EASTERN

REGION

TRACK CHART

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
A.U. JCT.	KS	451	MOLINE	127.8	NEOSHO
A.U. JCT.	KS	421-422	TULSA	127.8	NEOSHO
ABBYVILLE	KS	277	LA JUNTA	235.1	RENO
ABILENE	KS	490	STRONG CITY	58.1	DICKINSON
AIKMAN	KS	163	EMPORIA	158.4	BUTLER
AKRON	KS	396	DOUGLASS	208.8	COWLEY
ALDEN	KS	516	HUTCHINSON	242.9	RICE
ALVA	OK	198	WAYNOKA	324.7	WOODS
ANCONA	IL	33	CHILLICOTHE	95.8	LIVINGSTON
APPLETON	IL	50	CHILLICOTHE	166.0	KNOX
ARGENTINE YARD	KS	122-124	EMPORIA	4.8	WYANDOTTE
ARGONIA	KS	185	WAYNOKA	259.2	SUMNER
ARGONNE	IL	10	CHILLICOTHE	23.0	DU PAGE
ARGYLE	IA	73	MARCELINE	248.0	LEE
ARKANSAS CITY	KS	390	ARKANSAS CITY	262.4	COWLEY
ATCHISON	KS	404-405	ATCHISON	0.5	ATCHISON
ATHERTON	MO	115	MARCELINE	434.0	JACKSON
ATTICA	KS	191	WAYNOKA	285.6	HARPER
AUGUSTA	KS	169	EMPORIA	185.7	BUTLER
AUGUSTA	KS	392	DOUGLASS	185.7	BUTLER
AURORA	KS	499	STRONG CITY	102.1	CLOUD
AVARD	OK	201	WAYNOKA	335.7	WOODS
B.E. JCT.	OK	438	TULSA	41.3	WASHINGTON
BARING	MO	82	MARCELINE	290.7	KNOX
BARTLESVILLE	OK	437	TULSA	40.8	WASHINGTON
BARTON	CO	329	LA JUNTA	481.5	PROWERS
BAZAR	KS	159	EMPORIA	136.1	CHASE
BELLE PLAINE	KS	176	EMPORIA	226.5	SUMNER
BELLEFONT	KS	293	LA JUNTA	330.3	FORD
BELPRE	KS	287	LA JUNTA	284.9	EDWARDS
BELVA	OK	209	PANHANDLE	356.3	WOODWARD
BENEDICT	KS	454	MOLINE	144.0	WILSON
BOLTON	KS	431	TULSA	7.4	MONTGOMERY
BOSWORTH	MO	103	MARCELINE	374.3	CARROLL
BRINK	OK	197	WAYNOKA	319.5	WOODS
BUCKLIN	MO	94-95	MARCELINE	341.5	LINN
BURDEN	KS	468	MOLINE	230.8	COWLEY
BURDICK	KS	482	STRONG CITY	19.2	MORRIS
BURLINGAME	KS	361	TOPEKA	76.9	OSAGE
BURRTON	KS	269	LA JUNTA	203.7	HARVEY
BUXTON	KS	458	MOLINE	160.0	WILSON
C.A. JCT.	MO	112	MARCELINE	418.2	RAY
CADDOA	CO	337	LA JUNTA	521.5	BENT
CAMBRIDGE	KS	467	MOLINE	225.5	COWLEY
CAMDEN	MO	112	MARCELINE	418.2	RAY
CAMERON	IL	56	CHILLICOTHE	186.0	WARREN
CANADIAN	TX	228-230	PANHANDLE	455.1	HEMPHILL
CANEY	KS	434	TULSA	22.1	MONTGOMERY
CAPRON	OK	197	WAYNOKA	316.4	WOODS
CARBONDALE	KS	359	TOPEKA	67.8	OSAGE
CARDY	MO	89	MARCELINE	318.1	MACON
CARROLLTON	MO	106	MARCELINE	386.4	CARROLL
CASSODAY	KS	163	EMPORIA	154.2	BUTLER
CEDAR POINT	KS	254	NEWTON	150.7	CHASE
CHANUTE	KS	420-422	TULSA	127.7	NEOSHO
CHANUTE	KS	451	MOLINE	127.7	NEOSHO
CHARLESTON	KS	305	LA JUNTA	384.0	GRAY
CHELSEA	KS	165	EMPORIA	165.5	BUTLER
CHERRYVALE	KS	427	TULSA	155.8	MONTGOMERY
CHICAGO	IL	02-03	CHILLICOTHE		COOK
CHILLICOTHE	IL	39-43	CHILLICOTHE	130.0	PEORIA
CICERO	KS	177	EMPORIA	230.6	SUMNER
CIMARRON	KS	303	LA JUNTA	371.2	GRAY
CLARENDON	KS	519	HUTCHINSON	253.5	BARTON
CLEAR CREEK	TX	227	PANHANDLE	449.4	HEMPHILL
CLEMENTS	KS	252	NEWTON	144.8	CHASE
COAL CITY	IL	21	CHILLICOTHE	58.2	GRUNDY

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
COBURN	TX	225	PANHANDLE	437.3	LIPSCOMB
CODMAN	TX	235	PANHANDLE	483.8	ROBERTS
COLLINSVILLE	OK	444	TULSA	71.6	TULSA
CONCORDIA	KS	501	STRONG CITY	113.5	CLOUD
CONGO	MO	117	MARCELINE	444.2	JACKSON
CONNELL	KS	381	ARKANSAS CITY	217.4	SEDGWICK
COOK	KS	501	STRONG CITY	110.0	CLOUD
COOLIDGE	KS	326	LA JUNTA	468.8	HAMILTON
COPAN	OK	435	TULSA	30.0	WASHINGTON
CORWITH	IL	04-07	CHILLICOTHE	5.9	COOK
COURTLAND	KS	505	STRONG CITY	133.7	REPUBLIC
COURTNEY	MO	116	MARCELINE	439.4	JACKSON
CRAIG	KS	129	EMPORIA	19.5	JOHNSON
CRISFIELD	KS	192	WAYNOKA	292.2	HARPER
CURTIS	OK	211	PANHANDLE	367.1	WOODWARD
CUYLER	TX	242	PANHANDLE	518.6	CARSON
D.Y. JCT.	OK	437	TULSA	37.6	WASHINGTON
DAHINDA	IL	49	CHILLICOTHE	163.3	KNOX
DALLAS CITY	IL	65	CHILLICOTHE	224.8	HANCOCK
DALTON	KS	474	MOLINE	262.6	SUMNER
DANVILLE	KS	187	WAYNOKA	266.5	HARPER
DARTMOUTH	KS	521	HUTCHINSON	263.9	BARTON
DE SOTO	KS	344	TOPEKA	11.1	JOHNSON
DEAN LAKE	MO	102	MARCELINE	368.1	CHARITON
DECORRA	IL	61	CHILLICOTHE	212.5	HENDERSON
DEERFIELD	KS	314	LA JUNTA	417.0	KEARNEY
DERBY	KS	382	ARKANSAS CITY	223.0	SEDGWICK
DEWEY	OK	437	TULSA	36.9	WASHINGTON
DIAMOND SPRINGS	KS	481	STRONG CITY	13.4	MORRIS
DILLWYN	KS	285	LA JUNTA	272.8	STAFFORD
DODGE CITY	KS	298-299	LA JUNTA	352.5	FORD
DOUGLASS	KS	394	DOUGLASS	197.0	BUTLER
DRUMMOND	IL	17	CHILLICOTHE	48.2	WILL
DUNDEE	KS	523	HUTCHINSON	277.3	BARTON
EARLTON	KS	423	TULSA	133.2	NEOSHO
EAST JCT.	KS	172,174	EMPORIA	215.8	SEDGWICK
EDELSTEIN	IL	44	CHILLICOTHE	138.1	PEORIA
EDGERTON	KS	133-134	EMPORIA	39.8	JOHNSON
EL DORADO	KS	166-167	EMPORIA	174.3	BUTLER
ELK FALLS	KS	461	MOLINE	195.7	ELK
ELLINOR	KS	249	NEWTON	124.7	CHASE
ELLINOR	KS	157	EMPORIA	124.7	CHASE
ELLINWOOD	KS	520	HUTCHINSON	259.4	BARTON
ELMDALE	KS	251	NEWTON	138.3	CHASE
ELMER	MO	90	MARCELINE	322.9	MACON
EMPORIA	KS	368	TOPEKA	112.1	LYON
EMPORIA	KS	152-153	EMPORIA	112.1	LYON
ENTERPRISE	KS	489	STRONG CITY	52.1	DICKINSON
ETHEL	MO	91	MARCELINE	329.7	MACON
ETON	MO	116	MARCELINE	436.5	JACKSON
EUDORA	KS	345	TOPEKA	19.1	DOUGLAS
EULA	KS	190	WAYNOKA	280.3	HARPER
FARGO	OK	217	PANHANDLE	398.3	ELLIS
FLORENCE	KS	255	NEWTON	156.9	MARION
FLOYD	MO	113	MARCELINE	421.7	RAY
FORT MADISON	IA	67-68	CHILLICOTHE	234.3	LEE
FORT MADISON	IA	70-71	MARCELINE	234.3	LEE
FREDONIA	KS	456	MOLINE	152.2	WILSON
GAGE	OK	219	PANHANDLE	406.7	ELLIS
GALESBURG	IL	52-53	CHILLICOTHE	177.5	KNOX
GARDEN CITY	KS	309	LA JUNTA	402.4	FINNEY
GARDNER	KS	132	EMPORIA	34.6	JOHNSON
GARFIELD	KS	528	HUTCHINSON	302.5	PAWNEE
GERLACH	OK	215	PANHANDLE	386.3	WOODWARD
GIBBS	MO	85	MARCELINE	306.4	ADAIR
GLADSTONE	KS	158	EMPORIA	130.3	CHASE
GLAZIER	TX	226	PANHANDLE	444.1	HEMPHILL

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
GOODWIN	OK	222	PANHANDLE	421.0	ELLIS
GORDON	KS	393	DOUGLASS	191.9	BUTLER
GORIN	MO	79	MARCELINE	277.6	SCOTLAND
GORMAN	IL	22	CHILLICOTHE	61.9	GRUNDY
GRANADA	CO	329	LA JUNTA	485.3	PROWERS
GRAND SUMMIT	KS	465	MOLINE	217.2	COWLEY
GREAT BEND	KS	522	HUTCHINSON	269.5	BARTON
GRENOLA	KS	464	MOLINE	210.8	ELK
GROTE	CO	331	LA JUNTA	491.4	PROWERS
HACKNEY	KS	389	ARKANSAS CITY	256.1	COWLEY
HALSTEAD	KS	267	LA JUNTA	194.6	HARVEY
HARDIN	MO	110	MARCELINE	405.4	RAY
HARPER	KS	188	WAYNOKA	273.8	HARPER
HAZELTON	KS	193	WAYNOKA	299.8	BARBER
HEMAN	OK	208	PANHANDLE	351.8	WOODS
HENRIETTA	MO	111	MARCELINE	411.3	RAY
HIGGINS	OK	223	PANHANDLE	428.7	ELLIS
HIGGINS	TX	223	PANHANDLE	428.7	LIPSCOMB
HILTON	CO	338	LA JUNTA	527.4	BENT
HOLCOMB	KS	310	LA JUNTA	409.0	FINNEY
HOLLIDAY	KS	342	TOPEKA	0.0	JOHNSON
HOLLIDAY	KS	126,128	EMPORIA	13.4	JOHNSON
HOLLY	CO	327	LA JUNTA	474.9	PROWERS
HOOVER	TX	237	PANHANDLE	491.2	GRAY
HOPE	KS	486	STRONG CITY	36.8	DICKINSON
HOWELL	KS	301	LA JUNTA	361.5	FORD
HUMBOLT	KS	419	TULSA	117.4	ALLEN
HURDLAND	MO	84	MARCELINE	300.1	KNOX
HUSCHER	KS	500	STRONG CITY	108.0	CLOUD
HUTCHINSON	KS	272-274	LA JUNTA	218.3	RENO
HUTCHINSON	KS	512	HUTCHINSON	218.3	RENO
HYMER	KS	480	STRONG CITY	7.6	CHASE
INDEPENDENCE	KS	429	TULSA	165.5	MONTGOMERY
INGALLS	KS	304	LA JUNTA	377.3	GRAY
IOLA	KS	417	TULSA	109.7	ALLEN
JOLIET	IL	13-15	CHILLICOTHE	36.2	WILL
KACKLEY	KS	504	STRONG CITY	127.7	REPUBLIC
KANSAS CITY	KS	122-124	EMPORIA	4.8	WYANDOTTE
KANSAS CITY	MO	119-120	MARCELINE	0.0	JACKSON
KELLOGG	KS	472	MOLINE	253.4	COWLEY
KENDALL	KS	319	LA JUNTA	442.2	KEARNEY
KENDALL	KS	319	LA JUNTA	442.2	HAMILTON
KERNAN	IL	26	CHILLICOTHE	84.4	LA SALLE
KINGS MILL	TX	240	PANHANDLE	505.9	GRAY
KINGS MILL	TX	240	PANHANDLE	505.9	CARSON
KINSLEY	KS	291	LA JUNTA	302.4	EDWARDS
KINSLEY	KS	291	LA JUNTA	316.7	EDWARDS
KINSLEY	KS	531	HUTCHINSON	316.7	EDWARDS
KINSMAN	IL	24	CHILLICOTHE	74.8	GRUNDY
KIOWA	KS	195	WAYNOKA	306.9	BARBER
KIOWA	OK	195	WAYNOKA	306.9	ALFALFA
LA PLATA	MO	86-87	MARCELINE	312.7	MACON
LA ROSE	IL	37	CHILLICOTHE	116.0	MARSHALL
LAKEVIEW	KS	348	TOPEKA	31.6	DOUGLAS
LAKIN	KS	315	LA JUNTA	424.3	KEARNEY
LAMAR	CO	333	LA JUNTA	502.3	PROWERS
LARNED	KS	526	HUTCHINSON	291.8	PAWNEE
LAS ANIMAS JCT.	CO	339	LA JUNTA	533.5	BENT
LAURA	IL	47	CHILLICOTHE	153.5	PEORIA
LAWRENCE	KS	347	TOPEKA	26.5	DOUGLAS
LEBO	KS	147	EMPORIA	93.8	COFFEY
LECOMPTON	KS	349	TOPEKA	37.4	DOUGLAS
LEE	TX	245	PANHANDLE	533.2	CARSON
LEEDS	IL	34	CHILLICOTHE	102.1	LA SALLE
LEMONT	IL	11	CHILLICOTHE	25.1	COOK
LEMONT	IL	11	CHILLICOTHE	25.1	DU PAGE
LEMONT	IL	11	CHILLICOTHE	25.1	WILL

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STATION	STATE	PAGE NUMBER	SUBDIVISION	APPROX MILEPOST	COUNTY
LEWIS	KS	289	LA JUNTA	293.3	EDWARDS
LOCKPORT	IL	12	CHILLICOTHE	32.7	WILL
LODER	OK	196	WAYNOKA	313.2	ALFALFA
LODER	OK	196	WAYNOKA	313.2	WOODS
LOMAX	IL	62-63	CHILLICOTHE	218.9	HENDERSON
LONGFORD	KS	494	STRONG CITY	78.4	CLAY
LONGTON	KS	460	MOLINE	170.7	ELK
LONGTON	KS	460	MOLINE	189.6	ELK
LORA	TX	233	PANHANDLE	471.2	HEMPHILL
LORA	TX	233	PANHANDLE	471.2	ROBERTS
LORENZO	IL	18-19	CHILLICOTHE	52.8	WILL
LORENZO	IL	18-19	CHILLICOTHE	52.8	GRUNDY
LORENZO	IL	18-19	CHILLICOTHE	52.8	KANKAKEE
LOST SPRINGS	KS	484	STRONG CITY	25.5	MARION
LOVEWELL	KS	507	STRONG CITY	141.2	JEWELL
MACKSVILLE	KS	286	LA JUNTA	277.6	STAFFORD
MANCHESTER	KS	493	STRONG CITY	72.8	DICKINSON
MARCELINE	MO	97-98	MARCELINE	347.3	LINN
MARCELINE	MO	97-98	MARCELINE	347.3	CHARITON
MATFIELD GREEN	KS	161	EMPORIA	144.4	CHASE
MAYFIELD	KS	183	WAYNOKA	247.0	SUMNER
MAZON	IL	23	CHILLICOTHE	66.1	GRUNDY
MC COOK	IL	08	CHILLICOTHE	12.8	COOK
MC GRAW	KS	371	ARKANSAS CITY	188.0	HARVEY
MEDIA	IL	59	CHILLICOTHE	204.6	HENDERSON
MEDILL	MO	76	MARCELINE	263.1	CLARK
MELVERN	KS	142	EMPORIA	79.6	OSAGE
MENDON	MO	101	MARCELINE	360.7	CHARITON
MENDOTA	TX	231	PANHANDLE	463.5	HEMPHILL
MERIDEN	KS	412	ATCHISON	39.4	JEFFERSON
MERRICK	KS	153,155	EMPORIA	115.3	LYON
MIAMI	TX	234	PANHANDLE	476.9	ROBERTS
MILAN	KS	184	WAYNOKA	254.1	SUMNER
MILLSDALE	IL	17	CHILLICOTHE	46.1	WILL
MILTONVALE	KS	497	STRONG CITY	93.0	CLOUD
MOHAWK	OK	446	TULSA	85.8	TULSA
MOLINE	KS	462	MOLINE	202.4	ELK
MONICA	IL	46	CHILLICOTHE	148.3	PEORIA
MOON	IL	30	CHILLICOTHE	93.9	LIVINGSTON
MOORELAND	OK	212	PANHANDLE	371.0	WOODWARD
MOREHEAD	KS	426	TULSA	147.6	NEOSHO
MOREHEAD	KS	426	TULSA	147.6	LABETTE
MORRIS	KS	126,128	EMPORIA	10.3	WYANDOTTE
MULVANE	KS	383	ARKANSAS CITY	227.8	SEDGWICK
MULVANE	KS	383	ARKANSAS CITY	227.8	SUMNER
MULVANE	KS	173,175	EMPORIA	227.8	SUMNER
N.R. JCT.	KS	368	TOPEKA	111.0	LYON
N.R. JCT.	KS	151-152	EMPORIA	111.3	LYON
NAVARRE	KS	487	STRONG CITY	44.4	DICKINSON
NEOSHO RAPIDS	KS	149	EMPORIA	101.6	LYON
NERSKA	IL	04	CHILLICOTHE	7.3	COOK
NETTLETON	KS	530	HUTCHINSON	309.5	PAWNEE
NEVA	KS	251	NEWTON	135.8	CHASE
NEVA	KS	479	STRONG CITY	135.8	CHASE
NEW SALEM	KS	469	MOLINE	238.7	COWLEY
NEWTON	KS	260	NEWTON	183.0	HARVEY
NEWTON	KS	371	ARKANSAS CITY	185.1	HARVEY
NEWTON	KS	262-264	LA JUNTA	183.0	HARVEY
NICKERSON	KS	514	HUTCHINSON	228.6	RENO
NIOTA	IL	67	CHILLICOTHE	230.9	HANCOCK
NOEL	OK	199	WAYNOKA	328.9	WOODS
NORBORNE	MO	108	MARCELINE	396.6	CARROLL
NORIA	KS	346	TOPEKA	23.0	DOUGLAS
NORTH JCT.	KS	377,380	ARKANSAS CITY	211.7	SEDGWICK
NORTH WICHITA	KS	375-376	ARKANSAS CITY	209.1	SEDGWICK
NORTONVILLE	KS	408	ATCHISON	16.8	JEFFERSON
NORTONVILLE	KS	408	ATCHISON	16.8	ATCHISON

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OAK HILL	KS	495	STRONG CITY	83.7	CLAY
OCHELATA	OK	440	TULSA	52.5	WASHINGTON
OFFERLE	KS	292	LA JUNTA	324.7	EDWARDS
OLATHE	KS	131	EMPORIA	27.8	JOHNSON
ORMONDE	IL	57	CHILLICOTHE	191.9	WARREN
OSAGE CITY	KS	363	TOPEKA	85.1	OSAGE
OTTAWA	KS	138	EMPORIA	57.1	FRANKLIN
OWASSO	OK	445	TULSA	79.2	TULSA
OXFORD	KS	473	MOLINE	256.9	SUMNER
PAMPA	TX	238	PANHANDLE	498.8	GRAY
PANHANDLE	TX	244	PANHANDLE	526.0	CARSON
PARNELL	KS	406	ATCHISON	6.4	ATCHISON
PARTRIDGE	KS	276	LA JUNTA	229.0	RENO
PAULINE	KS	357	TOPEKA	57.3	SHAWNEE
PAWNEE ROCK	KS	525	HUTCHINSON	283.0	BARTON
PAWNEE ROCK	KS	525	HUTCHINSON	283.0	PAWNEE
PAXTON	KS	268	LA JUNTA	199.7	HARVEY
PEABODY	KS	257	NEWTON	168.3	MARION
PEQUOT	IL	20-21	CHILLICOTHE	57.2	GRUNDY
PIERCEVILLE	KS	306	LA JUNTA	390.1	FINNEY
PLAINES	IL	16	CHILLICOTHE	41.5	WILL
PLEVNA	KS	278	LA JUNTA	240.7	RENO
PLYMOUTH	KS	156	EMPORIA	120.2	LYON
POMONA	KS	140	EMPORIA	67.5	FRANKLIN
PONEMAH	IL	58	CHILLICOTHE	197.1	WARREN
PRINCEVILLE	IL	45	CHILLICOTHE	144.7	PEORIA
PROWERS	CO	334	LA JUNTA	510.4	BENT
PUTNAM	KS	372	ARKANSAS CITY	191.2	HARVEY
QUENEMO	KS	141	EMPORIA	71.8	OSAGE
QUINLAN	OK	210	PANHANDLE	361.6	WOODWARD
RAMONA	OK	441	TULSA	58.6	WASHINGTON
RANSOM	IL	25	CHILLICOTHE	79.8	LA SALLE
RAYMOND	KS	518	HUTCHINSON	249.0	RICE
READING	KS	365	TOPEKA	96.5	LYON
REST	KS	453	MOLINE	139.0	WILSON
REVERE	MO	75	MARCELINE	256.0	CLARK
RIDGETON	KS	144	EMPORIA	87.6	OSAGE
ROCK	KS	395	DOUGLASS	202.6	COWLEY
ROLAND	KS	182	WAYNOKA	242.1	SUMNER
ROMEO	IL	11	CHILLICOTHE	29.3	WILL
ROSE HILL	KS	171	EMPORIA	211.6	BUTLER
ROTHVILLE	MO	99	MARCELINE	354.6	CHARITON
RUSHVILLE	MO	403	ATCHISON	512.7	BUCHANAN
RUTLEDGE	MO	80	MARCELINE	282.5	SCOTLAND
S.K. JCT.	KS	178	EMPORIA	236.1	SUMNER
S.K. JCT.	KS	180-181	WAYNOKA	236.1	SUMNER
SAFFORDVILLE	KS	156	EMPORIA	123.4	CHASE
SALTER	KS	170	EMPORIA	205.2	BUTLER
SAND CREEK	KS	263-266	LA JUNTA	186.7	HARVEY
SCRANTON	KS	360	TOPEKA	71.6	OSAGE
SEARS	KS	299	LA JUNTA	357.6	FORD
SEDGWICK	KS	373	ARKANSAS CITY	195.2	HARVEY
SEDGWICK	KS	373	ARKANSAS CITY	195.2	SEDGWICK
SHATTUCK	OK	220	PANHANDLE	414.4	ELLIS
SHEFFIELD	MO	118	MARCELINE	446.4	JACKSON
SIBLEY	MO	114	MARCELINE	426.7	JACKSON
SMITHSHIRE	IL	59	CHILLICOTHE	201.5	WARREN
SOUTH JCT.	KS	377,380	ARKANSAS CITY	213.2	SEDGWICK
SPEARVILLE	KS	295	LA JUNTA	336.1	FORD
ST. JOHN	KS	283	LA JUNTA	266.0	STAFFORD
ST. JOSEPH	MO	400	ATCHISON	497.5	BUCHANAN
STAFFORD	KS	282	LA JUNTA	257.0	STAFFORD
STERLING	KS	515	HUTCHINSON	236.7	RICE
STREATOR	IL	27-32	CHILLICOTHE	89.6	LA SALLE
STREATOR	IL	27-32	CHILLICOTHE	89.6	LIVINGSTON
STRONG CITY	KS	250	NEWTON	131.7	CHASE
STRONGHURST	IL	60	CHILLICOTHE	208.9	HENDERSON

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SUPERIOR	NE	509	STRONG CITY	153.8	NUCKOLLS
SURREY	IL	55	CHILLICOTHE	183.3	WARREN
SUTTON	KS	318	LA JUNTA	437.3	KEARNEY
SYLVIA	KS	279	LA JUNTA	246.4	RENO
SYRACUSE	KS	322-323	LA JUNTA	453.9	HAMILTON
TALMAGE	KS	492	STRONG CITY	67.0	DICKINSON
TANGIER	OK	216	PANHANDLE	392.6	WOODWARD
TECUMSEH	KS	351	TOPEKA	46.0	SHAWNEE
THAYER	KS	424	TULSA	140.0	NEOSHO
TOLUCA	IL	35	CHILLICOTHE	109.9	MARSHALL
TOPEKA	KS	352-356	TOPEKA	50.6	SHAWNEE
TOPEKA	KS	414	ATCHISON	50.6	SHAWNEE
TULSA	OK	447-448	TULSA	90.1	TULSA
TURNER	KS	125,127	EMPORIA	7.1	WYANDOTTE
UDALL	KS	385	ARKANSAS CITY	237.9	COWLEY
VALLEY CENTER	KS	374	ARKANSAS CITY	201.8	SEDGWICK
VALLEY FALLS	KS	410	ATCHISON	26.7	JEFFERSON
VANORA	KS	167	EMPORIA	177.4	BUTLER
VERA	OK	442	TULSA	64.8	WASHINGTON
VERONA	IL	24	CHILLICOTHE	70.8	GRUNDY
W.B. JCT.	MO	106	MARCELINE	388.7	CARROLL
W.N. JCT.	KS	387	ARKANSAS CITY	249.7	COWLEY
W.N. JCT.	KS	398	DOUGLASS	213.9	COWLEY
W.N. JCT.	KS	471	MOLINE	248.1	COWLEY
WAKARUSA	KS	358	TOPEKA	62.7	SHAWNEE
WALTON	KS	259	NEWTON	178.3	HARVEY
WAY	KS	271-272	LA JUNTA	214.9	RENO
WAYNOKA	OK	204-207	PANHANDLE	345.0	WOODS
WAYNOKA	OK	202	WAYNOKA	345.0	WOODS
WEBBER	KS	508	STRONG CITY	147.0	JEWELL
WELLINGTON	KS	180-181	WAYNOKA	238.9	SUMNER
WELLINGTON	KS	476	MOLINE	267.6	SUMNER
WELLSVILLE	KS	136	EMPORIA	45.5	FRANKLIN
WHITE DEER	TX	241	PANHANDLE	512.8	CARSON
WHITESIDE	KS	275	LA JUNTA	223.4	RENO
WICHITA	KS	377-380	ARKANSAS CITY	209.1	SEDGWICK
WIGGAM	KS	150	EMPORIA	107.1	LYON
WILBERN	IL	38	CHILLICOTHE	120.9	MARSHALL
WILDER JCT.	KS	342	TOPEKA	3.1	JOHNSON
WILLIAMSFIELD	IL	48	CHILLICOTHE	158.4	KNOX
WILLOW SPRINGS	IL	09	CHILLICOTHE	17.4	COOK
WINFIELD	KS	471	MOLINE	247.1	COWLEY
WINFIELD	KS	388	ARKANSAS CITY	250.8	COWLEY
WINFIELD	KS	398	DOUGLASS	215.9	COWLEY
WINTHROP	MO	404	ATCHISON	517.3	BUCHANAN
WOODWARD	OK	214	PANHANDLE	382.8	WOODWARD
WRIGHT	KS	296	LA JUNTA	344.7	FORD
WYACONDA	MO	78	MARCELINE	272.3	CLARK
YAGGY	KS	513	HUTCHINSON	223.2	RENO
YOST	IL	51	CHILLICOTHE	173.7	KNOX
ZENITH	KS	280	LA JUNTA	251.1	STAFFORD

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THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

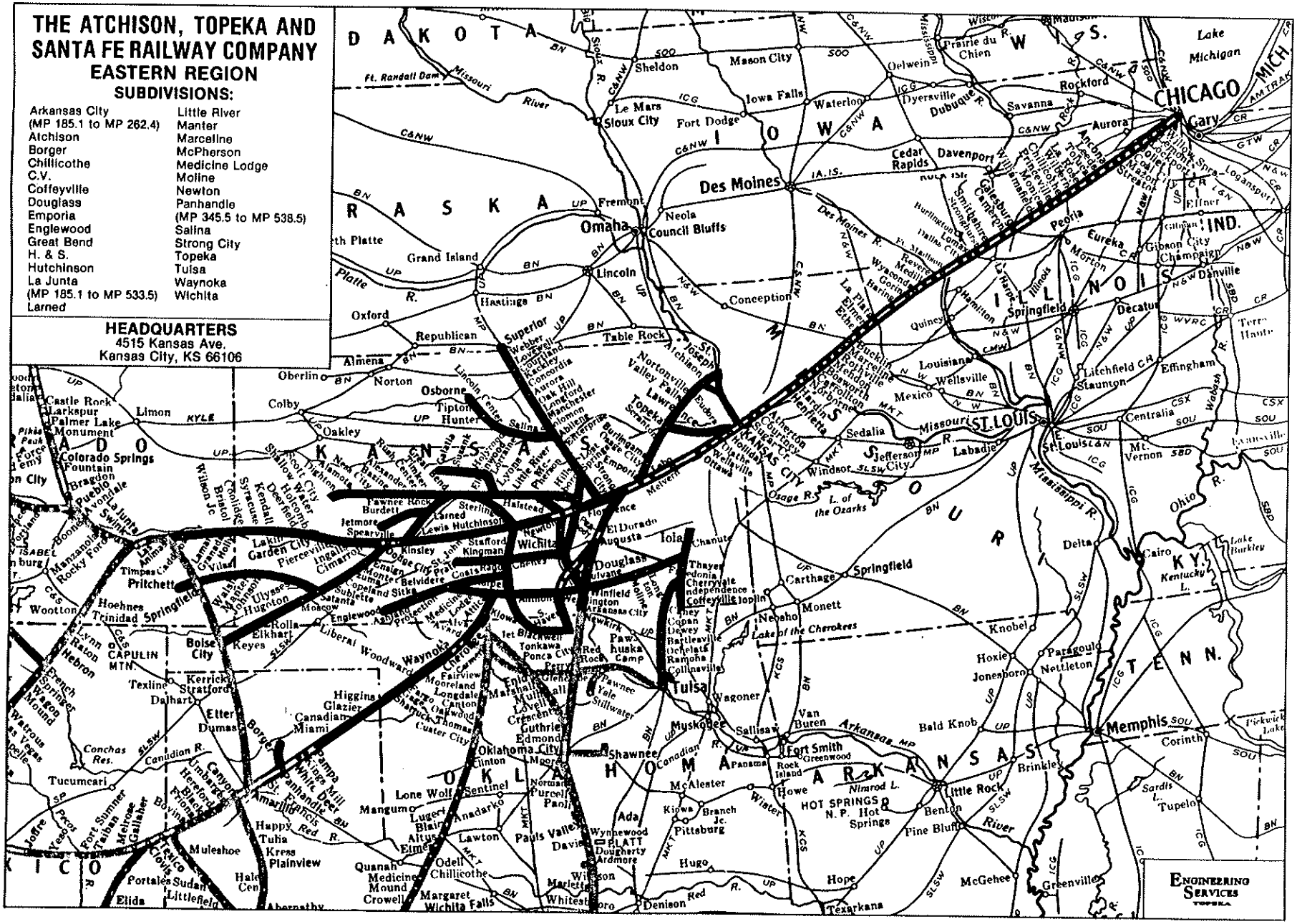
EASTERN REGION

SUBDIVISIONS:

Arkansas City (MP 185.1 to MP 262.4)
Atchison
Borger
Chillicothe
C.V.
Coffeyville
Douglass
Emporia
Englewood
Great Bend
H. & S.
Hutchinson
La Junta (MP 185.1 to MP 533.5)
Larned
Little River
Manter
Marceline
McPherson
Medicine Lodge
Moline
Newton
Panhandle (MP 345.5 to MP 538.5)
Salina
Strong City
Topeka
Tulsa
Waynoka
Wichita

HEADQUARTERS

4515 Kansas Ave.
Kansas City, KS 66106


DAKOTA
NEBRASKA
IOWA
KANSAS
MISSOURI
OKLAHOMA
ARKANSAS
ILLINOIS
IND.
KY.
TENN.
MICH.
WIS.
COLO.
CHICAGO
Lake Michigan
Omaha
Council Bluffs
Des Moines
Sioux City
Sheldon
Mason City
Iowa Falls
Waterloo
Dyersville
Dubuque
Prairie du Chien
Rockford
Aurora
Gary
Cedar Rapids
Davenport
Peoria
Eureka
Gibson City
Champaign
Danville
Effingham
Springfield
Decatur
Litchfield
Staunton
Centralia
Mt. Vernon
Terre Haute
Lincoln
Grand Island
Hastings
Fremont
Neola
Conception
Table Rock
Superior
Oxford
Republican
Almena
Oberlin
Norton
Osborne
Colby
Oakley
Limon
Castle Rock
Larkspur
Palmer Lake
Monument
Colorado Springs
Fountain
Pueblo
Trinidad
La Junta
Las Animas
Lamar
Granada
Holly
Wiley
Eads
Kit Carson
Cheyenne Wells
Burlington
Hugo
Seibert
Stratton
Hoisington
Great Bend
Larned
Pawnee Rock
Burdett
Kinsley
Dodge City
Garden City
Pierceville
Ingalls
Cimarron
Jetmore
Spearville
Ensign
Montezuma
Belvidere
Coats
Sawyer
Pratt
Sterling
Halstead
Hutchinson
Lewis
Stafford
Kingman
Wichita
Newton
Florence
El Dorado
Augusta
Douglass
Ulvan
Winfield
Arkansas City
Newkirk
Ponca City
Blackwell
Tonkawa
Enid
Kiowa
Medicine Lodge
Attica
Harper
Anthony
Caldwell
Wellington
Kingman
Hutchinson
Salina
Abilene
Enterprise
Solomon
Lincoln
Beloit
Concordia
Clyde
Clay Center
Manhattan
Junction City
Topeka
Lawrence
Ottawa
Olathe
Wellsville
Atchison
Kansas City
Leavenworth
Lansing
Sugar Cr.
Courtney
Independence
Cherryvale
Coffeyville
Joplin
Chanute
Iola
Thayer
Edonia
Neosho
Monett
Carthage
Springfield
Osage R.
L. of the Ozarks
Missouri R.
St. Joseph
Table Rock
Nortonville
Valley Falls
Lawrence
Topeka
Burlingame
Osage City
Strong City
Emporia
Yates Center
Iola
Chanute
Humboldt
Parsons
Oswego
Independence
Coffeyville
Joplin
Neosho
Monett
Springfield
Carthage
Lake of the Cherokees
Knobel
Paragould
Nettleton
Jonesboro
Hoxie
Delta
Cairo
Ohio R.
Kentucky L.
Lake Barkley
Mississippi R.
Memphis
Corinth
Tupelo
Sardis L.
Pickwick Lake
Brinkley
Bald Knob
Little Rock
Fort Smith
Greenwood
Van Buren
Rock Island
Arkansas R.
Nimrod L.
HOT SPRINGS N. P.
Hot Springs
Benton
Pine Bluff
Howe
McAlester
Panama
Kiowa
Branch Jc.
Pittsburg
Wister
Sallisaw
Muskogee
Wagoner
Tulsa
Pawhuska
Camp
Red Rock
Ponca City
Blackwell
Enid
Oklahoma City
Shawnee
Canadian R.
Guthrie
Edmond
Norman
Purcell
Pauls Valley
Davis
Wynnewood
Ada
Ardmore
Dougherty
Platt
Marietta
Whitesboro
Denison
Red R.
Texarkana
Hope
McGehee
Greenville
Wichita Falls
Margaret
Crowell
Quanah
Medicine Mound
Chillicothe
Odell
Lawton
Anadarko
Lone Wolf
Sentinel
Mangum
Altus
Eldorado
Blair
Lugert
Tipton
Hunter
Osborne
Norton
Oberlin

Form 1021-Std.

INDEX
EASTERN REGION

Station List	538-543
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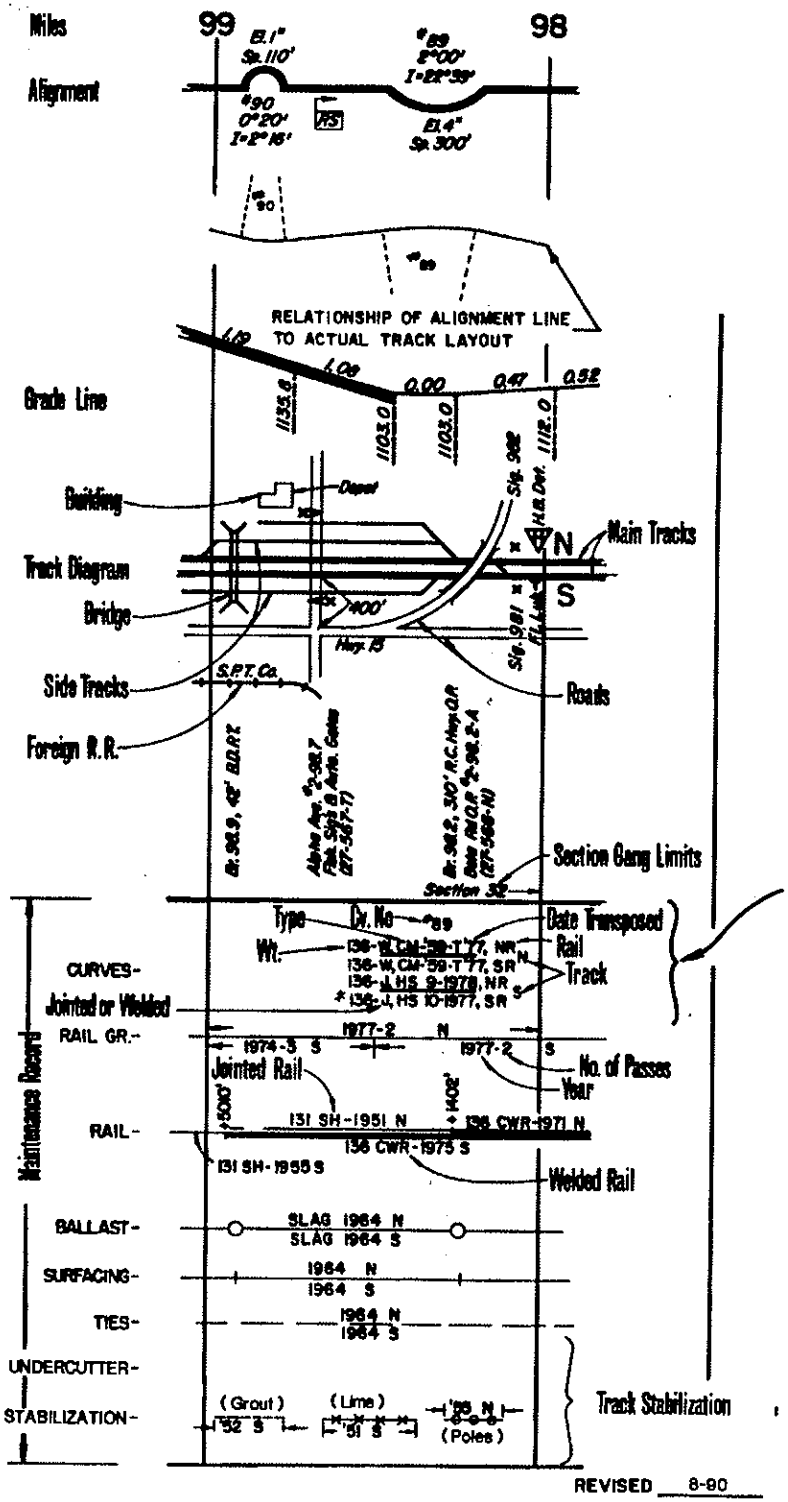
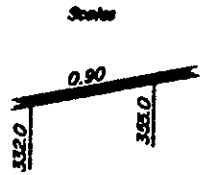
Explanations	534
Abbreviations	533

SUBDIVISION	FROM MILEPOST	FROM STATION	TO MILEPOST	TO STATION	PAGES
Hutchinson	218.3	Hutchinson	316.6	Kinsley	511-531
Strong City	0.0	Neva	154.0	Superior	478-509
Moline	127.7	Chanute	267.6	Wellington	450-476
Tulsa	109.7	Iola	90.35	Tulsa	416-448
Atchison	497.9	St. Joseph	50.5	Topeka	399-414
Douglass	185.4	Augusta	215.9	W.N. Jct.	391-398
Arkansas City	185.3	Newton	262.4	Arkansas City	370-390
Topeka	0.0	Holliday	111.0	Emporia (N.R. Jct.)	341-368
La Junta	183.0	Newton	533.5	Las Animas Jct.	261-339
Newton	124.7	Ellinor	183.0	Newton	248-260
Panhandle	342.4	Waynoka	538.5	St. Francis	203-246
Waynoka	236.1	Wellington	342.4	Waynoka	179-202
Emporia	1.7	A.T. & S.F. Jct.	236.1	Wellington	121-178
Marceline	234.3	Ft. Madison	446.0	Sheffield	69-120
Chillicothe	0.0	Chicago	234.3	Ft. Madison	1-68

EXPLANATIONS





1" = 3000' Horizontal scale for profile, Alignment and track. (Exceptions noted)

1" = 200' Vertical scale for profile.

Ascending ruling grades for Subdivisions 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.
o	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).
	Switch Heater.
	Shifted load detector.
	Hot box detector.
	Dragging equipment detector, arrow or arrows denote direction protected.
YL	Yard limit sign.
SL	Switch 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.

Type of 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 Cromalloy (C.F. & I.)	CR (Cromo)
6.	Japanese	JP (JAP)
7.	Other	OR
	(a) British Steel	followed by lower case letter. Example: ORf
	(b) Chrome Vanadium	
	(c) Chrome 1%	
	(d) Open Hearth	
	(f) German	

* Second Hand Rail

— ABBREVIATIONS —

BRIDGES

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

FACILITIES

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

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

MISCELLANEOUS

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

NOTE: O. H. Clearance noted in Track Chart is less than Minimum Required. (Minimum Required Clearance is 22'-6")

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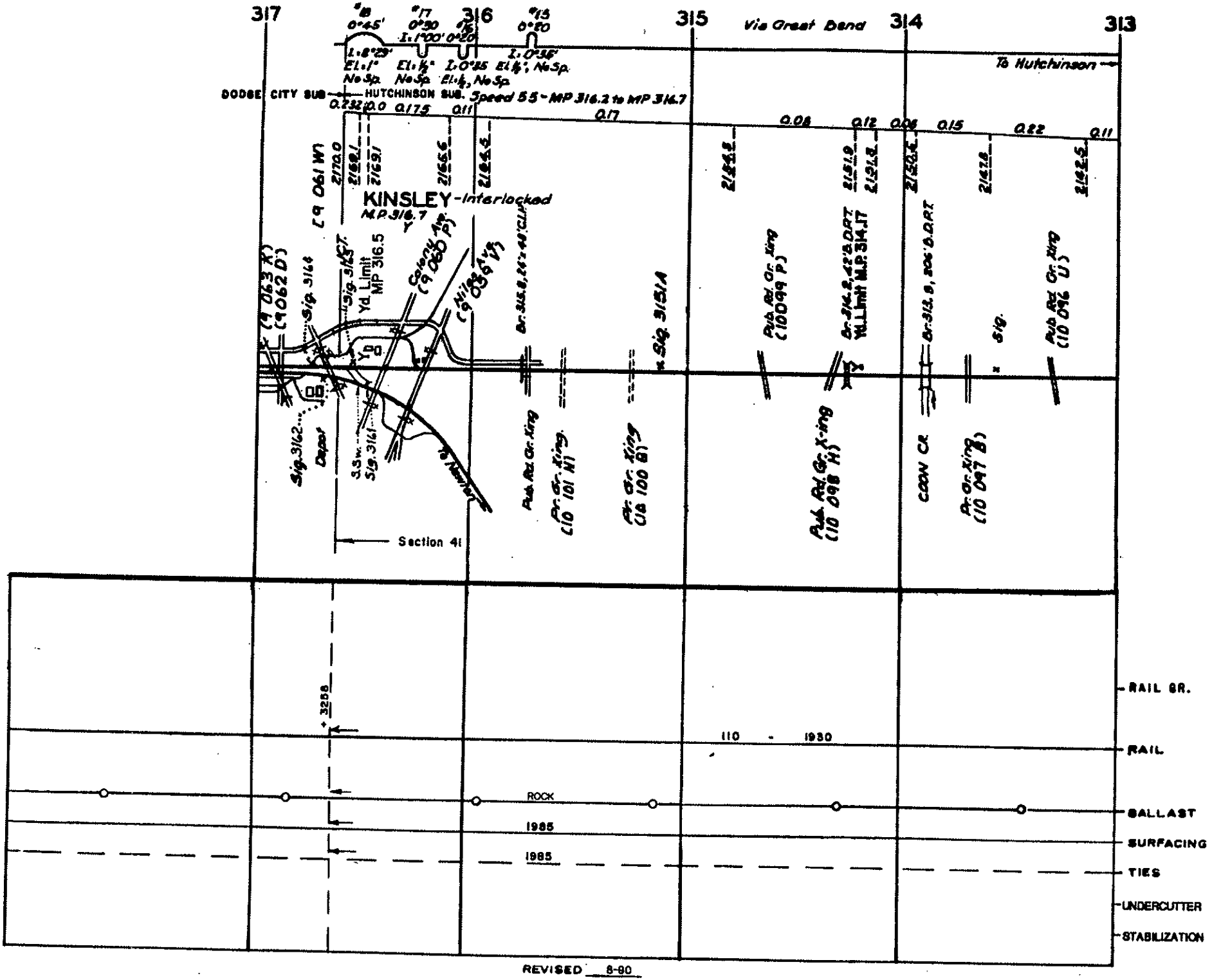
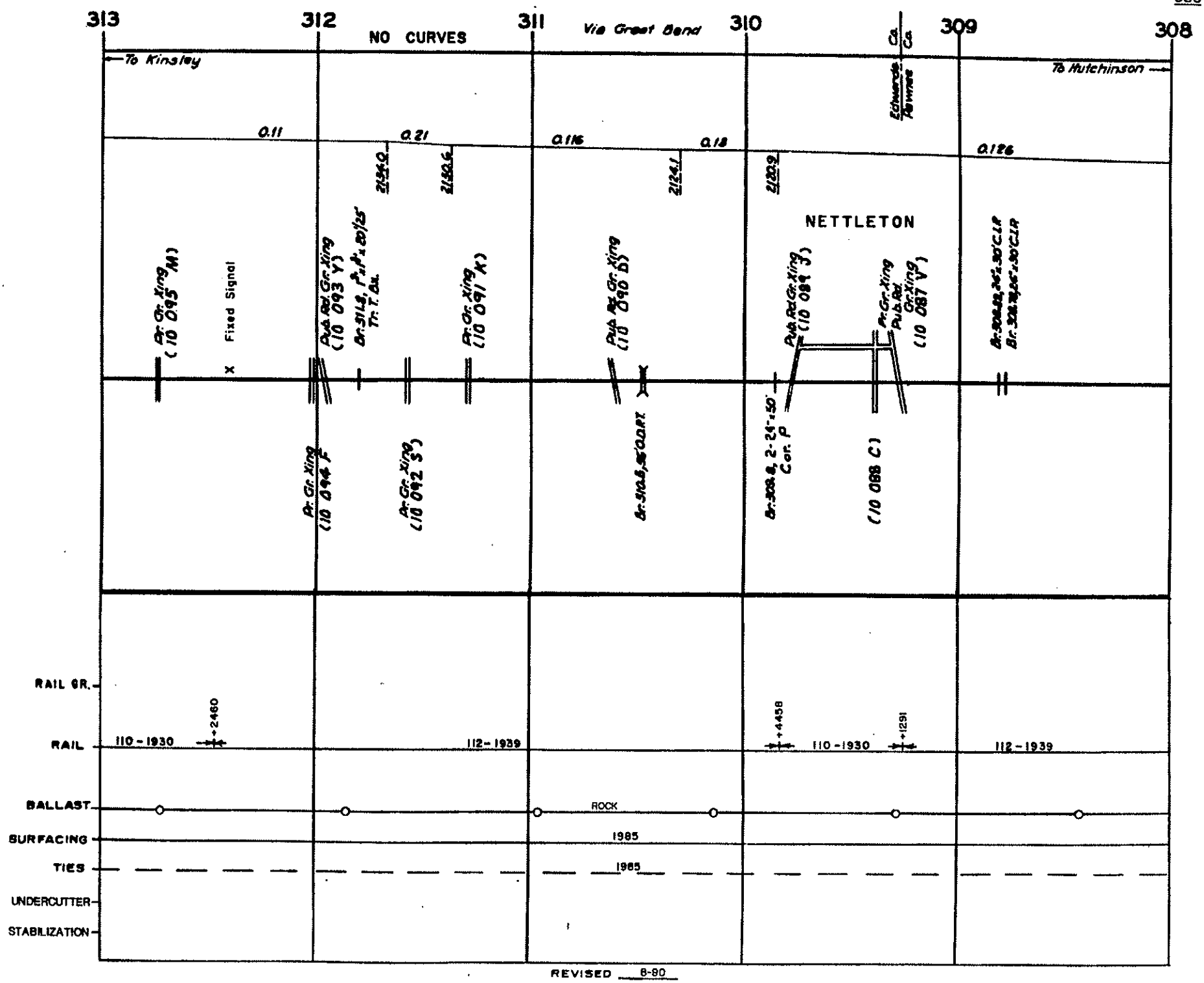

317
316
315
314
313
Via Great Bend
To Hutchinson
DODGE CITY SUB
HUTCHINSON SUB. Speed 55 - MP 316.2 to MP 316.7
KINSLEY - Interlocked
M.P. 316.7
Sig. 3163
Yd. Limit MP 316.5
Sig. 3164
Sig. 3162
Depot
Sig. 3161
Section 41
Pub. Rd. Gr. Xing (10 101 H)
Pr. Gr. Xing (10 100 B)
Sig. 3151A
Pub. Rd. Gr. Xing (10 099 P)
Pub. Rd. Gr. Xing (10 098 H)
Br. 314.8, 42'8 D.P.T.
Yd. Limit M.P. 314.17
Br. 313.8, 200'8 D.P.T.
COON CR.
Pr. Gr. Xing (10 097 B)
Sig.
Pub. Rd. Gr. Xing (10 096 U)
3258
110 - 1930
ROCK
1985
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


313
312
311
310
309
308
NO CURVES
Via Great Bend
To Kinsley
To Hutchinson
Edwards/Rawlins Co.
0.11
0.21
0.116
0.18
0.126
2154.0
2150.6
2124.1
2120.9
NETTLETON
Fixed Signal
Pr. Gr. Xing (10 095 M)
Pub. Rd. Gr. Xing (10 093 Y)
Br. 3114, 1-8'x8'x 20'/25° Tr. T. Co.
Pr. Gr. Xing (10 091 K)
Pub. Rd. Gr. Xing (10 090 D)
Pub. Rd. Gr. Xing (10 089 J)
Pr. Gr. Xing Pub. Rd. Gr. Xing (10 087 V)
Br. 3104.5, 30°0.0 Ft.
Br. 308.8, 2-24'x 50' Cor. P
(10 088 C)
RAIL GR.
RAIL
110 - 1930
+2460
112 - 1939
+4458
110 - 1930
+1291
112 - 1939
BALLAST
ROCK
SURFACING
1985
TIES
1985
UNDERCUTTER
STABILIZATION

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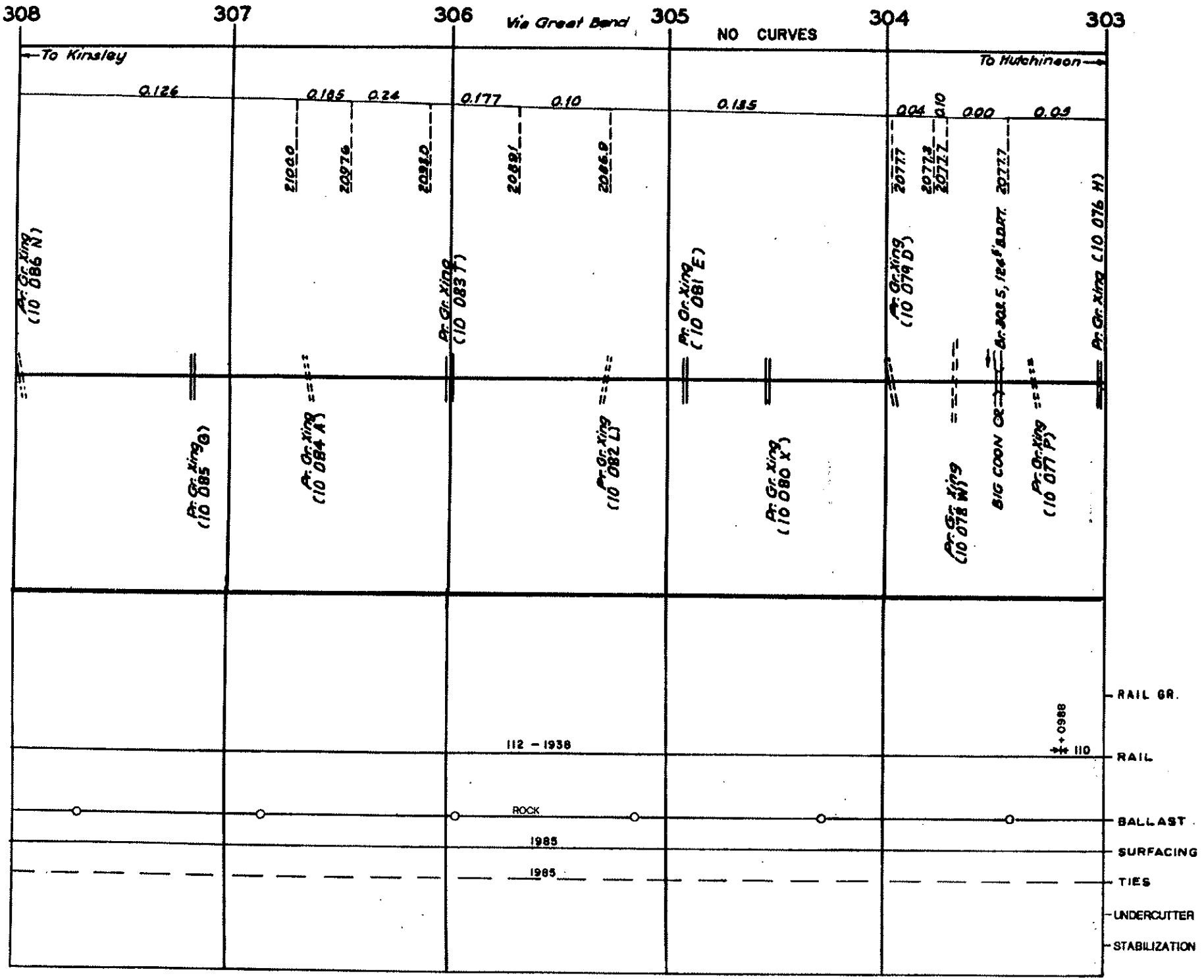
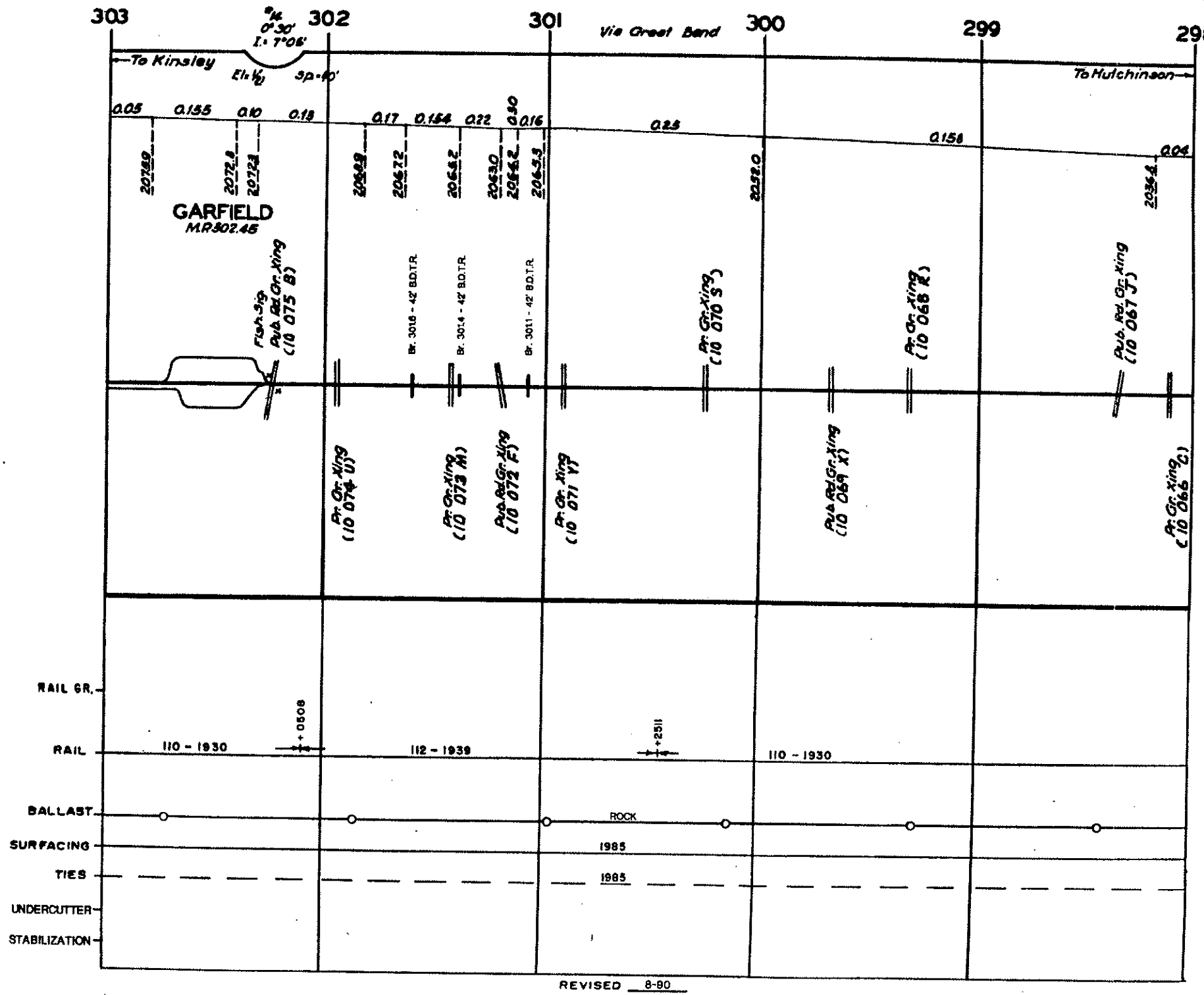

308
307
306
Via Great Bend
305
NO CURVES
304
303
To Kinsley
To Hutchinson
0.126
0.185
0.24
0.177
0.10
0.135
0.04
0.10
0.00
0.09
21040
20976
20940
20891
20869
20777
20772
20722
20777
Pr. Gr. Xing (10 086 N)
Pr. Gr. Xing (10 085 G)
Pr. Gr. Xing (10 084 A)
Pr. Gr. Xing (10 083 F)
Pr. Gr. Xing (10 082 L)
Pr. Gr. Xing (10 081 E)
Pr. Gr. Xing (10 080 X)
Pr. Gr. Xing (10 079 D)
Pr. Gr. Xing (10 078 W)
Br. 302.5, 124' S.D.PT.
BIG COON CR
Pr. Gr. Xing (10 077 P)
Pr. Gr. Xing (10 076 H)
112 - 1938
+0988
110
ROCK
1985
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


303
302
301
300
299
298
To Kinsley
Via Great Bend
To Hutchinson
GARFIELD
MP 302.45
0.05
0.155
0.10
0.18
0.17
0.154
0.22
0.30
0.16
0.25
0.156
0.04
Fish Sig
Pub. Rd. Gr. Xing (10 075 B)
Br. 3016 - 42' B.D.T.R.
Br. 3014 - 42' B.D.T.R.
Br. 3011 - 42' B.D.T.R.
Pr. Gr. Xing (10 070 S)
Pr. Gr. Xing (10 068 R)
Pub. Rd. Gr. Xing (10 067 J)
Pr. Gr. Xing (10 074 U)
Pr. Gr. Xing (10 073 M)
Pub. Rd. Gr. Xing (10 072 F)
Pr. Gr. Xing (10 071 V)
Pub. Rd. Gr. Xing (10 069 X)
Pr. Gr. Xing (10 066 C)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
110 - 1930
112 - 1939
110 - 1930
ROCK
1985
1985

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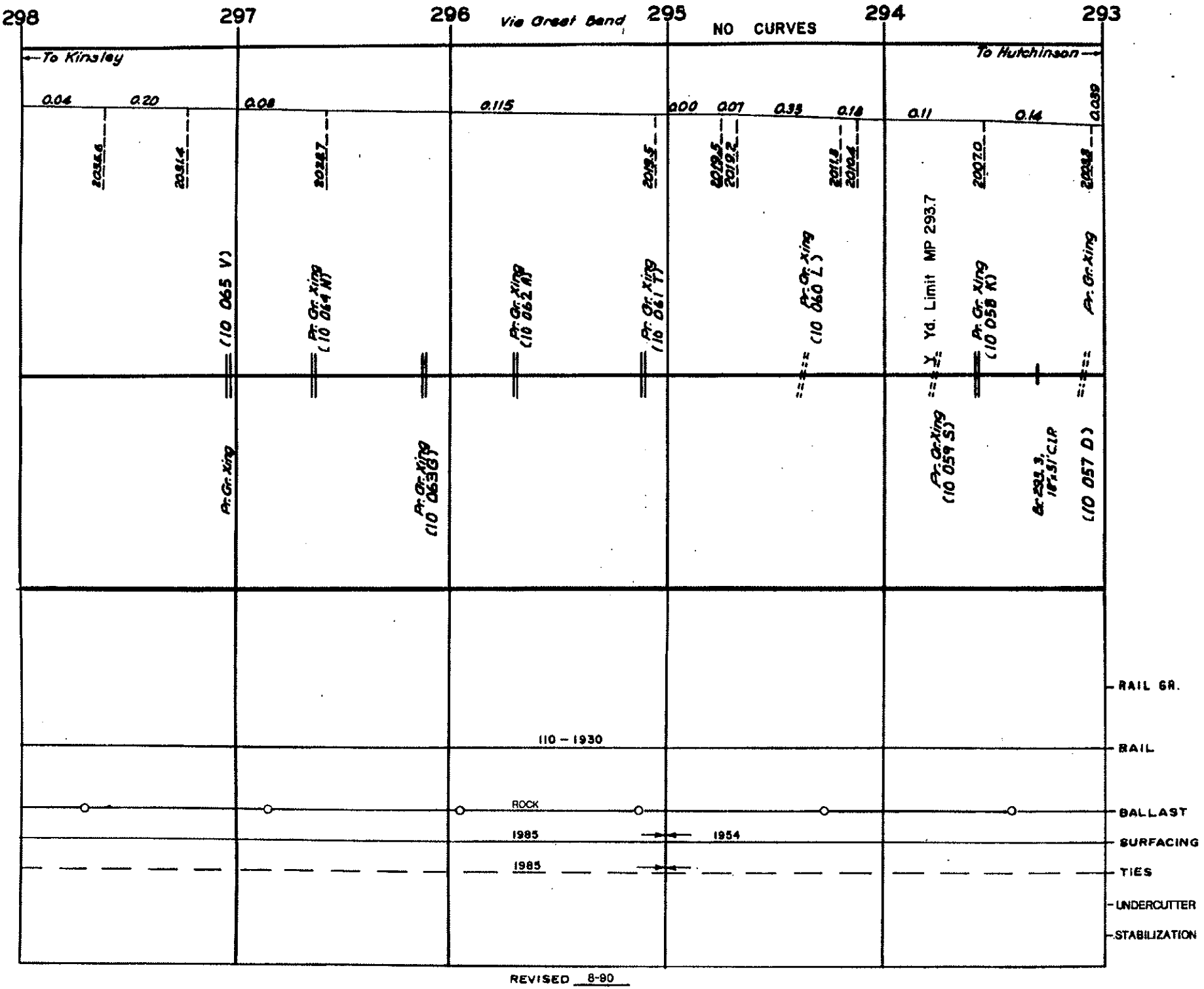
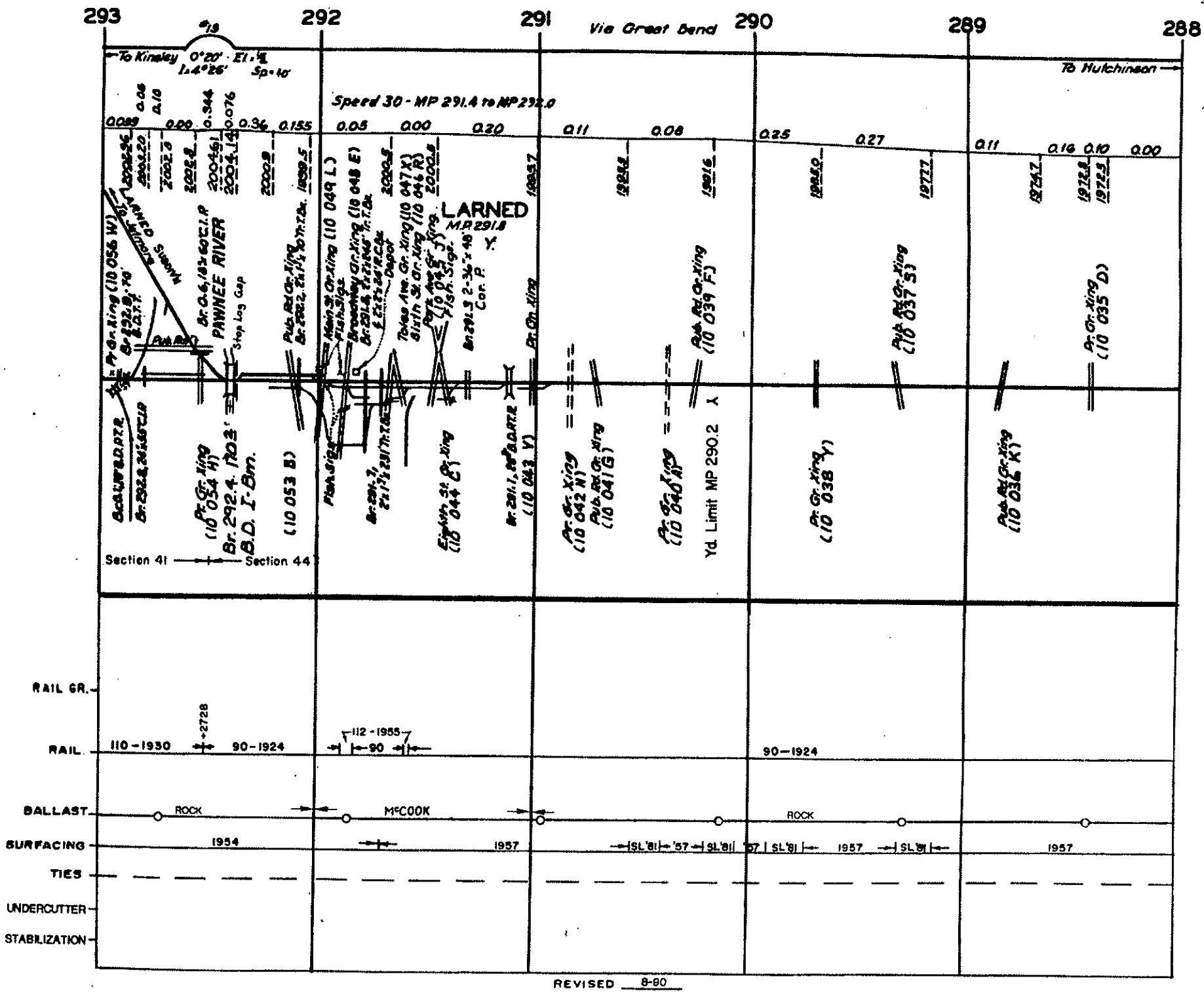
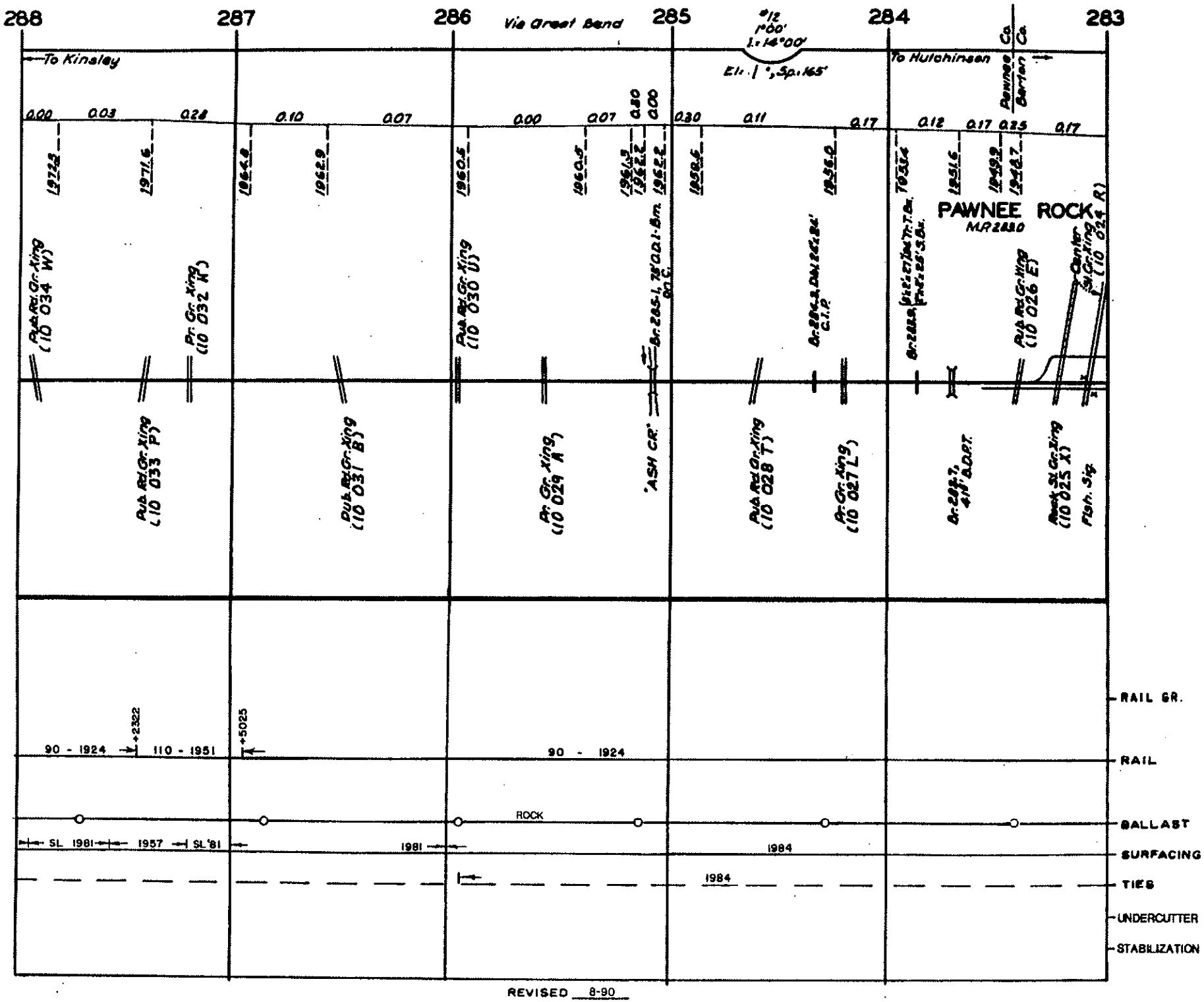
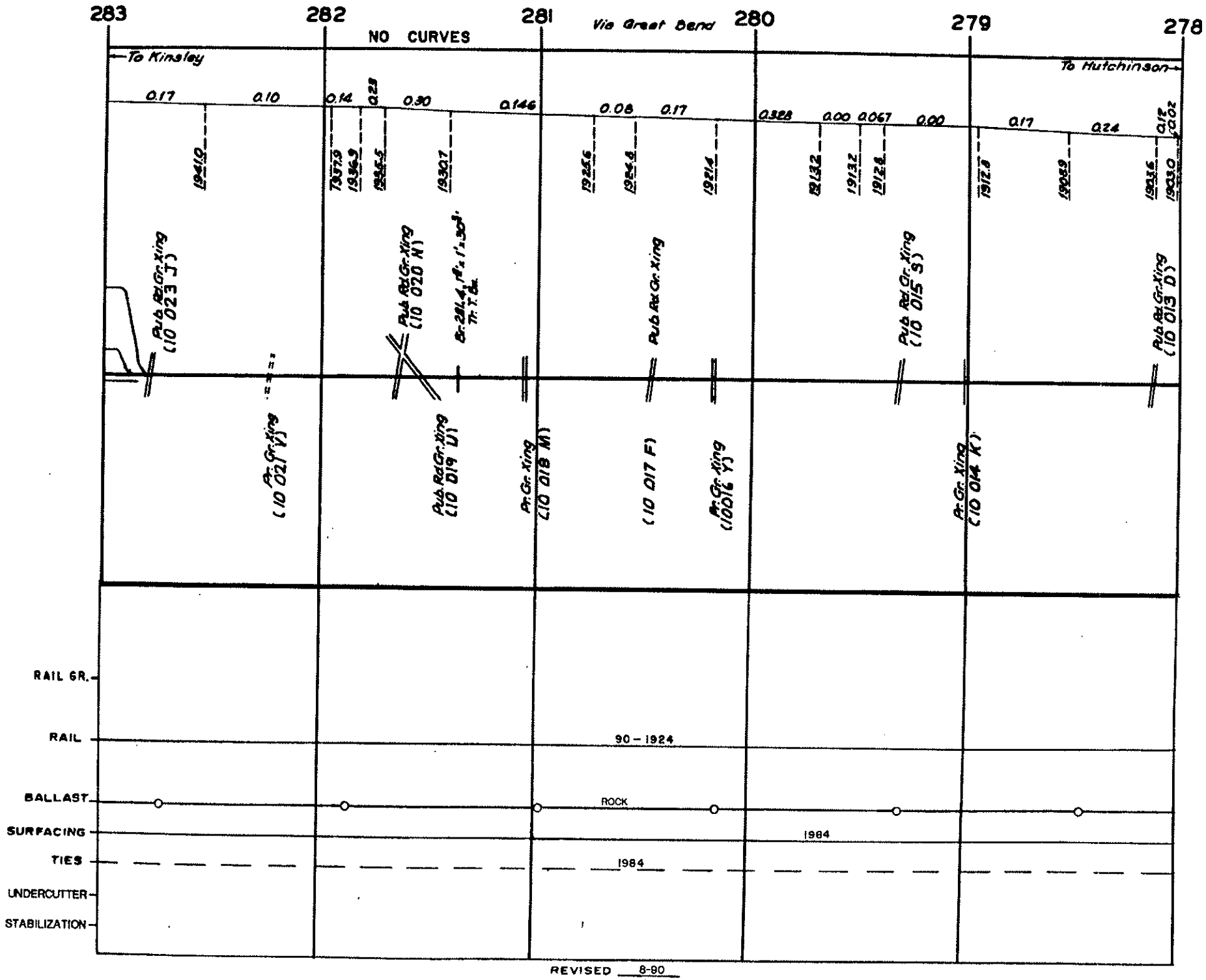

298
297
296
Via Great Bend
295
NO CURVES
294
293
To Kinsley
To Hutchinson
0.04
0.20
0.08
0.115
0.00
0.07
0.33
0.18
0.11
0.14
0.039
Pr. Gr. Xing (10 065 V)
Pr. Gr. Xing (10 064 N)
Pr. Gr. Xing (10 063 G)
Pr. Gr. Xing (10 062 N)
Pr. Gr. Xing (10 061 T)
Pr. Gr. Xing (10 060 L)
Yd. Limit MP 293.7
Pr. Gr. Xing (10 059 S)
Pr. Gr. Xing (10 058 K)
Br. 293.3, 18'x51' C.I.P.
Pr. Gr. Xing (10 057 D)
110 – 1930
ROCK
1985
1954
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

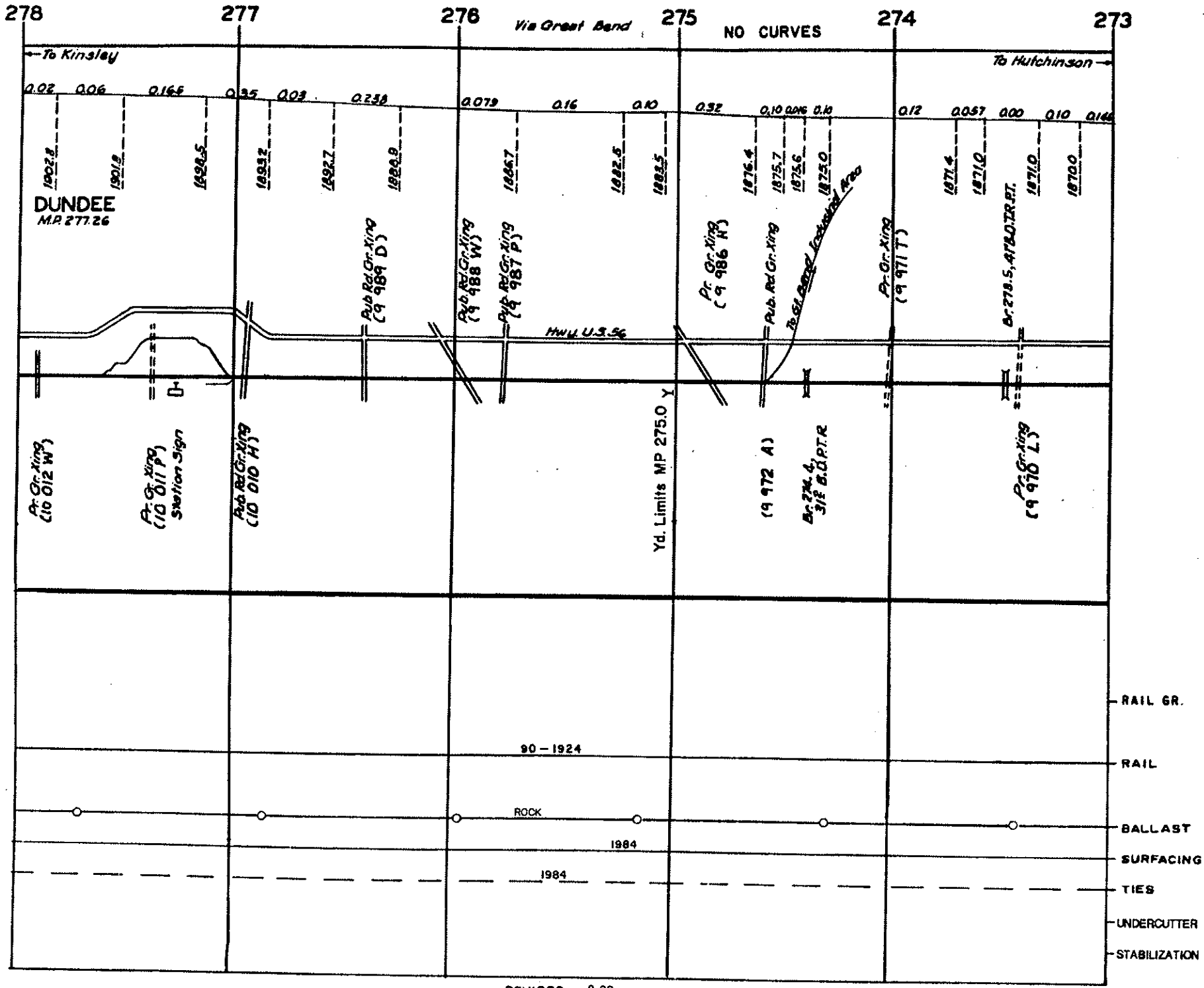

293
292
291
290
289
288
Via Great Bend
To Kinsley
To Hutchinson
Speed 30 - MP 291.4 to MP 292.0
LARNED
M.P. 291.8
PAWNEE RIVER
Yd. Limit MP 290.2
Section 41
Section 44
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
110 - 1930
90 - 1924
112 - 1955
ROCK
McCOOK
1954
1957
REVISED 8-80


288
287
286
Via Great Bend
285
284
283
To Kinsley
To Hutchinson
PAWNEE ROCK
MP 2880
Pawnee Co.
Barton Co.
Pub. Rd. Gr. Xing (10 034 W)
Pr. Gr. Xing (10 032 W)
Pub. Rd. Gr. Xing (10 033 P)
Pub. Rd. Gr. Xing (10 031 B)
Pub. Rd. Gr. Xing (10 030 U)
Pr. Gr. Xing (10 029 A)
Br. 285-1, 75'-0" I-Bm. on C.
"ASH CR."
Pub. Rd. Gr. Xing (10 028 T)
Pr. Gr. Xing (10 027 L)
Br. 284-7, 4-11'-0" D.P.T.
Pub. Rd. Gr. Xing (10 026 E)
Rock St. Gr. Xing (10 025 X)
Center St. Gr. Xing (10 024 R)
Fish. Sig.
+2322
+5025
90 - 1924
110 - 1951
90 - 1924
ROCK
SL. 1981
1957
SL '81
1981
1984
1984
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

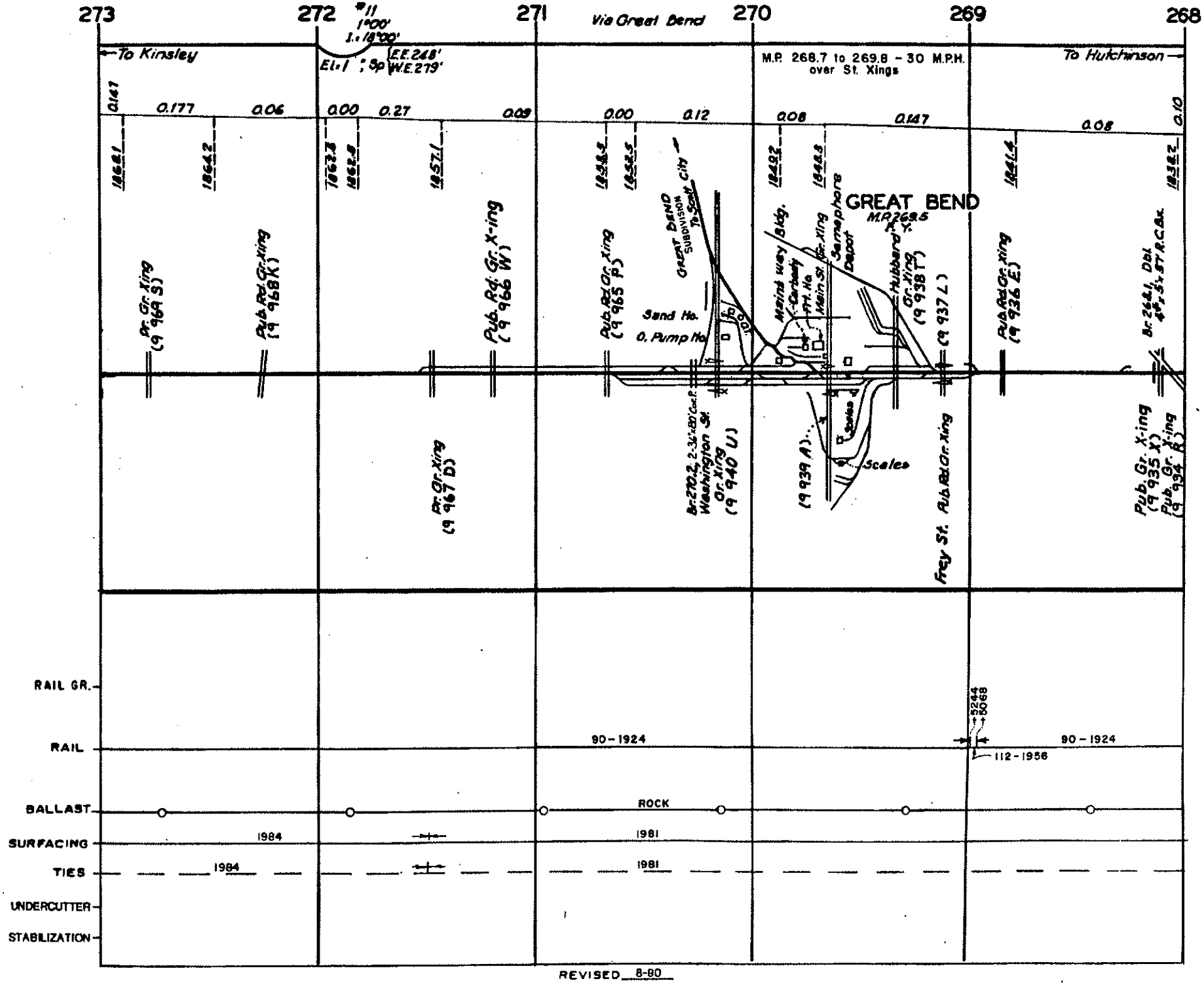
REVISED 8-90


283
282
NO CURVES
281
Via Great Bend
280
279
278
To Kinsley
To Hutchinson
0.17
0.10
0.14
0.23
0.30
0.146
0.08
0.17
0.328
0.00
0.067
0.00
0.17
0.24
0.15
0.02
1941.0
1937.9
1936.9
1935.5
1930.7
1925.6
1924.4
1921.4
1913.2
1913.2
1912.4
1912.8
1908.9
1903.6
1903.0
Pub. Rd. Gr. Xing (10 023 J)
Pub. Rd. Gr. Xing (10 020 N)
Br. 281.4, Mile 1 - 30', Tr. T. Dec.
Pub. Rd. Gr. Xing (10 015 S)
Pub. Rd. Gr. Xing (10 013 D)
Pr. Gr. Xing (10 021 V)
Pub. Rd. Gr. Xing (10 019 U)
Pr. Gr. Xing (10 018 M)
Pub. Rd. Gr. Xing (10 017 F)
Pr. Gr. Xing (10016 Y)
Pr. Gr. Xing (10 014 K)
RAIL GR.
RAIL
90 - 1924
BALLAST
ROCK
SURFACING
1984
TIES
1984
UNDERCUTTER
STABILIZATION

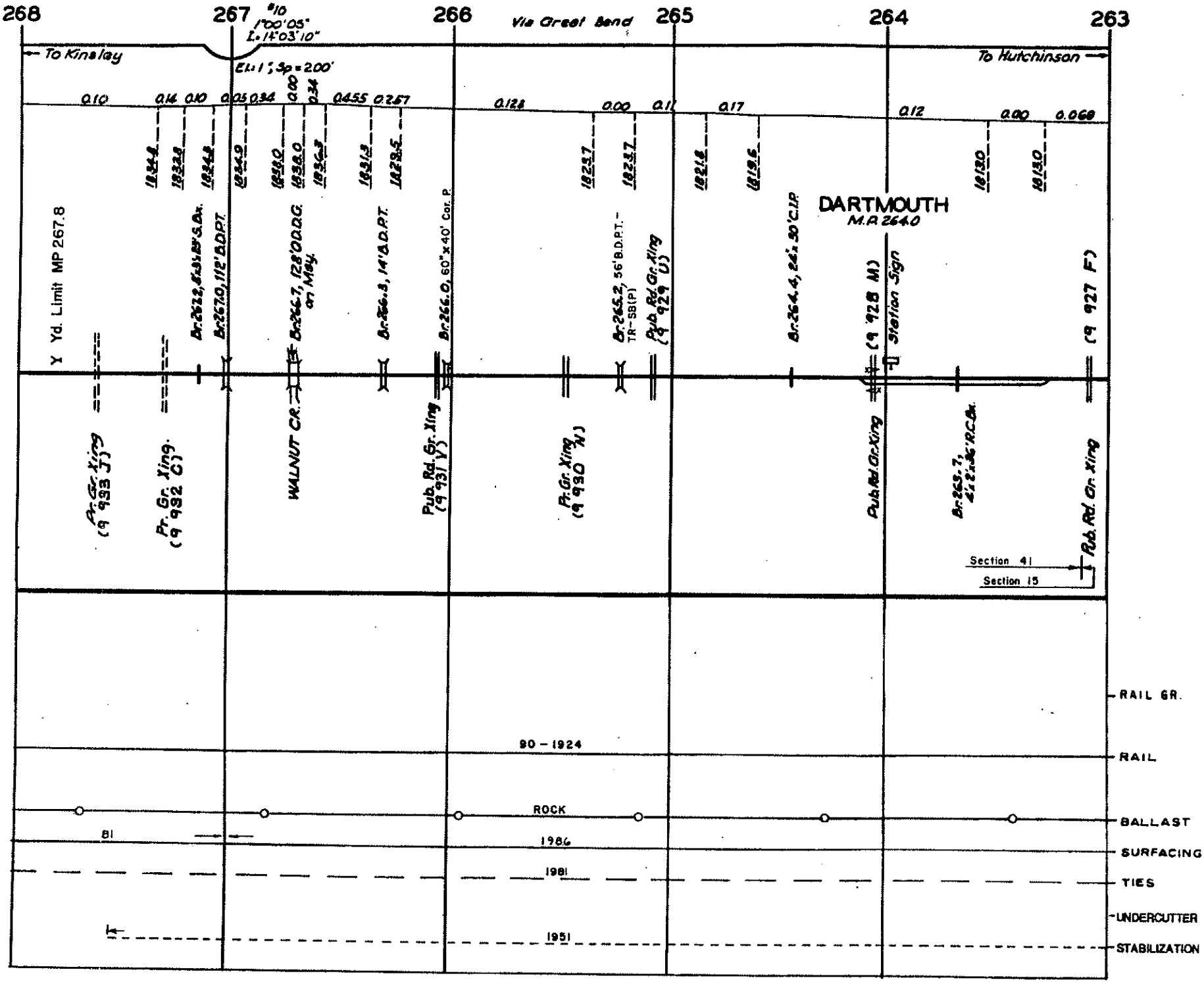
REVISED 8-90


278
277
276
Via Great Bend
275
NO CURVES
274
273
To Kinsley
To Hutchinson
0.02 0.06 0.165 0.35 0.03 0.258 0.079 0.16 0.10 0.32 0.10 0.016 0.10 0.12 0.057 0.00 0.10 0.146
1902.8 1901.8 1898.5 1893.2 1892.7 1890.8 1886.7 1882.6 1882.5 1876.4 1875.7 1875.6 1875.0 1871.4 1871.0 1871.0 1870.0
DUNDEE
M.P. 277.26
Pr. Gr. Xing (10 012 W)
Pr. Gr. Xing (10 011 P) Station Sign
Pub. Rd. Gr. Xing (10 010 H)
Pub. Rd. Gr. Xing (9 989 D)
Pub. Rd. Gr. Xing (9 988 W)
Pub. Rd. Gr. Xing (9 987 P)
HWY U.S. 56
Yd. Limits MP 275.0 Y
Pr. Gr. Xing (9 986 N)
Pub. Rd. Gr. Xing
To Great Bend
(9 972 A)
Br. 274.4, 31' S.D.P.T.R.
Pr. Gr. Xing (9 971 T)
Br. 278.5, 41' S.D.T.R.P.T.
Pr. Gr. Xing (9 970 L)
90 – 1924
ROCK
1984
1984
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

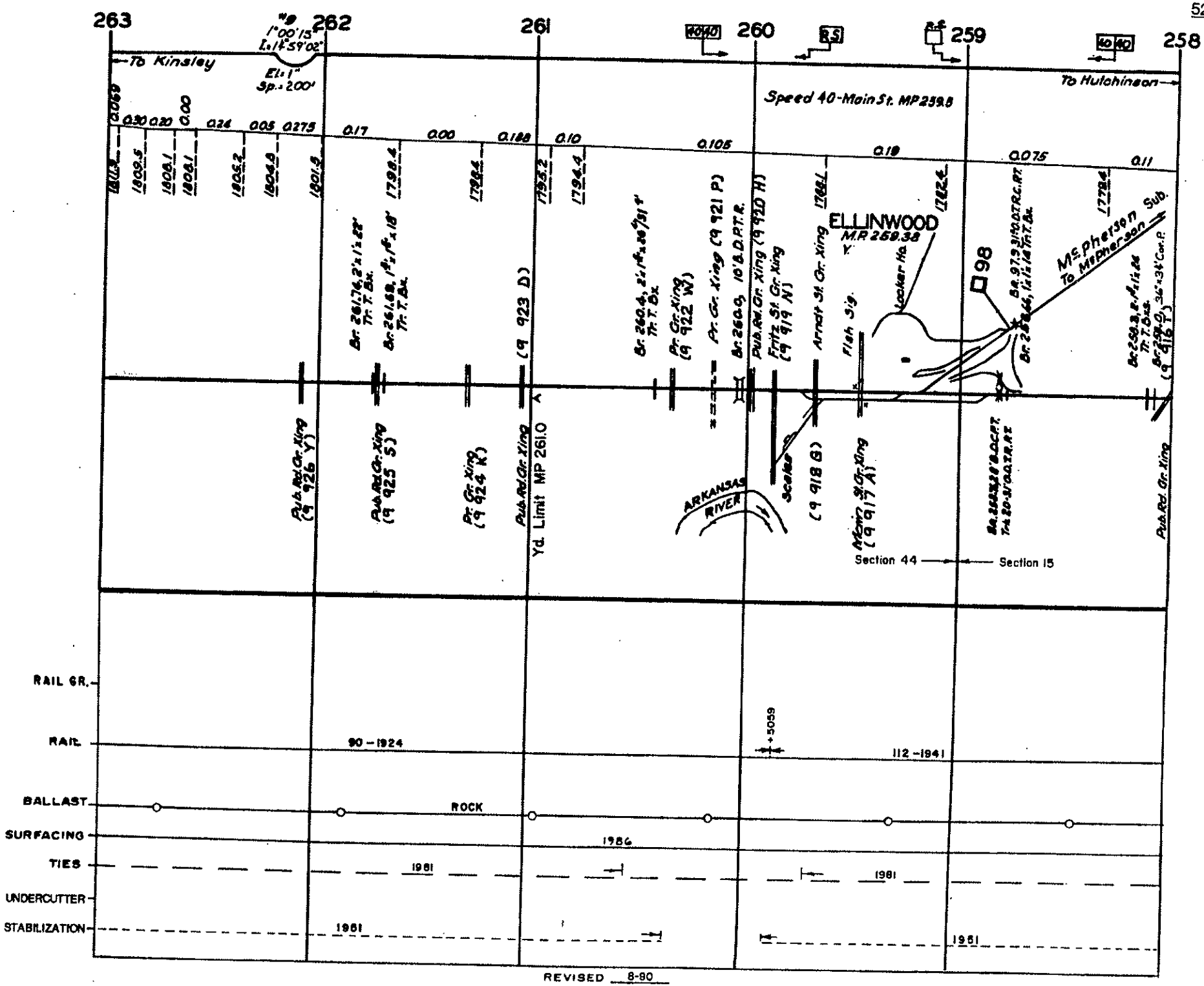
REVISED 8-90

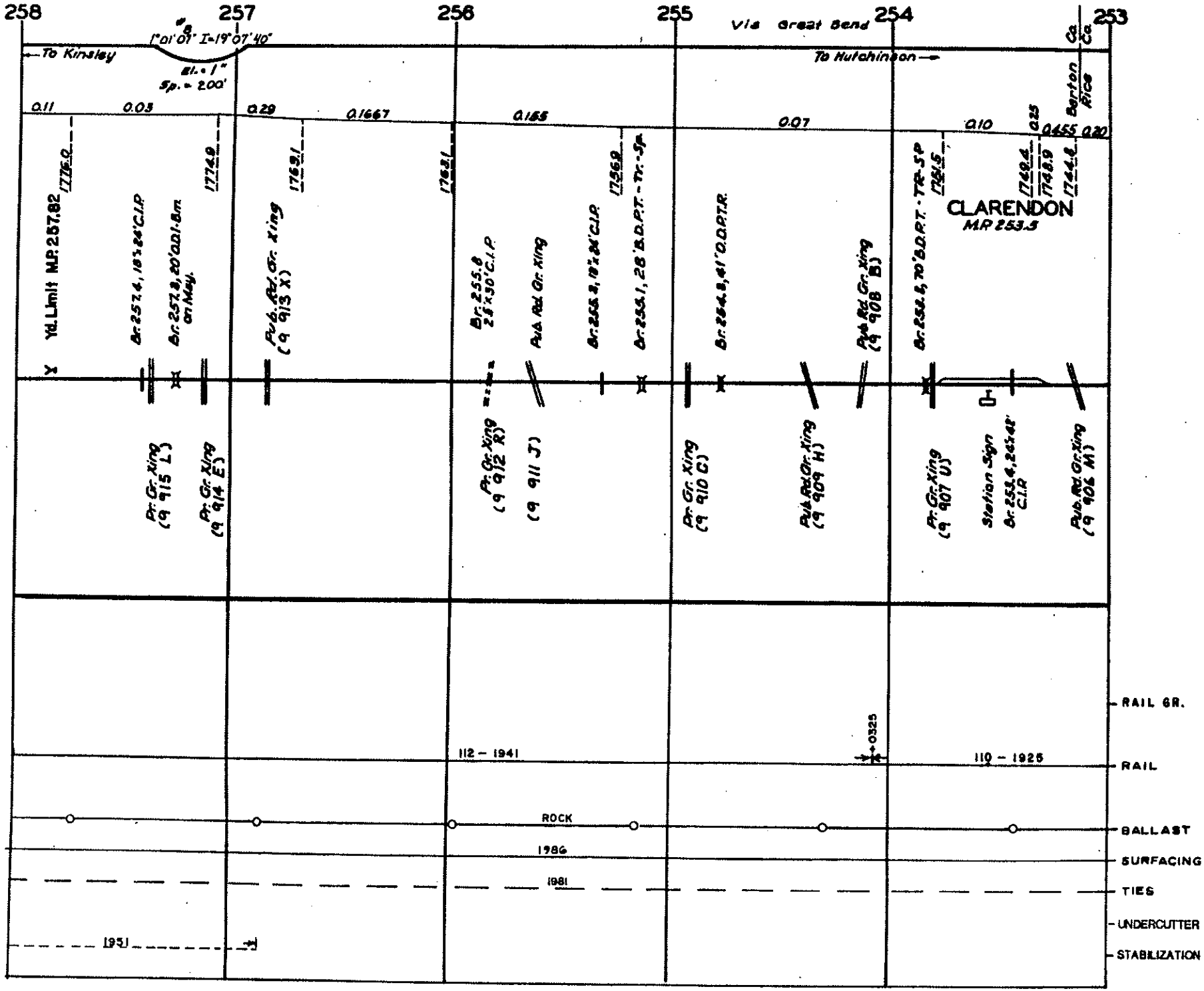

273
272
271
Via Great Bend
270
269
268
To Kinsley
To Hutchinson
M.P. 268.7 to 269.8 - 30 M.P.H. over St. Xings
#11
1°00'
I. 19°00'
E.E. 248'
El. 1 ; Sp
W.E. 279'
0.141
0.177
0.06
0.00
0.27
0.09
0.00
0.12
0.08
0.147
0.08
0.10
1866.1
1864.2
1862.3
1862.8
1857.1
1838.2
1832.5
1842.2
1848.3
1841.4
1838.2
Pr. Gr. Xing (9 969 S)
Pub. Rd. Gr. Xing (9 968 K)
Pr. Gr. Xing (9 967 D)
Pub. Rd. Gr. X-ing (9 966 W)
Pub. Rd. Gr. Xing (9 965 F)
GREAT BEND
M.P. 269.5
Sand Ho.
O. Pump Ho.
Water
Main St. Gr. Xing (9 938 T)
Hubbard St. Gr. Xing (9 937 L)
Pub. Rd. Gr. Xing (9 936 E)
Br. 264½, Dbl. 4'-3½" R.C. Bx.
Pub. Gr. X-ing (9 935 X)
Pub. Gr. X-ing (9 934 R)
Br. 270.2, 2-36"x80' Con. P. Washington St. Gr. Xing (9 940 U)
(9 939 A)
Scales
Frey St. Pub. Rd. Gr. Xing
3244
3068
90 - 1924
112 - 1956
90 - 1924
ROCK
1984
1984
1981
1981
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


268
267
266
265
264
263
#10
1°00'05"
L=14°03'10"
Via Great Bend
To Kinsley
To Hutchinson
El:1'; Sp=2.00'
0.10
0.14
0.10
0.05
0.34
0.00
0.34
0.455
0.257
0.128
0.00
0.11
0.17
0.12
0.00
0.060
Y Yd. Limit MP 267.8
Br.263.2, 6'x5'x8'R.C.Bx.
Br.263.0, 112' B.D.P.T.
Br.266.7, 128°00' D.C. on Mby.
Br.266.3, 14° B.D.P.T.
Br.266.0, 60'x40' Cor. P.
Br.265.2, 56' B.D.P.T. - TR-SB(P)
Br.264.4, 24'x 50° C.I.P.
DARTMOUTH
M.P. 264.0
Station Sign
Pr. Gr. Xing (9 933 J)
Pr. Gr. Xing (9 932 C)
WALNUT CR.
Pub. Rd. Gr. Xing (9 931 Y)
Pr. Gr. Xing (9 930 N)
Pub. Rd. Gr. Xing (9 929 U)
Pub. Rd. Gr. Xing (9 928 M)
Br.263.7, 4'x 8'x 36° R.C.Bx.
Pub. Rd. Gr. Xing (9 927 F)
Section 41
Section 15
90 - 1924
ROCK
81
1986
1981
1951
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


263
262
261
260
259
258
To Kinsley
To Hutchinson
Speed 40-Main St. MP 259.8
ELLINWOOD
M.P. 259.38
To McPherson
McPherson Sub.
Yd. Limit MP 261.0
ARKANSAS RIVER
Section 44
Section 15
RAIL GR.
RAIL
90 – 1924
112 – 1941
BALLAST
ROCK
SURFACING
1986
TIES
1981
UNDERCUTTER
STABILIZATION
1981
REVISED 8-90


258
257
256
255
254
253
Via Great Bend
To Kinsley
To Hutchinson
Co.
Co.
D = 1°01'01" I=19°07'40"
el. = 1"
Sp. = 200'
0.11
0.03
0.29
0.1667
0.165
0.07
0.10
0.25
0.455
0.20
Barton Rice
Yd. Limit MP 257.82
1776.0
1774.9
1769.1
1768.1
1756.8
1749.4
1748.9
1744.6
Br. 257.4, 183.24' C.I.P.
Br. 257.8, 20'0.D.I.Bm. on May.
Pub. Rd. Gr. Xing (9 913 X)
Br. 255.8 25'x30' C.I.P.
Pub. Rd. Gr. Xing
Br. 255.8, 18'x24' C.I.P.
Br. 255.1, 28' B.D.P.T. - Tr. - Sp.
Br. 254.8, 41' D.D.P.T.R.
Pub. Rd. Gr. Xing (9 908 B)
Br. 254.8, 70' B.D.P.T. - T.R. - S.P.
1761.5
CLARENDON
MP 253.3
Pr. Gr. Xing (9 915 L)
Pr. Gr. Xing (9 914 E)
Pr. Gr. Xing (9 912 R)
(9 911 J)
Pr. Gr. Xing (9 910 C)
Pub. Rd. Gr. Xing (9 909 H)
Pr. Gr. Xing (9 907 U)
Station Sign
Br. 253.4, 24'x48' C.I.P.
Pub. Rd. Gr. Xing (9 906 M)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
112 – 1941
0325
110 – 1925
ROCK
1986
1981
1951

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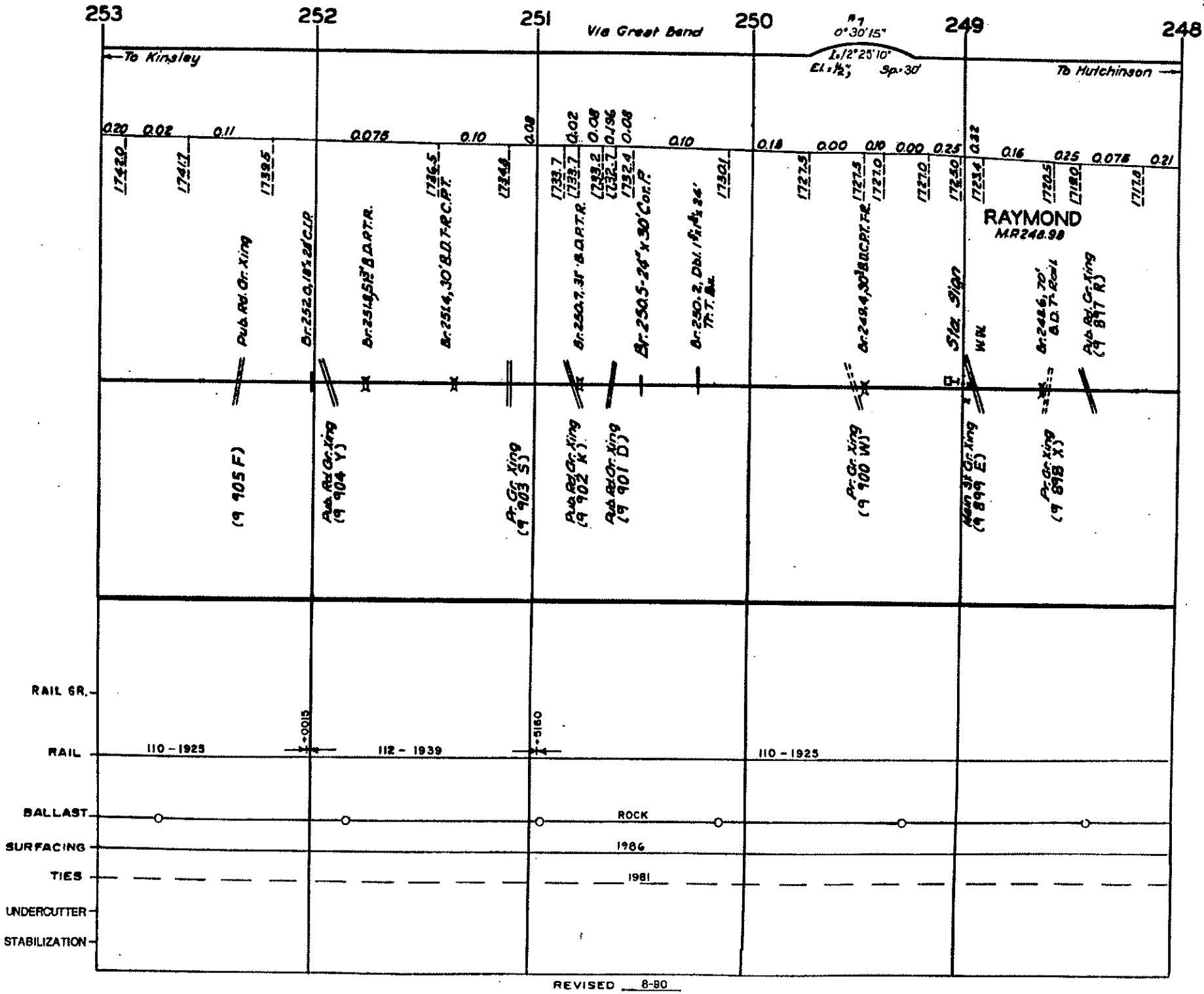
253
252
251
Via Great Bend
250
249
248
To Kinsley
To Hutchinson
#7
0°30'15"
1-12°25'10"
El.=½"; Sp.=30'
0.20 0.02 0.11 0.076 0.10 0.09 0.02 0.05 0.36 0.05 0.10 0.18 0.00 0.10 0.00 0.25 0.32 0.16 0.25 0.076 0.21
1742.0 1741.7 1739.5 1736.5 1734.8 1733.7 1733.7 1733.2 1732.7 1732.4 1730.1 1727.5 1727.5 1727.0 1727.0 1726.8 1726.4 1726.5 1718.0 1717.8
Pub. Rd. Gr. Xing
Br. 252.0, 18½° Rt. C.L.P.
Br. 251.9, 51°3" R. D.P.T.R.
Br. 251.4, 30° R. D. P.R.C.P.T.
Br. 250.7, 31° R. D.P.T.R.
Br. 250.5-24" x 30° Cor. P.
Br. 250.2, Dbl. 1½°, 4½° 24" T.T. Rec.
Br. 248.4, 30° R. B.C.P.T.R.
Sta. Sign
W.R.L.
RAYMOND
M.R. 248.98
Br. 248.6, 70° R. D.T. Rail
Pub. Rd. Gr. Xing (9 897 R)
(9 105 F)
Pub. Rd. Gr. Xing (9 904 Y)
Pr. Gr. Xing (9 903 S)
Pub. Rd. Gr. Xing (9 902 K)
Pub. Rd. Gr. Xing (9 901 D)
Pr. Gr. Xing (9 900 W)
Main St. Gr. Xing (9 899 E)
Pr. Gr. Xing (9 898 X)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
110 - 1925
112 - 1939
110 - 1925
+.0015
+.5160
ROCK
1986
1981

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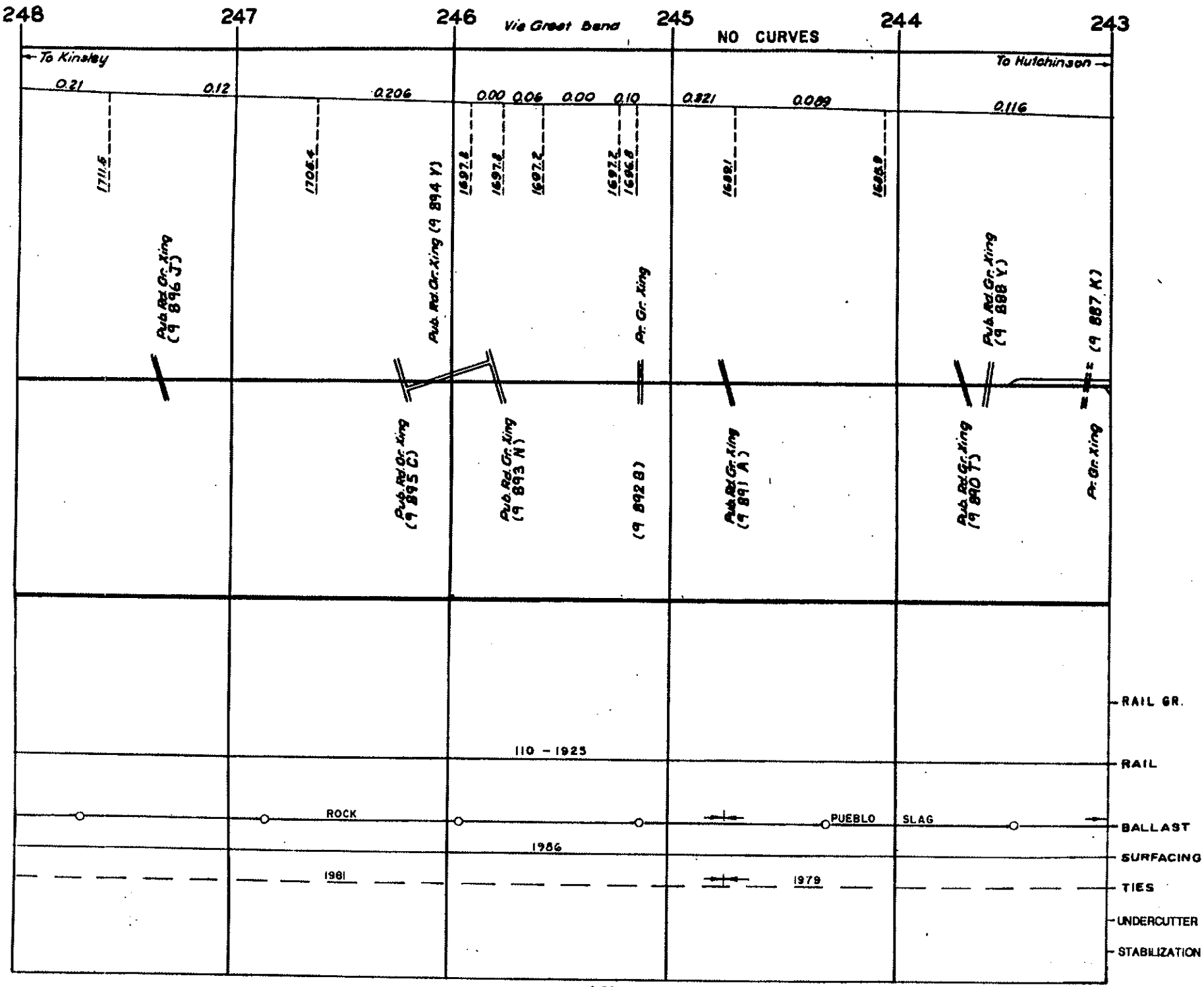
248
247
246
Via Great Bend
245
NO CURVES
244
243
To Kinsley
To Hutchinson
0.21
0.12
0.206
0.00
0.06
0.00
0.10
0.321
0.089
0.116
1711.5
1706.4
1697.8
1697.8
1697.2
1697.2
1696.8
1698.1
1698.9
Pub. Rd. Gr. Xing (9 896 J)
Pub. Rd. Gr. Xing (9 894 Y)
Pr. Gr. Xing
Pub. Rd. Gr. Xing (9 888 V)
(9 887 K)
Pub. Rd. Gr. Xing (9 895 C)
Pub. Rd. Gr. Xing (9 893 N)
(9 892 B)
Pub. Rd. Gr. Xing (9 891 A)
Pub. Rd. Gr. Xing (9 890 T)
Pr. Gr. Xing
RAIL GR.
110 - 1925
RAIL
ROCK
PUEBLO
SLAG
BALLAST
1986
SURFACING
1981
1979
TIES
UNDERCUTTER
STABILIZATION

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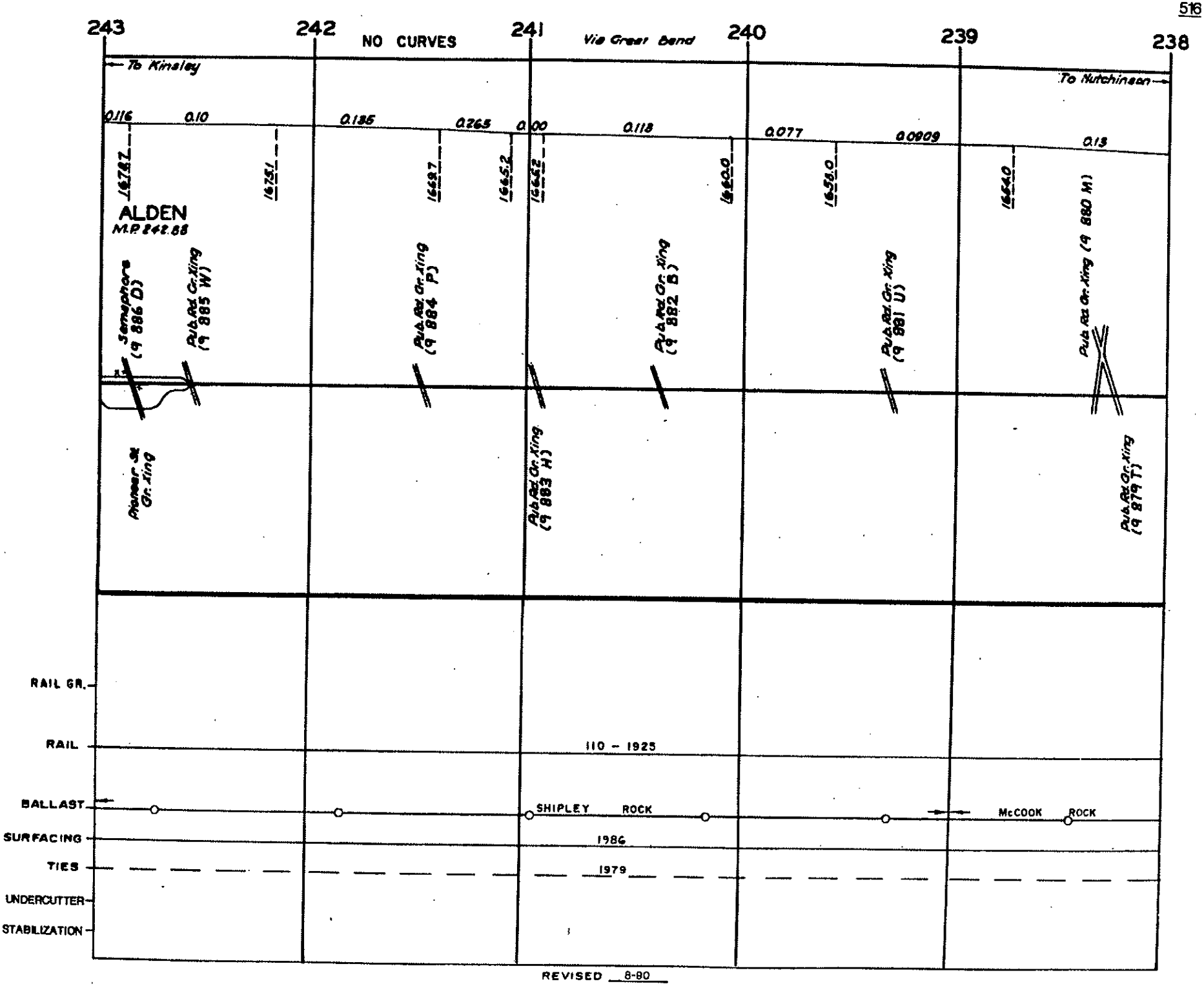
243
242
NO CURVES
241
Via Great Bend
240
239
238
To Kinsley
To Hutchinson
0.116
0.10
0.135
0.265
0.00
0.118
0.077
0.0909
0.13
1673.7
1675.1
1649.7
1665.2
1664.2
1660.0
1658.0
1664.0
ALDEN
M.P. 242.88
Semaphore (9 886 D)
Pub. Rd. Gr. Xing (9 885 W)
Pub. Rd. Gr. Xing (9 884 P)
Pub. Rd. Gr. Xing (9 882 B)
Pub. Rd. Gr. Xing (9 881 U)
Pub. Rd. Gr. Xing (9 880 H)
Pioneer St. Gr. Xing
Pub. Rd. Gr. Xing (9 883 H)
Pub. Rd. Gr. Xing (9 879 T)
RAIL GR.
RAIL
110 - 1925
BALLAST
SHIPLEY ROCK
McCOOK ROCK
SURFACING
1986
TIES
1979
UNDERCUTTER
STABILIZATION

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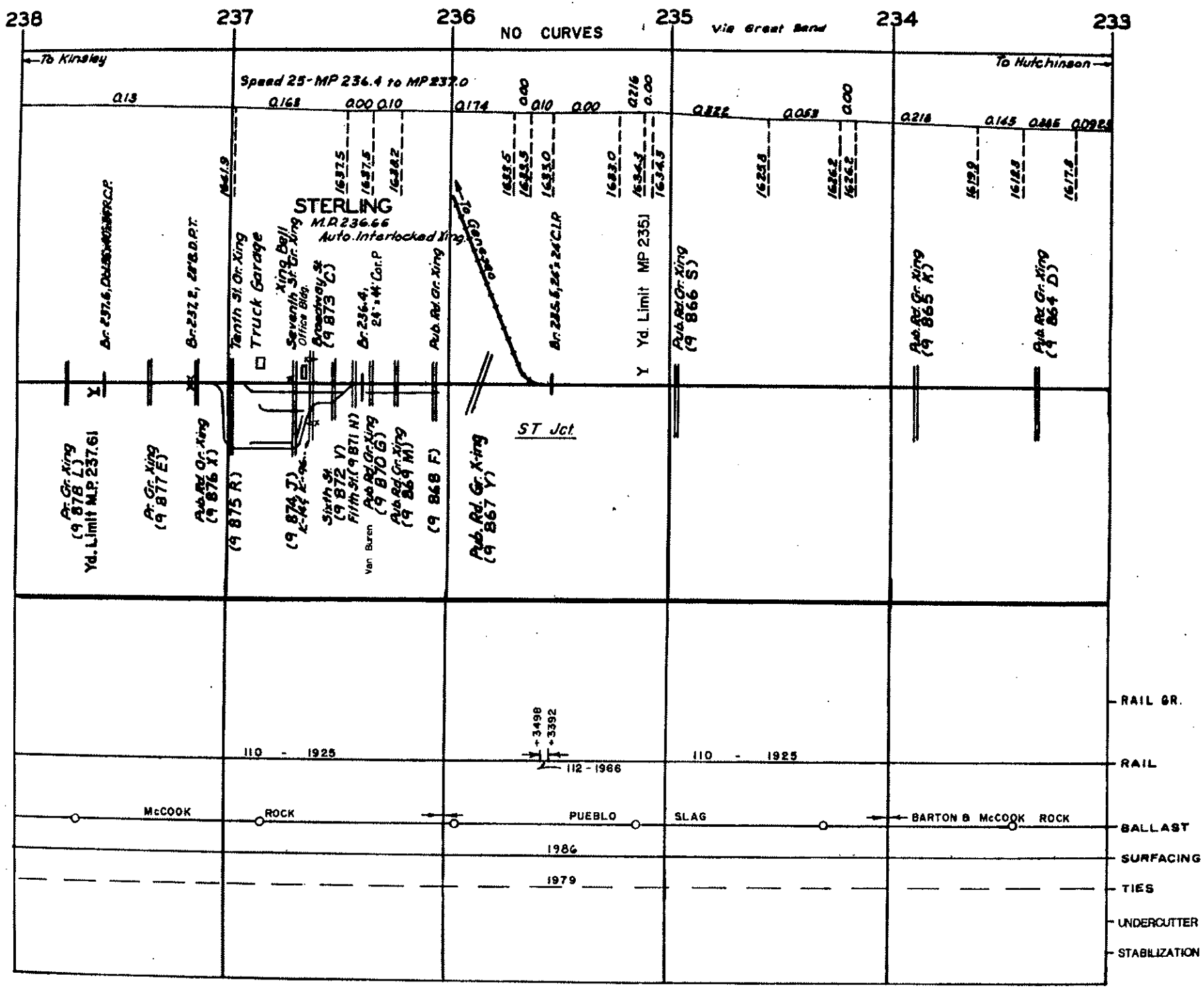
238
237
236
NO CURVES
235
Via Great Bend
234
233
To Kinsley
To Hutchinson
Speed 25 - MP 236.4 to MP 237.0
STERLING
M.P. 236.66
Auto. Interlocked Xing
Truck Garage
Seventh St. Gr. Xing
Office Bldg.
Broadway St.
(9 873 C)
Br. 236.4; 24° 34' Cor. P
Pub. Rd. Gr. Xing
(9 866 S)
(9 865 K)
(9 864 D)
Yd. Limit MP 235
ST Jct.
Pub. Rd. Gr. Xing
(9 867 Y)
Pr. Gr. Xing
(9 878 L)
Yd. Limit M.P. 237.61
Pr. Gr. Xing
(9 877 E)
Pub. Rd. Gr. Xing
(9 876 X)
(9 875 R)
(9 874 Z)
Sixth St.
(9 872 V)
Fifth St. (9 871 N)
Van Buren
Pub. Rd. Gr. Xing
(9 870 G)
Pub. Rd. Gr. Xing
(9 869 M)
(9 868 F)
110 - 1925
112 - 1966
110 - 1925
McCOOK
ROCK
PUEBLO
SLAG
BARTON & McCOOK
ROCK
1986
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

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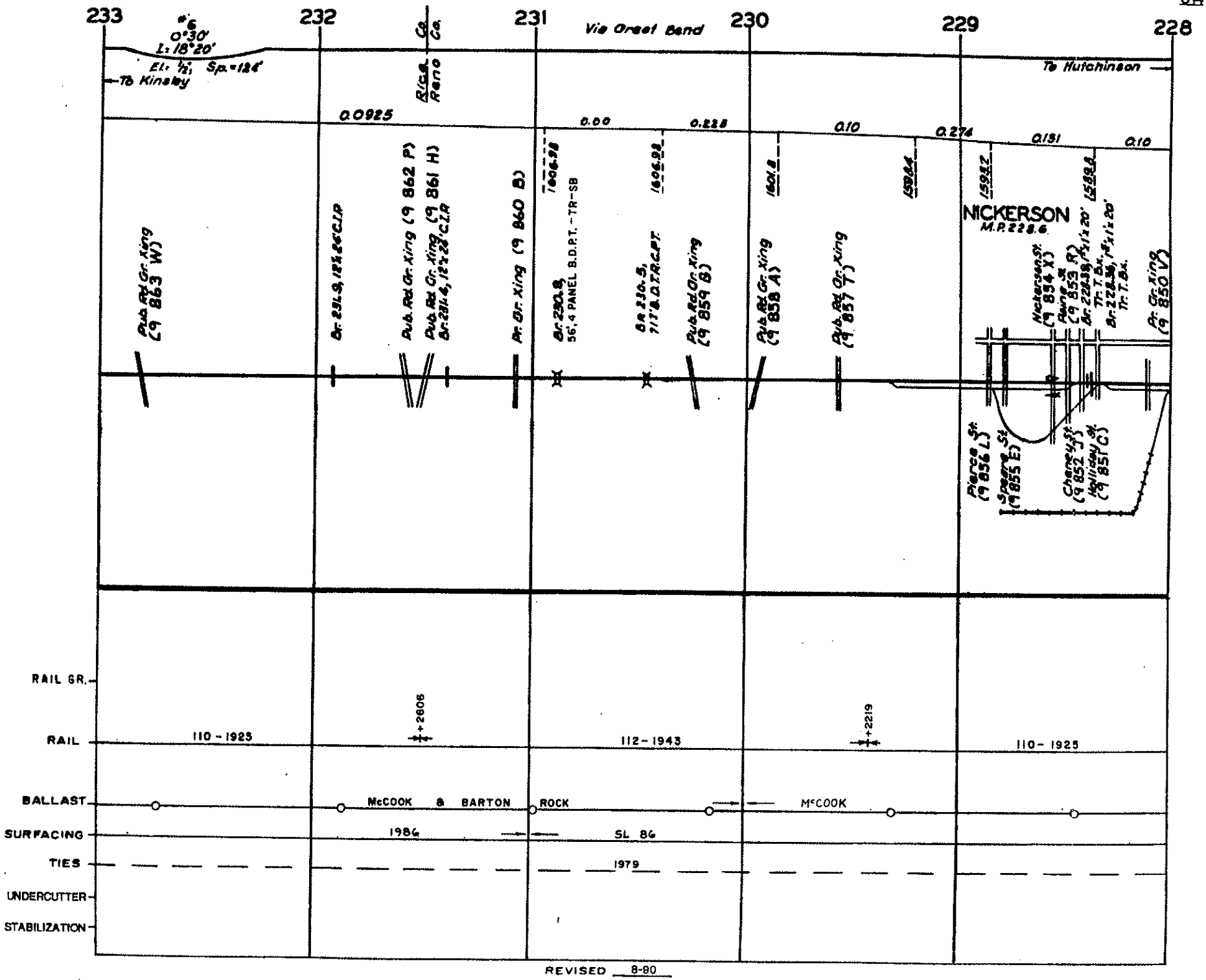
233
232
231
230
229
228
#6
0°30'
L: 18°20'
El: 1½; Sp.=124"
To Kinsley
Via Great Bend
To Hutchinson
RIGA
Reno Co.
0.0925
0.00
0.228
0.10
0.274
0.131
0.10
Pub. Rd Gr. Xing (9 863 W)
Br. 231.9, 12'x 26' C.I.P.
Pub. Rd Gr. Xing (9 862 P)
Pub. Rd Gr. Xing (9 861 H)
Br. 231.4, 12'x 28' C.I.P.
Pr. Gr. Xing (9 860 B)
Br. 230.9, 56', 4 PANEL B.D.P.T. - TR-SB
Br. 230.5, 71'8" D.T.R.C.P.T.
Pub. Rd Gr. Xing (9 859 B)
Pub. Rd Gr. Xing (9 858 A)
Pub. Rd Gr. Xing (9 857 T)
NICKERSON
M.P. 228.6
Pr. Gr. Xing (9 850 V)
Pierce St. (9 856 L)
Spearne St. (9 855 E)
Cheney St. (9 852 J)
Halliday St. (9 851 C)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
110 - 1925
+2606
112 - 1943
+2219
110 - 1925
McCOOK & BARTON
ROCK
McCOOK
1984
SL 86
1979

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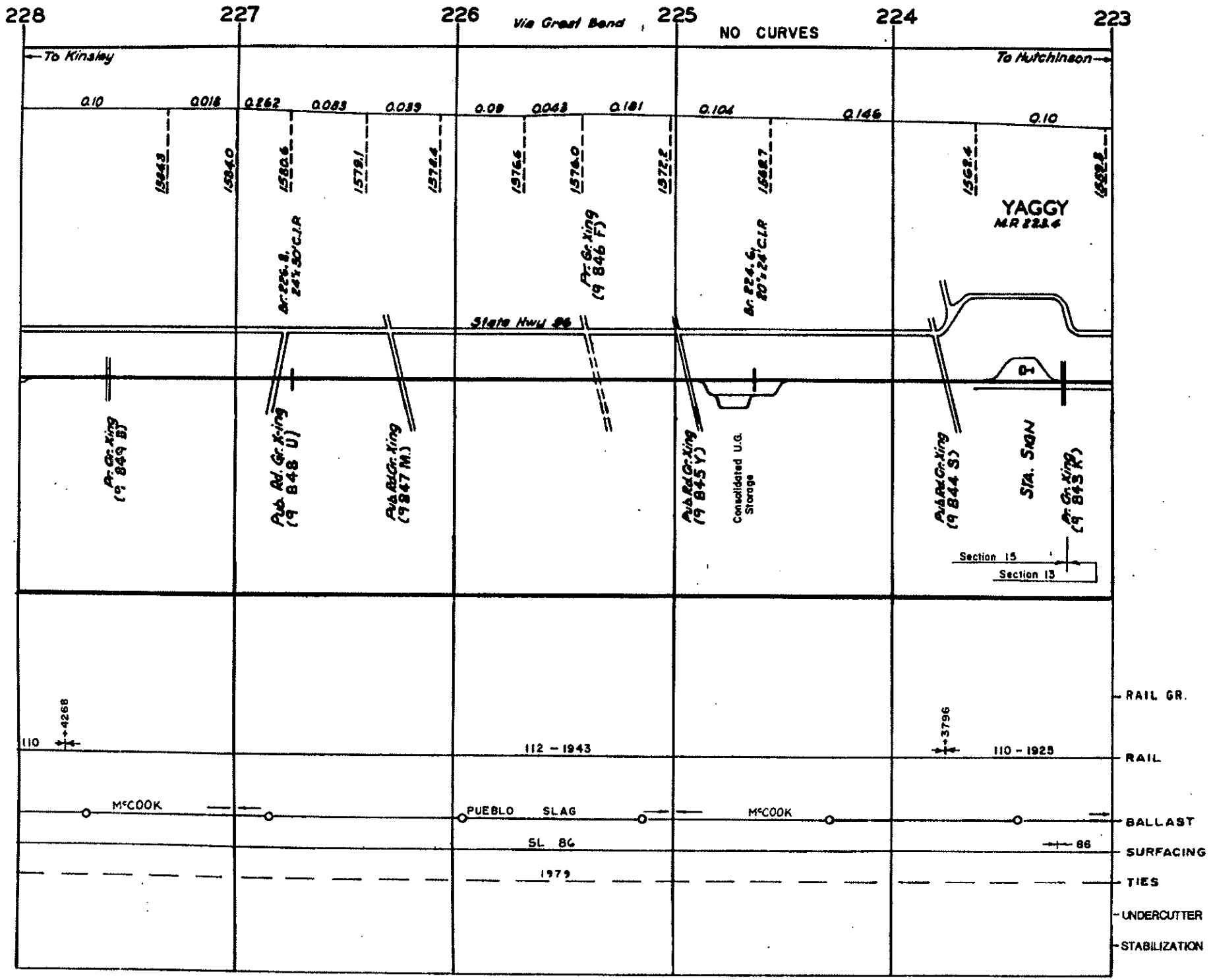
228
227
226
Via Great Bend
225
NO CURVES
224
223
To Kinsley
To Hutchinson
0.10
0.018
0.262
0.083
0.039
0.09
0.043
0.181
0.104
0.146
0.10
1384.3
1384.0
1380.6
1378.1
1376.4
1376.6
1376.0
1372.2
1368.7
1362.4
1362.2
YAGGY
M.P. 223.4
Br. 226.8, 24°30' C.I.R.
Pr. Gr. Xing (9 846 F)
Br. 224.6, 10°24' C.I.R.
State Hwy 96
Pr. Gr. Xing (9 849 B)
Pub. Rd. Gr. Xing (9 848 U)
Pub. Rd. Gr. Xing (9 847 M)
Pub. Rd. Gr. Xing (9 845 Y)
Consolidated U.G. Storage
Pub. Rd. Gr. Xing (9 844 S)
SIA. SIGN
Pr. Gr. Xing (9 843 R)
Section 15
Section 13
110
4268
112 - 1943
3796
110 - 1925
McCOOK
PUEBLO SLAG
McCOOK
SL 86
86
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

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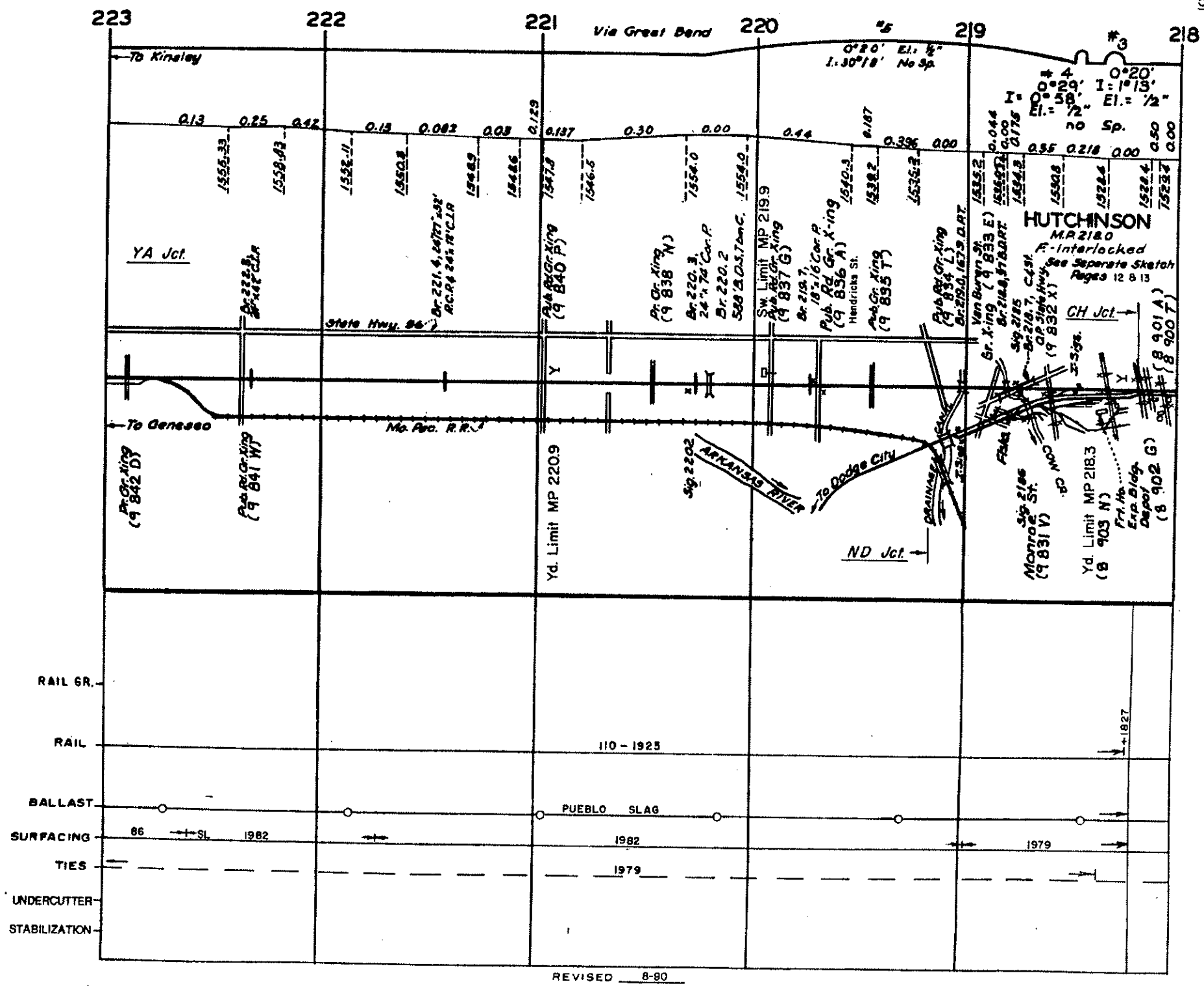
223
222
221
Via Great Bend
220
#5
219
#3
218
To Kinsley
0°20' El.= ½" I.=30°18' No Sp.
#4 0°20' I.=0°29' I.=1°13' I.=0°58' El.= ½" El.= ½" no Sp.
0.13 0.25 0.42 0.13 0.083 0.08 0.129 0.137 0.30 0.00 0.44 0.187 0.396 0.00 0.044 0.00 0.175 0.55 0.218 0.00 0.50 0.00
1556.33 1558.83 1552.11 1550.8 1546.5 1554.0 1540.3 1538.2 1535.2 1535.2 1534.8 1530.8 1528.4 1528.4 1523.4
YA Jct.
Br. 222.8, 28'x42' C.L.R.
Br. 221.4, 6@17'=102' R.C.P.& 24'x 11'C.L.R.
State Hwy. 96
Pub.Rd.Gr.Xing (9 840 P)
Pr.Gr.Xing (9 838 N)
Br. 220.3, 24'x 74' Con.P.
Br. 220.2 528'@ 0.5% Tan.
Sw. Limit MP 219.9
Pub.Rd.Gr.Xing (9 837 G)
Br. 219.7, 18'x 16' Con.P.
Pub. Rd. Gr. X-ing (9 836 A) Hendricks St.
Pub.Gr.Xing (9 895 T)
Pub.Rd.Gr.Xing (9 834 L)
Br. 219.0, 167.3 C.M.P.T.
Van Buren St. Gr. X-ing (9 833 E)
Br. 218.8, 378 R.P.T.
Sig. 2185
Br. 218.7, C.M.P. State Hwy. (9 832 X)
HUTCHINSON MP 218.0 E-Interlocked
See Separate Sketch Pages 12 & 13
CH Jct.
(8 901 A) (8 900 T)
To Geneseo
Mo. Pac. R.R.
Pr.Gr.Xing (9 842 D)
Pub.Rd.Gr.Xing (9 841 W)
Yd. Limit MP 220.9
Sig. 2202
ARKANSAS RIVER
To Dodge City
DRAINAGE
ND Jct.
Sig. 2186 Monroe St. (9 831 V)
Yd. Limit MP 218.3 (8 903 N)
Frt. No. 1
Exp. Bldg. Depot (8 902 G)
RAIL GR.
RAIL
110 - 1925
1927
BALLAST
PUEBLO SLAG
SURFACING
66 SL 1982
1982
1979
TIES
1979
UNDERCUTTER
STABILIZATION

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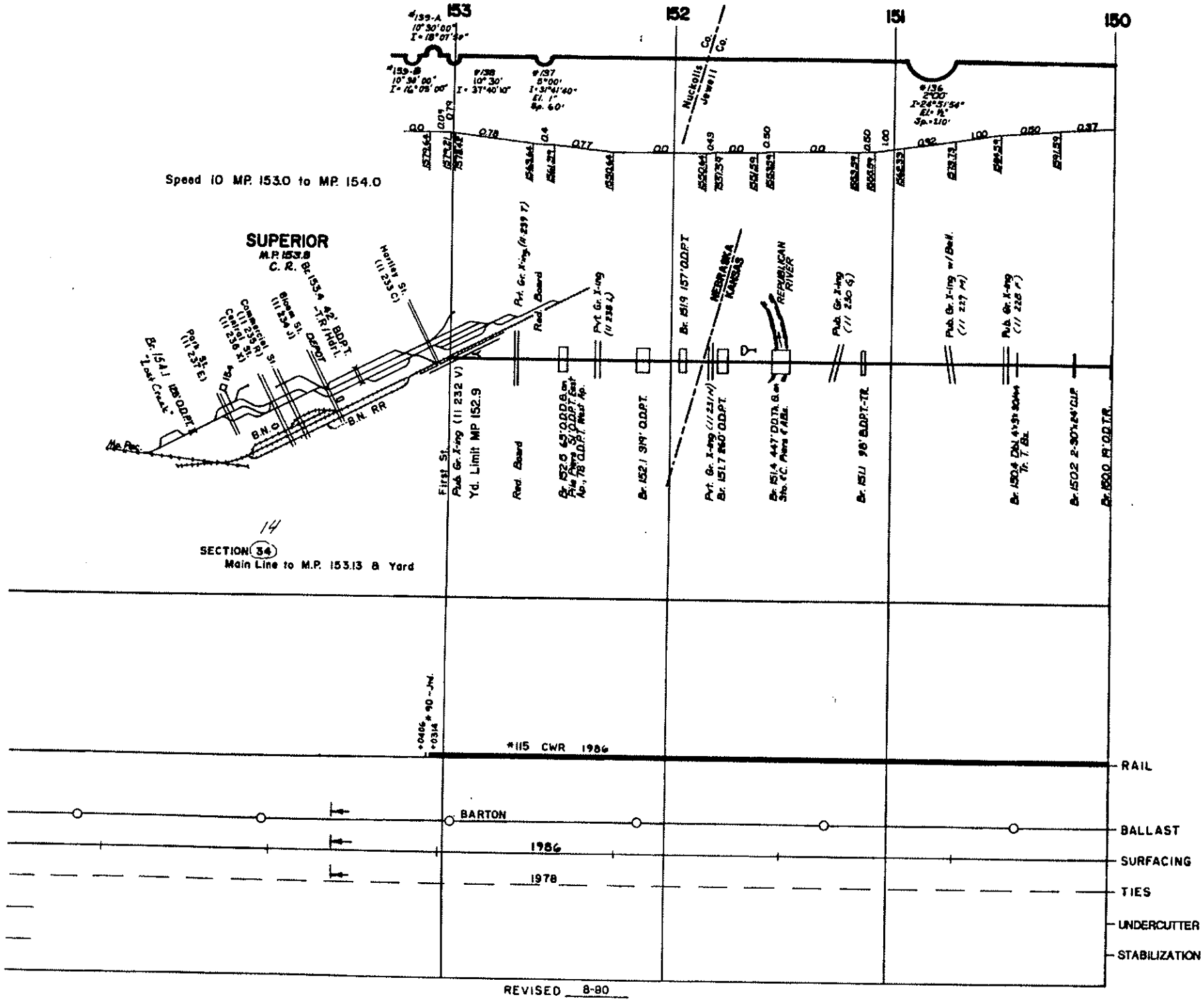
Hutchinson Subdivision

Hutchinson (M.P. 218.3) to Kinsley (M.P. 316.6)

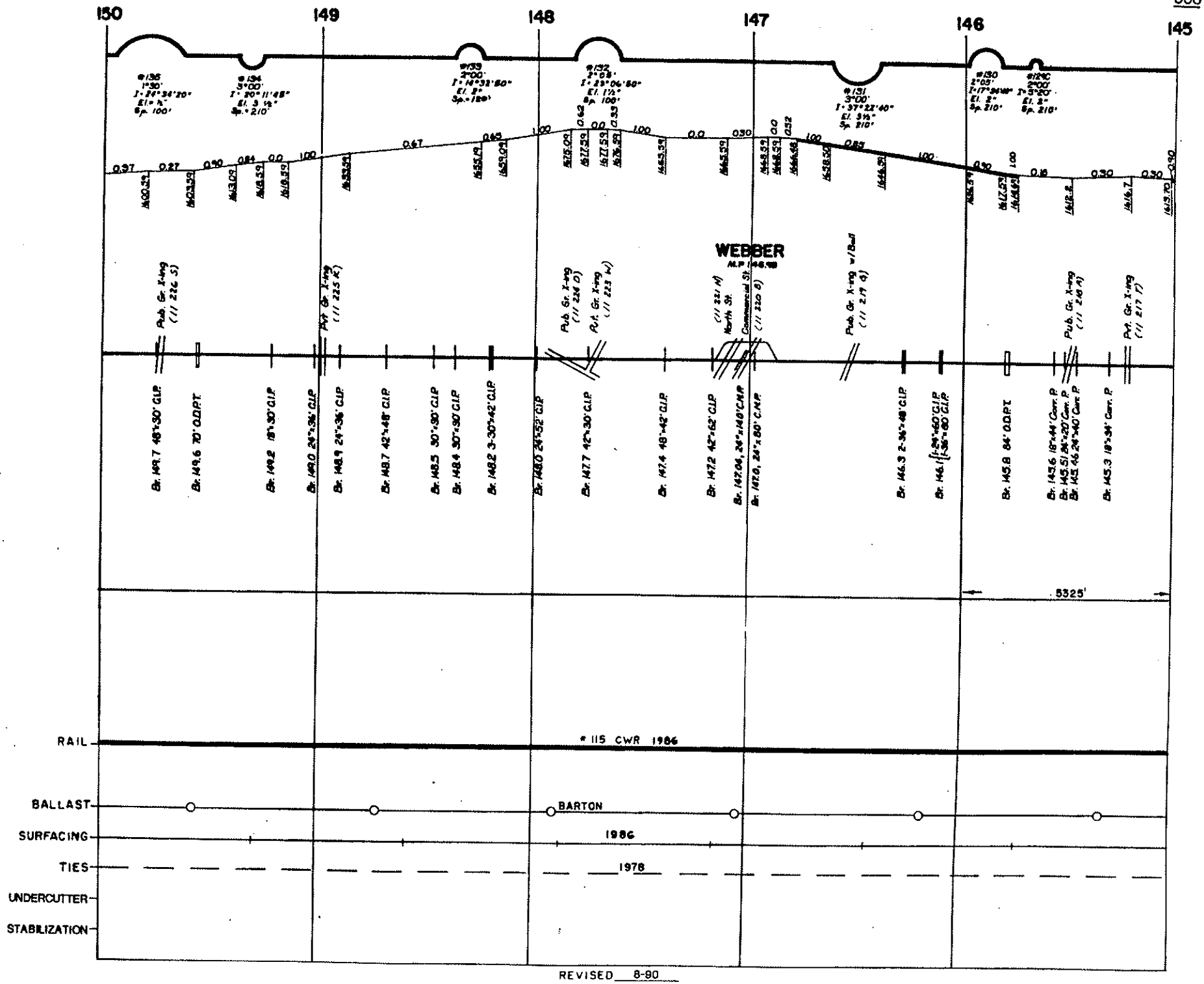
Intentionally Blank



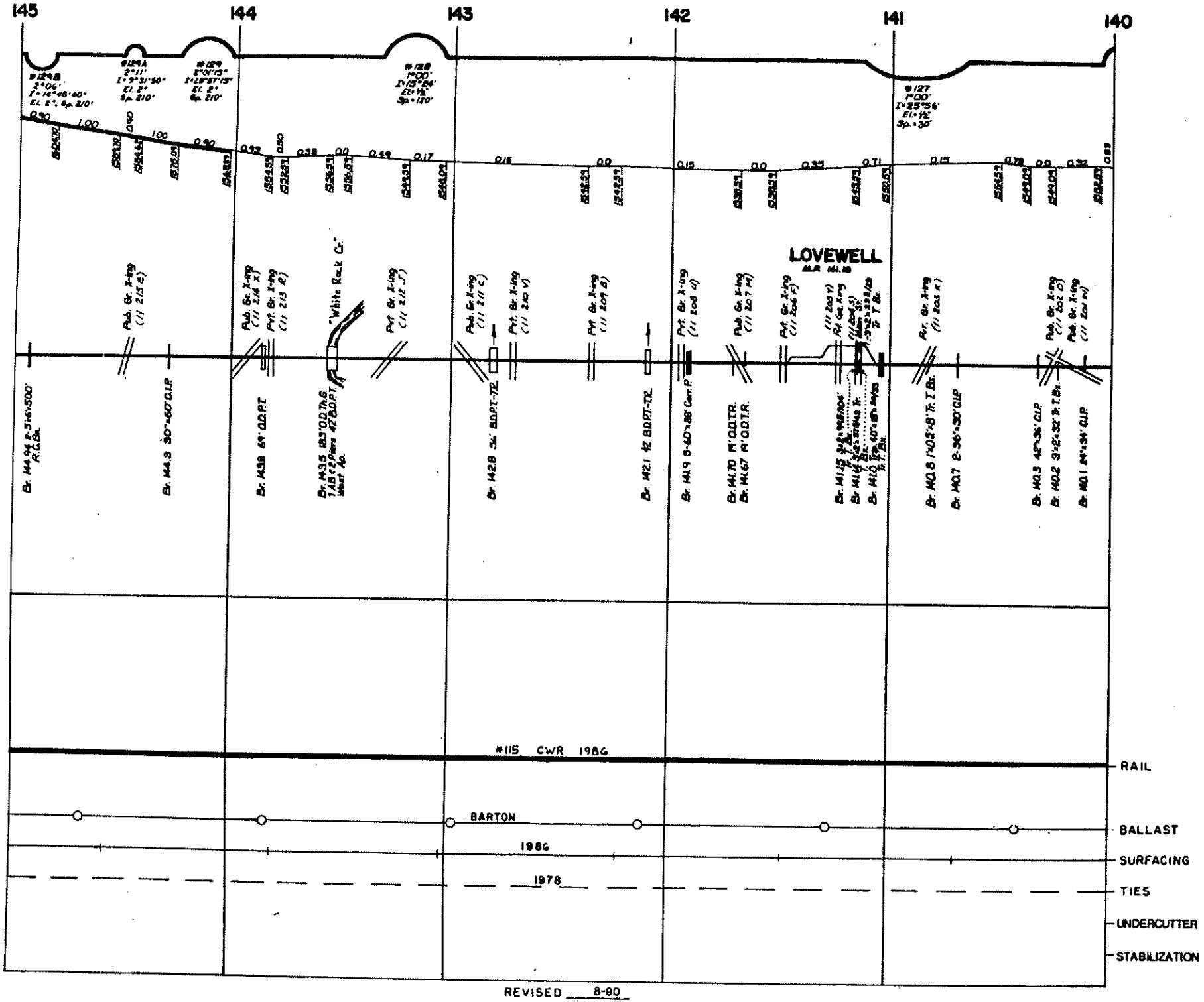
14

SECTION (34)
Main Line to M.P. 153.13 & Yard

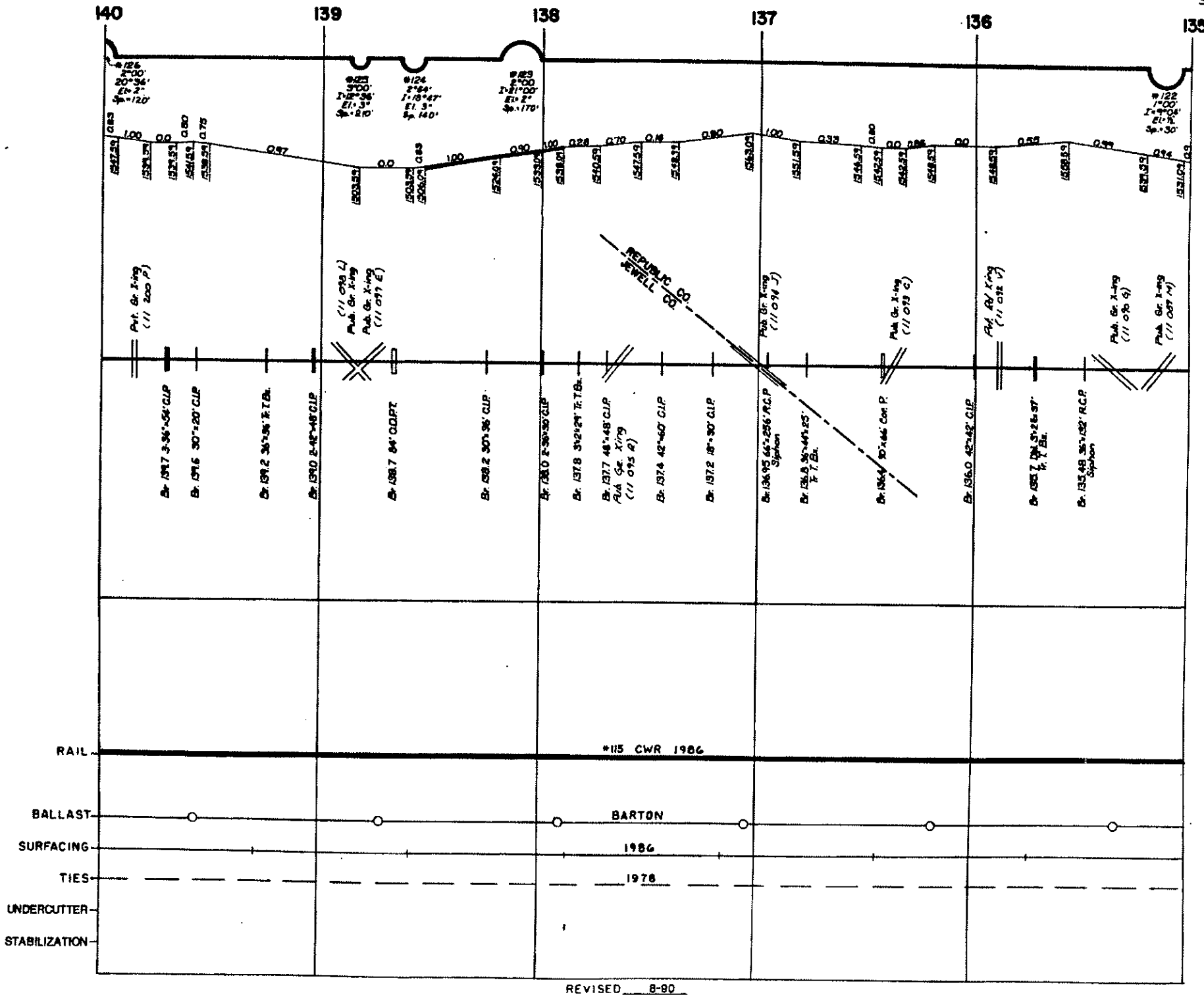
REVISED 8-80


150
149
148
147
146
145
WEBBER
M.P. 146.18
Commercial St.
North St.
Pub. Gr. X-ing (// 226 S)
Pvt. Gr. X-ing (// 225 K)
Pub. Gr. X-ing (// 224 D)
Pvt. Gr. X-ing (// 223 W)
(// 221 M)
(// 220 B)
Pub. Gr. X-ing w/Bad (// 219 G)
Pub. Gr. X-ing (// 218 A)
Pvt. Gr. X-ing (// 217 T)
Br. 149.7 48'-30" G.I.P.
Br. 149.6 70' O.D.P.T.
Br. 149.2 18'-30" G.I.P.
Br. 149.0 24'-36" G.I.P.
Br. 148.9 24'-36" G.I.P.
Br. 148.7 42'-48" G.I.P.
Br. 148.5 30'-30" G.I.P.
Br. 148.4 30'-30" G.I.P.
Br. 148.2 3-30'-42" G.I.P.
Br. 148.0 24'-52" G.I.P.
Br. 147.7 42'-30" G.I.P.
Br. 147.4 48'-42" G.I.P.
Br. 147.2 42'-62" G.I.P.
Br. 147.04, 24'-140" C.N.P.
Br. 147.0, 24'-80" C.N.P.
Br. 146.3 2-36'-48" G.I.P.
Br. 146.1 1-24'-60" G.I.P. 1-36'-80" G.I.P.
Br. 145.8 84' O.D.P.T.
Br. 145.6 18'-44" Conc. P.
Br. 145.51 24'-20" Conc. P.
Br. 145.46 24'-40" Conc. P.
Br. 145.3 18'-34" Conc. P.
5325'
RAIL
* 115 CWR 1986
BALLAST
BARTON
SURFACING
1986
TIES
1978
UNDERCUTTER
STABILIZATION

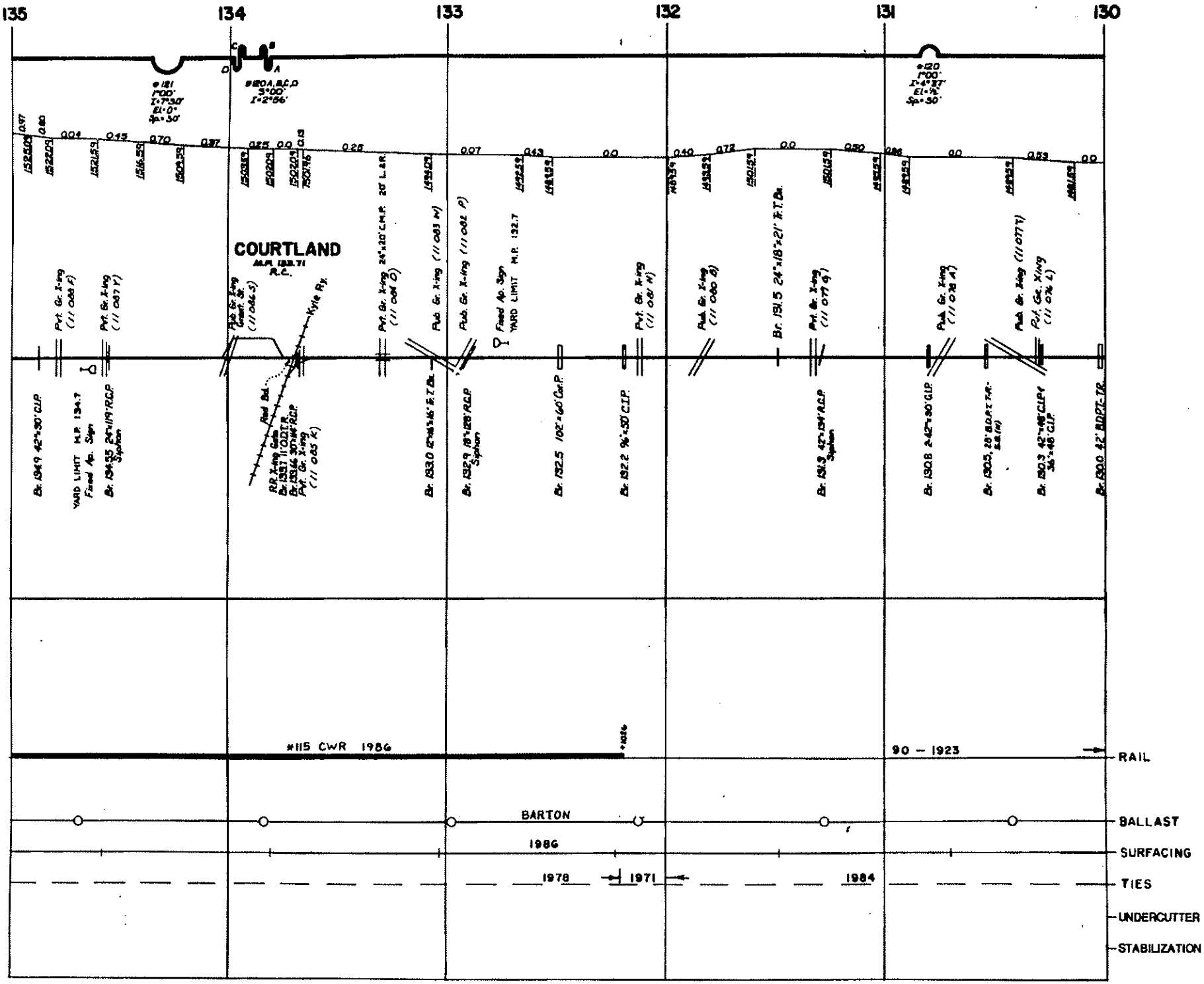
REVISED 8-90


145
144
143
142
141
140
LOVEWELL
#115 CWR 1986
BARTON
1986
1978
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

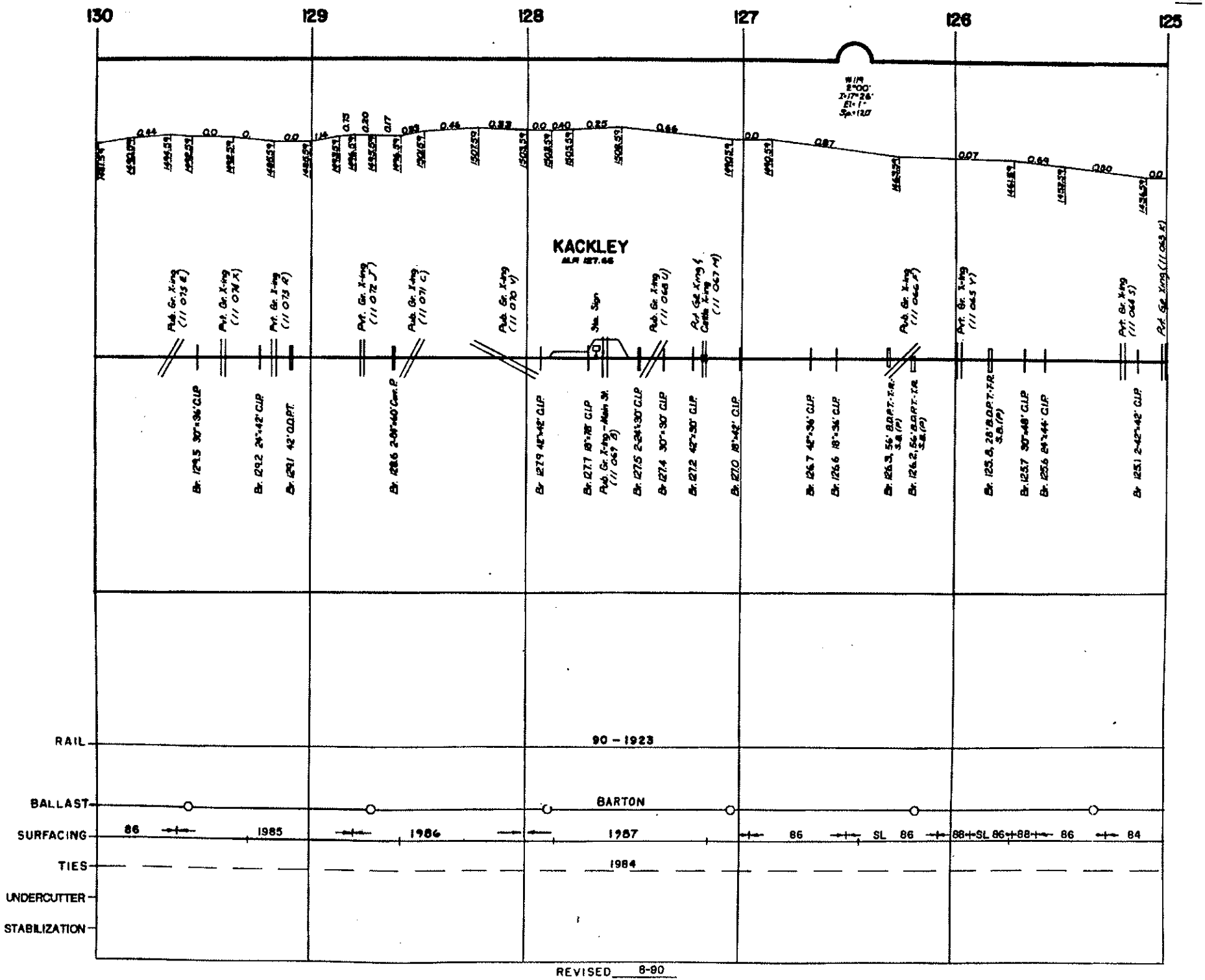
REVISED 8-90


140
139
138
137
136
135
REPUBLIC
SEWELL CO.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
#115 CWR 1986
BARTON
1986
1978

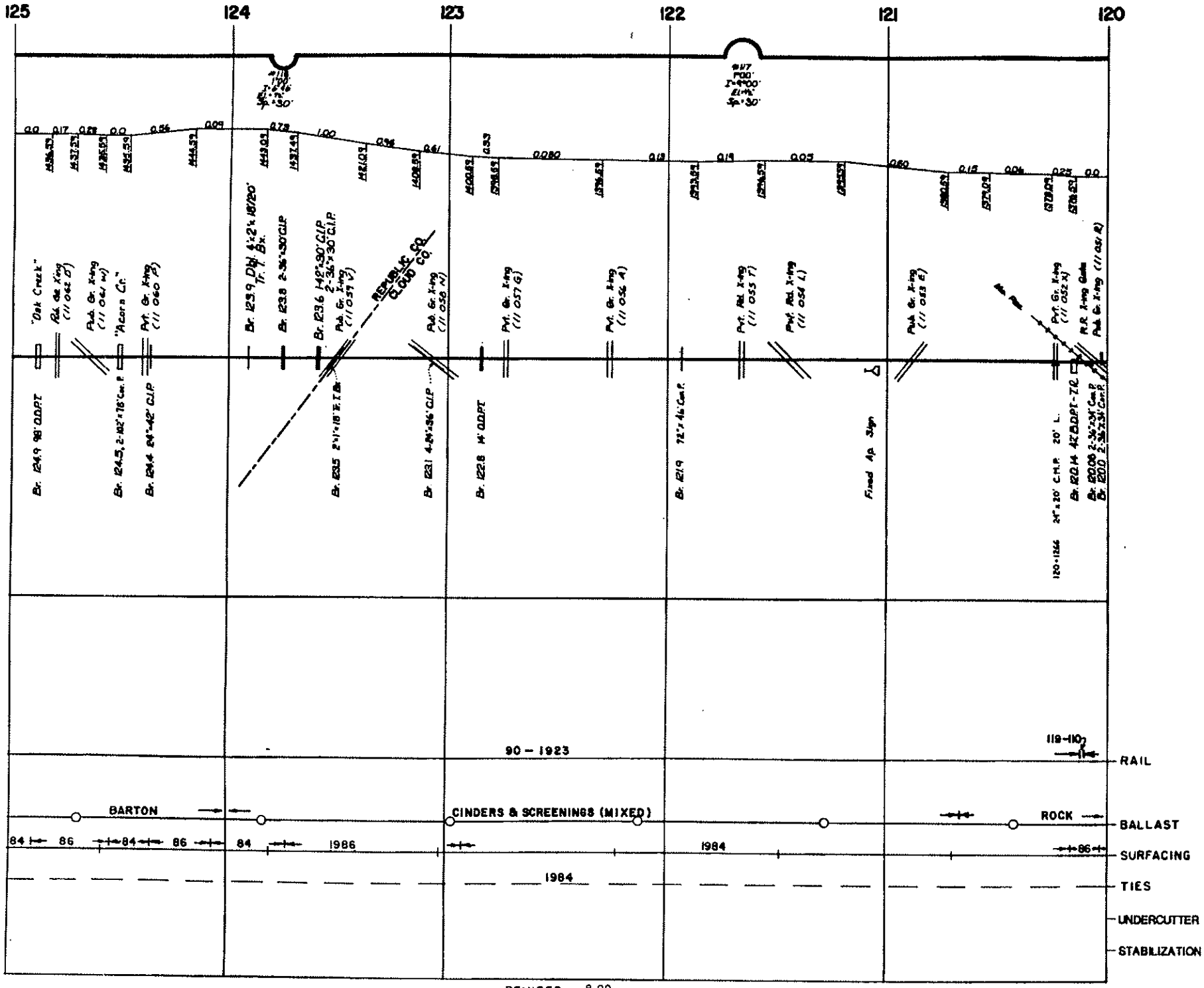
REVISED 8-90


135
134
133
132
131
130
COURTLAND
M.P. 133.71
P.C.
#115 CWR 1986
90 – 1923
RAIL
BARTON
1986
BALLAST
SURFACING
1978
1971
1984
TIES
UNDERCUTTER
STABILIZATION

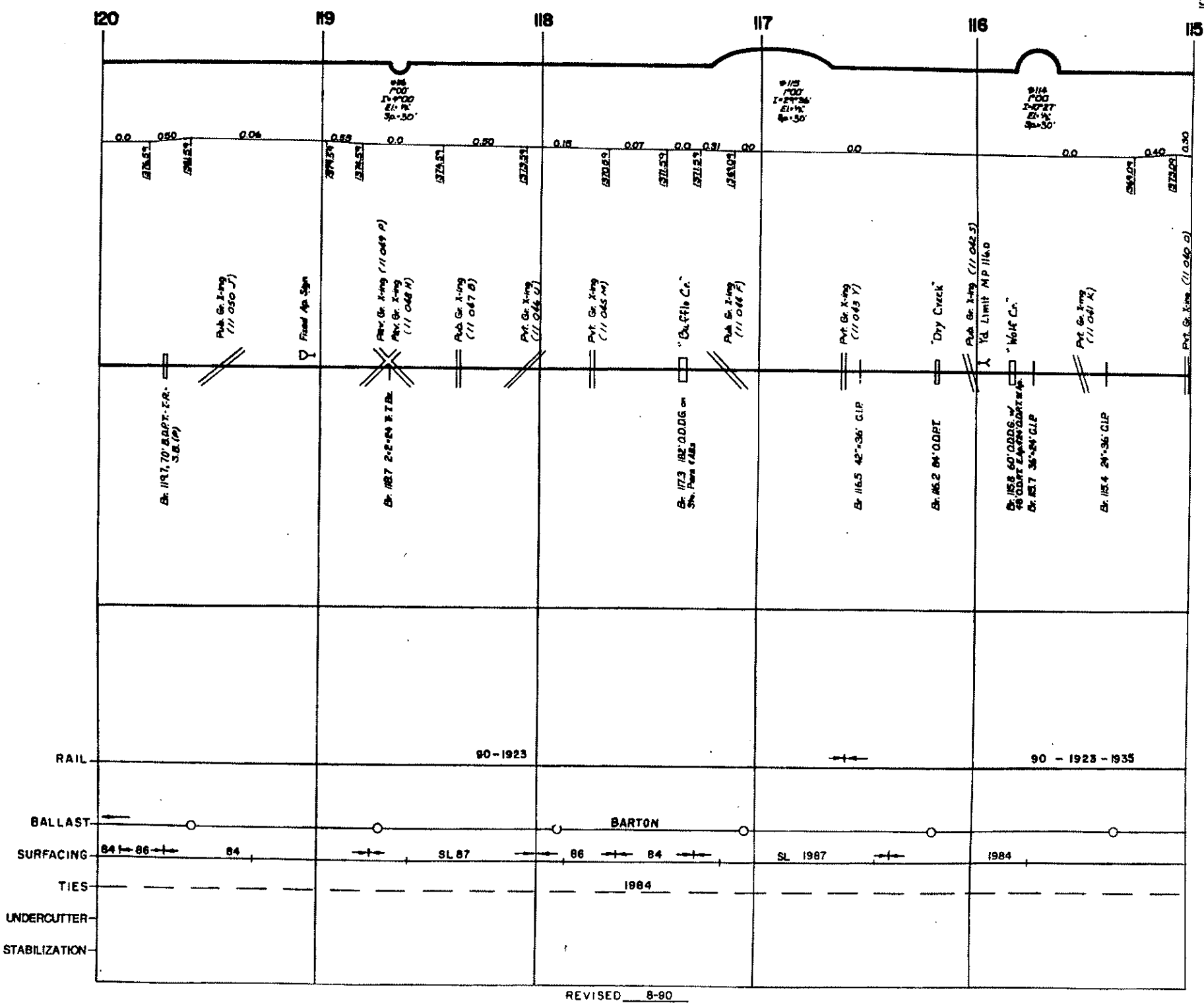
REVISED 8-80


130
129
128
127
126
125
KACKLEY
MLR 127.66
RAIL
90 – 1923
BALLAST
BARTON
SURFACING
86
1985
1986
1987
86
SL
86
86+SL 86+86+
86
84
TIES
1984
UNDERCUTTER
STABILIZATION

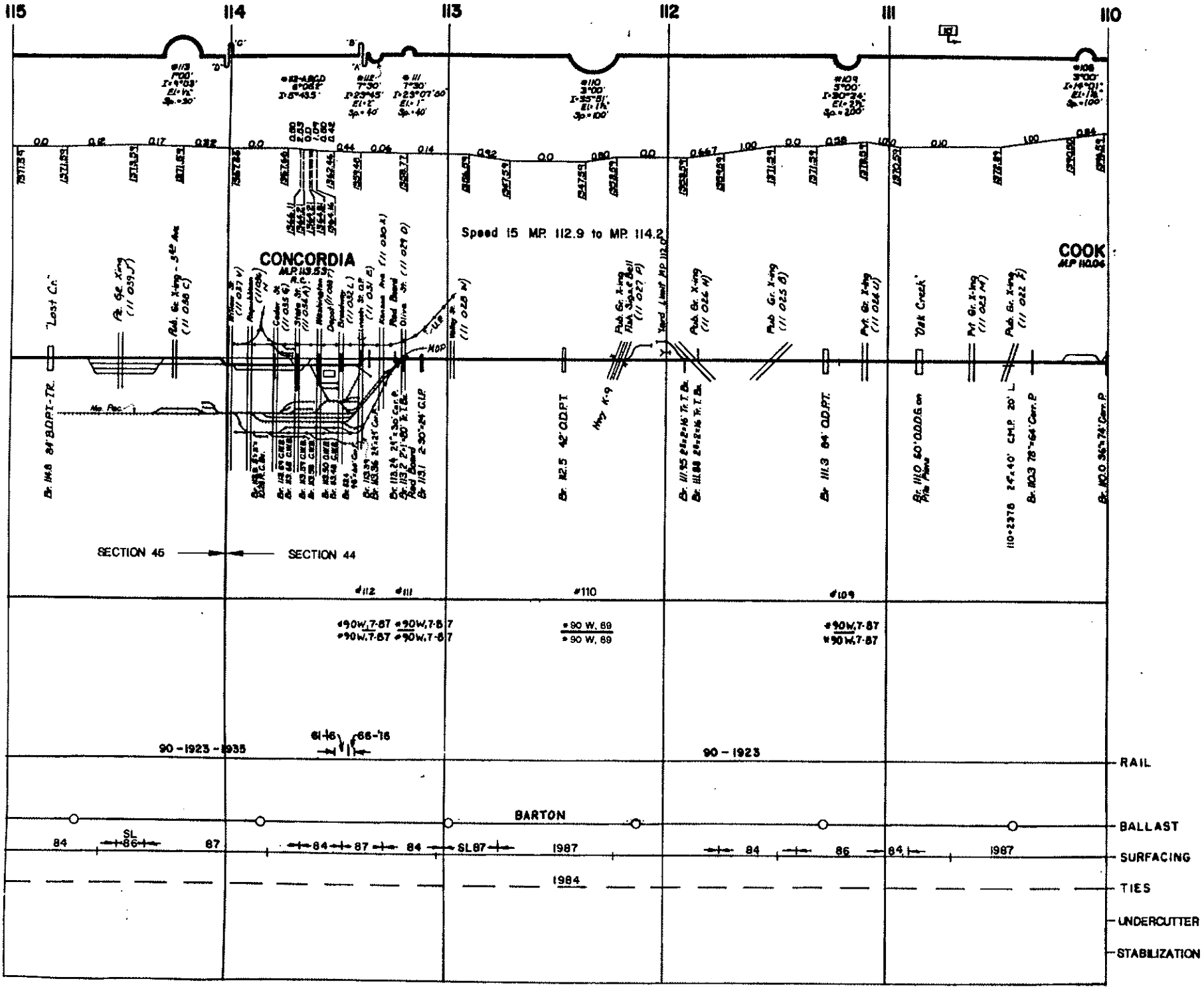
REVISED 6-80

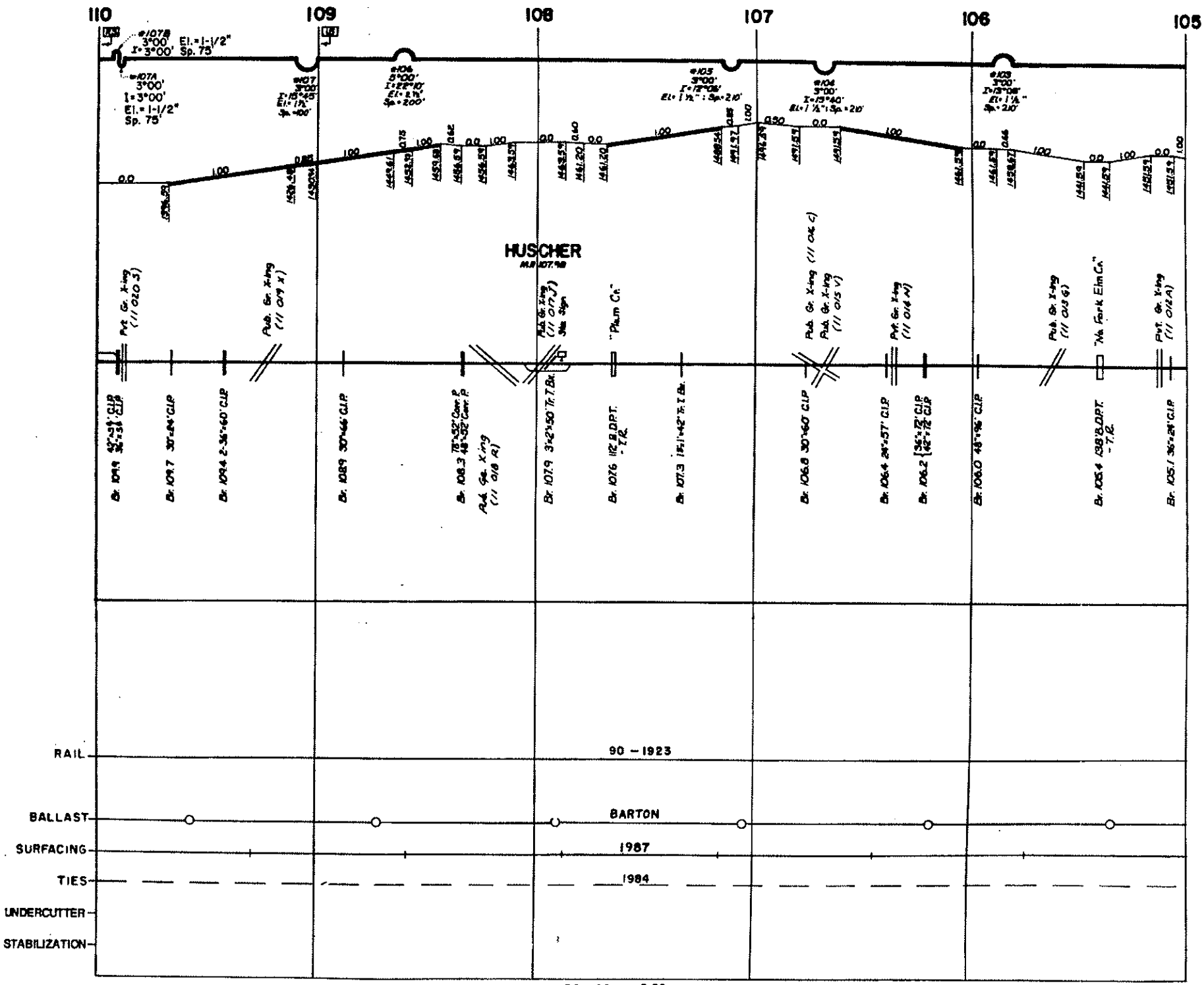

125
124
123
122
121
120
"Oak Creek"
Pub. Gr. X-ing (11 062 W)
"Acorn Ck."
Pvt. Gr. X-ing (11 060 P)
Br. 123.9 Dbl. 4:2½ 18/20' Tr. 7 Bx.
Br. 123.8 2-36"x30" C.I.P.
Br. 123.6 142'x30" C.I.P. 2-36"x30" C.I.P.
REPUBLIC CLOUD CO.
Pub. Gr. X-ing (11 059 V)
Pub. Gr. X-ing (11 058 N)
Pvt. Gr. X-ing (11 057 G)
Pvt. Gr. X-ing (11 056 A)
Pvt. Rd. X-ing (11 055 T)
Pvt. Rd. X-ing (11 054 L)
Pub. Gr. X-ing (11 053 E)
Pvt. Gr. X-ing (11 052 X)
R.R. X-ing Gate
Pub. Gr. X-ing (11 051 R)
Br. 124.9 98' Q.D.P.T.
Br. 124.5, 2-102"x78" Con. P.
Br. 124.4 84"-42" C.I.P.
Br. 123.5 2-11'6" R.T.B.
Br. 123.1 4-84"-36" C.I.P.
Br. 122.8 14' Q.D.P.T.
Br. 121.9 72"x46" Con. P.
Fixed Aja Sign
24" x 20' C.M.P. 20' L.
Br. 120.14 42' Q.D.P.-T.C.
Br. 120.06 2-36"x34" Con. P.
Br. 120.0 2-36"x34" Con. P.
119-110
90 – 1923
RAIL
BARTON
CINDERS & SCREENINGS (MIXED)
ROCK
BALLAST
84
86
84
86
84
1986
1984
86
SURFACING
1984
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

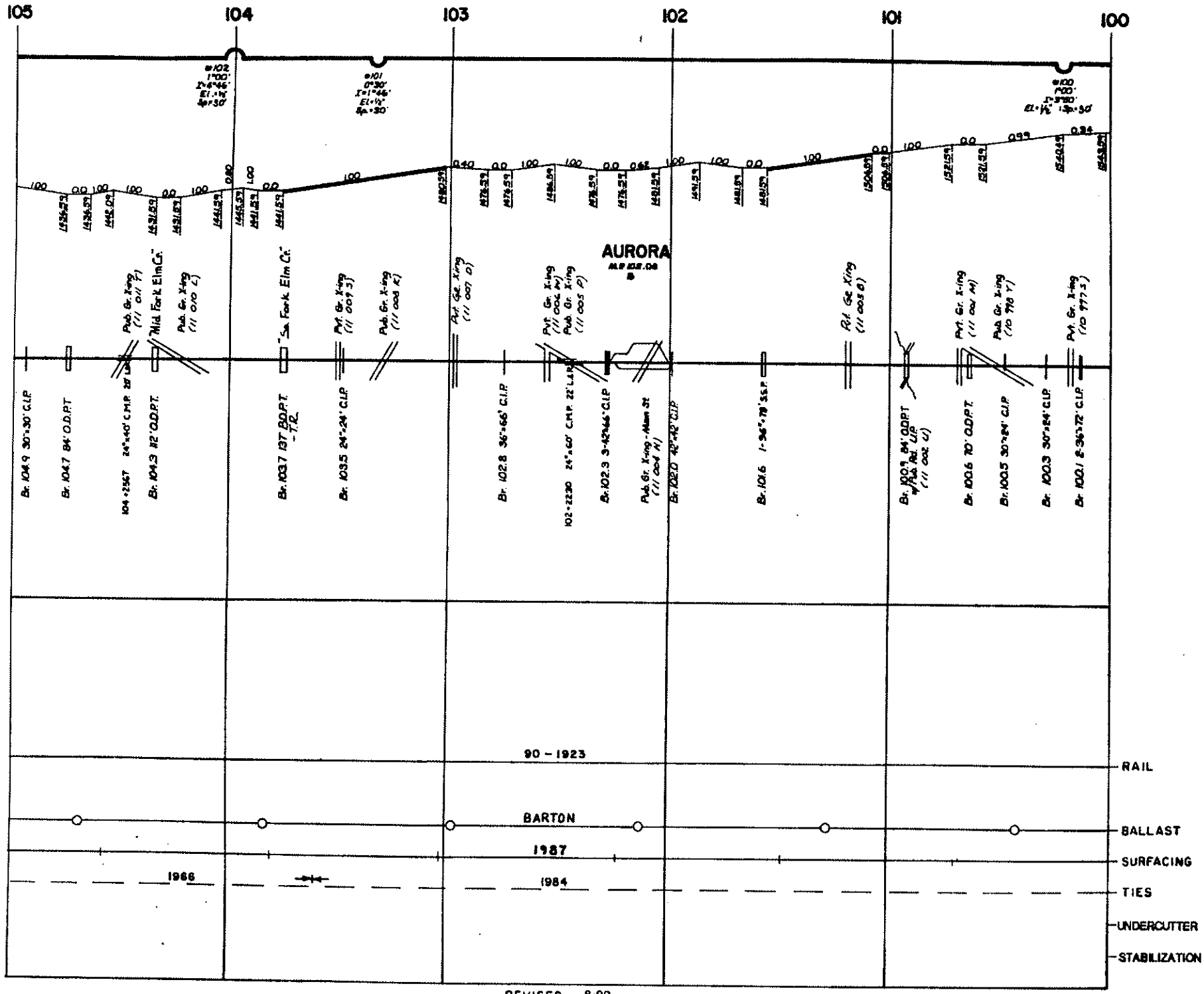

120
119
118
117
116
115
RAIL
90-1923
90 - 1923 - 1935
BALLAST
BARTON
SURFACING
84 - 86
84
SL 87
86
84
SL 1987
1984
TIES
1984
UNDERCUTTER
STABILIZATION

REVISED 8-90

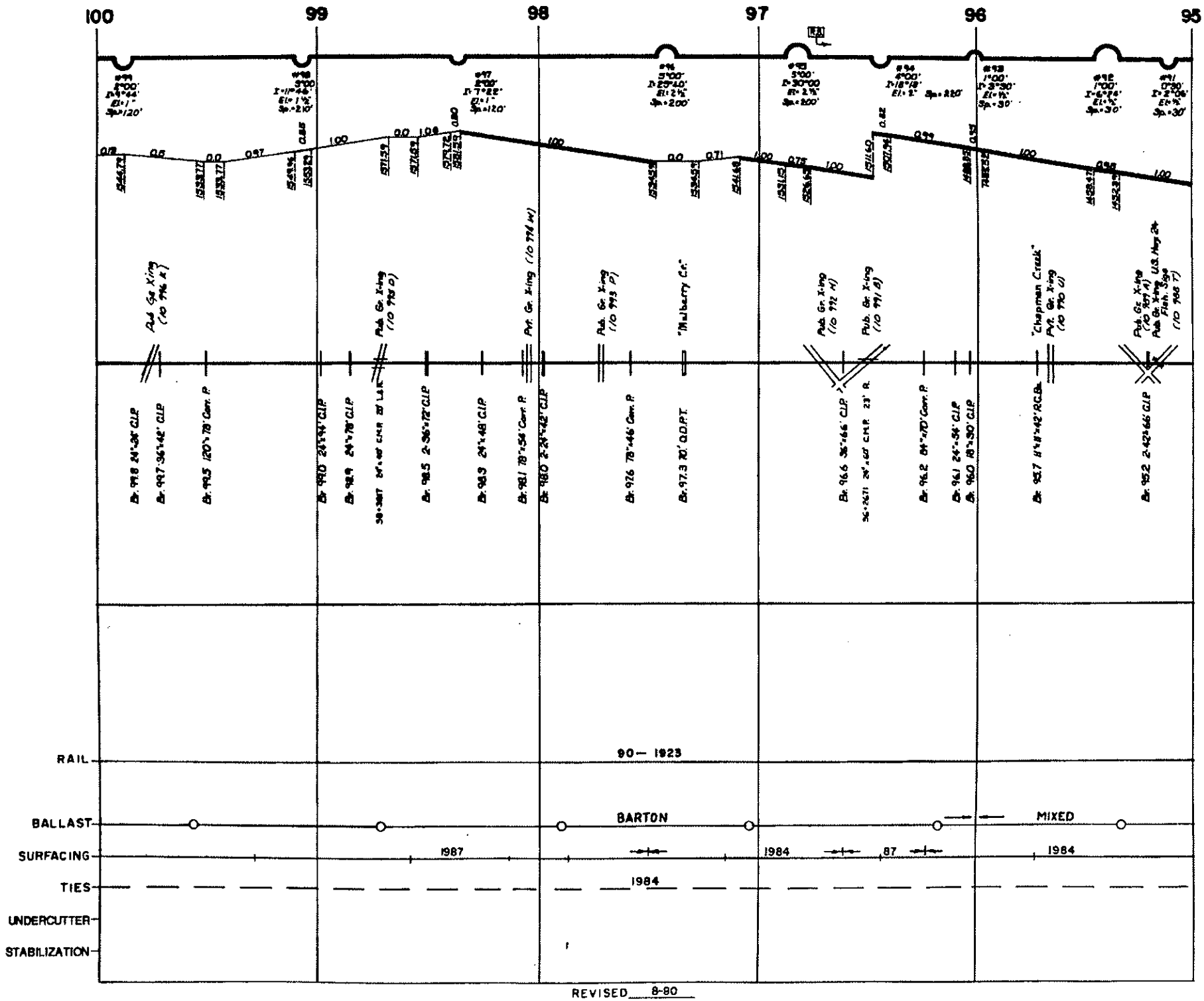

115
114
113
112
111
110
CONCORDIA
M.P. 113.59
COOK
M.P. 110.06
Speed 15 M.P. 112.9 to M.P. 114.2
SECTION 45
SECTION 44
#112
#111
#110
#109
90 - 1923 - 1935
90 - 1923
BARTON
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1984
1987
REVISED 8-90


110
109
108
107
106
105
HUSCHER
M.P. 107.98
"Plum Cr."
"No. Fork Elm Cr."
RAIL
90 – 1923
BALLAST
BARTON
SURFACING
1987
TIES
1984
UNDERCUTTER
STABILIZATION

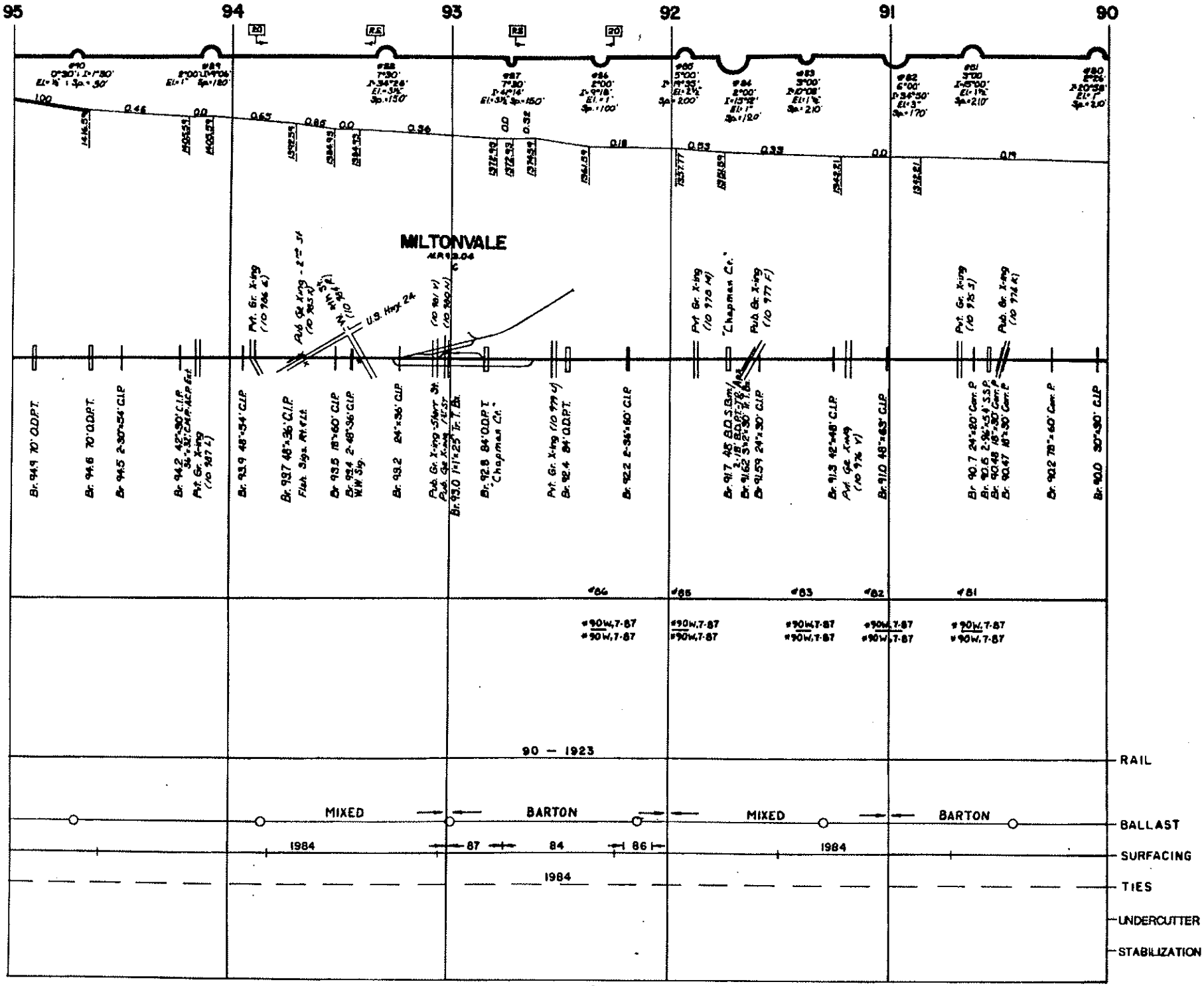
REVISED 8-90


105
104
103
102
101
100
AURORA
Mid Fork Elm Cr.
Sa. Fork Elm Cr.
Br. 104.9 30'x30' C.I.P.
Br. 104.7 84' O.D.P.T.
Br. 104.3 82' O.D.P.T.
Br. 103.7 137' B.O.P.T. - T.R.
Br. 103.5 24'x24' C.I.P.
Br. 102.8 36'x66' C.I.P.
Br. 102.3 3-42'x46' C.I.P.
Br. 102.0 42'x42' C.I.P.
Br. 101.6 1-36'x78' S.S.P.
Br. 100.6 70' O.D.P.T.
Br. 100.5 30'x84' C.I.P.
Br. 100.3 30'x84' C.I.P.
Br. 100.1 2-36'x72' C.I.P.
90 – 1923
BARTON
1987
1966
1984
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

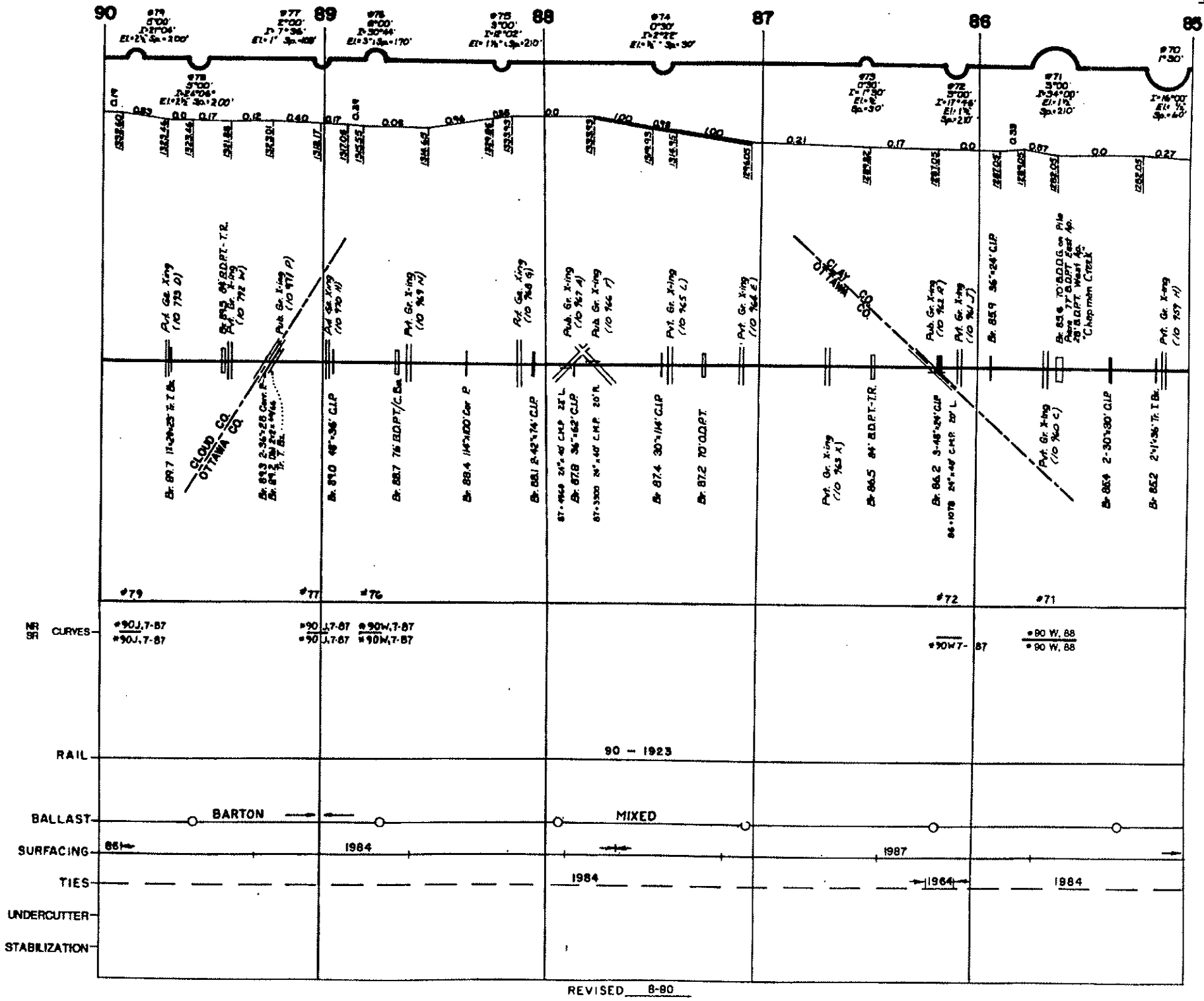
REVISED 8-90


100
99
98
97
96
95
Pub. Gr. X-ing (10 796 A)
Pub. Gr. X-ing (10 795 O)
Pvt. Gr. X-ing (10 794 W)
Pub. Gr. X-ing (10 793 P)
"Mulberry Cr."
Pub. Gr. X-ing (10 792 H)
Pub. Gr. X-ing (10 791 B)
"Chapman Creek"
Pvt. Gr. X-ing (10 790 U)
Pub. Gr. X-ing (10 789 A)
Pub. Gr. X-ing U.S. Hwy 24
Pvt. Sign (10 968 T)
RAIL
90— 1923
BALLAST
BARTON
MIXED
SURFACING
1987
1984
87
1984
TIES
1984
UNDERCUTTER
STABILIZATION

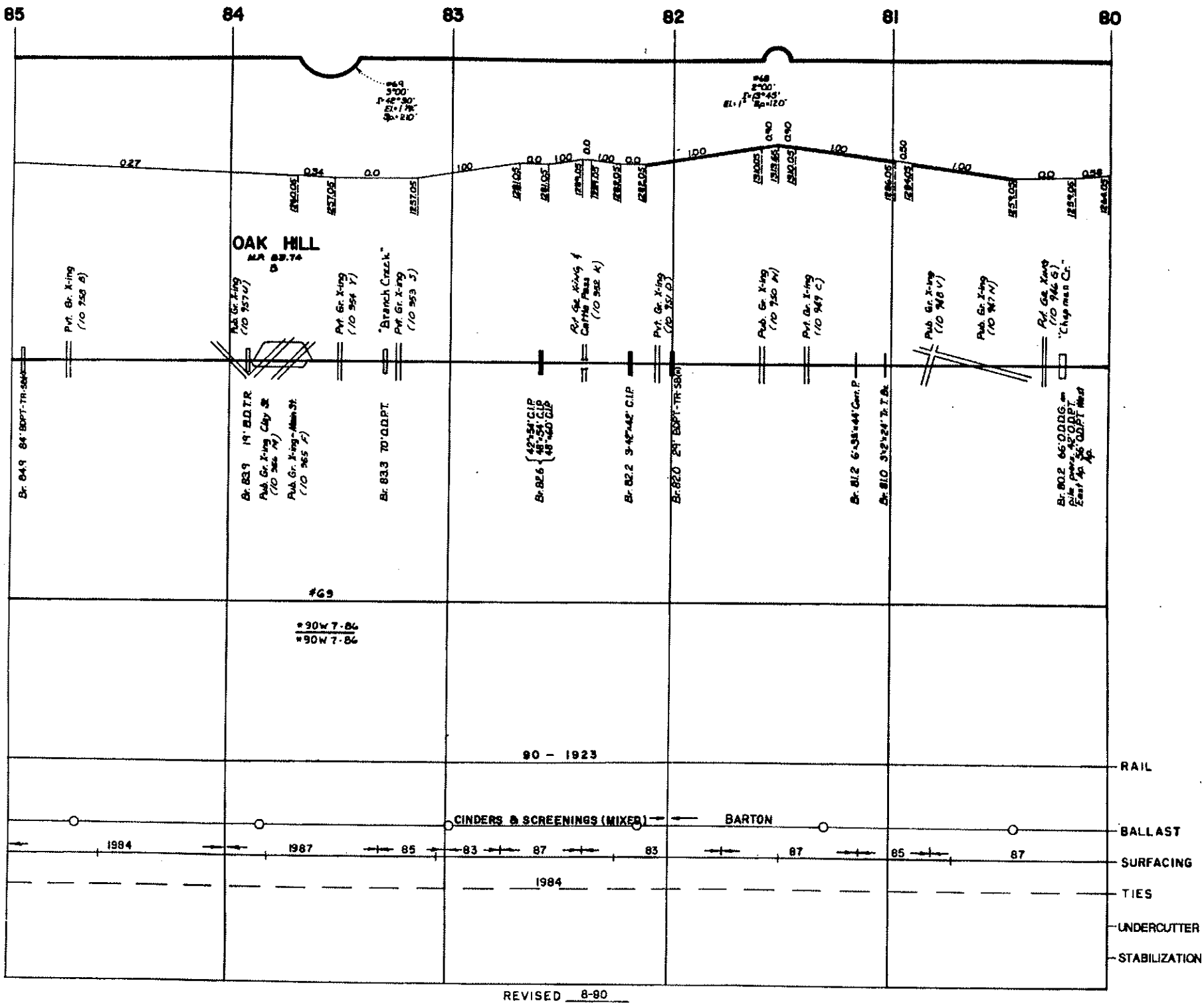
REVISED 8-80


95
94
93
92
91
90
MILTONVALE
U.S. Hwy 24
"Chapman Cr."
90 — 1923
MIXED
BARTON
MIXED
BARTON
1984
87
84
86
1984
1984
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

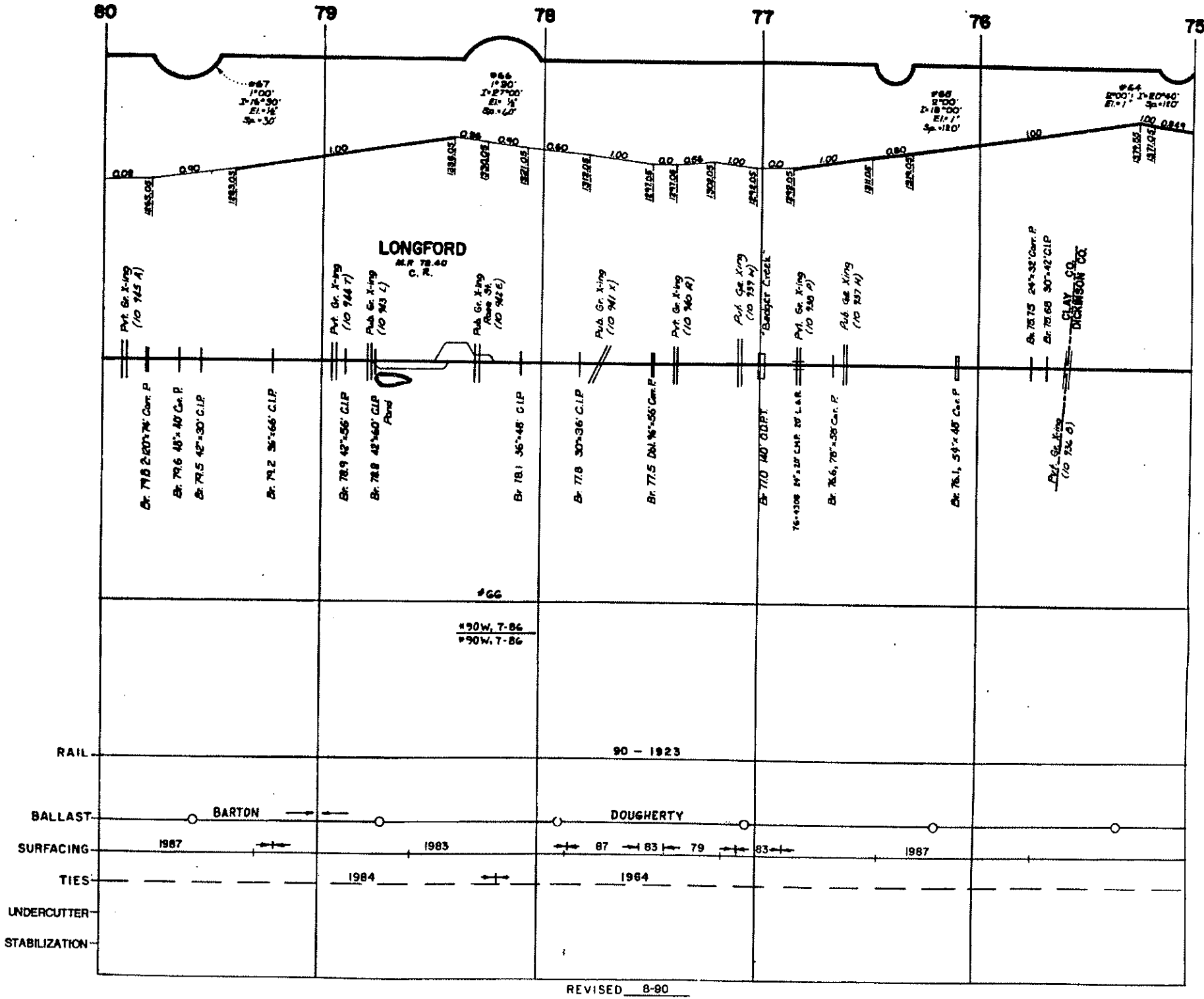
REVISED 8-90


90
89
88
87
86
85
#79
#78
#77
#76
#75
#74
#73
#72
#71
#70
CLOUD CO.
OTTAWA CO.
Pvt. Gr. X-ing
Pub. Gr. X-ing
Br. 89.7
Br. 89.3
Br. 89.2
Br. 89.0
Br. 88.7
Br. 88.4
Br. 88.1
Br. 87.8
Br. 87.4
Br. 87.2
Br. 86.5
Br. 86.2
Br. 85.9
Br. 85.6
Br. 85.4
Br. 85.2
#90J, 7-87
#90W, 7-87
RAIL
90 – 1923
BALLAST
BARTON
MIXED
SURFACING
1984
1987
TIES
1984
1964
1984
UNDERCUTTER
STABILIZATION

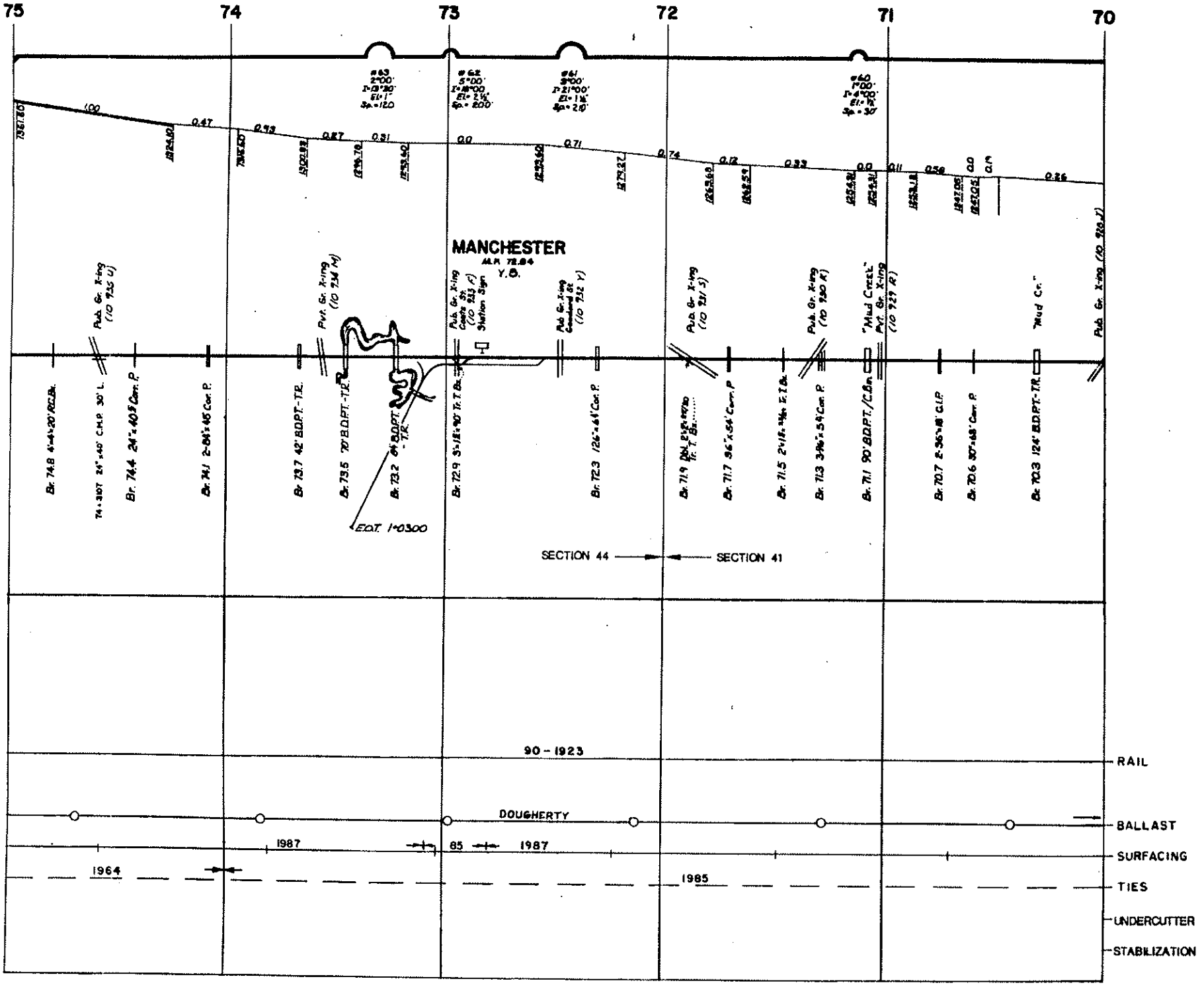
REVISED 8-80


85
84
83
82
81
80
OAK HILL
MP 83.74
Pvt. Gr. X-ing (10 956 B)
Pub. Gr. X-ing (10 957 U)
Pvt. Gr. X-ing (10 954 Y)
"Branch Creek"
Pvt. Gr. X-ing (10 953 J)
Pvt. Gr. X-ing & Cattle Pass (10 952 K)
Pvt. Gr. X-ing (10 951 D)
Pub. Gr. X-ing (10 950 M)
Pvt. Gr. X-ing (10 949 C)
Pub. Gr. X-ing (10 948 V)
Pub. Gr. X-ing (10 947 N)
Pvt. Gr. X-ing (10 946 G)
"Chapman Cr."
Br. 84.9 84' BOPT-TR-38(4)
Br. 83.9 19' B.O.T.R.
Pub. Gr. X-ing City St. (10 966 N)
Pub. Gr. X-ing-Main St. (10 965 F)
Br. 83.3 70' O.O.P.T.
Br. 82.6 (42°54' C.I.P. 48°54' C.I.P. 48°40' C.I.P.
Br. 82.2 3-40'-42' C.I.P.
Br. 82.0 24' BOPT-TR-38(4)
Br. 81.2 6-38'-44' Cont. P.
Br. 81.0 31'-24' T.T.Br.
Br. 80.2 65'-0" D.G. on pile cents. 42' O.O.P.T. East Apr. 36' O.O.P.T. West Apr.
#69
*90W 7-84
*90W 7-84
90 - 1923
RAIL
CINDERS & SCREENINGS (MIXED)
BARTON
BALLAST
1984
1987
85
83
87
83
87
85
87
SURFACING
1984
TIES
UNDERCUTTER
STABILIZATION

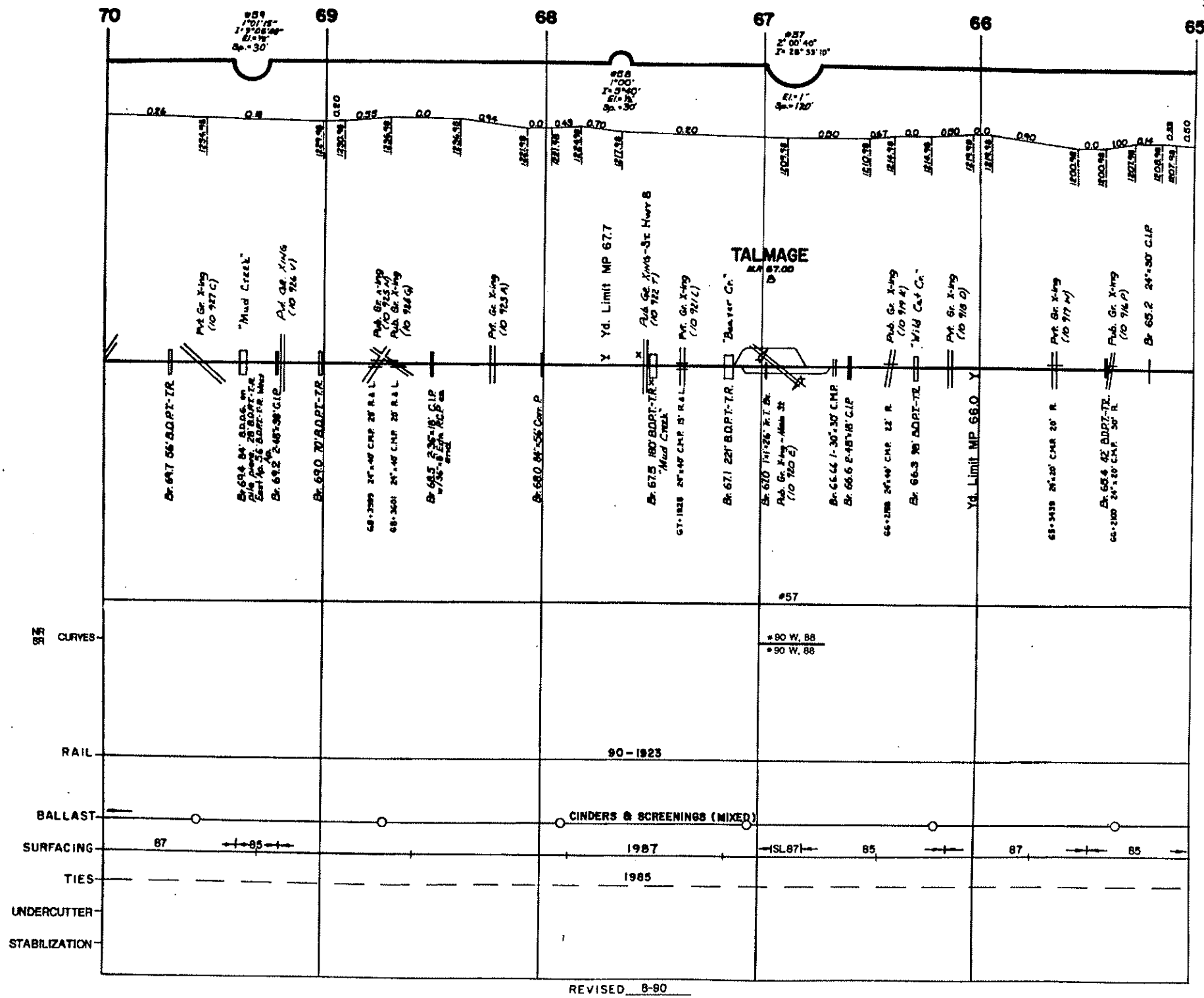
REVISED 8-80

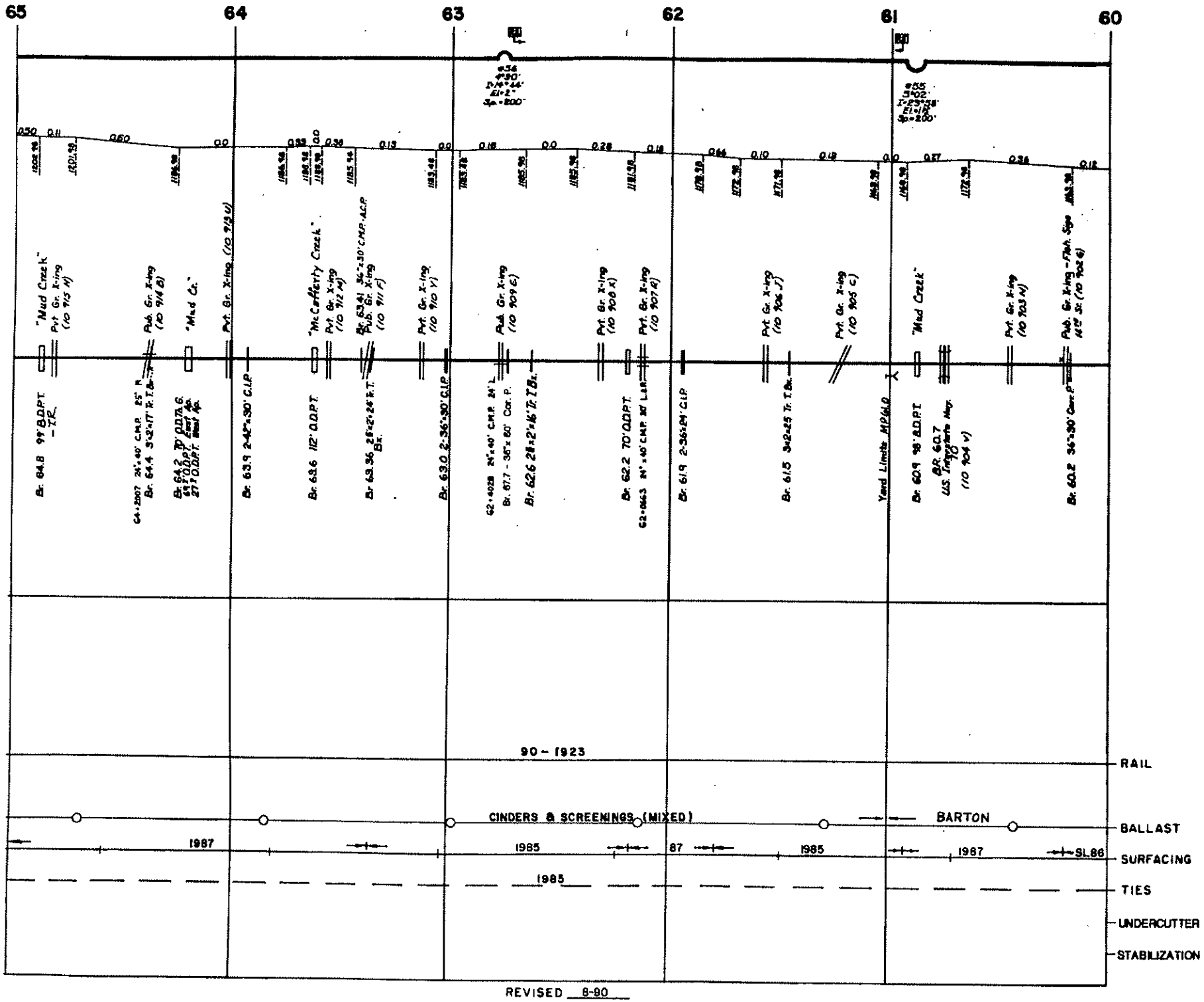

80
79
78
77
76
75
LONGFORD
M.P. 78.40
C. R.
Pvt. Gr. X-ing (10 945 A)
Br. 79.8 2-20'x 76' Con. P
Br. 79.6 45°-40' Con. P.
Br. 79.5 42°-30' C.I.P.
Br. 79.2 36°-66' C.I.P.
Pvt. Gr. X-ing (10 944 T)
Pub. Gr. X-ing (10 943 L)
Br. 78.9 42°-56' C.I.P.
Br. 78.8 42°-60' C.I.P. Pond
Pub. Gr. X-ing Rose St. (10 942 E)
Br. 78.1 36°-48' C.I.P.
Pub. Gr. X-ing (10 941 X)
Br. 77.8 30°-36' C.I.P.
Pvt. Gr. X-ing (10 940 A)
Br. 77.5 Dbl. 96°-56' Con. P.
Pvt. Gr. X-ing (10 939 N)
Badger Creek
Br. 77.0 140' ADPT.
Pvt. Gr. X-ing (10 938 P)
76+4308 24'x 28' L.M.R. 25' L.M.R.
Pub. Gr. X-ing (10 937 N)
Br. 76.6, 78°-56' Con. P.
Br. 76.1, 54°x 48' Con. P
Br. 75.75 24°x 32' Con. P
Br. 75.68 30°-42' C.I.P.
CLAY
DICKINSON CO.
Pvt. Gr. X-ing (10 936 D)
#90W, 7-86
#90W, 7-86
RAIL
90 – 1923
BALLAST
BARTON
DOUGHERTY
SURFACING
1987
1983
87
83
79
83
1987
TIES
1984
1964
UNDERCUTTER
STABILIZATION

REVISED 8-90

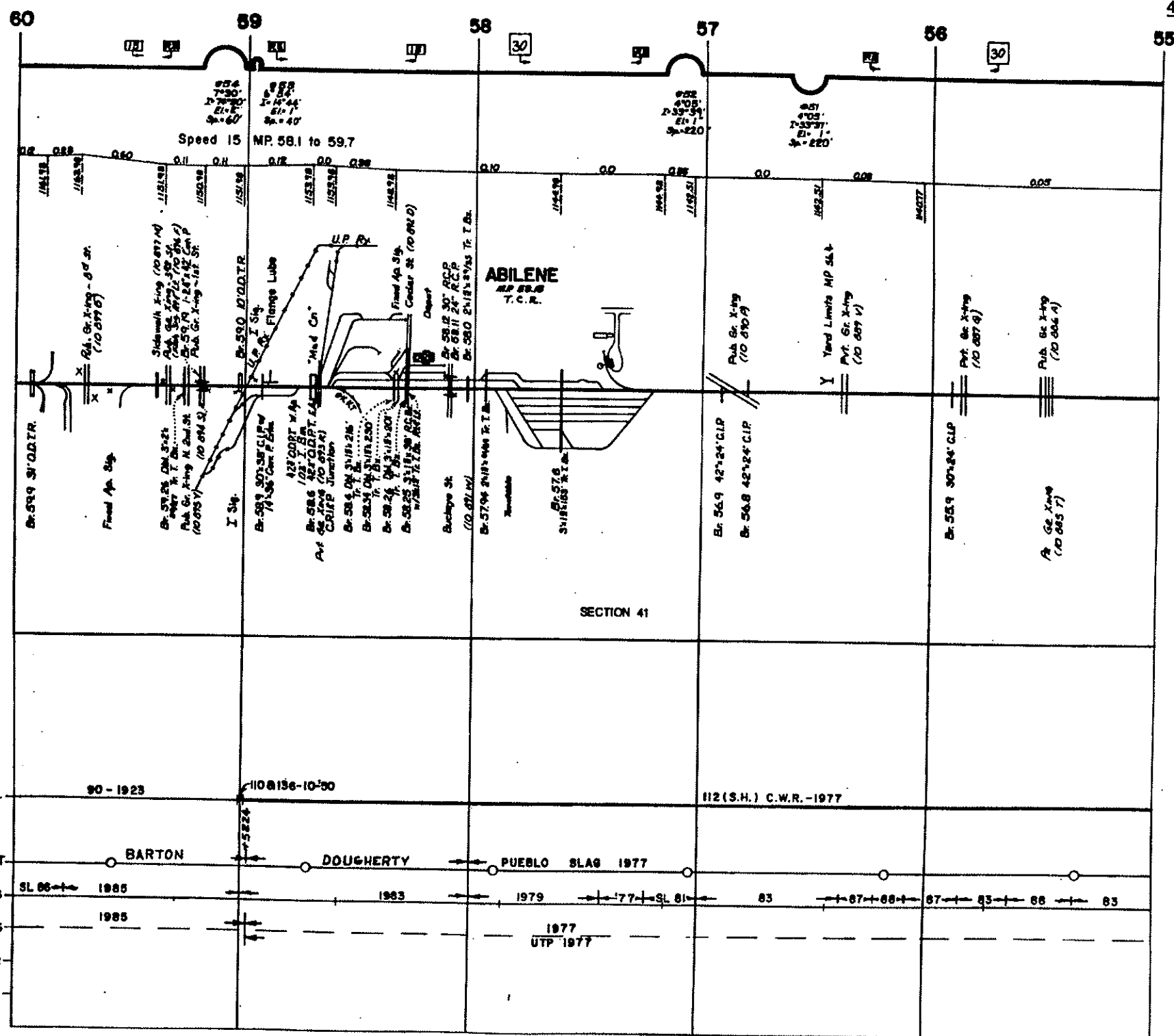

75
74
73
72
71
70
MANCHESTER
M.P. 72.84
Y.S.
SECTION 44
SECTION 41
EOT 1+03.00
90 - 1923
DOUGHERTY
1987
85
1987
1964
1985
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

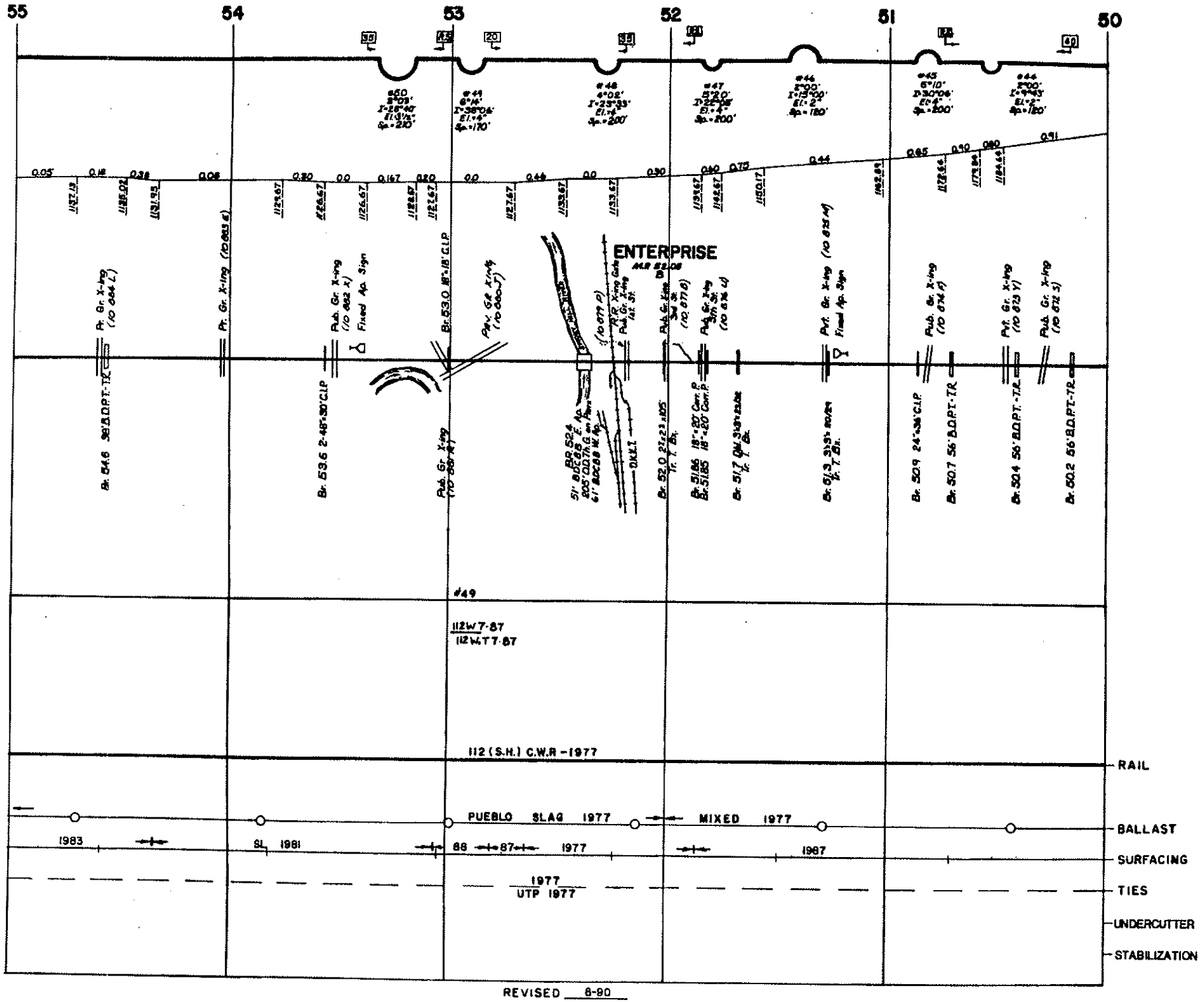
REVISED 8-80


70
69
68
67
66
65
TALMAGE
MA 67.00
Yd. Limit MP 67.7
Yd. Limit MP 66.0
"Mud Creek"
"Beaver Cr."
"Wild Cat Cr."
#57
CURVES
RAIL
90-1923
BALLAST
CINDERS & SCREENINGS (MIXED)
SURFACING
1987
1985
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90

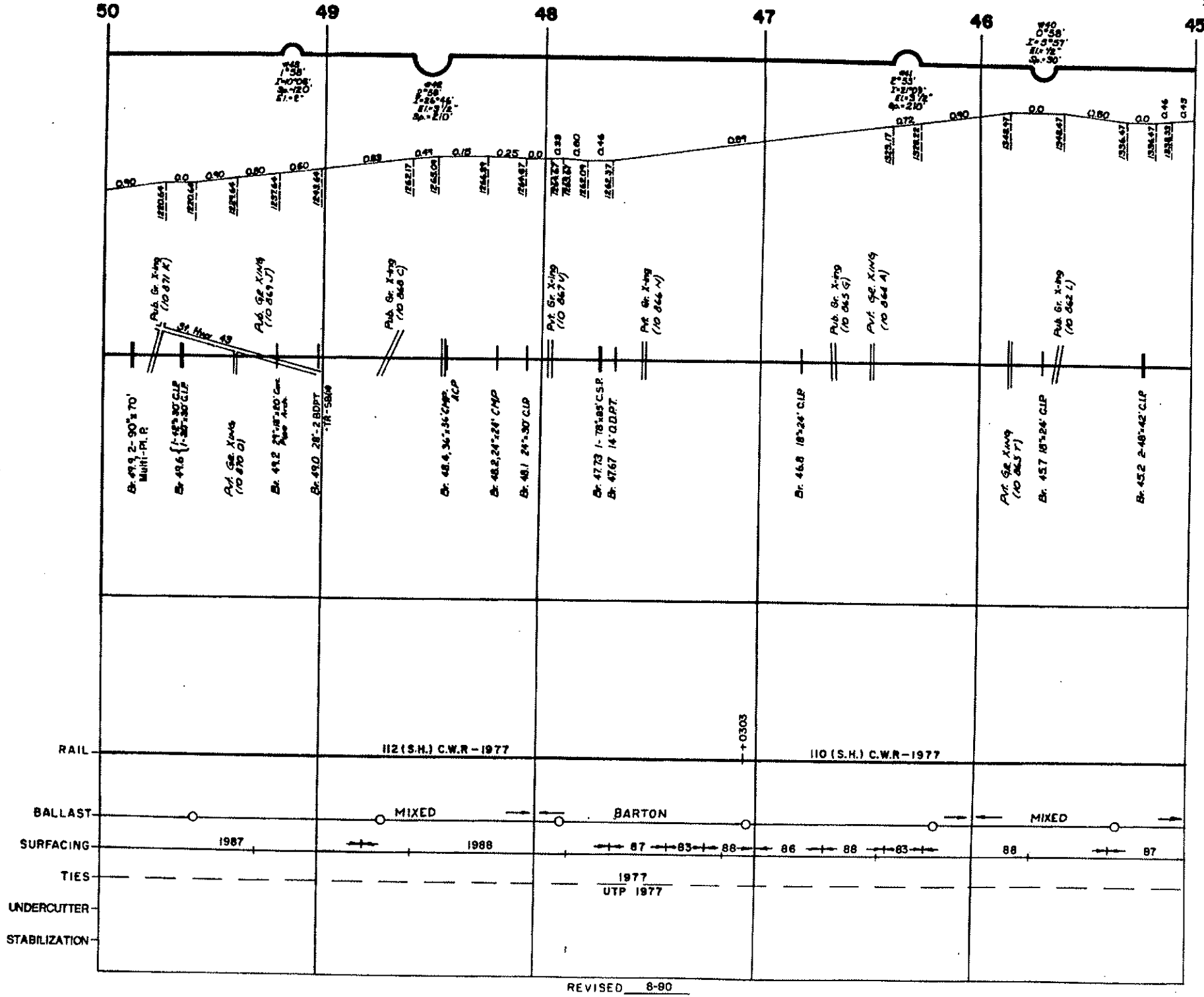

65
64
63
62
61
60
"Mud Creek"
Pvt. Gr. X-ing (10 913 H)
Pub. Gr. X-ing (10 914 B)
"Mud Cr."
Pvt. Gr. X-ing (10 912 U)
"McCafferty Creek"
Pvt. Gr. X-ing (10 912 M)
Pub. Gr. X-ing
Pvt. Gr. X-ing (10 910 Y)
Pub. Gr. X-ing (10 909 E)
Pvt. Gr. X-ing (10 908 X)
Pvt. Gr. X-ing (10 907 R)
Pvt. Gr. X-ing (10 906 J)
Pvt. Gr. X-ing (10 905 C)
"Mud Creek"
Pvt. Gr. X-ing (10 903 N)
Pub. Gr. X-ing - Fish. Sign
Yard Limits MP 64.0
Br. 64.8 99'8.D.P.T. - TR.
Br. 64.4 5°32'17" R.T.Bk.
Br. 64.2 70' O.D.T. 6.
Br. 63.9 2-42'x30' C.I.P.
Br. 63.6 112' O.D.P.T.
Br. 63.36 28'x2'x24' R.T. Bk.
Br. 63.34 36"x.250" CMP-A.C.P.
Br. 63.0 2-36'x30' C.I.P.
Br. 62.6 28'x2'x16' R.T.Bk.
Br. 62.2 70' O.D.P.T.
Br. 61.9 2-36'x24' C.I.P.
Br. 61.5 3-42'x25' R.T.Bk.
Br. 60.9 98' S.D.P.T.
BR. 60.7 U.S. Interstate Hwy. 70 (10 904 V)
Br. 60.2 36'x30' Conc. P.
90 - 1923
CINDERS & SCREENINGS (MIXED)
BARTON
1987
1985
87
1985
1987
SL 86
1985
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

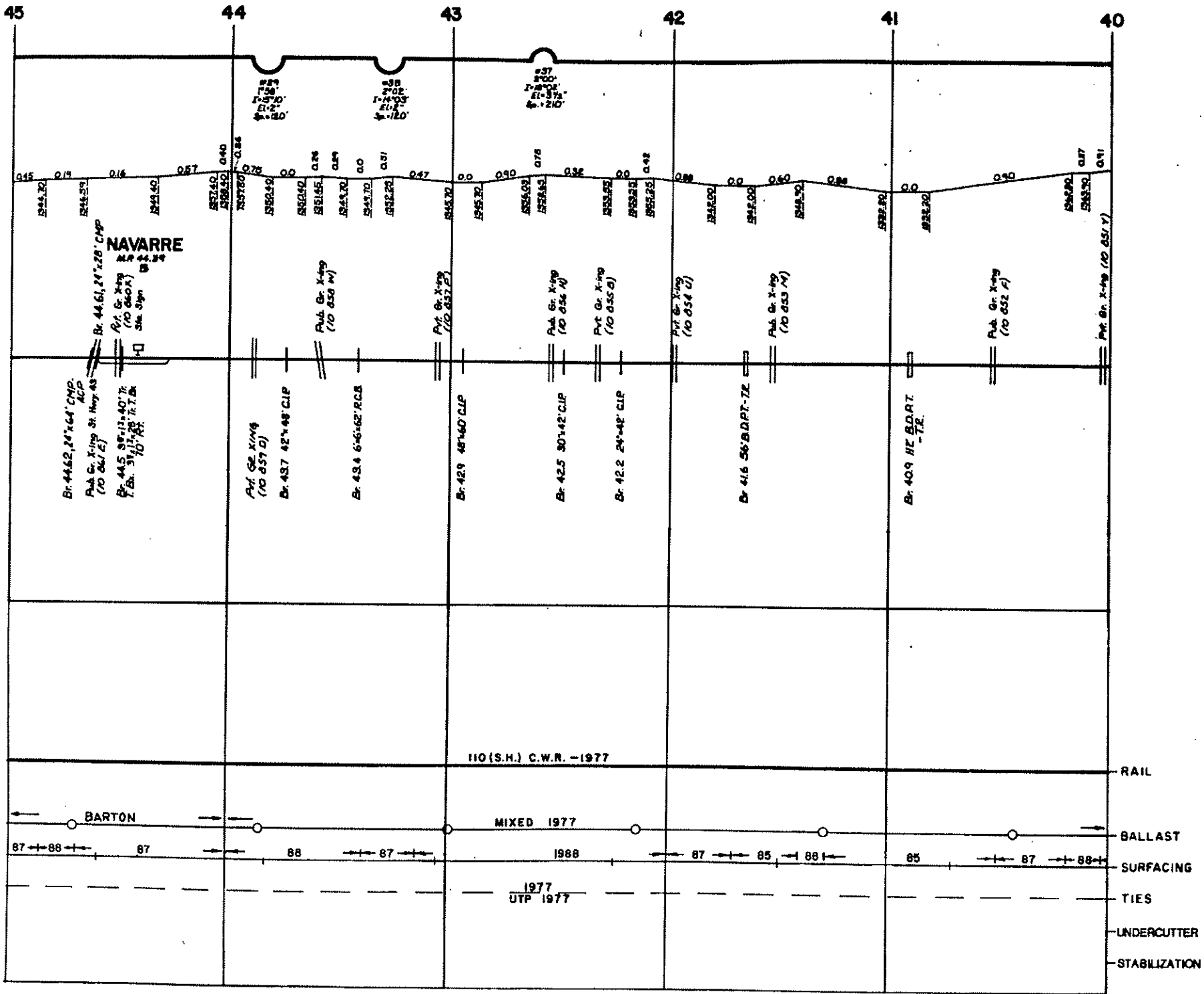

60
59
58
57
56
55
Speed 15 MP. 58.1 to 59.7
ABILENE
MP 58.8
T. C. R.
U.P. Rr.
"Mud Cr."
Cedar St. (10 614 D)
Depot
Buckeye St.
Tunnelton
Yard Limits MP 56.4
SECTION 41
RAIL
90 - 1923
110 & 136 - 10-'50
112 (S.H.) C.W.R. - 1977
BALLAST
BARTON
DOUGHERTY
PUEBLO SLAG 1977
SURFACING
SL 86
1985
1983
1979
77
SL 81
83
87
86
87
83
86
83
TIES
1985
1977
UTP 1977
UNDERCUTTER
STABILIZATION
REVISED 8-80


55
54
53
52
51
50
#50
#49
#48
#47
#46
#45
#44
ENTERPRISE
112W T-87
112W T T-87
112 (S.H.) C.W.R - 1977
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
PUEBLO SLAG 1977
MIXED 1977
1983
SL 1981
88
87
1977
1987
1977
UTP 1977

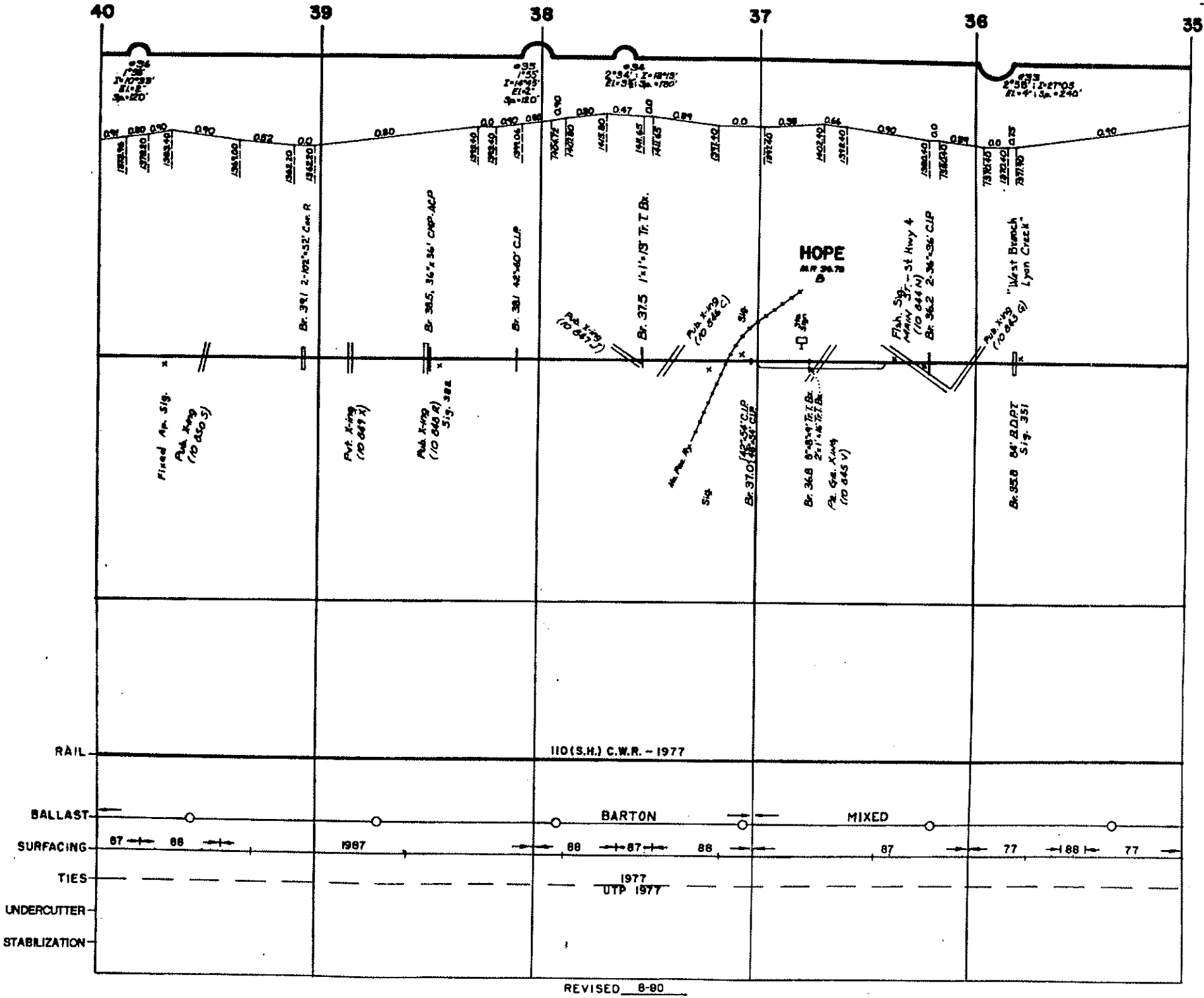
REVISED 8-90


50
49
48
47
46
45
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
112 (S.H.) C.W.R – 1977
110 (S.H.) C.W.R – 1977
+0303
MIXED
BARTON
MIXED
1987
1988
87
83
88
86
88
83
88
87
1977
UTP 1977

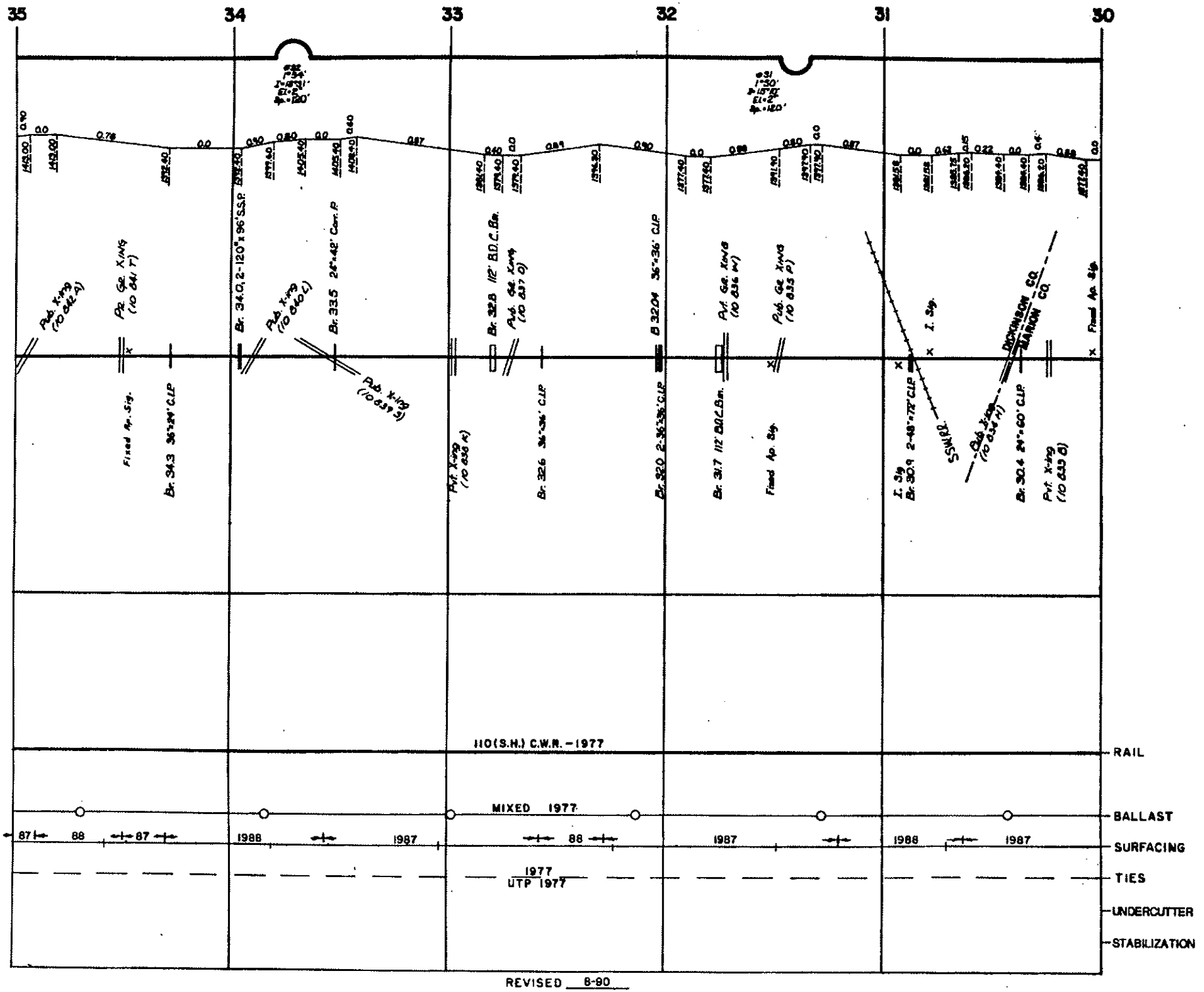
REVISED 8-90


45
44
43
42
41
40
NAVARRE
M.P. 44.34
Br. 44.62, 24'x64' CMP. ACP
Pub. Gr. X-ing St. Hwy 43 (10 660 E)
Br. 44.5 35°-13'-40" Tr. Bk. 31°-13'-28" R. T. Bk. 10° Rt.
Pvt. Gr. X-ing (10 660 X)
Sta. Sign
Pvt. Gr. X-ing (10 657 D)
Br. 43.7 42°-48' C.I.P.
Pub. Gr. X-ing (10 656 W)
Br. 43.4 6°-45'-52" R.C.B.
Pvt. Gr. X-ing (10 657 E)
Br. 42.9 48°-40' C.I.P.
Pub. Gr. X-ing (10 654 N)
Br. 42.5 30°-42' C.I.P.
Pvt. Gr. X-ing (10 655 D)
Br. 42.2 24°-48' C.I.P.
Pvt. Gr. X-ing (10 654 U)
Br. 41.6 56° B.O.P.T. - T.E.
Pub. Gr. X-ing (10 653 N)
Br. 40.9 112° B.O.P.T. - T.E.
Pub. Gr. X-ing (10 652 F)
Pvt. Gr. X-ing (10 651 Y)
110 (S.H.) C.W.R. - 1977
RAIL
BARTON
MIXED 1977
BALLAST
87 88 87 88 87 1988 87 85 88 85 87 88
SURFACING
1977
UTP 1977
TIES
UNDERCUTTER
STABILIZATION

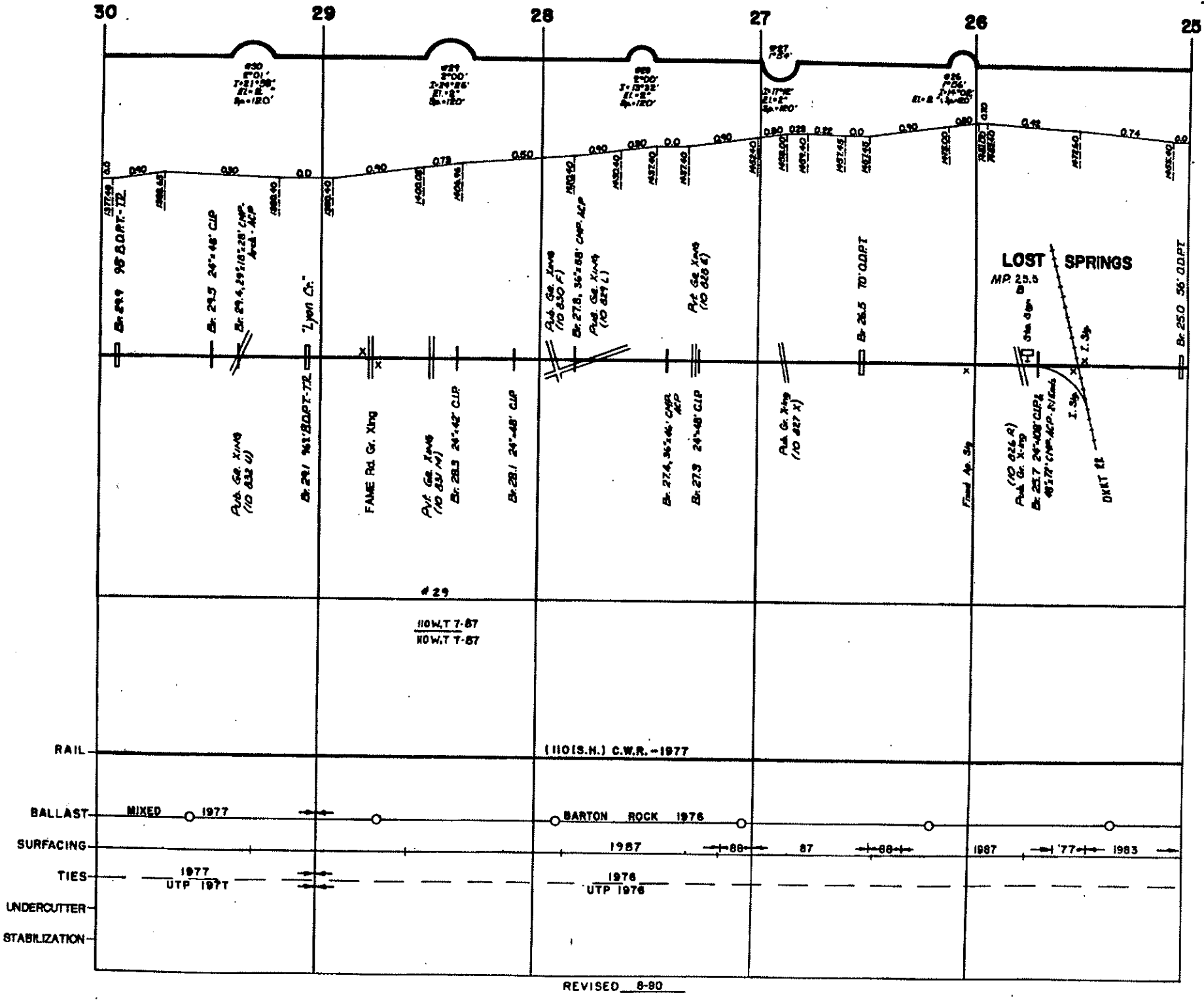
REVISED 8-90


40
39
38
37
36
35
HOPE
Br. 37.5 1-1'-13' Tr. T Bx.
Br. 38.1 2-102'-32' Con. R
Br. 38.5, 36'x 36' CMP-ACP
Br. 38.1 42'-40' C.I.P
Br. 37.0 (42'-54' C.I.P 42'-54' C.I.P
Br. 36.8 6'-8'-9' Tr. T Bx. 2-1'-4.6" Tr. T Bx.
Br. 36.2 2-36'-36' C.I.P
Br. 35.8 84' B.D.P.T Sig. 351
Fixed Ap. Sig.
Pub. Xing (10 650 S)
Pvt. Xing (10 649 X)
Pub. Xing (10 648 R) Sig. 388
Pub. Xing (10 646 C)
Pub. Xing (10 645 V)
Pub. Xing (10 645 G)
Flash. Sig. Main Trk. - St Hwy 4 (10 644 N)
"West Branch Lyon Creek"
RAIL
110 (S.H.) C.W.R. - 1977
BALLAST
BARTON
MIXED
SURFACING
87
88
1987
88
87
88
87
77
88
77
TIES
1977
UTP 1977
UNDERCUTTER
STABILIZATION

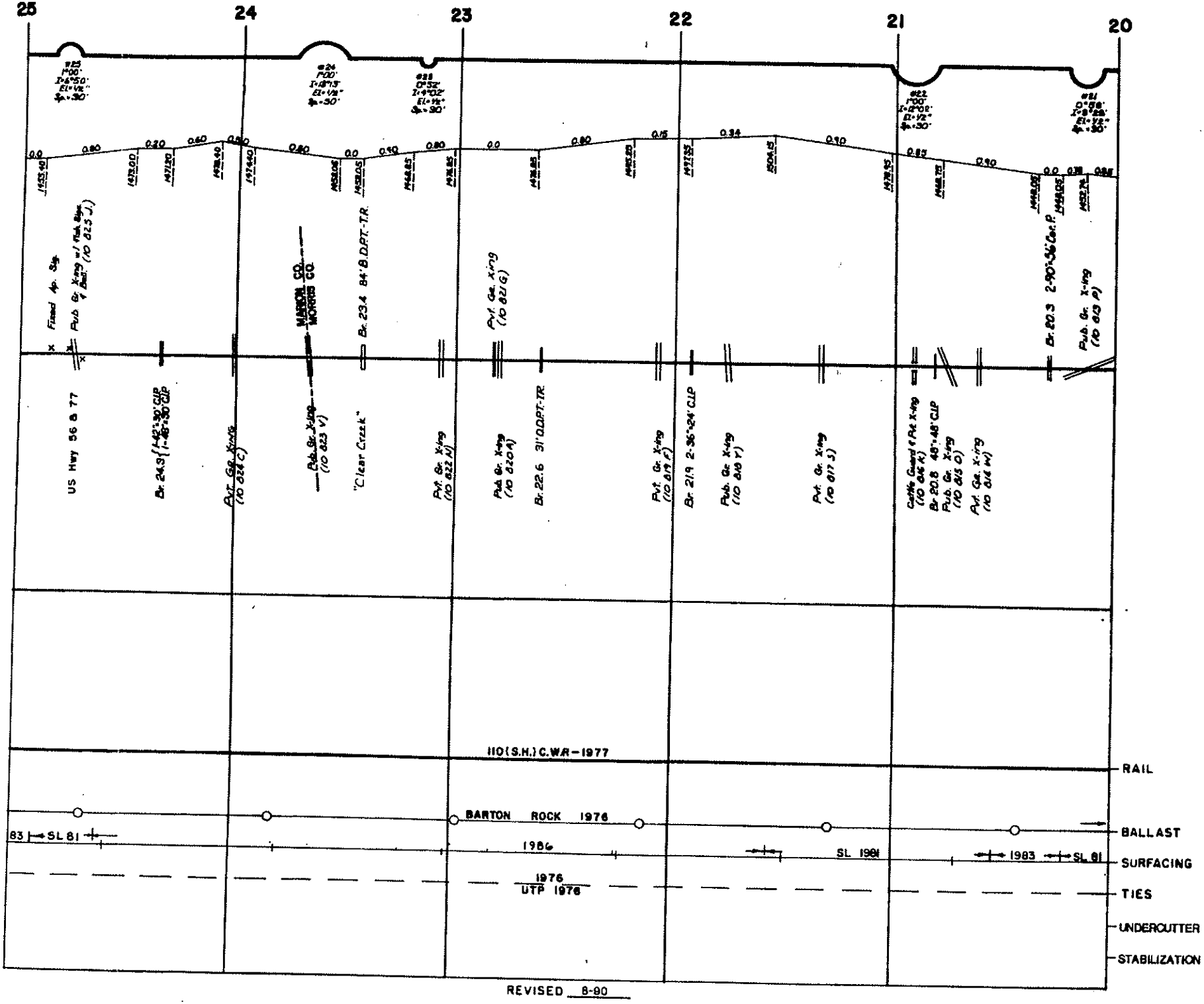
REVISED 8-80


35
34
33
32
31
30
Pub. X-ing (10 042 A)
Pvt. Gr. X-ing (10 041 T)
Fixed Ap. Sig.
Br. 34.3 36°-24' C.I.P.
Br. 34.0, 2-120'x 196' S.S.P.
Pub. X-ing (10 040 L)
Br. 33.5 24°-42' Conc. P.
Pub. X-ing (10 039 S)
Pvt. X-ing (10 038 K)
Br. 32.8 112' B.D.C. Bm.
Pub. Gr. X-ing (10 037 Q)
Br. 32.6 36°-36' C.I.P.
B 32.04 36°-36' C.I.P.
Br. 32.0 2-36.36' C.I.P.
Pvt. Gr. X-ing (10 036 M)
Br. 31.7 112' B.D.C.Bm.
Fixed Ap. Sig.
Pub. Gr. X-ing (10 035 P)
I. Sig.
Br. 30.9 2-48'-72' C.I.P.
SWBR
Pub. X-ing (10 034 H)
DICKINSON CO.
MARION CO.
Br. 30.4 24°-60' C.I.P.
Pvt. X-ing (10 033 G)
Fixed Ap. Sig.
110 (S.H.) C.W.R. - 1977
MIXED 1977
87
88
87
1988
1987
88
1987
1988
1987
1977
UTP 1977
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

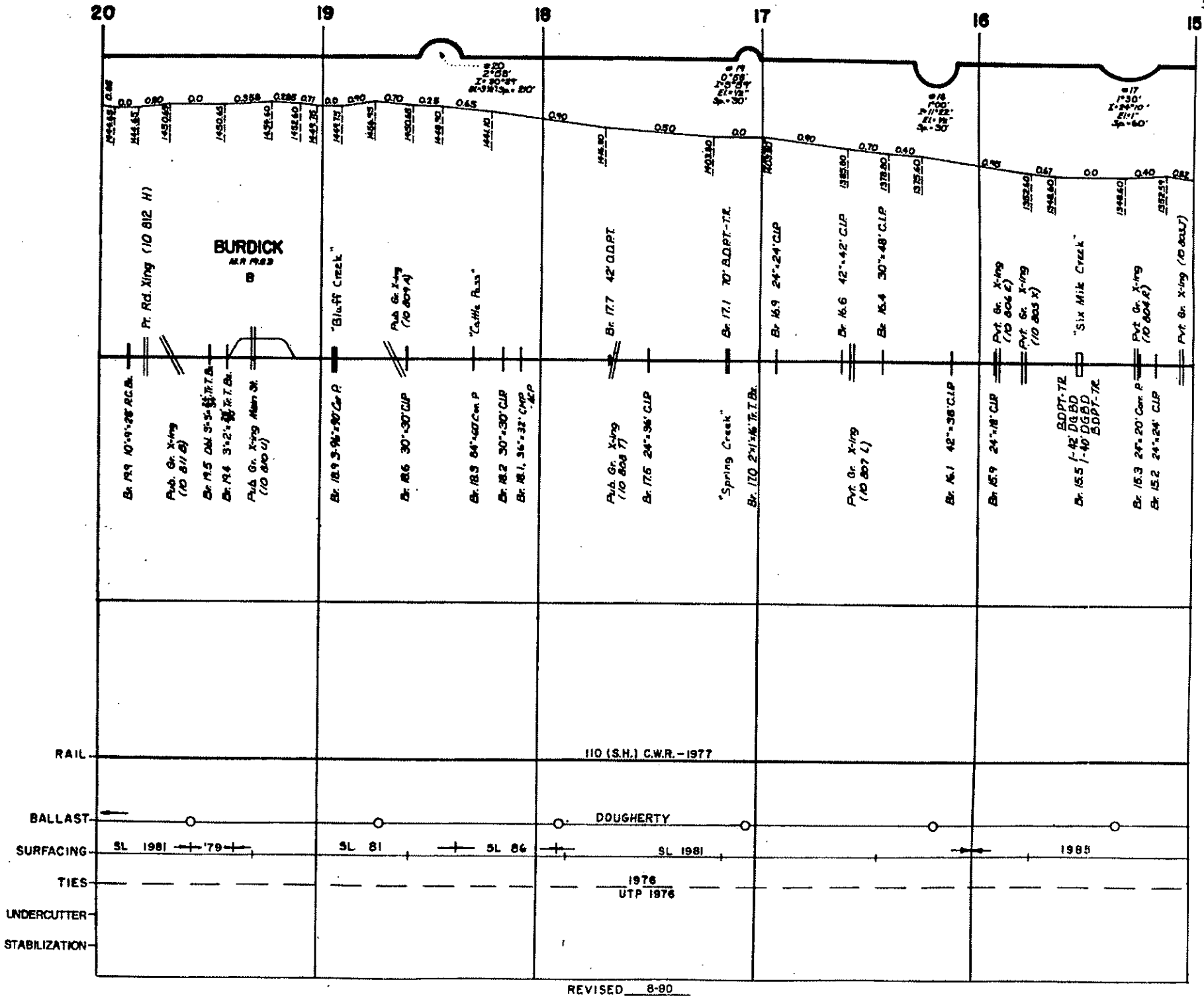
REVISED 8-90


30
29
28
27
26
25
LOST SPRINGS
MP. 25.5
Lyon Cr.
FAME Rd. Gr. Xing
#29
110 W.T 7-87
110 W.T 7-87
RAIL
(110 (S.H.) C.W.R. - 1977
BALLAST
MIXED 1977
BARTON ROCK 1976
SURFACING
1987
88
87
88
1987
'77
1983
TIES
1977
UTP 1977
1976
UTP 1976
UNDERCUTTER
STABILIZATION

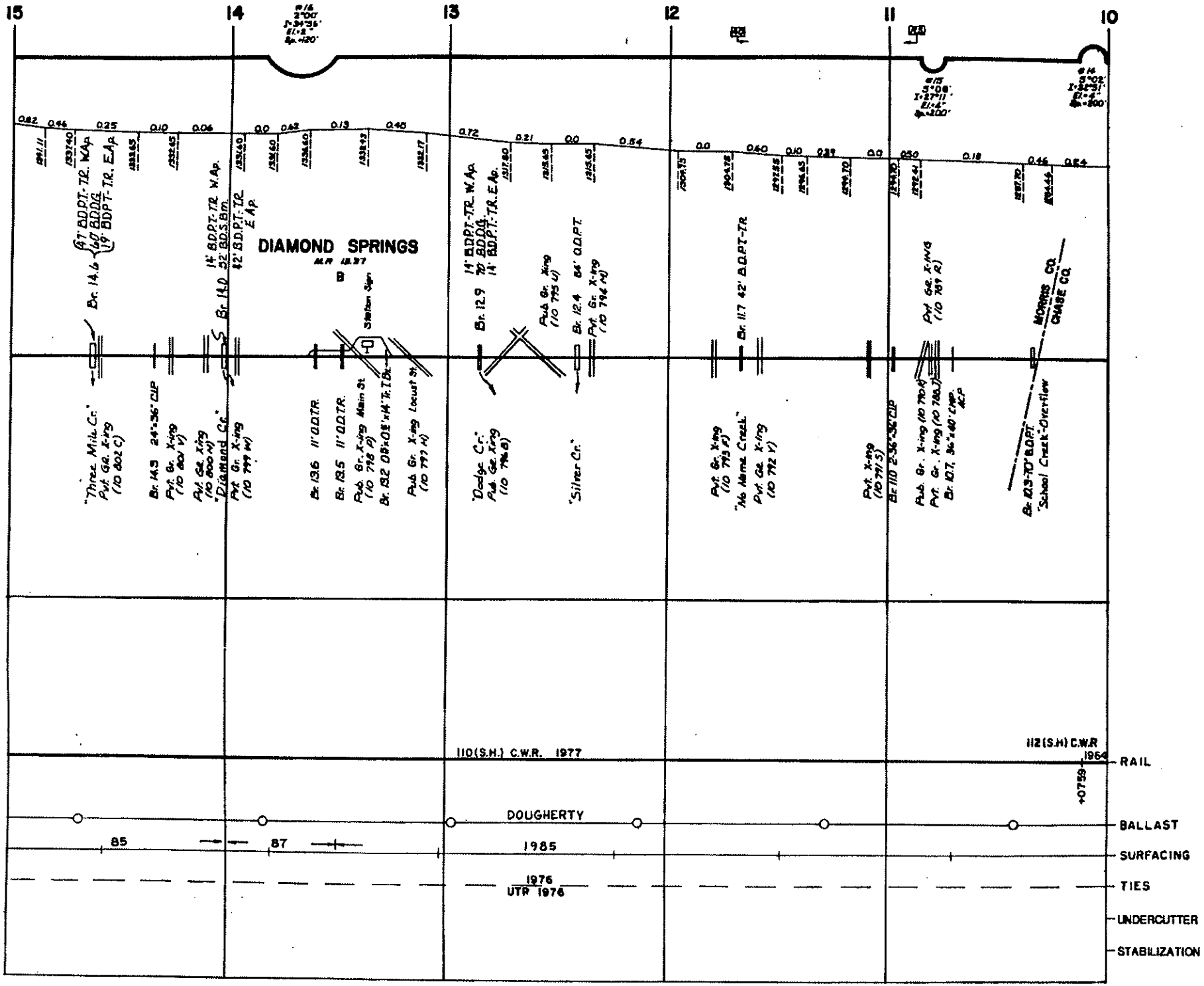
REVISED 8-80


25
24
23
22
21
20
#25 1°48' I=3°50' EL=½" ↑=30'
#24 P.O.D. 1°48'13" EL=½" ↑=30'
#23 0°52' I=1°02' EL=½" ↑=30'
#22 1°00' I=2°02' EL=½" ↑=30'
#21 0°58' I=1°52' EL=½" ↑=30'
0.0 0.80 0.20 0.60 0.80 0.80 0.0 0.90 0.80 0.0 0.80 0.15 0.34 0.90 0.85 0.90 0.0 0.38 0.86
1155.40 1153.00 1147.20 1138.40 1137.40 1136.05 1135.05 1134.85 1135.85 1134.85 1133.20 1131.55 1130.45 1128.15 1128.15 1128.78 1128.05 1128.05 1128.76
Fixed Ap. Sig.
Pub. Gr. X-ing w/ Pvt. Sig. & Bell (10 823 J)
US Hwy 56 & 77
Br. 24.3 1-42'-30' CIP 1-48'-30' CIP
Pvt. Gr. Xing (10 824 C)
MARION CO MORRIS CO
Pub. Gr. X-ing (10 823 V)
"Clear Creek"
Br. 23.4 84'-8 D.P.T.-T.R.
Pvt. Gr. X-ing (10 822 N)
Pvt. Gr. X-ing (10 821 G)
Pub. Gr. X-ing (10 820 A)
Br. 22.6 31'-0 D.P.T.-T.R.
Pvt. Gr. X-ing (10 819 F)
Br. 21.9 2-36'-24' CIP
Pub. Gr. X-ing (10 818 V)
Pvt. Gr. X-ing (10 817 J)
Cattle Guard & Pvt. X-ing (10 816 K)
Br. 20.8 48'-48' CIP
Pub. Gr. X-ing (10 815 O)
Pvt. Gr. X-ing (10 814 W)
Br. 20.3 2-90'-36' Con. P.
Pub. Gr. X-ing (10 813 P)
110 (S.H.) C.W.R. - 1977
BARTON ROCK 1976
83 SL 81
1986
SL 1981
1983 SL 81
1976 UTP 1976
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

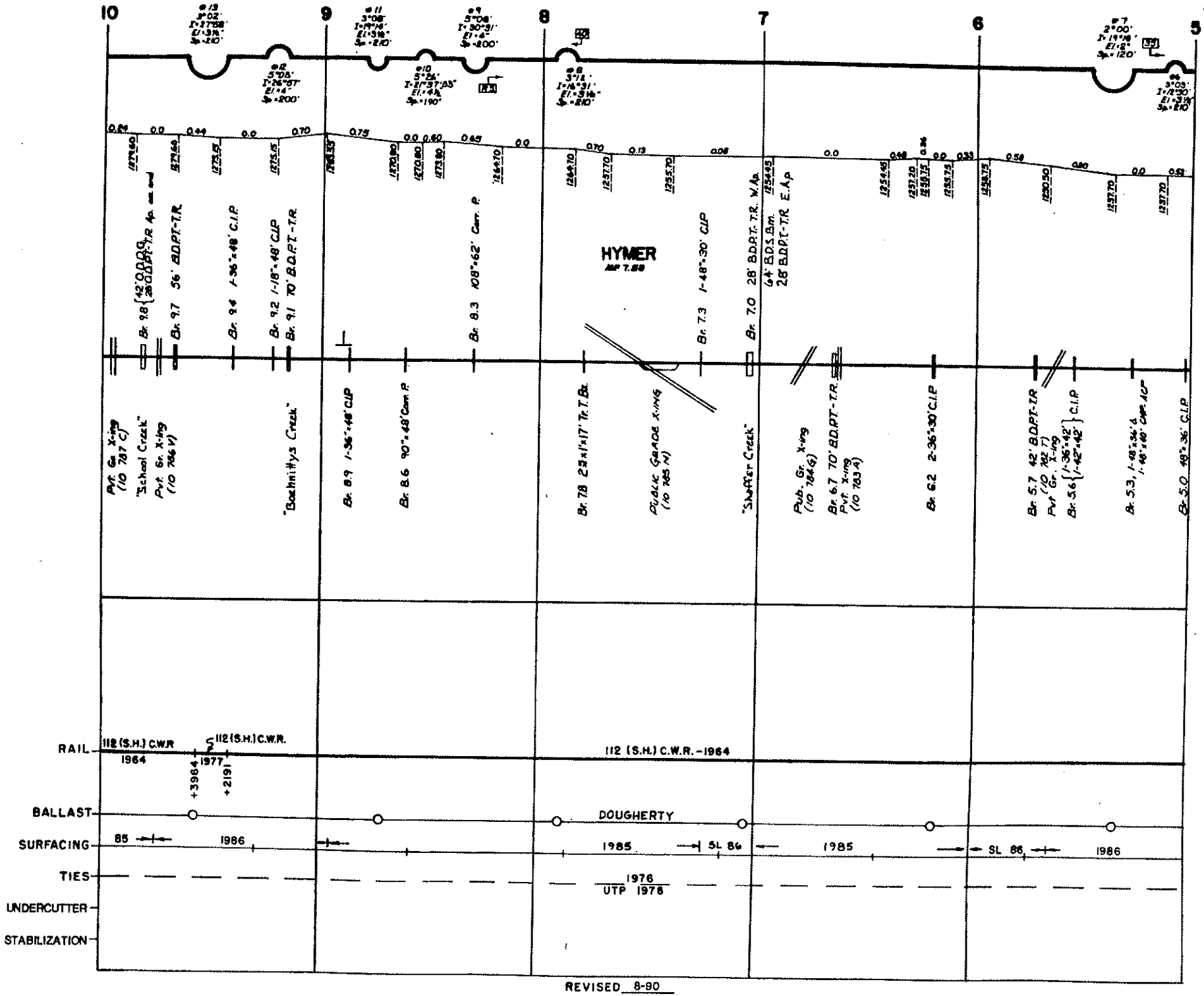
REVISED 8-90


20
19
18
17
16
15
BURDICK
M.P. 19.83
B
Pr. Rd. Xing (10 812 H)
Pub. Gr. X-ing (10 811 E)
Pub. Gr. X-ing Main St. (10 810 J)
"Bluff Creek"
Pub. Gr. X-ing (10 809 A)
"Cattle Pass"
Br. 17.7 42° D.D.P.T.
Br. 17.1 10° D.D.P.T.-T.E.
"Spring Creek"
Br. 16.9 24°-24° C.I.P.
Br. 16.6 42°-42° C.I.P.
Br. 16.4 30°-48° C.I.P.
Pvt. Gr. X-ing (10 807 L)
Br. 16.1 42°-36° C.I.P.
Pvt. Gr. X-ing (10 806 E)
Pvt. Gr. X-ing (10 803 X)
"Six Mile Creek"
Pvt. Gr. X-ing (10 804 E)
Pvt. Gr. X-ing (10 805 J)
Br. 15.9 24°-18° C.I.P.
Br. 15.5 1-42' D.D.B.D. 1-40' D.D.B.D. B.D.P.T.-T.E.
Br. 15.3 24°-20° Conc. P.
Br. 15.2 24°-24° C.I.P.
RAIL
110 (S.H.) C.W.R. - 1977
BALLAST
DOUGHERTY
SURFACING
SL 1981 '79
SL 81
SL 86
SL 1981
1985
TIES
1976
UTP 1976
UNDERCUTTER
STABILIZATION

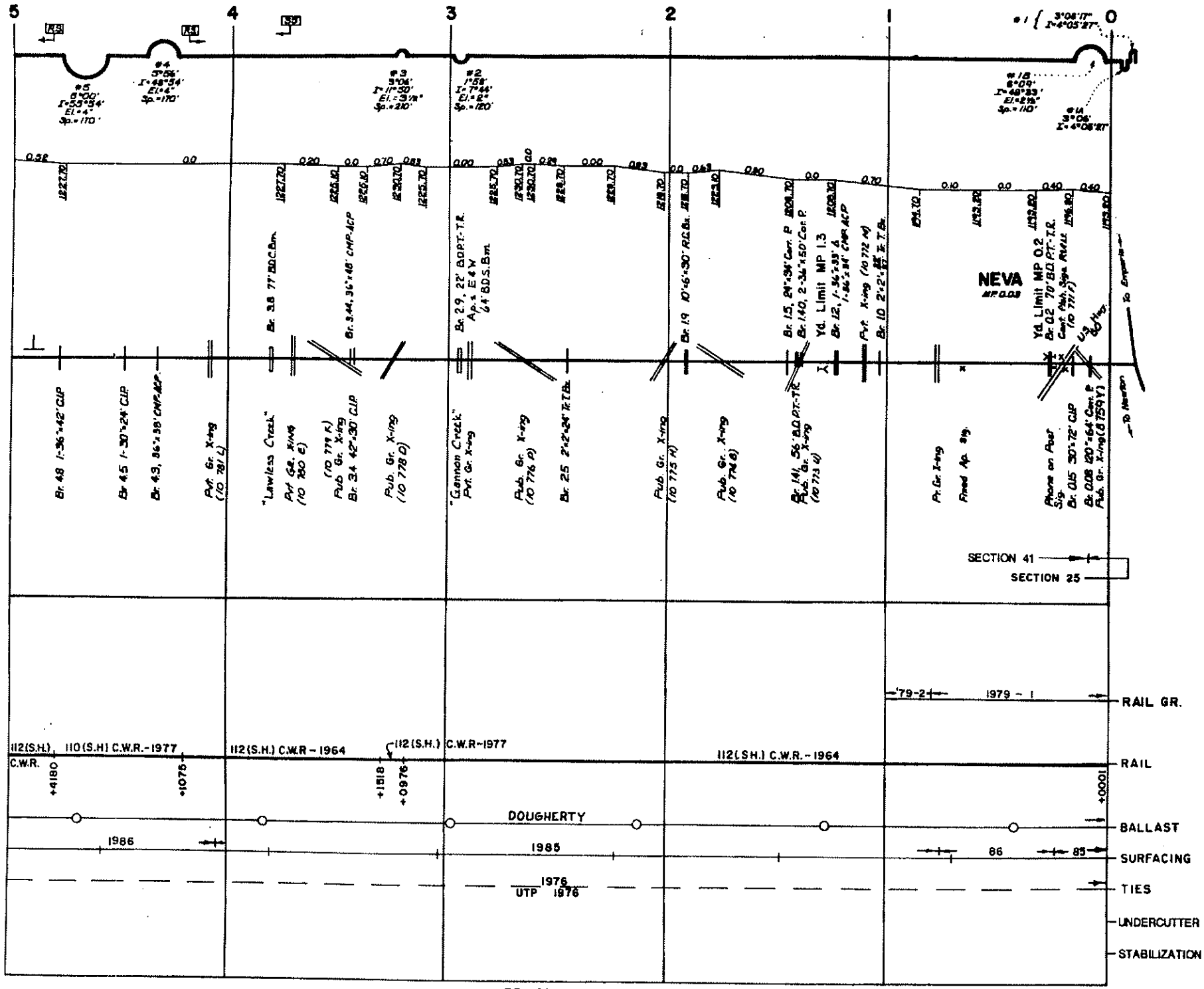
REVISED 8-90


15
14
13
12
11
10
DIAMOND SPRINGS
MP 18.37
B
Station Sign
Br. 14.6
Br. 14.3 24'x36' CIP
Br. 14.0
Br. 13.6 11'0 D.T.TR.
Br. 13.5 11'0 D.T.TR.
Br. 13.2 08'x08'x14' T.T.Bx.
Br. 12.9
Br. 12.4 84' O.D.P.T.
Br. 11.7 42' B.D.P.T.-TR.
Br. 11.0 2-36'-36' CIP
Br. 10.7, 36'x60' CMP.
Br. 10.3-10' B.D.P.T.
"Three Mile Cr."
Pvt. Gr. X-ing (10 802 C)
"Diamond Cr."
Pvt. Gr. X-ing (10 799 W)
Pvt. Gr. X-ing (10 800 V)
Pvt. Gr. X-ing (10 800 N)
Pub. Gr. X-ing Main St. (10 798 P)
Pub. Gr. X-ing Locust St. (10 797 H)
"Dodge Cr."
Pub. Gr. X-ing (10 796 B)
"Silver Cr."
Pub. Gr. X-ing (10 795 U)
Pvt. Gr. X-ing (10 794 N)
Pvt. Gr. X-ing (10 793 R)
"No Name Creek"
Pvt. Gr. X-ing (10 792 V)
Pvt. X-ing (10 791 S)
Pub. Gr. X-ing (10 790 K)
Pvt. Gr. X-ing (10 788 J)
Pvt. Gr. X-ings (10 789 R)
MORRIS CO.
CHASE CO.
"School Creek" Overflow
110(S.H.) C.W.R. 1977
112(S.H.) C.W.R. 1964
+0799
DOUGHERTY
85
87
1985
1976
UTR 1976
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


10
9
8
7
6
5
HYMER
MP 7.89
Br. 9.8 {42'-0" 2@20'-0" BP-1's 4p. on end
Br. 9.7 56' B.D.P.T-T.R.
Br. 9.4 1-36"x48' C.I.P
Br. 9.2 1-18"x48' C.I.P
Br. 9.1 70' B.D.P.T-T.R.
Br. 8.9 1-36"x48' C.I.P
Br. 8.6 90"x48' Conc. P.
Br. 8.3 108"x62' Conc. P.
Br. 7.8 23'x11'7" Tr.T.Bx.
Br. 7.3 1-48"x30' C.I.P
Br. 7.0 28' B.D.P.T-T.R. W.Ap.
64' B.D.S.Bm.
28' B.D.P.T-T.R. E.Ap.
Br. 6.2 2-36"x30' C.I.P
Br. 5.7 42' B.D.P.T-T.R.
Br. 5.6 {1-36"x42' 1-42"x42" } C.I.P
Br. 5.3, 1-48"x36' & 1-48"x66' Conc. A.P.
Br. 5.0 48"x36' C.I.P
Pvt. Gr. X-ing (10 787 C)
"School Creek"
Pvt. Gr. X-ing (10 786 V)
"Bachmitys Creek"
Public Grade X-ing (10 785 N)
"Shaffer Creek"
Pub. Gr. X-ing (10 784 G)
Br. 6.7 70' B.D.P.T-T.R.
Pvt. X-ing (10 783 A)
Pvt. Gr. X-ing (10 782 T)
RAIL
112 (S.H.) C.W.R. 1964
112 (S.H.) C.W.R. 1977
+3964
+2191
112 (S.H.) C.W.R. - 1964
BALLAST
DOUGHERTY
SURFACING
85
1986
1985
SL 86
1985
SL 86
1986
TIES
1976
UTP 1978
UNDERCUTTER
STABILIZATION

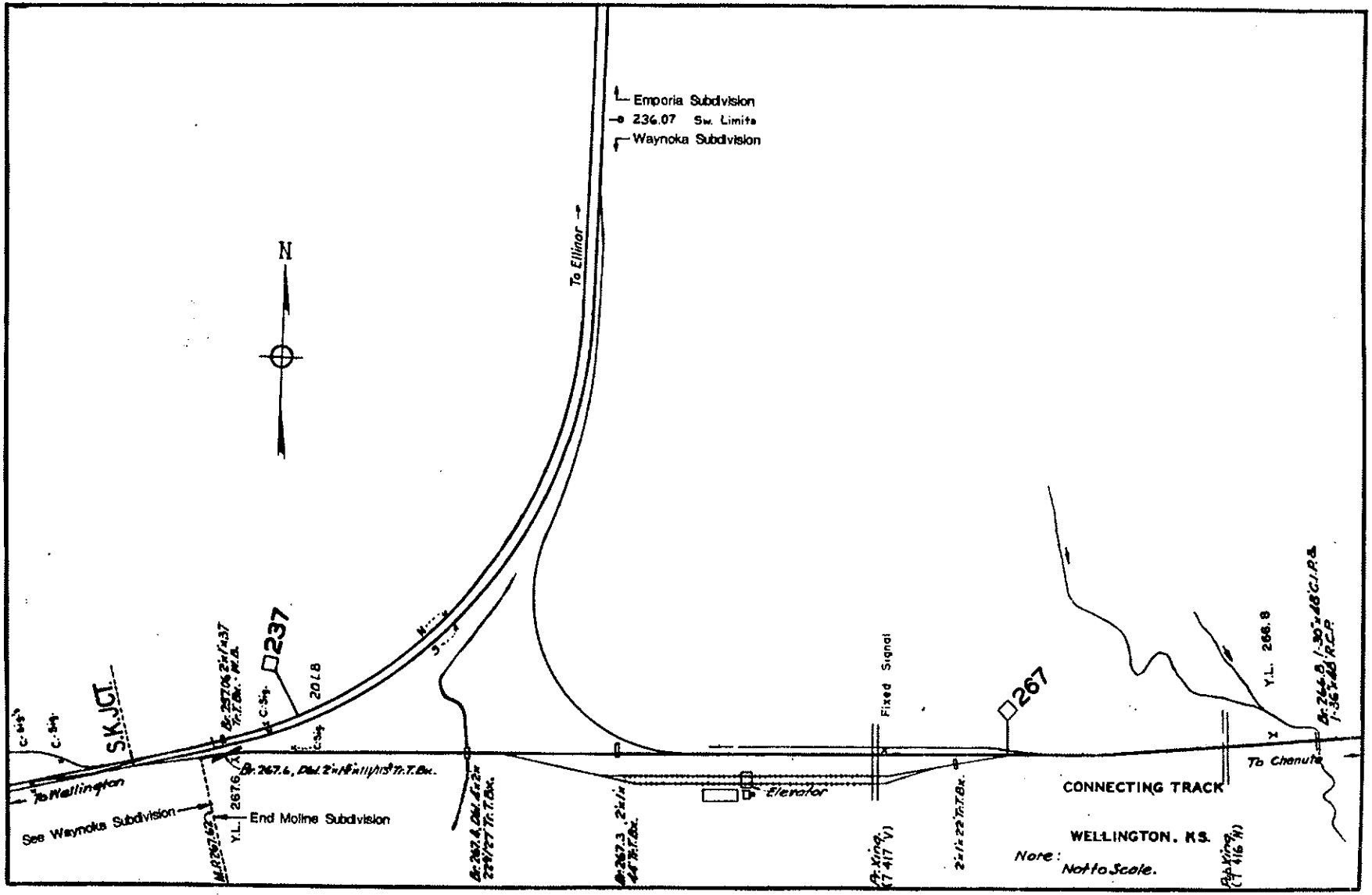
REVISED 8-90


5
4
3
2
1
0
NEVA
MP 0.08
Yd. Limit MP 0.2
Yd. Limit MP 1.3
SECTION 41
SECTION 25
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
112(S.H.) C.W.R.
110(S.H.) C.W.R.-1977
112(S.H.) C.W.R-1964
112(S.H.) C.W.R-1977
112(S.H.) C.W.R.-1964
DOUGHERTY
1986
1985
1976
UTP 1976
'79-2
1979 - 1
86
85
REVISED 8-90

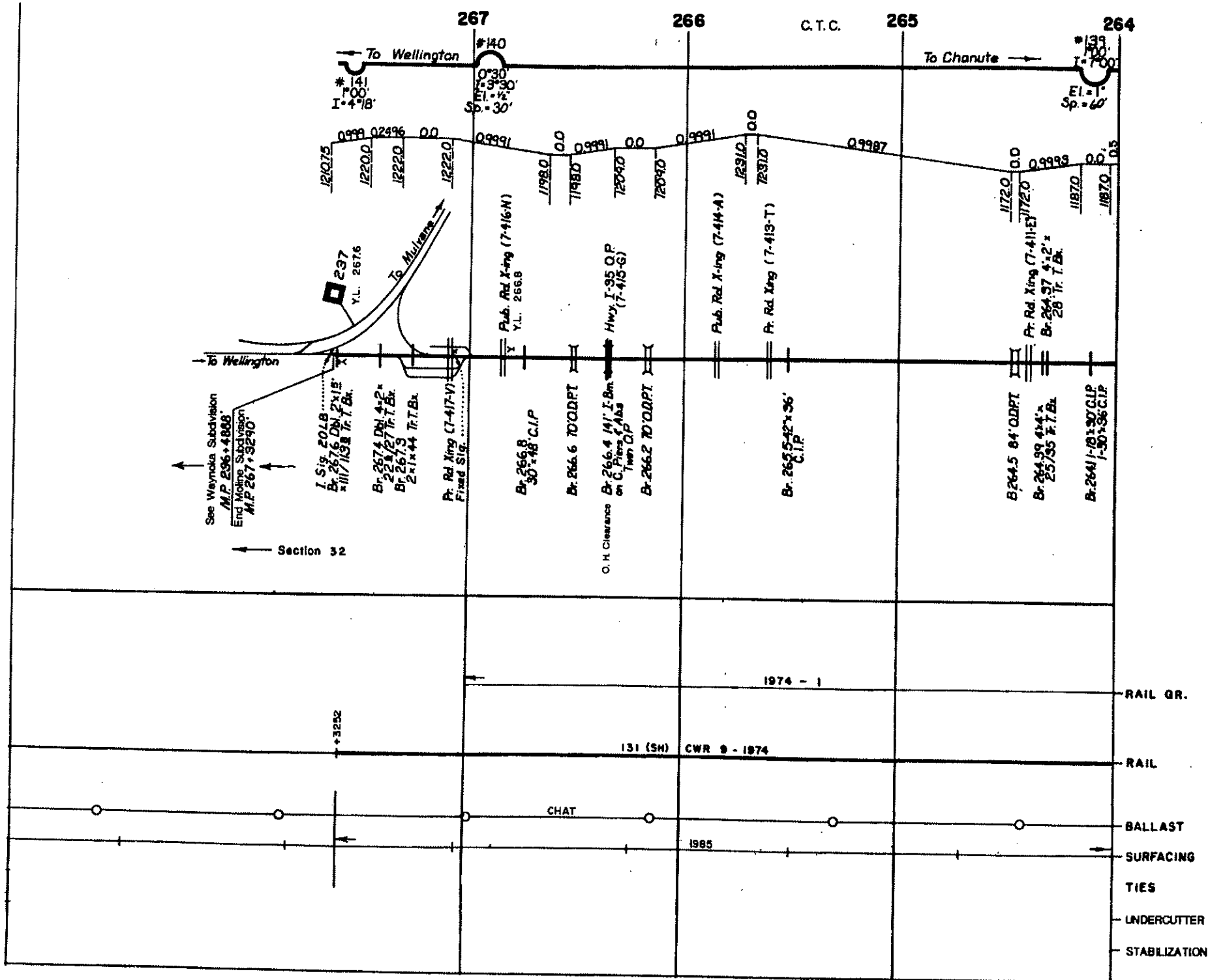
Strong City Subdivision

Neva (M.P. 0.0) to Superior (M.P. 154.0)

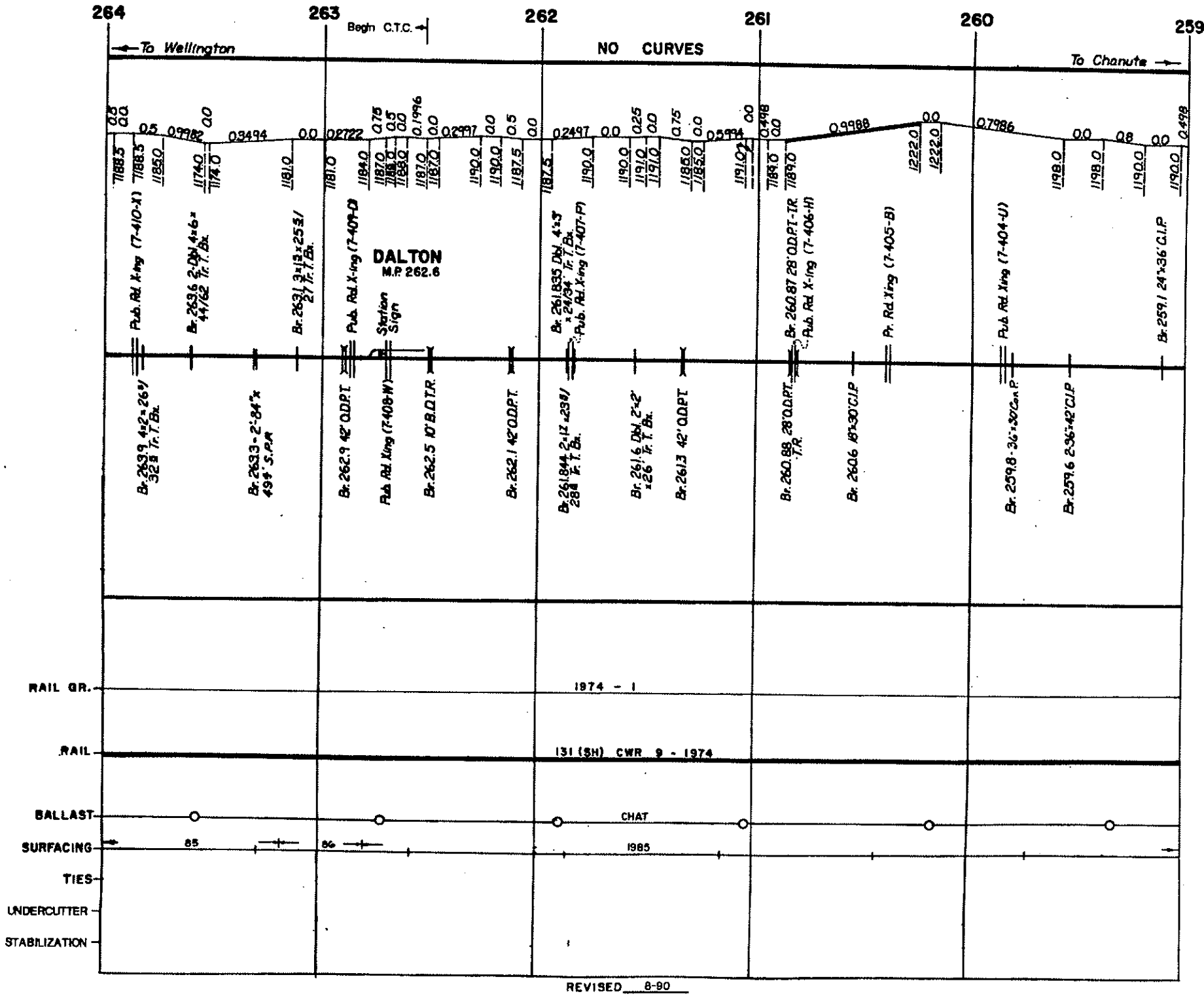
Intentionally Blank


Emporia Subdivision
236.07 Sw. Limits
Waynoka Subdivision
To Elinor
N
S.K.JCT.
237
267
Fixed Signal
Elevator
To Wellington
See Waynoka Subdivision
End Moline Subdivision
Y.L. 2676
Y.L. 266.8
To Chanute
CONNECTING TRACK
WELLINGTON, KS.
Note: Not to Scale.

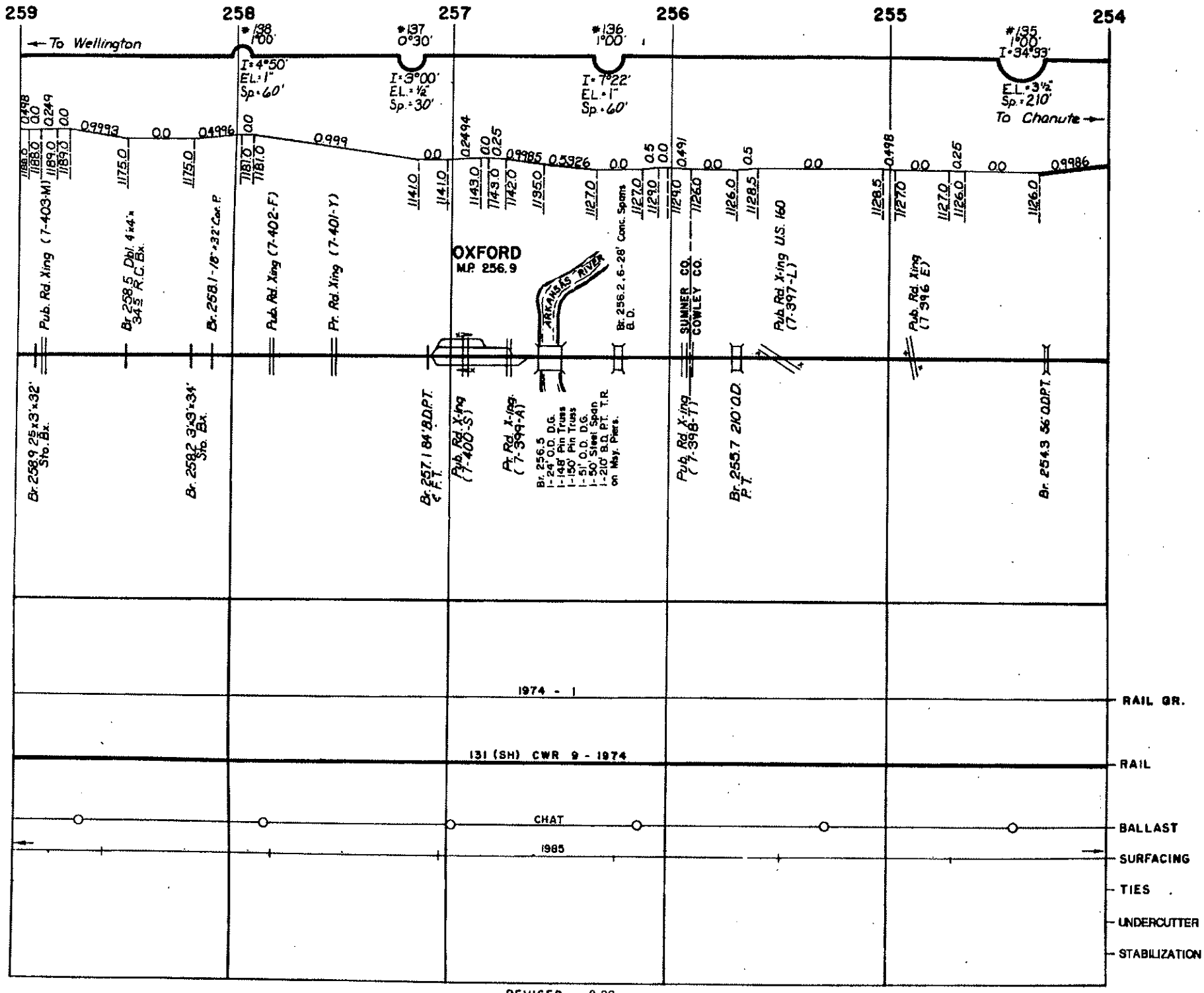
REVISED 8-90


267
266
C.T.C.
265
264
To Wellington
To Chanute
#140
#141
#139
To Mulvane
237
Y.L. 267.6
Pub. Rd. Xing (7-416-N)
Y.L. 266.8
Hwy. I-35 O.P. (7-415-G)
Pub. Rd. Xing (7-414-A)
Pr. Rd. Xing (7-413-T)
Pr. Rd. Xing (7-411-E)
Br. 264.97 4'-2" x 28' Tr. T. Bk.
See Weymouth Subdivision M.P. 296+4868'
End Moline Subdivision M.P. 267+3290'
Section 32
O. H. Clearance
1974 - 1
131 (SH) CWR 9 - 1974
+3252
CHAT
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

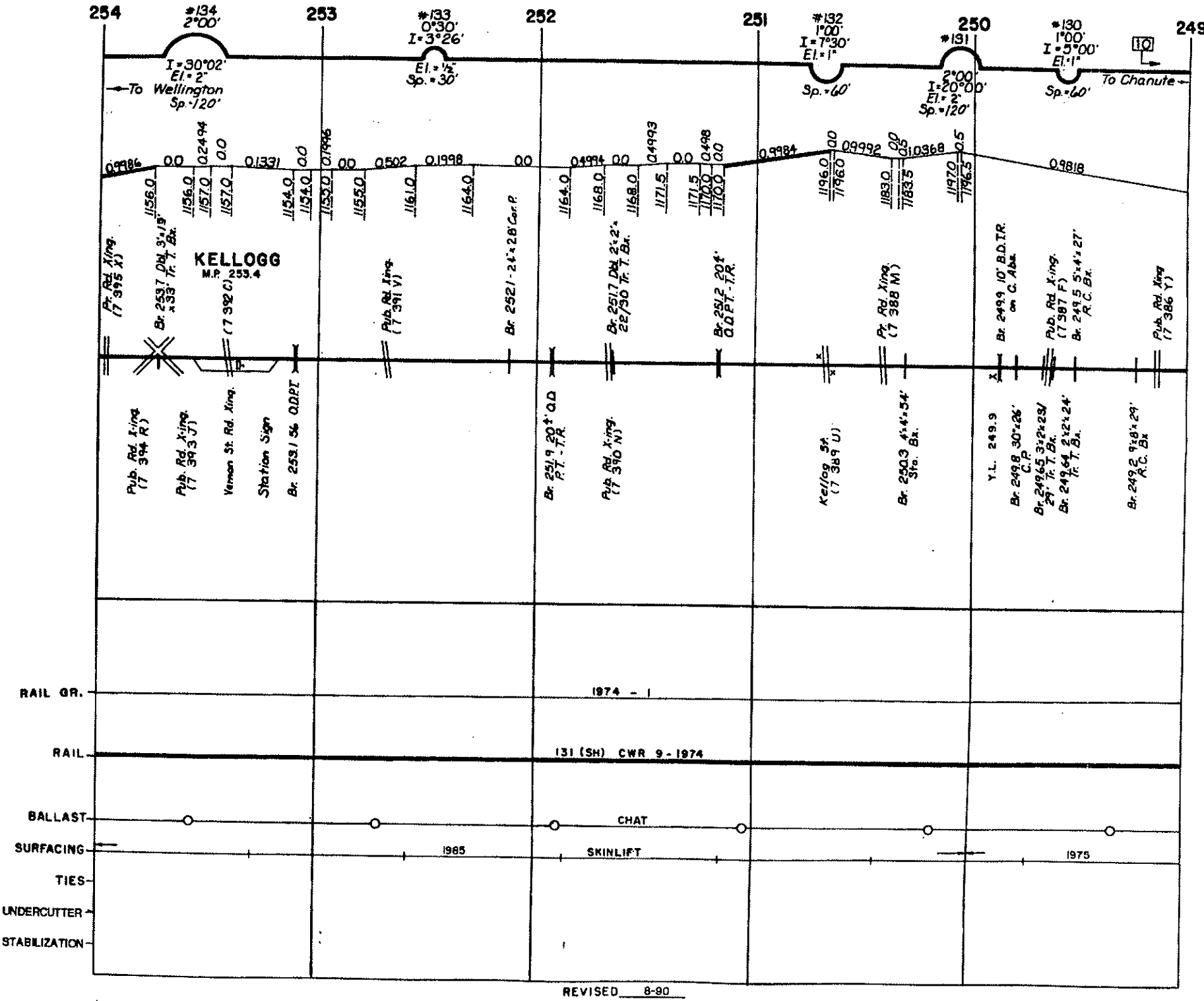
REVISED 8-90


264
263
262
261
260
259
Begin C.T.C.
To Wellington
NO CURVES
To Chanute
DALTON
M.P. 262.6
Station Sign
Pub. Rd. X-ing (7-410-X)
Br. 263.6 2-Dbl 4'x6' 44/62 Fr. T. Bx.
Br. 263.1 3'x13'x25'5" 27' Fr. T. Bx.
Br. 263.9 4'2"x26'9" 32'8 Fr. T. Bx.
Br. 263.3 - 2'84"x 494' S.P.R.
Pub. Rd. X-ing (7-409-D)
Br. 262.9 42' O.D.P.T.
Pub. Rd. X-ing (7-408-W)
Br. 262.5 10' B.O.T.R.
Br. 262.1 42' O.D.P.T.
Br. 261.835 Dbl. 4'x3' x 24/34' Fr. T. Bx.
Pub. Rd. X-ing (7-407-P)
Br. 261.844 2'14 x 238' 284' Fr. T. Bx.
Br. 261.6 Dbl. 2'x2' x26' Fr. T. Bx.
Br. 261.3 42' O.D.P.T.
Br. 260.87 28' O.D.P.T.-T.R.
Pub. Rd. X-ing (7-406-H)
Br. 260.88 28' O.D.P.T. T.R.
Br. 260.6 18'x30' C.I.P.
Pr. Rd. Xing (7-405-B)
Pub. Rd. Xing (7-404-U)
Br. 259.8 - 36'x30' Con. P.
Br. 259.6 2-36'x42' C.I.P.
Br. 259.1 24'x36' C.I.P.
RAIL GR.
1974 - 1
RAIL
131 (SH) CWR 9 - 1974
BALLAST
CHAT
SURFACING
85
86
1985
TIES
UNDERCUTTER
STABILIZATION

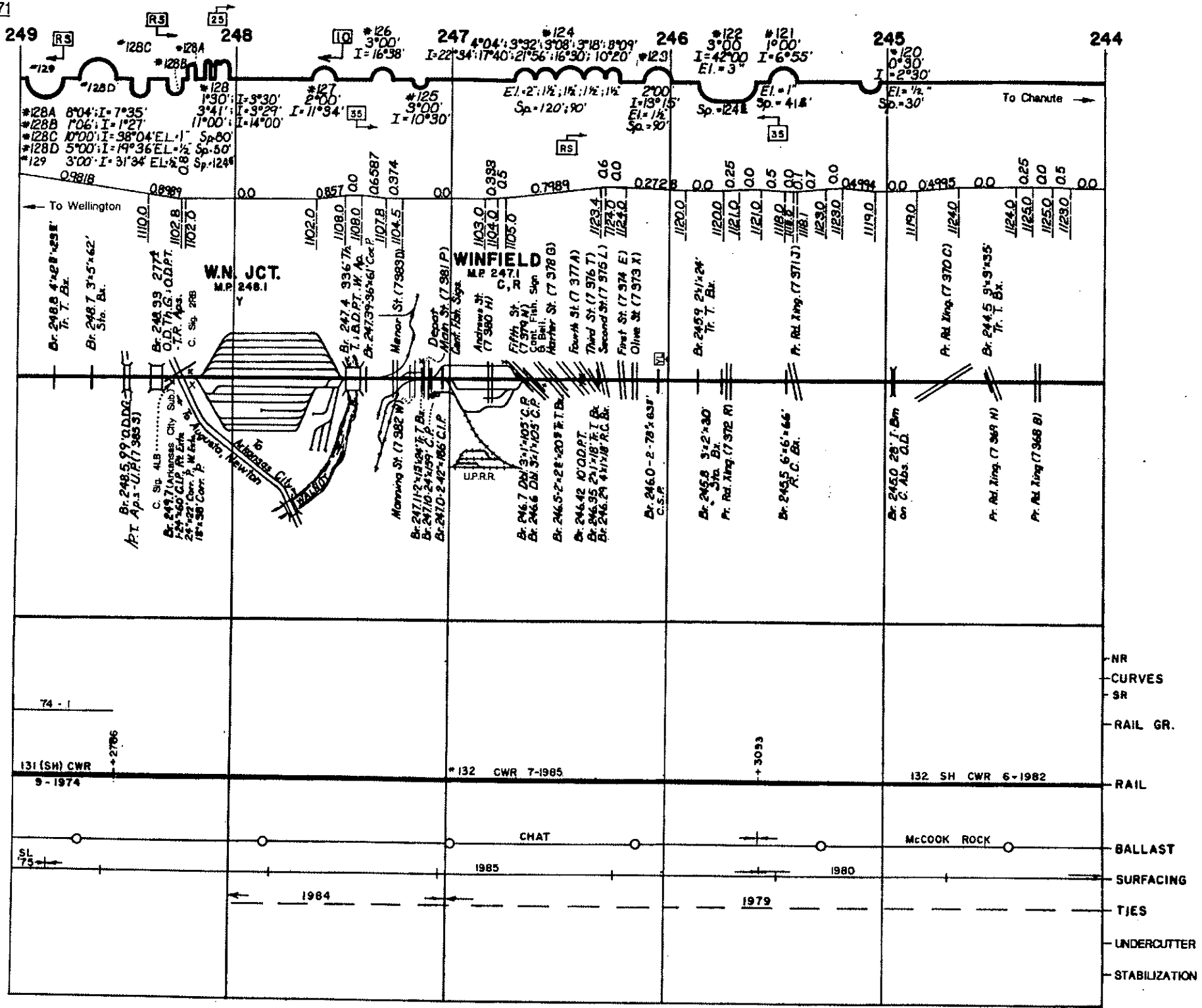
REVISED 8-90

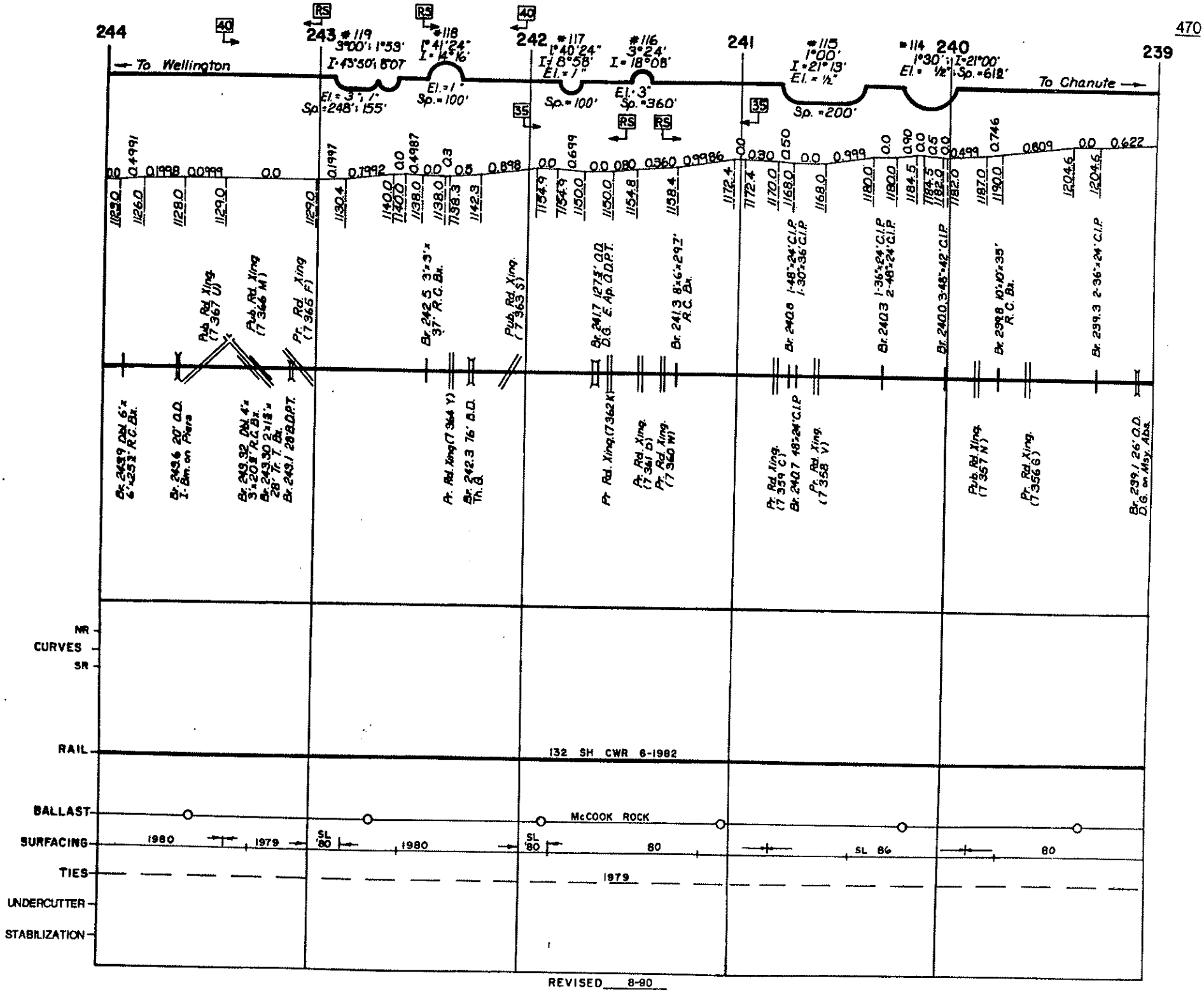

259
258
257
256
255
254
← To Wellington
To Chanute →
*138 1°00' I=4°50' EL.=1" Sp.=60'
*137 0°30' I=3°00' EL.=½" Sp.=30'
*136 1°00' I=7°22' EL.=1" Sp.=60'
*135 1°00' I=34°93' EL.=3½" Sp.=210'
Pub. Rd. Xing (7-403-M)
Br. 258.5 Dbl 4'x4'x34° R.C. Bx.
Br. 258.1-18"+32' Cor. P.
Pub. Rd. Xing (7-402-F)
Pr. Rd. Xing (7-401-Y)
OXFORD
M.P. 256.9
ARKANSAS RIVER
Br. 256.2, 6-28' Conc. Spans B. O.
SUMNER CO.
COWLEY CO.
Pub. Rd. X-ing (7-398-T)
Pub. Rd. X-ing US. 160 (7-397-L)
Pub. Rd. Xing (7-396-E)
Br. 258.9 25'x3'x32' Sto. Bx.
Br. 258.2 3'x3'x34' Sto. Bx.
Br. 257.1 84' B.D.P.T. ℄ P.T.
Pub. Rd. X-ing (7-400-S)
Pr. Rd. X-ing (7-399-A)
Br. 256.5 1-24' O.D. D.G. 1-148' Pin Truss 1-150' Pin Truss 1-51' O.D. D.G. 1-50' Steel Span 1-210' B.D. P.T. T.R. on Masy. Piers.
Br. 255.7 210' O.D. P.T.
Br. 254.3 56' O.D.P.T.
1974 - 1
131 (SH) CWR 9 - 1974
CHAT
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

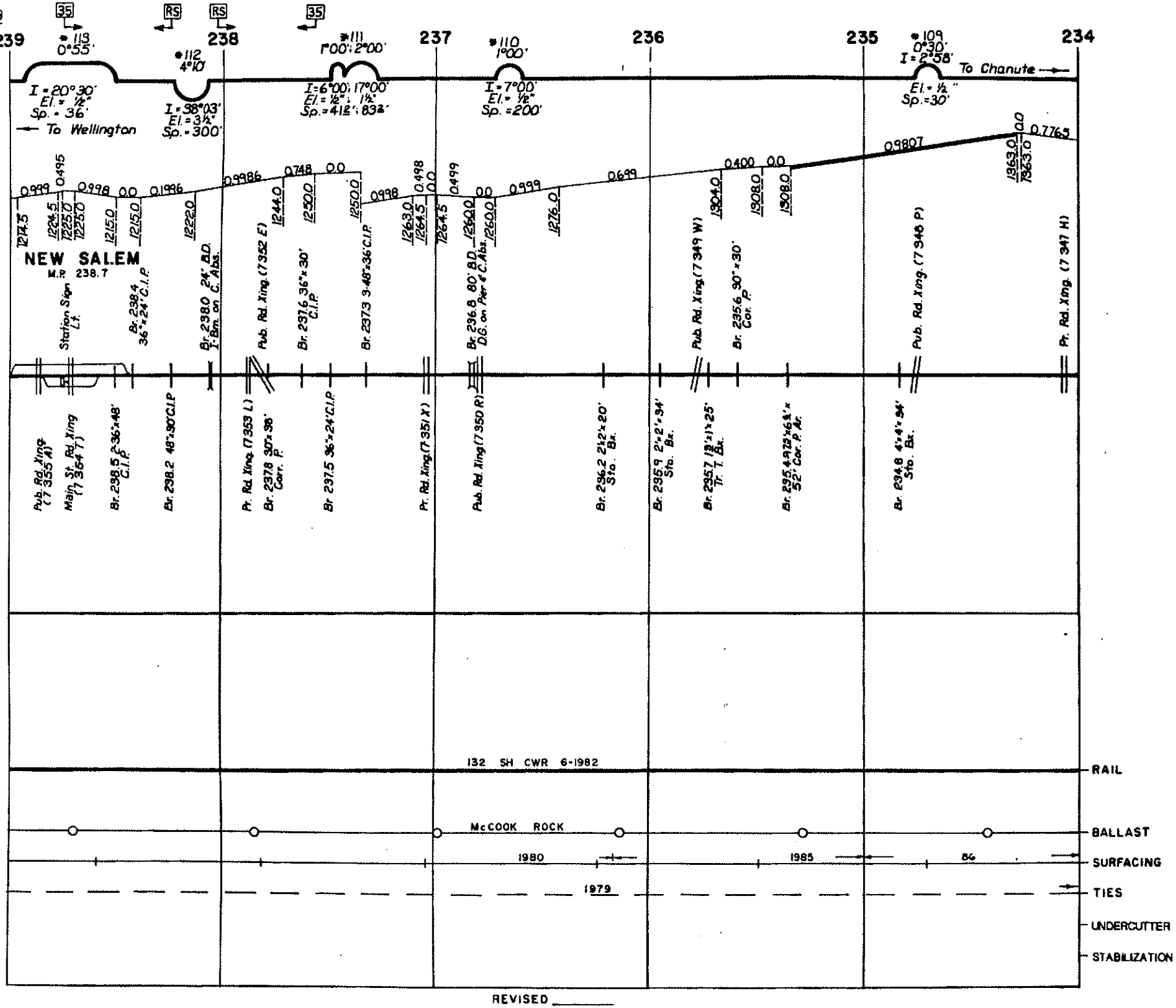

254
253
252
251
250
249
#134 2°00' I=30°02' El.=2" Sp.=120'
#133 0°30' I=3°26' El.=½" Sp.=30'
#132 1°00' I=7°30' El.=1" Sp.=60'
#131 2°00' I=20°00' El.=2" Sp.=120'
#130 1°00' I=5°00' El.=1" Sp.=60'
To Wellington
To Chanute
KELLOGG
M.P. 253.4
Pvt. Rd. Xing. (7 395 X)
Br. 253.7 Dbl. 3'x19' x33' Tr. T. Bx.
Pub. Rd. Xing. (7 394 R)
Pub. Rd. Xing. (7 393 J)
Vernon St. Rd. Xing. (7 392 C)
Station Sign
Br. 253.1 54 QDPT
Pub. Rd. Xing. (7 391 V)
Br. 252.1 - 24'x 28' Con. P
Br. 251.9 20' QD P.T. - T.R.
Br. 251.7 Dbl. 2'x 2' 22/30 Tr. T. Bx.
Pub. Rd. Xing. (7 390 N)
Br. 251.2 20' QDPT - T.R.
Kellog St. (7 389 U)
Pvt. Rd. Xing. (7 388 M)
Br. 250.3 4'x4'x54' Stra. Bx.
Br. 249.9 10' B.D.T.R. on C. Abs.
Y.L. 249.9
Br. 249.8 30'x26' C.P.
Br. 249.65 3'x2'x23/ 29' Tr. T. Bx.
Pub. Rd. Xing. (7 387 F)
Br. 249.64 2'x2'x24' Tr. T. Bx.
Br. 249.5 5'x4'x 27' R.C. Bx.
Br. 249.2 9'x8'x 29' R.C. Bx
Pub. Rd. Xing (7 386 Y)
RAIL GR.
1974 - 1
RAIL
131 (SH) CWR 9 - 1974
BALLAST
CHAT
SURFACING
1985
SKINLIFT
1975
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

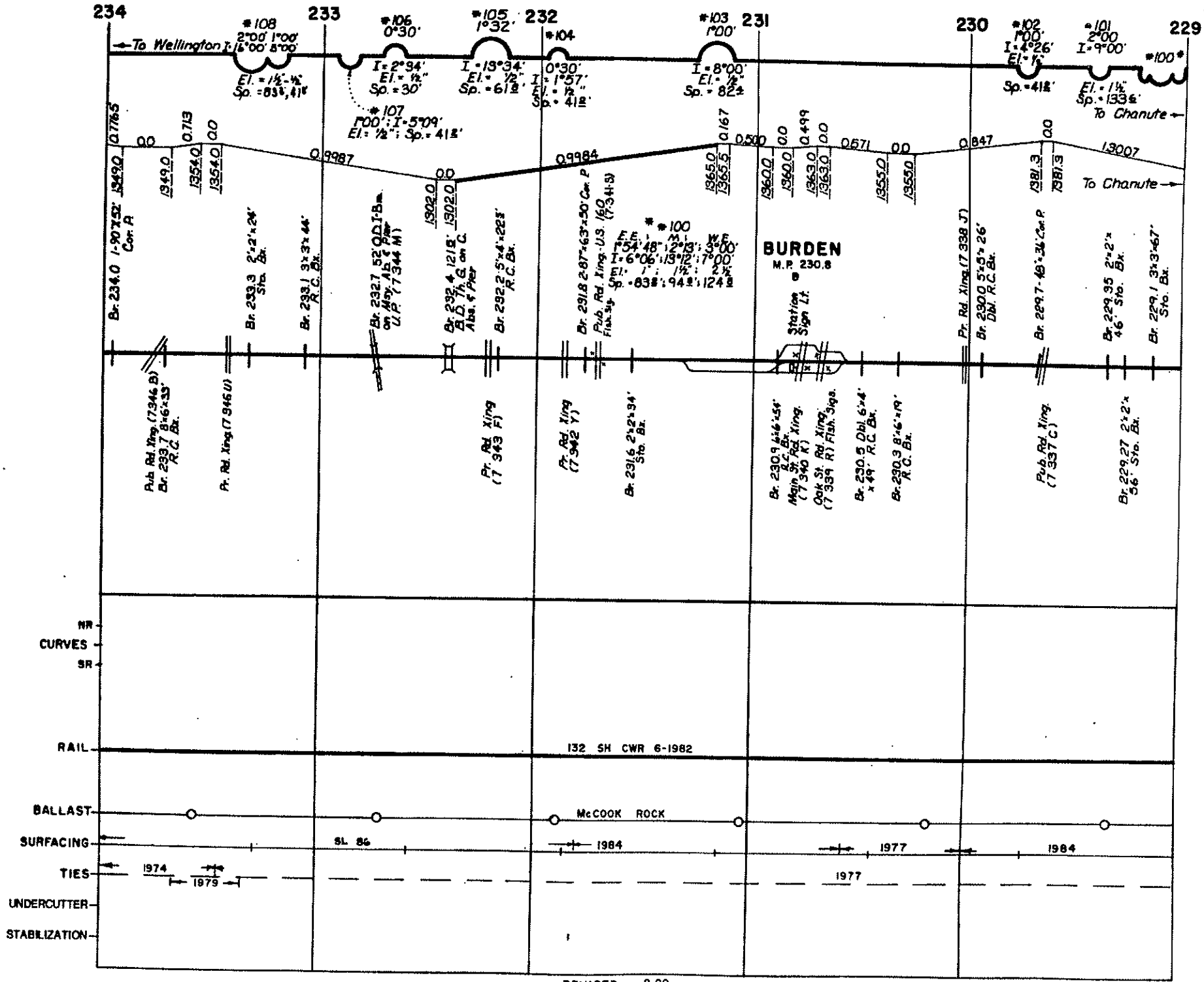

249
248
247
246
245
244
W.N. JCT.
M.P. 248.1
WINFIELD
M.P. 247.1
To Wellington
To Chanute
Arkansas City
Arkansas River
U.P.R.R.
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
CHAT
McCOOK ROCK
131 (SH) CWR 9-1974
132 CWR 7-1985
132 SH CWR 6-1982
REVISED 8-80


244
243
242
241
240
239
To Wellington
To Chanute
#119 3°00' I°53' I-43°50' 8.07
#118 I°41'24" I-14°16'
#117 I°40'24" I-8°58'
#116 3°24' I-18°08'
#115 1°00' I-21°13'
#114 1°30' I-21°00'
El. = 3"
Sp. = 248' 155'
Sp. = 100'
El. = 1"
Sp. = 100'
El. = 3"
Sp. = 360'
Sp. = 200'
El. = ½"
Sp. = 612'
Pub. Rd. Xing (T 367 U)
Pub. Rd. Xing (T 366 M)
Pr. Rd. Xing (T 365 F)
Br. 242.5 3'×3'×37' R.C. Bx.
Pub. Rd. Xing (T 363 S)
Br. 241.7 127.5' Q.D. D.G. E. Ap. D.D.P.T.
Br. 241.3 8'×6'×29.7' R.C. Bx.
Br. 240.8 1-48"×24" C.I.P. 1-30"×36" C.I.P.
Br. 240.3 1-36"×24" C.I.P. 2-48"×24" C.I.P.
Br. 240.0 3-48"×42" C.I.P.
Br. 239.8 10'×10'×35' R.C. Bx.
Br. 239.3 2-36"×24" C.I.P.
Br. 243.9 Old 6'×6'×25½' R.C. Bx.
Br. 243.6 20' Q.D. I-Bm. on Piers
Br. 243.32 Old 4'×3'×20½' R.C. Bx.
Br. 243.30 2-13'×28' I. Bx.
Br. 243.1 28' D.D.P.T.
Pr. Rd. Xing (T 364 Y)
Br. 242.3 76' D.D. Th. G.
Pr. Rd. Xing (T 362 K)
Pr. Rd. Xing (T 361 D)
Pr. Rd. Xing (T 360 W)
Pr. Rd. Xing (T 359 C)
Br. 240.7 48"×24" C.I.P.
Pr. Rd. Xing (T 358 V)
Pub. Rd. Xing (T 357 N)
Pr. Rd. Xing (T 356 G)
Br. 239.1 26' Q.D. D.G. on Abuts. Abs.
NR
CURVES
SR
RAIL
132 SH CWR 6-1982
BALLAST
McCOOK ROCK
SURFACING
1980
1979
SL 80
1980
SL 80
80
SL 86
80
TIES
1979
UNDERCUTTER
STABILIZATION

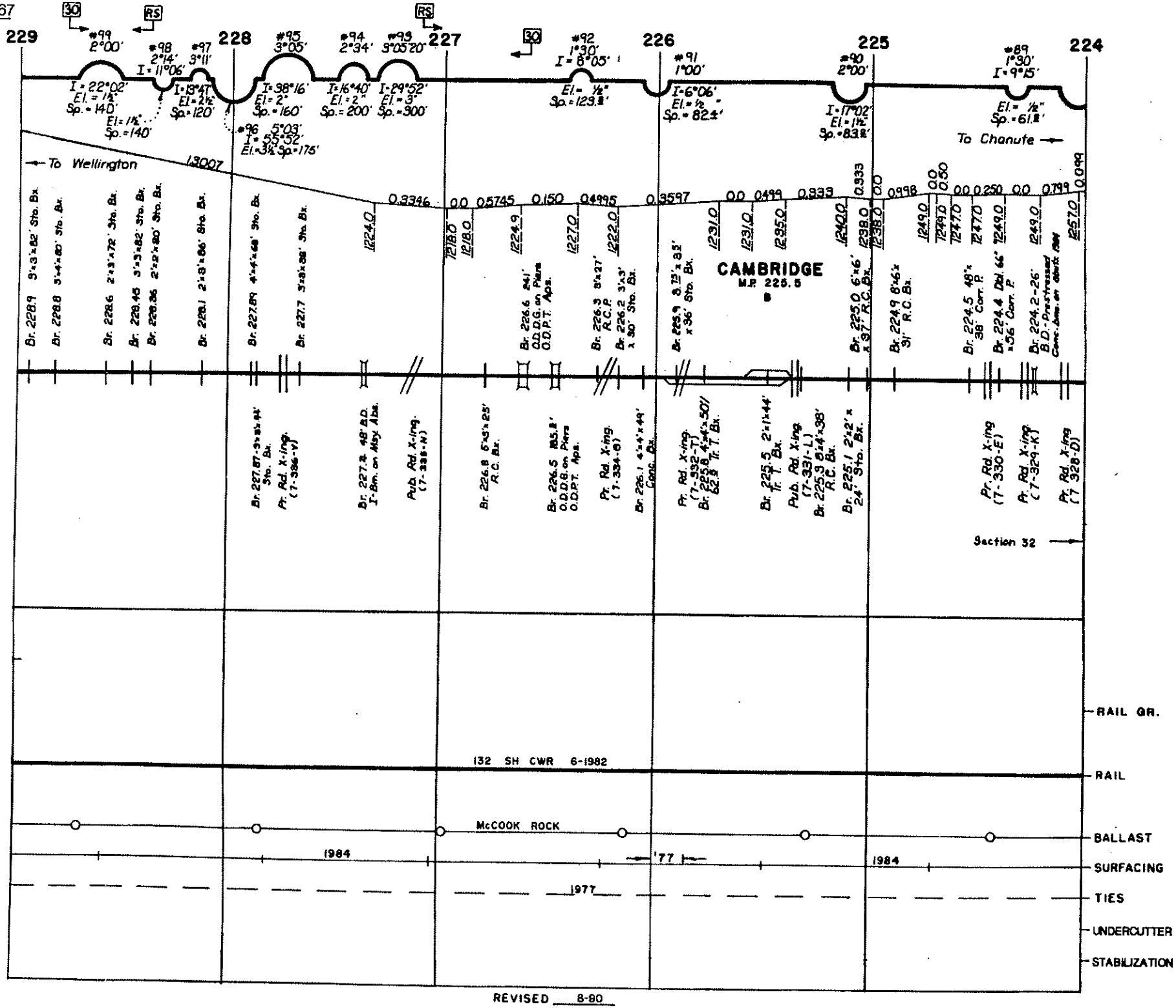
REVISED 8-90


239
238
237
236
235
234
#113 0°55'
#112 4°10'
#111 1°00'; 2°00'
#110 1°00'
#109 0°30' I = 2°58'
I = 20°30' El. = ½" Sp. = 36'
To Wellington
I = 38°03' El. = 3½" Sp. = 300'
I = 6°00'; 17°00' El. = ½"; 1½" Sp. = 412'; 832'
I = 7°00' El. = ½" Sp. = 200'
El. = ½" Sp. = 30'
To Chanute
NEW SALEM M.P. 238.7
Station Sign Lt.
Br. 238.4 36"x24" C.I.P.
Br. 238.0 24" B.D. 1-8m. on C. Abs.
Pub. Rd. Xing (7352 E)
Br. 237.6 36"x30" C.I.P.
Br. 237.3 3-48"x36" C.I.P.
Br. 236.8 80" B.D. DG. on Pier 4 C. Abs.
Pub. Rd. Xing (7349 W)
Br. 235.6 30"x30" Cor. P.
Pub. Rd. Xing (7346 P)
Pr. Rd. Xing (7347 H)
Pub. Rd. Xing (7355 A)
Main St. Rd. Xing (7364 T)
Br. 238.5 2-36"x48" C.I.P.
Br. 238.2 48"x30" C.I.P.
Pr. Rd. Xing (7353 L)
Br. 237.8 30"x36" Corr. P.
Br. 237.5 36"x24" C.I.P.
Pr. Rd. Xing (7351 X)
Pub. Rd. Xing (7350 R)
Br. 236.2 2½'x20' Sto. Bx.
Br. 235.9 2'x2'x34' Sto. Bx.
Br. 235.7 13'x1'x25' Tr. T. Bx.
Br. 235.4 9'13"x6'1" 52° Cor. P. Ar.
Br. 234.8 4'x4'x34' Sto. Bx.
132 SH CWR 6-1982
McCOOK ROCK
1980
1985
86
1979
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

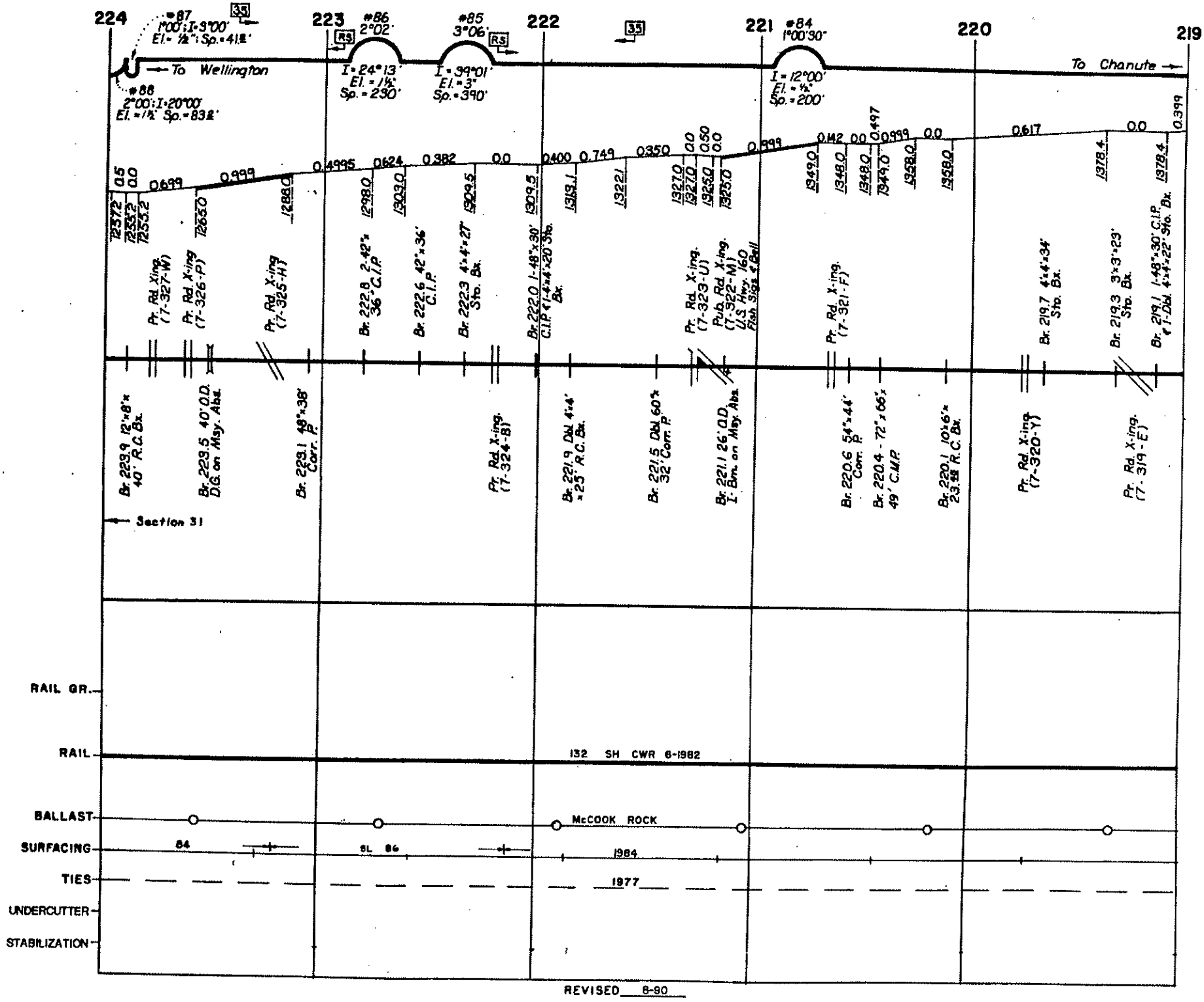
REVISED


234
233
232
231
230
229
To Wellington
To Chanute
BURDEN
M.P. 230.8
Station Sign Lt.
NR
CURVES
SR
RAIL
132 SH CWR 6-1982
BALLAST
McCOOK ROCK
SURFACING
SL 86
1984
1977
1984
TIES
1974
1979
1977
UNDERCUTTER
STABILIZATION

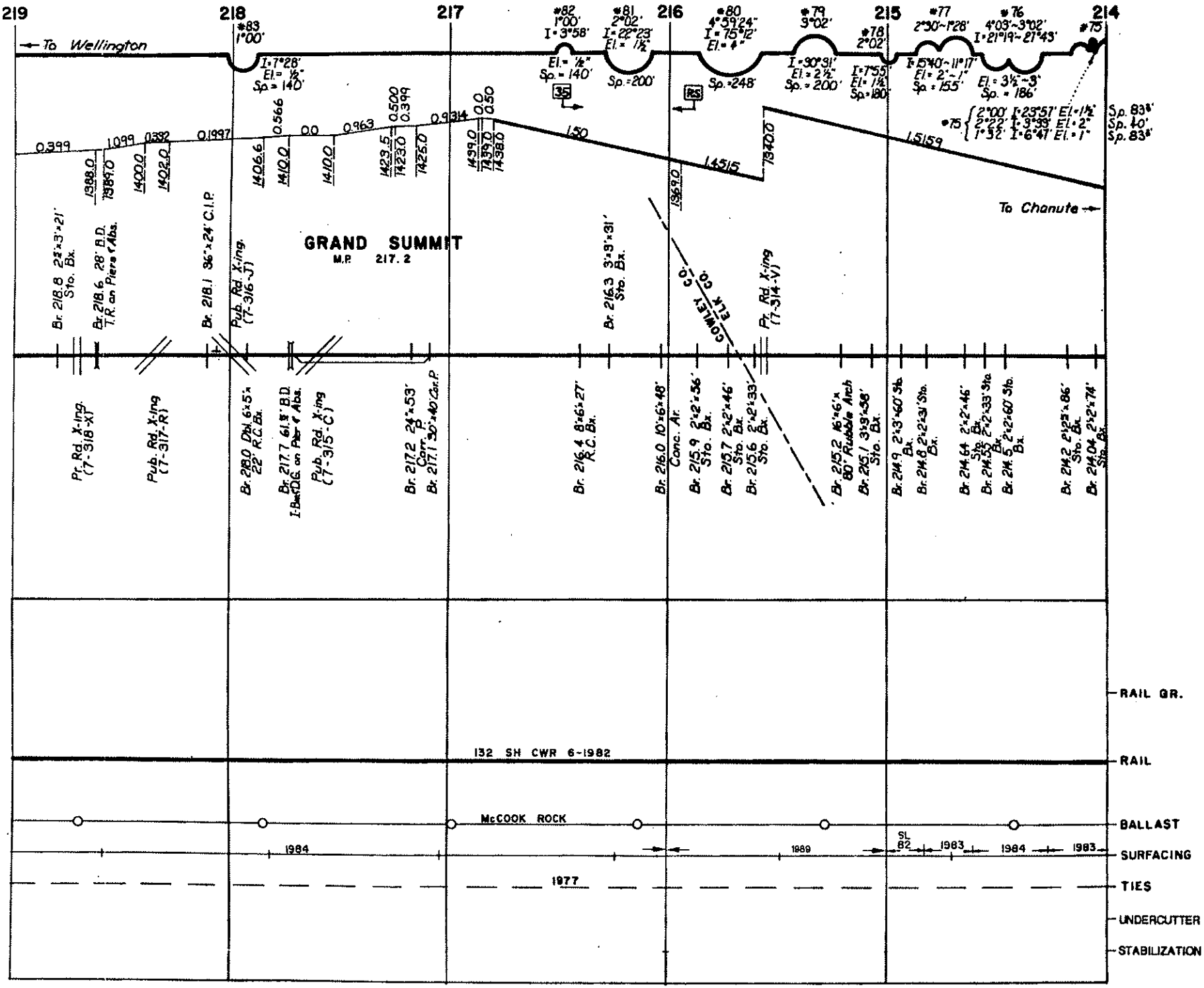
REVISED 8-90


229
228
227
226
225
224
#99 2°00'
#98 2°14' I=11°06'
#97 3°11'
I=22°02' El.=1½" Sp.=140'
El.=1¼" Sp.=140'
I=13°47' El.=2½" Sp.=120'
#96 5°03' I=55°52' El.=3¼ Sp.=175'
#95 3°05'
I=38°16' El.=2" Sp.=160'
#94 2°34'
I=16°40' El.=2" Sp.=200'
#93 3°05'20"
I=29°52' El.=3" Sp.=300'
#92 1°30' I=8°05'
El.=½" Sp.=123.8'
#91 1°00'
I=6°06' El.=½" Sp.=82.4'
#90 2°00'
I=17°02' El.=1½" Sp.=83.8'
#89 1°30' I=9°15'
El.=½" Sp.=61.8'
To Wellington
13007
To Chanute
CAMBRIDGE
M.P. 225.5
Section 32
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 SH CWR 6-1982
McCOOK ROCK
1984
'77
1977
1984

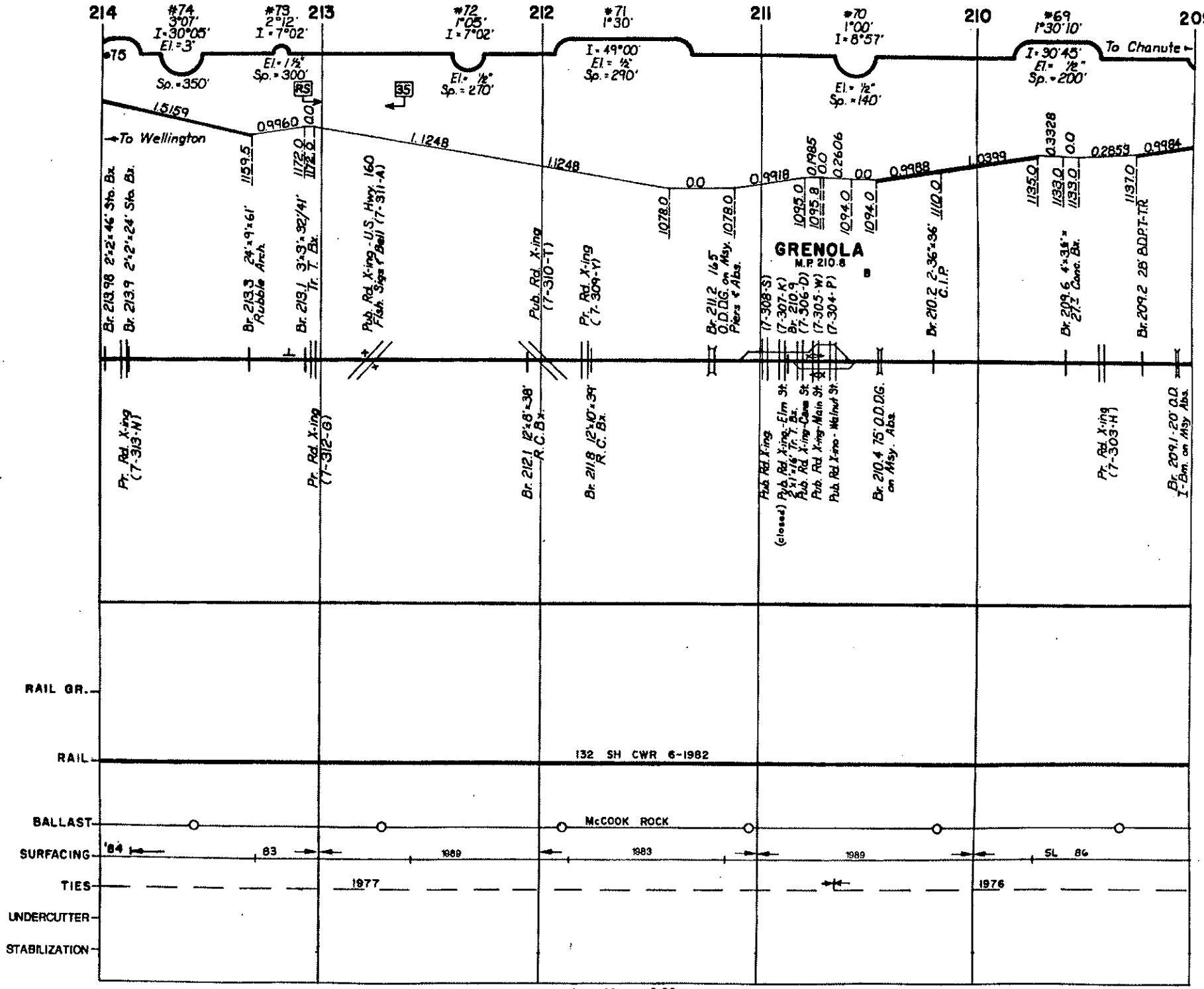
REVISED 8-80


224
223
222
221
220
219
#87
1°00'; I-3°00'
El.-½"; Sp.-41¢'
#88
2°00'; I-20°00'
El.-1½" Sp.-83¢'
To Wellington
#86
2°02'
I-24°13'
El.-1½"
Sp.-230'
#85
3°06'
I-39°01'
El.-3"
Sp.-390'
#84
1°00'30"
I-12°00'
El.-½"
Sp.-200'
To Chanute
Pr. Rd. Xing (T-327-W)
Pr. Rd. X-ing (T-326-P)
Pr. Rd. X-ing (T-325-H)
Br. 222.8 2-42"x 36" C.I.P.
Br. 222.6 42"x36" C.I.P.
Br. 222.3 4'-4"x27" Stg. Bx.
Br. 222.0 1-48"x30" C.I.P 4'-4"x20' Stg. Bx.
Pr. Rd. X-ing (T-323-U)
Pub. Rd. X-ing (T-322-M) U.S. Hwy. 160 Flash Sign & Bell
Pr. Rd. X-ing (T-321-F)
Br. 219.7 4'-4"x34' Stg. Bx.
Br. 219.3 3'-3"-23' Stg. Bx.
Br. 219.1 1-48"x30' C.I.P. & 1-Dbl. 4'-4"x22' Stg. Bx.
Br. 229.9 12'-8"x 40' R.C. Bx.
Br. 229.5 40' O.D. D.G. on Msy. Abt.
Br. 229.1 48"x38' Corr. P.
Pr. Rd. X-ing (T-324-B)
Br. 221.9 Dbl. 4'-4" x 25' R.C. Bx.
Br. 221.5 Dbl. 60"x 32' Corr. P.
Br. 221.1 26' O.D. I-Brs. on Msy. Abt.
Br. 220.6 54"x44' Corr. P.
Br. 220.4 - 72"x 66"x 49' C.M.P.
Br. 220.1 10'-6"x 23.5¢ R.C. Bx.
Pr. Rd. X-ing (T-320-Y)
Pr. Rd. X-ing (T-319-E)
Section 31
RAIL GR.
RAIL
132 SH CWR 6-1982
BALLAST
McCOOK ROCK
SURFACING
84
SL 84
1984
TIES
1977
UNDERCUTTER
STABILIZATION

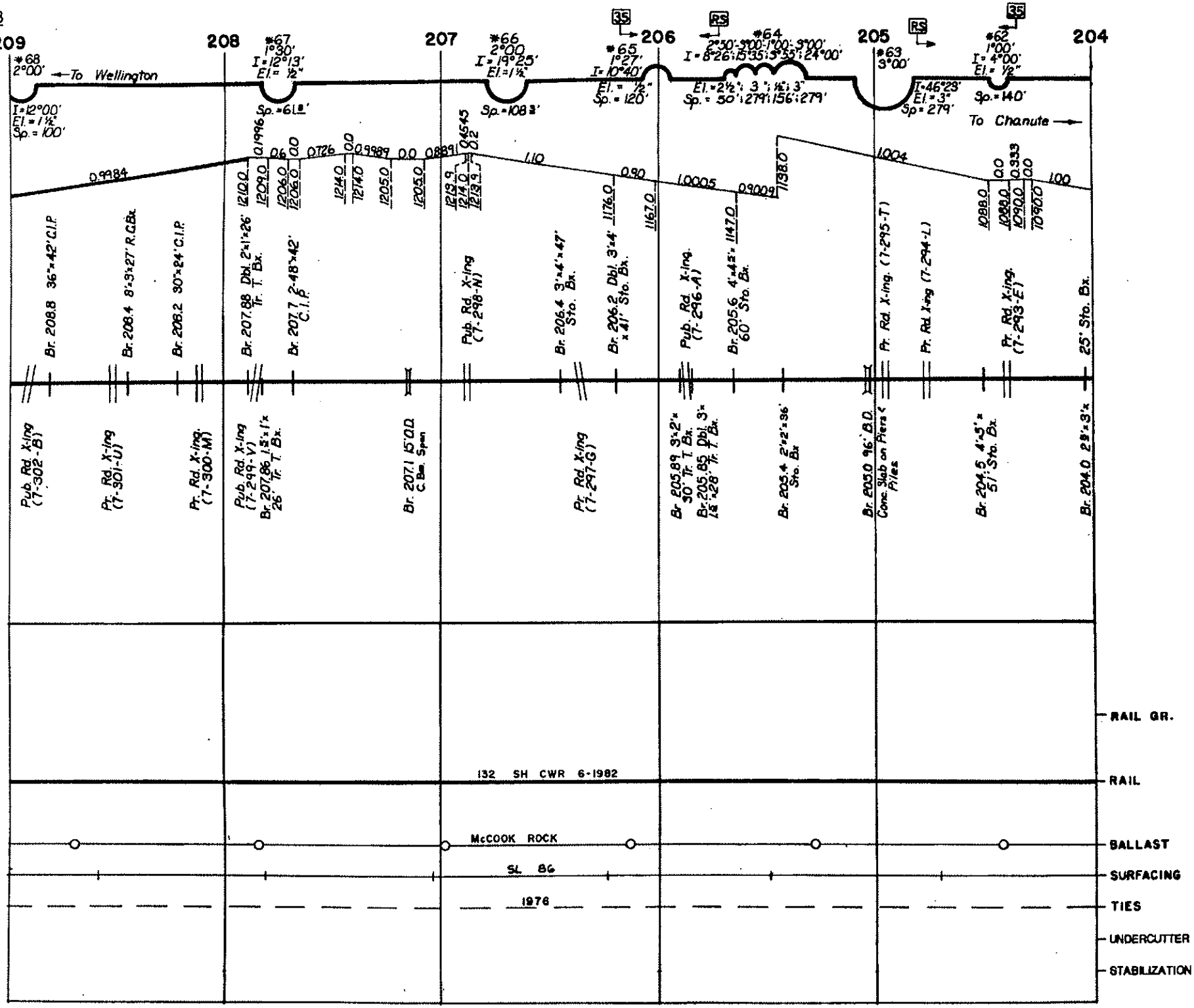
REVISED 6-90


219
218
217
216
215
214
← To Wellington
To Chanute →
#83 1°00'
I=1°28' El.=½" Sp.=140'
#82 1°00' I=3°58' El.=½" Sp.=140'
#81 2°02' I=22°23' El.=1½" Sp.=200'
#80 4°59'24" I=75°12' El.=4" Sp.=248'
#79 3°02' I=30°31' El.=2½" Sp.=200'
#78 2°02' I=7°55' El.=1½" Sp.=180'
#77 2°30'~1°28' I=5°40'~11°17' El.=2'~1' Sp.=155'
#76 4°03'~3°02' I=21°19'~27°43' El.=3½'~3' Sp.=186'
#75 2°00' I=23°57' El.=1½" Sp. 83' 2°22' I=3°38' El.=2" Sp. 40' 1°52' I=6°47' El.=1" Sp. 83'
GRAND SUMMIT
M.P. 217.2
0.399 1.099 0.332 0.1997 0.566 0.0 0.963 0.500 0.399 0.9314 0.0 0.50
1388.0 1384.0 1400.0 1402.0 1406.6 1410.0 1410.0 1423.5 1423.0 1425.0 1439.0 1439.0 1438.0
1.50 1.4515 1.5159
1969.0 1934.0
Br. 218.8 2-5'x3'x21' Sto. Bx.
Br. 218.6 28' B.D. T.R. on Piers & Abs.
Br. 218.1 36'x24' C.I.P.
Pr. Rd. X-ing (7-318-X)
Pub. Rd. X-ing (7-317-R)
Pub. Rd. X-ing (7-316-J)
Br. 218.0 Dbl. 6'x5'x22' R.C. Bx.
Br. 217.7 61.8' B.D. 1-Bent 16 on Pier & Abs.
Pub. Rd. X-ing (7-315-C)
Br. 217.2 24'x53' Con. Br. 217.1 30°x40' Con. P.
Br. 216.4 8'x6'x27' R.C. Bx.
Br. 216.3 3'x3'x31' Sto. Bx.
Br. 216.0 10'x6'x48' Conc. Ar.
COMLEY CO.
COMLEY CO.
Br. 215.9 2'x2'x36' Sto. Bx.
Br. 215.7 2'x2'x46' Sto. Bx.
Br. 215.6 2'x2'x33' Sto. Bx.
Pr. Rd. X-ing (7-314-V)
Br. 215.2 #6'x6'x 80° Rubble Arch
Br. 215.1 3'x9'x38' Sto. Bx.
Br. 214.9 2'x3'x60' Sto. Bx.
Br. 214.8 2'x2'x31' Sto. Bx.
Br. 214.64 2'x2'x46' Sto. Bx.
Br. 214.35 2'x2'x33' Sto. Bx.
Br. 214.5 2'x2'x60' Sto. Bx.
Br. 214.2 2'x23'x86' Sto. Bx.
Br. 214.04 2'x2'x74' Sto. Bx.
RAIL GR.
132 SH CWR 6-1982
RAIL
McCOOK ROCK
BALLAST
1984
1989
SL 82
1983
1984
1983
SURFACING
1977
TIES
UNDERCUTTER
STABILIZATION

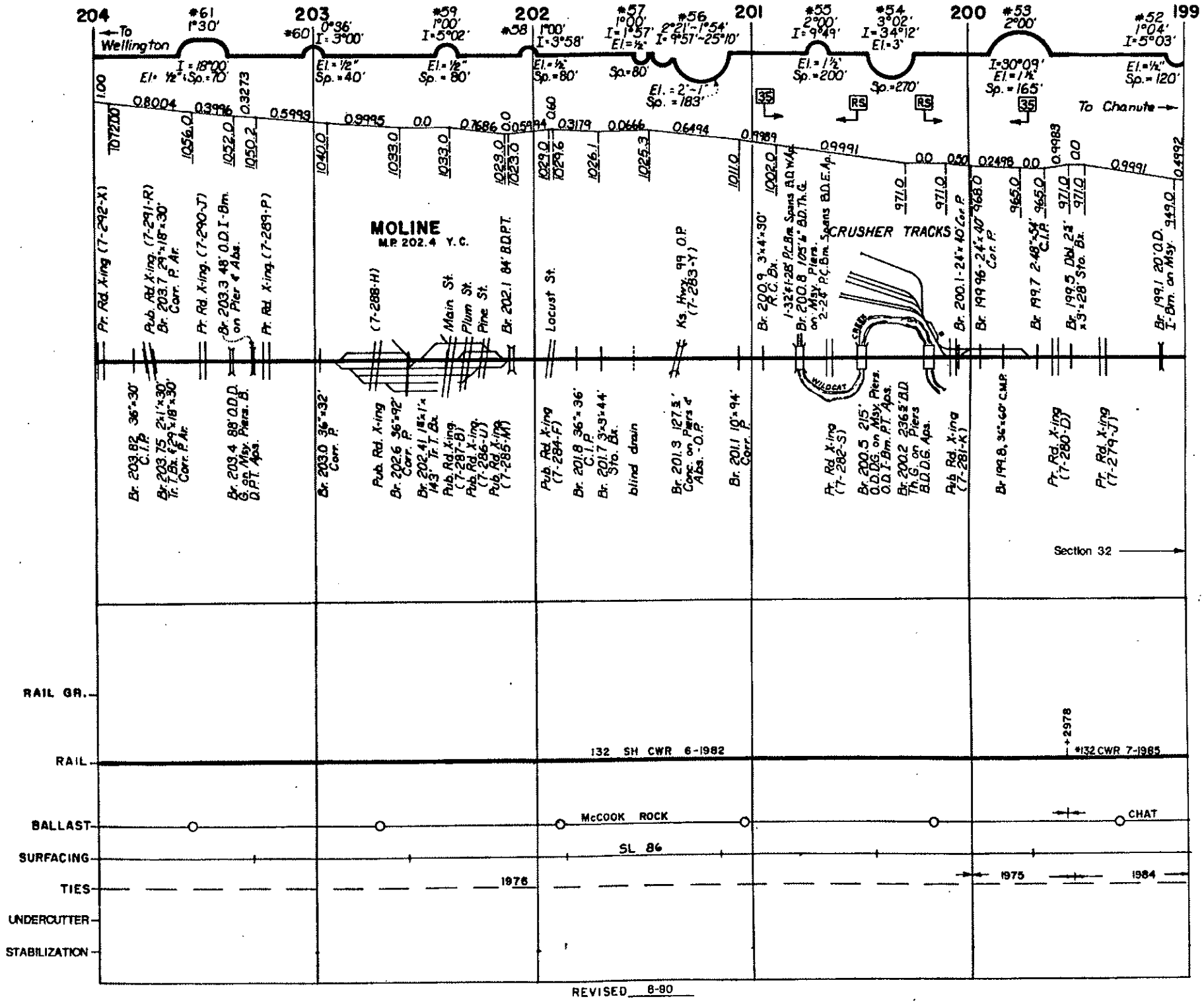
REVISED 8-80

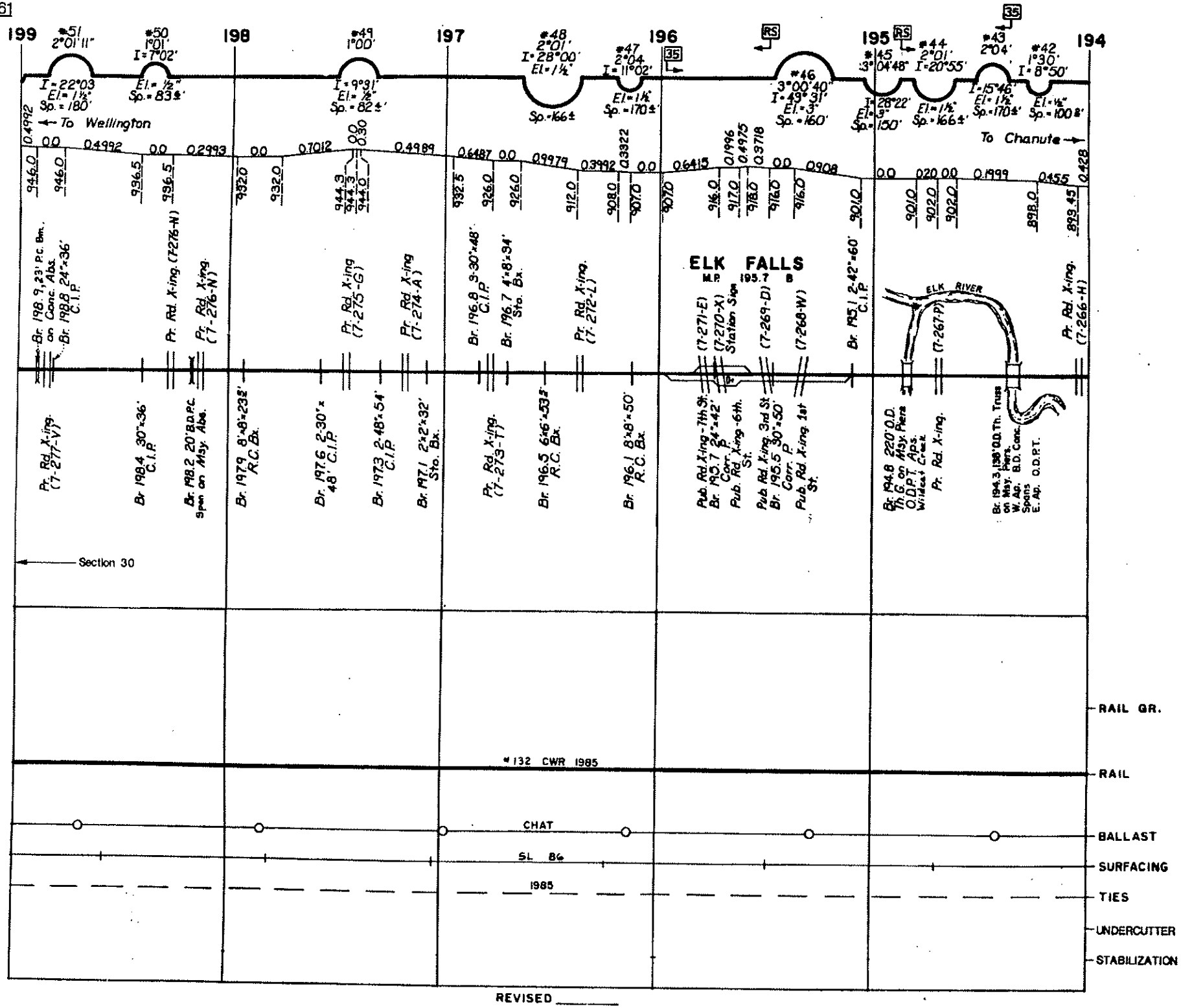

214
213
212
211
210
209
#74 3°07' I=30°05' El.=3' Sp.=350'
#73 2°12' I=7°02' El.=1½" Sp.=300'
#72 1°05' I=7°02' El.=½" Sp.=270'
#71 1°30' I=49°00' El.=½" Sp.=290'
#70 1°00' I=8°57' El.=½" Sp.=140'
#69 1°30'10' I=30°45' El.=½" Sp.=200'
#75
To Wellington
To Chanute
1.5159
0.9960
1.1248
1.1248
0.0
0.9918
0.0
0.9988
1.0399
0.3328
0.0
0.2853
0.9984
1159.5
1172.0
1172.0
1078.0
1078.0
1095.0
1095.8
1094.0
1094.0
1110.0
1135.0
1133.0
1139.0
1137.0
Br. 213.98 2'-2"x 46' Sto. Bx.
Br. 213.9 2'-2"x 24' Sto. Bx.
Br. 213.3 24'x9'x61' Rubble Arch.
Br. 213.1 3'-3"x 32'/41' Tr. T. Bx.
Pub. Rd. X-ing - U.S. Hwy. 160 Flash. Sigs & Bell (7-311-A)
Pub. Rd. X-ing (7-310-T)
Pr. Rd. X-ing (7-309-Y)
Br. 211.2 165' O.D.D.G. on Msy. Piers & Abs.
GRENOLA
M.P. 210.8
B
(7-308-S)
(7-307-K)
Br. 210.9
(7-306-D)
(7-305-W)
(7-304-P)
Br. 210.2 2-36"x 36" C.I.P.
Br. 209.6 4'x3.5" x 27.2' Conc. Bx.
Br. 209.2 28' B.D.P.T.-T.R.
Pr. Rd. X-ing (7-313-N)
Pr. Rd. X-ing (7-312-G)
Br. 212.1 12'x8'x38' R.C.Bx.
Br. 211.8 12'x10'x34' R.C. Bx.
Pub. Rd. X-ing (closed)
Pub. Rd. X-ing-Elm St. 2'x1'x16' Tr. T. Bx.
Pub. Rd. X-ing-Cass St.
Pub. Rd. X-ing-Main St.
Pub. Rd. X-ing-Walnut St.
Br. 210.4 75' O.D.D.G. on Msy. Abs.
Pr. Rd. X-ing (7-303-H)
Br. 209.1 - 20' O.D. I-Bm. on Msy. Abs.
RAIL GR.
RAIL
132 SH CWR 6-1982
BALLAST
McCOOK ROCK
SURFACING
'84
83
1989
1983
1989
SL 86
TIES
1977
1976
UNDERCUTTER
STABILIZATION

REVISED 8-90

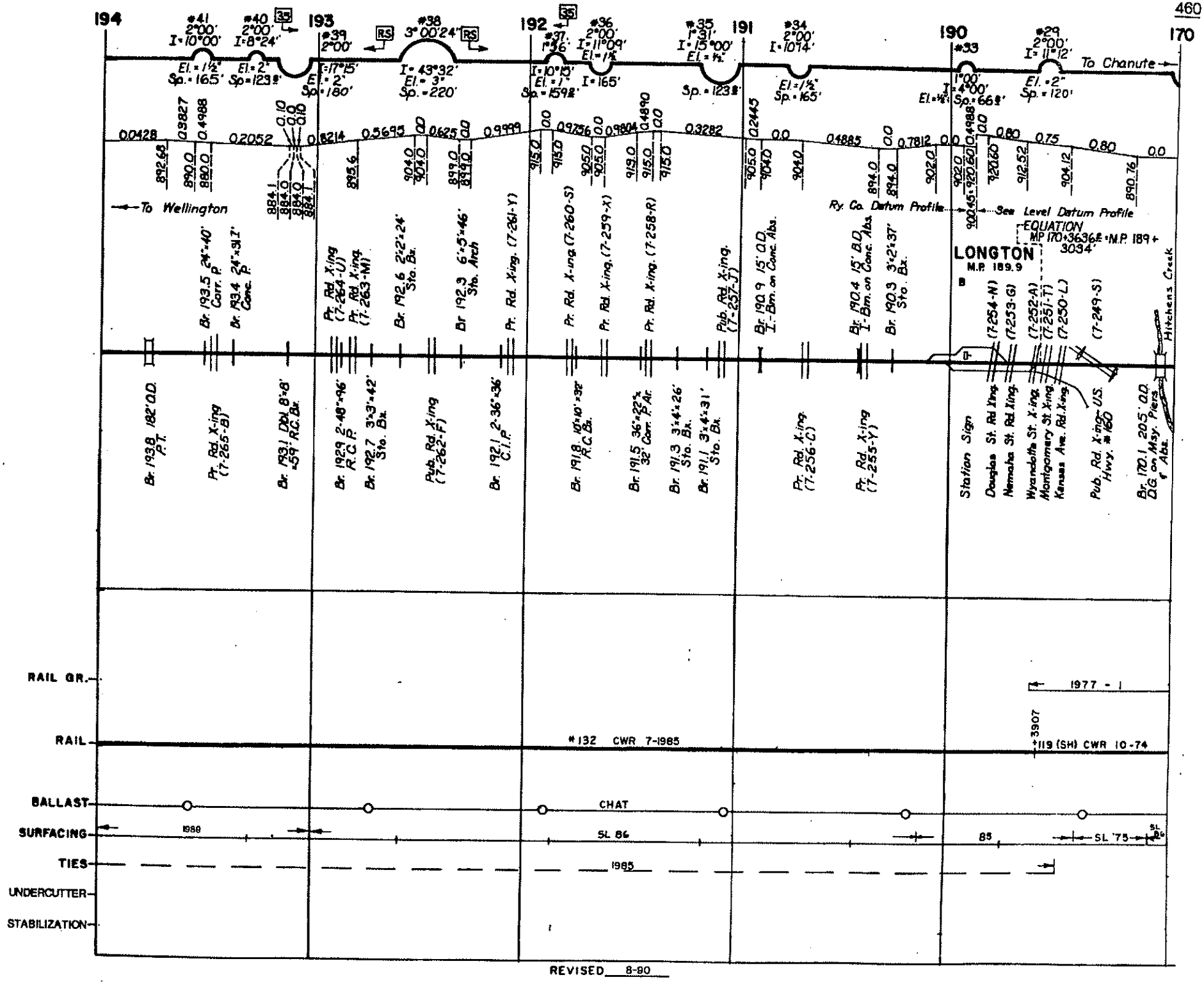

209
208
207
206
205
204
#68 2°00' To Wellington
#67 1°30' I=12°13' El.=½"
#66 2°00' I=19°25' El.=1½"
#65 1°27' I=10°40' El.=½" Sp.=120'
#64 2°50'-3°00'-1°00'-3°00' I=8°26'-15°35'-3°55'-24°00' El.=2½";3";½";3" Sp.=50';279';156';279'
#63 3°00' I=46°28' El.=3" Sp.=279'
#62 1°00' I=4°00' El.=½" Sp.=140'
To Chanute
I=12°00' El.=1½" Sp.=100'
Sp.=61.8'
Sp.=108.3'
0.9984
0.1996
0.0726
0.9989
0.8891
0.0545
1.10
0.90
1.0005
0.9009
1.004
0.333
1.00
Br. 208.8 36'×42' C.I.P.
Br. 208.4 8'-3"×27' R.C.Bx.
Br. 206.2 30'×24' C.I.P.
Br. 207.88 Dbl. 2'×1'×26' Tr. T. Bx.
Br. 207.7 2'-48"×42' C.I.P.
Pub. Rd. X-ing (T-298-N)
Br. 206.4 3'×4'×47' Sto. Bx.
Br. 206.2 Dbl. 3'×4' ×41' Sto. Bx.
Pub. Rd. X-ing (T-296-A)
Br. 205.6 4'×42'× 60' Sto. Bx.
Pr. Rd. X-ing. (T-295-T)
Pr. Rd. X-ing (T-294-L)
Pr. Rd. X-ing (T-293-E)
25' Sto. Bx.
Pub. Rd. X-ing (T-302-B)
Pr. Rd. X-ing (T-301-U)
Pr. Rd. X-ing (T-300-M)
Pub. Rd. X-ing (T-299-V) Br. 207.86 15'×1'× 26' Tr. T. Bx.
Br. 207.1 15'0.0 C.Bar. Span
Pr. Rd. X-ing (T-297-G)
Br. 205.89 3'×2'× 30' Tr. T. Bx.
Br. 205.85 Dbl. 3'× 1'4"×28' Tr. T. Bx.
Br. 205.4 2'×2'×36' Sto. Bx.
Br. 203.0 96' B.D. Conc. Slab on Piers & Piles
Br. 204.5 4'-5"× 51' Sto. Bx.
Br. 204.0 2'8"×3'×
132 SH CWR 6-1982
McCOOK ROCK
SL 86
1976
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

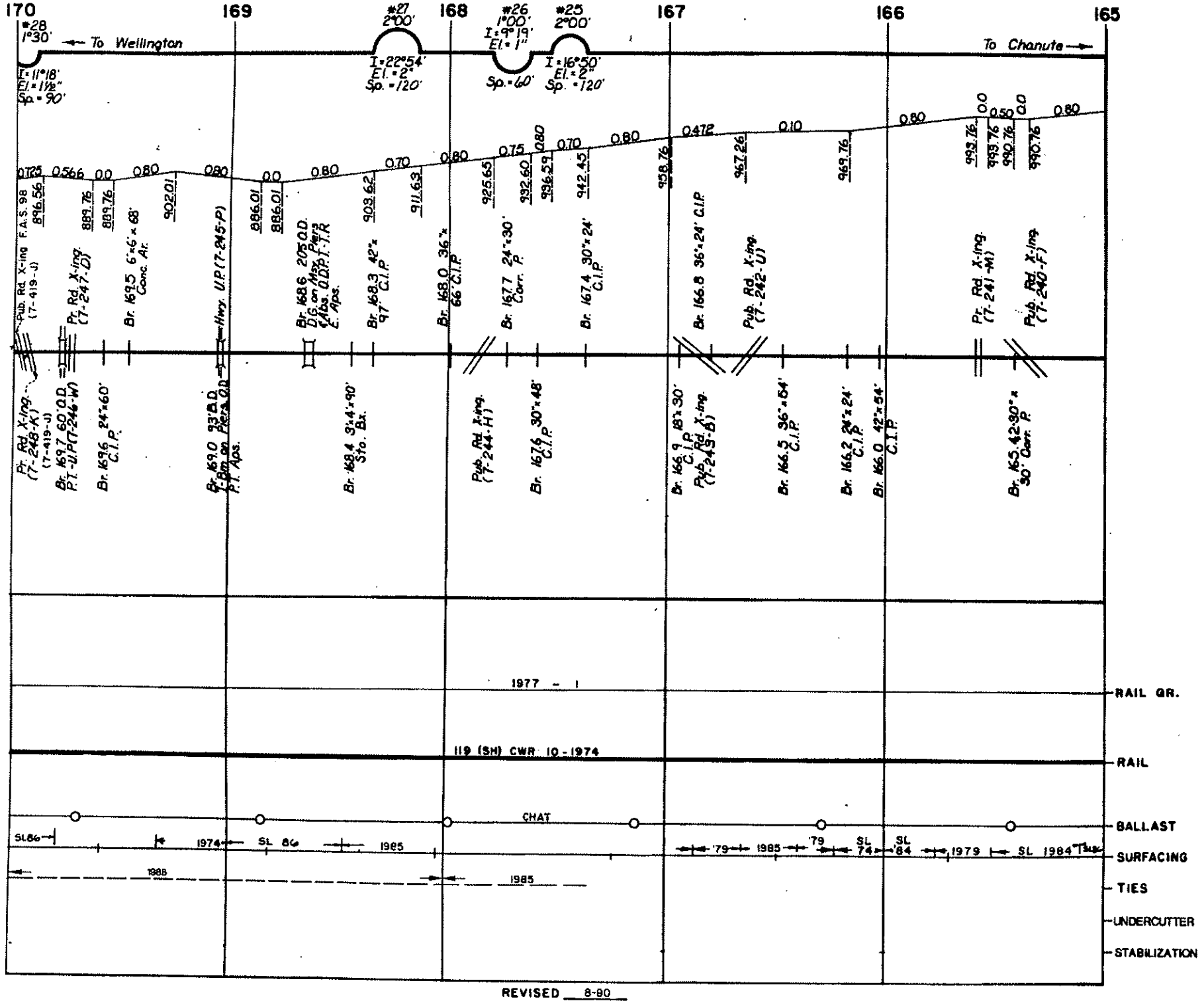

204
203
202
201
200
199
To Wellington
To Chanute
#61 1°30'
#60 0°36' I=3°00'
#59 1°00' I=5°02'
#58 1°00' I=3°58'
#57 1°00' I=1°57' El=½"
#56 2°21'-1°54' I=1°57'-25°10'
#55 2°00' I=9°49'
#54 3°02' I=34°12' El=3"
#53 2°00' I=30°09'
#52 1°04' I=5°03'
MOLINE
M.P. 202.4 Y.C.
CRUSHER TRACKS
Section 32
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 SH CWR 6-1982
*132 CWR 7-1985
McCOOK ROCK
CHAT
SL 86
1976
1975
1984
REVISED 8-80


199
198
197
196
195
194
#51 2°01'11"
#50 1°01' I=7°02'
#49 1°00'
#48 2°01' I=28°00'
#47 2°04' I=11°02'
#46 3°00'40" I=49°31'
#45 3°04'48"
#44 2°01' I=20°55'
#43 2°04'
#42 1°30' I=8°50'
I=22°03 El.=1½" Sp.=180'
El.=½" Sp.=83±'
I=9°31' El.=⅝" Sp.=82±'
Sp.=166±
El.=1¼" Sp.=170±'
El.=3" Sp.=160'
I=28°22' El.=3" Sp.=150'
El.=1½" Sp.=166±'
I=15°46' El.=1½" Sp.=170±'
El.=½" Sp.=100±'
← To Wellington
To Chanute →
ELK FALLS
M.P. 195.7 B
ELK RIVER
Br. 198.9, 23' P.C. Bm. on Conc. Abt.
Br. 198.8 24'x36' C.I.P.
Pr. Rd. X-ing (7-276-W)
Pr. Rd. X-ing (7-276-N)
Pr. Rd. X-ing (7-275-G)
Pr. Rd. X-ing (7-274-A)
Br. 196.8 9-30"x48" C.I.P.
Br. 196.7 4'x8'x34' Sto. Bx.
Pr. Rd. X-ing (7-272-L)
(7-271-E)
(7-270-X) Station Sign
(7-269-D)
(7-268-W)
Br. 195.1 2-42"x60' C.I.P.
(7-267-P)
Pr. Rd. X-ing (7-266-H)
Pr. Rd. X-ing (7-277-V)
Br. 198.4 30"x36' C.I.P.
Br. 198.2 20' B.D.P.C. span on Mty. Abt.
Br. 197.9 8'x8'x23' R.C. Bx.
Br. 197.6 2-30"x 48" C.I.P.
Br. 197.3 2-48"x54" C.I.P.
Br. 197.1 2'x2'x32' Sto. Bx.
Pr. Rd. X-ing (7-273-T)
Br. 196.5 6'x6'x53' R.C. Bx.
Br. 196.1 8'x8'x50' R.C. Bx.
Pub. Rd. X-ing - 7th St.
Br. 195.7 24"x42" Corr. P.
Pub. Rd. X-ing - 6th St.
Pub. Rd. X-ing 3rd St.
Br. 195.5 30"x50" Corr. P.
Pub. Rd. X-ing 1st St.
Br. 194.8 220' O.D. Th. G. on Mty. Piers. O.D.P.T. Aps. Wildcat Creek.
Pr. Rd. X-ing.
Br. 194.3 138' O.D. Th. Truss on Mty. Piers. W. Ap. B.D. Conc. Spans E. Ap. O.D.P.T.
Section 30
#132 CWR 1985
CHAT
SL 86
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

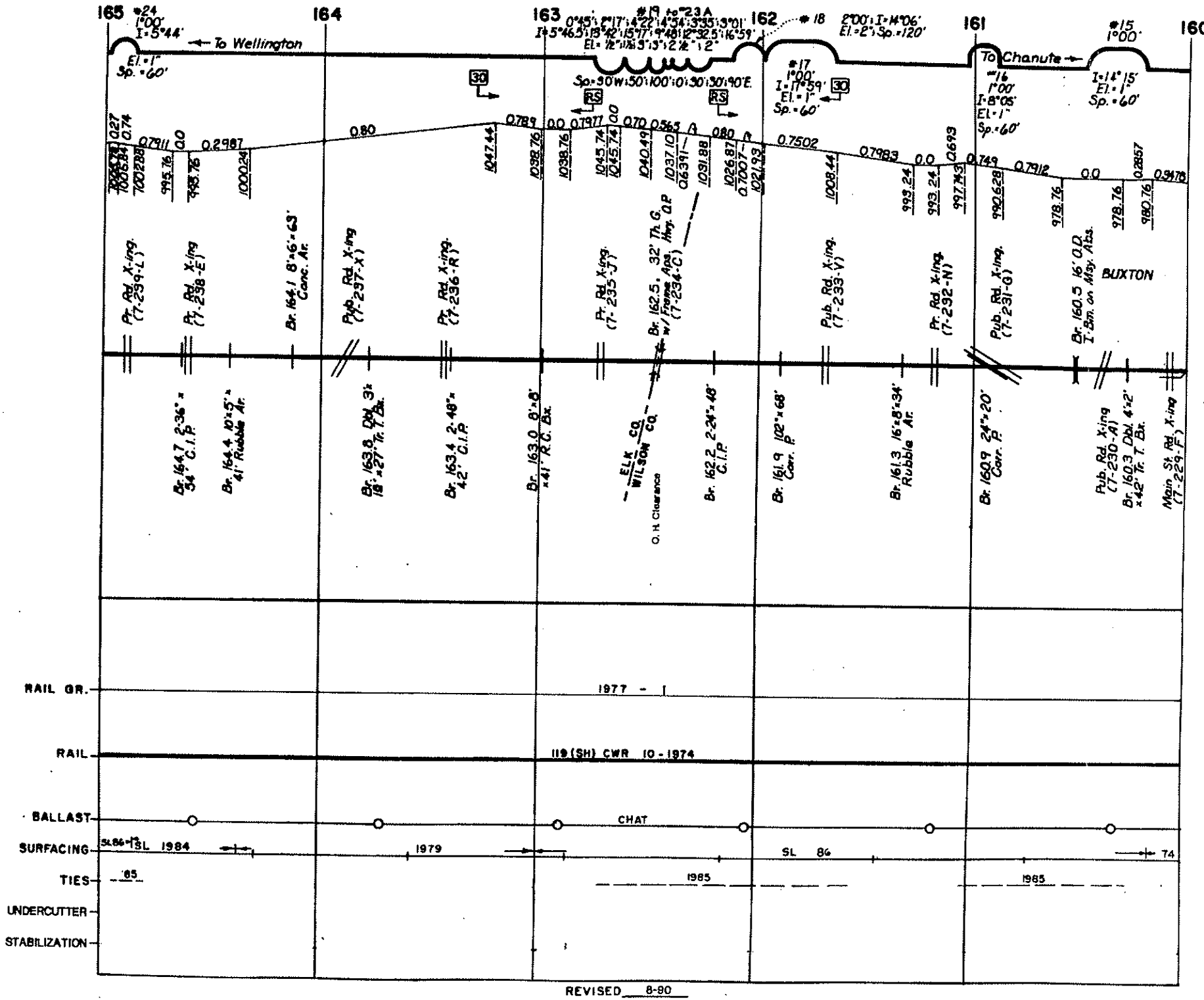
REVISED _____


194
193
192
191
190
170
#41 2°00' I=10°00'
#40 2°00' I=8°24'
#39 2°00'
#38 3°00'24"
#37 I=6°
#36 2°00' I=11°09'
#35 1°31' I=15°00'
#34 2°00' I=10°14'
#33 1°00' I=4°00'
#29 2°00' I=11°12'
To Chanute
To Wellington
Ry. Co. Datum Profile
Sea Level Datum Profile
EQUATION
MP 170+3636 = M.P. 189+3034'
LONGTON
M.P. 189.9
Hitchens Creek
Br. 193.8 182'O.D. P.T.
Pr. Rd. X-ing (T-265-B)
Br. 193.1 Dbl. 8'-8" -59° R.C. Bx.
Br. 193.5 24'-40" Corr. P.
Br. 193.4 24'-91' Conc. P.
Pr. Rd. X-ing (T-264-U)
Pr. Rd. X-ing (T-263-M)
Br. 192.9 2'-48"-96" R.C.P.
Br. 192.7 3'-3"-42" Sto. Bx.
Pub. Rd. X-ing (T-262-F)
Br. 192.6 2'-2'-24" Sto. Bx.
Br. 192.3 6'-5"-46" Sto. Arch
Br. 192.1 2'-36"-36" C.I.P.
Pr. Rd. X-ing (T-261-Y)
Pr. Rd. X-ing (T-260-S)
Br. 191.8 10'-10'-32" R.C. Bx.
Pr. Rd. X-ing (T-259-X)
Br. 191.5 36'-22'x 32° Corr. P. Ar.
Pr. Rd. X-ing (T-258-R)
Br. 191.3 3'-4'-26" Sto. Bx.
Br. 191.1 3'-4'-31" Sto. Bx.
Pub. Rd. X-ing (T-257-J)
Br. 190.9 15' O.D. I.-Bm. on Conc. Abs.
Pr. Rd. X-ing (T-256-C)
Br. 190.4 15' B.O. I.-Bm. on Conc. Abs.
Pr. Rd. X-ing (T-255-Y)
Br. 190.3 3'-2'-37" Sto. Bx.
Station Sign
Douglas St. Rd. Xing (T-254-N)
Nemaha St. Rd. Xing (T-253-G)
Wyandotte St. X-ing (T-252-A)
Montgomery St. X-ing (T-251-T)
Kansas Ave. Rd. X-ing (T-250-L)
Pub. Rd. X-ing U.S. Hwy. #160
(T-249-S)
Br. 170.1 205' O.D. DG on Msy. Piers & Abt.
0.0428
0.3827
0.4988
0.2052
0.10
0.0
0.0
0.10
0.5214
0.5695
0.0
0.625
0.0
0.9999
0.0
0.9756
0.0
0.9804
0.4890
0.0
0.3282
0.2445
0.0
0.4885
0.0
0.7812
0.0
0.4988
0.0
0.80
0.75
0.80
0.0
892.68
890.0
880.0
884.1
884.0
884.0
884.1
895.6
904.0
904.0
899.0
894.0
915.0
915.0
905.0
915.0
919.0
915.0
915.0
905.0
904.0
904.0
894.0
894.0
902.0
900.45
902.0
920.60
921.60
912.52
904.12
890.76
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
#132 CWR 7-1985
#119 (SH) CWR 10-74
1977 - I
+3907
1988
SL 86
CHAT
85
SL '75
1985

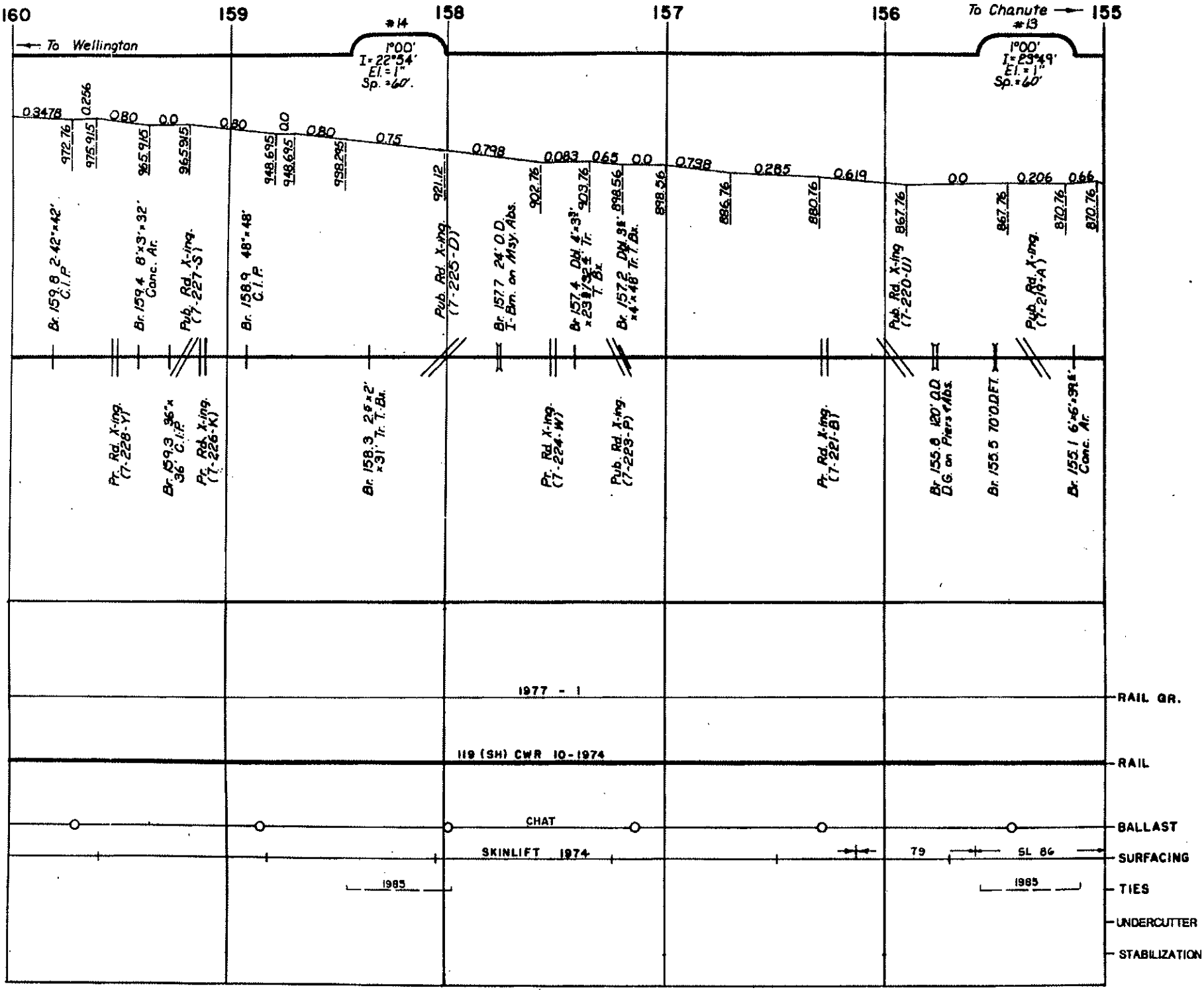
REVISED 8-80


170
169
168
167
166
165
#28
1°30'
To Wellington
#27
2°00'
I=22°54'
El.=2"
Sp.=120'
#26
1°00'
I=9°19'
El.=1"
Sp.=60'
#25
2°00'
I=16°50'
El.=2"
Sp.=120'
To Chanute
I=11°18'
El.=1½"
Sp.=90'
Pub. Rd. X-ing F.A.S. 98 (7-419-J)
Pr. Rd. X-ing (7-247-D)
Br. 169.5 6'x6' x 68' Conc. Ar.
Hwy. U.P. (7-245-P)
Br. 168.6 205' O.D. C.G. on Abts. O.D.F.T.R. Piers E. Abts.
Br. 168.3 42"x 97' C.I.P.
Br. 168.0 36"x 66' C.I.P.
Br. 167.7 24"x 30' Conc. P.
Br. 167.4 30"x 24' C.I.P.
Br. 166.8 36"x 24' C.I.P.
Pub. Rd. X-ing (7-242-U)
Pr. Rd. X-ing (7-241-H)
Pub. Rd. X-ing (7-240-F)
Pr. Rd. X-ing (7-248-K) (7-419-J)
Br. 169.7 60' O.D. P.T.-U.P. (7-246-W)
Br. 169.6 24"x 60' C.I.P.
Br. 169.0 93' O.D. C.G. on Piers & Abts. P.T. Abts.
Br. 168.4 3'-4'x 90' Sto. Bx.
Pub. Rd. X-ing (7-244-H)
Br. 167.6 30"x 48" C.I.P.
Br. 166.9 18'x 30' C.I.P.
Pub. Rd. X-ing (7-243-B)
Br. 166.5 36"x 54" C.I.P.
Br. 166.2 24"x 24" C.I.P.
Br. 166.0 42"x 54" C.I.P.
Br. 165.4 2-90°x 30' Conc. P.
0.725
0.566
0.0
0.80
0.80
0.0
0.80
0.70
0.80
0.75
0.80
0.70
0.80
0.472
0.10
0.80
0.0
0.50
0.0
0.80
896.56
889.76
889.76
902.01
886.01
886.01
903.62
911.63
925.65
932.60
936.59
942.45
958.76
967.26
969.76
993.76
993.76
990.76
990.76
1977 - 1
119 (SH) CWR 10-1974
CHAT
SL 86
1974
SL 86
1985
1988
1985
'79
1985
'79
SL 74
SL '84
1979
SL 1984
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

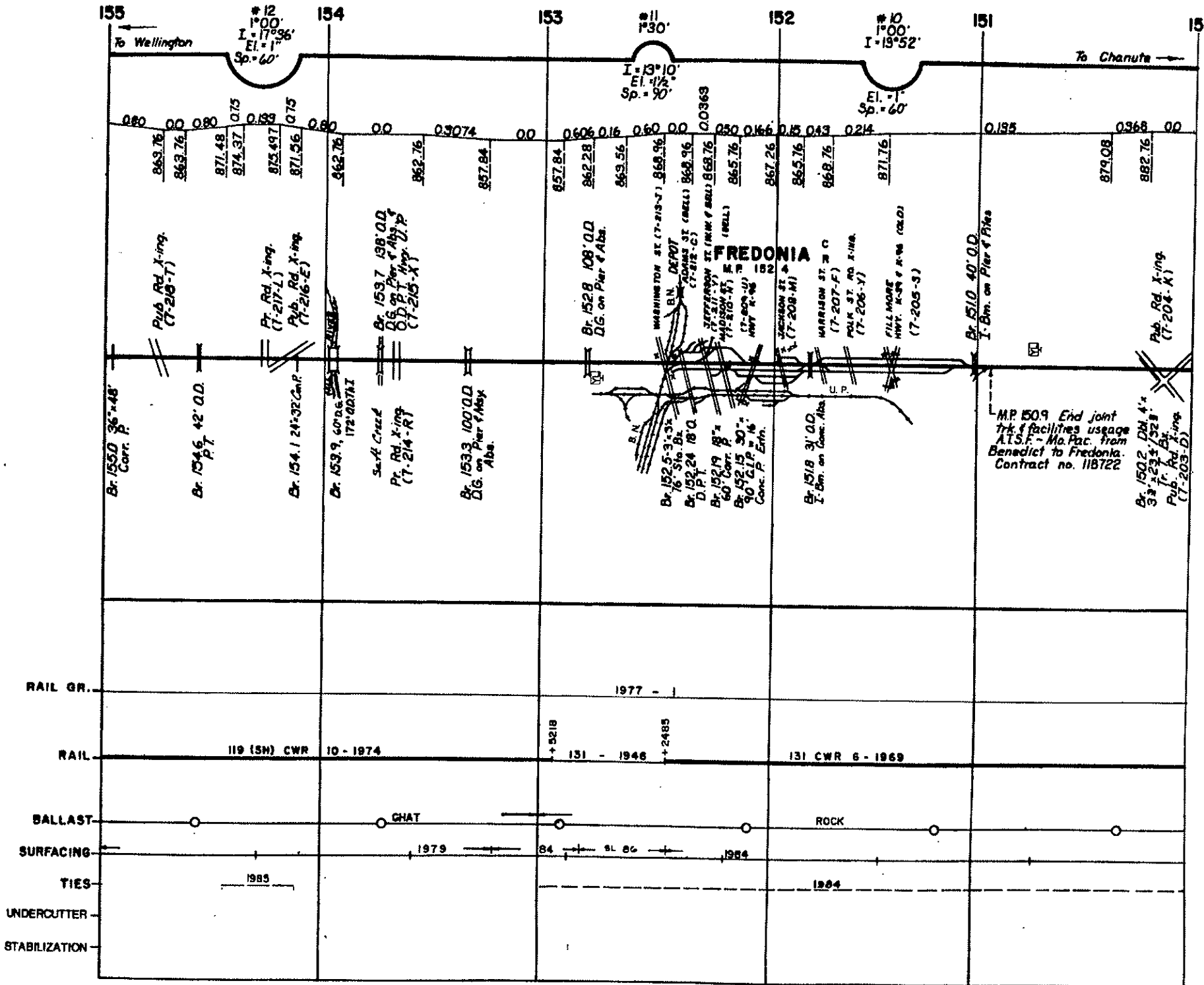
REVISED 8-90

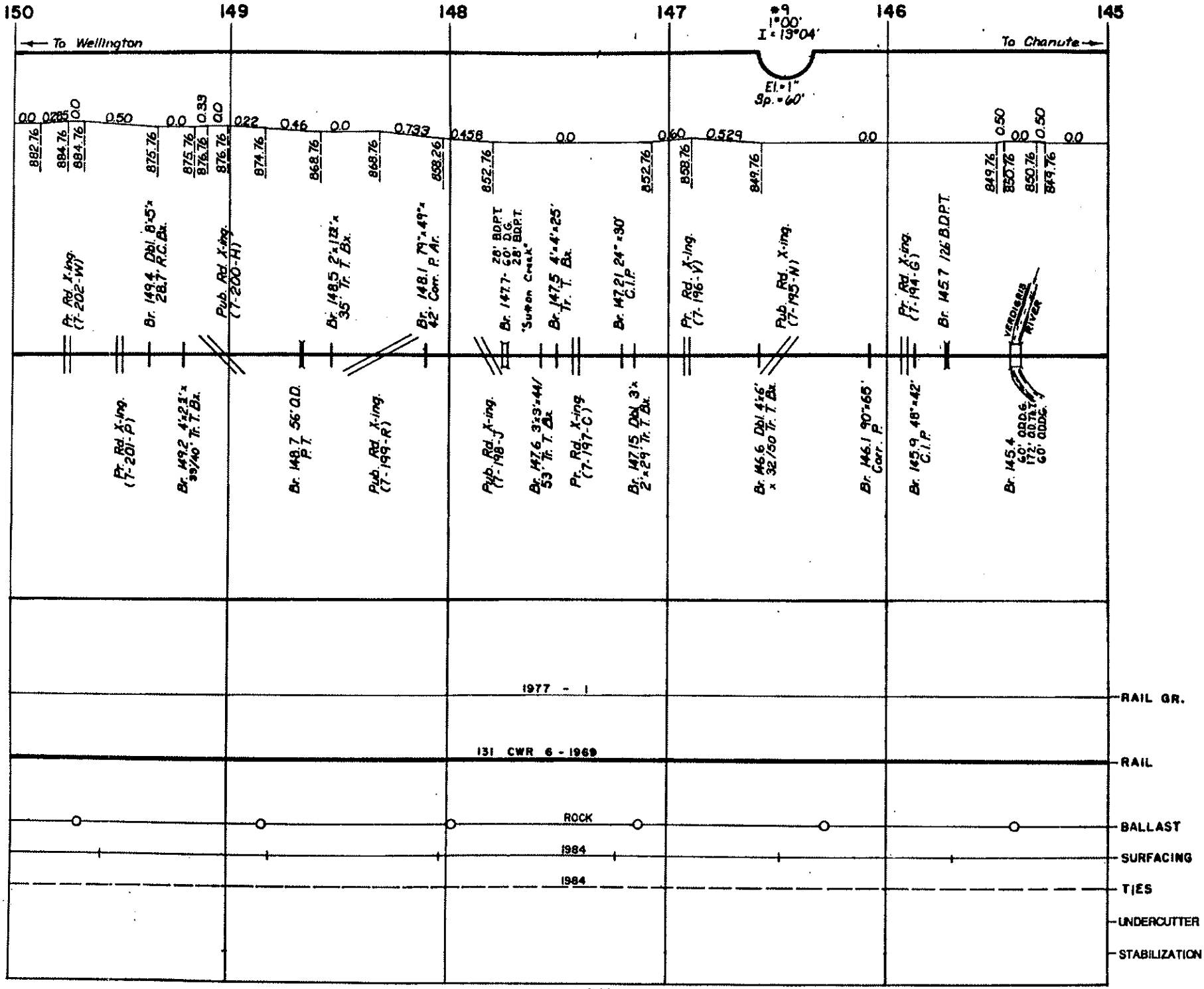

165
164
163
162
161
160
#24 1°00' I-5°44'
To Wellington
El.-1" Sp.-60'
#18
#17 1°00' I-11°59' El.-1" Sp.-60'
#16 1°00' I-8°05' El.-1" Sp.-60'
To Chanute
#15 1°00' I-14°15' El.-1" Sp.-60'
Sp-90W-50-100-0-50-30-90E.
Pr. Rd. X-ing (T-239-L)
Pr. Rd. X-ing (T-238-E)
Br. 164.1 8'x6'-63° Conc. Ar.
Pub. Rd. X-ing (T-237-X)
Pr. Rd. X-ing (T-236-R)
Pr. Rd. X-ing (T-235-J)
Br. 162.5, 32' Th. G. w/ Frame Apd. Hwy. 0.P (T-234-C)
Pub. Rd. X-ing (T-233-V)
Pr. Rd. X-ing (T-232-N)
Pub. Rd. X-ing (T-231-G)
Br. 160.5 16' O.D. T. Sm. on Mtsy. Abs.
BUXTON
Br. 164.7 2-36" x 54° C.I.P.
Br. 164.4 10'x5'-41° Rubble Ar.
Br. 163.8 Dbl. 3' 18°x27° Tr. T. Bx.
Br. 163.4 2-48" x 42° C.I.P.
Br. 163.0 8'x8' x41° R.C. Bx.
ELK CO. WILSON CO.
O. H. Clearance
Br. 162.2 2-24"x48° C.I.P.
Br. 161.9 102"x68° Corr. P.
Br. 161.3 16'x8'x34° Rubble Ar.
Br. 160.9 24"x20° Corr. P.
Pub. Rd. X-ing (T-230-A)
Br. 160.3 Dbl. 4'x2' x42° Tr. T. Bx.
Main St. Rd. X-ing (T-229-F)
RAIL GR.
1977 -
RAIL
119 (SH) CWR 10-1974
BALLAST
CHAT
SURFACING
SL 84-85
SL 1984
1979
SL 86
74
TIES
85
1985
1985
UNDERCUTTER
STABILIZATION

REVISED 8-80

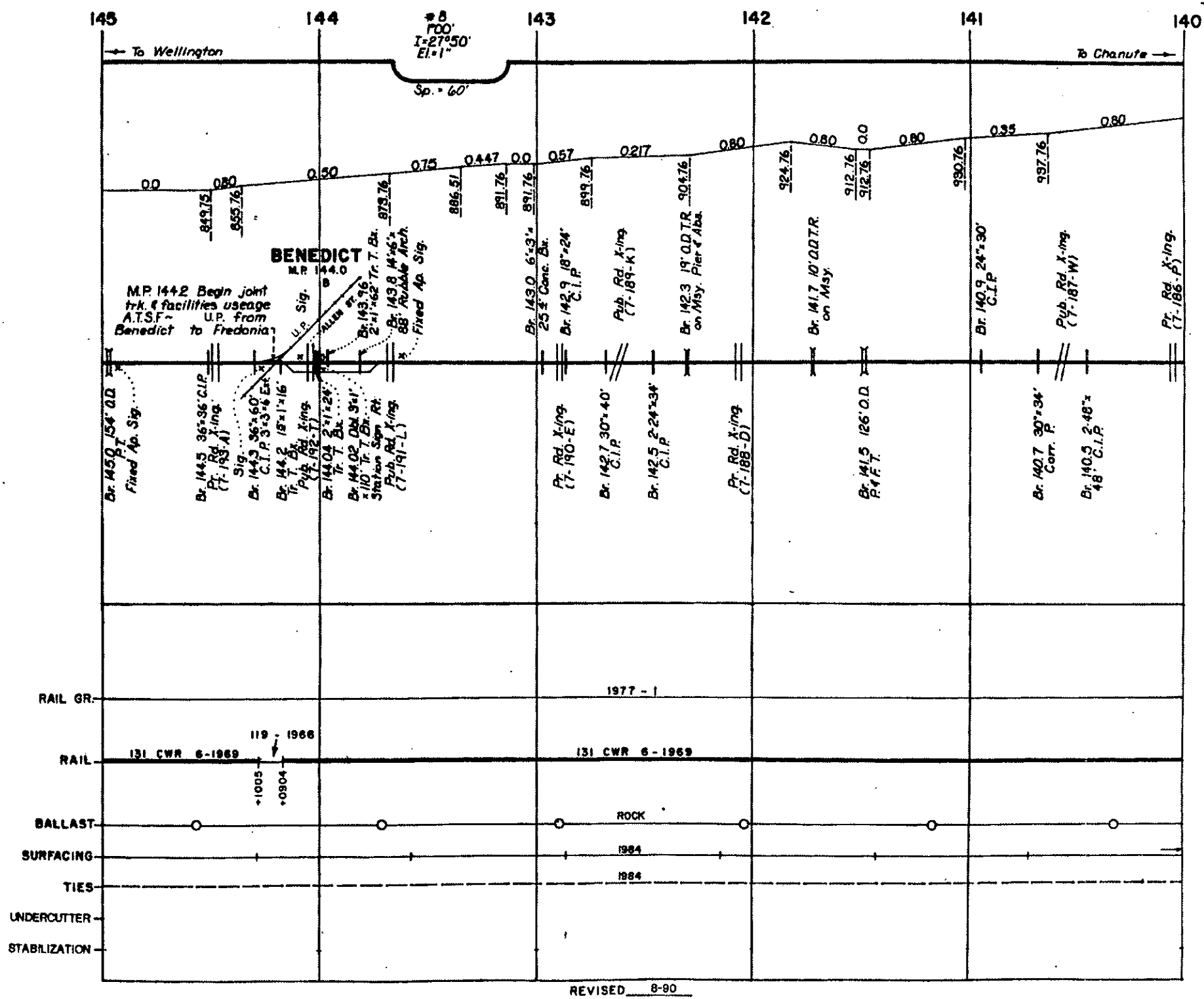

160
159
158
157
156
155
To Wellington
To Chanute
#14
1°00'
I=22°54'
El.=1"
Sp.=60'
#13
1°00'
I=23°49'
El.=1"
Sp.=60'
0.3478
0.256
0.80
0.0
0.80
0.0
0.80
0.75
0.798
0.083
0.65
0.0
0.798
0.285
0.619
0.0
0.206
0.66
972.76
975.915
965.915
965.915
948.695
948.695
938.295
921.12
902.76
909.76
898.56
898.56
886.76
880.76
867.76
867.76
870.76
870.76
Br. 159.8 2-42"x42' C.I.P.
Br. 159.4 8'x3'x32' Conc. Ar.
Pub. Rd. X-ing. (T-227-S)
Br. 158.9 48"x48" C.I.P.
Pub. Rd. X-ing (T-225-D)
Br. 157.7 24' O.D. I-Bm. on Msy. Abs.
Br. 157.4 DM 4'x3' x23°32' Tr. T. Bx
Br. 157.2 DM 3'8" x4'x48" Tr. T. Bx.
Pub. Rd. X-ing (T-220-U)
Pub. Rd. X-ing (T-219-A)
Pr. Rd. X-ing. (T-228-Y)
Br. 159.3 36"x36" C.I.P.
Pr. Rd. X-ing. (T-226-K)
Br. 158.3 2'6"x2' x31° Tr. T. Bx.
Pr. Rd. X-ing. (T-224-W)
Pub. Rd. X-ing (T-223-P)
Pr. Rd. X-ing. (T-221-B)
Br. 155.8 120' O.D. D.G. on Piers & Abs.
Br. 155.5 70'O.D.FT.
Br. 155.1 6'-6"x98.6' Conc. Ar.
1977 - 1
119 (SH) CWR 10-1974
CHAT
SKINLIFT 1974
79
SL 84
1985
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

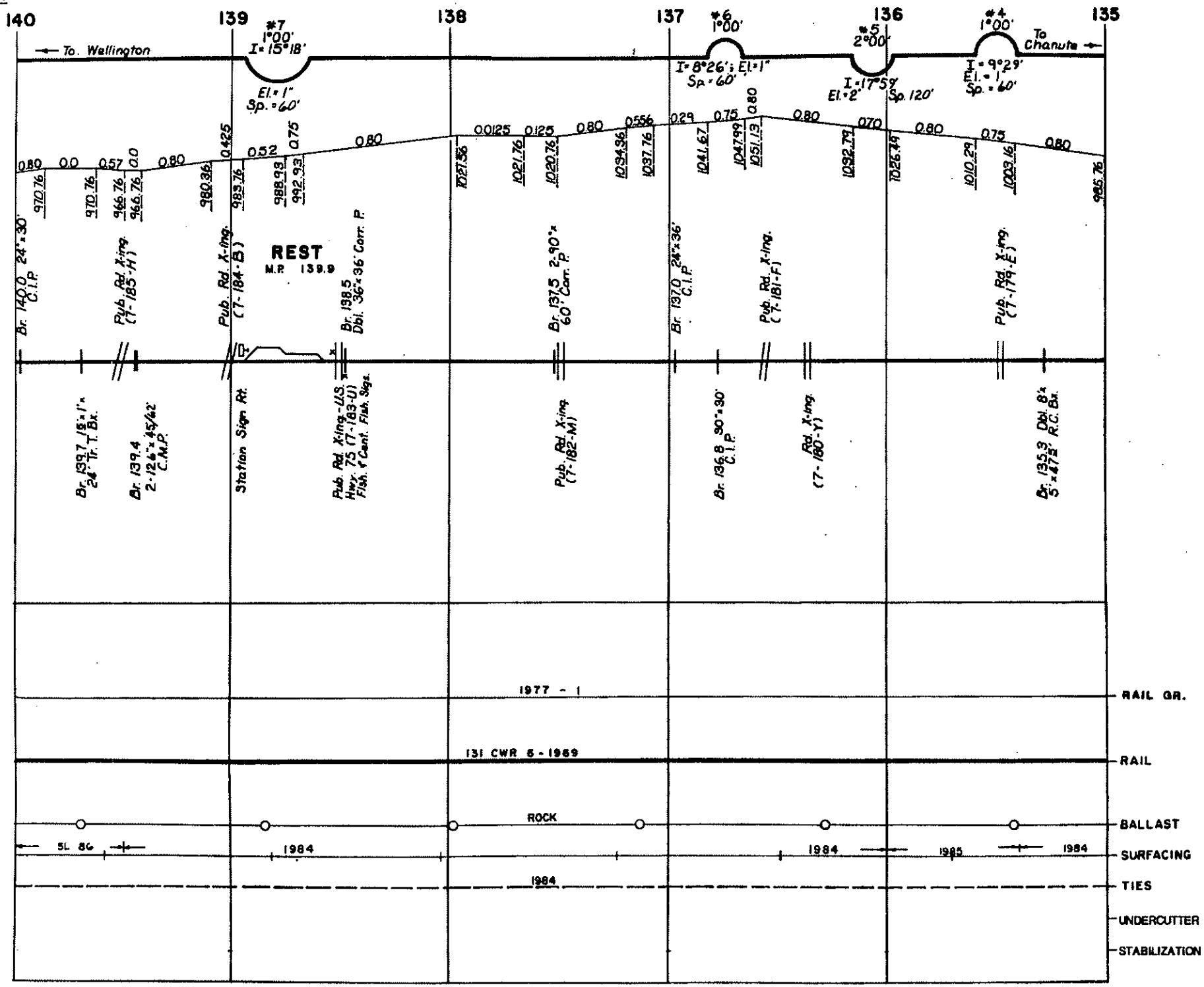

155
154
153
152
151
150
#12 1°00' I=17°36' El.=1" Sp.=60'
#11 1°30' I=13°10' El.=1½" Sp.=90'
#10 1°00' I=19°52' El.=1" Sp.=60'
To Wellington
To Chanute
FREDONIA
Pub. Rd. X-ing. (T-218-T)
Pr. Rd. X-ing. (T-217-L)
Pub. Rd. X-ing. (T-216-E)
Br. 153.7 138' Q.D. Q.G. on Pier 4 Abs. D.P.T. Hwy. P. (T-215-X)
Br. 153.3 100' Q.D. Q.G. on Pier 4 Abs
Br. 152.8 108' Q.D. Q.G. on Pier 4 Abs.
Br. 151.0 40' Q.D. 1 Bm. on Pier 4 Piles
Pub. Rd. X-ing. (T-204-K)
Br. 155.0 36"x48" Corr. P.
Br. 154.6 42' Q.D. P.T.
Br. 154.1 24'-32' Cor. P.
Br. 153.9, 60°26' 172'-0" T.I.
Sq.ft. Crest
Pr. Rd. X-ing (T-214-R)
Br. 152.5-3'-3" 76° Sks. Bs.
Br. 152.24 18'0 D.P.T.
Br. 152.19 18"x 60° Corr. P.
Br. 152.15 30"x 90° C.I.P. = 16' Conc. P. Enn.
Br. 151.8 3' Q.D. 1 Bm. on Conc. Abs.
M.P. 150.9 End joint trk. & facilities usage A.T.S.F. - Mo. Pac. from Benedict to Fredonia. Contract no. 118722
Br. 150.2 Dbl. 4'x 33°-23'-32" Tr. Bx. Pub. Rd. X-ing (T-203-D)
B.N. DEPOT
U.P.
RAIL GR.
1977 - I
RAIL
119 (SH) CWR 10 - 1974
131 - 1946
131 CWR 6 - 1969
+3218
+2485
BALLAST
GRAT
ROCK
SURFACING
1979
84
SL 86
1984
TIES
1985
1984
UNDERCUTTER
STABILIZATION
REVISED 8-80


150
149
148
147
146
145
#9
1°00'
I = 13°04'
El. = 1"
Sp. = 60'
← To Wellington
To Chanute →
0.0 0.285 0.0 0.50 0.0 0.33 0.0 0.22 0.46 0.0 0.733 0.458 0.0 0.60 0.529 0.0 0.50 0.0 0.50 0.0
882.76 884.76 884.76 875.76 875.76 876.76 876.76 874.76 868.76 868.76 858.26 852.76 852.76 858.76 849.76 849.76 850.76 850.76 849.76
Pr. Rd. X-ing. (T-202-W)
Br. 149.4 Dbl. 8'-5" x 28.7' R.C. Bx.
Pr. Rd. X-ing. (T-201-P)
Br. 149.2 4'x2.1' x 33/40° Tr. T. Bx.
Pub. Rd. X-ing. (T-200-H)
Br. 148.7 56' O.D. P.T.
Br. 148.5 2'x13' x 35° Tr. T. Bx.
Pub. Rd. X-ing. (T-199-R)
Br. 148.1 79'x49'x 42° Corr. P. Ar.
Pub. Rd. X-ing. (T-198-J)
Br. 147.7 - 28' B.D.P.T. 60' D.G. 28' B.D.P.T. "Sutton Creek"
Br. 147.6 3'x3'x44' 53° Tr. T. Bx.
Pr. Rd. X-ing (T-197-C)
Br. 147.5 4'x4'x25' Tr. T. Bx.
Br. 147.21 24" x 30' C.I.P.
Br. 147.15 Dbl. 3' x 2'x29' Tr. T. Bx.
Pr. Rd. X-ing. (T-196-V)
Br. 146.6 Dbl. 4'6" x 32/50 Tr. T. Bx.
Pub. Rd. X-ing. (T-195-N)
Br. 146.1 90°x65' Corr. P.
Pr. Rd. X-ing. (T-194-G)
Br. 145.9 48"x42' C.I.P.
Br. 145.7 126' B.D.P.T.
Verdigris River
Br. 145.4 60' O.D.G. 172' O.D.T. 60' O.D.G.
1977 - I
131 CWR 6 - 1969
ROCK
1984
1984
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

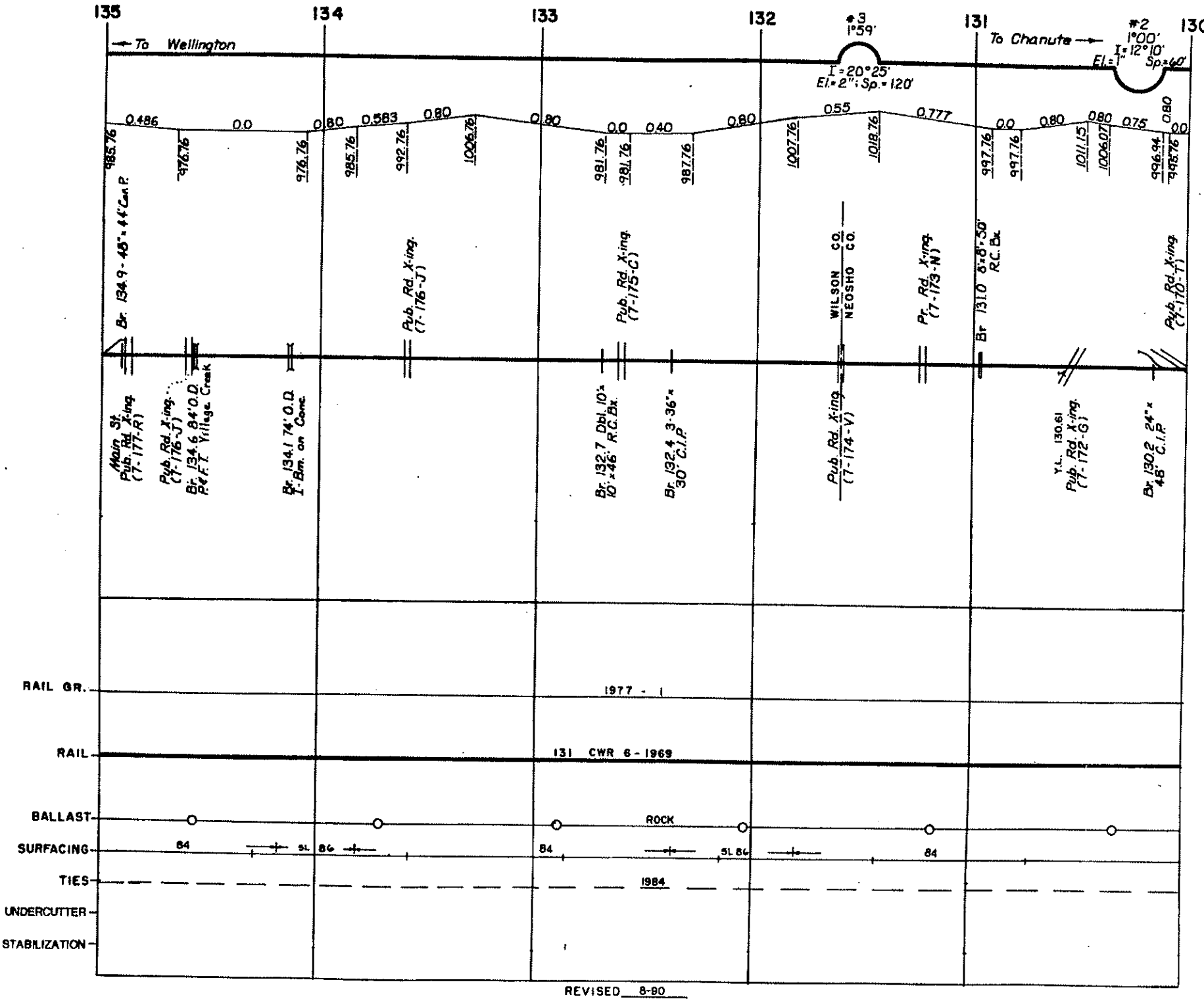
REVISED 8-90


145
144
143
142
141
140
To Wellington
To Chanute
#8
1°00'
I=27°50'
El.=1"
Sp.=60'
0.0
0.80
0.50
0.75
0.447
0.0
0.57
0.217
0.80
0.80
0.0
0.80
0.35
0.80
849.75
855.76
879.76
886.51
891.76
891.76
899.76
904.76
924.76
912.76
912.76
930.76
997.76
BENEDICT
M.P. 144.0
M.P. 144.2 Begin joint trk. & facilities useage A.T.S.F~ U.P. from Benedict to Fredonia
U.P. Sig.
ALLEN St.
Sig.
Br. 145.0 154' O.D. P.T. Fixed Ap. Sig.
Br. 144.5 36°-36' C.I.P. Pr. Rd. X-ing (T-193-A)
Br. 144.3 36°-60' C.I.P. 3°-3°-6 Ext.
Br. 144.2 18°-1°-16' Tr. T. Bx. Pub. Rd. X-ing (T-192-T)
Br. 144.04 2°-1°-24' Tr. T. Bx.
Br. 144.02 Old 3°-1' ×110' Tr. T. Bx. Station Sign Rt.
Pub. Rd. X-ing (T-191-L)
Br. 143.96 2°-1°-62' Tr. T. Bx.
Br. 143.8 14°-6'-× 88' Rubble Arch. Fixed Ap. Sig.
Br. 143.0 6°-3'-× 25'-4' Conc. Bx.
Pr. Rd. X-ing (T-190-E)
Br. 142.9 18°-24' C.I.P.
Br. 142.7 30°-40' C.I.P.
Pub. Rd. X-ing (T-189-K)
Br. 142.5 2-24°-34' C.I.P.
Br. 142.3 19' O.D.T.R. on Msy. Pier & Abut.
Pr. Rd. X-ing (T-188-D)
Br. 141.7 10' O.D.T.R. on Msy.
Br. 141.5 126' O.D. P & F.T.
Br. 140.9 24°-30' C.I.P.
Br. 140.7 30°-34' Corr. P.
Br. 140.5 2-48'-× C.I.P.
Pub. Rd. X-ing (T-187-W)
Pr. Rd. X-ing (T-186-P)
RAIL GR.
1977 - I
119 - 1966
RAIL
131 CWR 6-1969
131 CWR 6-1969
+1005
+0904
BALLAST
ROCK
SURFACING
1984
TIES
1984
UNDERCUTTER
STABILIZATION

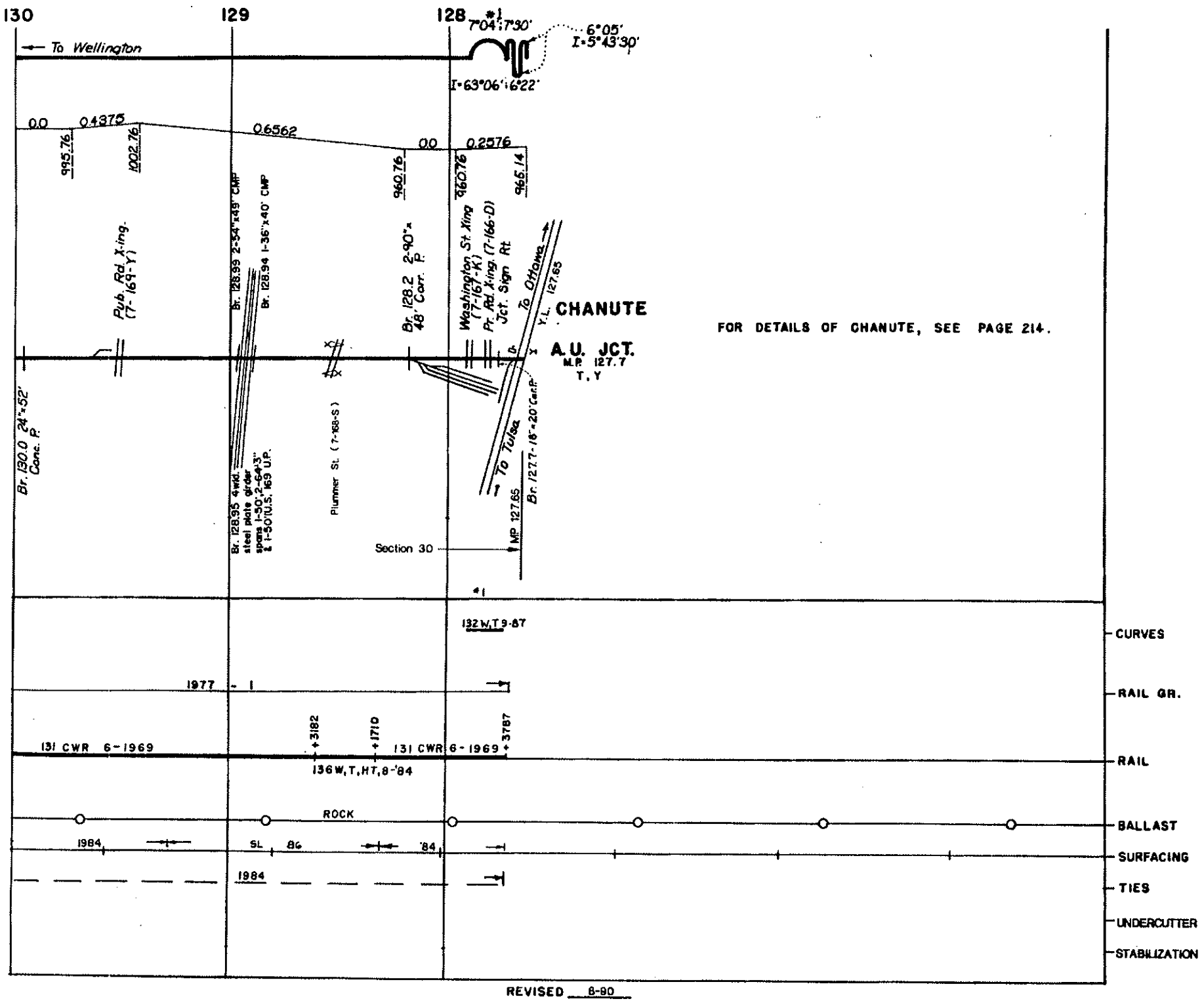
REVISED 8-90


140
139
138
137
136
135
To Wellington
To Chanute
#7 1°00' I=15°18' El.=1" Sp.=60'
#6 1°00' I=8°26'; El.=1" Sp.=60'
#5 2°00' I=17°59' El.=2" Sp. 120'
#4 1°00' I=9°29' El.=1" Sp.=60'
0.80 0.0 0.57 0.0 0.80 0.425 0.52 0.75 0.80 0.0125 0.125 0.80 0.556 0.29 0.75 0.80 0.80 0.70 0.80 0.75 0.80
970.76 970.76 966.76 966.76 980.36 983.76 988.93 992.93 1021.36 1021.76 1020.76 1034.96 1037.76 1041.67 1047.99 1051.13 1032.79 1026.79 1010.29 1003.16 985.76
Br. 140.0 24"x30" C.I.P.
Pub. Rd. X-ing. (7-185-H)
Pub. Rd. X-ing. (7-184-B)
REST M.P. 139.9
Br. 138.5 Dbl. 36"x36" Corr. P.
Br. 137.5 2-90°x 60' Corr. P.
Br. 137.0 24"x36" C.I.P.
Pub. Rd. X-ing. (7-181-F)
Pub. Rd. X-ing. (7-179-E)
Br. 139.7 15'x1'x 24" Tr. T. Bx.
Br. 139.4 2-12.6"x 45/42 C.M.P.
Station Sign Rt.
Pub. Rd. X-ing-U.S. Hwy. 75 (7-183-U) Fish. & Cont. Fish. Sigs.
Pub. Rd. X-ing (7-182-M)
Br. 136.8 90°x30' C.I.P.
Rd. X-ing. (7-180-Y)
Br. 135.9 Dbl. 8'x 5'x 47'8" R.C. Bx.
1977 - 1
131 CWR 6 - 1969
ROCK
SL 86
1984
1984
1984
1985
1984
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 6-80


135
134
133
132
131
130
To Wellington
To Chanute
#3
1°59'
I = 20°25'
El = 2"; Sp = 120'
#2
1°00'
I = 12°10'
El = 1"; Sp = 60'
0.486
0.0
0.80
0.583
0.80
0.80
0.0
0.40
0.80
0.55
0.777
0.0
0.80
0.80
0.75
0.80
0.0
985.76
976.76
976.76
985.76
992.76
1006.76
981.76
981.76
987.76
1007.76
1018.76
997.76
997.76
1011.15
1006.07
996.94
995.76
Br. 134.9 - 45° x 4'-6" Con. P.
Main St. Pub. Rd. X-ing (7-177-R)
Pub. Rd. X-ing (7-176-J)
Br. 134.6 84'-0" O.D. P.S.C.P. Village Creek
Br. 134.1 74'-0" O.D. I-Bm. on Conc.
Pub. Rd. X-ing (7-176-J)
Br. 132.7 Dbl. 10'-0" x 4'-6" R.C. Bx.
Pub. Rd. X-ing (7-175-C)
Br. 132.4 3-36" x 30' C.I.P.
WILSON CO.
NEOSHO CO.
Pub. Rd. X-ing (7-174-V)
Pr. Rd. X-ing (7-173-N)
Br. 131.0 5'-8'-50' R.C. Bx.
Y.L. 130.61
Pub. Rd. X-ing (7-172-G)
Br. 130.2 24" x 48' C.I.P.
Pub. Rd. X-ing (7-170-T)
RAIL GR.
1977 - I
RAIL
131 CWR 6 - 1969
BALLAST
ROCK
SURFACING
84
SL 84
84
84
SL 84
84
TIES
1984
UNDERCUTTER
STABILIZATION

REVISED 8-80


130
129
128
To Wellington
#1
7°04'30"
6°05'
I=5°43'30"
I=63°06'16"22"
0.0
0.4375
0.6562
0.0
0.2576
995.76
1002.76
960.76
966.76
966.14
Pub. Rd. X-ing. (7-169-Y)
Br. 128.99 2-54"x49" CMP
Br. 128.94 1-36"x40" CMP
Br. 128.2 2-90"x 48' Corr. P.
Washington St. Xing (7-167-K)
Pr. Rd. X-ing. (7-166-D)
Jct. Sign Rt.
To Ottawa
Y.L. 127.85
CHANUTE
FOR DETAILS OF CHANUTE, SEE PAGE 214.
A.U. JCT.
M.P. 127.7
T, Y
Br. 130.0 24'x52' Conc. P.
Br. 128.95 4 wid. steel plate girder spans 1-50' 2-64'3" & 1-50' U.S. 169 U.P.
Plummer St. (7-168-S)
To Tulsa
Br. 127.7-18'+20' Con.P.
MP 127.65
Section 30
41
132 W, T 9-87
1977
131 CWR 6-1969
+3182
+1710
131 CWR 6-1969
+3787
136 W, T, HT, 8-'84
ROCK
1984
SL
86
'84
1984
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

Moline Subdivision

Chanute (M.P. 127.7) to Wellington (M.P. 267.6)

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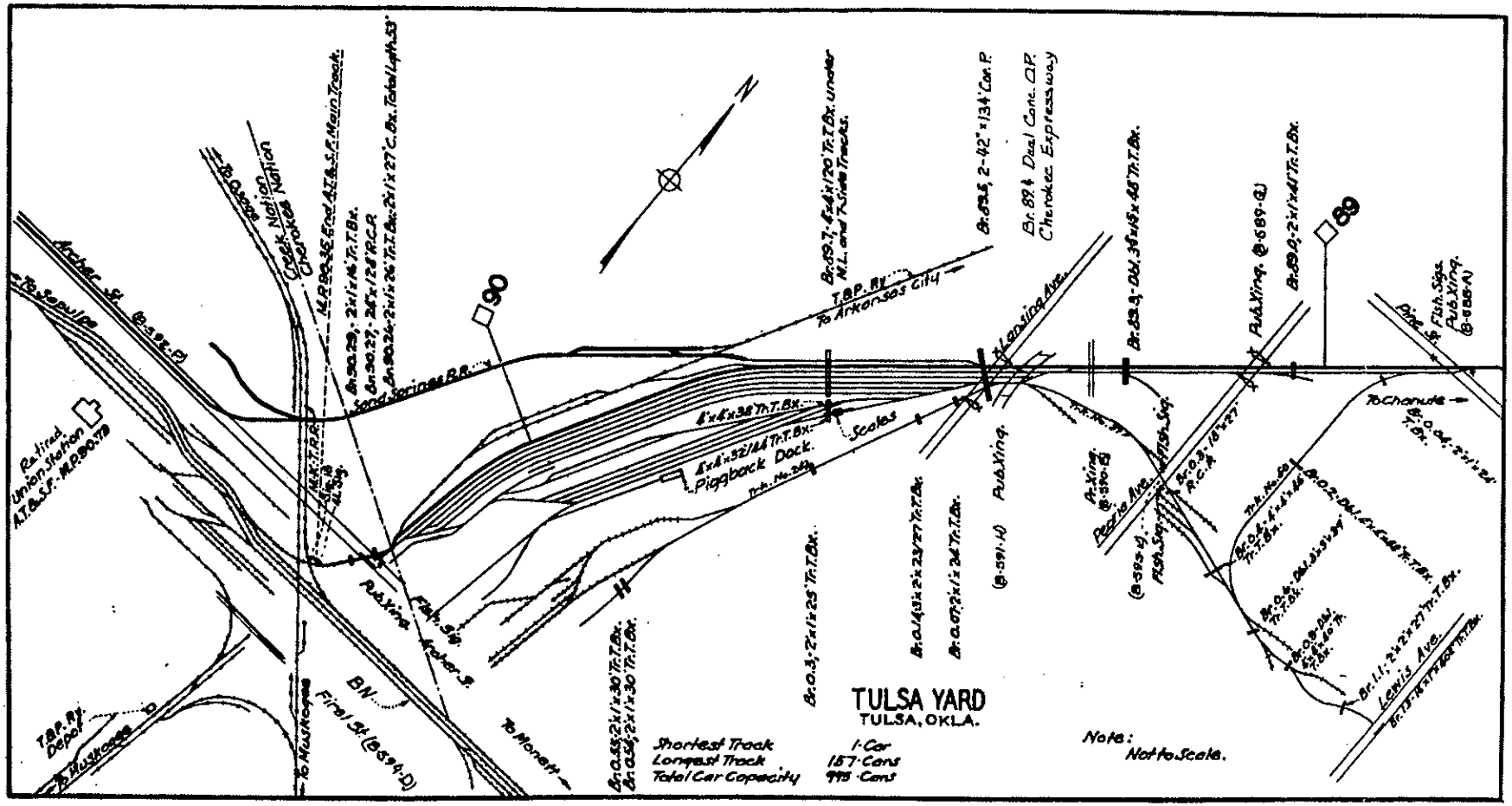
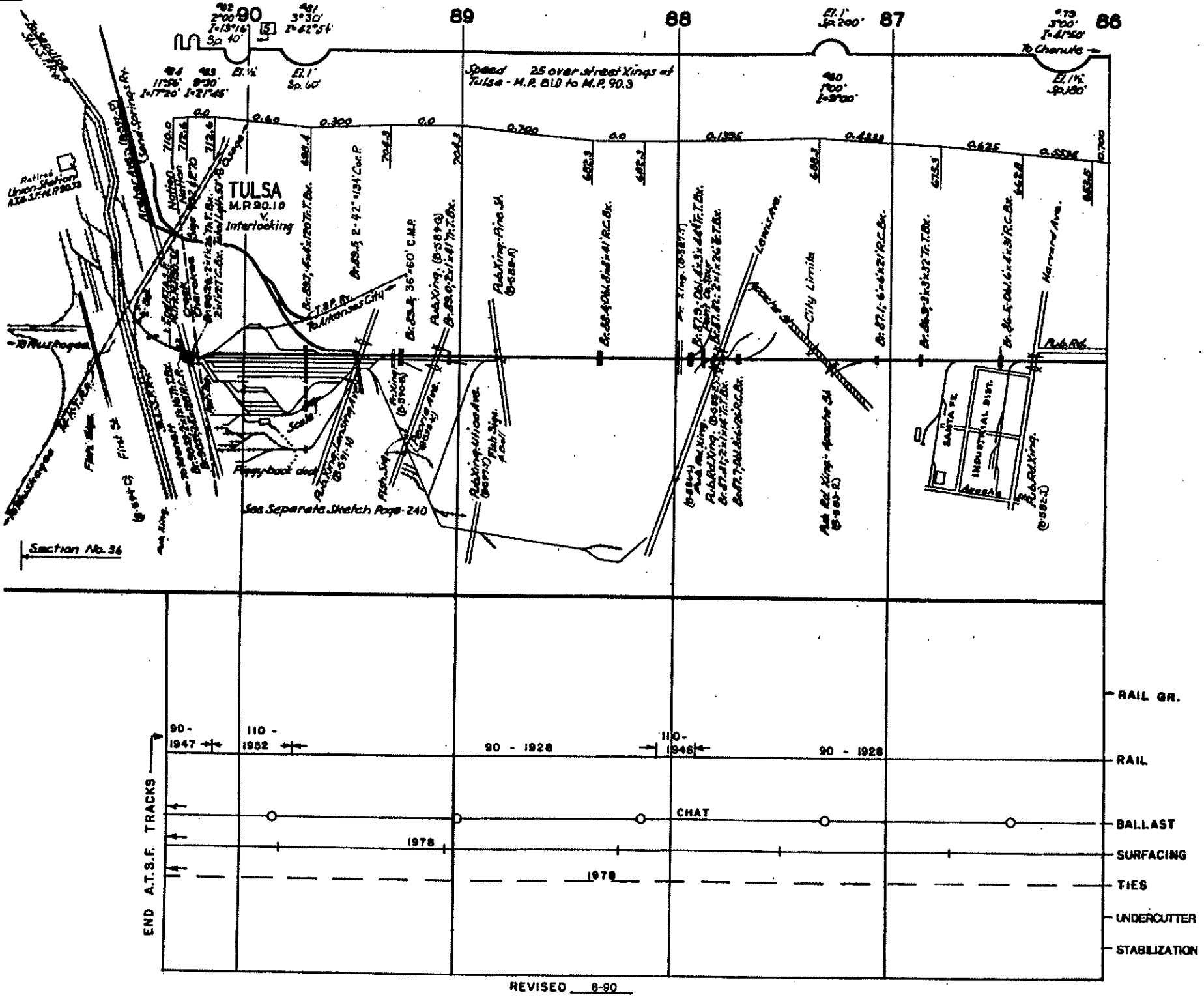
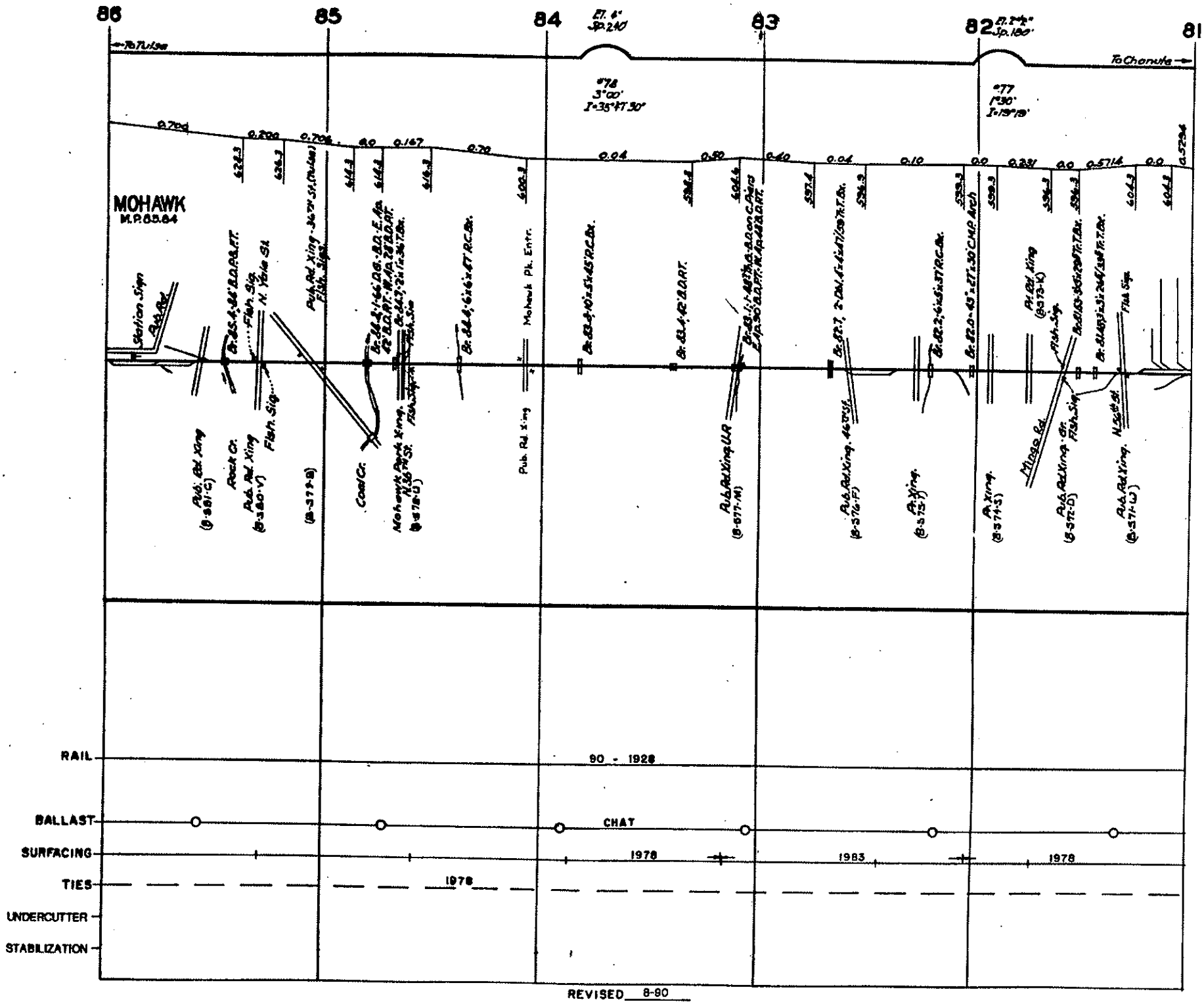

TULSA YARD
TULSA, OKLA.
Shortest Track 1-Car
Longest Track 157-Cars
Total Car Capacity 995-Cars
Note: Not to Scale.
Archer St.
To Sapulpa
Retired Union Station A.T.&S.F. M.P. 190.79
T.B.P. Ry. Depot
To Muskogee
BN
Final St. (B-594-D)
Creek Nation Cherokee
To Mohawk
Fish. Sig.
Pub. Xing.
T.B.P. Ry. To Arkansas City
Br. 89.7: 4-48'x120' Th. T. Bx. under M.L. and K. Sidetracks.
Br. 89.4 Dual Conc. OP Cherokee Expressway
Br. 89.4: 2-42'x134' Con. P.
Lansing Ave.
Br. 88.4: Dbl. 36'x45'x46' Th. T. Bx.
Pub. Xing. (B-589-Q)
Br. 89.2: 2-11'x44' Th. T. Bx.
Peoria Ave.
To Chandler
Lewis Ave.
Scales
Piggback Dock.
Trk. No. 34
90
89

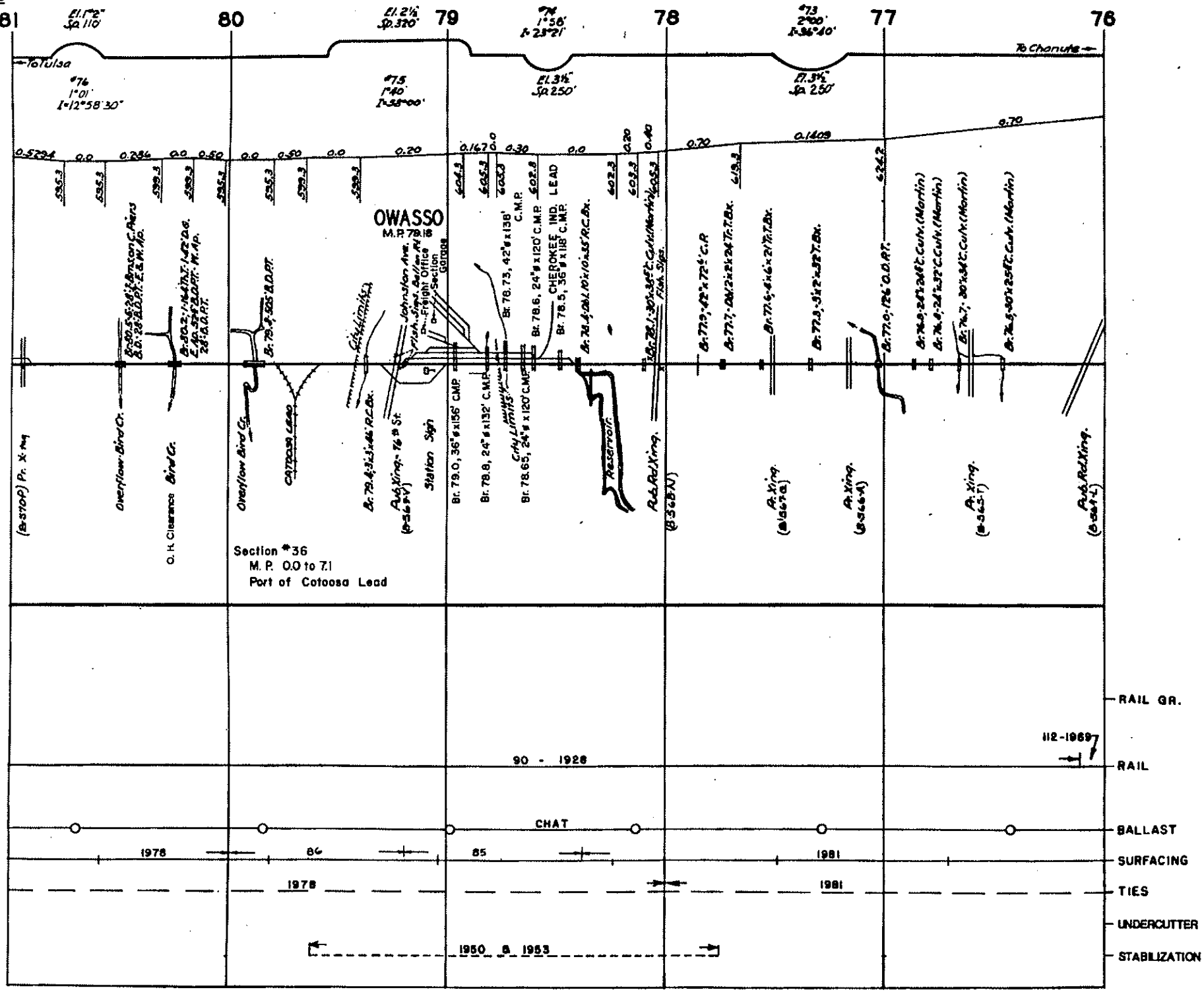
REVISED 8-80


90
89
88
87
86
TULSA
M.P. 90.18
Y.
Interlocking
Speed 25 over street Xings at Tulsa - M.P. 81.0 to M.P. 90.3
To Chanute
Retired Union Station
Aka A.T.&S.F. M.P. 90.78
Passenger
Freight
Piggyback dock
Scale
See Separate Sketch Page-240
Section No. 36
Lewis Ave.
City Limits
Harvard Ave.
Pub. Rd.
SANTA FE
INDUSTRIAL DIST.
AMERICAN
90 - 1947
110 - 1952
90 - 1928
110 - 1946
90 - 1928
END A.T.S.F. TRACKS
CHAT
1978
1978
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

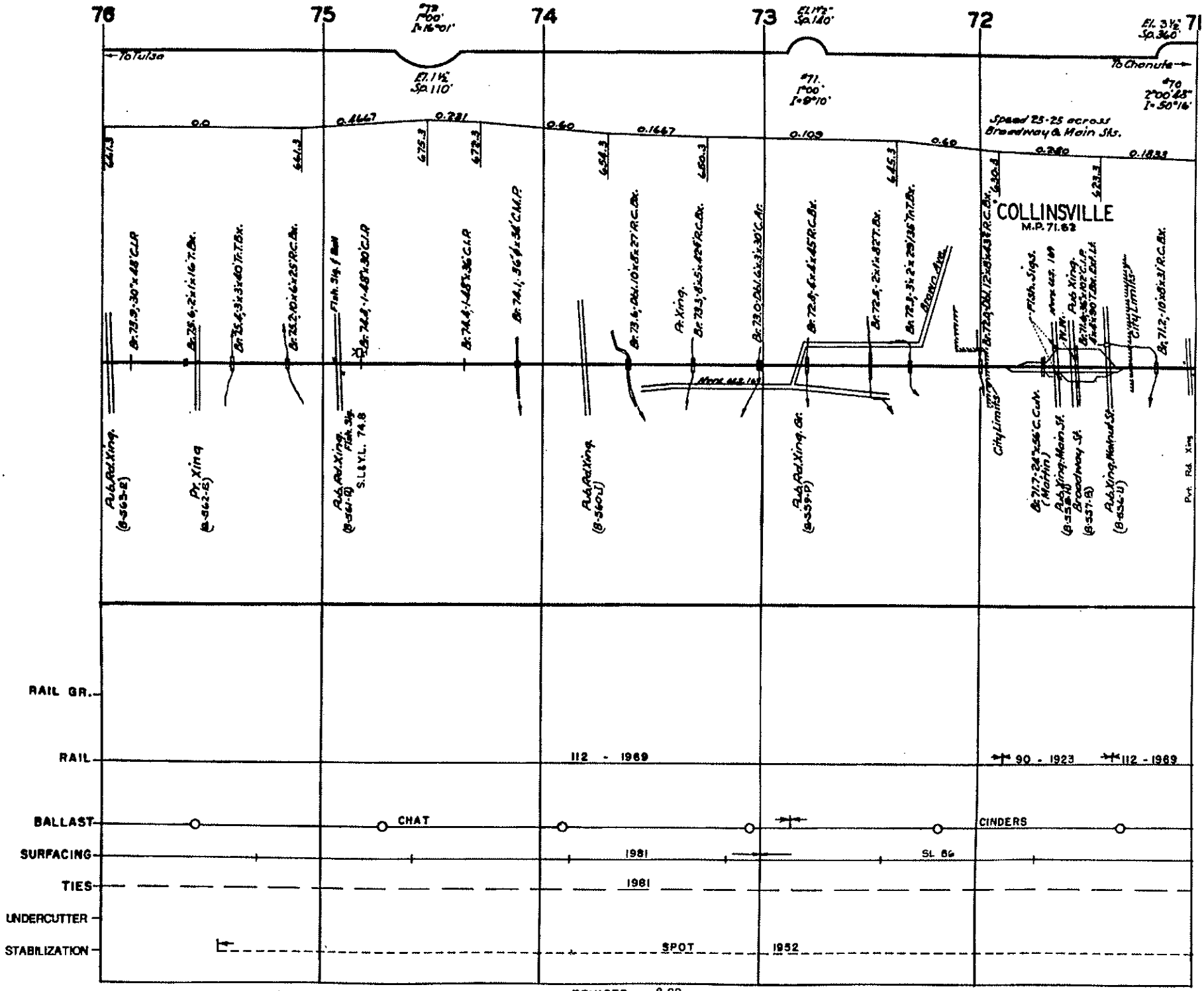
REVISED 8-80


86
85
84
83
82
81
To Tulsa
To Chanute
MOHAWK
M.P. 85.84
Station Sign
Pub. Rd. Xing
Fish. Sig.
N. Yale St.
Rock Cr.
Cost Cr.
Mohawk Park Xing
N. 36th St.
Mohawk Pk. Entr.
Pub. Rd. Xing
Pub. Rd. Xing UR
Mingo Rd.
Pub. Rd. Xing
Pub. Rd. Xing
Pub. Rd. Xing
Pub. Rd. Xing
A. Xing
A. Xing
A. Xing
RAIL
90 - 1928
BALLAST
CHAT
SURFACING
1978
1983
1978
TIES
1978
UNDERCUTTER
STABILIZATION

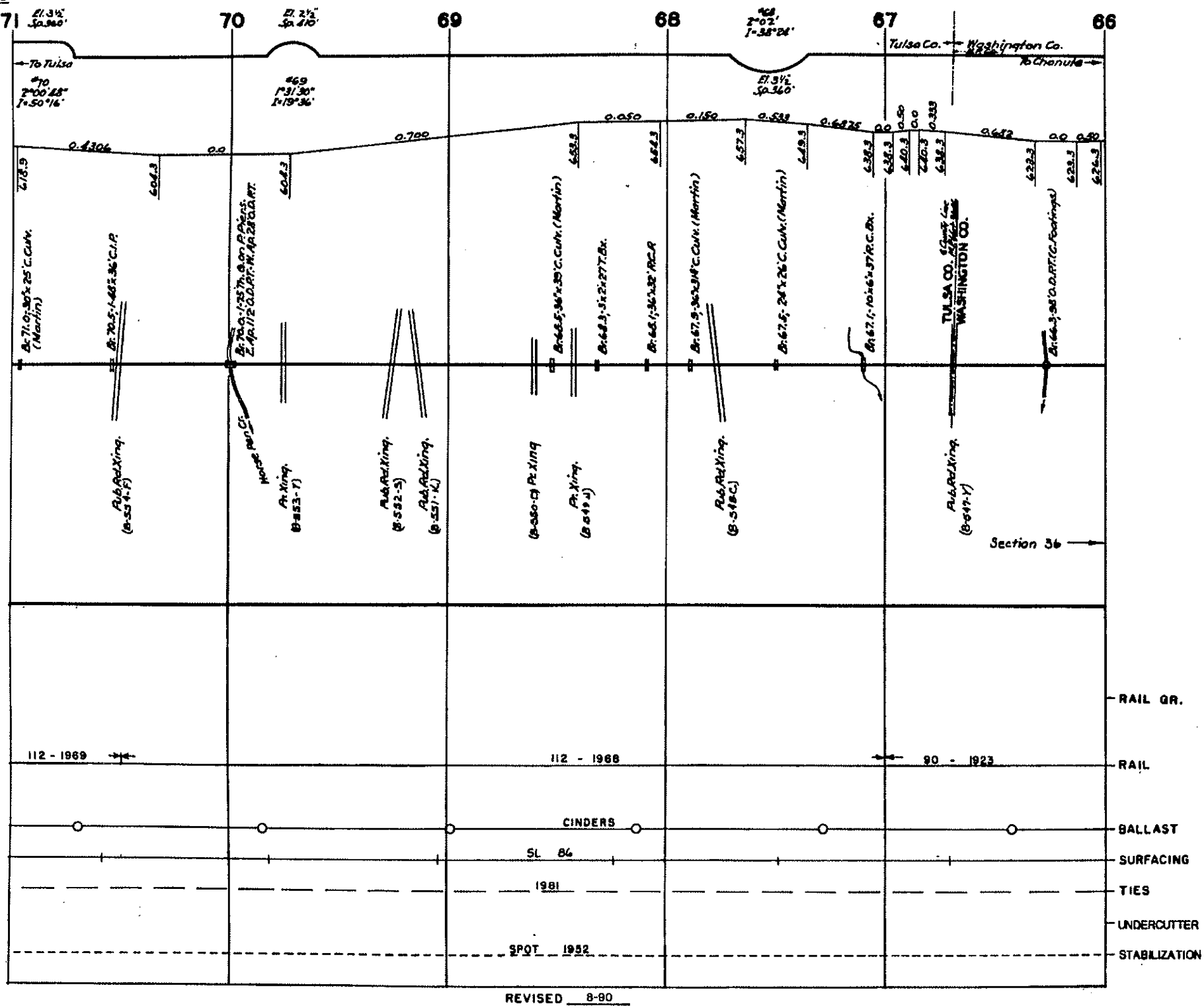
REVISED 8-80


81
80
79
78
77
76
OWASSO
M.P. 79.18
Section #36
M. P. 0.0 to 7.1
Port of Cotoosa Lead
Station Sign
Reservoir
Overflow Bird Cr.
Bird Cr.
Cottoosa Lead
O. H. Clearance
Pr. Xing
Ped. Rd. Xing.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
CHAT
90 - 1928
112-1969
1978
86
85
1981
1950 & 1953

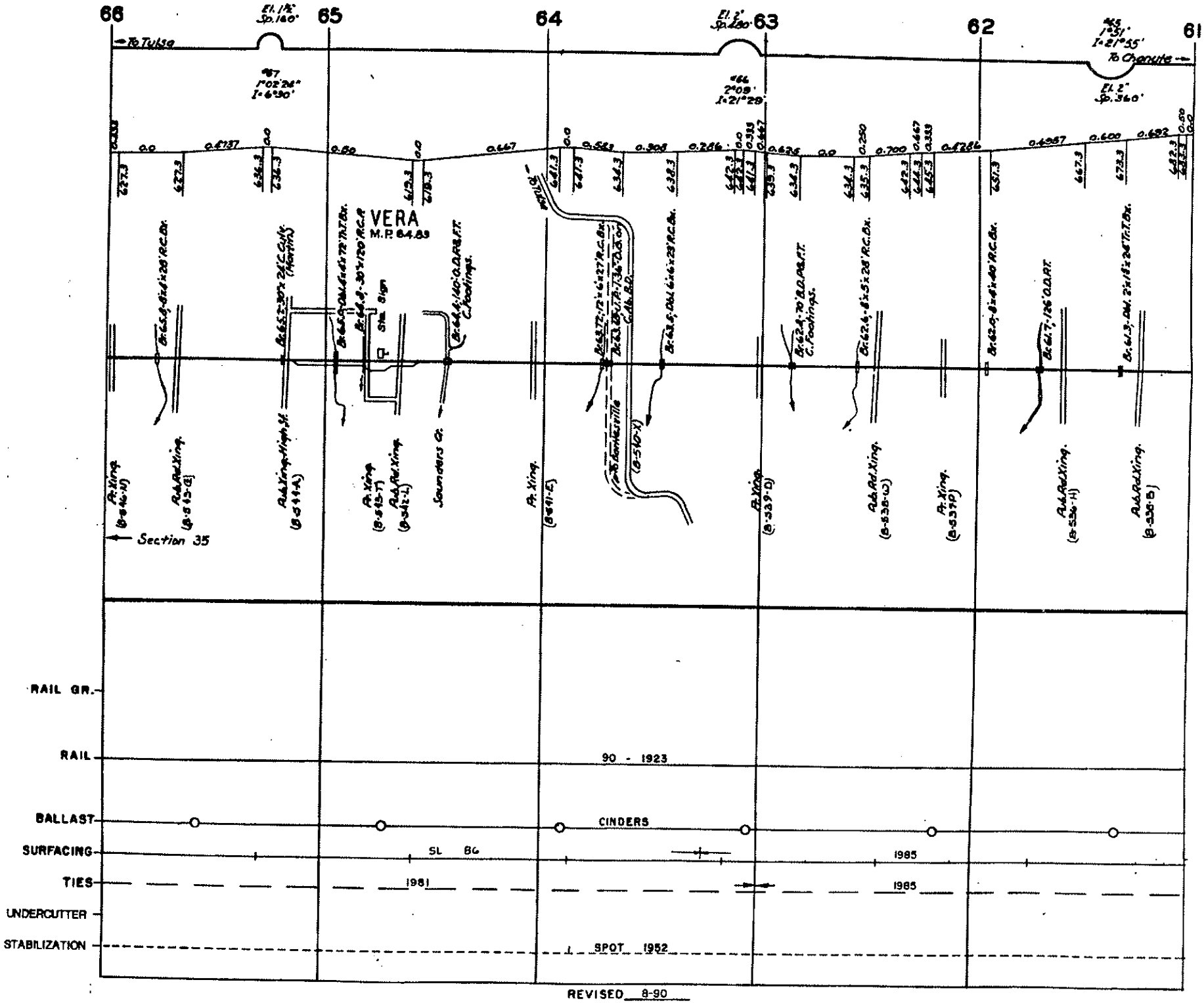
REVISED 8-80

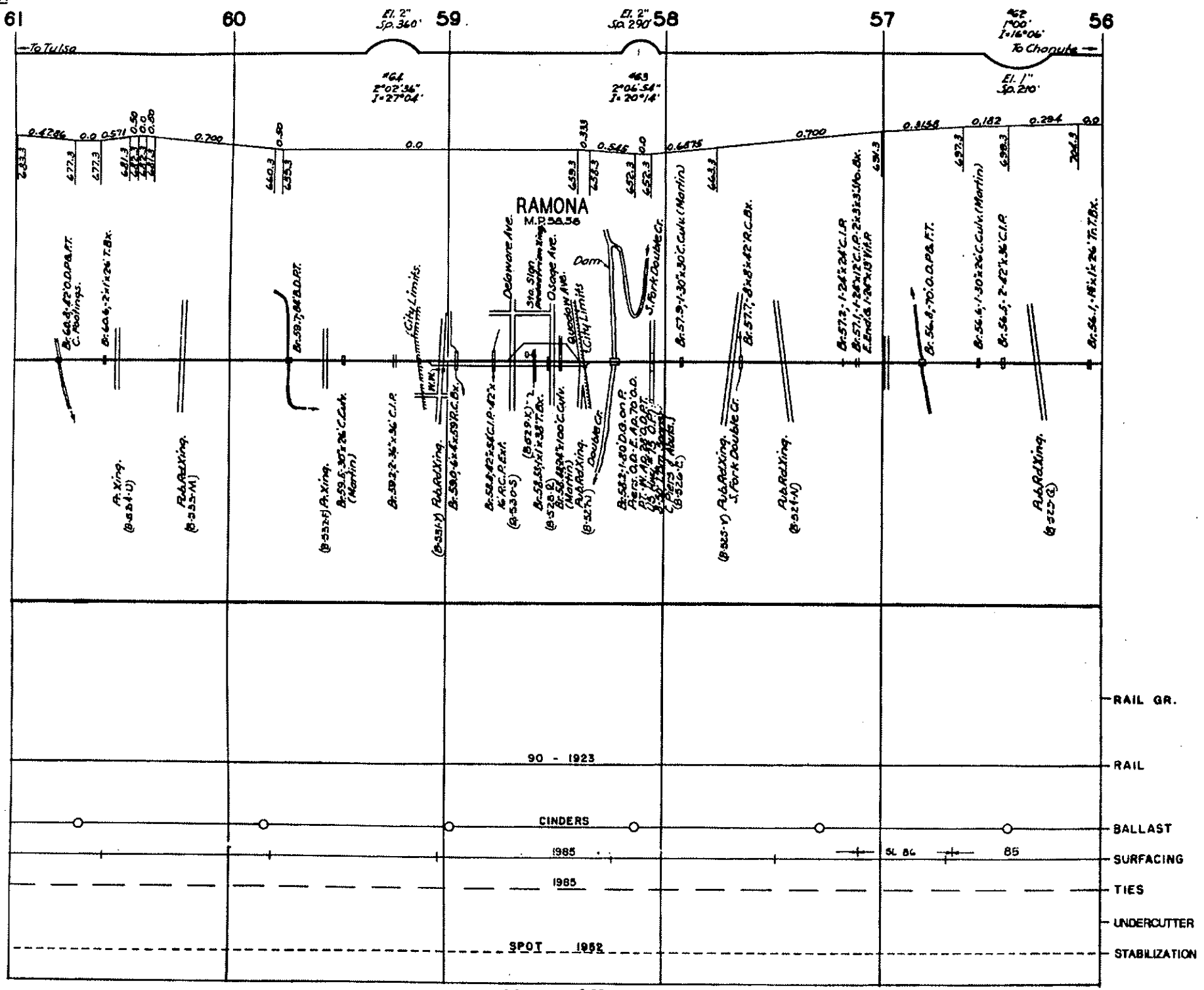

76
75
74
73
72
71
To Tulsa
To Chanute
COLLINSVILLE
M.P. 71.62
Speed 25-25 across Broadway & Main Sts.
City Limits
Pvt. Rd. Xing
RAIL GR.
RAIL
112 - 1969
90 - 1923
112 - 1969
BALLAST
CHAT
CINDERS
SURFACING
1981
SL 86
TIES
1981
UNDERCUTTER
STABILIZATION
SPOT
1952

REVISED 8-90

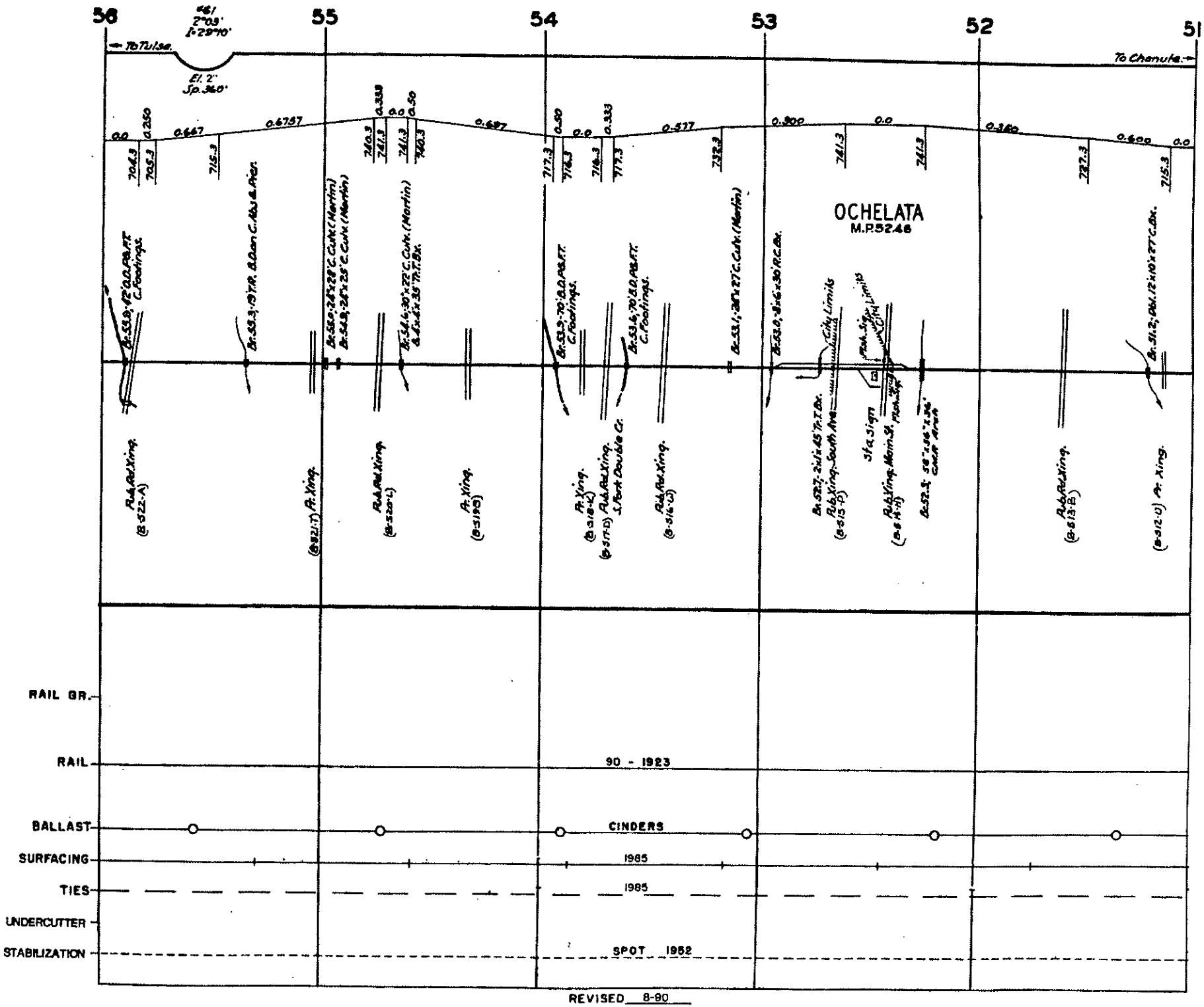

71
70
69
68
67
66
El. 3½" Sp. 360'
El. 2½" Sp. 410'
#68 2°02' I-38°24'
El. 3½" Sp. 360'
Tulsa Co.
Washington Co.
To Tulsa
To Chanute
#70 2°00'48" I-50°16'
#69 1°31'30" I-19°36'
0.4306
0.700
0.050
0.150
0.538
0.6825
0.50
0.333
0.652
0.50
Br. 71.0-30'x 25° C. Curv. (Martin)
Br. 70.5-1-44'x 36° C.I.P.
Br. 70.0-1-25' Th. & on P. Piers; 2-4p. 112 O.D. P.T.; W. 4p. 28' O.D. P.T.
Br. 68.5-36'x 35° C. Curv. (Martin)
Br. 68.3-5'x 2'x 27° T. Br.
Br. 68.1-36'x 32' R.C.A.
Br. 67.9-36'x 34° C. Curv. (Martin)
Br. 67.5-24'x 26° C. Curv. (Martin)
Br. 67.1-10'x 6'x 37° R.C. Br.
Br. 66.3-36' O.D. P.T. (C. Footings)
TULSA CO. & County Line
WASHINGTON CO.
Pub. Rd. Xing. (B-534-F)
Horse pen Cr.
Pr. Xing. (B-453-Y)
Pub. Rd. Xing. (B-532-S)
Pub. Rd. Xing. (B-531-K)
Pr. Xing (B-550-C) Pr. Xing (B-549-J)
Pub. Rd. Xing. (B-548-C)
Pub. Rd. Xing. (B-549-Y)
Section 36
112 - 1969
112 - 1968
90 - 1923
CINDERS
SL 84
1981
SPOT 1952
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

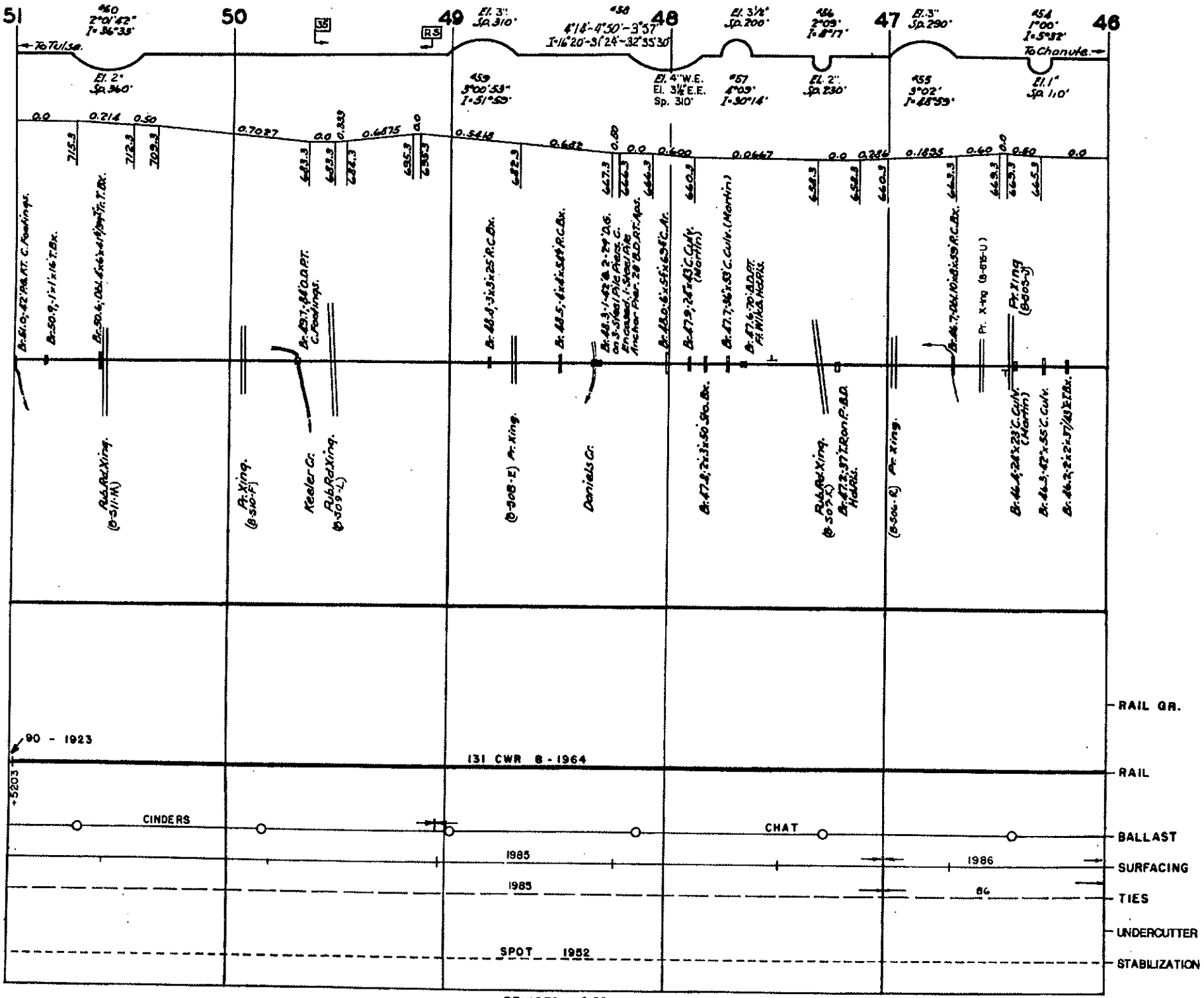

66
65
64
63
62
61
To Tulsa
To Chanute
VERA
M.P. 64.89
Section 35
RAIL GR.
RAIL
90 - 1923
BALLAST
CINDERS
SURFACING
SL 86
1985
TIES
1981
1985
UNDERCUTTER
STABILIZATION
SPOT 1952
REVISED 8-90


61
60
59
58
57
56
To Tulsa
To Chouteau
El. 2" Sp. 360'
El. 2" Sp. 290'
El. 1" Sp. 210'
#64 2°02'36" I=27°04'
#63 2°04'54" I=20°14'
#62 I=16°06'
RAMONA
M.P. 58.56
Delaware Ave.
Osage Ave.
Dam
S. Fork Double Cr.
(City Limits)
Pub. Rd. Xing.
RAIL GR.
RAIL
90 - 1923
CINDERS
BALLAST
1985
SURFACING
SL 84
85
1985
TIES
UNDERCUTTER
SPOT 1952
STABILIZATION

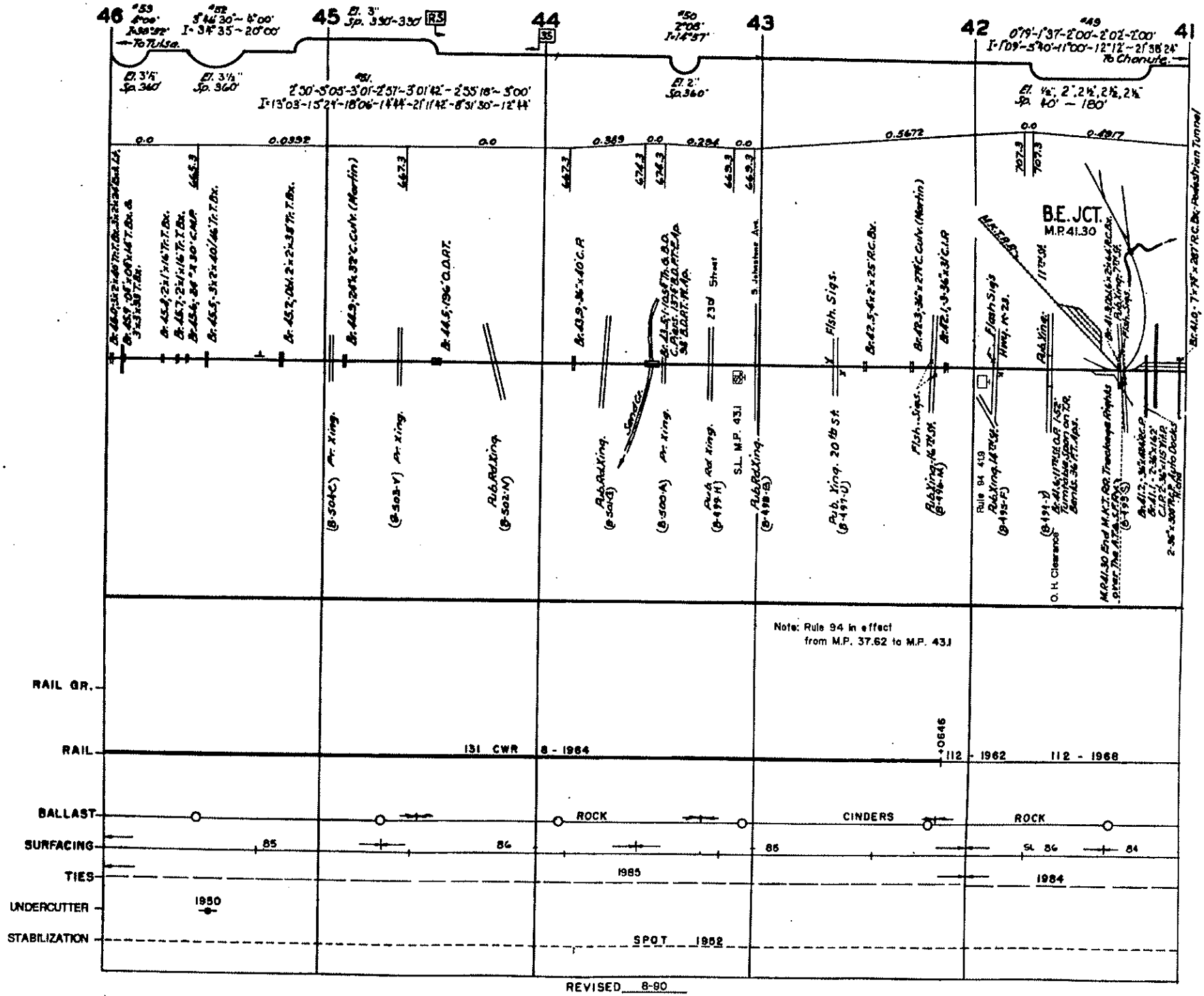
REVISED 8-90


56
55
54
53
52
51
To Tulsa
To Chanute
OCHELATA
M.P. 524.6
RAIL GR.
RAIL
90 - 1923
BALLAST
CINDERS
SURFACING
1985
TIES
1985
UNDERCUTTER
STABILIZATION
SPOT 1982

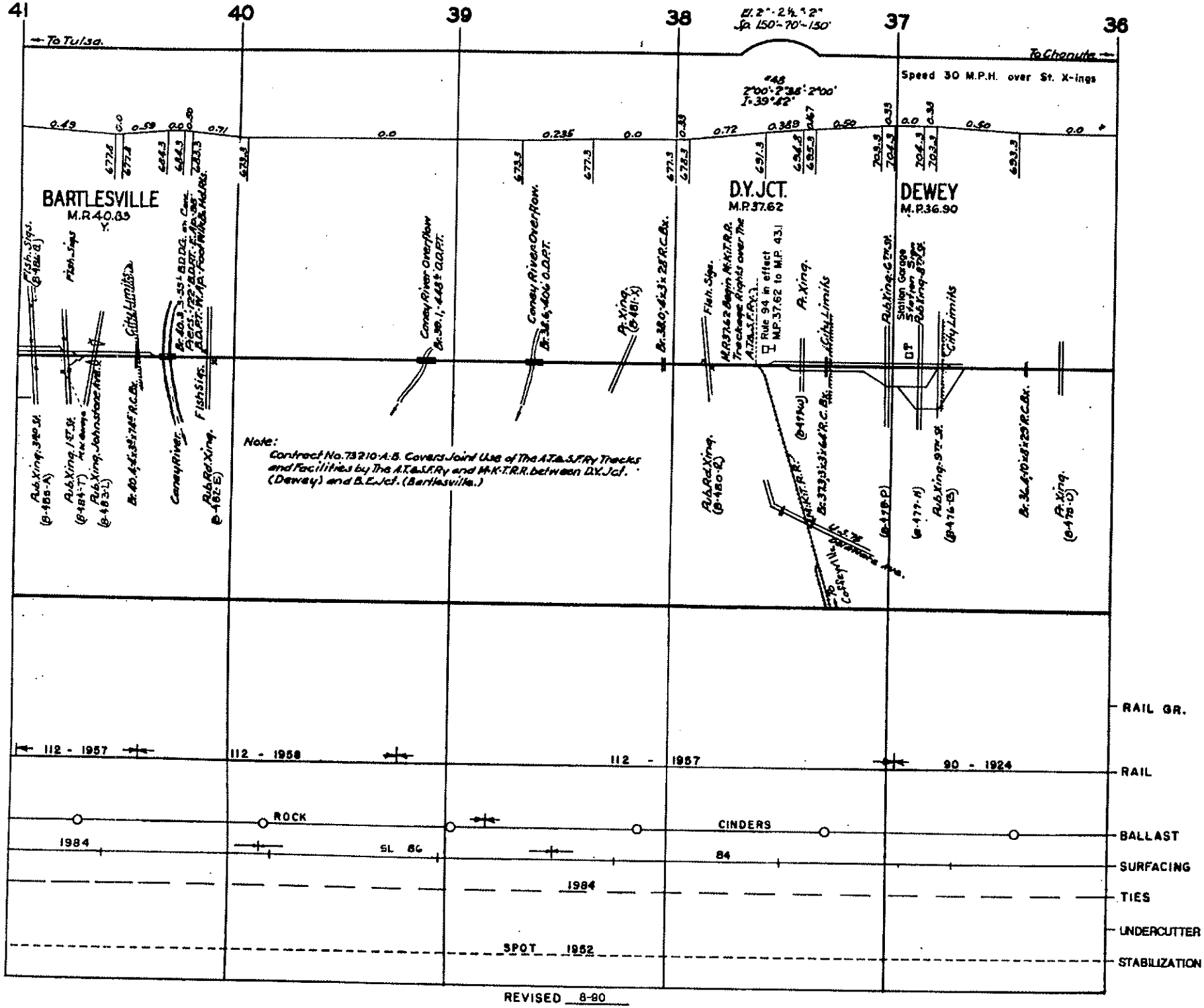
REVISED 8-90


51
50
49
48
47
46
#50
2°01'42"
I=36°33'
El. 2"
Sp. 340'
To Tuttle
#49
El. 3"
Sp. 310'
#459
3°00'53"
I=51°59'
#48
4°14'-4°50'-3°57'
I=16°20'-31°24'-32°35'30"
El. 4" W.E.
El. 3½" E.E.
Sp. 310'
#457
4°09'
I=30°14'
El. 3½"
Sp. 200'
#456
2°09'
I=8°17'
El. 2"
Sp. 230'
#47
El. 3"
Sp. 290'
#455
3°02'
I=48°59'
#454
1°00'
I=5°32'
To Chanute
El. 1"
Sp. 110'
RS
56
0.0
0.214
0.50
0.7027
0.333
0.6875
0.5418
0.682
0.600
0.0667
0.286
0.1835
0.40
0.60
0.0
715.3
712.3
709.3
683.3
684.3
695.3
698.3
682.3
667.3
644.3
660.3
658.3
643.3
663.3
665.3
B:41.0;42 PM. Rt. C. Footings.
B:50.9;1'x1'x16' T.Bx.
B:50.6;Dbl.4'x6'x4'6"pm T.Bx.
Rub.Rd.Xing. (B-511-H)
Pr.Xing. (B-510-F)
B:49.7;84'O.D.PT. C.Footings.
Keeler Cr.
Rub.Rd.Xing. (B-509-L)
B:48.4;3'x3'x25' R.C.Bx.
Pr.Xing. (B-508-E)
B:48.5;4'x4'x54' R.C.Bx.
Daniels Cr.
B:48.3;1-42"ø 2-24'2.G. on 3-Steel Pile Piers; C. Encased; 1-Steel Pile Anchor Pier, 28' B.D. Rt. Apx.
B:48.0;6'x54'x63'6" C. Ar.
B:47.9;24'x48' C. Cuh. (Martin)
B:47.8;2'x3'x50' Sq. Bx.
B:47.7;36'x83' C. Culv. (Martin)
B:47.6;70' A.O.PT. Ft. Wilkins Hdrs.
Rub.Rd.Xing. (B-507-K)
B:47.2;37' Iron P.B.D. Hdrs.
Pr.Xing. (B-506-R)
B:46.7;10'x8'x59' R.C.Bx.
Pr. X-ing (B-515-U)
Pr. X-ing (B-505-J)
B:46.4;24'x23' C. Culv. (Martin)
B:46.3;42'x55' C. Culv.
B:46.2;2'x2'x37'/43° Ex. T.Bx.
90 - 1923
131 CWR 8 - 1964
+5203
CINDERS
CHAT
1985
1986
1985
86
SPOT 1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

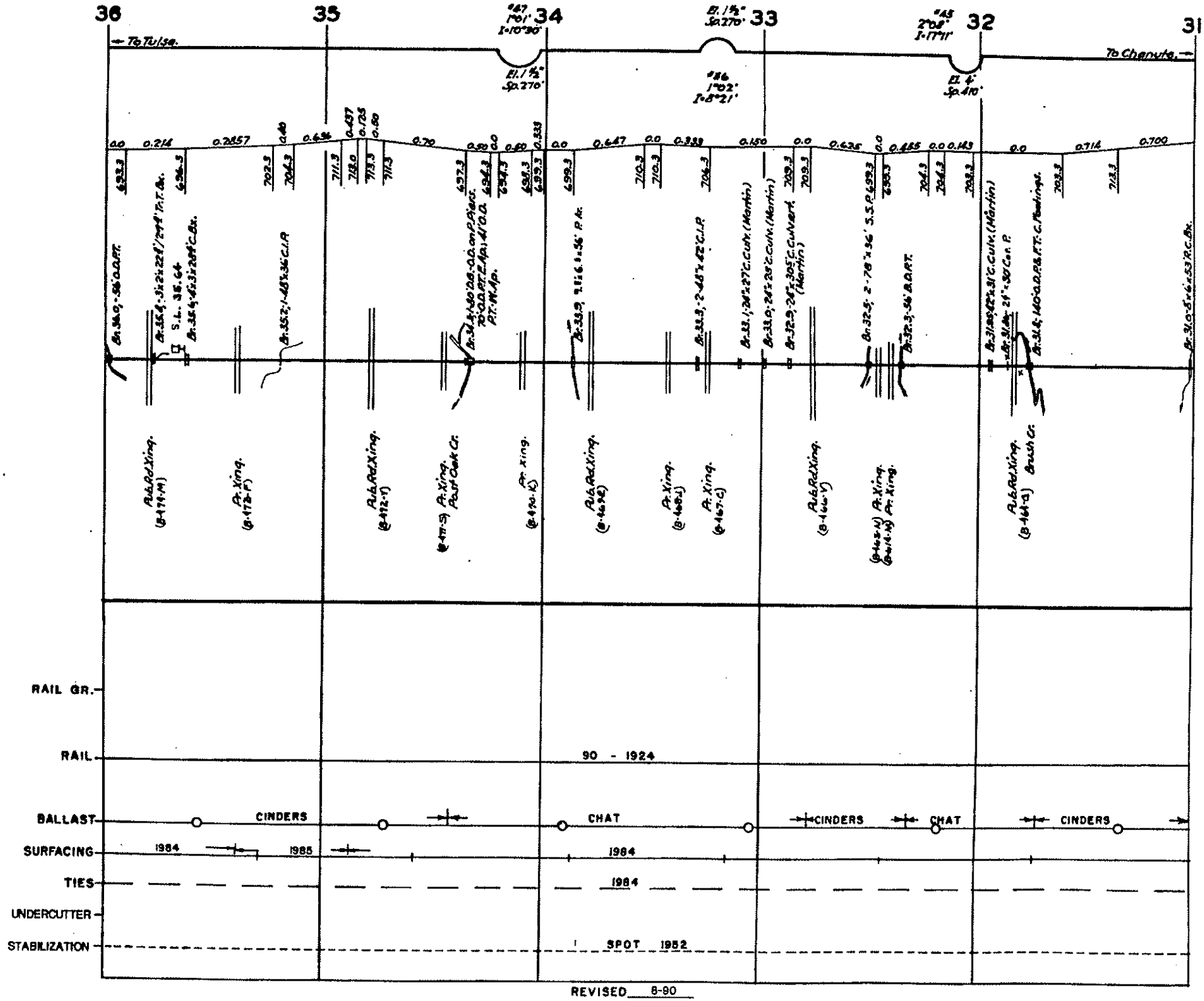
REVISED 8-90


46
45
44
43
42
41
B.E. JCT.
M.P. 41.30
Note: Rule 94 in effect from M.P. 37.62 to M.P. 43.1
RAIL GR.
RAIL
131 CWR 8 - 1964
112 - 1962
112 - 1968
BALLAST
ROCK
CINDERS
ROCK
SURFACING
85
84
85
84
84
TIES
1985
1984
UNDERCUTTER
1950
STABILIZATION
SPOT 1982

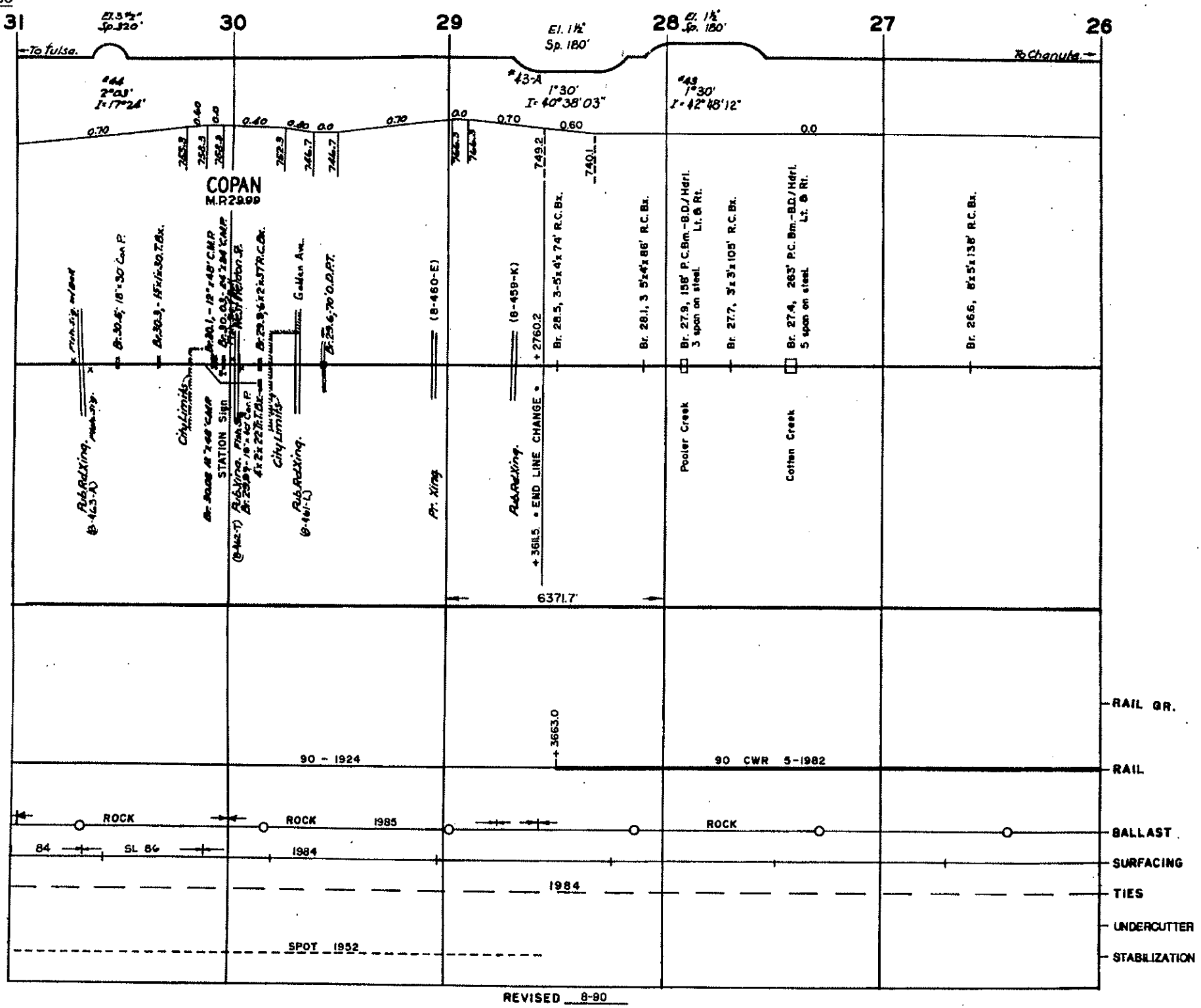
REVISED 8-90


41
40
39
38
37
36
To Tulsa.
To Choouta
Speed 30 M.P.H. over St. X-ings
BARTLESVILLE
M.R.40.69
D.Y.JCT.
M.P.37.62
DEWEY
M.P.36.90
Note:
Contract No.73210-A-B. Covers Joint Use of The A.T.&S.F.Ry Tracks and Facilities by The A.T.&S.F.Ry and M-K-T.R.R. between D.Y.Jct. (Dewey) and B.E.Jct. (Bartlesville.)
112 - 1957
112 - 1958
112 - 1957
90 - 1924
ROCK
CINDERS
1984
SL 86
84
1984
SPOT 1952
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

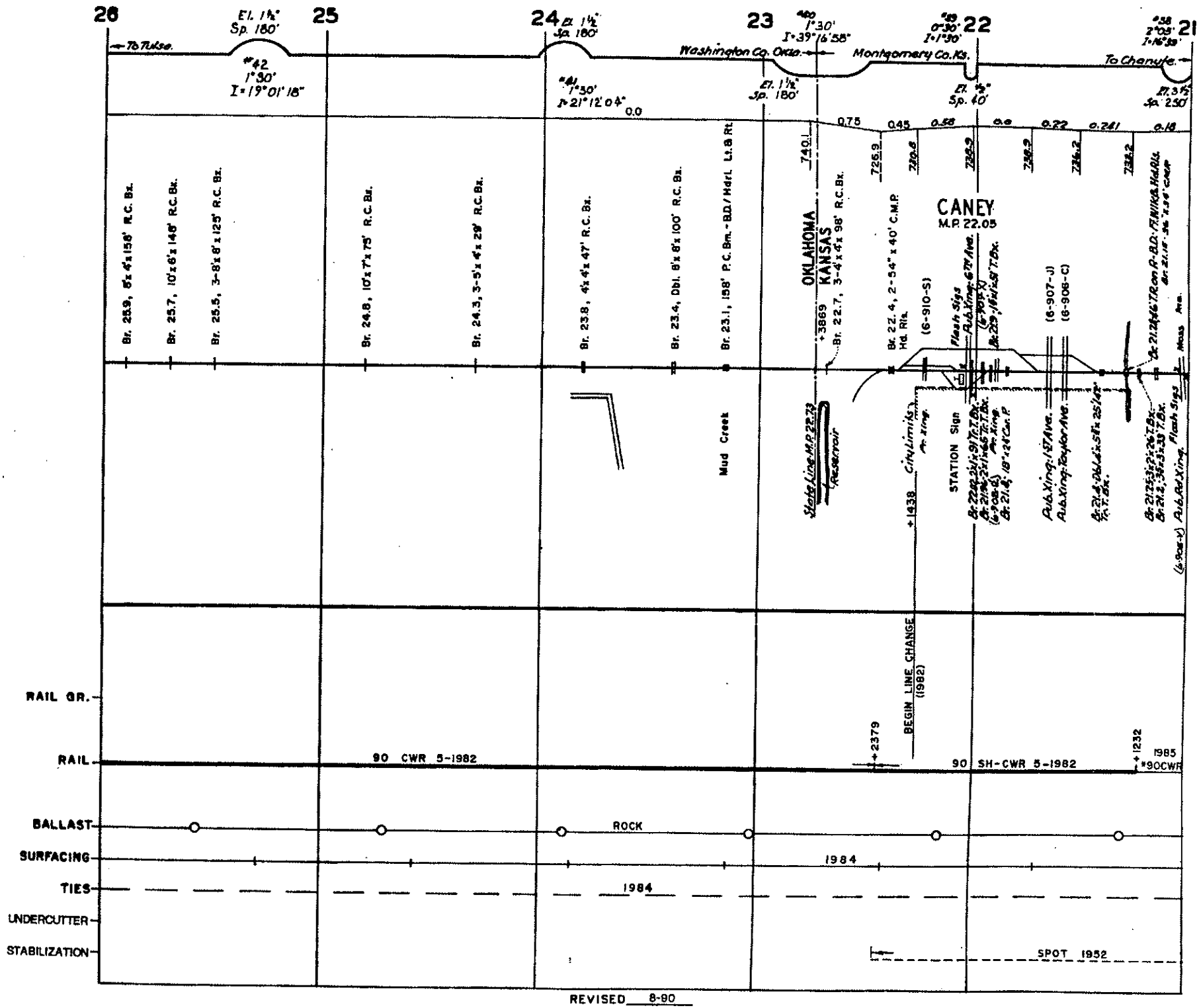
REVISED 8-80


36
35
34
33
32
31
← To Tulsa.
To Chanute. →
#47
1°01'
I-10°30'
El. 1½°
Sp. 270'
#46
1°02'
I-8°21'
El. 1½°
Sp. 270'
#45
2°06'
I-17°11'
El. 4°
Sp. 410'
0.0
0.214
0.2857
0.46
0.436
0.437
0.125
0.80
0.70
0.50
0.0
0.80
0.333
0.0
0.647
0.0
0.338
0.150
0.0
0.635
0.0
0.485
0.0
0.143
0.0
0.714
0.700
Br. 34.4; 3-30'0.D. R.R.
Br. 35.4; 3-21'x 22'/2-21'x 19' T.R. Br.
S.L. 35.64
Br. 35.4; 4-21'x 26'6" C.I.P.
Br. 35.2; 1-48'x 36" C.I.P.
Br. 34.4; 4-30'0.D. R.R. on P. Piers.
70'0.D. RR. Sp. 1-40'0.D.
P.T. W. Sp.
Br. 33.9; 1-16'x 36" R. Br.
Br. 33.1; 3-24'x 27'6" C. Culv. (Martin)
Br. 33.0; 2-24'x 29'6" C. Culv. (Martin)
Br. 32.9; 2-24'; 305° C. Culvert (Martin)
Br. 32.5; 2-78"x 36" S.S.P.
Br. 32.3; 3-36" R.C.P.
Br. 31.8; 48"x 31'6" C. Culv. (Martin)
Br. 31.8; 21"x 30' Con. P.
Br. 31.4; 140'0.D. R.R. P.T. C. Pontiac
Br. 31.0; 3-6'x 6'x 53' R.C. Br.
Pub. Rd. Xing. (B-411-M)
Pr. Xing. (B-412-F)
Pub. Rd. Xing. (B-412-T)
Pr. Xing. Pour Creek Cr. (B-411-S)
Pr. Xing. (B-410-K)
Pub. Rd. Xing. (B-46-N)
Pr. Xing. (B-468-J)
Pr. Xing. (B-467-C)
Pub. Rd. Xing. (B-466-Y)
Pr. Xing. (B-465-N)
Pr. Xing. (B-464-N)
Pub. Rd. Xing. (B-464-T) Brush Cr.
RAIL GR.
RAIL
90 - 1924
BALLAST
CINDERS
CHAT
CINDERS
CHAT
CINDERS
SURFACING
1984
1985
1984
TIES
1984
UNDERCUTTER
STABILIZATION
SPOT 1982

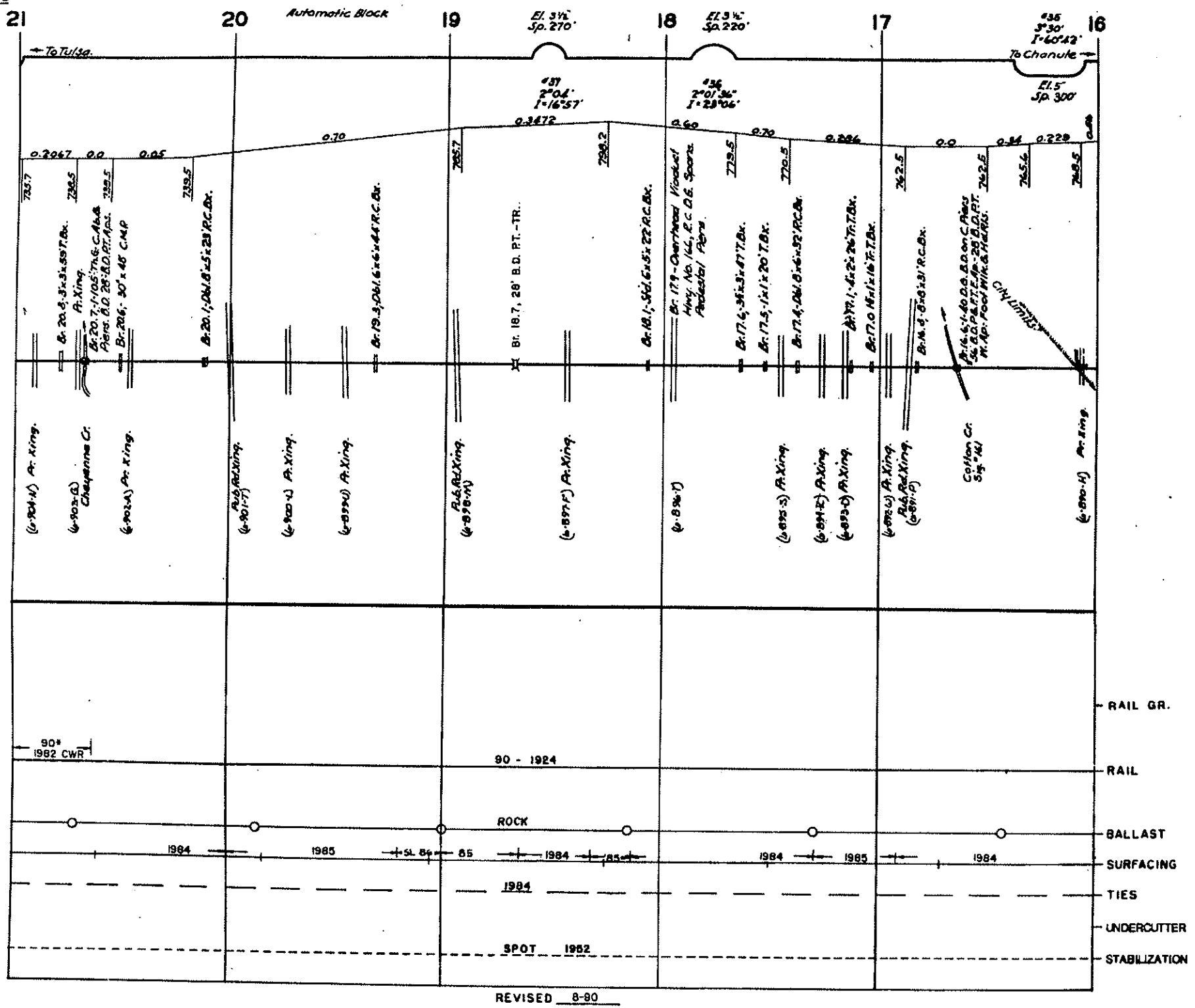
REVISED 8-90


31
30
29
28
27
26
To Tulsa.
To Chanute.
COPAN
M.R 29.99
STATION Sign
City Limits
City Limits
Golden Ave.
Pooler Creek
Cotton Creek
END LINE CHANGE
6371.7'
90 - 1924
90 CWR 5-1982
ROCK
ROCK
1985
ROCK
84
SL 86
1984
1984
SPOT 1952
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

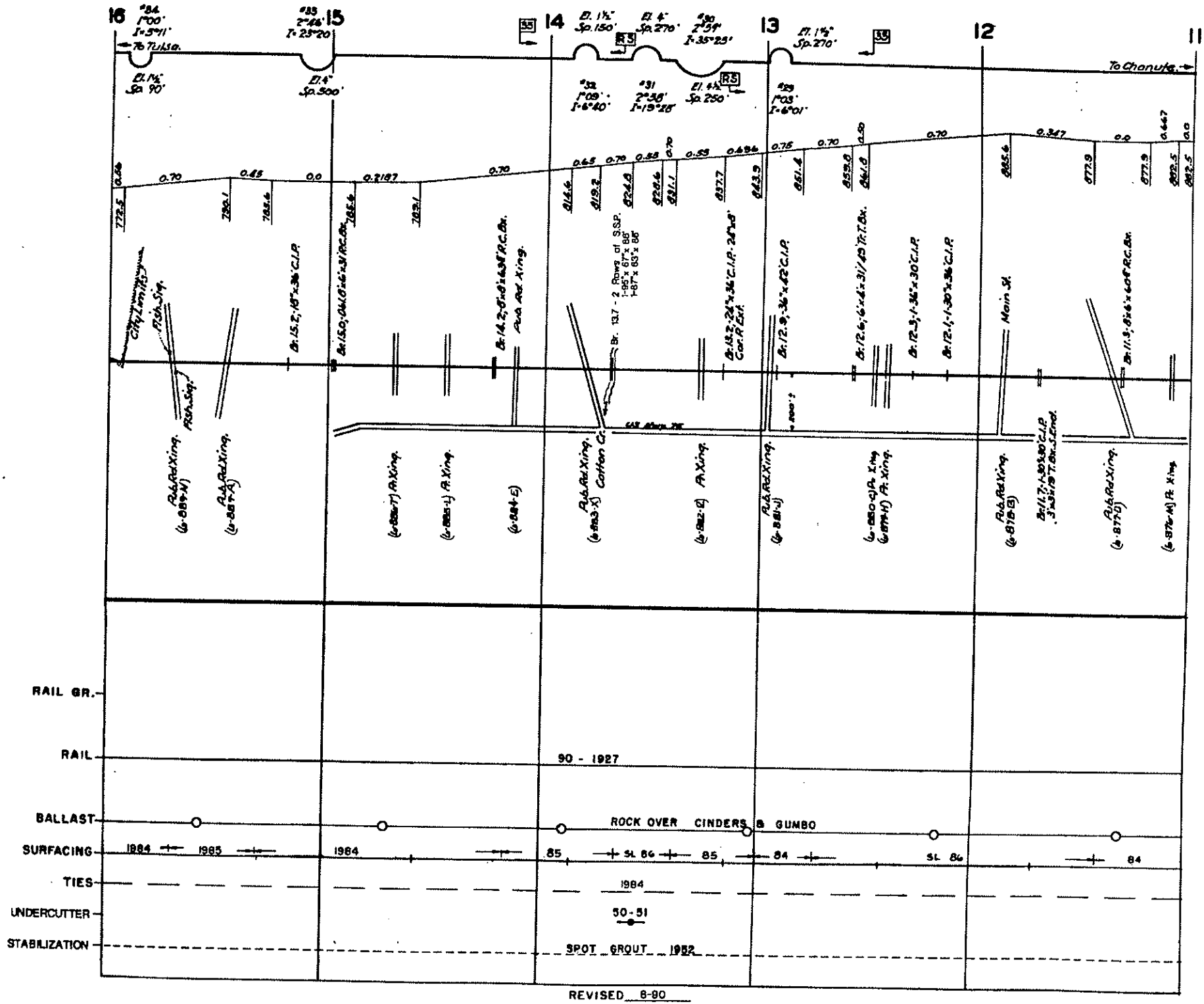
REVISED 8-90


26
25
24
23
22
21
To Tulsa
Washington Co. Okla.
Montgomery Co. Ks.
To Chanute
CANEY
M.P. 22.05
OKLAHOMA
KANSAS
Mud Creek
State Line M.P. 22.73
Reservoir
City Limits
STATION Sign
BEGIN LINE CHANGE (1982)
90 CWR 5-1982
90 SH-CWR 5-1982
1985 *90CWR
ROCK
1984
1984
SPOT 1952
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

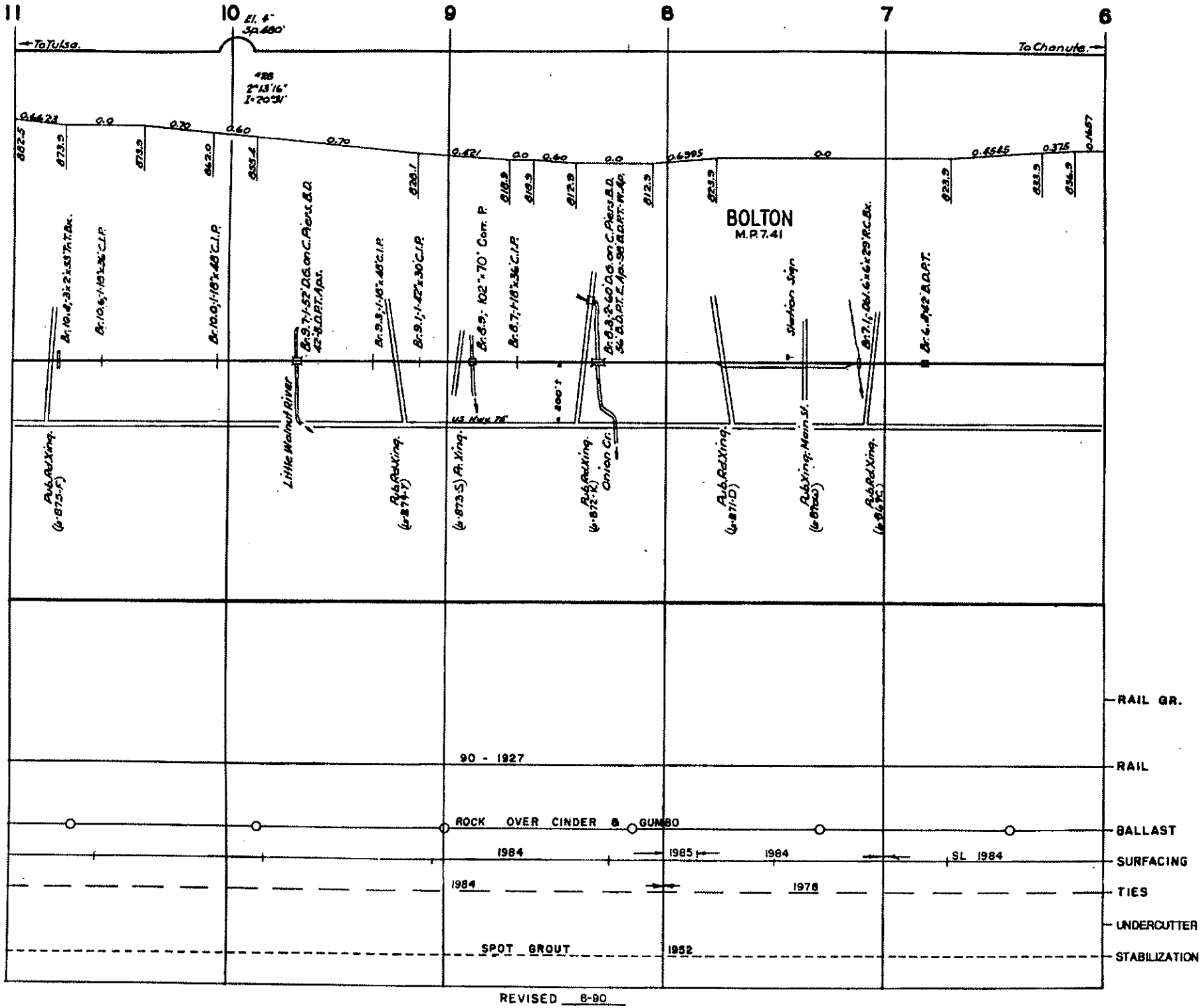
REVISED 8-90


21
20
Automatic Block
19
El. 3½° Sp. 270°
18
El. 3½° Sp. 220°
17
16
#35 3°30' I=60°42'
To Tulsa
To Chanute
El. 5 Sp. 300'
#37 2°04' I=1°16'57"
#36 2°01'36" I=2°9'06"
0.3472
0.70
0.60
0.70
0.284
0.0
0.84
0.229
0.2967
0.0
0.05
0.70
735.7
738.5
738.5
739.5
739.5
785.7
796.2
779.5
770.5
762.5
762.5
765.6
768.5
Br: 20.6;-3'x3'x55°T.Bx.
A. Xing.
Br: 20.7;-1'x105°Th.& C.Abts. Piers: B.D. 28'-B.D. FT. Ftgs.
Br: 20.1;-Del. 8'x5'x29' R.C.Bx.
Br: 19.3;-Del. 6'x6'x44' R.C.Bx.
Br: 18.1;-Skl. 6'x5'x22' R.C.Bx.
Br: 17.9 - Overhead Viaduct Hwy. No. 64, E. & O.S. Sports Arena Ped. Pens.
Br: 17.6;-3'x3'x47'T.Bx.
Br: 17.5;-1'x1'x20'T.Bx.
Br: 17.4;-Del. 8'x6'x52' R.C.Bx.
Br: 17.1;-4'x2'x26'T.T.Bx.
Br: 17.0 Nx1'x16'T.T.Bx.
Br: 16.4;-8'x3'x31' R.C.Bx.
Br: 16.4;-40 D.O. B.D. on C. Piers 36: B.D. P.& F.T.E. Ab.-25' B.D. P.T. M. Ab.: Pool Wlk. & Abts.
City Limits
(4-904-K) Pr. Xing.
(4-903-Q) Cheyenne Cr.
(4-903-A) Pr. Xing.
Rub. Rd. Xing. (4-901-T)
(4-900-L) A. Xing.
(4-899-U) A. Xing.
Rub. Rd. Xing. (4-898-M)
(4-897-F) A. Xing.
(4-896-T)
(4-895-S) A. Xing.
(4-894-E) A. Xing.
(4-893-D) A. Xing.
(4-892-W) A. Xing.
Rub. Rd. Xing. (4-891-P)
Cotton Cr. Str. #41
(4-890-H) Pr. Xing.
90* 1982 CWR
90 - 1924
ROCK
1984
1985
SL. 84
85
1984
85
1984
1985
1984
1984
SPOT 1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

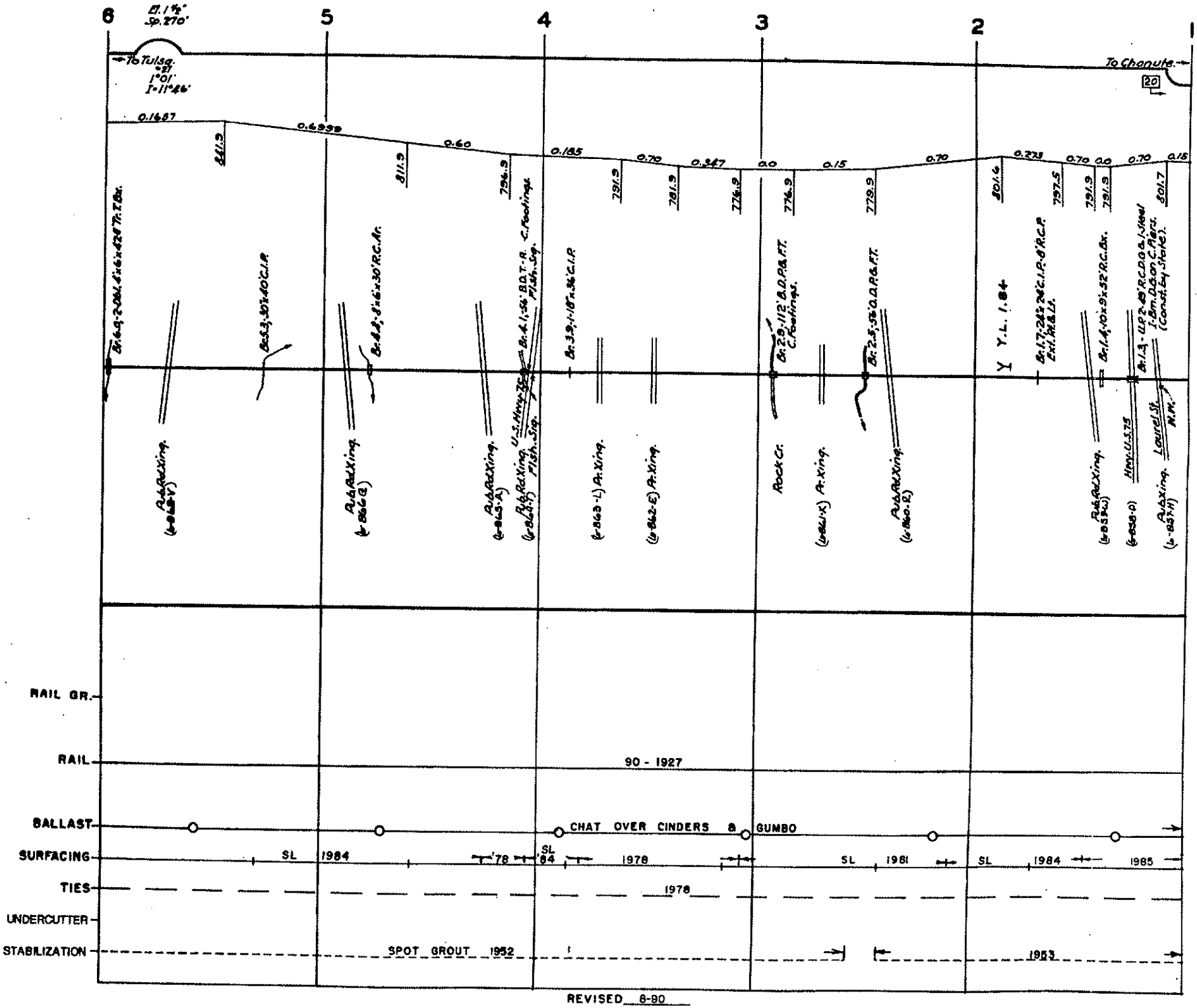
REVISED 8-90


16
15
14
13
12
11
To Chanute
Main St.
RAIL GR.
RAIL
90 - 1927
BALLAST
ROCK OVER CINDERS & GUMBO
SURFACING
1984
1985
1984
85
SL 84
85
84
SL 84
84
TIES
1984
UNDERCUTTER
50-51
STABILIZATION
SPOT GROUT 1952

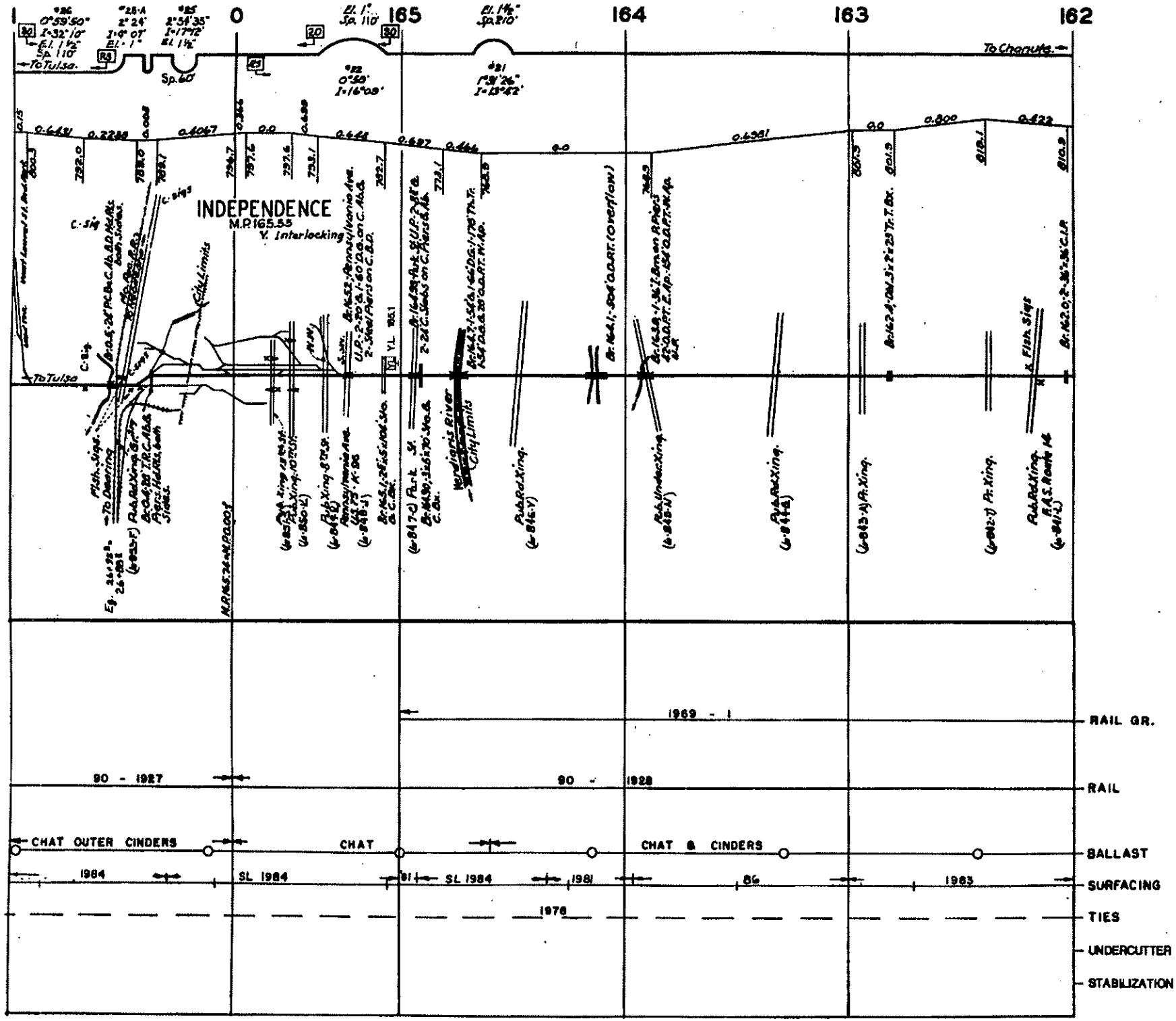
REVISED 6-80


11
10
9
8
7
6
El. 6° Sp. 480'
To Tulsa.
To Chanute.
4°28' 2°13'16" I=20°24'
BOLTON
M.P. 7.41
Station Sign
Little Walnut River
Union Cr.
US Hwy 75
200'
90 - 1927
ROCK OVER CINDER & GUMBO
1984
1985
1984
SL 1984
1984
1978
SPOT GROUT
1952
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

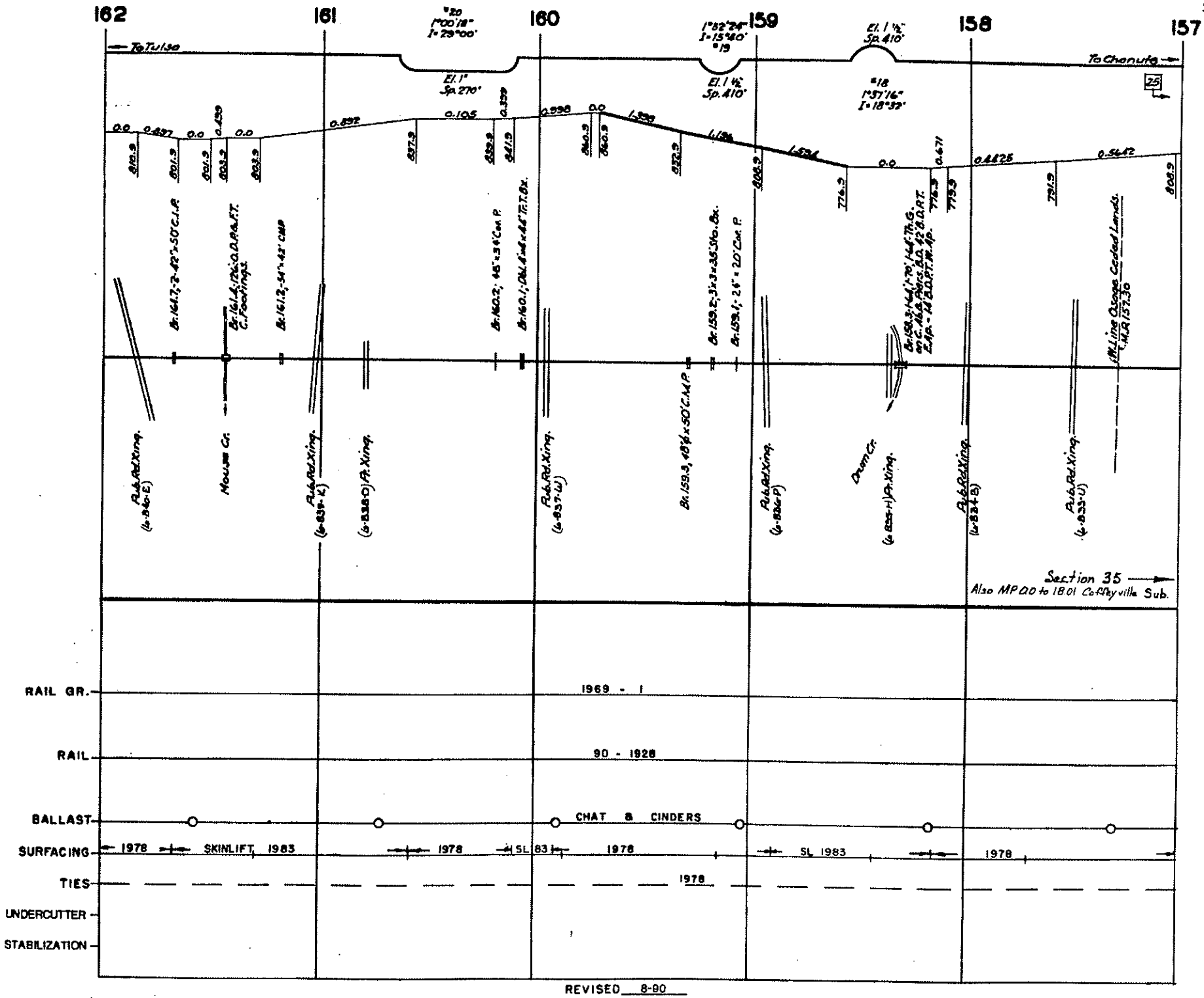
REVISED 6-90


6
5
4
3
2
1
To Tulsa
To Chanute
20
0.1687
0.6999
0.60
0.185
0.70
0.347
0.0
0.15
0.70
0.233
0.70
0.0
0.70
0.15
841.9
811.9
796.9
791.9
781.9
776.9
776.9
779.9
801.6
797.5
791.9
791.9
801.7
Y.L. 1.84
Rock Cr.
U.S. Hwy. 75
Laurel St.
RAIL GR.
RAIL
90 - 1927
BALLAST
CHAT OVER CINDERS & GUMBO
SURFACING
SL 1984
'78
SL 84
1978
SL 1981
SL 1984
1985
TIES
1978
UNDERCUTTER
STABILIZATION
SPOT GROUT 1952
1983

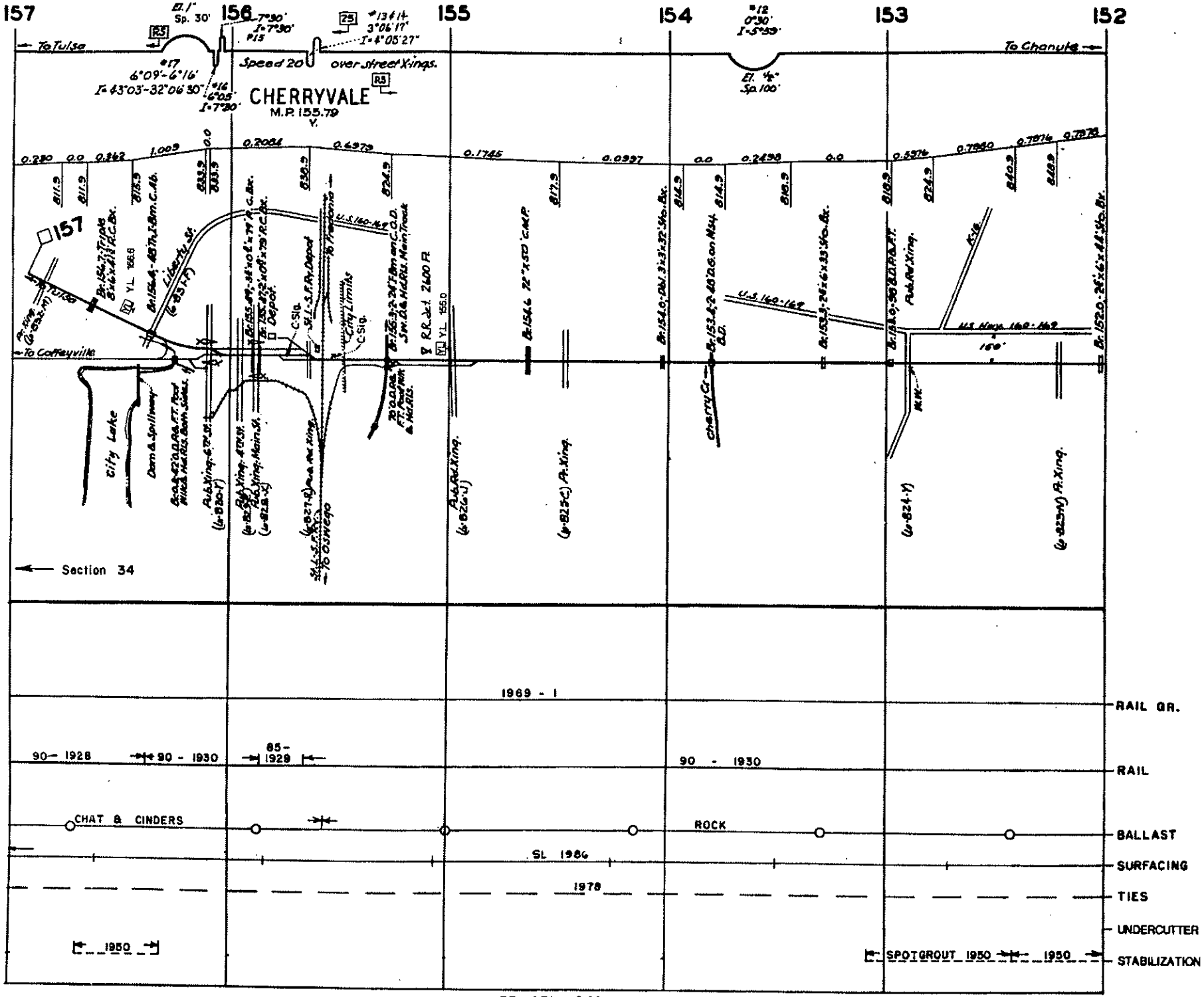
REVISED 8-90


0
165
164
163
162
INDEPENDENCE
M.P. 165.55
Y. Interlocking
To Tulsa
To Chanute
Sp. 60
Sp. 110
El. 1°
Sp. 110
El. 1½°
Sp. 210
#26
0°59'50"
I=32°10'
#25A
2°24'
I=1°07'
#25
2°54'35"
I=1°7'12"
#22
0°59'
I=16°09'
#21
1°38'24"
I=15°42'
0.644
0.2288
0.4067
0.0
0.448
0.627
0.446
0.0
0.4581
0.0
0.800
0.422
C.Sig.
To Tulsa
To Deering
City Limits
Verdigris River
1969 - I
90 - 1927
90 - 1928
CHAT OUTER CINDERS
CHAT
CHAT & CINDERS
1984
SL 1984
SL 1984
1981
86
1983
1978
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

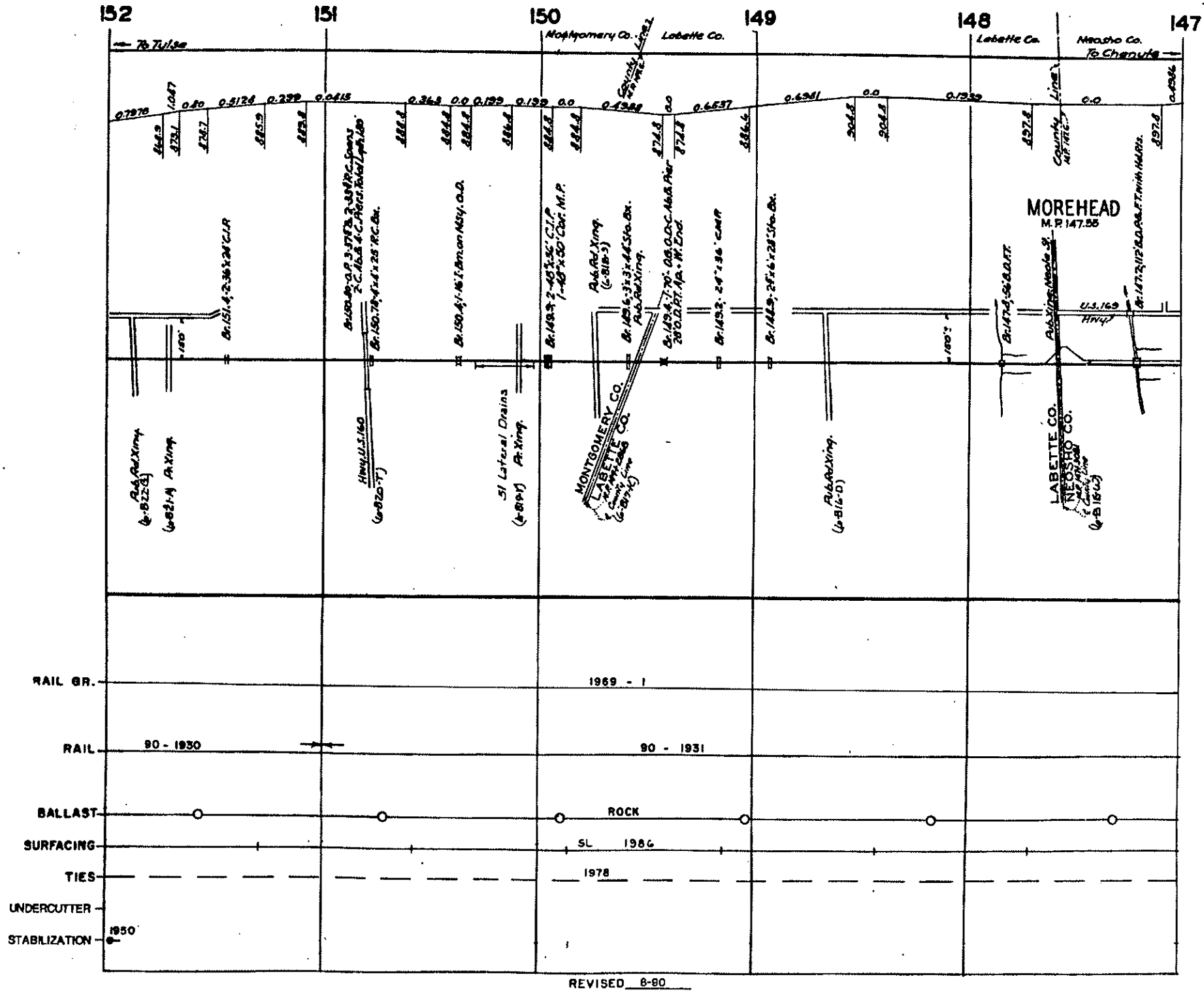
REVISED 8-90


162
161
160
159
158
157
To Tuttle
To Chanute
El. 1" Sp. 270'
El. 1 ½" Sp. 410'
El. 1 ½" Sp. 410'
Mouse Cr.
Drum Cr.
Pub. Rd. Xing. (4-836-E)
Pub. Rd. Xing. (4-839-E)
Pub. Rd. Xing. (4-837-W)
Pub. Rd. Xing. (4-836-P)
Pub. Rd. Xing. (4-834-E)
Pub. Rd. Xing. (4-833-U)
Section 35
Also MP 00 to 18.01 Coffeyville Sub.
RAIL GR.
1969 - I
RAIL
90 - 1928
BALLAST
CHAT & CINDERS
SURFACING
1978
SKINLIFT 1983
1978
SL 83
1978
SL 1983
1978
TIES
1978
UNDERCUTTER
STABILIZATION

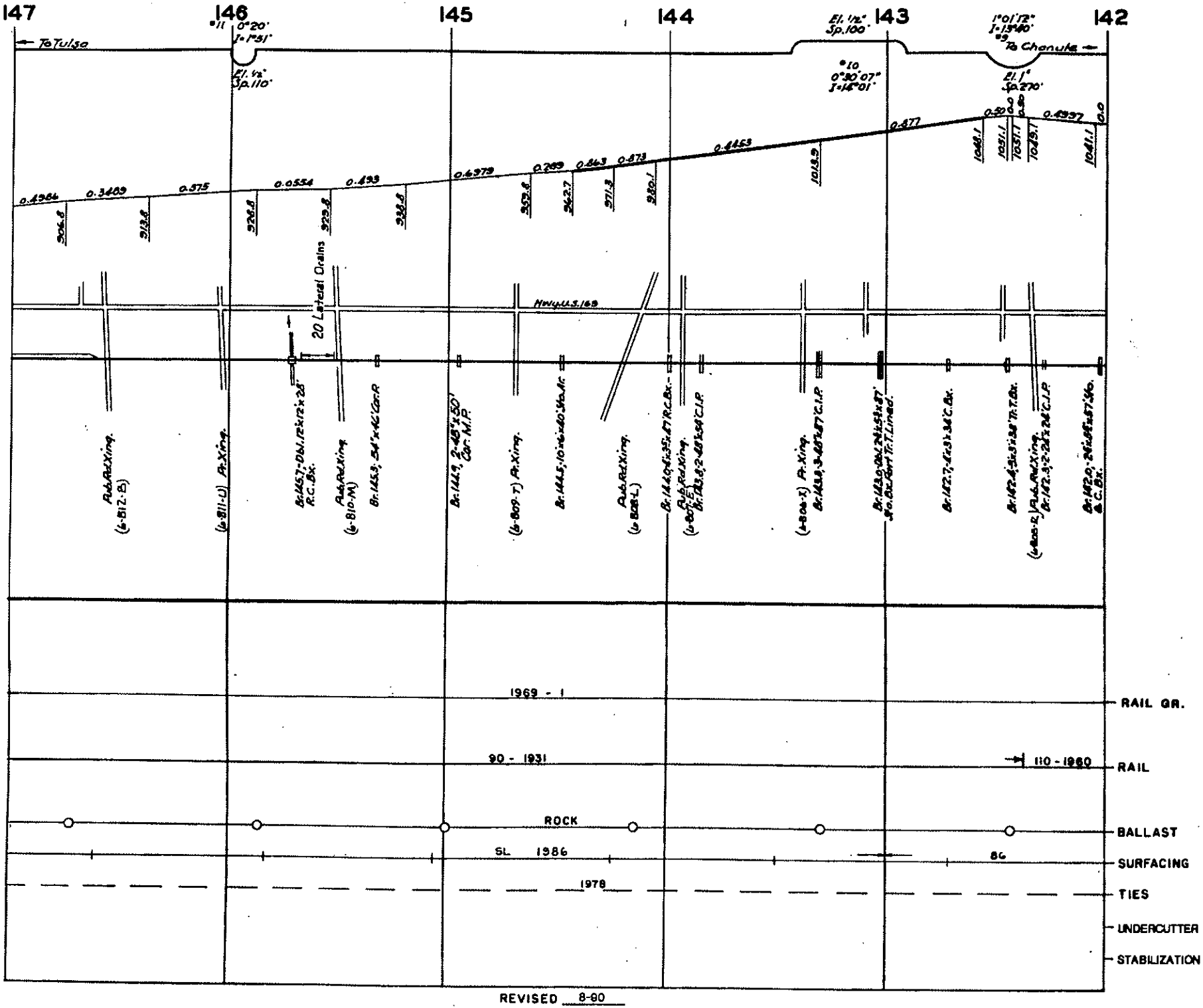
REVISED 8-90


157
156
155
154
153
152
To Tulsa
To Chanute
Speed 20 over Street X-ings.
CHERRYVALE
M.P. 155.79
Y.
To Coffeyville
City Lake
Dam & Spillway
Liberty St.
U.S. 160-169
Cherry Cr.
Section 34
1969 - 1
90 - 1928
90 - 1930
85 - 1929
90 - 1930
CHAT & CINDERS
ROCK
SL 1986
1978
1950
SPOTGROUT 1950
1950
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

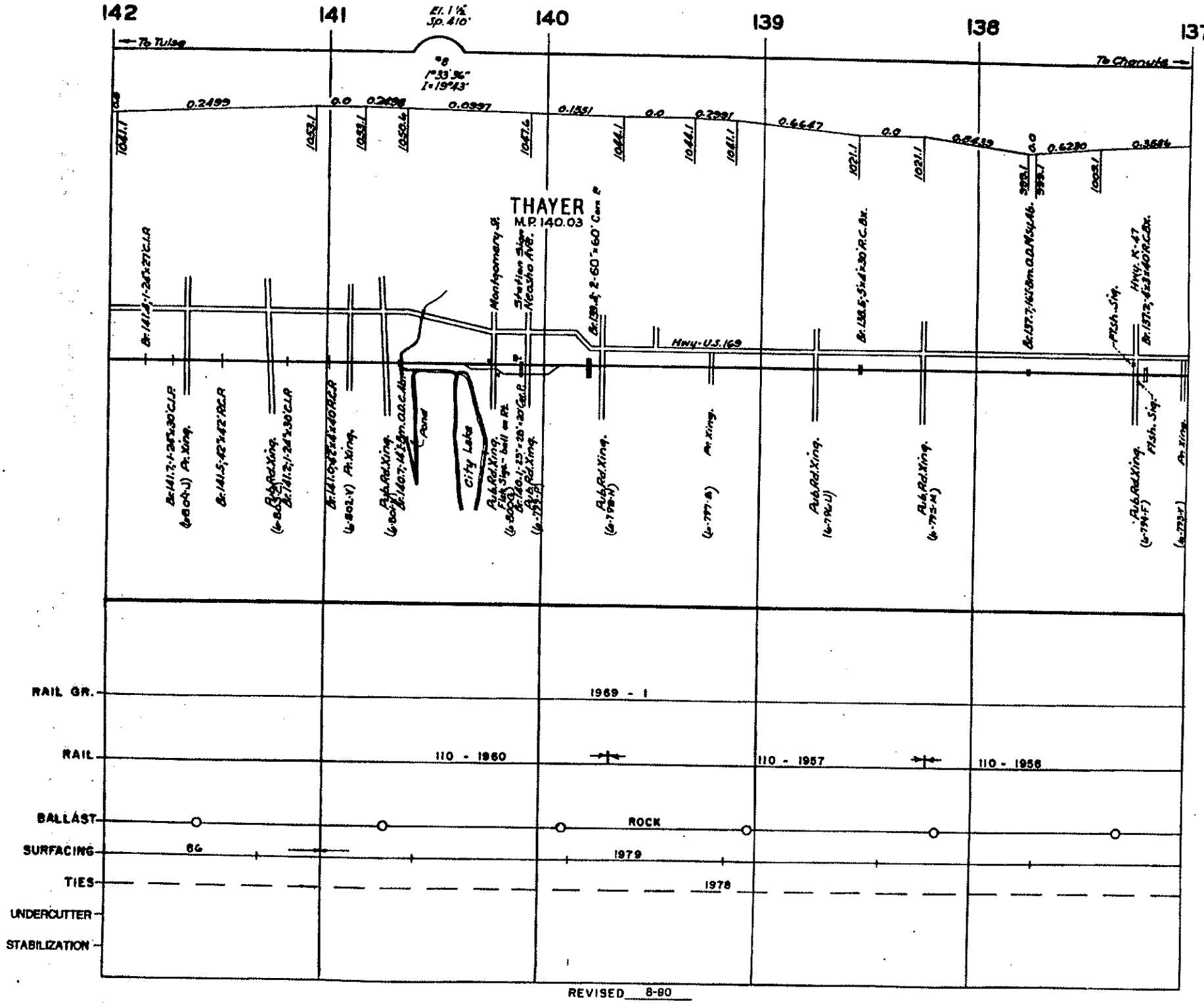
REVISED 8-80

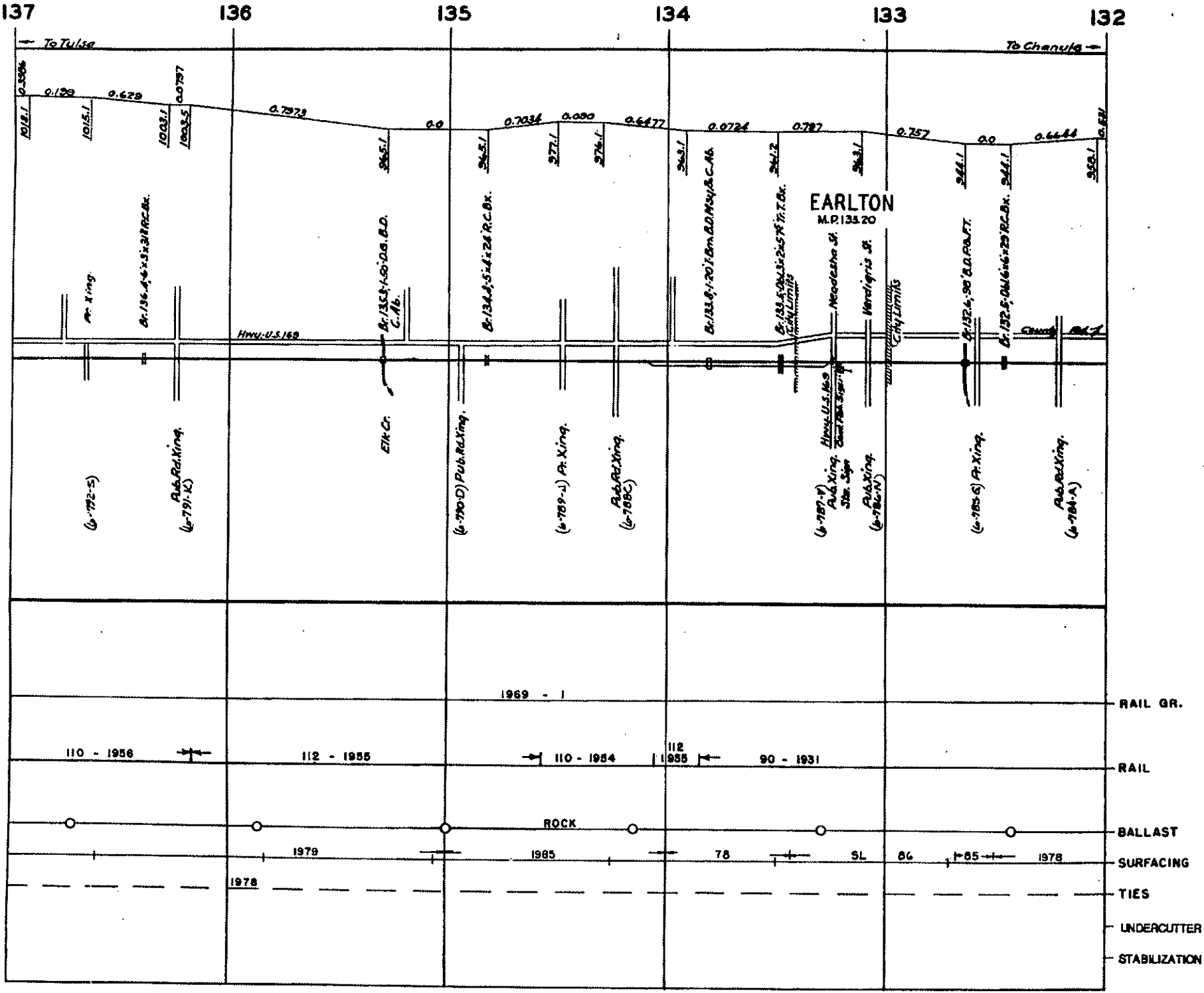

152
151
150
149
148
147
To Tulsa
Montgomery Co.
Labette Co.
Labette Co.
Neosho Co.
To Chanute
County Line
MOREHEAD
M.P. 147.55
U.S. 169 Hwy.
MONTGOMERY CO.
LABETTE CO.
NEOSHO CO.
RAIL GR.
1969 - 1
RAIL
90 - 1930
90 - 1931
BALLAST
ROCK
SURFACING
SL 1986
TIES
1978
UNDERCUTTER
STABILIZATION
1950

REVISED 6-80


147
146
145
144
143
142
To Tulsa
To Chanute
#11 0°20' I=1°51'
El. ½" Sp.110'
#10 0°30'07" I=14°01'
El. ½" Sp.100'
#9 1°01'12" I=13°40'
El. 1" Sp.270'
0.4964
0.3469
0.575
0.0554
0.493
0.6979
0.269
0.843
0.673
0.4453
0.877
0.50
0.80
0.4937
0.0
306.8
313.8
326.8
329.8
338.8
352.8
362.7
371.8
380.1
1018.9
1048.1
1031.1
1031.1
1045.1
1041.1
Hwy. U.S. 169
20 Lateral Drains
Pub. Rd. Xing. (a-812-B)
Pr. Xing. (a-811-U)
Br. 145.7-Dbl. 12'x12'x 25' R.C. Bx.
Pub. Rd. Xing. (a-810-M)
Br. 145.3; 54"x 46' Con. P.
Br. 144.9, 2-48"x 50' Cor. M.P.
Pr. Xing. (a-809-T)
Br. 144.5, 10'x 6'x 60' Stl. Ac.
Pub. Rd. Xing. (a-808-L)
Br. 144.0, 9'x 5'x 47' R.C. Bx.
Pub. Rd. Xing. (a-807-E)
Br. 143.8, 2-48" x 58' C.I.P.
Pr. Xing. (a-806-T)
Br. 143.8, 3-48" x 47' C.I.P.
Br. 143.0, Dbl. 24'x 5'x 87' Rd. Bx. Con. To T. Lines.
Br. 142.7, 4'x 3'x 34' C. Bx.
Br. 142.4, 5'x 3'x 58' To T. Bx.
Pub. Rd. Xing. (a-805-R)
Br. 142.3, 2-24" x 24' C.I.P.
Br. 142.0, 2'x 6'x 57' Dbl. R.C. Bx.
1969 - I
90 - 1931
110 - 1960
ROCK
SL 1986
86
1978
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


142
141
140
139
138
137
El. 1½ Sp. 410'
To Tulsa
To Chanute
THAYER
M.P. 140.03
Monigomery St.
Station Sign
Neosho Ave.
Hwy-U.S.169
Pond
City Lake
Ped. Xing.
Fish. Sig.
Hwy. K-47
RAIL GR.
1969 - 1
RAIL
110 - 1960
110 - 1957
110 - 1956
BALLAST
ROCK
SURFACING
64
1979
TIES
1978
UNDERCUTTER
STABILIZATION
REVISED 8-80


137
136
135
134
133
132
To Tulsa
To Chanute
EARLTON
M.P. 133.20
Hwy. U.S. 169
Elk Cr.
City Limits
Headesha St.
Hendrigis St.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
110 - 1956
112 - 1955
110 - 1954
112
1955
90 - 1931
1969 - 1
ROCK
1979
1985
78
SL
86
85
1978
1978

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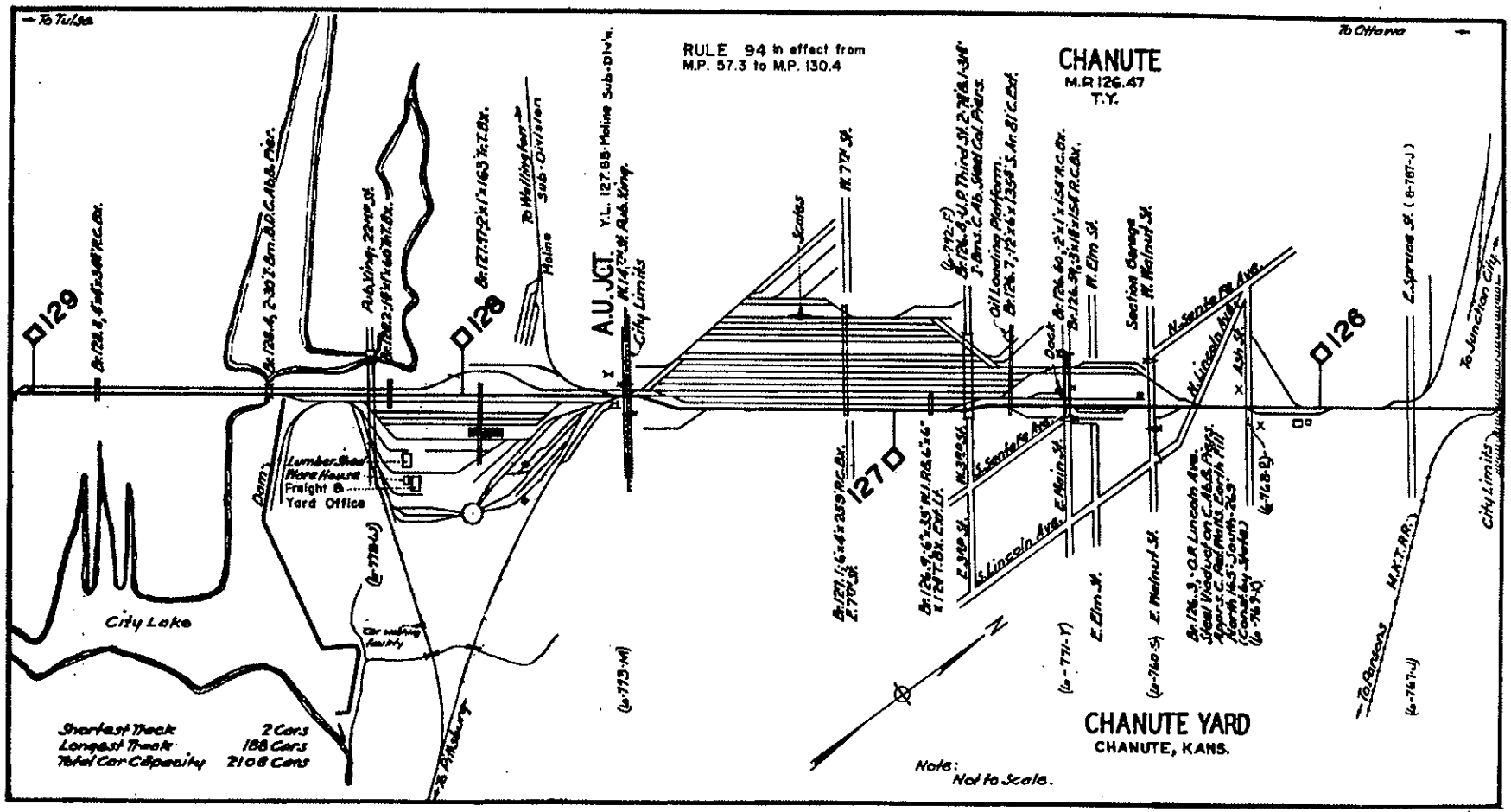
To Tulsa
To Ottawa
RULE 94 in effect from M.P. 57.3 to M.P. 130.4
CHANUTE
M.P. 126.47
T.Y.
A.U. JCT
City Limits
To Holliday Sub-Division
Holmes
To Junction City
To Parsons M.K.T. R.R.
City Lake
Lumber Shed
Ware House
Freight &
Yard Office
Scales
Section Garage
Oil Loading Platform
Dock
E. Lincoln Ave.
W. Lincoln Ave.
N. Lincoln Ave.
E. Main St.
E. Elm St.
E. Walnut St.
W. Walnut St.
E. Spruce St.
W. Elm St.
W. 7th St.
W. 4th St.
Shortest Track 2 Cars
Longest Track 188 Cars
Total Car Capacity 2108 Cars
CHANUTE YARD
CHANUTE, KANS.
Note:
Not to Scale.

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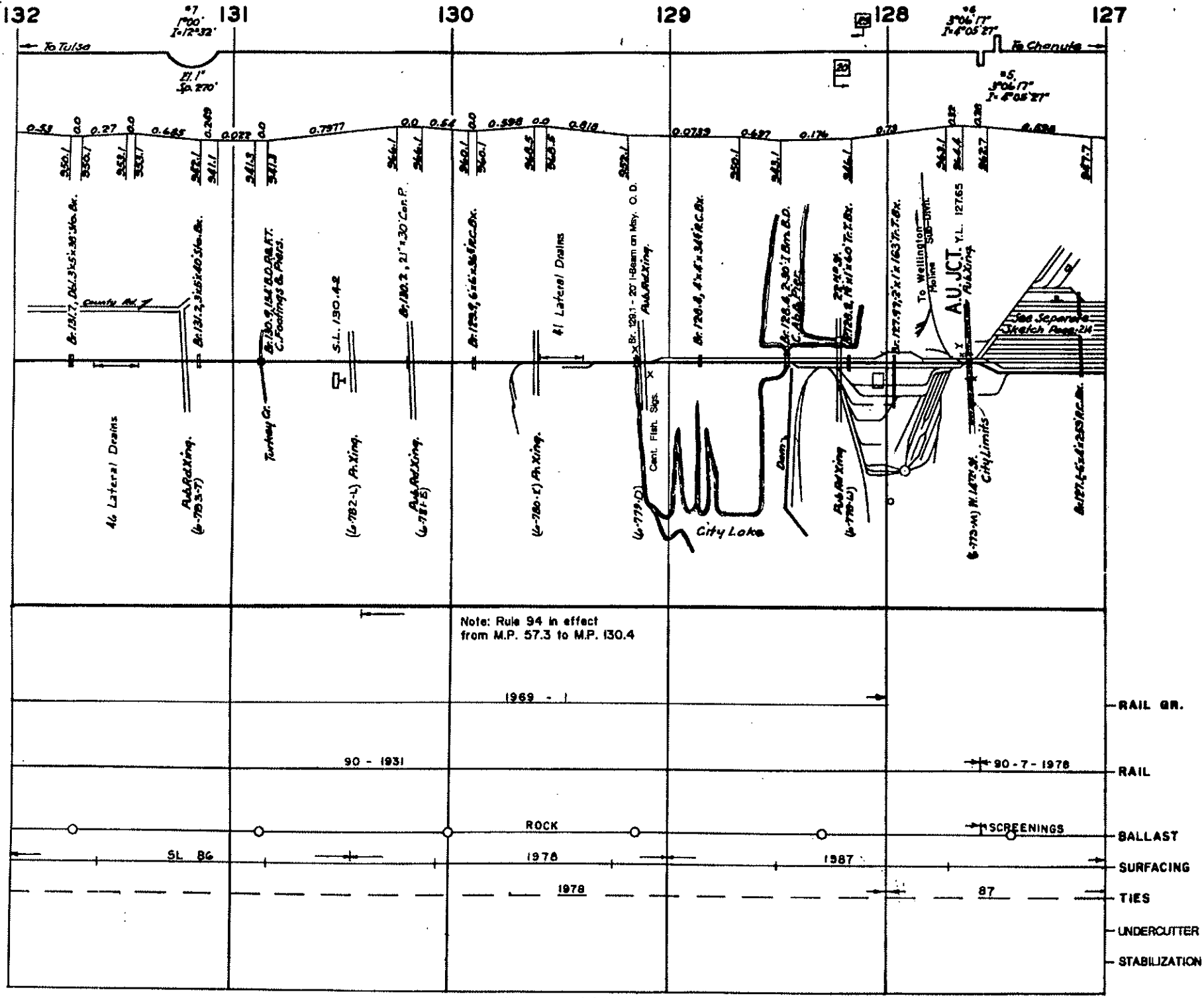
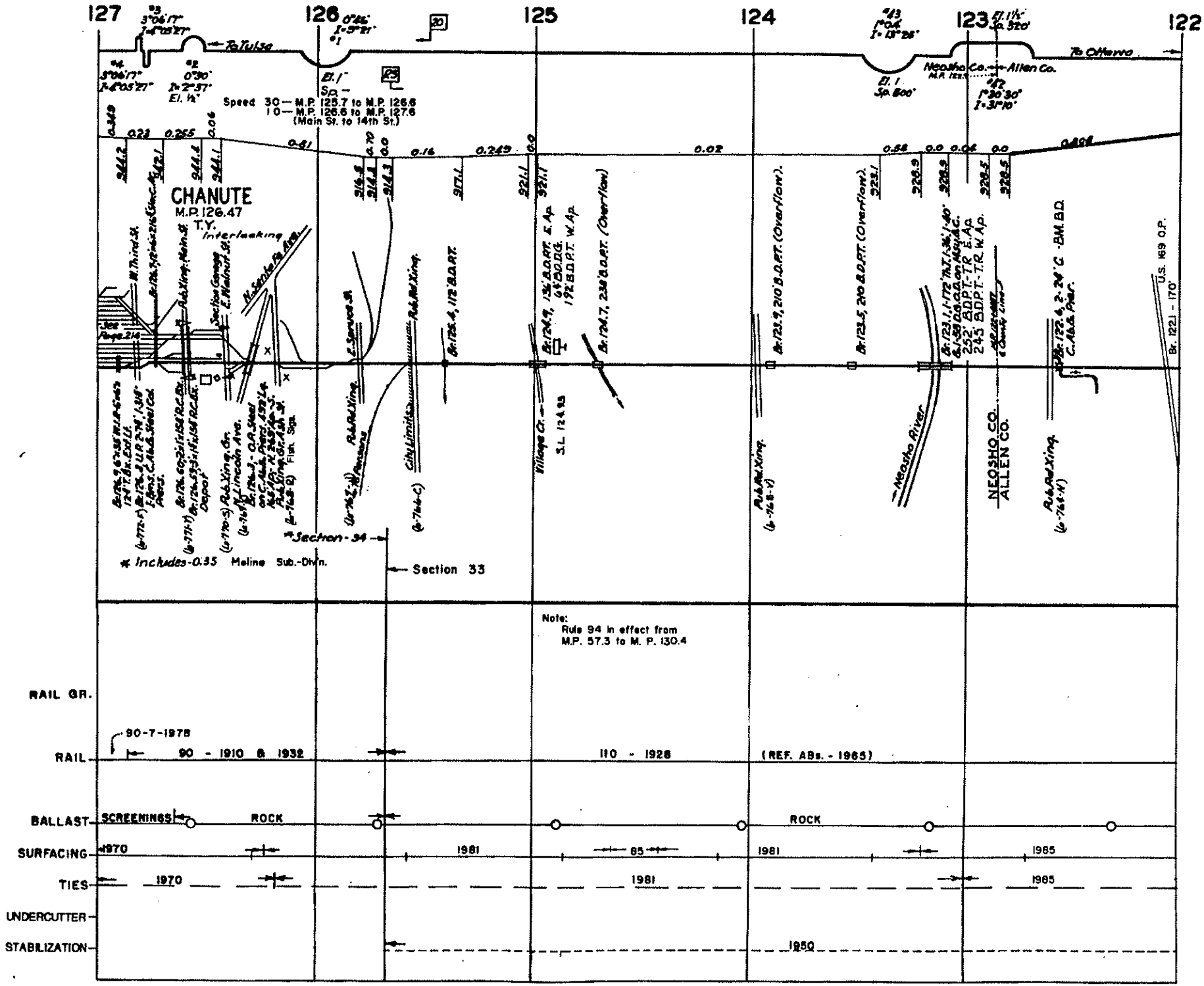
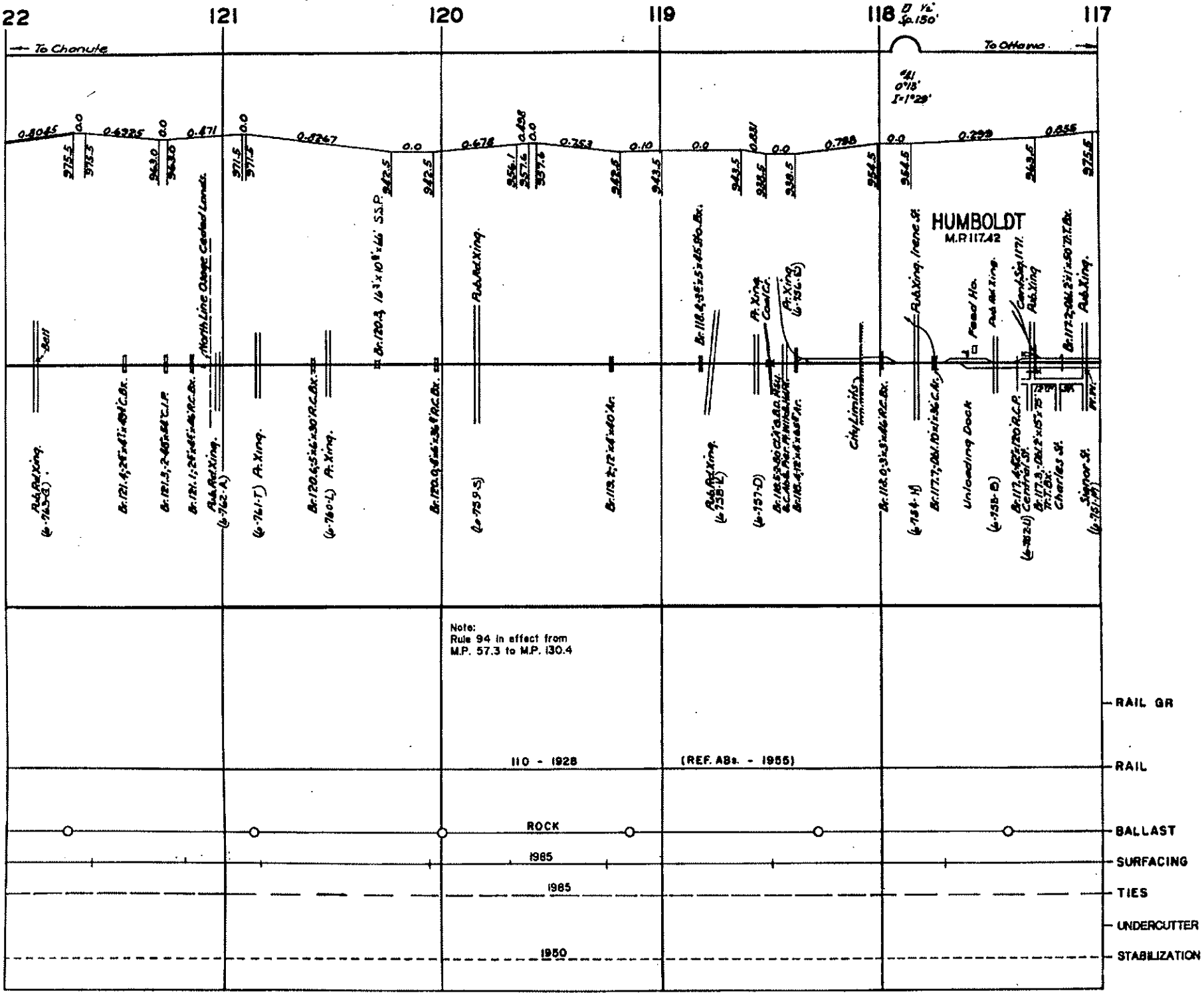

132
131
130
129
128
127
To Tulsa
To Chanute
A.U.JCT.
City Lake
Turkey Cr.
Note: Rule 94 in effect
from M.P. 57.3 to M.P. 130.4
1969 -
90 - 1931
90-7-1978
ROCK
SCREENINGS
SL 86
1978
1987
1978
87
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

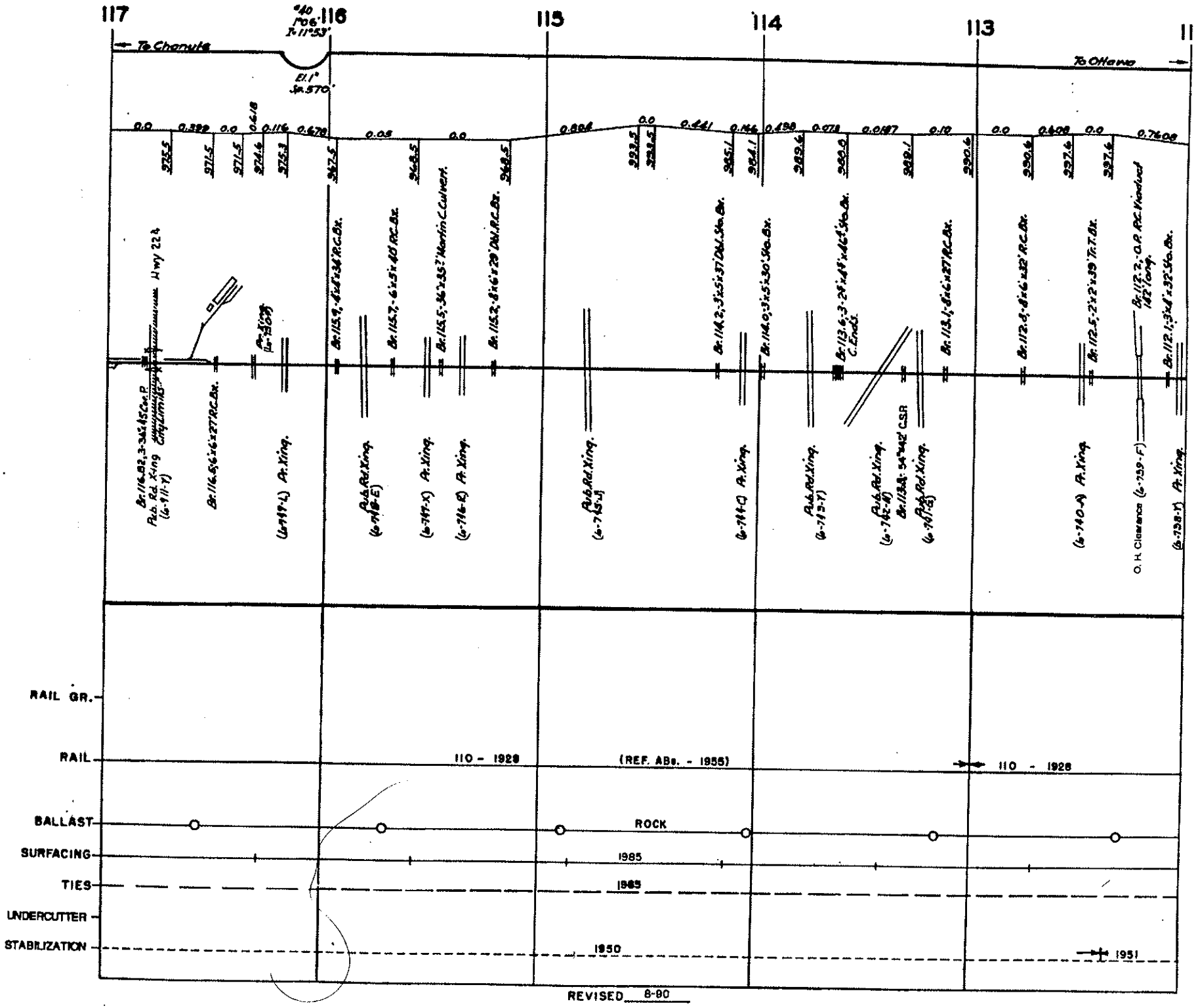
REVISED 8-90


127
126
125
124
123
122
To Tulsa
To Ottawa
Speed 30 — M.P. 125.7 to M.P. 126.6
10 — M.P. 126.6 to M.P. 127.6
(Main St. to 14th St.)
CHANUTE
M.P. 126.47
T.Y.
Interlocking
Section Gang
E. Walnut St.
W. Third St.
N. Santa Fe Ave.
E. Spruce St.
Village Cr.
S.L. 124.93
Neosho River
NEOSHO CO.
ALLEN CO.
Neosho Co.—Allen Co.
U.S. 169 O.P.
Br. 122.1 - 170'
* Includes-0.55 Meline Sub.-Div'n.
Section - 34
Section 33
Note:
Rule 94 in effect from
M.P. 57.3 to M. P. 130.4
RAIL GR.
RAIL
90-7-1978
90 - 1910 & 1932
110 - 1928
(REF. ABs. - 1965)
BALLAST
SCREENINGS
ROCK
ROCK
SURFACING
1970
1981
85
1981
1985
TIES
1970
1981
1985
UNDERCUTTER
STABILIZATION
1950

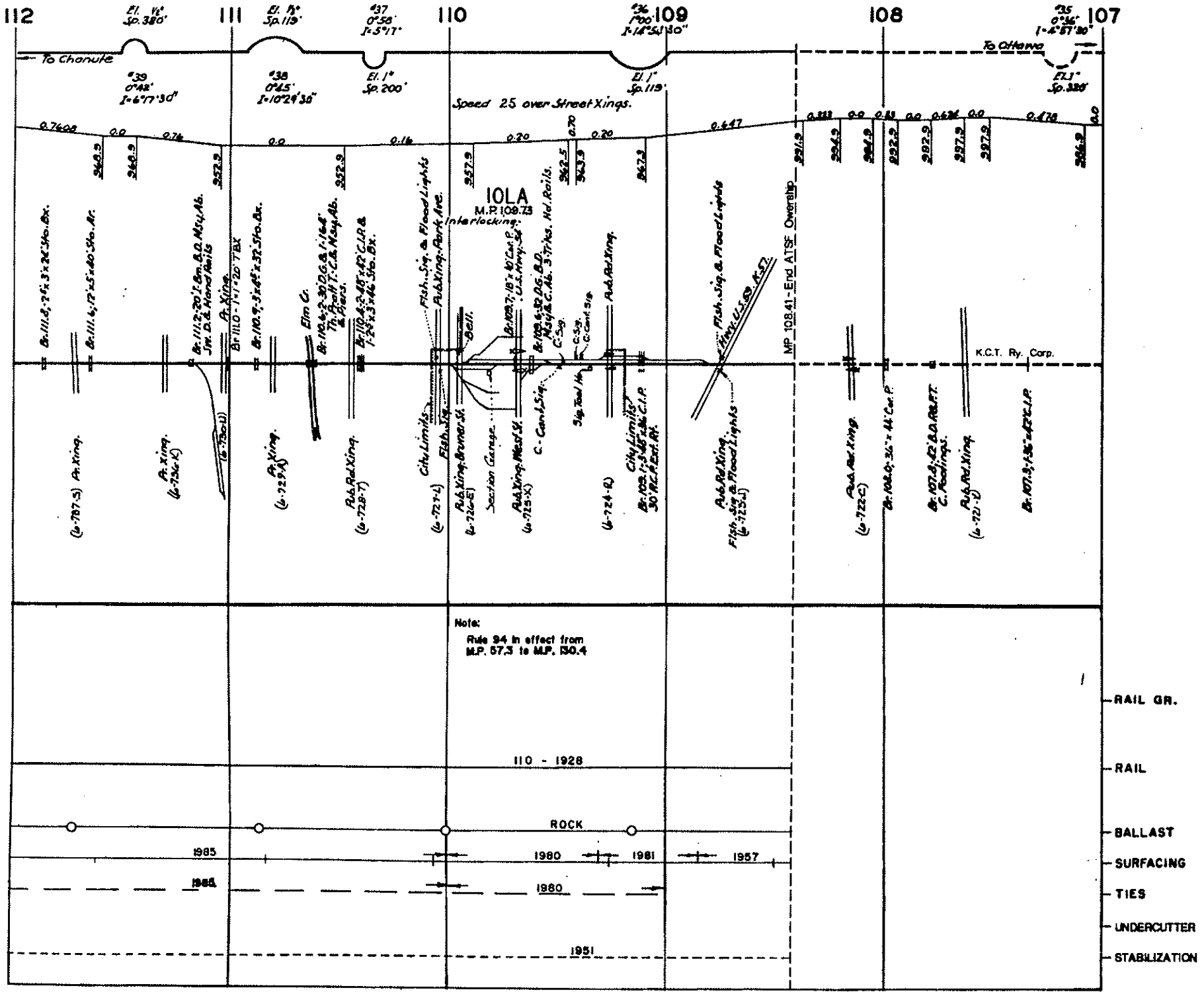
REVISED 8-80


122
121
120
119
118
117
To Chanute
To Ottawa
HUMBOLDT
M.P. 117.42
North Line Osage Ceded Lands
City Limits
Unloading Dock
Note:
Rule 94 in effect from
M.P. 57.3 to M.P. 130.4
110 - 1928
(REF. ABs. - 1955)
ROCK
1985
1985
1950
RAIL GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


117
116
115
114
113
112
To Chenaux
To Ottawa
El. 570'
0.0
0.382
0.0
0.418
0.116
0.670
0.05
0.0
0.886
0.0
0.441
0.146
0.498
0.078
0.0187
0.10
0.0
0.608
0.0
0.7608
975.5
971.5
971.5
974.6
975.1
967.5
968.5
968.5
968.5
933.5
933.5
955.1
954.1
949.6
950.0
948.1
950.6
950.6
937.6
937.6
Br:116.82, 3-34'45 Con. P. Pub. Rd. Xing (L-711-Y)
Br:116.56 6'x27' R.C. Bx.
(L-717-L) A. Xing.
Br:115.9, 4-6'x34' R.C. Bx.
Pub. Rd. Xing (L-718-E)
Br:115.7, 6-5'x40' R.C. Bx.
(L-717-X) A. Xing.
Br:115.5, 36'x35' Martin C. Culvert.
(L-716-E) A. Xing.
Br:115.2, 8-6'x29' Dbl. R.C. Bx.
Pub. Rd. Xing (L-715-J)
Br:114.2, 3-5'x37' Dbl. Slo. Bx.
(L-714-C) A. Xing.
Br:114.0, 3-5'x30' Slo. Bx.
Pub. Rd. Xing (L-713-T)
Br:113.6, 3-24'4" x 46'4" Slo. Bx. C. Ends
Pub. Rd. Xing (L-712-H)
Br:113.4, 54°42' CSR
Pub. Rd. Xing (L-707-S)
Br:113.1, 8-6'x27' R.C. Bx.
Br:112.9, 8-6'x32' R.C. Bx.
(L-710-A) A. Xing.
Br:112.5, 2-2'x2'x39' T.T. Bx.
O. H. Clearance (L-739-F)
Br:112.2, C.P. R.C. Viaduct 162' long.
Br:112.1, 3-4'x32' Slo. Bx.
(L-738-T) A. Xing.
RAIL GR.
RAIL
110 - 1928
(REF. ABs. - 1955)
110 - 1928
BALLAST
ROCK
SURFACING
1985
TIES
1985
UNDERCUTTER
STABILIZATION
1950
1951

REVISED 8-80


112
111
110
109
108
107
To Chanute
To Ottawa
Speed 25 over Street Xings.
10LA
M.P. 109.73
Interlocking.
MP 108.41 - End ATSF Overlap
K.C.T. Ry. Corp.
Note:
Rule 94 in effect from
M.P. 57.3 to M.P. 130.4
110 - 1928
ROCK
1985
1980
1981
1957
1985
1980
1951
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

Tulsa Subdivision

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

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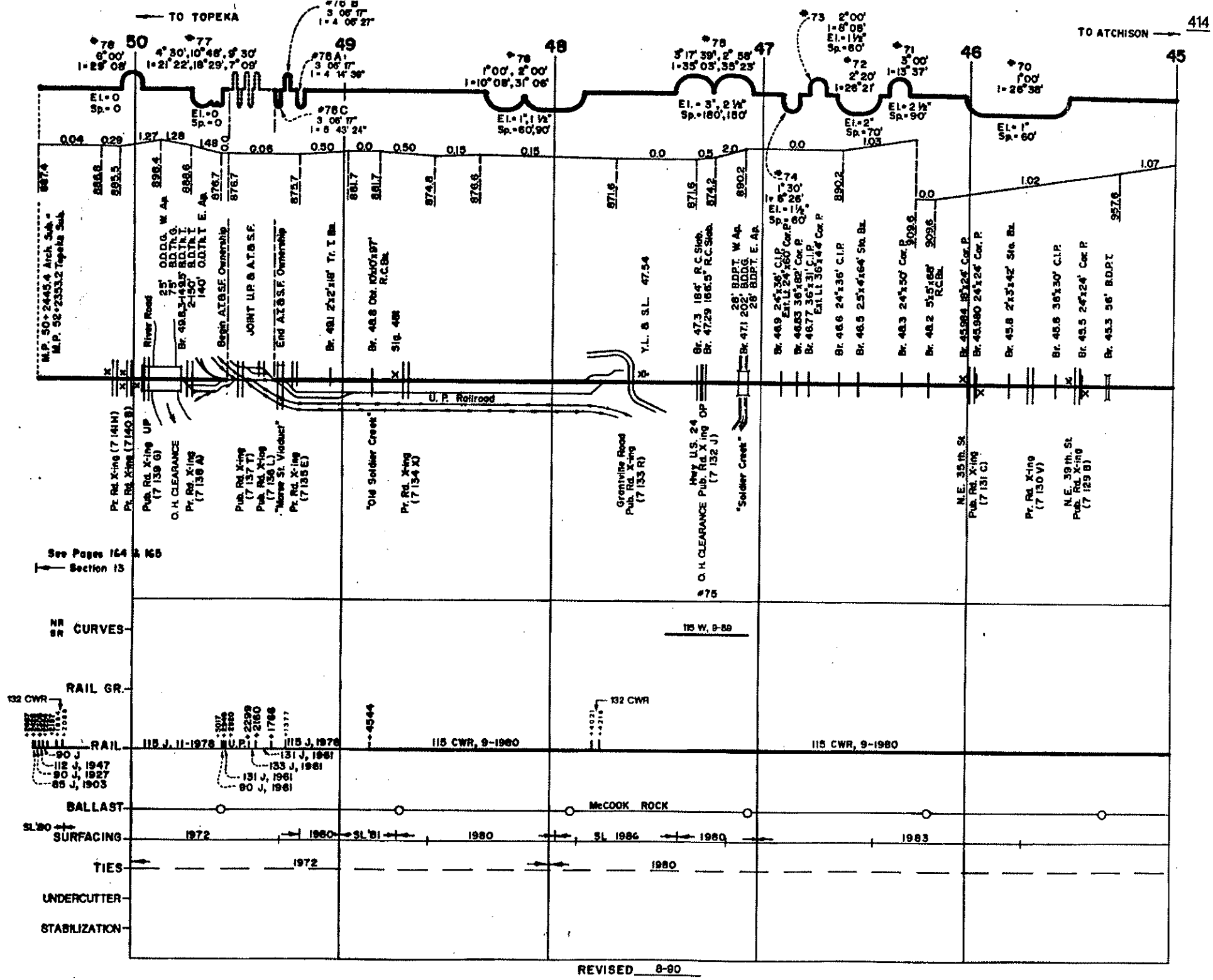
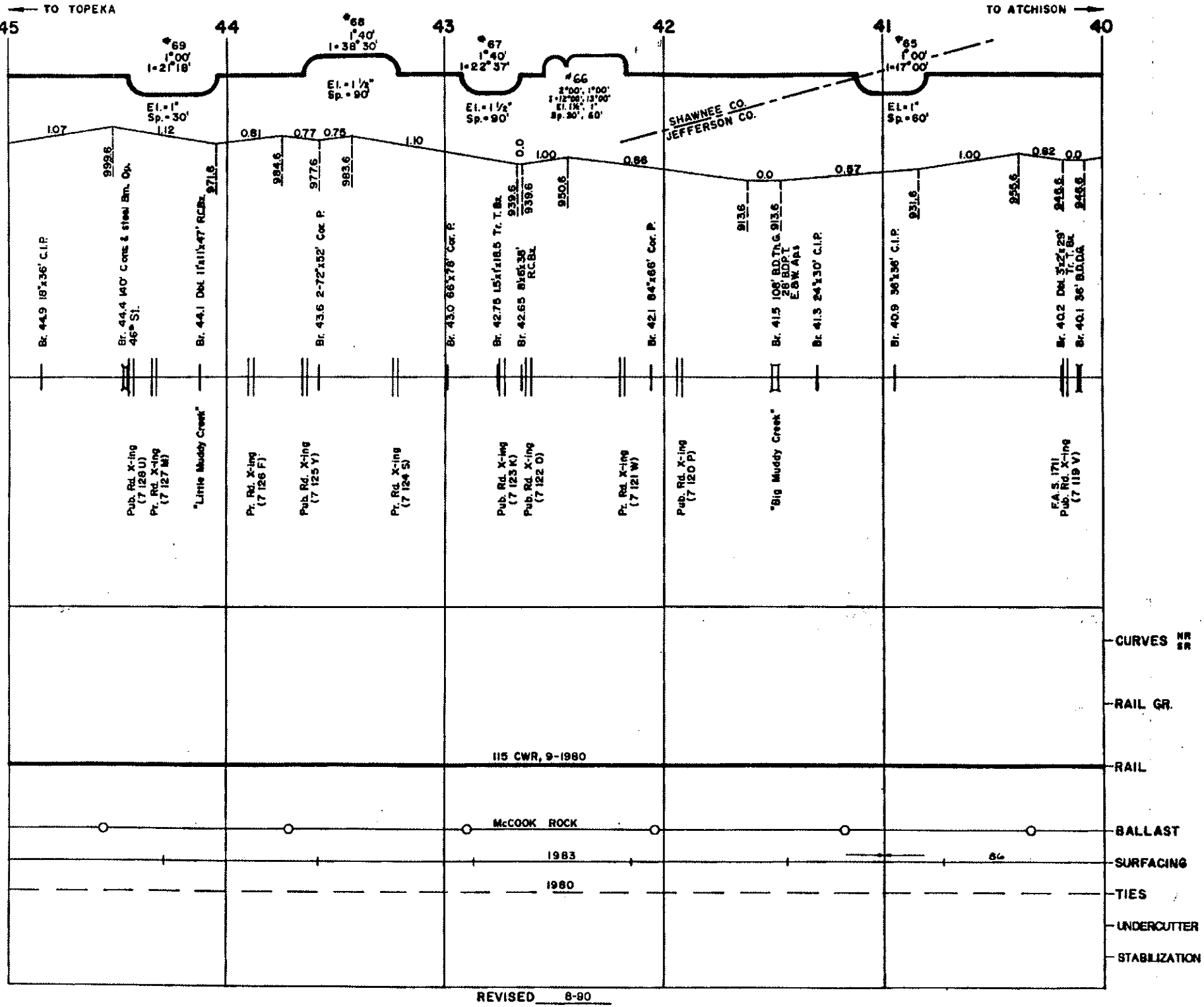
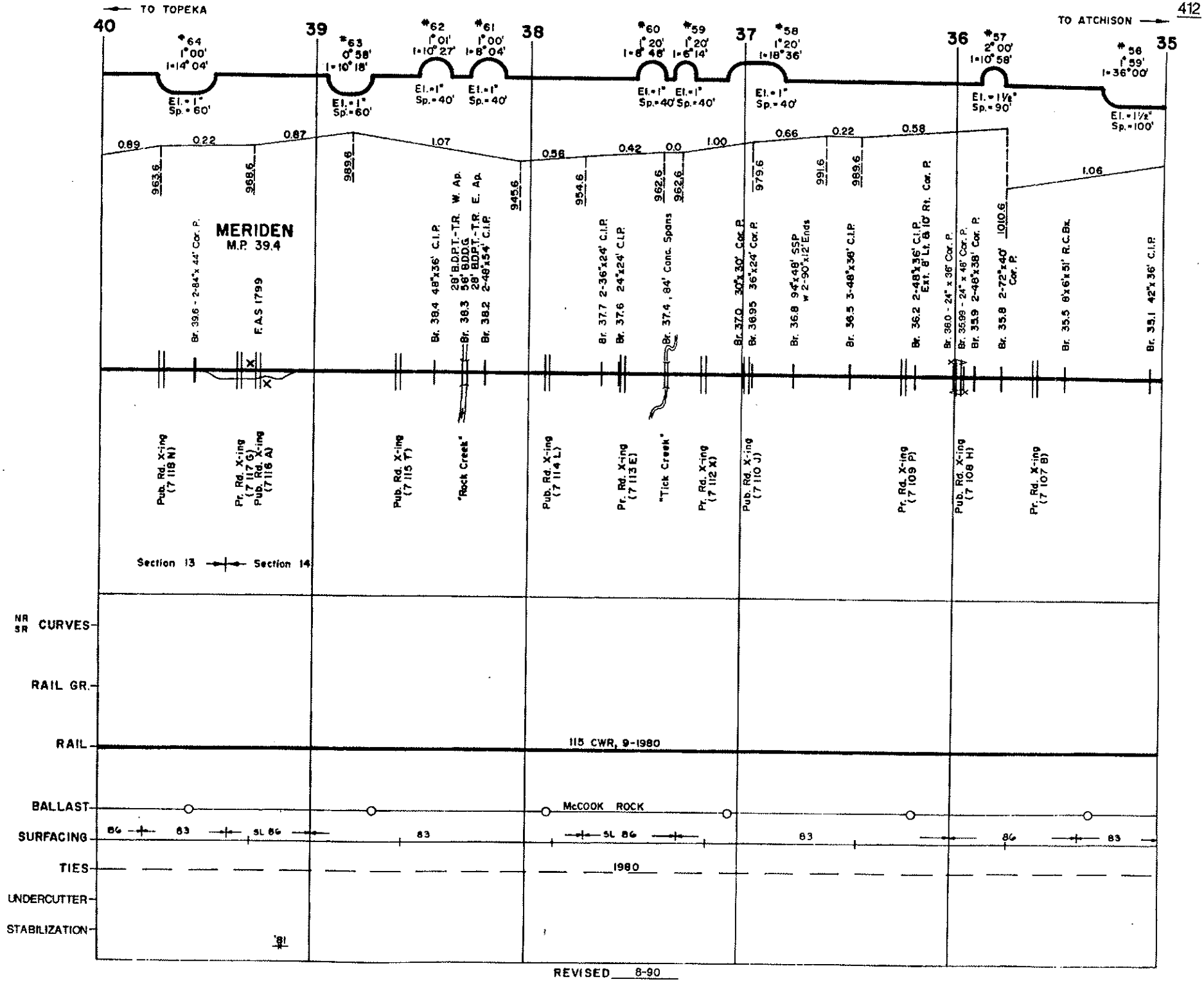

TO TOPEKA
TO ATCHISON
50
49
48
47
46
45
#76 6°00' I=29°08'
#77 4°30',10°46',9°30' I=21°22',18°29',7°09'
#76 B 3°06'17" I=4°06'27"
#76 A 3°06'17" I=4°14'36"
#76 C 3°06'17" I=6°43'24"
#78 1°00',2°00' I=10°08',31°06'
#78 3°17'39",2°58' I=35°03',35°25'
#73 2°00' I=8°08'
#72 2°20' I=26°21'
#71 3°00' I=15°37'
#70 1°00' I=26°38'
El.=0 Sp.=0
El.=1",1½" Sp.=60',90'
El.=3",2½" Sp.=180',180'
El.=2" Sp.=70'
El.=2½" Sp.=90'
El.=1" Sp.=60'
0.04 0.29 1.27 1.28 1.48 0.0 0.06 0.50 0.0 0.50 0.15 0.15 0.0 0.5 2.0 0.0 1.03 0.0 1.02 1.07
887.4 886.8 895.5 898.4 888.6 876.7 876.7 875.7 881.7 881.7 874.8 875.6 971.6 971.6 974.2 890.2 890.2 909.6 909.6 957.6
M.P. 50+2445.4 Arch. Sub.
M.P. 52+2333.2 Topeka Sub.
River Road
O.D.D.G. W. Ap.
25' B.D.Th.G.
75' B.D.Th.T.
2-150' R.D.Th.T.
140' O.D.Th.T. E. Ap.
Br. 49.8 3-149.5
Begin A.T.&S.F. Ownership
JOINT U.P. & A.T.&S.F.
End A.T.&S.F. Ownership
Br. 49.1 2'x2'x18" Tr. T Bk.
Br. 48.8 Dbl. 10'x10'x97' R.C.Bk.
Sig. 488
Y.L. & S.L. 47.54
Br. 47.3 184' R.C.Slab.
Br. 47.29 186.5' R.C.Slab.
28' B.D.P.T. W Ap.
28' B.D.D.G.
28' B.D.P.T. E. Ap.
Br. 47.1 202'
#74 1°30' 28' El.=1½" Sp.=60'
Br. 46.9 24'x36' C.I.P. Est. Ll 24'x60' Cor. P.
Br. 46.83 36'x82' Cor. P.
Br. 46.77 36'x31' C.I.P. Est. Ll 36'x44' Cor. P.
Br. 46.6 24'x36' C.I.P.
Br. 46.5 25'x164' Stn. Bk.
Br. 46.3 24'x50' Cor. P.
Br. 46.2 51'x168' R.C.Bk.
Br. 45.984 18'x24' Cor. P.
Br. 45.980 24'x24' Cor. P.
Br. 45.8 2'x3'x42' Stn. Bk.
Br. 45.6 36'x30' C.I.P.
Br. 45.5 24'x24' Cor. P.
Br. 45.3 96' B.D.P.T.
U. P. Railroad
Pr. Rd. X-ing (7 141 H)
Pr. Rd. X-ing (7 140 B)
Pub. Rd. X-ing UP (7 139 G)
O. H. CLEARANCE
Pr. Rd. X-ing (7 138 A)
Pub. Rd. X-ing (7 137 T)
Pub. Rd. X-ing (7 136 L)
"Morse St. Viaduct"
Pr. Rd. X-ing (7 135 E)
"Old Soldier Creek"
Pr. Rd. X-ing (7 134 X)
Graniville Road Pub. Rd. X-ing (7 133 R)
Hwy. U.S. 24 Pub. Rd. X-ing OP (7 132 J)
O. H. CLEARANCE
#75
"Soldier Creek"
N.E. 35 th. St. Pub. Rd. X-ing (7 131 C)
Pr. Rd. X-ing (7 130 V)
N.E. 39 th. St. Pub. Rd. X-ing (7 129 B)
See Pages 164 & 165
Section 13
NR SR CURVES
115 W, 9-88
RAIL GR.
RAIL
132 CWR
115 J, 11-1978 M.U.P.
115 J, 1978
115 CWR, 9-1980
90 J
112 J, 1947
90 J, 1927
85 J, 1903
131 J, 1961
133 J, 1961
90 J, 1961
+2299
+2160
+1766
+4544
BALLAST
McCOOK ROCK
SURFACING
SL'80
1972
1980
SL'81
SL 1984
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


TO TOPEKA
TO ATCHISON
45
44
43
42
41
40
#69 1°00' I=21°18'
#68 1°40' I=38°30'
#67 1°40' I=22°37'
#66 2°00', 1°00' I=12°00', 13°00' El. 1½", 1" Sp. 30", 60'
#65 1°00' I=17°00'
El.=1" Sp.=30'
El.=1½" Sp.=90'
El.=1½" Sp.=90'
El.=1" Sp.=60'
SHAWNEE CO.
JEFFERSON CO.
1.07
1.12
0.81
0.77
0.75
1.10
0.0
1.00
0.86
0.0
0.57
1.00
0.82
0.0
999.8
984.6
977.6
983.6
939.6
939.6
950.6
913.6
913.6
931.6
955.6
945.6
945.6
Br. 44.9 18'x36' C.I.P.
Br. 44.4 140' Conc. & steel Bm. Op. 45th St.
Br. 44.1 Dbl. 11'x11'x47' RCBx.
Br. 43.6 2-72'x52' Cor. P.
Br. 43.0 86'x78' Cor. P.
Br. 42.75 15'x11'x18.5 Tr. T. Bx.
Br. 42.65 81'6"x38' R.C.Bx.
Br. 42.1 84'x66' Cor. P.
Br. 41.5 108' B.D.Th.G. 28' B.D.P.T. E.B.W. Apts
Br. 41.3 24'x30' C.I.P.
Br. 40.9 36'x36' C.I.P.
Br. 40.2 Dbl. 31'2"x29' Tr. T. Bx.
Br. 40.1 36' B.D.DA.
Pub. Rd. X-ing (7 128 U)
Pr. Rd. X-ing (7 127 M)
"Little Muddy Creek"
Pr. Rd. X-ing (7 126 F)
Pub. Rd. X-ing (7 125 Y)
Pr. Rd. X-ing (7 124 S)
Pub. Rd. X-ing (7 123 K)
Pub. Rd. X-ing (7 122 O)
Pr. Rd. X-ing (7 121 W)
Pub. Rd. X-ing (7 120 P)
"Big Muddy Creek"
F.A.S. 1711 Pub. Rd. X-ing (7 119 V)
CURVES NR SR
RAIL GR.
115 CWR, 9-1980
RAIL
McCOOK ROCK
BALLAST
1983
64
SURFACING
1980
TIES
UNDERCUTTER
STABILIZATION

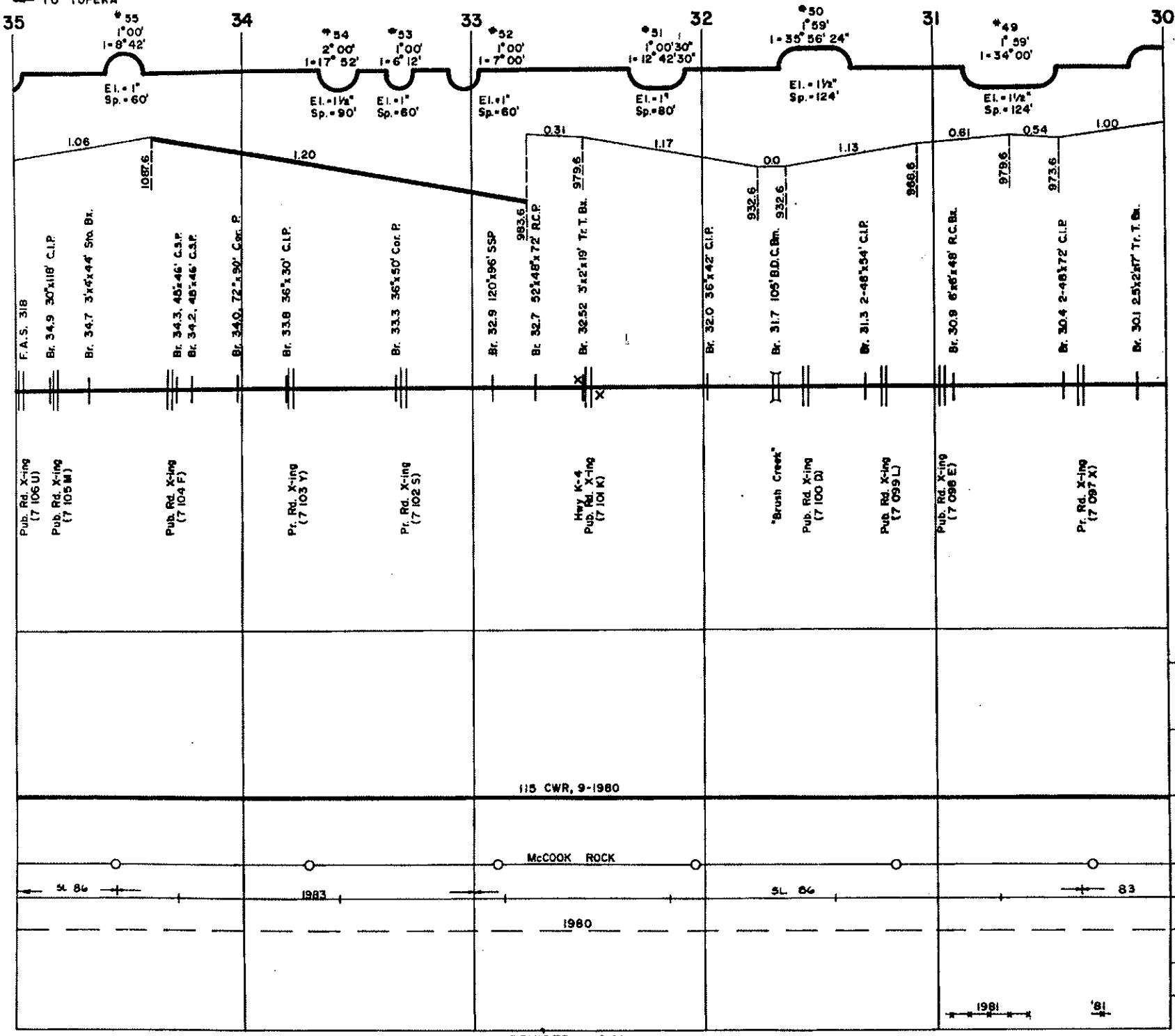
REVISED 8-90


TO TOPEKA
TO ATCHISON
40
39
38
37
36
35
*64 1°00' I=14°04' El.=1" Sp.=60'
*63 0°58' I=10°18' El.=1" Sp.=60'
*62 1°01' I=10°27' El.=1" Sp.=40'
*61 1°00' I=8°04' El.=1" Sp.=40'
*60 1°20' I=8°48' El.=1" Sp.=40'
*59 1°20' I=6°14' El.=1" Sp.=40'
*58 1°20' I=18°36' El.=1" Sp.=40'
*57 2°00' I=10°58' El.=1½" Sp.=90'
*56 1°59' I=36°00' El.=1½" Sp.=100'
0.89 0.22 0.87 1.07 0.58 0.42 0.0 1.00 0.66 0.22 0.58 1.06
963.6 968.6 989.6 945.6 954.6 962.6 962.6 979.6 991.6 989.6 1010.6
MERIDEN
M.P. 39.4
Br. 39.6 - 2-84'x 44' Cor. P.
F.A.S 1799
Br. 38.4 48'x36' C.I.P.
Br. 38.3 28' B.D.P.T.-T.R. W. Ap. 56' BDDG 28' B.D.P.T.-T.R. E. Ap.
Br. 38.2 2-48'x54' C.I.P.
Br. 37.7 2-36'x24' C.I.P.
Br. 37.6 24'x24' C.I.P.
Br. 37.4, 84' Conc. Spans
Br. 37.0 30'x30' Cor. P.
Br. 36.95 36'x24' Cor. P.
Br. 36.8 94'x48' SSP w 2-90°x12' Ends
Br. 36.5 3-48'x36' C.I.P.
Br. 36.2 2-48'x36' C.I.P. Ext. 8' Lt. & 10' Rt. Cor. P.
Br. 36.0 - 24" x 36" Cor. P.
Br. 35.99 - 24" x 48" Cor. P.
Br. 35.9 2-48'x38' Cor. P.
Br. 35.8 2-72"x40' Cor. P.
Br. 35.5 8'x6'x51' R.C.Bx.
Br. 35.1 42"x36' C.I.P.
Pub. Rd. X-ing (7 118 N)
Pr. Rd. X-ing (7 117 G) Pub. Rd. X-ing (7116 A)
Pub. Rd. X-ing (7 115 T)
"Rock Creek"
Pub. Rd. X-ing (7 114 L)
Pr. Rd. X-ing (7 113 E)
"Tick Creek"
Pr. Rd. X-ing (7 112 K)
Pub. Rd. X-ing (7 110 J)
Pr. Rd. X-ing (7 109 P)
Pub. Rd. X-ing (7 108 H)
Pr. Rd. X-ing (7 107 B)
Section 13
Section 14
NR SR CURVES
RAIL GR.
RAIL
115 CWR, 9-1980
BALLAST
McCOOK ROCK
SURFACING
86 83 SL 86 83 SL 86 83 86 83
TIES
1980
UNDERCUTTER
STABILIZATION
'81

REVISED 8-90

← TO TOPEKA

TO ATCHISON →



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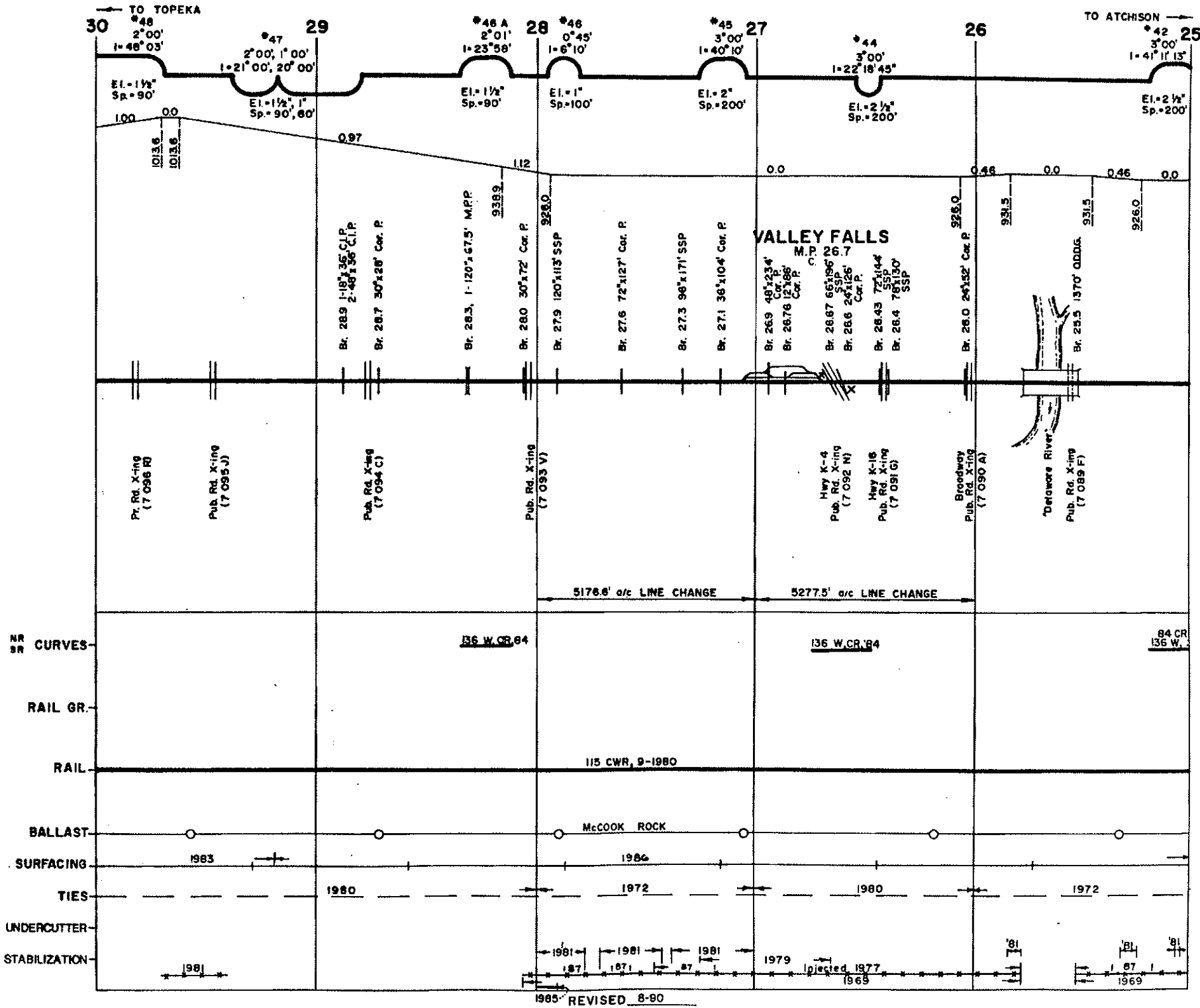
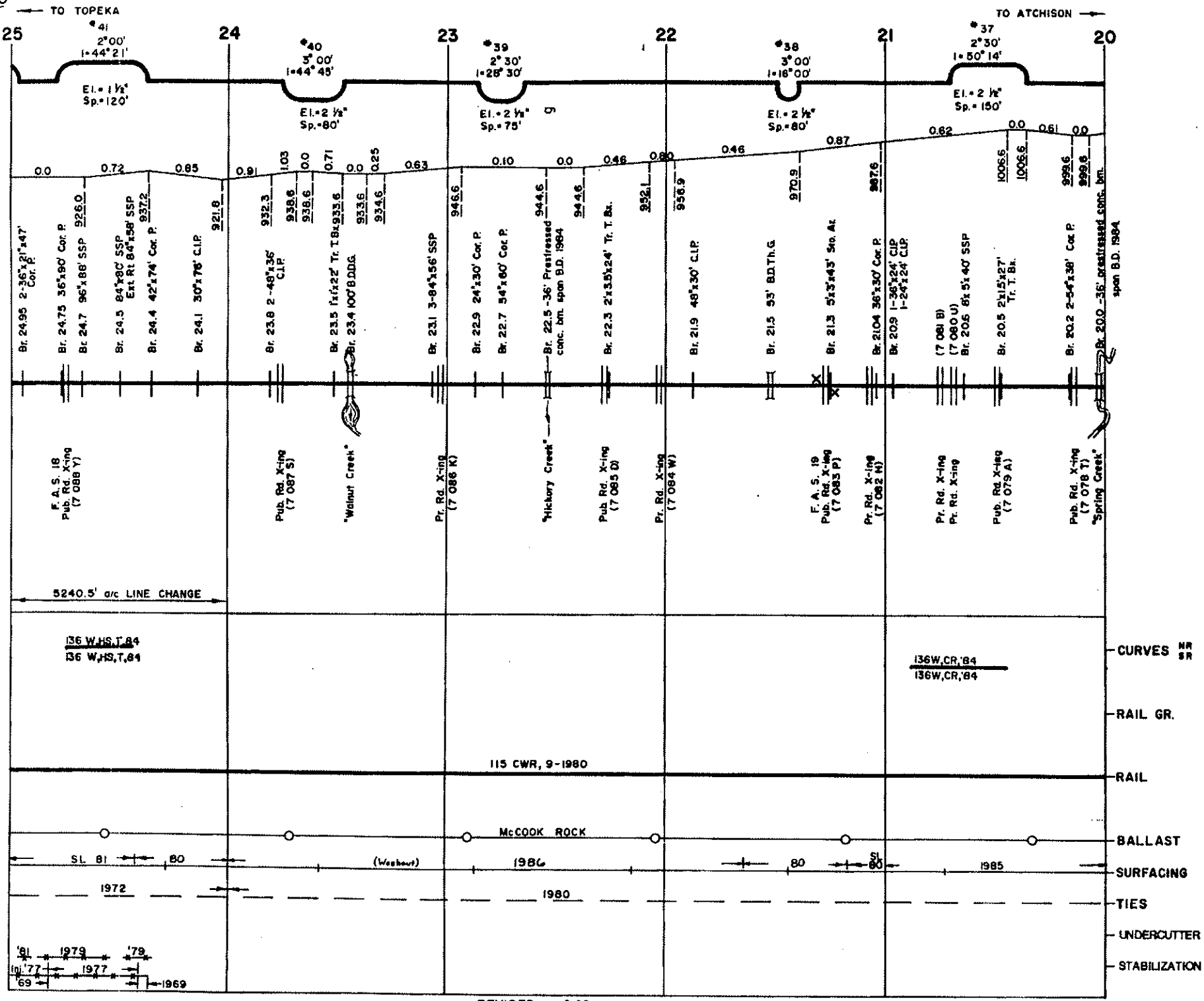
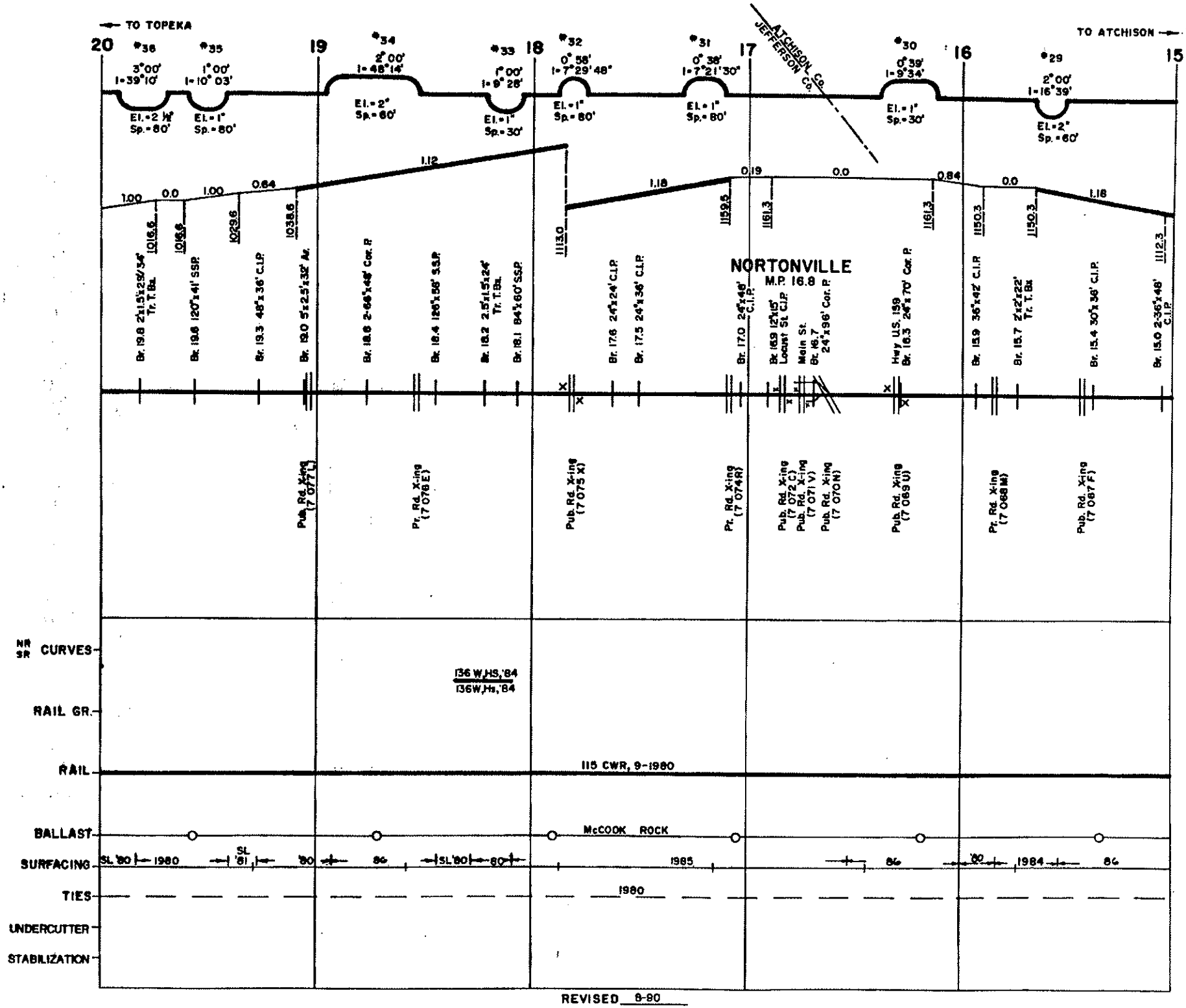
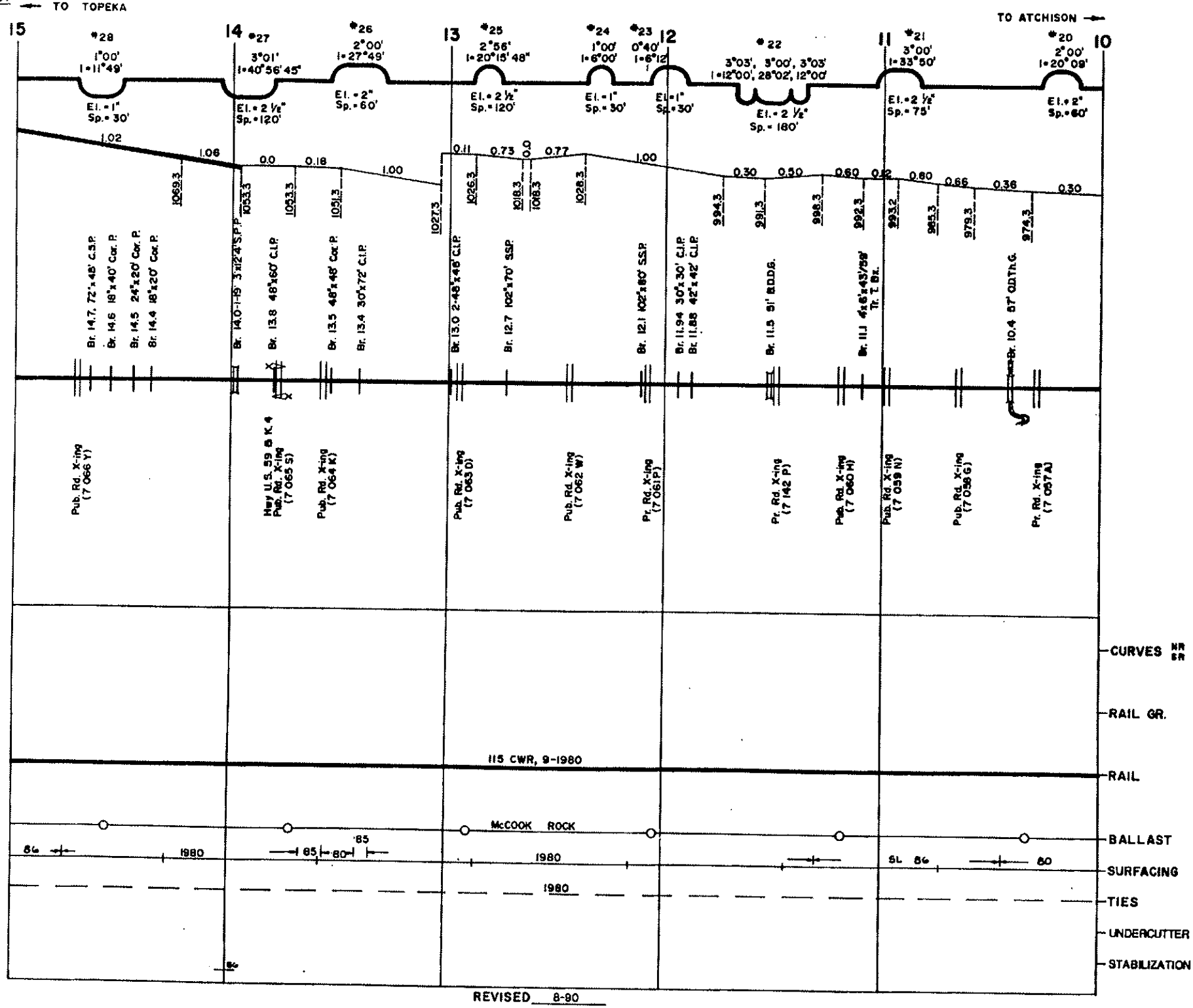

TO TOPEKA
TO ATCHISON
30
29
28
27
26
25
*48 2°00' I=46°03'
*47 2°00', 1°00' I=21°00', 20°00'
*46A 2°01' I=23°58'
*46 0°45' I=6°10'
*45 3°00' I=40°10'
*44 3°00' I=22°18'45"
*42 3°00' I=41°11'13"
El.=1½" Sp.=90'
El.=1½", 1" Sp.=90', 60'
El.=1½" Sp.=90'
El.=1" Sp.=100'
El.=2" Sp.=200'
El.=2½" Sp.=200'
El.=2½" Sp.=200'
1.00
0.0
0.97
1.12
0.0
0.46
0.0
0.46
0.0
101.36
101.36
938.9
926.0
926.0
931.5
931.5
926.0
VALLEY FALLS
M.P. 26.7
Br. 28.9 1-18'x36' C.I.P. 2-48'x36' C.I.P.
Br. 28.7 30'x28' Cor. P.
Br. 28.3, 1-120'x67.5' M.P.P.
Br. 28.0 30'x72' Cor. P.
Br. 27.9 120'x113' SSP
Br. 27.6 72'x127' Cor. P.
Br. 27.3 96'x171' SSP
Br. 27.1 36'x104' Cor. P.
Br. 26.9 48'x234' Cor. P.
Br. 26.76 12'x86' Cor. P.
Br. 26.67 66'x196' SSP
Br. 26.6 24'x126' Cor. P.
Br. 26.43 72'x144' SSP
Br. 26.4 78'x130' SSP
Br. 26.0 24'x52' Cor. P.
Br. 25.5 1370' ODDG.
Pr. Rd. X-ing (7 096 R)
Pub. Rd. X-ing (7 095 J)
Pub. Rd. X-ing (7 094 C)
Pub. Rd. X-ing (7 093 V)
Hwy K-4 Pub. Rd. X-ing (7 092 N)
Hwy K-16 Pub. Rd. X-ing (7 091 G)
Broadway Pub. Rd. X-ing (7 090 A)
"Delaware River"
Pub. Rd. X-ing (7 089 F)
5176.6' a/c LINE CHANGE
5277.5' a/c LINE CHANGE
NR SR CURVES
136 W. CR. '84
136 W. CR. '84
84 CR 136 W.
RAIL GR.
RAIL
115 CWR, 9-1980
BALLAST
McCOOK ROCK
SURFACING
1983
1984
TIES
1980
1972
1980
1972
UNDERCUTTER
STABILIZATION
1981
1981
1981
1981
1979
projected 1977
1969
1969
'81
'81
'81
'87
'87
'87
'87
1985
REVISED 8-90


TO TOPEKA
TO ATCHISON
25
24
23
22
21
20
*41 2°00' I=44°21' El.=1½" Sp.=120'
*40 3°00' I=44°45' El.=2½" Sp.=80'
*39 2°30' I=28°30' El.=2½" Sp.=75'
*38 3°00' I=18°00' El.=2½" Sp.=80'
*37 2°30' I=50°14' El.=2½" Sp.=150'
0.0 0.72 0.85 0.91 1.03 0.0 0.71 0.0 0.25 0.63 0.10 0.0 0.46 0.80 0.46 0.87 0.62 0.0 0.61 0.0
921.8 926.0 932.3 938.6 938.6 933.6 933.6 934.6 946.6 944.6 944.6 952.1 956.9 970.9 987.6 1006.6 1006.6 999.6 999.6
Br. 24.95 2-36'x21'x47' Cor. P.
Br. 24.75 36'x80' Cor. P.
Br. 24.7 96'x88' SSP
Br. 24.5 84'x80' SSP Ext. Rt 84'x58' SSP
Br. 24.4 42'x74' Cor. P.
Br. 24.1 30'x76' C.I.P.
Br. 23.8 2-48'x36' C.I.P.
Br. 23.5 1'x1'x22' Tr. T. 8x933.6
Br. 23.4 100' B.D.D.G.
Br. 23.1 3-84'x56' SSP
Br. 22.9 24'x30' Cor. P.
Br. 22.7 54'x60' Cor. P.
Br. 22.5 -36' Prestressed conc. bm. span B.D. 1984
Br. 22.3 2'x3.5'x24' Tr. T. Bx.
Br. 21.9 48'x30' C.I.P.
Br. 21.5 53' B.D.Th.G.
Br. 21.3 5'x3'x43' Sko. Ax.
Br. 21.04 36'x30' Cor. P.
Br. 20.9 1-36'x24' C.I.P. 1-24'x24' C.I.P.
(7 081 B)
(7 080 U)
Br. 20.6 6'x 5'x 40' SSP
Br. 20.5 2'x1.5'x27' Tr. T. Bx.
Br. 20.2 2-54'x38' Cor. P.
Br. 20.0 -36' prestressed conc. bm. span B.D. 1984
F.A.S. 18 Pub. Rd. X-ing (7 088 Y)
Pub. Rd. X-ing (7 087 S)
"Walnut Creek"
Pr. Rd. X-ing (7 086 K)
"Hickory Creek"
Pub. Rd. X-ing (7 085 D)
Pr. Rd. X-ing (7 084 W)
F.A.S. 19 Pub. Rd. X-ing (7 083 P)
Pr. Rd. X-ing (7 082 N)
Pr. Rd. X-ing
Pr. Rd. X-ing
Pub. Rd. X-ing (7 079 A)
Pub. Rd. X-ing (7 078 T)
"Spring Creek"
5240.5' a/c LINE CHANGE
136 W,HS,T,'84
136 W,HS,T,'84
136W,CR,'84
136W,CR,'84
115 CWR, 9-1980
McCOOK ROCK
SL 81
80
(Washout)
1986
80
SL 80
1985
1972
1980
'81 1979 '79
'77 1977
69 1969
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

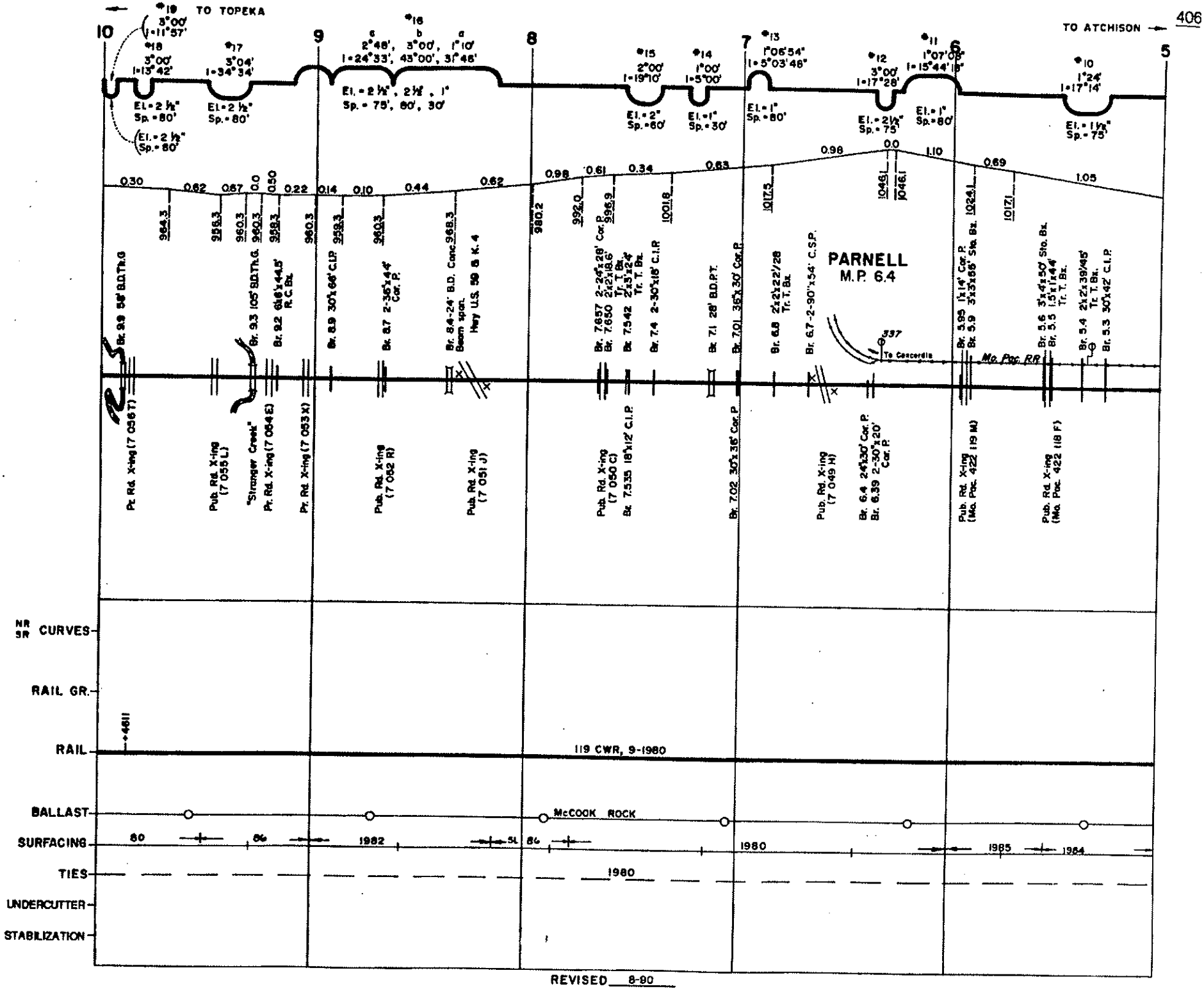
REVISED 8-90

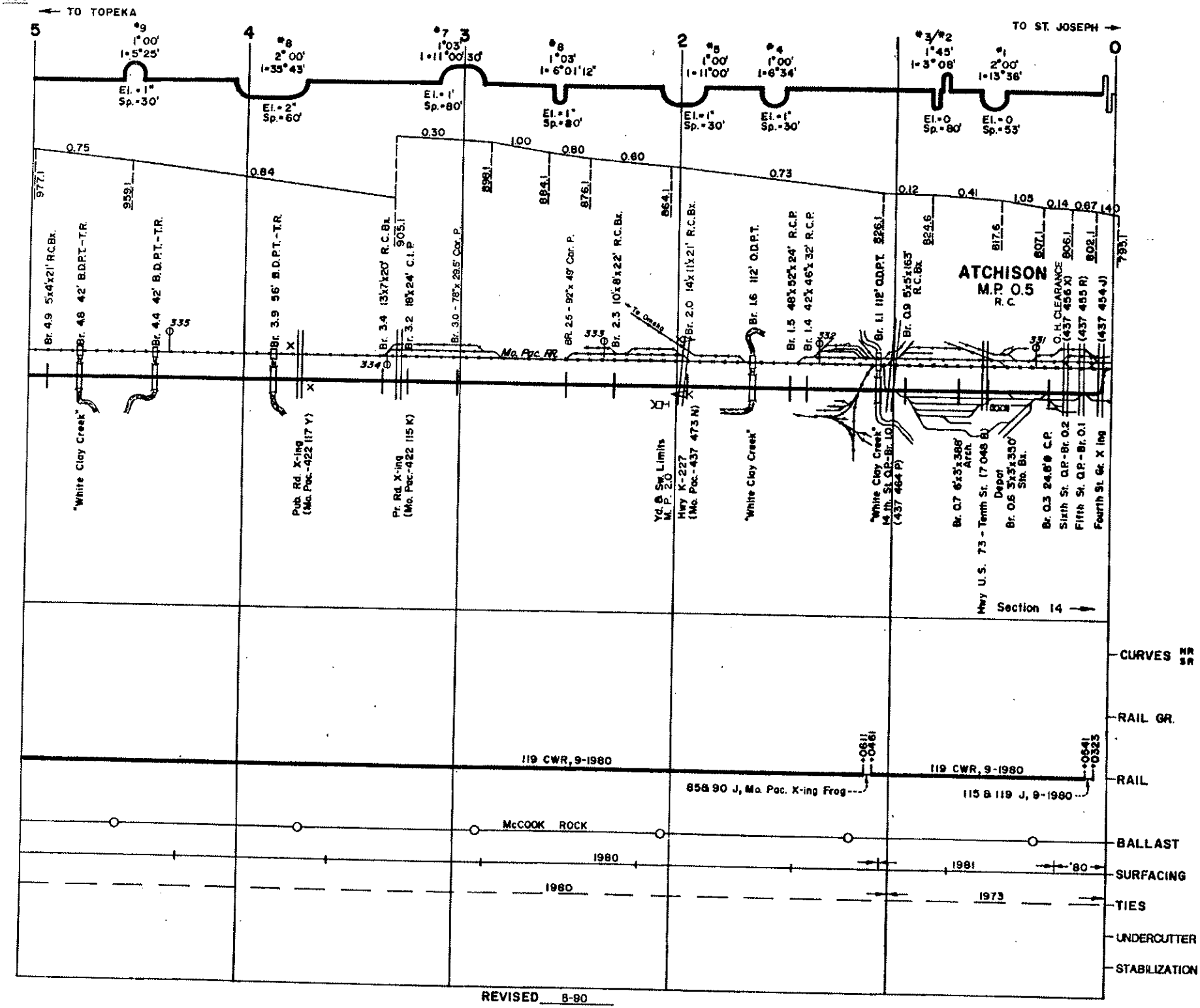

TO TOPEKA
TO ATCHISON
20
19
18
17
16
15
#36 3°00' I=39°10' El.=2½" Sp.=80'
#35 1°00' I=10°03' El.=1" Sp.=80'
#34 2°00' I=48°14' El.=2" Sp.=60'
#33 1°00' I=9°28' El.=1" Sp.=30'
#32 0°58' I=7°29'48" El.=1" Sp.=80'
#31 0°38' I=7°21'30" El.=1" Sp.=80'
#30 0°39' I=9°34' El.=1" Sp.=30'
#29 2°00' I=16°39' El.=2" Sp.=60'
ATCHISON CO.
JEFFERSON CO.
1.00 0.0 1.00 0.64 1.12 1.18 0.19 0.0 0.84 0.0 1.18
1016.6 1016.6 1029.6 1038.6 1113.0 1159.5 1161.3 1161.3 1150.3 1150.3 1112.3
NORTONVILLE
M.P. 16.8
Br. 19.8 2'x1.5'x29'-3¼" Tr. T. Bx.
Br. 19.6 120'x41' S.S.P.
Br. 19.3 48'x36' C.I.P.
Br. 19.0 5'x2.5'x32' Arv.
Br. 18.6 2-66'x48' Con. P.
Br. 18.4 126'x56' S.S.P.
Br. 18.2 2.5'x1.5'x24' Tr. T. Bx.
Br. 18.1 84'x60' S.S.P.
Br. 17.6 24'x24' C.I.P.
Br. 17.5 24'x36' C.I.P.
Br. 17.0 24'x48' C.I.P.
Br. 16.9 12'x15' Locust St. C.I.P.
Main St. Br. 16.7 24'x96' Con. P.
Hwy U.S. 159 Br. 16.3 24'x70' Con. P.
Br. 15.9 36'x42' C.I.P.
Br. 15.7 2'x2'x22' Tr. T. Bx.
Br. 15.4 30'x36' C.I.P.
Br. 15.0 2-36'x48' C.I.P.
Pub. Rd. X-ing (7 077 L)
Pr. Rd. X-ing (7 078 E)
Pub. Rd. X-ing (7 075 X)
Pr. Rd. X-ing (7 074 R)
Pub. Rd. X-ing (7 072 C)
Pub. Rd. X-ing (7 071 V)
Pub. Rd. X-ing (7 070 N)
Pub. Rd. X-ing (7 069 U)
Pr. Rd. X-ing (7 068 M)
Pub. Rd. X-ing (7 067 F)
NR SR CURVES
136 W,HS,'84
136W,Hs,'84
RAIL GR.
RAIL
115 CWR, 9-1980
BALLAST
McCOOK ROCK
SURFACING
SL '80 1980 SL '81 '80 86 SL '80 80 1985 86 '00 1984 86
TIES
1980
UNDERCUTTER
STABILIZATION

REVISED 8-80

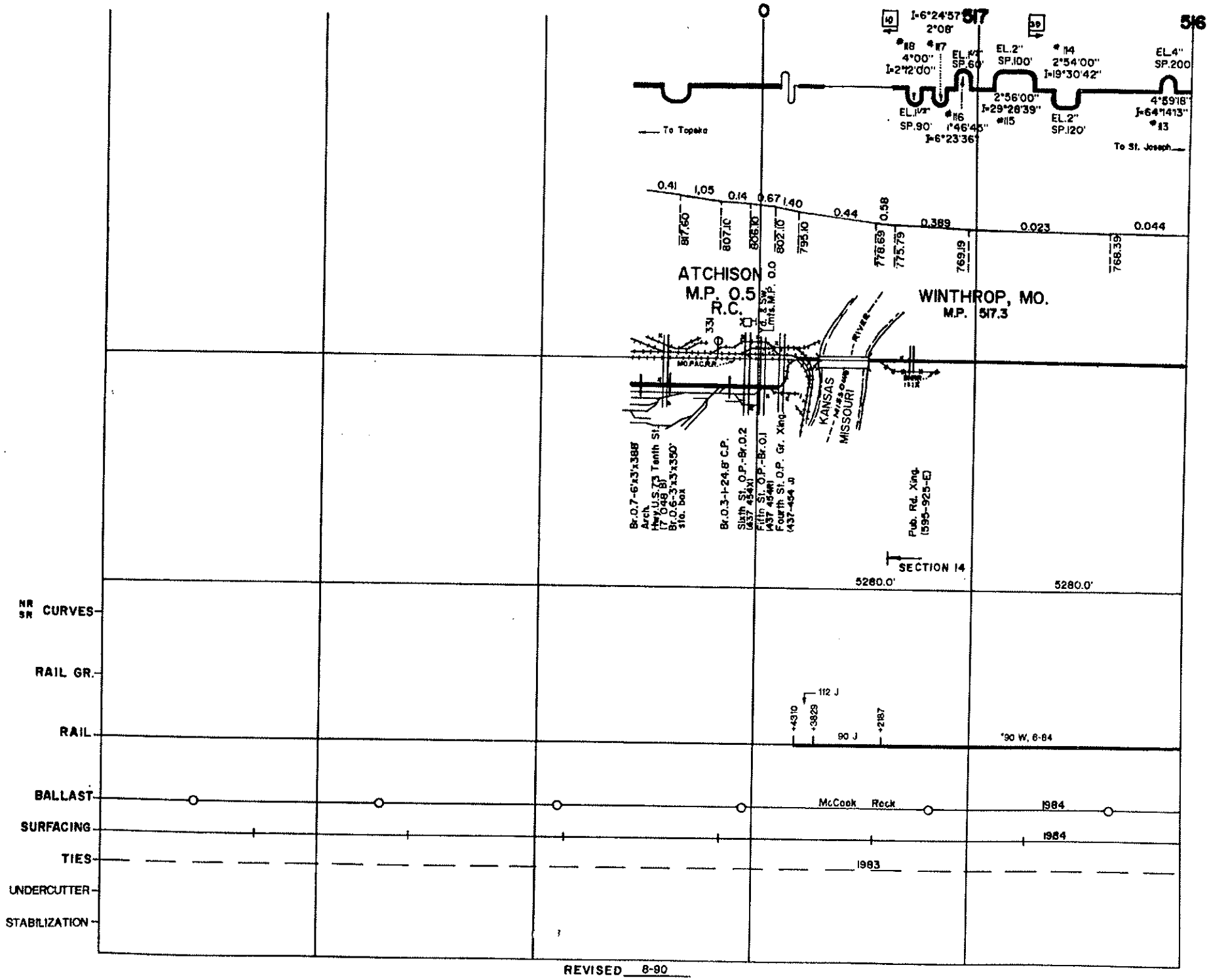

← TO TOPEKA
TO ATCHISON →
15
14
13
12
11
10
*28 1°00' I=11°49' El.=1" Sp.=30'
*27 3°01' I=40°56'45" El.=2½" Sp.=120'
*26 2°00' I=27°49' El.=2" Sp.=60'
*25 2°56' I=20°15'48" El.=2½" Sp.=120'
*24 1°00' I=6°00' El.=1" Sp.=30'
*23 0°40' I=6°12' El.=1" Sp.=30'
*22 3°03', 3°00', 3°03' I=12°00', 28°02', 12°00' El.=2½" Sp.=180'
*21 3°00' I=33°50' El.=2½" Sp.=75'
*20 2°00' I=20°09' El.=2" Sp.=60'
1.02
1.06
0.0
0.18
1.00
0.11
0.73
0.0
0.77
1.00
0.30
0.50
0.60
0.12
0.60
0.66
0.36
0.30
1069.3
1053.3
1053.3
1051.3
1027.3
1026.3
1018.3
1018.3
1028.3
994.3
991.3
998.3
992.3
993.2
985.3
979.3
974.3
Br. 14.7, 72'x48' C.S.P.
Br. 14.6 18'x40' Cor. P.
Br. 14.5 24'x20' Cor. P.
Br. 14.4 18'x20' Cor. P.
Br. 14.0-1-19' 3'x12'4"S.P.P.
Br. 13.8 48'x60' C.I.P.
Br. 13.5 48'x48' Cor. P.
Br. 13.4 30'x72' C.I.P.
Br. 13.0 2-48'x48' C.I.P.
Br. 12.7 102'x70' S.S.P.
Br. 12.1 102'x80' S.S.P.
Br. 11.94 30'x30' C.I.P.
Br. 11.88 42'x42' C.I.P.
Br. 11.5 51' B.D.D.G.
Br. 11.1 4'x6'x43'/59' Tr. 2 Br.
Br. 10.4 87' D.D.Th.G.
Pub. Rd. X-ing (7 066 Y)
Hwy U.S. 59 & K-4 Pub. Rd. X-ing (7 065 S)
Pub. Rd. X-ing (7 064 K)
Pub. Rd. X-ing (7 063 D)
Pub. Rd. X-ing (7 062 W)
Pr. Rd. X-ing (7 061 P)
Pr. Rd. X-ing (7 142 P)
Pub. Rd. X-ing (7 060 H)
Pub. Rd. X-ing (7 059 N)
Pub. Rd. X-ing (7 058 G)
Pr. Rd. X-ing (7 057 A)
CURVES NR SR
RAIL GR.
115 CWR, 9-1980
RAIL
McCOOK ROCK
BALLAST
84
1980
'85
'85
80
1980
SL 84
80
SURFACING
1980
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

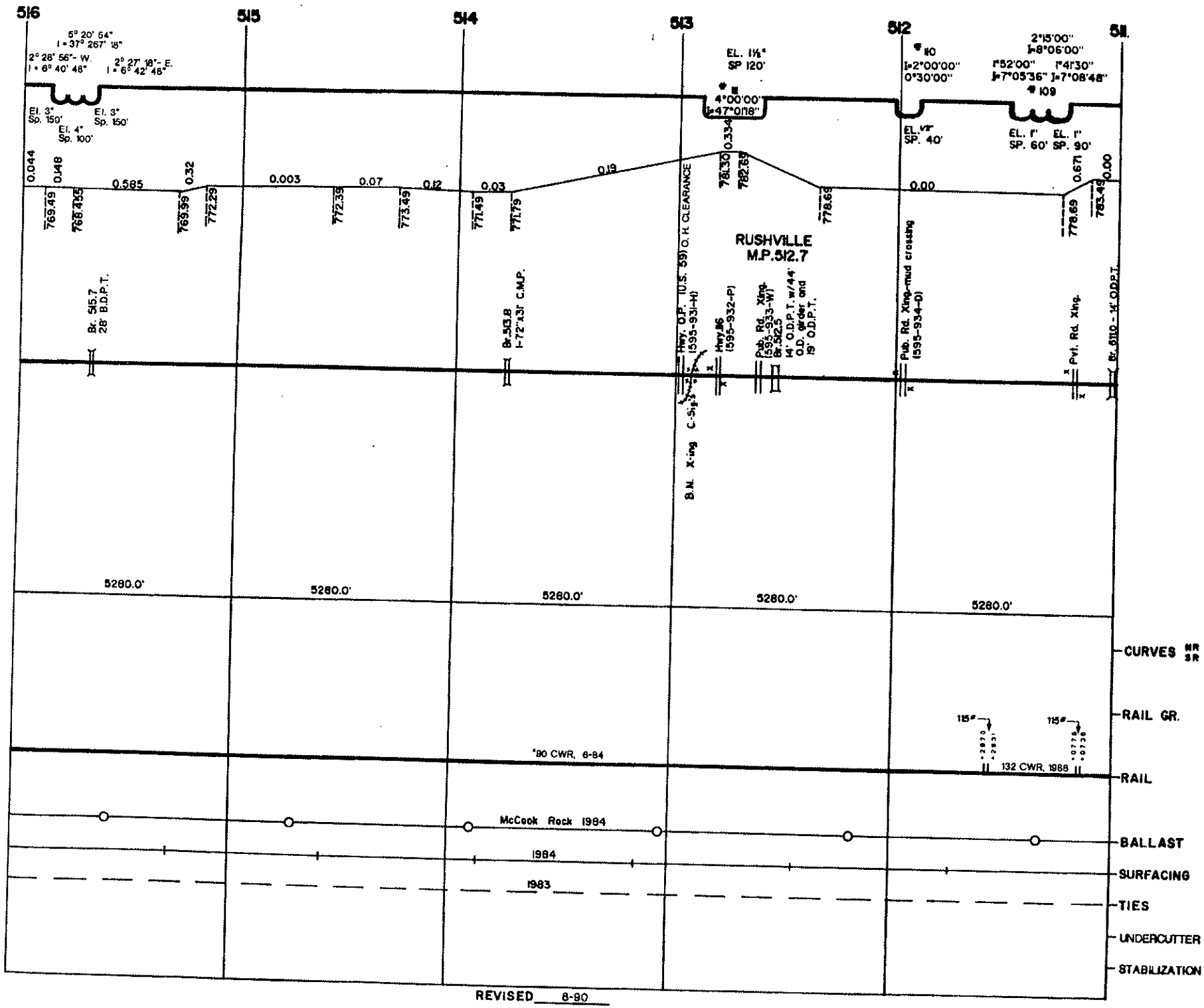

TO TOPEKA
TO ATCHISON
10
9
8
7
6
5
PARNELL
M.P. 6.4
To Concordia
Mo. Pac. RR
NR
SR
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR, 9-1980
McCOOK ROCK
80
86
1982
51
86
1980
1985
1984
1980
REVISED 8-90

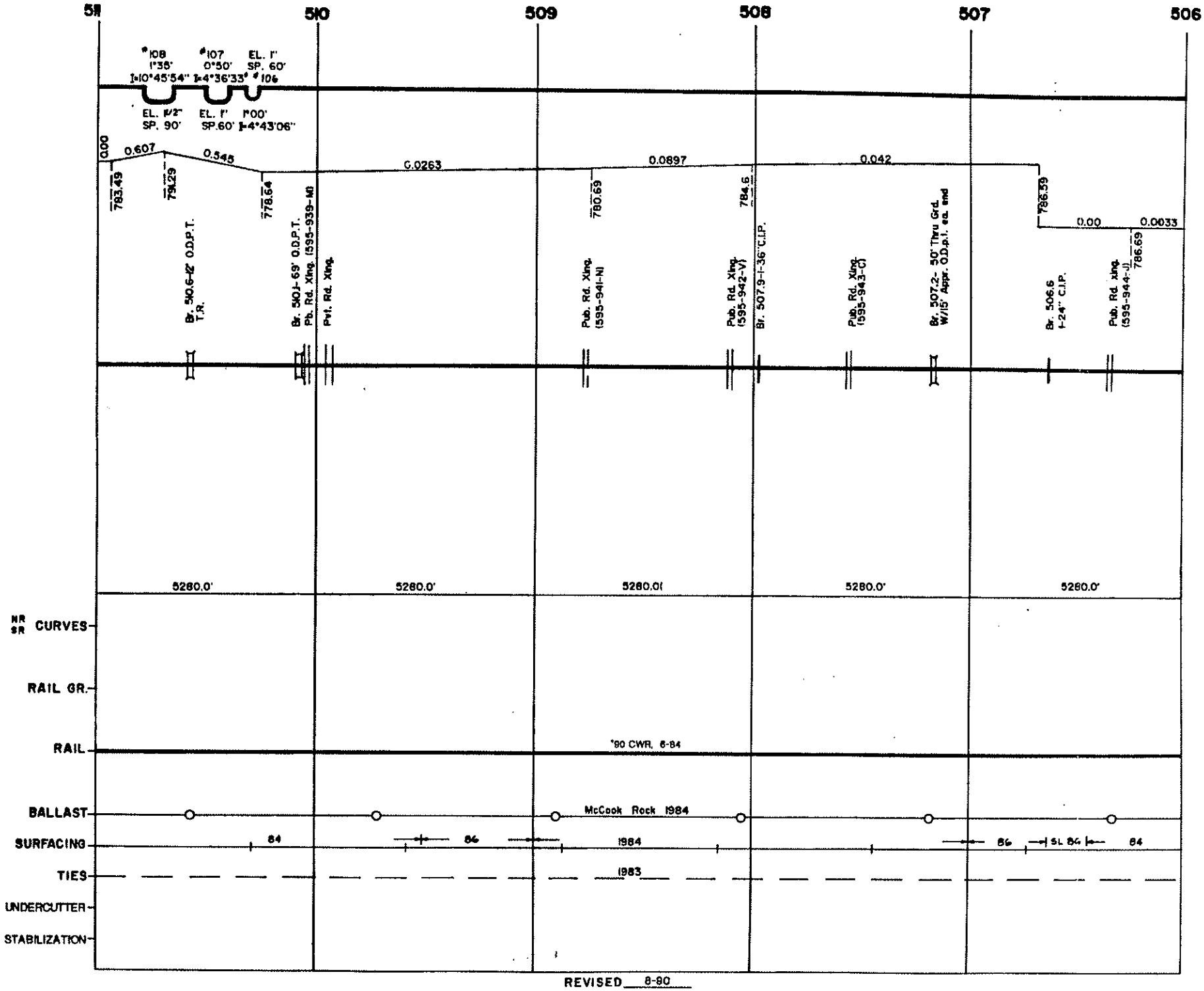

← TO TOPEKA
TO ST. JOSEPH →
5
4
3
2
1
0
#9 1°00' I=5°25' El.=1" Sp.=30'
#8 2°00' I=35°43' El.=2" Sp.=60'
#7 1°03' I=11°00'30" El.=1' Sp.=80'
#6 1°03' I=6°01'12" El.=1" Sp.=80'
#5 1°00' I=11°00' El.=1" Sp.=30'
#4 1°00' I=6°34' El.=1" Sp.=30'
#3/#2 1°45' I=3°08' El.=0 Sp.=80'
#1 2°00' I=13°38' El.=0 Sp.=53'
0.75
0.84
0.30
1.00
0.80
0.60
0.73
0.12
0.41
1.05
0.14
0.67
1.40
977.1
959.1
905.1
898.1
884.1
876.1
864.1
826.1
824.6
817.6
807.1
806.1
802.1
783.1
Br. 4.9 5'x4'x21' R.C.Bx.
Br. 4.8 42' B.D.P.T.-T.R.
Br. 4.4 42' B.D.P.T.-T.R.
Br. 3.9 56' B.D.P.T.-T.R.
Br. 3.4 13'x7'x20' R.C.Bx.
Br. 3.2 18'x24' C.I.P.
Br. 3.0 - 78'x 29.5° Cor. P.
Br. 2.5 - 92'x 49° Cor. P.
Br. 2.3 10'x8'x22' R.C.Bx.
To Oneka
Br. 2.0 14'x11'x21' R.C.Bx.
Br. 1.6 112° O.D.P.T.
Br. 1.5 48'x52'x24' R.C.P.
Br. 1.4 42'x46'x32' R.C.P.
Br. 1.1 112° O.D.P.T.
Br. 0.9 5'x5'x163' R.C.Bx.
ATCHISON
M.P. 0.5
R.C.
O.H. CLEARANCE
(437 456 X)
(437 455 R)
(437 454 J)
335
334
333
332
331
Mo. Pac. RR
"White Clay Creek"
Pub. Rd. X-ing (Mo. Pac.-422 117 Y)
Pr. Rd. X-ing (Mo. Pac.-422 115 K)
Yd. & Sw. Limits M. P. 2.0
Hwy K-227 (Mo. Pac.-437 473 N)
"White Clay Creek"
"White Clay Creek" 14th St. Q.P.-Br. 1.0 (437 464 P)
Br. 0.7 6'x5'x 388' Arch.
Hwy U.S. 73 - Tenth St. (7 048 B)
Depot
Br. 0.6 3'x3'x 350' Sta. Bx.
Br. 0.3 24.6'@ C.P.
Sixth St. Q.P.-Br. 0.2
Fifth St. Q.P.-Br. 0.1
Fourth St. Gr. X ing
Section 14 →
CURVES HR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR, 9-1980
858 90 J, Mo. Pac. X-ing Frog
119 CWR, 9-1980
115 & 119 J, 9-1980
+0611
+0461
+0541
+0323
McCOOK ROCK
1980
1981
'80
1980
1973

REVISED 8-80

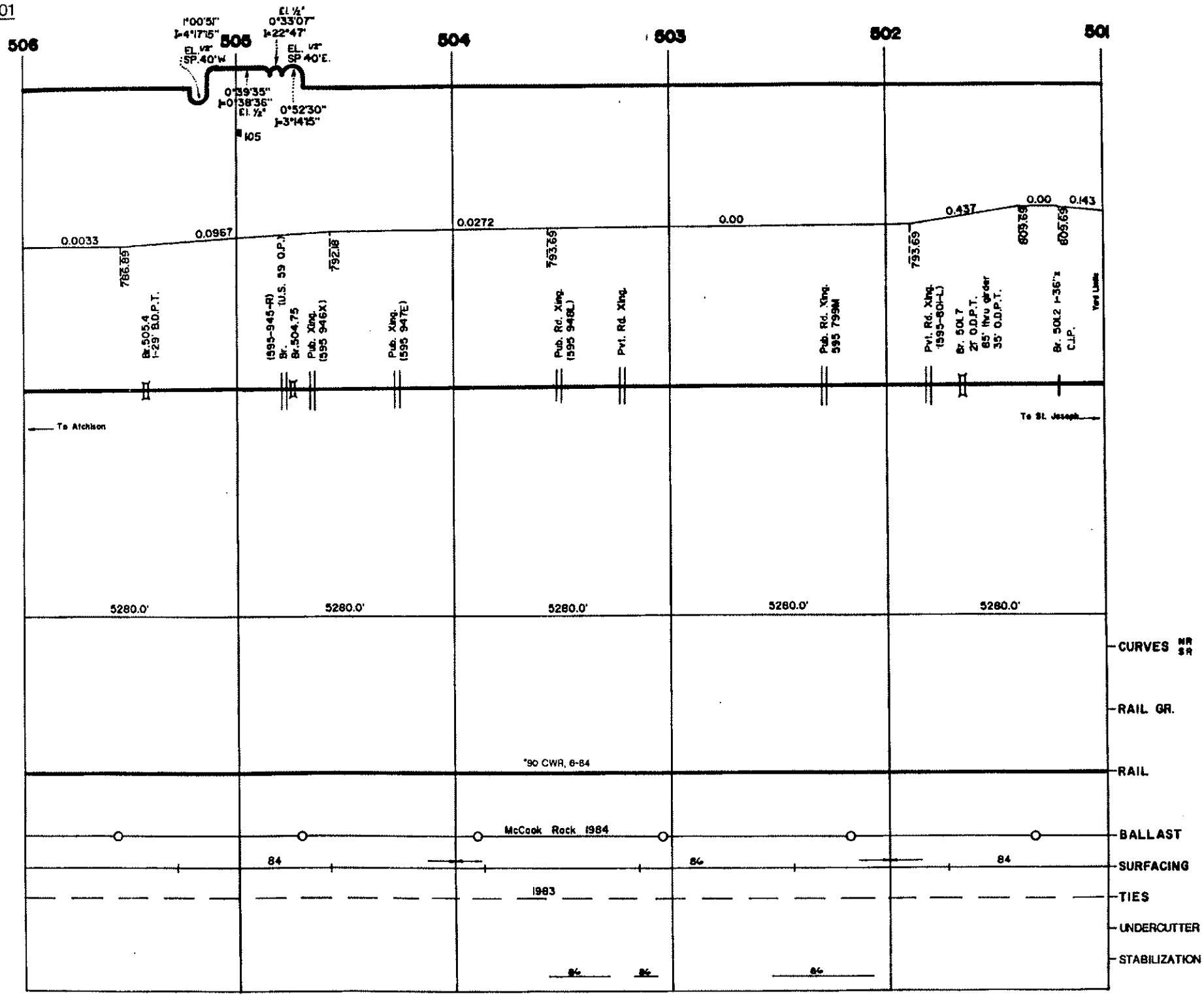

517
516
I-6°24'57"
2°08'
#18
4°00"
I-2°12'00"
#17
EL.2"
SP.60'
EL.2"
SP.100'
#14
2°54'00"
I-19°30'42"
EL.4"
SP.200
EL.1½"
SP.90'
#16
1°46'45"
I-6°23'36"
2°56'00"
I-29°28'39"
#15
EL.2"
SP.120'
4°59'18"
I-64°14'13"
#13
To Topeka
To St. Joseph
0.41
1.05
0.14
0.67
1.40
0.44
0.58
0.389
0.023
0.044
817.60
807.10
805.10
802.10
795.10
776.69
775.79
769.19
768.39
ATCHISON
M.P. 0.5
R.C.
0.0
WINTHROP, MO.
M.P. 517.3
331
MO PAC R.R.
KANSAS
MISSOURI
RIVER
Br. 0.7-6'x3'x388'
Arch.
Hwy U.S. 73 Tenth St.
(7 048 81)
Br. 0.6-3'x3'x350'
stg. box
Br. 0.3-1-24.8' C.P.
Sixth St. O.P.-Br. 0.2
(437 454K)
Fifth St. O.P.-Br. 0.1
(437 454H)
Fourth St. O.P. Gr. Xing
(437-454 J)
Pub. Rd. Xing
(595-925-E)
SECTION 14
5280.0'
5280.0'
112 J
+4310
+3829
90 J
+2187
'90 W. 6-84
NR
SR CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
McCook Rock
1984
1984
1983

REVISED 8-90


516
515
514
513
512
511
5° 20' 54"
I = 37° 267' 18"
2° 28' 56"- W.
I = 6° 40' 48"
2° 27' 18"- E.
I = 6° 42' 48"
El. 3"
Sp. 150'
El. 3"
Sp. 150'
El. 4"
Sp. 100'
EL. 1½"
SP 120'
4°00'00"
I=47°01'18"
#10
I=2°00'00"
0°30'00"
2°15'00"
I=8°06'00"
I°52'00"
I°41'30"
I=7°05'36"
I=7°08'48"
#109
EL. 1"
SP. 40'
EL. 1"
SP. 60'
EL. 1"
SP. 90'
0.044
0.148
0.585
0.32
0.003
0.07
0.12
0.03
0.19
0.334
0.00
0.671
0.00
769.49
768.455
769.39
772.29
772.39
773.49
771.49
771.79
781.30
782.63
778.69
778.69
783.49
RUSHVILLE
M.P.512.7
Br. 545.7
28' B.D.P.T.
Br. 513.8
1-72"x31' C.M.P.
Hwy. O.P. (U.S. 59) O.H. CLEARANCE
(595-931-H)
B.M. X-ing C-Sig.
Hwy.136
(595-932-P)
Pub. Rd. Xing.
(595-933-W)
Br. 512.5
14' O.D.P.T. w/44'
O.D. girder and
19' O.D.P.T.
Pub. Rd. Xing-mud crossing
(595-934-D)
Pvt. Rd. Xing.
Br. 511.0 - 14' O.D.P.T.
5280.0'
5280.0'
5280.0'
5280.0'
5280.0'
CURVES NR SR
RAIL GR.
115#
115#
.2870
.2831
.0775
.0736
'90 CWR, 6-84
132 CWR, 1988
RAIL
McCook Rock 1984
BALLAST
1984
SURFACING
1983
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


511
510
509
508
507
506
#108 I°38' I=10°45'54"
#107 0°50' I=4°36'33"
EL. 1" SP. 60' #106
EL. 1/2" SP. 90'
EL. 1" SP. 60' I=4°43'06"
1°00'
0.00
0.607
0.545
0.0263
0.0897
0.042
0.00
0.0033
783.49
784.29
778.64
780.69
784.6
786.59
786.69
Br. 540.6-42' O.D.P.T. T.R.
Br. 540J-69' O.D.P.T. Pb. Rd. Xing. (595-939-M)
Pvt. Rd. Xing.
Pub. Rd. Xing. (595-941-N)
Pub. Rd. Xing. (595-942-V)
Br. 507.9-1-36' C.I.P.
Pub. Rd. Xing. (595-943-C)
Br. 507.2- 50' Thru Grd. W/15' Appr. O.D.p.l. ea. end
Br. 506.6 1-24" C.I.P.
Pub. Rd. xing. (595-944-J)
5280.0'
5280.0'
5280.0'
5280.0'
5280.0'
NR SR CURVES
RAIL GR.
RAIL
'90 CWR, 6-84
BALLAST
McCook Rock 1984
SURFACING
84
84
1984
86
SL 86
84
TIES
1983
UNDERCUTTER
STABILIZATION

REVISED 8-80


506
505
504
503
502
501
1°00'51"
I=4°17'15"
El. ½"
SP.40'W
El. ½"
0°33'07"
I=22°47'
El. ½"
SP.40'E.
0°39'35"
I=0°38'36"
El. ½"
0°52'30"
I=3°14'15"
105
0.0033
0.0967
0.0272
0.00
0.437
0.00
0.143
786.89
792.18
793.69
793.69
609.69
605.69
Br.505.4
1-29' B.O.P.T.
(595-945-R)
Br.
Br.504.75
(U.S. 59 O.P.)
Pub. Xing.
(595 946X)
Pub. Xing.
(595 947E)
Pub. Rd. Xing.
(595 948L)
Pvt. Rd. Xing.
Pub. Rd. Xing.
595 799M
Pvt. Rd. Xing.
(595-801-L)
Br. 501.7
2T O.D.P.T.
65' thru girder
35' O.D.P.T.
Br. 501.2 I-36"x
C.I.P.
Yard Limits
To Atchison
To St. Joseph
5280.0'
5280.0'
5280.0'
5280.0'
5280.0'
CURVES NR SR
RAIL GR.
RAIL
*90 CWR, 6-84
McCook Rock 1984
BALLAST
84
86
84
SURFACING
1983
TIES
UNDERCUTTER
STABILIZATION
86
86
86

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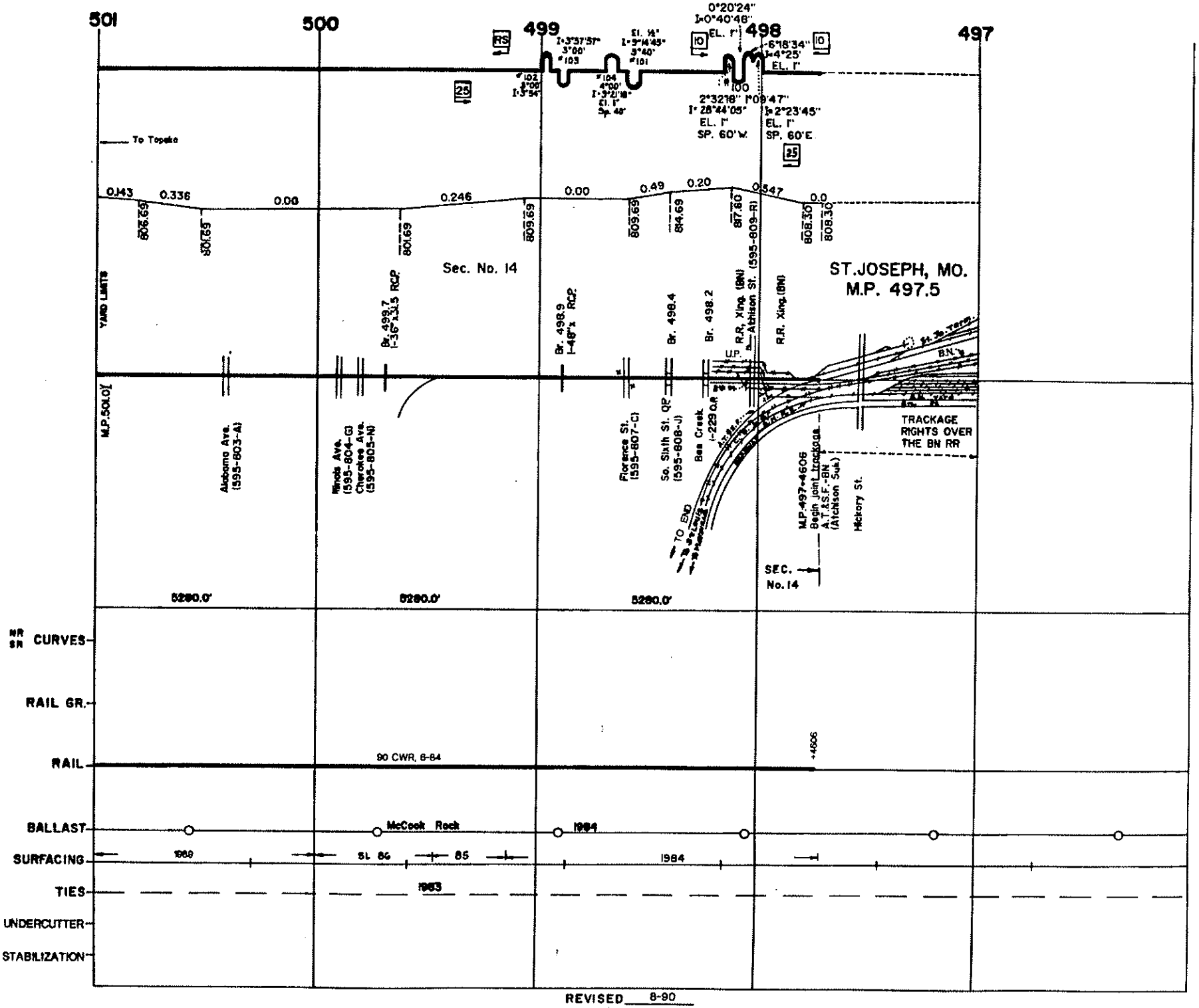
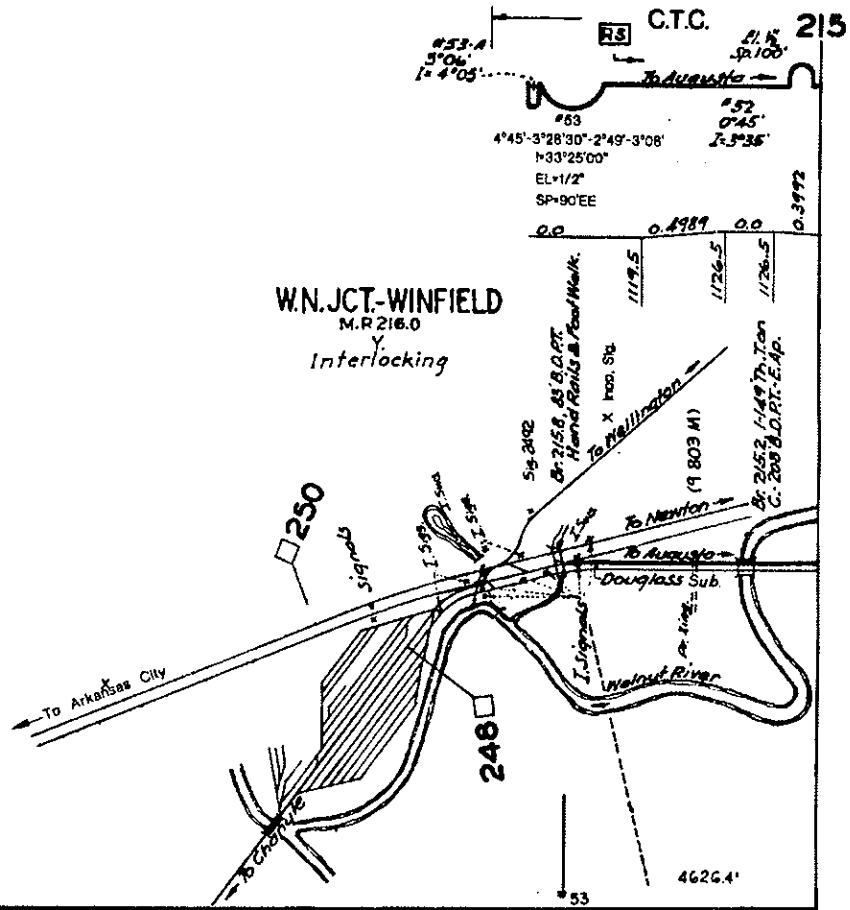
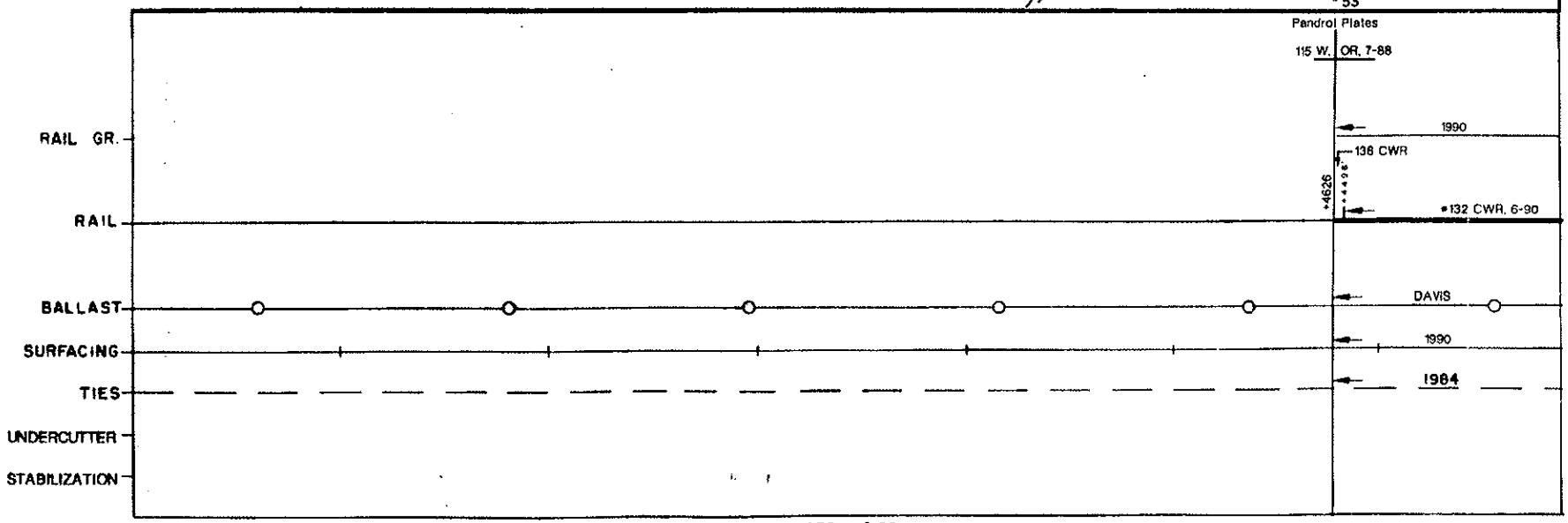

501
500
499
498
497
To Topeka
0.143
0.336
0.00
0.246
0.00
0.49
0.20
0.547
0.0
Sec. No. 14
ST.JOSEPH, MO.
M.P. 497.5
YARD LIMITS
M.P.504.0
Alabama Ave. (595-803-A)
Illinois Ave. (595-804-G)
Cherokee Ave. (595-805-N)
Florence St. (595-807-C)
So. Sixth St. QP (595-808-J)
Bee Creek
Br. 498.4
Br. 498.2
R.R. Xing. (BN)
Atchison St. (595-809-R)
U.P.
B.N.
TRACKAGE RIGHTS OVER THE BN RR
M.P.497-4606 Begin Joint Trackage A.T.&S.F.-BN (Atchison Sub.)
Hickory St.
SEC. No.14
TO END
5280.0'
5280.0'
5280.0'
HR
SR
CURVES
RAIL GR.
RAIL
90 CWR, 6-84
+4606
BALLAST
McCook Rock
1994
SURFACING
1988
SL 86
85
1984
TIES
1983
UNDERCUTTER
STABILIZATION

REVISED 8-90

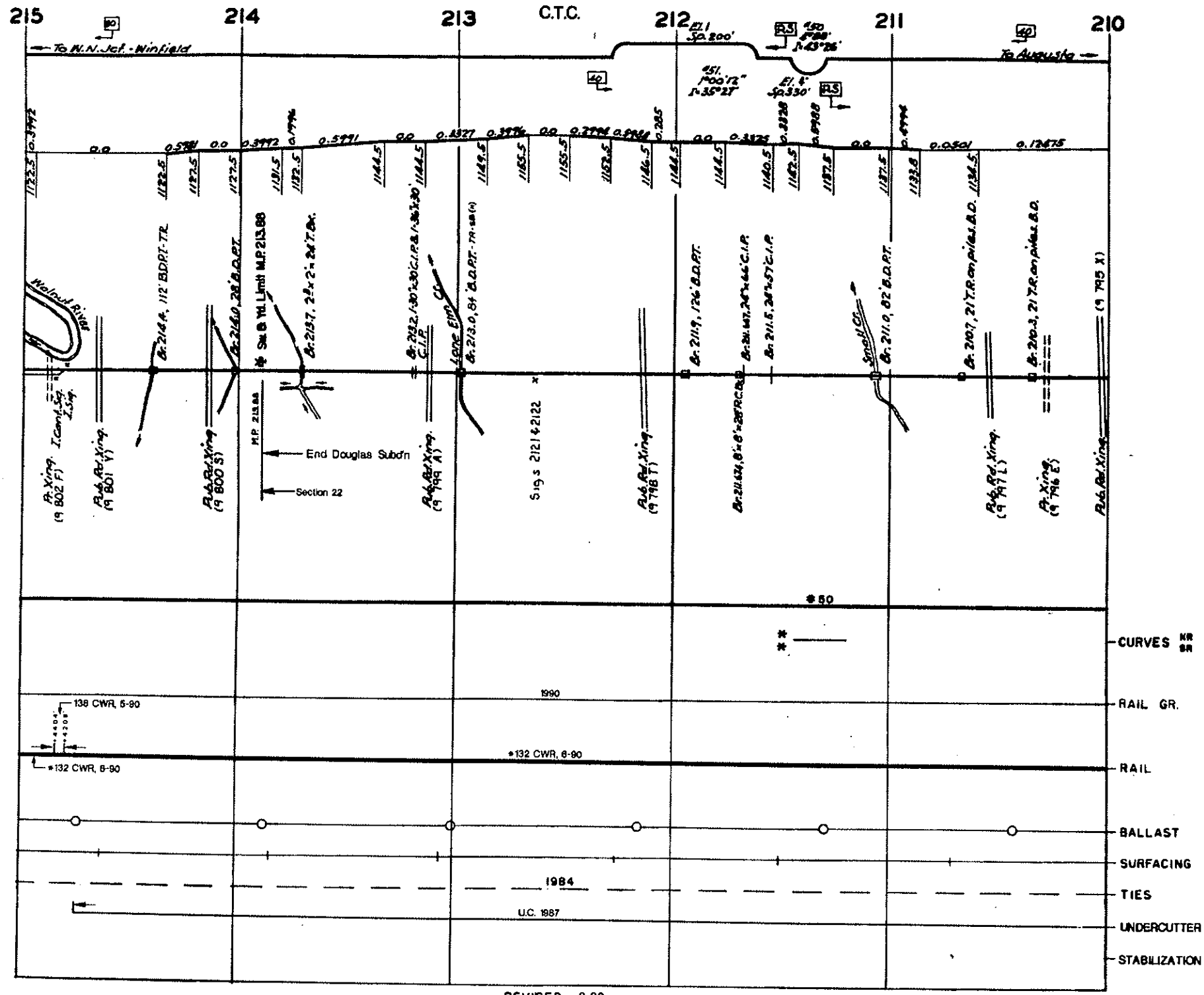
Atchison Subdivision

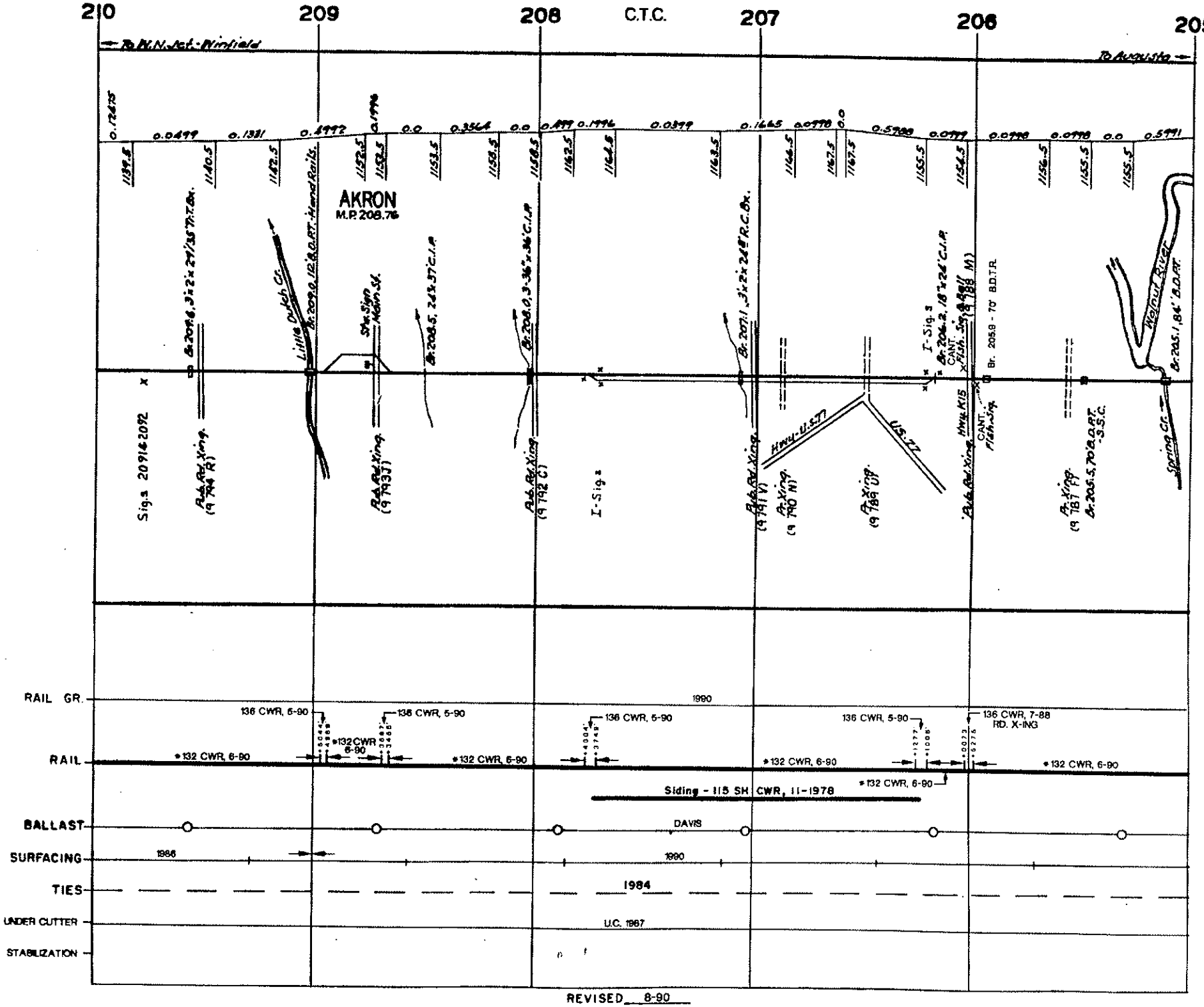
St. Joseph (M.P. 497.9) to Atchison (M.P. 518.0=0.0)
to Topeka (M.P. 50.5)


C.T.C.
215
RS
#53
4°45'-3°28'30"-2°49'-3°08'
I=33°25'00"
EL=1/2"
SP=90'EE
#52
0°45'
I=3°35'
0.0
0.4989
0.0
0.3992
W.N.JCT.-WINFIELD
M.P. 216.0
Y
Interlocking
To Wellington
To Newton
To Augusta
Douglass Sub.
To Arkansas City
Walnut River
To Cherryvale
250
248
#53
4626.4'

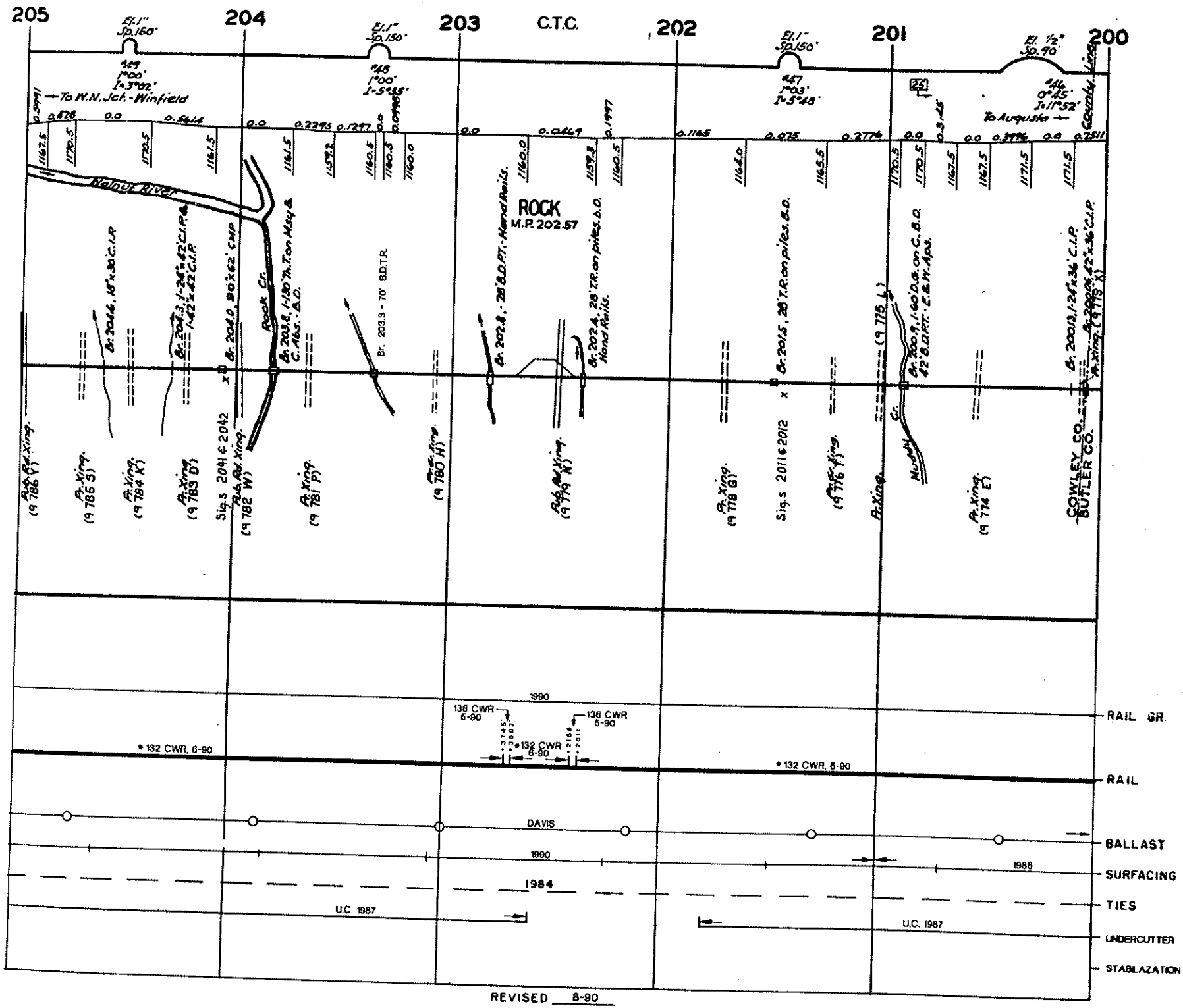

Pandrol Plates
115 W. OR, 7-88
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1990
136 CWR
#132 CWR, 6-90
DAVIS
1990
1984

REVISED 8-80

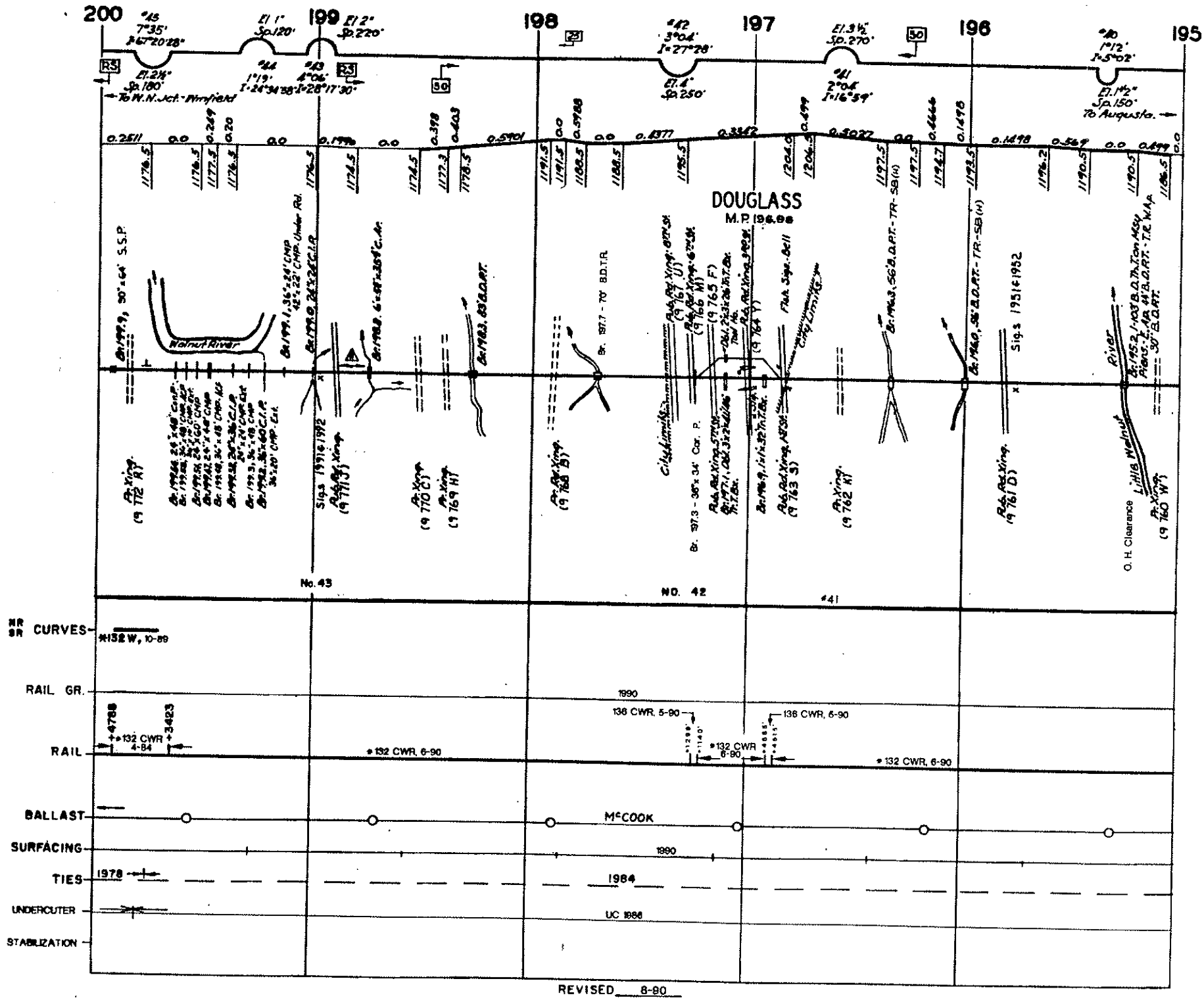

215
214
213
C.T.C.
212
211
210
To W.N. Jct. - Winfield
To Augusta
Walnut River
End Douglas Subd'n
Section 22
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1990
1984
U.C. 1987
138 CWR, 6-90
*132 CWR, 6-90
REVISED 6-90


210
209
208
C.T.C.
207
206
205
To B.N. Jct.-Winfield
To Augusta
AKRON
M.P. 208.76
Sig.s 2091 & 2092
Little Dutch Cr.
Br. 209.0, 112' S.O.P.T.-Howard Rails.
57th St. Sign
Main St.
Br. 208.5, 245.37' C.I.P.
Br. 208.0, 3-36' x 36' C.I.P.
Br. 207.1, 3' x 2' x 248' R.C. Box.
Br. 206.2, 18' x 24' C.I.P.
I-Sig.s
CANT. Fish. Sig. (9 788 M)
Hwy-U.S.77
U.S.77
Hwy. K15
Br. 205.9 - 70' B.D.T.R.
Walnut River
Br. 205.1, 84' S.O.P.T.
Spring Cr.
Pub. Rd. Xing. (9 794 R)
Pub. Rd. Xing. (9 793 J)
Pub. Rd. Xing. (9 792 C)
Pub. Rd. Xing. (9 791 V)
Pub. Rd. Xing. (9 790 N)
Pub. Rd. Xing. (9 789 U)
Pub. Rd. Xing. (9 787 P)
S.S.C.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDER CUTTER
STABILIZATION
136 CWR, 5-90
*132 CWR 6-90
*132 CWR, 6-90
136 CWR, 7-88 RD. X-ING
Siding - 115 SH CWR, 11-1978
DAVIS
1990
1986
1984
U.C. 1987

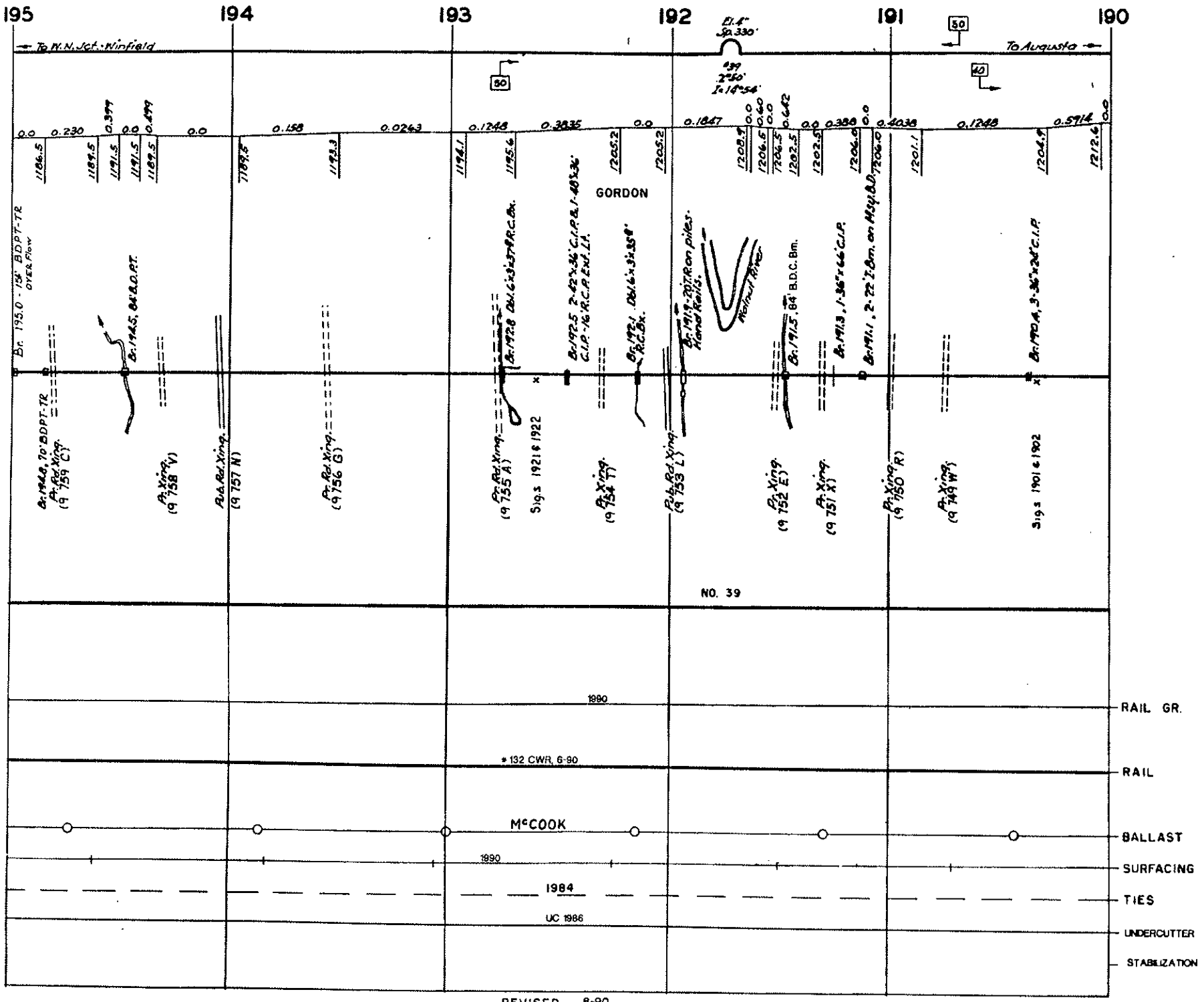
REVISED 8-90


205
204
203
C.T.C.
202
201
200
To N.N. Jct. - Winfield
To Augusta
Walnut River
Rock Cr.
ROCK
M.P. 202.57
Br. 203.3 - 70' S.D.T.R.
Sigs 204 & 2042
Sigs 201 & 2012
COWLEY CO.
BUTLER CO.
1990
136 CWR 6-90
* 132 CWR, 6-90
DAVIS
1984
U.C. 1987
1986
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABLAZATION
REVISED 8-90

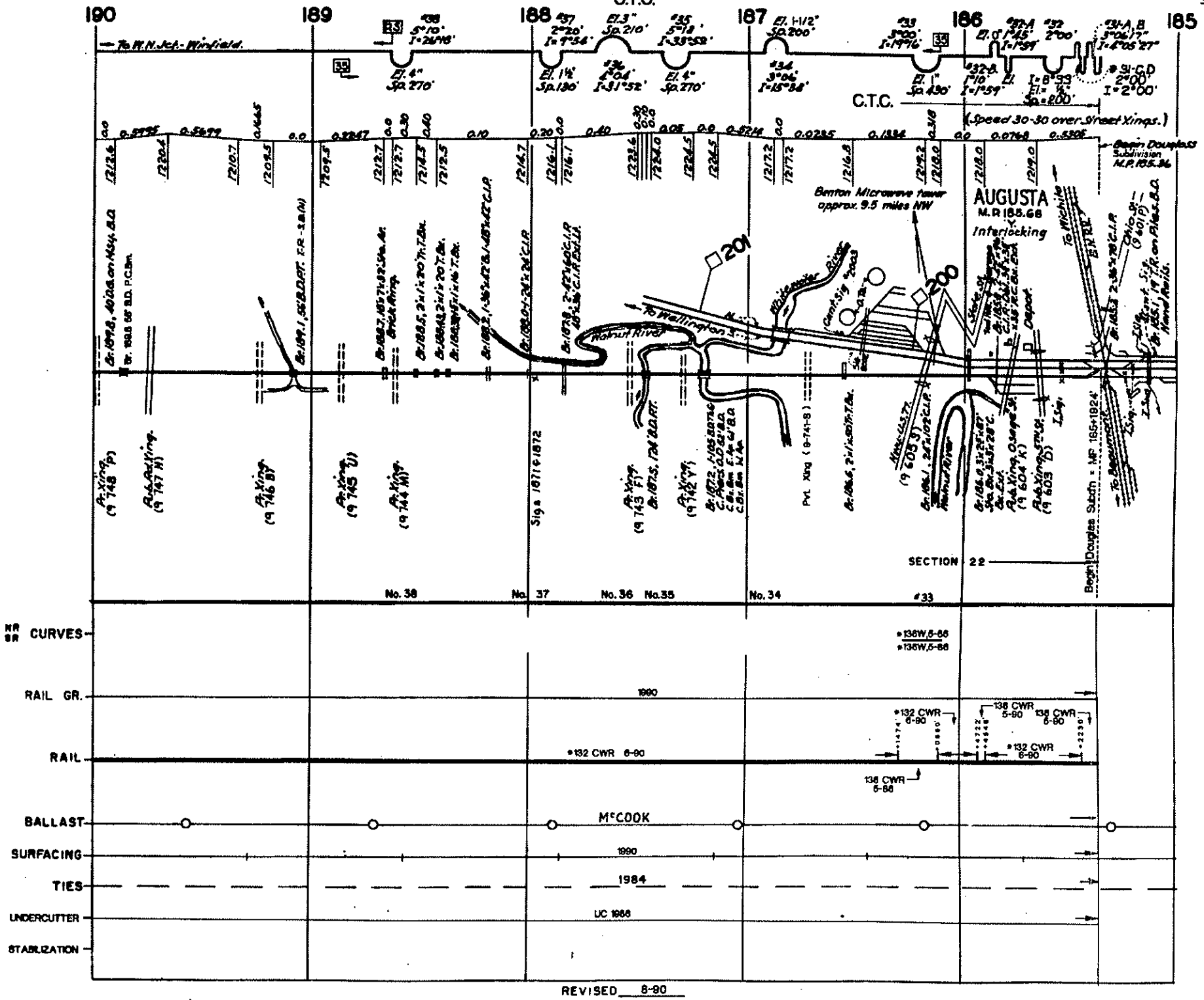
C.T.C.


200
199
198
197
196
195
DOUGLASS
M.P. 196.9
Walnut River
No. 43
NO. 42
#41
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTER
STABILIZATION
McCOOK
1990
1984
1978
UC 1986
REVISED 8-90

C.T.C.



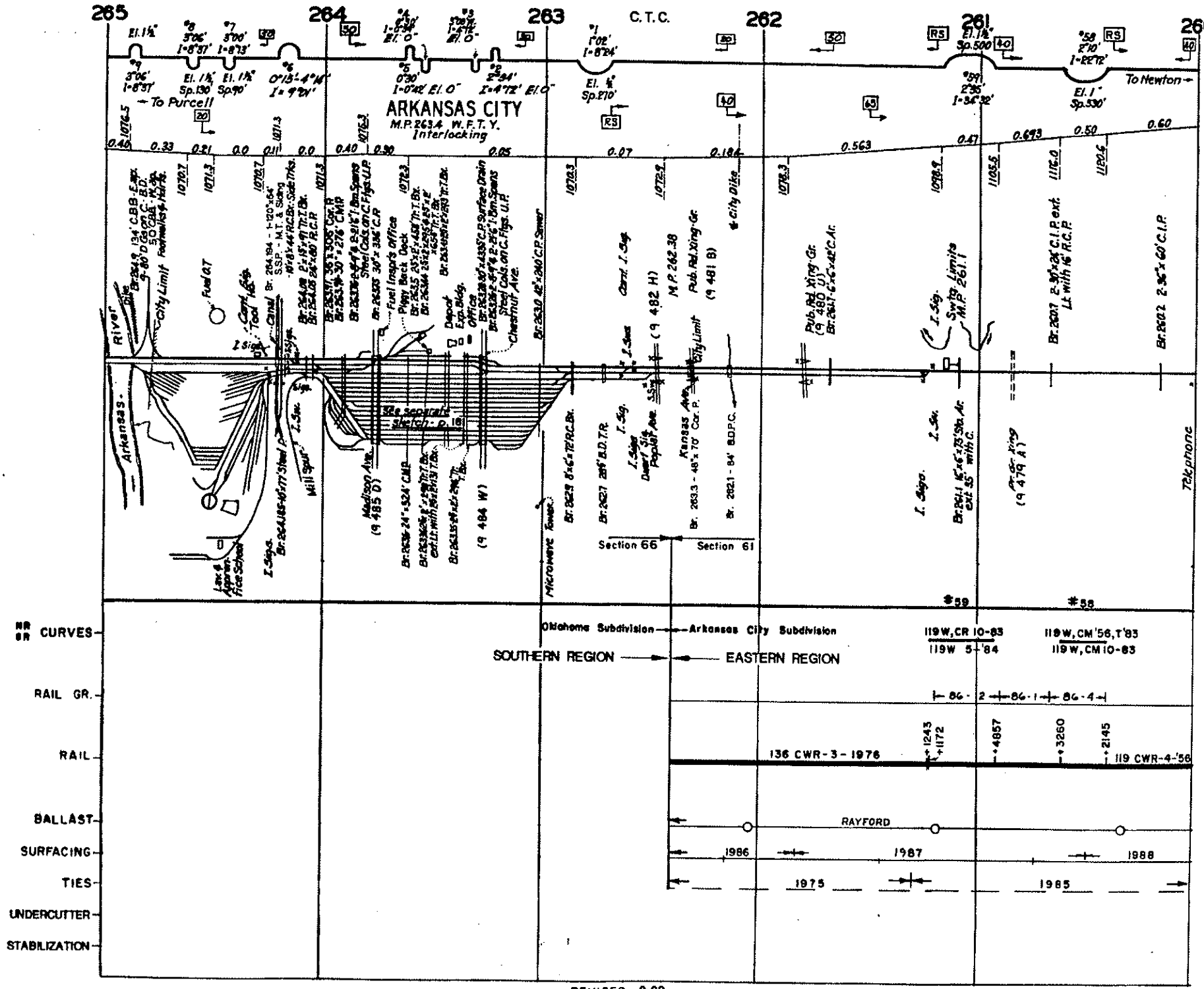
REVISED 8-80


C.T.C.
190
189
188
187
186
185
To W. N. Jct. - Winfield.
C.T.C.
(Speed 30-30 over Street Xings.)
Begin Douglass Subdivision M.P. 185.36
AUGUSTA
M.P. 185.68
Interlocking
Benton Microwave tower approx. 9.5 miles NW
Walnut River
To Wellington
To Winfield
SECTION 22
Begin Douglas Subdiv. = MP 185+1924'
No. 38
No. 37
No. 36
No. 35
No. 34
#33
NR CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
*136W,5-86
*136W,5-86
1990
*132 CWR 6-90
136 CWR 5-86
136 CWR 6-90
*132 CWR 6-90
136 CWR 5-86
McCOOK
1990
1984
UC 1986

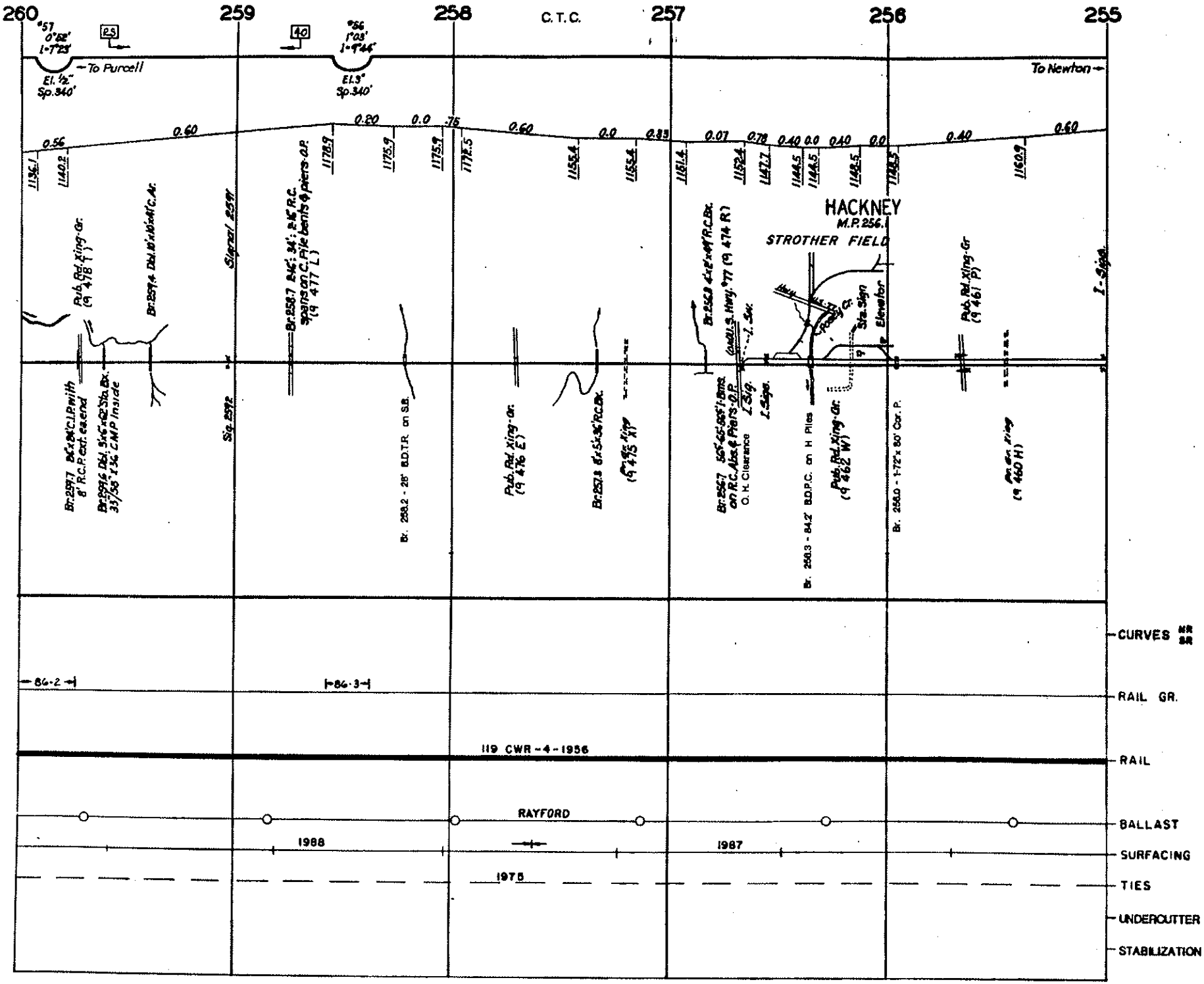
REVISED 8-90

Douglass Subdivision

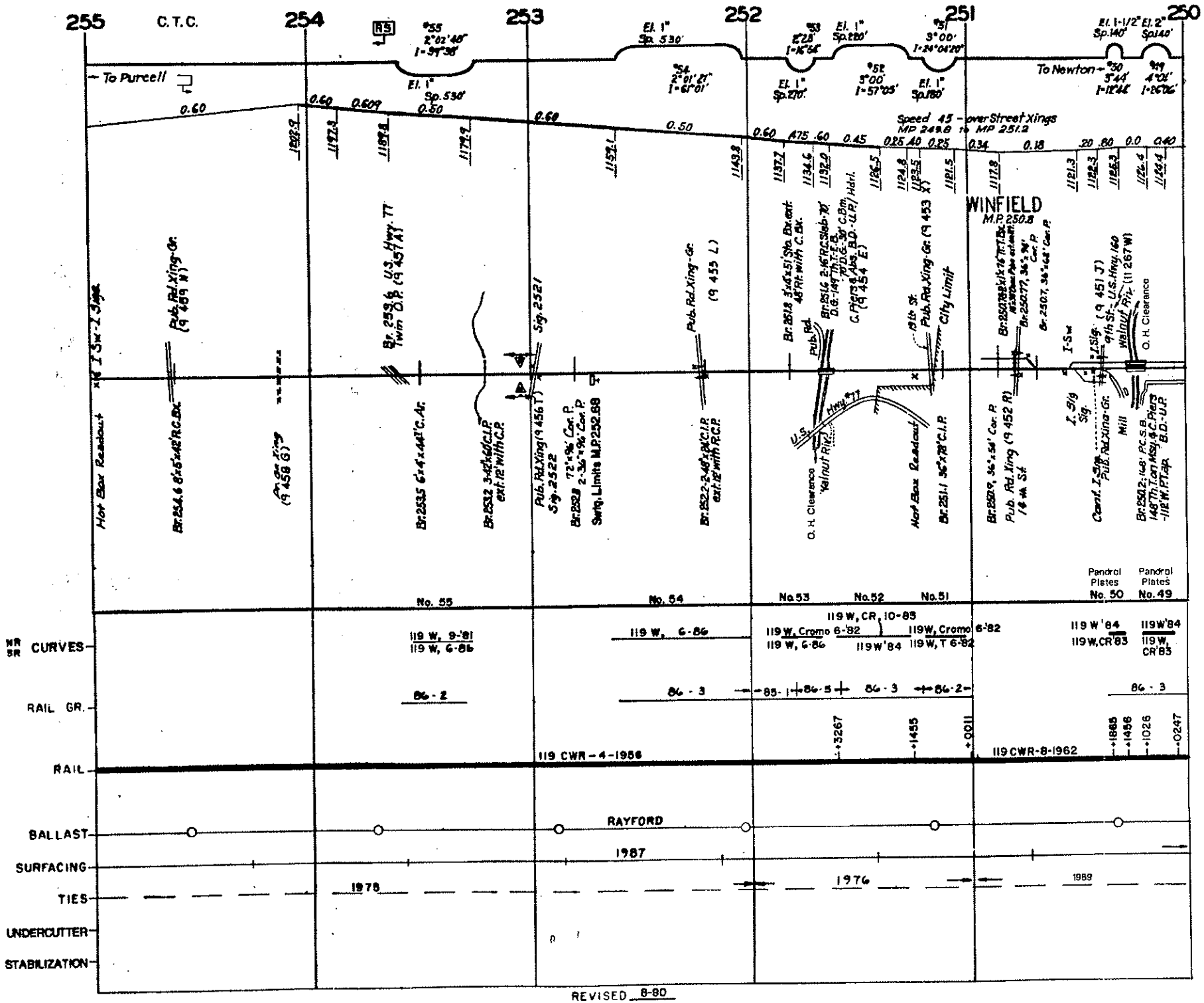
Augusta (M.P. 185.4) to W.N. Jct. (M.P. 215.9)


265
264
263
C.T.C.
262
261
260
To Purcell
To Newton
ARKANSAS CITY
M.P. 263.4 W.F.T.Y.
Interlocking
Fuel Oil
City Limit
Arkansas River
Madison Ave.
Kansas Ave.
Chestnut Ave.
Micronave Tower
Telephone
Section 66
Section 61
#59
#58
NB SB CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
Oklahoma Subdivision
Arkansas City Subdivision
SOUTHERN REGION
EASTERN REGION
119W, CR 10-83
119W 5-'84
119W, CM'56, T'83
119W, CM 10-83
136 CWR-3-1976
119 CWR-4-'56
RAYFORD
1986
1987
1988
1975
1985

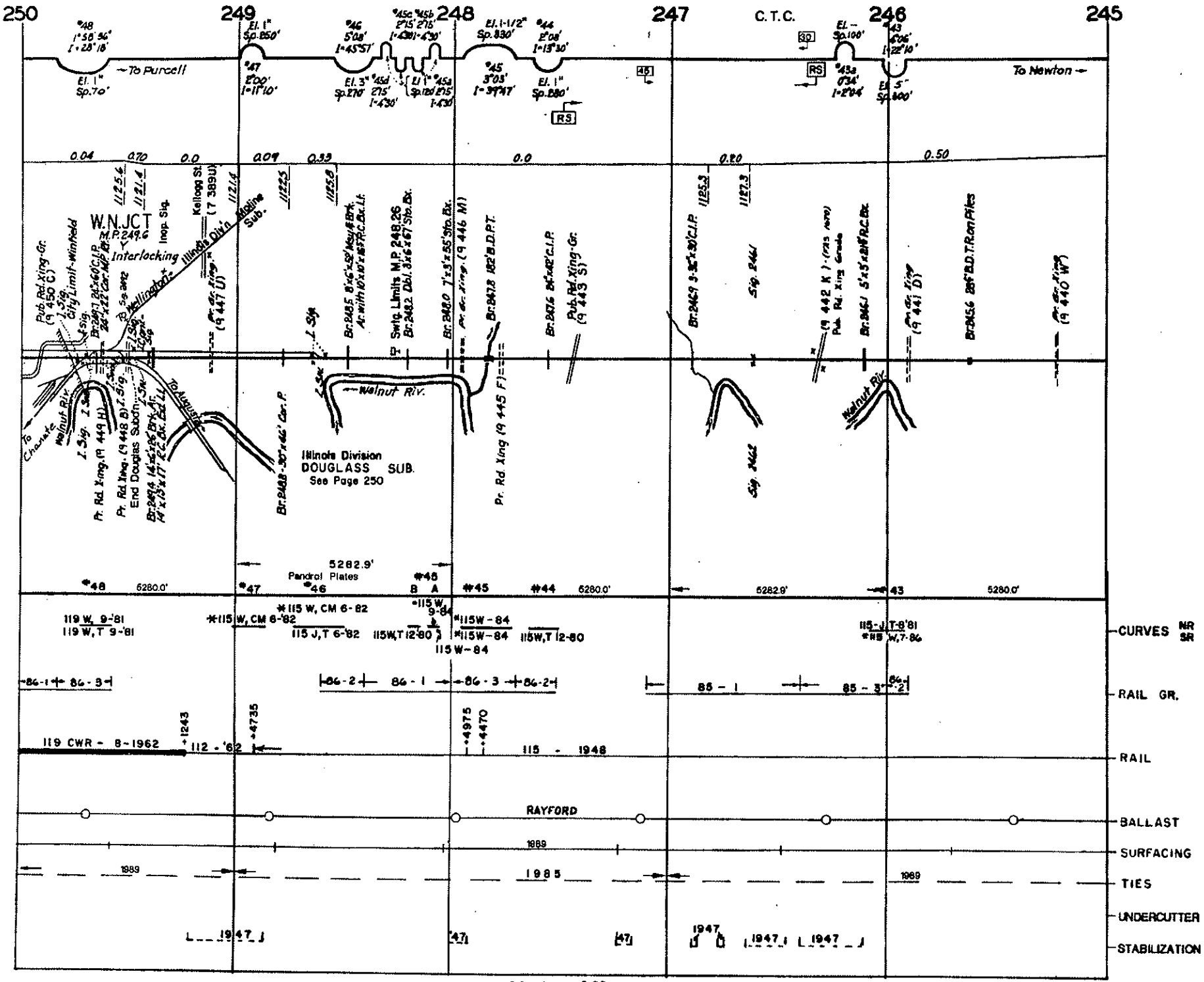
REVISED 8-80


260
259
258
C. T. C.
257
256
255
To Purcell
To Newton
HACKNEY
M.P. 256.1
STROTHER FIELD
Pub. Rd. Xing-Gr. (9 478 T)
Sta. 259+2
Pub. Rd. Xing-Gr. (9 476 E)
Pub. Rd. Xing-Gr. (9 462 W)
Pub. Rd. Xing-Gr. (9 461 P)
Pub. Rd. Xing-Gr. (9 460 H)
Br. 258.2 - 26' B.D.T.R. on S.B.
Br. 258.3 - 84.2' B.D.P.C. on H Piles
Br. 258.0 - 1-72' x 80' Cor. P.
84-2
84-3
119 CWR - 4 - 1956
RAYFORD
1988
1987
1975
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

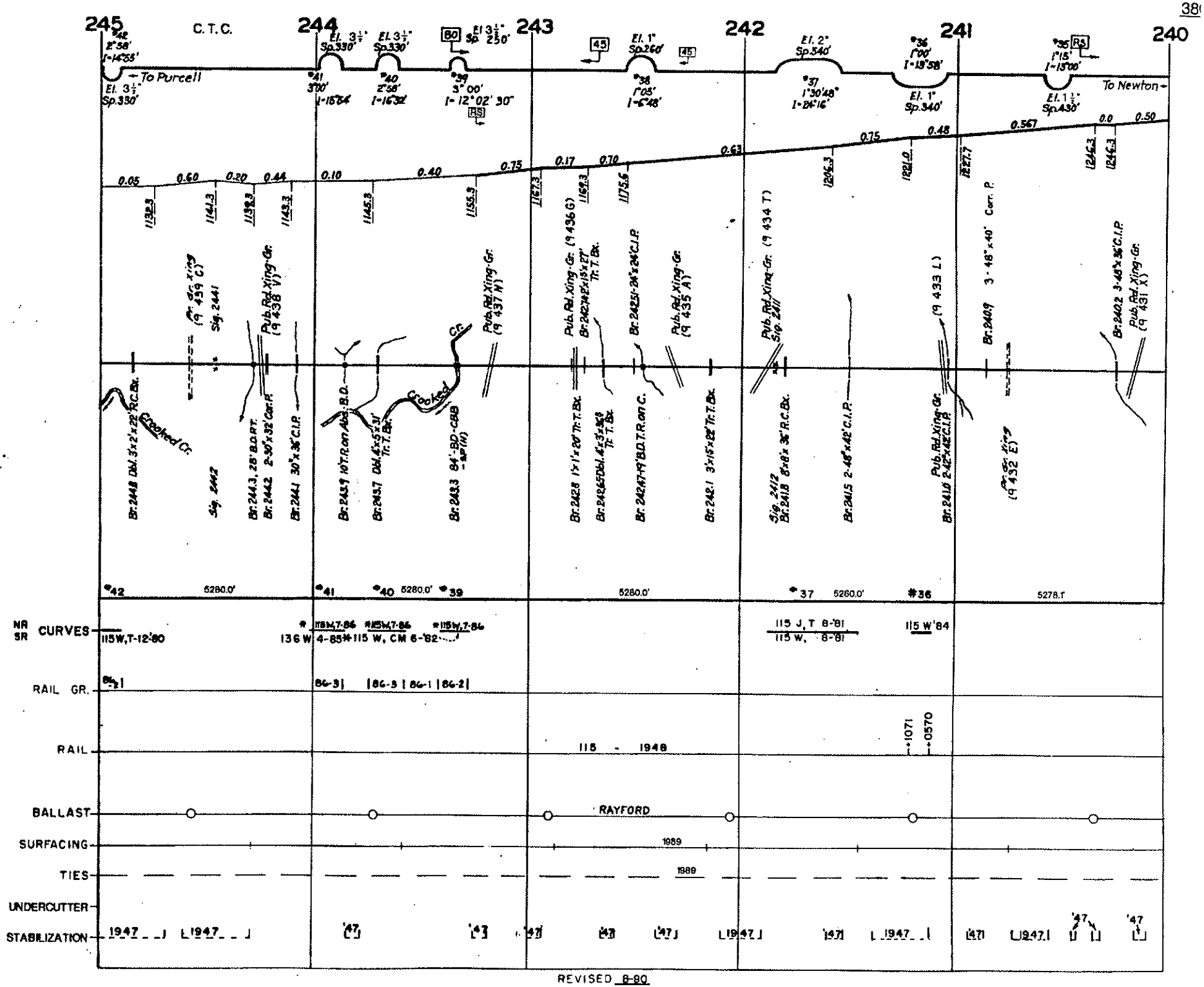
REVISED 8-90

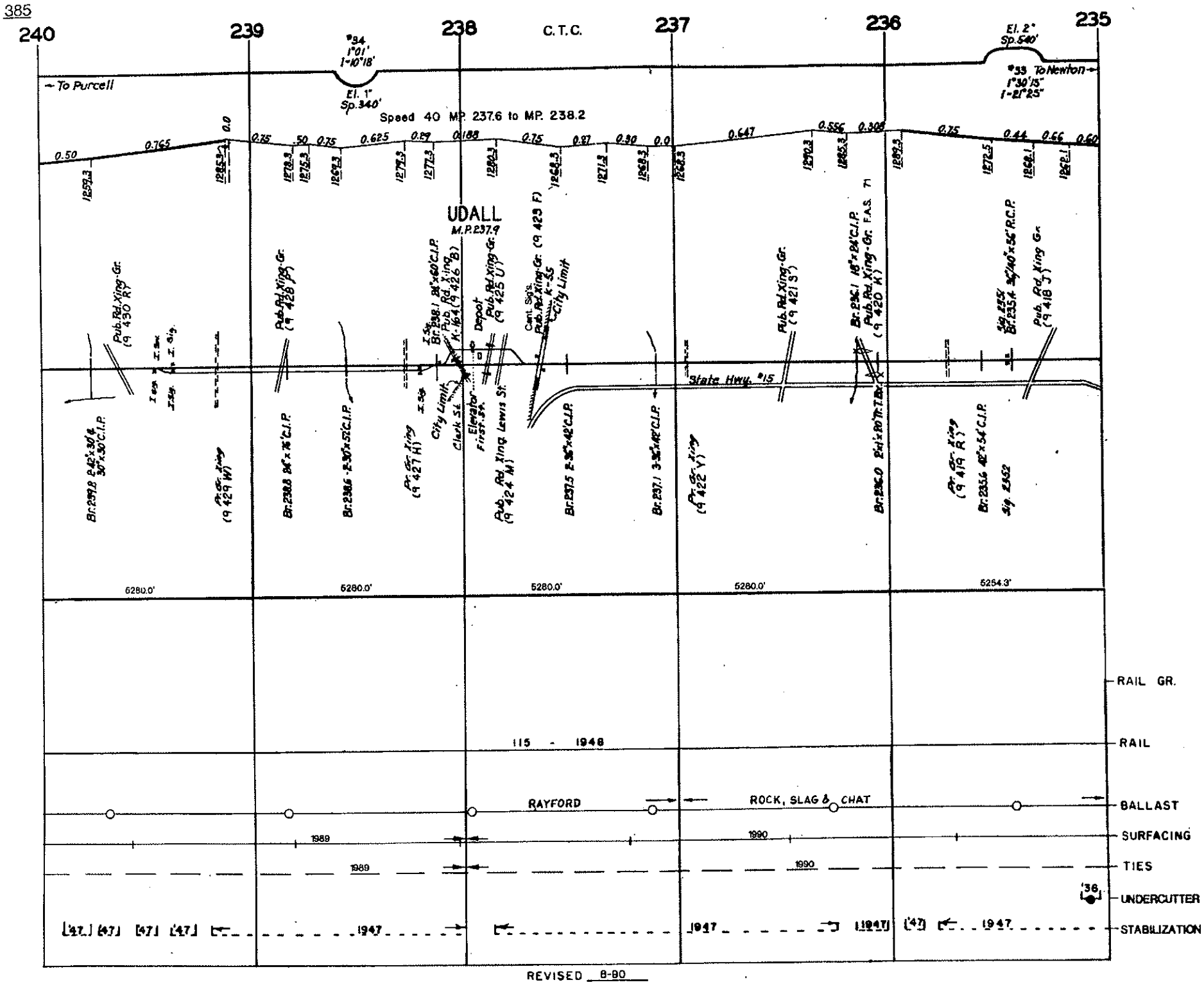

255
C.T.C.
254
253
252
251
250
To Purcell
To Newton
Speed 45 - over Street Xings MP 249.8 to MP 251.2
WINFIELD
M.P. 250.8
Hot Box Readout
Pub. Rd. Xing-Gr. (9 459 N)
Br. 254.6 6'x6'x18' R.C. Bx.
Pub. Rd. Xing (9 458 G)
Br. 253.5 6'x4'x44° C. Ar.
Br. 253.2 3-42'x6' C.I.P. ext. 12' with R.C.P.
Br. 253.6 US Hwy. 77 Twin O.P. (9 457 AT)
Pub. Rd. Xing (9 456 T) Sig. 2522
Br. 252.8 72'x9'6" Cor. P. 2-36'x9'6" Cor. P.
Swtg. Limits M.P. 252.88
Sig. 2521
Pub. Rd. Xing-Gr. (9 455 L)
Br. 252.2 2-48'x6' C.I.P. ext. 12' with R.C.P.
Br. 251.8 3'x4'x5' Sta. Bx. ext. 48 Ft. with C. Bx.
Pub. Rd.
Br. 251.6 2-16' R.C. Slab 70° D.S.-149' Th. T.-E.B.
70° D.S.-30° C.Bm.
G. Pipe & Abs. B.D.-U.P. Hdrl. (9 454 E)
8th St.
Pub. Rd. Xing-Gr. (9 453 X)
City Limit
Br. 251.1 36'x78' C.I.P.
Hot Box Readout
O. H. Clearance
Walnut Rd.
U.S. Hwy. 77
Br. 250.9, 36'x56' Cor. P.
Pub. Rd. Xing (9 452 R)
16th St.
Br. 250.7, 36'x48' Cor. P.
Br. 250.77, 36'x36' Cor. P.
I-Sw.
Sig. (9 451 J)
4th St. - U.S. Hwy. 160
Walnut Rd. (11 267 W)
O. H. Clearance
Cont. I. Sig.
Pub. Rd. Xing-Gr.
Mill
Br. 250.12; 148' P.C.S.B. 148' Th. T. on Mtsy. & C. Piers -118' W. P.T. Bk.
B.D.-U.P.
Pandrol Plates No. 50
Pandrol Plates No. 49
No. 55
No. 54
No. 53
No. 52
No. 51
NR SR CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 W, 9-81
119 W, 6-86
86 - 2
119 W, 6-86
86 - 3
119 W, CR, 10-85
119 W, Cromo 6-82
119 W, 6-86
119 W'84
119 W, T 6-82
85 - 1
86 - 5
86 - 3
86 - 2
119 W, Cromo 6-82
119 W'84
119 W, CR'83
119 W'84
119 W, CR'85
86 - 3
+3267
+1455
+0011
+1865
+1458
+1026
+0247
119 CWR - 4 - 1956
119 CWR-8-1962
RAYFORD
1987
1978
1976
1989

REVISED 8-80

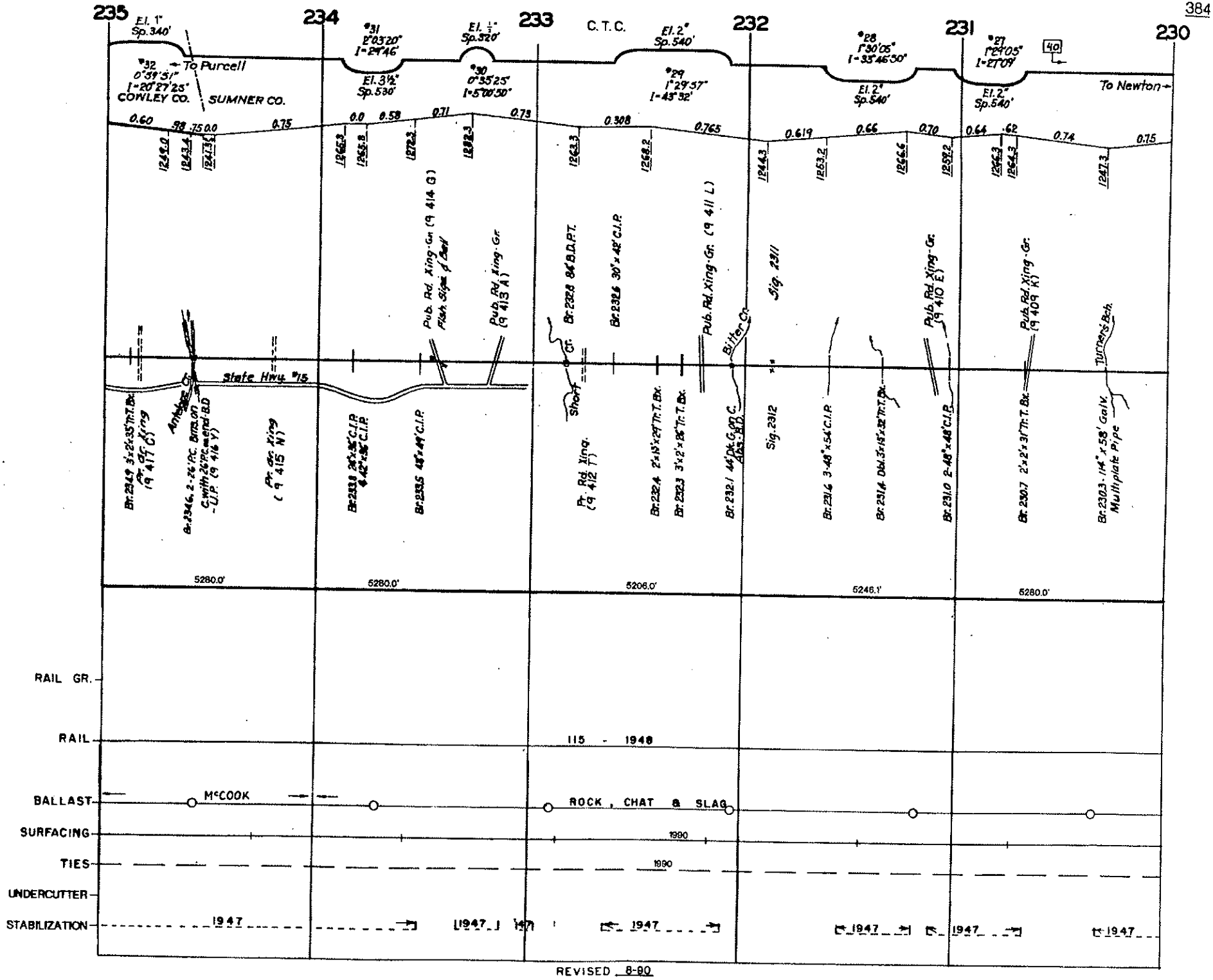

250
249
248
247
C.T.C.
246
245
To Purcell
To Newton
W.N.JCT
M.P.249.6
Interlocking
Illinois Div.
Main Line Sub.
Kellogg St.
(7 389 U)
Wellington
Pub. Rd. Xing-Gr. (9 450 C)
City Limit-Winfield
End Douglas Subdn.
Pr. Rd. Xing (9 449 H)
Pr. Rd. Xing (9 448 B)
Pr. Gr. Xing (9 447 U)
Pr. Gr. Xing (9 446 M)
Pr. Rd. Xing (9 445 F)
Pub. Rd. Xing-Gr. (9 443 S)
Pub. Rd. Xing (9 442 K)
Pr. Gr. Xing (9 441 D)
Pr. Gr. Xing (9 440 W)
Walnut Riv.
To Augusta
To Chanute
Illinois Division
DOUGLASS SUB.
See Page 250
5282.9'
Pandrol Plates
5280.0'
119 W, 9-'81
119 W, T 9-'81
115 W, CM 6-'82
115 J, T 6-'82
115W, T 12-'80
115W-84
115 W, T 2-'80
115 J-T-9-'81
115 W, T-9-'84
86-1
86-3
86-2
85-1
85-2
119 CWR - 8-1962
112 - '62
115 - 1948
RAYFORD
1989
1985
1947
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

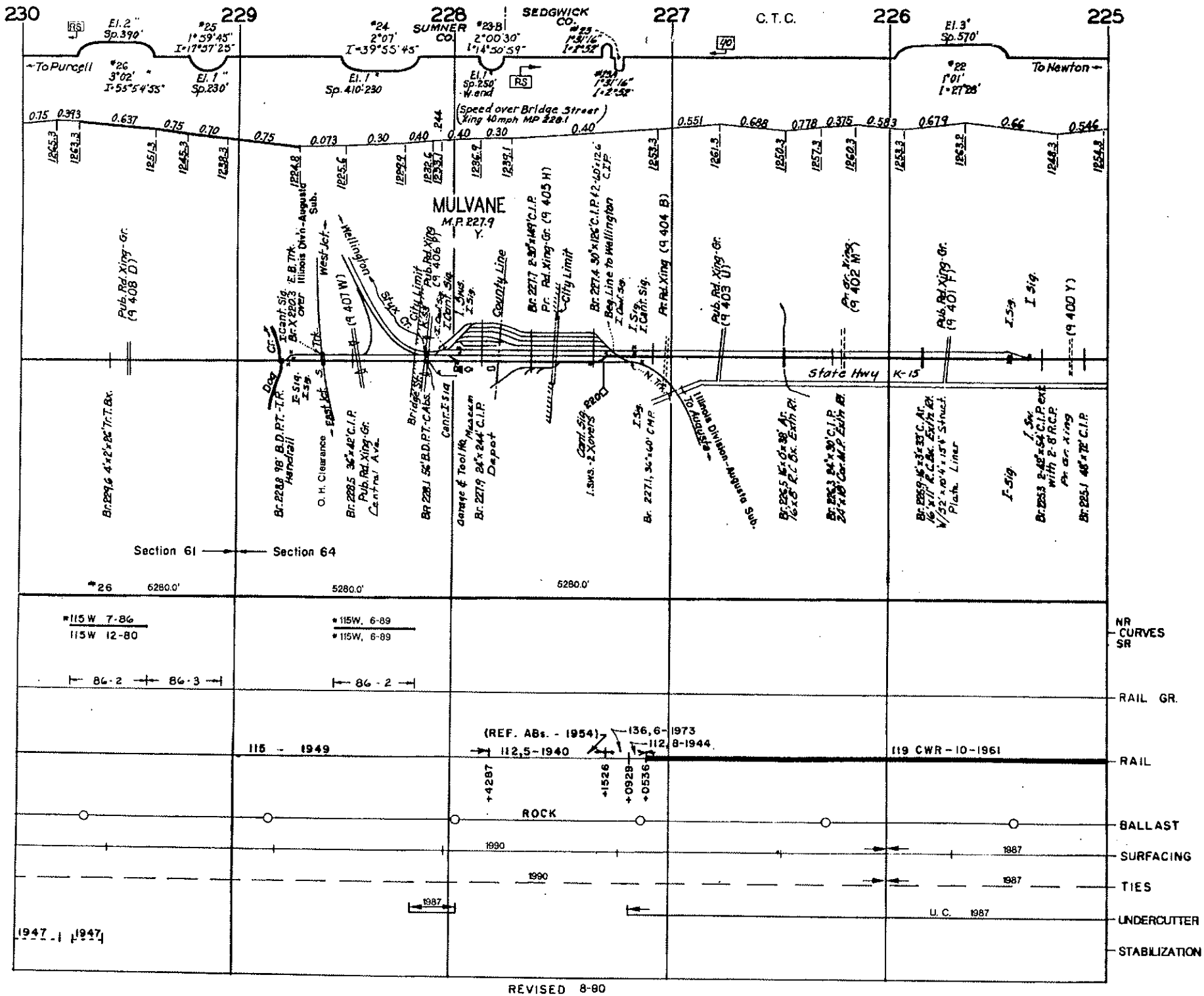

245
C. T. C.
244
243
242
241
240
To Purcell
To Newton
Crooked Cr.
Br:244.8 DM. 3'x2'x22' R.C.Bx.
Sig. 2442
Br:244.3, 28' B.D.P.T.
Br:244.2 2-30"x32' Corr. P.
Br:244.1 30"x36' C.I.P.
Br:243.9 107' R. on Abt. B.D.
Br:243.7 DM. 4'x5'x31' Tr. T. Bx.
Br:243.3 84'-BD-CBB -SP(W)
Br:242.8 1'x1'x80' Tr. T. Bx.
Br:242.6 DM. 4'x3'x48' Tr. T. Bx.
Br:242.4 7'-9" B.D.T.R. on C.
Br:242.1 3'x15'x22' Tr. T. Bx.
Sig. 2412
Br:241.8 6'x8'x36' R.C.Bx.
Br:241.5 2-48"x42' C.I.P.
Br:241.0 2-42"x42' C.I.P.
Br:240.9 3-48"x40' Corr. P.
Br:240.2 3-48"x36' C.I.P.
5280.0'
5260.0'
5278.1'
#42
#41
#40
#39
#38
#37
#36
#35
NR CURVES
SR CURVES
115W, T-12-80
136 W 4-85 * 115 W, CM 6-82
115 J, T 8-81
115 W, 8-81
115 W'84
RAIL GR.
RAIL
115 - 1948
1071
0570
BALLAST
RAYFORD
SURFACING
1989
TIES
1989
UNDERCUTTER
STABILIZATION
REVISED 8-80

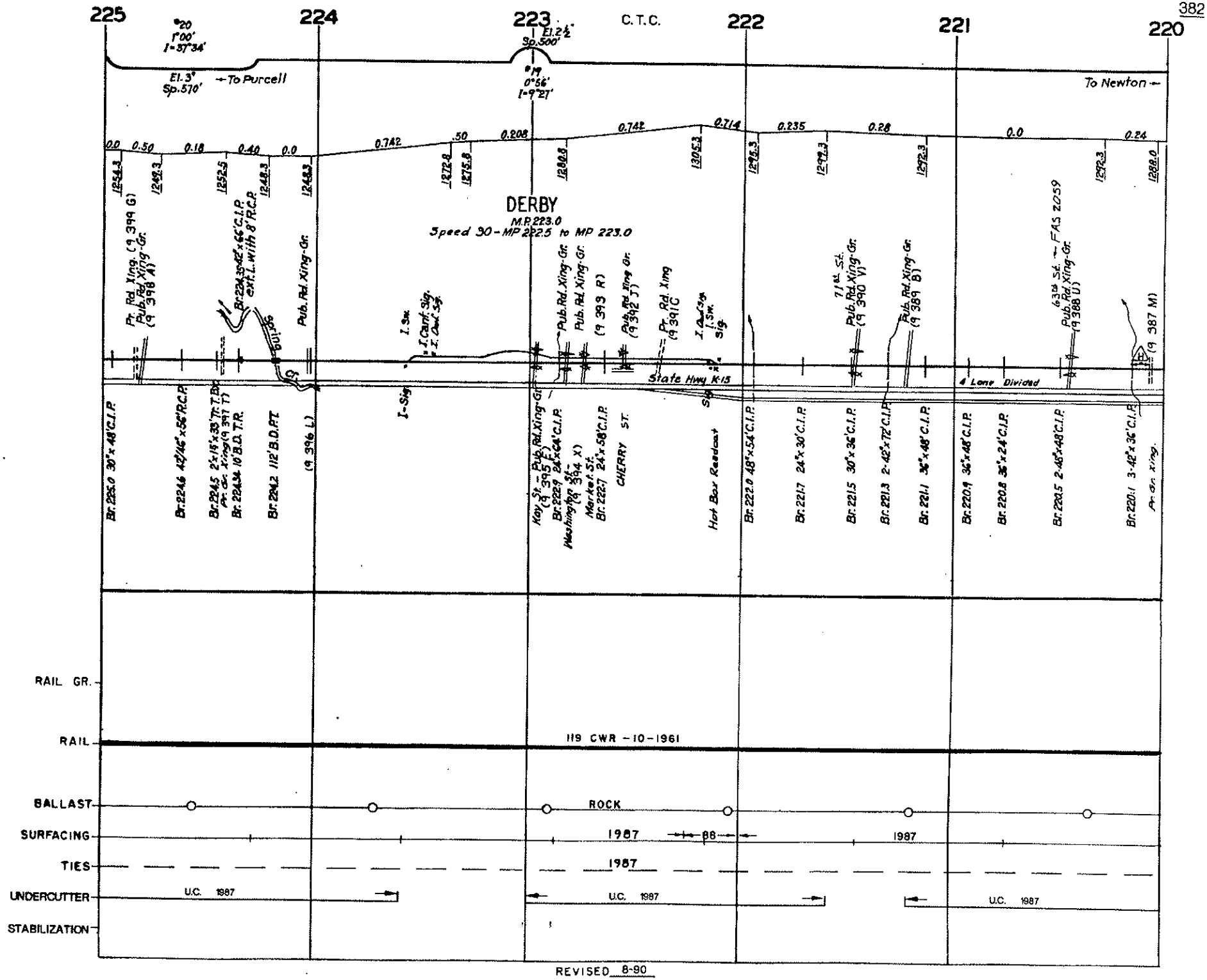

240
239
238
C.T.C.
237
236
235
To Purcell
#94
1°01'
1-10°18'
El. 1"
Sp.340'
El. 2"
Sp.540'
#33 To Newton
1°30'15"
1-21°25"
Speed 40 MP. 237.6 to MP. 238.2
UDALL
M.P.237.9
Depot
City Limit
Clark St.
Elevator
First St.
Pub. Rd. Xing Lewis St.
City Limit
State Hwy. #15
Pub. Rd. Xing-Gr. F.A.S. 71
5280.0'
5280.0'
5280.0'
5280.0'
5264.3'
115 - 1948
RAYFORD
ROCK, SLAG & CHAT
1989
1990
1989
1990
1947
1947
1947
1947
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

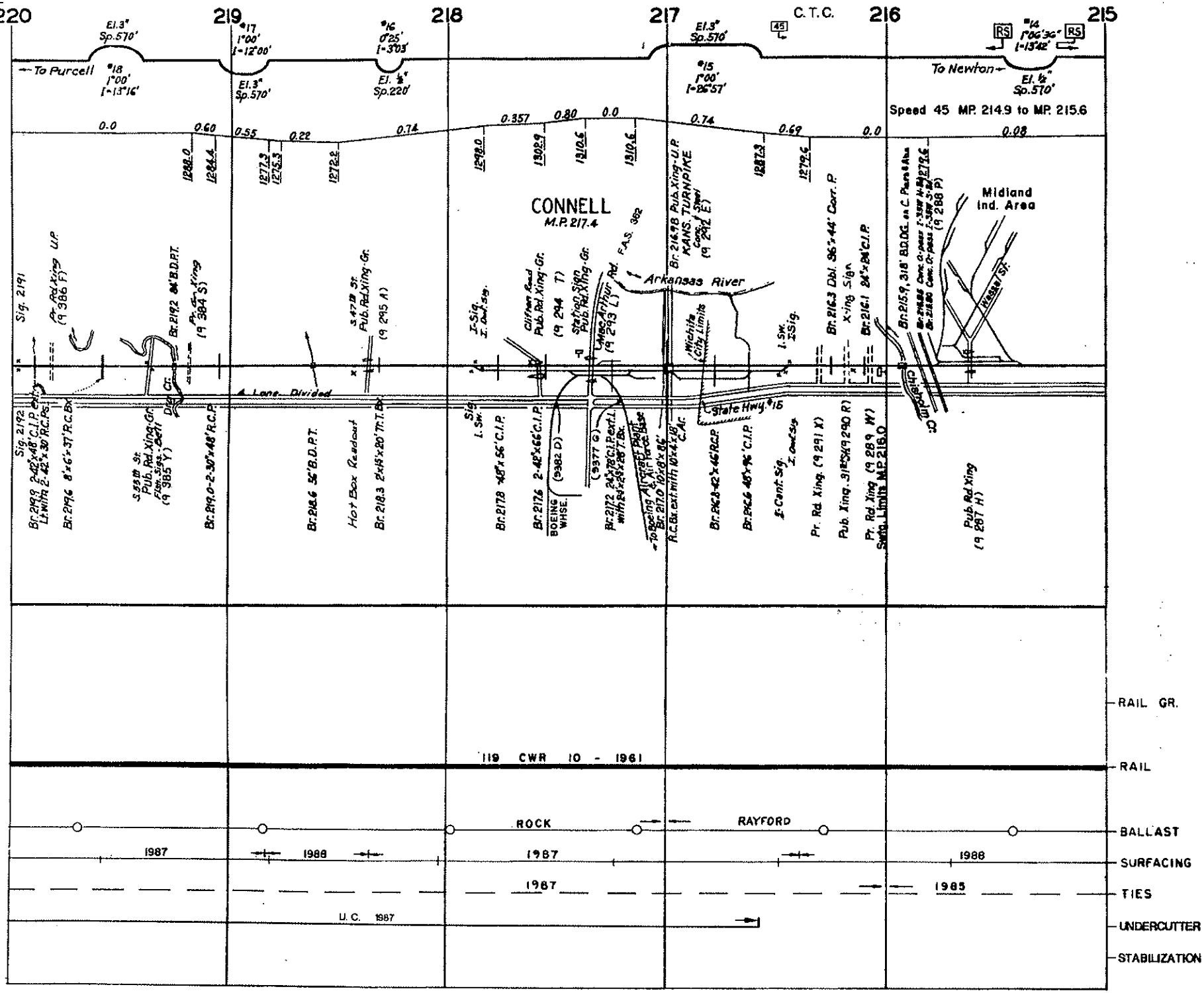

235
234
233
232
231
230
C. T. C.
El. 1" Sp. 340'
#32 0°39'51" I-20°27'25"
To Purcell
COWLEY CO.
SUMNER CO.
#31 2°03'20" I-2°47'46"
El. 3½" Sp. 530'
El. ½" Sp. 320'
#30 0°35'25" I-5°00'50"
El. 2" Sp. 540'
#29 1°29'57" I-4°32'
El. 2" Sp. 540'
#28 1°30'05" I-3°46'50"
El. 2" Sp. 540'
#27 1°24'05" I-2°09'
El. 2" Sp. 540'
40
To Newton
0.60 .98 .75 0.0 0.75
0.0 0.58 0.71 0.75
0.308 0.765
0.619 0.66 0.70
0.64 .62 0.74 0.75
1245.0 1243.4 1241.3
1246.3 1245.8 1247.3 1248.3
1263.3 1258.2
1244.3 1253.2 1266.6 1252.2
1246.3 1264.3 1247.3
State Hwy. #15
Pub. Rd. Xing-Gr. (9 414 G)
Fish Sign of Beef
Pub. Rd. Xing-Gr. (9 413 A)
Br: 232.8 84' B.D.P.T.
Br: 232.8 30'x 48' C.I.P.
Pub. Rd. Xing-Gr. (9 411 L)
Bitter Cr.
Sig. 2311
Pub. Rd. Xing-Gr. (9 410 E)
Pub. Rd. Xing-Gr. (9 409 K)
Turner's Br.
Br: 234.9 3'x 24'x 35' T.Bx. Pr. Gr. Xing (9 417 C)
Antelope
Br: 234.6 2-24" Pc. Brs. on C. with 26°Pc. end of B.D -U.P. (9 416 V)
Pr. Gr. Xing (9 415 N)
Br: 233.8 26'x 36' C.I.P. 4.42°x 36' C.I.P.
Br: 233.5 48'x 44' C.I.P.
Short Cr.
Pr. Rd. Xing. (9 412 T)
Br: 232.4 2'x 13'x 29' Tr. T. Bx.
Br: 232.3 3'x 2'x 26' Tr. T. Bx.
Br: 232.1 44' Dk. Girder C. Abut. R.C.
Sig. 2312
Br: 231.6 3-48"x 54' C.I.P.
Br: 231.4 Dbl. 3'x 15'x 32' Tr. T. Bx.
Br: 231.0 2-48"x 48' C.I.P.
Br: 230.7 2'x 2'x 31' Tr. T. Bx.
Br: 230.3 - 1/4" x 58' Galv. Multiplate Pipe
5280.0'
5280.0'
5206.0'
5246.1'
5280.0'
RAIL GR.
RAIL
115 - 1948
BALLAST
McCOOK
ROCK, CHAT & SLAG
SURFACING
1990
TIES
1990
UNDERCUTTER
STABILIZATION
1947
1947
1947
1947
1947
1947

REVISED 8-90

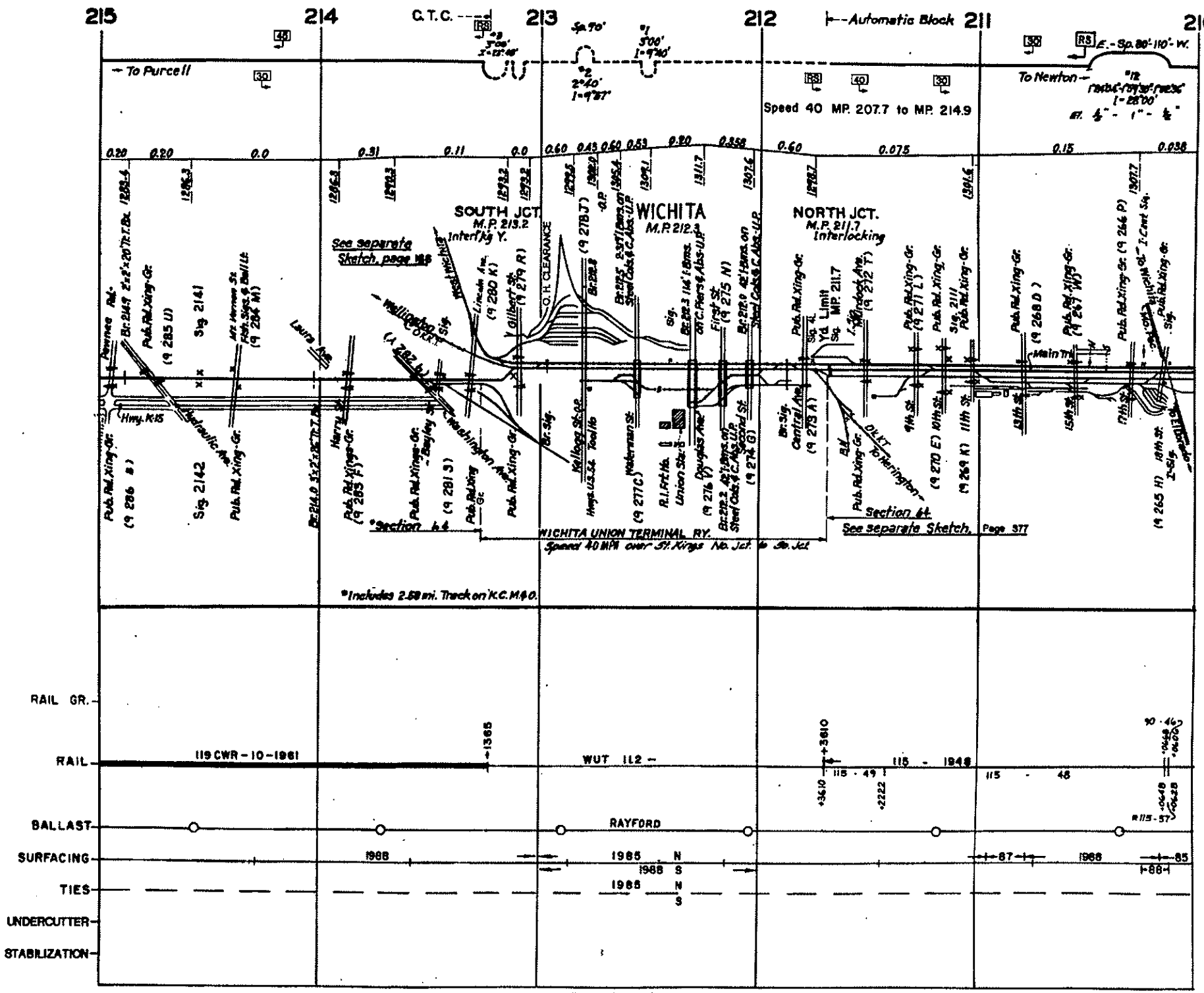

230
229
228
SEDGWICK CO.
SUMNER CO.
227
C.T.C.
226
225
To Purcell
To Newton
MULVANE
M.P. 227.9
Y.
County Line
City Limit
State Hwy K-15
Illinois Division-Augusta Sub.
Section 61
Section 64
5280.0'
5280.0'
5280.0'
NR CURVES SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
115 - 1949
(REF. ABs. - 1954)
112,5-1940
136,6-1973
112,8-1944
119 CWR-10-1961
ROCK
1990
1987
1947
U.C. 1987
REVISED 8-90

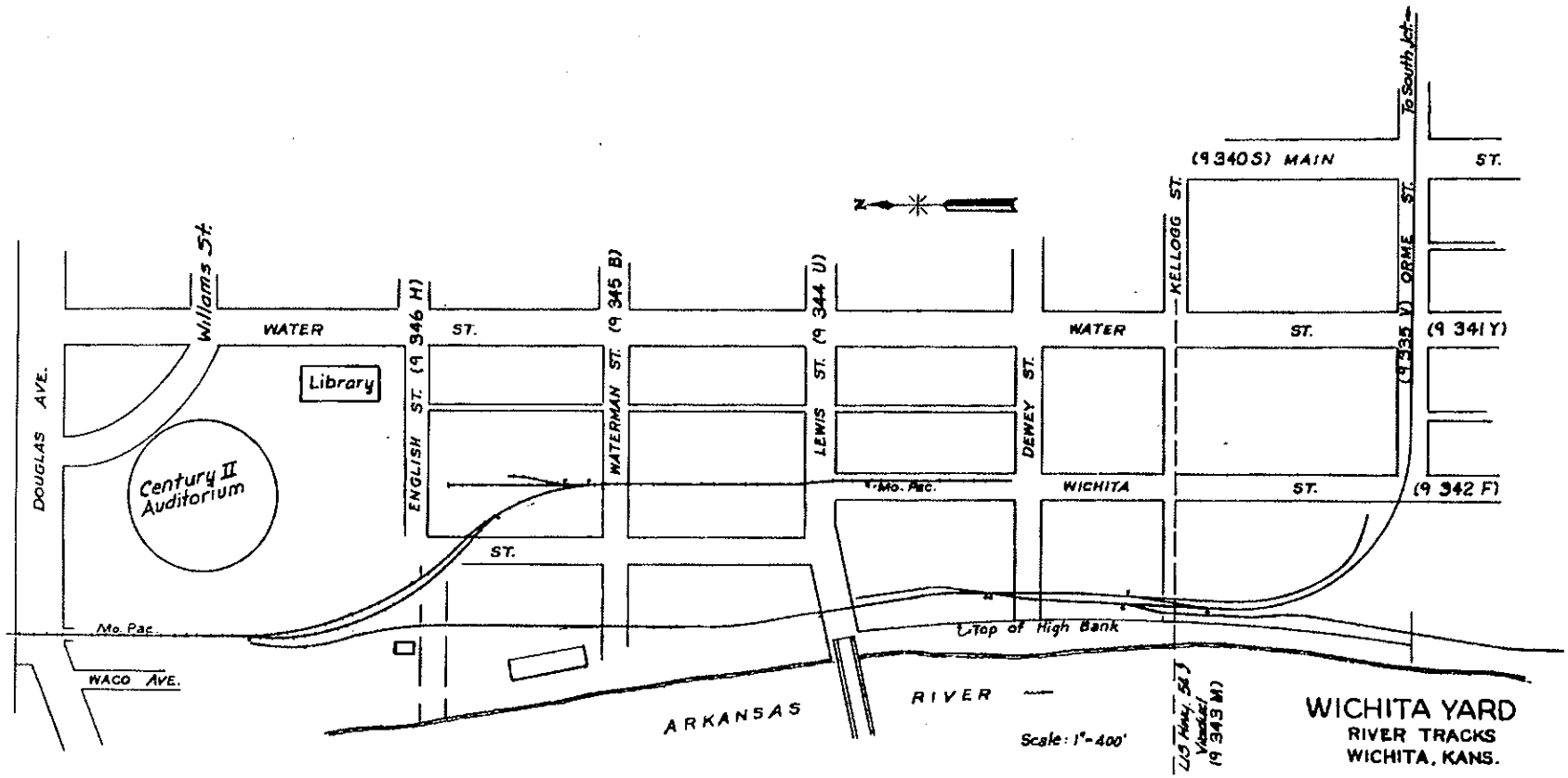

225
224
223
222
221
220
C.T.C.
To Purcell
To Newton
DERBY
M.P. 223.0
Speed 30 - MP 222.5 to MP 223.0
State Hwy K-15
4 Lane Divided
Pub. Rd. Xing-Gr. (9 399 G)
Pub. Rd. Xing-Gr. (9 398 A)
Pub. Rd. Xing-Gr.
Pub. Rd. Xing-Gr. (9 393 R)
Pr. Rd. Xing (9 391 C)
Pub. Rd. Xing-Gr. (9 390 V)
Pub. Rd. Xing-Gr. (9 389 B)
Pub. Rd. Xing-Gr. (9 388 U)
FAS 2059
(9 387 M)
(9 396 L)
Key St. - Pub. Rd. Xing-Gr. (9 395 E)
Market St. (9 394 X)
CHERRY ST.
Hot Box Readout
119 CWR - 10-1961
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
1987
86
U.C. 1987

REVISED 8-90


220
219
218
217
216
215
C.T.C.
To Purcell
To Newton
Speed 45 MP. 214.9 to MP. 215.6
CONNELL
M.P. 217.4
Midland Ind. Area
Arkansas River
Wichita City Limits
State Hwy. #15
4 Lane Divided
Hot Box Readout
Sig. 2191
Sig. 2192
Pr. Rd Xing U.P. (9 386 F)
Pr. Rd Xing (9 384 S)
S. 55th St. Pub. Rd Xing-Gr. (9 385 Y)
S. 47th St. Pub. Rd Xing-Gr. (9 295 A)
Clifton Road Pub. Rd. Xing-Gr. (9 294 T)
Station Sign Pub. Rd. Xing-Gr.
MacArthur Rd. (9 293 L)
F.A.S. 362
Br. 214.98 Pub. Xing-U.P. KANS. TURNPIKE (9 292 E)
Br. 216.3 Dbl. 36'x44' Corr. P
X-ing Sign
Br. 216.1 24'x24' C.I.P.
Br. 215.9, 318' B.D.DG. on C. Pass & Abs
Br. 214.86 Conc. Girder 1-35'8" H. Br. 213.6
Br. 213.86 Conc. Girder 2-35'8" Spans (9 288 P)
Wichita Ct.
Br. 214.9 2-42'x48' C.I.P. Ext. with 2-42'x30' R.C.Pc.
Br. 214.6 8'x6'-37' R.C.Bx
Br. 214.2 84' B.D.P.T.
Br. 214.0-2-30'x48' R.C.P.
Br. 213.6 56' B.D.P.T.
Br. 213.3 2'x5'x20' T.T.Bx
Br. 212.8 48'x56' C.I.P.
Br. 212.6 2-42'x66' C.I.P.
Br. 212.2 24'x78' C.I.P. ext. L. with 84'x29'x28' T.Bx.
Br. 211.0 10'x10'x86' R.C.Bx. ext. with 10'x4'x18' C.Ar.
Br. 210.6 48'x96' C.I.P.
Br. 208.6 42'x46' RCP
Br. 208.6 48'x96' C.I.P.
Pr. Rd. Xing. (9 291 X)
Pub. Xing. 31'8" (9 290 R)
Pr. Rd Xing (9 289 W)
Santa Limits M.P. 216.0
Pub. Rd Xing (9 287 H)
Sig. 2192
Sig. 2193
I. Sw. I. Sig.
I. Sig. I. Def. Sig.
I. Cant. Sig. I. Def. Sig.
I. Sw. I. Sig.
Flor. Sig. Def. (9 385 Y)
Dwarf Sig.
(9382 D)
(9377 G)
BOEING WHSE.
To Boeing Aircraft Plant
Air Force Base
0.0
0.60
0.55
0.22
0.74
0.357
0.80
0.0
0.74
0.69
0.0
0.08
1288.0
1284.4
1277.8
1275.3
1272.8
1298.0
1302.9
1310.6
1310.6
1287.3
1279.6
#18 1°00' I=13°16'
#17 1°00' I=12°00'
#16 0°25' I=3°03'
#15 1°00' I=26°57'
#14 1°06'30" I=13°42'
El. 3" Sp. 570'
El. 3" Sp. 570'
El. ½" Sp. 220'
El. 3" Sp. 570'
El. ½" Sp. 570'
119 CWR 10 - 1961
ROCK
RAYFORD
1987
1988
1987
1987
1988
1987
1985
U.C. 1987
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

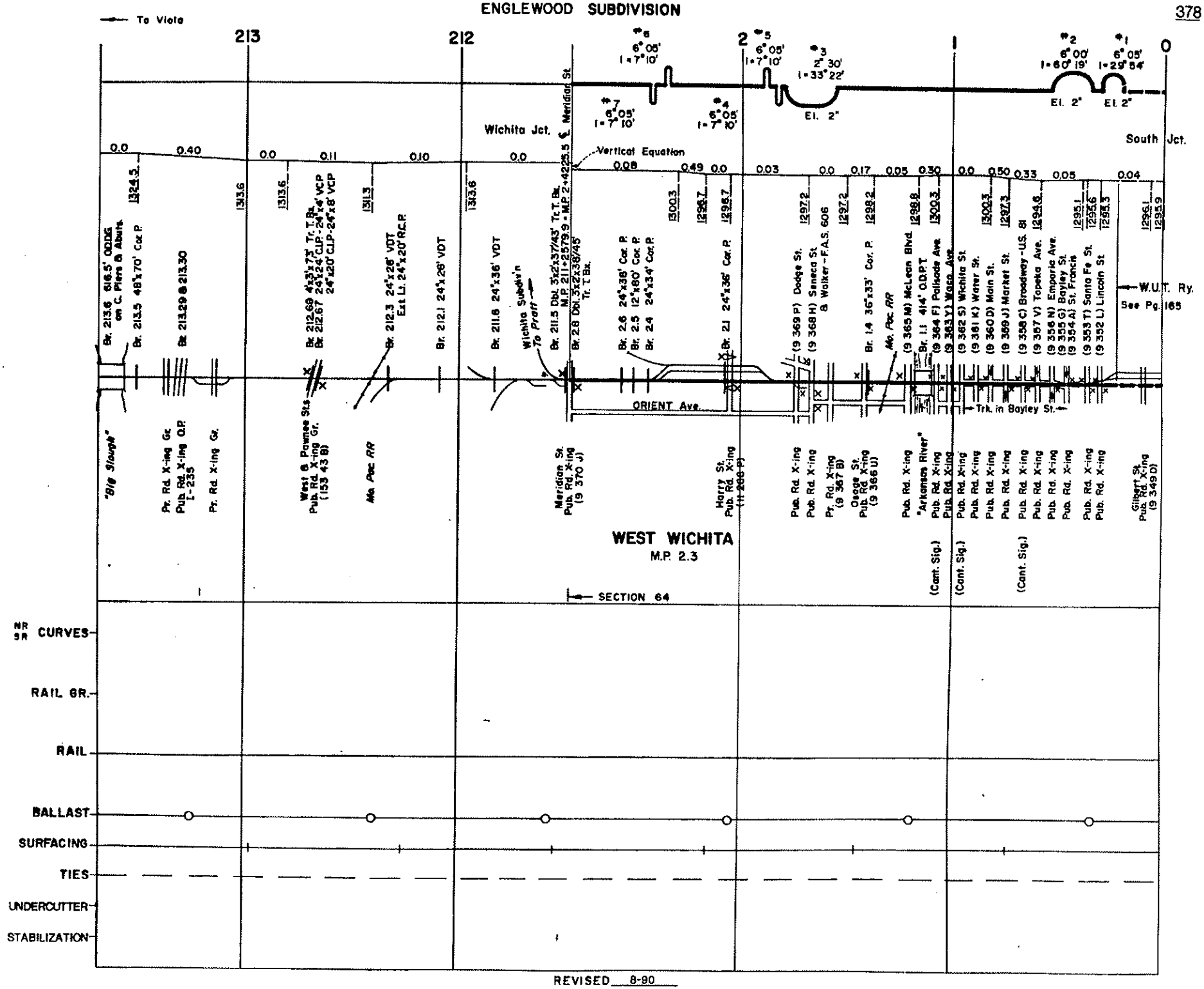
REVISED 8-90


215
214
C.T.C.
213
212
Automatic Block
211
210
To Purcell
To Newton
Speed 40 MP. 207.7 to MP. 214.9
SOUTH JCT.
M.P. 213.2
Interlkg Y.
WICHITA
M.P. 212.2
NORTH JCT.
M.P. 211.7
Interlocking
See separate Sketch, page 186
Wellington Br.
Sig. 2141
Sig. 2142
Hwy. K-15
Hydraulic Ave.
Laura Ave.
Harry St.
Bayley St.
Meadowlark Rd.
Kellogg St.
Waterman St.
Douglas Ave.
First St.
Central Ave.
Yd. Limit
Sig. 211.7
Main Tr.
Section 44
See separate Sketch, Page 377
WICHITA UNION TERMINAL RY.
Speed 40 MPH over St. Xings No. Jct. to So. Jct.
*Includes 2.58 mi. Track on K.C.M.&O.
RAIL GR.
RAIL
119 CWR - 10 - 1961
WUT 112
115 - 1948
115 - 49
115 - 48
BALLAST
RAYFORD
SURFACING
1988
1985 N
1988 S
1988
TIES
1985 N
S
UNDERCUTTER
STABILIZATION
REVISED 8-80

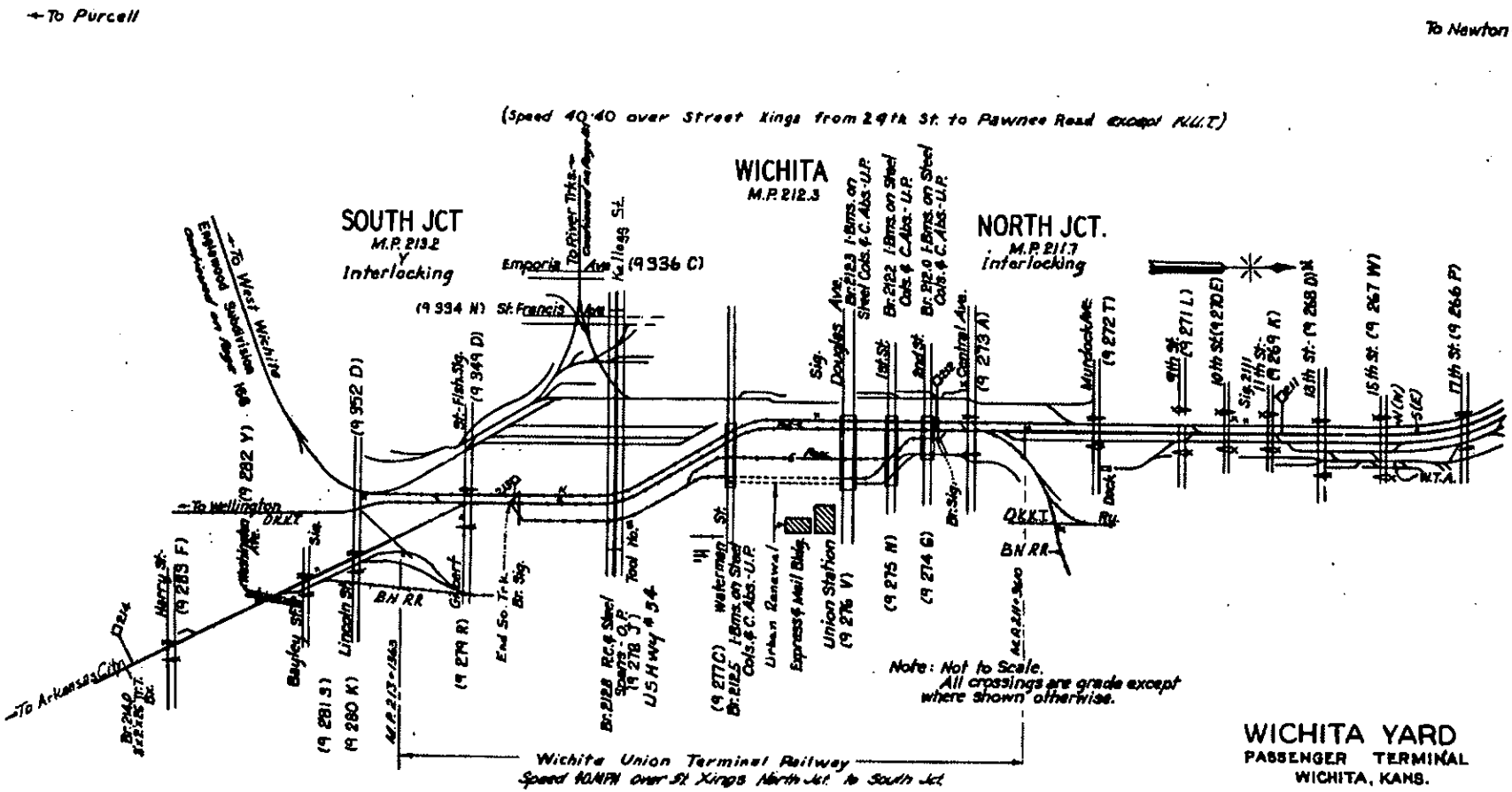

Williams St.
WATER ST.
ENGLISH ST. (9 346 H)
WATERMAN ST. (9 345 B)
LEWIS ST. (9 344 U)
DENEY ST.
KELLOGG ST.
ORME ST. (9 335 Y)
(9340S) MAIN ST.
To South Jct.
(9 341 Y)
(9 342 F)
DOUGLAS AVE.
Library
Century II Auditorium
Mo. Pac.
WICHITA ST.
WACO AVE.
Top of High Bank
ARKANSAS RIVER
US Hwy. 54 (Kellogg) (9 343 M)
Scale: 1"=400'
WICHITA YARD
RIVER TRACKS
WICHITA, KANS.

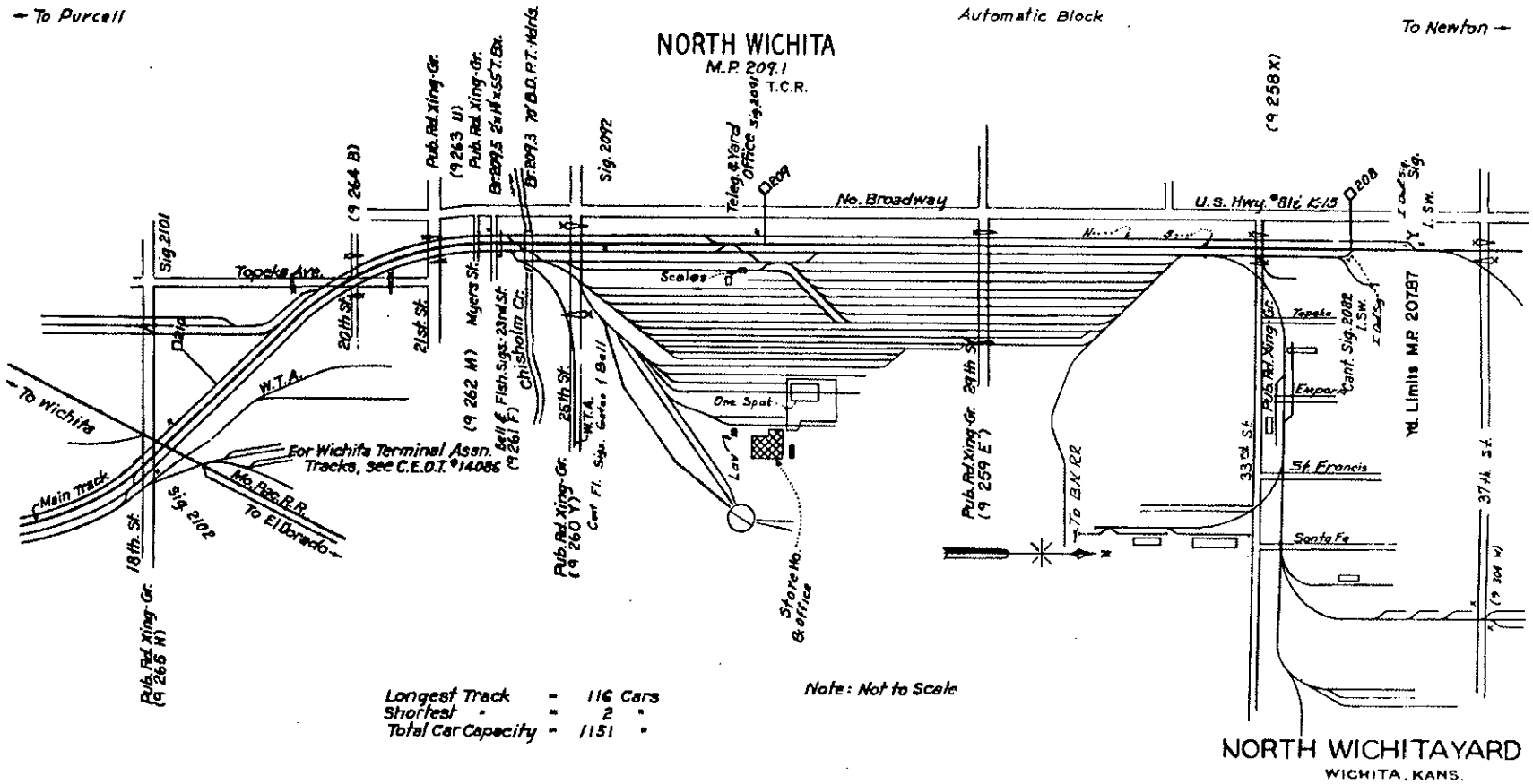
REVISED 8-90

ENGLEWOOD SUBDIVISION

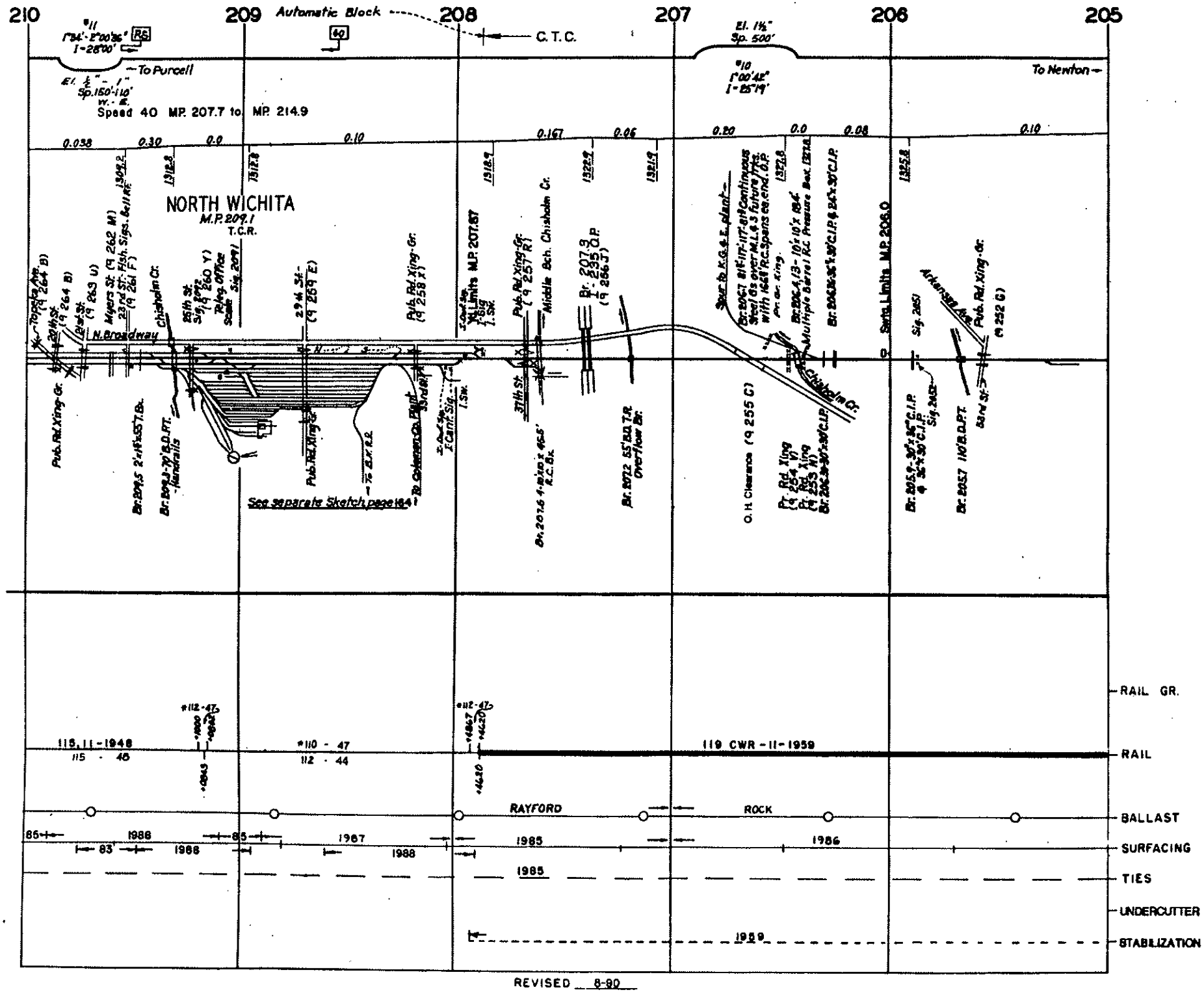


REVISED 8-90

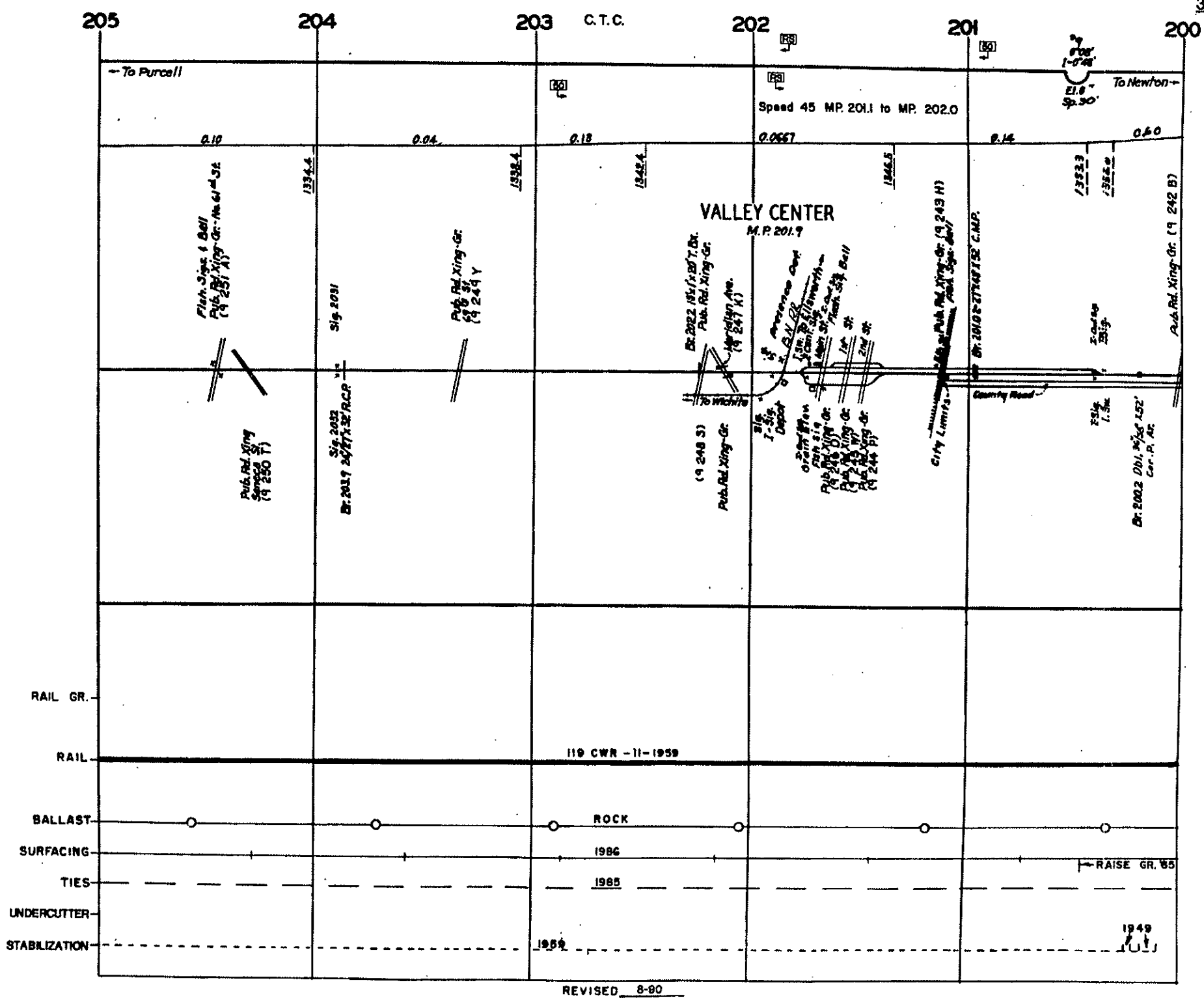

To Purcell
To Newton
(Speed 40-40 over Street Xings from 29th St. to Pawnee Road except K.U.T.)
SOUTH JCT
M.P. 213.2
Y
Interlocking
WICHITA
M.P. 212.3
NORTH JCT.
M.P. 211.7
Interlocking
To River Trks.
Emporia Ave.
Kellogs St.
(9336 C)
(9334 N) St. Francis Ave.
(9282 Y)
(9952 D)
St. Fish. Sig.
(9349 D)
To Wellington
DRKT
Sig.
Harry St.
(9283 F)
Br: 214.0
Bayley St.
Lincoln St.
(9281 J)
(9280 K)
BH RR
Gilbert
(9279 R)
End So. Trk.
Br. Sig.
Br: 212.8 R.C. & Steel Spans - G.P.
(9278 J)
US Hwy # 54
Tool Hse.
(9277 C)
Br: 212.5
Waterman St.
1-Brns. on Steel Cols. & C. Abs. - U.P.
Urban Renewal
Express & Mail Bldg.
Union Station
(9276 V)
Sig. Douglas Ave.
Br: 212.3 1-Brns. on Steel Cols. & C. Abs. - U.P.
1st St.
Br: 212.2 1-Brns. on Steel Cols. & C. Abs. - U.P.
2nd St.
Br: 212.0 1-Brns. on Steel Cols. & C. Abs. - U.P.
Doane
N. Central Ave.
(9273 A)
(9275 N)
(9274 G)
Br. Sig.
Munlock Ave.
(9272 T)
Dock
QKKT
Ry.
BN RR
9th St. (9271 L)
10th St. (9270 E)
Sig. 211
11th St.
(9269 K)
12th St. (9268 D)
15th St. (9267 W)
W. (N)
S. (E)
17th St. (9266 P)
M.T.A.
Note: Not to Scale.
All crossings are grade except where shown otherwise.
Wichita Union Terminal Railway
Speed 10 MPH over St. Xings North Jct. to South Jct.
WICHITA YARD
PASSENGER TERMINAL
WICHITA, KANS.


← To Purcell
Automatic Block
To Newton →
NORTH WICHITA
M.P. 209.1
T.C.R.
No. Broadway
U.S. Hwy. "81" K-15
Topeka Ave.
Scales
One Spot
W.T.A.
For Wichita Terminal Assn. Tracks, see C.E.O.T. #14086
Mo. Pac. R.R.
To El Dorado
← To Wichita
Main Track
Yd. Limits M.P. 207.87
NORTH WICHITA YARD
WICHITA, KANS.
Longest Track = 116 Cars
Shortest " = 2 "
Total Car Capacity = 1151 "
Note: Not to Scale

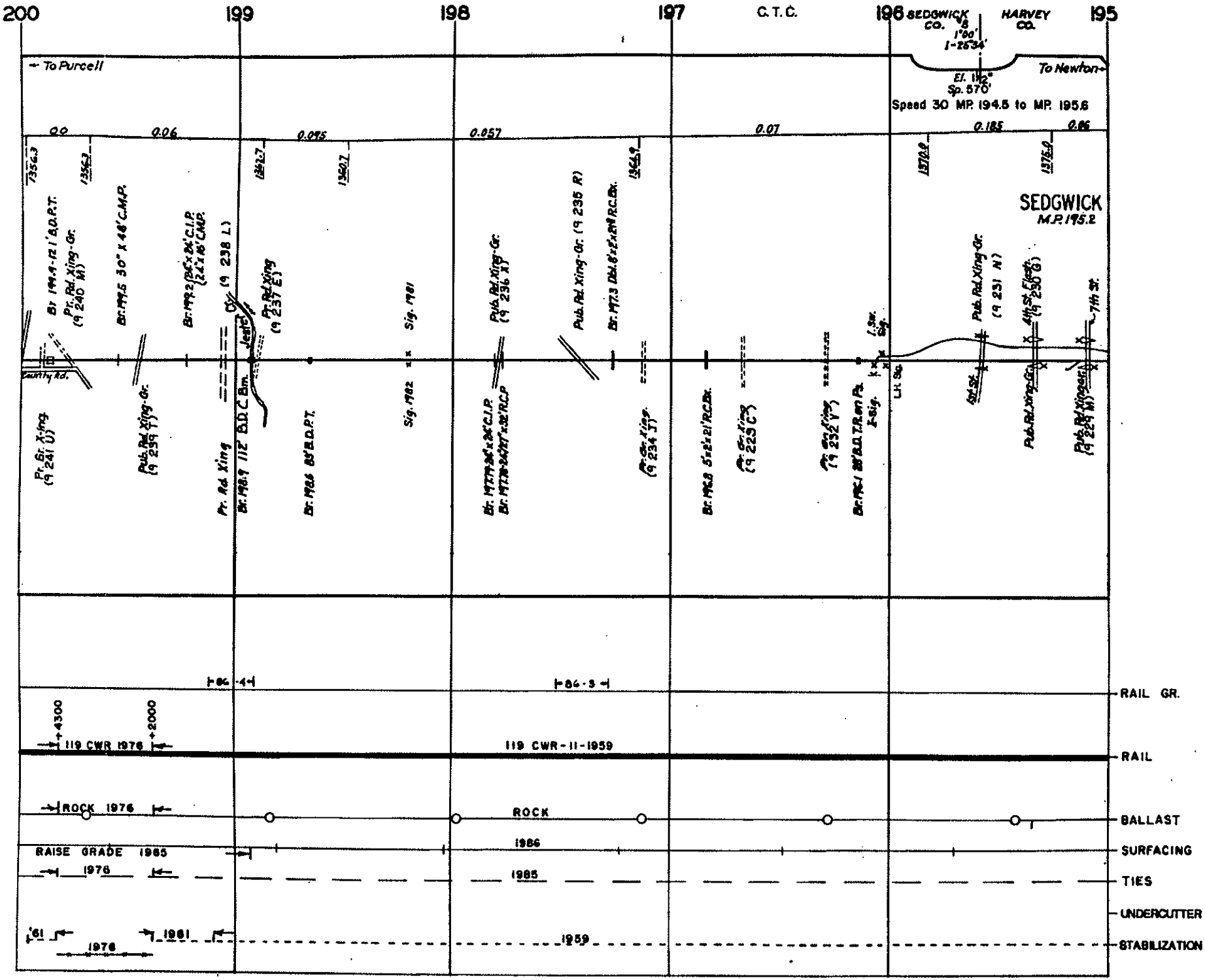
REVISED 8-80


210
209
208
207
206
205
Automatic Block
C. T. C.
To Purcell
To Newton
Speed 40 MP. 207.7 to MP. 214.9
NORTH WICHITA
M.P. 209.1
T.C.R.
N. Broadway
Topeka Ave.
Lewis St.
Myers St.
23rd St.
Chisholm Cr.
85th St.
29th St.
Pub. Rd. Xing-Gr.
Middle Bch. Chisholm Cr.
Br. 207.3
Br. 235 O.P.
37th St.
Santa Fe Limits M.P. 206.0
Sig. 245
Sig. 265
Pub. Rd. Xing-Gr.
83rd St.
See separate Sketch page 164
O. H. Clearance (9 255 C)
Pr. Rd. Xing
119 CWR - 11 - 1959
115.11 - 1948
115 - 45
*110 - 47
112 - 44
RAYFORD
ROCK
1988
1987
1985
1986
1988
1985
1959
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

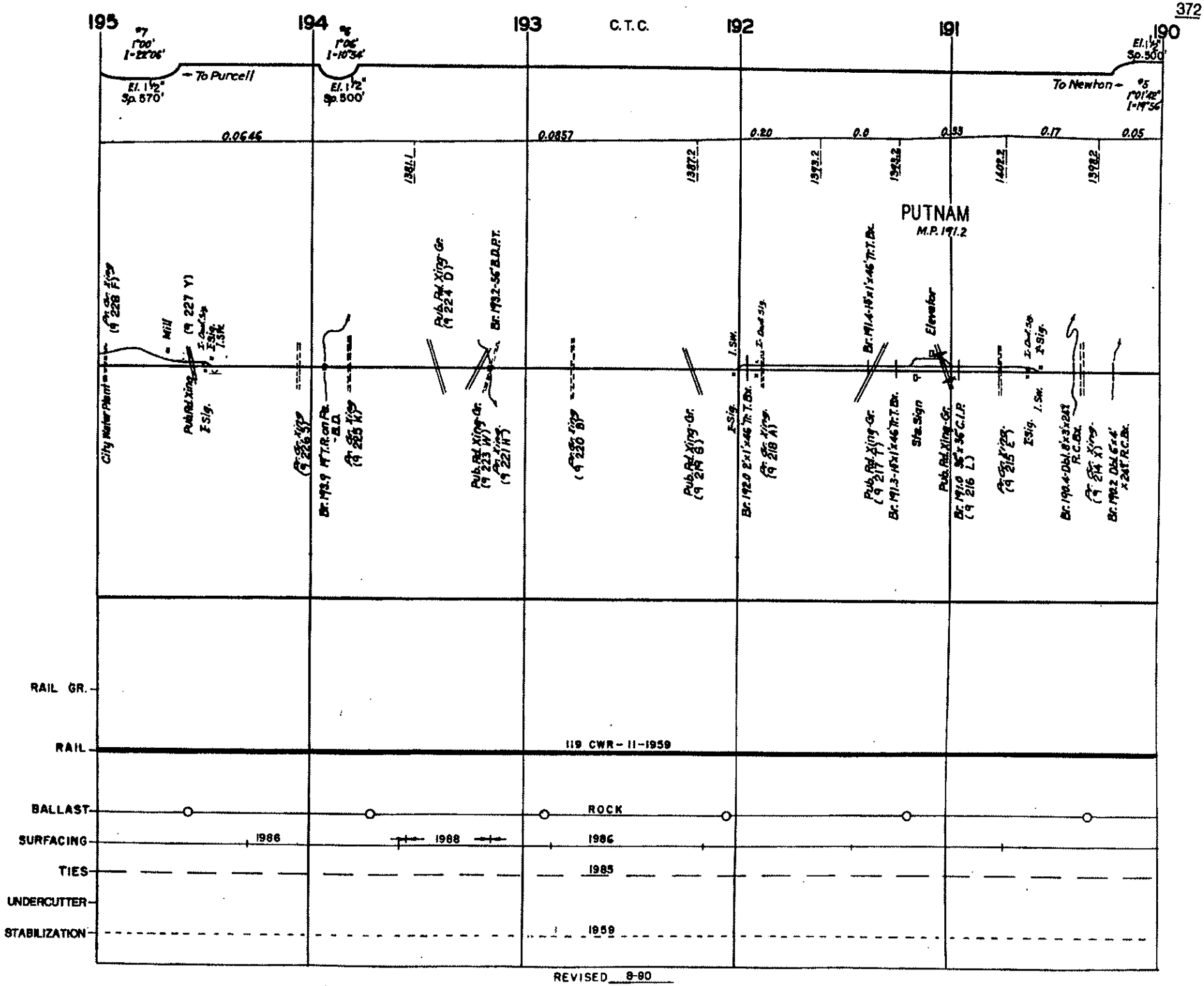
REVISED 8-80


205
204
203
C.T.C.
202
201
200
To Purcell
To Newton
Speed 45 MP. 201.1 to MP. 202.0
0.10
0.04
0.18
0.0667
0.14
0.60
VALLEY CENTER
M.P. 201.9
Flash. Signs & Bell
Pub. Rd. Xing-Gr.-No. 61st St.
(9 251 X)
Pub. Rd. Xing
Seneca St.
(9 250 T)
Sig. 2031
Sig. 2032
Br. 203.9 36'7"X32' R.C.P.
Pub. Rd. Xing-Gr.
676 St.
(9 249 Y)
Br. 202.2 15'x12'6" T. Br.
Pub. Rd. Xing-Gr.
Meridian Ave.
(9 247 K)
(9 248 S)
Pub. Rd. Xing-Gr.
To Wichita
Sig. 1-Sig. Depot
Pub. Rd. Xing-Gr.
(9 245 P)
City Limits
Pub. Rd. Xing-Gr. (9 243 H)
Flash. Sig. & Bell
Br. 201.8 27'11"x12'6" C.M.P.
County Road
Sig. 1-Sc.
Br. 200.2 Obl. 90° 56'-1.52' Con. R. Arch
Pub. Rd. Xing-Gr. (9 242 B)
1334.4
1338.4
1342.4
1346.5
1353.3
1356.9
RAIL GR.
RAIL
119 CWR - 11 - 1959
BALLAST
ROCK
SURFACING
1986
RAISE GR. '65
TIES
1985
UNDERCUTTER
STABILIZATION
1959
1949

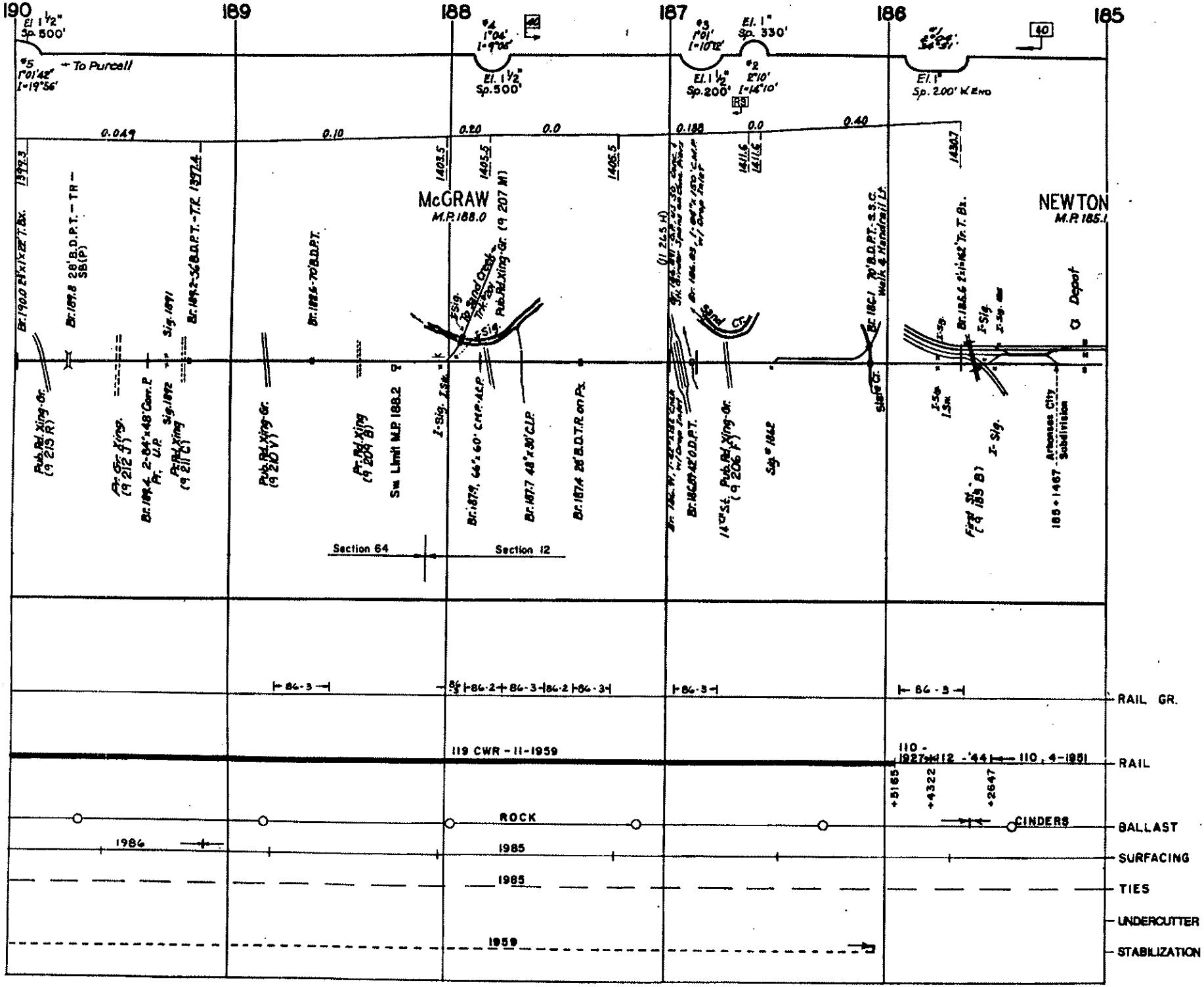
REVISED 8-80


200
199
198
197
C.T.C.
196
SEDGWICK CO.
HARVEY CO.
195
1°00'
1-25'34"
To Purcell
To Newton
El. 1370.6
Sp. 570'
Speed 30 MP 194.5 to MP 195.6
0.0
0.06
0.095
0.057
0.07
0.185
0.06
7356.3
1356.3
1342.7
1360.7
1365.9
1370.8
1376.0
SEDGWICK
M.P. 195.2
Br 194.9-12.1' A.D.P.T.
Pr. Rd. Xing-Gr. (9 240 M)
Br: M19.5 30" x 48' C.M.P.
Br: M19.2 (96"x24' C.I.P. (2-2'x 8' C.M.P.
(9 238 L)
Pr. Rd. Xing (9 237 E)
Sig. 1781
Pub. Rd. Xing-Gr. (9 236 X)
Pub. Rd. Xing-Gr. (9 235 R)
Br: M17.3 Dbl. 6'x2'x 24' R.C. Bx.
I. Sw. Sig.
Pub. Rd. Xing-Gr. (9 231 N)
4th St. (9 230 G)
7th St.
Pr. Gr. Xing (9 241 U)
Pub. Rd. Xing-Gr. (9 239 T)
Pr. Rd. Xing
Br: M19.9 112' B.D.C. Bm.
Br: M18.6 85' E.D.P.T.
Sig. 1782
Br: M17.9-24' x 24' C.I.P.
Br: M17.9-24'27' x 32' R.C.P.
Pr. Gr. Xing (9 234 T)
Br: M16.8 5'x2'x21' R.C. Bx.
Pr. Gr. Xing (9 223 C)
Pr. Gr. Xing (9 232 Y)
Br: M15.1 25' E.D.T.R. on Pt.
2-Sig.
LH Sw.
4th St.
Pub. Rd. Xing-Gr. (9 229 G)
Pub. Rd. Xing-Gr. (9 224 M)
Jeatic
Quality Rd.
M-84-4
M-84-5
+4300
+2000
119 CWR 1976
119 CWR-11-1959
ROCK 1976
ROCK
1986
RAISE GRADE 1985
1976
1985
61
1961
1976
1959
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80


195
194
193
C.T.C.
192
191
190
#7
1°00'
1-22°06'
El. 1½"
Sp. 570'
To Purcell
#6
1°06'
1-10°34'
El. 1½"
Sp. 500'
El. 1½"
Sp. 500'
To Newton
#5
1°01'42"
1-11°56'
0.0646
0.0857
0.20
0.0
0.33
0.17
0.05
1381.1
1387.2
1393.2
1403.2
1398.2
PUTNAM
M.P. 191.2
City Water Plant
Mill
Pub. Rd. Xing
E Sig.
Pub. Rd. Xing-Gr.
Br. 193.9 MT. R. on Pk. -S.D.
Pub. Rd. Xing-Gr.
Br. 193.2-56' S.D.P.T.
Pub. Rd. Xing-Gr.
E Sig.
Br. 192.0 2'x1'x46' M.T. Br.
Br. 191.4-18'x1'x46' M.T. Br.
Pub. Rd. Xing-Gr.
Br. 191.3-4'x1'x46' M.T. Br.
Sta. Sign
Elevator
Pub. Rd. Xing-Gr.
Br. 191.0 36"x36' C.I.P.
E Sig.
I. Sw.
Br. 190.4-Dbl. 8'x3'x28' R.C. Bx.
Br. 190.2 Dbl. 6'x4' x24' R.C. Bx.
RAIL GR.
RAIL
119 CWR - 11-1959
BALLAST
ROCK
SURFACING
1986
1988
1986
TIES
1985
UNDERCUTTER
STABILIZATION
1959

REVISED 8-90


190
189
188
187
186
185
McGRAW
M.P. 188.0
NEWTON
M.P. 185.1
To Purcell
To Blood Creek Jct.
Pub. Rd. Xing-Gr. (9 207 M)
Pub. Rd. Xing-Gr. (9 213 R)
Pub. Rd. Xing-Gr. (9 212 J)
Pub. Rd. Xing-Gr. (9 210 V)
Pub. Rd. Xing (9 204 B)
Pub. Rd. Xing (9 211 C)
Sw. Limit M.P. 188.2
Pub. Rd. Xing-Gr. (9 206 F)
14TH ST.
First St. (9 189 B)
Depot
Section 64
Section 12
119 CWR - 11-1959
110 - 1927-12 - '44 — 110, 4-1951
ROCK
CINDERS
1984
1985
1985
1959
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

Arkansas City Subdivision

Newton (M.P. 185.3) to Arkansas City (M.P. 262.4)

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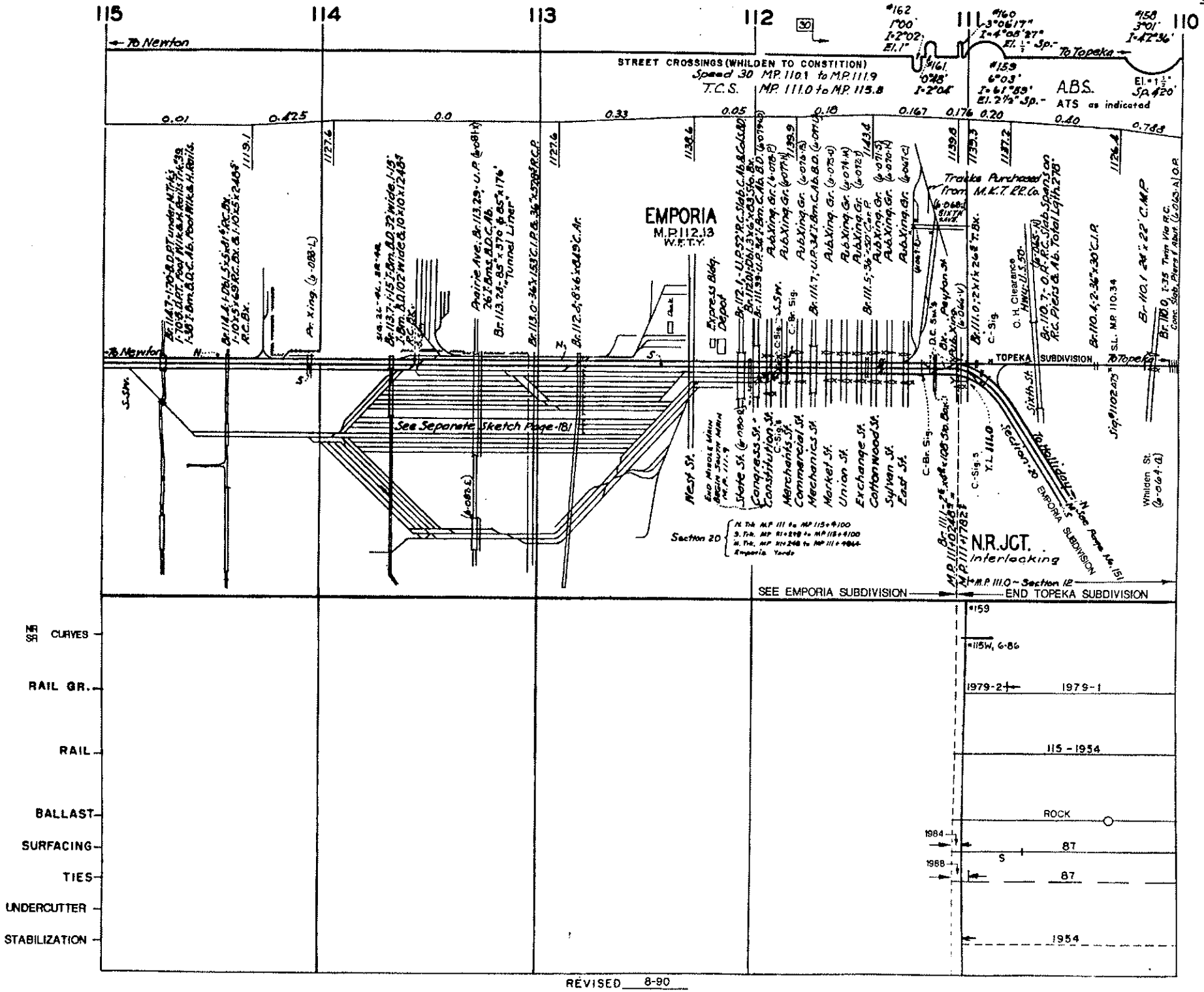
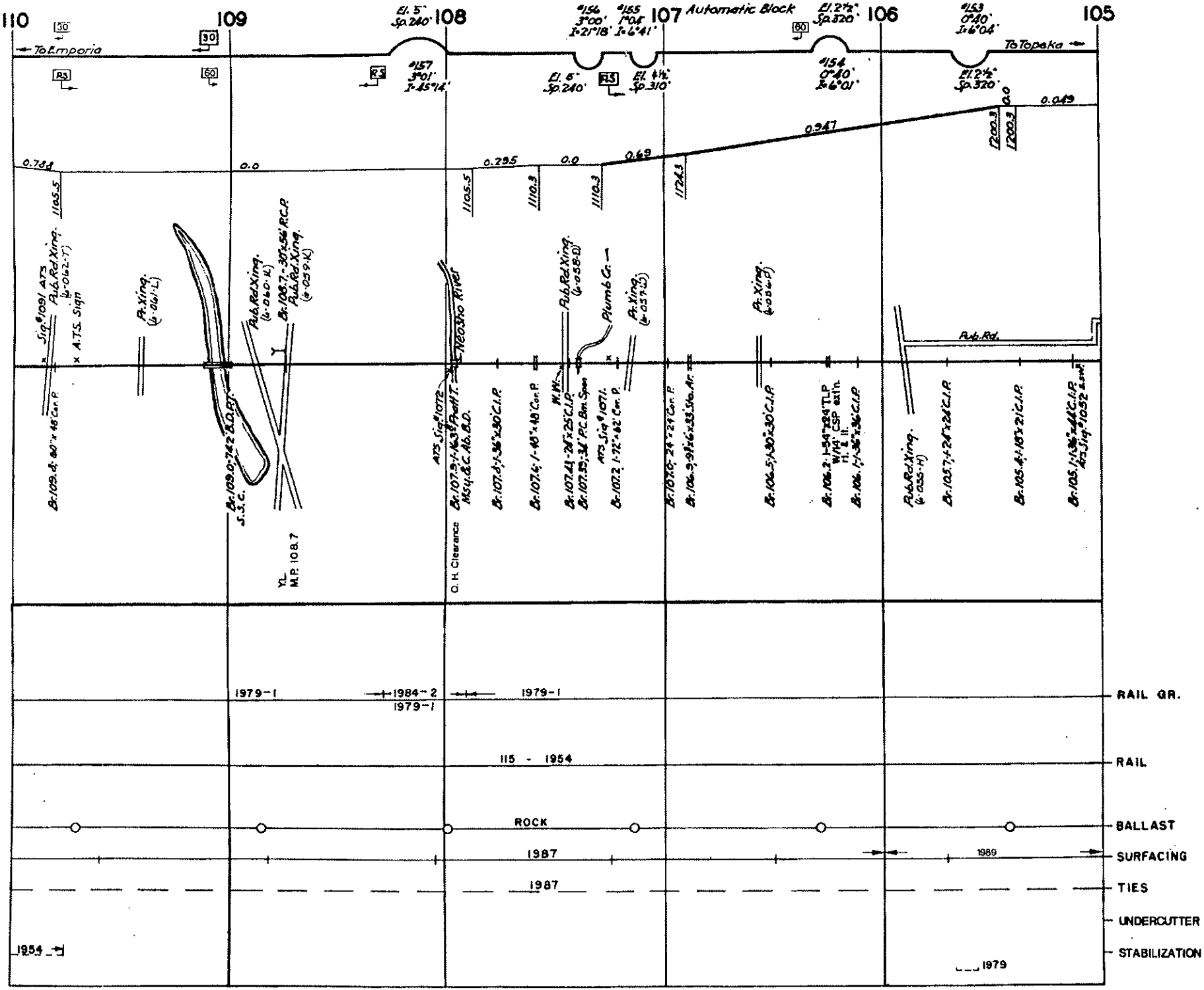
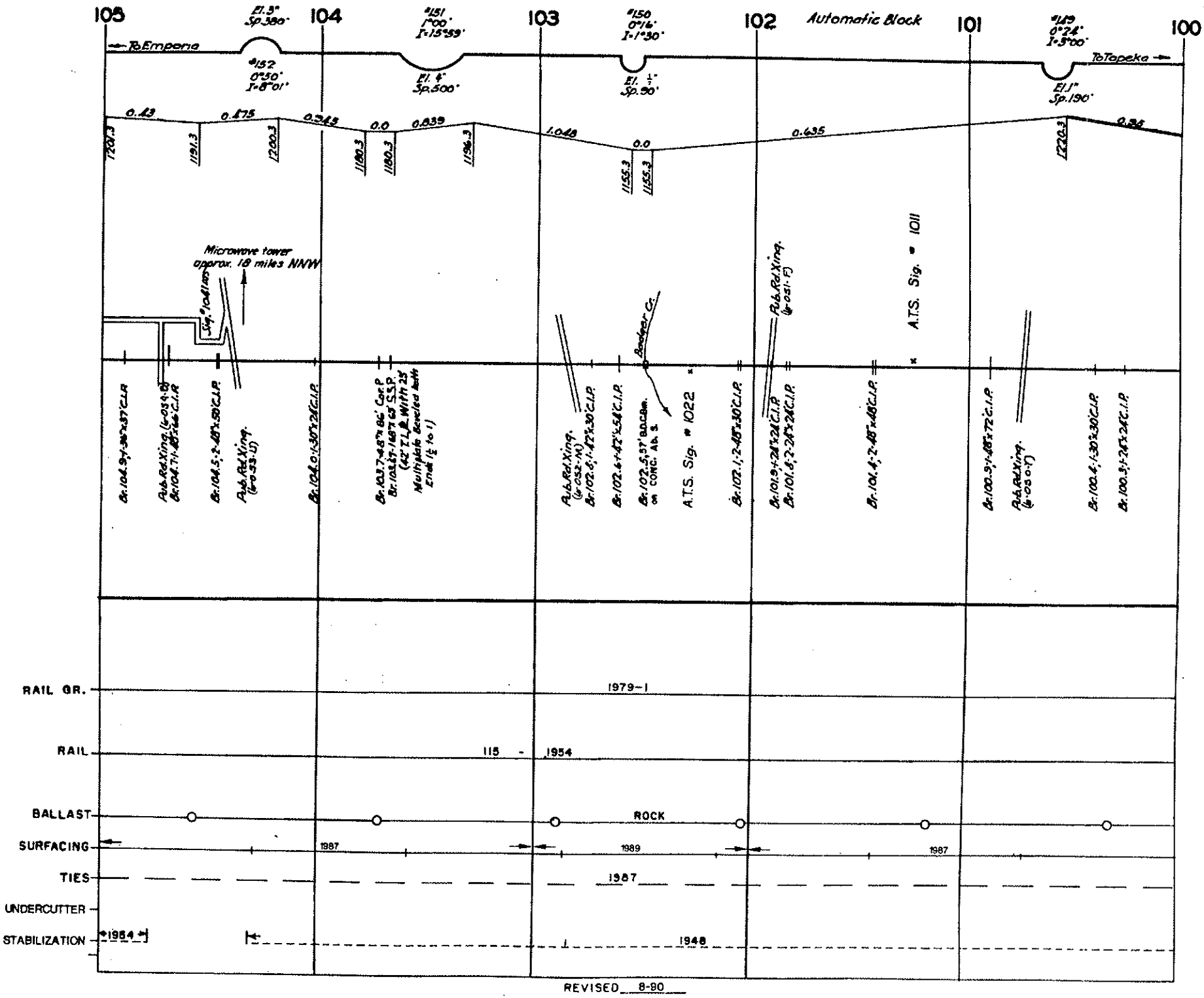

115
114
113
112
111
110
To Newton
To Topeka
STREET CROSSINGS (WHILDEN TO CONSTITION)
Speed 30 MP 110.1 to MP 111.9
T.C.S.
MP 111.0 to MP 115.8
A.B.S.
ATS as indicated
EMPORIA
M.P. 112.13
W.F.T.Y.
Express Bldg. Depot
Trains Purchased from M.K.T. R.R. Co.
See Separate Sketch Page-181
TOPEKA SUBDIVISION
N.R.JCT.
Interlocking
SEE EMPORIA SUBDIVISION
END TOPEKA SUBDIVISION
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
#159
115 - 1954
ROCK
1984
87
1988
87
1954
1979-2
1979-1

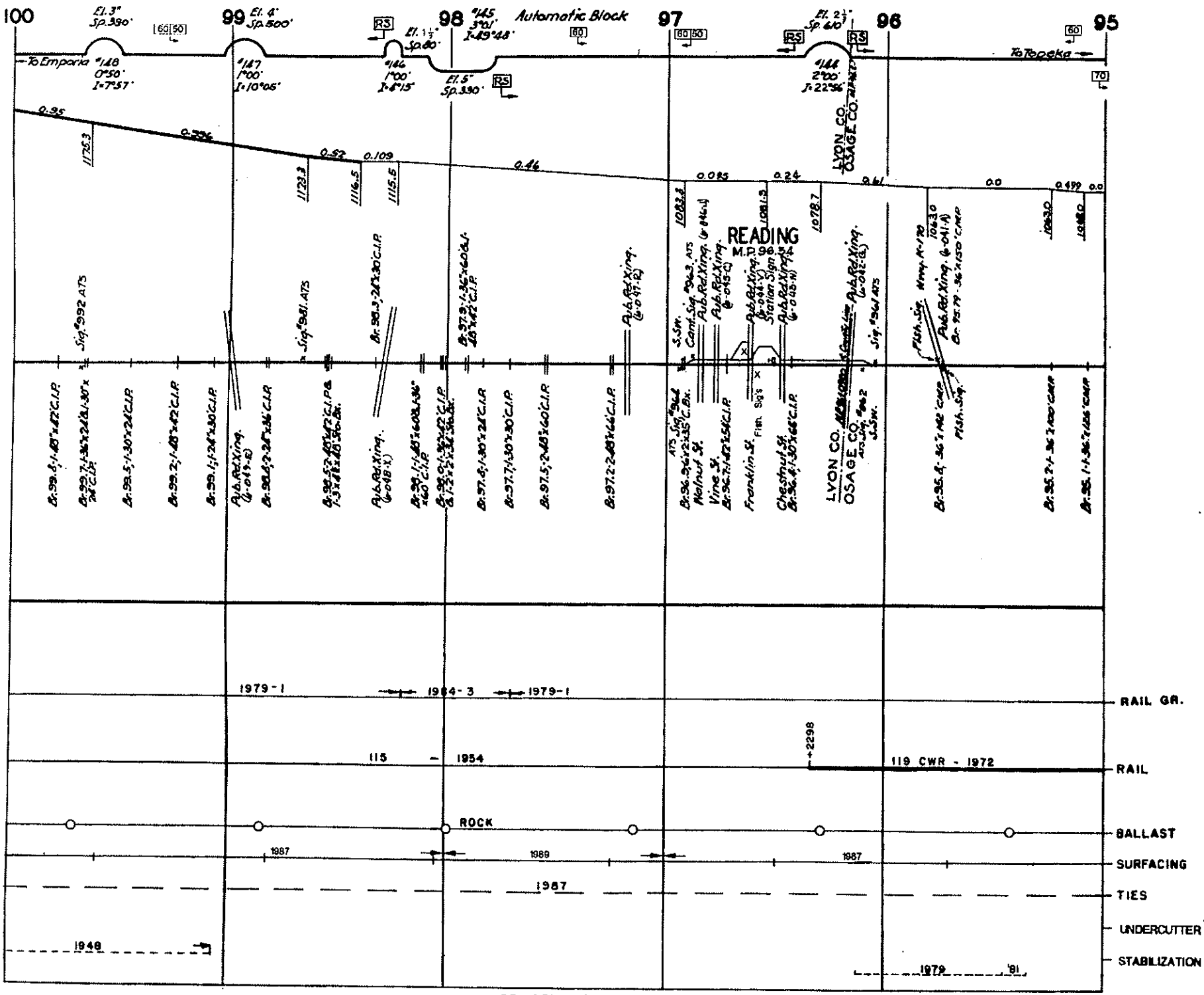
REVISED 8-90


110
109
108
107
106
105
Automatic Block
To Emporia
To Topeka
#157 3°01' I=45°14'
#156 3°00' I=21°18'
#155 1°04' I=6°41'
#154 0°40' I=6°01'
#153 0°40' I=6°04'
El. 5° Sp.240'
El. 6° Sp.240'
El. 4½° Sp.310'
El. 2½° Sp.320'
El. 2½° Sp.320'
0.784
0.0
0.295
0.0
0.69
0.947
0.049
1105.5
1110.3
1110.3
1124.3
1200.3
1200.3
Sig.#1091 ATS
Pub.Rd.Xing. (a-062-T)
A.T.S. Sign
Pr.Xing. (a-061-L)
Pub.Rd.Xing. (a-060-K)
Br.108.7-30'x56' R.C.P.
Pub.Rd.Xing. (a-059-K)
Neosho River
Pub.Rd.Xing. (a-058-D)
Plumb Cr.
Pr.Xing. (a-057-S)
Pr.Xing. (a-056-P)
Pub.Rd.
Pub.Rd.Xing. (a-055-H)
Br.109.4-60"x48' Con.P.
S.S.C.
Br.109.0-74'2 S.D.P.P.
Y.L. M.P. 108.7
ATS Sig.#1072
Br.107.9-/-143' Rail T. Mtg. & C. Nb. B.D.
O.H. Clearance
Br.107.8-/-36"x30' C.I.P.
Br.107.6-/-48"x48' Con.P.
W.W.
Br.107.44-24'x25' C.I.P.
Br.107.33-34' P.C. Bm. Span
ATS Sig.#1071
Br.107.2 1-72"x82' Con.P.
Br.107.0-24'x24' Con.P.
Br.106.9-9'6"x6'x33.5'Nb. Arch
Br.106.5-/-30'x30' C.I.P.
Br.106.2-1-54"x34' TLP W/4" CSP with H.T. II.
Br.106.-/-36"x36' C.I.P.
Br.105.7-/-24'x24' C.I.P.
Br.105.4-/-18'x21' C.I.P.
Br.105.-/-(36"x44' C.I.P. ATS Sig.#1052 & unit
1979-1
1984-2
1979-1
1979-1
115 - 1954
ROCK
1987
1987
1989
1954
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

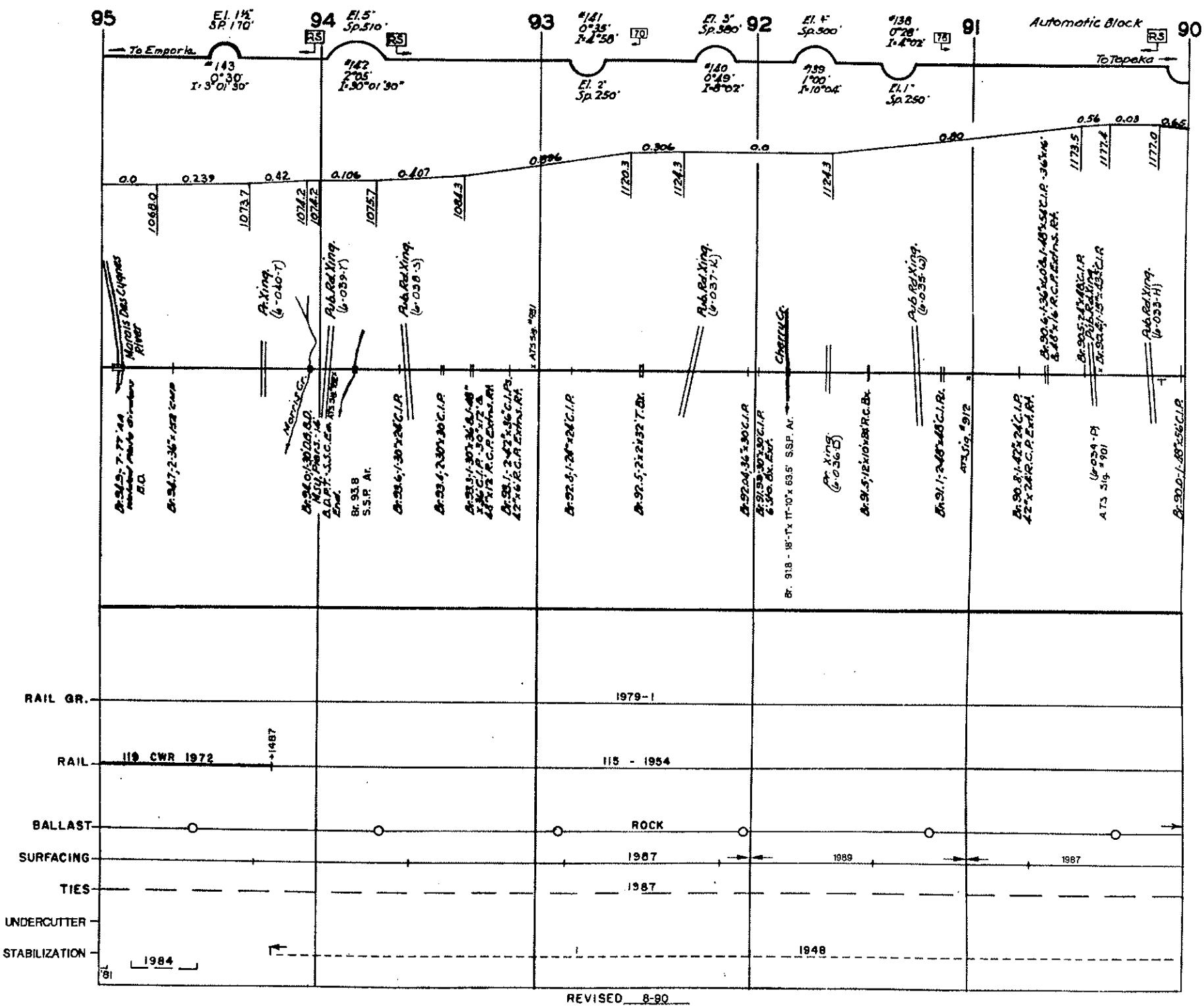
REVISED 8-90

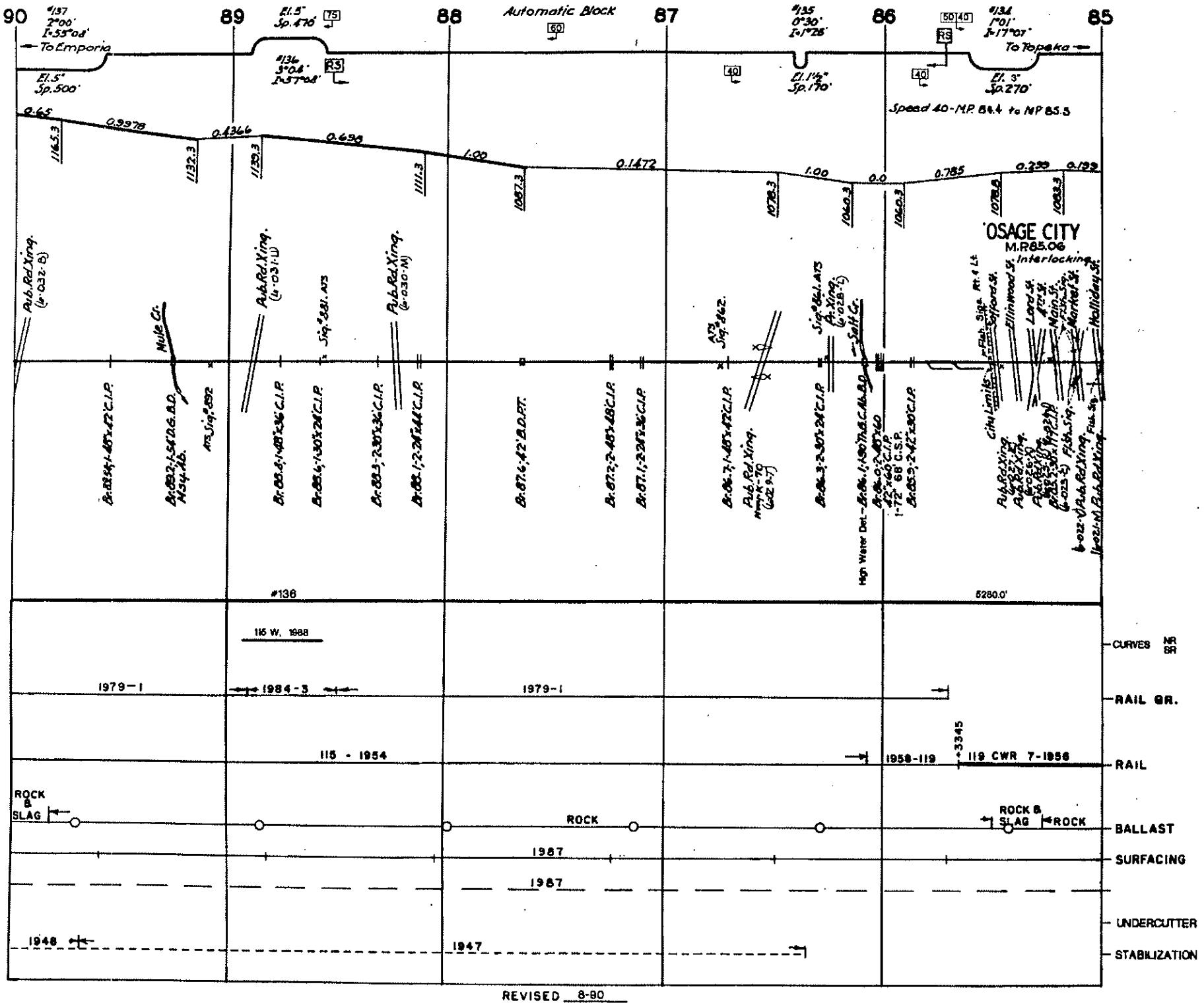

105
104
103
102
101
100
Automatic Block
To Emporia
To Topeka
#152 0°30' I-8°01'
#151 1°00' I-15°59'
#150 0°16' I-1°30'
#149 0°24' I-5°00'
El. 5" Sp. 380'
El. 6" Sp. 500'
El. 1/7" Sp. 90'
El. 1" Sp. 190'
0.43
0.875
0.343
0.0
0.839
1.048
0.0
0.635
0.96
1201.3
1191.3
1200.3
1180.3
1180.3
1196.3
1155.3
1155.3
1220.3
Microwave tower approx. 18 miles NNW
Sig. locations
Pub. Rd. Xing. (#-031-E)
Pub. Rd. Xing. (#-031-D)
Pub. Rd. Xing. (#-032-N)
Pub. Rd. Xing. (#-031-F)
Pub. Rd. Xing. (#-033-O-T)
Beaver Cr.
A.T.S. Sig. # 1022
A.T.S. Sig. # 1011
Br. 104.9 y-36"x.37" C.I.P.
Pub. Rd. Xing. (#-031-C) Br. 104.7 1-48"x.46" C.I.P.
Br. 104.5 1-48"x.50" C.I.P.
Pub. Rd. Xing. (#-033-D)
Br. 104.0 1-30"x.24" C.I.P.
Br. 103.7-48" 86° Cor. P Br. 103.5 1-48" 69° S.S.P. (42" T.L.R. With 25° Multiplate Beveled Ends (½ to 1)
Pub. Rd. Xing. (#-032-N) Br. 102.6 1-42"x.30" C.I.P.
Br. 102.6 1-42"x.54" C.I.P.
Br. 102.5 57° 80.0 Sm. on CONC. Ab. S.
Br. 102.1 2-48"x.30" C.I.P.
Pub. Rd. Xing. (#-031-F)
Br. 101.9 1-24"x.24" C.I.P.
Br. 101.6 2-24"x.24" C.I.P.
Br. 101.4 2-48"x.48" C.I.P.
Br. 100.9 1-48"x.72" C.I.P.
Pub. Rd. Xing. (#-033-O-T)
Br. 100.4 1-30"x.30" C.I.P.
Br. 100.3 1-24"x.24" C.I.P.
RAIL GR.
1979-1
RAIL
115 - 1954
BALLAST
ROCK
SURFACING
1987
1989
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1964
1948

REVISED 8-80

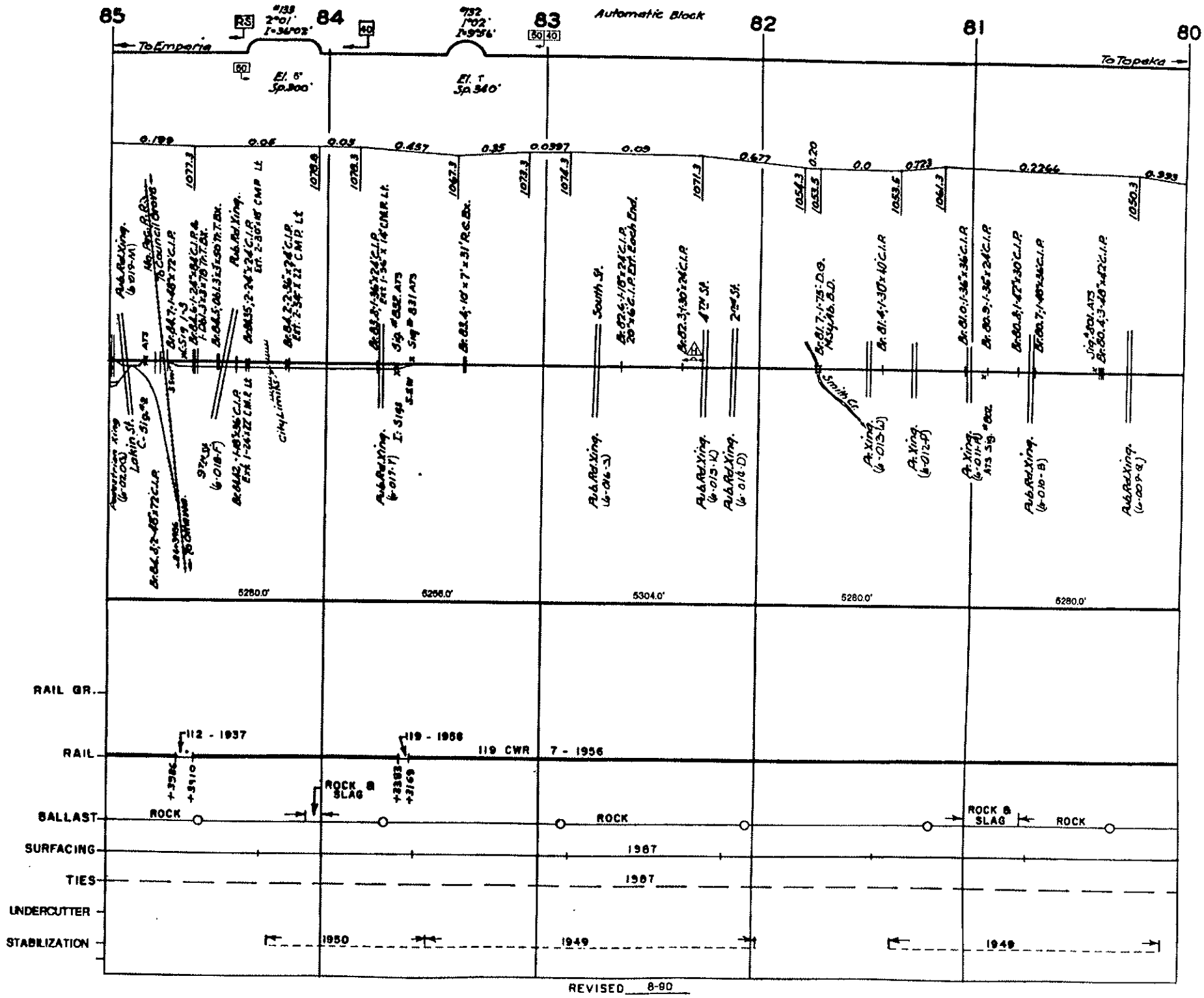

100
99
98
97
96
95
Automatic Block
To Emporia
To Topeka
READING
M.P. 96
LYON CO.
OSAGE CO.
Franklin St.
Chestnut St.
Walnut St.
Vine St.
Station Sign
Fish. Sig's
Sig. #992 ATS
Sig. #981 ATS
Sig. #964 ATS
Sig. #962 ATS
Cont. Sig. #963 ATS
Sig. #964 ATS
Sig. #962 ATS
S.Sw.
Fish. Sig.
Wrap. K-170
Pub. Rd. Xing. (L-041-A)
Br. 75.79 - 36'x130' CMP
Pub. Rd. Xing. (L-049-E)
Pub. Rd. Xing. (L-048-X)
Pub. Rd. Xing. (L-049-R)
Pub. Rd. Xing. (L-045-Q)
Pub. Rd. Xing. (L-044-V)
Pub. Rd. Xing. (L-048-N)
Pub. Rd. Xing. (L-042-L)
Br: 39.8; 1-48'x42' C.I.P.
Br: 39.7; 1-36'x24'; 1-30'x 24' C.I.P.
Br: 39.5; 1-30'x24' C.I.P.
Br: 39.2; 1-48'x42' C.I.P.
Br: 39.1; 1-24'x30' C.I.P.
Br: 38.5; 2-24'x36' C.I.P.
Br: 38.3; 1-48'x60' C.I.P.
Br: 38.2; 1-48'x42' C.I.P.
Br: 38.0; 1-36'x42' C.I.P.
Br: 37.9; 1-36'x60' & 1-48'x42' C.I.P.
Br: 37.6; 1-30'x24' C.I.P.
Br: 37.4; 1-30'x30' C.I.P.
Br: 37.2; 2-48'x66' C.I.P.
Br: 36.9; 2-36'x35' C. Br.
Br: 36.7; 1-42'x54' C.I.P.
Br: 36.4; 1-30'x66' C.I.P.
Br: 36.2; 1-30'x66' C.I.P.
Br: 35.4; 3-36' Rt. Angle CMP
Br: 35.2; 1-36' Rt. Angle CMP
Br: 35.1; 1-36' Rt. Angle CMP
0.35
0.296
0.52
0.109
0.46
0.085
0.24
0.41
0.0
0.499
0.0
1175.3
1123.3
1116.5
1115.5
1082.8
1081.2
1078.7
1063.0
1058.0
1048.0
+2298
115 - 1954
119 CWR - 1972
1979-1
1984-3
1979-1
ROCK
1987
1989
1987
1987
1948
1979 '81
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

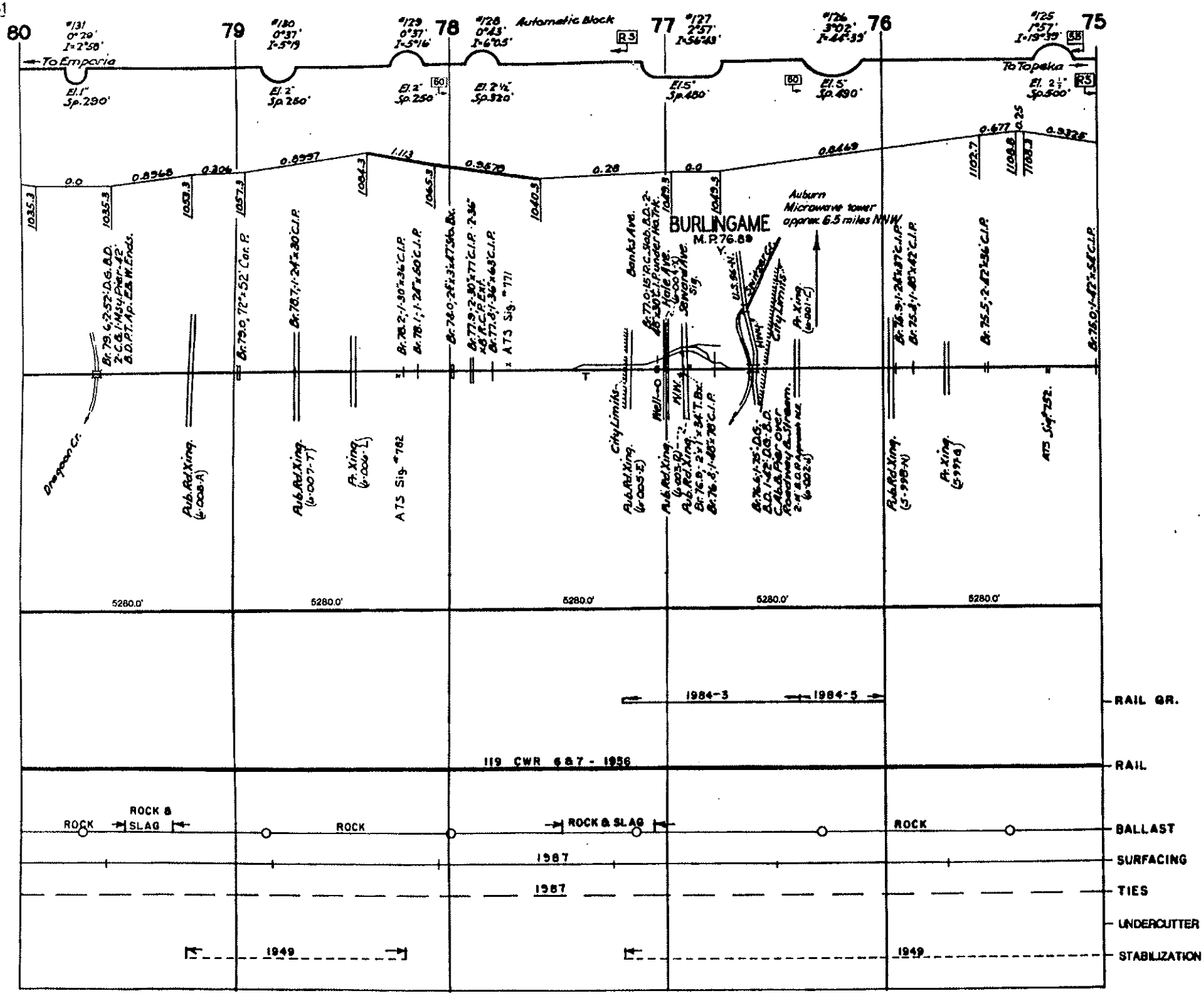

95
94
93
92
91
90
To Emporia
To Topeka
Automatic Block
#143 0°30' I-3°01'30"
#142 2°05' I-30°01'30"
#141 0°35' I-4°58'
#140 0°49' I-6°02'
#139 1°00' I-10°04'
#138 0°28' I-4°02'
El. 1½" Sp. 170'
El. 5" Sp. 510'
El. 2" Sp. 250'
El. 3" Sp. 380'
El. 4" Sp. 500'
El. 1" Sp. 250'
0.0
0.239
0.42
0.106
0.407
0.996
0.306
0.0
0.80
0.56
0.08
0.65
1068.0
1073.7
1074.2
1074.2
1075.7
1084.3
1120.3
1124.3
1124.3
1173.5
1177.4
1177.0
Morris Dies Cypress River
Morris Co.
Cherry Co.
Automatic Block
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR 1972
115 - 1954
1979-1
ROCK
1987
1989
1987
1987
1948
1984
'81
REVISED 8-90


90
89
88
87
86
85
Automatic Block
To Emporia
To Topeka
Speed 40-MP 84.4 to MP 85.5
OSAGE CITY
M.R85.06
Interlocking
#136
5280.0'
115 W. 1988
1979-1
1984-3
1979-1
115 - 1954
1958-119
119 CWR 7-1956
ROCK & SLAG
ROCK
ROCK & SLAG
ROCK
1987
1987
1948
1947
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
UNDERCUTTER
STABILIZATION

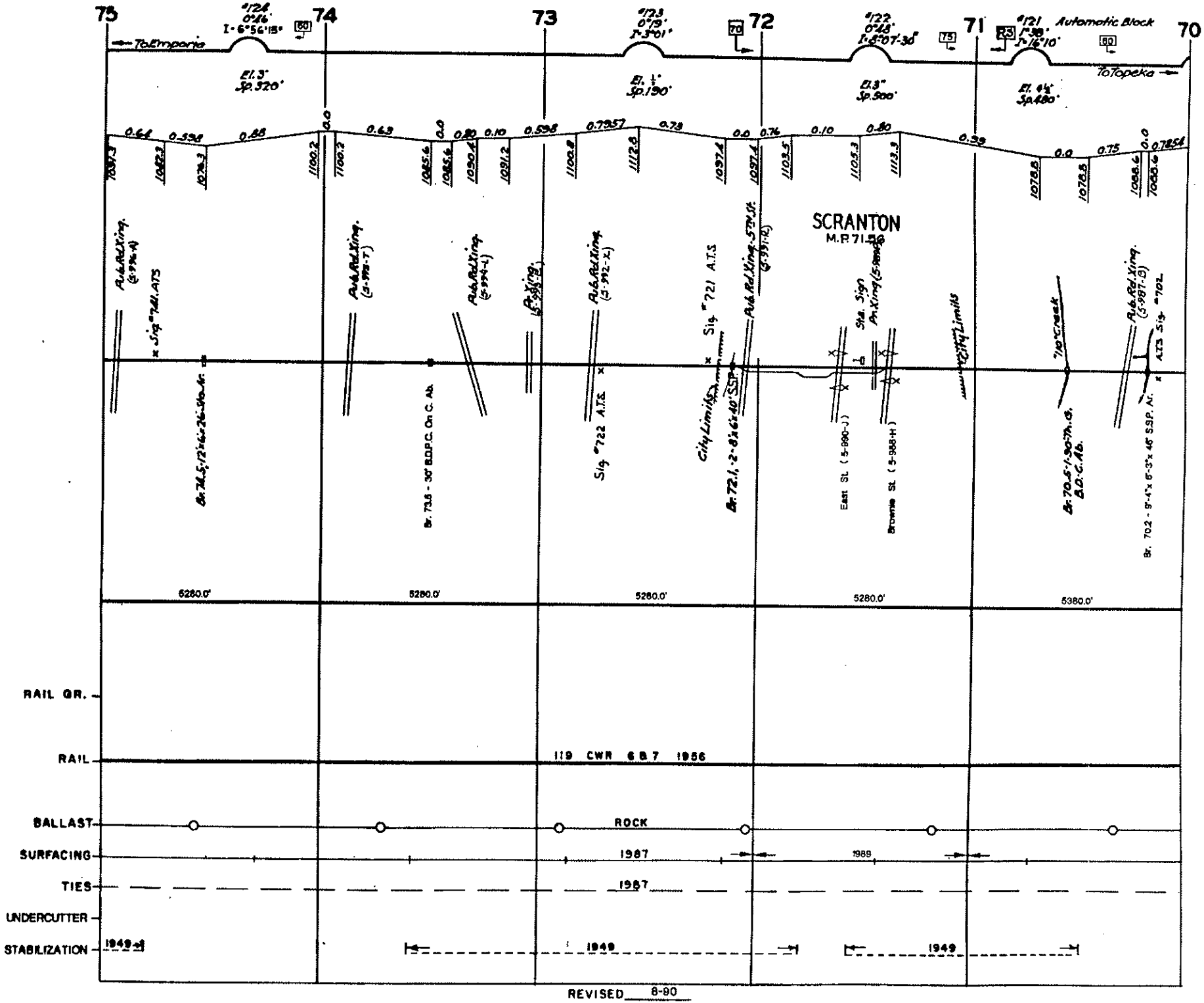
REVISED 8-80

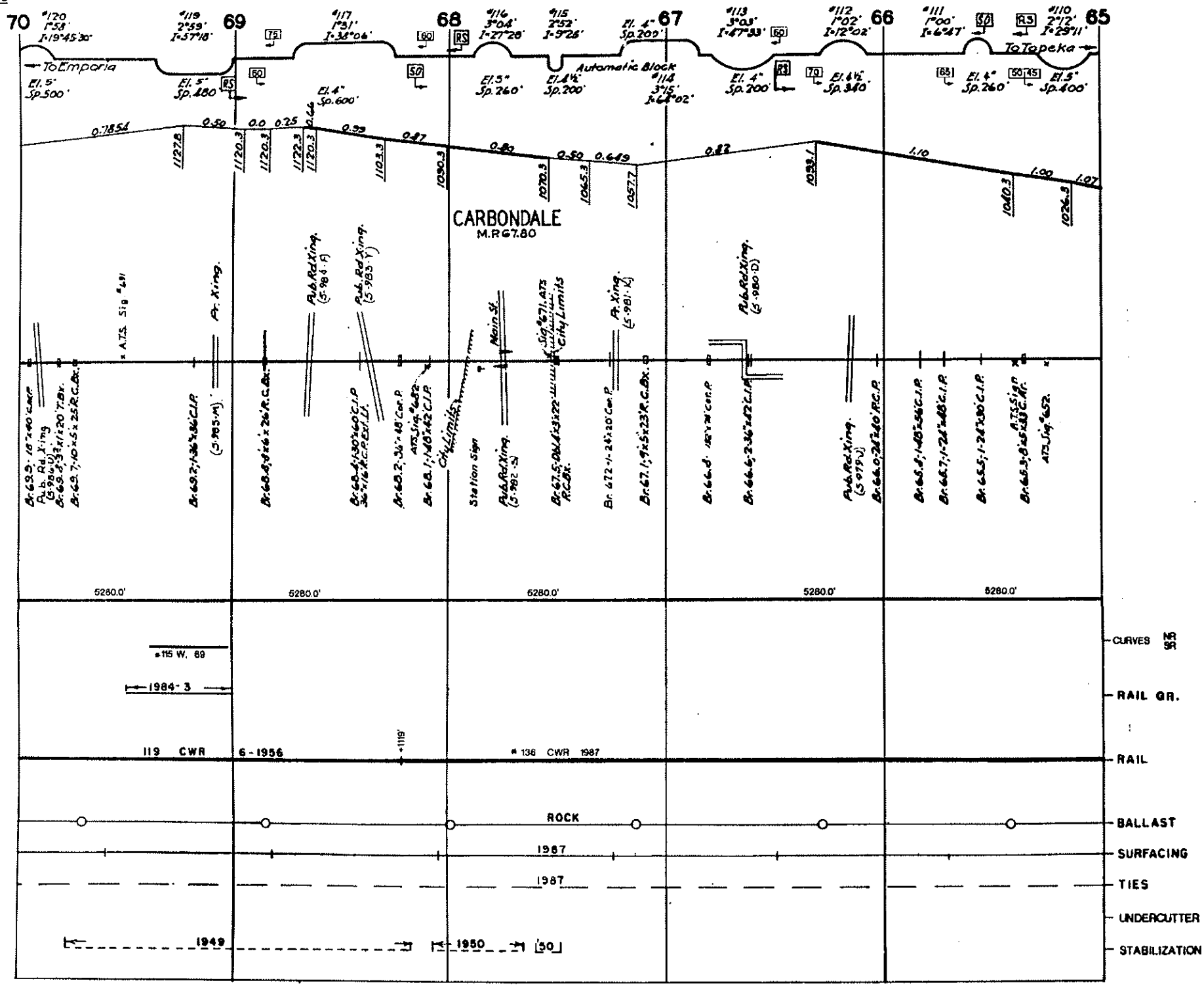

85
84
83
82
81
80
Automatic Block
To Emporia
To Topeka
El. 5' Sp. 800'
El. 7' Sp. 540'
5280.0'
5256.0'
5304.0'
5280.0'
5280.0'
South St.
12th St.
21st St.
Smith Ct.
RAIL GR.
RAIL
112 - 1937
119 - 1956
119 CWR
7 - 1956
BALLAST
ROCK
ROCK & SLAG
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1950
1949
1949

REVISED 8-80

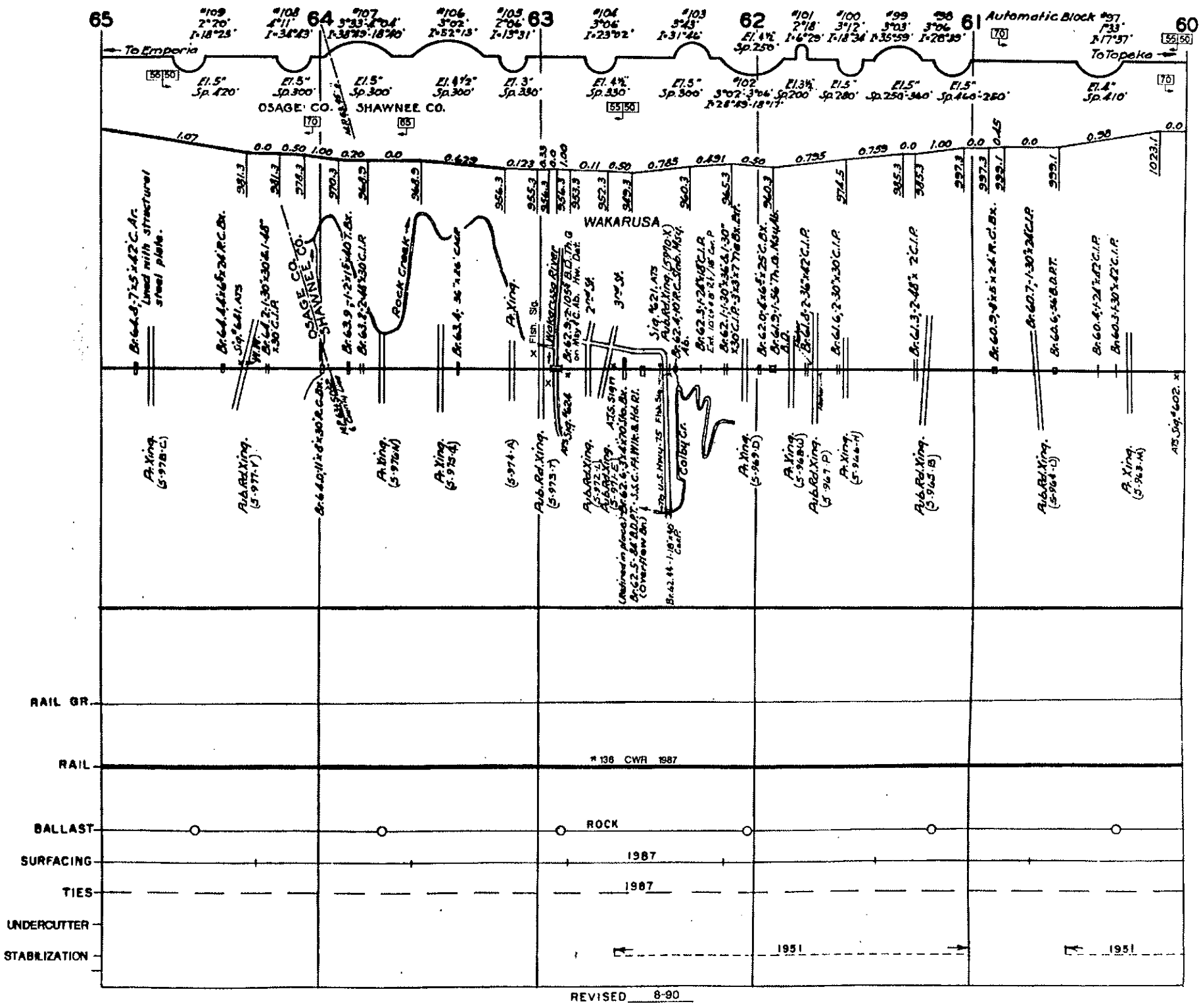

80
79
78
77
76
75
To Emporia
To Topeka
Automatic Block
BURLINGAME
M.P. 76.89
Auburn Microwave tower approx. 6.5 miles NNW
Banks Ave.
Oregon Cr.
City Limits
Well
MH
Pub. Rd. Xing. (4-008-A)
Pub. Rd. Xing. (4-007-T)
Pub. Rd. Xing. (4-005-E)
Pub. Rd. Xing. (4-003-D)
Pub. Rd. Xing. (5-998-N)
P. Xing. (4-004-L)
P. Xing. (4-001-C)
P. Xing. (5-997-G)
ATS Sig. #782
ATS Sig. #771
ATS Sig. #752
5280.0'
1984-3
1984-5
119 CWR 6&7 - 1956
ROCK
ROCK & SLAG
1987
1949
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

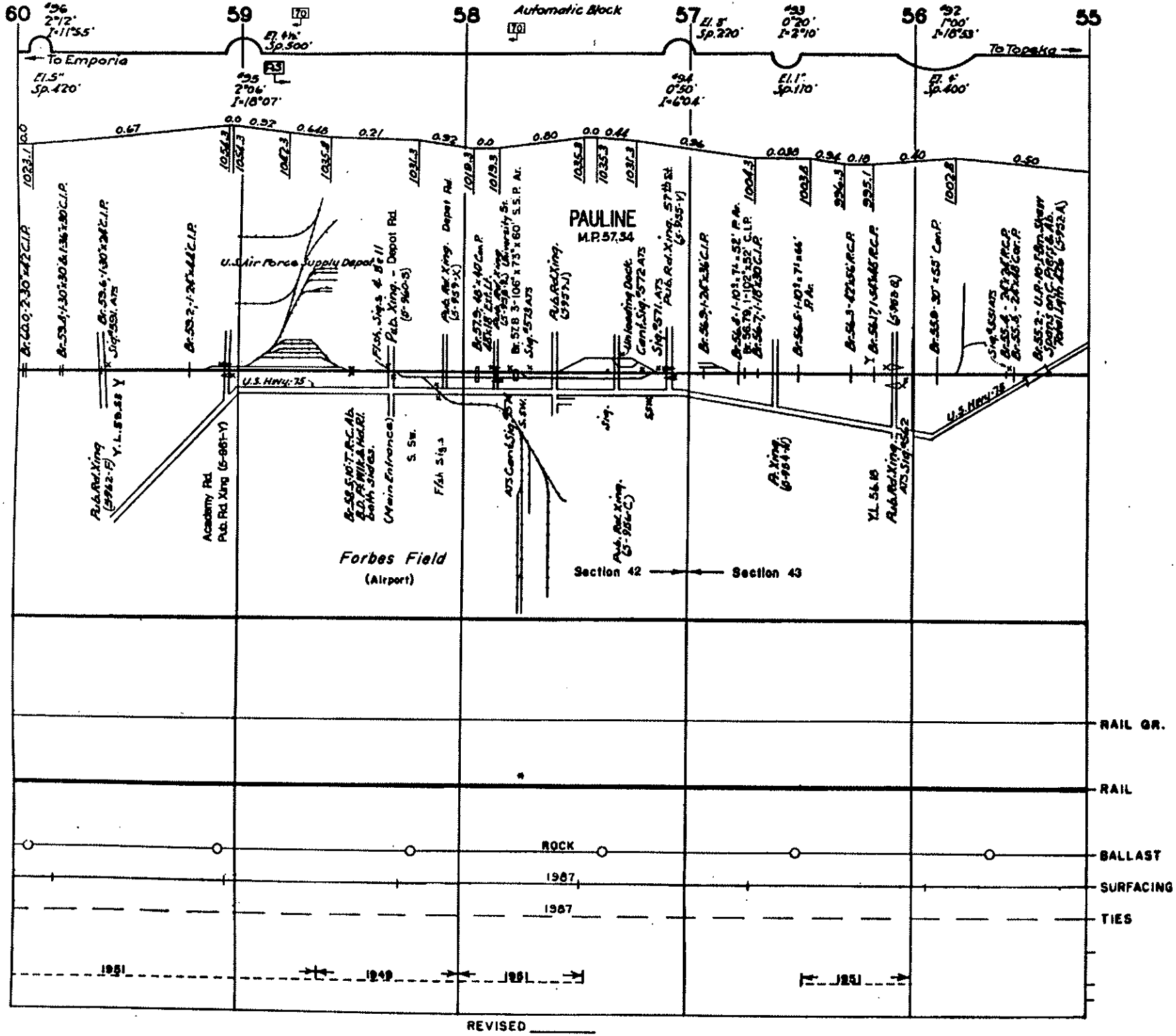
REVISED 8-90

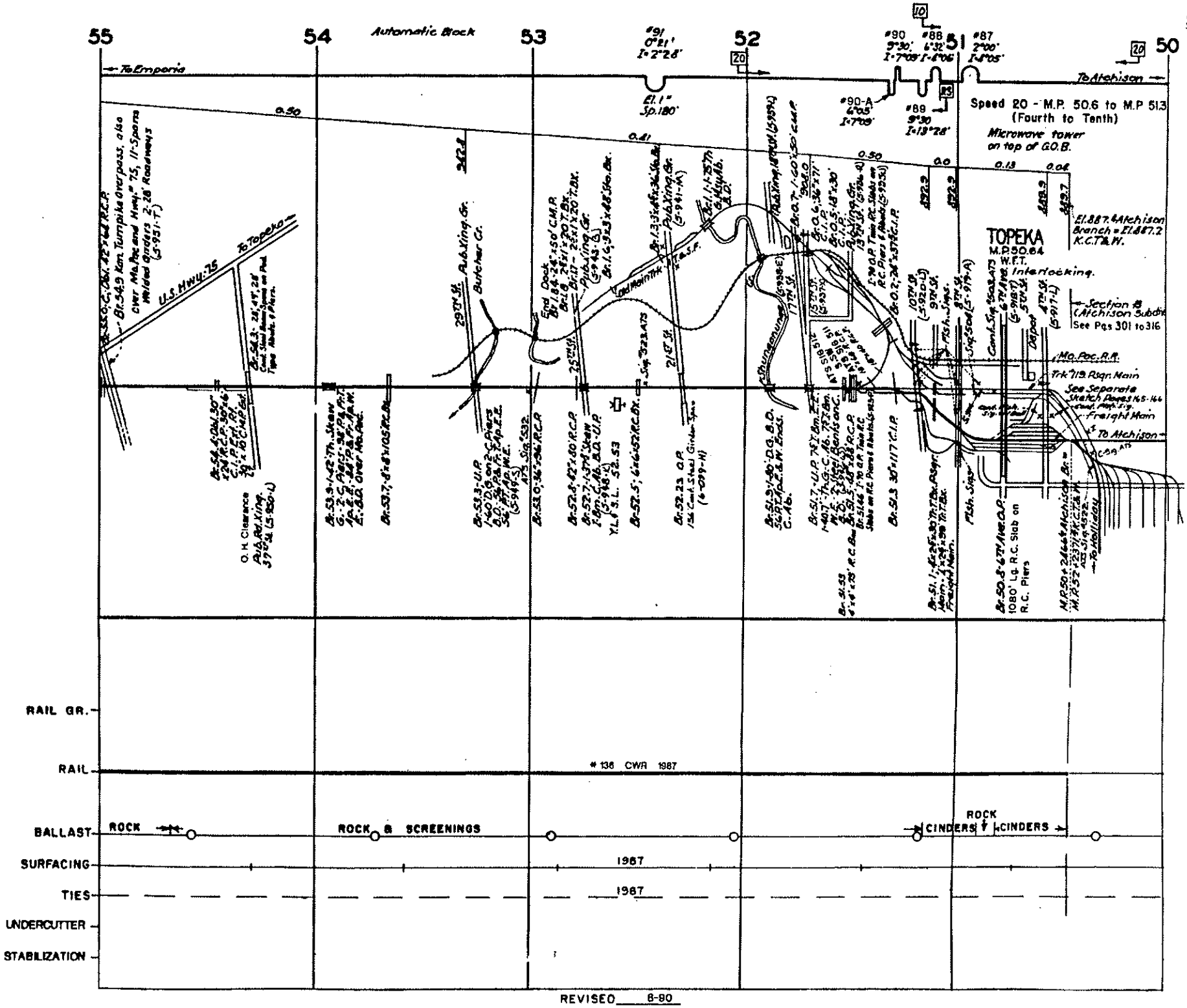

75
74
73
72
71
70
To Emporia
To Topeka
SCRANTON
M.P. 71.56
City Limits
Automatic Block
Sig. "722 A.T.S.
Sig. "721 A.T.S.
Sig. "702
Br. 74.5-1-12'x6'-26°-Slab
Br. 73.6 - 30' B.D.P.C. On C. Ab.
Br. 72.1, 2-8'x6'-40° SSP.
Br. 70.5-1-30'Th. C.
Br. 70.2 - 9'-4"x 6'-3"x 46° S.S.P. Ar.
East St. (5-890-J)
Brownie St. (5-958-H)
"Jip" Creek
RAIL GR.
RAIL
119 CWR 6 B 7 1956
BALLAST
ROCK
SURFACING
1987
1989
TIES
1987
UNDERCUTTER
STABILIZATION
1949
1949
1949
REVISED 8-90

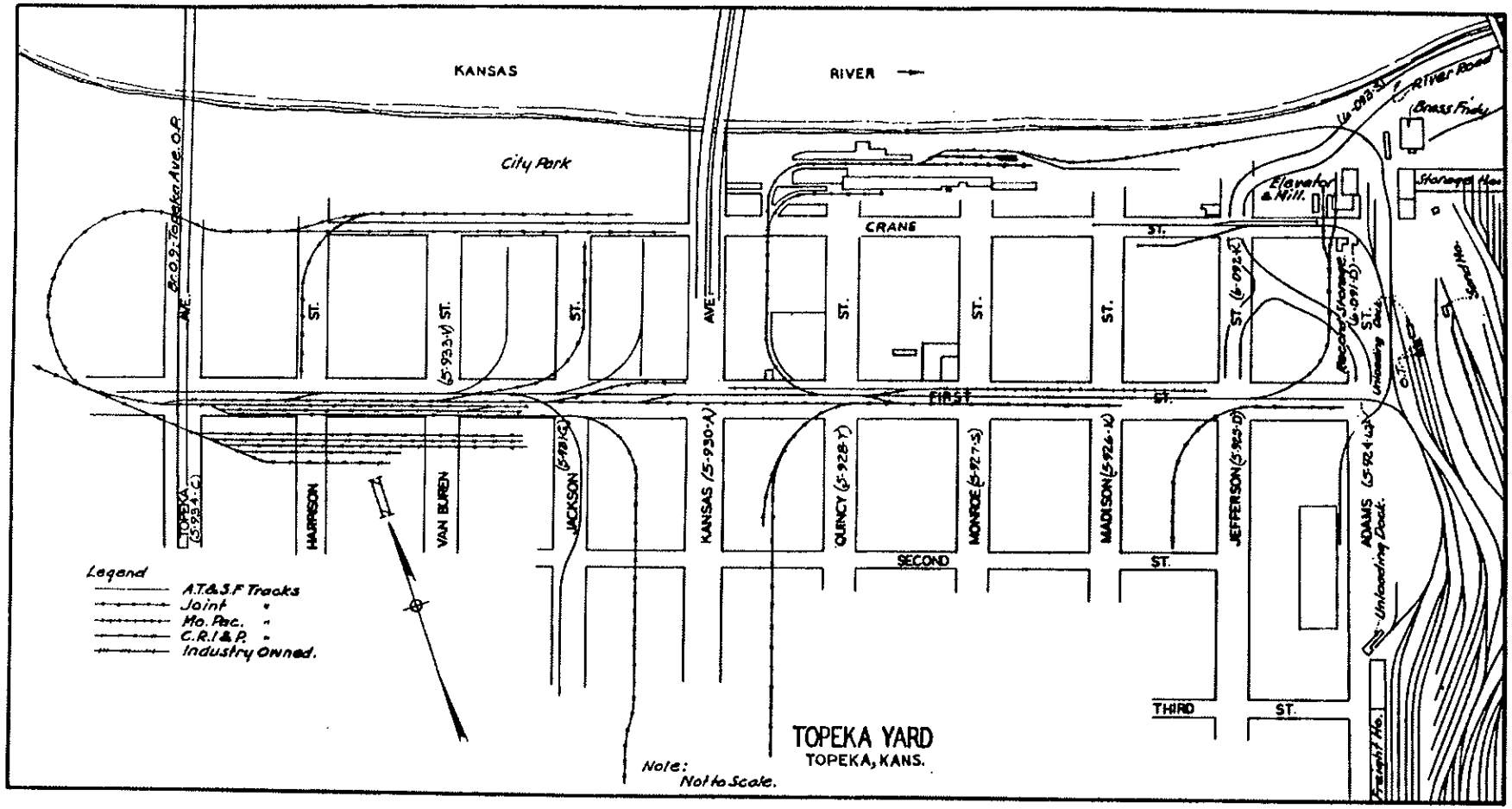

70
69
68
67
66
65
#120 I°58' I-19°45'30"
#119 2°59' I-57°18"
#117 1°31' I-36°06'
#116 3°04' I-27°28'
#115 2°52' I-9°26'
#114 3°15' I-62°02'
#113 3°05' I-47°33"
#112 1°02' I-12°02"
#111 1°00' I-6°47'
#110 2°12' I-29°11'
To Emporia
To Topeka
Automatic Block
El. 5" Sp. 500'
El. 5" Sp. 480'
El. 4" Sp. 600'
El. 5" Sp. 260'
El. 4½" Sp. 200'
El. 4" Sp. 200'
El. 4½" Sp. 340'
El. 4" Sp. 260'
El. 5" Sp. 400'
0.78 54
0.59
0.0
0.25
0.46
0.39
0.47
0.89
0.50
0.649
0.82
1.10
1.00
1.07
1127.8
1120.3
1120.3
1122.3
1120.3
1103.3
1090.3
1070.3
1065.3
1057.7
1039.1
1040.3
1026.3
CARBONDALE
M.P. 67.80
A.T.S. Sig #691
Pr. Xing.
Pub. Rd Xing. (5-984-F)
Pub. Rd Xing. (5-983-Y)
Main St.
Station Sign
Sig #671, ATS
City Limits
Pr. Xing. (5-981-K)
Pub. Rd Xing. (5-980-D)
Pub. Rd Xing. (5-982-S)
Pub. Rd Xing. (5-979-J)
Br. 69.9; 18'x40' Conc. Pub. Rd. Xing (5-984-F)
Br. 69.8; 93'x/120' T.Bx.
Br. 69.7; 10'x5'x25' R.C.Bx.
Br. 69.2; 36'-1-36" C.I.P. (5-983-M)
Br. 68.8; 49'x16'x26' R.C.Bx.
Br. 68.4; 30'-1-60" C.I.P. 36'-1-6" R.C.P. Ext. (L)
Br. 68.2; 36'-1-48" Con. P.
ATS Sig #682
Br. 68.1; 1-48"x42' C.I.P.
Br. 67.5; 08'x43'x22' R.C.Bx.
Br. 67.2-/- 24'x20' Con. P.
Br. 67.1; 9'x5'x23' R.C.Bx.
Br. 66.6; 18'-1-54" Con. P.
Br. 66.6; 2-36"x42' C.I.P.
Br. 66.0; 2-24"x40' R.C.P.
Br. 65.8; 1-48"x36' C.I.P.
Br. 66.7; 1-24"x48' C.I.P.
Br. 65.5; 1-24"x36' C.I.P.
Br. 65.3; 2-36"x48' C.I.P.
ATS Sig #652
5280.0'
5280.0'
5280.0'
5280.0'
5280.0'
#115 W. 69
1984-3
119 CWR
6-1956
#119'
#136 CWR 1987
CURVES NR SR
RAIL GR.
RAIL
ROCK
BALLAST
1987
SURFACING
1987
TIES
UNDERCUTTER
1949
1950
'50
STABILIZATION

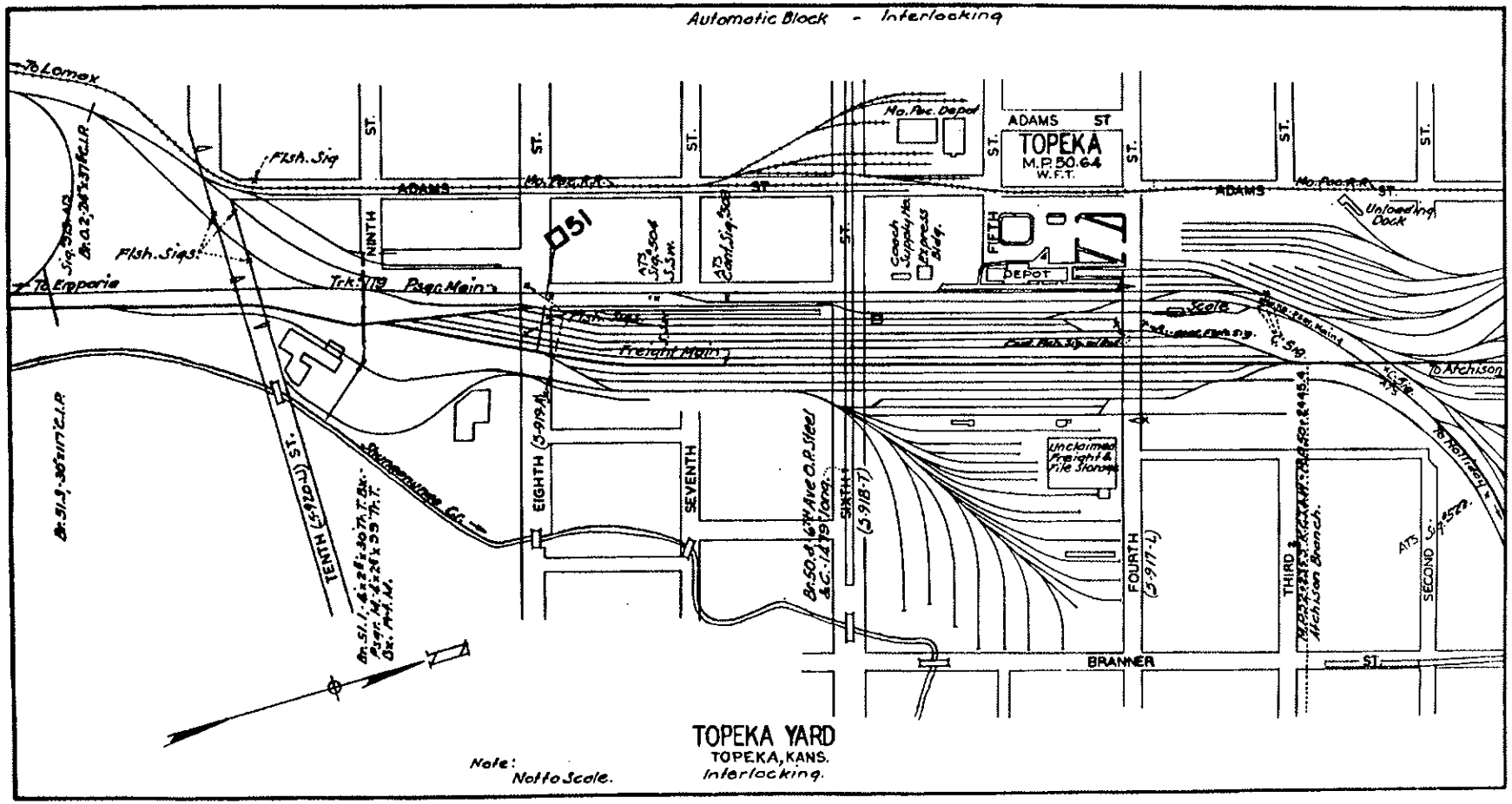
REVISED 8-90


65
64
63
62
61
60
To Emporia
To Topeka
Automatic Block
OSAGE CO.
SHAWNEE CO.
WAKARUSA
Rock Creek
Colby Cr.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
1987
1951
136 CWR 1987
REVISED 8-90

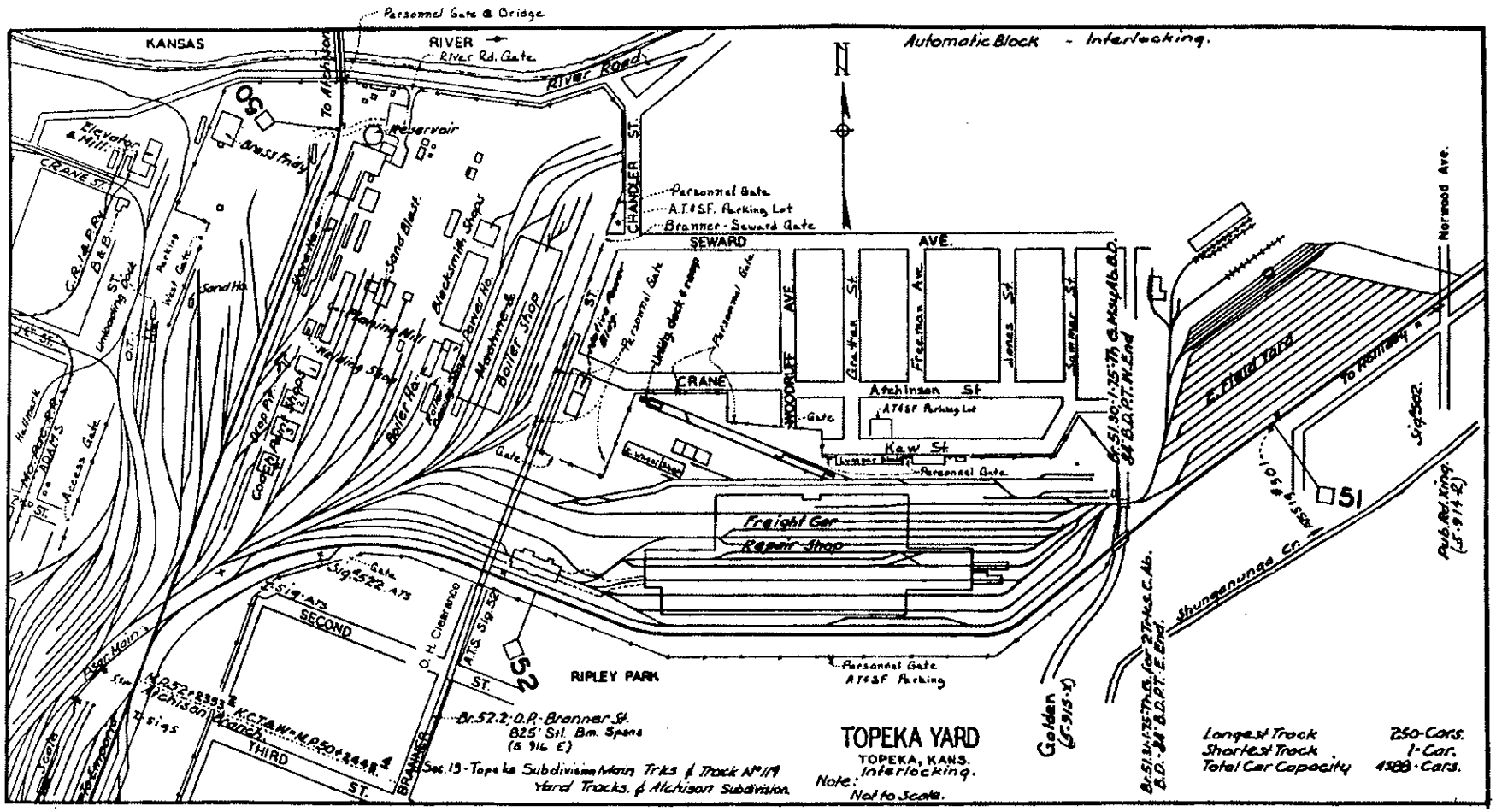

60
59
58
57
56
55
Automatic Block
To Emporia
To Topeka
PAULINE
M.P. 57.54
U.S. Air Force Supply Depot
Forbes Field
(Airport)
Section 42
Section 43
U.S. Hwy. 75
RAIL GR.
RAIL
ROCK
BALLAST
1987
SURFACING
1987
TIES
1951
1949
1951
1951
REVISED


55
54
53
52
51
50
Automatic Block
To Emporia
To Atchison
Speed 20 - M.P. 50.6 to M.P 51.3
(Fourth to Tenth)
Microwave tower on top of G.O.B.
TOPEKA
M.P.50.64
W.F.T.
Interlocking.
Section 8
(Atchison Subdiv.)
See Pgs 301 to 316
Mo. Pac. R.R.
Trk 719 Rsgn. Main
See Separate Sketch Pages NS-144
Freight Main
To Atchison
U.S. Hwy. 75
To Topeka
El. 887.4 Atchison Branch = El. 887.2 K.C.T. & W.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
ROCK & SCREENINGS
CINDERS
ROCK
CINDERS
1987
1987
136 CWR 1987
REVISED 6-90

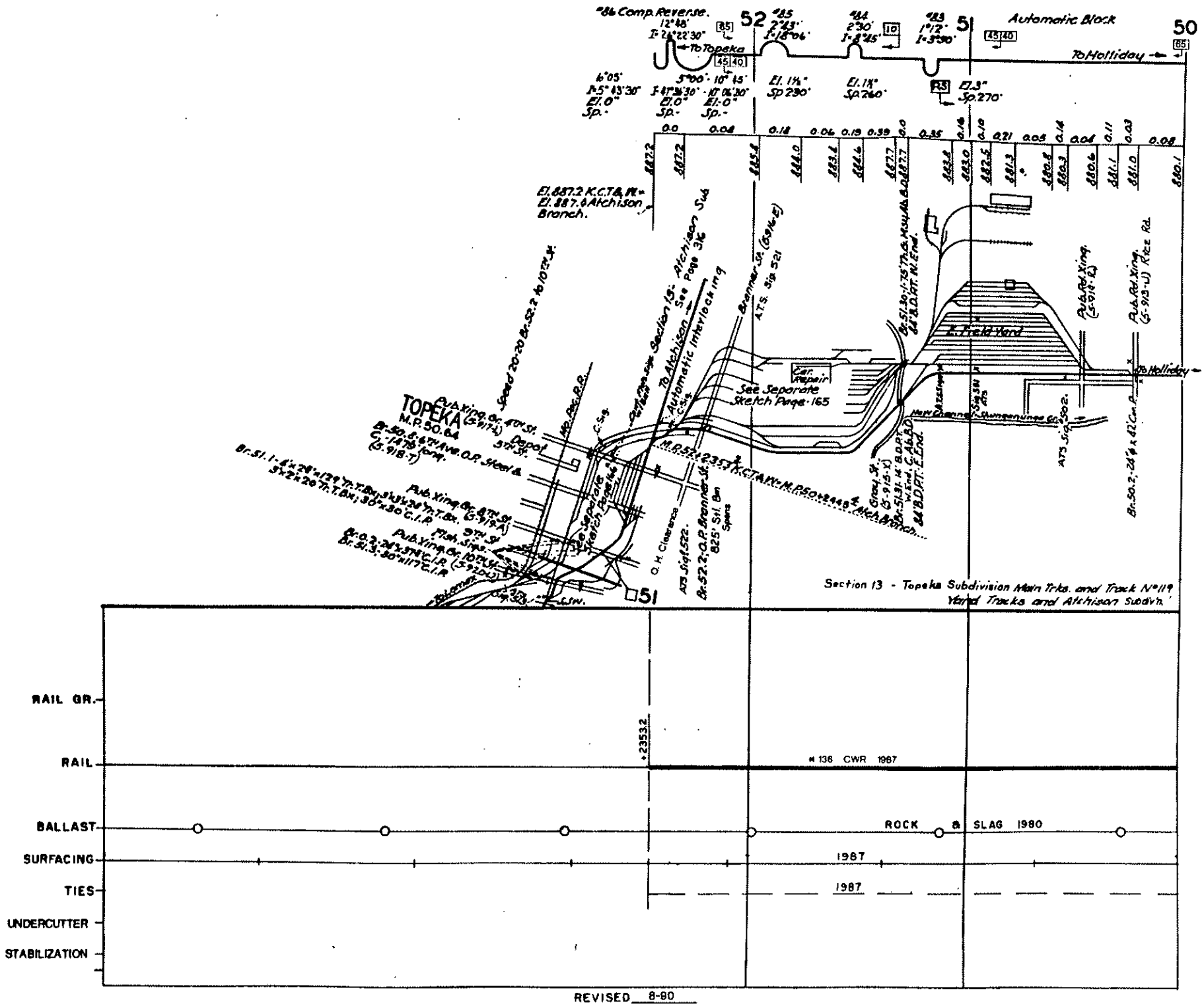

KANSAS
RIVER
City Park
CRANE
FIRST
SECOND
THIRD
ST.
AVE.
TOPEKA (5-93-C)
HARRISON
VAN BUREN
JACKSON (5-93-K)
KANSAS (5-930-A)
QUINCY (5-928-T)
MONROE (5-927-S)
MADISON (5-926-R)
JEFFERSON (5-925-P)
ADAMS (5-924-N)
Legend
A.T.&S.F. Tracks
Joint "
Mo. Pac. "
C.R.I.&P. "
Industry Owned.
Note: Not to Scale.
TOPEKA YARD
TOPEKA, KANS.

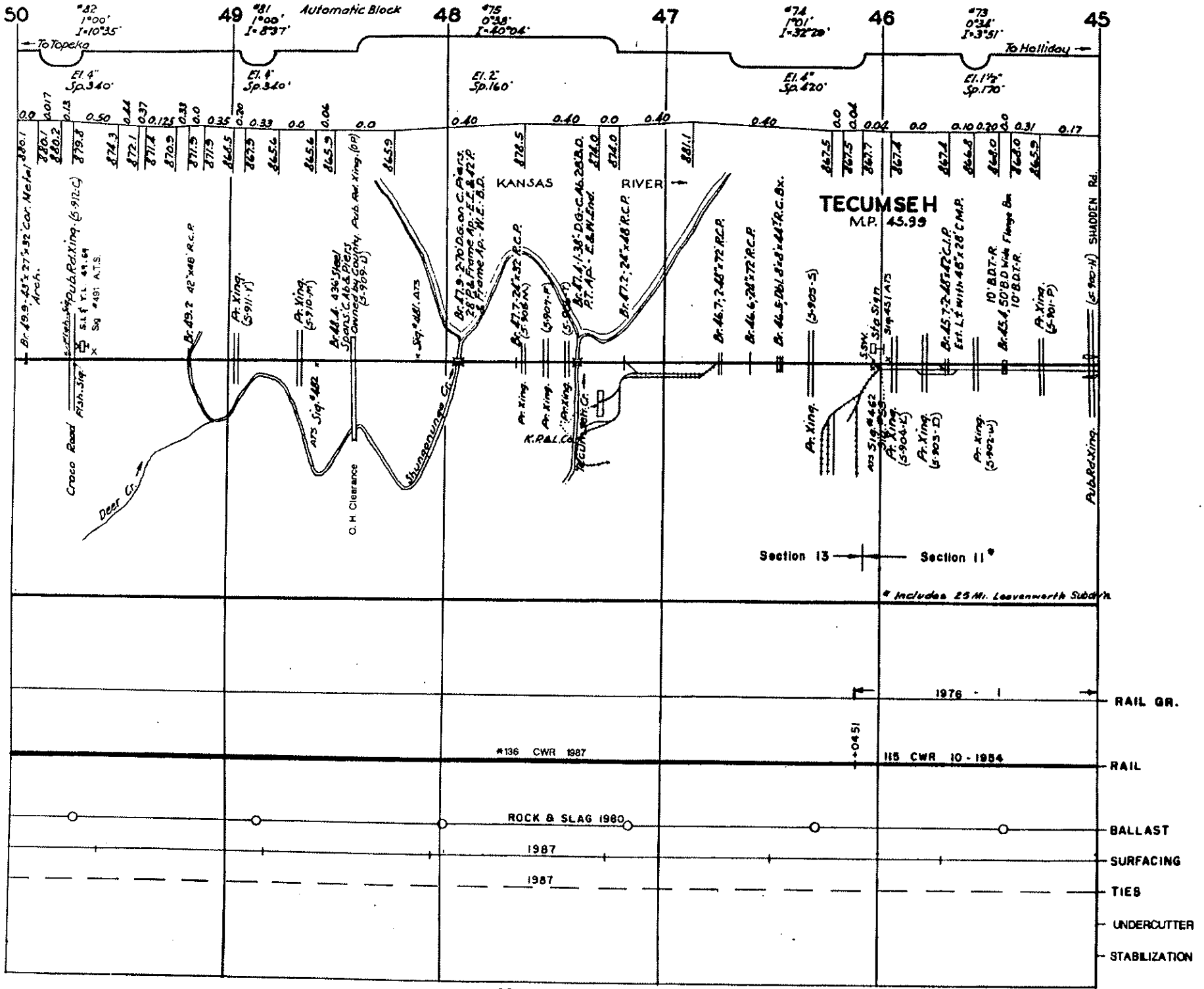

Automatic Block - Interlocking
To Lomax
To Emporia
Flsh. Sig.
Flsh. Sigs.
Sig. 939-AG
Br. 0.2; 24'x 37' R.I.P.
NINTH ST.
ADAMS
Mo. Pac. R.R.
Trk. 5/18
Psgr. Main 2
Flsh. Sigs.
Freight Main 1
Br. 51.1; 36'x 117' C.I.P.
TENTH (3-912-J) ST.
Br. 51.1; 4-12'x 30' T.T. Bx.; Psgr. M.; 4-12'x 33' T.T. Bx.; Frt. M.-1.
Shawnee Line Co.
EIGHTH (3-915-A)
051
ATS Sig. 504 L.S.M.
ATS Cam. Sig. 508
SEVENTH
Br. 50.6; 6'9" Ave C.P. Steel & C.; 4-19' Plans
SIXTH ST. (3-918-T)
No. Pac. Depot
ADAMS ST
TOPEKA
M.P. 50.64
W.F.T.
Coach Supply Hse.
Express Bldg.
FIFTH
DEPOT
Unloading Dock
Scale
Unclaimed Freight & File Storage
FOURTH (3-917-L)
THIRD
Atchison Branch.
SECOND
ATS Sig. 552
To Atchison
To Richmond
BRANNER ST.
TOPEKA YARD
TOPEKA, KANS.
Interlocking.
Note: Not to Scale.

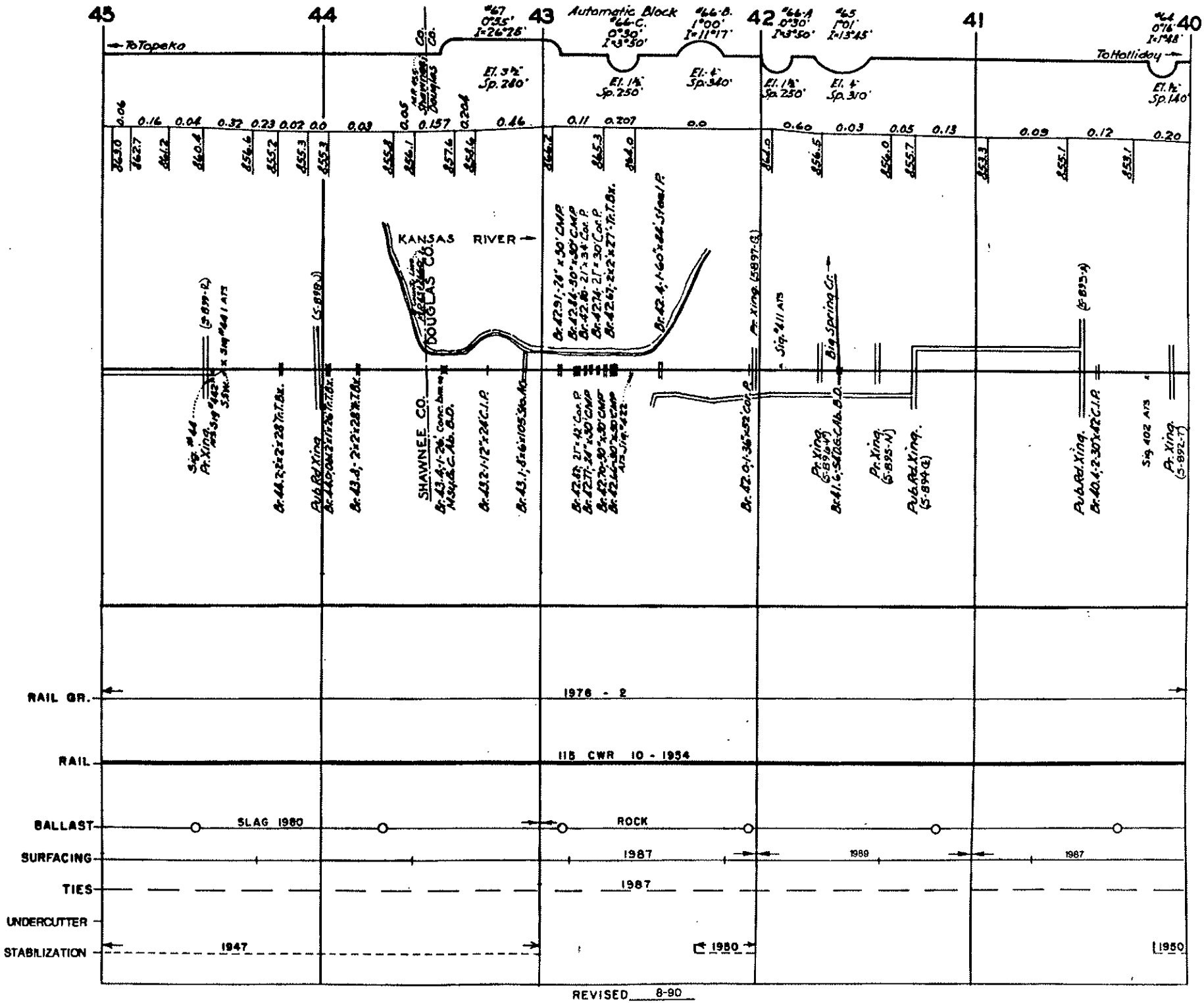
REVISED 8-80


KANSAS RIVER
Personnel Gate & Bridge
River Rd. Gate
River Road
To Atchison
Automatic Block - Interlocking.
N
Elevator & Mill
CRANE ST.
C.R.I.&P.R.R. B&B
Reservoir
Brass Fndry
Sand Blast
Blacksmith Shop
Boiler Shop
Machine Shop
Planing Mill
Wood Working Shop
Carpenter Shop
Boiler Ho.
Paint Shop
Coach Paint Shop
Unloading Dock
Parking
Yard Gate
Sand Ho.
Hallmark
Mo. Pacific R.R. B&B
Access Gate
CHANDLER ST.
Personnel Gate
A.T.&S.F. Parking Lot
Branner-Seward Gate
SEWARD AVE.
Personnel Gate
Utility dock & ramp
Personnel Gate
Loading Platform
CRANE
WOODRUFF AVE.
Gate
Crawford St.
Freeman Ave.
Jones St.
Kansas St.
Atchinson St.
AT&SF Parking Lot
Kaw St.
Personnel Gate
Gate
Gate
Freight Car Repair Shop
Personnel Gate
AT&SF Parking
Ar. 51.30; 1.75 M. G.Sig. to B.D. Pt. W. End
Lv. 51.30; 1.75 M. G.Sig. to B.D. Pt. W. End
E. Field Yard
To Kansas Ave.
Norwood Ave.
Sig. 502.
51
Sig. 501
Pub. Rd. Xing. (5-914-E)
Shungenunga Cr.
Golden (5-915-X)
Ar. 51.30; 1.75 M.G. for 2 Trks. C. Ab. & D. Lv. 51.30; 1.75 M.G. Pt. E. End.
Sig. 522. A.T.S.
Sig. 519. A.T.S.
SECOND ST.
O.H. Clearance
A.T.S. Sig. 524
52
RIPLEY PARK
Personnel Gate
AT&SF Parking
THIRD ST.
BRANNER
Br. 52.2; O.P. Branner St. 825' Stl. Bm. Spans (5 916 E)
Sec. 15 - Topeka Subdivision Main Trks. & Track No. 119
Yard Tracks. & Atchison Subdivision.
TOPEKA YARD
TOPEKA, KANS.
Interlocking.
Note: Not to Scale.
Longest Track 250-Cars.
Shortest Track 1-Car.
Total Car Capacity 4588-Cars.

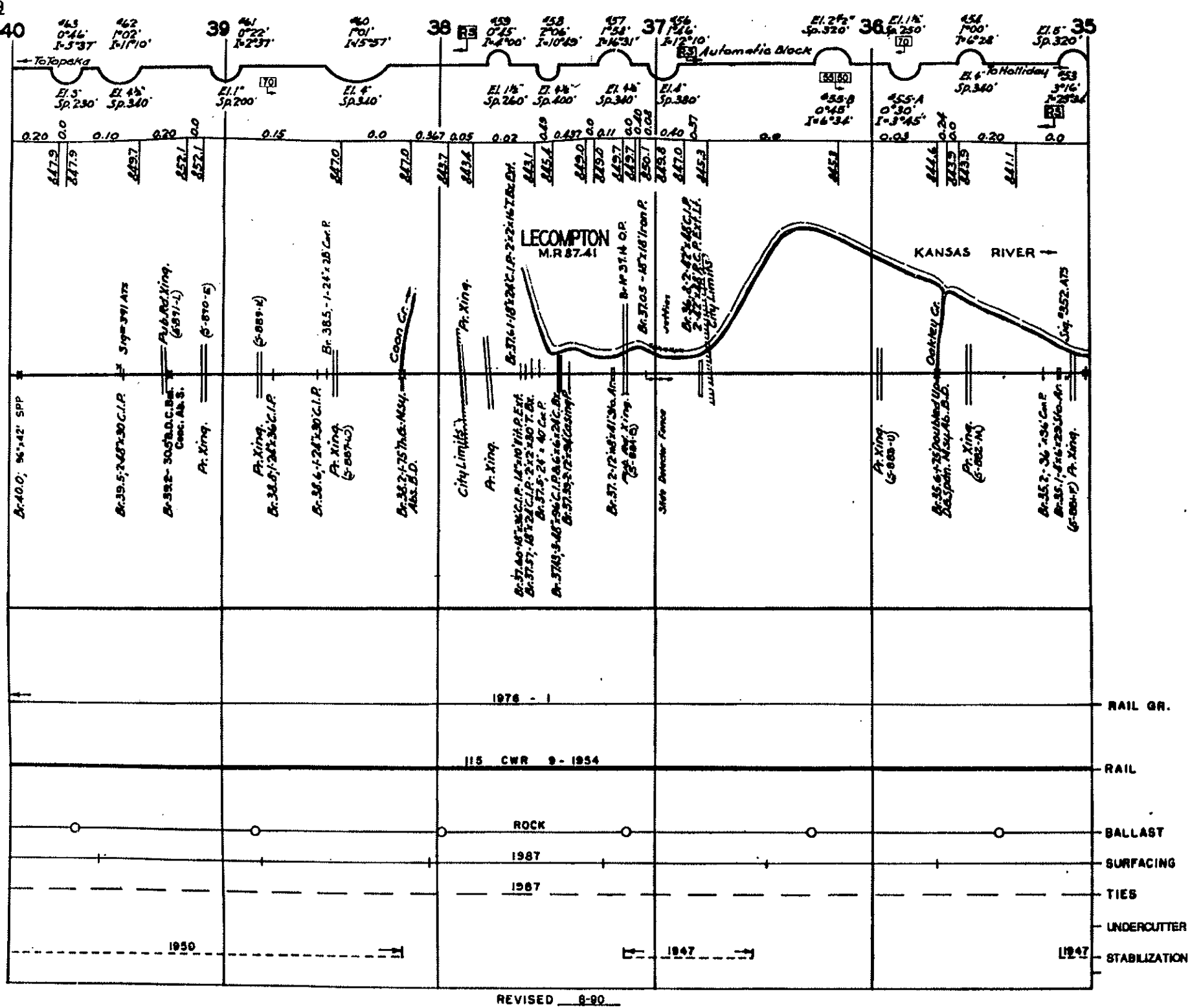
REVISED 8-80


Automatic Block
To Holliday
To Topeka
TOPEKA
M.P. 50.64
Depot
Section 13 - Topeka Subdivision Main Trks. and Track N°119
Yard Tracks and Atchison Subdiv.
See Separate Sketch Page 165
See Page 316
K. Field Yard
Car Repair
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 1987
ROCK & SLAG 1980
1987
1987
REVISED 8-80

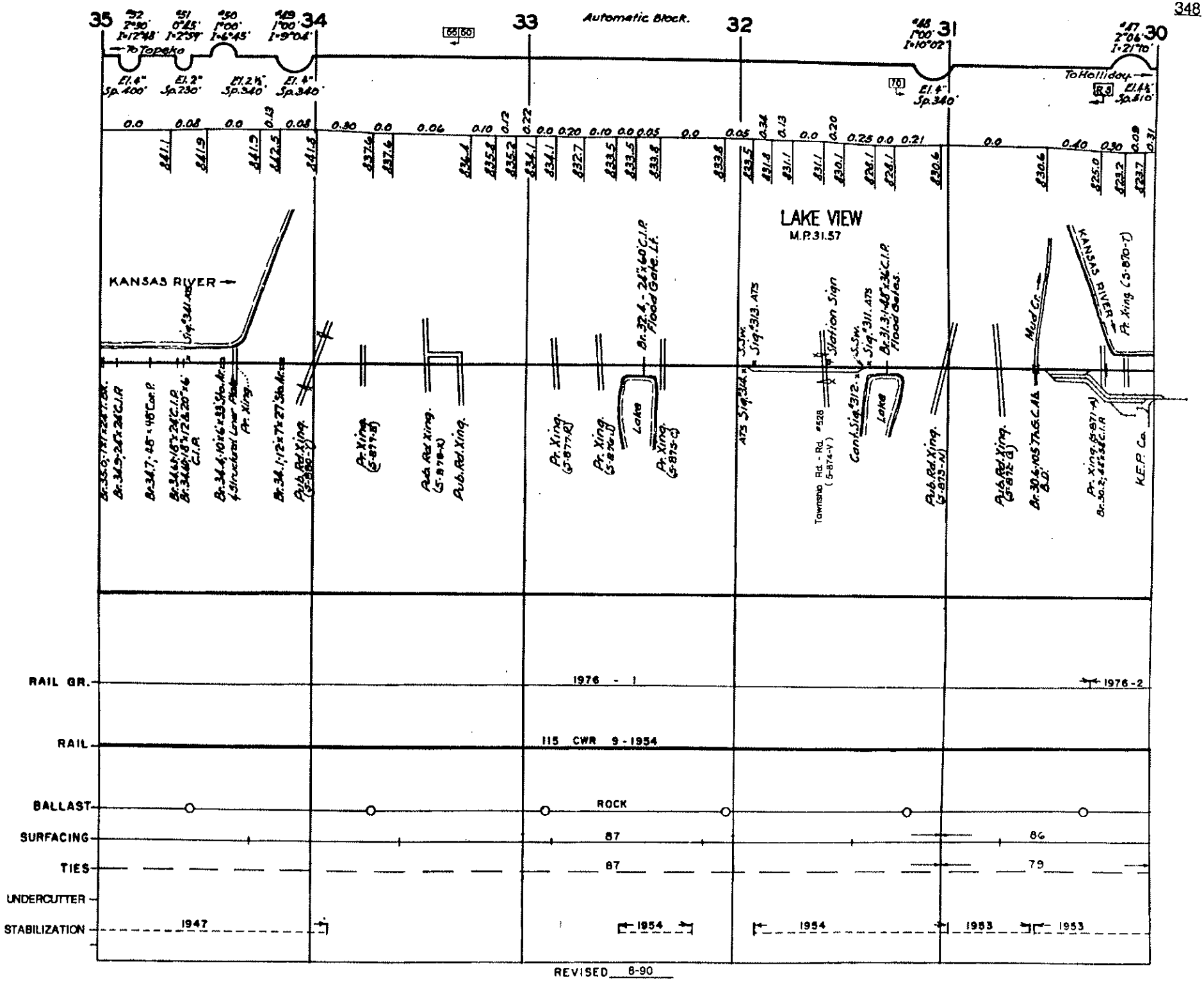

50
49
48
47
46
45
Automatic Block
To Topeka
To Holliday
KANSAS RIVER
TECUMSEH
M.P. 45.99
Croco Road
Deer Cr.
Shunganunga Cr.
K.P.&L.Co.
O. H. Clearance
SHADDEN Rd.
Section 13
Section 11*
* Includes 2.5 Mi. Leavenworth Subd'n.
1976 - 1
RAIL GR.
#136 CWR 1987
115 CWR 10-1954
RAIL
ROCK & SLAG 1980
BALLAST
1987
SURFACING
1987
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


45
44
43
42
41
40
To Topeka
To Holliday
Automatic Block
KANSAS RIVER
DOUGLAS CO.
SHAWNEE CO.
Big Spring Cr.
RAIL GR.
1976 - 2
RAIL
115 CWR 10 - 1954
BALLAST
SLAG 1980
ROCK
SURFACING
1987
1989
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1947
1980
1950

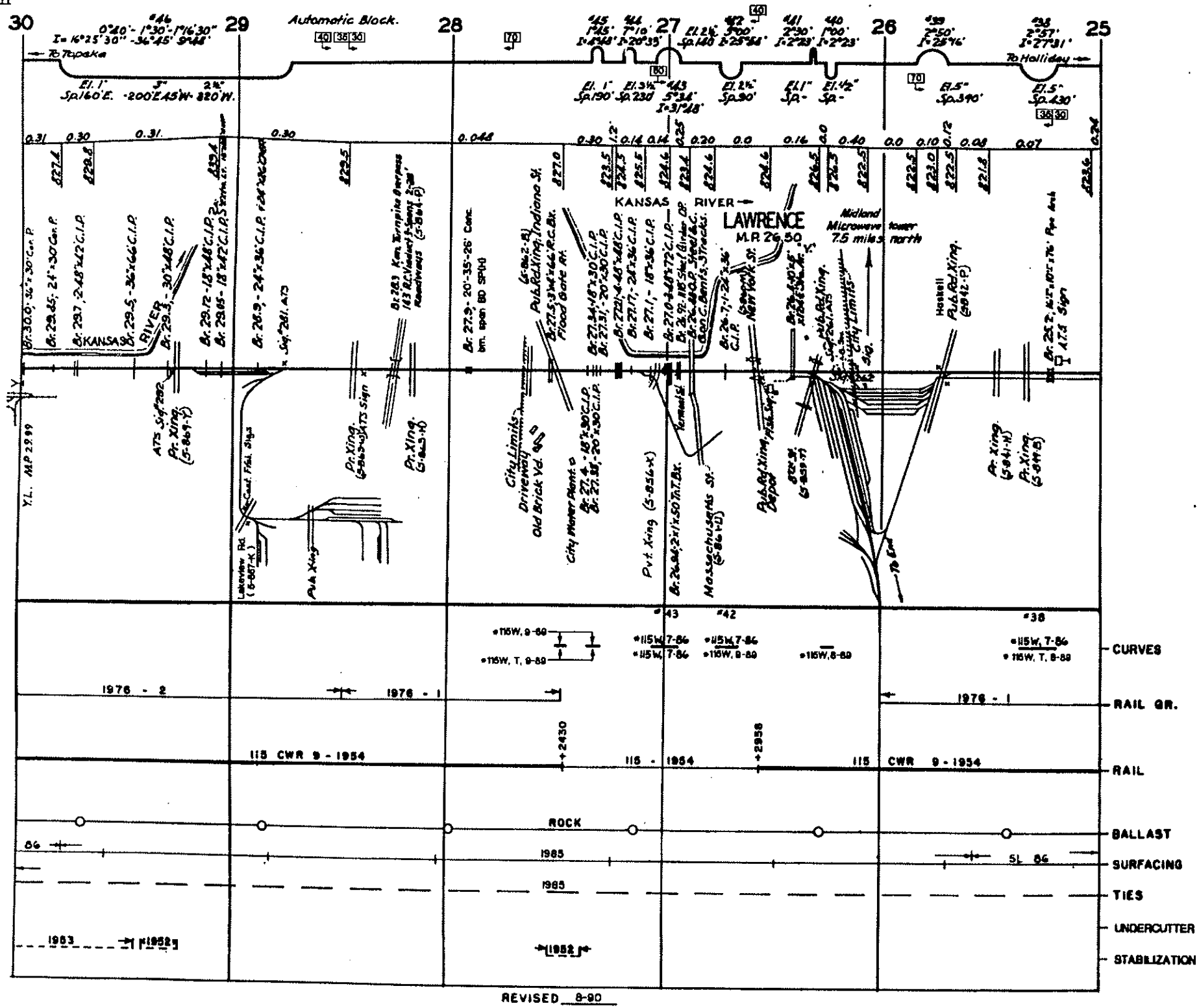
REVISED 8-90


40
39
38
37
36
35
To Topeka
To Holliday
Automatic block
LECOMPTON
M.R 87.41
KANSAS RIVER
City Limits
Pr. Xing.
Coon Cr.
Oakley Cr.
State Boundary Fence
1976 - 1
115 CWR 9 - 1954
ROCK
1987
1987
1950
1947
1947
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

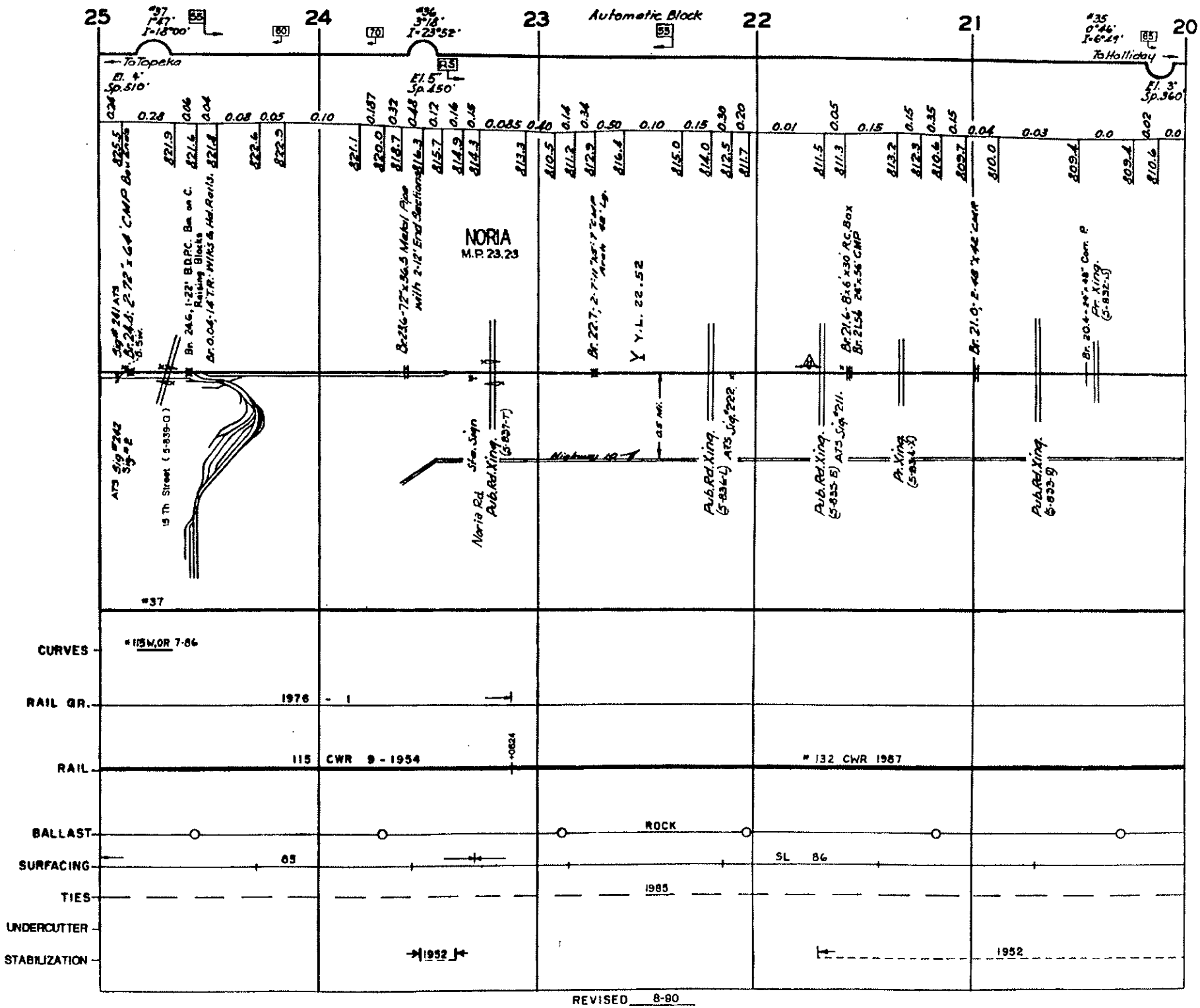
REVISED 8-90

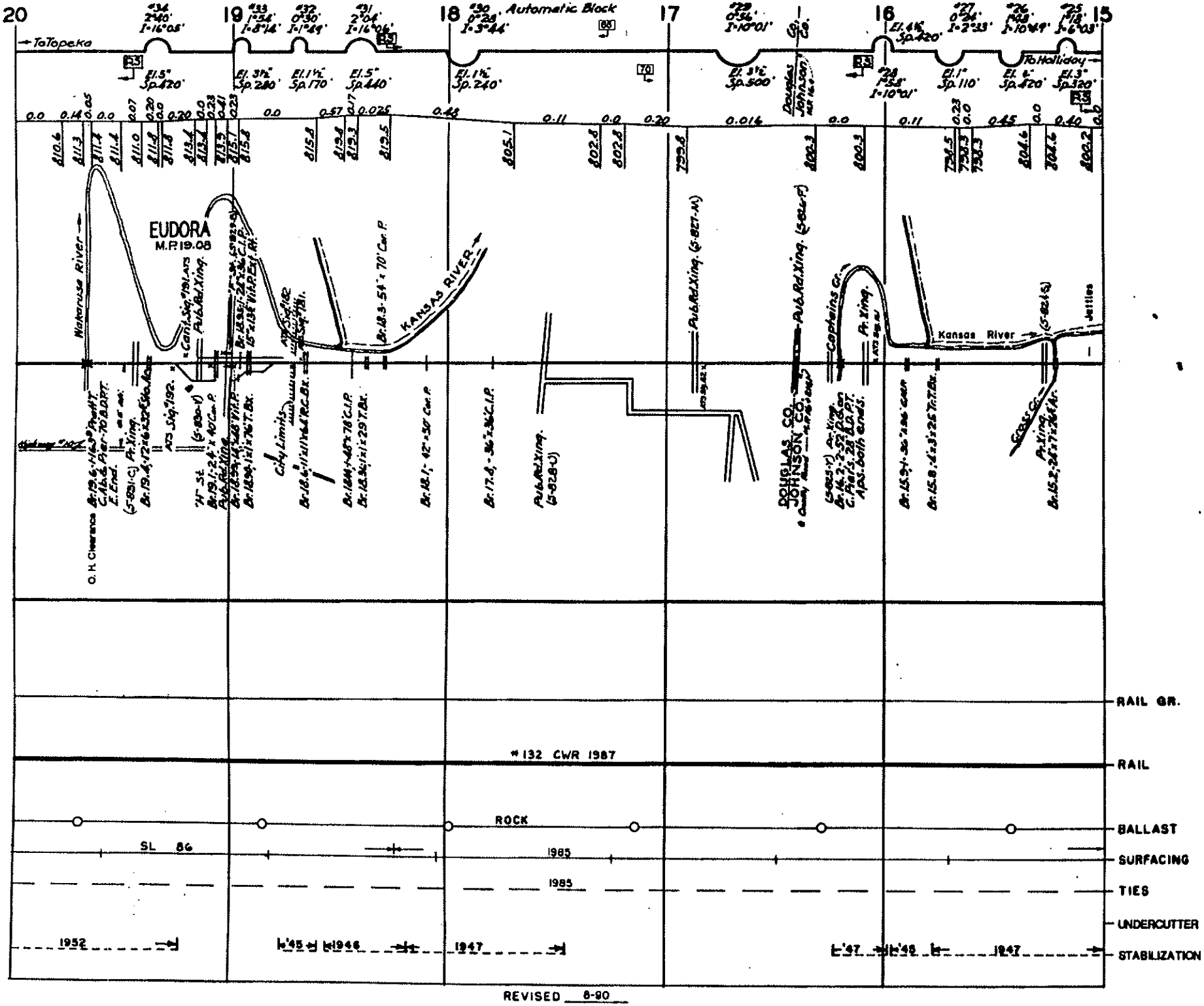

35
34
33
32
31
30
Automatic Block.
To Topeka
To Holliday
LAKE VIEW
M.P. 31.57
KANSAS RIVER
Mud Cr.
Station Sign
Township Rd. - Rd. #528 (S-874-V)
Lake
Lake
K.E.P. Co.
RAIL GR.
1976 - 1
1976 - 2
RAIL
115 CWR 9 - 1954
BALLAST
ROCK
SURFACING
87
86
TIES
87
79
UNDERCUTTER
STABILIZATION
1947
1954
1954
1953
1953

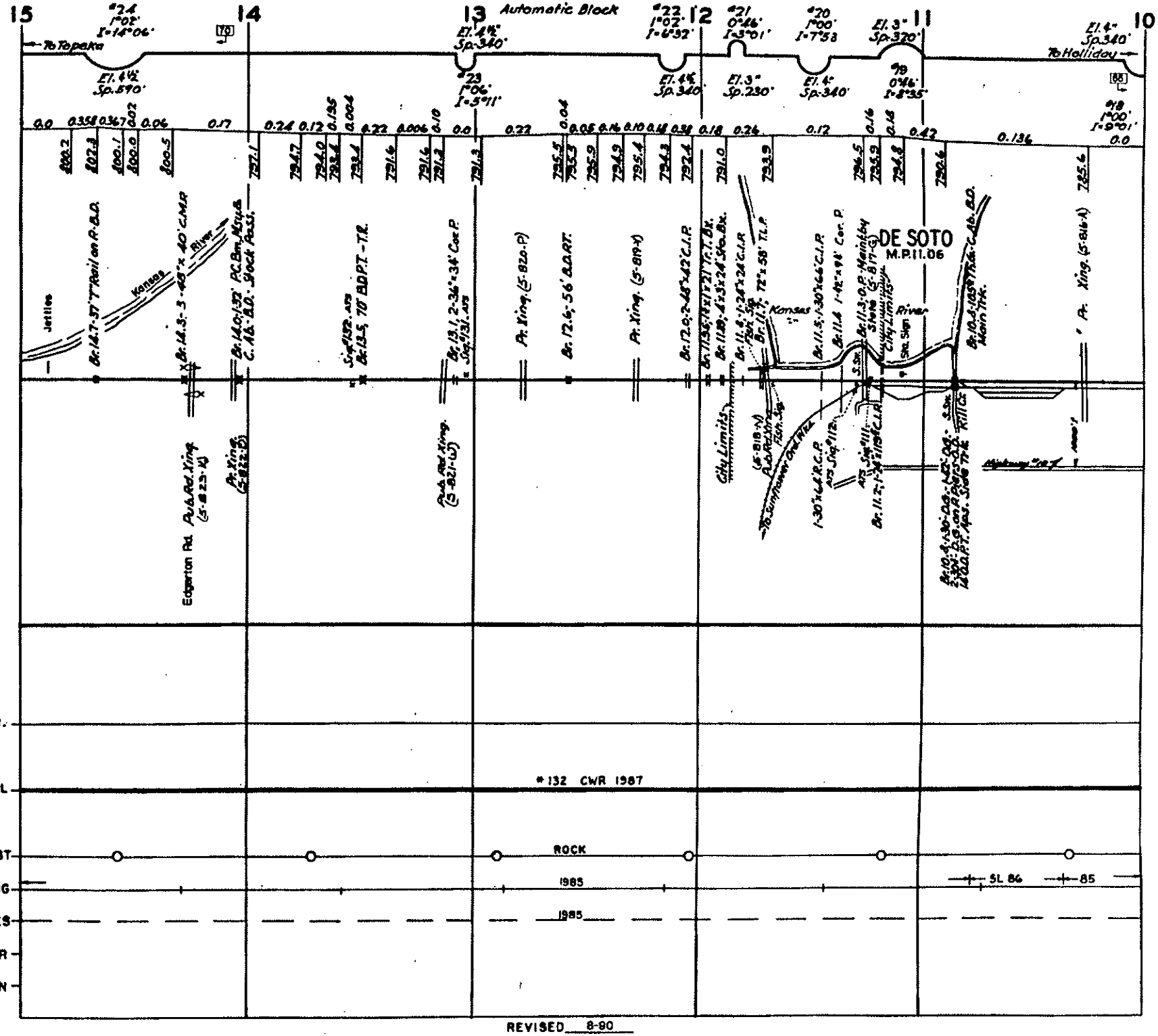
REVISED 6-90

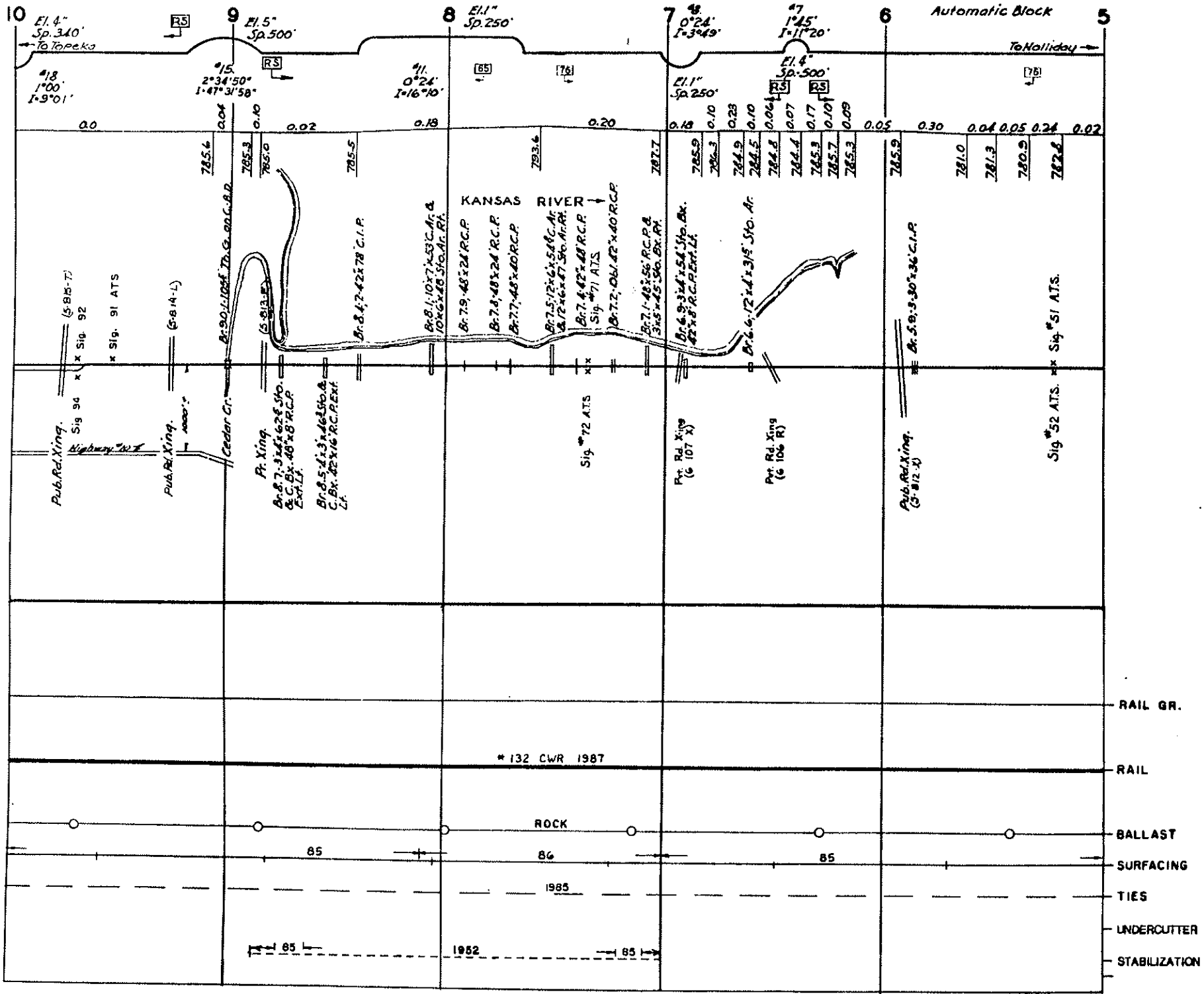

30
29
28
27
26
25
Automatic Block.
To Topeka
To Holliday
KANSAS RIVER
LAWRENCE
M.P. 26.50
Midland Microwave tower 7.5 miles north
City Limits
Old Brick Vd.
New York St.
Massachusetts St.
Hoskell Pub.Rd.Xing. (5941-P)
Pr. Xing. (5-869-Y)
Pr. Xing. (5-843-H)
Pr. Xing. (5-841-N)
Pr. Xing. (5-844-S)
Pvt. Xing (5-856-X)
Lakeview Rd. (5-867-X)
Pvt. Xing
ATS Sig. 282
ATS Sig. 281
ATS Sign
Y.L. MP 29.99
#46
#45
#44
#43
#42
#41
#40
#39
#38
#115W, 9-89
#115W, T, 9-89
#115W, 7-84
#115W, 8-89
1976 - 2
1976 - 1
115 CWR 9 - 1954
115 - 1954
+2430
+2958
ROCK
1985
1983
1982
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

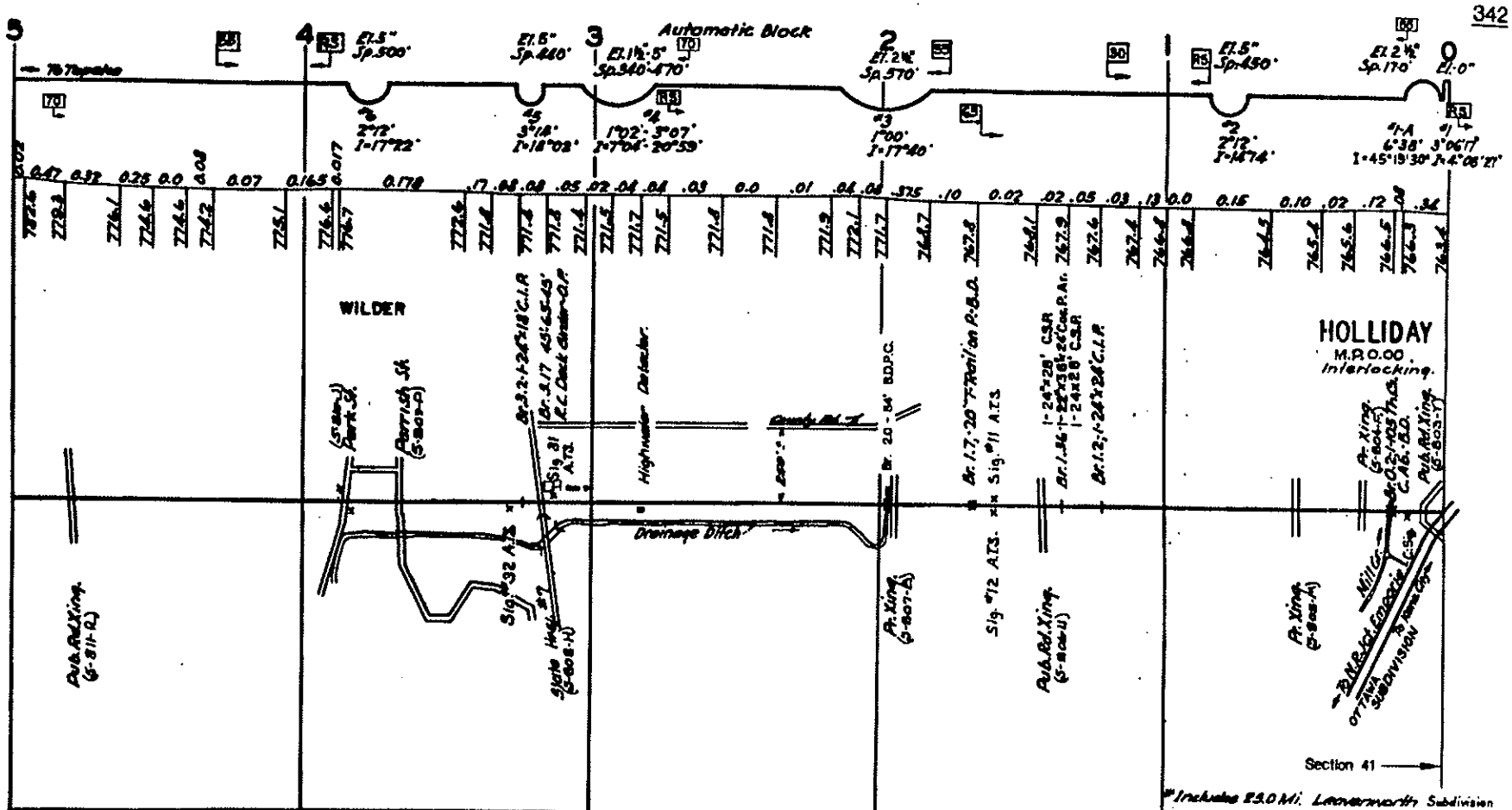
REVISED 8-90


25
24
23
22
21
20
Automatic Block
To Topeka
To Holliday
NORIA
M.P. 23.23
Y.L. 22.52
15 Th Street (5-839-0)
Noria Rd.
Pub. Rd. Xing. (5-837-7)
Pub. Rd. Xing. (5-834-L)
Pub. Rd. Xing. (5-835-E)
Pr. Xing. (5-834-J)
Pub. Rd. Xing. 5-833-G
Pr. Xing. (5-832-J)
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1976
115 CWR 9 - 1954
132 CWR 1987
ROCK
SL 86
1985
1952
1952
REVISED 8-90


20
19
18
17
16
15
To Topeka
To Halliday
Automatic Block
EUDORA
M.P. 19.08
Wakarusa River
KANSAS RIVER
Kansas River
DOUGLAS CO.
JOHNSON CO.
Captains Cr.
Pub. Rd. Xing.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
#132 CWR 1987
ROCK
SL 86
1985
1952
1947
REVISED 8-90


15
14
13
12
11
10
Automatic Block
#24 1°02' I-14°06'
#23 1°06' I-5°11'
#22 1°02' I-6°32'
#21 0°46' I-3°01'
#20 1°00' I-7°58
#19 0°46' I-8°35
#18 1°00' I-9°01'
To Topeka
To Holliday
El. 4½ Sp. 590'
El. 4½ Sp. 340'
El. 3" Sp. 230'
El. 4" Sp. 340'
El. 3" Sp. 320'
El. 4" Sp. 340'
DE SOTO
M.P. 11.06
Kansas River
Jetties
Edgerton Rd.
City Limits
To Sunflower Ord. Wks.
Main Trk.
Pr. Xing. (S-819-Y)
RAIL GR.
RAIL
*132 CWR 1987
BALLAST
ROCK
SURFACING
1985
TIES
1985
UNDERCUTTER
STABILIZATION
SL 84
85
REVISED 8-90


10
9
8
7
6
5
Automatic Block
To Topeka
To Holliday
KANSAS RIVER
Cedar Cr.
Pub. Rd. Xing.
Pr. Xing.
Prt. Rd. Xing
Sig. 91 ATS
Sig. 92
Sig. 94
Sig. 72 ATS
Sig. 51 ATS.
Sig. 52 ATS.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
* 132 CWR 1987
1985
1952
REVISED 8-90


Automatic Block
WILDER
HOLLIDAY
M.P.0.00
Interlocking.
Section 41
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 CWR 1987
ROCK
SL 85
SL 86
1985 SL
86
SL 85
1985
119 W, CM 4-80
119 W, CM 4-80
REVISED 8-90

Topeka Subdivision

Holliday (M.P. 0.0) to Emporia (Merrick, M.P. 111.0) via Topeka

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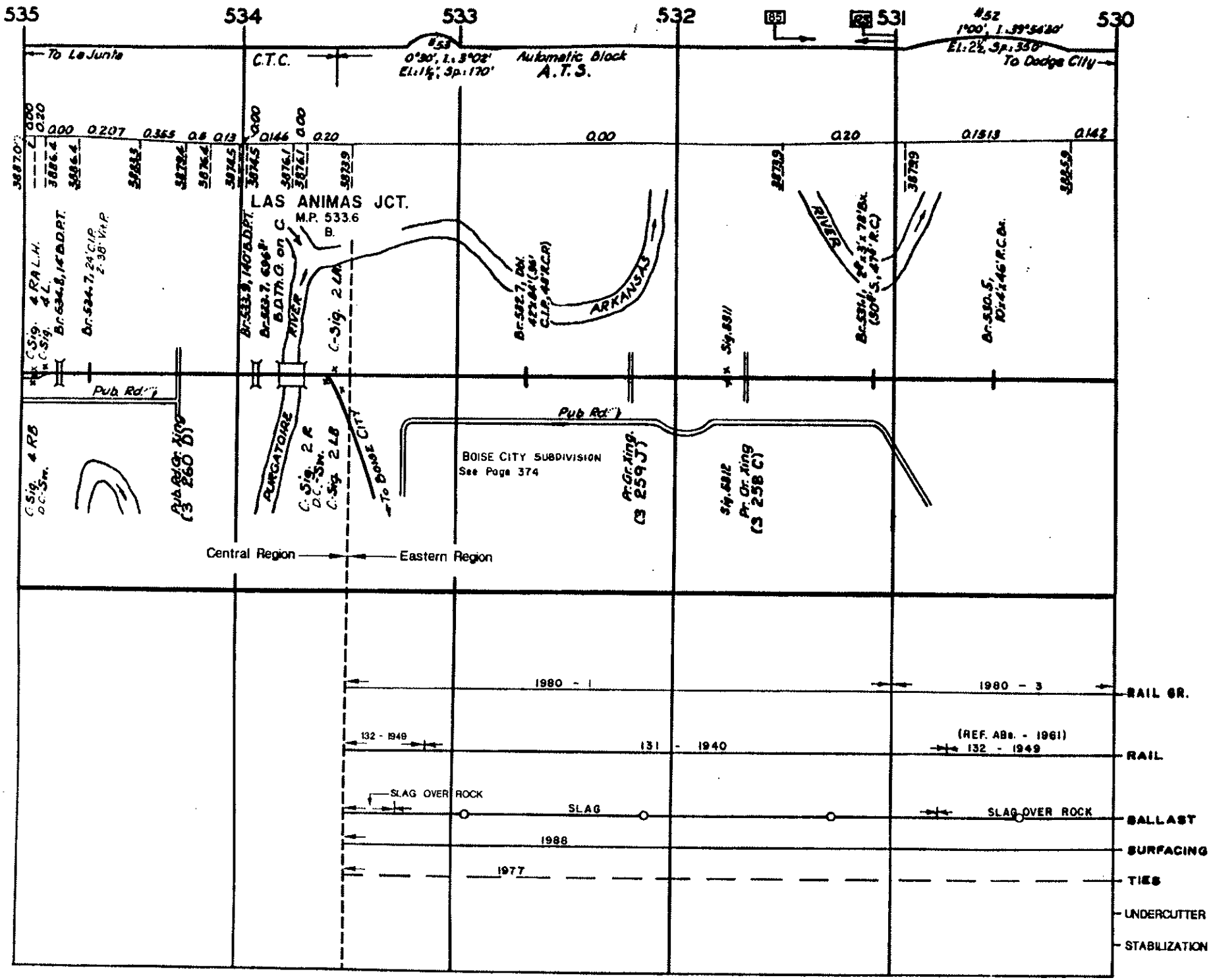
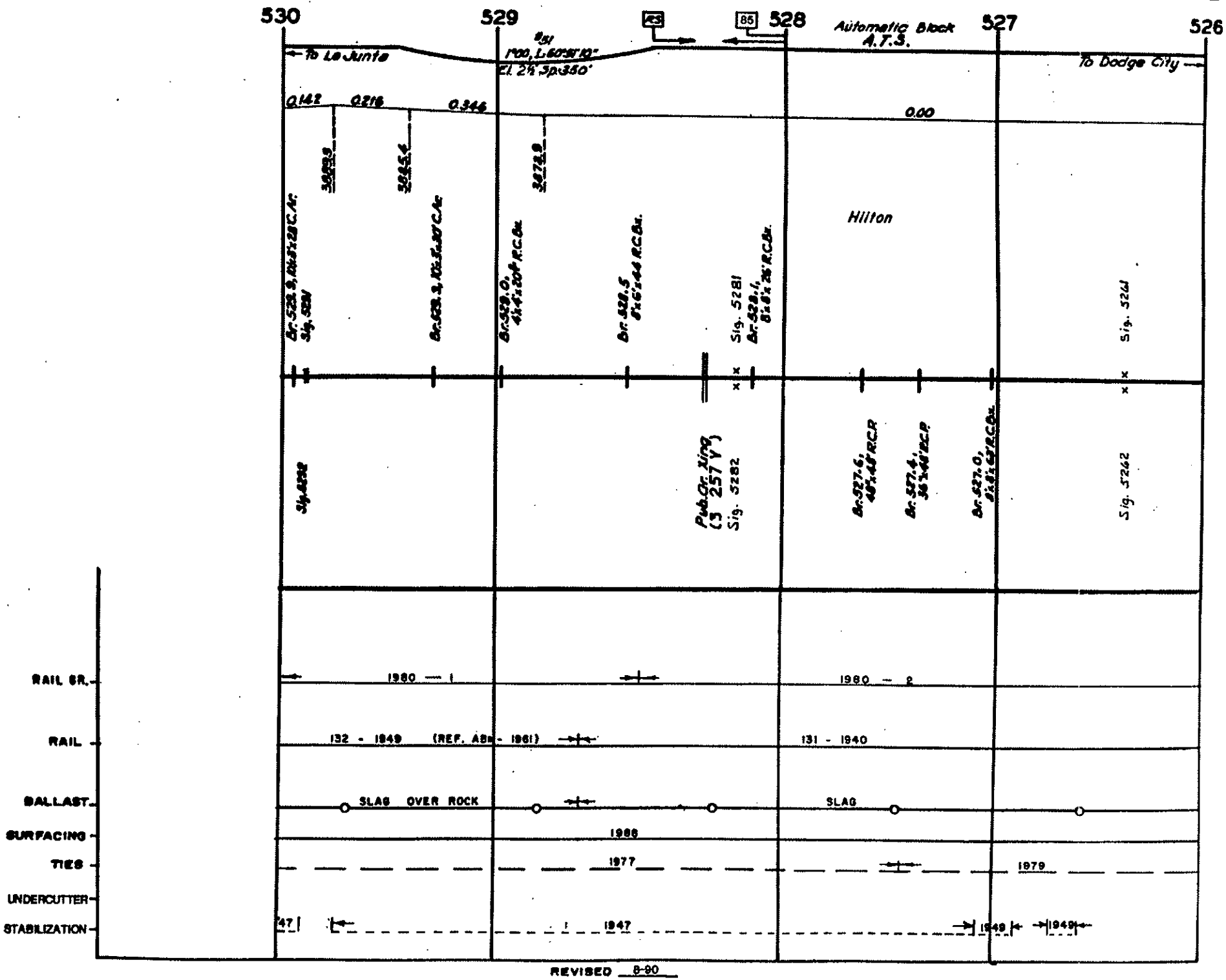
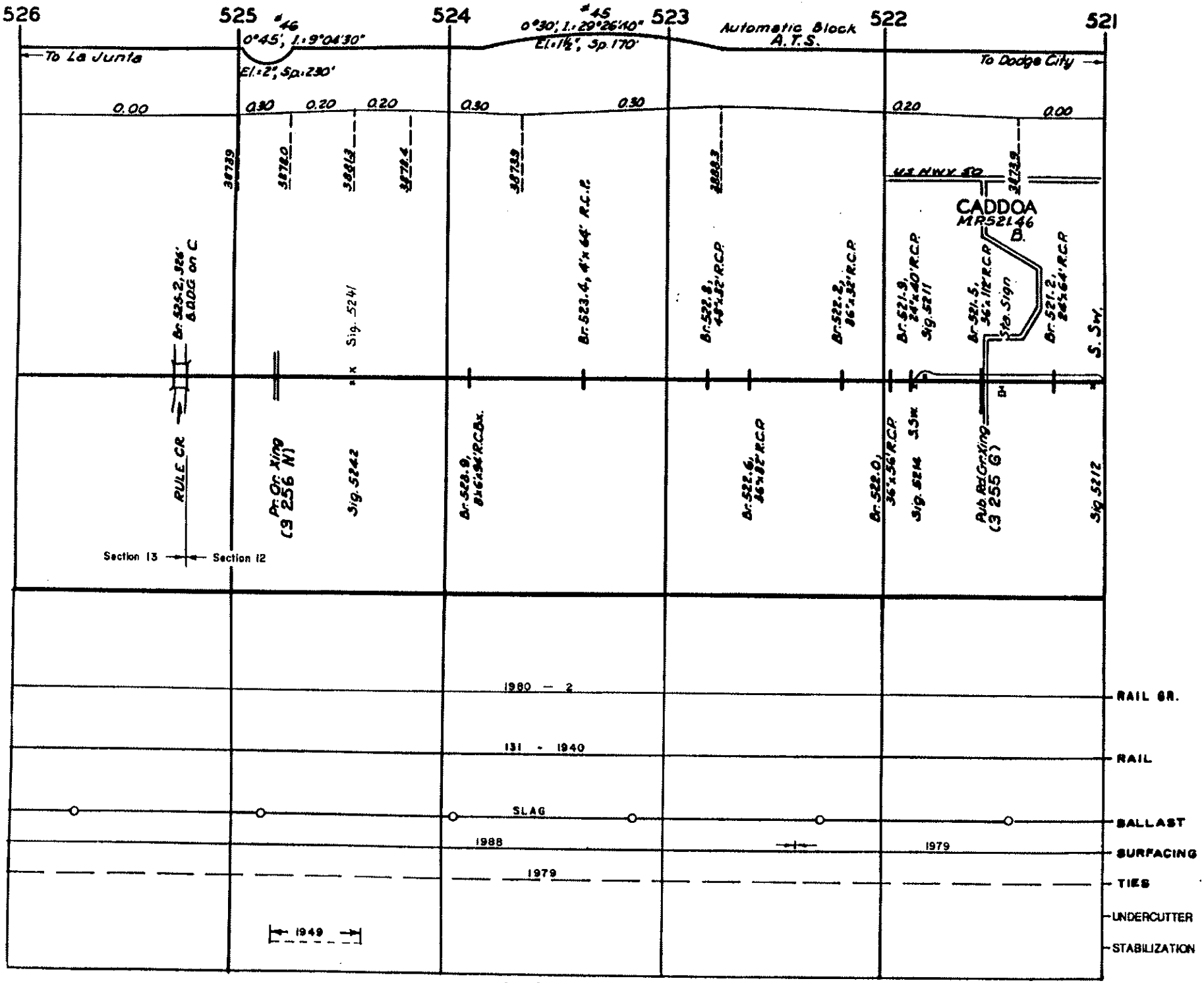

535
534
533
532
531
530
To La Junta
C.T.C.
Automatic Block
A.T.S.
To Dodge City
LAS ANIMAS JCT.
M.P. 533.6
ARKANSAS RIVER
PURGATOIRE RIVER
To Boise City
Pub Rd
BOISE CITY SUBDIVISION
See Page 374
Central Region
Eastern Region
1980 - 1
1980 - 3
RAIL GR.
132 - 1948
131 - 1940
(REF. ABs. - 1961)
132 - 1949
RAIL
SLAG OVER ROCK
SLAG
SLAG OVER ROCK
BALLAST
1988
SURFACING
1977
TIES
UNDERCUTTER
STABILIZATION

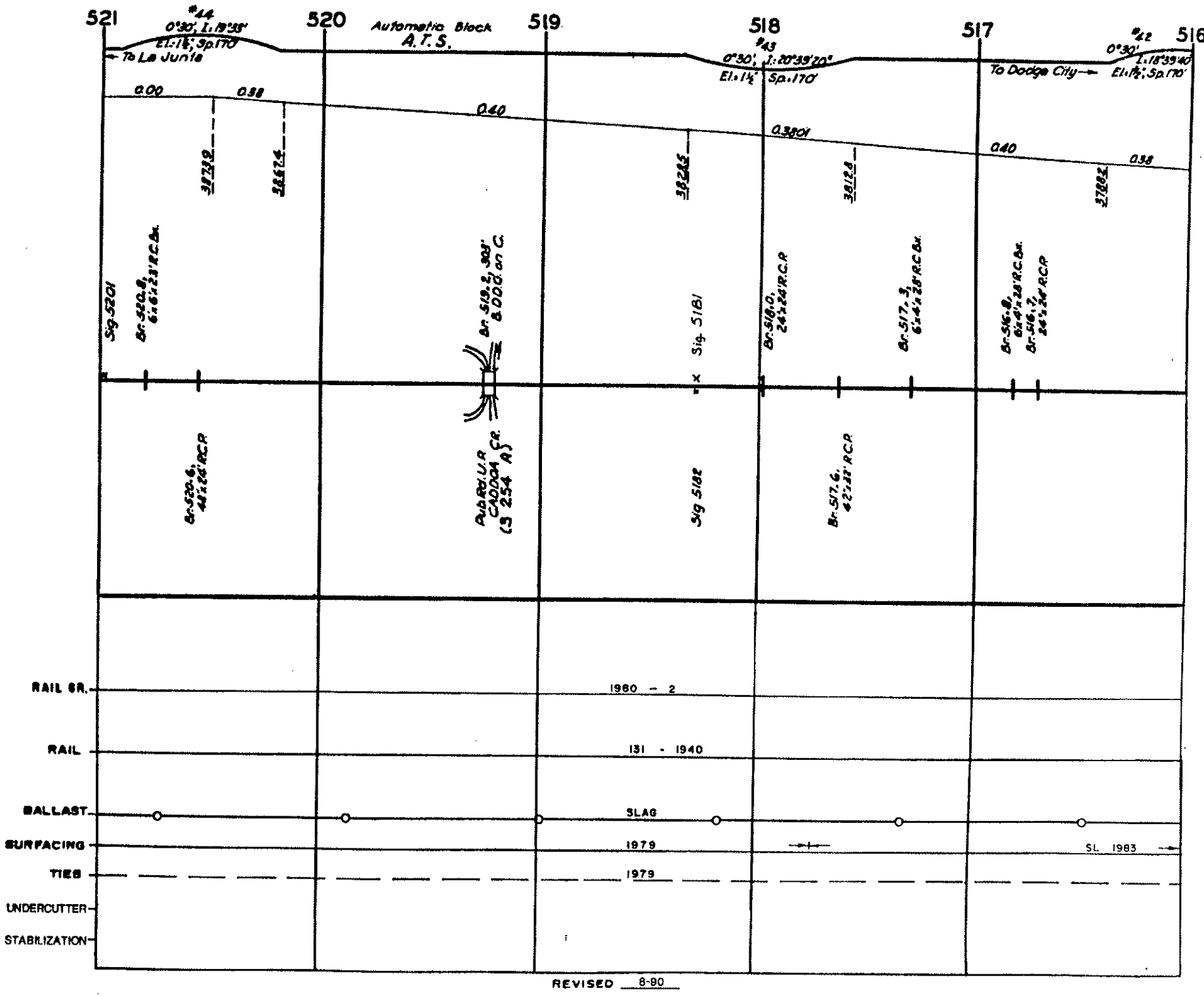
REVISED 8-90


530
529
528
527
526
AS
85
Automatic Block
A.T.S.
To La Junta
To Dodge City
1°51' 100, L 60'8"@ 2°- El. 2½ Sp. 350'
0.142
0.216
0.346
0.00
3089.9
3245.4
3478.8
Br. 528.9, 80'-5"x 32' R.C. Arc
Sig. 5280
Br. 528.3, 105'-6"x 30' R.C. Arc
Br. 529.0, 4-4'x 20'6" R.C. Box
Br. 528.5 8'-6"x 44' R.C. Box
Sig. 5281
Br. 528.1, 8'-8"x 26' R.C. Box
Hilton
Sig. 5241
Sig. 5242
Sig. 5282
Pub. Gr. Xing (3 257 V')
Br. 527.6, 48'-4" R.C.P.
Br. 527.4, 36'-4" R.C.P.
Br. 527.0, 8'-8" x 6' R.C. Box
RAIL GR.
1980 — 1
1980 — 2
RAIL
132 - 1949 (REF. ABS - 1961)
131 - 1940
BALLAST
SLAG OVER ROCK
SLAG
SURFACING
1988
TIES
1977
1979
UNDERCUTTER
STABILIZATION
47
1947
1949
1949

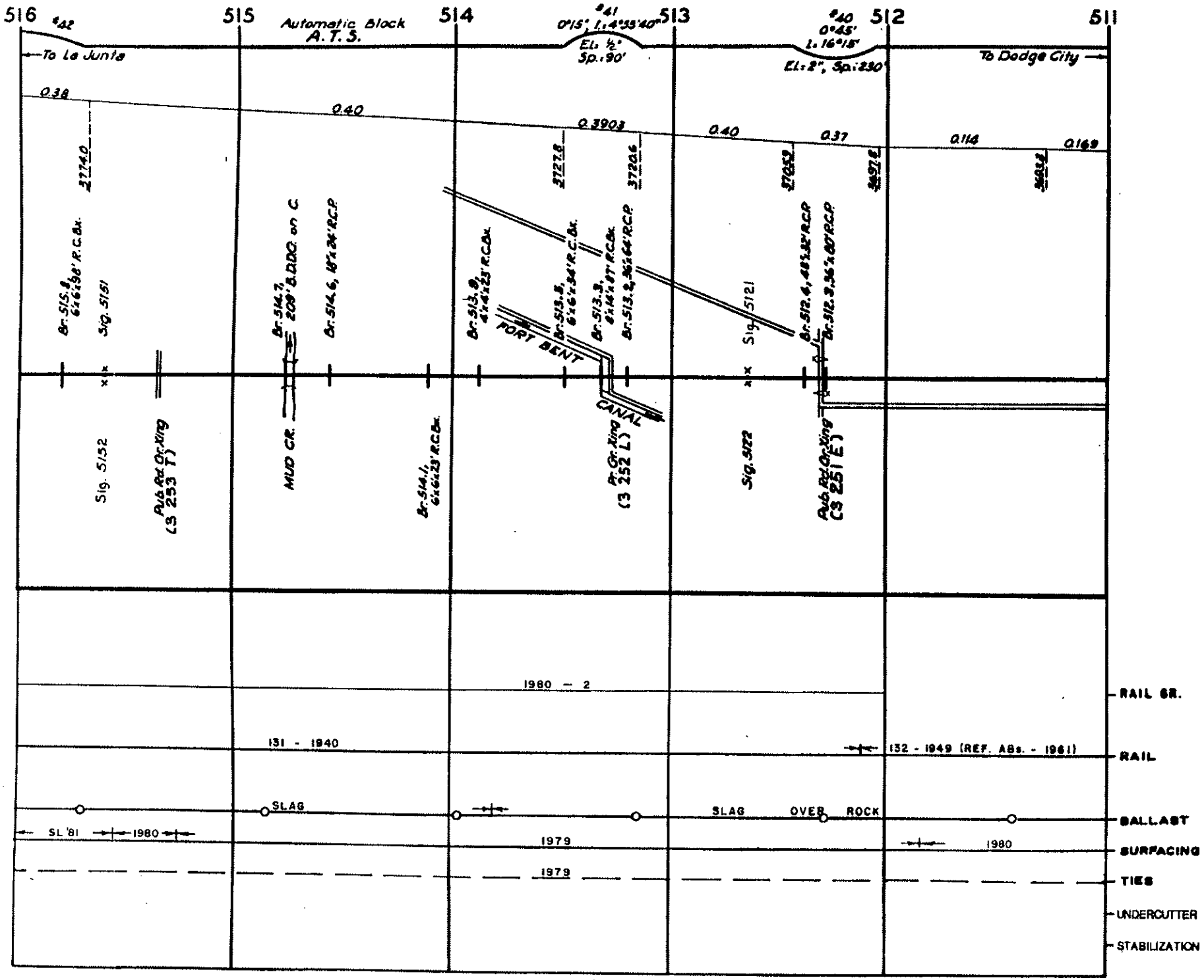
REVISED 8-80


526
525
524
523
522
521
#46
0°45'; 1.9°04'30"
El.=2"; Sp.230'
#45
0°30'; 1.29°26'10"
El.=1½"; Sp.170'
Automatic Block
A.T.S.
To La Junta
To Dodge City
0.00
0.30
0.20
0.20
0.30
0.30
0.20
0.00
36739
36780
36913
36974
36739
2888.3
36739
US HWY 50
CADDOA
MP52146
B.
Br. 525.2, 326' &ODG on C
Sig. 5241
Br. 523.4, 4'x 64' R.C.P.
Br. 522.8, 48'x32' R.C.P.
Br. 522.2, 36'x32' R.C.P.
Br. 521.9, 24'x40' R.C.P.
Sig. 5211
Br. 521.5, 36'x112' R.C.P.
Sta. Sign
Br. 521.2, 24'x64' R.C.P.
S. Sw.
RULE CR
Pr. Gr. Xing (3 256 N)
Sig. 5242
Br. 523.9, 81'x36' R.C.Bx.
Br. 522.6, 36'x32' R.C.P.
Br. 522.0, 36'x36' R.C.P.
Sig. 5214
S Sw
Pub. Rd Gr. Xing (3 255 G)
Sig. 5212
Section 13
Section 12
1980 — 2
131 - 1940
SLAG
1988
1979
1979
1949
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

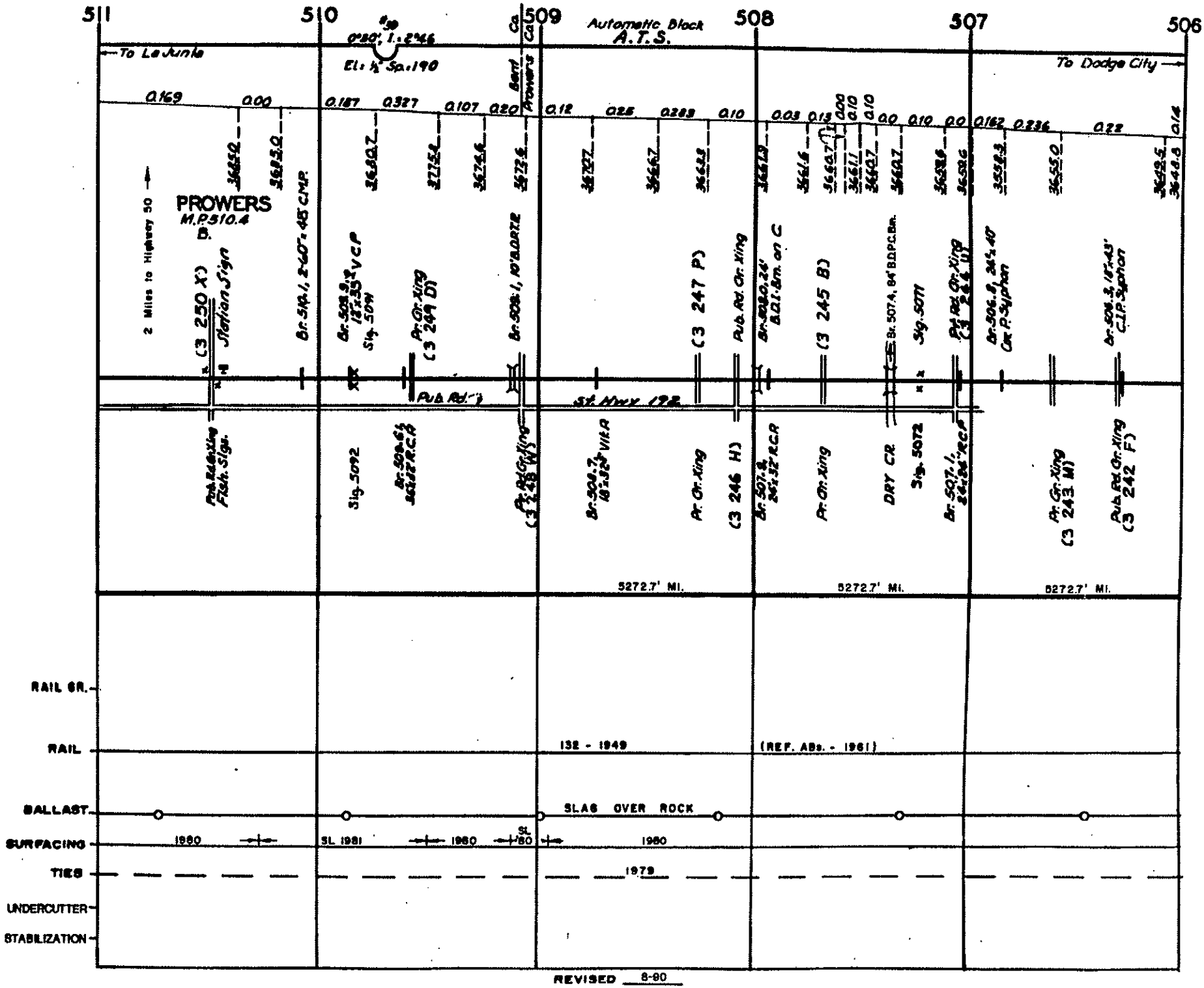
REVISED 6-80


521
520
519
518
517
516
#44
0°30', L:19°35'
El:-1½; Sp:170'
To La Junta
Automatic Block
A.T.S.
#43
0°30', L:20°39'20"
El:1½' Sp:170'
#42
0°30'
L:18°39'40"
To Dodge City
El:1½'; Sp:170'
0.00
0.88
0.40
0.3801
0.40
0.38
38738
38624
38265
38128
37082
Sig 5201
Br.520.8, 6-6'x23' R.C.Bx.
Br.519.2, 303' & 100' on C.
Sig. 5181
Br.518.0, 24'x24' R.C.P
Br.517.3, 6-4'x28' R.C.Bx.
Br.516.8, 6-4'x28' R.C.Bx.
Br.516.7, 24'x24' R.C.P
Br.520.6, 48'x28' R.C.P
Pub.Rd.U.R CA0004 SR. (3 254 A)
Sig 5182
Br.517.6, 42'x28' R.C.P
RAIL GR.
1980 - 2
RAIL
131 - 1940
BALLAST
SLAG
SURFACING
1979
SL 1983
TIES
1979
UNDERCUTTER
STABILIZATION

REVISED 8-80


516
515
514
513
512
511
#42
#41
#40
Automatic Block
A.T.S.
To La Junta
To Dodge City
0°15' I. 4°39'40"
El. ½"
Sp. 90'
0°45'
I. 16°18'
El. 2", Sp. 230'
0.38
0.40
0.3903
0.40
0.37
0.114
0.169
Br. 515.8, 6'x6'x38' R.C.Bx.
Sig. 5151
Sig. 5152
Pub. Rd. Or. Xing (3 253 T)
Br. 514.7, 209' S.D.D.G. on C
Br. 514.6, 18'x24' R.C.P.
MUD CR.
Br. 514.1, 6'x6'x23' R.C.Bx.
Br. 513.8, 4'x4'x23' R.C.Bx.
Br. 513.5, 6'x6'x34' R.C.Bx.
Br. 513.3, 6'x6'x37' R.C.Bx.
Br. 513.2, 36'x64' R.C.P.
PORT BENT CANAL
Pr. Gr. Xing (3 252 L)
Sig. 5121
Sig. 5122
Br. 512.4, 48'x52' R.C.P.
Br. 512.3, 36'x60' R.C.P.
Pub. Rd. Or. Xing (3 251 E)
1980 — 2
131 - 1940
132 - 1949 (REF. ABs. - 1961)
SLAG
SLAG OVER ROCK
SL '81
1980
1979
1979
1980
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


511
510
509
508
507
506
Automatic Block
A.T.S.
To La Junta
To Dodge City
2 Miles to Highway 50
PROWERS
M.P.510.4
(3 250 X)
Station Sign
Pub. Rd. Xing
Fish. Sign.
Br. 514.1, 2-40'+48' CMP.
Br. 508.9, 12'-3" VCP
Sig. 5091
Pr. Gr. Xing
(3 249 D)
Pub. Rd.
Br. 508.1, 10'-0" RCB
Pr. Gr. Xing
(3 248 W)
Sig. 5092
Br. 509.6, 36'-12" R.C.B.
Br. 504.7, 18'-38" V.I.B.
Pr. Gr. Xing
(3 246 H)
St. Hwy. 196
(3 247 P)
Pub. Rd. Gr. Xing
Br. 508.0, 24' R.C.P. Sm. on C
(3 245 B)
Br. 507.4, 84' B.D.P.C.Bn.
Sig. 5071
Pvt. Rd. Gr. Xing
(3 244 K)
Br. 507.1, 24'-36" R.C.P.
DRY CR.
Sig. 5072
Br. 506.8, 24'-40' Cor. P. Siphon
Pr. Gr. Xing
(3 243 M)
Pub. Rd. Gr. Xing
(3 242 F)
Br. 506.3, 18'-48' C.I.P. Siphon
Bent Prowers
5272.7' Mi.
5272.7' Mi.
5272.7' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1949
(REF. ABs. - 1961)
SLAG OVER ROCK
1980
SL 1981
1980
SL 1980
1980
1979

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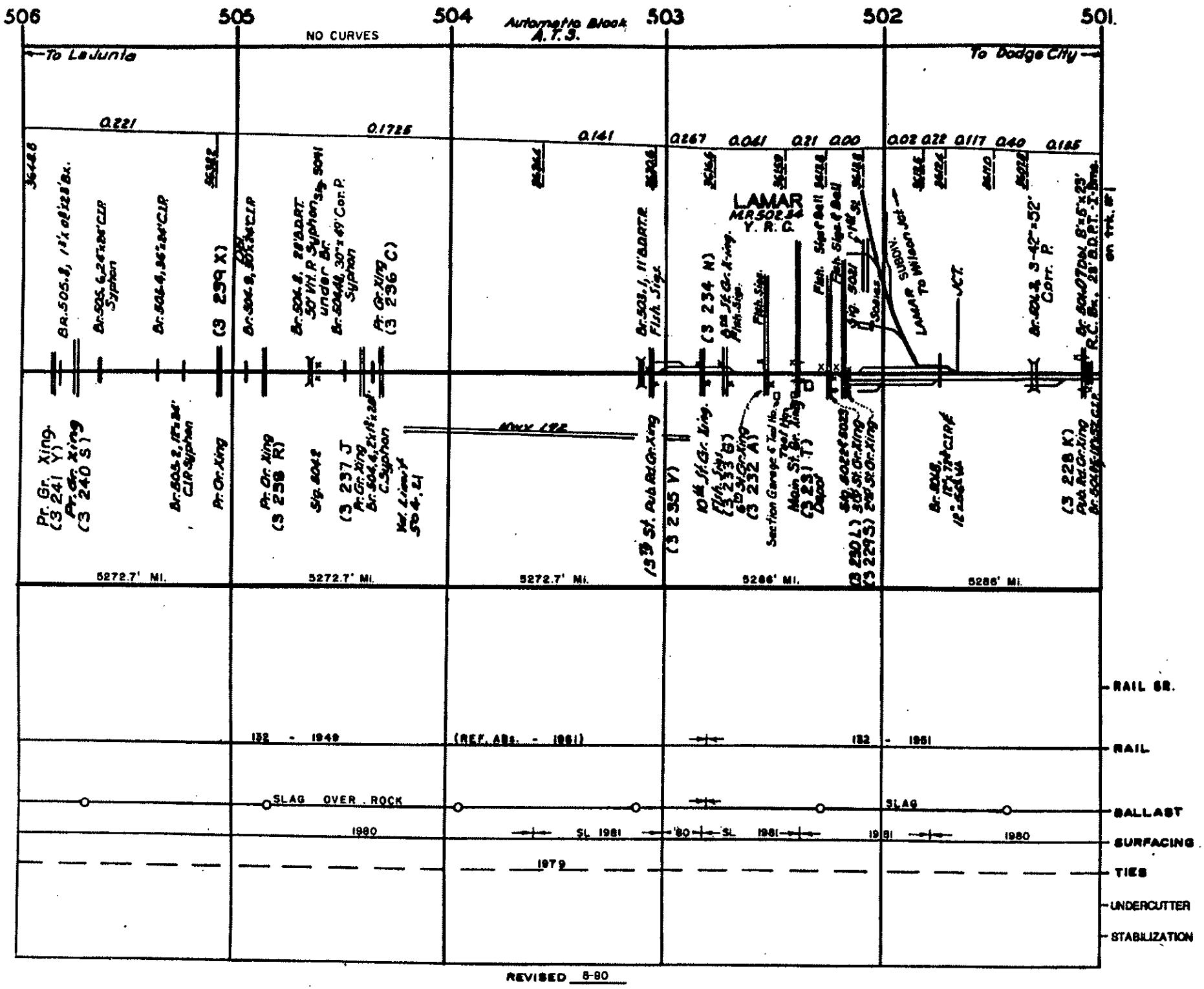
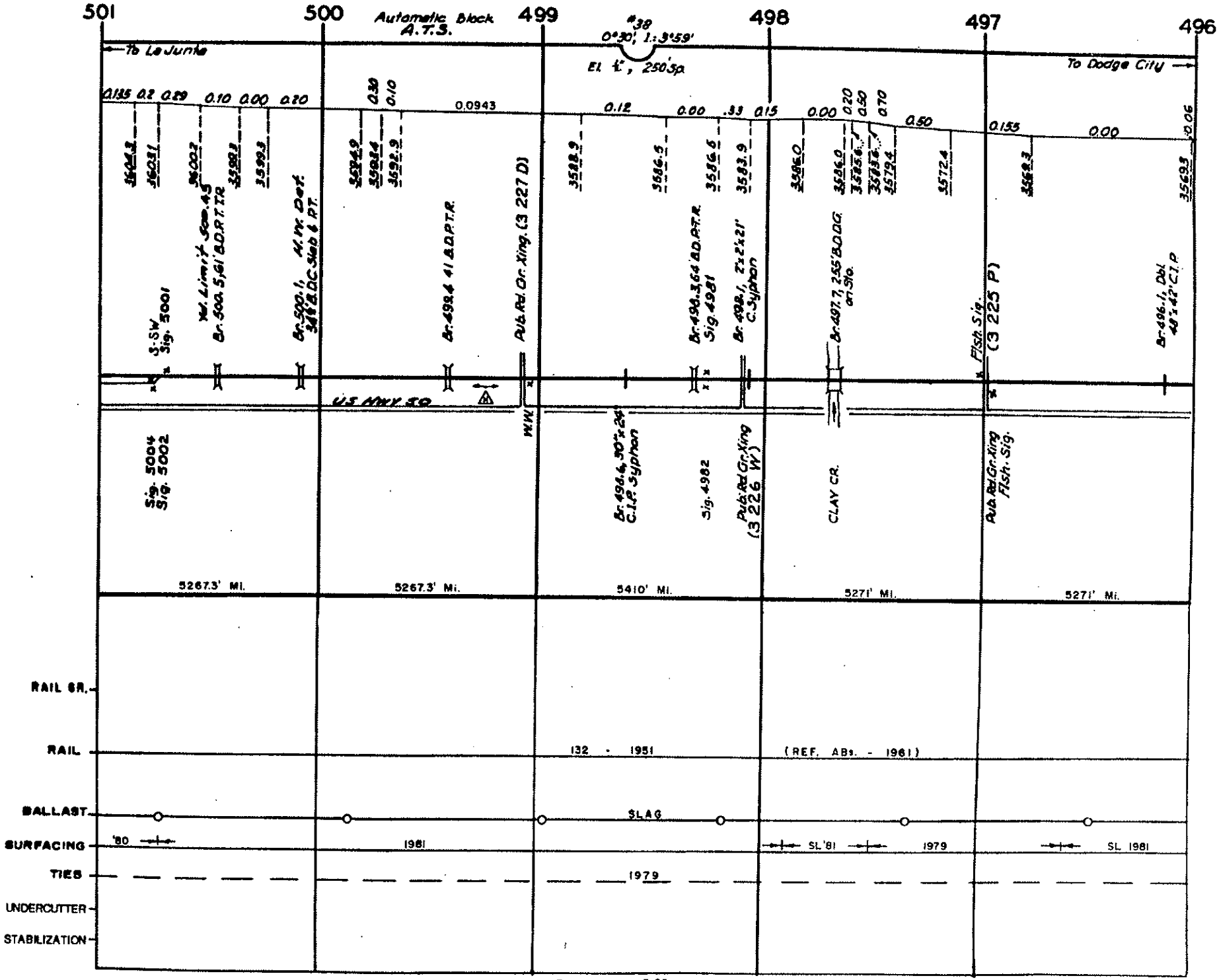
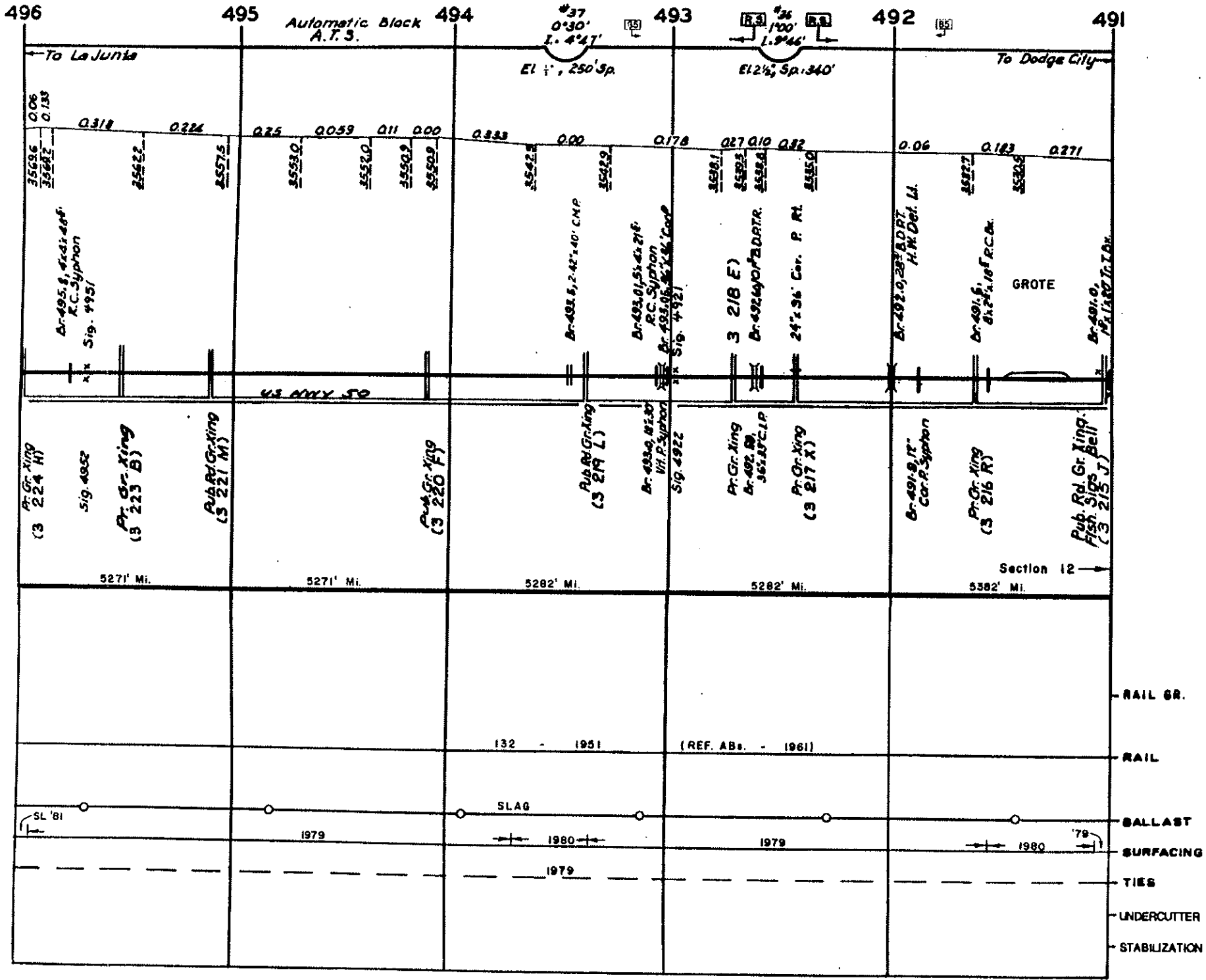

506
505
504
503
502
501
NO CURVES
Automatic Block
A.T.S.
To La Junta
To Dodge City
0.221
0.1725
0.141
0.267
0.041
0.21
0.00
0.02
0.22
0.117
0.40
0.185
LAMAR
MP 502
Br. 505.8, 14'x 61'2 Br.
Br. 505.6, 6.2'x 18'6" C.I.P. Syphon
Br. 506.4, 14'x 18'6" C.I.P.
(3 239 X)
Br. 504.8, 18'6" C.I.P.
Br. 504.8, 28'8 D.R.T. 30" W.I. P. Syphon under Br.
Br. 504.48, 30"x 49' Cor. P. Syphon
Pr. Gr. Xing (3 236 C)
Br. 503.1, 11'8 D.R.T.
Flsh. Sigs.
(3 234 N)
Flsh. Sigs.
Flsh. Sigs.
Flsh. Sigs. & Bell
Sig. 5021
4 Spans
LAMAR Subdiv. To Wilson Jct.
JCT.
Br. 504.4, 3-42'=52' Cor. P.
Br. 504.07 Dbl. 8'x 5'x 29' R.C. Bx., 28° D.R.T. 2-Brns.
on Trk. #1
Pr. Gr. Xing (3 241 Y)
Pr. Gr. Xing (3 240 S)
Br. 505.2, 17'8 Br. C.I.P. Syphon
Pr. Gr. Xing
Pr. Gr. Xing (3 238 R)
Sig. 5048
(3 237 J
Pr. Gr. Xing
Br. 504.4, 7'x 11'2 Br. C. Syphon
Ver. Curve # 504.21
Move 192
13th St. Pub. Rd. Gr. Xing
(3 235 Y)
10th St. Gr. Xing.
(3 233 B)
8th St. Gr. Xing
(3 232 A)
Section Garage & Tool House
Main St. Br. Xing
(3 231 T)
Depot
5th St. Gr. Xing
2nd St. Gr. Xing
Br. 504.8, 17'8 C.I.P.
12'x 26'6" Bx.
(3 228 K)
Pub. Rd. Gr. Xing
5272.7' Mi.
5272.7' Mi.
5272.7' Mi.
5286' Mi.
5286' Mi.
132 - 1949
(REF. ABs. - 1961)
132 - 1961
SLAG OVER ROCK
SLAG
1980
SL 1981
'80
SL
1981
1981
1980
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

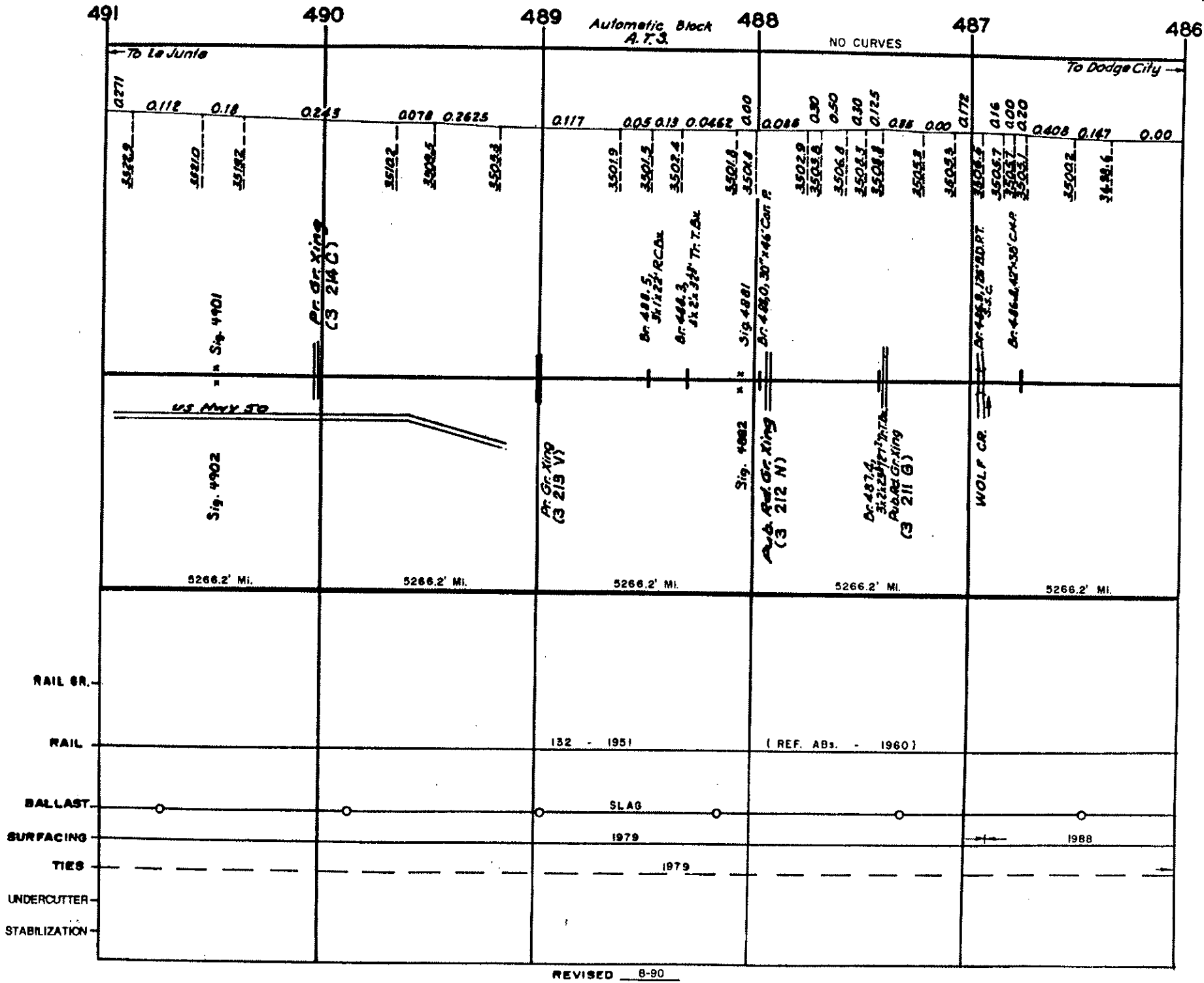
REVISED 8-80


501
500
Automatic Block
A.T.S.
499
#38
0°30', I.: 3°59'
El. 1", 250'Sp.
498
497
496
To La Junta
To Dodge City
0.135 0.2 0.89 0.10 0.00 0.20
0.30 0.10
0.0943
0.12 0.00 .33 0.15 0.00 0.20 0.50 0.70 0.50
0.135 0.00 0.06
3604.8 3602.1 3600.2 3598.1 3599.3
3594.9 3594.4 3592.9
3588.9 3586.5 3586.6 3583.9 3586.0 3585.6 3585.8 3579.4 3572.4 3568.3 3569.3
3-SW Sig. 5001
Sig. 5004
Sig. 5002
Br. 500.1, 48'2 D.C. Slab & P.T.
Br. 498.4 41 S.D.P.T.R.
Pub. Rd. Gr. Xing. (3 227 D)
Br. 498.3, 64' S.D.P.T.R. Sig. 4981
Br. 498.1, 2'x2'x21' C. Syphon
Br. 497.7, 255' S.O.G. on Stg.
Fish. Sig. (3 225 P)
Br. 496.1, Dbl. 40'x42' C.T.P.
U.S. HWY. 50
WW
Br. 496.4, 30"x26' C.I.P. Syphon
Sig. 4982
Pub. Rd. Gr. Xing (3 226 W)
CLAY CR.
Pub. Rd. Gr. Xing Fish. Sig.
5267.3' Mi.
5267.3' Mi.
5410' Mi.
5271' Mi.
5271' Mi.
RAIL SR.
RAIL
132 - 1951
(REF. ABs. - 1961)
BALLAST
SLAG
SURFACING
'80
1981
SL '81
1979
SL 1981
TIES
1979
UNDERCUTTER
STABILIZATION

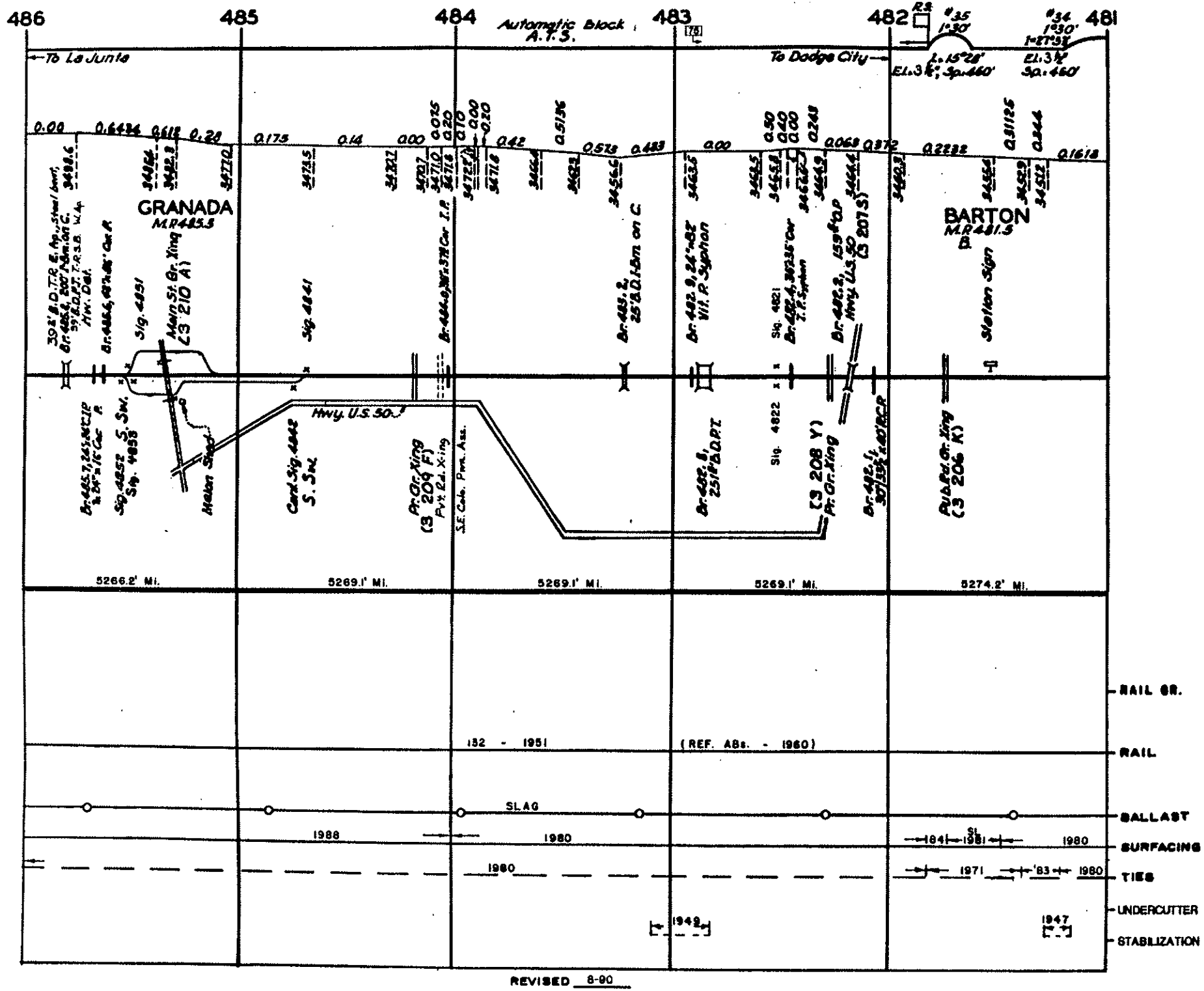
REVISED 8-80


496
495
494
493
492
491
Automatic Block
A.T.S.
#37
0°30'
I. 4°47'
El 1", 250' Sp.
#36
1°00'
I. 9°46'
El 2½", Sp. 340'
To La Junta
To Dodge City
0.06
0.133
0.318
0.224
0.25
0.059
0.11
0.00
0.333
0.00
0.178
0.27
0.10
0.32
0.06
0.183
0.271
3569.6
3564.2
3542.2
3557.5
3553.0
3552.0
3550.9
3550.9
3542.5
3542.9
3538.1
3538.3
3538.4
3535.0
3532.7
3530.5
Br. 495.8, 4'x4'x 46° R.C. Syphon Sig. 4951
Br. 488.5, 2-42"x 40' C.M.P.
Br. 493.01, 5'x 4'x 21° R.C. Syphon Br. 493.06, 4'x 4'x 46° Culv. Sig. 4921
3 2/8 E)
Br. 492.69 Or 2 D.O.R.T.R.
24"x 36' Cor. P. Rt.
Br. 492.0, 23° R.D.P.T. H.W. Det. Ll.
Br. 491.8, 6'x 24'x 18° R.C.Bx.
GROTE
Br. 491.0, 48'x 8'0" Tr. T. Bx.
U.S. HWY 50
Pr. Gr. Xing (3 224 H)
Sig. 4952
Pr. Gr. Xing (3 223 B)
Pub. Rd. Gr. Xing (3 221 M)
Pub. Gr. Xing (3 220 F)
Pub. Rd. Gr. Xing (3 219 L)
Br. 493.0, 8'2.5' Vit. P. Syphon
Sig. 4922
Pr. Gr. Xing Br. 492. Rp. 36°15' C.I.P.
Pr. Gr. Xing (3 217 X)
Br. 491.8, 12" Cor. P. Syphon
Pr. Gr. Xing (3 216 R)
Pub. Rd. Gr. Xing. Fish. Sign. Bell (3 215 J)
5271' Mi.
5271' Mi.
5282' Mi.
5282' Mi.
5382' Mi.
Section 12
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1951
(REF. ABs. - 1961)
SLAG
SL '81
1979
1980
1979
1979
1980
'79

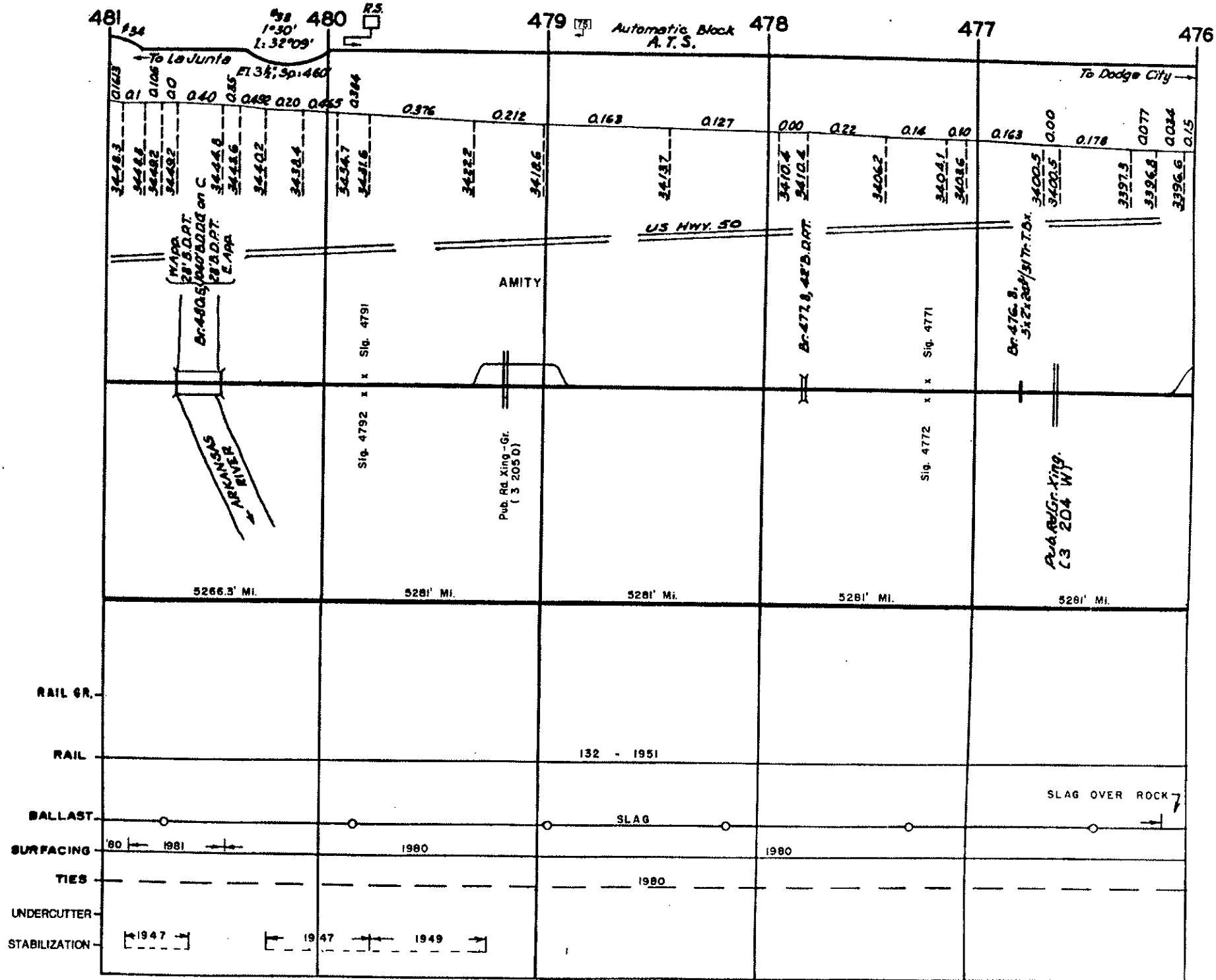
REVISED 8-90


491
490
489
488
487
486
Automatic Block
A.T.S.
NO CURVES
← To La Junta
To Dodge City →
0.271
0.112
0.18
0.243
0.078
0.2625
0.117
0.05
0.13
0.0462
0.00
0.086
0.30
0.50
0.30
0.125
0.85
0.00
0.172
0.16
0.00
0.20
0.408
0.147
0.00
Sig. 4901
Pr. Gr. Xing
(3 214 C)
Br. 488.5
3x11.22' RC Dk.
Br. 444.3
3x 2x 34' Tr. T. Dk.
Sig. 4881
Br. 488.0, 30'x46' Con. P.
Br. 446.9, 128' SD. P.T.
S.C.
Br. 446.4, 42'-36' C.M.P.
US Hwy 50
Sig. 4902
Pr. Gr. Xing
(3 213 V)
Sig. 4882
Aub. Rad. Gr. Xing
(3 212 N)
Br. 487.4
3x12.58 Tr. T. Dk.
Public Gr. Xing
(3 211 G)
WOLF CR.
5266.2' Mi.
5266.2' Mi.
5266.2' Mi.
5266.2' Mi.
5266.2' Mi.
RAIL GR.
RAIL
132 - 1951
(REF. ABs. - 1960)
BALLAST
SLAG
SURFACING
1979
1988
TIES
1979
UNDERCUTTER
STABILIZATION

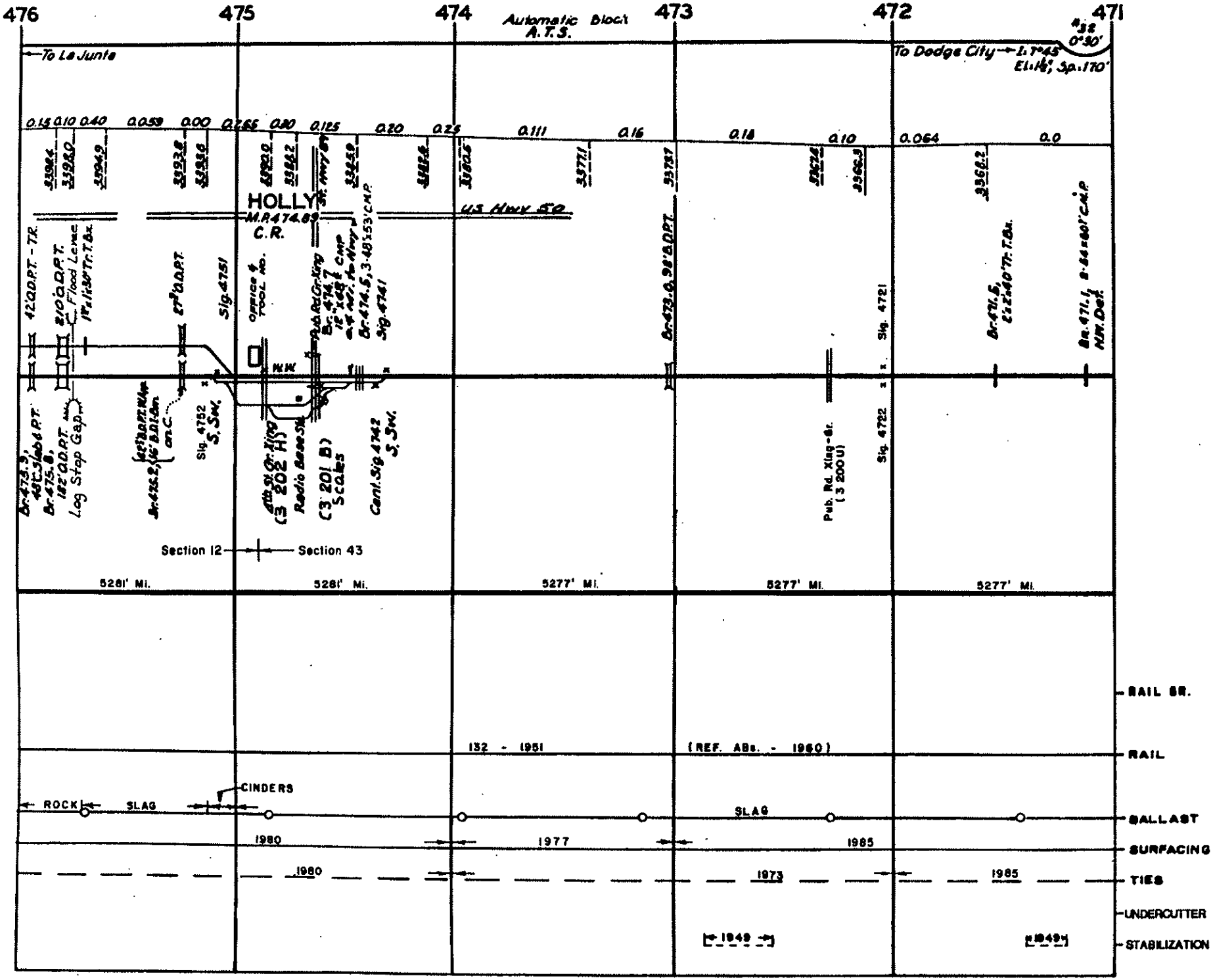
REVISED 8-90


486
485
484
Automatic Block
A.T.S.
483
482
481
To La Junta
To Dodge City
GRANADA
M.P. 485.5
BARTON
M.P. 481.5
Main St. Gr. Xing
(3 210 A)
Sig. 4851
Sig. 4852
Sig. 4853
Sig. 4841
Sig. 4821
Sig. 4822
Hwy. U.S. 50
Hwy U.S. 50
(3 207 S)
Pr. Gr. Xing
(3 209 F)
Pvt. Rd. Xing
(3 208 Y)
Pr. Gr. Xing
Pub. Rd. Gr. Xing
(3 206 K)
Station Sign
Helen Shop
Br. 485.2, 25'8.D.I-Bm on C
Br. 482.9, 24'-8" Vit. P Syphon
Br. 482.6, 159'6" D.P
Br. 482.1, 30'5½" I-BEAM CP
5266.2' Mi.
5269.1' Mi.
5269.1' Mi.
5269.1' Mi.
5274.2' Mi.
1952 - 1951
(REF. ABs. - 1960)
SLAG
1988
1980
1980
1984
1981
1980
1971
'83
1980
1949
1947
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

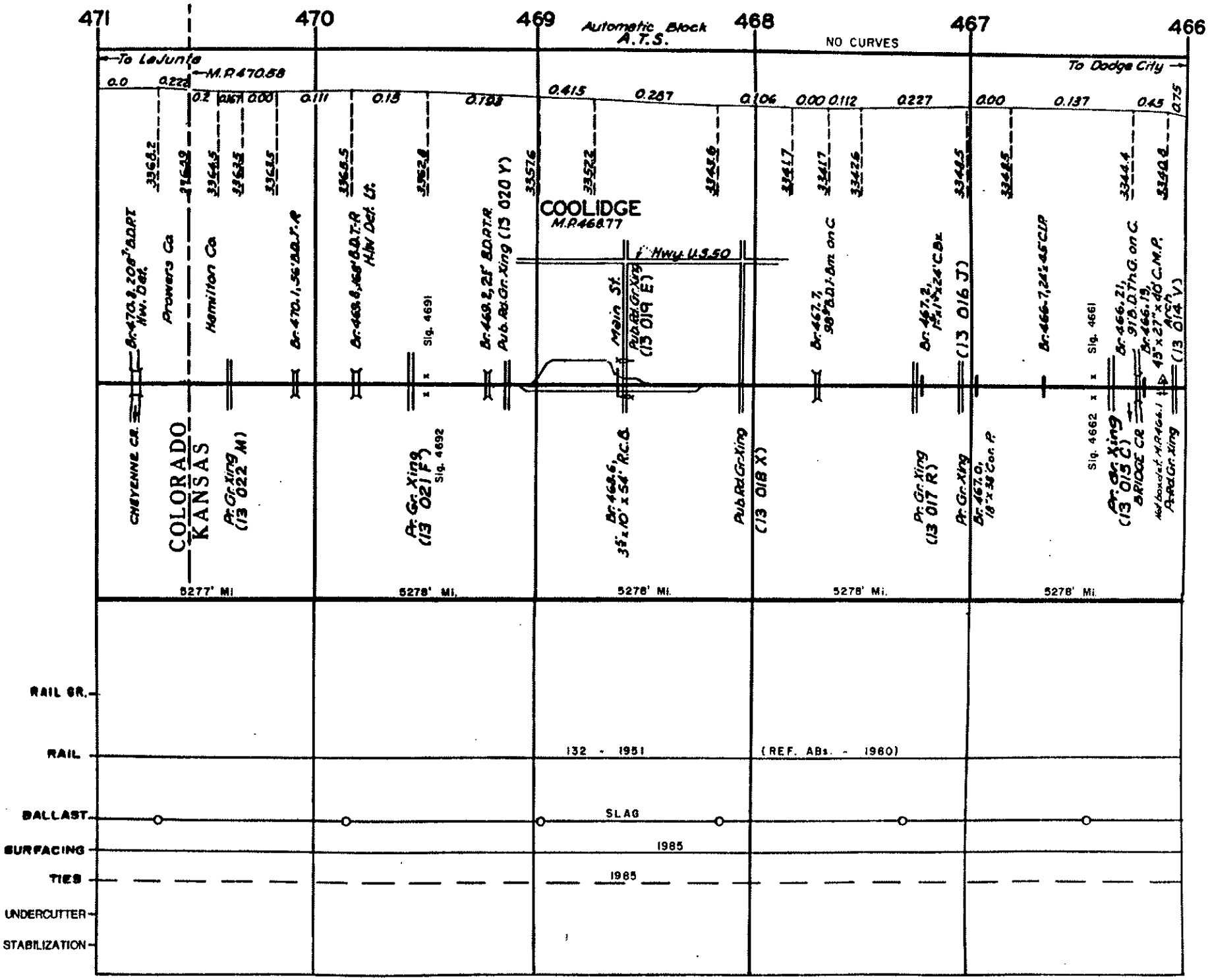
REVISED 8-90


481
480
479
478
477
476
R.S.
Automatic Block
A.T.S.
To La Junta
To Dodge City
AMITY
US HWY. 50
ARKANSAS RIVER
Br. 440.5 (W. App. 28° S.D.P.T. 240'0.D.D.d on C 28° S.D.P.T. E. App.
Br. 477.8, 42° S.D.P.T.
Br. 476.8, 3-12'x20'0"/SIT-T.O.x.
Sig. 4791
Sig. 4792
Sig. 4771
Sig. 4772
Pub. Rd. Xing-Gr. (3 205.0')
Pub. Rd. Gr. Xing (3 204 W)
5266.3' Mi.
5281' Mi.
5281' Mi.
5281' Mi.
5281' Mi.
RAIL GR.
RAIL
132 - 1951
BALLAST
SLAG
SLAG OVER ROCK
SURFACING
'80 1981
1980
1980
TIES
1980
UNDERCUTTER
STABILIZATION
1947
1947
1949

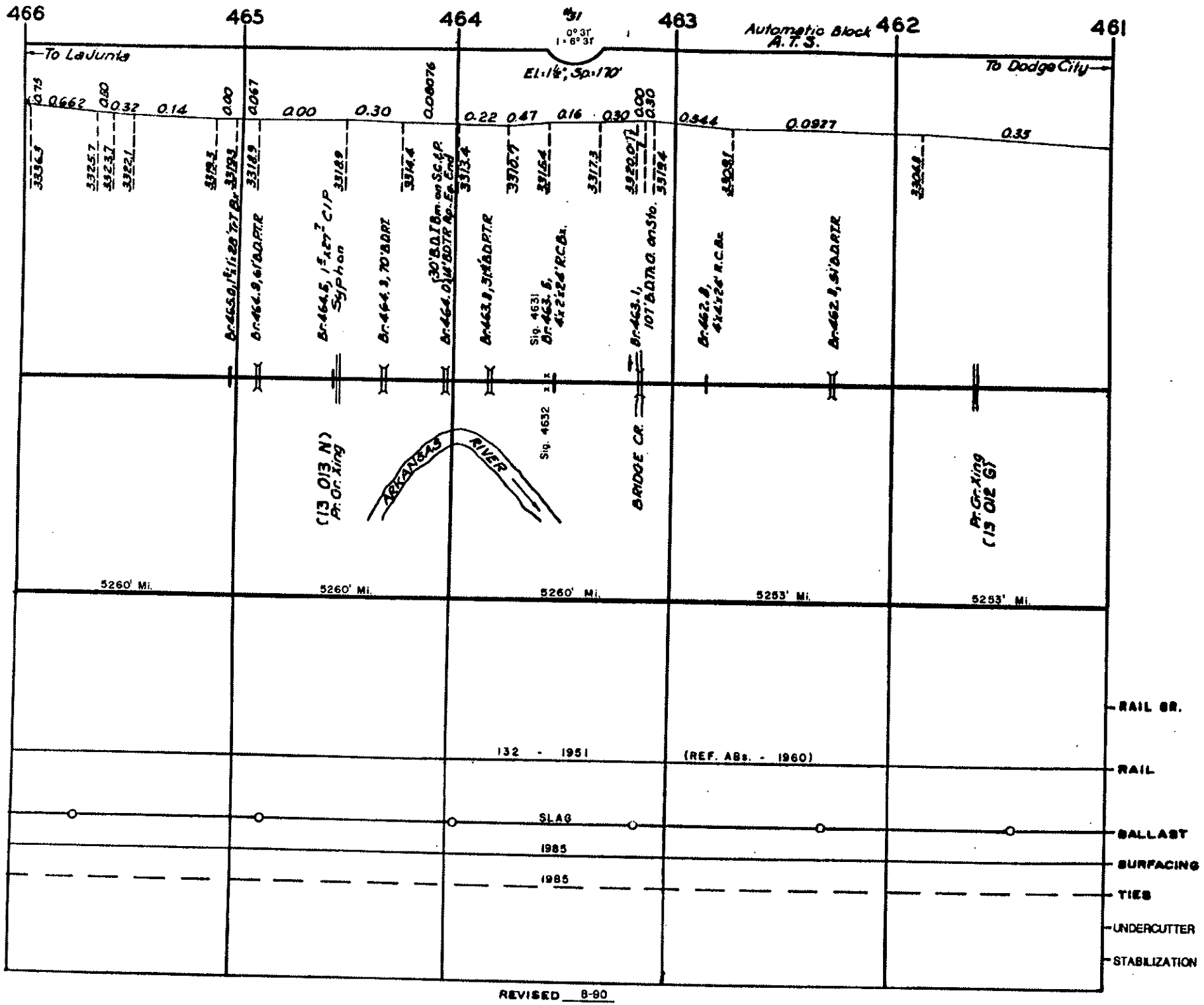
REVISED 8-90


476
475
474
473
472
471
Automatic Block
A.T.S.
To La Junta
To Dodge City
HOLLY
M.R.474.89
C.R.
U.S. Hwy 50
Section 12
Section 43
5281' Mi.
5281' Mi.
5277' Mi.
5277' Mi.
5277' Mi.
132 - 1951
(REF. ABs. - 1960)
ROCK
SLAG
CINDERS
SLAG
1980
1977
1985
1980
1973
1985
RAIL SR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

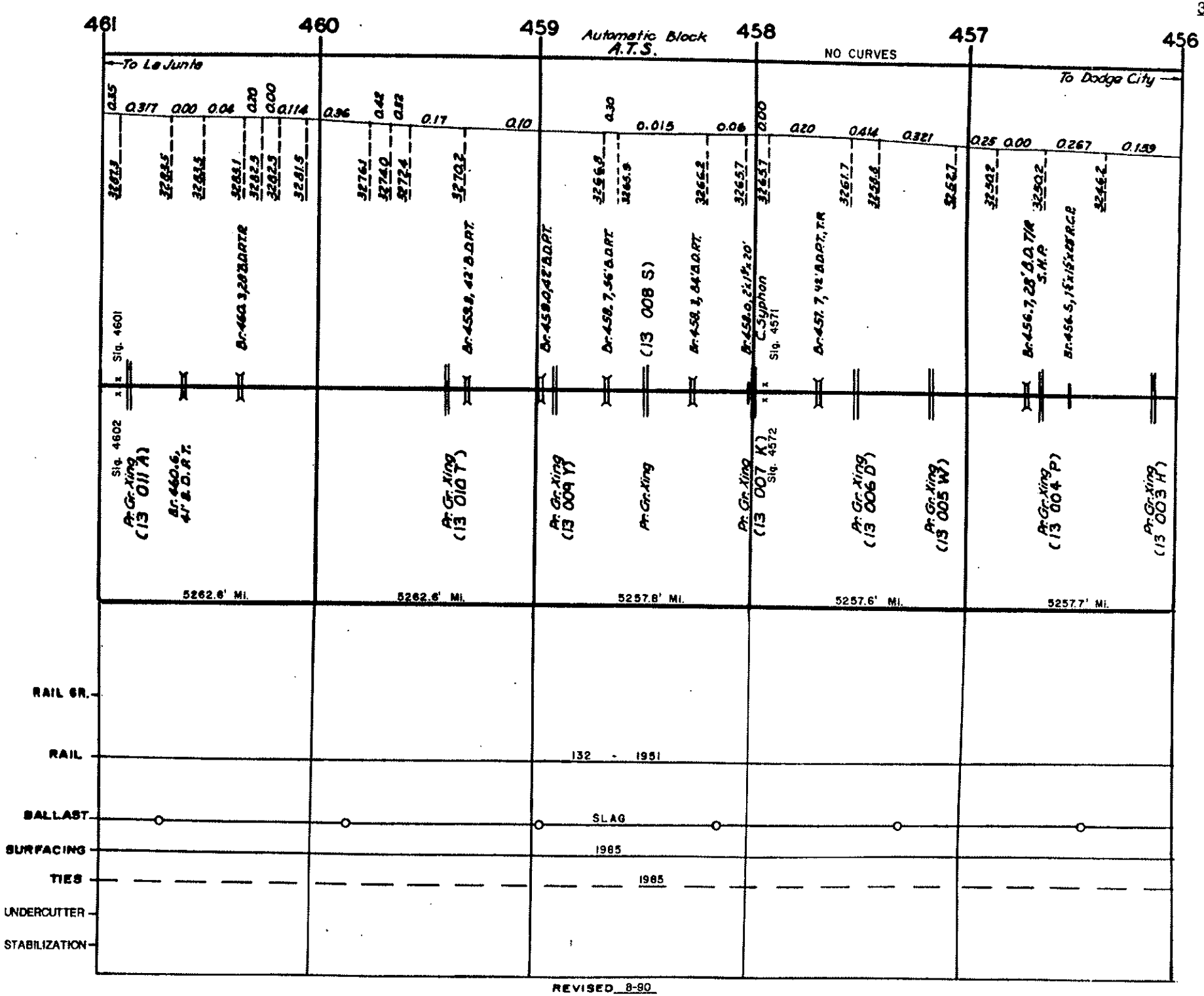
REVISED 8-90

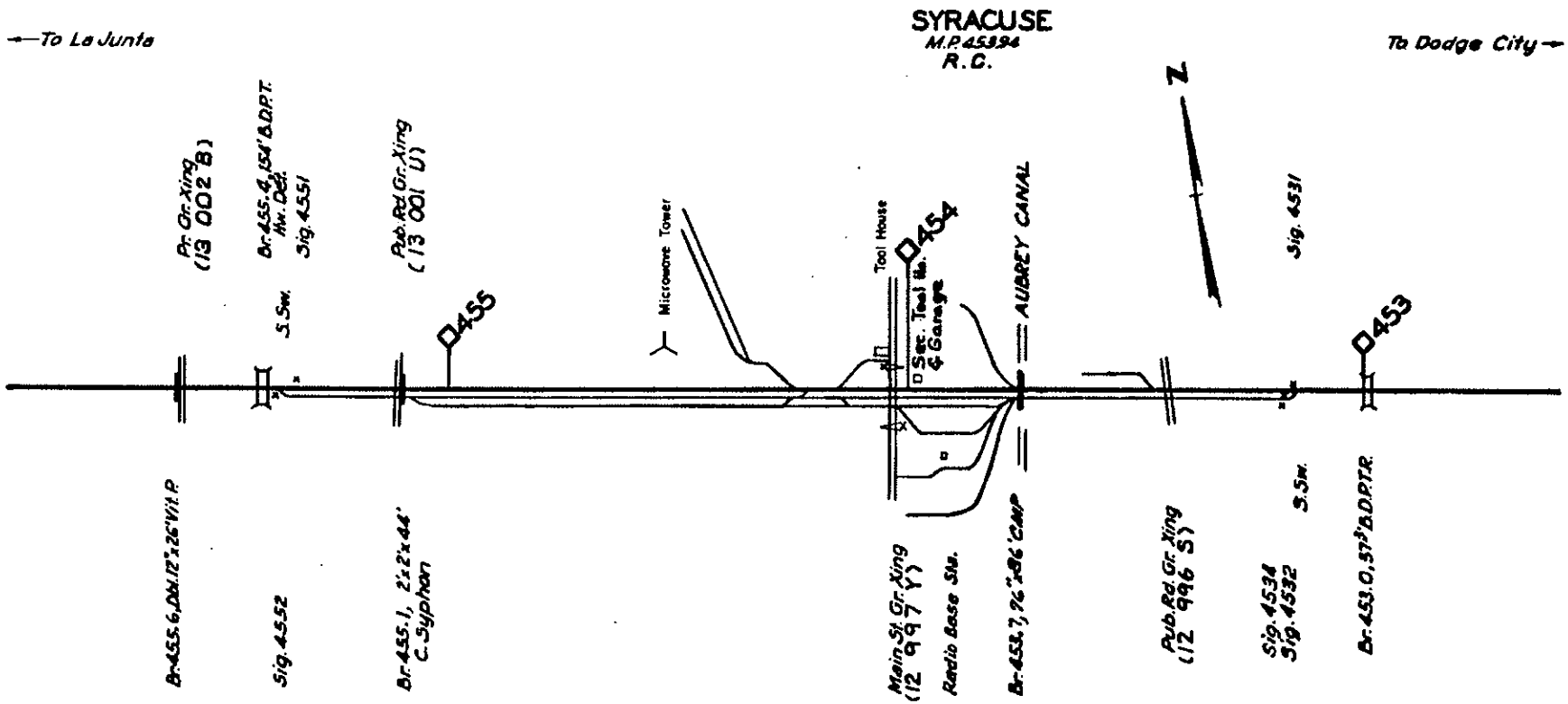

471
470
469
468
467
466
Automatic Block
A.T.S.
NO CURVES
To LaJunta
M.P.470.58
To Dodge City
0.0
0.222
0.2
0.111
0.18
0.415
0.287
0.106
0.112
0.227
0.137
0.45
0.75
Powers Ca
Hamilton Ca
Br:470.1,56'SA.R.T.-A
Br:469.8,45°S.D.T.-R
Hwy Def. Lt.
Br:469.8,25° S.D.P.T.-R
Pub.Rd.Gr.Xing (13 020 Y)
COOLIDGE
M.P.468.77
Hwy U.S.50
Main St.
Pub.Rd.Gr.Xing
(13 019 E)
Br:462.7,
98°S.D.T.-Bm on C
Br:467.2,
Pr.Gr.Xing
(13 016 J)
Br:466-7,24'x45°CLIP
Br:466.21,
91°S.D.Th.G. on C.
Br:466.19,
45°x27°x40' C.M.P.
Pub.Rd.Gr.Xing
(13 014 V)
CHEYENNE CR.
COLORADO
KANSAS
Pr.Gr.Xing
(13 022 M)
Sig. 4691
Pr.Gr.Xing
(13 021 F)
Sig. 4692
Br:468.6,
35'x10'x54° R.C.&
Pub.Rd.Gr.Xing
(13 018 X)
Pr.Gr.Xing
(13 017 R)
Pr.Gr.Xing
Br:467.0,
18°x38' Con. P.
Sig. 4661
Sig. 4662
Pr.Gr.Xing
(13 015 C)
BRIDGE CR
Abandoned-N.R.R.&I.
Pub.Rd.Gr.Xing
3364.2
3364.2
3364.5
3363.6
3363.5
3362.5
3353.4
3345.6
3341.7
3341.7
3342.6
3344.5
3344.5
3344.1
3340.4
5277' Mi.
5278' Mi.
5278' Mi.
5278' Mi.
5278' Mi.
RAIL GR.
RAIL
132 - 1951
(REF. ABs. - 1960)
BALLAST
SLAG
SURFACING
1985
TIES
1985
UNDERCUTTER
STABILIZATION

REVISED 6-90


466
465
464
463
462
461
To LaJunta
To Dodge City
Automatic Block
A.T.S.
EL: 1½°; Sp: 70'
0°31'
1°6°31'
0.75
0.662
0.80
0.32
0.14
0.00
0.067
0.00
0.30
0.06076
0.22
0.47
0.16
0.30
0.00
0.30
0.544
0.0927
0.35
Br: 465.0, 1-11-20' TST Br.
Br: 464.9, 61' B.O.PT.R
Br: 464.6, 1-5-27' C.I.P. Syphon
Br: 464.3, 70' B.B.R.T.
Br: 464.0 (30' B.O.T. Br. on S.C. & P. 14' B.D.T.R. Ap. Ea. End)
Br: 463.8, 31' B.O.PT.R
Sig. 4631
Br: 463.5, 4-2-24' R.C.Bx.
Br: 463.1, 101' B.D.T.R.G. on Stg.
Br: 462.8, 4-4-24' R.C.Bx.
Br: 462.3, 51' B.D.R.T.R.
(13 013 N) Pr. Gr. Xing
ARKANSAS RIVER
Sig. 4632
BRIDGE CR.
Pr. Gr. Xing (13 012 G)
5260' Mi.
5260' Mi.
5260' Mi.
5253' Mi.
5253' Mi.
RAIL BR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1951
(REF. ABs. - 1960)
SLAG
1985
1985

REVISED 8-90


461
460
459
458
457
456
Automatic Block
A.T.S.
NO CURVES
To La Junta
To Dodge City
Sig. 4601
Sig. 4602
Sig. 4571
Sig. 4572
Br:460.3,23'8.0.R.T.E.
Br:459.8, 42' S.O.R.T.
Br:459.0,43'S.O.R.T.
Br:458.7,36'S.O.R.T.
Br:458.4,84'S.O.R.T.
Br:458.0,21½'x20' C.Syphon
Br:457.7,41'S.O.R.T.,T.R.
Br:456.7,28'S.O.T/H S.M.P.
Br:456.5,15½'x28'R.C.P.
Pr. Gr. Xing (13 011 A)
Br:460.6, 41'S.O.R.T.
Pr. Gr. Xing (13 010 T)
Pr. Gr. Xing (13 009 Y)
Pr. Gr. Xing
(13 008 S)
Pr. Gr. Xing (13 007 K)
Pr. Gr. Xing (13 006 D)
Pr. Gr. Xing (13 005 W)
Pr. Gr. Xing (13 004 P)
Pr. Gr. Xing (13 003 H)
5262.6' Mi.
5262.6' Mi.
5257.8' Mi.
5257.6' Mi.
5257.7' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1951
SLAG
1985
1985
REVISED 8-90

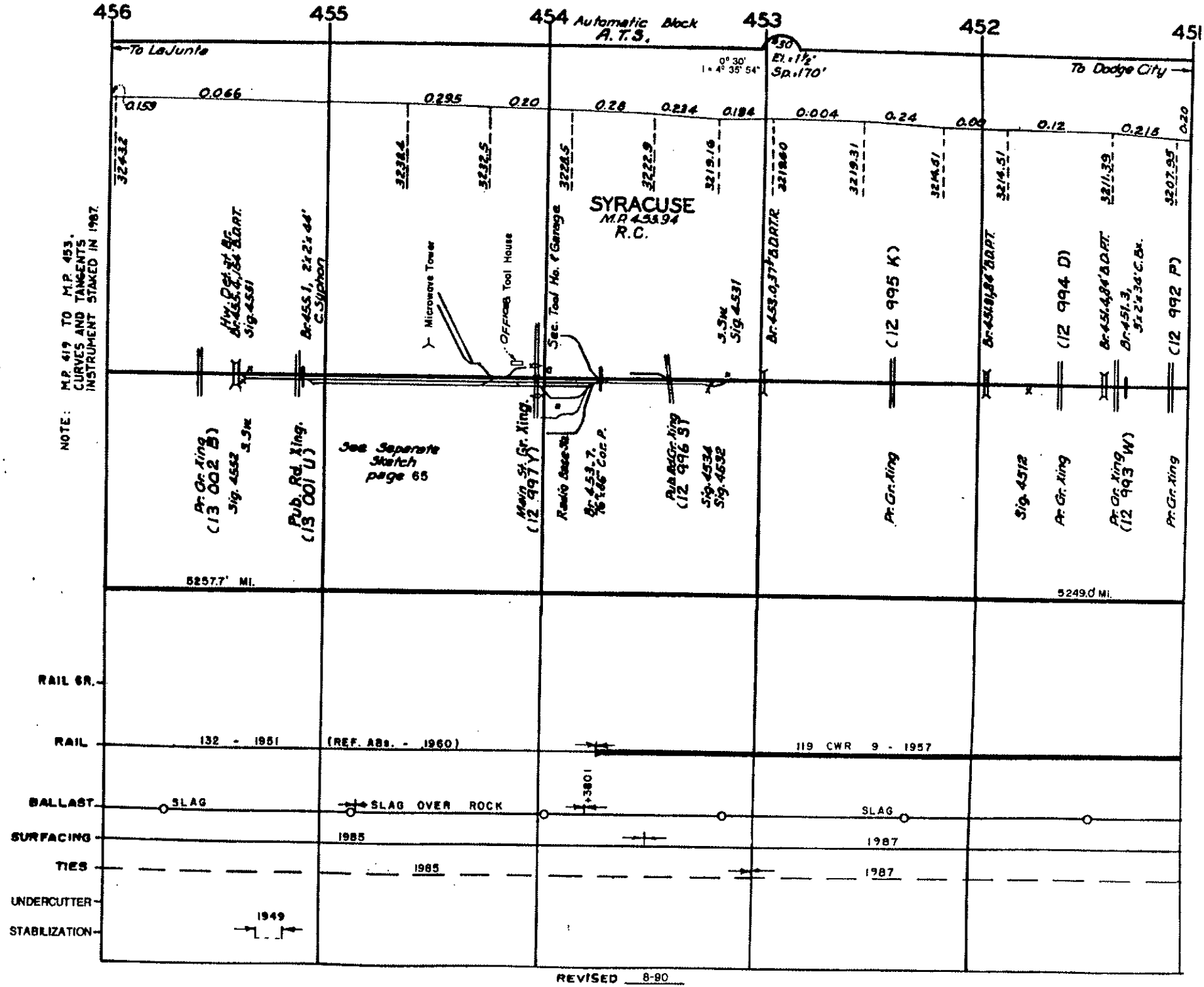


Longest track = 133 Cars
Shortest track = 1 Car
Total Car Capacity = 248 Cars
Total Working Capacity = 119 Cars

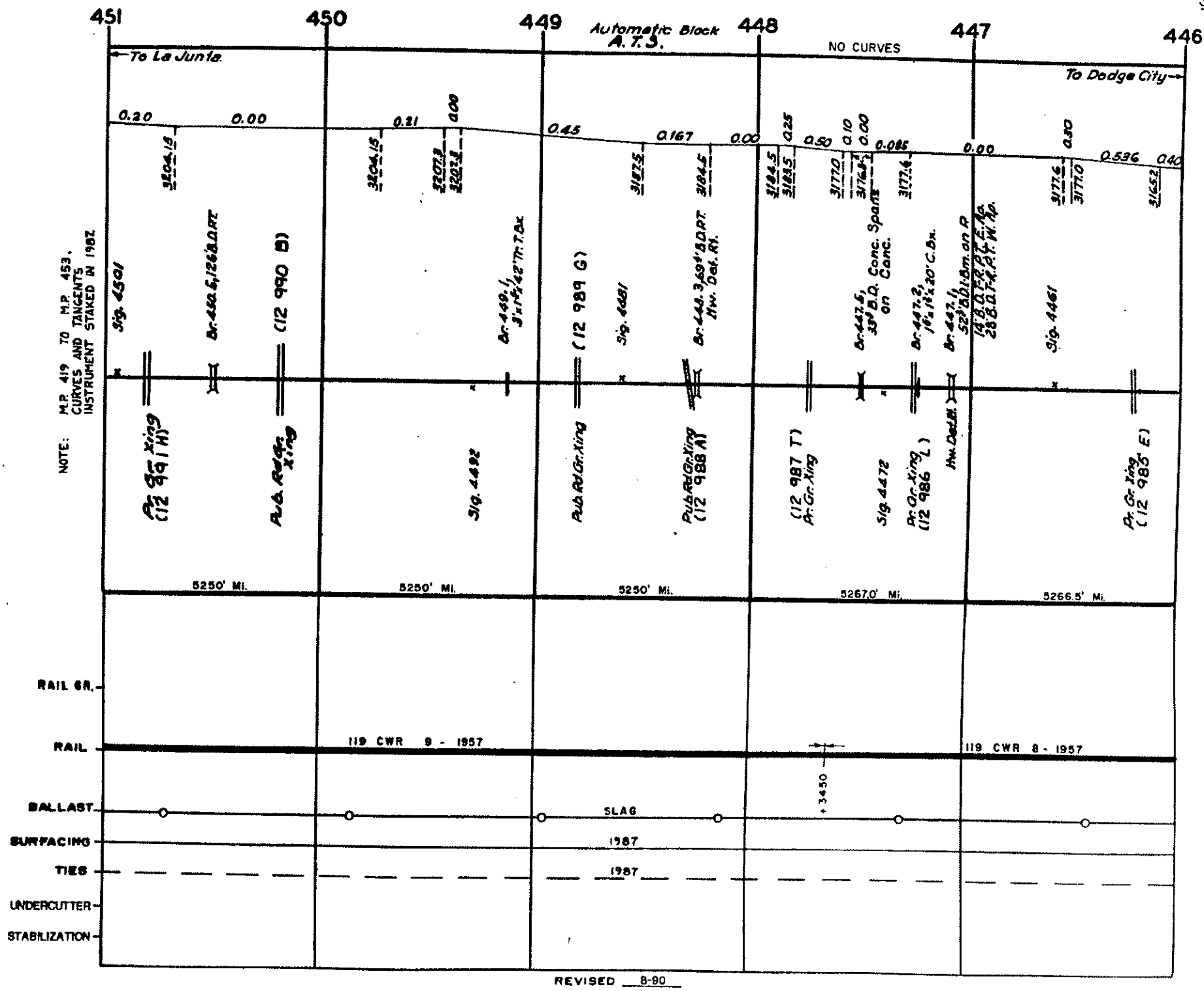
NOTE:
Not to scale.

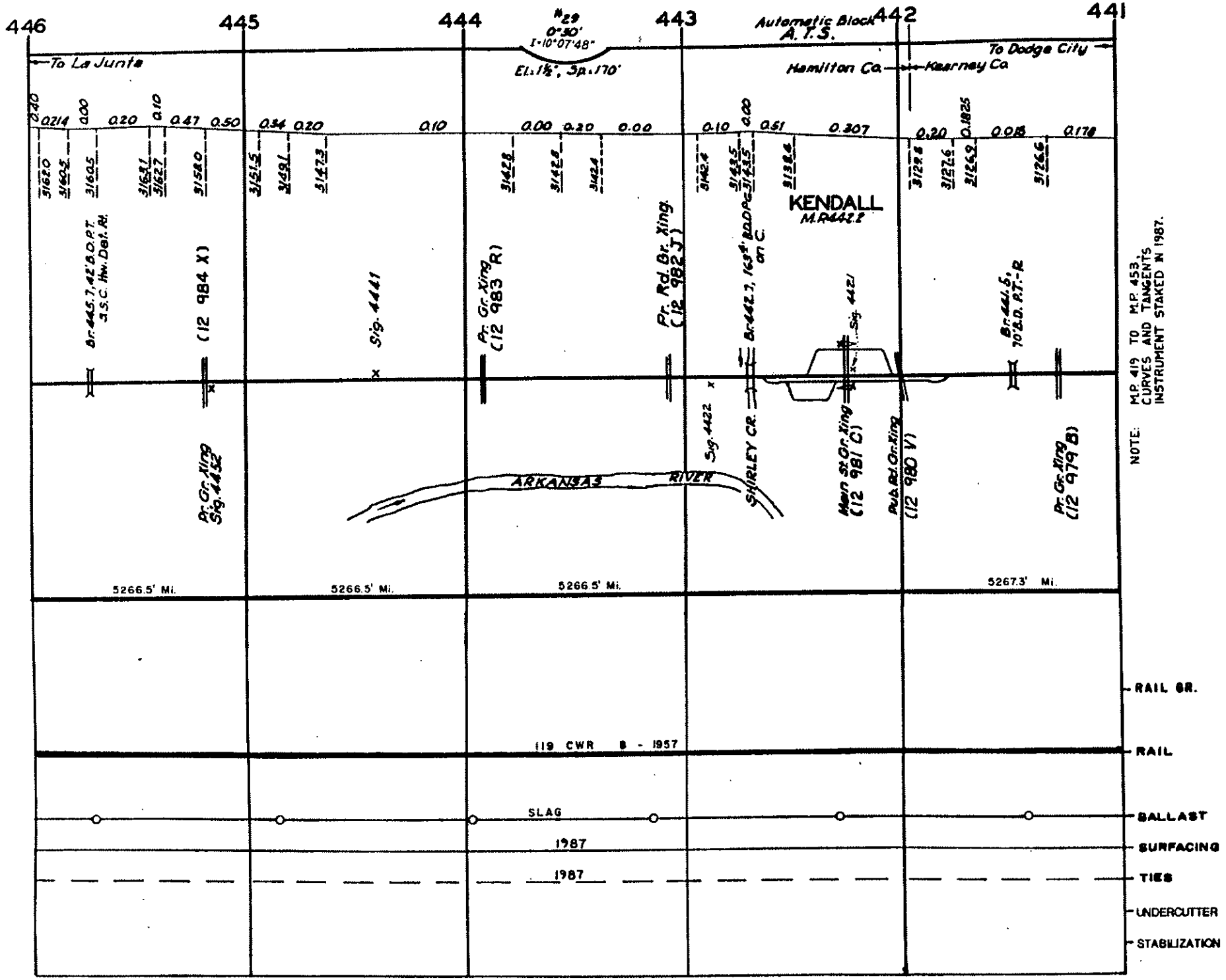
SYRACUSE YARD
SYRACUSE, KANSAS

REVISED 8-80

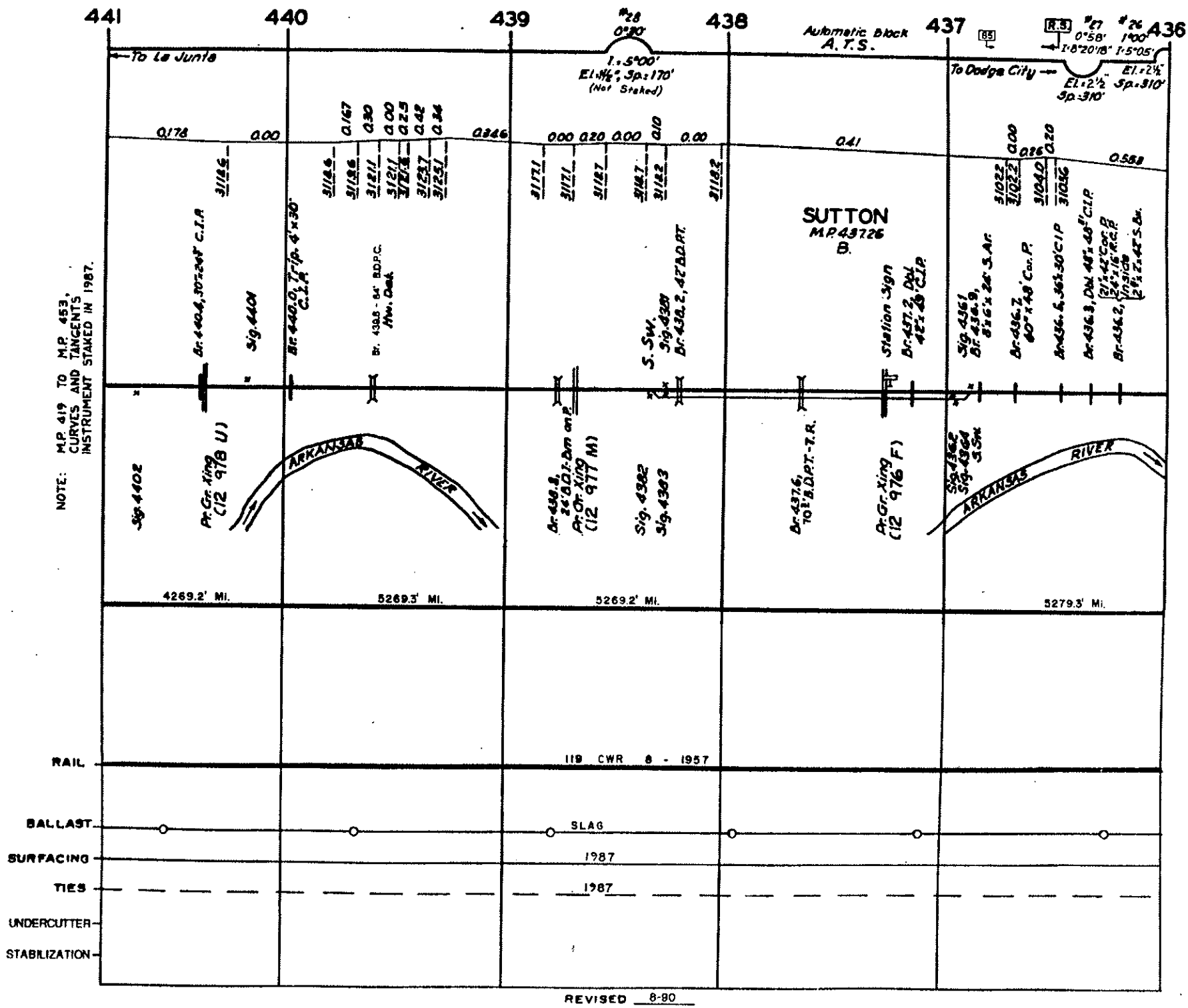

456
455
454 Automatic Block A.T.S.
453
452
451
To LaJunta
To Dodge City
0° 30'
I = 4° 35' 54"
El. = 1½"
Sp. = 170'
0.066
0.295
0.20
0.28
0.234
0.184
0.004
0.24
0.09
0.12
0.215
0.20
SYRACUSE
M.P. 453.94
R.C.
Microwave Tower
Office & Tool House
Sec. Tool Ho. & Garage
Hwy. P.C. at 90° Br. 453.4, 34' Skew Sig. 4531
Br. 455.1, 21-2'x 44' C. Siphon
Br. 453.0, 37° Skew
Br. 451.4, 84' Skew
Br. 451.3, 3-2'x 34' C. Bx.
J. Sw. Sig. 4531
Sig. 4534 Sig. 4532
Sig. 4512
(12 995 K)
(12 994 D)
(12 992 P)
(12 996 S)
(12 993 W)
(13 002 B)
(13 001 U)
(12 997 Y)
Pr. Gr. Xing
Pub. Rd. Xing
Main St. Gr. Xing
Pub. Rd. Gr. Xing
Sig. 4552
Sig. 4532
Sig. 4512
Sig. 4534
Sig. 4632
Sig. 4531
Sw.
See Separate Sketch page 65
5257.7' Mi.
5249.0 Mi.
NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1951
(REF. ABs. - 1960)
119 CWR 9 - 1957
SLAG
SLAG OVER ROCK
SLAG
+3801
1985
1985
1987
1987
1949
REVISED 8-90

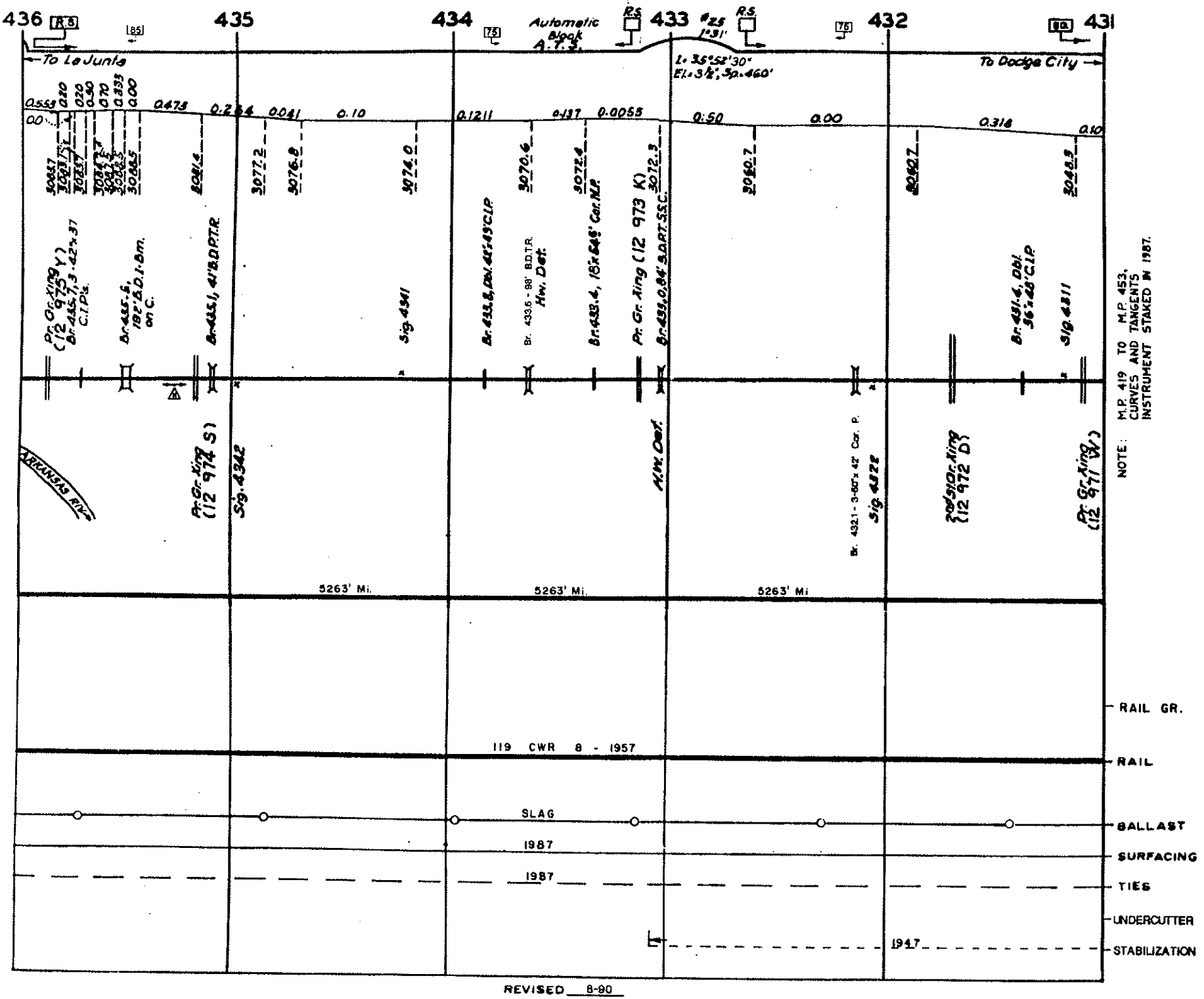
Intentionally Blank


451
450
449
448
447
446
Automatic Block
A.T.S.
NO CURVES
← To La Junta
To Dodge City →
NOTE: M.P. 419 TO M.P. 453. CURVES AND TANGENTS INSTRUMENT STAKED IN 1982
Sig. 4501
Br. 450.6, 12'6" D.PT.
(12 990 B)
Pub. Rd. Gr. Xing
Sig. 4492
Br. 449.1, 3'x 14'6" 42° Th. T. Bx.
(12 989 G)
Pub. Rd. Gr. Xing
Sig. 4481
Br. 448.3, 69'6" D.PT. Hw. Det. Rt.
Pub. Rd. Gr. Xing (12 988 A)
(12 987 T)
Pr. Gr. Xing
Br. 447.5, 33° B.Q. Conc. Spans on Conc.
Sig. 4472
Br. 447.2, 16'x 16'x 20° C. Bx.
Pr. Gr. Xing (12 986 L)
Br. 447.1, 52°8.D.T-R.P.T.-E.Ap. 14°8.D.T-R.P.T.-E.Ap. 28°8.D.T-R.P.T.-W.Ap.
Hw. Det. Rt.
Sig. 4461
Pr. Gr. Xing (12 985 E)
0.20
0.00
0.21
4.00
0.45
0.167
0.00
0.25
0.50
0.10
0.00
0.085
0.00
0.30
0.536
0.40
3204.15
3204.15
3207.2
3203.4
3182.5
3184.5
3184.5
3183.5
3177.0
3176.4
3177.6
3177.6
3177.0
3165.2
5250' Mi.
5250' Mi.
5250' Mi.
5267.0' Mi.
5266.5' Mi.
RAIL GR.
RAIL
119 CWR 9 - 1957
119 CWR 8 - 1957
+3450
BALLAST
SLAG
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION
REVISED 8-90


446
445
444
443
442
441
M29
0°50'
I-10°07'48"
El. 1½", Sp. 170'
Automatic Block
A.T.S.
To La Junta
To Dodge City
Hamilton Co.
Kearney Co.
KENDALL
M.P. 442.1
Br. 445.7, 42' S.O.P.T.
3 S.C. Hw. Dbl. Al.
(12 984 X)
Sig. 4441
Pr. Gr. Xing
(12 983 R)
Pr. Rd. Br. Xing.
(12 982 J)
Br. 442.2, 143' R.D.P.C. on C.
Sig. 4421
Br. 441.5,
10° S.O. A.T.-R
Pr. Gr. Xing
Sig. 4432
Sig. 4422
SHIRLEY CR.
ARKANSAS RIVER
Main St. Gr. Xing
(12 981 C)
Pub. Rd. Gr. Xing
(12 980 V)
Pr. Gr. Xing
(12 979 B)
5266.5' Mi.
5266.5' Mi.
5266.5' Mi.
5267.3' Mi.
NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
119 CWR B - 1957
SLAG
1987
1987
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

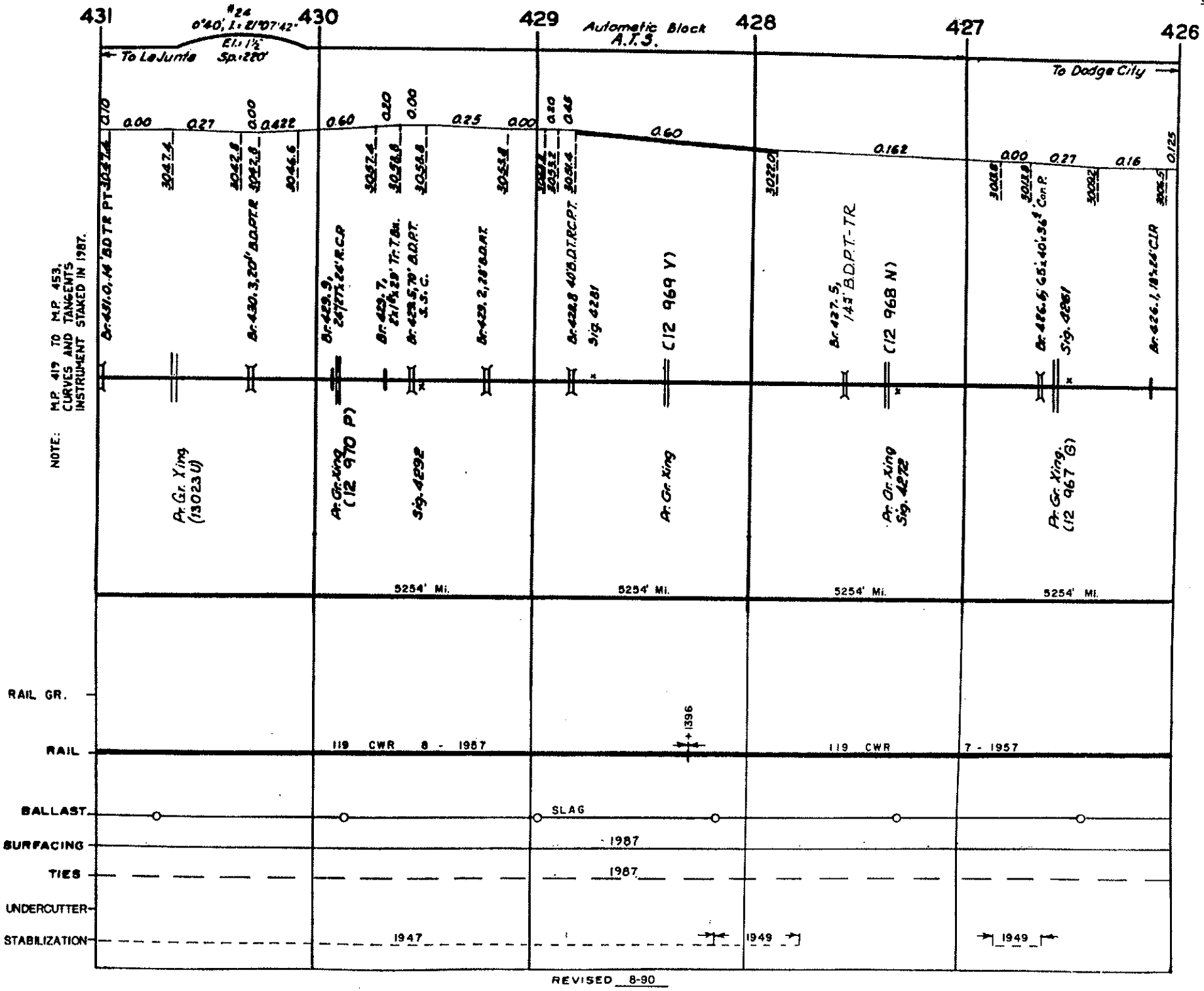
REVISED 8-90


441
440
439
438
437
436
#28
0°30'
1-5°00'
El:1¼"; Sp:170'
(Not Staked)
Automatic Block
A.T.S.
#27
0°58'
1-8°20'18"
#26
1°00'
1-5°05'
R.S.
85
To La Junta
To Dodge City
El:2½"
Sp:310'
El:2¼"
Sp:310'
NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
SUTTON
M.P. 437.26
B.
Br:440.4, 30°x24' C.I.P.
Sig.4404
Br:440.0, T-Tip. 4'x30' C.I.P.
Br. 438 - 84' B.D.P.C. Rev. Deck
S. Sw.
Sig.4389
Br:438.2, 42' D.P.T.
Station Sign
Br:437.2, Dbl. 42'x28' C.I.P.
Sig.4361
Br:434.9, 8'6"x24' S.Ar.
Br:436.7, 60"x48' Cor. P.
Br:436.4, 36'1.30° C.I.P.
Br:436.3, Dbl. 48'x48° C.I.P.
21'x42' Cor. P.
24'x16' R.C.P.
Br:436.2, 4 Inside 24'x21.42' S. Ar.
Sig.4402
Pr.Gr.Xing C12 978 U)
ARKANSAS RIVER
Br:438.4, 24' D.P.T. Dm on 2
Pr.Gr.Xing C12 977 M)
Sig.4382
Sig.4383
Br:437.6, 70'1" D.P.T.-T.R.
Pr.Gr.Xing C12 976 F)
Sig.4362
Sig.4364
3 Sw.
ARKANSAS RIVER
4269.2' Mi.
5269.3' Mi.
5269.2' Mi.
5279.3' Mi.
119 CWR 8 - 1957
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG
1987
1987
REVISED 8-90

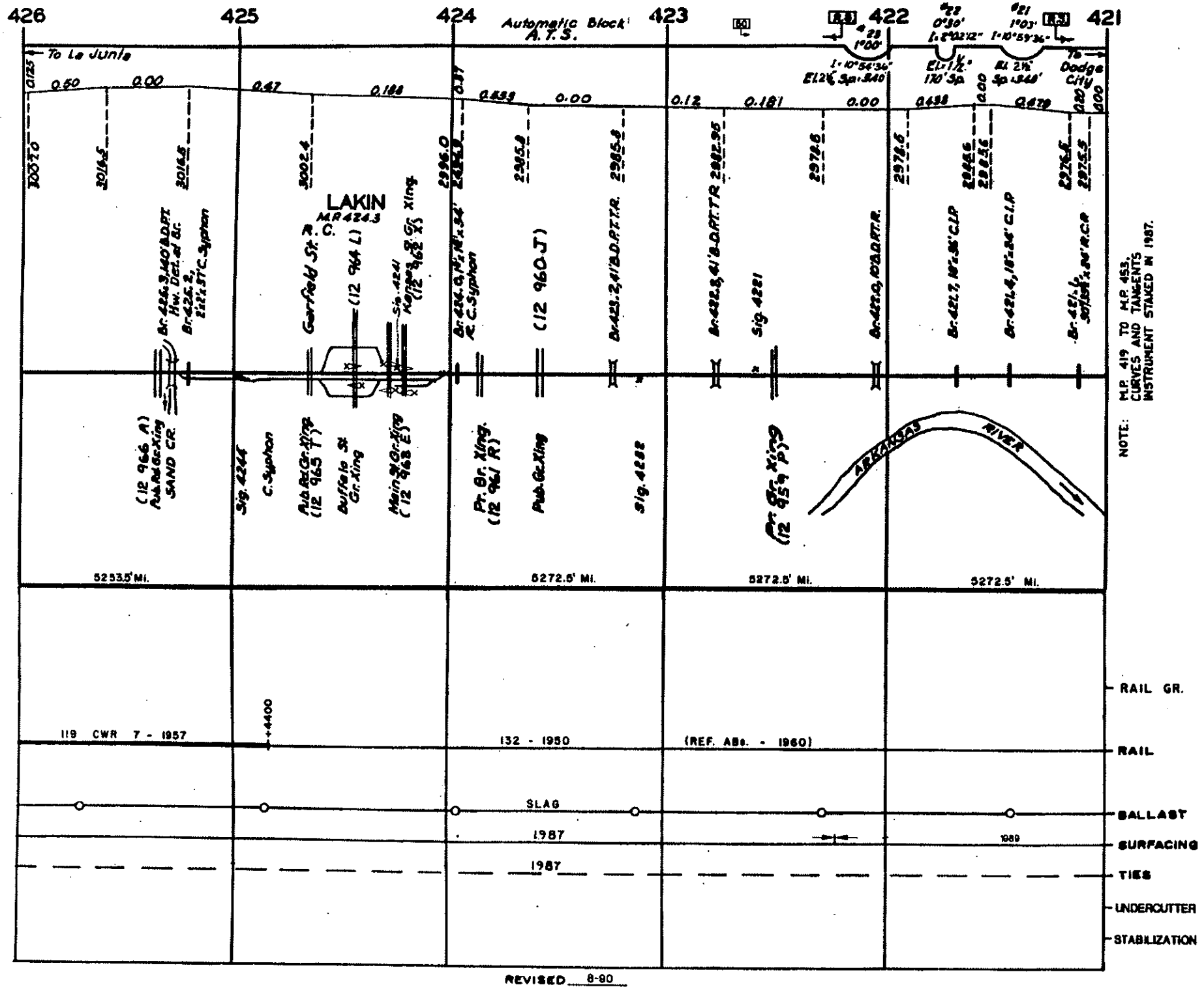


NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.

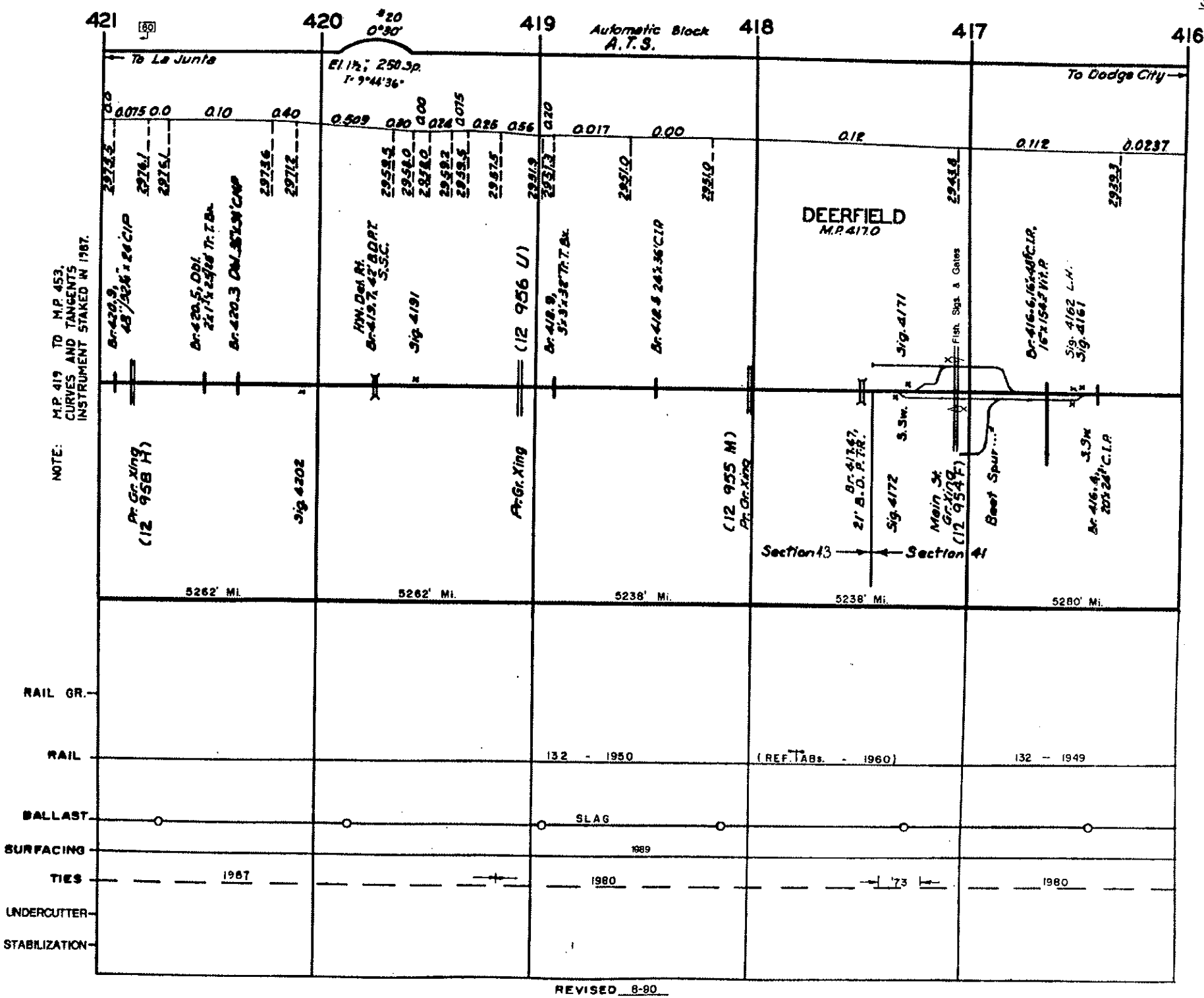
REVISED 8-90


431
430
429
428
427
426
#24
0°40', I = 2°07'42"
El.: 1½
Sp.: 220'
Automatic Block
A.T.S.
To LaJunta
To Dodge City
NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
Br. 431.0, 14' BD TE PT
Br. 430.3, 20° B.D.PT.R
Br. 429.9, 24°17'.24' R.C.P
Br. 429.7, 21°15.25' Tr. T. Br.
Br. 429.5, 70° B.D.P.T. S.S.C.
Br. 429.2, 28° B.D.P.T.
Br. 428.8 40°B.D.T.R.C.P.T.
Sig 4281
C12 969 Y)
Br. 427.5, 143° B.D.P.T-TR
C12 968 N)
Br. 426.6, 65°40'36° Con P.
Sig. 4281
Br. 426.1, 18°24' CIR
Pr. Gr. Xing (13023 U)
Pr. Gr. Xing (C12 970 P)
Sig. 4292
Pr. Gr. Xing
Pr. Gr. Xing Sig. 4272
Pr. Gr. Xing (C12 967 G)
5254' Mi.
5254' Mi.
5254' Mi.
5254' Mi.
+1396
119 CWR 8 - 1987
119 CWR
7 - 1957
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG
1987
1987
1947
1949
1949

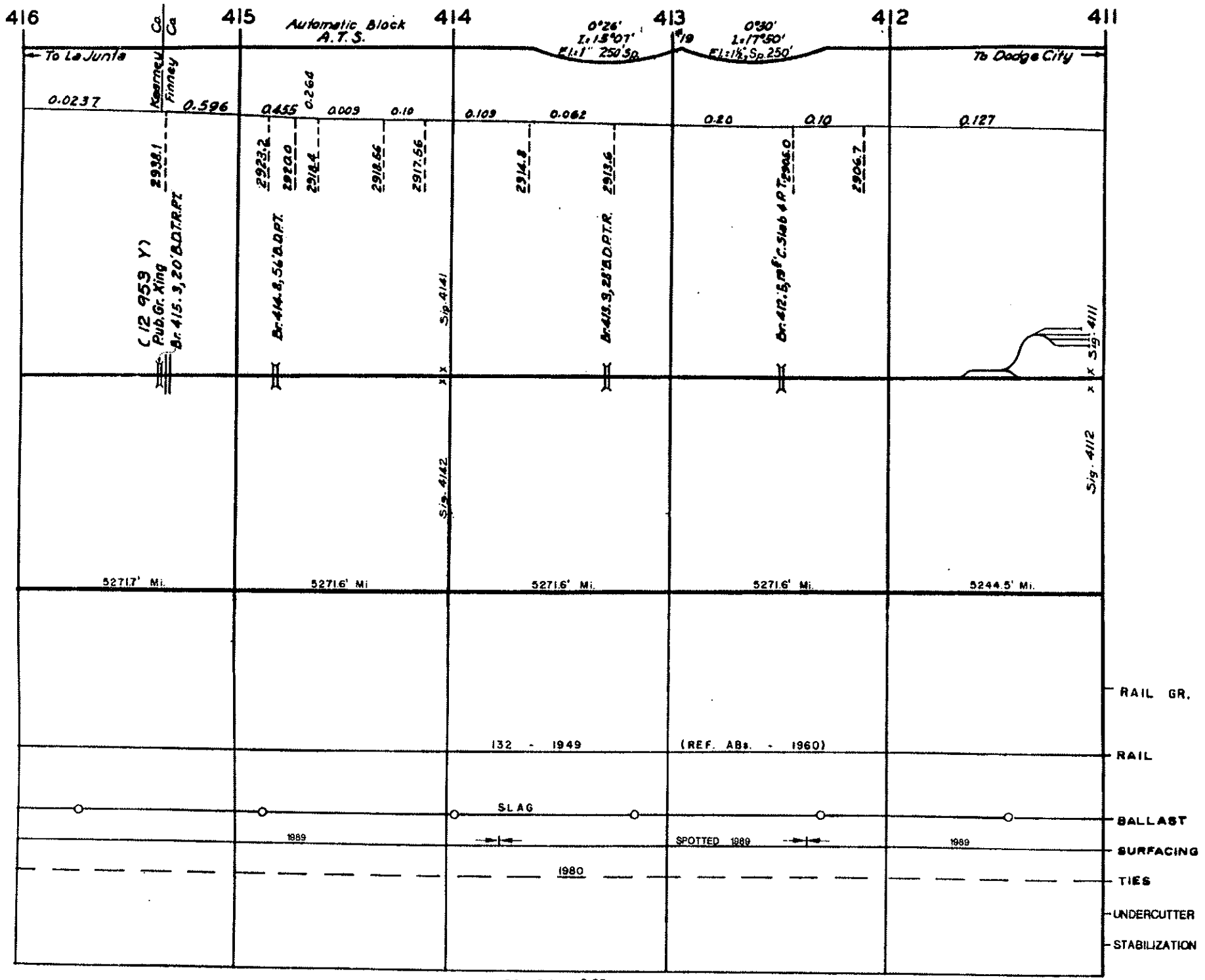
REVISED 8-90


426
425
424
Automatic Block
A.T.S.
423
422
421
To Le Junta
To Dodge City
LAKIN
M.P. 424.3
Garfield St.
(12 964 L)
(12 960 J)
(12 966 A)
Pub. Rd. Gr. Xing
SAND CR.
Sig. 4244
C. Syphon
Pub. Rd. Gr. Xing
(12 963 T)
Buffalo St.
Gr. Xing
Pr. Gr. Xing
(12 961 R)
Pub. Gr. Xing
Sig. 4248
Sig. 4241
ARKANSAS
RIVER
5253.5' Mi.
5272.5' Mi.
5272.5' Mi.
5272.5' Mi.
NOTE: M.P. 419 TO M.P. 453, CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
119 CWR 7 - 1957
+4400
132 - 1950
(REF. ABs. - 1960)
SLAG
1987
1987
1989
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

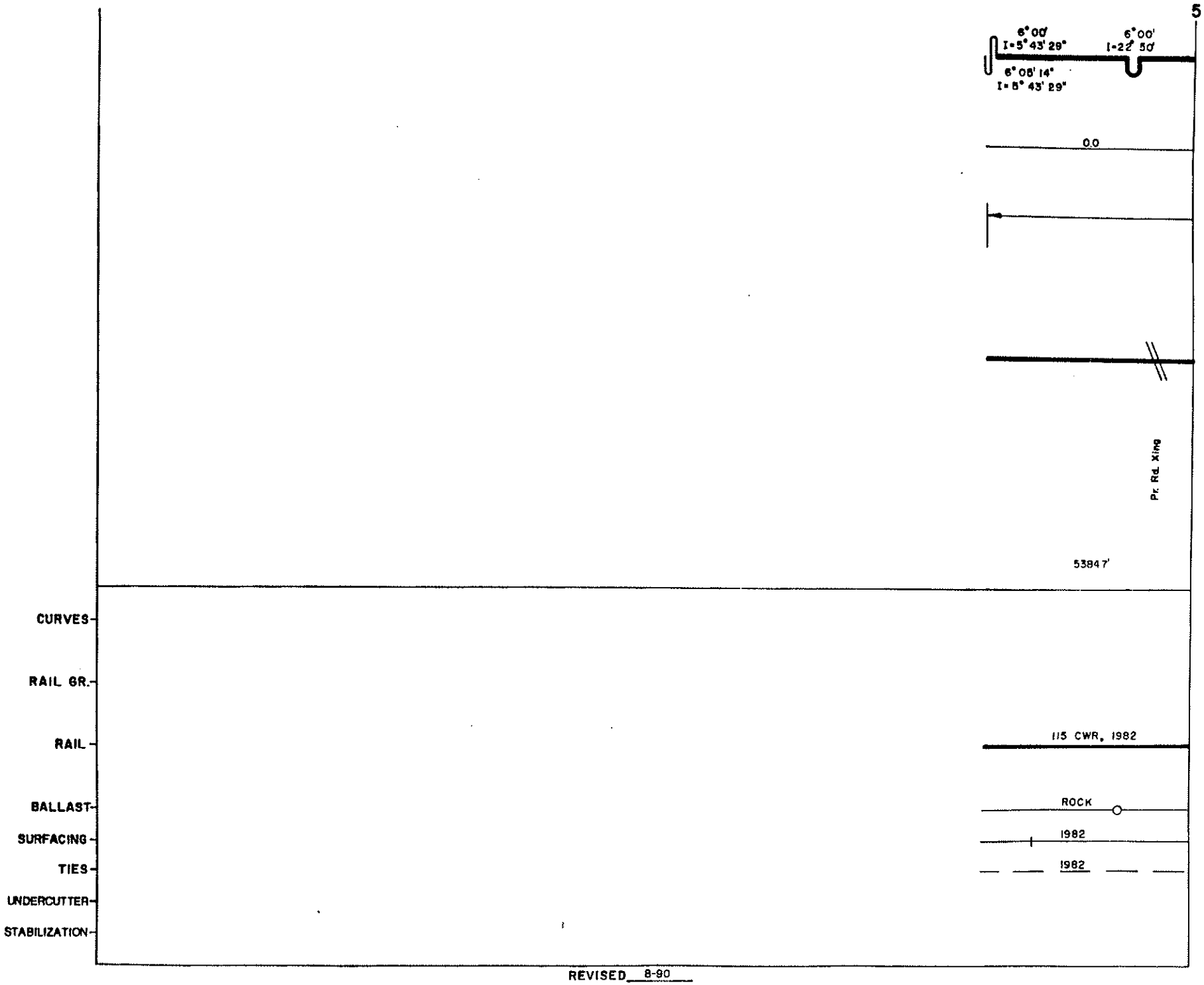
REVISED 8-90


421
420
419
418
417
416
#20
0°30'
Automatic Block
A.T.S.
To La Junta
El 1½", 250.3p.
I= 9°44'36"
To Dodge City
DEERFIELD
M.P. 417.0
NOTE: M.P. 419 TO M.P. 453. CURVES AND TANGENTS INSTRUMENT STAKED IN 1987.
Pr. Gr. Xing (12 958 H)
Sig. 4202
Pr. Gr. Xing (12 956 U)
Pr. Gr. Xing (12 955 M)
Sig. 4131
Sig. 4171
Sig. 4172
Main St. Gr. Xing (12 954 F)
Sig. 4162 L.H.
Sig. 4161
Section 43
Section 41
5262' Mi.
5262' Mi.
5238' Mi.
5238' Mi.
5280' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1950
(REF. TABs. - 1960)
132 - 1949
SLAG
1989
1987
1980
'73
1980

REVISED 8-90

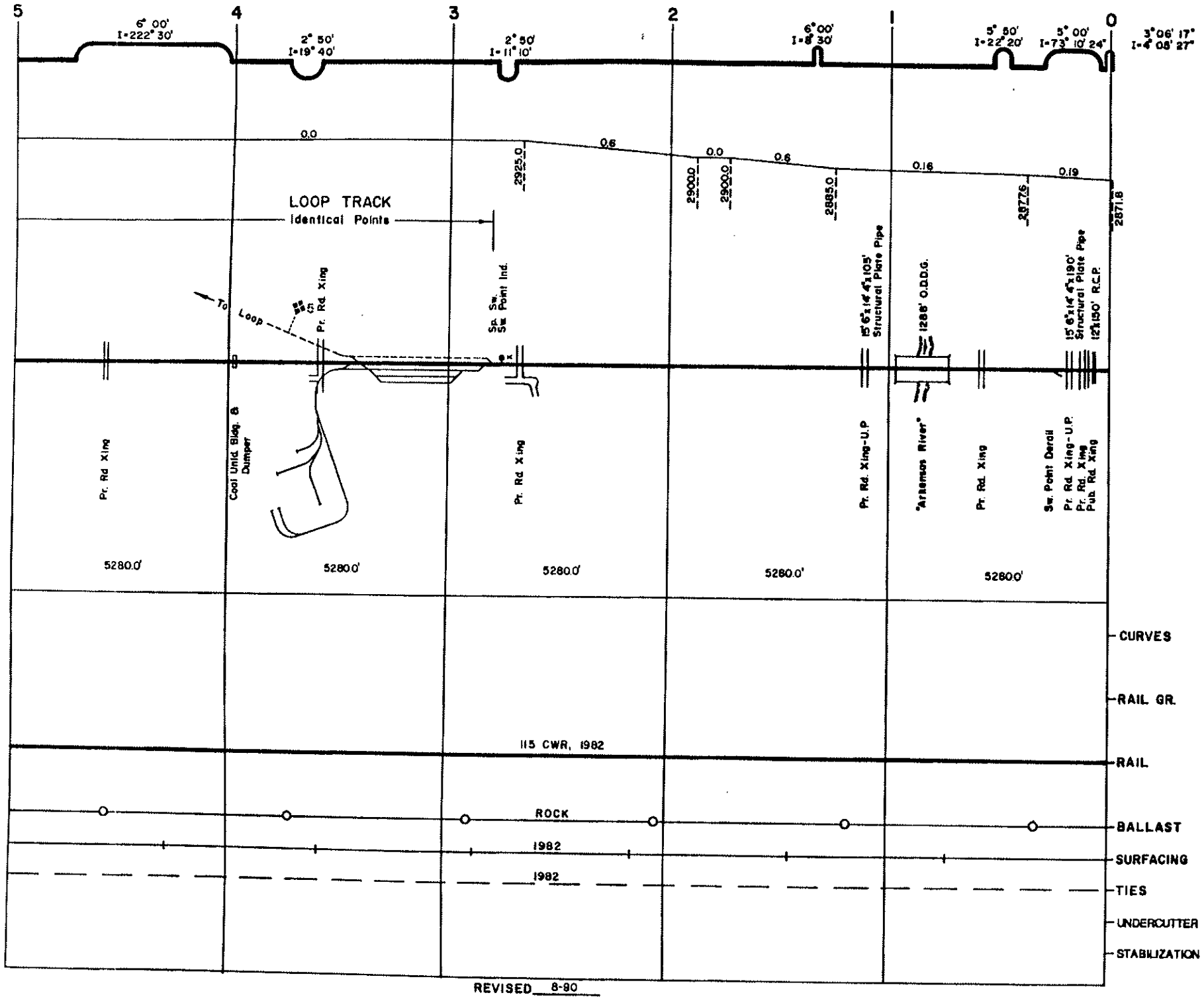

416
Co.
Co.
415
Automatic Block
A.T.S.
414
0°26'
I.=15°07'
Fl.:1" 250'Sp.
413
#19
0°30'
I.=17°50'
Fl.:1½", Sp. 250'
412
411
To La Junta
To Dodge City
Kearney
Finney
0.0237
0.596
0.455
0.264
0.009
0.10
0.109
0.062
0.20
0.10
0.127
2938.1
2923.2
2912.0
2914.4
2918.66
2917.66
2914.8
2913.6
2906.0
2906.7
(12 959 Y)
Pub. Gr. Xing
Br. 415.3, 20° B.D.T.R.P.t.
Br. 414.8, 56° B.D.P.T.
Sig. 4141
Br. 413.3, 28° B.D.P.T.R.
Br. 412.5, 28° C. Slab & P.T. 2906.0
Sig. 4111
Sig. 4142
Sig. 4112
5271.7' Mi.
5271.6' Mi.
5271.6' Mi.
5271.6' Mi.
5244.5' Mi.
132 - 1949
(REF. ABs. - 1960)
SLAG
1989
SPOTTED 1989
1989
1980
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

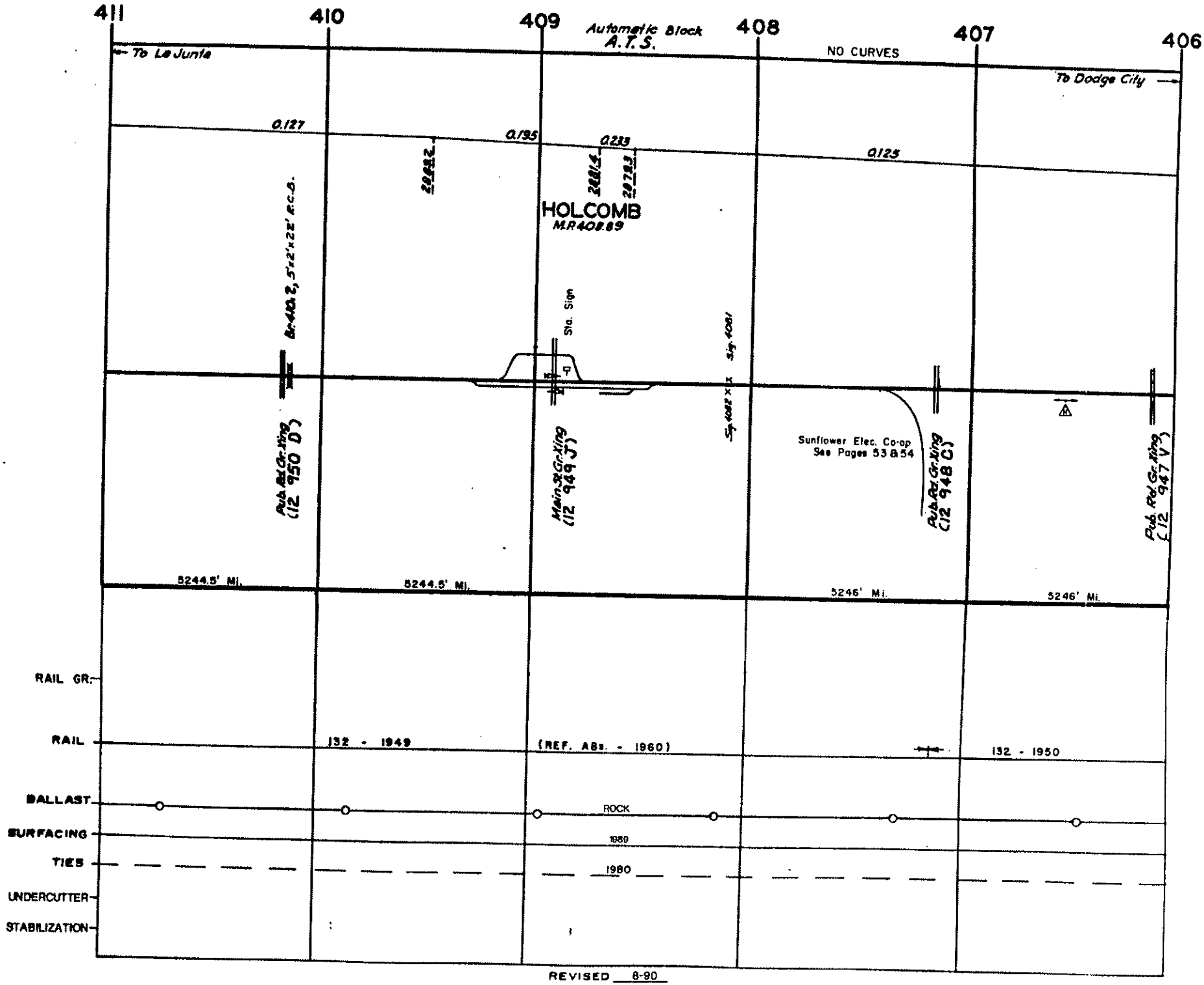

5
6°00'
I=5°43'29"
6°00'
I=22°50'
6°05'14"
I=8°43'29"
0.0
Pr. Rd. Xing
53847'
CURVES
RAIL GR.
RAIL
115 CWR, 1982
BALLAST
ROCK
SURFACING
1982
TIES
1982
UNDERCUTTER
STABILIZATION

REVISED 8-90

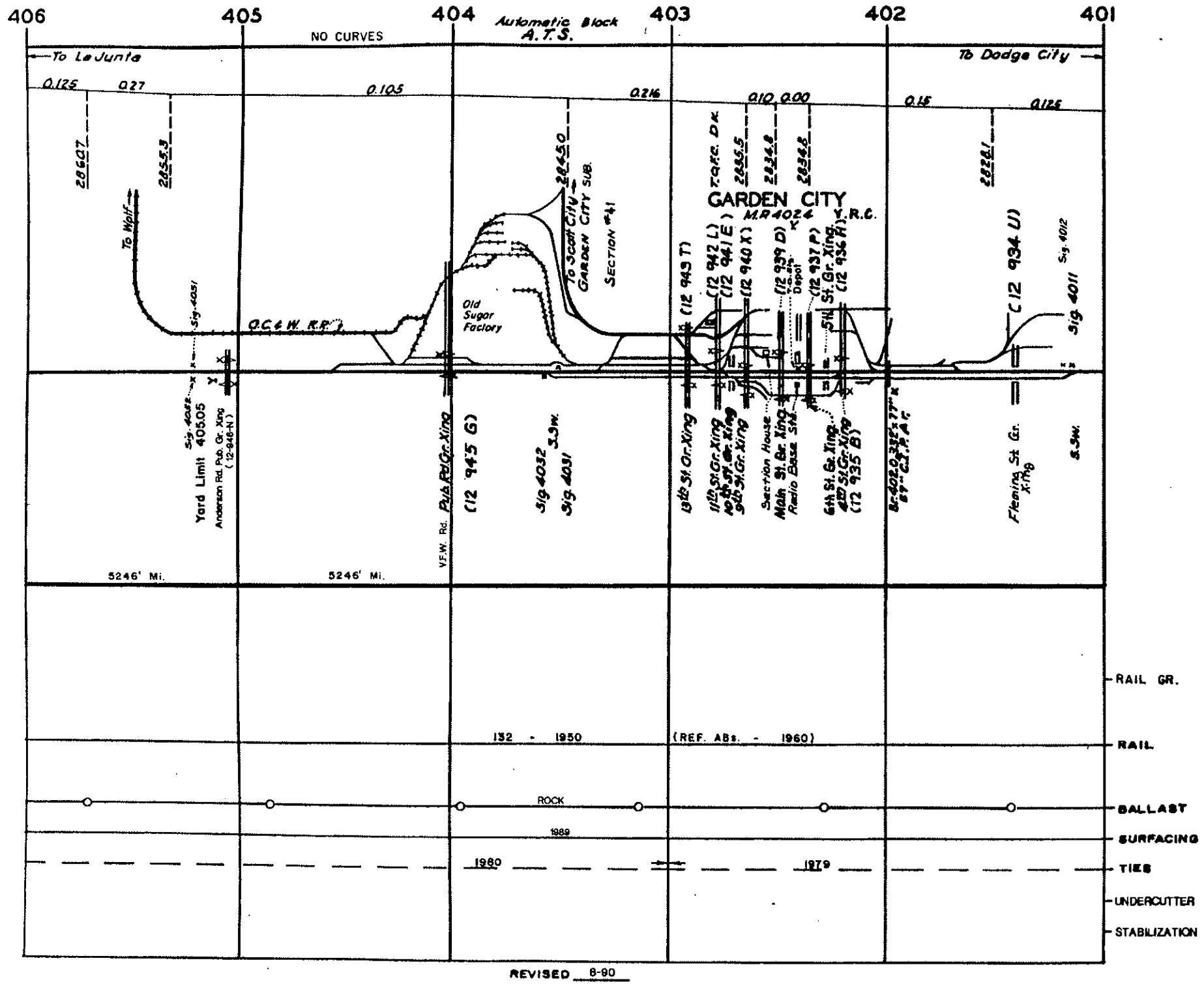
Sunflower Electric Cooperative, Inc. Lead Track



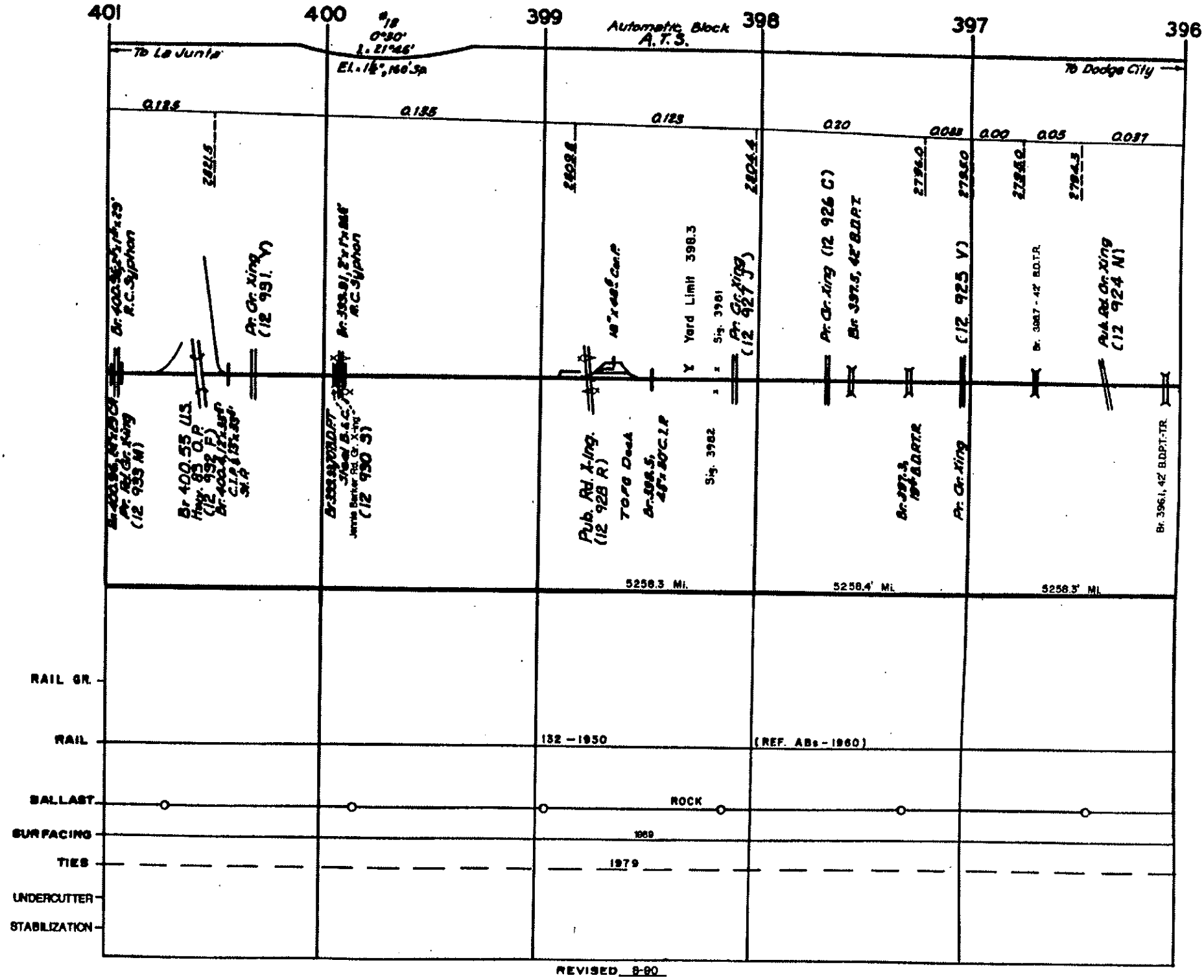
REVISED 8-90


411
410
409
408
407
406
Automatic Block
A.T.S.
NO CURVES
← To La Junta
To Dodge City →
0.127
0.135
0.239
0.125
HOLCOMB
M.P. 408.89
Sta. Sign
Sig. 4081
Sig. 4082
Sunflower Elec. Co-op
See Pages 53 & 54
Pub. Rd. Gr. Xing
(12 950 D)
Main St. Gr. Xing
(12 949 J)
Pub. Rd. Gr. Xing
(12 948 C)
Pub. Rd. Gr. Xing
(12 947 V)
5244.5' Mi.
5244.5' Mi.
5246' Mi.
5246' Mi.
RAIL GR.
RAIL
132 - 1949
(REF. ABs. - 1960)
132 - 1950
BALLAST
ROCK
SURFACING
1989
TIES
1980
UNDERCUTTER
STABILIZATION

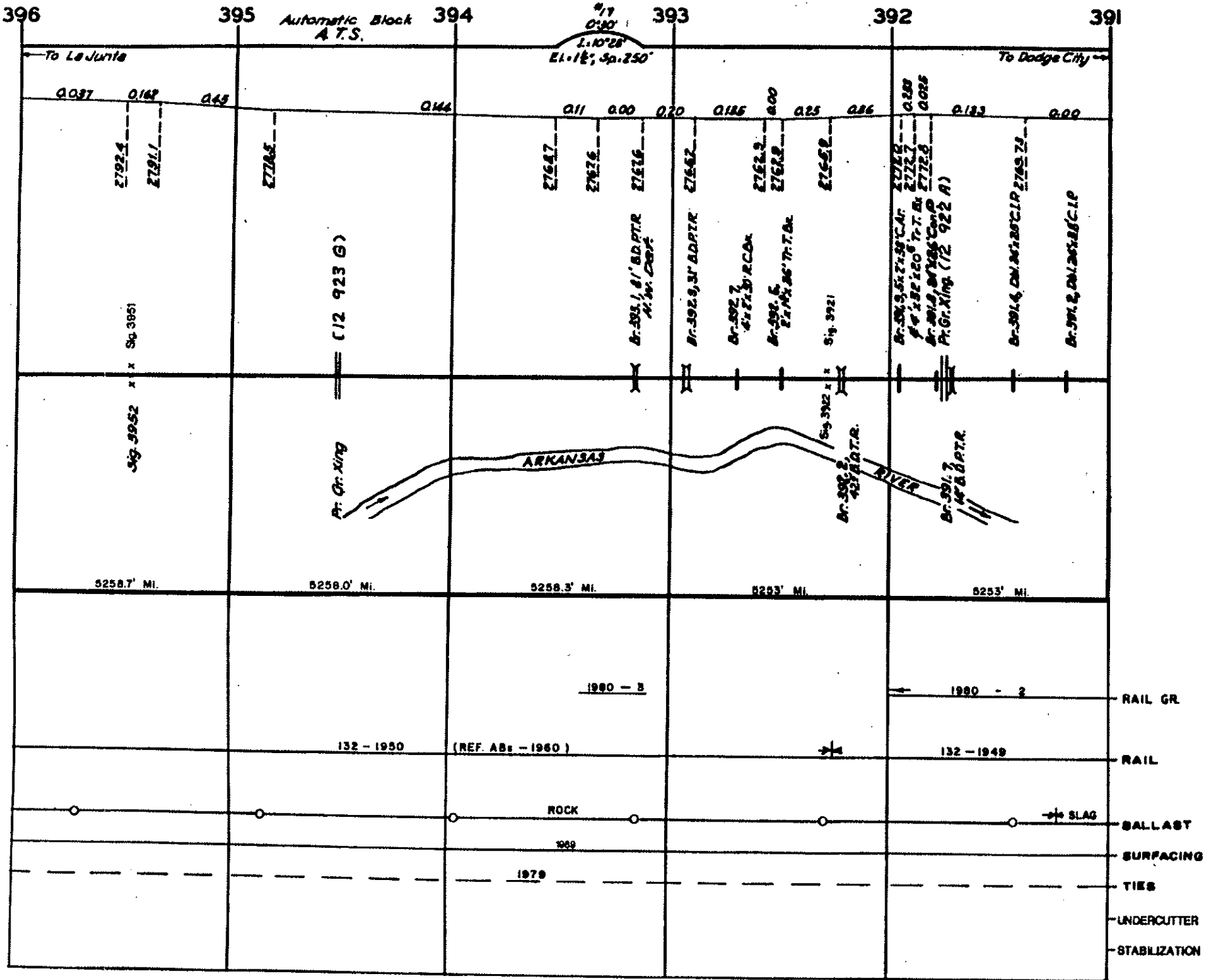
REVISED 8-90


406
405
404
403
402
401
NO CURVES
Automatic Block
A.T.S.
To La Junta
To Dodge City
0.125
0.27
0.105
0.216
0.10
0.00
0.15
0.125
28607
28555
28450
28346
28346
28241
To Wolf
Sig 4031
Sig 4032
Yard Limit 405.05
Anderson Rd. Pub. Gr. Xing (12-946-N)
O.C. & W. R.R.
Old Sugar Factory
To Scott City
GARDEN CITY SUB.
SECTION #41
GARDEN CITY
M.P. 402.4
K.C.R.C.
(12 942 L)
(12 941 E)
(12 940 X)
(12 939 D)
(12 937 P)
(12 936 R)
(12 943 T)
(12 945 G)
(12 935 B)
(12 934 U)
Sig 4012
Sig 4011
Sig 4032
Sig 4031
Section House
Main St. Gr. Xing
Radio Base Sta.
Depot
T.O.S.F.
St. Gr. Xing
5th St.
V.F.W. Rd.
Pub. Rd. Gr. Xing
13th St. Gr. Xing
11th St. Gr. Xing
10th St. Gr. Xing
9th St. Gr. Xing
6th St. Gr. Xing
4th St. Gr. Xing
Fleming St. Gr. Xing
5246' Mi.
5246' Mi.
S.Sw.
3.9w.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
1989
1980
1979
1952 - 1950
(REF. ABs. - 1960)

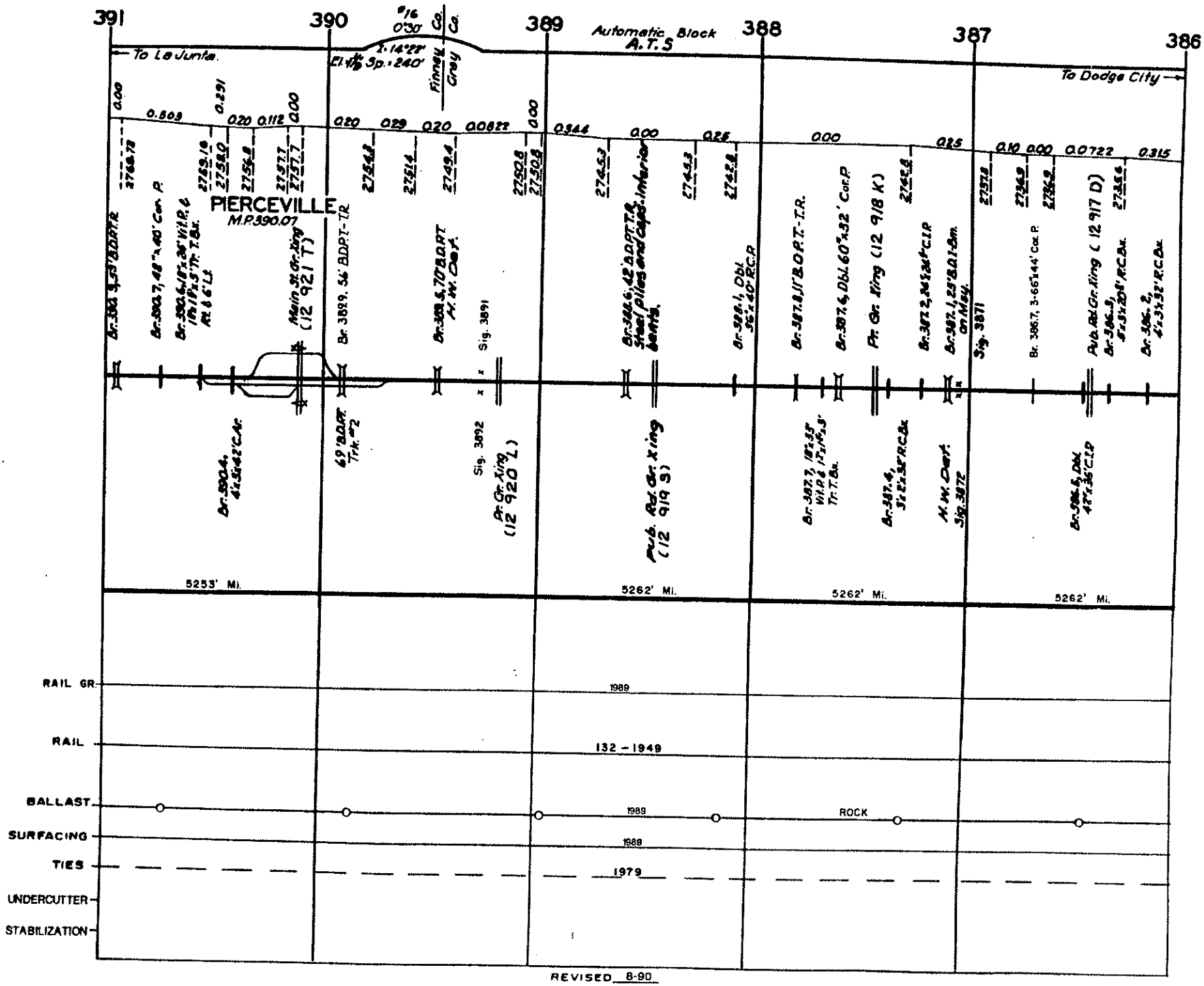
REVISED 8-90


401
400
399
398
397
396
#18
0°30'
L. 21'46"
El. 14", 160' Sp
Automatic Block
A.T.S.
To La Junta
To Dodge City
0.125
0.125
0.123
0.20
0.088
0.00
0.05
0.037
2815
2808.8
2804.4
2796.0
2786.0
2784.3
Br. 400.55 R.C. Siphon
Pr. Gr. Xing (12 931 V)
Br. 399.81 R.C. Siphon
Jamie Barker Rd. Gr. X-ing
(12 930 S)
Pub. Rd. X-ing. (12 928 R)
TOFO Dock
Br. 398.5, 45° RCC.I.P
Sig. 3982
48"x 48' Conc.
Y Yard Limit 398.3
Sig. 3981
Pr. Gr. Xing (12 927 J)
Pr. Gr. Xing (12 926 C)
Br. 397.5, 42' B.D.P.T.
Br. 397.3, 18° B.D.P.T.R.
(12 925 V)
Pr. Gr. Xing
Br. 396.7 - 42' B.D.T.R.
Pub. Rd. Gr. Xing (12 924 N)
Br. 396.1, 42' B.D.P.T.-TR.
5258.3 Mi.
5258.4' Mi.
5258.3' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1950
(REF. ABs - 1960)
ROCK
1969
1979

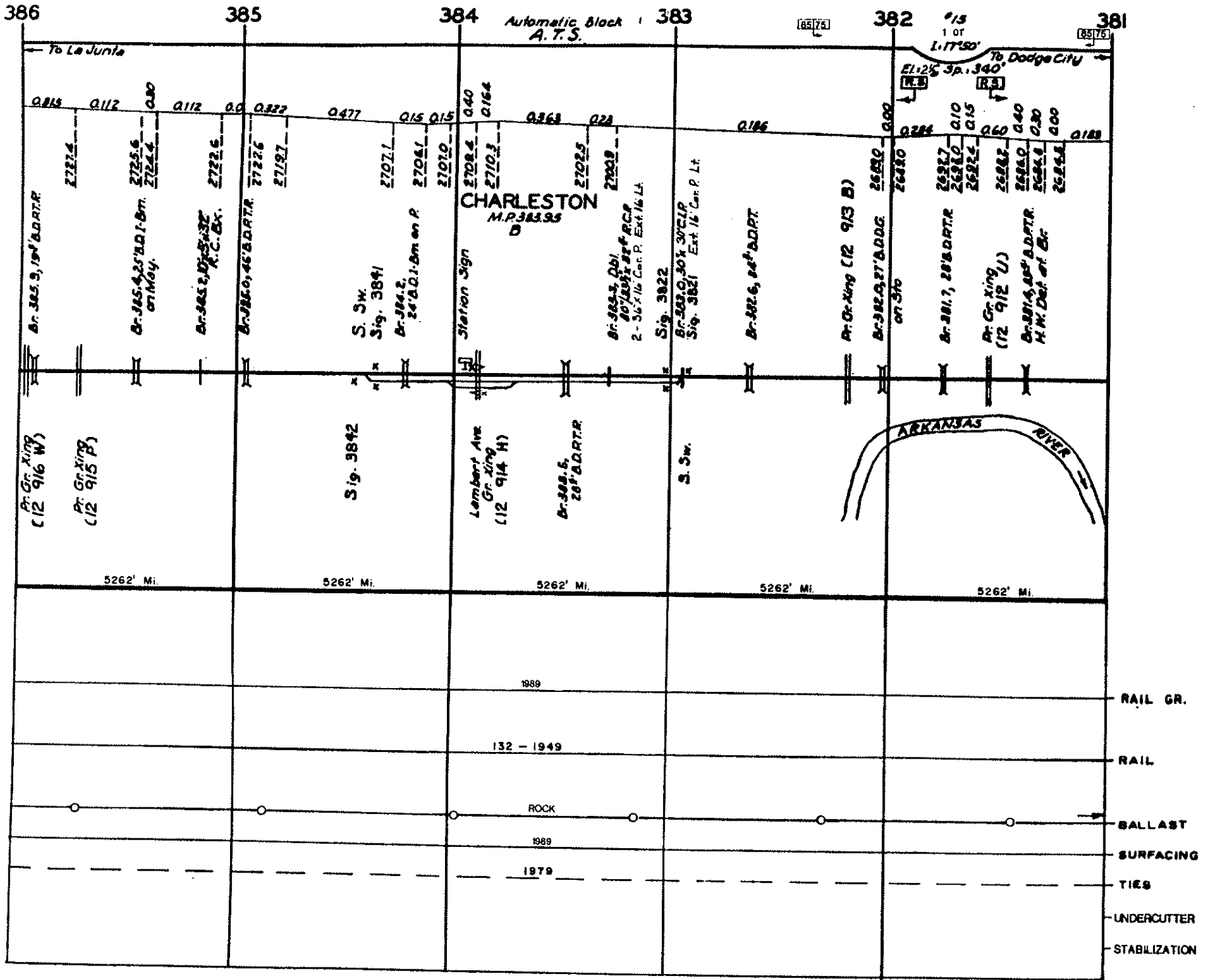
REVISED 8-80


396
395
Automatic Block
A.T.S.
394
393
392
391
To La Junta
To Dodge City
El.=1ft; Sp.250'
Sig. 3851
(12 923 G)
Pr. Gr. Xing
Sig. 3952
Sig. 3921
Sig. 3912
ARKANSAS
RIVER
Pr. Gr. Xing (12 922 A)
5258.7' Mi.
5258.0' Mi.
5258.3' Mi.
5253' Mi.
5253' Mi.
1990 — 8
1990 - 2
132 — 1950
(REF. ABs — 1960)
132 — 1949
ROCK
SLAG
1969
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

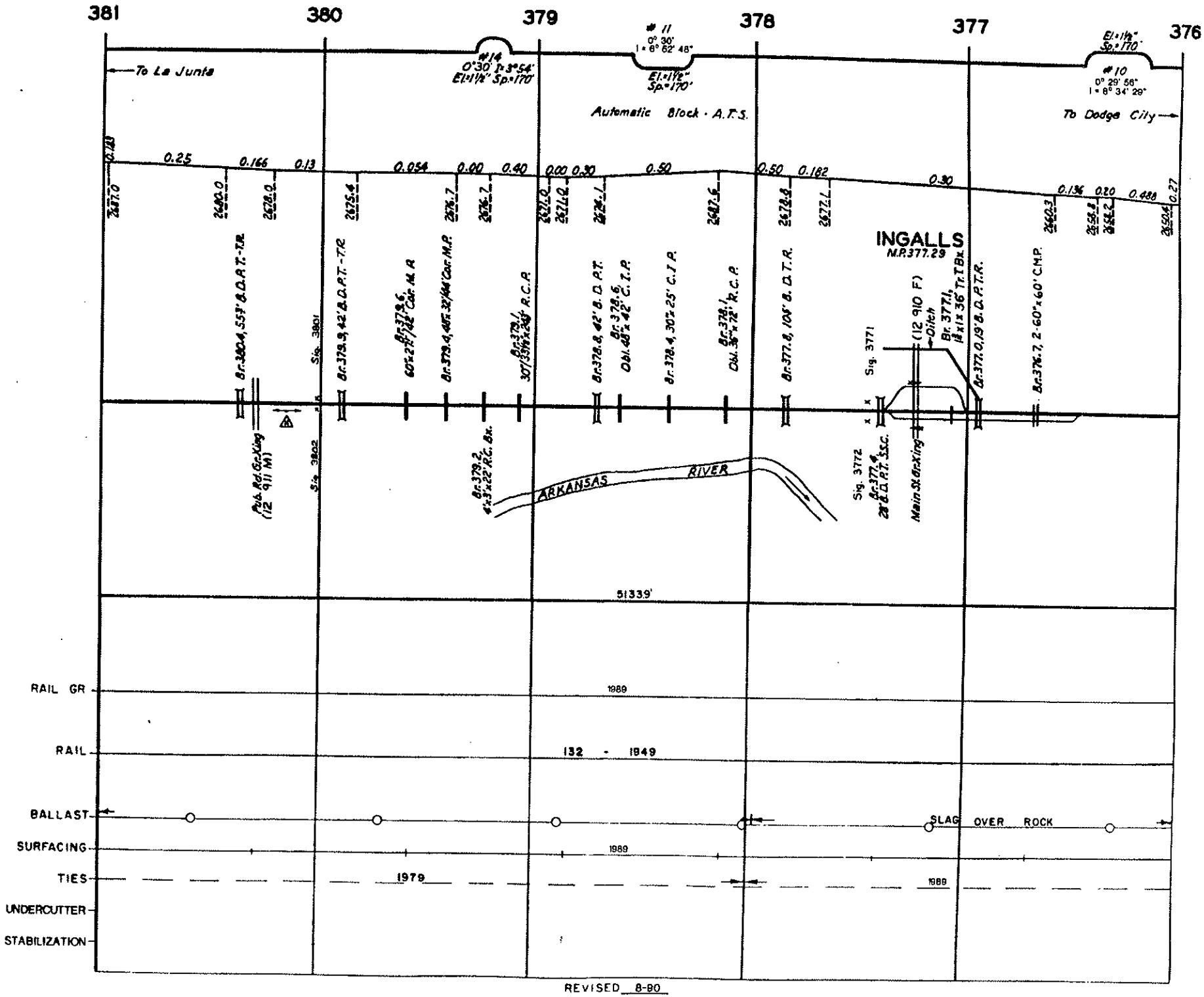
REVISED 8-90


391
390
389
388
387
386
To La Junta
Automatic Block
A.T.S
To Dodge City
PIERCEVILLE
M.P.390.07
Finney Co.
Gray Co.
5253' Mi.
5262' Mi.
5262' Mi.
5262' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1989
132 - 1949
1989
ROCK
1988
1979

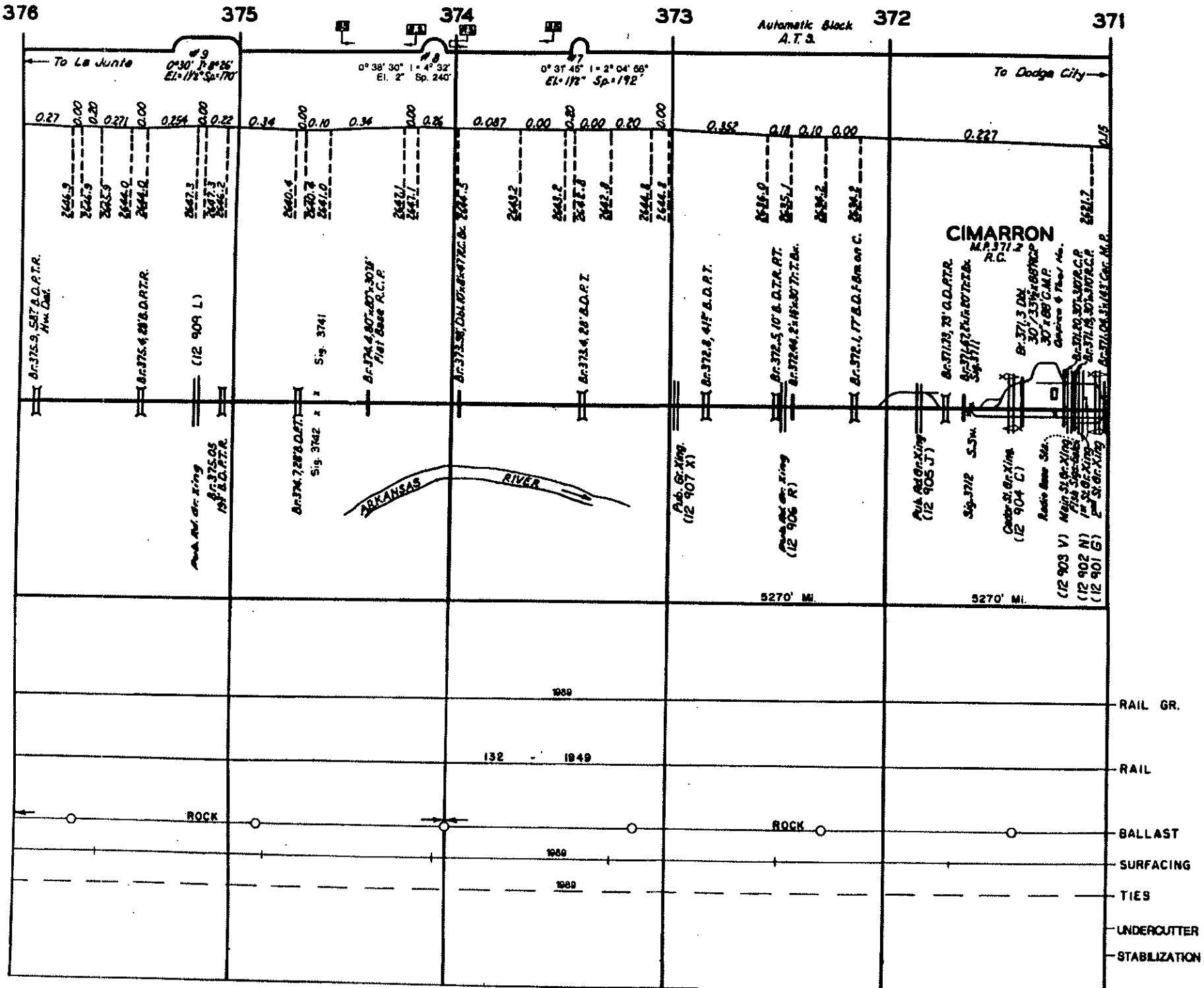
REVISED 8-90


386
385
384
383
382
381
Automatic Block
A.T.S.
To La Junta
To Dodge City
CHARLESTON
M.P. 383.95
B
Station Sign
S. Sw.
Sig. 3841
Sig. 3842
Sig. 3822
Lambert Ave
Gr. Xing
(12 9'14 H)
Pr. Gr. Xing
(12 9'16 W)
Pr. Gr. Xing
(12 9'15 P)
Pr. Gr. Xing (12 9'13 B)
Pr. Gr. Xing
(12 9'12 U)
ARKANSAS RIVER
5262' Mi.
1989
132 — 1949
ROCK
1989
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

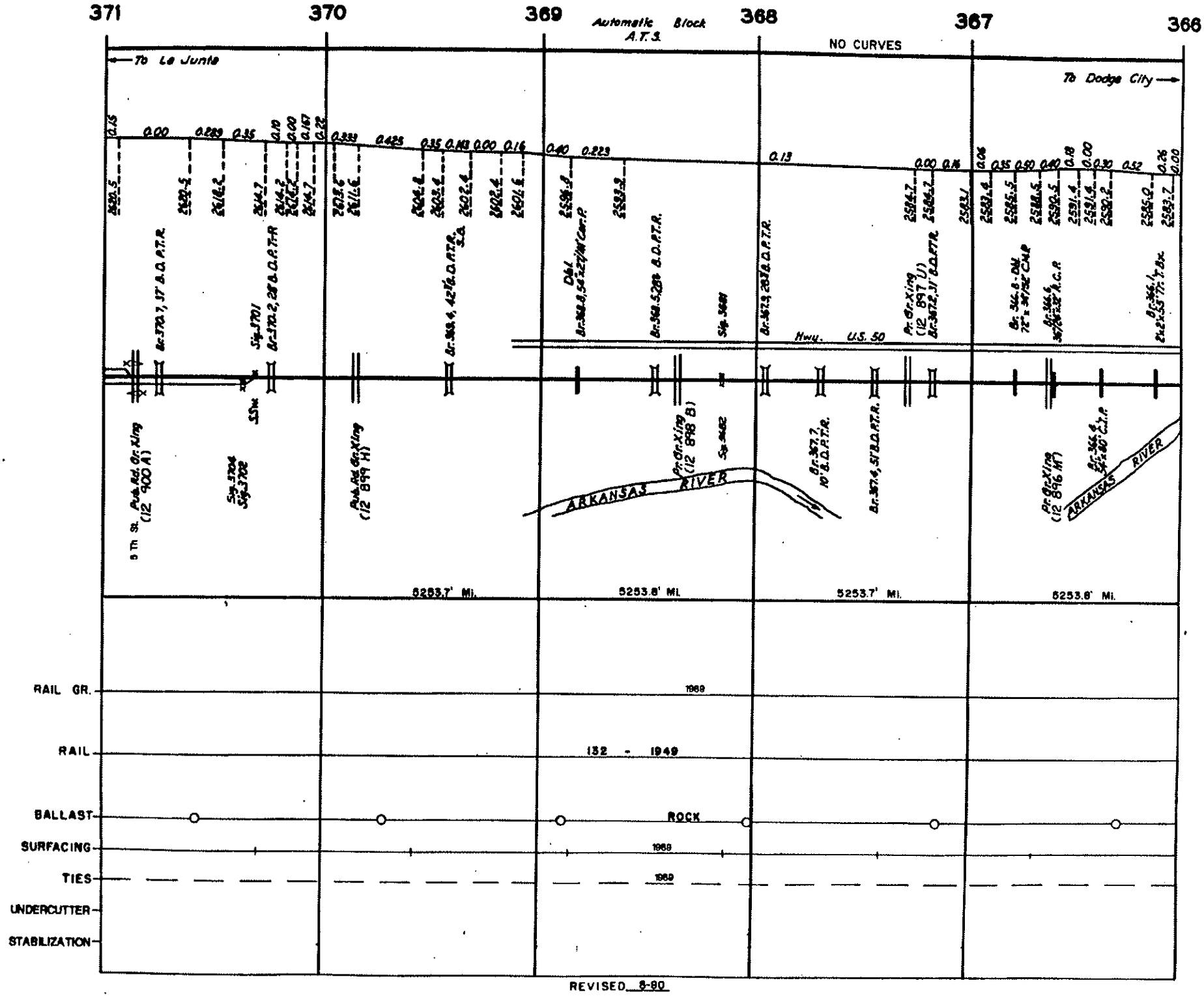
REVISED 8-90


381
380
379
378
377
376
To La Junta
#14
0°30' I=3°54'
El=1½" Sp.=170'
#11
0°30' I=6°52'48"
El.=1½" Sp.=170'
Automatic Block - A.T.S.
#10
0°29'56" I=8°34'29"
El=1½" Sp.=170'
To Dodge City
INGALLS
M.P.377.29
Br.380.4, 55'8.D.A.T.-T.R.
Pub. Rd. Gr. Xing (12' 911 M)
Sig. 3801
Sig. 3802
Br.379.9, 42'8.D.P.T.-T.R.
Br.379.6 60'x21'/42' Con. M.P.
Br.379.4, 44'x32'/44' Con. M.P.
Br.379.4 30'x36' R.C.P.
Br.379.2 4'x3'x22' R.C. Bx.
Br.378.9, 42'8.D.P.T.
Obl. 48'x42' C.I.P.
Br.378.6 Obl. 48'x42' C.I.P.
Br.378.4, 30'2.25' C.I.P.
Br.378.1 Obl. 36'x72' R.C.P.
Br.377.8, 109'8.D.T.R.
Sig. 3771
(12' 910 F) Ditch
Br.377.1, 18'x1'x36' Tr.T.Bx.
Br.377.0, 19'8.D.P.T.R.
Br.376.7, 2-60"x60' C.M.P.
Sig. 3772
Br.377.4 28'8.D.P.T.S.S.C.
Main St. Gr. Xing
ARKANSAS RIVER
5+33.9
RAIL GR
1989
RAIL
132 - 1949
BALLAST
SLAG OVER ROCK
SURFACING
1989
TIES
1979
1988
UNDERCUTTER
STABILIZATION

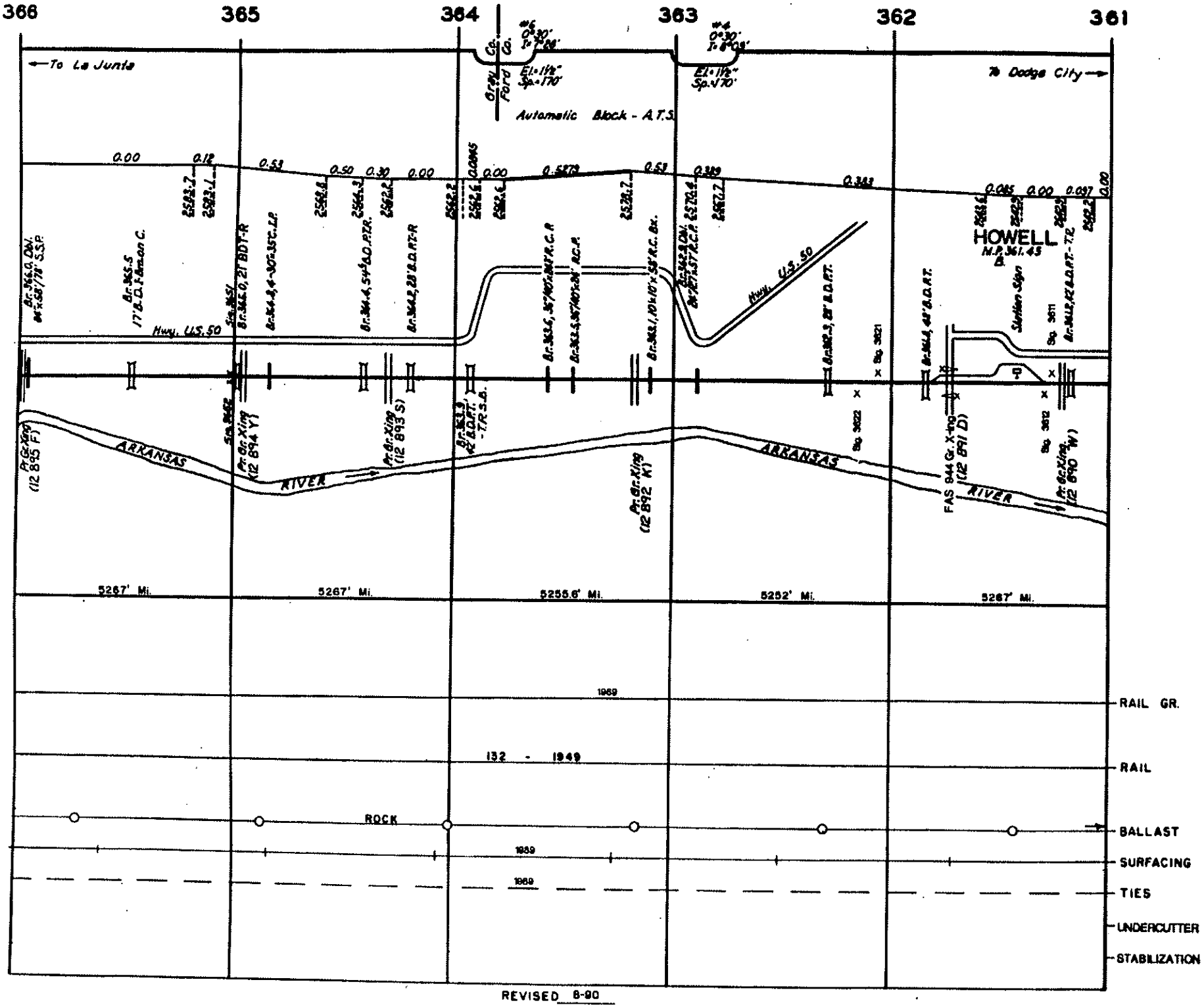
REVISED 8-80


376
375
374
373
372
371
Automatic Block
A.T.S.
To La Junte
To Dodge City
#9
0°30' 1° 8'26"
El.=1½" Sp.=170'
#8
0° 38' 30" I = 4° 32'
El. 2" Sp. 240'
#7
0° 31' 45" I = 2° 04' 56"
El.=1½" Sp.=192'
CIMARRON
M.P. 371.2
A.C.
ARKANSAS RIVER
5270' Mi.
5270' Mi.
1989
132 - 1949
1989
1989
ROCK
ROCK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

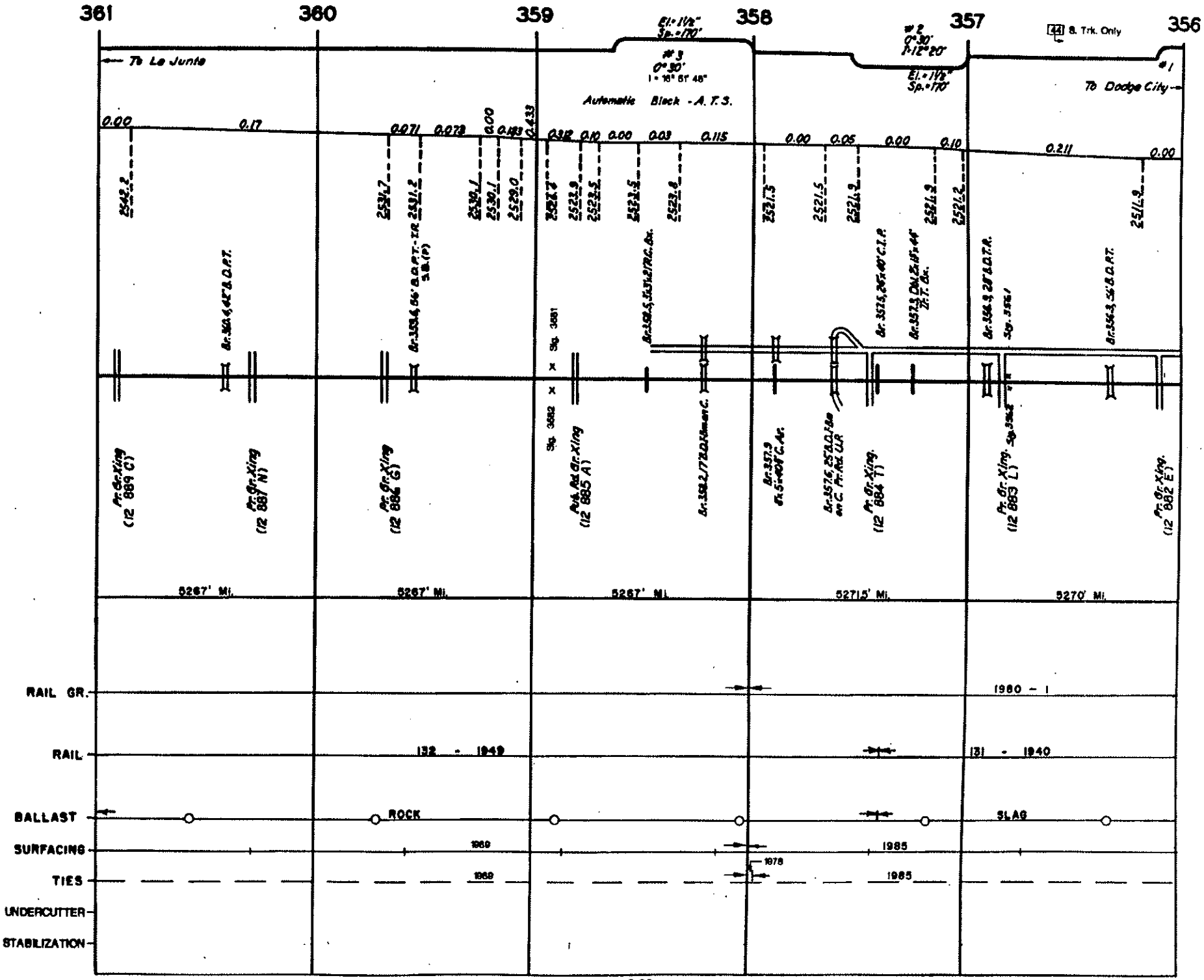
REVISED 8-90

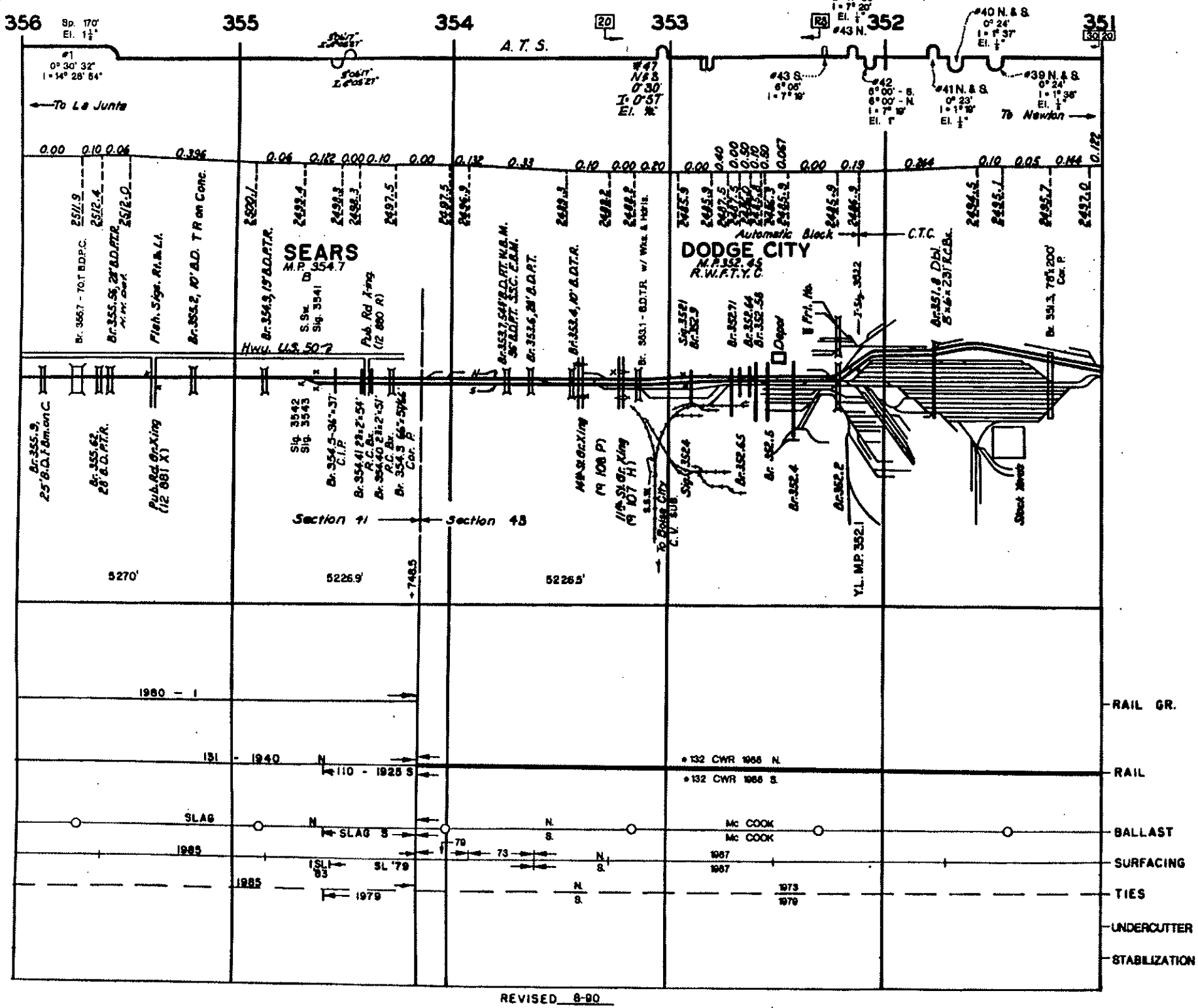

371
370
369
Automatic Block
A.T.S.
368
367
366
NO CURVES
To La Junta
To Dodge City
Hwy. U.S. 50
ARKANSAS RIVER
ARKANSAS RIVER
5253.7' Mi.
5253.8' Mi.
5253.7' Mi.
5253.8' Mi.
RAIL GR.
1969
RAIL
132 - 1949
BALLAST
ROCK
SURFACING
1969
TIES
1969
UNDERCUTTER
STABILIZATION

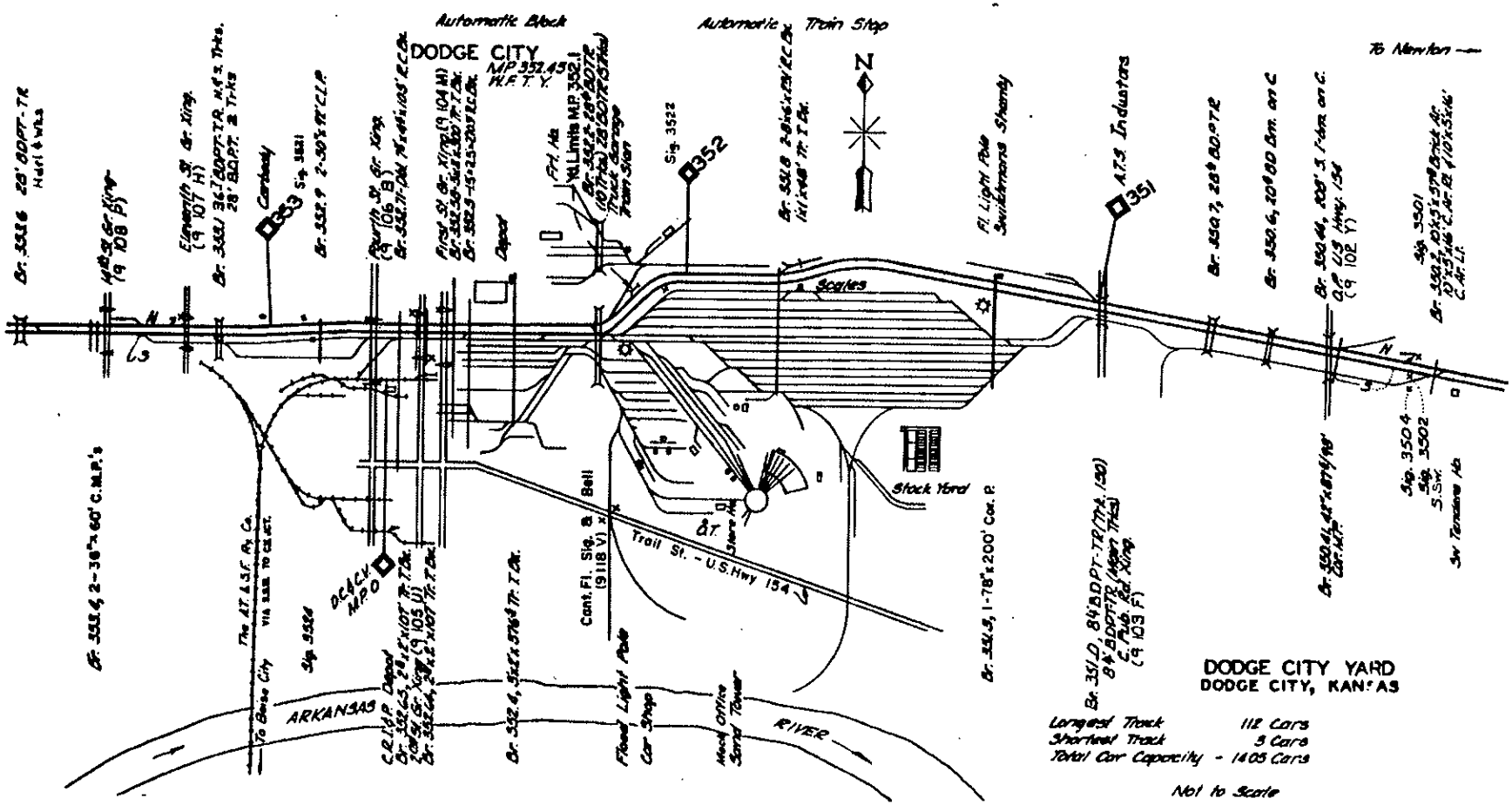
REVISED 8-80

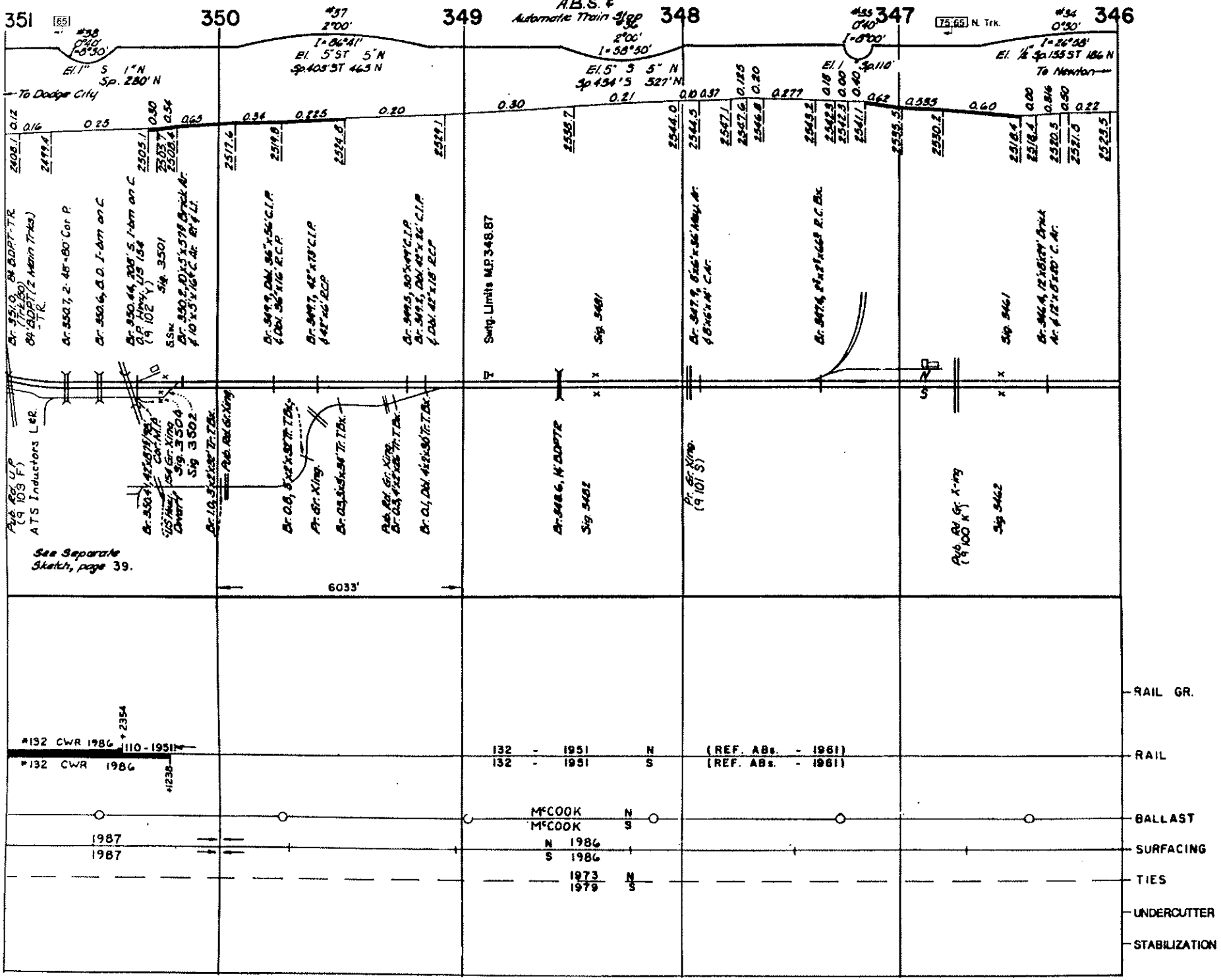

366
365
364
363
362
361
To La Junta
To Dodge City
Automatic Block - A.T.S.
Gray Co.
Ford Co.
HOWELL
M.P. 361.45
Hwy. U.S. 50
ARKANSAS RIVER
5267' Mi.
5267' Mi.
5255.6' Mi.
5252' Mi.
5267' Mi.
1969
132 - 1949
ROCK
1969
1969
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

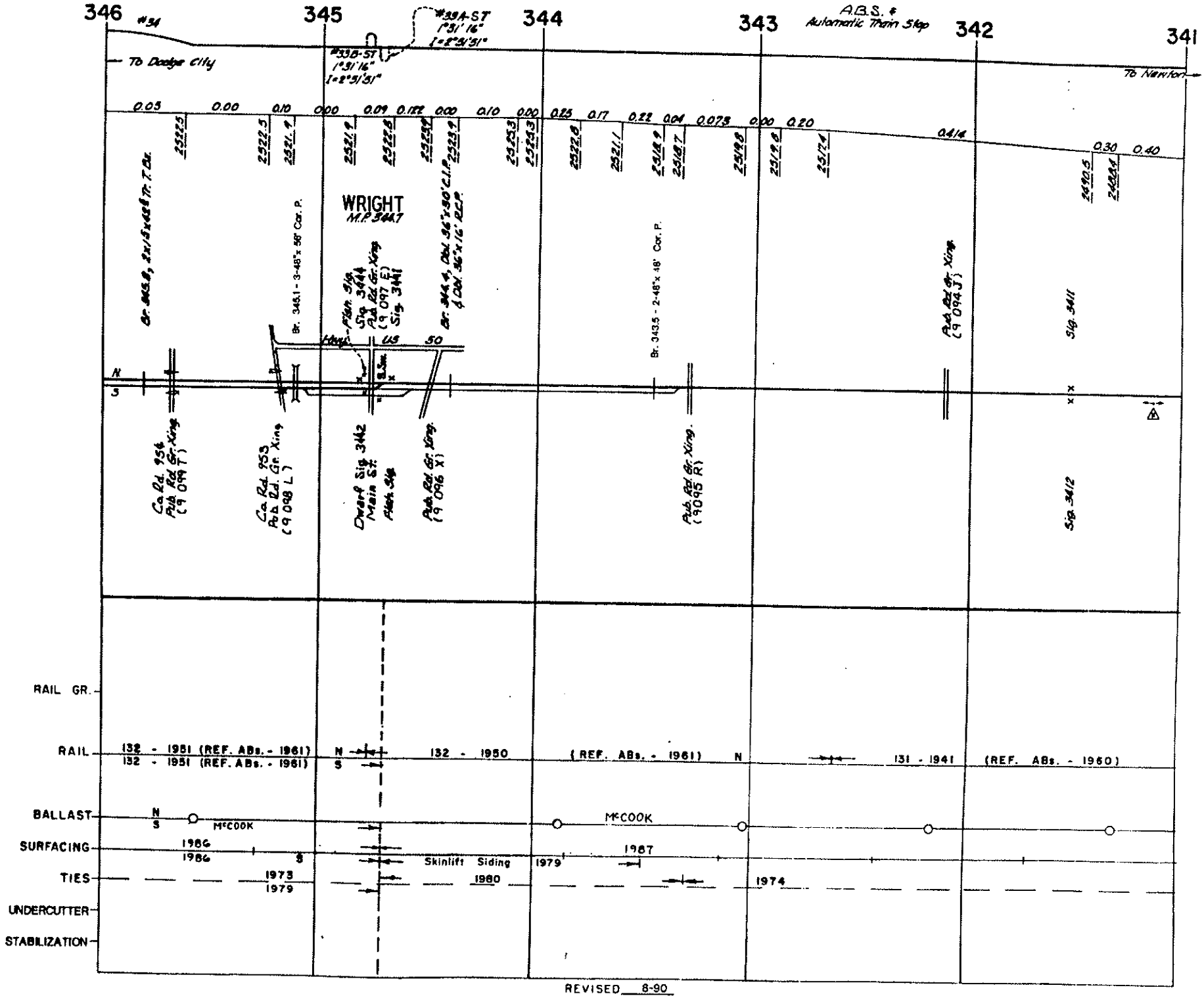

361
360
359
358
357
356
To La Junta
To Dodge City
El.=1½"
Sp.=170'
#3
0°30'
I=18°51'48"
Automatic Block - A.T.S.
#2
0°30'
I=12°20'
El.=1½"
Sp.=170'
#1
44 S. Trk. Only
0.00
0.17
0.071
0.078
0.00
0.193
0.433
0.312
0.10
0.00
0.03
0.115
0.00
0.05
0.00
0.10
0.211
0.00
5267' Mi.
5267' Mi.
5267' Mi.
5271.5' Mi.
5270' Mi.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1980 - I
132 - 1949
131 - 1940
ROCK
SLAG
1969
1985
1978
1985
1969
REVISED 8-90


356
355
354
353
352
351
SEARS
M.P. 354.7
B
DODGE CITY
M.P. 352.1
Automatic Block
C.T.C.
Hwy. US 50-7
Section 41
Section 48
5270'
5226.9'
5226.5'
To La Junta
To Newton
To Boise City
Y.L. M.P. 352.1
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG
1985
1980 - 1
131 - 1940 N
110 - 1925 S
#132 CWR 1966 N.
#132 CWR 1966 S.
Mc COOK
1967
1973
1979
REVISED 8-90

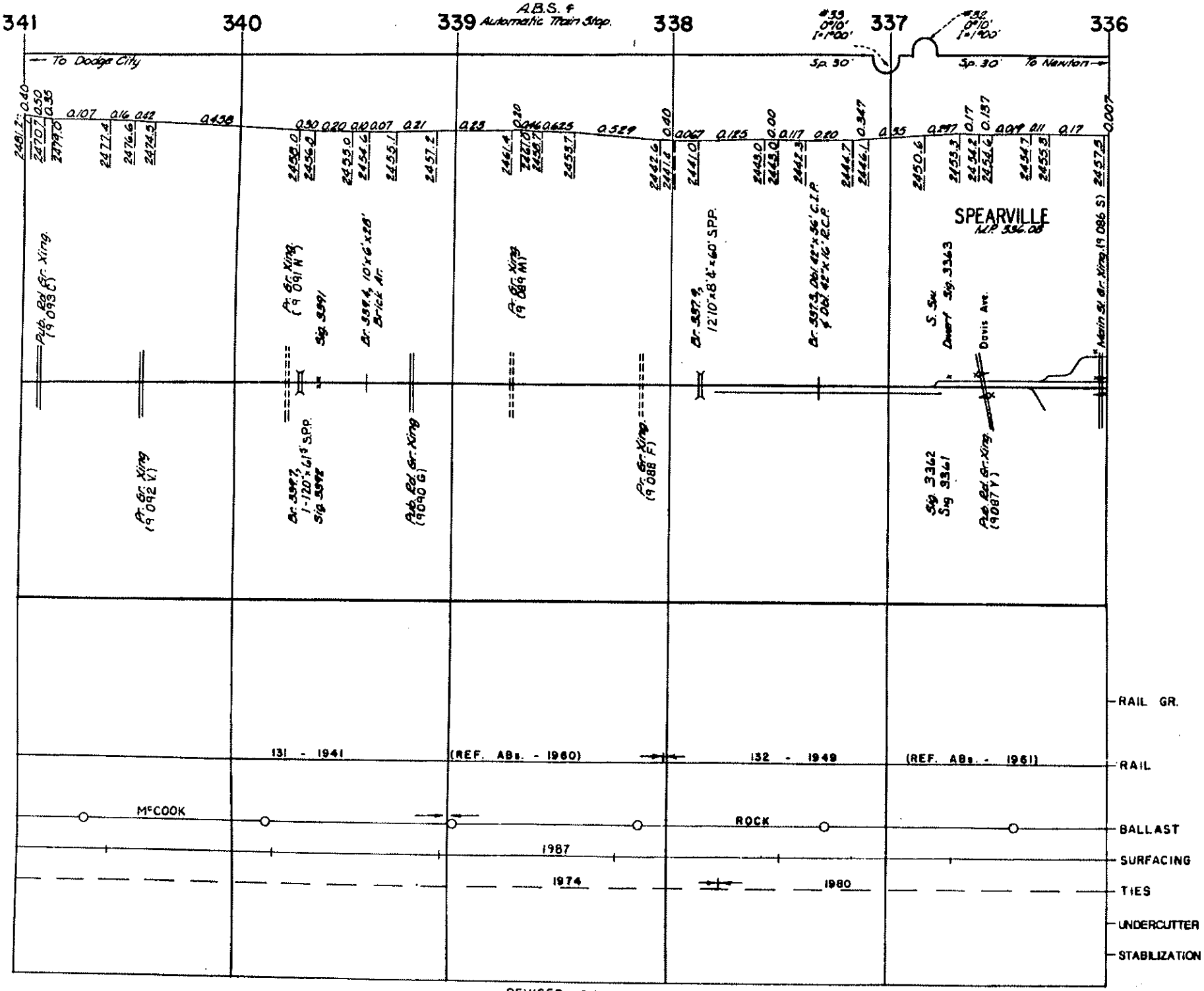

DODGE CITY
MP 352.45
H.F.T.Y.
Automatic Block
Automatic Train Stop
To Newton
Sig. 3522
352
351
Scales
Stock Yard
Trail St. – U.S. Hwy 154
ARKANSAS RIVER
To Boise City
Sig. 3504
Sig. 3502
Sig. 3501
DODGE CITY YARD
DODGE CITY, KANSAS
Longest Track 112 Cars
Shortest Track 3 Cars
Total Car Capacity - 1405 Cars
Not to Scale


351
350
349
348
347
346
A.B.S. & Automatic Train Stop
To Dodge City
To Newton
75,65 N. Trk.
See Separate Sketch, page 39.
6033'
Swtg. Limits M.P. 348.87
Sig. 3501
Sig. 3502
Sig. 3504
Sig. 3481
Sig. 3482
Sig. 3461
Sig. 3462
#132 CWR 1986
110 - 1951
#132 CWR 1986
132 - 1951 N
132 - 1951 S
(REF. ABs. - 1961)
(REF. ABs. - 1961)
McCOOK N
McCOOK S
1987
1987
N 1986
S 1986
1973
1979
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

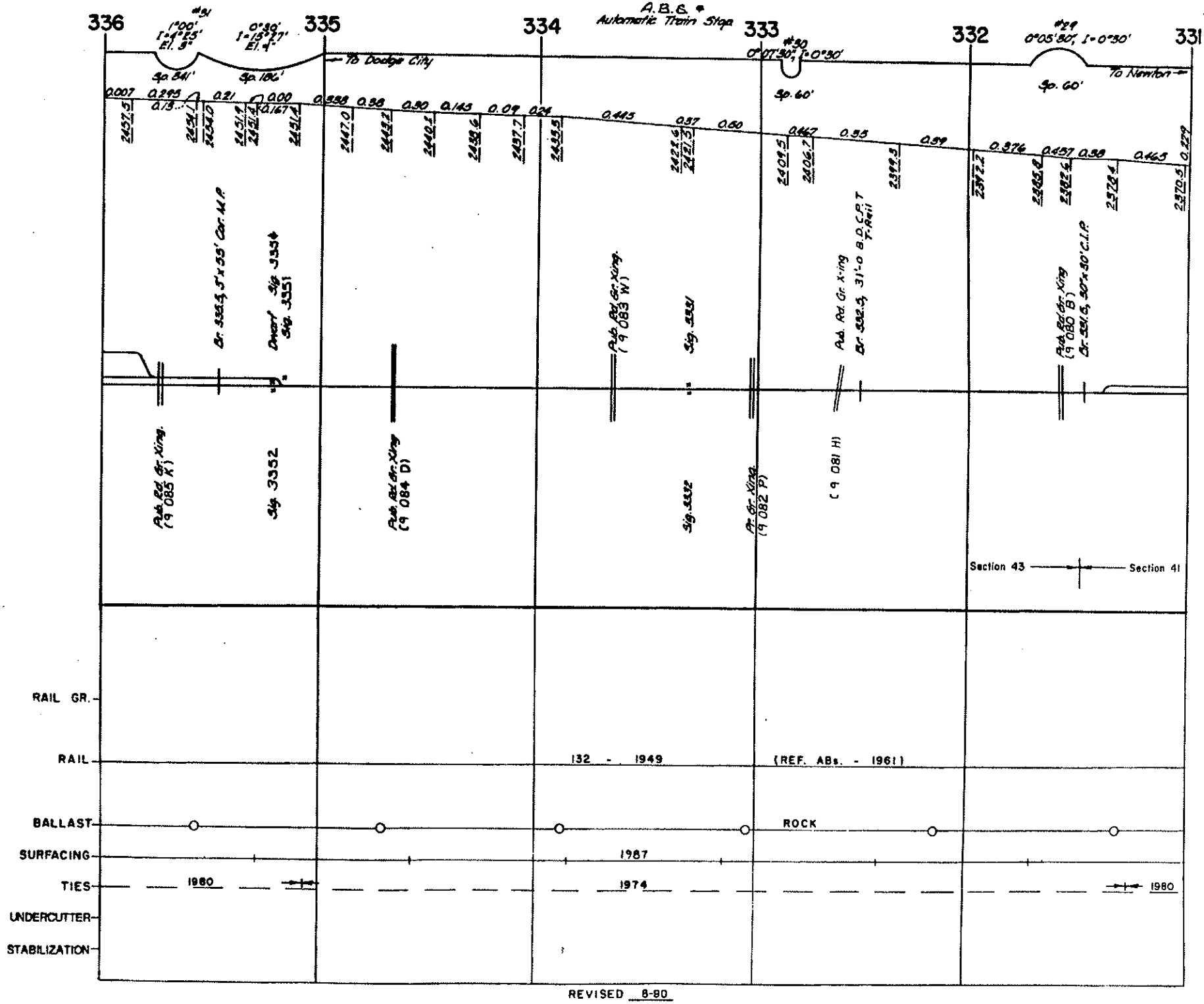
REVISED 8-80


346
345
344
343
342
341
To Dodge City
To Newton
A.B.S. & Automatic Train Stop
WRIGHT
M.P. 344.7
Br. 345.1 - 3-48'x 36' Cor. P.
Br. 343.5 - 2-48'x 48' Cor. P.
Co. Rd. 154 Pub. Rd. Gr. Xing (9 099 T)
Co. Rd. 153 Pub. Rd. Gr. Xing (9 098 L)
Pub. Rd. Gr. Xing (9 096 X)
Pub. Rd. Gr. Xing (9095 R)
Pub. Rd. Gr. Xing (9 094 J)
Sig. 3411
Sig. 3412
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
132 - 1951 (REF. ABs. - 1961)
132 - 1950
(REF. ABs. - 1961)
131 - 1941
(REF. ABs. - 1960)
McCOOK
Skinlift Siding
1986
1979
1973
1980
1974

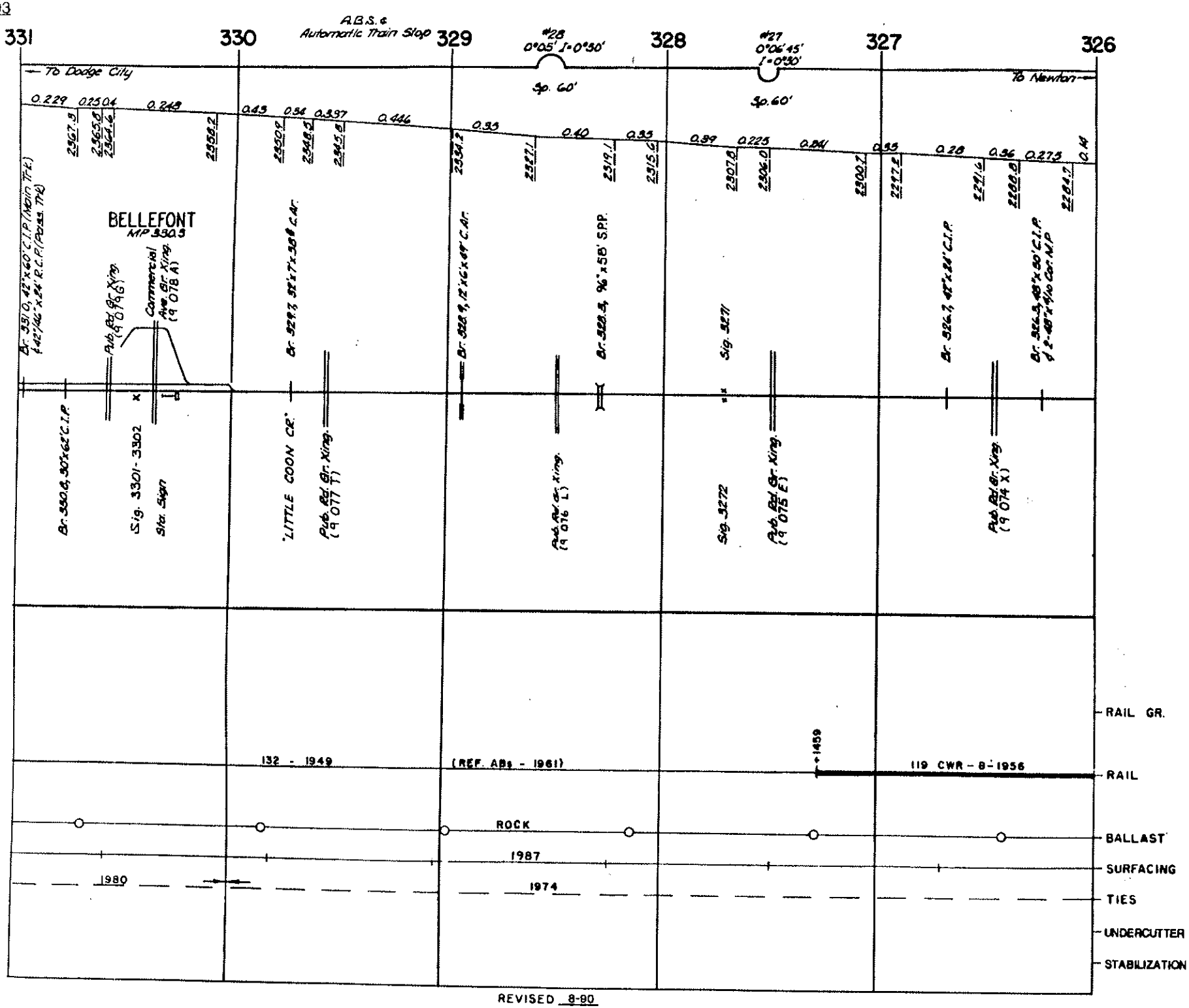
REVISED 8-90


341
340
339
338
337
336
A.B.S. & Automatic Train Stop.
#39 0°10' I=1°00'
#32 0°10' I=1°00'
To Dodge City
Sp. 30'
Sp. 30'
To Newton
SPEARVILLE
M.P. 336.08
Pub. Rd. Gr. Xing. (1093 C)
Pr. Gr. Xing (1092 V)
Pr. Gr. Xing (1091 W)
Sig. 3391
Br. 338.4, 10'x6'x28' Brick Arch
Br. 339.2, 1-120"x6'1" S.P.P. Sig 3392
Pub. Rd. Gr. Xing (1090 G)
Pr. Gr. Xing (1089 M)
Pr. Gr. Xing (1088 F)
Br. 337.9, 12'10"x8'4"x60' S.P.P.
Br. 337.3, Dbl. 42"x36' C.I.P. & Dbl. 42"x16' R.C.P.
S. Sw.
Dwarf Sig. 3363
Devis Ave.
Sig 3362
Sig 3361
Pub. Rd. Gr. Xing (1087 Y)
Norin St. Gr. Xing (1086 S)
131 - 1941
(REF. ABs. - 1960)
132 - 1949
(REF. ABs. - 1961)
McCOOK
ROCK
1987
1974
1980
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

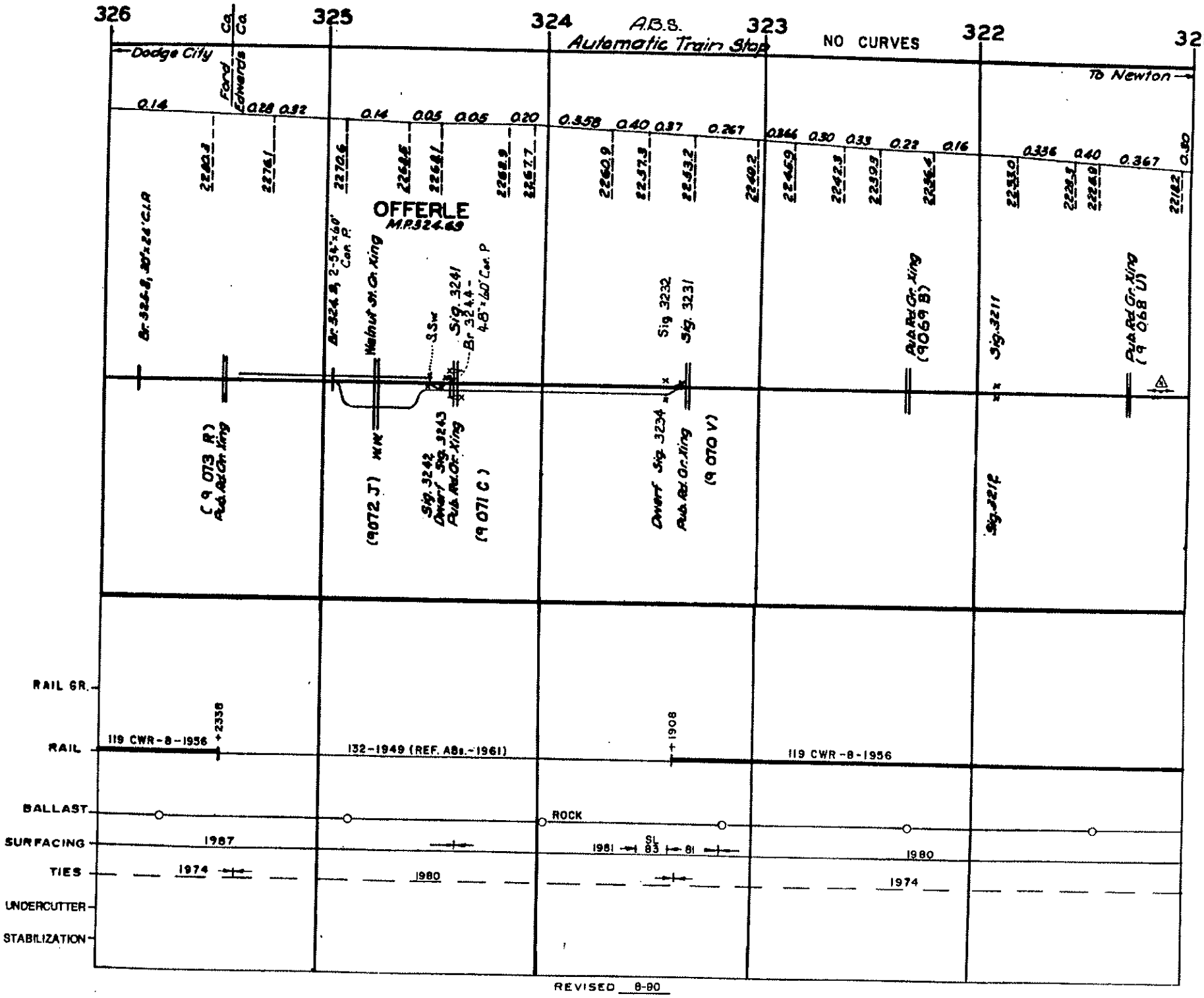
REVISED 8-90

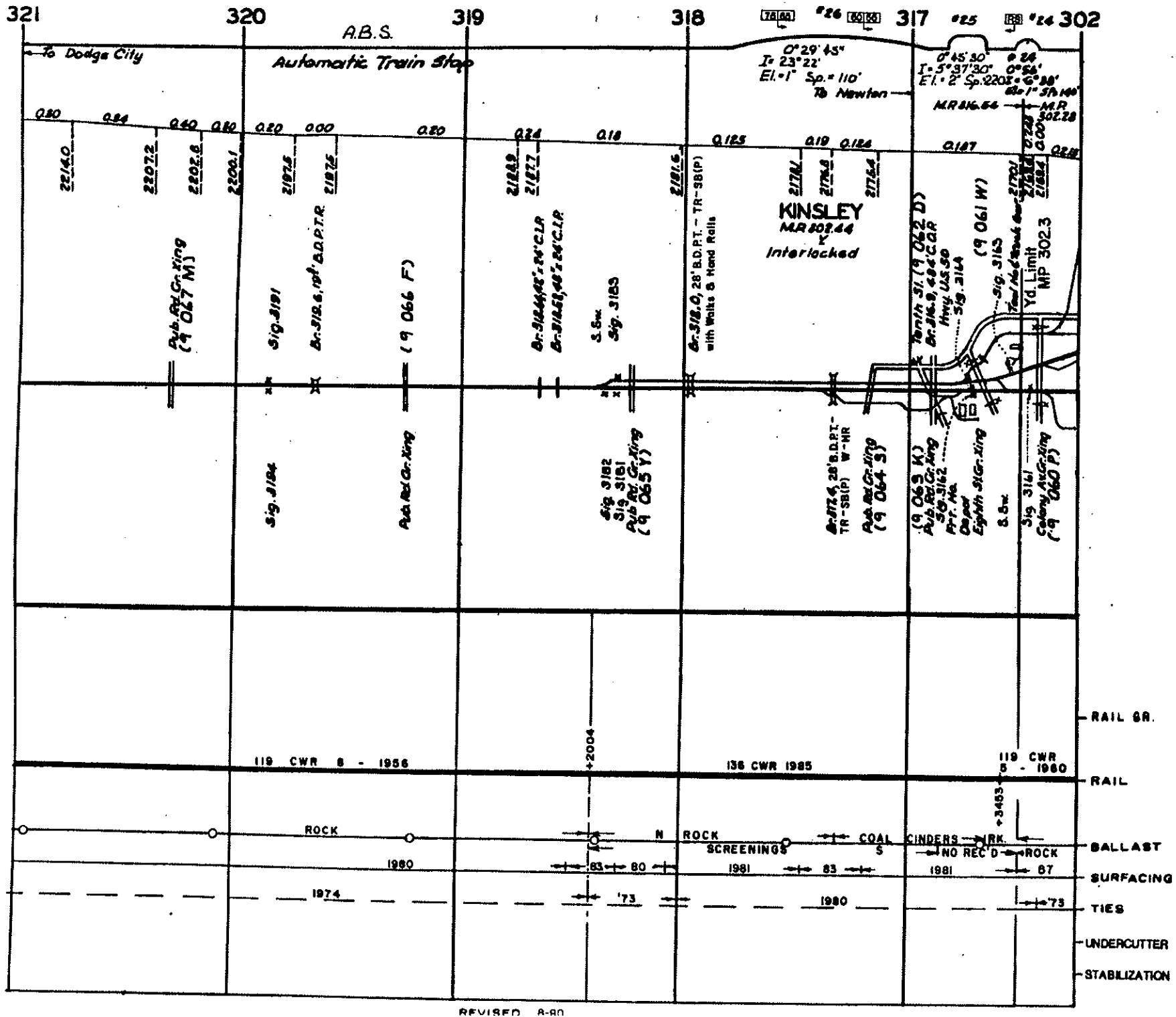

336
335
334
333
332
331
A.B.S.
Automatic Train Stop
To Dodge City
To Newton
Sp. 841'
Sp. 180'
Sp. 60'
Sp. 60'
Br. 332.4, 3'x 55' Cor. 44 I.P.
Dwarf Sig. 3351
Sig. 3351
Sig. 3352
Pub. Rd. Gr. Xing. (9 085 K)
Pub. Rd. Gr. Xing (9 084 D)
Sig. 3332
Pub. Rd. Gr. Xing (9 083 W)
Sig. 3331
Pub. Rd. Gr. Xing
Br. 332.5, 31'-0 B.D.C.P.T. Rail
(9 081 H)
Pr. Gr. Xing (9 082 P)
Pub. Rd. Gr. Xing (9 080 B)
Br. 331.6, 30'x 30' C.I.P.
Section 43
Section 41
RAIL GR.
RAIL
132 - 1949
(REF. ABs. - 1961)
BALLAST
ROCK
SURFACING
1987
TIES
1980
1974
1980
UNDERCUTTER
STABILIZATION

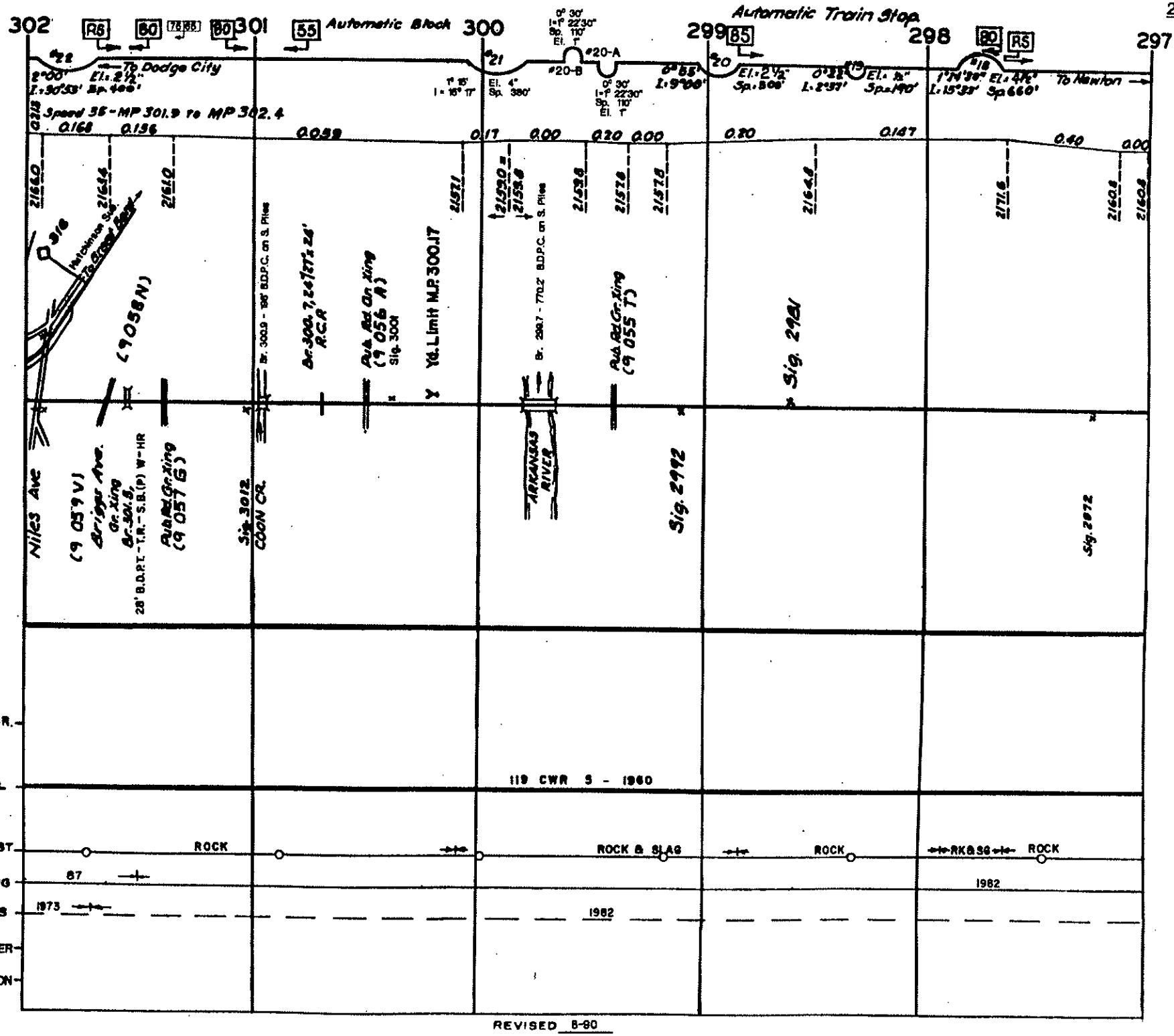
REVISED 6-80


331
330
A.B.S. & Automatic Train Stop
329
#28 0°05' I-0°30'
328
#27 0°06'45' I-0°30'
327
326
To Dodge City
To Newton
Sp. 60'
Sp. 60'
0.229
0.250
0.248
0.443
0.536
0.597
0.446
0.535
0.400
0.535
0.599
0.225
0.241
0.535
0.280
0.536
0.273
0.141
2567.8
2365.0
2342.6
2558.2
2350.2
2348.2
2345.8
2334.2
2317.1
2319.1
2315.6
2307.8
2306.0
2300.7
2277.2
2271.6
2260.8
2284.7
BELLEFONT
MP 330.3
Br. 351.0, 42'x60' C.I.P. (Main Trk.)
& 42'x46'x24' R.C.P. (Pass. Trk.)
Pub. Rd. Gr. Xing. (9 079 G)
Commercial Ave. Gr. Xing. (9 078 A)
Br. 329.3, 51'x7'x56° C.Ar.
Br. 328.9, 12'x6'x49° C.Ar.
Br. 328.4, 96'x58' S.P.P.
Sig. 3271
Br. 326.7, 42'x84' C.I.P.
Br. 326.3, 48'x80' C.I.P. & 2-48'x40' Cor. M.P.
Br. 350.6, 30'x62' C.I.P.
Sig. 3301 - 3302
Stn. Sign
"LITTLE COON CR."
Pub. Rd. Gr. Xing. (9 077 T)
Pub. Rd. Gr. Xing. (9 076 L)
Sig. 3272
Pub. Rd. Gr. Xing. (9 075 E)
Pub. Rd. Gr. Xing. (9 074 X)
132 - 1949
(REF. ABs - 1961)
+1459
119 CWR - 8 - 1956
ROCK
1980
1987
1974
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

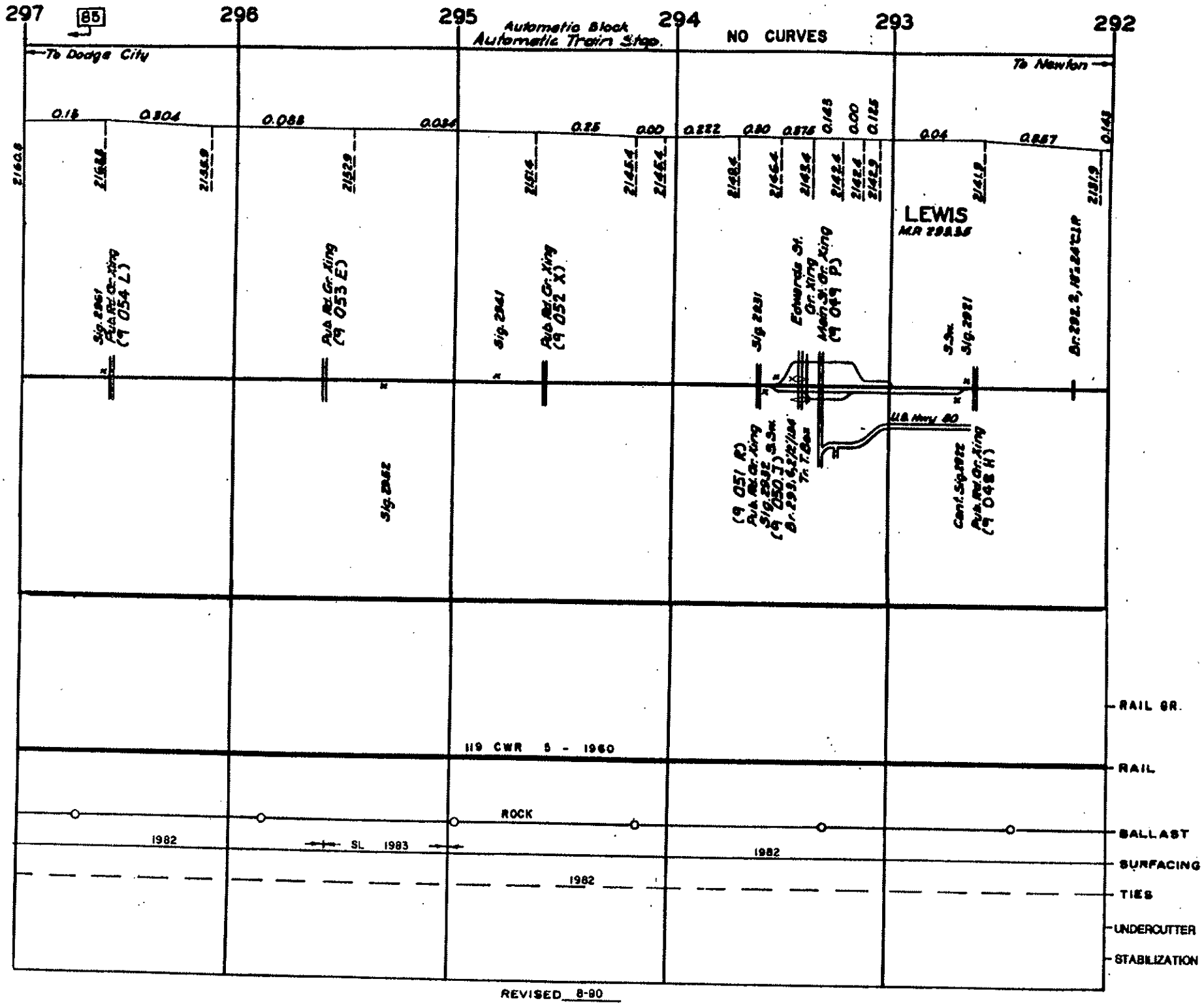
REVISED 8-90


326
325
324
323
322
321
A.B.S.
Automatic Train Stop
NO CURVES
Dodge City
Ford
Edwards
Co.
Co.
To Newton
OFFERLE
M.P. 324.69
Br 324-B, 40'x24' C.I.P.
Br 324-A, 2-54'x60' Con. P.
Walnut St. Gr. Xing
S.S.W.
Sig. 3241
Br 324-A - 4-8'x60' Con. P.
Sig 3232
Sig. 3231
Pub. Rd. Gr. Xing (9069 B)
Sig. 3211
Pub. Rd. Gr. Xing (9 068 U)
(9 073 R) Pub. Rd. Gr. Xing
(9072 J) W.W.
Sig. 3242 Dwarf Sig. 3243 Pub. Rd. Gr. Xing (9 071 C)
Dwarf Sig. 3234 Pub. Rd. Gr. Xing (9 070 V)
Sig. 3212
RAIL GR.
RAIL
119 CWR-8-1956
+2338
132-1949 (REF. ABs.-1961)
+1908
119 CWR-8-1956
BALLAST
ROCK
SURFACING
1987
1981
SL
83
81
1980
TIES
1974
1980
1974
UNDERCUTTER
STABILIZATION
REVISED 8-80

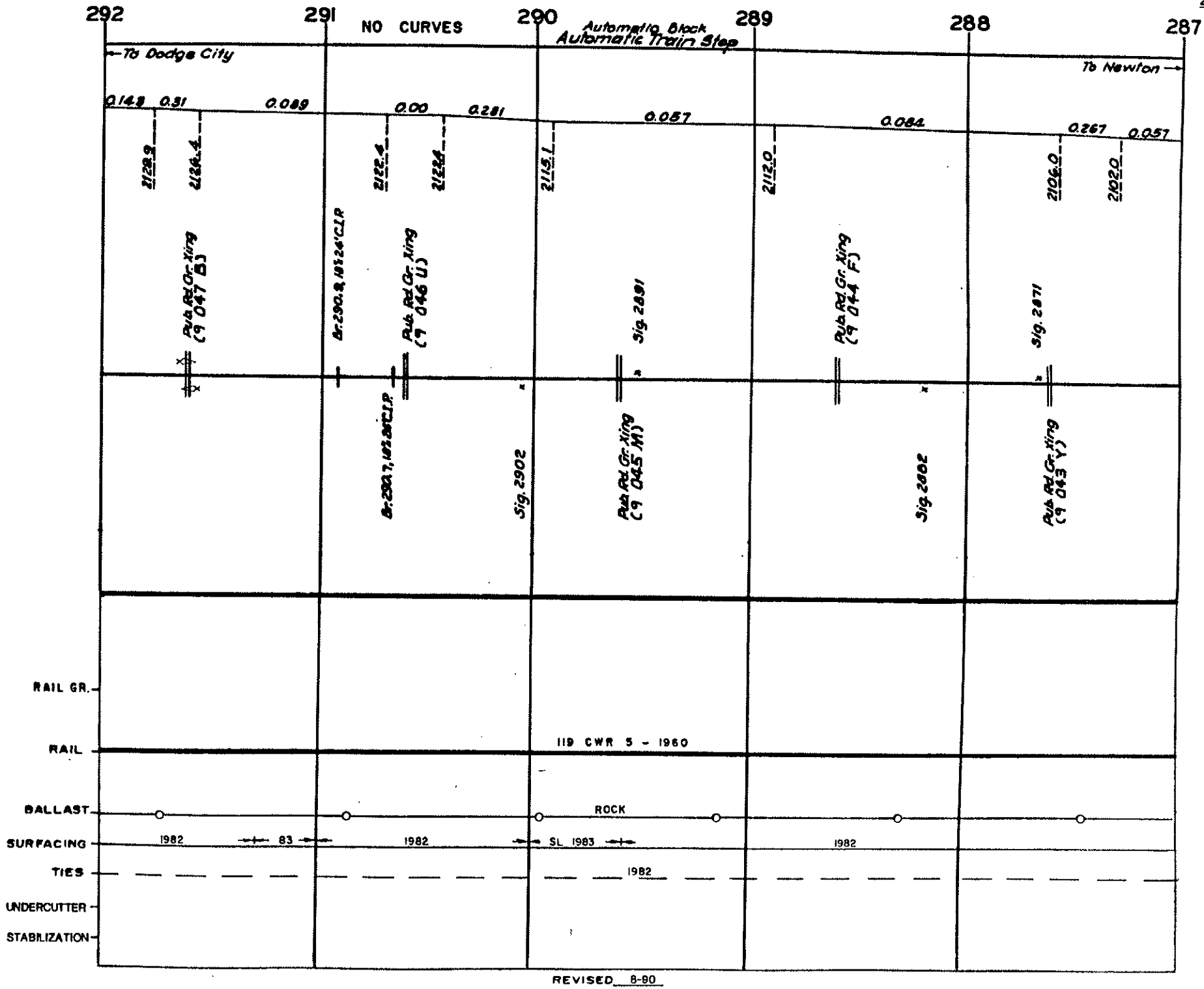

321
320
319
318
317
302
A.B.S.
Automatic Train Stop
To Dodge City
To Newton
KINSLEY
M.P. 302.44
Interlocked
Yd. Limit
M.P. 302.3
119 CWR 8 - 1956
136 CWR 1985
119 CWR 8 - 1980
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
SCREENINGS
COAL
CINDERS
NO REC'D
1980
1974
1981
REVISED 8-80


302
301
300
299
298
297
Automatic Block
Automatic Train Stop
To Dodge City
To Newton
Speed 35 - MP 301.9 to MP 302.4
Niles Ave
(9059 V)
Bridges Ave. Gr. Xing Br. 301.8, 28' B.D.P.C. - T.R. - S.B.(P) W-HR
Pub. Rd. Gr. Xing (9057 G)
Sig. 3012
COON CR.
Br. 300.9 - 196' B.D.P.C. on 9 Piles
Br. 300.7, 24'11" R.C.P.
Pub. Rd. Gr. Xing (9056 A) Sig. 3001
Yd. Limit M.P. 300.17
Br. 299.7 - 770.2' B.D.P.C. on 9 Piles
ARKANSAS RIVER
Pub. Rd. Gr. Xing (9055 T)
Sig. 2992
Sig. 2981
Sig. 2972
RAIL GR.
RAIL
119 CWR 5 - 1960
BALLAST
ROCK
ROCK & SLAG
ROCK
RK & SG
ROCK
SURFACING
67
1982
TIES
1973
1982
UNDERCUTTER
STABILIZATION

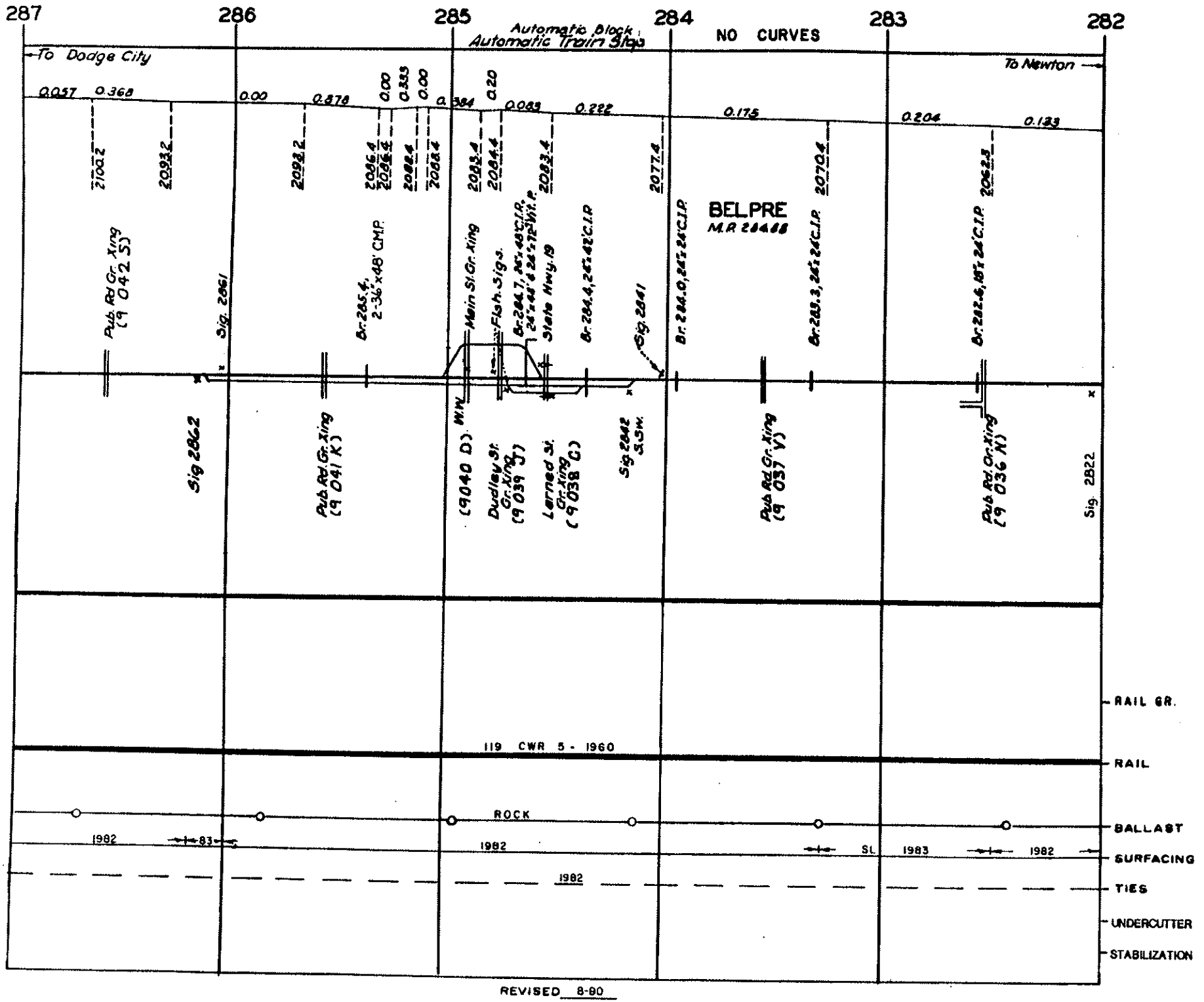
REVISED 8-80


297
65
296
295
294
293
292
Automatic Block
Automatic Train Stop.
NO CURVES
To Dodge City
To Newton
0.18
0.304
0.088
0.084
0.25
0.00
0.222
0.80
0.875
0.145
0.00
0.125
0.04
0.857
0.148
LEWIS
MR 298.5E
Sig. 2361
Pub. Rd. Gr. Xing
(9 054 L)
Pub. Rd. Gr. Xing
(9 053 E)
Sig. 2341
Pub. Rd. Gr. Xing
(9 052 X)
Sig. 2331
Edwards St.
Gr. Xing
Main St. Gr. Xing
(9 049 P)
Sig. 2351
Sig. 2352
(9 051 R)
Pub. Rd. Gr. Xing
Sig. 2332
(9 050 J)
Cont. Sig. 2332
Pub. Rd. Gr. Xing
(9 048 H)
US Hwy 50
119 CWR 5 - 1960
ROCK
1982
SL 1983
1982
1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


292
291
NO CURVES
290
Automatic Block
Automatic Train Stop
289
288
287
← To Dodge City
To Newton →
0.148
0.31
0.089
0.00
0.281
0.057
0.084
0.267
0.057
2128.9
2126.4
2122.4
2122.4
2115.1
2112.0
2106.0
2102.0
Pub. Rd. Gr. Xing (9 047 B)
Br. 290.8, 18'-2" CLR
Pub. Rd. Gr. Xing (9 046 U)
Sig. 2891
Pub. Rd. Gr. Xing (9 044 F)
Sig. 2871
Br. 290.7, 18'-8" CLR
Sig. 2902
Pub. Rd. Gr. Xing (9 045 H)
Sig. 2602
Pub. Rd. Gr. Xing (9 043 Y)
RAIL GR.
RAIL
119 CWR 5 - 1960
BALLAST
ROCK
SURFACING
1982
83
1982
SL 1983
1982
TIES
1982
UNDERCUTTER
STABILIZATION

REVISED 8-90


287
286
285
284
283
282
Automatic Block
Automatic Train Stop
NO CURVES
To Dodge City
To Newton
0.057
0.368
0.00
0.878
0.00
0.335
0.00
0.384
0.20
0.089
0.222
0.175
0.204
0.133
2100.2
2093.2
2093.2
2096.4
2096.4
2088.4
2086.4
2093.4
2084.4
2083.4
2077.4
2070.4
2062.3
Pub Rd Gr Xing (9 042 S)
Sig. 2861
Br. 285.4, 2-36'x48' CMP
Main St. Gr. Xing
Fish. Sigs.
Br. 284.7, 45°-48' C.I.P.
24'-44' & 24'-12" Wit. P.
State Hwy. 19
Br. 284.4, 24'-42' C.I.P.
Sig. 2841
Br. 284.0, 24'-24' C.I.P.
BELPRE
M.R. 284.8
Br. 283.3, 24'-24' C.I.P.
Br. 282.6, 65'-24' C.I.P.
Sig 2862
Pub Rd Gr Xing (9 041 K)
(9040 D) W.W.
Dudley St. Gr. Xing (9 039 J)
Larned St. Gr. Xing (9 038 C)
Sig 2842 S.S.W.
Pub Rd Gr Xing (9 037 V)
Pub Rd Gr Xing (9 036 N)
Sig. 2822
119 CWR 5 - 1960
ROCK
1982
83
1982
1982
St.
1983
1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

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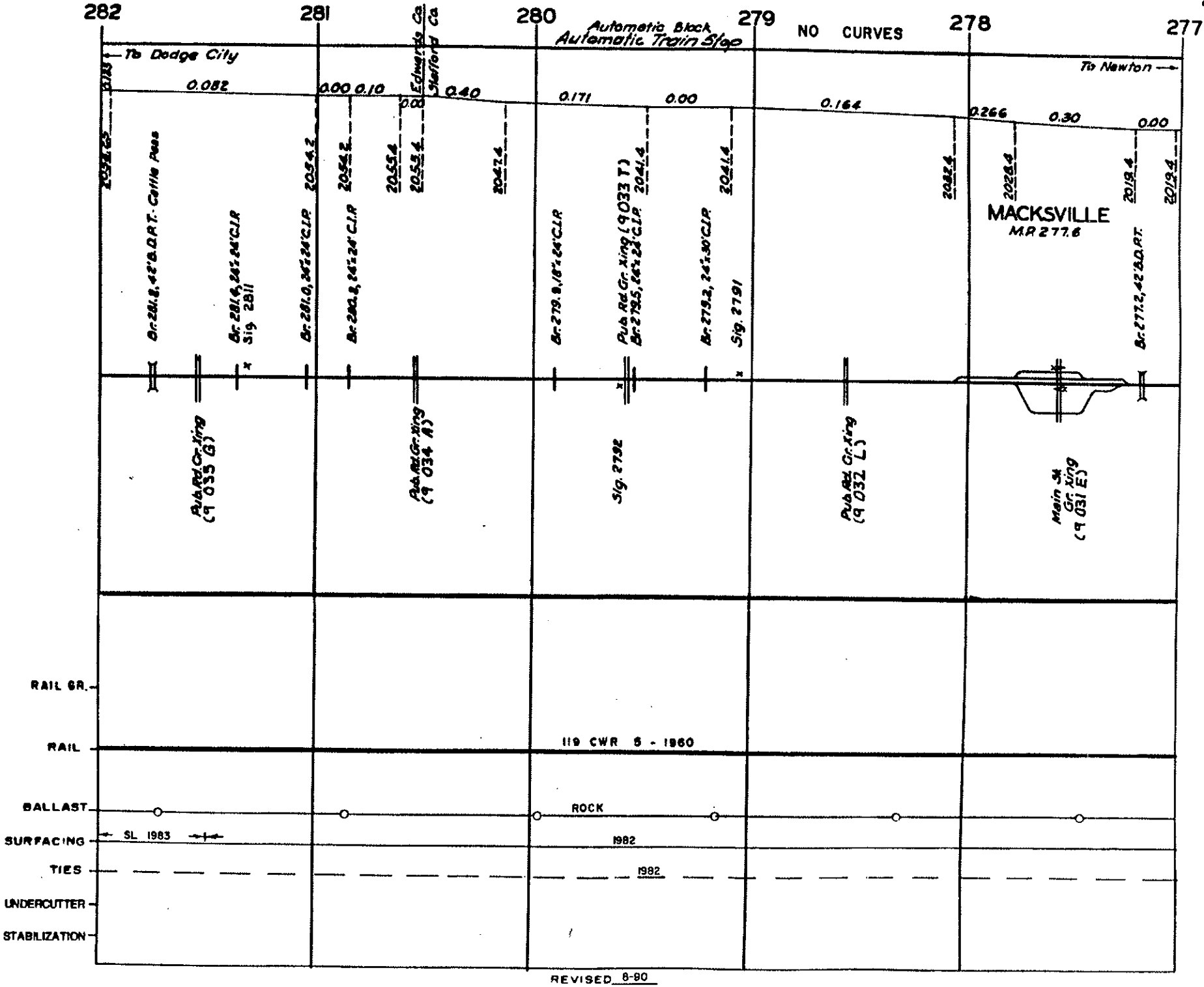
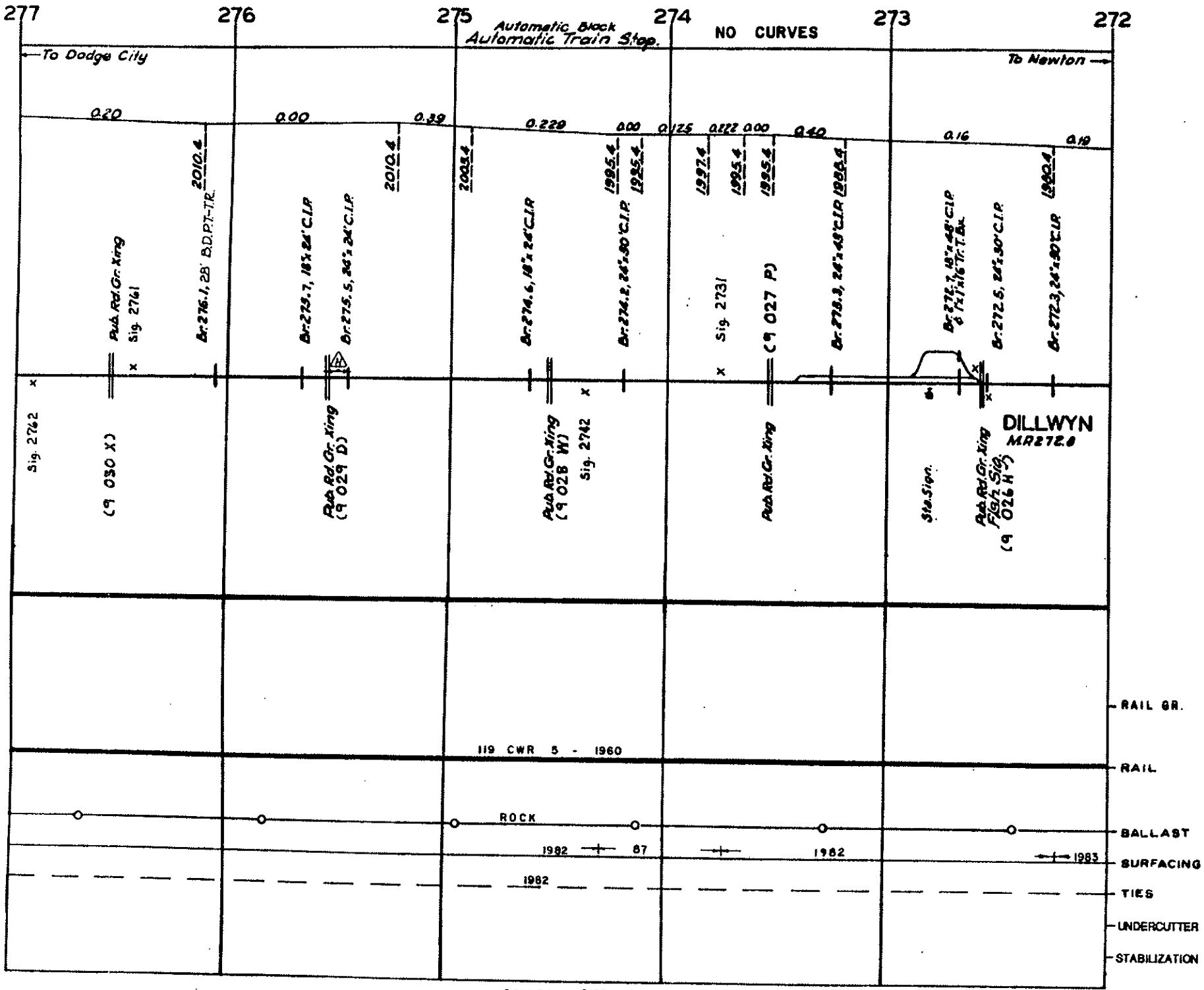
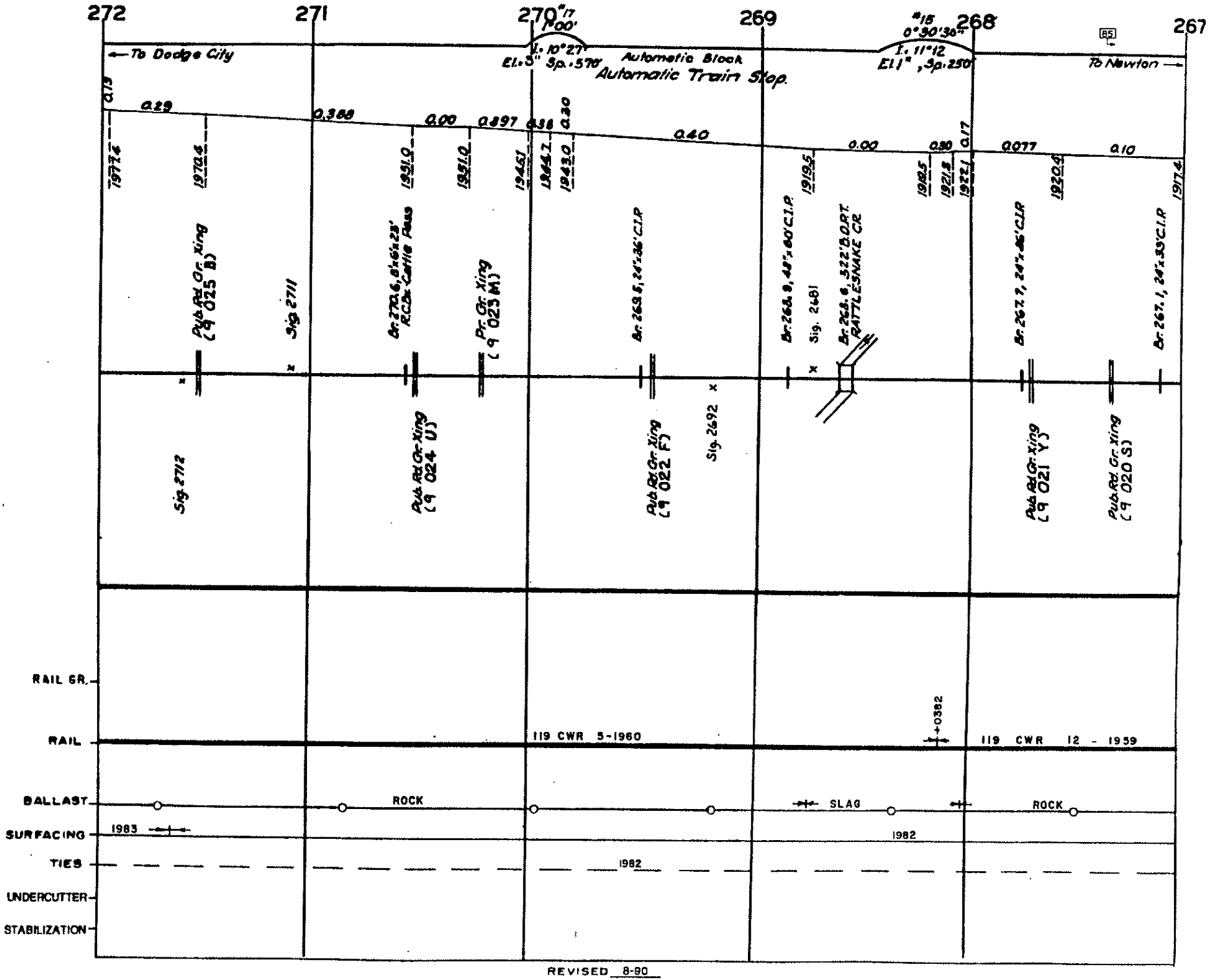

282
281
280
279
278
277
Automatic Block
Automatic Train Stop
NO CURVES
To Dodge City
To Newton
0.082
0.00
0.10
0.40
0.171
0.00
0.164
0.266
0.30
0.00
Edwards Co
Stafford Co
Br 281.8, 43'8 D.P.T. - Cattle Pass
Br 281.4, 24°, 24° C.L.R.
Sig 2811
Br 281.0, 24°, 24° C.L.R.
Br 280.8, 24°, 24° C.L.R.
Br 279.8, 18°, 24° C.L.R.
Pub. Rd. Gr. Xing (9033 T)
Br 279.5, 24°, 24° C.L.R.
Br 279.2, 24°, 30° C.L.R.
Sig. 2791
MACKSVILLE
M.P. 277.6
Br 277.2, 42° D.P.T.
Pub. Rd. Gr. Xing (9 035 G)
Pub. Rd. Gr. Xing (9 034 A)
Sig. 2792
Pub. Rd. Gr. Xing (9 032 L)
Main St. Gr. Xing (9 031 E)
RAIL GR.
RAIL
119 CWR 6 - 1960
BALLAST
ROCK
SURFACING
SL 1983
1982
TIES
1982
UNDERCUTTER
STABILIZATION

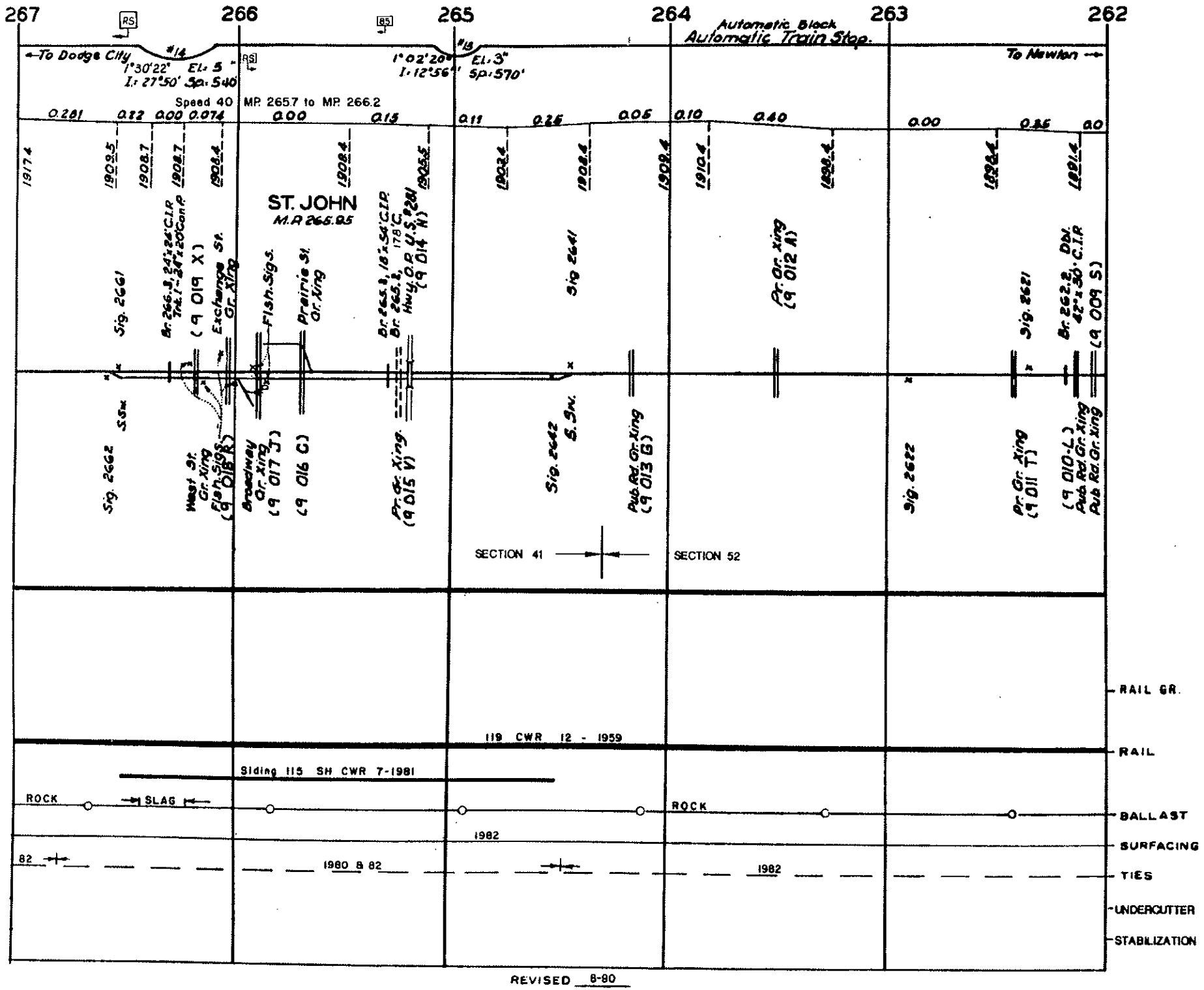
REVISED 6-90


277
276
275
274
273
272
Automatic Block
Automatic Train Stop.
NO CURVES
To Dodge City
To Newton
0.20
0.00
0.39
0.229
0.00
0.125
0.222
0.00
0.40
0.16
0.19
2010.4
2010.4
2003.4
1985.4
1985.4
1997.4
1995.4
1985.4
1984.4
1980.4
Pub. Rd. Gr. Xing
Sig. 2761
Br: 276.1, 28' B.D.P.T.-T.R.
Br: 275.7, 18'x 24' C.I.P.
Br: 275.5, 24'x 24' C.I.P.
Br: 274.6, 18'x 24' C.I.P.
Br: 274.2, 24'x 30' C.I.P.
Sig. 2731
(9 027 P)
Br: 273.3, 24'x 45' C.I.P.
Br: 272.7, 45'x 48' C.I.P. & 7'x 1'6" Tr. T. Bk.
Br: 272.5, 24'x 30' C.I.P.
Br: 272.3, 24'x 30' C.I.P.
Sig. 2762
(9 030 X)
Pub. Rd. Gr. Xing
(9 029 D)
Pub. Rd. Gr. Xing
(9 028 W)
Sig. 2742
Pub. Rd. Gr. Xing
Sta. Sign.
Pub. Rd. Gr. Xing
Flash. Sig.
(9 026 H)
DILLWYN
MR 272.8
119 CWR 5 - 1960
ROCK
1982
87
1982
1983
1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

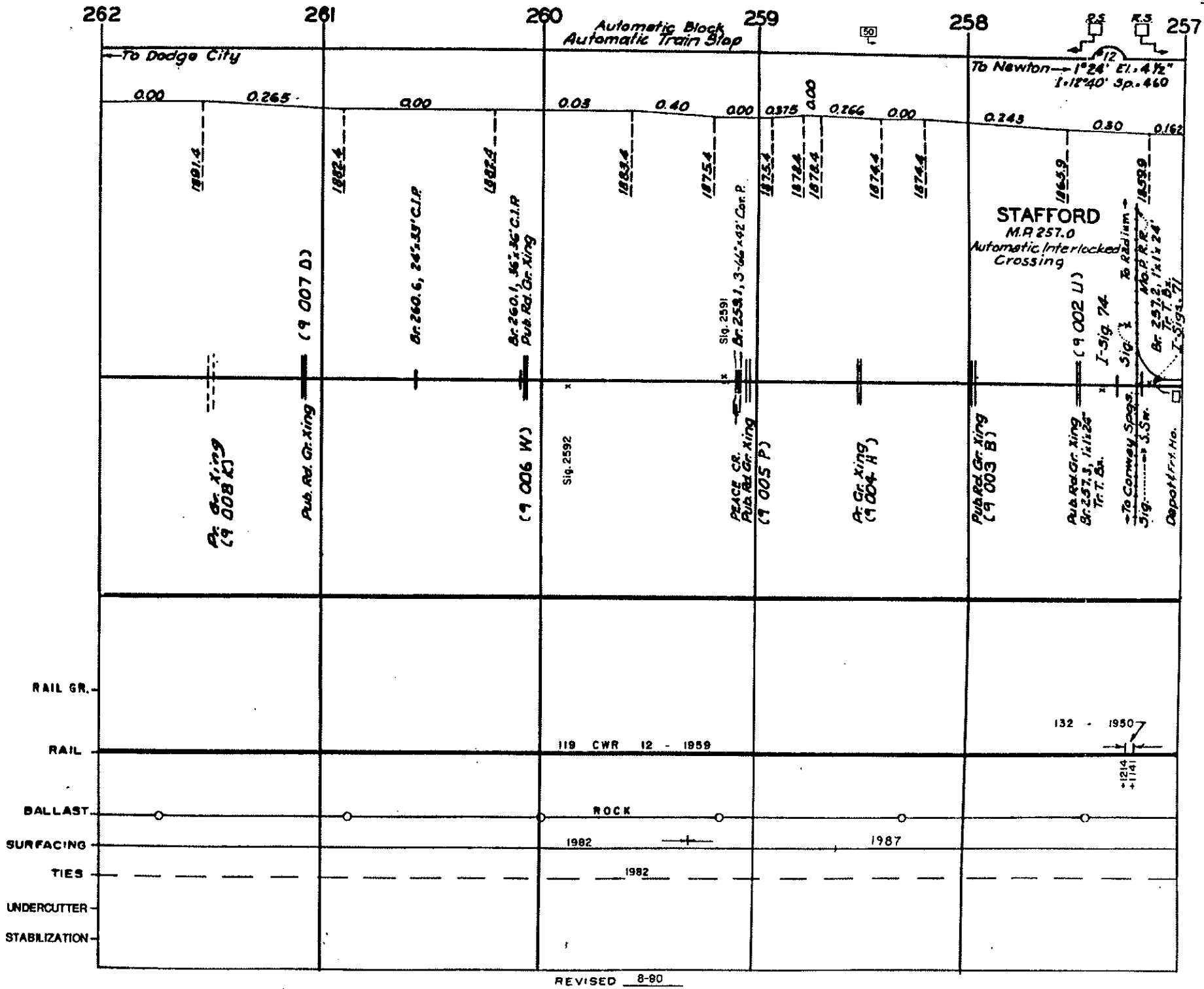
REVISED 8-90


272
271
270
269
268
267
#17
1°00'
#15
0°30'30"
← To Dodge City
To Newton →
I. 10°27'
El. 3" Sp. 57.6'
Automatic Block
Automatic Train Stop
I. 11°12
El. 1", Sp. 25.0'
0.13
0.29
0.366
0.00
0.897
0.38
0.30
0.40
0.00
0.80
0.17
0.077
0.10
1977.4
1970.4
1951.0
1951.0
1945.1
1944.2
1943.0
1919.5
1902.5
1921.8
1922.1
1920.4
1917.4
Pub. Rd. Gr. Xing (9 025 B)
Sig. 2711
Br. 270.6, 6'x6'x 23' R.C.B. Cattle Pass
Pr. Gr. Xing (9 023 M)
Br. 269.5, 24'x 36° C.I.P.
Br. 268.9, 48'x 60° C.I.P.
Sig. 2681
Br. 268.6, 322' D.O.R.T. RATTLESNAKE CR.
Br. 267.7, 24'x 46° C.I.P.
Br. 267.1, 24'x 33° C.I.P.
Sig. 2712
Pub. Rd. Gr. Xing (9 024 U)
Pub. Rd. Gr. Xing (9 022 F)
Sig. 2692
Pub. Rd. Gr. Xing (9 021 Y)
Pub. Rd. Gr. Xing (9 020 S)
RAIL GR.
RAIL
+0382
119 CWR 5-1960
119 CWR 12 - 1959
BALLAST
ROCK
SLAG
ROCK
SURFACING
1983
1982
TIES
1982
UNDERCUTTER
STABILIZATION

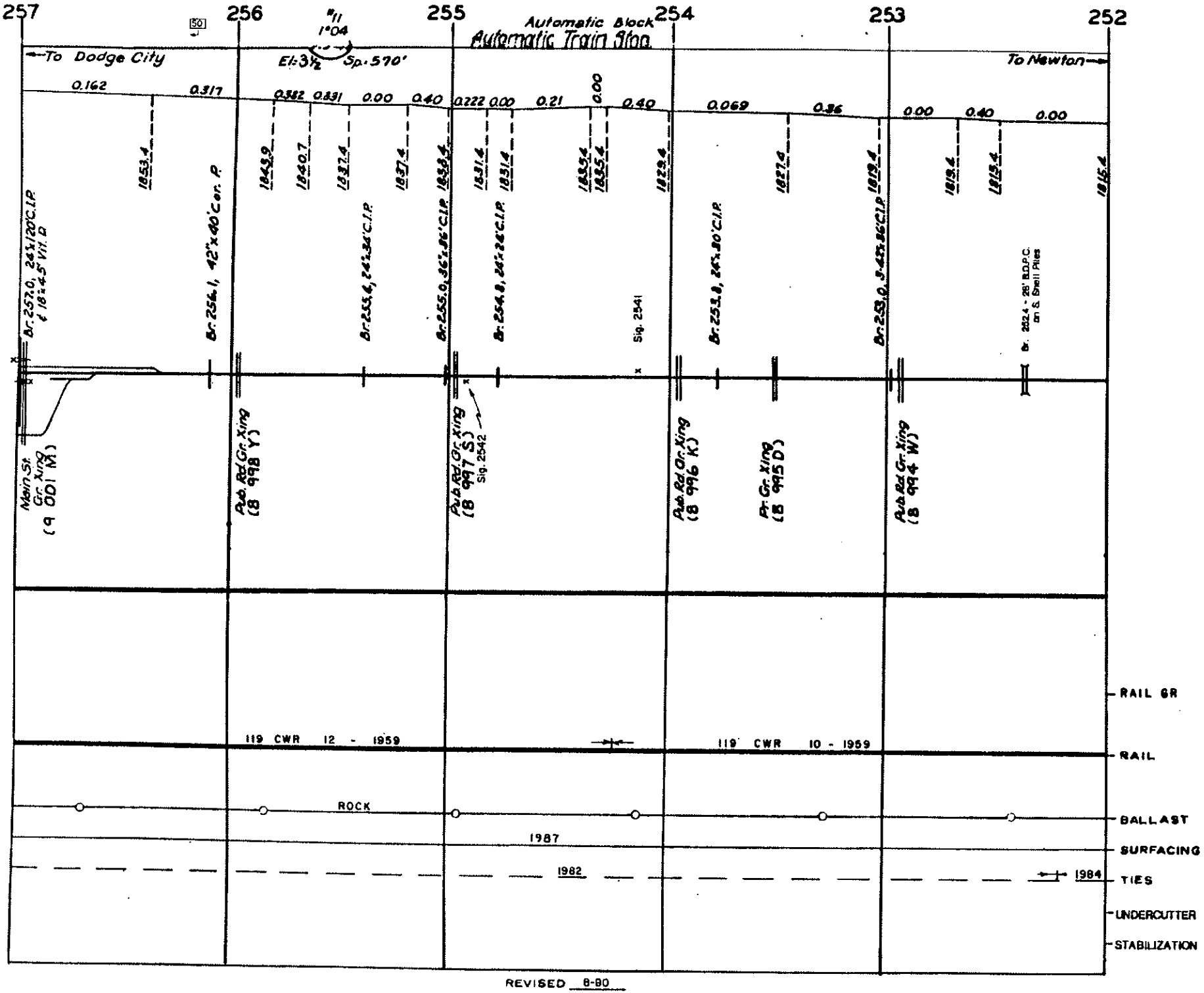
REVISED 8-90


267
266
265
264
263
262
Automatic Block
Automatic Train Stop.
← To Dodge City
To Newton →
#14
1°30'22" El: 5
I: 27°50' Sp: 540
#15
1°02'20" El: 3"
I: 12°56" Sp: 570'
Speed 40 MP 265.7 to MP 266.2
0.281
0.22
0.00
0.074
0.00
0.15
0.11
0.26
0.05
0.10
0.40
0.00
0.85
0.0
ST. JOHN
M.P. 265.95
Sig. 2661
Br. 266.8, 24'x24' C.I.P. Thr. 1-24"x20" Conc. P
Exchange St. Gr. Xing
(9 019 X)
Flash. Sigs.
Prairie St. Gr. Xing
Br. 265.8, 18'x54' C.I.P. 178° C.
Br. 265.8, Hwy. O.P. U.S. #281
(9 014 N)
Sig. 2641
Pr. Gr. Xing
(9 012 A)
Sig. 2621
Br. 262.8, Dbl. 42"x30" C.I.P.
(9 009 S)
Sig. 2662
SSM
West St. Gr. Xing
Flash Sigs.
(9 018 R)
Broadway Gr. Xing
(9 017 T)
(9 016 C)
Pr. Gr. Xing
(9 015 V)
Sig. 2642
S. Sw.
Pub. Rd. Gr. Xing
(9 013 B)
Sig. 2622
Pr. Gr. Xing
(9 011 T)
(9 010 L)
Pub. Rd. Gr. Xing
Pub. Rd. Gr. Xing
SECTION 41
SECTION 52
119 CWR 12 - 1959
Siding 115 SH CWR 7-1981
ROCK
SLAG
ROCK
1982
82
1980 & 82
1982
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

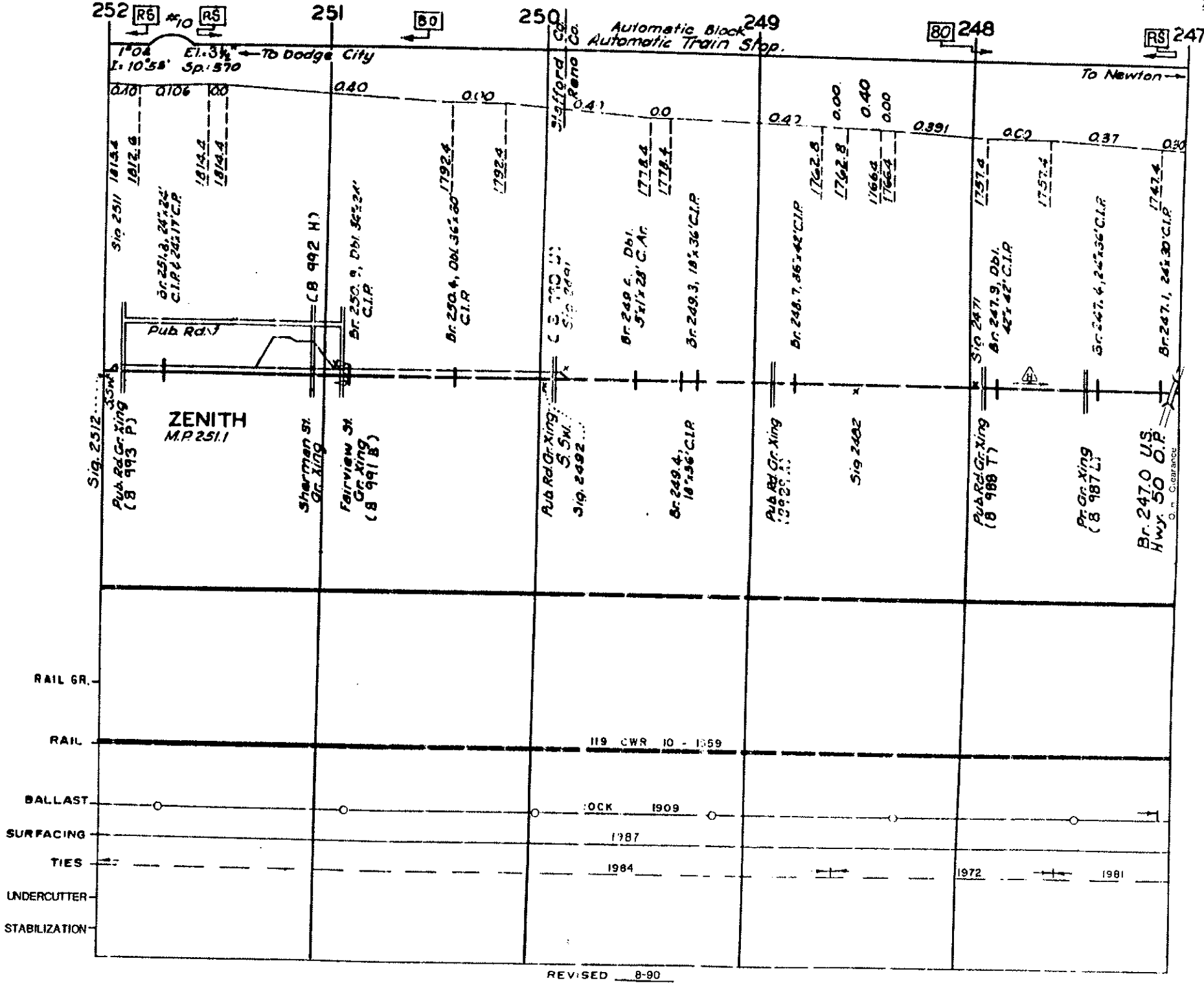
REVISED 8-80

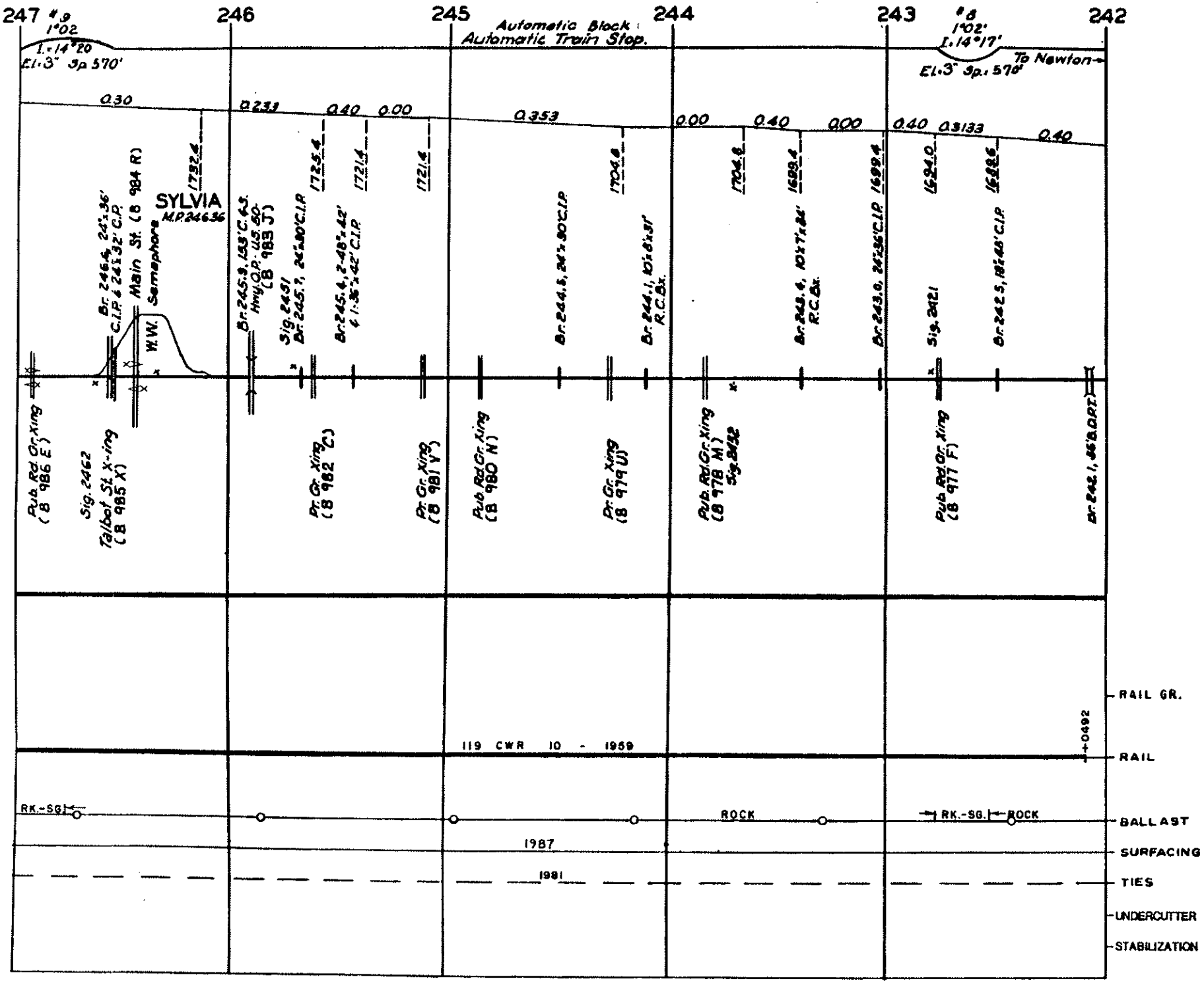

262
261
260
259
258
257
Automatic Block
Automatic Train Stop
To Dodge City
To Newton — 1°24' El. 4½"
1-12°40' Sp. 460
0.00
0.265
0.00
0.03
0.40
0.00
0.375
0.00
0.266
0.00
0.243
0.30
0.162
STAFFORD
M.P. 257.0
Automatic Interlocked Crossing
Pr. Gr. Xing (9 008 K)
Pub. Rd. Gr. Xing (9 007 D)
Br. 260.6, 24°33' C.I.P.
Br. 260.1, 36°36' C.I.P. Pub. Rd. Gr. Xing
Sig. 2592
Sig. 2591
Br. 258.1, 3-66'x42' Con. P.
PEACE CR. Pub. Rd. Gr. Xing (9 005 P)
Pr. Gr. Xing (9 004 H)
Pub. Rd. Gr. Xing (9 003 B)
Pub. Rd. Gr. Xing (9 002 U)
Br. 257.2, 1-11'x 24' Tr. T. Br.
To Conway Spgs. Sig.
To Riddim — M.P.R.R.
I-Sig. 74
Sig. 1
Depot Trk. No.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR 12 - 1959
132 - 1950
+1214
+1141
ROCK
1982
1987
1982

REVISED 8-90

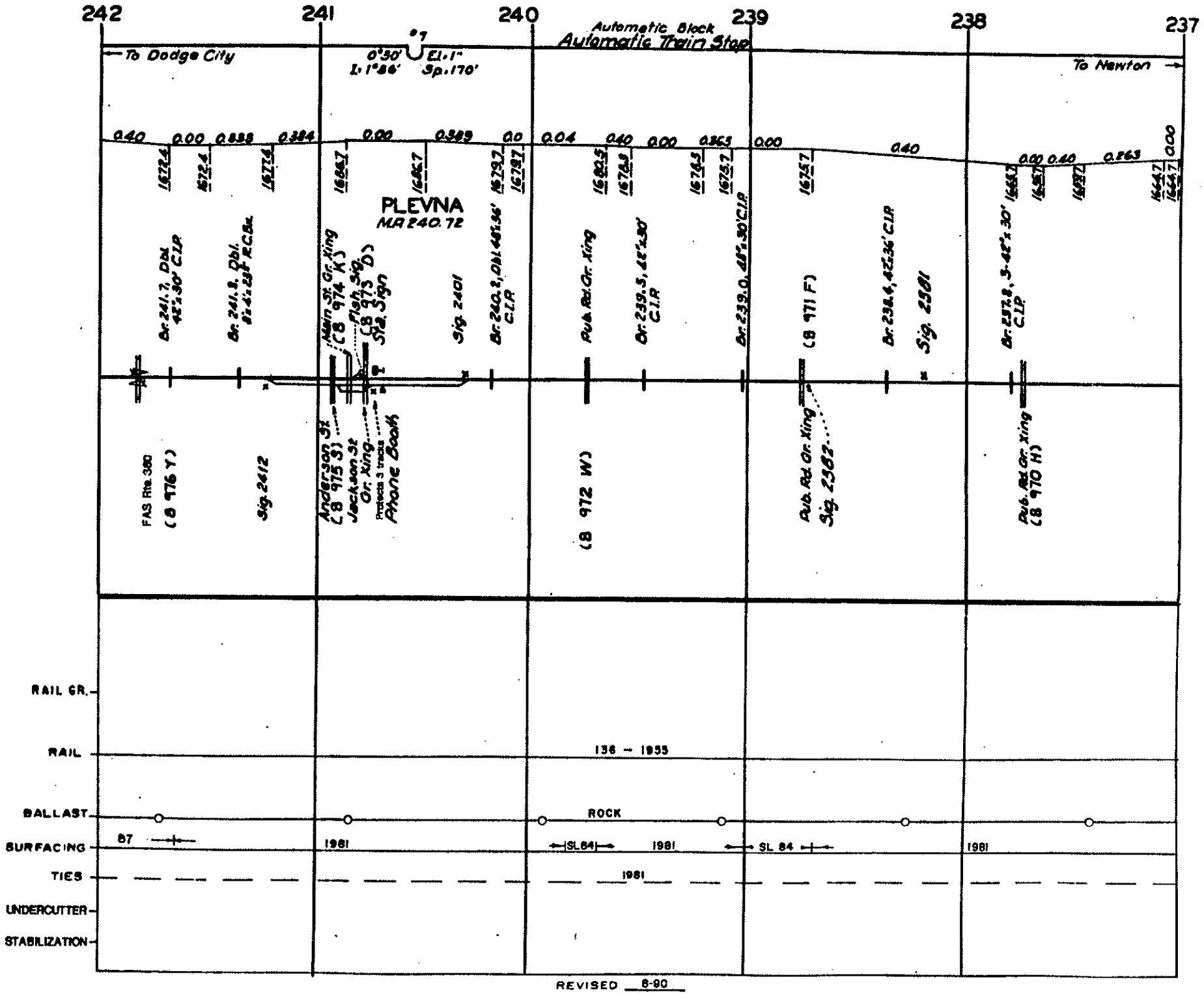

257
256
255
254
253
252
Automatic Block
Automatic Train Stop
To Dodge City
To Newton
El: 3½
Sp. 570'
1°04'
0.162
0.317
0.382
0.831
0.00
0.40
0.222
0.00
0.21
0.00
0.40
0.069
0.36
0.00
0.40
0.00
1853.4
1843.9
1840.7
1837.4
1834.4
1831.4
1827.4
1819.4
1815.4
Br. 257.0, 24'x120' C.I.P. & 18'x4.5' Vil. D
Br. 256.1, 42'x40' Con. P.
Br. 253.4, 24'x34' C.I.P.
Br. 255.0, 36'x86' C.I.P.
Br. 254.8, 24'x26' C.I.P.
Sig. 2541
Br. 253.8, 24'x80' C.I.P.
Br. 253.0, 3-42'x86' C.I.P.
Br. 252.4 - 28' R.D.P.C. on S. Shell Piles
Main St. Gr. Xing (8 001 M)
Pub. Rd. Gr. Xing (8 998 Y)
Pub. Rd. Gr. Xing (8 997 S)
Sig. 2542
Pub. Rd. Gr. Xing (8 996 K)
Pr. Gr. Xing (8 995 D)
Pub. Rd. Gr. Xing (8 994 W)
119 CWR 12 - 1959
119 CWR 10 - 1959
ROCK
1987
1982
1984
RAIL GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

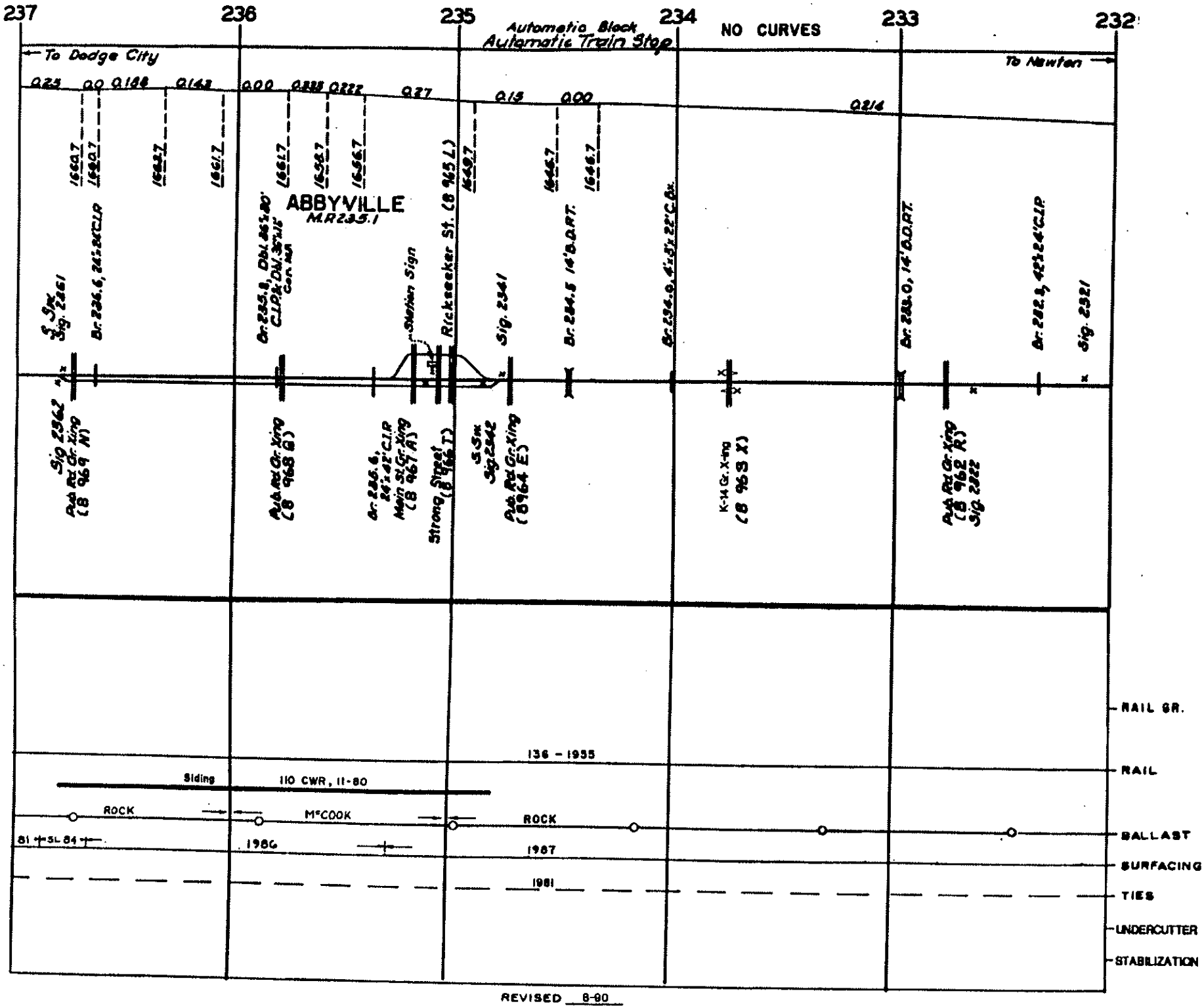

252
251
250
249
248
247
R5
#10
80
Automatic Block
Automatic Train Stop.
To Dodge City
To Newton
Sigford Co.
Reno Co.
ZENITH
M.P. 251.1
Pub. Rd. Gr. Xing (8 993 P)
Sherman St. Gr. Xing
Fairview St. Gr. Xing (8 991 B)
Pub. Rd. Gr. Xing (8 988 T)
Pr. Gr. Xing (8 987 L)
Br. 247.0 U.S. Hwy. 50 O.P.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR 10 - 1959
ROCK 1909
1987
1984
1972
1981
REVISED 8-90


247
246
245
244
243
242
#9
1°02'
I.=14°20'
El.3" 3p.570'
Automatic Block
Automatic Train Stop.
#8
1°02'
I.14°17'
El.3" 3p.570'
To Newton
0.30
0.233
0.40
0.00
0.353
0.00
0.40
0.00
0.40
0.3133
0.40
SYLVIA
M.P.246.36
Br. 246.6, 24°-36' C.I.P & 24°32' C.P.
Main St. (B 984 R)
Semaphore
W.W.
1732.4
Br. 245.8, 153'C.A.S. Hwy.Q.P. U.S 50. (B 983 J)
Sig. 2451
Br. 245.7, 24°30'C.I.P
1725.4
Br. 245.4, 2-48°-42' & 1-36°-42' C.I.P
1721.4
1721.4
Br. 244.8, 24°-30'C.I.P
1704.6
Br. 244.1, 101°-31' R.C.Bx.
1704.6
Br. 243.8, 101°-11'-24" R.C.Bx.
1689.4
Br. 243.0, 24°-36'C.I.P
1699.4
1624.0
Sig. 2421
1628.6
Br. 242.5, 18°-40' C.I.P
Br. 242.1, 66'S.D.P.T.
Pub. Rd. Gr. Xing (B 986 E)
Sig. 2462
Talbot St. X-ing (B 985 X)
Pr. Gr. Xing (B 982 C)
Pr. Gr. Xing (B 981 V)
Pub. Rd. Gr. Xing (B 980 N)
Pr. Gr. Xing (B 979 U)
Pub. Rd. Gr. Xing (B 978 H)
Sig. 2432
Pub. Rd. Gr. Xing (B 977 F)
+0492
119 CWR 10 - 1959
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
RK.-SG.
ROCK
RK.-SG.
ROCK
1987
1981

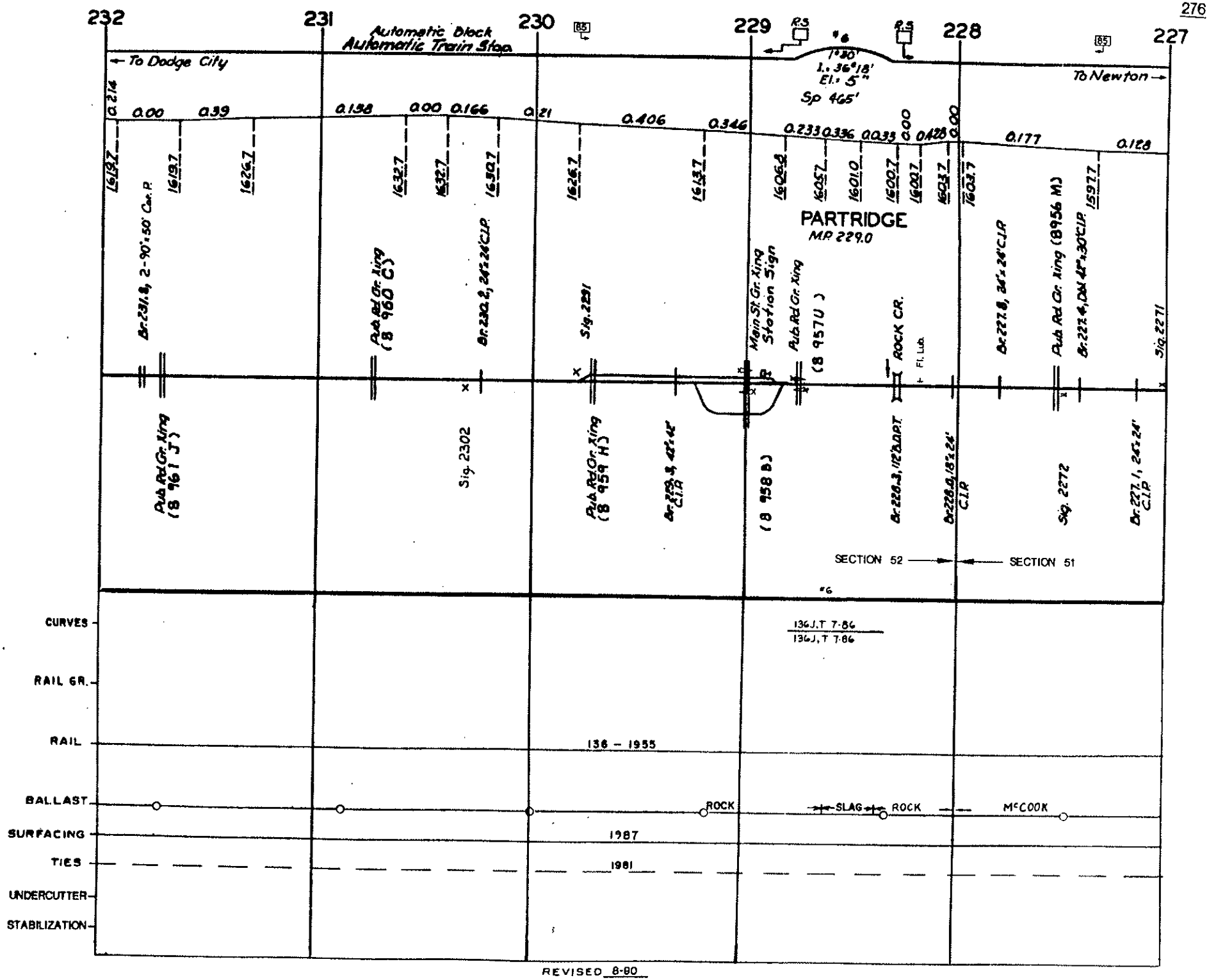
REVISED 8-80

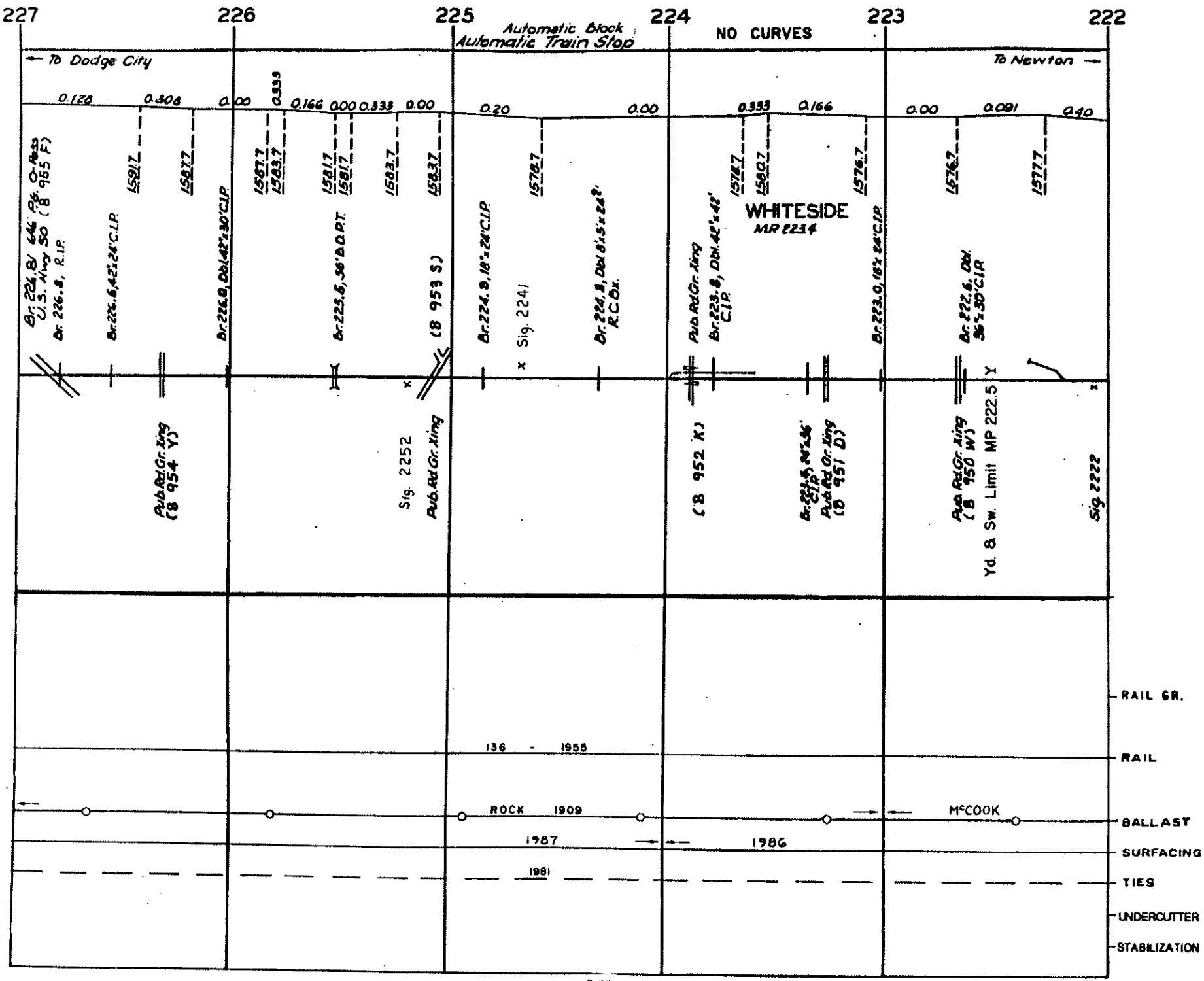

242
241
240
239
238
237
Automatic Block
Automatic Train Stop
To Dodge City
To Newton
#1
0°30'
El. 1'
I. 1°86'
Sp. 170'
0.40
0.00
0.838
0.384
0.00
0.589
0.0
0.04
0.40
0.00
0.363
0.00
0.40
0.00
0.40
0.263
0.00
PLEVNA
MP 240.72
Br. 241.7, Dbl. 45°, 30' C.I.P.
Br. 241.8, Dbl. 81°, 28' R.C.Bk.
Main St. Gr. Xing (8 974 K)
Flash. Sig. (8 973 D)
Sta. Sign
Sig. 2401
Br. 240.2, Dbl. 46°, 36' C.I.P.
Pub. Rd. Gr. Xing
Br. 239.5, 45°, 30' C.I.P.
Br. 239.0, 48°, 30' C.I.P.
(8 971 F)
Br. 238.4, 42°, 36' C.I.P.
Sig. 2381
Br. 237.8, 3-42°, 30' C.I.P.
Pub. Rd. Gr. Xing (8 970 H)
FAS Rte. 380 (8 976 Y)
Sig. 2412
Anderson St. (8 975 S)
Jackson St. Gr. Xing
Princess 3 tracks
Phone Booth
(8 972 W)
Pub. Rd. Gr. Xing
Sig. 2382
RAIL GR.
RAIL
136 - 1955
BALLAST
ROCK
SURFACING
87
1981
SL 84
1981
SL 84
1981
TIES
1981
UNDERCUTTER
STABILIZATION

REVISED 8-90

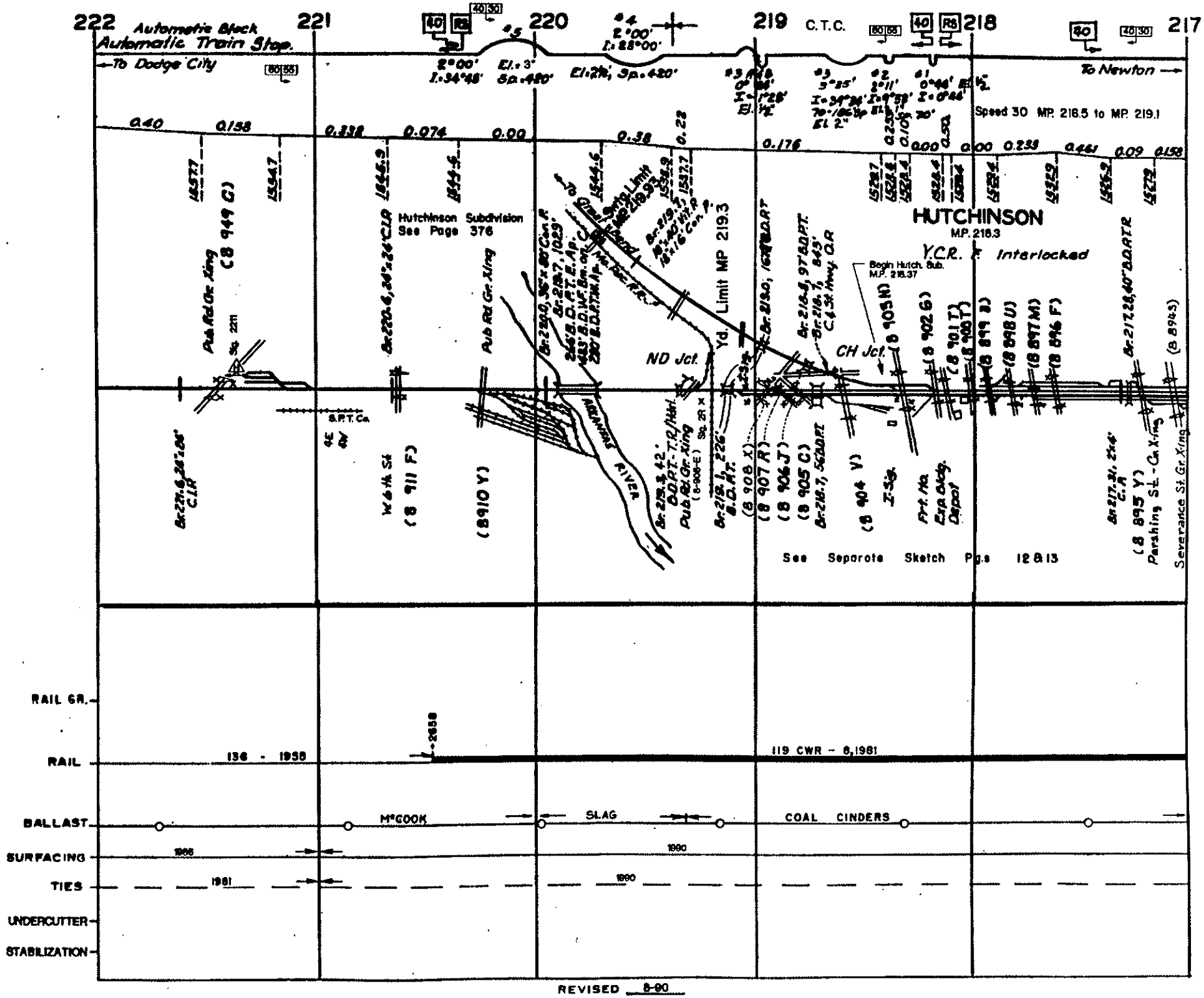

237
236
235
234
233
232
Automatic Block
Automatic Train Stop
NO CURVES
To Dodge City
To Newton
ABBYVILLE
M.P. 235.1
Rickseeker St. (8 965 L)
Station Sign
Strong Signal (8 966 T)
Sig. 2341
Br: 234.8 14'8 D.P.T.
Br: 234.0, 4°x5°x 22°C.Bx.
Br: 233.0, 14' D.P.T.
Br: 232.9, 42°x 24'C.I.P.
Sig. 2321
Sig. 2342
Pub. Rd. Gr. Xing (8 964 E)
K-14 Gr. Xing (8 963 X)
Pub. Rd. Gr. Xing (8 962 R) Sig. 2322
Sig. 2343
Pub. Rd. Gr. Xing (8 969 N)
Br: 236.6, 24°x 40'C.I.P.
Main St. Gr. Xing (8 967 A)
Pub. Rd. Gr. Xing (8 968 B)
Br: 235.8, Dbl. 86°x 20' C.I.P. Dbl. 35°x 16' Conc.
Sig. 2344
Br: 236.6, 24°x 40'C.I.P.
0.25
0.0
0.188
0.143
0.00
0.333
0.222
0.27
0.13
0.00
0.214
1660.7
1640.7
1622.7
1661.7
1661.7
1652.7
1656.7
1646.7
1646.7
1648.7
136 - 1955
Siding
110 CWR, 11-80
ROCK
McCOOK
ROCK
81 + SL 84 +
1986
1987
1981
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

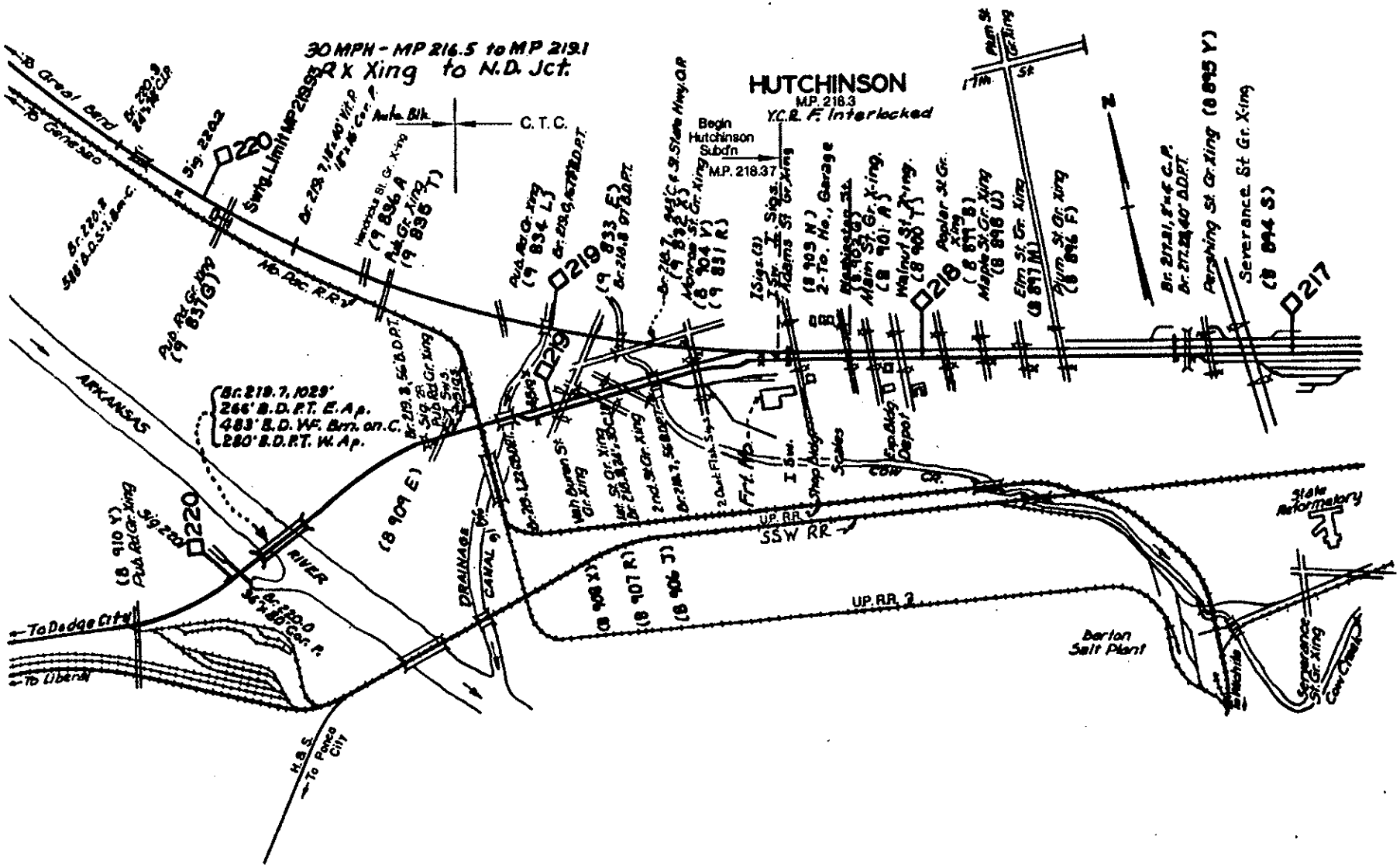

232
231
230
229
228
227
Automatic Block
Automatic Train Stop
← To Dodge City
To Newton →
PARTRIDGE
MP 229.0
Main St. Gr. Xing
Station Sign
Pub. Rd Gr. Xing
(8 957 U)
ROCK CR.
Fl. Lds.
Pub Rd Gr Xing
(8 960 C)
Pub Rd Gr Xing
(8 961 F)
Sig. 2302
Pub Rd Gr Xing
(8 959 H)
Sig. 2291
(8 958 B)
Pub Rd Gr Xing (8956 M)
Sig. 2272
Sig. 2271
SECTION 52
SECTION 51
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 - 1955
ROCK
SLAG
ROCK
McCOOK
1987
1981
REVISED 8-80


227
226
225
224
223
222
Automatic Block
Automatic Train Stop
NO CURVES
To Dodge City
To Newton
0.128
0.308
0.00
0.333
0.166
0.00
0.333
0.00
0.20
0.00
0.333
0.166
0.00
0.091
0.40
Br. 224.8 / 64' Pt. Q-Pass U.S. Hwy 50 (B 965 F)
Br. 226.8, R.I.P.
Br. 226.6, 42'x 24' C.I.P.
Br. 226.0, Dbl. 42'x 30' C.I.P.
Br. 225.6, 36' S.O.P.T.
(B 953 S)
Br. 224.9, 18'x 24' C.I.P.
Sig. 2241
Br. 224.8, Dbl. 6'-5"x 24'-2" R.C. Ox.
Pub. Rd. Gr. Xing
Br. 223.8, Dbl. 42'x 48' C.I.P.
WHITESIDE
MP 223.4
Br. 223.0, 18'x 24' C.I.P.
Br. 222.6, Dbl. 36'x 30' C.I.P.
Pub. Rd. Gr. Xing (B 954 Y)
Sig. 2252
Pub. Rd. Gr. Xing
(B 952 K)
Br. 221.5, 42'x 36' C.I.P.
Pub. Rd. Gr. Xing (B 951 D)
Pub. Rd. Gr. Xing (B 950 W)
Yd. & Sw. Limit MP 222.5
Sig. 2222
136 - 1955
ROCK 1909
McCOOK
1987
1986
1981
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


222
Automatic Block
Automatic Train Stop.
221
220
219
C.T.C.
218
217
To Dodge City
To Newton
Speed 30 MP 216.5 to MP 219.1
Hutchinson Subdivision
See Page 376
HUTCHINSON
MP. 218.3
Y.C.R. & Interlocked
Begin Hutch. Sub.
M.P. 218.37
ND Jct.
CH Jct.
Yd. Limit MP 219.3
ARKANSAS RIVER
See Seporate Sketch Pg.s 12 & 13
Severance St. Gr. Xing
RAIL GR.
RAIL
136 - 1958
119 CWR - 8,1981
BALLAST
McCOOK
SLAG
COAL CINDERS
SURFACING
1986
1990
TIES
1981
1990
UNDERCUTTER
STABILIZATION

REVISED 8-90


30 MPH - MP 216.5 to MP 219.1
RX Xing to N.D. Jct.
HUTCHINSON
M.P. 218.3
Y.C.B. & F. Interlocked
Begin Hutchinson Subd'n
M.P. 218.37
C. T. C.
Auto. Blk.
Sig. 220.2
Sig. 220
Sig. 219
Sig. 218
Sig. 217
Sig. 220.8
Sig. 220.0
Sig. 219.7
Sig. 219.3
Sig. 218.7
Sig. 218.2
Sig. 217.6
Sig. 217.2
To Great Bend
To Geneseo
Switg. Limit MP 218.55
Pub. Rd. Gr. Xing (9 831 G)
Mo. Pac. R.R.
Pub. Rd. Gr. Xing (9 834 L)
Pub. Rd. Gr. Xing (9 833 E)
Hendricks St. Gr. Xing (9 836 A)
Pub. Rd. Gr. Xing (9 835 T)
Br. 220.8 340' B.D.S.E. Bm. on C.
Br. 219.7, 1029' 266' B.D.P.T. E. Ap. 483' B.D. Wf. Bm. on C. 280' B.D.R.T. W. Ap.
Br. 219.3, 56' B.D.P.T.
Pub. Rd. Gr. Xing
Br. 218.7, 1220' B.D.P.T.
Br. 218.2, 56' B.D.P.T.
Br. 218.0 B.D.P.T.
Br. 217.6, 56' B.D.P.T.
Br. 217.2, 56' B.D.P.T.
Br. 220.0 56' x 80' Con. P.
Br. 219.3, 56' B.D.P.T.
Br. 218.7, 56' B.D.P.T.
Br. 218.2, 56' B.D.P.T.
Br. 217.6, 56' B.D.P.T.
Br. 217.2, 56' B.D.P.T.
Br. 217.31, 8'x4' C.P.
Br. 217.2, 40' B.D.P.T.
Pub. Rd. Gr. Xing (8 910 Y)
Pub. Rd. Gr. Xing (8 909 E)
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Pub. Rd. Gr. Xing (8 406 F)
Pub. Rd. Gr. Xing (8 405 Y)
Pub. Rd. Gr. Xing (8 404 S)
Pub. Rd. Gr. Xing (8 403 M)
Pub. Rd. Gr. Xing (8 402 S)
Pub. Rd. Gr. Xing (8 401 R)
Pub. Rd. Gr. Xing (8 400 L)
Pub. Rd. Gr. Xing (8 399 E)
Pub. Rd. Gr. Xing (8 398 U)
Pub. Rd. Gr. Xing (8 397 S)
Pub. Rd. Gr. Xing (8 396 F)
Pub. Rd. Gr. Xing (8 395 Y)
Pub. Rd. Gr. Xing (8 394 S)
Pub. Rd. Gr. Xing (8 393 M)
Pub. Rd. Gr. Xing (8 392 S)
Pub. Rd. Gr. Xing (8 391 R)
Pub. Rd. Gr. Xing (8 390 L)
Pub. Rd. Gr. Xing (8 389 E)
Pub. Rd. Gr. Xing (8 388 U)
Pub. Rd. Gr. Xing (8 387 S)
Pub. Rd. Gr. Xing (8 386 F)
Pub. Rd. Gr. Xing (8 385 Y)
Pub. Rd. Gr. Xing (8 384 S)
Pub. Rd. Gr. Xing (8 383 M)
Pub. Rd. Gr. Xing (8 382 S)
Pub. Rd. Gr. Xing (8 381 R)
Pub. Rd. Gr. Xing (8 380 L)
Pub. Rd. Gr. Xing (8 379 E)
Pub. Rd. Gr. Xing (8 378 U)
Pub. Rd. Gr. Xing (8 377 S)
Pub. Rd. Gr. Xing (8 376 F)
Pub. Rd. Gr. Xing (8 375 Y)
Pub. Rd. Gr. Xing (8 374 S)
Pub. Rd. Gr. Xing (8 373 M)
Pub. Rd. Gr. Xing (8 372 S)
Pub. Rd. Gr. Xing (8 371 R)
Pub. Rd. Gr. Xing (8 370 L)
Pub. Rd. Gr. Xing (8 369 E)
Pub. Rd. Gr. Xing (8 368 U)
Pub. Rd. Gr. Xing (8 367 S)
Pub. Rd. Gr. Xing (8 366 F)
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Pub. Rd. Gr. Xing (8 364 S)
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Pub. Rd. Gr. Xing (8 361 R)
Pub. Rd. Gr. Xing (8 360 L)
Pub. Rd. Gr. Xing (8 359 E)
Pub. Rd. Gr. Xing (8 358 U)
Pub. Rd. Gr. Xing (8 357 S)
Pub. Rd. Gr. Xing (8 356 F)
Pub. Rd. Gr. Xing (8 355 Y)
Pub. Rd. Gr. Xing (8 354 S)
Pub. Rd. Gr. Xing (8 353 M)
Pub. Rd. Gr. Xing (8 352 S)
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Pub. Rd. Gr. Xing (8 350 L)
Pub. Rd. Gr. Xing (8 349 E)
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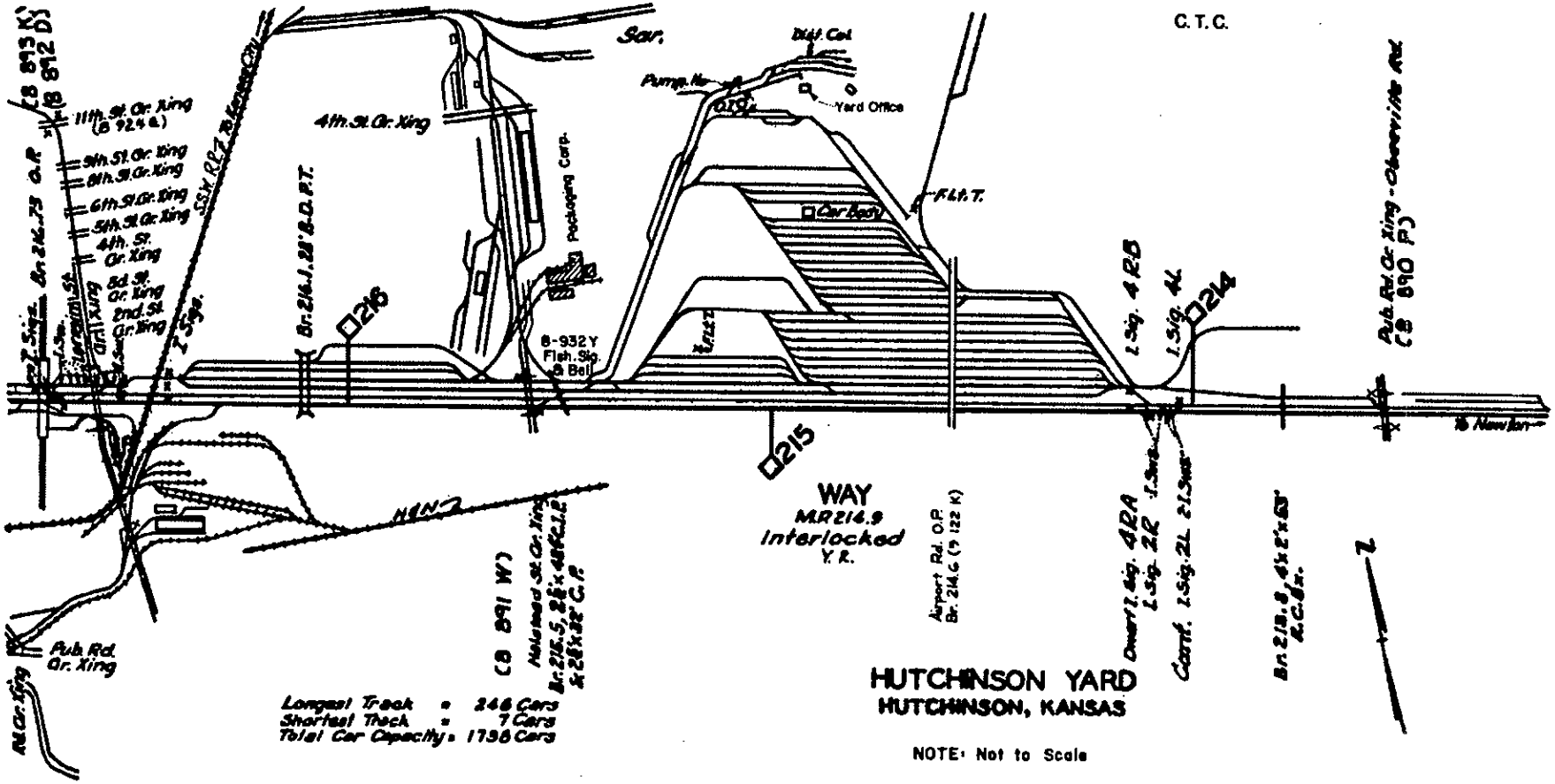
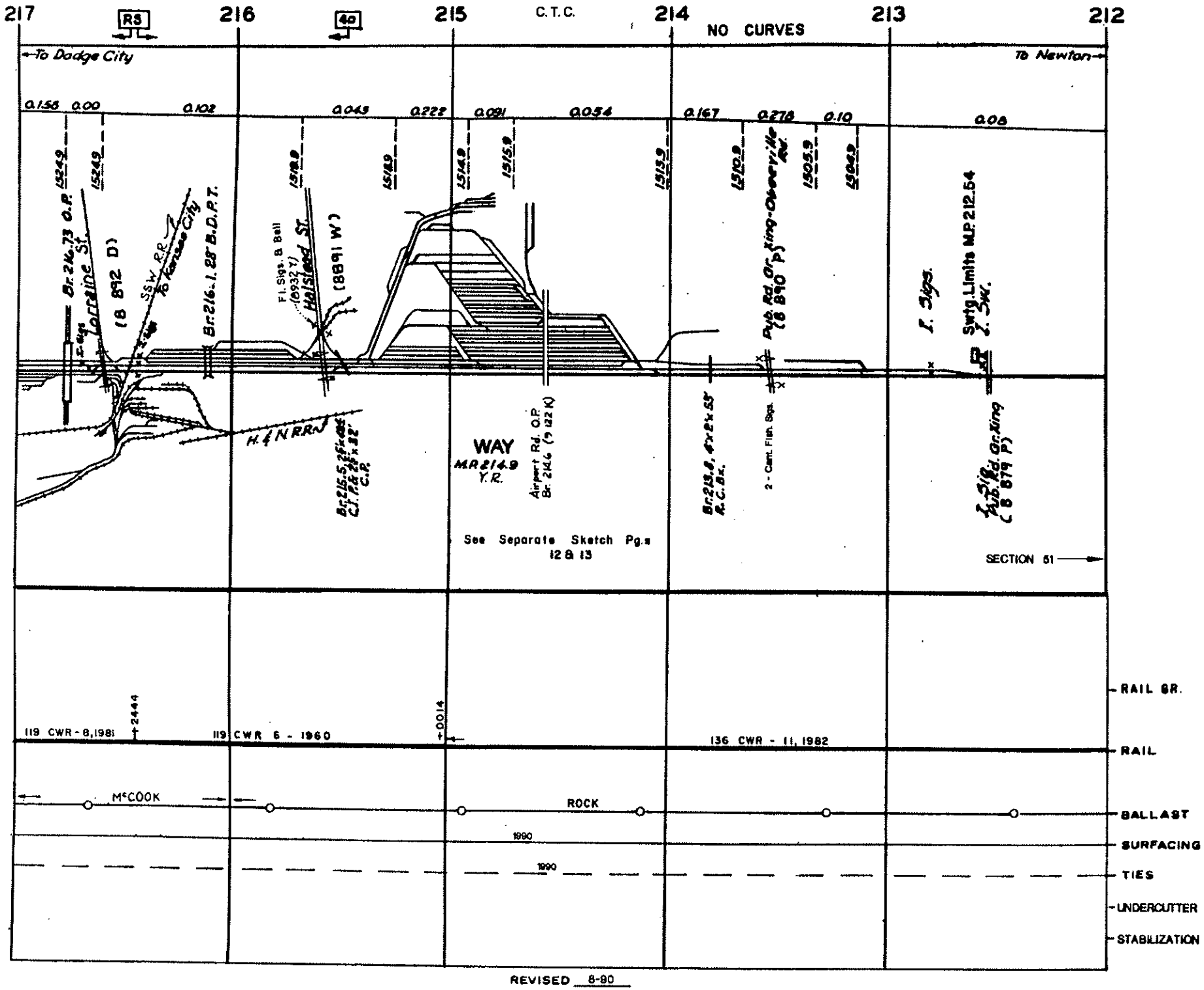
Pub. Rd. Gr. Xing (8 347 S)
Pub. Rd. Gr. Xing (8 346 F)
Pub. Rd. Gr. Xing (8 345 Y)
Pub. Rd. Gr. Xing (8 344 S)
Pub. Rd. Gr. Xing (8 343 M)
Pub. Rd. Gr. Xing (8 342 S)
Pub. Rd. Gr. Xing (8 341 R)
Pub. Rd. Gr. Xing (8 340 L)
Pub. Rd. Gr. Xing (8 339 E)
Pub. Rd. Gr. Xing (8 338 U)
Pub. Rd. Gr. Xing (8 337 S)
Pub. Rd. Gr. Xing (8 336 F)
Pub. Rd. Gr. Xing (8 335 Y)
Pub. Rd. Gr. Xing (8 334 S)
Pub. Rd. Gr. Xing (8 333 M)
Pub. Rd. Gr. Xing (8 332 S)
Pub. Rd. Gr. Xing (8 331 R)
Pub. Rd. Gr. Xing (8 330 L)
Pub. Rd. Gr. Xing (8 329 E)
Pub. Rd. Gr. Xing (8 328 U)
Pub. Rd. Gr. Xing (8 327 S)
Pub. Rd. Gr. Xing (8 326 F)
Pub. Rd. Gr. Xing (8 325 Y)
Pub. Rd. Gr. Xing (8 324 S)
Pub. Rd. Gr. Xing (8 323 M)
Pub. Rd. Gr. Xing (8 322 S)
Pub. Rd. Gr. Xing (8 321 R)
Pub. Rd. Gr. Xing (8 320 L)
Pub. Rd. Gr. Xing (8 319 E)
Pub. Rd. Gr. Xing (8 318 U)
Pub. Rd. Gr. Xing (8 317 S)
Pub. Rd. Gr. Xing (8 316 F)
Pub. Rd. Gr. Xing (8 315 Y)
Pub. Rd. Gr. Xing (8 314 S)
Pub. Rd. Gr. Xing (8 313 M)
Pub. Rd. Gr. Xing (8 312 S)
Pub. Rd. Gr. Xing (8 311 R)
Pub. Rd. Gr. Xing (8 310 L)
Pub. Rd. Gr. Xing (8 309 E)
Pub. Rd. Gr. Xing (8 308 U)
Pub. Rd. Gr. Xing (8 307 S)
Pub. Rd. Gr. Xing (8 306 F)
Pub. Rd. Gr. Xing (8 305 Y)
Pub. Rd. Gr. Xing (8 304 S)
Pub. Rd. Gr. Xing (8 303 M)
Pub. Rd. Gr. Xing (8 302 S)
Pub. Rd. Gr. Xing (8 301 R)
Pub. Rd. Gr. Xing (8 300 L)
Pub. Rd. Gr. Xing (8 299 E)
Pub. Rd. Gr. Xing (8 298 U)
Pub. Rd. Gr. Xing (8 297 S)
Pub. Rd. Gr. Xing (8 296 F)
Pub. Rd. Gr. Xing (8 295 Y)
Pub. Rd. Gr. Xing (8 294 S)
Pub. Rd. Gr. Xing (8 293 M)
Pub. Rd. Gr. Xing (8 292 S)
Pub. Rd. Gr. Xing (8 291 R)
Pub. Rd. Gr. Xing (8 290 L)
Pub. Rd. Gr. Xing (8 289 E)
Pub. Rd. Gr. Xing (8 288 U)
Pub. Rd. Gr. Xing (8 287 S)
Pub. Rd. Gr. Xing (8 286 F)
Pub. Rd. Gr. Xing (8 285 Y)
Pub. Rd. Gr. Xing (8 284 S)
Pub. Rd. Gr. Xing (8 283 M)
Pub. Rd. Gr. Xing (8 282 S)
Pub. Rd. Gr. Xing (8 281 R)
Pub. Rd. Gr. Xing (8 280 L)
Pub. Rd. Gr. Xing (8 279 E)
Pub. Rd. Gr. Xing (8 278 U)
Pub. Rd. Gr. Xing (8 277 S)
Pub. Rd. Gr. Xing (8 276 F)
Pub. Rd. Gr. Xing (8 275 Y)
Pub. Rd. Gr. Xing (8 274 S)
Pub. Rd. Gr. Xing (8 273 M)
Pub. Rd. Gr. Xing (8 272 S)
Pub. Rd. Gr. Xing (8 271 R)
Pub. Rd. Gr. Xing (8 270 L)
Pub. Rd. Gr. Xing (8 269 E)
Pub. Rd. Gr. Xing (8 268 U)
Pub. Rd. Gr. Xing (8 267 S)
Pub. Rd. Gr. Xing (8 266 F)
Pub. Rd. Gr. Xing (8 265 Y)
Pub. Rd. Gr. Xing (8 264 S)
Pub. Rd. Gr. Xing (8 263 M)
Pub. Rd. Gr. Xing (8 262 S)
Pub. Rd. Gr. Xing (8 261 R)
Pub. Rd. Gr. Xing (8 260 L)
Pub. Rd. Gr. Xing (8 259 E)
Pub. Rd. Gr. Xing (8 258 U)
Pub. Rd. Gr. Xing (8 257 S)
Pub. Rd. Gr. Xing (8 256 F)
Pub. Rd. Gr. Xing (8 255 Y)
Pub. Rd. Gr. Xing (8 254 S)
Pub. Rd. Gr. Xing (8 253 M)
Pub. Rd.

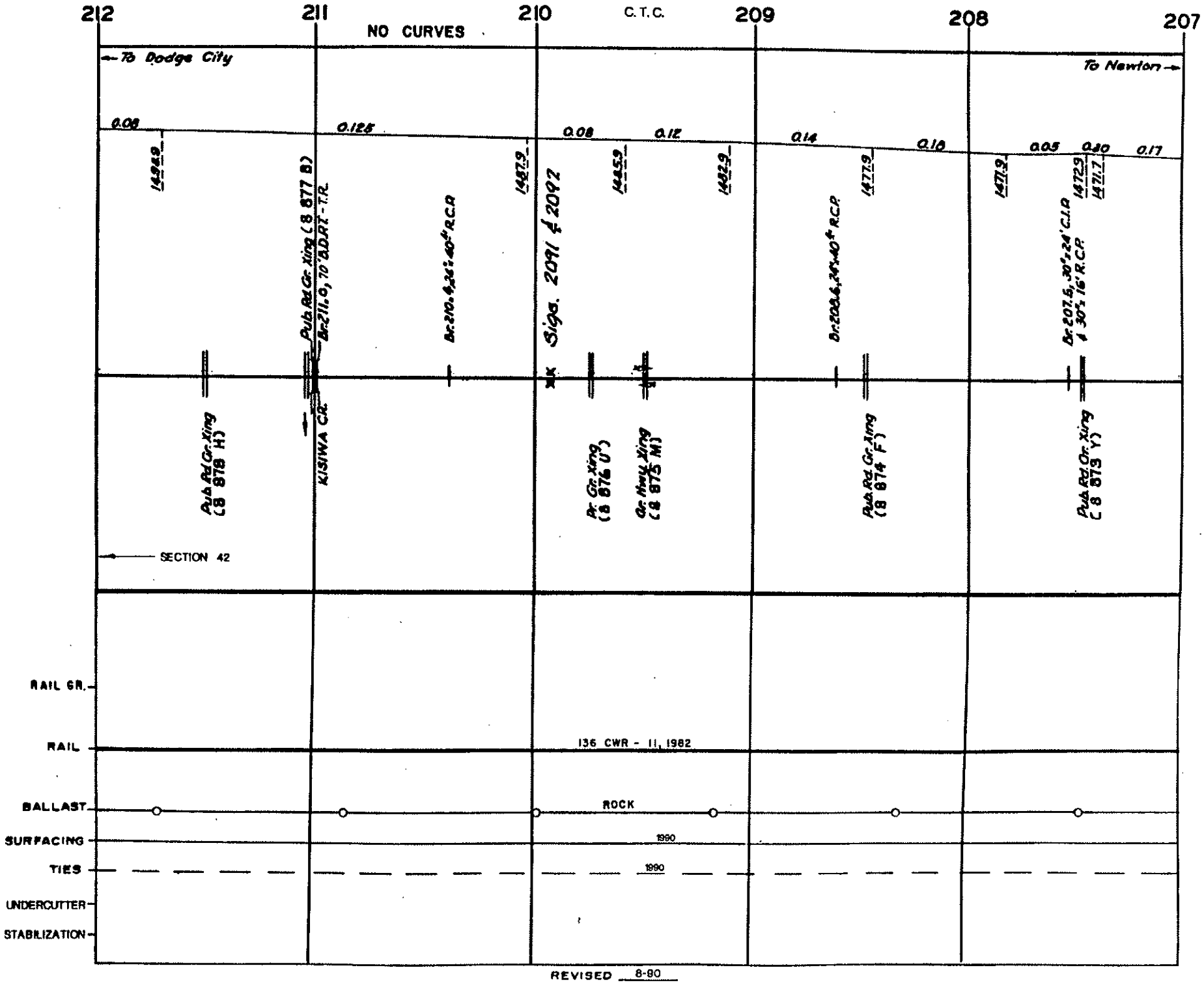


HUTCHINSON YARD
HUTCHINSON, KANSAS

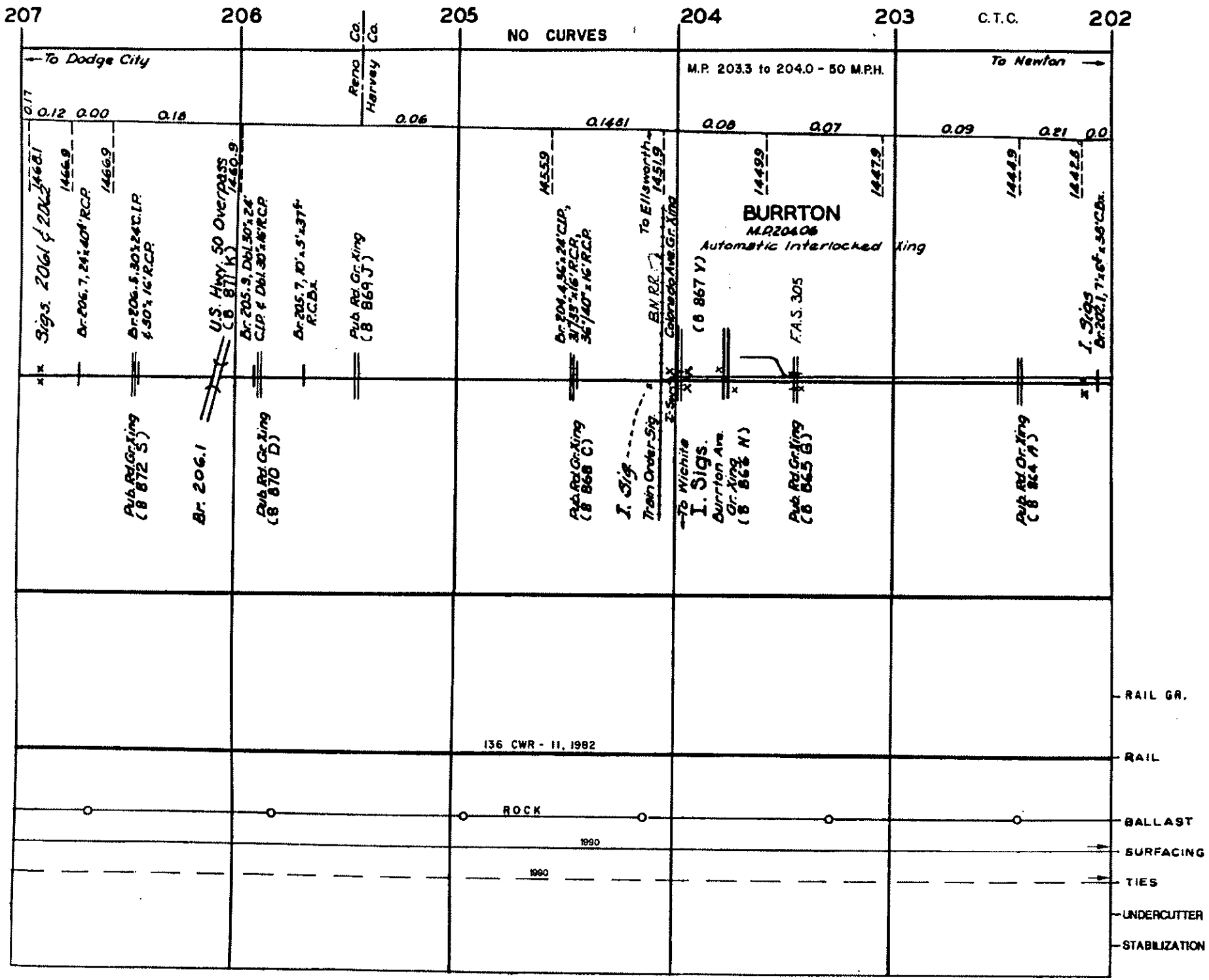
REVISED 8-80


217
RS
216
40
215
C.T.C.
214
NO CURVES
213
212
← To Dodge City
To Newton →
0.158
0.00
0.102
0.043
0.222
0.091
0.054
0.167
0.278
0.10
0.08
Br. 216.73 O.P.
Lorraine St.
(18 892 D)
SSW R.R.
To Kansas City
Br. 216.1 28' B.D.P.T.
Fl. Sigs. & Bell
(6932 Y)
Halstead St.
(8891 W)
Pub. Rd. Gr. Xing-Overpass Rd.
(8 890 P)
I. Sigs.
Swtg. Limits M.P. 212.54
I. Sigs.
H. & N. R.R.
Br. 215.5 25'-4" x 28'-4" x 32° C.P.
WAY
MR 214.9
Y.R.
Airport Rd. O.P.
Br. 214.6 (9 122 K)
Br. 213.8, 4'-2" x 58° R.C. Bx.
2 - Cant. Flsh. Sigs.
Pub. Rd. Gr. Xing
(8 879 P)
See Separate Sketch Pg.s 12 & 13
SECTION 51
119 CWR - 8, 1981
+2444
119 CWR 6 - 1960
+0014
136 CWR - 11, 1982
McCOOK
ROCK
1990
1990
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

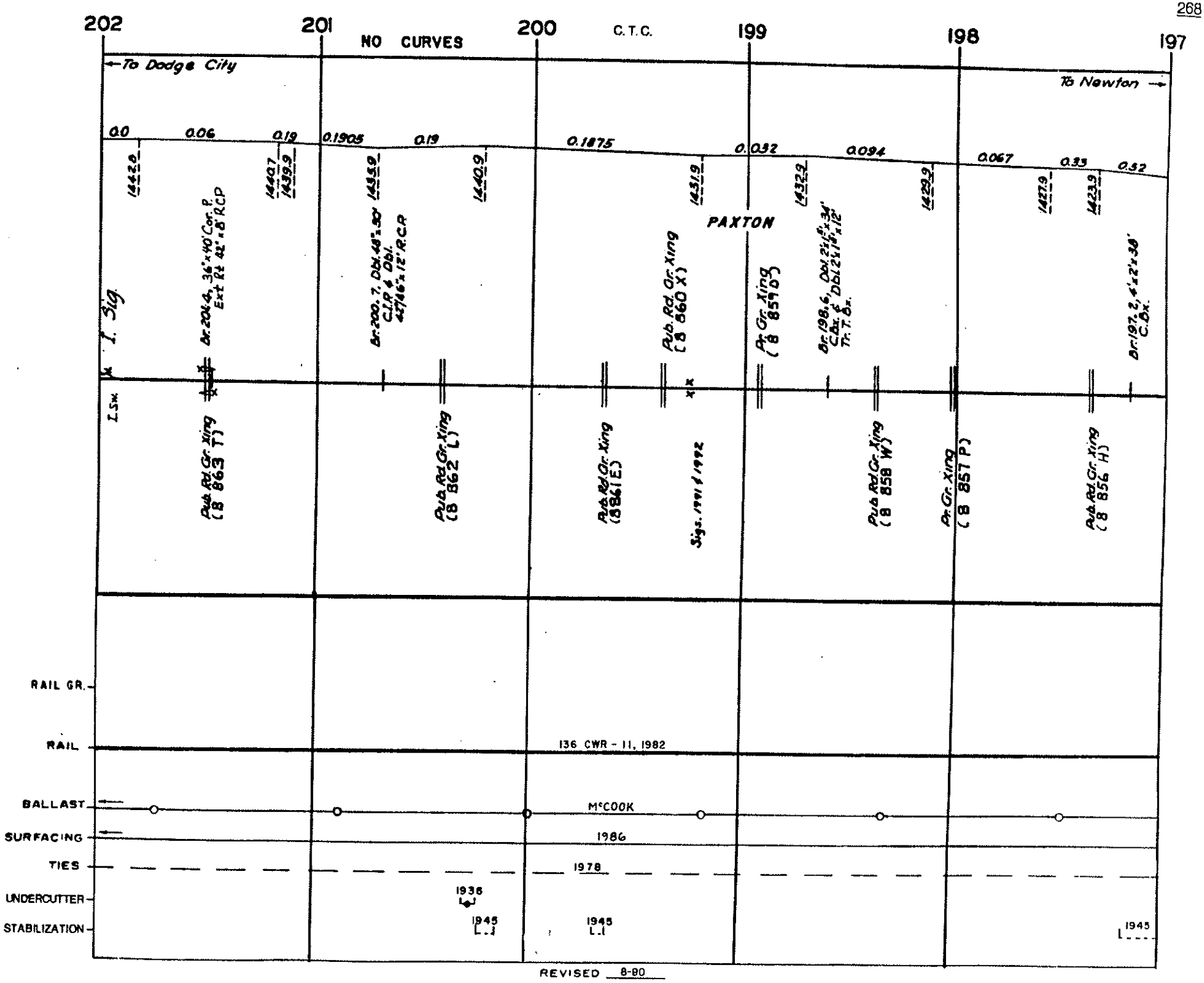
REVISED 8-90


212
211
210
C.T.C.
209
208
207
NO CURVES
← To Dodge City
To Newton →
0.08
0.125
0.08
0.12
0.14
0.10
0.05
0.20
0.17
1482.9
1482.9
1482.9
1477.9
1477.9
1472.9
1471.7
Pub. Rd. Gr. Xing (8 878 H)
Pub. Rd. Gr. Xing (8 877 B)
Br. 211.0, 70' ADRT - T.R.
KISIWA CR.
Br. 210.4, 4-40'-0" R.C.P.
Sigs. 2091 & 2092
Pr. Gr. Xing (8 876 U)
Gr. Hwy. Xing (8 875 M)
Br. 208.6, 3-40'-0" R.C.P.
Pub. Rd. Gr. Xing (8 874 F)
Br. 207.5, 30°-24' C.I.P. & 30°-16' R.C.P.
Pub. Rd. Gr. Xing (8 873 Y)
SECTION 42
RAIL GR.
RAIL
136 CWR - 11, 1982
BALLAST
ROCK
SURFACING
1990
TIES
1990
UNDERCUTTER
STABILIZATION

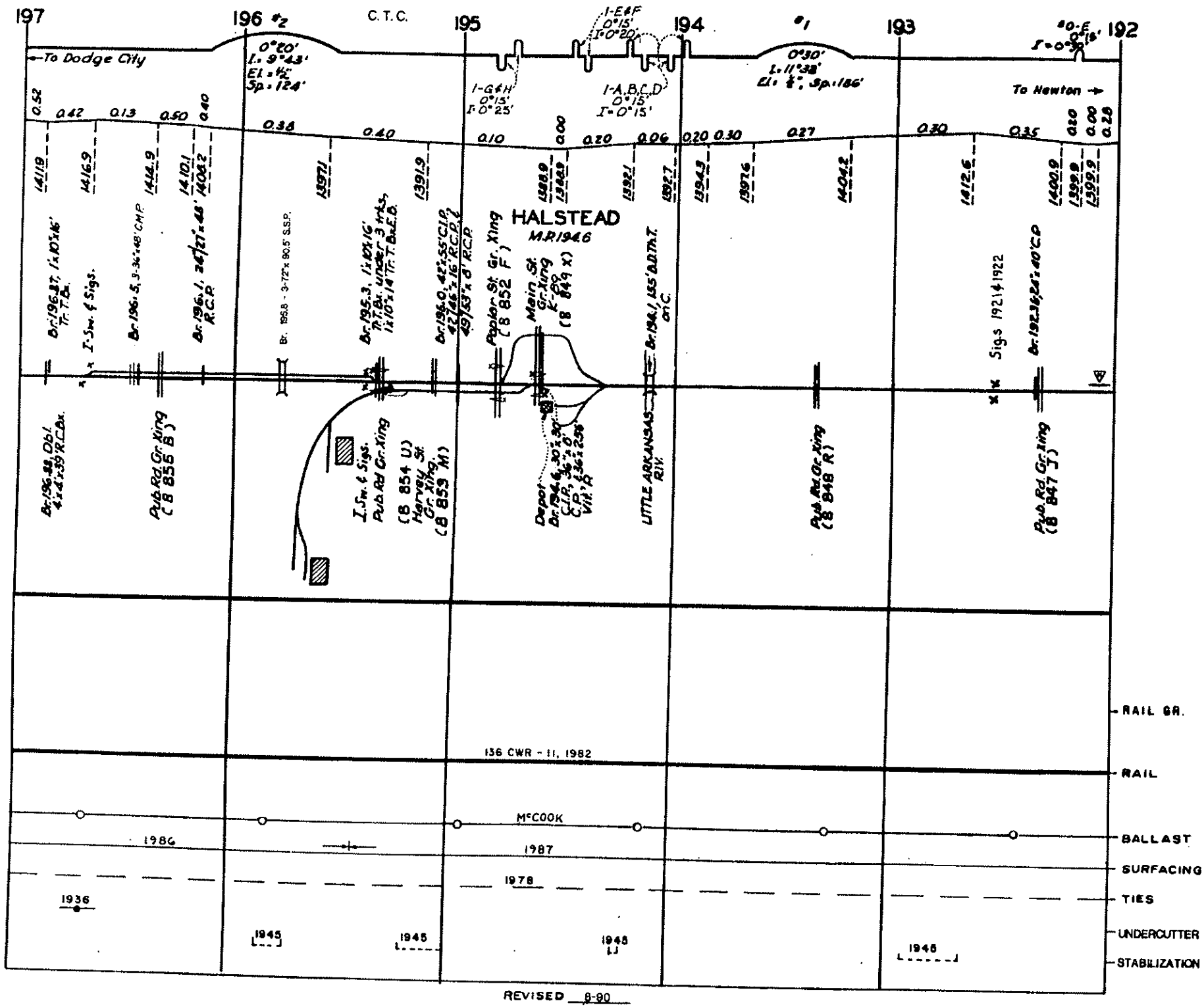
REVISED 8-90


207
206
205
NO CURVES
204
203
C.T.C.
202
To Dodge City
Reno Co.
Harvey Co.
M.P. 203.3 to 204.0 - 50 M.P.H.
To Newton
0.17
0.12
0.00
0.18
0.06
0.1481
0.08
0.07
0.09
0.21
0.0
1466.1
1466.9
1466.9
1466.9
1460.9
1455.9
1451.9
1449.9
1447.9
1444.9
1442.8
Sigs. 206 ℄ 206.2
Br. 206.7, 24'x40' R.C.P.
Br. 206.5, 30'x24' C.I.P. & 30'x16' R.C.P.
U.S. Hwy. 50 Overpass (8 811 K)
Br. 205.9, Dbl. 30'x24' C.I.P. & Dbl. 30'x16' R.C.P.
Br. 205.7, 10'x5'x37° R.C.Bx.
Pub. Rd. Gr. Xing (8 869 J)
Br. 204.4, 36'x24' C.I.P., 31'33"x16' R.C.P., 36'/40"x16' R.C.P.
B.N. RR.
Colorado Ave. Gr. Xing
To Ellsworth
BURRTON
M.P. 204.06
Automatic Interlocked Xing
(8 867 Y)
F.A.S. 305
I. Sigs. Br. 202.1, 7'x6'x36° C.Bx.
Pub. Rd. Gr. Xing (8 872 S)
Br. 206.1
Pub. Rd. Gr. Xing (8 870 D)
Pub. Rd. Gr. Xing (8 868 C)
I. Sig.
Train Order Sig.
To Wichita
I. Sigs.
Burrton Ave. Gr. Xing (8 862 N)
Pub. Rd. Gr. Xing (8 865 G)
Pub. Rd. Gr. Xing (8 864 A)
136 CWR - 11, 1982
ROCK
1990
1990
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

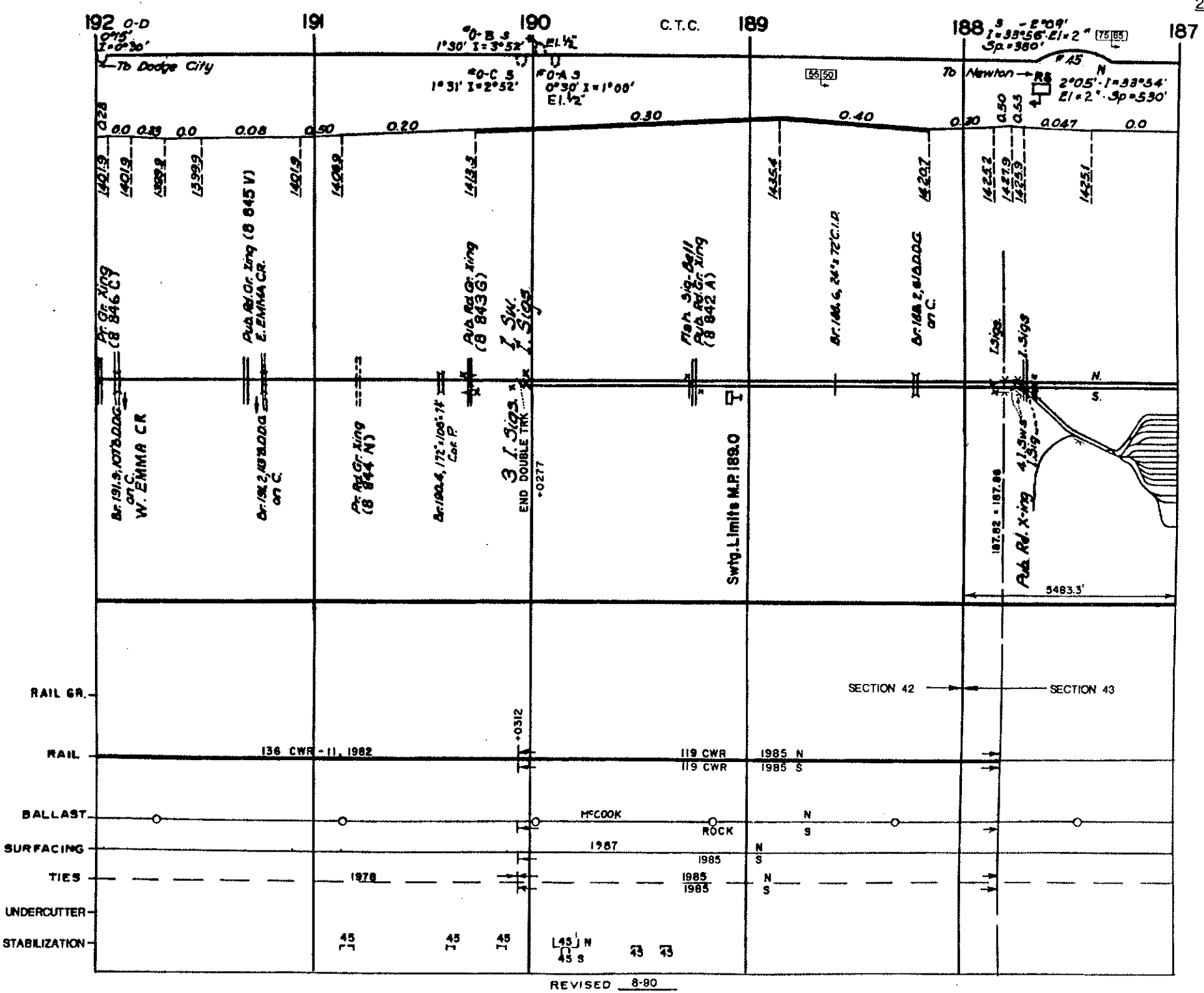
REVISED 8-90


202
201
200
199
198
197
NO CURVES
C.T.C.
← To Dodge City
To Newton →
0.0
0.06
0.19
0.1905
0.19
0.1875
0.032
0.094
0.067
0.33
0.52
1442.9
1440.7
1439.9
1435.9
1440.9
1431.9
1432.9
1429.9
1427.9
1423.9
I. Sig.
Br. 204.4, 36'x40' Cor. P. Ext Rt 42"x8' RCP
Br. 200.7, Dbl. 48"x30' C.I.P. & Dbl. 47"x6" x 12' R.C.P.
PAXTON
Pub. Rd. Gr. Xing (8 860 X)
Pr. Gr. Xing (8 859 D)
Br. 198.6, Dbl. 2'6"x4'-6" x 34' C.Bx. & Dbl. 2'6"x2'-6" x 12' Tr. T. Bx.
Br. 197.2, 4'x2'x36' C.Bx.
L.Sw.
Pub. Rd. Gr. Xing (8 863 T)
Pub. Rd. Gr. Xing (8 862 L)
Pub. Rd. Gr. Xing (8861 E)
Sigs. 1991 & 1992
Pub. Rd. Gr. Xing (8 858 W)
Pr. Gr. Xing (8 857 P)
Pub. Rd. Gr. Xing (8 856 H)
RAIL GR.
RAIL
136 CWR - 11, 1982
BALLAST
McCOOK
SURFACING
1986
TIES
1978
UNDERCUTTER
1936
STABILIZATION
1945
1945
1945

REVISED 8-80


197
196
195
194
193
192
C.T.C.
#2
#1
To Dodge City
To Newton
0°20'
I. 9°43'
El. 1½"
Sp. 124'
0°30'
I. 11°38'
El. 1", Sp. 186'
I-G&H
0°15'
I-E&F
0°15'
I-A,B,C,D
0°15'
HALSTEAD
M.P. 194.6
Br. 196.8 - 3-72'x 90.5' S.S.P.
Poplar St. Gr. Xing
(8 852 F)
Main St.
Gr. Xing
(8 849 X)
Depot
Br. 194.6, 30'x 30'
C.I.P., 36"x 0"
C.P., 436"x 256"
Vit. P
LITTLE ARKANSAS
RIV.
Br. 194.1, 155' A.D.T.H.T.
on C.
Sigs 1921 & 1922
Pub. Rd. Gr. Xing
(8 856 B)
I. Sw. & Sigs.
Pub. Rd. Gr. Xing
(8 854 U)
Harvey St.
Gr. Xing
(8 859 H)
Pub. Rd. Gr. Xing
(8 848 R)
Pub. Rd. Gr. Xing
(8 847 J)
136 CWR - 11, 1982
McCOOK
1986
1987
1978
1936
1945
1945
1945
1945
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


192
191
190
189
188
187
C.T.C.
To Dodge City
To Newton
Pr. Gr. Xing (8 846 C)
Pub. Rd. Gr. Xing (8 845 V)
E. EMMA CR.
Br: 191.9, 107'8 DOG on C.
W. EMMA CR
Br: 192.2, 138'8 DOG on C.
Pr. Rd. Gr. Xing (8 844 N)
Pub. Rd. Gr. Xing (8 843 G)
Br: 190.4, 172'-106'-11' Cor. P
3 I. Sigs.
END DOUBLE TRK.
+0277
Flash. Sig. Aspl. Pub. Rd. Gr. Xing (8 842 A)
Swtg. Limits M.P. 189.0
Br: 188.6, 24'8 72° C.I.P.
Br: 188.2, 61'8 DOG on C.
I. Sigs.
Pub. Rd. X-ing
187.82 + 187.86
5483.3'
SECTION 42
SECTION 43
+0312
136 CWR - 11, 1982
119 CWR
1985 N
119 CWR
1985 S
McCOOK
ROCK
1987
1985
1978
1985
1985
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

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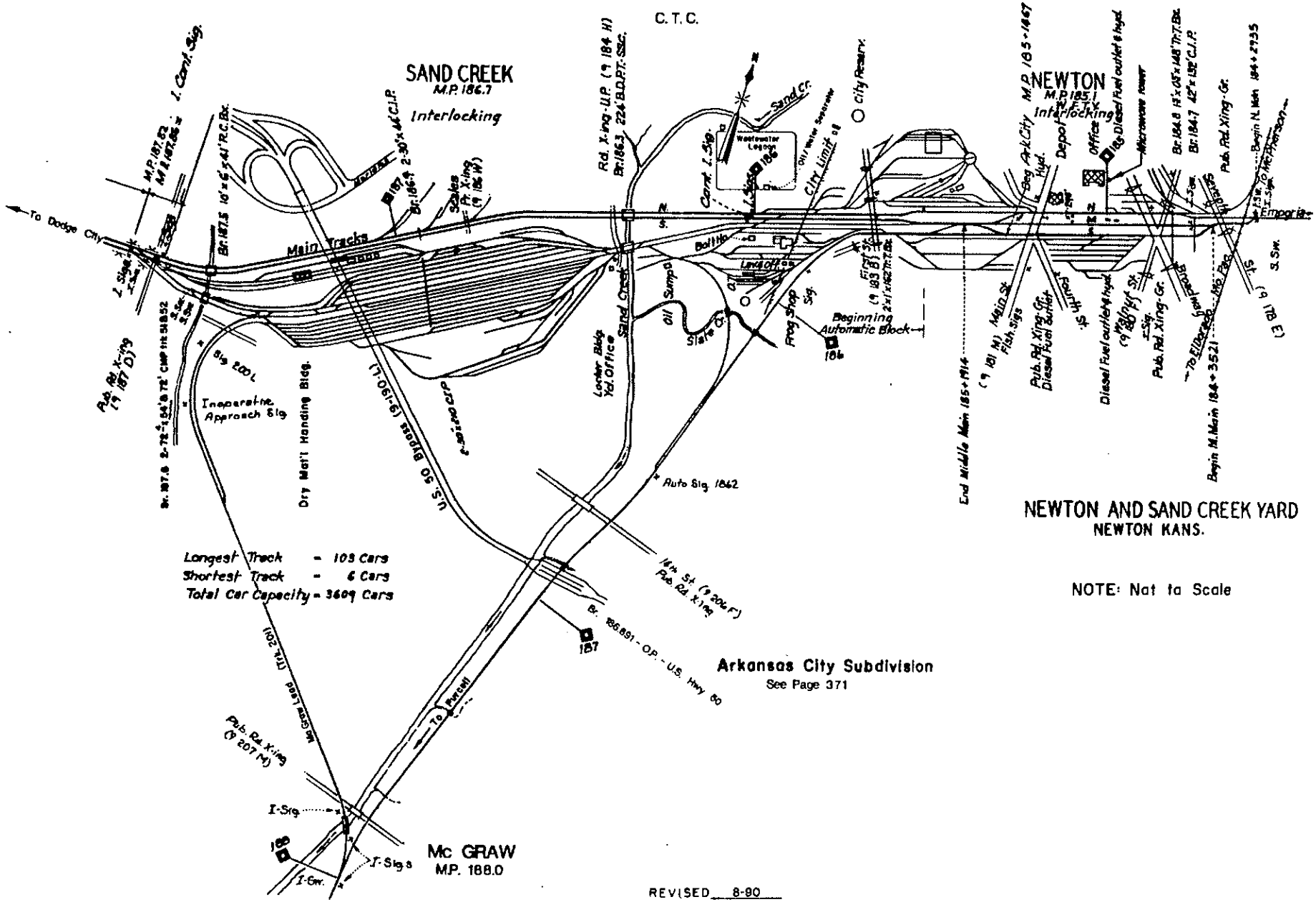
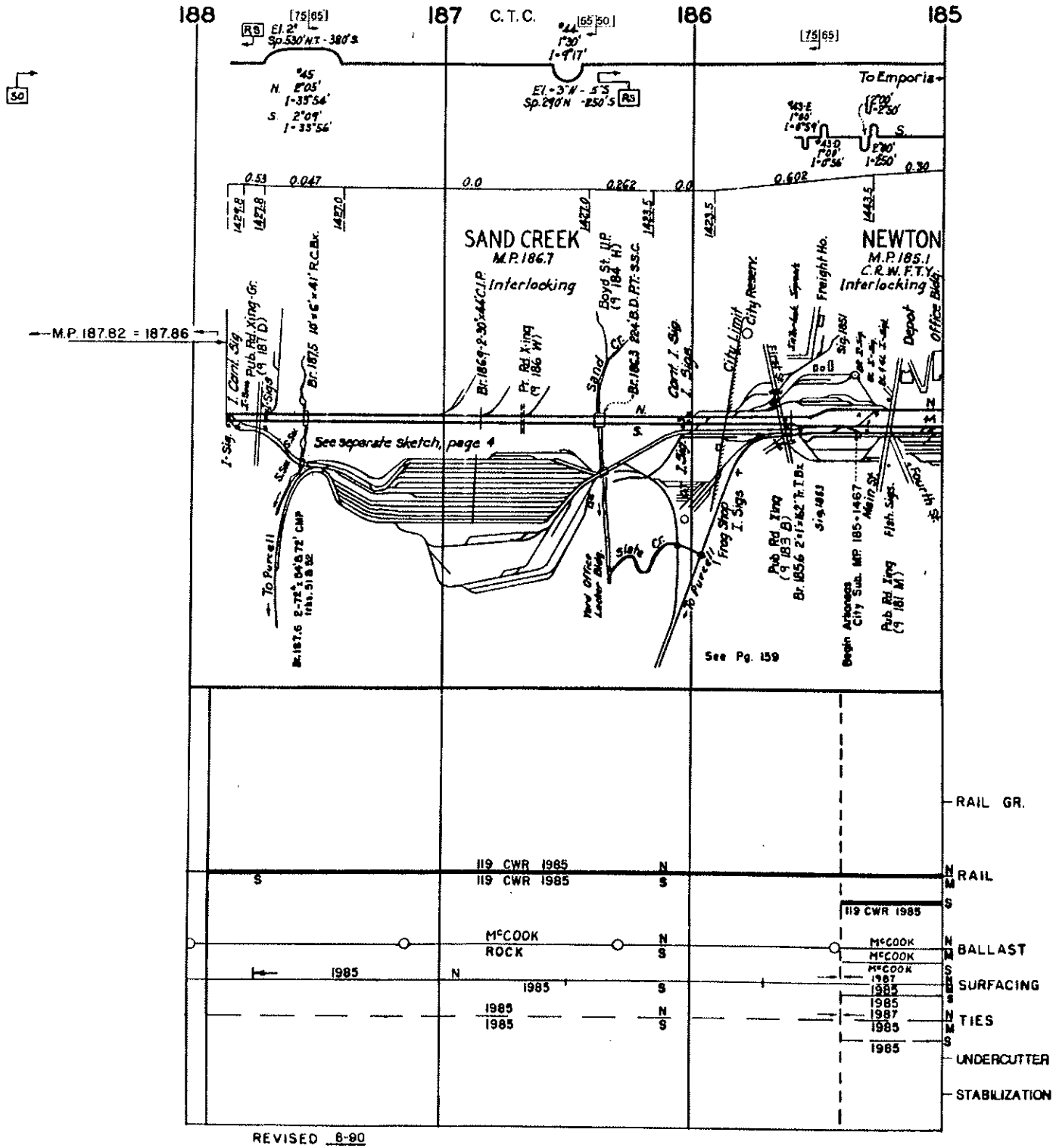
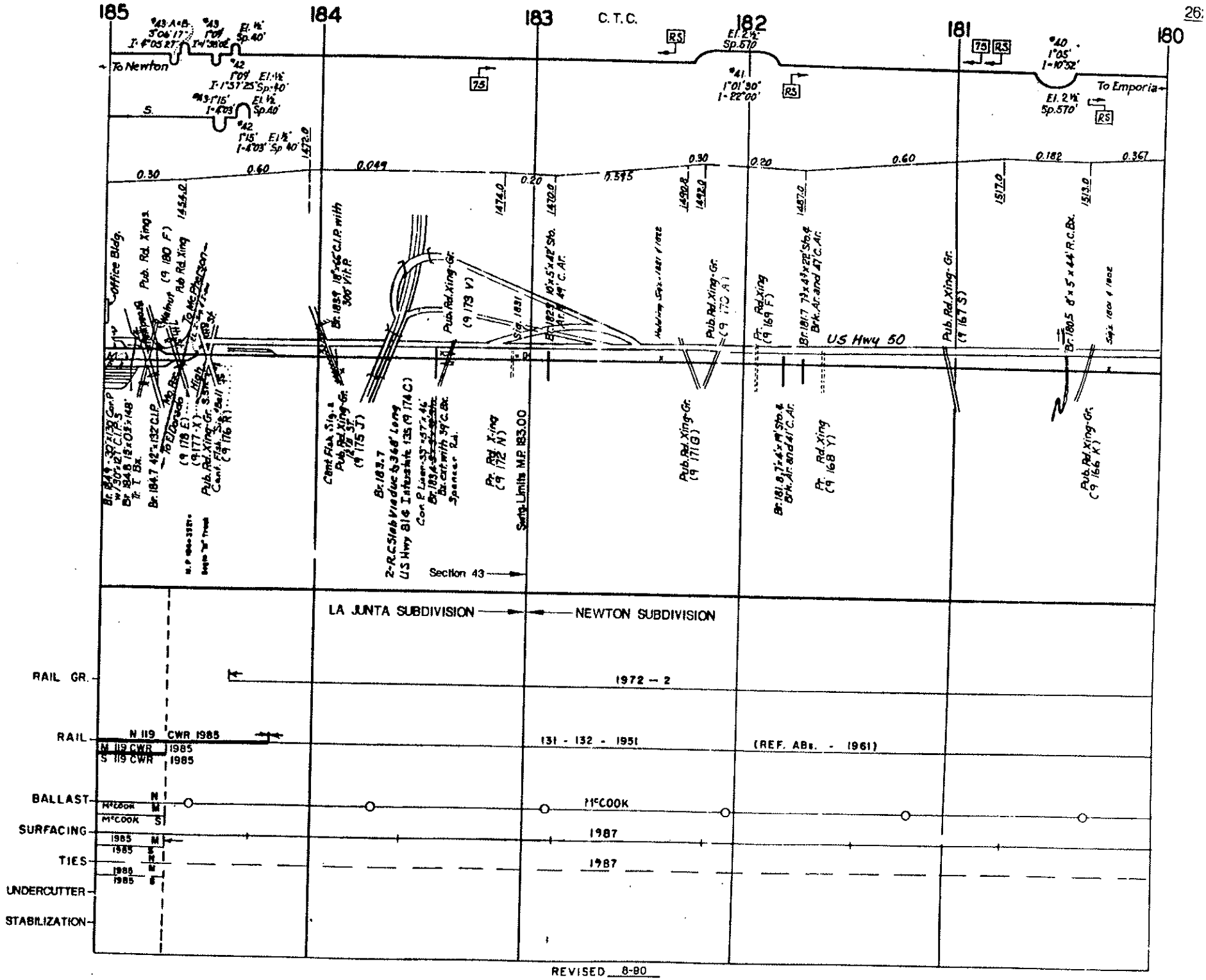

C. T. C.
SAND CREEK
M.P. 186.7
Interlocking
NEWTON
M.P. 185.1
Interlocking
To Dodge City
Main Tracks
Sand Creek
Sand Cr.
City Limit
City Reserv.
Depot
Office
Diesel Fuel outlet & hyd.
Microwave tower
Emporia
Beginning Automatic Block
Frog Shop Sig.
Oil Sump
Oil Water Separator
Wastewater Lagoon
Land Office
Lumber Bldg. Yd. Office
Dry Mat'l Handling Bldg.
Inoperative Approach Sig
Auto Sig. 1862
U.S. 50 Bypass (I-135)
14th St. (Pub. Rd. X-ing)
Arkansas City Subdivision
See Page 371
Longest Track = 109 Cars
Shortest Track = 6 Cars
Total Car Capacity = 3609 Cars
NEWTON AND SAND CREEK YARD
NEWTON KANS.
NOTE: Not to Scale
Mc GRAW
MP. 188.0
Pub. Rd. X-ing (T.R. 207 M)
McGrew Land (T.R. 201)
To Burrell
I-Sig.
I-Sigs
I-Gw.
Pub. Rd. X-ing (T.R. 187 D)
Pub. Rd. X-ing (T.R. 184 H)
Pub. Rd. X-ing Gr.
Diesel Fuel outlet & hyd.
Fish. Sigs
Main St.
Fourth St.
Broadway
Seventh St.
Pub. Rd. Xing-Gr.
To Ellinwood
To McPherson
Begin N. Main 184+2735
Begin M. Main 184+3521
End Middle Main 185+1914
Br. 186.891 - O.P. - U.S. Hwy 80

REVISED 8-90

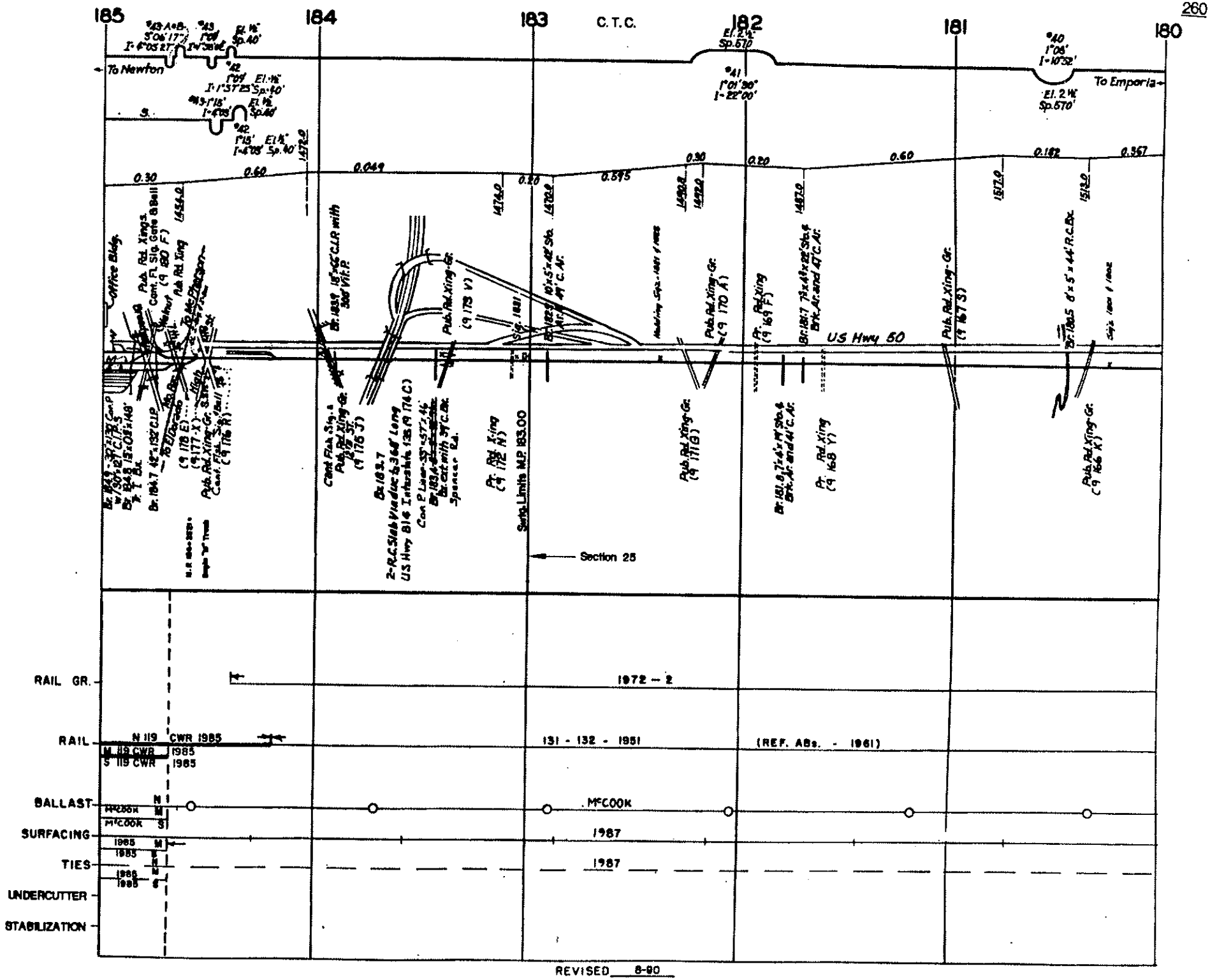

188
187
C.T.C.
186
185
SAND CREEK
M.P. 186.7
Interlocking
NEWTON
M.P. 185.1
C.R.W.F.T.Y.
Interlocking
M.P. 187.82 = 187.86
To Emporia
See separate sketch, page 4
See Pg. 159
To Purcell
City Limit
City Reserv.
Depot
Office Bldg.
Freight Ho.
Main St.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
119 CWR 1985
McCOOK
ROCK
1985

REVISED 6-90

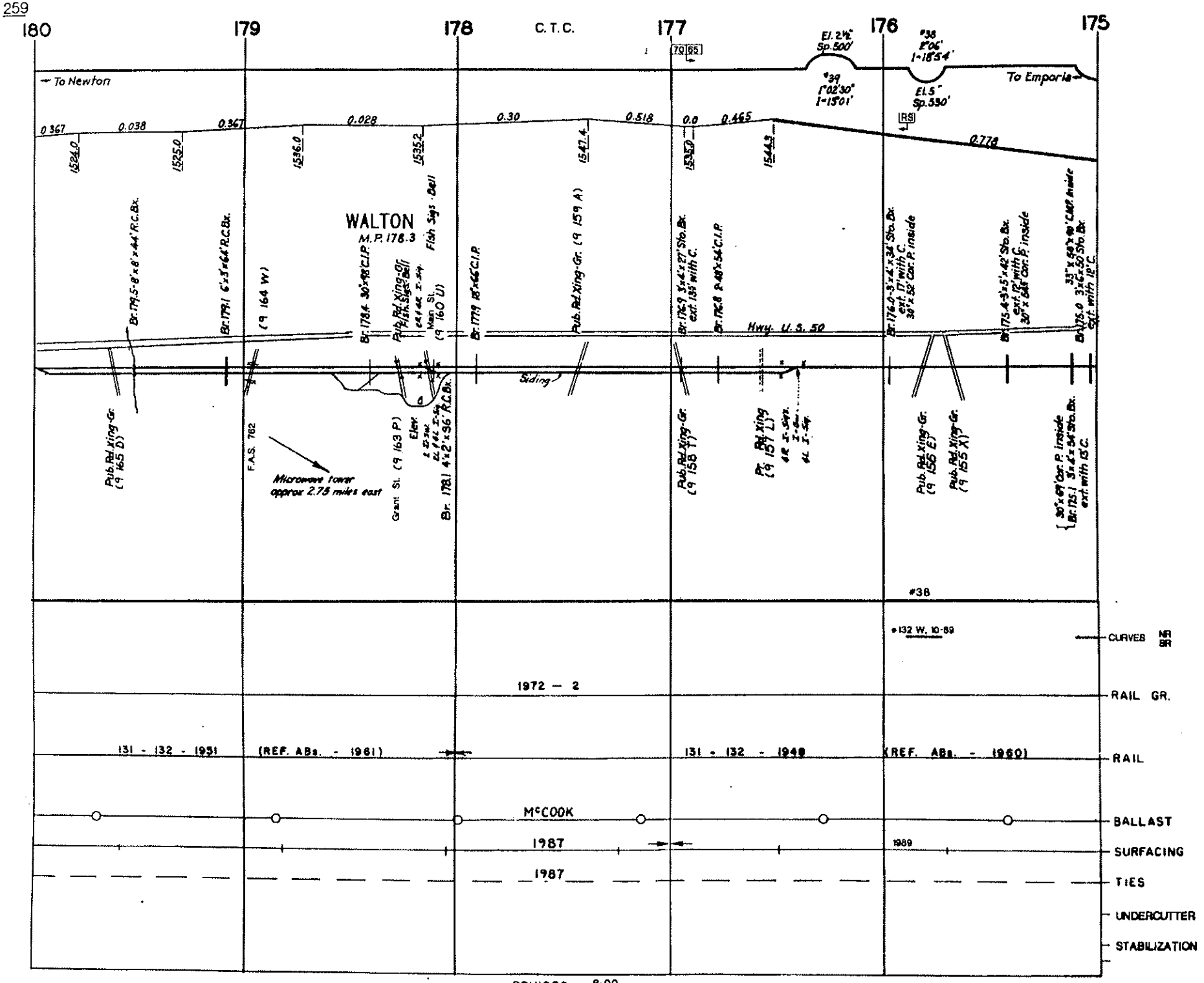

185
184
183
182
181
180
C. T. C.
To Newton
To Emporia
US Hwy 50
Section 43
LA JUNTA SUBDIVISION
NEWTON SUBDIVISION
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1972 – 2
N 119 CWR 1985
S 119 CWR 1985
131 - 132 - 1951
(REF. ABs. - 1961)
McCOOK
1987
1987
REVISED 8-80

La Junta Subdivision

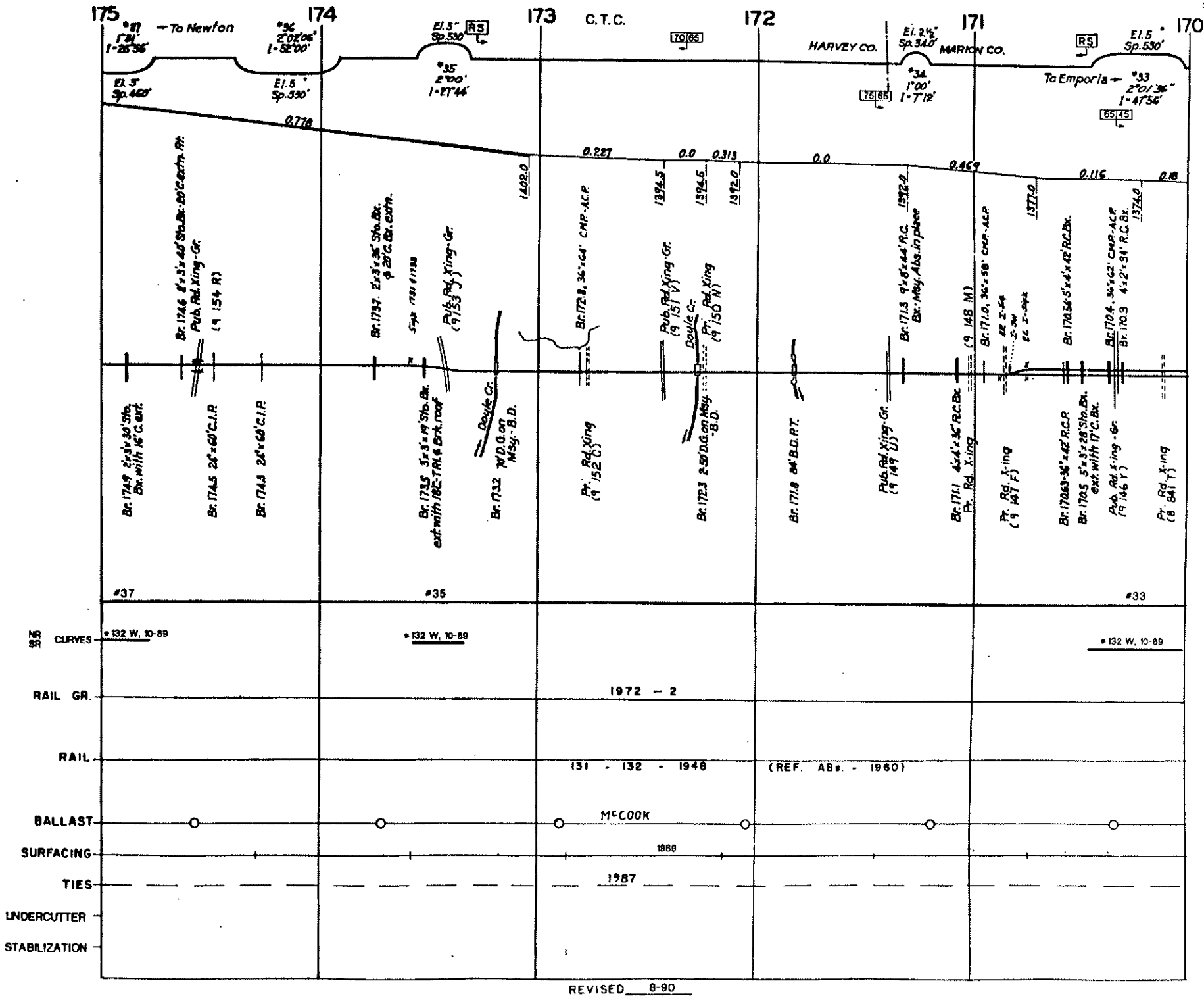
Newton (M.P. 183.0) to Las Animas Jct. (M.P. 533.5)


185
184
183
C. T. C.
182
181
180
To Newton
To Emporia
US Hwy 50
Section 25
Office Bldg.
Pub. Rd. Xings. Cont. Fl. Sig. Gate & Bell (9 180 F)
Pub. Rd. Xing (9 179 E)
Pub. Rd. Xing-Gr. (9 178 X)
Cont. Fl. Sig. & Pub. Rd. Xing-Gr. (9 178 Y)
Br. 183.7 2-R.C. Slab Viaduct & 364' Long US Hwy 81 & Interurban 128 (9 174 C)
Pub. Rd. Xing-Gr. (9 173 V)
Pr. Rd. Xing (9 172 N)
Pub. Rd. Xing-Gr. (9 171 G)
Pr. Rd. Xing (9 169 F)
Pub. Rd. Xing-Gr. (9 169 S)
Pr. Rd. Xing (9 168 Y)
Pub. Rd. Xing-Gr. (9 166 X)
Santa Limits M.P. 183.00
RAIL GR.
1972 – 2
RAIL
N 119 CWR 1985
M 119 CWR 1985
S 119 CWR 1985
131 - 132 - 1951
(REF. ABs. - 1961)
BALLAST
McCOOK
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION

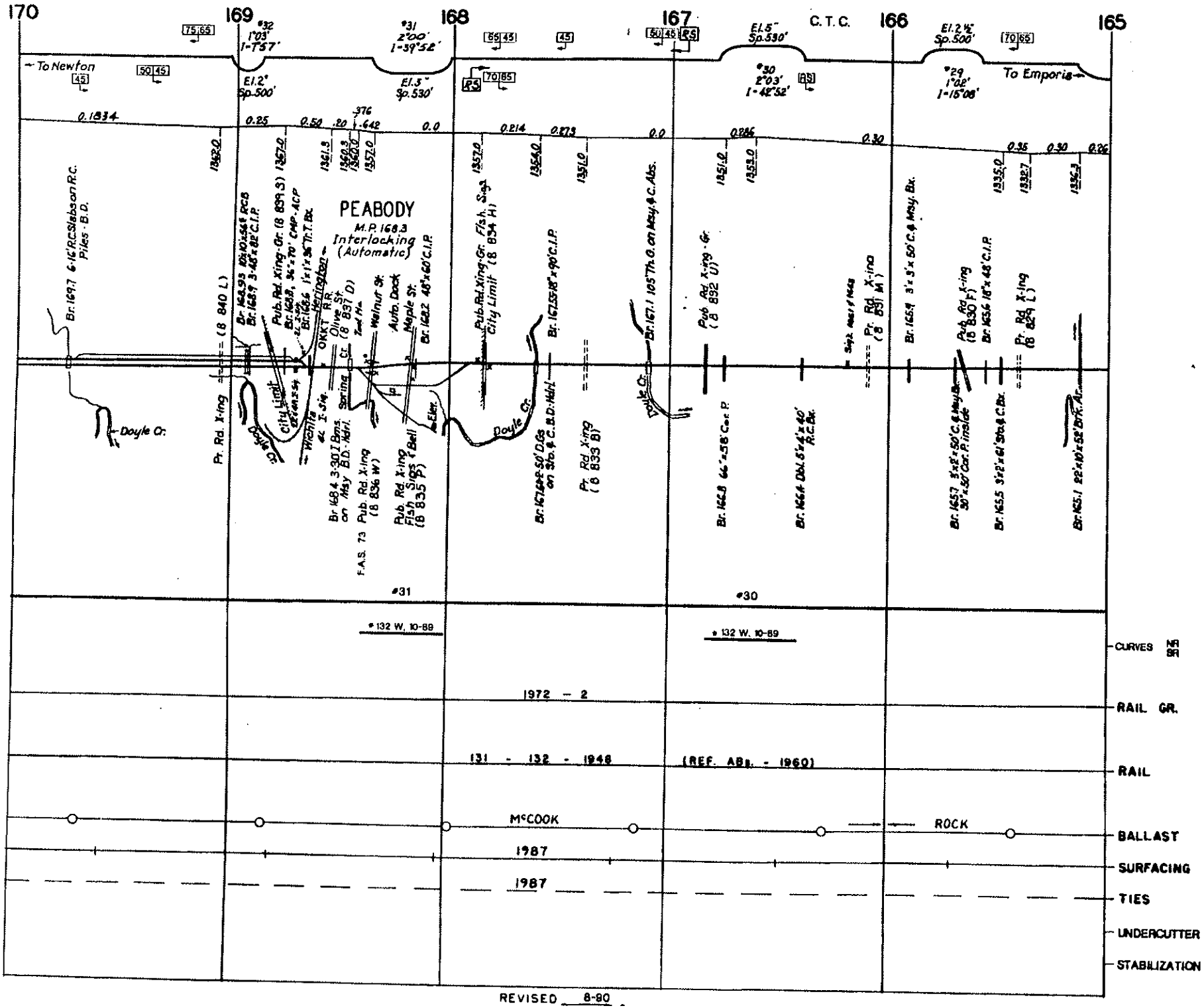
REVISED 8-90


180
179
178
C.T.C.
177
176
175
To Newton
To Emporia
0.367
0.038
0.367
0.028
0.30
0.518
0.0
0.465
0.778
1524.0
1525.0
1536.0
1535.2
1547.4
1535.9
1544.3
RS
TQ 65
El. 2½" Sp. 500'
#39 1°02'30" I=15°01'
#38 1°06' I=18°54'
El. 5" Sp. 550'
WALTON
M.P. 178.3
Br. 179.5-8'x8'x44' R.C.Bx.
Br. 179.1 6'x5'x64' R.C.Bx.
(9 164 W)
Br. 178.4 30'x98' C.I.P.
Pub. Rd. Xing-Gr. (9 165 D)
Pvt. Rd. Xing-Gr. (9 163 P)
Elev.
Grant St. (9 163 P)
Fish Sys.-Bell
Main St. (9 160 U)
Br. 178.1 4'x2'x96' R.C.Bx.
Br. 177.9 18'x66' C.I.P.
Pub. Rd. Xing-Gr. (9 159 A)
Siding
F.A.S. 782
Microwave tower approx 2.75 miles east
Br. 176.9 3'x4'x27' Sto.Bx. ext. 135' with C.
Br. 176.8 8'x48'x54' C.I.P.
Pub. Rd. Xing-Gr. (9 158 T)
Pvt. Rd. Xing (9 157 L)
4# 2-Sign.
2-Gas.
4L 3-Sig.
Hwy. U.S. 50
Br. 176.0-3'x4'x34' Sto.Bx. ext. 17' with C. 38°x52' Cor. P. inside
Pub. Rd. Xing-Gr. (9 156 E)
Pub. Rd. Xing-Gr. (9 155 X)
Br. 175.4-3'x5'x42' Sto.Bx. ext. 12' with C. 30°x68' Cor. P. inside
33°x68°x90' CMP. Inside
Br. 175.0 3'x6'x50' Sto.Bx. Ext. with 12' C.
30°x67' Cor. P. inside
Br. 175.1 3'x4'x54' Sto.Bx. ext. with 13' C.
#38
#132 W. 10-89
CURVES NR SR
1972 — 2
RAIL GR.
131 - 132 - 1951
(REF. ABs. - 1961)
131 - 132 - 1949
(REF. ABs. - 1960)
RAIL
McCOOK
BALLAST
1987
1989
SURFACING
1987
TIES
UNDERCUTTER
STABILIZATION

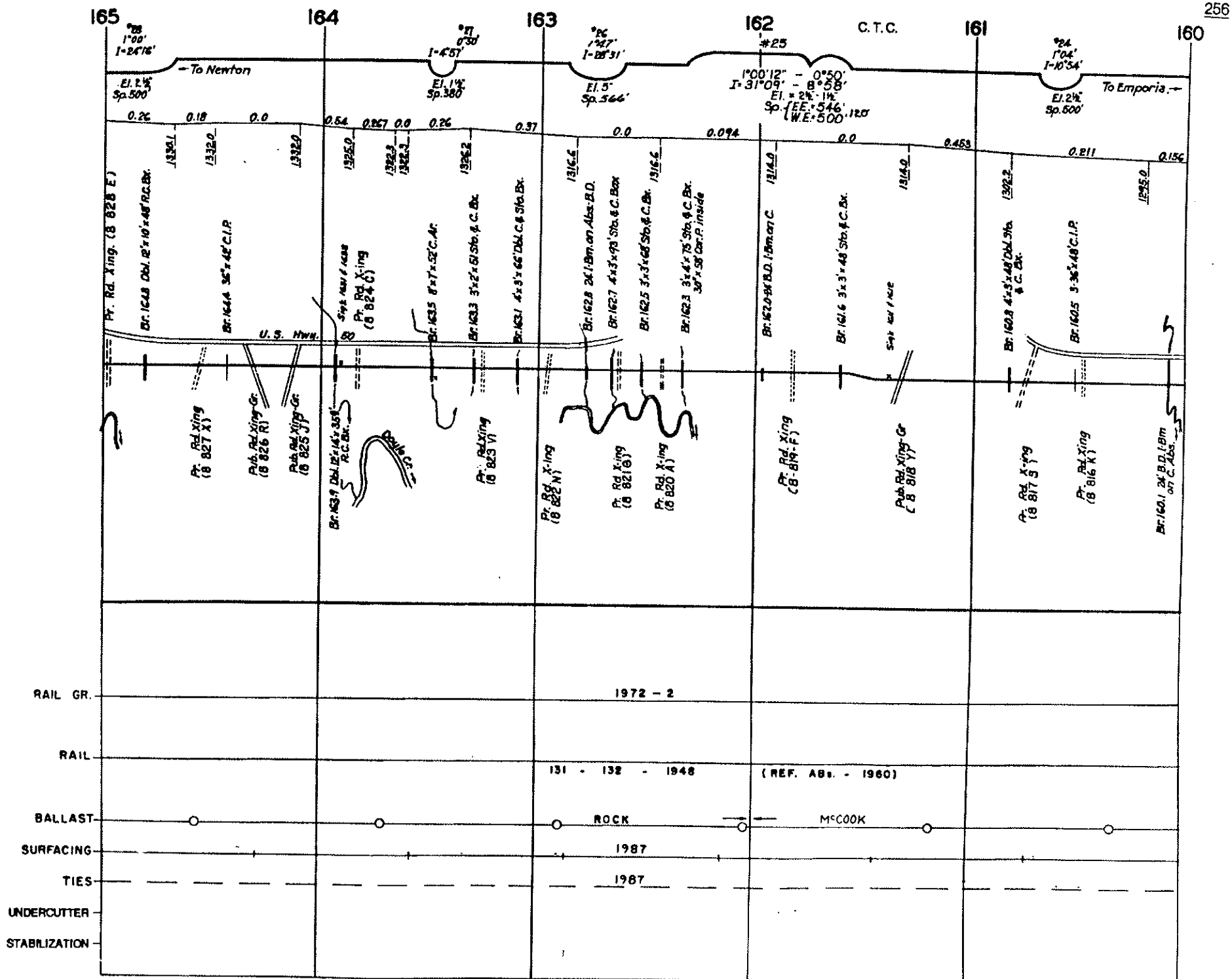
REVISED 8-90


175
174
173
C.T.C.
172
171
170
To Newton
HARVEY CO.
MARION CO.
To Emporia
#37
#35
#33
0.778
0.227
0.0
0.313
0.0
0.469
0.116
0.18
1402.0
1394.5
1394.6
1392.0
1392.0
1377.0
1376.0
Br. 174.9 2'x3'x 30' Sto. Bx. with 16'C. ext.
Br. 174.6 2'x3'x 40' Sto. Bx. 20'C. extn. Rt.
Pub. Rd. Xing - Gr.
(9 154 R)
Br. 174.5 24'x 60' C.I.P.
Br. 174.3 24'x 60' C.I.P.
Br. 173.7 2'x3'x 36' Sto. Bx. @ 20'C. Bx. extn.
Sqs. 1781 & 1788
Br. 173.5 3'x3'x 19' Sto. Bx. ext. with 18'C. TR. & Brk. roof
Pub. Rd. Xing - Gr. (9 153 J)
Doyle Cr.
Br. 173.2 70' D.G. on Msy. - B.D.
Br. 172.8, 36'x 64' CMP - A.C.P.
Pr. Rd. Xing (9 152 C)
Pub. Rd. Xing - Gr. (9 151 V)
Doyle Cr.
Pr. Rd. Xing (9 150 N)
Br. 172.3 2-36' D.G. on Msy. - B.D.
Br. 171.8 84' B.D. P.T.
Pub. Rd. Xing - Gr. (9 149 U)
Br. 171.3 9'x8'x 44' R.C. Bx. - Msy. Abs. in place
Br. 171.1 4'x4'x 36' R.C. Bx. Pr. Rd. X-ing
Br. 171.0, 36'x 58' CMP - A.C.P. (9 148 M)
Pr. Rd. X-ing (9 147 F)
Br. 170.6 3-5'x4'x 42' R.C. Bx.
Br. 170.5 5'x5'x 28' Sto. Bx. ext. with 17'C. Bx.
Br. 170.4, 36'x 62' CMP - A.C.P.
Br. 170.3 4'x2'x 31' R.C. Bx.
Pub. Rd. X-ing - Gr. (9 146 Y)
Pr. Rd. X-ing (8 841 T)
#34
1°00'
1°7'12"
#33
2°01'36"
1°47'56"
El. 5" Sp. 460'
El. 5° Sp. 330'
El. 5° Sp. 530'
El. 2½° Sp. 340'
El. 5° Sp. 530'
#37 5°24' 1-25'36"
#36 2°02'06" 1-52'00"
#35 2°00' 1-27'44"
NR 93 CURVES
• 132 W, 10-89
• 132 W, 10-89
• 132 W, 10-89
RAIL GR.
1972 - 2
RAIL
131 - 132 - 1948
(REF. ABs. - 1960)
BALLAST
McCOOK
SURFACING
1989
TIES
1987
UNDERCUTTER
STABILIZATION

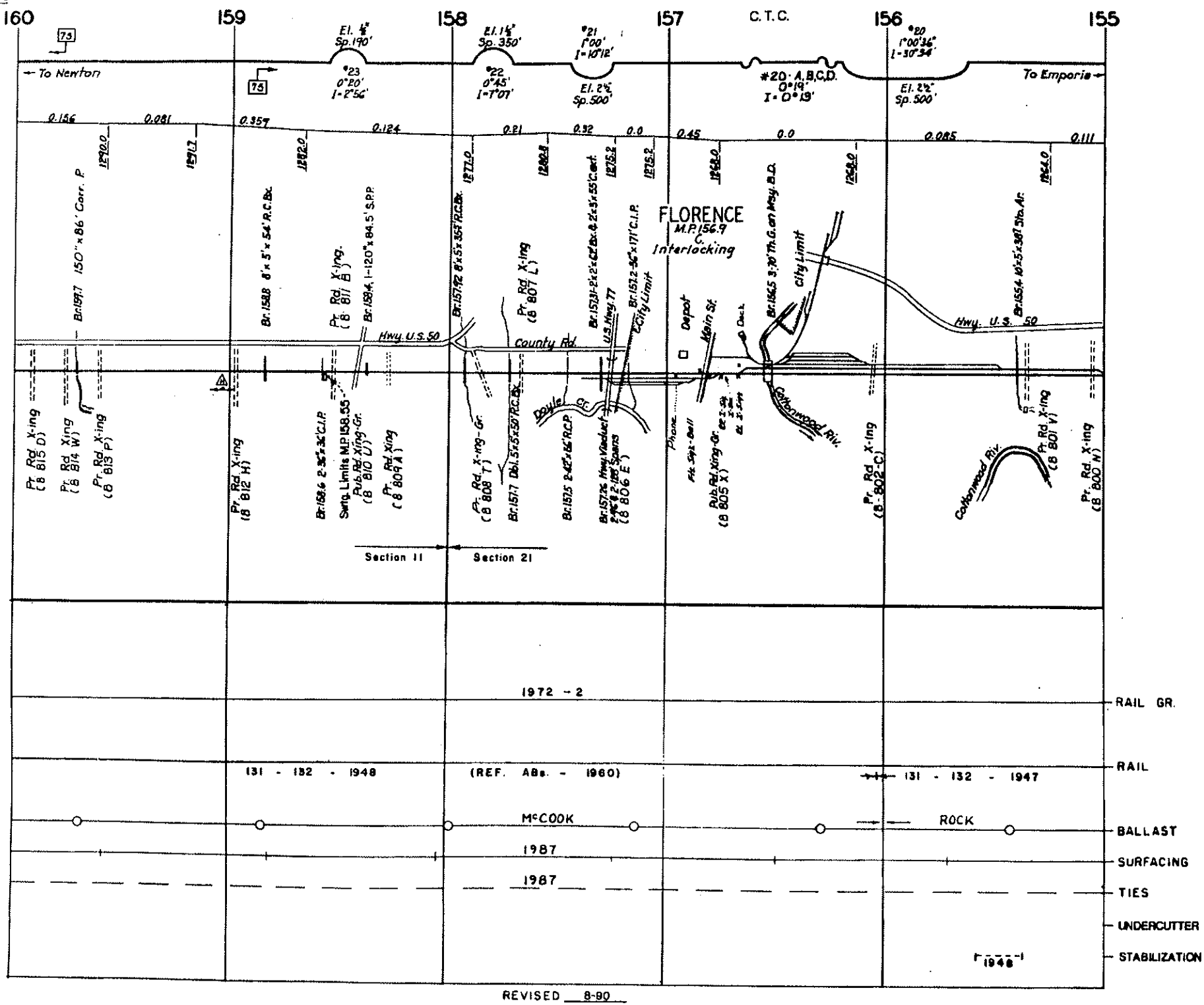
REVISED 8-90

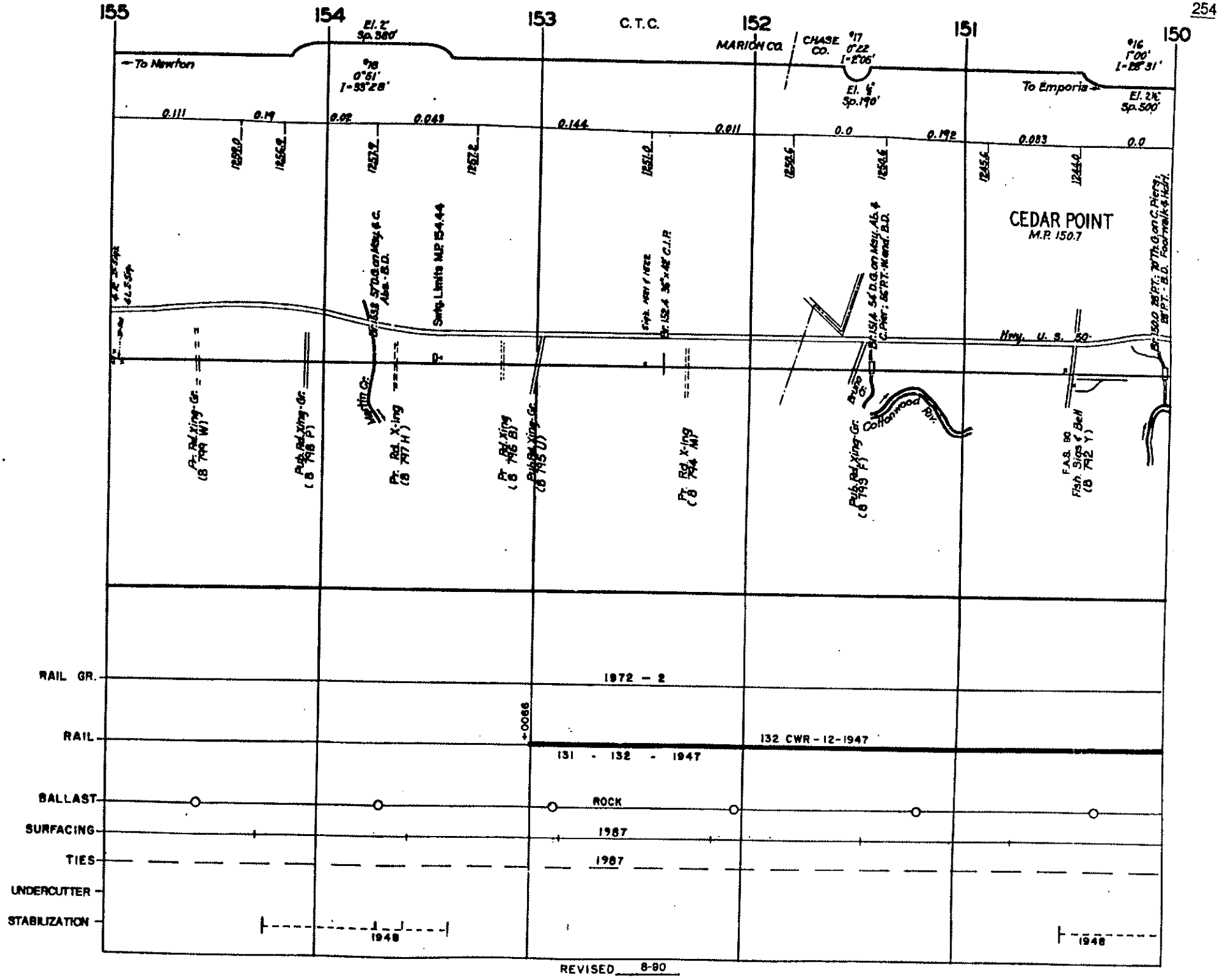

170
169
168
167
166
165
C. T. C.
PEABODY
M.P. 168.3
Interlocking
(Automatic)
To Newton
To Emporia
Doyle Cr.
Pr. Rd. X-ing
Pub. Rd. X-ing
Pub. Rd. X-ing Fish Sign
Pub. Rd. X-ing (8 832 U)
Pr. Rd. X-ing (8 831 M)
Pub. Rd. X-ing (8 830 F)
Pr. Rd. X-ing (8 829 L)
Pr. Rd. X-ing (8 833 B)
Pr. Rd. X-ing (8 836 W)
Pub. Rd. X-ing Fish Sign (8 835 P)
Pub. Rd. X-ing Gr. (8 839 S)
Pub. Rd. X-ing Gr. Fish Sign (8 834 H)
City Limit
Wichita & E. Sw.
OKK T. R.R.
Olive St. (8 837 D)
Spring St.
Walnut St.
Auto. Dock
Maple St.
Herington
Bell
Sign. Mast of Mas
#31
#30
* 132 W. 10-89
1972 — 2
131 - 132 - 1948
(REF. ABs. - 1960)
McCOOK
ROCK
1987
1987
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

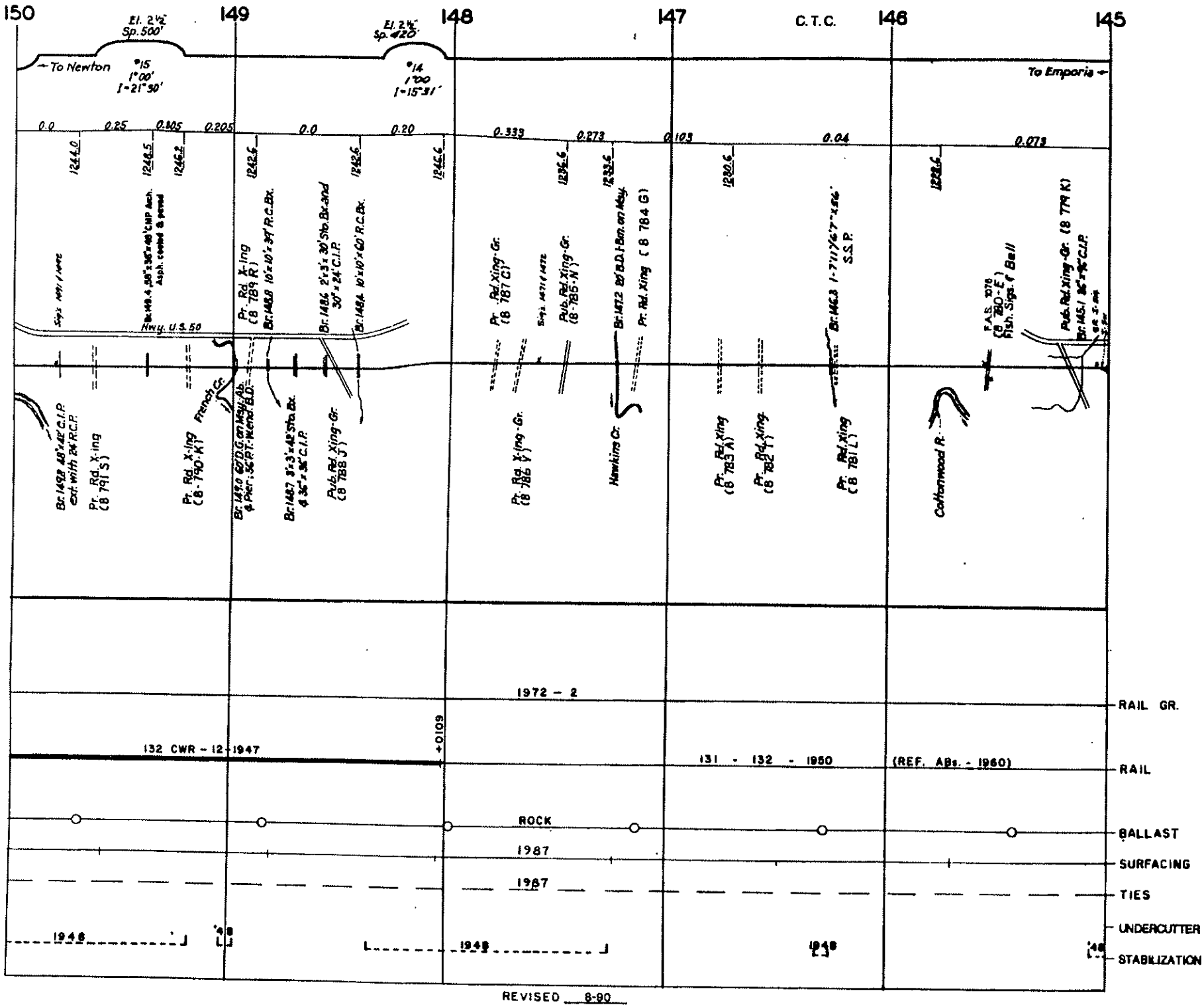

165
164
163
162
161
160
C.T.C.
#25
#24
To Newton
To Emporia
El. 2½" Sp. 500'
El. 1½" Sp. 380'
El. 5" Sp. 564'
El. 2½" Sp. 500'
1°00'12" - 0°50'
I= 31°09' - 8°58'
El. = 2½" - 1½"
Sp. {EE. = 546'
W.E. = 500' 12.0"
Pr. Rd. Xing. (B 828 E)
Br. 164.8 Dbl. 12'x 10'x 48' R.C. Bx.
Br. 164.4 36"x 48' C.I.P.
U.S. Hwy. 50
Pr. Rd. Xing (B 824 C)
Br. 163.5 8'x 7'x 52' C. Ar.
Br. 163.3 3'x 2'x 61' Sto. & C. Bx.
Br. 163.1 4'x 3'x 66' Dbl. C. & Sto. Bx.
Br. 162.8 24' I Bm. on Abs - B.D.
Br. 162.7 4'x 3'x 93' Sto. & C. Box
Br. 162.5 3'x 3'x 68' Sto. & C. Bx.
Br. 162.3 3'x 4'x 75' Sto. & C. Bx. 30"x 58' Corr. P. inside
Br. 162.0-BB B.D. I Bm on C
Br. 161.6 3'x 3'x 48' Sto. & C. Bx.
Br. 160.8 4'x 3'x 48' Dbl. Sto. & C. Bx.
Br. 160.5 3-36"x 48' C.I.P.
Br. 160.1 24' B.D. I Bm on C. Abs.
Pr. Rd. Xing (B 827 X)
Pub. Rd. Xing-Gr. (B 826 R)
Pub. Rd. Xing-Gr. (B 825 J)
Br. 163.9 Dbl. 12'x 14'x 35' R.C. Bx.
Pr. Rd. Xing (B 823 V)
Pr. Rd. Xing (B 822 N)
Pr. Rd. Xing (B 821 B)
Pr. Rd. Xing (B 820 A)
Pr. Rd. Xing (B-819-F)
Pub. Rd. Xing-Gr (B 818 Y)
Pr. Rd. Xing (B 817 S)
Pr. Rd. Xing (B 816 K)
RAIL GR.
1972 - 2
RAIL
131 - 132 - 1948
(REF. ABs. - 1960)
BALLAST
ROCK
McCOOK
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION

REVISED 8-90

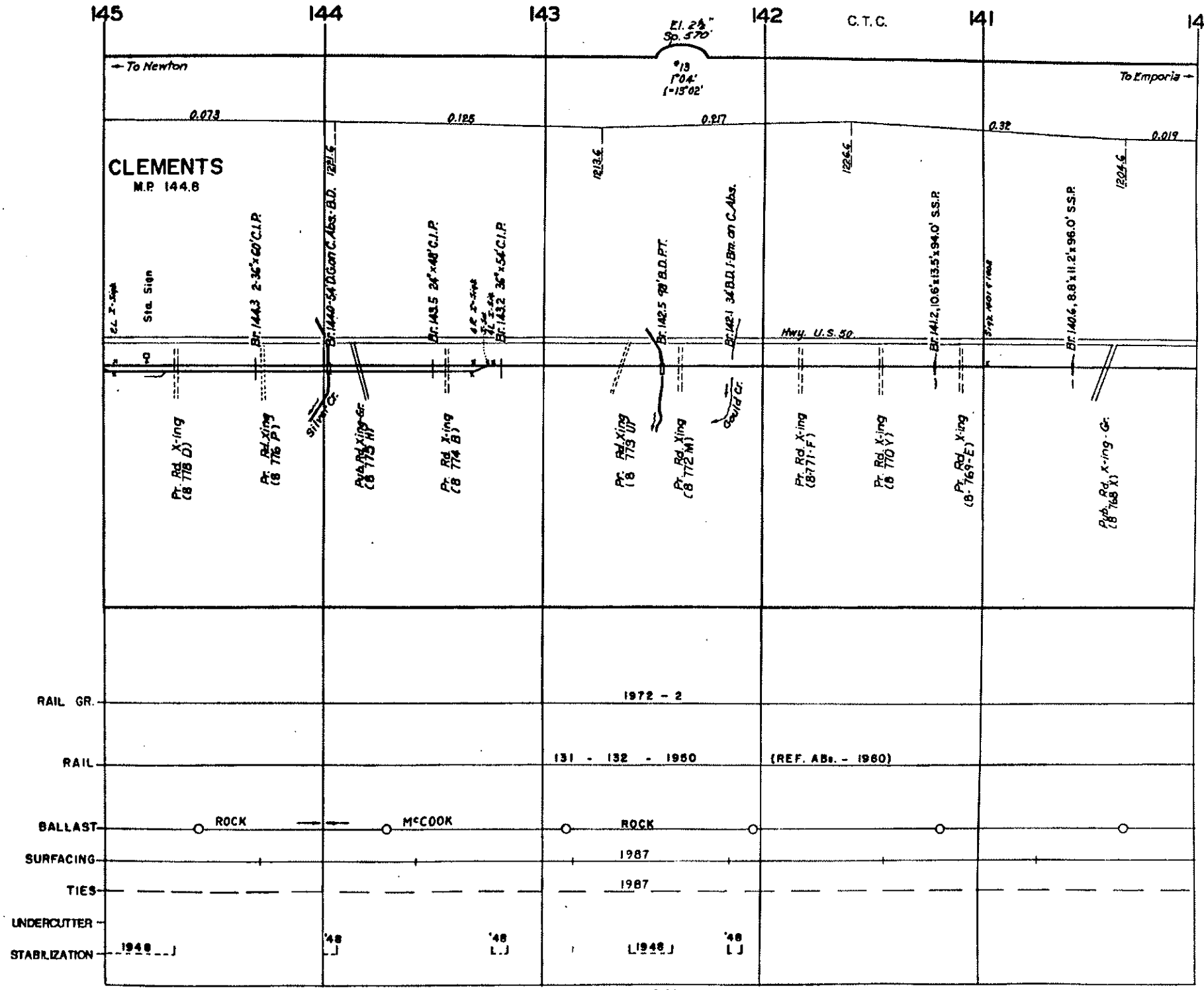

160
159
158
157
C.T.C.
156
155
To Newton
To Emporia
FLORENCE
M.P. 156.9
C. Interlocking
Hwy. U.S. 50
County Rd.
Depot
Main St.
City Limit
Cottonwood Riv.
Section 11
Section 21
1972 - 2
131 - 132 - 1948
(REF. ABs. - 1960)
131 - 132 - 1947
McCOOK
ROCK
1987
1987
1948
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-80


155
154
153
152
151
150
C. T. C.
MARION CO.
CHASE CO.
To Newton
To Emporia
El. 2" Sp. 580'
°18 0°51' I-55°28'
°17 0°22 I-2°06'
El. 4" Sp. 190'
°16 1°00' I-88°51'
El. 2½" Sp. 500'
0.111
0.19
0.02
0.043
0.144
0.011
0.0
0.192
0.083
0.0
1259.0
1256.2
1257.2
1252.2
1251.0
1250.6
1254.6
1245.6
1244.0
CEDAR POINT
M.P. 150.7
Swtg. Limits MP 154.44
Hwy. U. S. 50
Cottonwood Riv.
Pt. Rd. Xing-Gr (B 799 W)
Pub. Rd. Xing-Gr (B 798 P)
Pt. Rd. X-ing (B 797 H)
Pt. Rd. Xing (B 796 B)
Pub. Rd. Xing-Gr (B 795 U)
Pt. Rd. X-ing (B 794 M)
Pub. Rd. Xing-Gr (B 793 F)
F.A.S. 80 Fish. Sigs & Bell (B 792 Y)
RAIL GR.
1972 - 2
RAIL
+.0066
132 CWR - 12-1947
131 - 132 - 1947
BALLAST
ROCK
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1948
1948

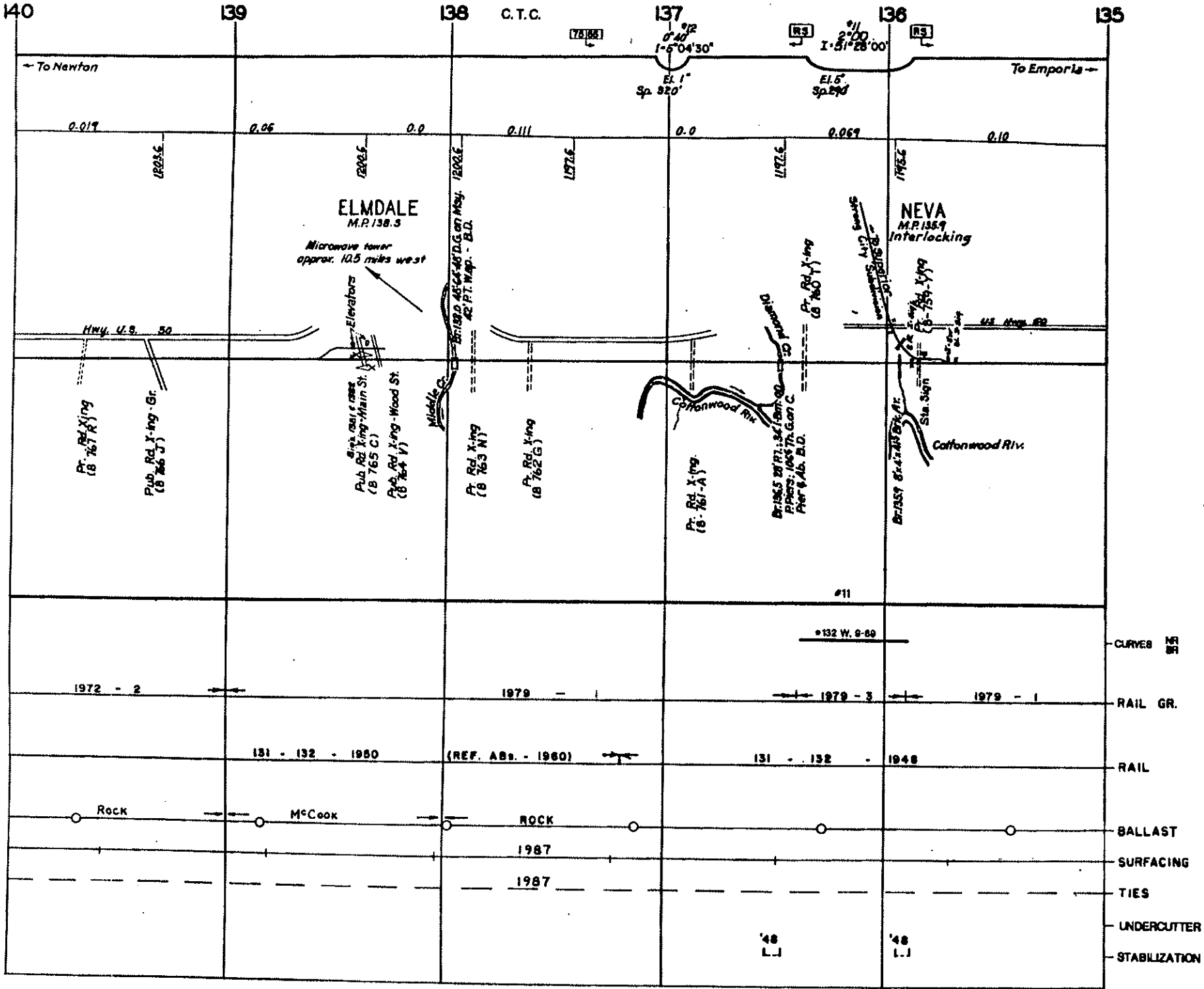
REVISED 8-90


150
149
148
147
C.T.C.
146
145
El. 2½° Sp. 500'
El. 2½° Sp. 420'
To Newton
To Emporia
#15 1°00' 1-21°30'
#14 1°00 1-15°31'
0.0
0.25
0.505
0.205
0.0
0.20
0.339
0.273
0.103
0.04
0.073
1244.0
1244.5
1244.2
1242.6
1242.6
1242.6
1236.6
1233.6
1230.6
1228.6
Hwy. U.S. 50
Pr. Rd. X-ing (8 791 S)
Br: 149.8 48'-48' C.I.P. ext. with 24' R.C.P.
Pr. Rd. X-ing (8-790-K)
French Cr.
Pr. Rd. X-ing (8 789 R)
Br: 148.8 10'x10'-34' R.C.Bx.
Br: 148.7 3'-3'x 48' Sta. Bx. 4-36"x 36" C.I.P.
Br: 148.6 2'-3'x 30' Sta. Bx. and 30"x 24" C.I.P.
Pub. Rd. Xing-Gr. (8 788 J)
Br: 148.4 10'x10'x60' R.C.Bx.
Pr. Rd. Xing-Gr. (8 787 G)
Pr. Rd. Xing-Gr. (8 786 V)
Pub. Rd. Xing-Gr. (8 785-N)
Br: 147.2 82'-D.D.-I Bm. on Abut.
Hawkins Cr.
Pr. Rd. Xing (8 784 G)
Pr. Rd. Xing (8 783 A)
Pr. Rd. Xing (8 782 T)
Br: 146.3 1-7'-11"x6'-7"x 46' S.S.P.
Pr. Rd. Xing (8 781 L)
Cottonwood R.
F.A.S. 1078 (8 780-E) Fish. Sigs. & Bell
Pub. Rd. Xing-Gr. (8 779 K)
Br: 145.1 36'-96" C.I.P.
1972 - 2
RAIL GR.
132 CWR - 12-1947
+0109
131 - 132 - 1950
(REF. ABs. - 1960)
RAIL
ROCK
BALLAST
1987
SURFACING
1987
TIES
UNDERCUTTER
1948
1948
1948
STABILIZATION

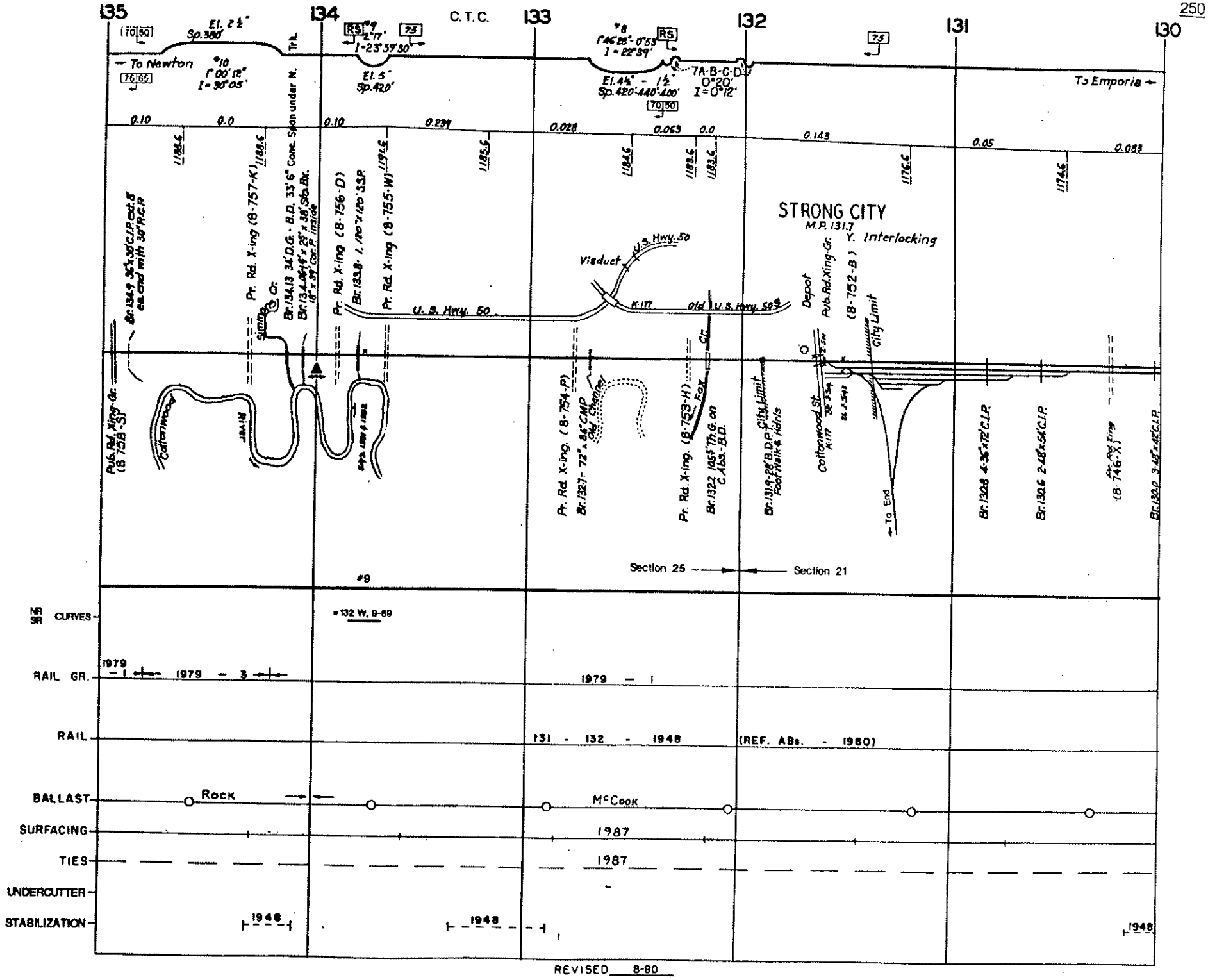
REVISED 8-90

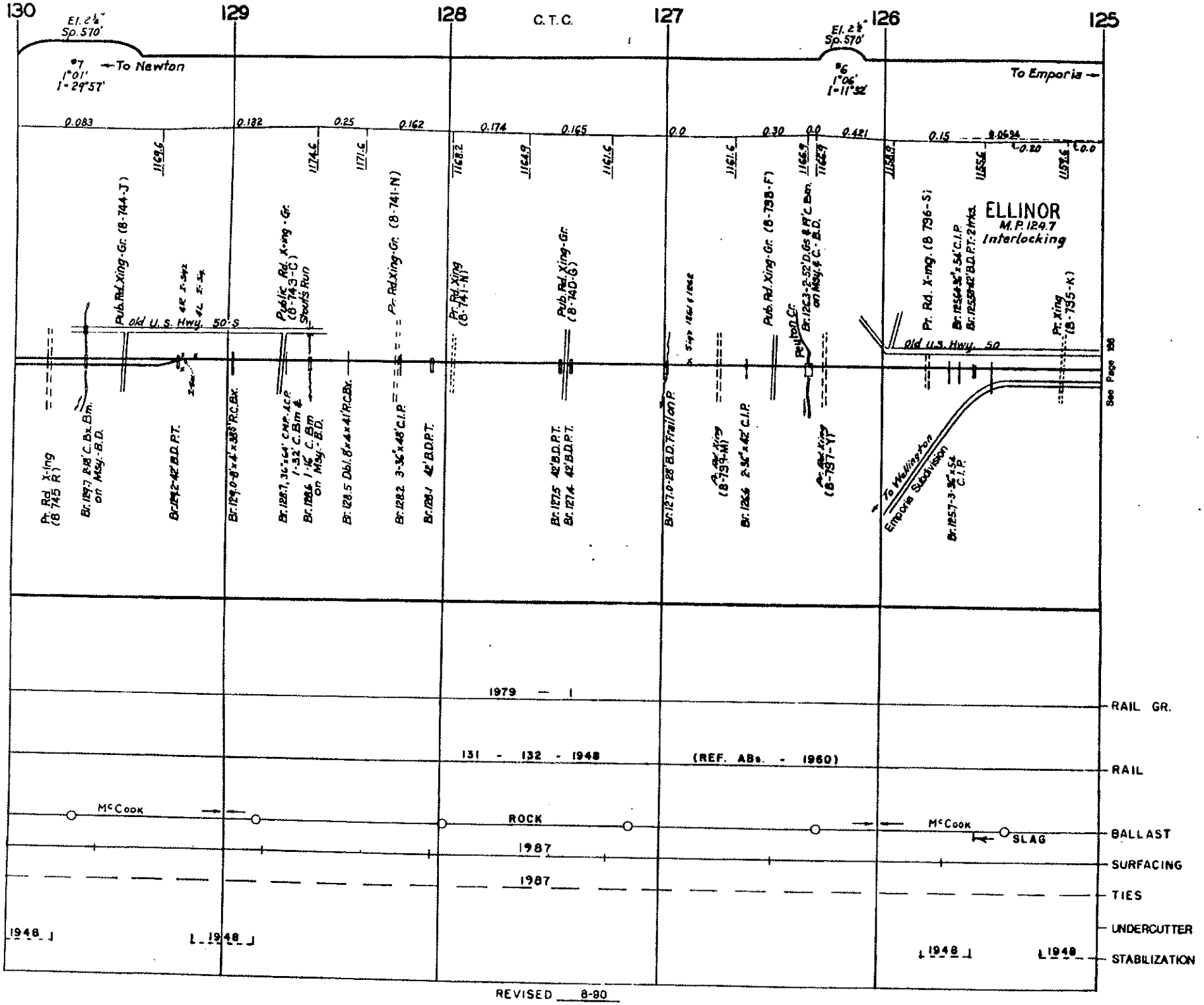

145
144
143
142
C.T.C.
141
140
El. 2½" Sp. 5.70'
#13 1°04' 1-15°02'
To Newton
To Emporia
0.073
0.125
0.917
0.32
0.019
CLEMENTS
M.P. 144.8
1213.6
1226.6
1204.6
Sta. Sign
Br. 144.3 2-36"x60' C.I.P.
Br. 144.0-54' D.G. on C. Abs.-B.D.
Br. 143.5 24"x48' C.I.P.
Br. 143.2 36"x54' C.I.P.
Br. 142.5 98' B.D. P.T.
Br. 142.1 34' B.D. I-Bm. on C. Abs.
Hwy. U.S. 50
Br. 141.2, 10.6'x13.5'x94.0' S.S.R.
Br. 140.6, 8.8'x11.2'x96.0' S.S.R.
Pr. Rd. X-ing (8-778 D)
Pr. Rd. X-ing (8-776 P)
Pr. Rd. X-ing (8-775 W)
Pr. Rd. X-ing (8-774 B)
Pr. Rd. X-ing (8-773 U)
Pr. Rd. X-ing (8-772 M)
Pr. Rd. X-ing (8-771-F)
Pr. Rd. X-ing (8-770 Y)
Pr. Rd. X-ing (8-769-E)
Pvt. Rd. X-ing (8-768 X)
Gould Cr.
RAIL GR.
1972 - 2
RAIL
131 - 132 - 1950
(REF. ABs. - 1960)
BALLAST
ROCK
McCOOK
ROCK
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1948
'48
'48
1948
'48

REVISED 8-90


140
139
138
C.T.C.
137
136
135
To Newton
To Emporia
0°40'
1°5'04'30"
2°00'
1°51'28'00"
El. 1°
Sp. 820'
El. 5°
Sp. 820'
0.019
0.06
0.0
0.111
0.0
0.069
0.10
1203.6
1200.6
1200.6
1197.6
1197.6
1195.6
ELMDALE
M.P. 138.5
Microwave tower
approx. 10.5 miles west
Elevators
NEVA
M.P. 135.9
Interlocking
Hwy. U.S. 50
Pr. Rd. X'ing
(8 767 R)
Pub. Rd. X-ing - Gr.
(8 766 J)
Pub. Rd. X-ing-Main St.
(8 765 C)
Pub. Rd. X-ing - Wood St.
(8 764 V)
Middle C.
Pr. Rd. X-ing
(8 763 N)
Pr. Rd. X-ing
(8 762 G)
Cottonwood Riv.
Pr. Rd. X'ing
(8 761-A)
Pr. Rd. X'ing
(8 760 Y)
Sta. Sign
Cottonwood Riv.
#11
#132 W. 8-80
CURVES NR BR
1972 - 2
1979 - 1
1979 - 3
1979 - 1
RAIL GR.
131 - 132 - 1950
(REF. ABs. - 1960)
131 - 132 - 1948
RAIL
Rock
McCook
ROCK
BALLAST
1987
1987
SURFACING
TIES
UNDERCUTTER
'48
'48
STABILIZATION

REVISED 8-80


135
134
C.T.C.
133
132
131
130
To Newton
To Emporia
STRONG CITY
M.P. 131.7
Y. Interlocking
U. S. Hwy. 50
Viaduct
Depot
City Limit
Section 25
Section 21
#9
#132 W. B-69
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
Rock
McCook
1979 - 1
1979 - 3
1979 - 1
131 - 132 - 1948
(REF. ABs. - 1960)
1987
1987
1948
1948
1948
REVISED 8-80

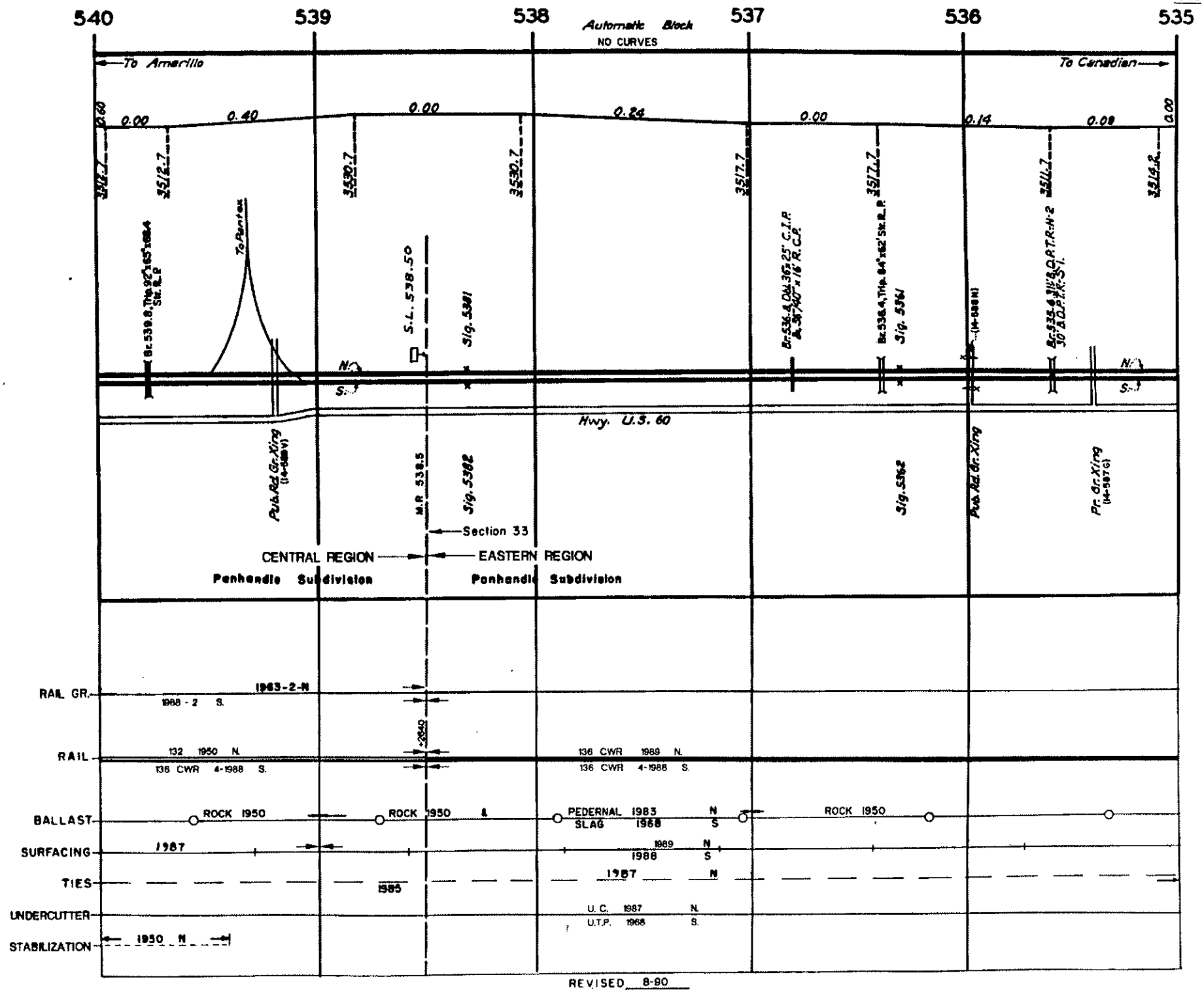

130
129
128
C.T.C.
127
126
125
El. 2¼" Sp. 570'
#7 1°01' 1-29°57'
To Newton
El. 2¼" Sp. 570'
#6 1°06' 1-11°32'
To Emporia
0.083
0.132
0.25
0.162
0.174
0.165
0.0
0.30
0.0
0.421
0.15
0.0634
0.20
0.0
1169.6
1174.6
1171.6
1168.2
1164.9
1161.6
1166.9
1164.9
1158.9
1155.4
1157.6
Old U.S. Hwy. 50
Pr. Rd. X-ing (8-745-R)
Br. 129.7 8'8" C. Bx. Bm. on Msy.-B.D.
Pub. Rd. Xing-Gr. (8-744-J)
Br. 129.2-42' B.D. P.T.
Br. 129.0-8'-4"x 38'6" R.C. Bx.
Public Rd. X-ing-Gr. (8-743-C)
South Run
Br. 128.7, 36'x 64' CMP. A.C.P. 1'-3½" C. Bm. & Br. 128.6 1'-1½" C. Bm. on Msy.-B.D.
Br. 128.5 Dbl. 8'x 4'-4" R.C. Bx.
Pr. Rd. Xing-Gr. (8-741-N)
Br. 128.2 3-36'x 48' C.I.P.
Br. 128.1 42' B.D.P.T.
Pr. Rd. Xing (8-741-N)
Pub. Rd. Xing-Gr. (8-740-G)
Br. 127.5 42' B.D.P.T.
Br. 127.4 42' B.D.P.T.
Br. 127.0-28' B.D. Trail Gr. P.
Pr. Rd. Xing (8-739-M)
Pub. Rd. Xing-Gr. (8-738-F)
Br. 126.6 2-36"x 42' C.I.P.
Poulton Cr.
Br. 126.3-2-52' D. Gs & 8'-4" C. Bm. on Msy. & C.-B.D.
Pr. Rd. Xing (8-737-Y)
To Wellington
Emporia Subdivision
Br. 125.7-3-36"x 54' C.I.P.
Pr. Rd. X-ing. (8-736-S)
Br. 125.4-36"x 54' C.I.P.
Br. 125.3-42' B.D.P.T.-2 Mos.
ELLINOR
M.P. 129.7
Interlocking
Pr. Xing (8-735-K)
Old U.S. Hwy. 50
See Page 186
1979
131 - 132 - 1948
(REF. ABs. - 1960)
McCook
ROCK
McCook
SLAG
1987
1987
1948
1948
1948
1948
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

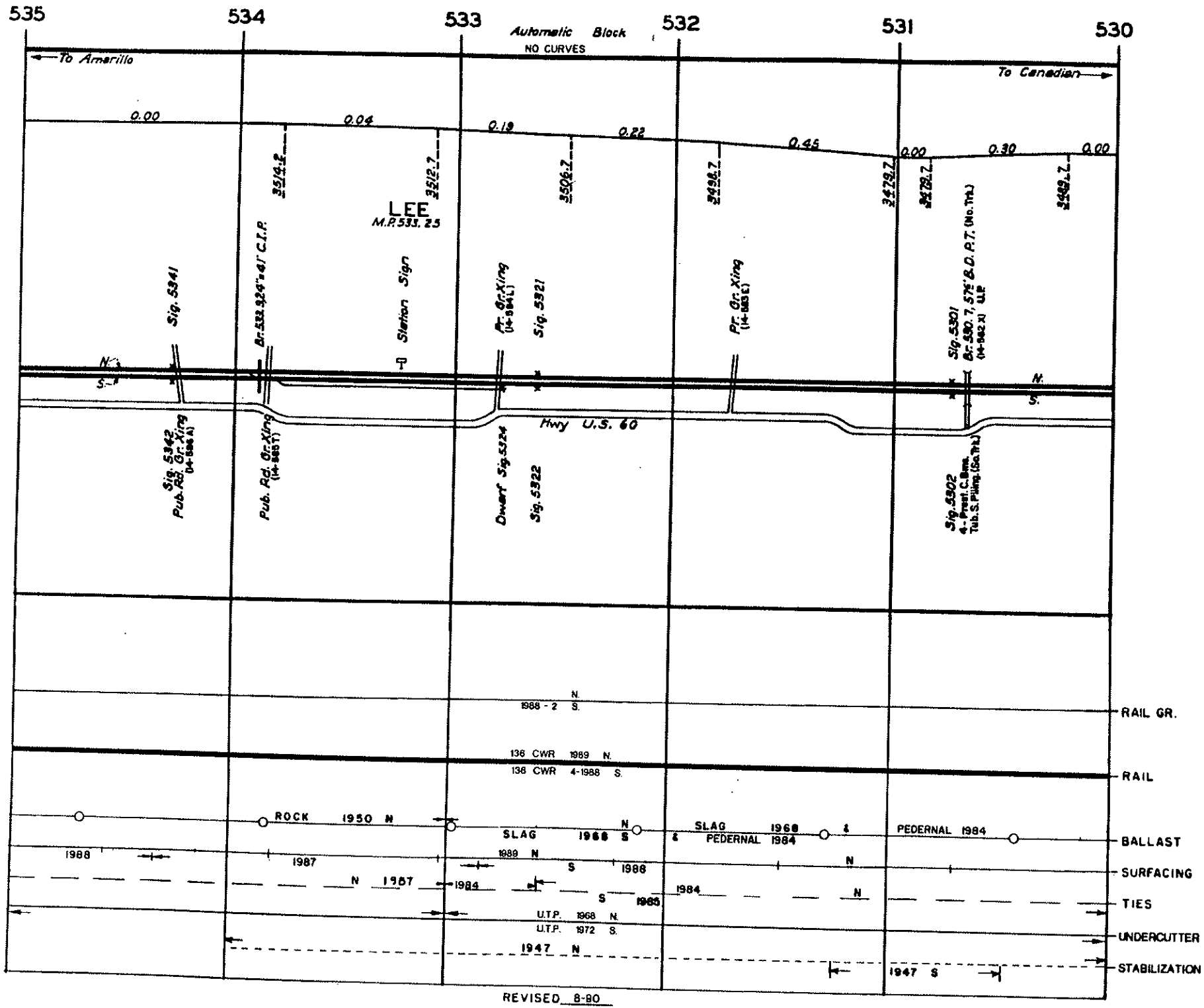
Newton Subdivision

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

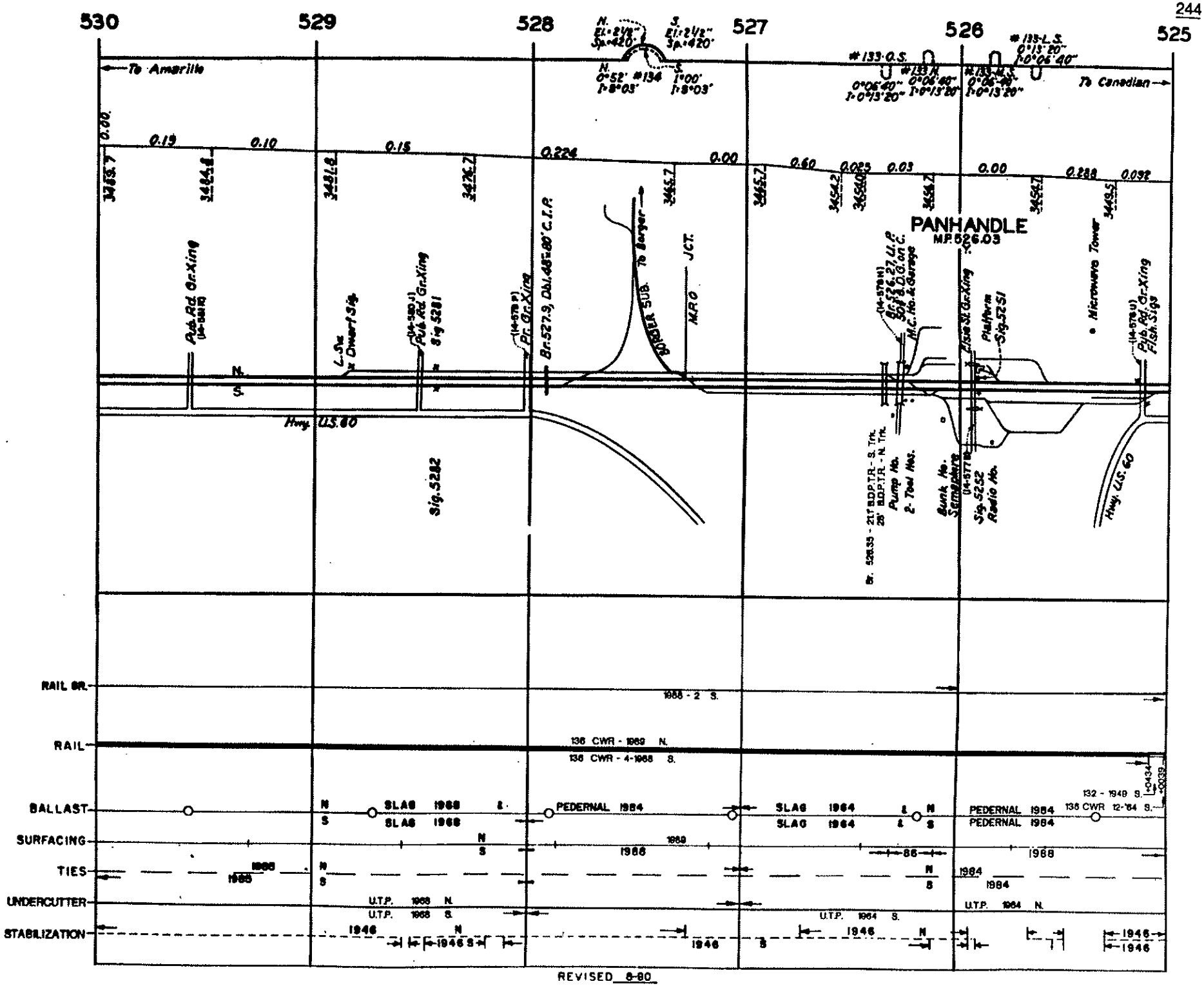
Intentionally Blank

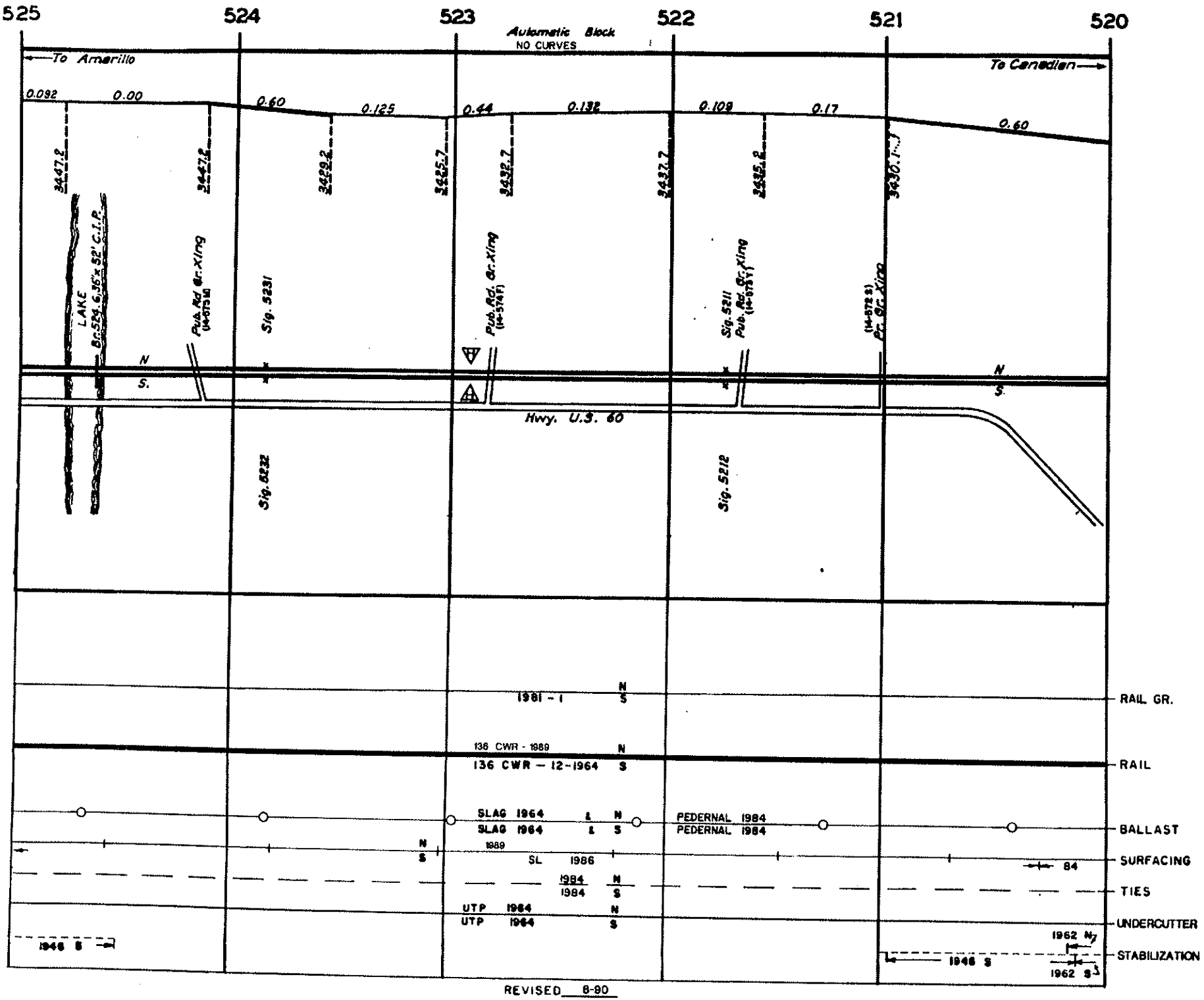

540
539
538
Automatic Block
NO CURVES
537
536
535
To Amarillo
To Canadian
0.60
0.00
0.40
0.00
0.24
0.00
0.14
0.08
0.00
To Pantex
S.L. 538.50
Sig. 5381
Sig. 5361
Sig. 5362
Hwy. U.S. 60
Pub. Rd. Gr. Xing
M.R. 538.5
Pub. Rd. Gr. Xing
Pr. Gr. Xing
Section 33
CENTRAL REGION
Panhandle Subdivision
EASTERN REGION
Panhandle Subdivision
RAIL GR.
1963-2-N
1988 - 2 S.
RAIL
132 1950 N.
136 CWR 4-1988 S.
136 CWR 1989 N.
136 CWR 4-1988 S.
BALLAST
ROCK 1950
ROCK 1950
PEDERNAL 1983 N
SLAG 1968 S
ROCK 1950
SURFACING
1987
1989 N
1988 S
TIES
1985
1987 N
UNDERCUTTER
U.C. 1987 N.
U.T.P. 1968 S.
STABILIZATION
1950 N

REVISED 8-90

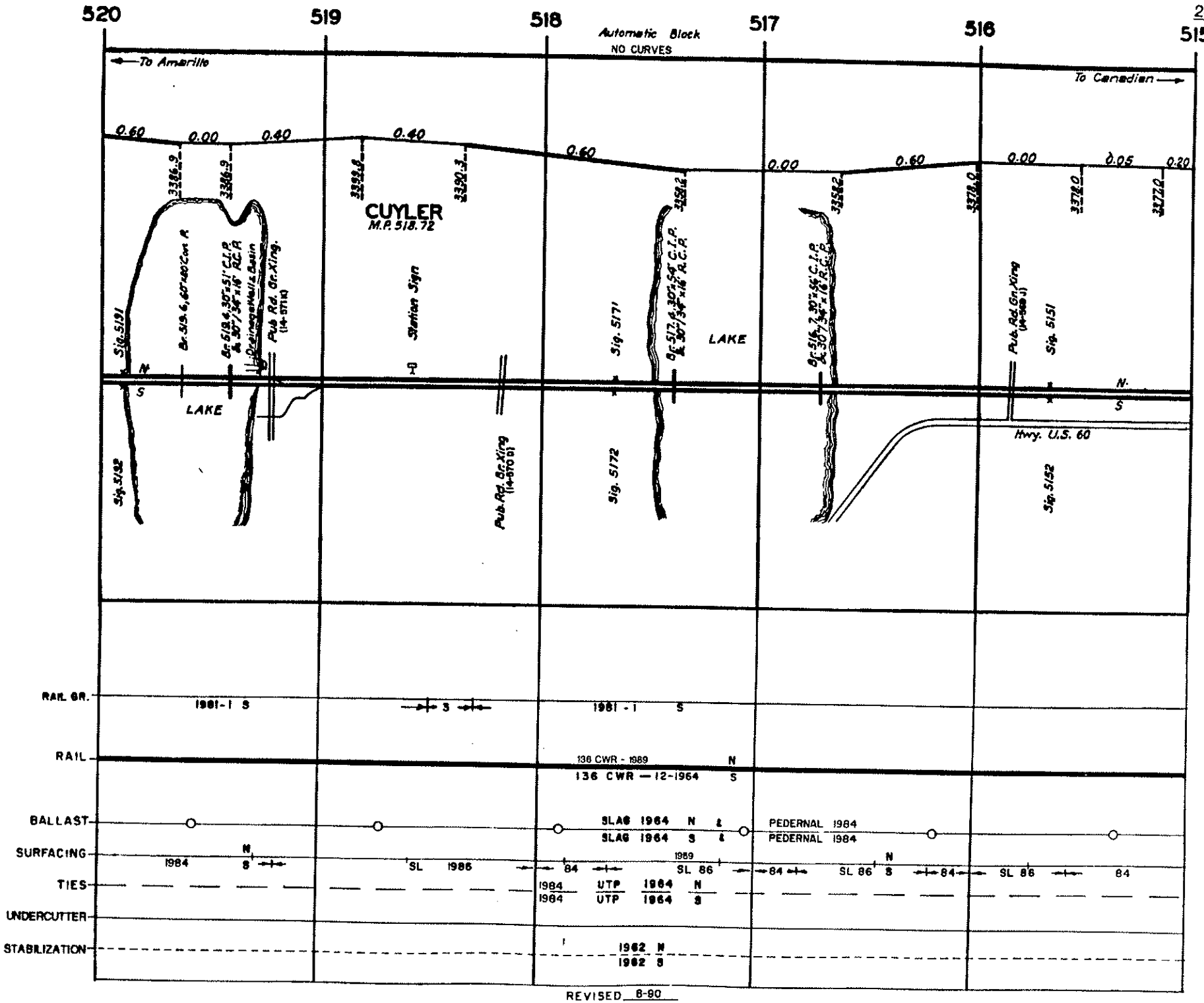

535
534
533
532
531
530
Automatic Block
NO CURVES
To Amarillo
To Canadian
0.00
0.04
0.19
0.22
0.45
0.00
0.30
0.00
3514.2
3512.2
3506.2
3498.7
3479.2
3478.2
3469.2
LEE
M.P. 533.25
Station Sign
Sig. 5341
Br. 532.924 x 41' C.I.P.
Pr. Gr. Xing (14-584 L)
Sig. 5321
Pr. Gr. Xing (14-585 E)
Sig. 5301
Br. 530.7, 575' B.O.P.T. (No. Trk.) (14-582 N) U.P.
N.
S.
Hwy U.S. 60
Sig. 5342 Pub. Rd. Gr. Xing (04-586 A)
Pub. Rd. Gr. Xing (14-585 T)
Dwarf Sig. 5324
Sig. 5322
Sig. 5302 4-Prest. C. Bms. Tub. S. Piling (So. Trk.)
1988 - 2 S.
136 CWR 1989 N.
136 CWR 4-1988 S.
ROCK 1950 N
SLAG 1968 N
SLAG 1968 & PEDERNAL 1984
PEDERNAL 1984
1988
1987
N 1987
1989 N
S 1988
1984
S 1985
1984
N
U.T.P. 1968 N.
U.T.P. 1972 S.
1947 N
1947 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

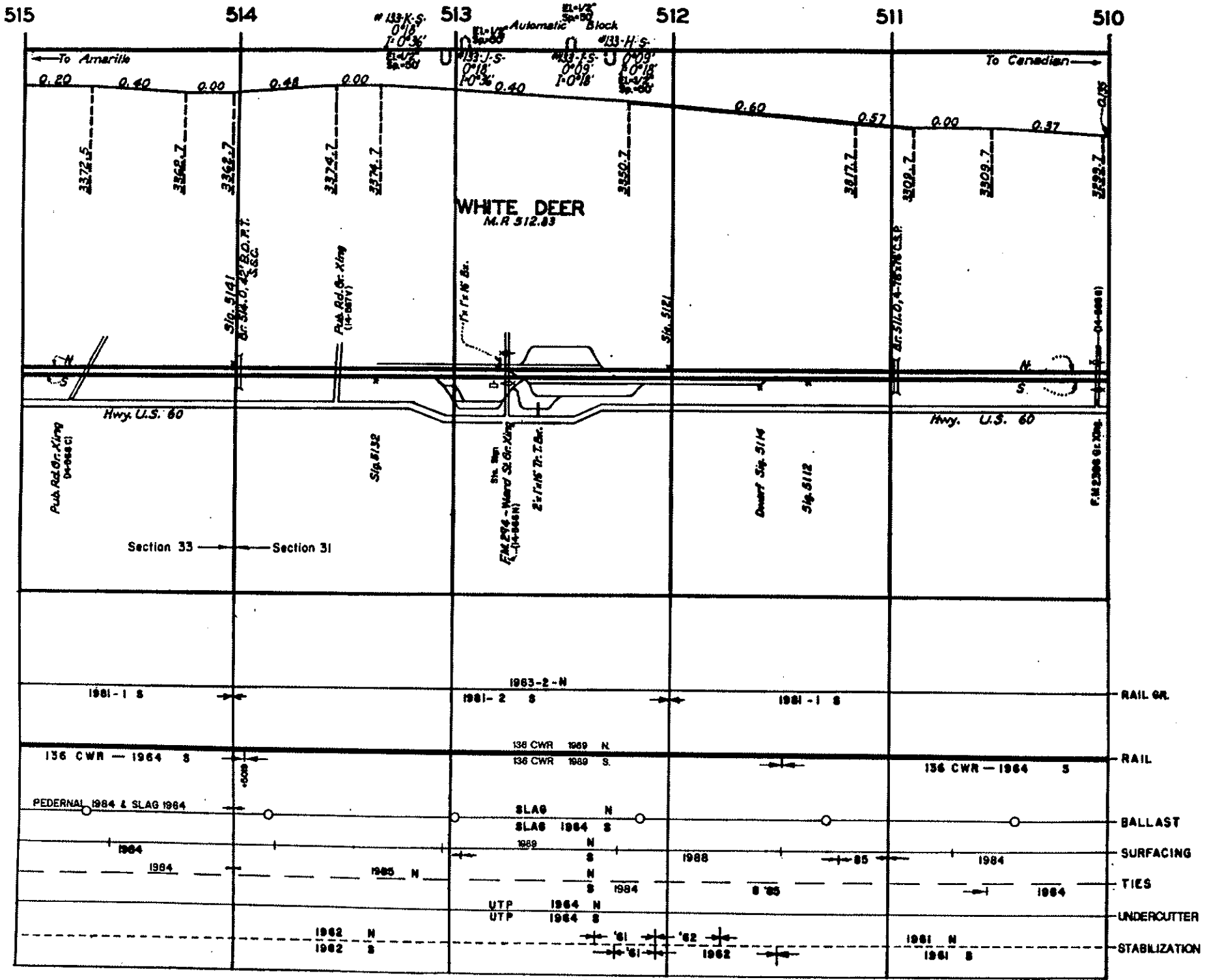

530
529
528
527
526
525
To Amarillo
To Canadian
PANHANDLE
M.P. 526.03
Pub. Rd. Gr. Xing
Sig. 5281
Pr. Gr. Xing
Br. 527.9, Dbl. 48=88' C.I.P.
BORGER SUB. To Borger
JCT.
MRO
Sig. 5282
Hwy. U.S. 60
Fish St. Gr. Xing
Platform
Sig. 5251
Microwave Tower
Pump No. 2 - Tool Hse.
Bunk No. Section Hse.
Sig. 5252 Radio No.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR - 1969 N.
136 CWR - 4-1968 S.
1955 - 2 S.
SLAG 1968
PEDERNAL 1984
SLAG 1964
1969
1968
1964
U.T.P. 1968 N.
U.T.P. 1968 S.
U.T.P. 1964 S.
U.T.P. 1964 N.
1946
136 CWR 12-'64 S.
132 - 1949 S.
REVISED 8-80


525
524
523
522
521
520
Automatic Block
NO CURVES
To Amarillo
To Canadian
0.092
0.00
0.60
0.125
0.44
0.132
0.108
0.17
0.60
3447.2
3447.2
3429.2
3425.7
3432.7
3437.7
3435.8
3430.1
LAKE
Br.524.6,36'x 32' C.I.P.
Pub. Rd. Gr. Xing
(14-517M)
Sig. 5231
Pub. Rd. Gr. Xing
(14-514F)
Sig. 5211
Pub. Rd. Gr. Xing
(14-517T)
(14-572 S)
Gr. Gr. Xing
N
S.
Hwy. U.S. 60
Sig. 5232
Sig. 5212
1981 - I
N
S
136 CWR - 1989
N
136 CWR — 12-1964
S
SLAG 1964
SLAG 1964
L
N
S
PEDERNAL 1984
PEDERNAL 1984
1989
N
S
SL 1986
84
1984
1984
N
S
UTP 1984
UTP 1964
N
S
1946 S
1962 N
1946 S
1962 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

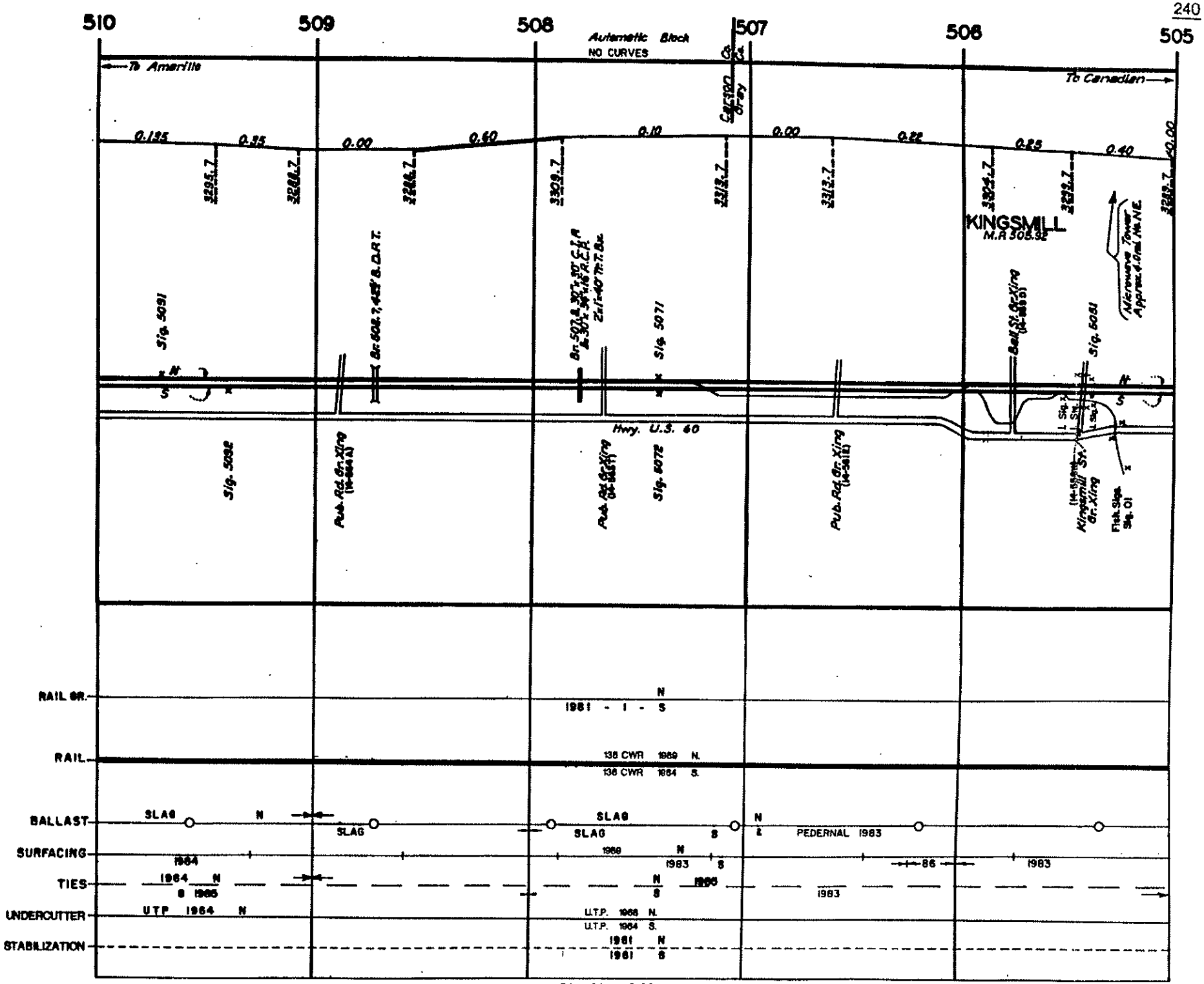
REVISED 8-90


520
519
518
517
516
515
Automatic Block
NO CURVES
To Amarillo
To Canadian
0.60
0.00
0.40
0.40
0.60
0.00
0.60
0.00
0.05
0.20
CUYLER
M.P. 518.72
Station Sign
Sig. 5131
Br. 519.6, 60'x40' Con. R.
Br. 518.4, 30°-51' C.I.P. & 30°/34"x16' R.C.P.
Drainage Wells & Basin
Pub. Rd. Gr. Xing. (14-STK)
Pub. Rd. Gr. Xing (14-STO 01)
Sig. 5171
Br. 517.4, 30°-54' C.I.P. & 30°/34"x16' R.C.P.
LAKE
Br. 516.7, 30°-56' C.I.P. & 30°/34"x16' R.C.P.
Pub. Rd. Gr. Xing (14-SHA 1)
Sig. 5151
Hwy. U.S. 60
Sig. 5132
Sig. 5172
Sig. 5152
N
S
RAIL GR.
1981-1 S
3
1981 - 1 S
RAIL
136 CWR - 1989 N
136 CWR — 12-1964 S
BALLAST
SLAG 1964 N &
SLAG 1964 S &
PEDERNAL 1984
PEDERNAL 1984
SURFACING
1984 N S
SL 1986
1989
84
SL 86 N
SL 86 S
TIES
1984 UTP 1984 N
1984 UTP 1964 S
UNDERCUTTER
STABILIZATION
1962 N
1962 S

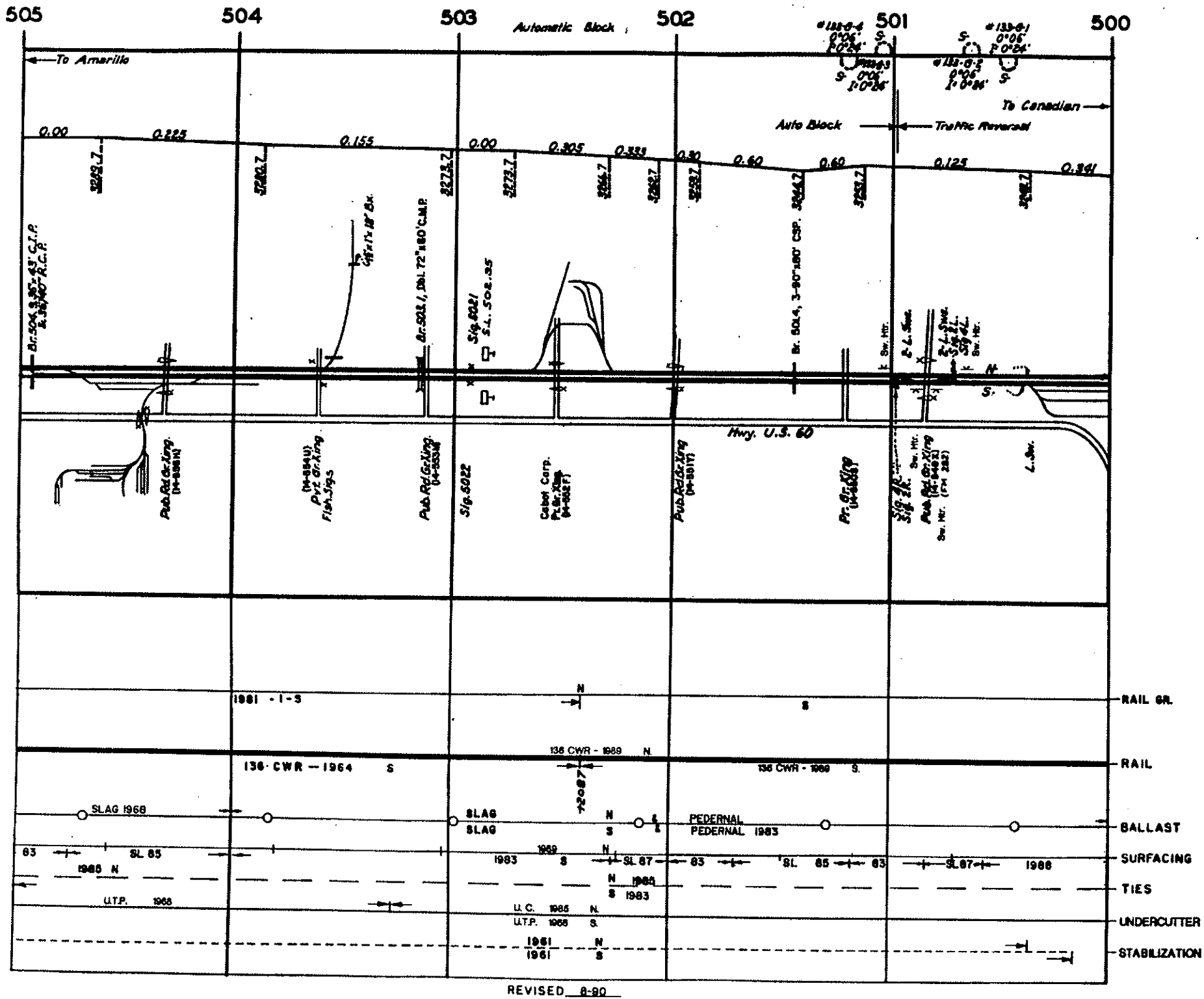
REVISED 8-90


515
514
513
512
511
510
To Amarillo
To Canadian
Automatic Block
WHITE DEER
M.R 512.83
Hwy. U.S. 60
Hwy. U.S. 60
Section 33
Section 31
Sig. 5141
Sig. 5132
Sig. 5121
Sig. 5114
Sig. 5112
Dwarf Sig. 5114
Pvmt. Sign
FM 2794 - Ward St. Gr. Xing
Pvmt. Rd. Gr. Xing
Pvmt. Rd. Gr. Xing
F.M. 2386 Gr. Xing
1981 - 1 S
1963 - 2 - N
1981 - 2 S
1981 - 1 S
136 CWR — 1964 S
136 CWR 1989 N.
136 CWR 1989 S.
136 CWR — 1964 S
PEDERNAL 1984 & SLAG 1964
SLAG N
SLAG 1984 S
1964
1984
1985 N
1989 N
S
1988
'85
1984
S 1984
S '85
1964
UTP 1964 N
UTP 1964 S
1962 N
1962 S
'61
'62
'61
1962
1961 N
1961 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

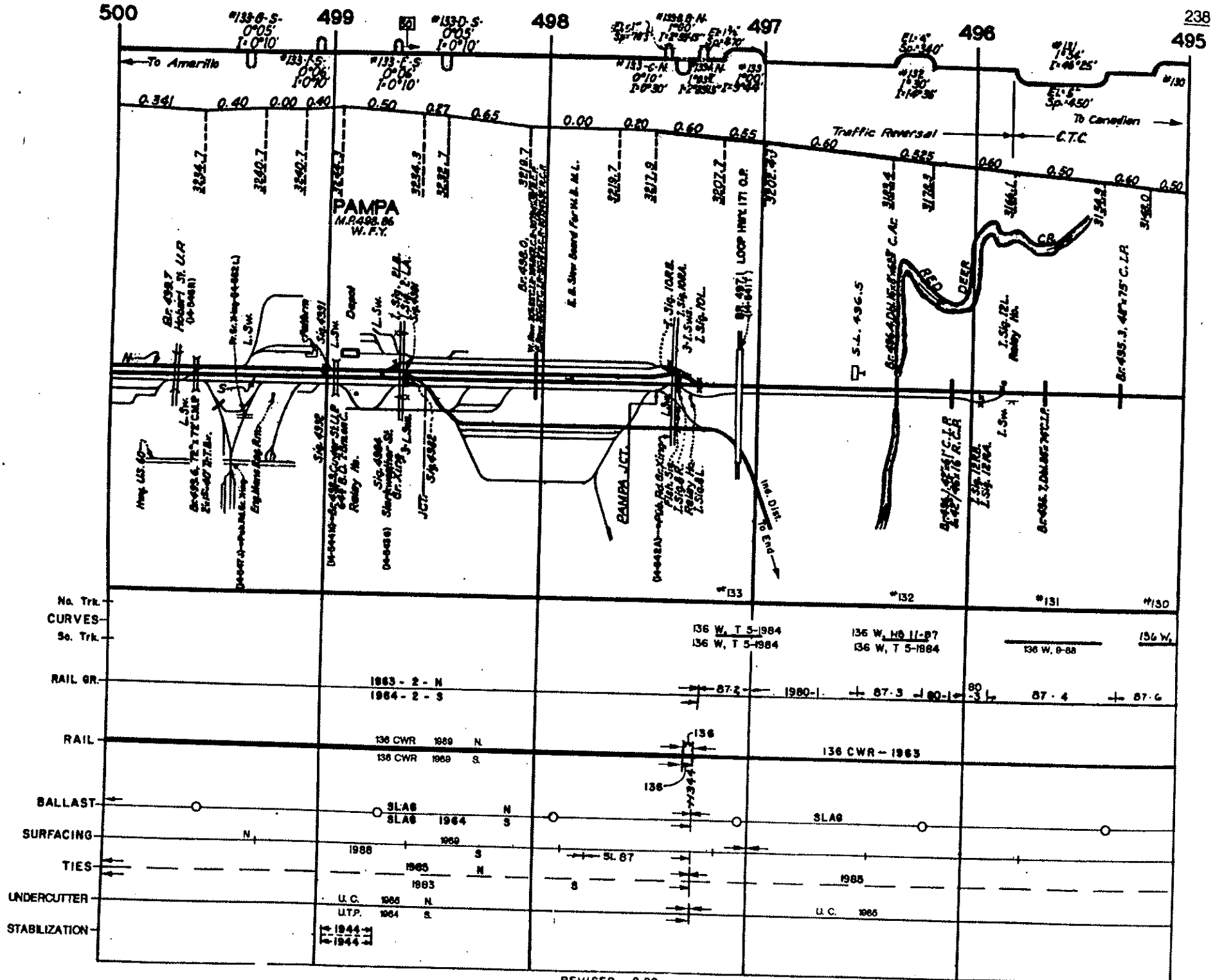
REVISED 8-90

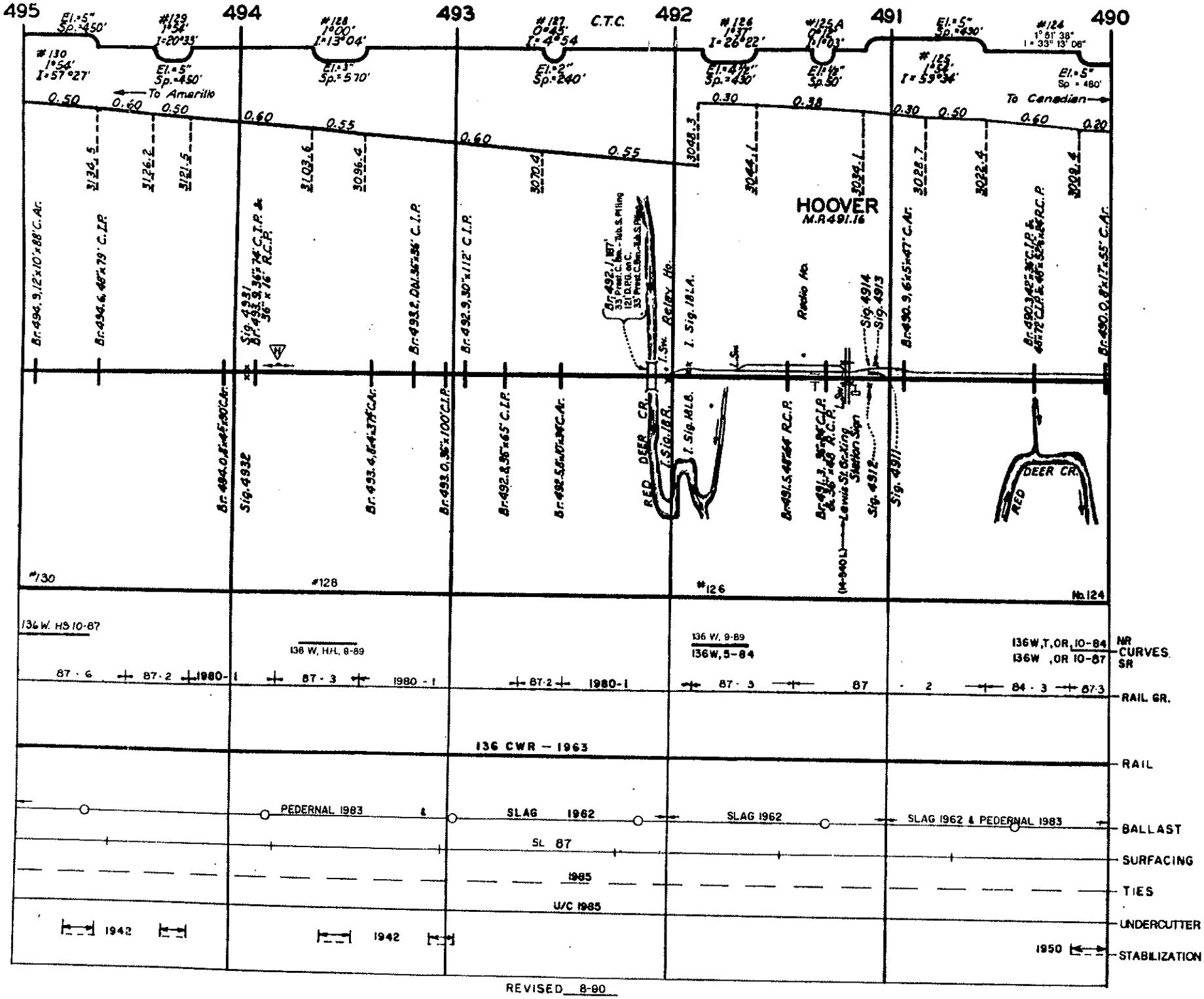

510
509
508
507
506
505
Automatic Block
NO CURVES
To Amarillo
To Canadian
Canyon Dry
0.135
0.35
0.00
0.50
0.10
0.00
0.22
0.25
0.40
3295.7
3308.7
3286.7
3309.7
3313.7
3313.7
3324.7
3292.7
3288.7
KINGSMILL
M.P. 505.9
Sig. 5091
Sig. 5071
Sig. 5081
Hwy. U.S. 60
Sig. 5092
Sig. 5072
Fish. Sigs. Sig. 01
RAIL GR.
1981 - I - S
RAIL
136 CWR 1989 N.
136 CWR 1984 S.
BALLAST
SLAG
SURFACING
1984
1969
1983
TIES
1984 N
1983
UNDERCUTTER
U.T.P. 1984 N
U.T.P. 1988 N.
U.T.P. 1984 S.
STABILIZATION
1981 N
1981 S

REVISED 8-90

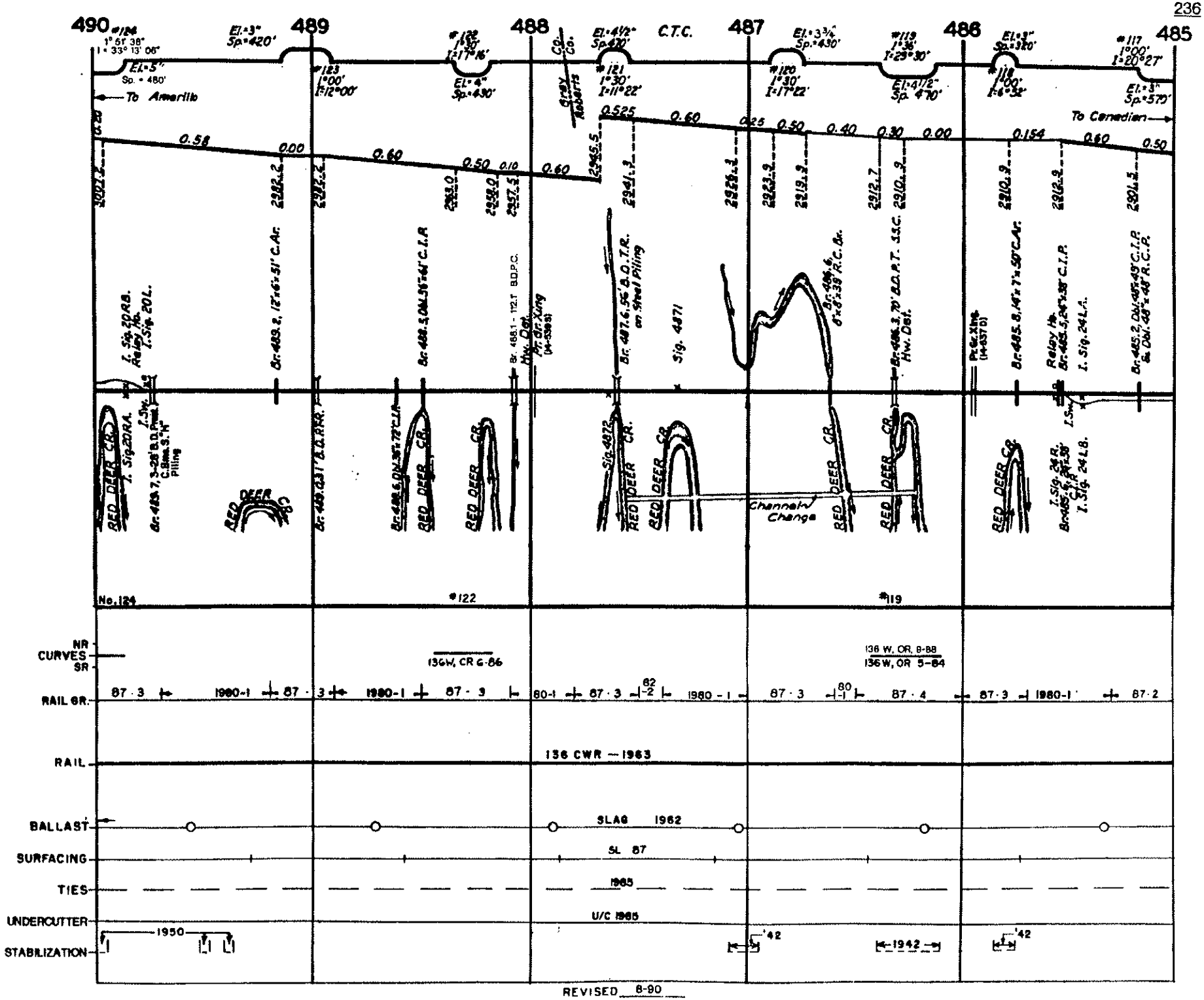

505
504
503
502
501
500
Automatic Block
To Amarillo
To Canadian
Auto Block
Traffic Reversal
0.00
0.225
0.155
0.00
0.305
0.333
0.30
0.60
0.60
0.125
0.341
Hwy. U.S. 60
Pub. Rd. Gr. Xing
Pvt. Gr. Xing
Cabot Corp.
Sig. 5022
Sig. 5021
Br. 502.4, 3-90"x80" CSP.
1981 - I - S
136 CWR - 1964 S
136 CWR - 1989 N.
136 CWR - 1989 S.
SLAG 1968
SLAG
SLAG
PEDERNAL
PEDERNAL 1983
SL 85
SL 87
1985 N
U.T.P. 1968
U.C. 1985 N.
U.T.P. 1968 S.
1981
1981
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

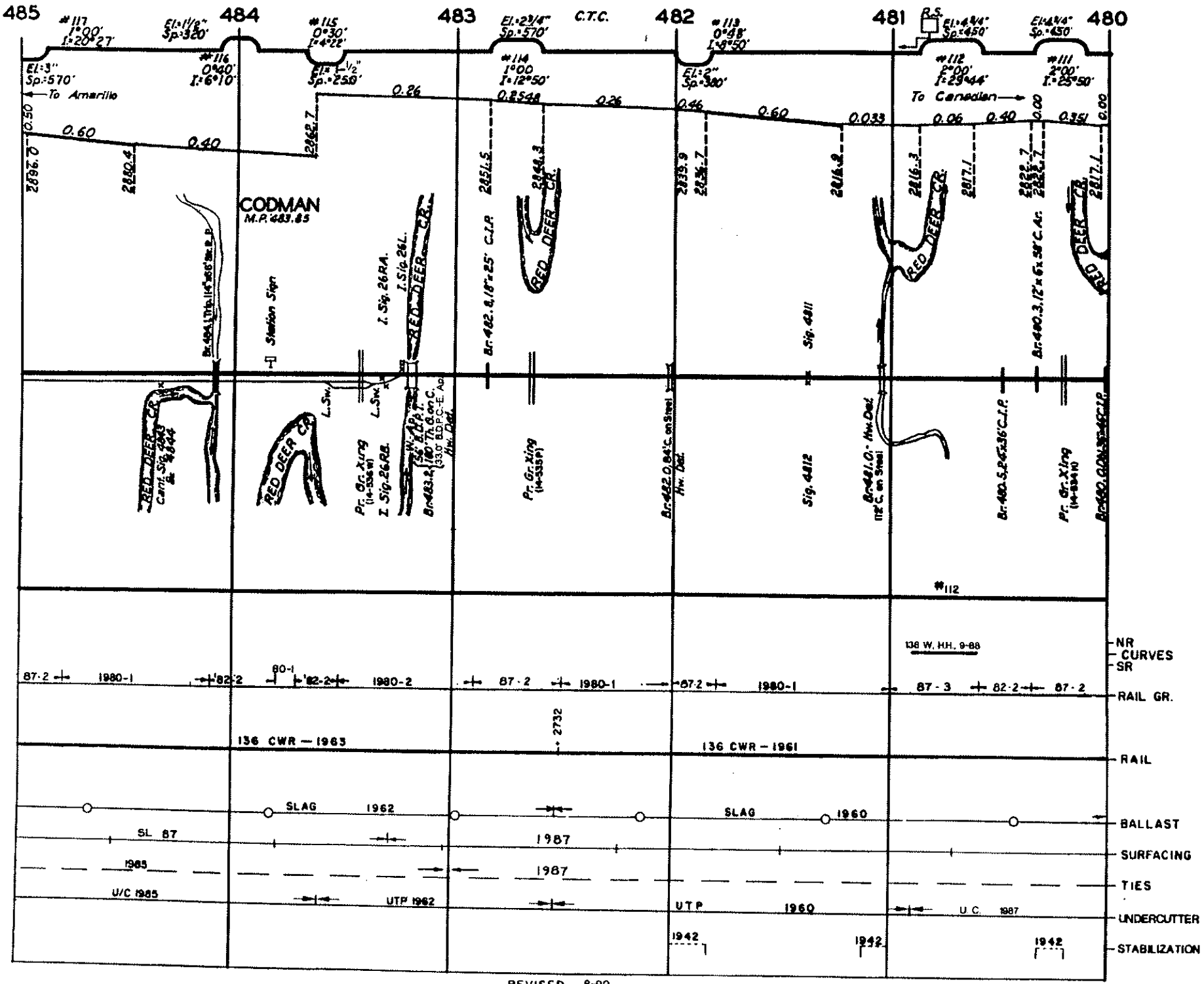
REVISED 8-90


500
499
498
497
496
495
To Amarillo
To Canadian
Traffic Reversal
C.T.C.
PAMPA
M.P.498.86
W. F.Y.
LOOP HWY 171 O.P.
CAMBA JCT.
To End
No. Trk.
CURVES
So. Trk.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR – 1965
SLAG
REVISED 8-80

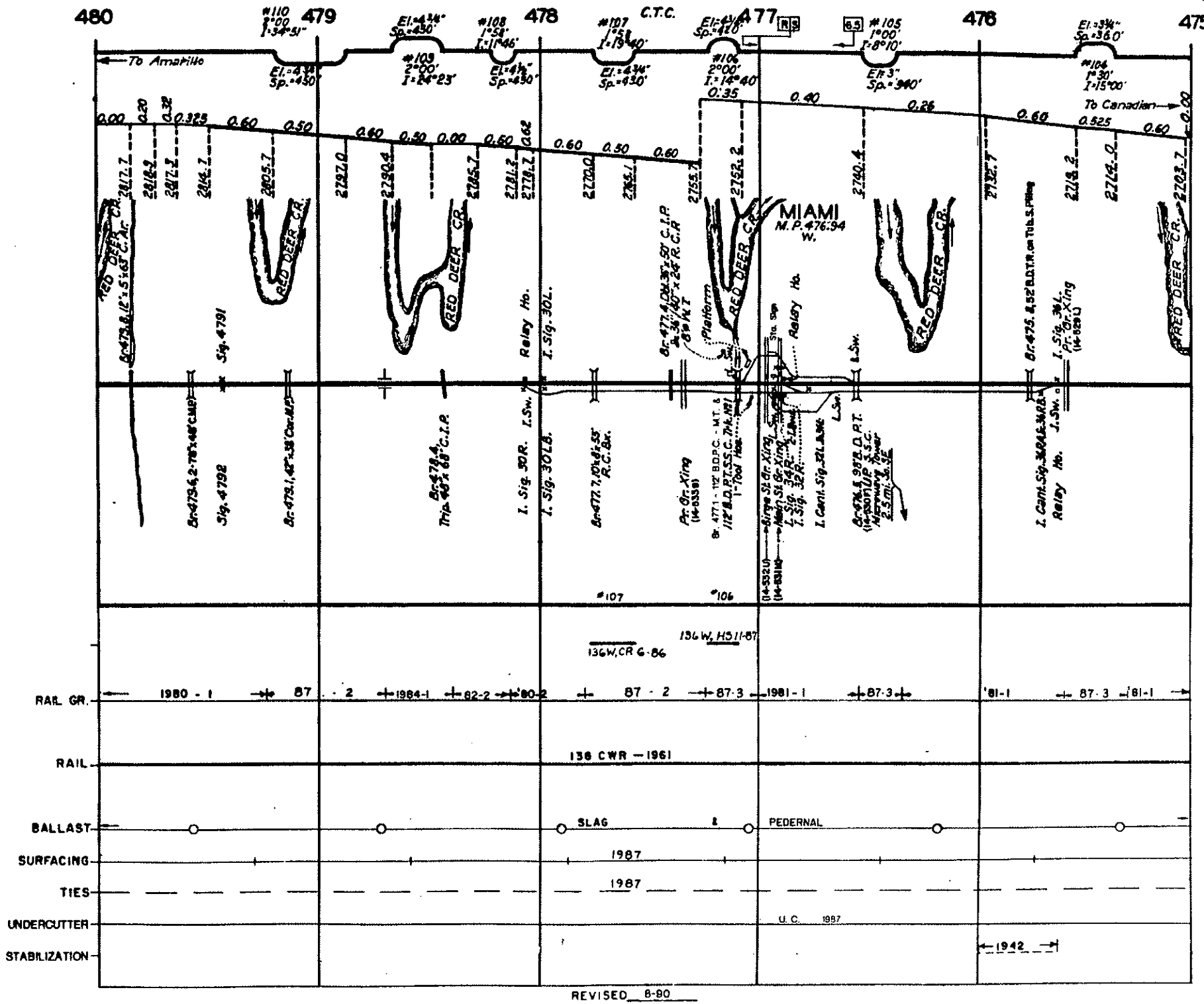

495
494
493
492
491
490
#130
#129
#128
#127
#126
#125A
#125
#124
C.T.C.
To Amarillo
To Canadian
HOOVER
M.R491.16
DEER CR.
RED
Radio Ho.
Lewis St. Crossing
Station Sign
Sig. 4931
Sig. 4932
Sig. 4911
Sig. 4912
Sig. 4913
Sig. 4914
136 W, H.H., 8-89
136 W, 9-89
136W, 5-84
136W, T, OR, 10-84
136W, OR 10-87
136 W, HS 10-87
136 CWR — 1963
PEDERNAL 1983
SLAG 1962
SLAG 1962 & PEDERNAL 1983
SL 87
1985
U/C 1985
1942
1950
NR CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

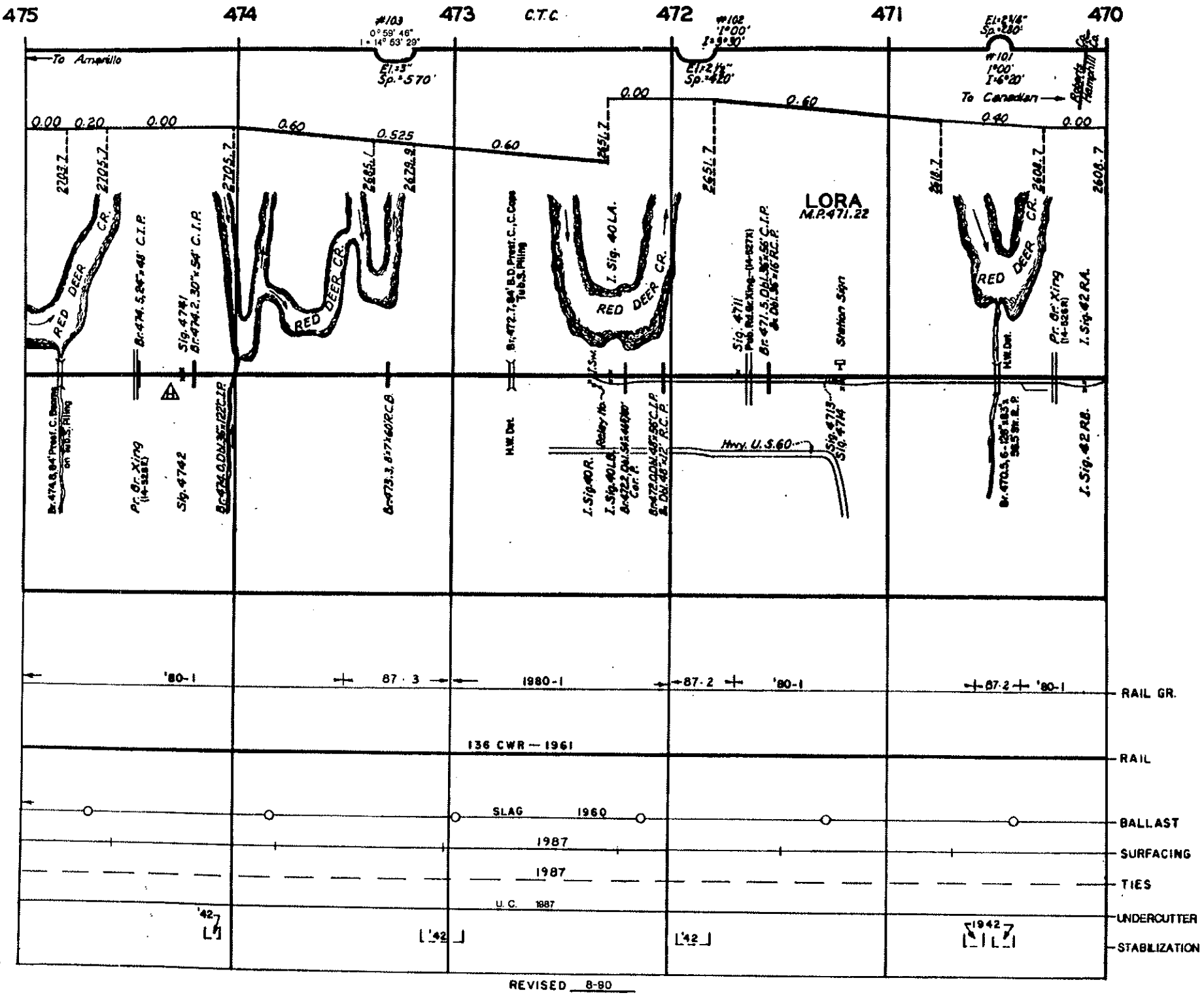
REVISED 8-90


490
489
488
487
486
485
C.T.C.
To Amarillo
To Canadian
Channel Change
RED DEER CR.
No. 124
#122
#119
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR — 1963
SLAG 1962
SL 67
1965
U/C 1965
1950
1942
REVISED 8-80

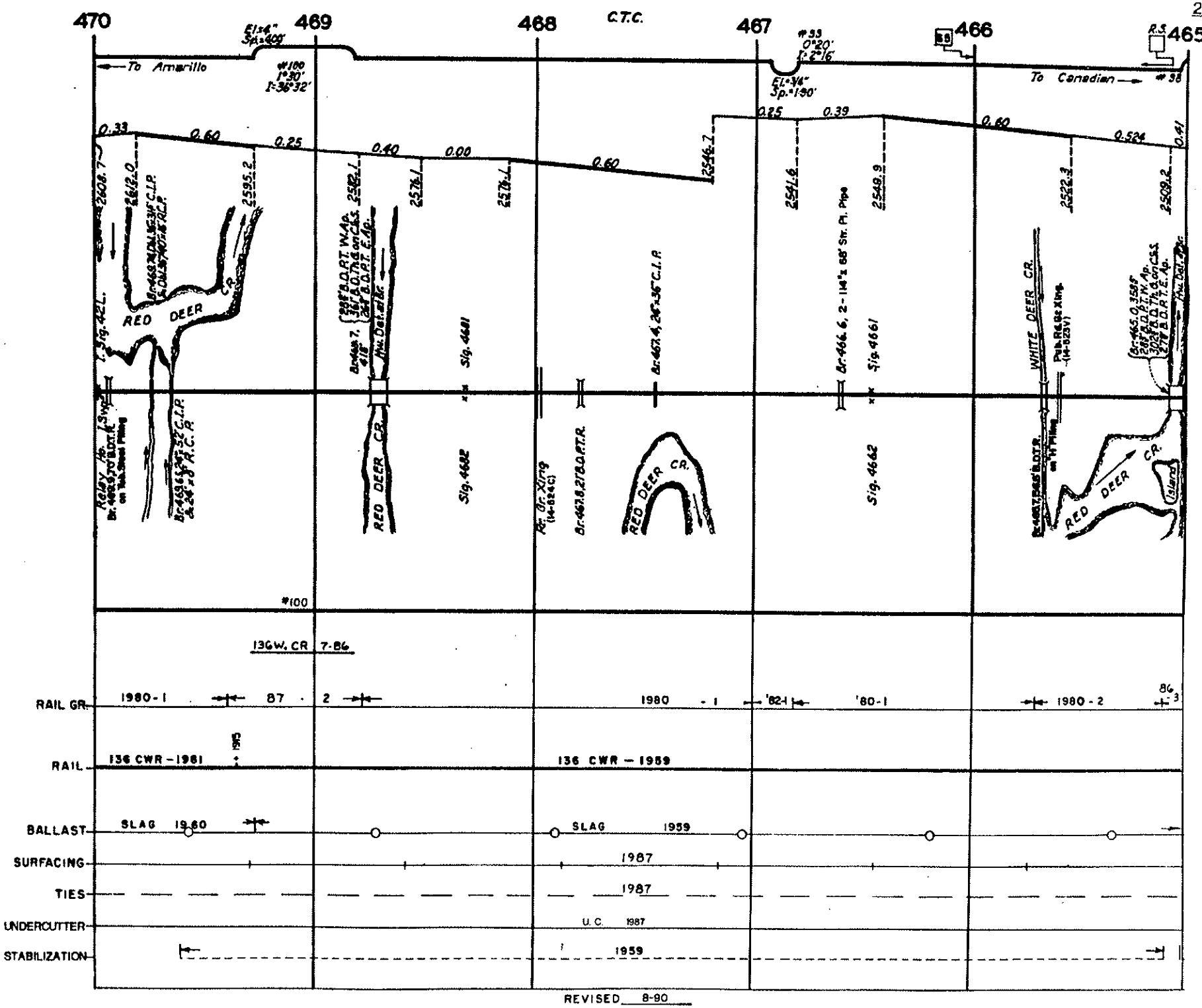

485
484
483
482
481
480
C.T.C.
CODMAN
M.P. 483.85
Station Sign
RED DEER CR.
To Amarillo
To Canadian
#117
#116
#115
#114
#113
#112
#111
Br. 482.4, 18'x25' C.I.P.
Sig. 4811
Sig. 4812
Br. 482.0, 84'C. on Steel
Hwy. Det.
Br. 441.0'- Hwy. Det.
112'C. on Steel
Br. 440.3, 12'x 6'x 58'C.A.
Br. 480.5, 24'x 36' C.I.P.
Pr. Gr. Xing
136 W. HH. 9-88
136 CWR — 1963
136 CWR — 1961
2732
SLAG
1962
1960
1987
1985
U/C 1985
UTP 1962
UTP
1960
U.C. 1987
1942
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

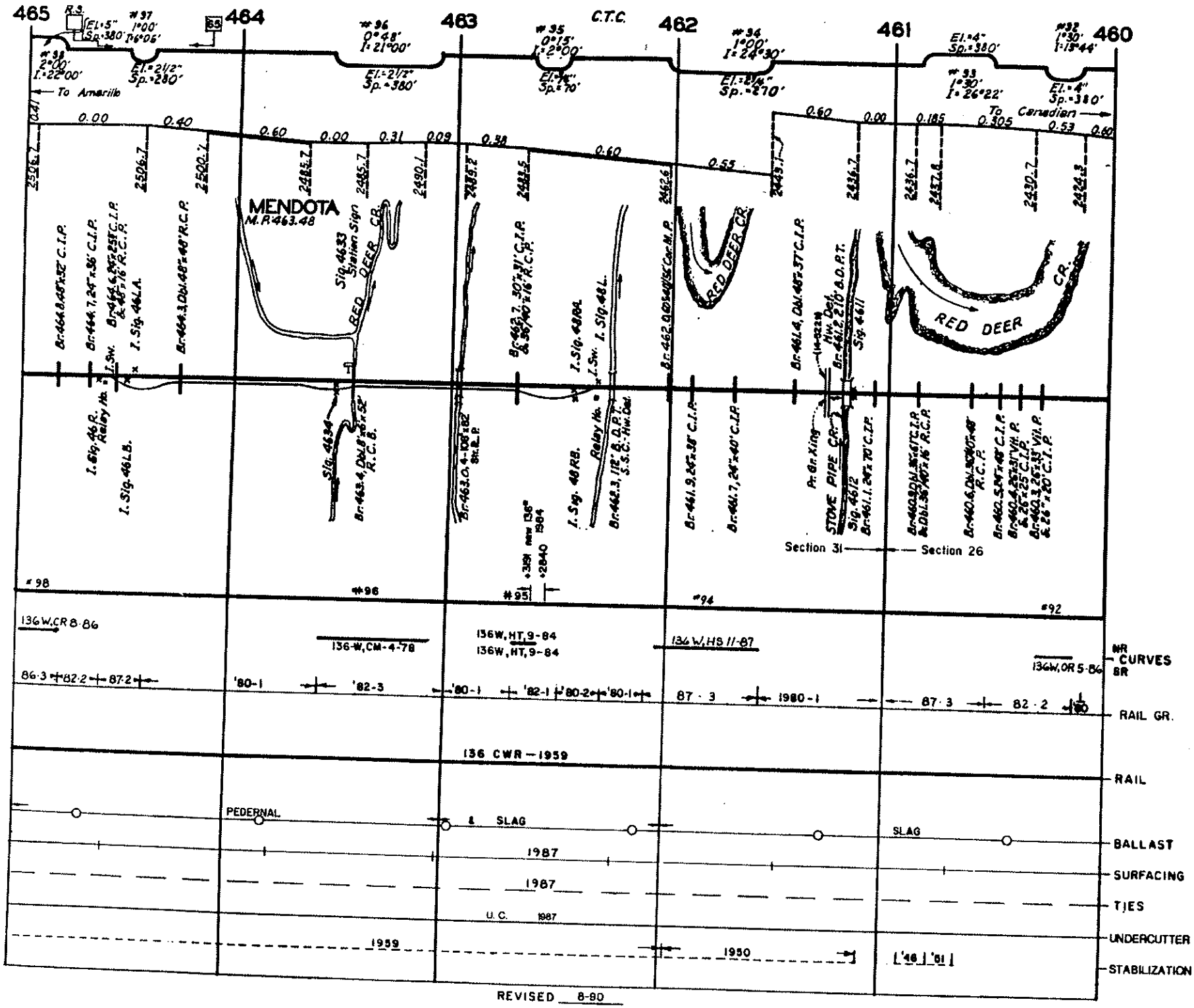

480
479
478
477
476
475
C.T.C.
To Amarillo
To Canadian
MIAMI
M.P. 476.94
W.
RED DEER CR.
Sig. 4791
Sig. 4792
Relay Ho.
I. Sig. 30L.
I. Sig. 30L.S.
I. Sig. 30R.
I. Sig. 32R.
I. Sig. 34R.
I. Sig. 36L.
Platform
Sta. Sign
Pr. Gr. Xing
I. Cam. Sig.
Mercury Tower
2.5 mi. S.E.
136 W, H511-87
136W, CR G-86
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1980 - 1
87 - 2
1984-1
82-2
'80-2
87 - 2
87-3
1981 - 1
87-3
'81-1
87 - 3
'81-1
136 CWR — 1961
SLAG
PEDERNAL
1987
1987
U. C. 1987
1942
REVISED 8-80

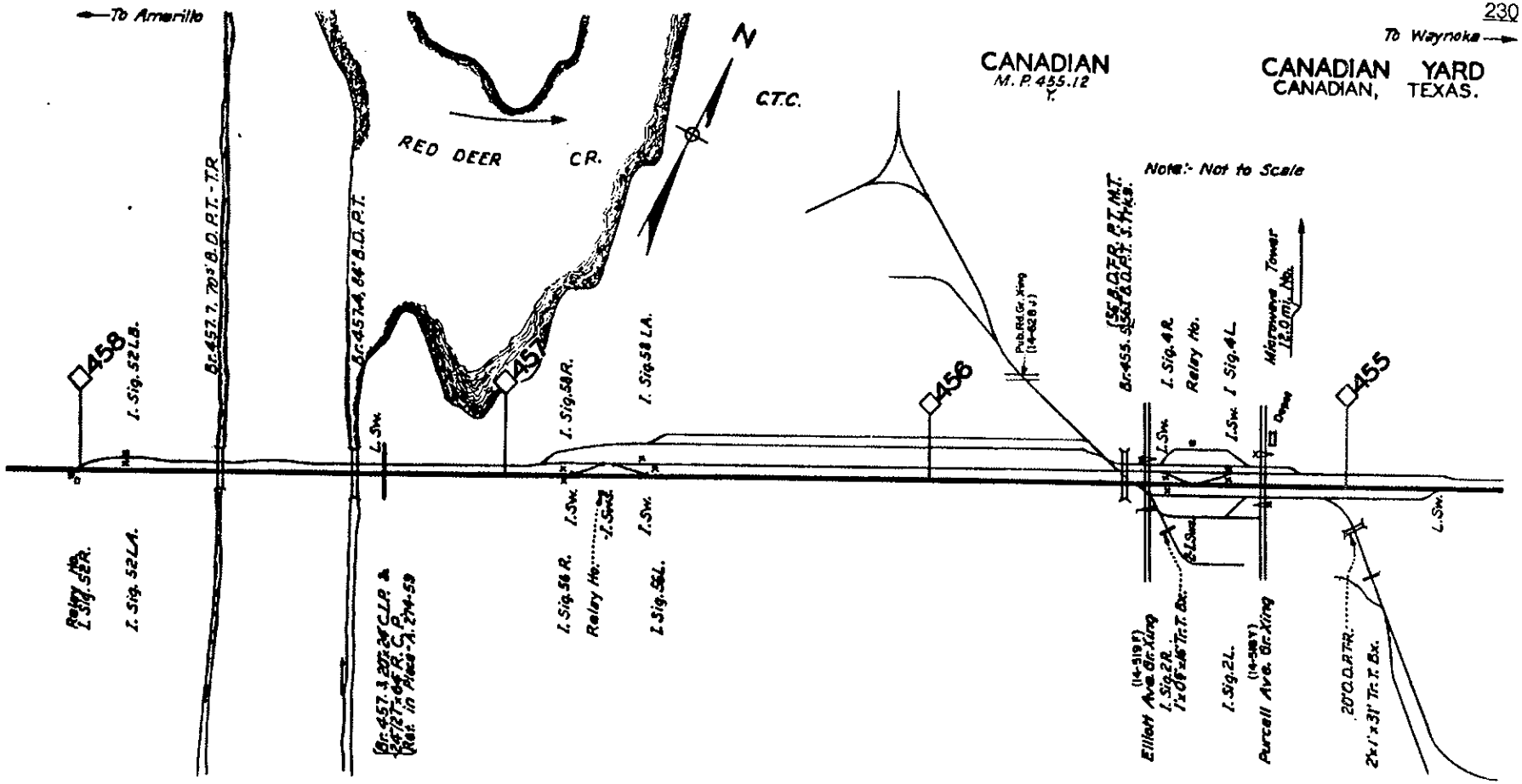

475
474
473
C.T.C.
472
471
470
#103
0°59' 46"
1°14' 53' 29"
El.=3"
Sp.=570'
#102
1°00'
1°30'
El.=2 1/2"
Sp.=420'
#101
1°00'
1°6'20'
El.=2 1/4"
Sp.=280'
To Amarillo
To Canadian
0.00
0.20
0.00
0.60
0.525
0.60
0.00
0.60
0.40
0.00
2702.7
2705.7
2705.7
2685.1
2678.9
2656.7
2651.7
2618.7
2608.7
RED DEER CR.
LORA
M.P.471.22
Br.474.9, 84' Prest. C. Beams on 60° Skew Piling
Pr. Br. Xing (14-528E)
Sig. 4742
Br.474.0, Dbl. 36" 122 C.I.P.
Sig. 4741
Br.474.5, 24'x48' C.I.P.
Br.474.2, 30"x54' C.I.P.
Br.473.3, 8'7"x60' R.C.B.
Br.472.7, 84' B.D. Prest. C., C. Caps To B.S. Piling
H.W. Dist.
I. Sig. 40 LA.
I. Sig. 40 R.
I. Sig. 40 LB.
Relay Ho.
Br.472.2, Dbl. 54"x 48" C.I.P.
Br.472.0, Dbl. 48"x72" R.C.P.
Dbl. 48"x72" C.I.P.
Hwy. U.S. 60
Sig. 4713
Sig. 4714
Sig. 4711
Pub. Rd. Br. Xing - (14-527K)
Br.471.5, Dbl. 36"x56' C.I.P. & Dbl. 36"x16' R.C.P.
Station Sign
Br.470.5, 6-126" x 83'5" 36.5° Skw. R.C.P.
H.W. Dist.
Pr. Br. Xing (14-528K)
I. Sig. 42 RA.
I. Sig. 42 RB.
'80-1
87 · 3
1980-1
87 · 2
'80-1
87 · 2
'80-1
136 CWR — 1961
SLAG
1960
1987
1987
U.C. 1987
'42
'42
'42
1942
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

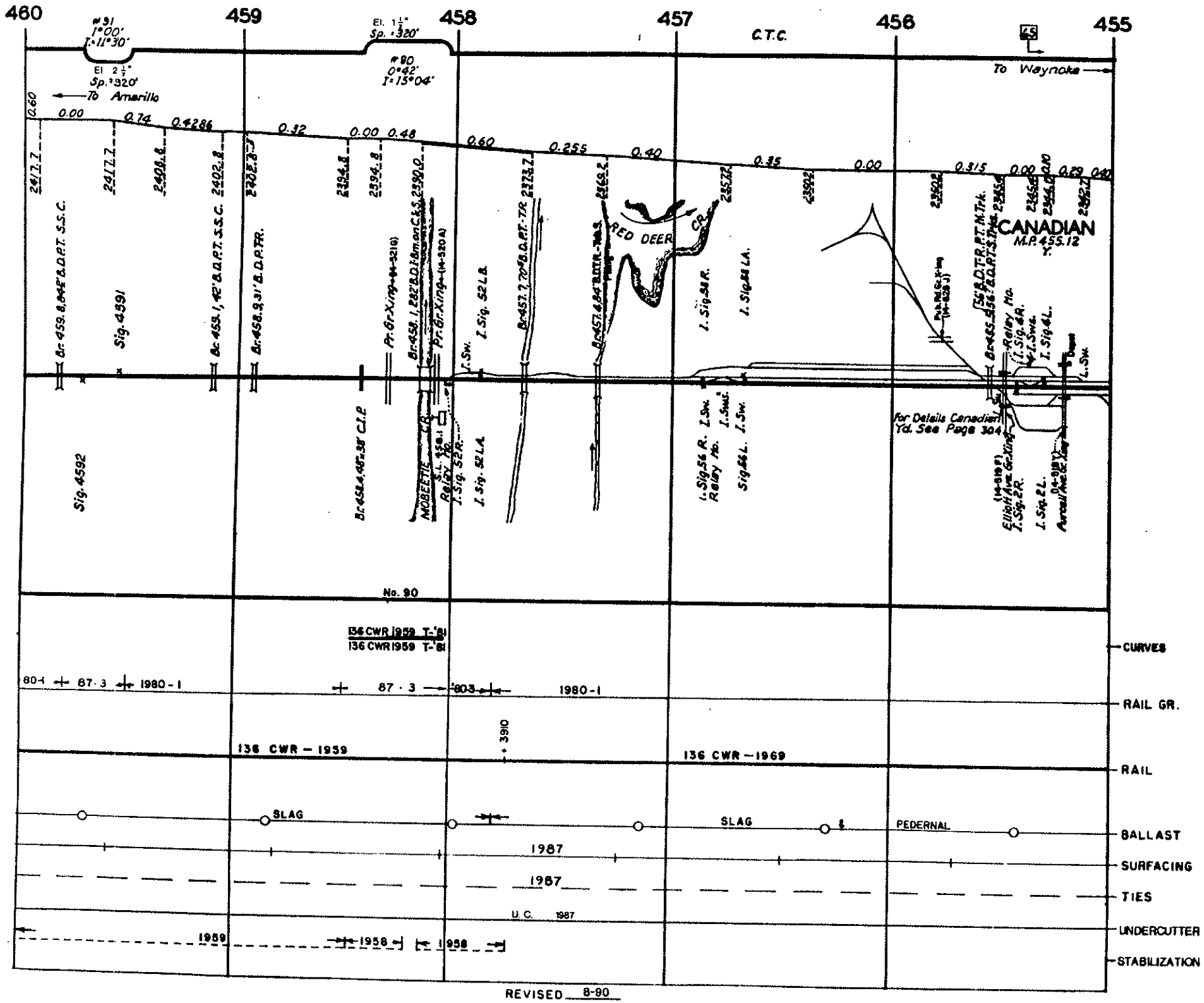

470
469
468
C.T.C.
467
466
465
To Amarillo
To Canadian
#100
1°30'
I-36°32'
El.=4"
Sp.=40'
#33
0°20'
I-2°16'
El.=3/4"
Sp.=150'
#38
0.33
0.60
0.25
0.40
0.00
0.60
0.25
0.39
0.60
0.524
0.41
2608.7
2612.0
2595.2
2598.1
2578.1
2578.1
2546.7
2541.6
2548.9
2522.3
2509.2
RED DEER
RED DEER CR.
WHITE DEER CR.
Sig. 4661
Sig. 4662
Sig. 4682
Sig. 4681
Pub. Rd. 9± Xing. (14-823V)
(Island)
136W, CR 7-86
RAIL GR.
1980 - 1
87 - 2
1980 - 1
'82-1
'80-1
1980 - 2
86 +3
RAIL
136 CWR - 1981
1985
136 CWR - 1959
BALLAST
SLAG 1960
SLAG 1959
SURFACING
1987
TIES
1987
UNDERCUTTER
U.C. 1987
STABILIZATION
1959

REVISED 8-90

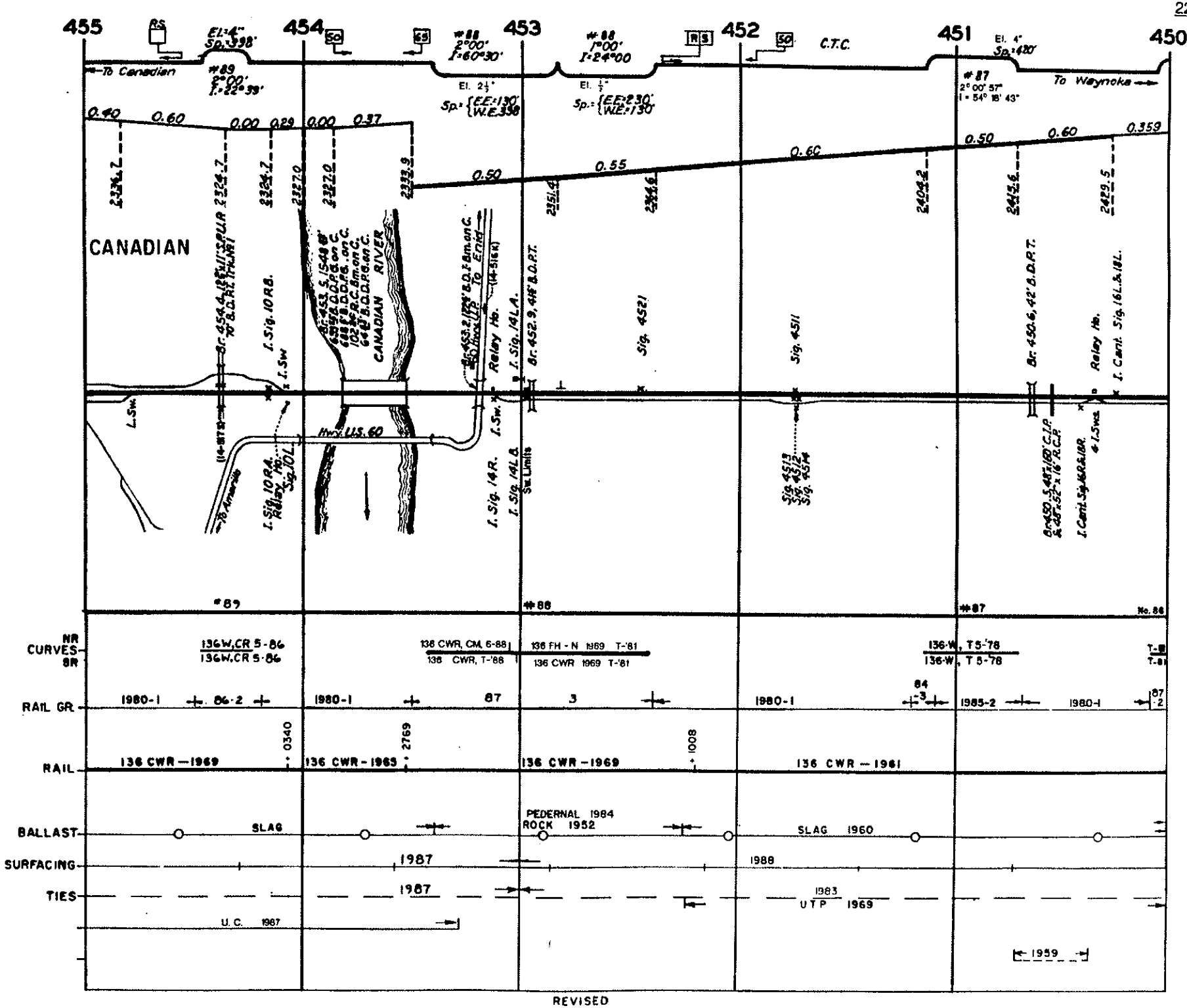

465
464
463
462
461
460
C.T.C.
To Amarillo
To Canadian
MENDOTA
M.P. 463.48
RED DEER CR.
STONE PIPE CR.
Section 31
Section 26
136W, CR 8-86
136-W, CM-4-78
136W, HT, 9-84
136W, HT, 9-84
134 W, HS 11-87
136GW, OR 5-86
136 CWR — 1959
PEDERNAL
& SLAG
SLAG
1987
1987
U.C. 1987
1959
1950
'46 | '61
REVISED 8-80
NR CURVES
BR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

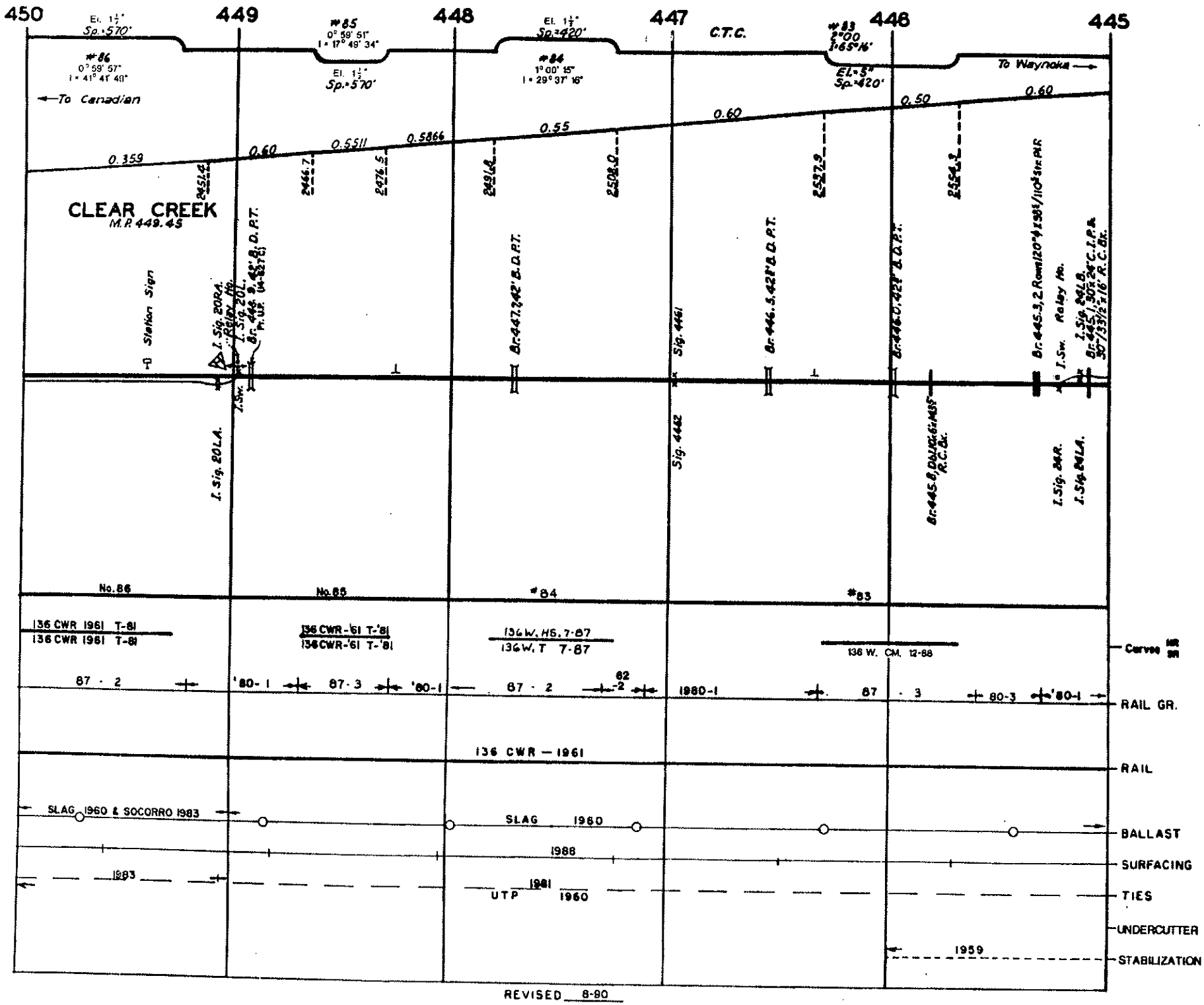

To Amarillo
To Waynoka
CANADIAN
M. P. 455.12
CANADIAN YARD
CANADIAN, TEXAS.
N
C.T.C.
RED DEER CR.
Note:- Not to Scale
458
457
456
455
Br. 452.7, 70' S.O.P.T.-T.R.
Br. 457.4, 84' S.O.P.T.
Br. 455.5, 55' S.O.P.T.-P.T.M.T.
Pub. Rd. Gr. Xing (14-62B.)
Microwave Tower 12.0 mi. No.
Relay Ho.
Elliott Ave. Gr. Xing (14-91B.)
Purcell Ave. Gr. Xing (14-58B.)
20'0. D.P.TR.
2'x1'x31' Tr. T. Bx.
L. Sig. 52 L.B.
L. Sig. 52 L.A.
L. Sig. 58 R.
L. Sig. 58 L.A.
L. Sig. 56 R.
L. Sig. 56 L.
L. Sig. 4 R.
L. Sig. 4 L.
L. Sig. 2 R.
L. Sig. 2 L.
L. Sw.

REVISED 8-80

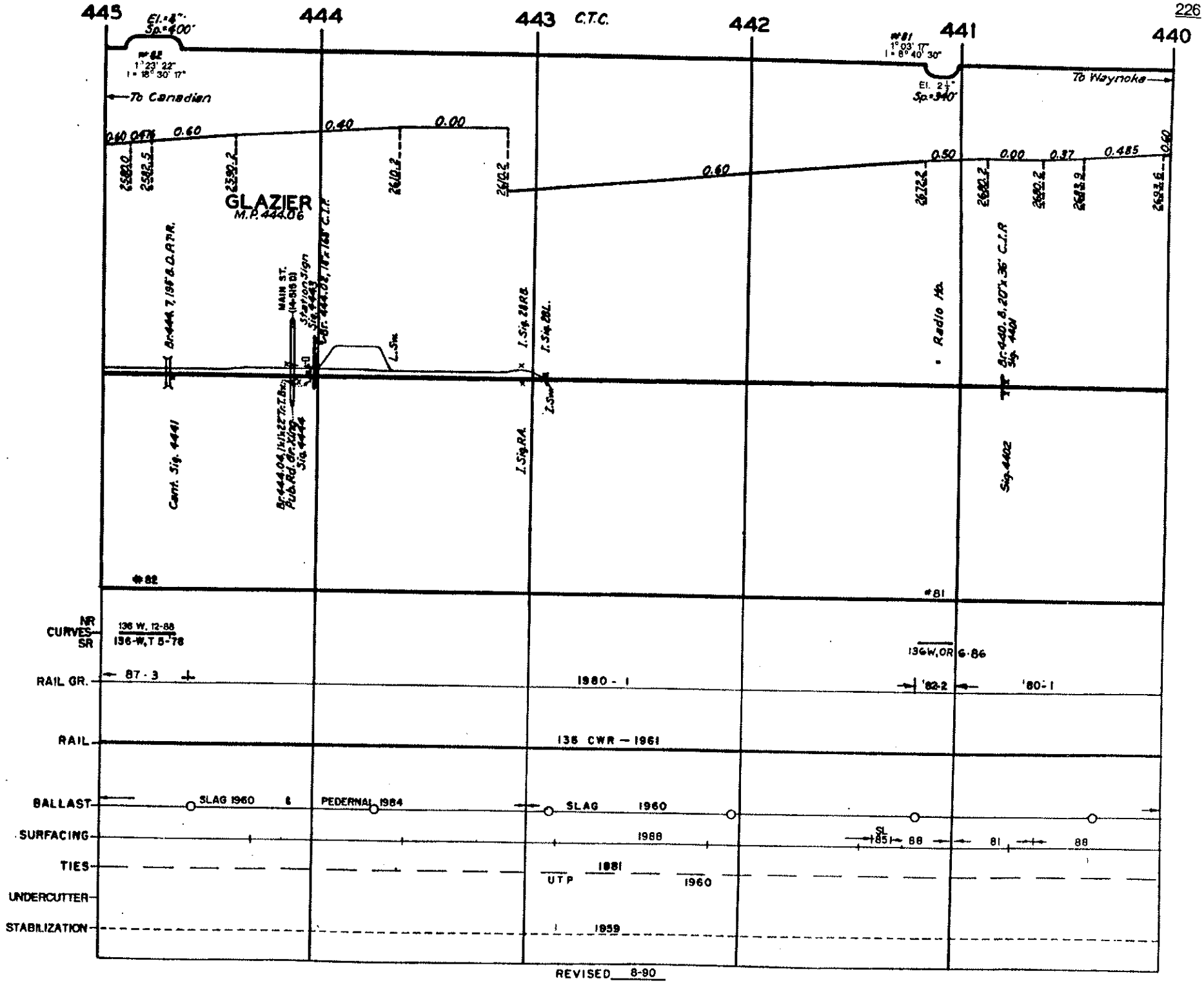

460
459
458
457
456
455
C.T.C.
#31
1°00'
I=11°30'
El 2 1/2"
Sp. 320'
To Amarillo
#90
0°42'
I=15°04'
El. 1 1/2"
Sp. 320'
To Waynoke
0.60
0.00
0.74
0.4286
0.32
0.00
0.48
0.60
0.255
0.40
0.35
0.00
0.315
0.00
0.20
0.40
2417.7
2417.7
2408.8
2402.8
2394.8
2394.8
2373.7
2357.7
2342.7
Br: 459.8, 64° 8 D.P.T. S.S.C.
Sig. 4591
Br: 453.1, 42° A.D.P.T. S.S.C.
Br: 458.9, 31° E.D.P.TR.
Pr. Gr. Xing
Br: 458.1, 282° B.D.T. & an C.S.S.
Br: 457.7, 70° B.D.P.T.-TR
Br: 457.6, 84° B.D.T.R.-Tel.S.
RED DEER CR.
CANADIAN
M.P. 455.12
Br: 455.456° B.D.T.R.P.T.N.Trk.
Relay No.
I. Sig. 4R.
I. Swa.
I. Sig. 4L.
I. Sw.
Sig. 4592
Br: 458.4, 48°, 38' C.I.P.
MOBEETIE
S.L. 158.1
Relay No.
I. Sig. 52 R.
I. Sig. 52 L.A.
I. Sw.
I. Sig. 52 L.B.
I. Sig. 56 R.
Relay No.
I. Sig. 56 L.
I. Sig. 2R.
I. Sig. 2L.
Aurora Ave. Gr. Xing
for Details Canadian Yd. See Page 304
No. 90
136 CWR 1959 T-81
136 CWR 1959 T-81
80-1
87-3
1980-1
87-3
803
1980-1
3910
136 CWR — 1959
136 CWR — 1969
SLAG
SLAG
PEDERNAL
1987
1987
U.C. 1987
1959
1958
1958
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

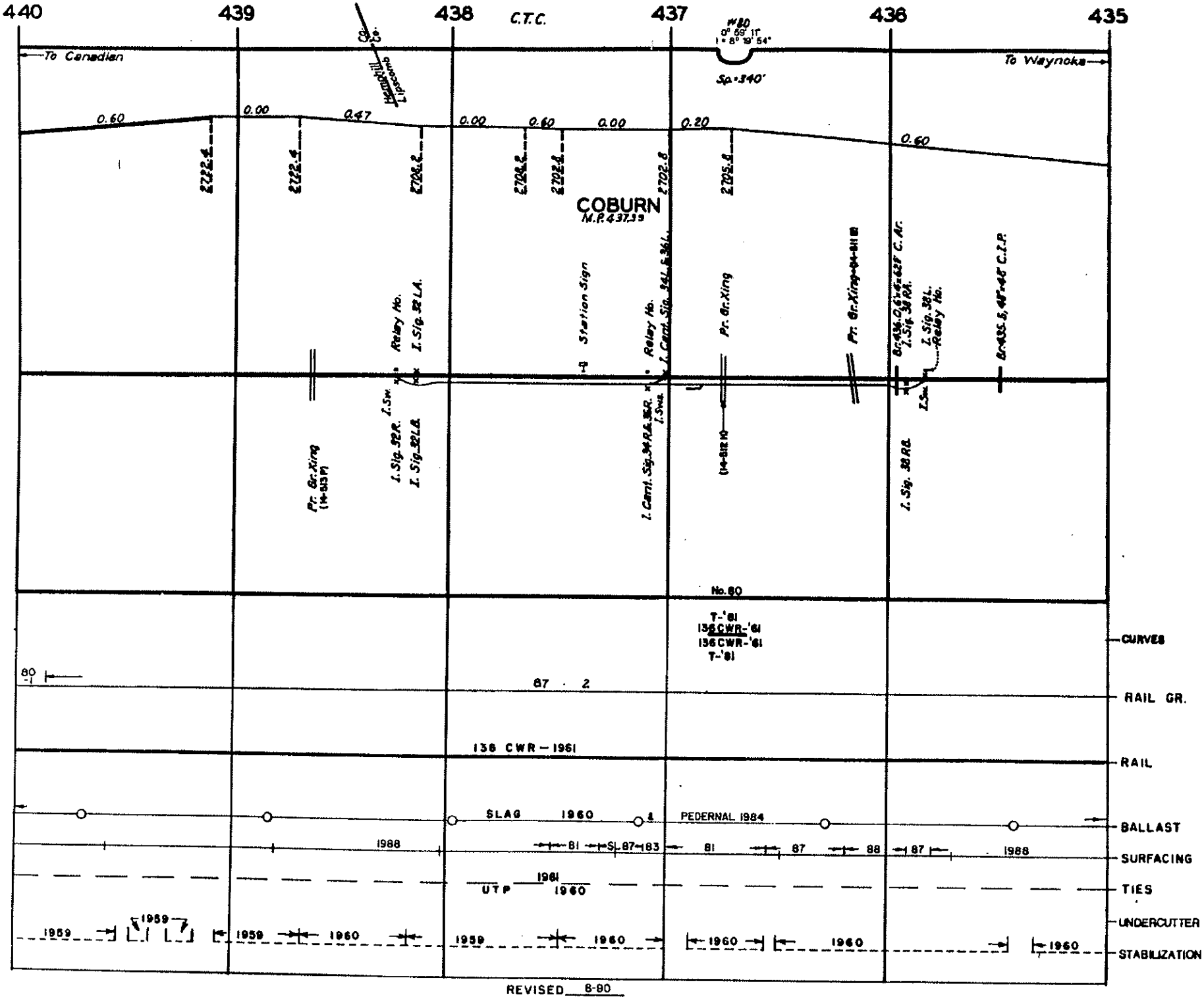

455
454
453
452
451
450
C.T.C.
To Canadian
To Waynoka
CANADIAN
CANADIAN RIVER
Hwy. US. 60
Sig. 4521
Sig. 4511
Sig. 4513
Sig. 4512
Sig. 4514
Relay Ho.
#89
#88
#87
NR
CURVES
SR
RAIL GR
RAIL
BALLAST
SURFACING
TIES
136 CWR — 1969
136 CWR — 1963
136 CWR — 1961
SLAG
PEDERNAL 1984
ROCK 1952
SLAG 1960
1987
1988
1983
UTP 1969
U.C. 1987
1959
REVISED


450
449
448
447
446
445
C.T.C.
#86
0° 59' 57"
I = 41° 41' 40"
#85
0° 59' 51"
I = 17° 49' 34"
#84
1° 00' 15"
I = 29° 37' 16"
#83
2° 00
I = 65° N
El. 1½"
Sp. = 570'
El. 1½"
Sp. = 570'
El. 1½"
Sp. = 420'
EL. 5"
Sp. = 420'
To Canadian
To Waynoka
0.359
0.60
0.5511
0.5866
0.55
0.60
0.50
0.60
2451.4
2446.7
2476.5
2491.4
2508.0
2527.9
2554.1
CLEAR CREEK
M.P. 449.45
Station Sign
I. Sig. 20RA.
Relay Ho.
I. Sig. 20L.
Br. 448.9, 45' S. D. P.T.
I. Sw.
Br: 447.242' S. D. P.T.
Sig. 4461
Sig. 4442
Br: 446.5, 42' S. D. P.T.
Br: 446.0, 42' S. D. P.T.
Br: 445.8, DOUG-FIR, 45° R.C. Bk.
Br: 445.3, 2 Rows 120° @ 1981/110° Str. PILR
I. Sw.
Relay Ho.
I. Sig. 84R.
I. Sig. 84LA.
Br: 445.1, 30'x 24' C. I. P. A. 30'/33½'x 16' R.C. Bk.
I. Sig. 84LA.
No. 86
No. 85
#84
#83
136 CWR 1961 T-81
136 CWR 1961 T-81
136 CWR-'61 T-'81
136 CWR-'61 T-'81
136 W. HS. 7-87
136 W. T 7-87
136 W. CM. 12-88
87 · 2
'80-1
87 · 3
'80-1
87 · 2
62
-2
1980-1
87 · 3
80-3
'80-1
136 CWR — 1961
SLAG 1960 & SOCORRO 1983
SLAG 1960
1988
1983
UTP 1981
1960
1959
Curves
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

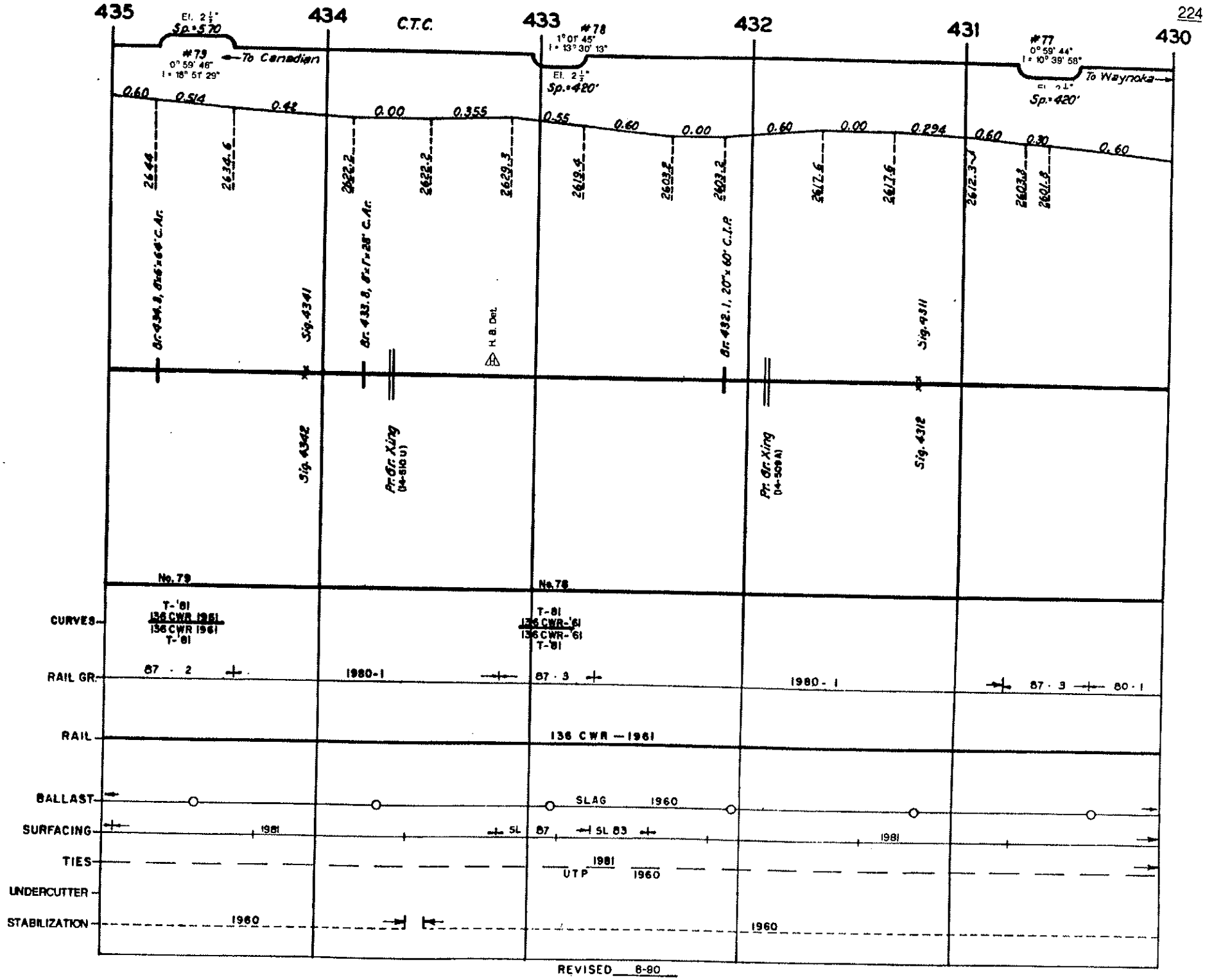
REVISED 8-90


445
444
443 C.T.C.
442
441
440
El.-6°
Sp.-400'
#82
1° 23' 22"
I = 18° 30' 17"
To Canadian
#81
1° 03' 17"
I = 8° 40' 30"
El. 2+°
Sp.-340'
To Waynoke
0.60
0.40
0.00
0.50
0.00
0.37
0.485
0.60
GLAZIER
M.P. 444.06
Br:444.7, 195' S.O.A.T.R.
Cent. Sig. 4441
Sig. 4443
Sig. 4444
I. Sig. 28 Rt.
I. Sig. 28 L.
I. Sig. R.A.
Sig. 4402
Radio Hs.
Br:440.8, 20'1"x 36' C.I.R
Sig. 440'
#82
#81
NR
CURVES
SR
136 W, 12-88
136-W, T 5-78
136W, OR 6-86
RAIL GR.
87 - 3
1980 - 1
'82-2
'80-1
RAIL
135 CWR — 1961
BALLAST
SLAG 1960
&
PEDERNAL 1984
SLAG
1960
SURFACING
1988
SL
'85
88
81
88
TIES
1981
UTP
1960
UNDERCUTTER
STABILIZATION
1959

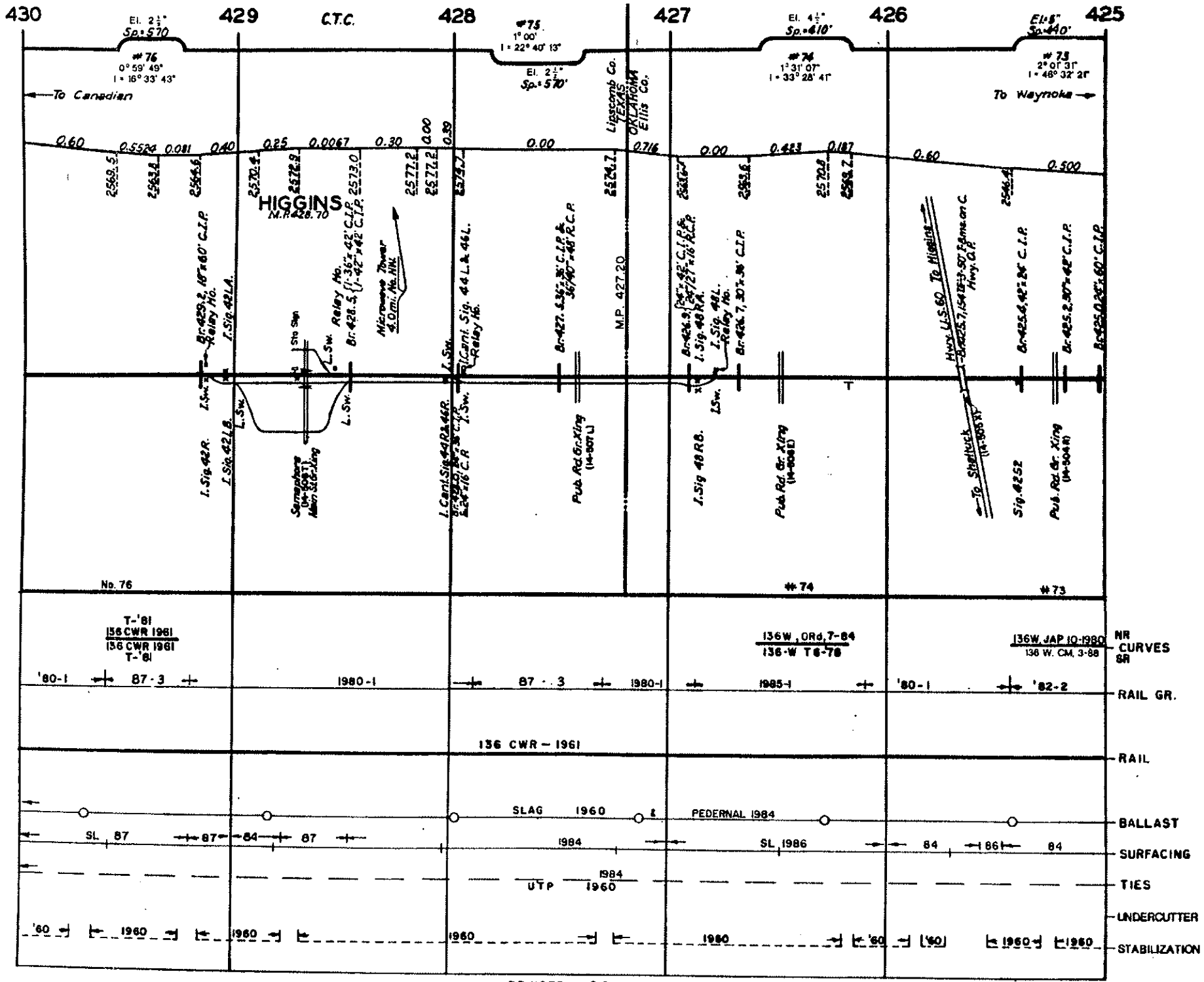
REVISED 8-90


440
439
438
C.T.C.
437
436
435
To Canadian
To Waynoka
Hamhill Lipscomb Co.
W 80
0° 59' 11"
1 = 8° 19' 54"
Sp.=340'
0.60
0.00
0.47
0.00
0.60
0.00
0.20
0.60
COBURN
M.P. 437.39
Station Sign
Relay Ho.
I. Sig. 32 L.A.
I. Sig. 32 R.
I. Sig. 32 L.B.
Pr. Gr. Xing
I. Cant. Sig. 34 L.A. & 36 L.
I. Cant. Sig. 34 R.A. & 36 R.
Pr. Gr. Xing
Pr. Gr. Xing
I. Sig. 38 R.A.
I. Sig. 38 L.
Relay Ho.
No. 80
T-'61
136 CWR-'61
136 CWR-'61
T-'61
80
87 . 2
136 CWR — 1961
SLAG 1960 & PEDERNAL 1984
1988
81
SL 87-83
81
87
88
87
1988
1961
UTP 1960
1959
1959
1959
1960
1959
1960
1960
1960
1960
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

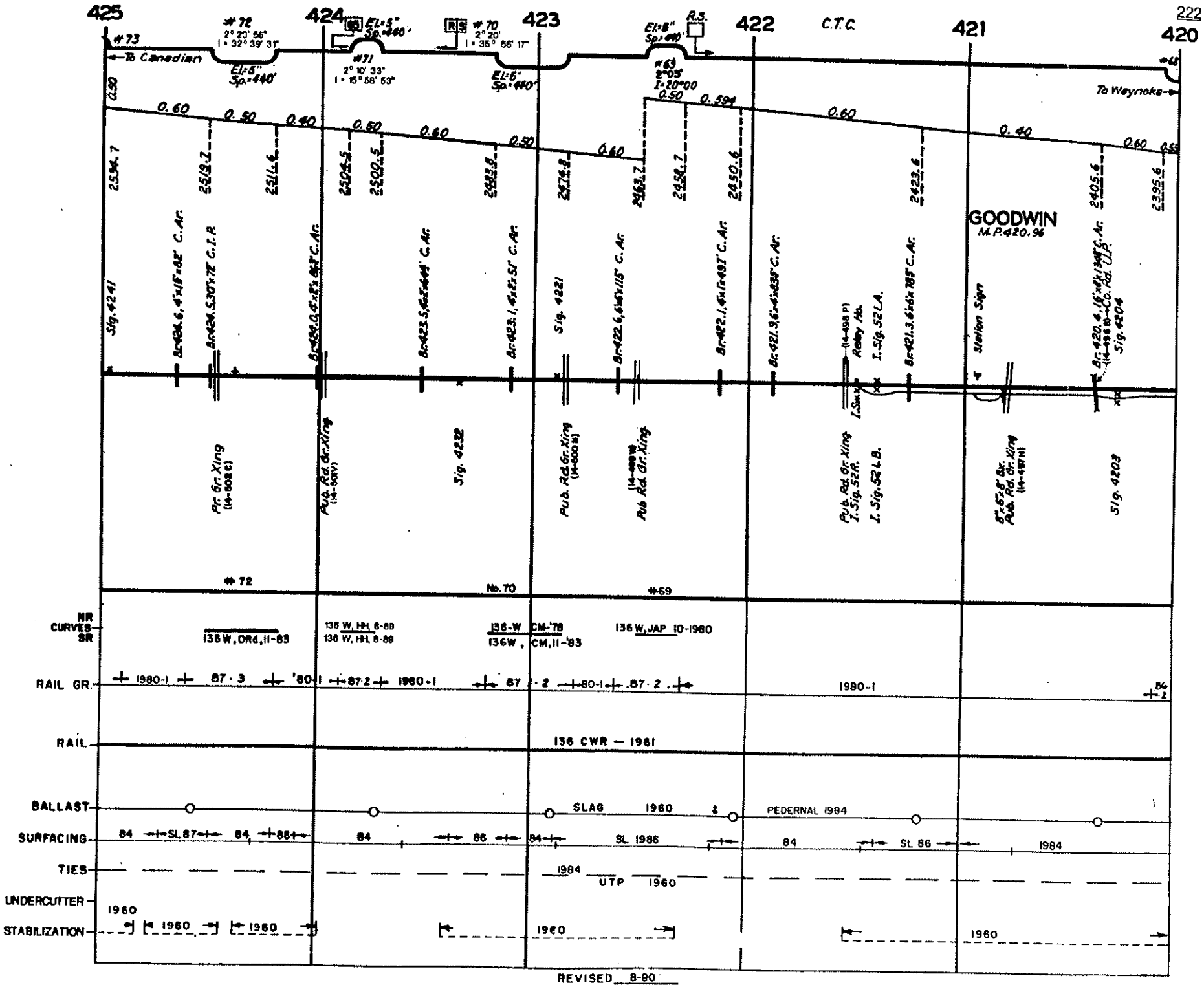
REVISED 8-80

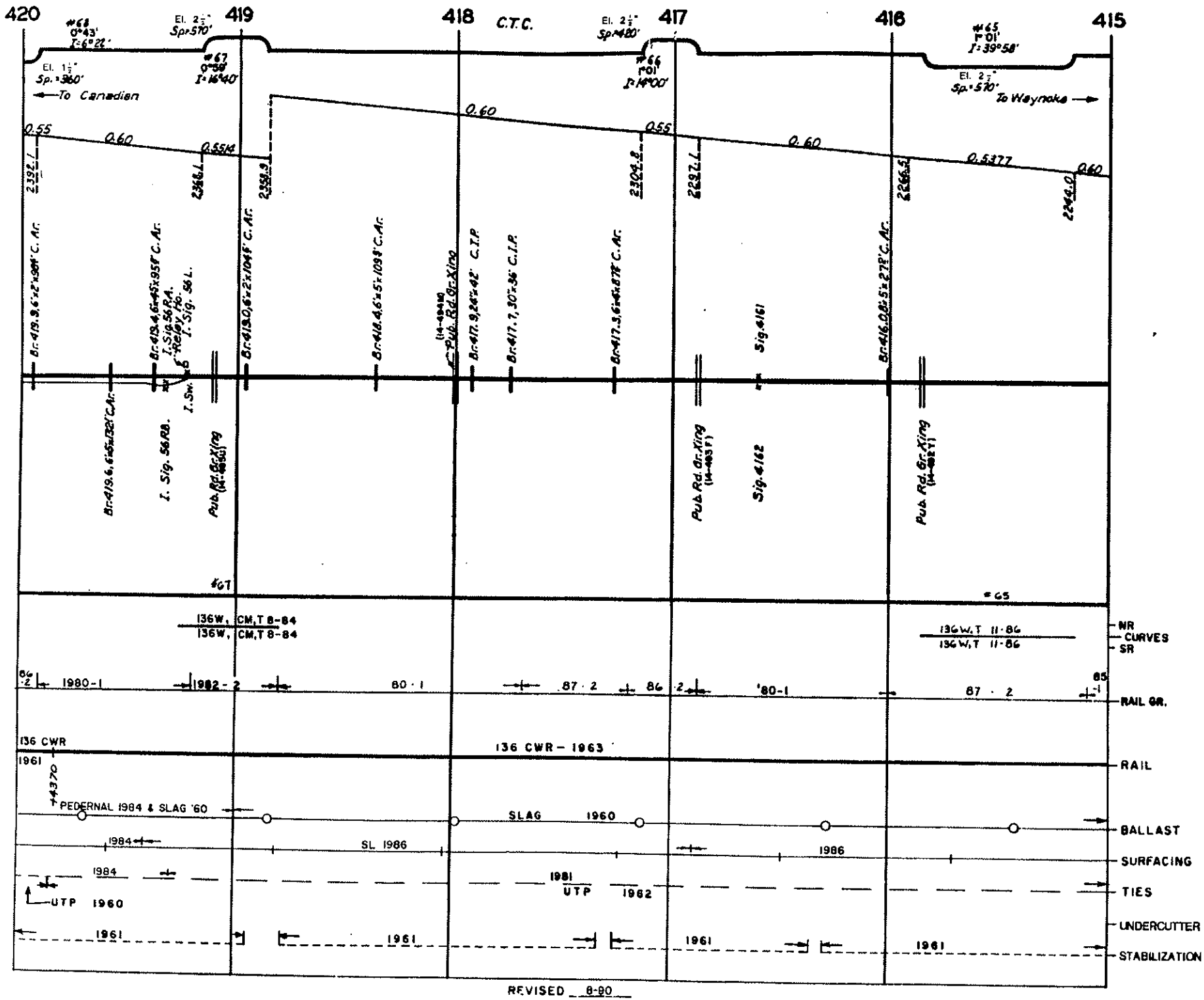

435
434
C.T.C.
433
432
431
430
El. 2½" Sp.=570
#79 0°59' 46" I = 18° 51' 29"
To Canadian
#78 1°01' 45" I = 13° 30' 13"
El. 2½" Sp.=420'
#77 0°59' 44" I = 10° 39' 58"
To Waynoka
Sp.=420'
0.60 0.514 0.48 0.00 0.355 0.55 0.60 0.00 0.60 0.00 0.294 0.60 0.30 0.60
2644 2634.6 2622.2 2622.2 2629.3 2619.4 2603.8 2603.2 2612.6 2611.6 2612.3 2603.8 2601.8
Br. 434.8, 6'6"x 64° C.A.r.
Sig. 4341
Br. 433.8, 8'x 1'x 28° C.A.r.
H. B. Det.
Br. 432.1, 20'x 60° C.I.P.
Sig. 4311
Sig. 4342
Pr. Gr. Xing (14-516 U)
Pr. Gr. Xing (14-509 A)
Sig. 4312
No. 79
No. 78
CURVES
T-'81
136 CWR 1961
136 CWR 1961
T-'81
T-81
136 CWR-'61
136 CWR-'61
T-81
RAIL GR.
87 · 2
1980-1
87 · 3
1980 · 1
87 · 3
80 · 1
RAIL
136 CWR — 1961
BALLAST
SLAG
1960
SURFACING
1981
SL
87
SL 83
1981
TIES
1981
UTP
1960
UNDERCUTTER
STABILIZATION
1960
1960

REVISED 8-80

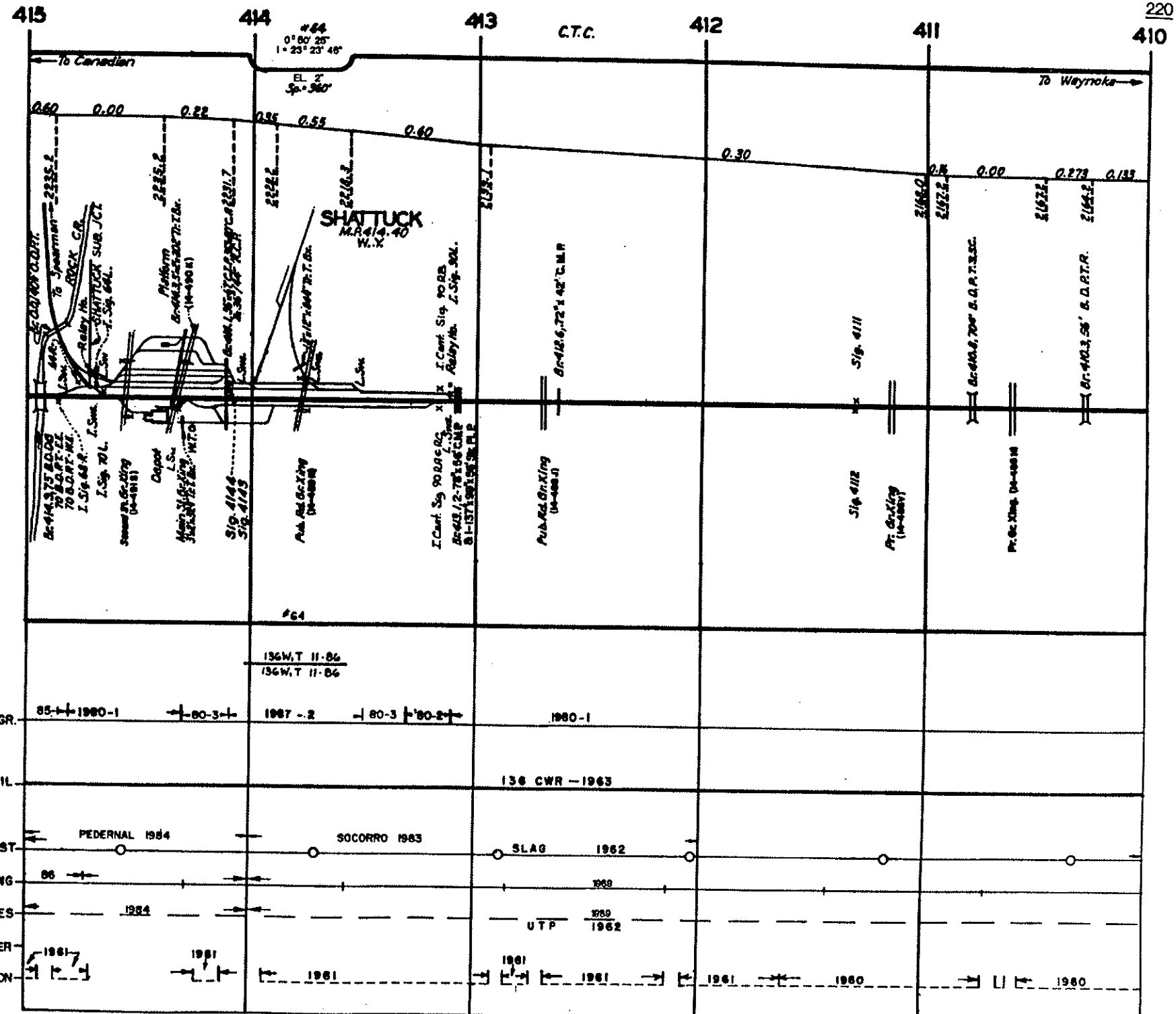

430
429
C.T.C.
428
427
426
425
El. 2½"
Sp.=570
#76
0° 59' 49"
I = 16° 33' 43"
To Canadian
#75
1° 00'
I = 22° 40' 13"
El. 2½"
Sp.=570'
Lipscomb Co.
TEXAS
OKLAHOMA
Ellis Co.
El. 4½"
Sp.=410'
#74
1° 31' 07"
I = 33° 28' 41"
El.5"
Sp.=440'
#73
2° 01' 31"
I = 46° 32' 21"
To Waynoka
0.60
0.5524
0.081
0.40
0.25
0.0067
0.30
0.00
0.89
0.00
0.716
0.00
0.423
0.187
0.60
0.500
HIGGINS
M.P. 428.70
Br:429.2, 45'x60' C.I.P.
Relay Ho.
I.Sig.42L.A.
Sta Sign
L.Sw.
Relay Ho.
Br:428.5 {1-36"x42" C.I.P.
1-42"x42" C.I.P.
Microwave Tower
4.0mi. No. HK
I.Cant.Sig. 44 L.& 46L.
Relay Ho.
Br:427. 4.36'x36' C.I.P. &
36'60°=48' R.C.P.
M.P. 427.20
Br:426.9 {24'x45' C.I.P. &
24'29°=16' R.C.P.
I.Sig.48 R.A.
I.Sig. 48L.
Relay Ho.
Br:426.7, 30'x36' C.I.P.
Hwy. U.S. 60 To Higgins
Br:425.7, 154'3-30' Plate on C
Hwy. O.P.
To Shattuck
(14-908 W)
Br:425.4, 42'x24' C.I.P.
Br:425.2, 30'x42' C.I.P.
Br:425.0, 24'x60' C.I.P.
I.Sig.42R.
I.Sig.42L.&
L.Sw.
Semaphore
(14-908 E)
Main St. Xing
I.Cant.Sig.44R&46R.
Br:427.0, 36'x36' C.I.P.
&24'x16' C.R.P.
Pub. Rd. Gr. Xing
(14-907 L)
I.Sig.48 R.&.
Pub. Rd. Gr. Xing
(14-906 E)
Sig. 4252
Pub. Rd. Gr. Xing
(14-904 R)
No. 76
#74
#73
T-'81
136 CWR 1961
136 CWR 1961
T-'81
136 W, ORd, 7-84
136-W T6-78
136 W, JAP 10-1980
136 W. CM, 3-88
NR
CURVES
SR
'80-1
87-3
1980-1
87-3
1980-1
1985-1
'80-1
'82-2
RAIL GR.
136 CWR – 1961
RAIL
SLAG 1960 &
PEDERNAL 1984
BALLAST
SL. 87
87
84
87
1984
SL. 1986
84
86
84
SURFACING
UTP 1984
1960
TIES
UNDERCUTTER
'80
1960
1960
1960
1980
'80
'80
1960
1960
STABILIZATION

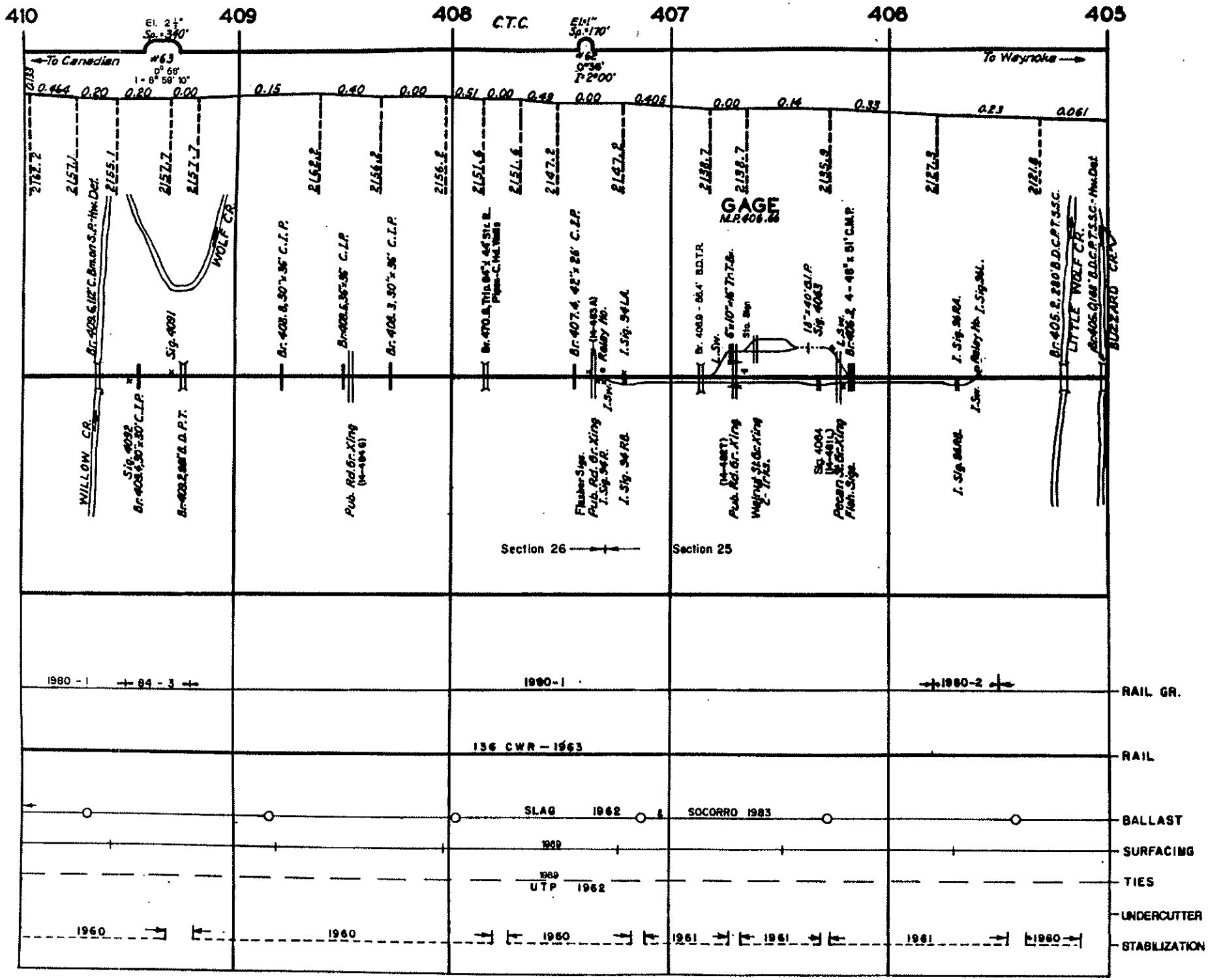
REVISED 8-90


425
424
423
422
421
420
C.T.C.
#73
To Canadian
#72
2° 20' 56"
I = 32° 39' 31"
El:5" Sp.=440'
#71
2° 10' 33"
I = 15° 58' 53"
El:5" Sp.=440'
#70
2° 20'
I = 35° 56' 17"
El:6" Sp.=440'
R.S.
#69
2° 05'
I = 20° 00'
El:6" Sp.=440'
#68
To Waynoke
GOODWIN
M.P.420.96
Sig.4241
Sig. 4221
Sig. 4232
Sig. 4203
Sig. 4204
Station Sign
Rabey Hh.
Pr. Gr. Xing (14-508 E)
Pub. Rd. Gr. Xing (14-508 W)
Pub. Rd. Gr. Xing (14-498 W)
Pub. Rd. Gr. Xing I. Sig. 52 R.
I. Sig. 52 L.A.
I. Sig. 52 L.B.
Pub. Rd. Gr. Xing (14-497 W)
No. 70
NR
CURVES
SR
136 W, ORd, II-83
136 W, HH, 6-89
136 W, HH, 6-89
136-W CM-'78
136 W, CM, II-'83
136 W, JAP 10-1960
RAIL GR.
RAIL
136 CWR — 1981
BALLAST
SLAG 1960
PEDERNAL 1984
SURFACING
SL 87
SL 1986
SL 86
1984
TIES
UTP 1960
UNDERCUTTER
STABILIZATION
1960
REVISED 8-90

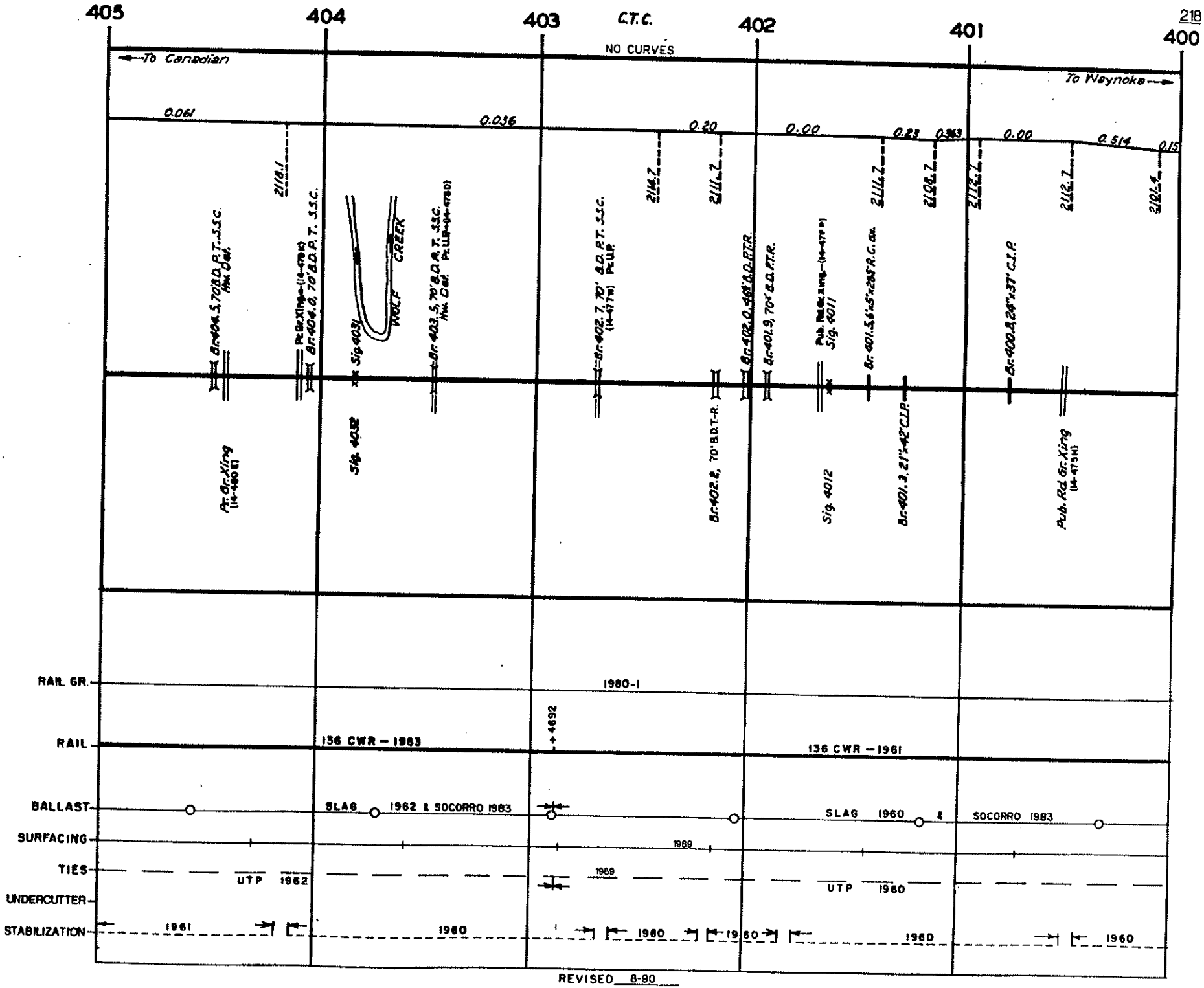

420
419
418
C.T.C.
417
416
415
#68 D 0°43' I=6°22'
El. 2½" Sp=570'
#67 D 0°58' I=16°40'
El. 1½" Sp.=360'
To Canadian
#66 D 1°01' I=14°00'
El. 2½" Sp=480'
#65 D 1°01' I=39°58'
El. 2½" Sp.=570'
To Waynoke
0.55
0.60
0.5514
0.60
0.55
0.60
0.5377
0.60
2392.1
2366.1
2358.9
2304.8
2287.1
2266.5
2244.0
Br:419.9,6-42'x304' C. Ar.
Br:419.4,6-45'x355' C. Ar.
I. Sig. 56 RA.
I. Sig. 56 L.
I. Sig. 56 R.
I. Sw.
Br:419.6,6-45'x382' C. Ar.
I. Sig. 56 RB.
Pub. Rd. Gr. Xing (14-48516)
Br:418.0,6-2x1046' C. Ar.
Br:418.4,6-5x1039' C. Ar.
(14-48418) Pub. Rd. Gr. Xing
Br:417.9,24°x42' C.T.P.
Br:417.7,30°x36' C.I.P.
Br:417.3,6-6x878' C. Ar.
Pub. Rd. Gr. Xing (14-48517)
Sig. 4161
Sig. 4162
Br:416.0,6-5x278' C. Ar.
Pub. Rd. Gr. Xing (14-48521)
#67
#65
136W, CM, T 8-84
136W, CM, T 8-84
136W, T 11-86
136W, T 11-86
NR
CURVES
SR
66 -2
1980-1
1982-2
80-1
87-2
86-2
'80-1
87-2
65 -1
RAIL GR.
136 CWR
136 CWR – 1963
RAIL
1961
+4370
PEDERNAL 1984 & SLAG '60
SLAG 1960
BALLAST
1984
SL 1986
1986
SURFACING
1984
UTP 1960
1981
UTP 1962
TIES
UNDERCUTTER
1961
1961
1961
1961
STABILIZATION

REVISED 8-90

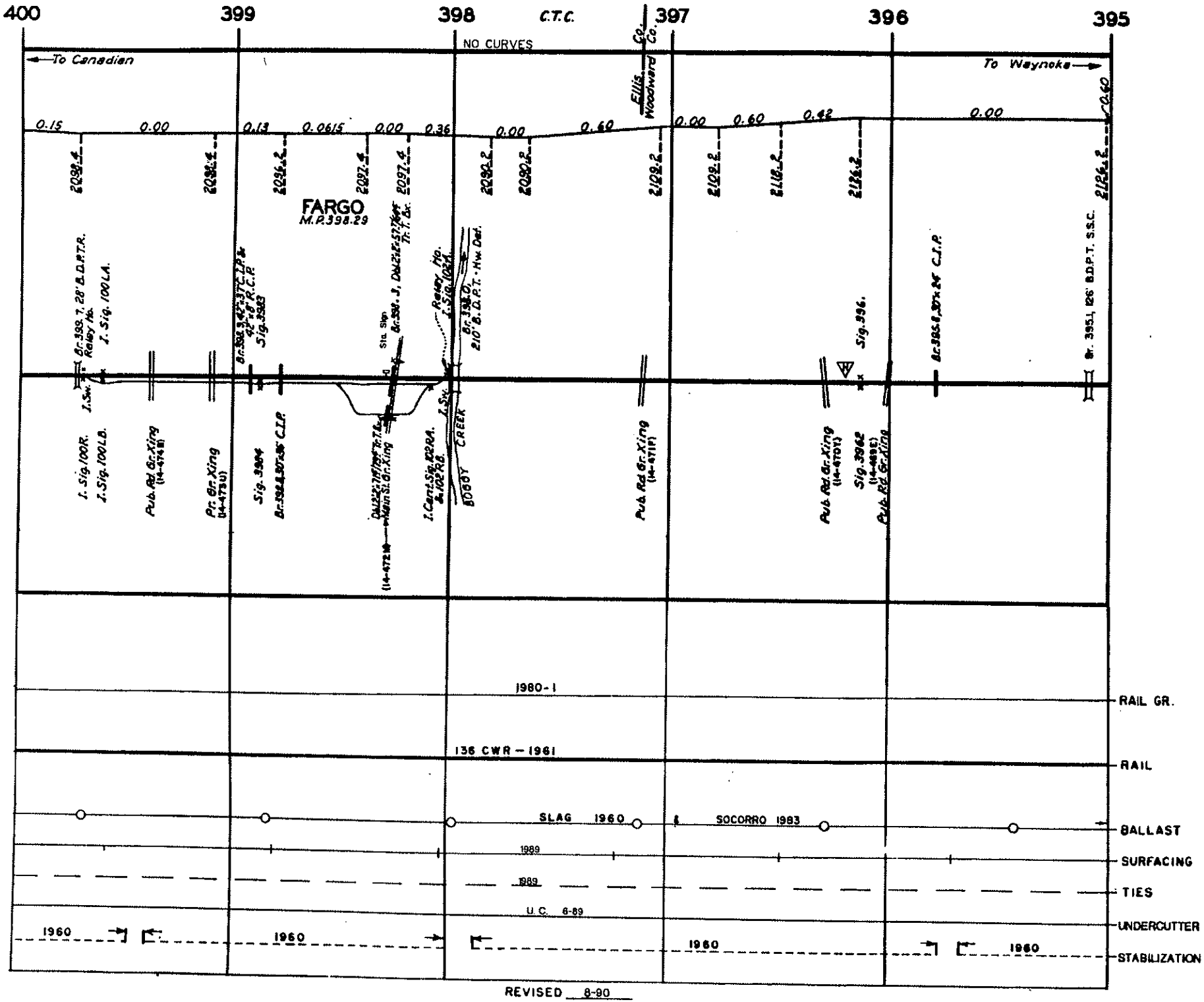

415
414
413
412
411
410
C.T.C.
#64
0°00' 25"
1°23' 23" 46"
EL 2"
Sp.=360'
To Canadian
To Waynoka
SHATTUCK
M.P. 414.40
W.X.
SHATTUCK SUB. JCT.
ROCK CR.
Relay Ht.
Platform
Depot
Sig. 4144
Sig. 4143
Sig. 4111
Sig. 4112
136W, T 11-84
136W, T 11-84
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR — 1963
PEDERNAL 1984
SOCORRO 1983
SLAG 1962
UTP 1962
REVISED 8-90


410
409
408
C.T.C.
407
406
405
To Canadian
To Waynoka
#63
#62
GAGE
M.P. 408.52
WILLOW CR.
WOLF CR.
LITTLE WOLF CR.
BUZZARD CR.
Sig. 4091
Sig. 4032
Sig. 4084
Sig. 4083
Section 26
Section 25
1980 - 1
84 - 3
1980-1
1980-2
136 CWR — 1963
SLAG 1962
SOCORRO 1983
1959
1959
UTP 1962
1960
1960
1960
1961
1961
1961
1960
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

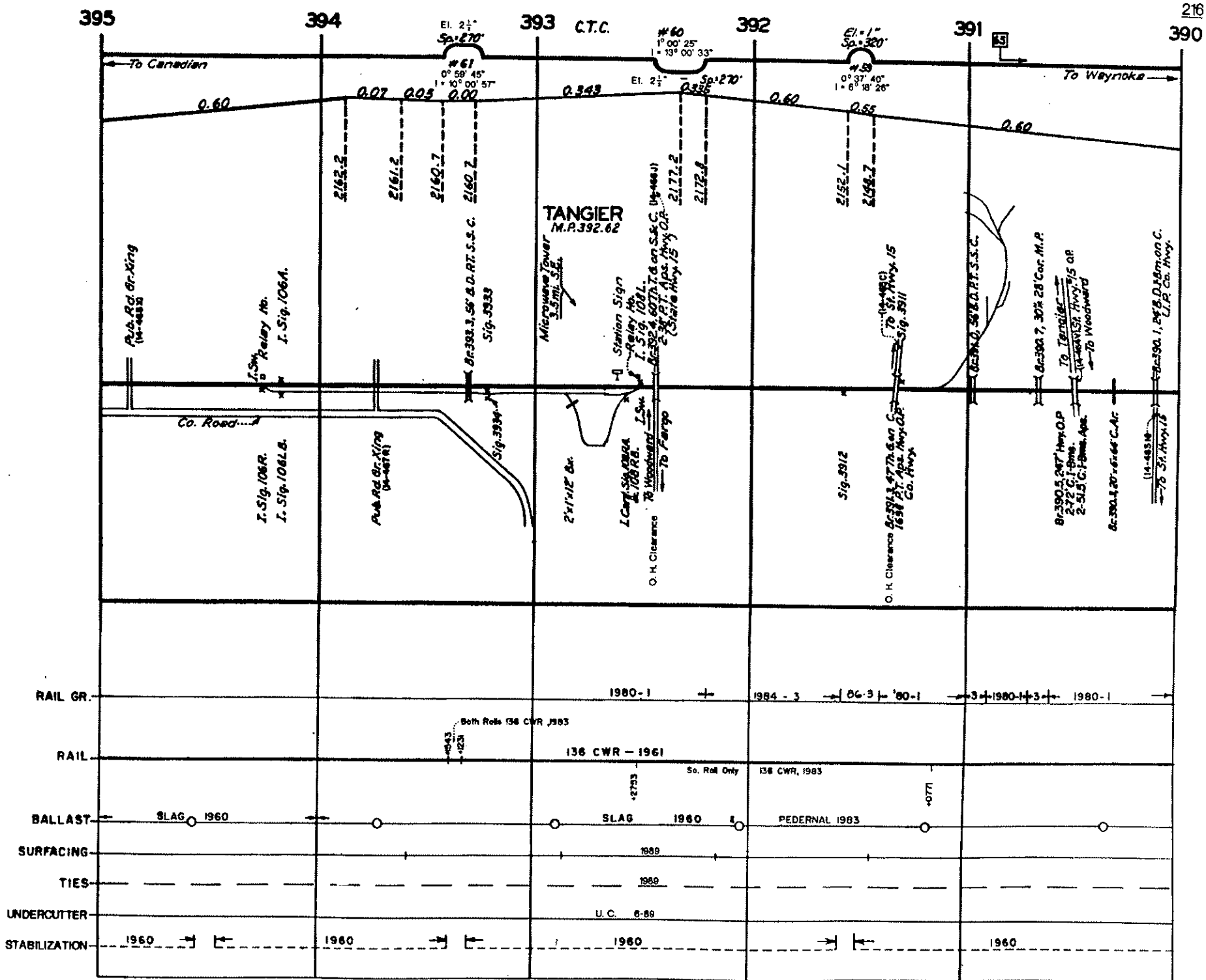
REVISED 8-80


405
404
403
C.T.C.
402
401
400
NO CURVES
To Canadian
To Waynoka
0.061
0.036
0.20
0.00
0.23
0.363
0.00
0.514
0.15
2118.1
2114.Z
2111.Z
2117.Z
2108.Z
2112.Z
2101.4
Br:404.5, 70'±D.P.T.-S.S.C.
Pub. Rd. Gr. Xing (14-480 E)
Pt. Br. Xing - (14-479 W)
Br:404.6, 70'±D.P.T.-S.S.C.
Sig. 4031
WOLF CREEK
Br: 403.5, 70'±D.P.T.-S.S.C.
Pt. Lift-(14-480)
Br:402.7, 70'±D.P.T.-S.S.C.
Pt. Lift (14-477 W)
Br:402.2, 70'±D.T.-R.
Br:402.0, 46'±D.P.T.R.
Br:401.9, 70'±D.P.T.R.
Pub. Rd. Gr. Xing - (14-479 E)
Sig. 4011
Br: 401.5, 6'-5"x 28'±R.C. dk.
Br:401.3, 21'±42°C.I.P.
Br:400.8, 24'±37° C.I.P.
Pub. Rd. Gr. Xing (14-475 W)
Sig. 4032
Sig. 4012
RAIL GR.
1980-1
RAIL
136 CWR - 1983
+4692
136 CWR - 1961
BALLAST
SLAG
1962 & SOCORRO 1983
SLAG 1960 & SOCORRO 1983
SURFACING
1988
TIES
UTP 1962
1989
UTP 1960
UNDERCUTTER
STABILIZATION
1961
1960
1960
1960
1960
1960

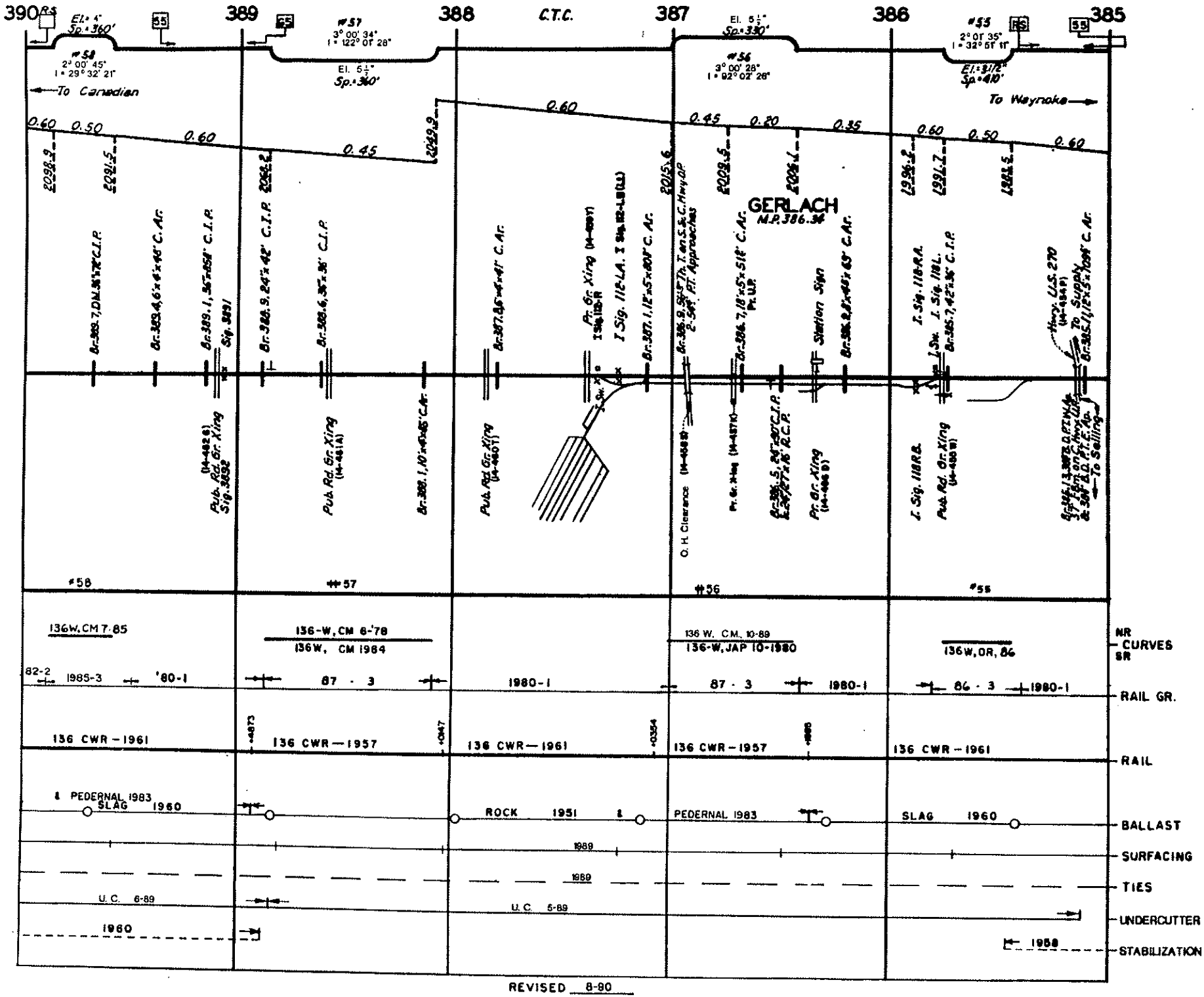
REVISED 8-90


400
399
398
C.T.C.
397
396
395
NO CURVES
To Canadian
To Waynoke
Ellis
Woodward Co.
0.15
0.00
0.13
0.0615
0.00
0.36
0.00
0.60
0.00
0.60
0.42
0.00
0.60
2098.4
2098.4
2096.2
2097.4
2098.2
2098.2
2108.2
2108.2
2118.2
2126.2
2126.2
FARGO
M.P. 398.29
Br. 398.7, 28' S.D.P.T.R.
Relay No.
I. Sig. 100 L.A.
Br. 398.3, 4°-37' C.I.P.
42°-8" R.C.P.
Sig. 3983
Sta. Sign
Br. 398.1, Dw. 22'-5" T.F.
Th. T. Br.
Relay No.
I. Sig. 102 L.
Br. 398.0
210' S.D.P.T. - Hwy. Det.
Sig. 396.
Br. 395.8, 30°-24' C.I.P.
Br. 395.1, 126' S.D.P.T. S.S.C.
I. Sig. 100 R.
I. Sig. 100 L.B.
Pub. Rd. Gr. Xing
(14-474 B)
Pr. Gr. Xing
(14-473 U)
Sig. 3984
Br. 398.4, 30°-56' C.I.P.
Dw. 22'-11" T.F.
Th. T. Br.
Main St. Gr. Xing
(14-472 M)
I. Cont. Sig. 102 R.A.
& 102 R.B.
BODDY CREEK
Pub. Rd. Gr. Xing
(14-471 F)
Pub. Rd. Gr. Xing
(14-470 T)
Sig. 396 E
(14-469 E)
Pub. Rd. Gr. Xing
1980-1
RAIL GR.
136 CWR - 1961
RAIL
SLAG 1960
&
SOCORRO 1983
BALLAST
1989
SURFACING
1989
TIES
U.C. 6-89
UNDERCUTTER
1960
1960
1960
1960
STABILIZATION

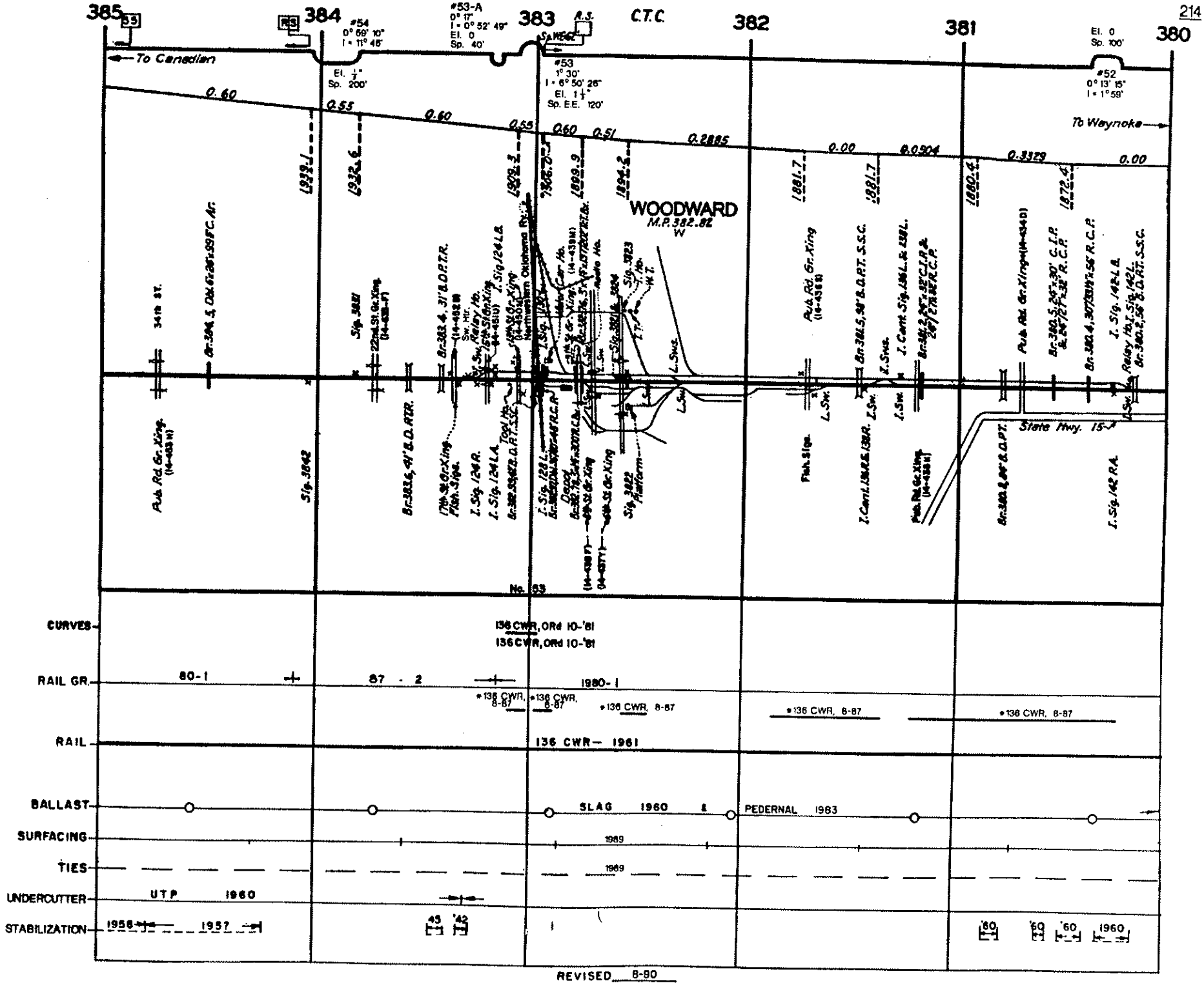
REVISED 8-90

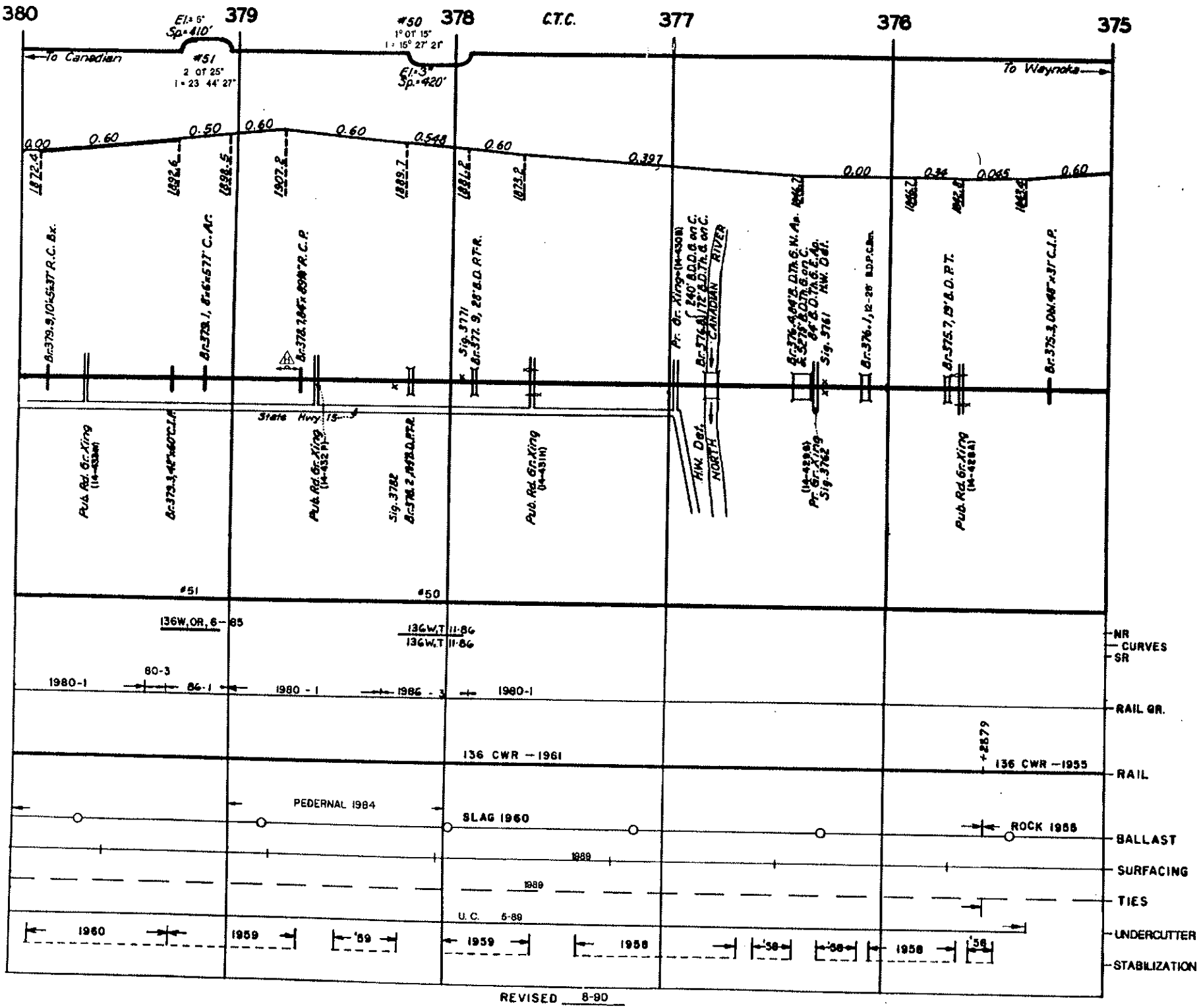

395
394
393 C.T.C.
392
391
390
To Canadian
To Waynoke
#61 0° 59' 45" I = 10° 00' 57"
#60 1° 08' 25" I = 13° 00' 33"
#59 0° 37' 40" I = 6° 18' 26"
El. 2½" Sp.=270'
El. 1" Sp.=320'
0.60
0.07
0.05
0.00
0.348
0.336
0.55
2162.2
2161.2
2160.7
2160.2
2177.2
2172.8
2152.1
2144.7
TANGIER
M.P.392.62
Microwave Tower 3.5mi. S.E.
Station Sign
Relay Ho.
I. Sig. 106L.
I. Sig. 106A.
I. Sig. 106R.
I. Sig. 106L.R.
Pub. Rd. Gr. King
Co. Road
Sig. 3933
Sig. 3938
Sig. 3911
Sig. 3912
2'x1'x12' Bx.
L Cart. Sig. 106A & 106 R.B.
To Woodward
To Fargo
To Tangier
To Woodward
To St. Hwy. 15
O. H. Clearance
Co. Hwy.
Br. 393.3, 56' S & O. R.R. S.S.C.
Br. 392.4, 60' Th. T. & an S.S.C.
Br. 391.3, 47' Th. & an S.S.C.
Br. 390.7, 30½' 28° Cor. M.P.
Br. 390.5, 240' Hwy. O.P.
Br. 390.1, 84' S. D. R. & an C.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1980-1
1984-3
'86-3
'80-1
Both Rails 136 CWR, 1983
136 CWR – 1961
So. Rail Only
136 CWR, 1983
SLAG 1960
SLAG 1960
PEDERNAL 1983
1989
1989
U.C. 6-89
1960
1960
1960
1960

REVISED 8-90

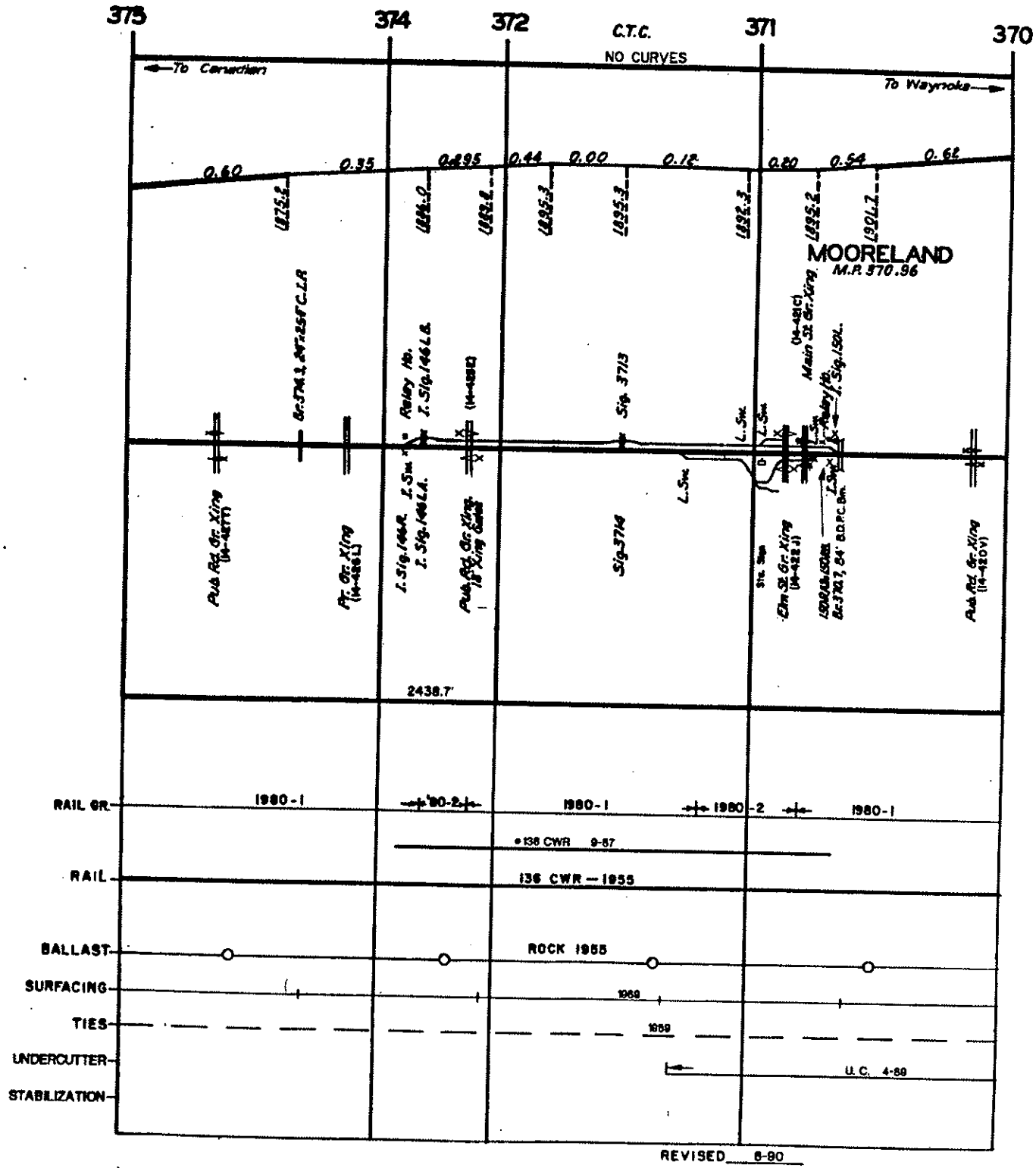

390 RS
389
388
C.T.C.
387
386
385
#58
2° 00' 45"
I = 29° 32' 21"
#57
3° 00' 34"
I = 122° 01' 28"
#56
3° 00' 28"
I = 92° 02' 28"
#55
2° 01' 35"
I = 32° 51' 11"
To Carnedian
To Waynoke
GERLACH
M.P. 386.34
Pub. Rd. Gr. Xing (14-481A)
Pub. Rd. Gr. Xing (14-480T)
Station Sign
Pub. Rd. Gr. Xing (14-486W)
#58
#57
#56
#55
136W, CM 7-85
136-W, CM 6-'78
136W, CM 1984
136 W. C.M. 10-89
136-W, JAP 10-1980
136W, OR, 84
82-2
1985-3
'80-1
87 - 3
1980-1
87 - 3
1980-1
86 - 3
1980-1
136 CWR – 1961
136 CWR – 1957
136 CWR – 1961
136 CWR – 1957
136 CWR – 1961
PEDERNAL 1983
SLAG 1960
ROCK 1951
PEDERNAL 1983
SLAG 1960
1989
1989
U. C. 6-89
U. C. 5-89
1960
1958
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

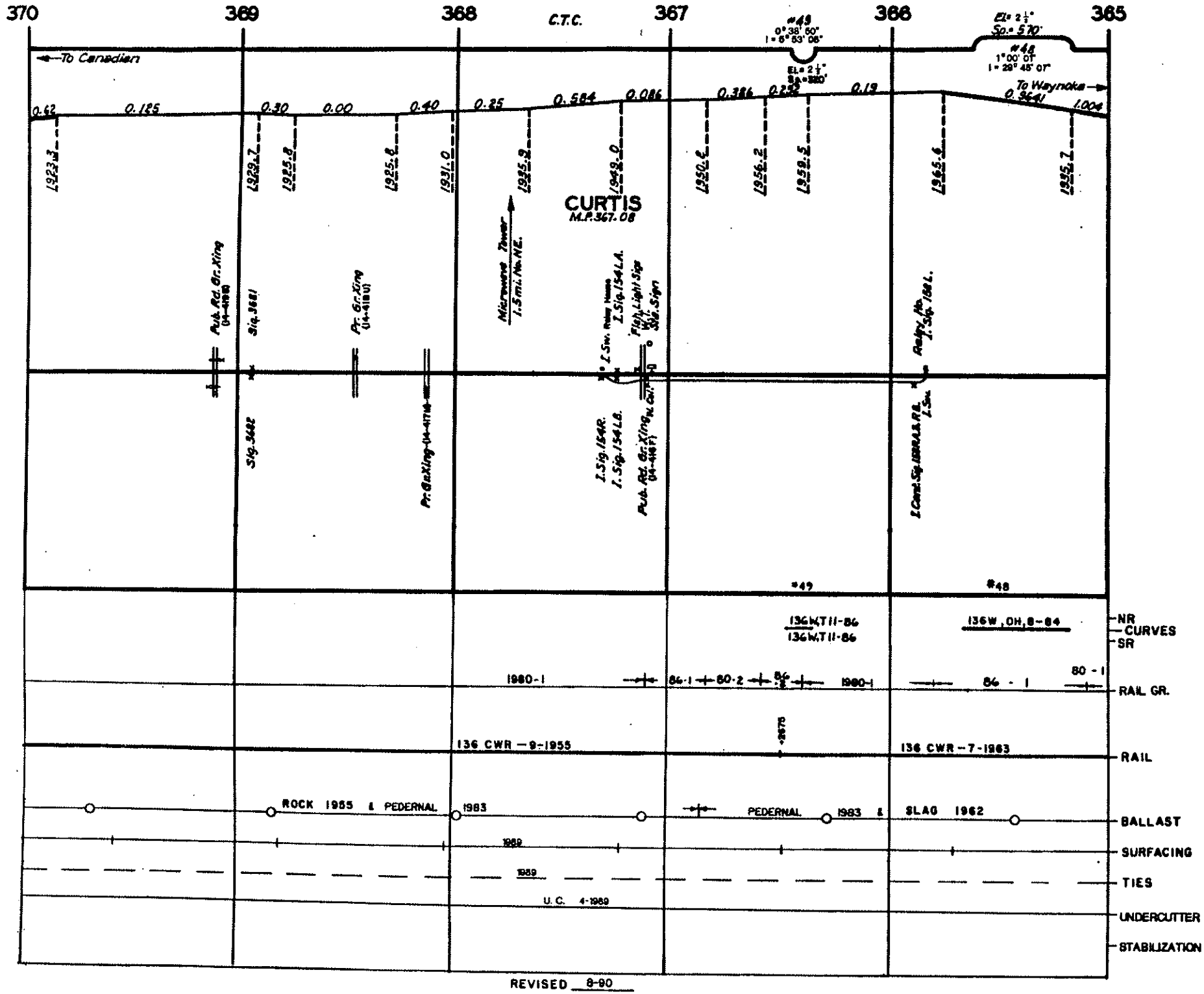
REVISED 8-80


385
384
383
382
381
380
C.T.C.
WOODWARD
M.P. 382.82
W
To Canadian
To Waynoke
#53-A
#54
#53
#52
34th ST.
22nd St. Gr. Xing
17th St. Gr. Xing
Pub. Rd. Gr. Xing
Northwestern Oklahoma Ry.
State Hwy. 15
CURVES
136 CWR, ORd 10-'81
136 CWR, ORd 10-'81
RAIL GR.
80-1
87 - 2
1980-1
*136 CWR, 8-87
RAIL
136 CWR— 1961
BALLAST
SLAG 1960 &
PEDERNAL 1983
SURFACING
1989
TIES
1989
UNDERCUTTER
UTP 1960
STABILIZATION
1956
1957
1960
REVISED 8-90

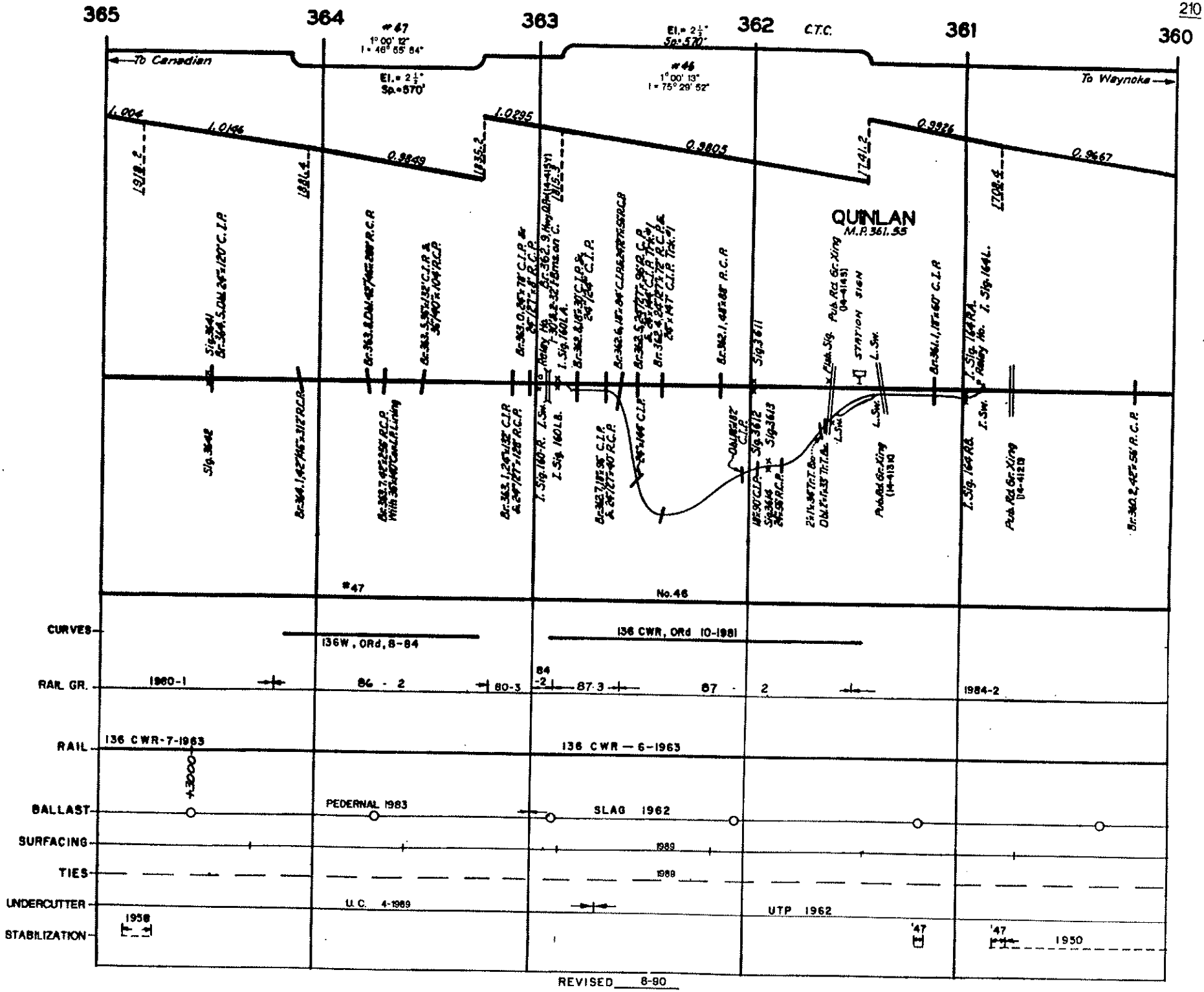

380
379
378
377
376
375
C.T.C.
To Canadian
To Waynoka
#51
2 00' 25"
I = 23° 44' 27"
El.= 6"
Sp.= 410'
#50
1° 00' 15"
I = 15° 27' 21"
El.= 3"
Sp.= 420'
0.00
0.60
0.50
0.60
0.60
0.548
0.60
0.397
0.00
0.34
0.065
0.60
1872.4
1892.6
1898.5
1907.2
1889.7
1881.2
1873.2
1866.7
1862.8
1863.4
Br.379.9, 10-5x37' R.C. Bx.
Br.379.1, 8-6x57' C. Arc.
Br.378.7, 847.6' R.C.P.
Sig. 3771
Br.377.9, 25' S.O. R.T.R.
Pr. Gr. Xing (14-430 B)
240' S.O.T.& E. on C.
172' S.O.T.& E. on C.
CANADIAN RIVER
Br.376.4, 84'2" S.O.T.& E. on C.
327.8' S.O.T.& E. on C.
84' S.O.T.& E. Ag.
Sig. 3761
Br.376.1, 12-28' S.D.P. Cbm.
Br.375.7, 19' S.O. P.T.
Br.375.3, 24-45°x37' C.I.P.
Pub. Rd. Gr. Xing (14-433 M)
Br.379.3, 45°x60' C.I.P.
State Hwy. 15
Pub. Rd. Gr. Xing (14-432 P)
Sig. 3782
Br.378.2, 847.8' S.D. R.T.R.
Pub. Rd. Gr. Xing (14-431 N)
Kirk. Det. NORTH
(14-428 B)
Pr. Gr. Xing
Sig. 3762
Pub. Rd. Gr. Xing (14-428 A)
#51
#50
136W, OR, 6-85
136W, T 11-86
136W, T 11-86
1980-1
80-3
86-1
1980-1
1986-3
1980-1
136 CWR — 1961
+28.79
136 CWR — 1955
PEDERNAL 1984
SLAG 1960
ROCK 1988
1989
1989
U.C. 5-89
1960
1959
'89
1959
1958
'58
'58
1958
'58
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

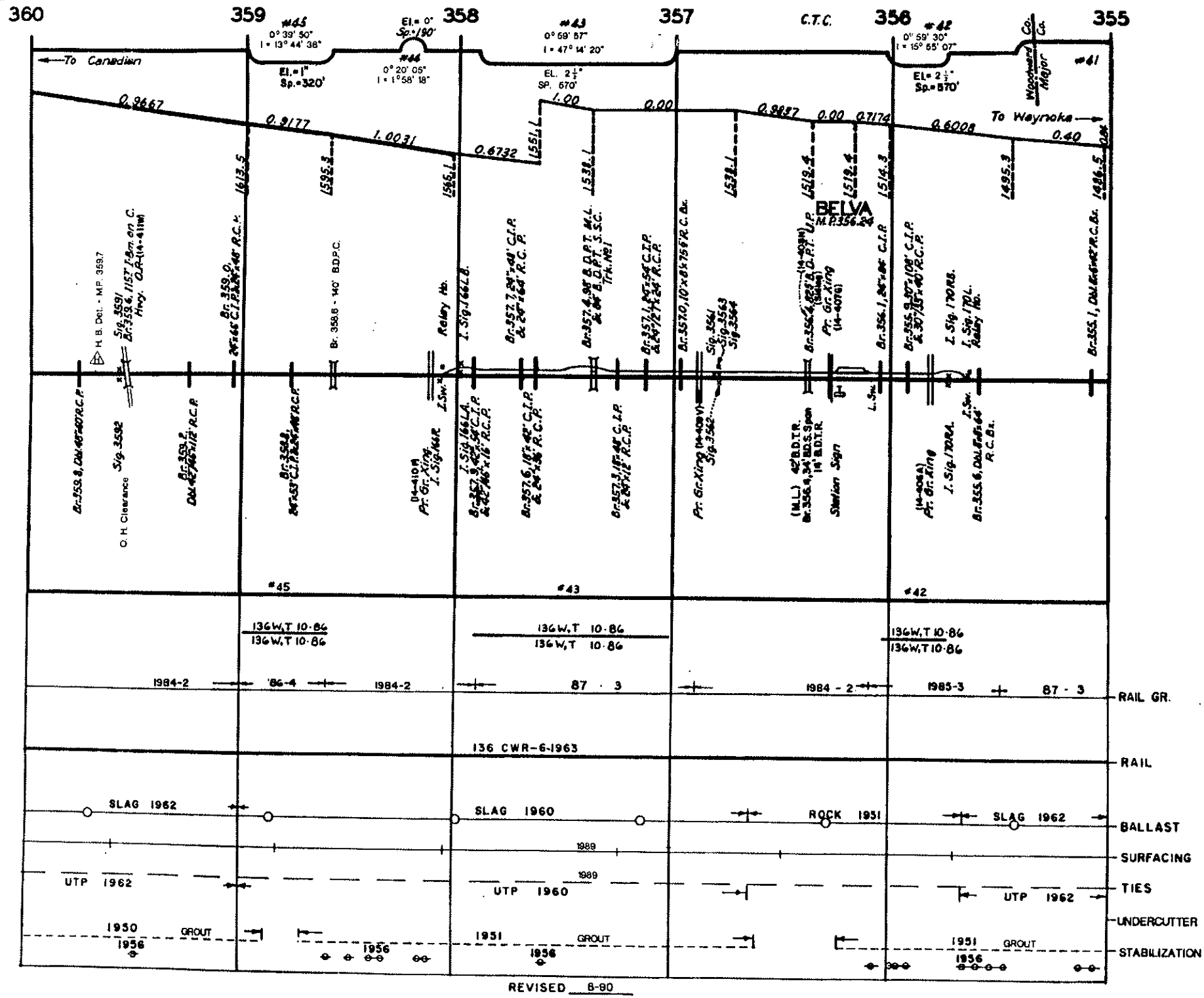
REVISED 8-90


375
374
372
371
370
C.T.C.
NO CURVES
To Carnation
To Waynoke
0.60
0.35
0.495
0.44
0.00
0.18
0.80
0.54
0.62
MOORELAND
M.P. 370.96
2438.7'
RAIL GR.
1980-1
'80-2
1980-1
1980-2
1980-1
136 CWR 9-87
RAIL
136 CWR — 1955
BALLAST
ROCK 1955
SURFACING
1969
TIES
1969
UNDERCUTTER
U.C. 4-89
STABILIZATION
REVISED 6-90

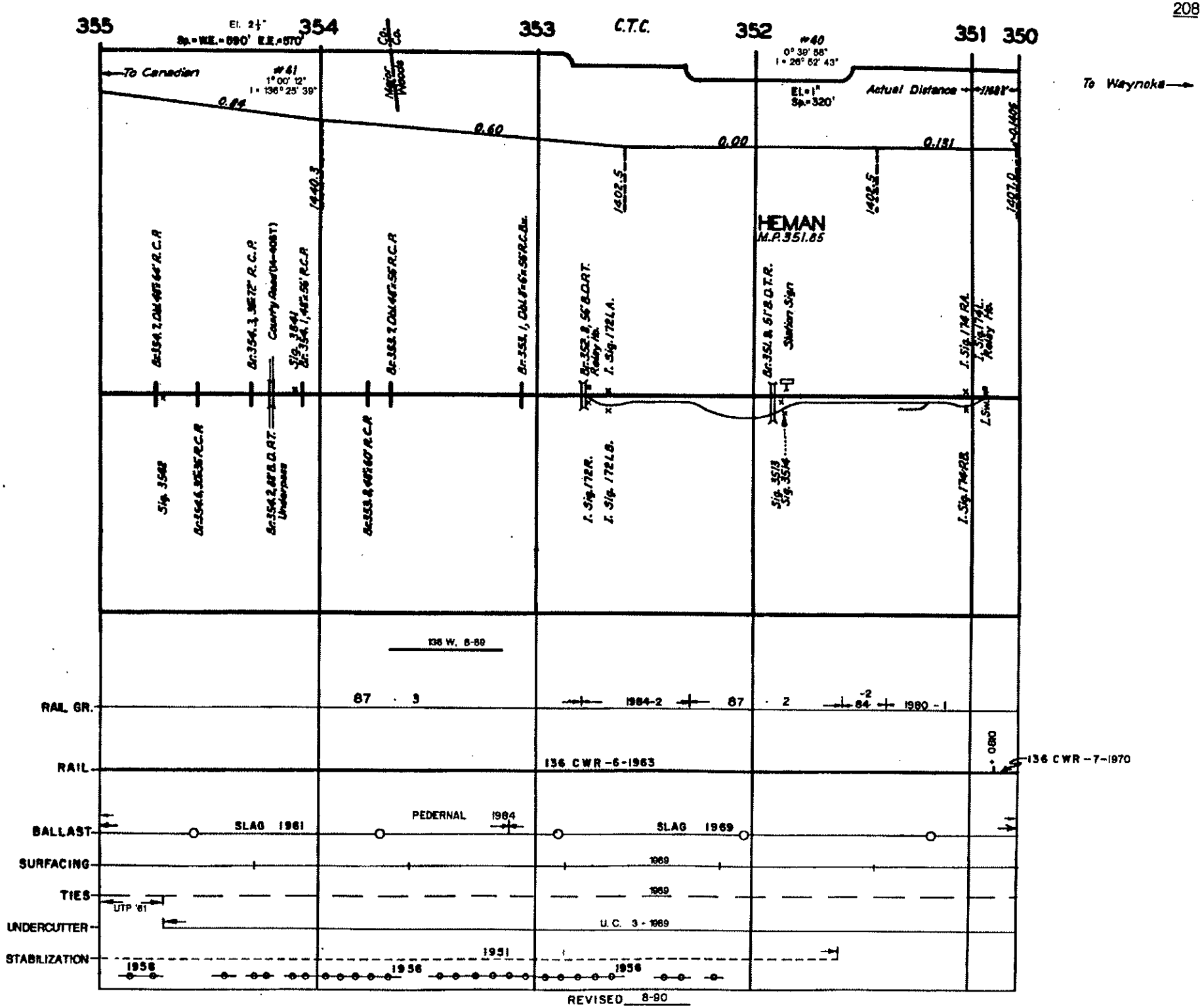

370
369
368
C.T.C.
367
366
365
#49
0° 38' 50"
I = 6° 53' 08"
#48
1° 00' 01"
I = 29° 45' 01"
El. = 2½"
So. = 5.70"
El. = 2½"
So. = 3.80"
To Canadian
To Waynoke
0.62
0.185
0.30
0.00
0.40
0.25
0.584
0.086
0.386
0.25
0.19
0.364
1.00±
1923.3
1929.7
1925.8
1925.8
1931.0
1935.9
1948.0
1950.6
1956.2
1959.5
1965.6
1955.2
CURTIS
M.P. 367.08
Pub. Rd. Gr. Xing (04-418G)
Sig. 368.1
Pr. Gr. Xing (04-418U)
Pr. Gr. Xing (04-417G)
Microwave Tower 1.5 mi. No. NE.
1 Sw. Relay House
1 Sig. 154 L.A.
Fl'sh. Light Sig. Wh. Sig.
Pub. Rd. Gr. Xing (04-416F)
Relay Hs. 1 Sig. 168 L.
Sig. 368.2
1 Sig. 154 R.
1 Sig. 154 L.B.
1 Conc. Sig. 188 R.A.S. R.B. 1 Sw.
#49
#48
136 W, T 11-86
136 W, T 11-86
136 W, OH, 8-84
NR
CURVES
SR
1980-1
84-1
80-2
86
1980-1
84 - 1
80 - 1
RAIL GR.
136 CWR — 9-1955
136 CWR — 7-1963
RAIL
ROCK 1955 & PEDERNAL
1983
PEDERNAL
1983 &
SLAG 1962
BALLAST
1989
SURFACING
1989
TIES
U. C. 4-1989
UNDERCUTTER
STABILIZATION

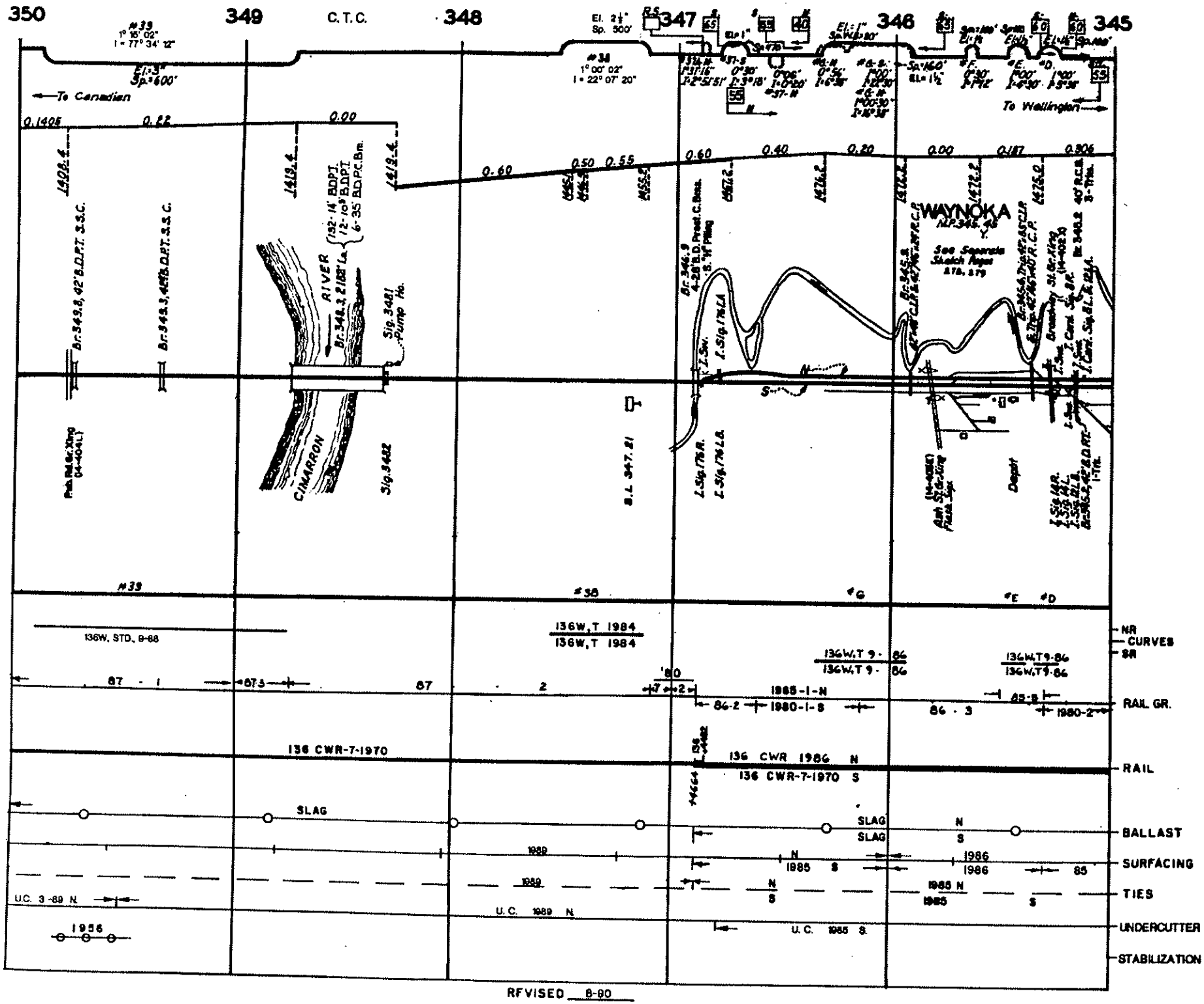
REVISED 8-90


365
364
363
362
361
360
C.T.C.
#47
1° 00' 12"
I = 46° 65' 84"
El. = 2½"
Sp. = 570'
#46
1° 00' 13"
I = 75° 29' 52"
To Canadian
To Waynoke
1.004
1.0146
0.9849
1.0295
0.9805
0.9926
0.9867
1918.2
1881.4
1935.2
1741.2
1708.4
QUINLAN
M.P. 361.55
STATION SIGN
Pub. Rd. Gr. Xing
(14-4143)
Pub. Rd. Gr. Xing
(14-4130)
Pub. Rd. Gr. Xing
(14-4129)
Sig. 3644
Sig. 3645
Sig. 3611
Sig. 3612
Sig. 3613
No. 46
#47
CURVES
136W, ORd, 8-84
136 CWR, ORd 10-1981
RAIL GR.
1980-1
86 - 2
80-3
84 -2
87-3
87 - 2
1984-2
RAIL
136 CWR-7-1983
136 CWR — 6-1963
+.3000
BALLAST
PEDERNAL 1983
SLAG 1962
SURFACING
1989
TIES
1989
UNDERCUTTER
U.C. 4-1989
UTP 1962
STABILIZATION
1958
'47
'47
1950
REVISED 8-90

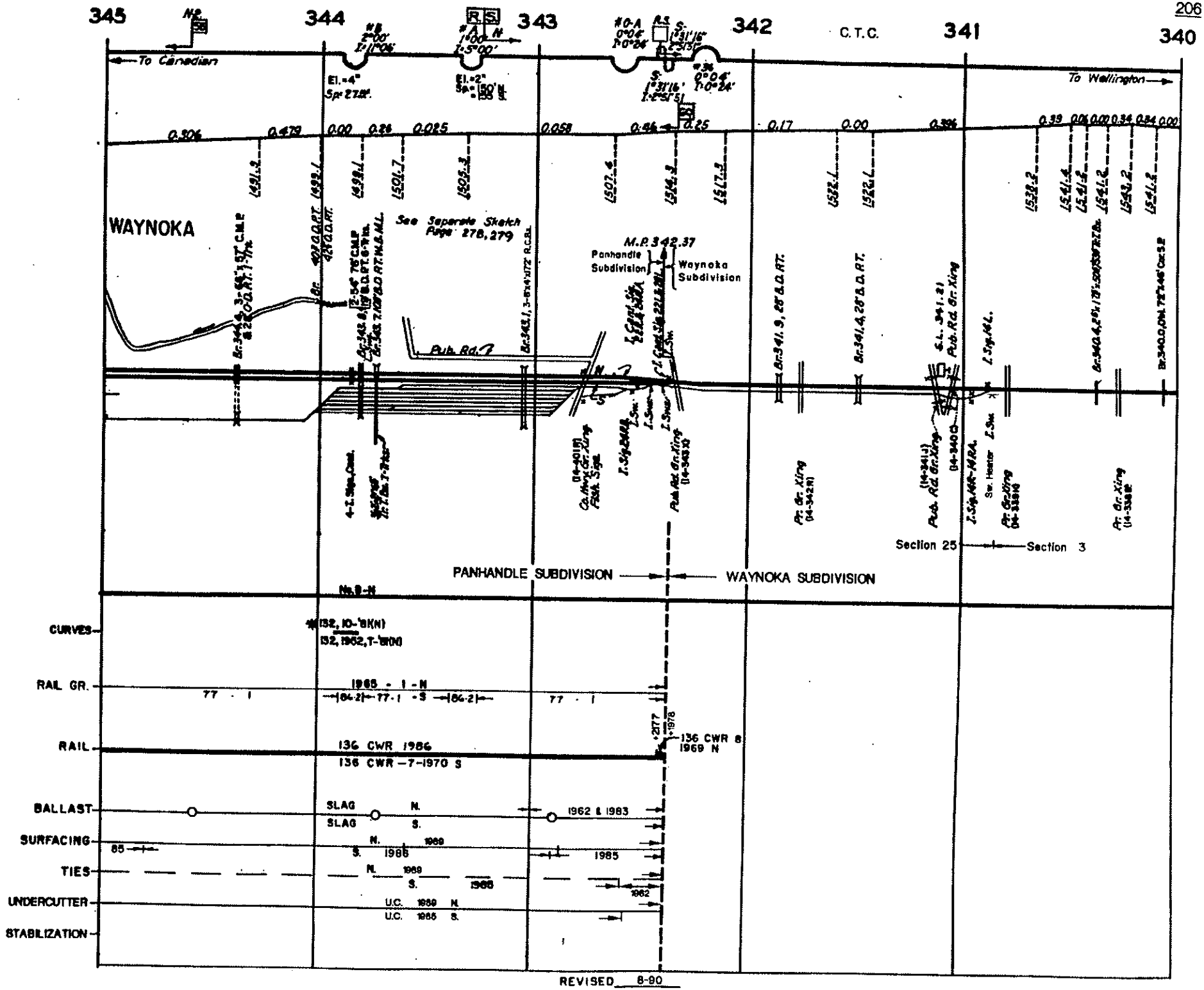

360
359
358
357
C.T.C.
356
355
#45
0° 39' 50"
I = 13° 44' 38"
#44
0° 20' 05"
I = 1° 58' 18"
#43
0° 59' 57"
I = 47° 14' 20"
#42
0° 59' 30"
I = 15° 55' 07"
#41
To Canadian
To Waynoka
El.= 1" Sp.=320'
El.= 0' Sp.=190'
EL. 2½" SP. 570'
El.= 2½" Sp.=870'
0.9667
0.9177
1.0031
0.6732
1.00
0.00
0.9857
0.00
0.7174
0.6008
0.40
1613.5
1595.5
1565.1
1551.1
1538.1
1537.1
1518.4
1512.4
1514.3
1495.3
1486.5
BELVA
M.P. 356.24
H. B. Det. - M.P. 359.7
O. H. Clearance
Sig. 3592
Sig. 3591
Br. 359.6, 115'1" 8-cm on C.
Hwy. O/A-(14-411W)
Br. 358.8 - 140' B.D.P.C.
Relay Ho.
Sig. 3561
Sig. 3563
Sig. 3564
Pr. Gr. Xing (14-407G)
Sig. 3562
Station Sign
Pr. Gr. Xing
Pr. Gr. Xing
L. Sig. 1706.
L. Sig. 1704.
Relay Ho.
136W,T 10-86
136W,T 10-86
1984-2
'86-4
1984-2
87 - 3
1984 - 2
1985-3
87 - 3
136 CWR-6-1963
SLAG 1962
SLAG 1960
ROCK 1951
SLAG 1962
1989
1989
UTP 1962
UTP 1960
UTP 1962
1950
1956
GROUT
1956
1951
1956
GROUT
1951
1956
GROUT
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

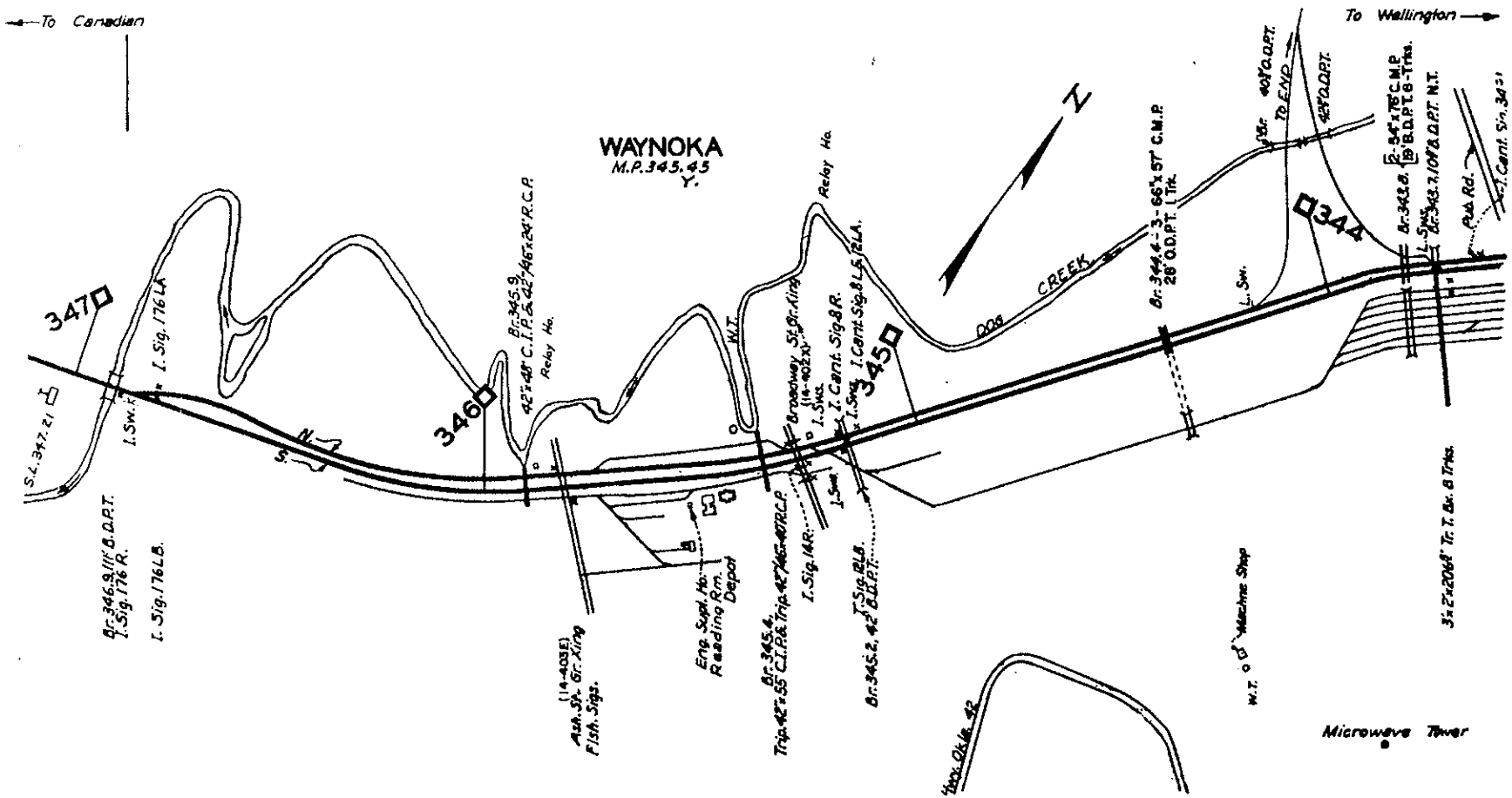
REVISED 8-90

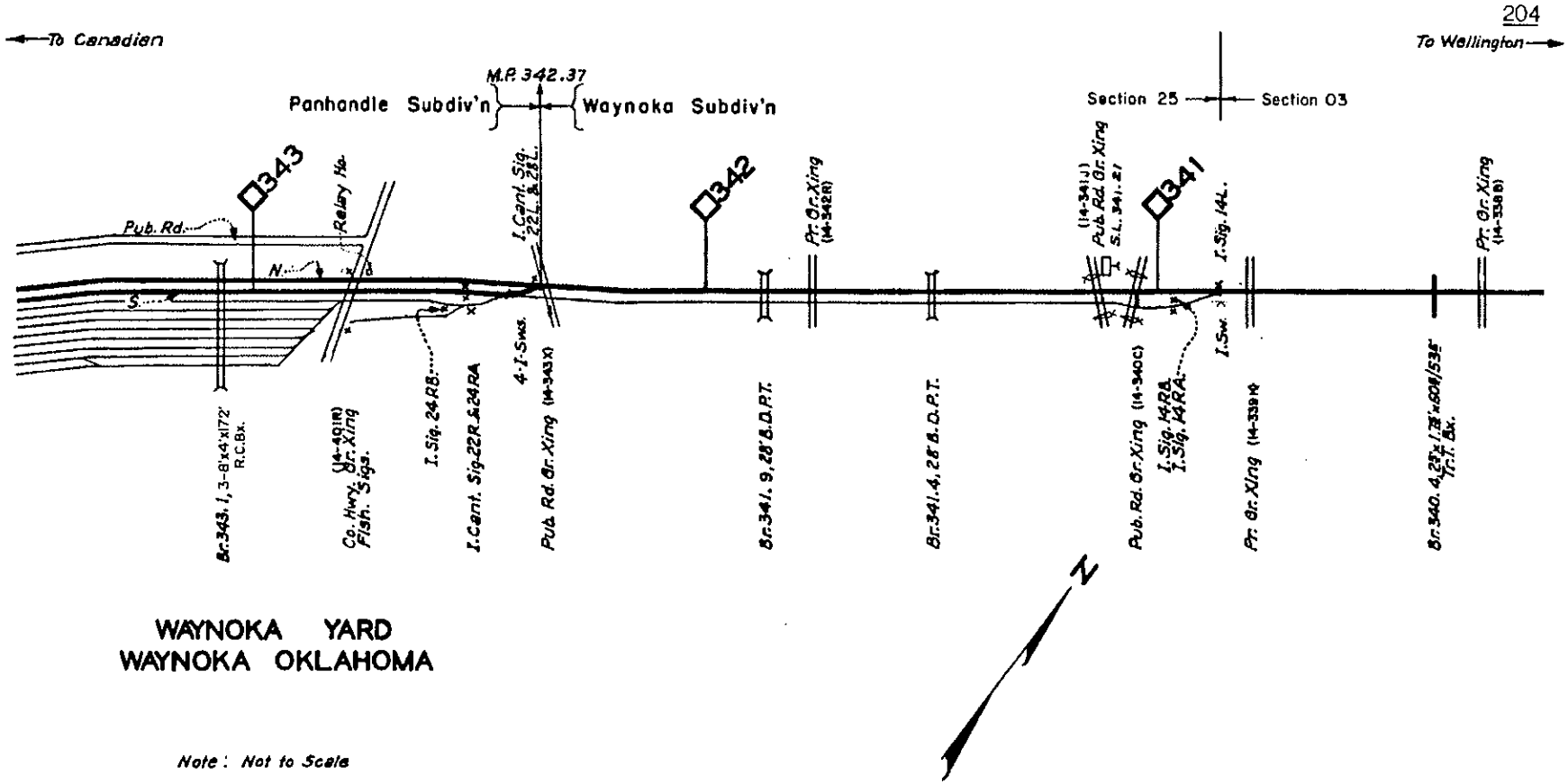

355
354
353
C.T.C.
352
351
350
To Canadian
To Waynoke
HEMAN
M.P. 351.85
Actual Distance
136 W. 6-69
87 · 3
1984-2
87 · 2
84
1980 - 1
136 CWR-6-1963
136 CWR-7-1970
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG 1961
PEDERNAL 1984
SLAG 1969
1969
UTP '61
U.C. 3 - 1969
1951
1956
REVISED 8-80


350
349
C.T.C.
348
347
346
345
To Canadian
To Wellington
RIVER
CIMARRON
WAYNOKA
Depot
136W, STD., 8-68
136W, T 1984
136W, T 1984
136 CWR-7-1970
136 CWR 1986 N
136 CWR-7-1970 S
SLAG
SLAG
U.C. 3-89 N.
U.C. 1989 N.
U.C. 1985 S.
1956
1989
1986
1985
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

RFVISED 8-90


345
344
343
342
C.T.C.
341
340
To Canadian
To Wellington
WAYNOKA
See Separate Sketch Page 278, 279
M.P. 342.37
Panhandle Subdivision
Waynoka Subdivision
Pub. Rd. 7
Section 25
Section 3
PANHANDLE SUBDIVISION
WAYNOKA SUBDIVISION
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 1986
136 CWR -7-1970 S
136 CWR 8 1969 N
SLAG N.
SLAG S.
1962 & 1983
1985
1986
1988
1989
U.C. 1989 N.
U.C. 1985 S.
REVISED 8-90


To Canadian
To Wellington
WAYNOKA
M.P. 345.45
Y.
347
346
345
344
N
Br. 346.9 III° S.D.P.T.
I. Sig. 176 R.
I. Sig. 176 L.A.
I. Sig. 176 L.B.
I. Sw.
Sw.
Br. 345.9 C.I.P. & 42"x46"x.24" R.C.P.
Relay Ho.
W.T.
Broadway St. Gr. Xing (14-402 X)
I. Sw.
I. Cant. Sig. 8 R.
I. Sw.
I. Cant. Sig. 8 L & 7 L.A.
Relay Ho.
Br. 345.4 Trip. 42"x55" C.I.P. & Trip. 42"x46"x.40" R.C.P.
I. Sig. 14 R.
I. Sw.
Br. 345.2, 42" S.D.P.T.
I. Sig. 8 L.B.
Ash. St. Gr. Xing (14-403 E)
Fish. Sigs.
Eng. Supt. Ho.
Reading Rm.
Depot
Hook Okla. 42
W.T.
Machine Shop
Microwave Tower
DOG CREEK
Br. 344.4 - 3-66"x.57" C.M.P. 28° O.D.P.T. 1 Tnk.
To END 405° O.D.P.T.
42°O.D.P.T.
Br. 343.8 2-54"x.75" C.M.P. 19° S.D.P.T. 8-Tnks.
Br. 343.3 10° S. D.P.T. N.T.
I. Sws.
Pub. Rd.
I. Cant. Sig. 341
3-5'x2'x206' Tr. T. Br. 8 Tnks.

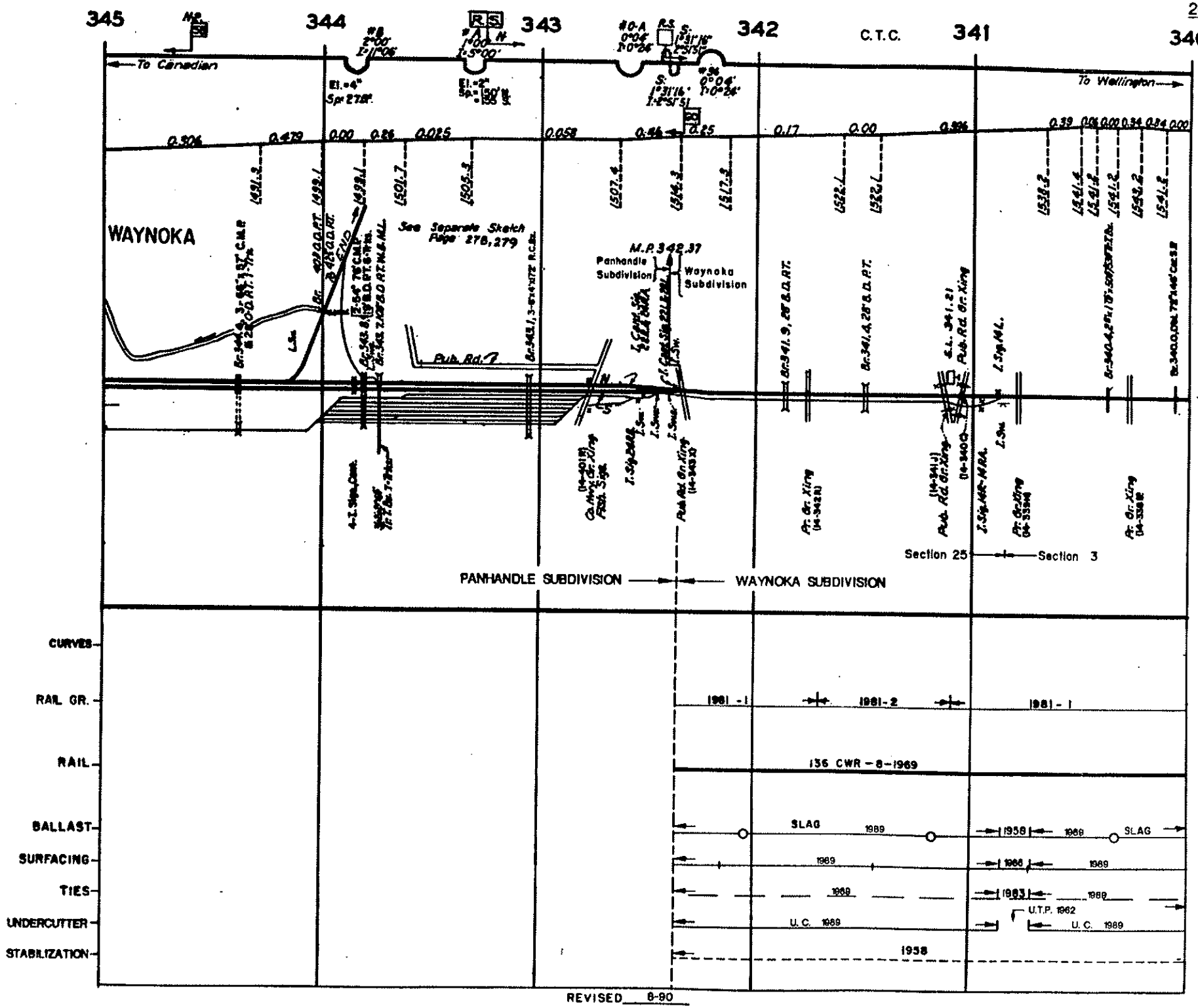


WAYNOKA YARD
WAYNOKA OKLAHOMA

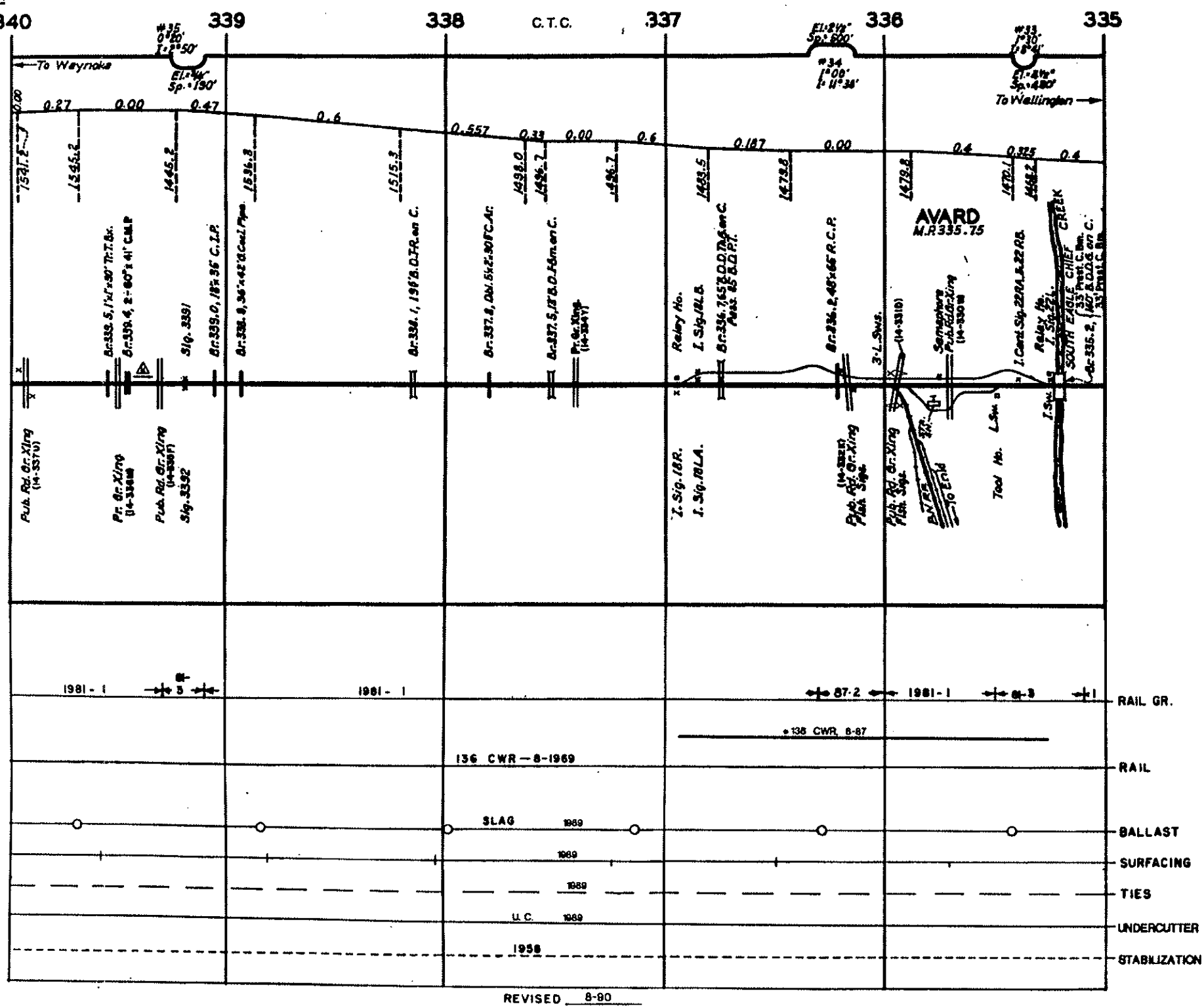
Note: Not to Scale

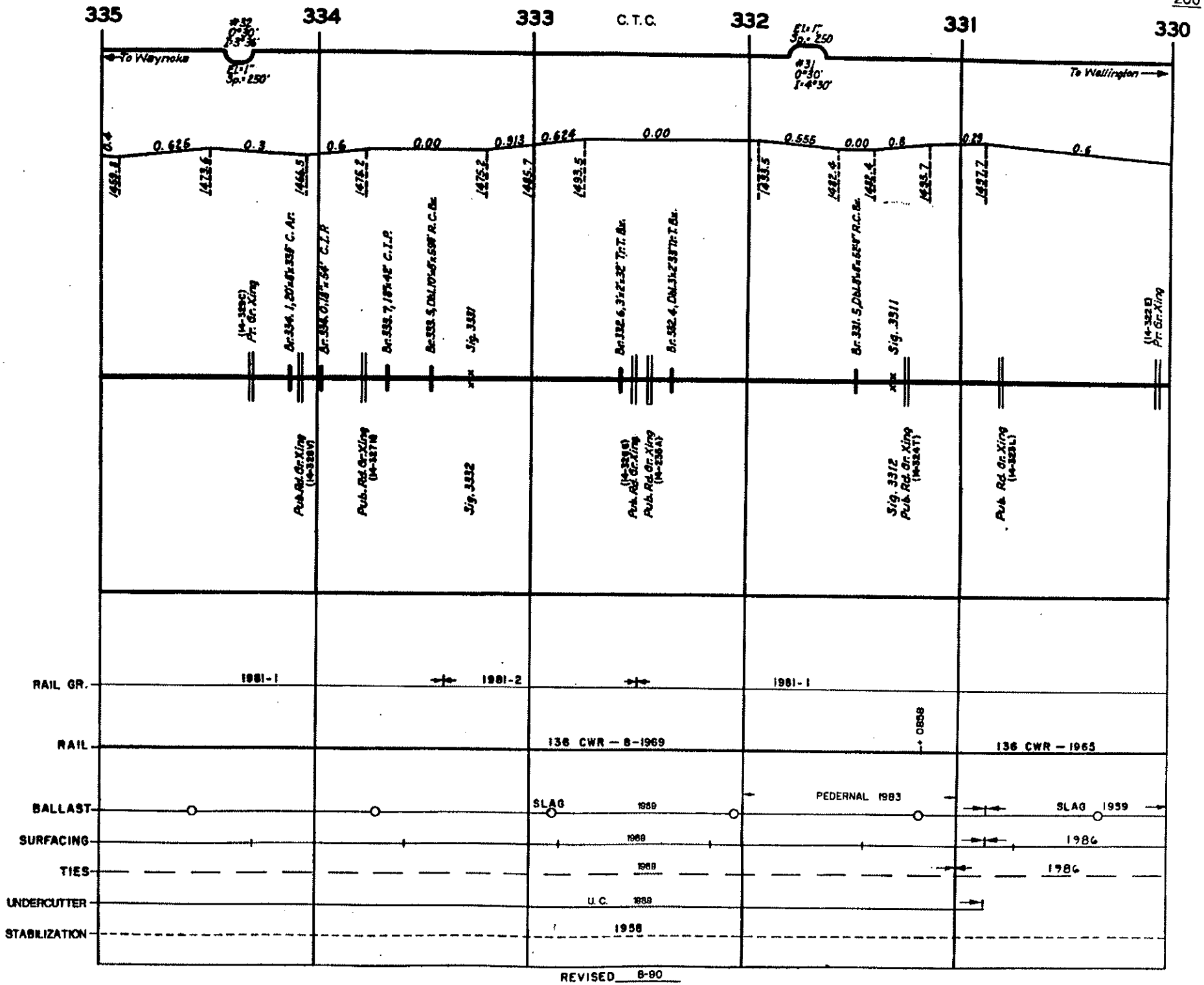
Panhandle Subdivision

Waynoka (M.P. 342.4) to St. Francis (M.P. 538.5)

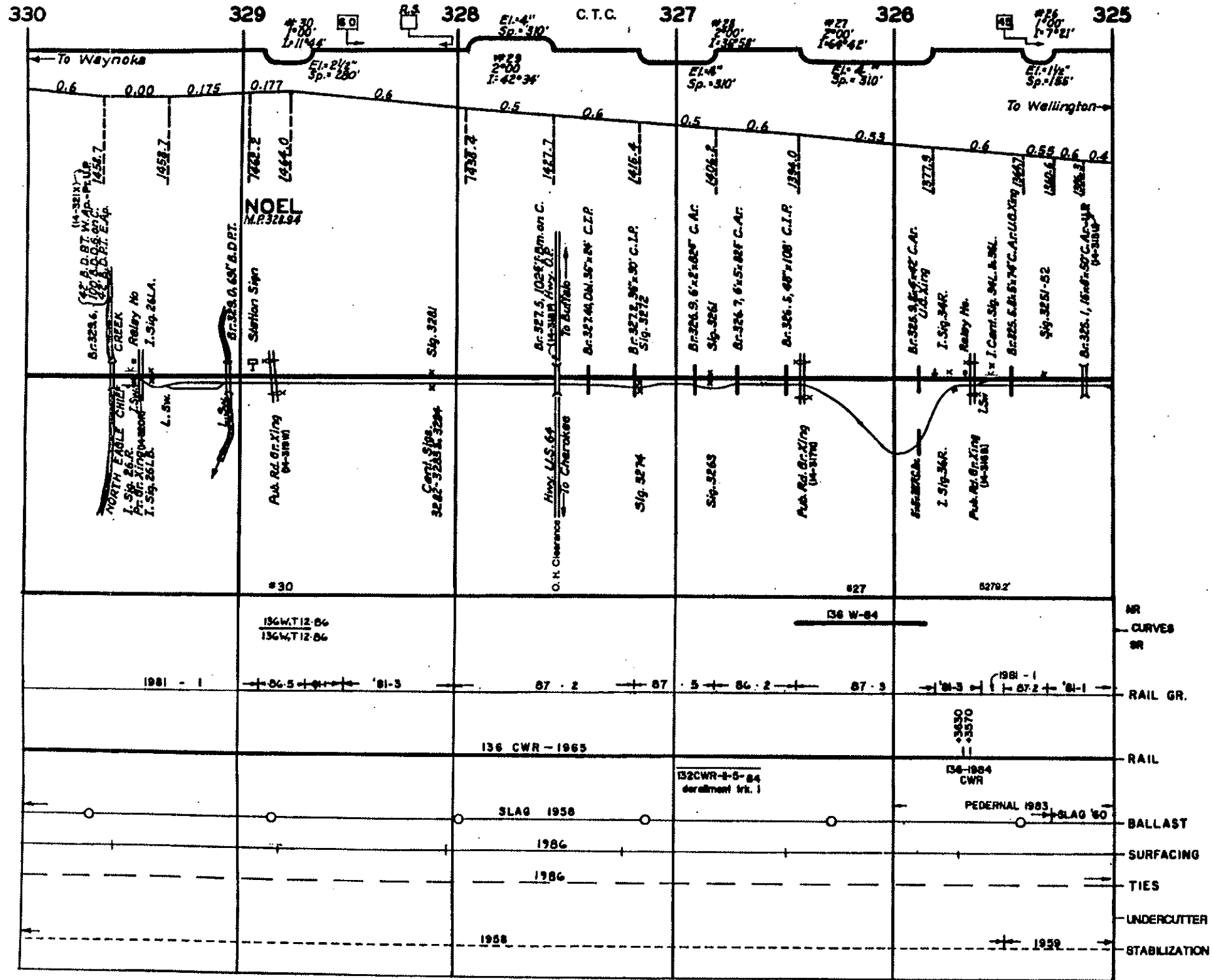

345
344
343
342
C.T.C.
341
340
To Canadian
To Wellington
WAYNOKA
See Separate Sketch Page 278, 279
M.P. 342.37
Panhandle Subdivision
Waynoka Subdivision
Pub. Rd. 7
Section 25
Section 3
PANHANDLE SUBDIVISION
WAYNOKA SUBDIVISION
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1981 - 1
1981 - 2
136 CWR - 8 - 1969
SLAG
1989
1958
1966
1983
U.T.P. 1962
U. C. 1989
1988

REVISED 8-90

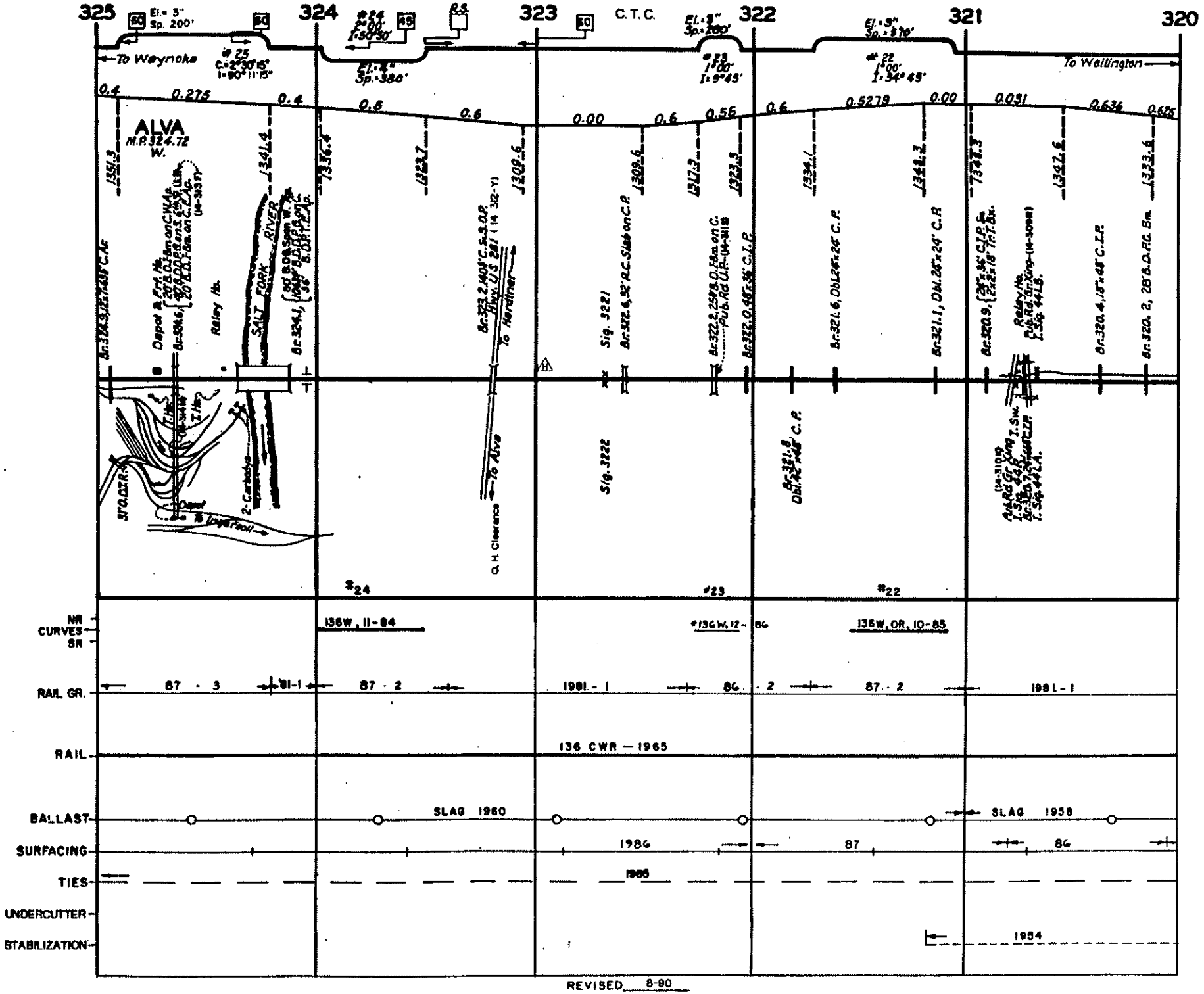

340
339
338
C.T.C.
337
336
335
To Waynoke
To Wellington
AVARD
M.R.335.75
SOUTH EAGLE CHIEF CR.E.K
1981 - 1
136 CWR — 8-1969
136 CWR, 8-87
SLAG
1989
U.C.
1958
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-80


335
334
333
C.T.C.
332
331
330
To Waynoka
To Wellington
#32
0°30'
1°45'
E.I.=1"
Sp.=250'
E.I.=1"
Sp.=250
#31
0°30'
1°45'
0.4
0.625
0.3
0.6
0.00
0.913
0.624
0.00
0.556
0.00
0.8
0.19
0.6
1458.1
1473.6
1466.5
1476.2
1475.2
1485.7
1493.5
1488.5
1482.4
1488.4
1488.7
1497.7
Br.334.1,20'x8'x33.8° C.Ar.
Br.333.7,18'x4.2° C.I.P.
Br.333.5,Dbl.10'x8'x59.8° R.C.Bx.
Br.332.6,3'x21.3° Tr.T.Bx.
Br.332.4,Dbl.3'x33'Tr.T.Bx.
Br.331.5,Dbl.8'x8'x52.4° R.C.Bx.
(14-338C)
Pr. Gr.Xing
Pub.Rd.Gr.Xing
(14-338V)
Pub.Rd.Gr.Xing
(14-3378)
Pub.Rd.Gr.Xing
(14-338G)
Pub.Rd.Gr.Xing
(14-338A)
Sig. 3311
Sig. 3312
Pub.Rd.Gr.Xing
(14-3347)
Pub. Rd. Gr. Xing
(14-339L)
(14-322D)
Pr. Gr. Xing
RAIL GR.
1981-1
1981-2
1981-1
RAIL
136 CWR — 8-1969
0858
136 CWR — 1965
BALLAST
SLAG
1989
PEDERNAL 1983
SLAG 1959
SURFACING
1988
1986
TIES
1988
1986
UNDERCUTTER
U.C. 1989
STABILIZATION
1958

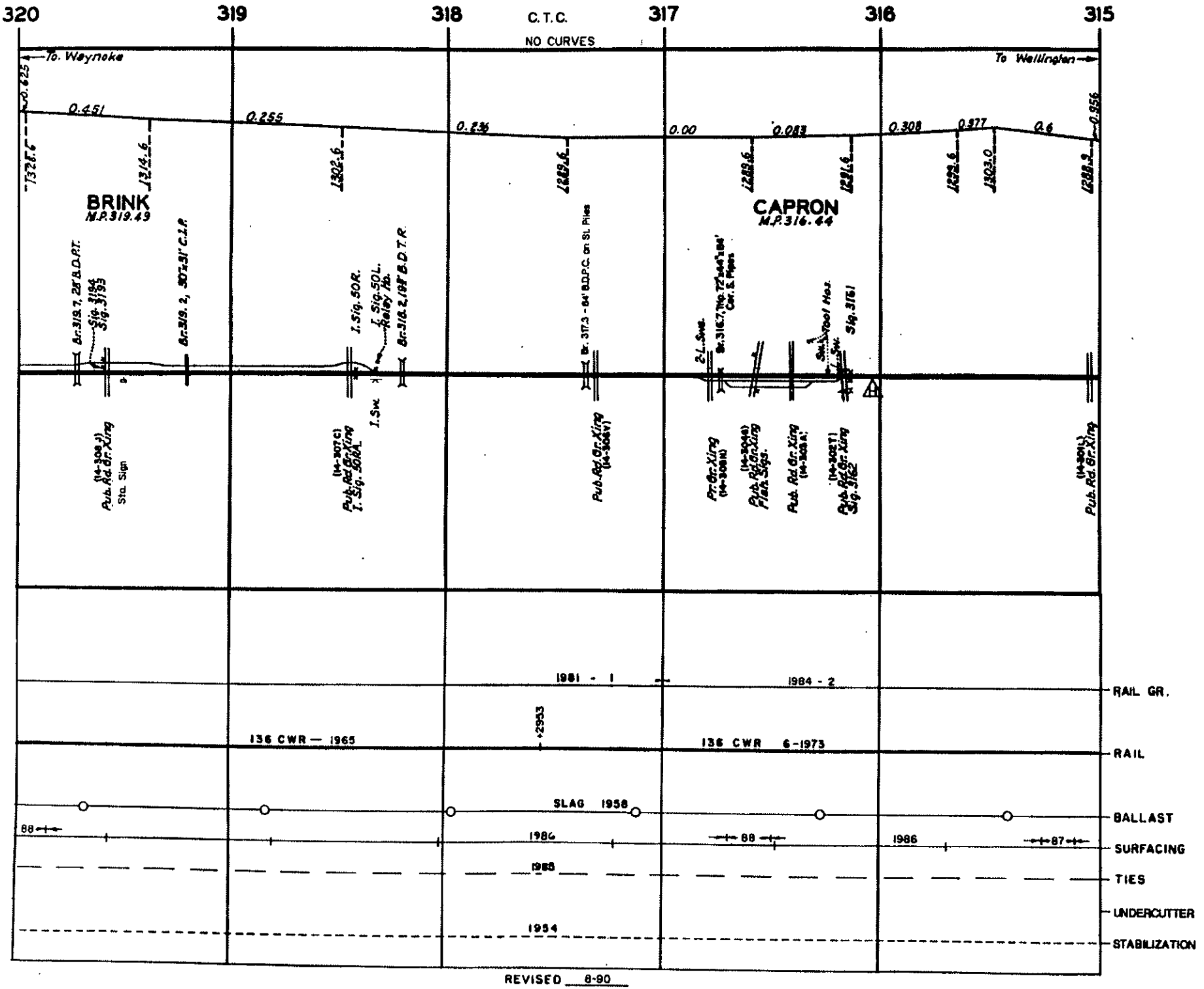
REVISED 8-90


330
329
328
327
326
325
C.T.C.
To Waynoka
To Wellington
NOEL
M.P. 328.94
Station Sign
Pub. Rd. Gr. Xing
Sig. 3281
Sig. 3274
Sig. 3263
Sig. 3251
Sig. 3212
Hwy. U.S. 64
To Buffalo
To Cherokee
O. H. Clearance
NORTH EAGLE CHIEF CREEK
Relay No.
#30
#29
#28
#27
#26
5279.2'
136 W-84
136 CWR - 1965
132CWR-8-5-84
derailment trk. 1
136-1984 CWR
+3630
+3570
SLAG 1958
PEDERNAL 1983
SLAG '80
1986
1986
1958
1959
MR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

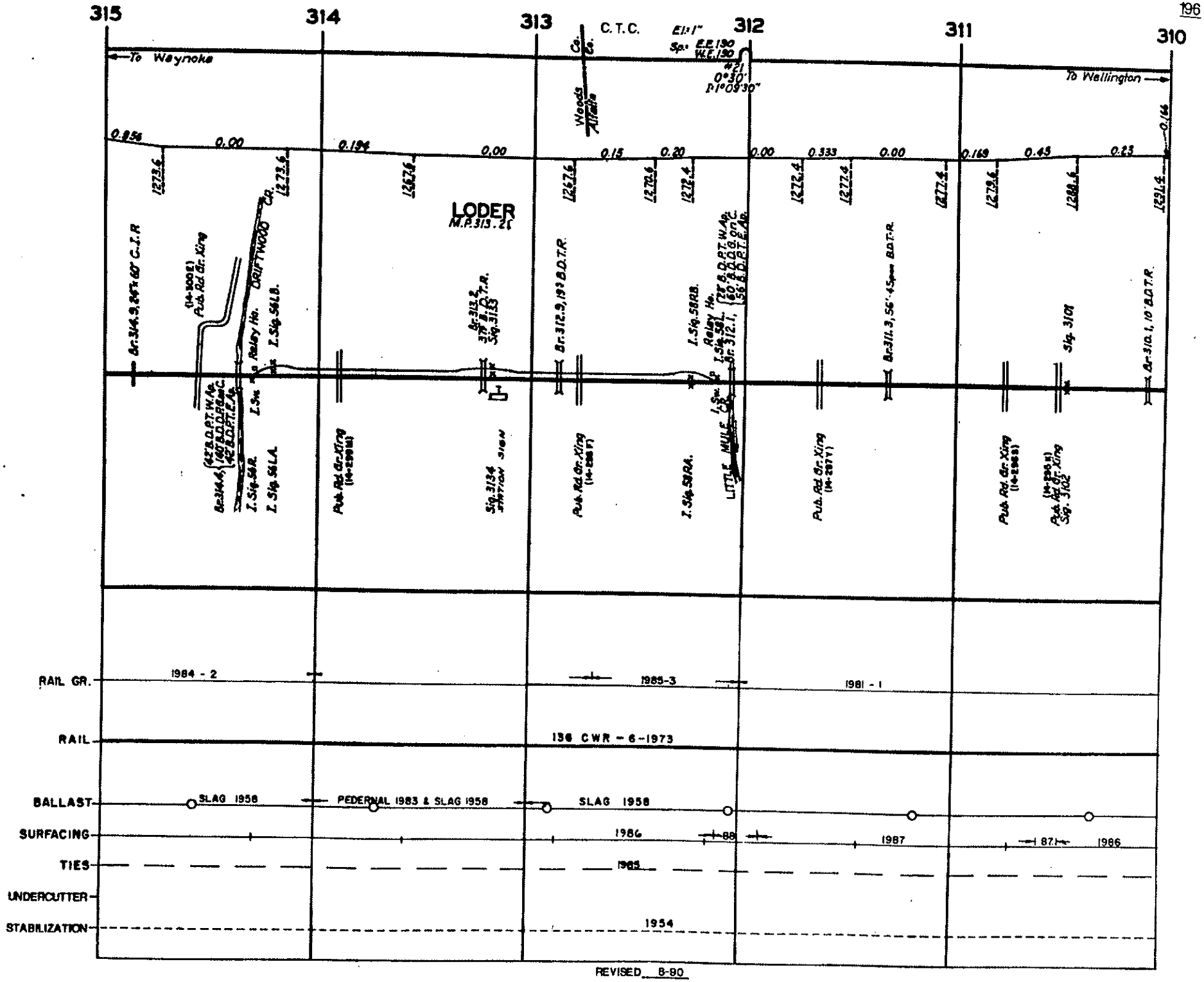
REVISED 8-80


325
324
323
322
321
320
C.T.C.
To Waynoka
To Wellington
ALVA
M.P. 324.72
W.
SALT FORK RIVER
Depot & Frt. Ho.
Relay Ho.
Sig. 3221
Sig. 3222
To Hardtner
To Alva
O.H. Clearance
2° Curve
#24
#23
#22
NR
CURVES
SR
136W, 11-84
#136W, 12-86
136W, OR, 10-85
RAIL GR.
87 - 3
81-1
87 - 2
1981 - 1
86 - 2
87 - 2
1981 - 1
RAIL
136 CWR — 1965
BALLAST
SLAG 1960
SLAG 1958
SURFACING
1986
87
86
TIES
1986
UNDERCUTTER
STABILIZATION
1954

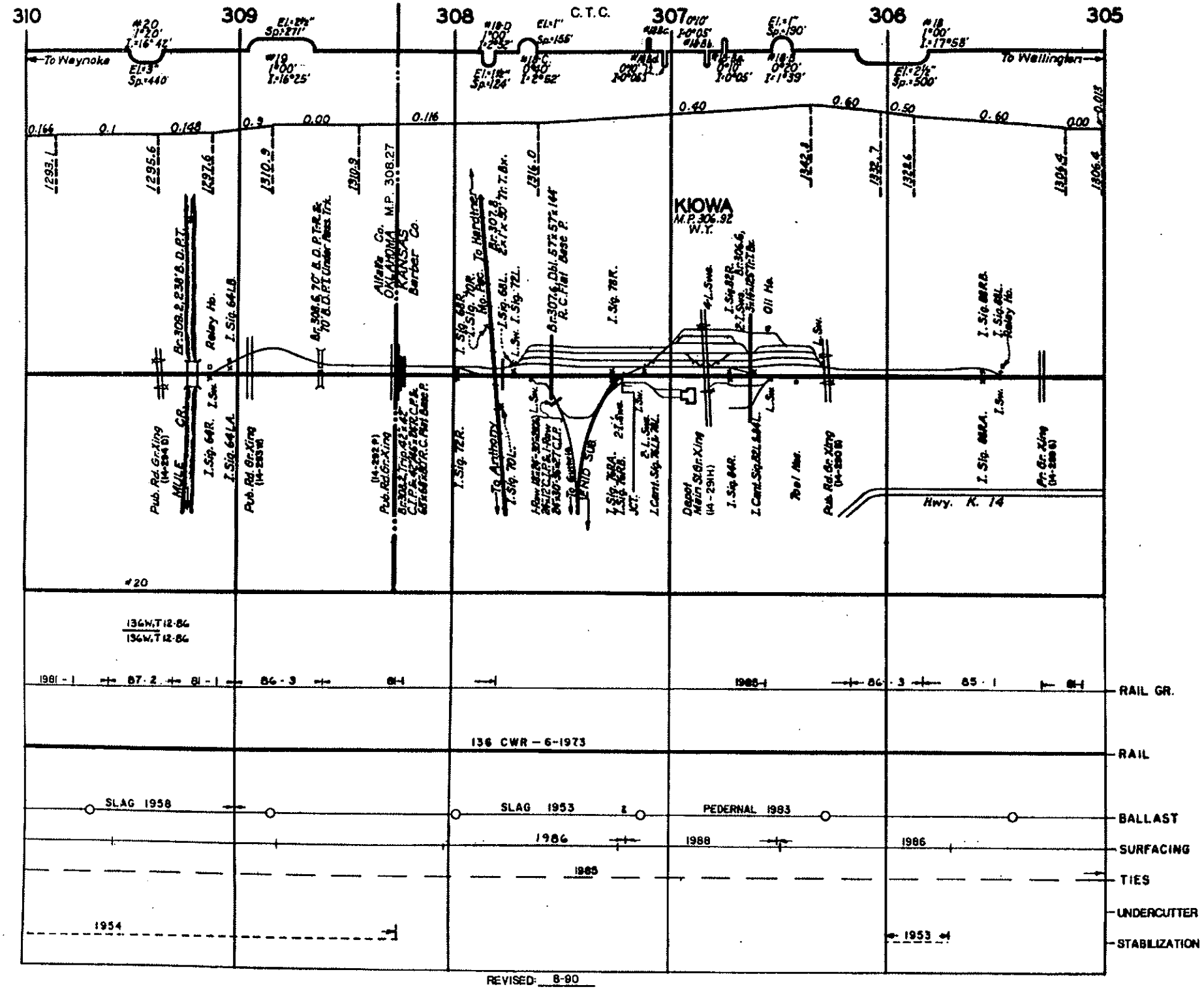
REVISED 8-90


320
319
318
C.T.C.
NO CURVES
317
316
315
To. Waynoke
To Wellington
0.451
0.255
0.236
0.00
0.083
0.308
0.977
0.6
0.956
BRINK
M.P. 319.49
CAPRON
M.P. 316.44
Br. 319.7, 25' B.D.P.T.
Sig. 3194
Sig. 3193
Br. 319.2, 307.3' C.I.P.
I. Sig. 50R.
I. Sig. 50L.
Raley Rd.
Br. 318.2, 118' B.D.T.R.
Br. 317.3 - 84' B.D.P.C. on St. Piles
2 L. Swe.
Br. 316.7, Wp. 72'-44'-84'
Cor. & Pipes
Sig. 3161
Pub. Rd. Gr. Xing (14-309 J)
Sta. Sign
Pub. Rd. Gr. Xing (14-307 C)
T. Sig. 50RA
I. Swe.
Pub. Rd. Gr. Xing (14-306 F)
Pr. Gr. Xing (14-308 N)
Pub. Rd. Gr. Xing (14-304 B)
Flash Sigs.
Pub. Rd. Gr. Xing (14-305 A)
Pub. Rd. Gr. Xing (14-302 T)
Sig. 3162
Pub. Rd. Gr. Xing (14-301 L)
1981 - 1
1984 - 2
RAIL GR.
136 CWR — 1965
+2953
136 CWR 6-1973
RAIL
SLAG 1958
BALLAST
88
1986
88
1986
87
SURFACING
1985
TIES
UNDERCUTTER
1954
STABILIZATION

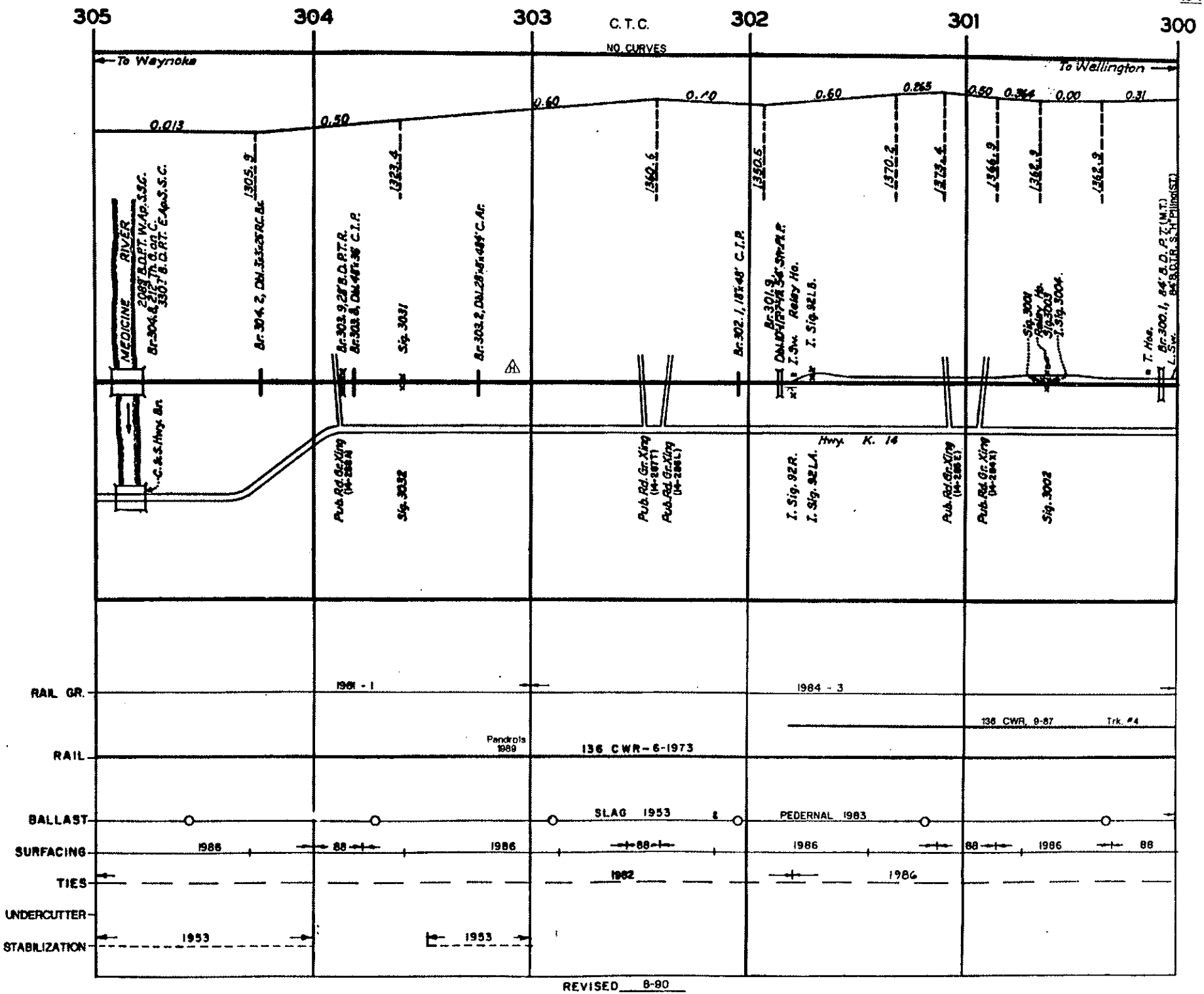
REVISED 8-90


315
314
313
312
311
310
C.T.C.
To Waynoka
To Wellington
LODER
M.P. 313.2
Woods Co.
Alfalfa Co.
Sp. E.E.190 W.E.190
#21
0°30'
D 1°09'30"
0.856
0.00
0.194
0.00
0.15
0.20
0.00
0.333
0.00
0.169
0.45
0.23
0.166
1273.6
1273.6
1267.6
1267.6
1272.6
1272.4
1272.4
1272.4
1272.4
1277.4
1279.6
1288.6
1291.4
Br.314.9, 247'-60° C.J.R.
(14-30081) Pub. Rd. Gr. Xing
DEATTWOOD CR.
Relay Ho.
I. Sig. 58LB.
I. Sig. 58LA.
Br. 313.8, 37° B.O.T.R.
Sig. 3133
Br. 312.9, 19° B.O.T.R.
I. Sig. 58RB.
Relay Ho.
I. Sig. 58L
Br. 312.1, 56° B.O.T.E.Ab.
LITTLE MULE CR.
I. Sig. 58RA.
Br. 311.3, 56°-45° B.O.T.R.
Sig. 3101
Br. 310.1, 10° B.O.T.R.
Pub. Rd. Gr. Xing (14-29881)
Sig. 3134 STATION SIGN
Pub. Rd. Gr. Xing (14-29871)
Pub. Rd. Gr. Xing (14-29861)
Pub. Rd. Gr. Xing (14-29851) Sig. 3102
RAIL GR.
1984 - 2
1985-3
1981 - 1
RAIL
136 CWR - 6-1973
BALLAST
SLAG 1958
PEDERNAL 1983 & SLAG 1958
SLAG 1958
SURFACING
1986
88
1987
87
1986
TIES
1985
UNDERCUTTER
STABILIZATION
1954

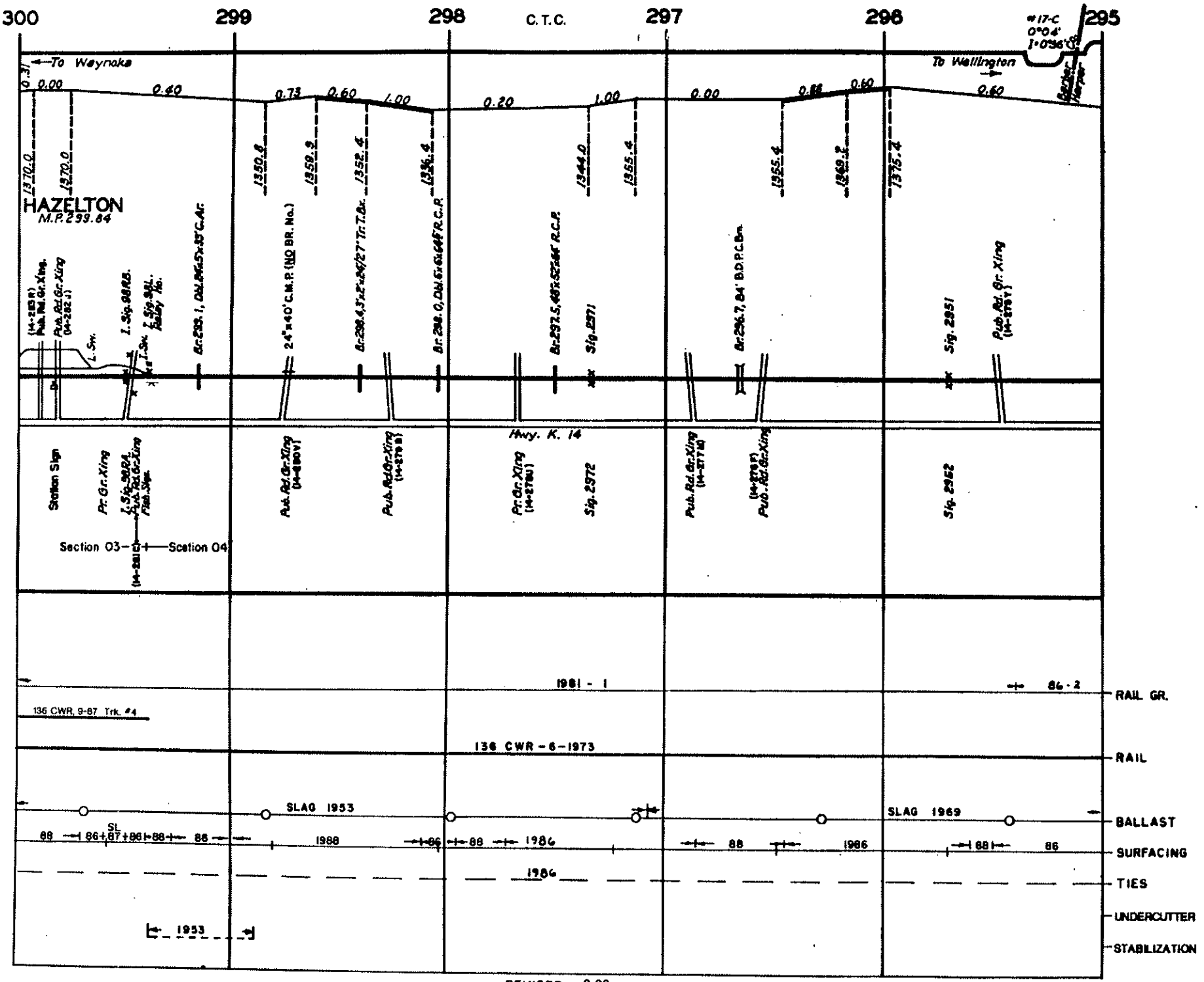
REVISED 8-90


310
309
308
307
306
305
C.T.C.
To Waynoke
To Wellington
KIOWA
M.P. 306.92
W.Y.
M.P. 308.27
OKLAHOMA
KANSAS
Barber Co.
Alfalfa Co.
To Hardtner
To Anthody
ENID SUB
Hwy. K. 14
Pub. Rd. Gr. Xing (14-284 G)
Pub. Rd. Gr. Xing (14-283 G)
Pub. Rd. Gr. Xing (14-282 G)
Depot Main St. Gr. Xing (14-291 H)
Pub. Rd. Gr. Xing (14-286 G)
Pr. Gr. Xing (14-286 G)
Oil Ha.
Relay Ha.
Bailey Ha.
136W, T 12-86
196W, T 12-86
1981-1
87-2
81-1
86-3
81-1
1988-1
86-3
85-1
81-1
136 CWR — 6-1973
SLAG 1958
SLAG 1953
PEDERNAL 1983
1986
1988
1986
1985
1954
1953
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED: 8-90


305
304
303
C. T. C.
NO CURVES
302
301
300
To Waynoke
To Wellington
0.013
0.50
0.60
0.10
0.60
0.865
0.50
0.364
0.00
0.31
MEDICINE RIVER
Br. 304.4, 213' Th. G. on C. 4° 45' S.C.
330' B. O. R. T. E. 4° 45' S.C.
1305.9
Br. 304.2, CM. 3-36'RC. Br.
1323.4
Br. 303.9, 278' B. O. P. T. R.
Br. 303.8, CM. 44°-36' C. I. P.
Sig. 3031
Br. 303.2, CM. 29°-45' 48° C. Ar.
1360.6
1350.5
Br. 302.1, 18°-48' C. I. P.
Br. 301.9
CM. 8°-17'-44" 36' SPR. P.
T. Sig. 92 L.S.
1370.2
1373.4
1386.9
1388.9
1362.9
Sig. 3001
Relay Ho.
Sig. 3003
T. Sig. 3004
T. Hse.
Br. 300.1, 84' S. O. P. T. (M.T.)
L. Swr.
84' S. O. T. R. S. H. Pilings (ST.)
C. & S. Hwy. Br.
Pub. Rd. Gr. Xing (14-288 A)
Sig. 3032
Pub. Rd. Gr. Xing (14-288 T)
Pub. Rd. Gr. Xing (14-288 L)
Hwy. K. 14
T. Sig. 92 R.
T. Sig. 92 L.A.
Pub. Rd. Gr. Xing (14-288 E)
Pub. Rd. Gr. Xing (14-288 X)
Sig. 3002
RAIL GR.
1961 - 1
1984 - 3
136 CWR, 9-87 Trk. #4
RAIL
Pendrels 1989
136 CWR-6-1973
BALLAST
SLAG 1953 &
PEDERNAL 1983
SURFACING
1986
88
1986
88
1986
88
1986
88
TIES
1982
1986
UNDERCUTTER
STABILIZATION
1953
1953

REVISED 8-80


300
299
298
C.T.C.
297
296
295
To Waynoke
To Wellington
HAZELTON
M.P. 299.84
Station Sign
Pr. Gr. Xing
Pub. Rd. Gr. Xing
Hwy. K. 14
Section 03
Section 04
1981 - 1
86 - 2
136 CWR, 9-87 Trk. #4
136 CWR - 6 - 1973
SLAG 1953
SLAG 1969
1953
1986
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

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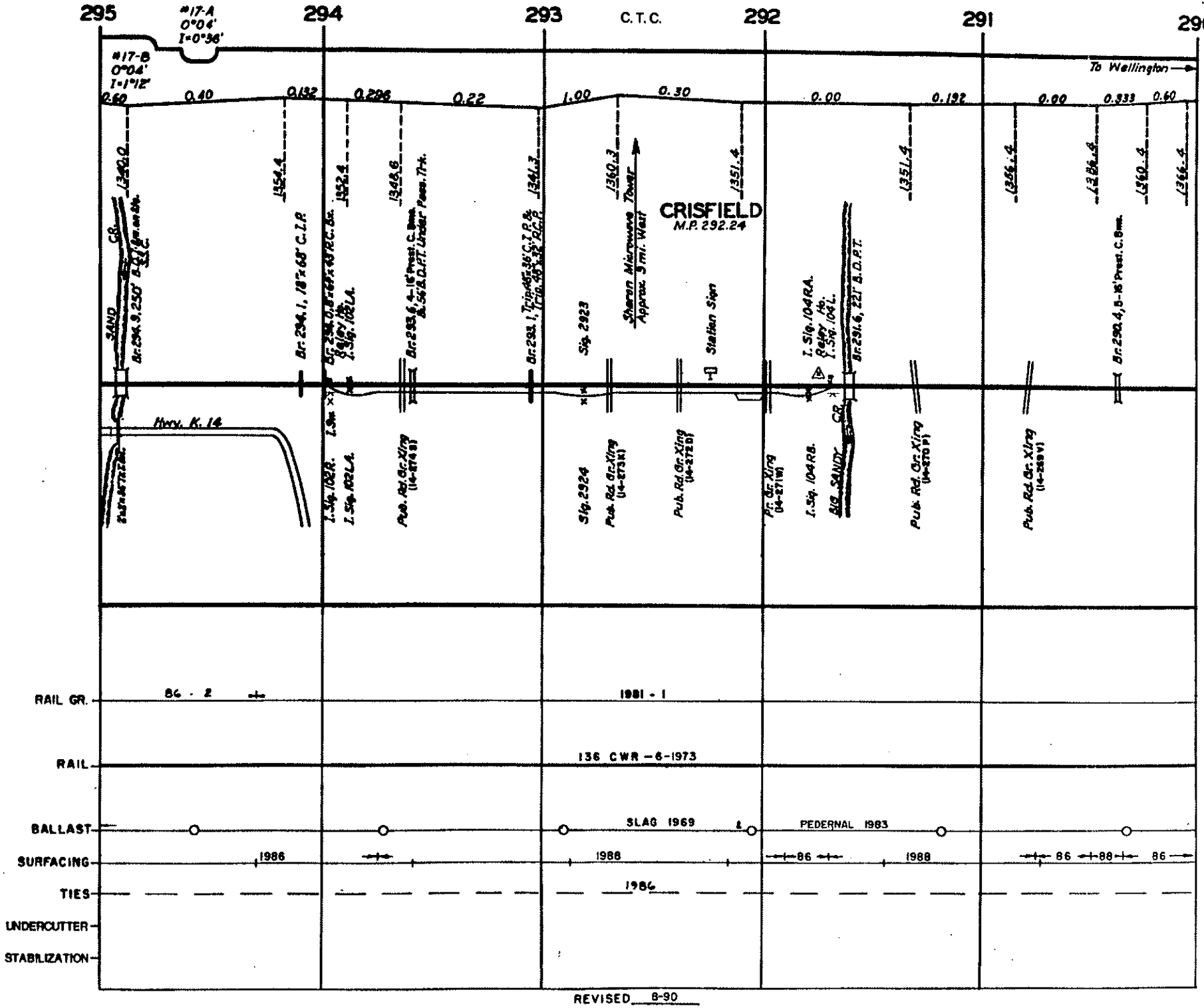
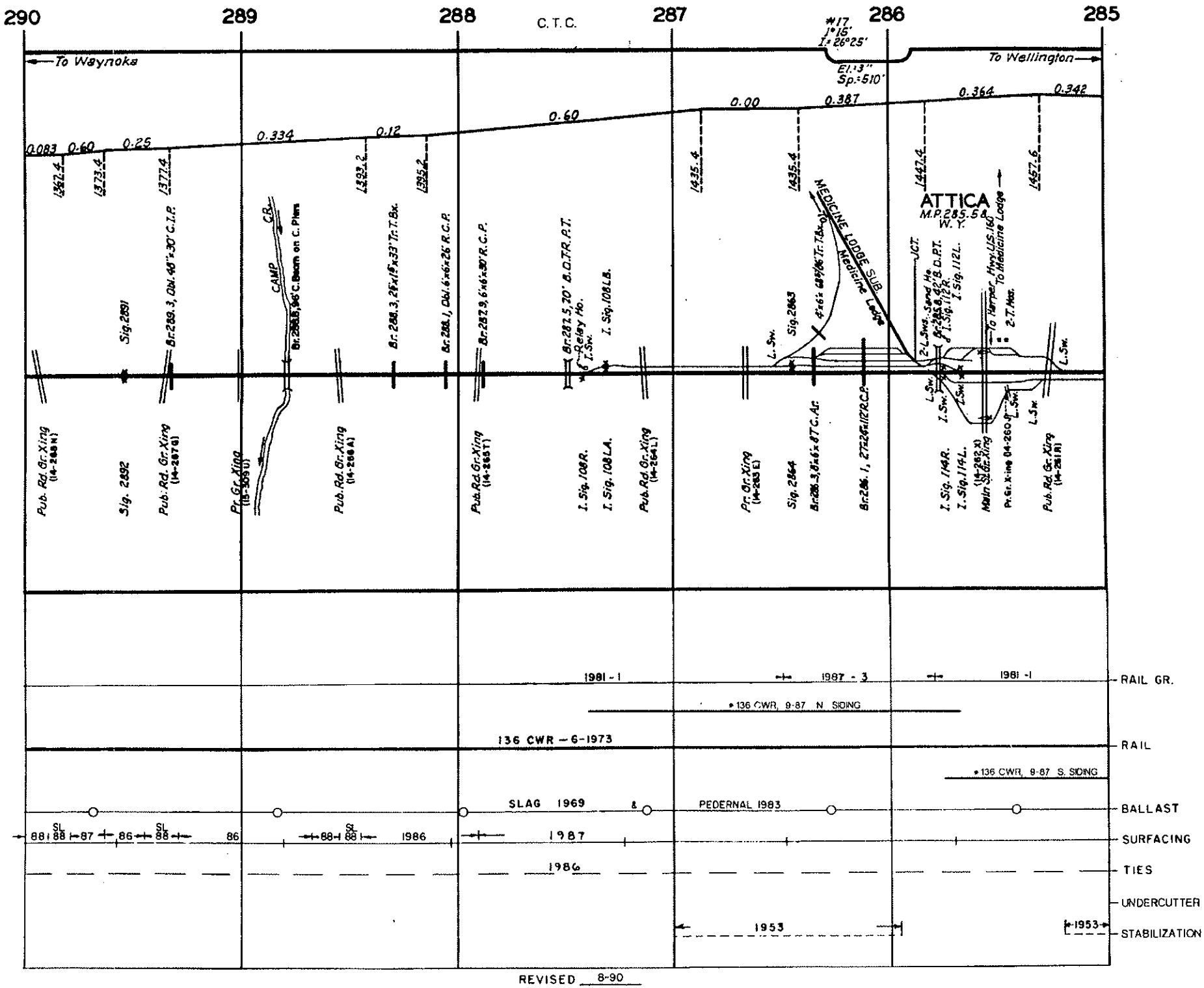
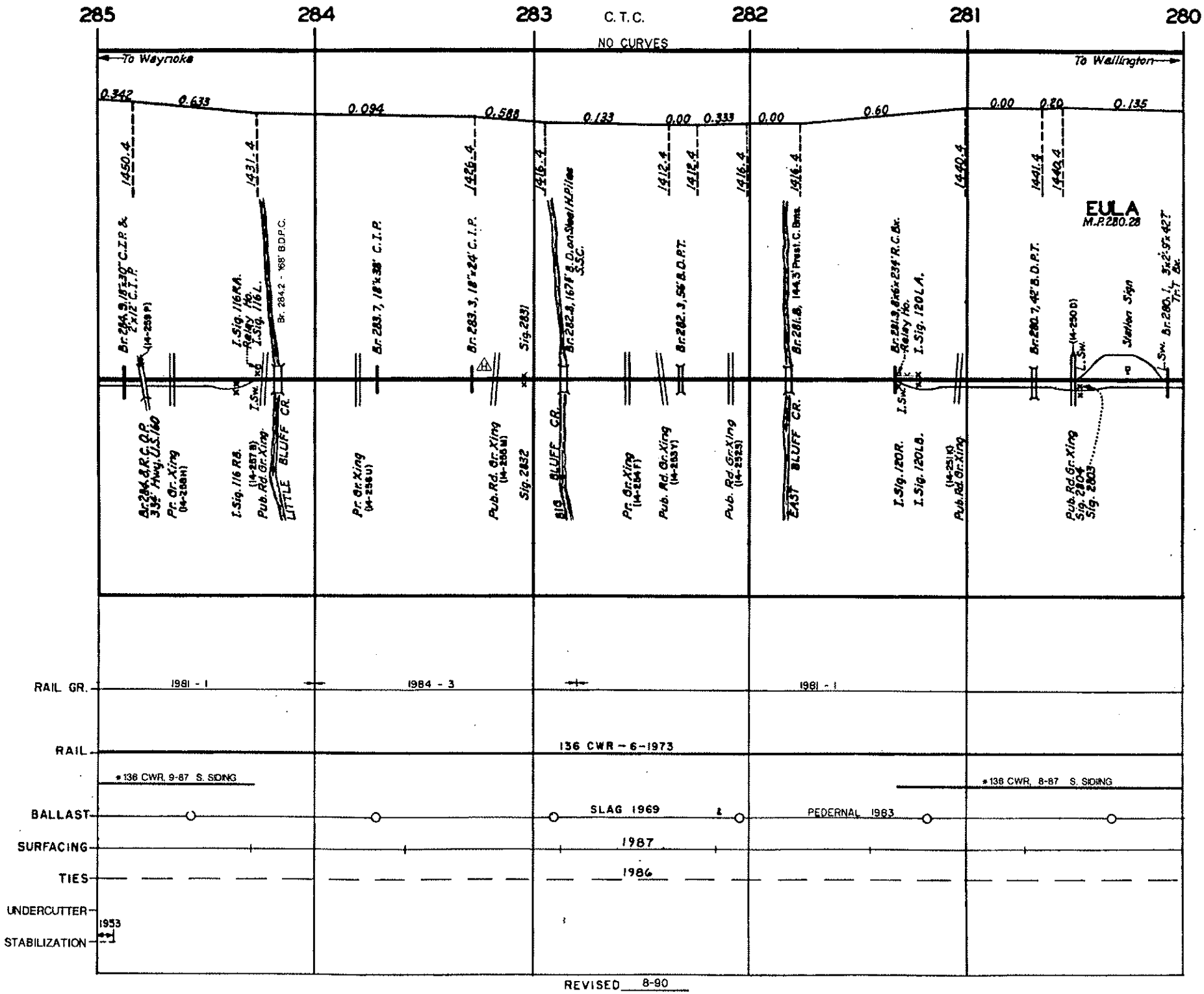

295
294
293
C.T.C.
292
291
290
#17-A
0°04'
I=0°56'
#17-B
0°04'
I=1°12'
To Wellington
0.60
0.40
0.132
0.296
0.22
1.00
0.30
0.00
0.192
0.00
0.933
0.60
1340.2
1354.4
1352.4
1348.6
1346.3
1360.3
1351.4
1351.4
1356.4
1386.4
1360.4
1366.4
CRISFIELD
M.P. 292.24
Sharon Microwave Tower
Approx. 3 mi. West
Station Sign
SAND
Br. 294.3, 250' S.D.P.T.
Br. 294.1, 18'x68' C.I.P.
Sig. 102 L.
Sig. 102 R.
Br. 293.6, 4-15' Prest. C. Bms. & 56' S.D.P.T. Under Pass. Trk.
Trip 465.36' C.T.P.&
Trip 447.32' P.C.P.
Br. 293.1,
Sig. 2923
Sig. 2924
I. Sig. 104 RA.
Relay Hs.
I. Sig. 104 L.
Br. 291.6, 221' S.D.P.T.
Br. 292.4, 5-15' Prest. C. Bms.
Hwy. K-14
Pub. Rd. Gr. Xing (14-274 S)
Pub. Rd. Gr. Xing (14-273 I)
Pub. Rd. Gr. Xing (14-272 D)
Pr. Gr. Xing (14-271 W)
I. Sig. 104 RB.
BIG SANDY
Pub. Rd. Gr. Xing (14-270 P)
Pub. Rd. Gr. Xing (14-269 V)
RAIL GR.
86 - 2
1981 - 1
RAIL
136 CWR - 6-1973
BALLAST
SLAG 1969
PEDERNAL 1983
SURFACING
1986
1988
86
1988
86
88
86
TIES
1986
UNDERCUTTER
STABILIZATION

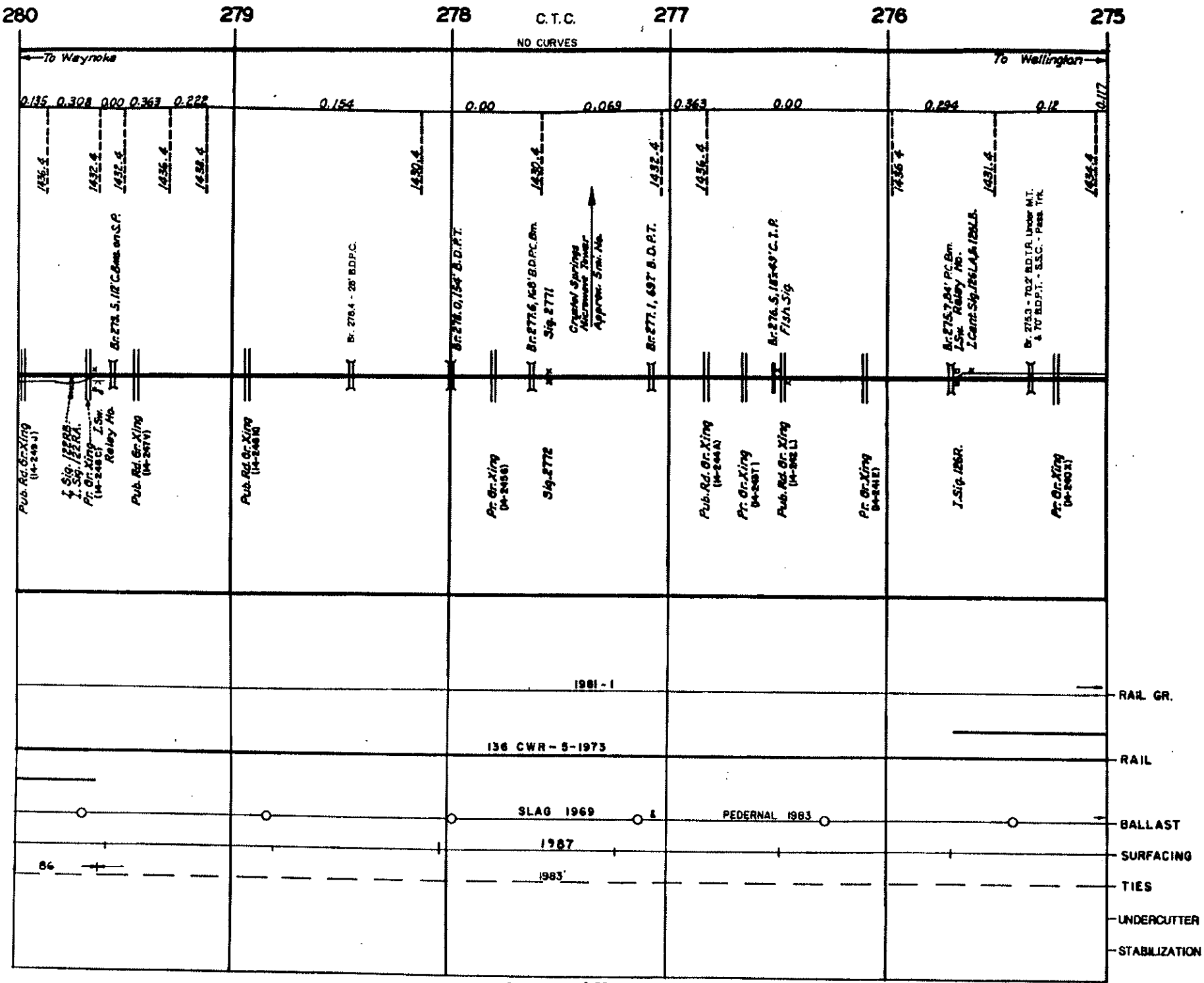
REVISED 8-90


290
289
288
C.T.C.
287
286
285
#17
D°15'
I=26°25'
To Waynoka
To Wellington
El.13"
Sp.=510'
0.083
0.60
0.25
0.334
0.12
0.60
0.00
0.387
0.364
0.342
1362.4
1373.4
1377.4
1383.2
1395.2
1435.4
1435.4
1447.4
1457.6
ATTICA
M.P.285.5 B.
N.Y.
MEDICINE LODGE SUB.
Medicine Lodge
CAMP
CR.
Sig.2891
Br:289.3, Old 46"x30" C.I.P.
Br:288.3, 25'x15'x33" Tr.T.Bx.
Br:288.1, Old 6'x6'x26' R.C.P.
Br:287.9, 6'x6'x30' R.C.P.
Br:287.5, 70° S.O.TR.P.T.
Relay Ho.
I. Sw.
I. Sig.108 LB.
L. Sw.
Sig.2863
4'x6'x 69'6" Tr.T.Bx.
Br:286.1, 27'x26'x112' R.C.P.
JCT.
2-L.Sws. Spred Ho
Br:285.8, 42°B.O.P.T.
I. Sig.112R.
I. Sig.112L.
To Harper, Hwy US.160
To Medicine Lodge
2-T. Hut
Pub. Rd. Gr. Xing (14-268 N)
Sig. 2892
Pub. Rd. Gr. Xing (14-267 G)
Pr. Gr. Xing (15-269 U)
Pub. Rd. Gr. Xing (14-266 A)
Pub. Rd. Gr. Xing (14-265 T)
I. Sig. 108 R.
I. Sig. 108 LA.
Pub. Rd. Gr. Xing (14-264 L)
Pr. Gr. Xing (14-263 E)
Sig. 2864
Br:286.3, 8'x6'x 87' C. Ar.
Br:286.1, 27'x26'x112' R.C.P.
I. Sig. 114 R.
I. Sig. 114 L.
Main St. Gr. Xing (14-262 X)
Pr. Gr. Xing 04-260 G
L. Sw.
Pub. Rd. Gr. Xing (14-261 R)
1981 - 1
1987 - 3
1981 - 1
RAIL GR.
* 136 CWR, 9-87 N. SIDING
136 CWR — 6-1973
RAIL
* 136 CWR, 9-87 S. SIDING
SLAG 1969
&
PEDERNAL 1983
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1953
1953
1986
1987
1986

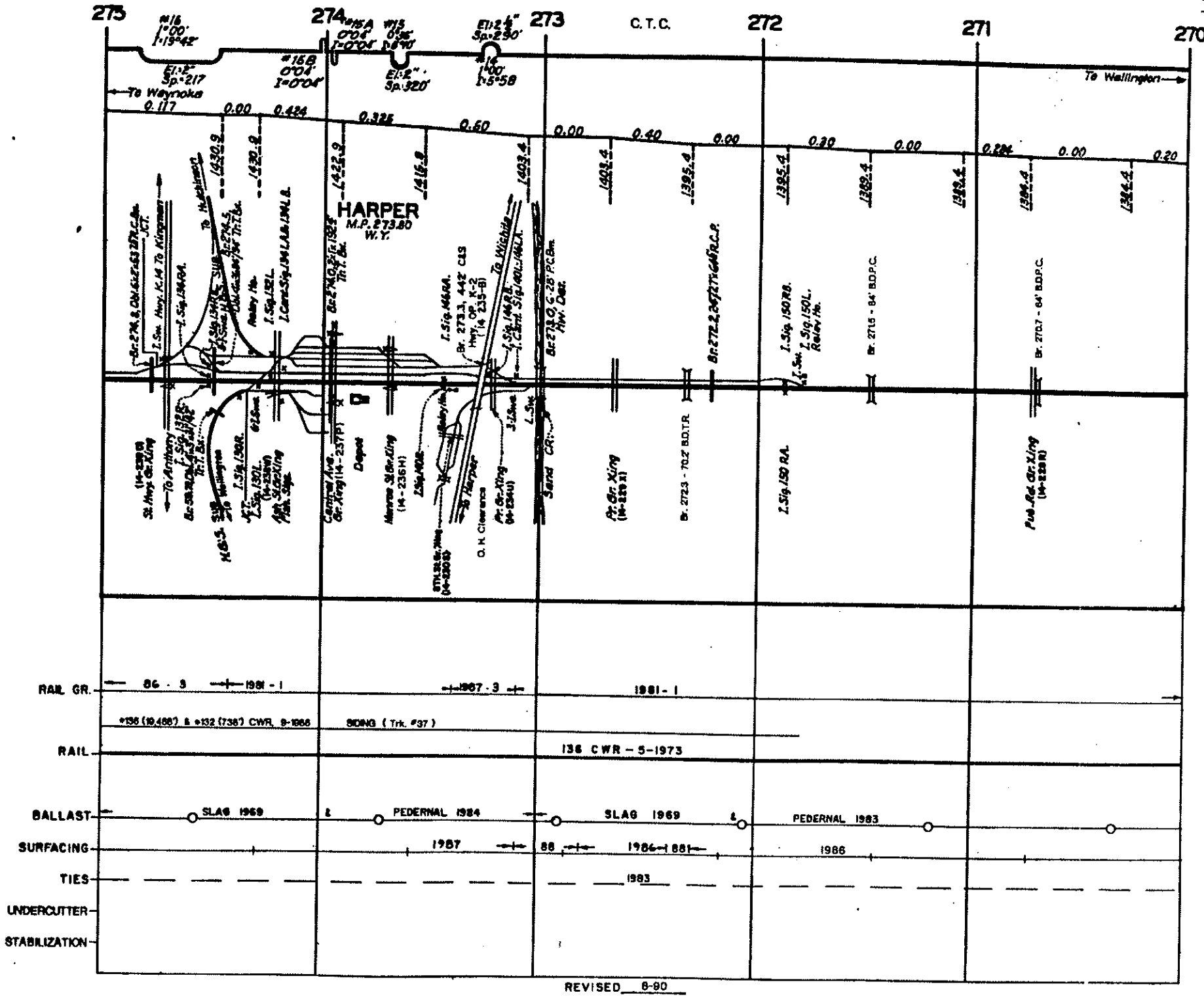
REVISED 8-90


285
284
283
C. T. C.
282
281
280
NO CURVES
To Waynoke
To Wallington
0.342
0.633
0.094
0.588
0.123
0.00
0.333
0.00
0.60
0.00
0.20
0.135
1450.4
1431.4
1426.4
1416.4
1412.4
1412.4
1416.4
1416.4
1440.4
1441.4
1449.4
Br. 284.9, 18'-3" C.I.P. & 2'x12' C.I.P.
(14-259 P)
I. Sig. 116 RA.
Relay Ho.
I. Sig. 116 L.
Br. 284.2 - 168' B.D.P.C.
Br. 283.7, 18'x38' C.I.P.
Br. 283.3, 18'x24' C.I.P.
Sig. 2831
Br. 282.8, 167'8 D. on Steel H. Piles S.S.C.
Br. 282.3, 56'8 D.P.T.
Br. 281.8, 144.3' Prest. C. Brs.
Br. 281.3, 6'6"x 23'4" R.C. Bx.
I. Sig. 120 L A.
Br. 280.7, 42'8 D.P.T.
(14-250 D)
I. Sw.
Station Sign
EULA
M.P. 280.28
Br. 280.1, 3'x 2'-9"x 42'7" Tr.Y. Bx.
I. Sw.
Br. 284.4 A.R.C.O.P. 33'2" Hwy. U.S. 160
Pr. Gr. Xing (14-258 H)
I. Sig. 116 RB.
Pub. Rd. Gr. Xing (14-257 B)
T. Sw.
LITTLE BLUFF CR.
Pr. Gr. Xing (14-256 U)
Pub. Rd. Gr. Xing (14-256 M)
Sig. 2832
BLUFF CR.
Pr. Gr. Xing (14-254 F)
Pub. Rd. Gr. Xing (14-253 Y)
Pub. Rd. Gr. Xing (14-252 S)
EAST BLUFF CR.
I. Sig. 120 R.
I. Sig. 120 L B.
Pub. Rd. Gr. Xing (14-251 K)
Pub. Rd. Gr. Xing
Sig. 2804
Sig. 2803
RAIL GR.
1981 - 1
1984 - 3
1981 - 1
RAIL
136 CWR - 6-1973
* 136 CWR, 9-87 S. SIDING
* 136 CWR, 8-87 S. SIDING
BALLAST
SLAG 1969
&
PEDERNAL 1983
SURFACING
1987
TIES
1986
UNDERCUTTER
STABILIZATION
1953

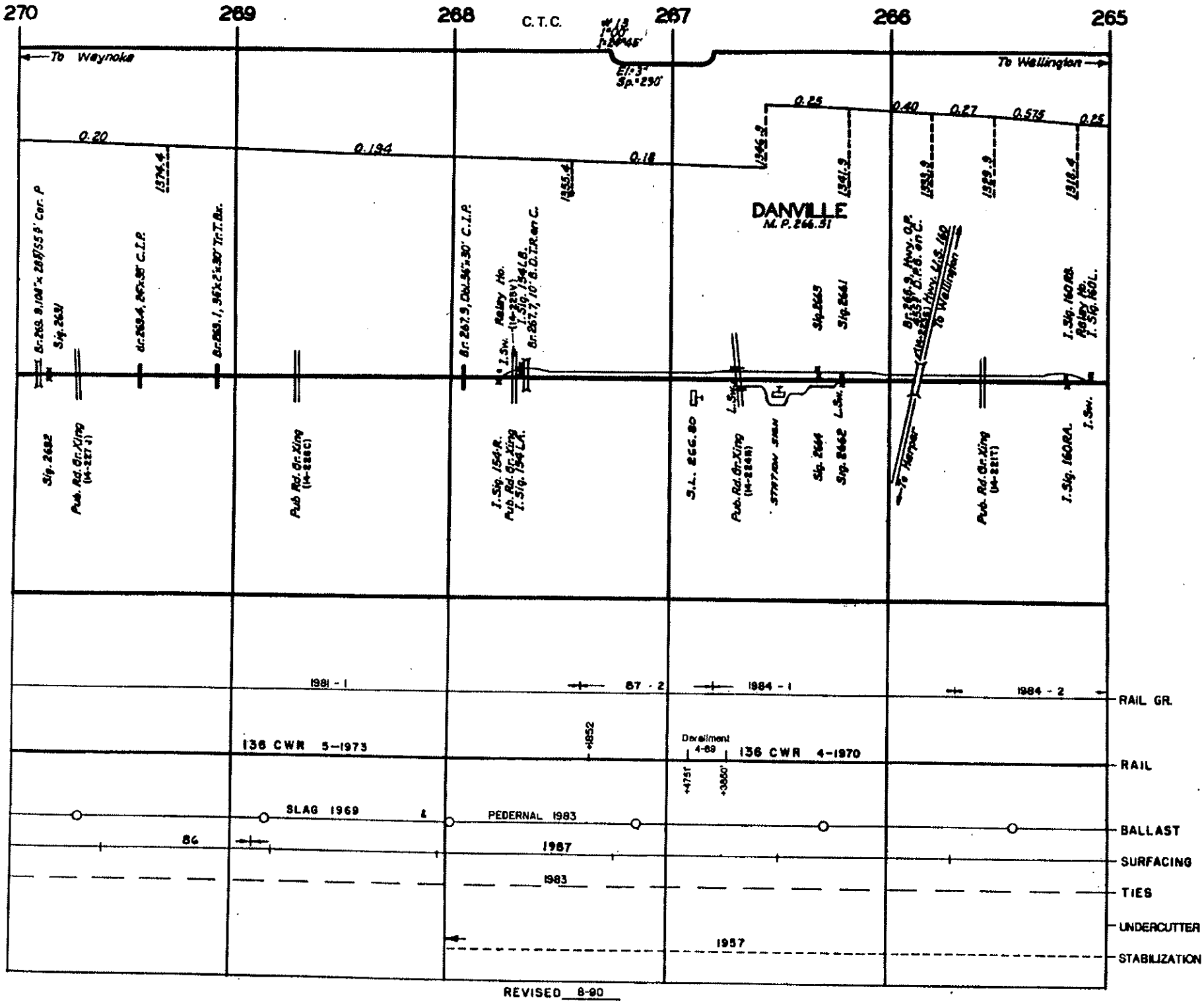
REVISED 8-90


280
279
278
C.T.C.
277
276
275
NO CURVES
To Waynoke
To Wellington
0.135
0.308
0.00
0.363
0.222
0.154
0.00
0.069
0.363
0.00
0.294
0.12
0.117
1436.4
1432.4
1432.4
1436.4
1438.4
1430.4
1430.4
1432.4
1436.4
1436.4
1431.4
1434.4
Br. 278.5, 112' C.Bms. on S.P.
Br. 278.4 - 25' B.D.P.C.
Br. 278.0, 154' B.D.P.T.
Br. 277.6, 168' B.D.P.C.Bm.
Sig. 2771
Crystal Springs Narrows Tower Approx. 3 mi. No.
Br. 277.1, 497' B.D.P.T.
Br. 276.5, 185-49' C.I.P. Fish Sig.
Br. 275.7, 84' P.C.Bm. Lse. Relay No. Cont. Sig. 126 L&A 126 LB.
Br. 275.3 - 702' B.D.T.P. Under M.T. & 70' B.D.P.T. - S.S.C. - Pass. Trk.
Pub. Rd. Gr. Xing (14-249 J)
Sig. 1228 Sig. 1228 R.
Pr. Gr. Xing (14-246 C)
Lse. Relay No.
Pub. Rd. Gr. Xing (14-247 V)
Pub. Rd. Gr. Xing (14-246 N)
Pr. Gr. Xing (14-246 G)
Sig. 2772
Pub. Rd. Gr. Xing (14-244 A)
Pr. Gr. Xing (14-243 T)
Pub. Rd. Gr. Xing (14-242 L)
Pr. Gr. Xing (14-241 E)
T. Sig. 126 R.
Pr. Gr. Xing (14-240 X)
1981 - I
RAIL GR.
136 CWR - 5-1973
RAIL
SLAG 1969
&
PEDERNAL 1983
BALLAST
1987
SURFACING
86
1983
TIES
UNDERCUTTER
STABILIZATION

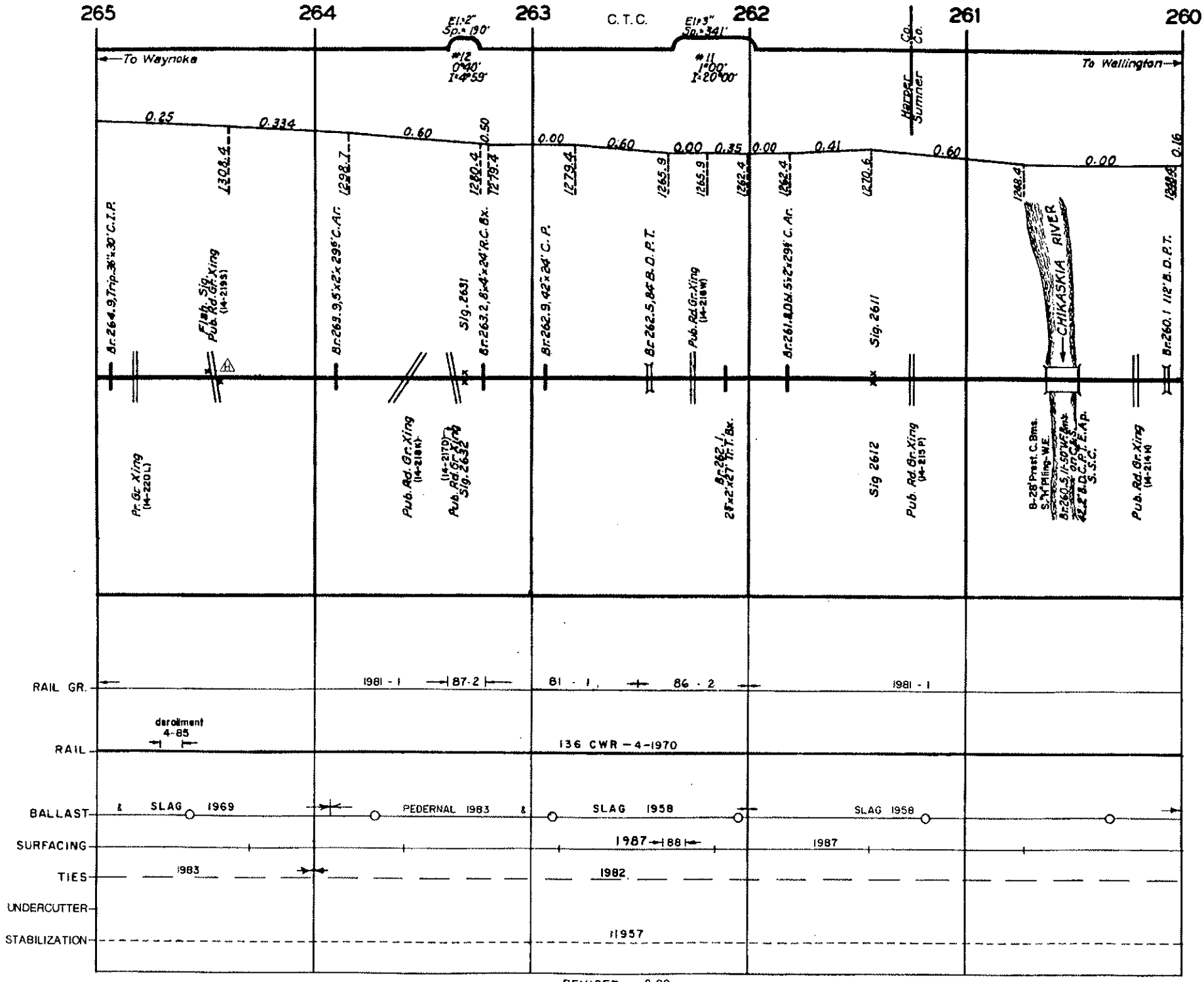
REVISED 8-80


275
274
273
272
271
270
C.T.C.
HARPER
M.P. 273.80
W.Y.
To Waynoka
To Wellington
0.117
0.00
0.424
0.325
0.60
0.00
0.40
0.00
0.20
0.00
0.284
0.00
0.20
1430.2
1422.2
1416.2
1403.4
1403.4
1395.4
1385.4
1382.4
1384.4
1384.4
1344.4
RAIL GR.
86 - 3
1981 - 1
1967 - 3
1981 - 1
*136 (19,488') & *132 (736') CWR, 9-1986
SIDING (Trk. #37)
RAIL
136 CWR - 5-1973
BALLAST
SLAG 1969
&
PEDERNAL 1984
SLAG 1969
&
PEDERNAL 1983
SURFACING
1987
88
1984-1981
1986
TIES
1983
UNDERCUTTER
STABILIZATION

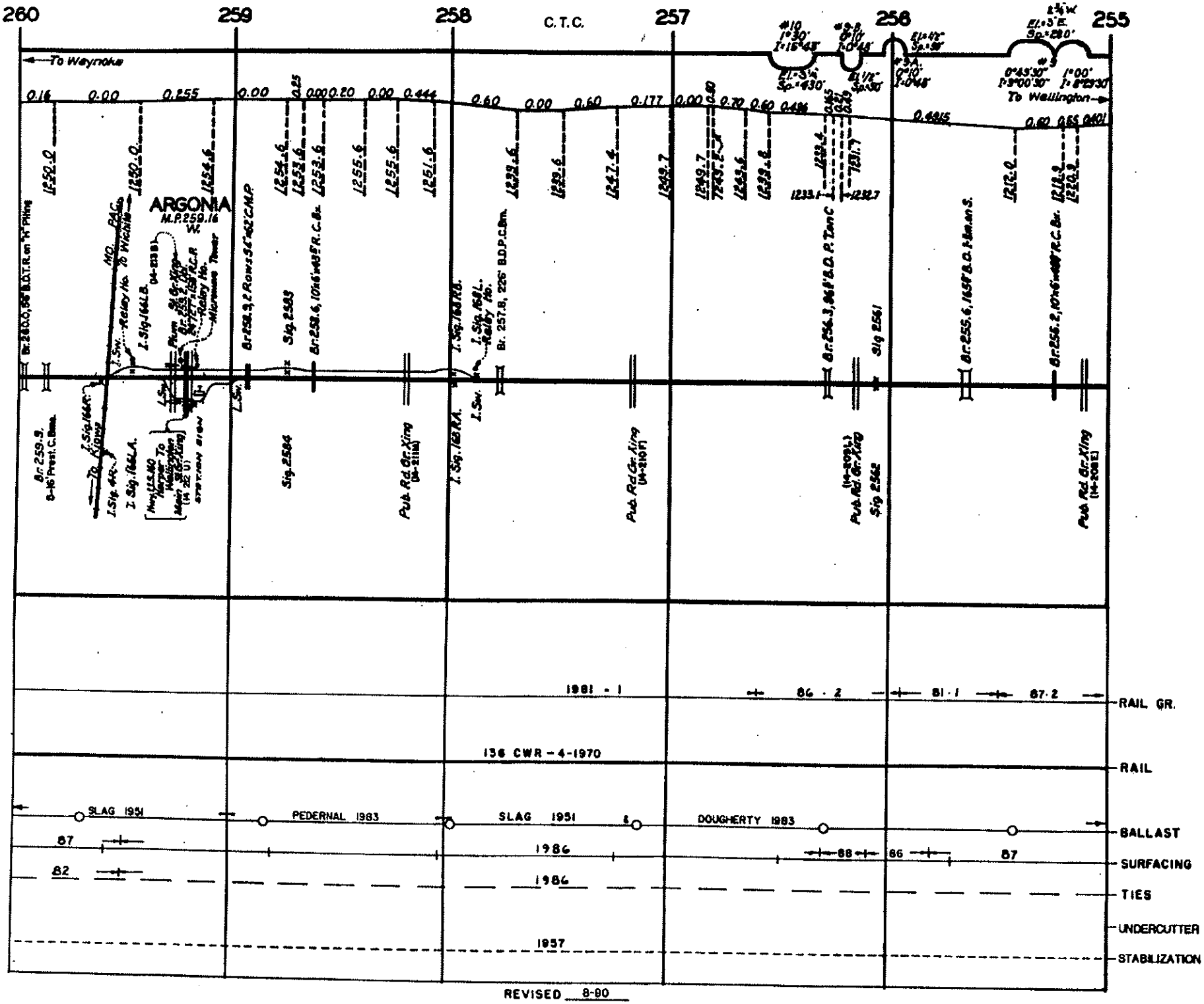
REVISED 8-90

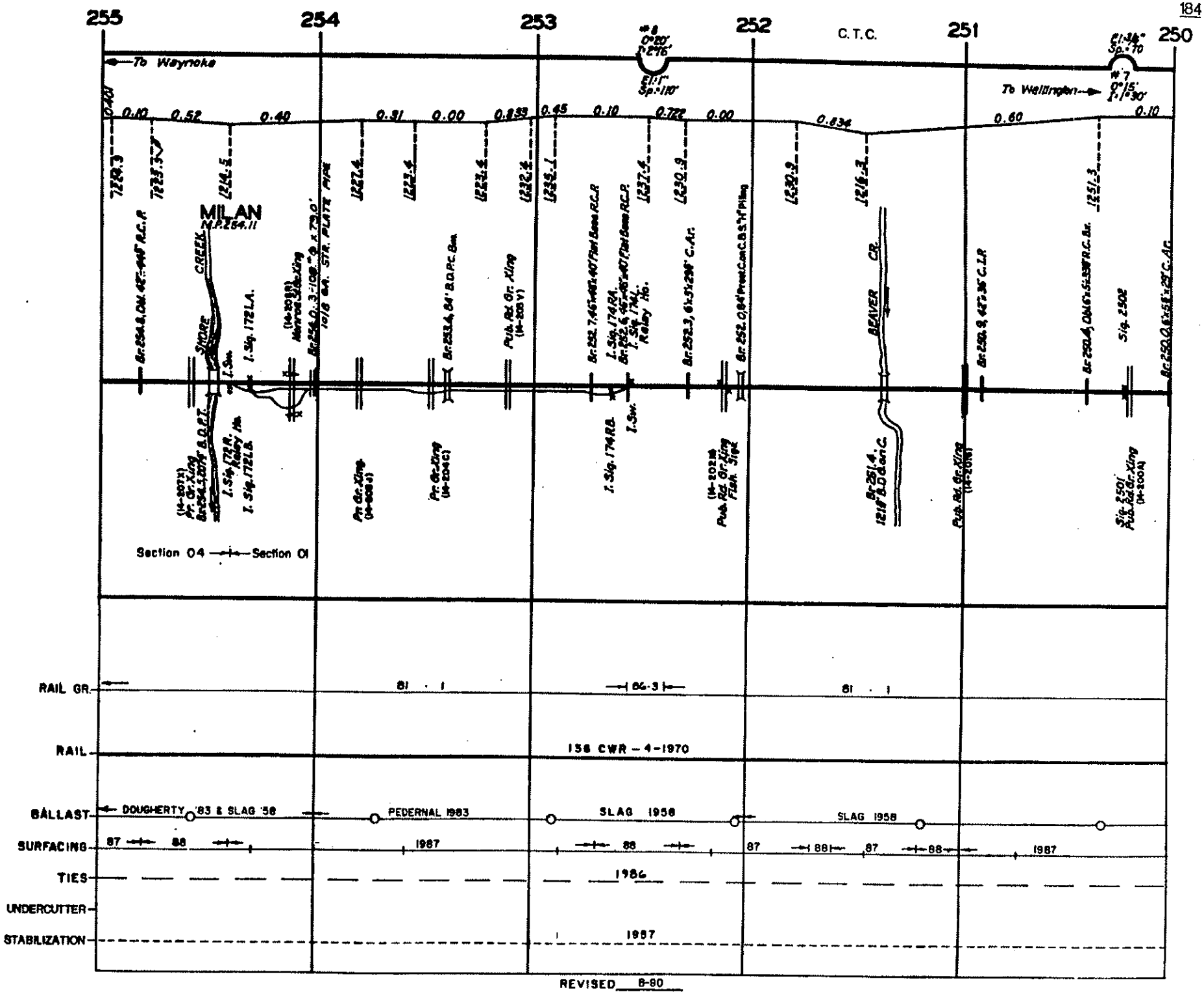

270
269
268
C.T.C.
267
266
265
To Waynoke
To Wellington
DANVILLE
M.P. 266.31
0.20
0.194
0.18
0.25
0.40
0.27
0.575
0.25
1374.4
1355.4
1345.2
1341.2
1333.2
1329.2
1318.4
Sig. 2682
Pub. Rd. Gr. Xing (M-2281)
Pub Rd. Gr. Xing (M-2280)
I. Sig. 154 R.
Pub. Rd. Gr. Xing
I. Sig. 154 L.R.
S.L. EGG. 80
Pub. Rd. Gr. Xing (M-2248)
STATION SIGN
Sig. 2644
Sig. 2642
To Harper
Pub. Rd. Gr. Xing (M-2211)
I. Sig. 160 RA.
I. Sig. 160 RB.
Relay Ho. I. Sig. 160 L.
1981 - 1
87 - 2
1984 - 1
1984 - 2
RAIL GR.
136 CWR 5-1973
+852
Derailment 4-69
136 CWR 4-1970
+4751
+3850
RAIL
SLAG 1969 &
PEDERNAL 1983
BALLAST
84
1987
SURFACING
1983
TIES
UNDERCUTTER
1957
STABILIZATION

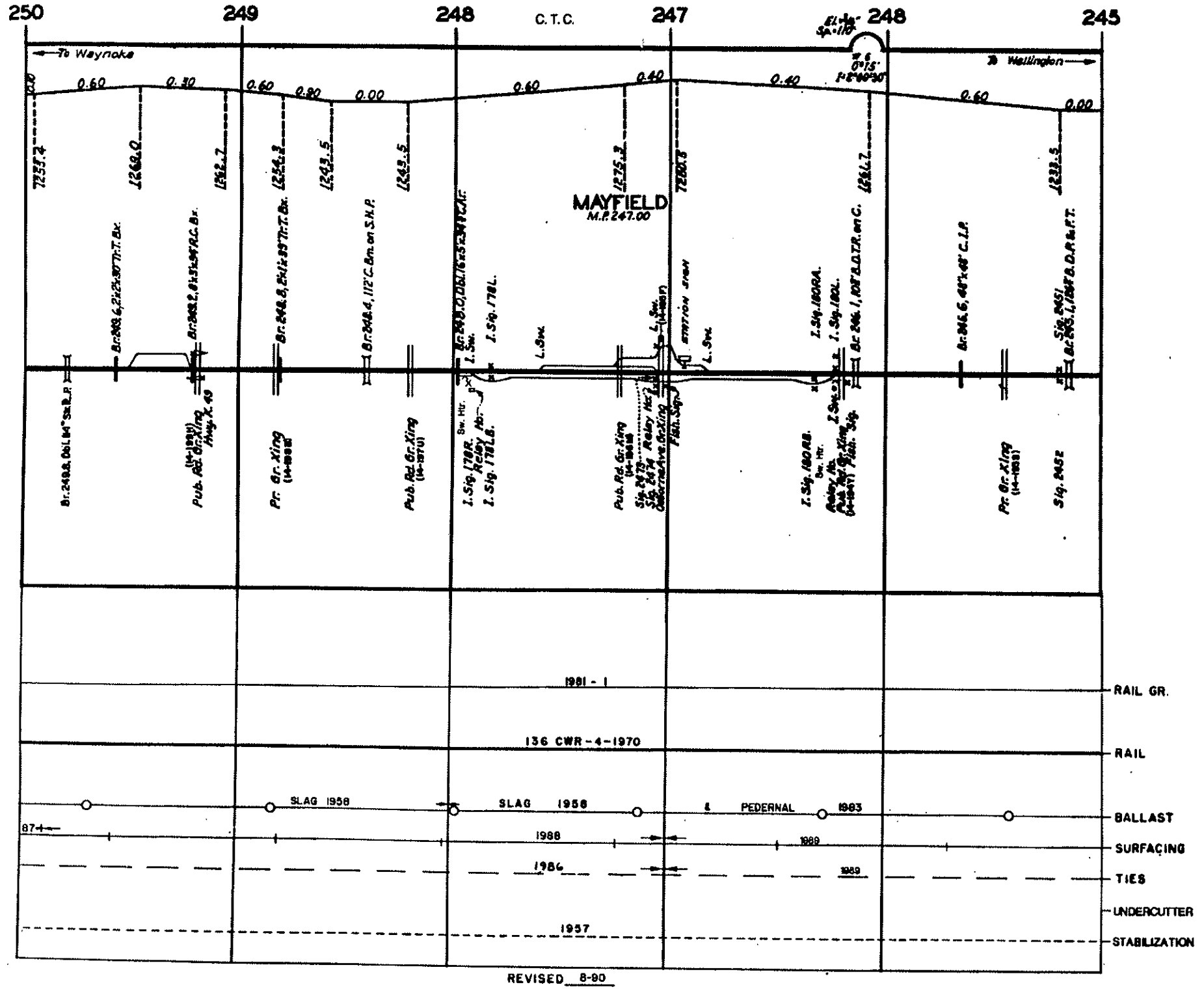
REVISED 8-90

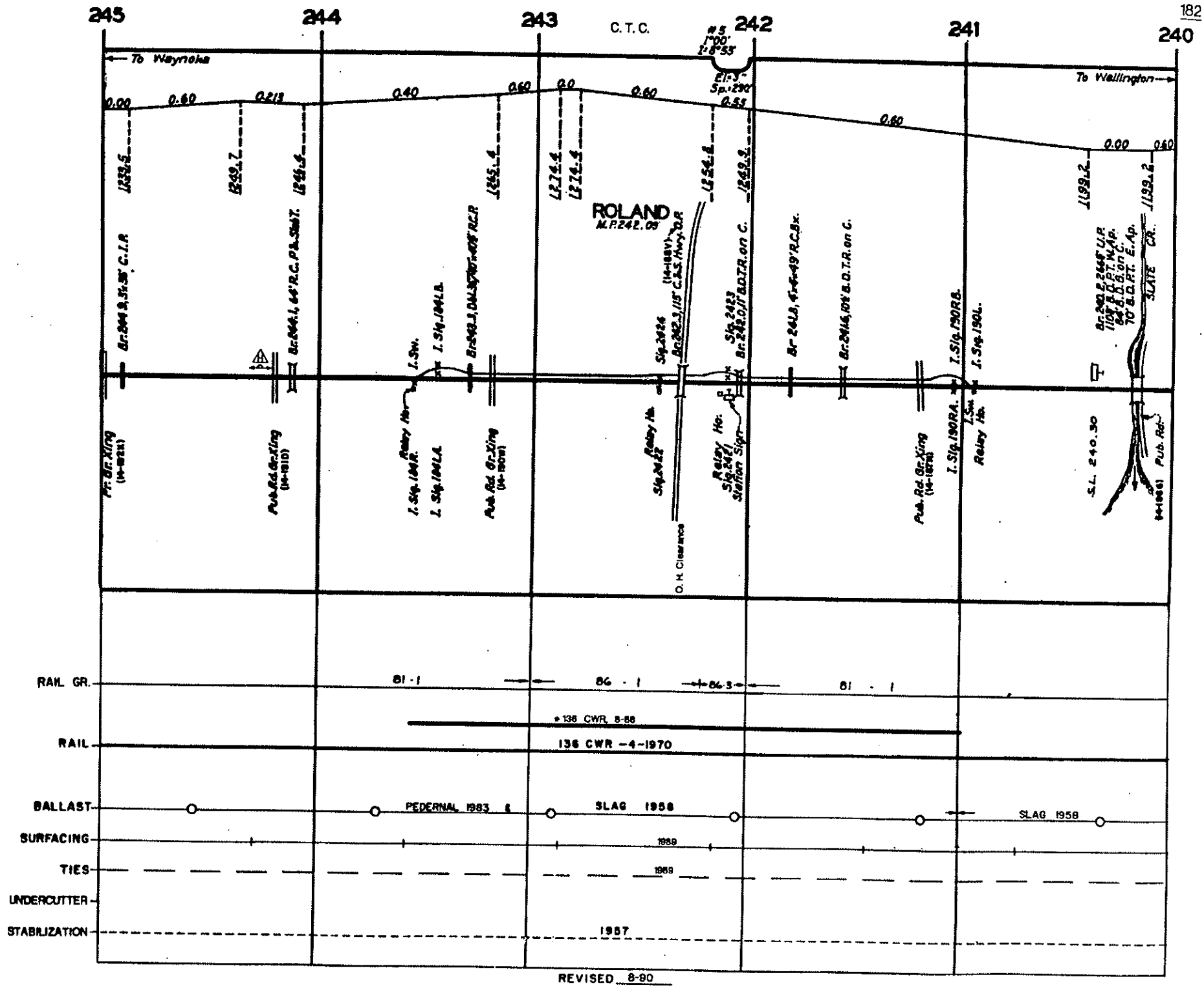

265
264
263
C. T. C.
262
261
260
To Waynoka
To Wellington
El:2" Sp.=190'
#12 0°30' I:4°59'
El:3" Sp.=341'
#11 1°00' I:20°00'
Co. Co.
Harper Summer
0.25
0.334
0.60
0.50
0.00
0.60
0.00
0.35
0.00
0.41
0.60
0.00
0.16
1304.4
1298.7
1280.4
1279.4
1265.9
1265.9
1262.4
1262.4
1270.6
1268.4
1260.1
Br.264.9, Trip. 36"x30' C.I.P.
Flash. Sig. Pub. Rd. Gr. Xing (14-219 S)
Br.263.9, 5'x2'x 29'6" C. Arc.
Sig. 2631
Br.263.2, 6'x4'x 24' R.C. Bx.
Br.262.9, 42"x 24' C. P.
Br.262.5, 84" B.D.P.T.
Pub. Rd. Gr. Xing (14-216 W)
Br.261.8 Dbl. 5'x2'x 29'6" C. Arc.
Sig. 2611
CHIKASKIA RIVER
Br.260.1 112" B.D.P.T.
Pr. Gr. Xing (14-220 L)
Pub. Rd. Gr. Xing (14-218 K)
Pub. Rd. Gr. Xing (14-217 P) Sig. 2632
Br. 262.1 / 28'x2'x27' Tr. T. Bx.
Sig 2612
Pub. Rd. Gr. Xing (14-215 P)
B-28' Prest. C. Bms. S.H. Piling-W.E.
Br.260.5 // 60' W.F. Bms.
42.4' B.D.C.P.C.P.E.Ap.
S.S.C.
Pub. Rd. Gr. Xing (14-214 N)
RAIL GR.
1981 - 1
87-2
81 - 1
86 - 2
1981 - 1
derailment 4-85
RAIL
136 CWR – 4-1970
BALLAST
& SLAG 1969
PEDERNAL 1983 &
SLAG 1958
SLAG 1958
SURFACING
1987 – 88
1987
TIES
1983
1982
UNDERCUTTER
STABILIZATION
1957

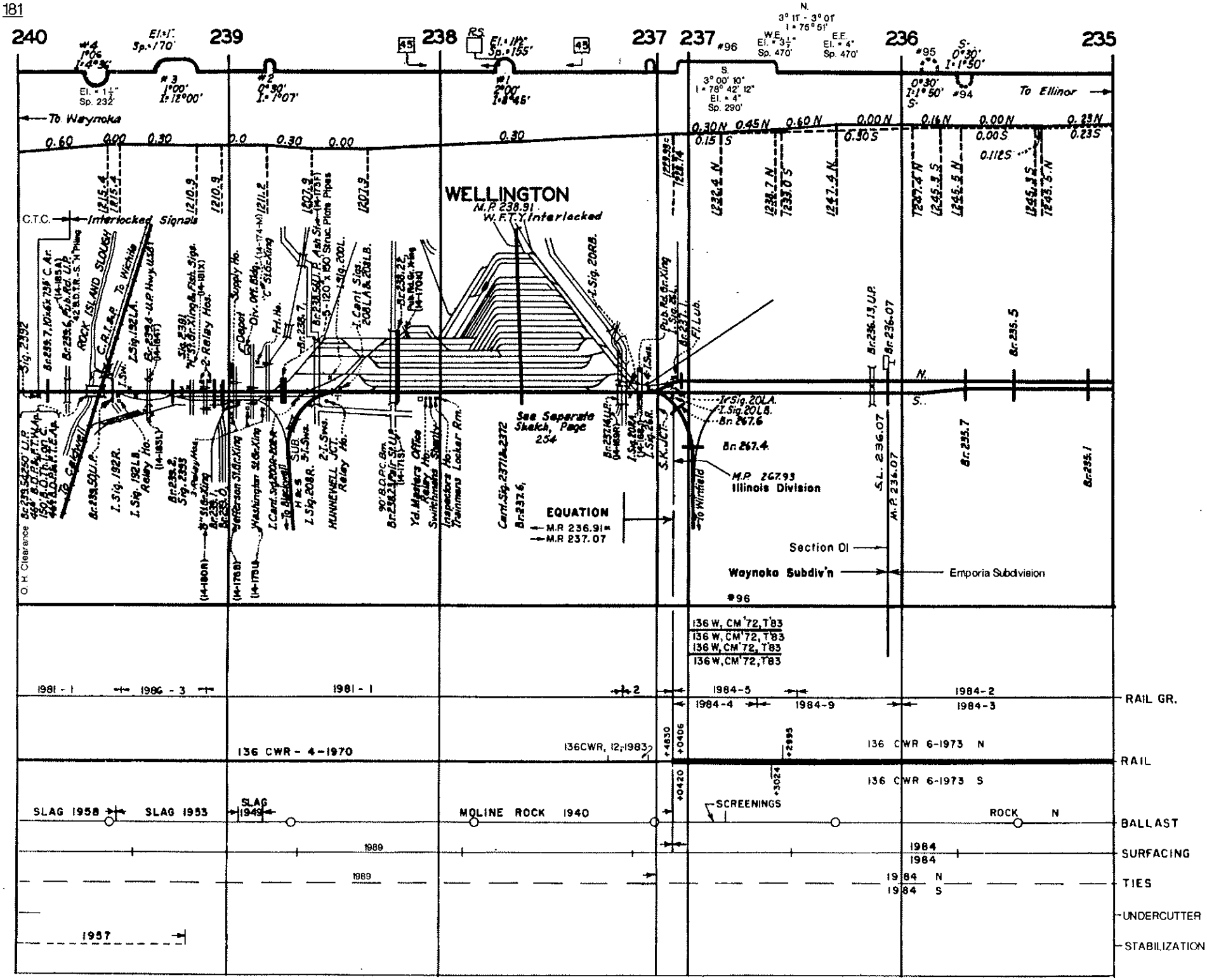
REVISED 8-90


260
259
258
C.T.C.
257
256
255
To Waynoke
To Wellington
ARGONIA
M.P.259.16
1981 - 1
84 - 2
81 - 1
87 2
RAIL GR.
136 CWR - 4-1970
RAIL
SLAG 1951
PEDERNAL 1983
SLAG 1951
DOUGHERTY 1983
BALLAST
1986
SURFACING
1986
TIES
UNDERCUTTER
1957
STABILIZATION
REVISED 8-90

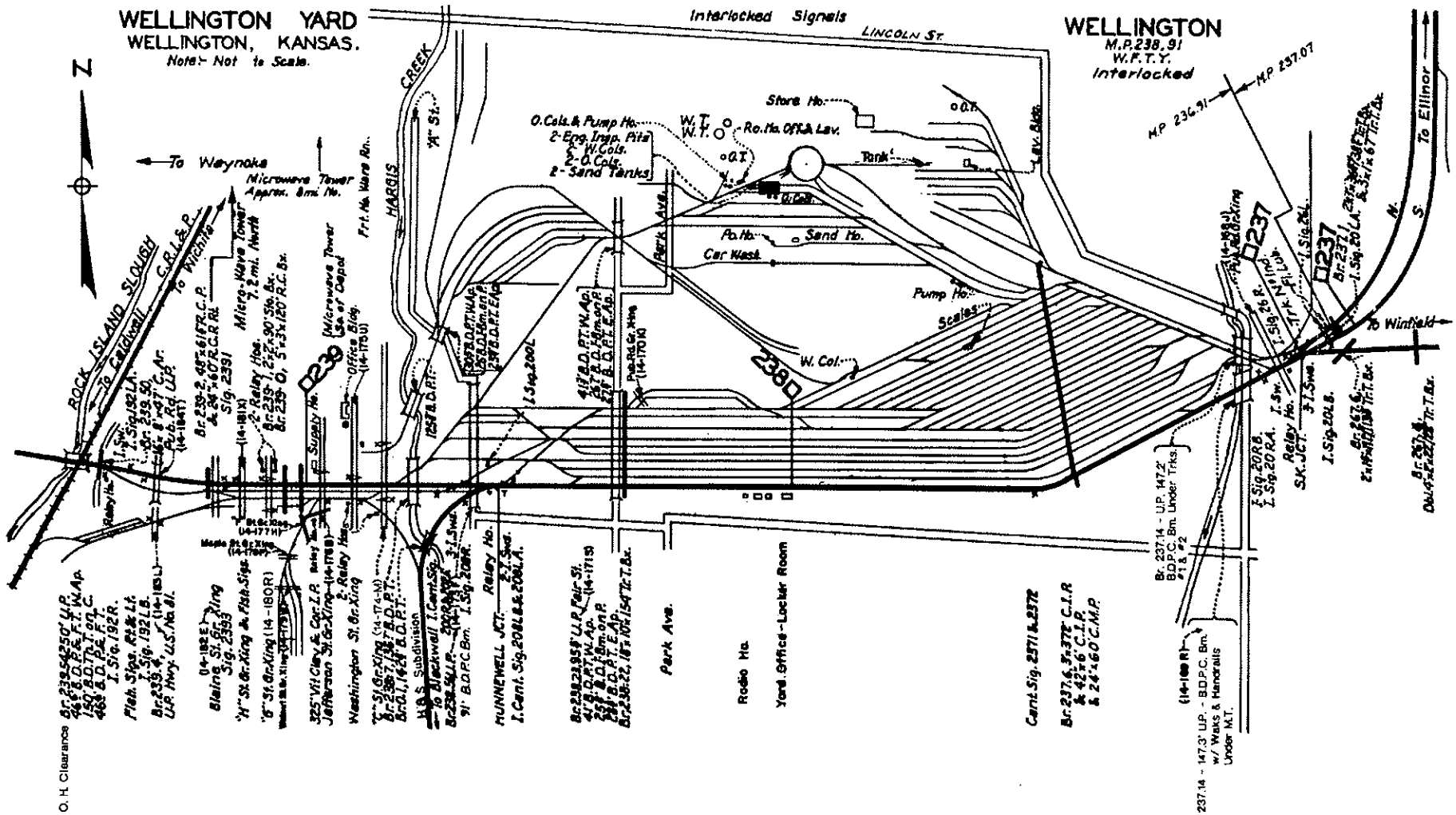

255
254
253
252
251
250
C. T. C.
To Waynoka
To Wellington
MILAN
M.P. 264.11
CREEK
SHORE
BEAVER CR.
Section 04
Section 01
RAIL GR.
81 . 1
84-3
RAIL
156 CWR – 4-1970
BALLAST
DOUGHERTY '83 & SLAG '58
PEDERNAL 1983
SLAG 1958
SURFACING
87
88
1987
TIES
1986
UNDERCUTTER
STABILIZATION
1987
REVISED 8-80


250
249
248
C.T.C.
247
248
245
To Waynoke
To Wellington
MAYFIELD
M.P. 247.00
1981 - 1
136 CWR - 4 - 1970
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG 1956
SLAG 1956
& PEDERNAL 1983
1988
1989
1986
1989
1957
87+
REVISED 8-90


245
244
243
C. T. C.
242
241
240
To Waynoka
To Wellington
ROLAND
M.P. 242.09
RAIL GR.
81 - 1
84 - 1
84-3
81 - 1
136 CWR, 8-88
RAIL
136 CWR -4-1970
BALLAST
PEDERNAL 1983 &
SLAG 1958
SLAG 1958
SURFACING
1989
TIES
1969
UNDERCUTTER
STABILIZATION
1987
REVISED 8-90


240
239
238
237
237
236
235
#96
#95
#94
#4
#3
#2
#1
To Waynoka
To Ellinor
C.T.C. — Interlocked Signals
WELLINGTON
M.P. 238.91
W.F.T.Y. Interlocked
ROCK ISLAND SLOUGH
C.R.I.&P.
To Wichita
To Geuda
To Winfield
Depot
Supply Ho.
Div. Off. Bldg.
Fr. Ho.
Jefferson St. Gr. Xing
Washington St. Gr. Xing
To Blackwell
SUB
HUNNEWELL JCT.
Relay Ho.
Yd. Masters Office
Switchmans Shanty
Inspectors Ho.
Trainmens Locker Rm.
See Separate Sketch, Page 254
EQUATION
M.R 236.91 =
M.R 237.07
S.K. JCT.
M.P. 267.93
Illinois Division
Section 01
Waynoka Subdiv'n
Emporia Subdivision
O. H. Clearance
136 W, CM'72, T'83
136 W, CM'72, T'83
136 W, CM'72, T'83
136 W, CM'72, T'83
1981 - 1
1986 - 3
1981 - 1
1984-5
1984-4
1984-9
1984-2
1984-3
RAIL GR.
136 CWR - 4 - 1970
136CWR, 12;1983?
136 CWR 6-1973 N
136 CWR 6-1973 S
RAIL
SLAG 1958
SLAG 1953
SLAG 1949
MOLINE ROCK 1940
SCREENINGS
ROCK N
BALLAST
1989
1984
1984
SURFACING
1989
1984 N
1984 S
TIES
1957
UNDERCUTTER
STABILIZATION

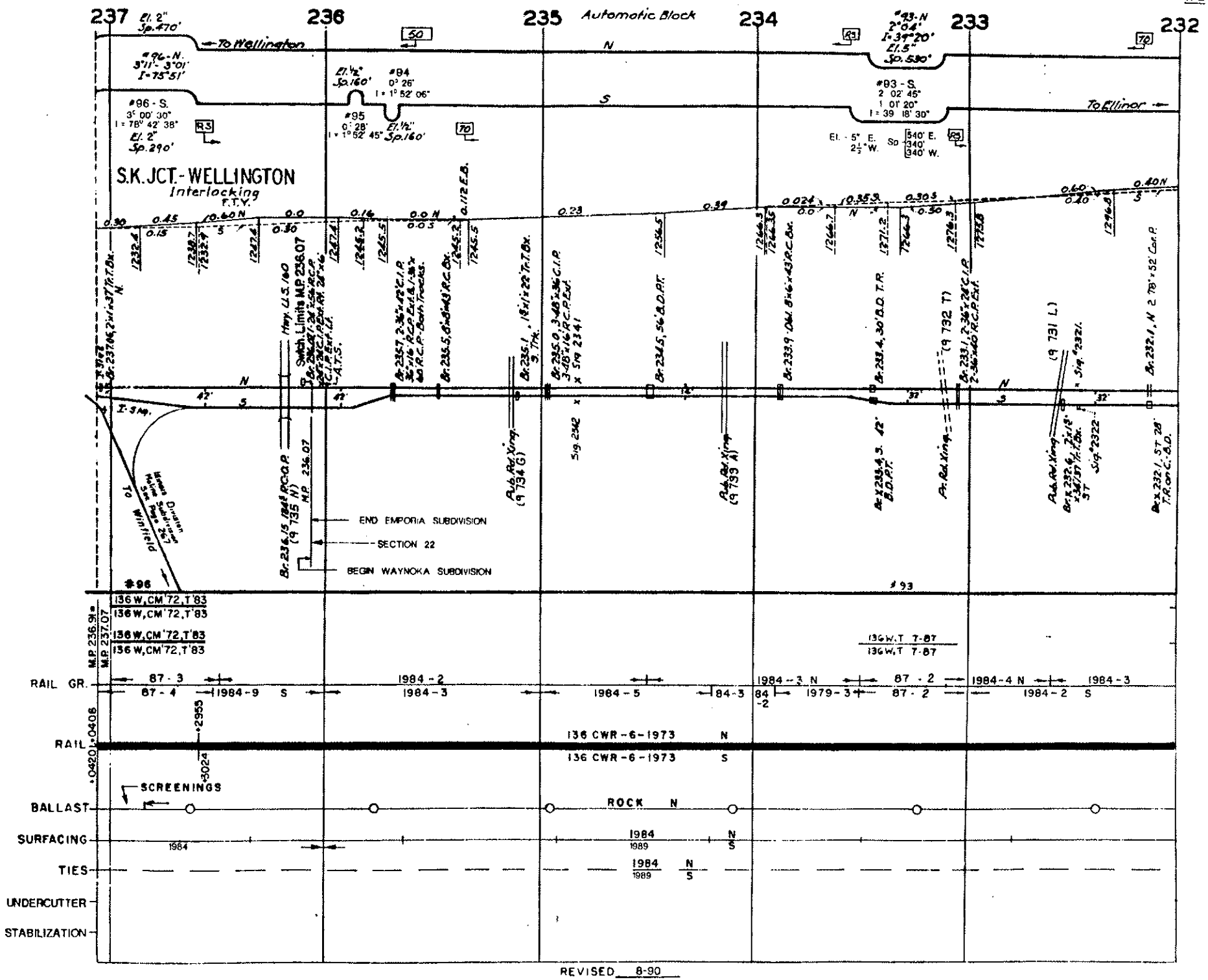
REVISED 8-80

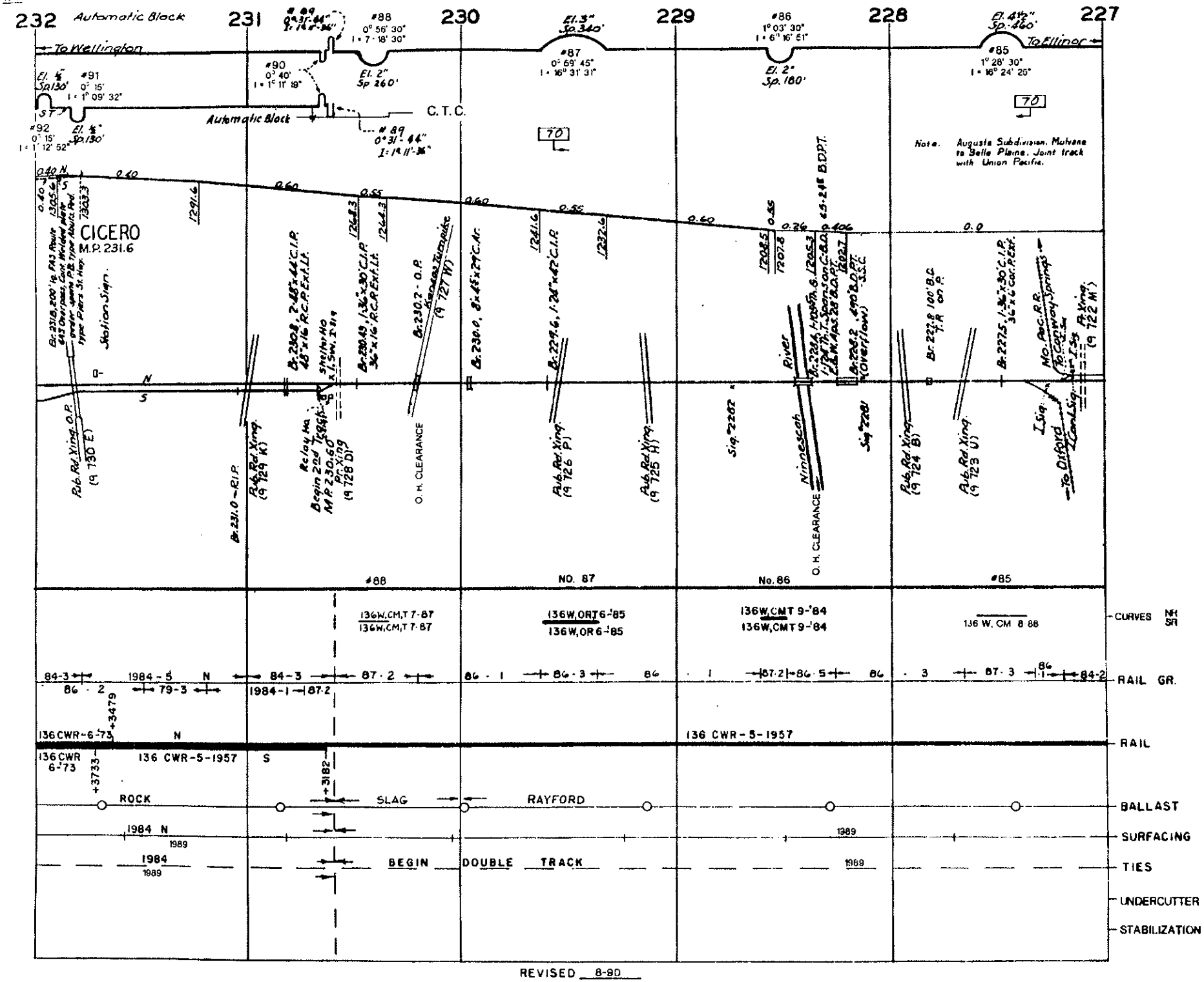

WELLINGTON YARD
WELLINGTON, KANSAS.
Note:- Not to Scale.
N
Interlocked Signals
LINCOLN ST.
WELLINGTON
M.P.238.91
W.F.T.Y.
Interlocked
M.P 237.07
M.P 236.91
To Waynoka
To Caldwell
To Wichita
To Winfield
To Ellinor
ROCK ISLAND SLOUGH
C.R.I.&P.
HARRIS CREEK
"A" St.
Microwave Tower Approx. 8mi No.
Microwave Tower 7.2 mi. North
Frt. No. Ware Rn.
Store Ho.
O.Cols.& Pump Ho.
2-Eng. Insp. Pits
2-W.Cols.
2-O.Cols.
2-Sand Tanks
W.T.
W.T.
Ro.No. Office Lav.
O.T.
Tank
Park Ave.
Po.No.
Sand No.
Car West.
Pump No.
Scales
W. Col.
Supply No.
Office Bldg. (14-1750)
Relay Hse.
Relay No.
Yard Office-Locker Room
Radio No.
Park Ave.
Cant.Sig.2571 & 2572
Br.237.6, 3.372' C.I.R. & 42'±6' C.I.P. & 24'±60' C.M.P.
Br. 237.14 - U.P. 147.2' B.D.P.C. Bm. Under Trks. #1 & #2
Br. 237.14 - 147.3' U.P. - B.D.P.C. Bm. w/ Walks & Handrails Under M.T.
O. H. Clearance

REVISED: 8-90

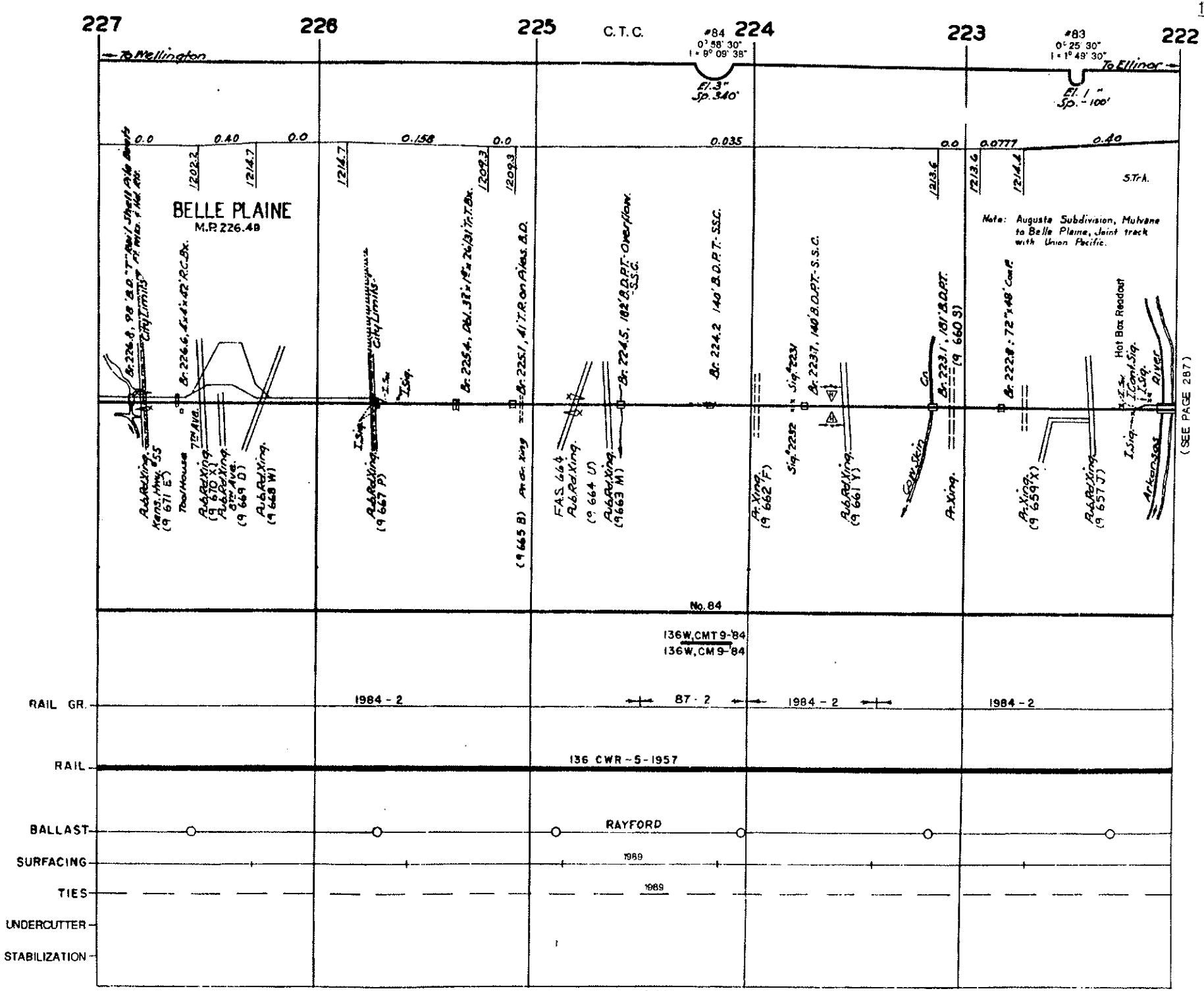
Waynoka Subdivision

Wellington (M.P. 236.1) to Waynoka (M.P. 342.4)


237
236
235
Automatic Block
234
233
232
S.K. JCT. - WELLINGTON
Interlocking
F.T.V.
To Wellington
To Ellinor
END EMPORIA SUBDIVISION
SECTION 22
BEGIN WAYNOKA SUBDIVISION
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SCREENINGS
ROCK
136 CWR-6-1973
REVISED 8-90

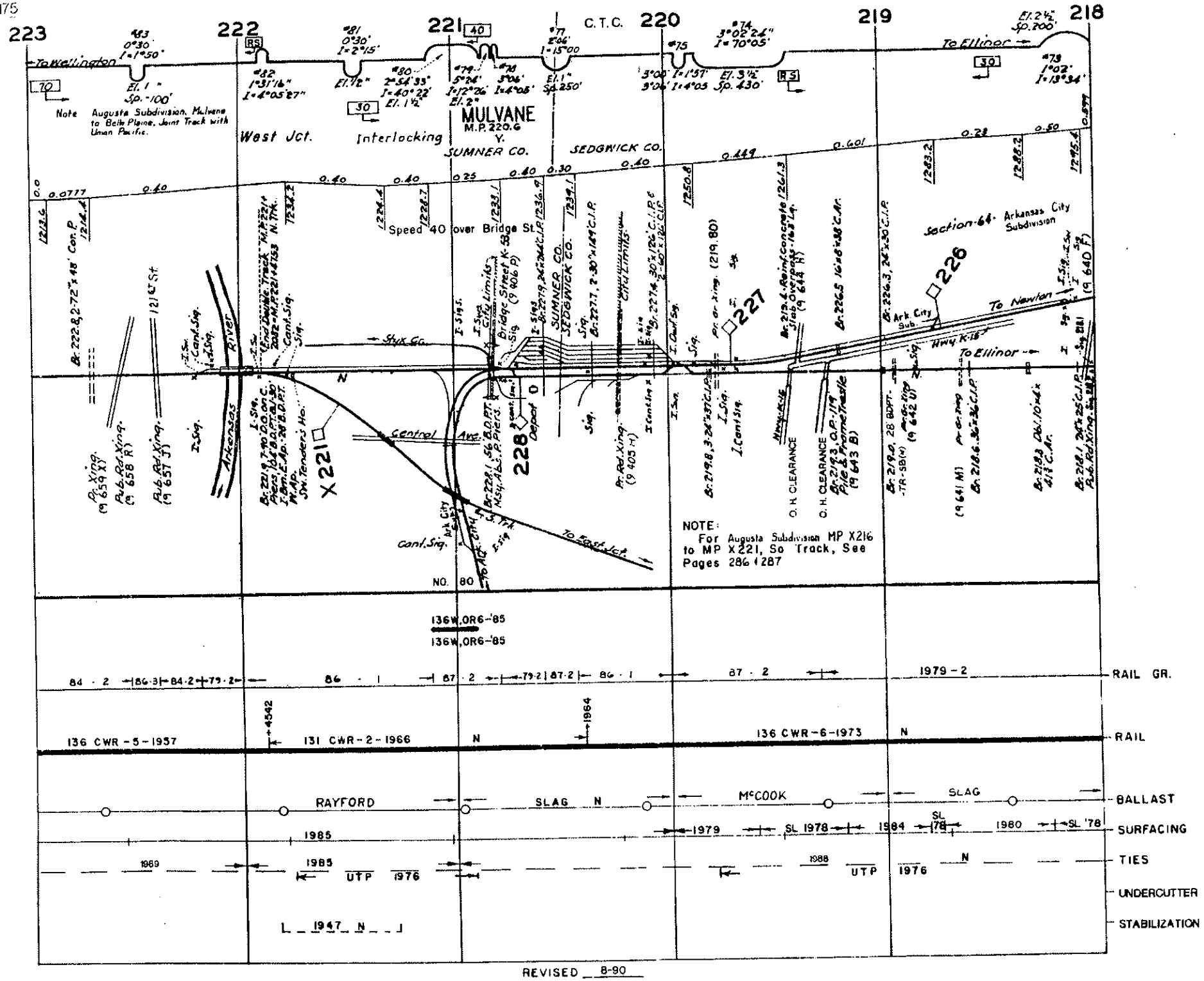

232
Automatic Block
231
230
229
228
227
To Wellington
To Elliner
#90
#88
#87
#86
#85
#91
#92
Automatic Block
C.T.C.
70
Note. Augusta Subdivision. Mokena to Belle Plaine. Joint track with Union Pacific.
CICERO
M.P. 231.6
Station Sign.
Sheiter Ho
Relay Ho.
Begin 22d T.
M.P. 230.60
Pr. Xing
(9 728 D)
O. H. CLEARANCE
River
Ninnescah
Sig. #2262
Sig. #2261
Pub. Rd. Xing. O.P.
(9 130 E)
Pub. Rd. Xing.
(9 129 K)
Pub. Rd. Xing.
(9 126 P)
Pub. Rd. Xing.
(9 125 H)
Pub. Rd. Xing.
(9 124 B)
Pub. Rd. Xing.
(9 123 U)
Pa. Xing.
(9 122 M)
To Oxford
To Conway Springs
#88
NO. 87
No. 86
#85
136W, CM, T 7-87
136W, CM, T 7-87
136W, OR T 6-85
136W, OR 6-85
136W, CMT 9-84
136W, CMT 9-84
136 W, CM 8-88
CURVES NR SR
RAIL GR.
RAIL
136 CWR-6-73
136 CWR-5-1957
136 CWR-5-1957
ROCK
SLAG
RAYFORD
BALLAST
1984 N
1989
1989
SURFACING
1984
1989
BEGIN DOUBLE TRACK
1989
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

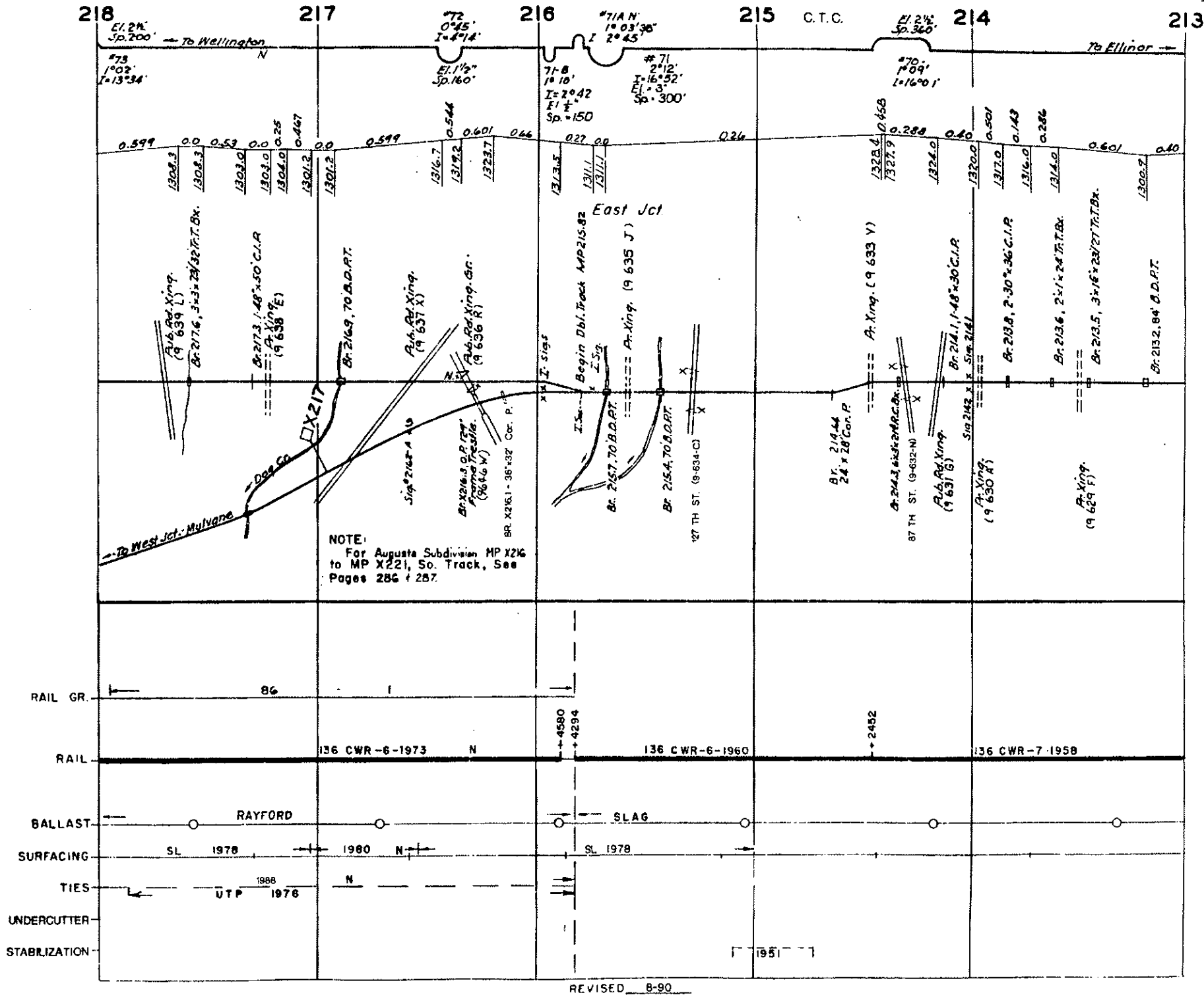


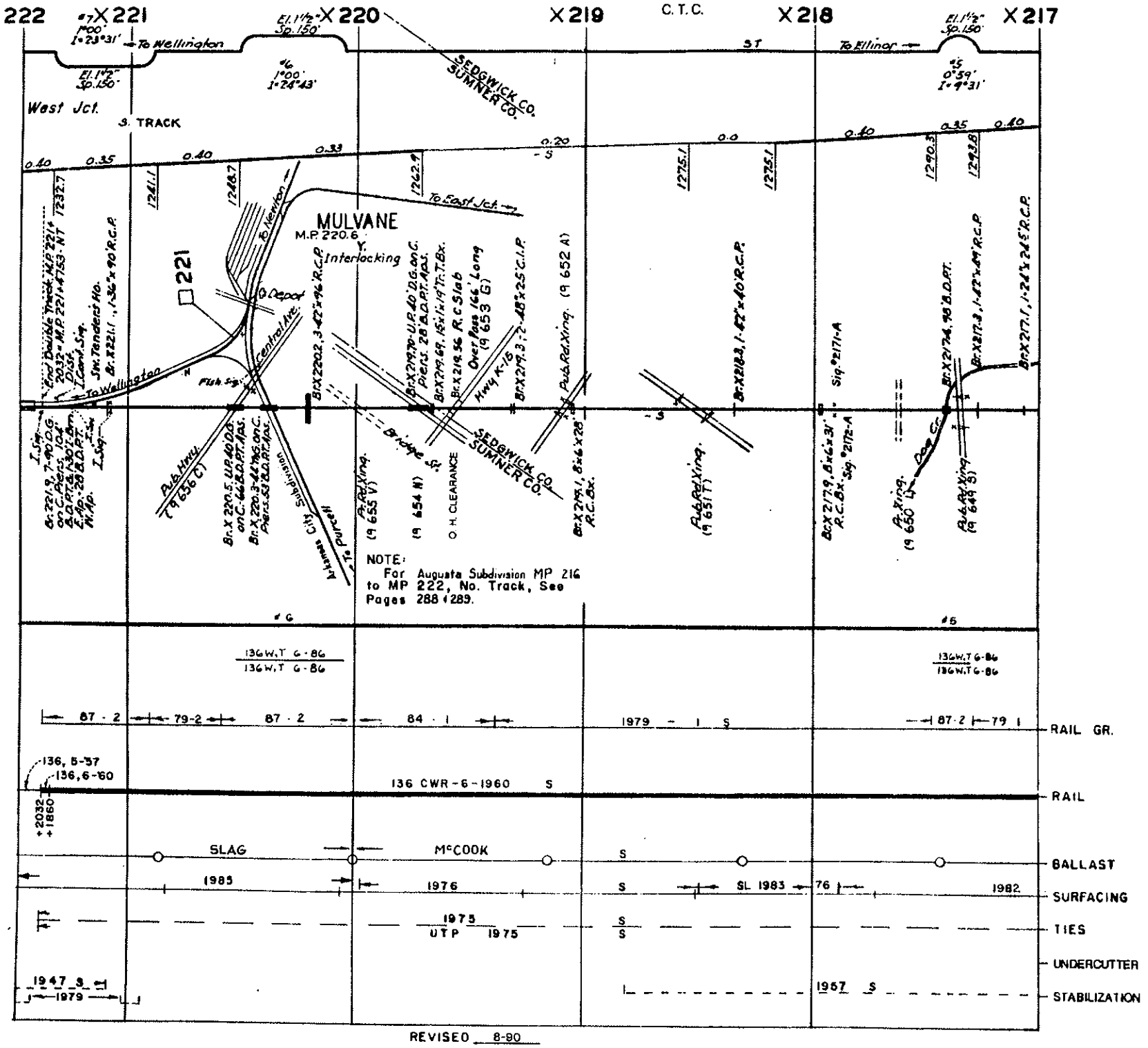
(SEE PAGE 287)

REVISED 8-90

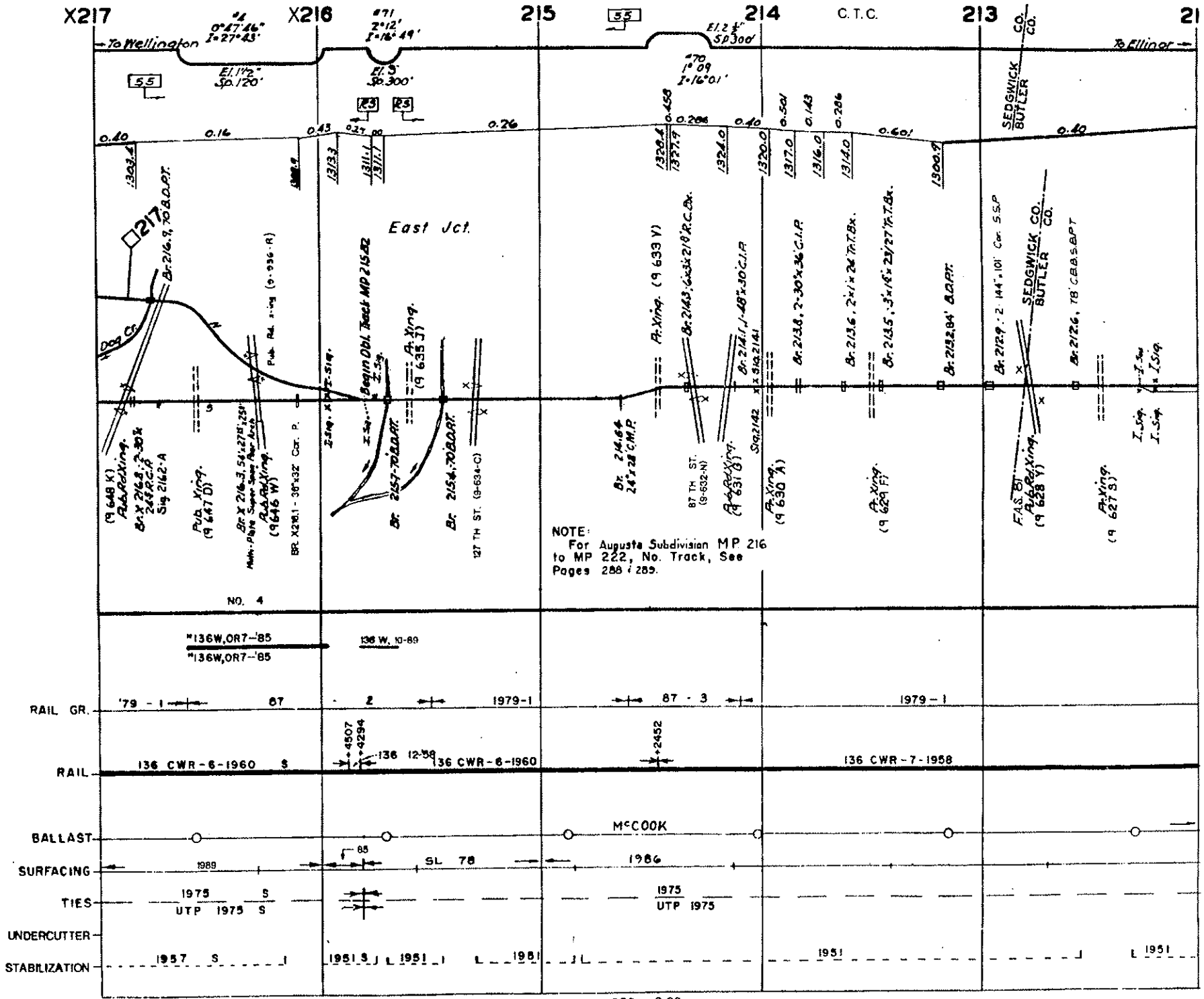

223
222
221
220
219
218
C.T.C.
To Wellington
To Ellinor
To Newton
To East Jct.
MULVANE
M.P. 220.6
West Jct.
Interlocking
SUMNER CO.
SEDGWICK CO.
Speed 40 over Bridge St.
Bridge Street K-53
Arkansas River
Styx Co.
Central Ave.
Depot
Ark. City Sub.
Section-64 Arkansas City Subdivision
Hwy K-15
Note Augusta Subdivision, Mulvane to Belle Plaine, Joint Track with Union Pacific.
NOTE: For Augusta Subdivision MP X216 to MP X221, So Track, See Pages 286 & 287
NO. 80
136W,OR6-'85
136W,OR6-'85
84 - 2
86-3
84-2
79-2
86 - 1
87 - 2
79-2
87-2
86 - 1
87 - 2
1979 - 2
RAIL GR.
136 CWR - 5 - 1957
131 CWR - 2 - 1966
136 CWR - 6 - 1973
RAIL
RAYFORD
SLAG
McCOOK
SLAG
BALLAST
1985
1979
SL 1978
1984
SL '78
1980
SL '78
SURFACING
1989
1985
UTP
1976
1988
UTP
1976
TIES
UNDERCUTTER
STABILIZATION
1947

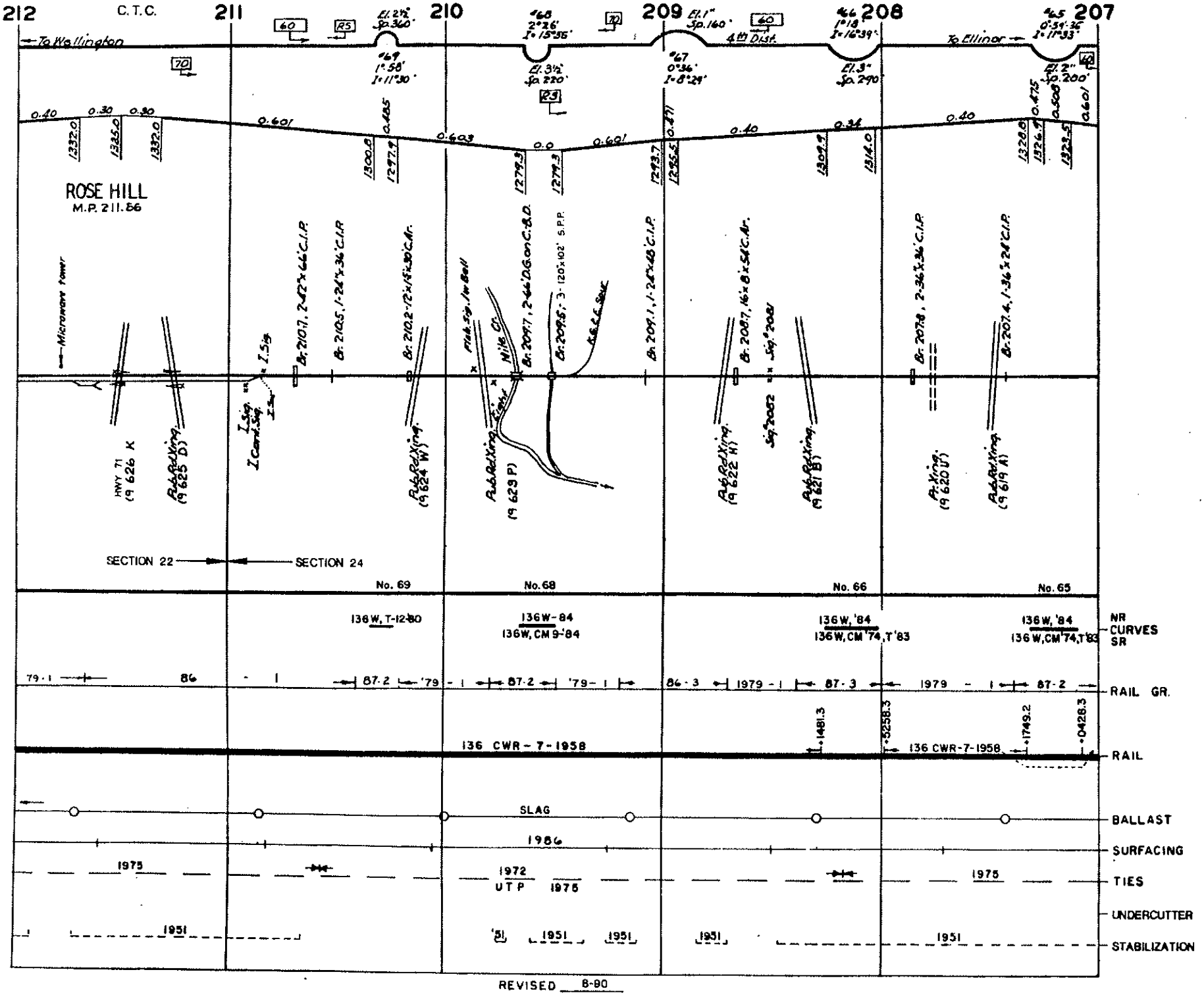
REVISED 8-90


218
217
216
215
C.T.C.
214
213
To Wellington
To Ellinor
To West Jct.-Mulvane
Dog Co.
East Jct
Begin Dbl. Track MP 215.82
NOTE:
For Augusta Subdivision MP X216 to MP X221, So. Track, See Pages 286 & 287.
127 TH ST. (9-634-C)
87 TH ST. (9-632-N)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR-6-1973 N
136 CWR-6-1960
136 CWR-7-1958
RAYFORD
SLAG
SL 1978
1980 N
SL 1978
UTP 1976
1988 N
1951
4580
4294
2452
REVISED 8-90

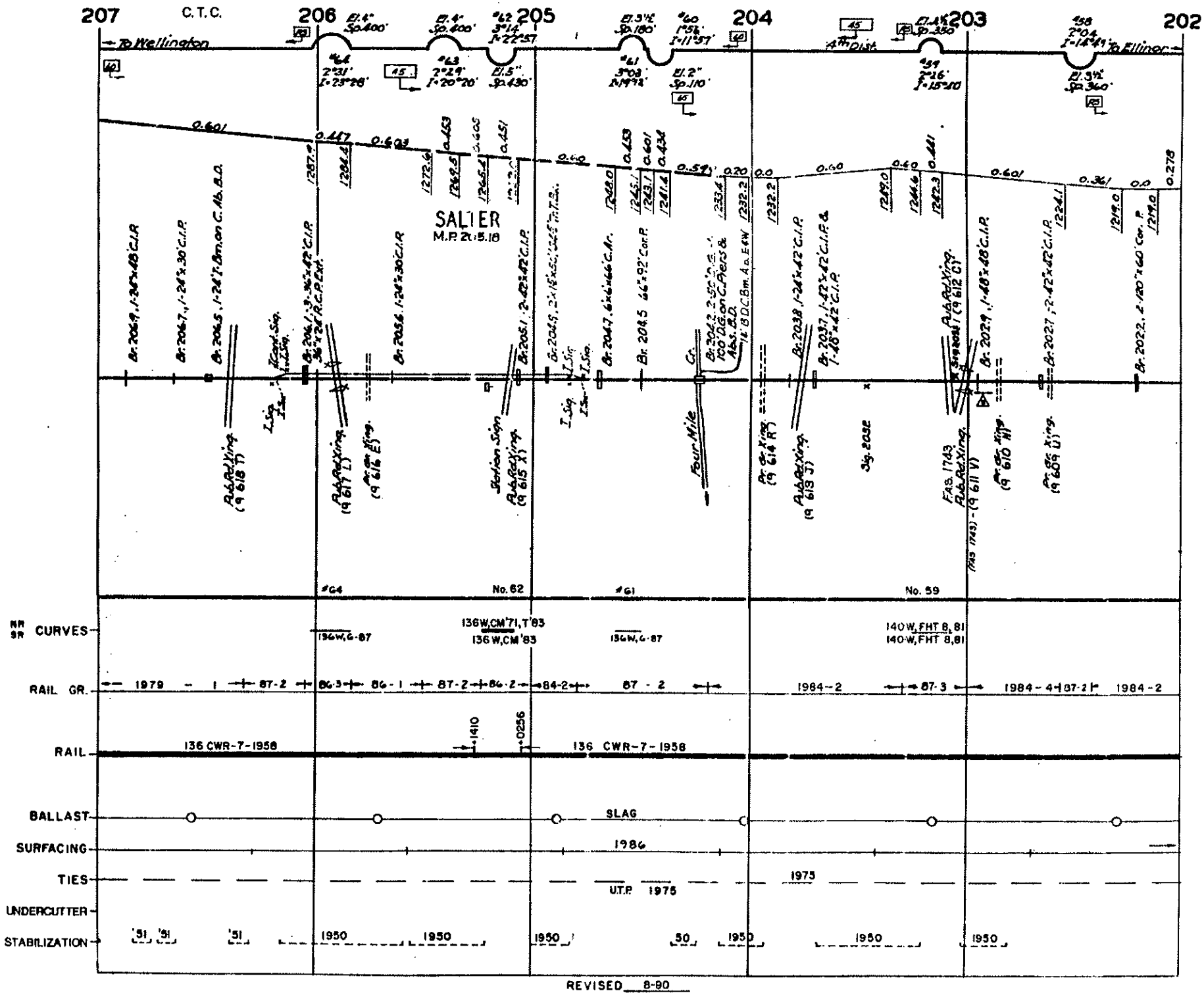

222
X 221
X 220
X 219
C. T. C.
X 218
X 217
West Jct.
S. TRACK
To Wellington
To Herington
To East Jct.
SEDGWICK CO.
SUMNER CO.
MULVANE
M.P. 220.6
Y.
Interlocking
221
Depot
Central Ave.
Fish Sig.
Pub. Hwy. (9 656 C)
City Subdivision
To Purcell
Pa. Rd. Xing. (9 655 V)
(9 654 W)
O. H. CLEARANCE
Pub. Rd. Xing. (9 652 A)
Pub. Rd. Xing. (9 651 T)
Pa. Xing. (9 650 L)
Pub. Rd. Xing. (9 649 S)
Dog Co.
Sig. 2171-A
Sig. 2172-A
NOTE:
For Augusta Subdivision MP 216 to MP 222, No. Track, See Pages 288 & 289.
136W,T G-86
136W,T G-86
87 - 2
79-2
87 - 2
84 - 1
1979 - 1 S
87-2
79 1
136, 5-57
136,6-60
136 CWR-6-1960 S
2032
1860
SLAG
McCOOK
1985
1976
SL 1983
76
1982
1975
UTP 1975
1947 S 1
1979
1967 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

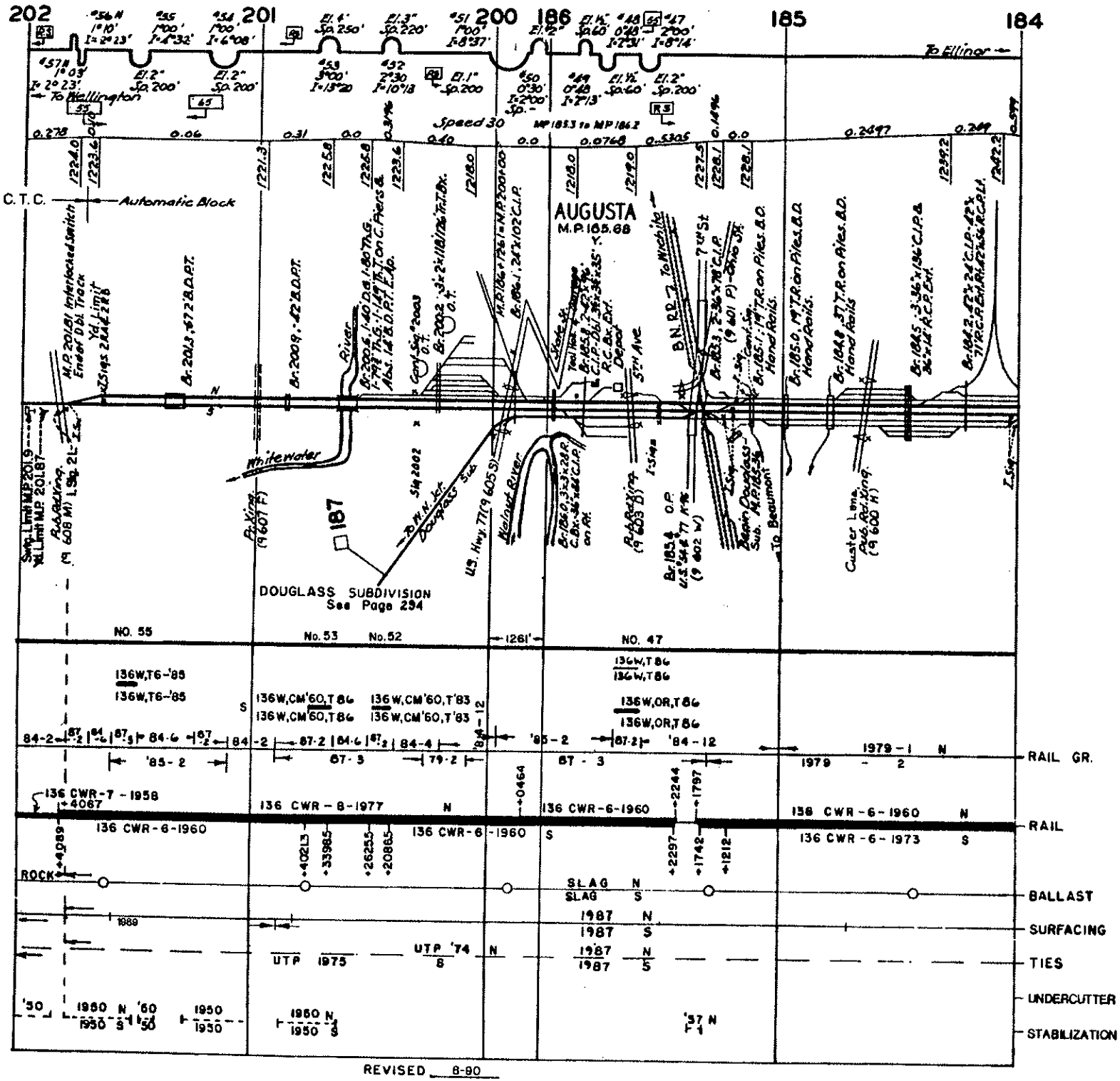
REVISED 8-80

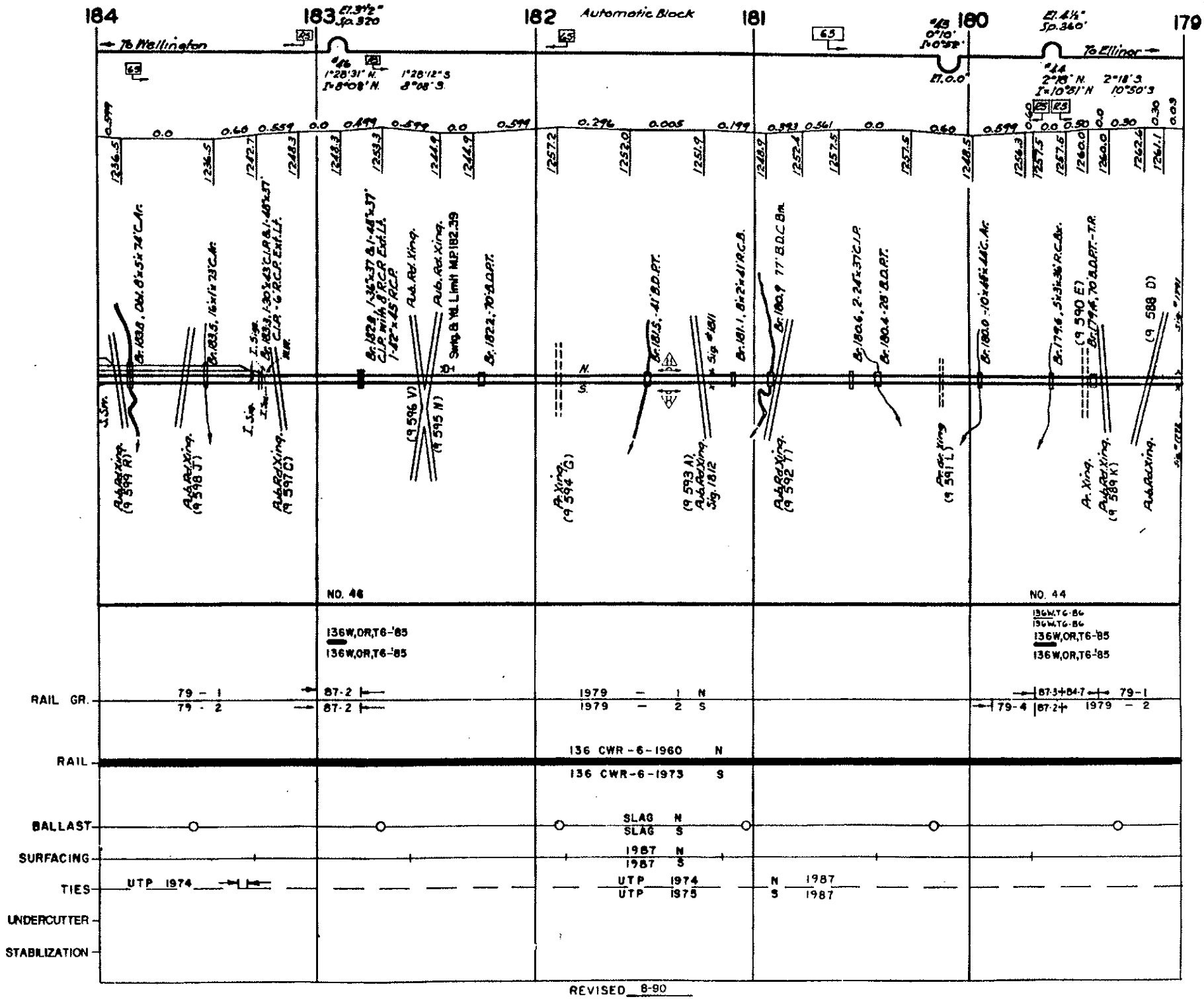

X217
X216
215
214
C. T. C.
213
212
To Wellington
To Elliner
East Jct.
Begin Dbl. Track MP 215.2
Dog Ck.
NOTE:
For Augusta Subdivision MP 216 to MP 222, No. Track, See Pages 288 & 289.
NO. 4
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR-6-1960
136 CWR-7-1958
McCOOK
REVISED 8-90

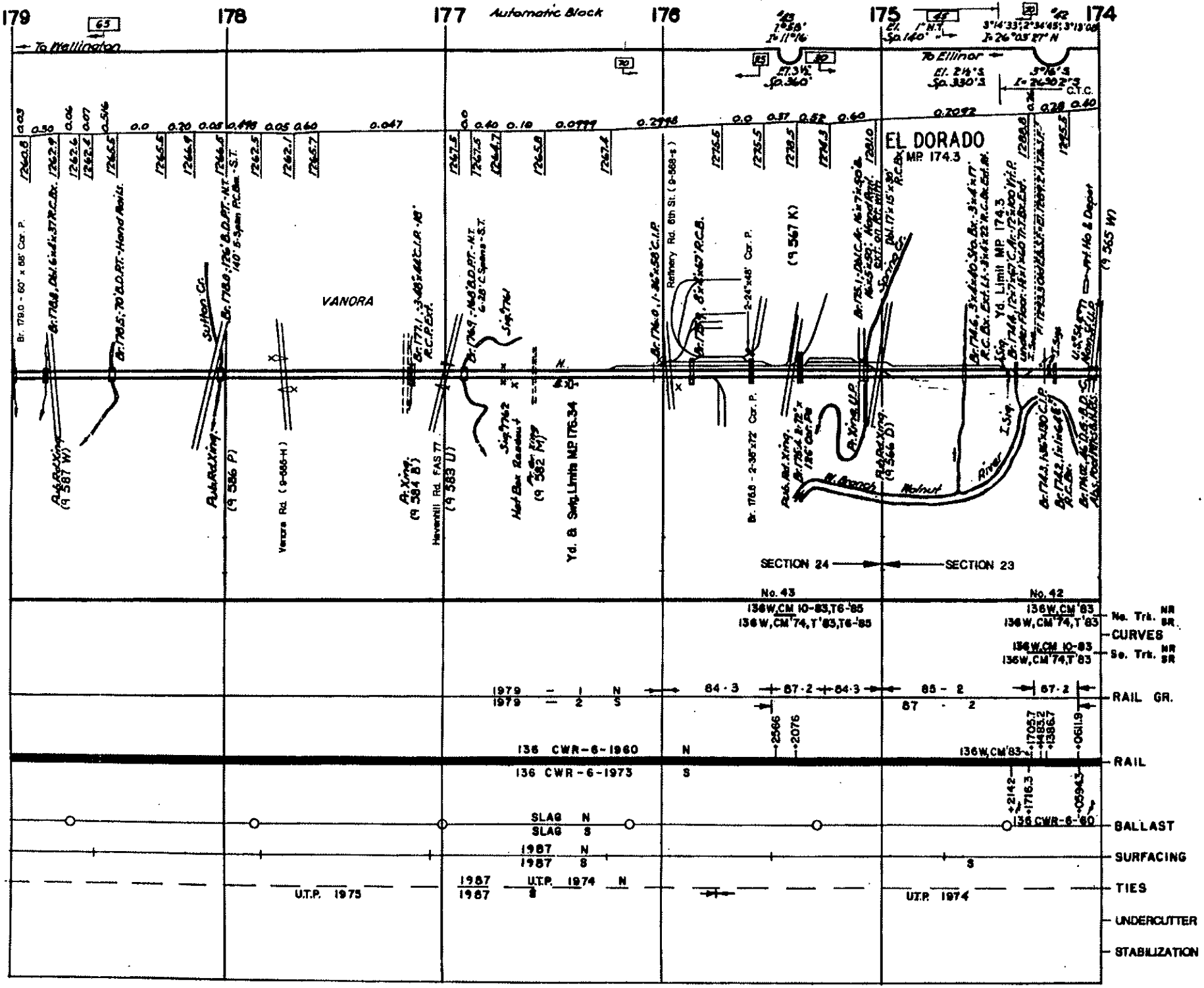

212
C.T.C.
211
210
209
208
207
To Wellington
To Ellinor
4th Dist.
ROSE HILL
M.P. 211.86
Microwave Tower
HWY 71 (9 626 K)
Pub.Rd.Xing. (9 625 D)
I.Sig. I.Cant.Sig. I.Sig.
Br. 210.7, 2-42'x66' C.I.P.
Br. 210.5, 1-24'x34' C.I.P.
Br. 210.2-12'x15'x30' C.Ar.
Pub.Rd.Xing. (9 624 W)
mark.Sig. Nile Ctr. Nile Cent.Sig.
Br. 209.7, 2-46' D.G. on C.B.O.
Br. 209.5; 3-120'x102' S.P.P.
K.C.R.R. Spur
Pub.Rd.Xing. (9 629 P)
Br. 209.1, 1-24'x48' C.I.P.
Pub.Rd.Xing. (9 622 H)
Br. 208.7, 16'x8'x54' C.Ar.
Sig. 2082
Sig. 2081
Pub.Rd.Xing. (9 621 B)
Br. 207.8, 2-36'x36' C.I.P.
Pub.Rd.Xing. (9 620 U)
Br. 207.4, 1-36'x24' C.I.P.
Pub.Rd.Xing. (9 619 A)
SECTION 22
SECTION 24
No. 69
No. 68
No. 66
No. 65
136W, T-12-80
136W-84
136W, CM 9-84
136W, '84
136W, CM '74, T '83
NR CURVES SR
RAIL GR.
136 CWR-7-1958
RAIL
SLAG
BALLAST
1986
SURFACING
1975
1972
UTP
TIES
UNDERCUTTER
1951
STABILIZATION

REVISED 8-90

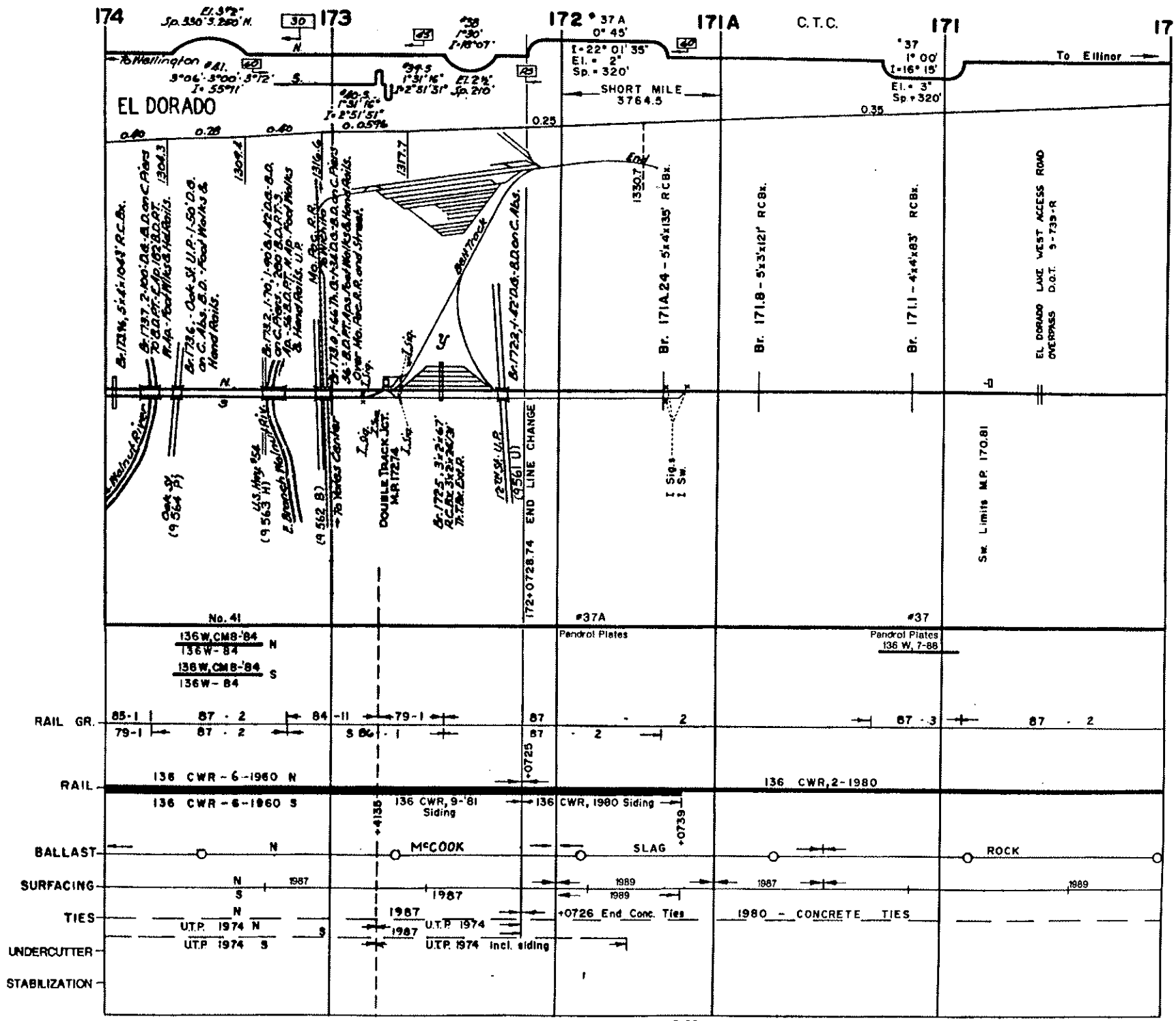

207
C.T.C.
206
205
204
203
202
To Wellington
To Elliner
SALTER
M.P. 201.5.18
Four Mile
No. 62
No. 59
NR SR CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR-7-1958
SLAG
1986
U.T.P. 1975
REVISED 8-80


202
201
200
186
185
184
To Ellinor
To Wellington
C. T. C.
Automatic Block
AUGUSTA
M.P. 185.68
To Mitchell
Speed 30
MP 185.3 to MP 186.2
Whitewater River
Holland River
DOUGLASS SUBDIVISION
See Page 294
187
U.S. Hwy. 77 (9 605 S)
B.N.R.R.
7th St
5th Ave
Beam Douglass Sub. M.P. 185.36
To Beaumont
Custer Lane Aud. Rd. King (9 600 H)
NO. 55
No. 53
No. 52
1261'
NO. 47
136W,T6-'85
136W,CM'60,T'84
136W,CM'60,T'83
136W,OR,T'84
136 CWR-7 - 1958
136 CWR-8-1977
136 CWR-6-1960
136 CWR-6-1973
RAIL GR.
RAIL
ROCK
SLAG
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90

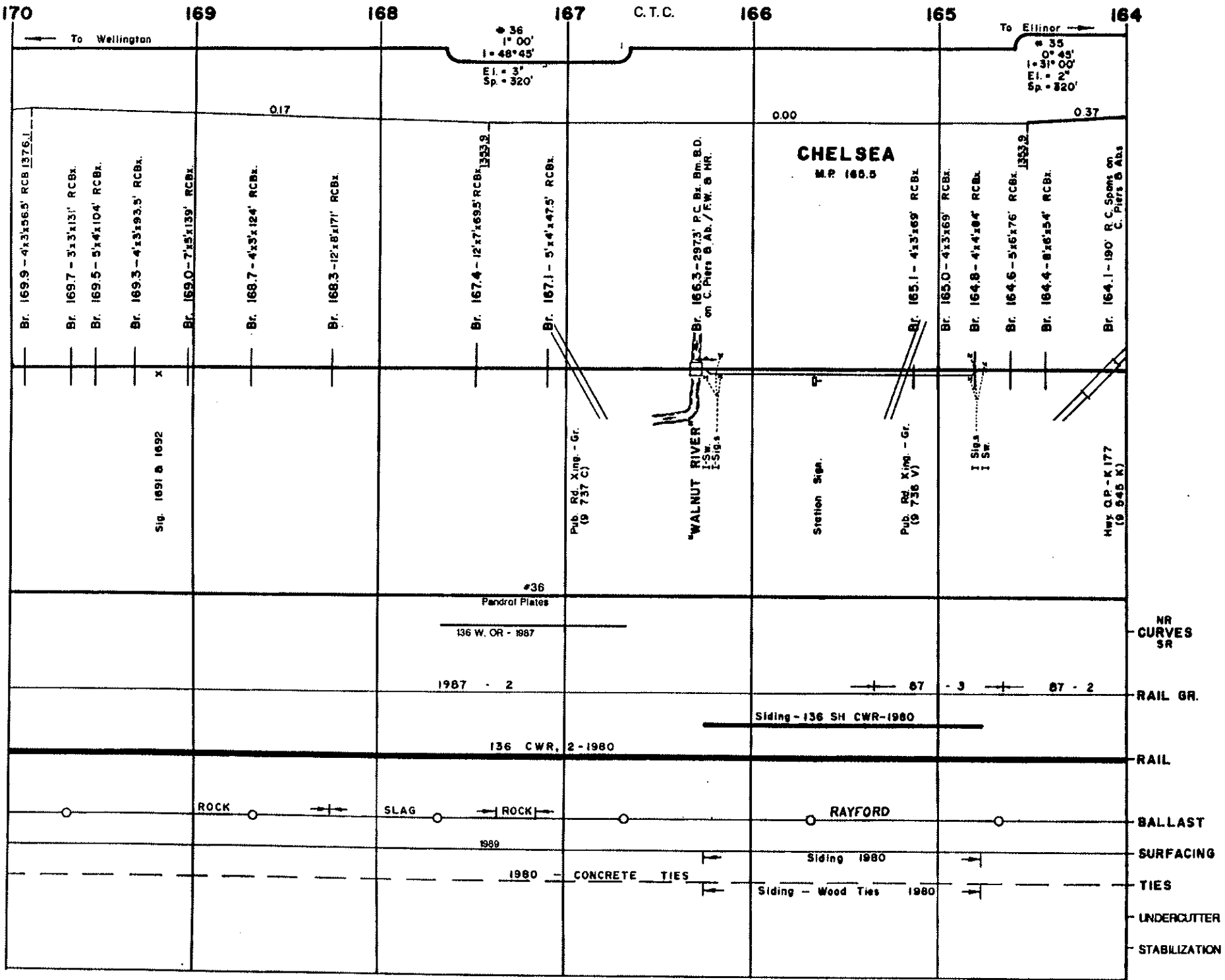

184
183
182
Automatic Block
181
180
179
To Wellington
To Elliner
NO. 46
NO. 44
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136W,OR,T6-'85
136 CWR-6-1960 N
136 CWR-6-1973 S
SLAG N
SLAG S
1987 N
1987 S
UTP 1974
UTP 1975
REVISED 8-90


179
178
177
Automatic Block
176
175
174
To Wellington
To Ellinor
EL DORADO
MP 174.3
VANORA
Sutton Cr.
Vanora Rd. (9-666-H)
Haventill Rd. FAS 77
Yd. & Swtg. Limits MP 176.34
Refinery Rd. 6th St. (9-868-S)
Yd. Limit MP 174.3
SECTION 24
SECTION 23
No. 43
No. 42
136W,CM 10-83,T6-'85
136W,CM'74,T'85,T6-'85
136W,CM'83
136W,CM'74,T'83
136W,CM 10-83
136W,CM'74,T'83
No. Trk. NR SR
CURVES
So. Trk. NR SR
RAIL GR.
1979 — 1 N
1979 — 2 S
84 - 3
87 - 2
85 - 2
87 - 2
136 CWR-6-1960
136 CWR-6-1973
136W,CM'83
RAIL
SLAG N
SLAG S
1987 N
1987 S
136 CWR-6-'80
BALLAST
SURFACING
1987 — U.T.P. 1974 — N
1987 — S
U.T.P. 1975
U.T.P. 1974
TIES
UNDERCUTTER
STABILIZATION

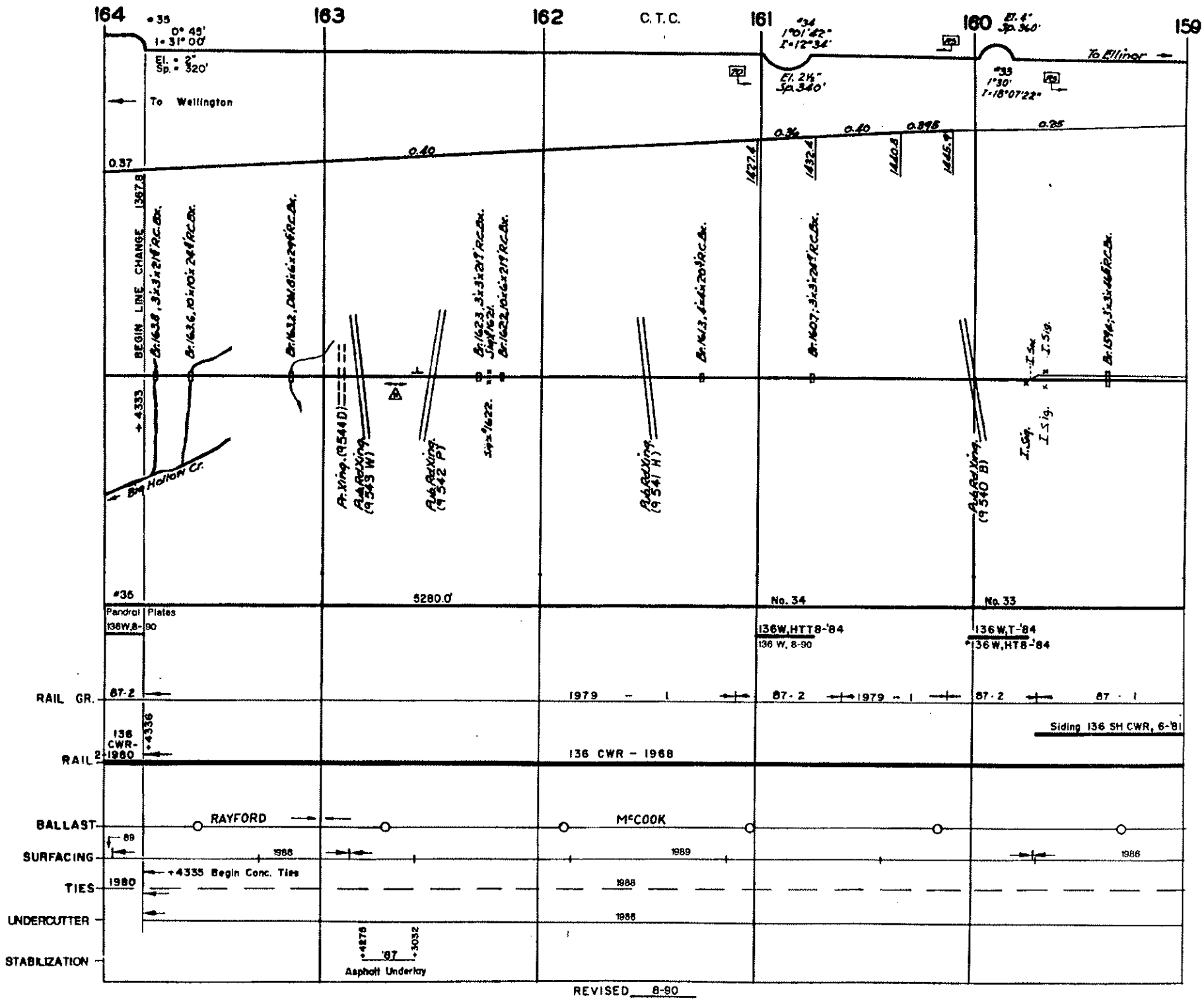
REVISED 8-80

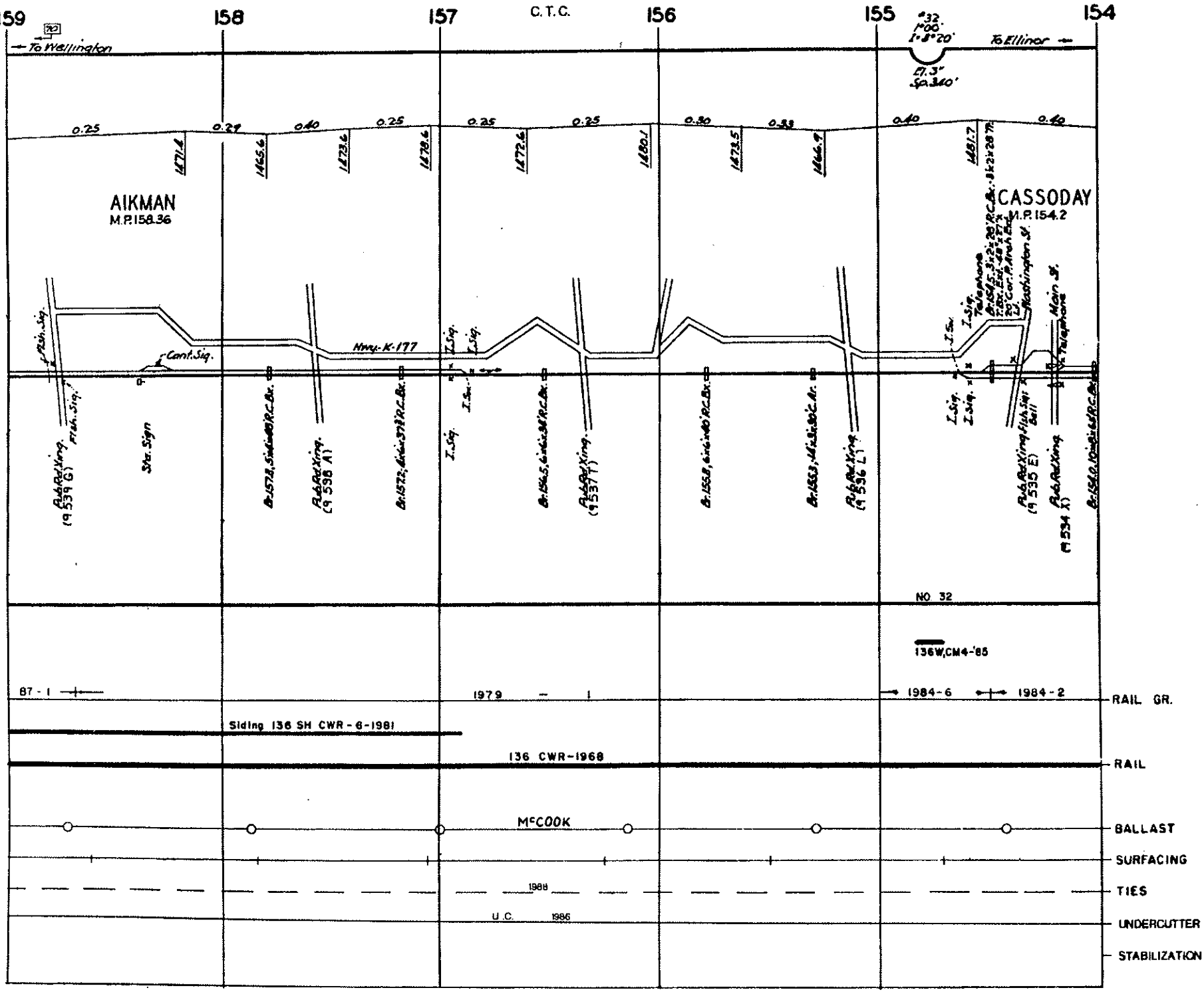

174
173
172
171A
171
170
C.T.C.
EL DORADO
SHORT MILE 3764.5
To Ellinor
No. 41
#37A
#37
Pendrol Plates
Pendrol Plates 136 W, 7-88
END LINE CHANGE
DOUBLE TRACK JCT. M.P. 172.74
Sw. Limits M.P. 170.81
EL DORADO LAKE WEST ACCESS ROAD OVERPASS D.O.T. 9-733-R
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR-6-1960 N
136 CWR-6-1960 S
136 CWR, 9-'81 Siding
136 CWR, 1980 Siding
136 CWR, 2-1980
McCOOK
SLAG
ROCK
1980 - CONCRETE TIES
U.T.P. 1974 N
U.T.P. 1974 S
U.T.P. 1974 incl. siding
+0725
+0726 End Conc. Ties
+0739
+4135

REVISED 8-90

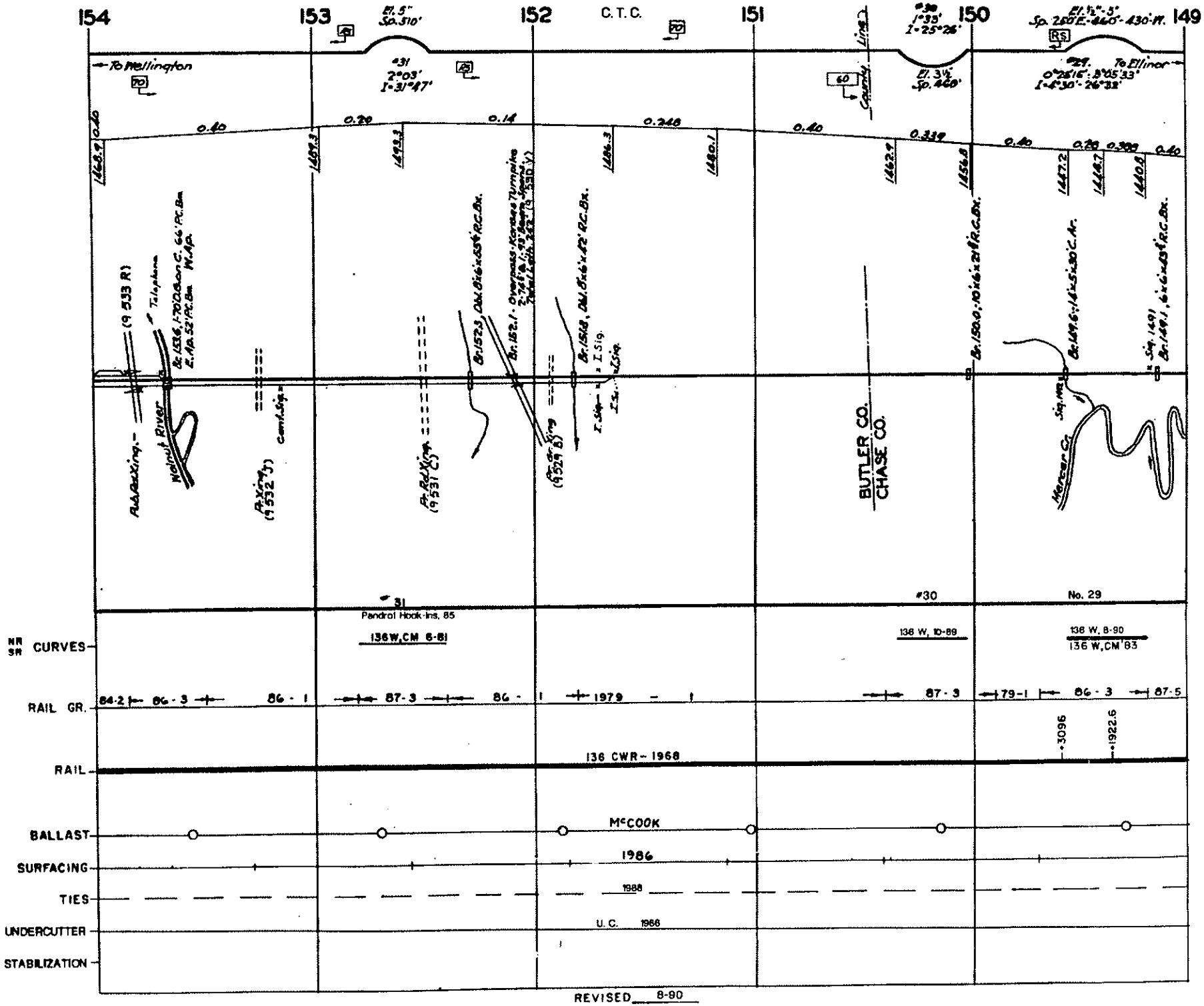

170
169
168
167
C.T.C.
166
165
164
To Wellington
To Elinor
#36
1° 00'
I = 48°45'
El. = 3"
Sp. = 320'
#35
0° 45'
I = 31° 00'
El. = 2"
Sp. = 320'
0.17
0.00
0.37
CHELSEA
M.P. 166.5
Br. 169.9 - 4'x3'x56.5' RCB 1376.1
Br. 169.7 - 3'x3'x13' RCBx.
Br. 169.5 - 5'x4'x104' RCBx.
Br. 169.3 - 4'x3'x93.5' RCBx.
Br. 169.0 - 7'x5'x139' RCBx.
Br. 168.7 - 4'x3'x124' RCBx.
Br. 168.3 - 12'x8'x171' RCBx.
Br. 167.4 - 12'x7'x69.5' RCBx. 1353.9
Br. 167.1 - 5'x4'x47.5' RCBx.
Br. 166.3 - 297.3' P.C. Bx. Bm. B.D. on C. Piers & Ab. / F.W. & HR.
Br. 165.1 - 4'x3'x69' RCBx.
Br. 165.0 - 4'x3'x69' RCBx.
Br. 164.8 - 4'x4'x84' RCBx.
Br. 164.6 - 5'x6'x76' RCBx. 1353.9
Br. 164.4 - 8'x6'x54' RCBx.
Br. 164.1 - 190' R.C. Spans on C. Piers & Abs.
Sig. 1691 & 1692
Pub. Rd. Xing. - Gr. (9 737 C)
"WALNUT RIVER"
I-Sw.
I-Sigs
Station Sign.
Pub. Rd. Xing. - Gr. (9 736 V)
I Sigs
I Sw.
Hwy. Q.P. - K 177 (9 945 K)
#36
Pandrol Plates
136 W. OR - 1987
1987 - 2
87 - 3
87 - 2
Siding - 136 SH CWR-1980
136 CWR, 2 - 1980
ROCK
SLAG
ROCK
RAYFORD
1989
1980 - CONCRETE TIES
Siding 1980
Siding - Wood Ties 1980
NR CURVES SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

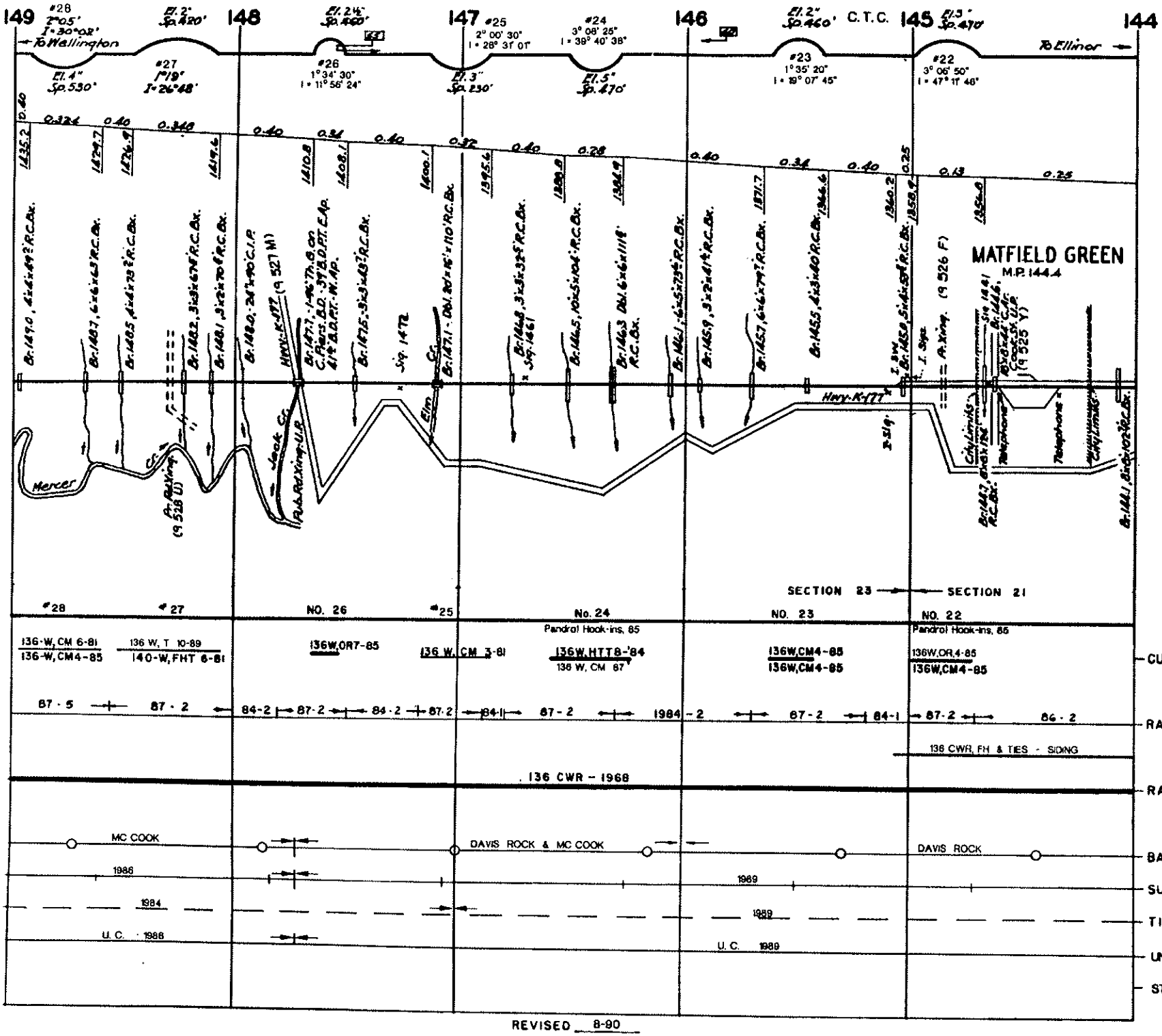
REVISED 8-90


164
163
162
C.T.C.
161
160
159
#35
0° 45'
I = 31° 00'
El. = 2"
Sp. = 320'
To Wellington
#34
1°01'42"
I = 12°34'
El. 2¼"
Sp. 340'
#33
1°30'
I = 18°07'22"
El. 4"
Sp. 340'
To Illinois
0.37
0.40
0.36
0.40
0.895
0.35
1427.4
1432.4
1440.4
1445.4
BEGIN LINE CHANGE 1367.8
Br. 1638, 3-3'x21'R.C.Bx.
Br. 1636, 10'x10'x24'R.C.Bx.
Br. 1632, 2-10'6"x10'6"x24'R.C.Bx.
Br. 1623, 3-3'x21'R.C.Bx.
Skew 162°
Br. 1622, 10'6"x10'6"x21'R.C.Bx.
Br. 1613, 4-6'x20'R.C.Bx.
Br. 1607, 3-3'x21'R.C.Bx.
Br. 1596, 3-3'x46'R.C.Bx.
+4333
Big Hollow Cr.
A. Xing. (9544 D)
Rd. Xing. (9543 W)
Rd. Xing. (9542 P)
Skew 162°
Rd. Xing. (9541 H)
Rd. Xing. (9540 B)
I. Sig.
I. Sig.
I. Sig.
#36
5280.0'
No. 34
No. 33
Pandrol Plates
136W, 8-90
136W, HTT 8-'84
136 W, 8-90
136W, T-'84
#136W, HT 8-'84
RAIL GR.
87-2
1979 - 1
87-2
1979 - 1
87-2
87 - 1
RAIL
136 CWR-1980
+4336
136 CWR - 1968
Siding 136 SH CWR, 6-'81
BALLAST
RAYFORD
McCOOK
SURFACING
89
1986
1989
1986
TIES
1980
+4335 Begin Conc. Ties
1988
UNDERCUTTER
1988
STABILIZATION
+4278
'87
+3032
Asphalt Underlay
REVISED 8-90

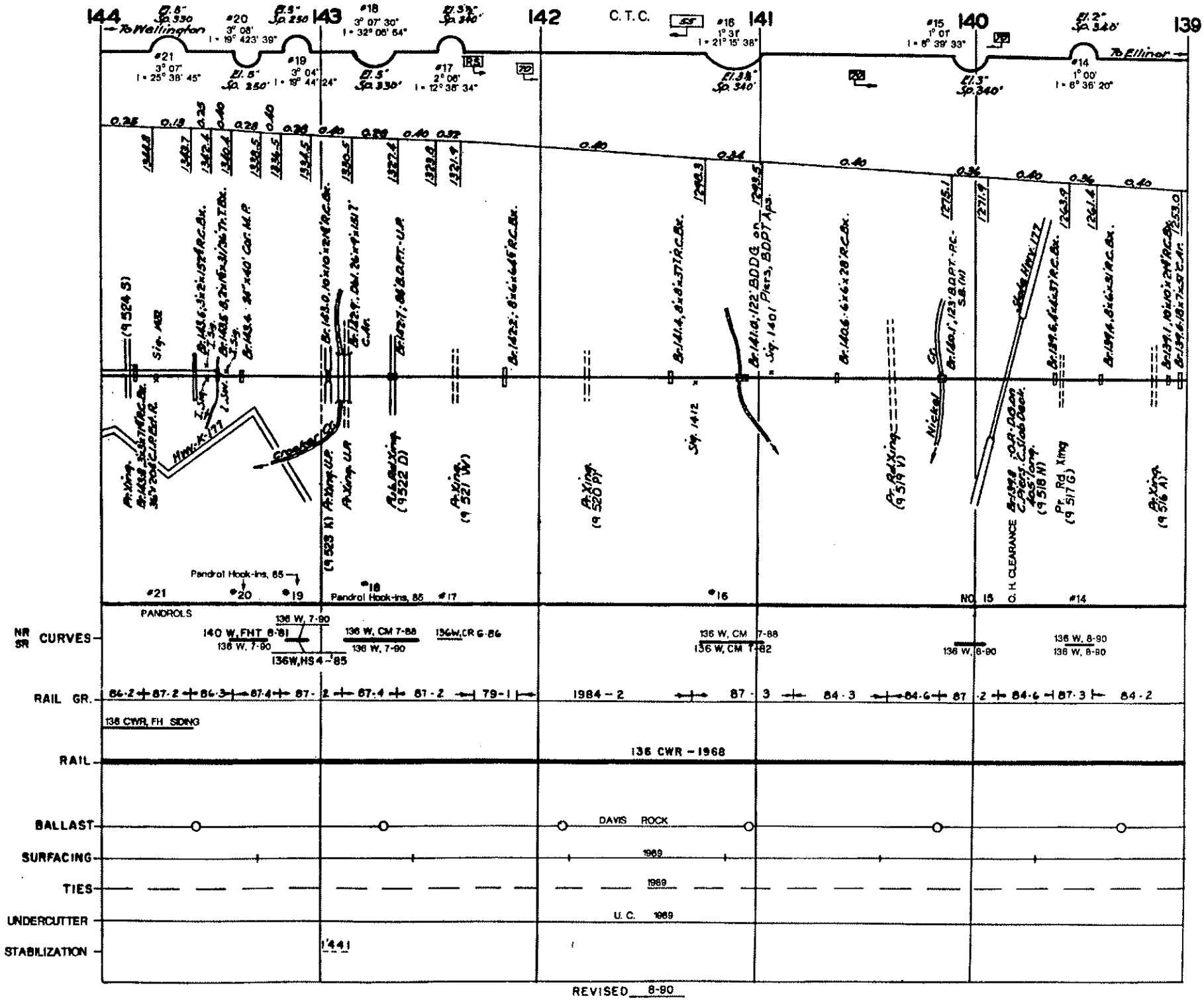

159
158
157
C.T.C.
156
155
154
To Wellington
To Ellinor
AIKMAN
M.P. 158.36
CASSODAY
M.P. 154.2
Hwy. K-177
Cont. Sig.
Sta. Sign
NO 32
136W, CM4-'85
87 - 1
1979 — 1
1984 - 6
1984 - 2
Siding 136 SH CWR - 6 - 1981
136 CWR-1968
McCOOK
1988
U.C. 1986
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

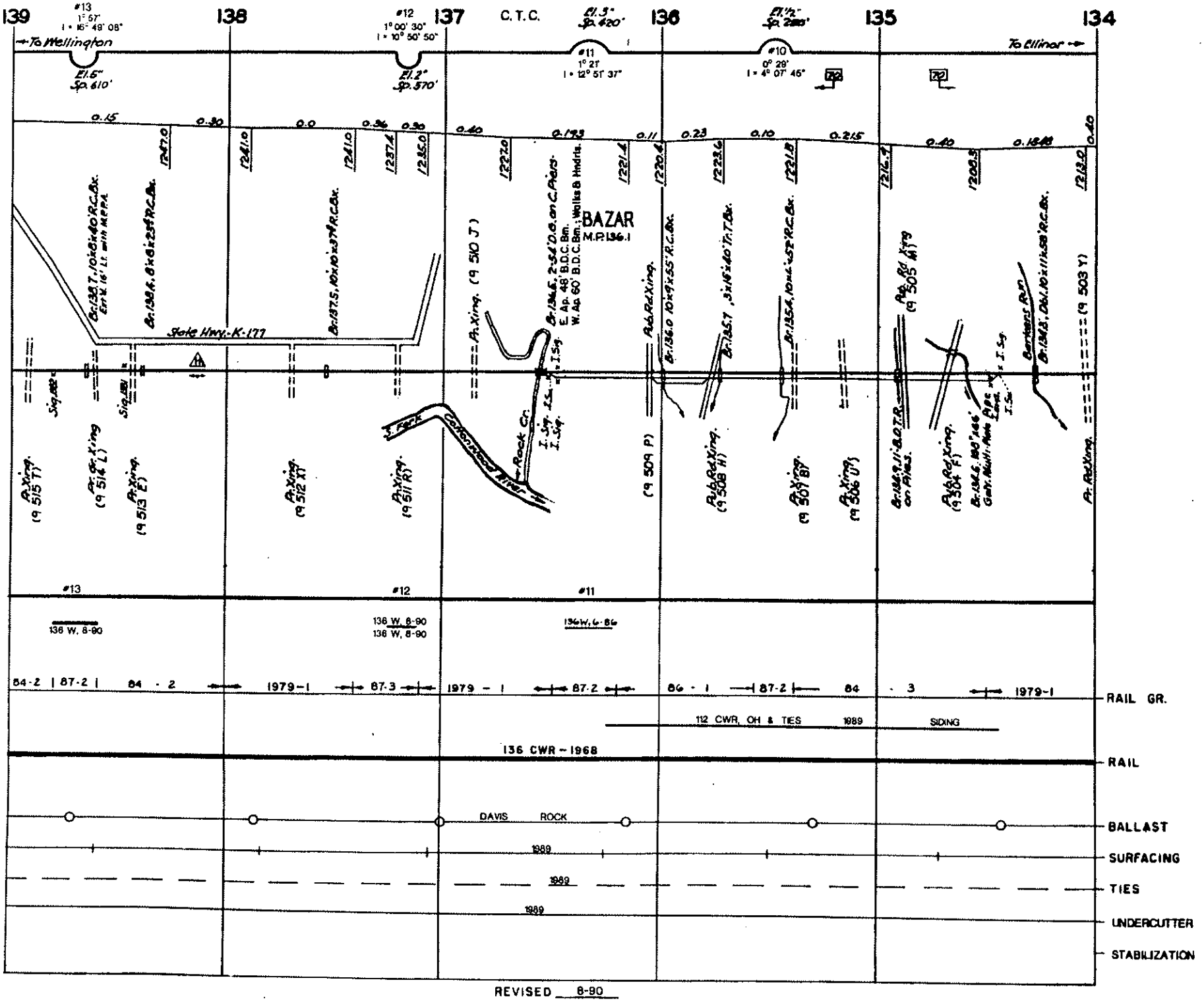
REVISED 6-90


154
153
152
151
150
149
C.T.C.
To Wellington
To Ellinor
#31
2°03'
I-31°47'
#30
I°55'
I-25°26'
#29
0°25'15": 3°05'33"
I-4°30'-26°32'
El. 5" Sp. 310'
El. 3½" Sp. 460'
El. ½"-3" Sp. 260'E-440'-430'W.
0.40
0.20
0.14
0.248
0.40
0.339
0.40
0.20
0.399
0.40
1468.9
1469.3
1470.3
1470.1
1462.9
1456.8
1447.2
1444.7
1440.8
(9 533 R)
Telephone
Br. 133.6, I-70 Ob on C. 66' Pc. Bm
E. Ab. 52' Pc. Bm W. Ab.
Walnut River
Ab. Ped. Xing.
P. Xing (9 532 J)
cent. Sig.
P. Ped. Xing (9 531 C)
Br. 152.3 Ob. 8'6"x 65' R.C. Bx.
Br. 152.1 - Overpass: Kansas Turnpike 2,761' (N. 93° Beam Spans, Total Length 332' (S. 550 V.)
Br. 151.8 Ob. 8'6"x 42' R.C. Bx.
(9529 B)
I. Sig.
I. Sig.
I. Sig.
BUTLER CO.
CHASE CO.
Br. 150.0; 10'6"x 21' R.C. Bx.
Sig. 149.1
Br. 149.6; 14'-5"x 30' C. Ar.
Mercer Cr.
Sig. 149.1
Br. 149.1, 6'6"x 40'3" R.C. Bx.
#31
Pandrol Hook-Ins, 85
136W,CM 6-81
#30
136 W, 10-89
No. 29
136 W, 8-90
136 W,CM '83
NR SR CURVES
RAIL GR.
84-2
86-3
86-1
87-3
86-1
1979
87-3
79-1
86-3
87-5
+3096
+1922.6
RAIL
136 CWR-1968
BALLAST
McCOOK
SURFACING
1986
TIES
1988
UNDERCUTTER
U.C. 1986
STABILIZATION
REVISED 8-90

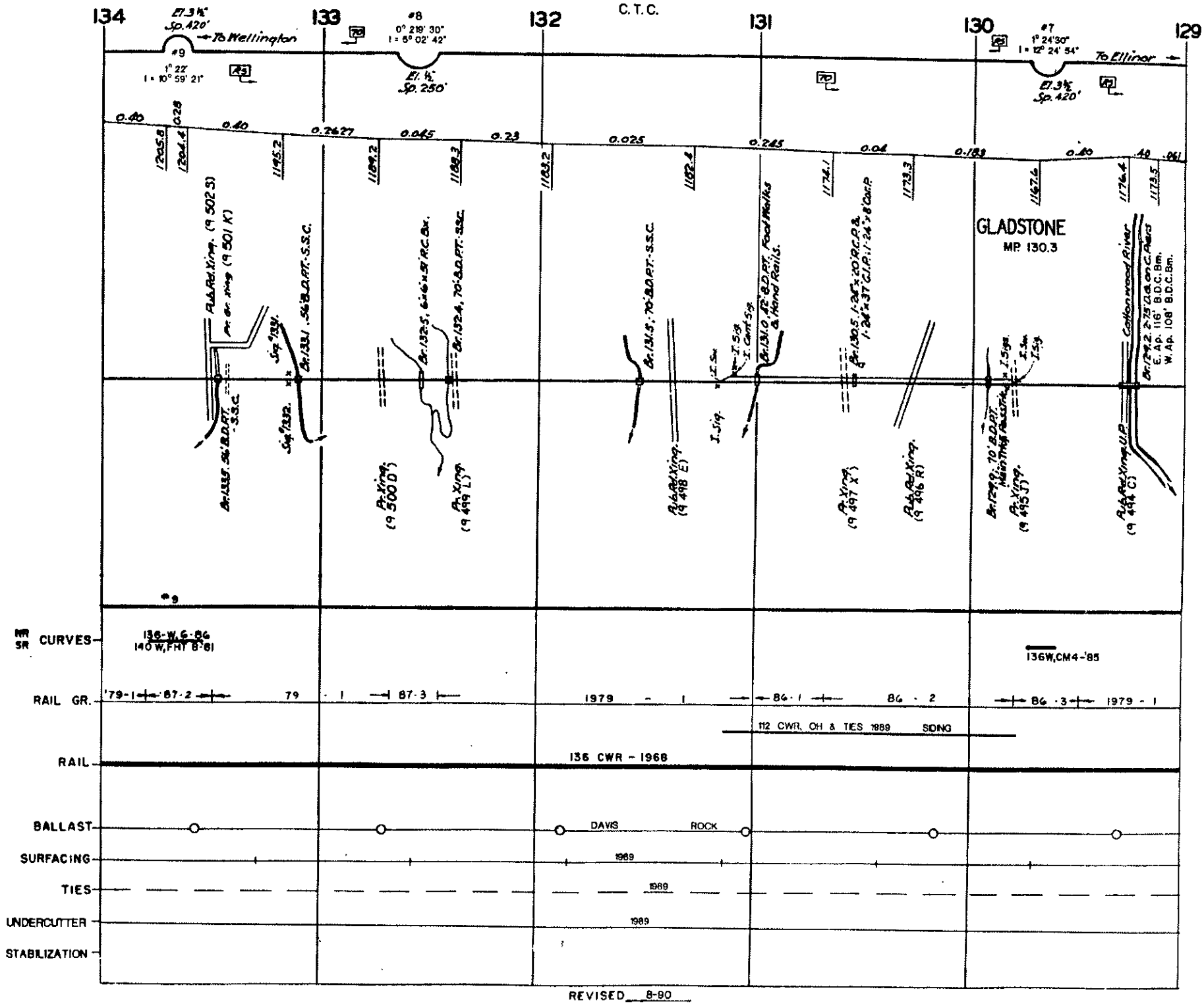

149
148
147
146
145
144
#28
#27
#26
#25
#24
#23
#22
To Wellington
To Elliner
C.T.C.
MATFIELD GREEN
M.P. 144.4
Mercer
Hwy-K-177
SECTION 23
SECTION 21
NO. 26
No. 24
NO. 23
NO. 22
Pandrol Hook-ins, 85
136-W, CM 6-81
136-W, CM4-85
136 W, T 10-89
140-W, FHT 6-81
136W, OR7-85
136 W, CM 3-81
136W, HTT8-'84
136 W, CM 87
136W, CM4-85
136W, OR4-85
CURVES NR SR
RAIL GR.
136 CWR, FH & TIES - SIDING
136 CWR - 1968
RAIL
MC COOK
DAVIS ROCK & MC COOK
DAVIS ROCK
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
U. C. 1986
U. C. 1989

REVISED 8-90

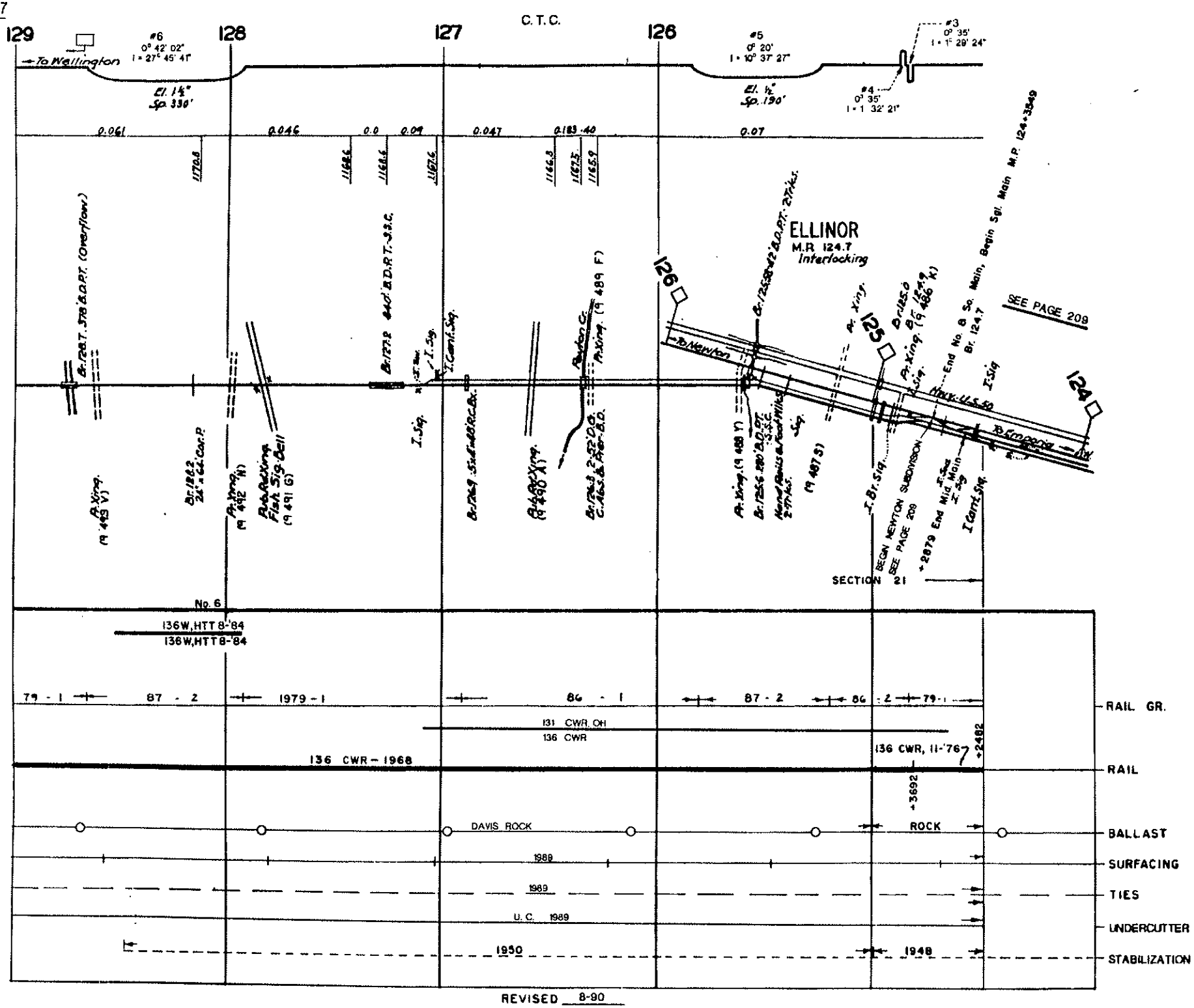

144
143
142
141
140
139
C. T. C.
To Wellington
To Elliner
#21
#20
#19
#18
#17
#16
#15
#14
Pandrol Hook-ins, 85
PANDROLS
NR SR CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR, FH SIDING
136 CWR - 1968
DAVIS ROCK
1969
U. C. 1969
1441
REVISED 8-80


139
138
137
136
135
134
C. T. C.
#13
1° 57'
I = 16° 49' 08"
#12
1° 00' 30"
I = 10° 50' 50"
#11
1° 21'
I = 12° 51' 37"
#10
0° 29'
I = 4° 07' 45"
To Wellington
To Ellinor
El. 6"
Sp. 610'
El. 2"
Sp. 570'
El. 3"
Sp. 420'
El. 1½"
Sp. 280'
0.15
0.30
0.0
0.30
0.40
0.11
0.23
0.10
0.215
0.40
0.40
1247.0
1241.0
1241.0
1237.4
1235.0
1222.0
1221.4
1220.4
1223.6
1221.8
1216.4
1208.8
1213.0
Br. 138.7, 10'x6'x40' R.C.Bx. Err'n 16° Lt. with MEPA
Br. 138.6, 8'x6'x25' R.C.Bx.
Br. 137.5, 10'x10'x37' R.C.Bx.
Br. 136.5, 2-54' D.S. on C. Piers
E. Ap. 48' B.D.C. Bm.
W. Ap. 60' B.D.C. Bm.; Wells & Hndrls.
BAZAR
M.P. 136.1
Br. 136.0 10'x9'x55' R.C.Bx.
Br. 135.7, 3'x6'x40' Tr. T. Bx.
Br. 135.4, 10'x6'x52' R.C.Bx.
Br. 134.8; Dbl. 10'x11'x58' R.C.Bx.
State Hwy.-K-177
A. Xing. (9 510 J)
Pub. Rd. Xing. (9 505 M)
Pub. Rd. Xing. (9 509 P)
Pub. Rd. Xing. (9 508 H)
Pub. Rd. Xing. (9 504 F)
Pr. Rd. Xing. (9 503 Y)
Pr. Gr. Xing. (9 514 L)
A. Xing. (9 515 T)
A. Xing. (9 513 E)
A. Xing. (9 512 X)
A. Xing. (9 511 R)
A. Xing. (9 507 B)
A. Xing. (9 506 U)
Sig. 482
Sig. 481
I. Sig.
I. Sig.
I. Sig.
S. Fork Cottonwood River
Rock Cr.
Pipe Line
Elec. Line
Bentonet R/R
Br. 134.8; 80'x46' Galv. Multi-Plate Pipe
Br. 134.6; 86'x46' Galv. Multi-Plate Pipe
Br. 136.9 J.I.-B.O.T.R. on Piles.
#13
#12
#11
136 W, 8-90
136 W, 8-90
136 W, 8-90
136 W, 6-86
84-2 | 87-2 | 84 - 2
1979-1
87-3
1979 - 1
87-2
86 - 1
87-2
84 - 3
1979-1
112 CWR, OH & TIES
1989
SIDING
136 CWR - 1968
DAVIS ROCK
1989
1989
1989
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

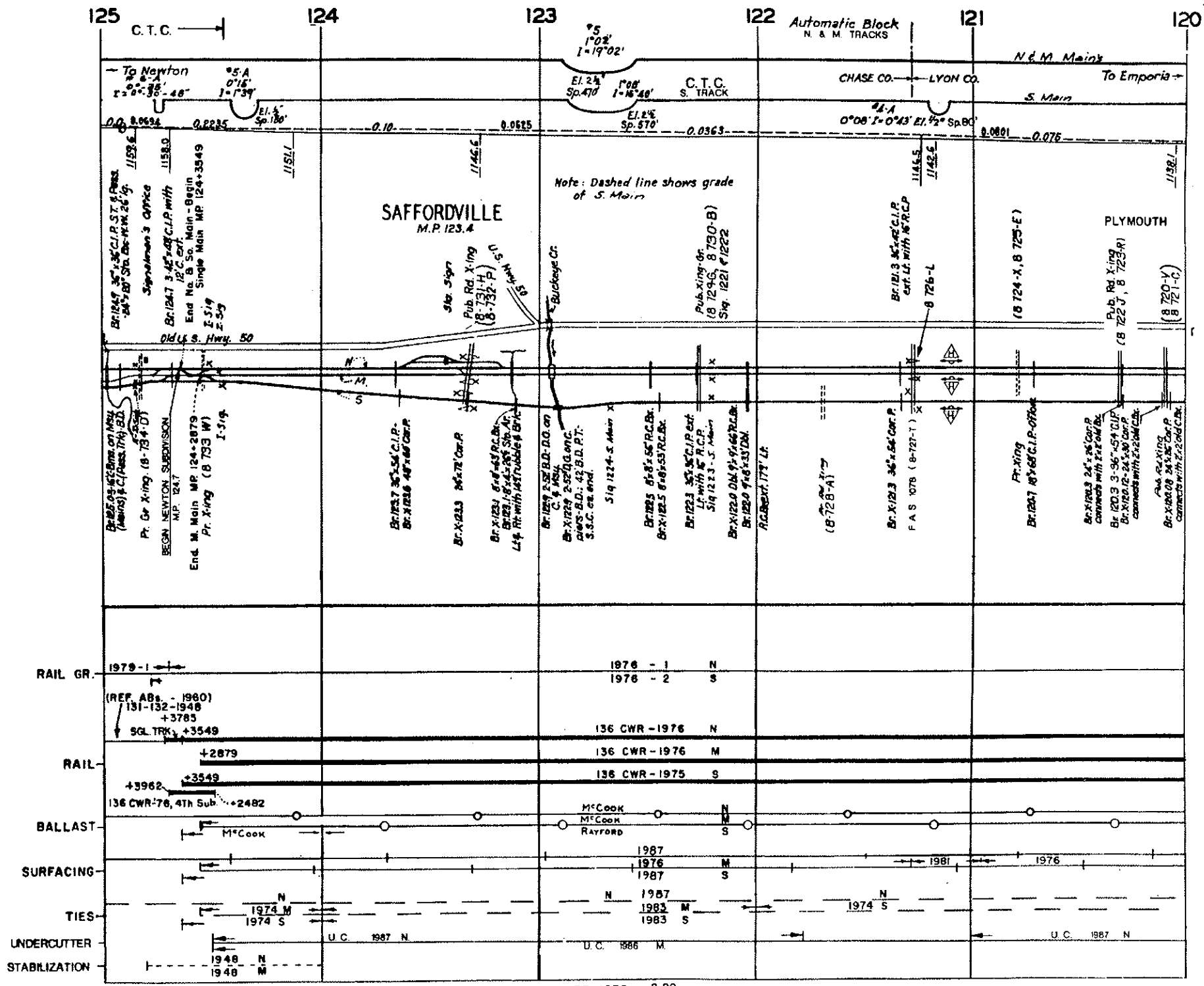
REVISED 8-90


134
133
132
131
130
129
C. T. C.
El. 3½" Sp. 420'
To Wellington
#9
1° 22'
I = 10° 59' 21"
#8
0° 21' 30"
I = 5° 02' 42"
El. ½" Sp. 250'
#7
1° 24' 30"
I = 12° 24' 54"
To Ellinor
El. 3½" Sp. 420'
0.40
0.28
0.40
0.2627
0.045
0.23
0.025
0.245
0.04
0.189
0.40
.40
.061
1205.8
1204.4
1195.2
1189.2
1188.2
1183.2
1182.8
1174.1
1173.3
1167.6
1176.4
1173.5
GLADSTONE
MP. 130.3
Cottonwood River
Br. 129.2, 2-75'0 & 1-60' C. Plate
E. Ap. 116' B.D.C. Bm.
W. Ap. 108' B.D.C. Bm.
Pub. Rd. Xing. (9 502 S)
Pr. Rd. Xing (9 501 K)
Br. 133.1, 56'8 D.P.T.-S.S.C.
Sig. #133
Sig. #132
Br. 133, 56'8 D.P.T. - S.S.C.
Pr. Xing (9 500 D)
Br. 132.5, 6'6" x 5'8" R.C. Bx.
Br. 132.4, 70'8 D.P.T. S.S.C.
Pr. Xing (9 499 L)
Br. 131.5, 70'8 D.P.T.-S.S.C.
Pub. Rd. Xing (9 498 E)
I. Sig.
I. Sig.
I. Cont. Sig.
Br. 131.0, 12'8 D.P.T. Foot Walks & Hand Rails.
Br. 130.5, 1-36' x 20' R.C.P. & 1-24" x 37' C.I.P. & 1-24" x 8' Cor. P.
Pr. Xing (9 497 X)
Pub. Rd. Xing (9 496 R)
I. Sig.
I. Sig.
I. Sig.
Br. 129.9, 70' B.D.P.T. Main Track Access
Pr. Xing (9 495 J)
Pub. Rd. Xing U.P. (9 494 C)
#9
MR SR CURVES
136-W.6-84
140 W, FHT 8-81
136W, CM4-'85
RAIL GR.
'79-1
'87-2
79 - 1
'87-3
1979 - 1
'84-1
'84 - 2
'84-3
1979 - 1
112 CWR, OH & TIES 1989
SIDNG
RAIL
136 CWR - 1968
BALLAST
DAVIS
ROCK
SURFACING
1989
TIES
1989
UNDERCUTTER
1989
STABILIZATION

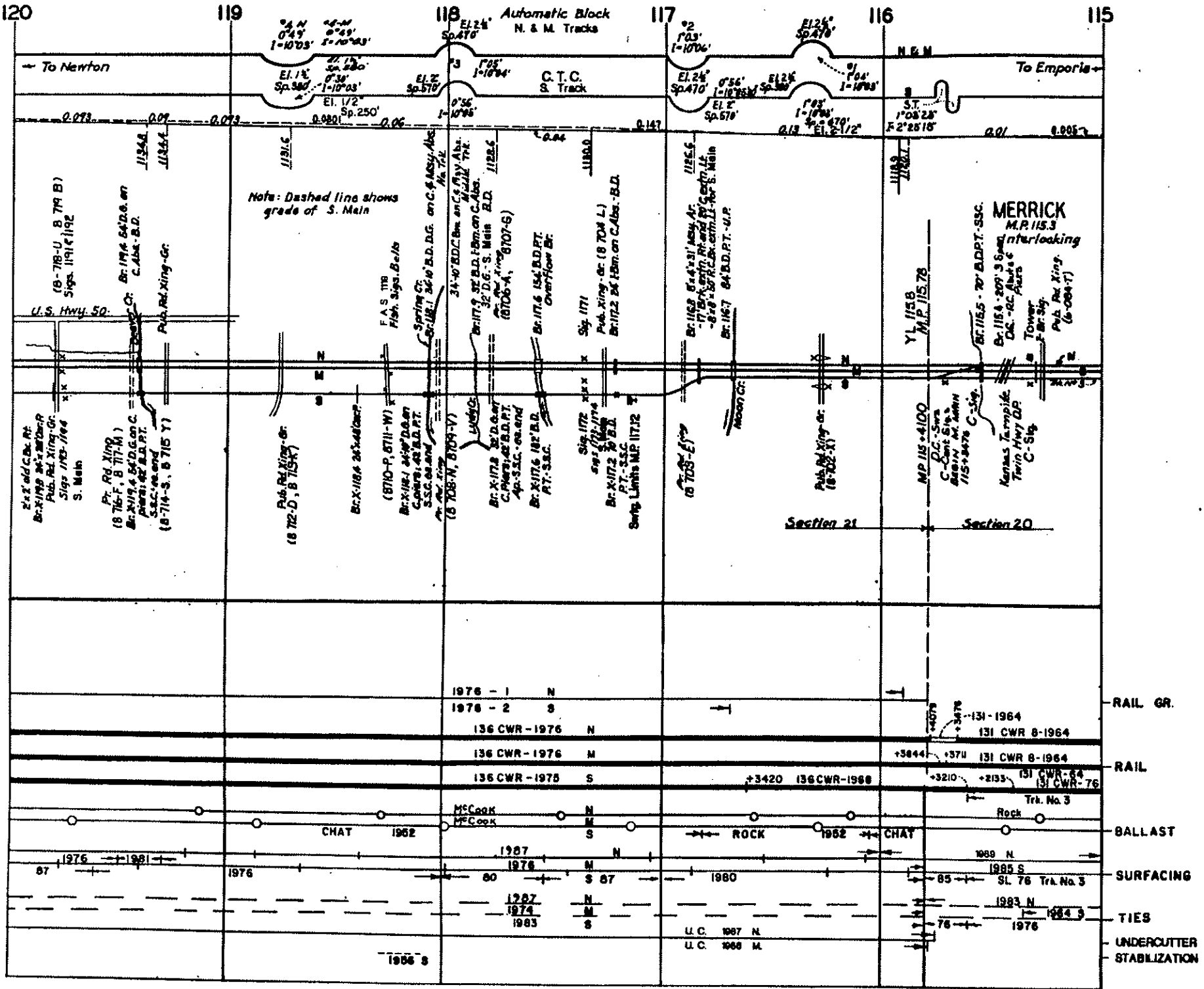
REVISED 8-90


C. T. C.
129
128
127
126
125
124
#6
0° 42' 02"
I = 27° 45' 41"
#5
0° 20'
I = 10° 37' 27"
#4
0° 35'
I = 1° 32' 21"
#3
0° 35'
I = 1° 29' 24"
To Wellington
El. 1½"
Sp. 330'
El. ½"
Sp. 190'
0.061
0.046
0.0
0.09
0.047
0.183-40
0.07
1170.8
1168.6
1168.6
1167.6
1166.3
1167.5
1165.9
ELLINOR
M.R. 124.7
Interlocking
To Newton
To Kingsley — Mx
Hwy. U.S. 30
SEE PAGE 209
SECTION 21
BEGIN NEWTON SUBDIVISION
SEE PAGE 209
+2879 End Mid. Main
+2482
+3692
136W, HTT 8-'84
136W, HTT 8-'84
79 - 1
87 - 2
1979 - 1
86 - 1
87 - 2
86 - 2
79 - 1
131 CWR, OH
136 CWR
136 CWR - 1968
136 CWR, 11-'76
DAVIS ROCK
ROCK
1988
1989
U. C. 1989
1950
1948
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


125
C. T. C.
124
123
122
Automatic Block
N. & M. TRACKS
121
120
N & M Main
To Newton
To Emporia
CHASE CO.
LYON CO.
C. T. C.
S. TRACK
S. Main
Note: Dashed line shows grade of S. Main
SAFFORDVILLE
M.P. 123.4
PLYMOUTH
Old U.S. Hwy. 50
Buckeye Cr.
BEGIN NEWTON SUBDIVISION
M.P. 124.7
End M. Main MP 124+2879
End No. & So. Main - Begin
Single Main MP 124+3549
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1979 - 1
1976 - 1 N
1976 - 2 S
(REF. ABs. - 1960)
131-132-1948
+3785
SGL. TRK. +3549
136 CWR - 1976 N
+2879
136 CWR - 1976 M
136 CWR - 1975 S
+3962
+3549
136 CWR-76, 4Th Sub +2482
McCook
McCook
Rayford
1987
1976
1987
1981
1976
1974 M
1974 S
1987
1983 M
1983 S
1974 S
U.C. 1987 N
U.C. 1986 M.
U.C. 1987 N
1948 N
1948 M

REVISED 8-90


120
119
118
117
116
115
Automatic Block
N. & M. Tracks
C.T.C.
S. Track
To Newton
To Emporia
N & M
S.T.
1°08'28"
R 2°28'16"
Note: Dashed line shows grade of S. Main
U.S. Hwy. 50
MERRICK
M.P. 115.3
Interlocking
YL 115.8
M.P. 115.78
MP 115+4100
Section 21
Section 20
1976 - 1 N
1976 - 2 S
136 CWR - 1976 N
136 CWR - 1976 M
136 CWR - 1975 S
131 - 1964
131 CWR 8-1964
131 CWR-84
131 CWR-76
+3420 136 CWR-1968
McCook N
McCook M
McCook S
CHAT 1962
ROCK 1962 CHAT
Trk. No. 3
Rock
1987 N
1976 M
1987 N
1974 M
1983 S
1980
1985 S
SL. 76 Trk. No. 3
1983 N
1984 S
1976
U.C. 1987 N
U.C. 1988 M
1988 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

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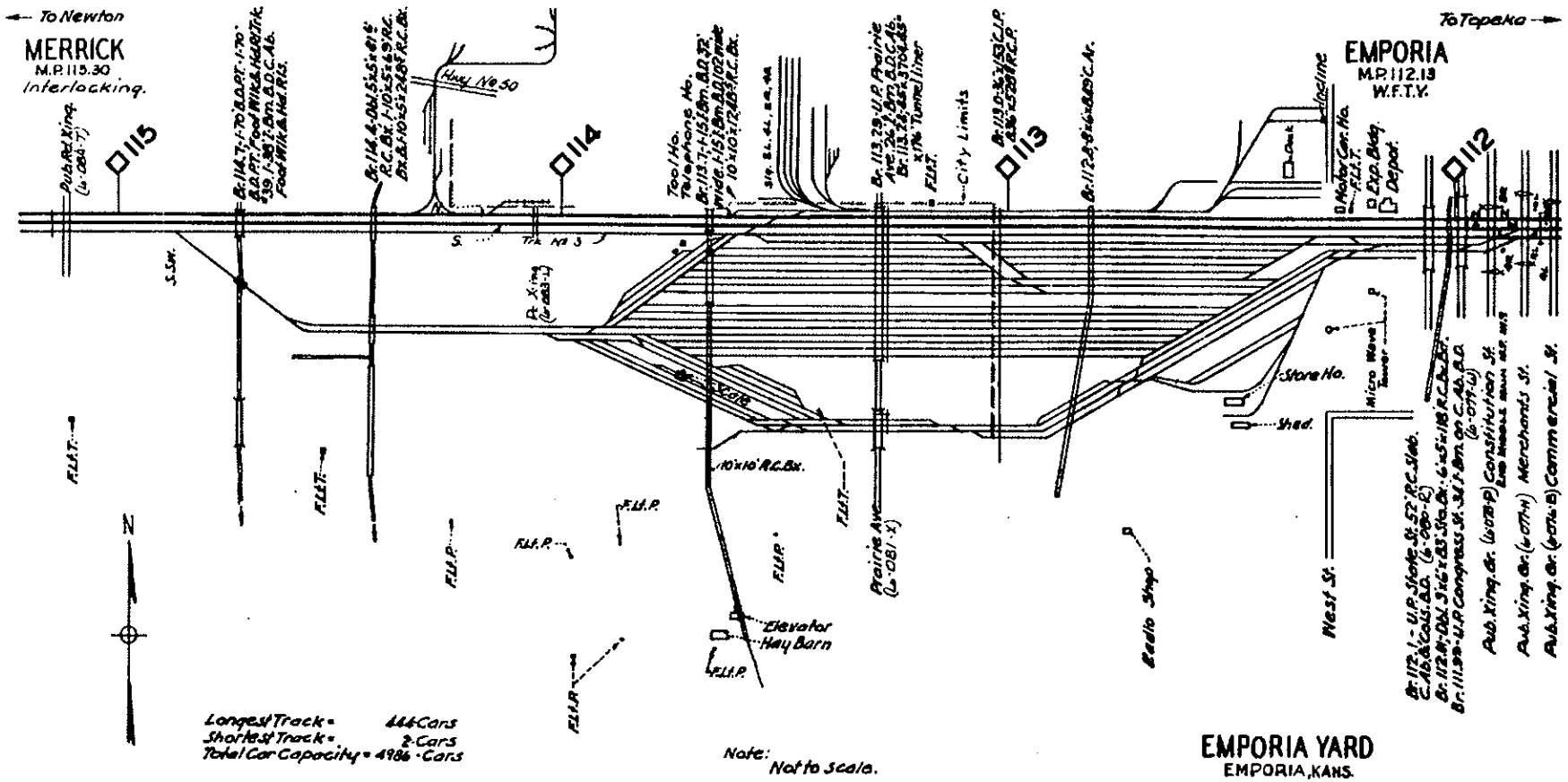
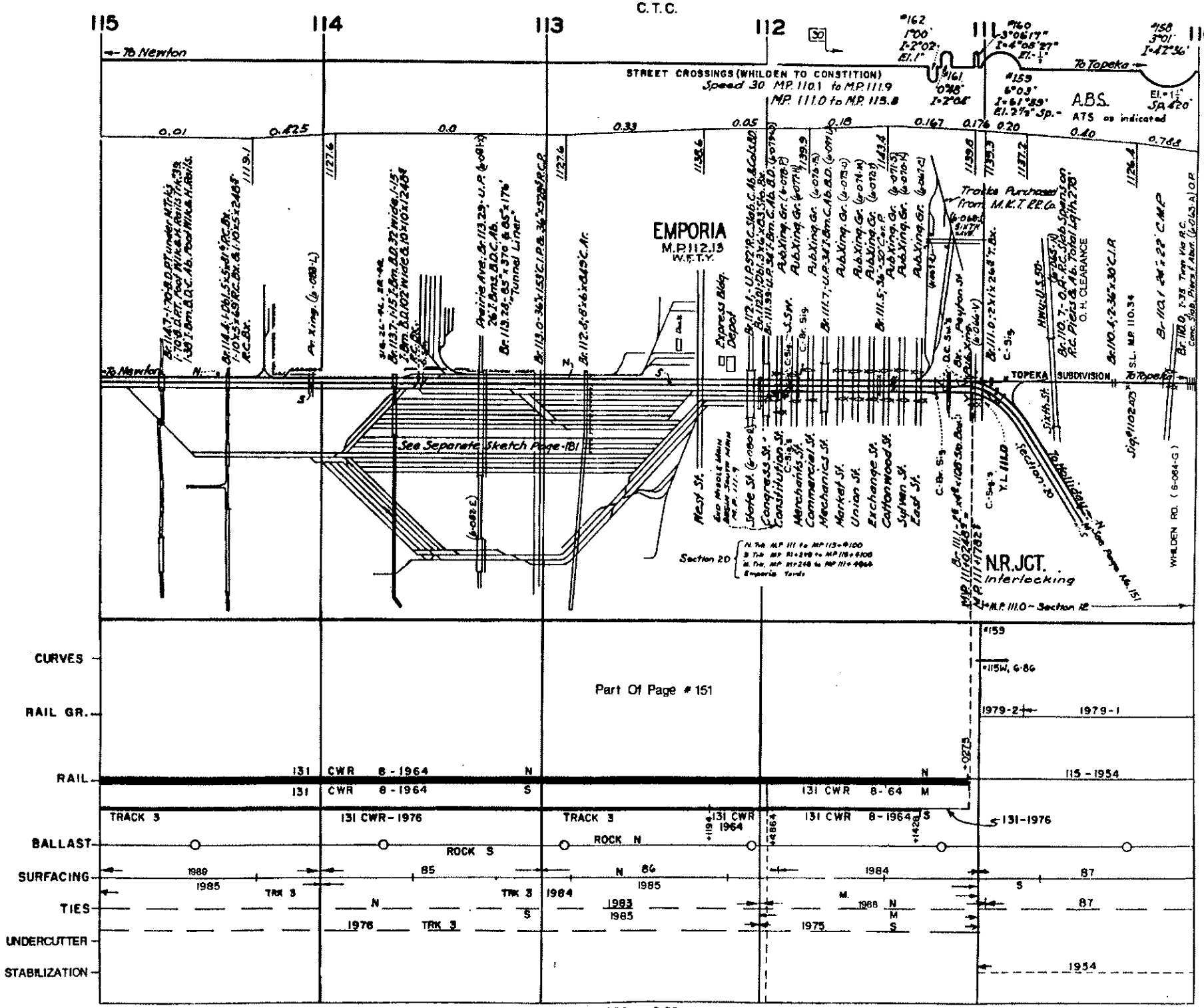
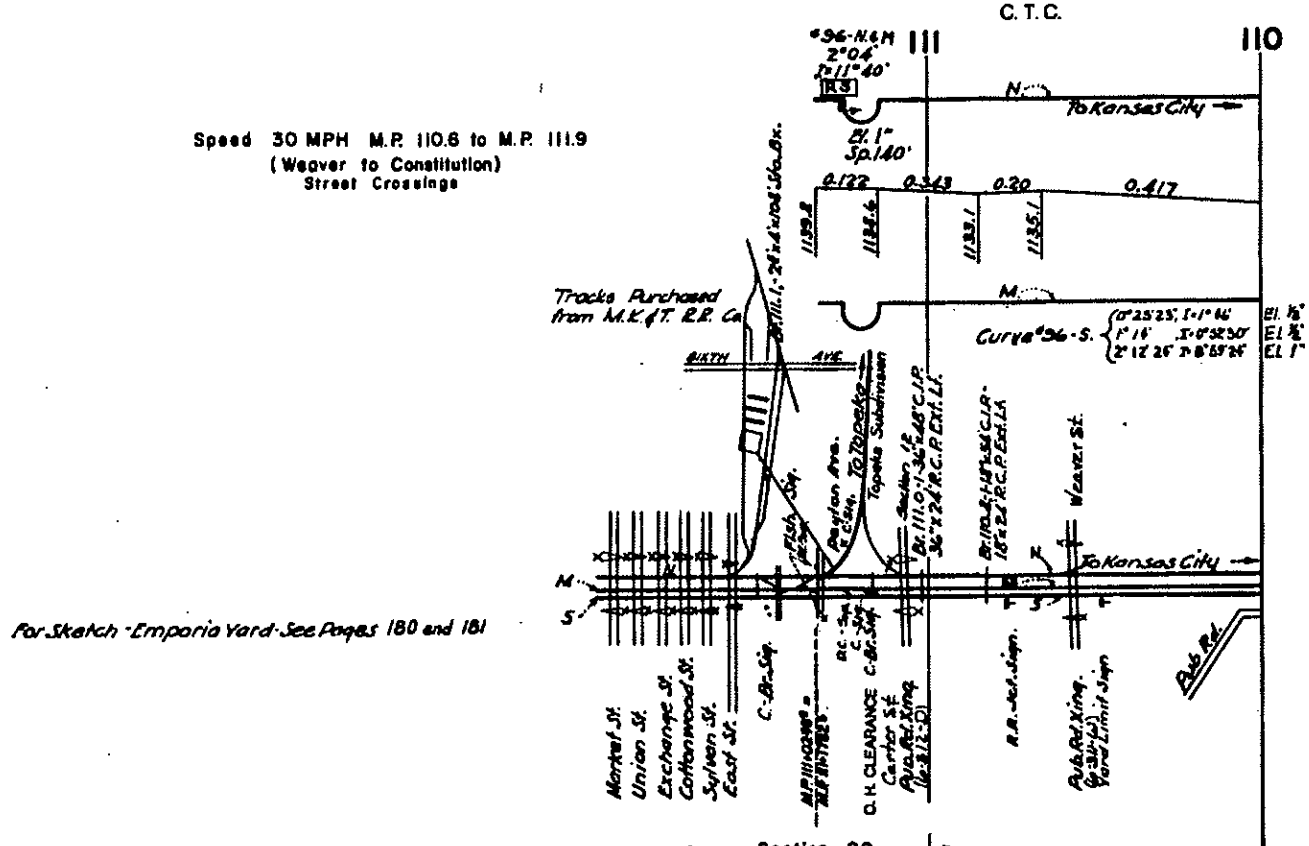

To Newton
MERRICK
M.P. 115.30
Interlocking.
To Topeka
EMPORIA
M.P. 112.13
W.F.T.V.
115
114
113
112
Hwy No 50
City Limits
Prairie Ave.
Elevator
Hay Barn
Radio Shop
West St.
Store No.
Shed
Micro Wave Tower
Depot
Longest Track = 444 Cars
Shortest Track = 2 Cars
Total Car Capacity = 4986 Cars
Note: Not to Scale.
EMPORIA YARD
EMPORIA, KANS.


115
114
113
112
111
110
← To Newton
To Topeka →
STREET CROSSINGS (WHILDEN TO CONSTITION)
Speed 30 M.P. 110.1 to M.P. 111.9
M.P. 111.0 to M.P. 115.8
A.B.S.
ATS as indicated
EMPORIA
M.P. 112.13
W.F.T.Y.
Express Bldg. Depot
Tracks Purchased from M.K.T. R.R. Co.
TOPEKA SUBDIVISION
To Topeka
To Newton
See Separate Sketch Page-181
Section 20
N.R.JCT.
Interlocking
M.P. 111.0 – Section 12
WHILDEN RD. (6-084-G)
Part Of Page # 151
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
131 CWR 8-1964 N
131 CWR 8-1964 S
131 CWR 8-'64 M
115-1954
131-1976
TRACK 3
131 CWR-1976
ROCK S
ROCK N
1979-2
1979-1
1954
REVISED 8-90

C. T. C.

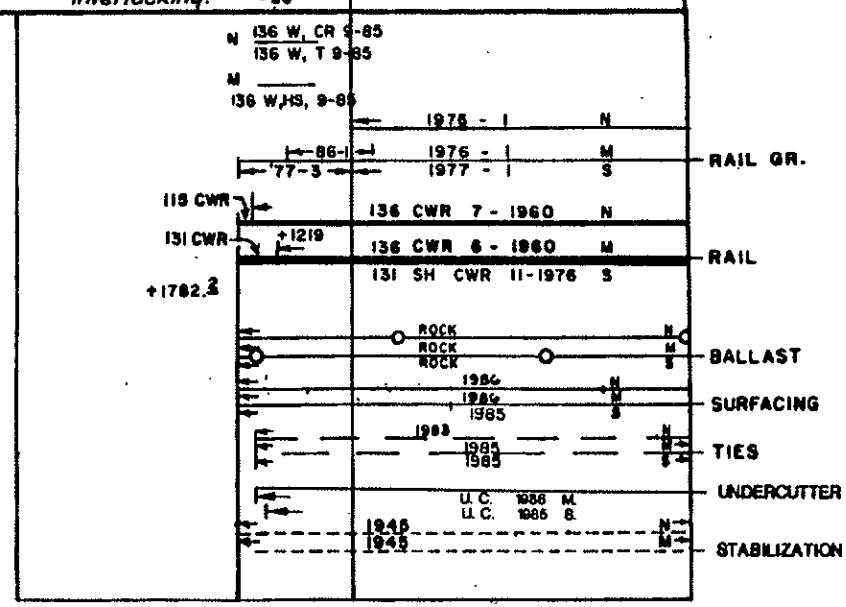
Speed 30 MPH M.P. 110.6 to M.P. 111.9
(Weaver to Constitution)
Street Crossings



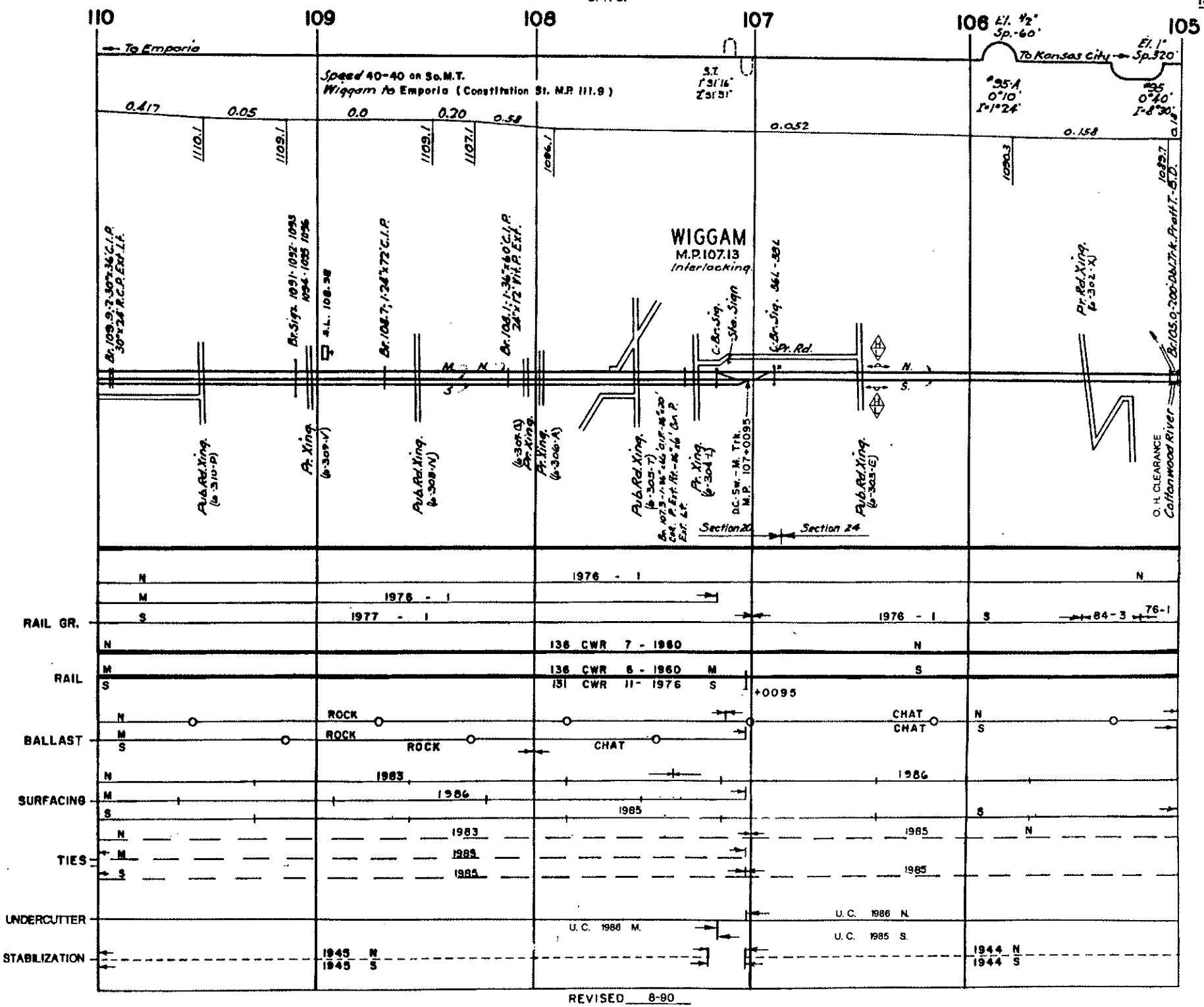
For Sketch - Emporia Yard - See Pages 180 and 181

N.R. JCT.

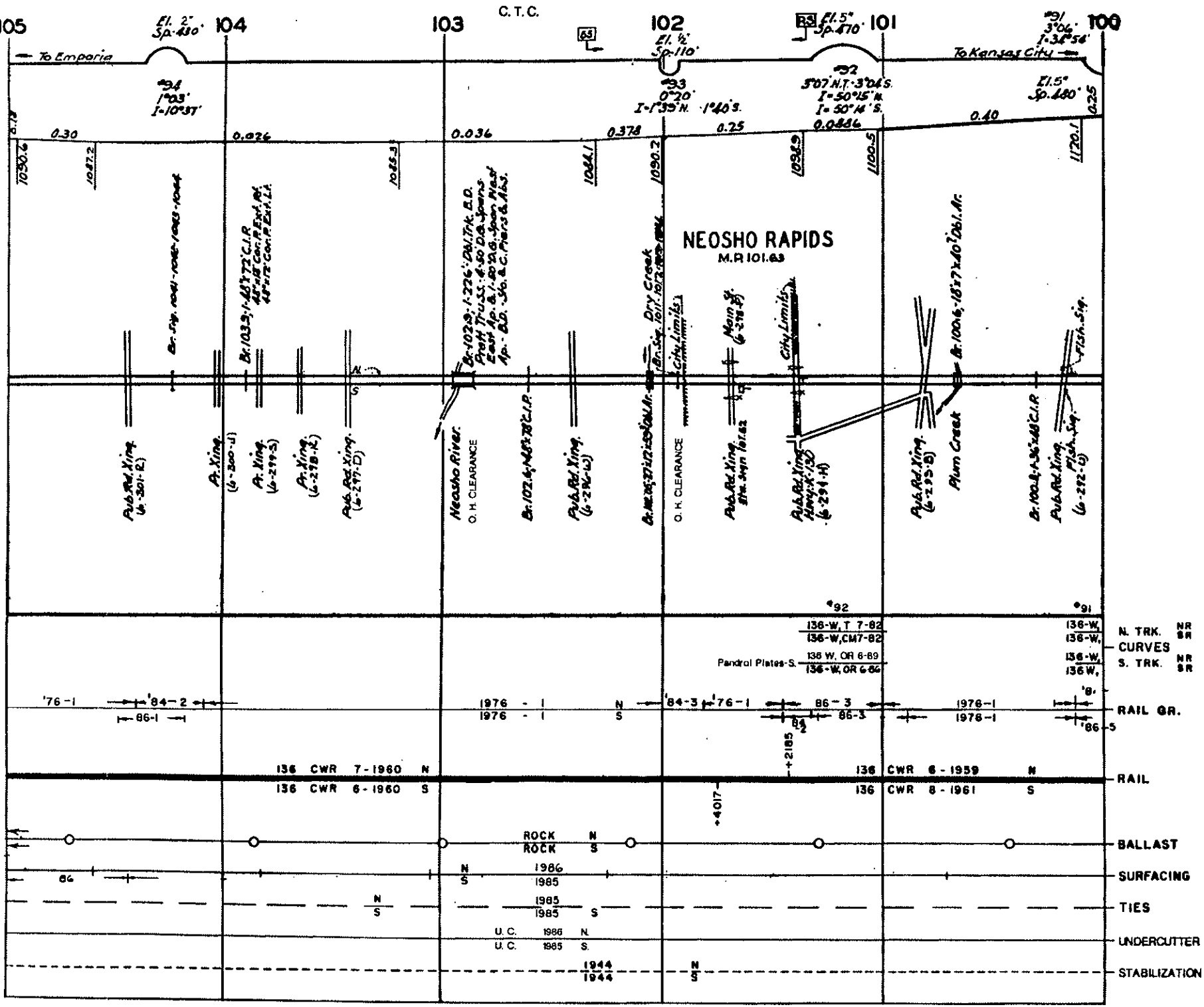
"Y." Interlocking. #96



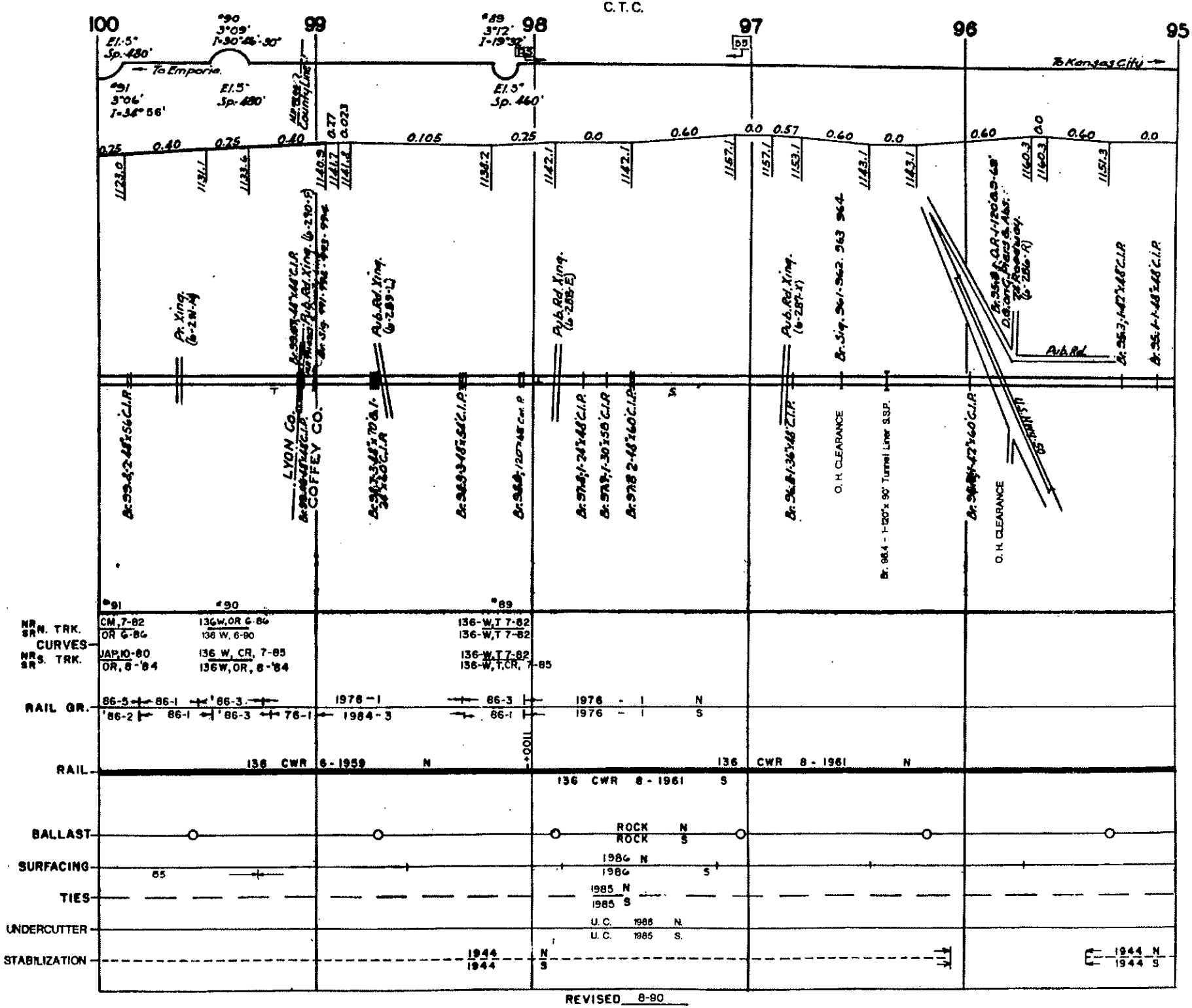
REVISED 8-80


110
109
108
107
106
105
To Emporia
To Kansas City
Speed 40-40 on So.M.T.
Wiggam to Emporia (Constitution St. M.P. 111.9)
El. 1" Sp.320'
El. 1 1/2" Sp.-60'
0.417
0.05
0.0
0.20
0.58
0.052
0.158
WIGGAM
M.P.107.13
Interlocking
Section 20
Section 24
Pr. Rd.
Pr. Rd. Xing.
Pub. Rd. Xing.
Pr. Xing.
O. H. CLEARANCE
Cottonwood River
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
CHAT
1976 - 1
1977 - 1
136 CWR 7 - 1980
136 CWR 6 - 1980
131 CWR 11 - 1976
1983
1984
1985
1986
U. C. 1986 M.
U. C. 1986 N.
U. C. 1985 S.
1945 N
1945 S
1944 N
1944 S

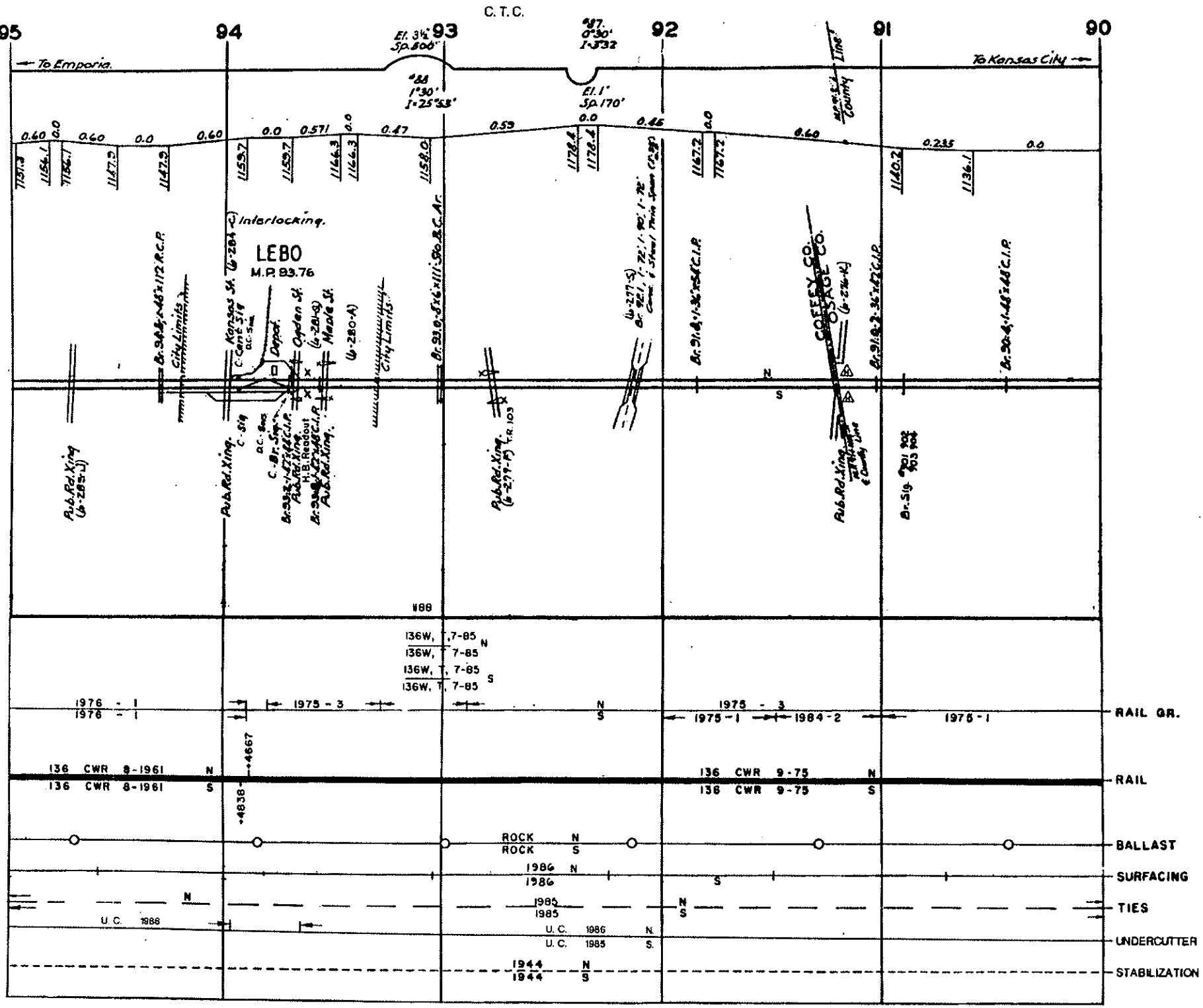
REVISED 8-80

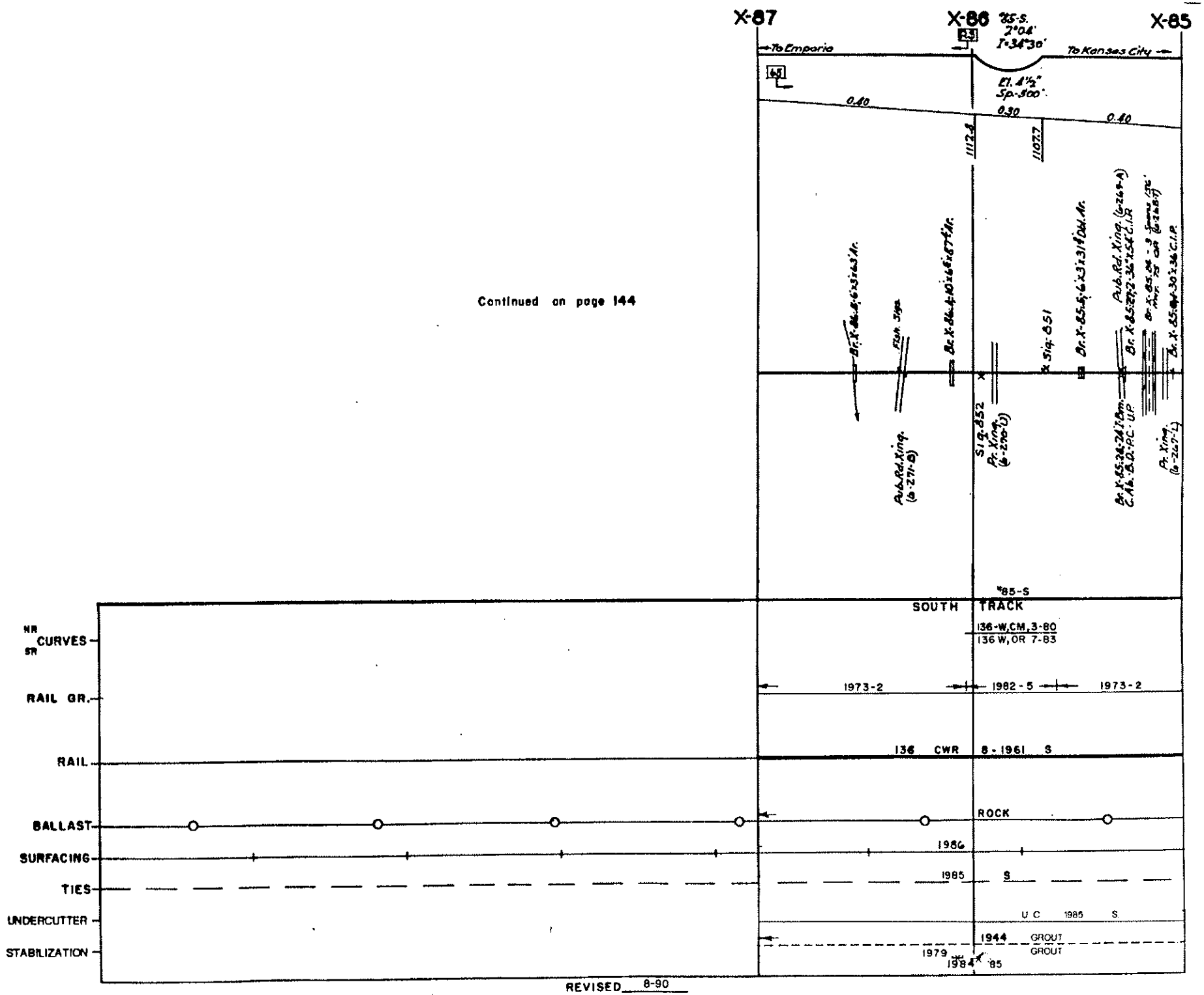

C.T.C.
105
104
103
102
101
100
To Emporia
To Kansas City
NEOSHO RAPIDS
M.P. 101.63
Neosho River
Dry Creek
Main St.
City Limits
Plum Creek
O. H. CLEARANCE
Pub. Rd. Xing. (6-301-E)
A. Xing. (6-300-J)
A. Xing. (6-299-S)
A. Xing. (6-298-K)
Pub. Rd. Xing. (6-297-D)
Pub. Rd. Xing. (6-296-W)
Pub. Rd. Xing. (6-295-B)
Pub. Rd. Xing. (6-294-H)
Pub. Rd. Xing. (6-292-G)
Fish. Sig.
136-W, T 7-82
136-W, CM 7-82
136 W, OR 6-89
136-W, OR 6-84
Pandrol Plates-S.
N. TRK.
S. TRK.
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 7-1960 N
136 CWR 6-1960 S
136 CWR 6-1959 N
136 CWR 8-1961 S
ROCK
1986
1985
1944
U.C.
REVISED 8-90

C. T. C.



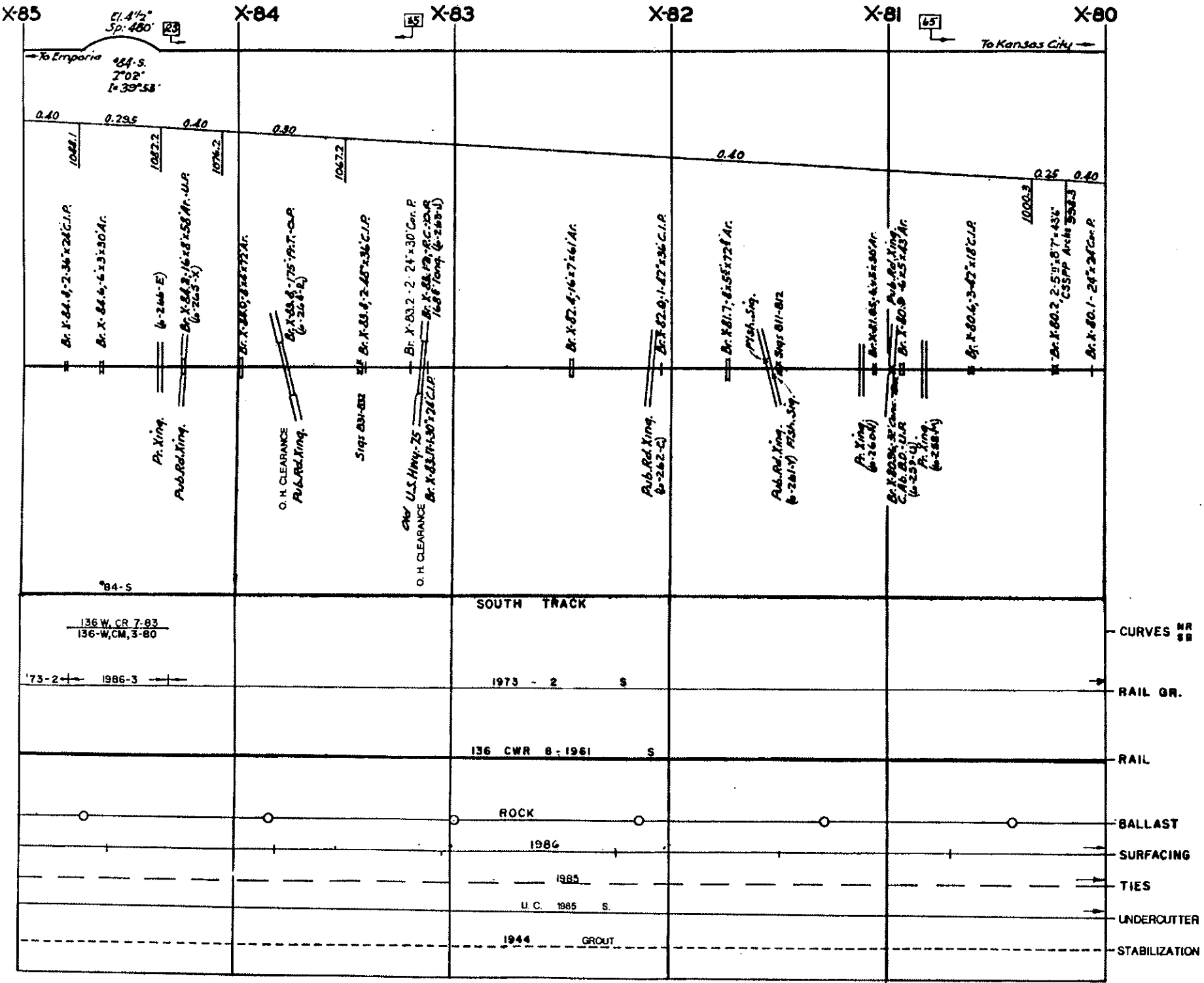
REVISED 8-90


C. T. C.
95
94
93
92
91
90
To Emporia.
To Kansas City
El. 3½ Sp. 600'
°88 1°30' I=25°58'
°97 0°30' I=3°32
El. 1' Sp. 170'
Interlocking.
LEBO
M.P. 93.76
Kansas St.
Depot
Ogden St.
Maple St.
City Limits
Pub. Rd. Xing.
COFFEY CO.
OSAGE CO.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
1986
1985
1944
U. C. 1986
U. C. 1985
136 CWR 8-1961
136 CWR 9-75
1975 - 1
1975 - 3
1984 - 2
1976 - 1
REVISED 8-90

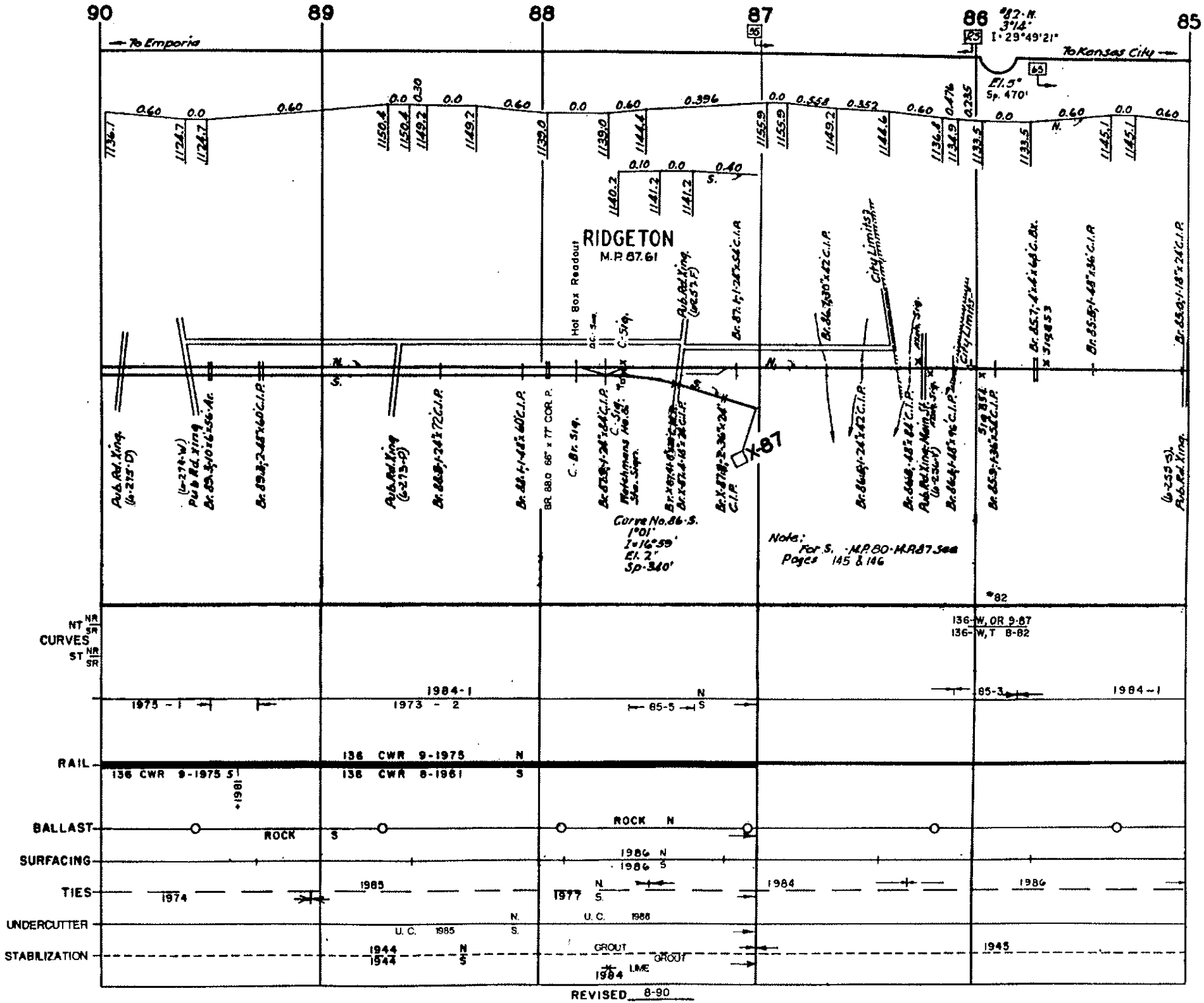

X-87
X-86
X-85
To Emporio
To Kansas City
El. 4½" Sp-500'.
0.40
0.30
0.40
1112.4
1107.7
Br. X-86.4-6'x3'x63°Ar.
Fan Sign
Br. X-86.4-10'x6'x67°Ar.
Sig. 8.51
Br. X-85.4-6'x3'x31°Del.Ar.
Pub.Rd.Xing. (a-271-B)
Sig. 8.52
Pr. Xing. (a-270-L)
Pub.Rd.Xing. (a-269-A)
Br. X-85.27-2-36°x54' C.I.P.
Br. X-85.24-2-30°x36' C.I.P.
Pr. Xing. (a-267-L)
Continued on page 144
*85-S
SOUTH TRACK
136-W,CM,3-80
136 W,OR 7-83
1973-2
1982-5
1973-2
136 CWR 8-1961 S
ROCK
1986
1985 S
U C 1985 S
1944 GROUT
1979 GROUT
1984 '85
NR
CURVES
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

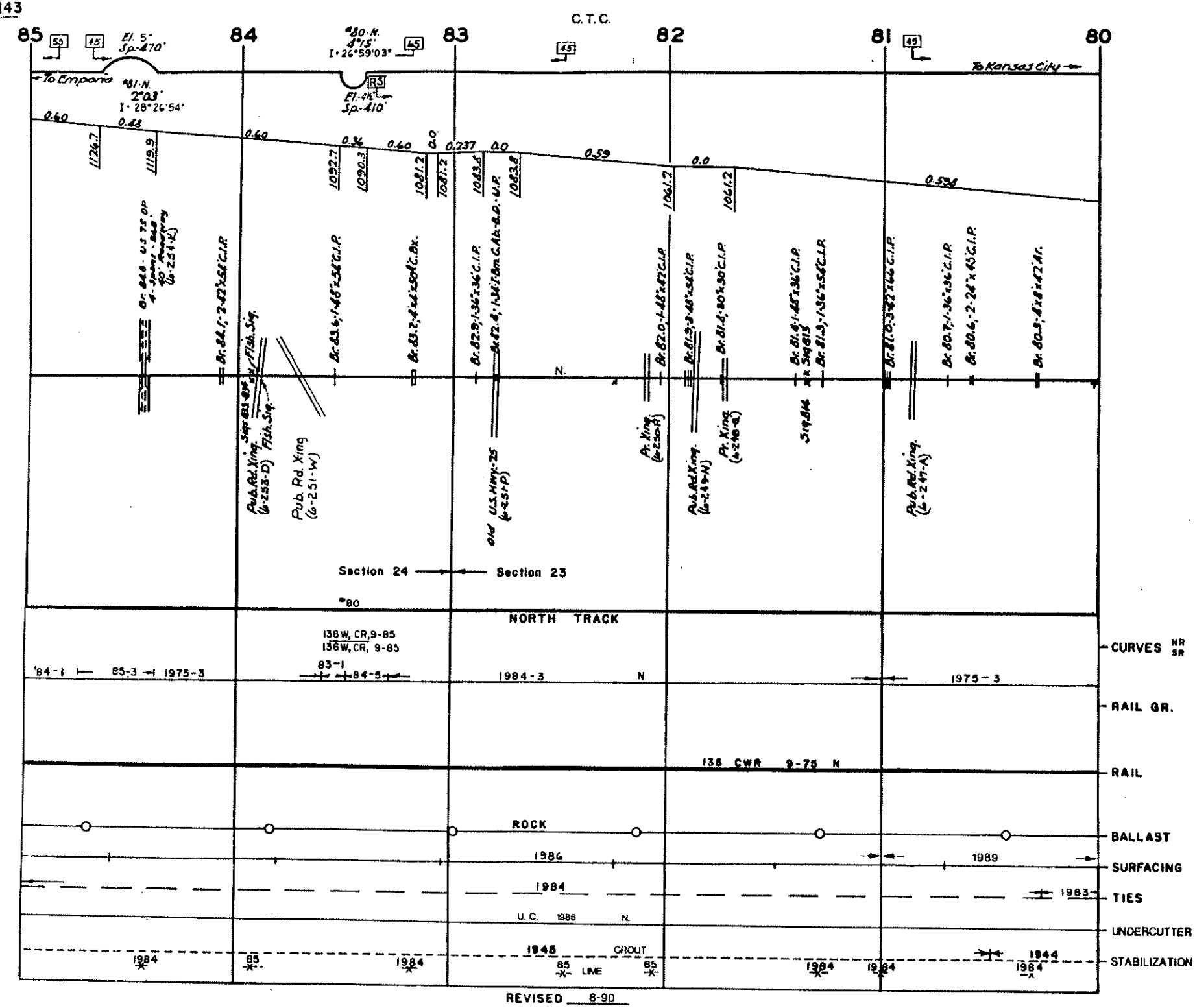
REVISED 8-90

C. T. C.

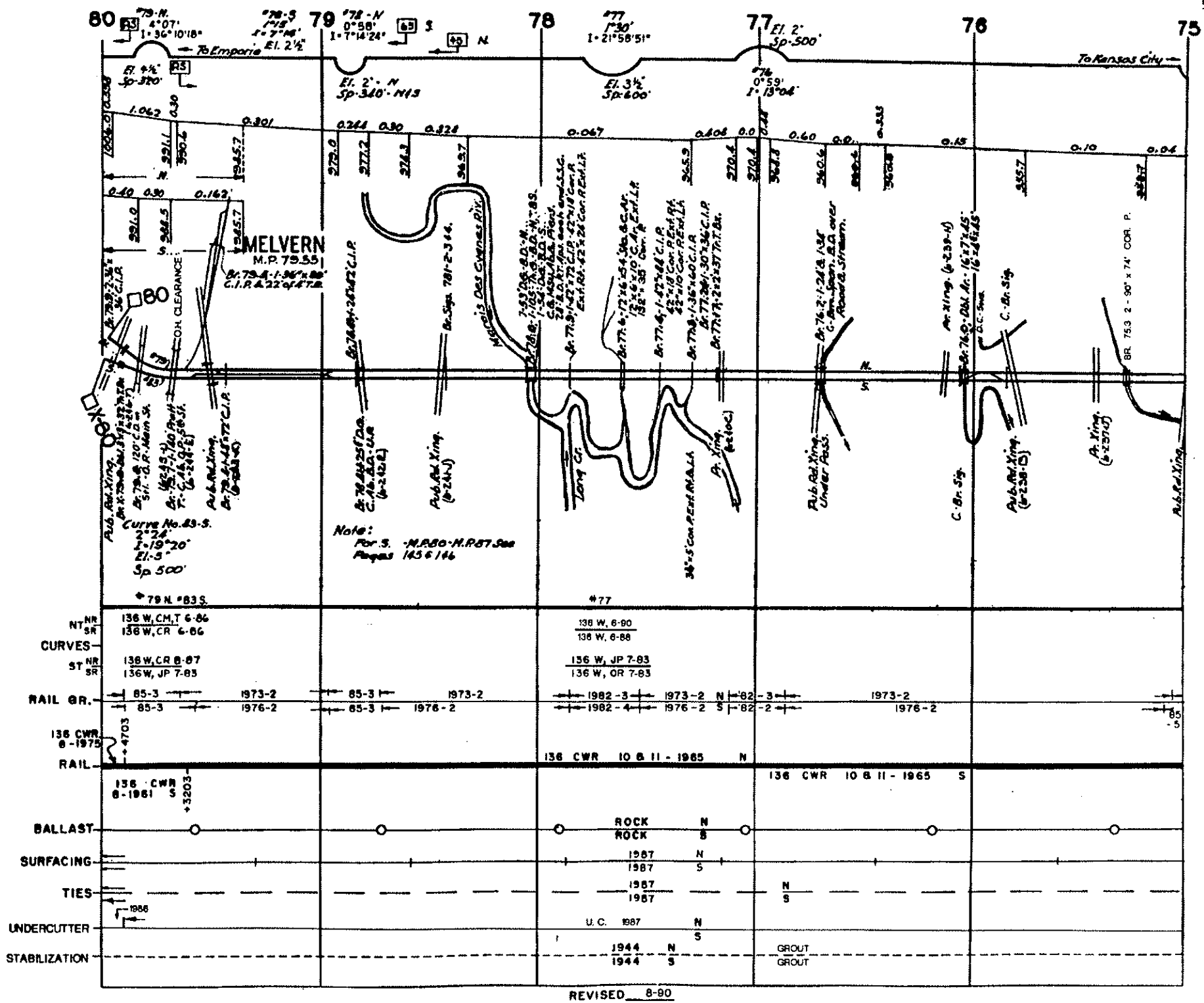


REVISED 8-80

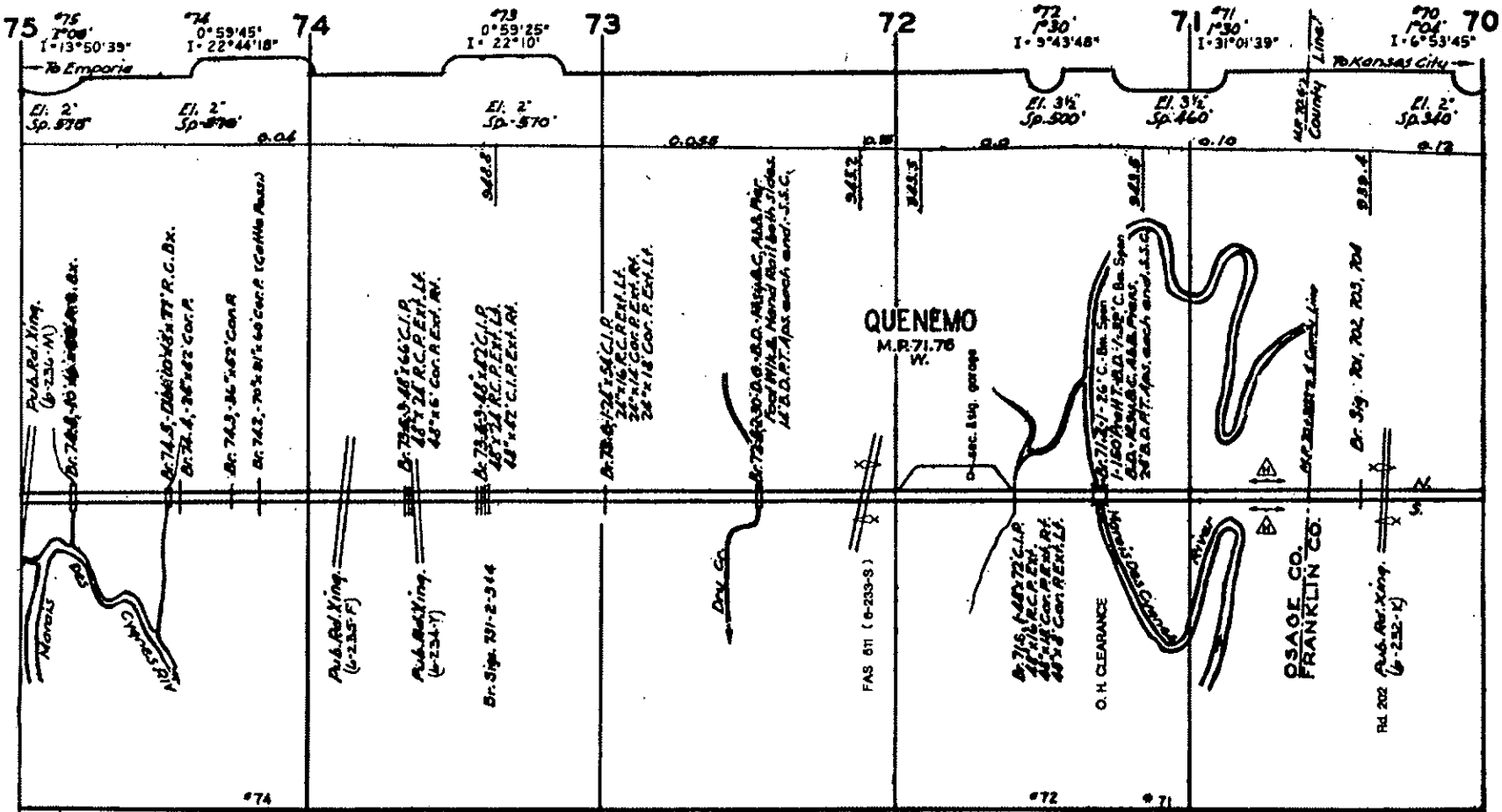

90
89
88
87
86
85
To Emporia
To Kansas City
RIDGETON
M.P. 87.61
Hot Box Readout
C. Sig.
Pub. Rd. Xing. (ø 23.5' F)
City Limits
Curve No. 86-S.
1°01'
I=16°59'
El. 2"
Sp. 340'
Note: For S. - M.P. 80-M.P. 87 see Pages 145 & 146
X-87
CURVES NT NR SR
ST NR SR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 9-1975 S
136 CWR 8-1981 S
136 CWR 9-1975 N
136-W, OR 9-87
136-W, T 8-82
ROCK N
ROCK S
1986 N
1986 S
1974
1985
1977
1984
1986
U. C. 1985
U. C. 1988
1944
1944
GROUT
GROUT
LIME
1984
1945
REVISED 8-90


C. T. C.
85
84
83
82
81
80
To Emporia
To Kansas City
El. 5°
Sp-470'
El-4½°
Sp-410'
Section 24
Section 23
NORTH TRACK
136W, CR, 9-85
136W, CR, 9-85
136 CWR 9-75 N
1984-3
1975-3
ROCK
1986
1989
1984
1983
U.C. 1986 N.
1945 GROUT
LIME
1944
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


80
79
78
77
76
75
MELVERN
M.P. 79.55
To Emporia
To Kansas City
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
ROCK
1987
1987
1944
1944
GROUT
GROUT
REVISED 8-90

C. T. C.



	136 W, 6-88	136 W, 6-88		136 W, OR 7-83 / 136 W, T 8-83		N. TRK. NR / SR — CURVES — S. TRK. NR / SR
	136W, 9-87			136W, 8-87	136W, JP 7-83 / 136W, T 8-83	
	1982-2 / 85-5 — 1973-2 / 1982-1 — 84-2 / 85-5	73-2 / 76-2 — 85-3 / 85-3	1973 - 2 / 1978 - 2 — N / S	85-4 / 85-4 — 85-3 / 1983-1	64 / 83-1 / -3 — 1973-2 / 1976-2 — 85-3 / 85-3	RAIL GR.
			136 CWR 10 & 11 1965 N 136 CWR 10 & 11 1965 S			RAIL
			ROCK N ROCK S			BALLAST
			1987 N 1987 S			SURFACING
			1987 N 1987 S			TIES
			U.C. 1987 N S			UNDERCUTTER
	85		1944 N GROUT 1944 S GROUT			STABILIZATION

REVISED 8-90

C. T. C.

70 | 69 | 68 | 67 | 66 | 65

"70 I"04" I=6°53'45"

← To Emporia

To Kansas City →

El. 2" Sp-340'

0.05 | 0.0 | 0.07 | 0.0 | 0.21 | 0.0 | 0.0 | 0.31

336.7 | 336.1 | 336.8 | 328.2 | 324.2 | 323.4 | 323.4 | 322.7

Br. 69-E-448'-RT. 80° Overflow.

Kansas

Osage

Jones Riv.

O.H. CLEARANCE

Br. 69-E-1-200' Pratt-C.I.P. 80°

POMONA

M.P. 67.49

Bk. Sig. 671-672-673-674

Br. 67-E-1-42'-5¼" & 1-44'-5¼" C.I.P. 45°48' & 42°46' & 42°46' Con. P. Ext. Rt. 45°48' & 42°46' Con. P. Ext. Lt.

Br. 67-E-1-16'-7"x3'-3" Hpi-Stg. Ac. 16' C. Ext. Rt.-18°5¼" & 14°11' Dbl. R.C. Box. Ext. Lt.

Yankee Cr.

Mo. Pac. R.R. To Ottawa

Pub. Rd. Xing. (4-226-G)

W. Kelsey Cr.

Pr. Xing. (4-231-D)

Pub. Rd. Xing. (4-230-J)

Pub. Rd. Xing.

Br. 67-E-1-69'-0" R.D. Roof Wilt & Hd. Rls. 3 S.C. on East abt.

Pr. Xing. (4-228-V) Small Cr.

Pub. Rd. Xing. (4-227-N)

Br. 66-E-1-36'-5¼" C.I.P.

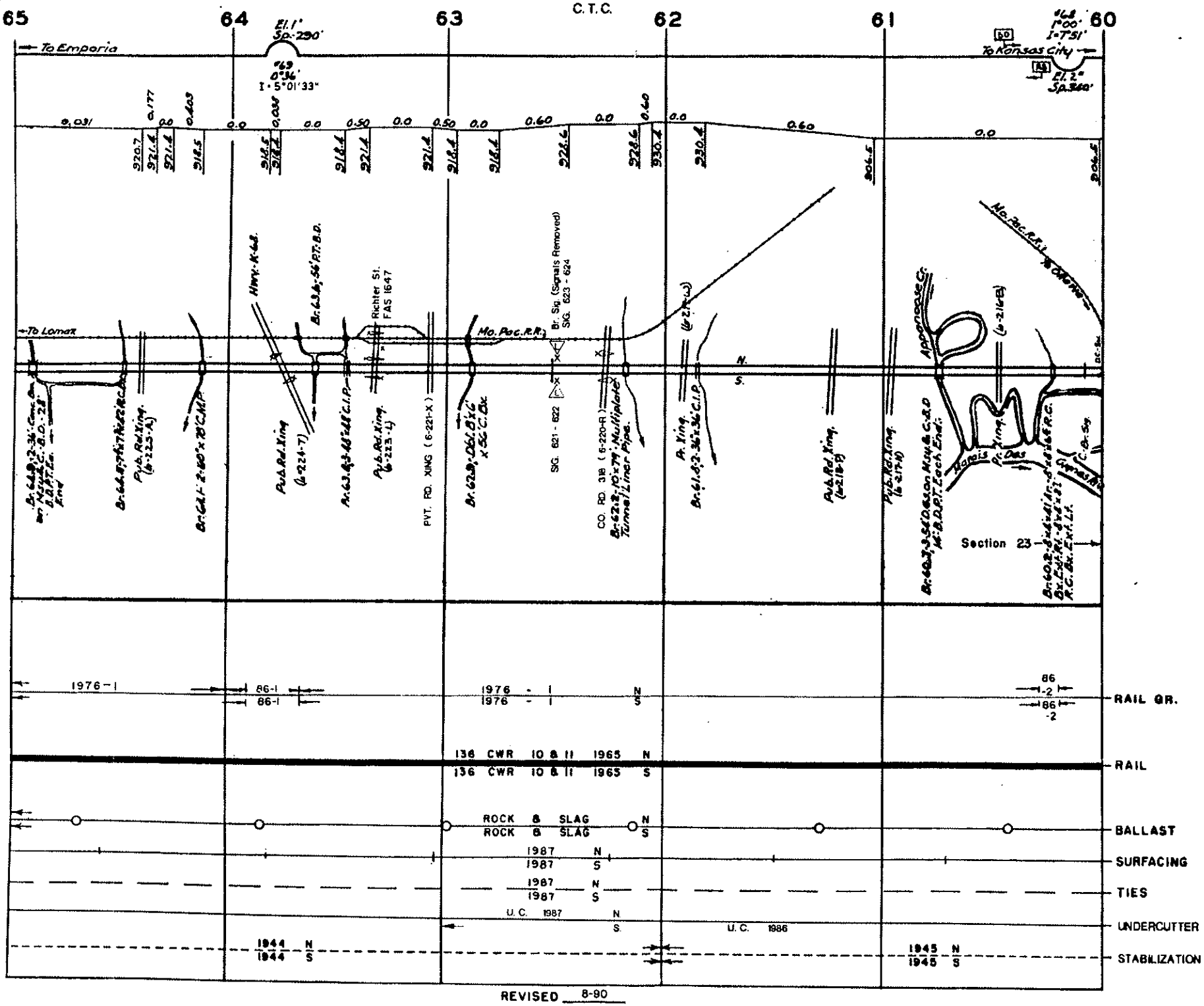
Br. 66-E-1, 3-138'-8¼" Con. P.

Br. 65-E-2-36'-5¼" C.I.P. 36°51' CWR on Each end

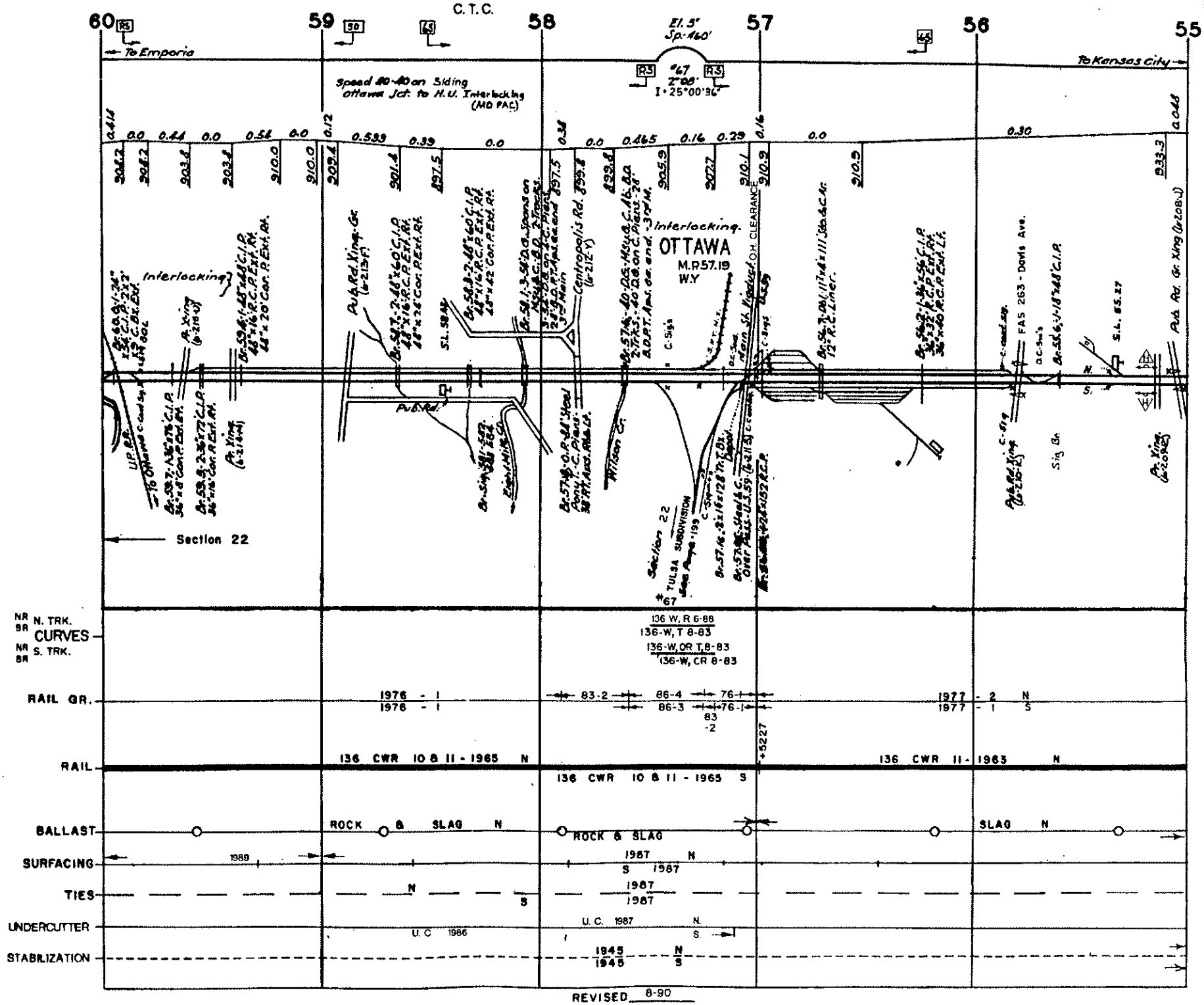
Br. Sig-651-652-653-654

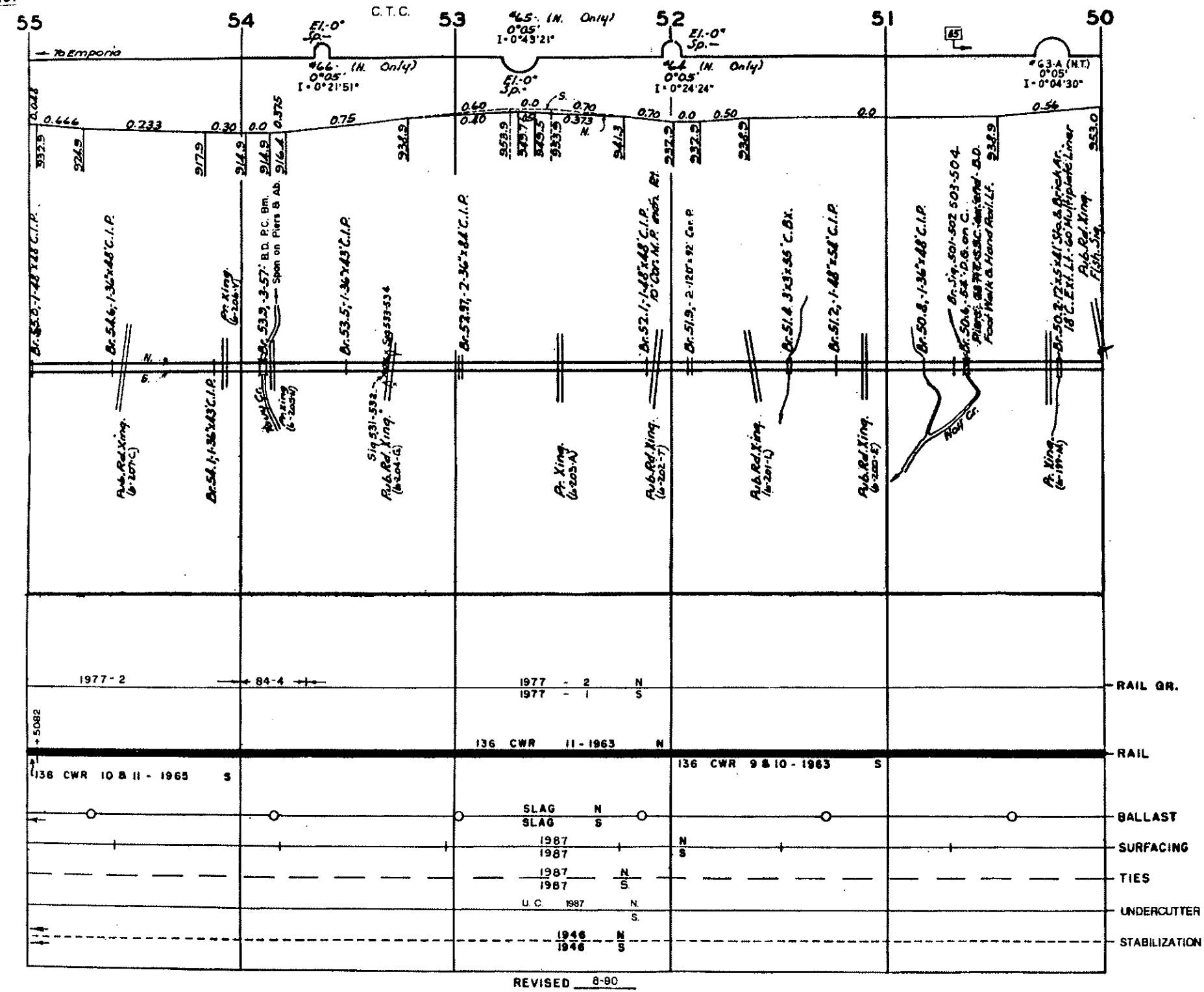
RAIL GR.	1973 - 2 / 1976 - 2	N / S	1976 - 1 / 1976 - 1
RAIL	136 CWR 10 & 11 1965 N / 136 CWR 10 & 11 1965 S		
BALLAST	ROCK / ROCK	N / S	
SURFACING	1987 / 1987	N / S	
TIES	1987 / 1987	N / S	
UNDERCUTTER	U. C. 1987	N / S	U. C. 1987
STABILIZATION	1944 / 1944	N / S	

REVISED 8-90

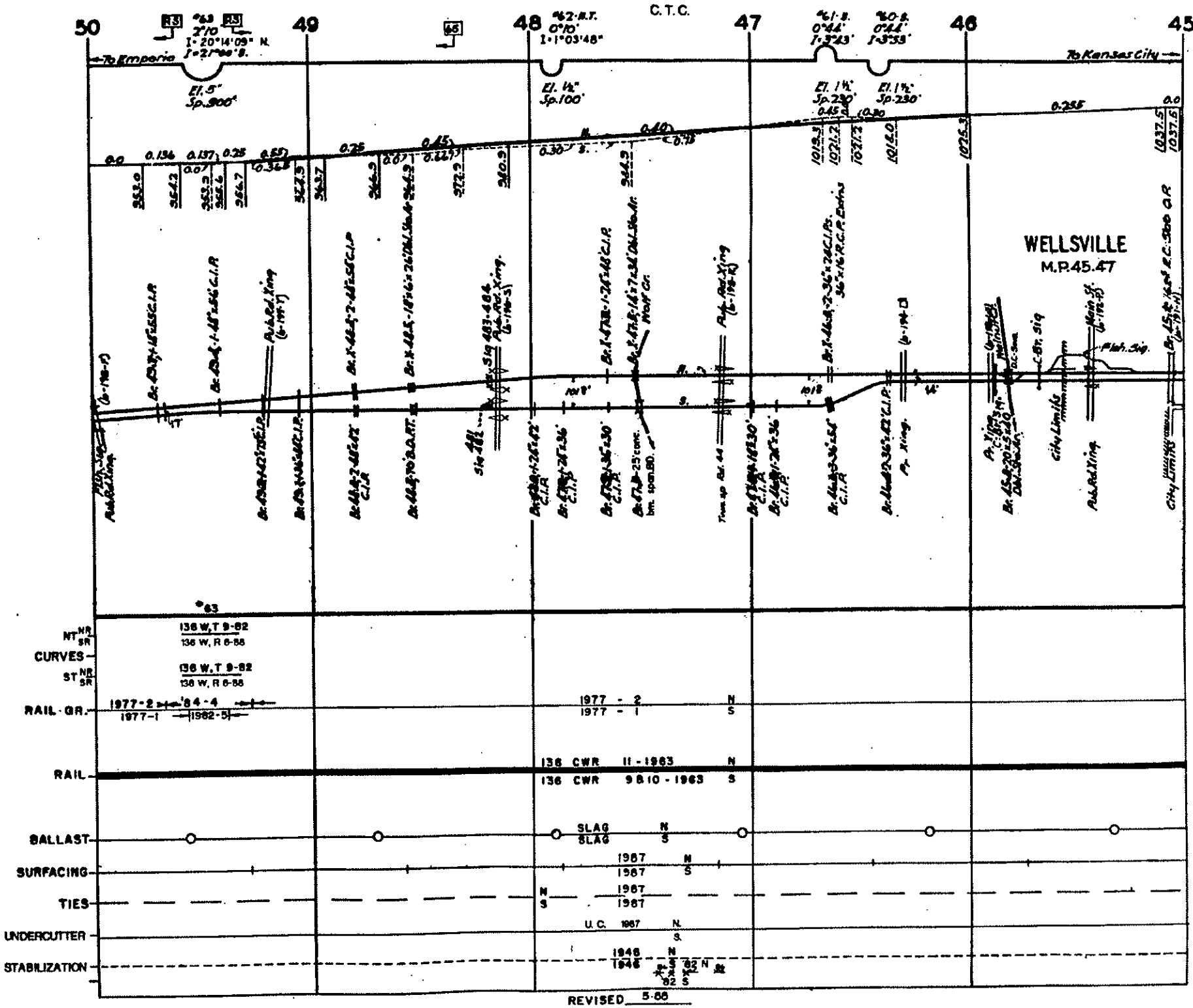

65
64
63
62
61
60
C.T.C.
To Emporia
To Lamar
To Kansas City
Mo. Pac. R.R.
Hwy. K-68
Richter St.
FAS 1647
Br. Sig. (Signals Removed)
SIG. 623 - 624
SIG. 621 - 622
CO. RD. 318 (6-220-R)
PVT. RD. XING (6-221-X)
Pub. Rd. Xing (6-224-T)
Pub. Rd. Xing (6-223-A)
Pub. Rd. Xing (6-223-J)
Pub. Rd. Xing (6-218-B)
Pub. Rd. Xing (6-217-A)
Pub. Rd. Xing (6-219-A)
Agricultural Co.
Harris Pr. Dev.
Section 23
1976 - I
86-1
86-1
1976 - I
N
S
86-2
86-2
RAIL QR.
136 CWR 10 & 11 1965 N
136 CWR 10 & 11 1965 S
RAIL
ROCK & SLAG N
ROCK & SLAG S
BALLAST
1987 N
1987 S
SURFACING
1987 N
1987 S
TIES
U.C. 1987 N
S.
U.C. 1986
UNDERCUTTER
1944 N
1944 S
1945 N
1945 S
STABILIZATION

REVISED 8-90

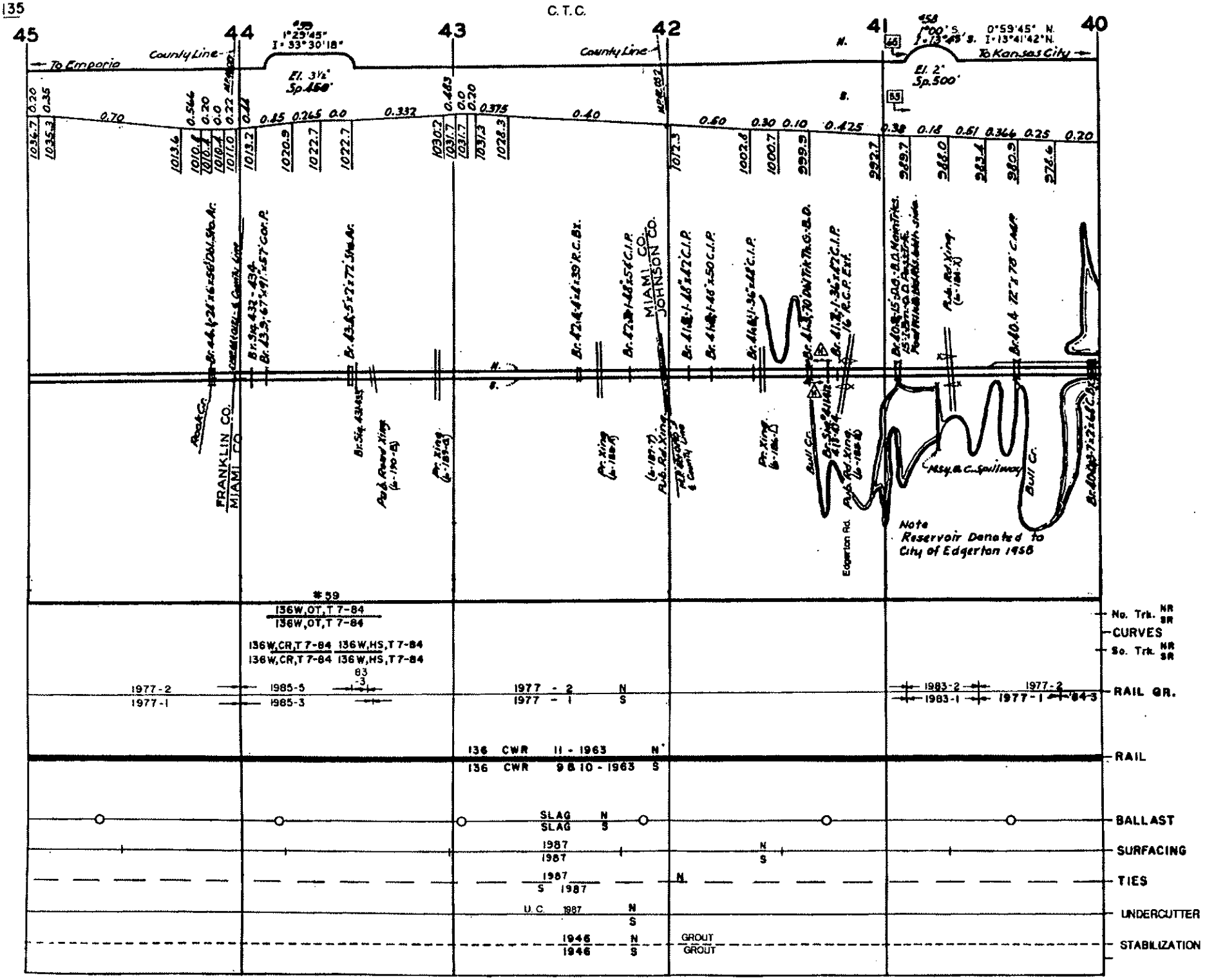

C. T. C.
60
59
58
57
56
55
To Emporia
To Kansas City
Speed 40-40 on Siding
Ottawa Jct. to H.U. Interlocking
(MO PAC)
El. 5' Sp-460'
I • 25°00'30"
Interlocking
OTTAWA
M.P. 57.19
W.Y
Section 22
Section 22
TULSA SUBDIVISION
Main St. Viaduct
O.H. CLEARANCE
FAS 263 - Davis Ave.
Pub. Rd. Gr. Xing (6-108-J)
Pub. Rd.
Pub. Rd. Xing-Gr
Centropolis Rd.
Wilson Cr.
NR N. TRK.
BR CURVES
NR S. TRK.
BR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 W, R 6-88
136-W, T 8-83
136-W, OR T, 8-83
136-W, CR 8-83
1976 - 1
1976 - 1
83-2
86-4
76-
86-3
76-1
83
-2
1977 - 2 N
1977 - 1 S
136 CWR 10 & 11 - 1965 N
136 CWR 10 & 11 - 1965 S
136 CWR 11 - 1963 N
ROCK & SLAG N
ROCK & SLAG
SLAG N
1989
1987 N
S 1987
1987
1987
U. C. 1986
U. C. 1987 N.
S.
1945
1945
N
S
REVISED 8-90


55
54
53
52
51
50
C.T.C.
To Emporia
El.-0" Sp.-
#65 (N. Only) 0°05' I-0°43'21"
#66 (N. Only) 0°05' I-0°21'51"
#64 (N. Only) 0°05' I-0°24'24"
#63-A (N.T.) 0°05' I-0°04'30"
65
0.048
0.444
0.233
0.30
0.0
0.375
0.75
0.60
0.40
0.0
0.70
0.373
0.70
0.0
0.50
0.0
0.54
333.9
224.9
217.9
214.9
214.9
216.4
234.9
253.9
249.7
245.5
233.5
241.3
232.2
232.2
234.2
234.9
253.0
Br. 55.0, 1-48"x48" C.I.P.
Br. 54.6, 1-36"x48" C.I.P.
Pub. Rd. Xing. (a-207-C)
Br. 54.1, 1-36"x43" C.I.P.
Pr. Xing. (a-206-D)
Br. 53.9, 3-57" B.D. P.C. Bm. Span on Piers & Ab.
Pr. Xing. (a-205-E)
Br. 53.5, 1-36"x43" C.I.P.
Sig. 531-532
Pub. Rd. Xing. (a-204-G)
Br. 53.1, 2-36"x84" C.I.P.
Pr. Xing. (a-203-N)
Br. 52.1, 1-48"x48" C.I.P. 10° Cor. N.P. each Br.
Pub. Rd. Xing. (a-202-T)
Br. 51.9, 2-120"x92" Con. P.
Pub. Rd. Xing. (a-201-L)
Br. 51.4, 3'3"x5'5" C. Bx.
Br. 51.2, 1-48"x54" C.I.P.
Pub. Rd. Xing. (a-200-E)
Br. 50.8, 1-36"x48" C.I.P.
Br. Sig. 501-502 503-504
Br. 50.6, 54" D.S. on C.
Piers: 68 PR-S.S.C. Jan. Grad. - B.O.
Foot Walk & Hand Rail L.F.
Hay Cr.
Br. 50.2, 2-5'x41'5" S.S. & Brick Arch
18' C. Ext. L.F.: 60 Hot Applied Liner
Pub. Rd. Xing. (a-199-M)
Pr. Xing. (a-199-K)
1977 - 2
84-4
1977 - 2 N
1977 - 1 S
RAIL GR.
+5082
136 CWR 11 - 1963 N
RAIL
136 CWR 10 & 11 - 1965 S
136 CWR 9 & 10 - 1963 S
SLAG N
SLAG S
BALLAST
1987
1987
N
S
SURFACING
1987
1987
N
S
TIES
U.C. 1987 N.
S.
UNDERCUTTER
1946
1946
N
S
STABILIZATION

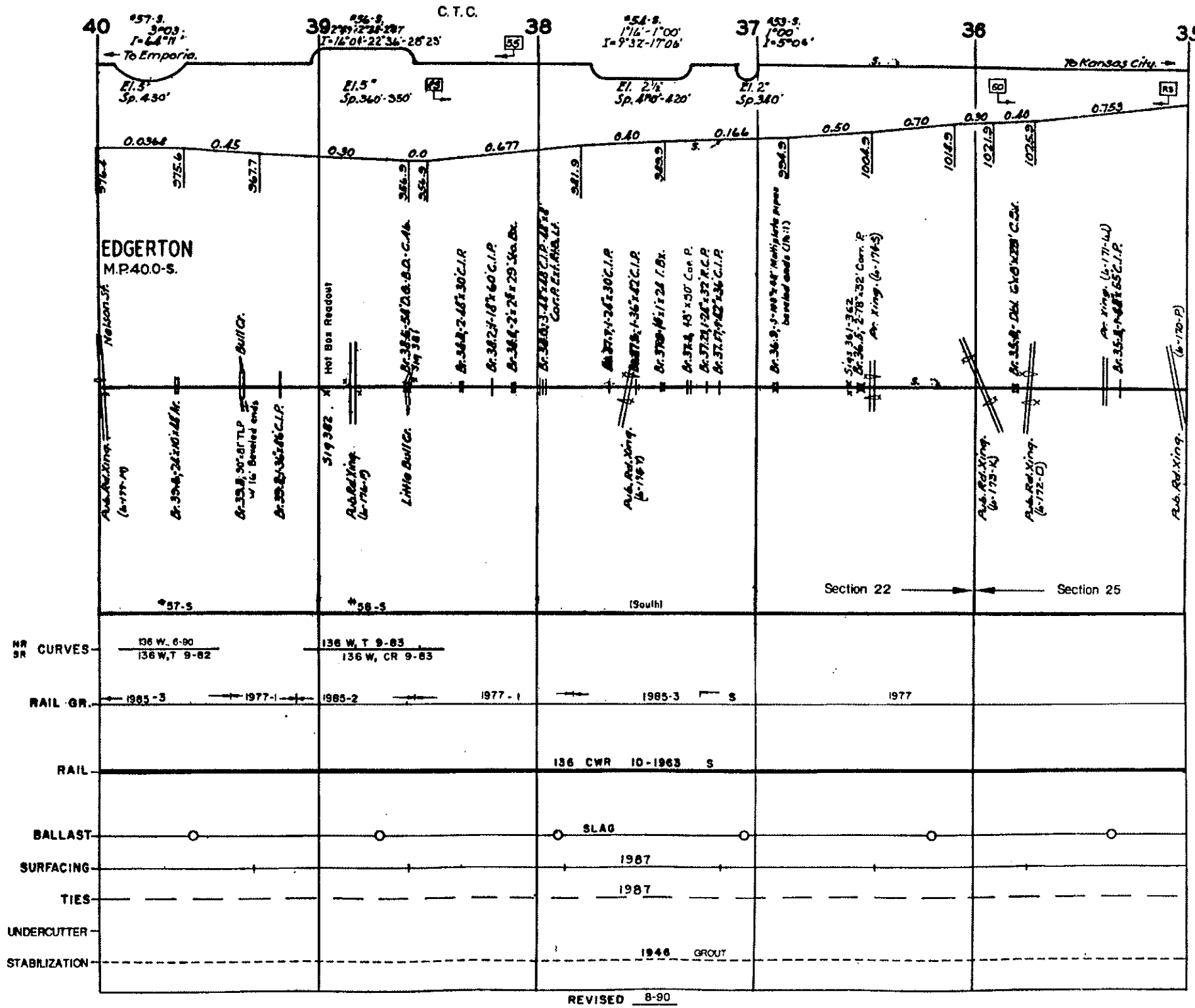
REVISED 8-90


50
49
48
47
46
45
C.T.C.
To Emporia
To Kansas City
WELLSVILLE
M.P.45.47
CURVES
RAIL-GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 W, T 9-82
136 W, R 6-66
136 CWR 11-1963
136 CWR 9810-1963
SLAG
1967
1946
REVISED 5-66

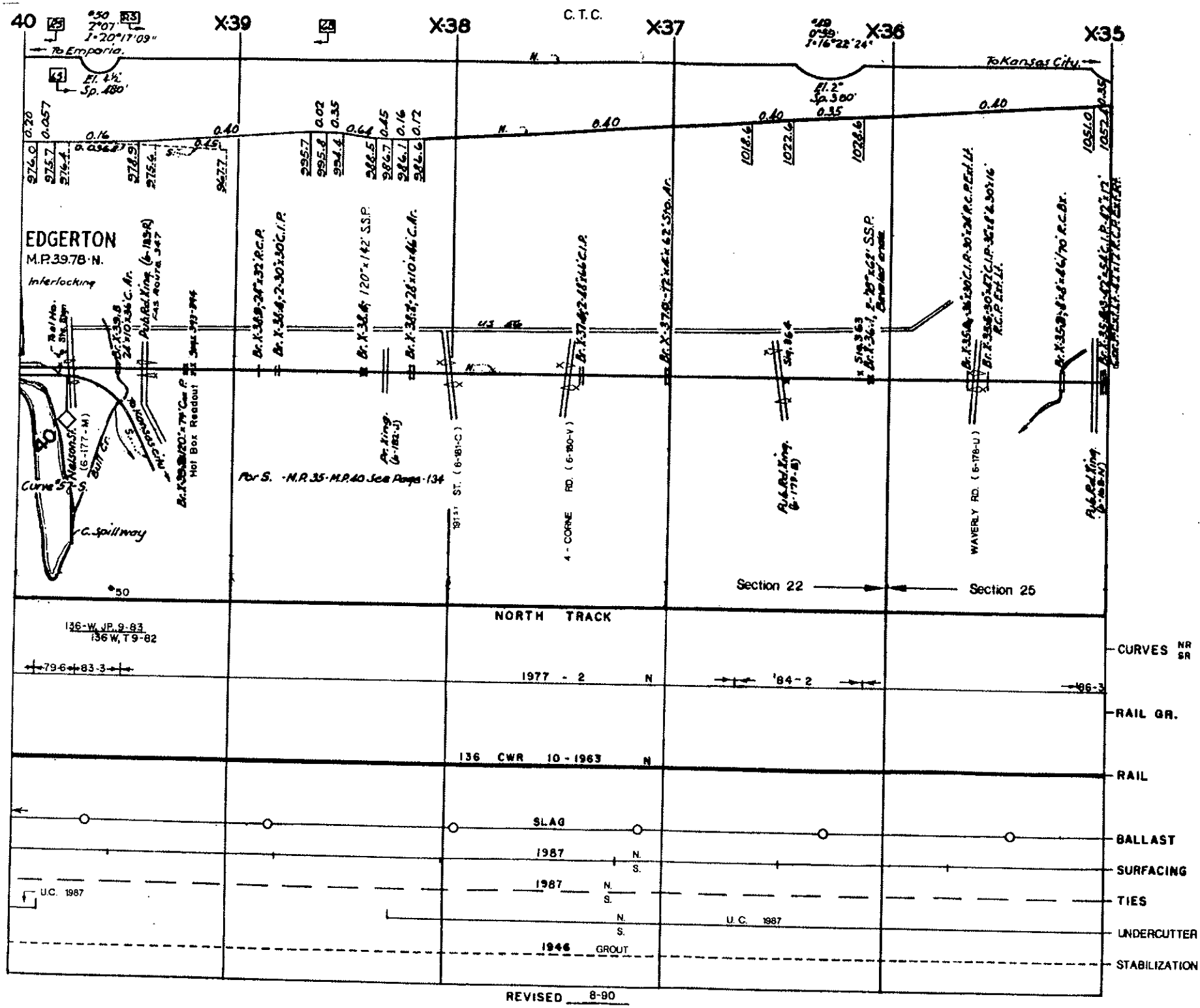
C.T.C.

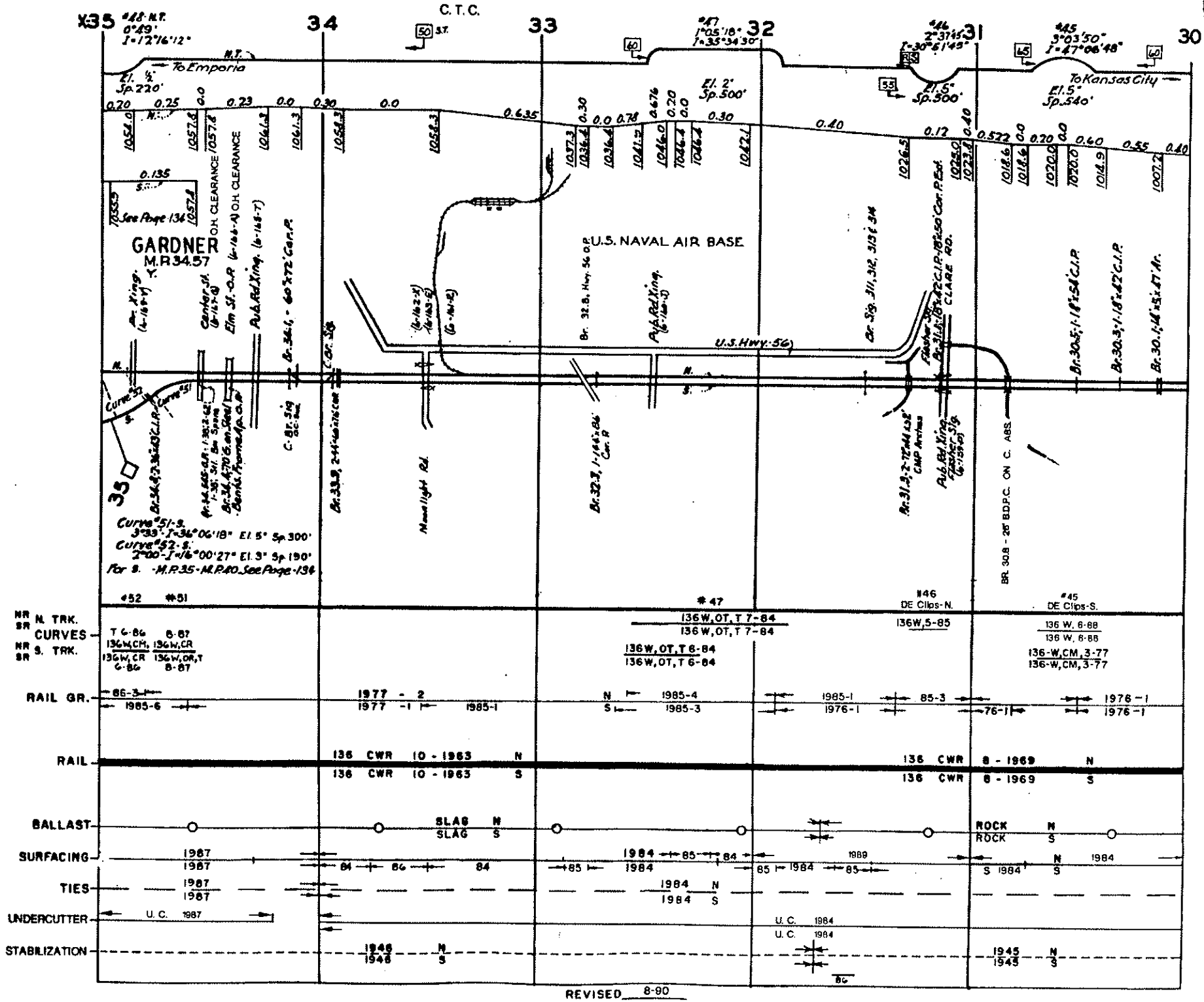


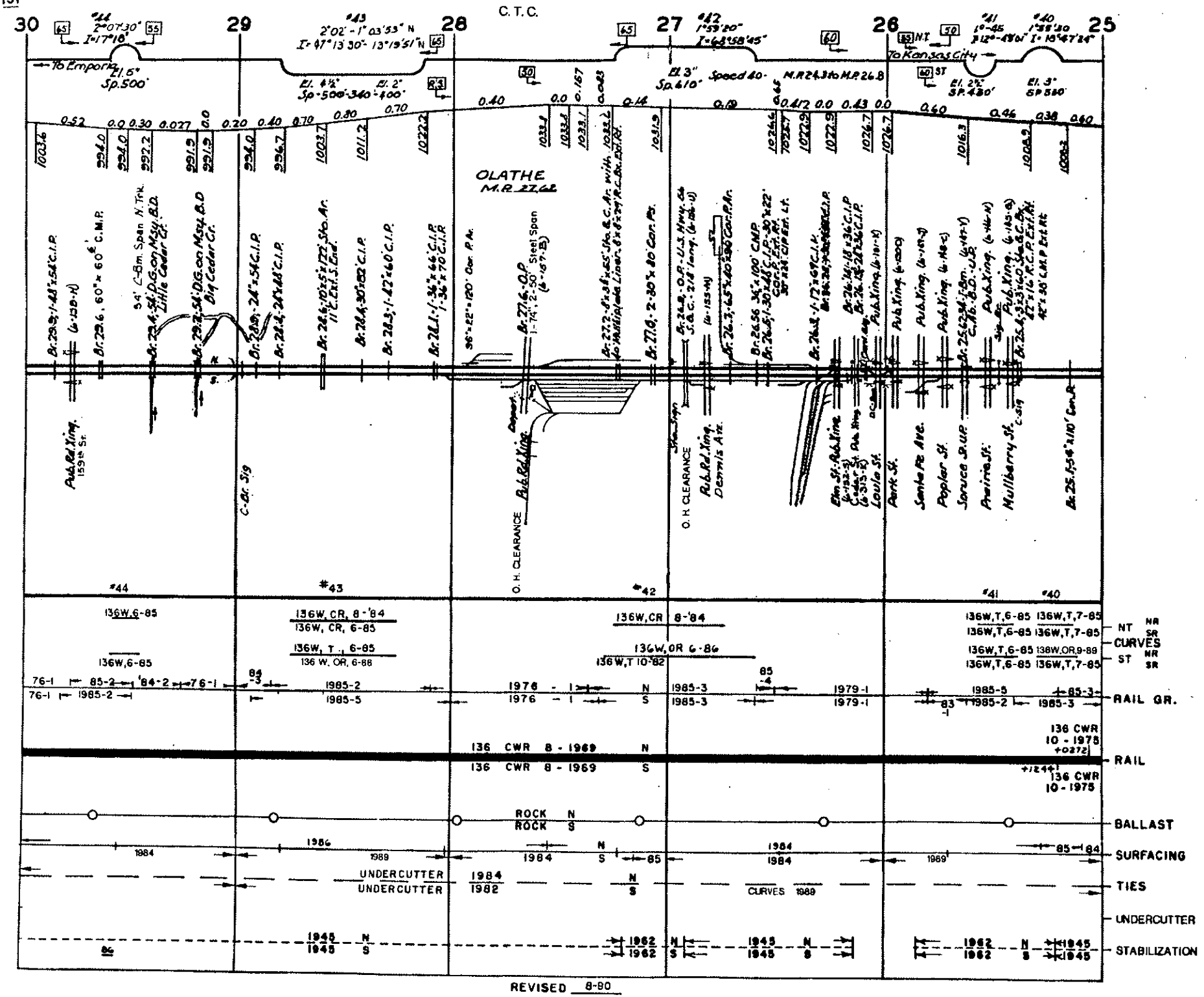
REVISED 8-90


C.T.C.
40
39
38
37
36
35
*57-S. 3°09' I-6.4°11'
*56-S. I-14°01'-22°36'-28°25'
*54-S. 1°14'-1°00' I-9°32'-17°06'
453-S. 1°00' I-5°04'
To Emporia.
To Kansas City.
El. 3° Sp. 430'
El. 5° Sp. 340'-350'
El. 2½° Sp. 410'-420'
El. 2° Sp. 340'
0.0368
0.45
0.30
0.0
0.677
0.40
0.166
0.50
0.70
0.30
0.40
0.759
976.4
975.6
367.7
356.9
355.9
381.9
389.9
394.9
1004.9
1018.9
1021.9
1025.9
EDGERTON
M.P. 40.0-S.
Nelson St.
Bull Cr.
Hot Box Readout
Siq 381
Siq 382
Little Bull Cr.
Pub. Rd. Xing. (4-177-H)
Pub. Rd. Xing. (4-176-J)
Pub. Rd. Xing. (4-176-Y)
Pub. Rd. Xing. (4-175-K)
Pub. Rd. Xing. (4-172-D)
Pub. Rd. Xing. (4-170-P)
Br. 39.6; 54'D.B. S.D. C.M.P.
Br. 38.4; 2-48'x 30' C.I.P.
Br. 38.2; 3-18'x 60' C.I.P.
Br. 38.4; 2-24'x 29' Arch Str.
Br. 38.6; 3-48'x 28' C.I.P. 48'x 8' Conc. P. Ext. Arch. Lt.
Br. 37.7; 1-24'x 30' C.I.P.
Br. 37.5; 1-36'x 42' C.I.P.
Br. 37.0; 48"x 24' I. Str.
Br. 37.4; 48'x 50' Con. P.
Br. 37.2; 1-24'x 32' R.C.P.
Br. 37.1; 2-42"x 36' C.I.P.
Br. 36.9; 3-90°2-48" Multiplate pipes beveled ends (Ch. 11)
Siq 361-362
Br. 36.5; 2-78"x 32' Corr. P.
Br. 35.9; Dbl. Cvd. 108" C.M.P.
Br. 35.4; 4-48'x 65' C.I.P.
Section 22
Section 25
*57-S
*56-S
(South)
HR CURVES
SR
136 W., 6-80
136 W, T 9-82
136 W, T 9-83
136 W, CR 9-83
RAIL GR.
1965-3
1977-1
1985-2
1977-1
1985-3
S
1977
RAIL
136 CWR 10-1963 S
BALLAST
SLAG
SURFACING
1987
TIES
1987
UNDERCUTTER
STABILIZATION
1946 GROUT

REVISED 8-90

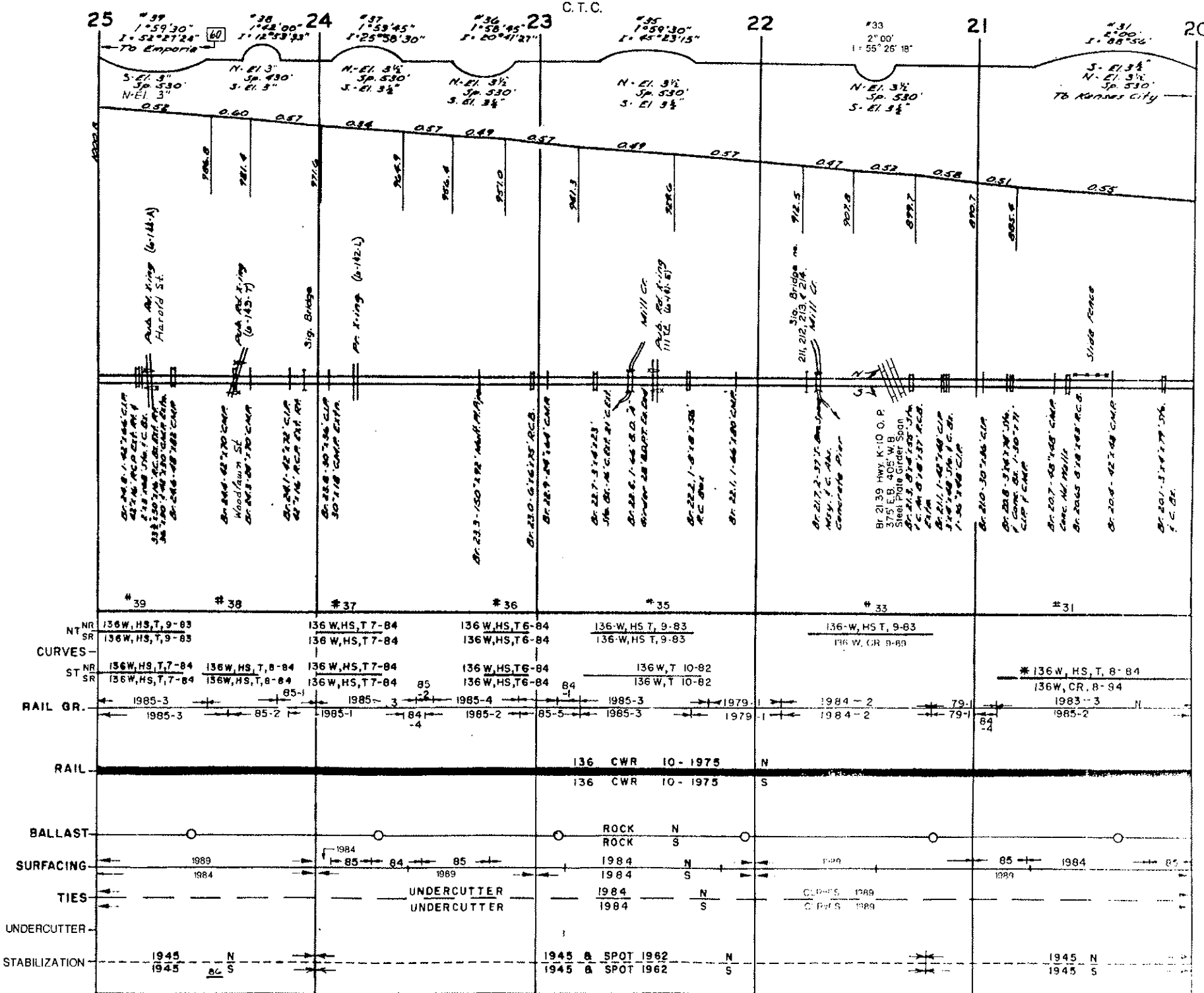

C. T. C.
40
X-39
X-38
X-37
X-36
X-35
To Emporia.
To Kansas City
EDGERTON
M.P. 39.78 - N.
Interlocking
Section 22
Section 25
NORTH TRACK
136-W, JP, 9-83
136 W, T 9-82
1977 - 2 N
'84 - 2
136 CWR 10 - 1963 N
SLAG
1987 N. S.
1987 N. S.
U.C. 1987
N. S. U.C. 1987
1946 GROUT
CURVES NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


C.T.C.
X35
34
33
32
31
30
To Emporia
To Kansas City
GARDNER
M.P. 34.57
U.S. NAVAL AIR BASE
U.S. HWY. 56
See Page 136
CLAIRE RD.
Curve #51-S. 3°33' I-36°06'18" El. 5° Sp. 300'
Curve #52-S. 2°00' I-16°00'27" El. 3° Sp. 190'
For S. - M.P. 35 - M.P. 40 See Page 136
#52
#51
#47
#46
#45
DE Clips-N.
DE Clips-S.
NR N. TRK.
SR CURVES
NR S. TRK.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 10 - 1963 N
136 CWR 10 - 1963 S
136 CWR 8 - 1969 N
136 CWR 8 - 1969 S
SLAG N
SLAG S
ROCK N
ROCK S
U.C. 1987
U.C. 1984
U.C. 1984
1946 N
1946 S
1945 N
1945 S
REVISED 8-90

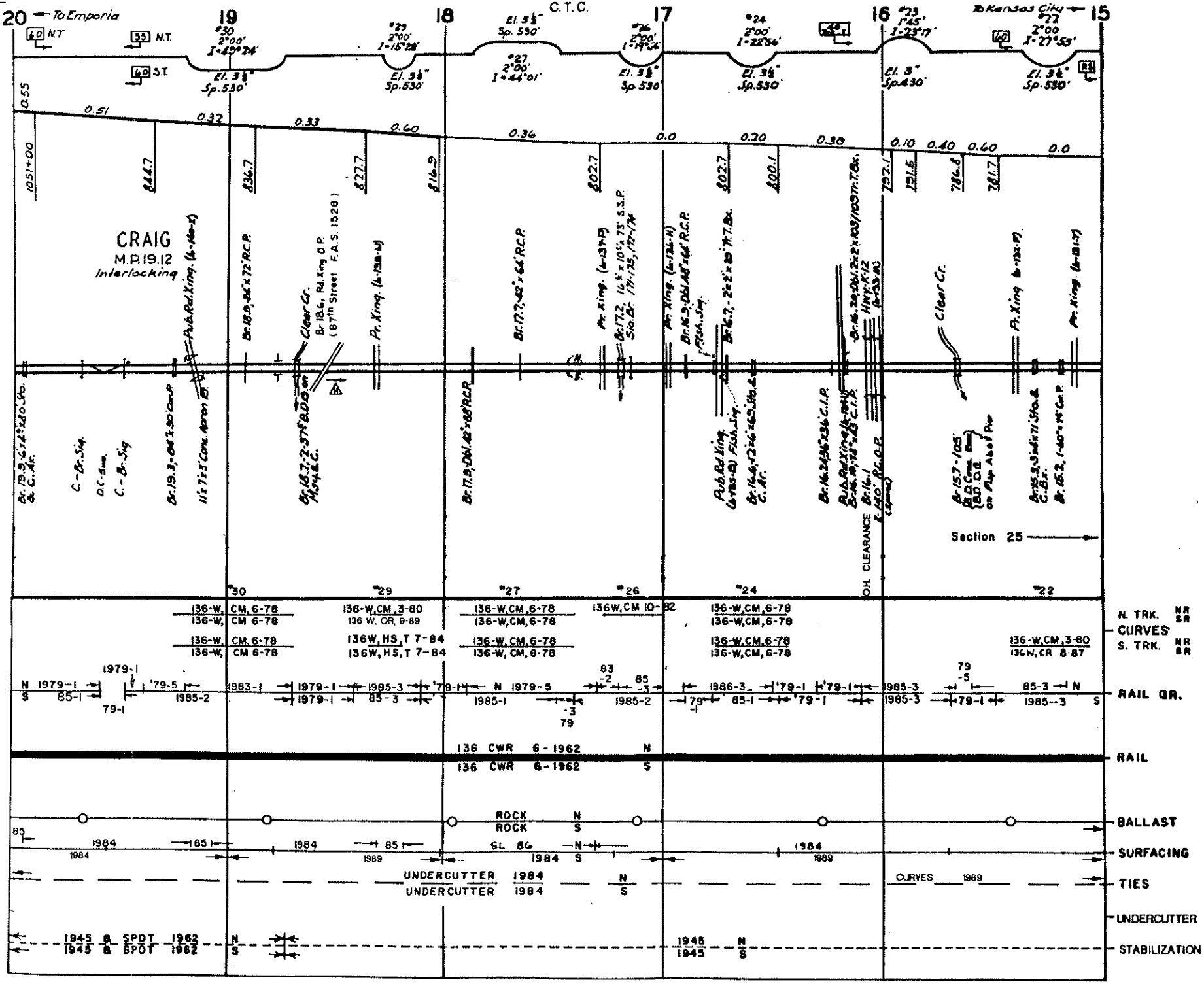

C. T. C.
30
29
28
27
26
25
#44
#43
#42
#41
#40
OLATHE
M.R. 27.62
To Emporia
To Kansas City
O. H. CLEARANCE
Pub. Rd. Xing. 159th St.
Pub. Rd. Xing. Dennis Ave.
Pub. Rd. Xing.
Elm St.
Cedar St.
Locust St.
Park St.
Santa Fe Ave.
Poplar St.
Spruce St.
Prairie St.
Mulberry St.
136W, 6-85
136W, CR, 8-'84
136W, CR, 6-85
136W, T, 6-85
136 W. OR, 6-86
136W, CR 8-'84
136W, OR 6-86
136W, T 10-82
136W, T, 6-85
136W, T, 7-85
136W, OR, 9-89
NT
ST
NR
SR
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 8 - 1969 N
136 CWR 8 - 1969 S
136 CWR 10 - 1975
ROCK N
ROCK S
UNDERCUTTER
1984
1982
1989
1985-2
1985-3
1985-5
1976 - 1
1979-1
1945
1962

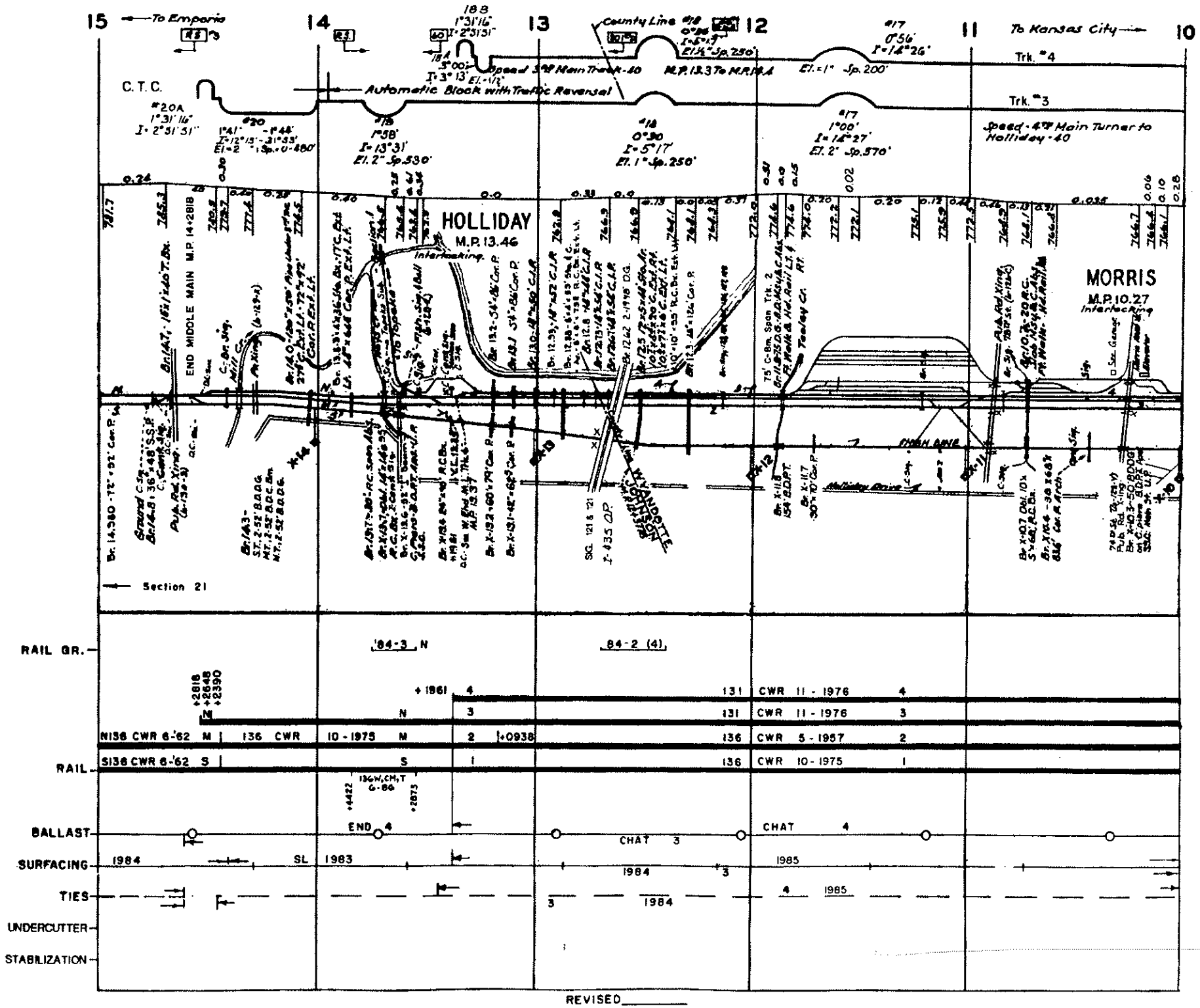
REVISED 8-90

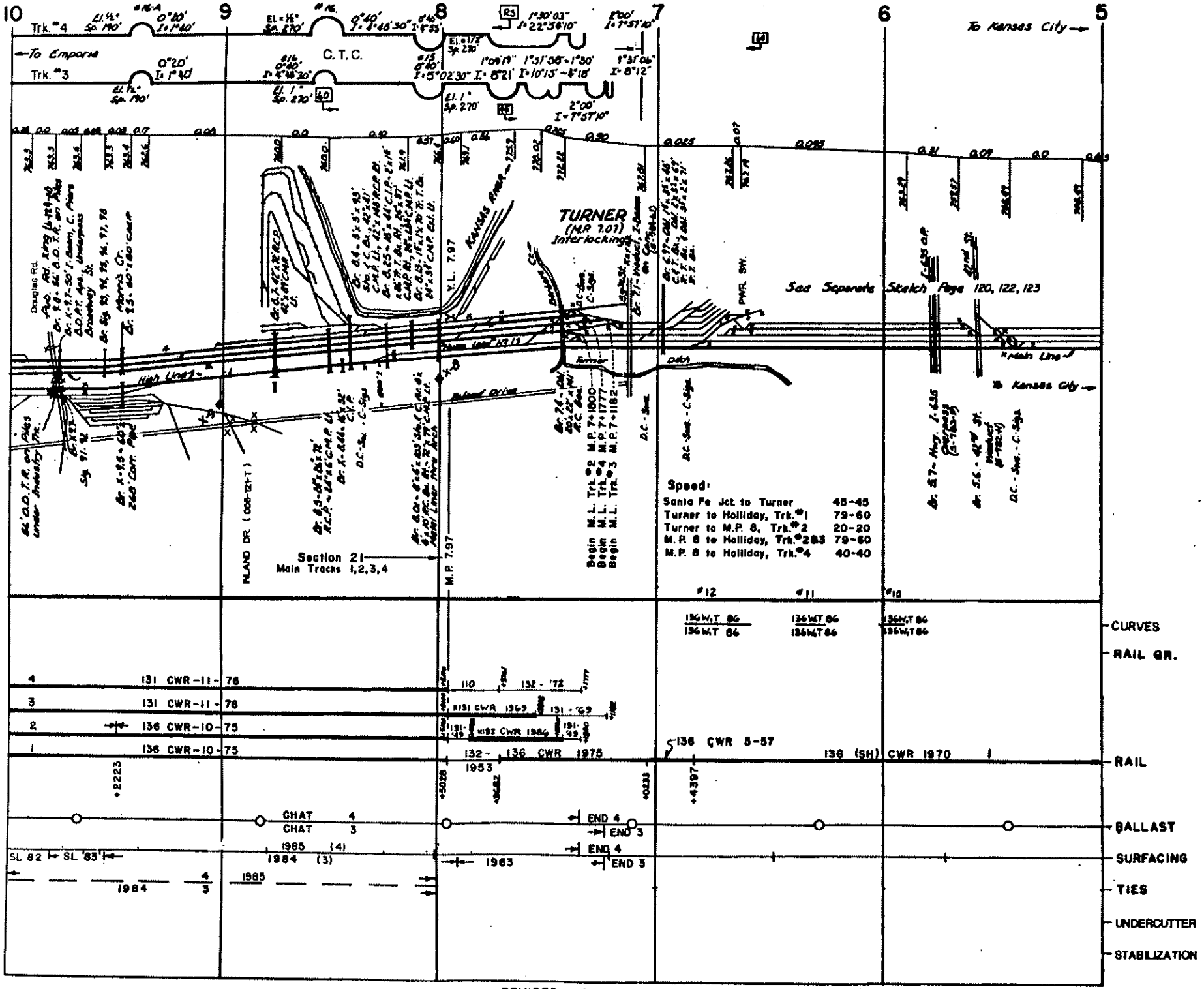
C. T. C.



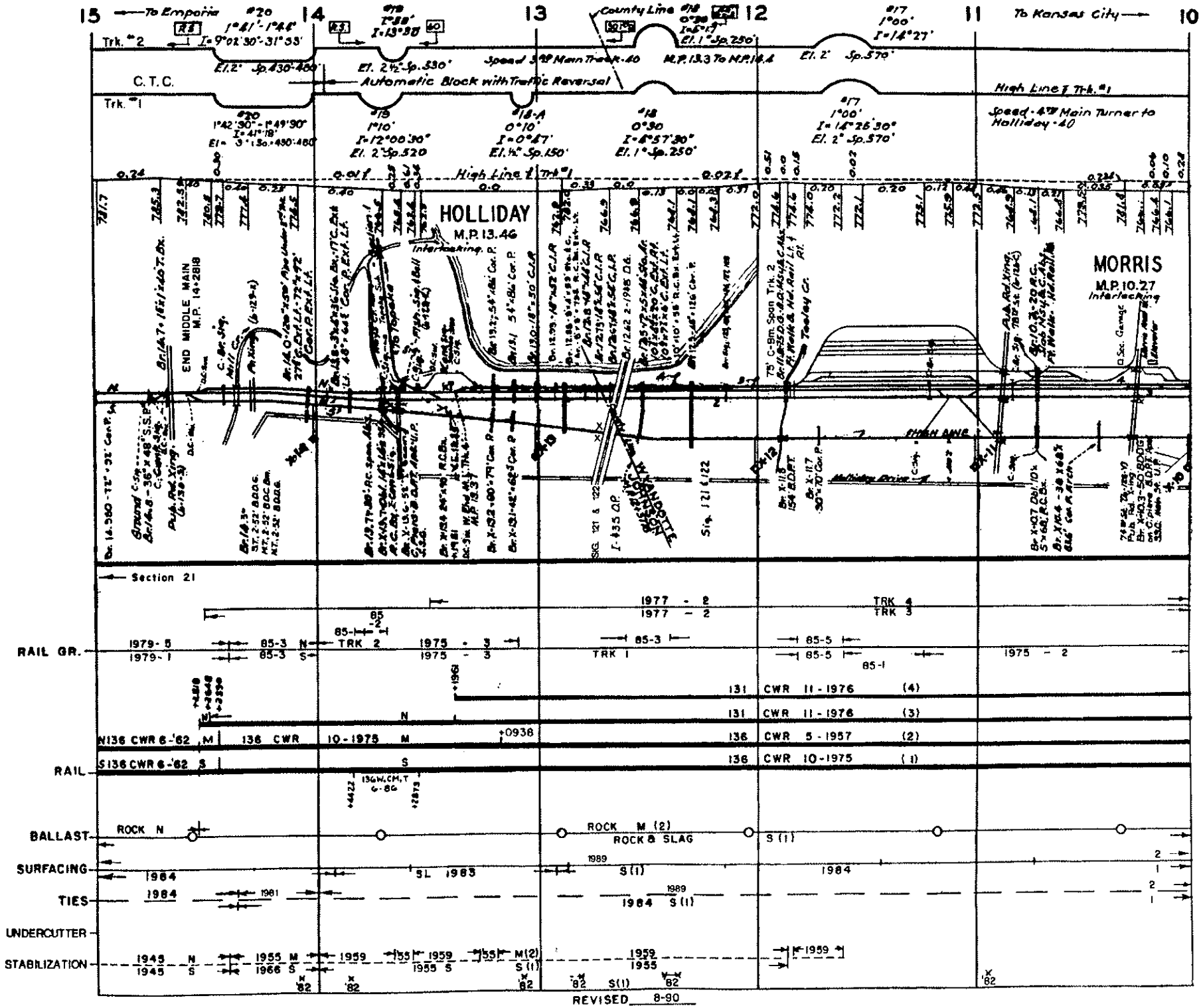
REVISED 8-90

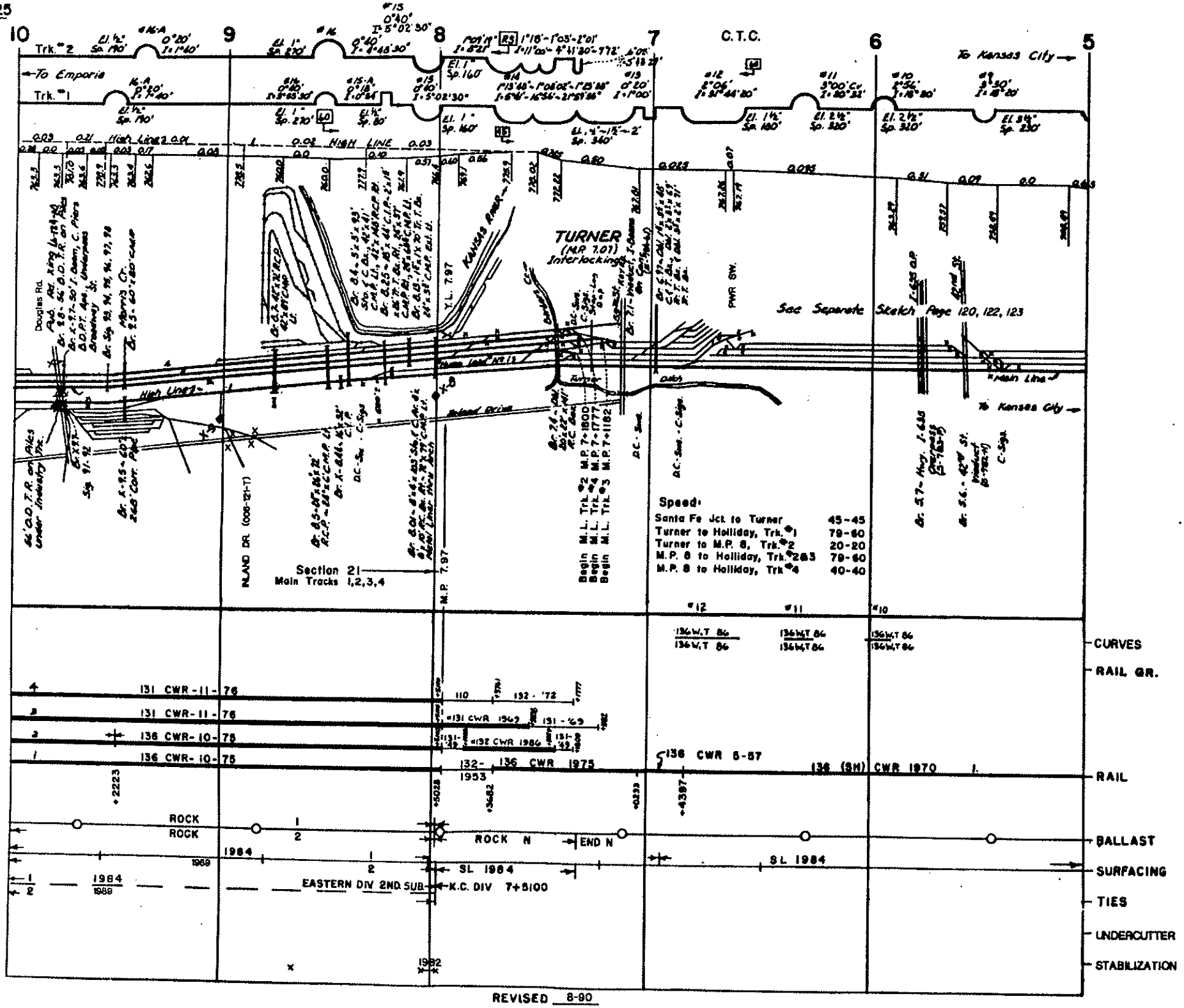

20
To Emporia
19
18
17
16
15
To Kansas City
C.T.C.
CRAIG
M.P. 19.12
Interlocking
Section 25
N. TRK. CURVES S. TRK.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


15
14
13
12
11
10
To Emporia
To Kansas City
C. T. C.
Automatic Block with Traffic Reversal
Trk. #4
Trk. #3
Speed - 4°F Main Turner to Holliday - 40
HOLLIDAY
M.P. 13.46
Interlocking
MORRIS
M.P. 10.27
Interlocking
END MIDDLE MAIN M.P. 14+2818
Section 21
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
N136 CWR 6-'62 M
S136 CWR 6-'62 S
136 CWR 10-1975 M
136 CWR 10-1975 S
136 CWR 5-1957
CWR 11-1976
CWR 10-1975
CHAT
END
SL
REVISED

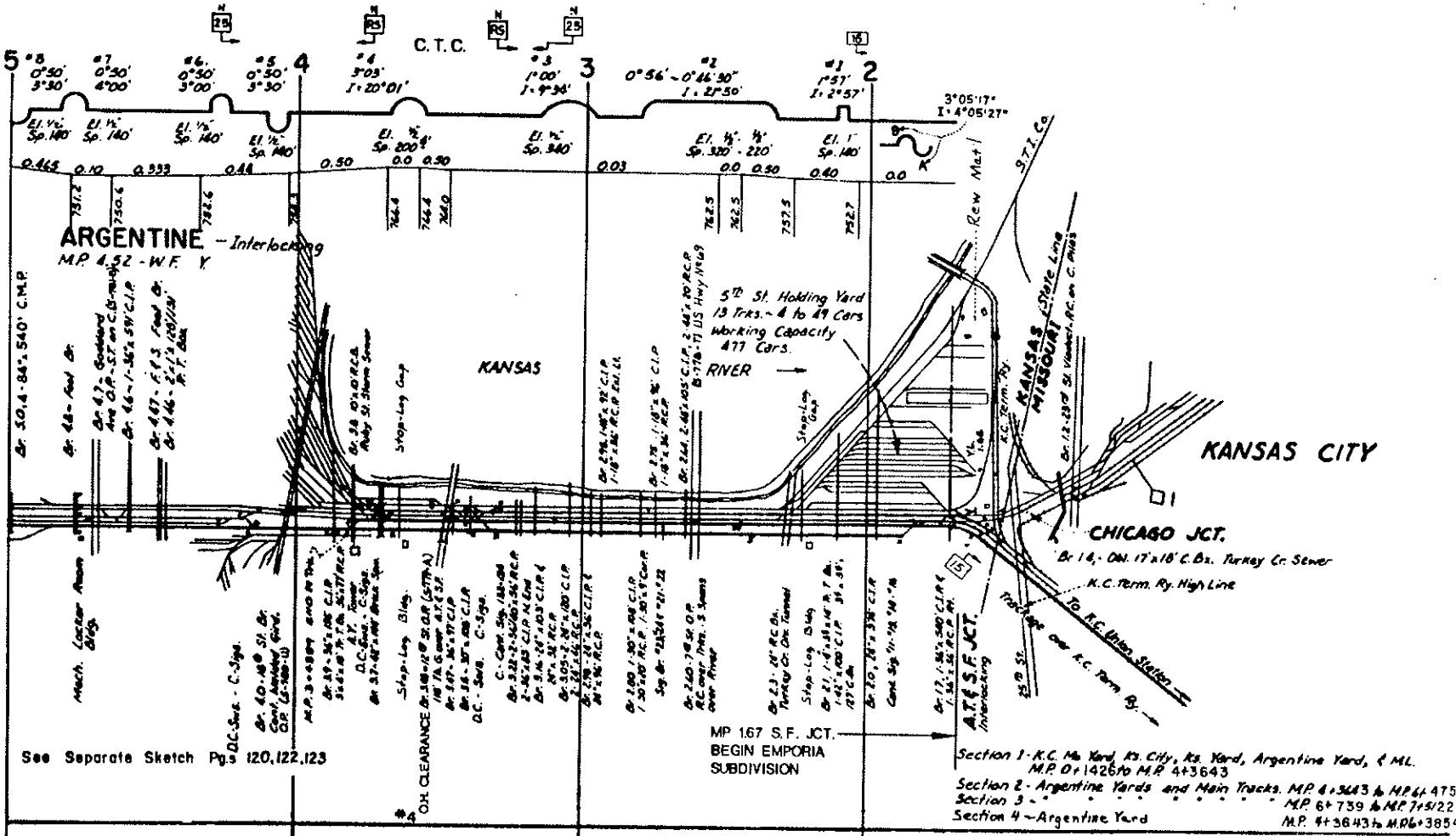

10
9
8
7
6
5
To Emporia
To Kansas City
Trk. #4
Trk. #3
C. T. C.
TURNER
(M.P. 7.07)
Interlocking
Kansas River
Douglas Rd.
Inland Drive
Section 21
Main Tracks 1,2,3,4
Speed:
Santa Fe Jct. to Turner 45-45
Turner to Holliday, Trk. #1 79-60
Turner to M.P. 8, Trk. #2 20-20
M.P. 8 to Holliday, Trk. #3 79-60
M.P. 8 to Holliday, Trk. #4 40-40
See Separate Sketch Page 120, 122, 123
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
4 131 CWR-11-76
3 131 CWR-11-76
2 136 CWR-10-75
1 136 CWR-10-75
136 CWR 5-57
136 (SH) CWR 1970
CHAT 4
CHAT 3
END 4
END 3
SL 82 SL 83
1984
1985
1963

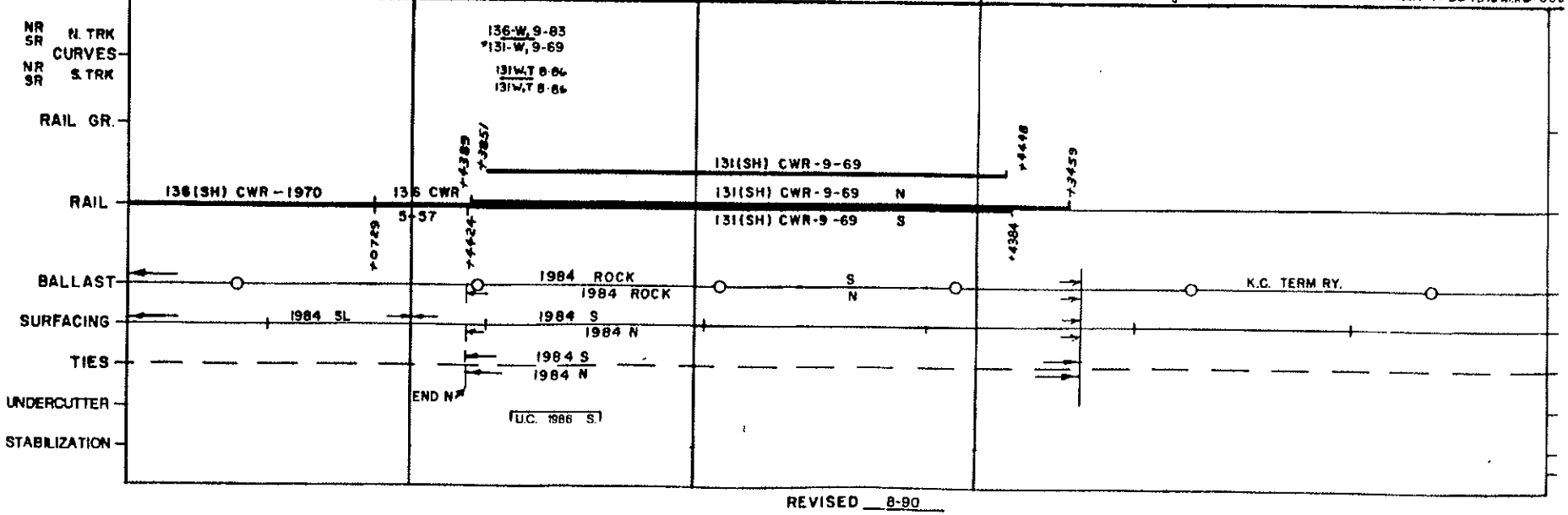
REVISED 8-90


15
To Emporia
14
13
County Line
12
11
To Kansas City
10
Trk. #2
Trk. #1
C. T. C.
Automatic Block with Traffic Reversal
High Line Trk. #1
HOLLIDAY
M.P. 13.46
Interlocking
MORRIS
M.P. 10.27
Interlocking
END MIDDLE MAIN
M.P. 14+2818
Section 21
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK N
ROCK M (2)
ROCK & SLAG
S (1)
REVISED 8-90


10
9
8
7
6
5
C.T.C.
To Emporia
To Kansas City
Trk. #2
Trk. #1
TURNER
(M.P. 7.01)
Interlocking
KANSAS RIVER
Y.L. 7.97
See Separate Sketch Page 120, 122, 123
Section 21
Main Tracks 1,2,3,4
INLAND DR (008-121-T)
M.P. 7.97
Begin M.L. Trk #2 M.P. 7+1800
Begin M.L. Trk #4 M.P. 7+1777
Begin M.L. Trk #3 M.P. 7+1182
Speed:
Santa Fe Jct to Turner 45-45
Turner to Holliday, Trk #1 79-60
Turner to M.P. 8, Trk #2 20-20
M.P. 8 to Holliday, Trk #3 79-60
M.P. 8 to Holliday, Trk #4 40-40
131 CWR-11-76
131 CWR-11-76
136 CWR-10-75
136 CWR-10-75
#131 CWR 1962
#132 CWR 1986
132-136 CWR 1975
1953
136 CWR 5-87
136 (SH) CWR 1970
ROCK
ROCK
ROCK N
END N
SL 1984
SL 1984
EASTERN DIV 2ND SUB
K.C. DIV 7+5100
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


C.T.C.
ARGENTINE – Interlocking
M.P. 4.52 - W.F. Y
KANSAS
RIVER
KANSAS CITY
CHICAGO JCT.
5TH St. Holding Yard
13 Trks. - 4 to 49 Cars
Working Capacity
477 Cars.
A.T. & S.F. JCT.
Interlocking
MP 1.67 S.F. JCT.
BEGIN EMPORIA
SUBDIVISION
See Separate Sketch Pg.s 120, 122, 123
O.H. CLEARANCE
K.C. Term. Ry. High Line
To K.C. Union Station
Section 1 - K.C. Ms Yard, Ks. City, Ks. Yard, Argentine Yard, & ML.
M.P. Or 1426 to M.P. 4+3643
Section 2 - Argentine Yards and Main Tracks. M.P. 4+3643 to M.P. 6+4752
Section 3 - " " M.P. 6+739 to M.P. 7+522
Section 4 - Argentine Yard
M.P. 4+3643 to M.P. 6+3854


NR SR N. TRK CURVES
NR SR S. TRK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136-W, 9-83
*131-W, 9-69
131 W,T 8-84
131 W,T 8-84
136 (SH) CWR - 1970
136 CWR
131 (SH) CWR - 9-69 N
131 (SH) CWR - 9-69 S
5-57
1984 ROCK
1984 ROCK
1984 SL
1984 S
1984 N
1984 S
1984 N
END N
U.C. 1986 S.
K.C. TERM RY.

REVISED 8-90

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

① East Elevator Yard - 11 Tracks 18 to 40 Cars Total 384 Cars

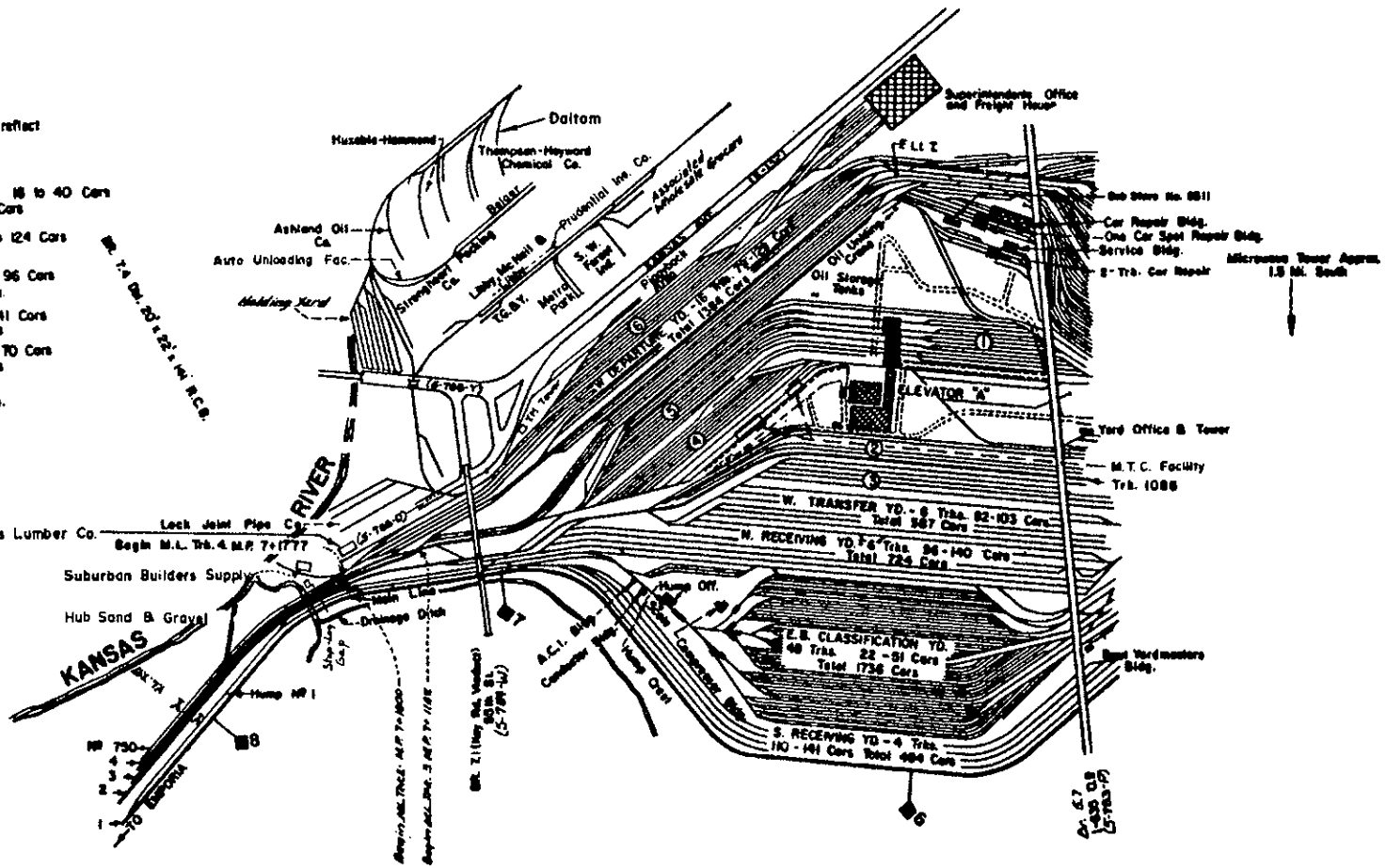
② Receiving Yard - 4 Tracks 119 to 124 Cars Total 483 Cars

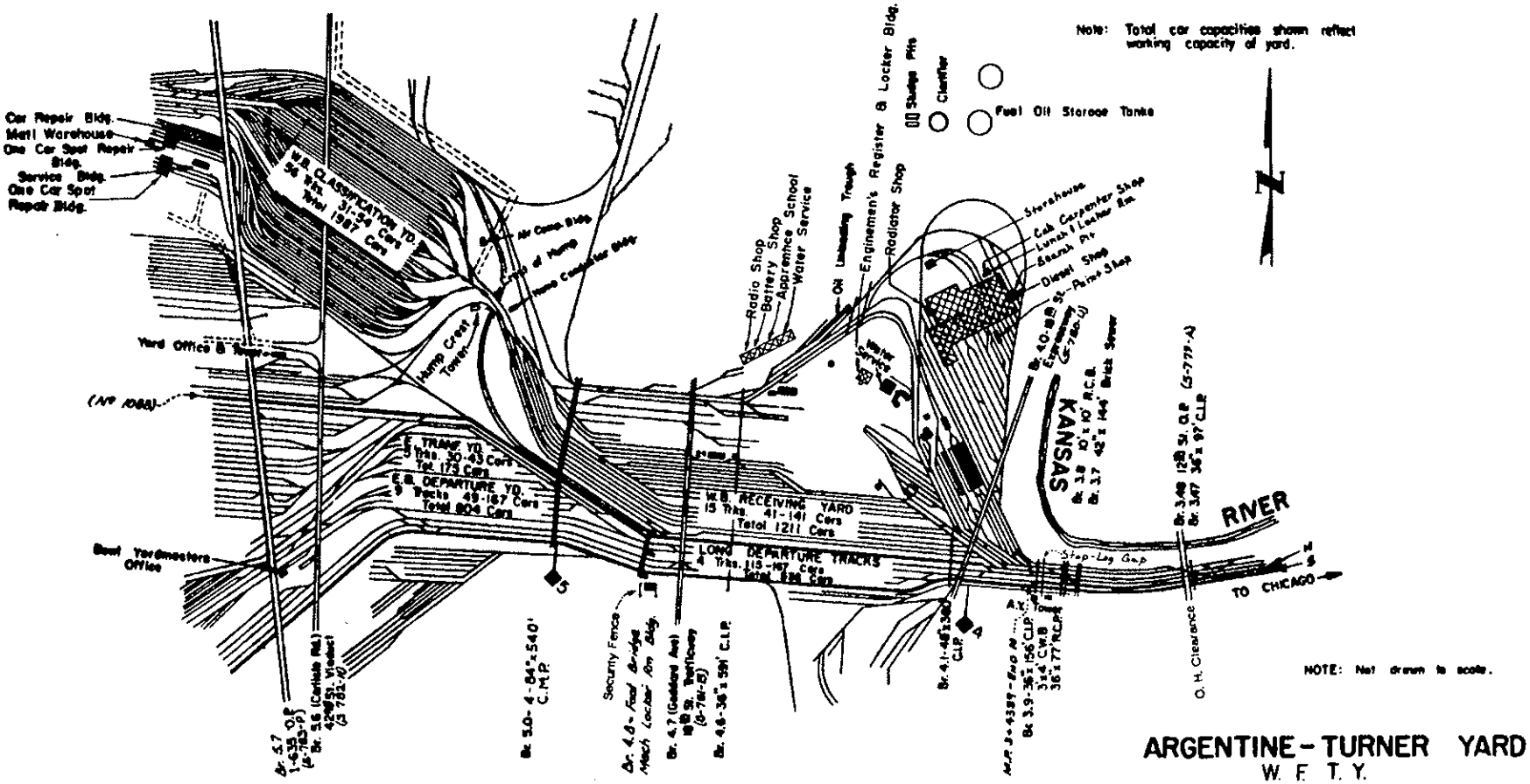
③ Holding Yard - 5 Tracks 69 to 96 Cars Total 418 Cars

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.



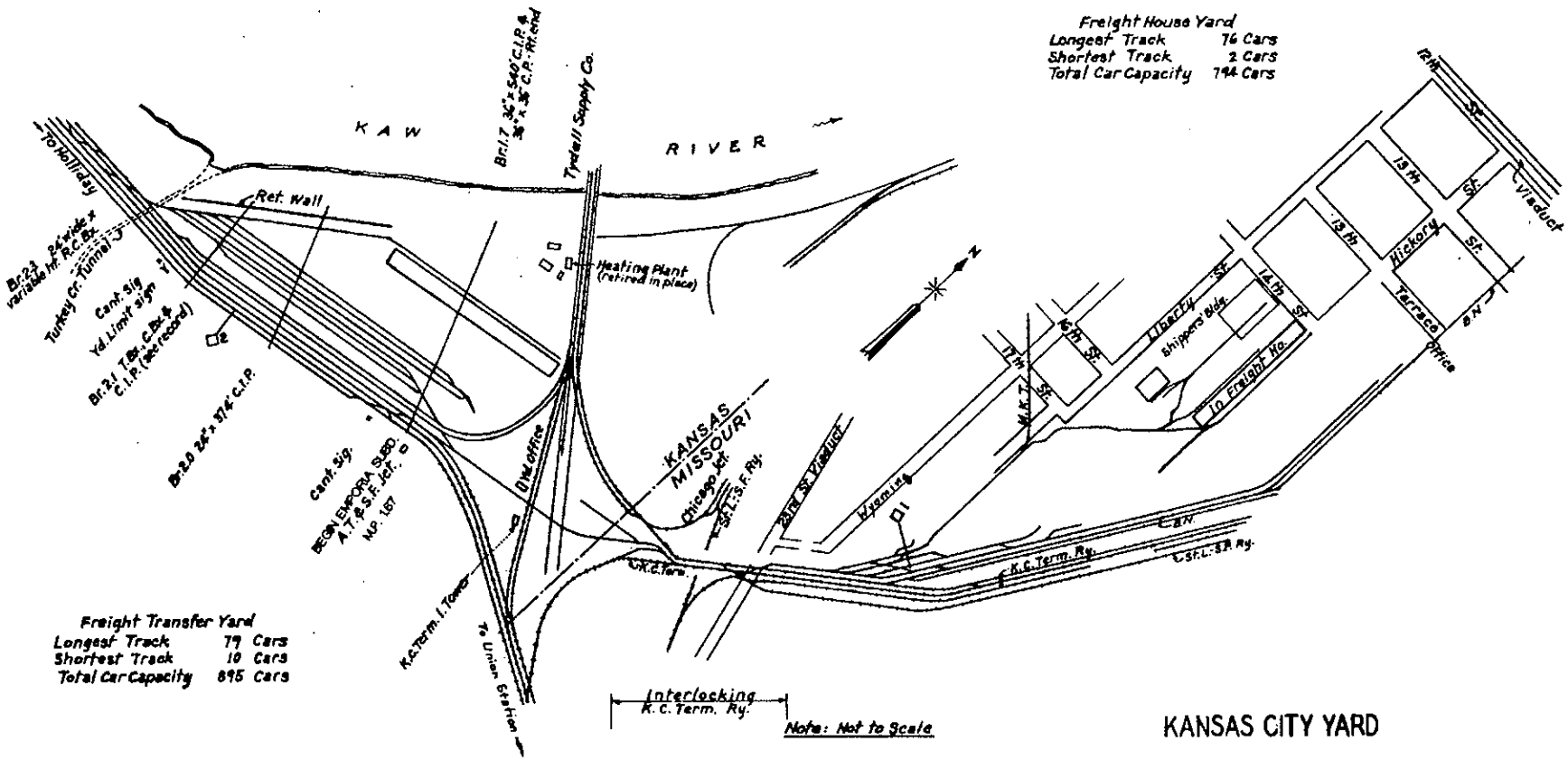


ARGENTINE - TURNER YARD
W. F. T. Y.

REVISED 8-90

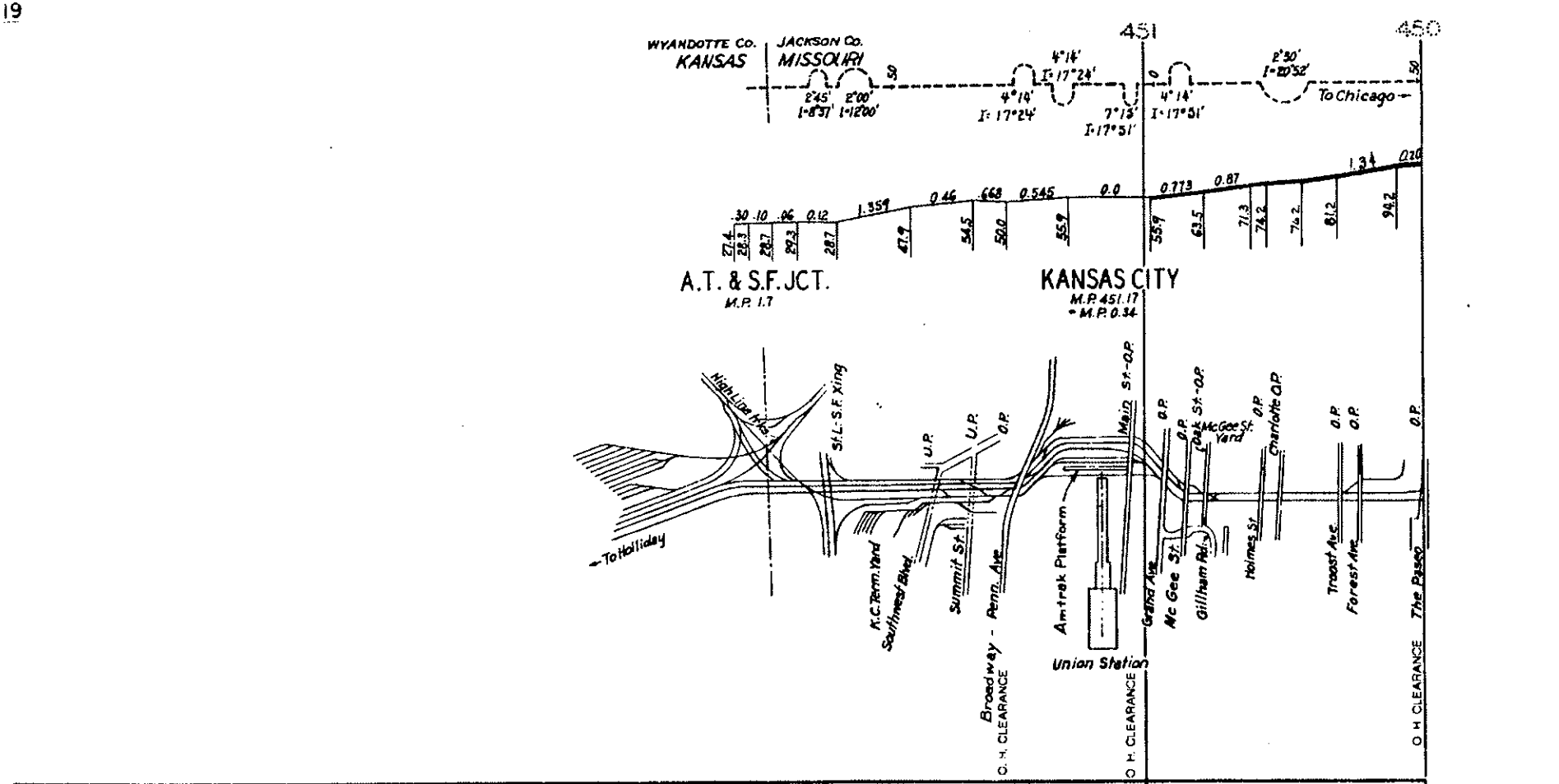
Emporia Subdivision

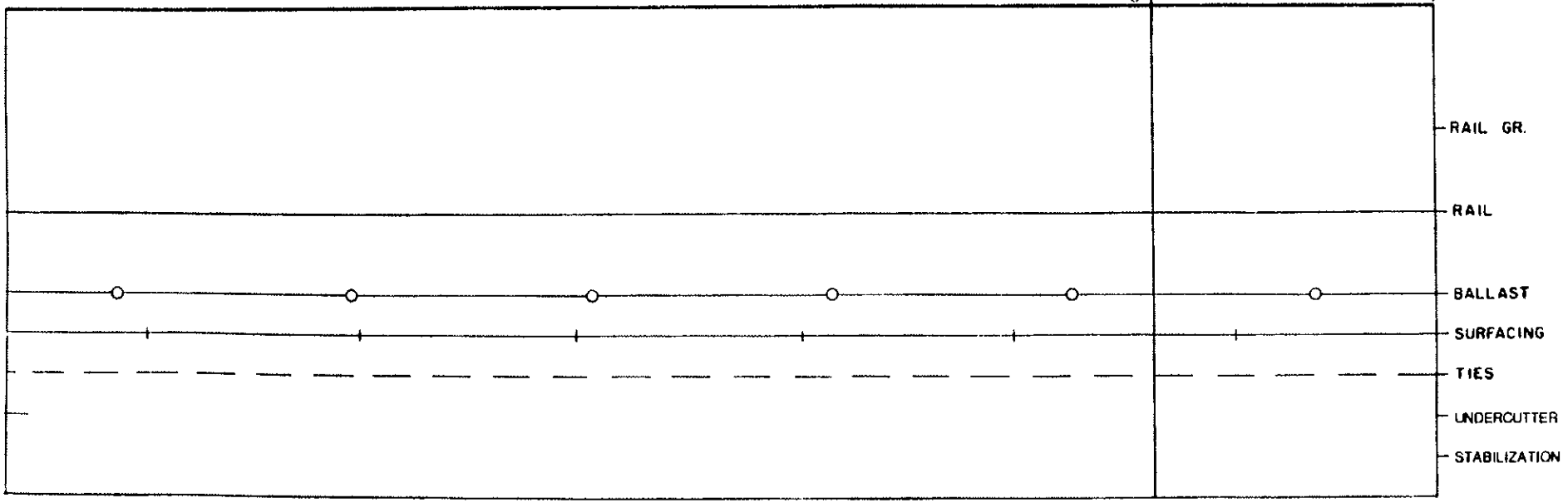
A.T.& S.F. Jct. (M.P. 1.7) to Emporia (N.R. Jct., M.P. 111.3)



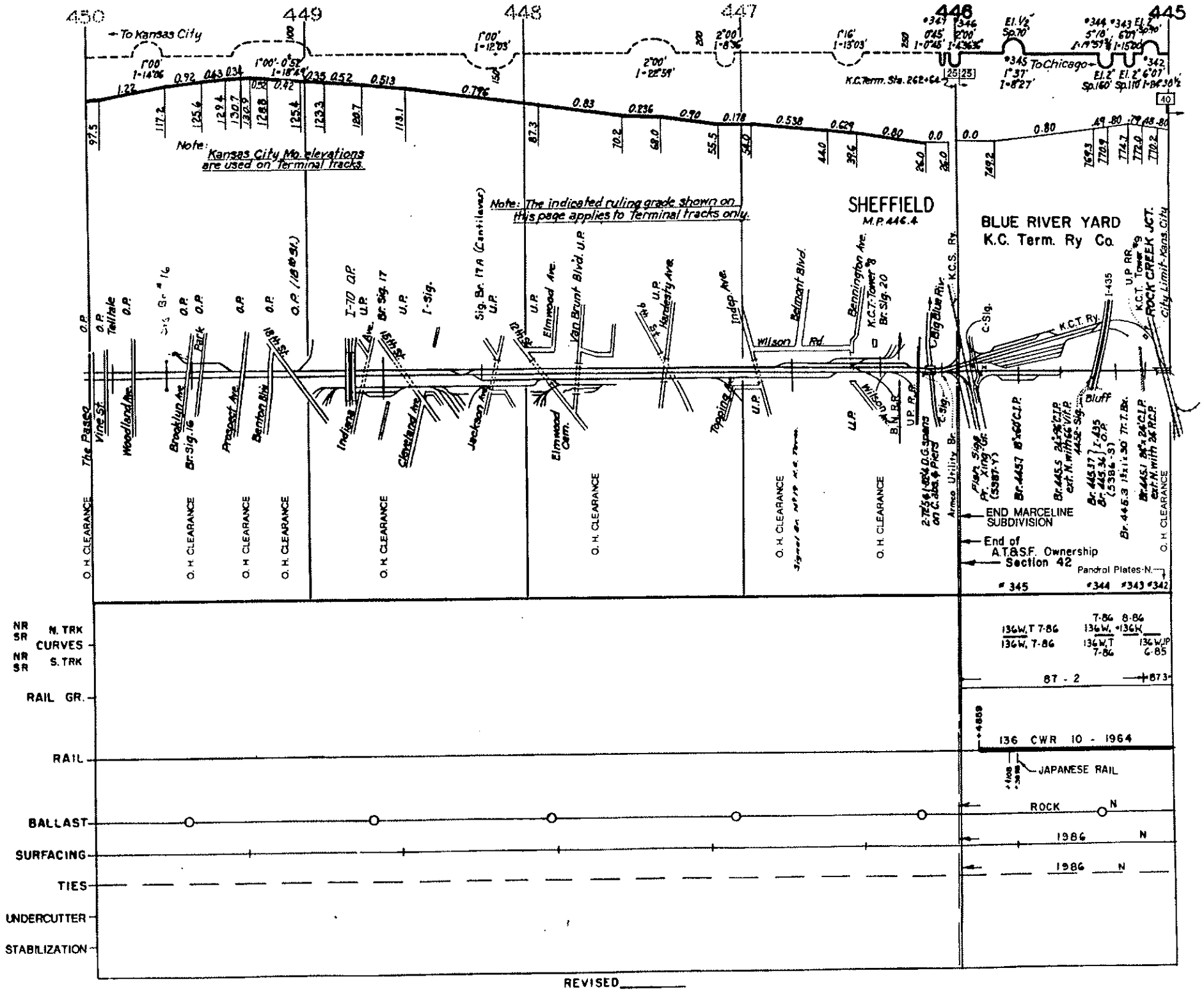
KANSAS CITY YARD

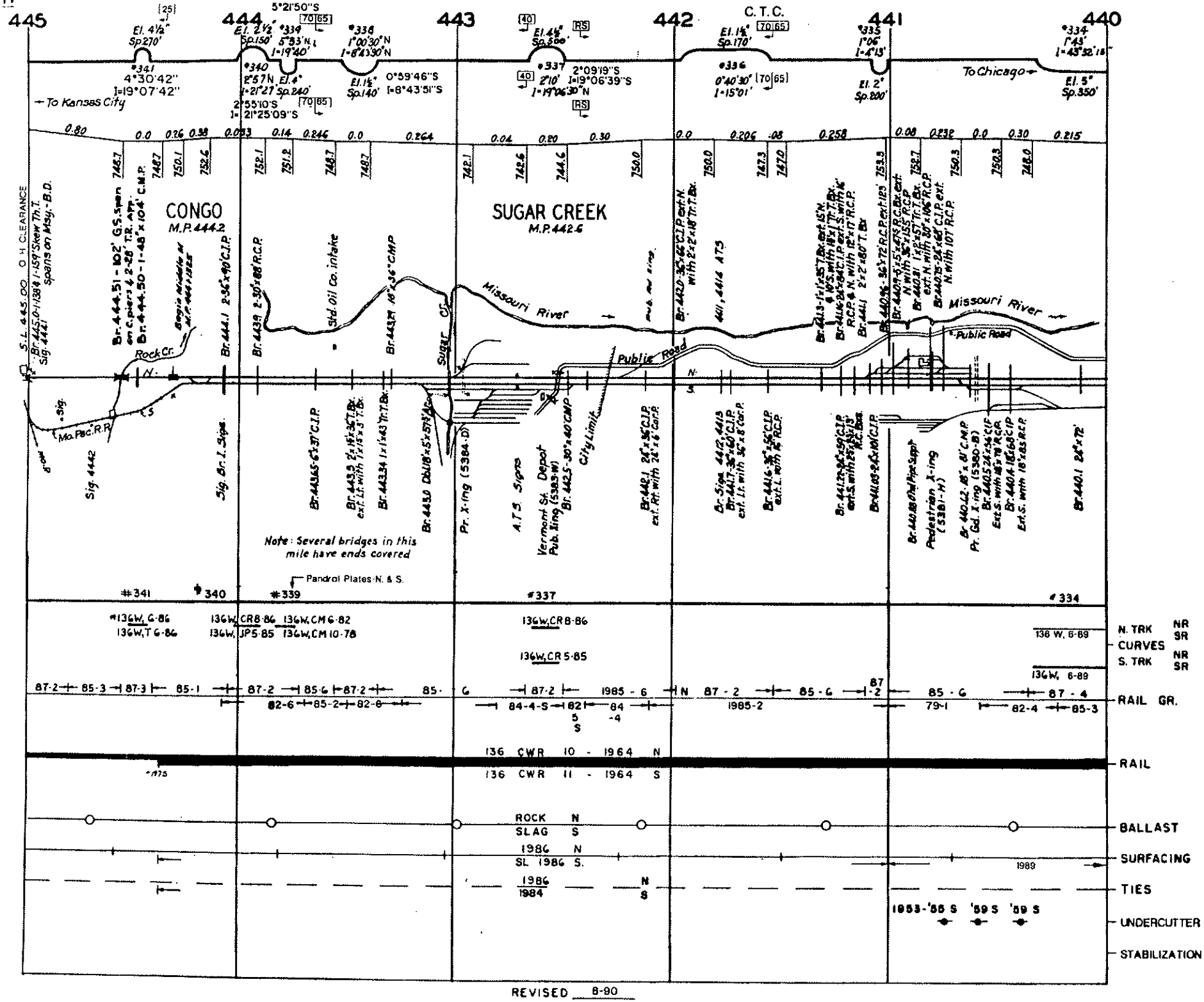
REVISED 8-90


WYANDOTTE CO.
KANSAS
JACKSON CO.
MISSOURI
451
450
2°45'
I-8°37'
2°00'
I-12°00'
4°14'
I-17°24'
7°13'
I-17°51'
2°50'
I-20°52'
To Chicago
A.T. & S.F. JCT.
M.P. 1.7
KANSAS CITY
M.P. 451.17
M.P. 0.34
High Line Bks.
Sf.L.-S.F. Xing
U.P.
O.P.
Main St.-O.P.
Oak St.-O.P.
McGee St. Yard
Charlotte O.P.
To Holliday
K.C. Term. Yard
Southwest Blvd.
Summit St.
Broadway - Penn. Ave.
Amtrak Platform
Union Station
Grand Ave.
Mc Gee St.
Gillham Rd.
Holmes St.
Troost Ave.
Forest Ave.
The Paseo
O.H. CLEARANCE

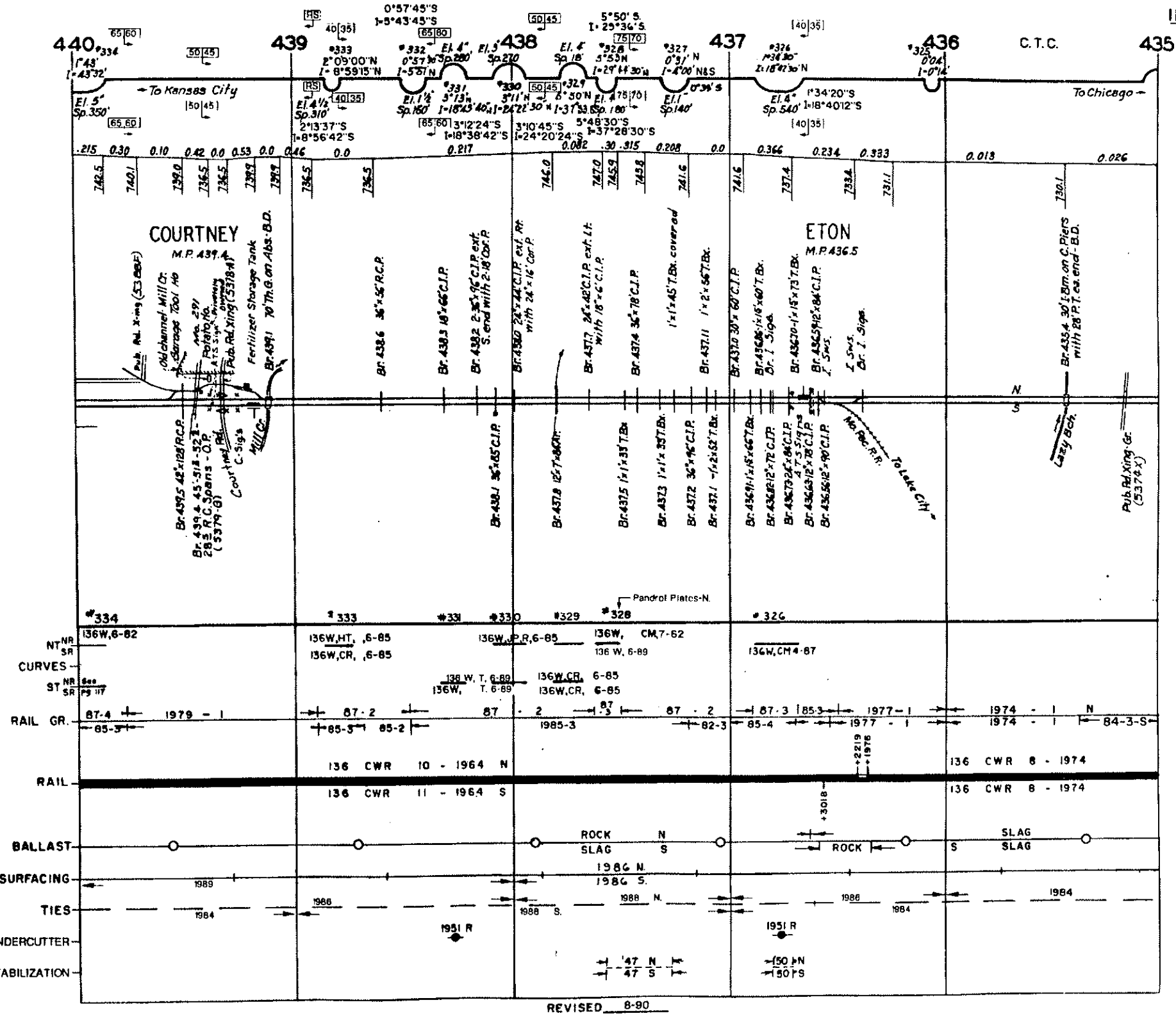

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

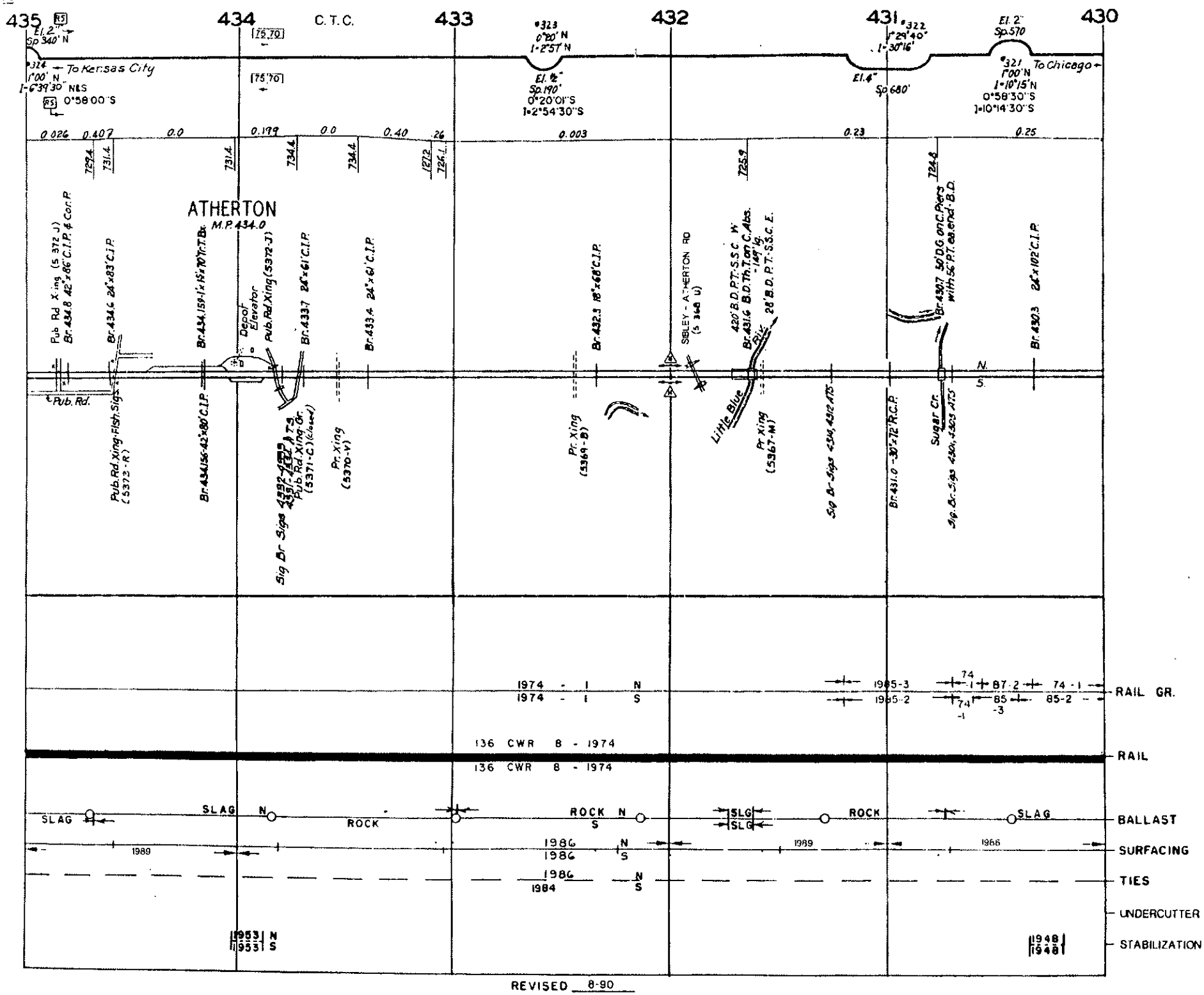
REVISED _____


450
449
448
447
446
445
To Kansas City
To Chicago
Note: Kansas City Mo. elevations are used on Terminal tracks.
Note: The indicated ruling grade shown on this page applies to Terminal tracks only.
SHEFFIELD
M.P. 446.4
BLUE RIVER YARD
K.C. Term. Ry Co.
K.C. Term. Sta. 262+64
The Paseo
Vine St.
Woodland Ave.
Brooklyn Ave.
Prospect Ave.
Benton Blvd.
18th St.
Indiana
19th St.
Cleveland Ave.
Jackson Ave.
Elmwood Ave.
Van Brunt Blvd. U.P.
Hardesty Ave.
Indep. Ave.
Wilson Rd.
Bellcoint Blvd.
Bennington Ave.
Big Blue Riv.
K.C.S. Ry.
K.C.T. Ry.
I-435
U.P. RR.
ROCK CREEK JCT.
City Limit-Kans. City
Bluff
Topping Ave.
Armco Utility Br.
END MARCELINE SUBDIVISION
End of A.T.&S.F. Ownership
Section 42
Pandrol Plates-N.
O. H. CLEARANCE
136 CWR 10 - 1964
JAPANESE RAIL
ROCK
1986
N. TRK
CURVES
S. TRK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED

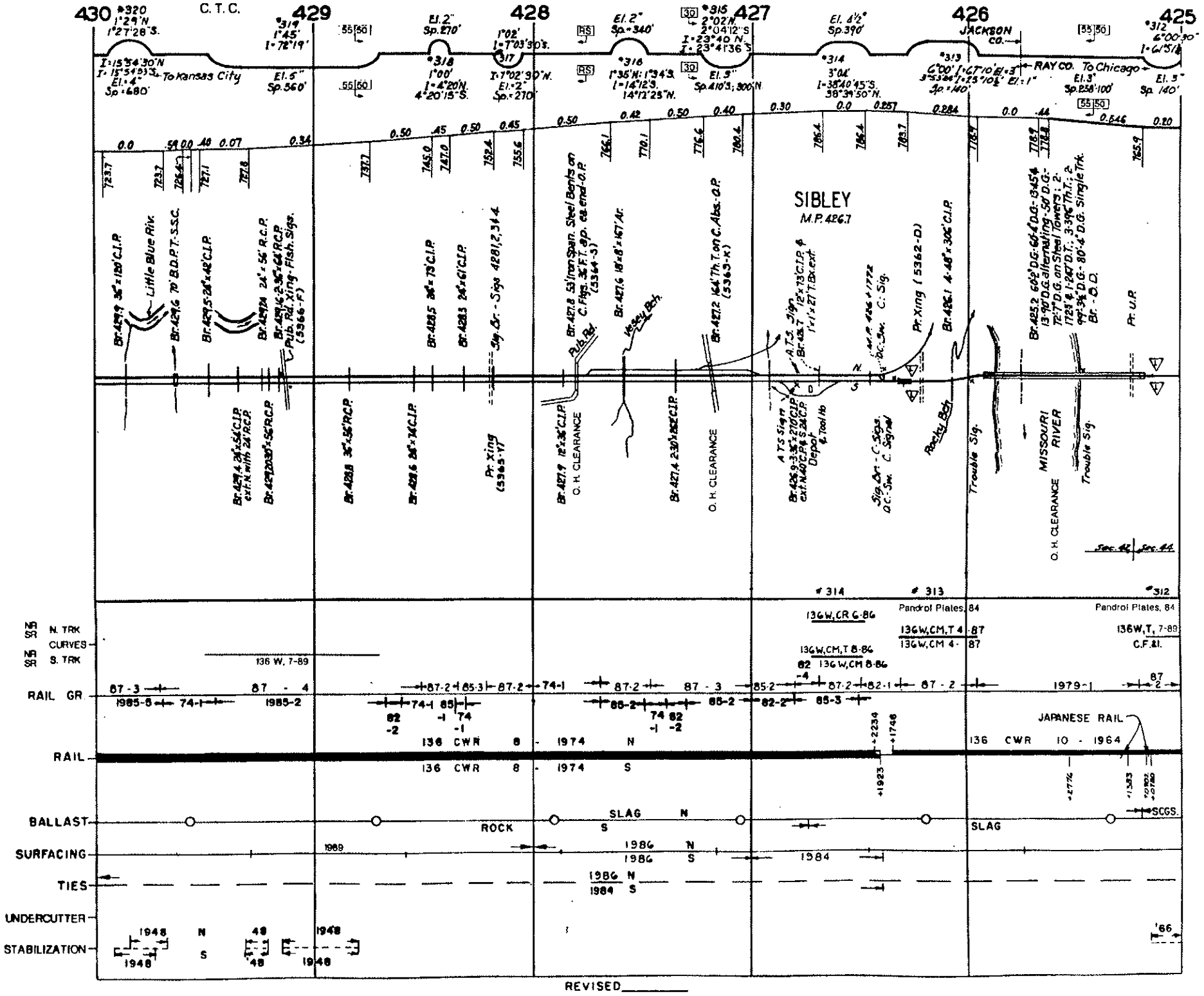

445
444
443
442
441
440
C. T. C.
To Kansas City
To Chicago
CONGO
M.P. 444.2
SUGAR CREEK
M.P. 442.6
Missouri River
Rock Cr.
Sugar Cr.
Public Road
Std. Oil Co. intake
Mo. Pac. R.R.
City Limits
Vermont St. Depot
Pedestrian X-ing (5381-H)
Note: Several bridges in this mile have ends covered
Pandrol Plates-N. & S.
#341
#340
#339
#337
#334
136W, G-86
136W, T G-86
136W, CR 8-86
136W, JP 5-85
136W, CM G-82
136W, CM 10-78
136W, CR 5-85
136W, 6-89
136 CWR 10 - 1964 N
136 CWR 11 - 1964 S
ROCK N
SLAG S
1986 N
SL 1986 S.
1986
1984
N
S
1985-2
79-1
84-4-S
82-6
85-2
82-8
82-4
N. TRK NR SR
CURVES
S. TRK NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1953-'55 S '59 S '59 S
1989

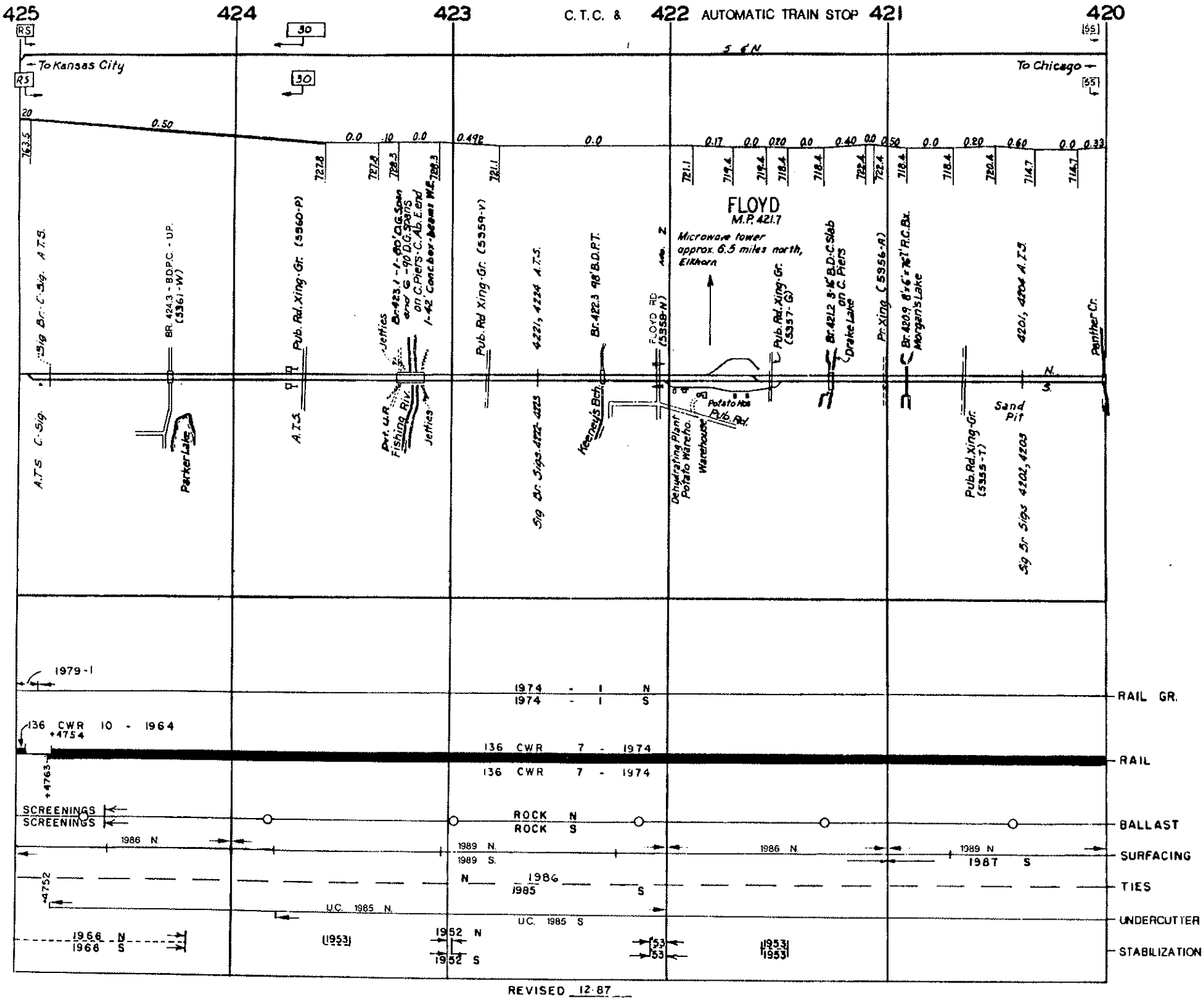
REVISED 8-90


440
439
438
437
436
435
C.T.C.
To Kansas City
To Chicago
COURTNEY
M.P. 439.4
ETON
M.P. 436.5
Pandrol Plates-N.
#334
#333
#332
#331
#330
#329
#328
#327
#326
#325
NT NR SR
CURVES
ST NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136W,6-62
136W,HT, ,6-85
136W,CR, ,6-85
136W, CM,7-62
136 W, 6-89
136W,CM 4-87
136W,CR, 6-85
136W, T, 6-89
136 CWR 10 - 1964 N
136 CWR 11 - 1964 S
136 CWR 8 - 1974
ROCK N
SLAG S
SLAG S
1986 N.
1986 S.
1951 R
147 N
147 S
150 kN
150 S
REVISED 8-90

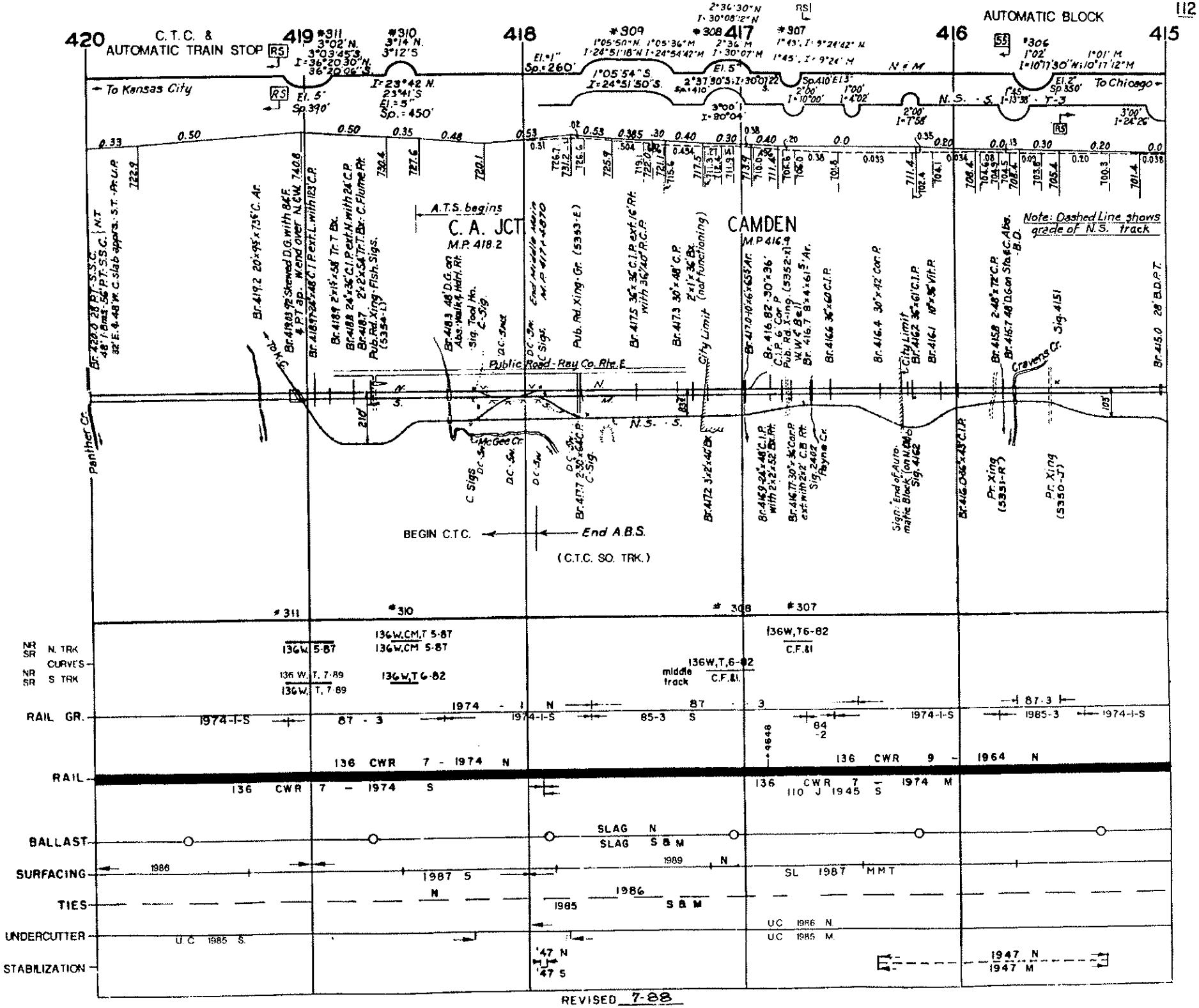

435
434
C. T. C.
433
432
431
430
ATHERTON
M.P. 434.0
To Kansas City
To Chicago
SIBLEY - ATHERTON RD
Little Blue
Sugar Cr.
Pub. Rd.
Depot
Elevator
Pr. Xing
Sig. Br. Sigs
1974 - I N
1974 - I S
1985-3
1985-2
74 - I
87-2
85-2
RAIL GR.
136 CWR 8 - 1974
RAIL
SLAG
ROCK
BALLAST
1989
1986
1984
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1953 N
1953 S
1948
1948

REVISED 8-90

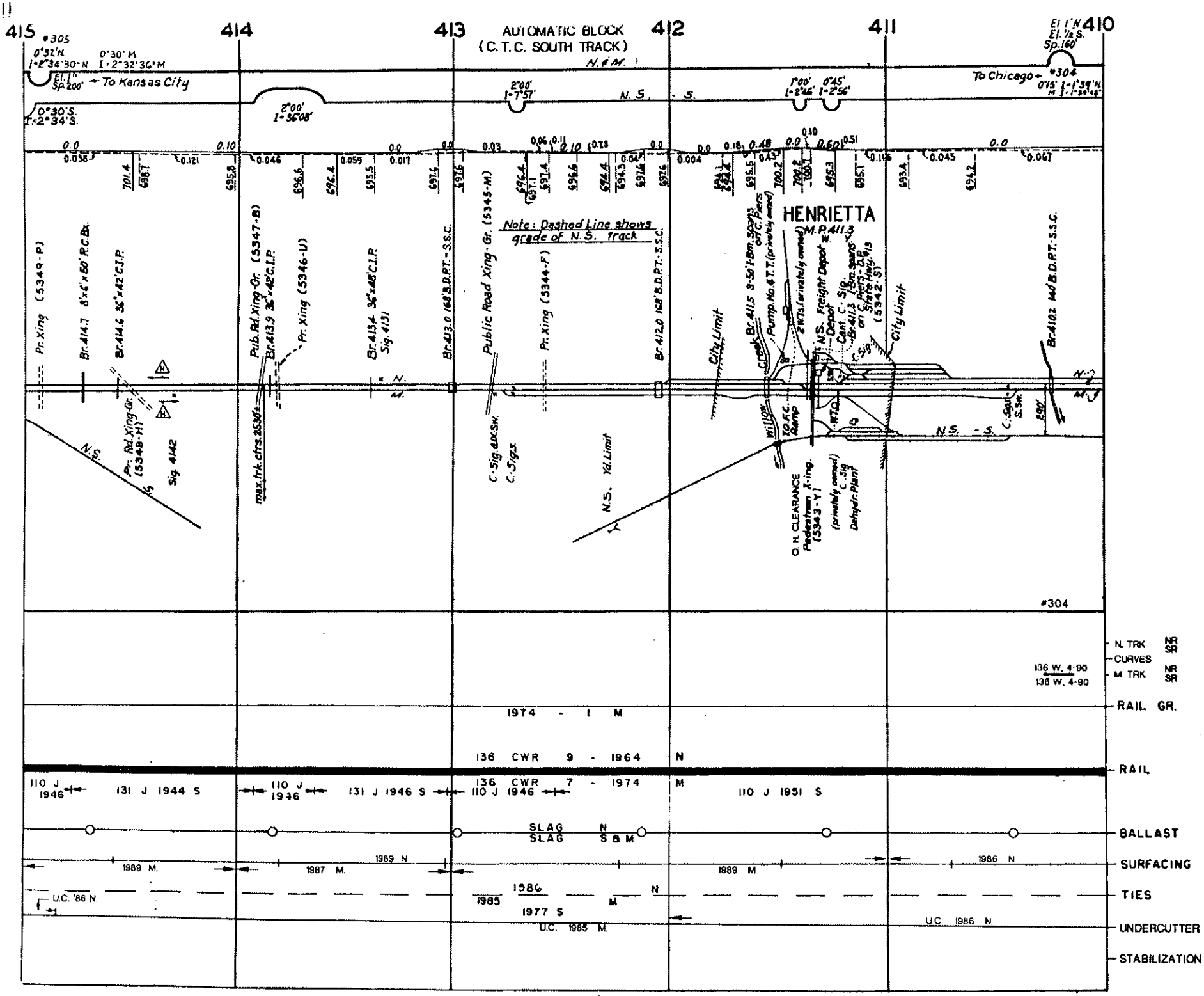

430
429
428
427
426
425
C. T. C.
JACKSON CO.
RAY CO.
To Kansas City
To Chicago
SIBLEY
M.P. 426.7
Little Blue Riv.
Pr. Xing (5362-D)
Pr. Xing (5365-V)
Pr. U.P.
MISSOURI RIVER
O. H. CLEARANCE
Trouble Sig.
Rocky Br.
Hickory Br.
Pub. Rd. Xing - Fish. Sigs. (5366-F)
Sig. Br. - Sigs. 4281, 2, 3 & 4
#314
#313
#312
136W, CR 6-86
136W, CM, T 4-87
136W, CM 4-87
136W, CM, T 8-86
136W, CM 8-86
136W, T, 7-89
136W, 7-89
Pandrol Plates, 84
C.F.&I.
JAPANESE RAIL
136 CWR 8 - 1974 N
136 CWR 8 - 1974 S
136 CWR 10 - 1964
N. TRK
CURVES
S. TRK
RAIL GR
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
SLAG
SCGS.
REVISED



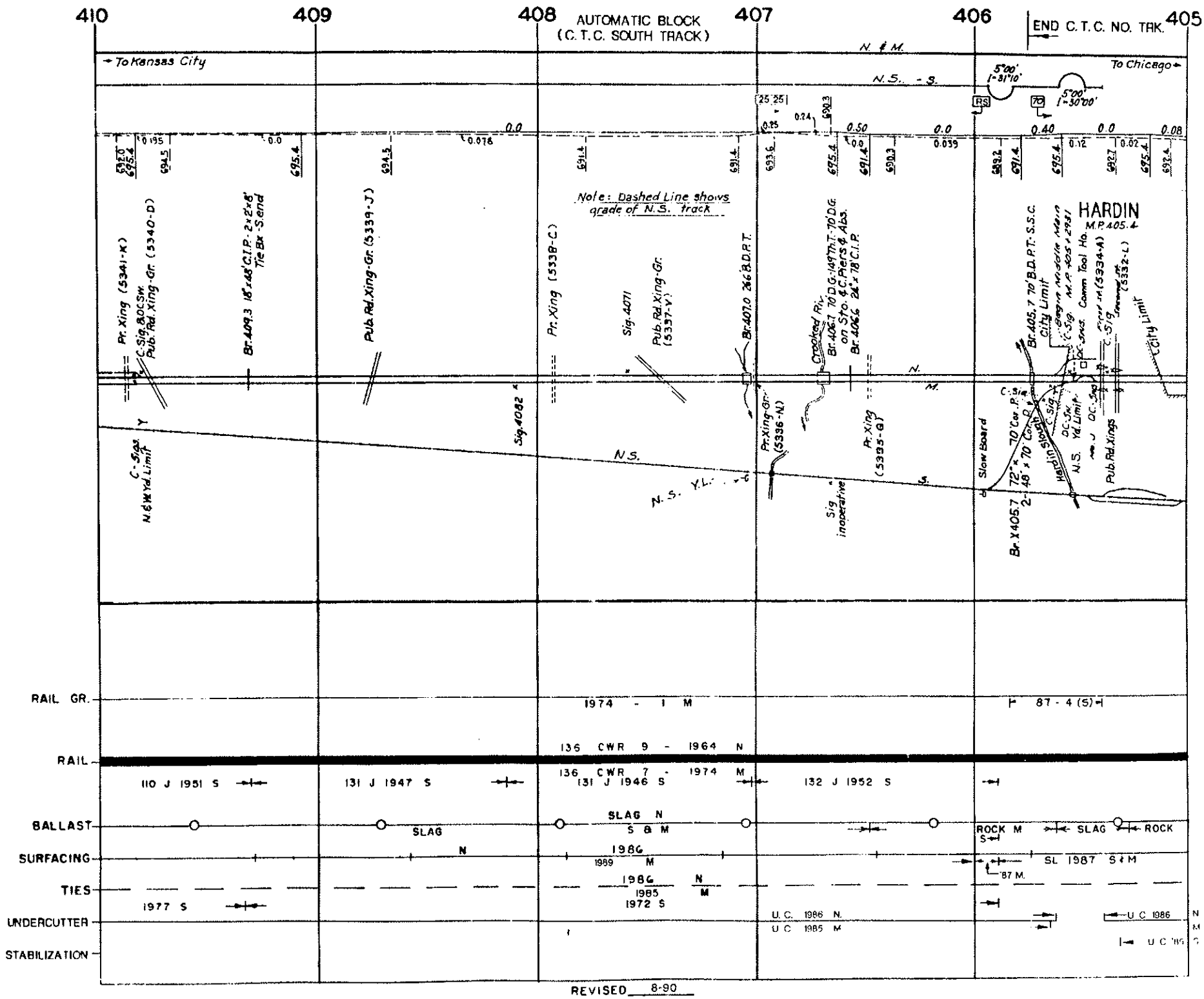
REVISED 12-87


420
C.T.C. & AUTOMATIC TRAIN STOP
419
418
417
416
415
AUTOMATIC BLOCK
#311
#310
#309
#308
#307
#306
To Kansas City
To Chicago
El. 5' Sp. 390'
El. 5' Sp. = 450'
El. 5' Sp. 260'
Sp. 410' El. 3'
El. 2' Sp. 350'
N. S. - S.
A.T.S. begins
C. A. JCT
M.P. 418.2
CAMDEN
M.P. 416.9
Note: Dashed Line shows grade of N.S. track
Public Road - Ray Co. Rte. E
Panther Cr.
McGee Cr.
Crawford Cr.
Payne Cr.
City Limit
BEGIN C.T.C.
End A.B.S.
(C.T.C. SO. TRK.)
NR N. TRK
SR CURVES
NR S TRK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136W 5-87
136W,CM,T 5-87
136W,CM 5-87
136W,T6-82
C.F.&I.
middle track
136 W, T, 7-89
136W, T, 7-89
1974 - 1 N
87 - 3
1974-I-S
85-3 S
84 -2
1985-3
136 CWR 7 - 1974 N
136 CWR 7 - 1974 S
136 CWR 9 - 1964 N
136 CWR 7 - 1974 M
110 J 1945 S
SLAG N
SLAG S & M
1986
1987 S
1989 N
SL 1987 MMT
1985
S & M
U.C. 1985 S.
U.C. 1986 N.
U.C. 1985 M.
'47 N
'47 S
1947 N
1947 M

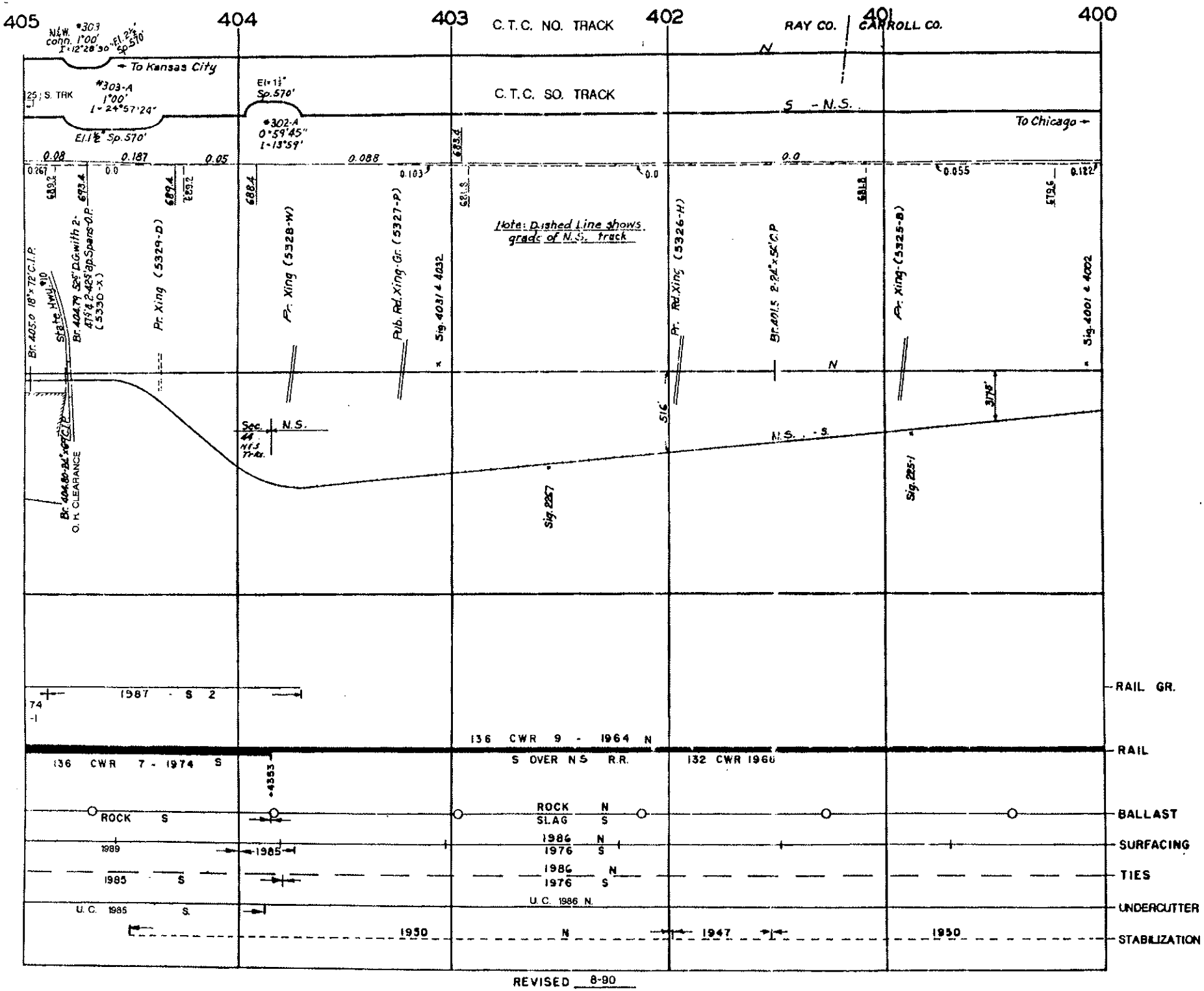
REVISED 7-88


415
414
413
412
411
410
AUTOMATIC BLOCK
(C.T.C. SOUTH TRACK)
N & M
N. S.
To Kansas City
To Chicago
#305
#304
HENRIETTA
M.P. 411.3
Note: Dashed Line shows grade of N.S. track
Pr. Xing (5349-P)
Br. 414.7 8'x6'x80' R.C.Bx.
Br. 414.6 36"x42" C.I.P.
Pr. Rd. Xing-Gr. (5348-H)
Sig. 4142
Pub. Rd. Xing-Gr. (5347-B)
Br. 413.9 36"x42" C.I.P.
Pr. Xing (5346-U)
Br. 413.4 36"x48" C.I.P.
Sig. 4131
Br. 413.0 168' B.D.P.T.-S.S.C.
Public Road Xing-Gr. (5345-M)
Pr. Xing (5344-F)
Br. 412.0 168' B.D.P.T.-S.S.C.
City Limit
Creek Br. 411.5 3-56'1-8m. spans on C. Piers
Pump. No. 4 T.T. (privately owned)
N.S. Freight Depot
Cant. C. Sig.
Br. 411.3 13m. spans on C. Piers - D.B.
State Hwy. #9 (5342-S)
City Limit
Br. 410.2 144' B.D.P.T.-S.S.C.
Willow
T.O.A.C. Ramp
O. H. CLEARANCE
Pedestrian X-ing. (5343-Y)
(privately owned) C. Sig.
Dehydr. Plant
N.S. Yd. Limit
N. TRK NR SR
CURVES
M. TRK NR SR
136 W. 4-90
136 W. 4-90
RAIL GR.
1974 - I M
136 CWR 9 - 1964 N
RAIL
110 J 1946
131 J 1944 S
110 J 1946
131 J 1946 S
136 CWR 7 - 1974 M
110 J 1946
110 J 1951 S
SLAG
SLAG
N
S & M
BALLAST
1989 M.
1987 M.
1989 N
1989 M.
1986 N
SURFACING
U.C. '86 N.
1985
1986 N
1977 S
U.C. 1985 M.
U.C. 1986 N.
TIES
UNDERCUTTER
STABILIZATION

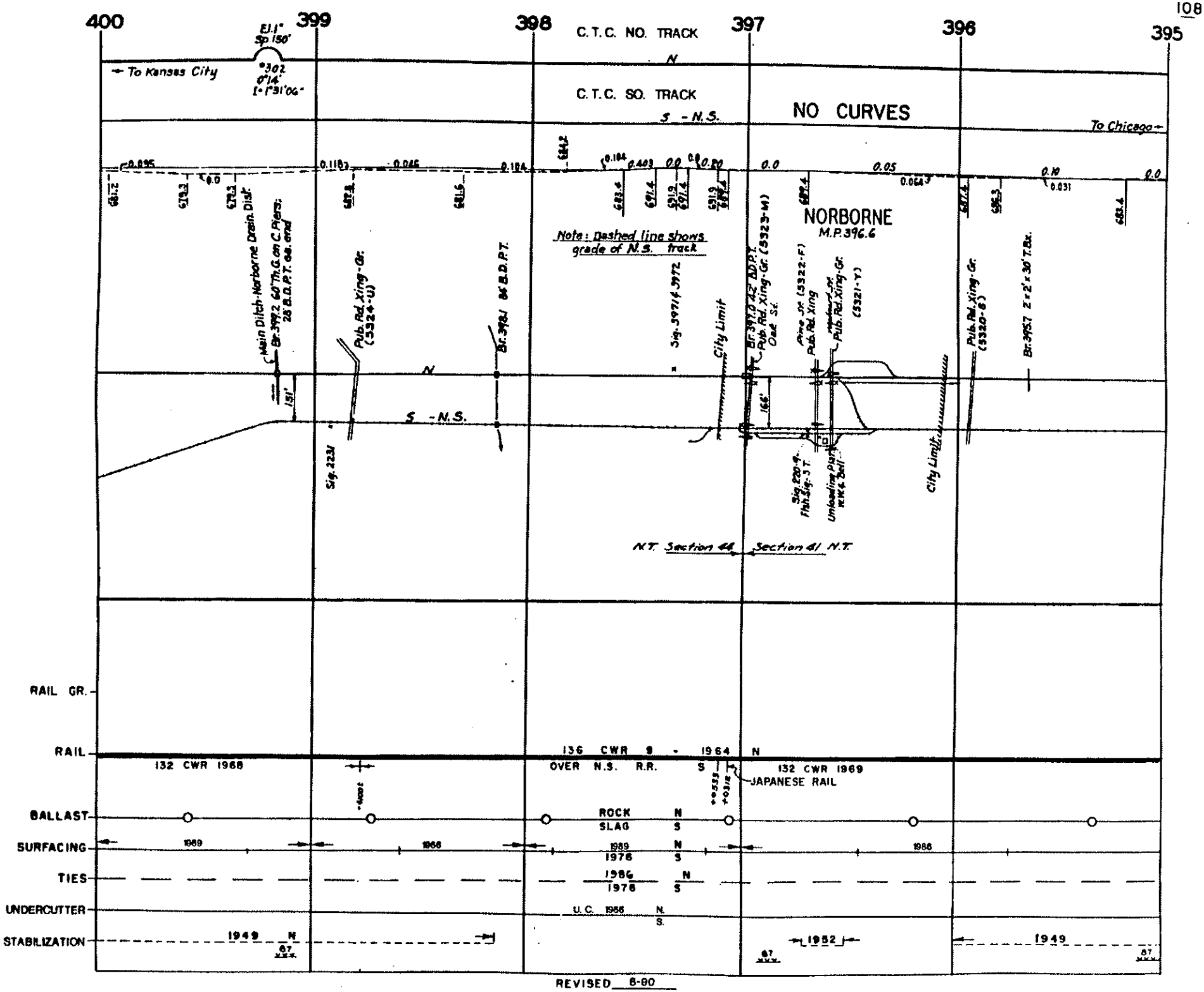
REVISED 8-90


410
409
408
AUTOMATIC BLOCK
(C.T.C. SOUTH TRACK)
407
406
END C.T.C. NO. TRK.
405
To Kansas City
To Chicago
N. & M.
N.S. - S.
Pr. Xing (5341-K)
C. Sig. & OCSW.
Pub. Rd. Xing-Gr. (5340-D)
Br. 409.3 16'x48' C.I.P. - 2x2'x6' Tie Bx - S. end
Pub. Rd. Xing-Gr. (5339-J)
Pr. Xing (5338-C)
Sig. 4071
Pub. Rd. Xing-Gr. (5337-Y)
Br. 407.0 26' B.D.P.T.
Crooked Riv.
Br. 406.1 70' D.G.-149' T.T.-70' D.G. on Sto. 4 C. Piers & Abs.
Br. 406.6 24'x78' C.I.P.
Note: Dashed Line shows grade of N.S. track
HARDIN
M.P. 405.4
Br. 405.7 70' B.D.P.T.-S.S.C.
City Limit
Begin N. Main Main
C. Sig. M.P. 405+2931
OC Swt. Comm. Tool Ho. (5334-A)
C. Sig. (5332-L)
City Limit
Sig. 4082
Pr. Xing-Gr. (5336-N)
Pr. Xing (5395-G)
Sig. Inoperative
C. Sig. N & W Yd. Limit
N.S.
N.S. Y.L.
Slow Board
70' Car. P.
70' x 70' Comb.
72'x48' x 70' Comb.
2-48'
Hardin Slough
C. Sig.
OC Sig.
Yd. Limit
N.S.
Pub. Rd. Xings
Br. X 405.7
RAIL GR.
1974 - 1 M
87 - 4 (5)
RAIL
136 CWR 9 - 1964 N
136 CWR 7 - 1974 M
110 J 1951 S
131 J 1947 S
131 J 1946 S
132 J 1952 S
BALLAST
SLAG N
S & M
SLAG
ROCK M
S
SLAG
ROCK
SURFACING
N
1986
1989 M
SL 1987 S & M
87 M.
TIES
1986 N
1985 M
1977 S
1985
1972 S
UNDERCUTTER
U.C. 1986 N.
U.C. 1985 M
U.C. 1986 N
M
STABILIZATION
U.C. '86

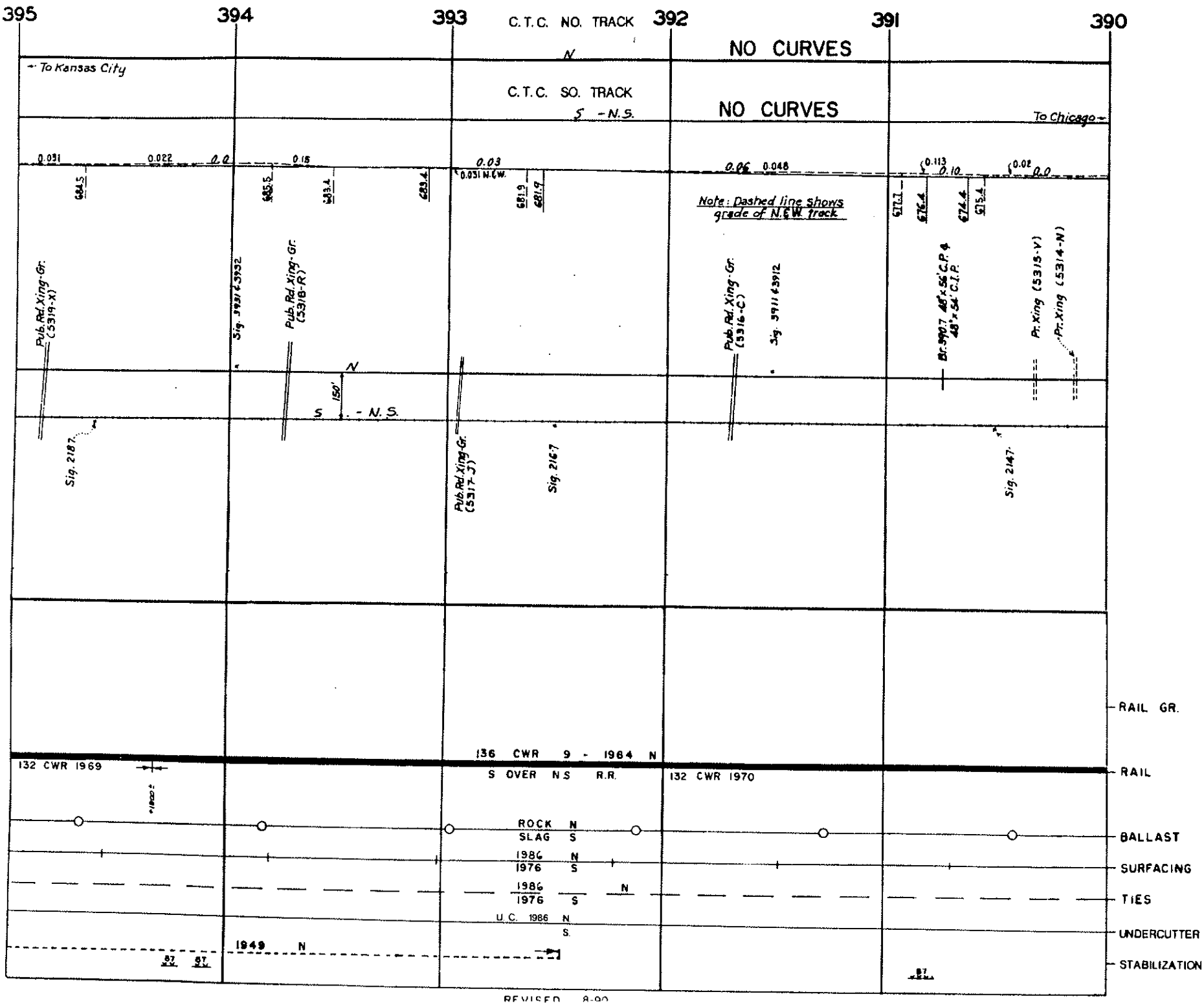
REVISED 8-90

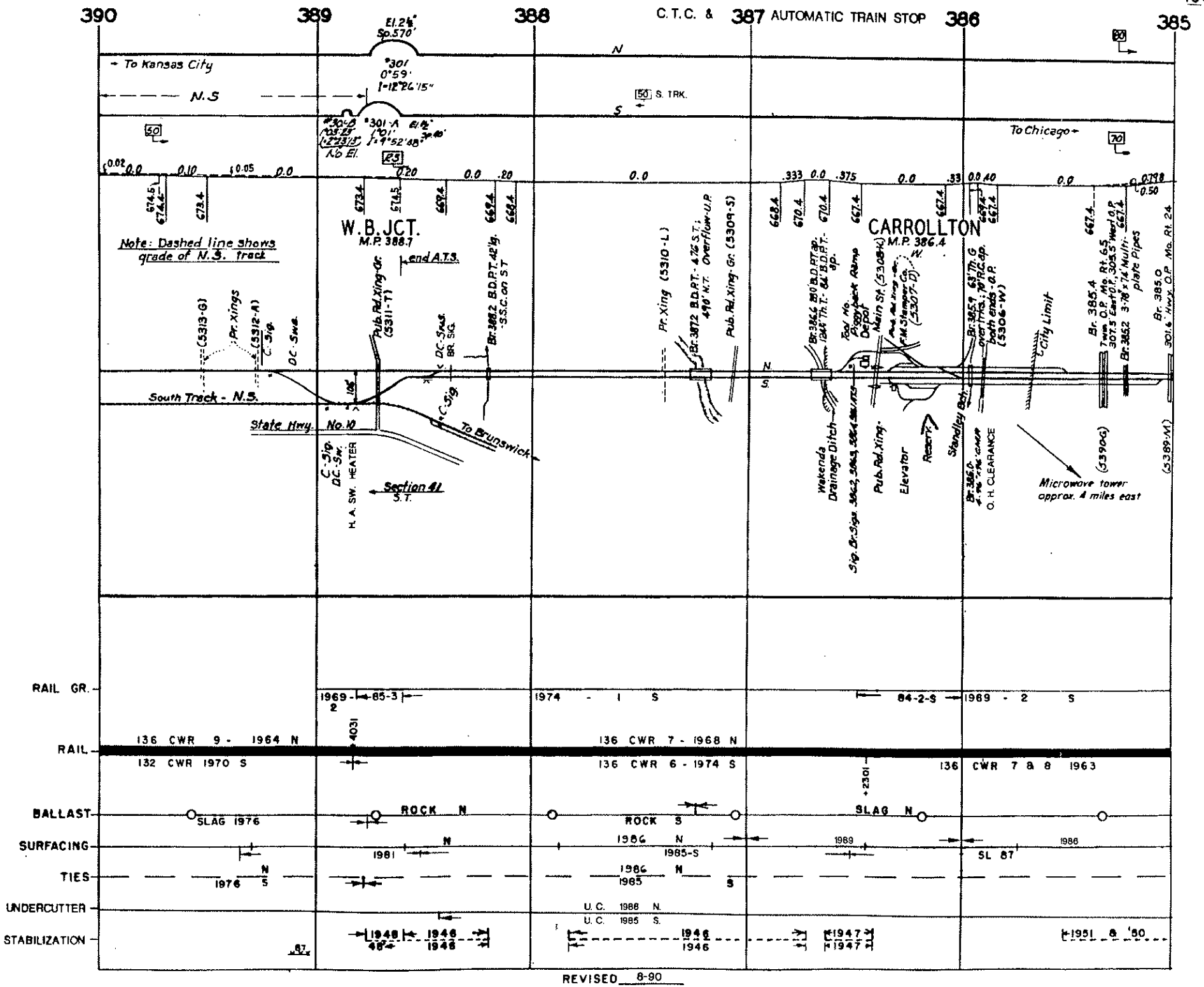

405
404
403
402
401
400
C.T.C. NO. TRACK
C.T.C. SO. TRACK
RAY CO.
CARROLL CO.
To Kansas City
To Chicago
N
S - N.S.
#303-A 1°00' I-24°57'24"
#302-A 0°59'45" I-13°59'
El-1½" Sp.570'
0.08
0.187
0.05
0.088
0.0
0.055
0.122
Br. 405.0 18'x72' C.I.P.
State Hwy #10
Br. 404.79 52°D.G.with 2-47½'& 2-42½' ap.Spans-O.P. (5330-X)
Pr. Xing (5329-D)
Pr. Xing (5328-W)
Pub. Rd. Xing-Gr. (5327-P)
Sig. 403 & 4032
Note: Dashed Line shows grade of N.S. track
Pr. Rd. Xing (5326-H)
Br. 401.5 2-24'x54' C.P.
Pr. Xing-(5325-B)
Sig. 4001 & 4002
O. H. CLEARANCE
Sec. 44 N.S. 77-82.
N.S. - S.
516'
317'
Sig. 225-1
Sig. 226-7
1987 - S 2
136 CWR 9 - 1964 N
136 CWR 7 - 1974 S
S OVER N S R.R.
132 CWR 1960
ROCK S
ROCK N
SLAG S
1989
1985
1986 N
1976 S
U.C. 1986 S.
U.C. 1986 N.
1950
1947
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

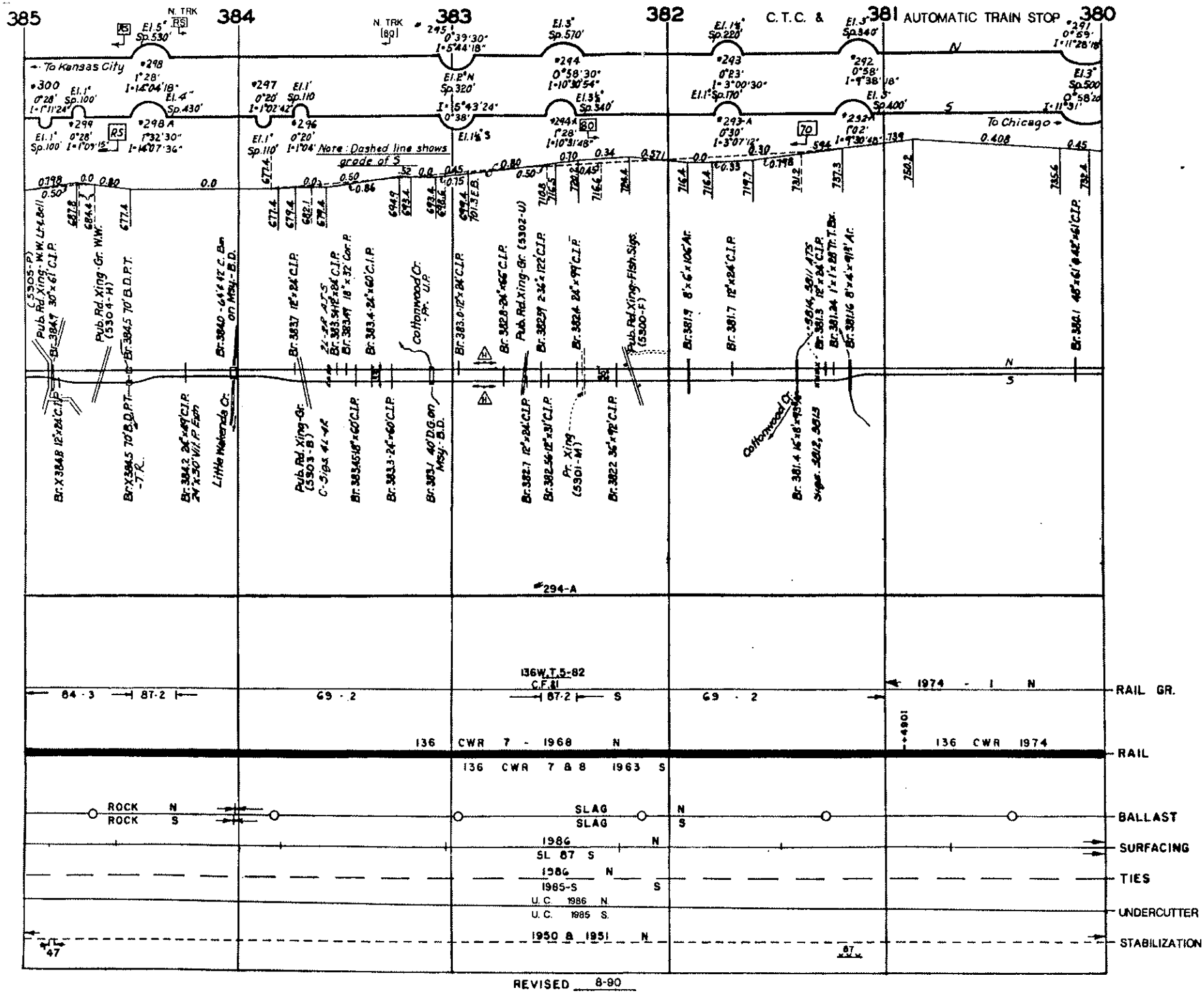
REVISED 8-90

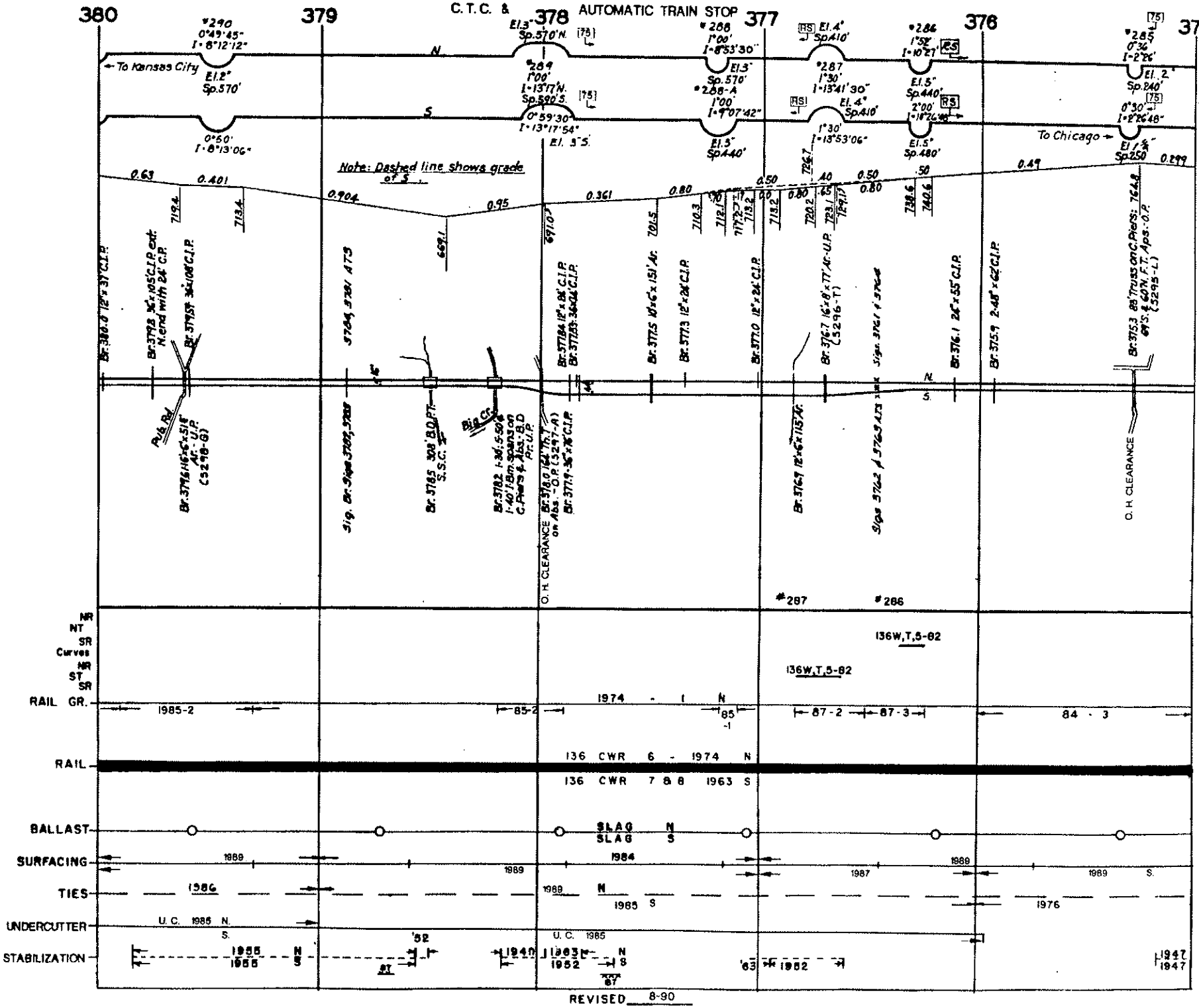

400
399
398
397
396
395
C.T.C. NO. TRACK
N
C.T.C. SO. TRACK
S - N.S.
NO CURVES
To Kansas City
To Chicago
El. 1° Sp. 150'
°302
0°14'
L=1°31'06"
NORBORNE
M.P. 396.6
Note: Dashed line shows grade of N.S. track
Main Ditch-Norborne Drain. Dist.
Br. 399.2 60' Th. G. on C. Piers; 28 B.D.P.T. ea. end
Pub. Rd. Xing-Gr. (5324-U)
Br. 398.1 84' B.D.P.T.
Sig. 397 & 397.2
City Limit
Br. 397.0 42' B.D.P.T.
Pub. Rd. Xing-Gr. (5323-M)
Oak St.
Pine St. (5322-F)
Pub. Rd. Xing
Interurban Pub. Rd. Xing-Gr. (5321-Y)
Pub. Rd. Xing-Gr. (5320-B)
Br. 395.7 2 - 2' x 30' T. Bx.
Sig. 223
Sig. 220-9-Fish Sig. 3 T
Unloading Plant W.K. & Bell
City Limit
N.T. Section 44
Section 41 N.T.
RAIL GR.
RAIL
132 CWR 1968
136 CWR 9 - 1964
OVER N.S. R.R.
132 CWR 1969
JAPANESE RAIL
BALLAST
ROCK
SLAG
SURFACING
1989
1966
1976
1986
TIES
1986
1976
UNDERCUTTER
U.C. 1966
STABILIZATION
1949
1952
1949

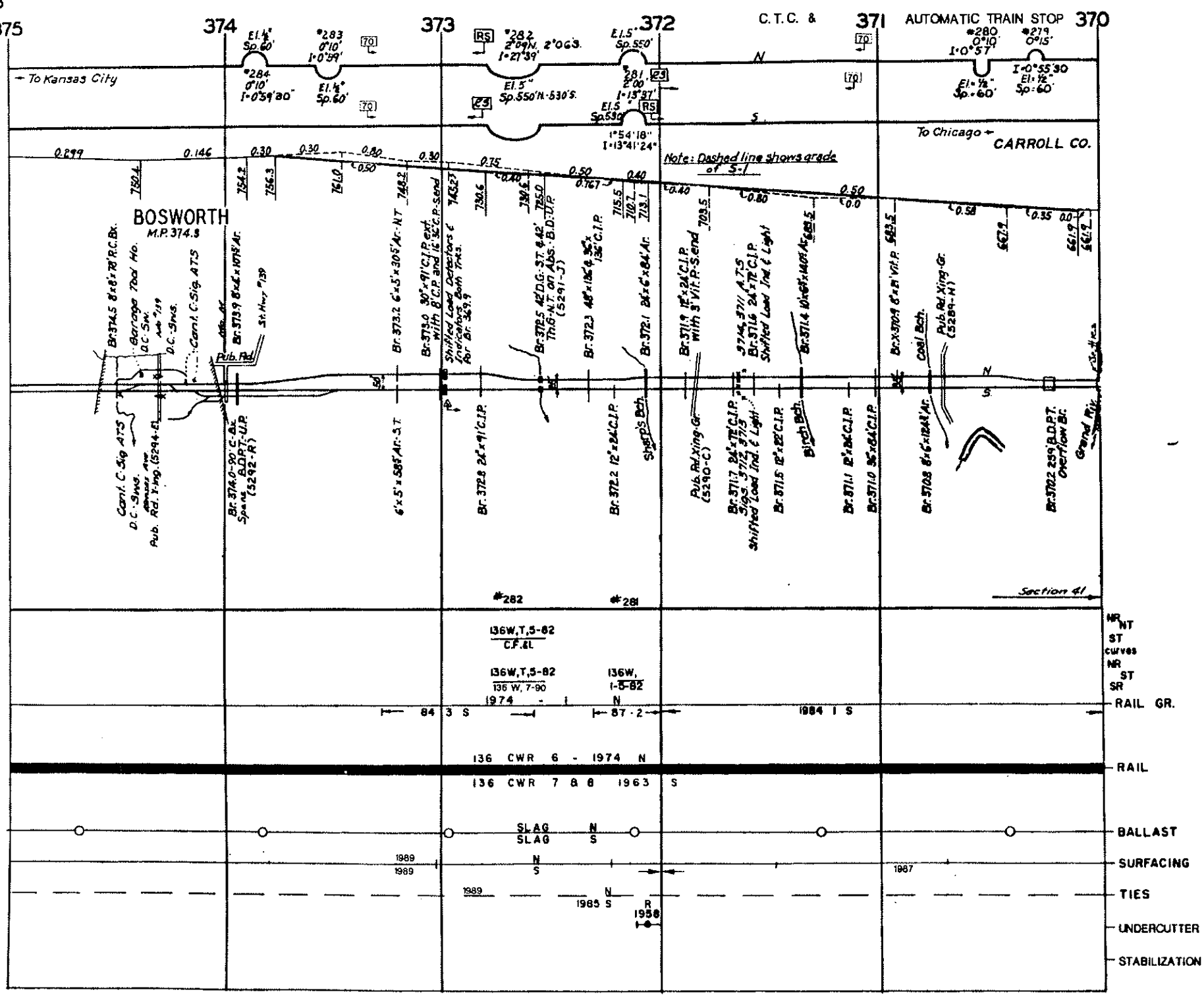
REVISED 8-80


395
394
393
392
391
390
C.T.C. NO. TRACK
N
NO CURVES
To Kansas City
C.T.C. SO. TRACK
S - N.S.
NO CURVES
To Chicago
0.031
0.022
0.0
0.15
0.03
0.031 N.C.W.
0.06
0.048
0.113
0.10
0.02
0.0
684.5
685.5
683.4
689.4
681.9
681.9
677.1
676.4
674.4
675.4
Note: Dashed line shows grade of N.E.W. track
Pub.Rd.Xing-Gr. (5319-X)
Sig. 3931 43932
Pub.Rd.Xing-Gr. (5318-R)
Br. 390.7 48'x56' C.P. & 48'x54' C.I.P.
Pr.Xing (5315-V)
Pr.Xing (5314-N)
Pub.Rd.Xing-Gr. (5316-C)
Sig. 3911 43912
N
150'
S - N.S.
Sig. 2187
Pub.Rd.Xing-Gr. (5317-J)
Sig. 2167
Sig. 2147
RAIL GR.
136 CWR 9 - 1964 N
S OVER N.S. R.R.
RAIL
132 CWR 1969
132 CWR 1970
ROCK N
SLAG S
1986 N
1976 S
1986 N
1976 S
U.C. 1986 N
S.
1949 N
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90

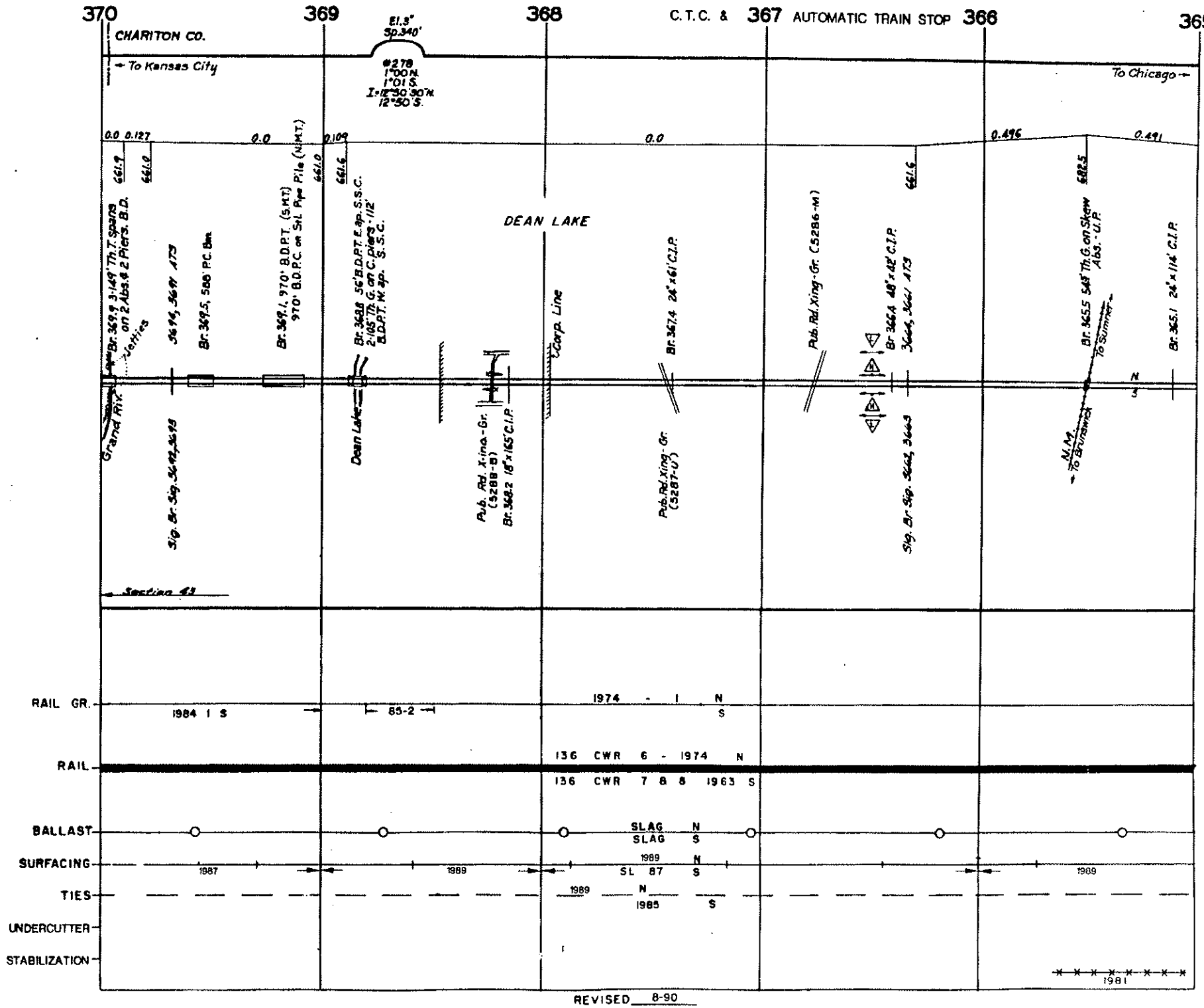

390
389
388
C.T.C. & AUTOMATIC TRAIN STOP
387
386
385
To Kansas City
N.S.
To Chicago
W.B.JCT.
M.P. 388.7
CARROLLTON
M.P. 386.4
Note: Dashed line shows grade of N.S. track
South Track - N.S.
State Hwy. No. 10
To Brunswick
Section 41
S.T.
end A.T.S.
Pr. Xing (5310-L)
Pub. Rd. Xing-Gr. (5309-S)
Main St. (5308-H)
Pub. Rd. Xing.
Elevator
Standley Br.
Wakenda Drainage Ditch
City Limit
Microwave tower approx. 4 miles east
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 9 - 1964 N
132 CWR 1970 S
136 CWR 7 - 1968 N
136 CWR 6 - 1974 S
136 CWR 7 & 8 1963
SLAG 1976
ROCK N
ROCK S
SLAG N
SL 87
U.C. 1986 N.
U.C. 1985 S.
REVISED 8-90


385
384
383
382
381
380
C. T. C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
Note: Dashed line shows grade of S
294-A
136W, T.5-82
C.F. 81
1974 - 1 N
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK N
ROCK S
SLAG
SLAG
1986 N
SL 87 S
1986 N
1985-S S
U.C. 1986 N
U.C. 1985 S.
1950 & 1951 N
136 CWR 7 - 1968 N
136 CWR 7 & 8 1963 S
136 CWR 1974
84 - 3
87-2
69 - 2
87-2 S
69 - 2
REVISED 8-90


C.T.C. & AUTOMATIC TRAIN STOP
380
379
378
377
376
375
To Kansas City
To Chicago
N
S
Note: Dashed line shows grade of S.
0.63
0.401
0.904
0.95
0.361
0.80
0.50
0.40
0.50
0.80
0.49
O. H. CLEARANCE
#287
#286
136W,T,5-62
136 CWR 6 - 1974 N
136 CWR 7 8 8 1963 S
SLAG N
SLAG S
NR
NT
SR
Curves
NR
ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1985-2
85-2
1974 - 1 N
85 -1
87-2
87-3
84 - 3
1989
1984
1987
1988
1986
1985 S
1976
U.C. 1985 N.
S.
U.C. 1985
1955 N
1955 S
'52
1941
1963 N
1952 S
'63
1952
1947
1947
REVISED 8-90


375
374
373
372
371
370
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
CARROLL CO.
BOSWORTH
M.P. 374.8
Note: Dashed line shows grade of 5:1
Section 41
#282
#281
136W,T,5-82
C.F.&L
136W,T,5-82
136 W, 7-90
136W,
1-5-82
1974 - 1984
84 3 S
87-2
1984 I S
136 CWR 6 - 1974 N
136 CWR 7 & 8 1963 S
SLAG
SLAG
1989
1989
1985 S
1958
1987
NR NT
ST
curves
NR ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


370
369
368
C.T.C. & 367 AUTOMATIC TRAIN STOP
366
365
CHARITON CO.
To Kansas City
To Chicago
El.5' Sp.340'
#278
1°00 N.
1°01 S.
I=12°30'30"
12°50'S.
0.0 0.127 0.0 0.109 0.0 0.496 0.491
661.9 661.0 661.0 661.6 661.6 682.5
Br. 369.9 3-149' Th.T. spans on 2 Abs. & 2 Piers. B.D. Jetties
Br. 369.5, 586' P.C. Brs.
Br. 369.1, 970' B.D.P.T. (S.M.T.) 970' B.D.P.C. on Stl. Pipe Pile (N.M.T.)
Br. 368.8 56' B.D.P.T. E. ap. S.S.C. 2-165' Th. G. on C. piers 1:12' B.D.P.T. W. ap. S.S.C.
DEAN LAKE
Corp. Line
Br. 367.4 24'x61' C.I.P.
Pub. Rd. Xing-Gr. (5286-M)
Br. 366.4 48'x42' C.I.P.
Br. 365.5 545' Th. G. on Skew Abs.-U.P.
To Sumner
Br. 365.1 24'x114' C.I.P.
Grand Riv.
Dean Lake
Pub. Rd. X-ing.-Gr. (5288-B)
Br. 368.2 18'x165' C.I.P.
Pub. Rd. Xing-Gr. (5287-U)
N.M.P. To Brunswick
Sig. Br. Sig. 3644, 3643
Section 43
RAIL GR.
1984 1 S
65-2
1974 - 1 N
S
RAIL
136 CWR 6 - 1974 N
136 CWR 7 8 8 1963 S
BALLAST
SLAG N
SLAG S
SURFACING
1987
1989
1989 N
SL 87 S
1989
TIES
1989 N
1985 S
UNDERCUTTER
STABILIZATION
1981

REVISED 8-90

365 364 363 C.T.C. & 362 AUTOMATIC TRAIN STOP 361 360

NO CURVES

← To Kansas City

To Chicago →

0.491 0.0 0.80 0.0 .30 0.0 0.80 0.593 0.10 0.067 0.281

663.3 663.3 675.2 675.2 676.4 676.4 682.0 686.4 687.4 686.4

Pub. Rd. Xing-Gr. (5285-F)

Br. 364.4 40' D.G. on Msy.: 28' B.D. P.T. ap. each end

Drainage Ditch

Pub. Rd. Xing-Gr. (5284-Y)

Sig. Br.-Sig. No. 52, 364.8

Br. 364.5 - 84' conc. spans on pipe pile

Pub. Rd. Xing-Gr. (5283-S)

Pub. Rd. Xing-Gr. (5282-X)

Br. 362.1 2.44' D.G. on Msy.-B.D.

Ditch

Pub. Rd. Xing-Gr. (5281-D)

Pub. Rd. Xing-Gr. (5280-W)

C. Br.-Sig. 47.5 D.C. Sws.

Elevator

Br. 360.9 24'x 68' C.I.P. Pr. Xing (5279-C)

D.C. Sws.

C. Br.-Sig. 47.5

Br. 360.6 36'x 150' C.I.P. Pub. Rd. Xing-Gr. (5278-V)

Br. 360.4 6'x 4'x 67'6" Ar.

MENDON

M.P. 360.7

N

S

1974 - I N

1974 - I S

136 CWR 6 - 1974 N

136 CWR 7 & 8 1963 S

SLAG

SLAG N

ROCK S

ROCK

1989 N

SL 87 S

1989

1985 S

1949

RAIL GR.

RAIL

BALLAST

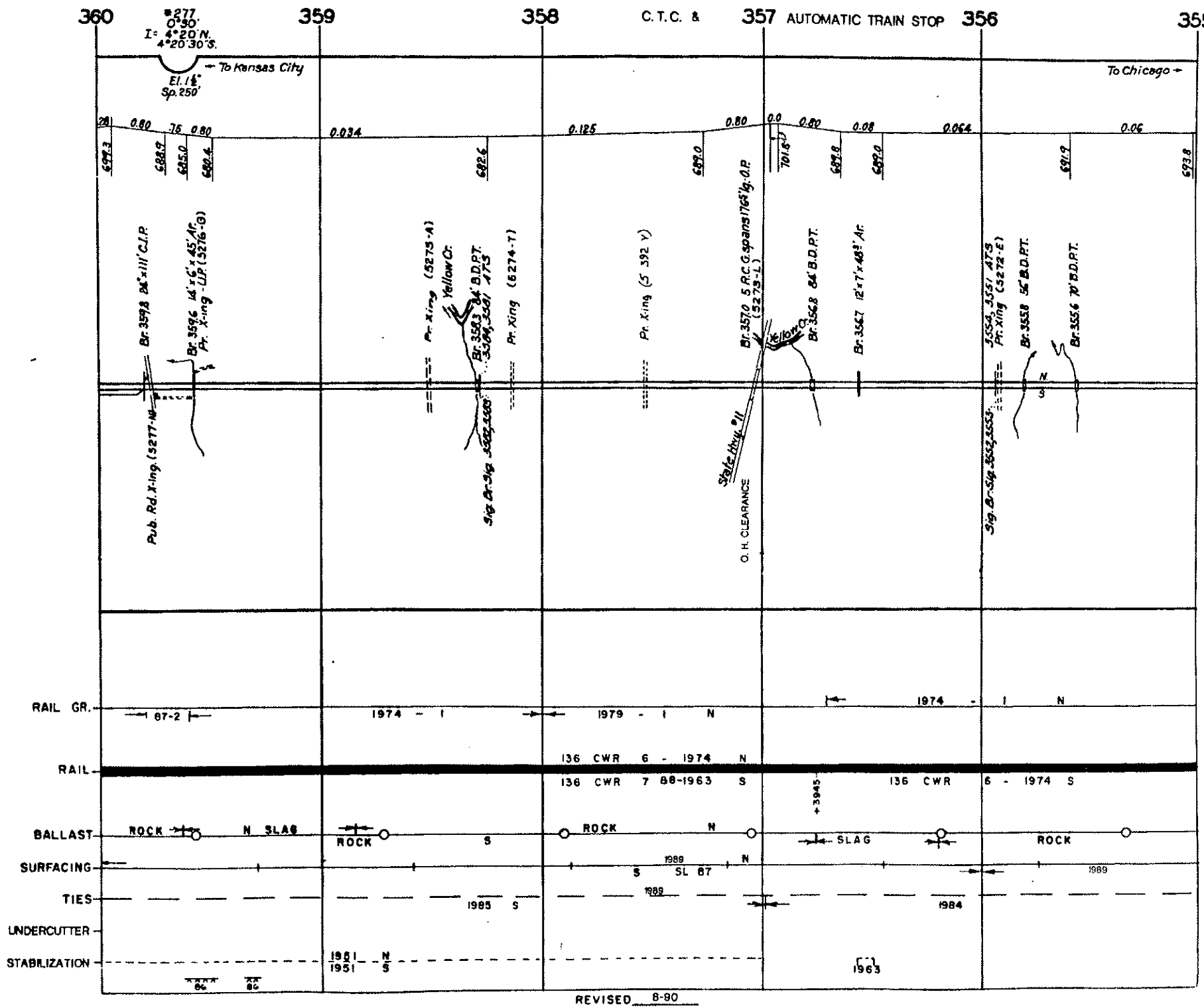
SURFACING

TIES

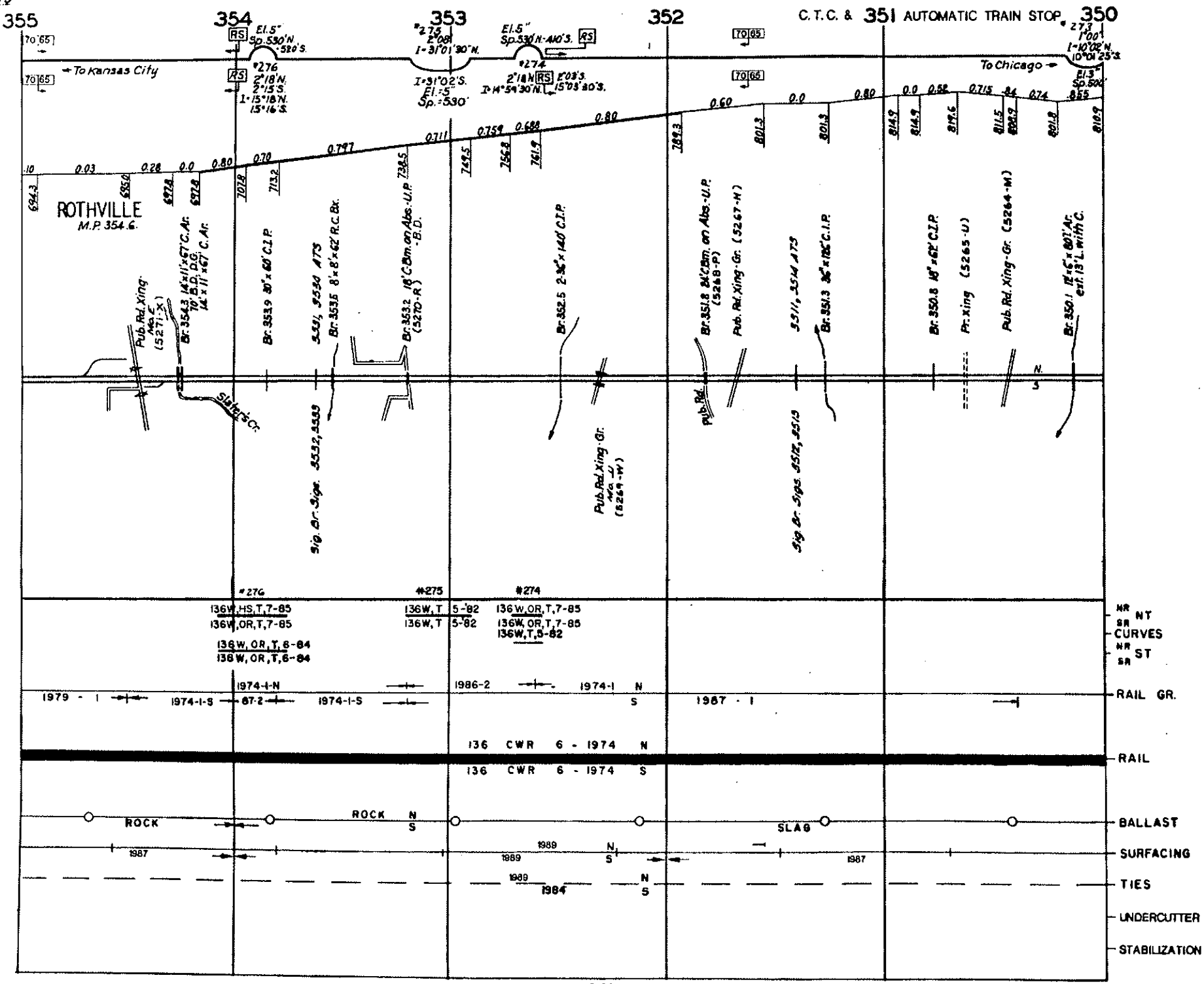
UNDERCUTTER

STABILIZATION

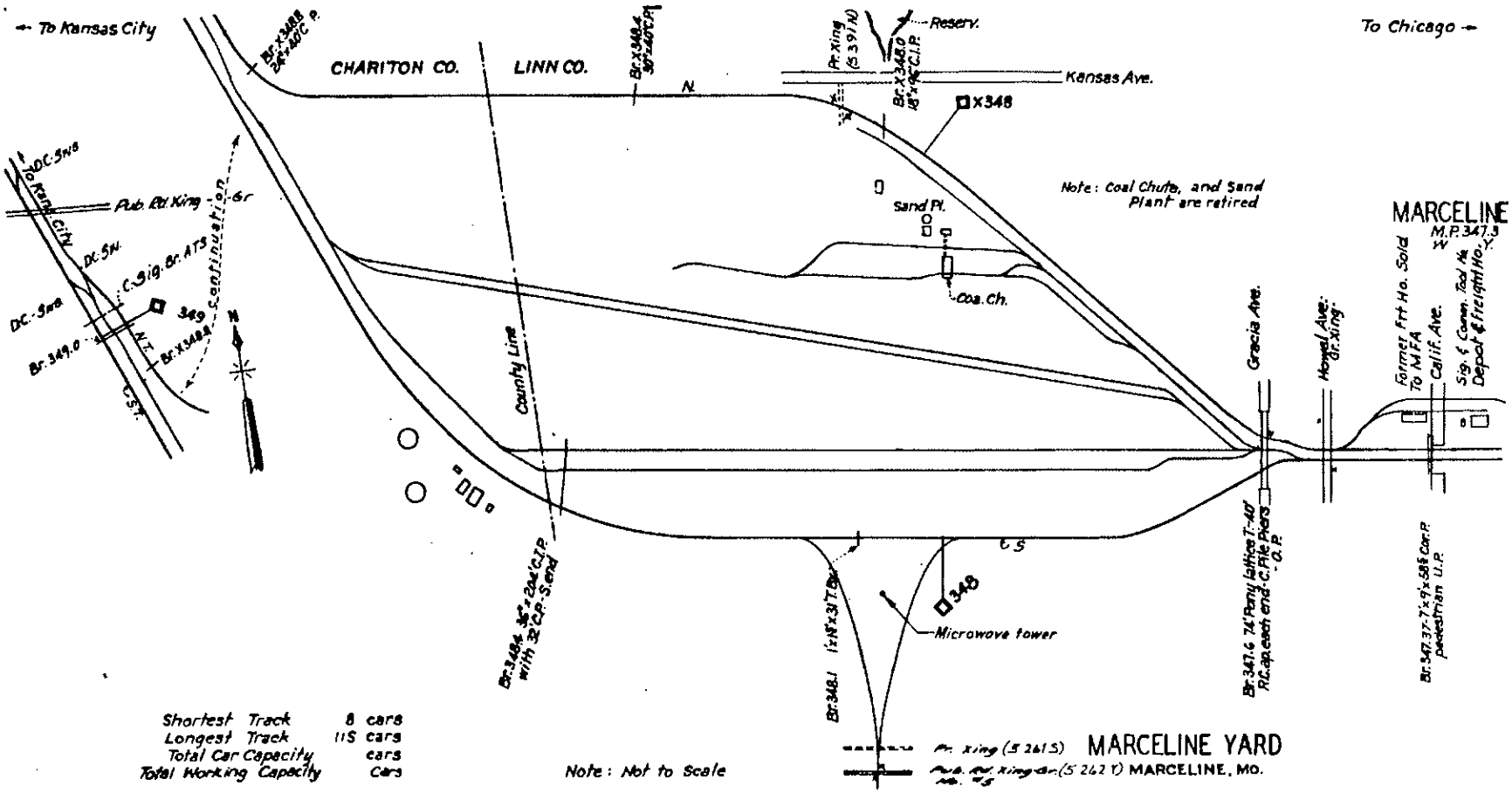
REVISED 8-90

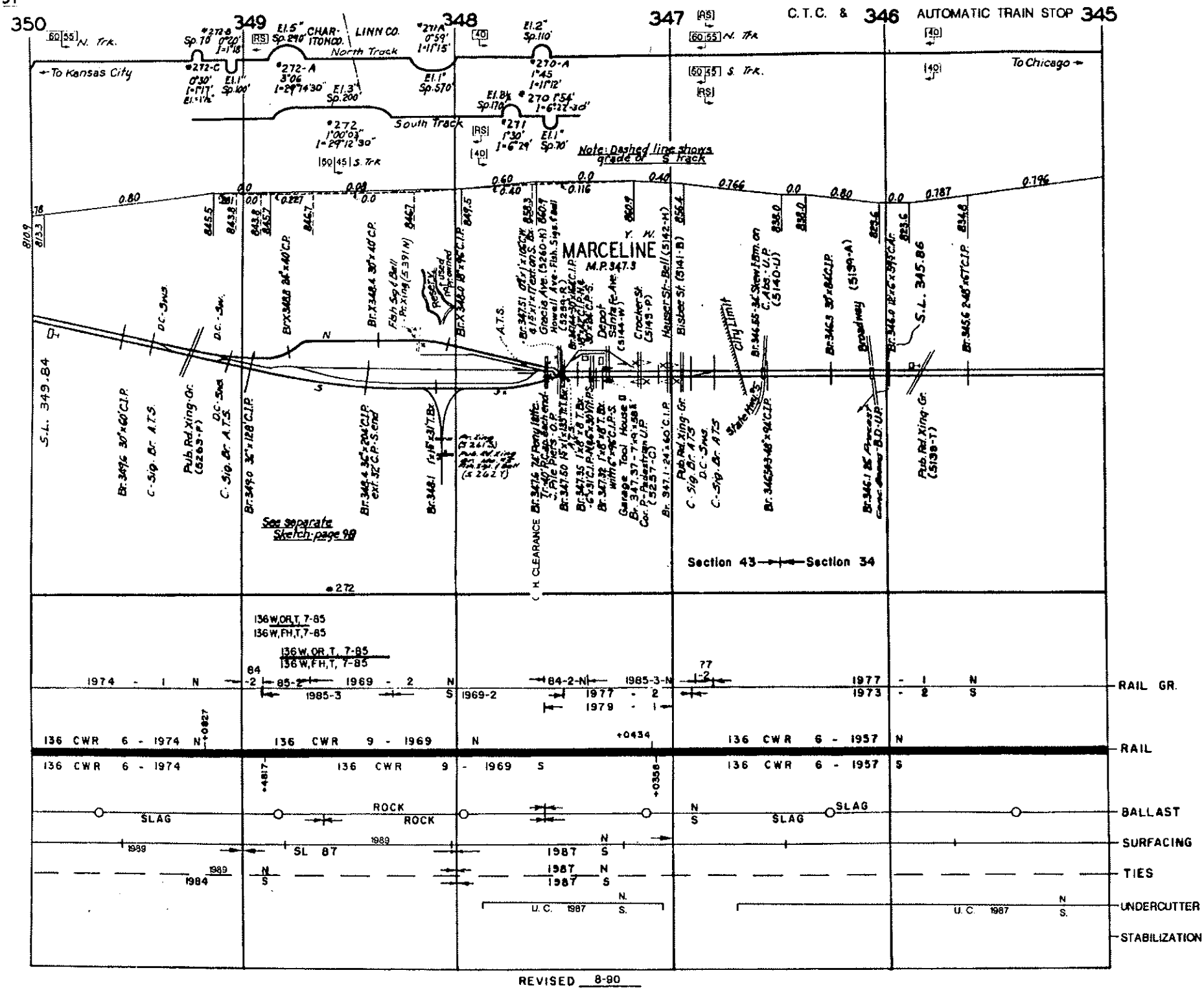

360
359
358
C.T.C. & AUTOMATIC TRAIN STOP
357
356
355
#277
0°30'
I= 4°20'N.
4°20'30"S.
El. 1½"
Sp. 250'
To Kansas City
To Chicago
Br. 3598 26'x111' C.I.P.
Br. 3596 14'x6'x45° Ar. Pr. X-ing - UP (3276-G)
Pub. Rd. X-ing (3277-N)
Pr. Xing (5275-A)
Yellow Cr.
Br. 3583 34' B.D.P.T. 3584, 3585 47'S
Sig. Br-Sig. 3582, 3586
Pr. Xing (5274-T)
Pr. Xing (5 392 Y)
Br. 3570 5 R.C.G. spans 176½' (5273-L)
Yellow Cr.
Br. 3568 84' B.D.P.T.
Br. 3567 12'x7'x48° Ar.
State Hwy. #11
O. H. CLEARANCE
3554, 3551 47'S
Pr. Xing (5272-E)
Sig. Br-Sig. 3552, 3553
Br. 3558 56' B.D.P.T.
Br. 3556 70' B.D.P.T.
0.80
0.034
0.125
0.80
0.0
0.80
0.08
0.064
0.06
699.3
688.7
685.0
680.4
692.6
699.0
701.8
697.8
697.0
691.9
693.8
RAIL GR.
67-2
1974 - I
1979 - I N
1974 - I N
RAIL
136 CWR 6 - 1974 N
136 CWR 7 88-1963 S
136 CWR 6 - 1974 S
+3945
BALLAST
ROCK
N SLAG
ROCK
S
ROCK
N
SLAG
ROCK
SURFACING
1988
S
SL 67
N
1989
TIES
1985 S
1989
1984
UNDERCUTTER
STABILIZATION
1951
1951
N
S
1963

REVISED 8-90


355
354
353
352
351
350
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
ROTHVILLE
M.P. 354.6
Pub. Rd. Xing
Br. 354.3
Br. 353.9
Br. 353.5
Br. 353.2
Br. 352.5
Br. 351.8
Pub. Rd. Xing-Gr. (5267-H)
Br. 351.3
Br. 350.8
Pr. Xing (5265-U)
Pub. Rd. Xing-Gr. (5264-M)
Br. 350.1
Slate's Cr.
Pub. Rd. Xing-Gr. (5264-W)
Pub. Rd.
#276
#275
#274
136W, HS, T, 7-85
136W, OR, T, 7-85
136W, OR, T, 6-84
136W, T 5-82
136W, OR, T, 5-82
1974-1-N
1974-1-S
1979 - 1
1986-2
1974-1 N S
1987 - 1
136 CWR 6 - 1974 N
136 CWR 6 - 1974 S
ROCK
SLAG
1987
1989
1984
NR NT
SR
CURVES
NR ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


To Kansas City
To Chicago
CHARITON CO.
LINN CO.
County Line
Kansas Ave.
Reserv.
X348
Sand Pl.
Coa. Ch.
Note: Coal Chute, and Sand Plant are retired
MARCELINE
M.P. 347.3
W
Gracia Ave.
Howard Ave.
Former Frt Ho. Sold
To MFA
Calif. Ave.
Sig. & Comm. Tool Ho.
Depot & Freight Ho.
Microwave tower
348
349
Scantinuation
C.Sig. Br. ATS
Pub. Rd. Xing
To Kans. City
Shortest Track 8 cars
Longest Track 115 cars
Total Car Capacity cars
Total Working Capacity Cars
Note: Not to Scale
MARCELINE YARD
MARCELINE, MO.


350
349
348
347
346
345
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
North Track
South Track
LINN CO.
CHARITON CO.
MARCELINE
M.P. 347.3
Note: Dashed line shows grade of S Track
See separate Sketch: page 98
Section 43
Section 34
S.L. 349.84
S.L. 345.86
136 W, OR, T, 7-85
136 W, FH, T, 7-85
1974 - 1 N
1985-3 S
1969 - 2 N
1969-2
1984-2-N
1977 - 2
1979 - 1
1985-3-N
1977 - 1 N
1973 - 2 S
136 CWR 6 - 1974 N
136 CWR 9 - 1969 N
136 CWR 6 - 1957 N
136 CWR 6 - 1974
136 CWR 9 - 1969 S
136 CWR 6 - 1957 S
SLAG
ROCK
SL 87
U. C. 1987
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

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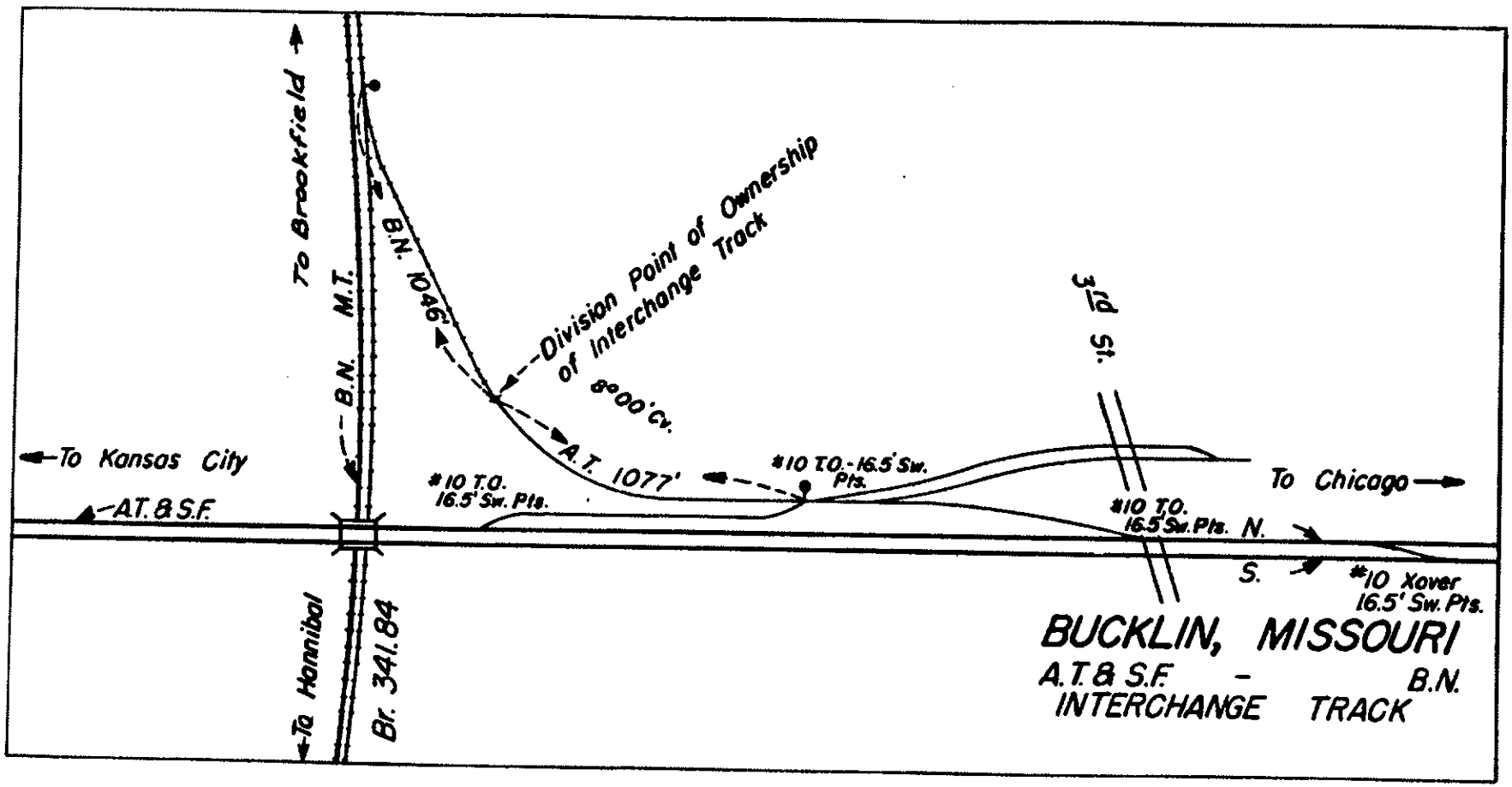
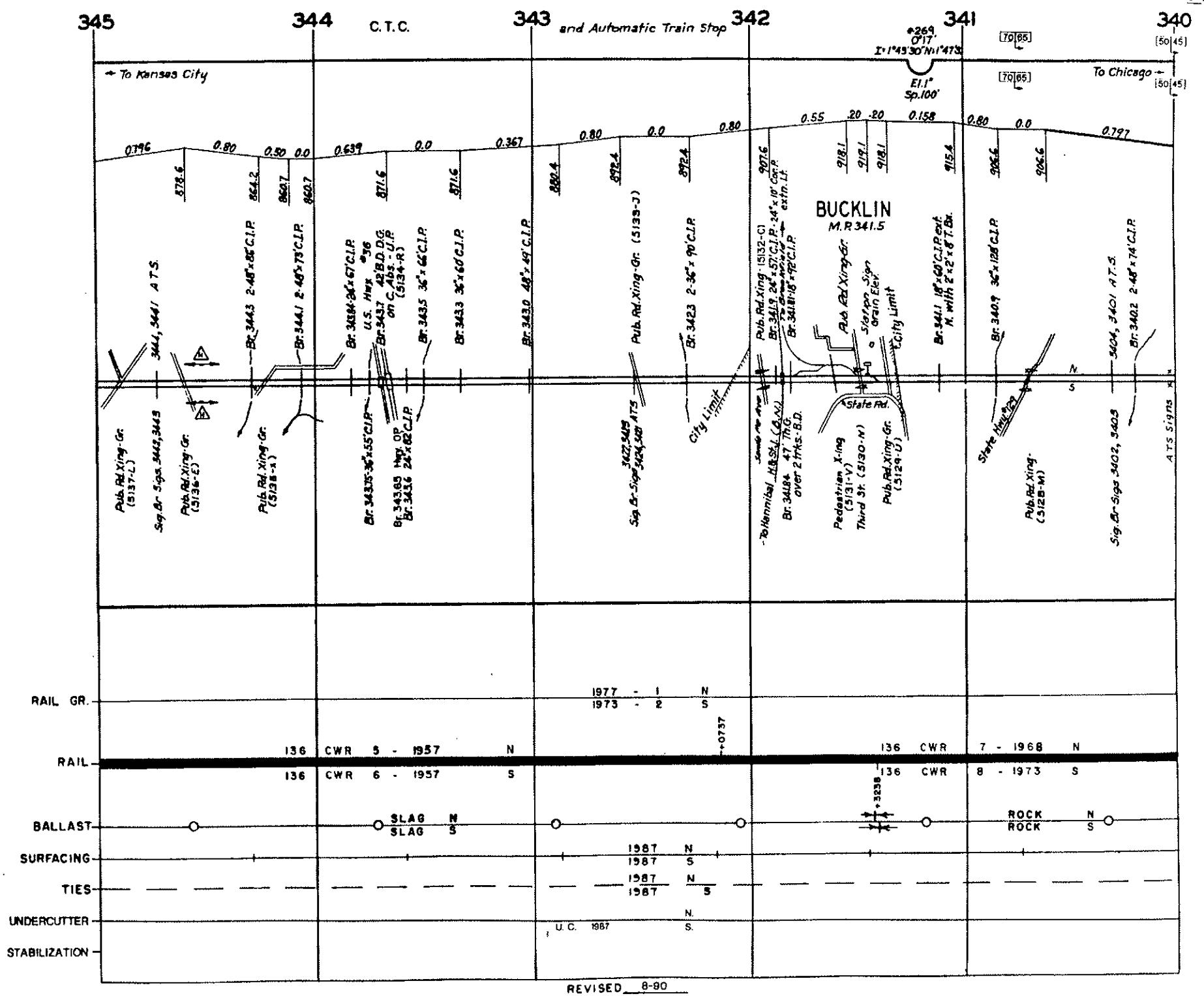
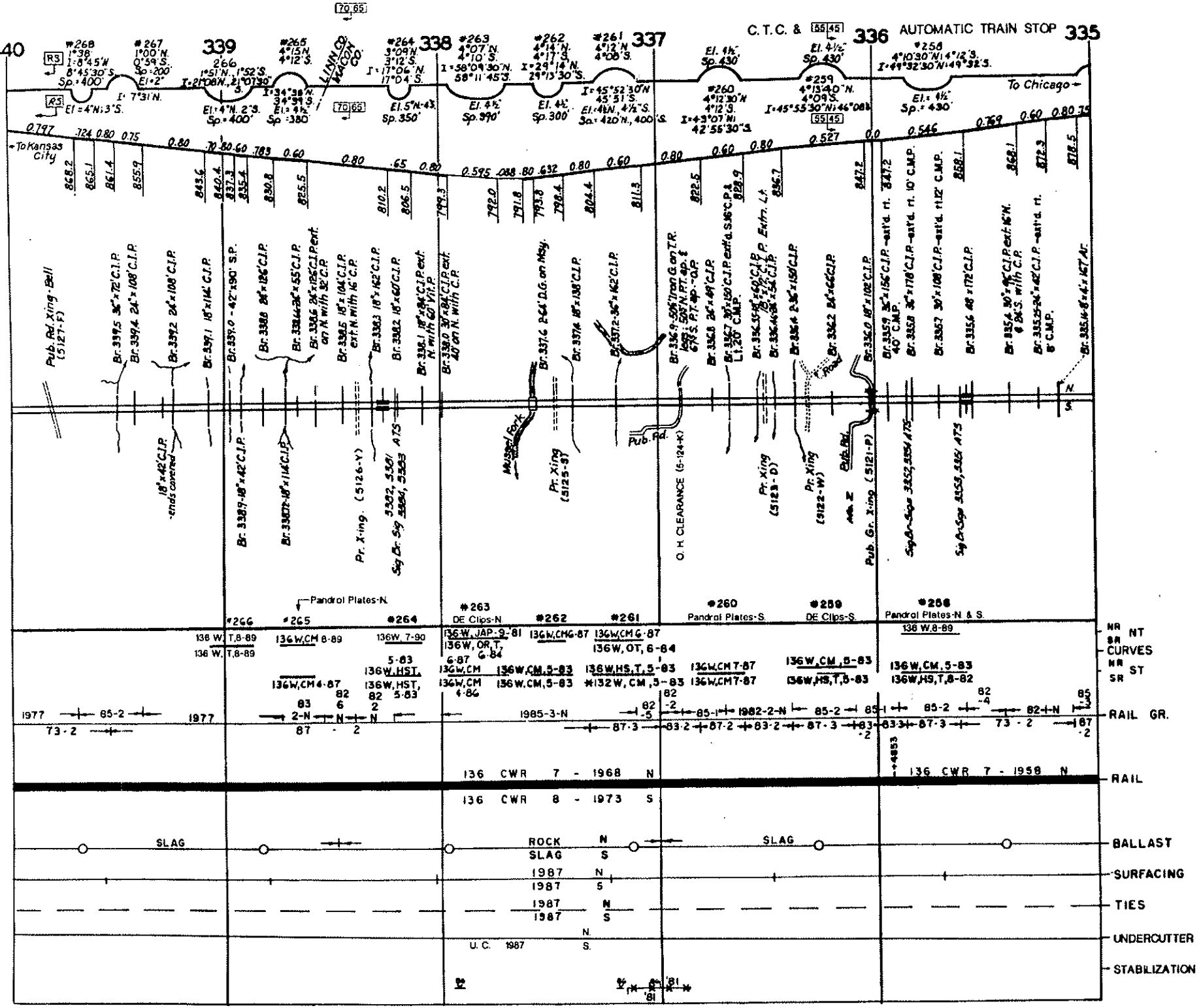
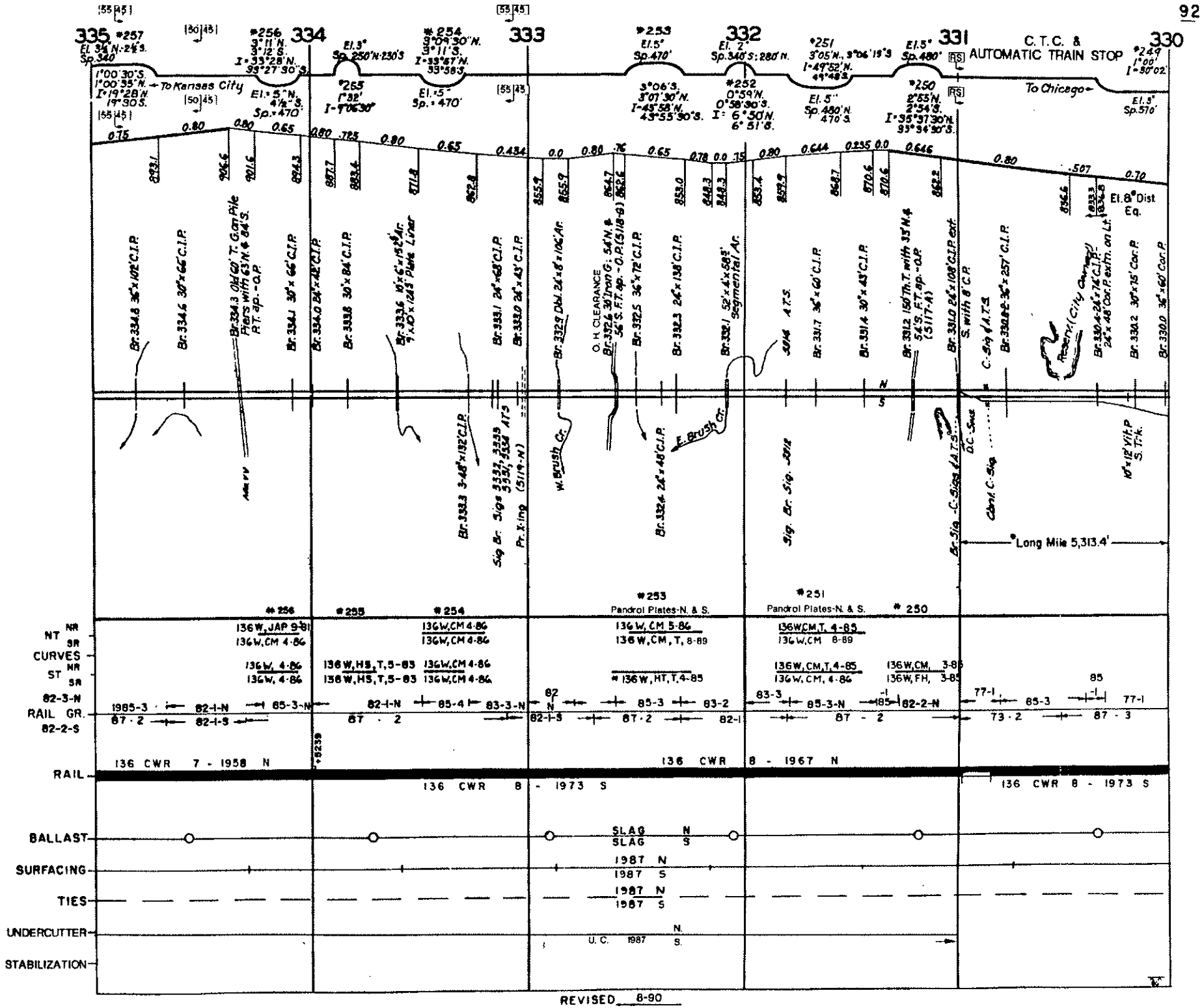
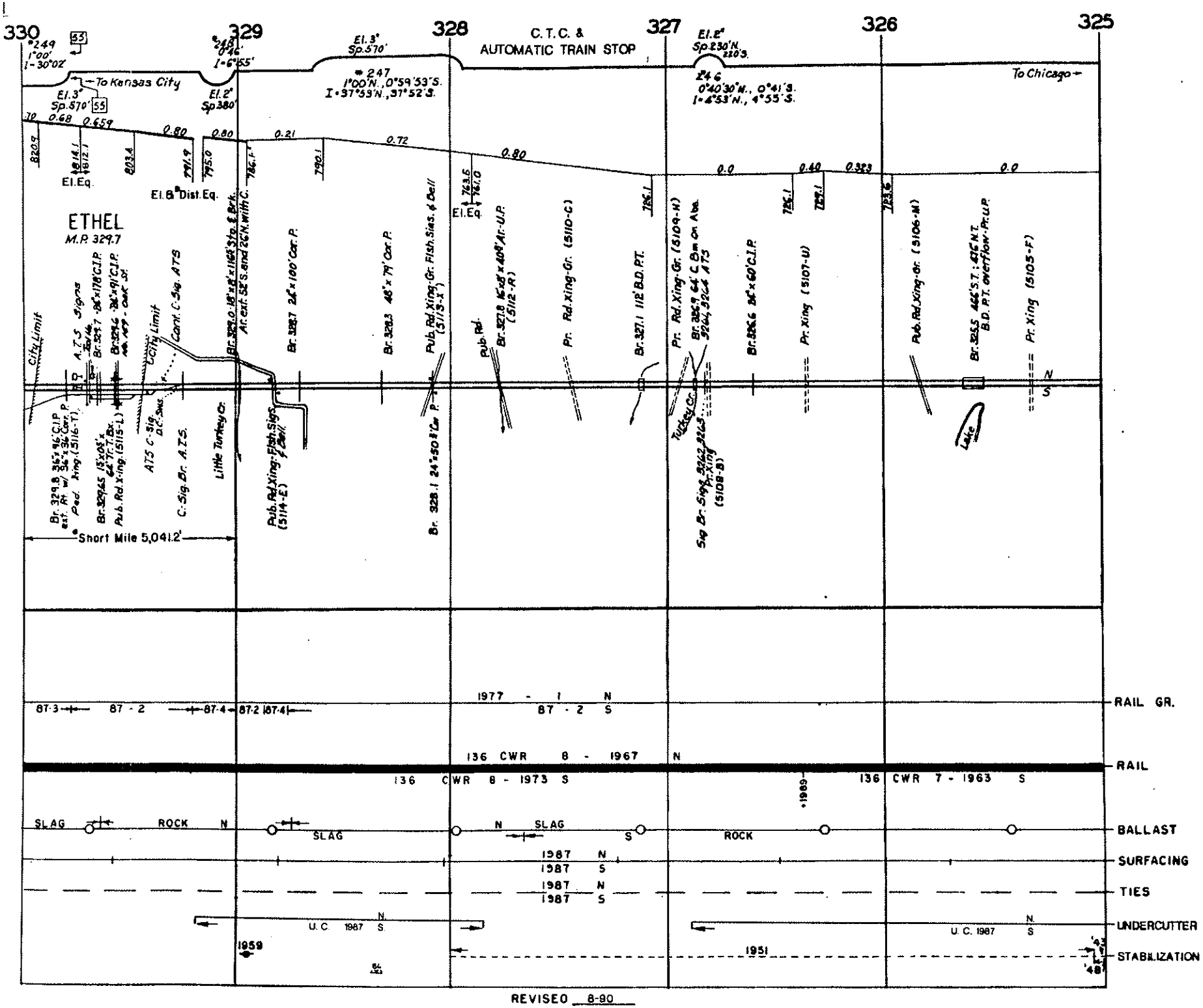

To Brookfield
B.N. M.T.
B.N. 1040'
Division Point of Ownership of Interchange Track
8°00' Cv.
A.T. 1077'
#10 T.O. - 16.5' Sw. Pts.
#10 T.O. 16.5' Sw. Pts.
To Kansas City
A.T. & S.F.
To Chicago
#10 T.O. 16.5' Sw. Pts. N.
S.
#10 Xover 16.5' Sw. Pts.
3rd St.
To Hannibal
Br. 341.84
BUCKLIN, MISSOURI
A.T. & S.F. - B.N.
INTERCHANGE TRACK


345
344
C.T.C.
343
and Automatic Train Stop
342
341
340
To Kansas City
To Chicago
BUCKLIN
M.P. 341.5
City Limit
State Rd.
State Hwy 129
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1977 - 1 N
1973 - 2 S
136 CWR 5 - 1957 N
136 CWR 6 - 1957 S
136 CWR 7 - 1968 N
136 CWR 8 - 1973 S
SLAG N
SLAG S
ROCK N
ROCK S
1987 N
1987 S
1987 N
1987 S
U.C. 1987 N. S.
REVISED 8-80

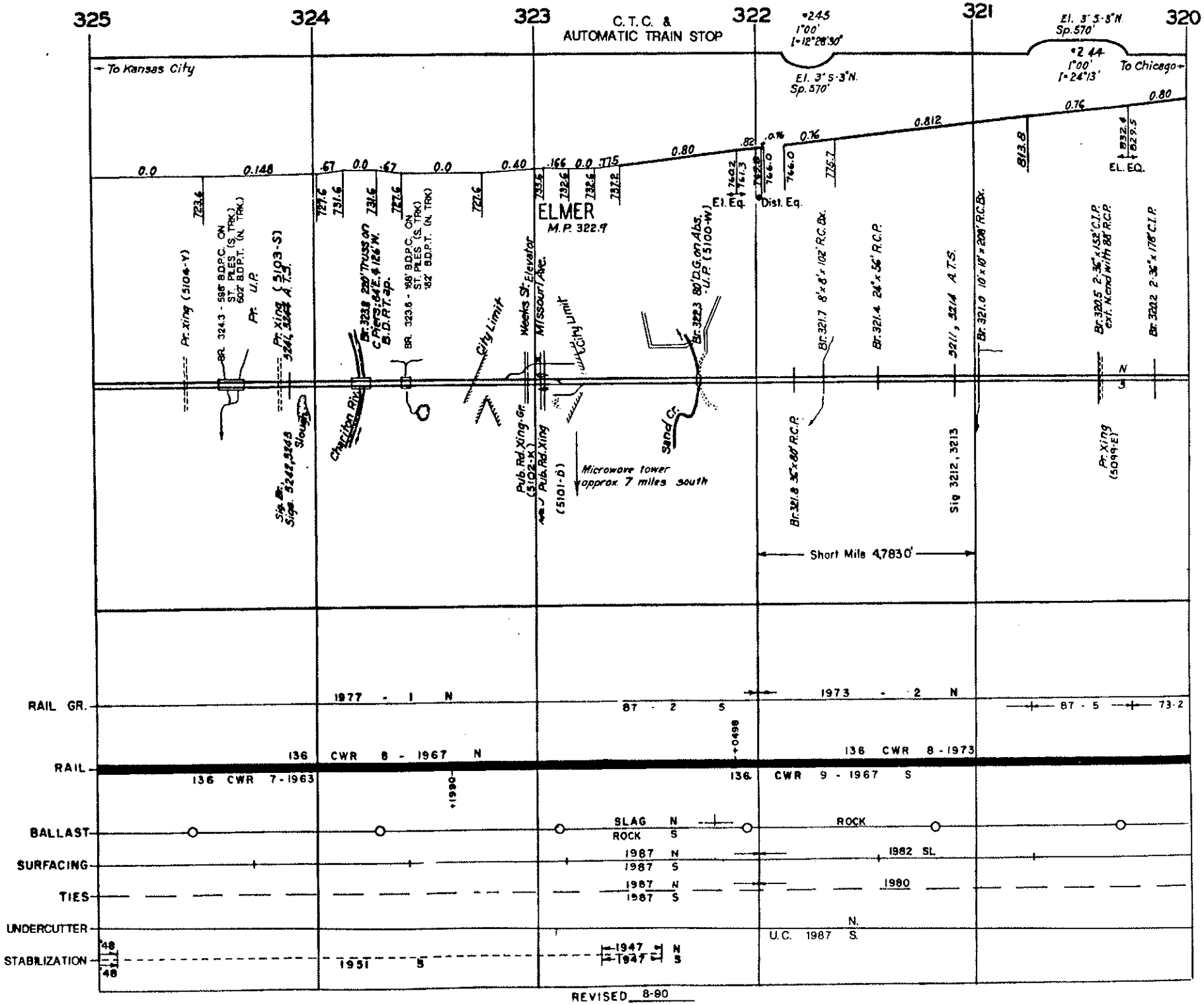

340
339
338
337
336
335
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
LINN CO. BEACON CO.
Pandrol Plates-N.
#263 DE Clips-N
#260 Pandrol Plates-S.
#259 DE Clips-S.
#258 Pandrol Plates-N & S.
136 W, T, 8-89
136 W, CM 8-89
136 W, 7-90
136 W, JAP-9-81
136 W, CM G-87
136 W, OR T, 6-84
136 W, OT, 6-84
136 W, CM, 5-83
136 W, HS, T, 5-83
136 W, HST, 5-83
136 W, CM 4-87
136 W, CM 7-87
136 W, HS, T, 8-82
*132 W, CM, 5-83
136 CWR 7 - 1968 N
136 CWR 8 - 1973 S
136 CWR 7 - 1958 N
SLAG
ROCK
1987
U.C. 1987
NR NT
SR CURVES
NR ST
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

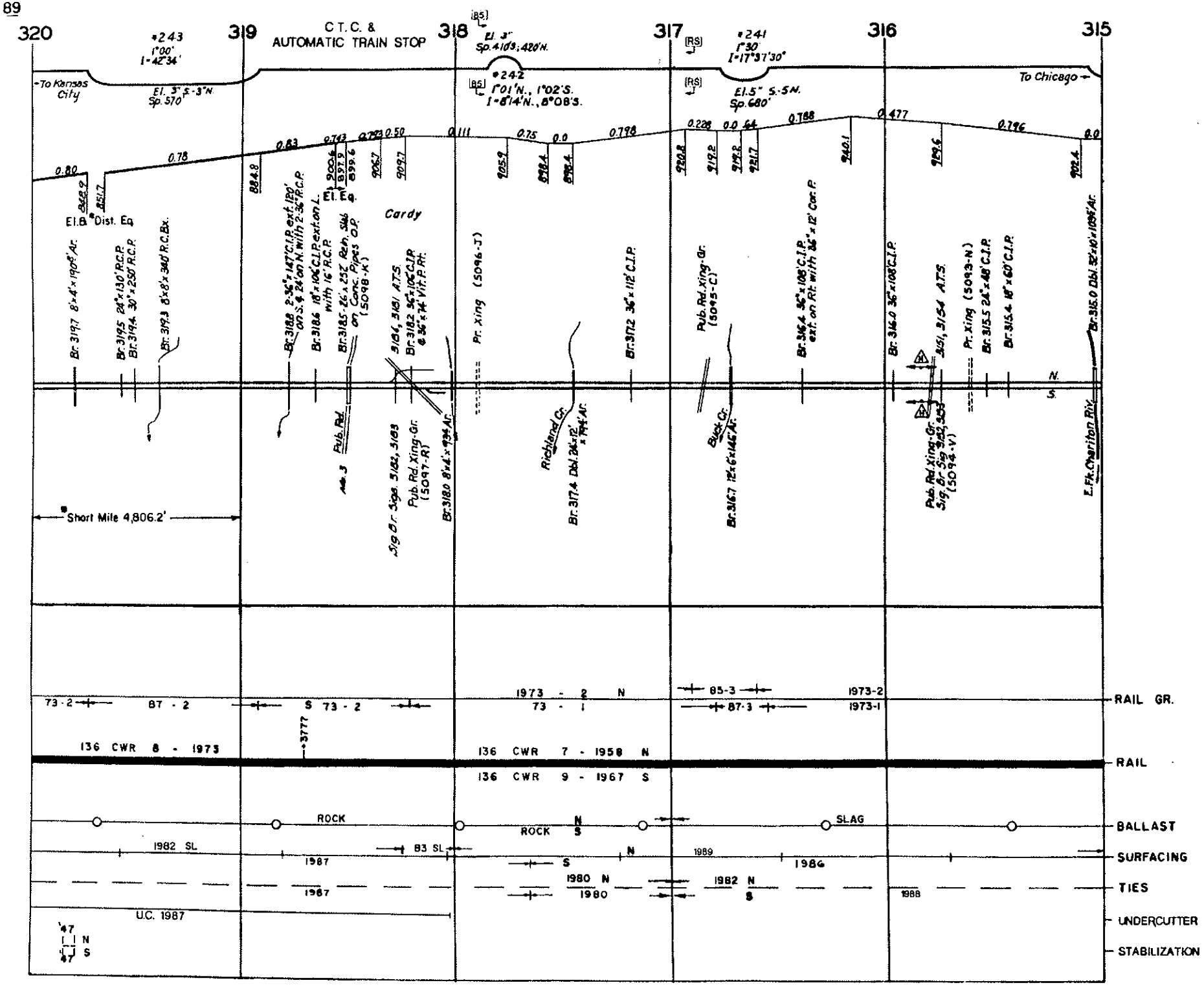
REVISED 8-90


335
334
333
332
331
330
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
Long Mile 5,313.4'
#256
#255
#254
#253
Pandrol Plates-N. & S.
#251
Pandrol Plates-N. & S.
#250
NT NR
NT SR
CURVES
ST NR
ST SR
82-3-N
RAIL GR.
82-2-S
RAIL
136 CWR 7 - 1958 N
136 CWR 8 - 1967 N
136 CWR 8 - 1973 S
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG N
SLAG S
1987 N
1987 S
1987 N
1987 S
U.C. 1987 N
U.C. 1987 S
REVISED 8-90


330
329
328
327
326
325
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
ETHEL
M.P. 329.7
Short Mile 5,041.2'
City Limit
Little Turkey Cr.
Tuckey Cr.
Lake
Pub. Rd. Xing: Fish. Sias. & Dell (5113-X)
Pr. Rd. Xing-Gr. (5110-C)
Pr. Rd. Xing-Gr. (5109-W)
Pr. Xing (5107-U)
Pub. Rd. Xing-Gr. (5106-W)
Pr. Xing (5105-F)
1977 - 1 N
87-2 S
136 CWR 8 - 1967 N
136 CWR 8 - 1973 S
136 CWR 7 - 1963 S
SLAG
ROCK
1987 N
1987 S
1987 N
1987 S
U.C. 1987 N
U.C. 1987 S
1959
1951
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


325
324
323
322
321
320
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
ELMER
M.P. 322.9
Short Mile 4,783.0'
Microwave tower approx. 7 miles south
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-80


320
319
318
317
316
315
C.T.C. & AUTOMATIC TRAIN STOP
#243
1°00'
I-42'34"
#242
1°01'N., 1°02'S.
I-8'14'N., 8°08'S.
#241
1°30
I-17°37'30"
To Kansas City
To Chicago
El. 3°S-3°N. Sp. 570'
El. 3° Sp. 410'S; 420'N.
El. 5°S-5°N. Sp. 680'
El.B *Dist. Eq.
Cardy
Pr. Xing (5096-J)
Pub. Rd. Xing-Gr. (5095-C)
Pub. Rd. Xing-Gr. Sig. Br. Sig 3152, 3153 (5094-V)
Pr. Xing (5093-N)
Pub. Rd. Xing-Gr. (5097-R)
Richland Cr.
Buck Cr.
E. Fk. Chariton Riv.
Short Mile 4,806.2'
Br: 319.7 8'-4"x 190'6" Ar.
Br: 319.5 24"x 130' R.C.P.
Br: 319.4 30"x 250' R.C.P.
Br: 319.3 8'x8'x 340' R.C. Bx.
Br: 318.8 2-36"x 147' C.I.P. ext. Ipg' on S. & 24' on N. with 2-36" R.C.P.
Br: 318.6 18"x 106' C.I.P. ext. on L. with 16' R.C.P.
Br: 318.5 - 26-x 232' Rein. Slab on Conc. Pipes O.P. (5098-K)
Br: 318.2 36"x 105' C.I.P. @ 36"x 74' Vit. P. Rt.
Br: 318.0 8'x4'x 93'4" Ar.
Br: 317.4 Dbl. 24"-72" x 194' Ar.
Br: 317.2 112' C.I.P.
Br: 316.7 12'x6'x 146' Ar.
Br: 316.4 36"x 108' C.I.P. ext. on Rt. with 36"x 12' Cor. P.
Br: 316.0 36"x 108' C.I.P.
Br: 315.5 24"x 48' C.I.P.
Br: 315.4 18"x 60' C.I.P.
Br: 315.0 Dbl. 32"x 10"x 109'6" Ar.
Sig. 3184, 3181 A.T.S.
Sig. Br. 3154 A.T.S.
0.80
0.78
0.83
0.743
0.733
0.50
0.111
0.75
0.0
0.798
0.228
0.0
0.64
0.788
0.477
0.796
0.0
884.8
851.7
868.9
899.6
899.9
906.7
909.7
925.9
938.4
898.4
940.1
919.2
917.8
921.7
929.6
902.4
1973 - 2 N
73 - 1
73-2
BT - 2
S 73 - 2
85-3
87-3
1973-2
1973-1
136 CWR 8 - 1973
136 CWR 7 - 1958 N
136 CWR 9 - 1967 S
3777
ROCK
ROCK
SLAG
1982 SL
83 SL
1987
1989
1984
1980 N
1980
1982 N
1988
U.C. 1987
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90

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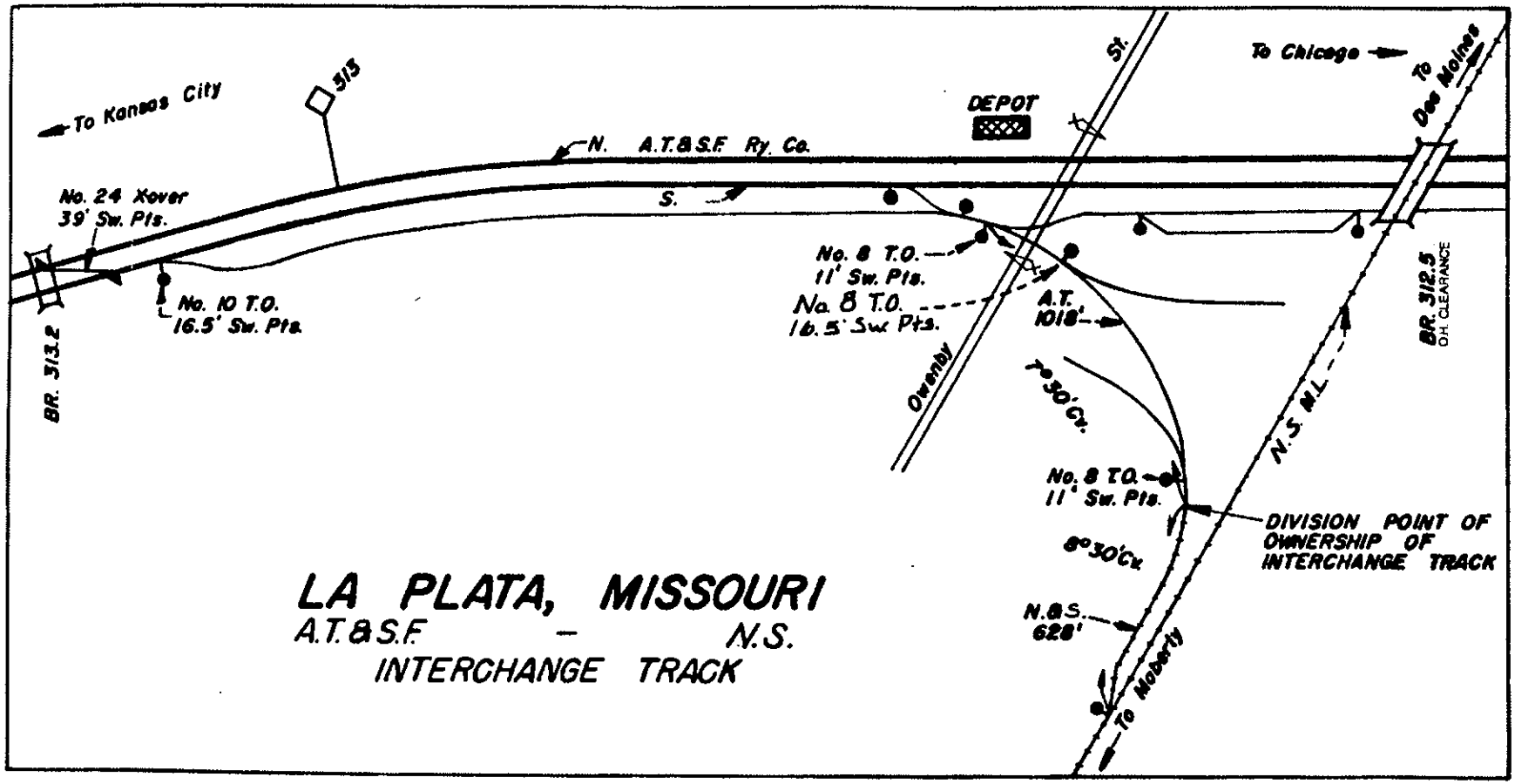
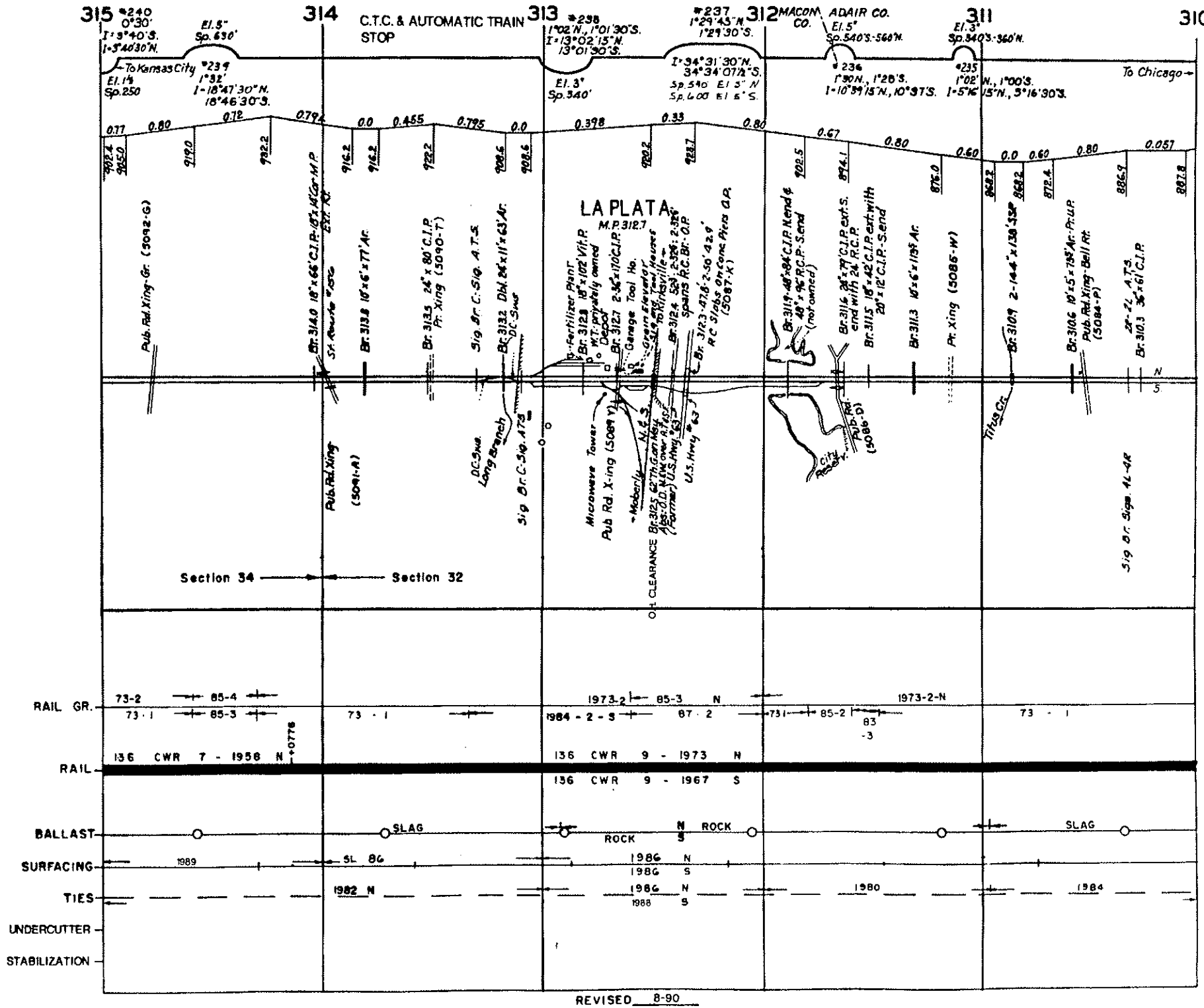
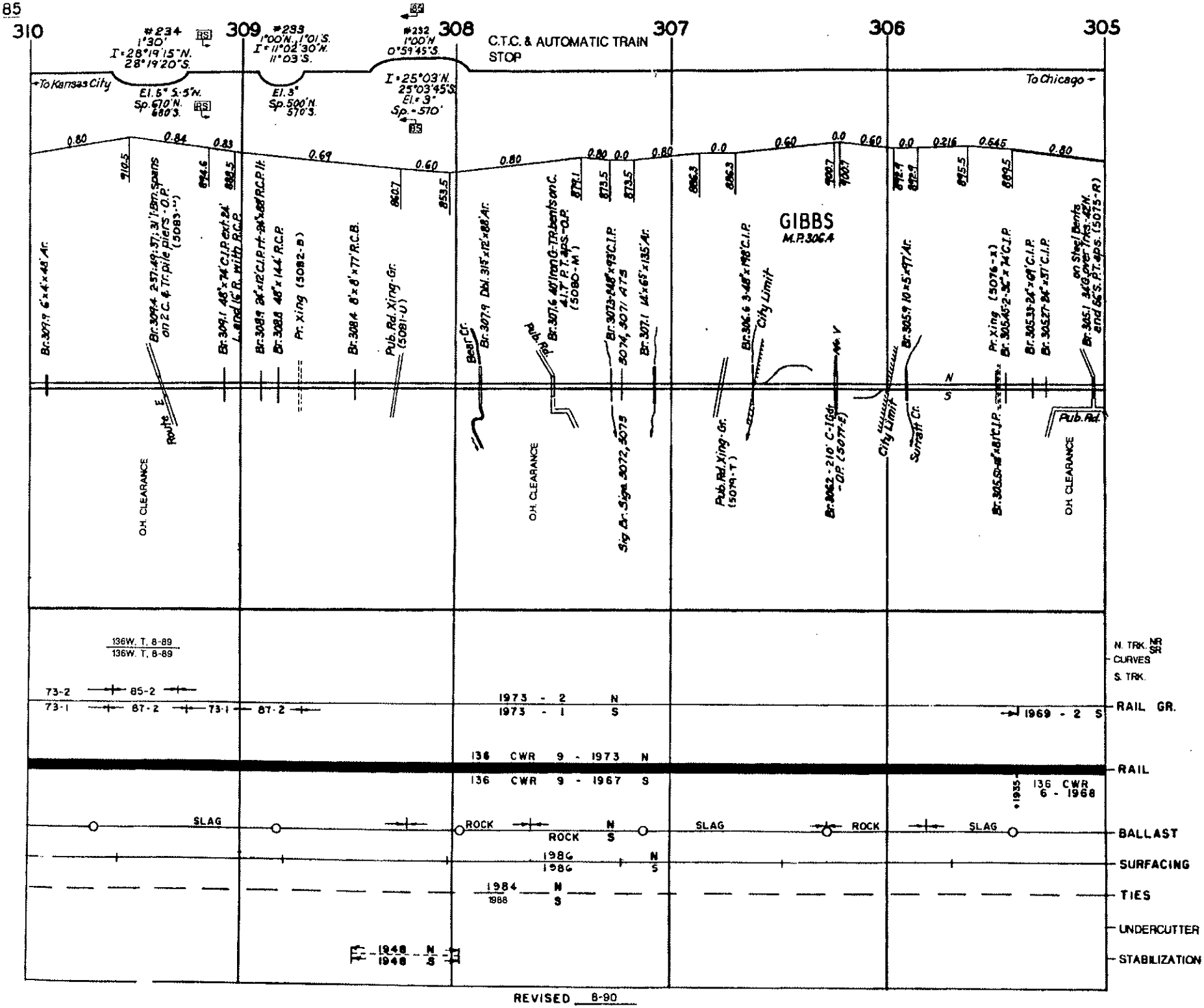
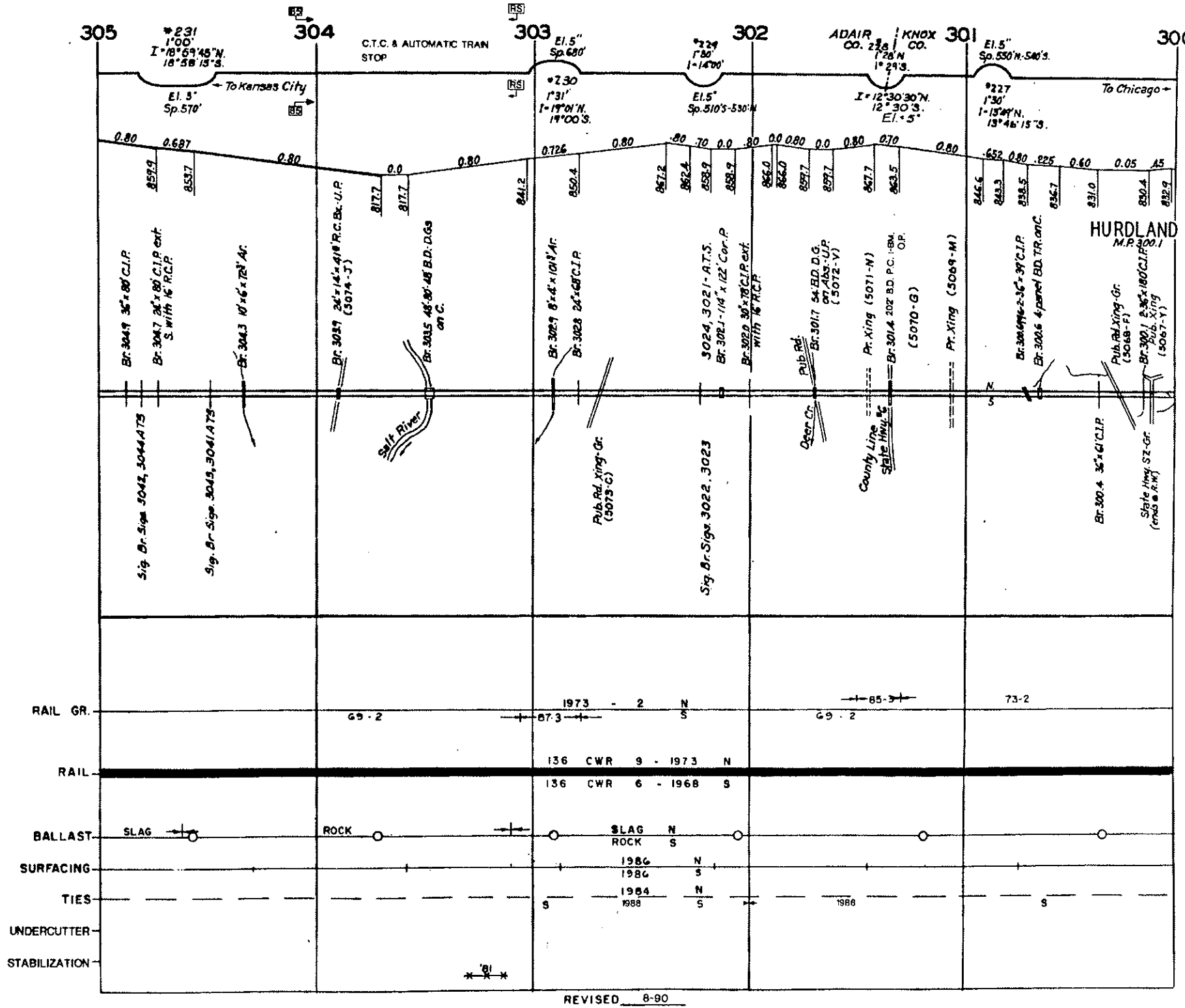

To Kansas City
513
N. A.T.&S.F. Ry. Co.
DEPOT
St.
To Chicago
To Des Moines
S.
No. 24 Xover
39° Sw. Pts.
No. 10 T.O.
16.5° Sw. Pts.
BR. 313.2
No. 8 T.O.
11° Sw. Pts.
No. 8 T.O.
16.5° Sw. Pts.
Owenby
A.T.
1018'
BR. 312.5
OH. CLEARANCE
7°30' Cv.
N.S. M.L.
No. 8 T.O.
11° Sw. Pts.
DIVISION POINT OF
OWNERSHIP OF
INTERCHANGE TRACK
8°30' Cv.
N.&S.
628'
To Moberly
LA PLATA, MISSOURI
A.T.&S.F. — N.S.
INTERCHANGE TRACK

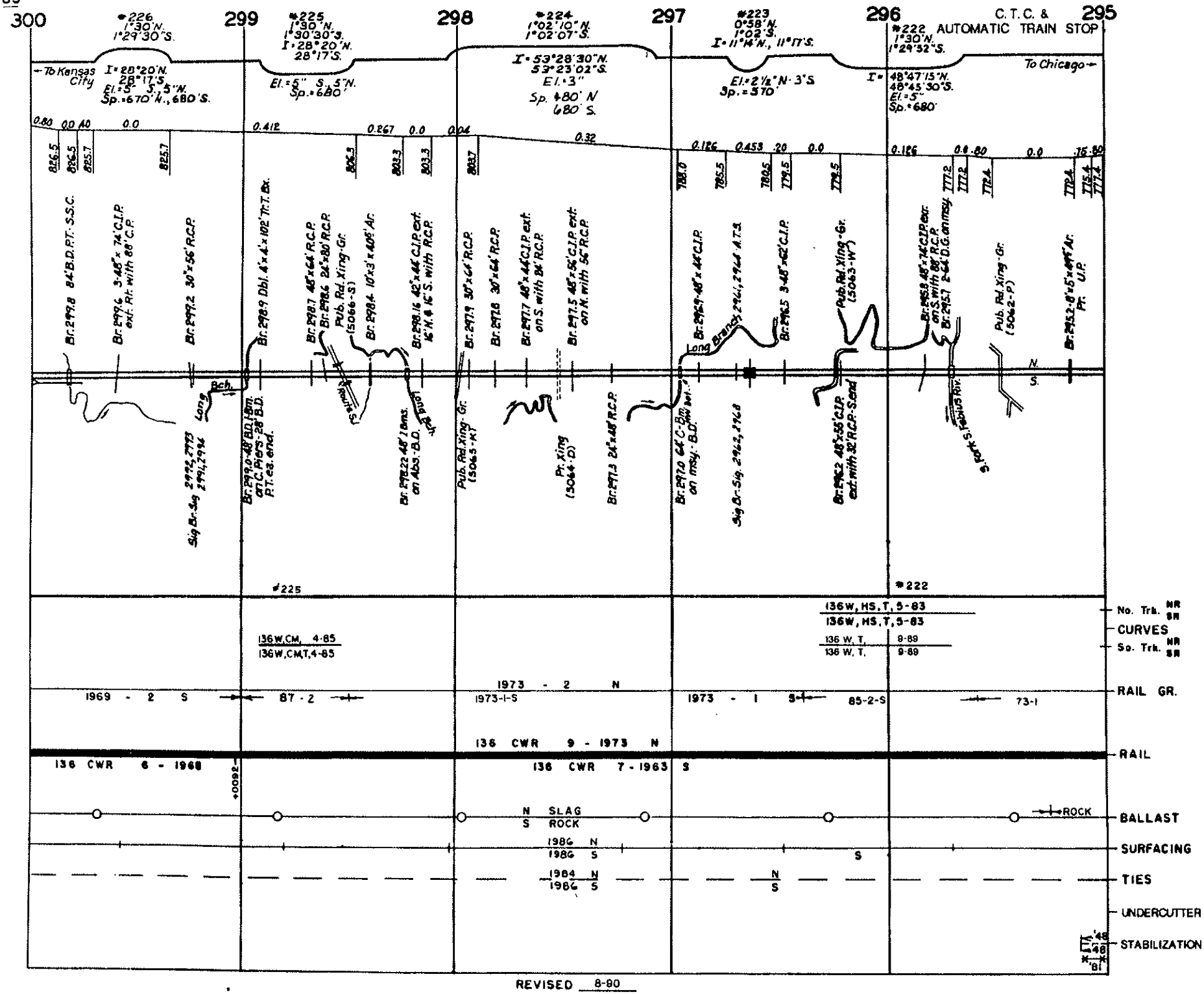

315
314
313
312
311
310
C.T.C. & AUTOMATIC TRAIN STOP
MACON CO.
ADAIR CO.
To Kansas City
To Chicago
LA PLATA
M.P. 312.7
Section 34
Section 32
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG
ROCK
136 CWR 7 - 1958 N
136 CWR 9 - 1973 N
136 CWR 9 - 1967 S
REVISED 8-90


310
309
308
307
306
305
C.T.C. & AUTOMATIC TRAIN STOP
#234
1°30'
I=28°19'15"N.
28°19'20"S.
#233
1°00'N., 1°01'S.
I=11°02'30"W.
11°03'S.
#232
1°00'N
0°59'45"S.
I=25°03'N.
25°03'45"S.
El.=9°
Sp.=570'
To Kansas City
To Chicago
El. 5° S. 5°N.
Sp. 610'N.
680'S.
El. 3°
Sp. 500'N.
570'S.
0.80
0.84
0.83
0.69
0.60
0.80
0.80
0.0
0.80
0.0
0.60
0.0
0.60
0.0
0.216
0.645
0.80
710.5
724.6
688.5
853.5
860.7
879.1
873.5
873.5
896.3
896.3
910.7
900.7
915.1
872.9
915.5
869.5
Br:309.9 6'x4'x48' Ar.
Br:309.4 2-57'-49'-37'-31'-8in. Spans on 2 C. & Tr. pile piers -O.P. (5083-*)
Br:309.1 45'x74' C.I.P. ext. 84' Lateral to R. with R.C.P.
Br:308.9 24'x12' C.I.P. rt. 96'x68' R.C.P. lt.
Br:308.8 45'x144' R.C.P.
Pr. Xing (5082-B)
Br:308.4 8'x8'x77' R.C.B.
Pub. Rd. Xing-Gr. (5081-U)
Bear Cr.
Br:307.9 Dbl. 315'x12'x88' Ar.
Br:307.6 40' Iron G. Trident on C. 41.7° P.T. 4PS -O.P. (5080-M)
Br:307.3 148'x93' C.I.P.
3074, 3071 4PS
Br:307.1 14'x65'x135' Ar.
Sig. Br. Sigs. 3072, 3075
GIBBS
M.P. 306.4
Pub. Rd. Xing-Gr. (5079-T)
Br:306.6 3-48'x198' C.I.P.
City Limit
Br:306.2 - 210' C-I Gdr. -O.P. (5077-E)
Ave. V
City Limit
Br:305.9 10'x5'-4"T' Ar.
Sunset Ct.
Pr. Xing (5076-X)
Br:305.8 9-48'x81' C.I.P.
Br:305.6 4'-2-36"x74' C.I.P.
Br:305.3 3-24'x69' C.I.P.
Br:305.2 7-24'x57' C.I.P.
Br:305.1 3-16' Girders over Trks.-42° N. and 66° S. P.T. 4PS. (5075-R)
Pub. Rd.
O.H. CLEARANCE
Route E
O.H. CLEARANCE
O.H. CLEARANCE
N
S
136W. T. 8-89
136W. T. 8-89
73-2
85-2
73-1
87-2
73-1
87-2
1973 - 2 N
1973 - 1 S
1969 - 2 S
136 CWR 9 - 1973 N
136 CWR 9 - 1967 S
1935
136 CWR 6 - 1968
SLAG
ROCK
ROCK
N
S
SLAG
ROCK
SLAG
1986
1986
N
S
1984
1988
N
S
1948
1948
N
S
N. TRK. NR SR
CURVES
S. TRK.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

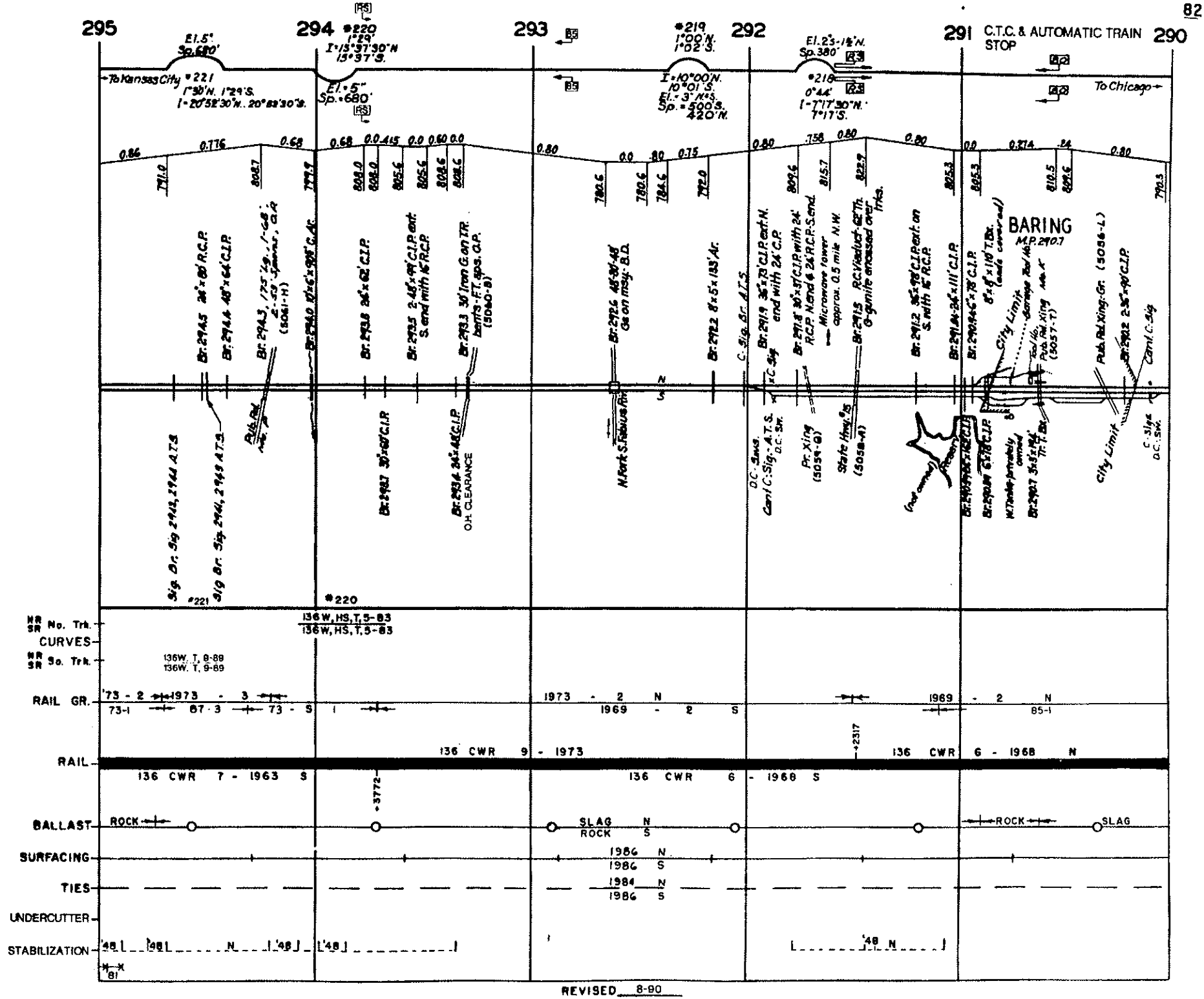
REVISED 8-90

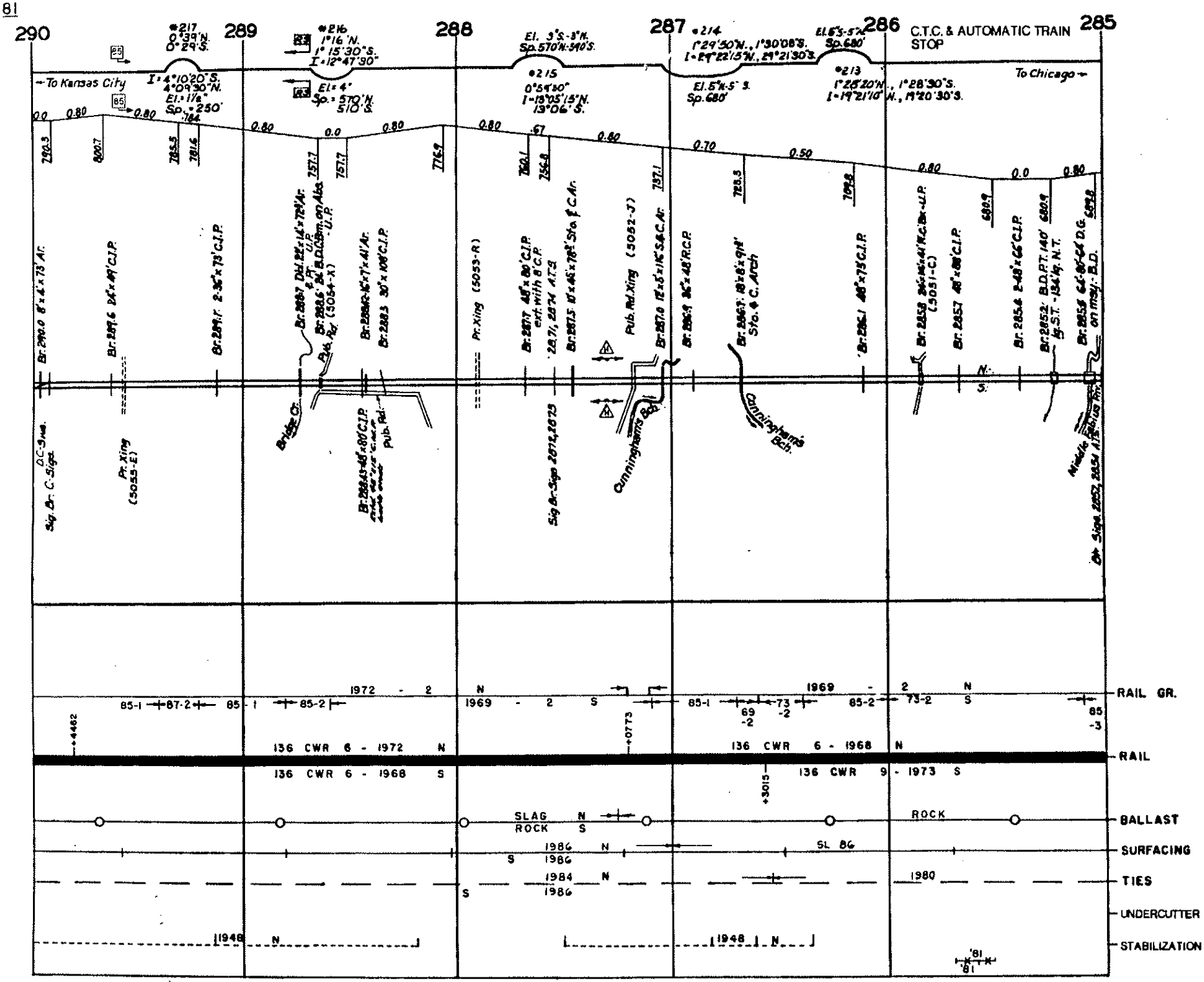

305
304
303
302
301
300
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
ADAIR CO.
KNOX CO.
HURDLAND
M.P. 300.1
Salt River
Deer Cr.
County Line
State Hwy. 6
Sig. Br. Sigs. 3042, 3044, 4T3
Sig. Br. Sigs. 3043, 3041, 4T3
Sig. Br. Sigs. 3022, 3023
Sig. 3024, 3021 - A.T.S.
Pub. Rd. Xing Gr. (3073-G)
Pub. Rd. Xing Gr. (3068-F)
Pr. Xing (5071-N)
Pr. Xing (3069-M)
Pub. Rd. Xing (5070-G)
Pub. Xing (3067-Y)
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
69 - 2
67.3
1973 - 2 N
S
65-3
73-2
136 CWR 9 - 1973 N
136 CWR 6 - 1968 S
SLAG
ROCK
SLAG N
ROCK S
1986 N
1986 S
1984 N
1988
'81

REVISED 8-90

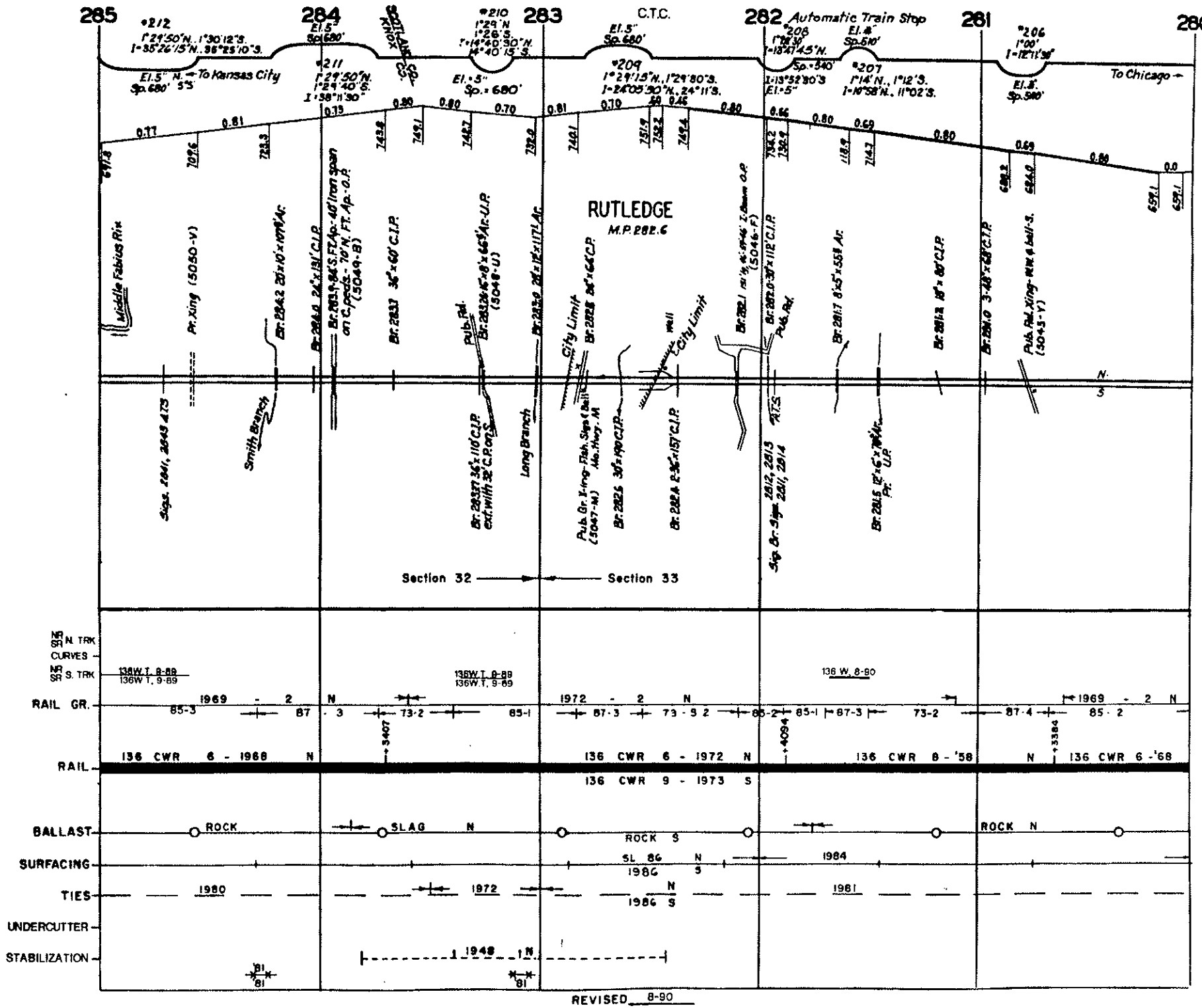

300
299
298
297
296
295
C.T.C. & AUTOMATIC TRAIN STOP
#226 1°30'N. 1°29'30"S.
#225 1°30'N. 1°30'30"S. I=28°20'N. 28°17'S. El.=5" S. 5"N. Sp.=680'
#224 1°02'10"N. 1°02'07"S. I=53°28'30"N. 53°23'02"S. El.=3" Sp. 480' N 680' S.
#223 0°58'N. 1°02'S. I=11°14'N., 11°17'S. El.=2½"N·3"S Sp.=570'
#222 1°30'N. 1°29'52"S. I=48°47'15"N. 48°45'30"S. El.=5" Sp.=680'
To Kansas City
To Chicago
Br:299.8 84'B.D.P.T.: S.S.C.
Br:299.6 3-48" x 74' C.I.P. ext.: Rt: with 88' C.P.
Br:299.2 30"x56' R.C.P.
Sig Br.-Sig 2992, 2995 2994, 2994
Br:299.0-48' BD. I.Bm. on C. Piers-28' B.D. P.T. ea. end.
Br:298.9 Dbl. 4'x4'x102' Tr.T. Bx.
Br:298.7 48"x64' R.C.P.
Br:298.6 24"x80' R.C.P.
Pub. Rd. Xing-Gr. (5066-S)
Br:298.4 10'x3'x40.5' Ar.
Br:298.16 42"x44' C.I.P. ext. 16°N. & 16°S. with R.C.P.
Br:298.22 48' I.Bms. on Abs.-B.D.
Pub. Rd. Xing-Gr. (5065-K)
Br:297.9 30"x64' R.C.P.
Br:297.8 30"x64' R.C.P.
Br:297.7 48"x44' C.I.P. ext. on S. with 84" R.C.P.
Br:297.5 48"x56' C.I.P. ext. on N. with 56" R.C.P.
Pr. Xing (5064-D)
Br:297.3 24"x48" R.C.P.
Br:296.9-48"x44' C.I.P.
Long Branch 2944, 2944 A.T.S.
Br:296.8 64' C-Bm on mstr.-B.D.
Sig Br.-Sig 2962, 2968
Br:296.5 3-48"x62' C.I.P.
Pub. Rd. Xing-Gr. (5063-W)
Br:296.2 48"x56' C.I.P. ext. with 32" R.C.P.-Sand
Br:295.8 45°x74' C.I.P. ext. on S. with 88" R.C.P.
Br:295.7 2-64' D.G. on mstr.
S. Fork S. Fabius Riv.
Pub. Rd. Xing-Gr. (5062-P)
Br:295.2-8'x5'x49°4" Ar. Pr. U.P.
Long Bch.
0.80 0.0 A0 0.0 0.412 0.867 0.0 0.04 0.32 0.126 0.453 .20 0.0 0.126 0.0 .80 0.0 .75 .80
826.5 826.5 825.7 825.7 826.5 823.3 823.3 803.7 785.0 785.5 780.5 779.5 779.5 777.2 777.2 776.4 776.4 775.4 777.4
#225
#222
136W, CM, 4-85
136W, CM, T, 4-85
136W, HS, T, 5-83
136W, HS, T, 5-83
136 W. T. 9-89
136 W. T. 9-89
No. Trk. NR SR
CURVES
So. Trk. NR SR
1969 - 2 S
87 - 2
1973 - 2 N
1973-1-S
1973 - 1 S
85-2-S
73-1
RAIL GR.
136 CWR 9 - 1973 N
136 CWR 6 - 1968
136 CWR 7 - 1963 S
+0092
RAIL
N SLAG
S ROCK
ROCK
BALLAST
1986 N
1986 S
SURFACING
1984 N
1984 S
TIES
UNDERCUTTER
STABILIZATION
'48
'48
'81

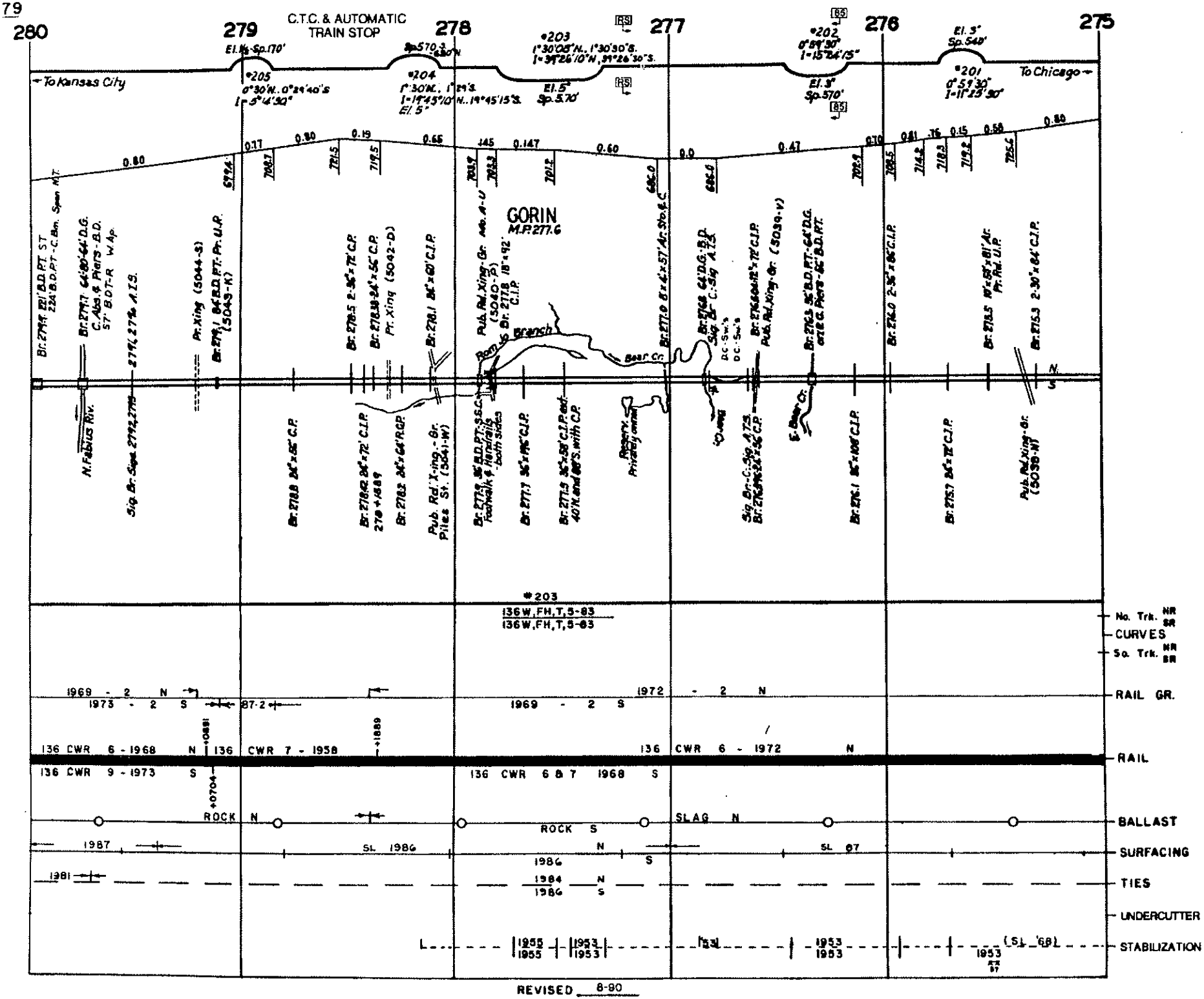
REVISED 8-90

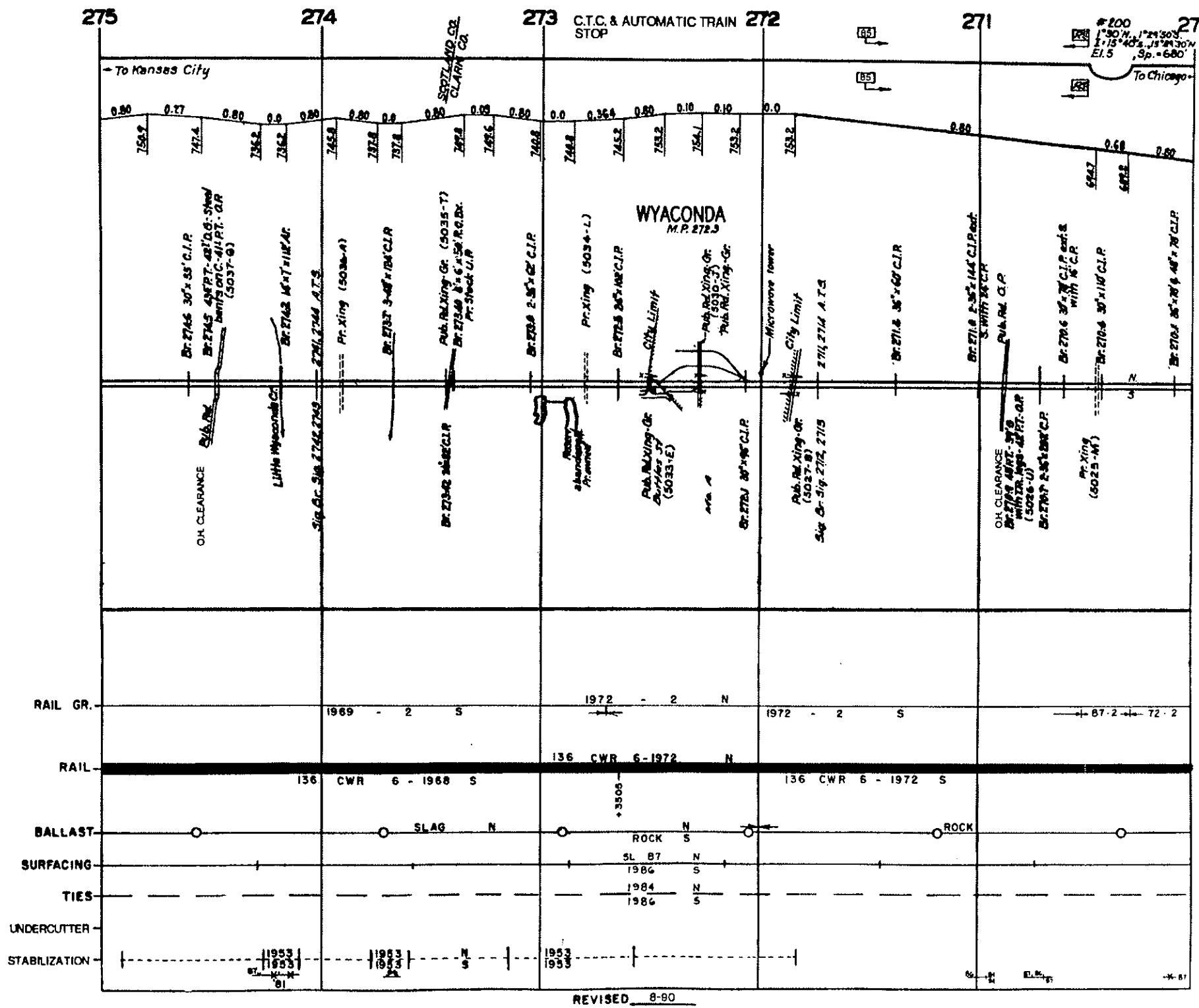

295
294
293
292
291
290
C.T.C. & AUTOMATIC TRAIN STOP
BARING
M.P. 290.7
To Kansas City
To Chicago
#220
#221
NR No. Trk.
SR No. Trk.
CURVES
NR So. Trk.
SR So. Trk.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
SLAG
136W, HS, T, 5-83
136W, T, 8-89
136 CWR 9 - 1973
136 CWR 7 - 1963 S
136 CWR 6 - 1968 S
136 CWR 6 - 1968 N
1986 N
1986 S
1984 N
1986 S
REVISED 8-90

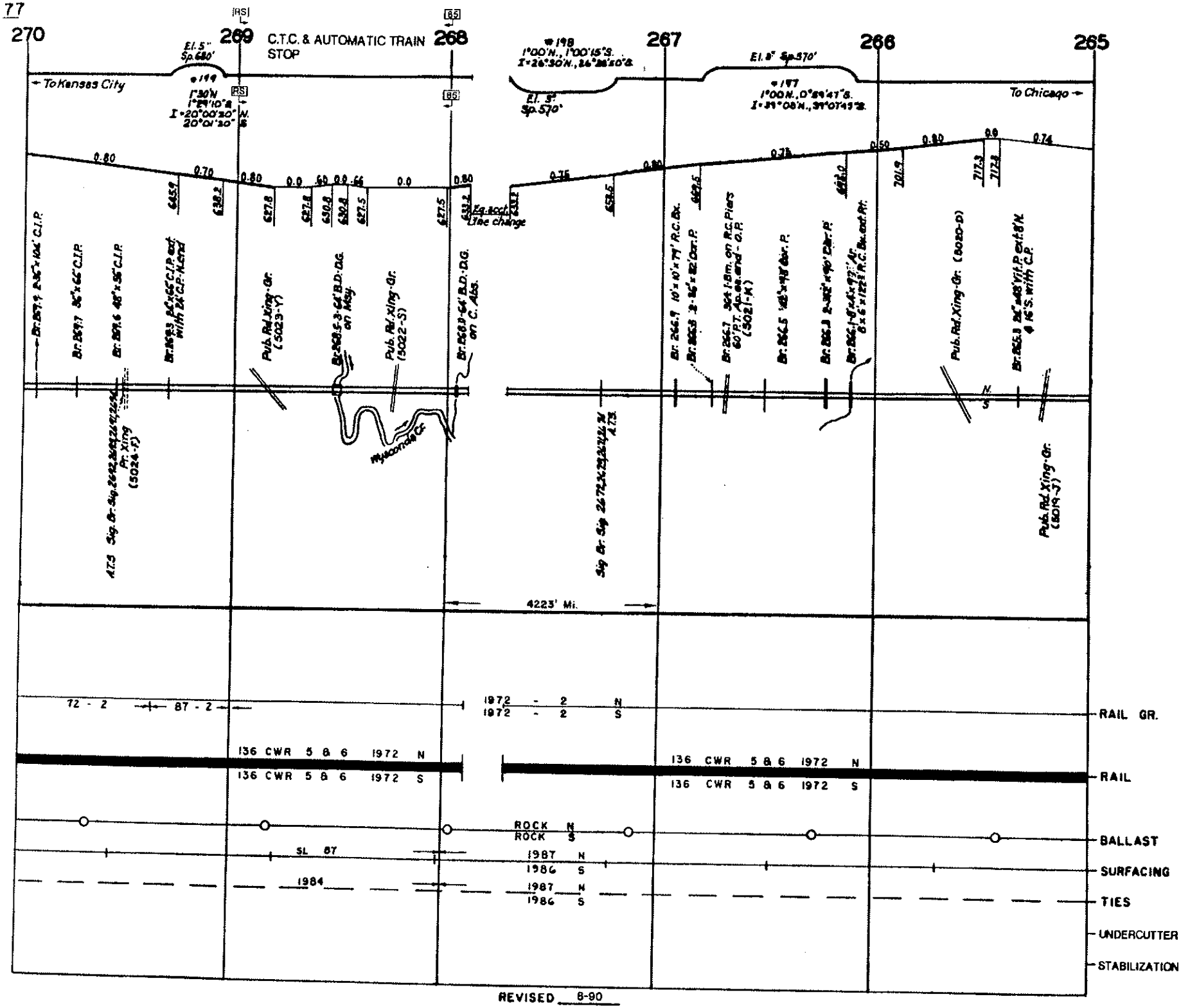

290
289
288
287
286
285
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
#217
0°39'N.
0°29'S.
I = 4°10'20"S.
4°09'30"N.
El. = 1½"
Sp. = 250'
#216
1°16'N.
1°15'30"S.
I = 12°47'30"
El. = 4"
Sp. = 570'N.
510'S.
El. 3"S.-3"N.
Sp. 570'N.-540'S.
#215
0°5'30"
I = 13°05'15"N.
13°06'S.
#214
1°29'50"N., 1°30'08"S.
I = 21°22'15"N., 21°21'30"S.
El. 5"N.-5"S.
Sp. 680'
El. 5"S.-5"N.
Sp. 680'
#213
1°28'20"N., 1°28'30"S.
I = 19°21'10"N., 19°20'30"S.
Br: 290.0 6'x4'x73' Ar.
Br: 289.6 24'x49' C.I.P.
Br: 289.1 2-36'x73' C.I.P.
Br: 288.7 Dbl. 22'x14'x72' Ar.
Br: 288.6 24' R.C.Box Abt. on Abt. (3054-X)
Br: 288.3 30'x108' C.I.P.
Br: 288.2 16'x7'x41' Ar.
Br: 288.0 45'x85' C.I.P.
Pr. Xing (5053-E)
Pr. Xing (5053-R)
Br: 287.7 48'x86' C.I.P. ext. with 8' C.P.
Br: 287.5 15'x45'x78° Sk'a. of C. Ar.
Br: 287.0 12'x5'x16° S.&C. Ar.
Pub. Rd. Xing (30852-J)
Br: 286.9 36°x48' R.C.P.
Br: 286.3 183'x8'x9'4" S'ks. & C. Arch
Br: 286.1 48°x75' C.I.P.
Br: 285.8 3@6'x6'x41' R.C. Box-U.P. (3051-C)
Br: 285.7 48°x88' C.I.P.
Br: 285.4 2-48'x66' C.I.P.
Br: 285.2 B.D.P.T. 140' 6804 sq.S.T. - 134¼ sq. N.T.
Br: 285.0 66'-86'-66' D.G. on misc.: B.D.
Bridge Cr.
Pub. Rd.
Cunningham's Rd.
Cunningham Br.
Sig. Br.-C. Sigs.
Sig. Br.-Sigs. 287.4, 287.5
Br. Sigs. 285.2, 285.4
AT's
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 6 - 1972 N
136 CWR 6 - 1968 S
136 CWR 6 - 1968 N
136 CWR 9 - 1973 S
SLAG N
ROCK S
ROCK
SL 86
1986 N
S 1986
1984 N
1986
1980
1948 N
1948 N
'81 N
'81

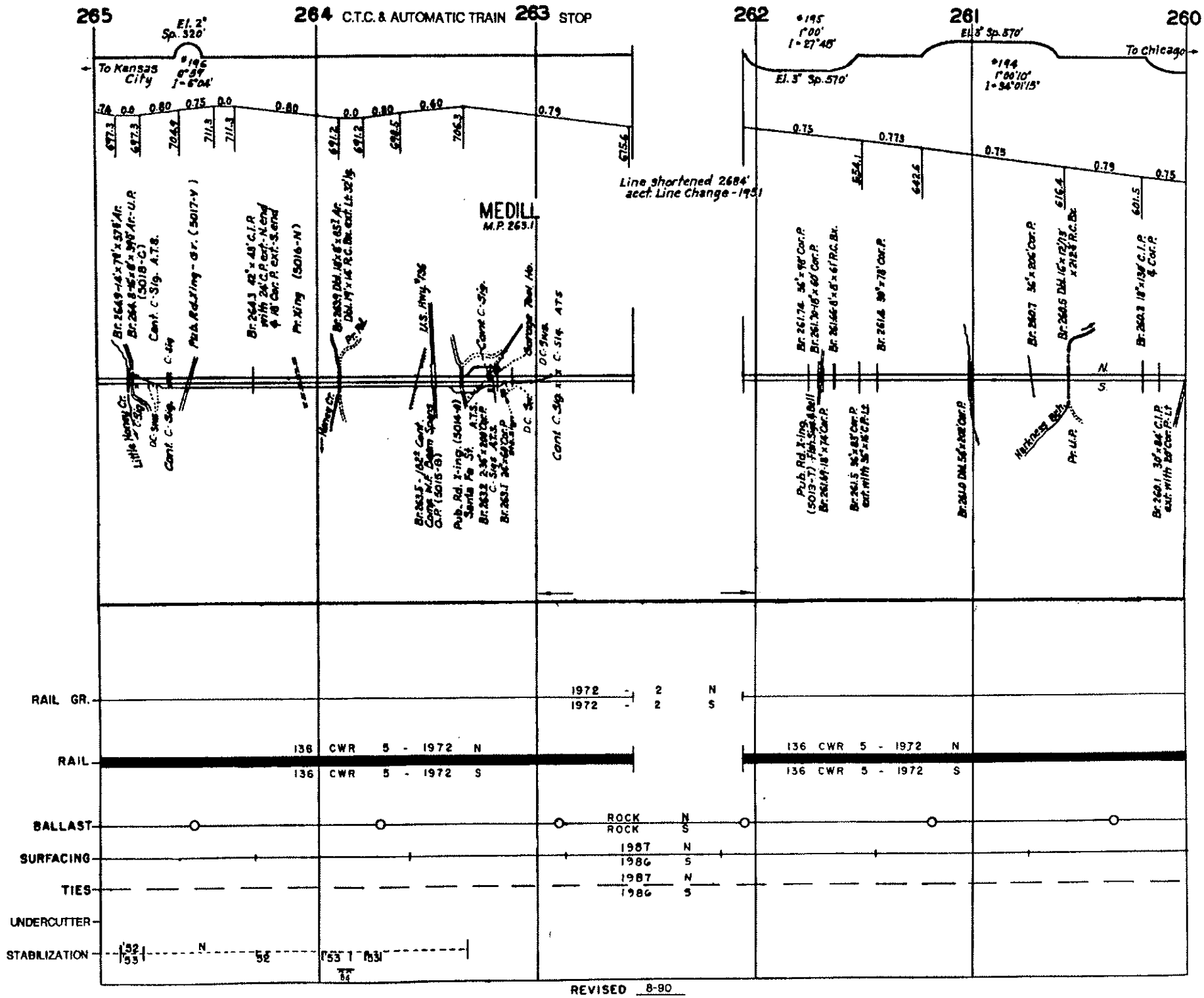
REVISED 8-80

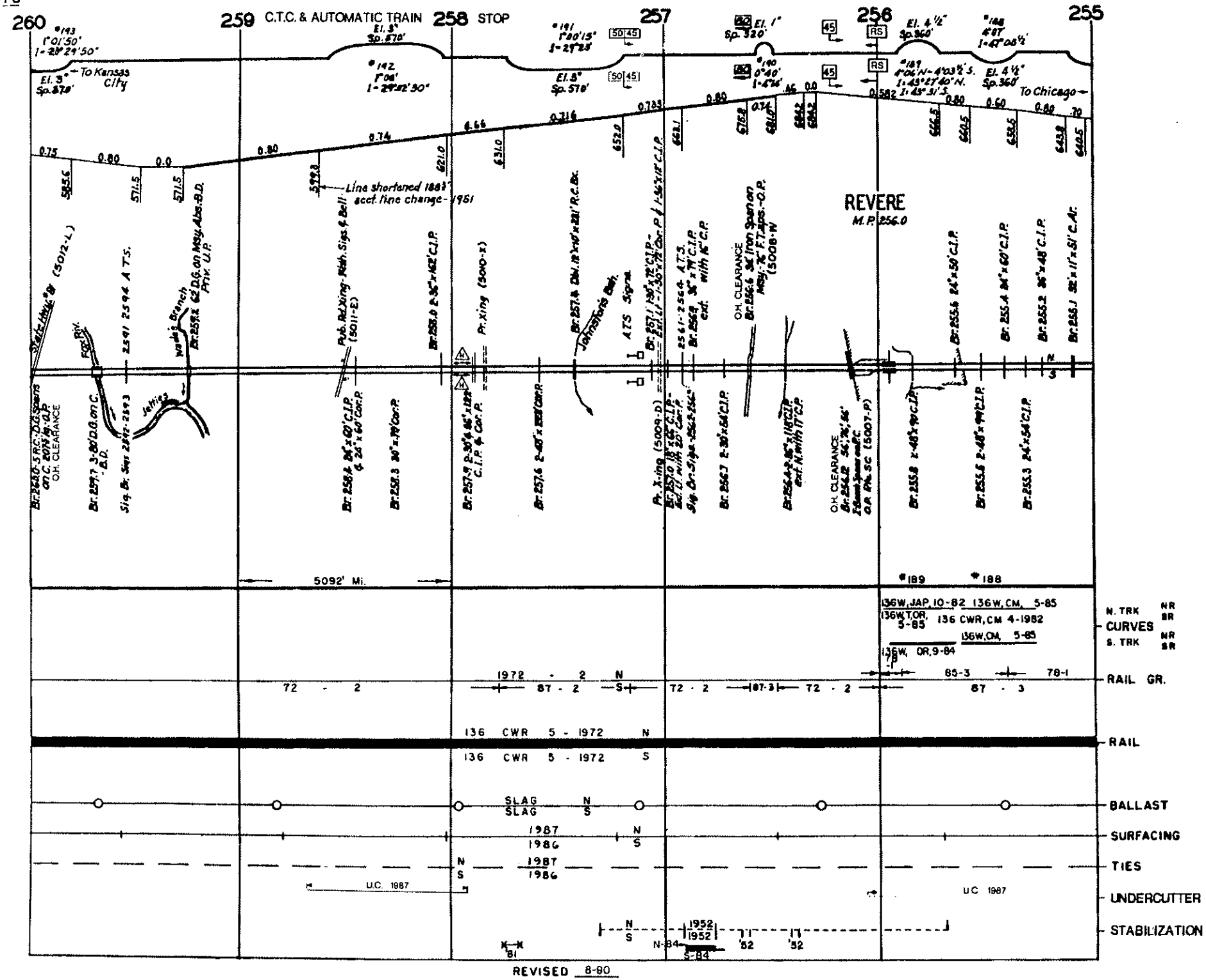

285
284
283
282
281
280
C.T.C.
Automatic Train Stop
To Kansas City
To Chicago
RUTLEDGE
M.P. 282.6
Section 32
Section 33
Middle Fabius Riv.
Pr. Xing (5050-V)
Smith Branch
Long Branch
City Limit
Pub. Rd.
Pub. Rd. Xing-WW & Ball-S. (5045-Y)
N.
S.
N. TRK
CURVES
S. TRK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 6 - 1968 N
136 CWR 6 - 1972 N
136 CWR 9 - 1973 S
136 CWR 8 - '58 N
136 CWR 6 -'68 N
ROCK
SLAG
ROCK S
ROCK N
1980
1972
1984
1986 S
1961
1948
136 W, 8-80
136 W T, 8-89
136 W T, 9-89
REVISED 8-90


280
279
278
277
276
275
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
GORIN
M.P. 277.6
Bear Cr.
Rom Jo Branch
N. Fabius Riv.
#205
#204
#203
#202
#201
136W, FH, T, 5-83
136W, FH, T, 5-83
No. Trk. NR SR
CURVES
So. Trk. NR SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK N
ROCK S
SLAG N
1969 - 2 N
1973 - 2 S
1972 - 2 N
1969 - 2 S
136 CWR 6 - 1968 N
136 CWR 7 - 1958
136 CWR 6 - 1972 N
136 CWR 9 - 1973 S
136 CWR 6 & 7 1968 S
1987
SL 1986
1986
1984 N
1986 S
SL 87
1981
1955
1955
1953
1953
1953
1953
1953
(SL '68)
REVISED 8-80


275
274
273
C.T.C. & AUTOMATIC TRAIN STOP
272
271
270
To Kansas City
To Chicago
WYACONDA
M.P. 272.3
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1969 - 2 S
1972 - 2 N
1972 - 2 S
136 CWR 6 - 1968 S
136 CWR 6 - 1972 N
136 CWR 6 - 1972 S
SLAG N
ROCK N
ROCK S
SL 87 N
1986 S
1984 N
1986 S
1953
1953
1953
1953
1953
1953
REVISED 8-90

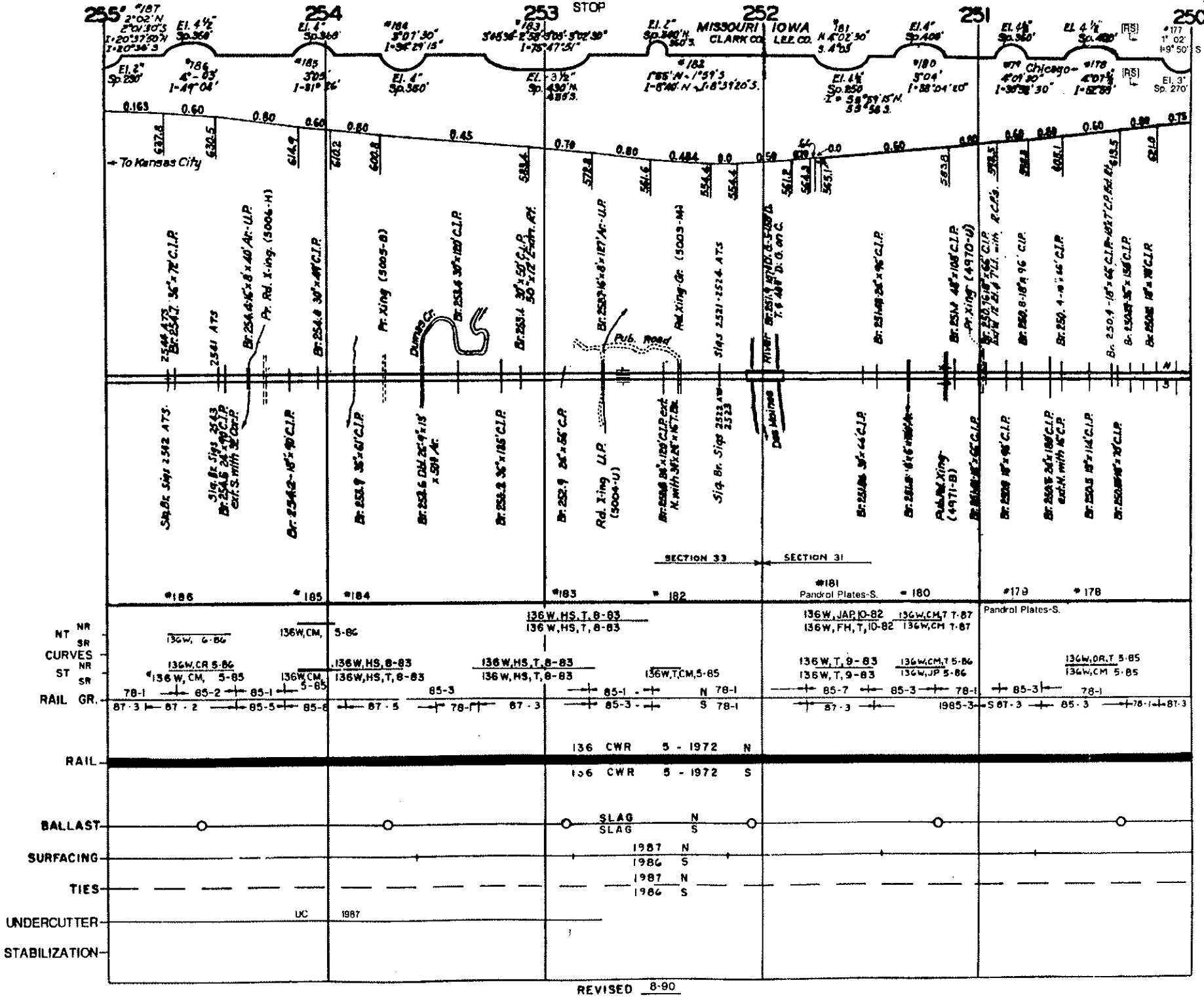

270
269
268
267
266
265
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
4225' Mi.
72 - 2
87 - 2
1972 - 2 N
1972 - 2 S
136 CWR 5 & 6 1972 N
136 CWR 5 & 6 1972 S
ROCK N
ROCK S
SL 87
1987 N
1986 S
1984
1987 N
1986 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


265
264
C.T.C. & AUTOMATIC TRAIN
263
STOP
262
261
260
To Kansas City
To Chicago
MEDILL
M.P. 265.1
Line shortened 2684' acct. Line Change - 1951
RAIL GR.
1972 - 2 N
1972 - 2 S
RAIL
136 CWR 5 - 1972 N
136 CWR 5 - 1972 S
BALLAST
ROCK N
ROCK S
SURFACING
1987 N
1986 S
TIES
1987 N
1986 S
UNDERCUTTER
STABILIZATION
REVISED 8-90

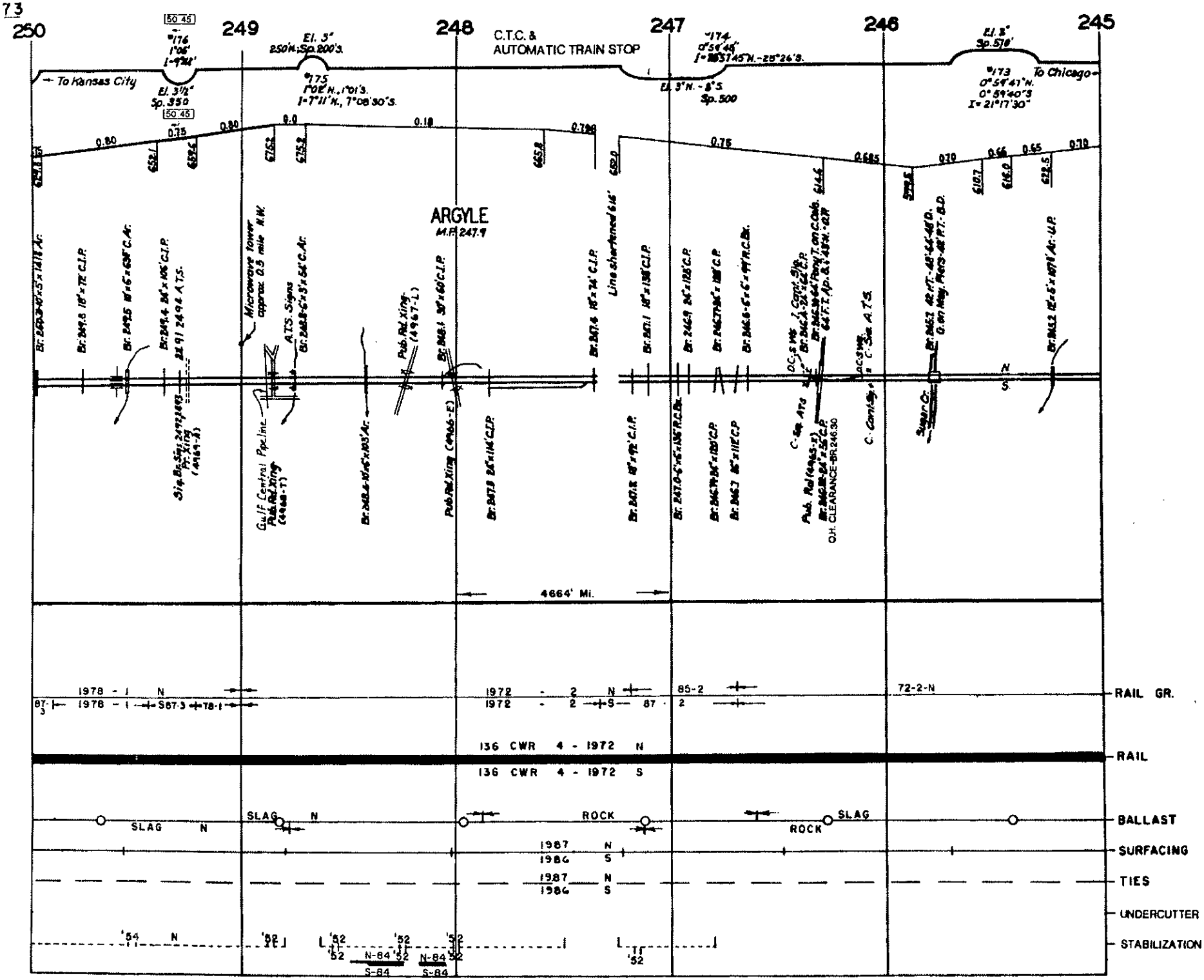

260
259
C.T.C. & AUTOMATIC TRAIN STOP
258
257
256
255
To Kansas City
To Chicago
REVERE
M.P. 256.0
Line shortened 188' acct. line change - 1951
5092' Mi.
#189
#188
136W, JAP, 10-82 136W, CM, 5-85
136W, TOR, 5-85
136 CWR, CM 4-1982
136W, CM, 5-85
136W, OR, 9-84
1972 - 2 N
72 - 2
87 - 2 S
72 - 2
87-3
72 - 2
85-3
78-1
87 - 3
136 CWR 5 - 1972 N
136 CWR 5 - 1972 S
SLAG
SLAG
1987
1986
1987
1986
U.C. 1987
U.C. 1987
1952
1952
N-84
S-84
'81
'52
'52
N. TRK
CURVES
S. TRK
NR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

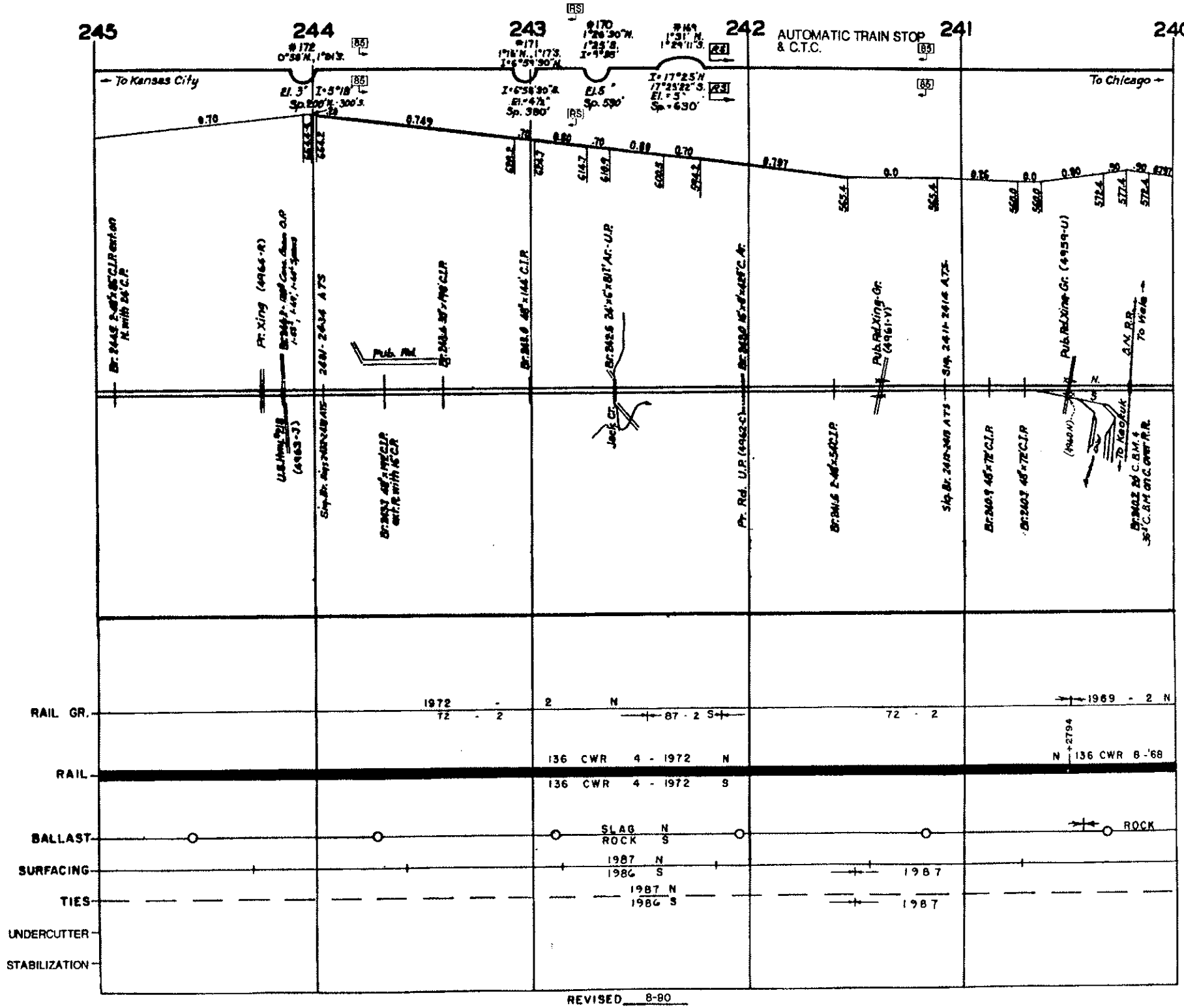
C.T.C. & AUTOMATIC TRAIN STOP

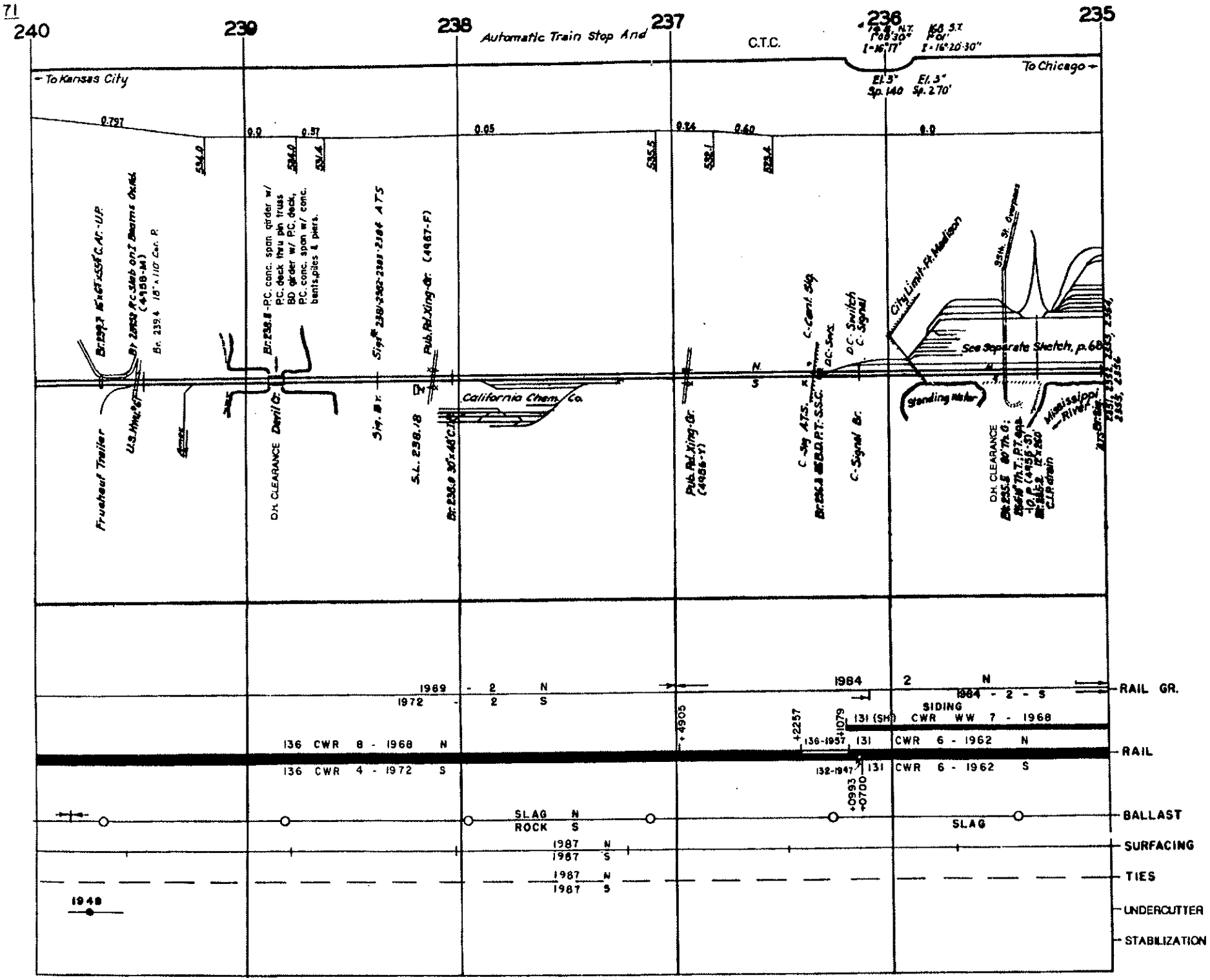


REVISED 8-90

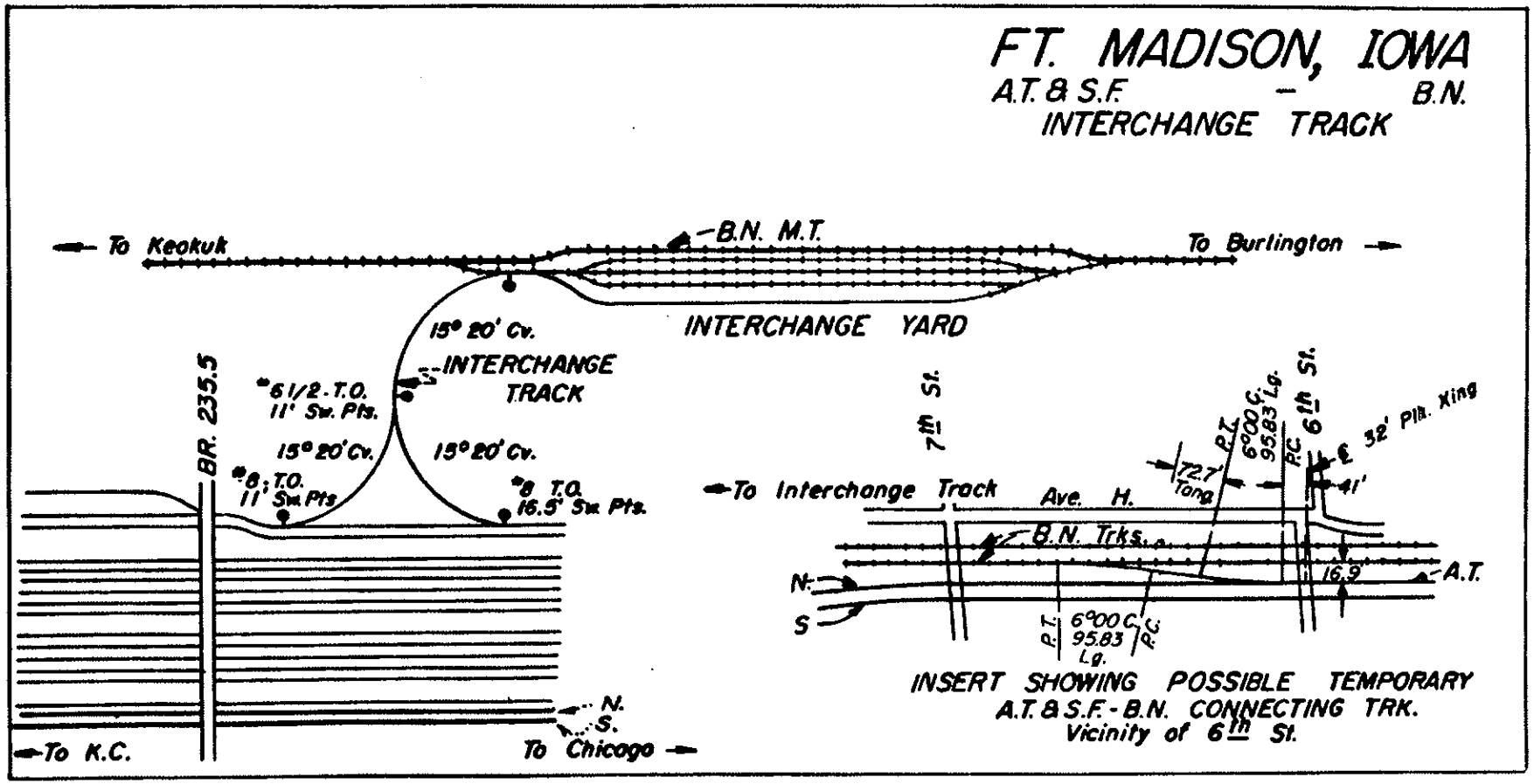

250
249
248
247
246
245
C.T.C. & AUTOMATIC TRAIN STOP
To Kansas City
To Chicago
ARGYLE
M.P. 247.9
4664' Mi.
1978 - 1 N
1978 - 1 S87.3 T8-1
1972 - 2 N
1972 - 2 S 87 - 2
85-2
72-2-N
136 CWR 4 - 1972 N
136 CWR 4 - 1972 S
SLAG N
SLAG N
ROCK
SLAG
ROCK
1967 N
1986 S
1987 N
1986 S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


245
244
243
242
241
240
AUTOMATIC TRAIN STOP & C.T.C.
To Kansas City
To Chicago
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1972 - 72 - 2
2 N
87 - 2 S
72 - 2
1969 - 2 N
136 CWR 4 - 1972 N
136 CWR 4 - 1972 S
N +2794 136 CWR 8 -'68
SLAG N
ROCK S
ROCK
1987 N
1986 S
1987
1987 N
1986 S
1987
REVISED 8-80


240
239
238
237
236
235
Automatic Train Stop And C.T.C.
To Kansas City
To Chicago
0.797
0.0
0.57
0.05
0.96
0.60
0.0
534.0
534.0
534.4
535.5
538.1
538.4
Br: 239.7 15'6T"x55'6"C.A.F.-U.P.
Br: 239.3 P.C. Slab on I Beams Overhd. (4158-M)
Br. 239.4 18'x110' Con. R.
Br: 238.8 - P.C. conc. span girder w/ P.C. deck thru pin truss BD girder w/ P.C. deck, P.C. conc. span w/ conc. bents, piles & piers.
Sig.# 238-238a-238b ATS
Pub. Rd. Xing-Gr. (4957-F)
Fruehauf Trailer
U.S. Hwy. #67
Fence
D.H. CLEARANCE Devil Cr.
Sig. # 1
S.L. 238.18
Br: 238.0 30'x46'C.I.P.
California Chem. Co.
Pub. Rd. Xing-Gr. (4956-Y)
C-Sig ATS
Br: 236.8 BBD.P.T.-S.S.C.
C-Cent. Sig.
D.C. Switch
C. Signal
C. Signal Br.
City Limit-Ft. Madison
35th St. Overpass
See Separate Sketch, p. 68
Standing Water
Mississippi River
D.H. CLEARANCE
Br: 235.8 80' m. G.; 15.6# Th.T.; P.T. 494-10.6 (4156-S)
Br: 235.2 12'x 260'
C.I.P. drain
Br. 235.1 2-85', 2-88', 2-85', 2-85', 2-85', 2-85', 2-85'
1969 - 2 N
1972 - 2 S
1984 2 N
1984 - 2 - S
RAIL GR.
SIDING
131 (SH) CWR WW 7 - 1968
+4905
+2257
+1079
136 CWR 8 - 1968 N
136 CWR 4 - 1972 S
136-1957 131 CWR 6 - 1962 N
132-1947 131 CWR 6 - 1962 S
RAIL
+0993
+0700
SLAG N
ROCK S
SLAG
BALLAST
1987 N
1987 S
SURFACING
1987 N
1987 S
TIES
1948
UNDERCUTTER
STABILIZATION

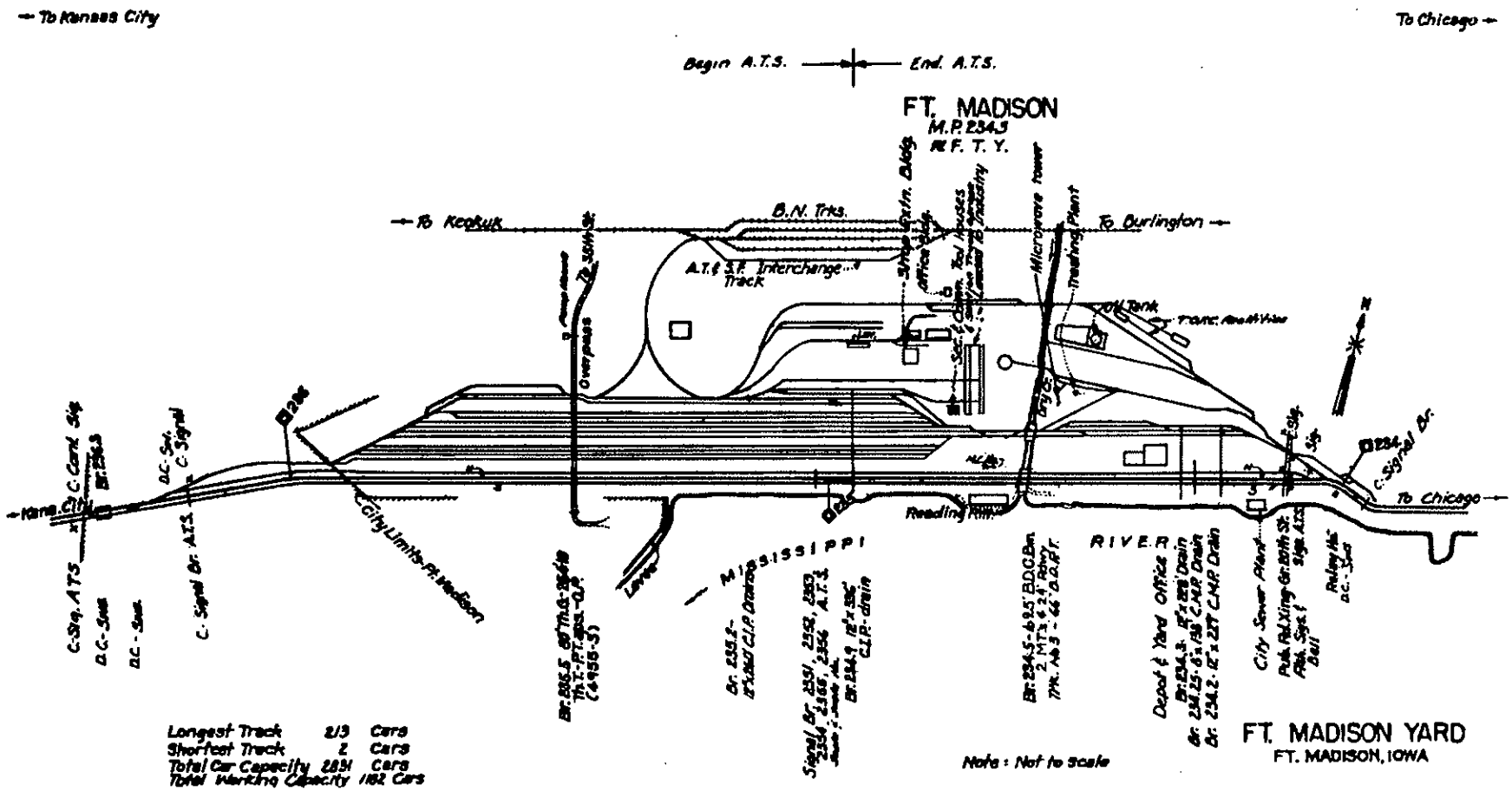
REVISED 8-90


FT. MADISON, IOWA
A.T. & S.F. – B.N.
INTERCHANGE TRACK
To Keokuk
B.N. M.T.
To Burlington
INTERCHANGE YARD
15° 20' Cv.
INTERCHANGE TRACK
BR. 235.5
#6 1/2 - T.O. 11' Sw. Pts.
15° 20' Cv.
15° 20' Cv.
#8 T.O. 11' Sw. Pts.
#8 T.O. 16.5' Sw. Pts.
7th St.
To Interchange Track
Ave. H.
B.N. Trks.
N.
S.
To K.C.
To Chicago
P.T.
6°00 C
95.83 Lg.
P.C.
72.7 Tang.
6th St.
℄ 32' Plk. Xing
41'
16.9'
A.T.
INSERT SHOWING POSSIBLE TEMPORARY
A.T. & S.F. - B.N. CONNECTING TRK.
Vicinity of 6th St.

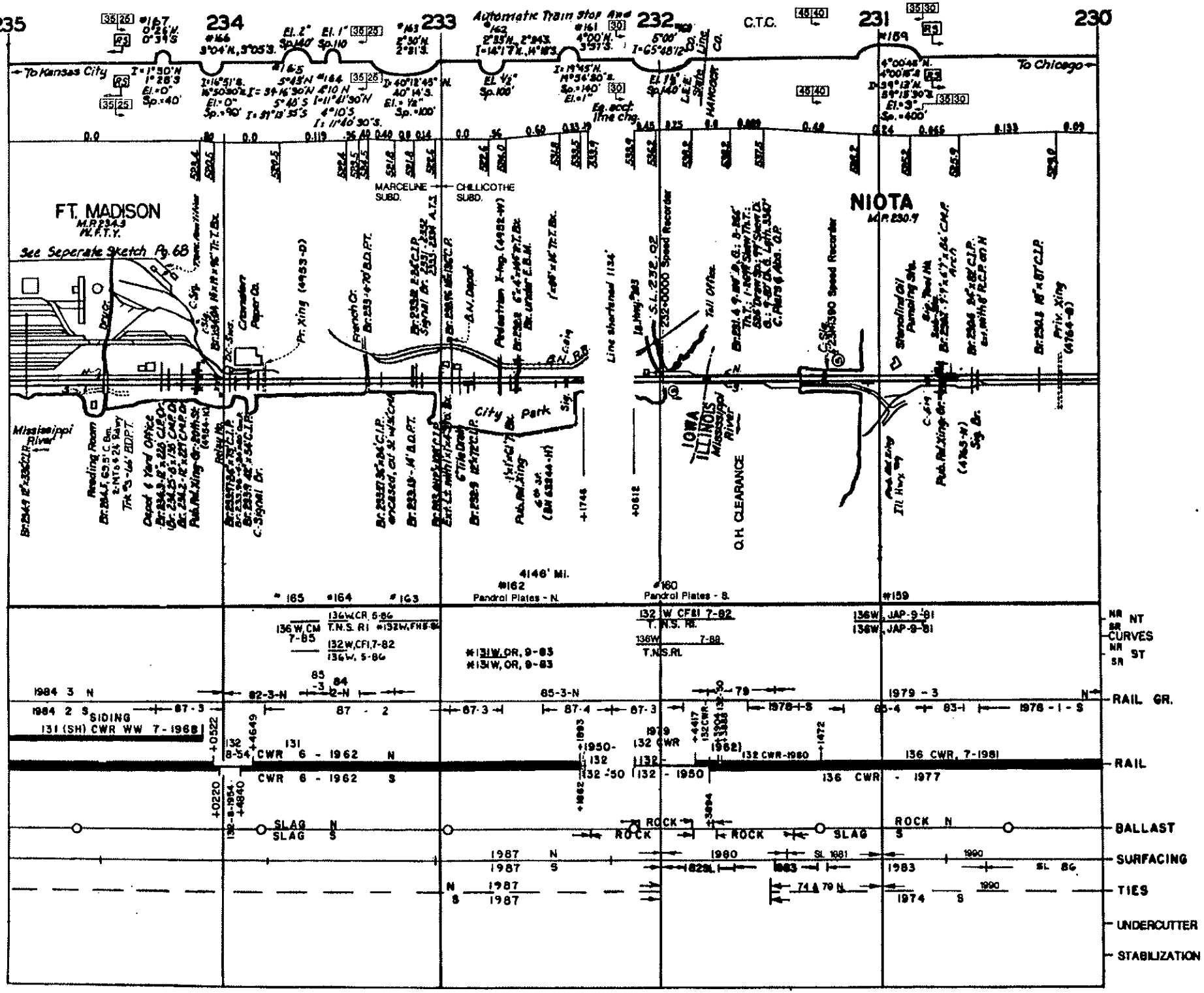
REVISED 8-90

Marceline Subdivision

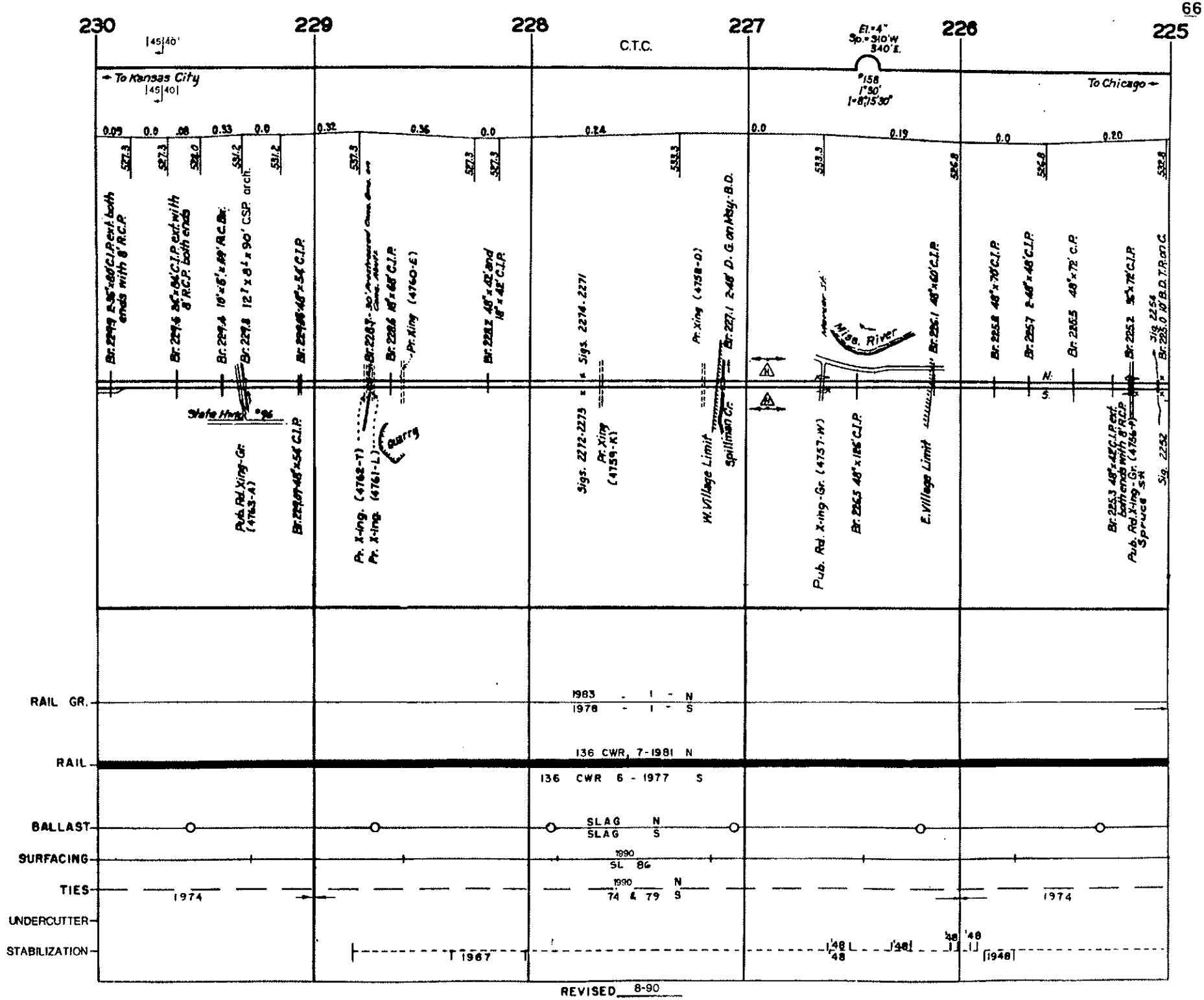
Ft. Madison (M.P. 234.3) to Sheffield (M.P. 446.0)

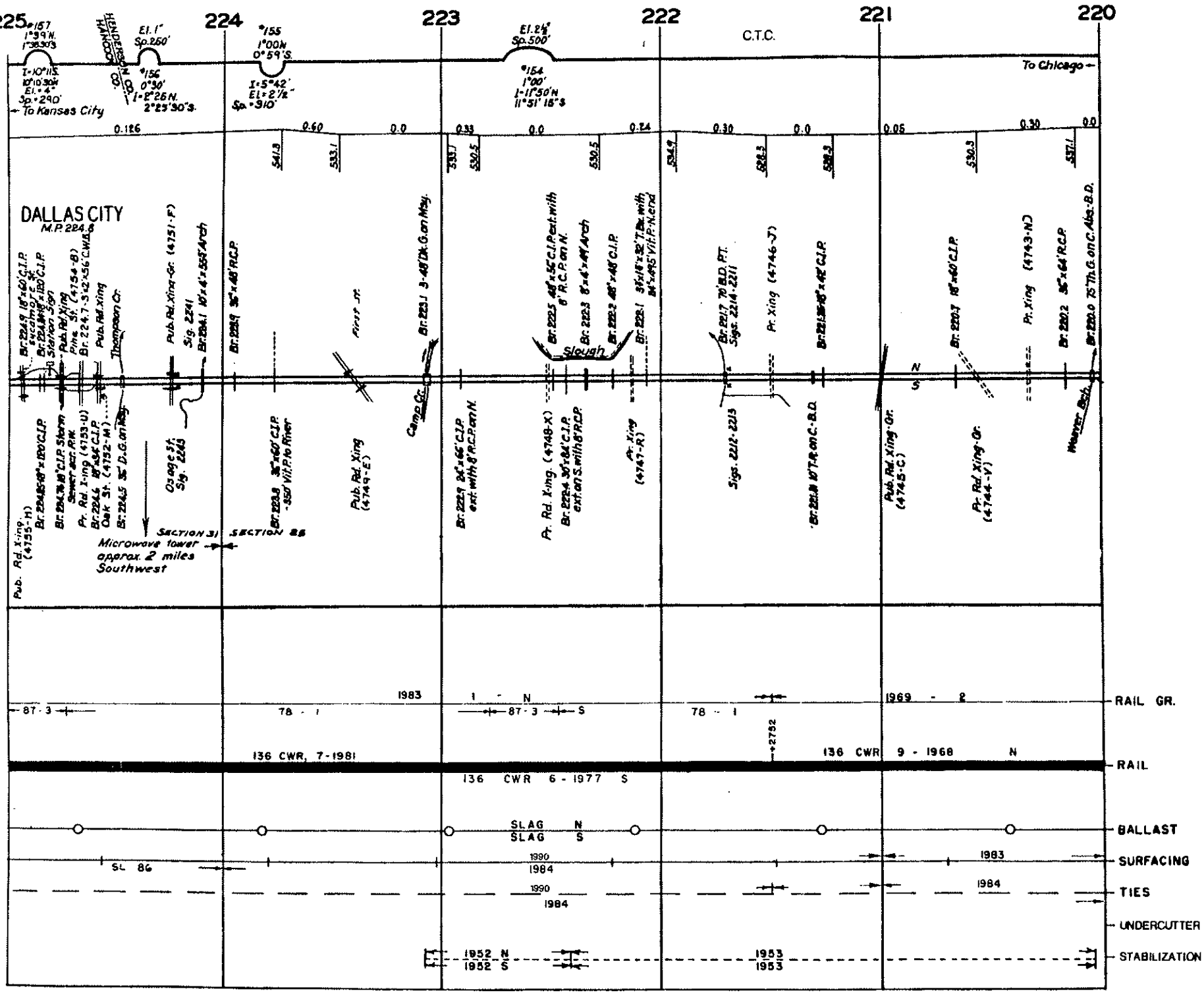

To Kansas City
To Chicago
Begin A.T.S.
End A.T.S.
FT. MADISON
M.P. 234.3
N.F.T.Y.
To Keokuk
B.N. Trks.
To Burlington
A.T.& S.F. Interchange Track
Overpass
Office Bldg.
Microwave Tower
Treating Plant
Oil Tank
Trans. Mountain Water
Engr.
Reading Rm.
Levee
MISSISSIPPI
RIVER
City Limits-Ft. Madison
To Chicago
Longest Track 2/3 Cars
Shortest Track 2 Cars
Total Car Capacity 2831 Cars
Total Working Capacity 1882 Cars
Note: Not to scale
FT. MADISON YARD
FT. MADISON, IOWA

REVISED 8-80


235
234
233
232
231
230
C.T.C.
Automatic Train Stop And
To Kansas City
To Chicago
FT. MADISON
M.P. 234.3
N.F.T.Y.
See Seperate Sketch Pg. 68
NIOTA
M.P. 230.7
MARCELINE SUBD.
CHILLICOTHE SUBD.
Mississippi River
City Park
IOWA
ILLINOIS
Mississippi River
O.H. CLEARANCE
4146' Mi.
#162
Pandrol Plates - N.
#160
Pandrol Plates - S.
#165
#164
#163
#159
136W,CR,6-86
136W,CM 7-85
T.N.S. R1 #132W,FN8-86
132W,CFI,7-82
136W, 5-86
#131W,OR, 9-83
#131W,OR, 9-83
132 W CFBI 7-82
T. N.S. R1.
136W 7-88
T.N.S.R1.
136W, JAP-9-81
136W, JAP-9-81
NR NT
SR
CURVES
NR ST
SR
RAIL GR.
1984 3 N
1984 2 S SIDING
131 (SH) CWR WW 7-1988
82-3-N
85-3-N
87-3
87-2
87-4
1978-1-S
1979-3
1978-1-S
131 CWR 6-1962 N
CWR 6-1962 S
132 CWR
132 CWR-1980
136 CWR, 7-1981
136 CWR - 1977
RAIL
SLAG N
SLAG S
ROCK
ROCK
ROCK
SLAG
ROCK N
S
BALLAST
1987 N
1987 S
1980
SL 1981
1983
SL 86
SURFACING
1987
1987
1974 S
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


230
229
228
C.T.C.
227
226
225
To Kansas City
To Chicago
Pub. Rd. Xing (4763-A)
Pr. Xing (4762-T)
Pr. Xing (4761-L)
Quarry
Pr. Xing (4760-E)
Sigs. 2272-2273
Sigs. 2274-2271
Pr. Xing (4759-K)
Pr. Xing (4758-D)
W. Village Limit
Spillman Cr.
Pub. Rd. Xing-Gr. (4757-W)
Miss. River
E. Village Limit
Pub. Rd. Xing (4756-Y)
Spruce St
RAIL GR.
1983 - 1 - N
1978 - 1 - S
RAIL
136 CWR, 7-1981 N
136 CWR 6 - 1977 S
BALLAST
SLAG N
SLAG S
SURFACING
1990
SL 86
TIES
1990 N
74 & 79 S
1974
1974
UNDERCUTTER
STABILIZATION
1967
1948
1948
1948
1948
REVISED 8-90


225
224
223
222
221
220
C.T.C.
To Chicago
To Kansas City
DALLAS CITY
M.P. 224.6
Microwave Tower approx. 2 miles Southwest
SECTION 31
SECTION 25
Slough
Camp Cr.
Weaver Br.
1983
1969 - 2
78 - 1
87 - 3
136 CWR, 7-1981
136 CWR 6 - 1977 S
136 CWR 9 - 1968 N
SLAG N
SLAG S
SL 86
1990
1984
1952 N
1952 S
1953
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

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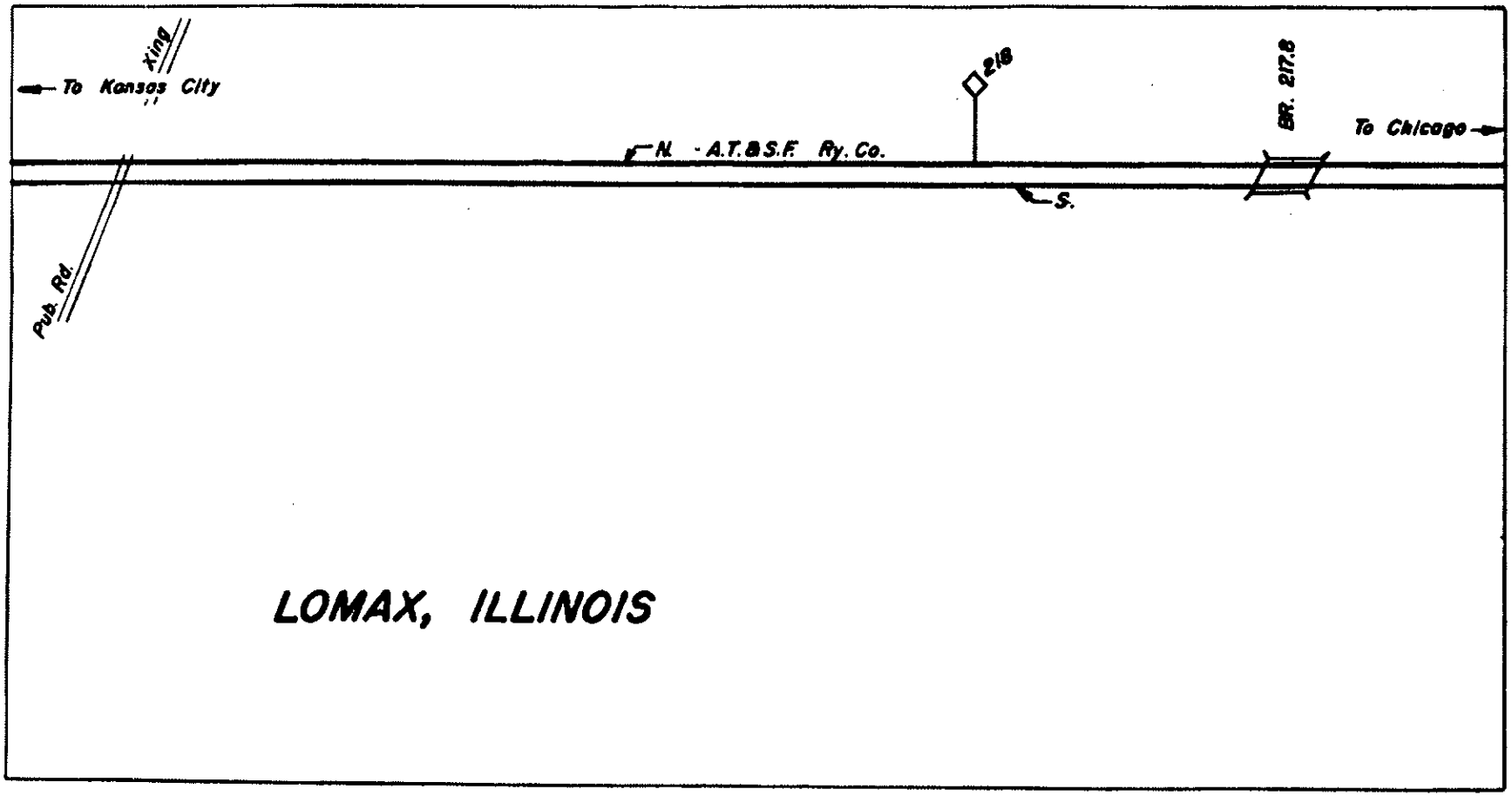
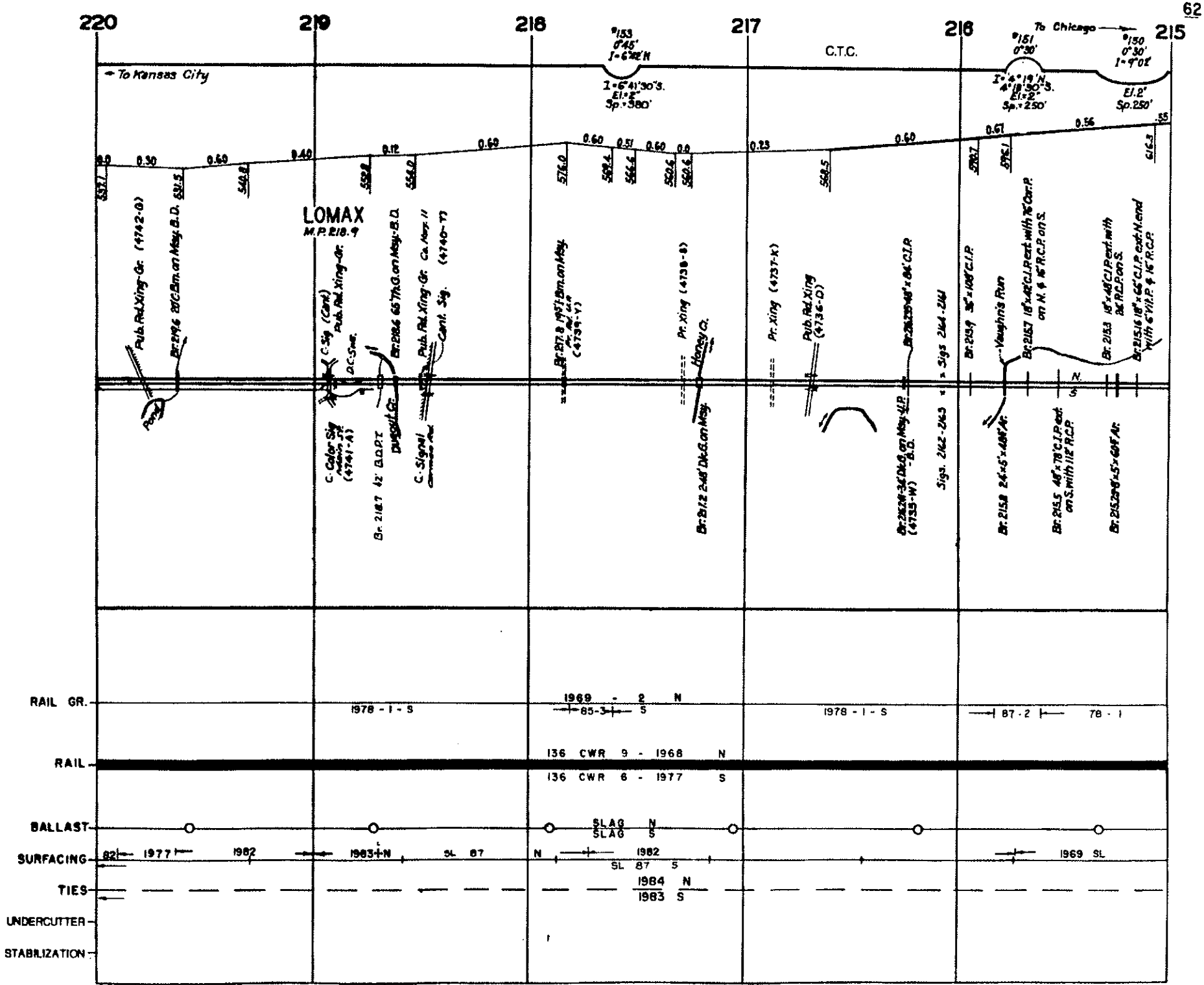

Xing
To Kansas City
N. - A.T.&S.F. Ry. Co.
218
BR. 217.8
To Chicago
S.
Pub. Rd.
LOMAX, ILLINOIS


220
219
218
217
216
215
To Kansas City
To Chicago
C.T.C.
LOMAX
M.P. 218.9
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1978 - 1 - S
1969 - 2 N
85-3 5
1978 - 1 - S
87-2
78 - 1
136 CWR 9 - 1968 N
136 CWR 6 - 1977 S
SLAG N
SLAG S
1977
1982
1983 N
SL 87
N
1982
SL 87 S
1969 SL
1984 N
1983 S

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215 214 213 212 211 210

C.T.C.

NO CURVES

← To Kansas City

To Chicago →

0.55 0.60 0.0 0.55 0.17 0.0 0.55 0.0 0.40 0.0 0.45 0.0 0.50 0.31 .60

622.5 622.6 622.6 625.7 624.3 624.3 625.4 625.4 623.0 623.0 626.3 625.3 627.8 626.3

Br: 213.0 2-36'x80' Con. P.

Br: 214.6 9'x9'x63° R.C. Bx.

Sigs. 213.4-213.1

Br: 213.7 35'ET-50' Dk.G. on Steel Bents-C.Reds-40'ET-42° (4734-P)

Br: 213.3 46'x60' C.I.P. Ext 10' 1'44'1 Con. P.

Pub. Rd. Xing-Gr. (4732-B)

DECORRA

Br: 212.8 8'x4'x59°1' Ar.

Br: 212.2 10'x8'x60° Ar.

Pub. Rd. Xing-Gr. (4731-U)

Sigs. 211.4-211.1

Br: 211.6 48°x66' C.I.P.

Br: 211.1 48'x78' C.I.P. ext. on S. with 8' R.C.P.

Br: 210.8 6'x5'x82'1' Ar.

Br: 210.6 8'x4'x114.5 Hwy. 4 C. Ap.

Br: 210.2-6'x5'x89°1' Ar.-Hwy. 6 C.

Br: 214.9 36'x54' C.I.P. Ext 10' 1'

Br: 214.3 36'x42' C.I.P.

Sigs. 213.2-213.3

O.H. CLEARANCE

Br: 213.6 46'x60' C.I.P.

Br: 213.5 48°x78' C.I.P.

Pub. Rd. Xing-Gr. (4733-H)

Br: 213.1 48'x54' C.I.P.

Br: 212.9 46'x60' C.I.P.

Br: 211.9 48'x54' C.I.P. ext. S. with 8' R.C.P.

Sigs. 211.2-211.3

Br: 211.5 48'x48' C.I.P.

Pr. Xing (4730-M)

Pub. Rd. Xing-Gr. (4729-T)

Pr. Xing (4728-L)

1978 - 1 S → 1969 - 2 N

136 CWR 9 - 1968 N

136 CWR 6 - 1977 S

SLAG N

SLAG S

1982 N

SL 87 N S

1982 N

1984 1974 N S 73

1974

1973

L N S 1952 1962 N-84 S-85

RAIL GR.

RAIL

BALLAST

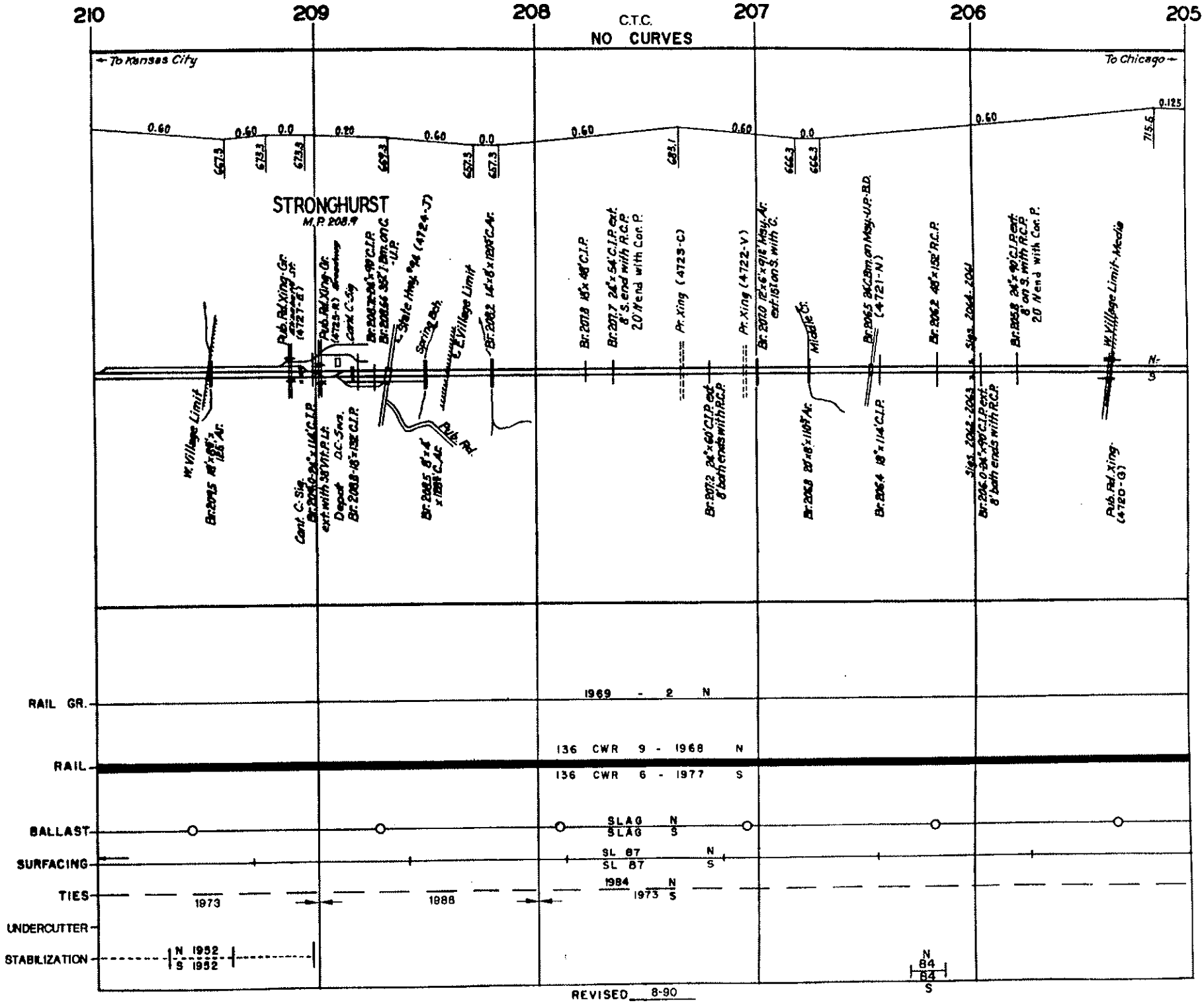
SURFACING

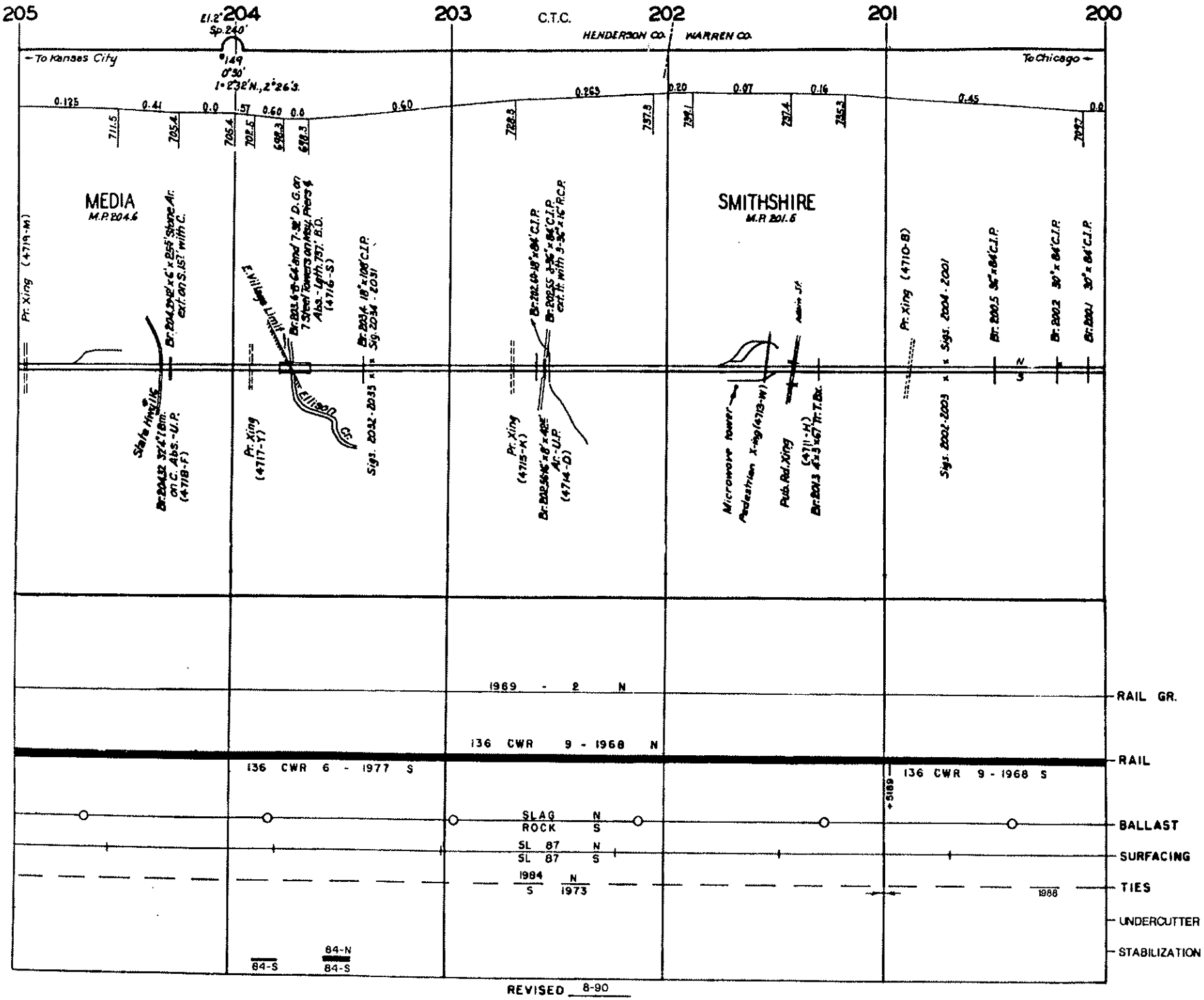
TIES

UNDERCUTTER

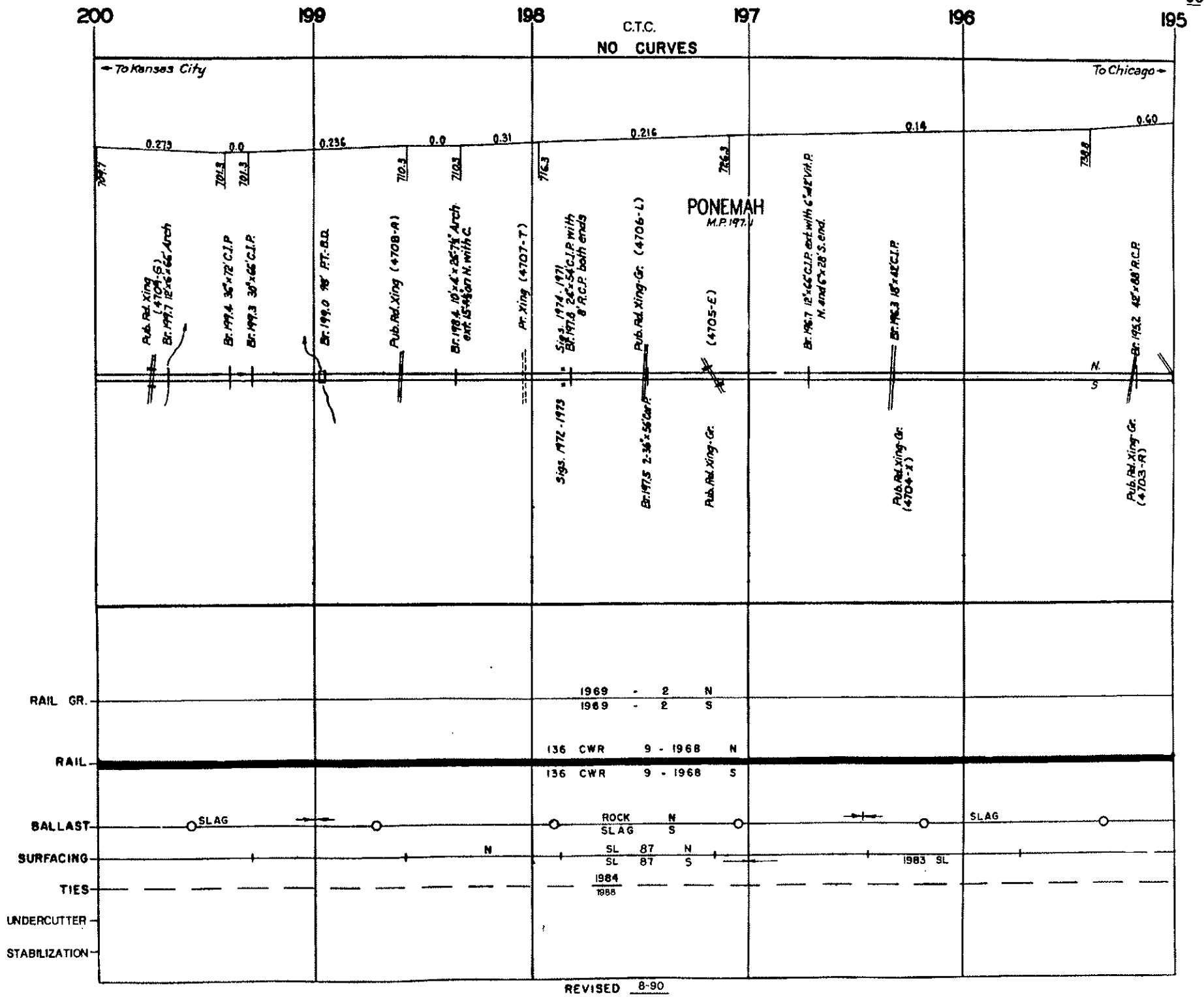
STABILIZATION

REVISED 8-80

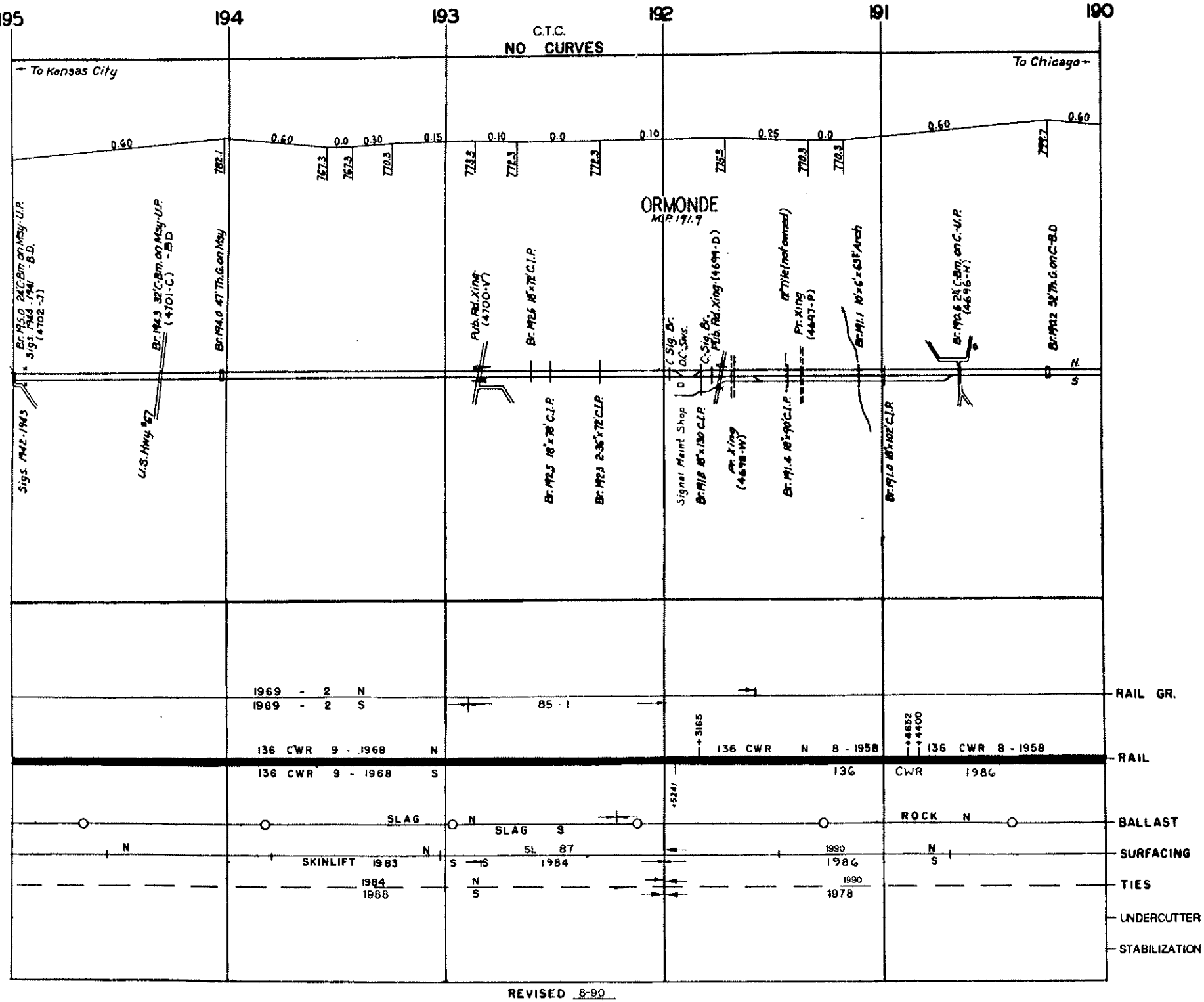

210
209
208
207
206
205
C.T.C.
NO CURVES
← To Kansas City
To Chicago →
STRONGHURST
M.P. 208.9
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1969 - 2 N
136 CWR 9 - 1968 N
136 CWR 6 - 1977 S
SLAG N
SLAG S
SL 87 N
SL 87 S
1984 N
1973 S
1973
1988
N 1952
S 1952
N 84
84 S
REVISED 8-90


205
204
203
202
201
200
C.T.C.
HENDERSON CO.
WARREN CO.
← To Kansas City
To Chicago →
MEDIA
M.P. 204.6
SMITHSHIRE
M.P. 201.6
Pr. Xing (4719-M)
Pr. Xing (4710-B)
Pr. Xing (4717-Y)
Pr. Xing (4715-K)
Sigs. 2032-2033
Sigs. 2002-2003
Sigs. 2004-2001
Microwave tower
Pedestrian X-ing (4713-W)
Pub. Rd. Xing (4711-H)
1969 - 2 N
136 CWR 9 - 1968 N
136 CWR 6 - 1977 S
136 CWR 9 - 1968 S
SLAG N
ROCK S
SL 87 N
SL 87 S
1984 S
N 1973
1988
84-S
84-N
84-S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

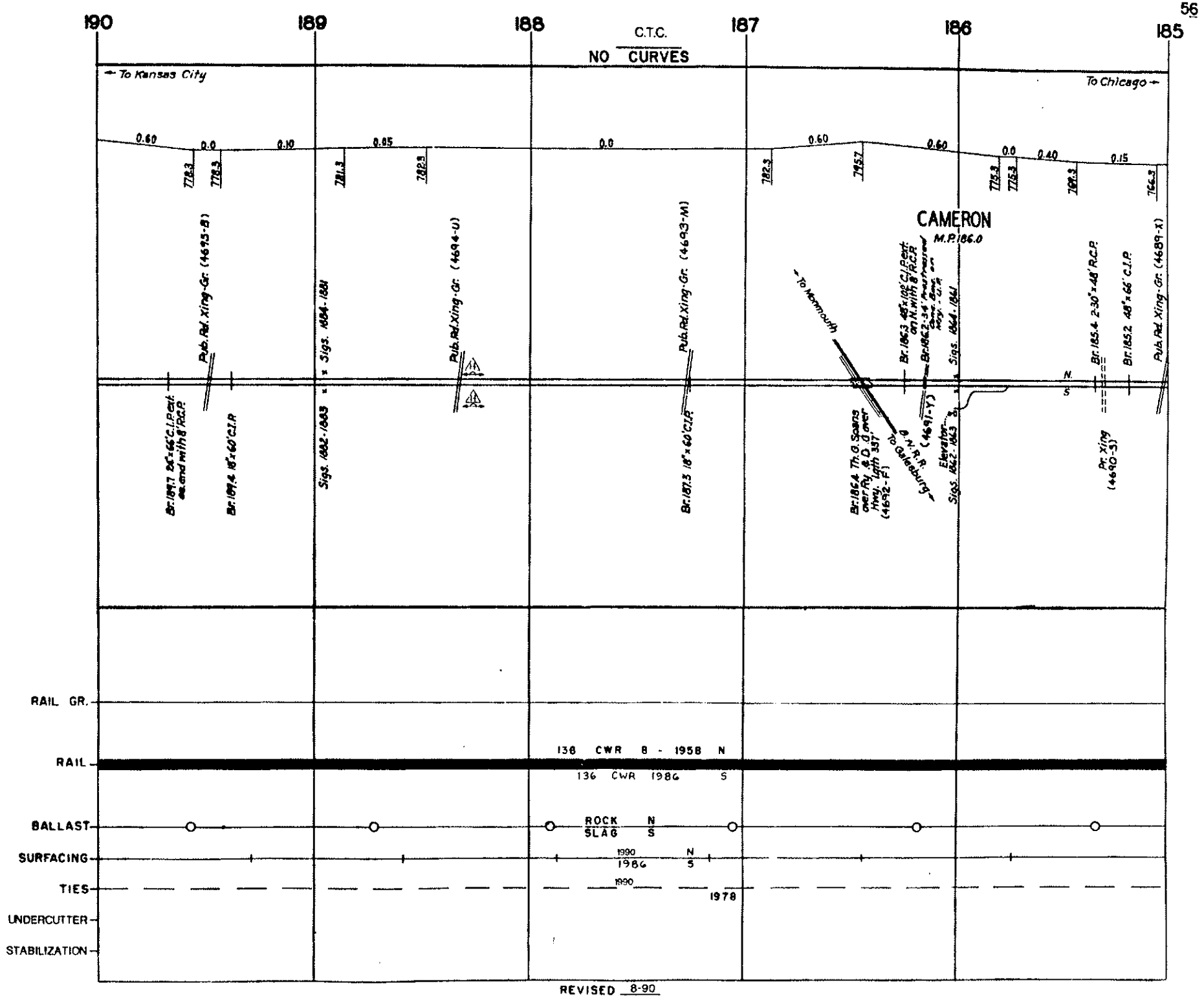
REVISED 8-90


200
199
198
197
196
195
C.T.C.
NO CURVES
← To Kansas City
To Chicago →
0.275
0.0
0.236
0.0
0.31
0.216
0.14
0.40
PONEMAH
M.P. 197.1
Pub. Rd. Xing (4704-S)
Br: 199.7 12'x6'x66' Arch
Br: 199.4 36"x72" C.I.P.
Br: 199.3 30"x66" C.I.P.
Br: 199.0 96" P.T.-B.D.
Pub. Rd. Xing (4708-A)
Br: 198.4 10'x4'x25°-7½" Arch ext. 15'-4½" on N. with C.
Pr. Xing (4707-T)
Sigs. 1974 - 1971
Br: 197.8 24"x54" C.I.P. with 8' R.C.P. both ends
Pub. Rd. Xing-Gr. (4706-L)
Br: 197.5 2-36"x56" Cor. P.
(4705-E)
Pub. Rd. Xing-Gr.
Br: 196.7 12'x66" C.I.P. ext. with 6'x48" Vit. P. N. and 6'x28' S. end.
Br: 196.3 18"x42" C.I.P.
Pub. Rd. Xing-Gr. (4704-X)
Br: 195.2 42"x68" R.C.P.
Pub. Rd. Xing-Gr. (4703-R)
N.
S.
Sigs. 1972 - 1973
RAIL GR.
1969 - 2 N
1969 - 2 S
RAIL
136 CWR 9 - 1968 N
136 CWR 9 - 1968 S
BALLAST
SLAG
ROCK N
SLAG S
SLAG
SURFACING
N
SL 87 N
SL 87 S
1983 SL
TIES
1984
1988
UNDERCUTTER
STABILIZATION

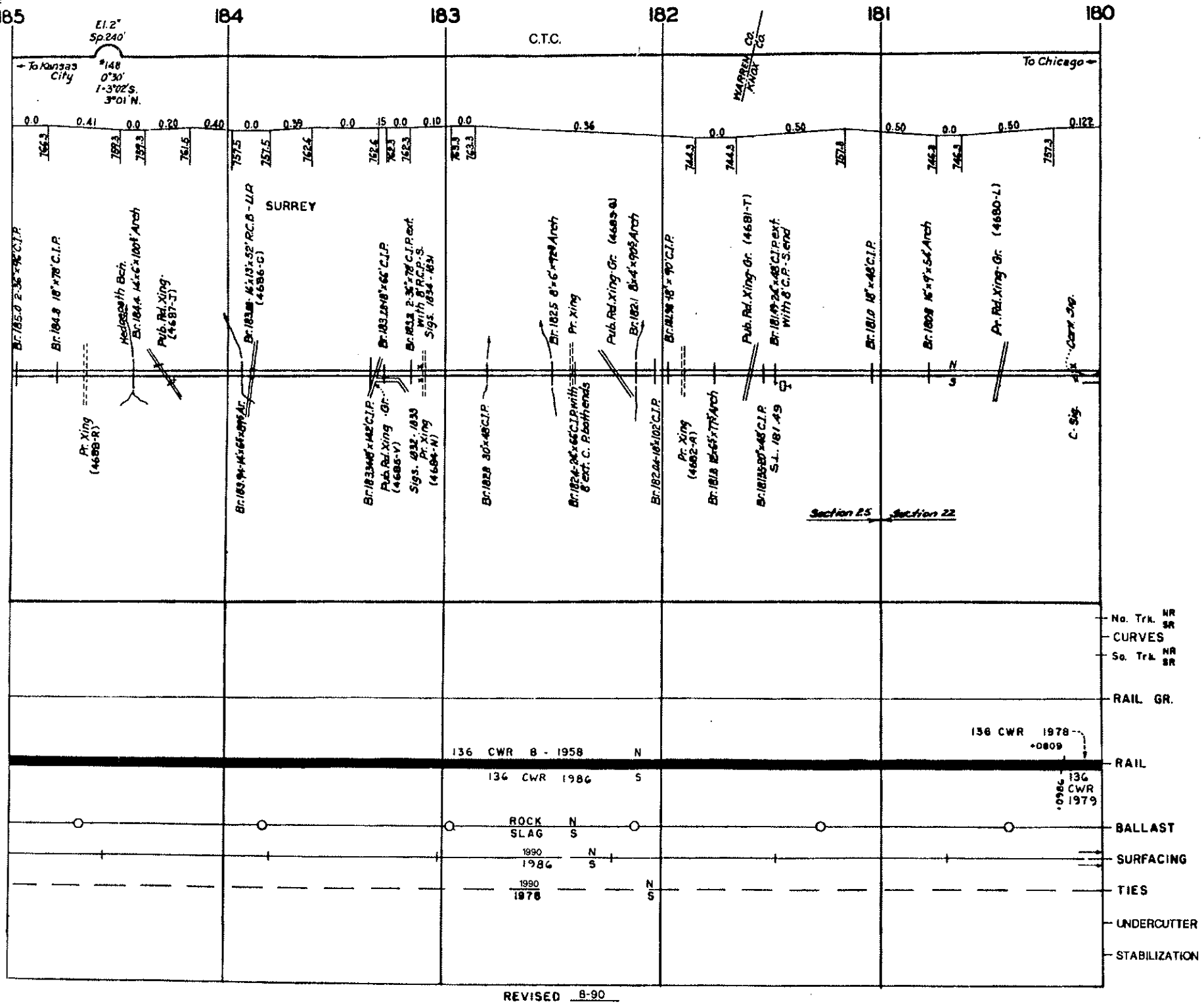
REVISED 8-90


195
194
193
192
191
190
C.T.C.
NO CURVES
To Kansas City
To Chicago
ORMONDE
MP 191.9
Br: M5.0 24'C.Bm. on Msy-U.P.
Sigs. M42-M43
Sigs. M42-M41 - B.D. (4702-3)
U.S. Hwy. 67
Br: M4.3 32'C.Bm. on Msy-U.P. (4701-C) - B.D.
Br: M4.0 47'Th.G. on Msy
Pub. Rd. Xing (4700-V)
Br: M2.6 18'x72' C.I.P.
Br: M2.5 18'x78' C.I.P.
Br: M2.3 2-36'x72' C.I.P.
Signal Maint. Shop
Sig. Br. D.C. Svcs.
Br: M1.8 18'x130 C.I.P.
C-Sig. Br. Pub. Rd. Xing (4699-D)
Pr. Xing (4698-W)
Br: M1.4 18'x90' C.I.P.
12" Tile (not owned)
Pr. Xing (4697-P)
Br: M1.1 10'x6'x63' Arch
Br: M1.0 18'x102' C.I.P.
Br: M0.6 24'C.Bm. on C.-U.P. (4696-H)
Br: M0.2 32'Th.G. on C.-B.D.
0.60
0.60
0.0
0.30
0.15
0.10
0.0
0.10
0.25
0.0
0.60
0.60
782.1
767.3
767.3
770.3
773.2
772.3
772.3
772.3
778.3
770.2
770.3
782.7
N
S
1969 - 2 N
1969 - 2 S
85 - 1
+3165
136 CWR 9 - 1968 N
136 CWR 9 - 1968 S
136 CWR N 8 - 1958
136 CWR 8 - 1958
+4652
+4600
136 CWR 1986
+5241
SLAG N
SLAG S
ROCK N
SKINLIFT 1983
SL 87
1990
1986
1984
1988
1984
1990
1978
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


190
189
188
187
186
185
C.T.C.
NO CURVES
To Kansas City
To Chicago
0.60
0.0
0.10
0.85
0.0
0.60
0.60
0.0
0.40
0.15
778.3
778.3
781.3
782.3
782.3
781.7
775.3
776.3
781.3
764.3
CAMERON
M.P. 186.0
Pub. Rd. Xing-Gr. (4693-B)
Sigs. 1882-1883 x Sigs. 1884-1881
Pub. Rd. Xing-Gr. (4694-U)
Pub. Rd. Xing-Gr. (4693-M)
To Monmouth
Br: 186.3 45°x102'C.I. Rest. on N. with 8' R.C.P.
Br: 186.2 3-14' Pre-stressed Conc. Slab on Sigs. 1864-1861
Br: 185.4 2-30'x48' R.C.P.
Br: 185.2 48'x66' C.I.P.
Pub. Rd. Xing-Gr. (4689-X)
Br: 186.4 Th. G. Sears over Ry. & O. D. over Hwy. Light 337 (4692-F)
To Galesburg
8 N.R.R. (4691-Y)
Elevator
Sigs. 1862-1863
Pr. Xing (4690-S)
Br: 187.3 18'x60' C.I.P.
Br: 189.7 24'x66' C.I.P. est. as end with 8' R.C.P.
Br: 189.4 18'x60' C.I.P.
RAIL GR.
RAIL
136 CWR 8 - 1958 N
136 CWR 1986 S
BALLAST
ROCK N
SLAG S
SURFACING
1990
1986
N
S
TIES
1990
1978
UNDERCUTTER
STABILIZATION

REVISED 8-90


185
184
183
182
181
180
C.T.C.
El. 2° Sp. 240'
To Kansas City
#148 0°30' I-3°02'S. 3°01 N.
To Chicago
MARREN AVE.
SURREY
Hedgeath Bein.
Pub. Rd. Xing (4687-T)
Pr. Xing (4698-R)
Pr. Xing (4686-V)
Sigs. 832, 833 Pr. Xing (4684-N)
Pr. Xing (4682-A)
Pub. Rd. Xing-Gr. (4681-T)
Pub. Rd. Xing-Gr. (4683-G)
Pr. Xing
Pr. Rd. Xing-Gr. (4680-L)
C. Sig.
Section 25
Section 22
No. Trk. NR SR
CURVES
So. Trk. NR SR
RAIL GR.
136 CWR 8 - 1958 N
136 CWR 1986 S
136 CWR 1978 +0809
136 CWR 1979 +0986
RAIL
ROCK N
SLAG S
1990 1986 N S
1990 1978 N S
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90

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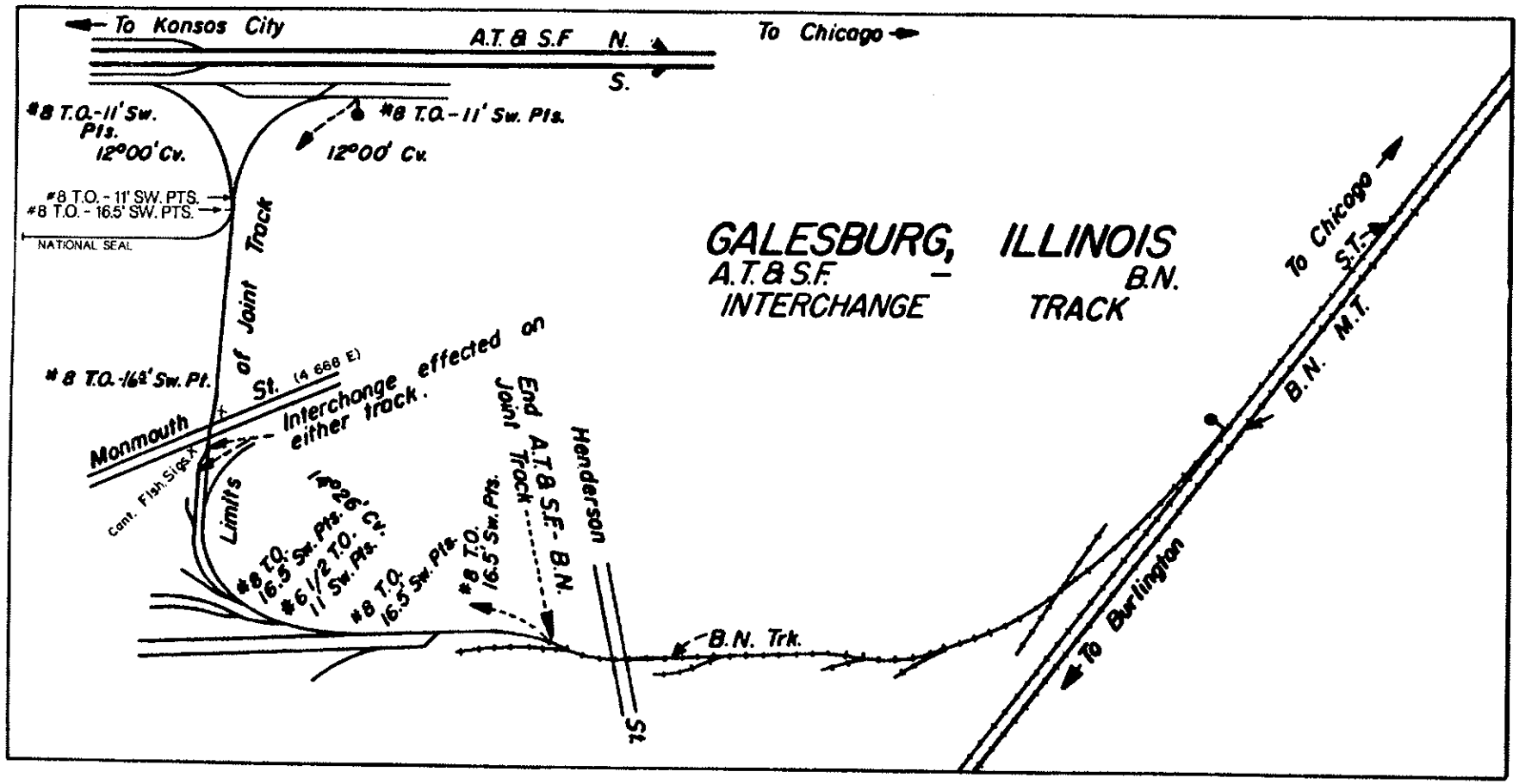
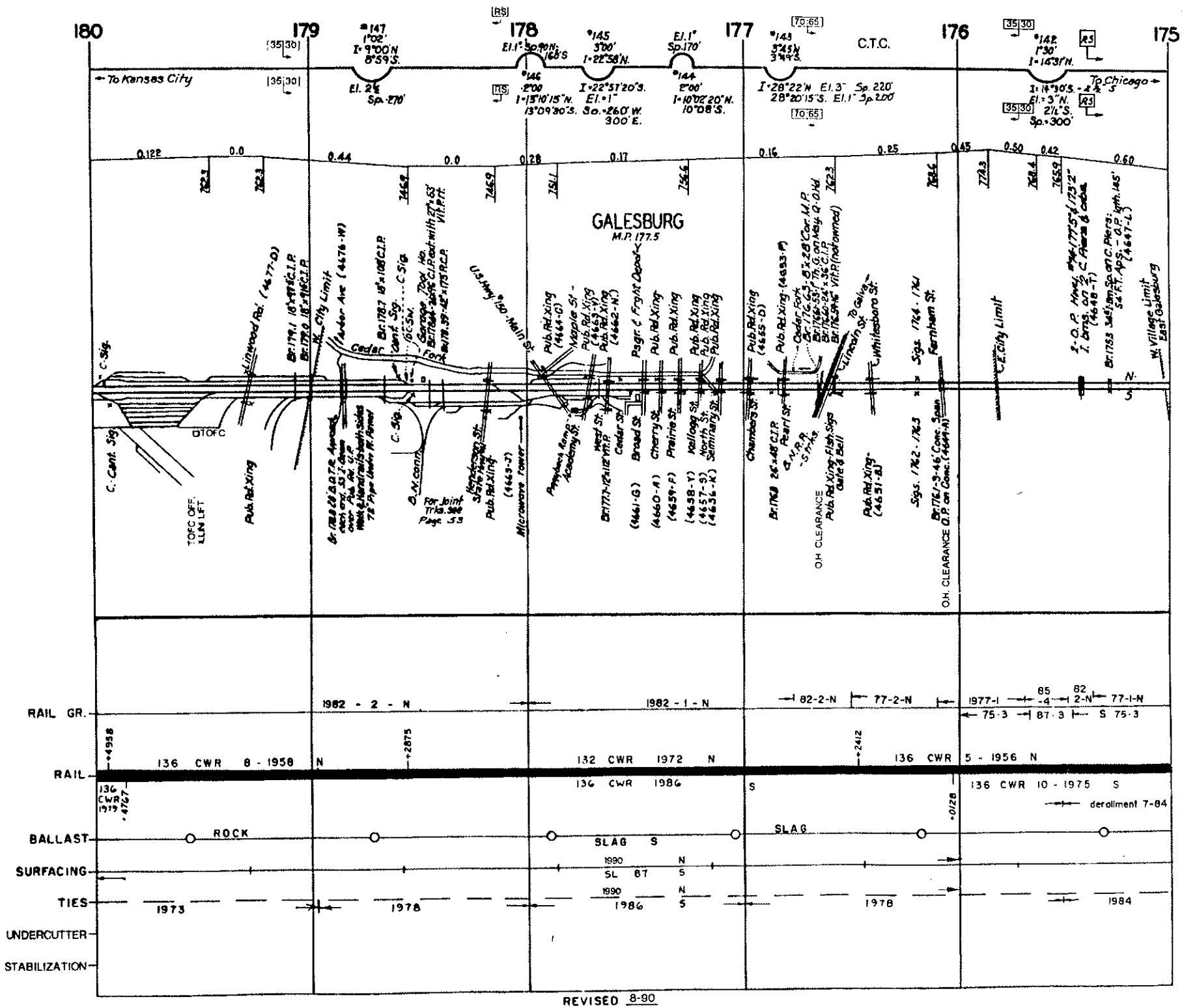
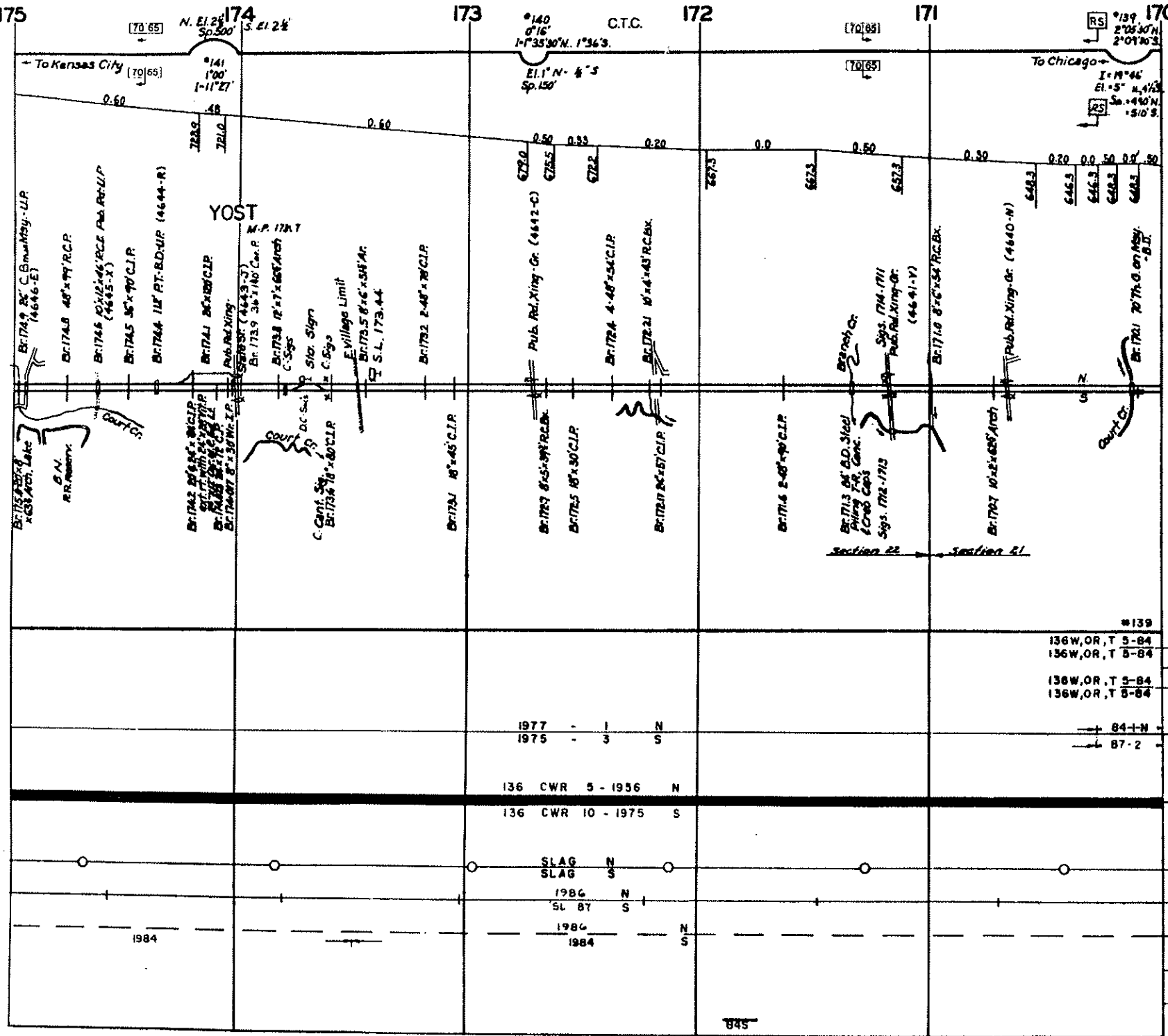
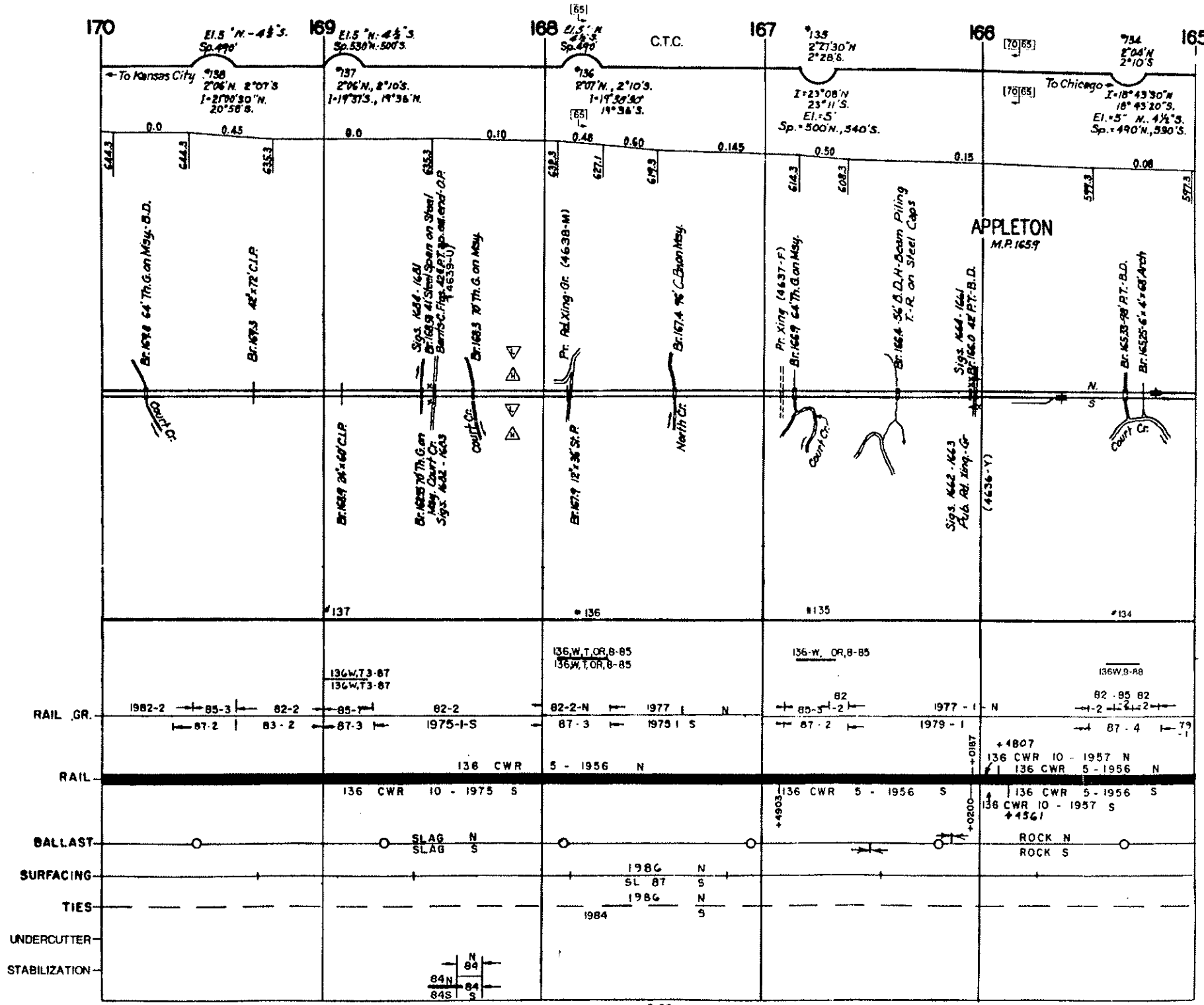
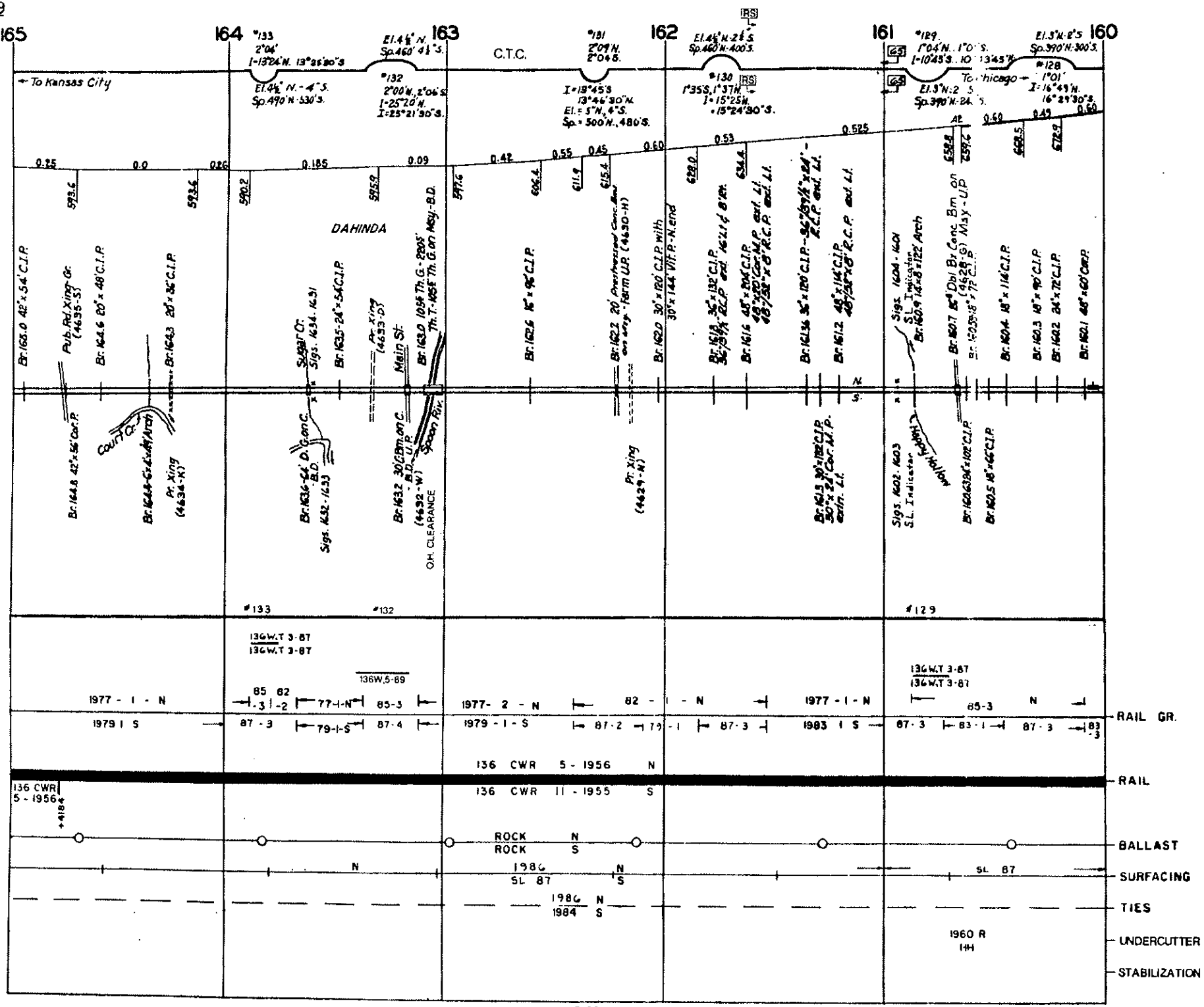

To Konsos City
A.T. & S.F. N.
S.
To Chicago
#8 T.O.-11' Sw. Pts. 12°00' Cv.
#8 T.O.-11' Sw. Pts. 12°00' Cv.
#8 T.O. - 11' SW. PTS.
#8 T.O. - 16.5' SW. PTS.
NATIONAL SEAL
GALESBURG, ILLINOIS
A.T.&S.F. — B.N.
INTERCHANGE TRACK
To Chicago
S.T.
B.N. M.T.
#8 T.O.-16½' Sw. Pt.
Joint Track
St. (4 668 E)
Monmouth
Interchange effected on either track.
End A.T.&S.F.- B.N. Joint Track
Henderson
St.
Limits
Cont. Fish Sig.
#8 T.O. 16.5 Sw. Pts. #6 1/2 T.O. 11 Sw. Pts. Cv.
#8 T.O. 16.5 Sw. Pts.
#8 T.O. 16.5 Sw. Pts.
B.N. Trk.
To Burlington


180
179
178
177
176
175
C.T.C.
To Kansas City
To Chicago
GALESBURG
M.P. 177.5
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
SLAG
136 CWR 8 - 1958 N
132 CWR 1972 N
136 CWR 1986
136 CWR 5 - 1956 N
136 CWR 10 - 1975 S
1982 - 2 - N
1982 - 1 - N
82-2-N
77-2-N
1977-1
77-1-N
75-3
87-3
S 75-3
1990 N SL 87 S
1990 N S
1973
1978
1986
1978
1984
derailment 7-84
REVISED 8-90

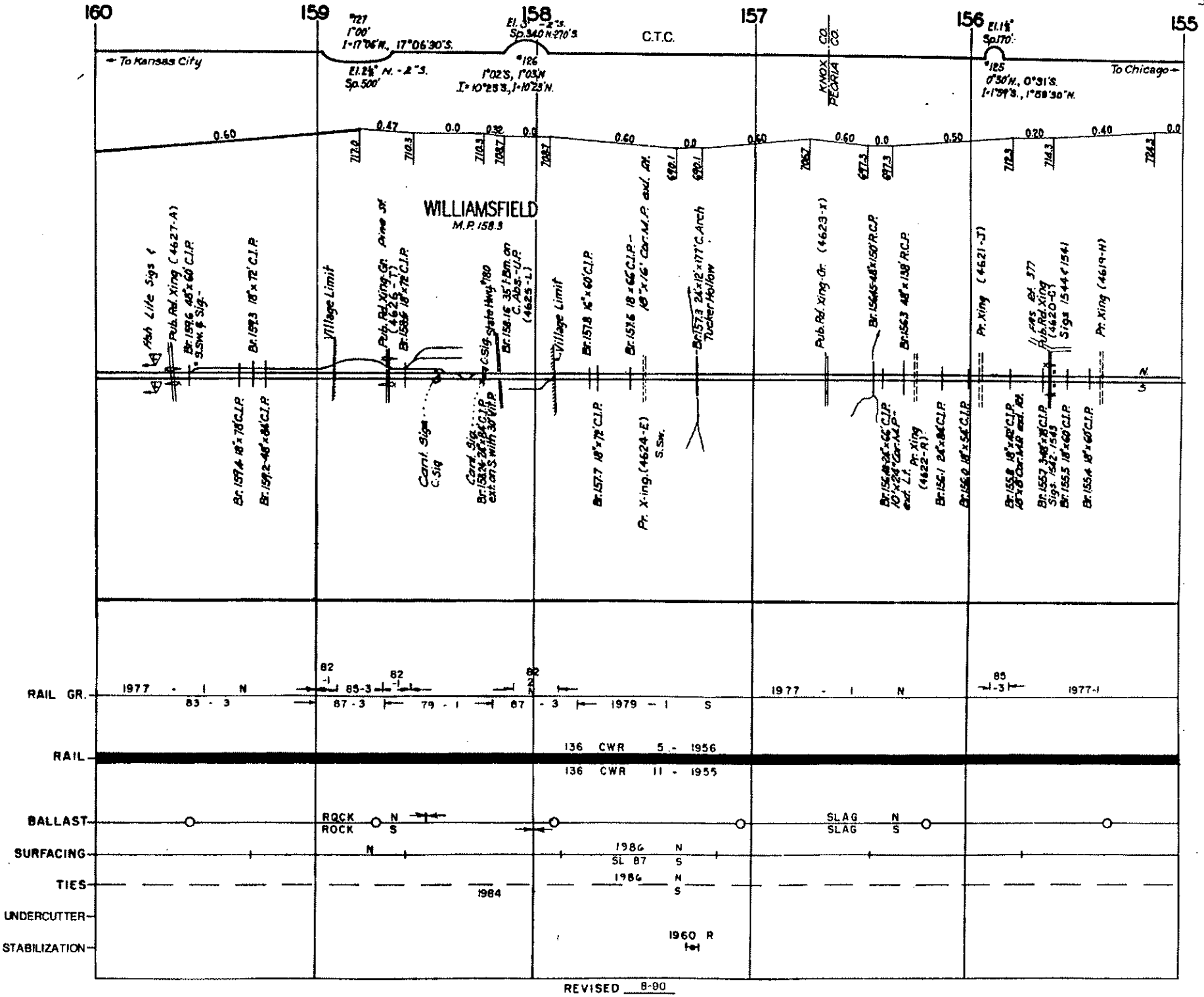

175
174
173
172
171
170
YOST
M.P. 173.7
To Kansas City
To Chicago
C.T.C.
Section 22
Section 21
#139
136W,OR,T 5-84 No. Trk. NR
136W,OR,T 5-84 SR
CURVES
136W,OR,T 5-84 So. Trk. NR
136W,OR,T 5-84 SR
1977 - I N
1975 - 3 S
84-1-N
87-2
RAIL GR.
136 CWR 5 - 1956 N
136 CWR 10 - 1975 S
RAIL
SLAG N
SLAG S
BALLAST
1986 N
SL 87 S
SURFACING
1984
1986
1984 N S
TIES
UNDERCUTTER
STABILIZATION
845

REVISED 8-90

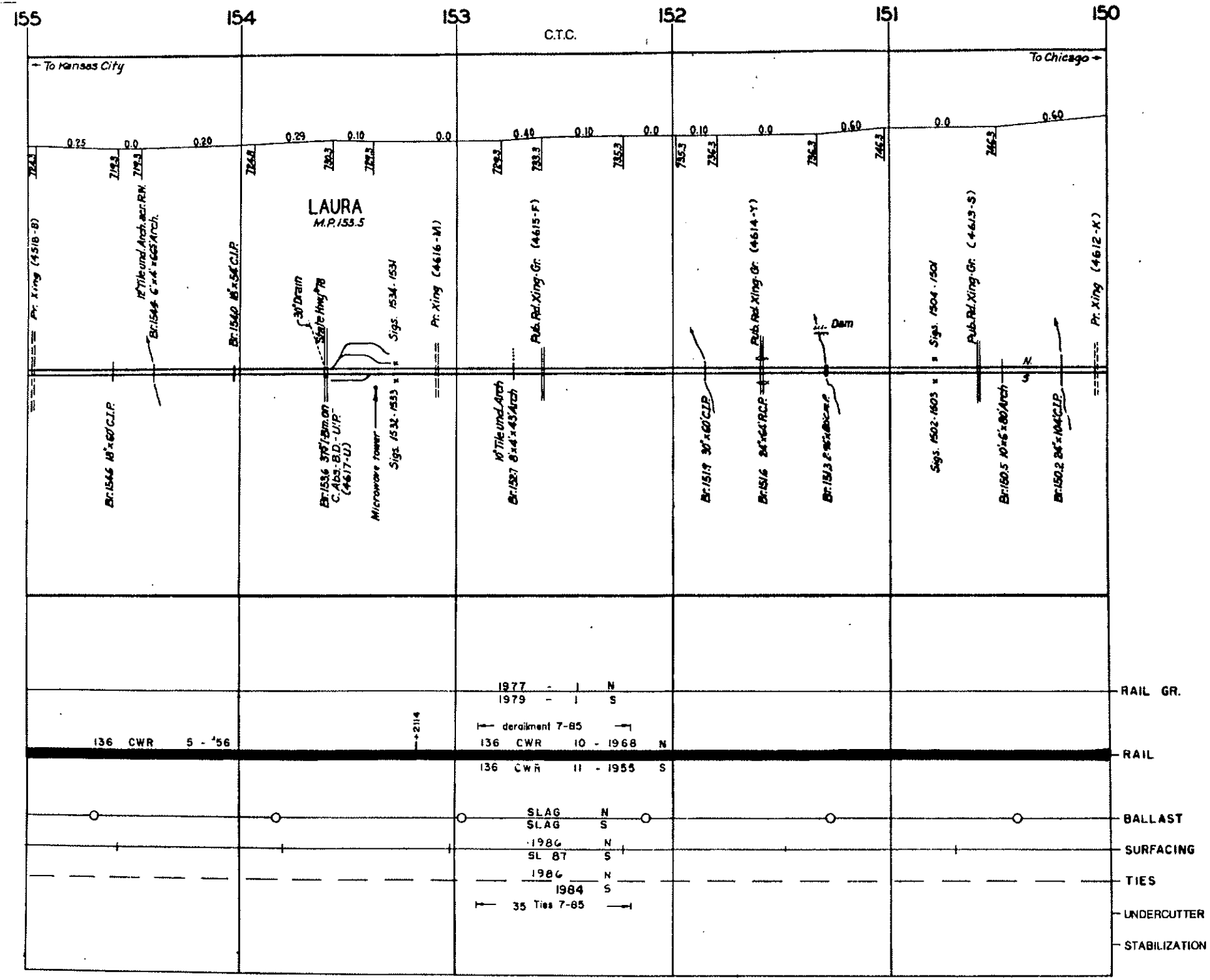

170
169
168
167
166
165
C.T.C.
To Kansas City
To Chicago
APPLETON
M.P. 165.9
#137
#136
#135
#134
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
REVISED 8-90


165
164
163
162
161
160
C.T.C.
To Kansas City
To Chicago
DAHINDA
Main St.
Sugar Cr.
Court Cr.
Pub. Rd. Xing Gr. (4635-S)
Pr. Xing (4633-D)
Pr. Xing (4634-K)
Pr. Xing (4629-N)
Pr. Xing (4630-H)
Soon Riv.
O.H. CLEARANCE
#133
#132
#131
#130
#129
#128
Sigs. 1604 - 1601
Sigs. 1602, 1603
S.L. Indicator
North Judah
Br: 165.0 42'x54' C.I.P.
Br: 164.8 42'x56' Cor. P.
Br: 164.6 20'x48' C.I.P.
Br: 164.4-G x 46' Arch
Br: 164.3 20'x36' C.I.P.
Br: 163.6-K 4' D. Conc. B.D.
Br: 163.2 30' Bm. on C. - B.D. - U.P. (4632-W)
Br: 163.0 105ft Th. G - 220ft Th. T - 105ft Th. G on Msy - B.D.
Br: 162.6 16'x96' C.I.P.
Br: 162.2 20' Prestressed Conc. Box on Msy - Farm U.P. (4630-H)
Br: 162.0 30'x120' C.I.P. with 30'x144' Vert. P. - N. end
Br: 161.8 36'x132' C.I.P. 36°/39½° R.C.P. encl. 16'x12' 6 brs.
Br: 161.6 45'x204' C.I.P. 48°/30° Cor. M.P. ext. L.I. 48°/58°x8' R.C.P. ext. L.I.
Br: 161.36 36'x120' C.I.P. - 36°/39½°x84' - R.C.P. ext. L.I.
Br: 161.2 48'x114' C.I.P. 48°/58°x8' R.C.P. ext. L.I.
Br: 161.3 30'x132' C.I.P. 30°x28' Cor. M.P. ext. L.I.
Br: 160.7 36' Dbl. Bx Conc. Bm on (4628-G) Msy - UP
Br: 160.4 18'x116' C.I.P.
Br: 160.3 18'x90' C.I.P.
Br: 160.2 24'x72' C.I.P.
Br: 160.1 48'x60' Conc. P.
Br: 160.5 18'x46' C.I.P.
Br: 160.9 14'x8'x122' Arch
Br: 160.638'x102' C.I.P.
1977 - 1 - N
1979 1 S
1977 - 2 - N
1979 - 1 - S
82 - 1 - N
1977 - 1 - N
1983 1 S
136 CWR 5 - 1956 N
136 CWR 11 - 1955 S
136 CWR 5 - 1956
+418
ROCK N
ROCK S
1986 SL 87
1986 N
1984 S
1960 R 1H
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

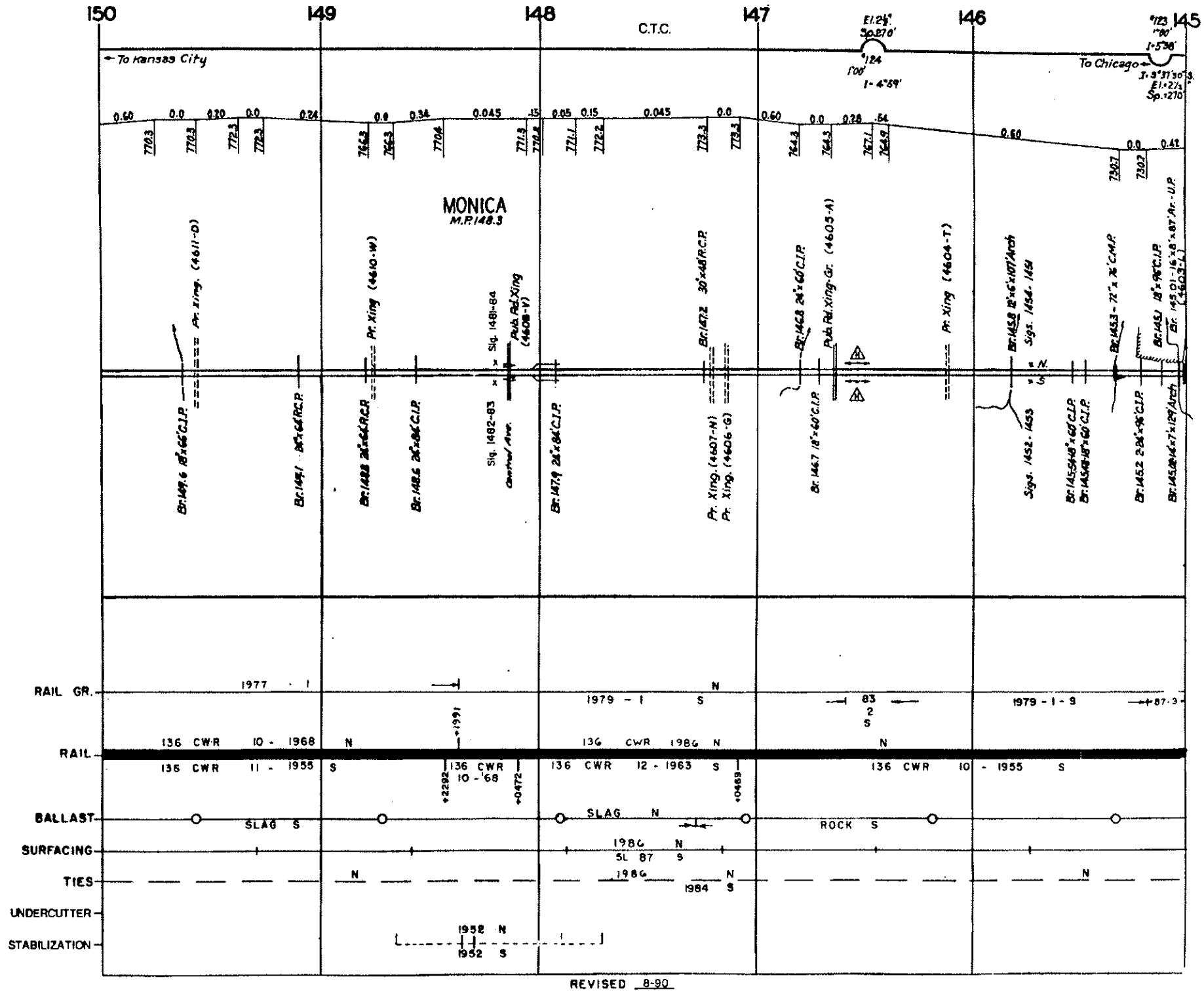
REVISED 8-80

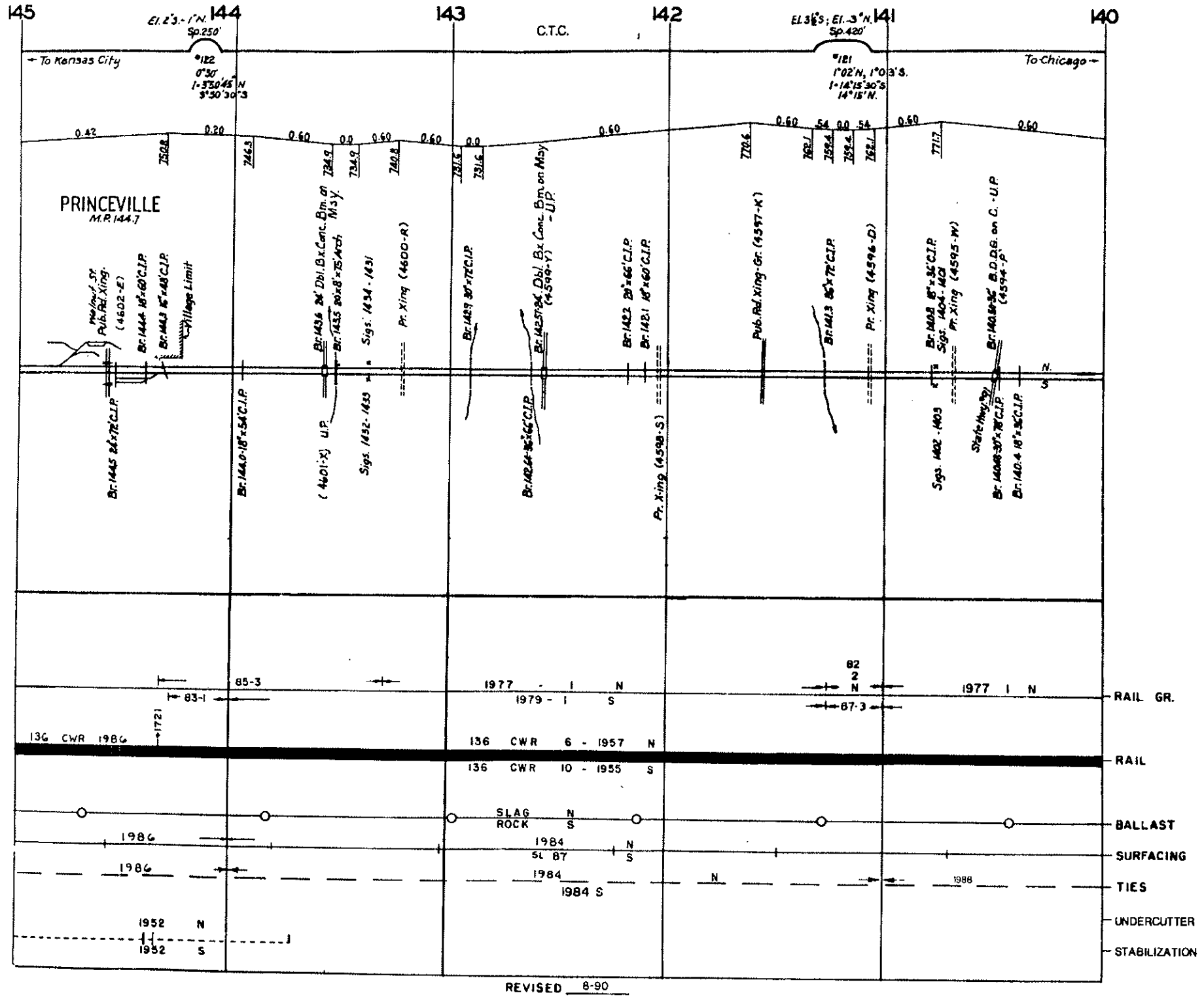

160
159
158
157
156
155
C.T.C.
To Kansas City
To Chicago
WILLIAMSFIELD
M.P. 158.5
Village Limit
Village Limit
C.Sig.
Pr. Xing (4624-E)
Pr. Xing (4621-T)
Pr. Xing (4619-H)
Pub. Rd. Xing (4623-X)
Pub. Rd. Xing (4626-T)
Pub. Rd. Xing (4620-D)
Fish Life Sigs
Pub. Rd. Xing (4627-A)
Br: 159.6 45'x60' C.I.P.
S.Sw. & Sig.
Br: 159.3 18'x72' C.I.P.
Br: 159.4 18'x78' C.I.P.
Br: 159.2 46'x84' C.I.P.
Br: 158.8 18'x72' C.I.P.
Cond. Sig.
Br: 158.4 24'x84' C.I.P.
exit on S. with 30' Ell. P.
State Hwy. 780
Br: 158.16 35' I Bm. on
C. Abts. U.P.
(4625-L)
Br: 157.8 16'x60' C.I.P.
Br: 157.7 18'x72' C.I.P.
Br: 157.6 18'x66' C.I.P.-
18'x16' Cor. M.P. excl. Aft.
Br: 157.3 24'x12'x171' C. Arch
Tucker Hollow
Br: 156.4 24'x72' C.I.P.
10'x24' Cor. M.P.-
excl. L.F. Pr. Xing
(4622-R)
Br: 156.1 24'x84' C.I.P.
Br: 156.0 18'x54' C.I.P.
Br: 155.8 18'x42' C.I.P.
18'x8' Cor. M.P. excl. Aft.
Br: 155.7 36'x78' C.I.P.
Sigs. 1542-1543
Br: 155.5 18'x60' C.I.P.
Br: 155.4 18'x60' C.I.P.
Br: 156.8 24'x66' C.I.P.
Br: 156.5 48'x150' R.C.P.
Br: 156.3 48'x138' R.C.P.
FAS Rt. 377
Sigs. 1544-1541
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1977 - 1 N
83 - 3
85-3
87 - 3
79 - 1
87 - 3
1979 - 1 S
1977 - 1 N
85 - 3
1977-1
136 CWR 5 - 1956
136 CWR 11 - 1955
ROCK N
ROCK S
SLAG N
SLAG S
1986 N
SL 87 S
1986 N
S
1984
1960 R

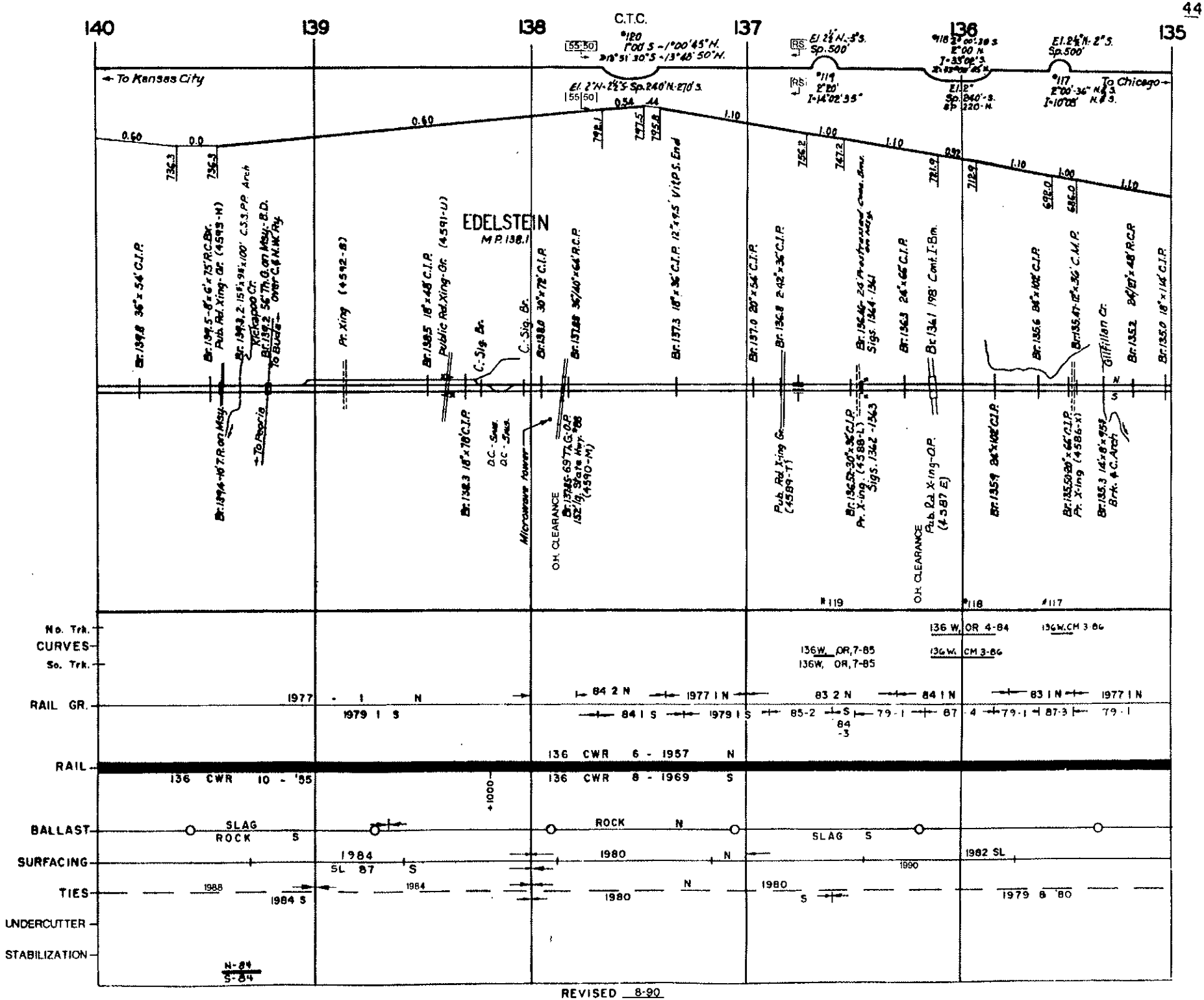
REVISED 8-90

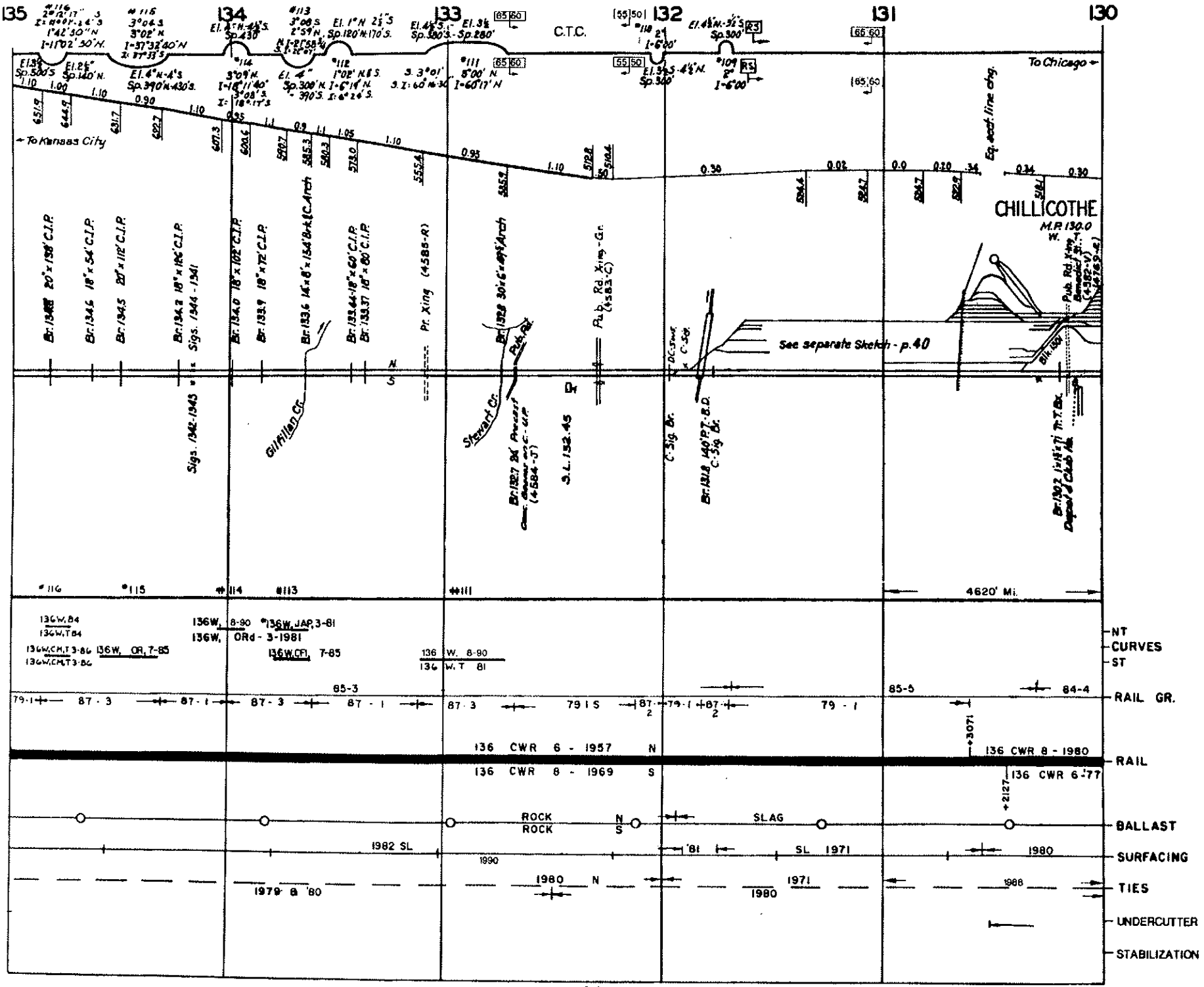

155
154
153
152
151
150
C.T.C.
← To Kansas City
To Chicago →
LAURA
M.P. 153.5
Pr. Xing (4518-B)
16' Tile und. Arch, scr. RR.
Br: 1544 6'x4' 45° Arch
Br: 1540 16'x54' C.I.P.
30' Drain
State Hwy 78
Sigs. 1534 - 1531
Pr. Xing (4616-M)
Pub. Rd. Xing-Gr. (4615-F)
Pub. Rd. Xing-Gr. (4614-Y)
Dam
Sigs. 1504 - 1501
Pub. Rd. Xing-Gr. (4613-S)
Pr. Xing (4612-K)
Br: 1546 18'x60' C.I.P.
Br: 1536 3'6"x8m.cm. C. Abs.-B.D.-U/P. (4617-U)
Microwave tower
Sigs. 1532 - 1533
16' Tile und. Arch
Br: 1527 8'x4'x45° Arch
Br: 1511 30'x60' C.I.P.
Br: 1516 24'x64' R.C.P.
Br: 1513 2'6"x8' Box
Sigs. 1502 - 1503
Br: 1505 10'x6'x60° Arch
Br: 1502 84"x104' C.I.P.
1977 - I N
1979 - I S
derailment 7-85
136 CWR 5 - '56
2114
136 CWR 10 - 1968 N
136 CWR 11 - 1955 S
SLAG N
SLAG S
1986 N
SL 87 S
1986 N
1984 S
35 Ties 7-85
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


150
149
148
147
146
145
C.T.C.
← To Kansas City
To Chicago →
MONICA
M.P. 148.3
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 10 - 1968 N
136 CWR 11 - 1955 S
136 CWR 10 - '68
136 CWR 12 - 1963 S
136 CWR 1986 N
136 CWR 10 - 1955 S
SLAG S
SLAG N
ROCK S
1986 N
SL 87 S
1986
1984 S
1952 N
1952 S
REVISED 8-90


145
144
143
142
141
140
C.T.C.
To Kansas City
To Chicago
El. 2°3.- 1°N. Sp.250'
El. 3½°S; El. -3°N. Sp.420'
PRINCEVILLE
M.P. 144.7
Village Limit
Pr. Xing (4600-R)
Sigs. 1434 - 1431
Pr. Xing (4598-S)
Pr. Xing (4596-D)
Sigs. 1402 - 1405
Pr. Xing (4595-W)
State Hwy 99
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 1986
136 CWR 6 - 1957 N
136 CWR 10 - 1955 S
1977 - 1 N
1979 - 1 S
1977 1 N
SLAG N
ROCK S
1984 N
SL 87 S
1984 S
1986
1952 N
1952 S
REVISED 8-90


140
139
138
137
136
135
C.T.C.
To Kansas City
To Chicago
EDELSTEIN
M.P. 138.1
Pr. Xing (4592-B)
Public Rd. Xing-Gr. (4591-U)
Pub. Rd. Xing-Gr. (4593-H)
Wekapoo Cr.
To Peoria
To Buda
C. Sig. Br.
Microwave Tower
O.H. CLEARANCE
Pub. Rd. X-ing (4589-T)
Pr. X-ing (4588-L)
Sigs. 1362-1363
Pub. Rd. X-ing-O.P. (4587-E)
Sigs. 1364-1341
Cont. I-Bm.
Gilfillan Cr.
Brk. & C. Arch
Pr. X-ing (4586-X)
N 119
N 118
N 117
No. Trk.
CURVES
So. Trk.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 W, OR 4-84
136W, CM 3-86
136W, OR, 7-85
136W, OR, 7-85
1977 - 1 N
1979 1 S
84 2 N
1977 1 N
84 1 S
1979 1 S
83 2 N
84 1 N
83 1 N
1977 1 N
79-1
87-4
79-1
87-3
79-1
136 CWR 6 - 1957 N
136 CWR 10 - '55
136 CWR 8 - 1969 S
+1000
SLAG
ROCK S
ROCK N
SLAG S
1984
SL 87 S
1980
N
1982 SL
1990
1988
1984 S
1984
1980
N
1980
S
1979 & '80
N-84
S-84
REVISED 8-90


135
134
133
132
131
130
C.T.C.
To Kansas City
To Chicago
CHILLICOTHE
M.P. 130.0
W.
See separate Sketch - p.40
Gilfillan Cr.
Stewart Cr.
Pr. Xing (4585-A)
Pub. Rd. Xing - Gr. (4583-C)
C-Sig Br.
Sigs. 1942-1943
Sigs. 1944 - 1941
4620' Mi.
136 CWR 6 - 1957 N
136 CWR 8 - 1969 S
136 CWR 8 - 1980
136 CWR 6-77
ROCK
ROCK
SLAG
1982 SL
1990
1979 & '80
1980
1971
1980
1988
NT
CURVES
ST
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-80

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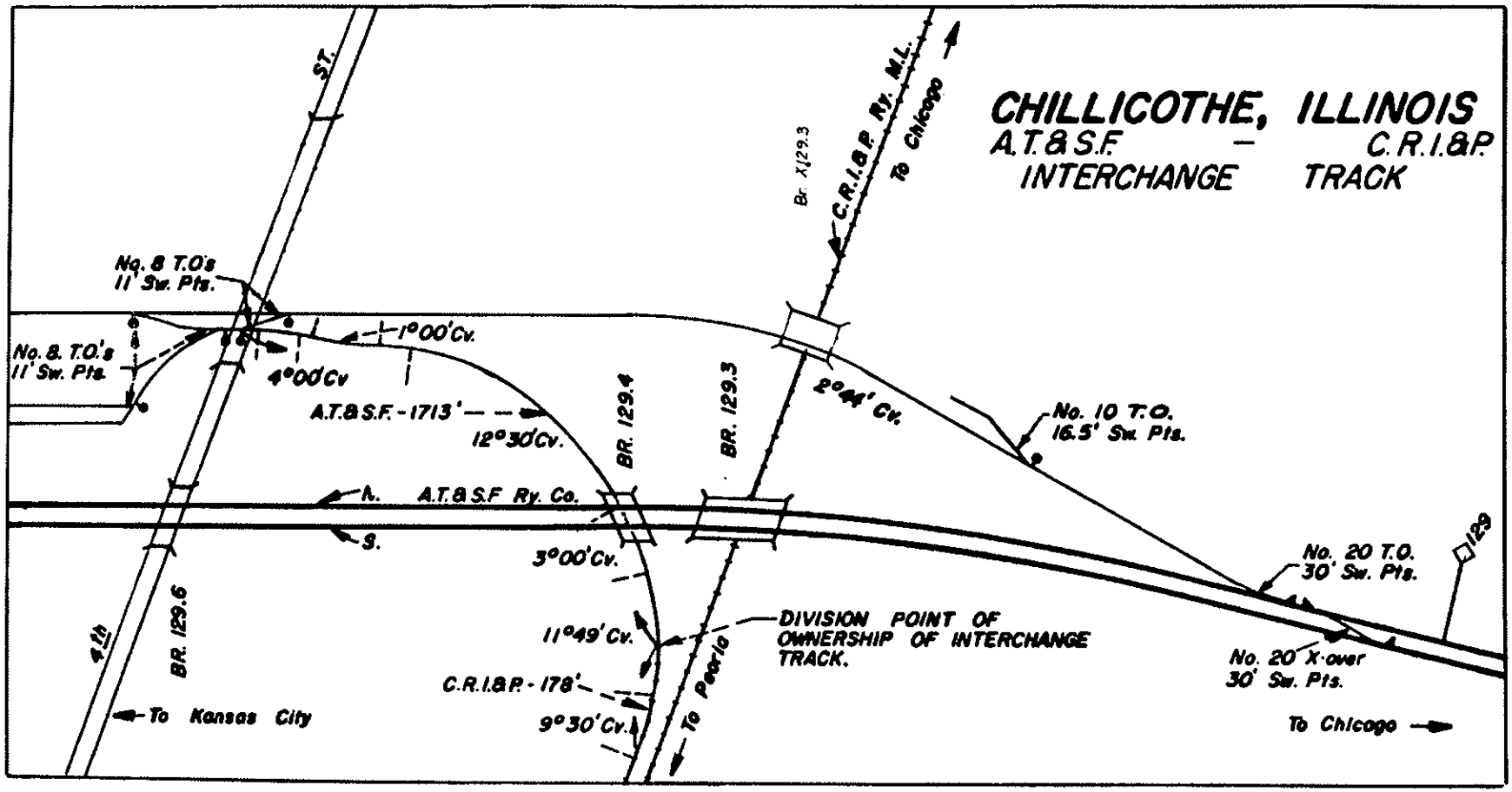
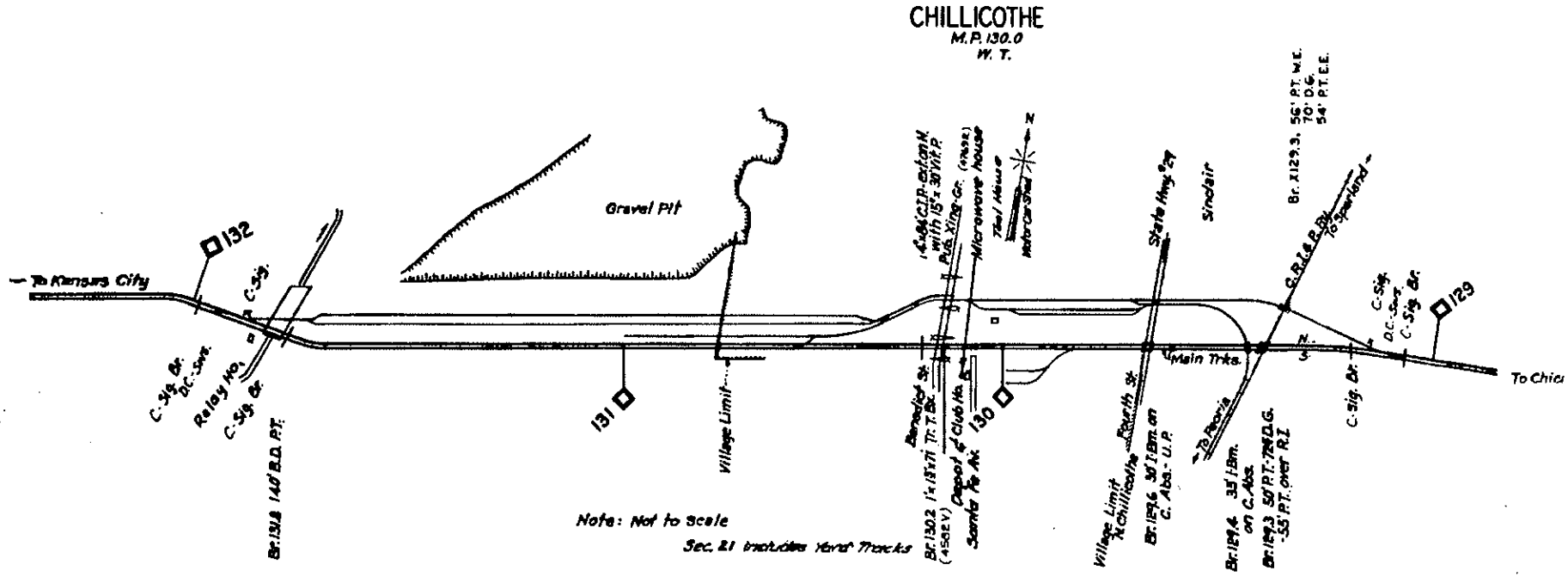

CHILLICOTHE, ILLINOIS
A.T.&S.F. — C.R.I.&P.
INTERCHANGE TRACK
ST.
C.R.I.&P. Ry. M.L.
To Chicago
Br. X129.3
No. 8 T.O's
11' Sw. Pts.
No. 8 T.O's
11' Sw. Pts.
1°00'Cv.
4°00'Cv
A.T.&S.F.-1713'
12°30'Cv.
BR. 129.4
BR. 129.3
2°44'Cv.
No. 10 T.O.
16.5' Sw. Pts.
N. A.T.&S.F Ry. Co.
S.
3°00'Cv.
No. 20 T.O.
30' Sw. Pts.
129
4th
BR. 129.6
11°49'Cv.
DIVISION POINT OF
OWNERSHIP OF INTERCHANGE
TRACK.
C.R.I.&P.-178'
9°30'Cv.
To Peoria
No. 20 X-over
30' Sw. Pts.
To Kansas City
To Chicago



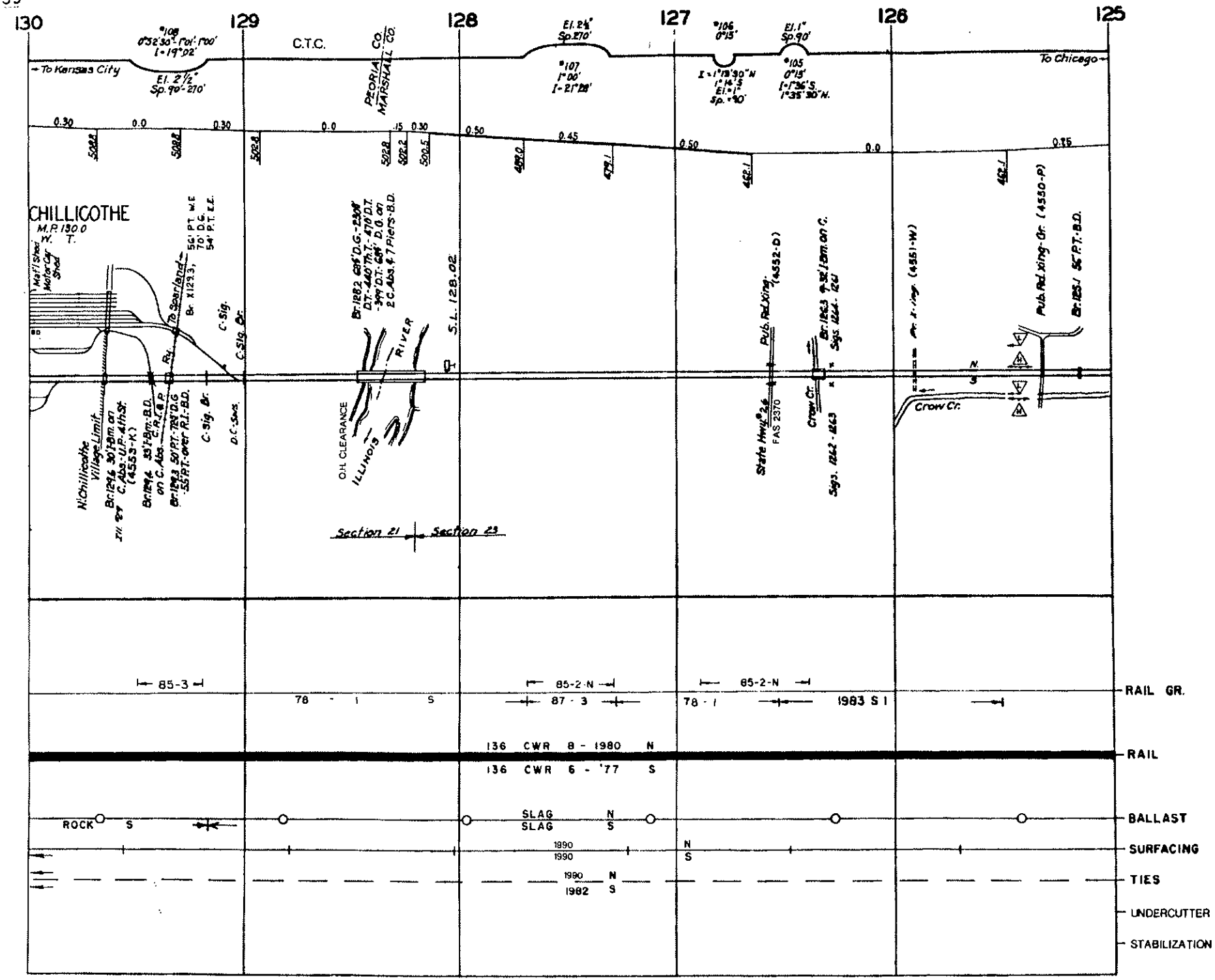
Note: Not to Scale

Sec. 21 Includes Yard Tracks

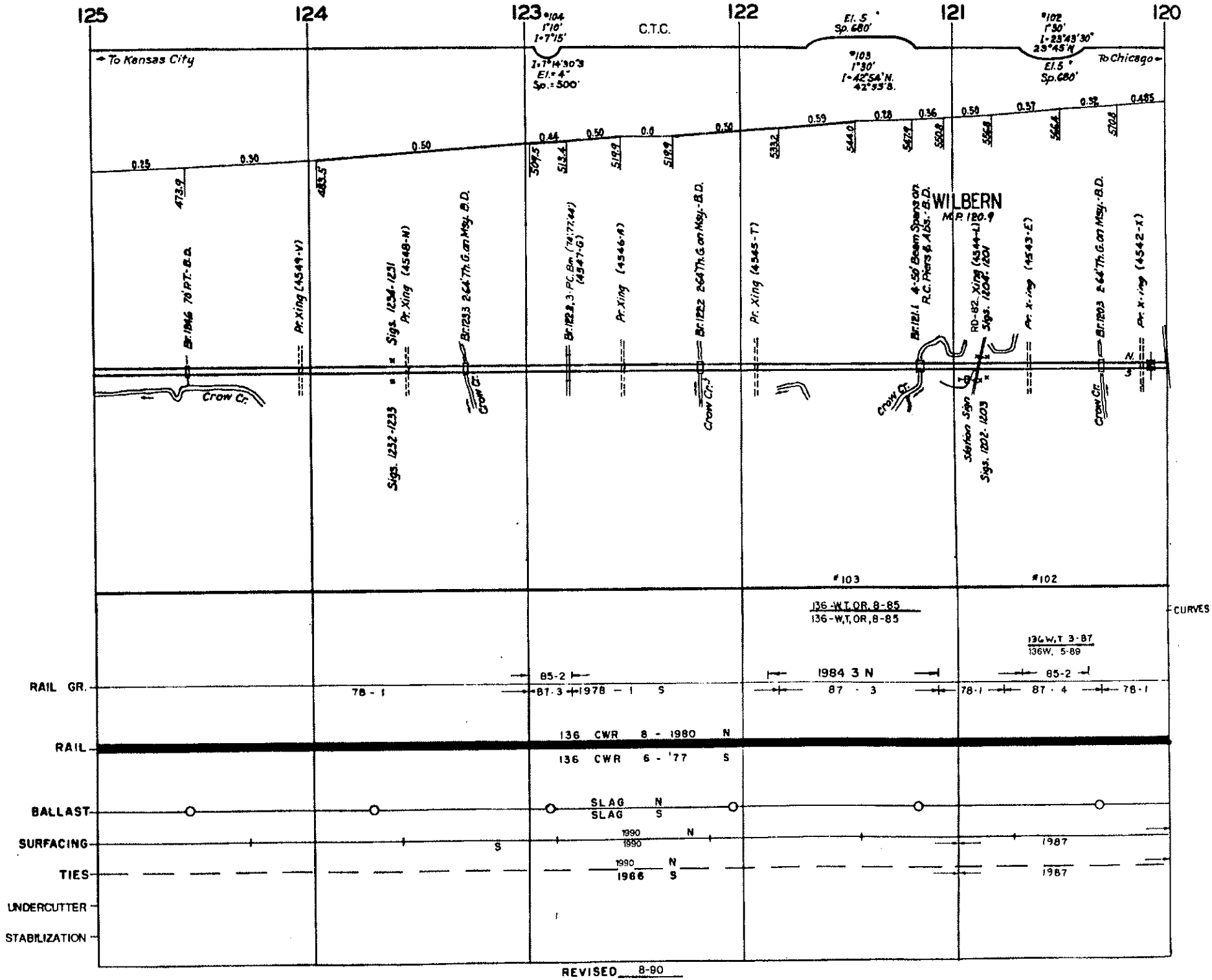
Longest Track = 264 cars
Shortest Track = 3 "
Total Car Capacity = 2687 "

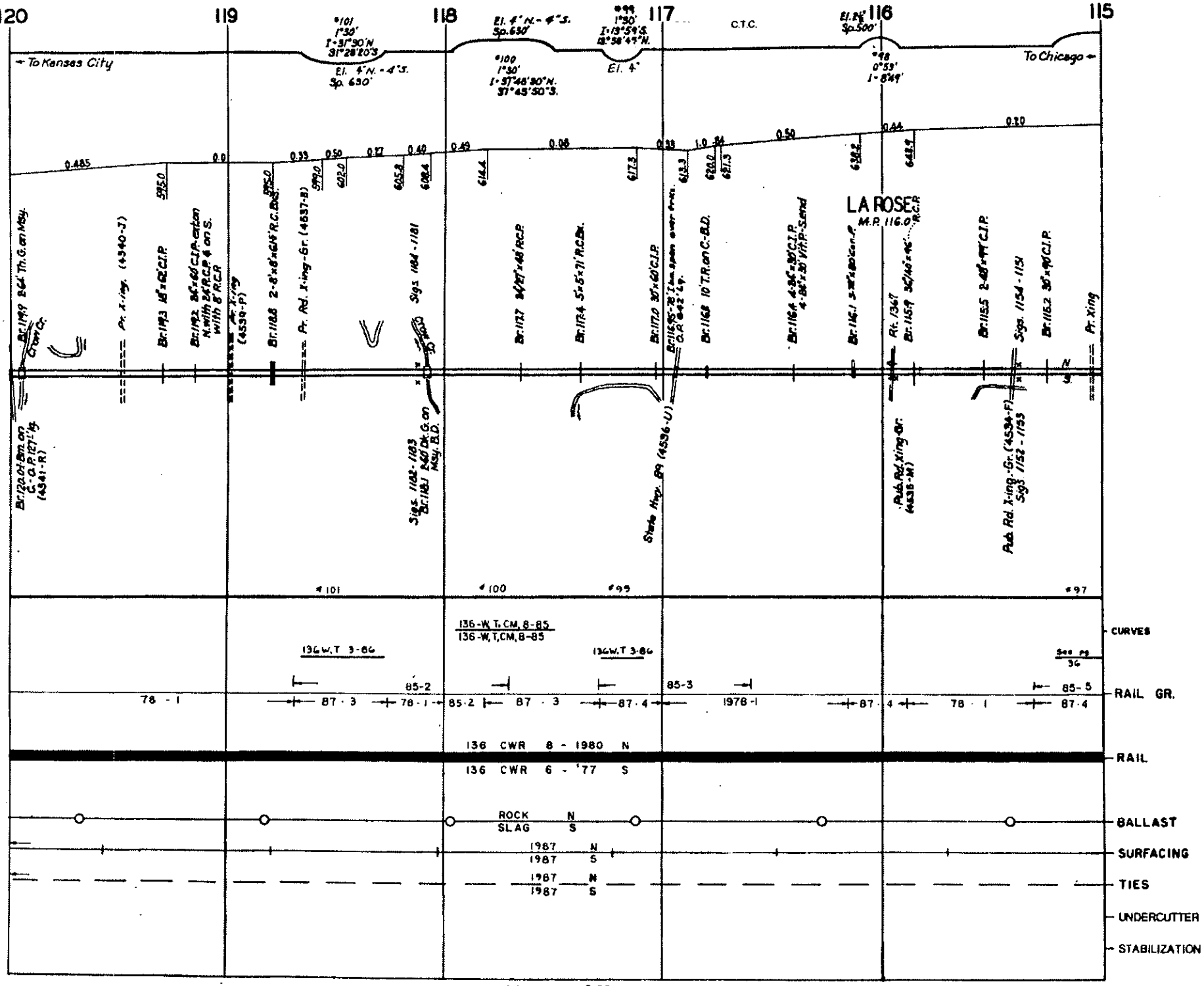
CHILLICOTHE YARD
CHILLICOTHE, ILL.

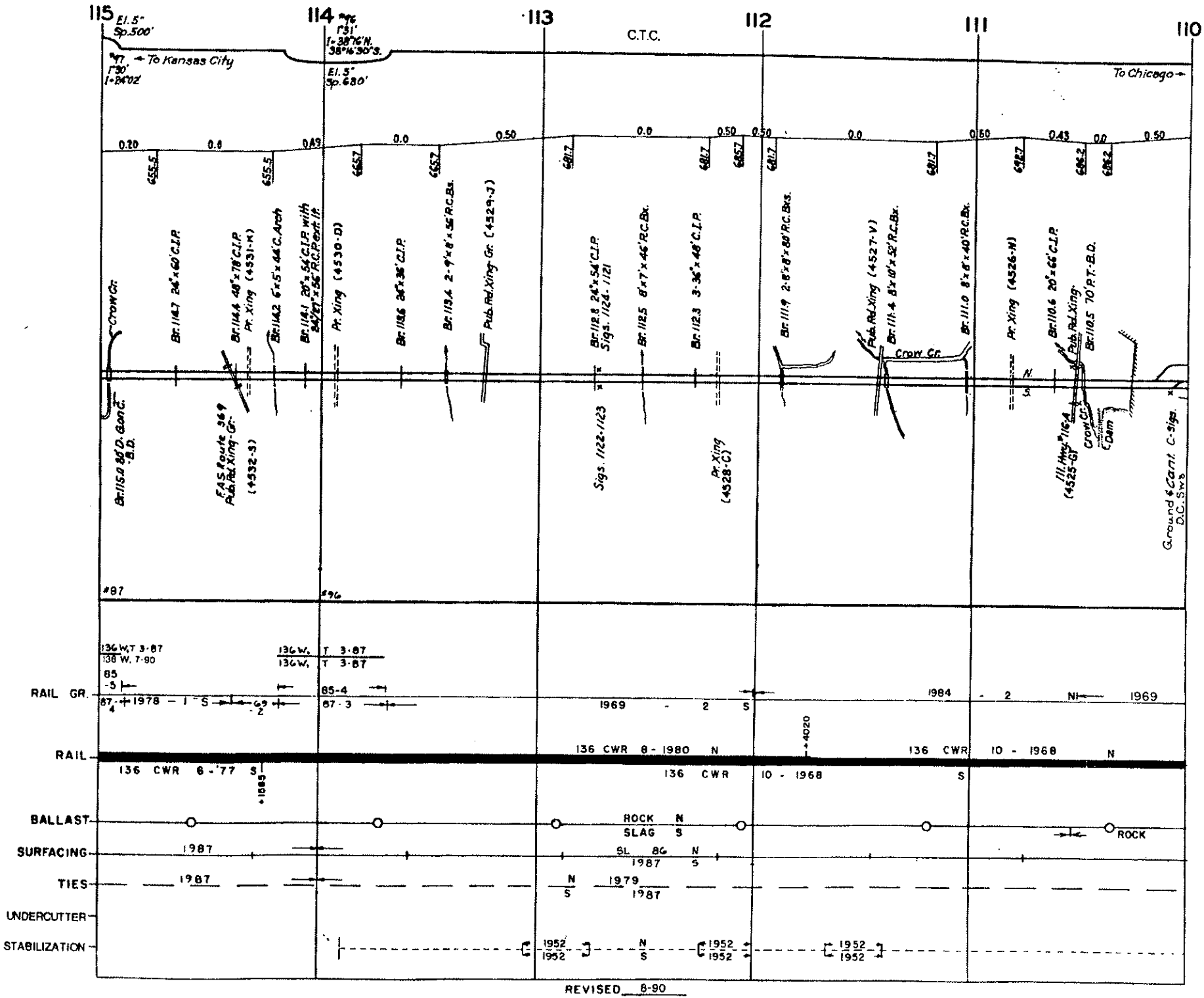
REVISED 8-90


130
129
128
127
126
125
C.T.C.
PEORIA & MARSHALL CO.
To Kansas City
To Chicago
CHILLICOTHE
M.P. 130.0
W. T.
Mail Shed
Motor Car Shed
To Spearland
C. Sig.
C. Sig. Br.
D.C. Sws.
N. Chillicothe Village Limit
Rd.
O.H. CLEARANCE
ILLINOIS
RIVER
S.L. 128.02
Pub. Rd. Xing. (4552-D)
State Hwy. #26
FAS 2370
Crow Cr.
Pub. Rd. Xing. (4551-W)
Pub. Rd. Xing. Gr. (4550-P)
Section 21
Section 23
85-3
85-2-N
85-2-N
78 - 1 S
87 - 3
78 - 1
1983 S 1
136 CWR 8 - 1980 N
136 CWR 6 - '77 S
ROCK S
SLAG N
SLAG S
1990
1990
1990
1982
N
S
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

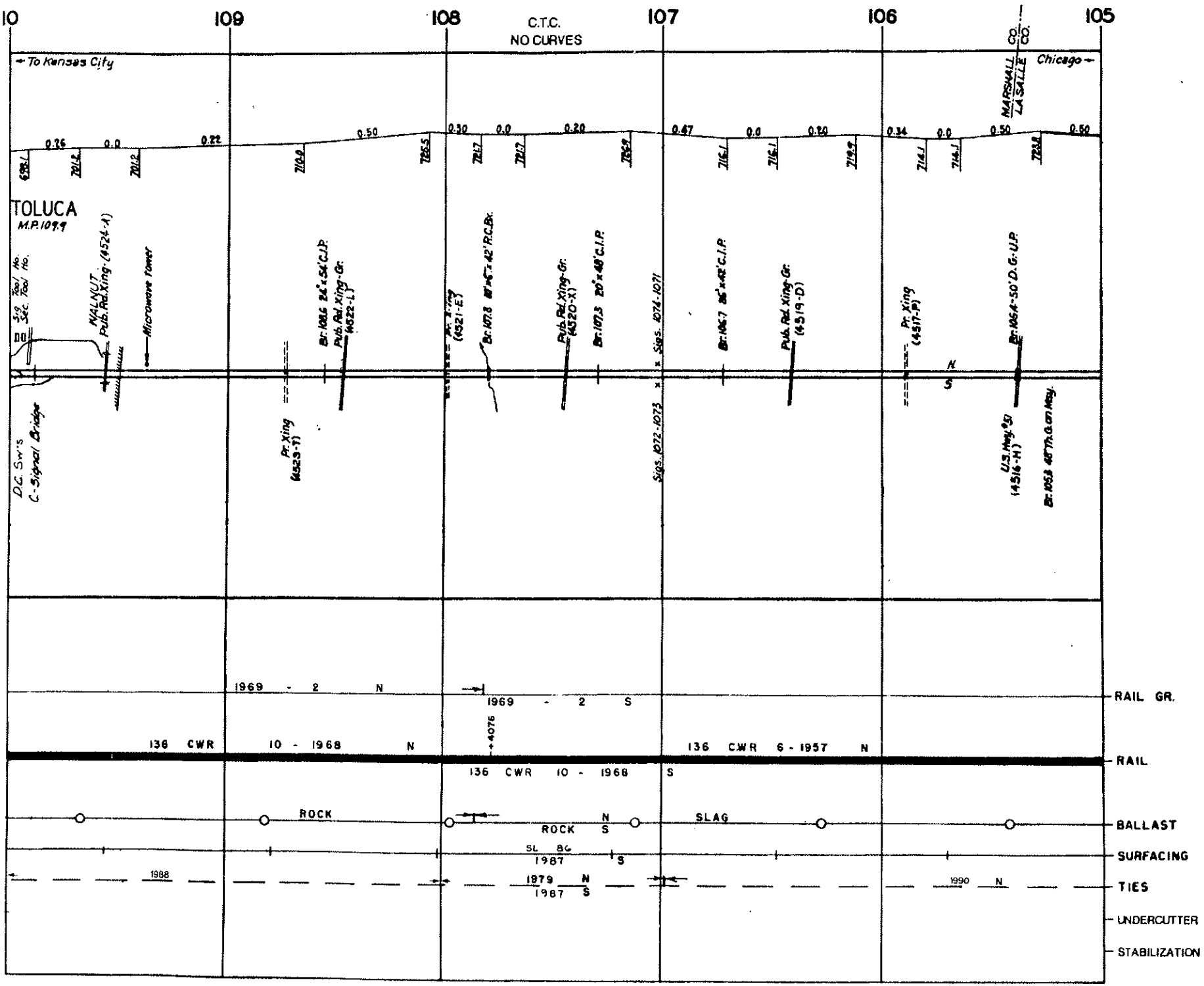
REVISED 8-90


125
124
123
122
121
120
C.T.C.
To Kansas City
To Chicago
WILBERN
M.P. 120.9
Crow Cr.
#103
#102
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136-W,T,OR,8-85
136W,T 3-87
136W, 5-89
136 CWR 8 - 1980 N
136 CWR 6 - '77 S
SLAG N
SLAG S
1990 N
1990
1990 N
1966 S
1987
1984 3 N
87 - 3
REVISED 8-90

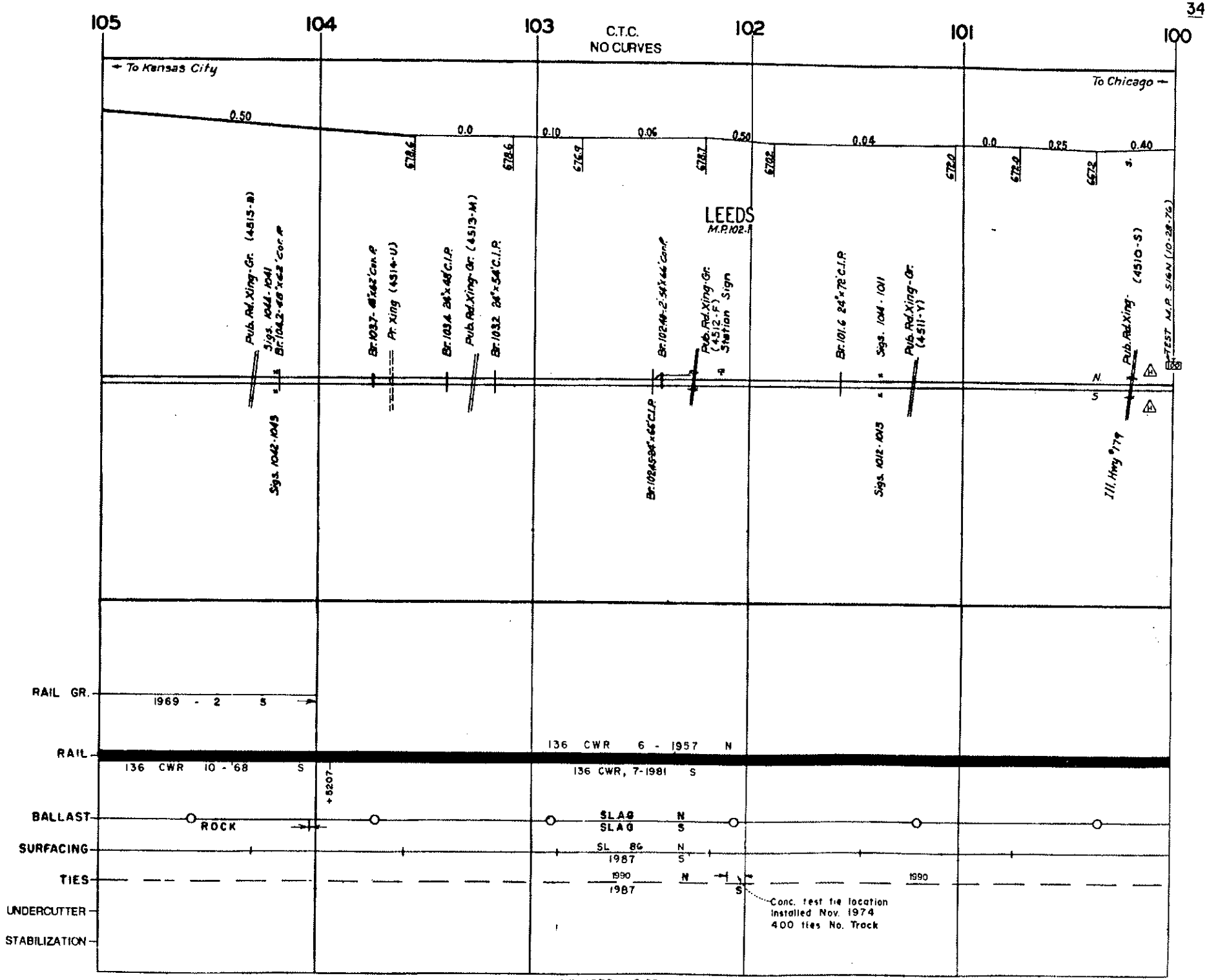

120
119
118
117
116
115
C.T.C.
← To Kansas City
To Chicago →
LA ROSE
M.P. 116.0
CURVES
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 8 - 1980 N
136 CWR 6 - '77 S
ROCK N
SLAG S
1987 N
1987 S
1987 N
1987 S
REVISED 8-90


115
114
113
112
111
110
C.T.C.
El. 5° Sp. 500'
To Kansas City
El. 5° Sp. 680'
To Chicago
Crow Cr.
Br: 114.7 24'×60' C.I.P.
Br: 114.4 48'×78' C.I.P. Pr. Xing (4531-K)
Br: 114.2 6'×5'×44' C. Arch
Br: 114.1 20'×54' C.I.P. with 54'27"×56' R.C. Pent. Ift.
Pr. Xing (4530-D)
Br: 113.6 24'×36' C.I.P.
Br: 113.4 2-9'×8'×56' R.C. Bx.
Pub. Rd. Xing-Gr. (4529-J)
Br: 112.8 24'×54' C.I.P. Sigs. 1124-1121
Br: 112.5 8'×7'×46' R.C. Bx.
Br: 112.3 3-36'×48' C.I.P.
Pr. Xing (4528-C)
Br: 111.9 2-8'×8'×88' R.C. Bxs.
Pub. Rd. Xing (4527-V)
Br: 111.4 8'×10'×52' R.C. Bx.
Crow Cr.
Br: 111.0 8'×8'×40' R.C. Bx.
Pr. Xing (4526-N)
Br: 110.6 20'×66' C.I.P.
Pub. Rd. Xing
Br: 110.5 70' P.T.-B.D.
Ill. Hwy. "116" (4525-G)
Crow Cr.
Culm
Ground & Cant. C-Sigs. D.C. Sys.
Br: 115.0 86' D. Gard. B.D.
FAS Route 369 Pub. Rd. Xing-Gr. (4532-S)
#87
#96
0.20
0.8
0.49
0.0
0.50
0.0
0.50
0.50
0.0
0.50
0.43
0.0
0.50
655.5
655.5
665.7
665.7
681.7
681.7
685.7
681.7
681.7
686.2
686.2
136 W, T 3-87
138 W. 7-90
136 W, T 3-87
136 W, T 3-87
85
-5
87.4 + 1978 - 1 S
69.2
87.3
85-4
1969 - 2 S
1984 - 2 NI
1969
RAIL GR.
RAIL
136 CWR 8-'77 S
+1585
136 CWR 8-1980 N
136 CWR 10-1968 S
+4020
136 CWR 10-1968 N
BALLAST
ROCK N
SLAG S
ROCK
SURFACING
1987
SL 86 N
1987 S
TIES
1987
N/S 1979
1987
UNDERCUTTER
STABILIZATION
1952/1952
N/S
1952/1952
1952/1952

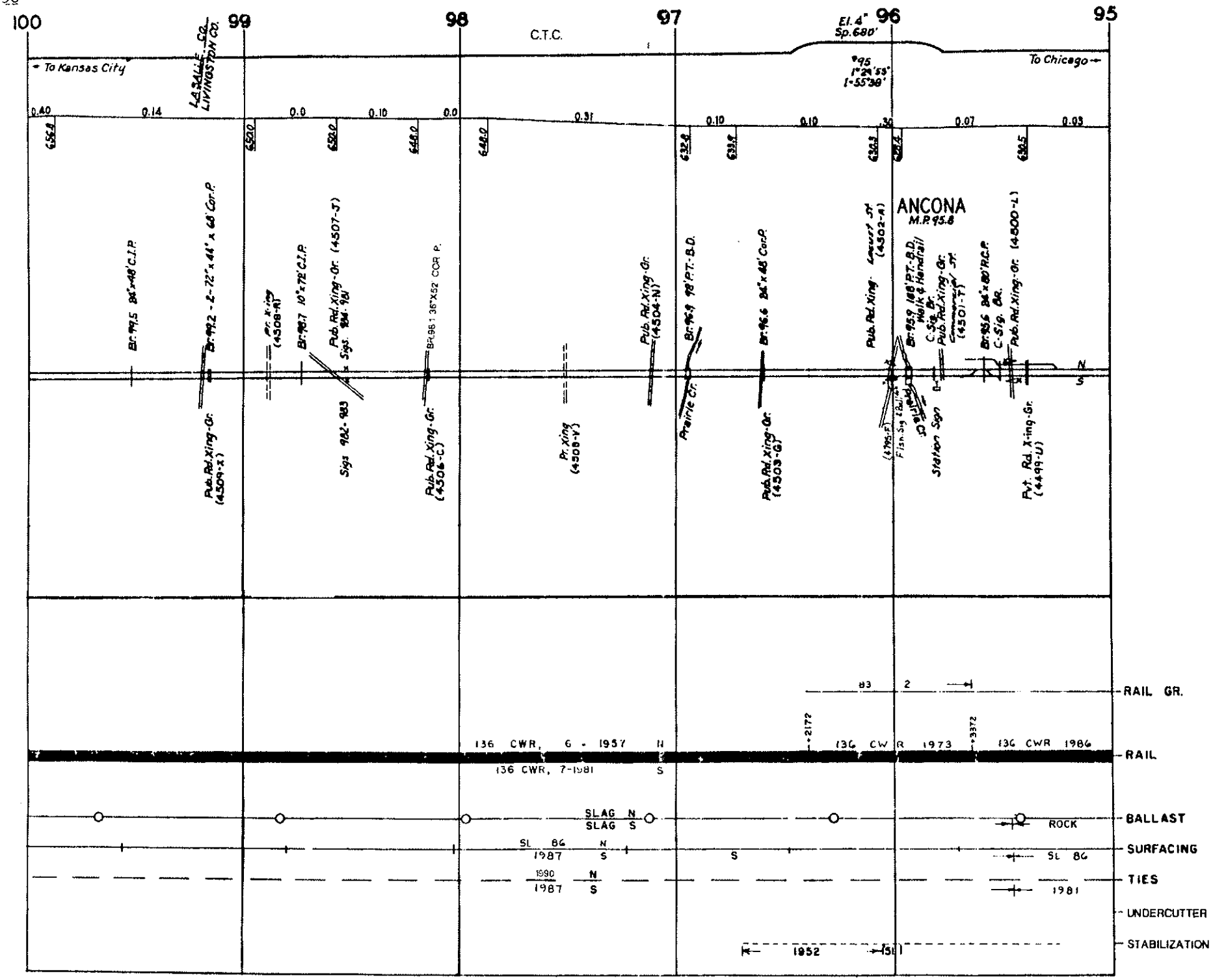
REVISED 8-90


110
109
108
C.T.C.
NO CURVES
107
106
105
C.O.
C.O.
To Kansas City
Chicago
MARSHALL
LA SALLE
0.76
0.0
0.22
0.50
0.30
0.0
0.20
0.47
0.0
0.20
0.34
0.0
0.50
0.50
TOLUCA
M.P. 109.9
Sig. Too/ No.
Sec. Too/ No.
WALNUT
Pub. Rd. Xing - (4524-A)
Microwave Tower
Br: 108.6 24'x 54' C.I.P.
Pub. Rd. Xing-Gr.
(4522-L)
Pr. Xing
(4521-E)
Br: 107.8 18'-6"x 42' R.C. Bx.
Pub. Rd. Xing-Gr.
(4520-X)
Br: 107.3 20'x 48' C.I.P.
x Sigs. 1074-1071
Br: 106.7 36'x 42' C.I.P.
Pub. Rd. Xing-Gr.
(4519-D)
Pr. Xing
(4517-P)
Br: 106.4 - 50' D.G. U.P.
N
S
D.C. Sw'ts
C-Signal Bridge
Pr. Xing
(4523-T)
Sigs. 1072-1073 x
U.S. Hwy. 51
(4516-H)
Br: 105.8 48' Th. G. on Hwy.
1969 - 2 N
1969 - 2 S
+4076
136 CWR 10 - 1968 N
136 CWR 6 - 1957 N
136 CWR 10 - 1968 S
RAIL GR.
RAIL
ROCK
ROCK N
S
SLAG
BALLAST
SURFACING
SL 86
1987 S
1988
1979 N
1987 S
1990 N
TIES
UNDERCUTTER
STABILIZATION

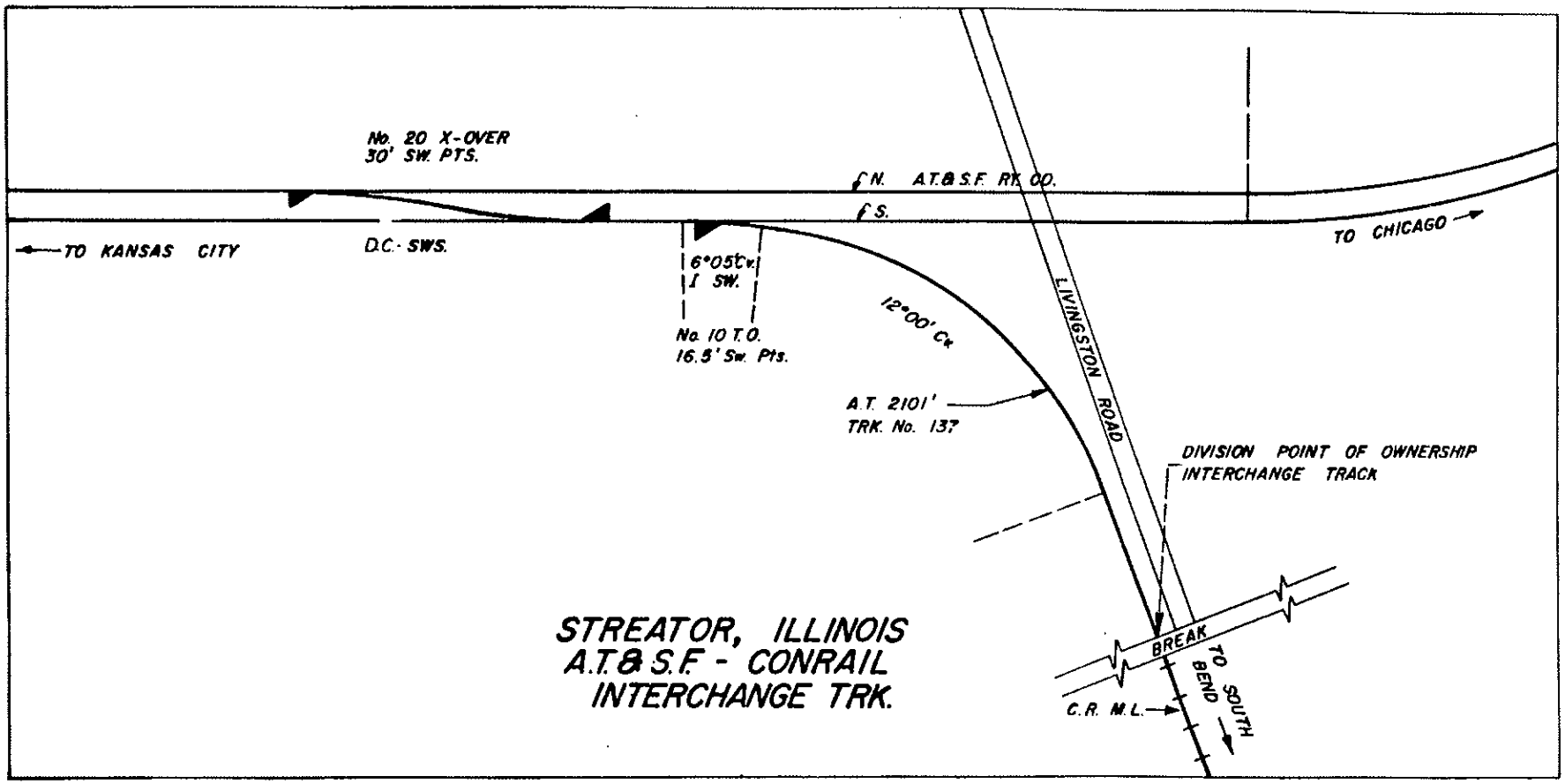
REVISED 8-90


105
104
103
C.T.C.
NO CURVES
102
101
100
To Kansas City
To Chicago
0.50
0.0
0.10
0.06
0.50
0.04
0.0
0.25
0.40
678.6
678.6
676.9
678.7
678.2
678.0
672.0
672.2
LEEDS
M.P. 102.8
Pub. Rd. Xing-Gr. (4513-B)
Sigs. 1041-1041
Br. 104.2-46'x42' Con. A
Br. 103.7- 41'x42' Con. A
Pr. Xing (4514-U)
Br. 103.4 24'x 48' C.I.P.
Pub. Rd. Xing-Gr. (4513-M)
Br. 1032 24"x 54' C.I.P.
Br. 102.49-2-54'x44' Con. A
Pub. Rd. Xing-Gr. (4512-F) Station Sign
Br. 101.6 24"x 72' C.I.P.
Sigs. 1041-1011
Pub. Rd. Xing-Gr. (4511-Y)
Pub. Rd. Xing (4510-S)
TEST M.P. SIGN (10-28-76)
N.
S
Sigs. 1042-1043
Br. 102.45-84'x 66' C.I.P.
Sigs. 1012-1013
Ill. Hwy #179
RAIL GR.
1969 - 2 S
RAIL
136 CWR 10 - 68 S
136 CWR 6 - 1957 N
136 CWR, 7-1981 S
+8207
BALLAST
ROCK
SLAG N
SLAG S
SURFACING
SL 86 N
1987 S
TIES
1990 N
1987 S
1990
UNDERCUTTER
STABILIZATION
Conc. test tie location
Installed Nov. 1974
400 ties No. Track

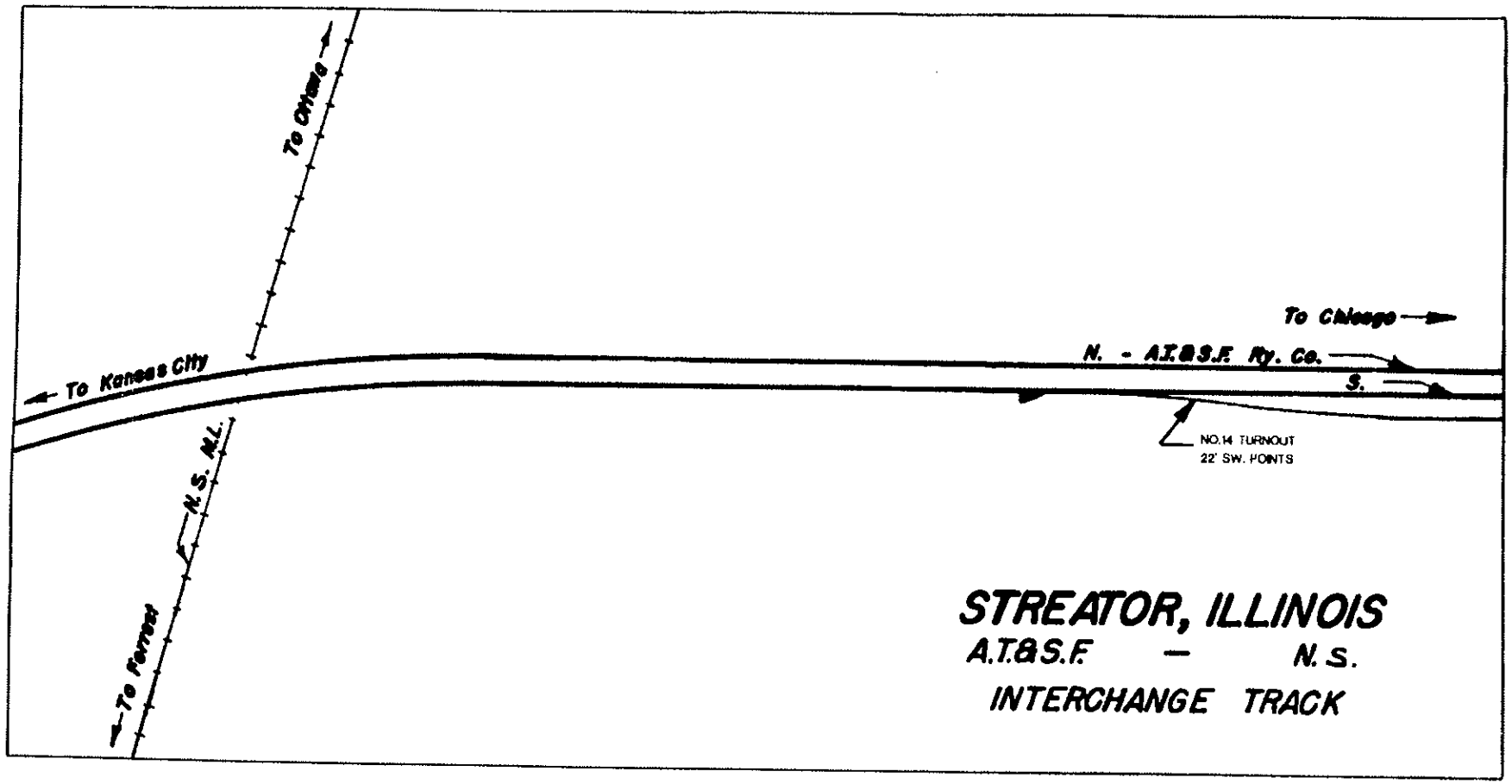
REVISED 8-90

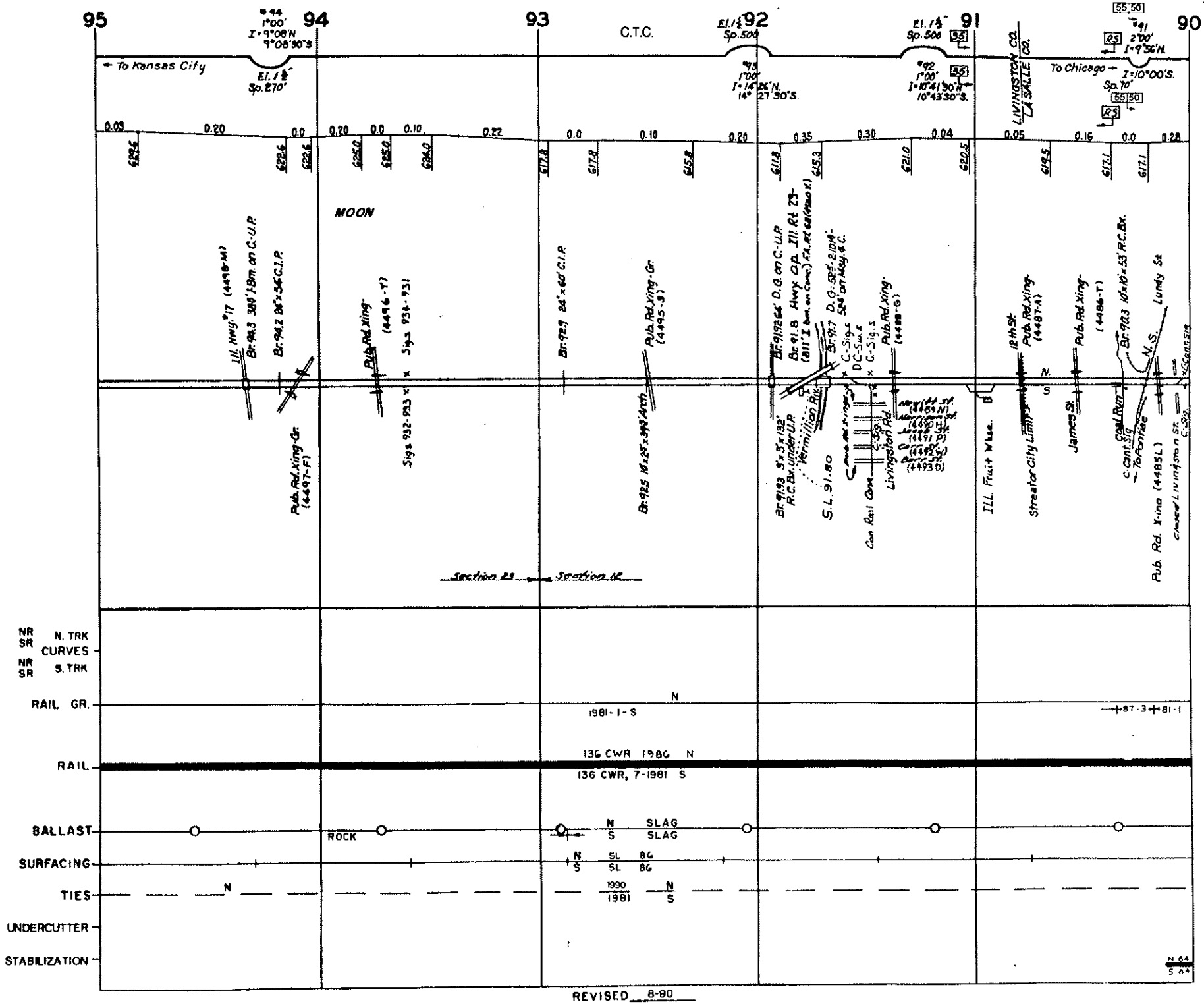

100
99
98
97
96
95
C.T.C.
El. 4° Sp. 680'
#95 1°29'55" 1-55'38"
To Kansas City
To Chicago
L&N Belt Line Co. Livingston Co.
0.40
0.14
0.0
0.10
0.0
0.31
0.10
0.10
.30
0.07
0.03
656.8
652.0
652.0
644.0
644.0
632.8
639.8
636.8
636.5
Br: 99.5 84'x48' C.I.P.
Br: 99.2 - 2-72'x44'x48' Con.P.
Pub. Rd. Xing-Gr. (4509-X)
Pr. Xing (4508-A)
Br: 98.7 10'x72' C.I.P.
Pub. Rd. Xing-Gr. (4507-J)
Sigs. 984-986
Sigs 982-983
Br: 98.1 36'X52' CON P.
Pub. Rd. Xing-Gr. (4506-C)
Pr. Xing (4505-Y)
Pub. Rd. Xing-Gr. (4504-N)
Br: 96.9 98' P.T.-B.D.
Prairie Cr.
Br: 96.6 84'x48' Con.P.
Pub. Rd. Xing-Gr. (4503-G)
Pub. Rd. Xing-Gr. (4502-A)
ANCONA
M.P. 95.8
Br: 95.9 188' P.T.-B.D.
Walk & Handrail
C. Sig. Br.
Pub. Rd. Xing-Gr. Commerce Jct. (4501-T)
Station Sign
Br: 95.6 84'x80' R.C.P.
C-Sig. Br.
Pub. Rd. Xing-Gr. (4500-L)
Pvt. Rd. Xing-Gr. (4499-U)
83
2
RAIL GR.
2172
3372
136 CWR, 6-1957 N
136 CWR, 7-1981 S
136 CWR 1973
136 CWR 1986
RAIL
SLAG N
SLAG S
ROCK
BALLAST
SL 86 1987 N
S
S
SL 86
SURFACING
1990 1987 N S
1981
TIES
UNDERCUTTER
1952
STABILIZATION

REVISED 8-90

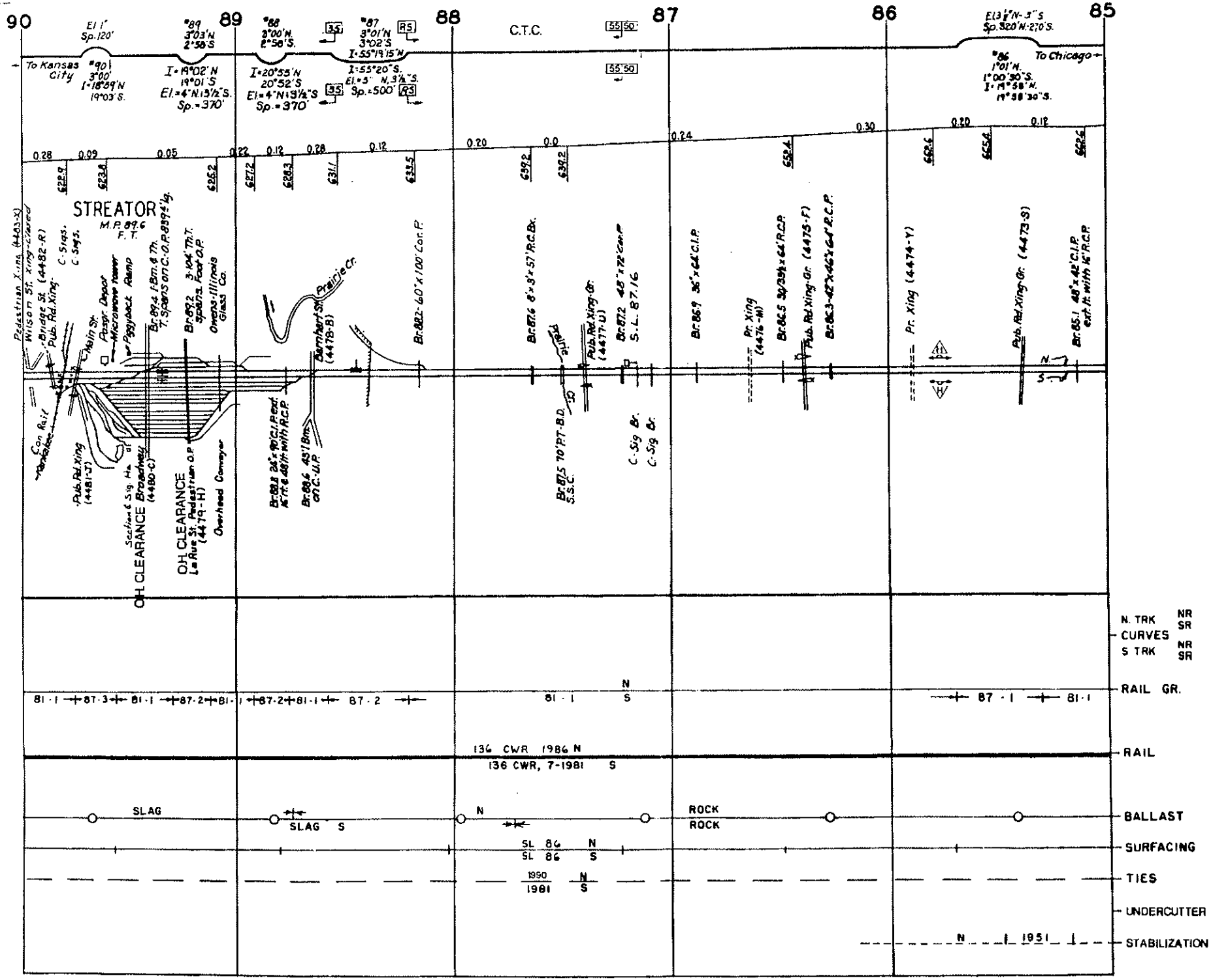

No. 20 X-OVER
30' SW. PTS.
℄ N. A.T.&S.F. RR. CO.
℄ S.
TO KANSAS CITY
D.C. - SWS.
6°05' Cv.
1 SW.
No. 10 T.O.
16.5' Sw. Pts.
12°00' Cv.
A.T. 2101'
TRK. No. 137
LIVINGSTON ROAD
TO CHICAGO
DIVISION POINT OF OWNERSHIP
INTERCHANGE TRACK
STREATOR, ILLINOIS
A.T.&S.F. - CONRAIL
INTERCHANGE TRK.
BREAK
TO SOUTH BEND
C.R. M.L.

REVISED 8-90

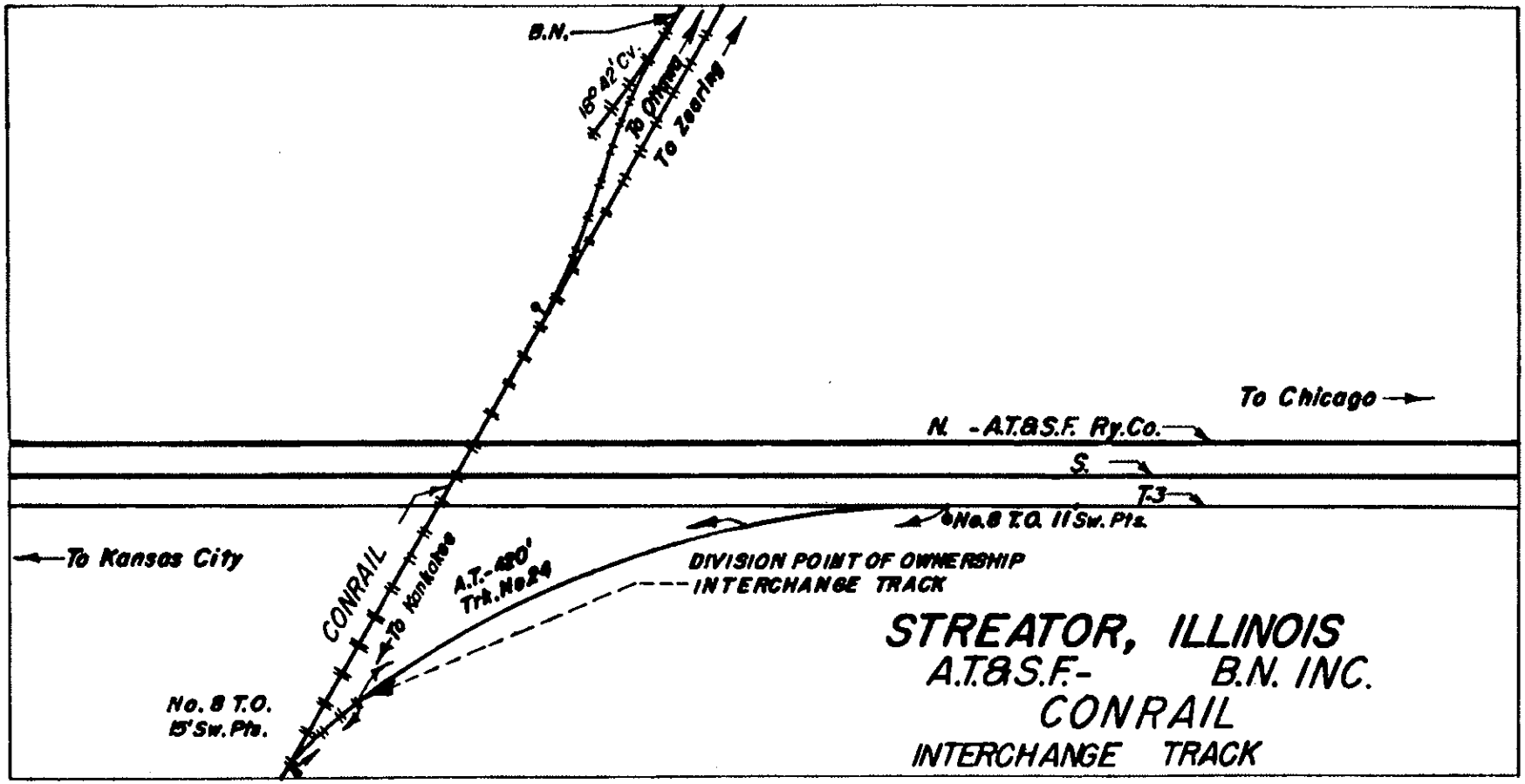

To Ottawa
To Chicago
N. - A.T.&S.F. Ry. Co.
S.
To Kansas City
NO.14 TURNOUT
22' SW. POINTS
N.S. M.L.
To Fairbury
STREATOR, ILLINOIS
A.T.&S.F. — N.S.
INTERCHANGE TRACK


95
94
93
92
91
90
C.T.C.
To Kansas City
To Chicago
LIVINGSTON CO.
LA SALLE CO.
MOON
Section 23
Section 16
Ill. Hwy. 17
Pub. Rd. Xing (4497-F)
Pub. Rd. Xing (4496-T)
Pub. Rd. Xing (4495-S)
Ill. Rt. 23
Vermillion River
Livingston Rd.
Ill. Fruit Whse.
12th St.
Pub. Rd. Xing (4487-A)
James St.
Pub. Rd. Xing (4486-T)
Coal Run
Lundy St.
Pub. Rd. Xing (4485L)
Streator City Limits
To Pontiac
NR SR N. TRK
CURVES
NR SR S. TRK
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1981-1-S
136 CWR 1986 N
136 CWR, 7-1981 S
ROCK
SLAG
1990/1981

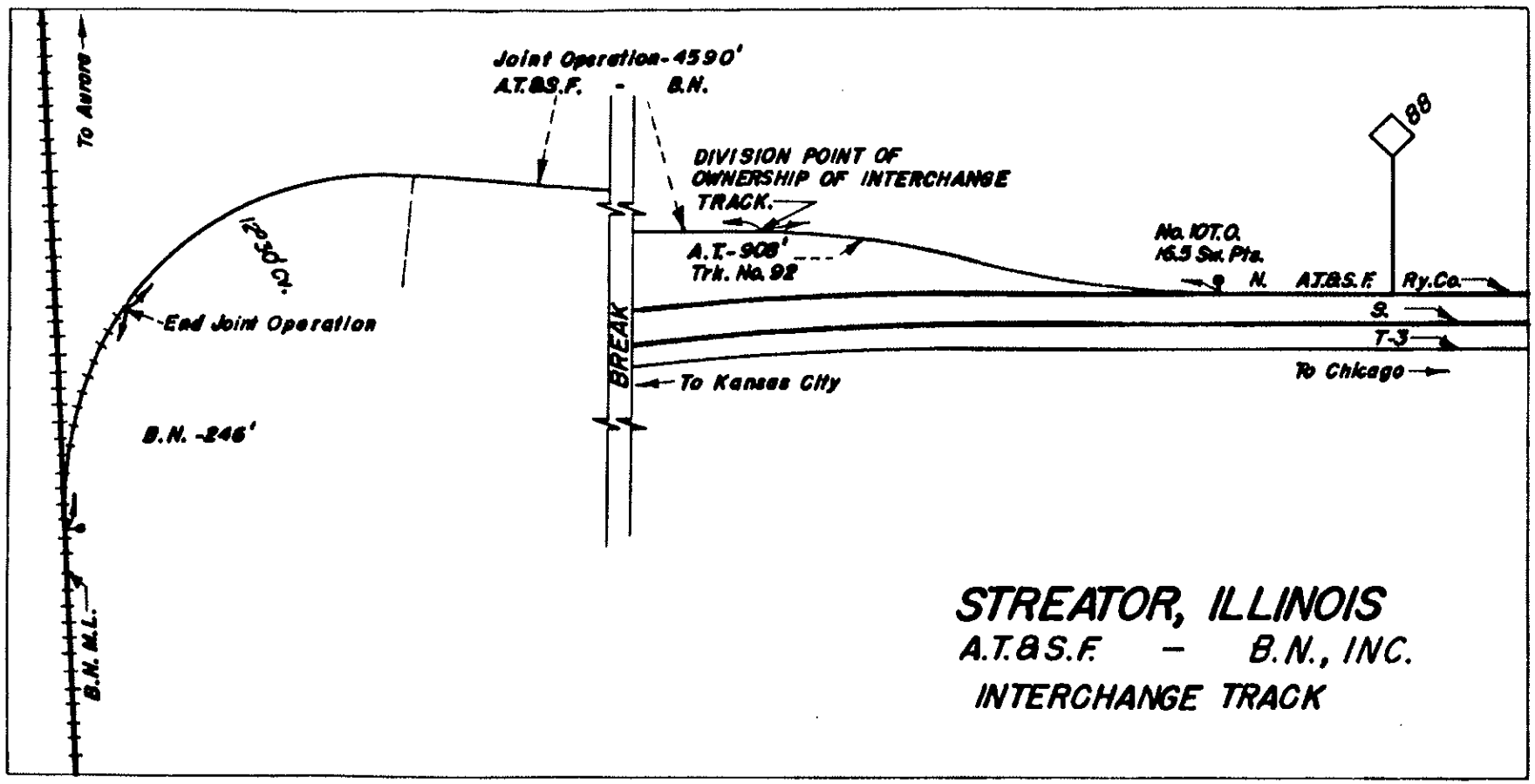
REVISED 8-80

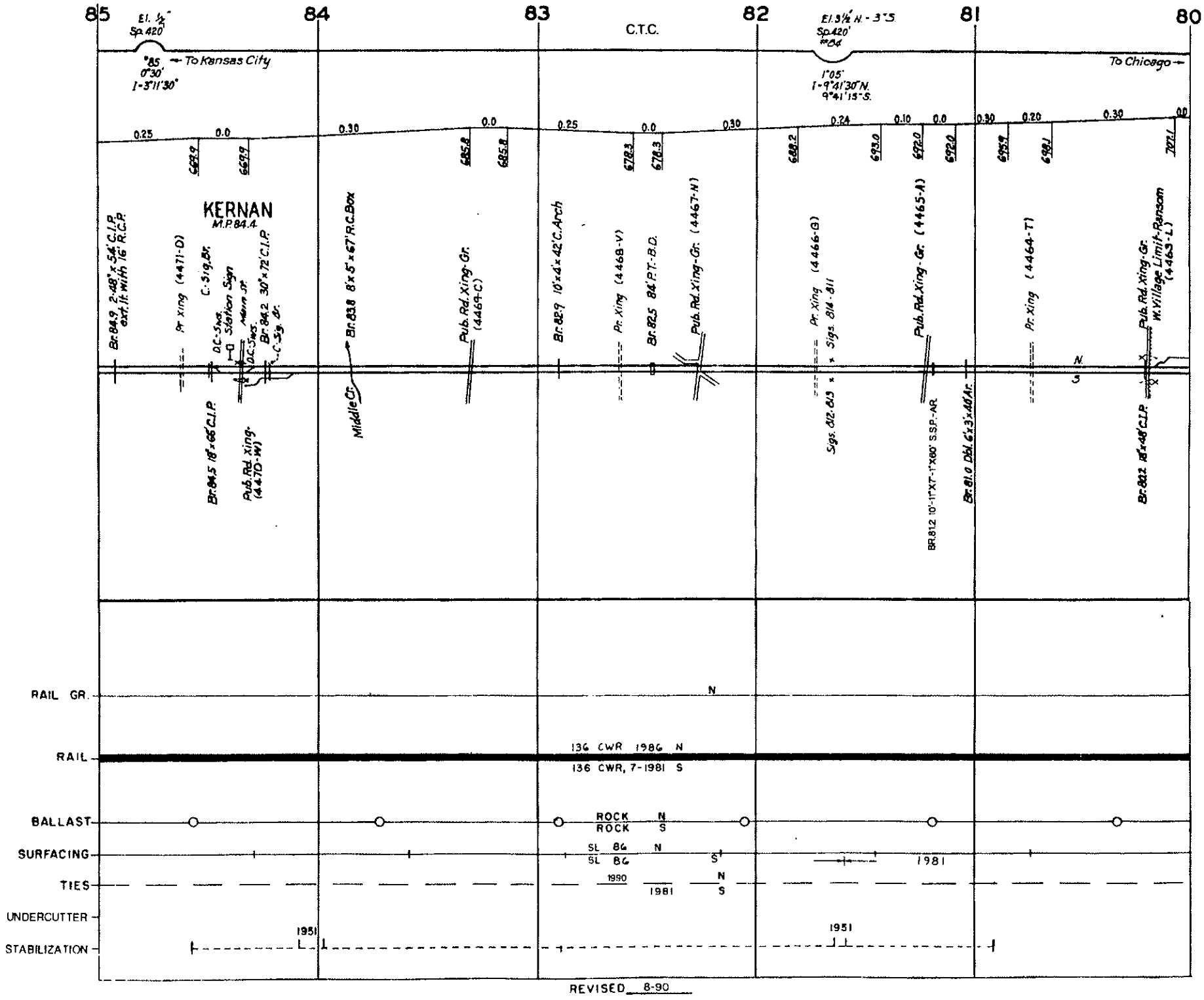

90
89
88
87
86
85
C.T.C.
STREATOR
M.P. 89.6
F.T.
To Kansas City
To Chicago
Main St.
Bridge St.
Pub. Rd. Xing
Broadway
OH CLEARANCE
Prairie Ct.
Pub. Rd. Xing (4481-T)
Pub. Rd. Xing (4480-C)
OH CLEARANCE La Rue St. Pedestrian O.P. (4479-H)
Overhead Conveyor
Pr. Xing (4476-H)
Pr. Xing (4474-Y)
Pub. Rd. Xing Gr. (4475-F)
Pub. Rd. Xing Gr. (4473-S)
Pub. Rd. Xing (4477-U)
Pedestrian Xing (4483-X)
Wilson St. Xing-Closed (4482-R)
N. TRK
CURVES
S TRK
NR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
SLAG
ROCK
136 CWR 1986 N
136 CWR, 7-1981 S
SL 86 N
SL 86 S
1990 N
1981 S
1951

REVISED 8-90

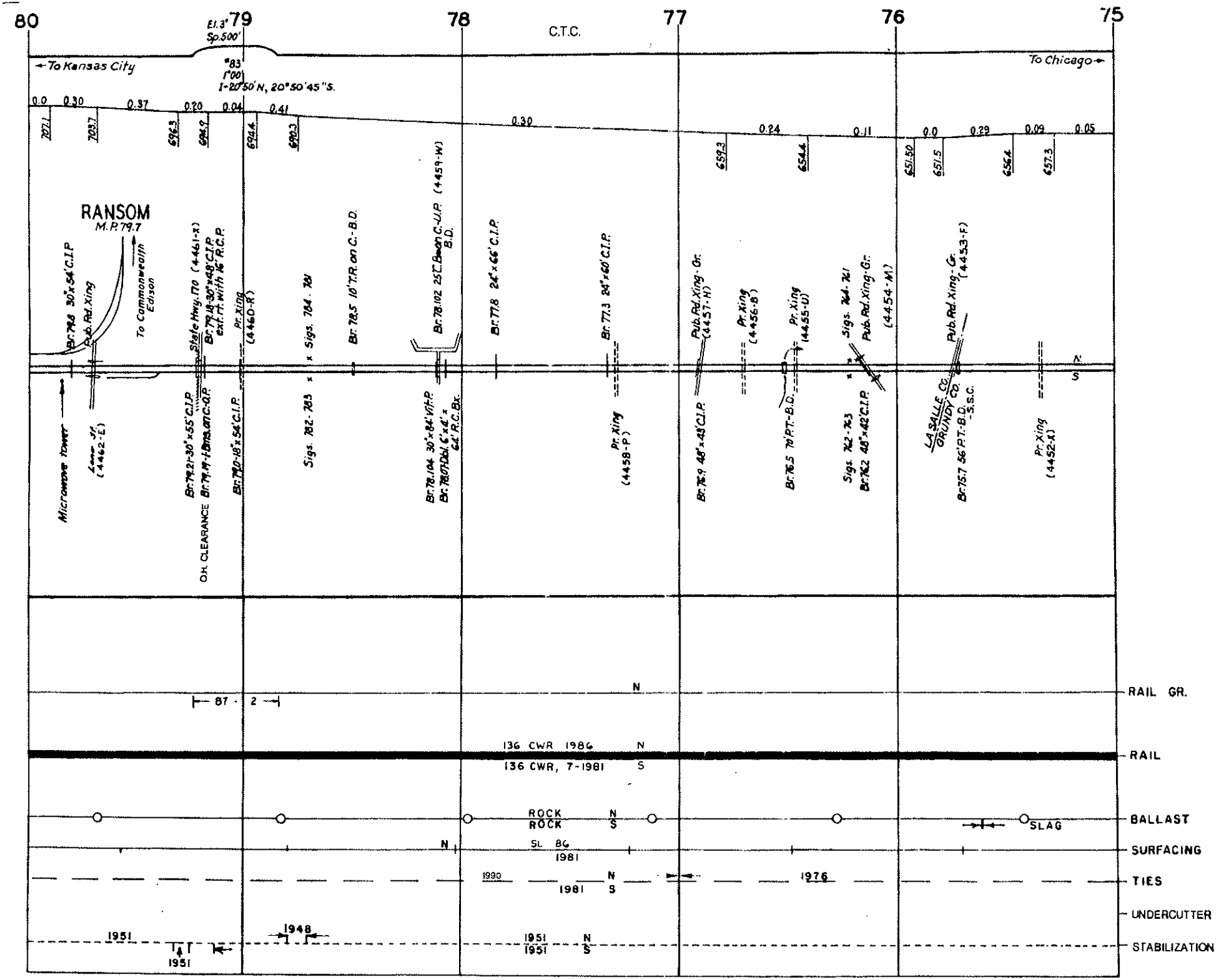

B.N.
15° 42' Cv.
To Ottawa
To Joliet
To Chicago
N. - A.T.&S.F. Ry.Co.
S.
T-3
No.8 T.O. 11 Sw. Pts.
To Kansas City
CONRAIL
To Kankakee
A.T.-420'
Trk. No.24
DIVISION POINT OF OWNERSHIP
INTERCHANGE TRACK
No. 8 T.O.
15 Sw. Pts.
STREATOR, ILLINOIS
A.T.&S.F.- B.N. INC.
CONRAIL
INTERCHANGE TRACK

REVISED 6-90

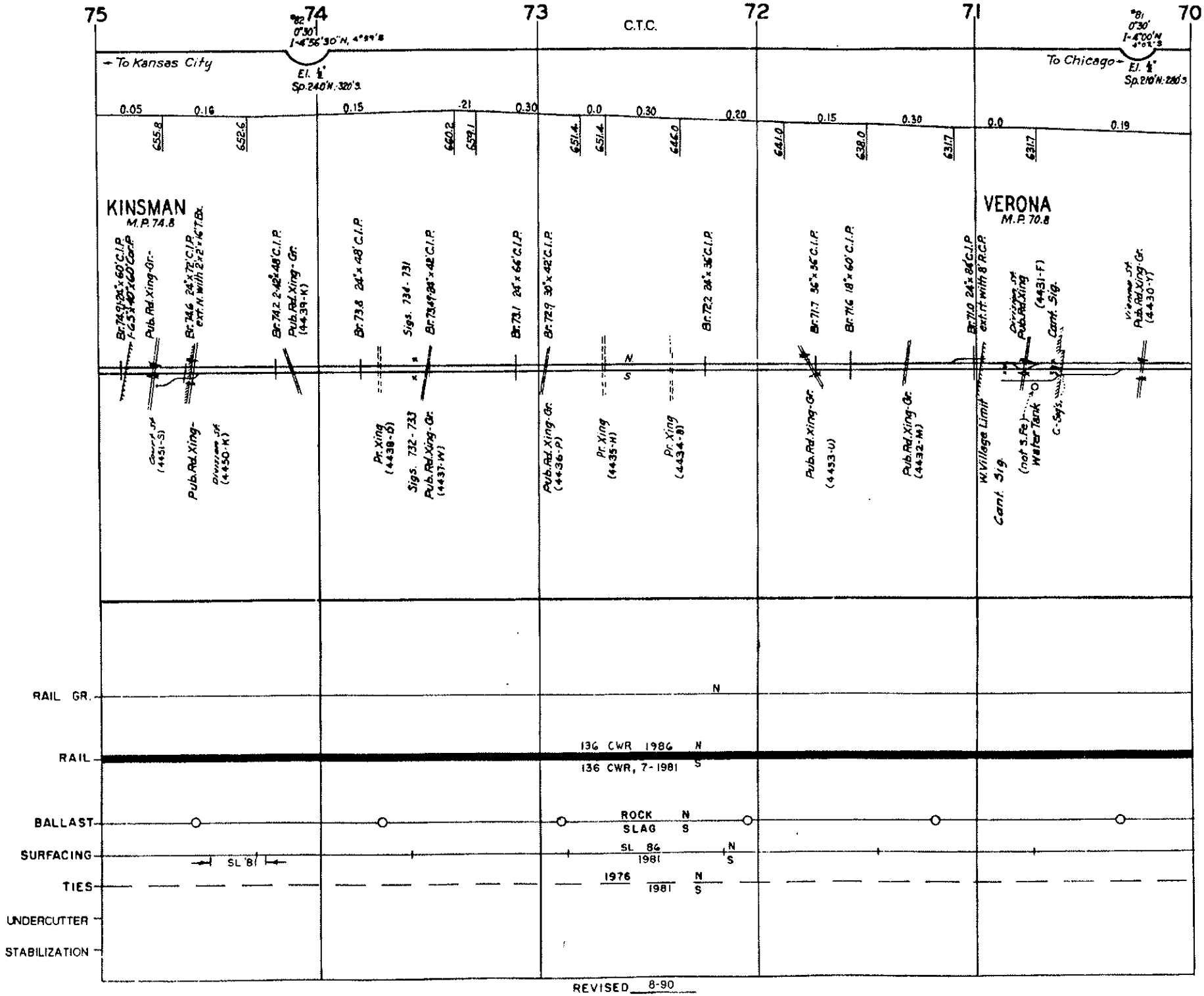

To Aurora
Joint Operation-4590'
A.T.&S.F. - B.N.
DIVISION POINT OF
OWNERSHIP OF INTERCHANGE
TRACK.
88
No. 107.0
16.5 Sec. Pts.
N.
A.T.&S.F. Ry.Co.
A.T.-908'
Trk. No. 92
To Peoria
End Joint Operation
BREAK
S.
T-3
To Kansas City
To Chicago
B.N. -246'
B.N. M.L.
STREATOR, ILLINOIS
A.T.&S.F. - B.N., INC.
INTERCHANGE TRACK

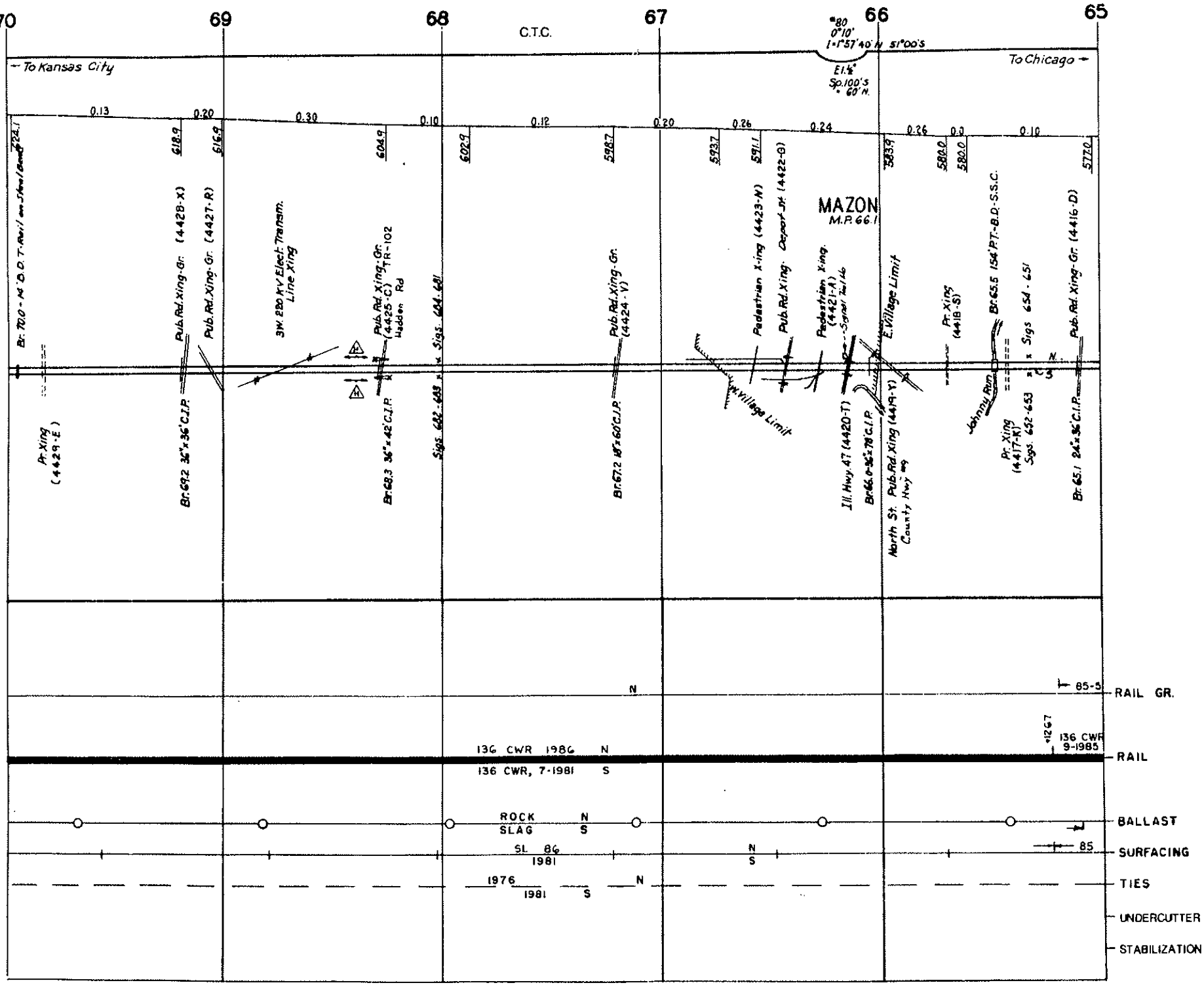

85
84
83
C.T.C.
82
81
80
El. ½° Sp. 420'
"85 0°30' I-3°11'30"
To Kansas City
El. 3½° N - 3°S. Sp. 420' "84
1°05' I-9°41'30" N. 9°41'15" S.
To Chicago
0.25
0.0
0.30
0.0
0.25
0.0
0.30
0.24
0.10
0.0
0.30
0.20
0.30
0.0
669.9
669.9
685.8
685.8
678.3
678.3
688.2
693.0
692.0
692.0
695.8
698.1
702.1
KERNAN
M.P. 84.4
Br. 84.9 2-48' x 54' C.I.P. ext. it with 16' R.C.P.
Pr. Xing (4471-D)
C. Sig. Br.
D.C. Sigs.
Station Sign
Alarm Br.
D.C. Sigs.
Br. 84.2 30' x 72' C.I.P.
C. Sig. Br.
Br. 84.5 18' x 66' C.I.P.
Pub. Rd. Xing. (4470-W)
Br. 83.8 8' x 5' x 67' R.C. Box
Middle Cr.
Pub. Rd. Xing-Gr. (4469-C)
Br. 82.9 10' x 4' x 42' C. Arch
Pr. Xing (4468-V)
Br. 82.5 84' P.T.-B.D.
Pub. Rd. Xing-Gr. (4467-N)
Pr. Xing (4466-B)
Sigs. 812-813 x
Sigs. 814-811
Pub. Rd. Xing-Gr. (4465-A)
BR. 812 10'-11"X7'-1"X60' S.S.P.-AR.
Br. 81.0 Dbl. 6' x 3' x 46' Ar.
Pr. Xing (4464-T)
N
S
Pub. Rd. Xing-Gr. W. Village Limit-Ransom (4463-L)
Br. 80.2 18' x 48' C.I.P.
RAIL GR.
N
RAIL
136 CWR 1986 N
136 CWR, 7-1981 S
BALLAST
ROCK N
ROCK S
SURFACING
SL 84 N
SL 86 S
1981
TIES
1990
1981
N
S
UNDERCUTTER
1951
1951
STABILIZATION

REVISED 8-90

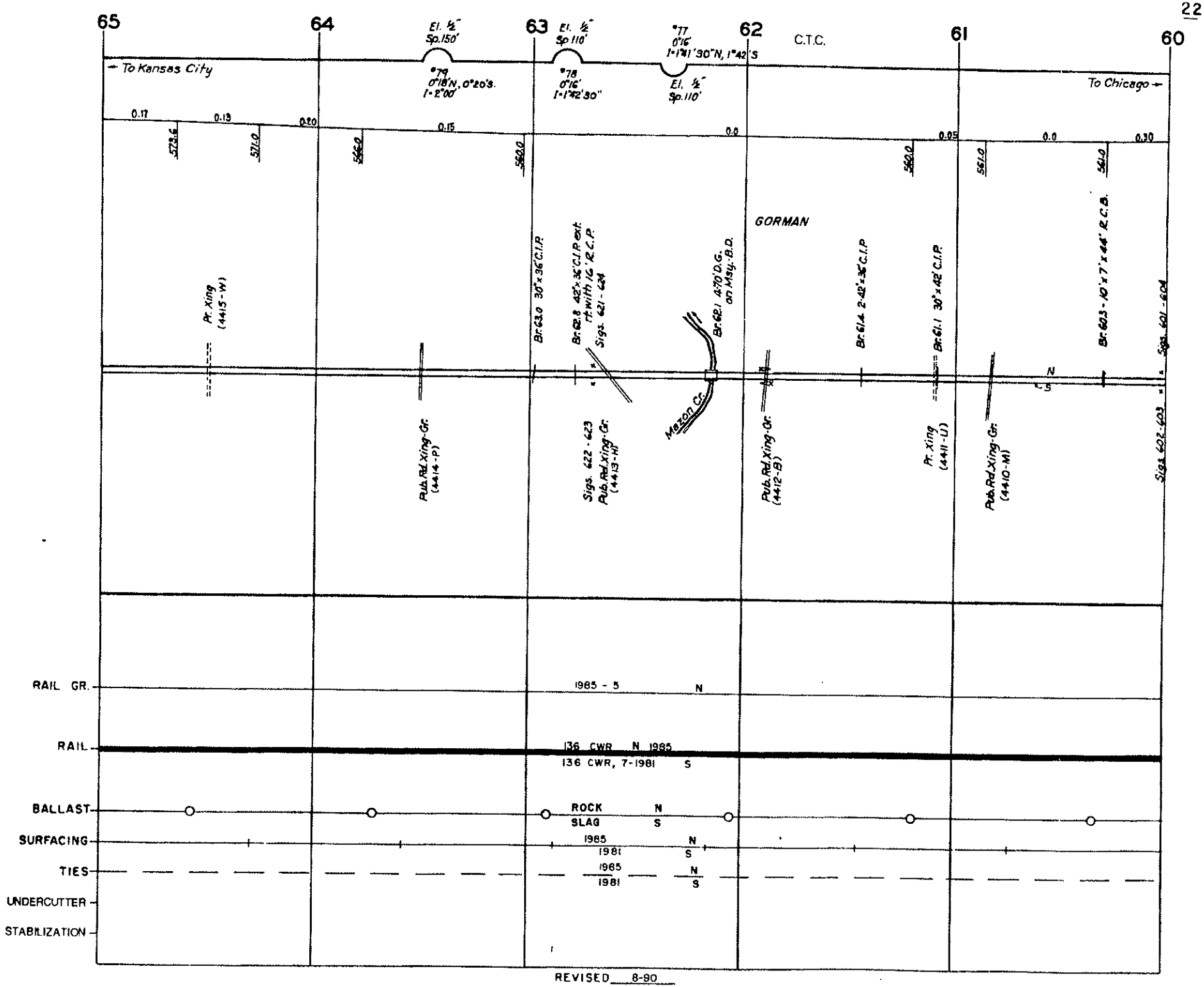

80
79
78
77
76
75
C.T.C.
El. 3° Sp. 500'
To Kansas City
To Chicago
*83 (°00) I-20°50'N, 20°50'45"S.
0.0 0.30 0.37 0.20 0.04 0.41 0.30 0.24 0.11 0.0 0.29 0.09 0.05
707.1 708.7 696.3 694.9 694.4 690.3 659.3 654.4 651.50 651.5 656.4 657.3
RANSOM
M.P. 79.7
Br: 79.8 30'x54' C.I.P.
Pub. Rd. Xing
To Commonwealth Edison
State Hwy. 170 (4461-X)
Br: 79.49 30'x49' C.I.P. ext. ft. with 16' R.C.P.
Pr. Xing (4460-R)
Sigs. 78.4 x Sigs. 78.4
Br: 78.5 10'T.R. on C.-B.D.
Br: 78.102 25° Skew C.-U.P. (4459-W) B.D.
Br: 77.8 24'x66' C.I.P.
Br: 77.3 24'x60' C.I.P.
Pub. Rd. Xing-Gr. (4457-H)
Pr. Xing (4456-B)
Pr. Xing (4455-U)
Sigs. 76.4 x Sigs. 76.4
Pub. Rd. Xing-Gr. (4454-M)
Pub. Rd. Xing-Gr. (4453-F)
LA SALLE CO. GRUNDY CO. -S.S.C.
Br: 75.7 56'PT-B.D.
Pr. Xing (4452-X)
Microwave tower
Lane Jr. (4462-E)
OH. CLEARANCE
Br: 79.2 I-30'x55' C.I.P.
Br: 79.14 I-Elms on C.-U.P.
Br: 78.0 18'x54' C.I.P.
Sigs. 78.2 x Sigs. 78.3
Br: 78.104 30'x84' Vit-P.
Br: 78.07 Dbl. 6'x4' x 64' R.C. Br.
Pr. Xing (4458-P)
Br: 76.9 48'x43' C.I.P.
Br: 76.5 79'PT-B.D.
Sigs. 76.2 x 76.3
Br: 76.2 48'x42' C.I.P.
N
S
RAIL GR.
87 2
136 CWR 1986 N
136 CWR, 7-1981 S
RAIL
ROCK N
ROCK S
SLAG
BALLAST
N
SL 86 1981
SURFACING
1990
1981 N
1981 S
1976
TIES
UNDERCUTTER
1951
1948
1951
1951
1951 N
1951 S
STABILIZATION

REVISED 8-90

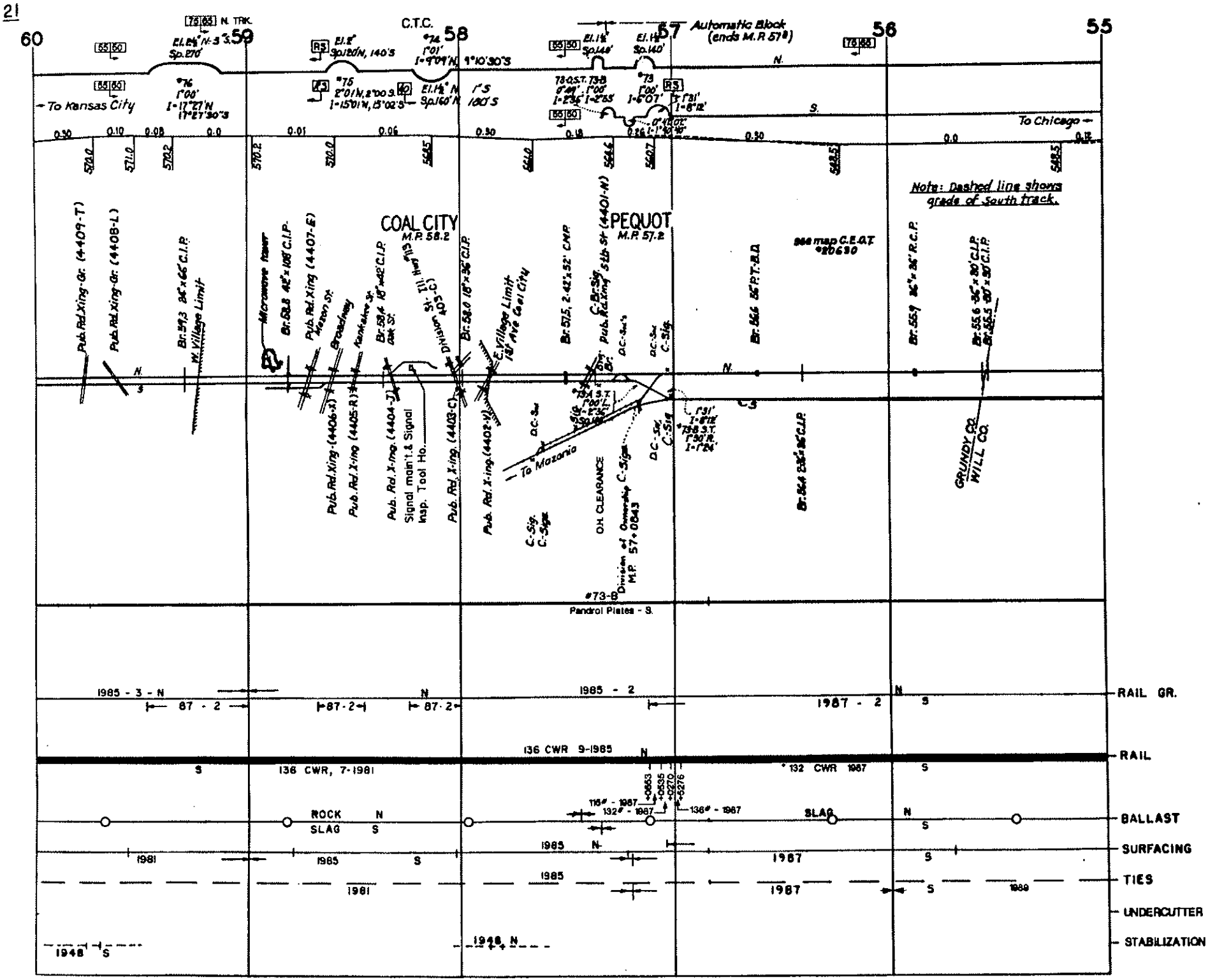

75
74
73
72
71
70
C.T.C.
To Kansas City
To Chicago
KINSMAN
M.P. 74.8
VERONA
M.P. 70.8
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 1986
136 CWR, 7-1981
ROCK
SLAG
SL 86
1981
1976
1981
SL '81
REVISED 8-90


70
69
68
C.T.C.
67
66
65
To Kansas City
To Chicago
MAZON
M.P. 66.1
E. Village Limit
Pr. Xing (4429-E)
Pub. Rd. Xing-Gr. (4428-X)
Pub. Rd. Xing-Gr. (4427-R)
3W. 230 KV Elect. Transm. Line Xing
Pub. Rd. Xing-Gr. (4425-C) TR-102 Hadden Rd
Pub. Rd. Xing-Gr. (4424-Y)
Pedestrian X-ing (4423-N)
Pub. Rd. Xing. Depot St. (4422-G)
Pedestrian X-ing (4421-A)
Ill. Hwy. 47 (4420-T)
North St. Pub. Rd. Xing (4419-Y) County Hwy 119
Pr. Xing (4418-S)
Johnny Run
Pr. Xing (4417-K)
Pub. Rd. Xing-Gr. (4416-D)
136 CWR 1986 N
136 CWR, 7-1981 S
136 CWR 9-1985
ROCK N
SLAG S
SL 86
1981
1976
1981
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

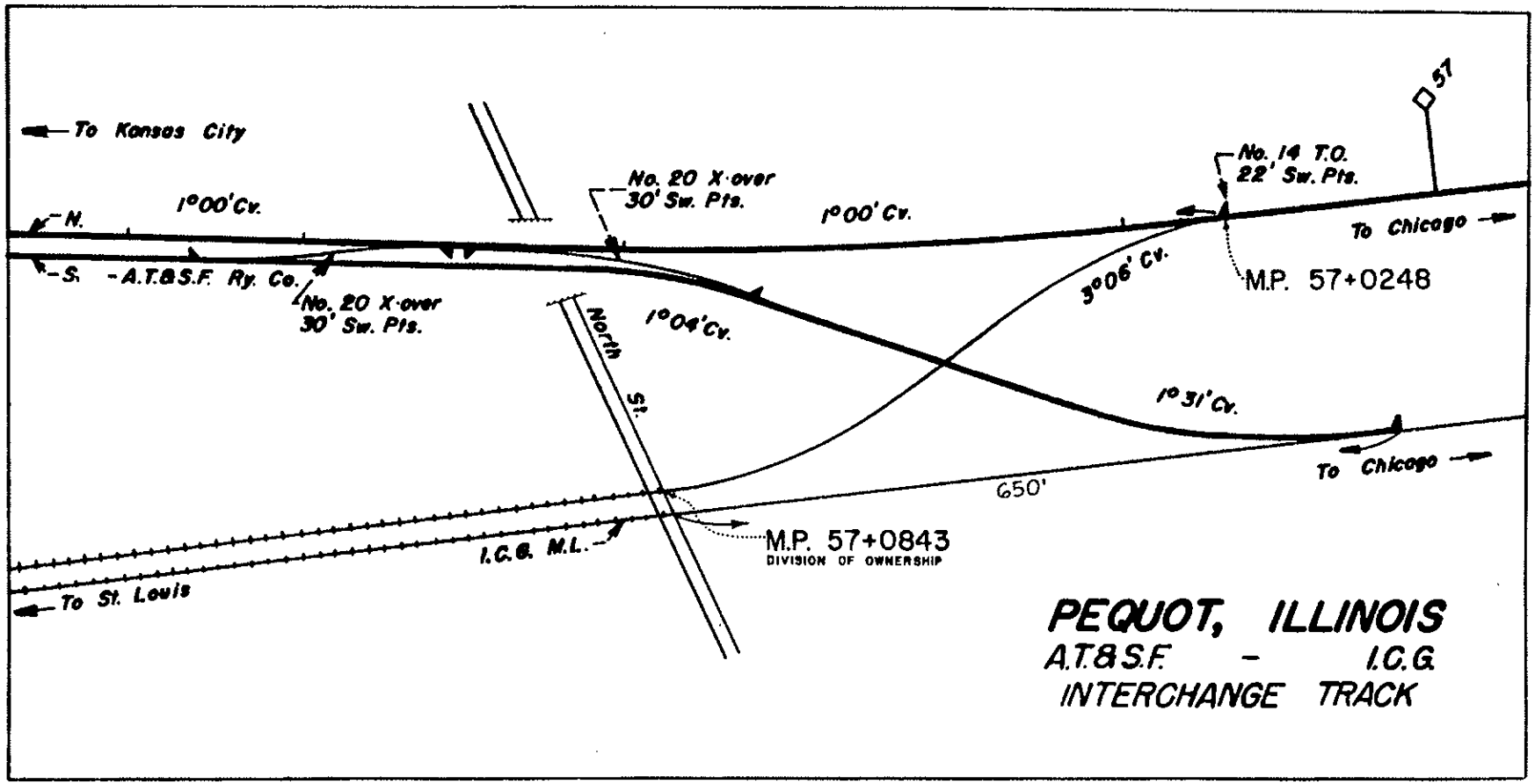
REVISED 8-90

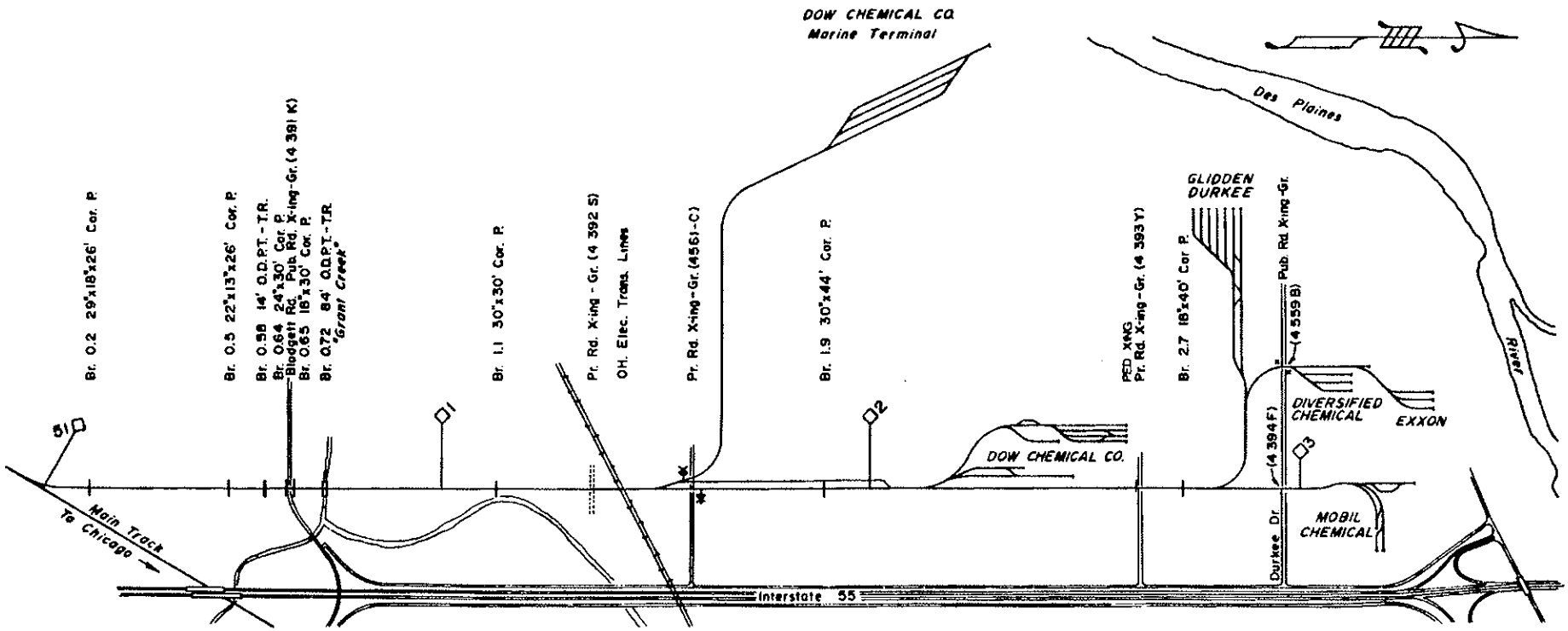

65
64
63
62
61
60
C.T.C.
To Kansas City
To Chicago
El. ½" Sp.150'
°79 0°18'N, 0°20'S. 1-2°00'
El. ½" Sp.110'
°78 0°16' 1-1°42'30"
°77 0°16' 1-1°41'30"N, 1°42'S
El. ½" Sp.110'
0.17
0.13
0.20
0.15
0.0
0.05
0.0
0.30
573.6
571.0
566.0
560.0
560.0
561.0
561.0
Pr. Xing (4415-W)
Pub. Rd. Xing-Gr. (4414-P)
Br. 63.0 30'x36' C.I.P.
Br. 62.8 42'x36' C.I.P. ext. rt. with 16' R.C.P.
Sigs. 621-624
Sigs. 622-623
Pub. Rd. Xing-Gr. (4413-H)
Br. 62.1 4-70' D.G. on Msy.-B.D.
Mazon Cr.
GORMAN
Pub. Rd. Xing-Gr. (4412-B)
Br. 61.4 2-42'x36' C.I.P.
Br. 61.1 30'x42' C.I.P.
Pr. Xing (4411-U)
Pub. Rd. Xing-Gr. (4410-M)
Br. 60.3 - 10'x7'x44' R.C.B.
Sigs. 601-604
Sigs. 602-603
N
S
RAIL GR.
1985 - 5 N
RAIL
136 CWR N 1985
136 CWR, 7-1981 S
BALLAST
ROCK N
SLAG S
SURFACING
1985 N
1981 S
TIES
1985 N
1981 S
UNDERCUTTER
STABILIZATION

REVISED 8-90


60
59
58
57
56
55
C.T.C.
Automatic Block (ends M.P. 57⁸)
To Kansas City
To Chicago
COAL CITY
M.P. 58.2
PEQUOT
M.P. 57.2
Note: Dashed line shows grade of South track.
To Mazonia
Pandrol Plates - S.
#73-B
Division of Ownership
M.P. 57+0843
O.H. CLEARANCE
GRUNDY CO.
WILL CO.
1985 - 3 - N
87 - 2
87-2
87-2
1985 - 2
1987 - 2
136 CWR 9-1985
136 CWR, 7-1981
132 CWR 1987
ROCK
SLAG
SLAG
1981
1985
1985
1985
1987
1987
1989
1948
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

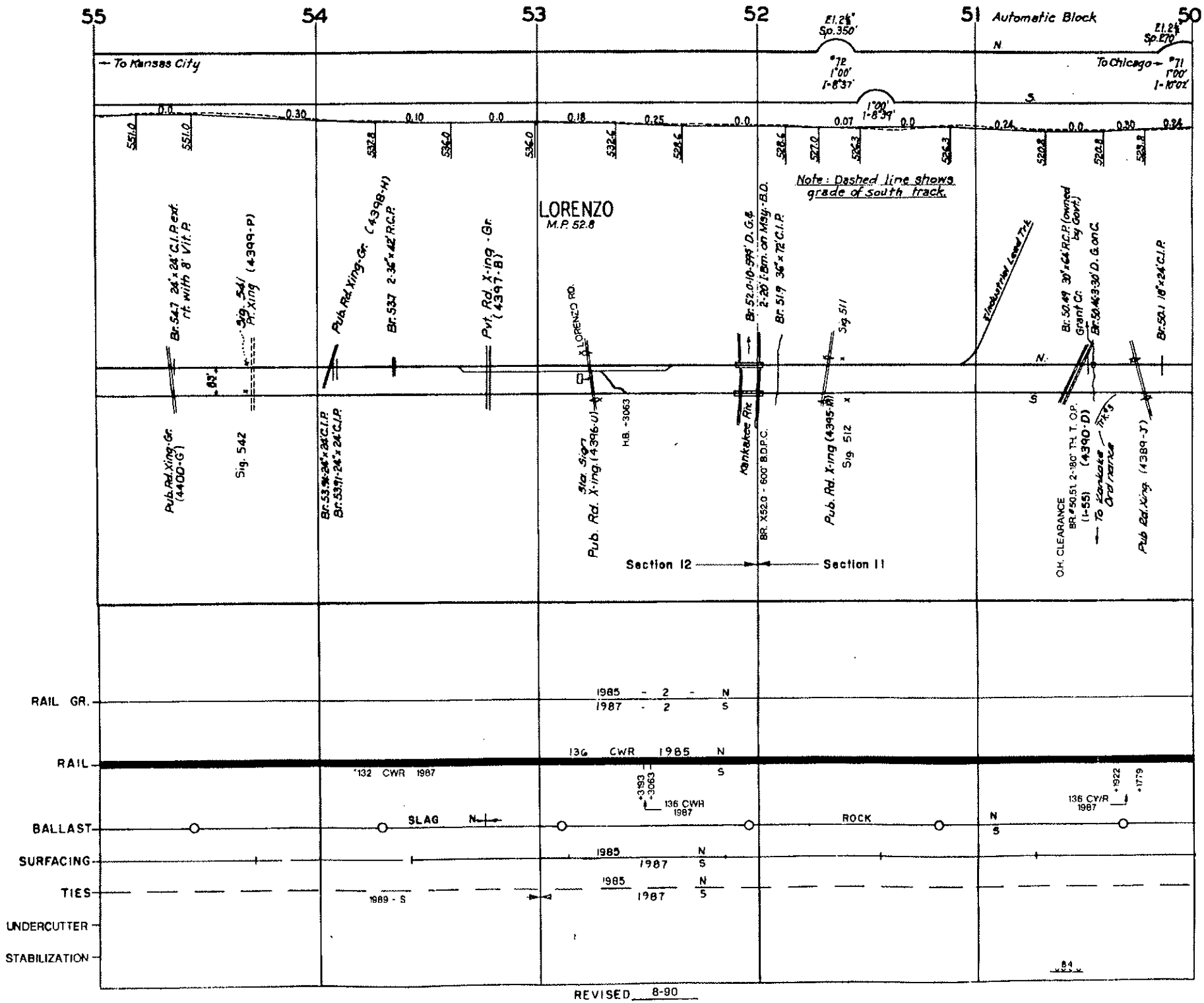
REVISED 8-90


To Kansas City
N.
S.
A.T.&S.F. Ry. Co.
1°00' Cv.
No. 20 X-over
30' Sw. Pts.
No. 20 X-over
30' Sw. Pts.
1°00' Cv.
No. 14 T.O.
22' Sw. Pts.
57
To Chicago
3°06' Cv.
M.P. 57+0248
North St.
1°04' Cv.
1°31' Cv.
To Chicago
650'
M.P. 57+0843
DIVISION OF OWNERSHIP
I.C.G. M.L.
To St. Louis
PEQUOT, ILLINOIS
A.T.&S.F. - I.C.G.
INTERCHANGE TRACK

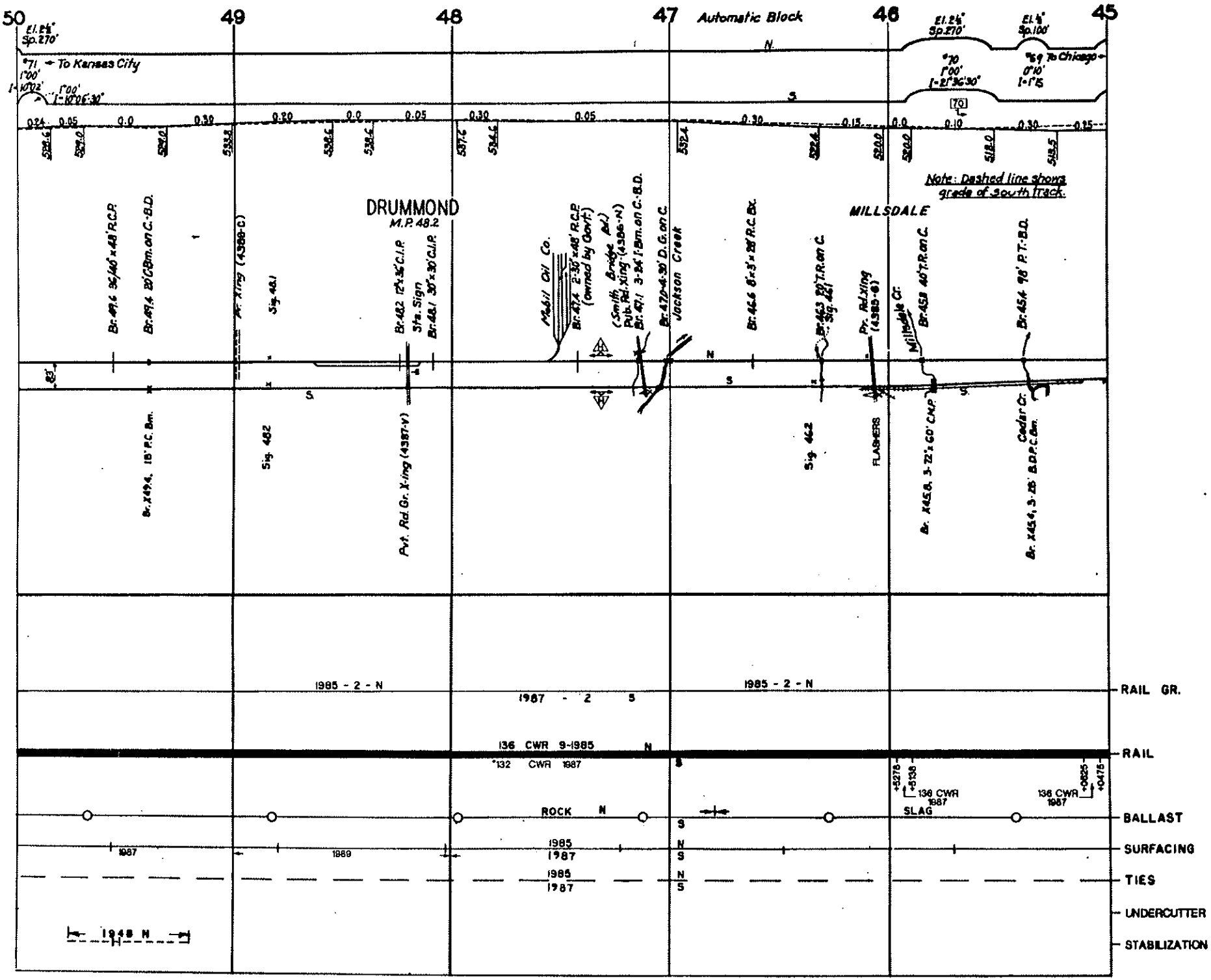


SANTA FE - JOLIET INDUSTRIAL AREA

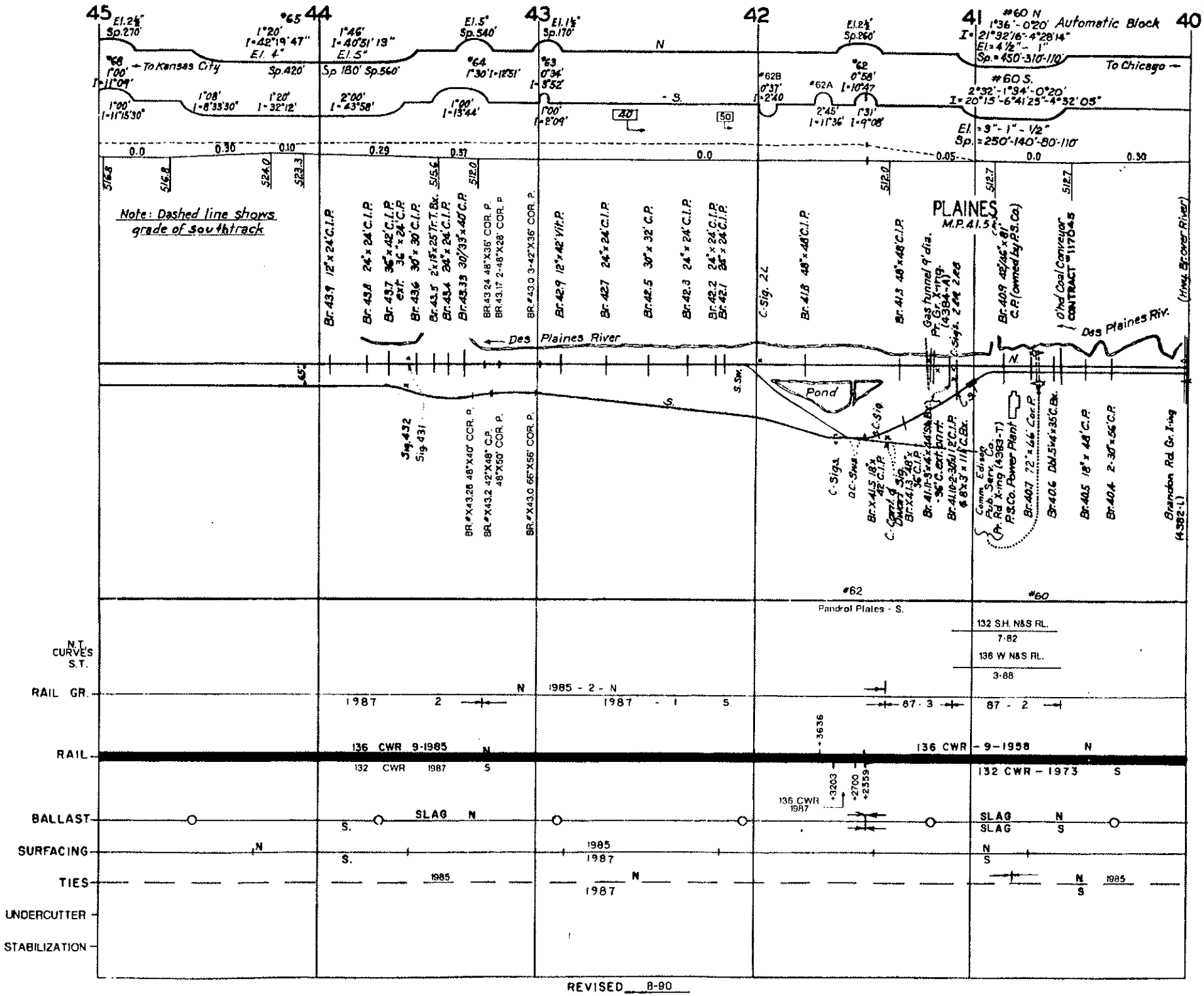
REVISED 8-90

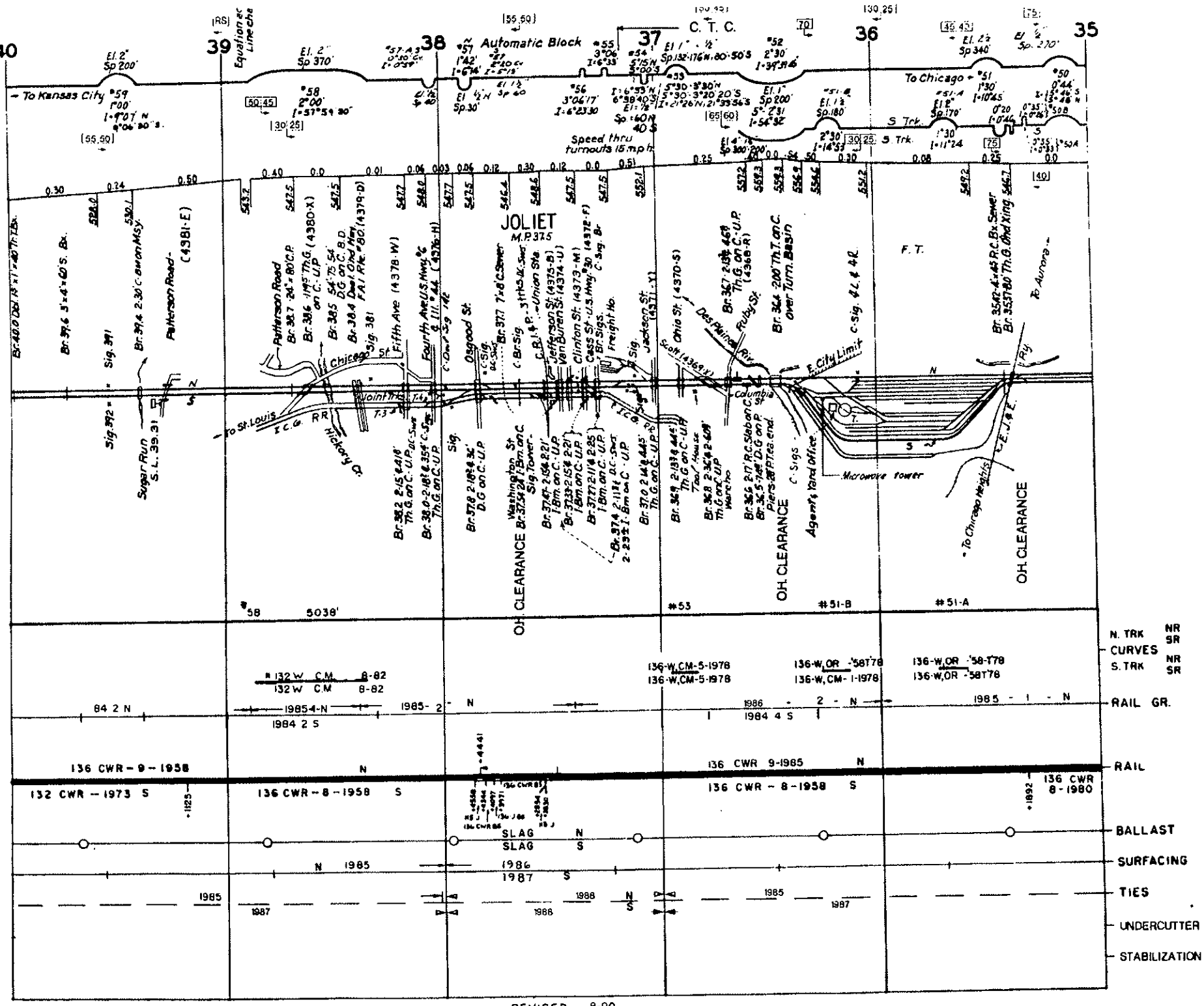

55
54
53
52
51
50
Automatic Block
To Kansas City
To Chicago
El. 24' Sp. 350'
El. 24' Sp. 270'
"72 1°00' 1-8°37'
1°00' 1-8°39'
"71 1°00' 1-10°02'
N
S
0.0
0.30
0.10
0.0
0.18
0.25
0.0
0.07
0.0
0.24
0.0
0.30
0.34
551.0
551.0
532.8
534.0
536.0
532.6
528.6
528.6
527.0
526.3
526.3
520.8
524.8
529.8
Note: Dashed line shows grade of south track.
LORENZO
M.P. 52.8
Br. 54.7 24'x24' C.I.P. ext. rt. with 8' Vit. P
Sig. 541 Ft. Xing (4399-P)
Pub. Rd. Xing-Gr. (4400-G)
Sig. 542
Pub. Rd. Xing-Gr. (4398-H)
Br. 53.9-24'x24' C.I.P.
Br. 53.71-24'x24' C.I.P.
Br. 53.7 2-36"x42" R.C.P.
Pvt. Rd. X-ing-Gr. (4397-B)
X LORENZO RD.
Sta. Sign
Pub. Rd. X-ing (4396-U)
H.B. -3063
Br. 52.0-10-595' D.G.&
2-20' I.Bm. on Mtg.-B.D.
Br. 51.9 36"x72" C.I.P.
Sig. 511
Pub. Rd. X-ing (4395-M)
Sig. 512
Yankake Rd.
BR. X52.0 - 600' B.D.P.C.
Section 12
Section 11
Industrial Lead Trk.
Br. 50.49 30"x64" R.C.P. (owned by Govt.)
Grant Cr.
Br. 50.46 3-30' D. G. on C.
O.H. CLEARANCE
BR. # 50.51 2-180' TH. T. O.P. (1-55) (4390-D)
To Yankake Ordnance
Pub. Rd. Xing (4389-J)
Br. 50.1 16'x24' C.I.P.
RAIL GR.
1985 - 2 - N
1987 - 2 - S
RAIL
136 CWR 1985 N
132 CWR 1987 S
+3393
+3063
136 CWR 1987
+1922
+1779
136 CWR 1987
BALLAST
SLAG
ROCK
SURFACING
1985 N
1987 S
TIES
1985 N
1987 S
1989 - S
UNDERCUTTER
STABILIZATION
84

REVISED 8-90

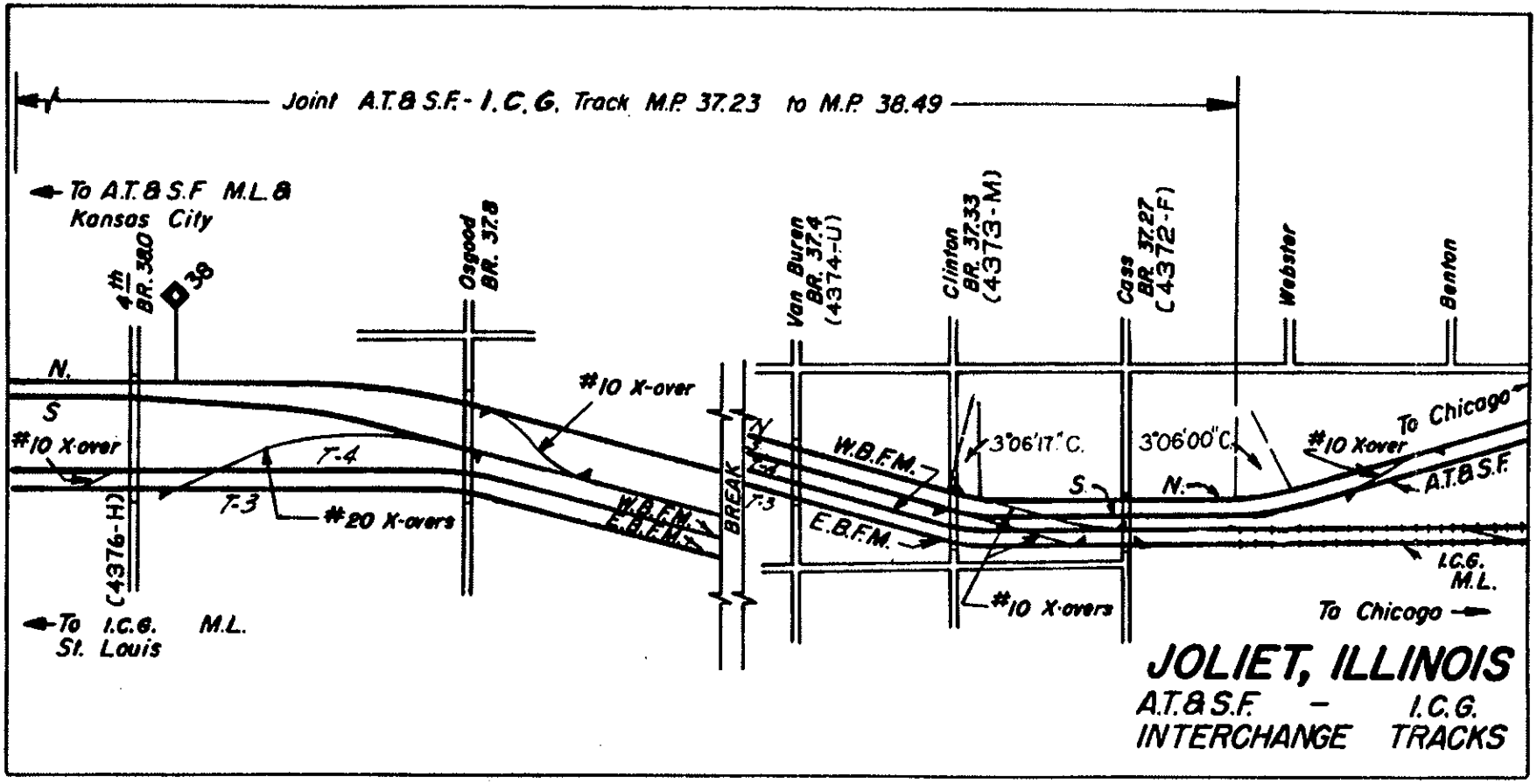

50
49
48
47
Automatic Block
46
45
DRUMMOND
M.P. 48.2
MILLSDALE
To Kansas City
To Chicago
Note: Dashed line shows grade of South track.
Jackson Creek
Millsdale Cr.
Cedar Cr.
Pvt. Rd. Gr. X-ing (4387-V)
Pr. Rd. Xing (4385-B)
FLASHERS
Sig. 48.1
Sig. 482
Sig. 462
Sig. 481
1985 - 2 - N
1987 - 2 - S
136 CWR 9-1985
132 CWR 1987
ROCK
SLAG
136 CWR 1987
1985
1987
1989
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

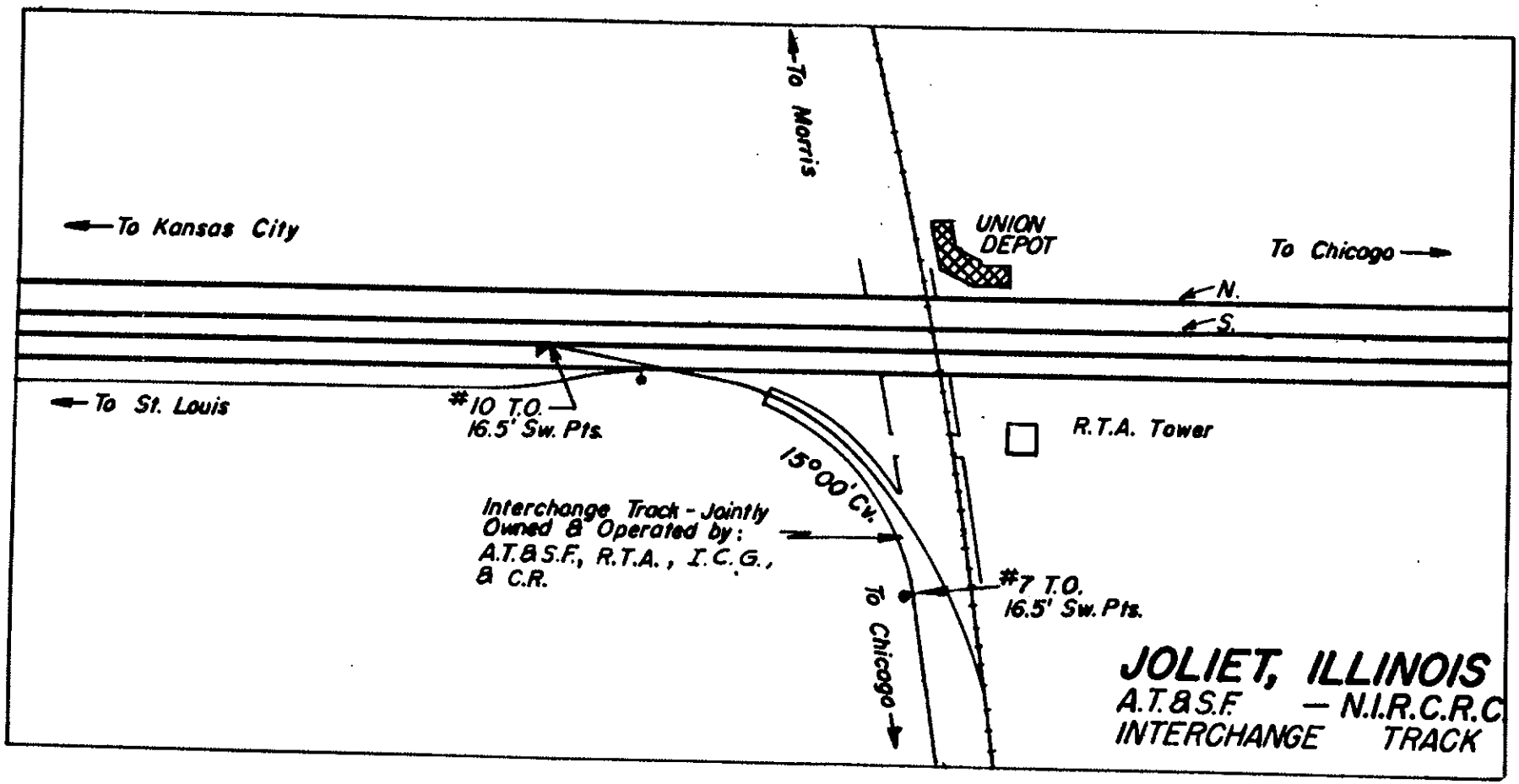
REVISED 8-90

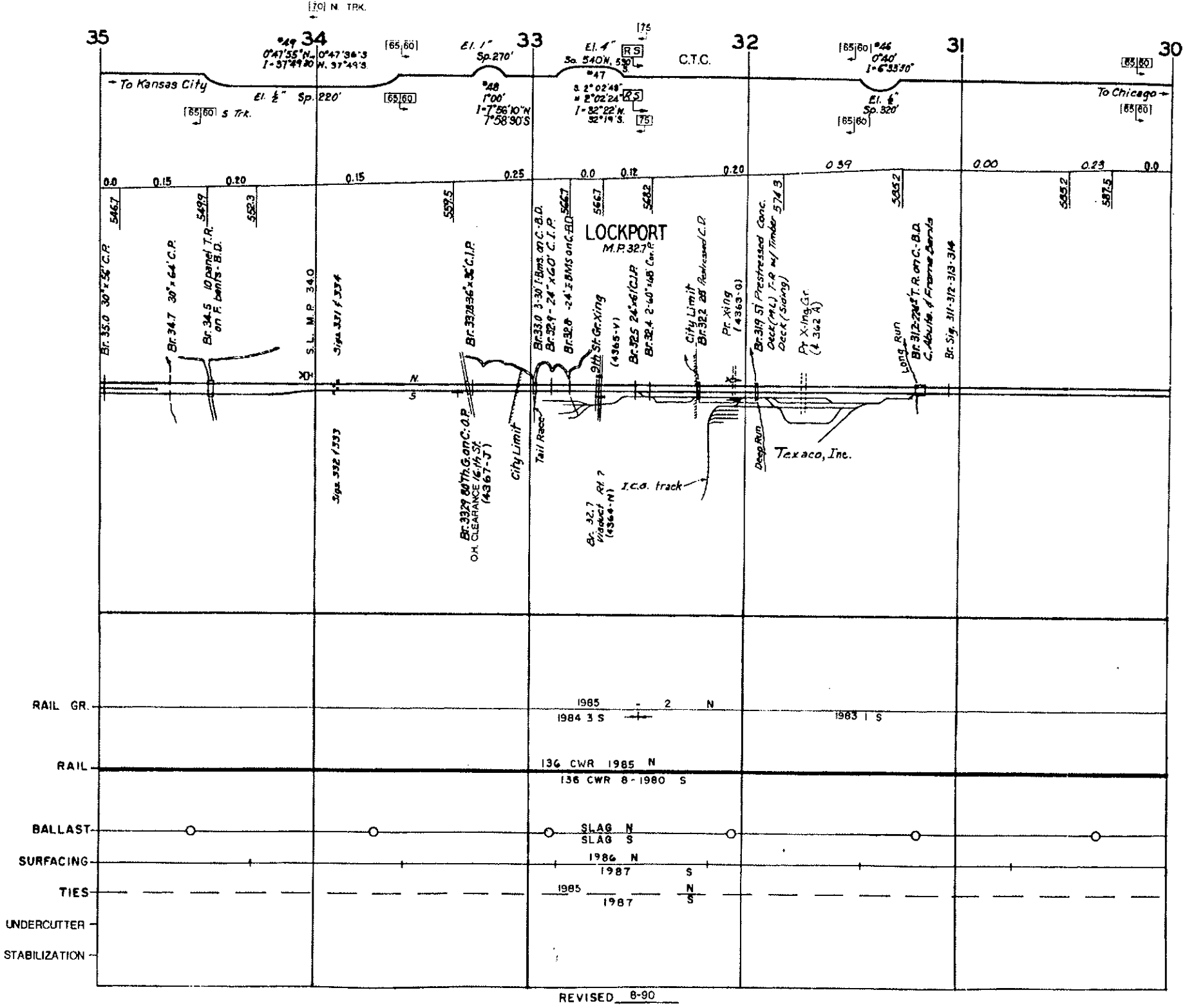

45
44
43
42
41
40
PLAINES
M.P. 41.5
Des Plaines River
Des Plaines Riv.
Pond
Note: Dashed line shows grade of Southtrack
To Kansas City
To Chicago
#60 N
#60 S.
#62
#60
Pandrol Plates - S.
N.T.
CURVES
S.T.
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
136 CWR 9-1985
132 CWR 1987
136 CWR - 9-1958
132 CWR - 1973
SLAG
REVISED 8-90


15
40
39
38
37
36
35
C. T. C.
Automatic Block
JOLIET
M.P. 37.5
To Kansas City
To Chicago
To St. Louis
Speed thru turnouts 15 m.p.h.
Patterson Road
Chicago St.
Fifth Ave.
Fourth Ave.
Osgood St.
Washington St.
Jefferson St.
Van Buren St.
Clinton St.
Cass St.
Jackson St.
Ohio St.
Fuller St.
Des Plaines River
E. City Limit
Columbia St.
Agent's Yard Office
Microwave Tower
To Aurora
To Chicago Heights
Joint Hts.
Sugar Run
S. L. 39.31
OH. CLEARANCE
OH. CLEARANCE
OH. CLEARANCE
F. T.
#58
5039'
#53
#51-B
#51-A
136-W,CM-5-1978
136-W,CM-5-1978
136-W,OR -'58T'78
136-W,CM- 1-1978
136-W,OR -'58T'78
136-W,OR -'58T'78
132 W C.M. 8-82
132 W C.M. 8-82
84 2 N
1985-4-N
1985- 2 - N
1984 2 S
1986 - 2 - N
1984 4 S
1985 - 1 - N
136 CWR - 9 - 1958 N
136 CWR 9-1985 N
132 CWR - 1973 S
136 CWR - 8 - 1958 S
136 CWR - 8 - 1958 S
136 CWR 8-1980
SLAG N
SLAG S
N 1985
1986
1987 S
1985
1987
1988
1988 N
1985
1987
N. TRK NR
CURVES SR
S. TRK NR
SR
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

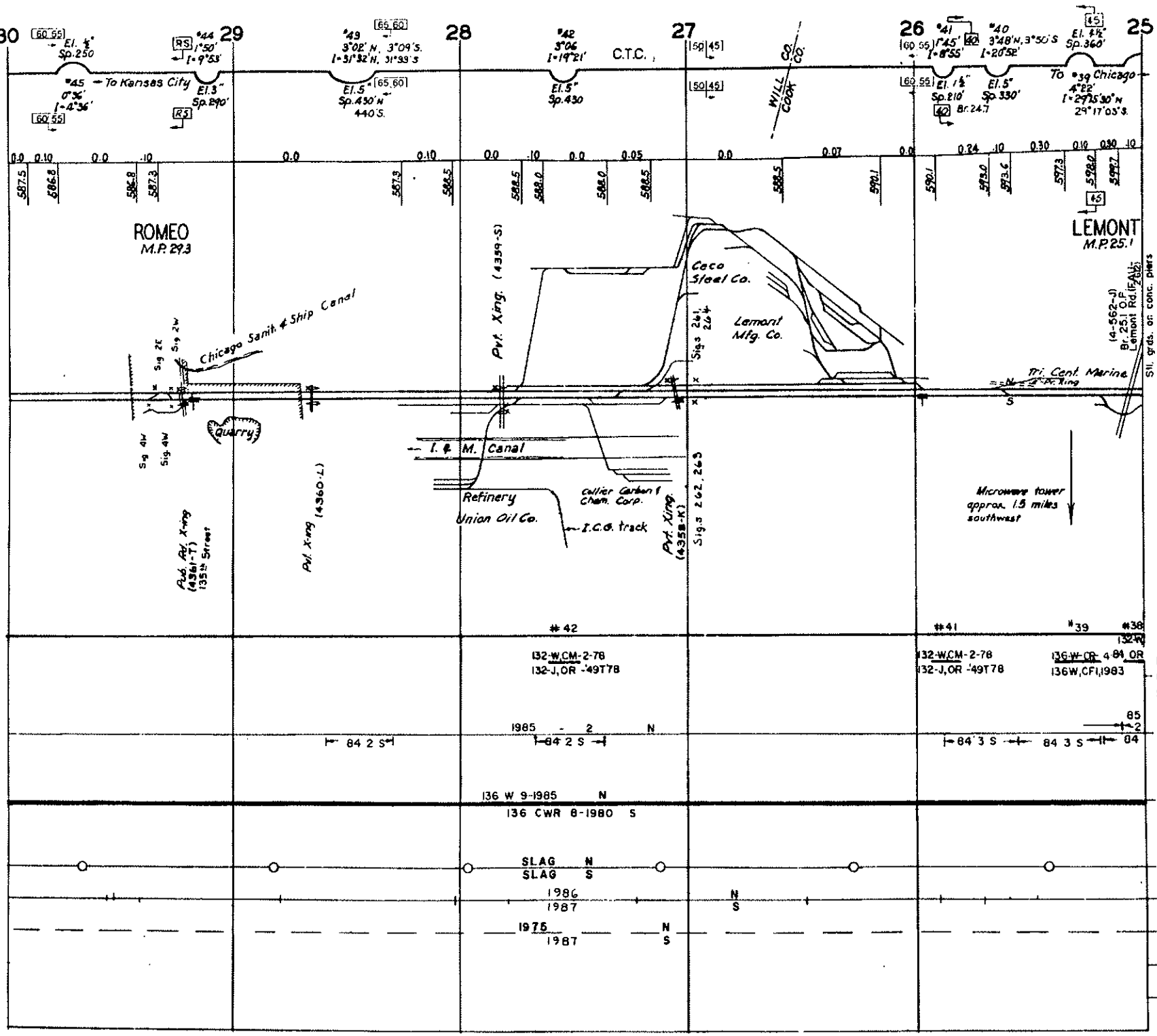
REVISED 8-90


Joint A.T.&S.F.- I.C.G. Track M.P. 37.23 to M.P. 38.49
To A.T.&S.F M.L.&
Konsas City
4th BR. 38.0
38
Osgood BR. 37.8
Van Buren BR. 37.4 (4374-U)
Clinton BR. 37.33 (4373-M)
Cass BR. 37.27 (4372-F)
Webster
Benton
N.
S
#10 X-over
#10 X-over
T-4
T-3
#20 X-overs
W.B.F.M.
E.B.F.M.
BREAK
T-4
T-3
W.B.F.M.
E.B.F.M.
3°06'17" C.
3°06'00" C.
S.
N.
#10 X-overs
#10 X-over
To Chicago
A.T.&S.F.
I.C.G. M.L.
To Chicago
(4376-H)
To I.C.G. M.L.
St. Louis
JOLIET, ILLINOIS
A.T.&S.F. – I.C.G.
INTERCHANGE TRACKS

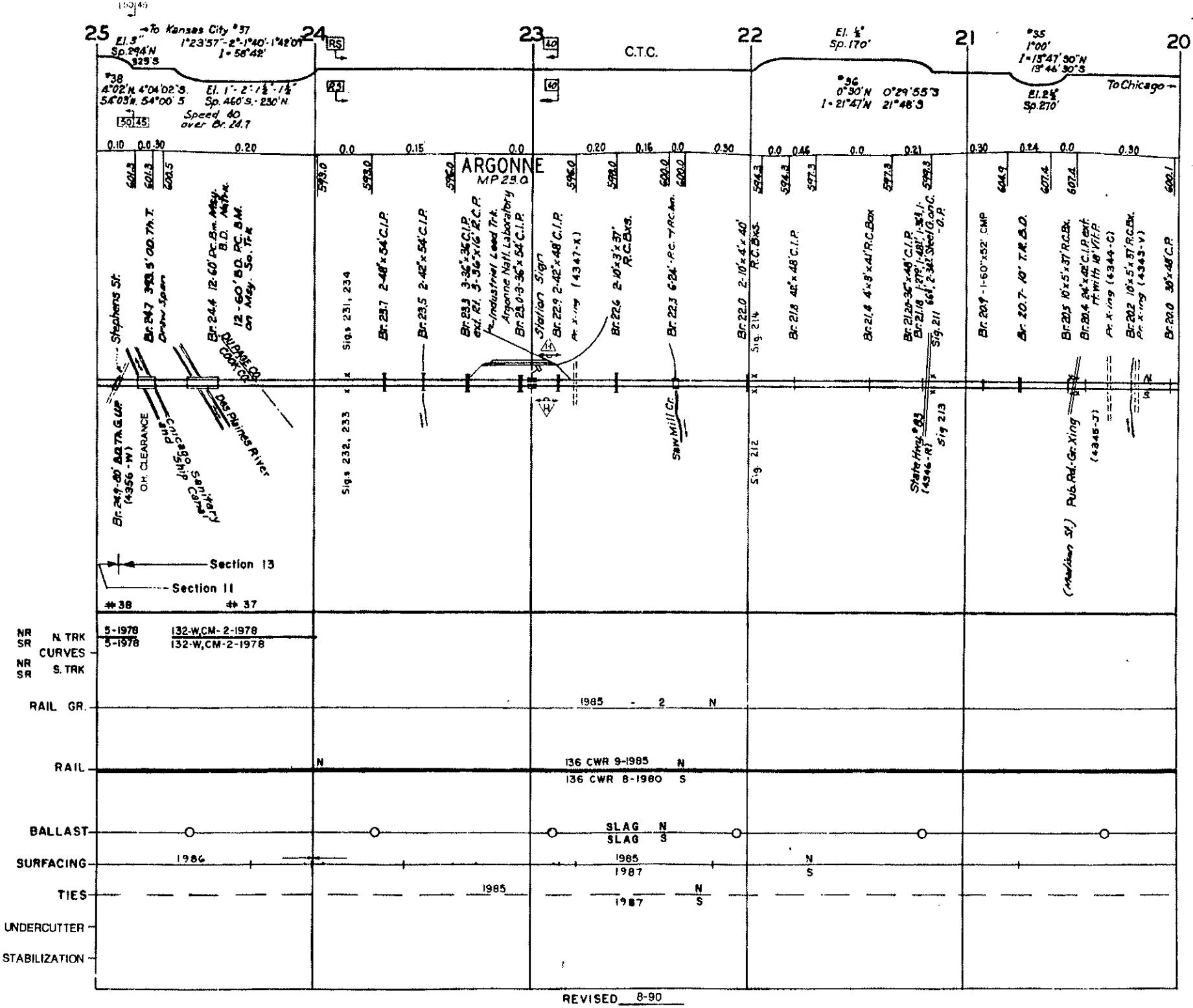

To Morris
To Kansas City
UNION DEPOT
To Chicago
N.
S.
To St. Louis
#10 T.O.
16.5' Sw. Pts.
R.T.A. Tower
15°00' Cv.
Interchange Track - Jointly Owned & Operated by:
A.T.&S.F., R.T.A., I.C.G., & C.R.
#7 T.O.
16.5' Sw. Pts.
To Chicago
JOLIET, ILLINOIS
A.T.&S.F. — N.I.R.C.R.C
INTERCHANGE TRACK


35
34
33
32
31
30
C.T.C.
To Kansas City
To Chicago
LOCKPORT
M.P. 327
S.L. M.P. 340
Texaco, Inc.
Tail Race
Deep Run
Long Run
City Limit
9th St. Gr. Xing
I.C.G. track
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
1985 - 2 N
1984 3 S
1983 1 S
136 CWR 1985 N
136 CWR 8-1980 S
SLAG N
SLAG S
1986 N
1987 S
1985 N
1987 S

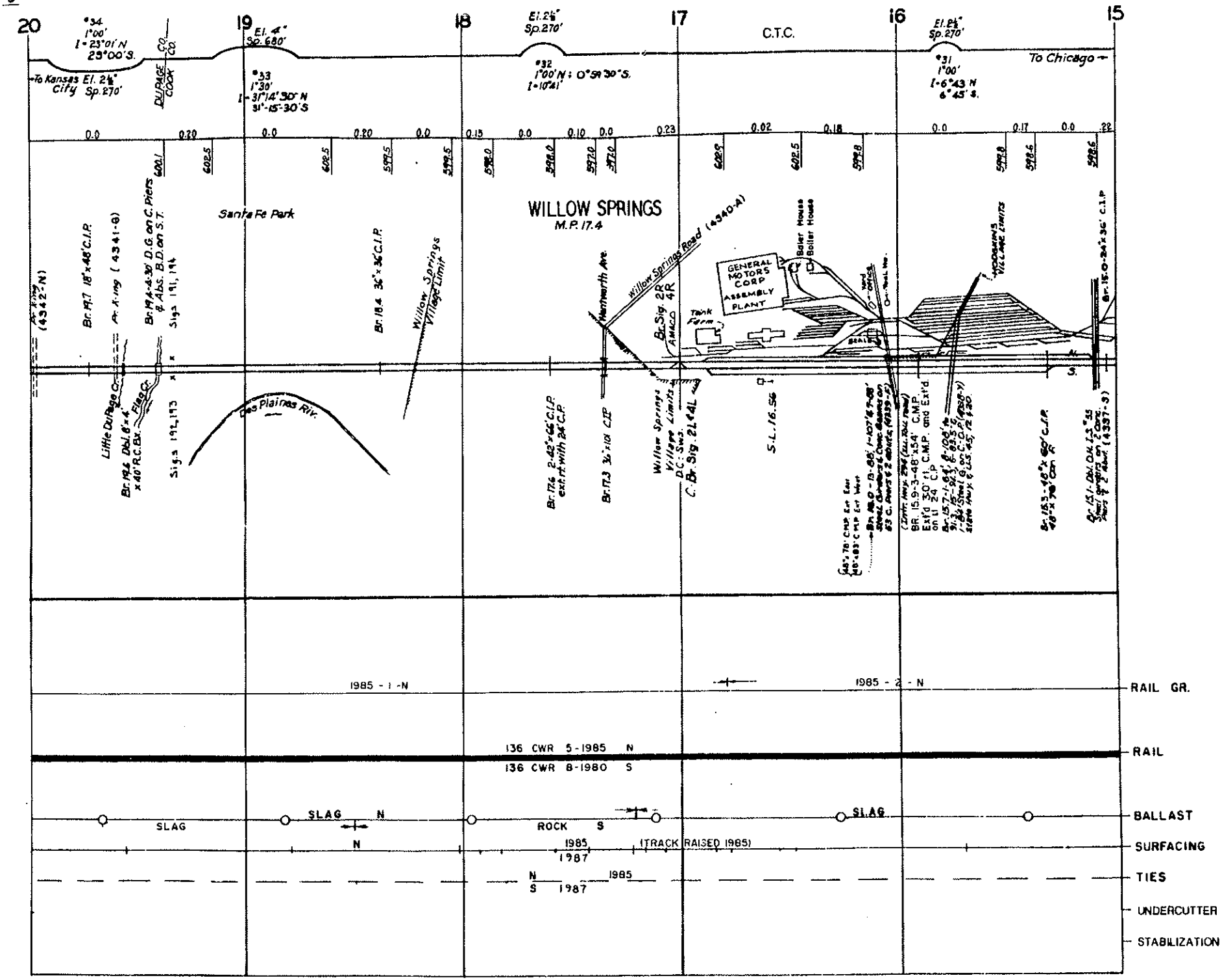
REVISED 8-90


30
29
28
27
26
25
ROMEO
M.P. 29.3
LEMONT
M.P. 25.1
C.T.C.
To Kansas City
To #39 Chicago
Chicago Sanit. & Ship Canal
Pvt. Xing. (4359-S)
Coco Steel Co.
Lemont Mfg. Co.
Tri. Cent. Marine
(4-562-J) Br. 25.1 O.F. Lemont Rd. (FAU 2682)
Stl. grds. on conc. piers
Quarry
I. & M. Canal
Refinery
Union Oil Co.
Collier Carbon & Chem. Corp.
I.C.G. track
Pvt. Xing. (4360-L)
Pvt. Xing. (4358-K)
Pub. Rd. Xing (4361-T) 135th Street
Microwave tower approx. 1.5 miles southwest
#42
#41
#39
#38
132-W,CM-2-78
132-J, OR -49T78
136-W-OR & 84 OR
136W,CF1,1983
N. TRK NR SR
CURVES
S TRK NR SR
1985 - 2 N
84 2 S
84 3 S
RAIL GR.
136 W 9-1985 N
136 CWR 8-1980 S
RAIL
SLAG N
SLAG S
BALLAST
1986
1987
SURFACING
1975
1987
TIES
UNDERCUTTER
STABILIZATION

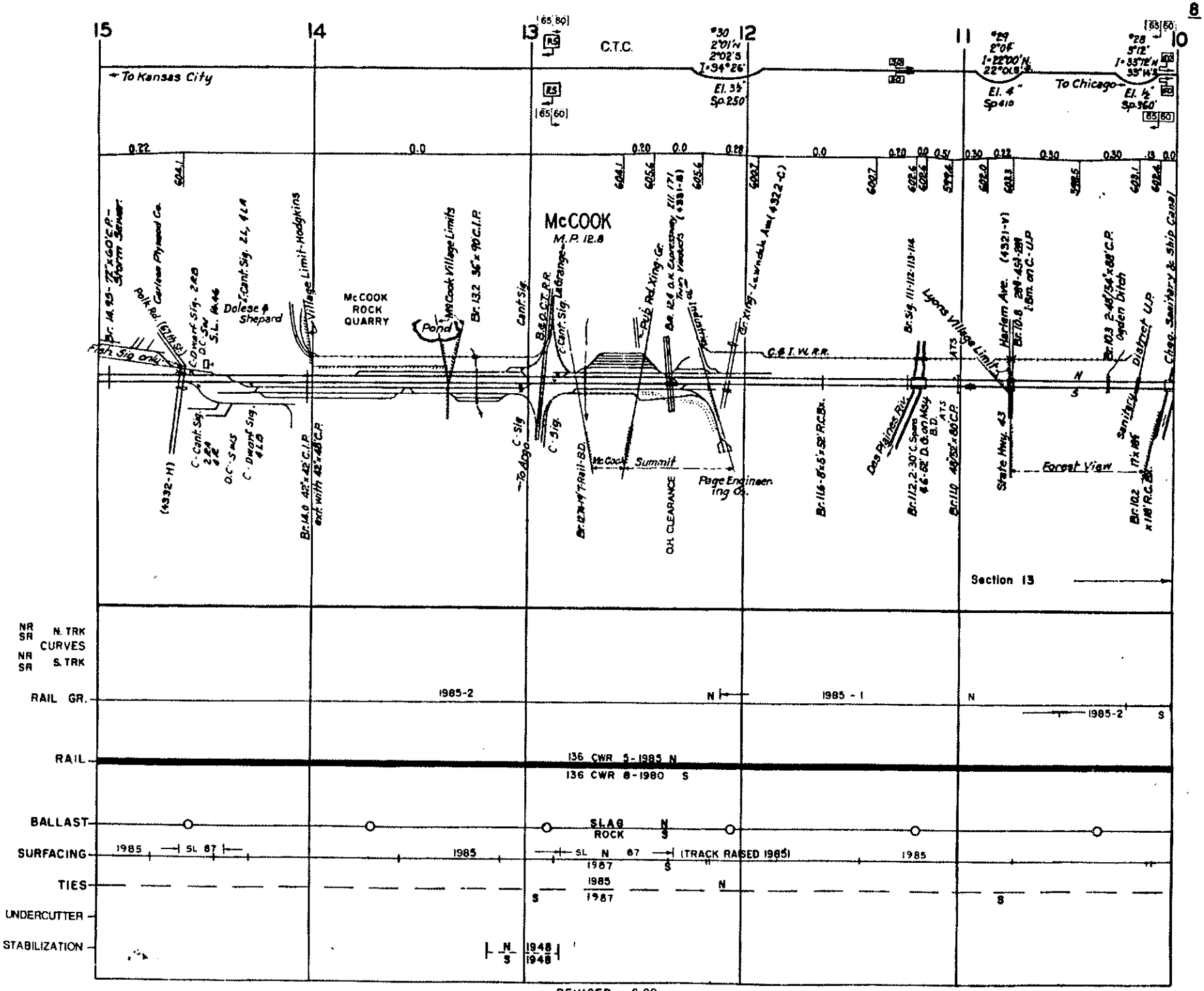
REVISED 8-90


25
24
23
22
21
20
ARGONNE
MP 29.0
C.T.C.
To Kansas City
To Chicago
Stephens St.
Br: 24.7 393.5' Q.D. Th. T. Crow Span
Br: 24.4 12-60' Pc. Bm. Hwy. B.D. 12-60' B.D. PC. B.M. on Hwy. So. Trk
DUPAGE CO. COOK CO.
Br: 24.9-80' Arch Th. G. Up (4356-W)
OH. CLEARANCE
Des Plaines River
Sigs 231, 234
Sigs 232, 233
Br: 23.7 2-48'x54' C.I.P.
Br: 23.5 2-42'x54' C.I.P.
Br: 23.3 3-36'x36' C.I.P. ext. Rt. 3-36'x16' C.C.P.
Industrial Lead Trk.
Argonne Natl. Laboratory
Br: 23.0-3-36'x54' C.I.P.
Station Sign
Br: 22.9 2-42'x48' C.I.P.
Br: 22.6 2-10'x3'x37' R.C.Bxs.
Br: 22.3 6'24'-P.C.-T.R.C.Am.
Saw Mill Cr.
Br: 22.0 2-10'x4'x40' R.C.Bxs.
Sig. 214
Sig 212
Br: 21.8 42'x48' C.I.P.
Br: 21.4 4'x8'x41' R.C.Box
Br: 21.2-36'x48' C.I.P.
Br: 21.1 1-27'-1-48'-1-36'-1-27' C.I.P.
Sig. 211
State Hwy. #83 (4346-R)
Sig 213
Br: 20.9 - 1-60'x52' CMP
Br: 20.7 - 10' T.R.B.O.
Br: 20.5 10'x5'x37' R.C.Bx.
Br: 20.4 24'x42' C.I.P. ext. ft. with 18' Vit. P.
Pr. X-ing (4344-C)
Br: 20.2 10'x5'x37' R.C.Bx.
Pr. X-ing (4343-V)
Br: 20.0 36'x48' C.P.
(Madison St.) Pub. Rd. Gr. Xing (4345-J)
Section 13
Section 11
#38
#37
NR N. TRK
SR CURVES
NR S. TRK
5-1978
5-1978
132-W, CM-2-1978
132-W, CM-2-1978
RAIL GR.
1985 - 2 N
RAIL
136 CWR 9-1985 N
136 CWR 8-1980 S
BALLAST
SLAG N
SLAG S
SURFACING
1986
1985
1987
N
S
TIES
1985
1987
N
S
UNDERCUTTER
STABILIZATION

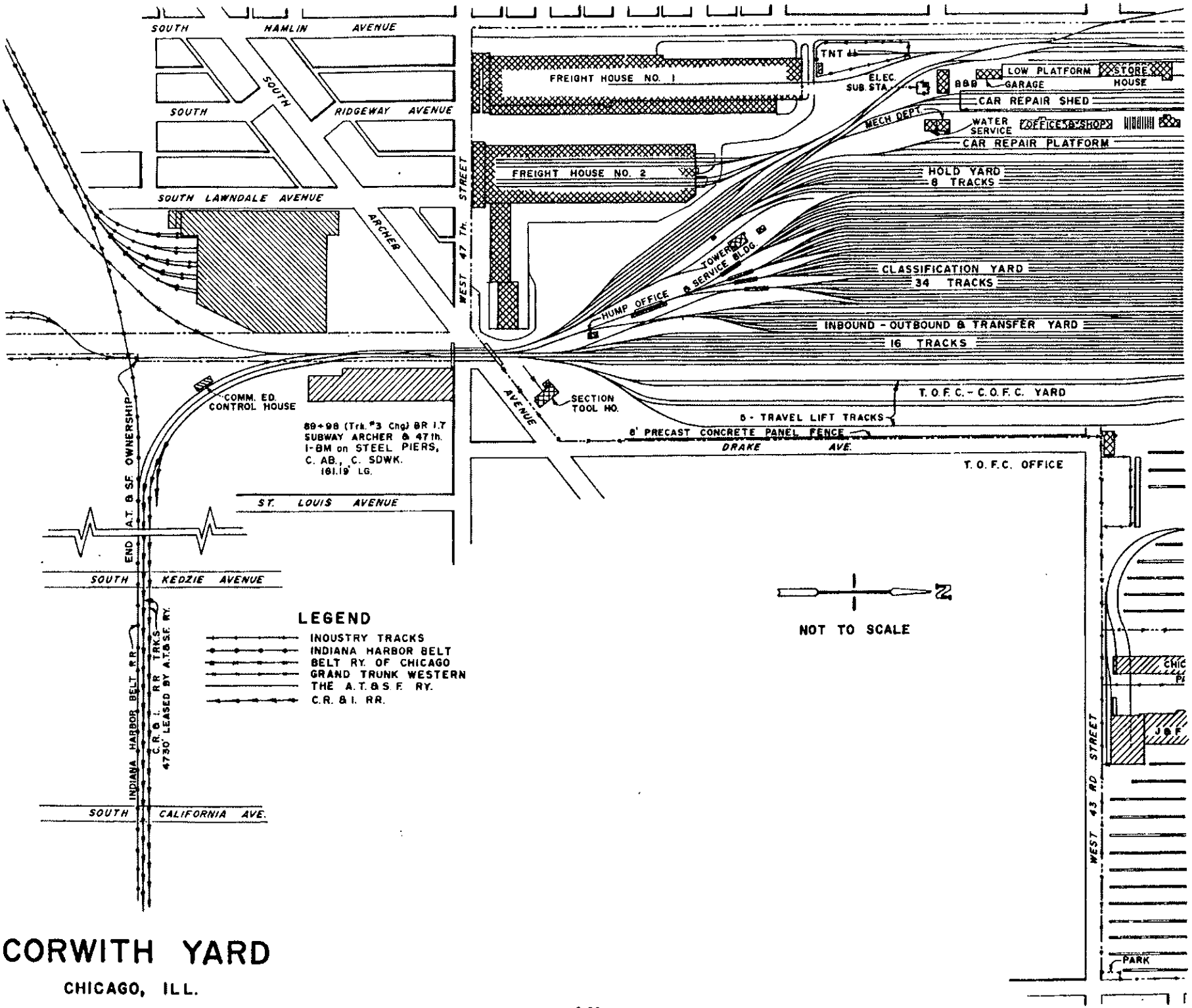
REVISED 8-90


20
19
18
17
16
15
C.T.C.
To Chicago
To Kansas El. 24" City Sp.270'
El. 4" Sp. 680'
El. 24" Sp.270'
El. 24" Sp.270'
DU PAGE CO.
COOK CO.
WILLOW SPRINGS
M.P. 17.4
Santa Fe Park
Willow Springs Road (4340-A)
Wentworth Ave.
Willow Springs Village Limits
GENERAL MOTORS CORP ASSEMBLY PLANT
Tank Farm
Boiler House
Boiler House
HODGKINS VILLAGE LIMITS
Little DuPage Cr.
Des Plaines Riv.
Br. Sig. 2R 4R AMOCO
Sig. 191, 193
Sig. 191, 194
1985 - 1 - N
1985 - 2 - N
136 CWR 5-1985 N
136 CWR 8-1980 S
SLAG
SLAG N
ROCK S
SLAG
N
1985
1987
(TRACK RAISED 1985)
N 1985
S 1987
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


15
14
13
12
11
10
C.T.C.
To Kansas City
To Chicago
McCOOK
M.P. 12.8
McCOOK ROCK QUARRY
Pond
McCook Village Limits
Village Limit-Hodgkins
Dolese & Shepard
Fish Sig only
Br. 14.9- 72'x60'C.I.P.- Storm Sewer
Polk Rd. (61st St.)
Br. 13.2 36'x 90'C.I.P.
Cant. Sig.
B.&O.C.T.R.R.
Cant. Sig. LaGrange
Pulaski Rd. King Dr.
Br. 12.8 O.H. Expressway Twin Viaducts
Gr. Xing. Lawndale Ave. (4322-C)
C.B.I.W.R.R.
Br. Sig. 111-112-113-114
Lyons Village Limit
Harlem Ave. (4321-V)
Br. 10.8 284-45'-2SH 1.8m. on C-U.P.
Br. 10.3 2-48'/54'x88'C.P. Ogden Ditch
Sanitary District U.P.
Chgo. Sanitary & Ship Canal
Br. 14.8 42'x42'C.I.P. ext. with 42'x48'C.P.
C. Sig.
To Joliet
Br. 12.3 4-9'T-Rail-S.D.
McCook Summit
O.H. CLEARANCE
Page Engineering Co.
Br. 11.6- 6'x 5'x 52'R.C.Bx.
Des Plaines Riv.
Br. 11.2 2-30'C. Spans 46'-82' D.C. on Hwy B.D.
Br. 11.0 48'/82'x 80'C.P.
State Hwy. 43
Forest View
Br. 10.2 1-18'R.C.Bx.
Section 13
NR N. TRK
SR CURVES
NR S. TRK
SR
RAIL GR.
1985-2
1985 - 1
RAIL
136 CWR 5-1985 N
136 CWR 8-1980 S
BALLAST
SLAG
ROCK
SURFACING
1985
SL 87
SL N 87
1987
(TRACK RAISED 1985)
TIES
1985
1987
UNDERCUTTER
STABILIZATION
1948
1948

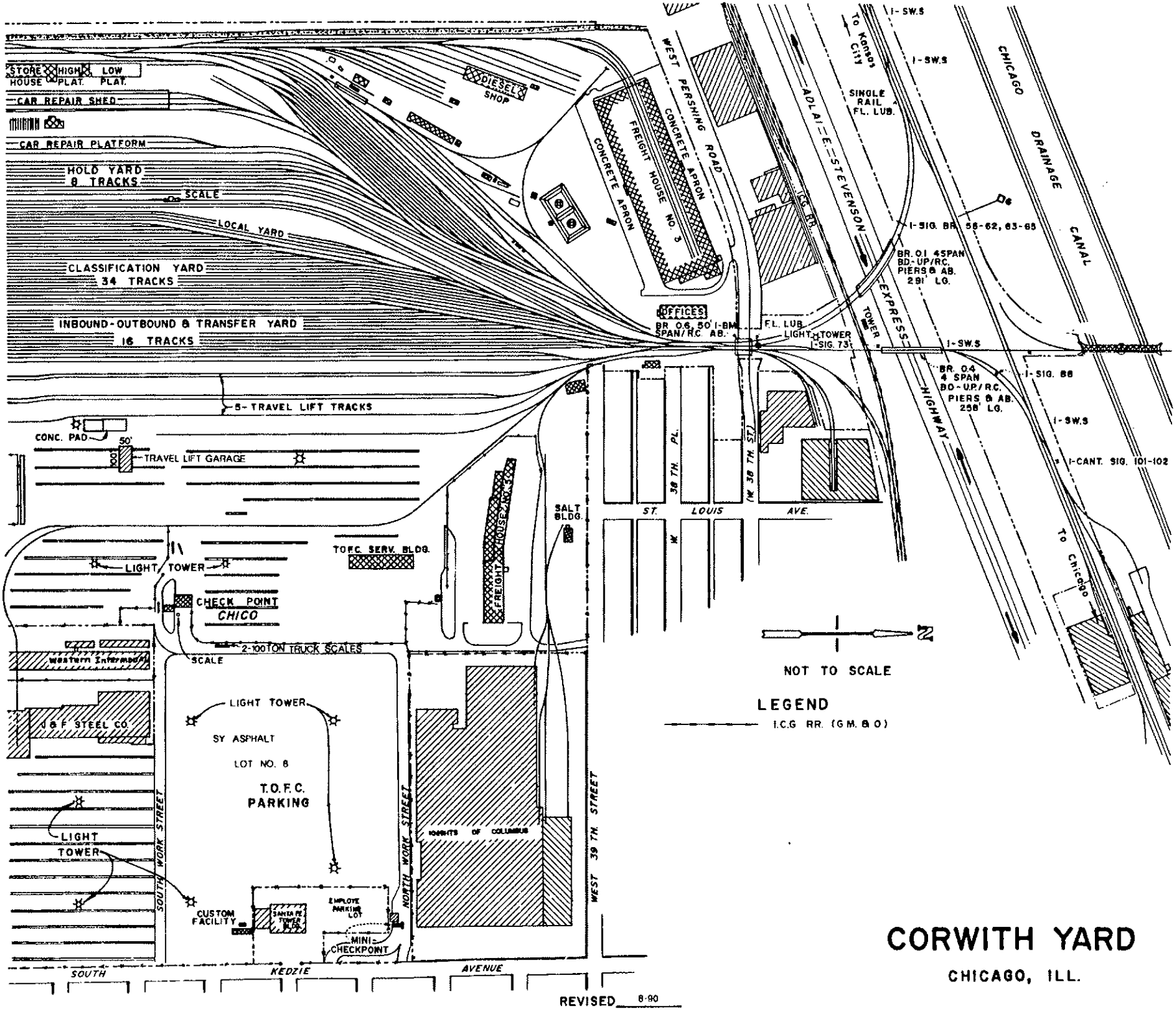
REVISED 8-90



CORWITH YARD

CHICAGO, ILL.

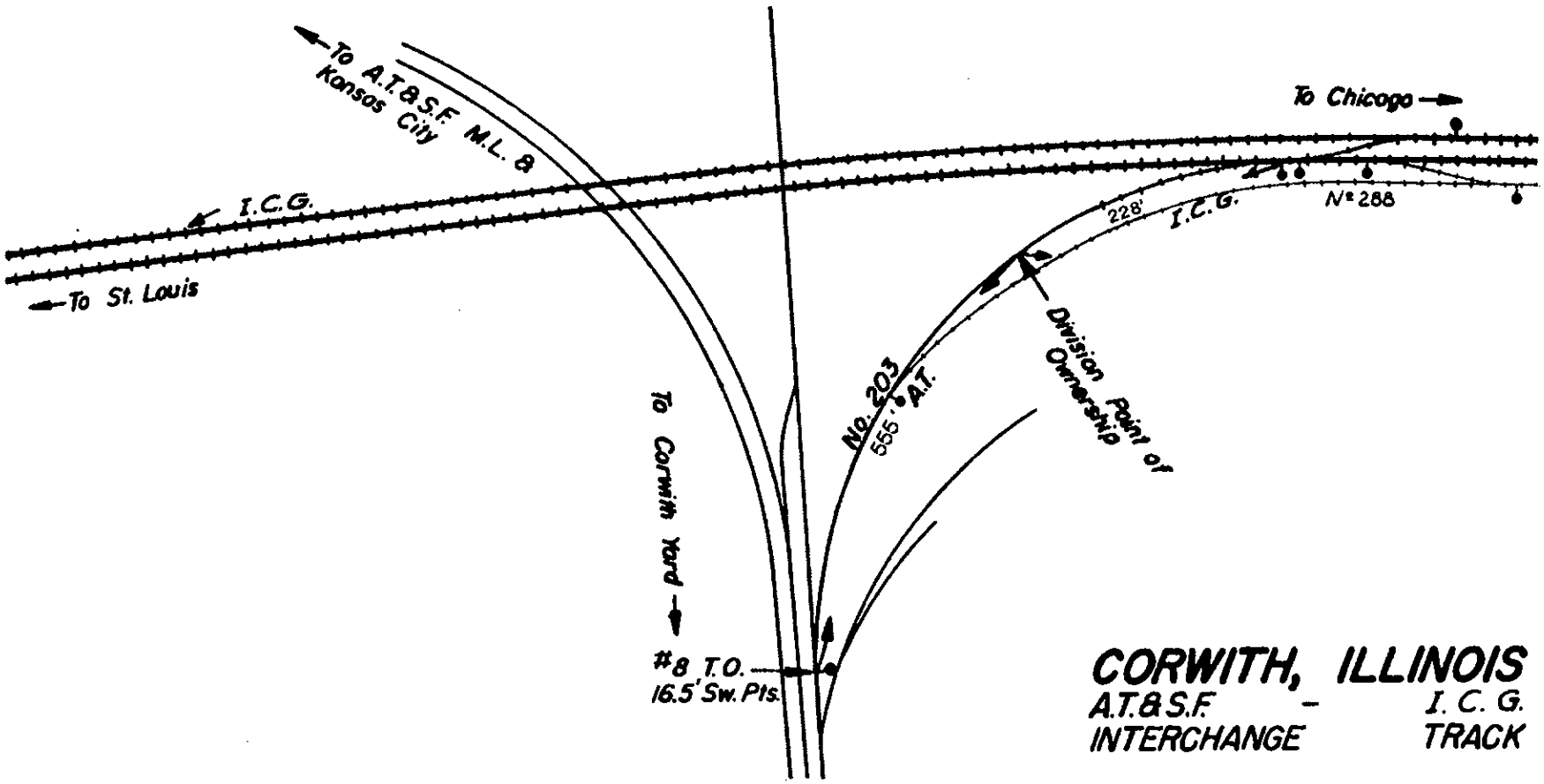
REVISED 8-90



CORWITH YARD

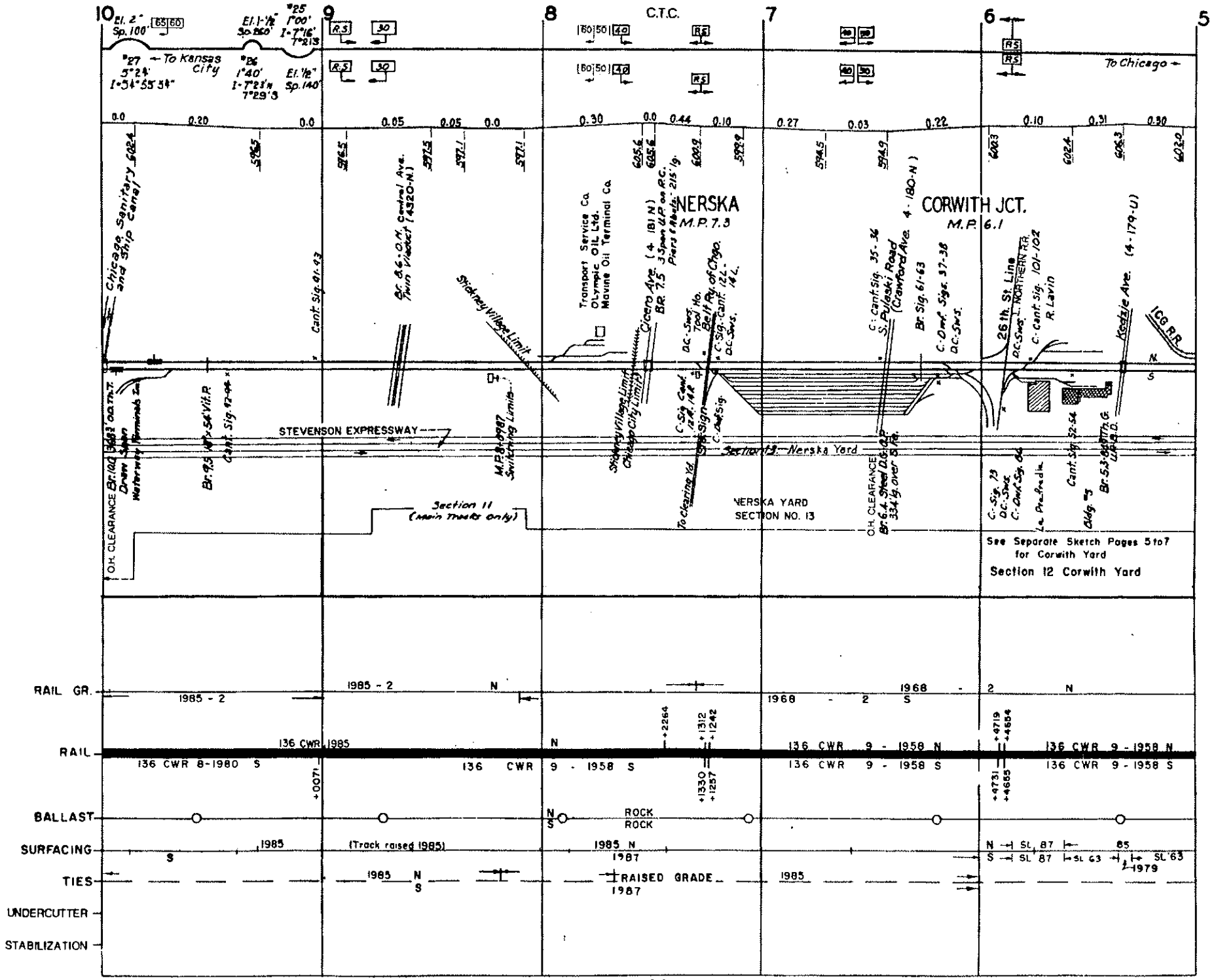
CHICAGO, ILL.

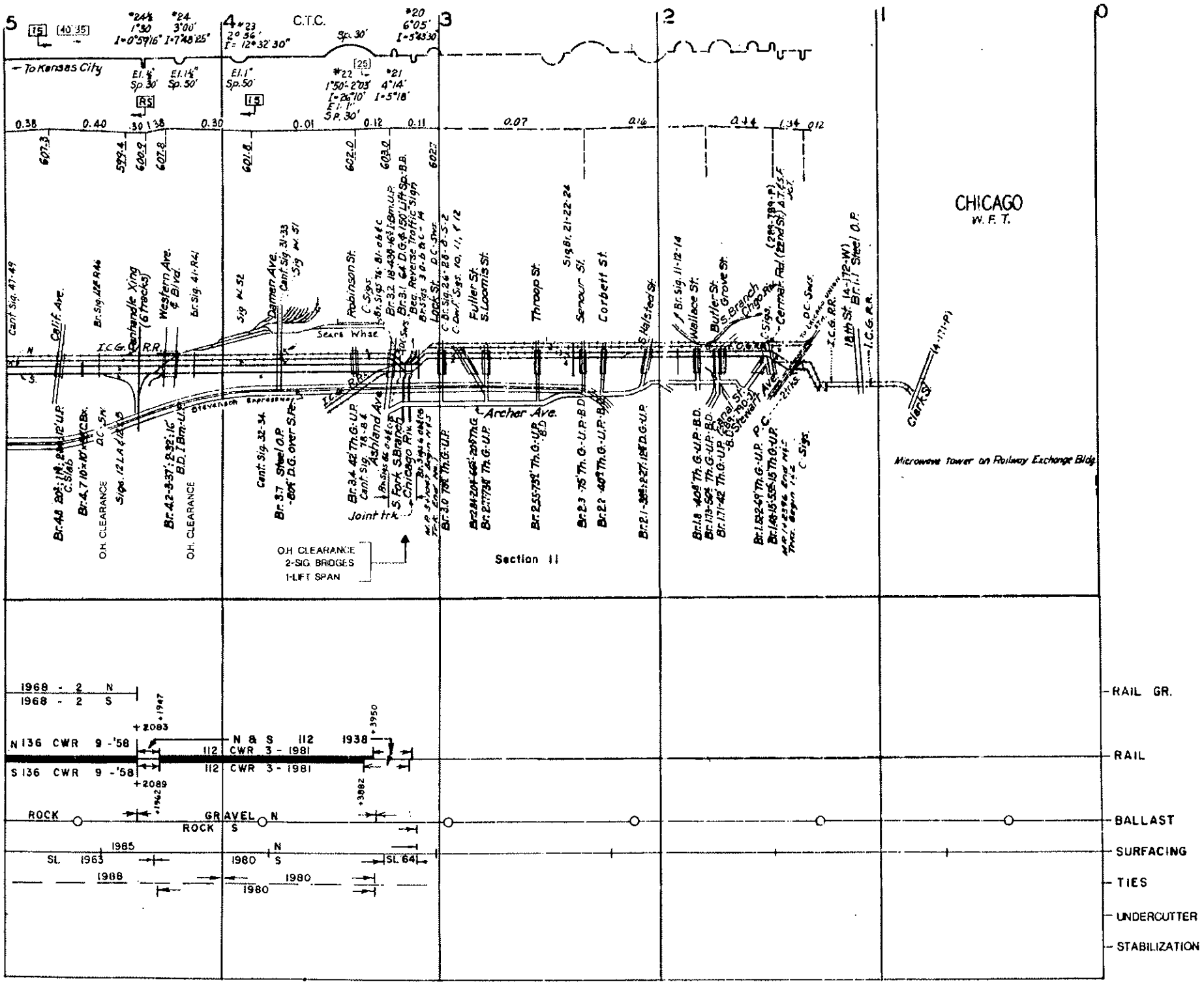
REVISED 8-90



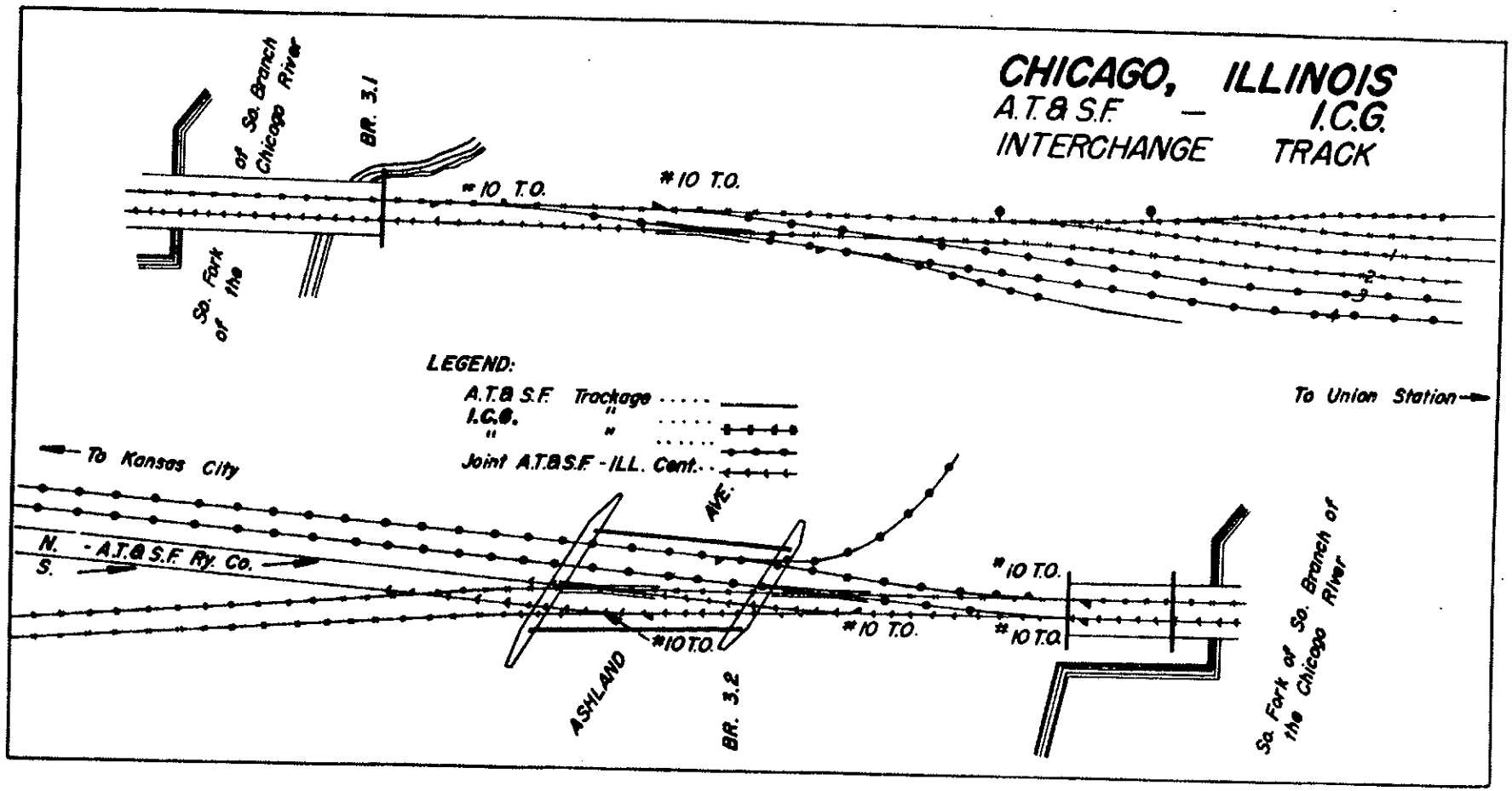
CORWITH, ILLINOIS

A.T.&S.F. – I. C. G.
INTERCHANGE TRACK


10
9
8
C.T.C.
7
6
5
To Kansas City
To Chicago
NERSKA
M.P. 7.5
CORWITH JCT.
M.P. 6.1
Chicago Sanitary and Ship Canal
Cicero Ave.
Stickney Village Limit
Transport Service Co.
Olympic Oil Ltd.
Mavine Oil Terminal Co.
Belt Ry. of Chgo.
S. Pulaski Road (Crawford Ave.)
26th St. Line
ICG RR.
Kostie Ave.
STEVENSON EXPRESSWAY
Section 13 - Nerska Yard
Section 11 (main tracks only)
NERSKA YARD SECTION NO. 13
See Separate Sketch Pages 5 to 7 for Corwith Yard
Section 12 Corwith Yard
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION
ROCK
ROCK
RAISED GRADE
(Track raised 1985)
REVISED 8-90


5
4
3
2
1
0
C.T.C.
To Kansas City
CHICAGO
W. F. T.
Section 11
Archer Ave.
Clark St.
Microwave Tower on Railway Exchange Bldg.
O.H. CLEARANCE
2-SIG. BRIDGES
1-LIFT SPAN
Joint trk.
Elevation Expressway
Western Ave. & Blvd.
Ashland Ave.
Chicago Riv.
S. Fork S. Branch
Robinson St.
Damen Ave.
Throop St.
Halsted St.
Wallace St.
Butler St.
Grove St.
Canal St.
Stewart Ave.
Loomis St.
Fuller St.
Corbett St.
Sidwell St.
18th St.
Cermak Rd. (22nd St.)
I.C.G. R.R.
Sears Whse.
Cantrail Xing (6 tracks)
1968 - 2 N
1968 - 2 S
N 136 CWR 9 -'58
S 136 CWR 9 -'58
N & S 112 CWR 3 - 1981
ROCK
GRAVEL
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

REVISED 8-90


CHICAGO, ILLINOIS
A.T.& S.F. — I.C.G.
INTERCHANGE TRACK
So. Branch of Chicago River
BR. 3.1
#10 T.O.
#10 T.O.
So. Fork of the
LEGEND:
A.T.& S.F. Trackage
I.C.G. "
" "
Joint A.T.& S.F. - ILL. Cent.
To Union Station
To Kansas City
N.
S.
- A.T.& S.F. Ry. Co.
AVE.
#10 T.O.
#10 T.O.
#10 T.O.
#10 T.O.
ASHLAND
BR. 3.2
So. Fork of So. Branch of the Chicago River

Chillicothe Subdivision

Chicago (M.P. 0.0) to Ft. Madison (M.P. 234.3)