



®

**NORFOLK  
SOUTHERN**

# **Illinois Division**

**1996**

# VI

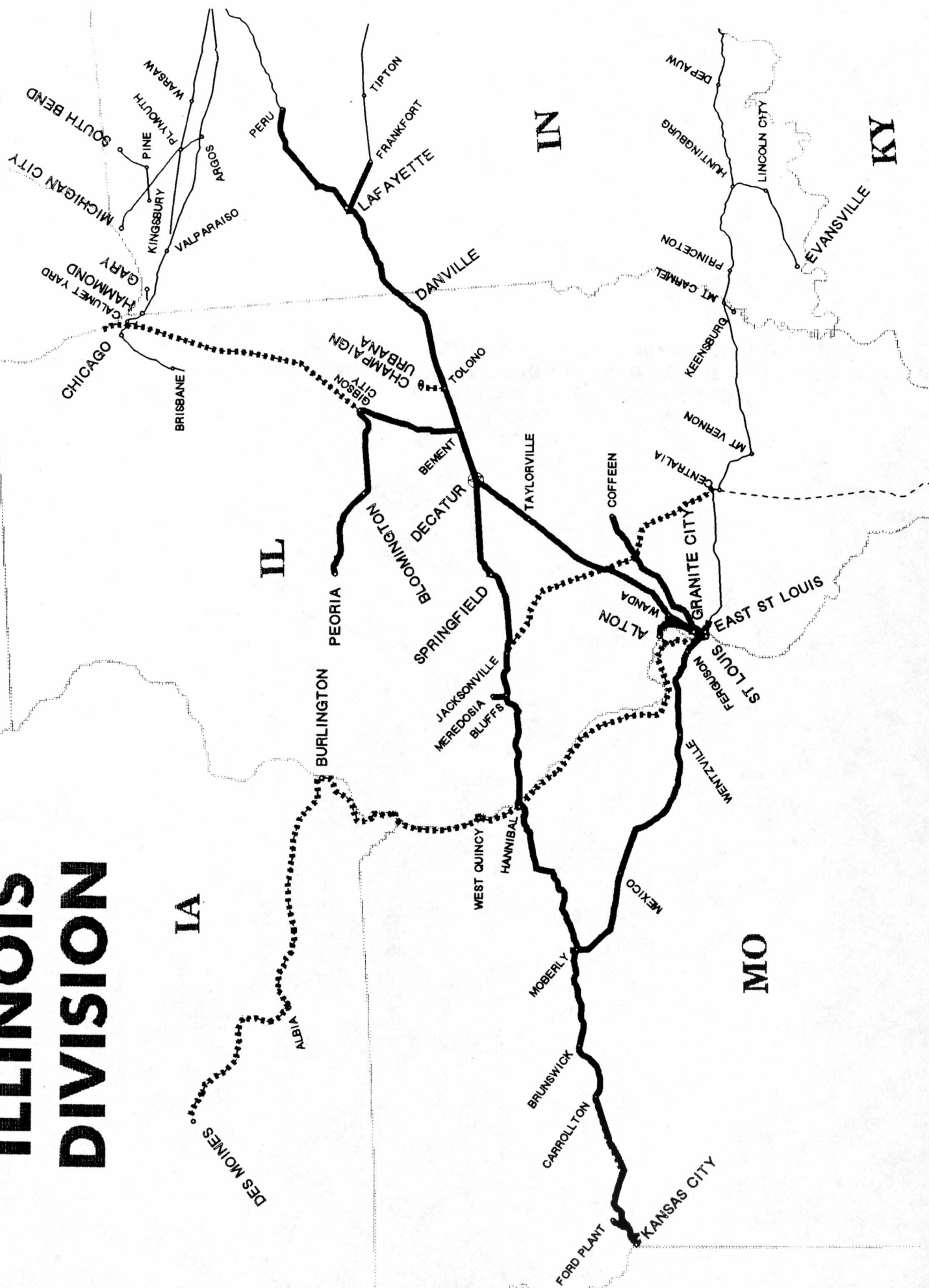
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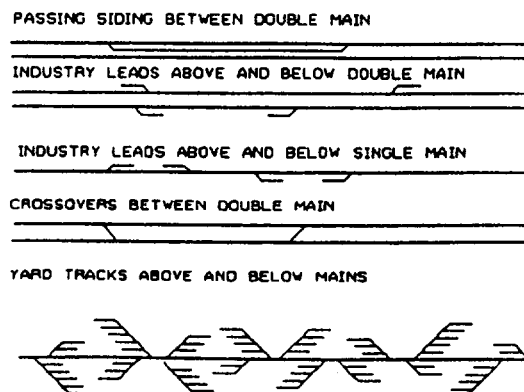
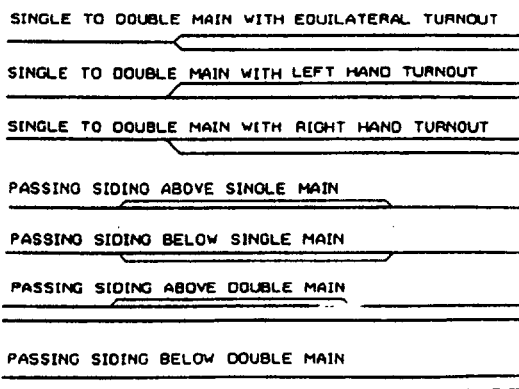
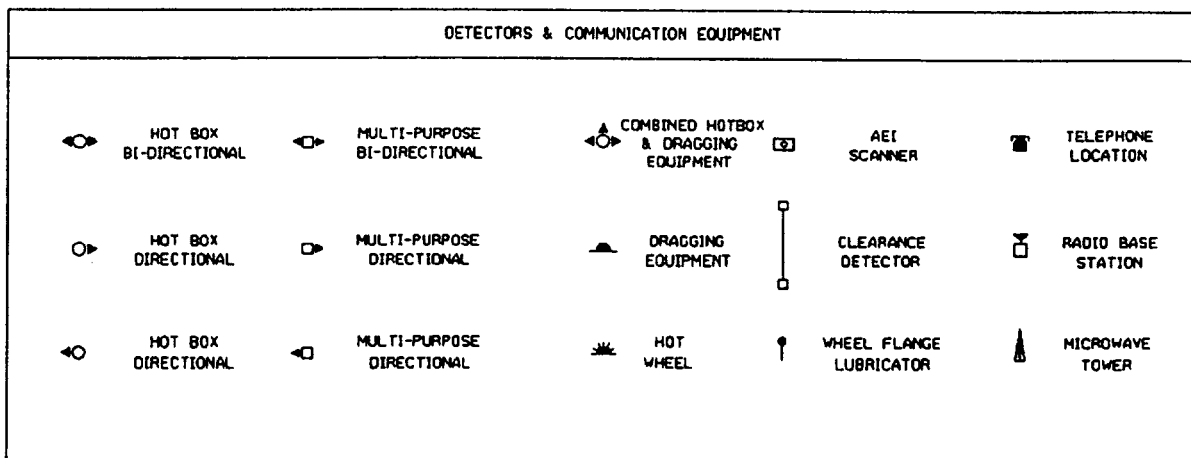
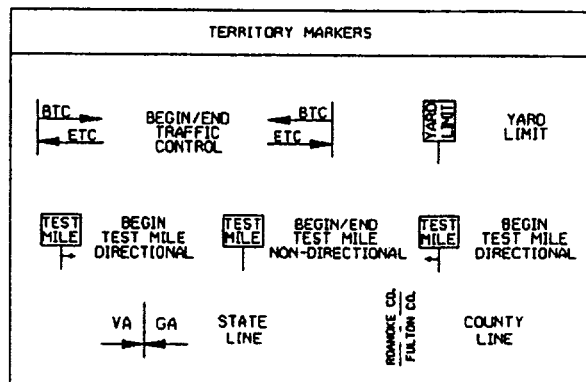
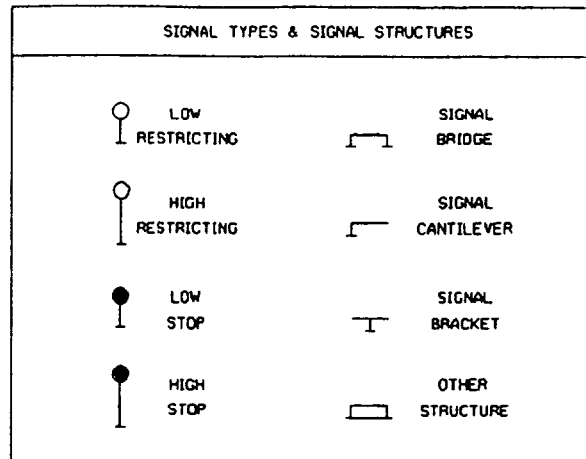
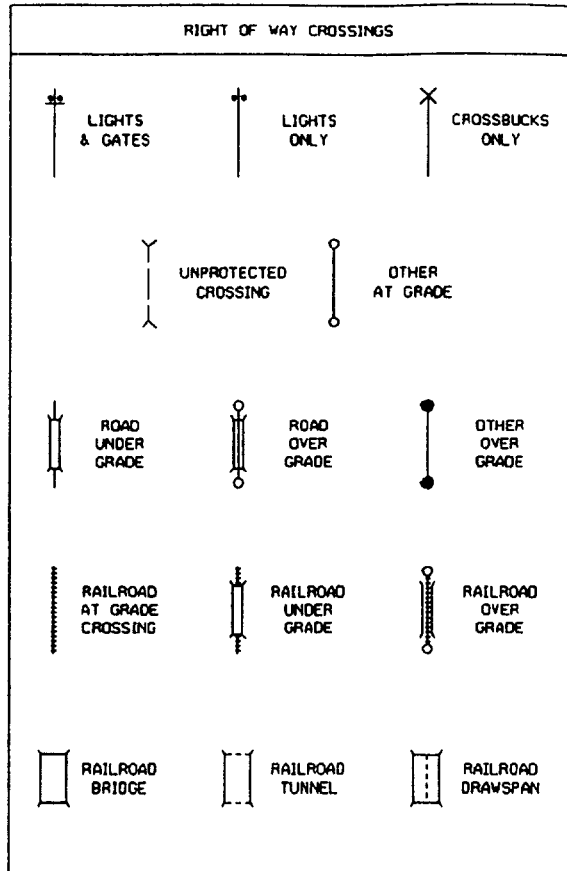


**INFORMATION CONCERNING CHANGES, CORRECTIONS OR ADDITIONS  
TO THIS TRACK CHART SHOULD BE FORWARDED TO THE OFFICE OF  
ENGINEERING SYSTEMS, 99 SPRING STREET, SW, ROOM 513, NS BOX# 139  
ATLANTA, GEORGIA 30303  
PHONE# 529-1314**

**ILLINOIS DIVISION**  
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# TRACK CHART SYMBOL LEGEND



001

10/28/96

LAFAYETTE

PERU-DECATUR

ILLINOIS

D205

MAINTENANCE						T&S-06/95
RAIL						69NW132S 69NW132S
TRAFFIC DENSITY, MGT						
V-3A-IN						WEST PERU BTC ETC
<div data-bbox="194 905 282 989"> <p>S E—W N</p> </div> TRACK LAYOUT						LANE DIVISION
LINE SEGMENT 7930						
CURVATURE						
ALIGNMENT						88888 88888 88888
ELEVATION						
FREIGHT, SPEED TANGENT (CURVE)						50
GRADE						0.00 +0.10 +0.07

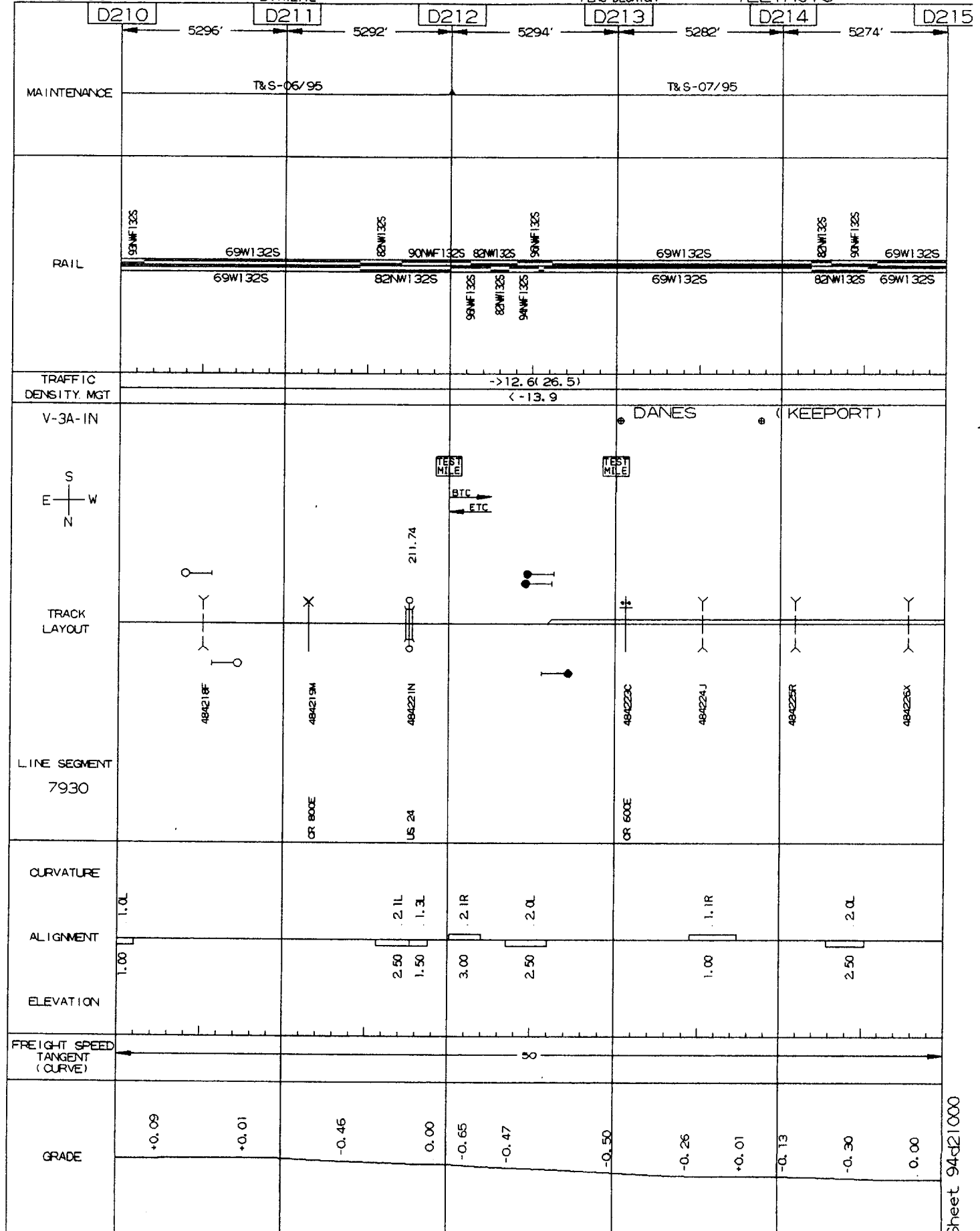
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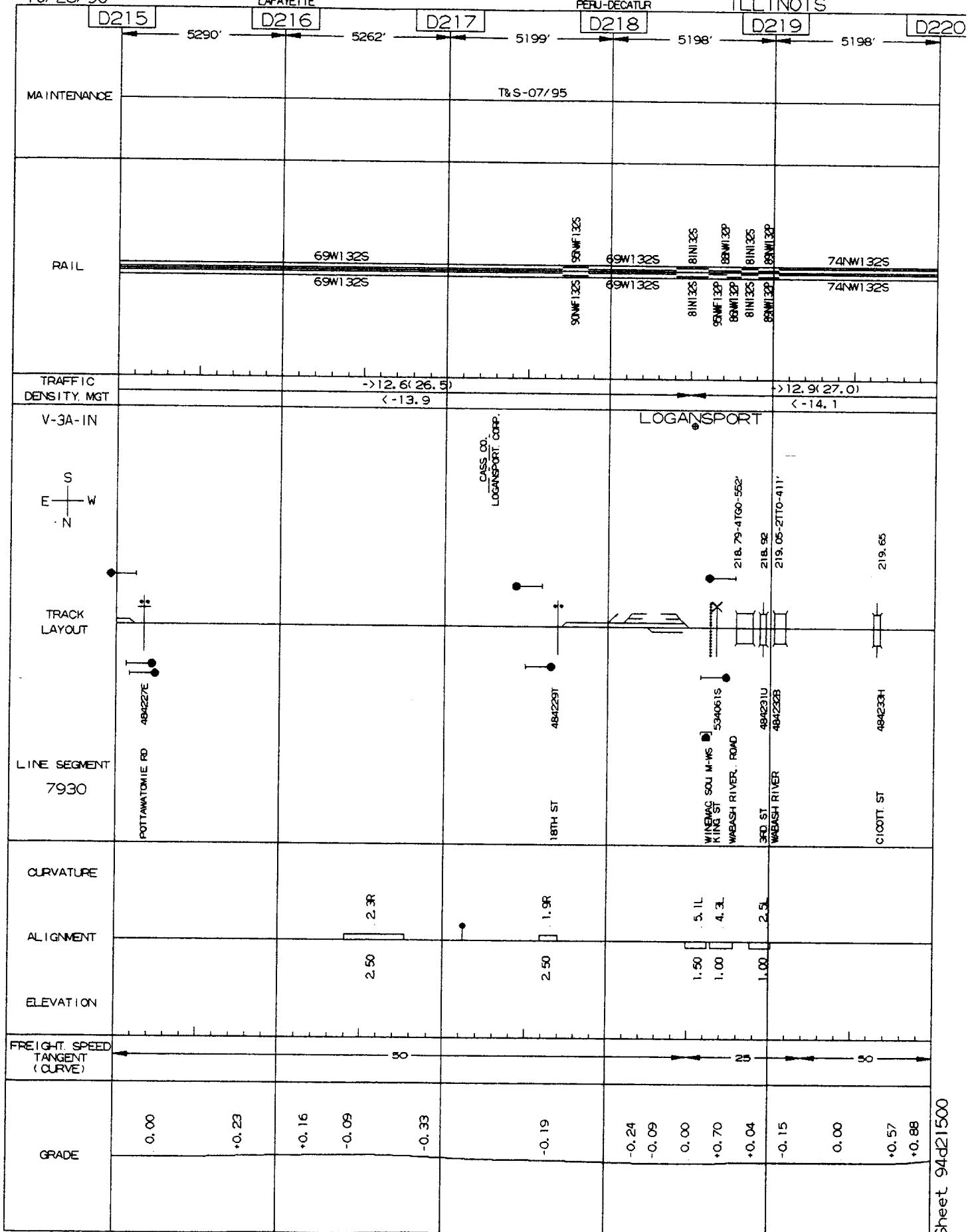


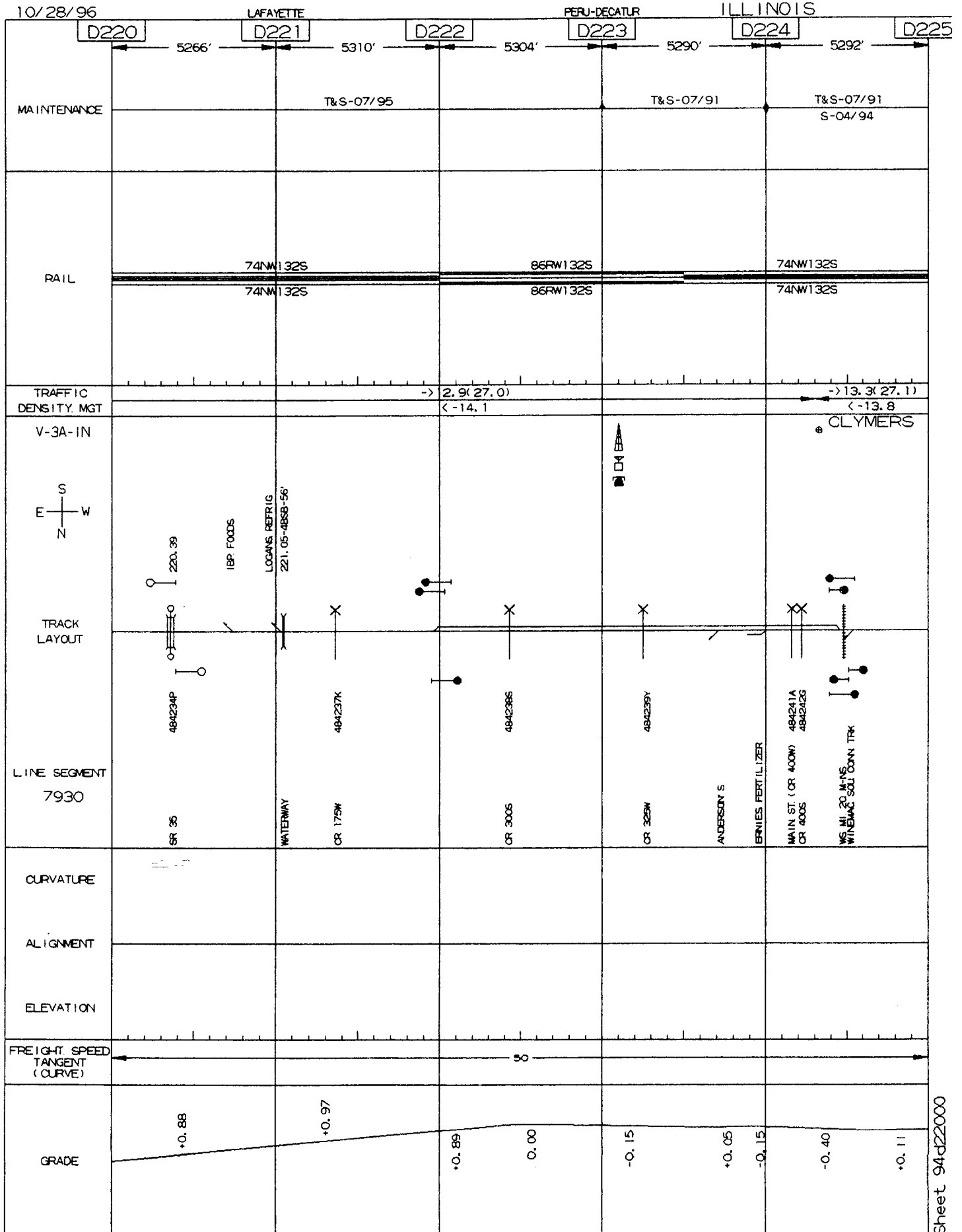
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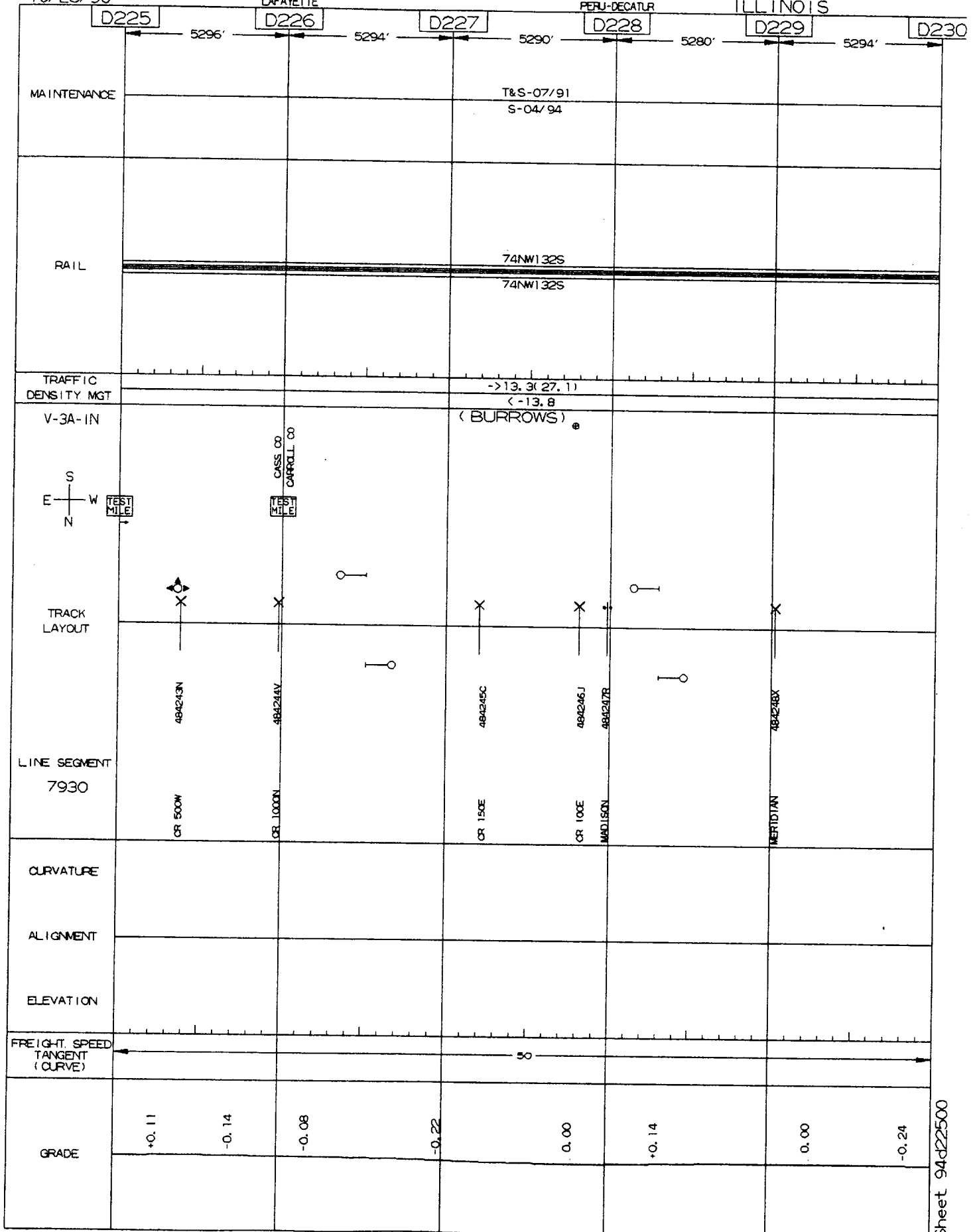


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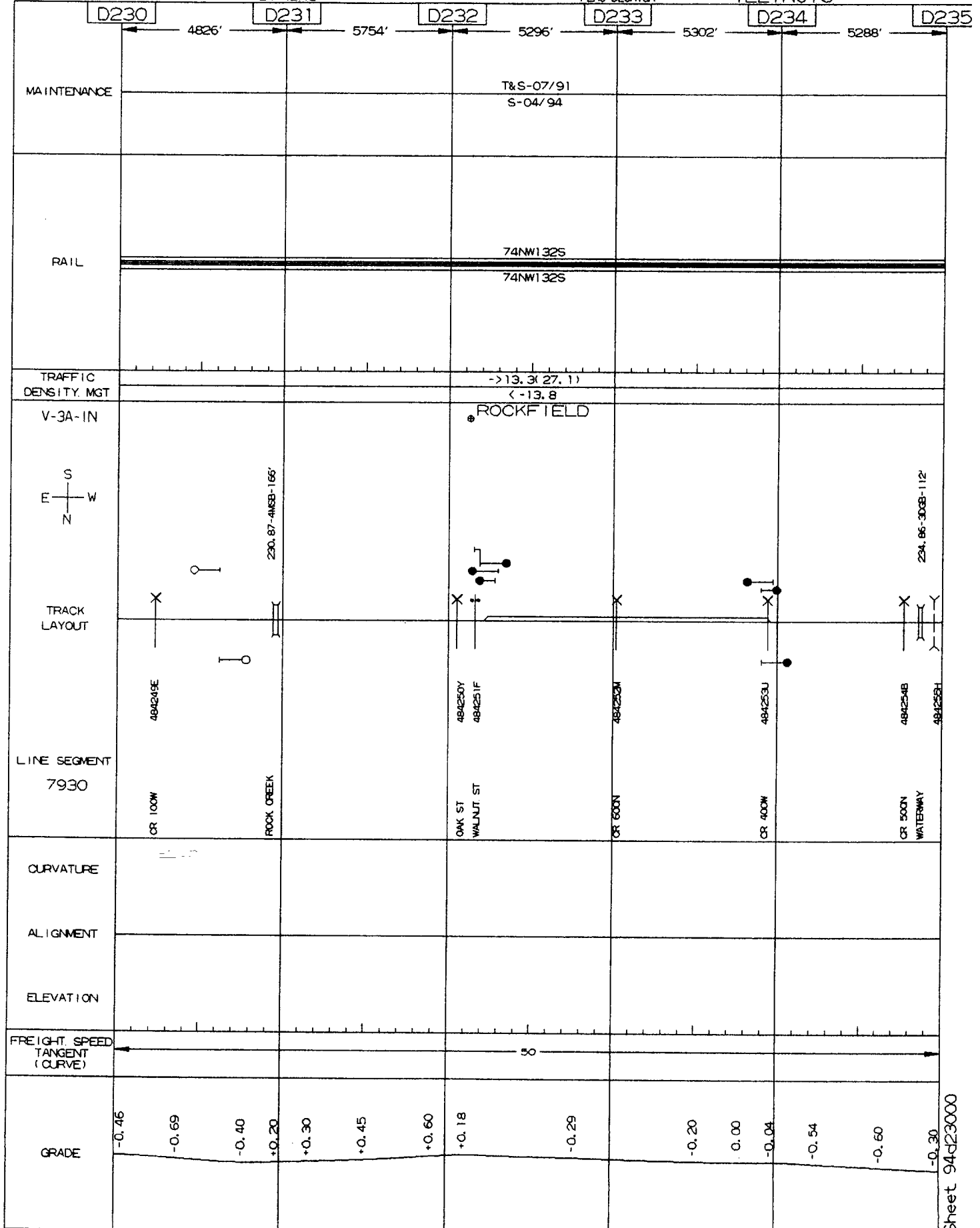


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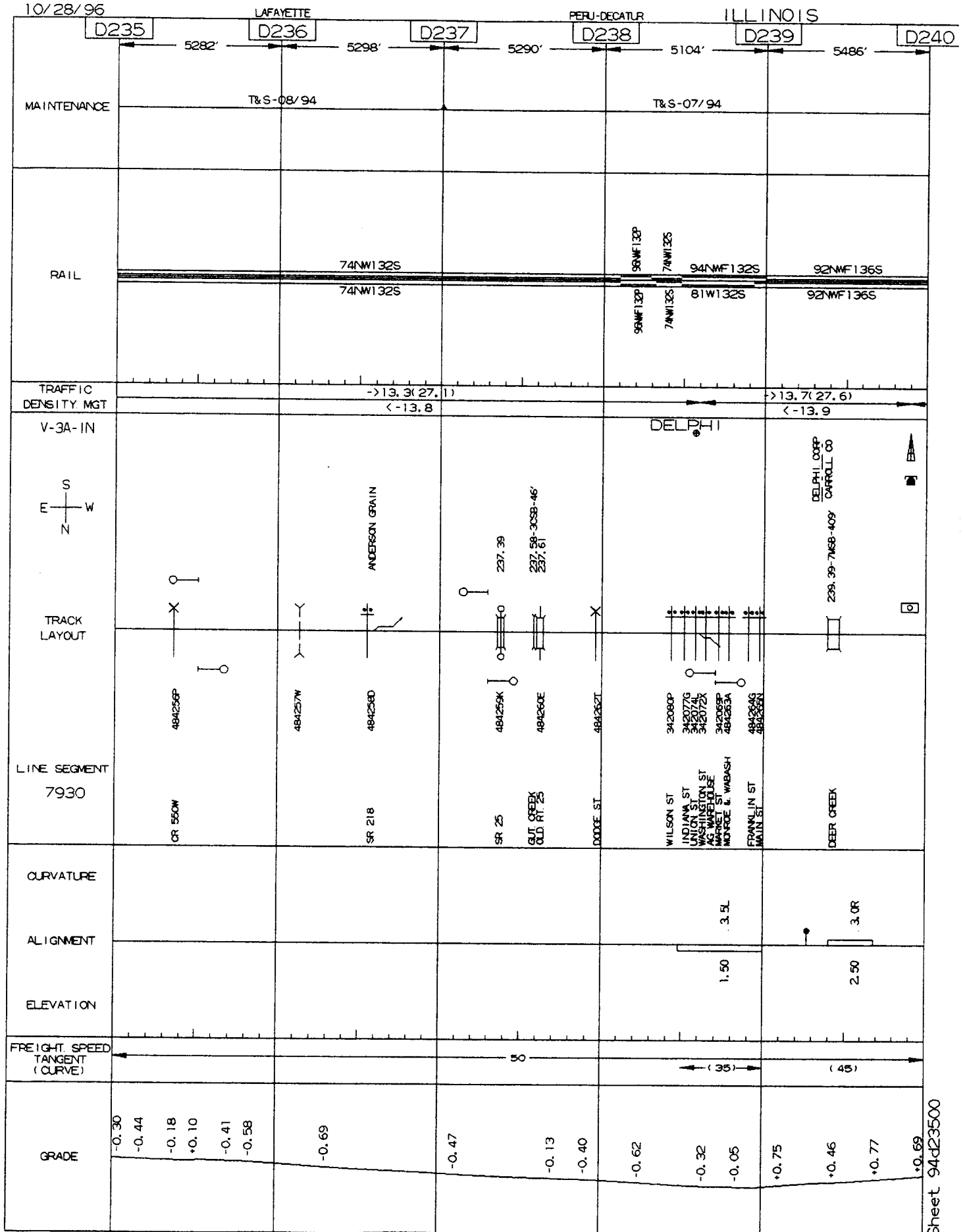
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PERU-DECATUR

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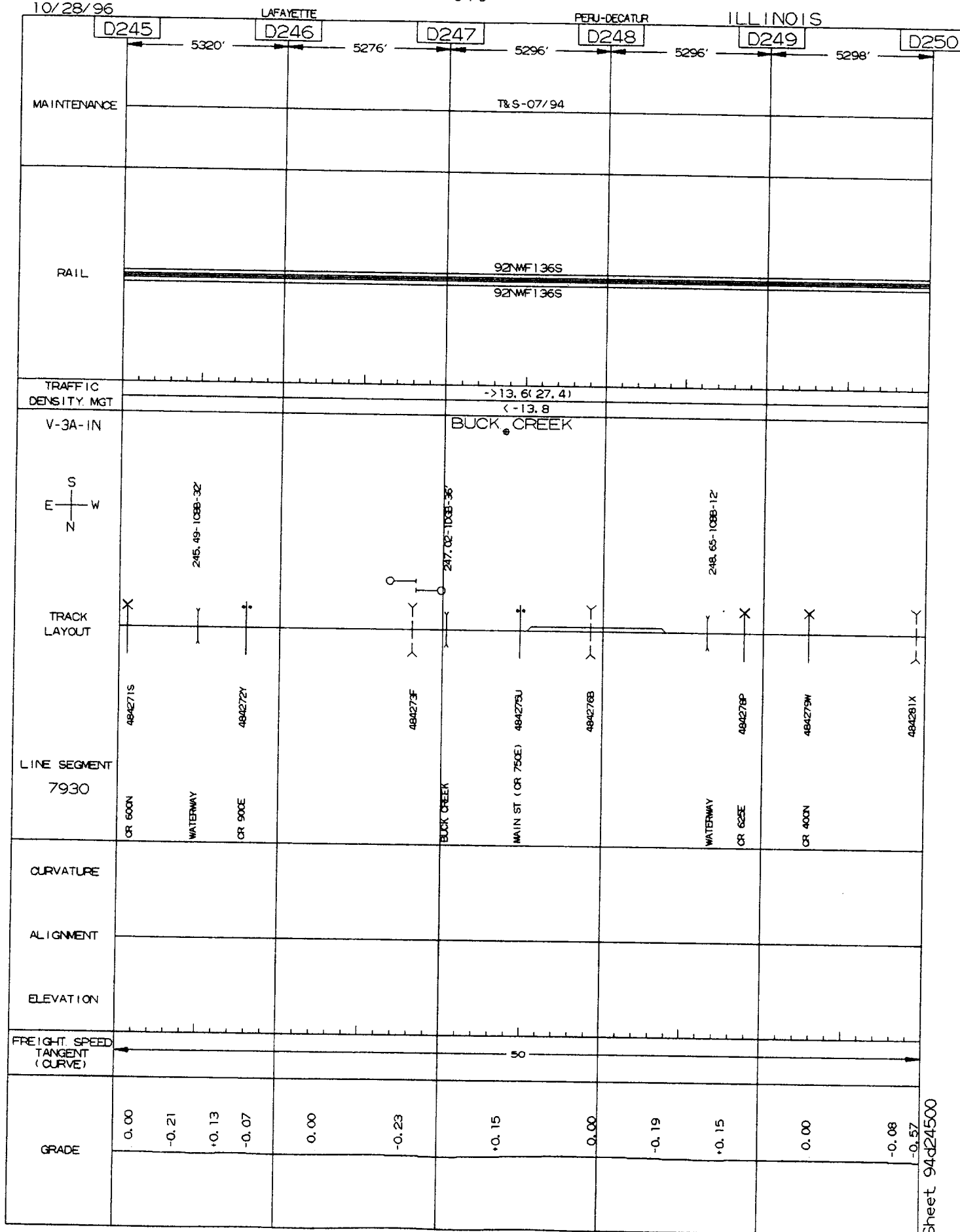


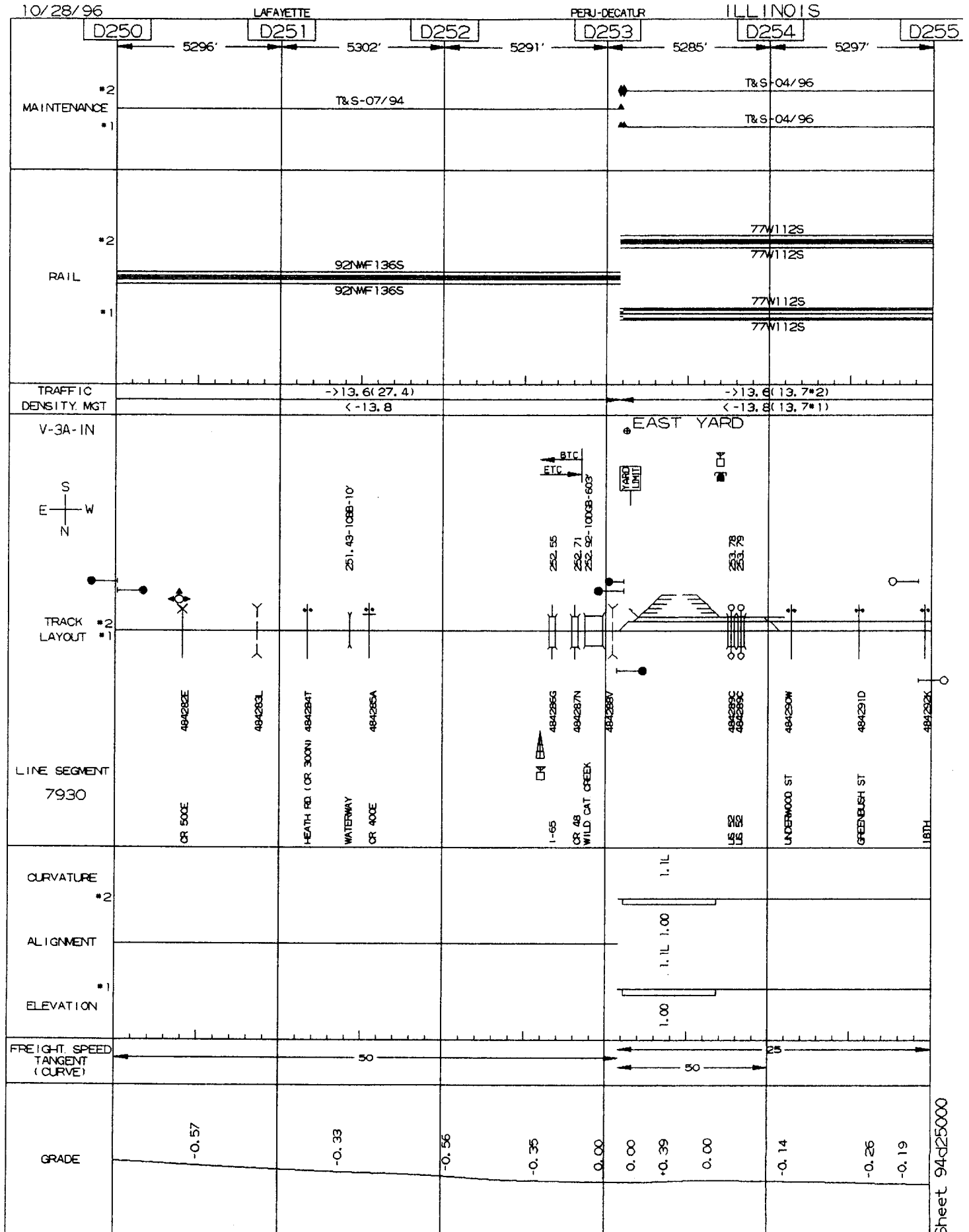
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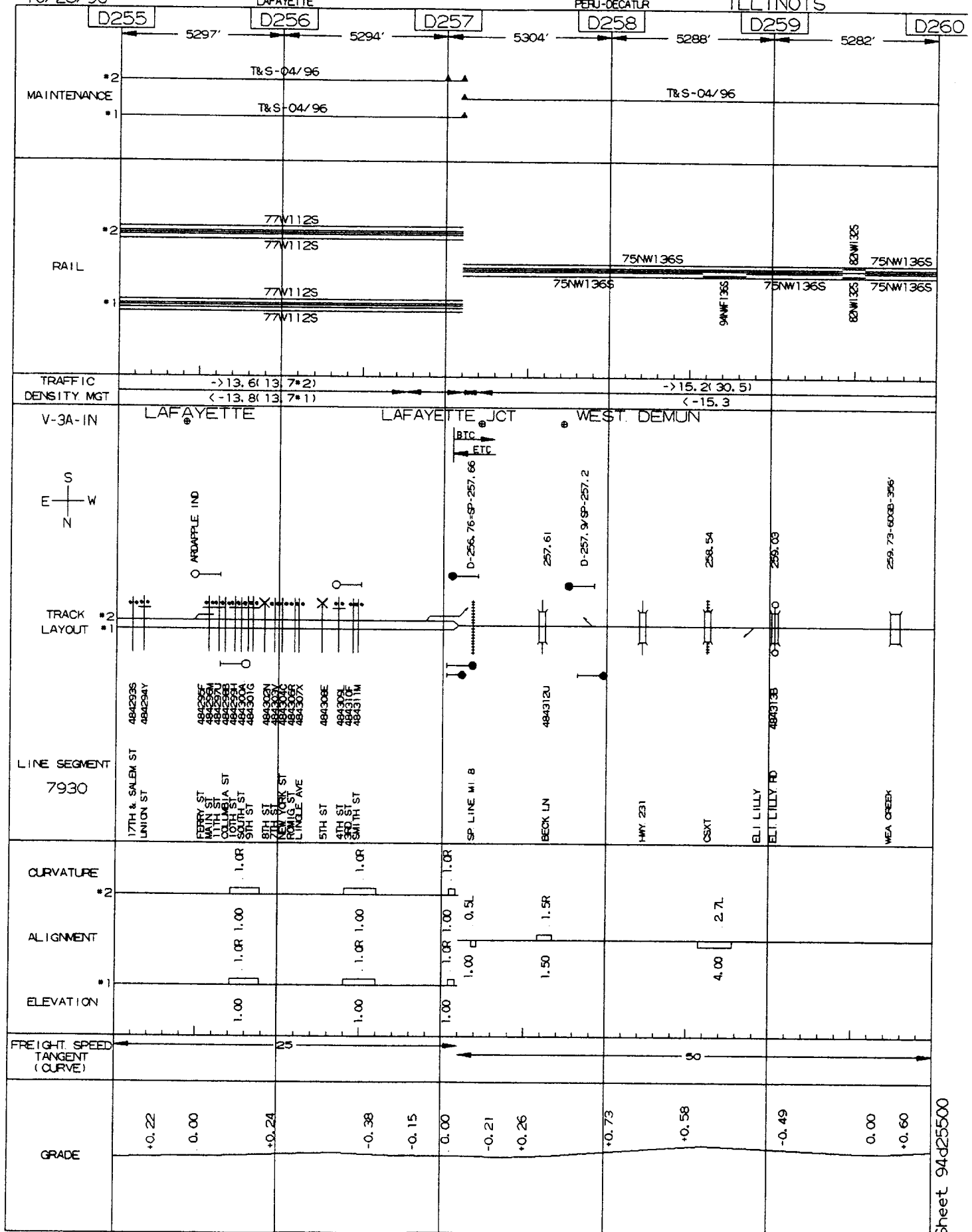
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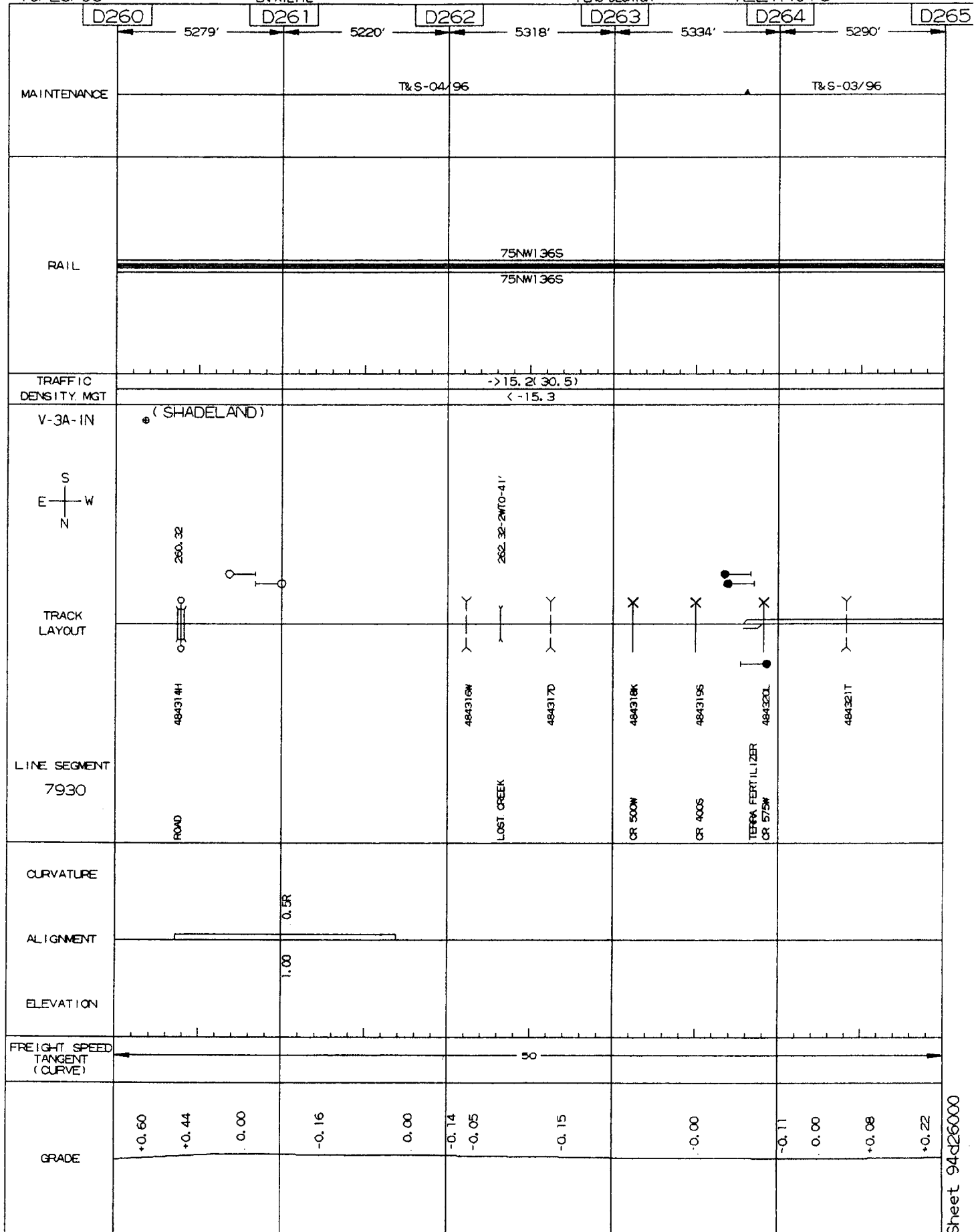


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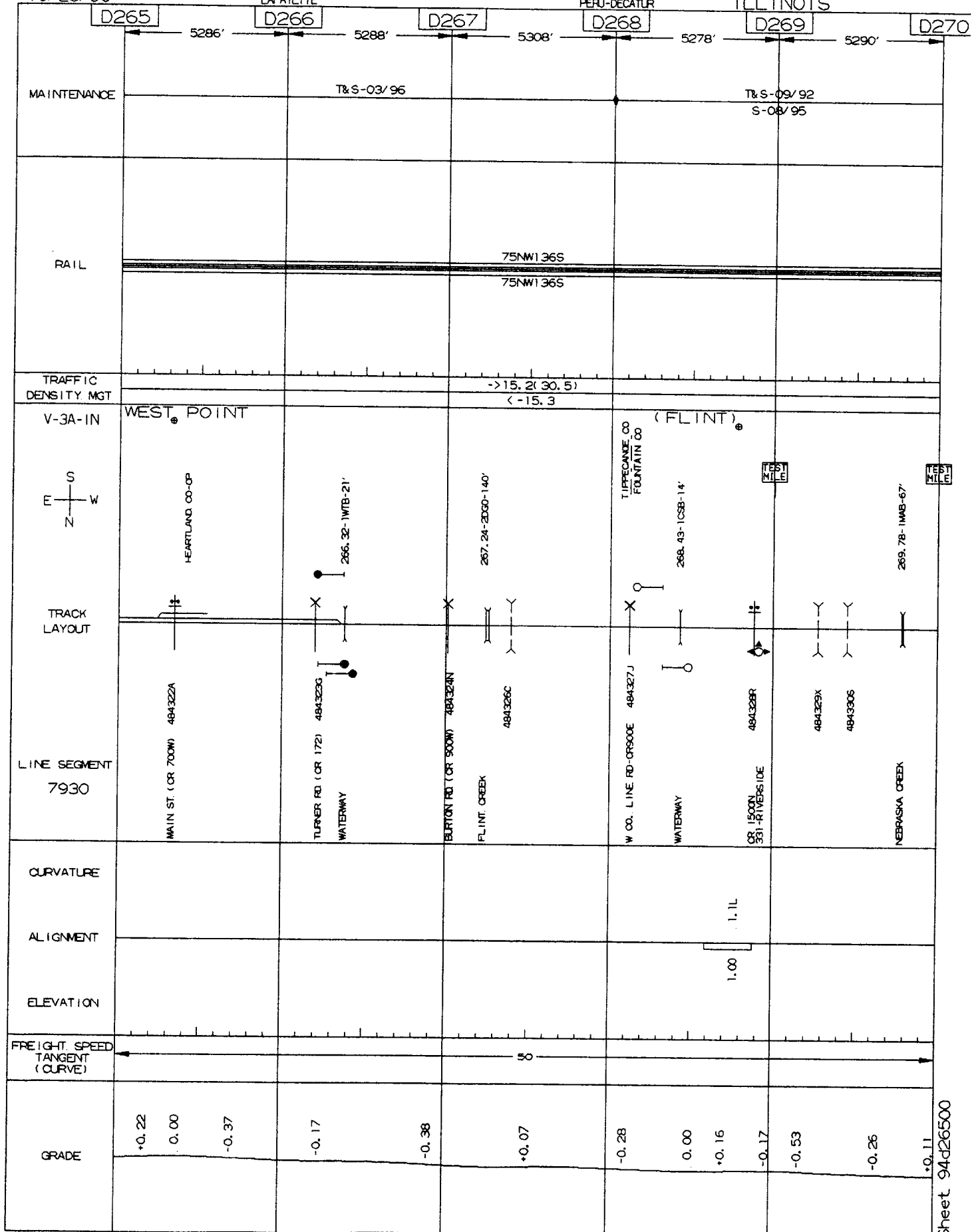


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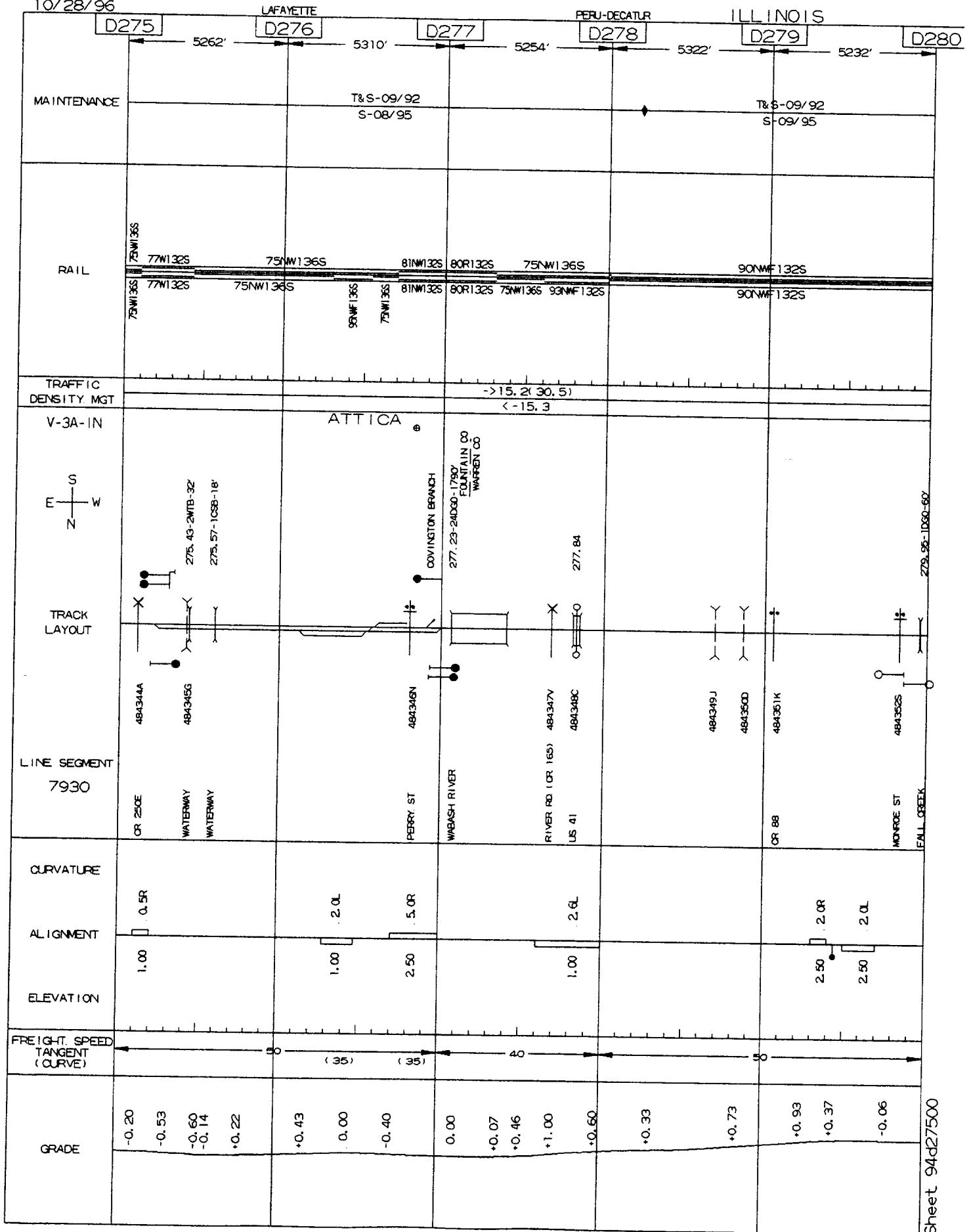
ILLINOIS



10/28/96										
LAFAYETTE										
PERU-DECATUR										
ILLINOIS										
	D270	D271	D272	D273	D274	D275				
	5308'	5082'	5480'	5278'	5292'					
MAINTENANCE	T&S-09/92 S-08/95									
RAIL	75NW136S 75NW136S									
TRAFFIC DENSITY MGT	->15.2(30.5) <-15.3 (RIVERSIDE)									
V-3A-IN	TEST MILE TEST MILE									
TRACK LAYOUT										
LINE SEGMENT	7930									
CURVATURE										
ALIGNMENT	1.00 1.1R 0.5L 1.00 0.5L 1.00									
ELEVATION										
FREIGHT SPEED TANGENT (CURVE)	50									
GRADE	+0.42 0.00	-0.48 -0.63 -0.36 -0.10	+0.16 +0.47 +0.09	-0.04 +0.19	0.00 -0.47 -0.58					

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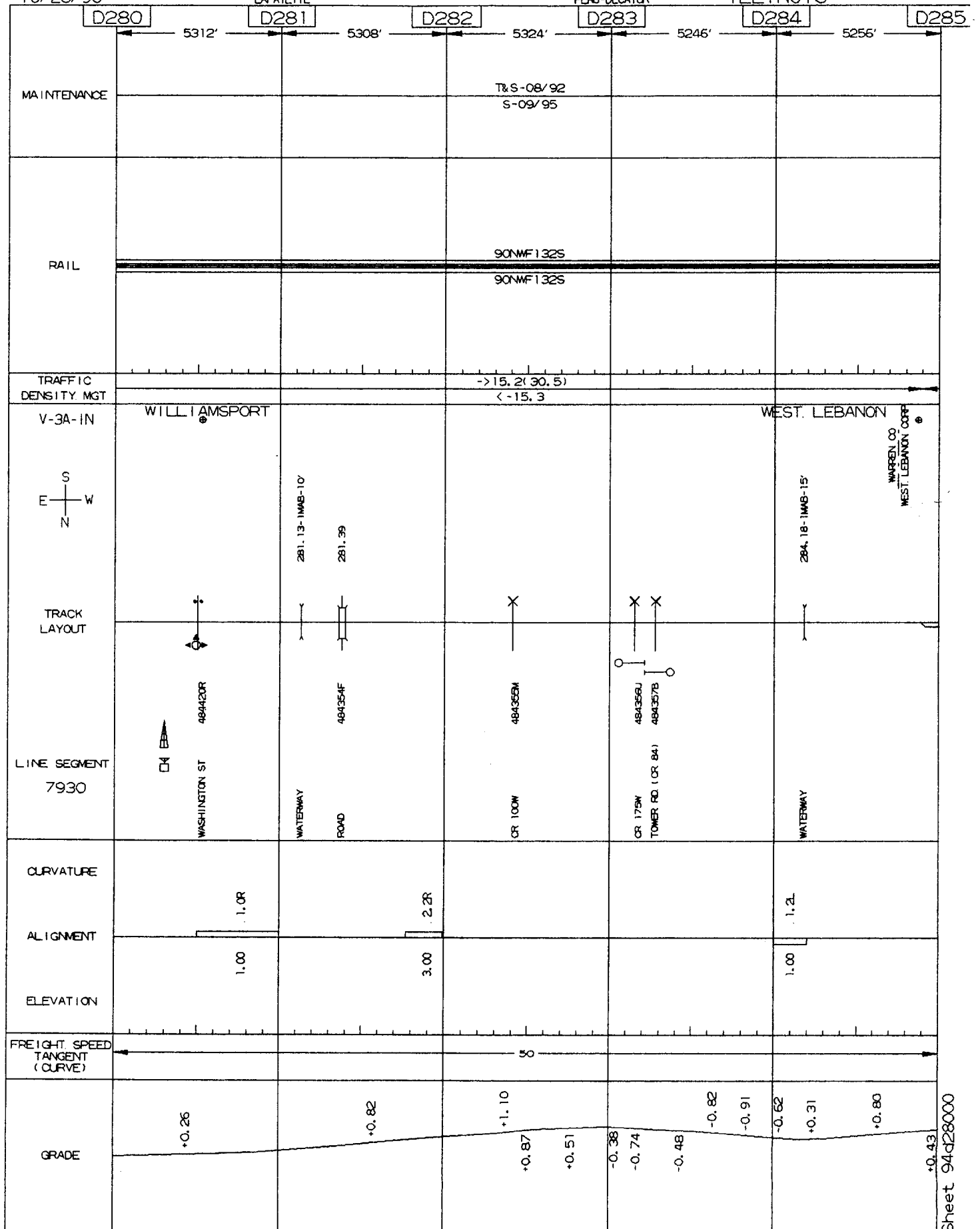


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ILLINOIS

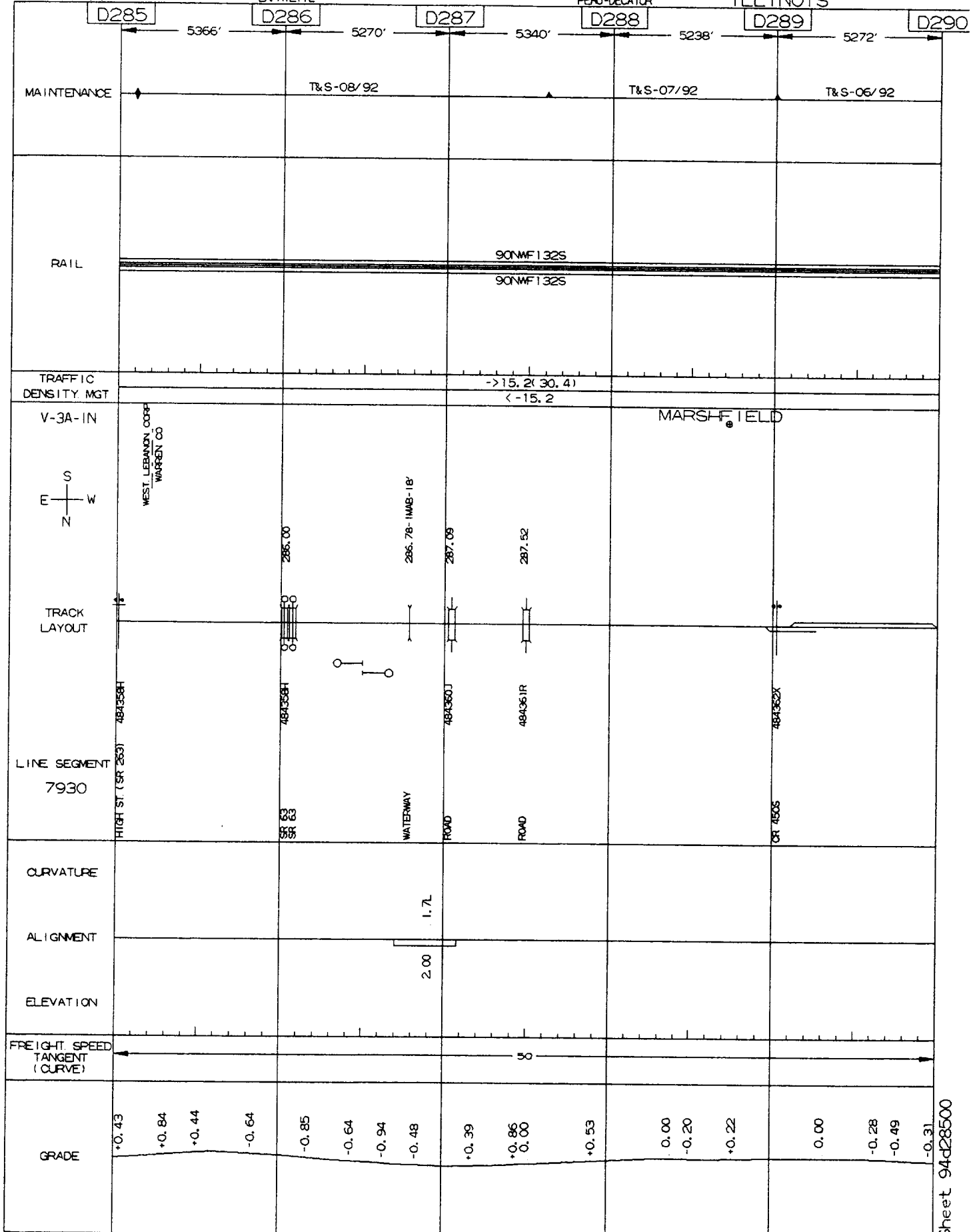


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LAFAYETTE

PERU-DECATUR

ILLINOIS



10/28/96									
LAFAYETTE									
PERU-DECATUR									
ILLINOIS									
	D290	D291	D292	D293	D294	D295			
	5066'	5524'	5272'	5284'	5296'				
MAINTENANCE			T&S-06/92			T&S-06/92			
RAIL			90NWF132S			76NWF132S			
			90NWF132S			76NWF132S			
TRAFFIC DENSITY MGT			-> 15.2 (30.4) <- 15.2			-> 15.1 (30.2) <- 15.1			
V-3A-IN V-5A-IL						STATE LINE IN IL			
S E—W N						WARREN CO VERMILION CO			
TRACK LAYOUT	X	X	X	Y	X				
LINE SEGMENT 7930	OR 775W	OPPOSSUM RUN	OR 600S JACKSONVILLE RD		OR 1000W	STATE LINE ELEVATOR ST. LINE RD (OR 2170E) 479843F			
	484363E		484364L 484365T	484366A	484367G				
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	50								
GRADE	-0.31 -0.38 +0.40	0.00 -0.43 0.00	+0.49 +0.30 0.00	+0.17 0.00	+0.46 +0.46 -0.42				

Sheet 94d29000

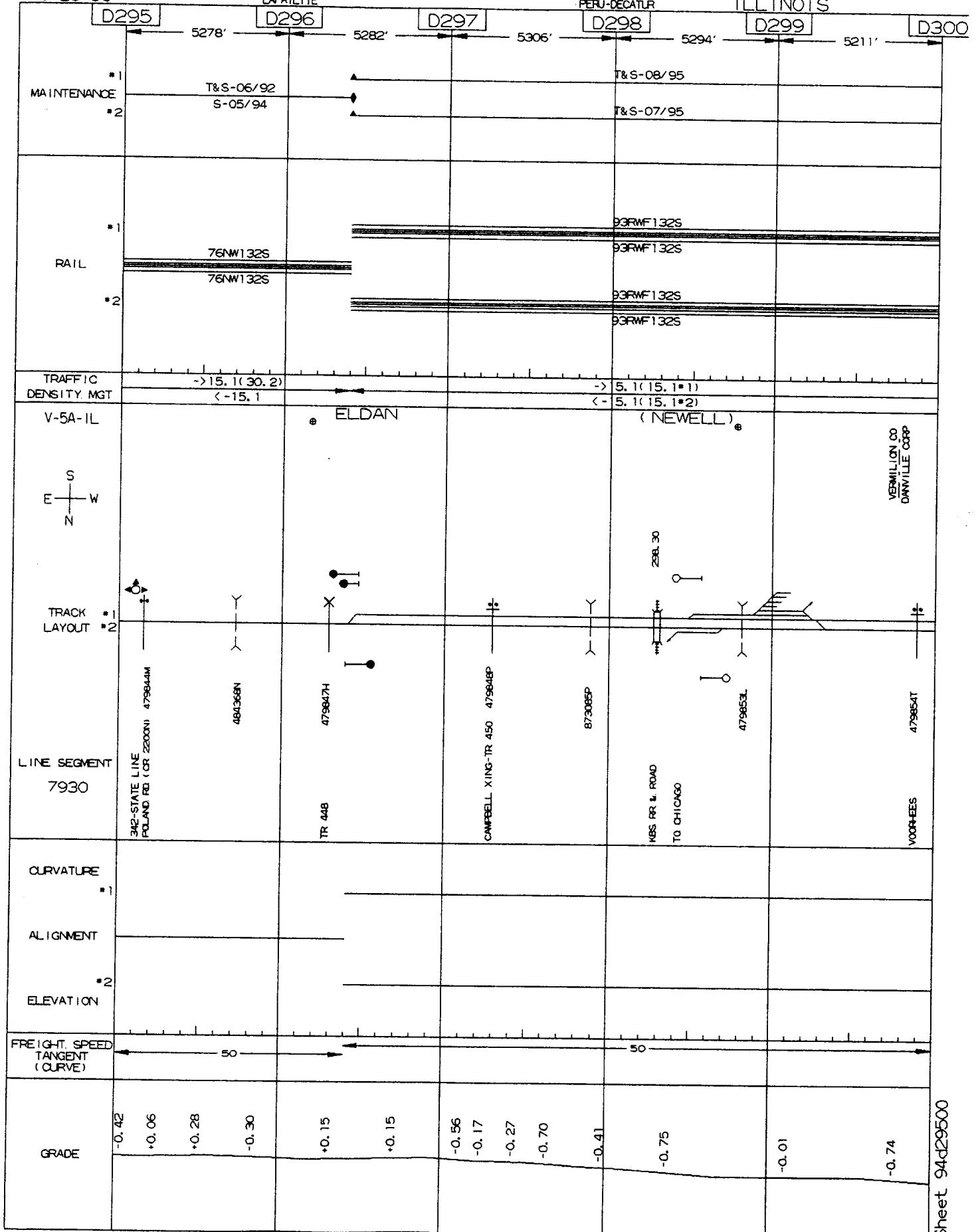


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LAFAYETTE

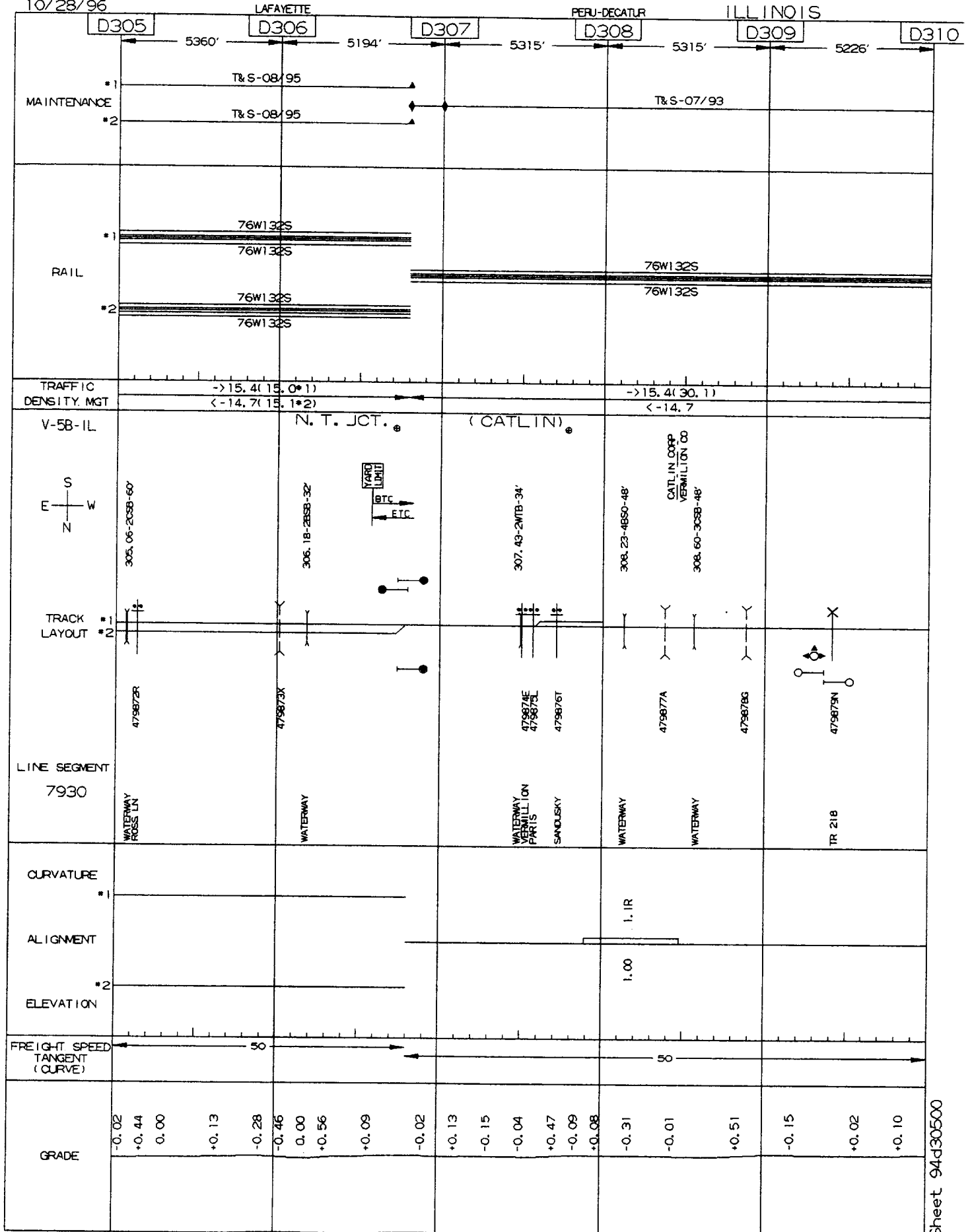
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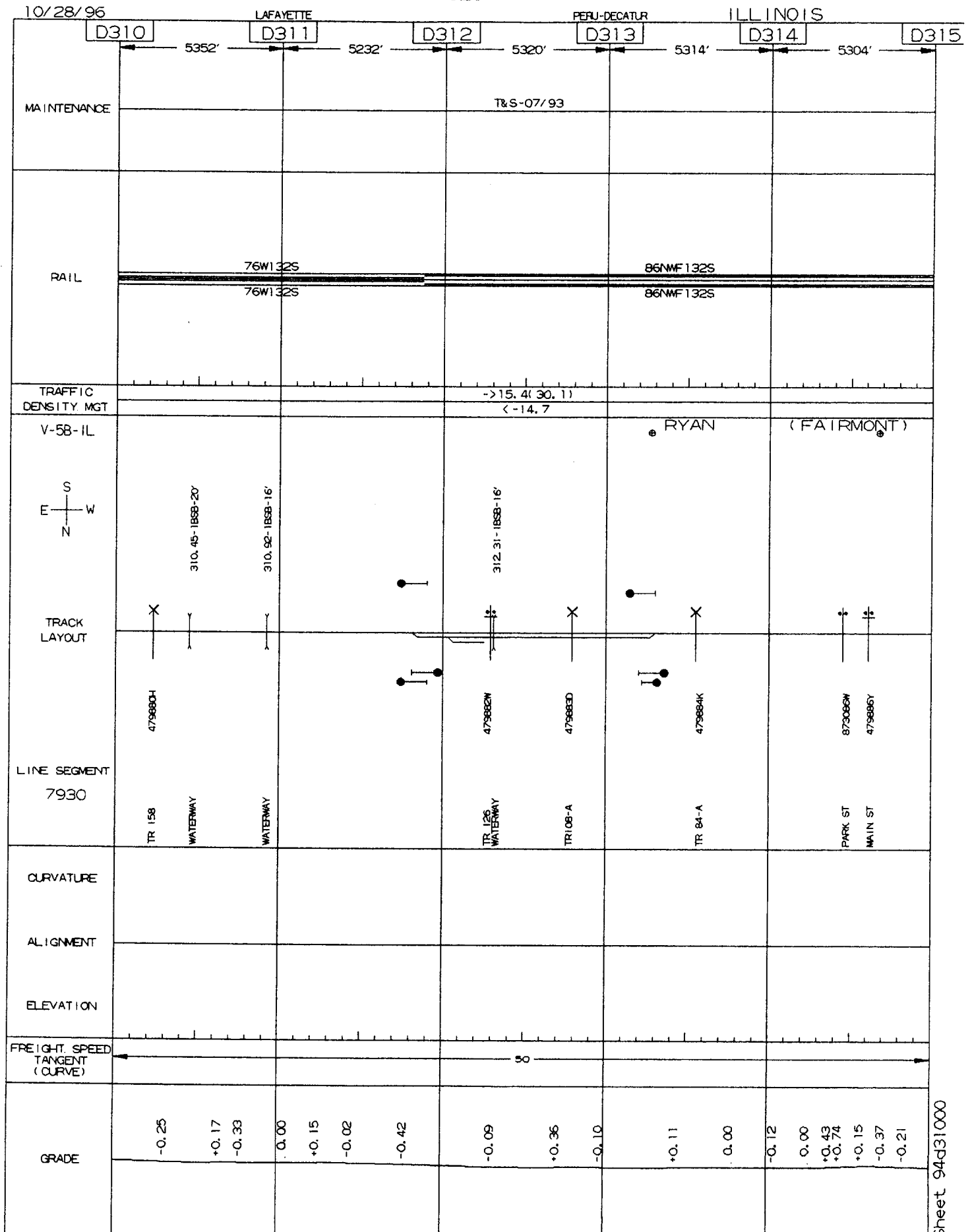
ILLINOIS



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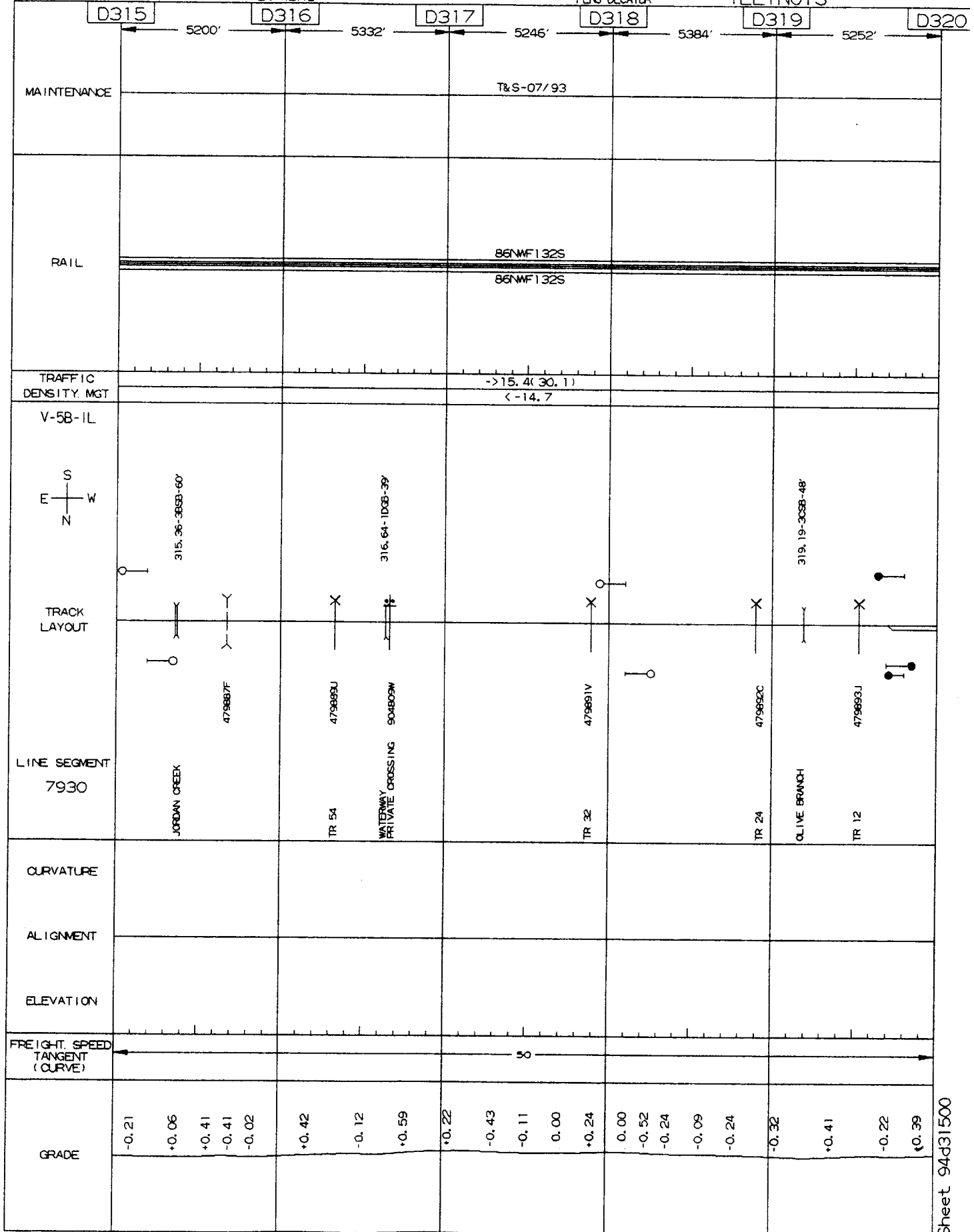


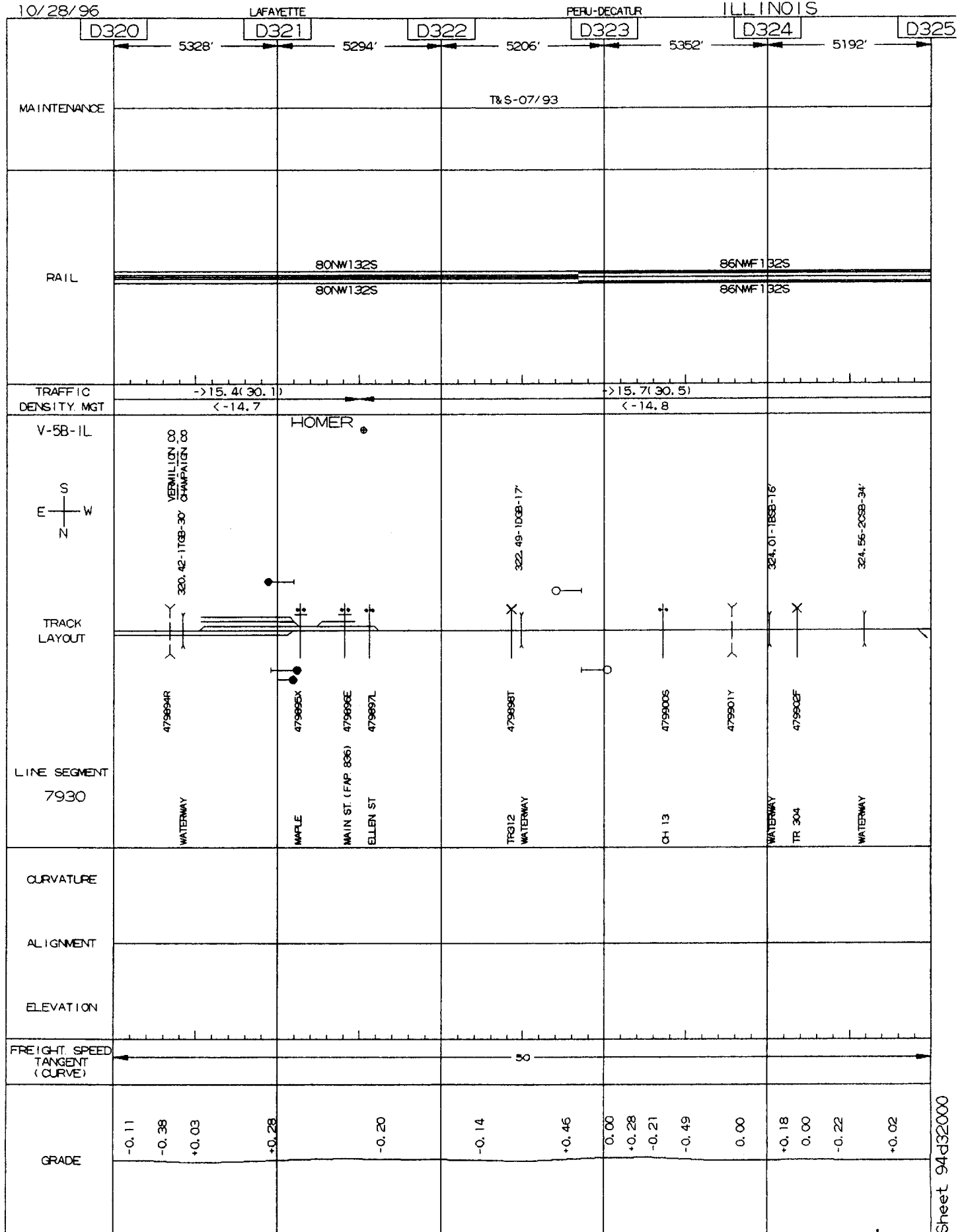
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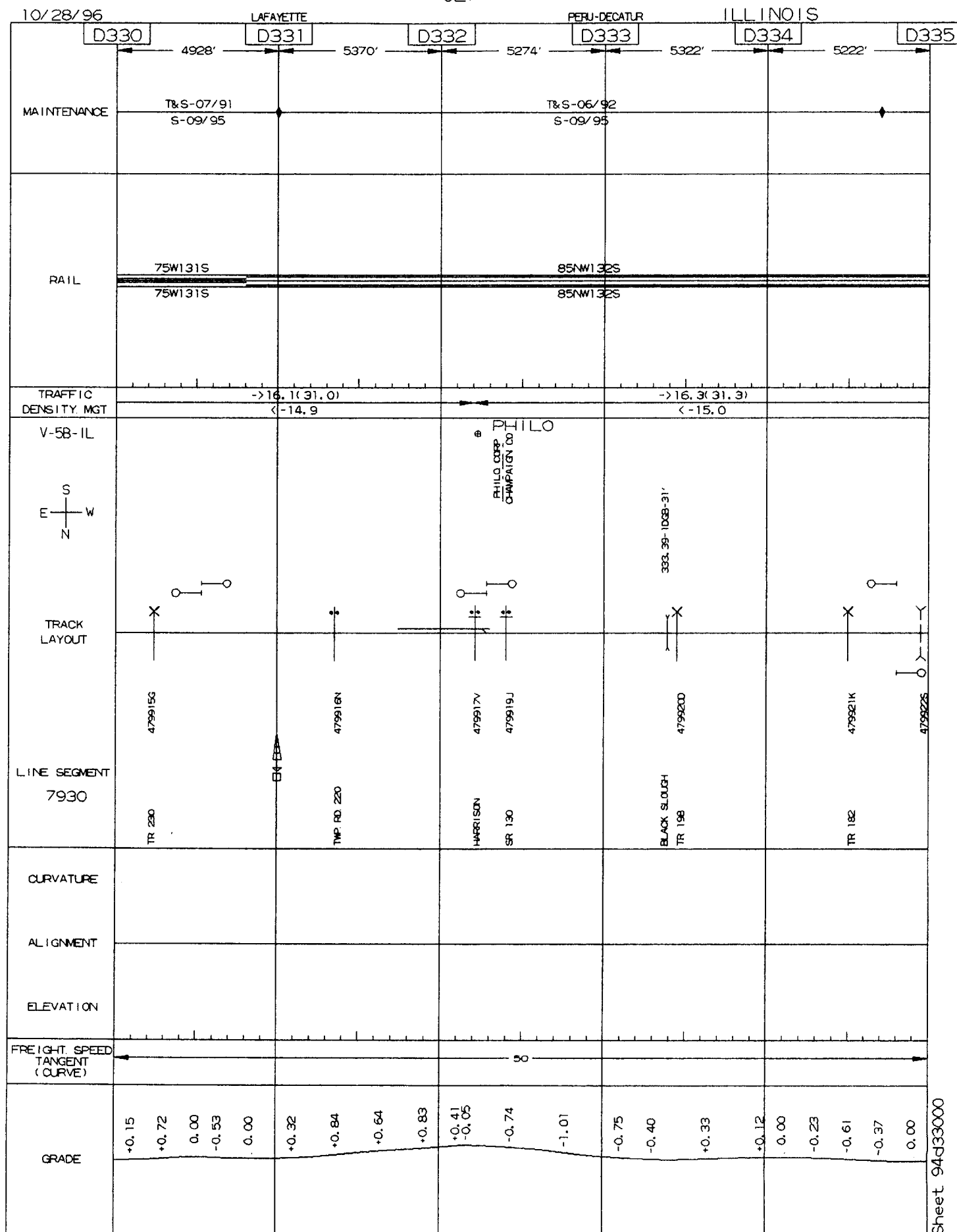
PERU-DECATUR

ILLINOIS



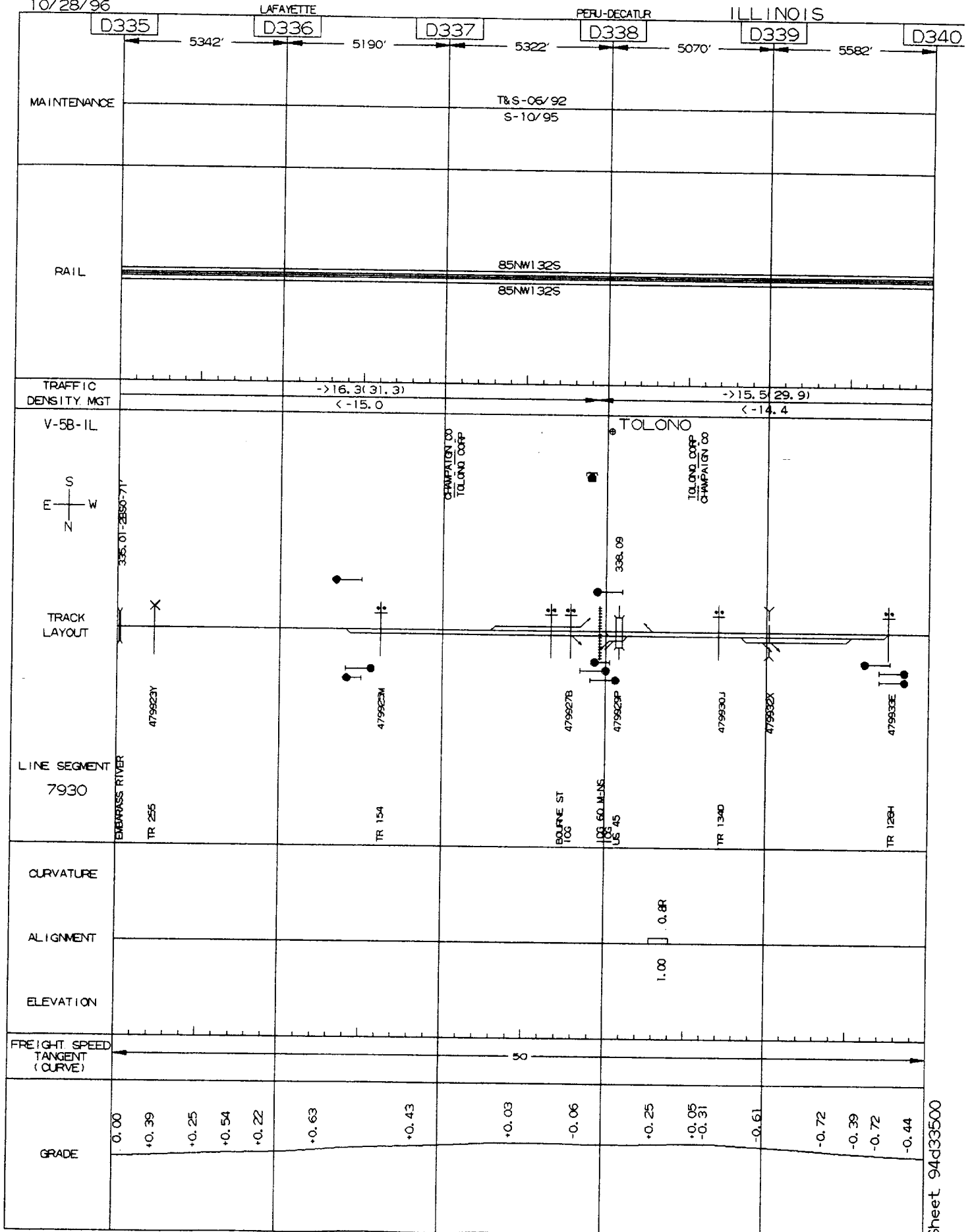


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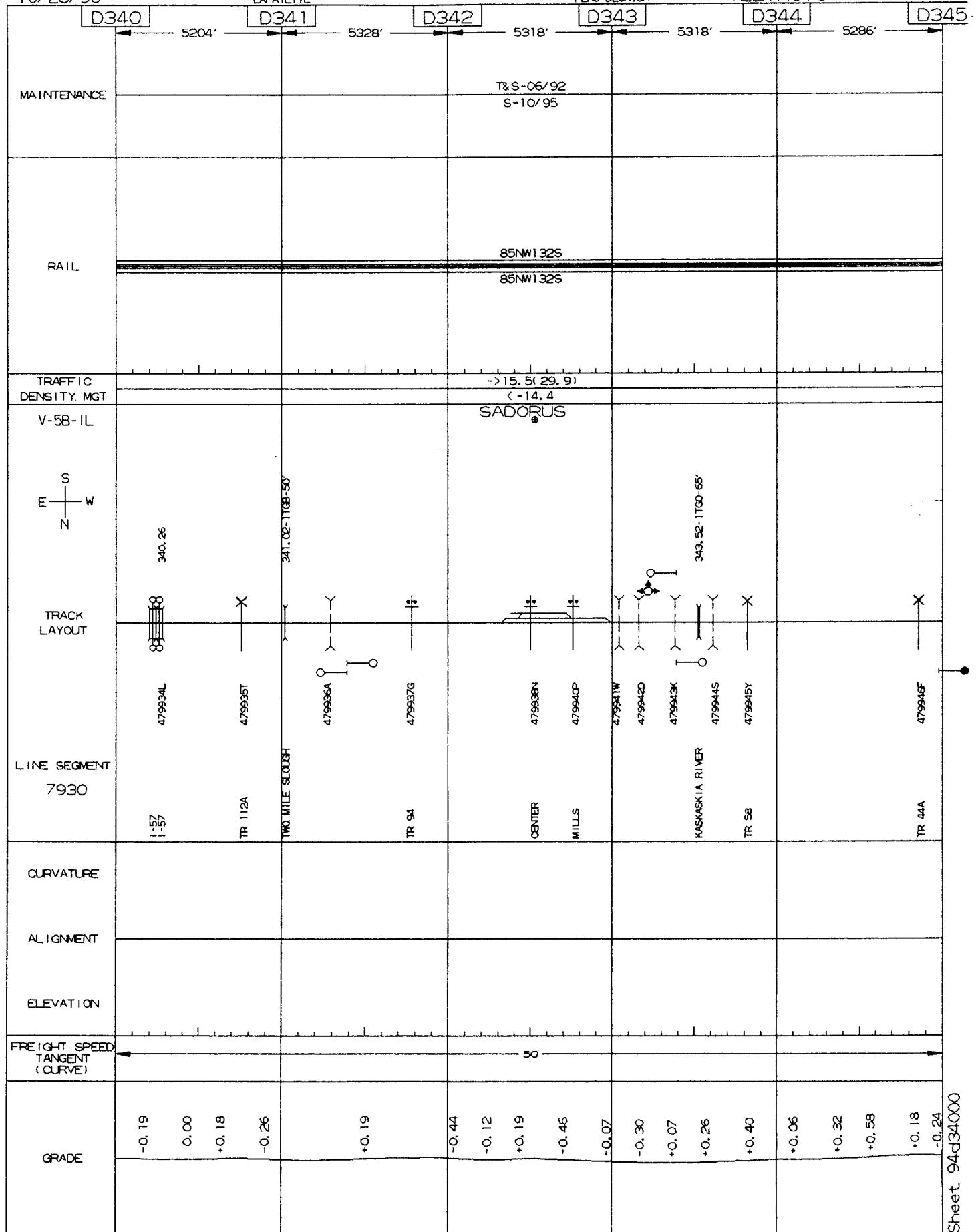


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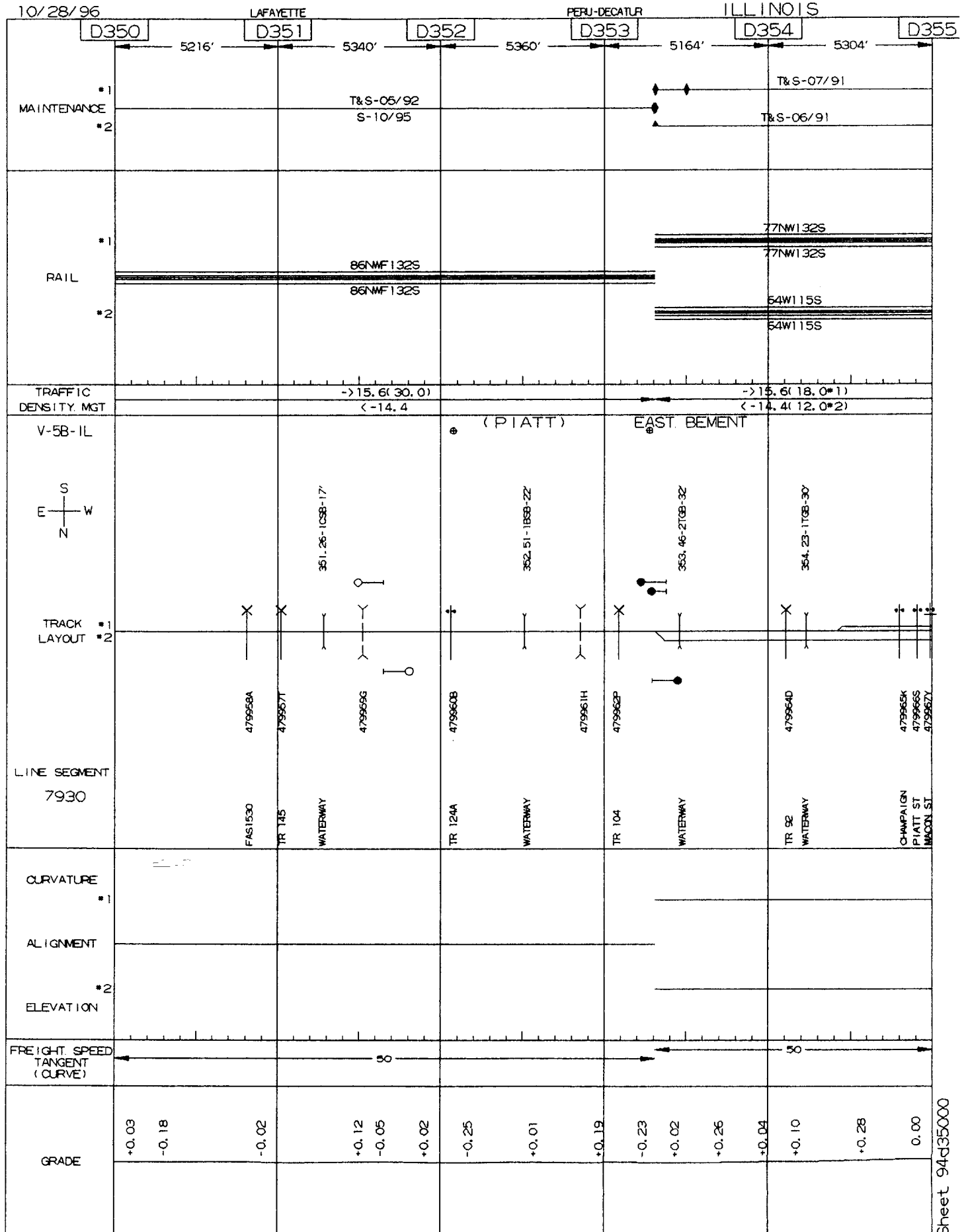
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PERU-DECATUR

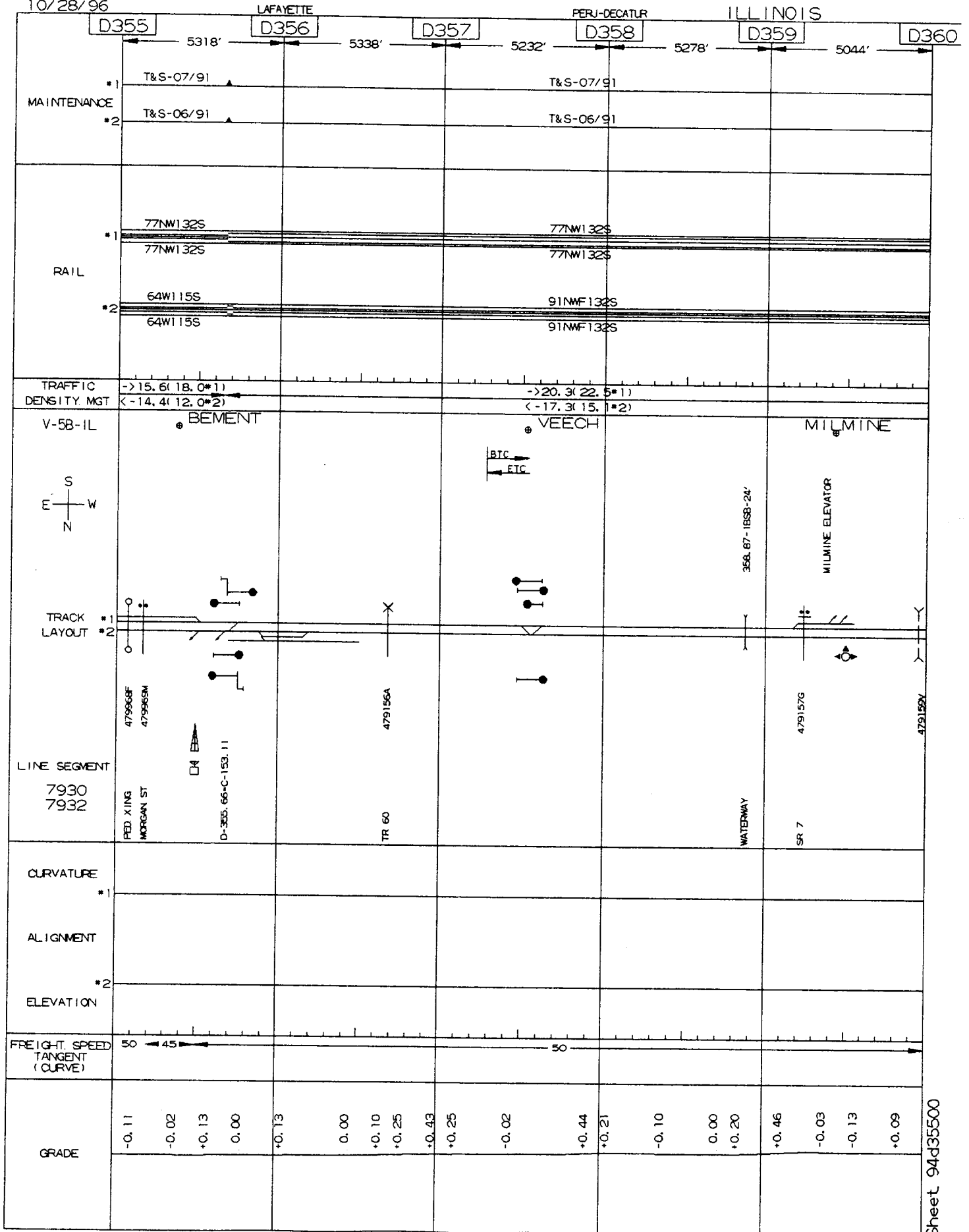
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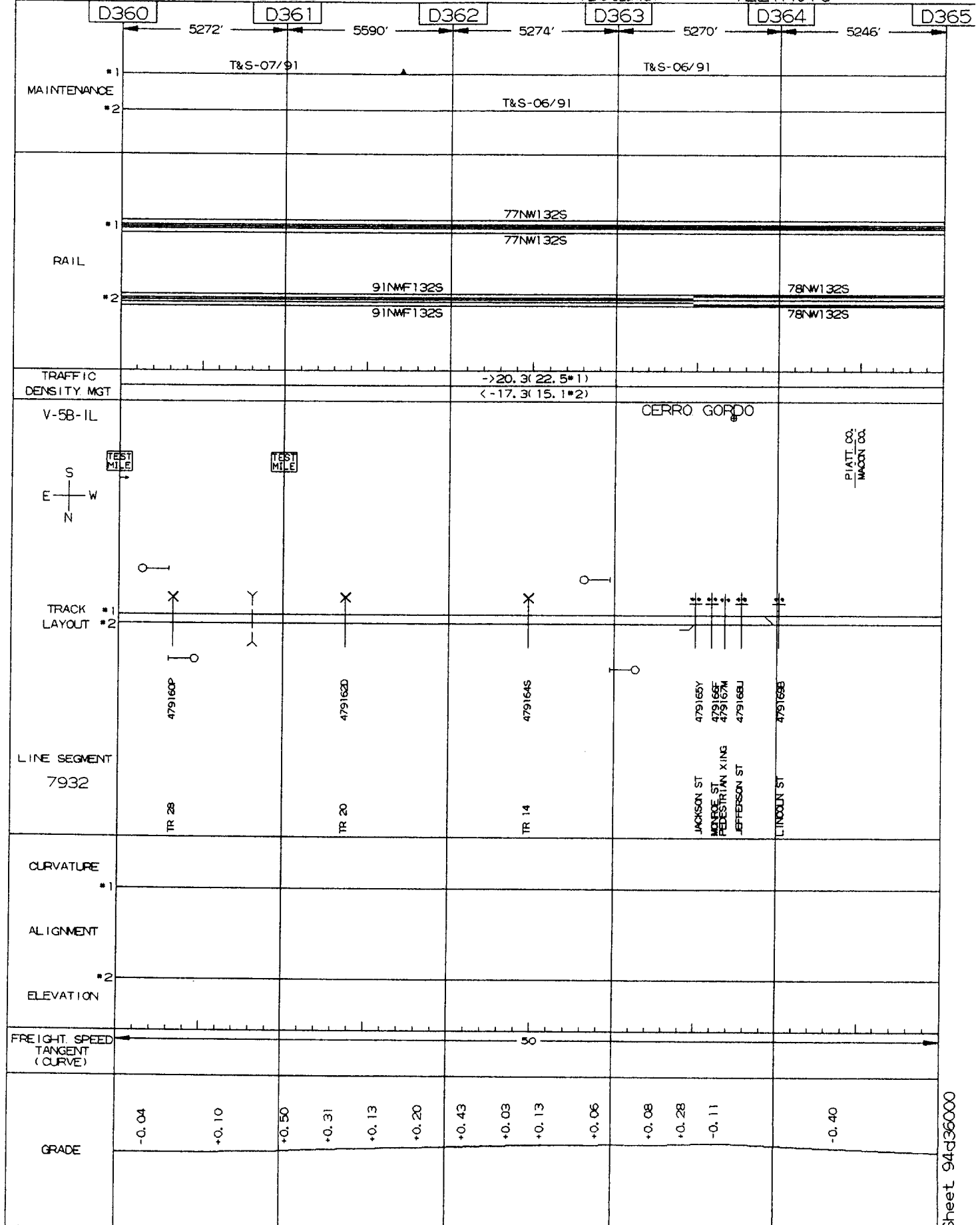


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LAFAYETTE

PERU-DECATUR

ILLINOIS

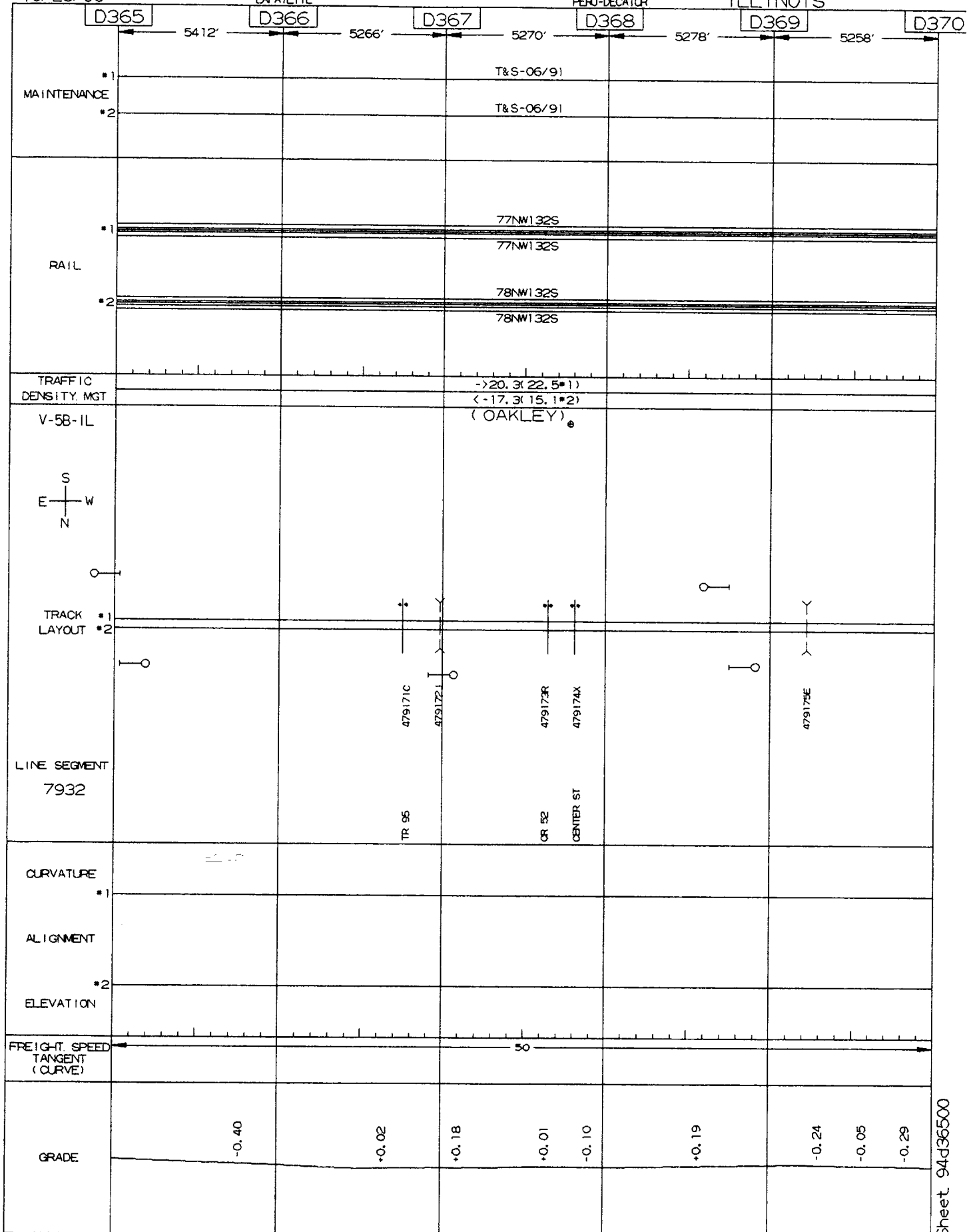


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LAFAYETTE

PERU-DECATUR

ILLINOIS



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Sheet 94d37500

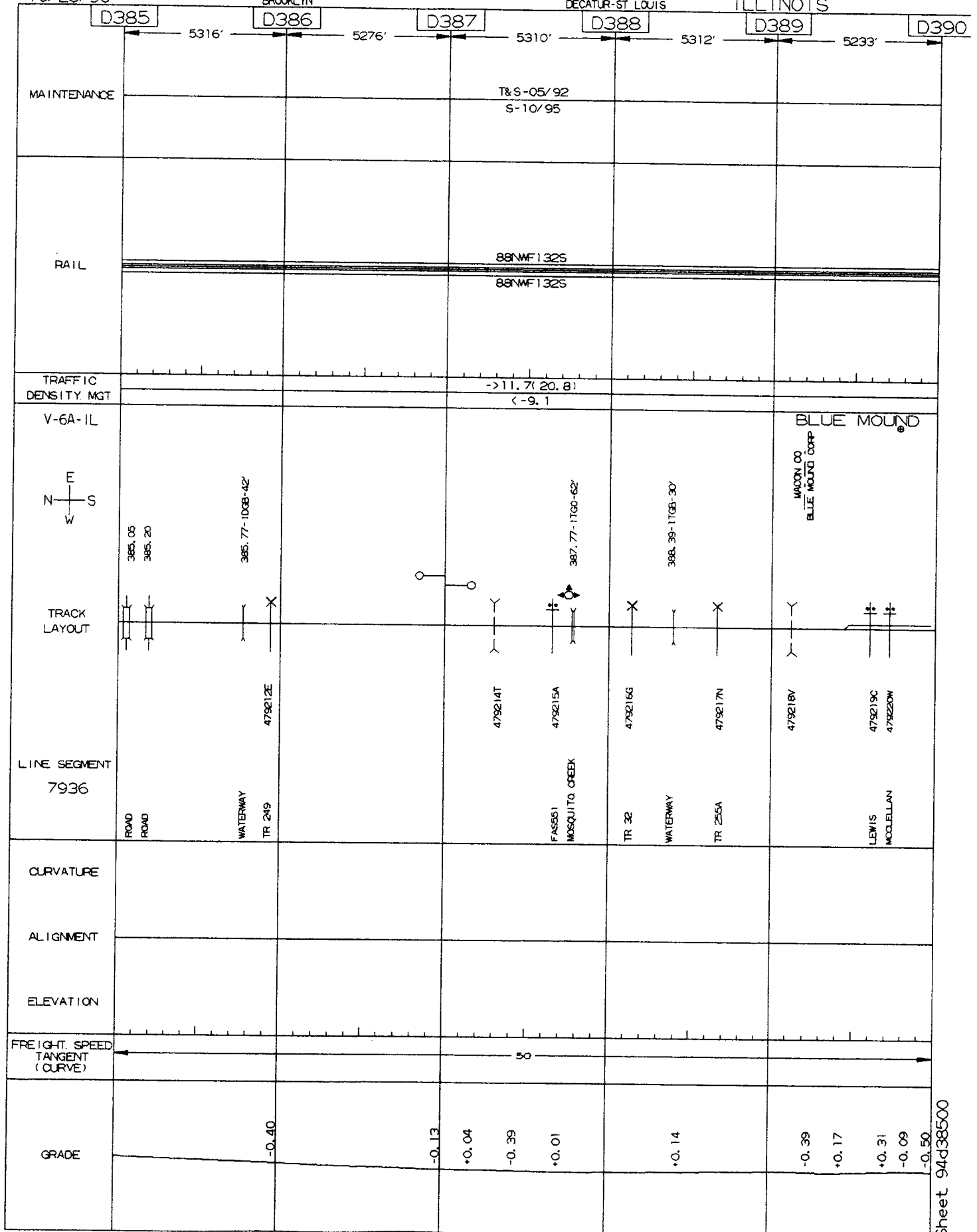
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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

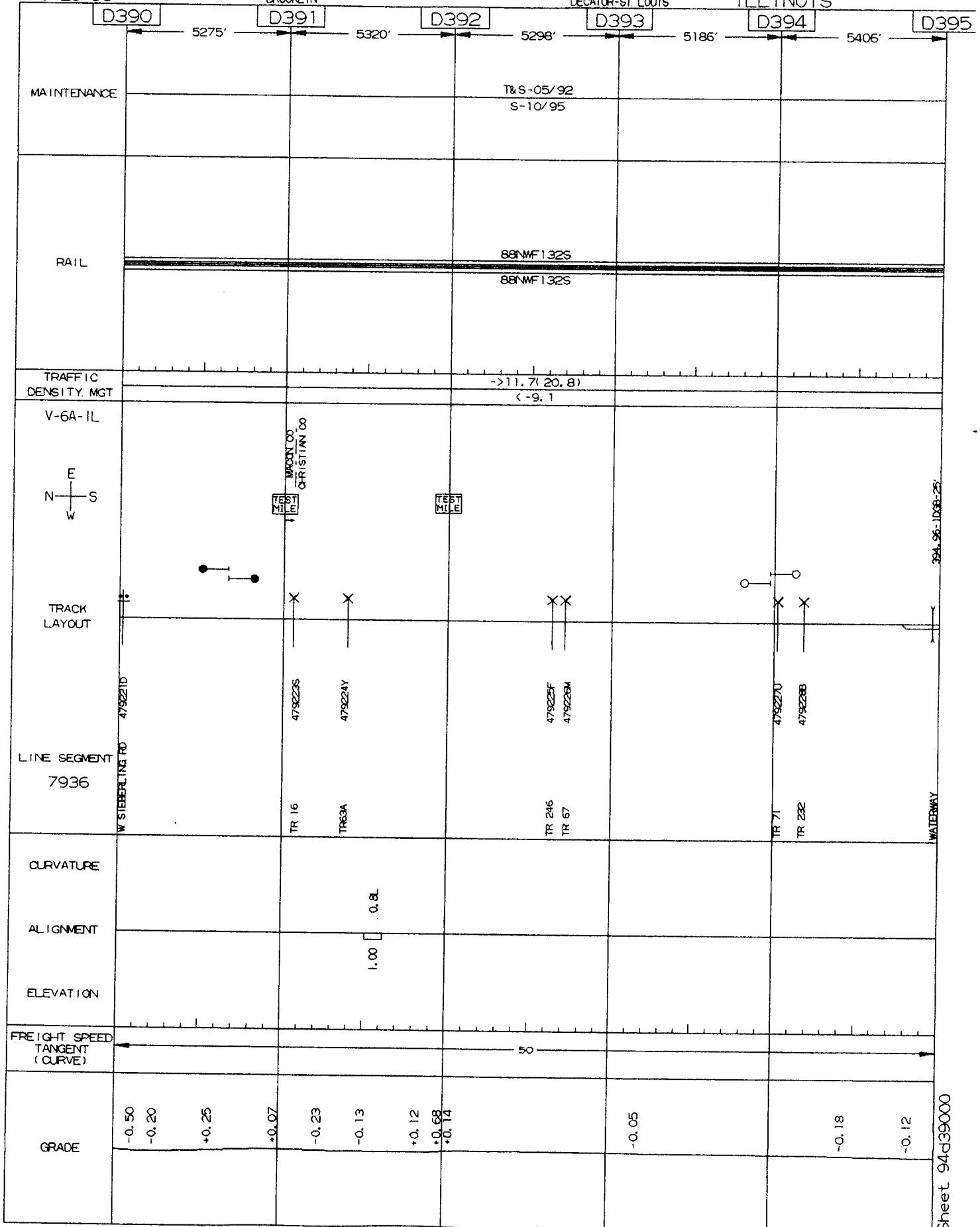


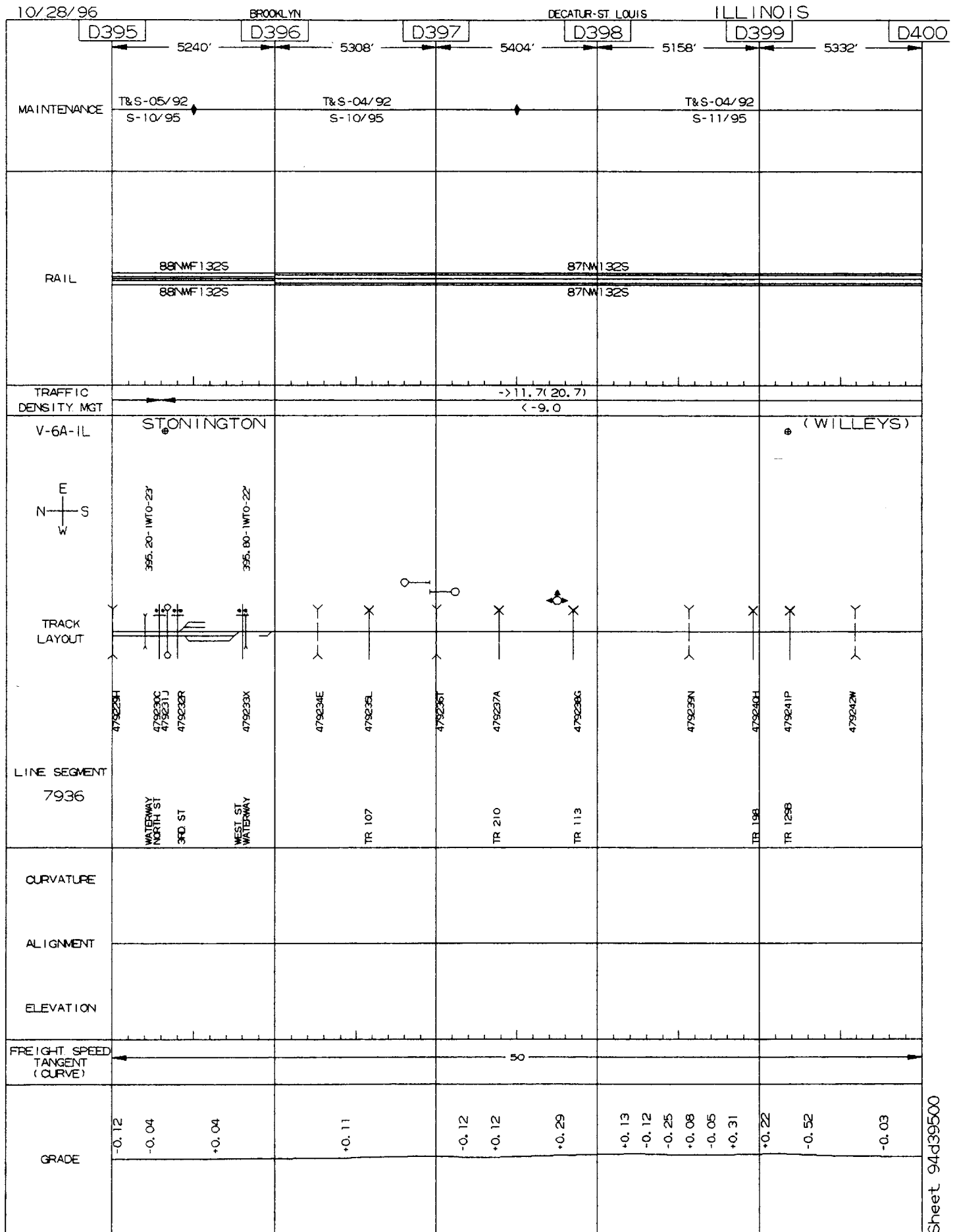
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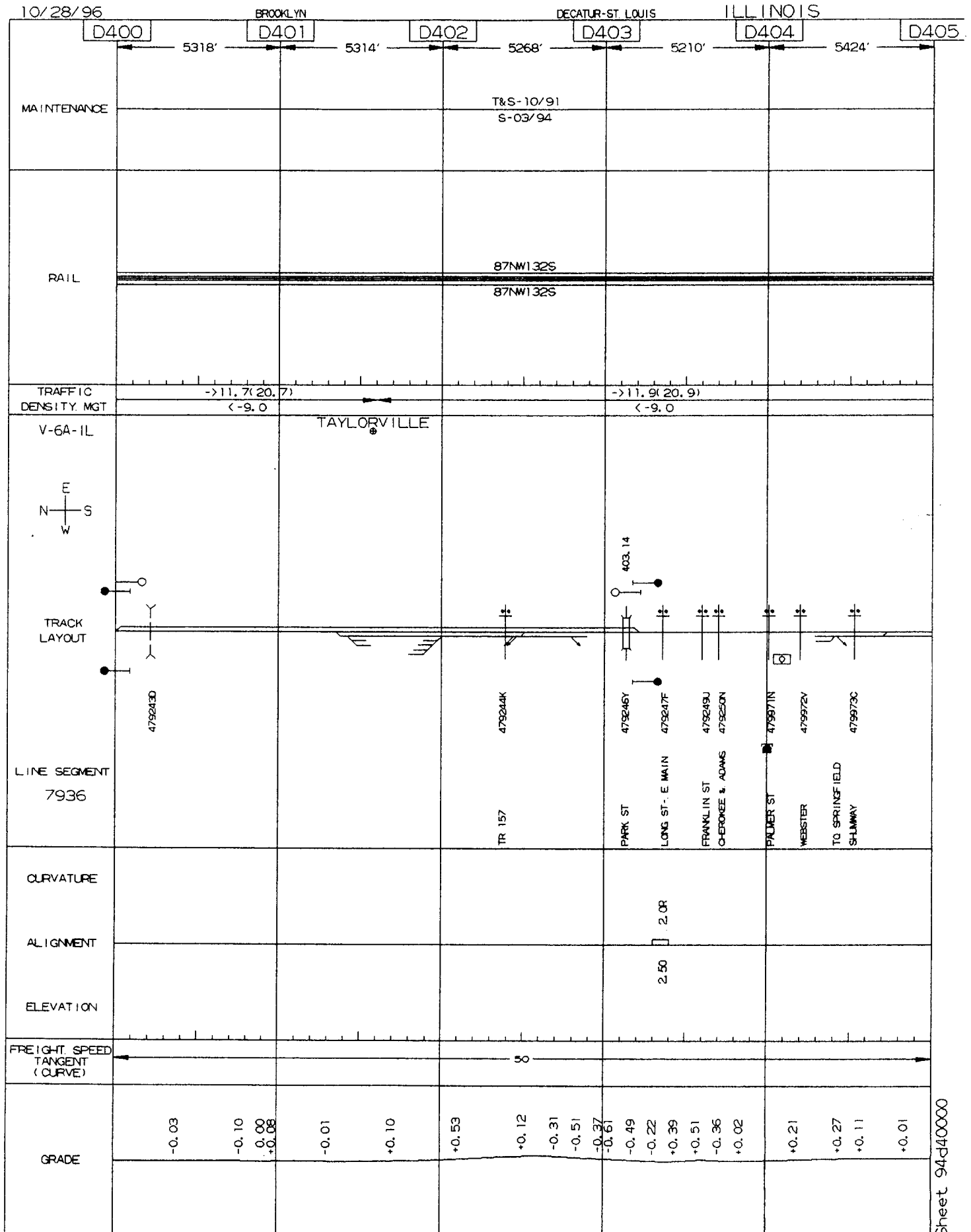
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DECATUR-ST LOUIS

ILLINOIS





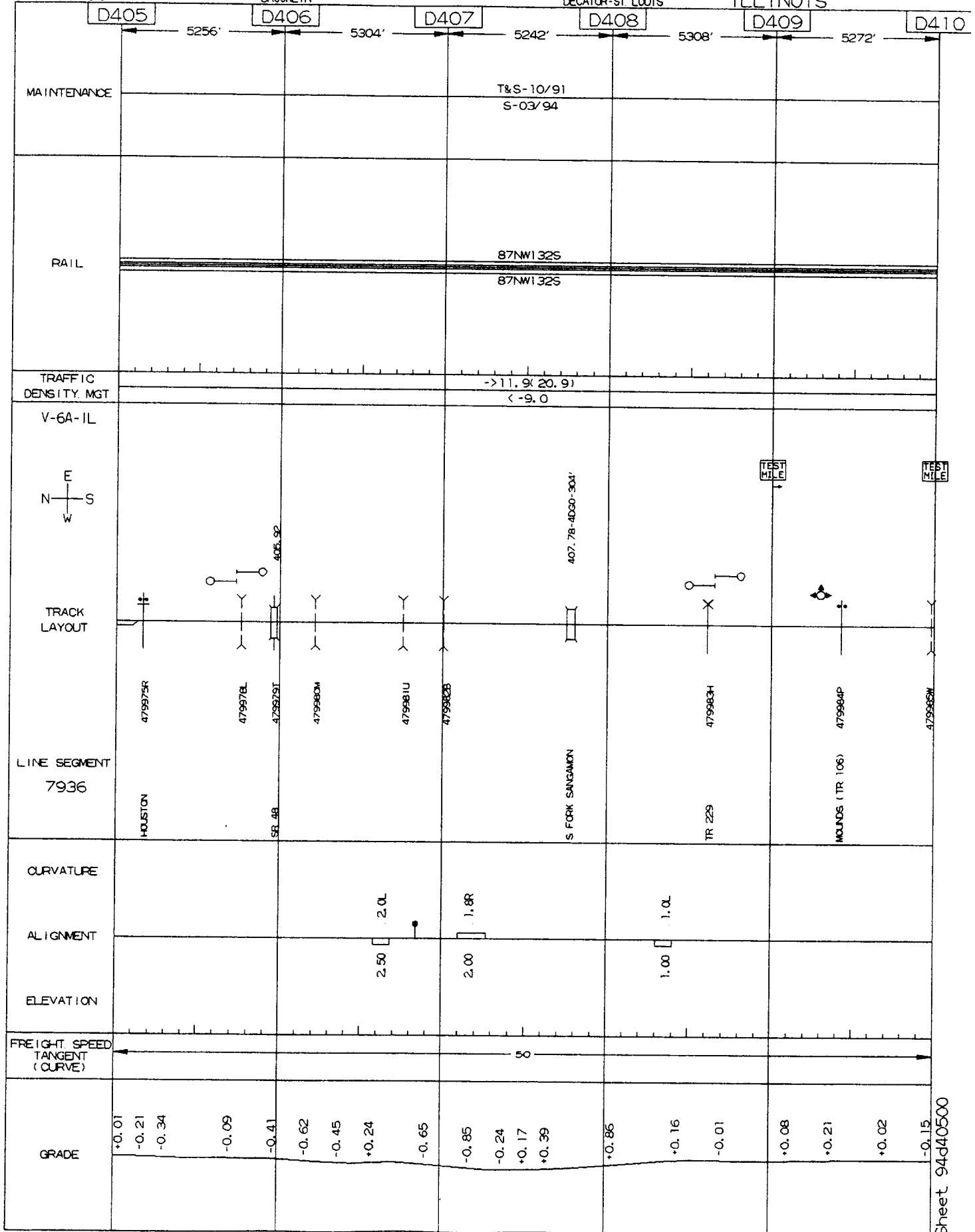


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BROOKLYN

DECATUR-ST. LOUIS

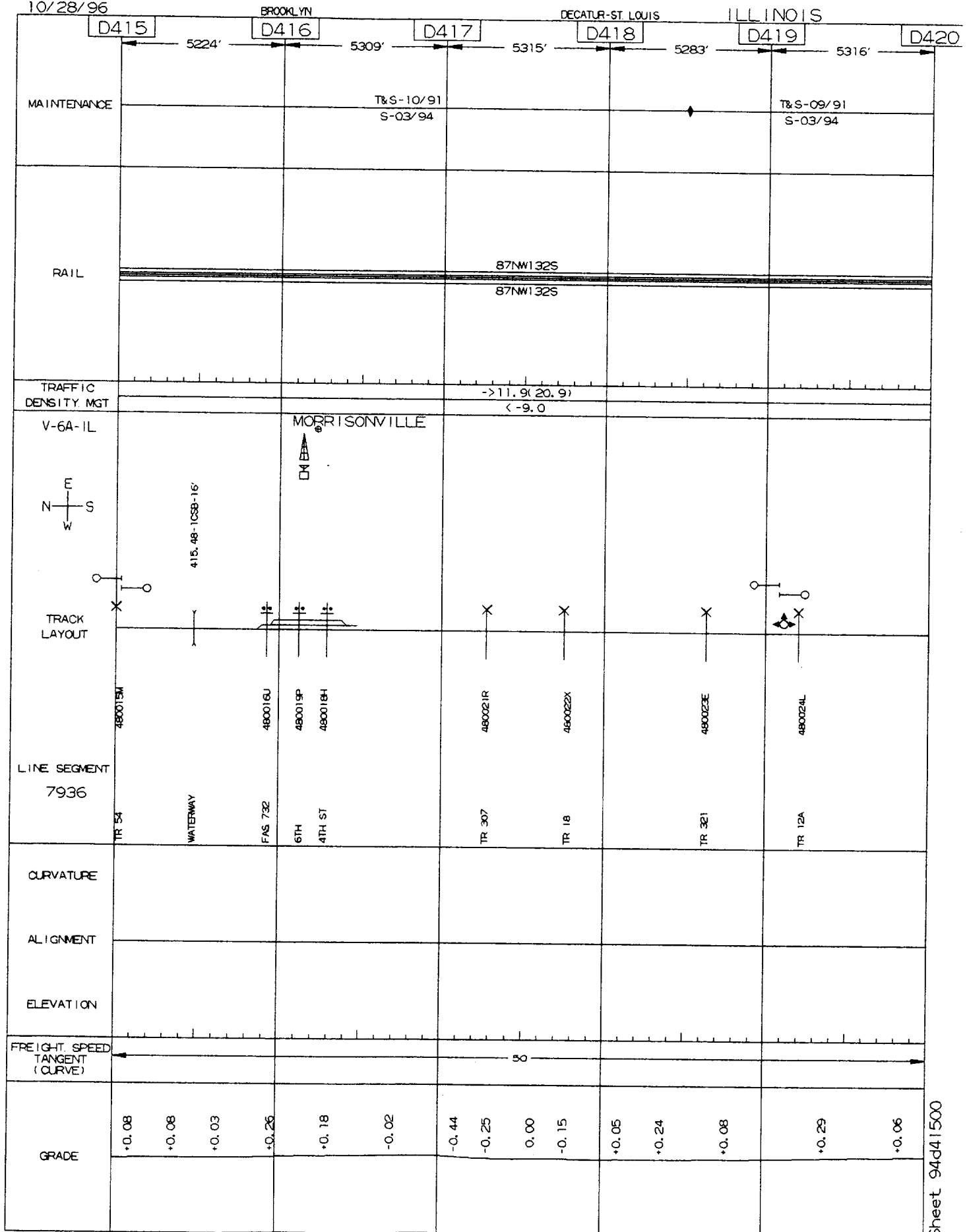
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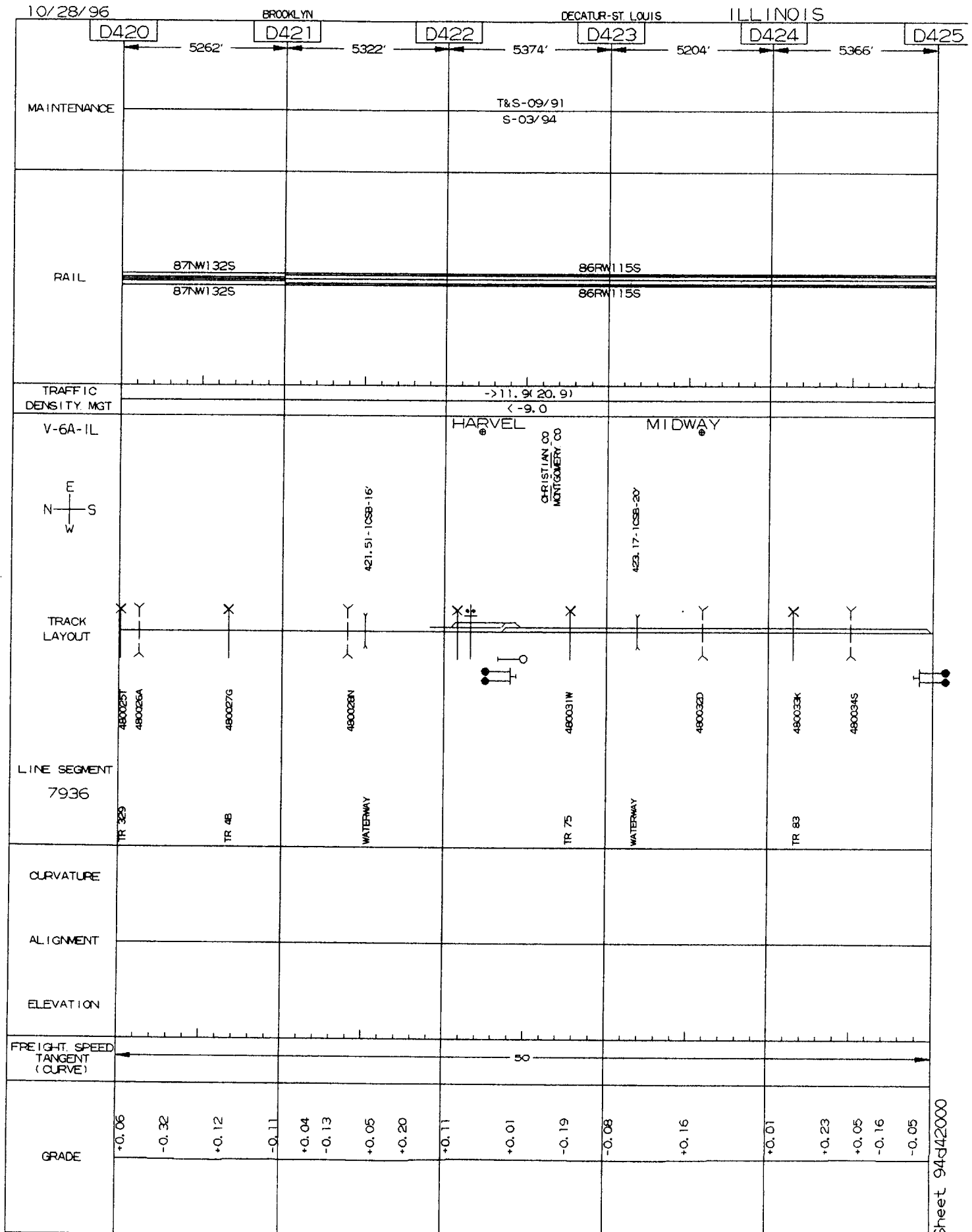


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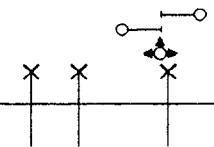


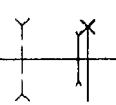
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DECATUR-ST. LOUIS

ILLINOIS

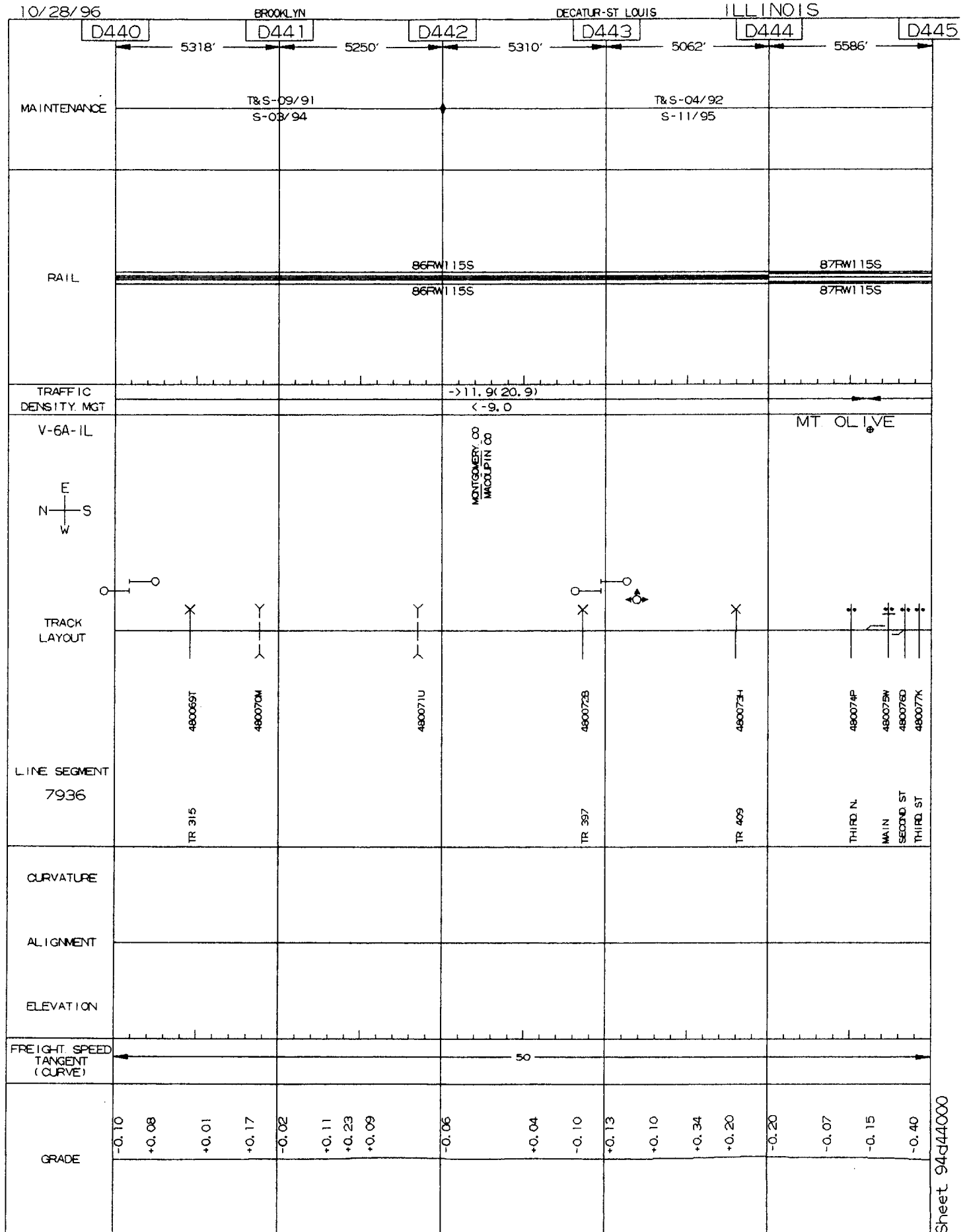
	D425	D426	D427	D428	D429	D430
	5198'	5308'	5318'	5276'	5288'	
MAINTENANCE			T&S-09/91 S-03/94			
RAIL			86RW115S 86RW115S			
TRAFFIC DENSITY MGT			->11.9(20.9) <-9.0			
V-6A-IL	RAYMOND					
<div> <div>E</div> <div>N</div> <div>S</div> <div>W</div> </div>						
TRACK LAYOUT						
LINE SEGMENT	7936					
	480035Y SPRINGFIELD	480037M BROAD ST	480156W SR 127	480038J BOWLES BRANCH	480039S SOUTH	480040V WATERWAY
				480041C TR 111	480042J TR 119	480043R TR 94
						480044X TR 137A
						W FORK SHOAL CREEK
CURVATURE						
ALIGNMENT			2.0L			
ELEVATION			2.50			
FREIGHT SPEED TANGENT (CURVE)				50		
GRADE	+0.08 +0.22 -0.06 -0.57	+0.57 +0.22 -0.02 +0.45 +0.54	+0.22 -0.23 +0.01 +0.20 +0.05	-0.32 -0.16	+0.08 +0.67 +0.07	

Sheet 94d42500

10/28/96		BROOKLYN		DECATUR-ST. LOUIS		ILLINOIS					
D430		D431		D432		D433		D434		D435	
5334'		5292'		5254'		5280'		5210'			
MAINTENANCE				T&S-09/91 S-03/94							
RAIL				86RW115S 86RW115S							
TRAFFIC DENSITY MGT				->11.9(20.9) <-9.0							
V-6A-IL		(HONEY BEND) 8									
E N—S W				431.31-1108-35'				434.84-1058-12'			
TRACK LAYOUT											
LINE SEGMENT		7936									
		TR 149 TR 76B CH 26 WATERWAY		TR 174		TR 193C		WATERWAY TR 210A			
CURVATURE		1.0L									
ALIGNMENT		1.00									
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				80							
GRADE		+0.07 -0.26 -0.05 -0.37 -0.07 +0.77 +0.55 +0.23		-0.03 -0.15 +0.15		+0.03 +0.13 +0.42 +0.13		-0.01 -0.13 +0.07 -0.14			

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Sheet 94d43500

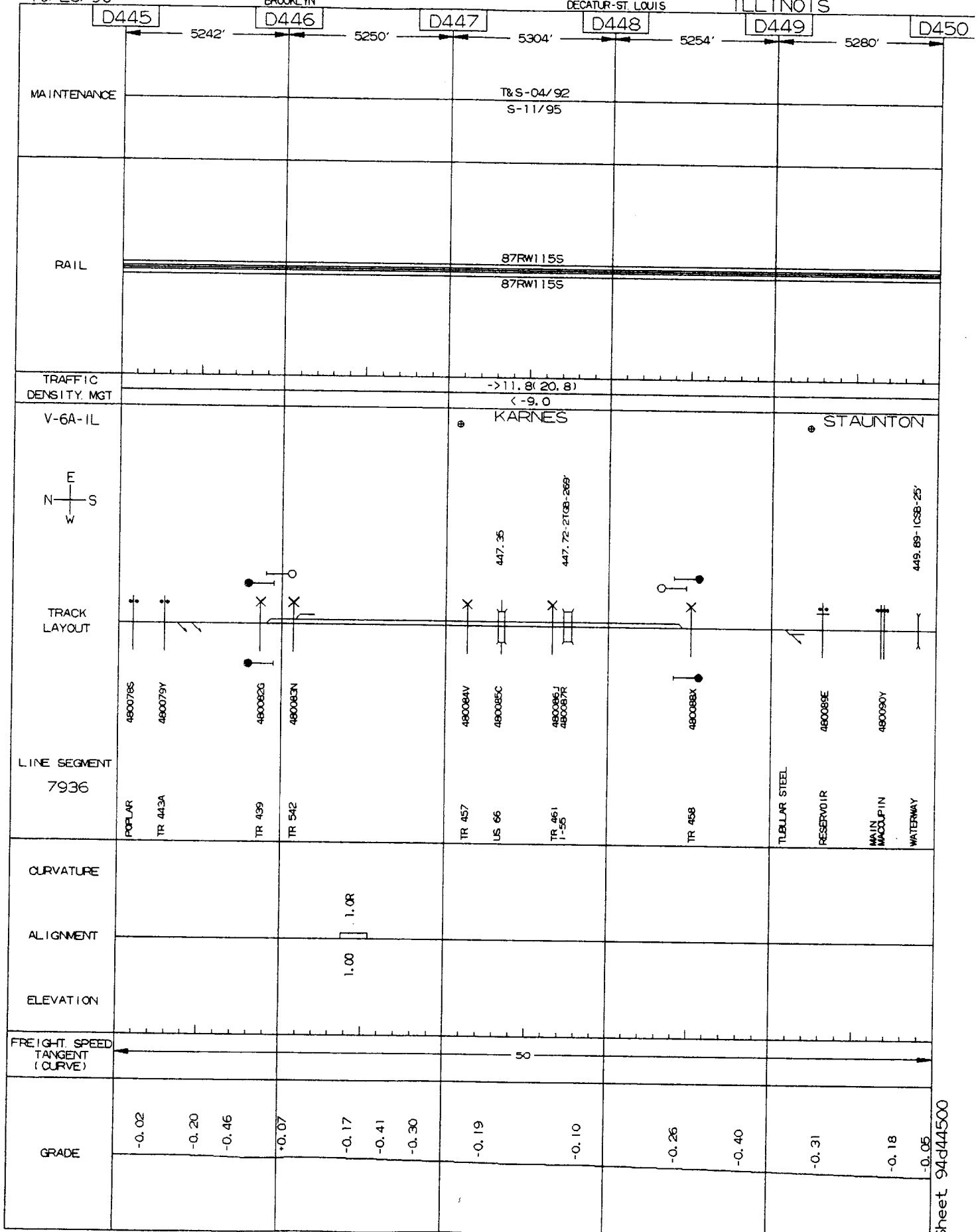


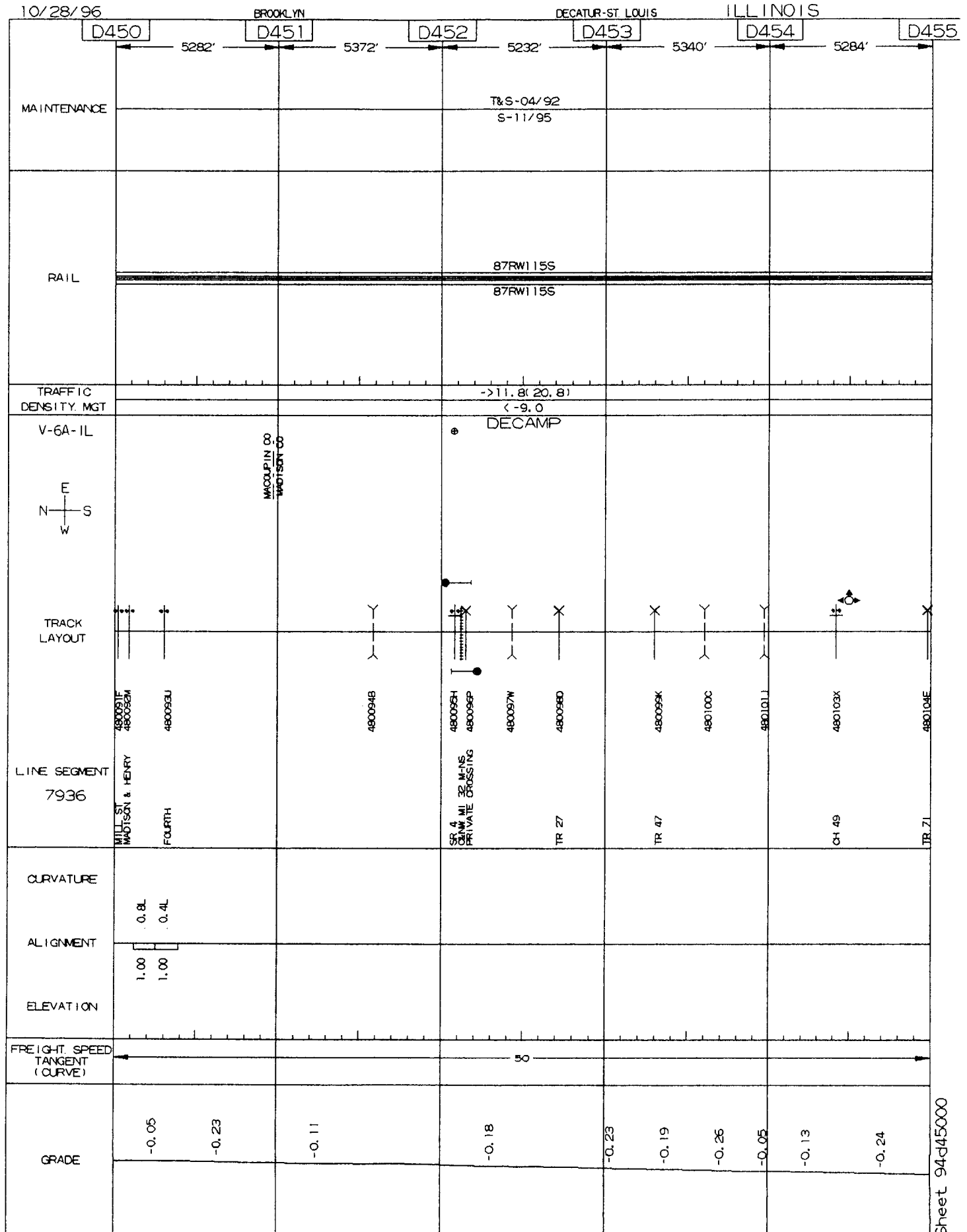
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BROOKLYN

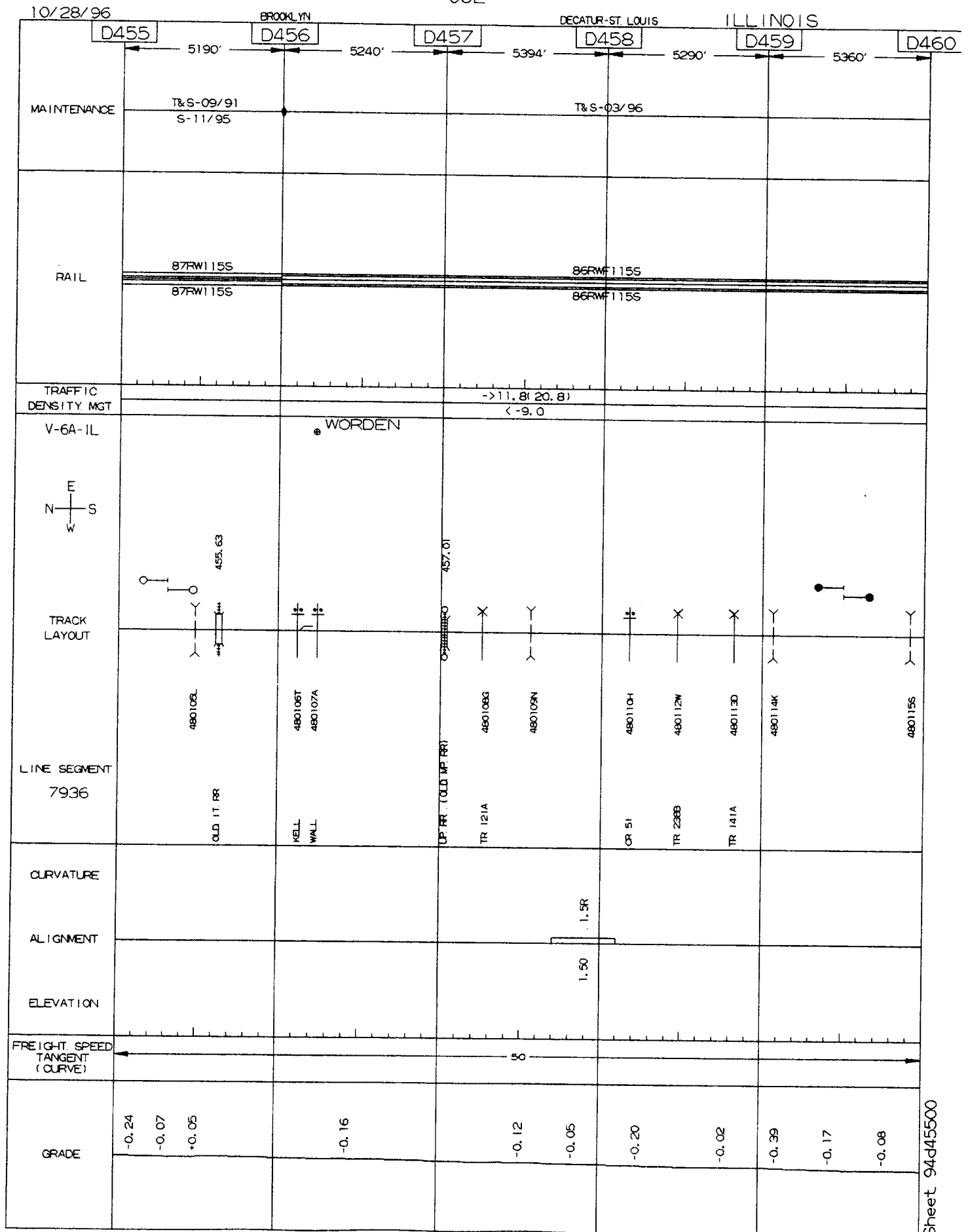
DECATUR-ST. LOUIS

ILLINOIS









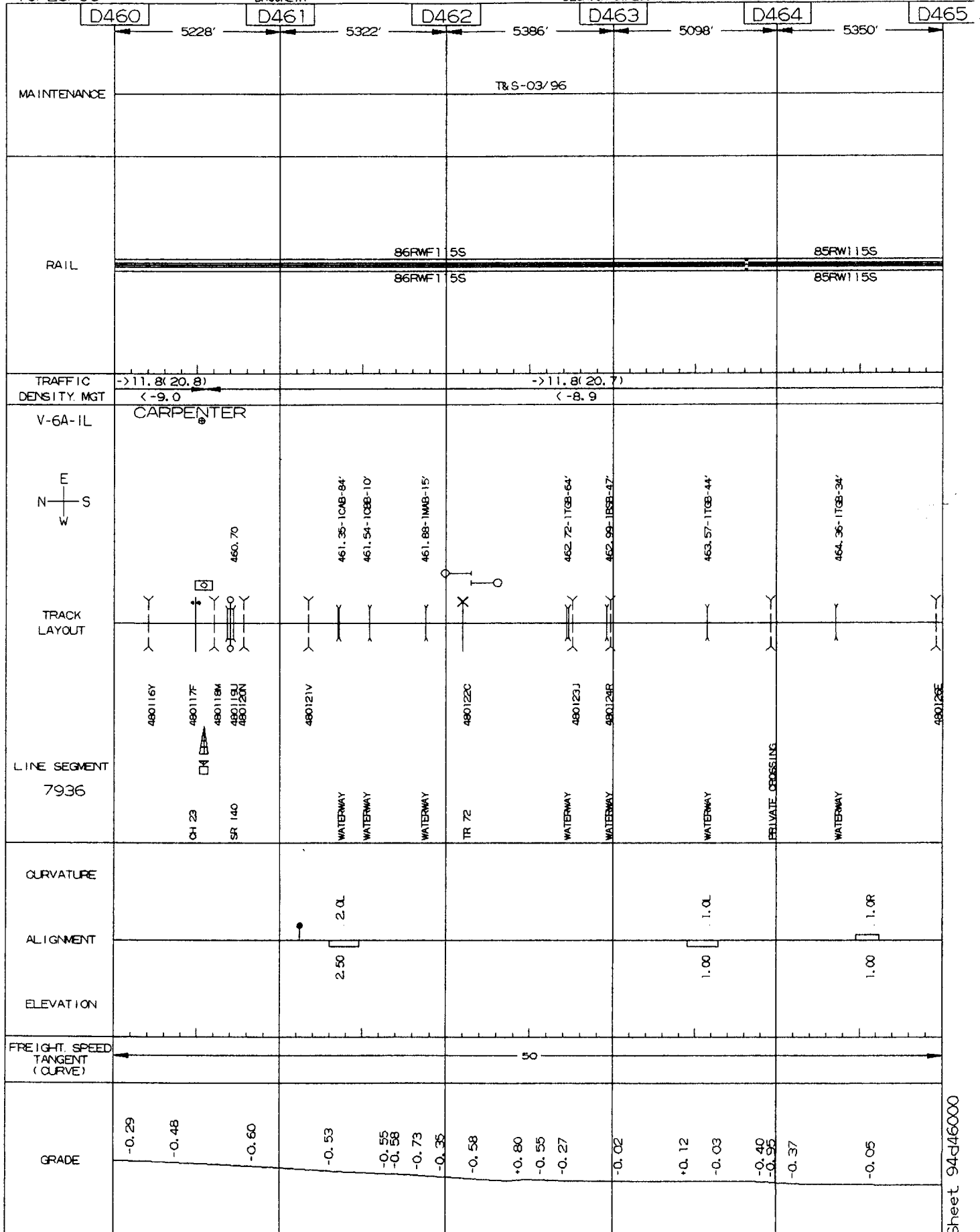
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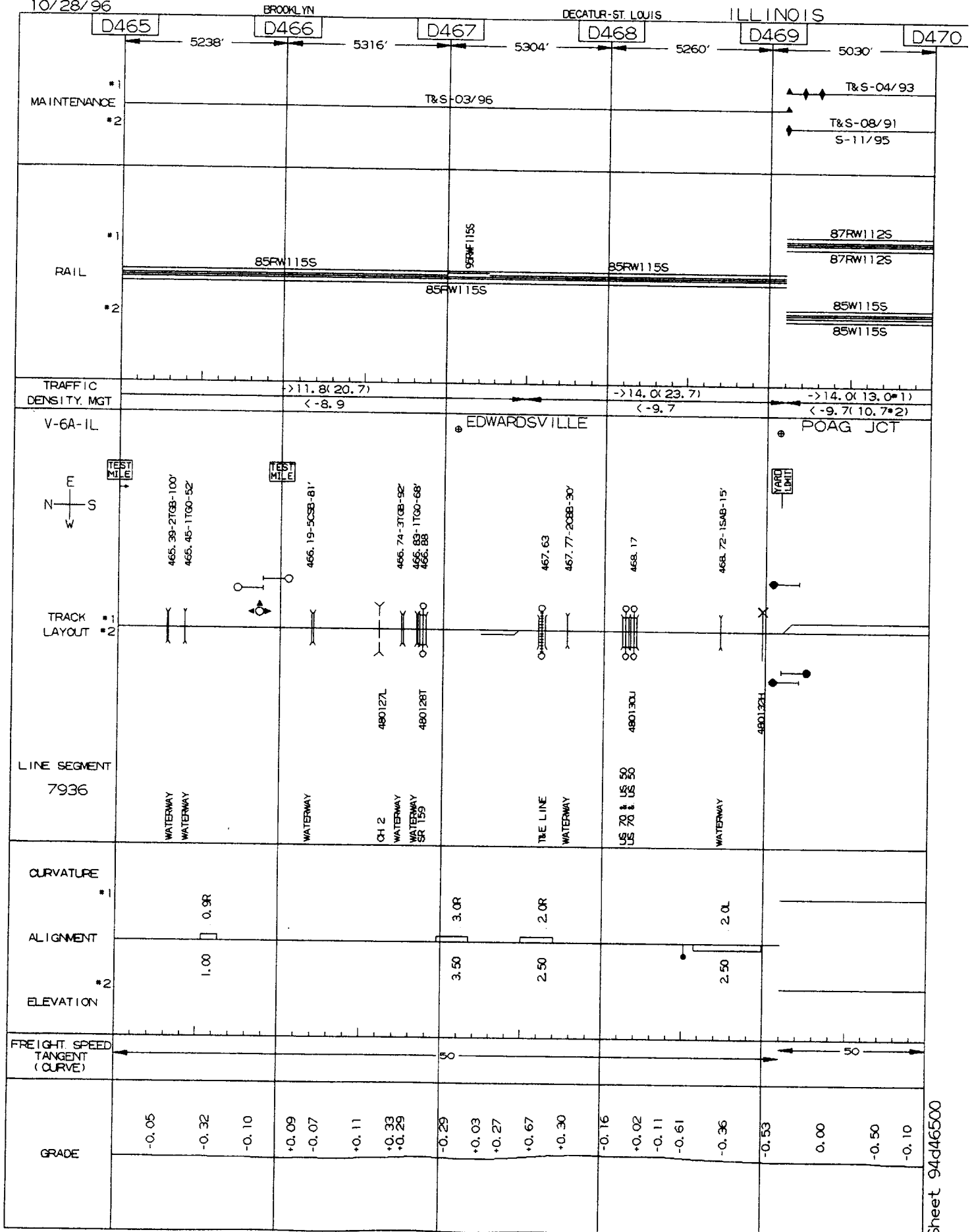
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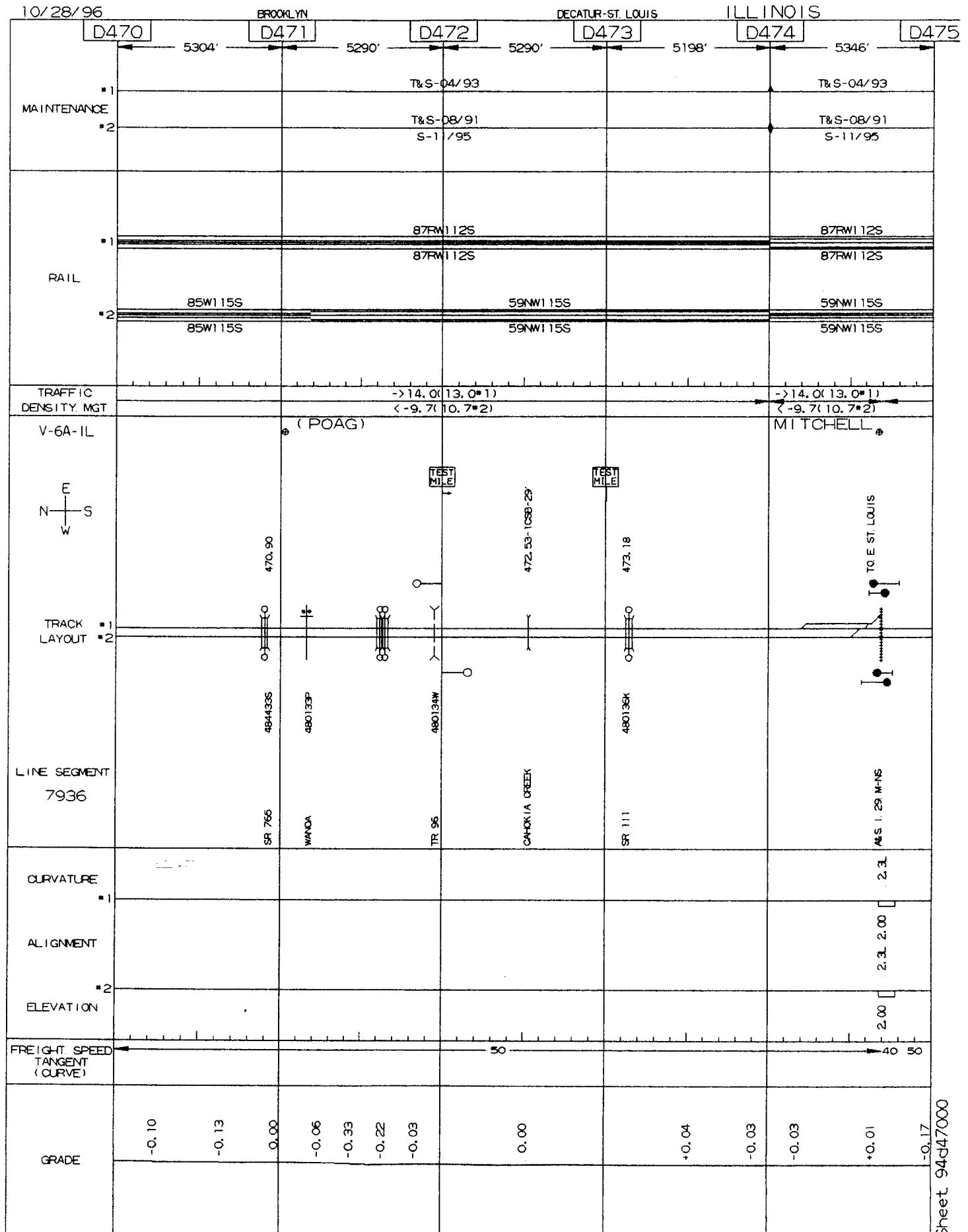
DECATUR-ST. LOUIS

ILLINOIS



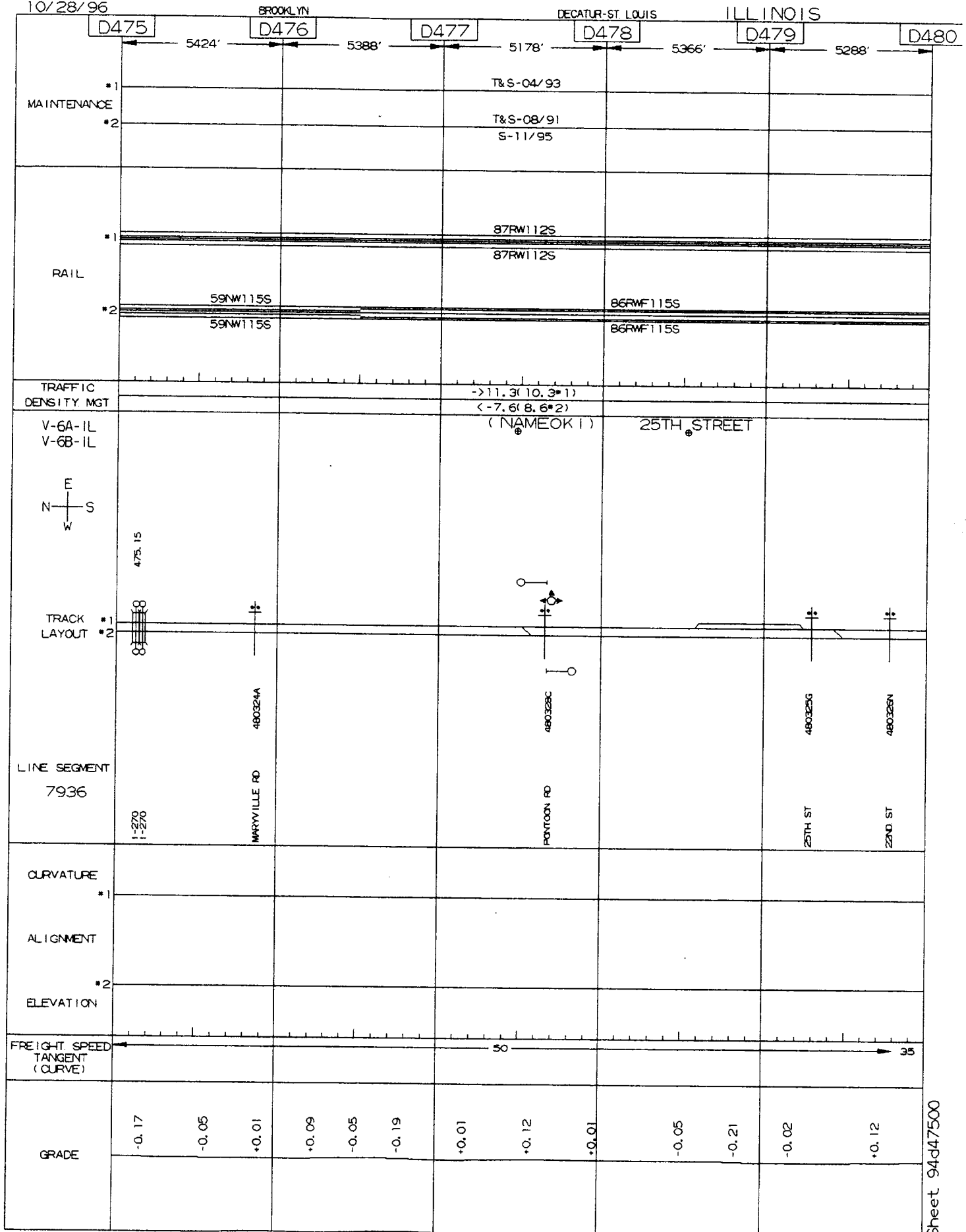
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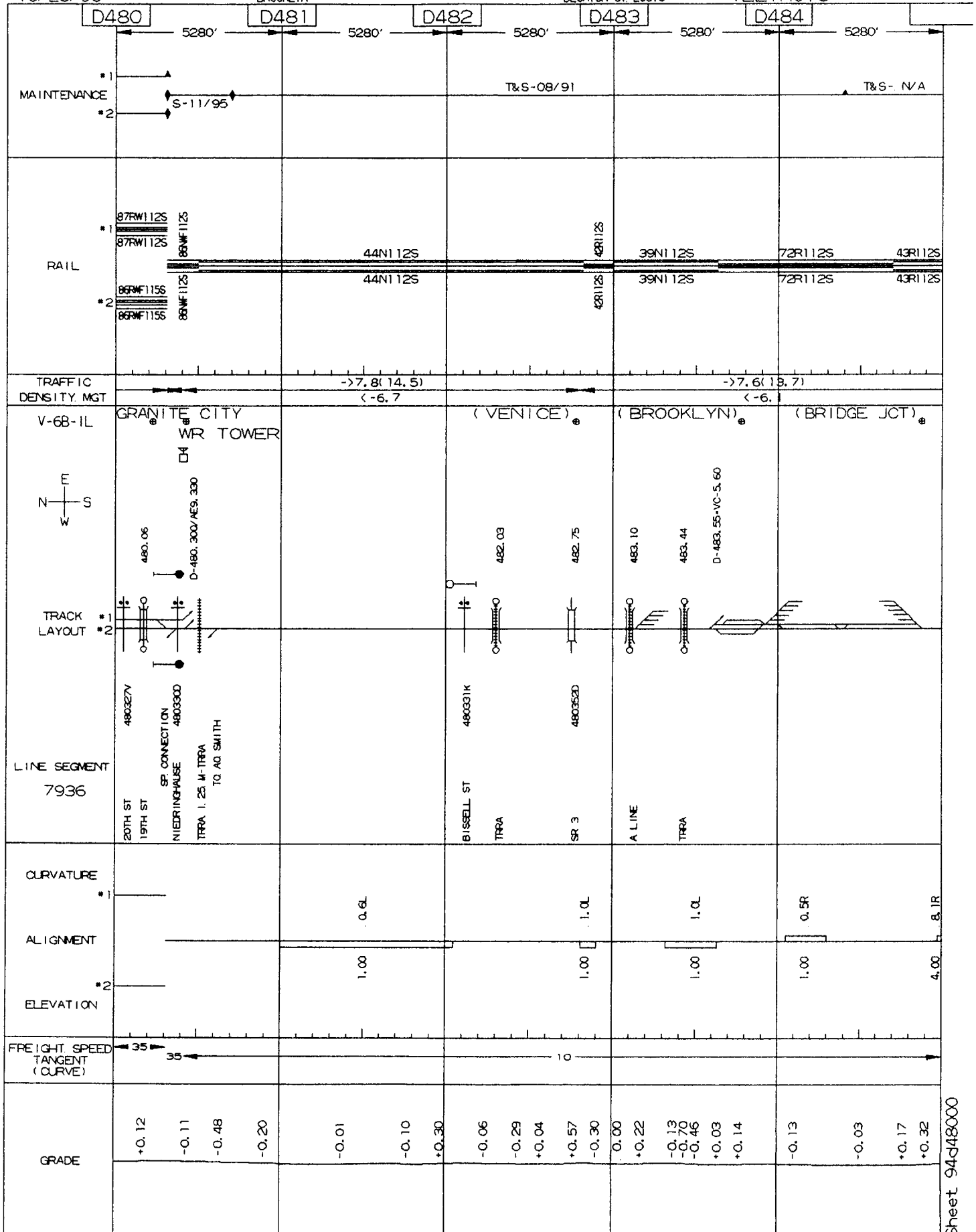
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BROOKLYN

DECATUR-ST. LOUIS

ILLINOIS



058

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SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH377

DH378

DH379

DH380

5124'

5462'

5316'

MAINTENANCE

T&amp;S-06/94

RAIL

69W112S  
69W112S

69W112S

69W112S

76W112S

76W112S

TRAFFIC  
DENSITY MGT→ 9.2 (17.1)  
← 7.9

V-7A-IL

MOSSER

S  
E — W  
NTRACK  
LAYOUT

376.74

377.24

378.03-388.22'

379.38-1038.10'

LINE SEGMENT  
8010

DH-376.5-D-376.5

VAN DYKE ST 479255C

OAKLAND 479255J

FAIRVIEW BLVD 479254R

STEPHENS CREEK

MOFFITT LN 479255X

SUNNYSIDE WATERWAY 479256E

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

1.1R

1.00

1.1L

1.00

50

GRADE

0.00  
-0.14  
+0.07

-0.45

-0.17  
+0.29  
+0.75  
+0.63

-0.65

-0.51

+0.76

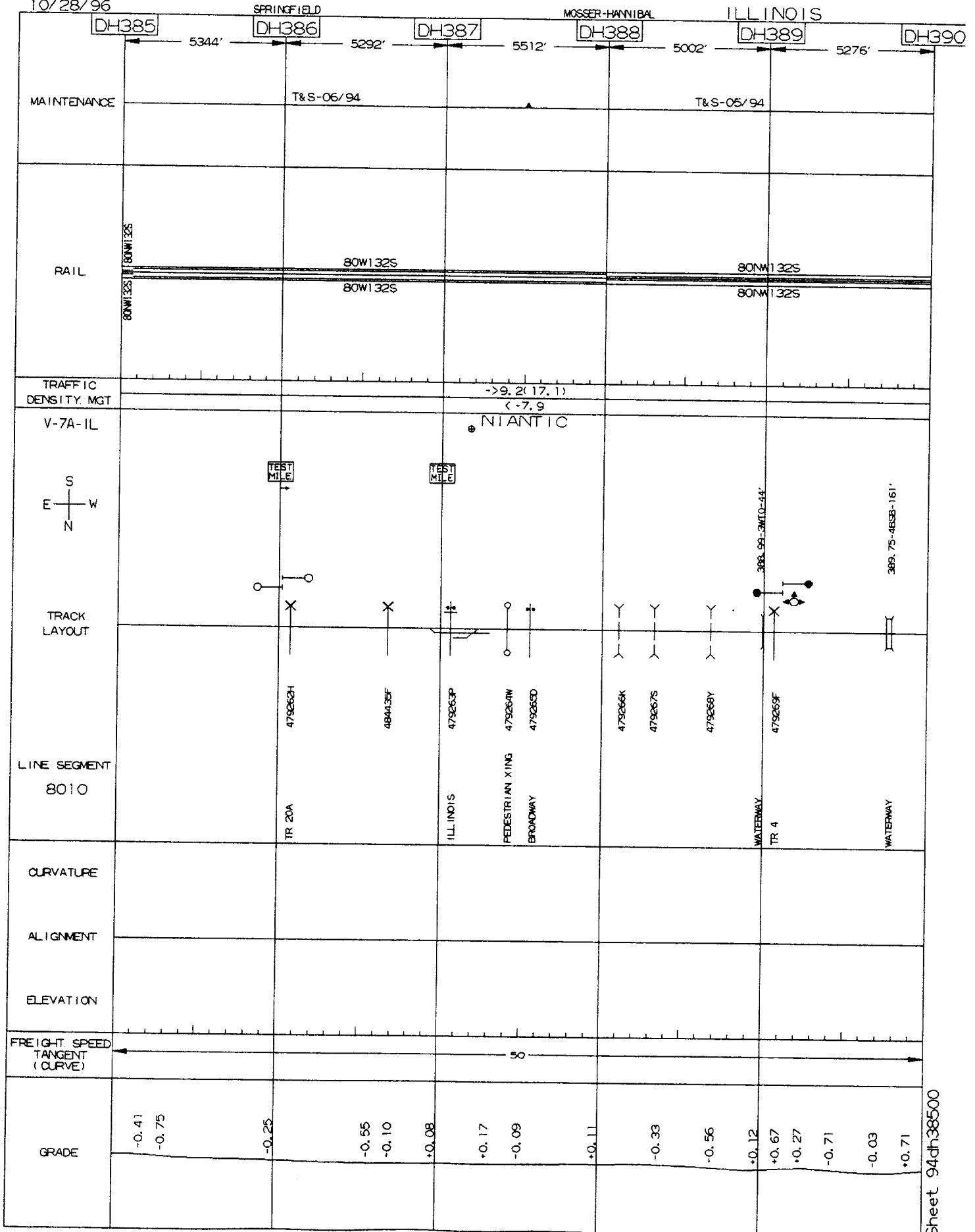
+0.85

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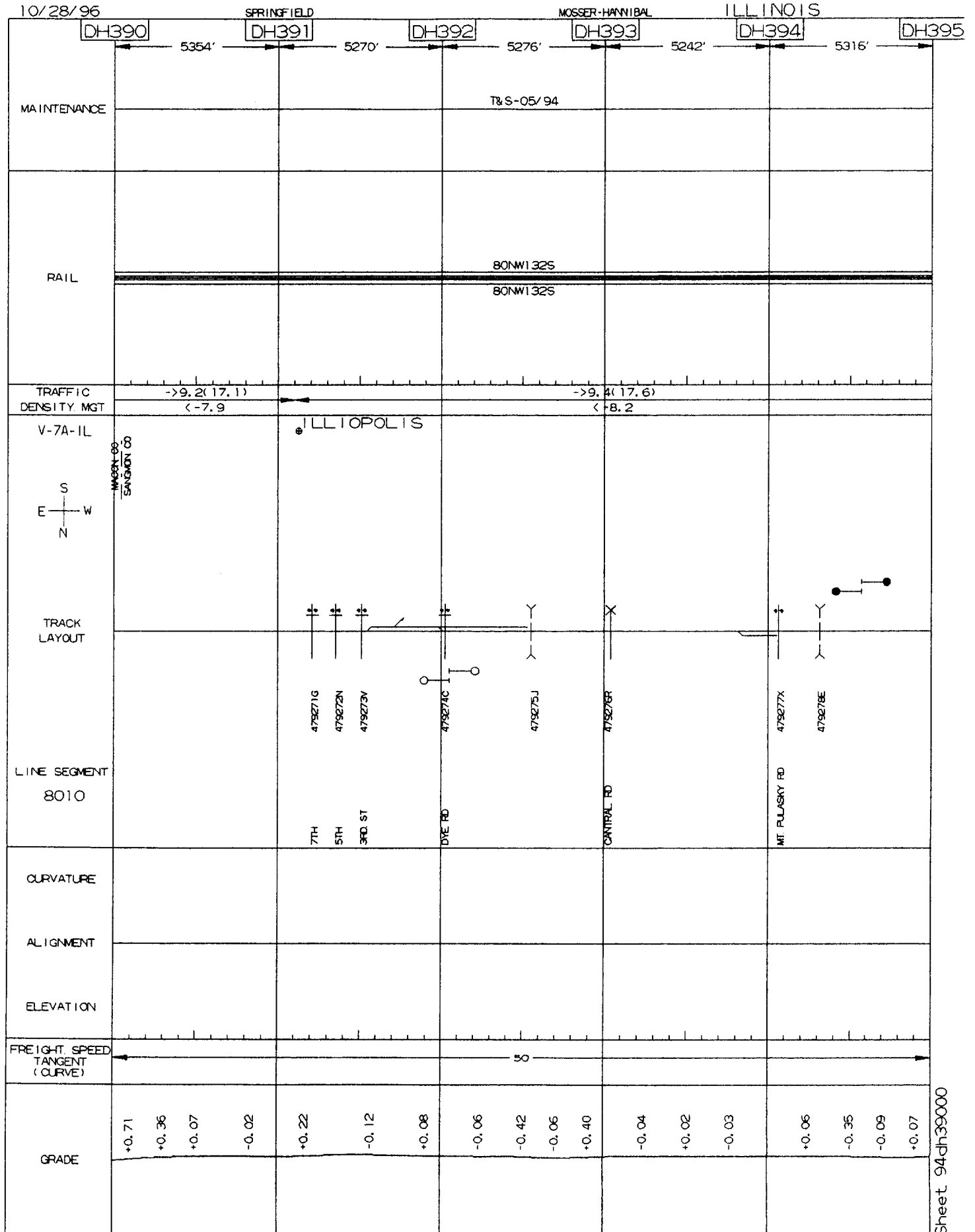
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061

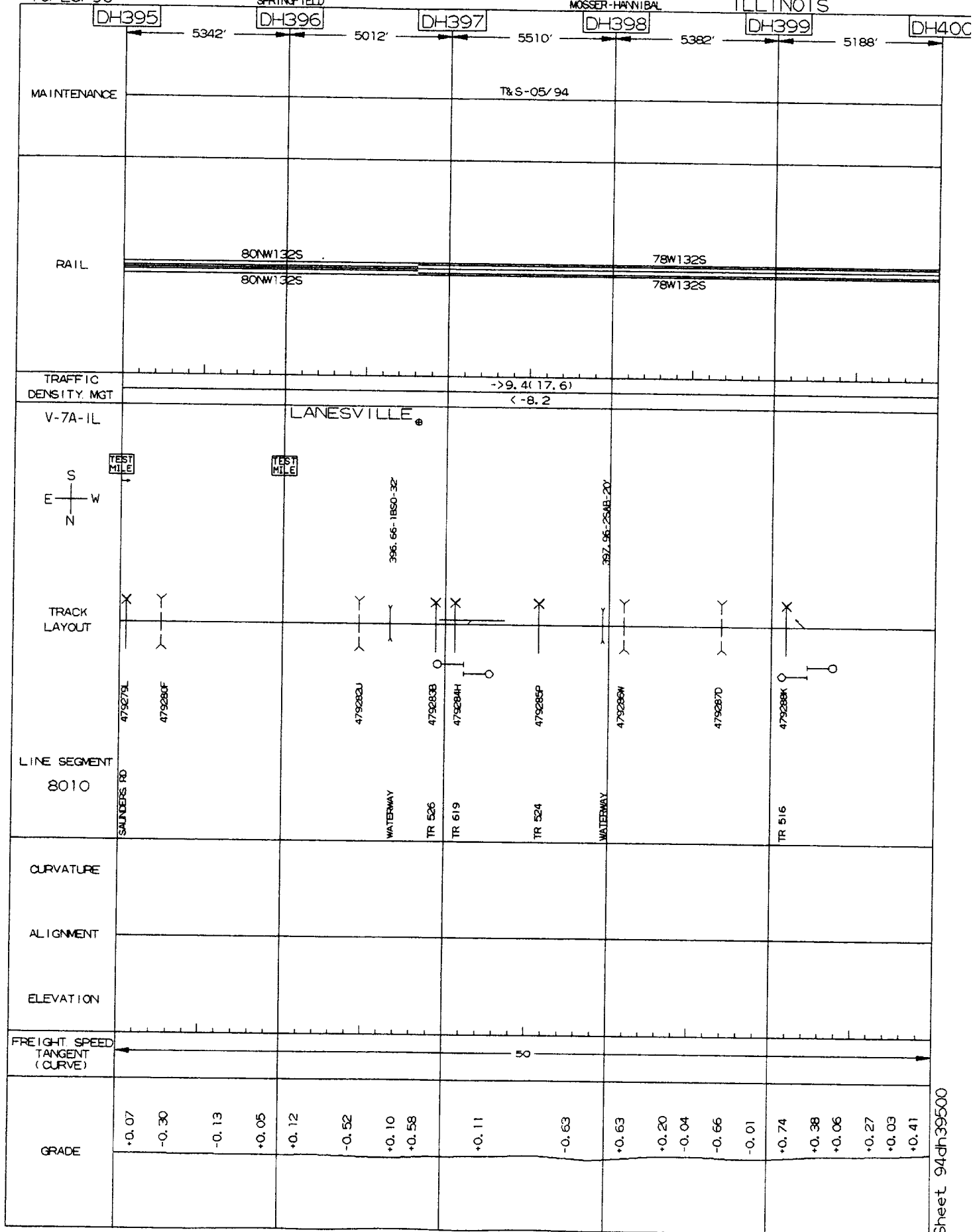


10/28/96

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



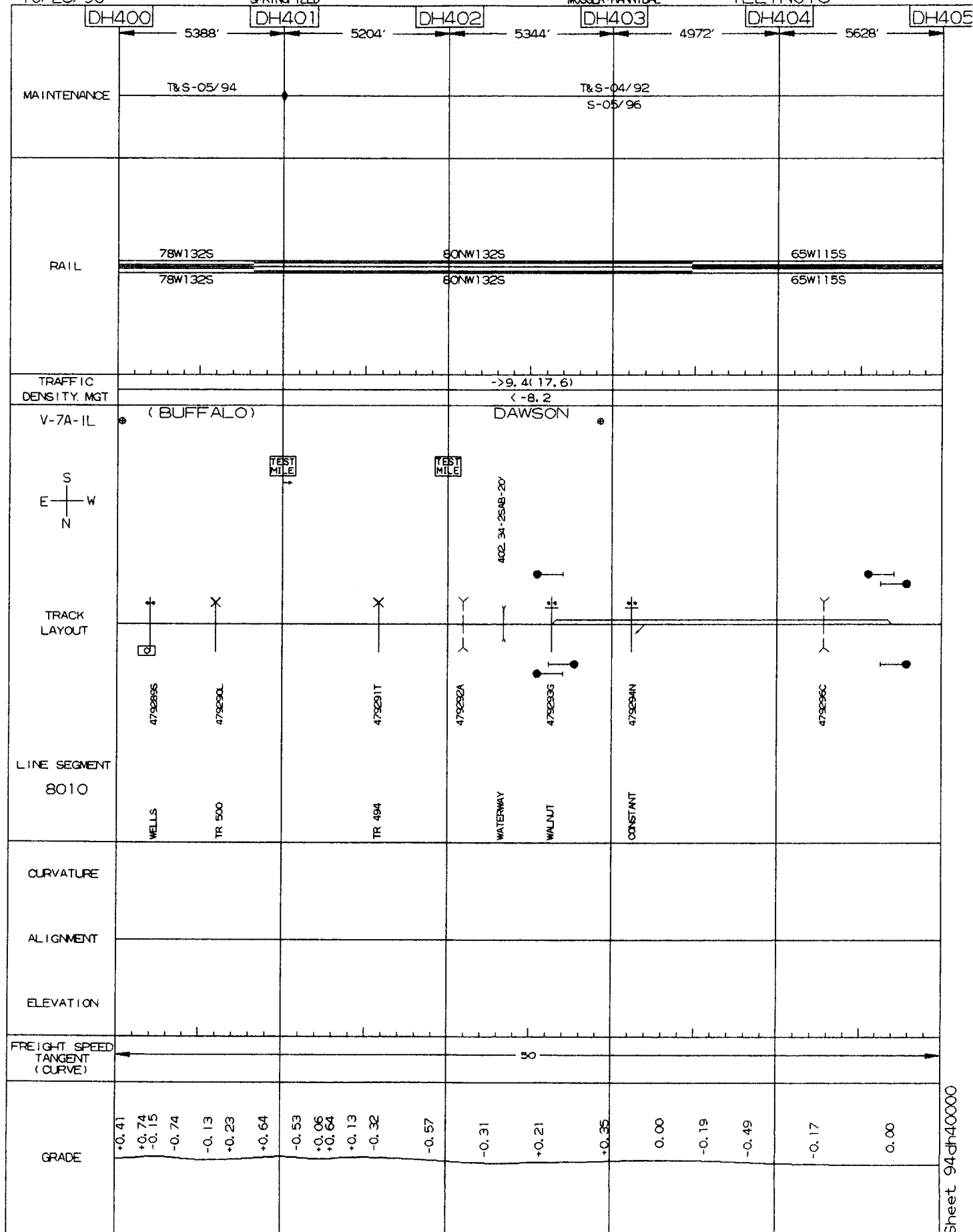
063

10/28/96

SPRINGFIELD

MOSSER-HANNIBAL

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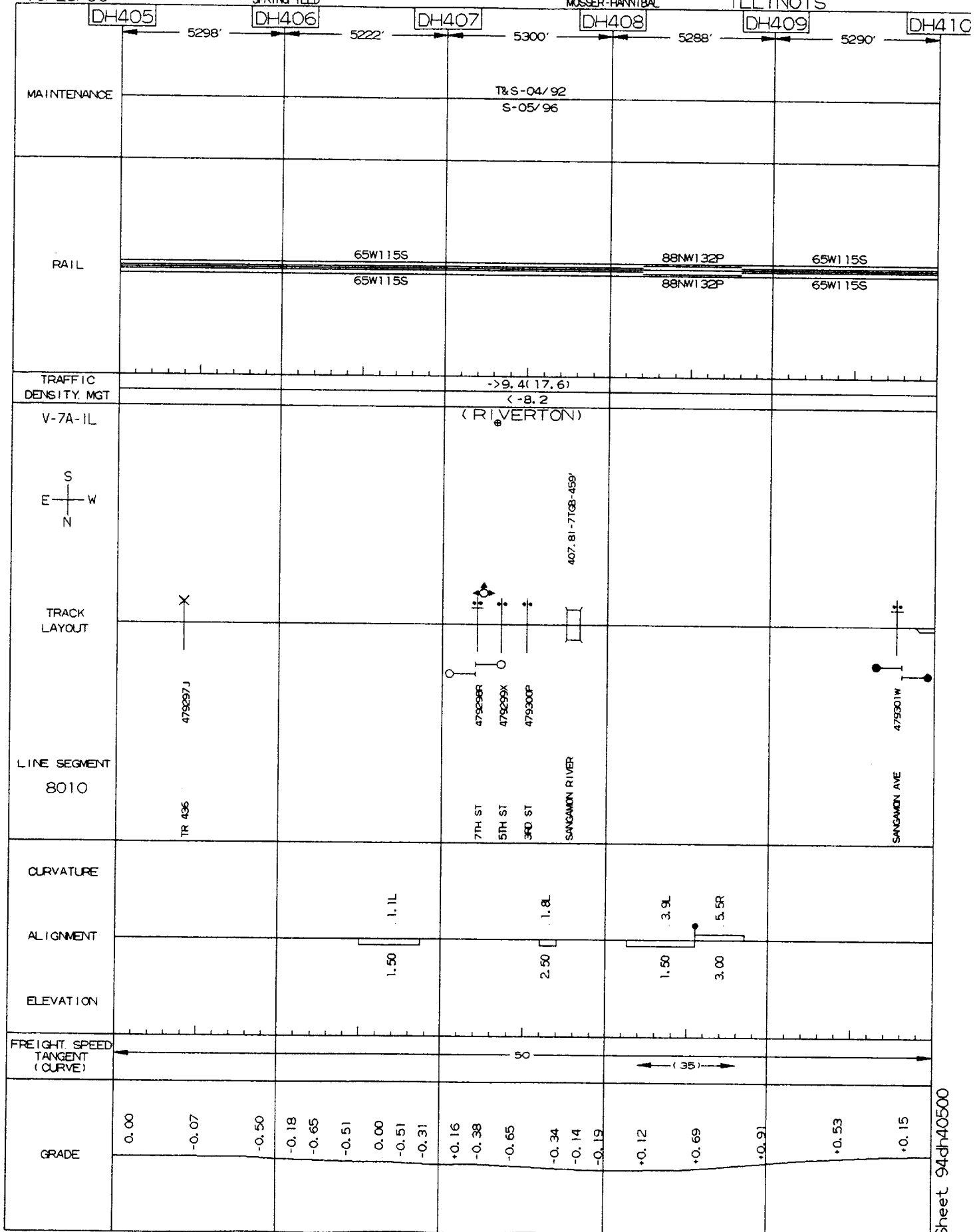


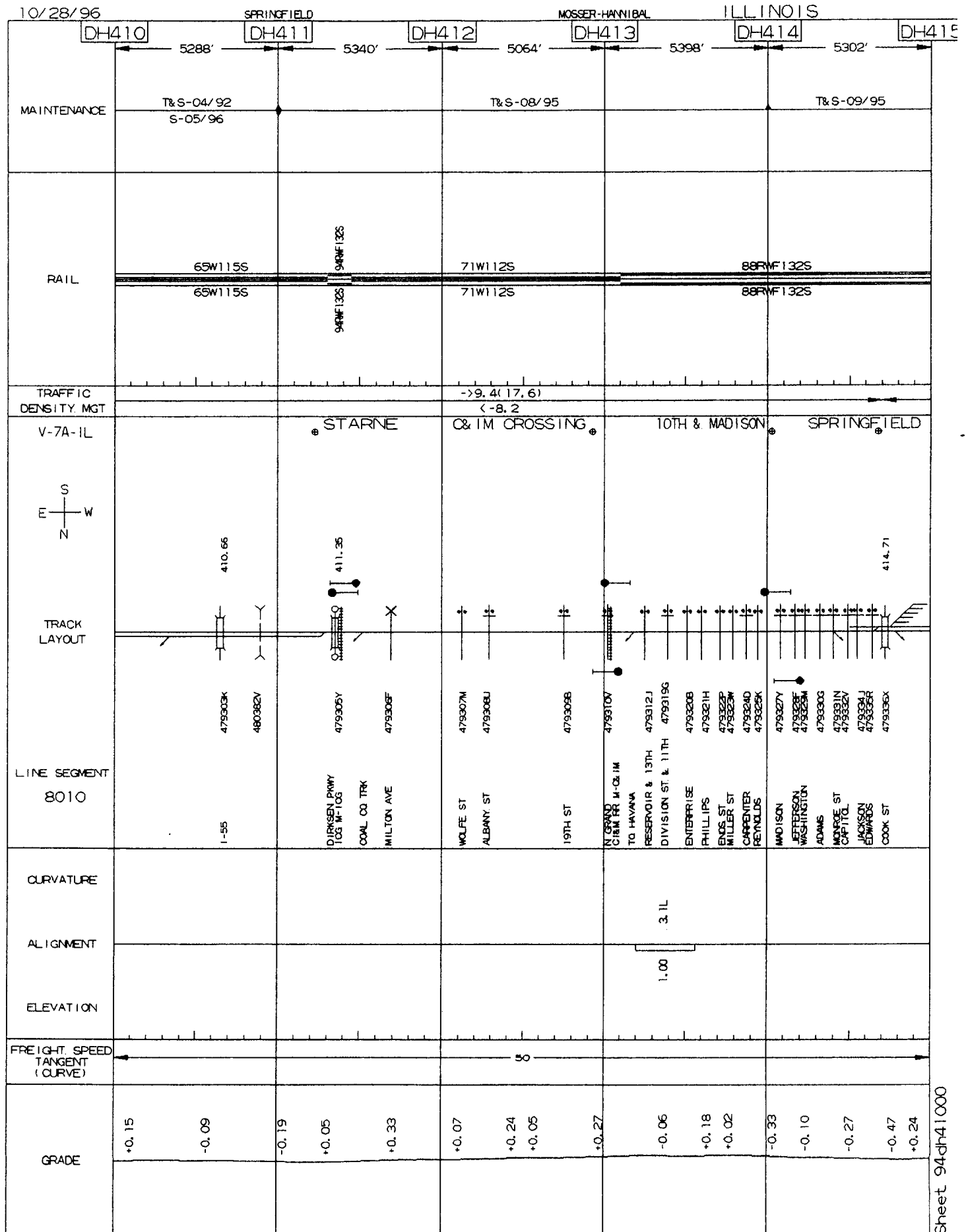
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SPRINGFIELD

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ILLINOIS





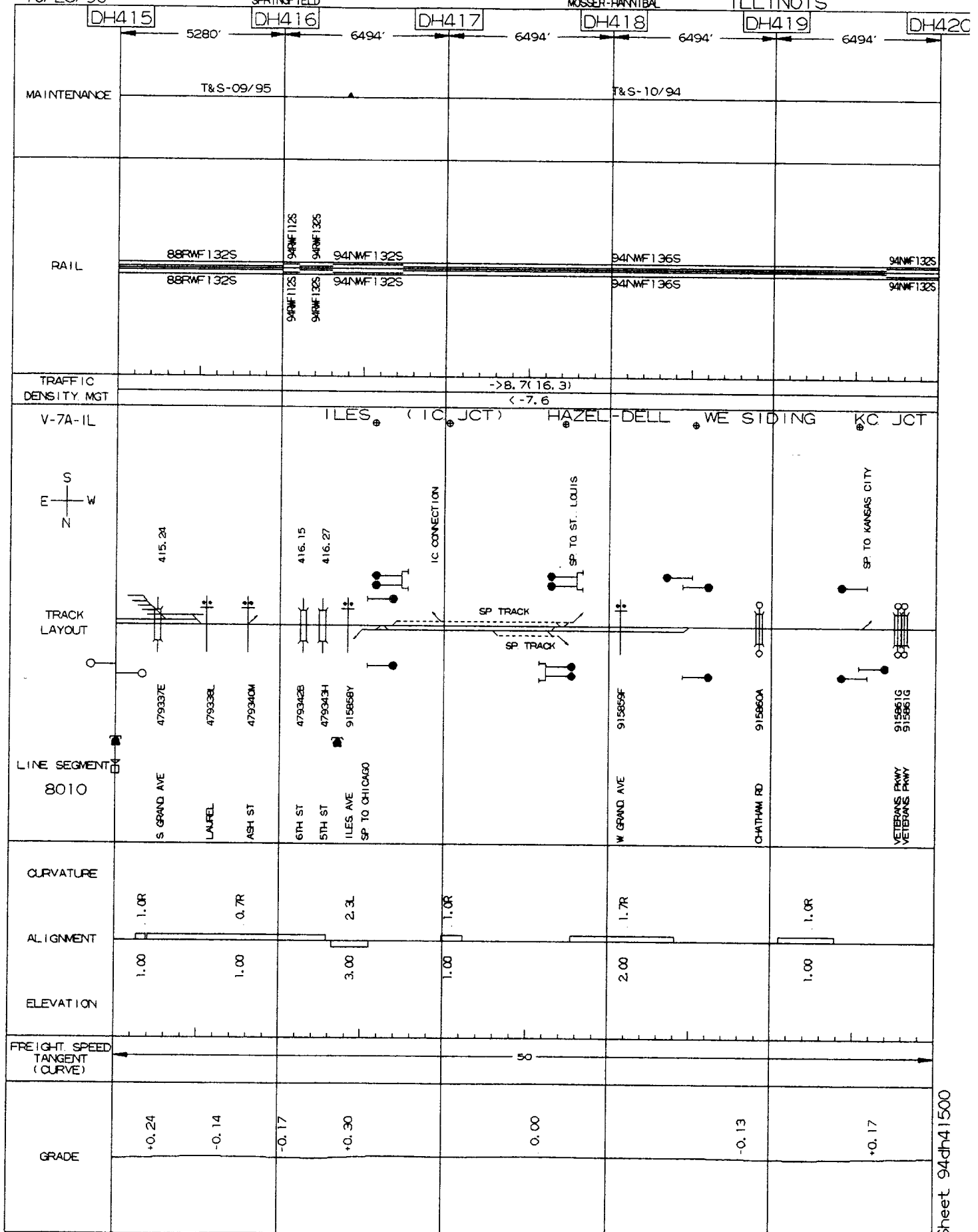
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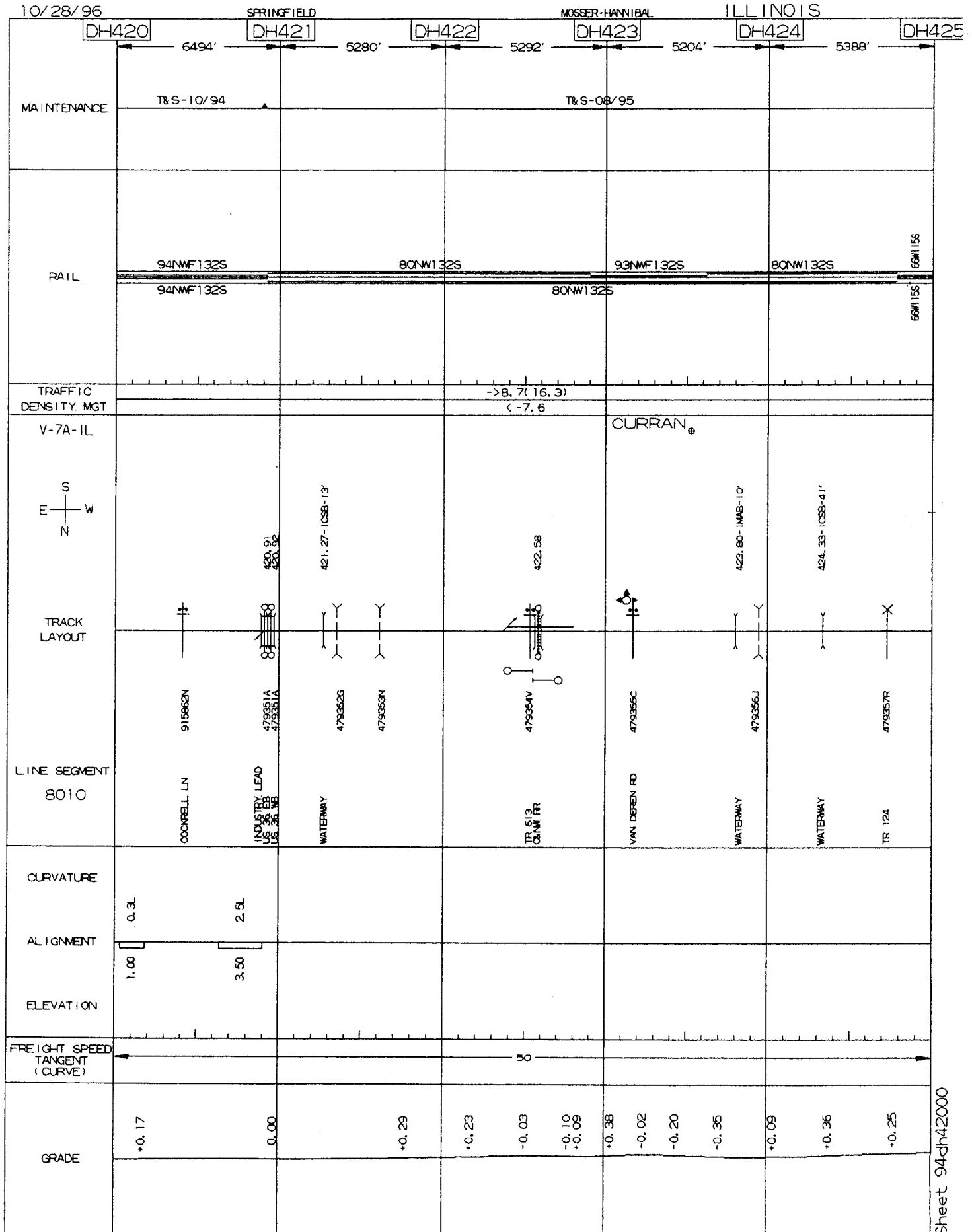
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MOSSER-HANNIBAL

ILLINOIS





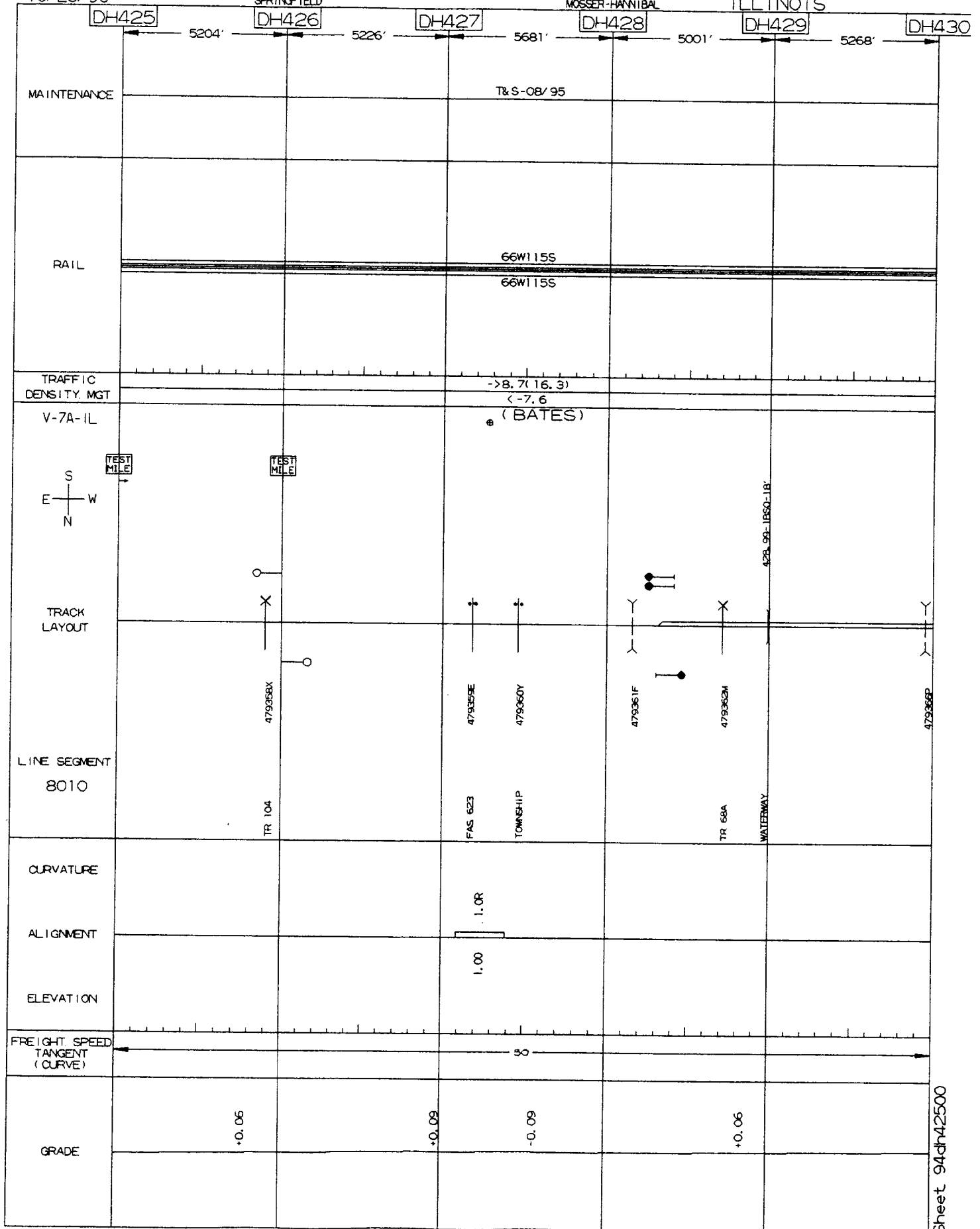


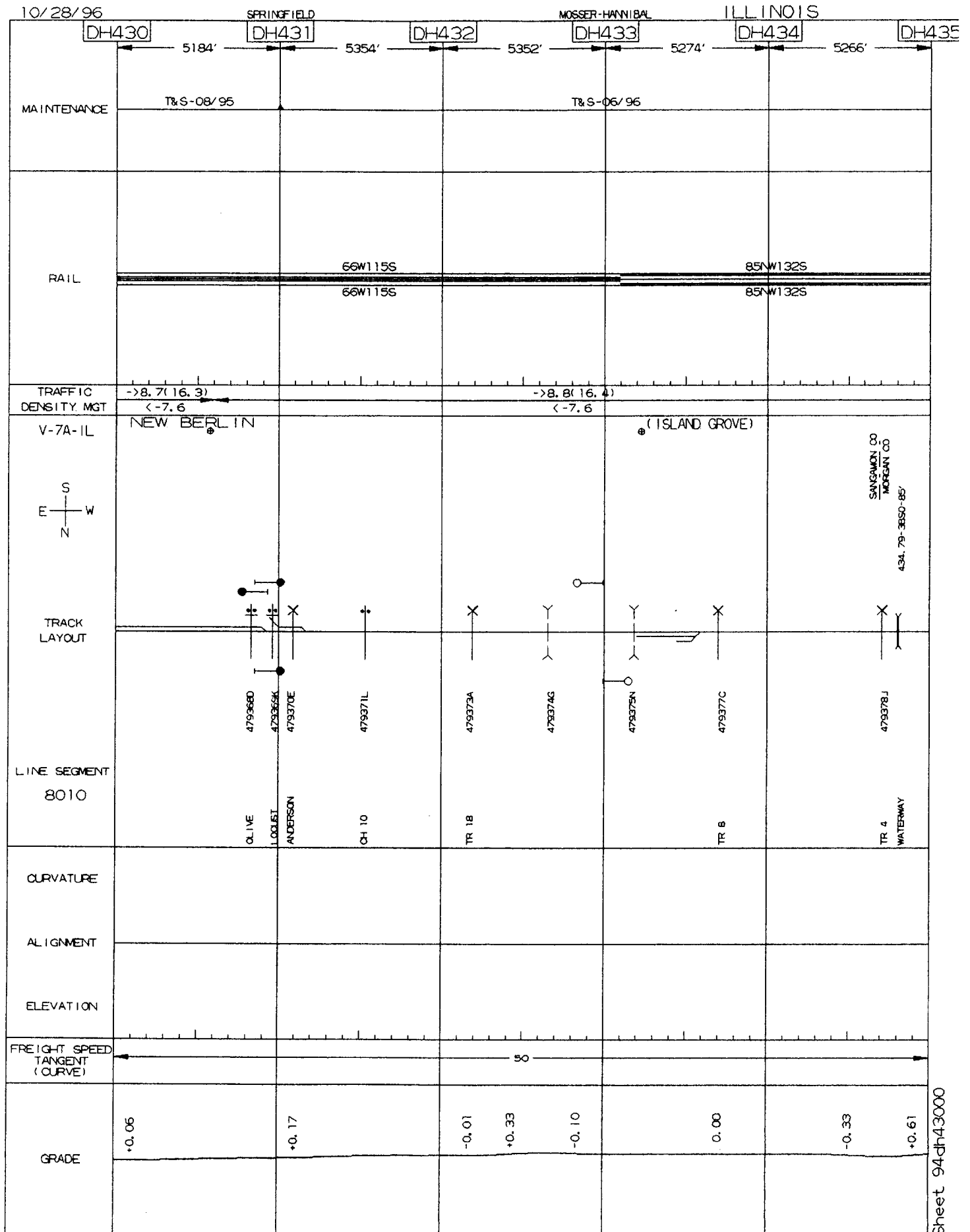
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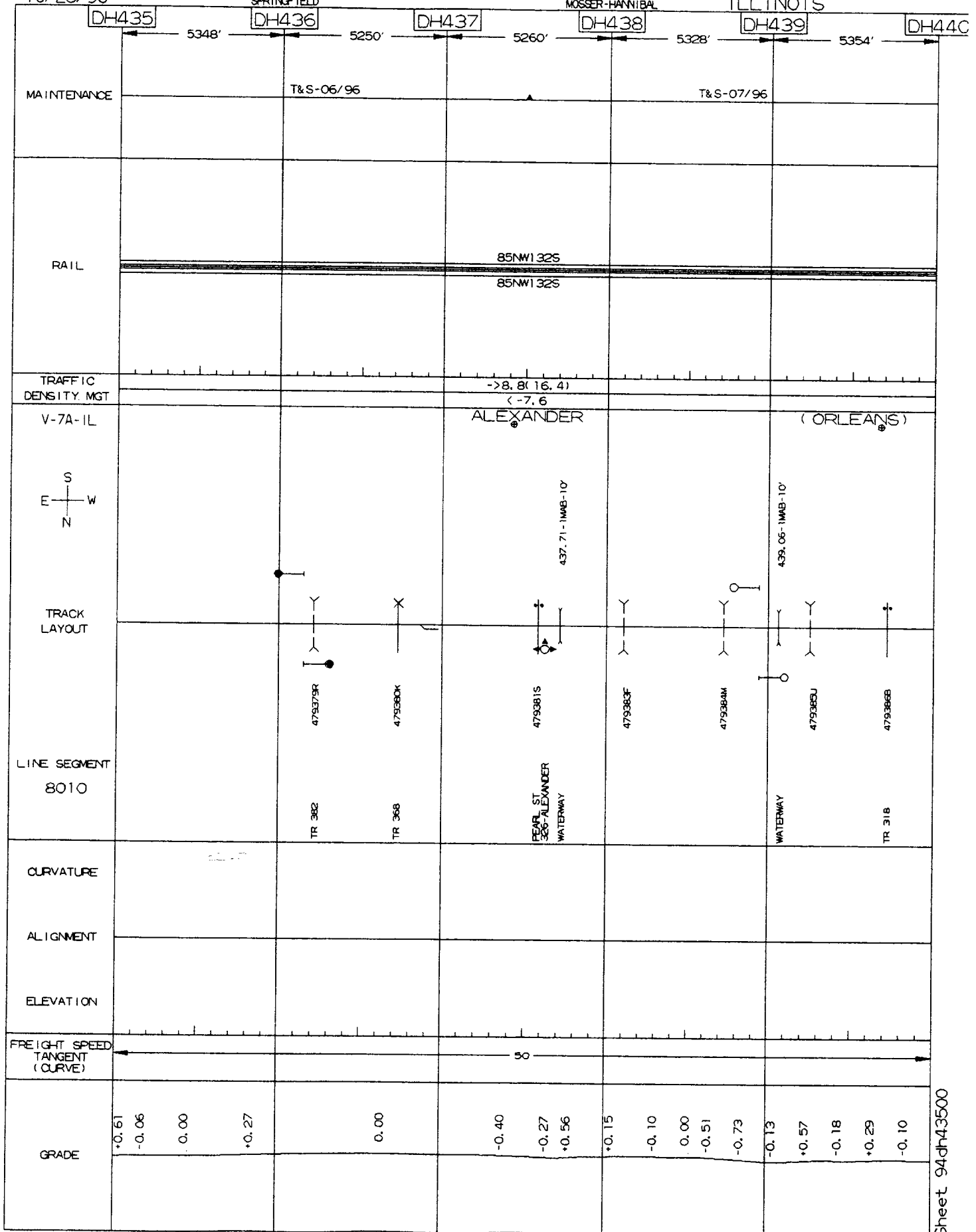


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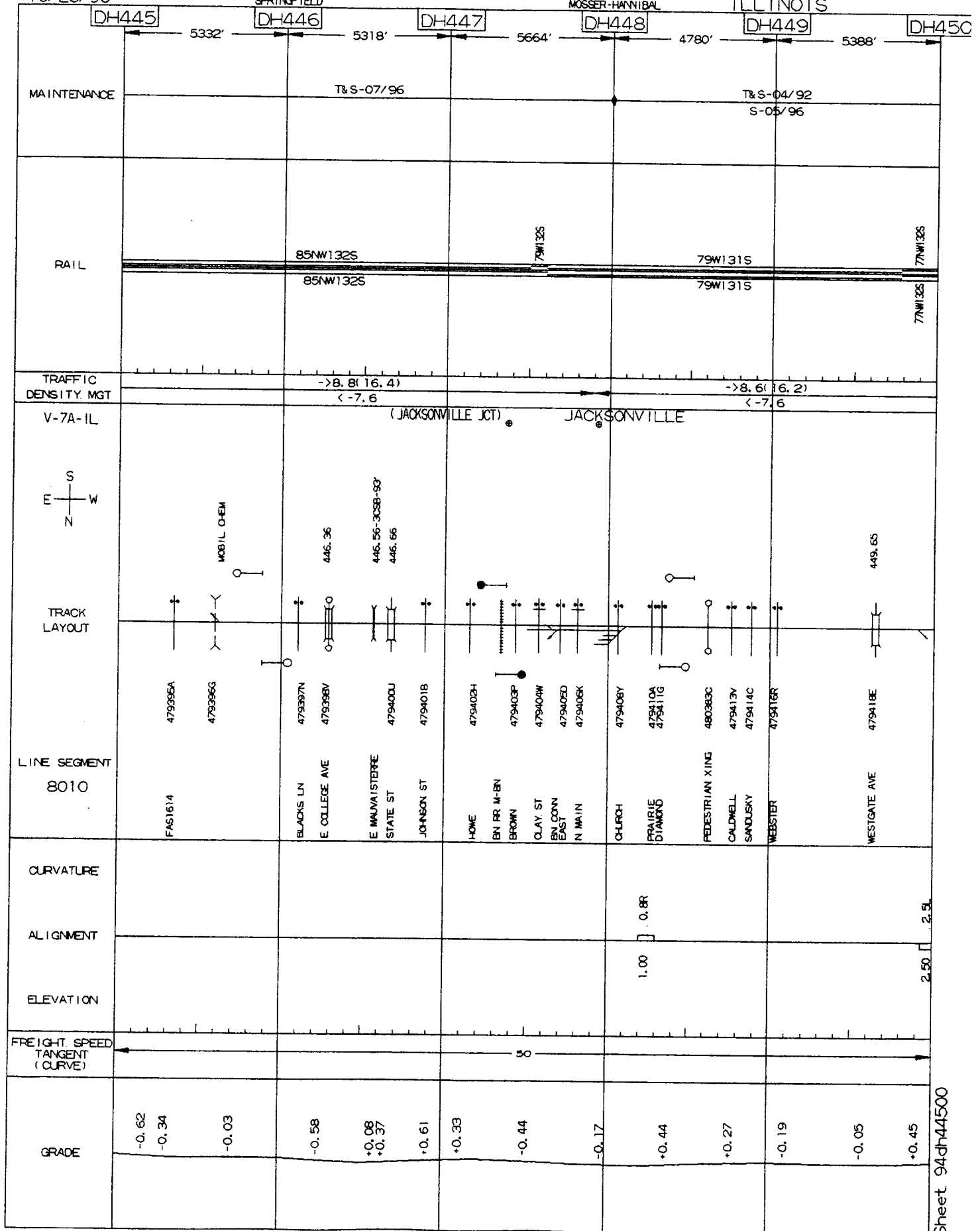
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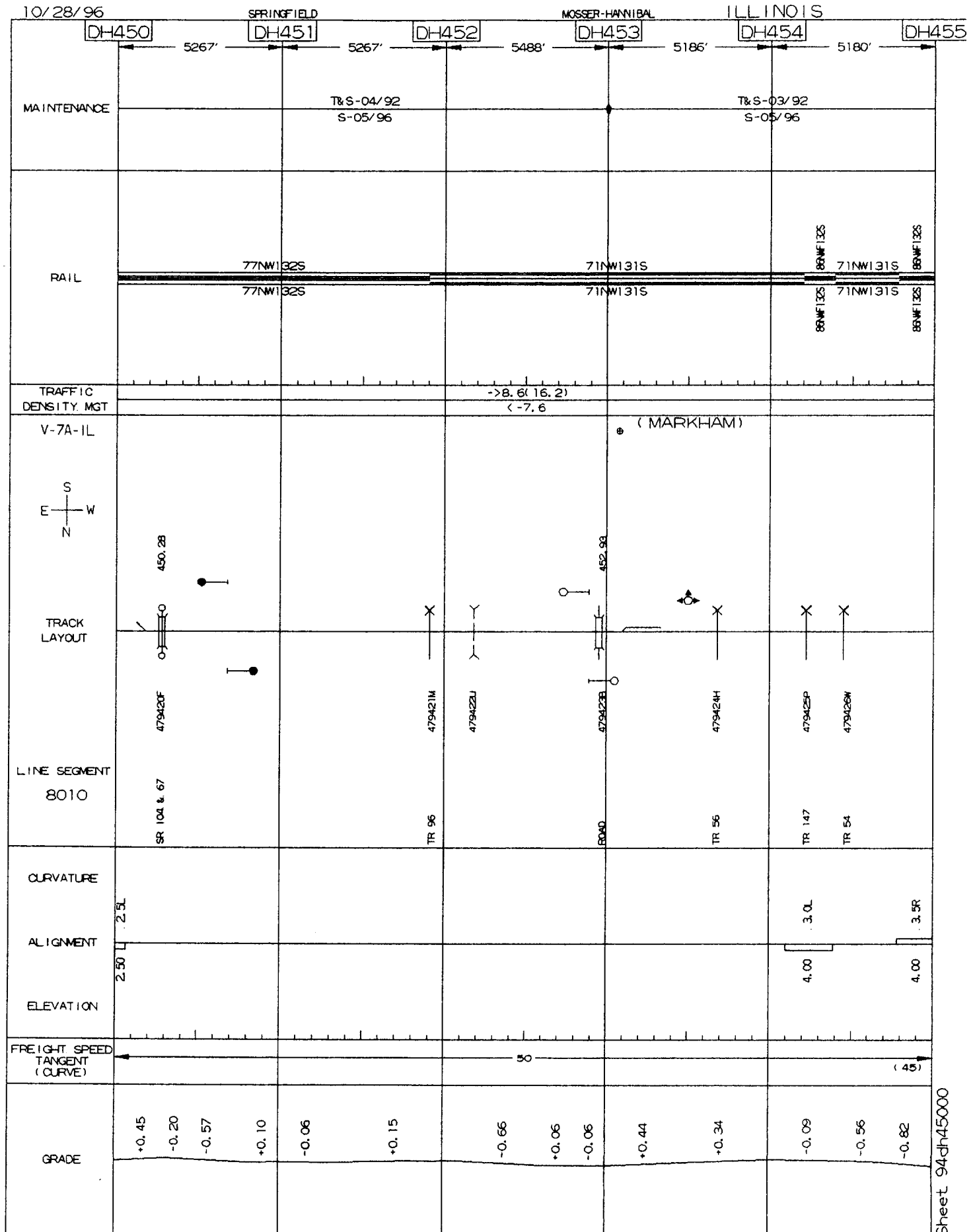
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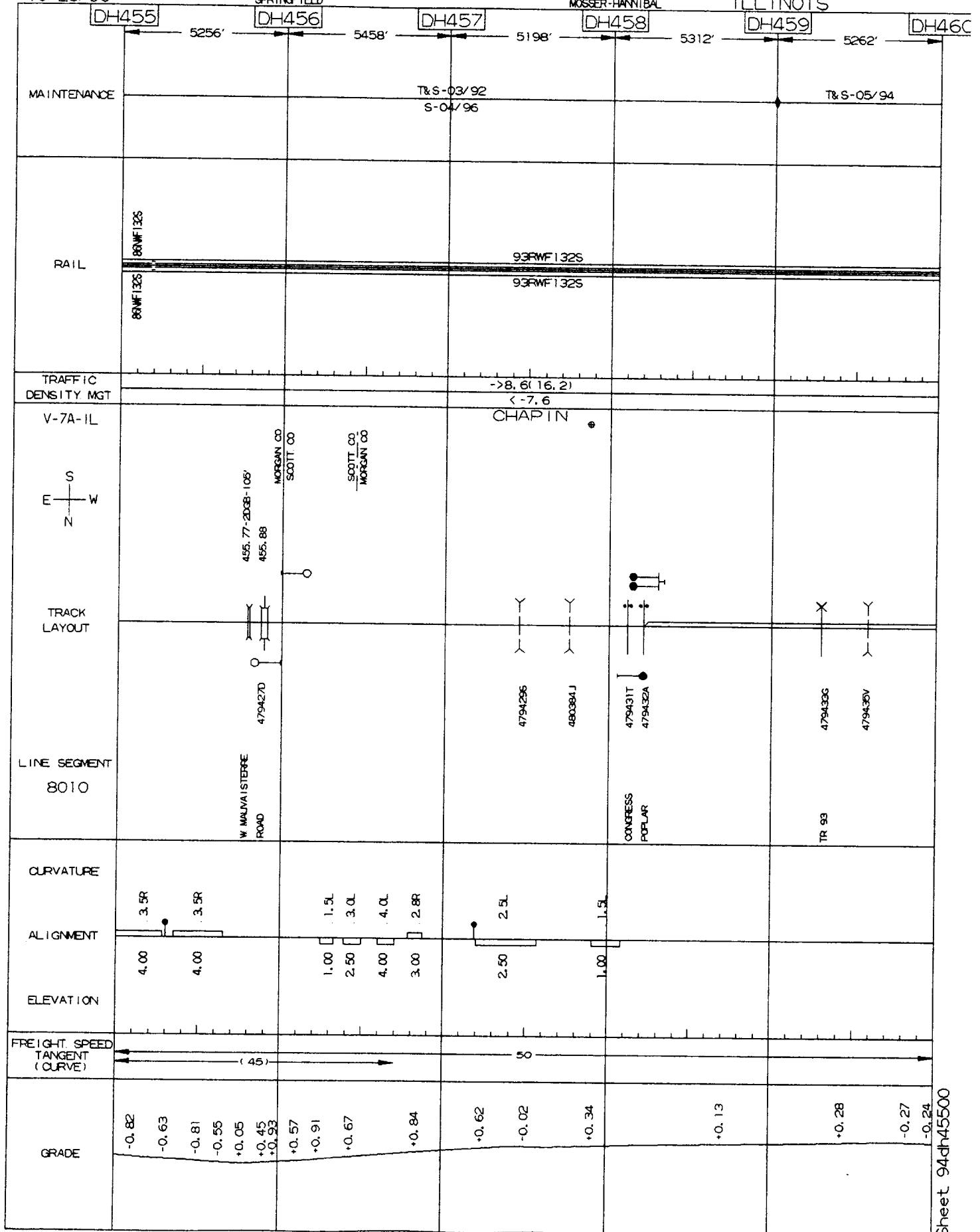


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SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



Sheet 94dh46000



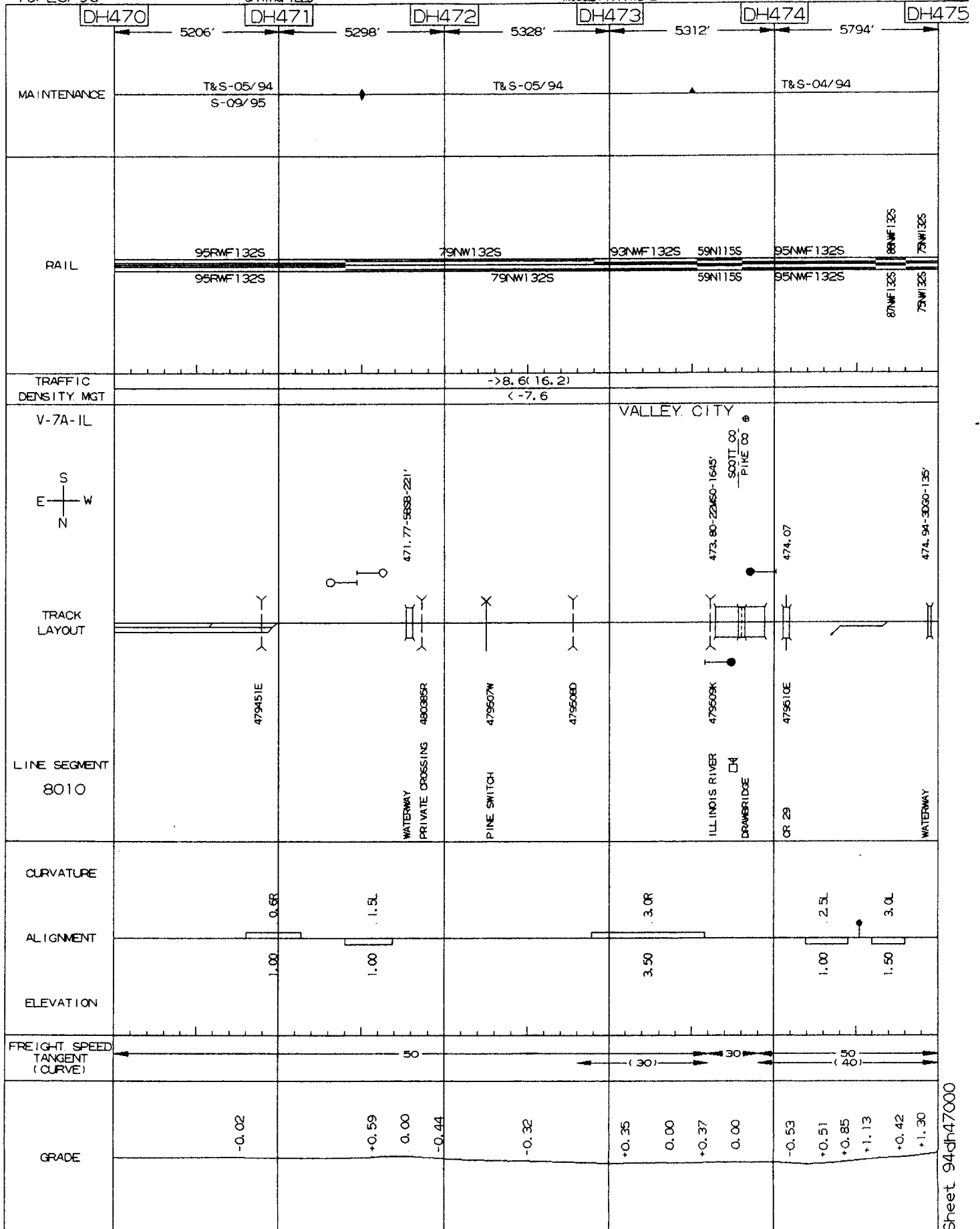
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10/28/96

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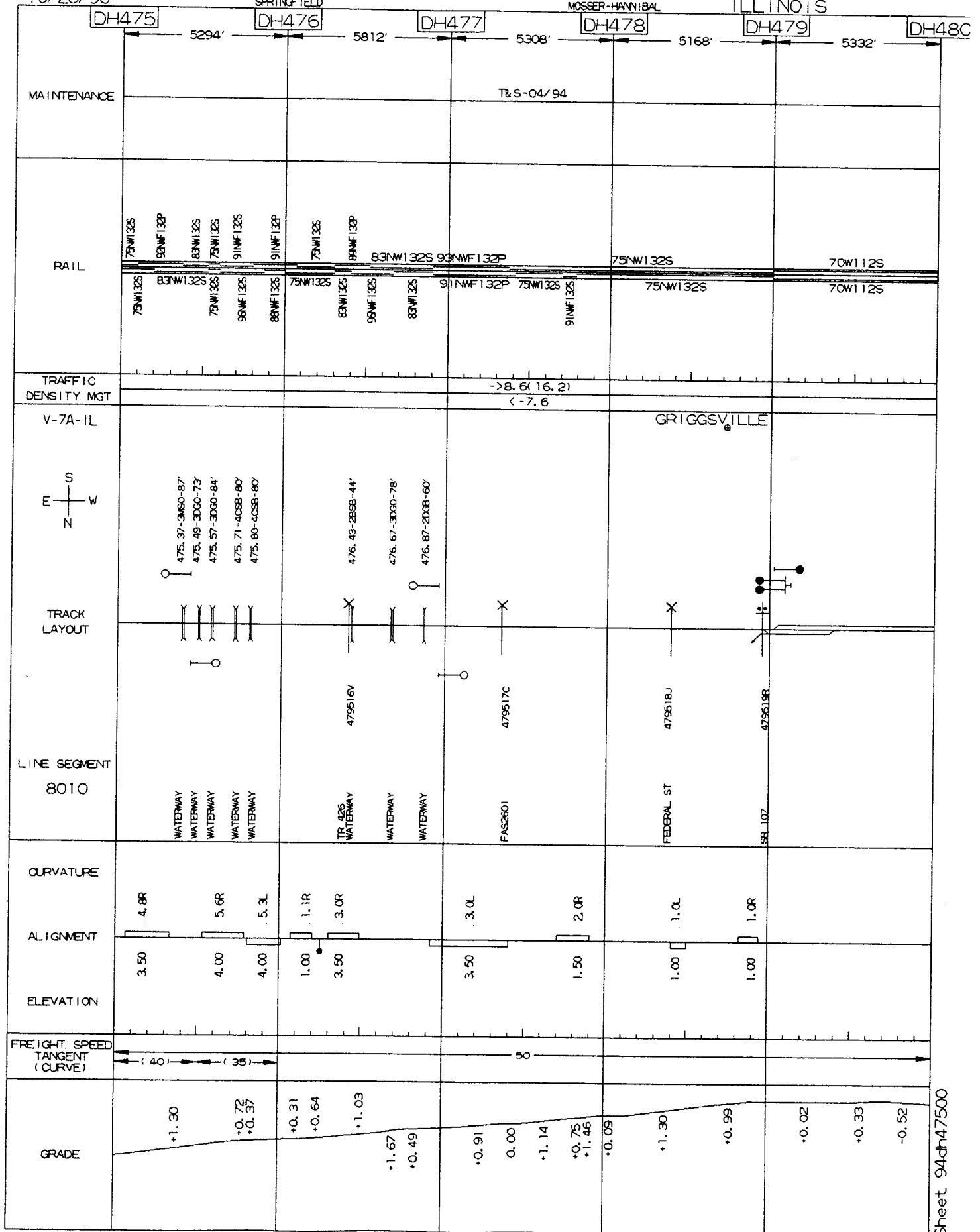


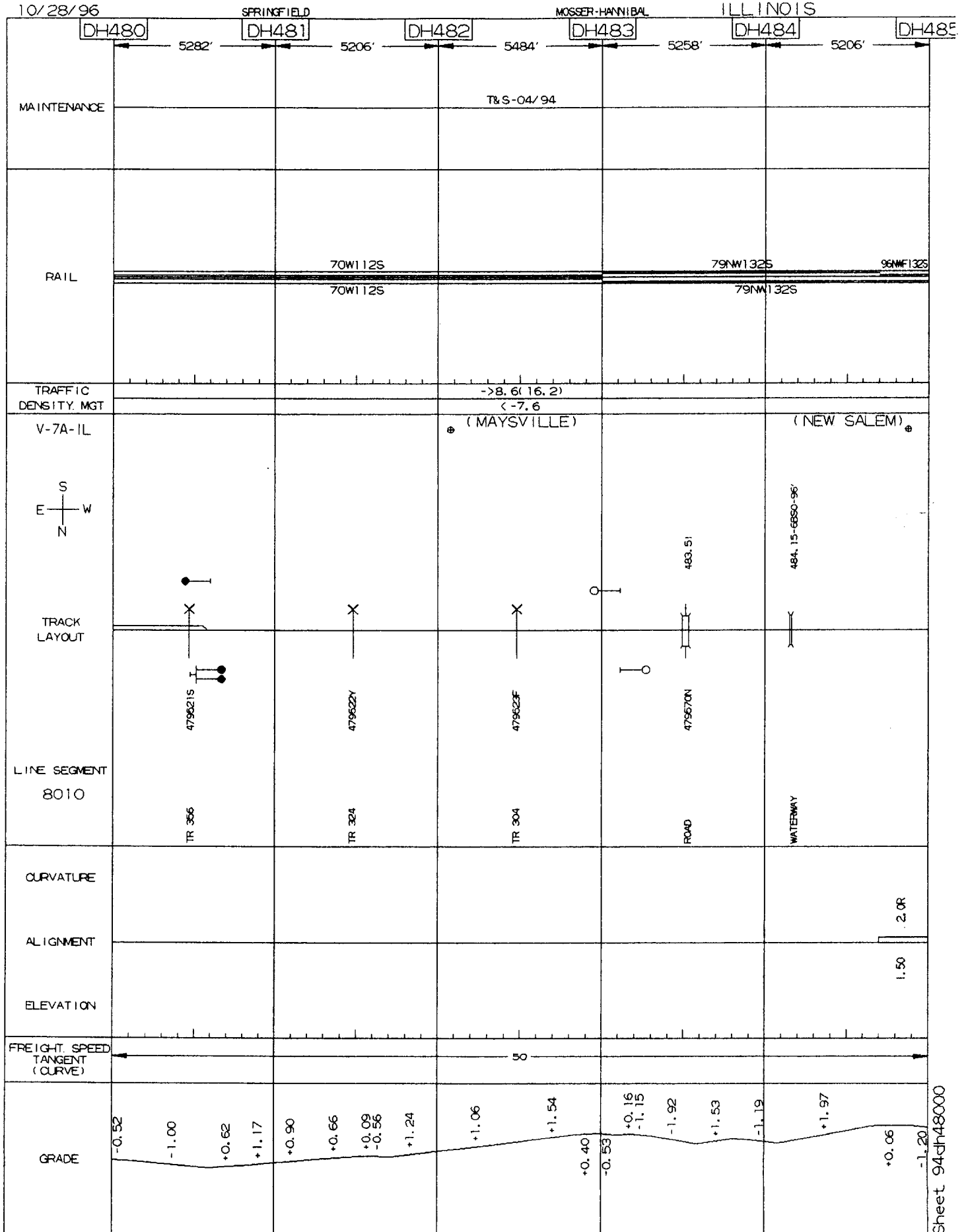
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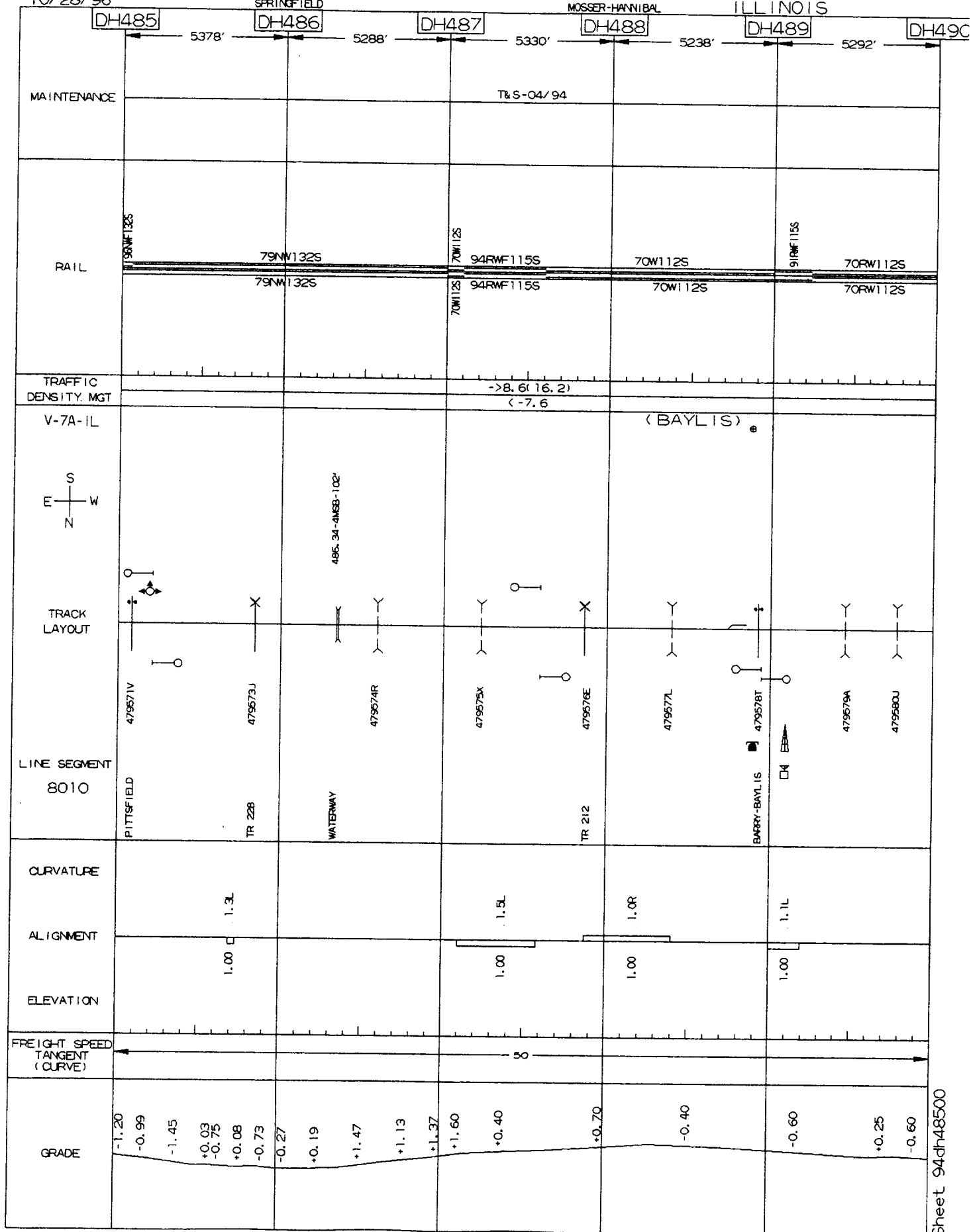


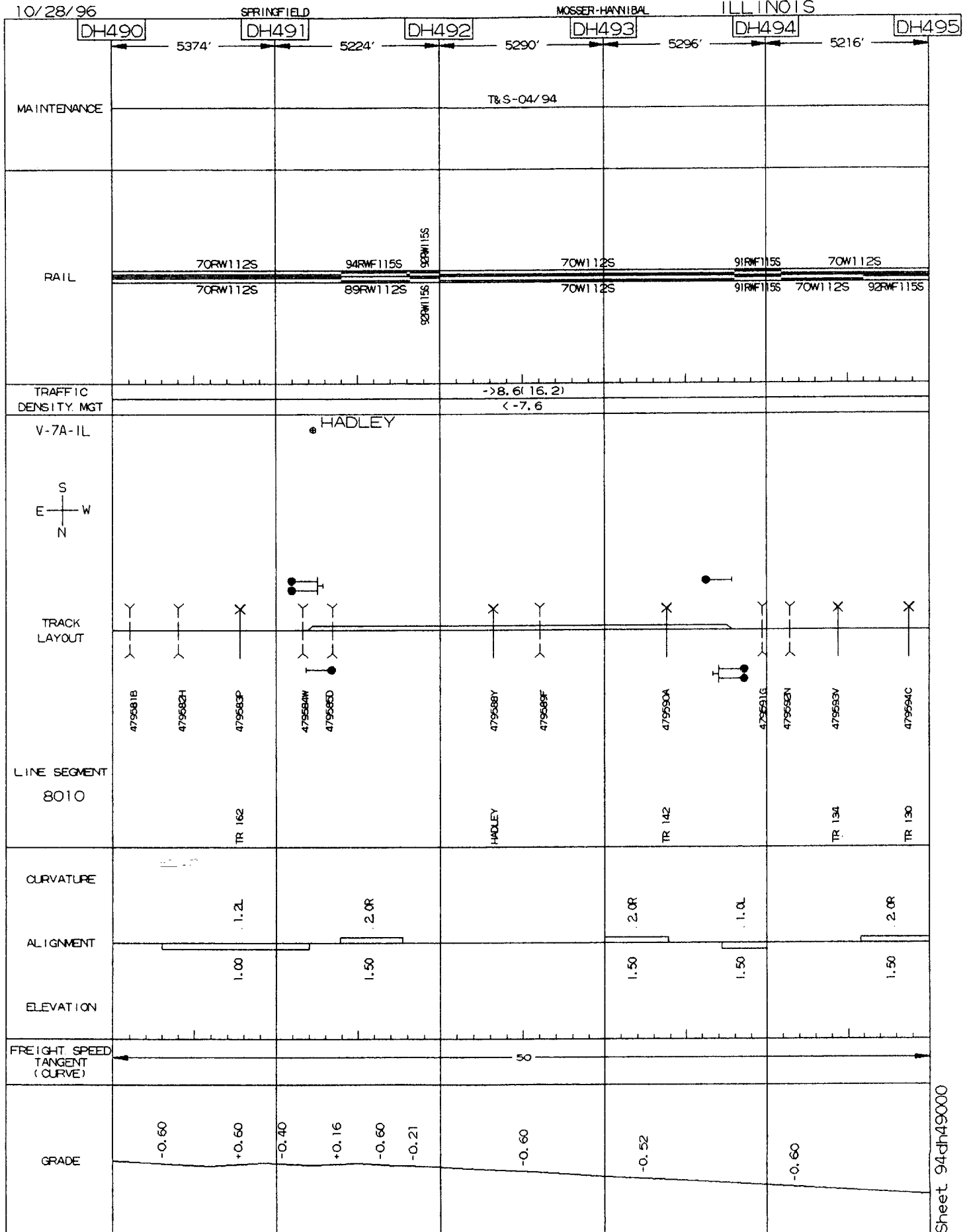
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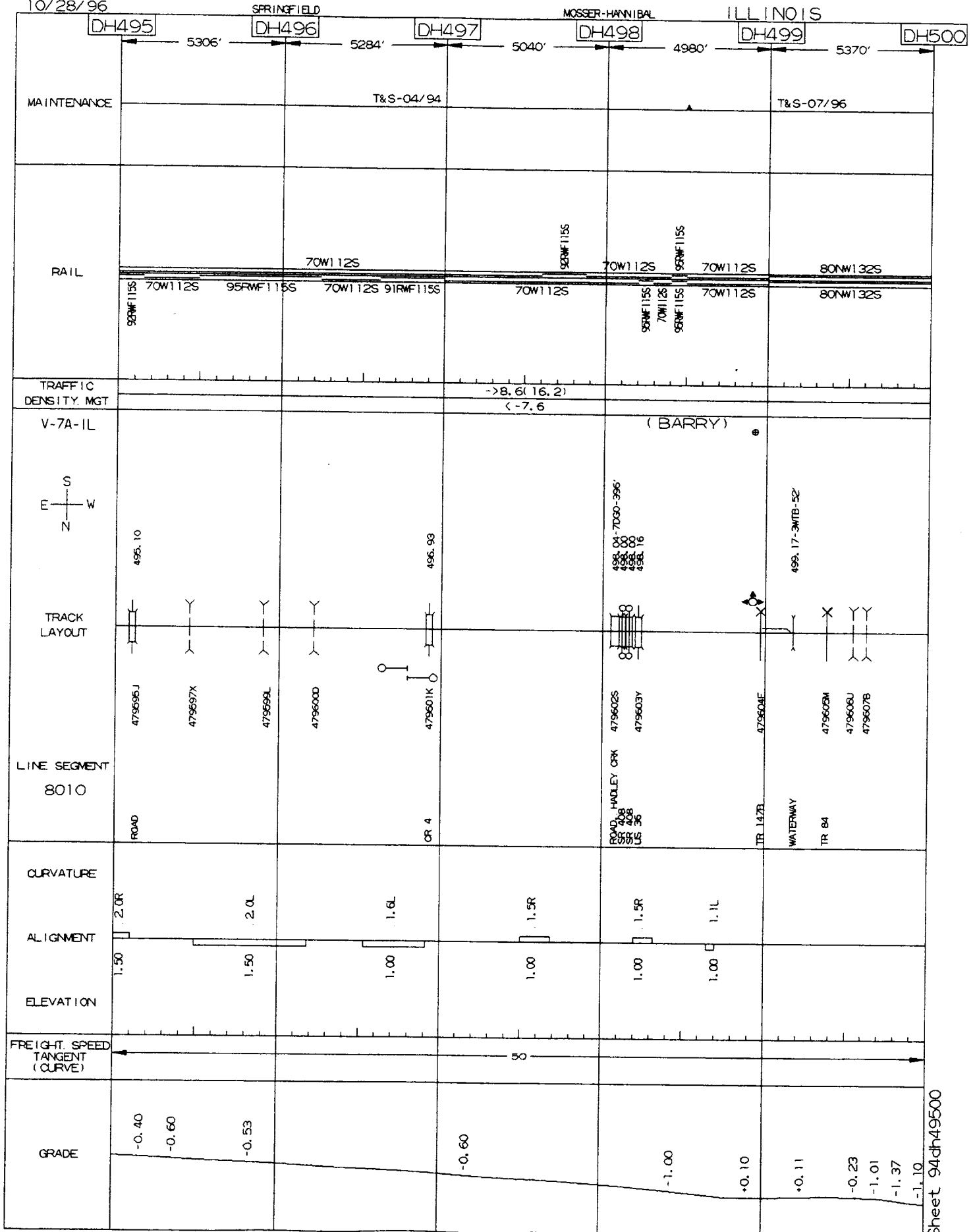
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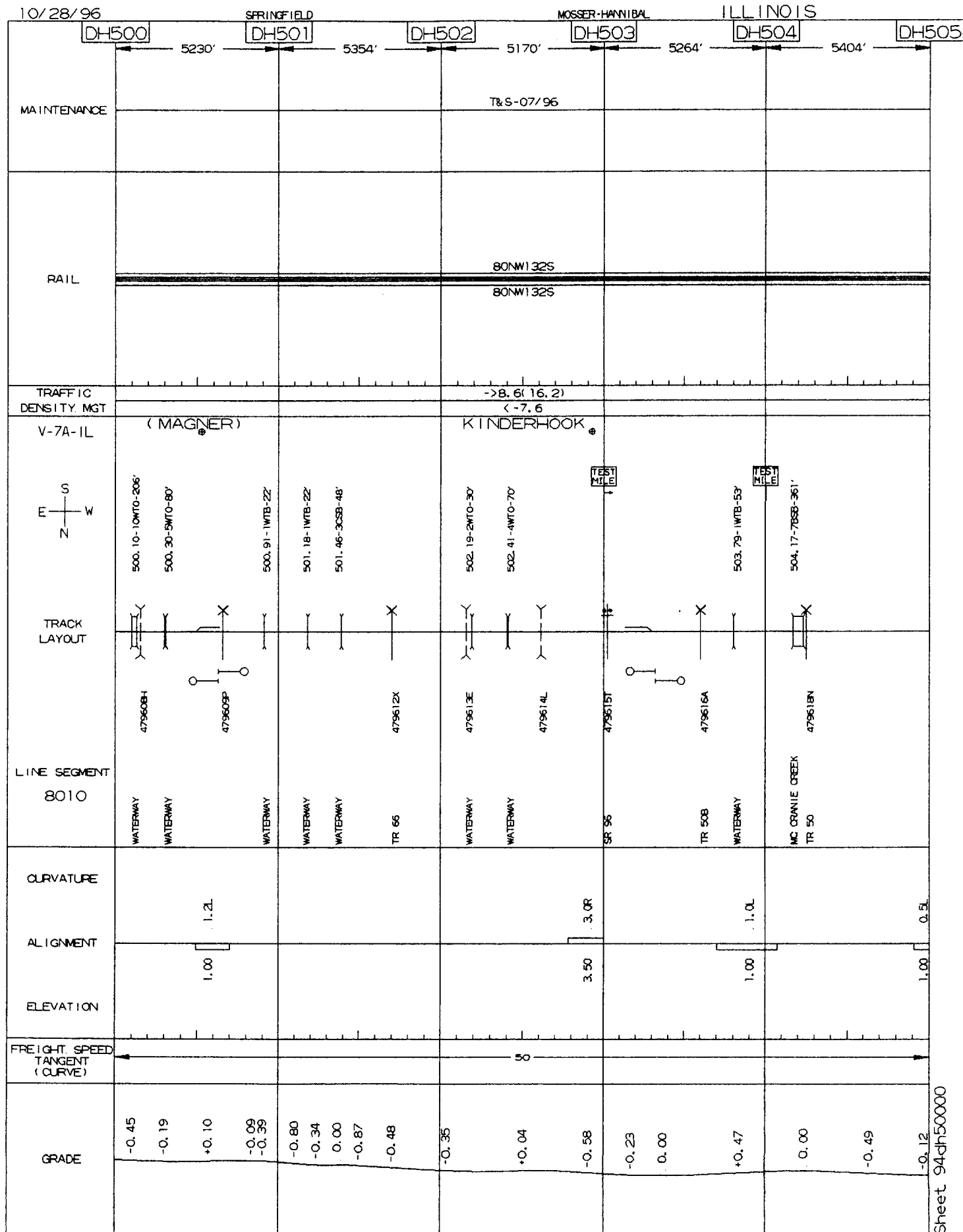
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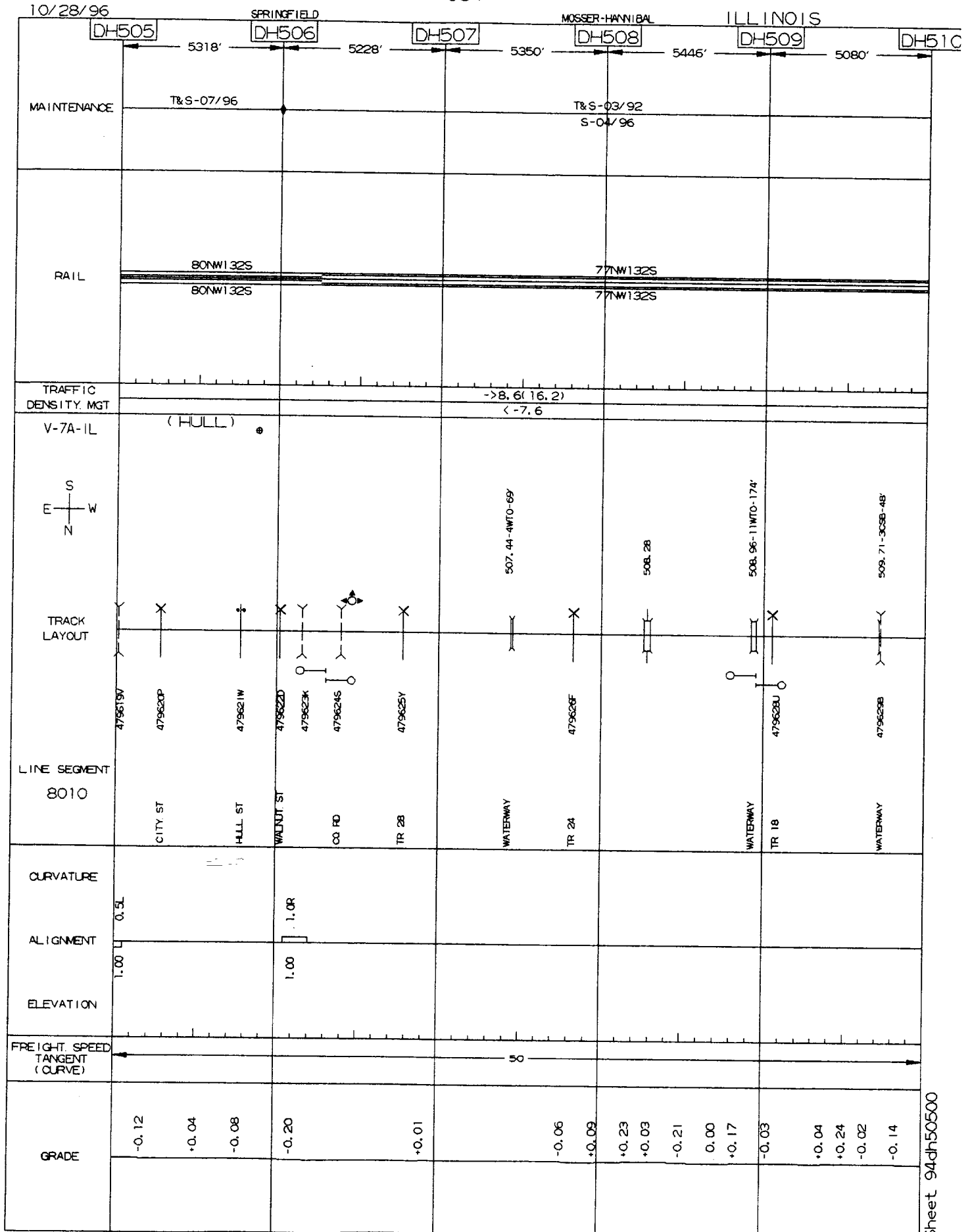
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10/28/96

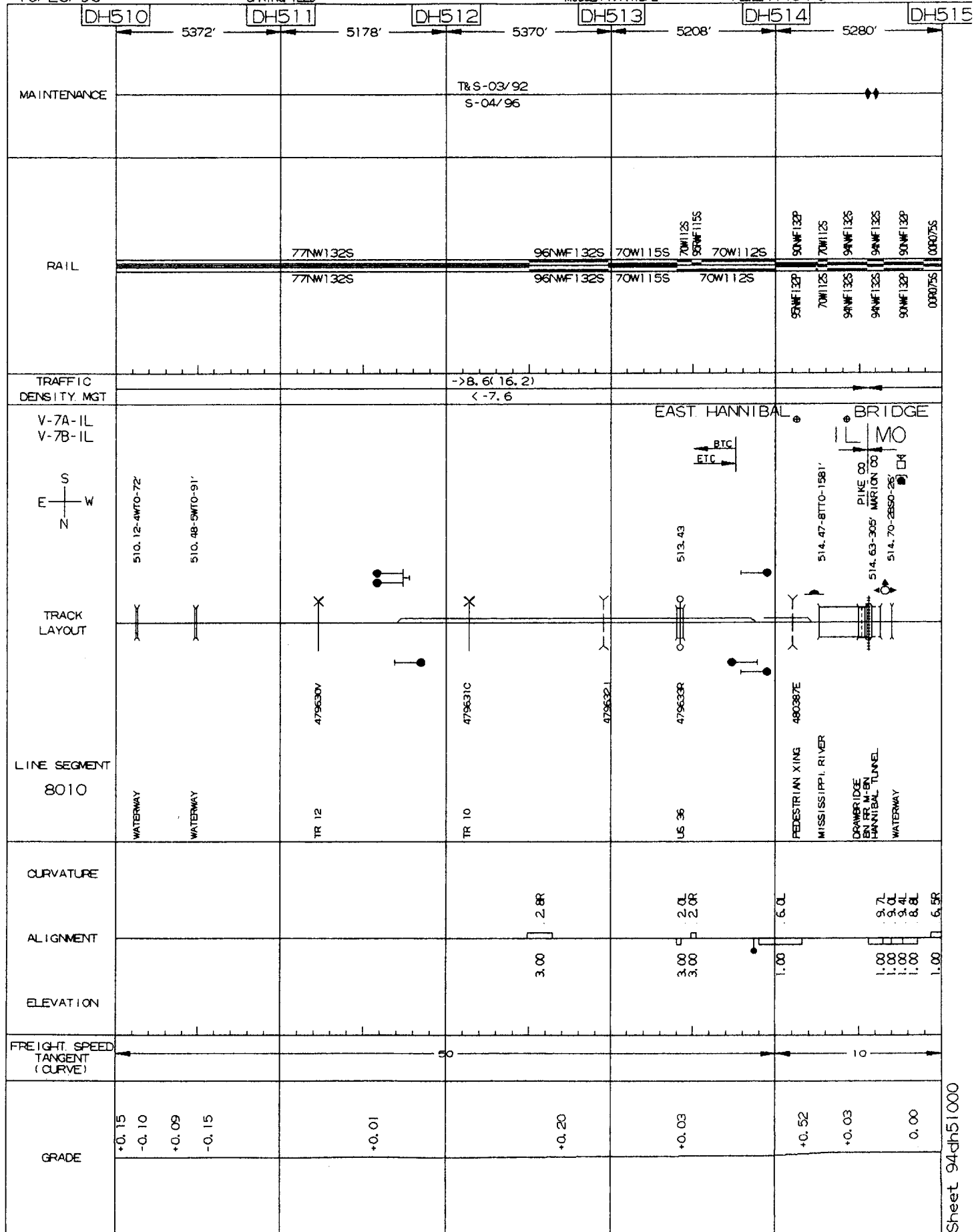


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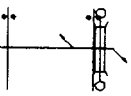
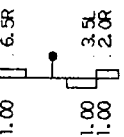
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MOSSER-HANNIBAL

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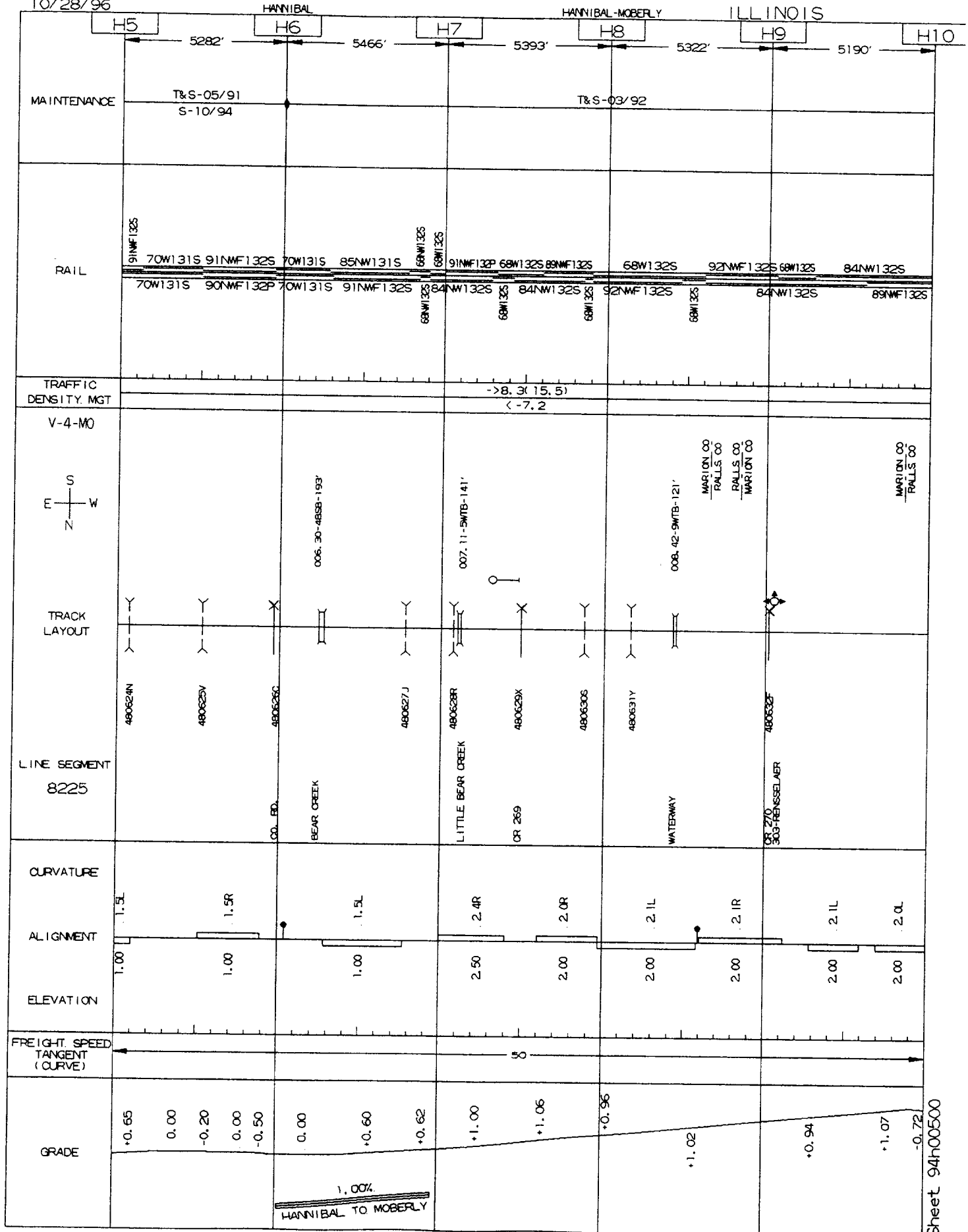


10/28/96

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MAINTENANCE	T&S-03/92							
RAIL	00R075S 00R075S 92MF13P 00R075S							
TRAFFIC DENSITY MGT	>8.6 (16.2) <-7.6							
S E — W N	HANNIBAL							
TRACK LAYOUT 	BN CONN. 515.43							
LINE SEGMENT 8010	BRIDGE ST 480388L FERRY ST 480502N 480503V 515.49+H-0.0							
CURVATURE ALIGNMENT ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10 — 20 —							
GRADE	0.00							

Sheet 94h00000

10/28/96

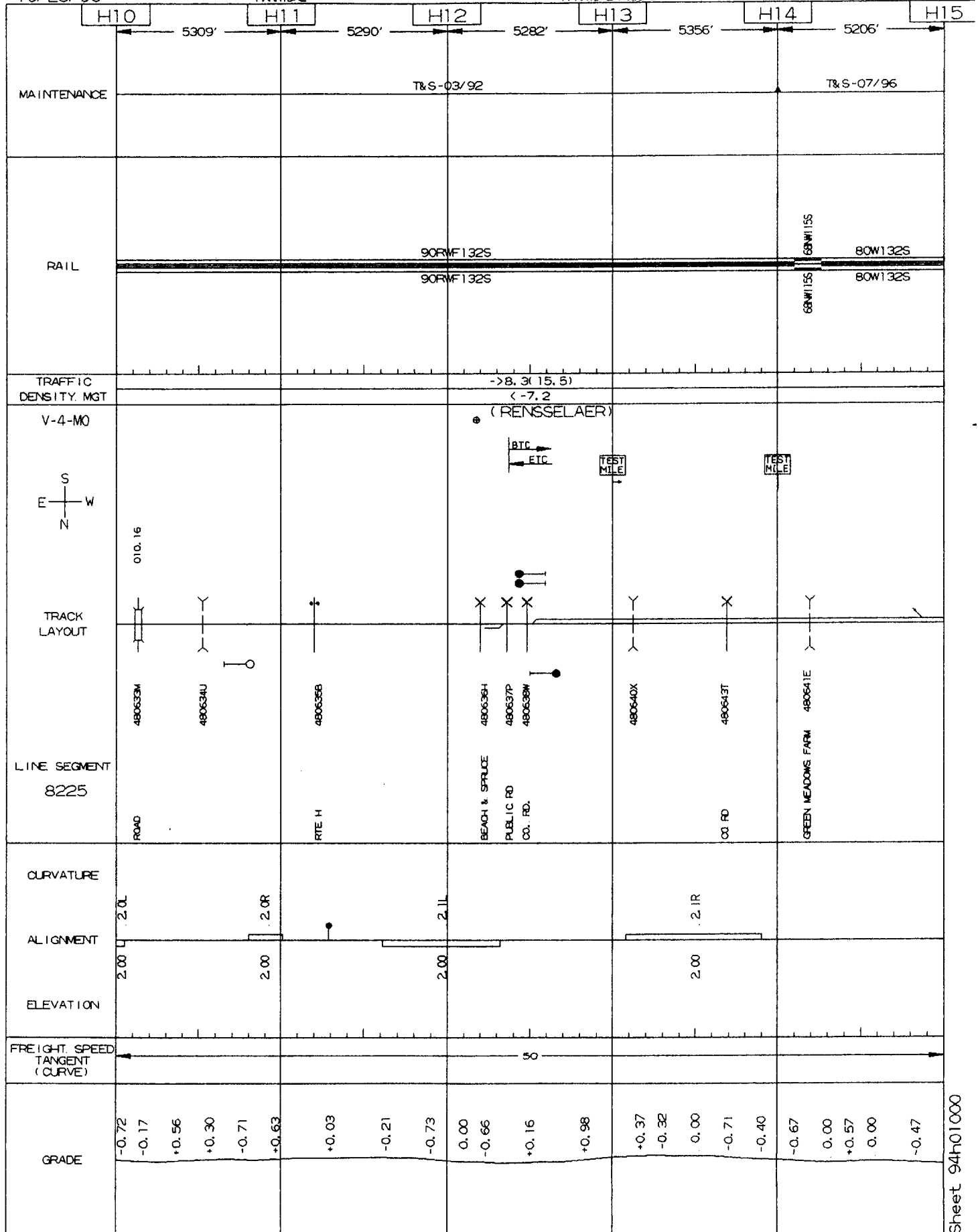

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 HANNIBAL TO MOBERLY

10/28/96

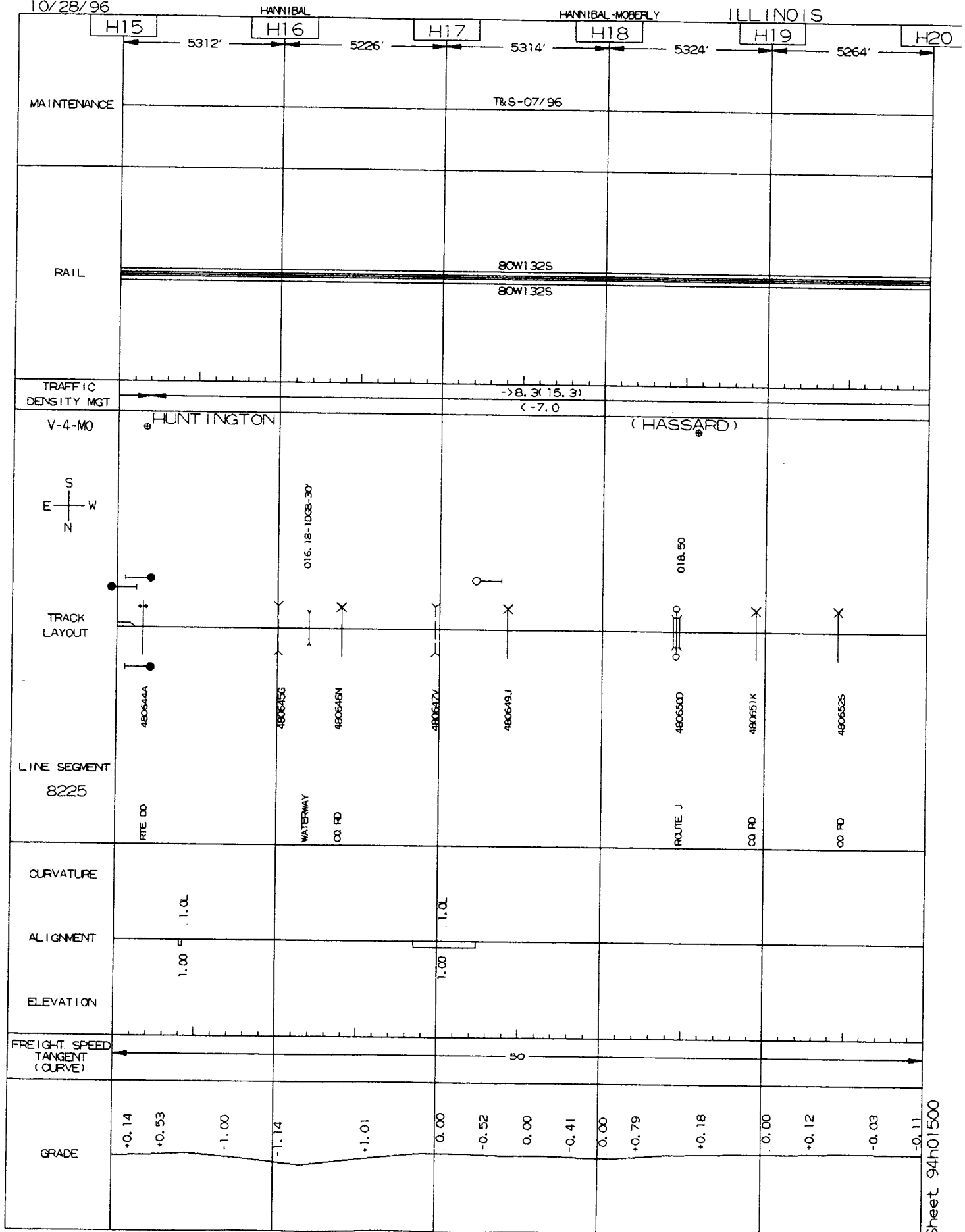
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HANNIBAL-MOBERLY

ILLINOIS



10/28/96

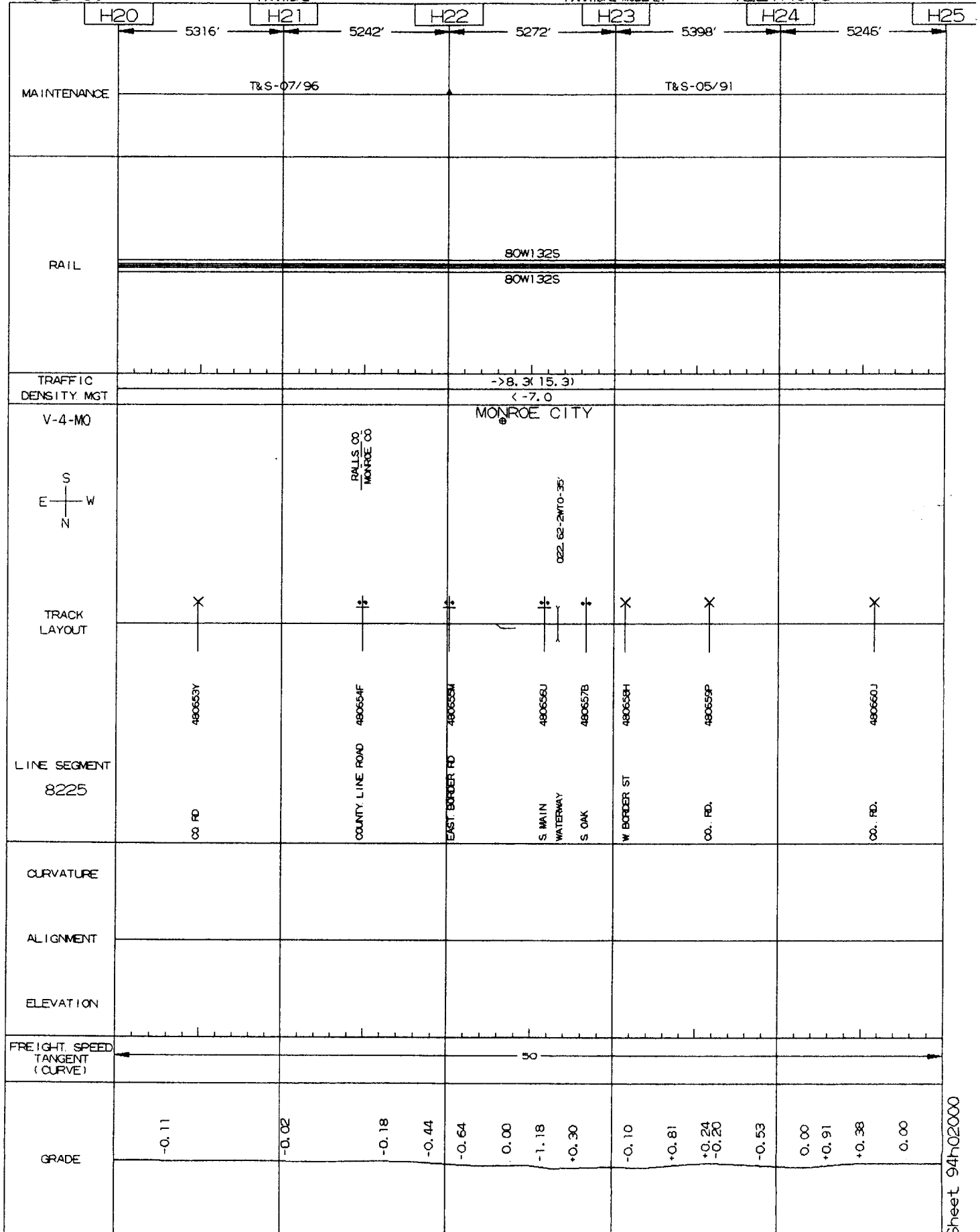


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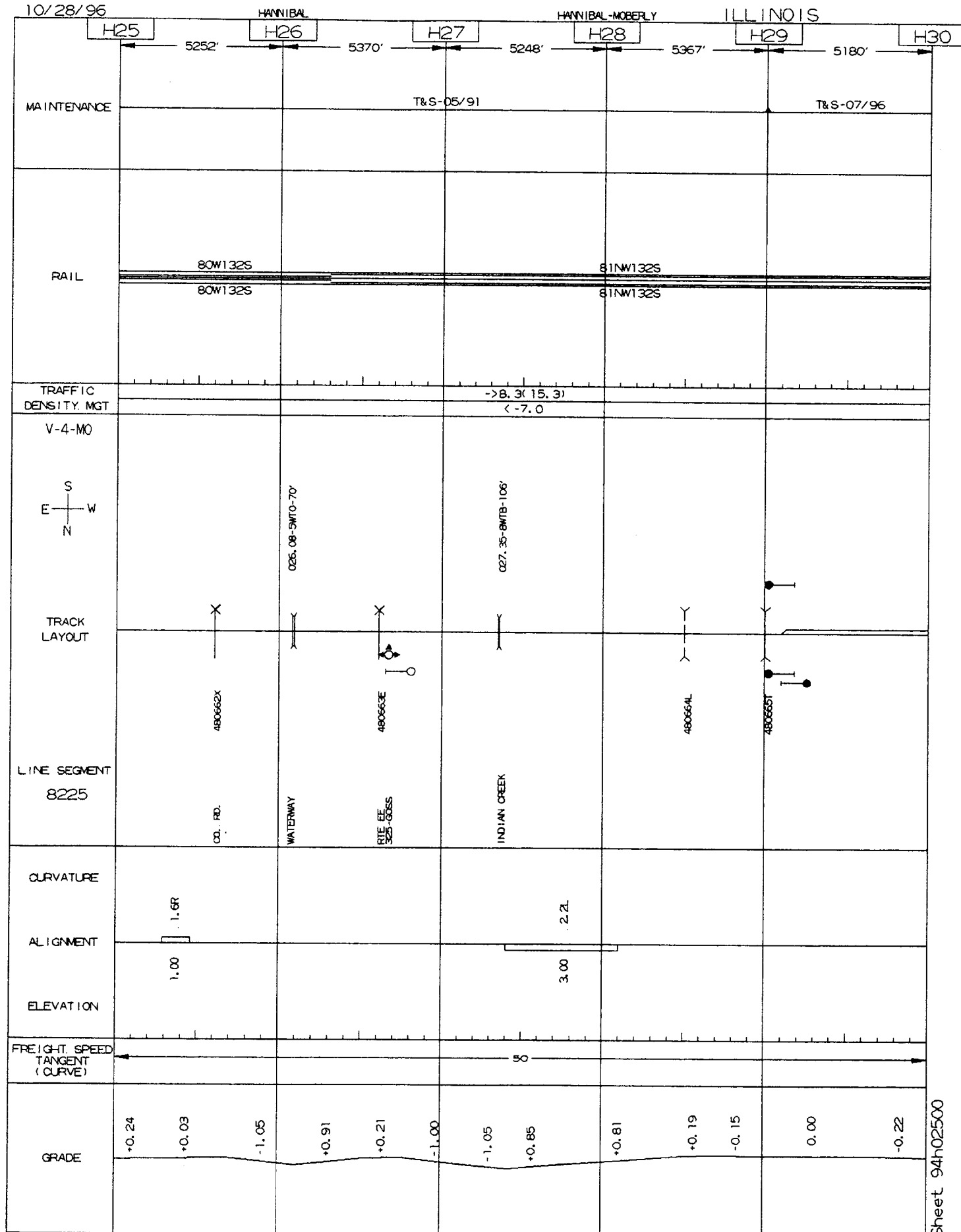
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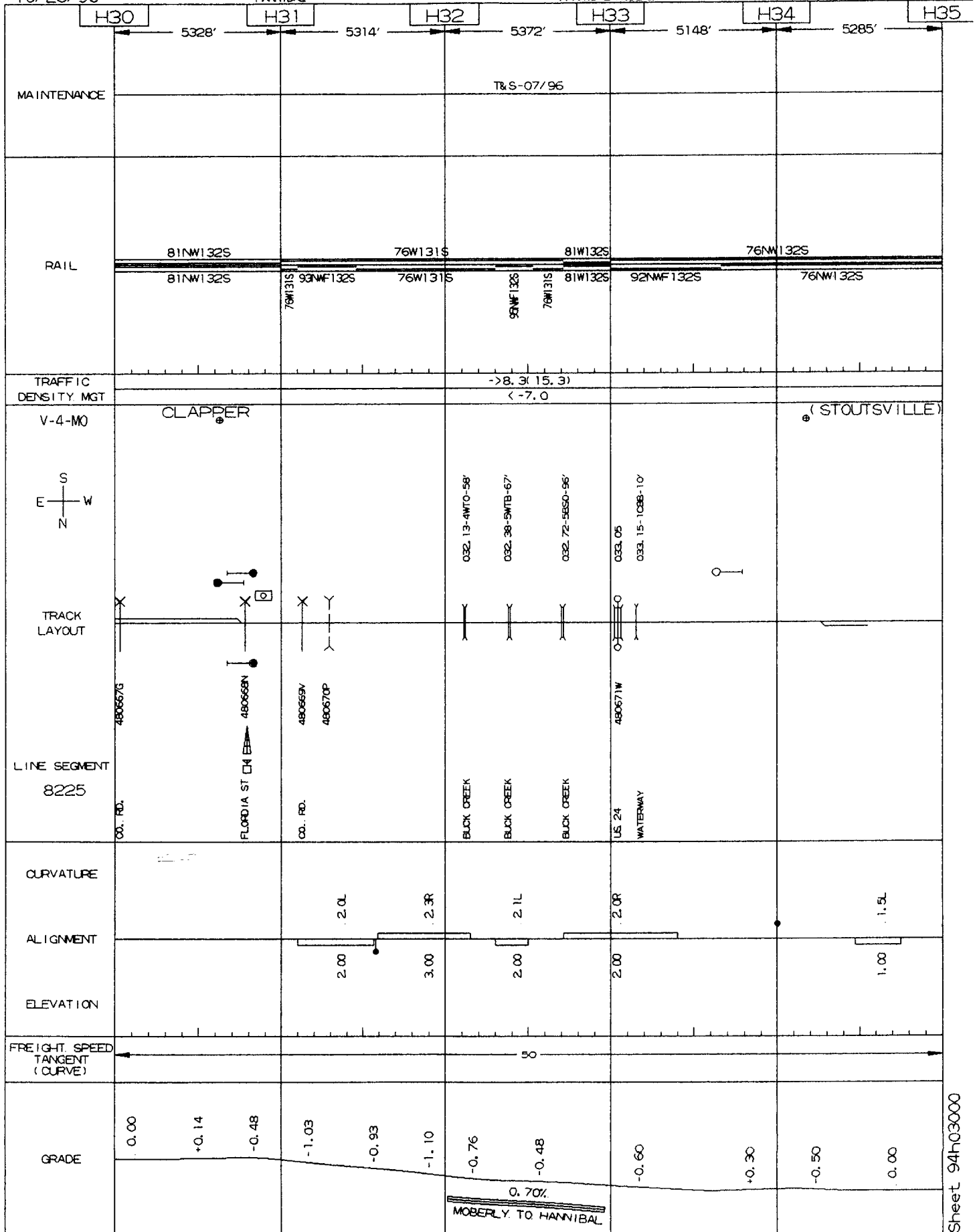


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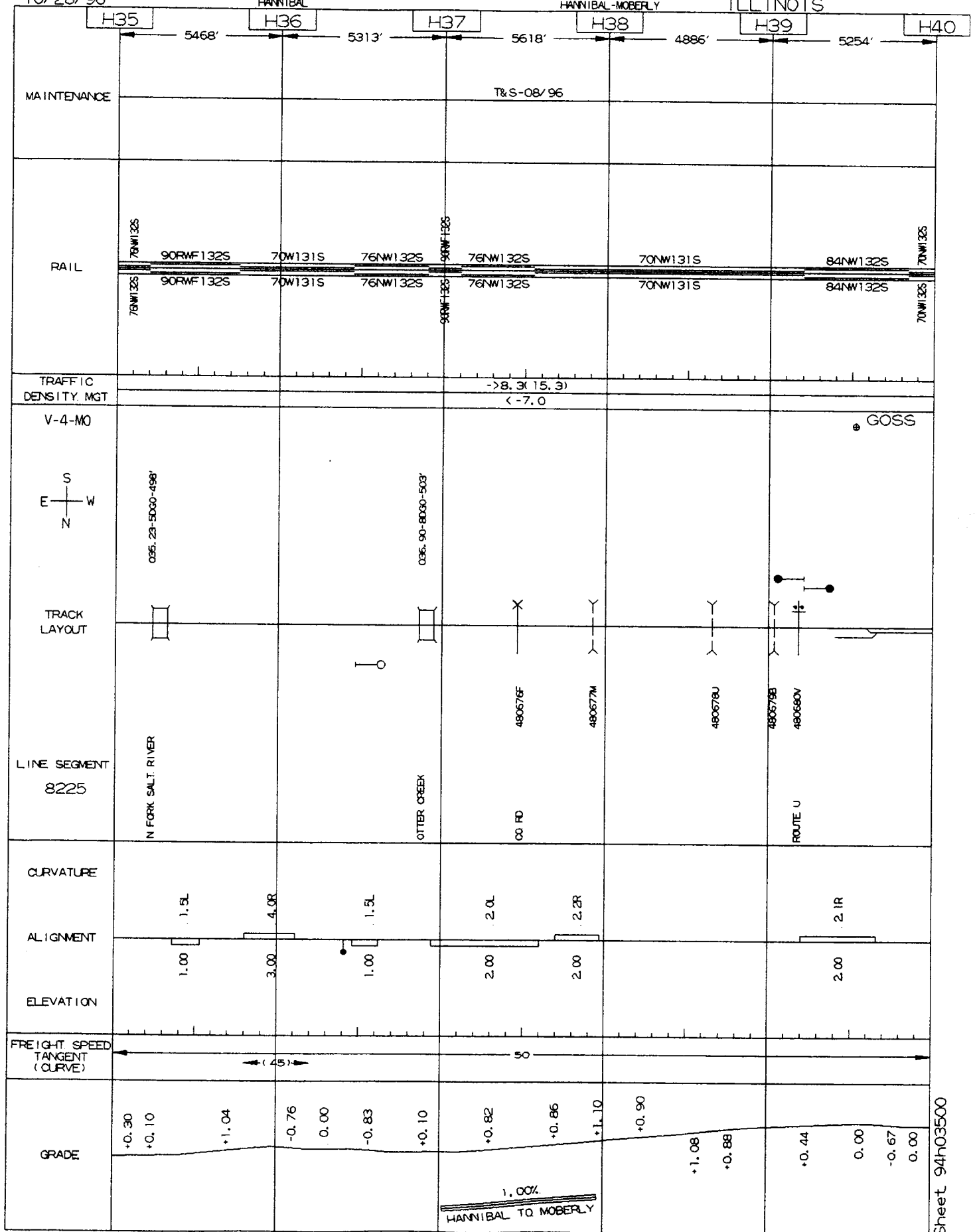
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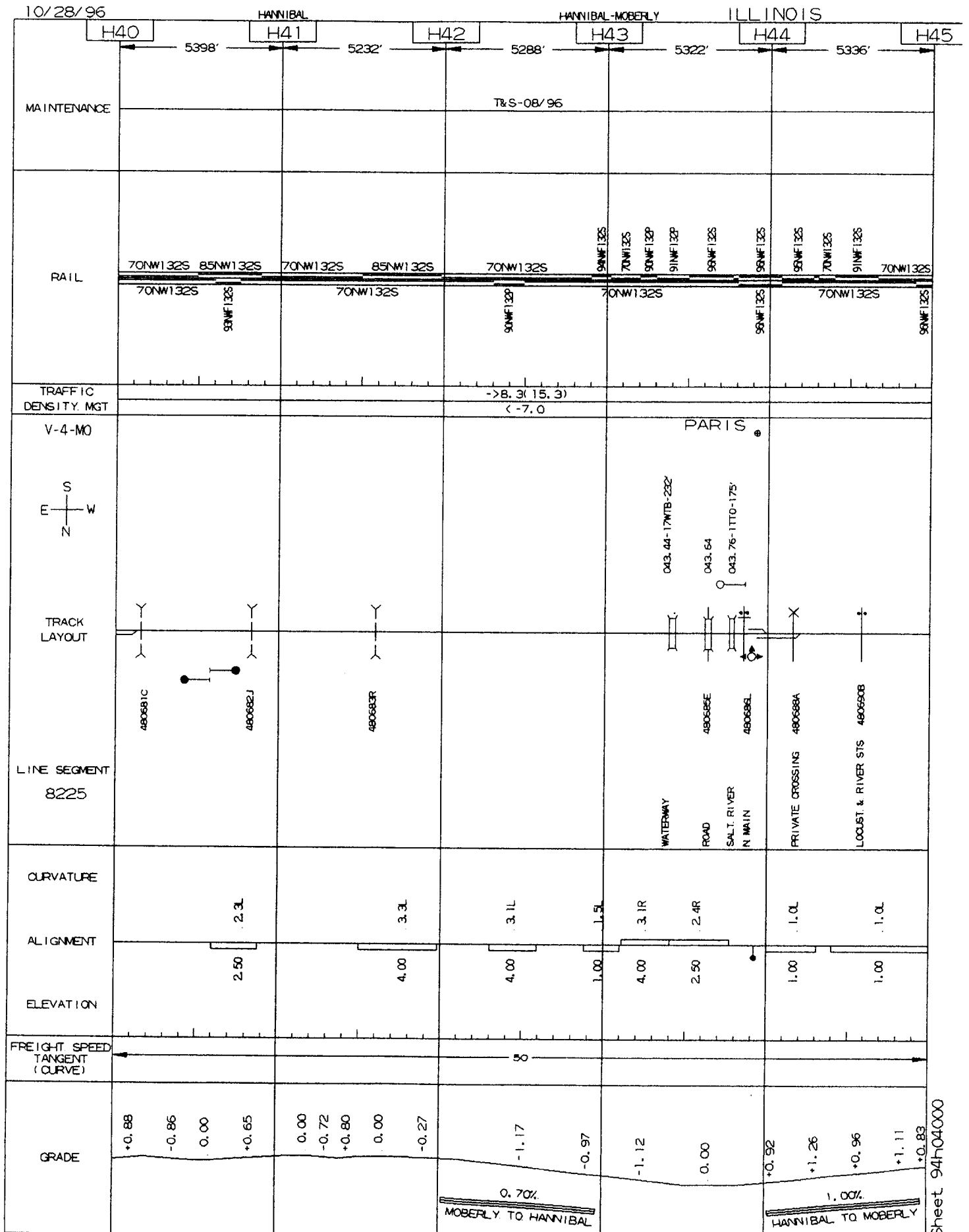
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10/28/96



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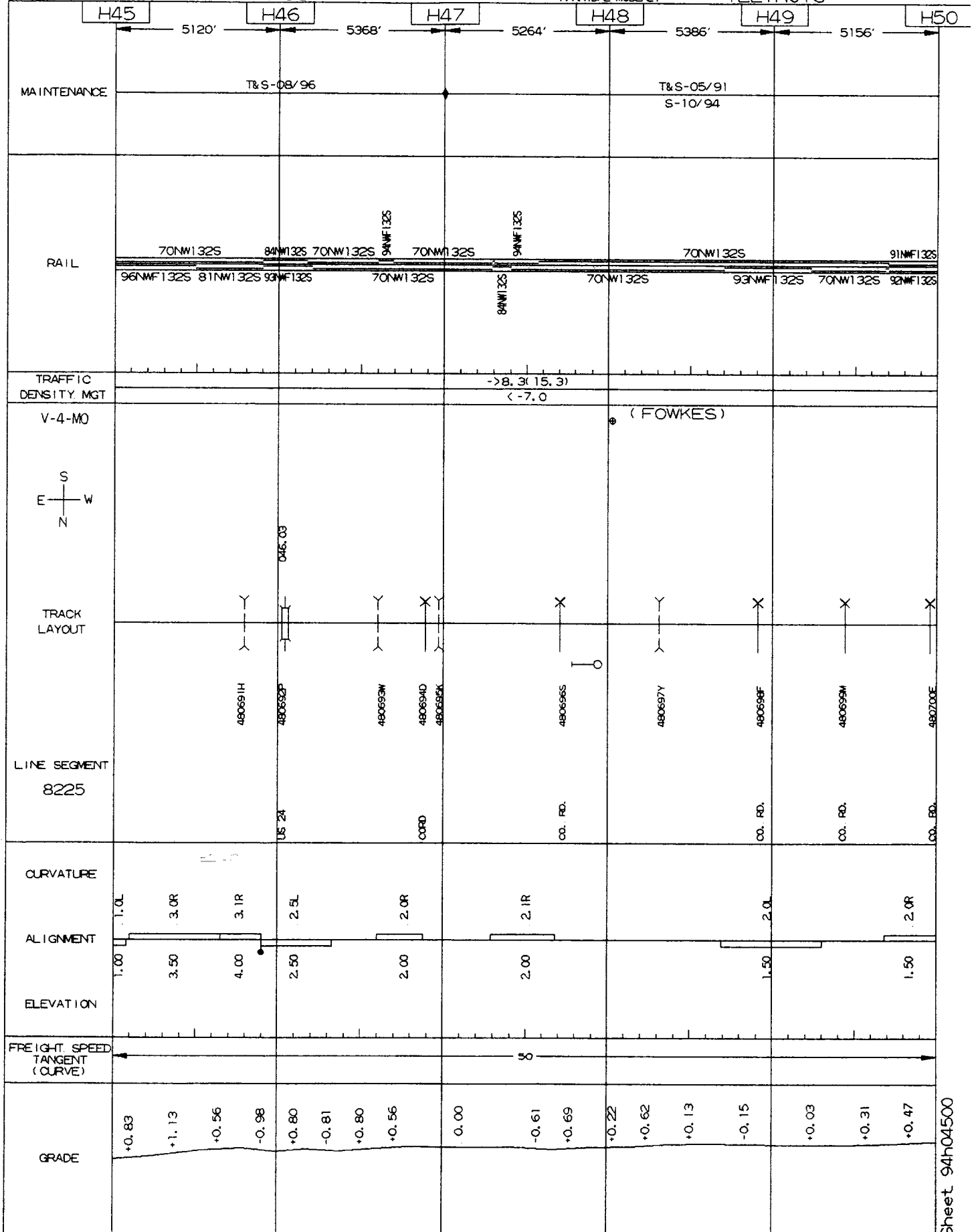


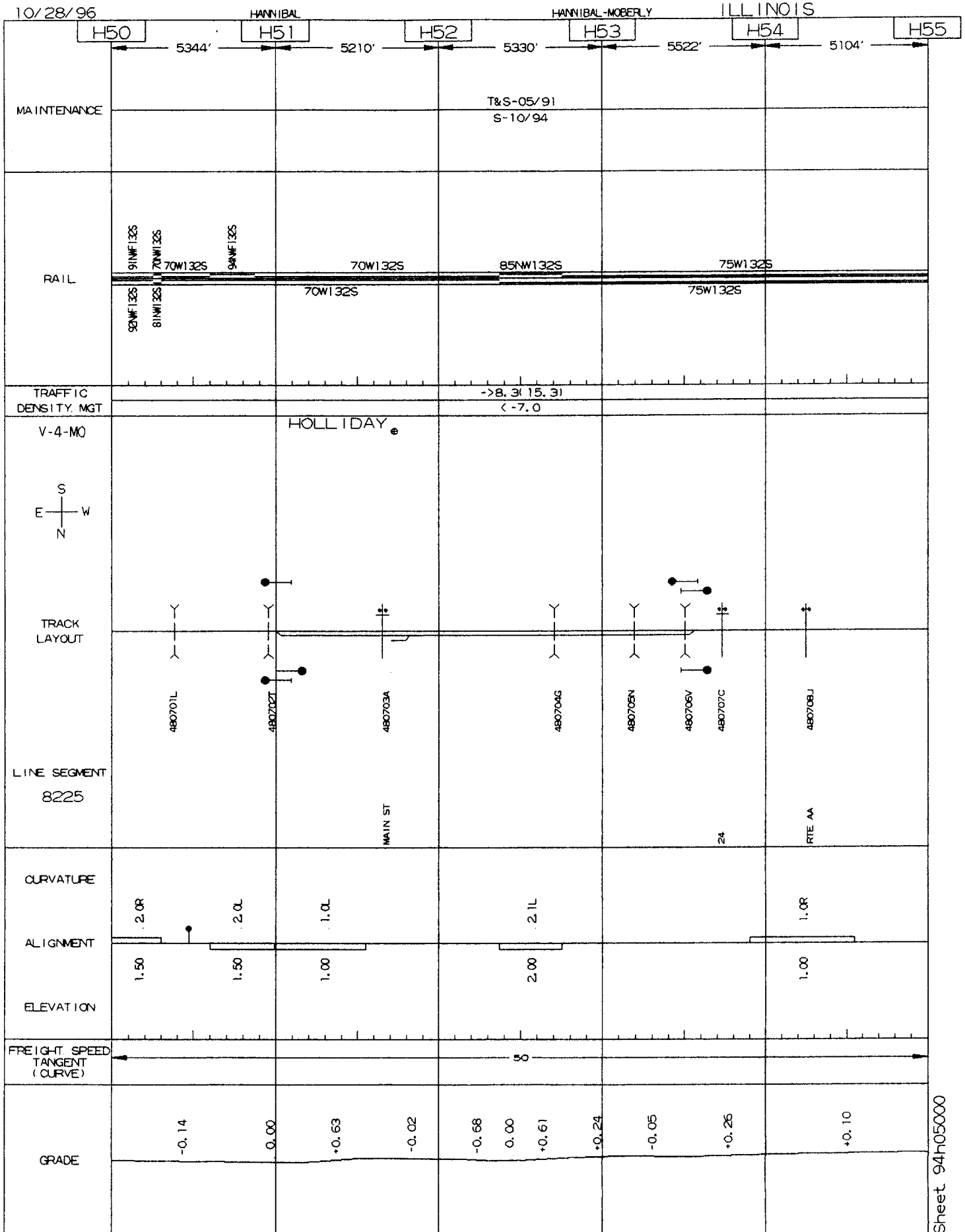
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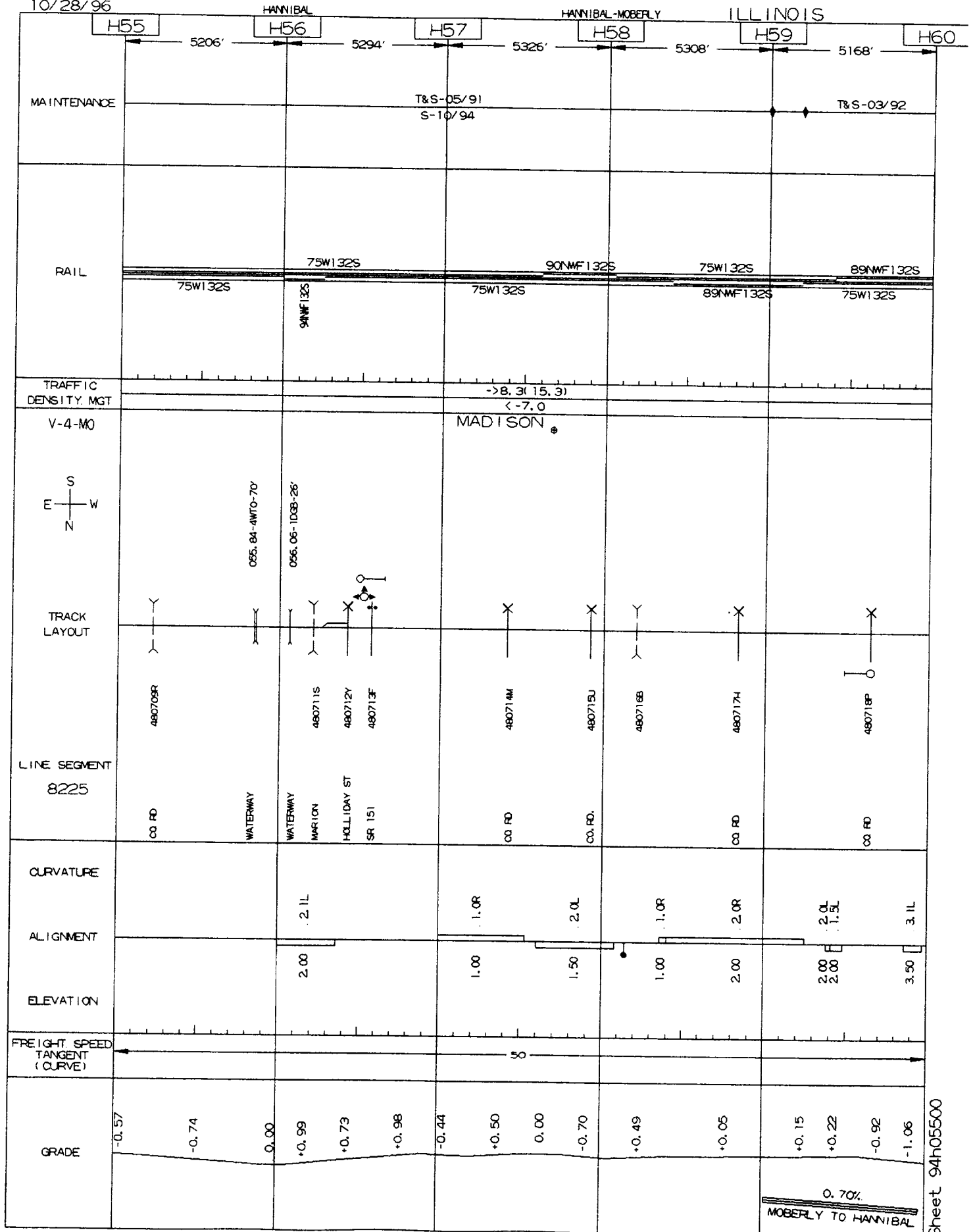
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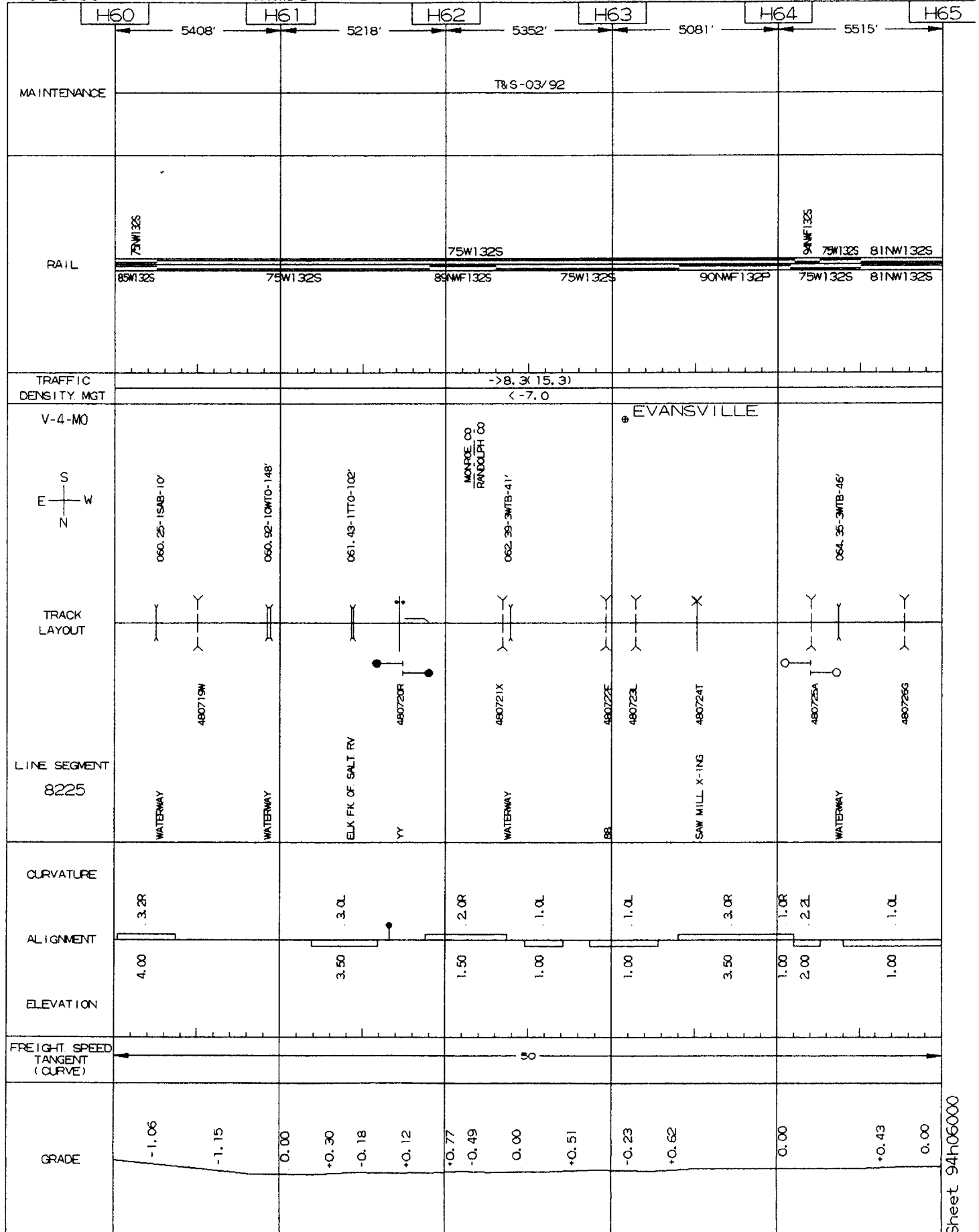


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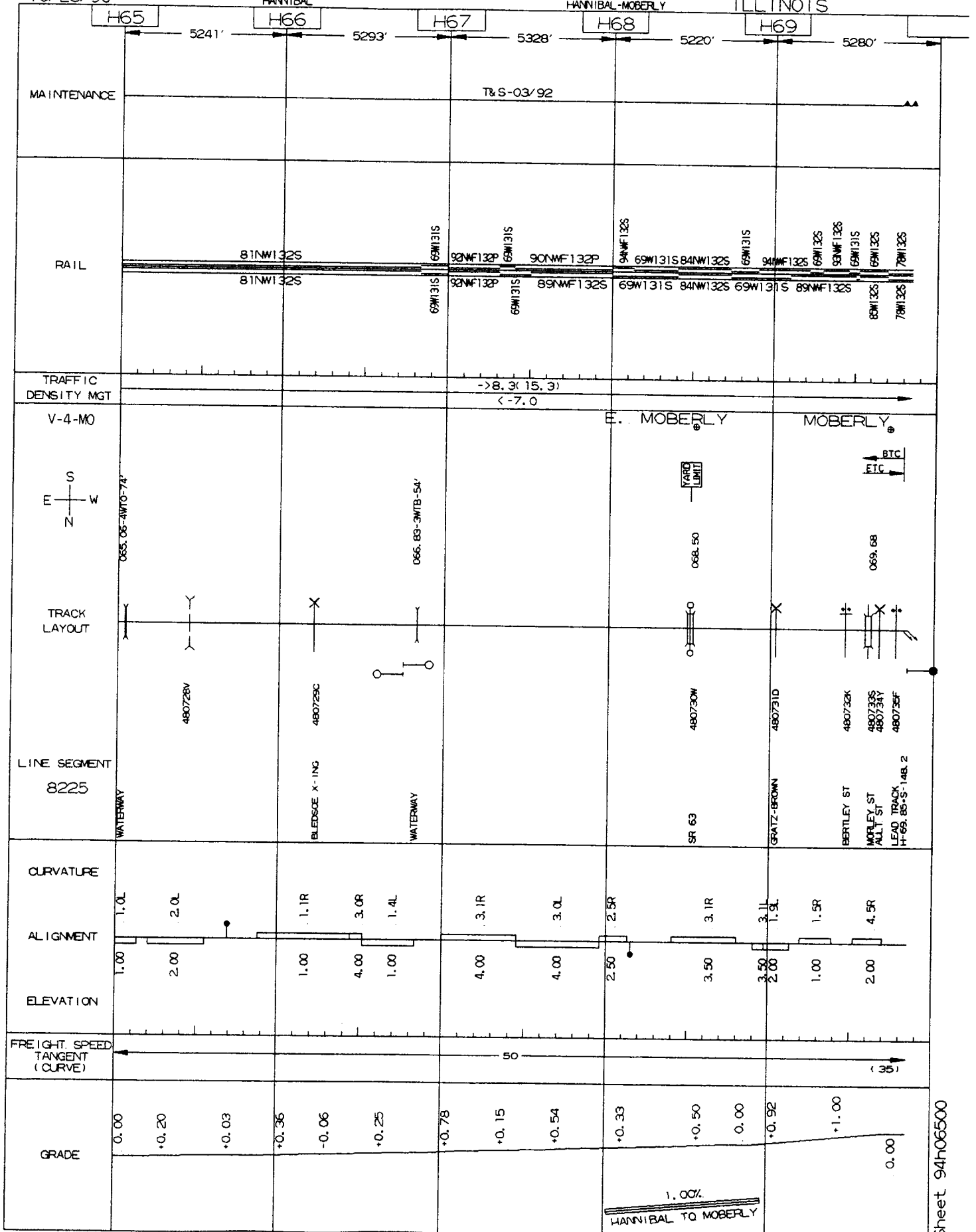


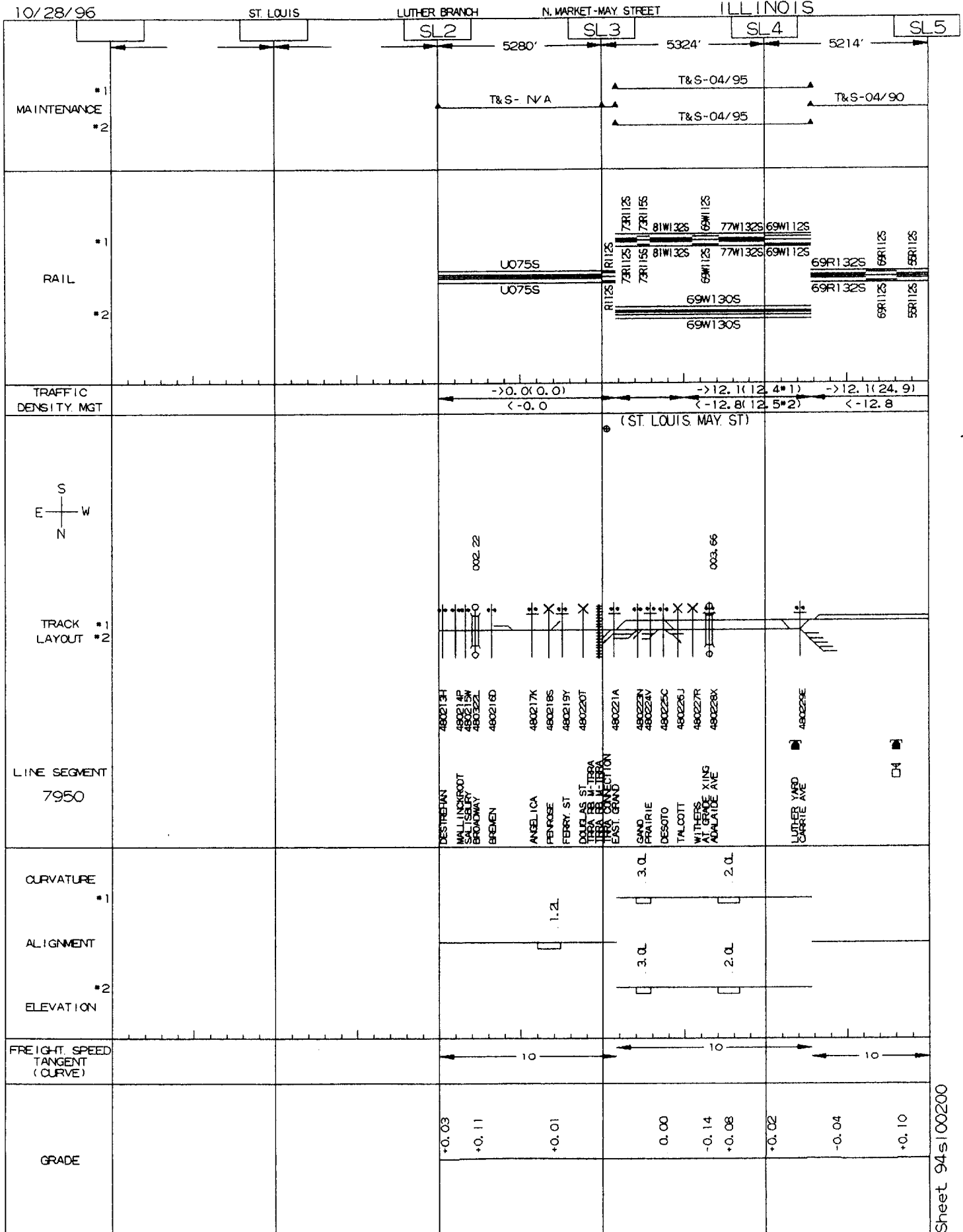
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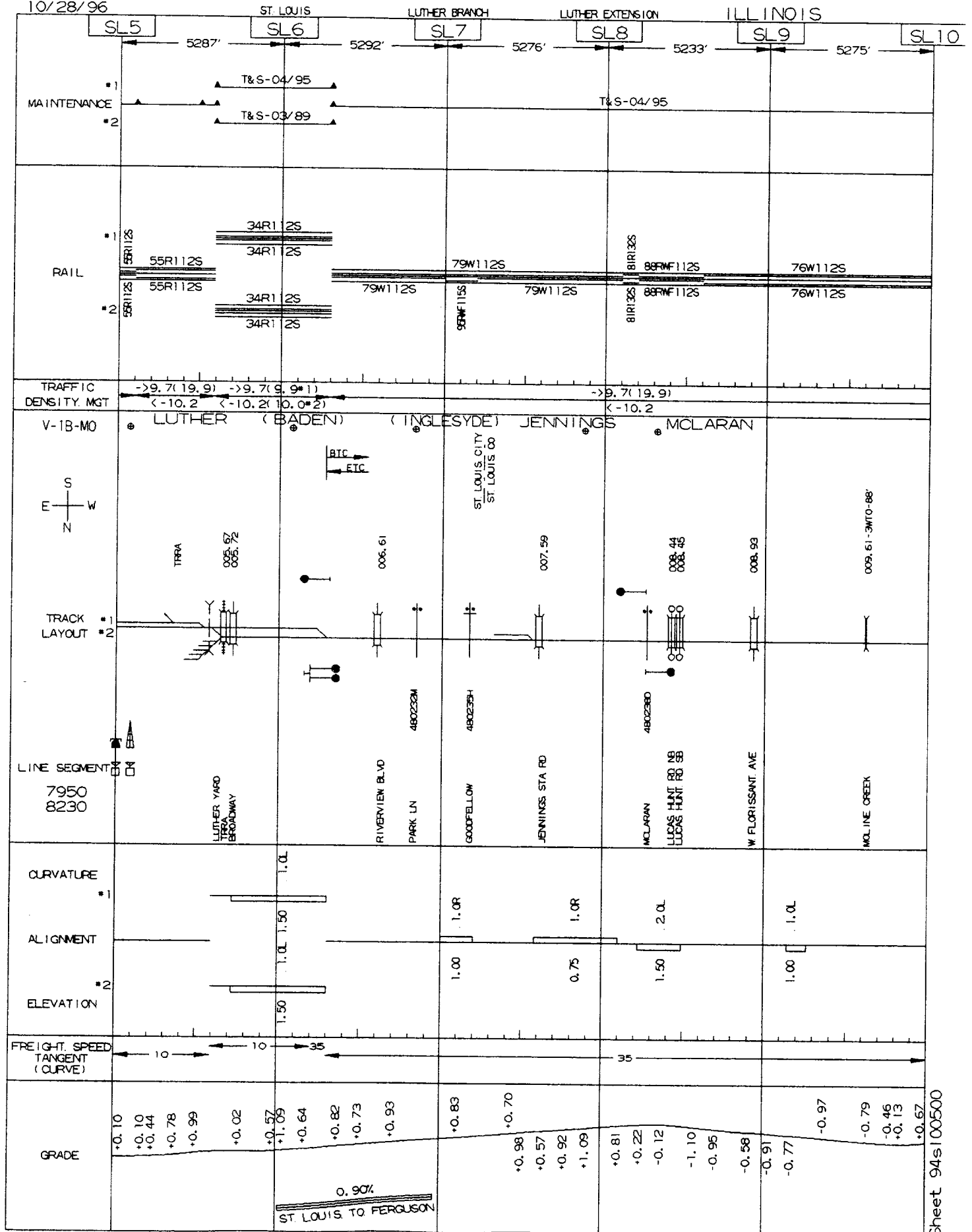
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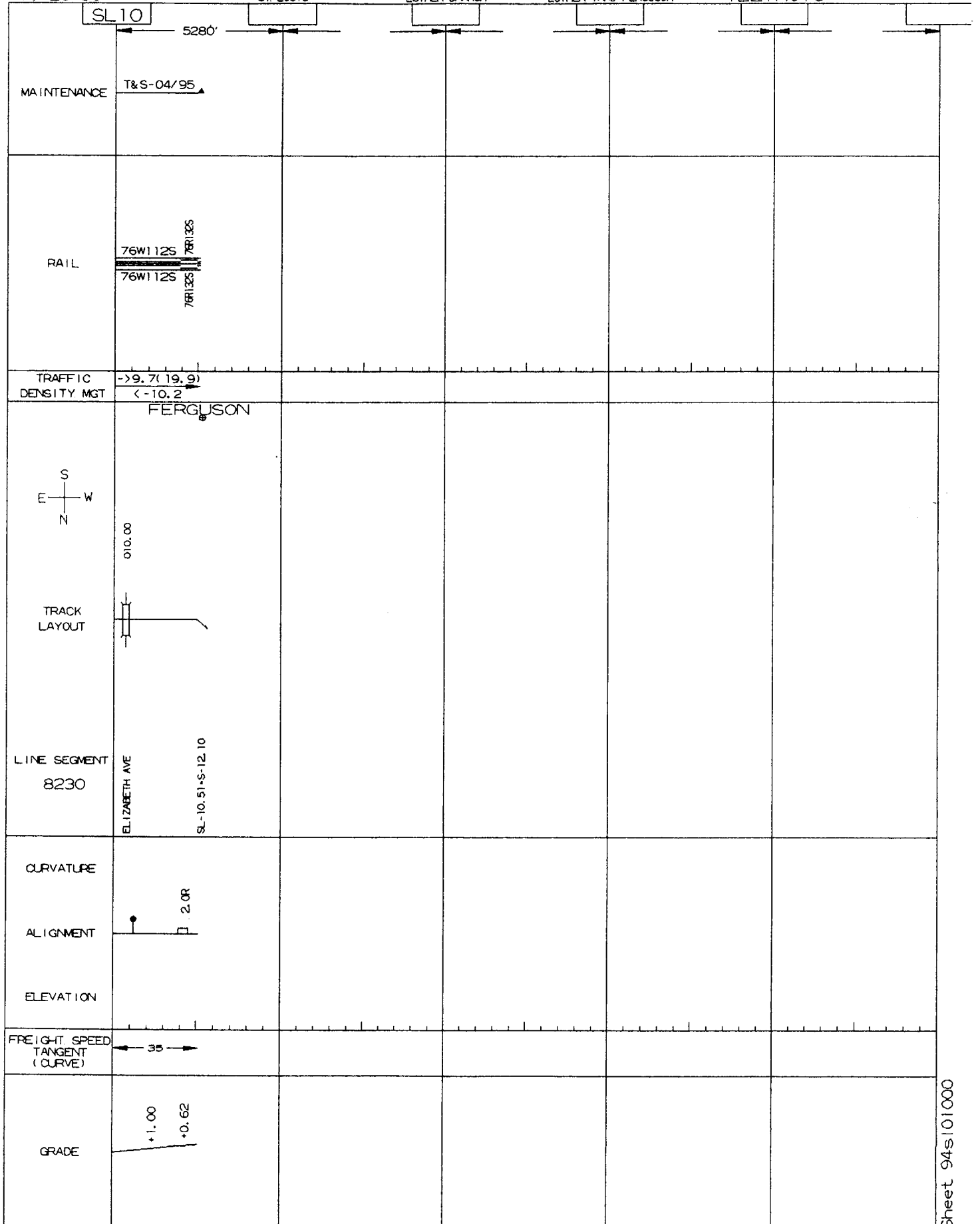
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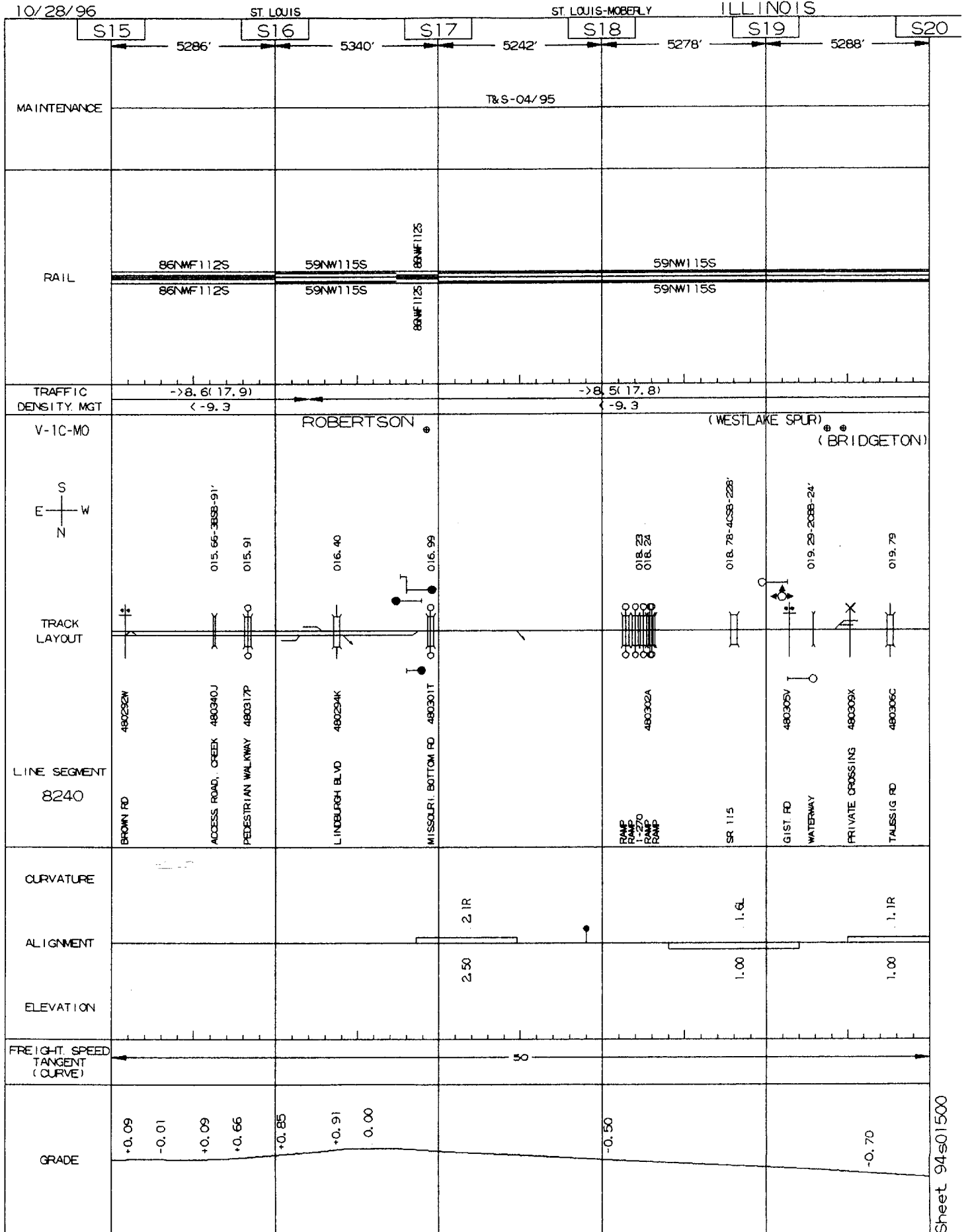
LUTHER BRANCH

LUTHER YARD-FERGUSON

ILLINOIS



Sheet 94s01200

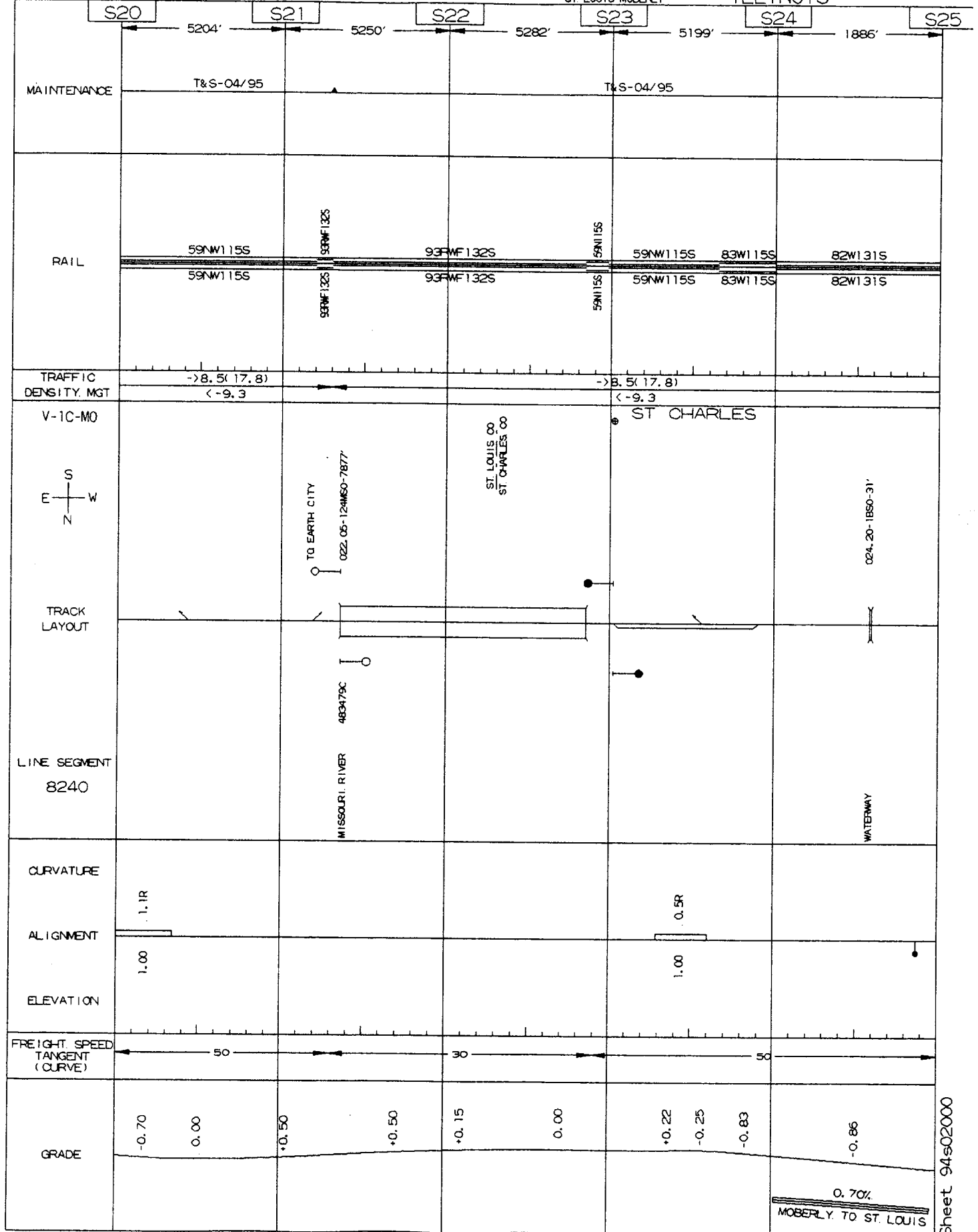


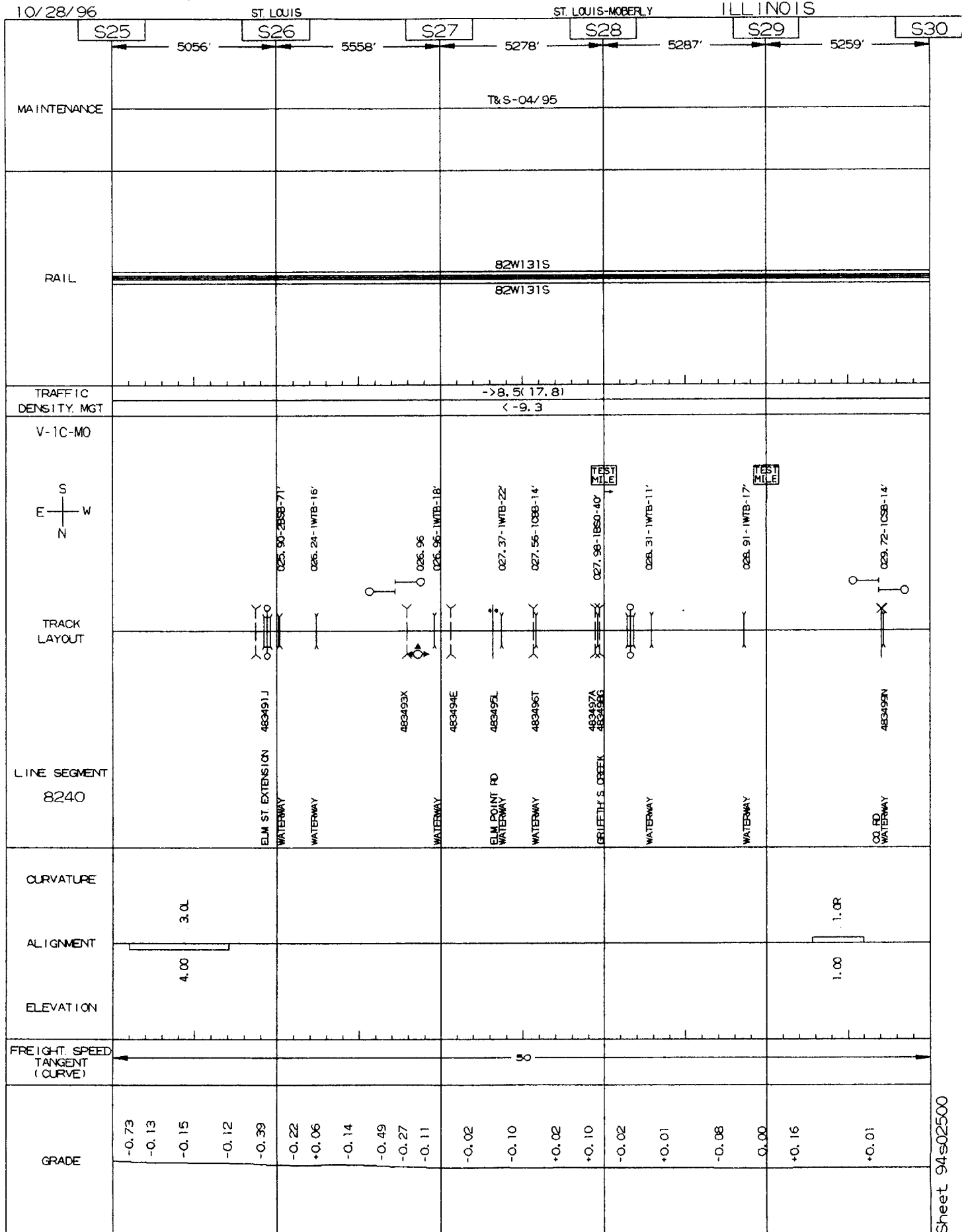
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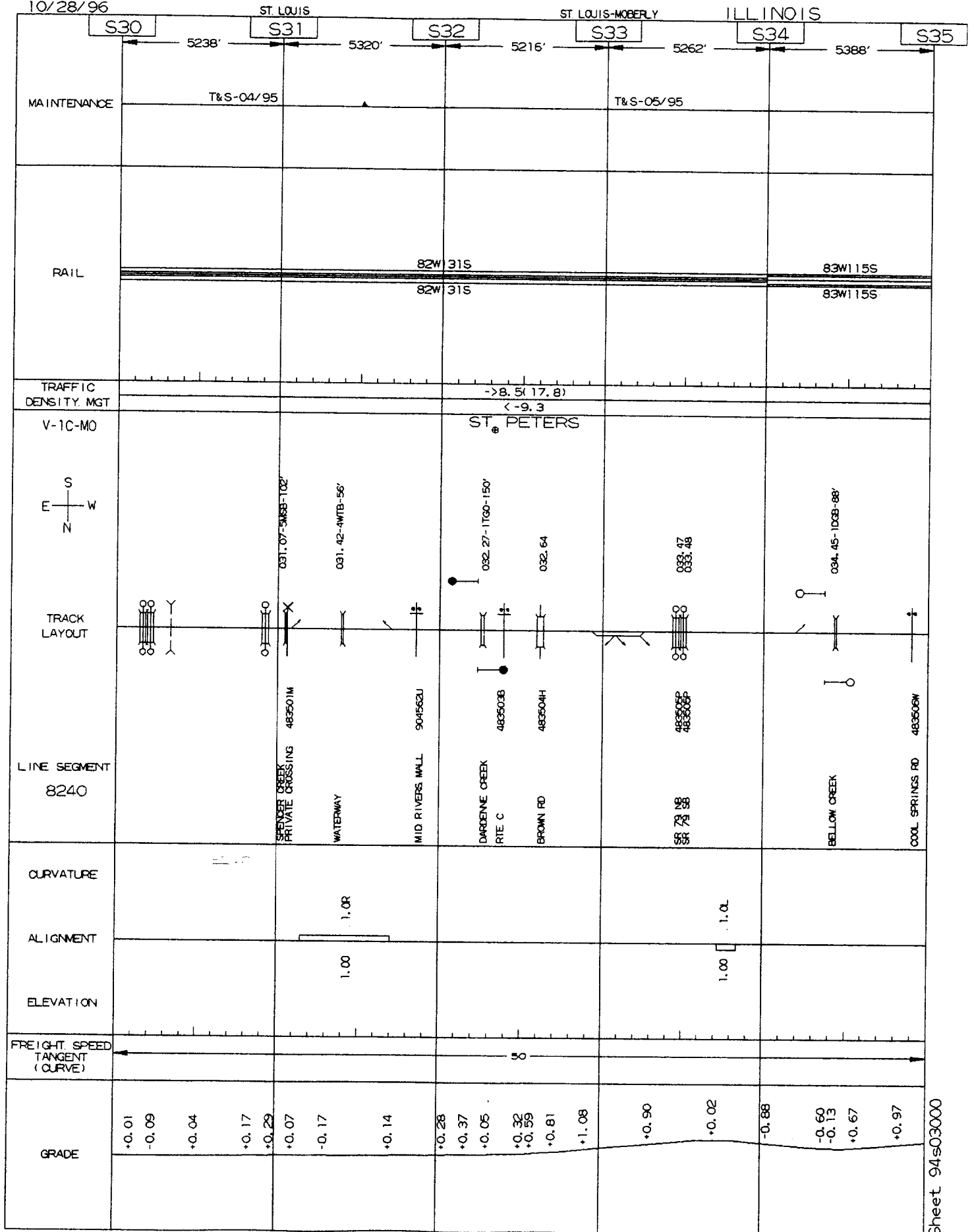
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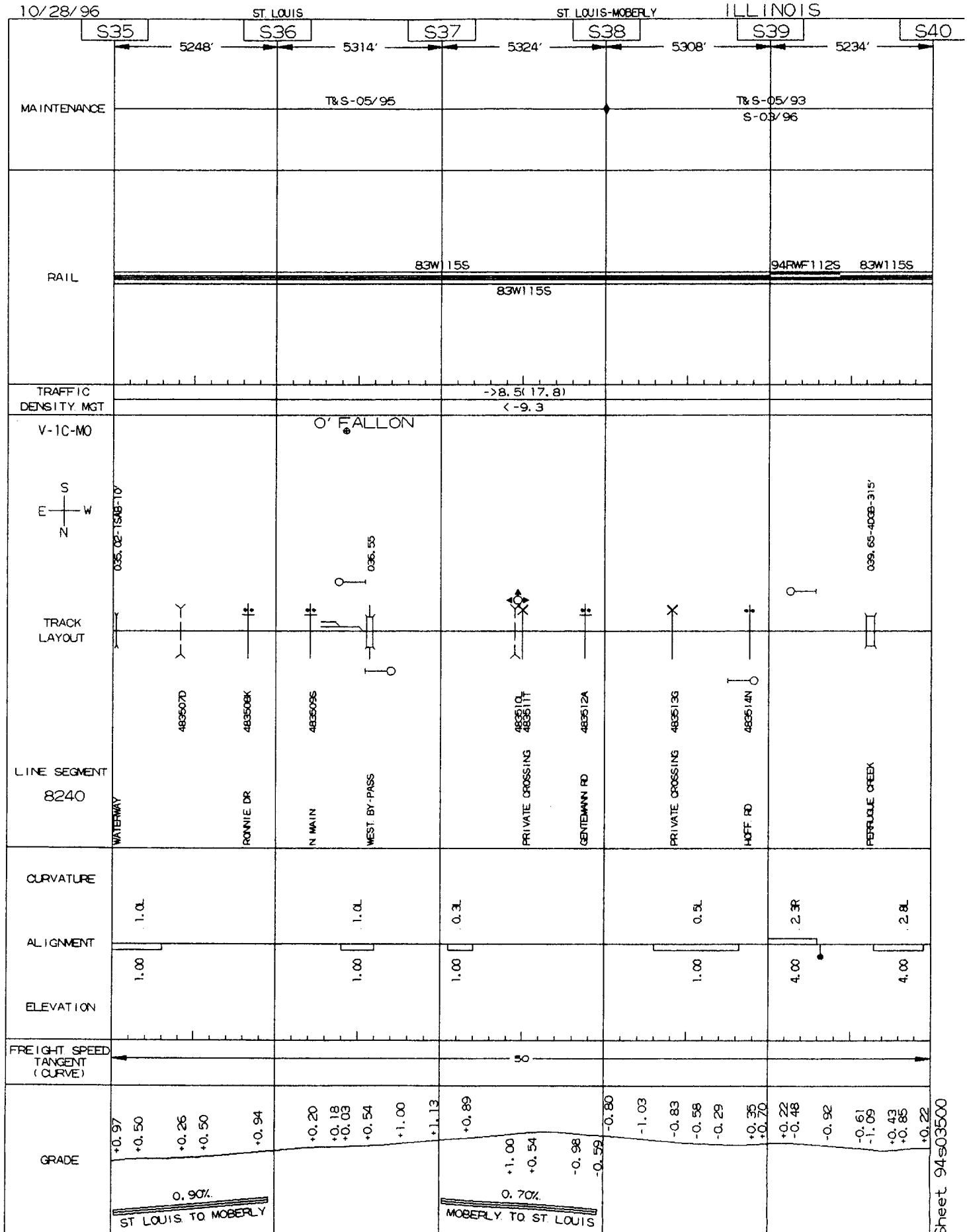






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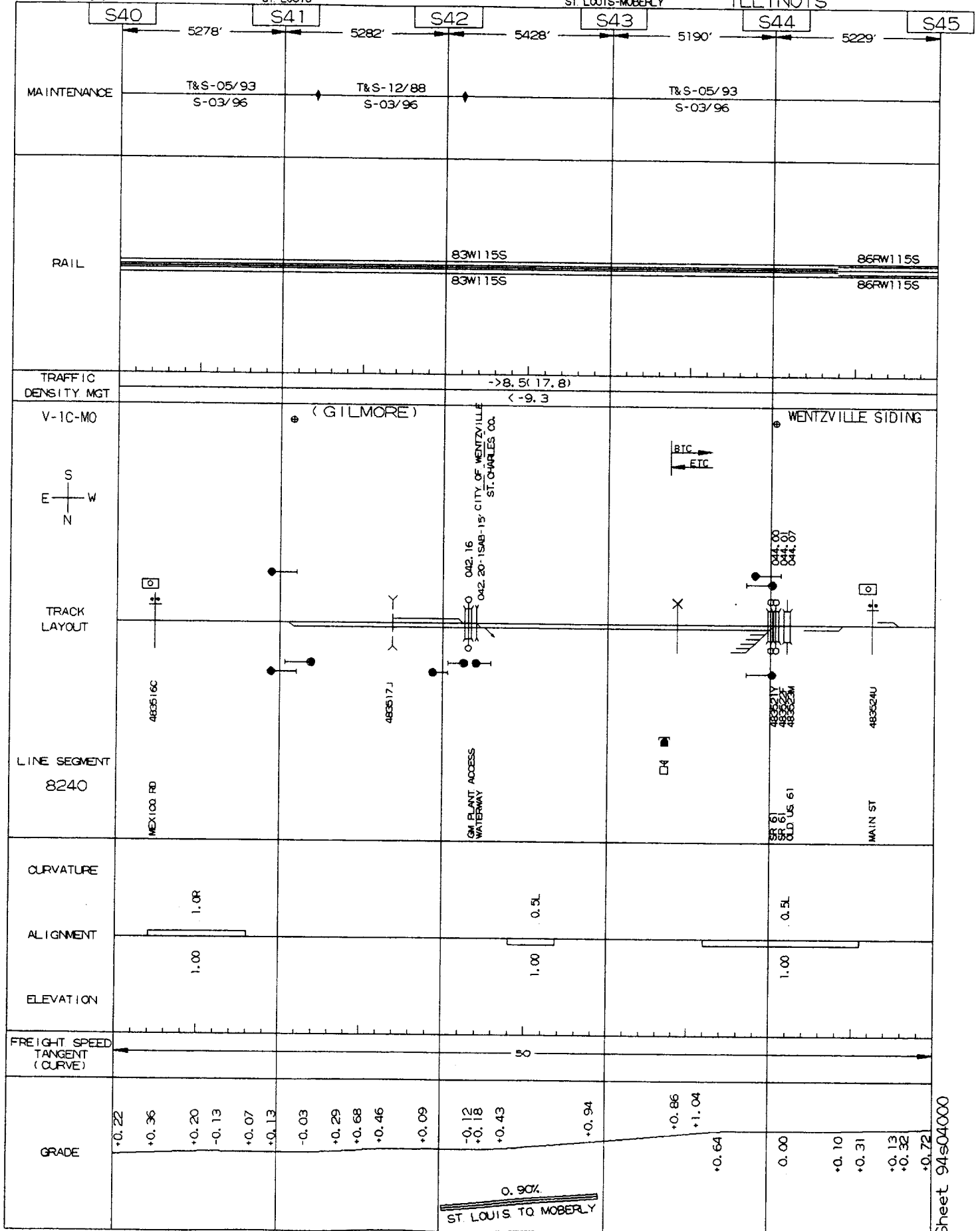


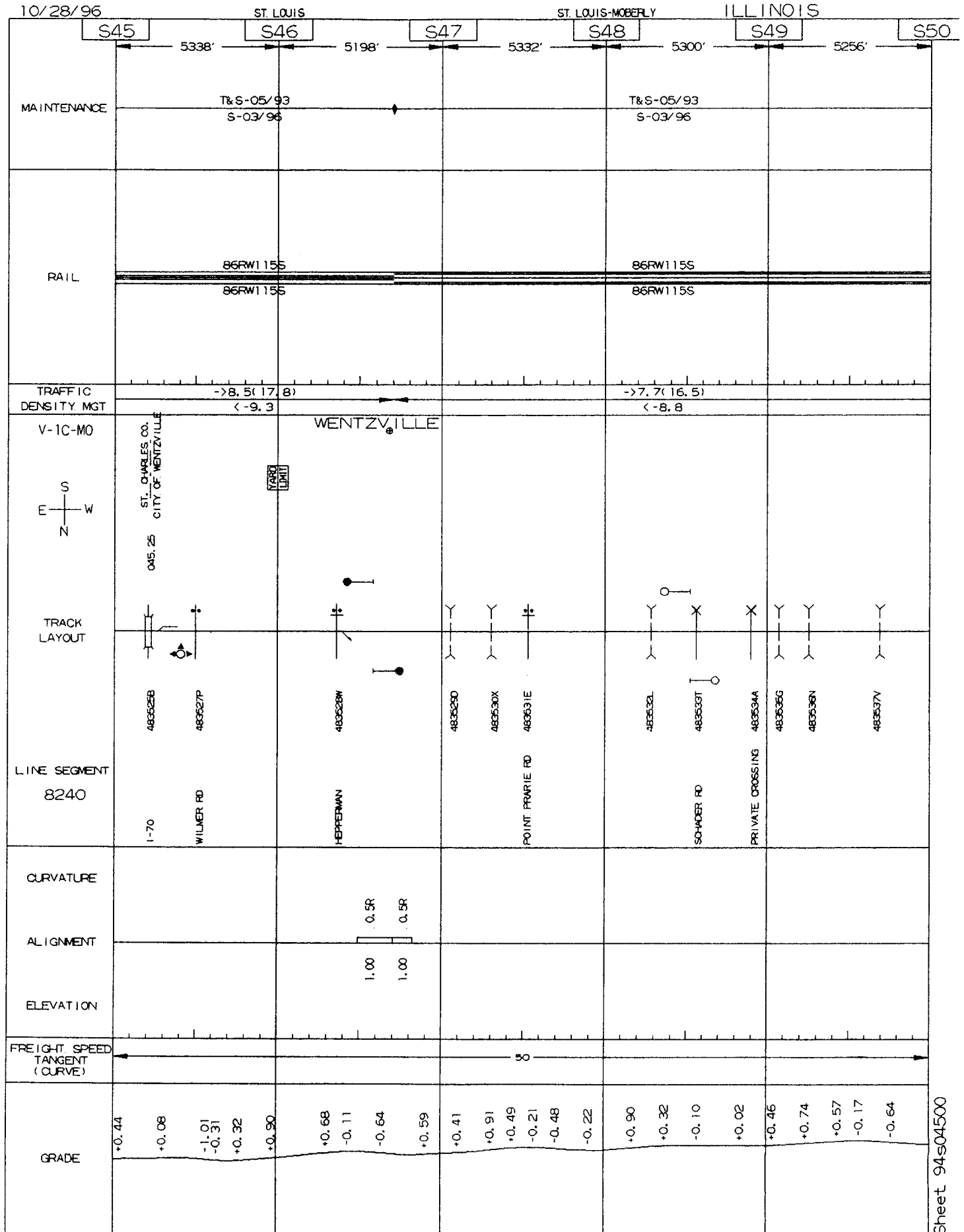
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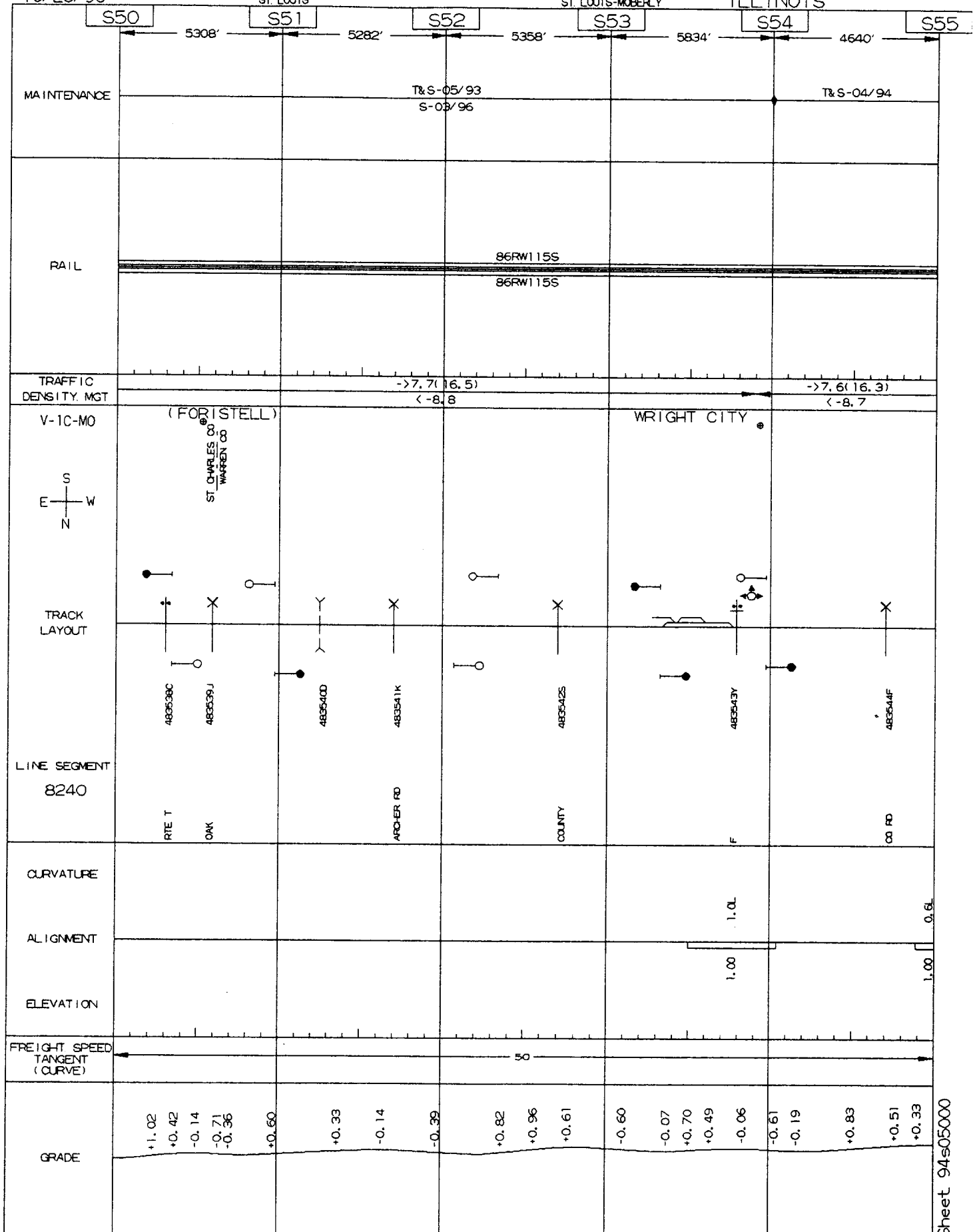


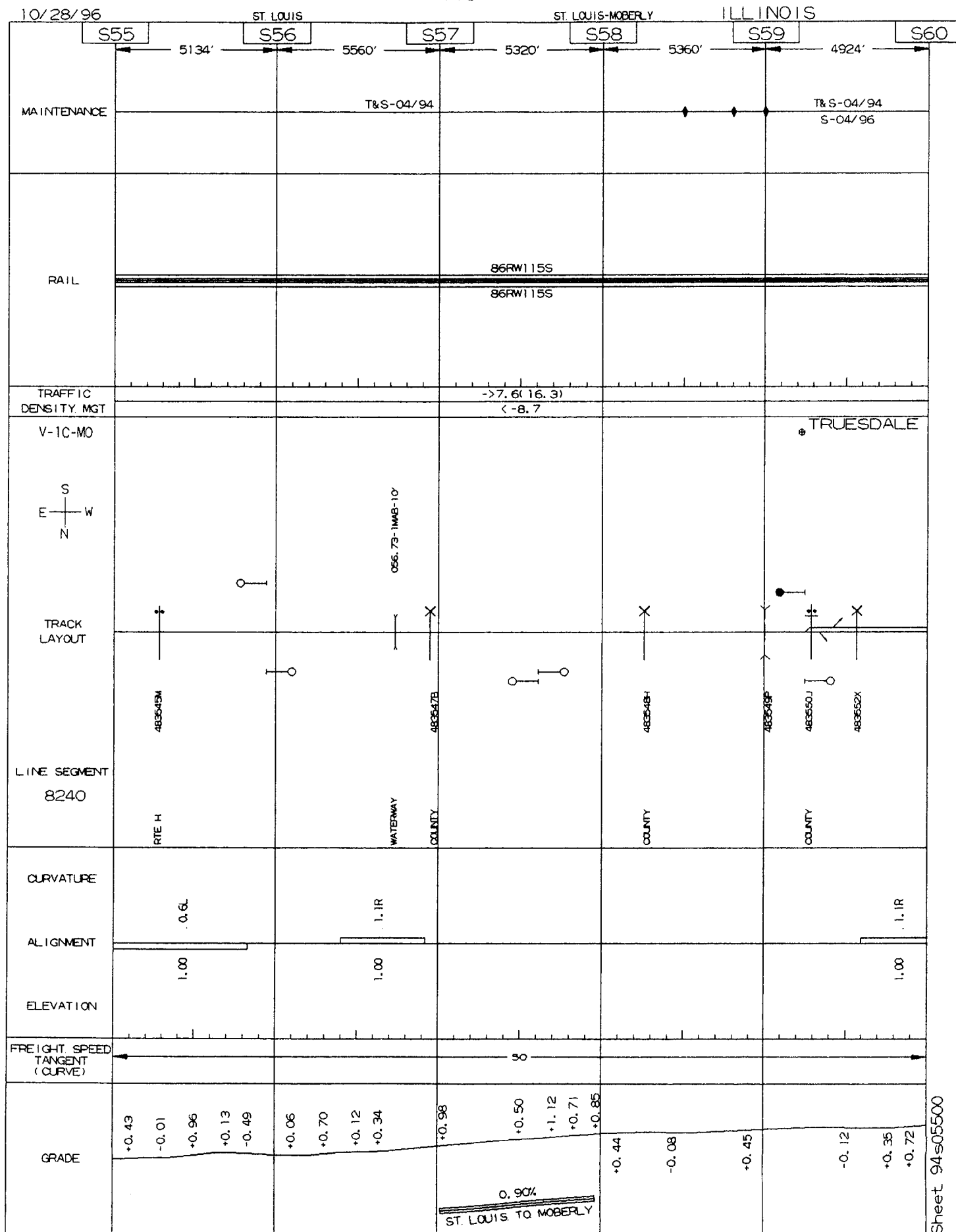
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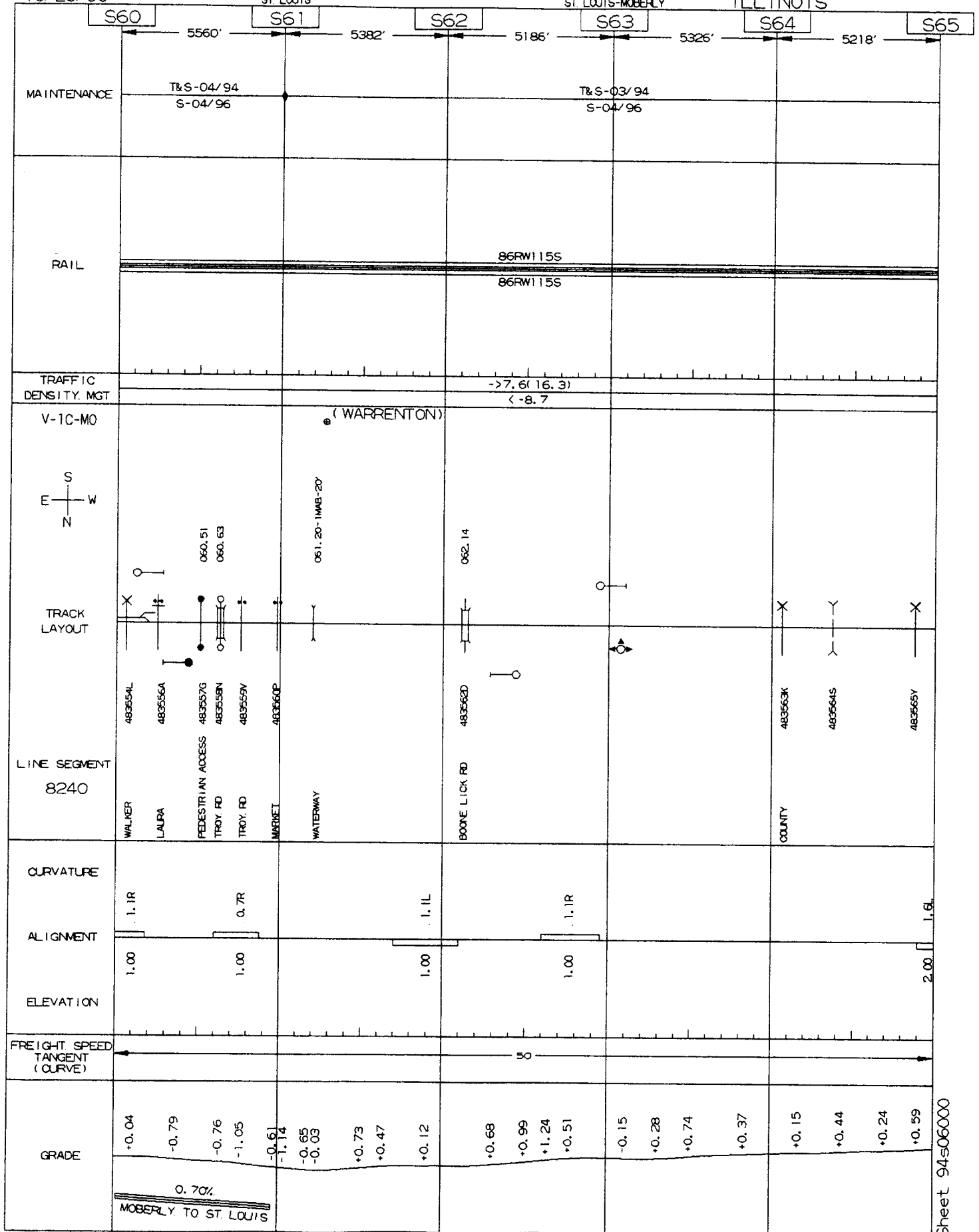


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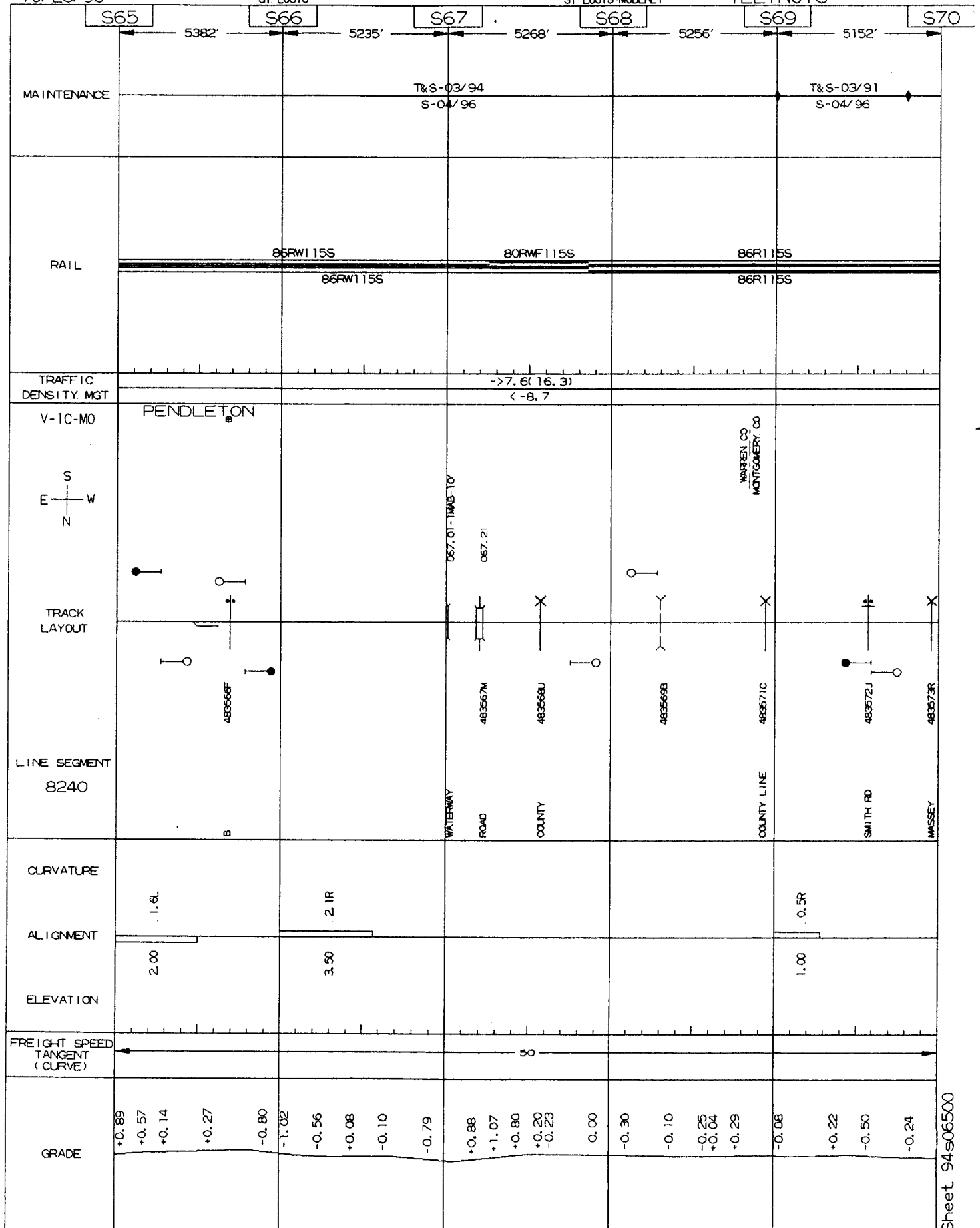


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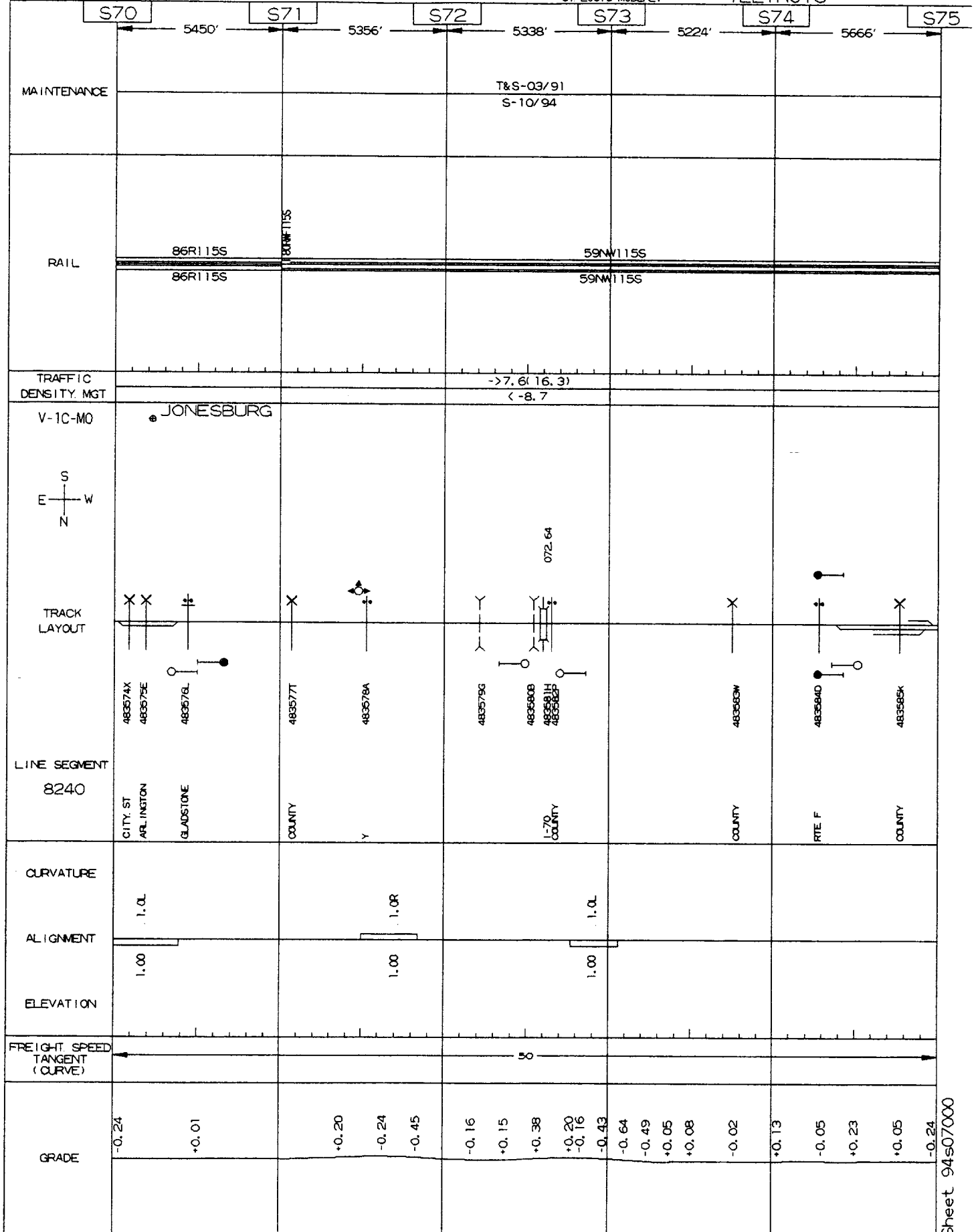


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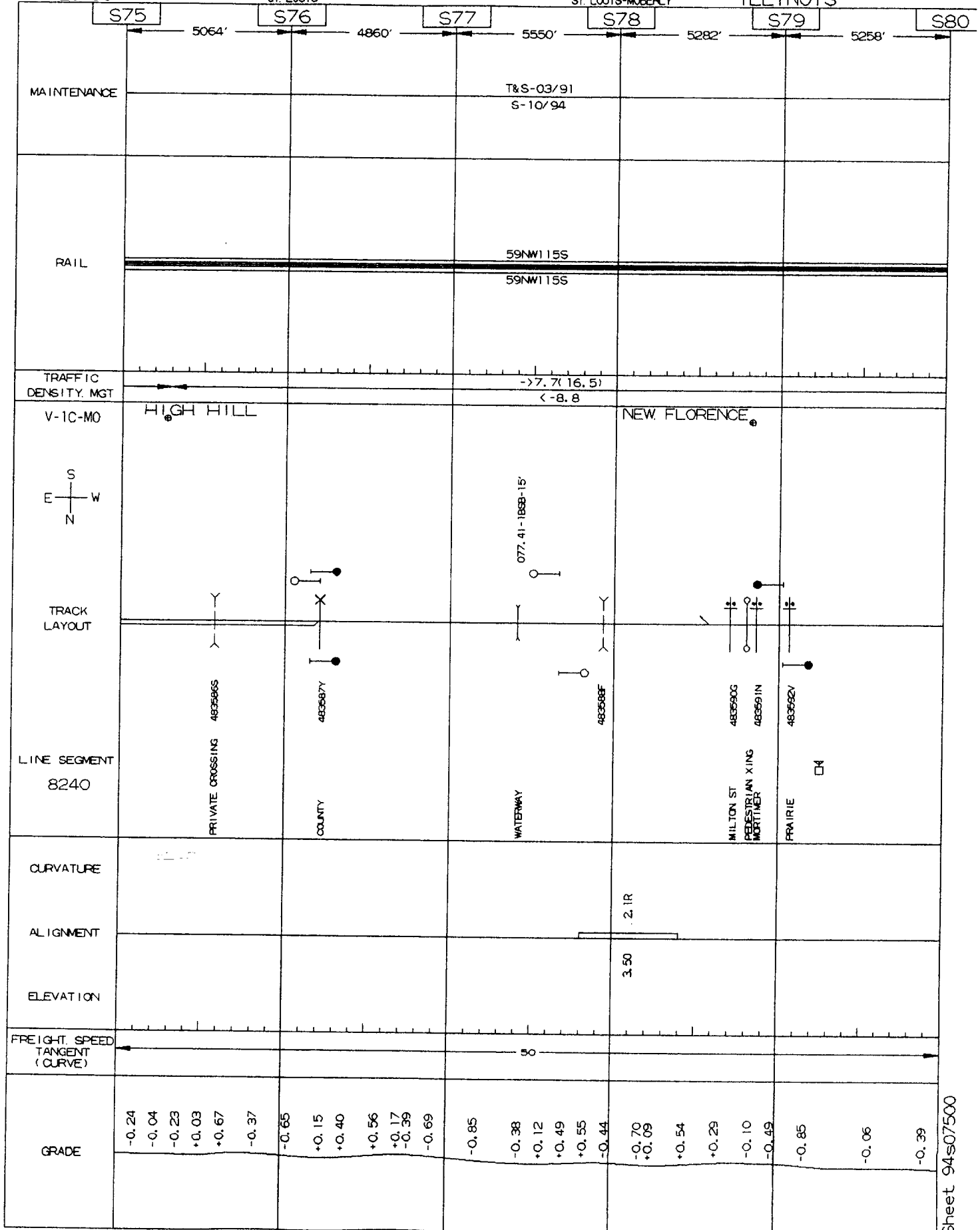


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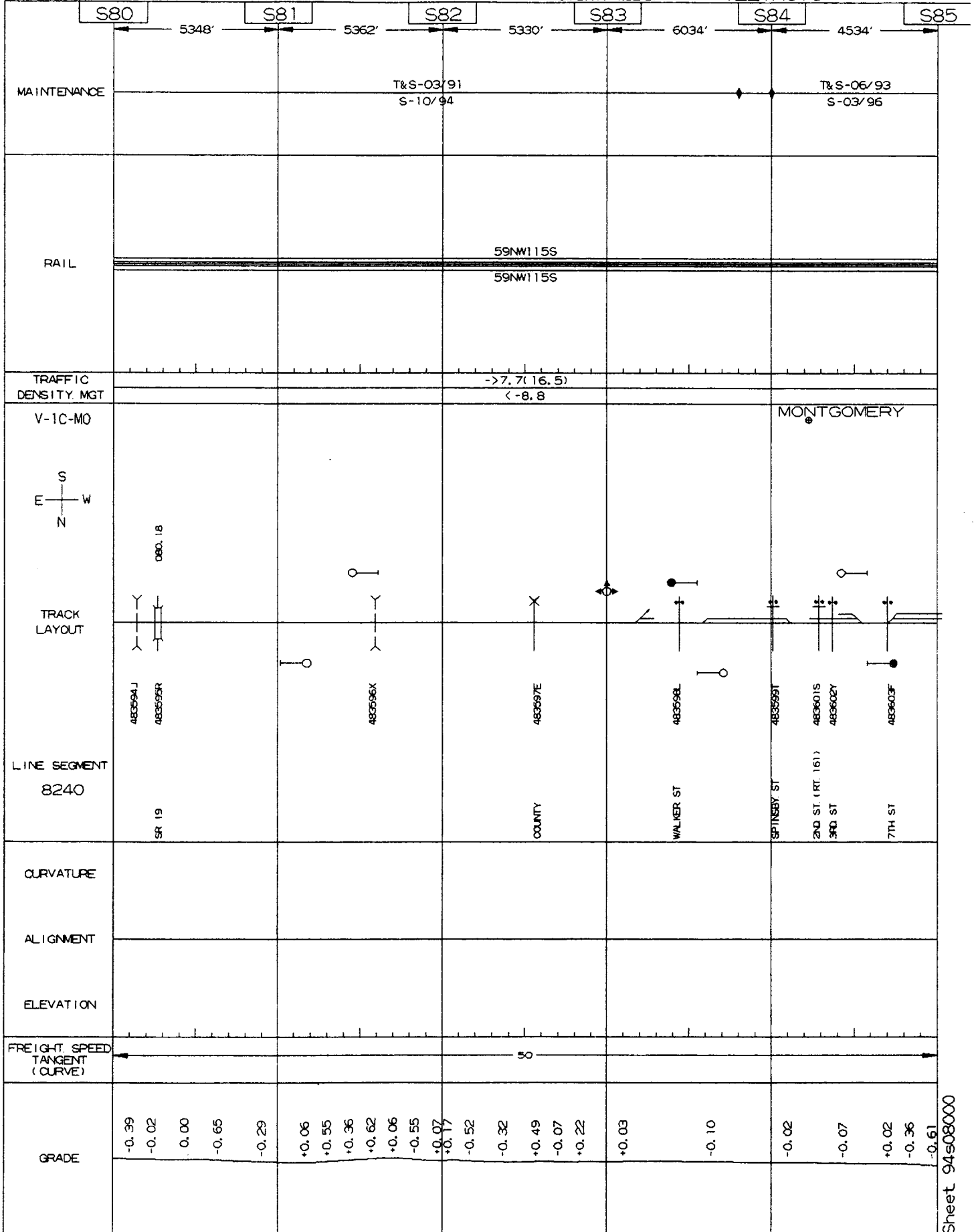


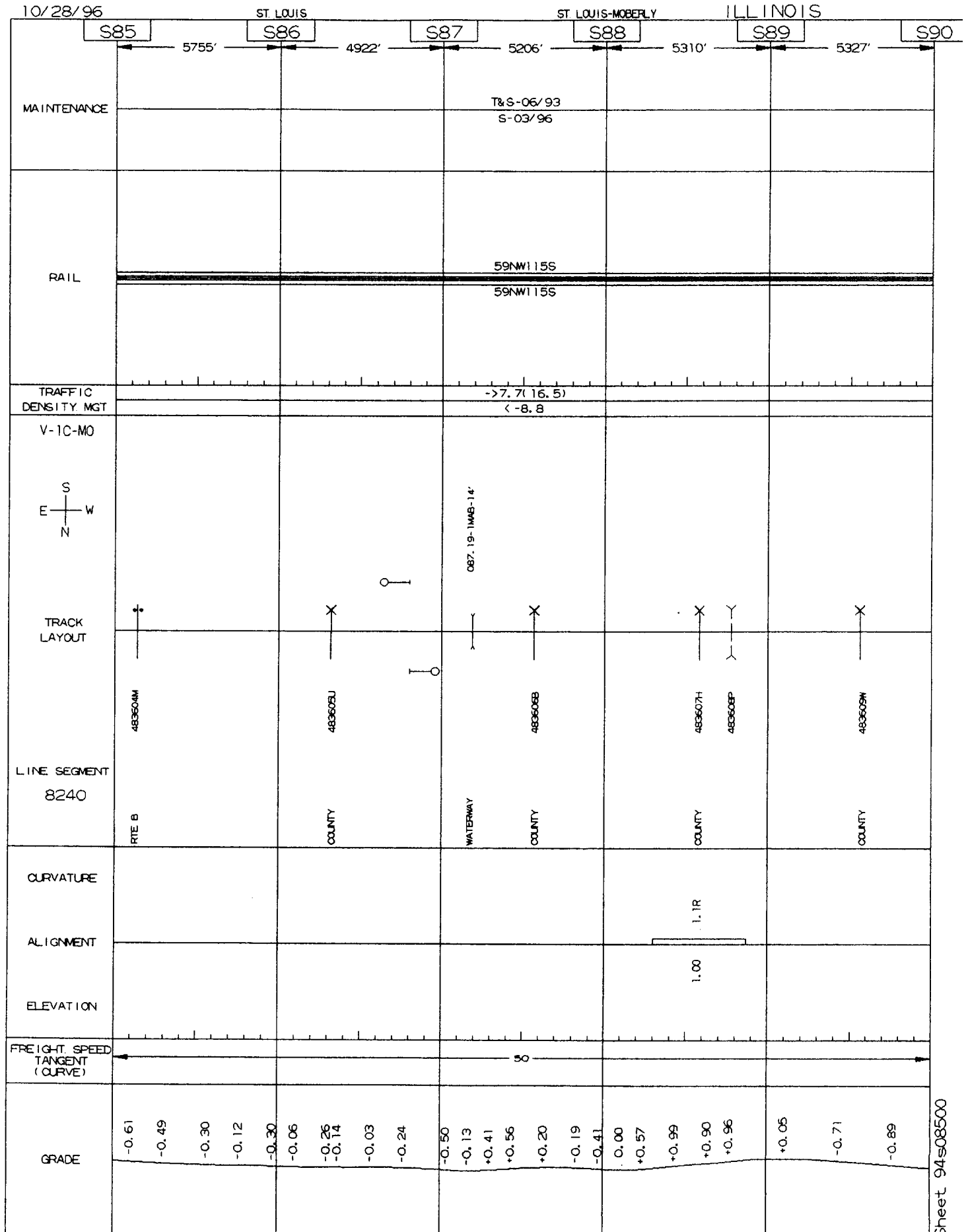
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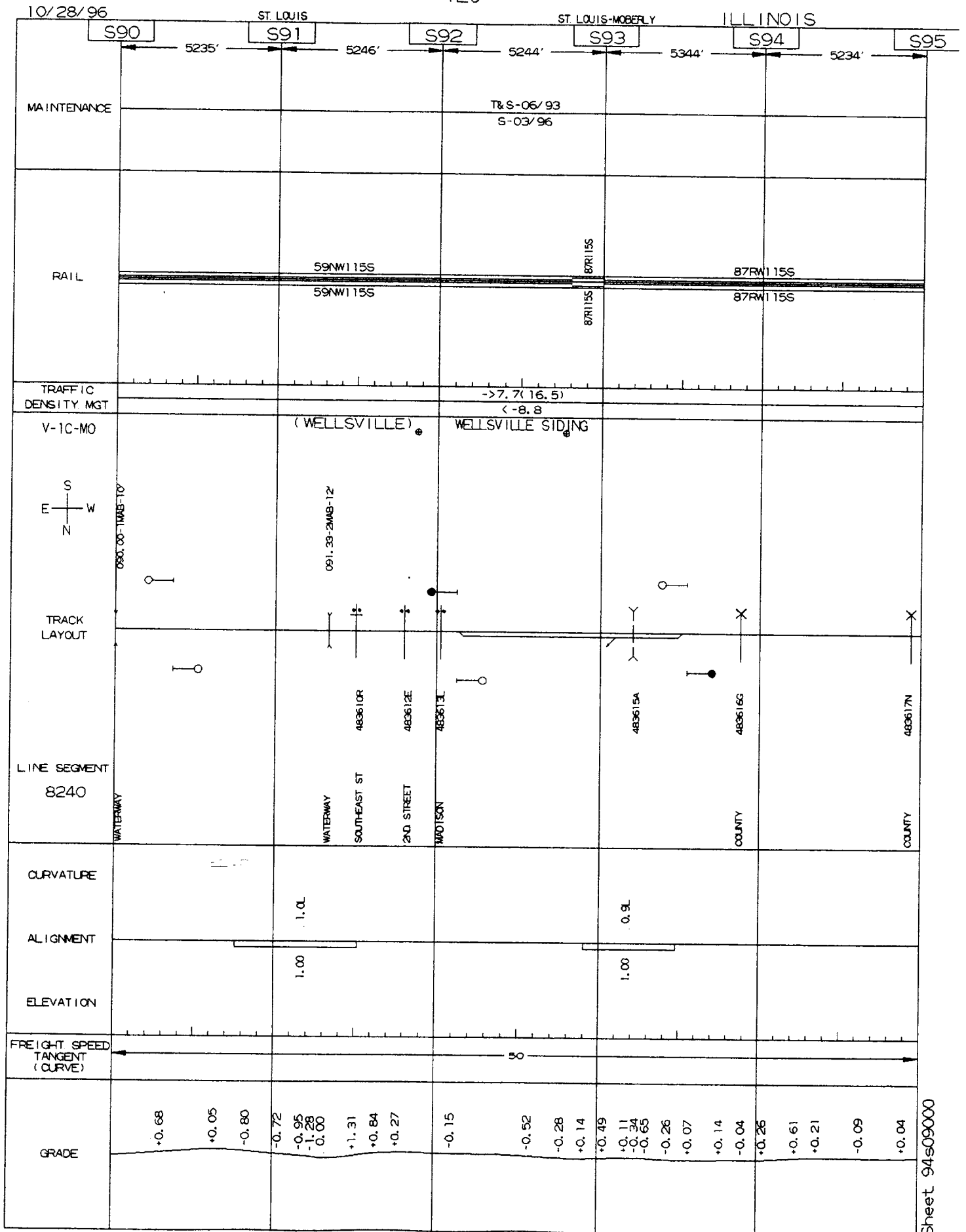
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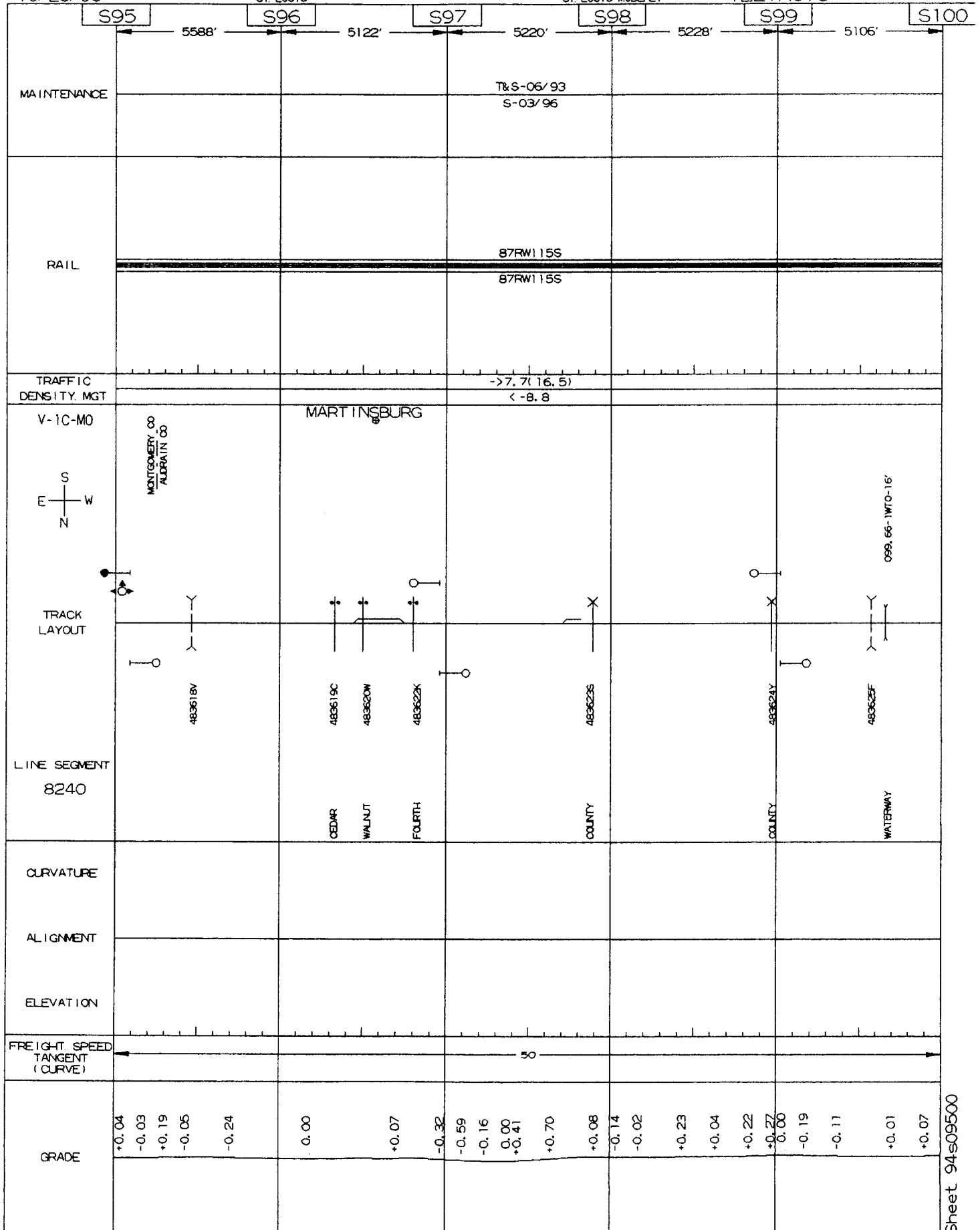


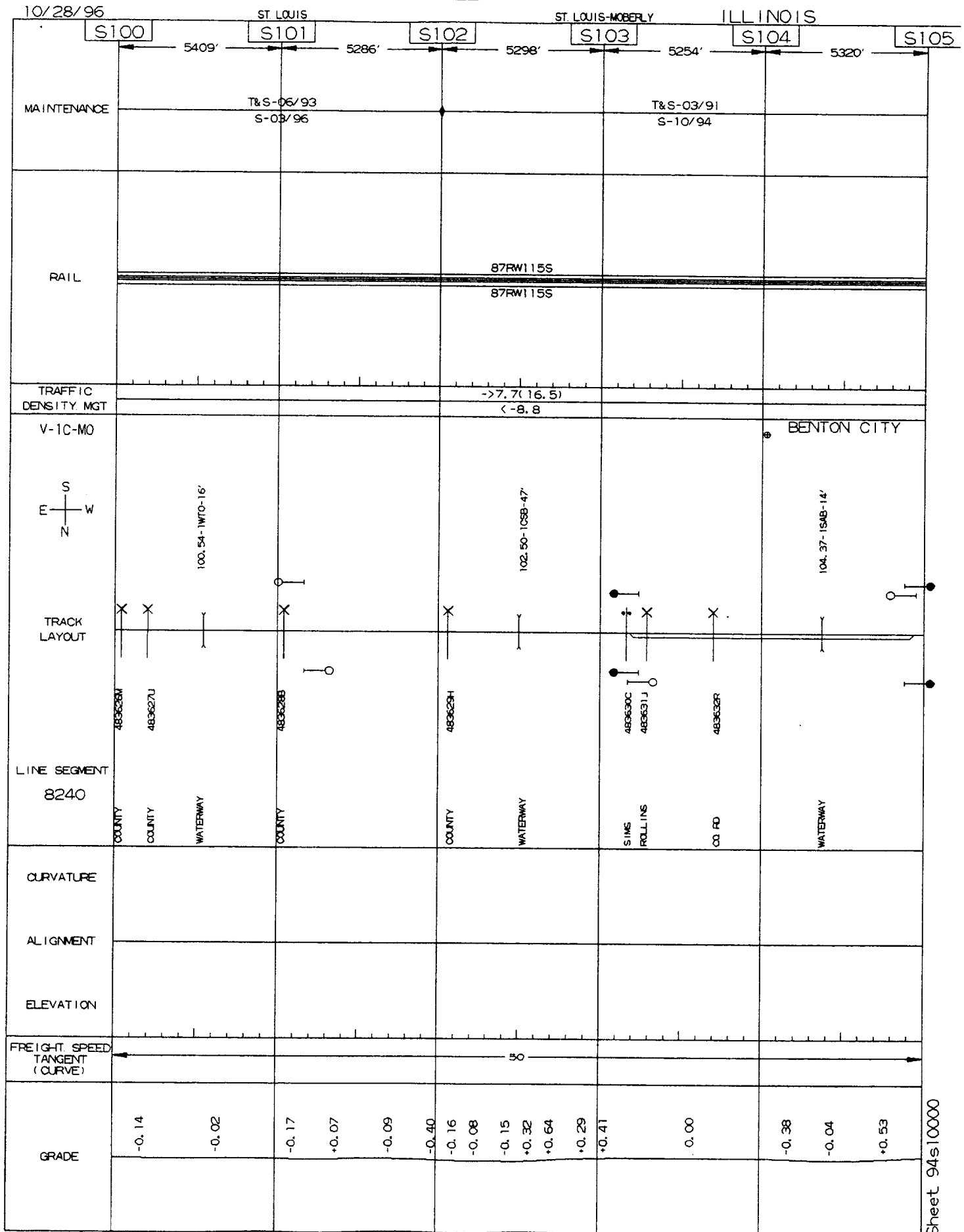
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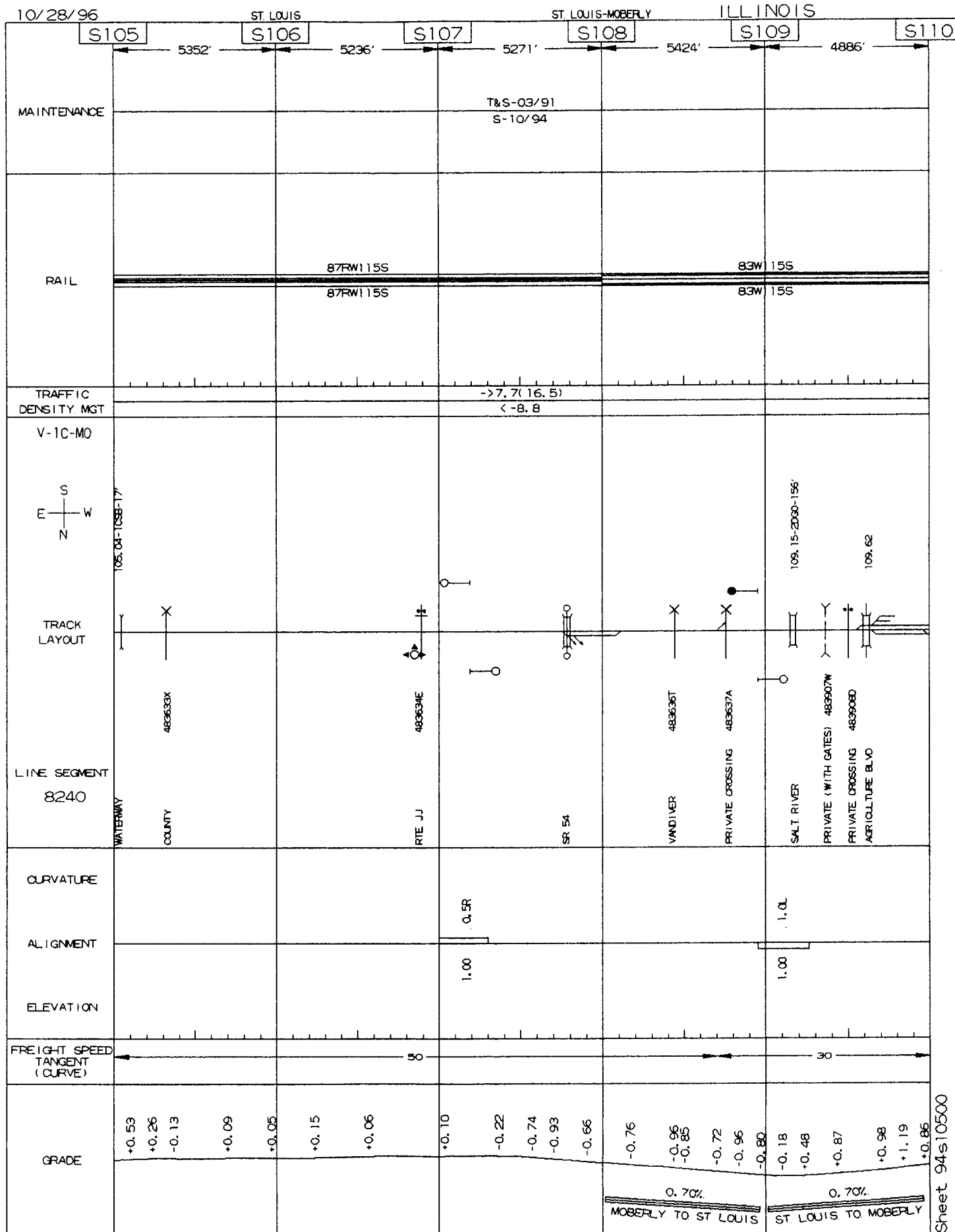
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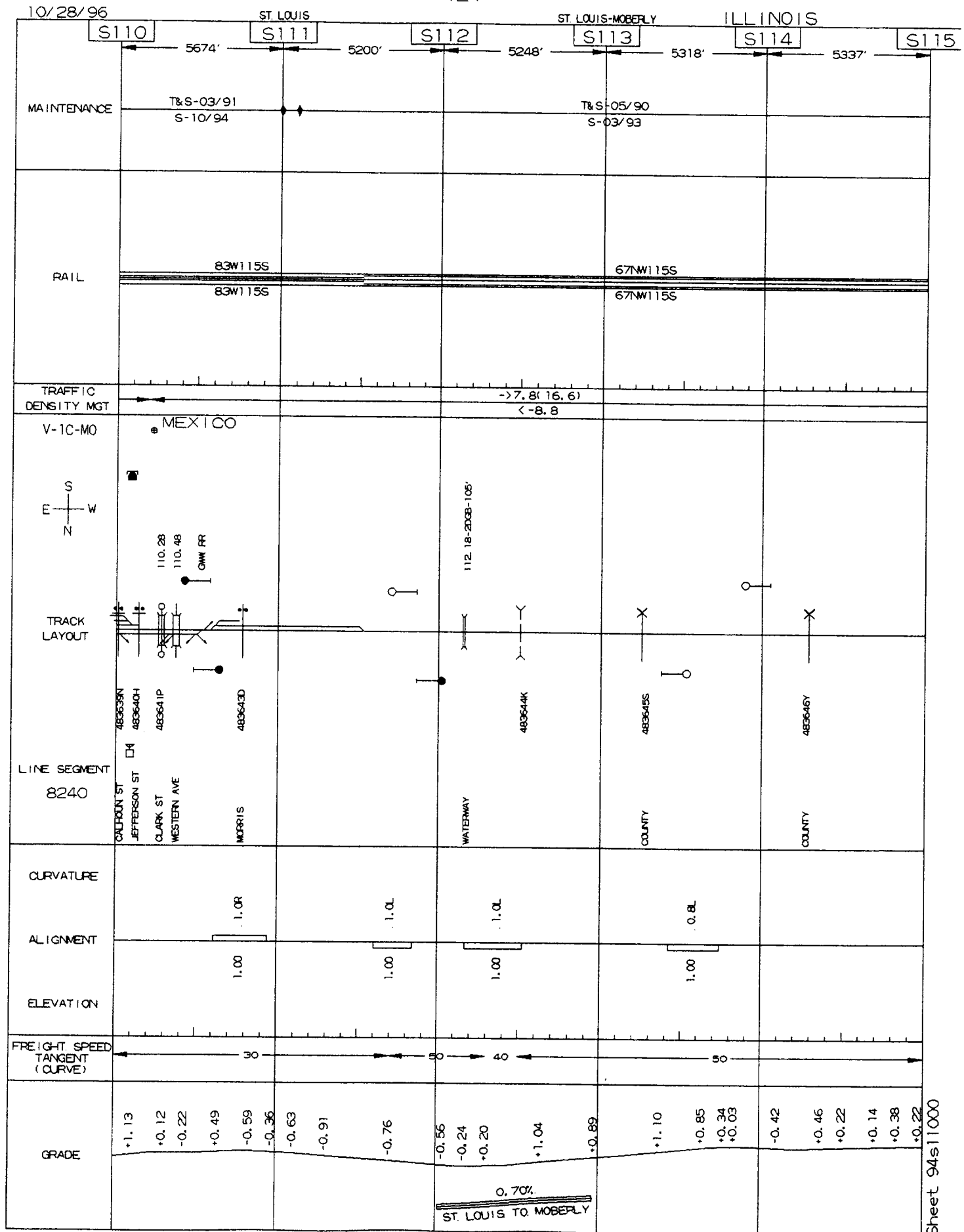
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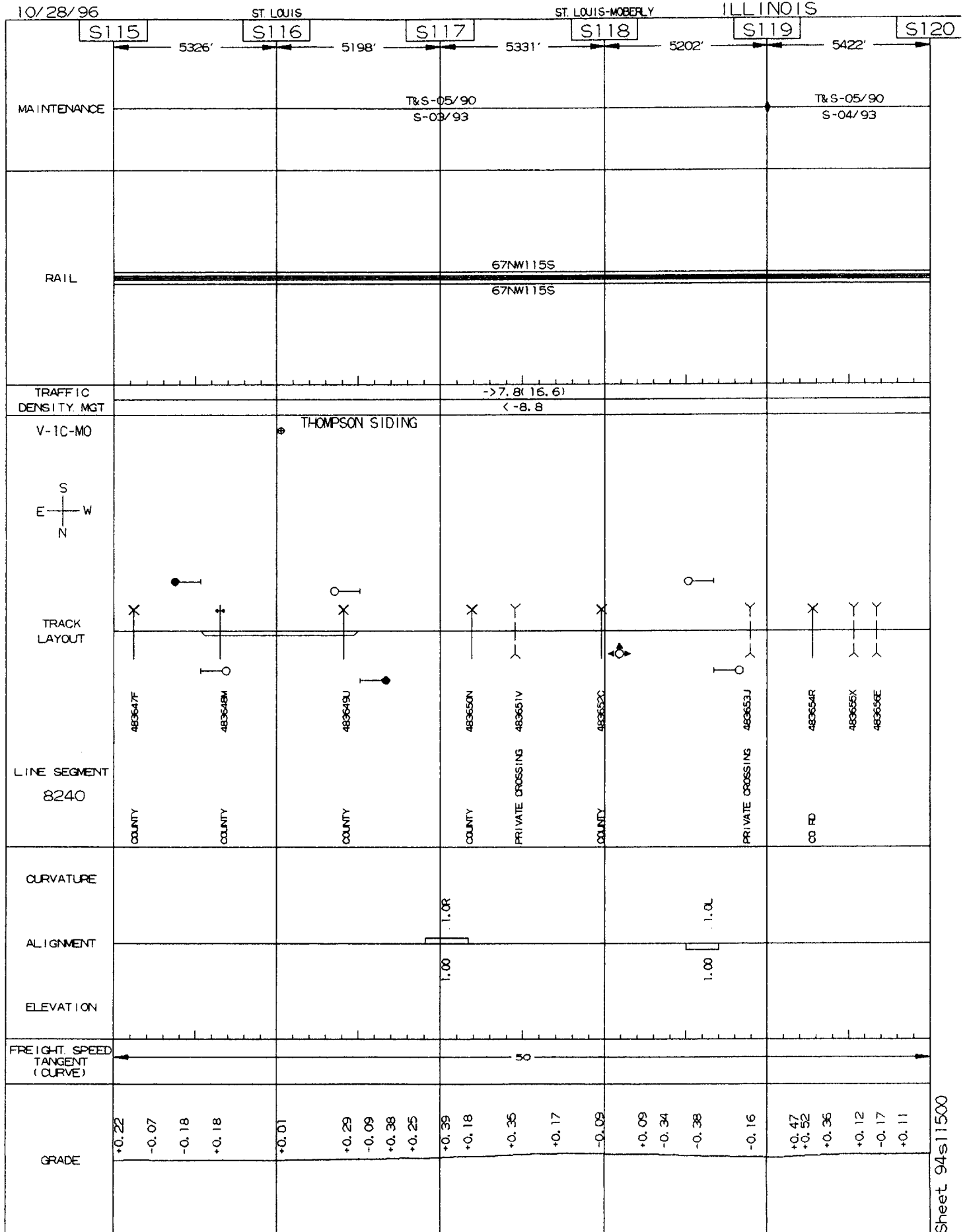




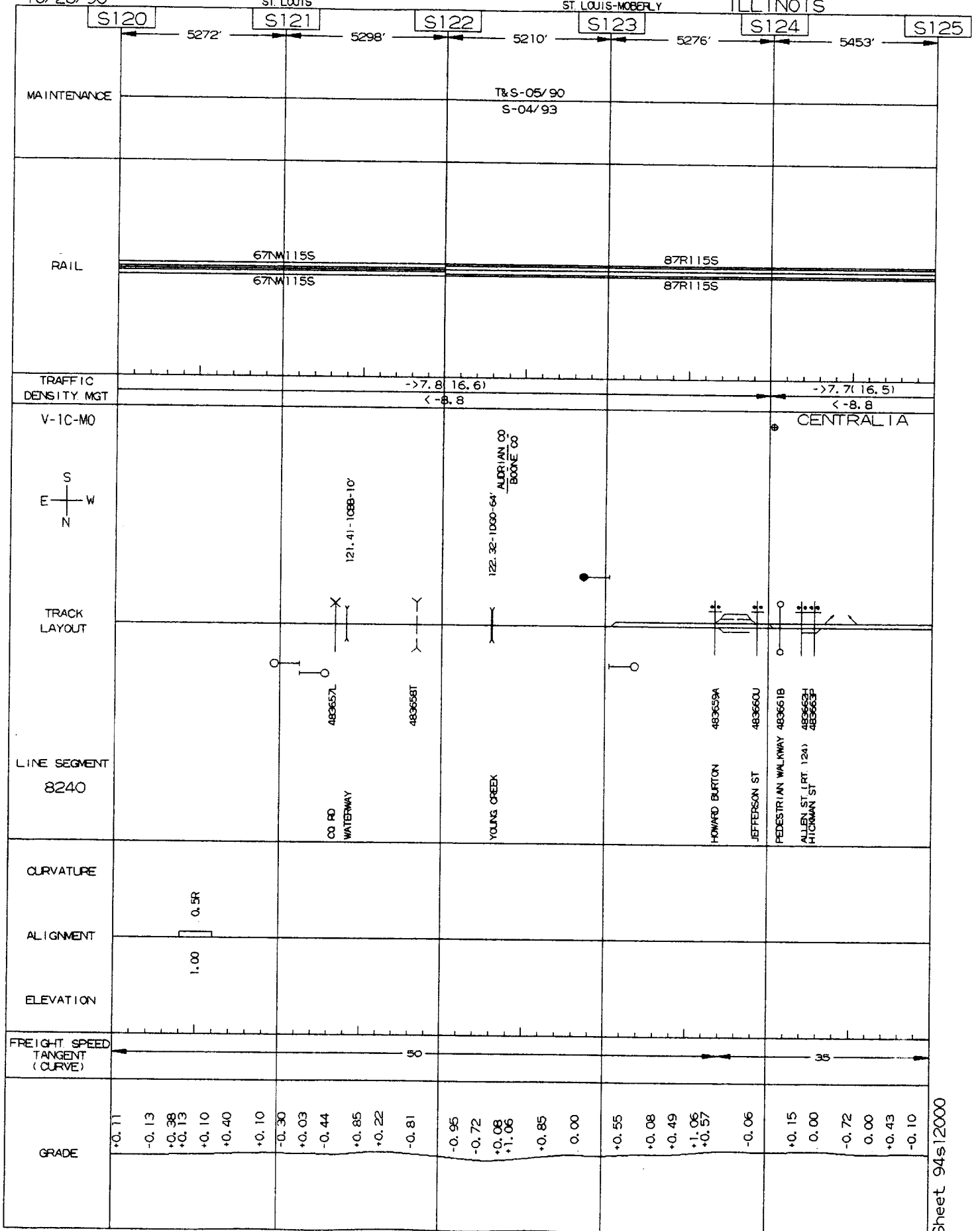








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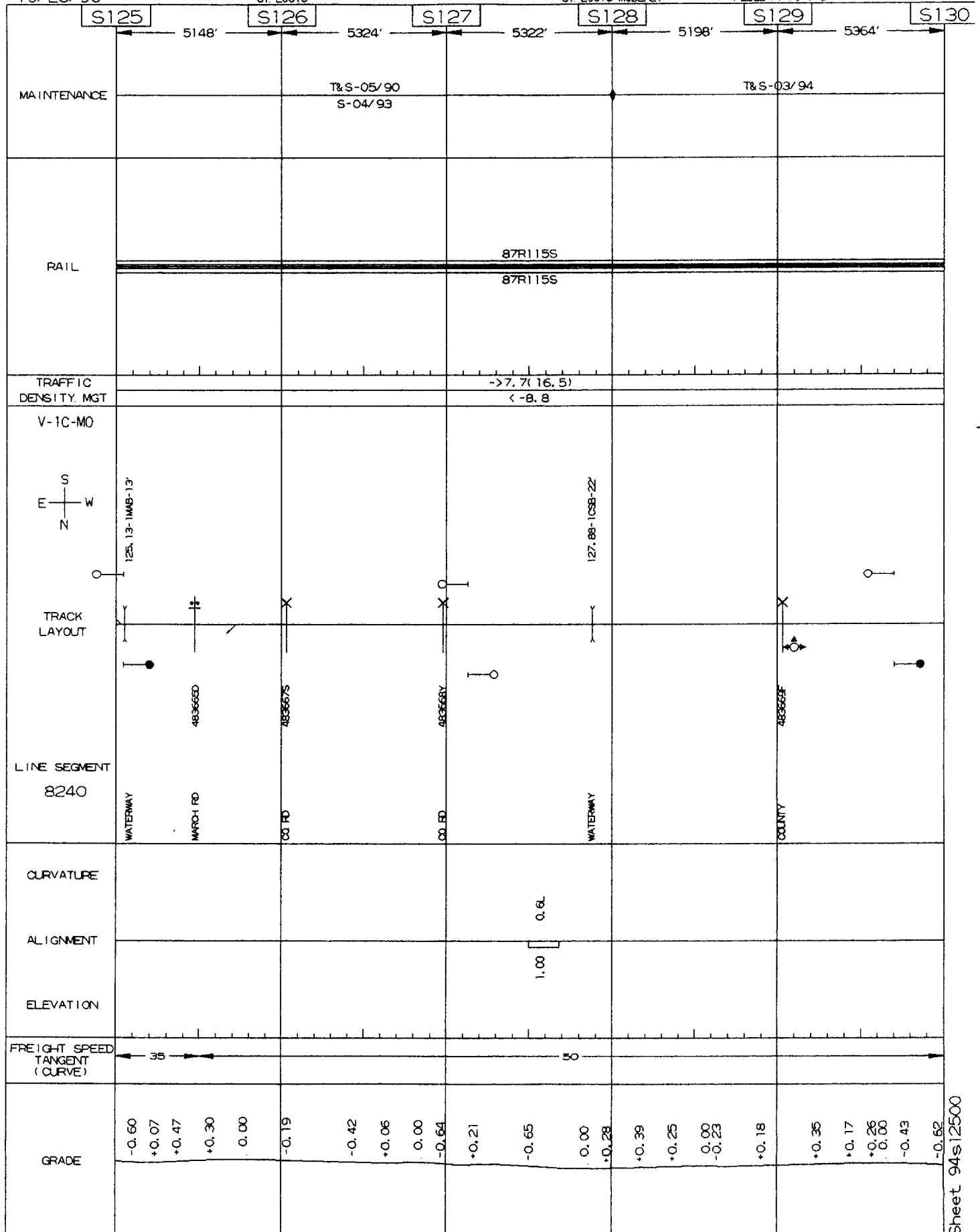


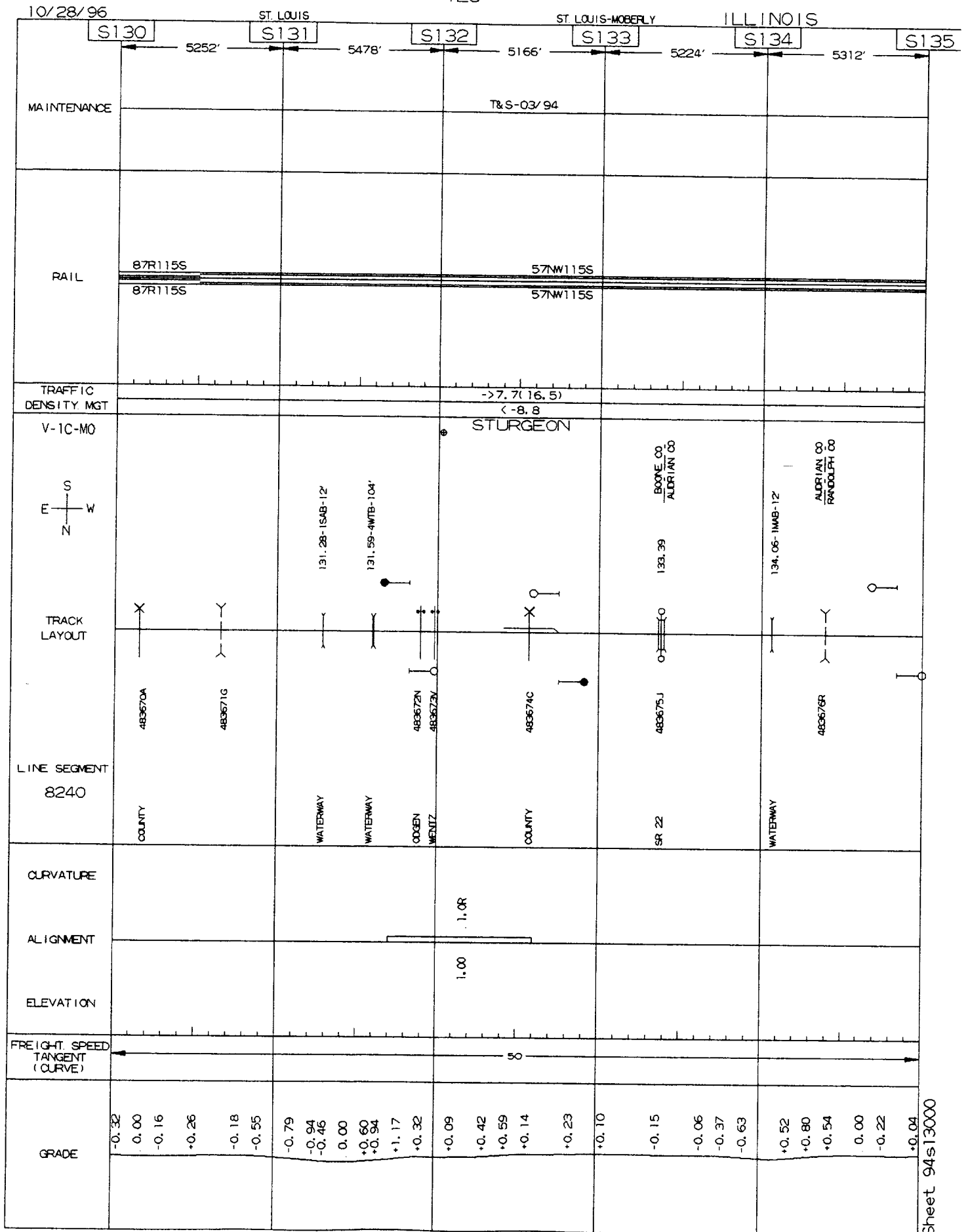
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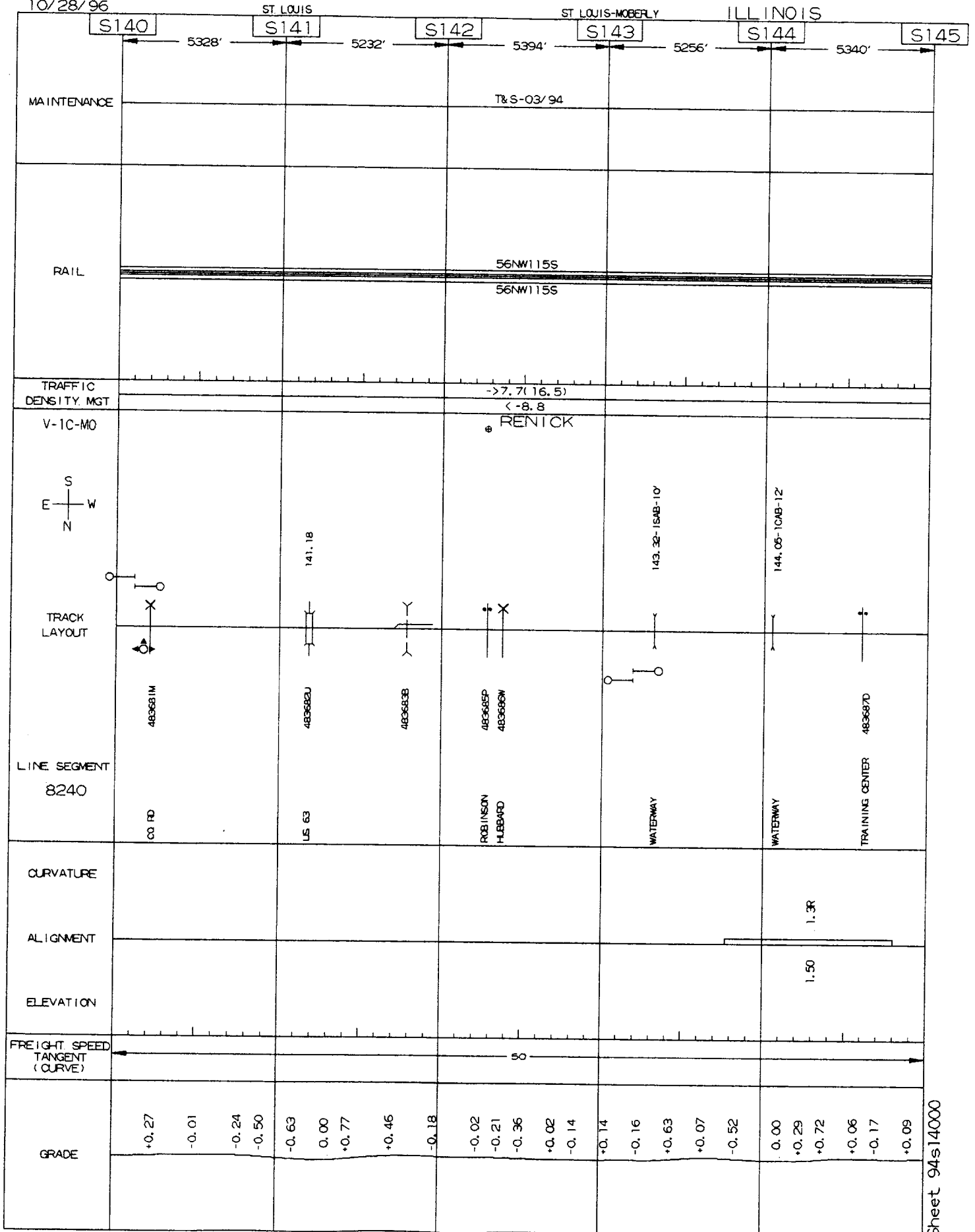
ILLINOIS





Sheet 94s13500

10/28/96

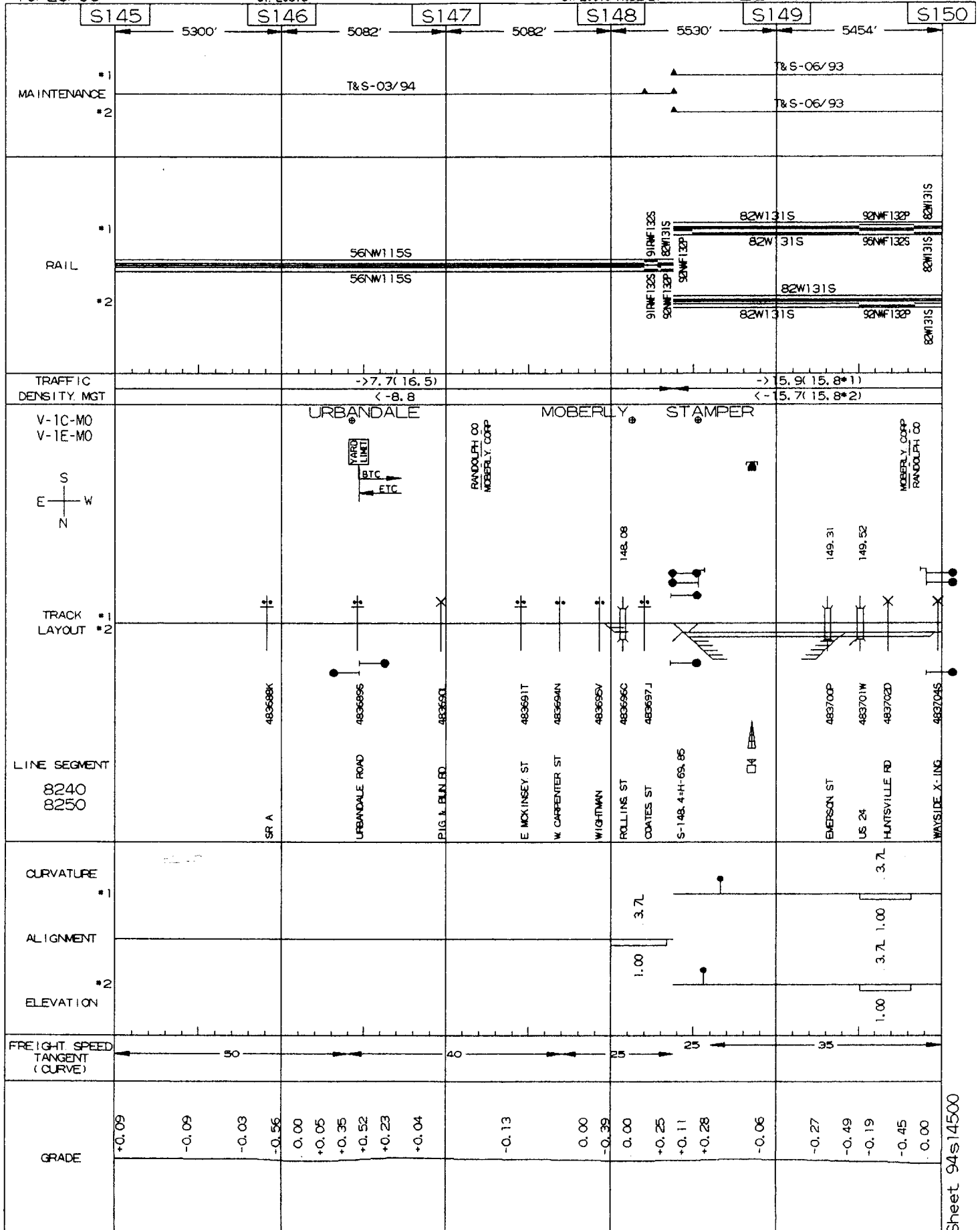


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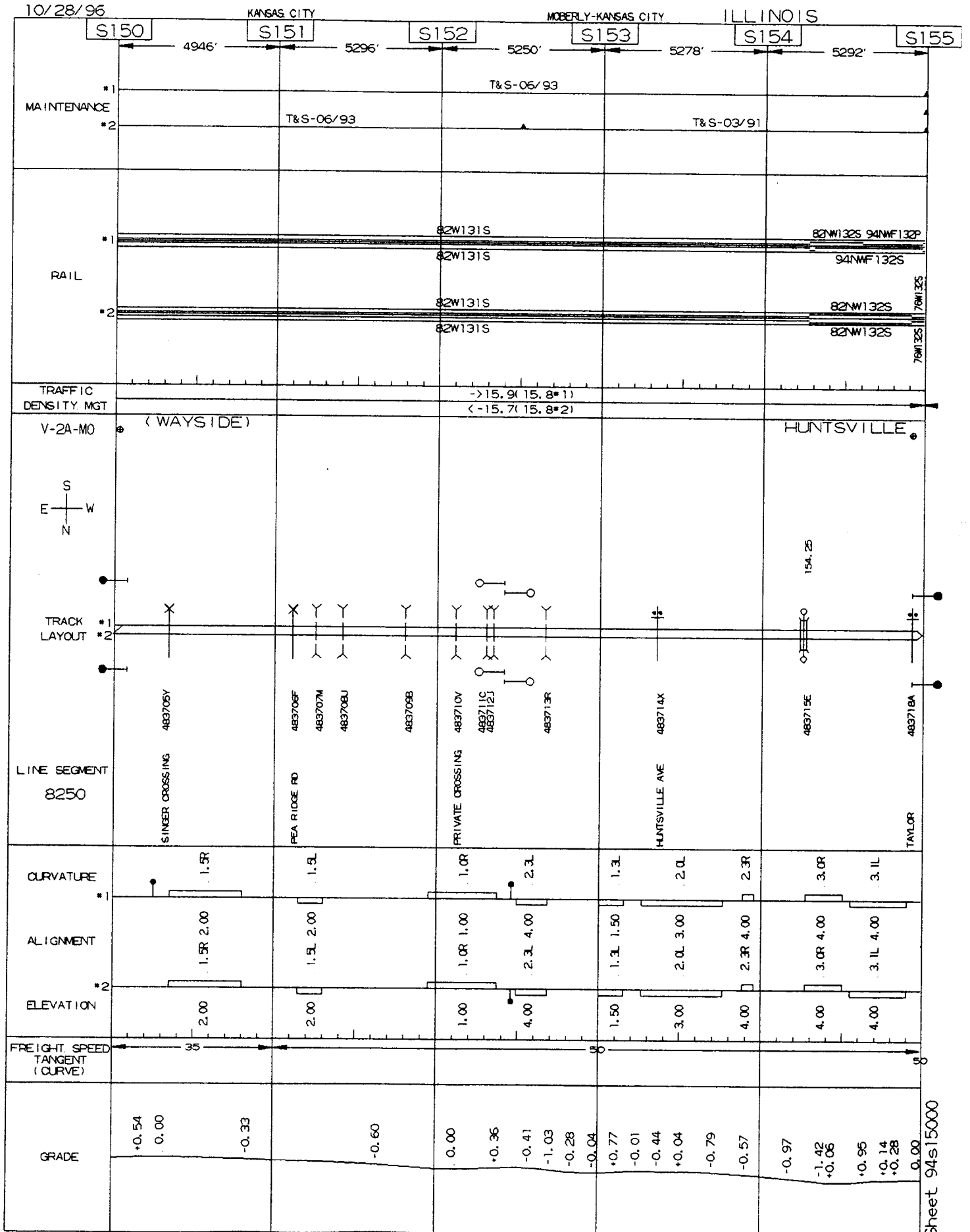
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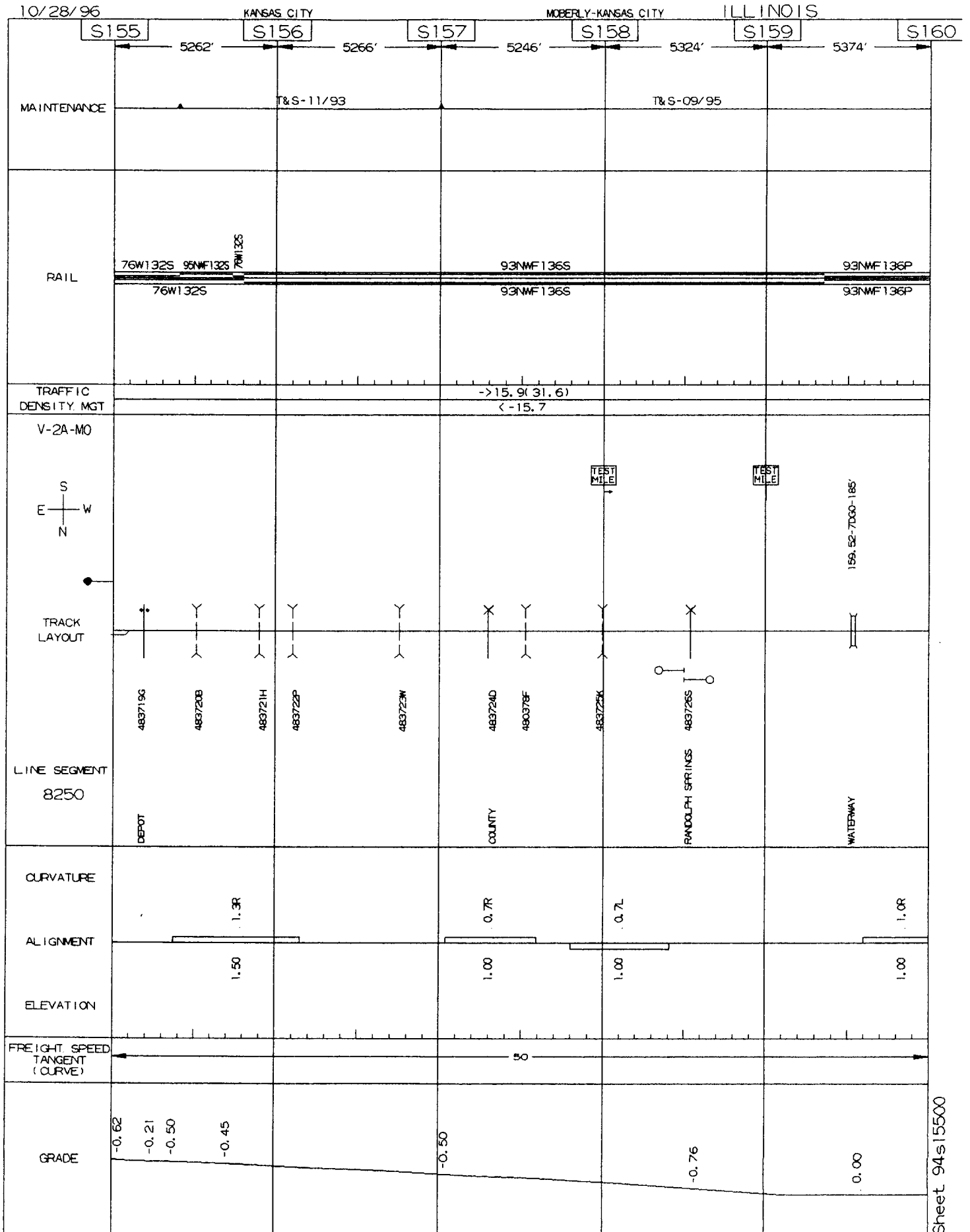
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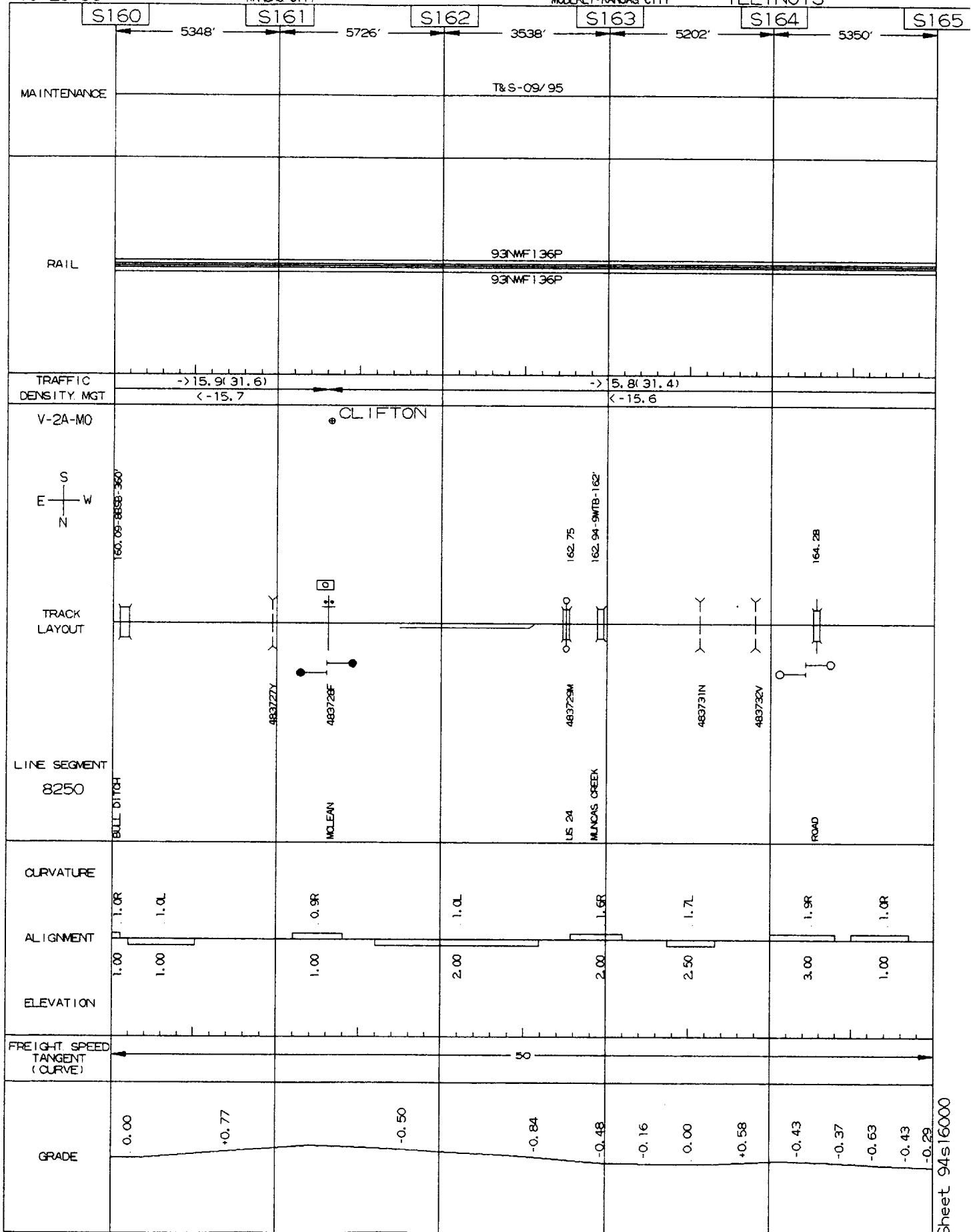


10/28/96

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

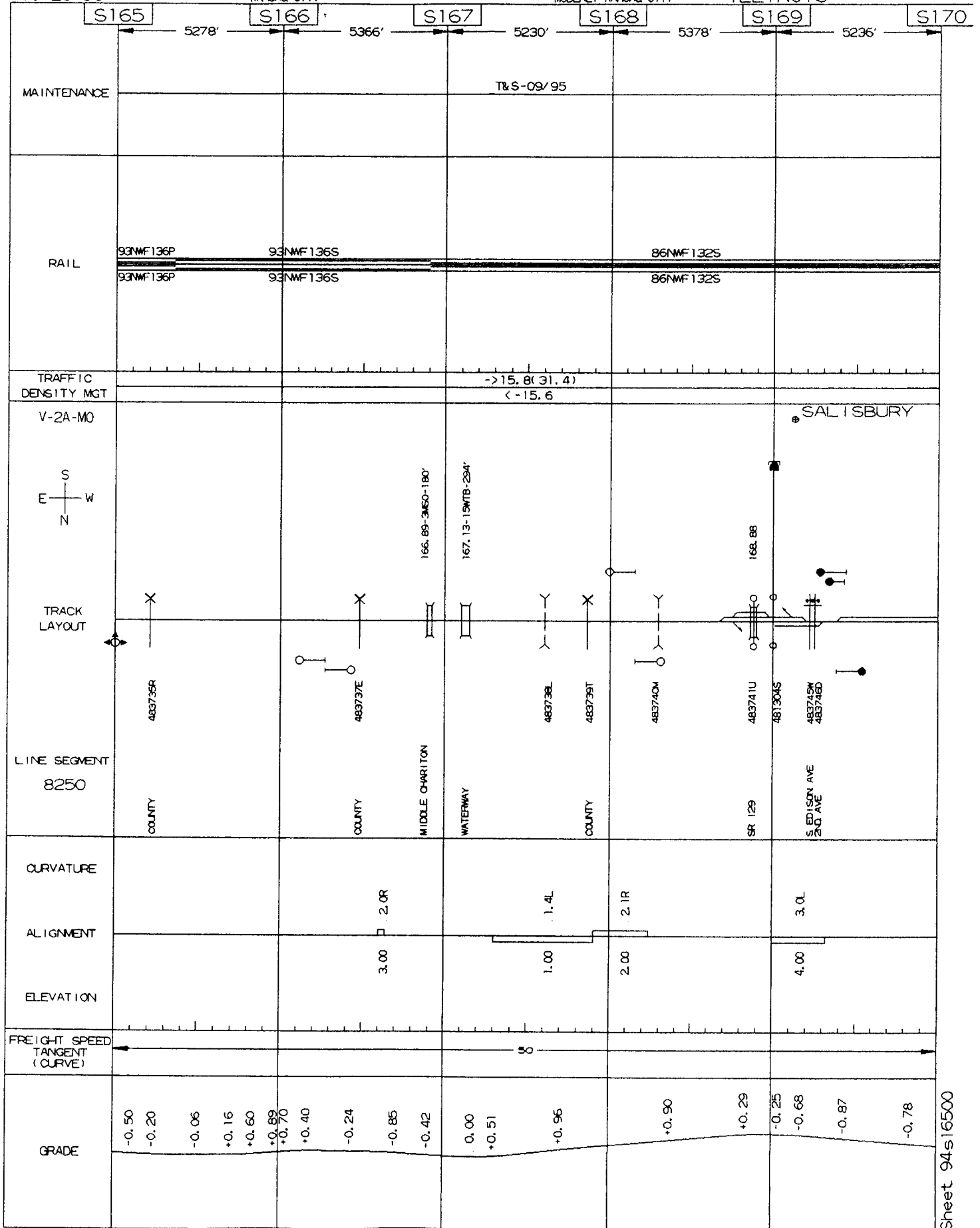


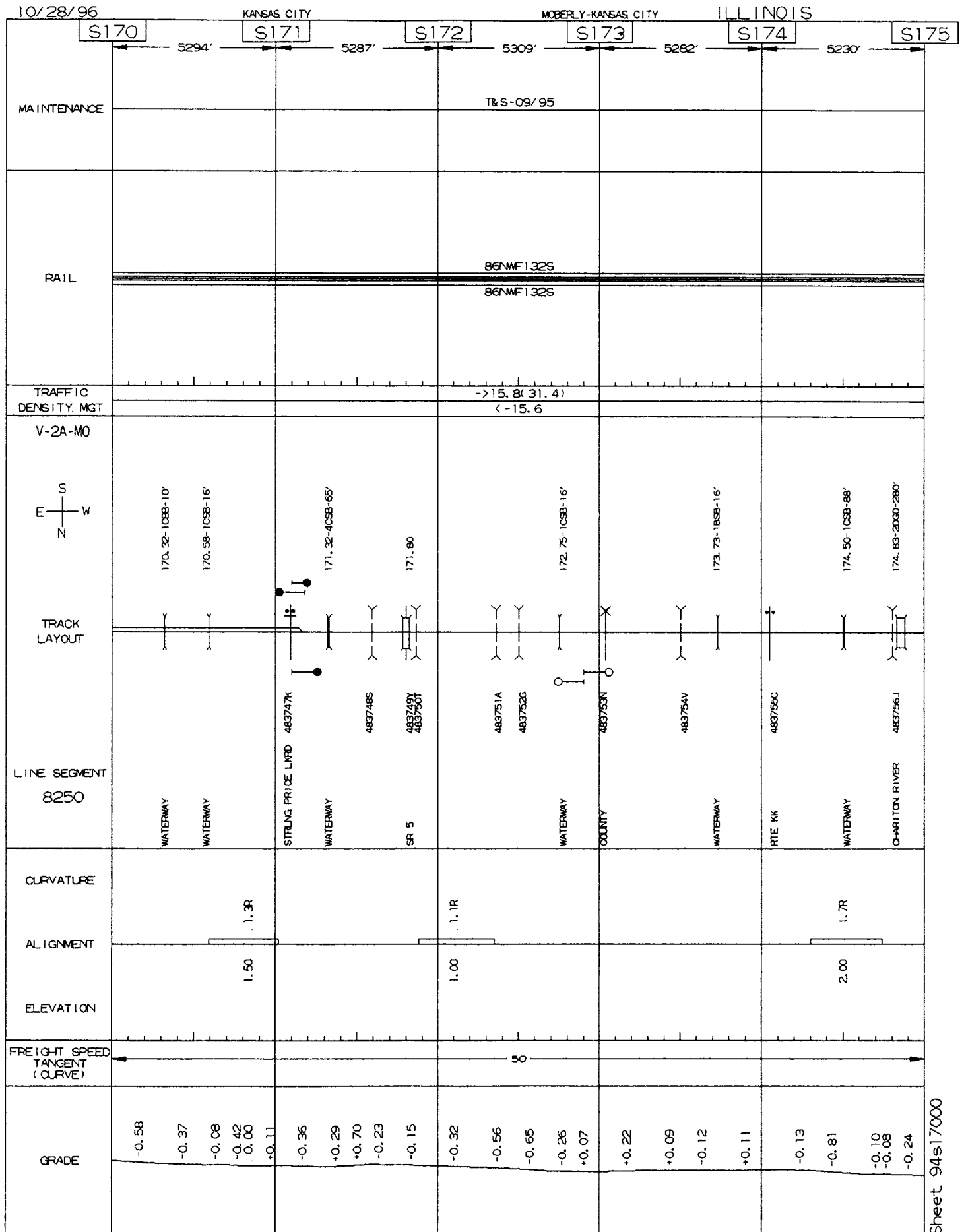
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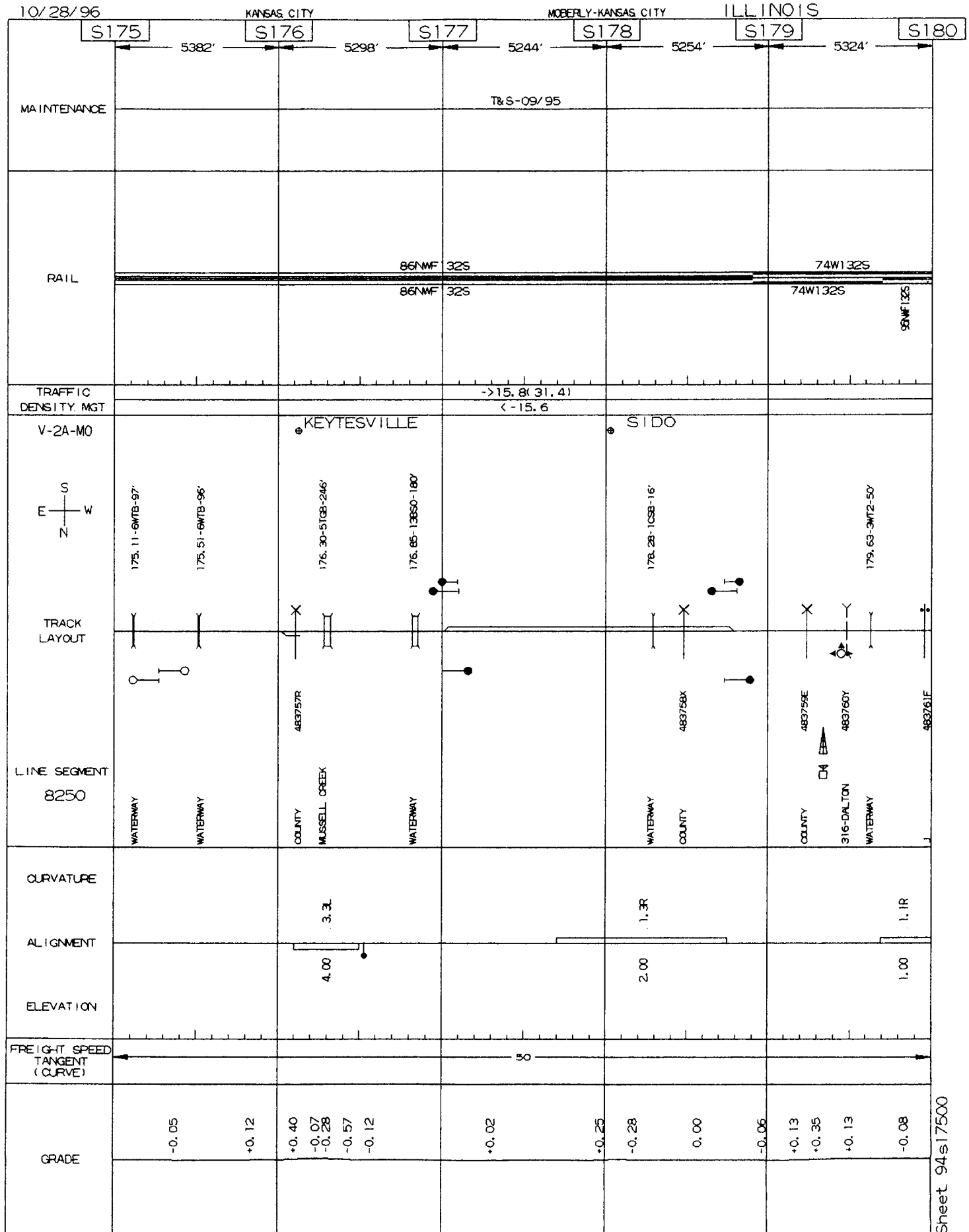
KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS





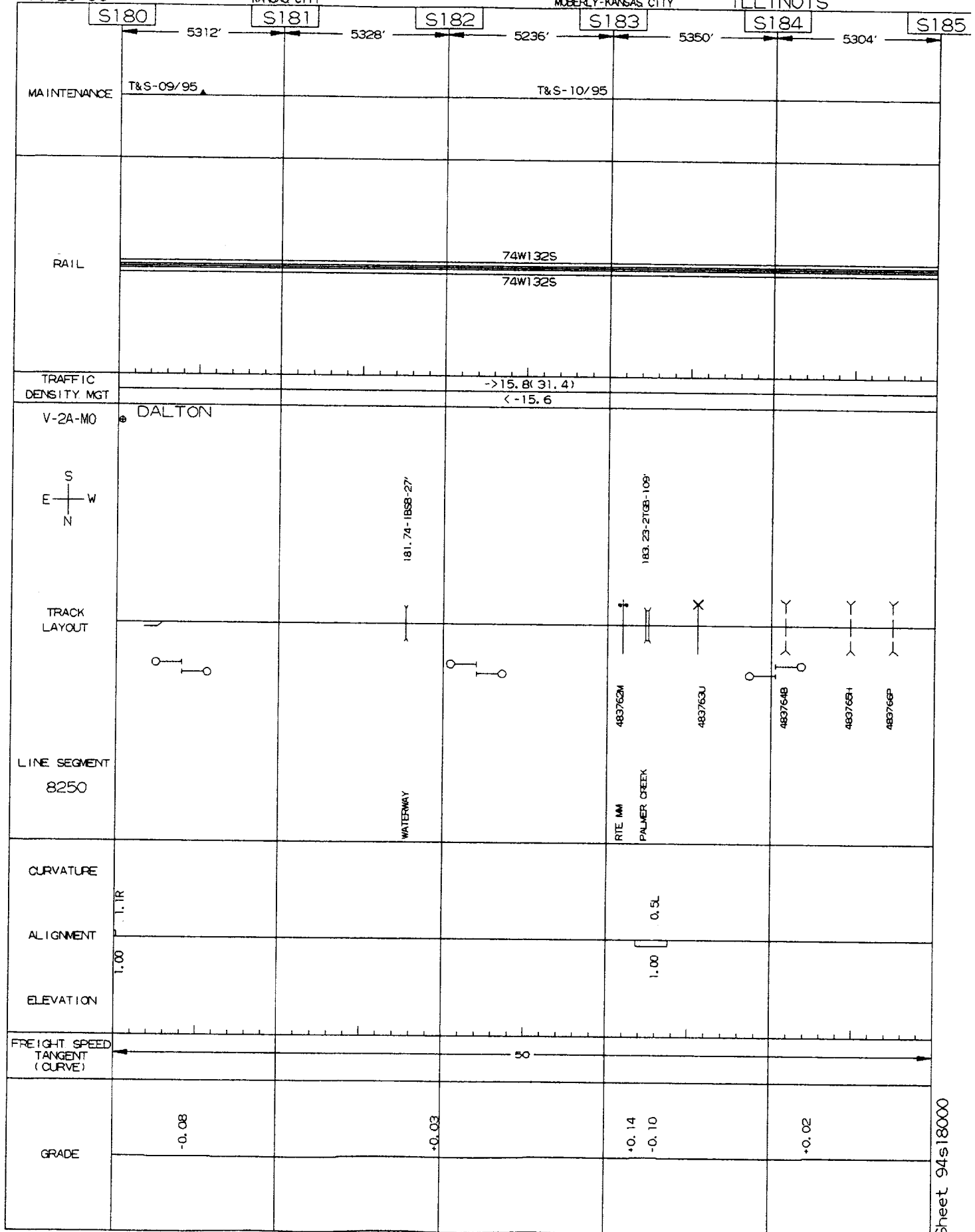


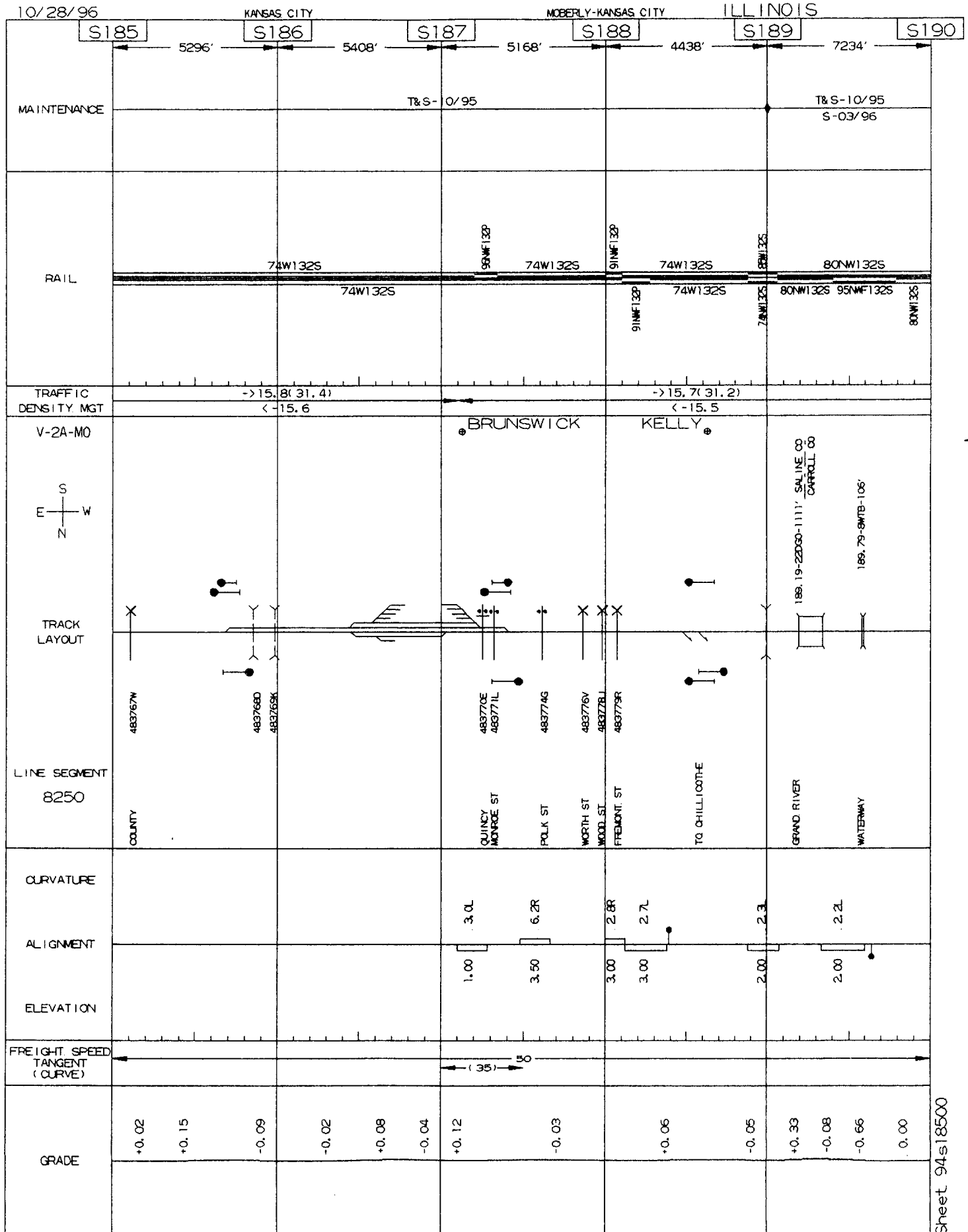
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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS





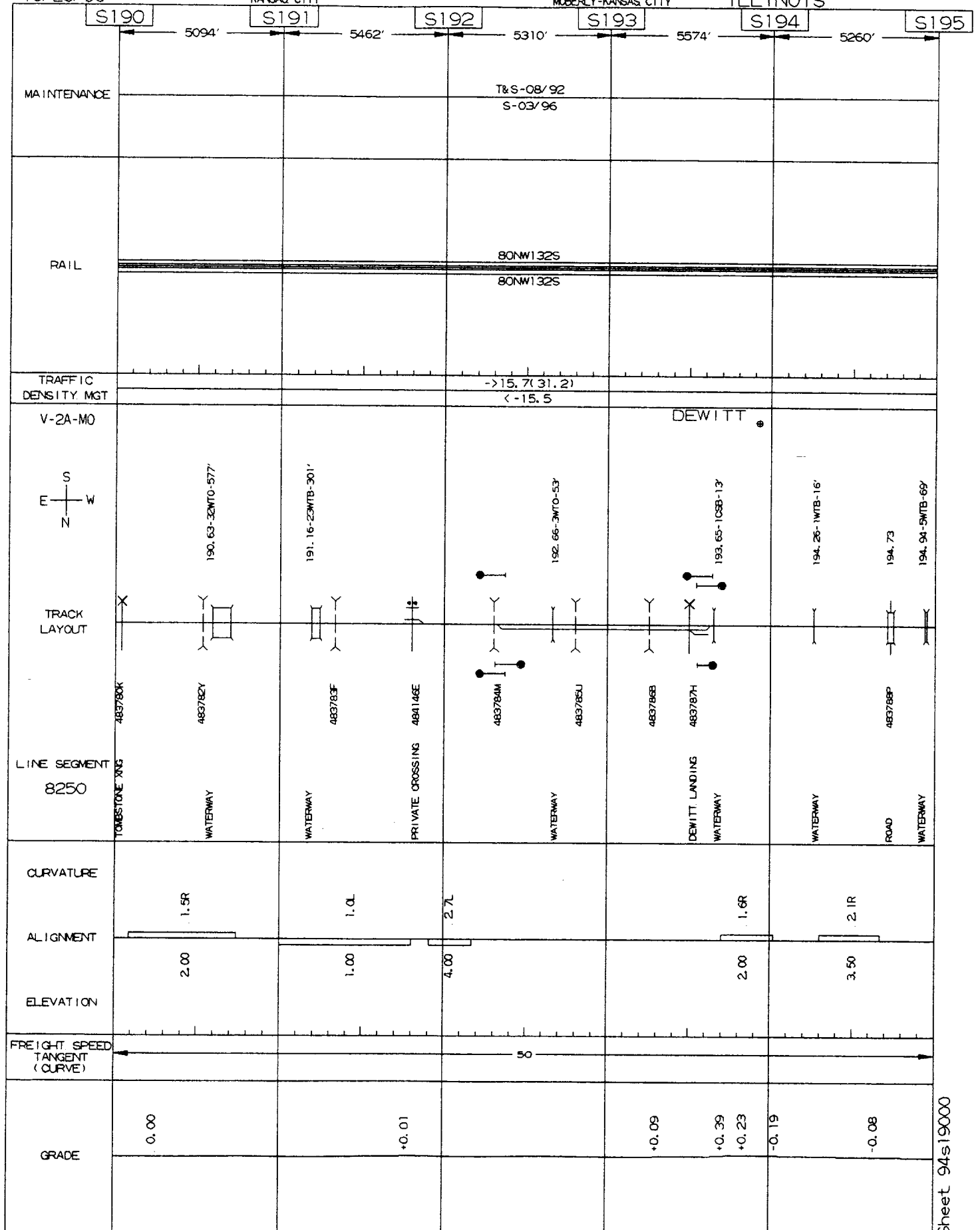


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



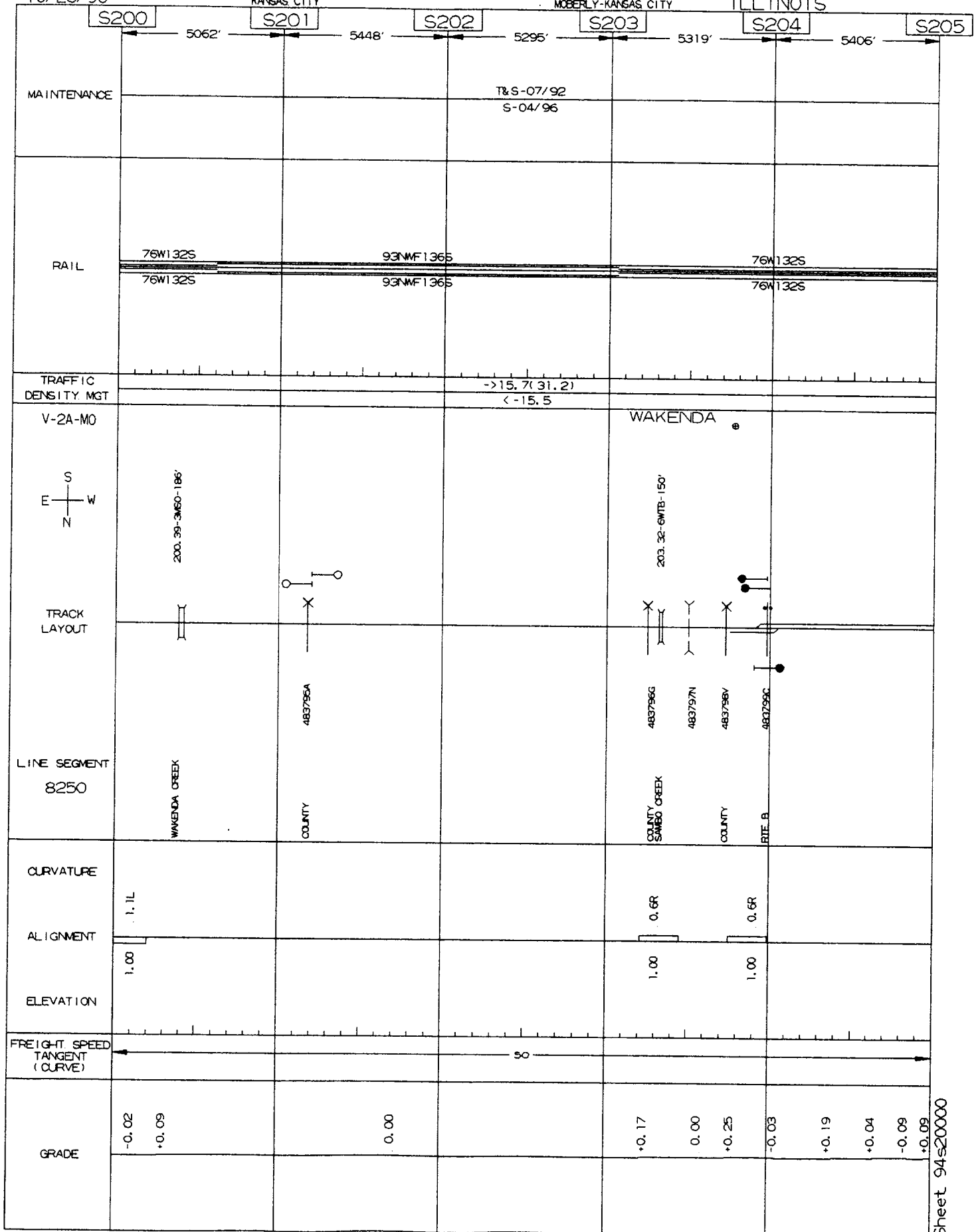
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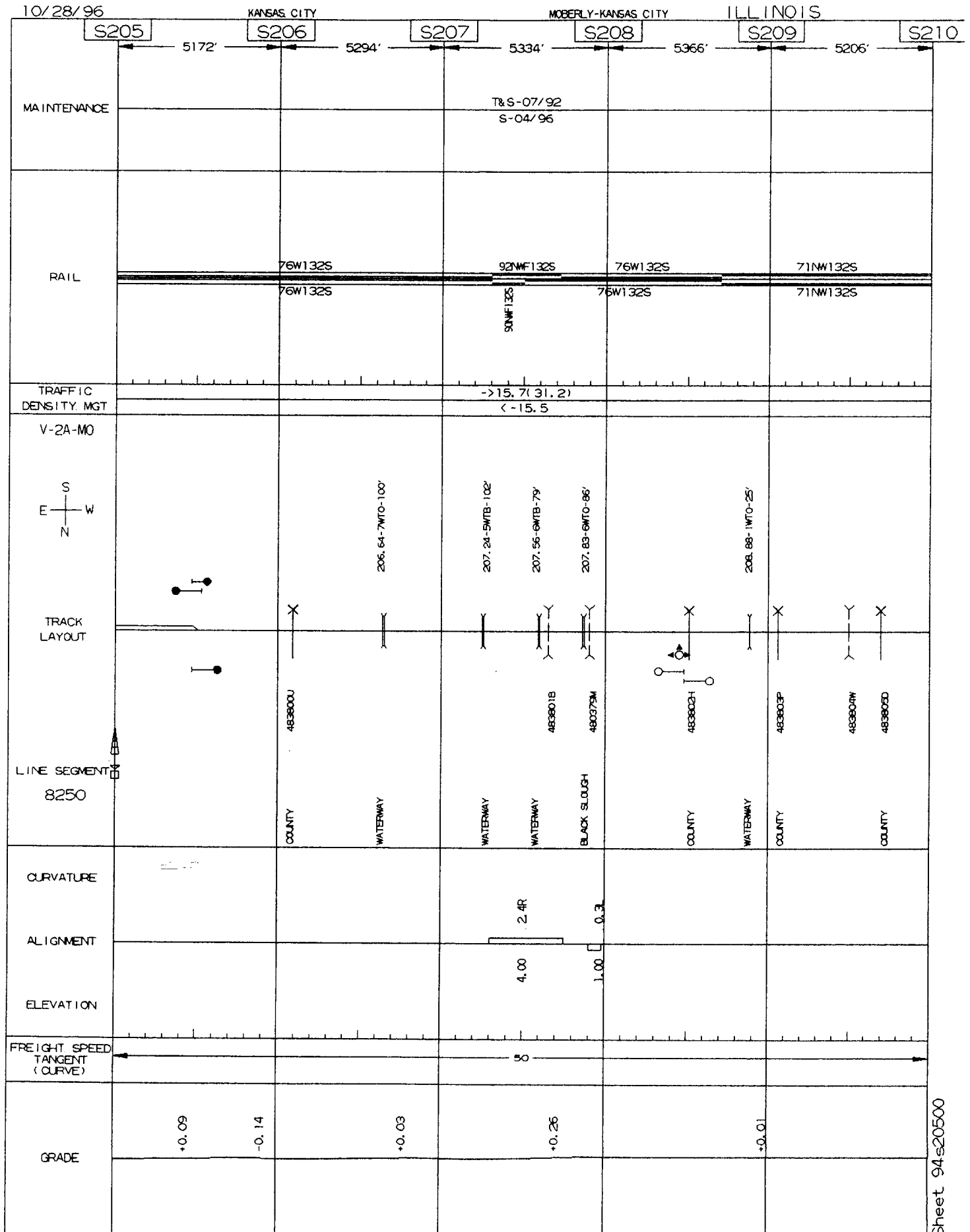
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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



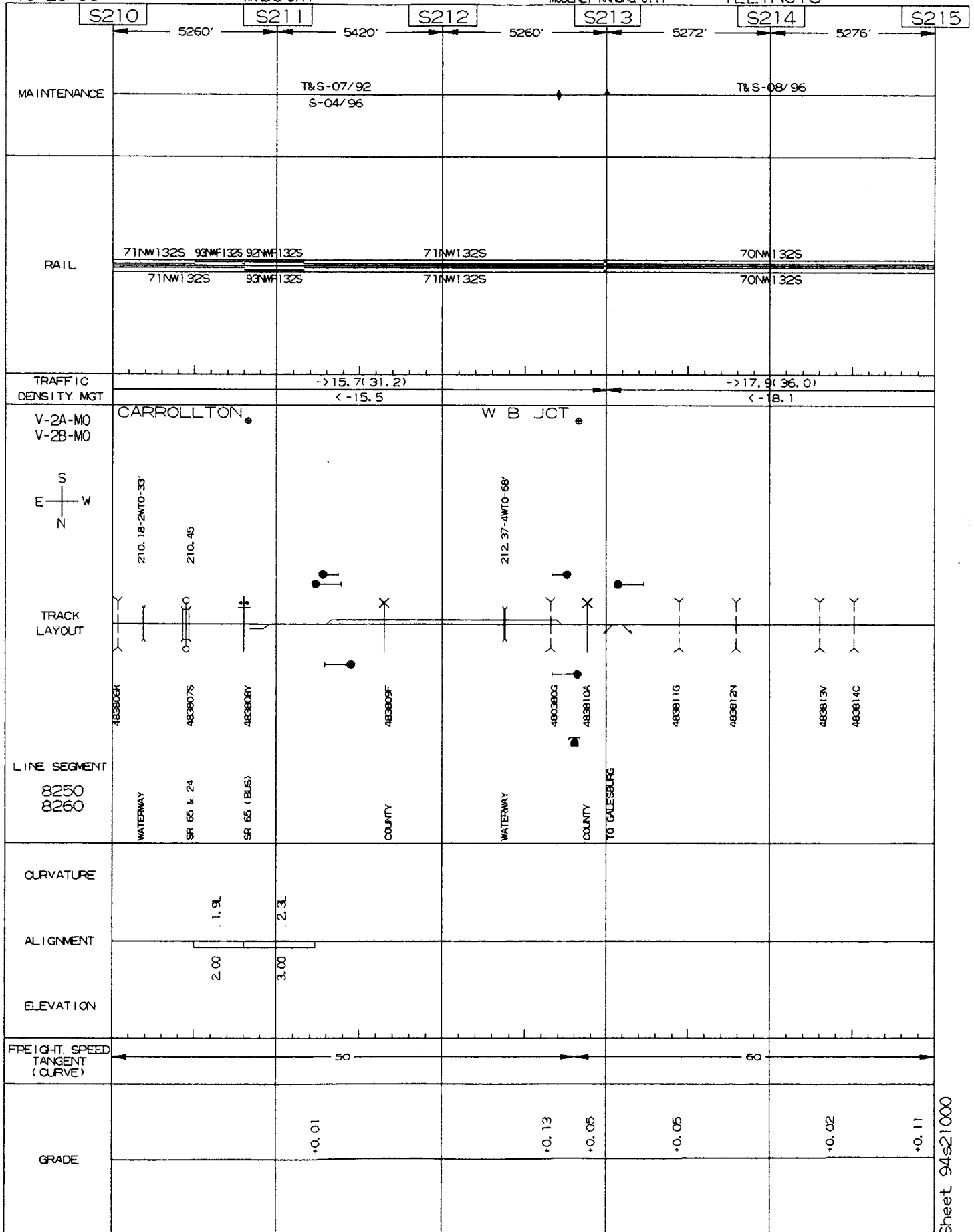


10/28/96

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



10/28/96

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

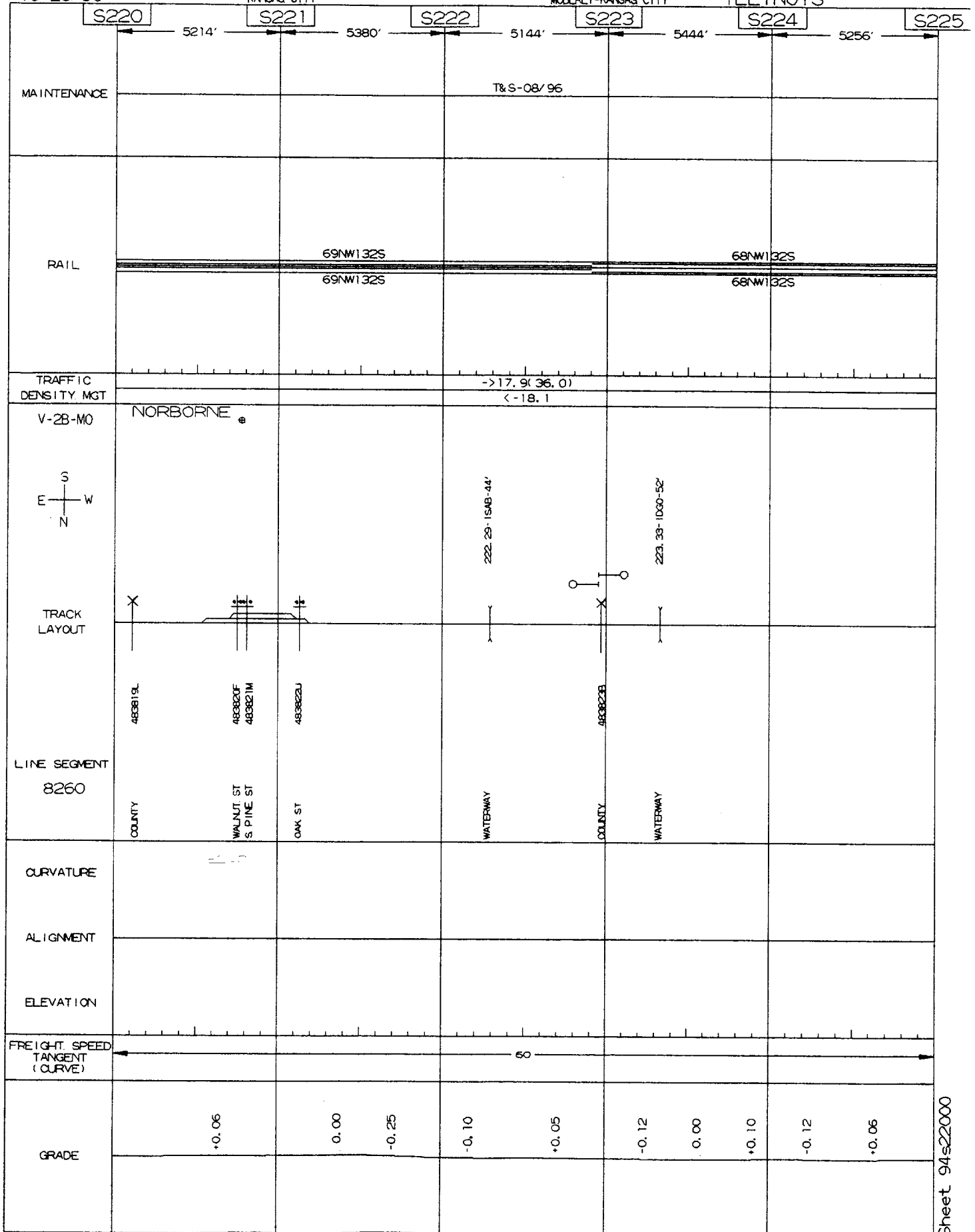
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MAINTENANCE			T&S-08/96			
RAIL		70NW132S			69NW132S	
		70NW132S			69NW132S	
TRAFFIC DENSITY MGT			->17.9(36.0) <-18.1			
V-2B-M0						
<div style="text-align: center;">           S                         E —+— W                         N         </div>						
TRACK LAYOUT		X	X	X	X	
LINE SEGMENT		483815J	483816R	483817X	483818E	
8260		COUNTY	COUNTY	COUNTY	COUNTY	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			60			
GRADE	+0.11	+0.05	+0.03	+0.15	+0.02	+0.03

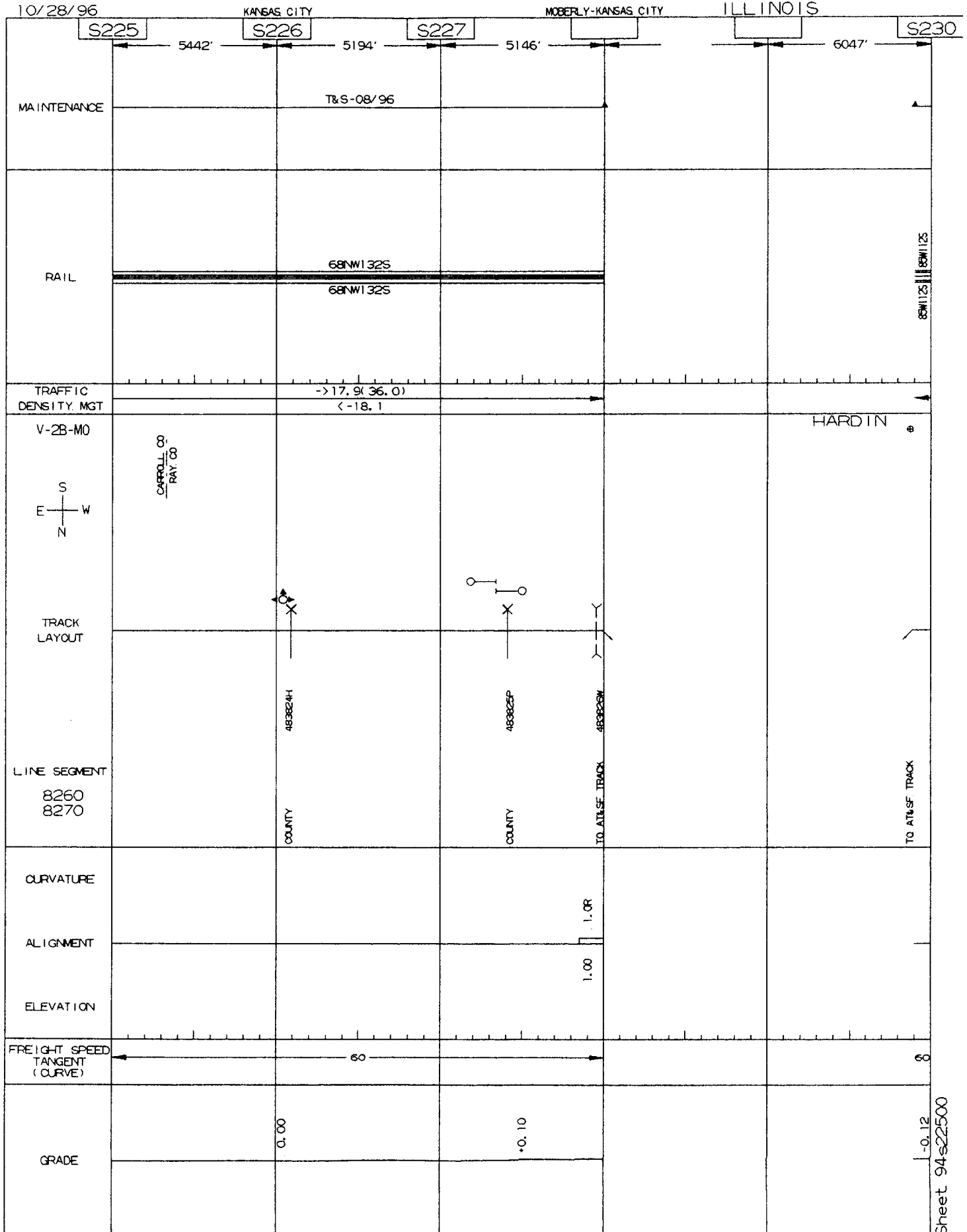
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KANSAS CITY

MOBERLY-KANSAS CITY

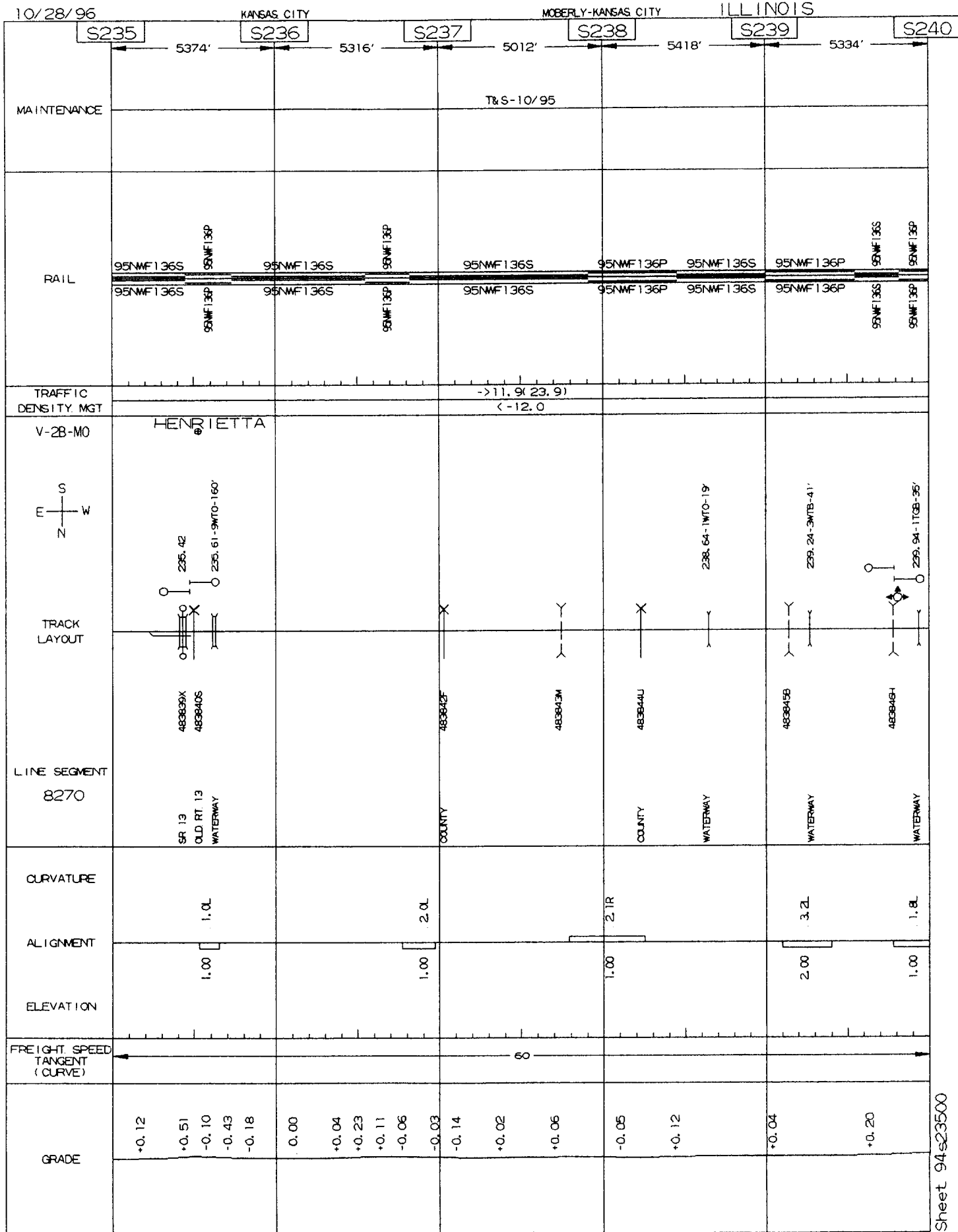
ILLINOIS







Sheet 94s23000

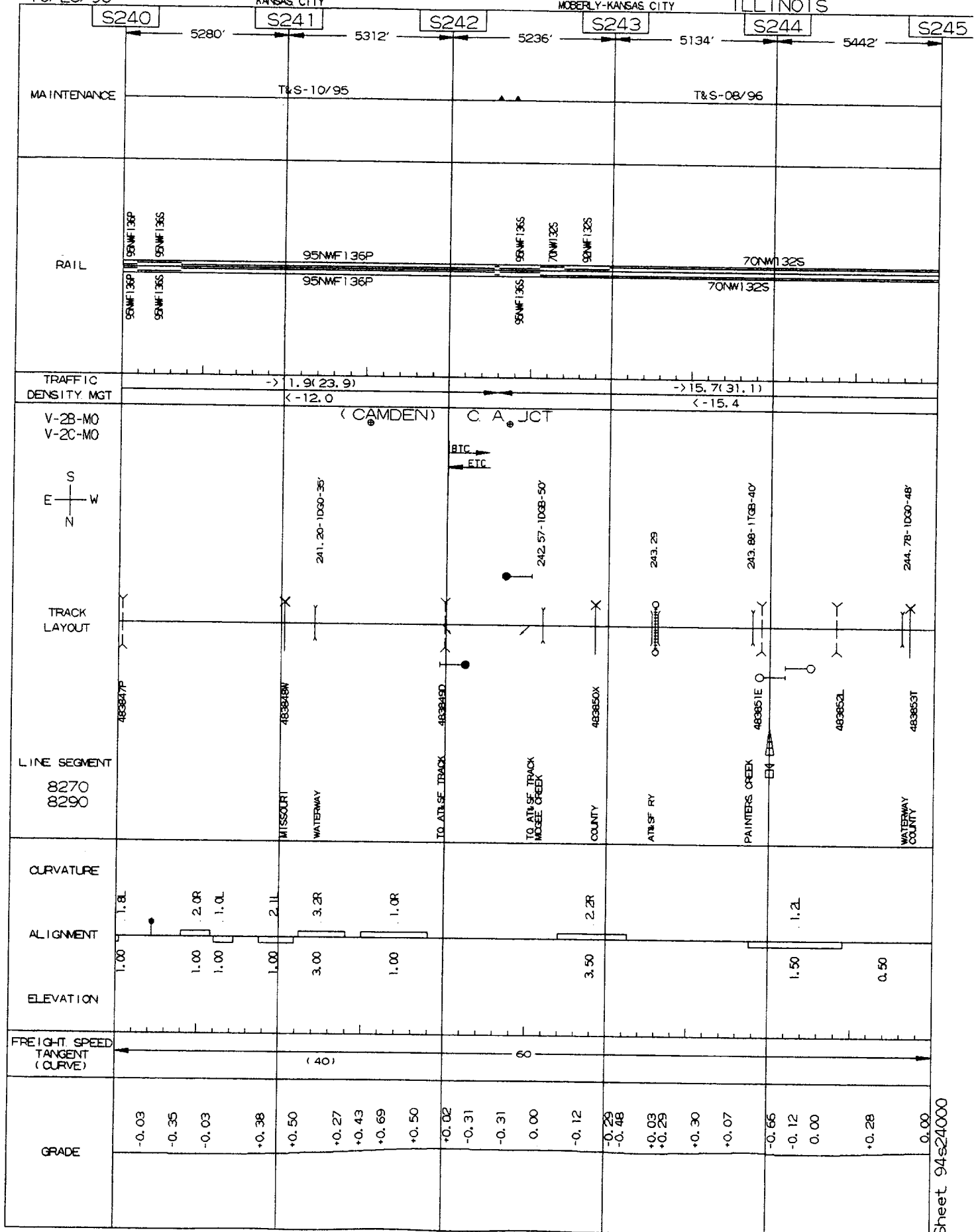


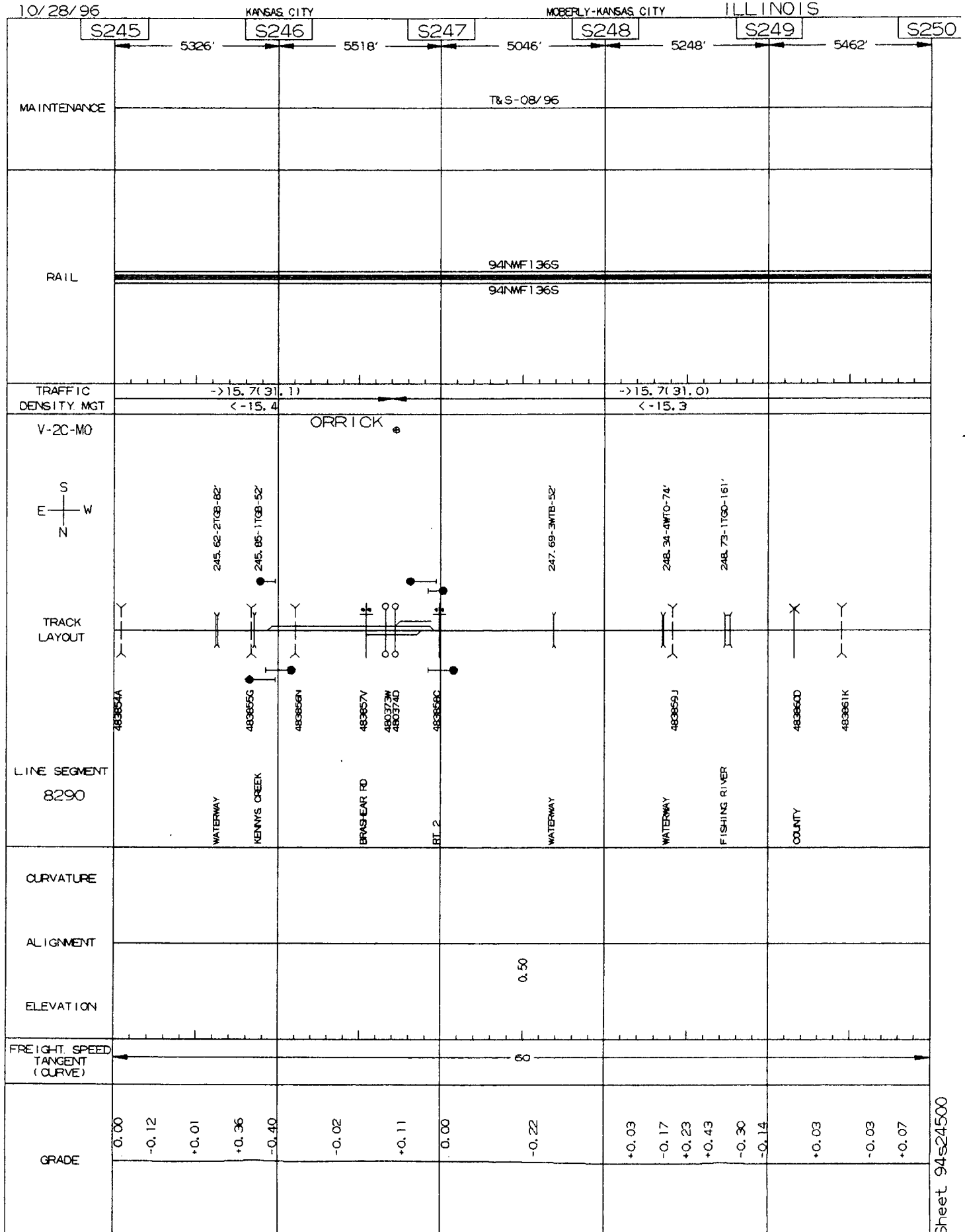
10/28/96

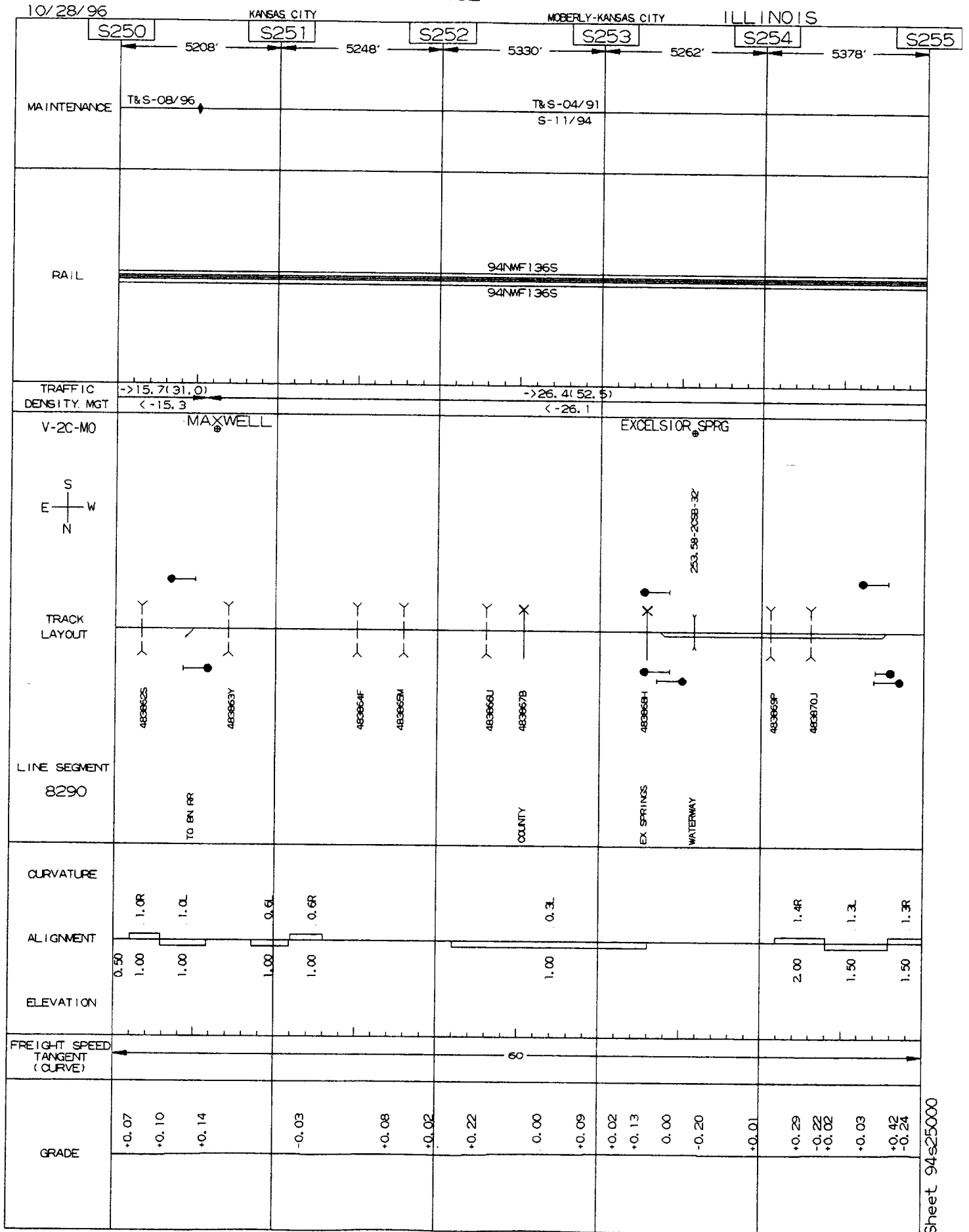
KANSAS CITY

MOBERLY-KANSAS CITY

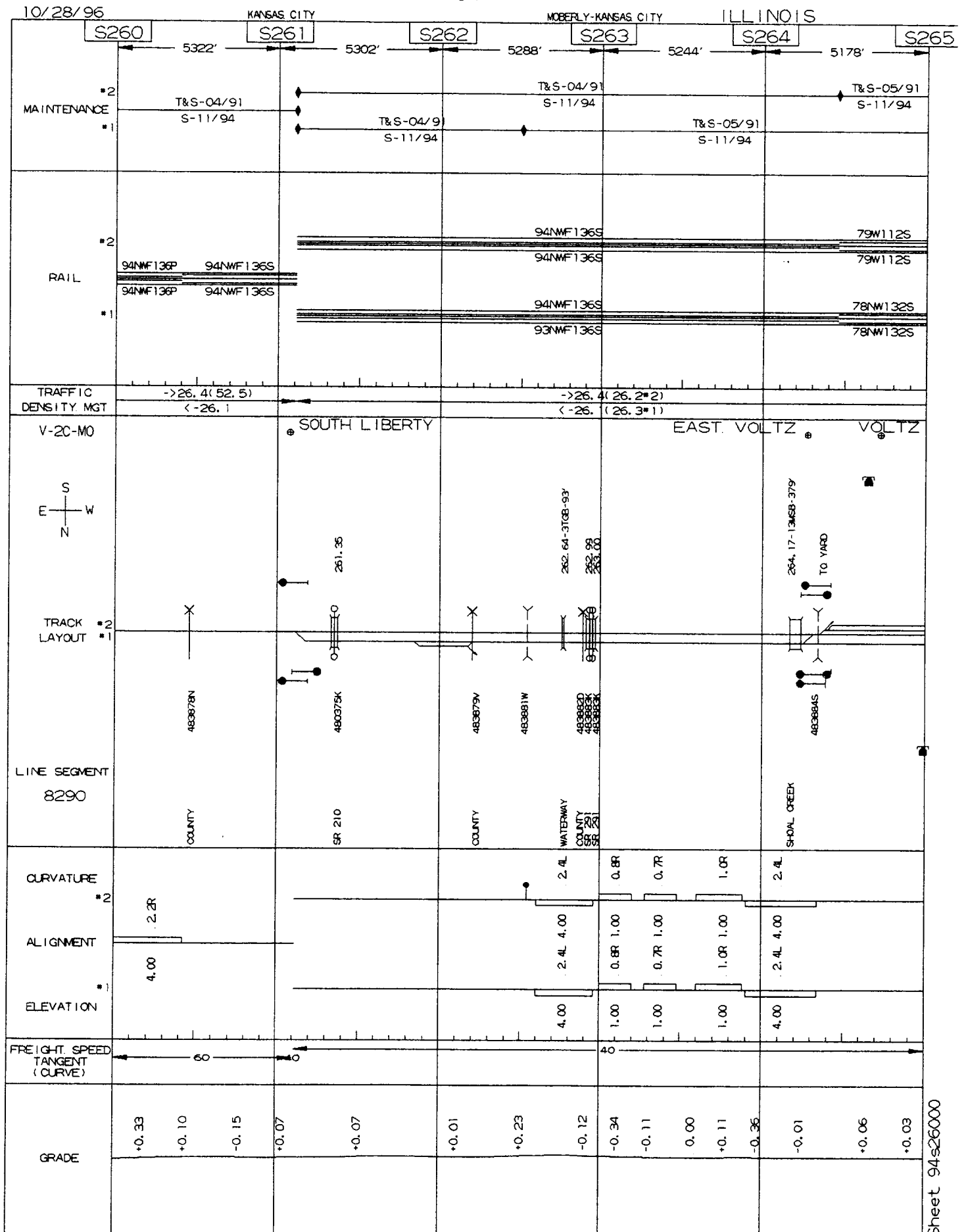
ILLINOIS

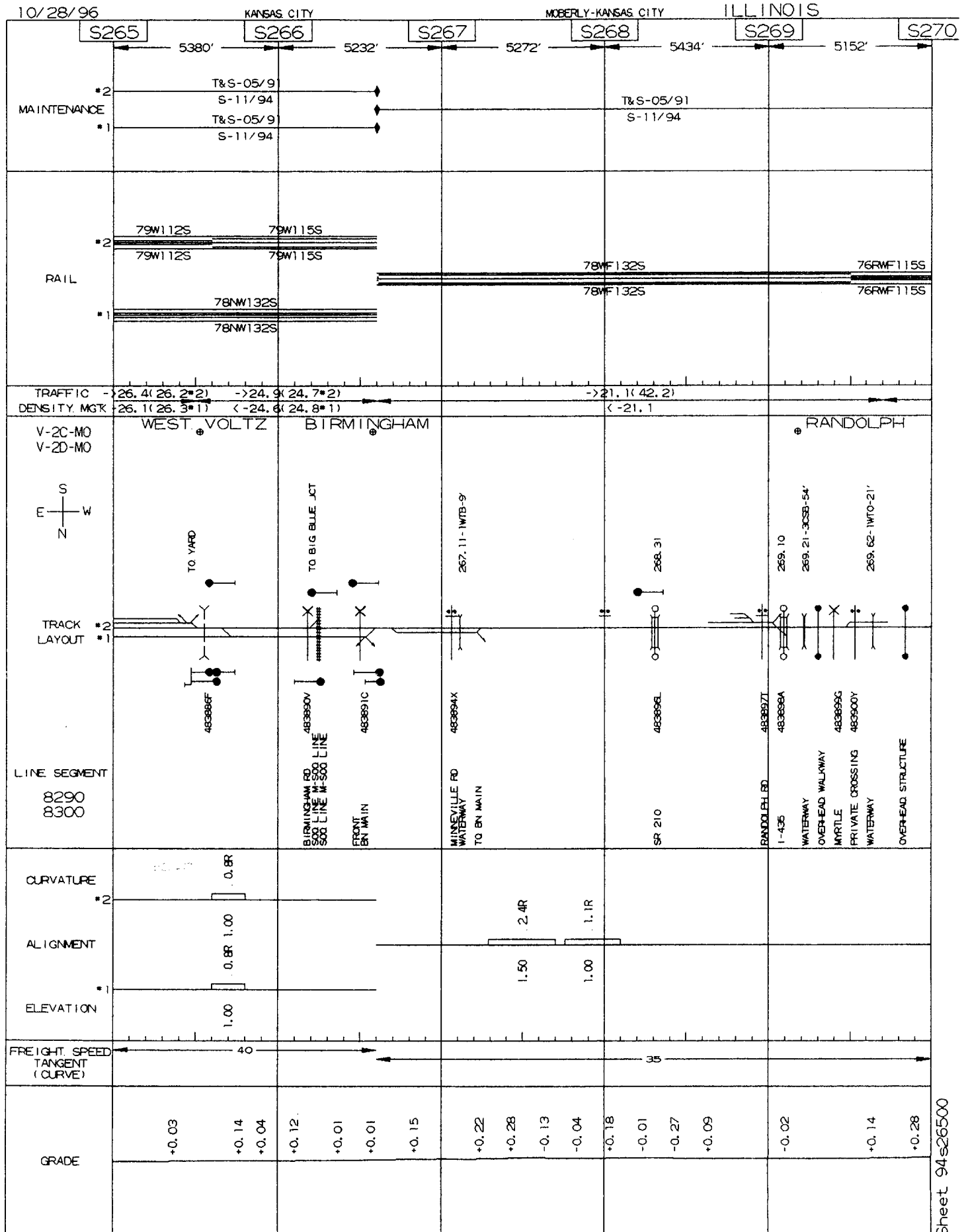




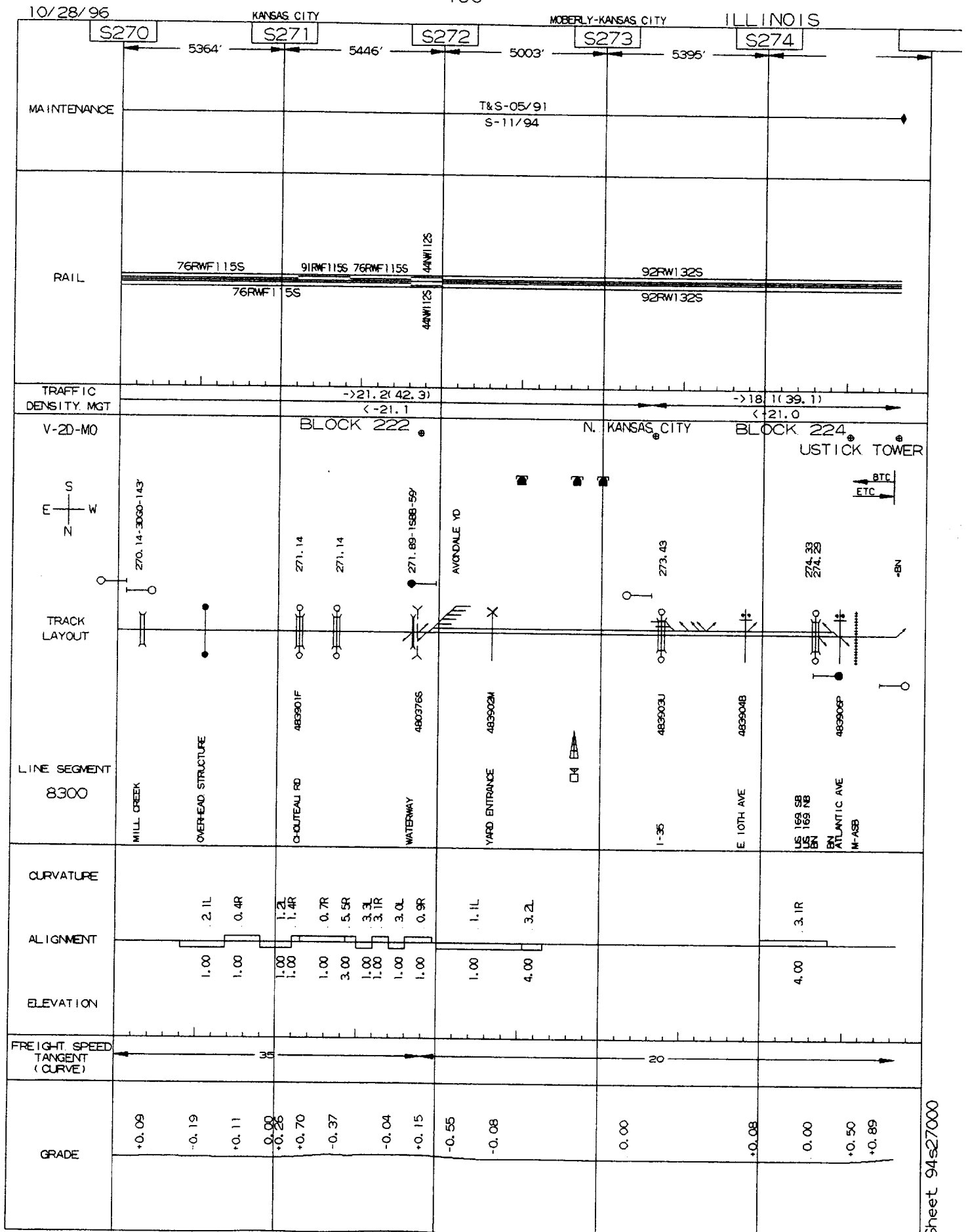


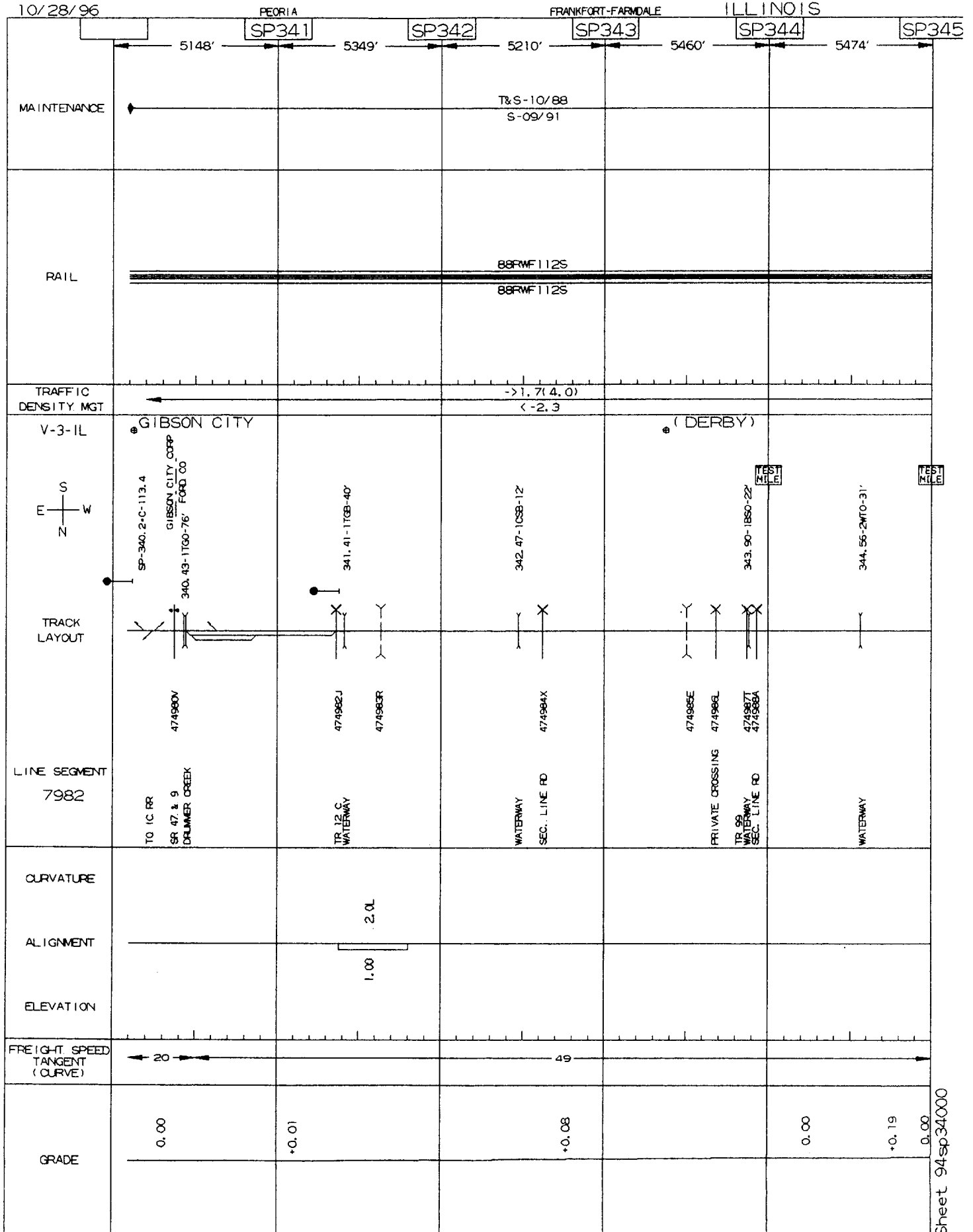
Sheet 94s25500



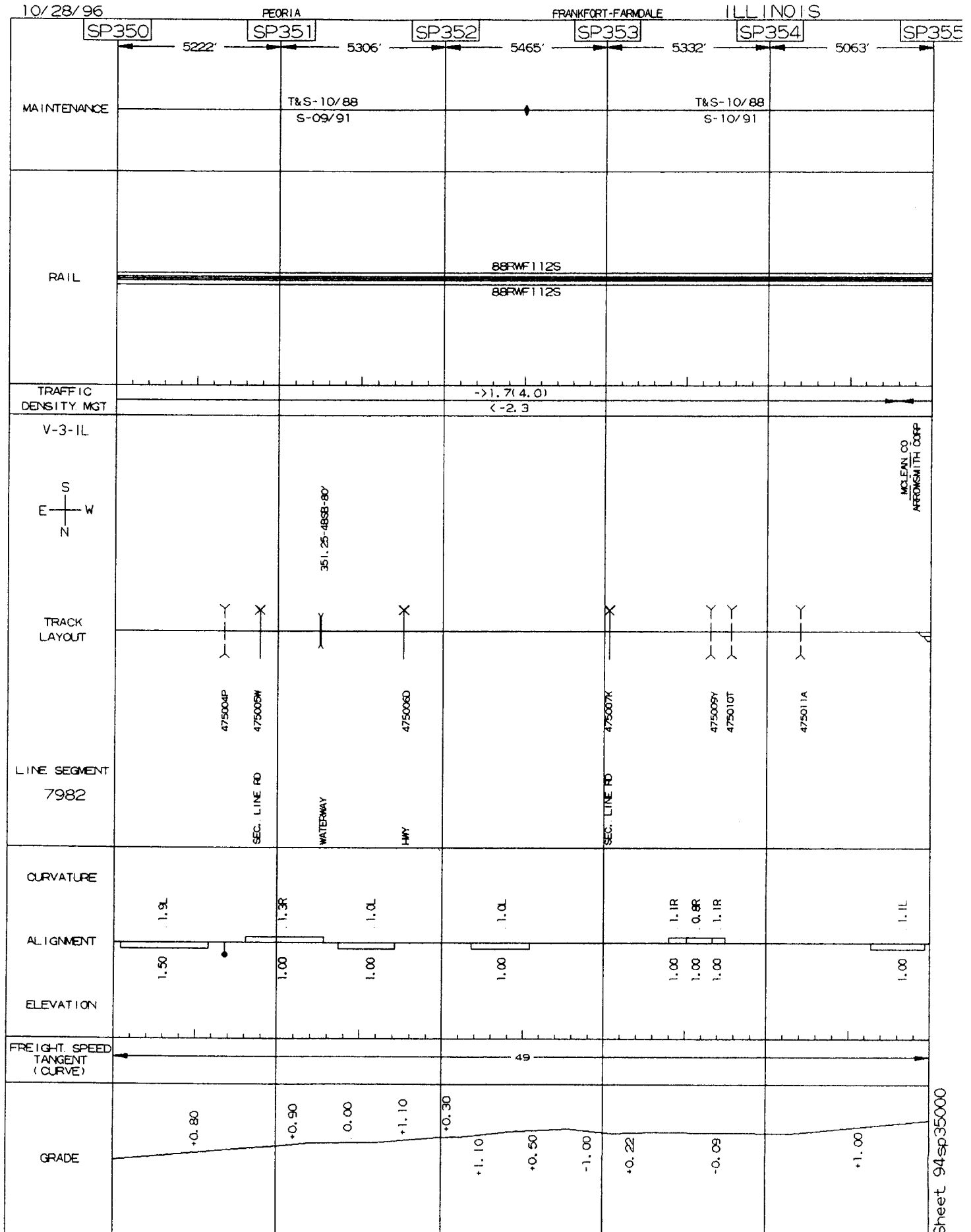








Sheet 94sp34500

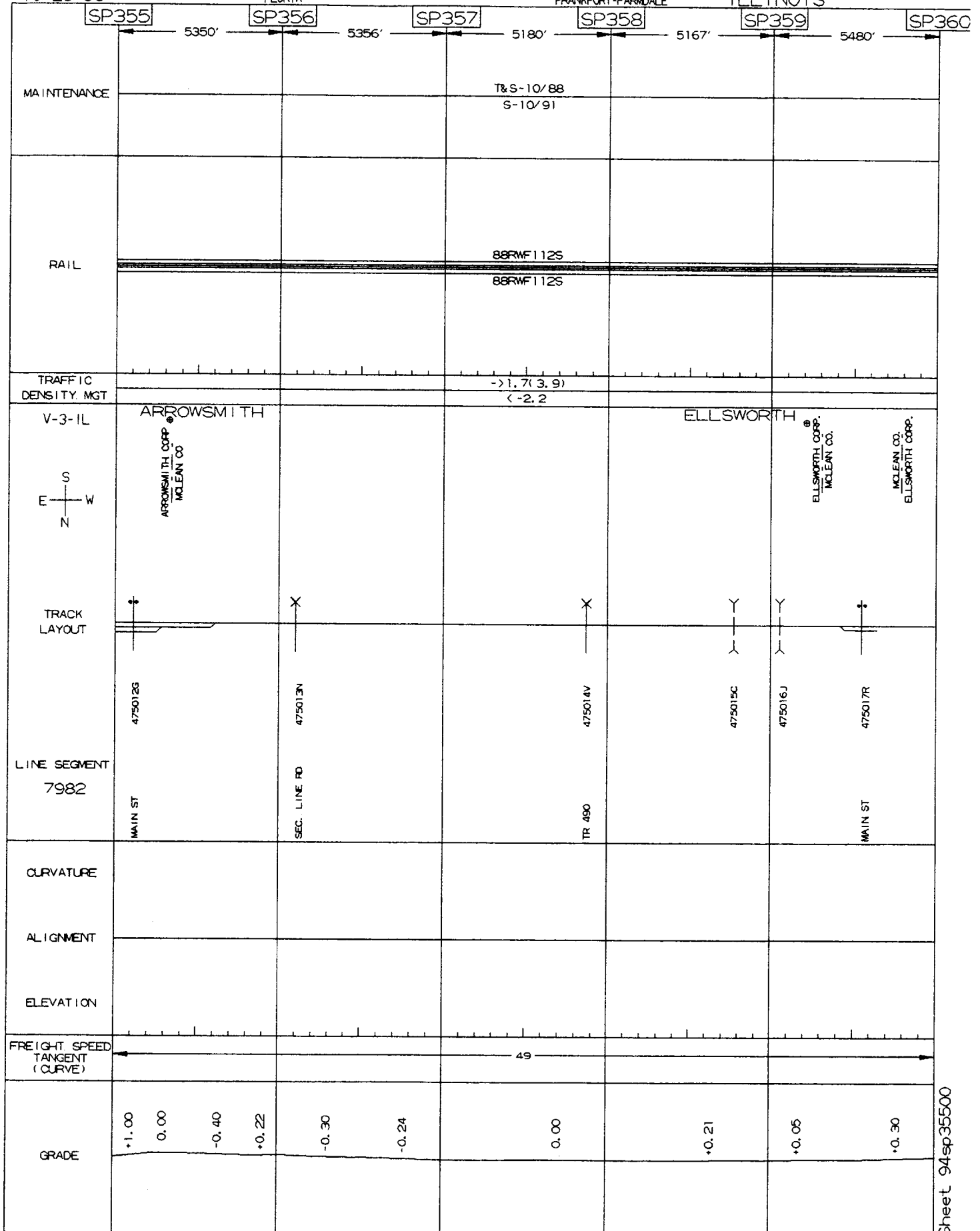


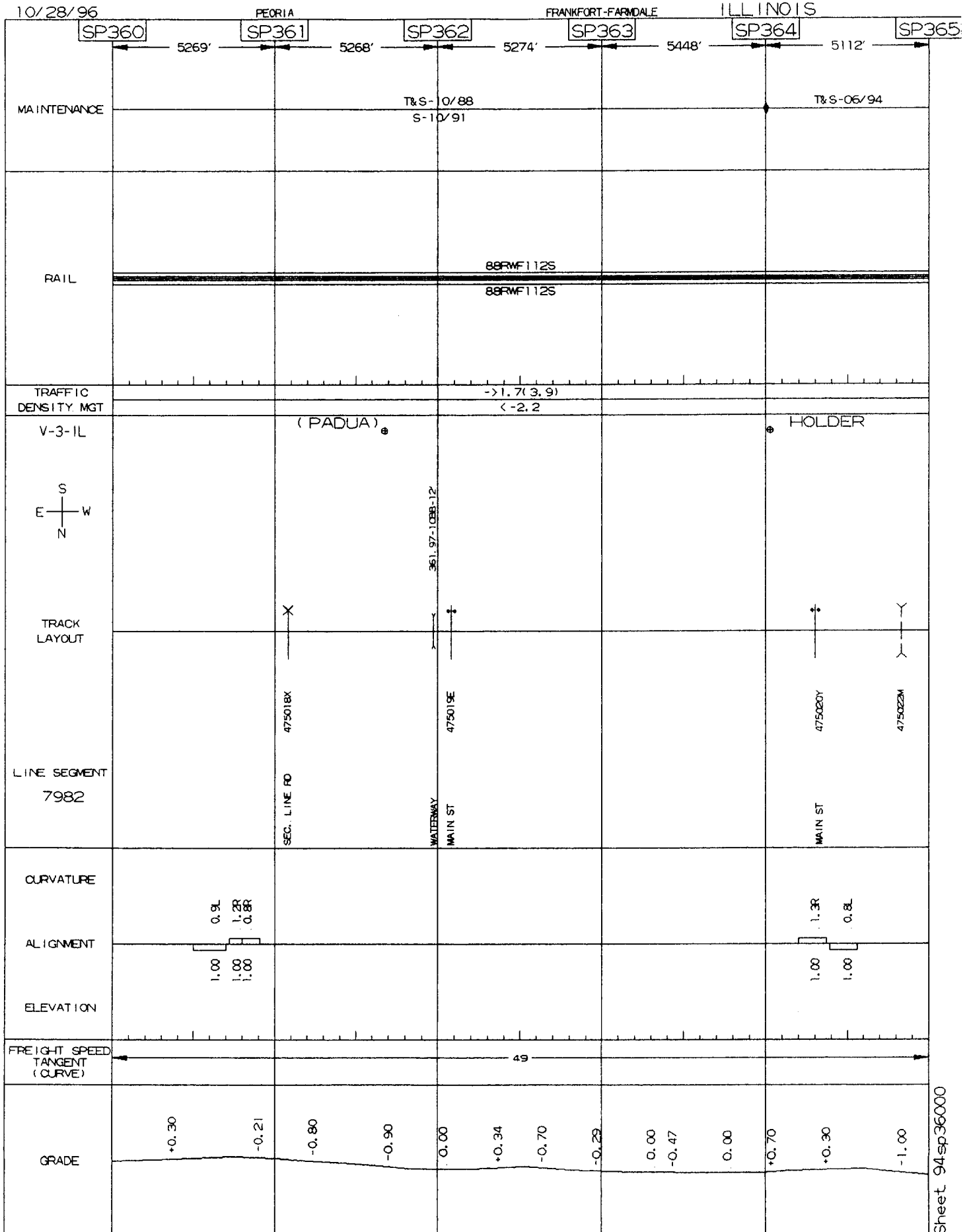
10/28/96

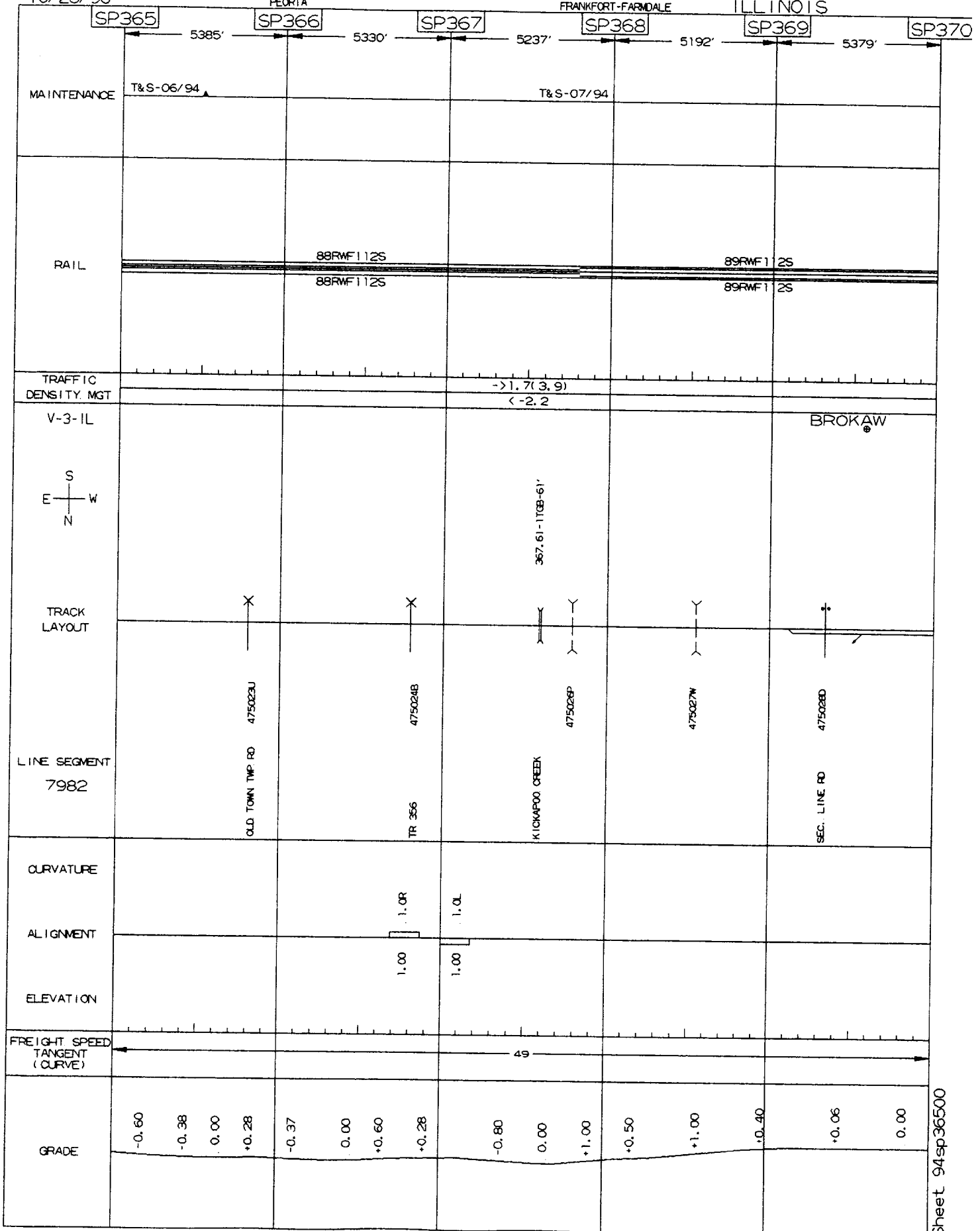
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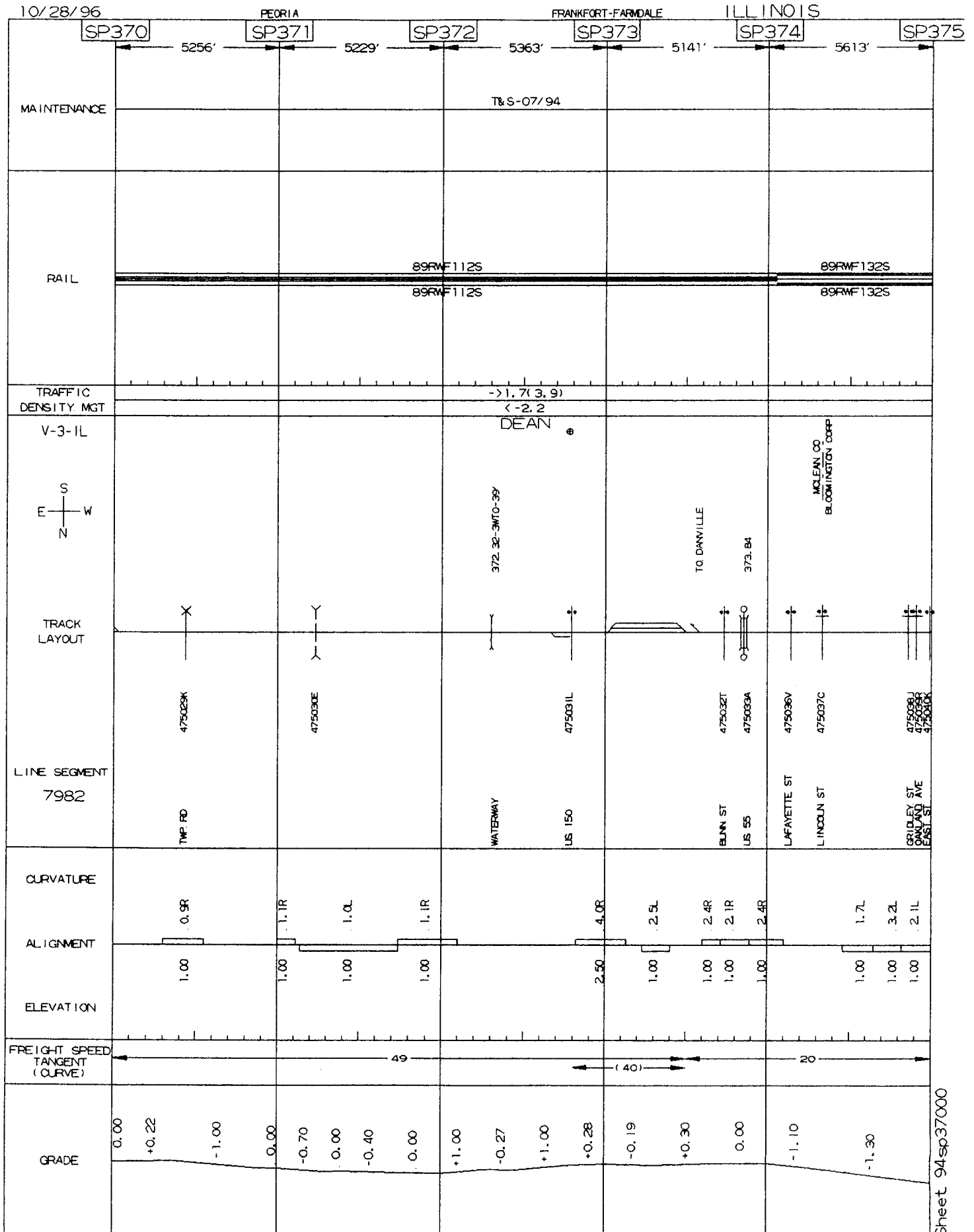
FRANKFORT-FARMDALE

ILLINOIS

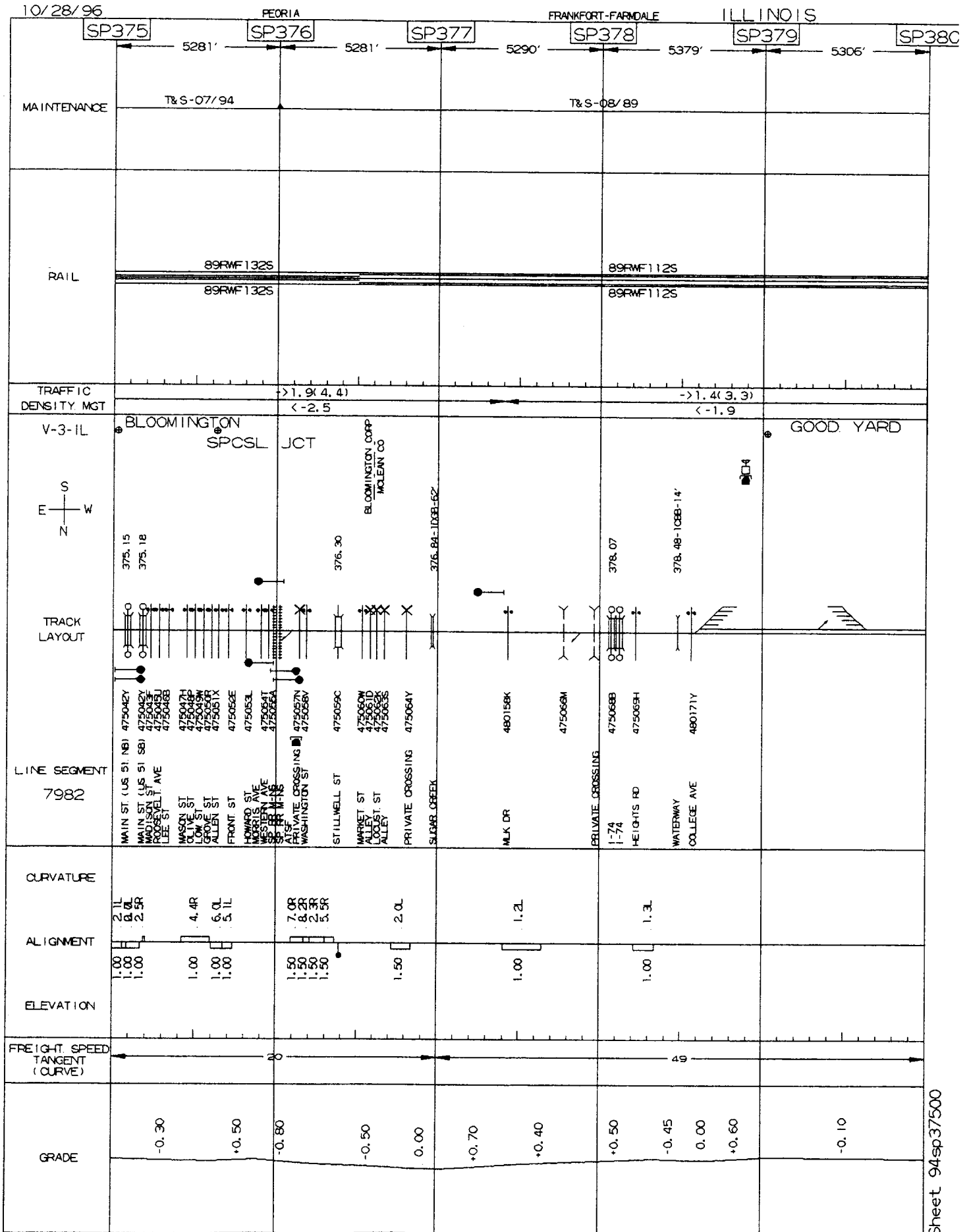










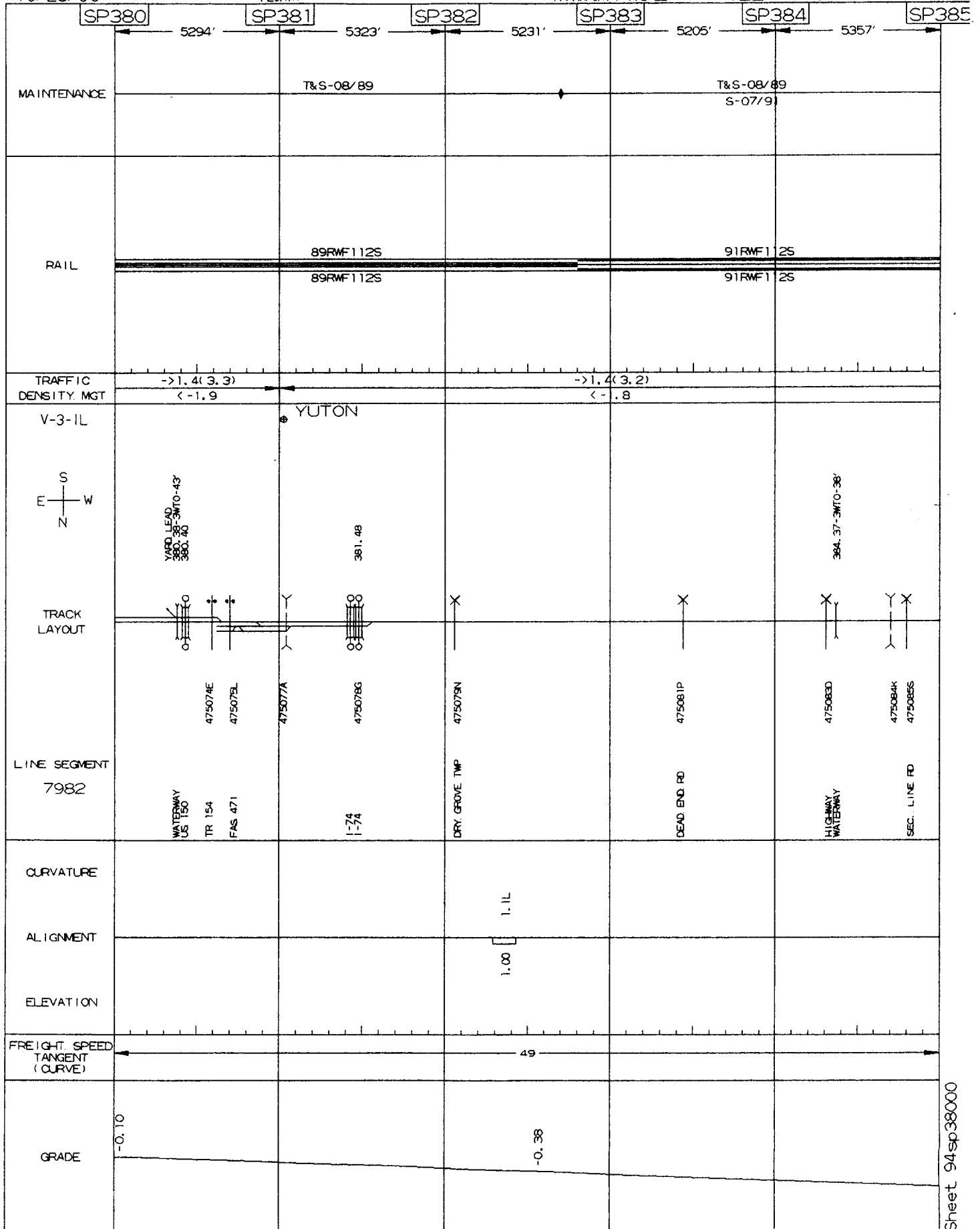


10/28/96

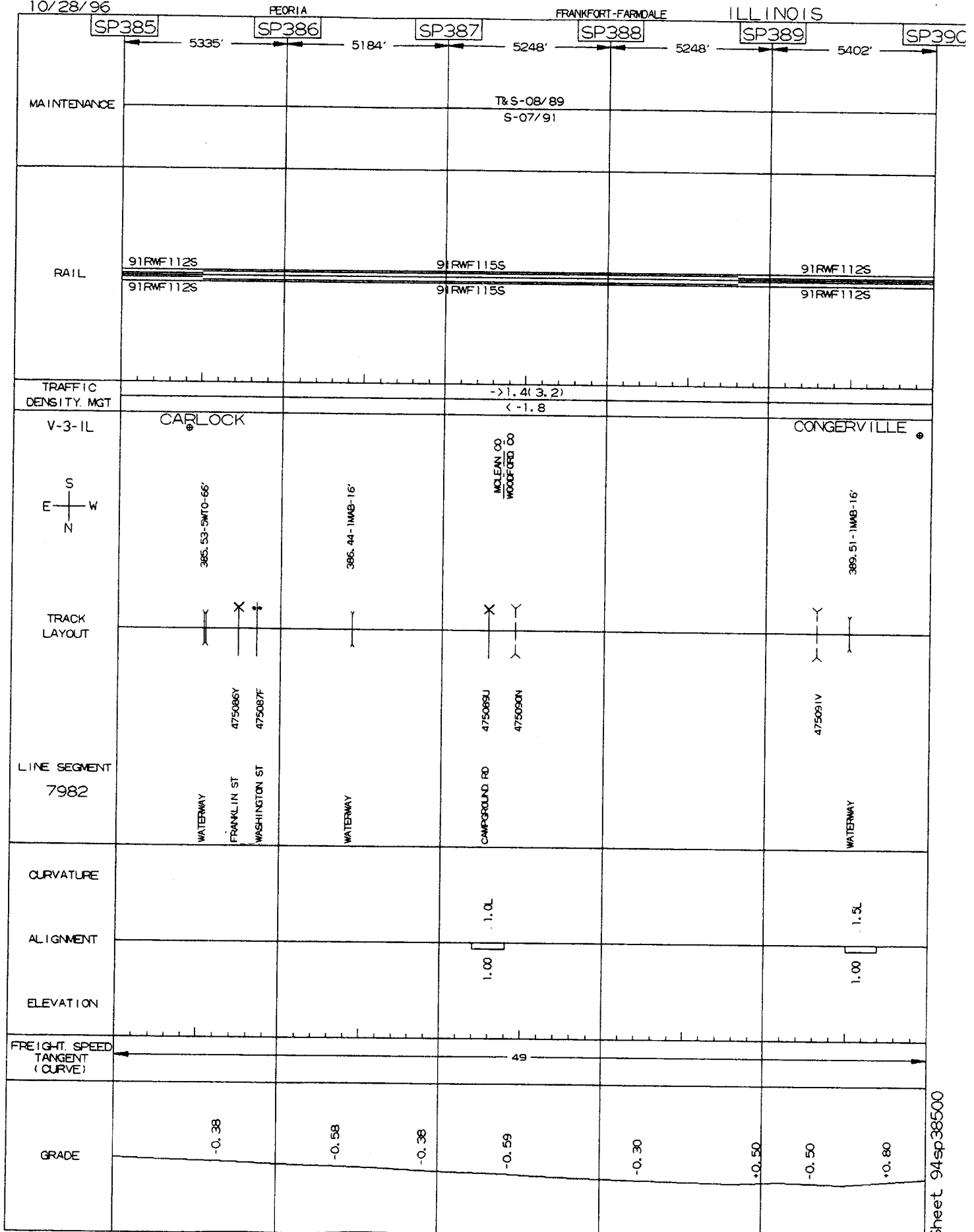
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FRANKFORT-FARMDALE

ILLINOIS



10/28/96

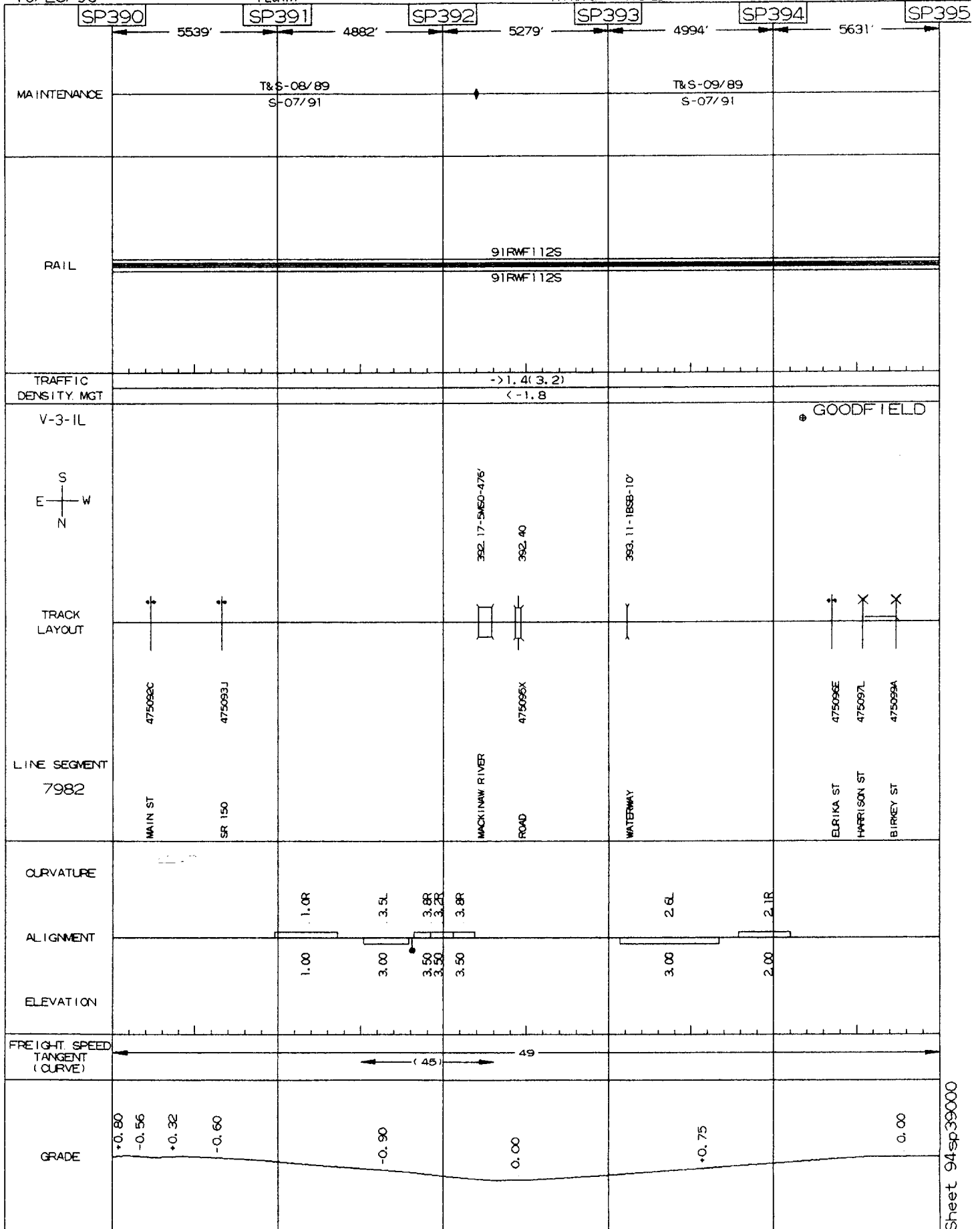


10/28/96

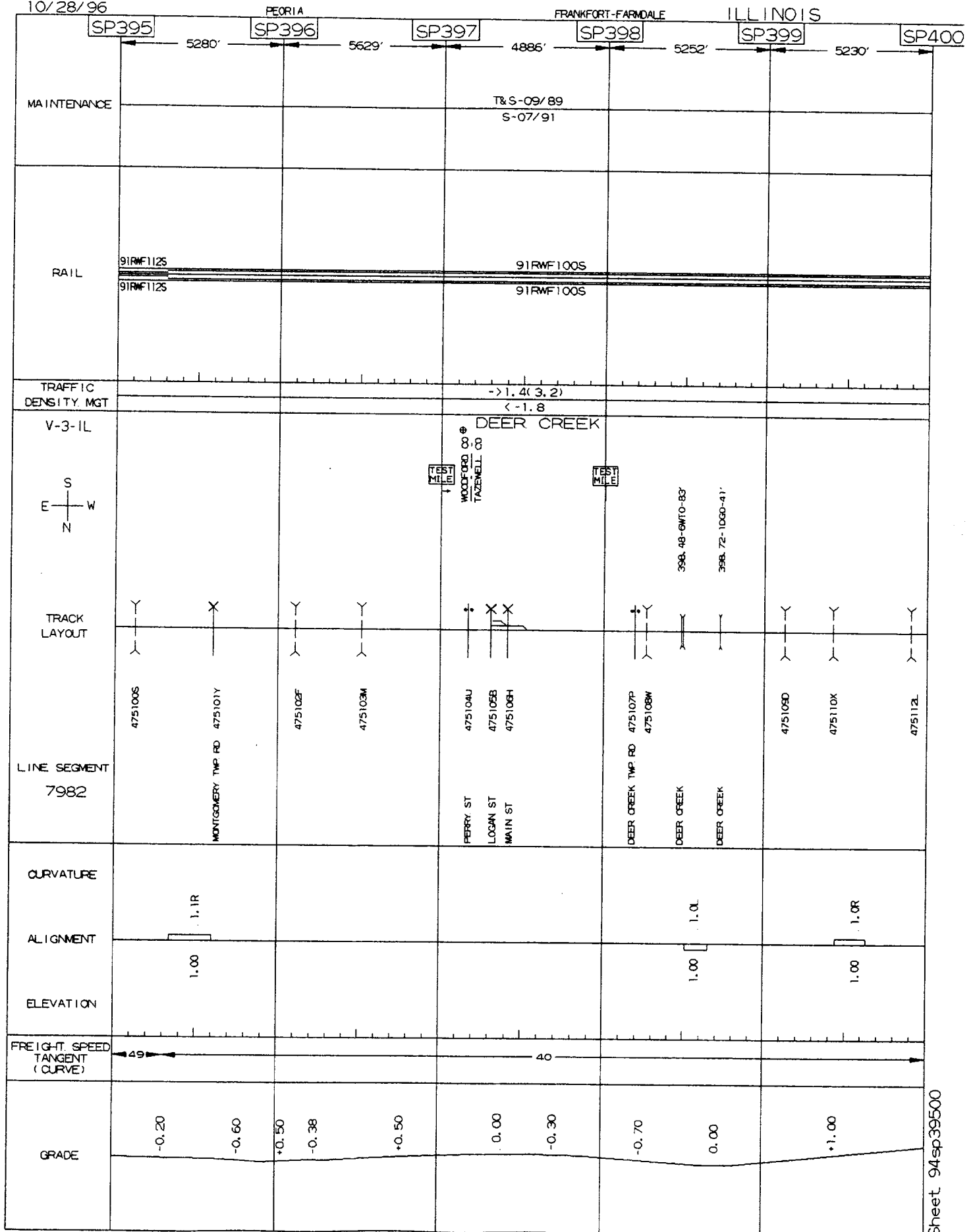
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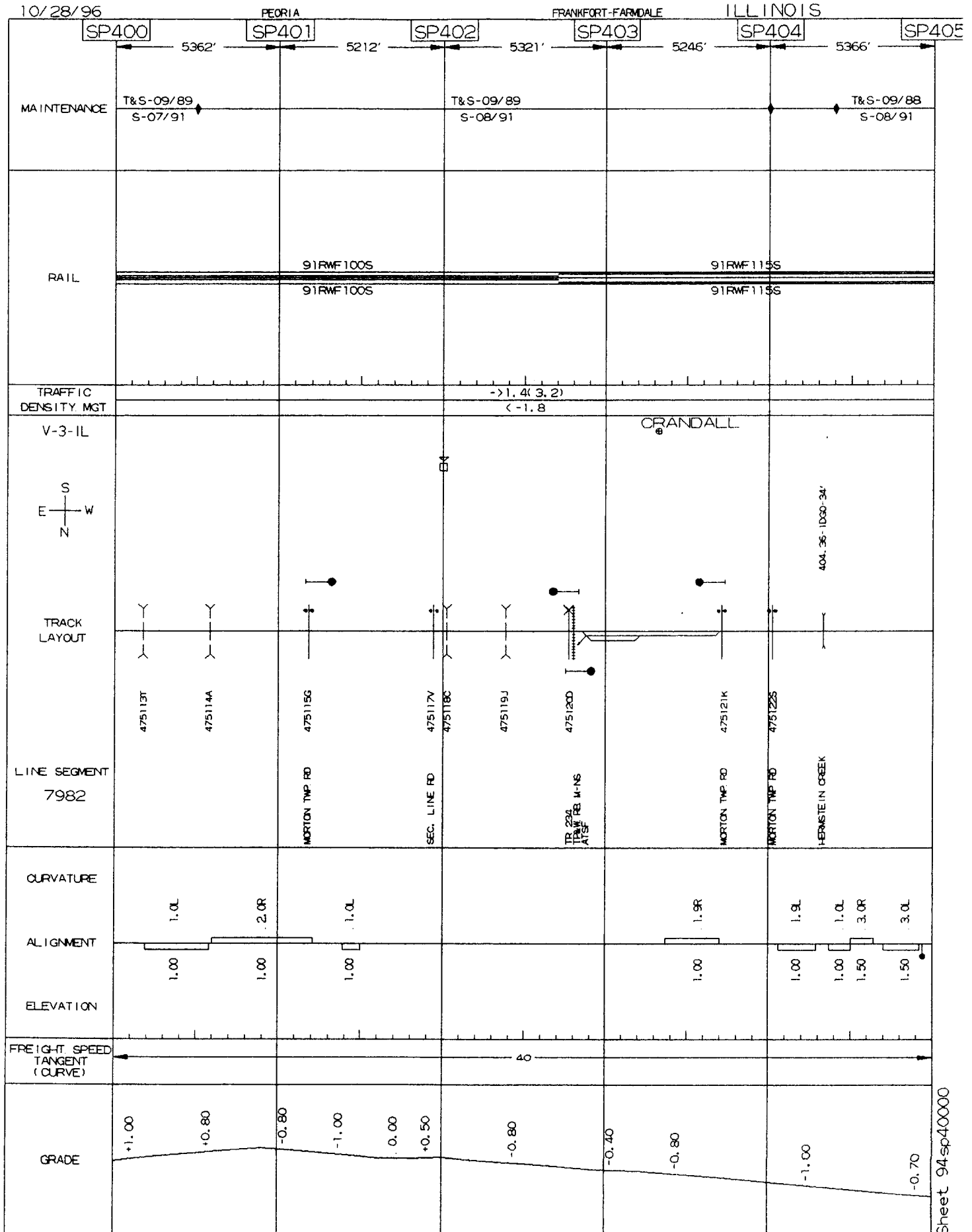
FRANKFORT-FARMDALE

ILLINOIS



10/28/96



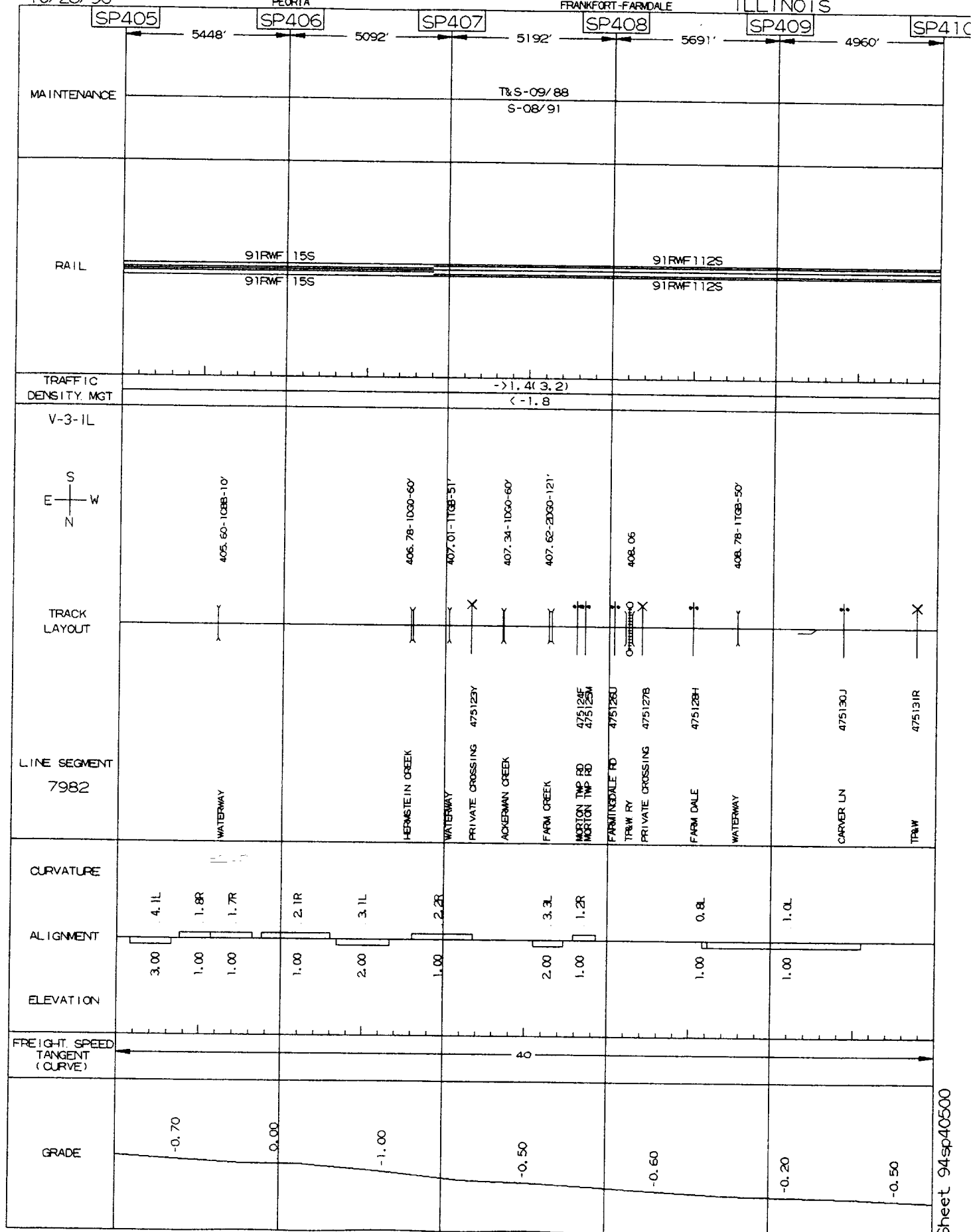


10/28/96

PEORIA

FRANKFORT-FARMDALE

ILLINOIS

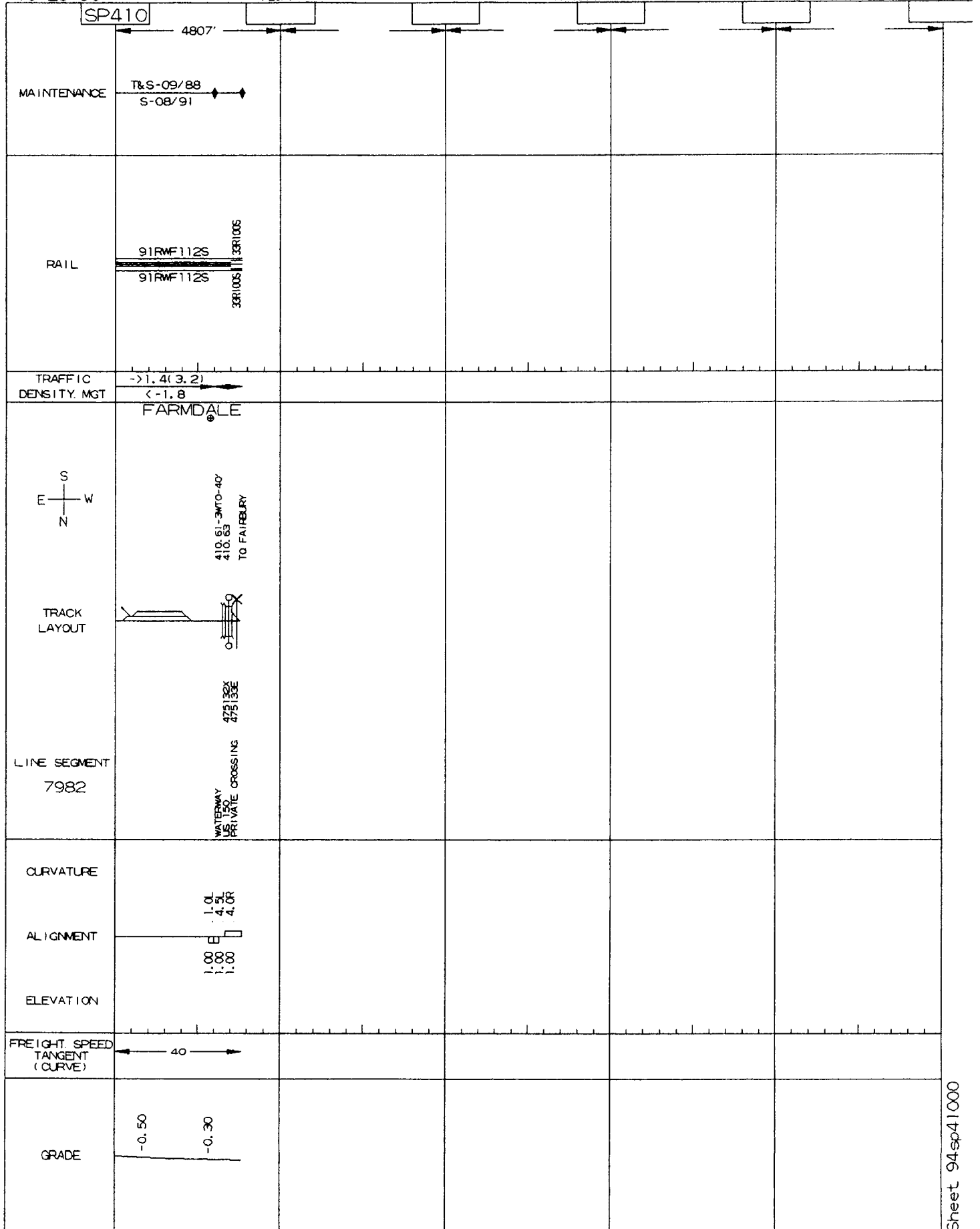


10/28/96

PEORIA

FRANKFORT-FARMDALE

ILLINOIS



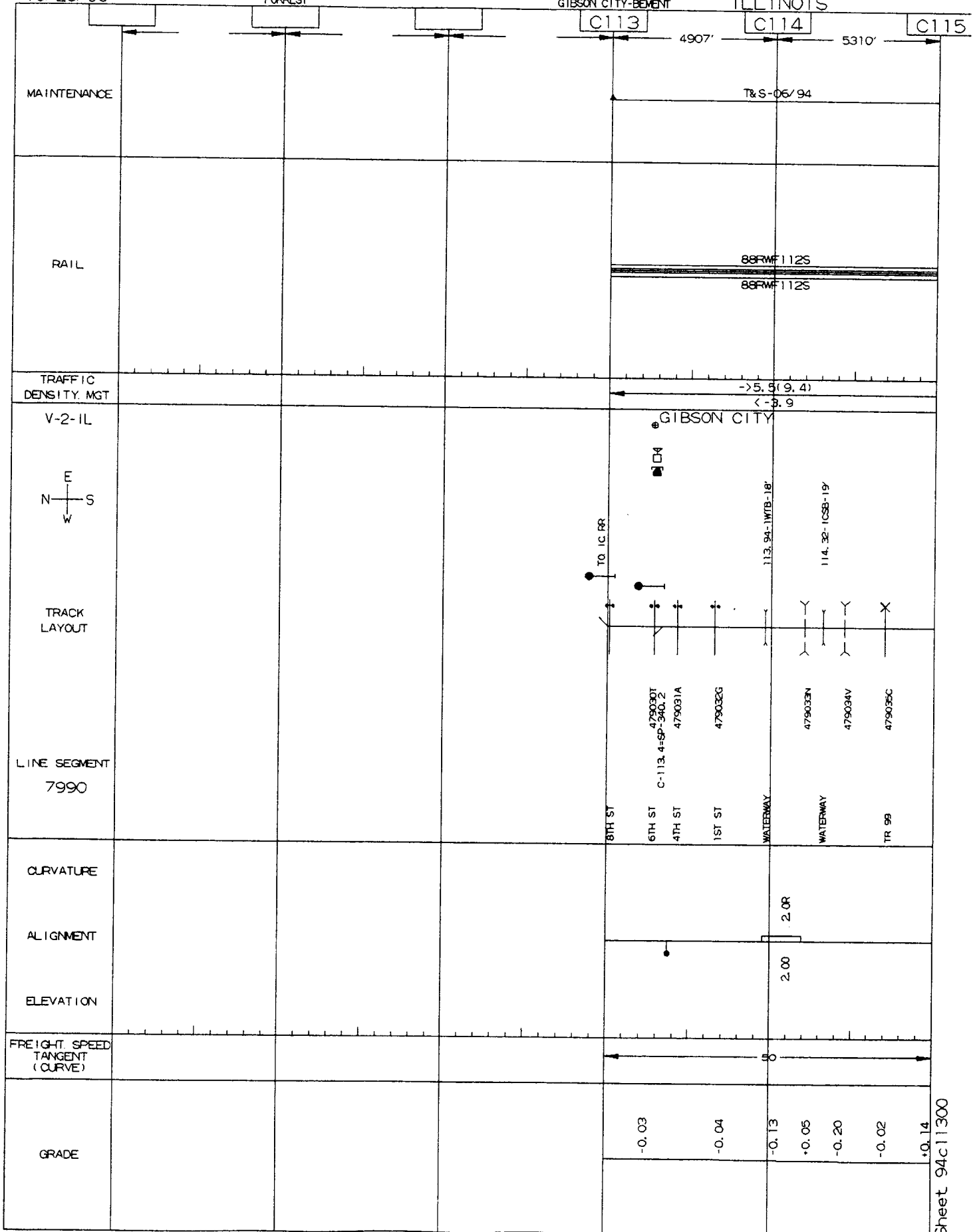


10/28/96

FORREST

GIBSON CITY-BEMENT

ILLINOIS

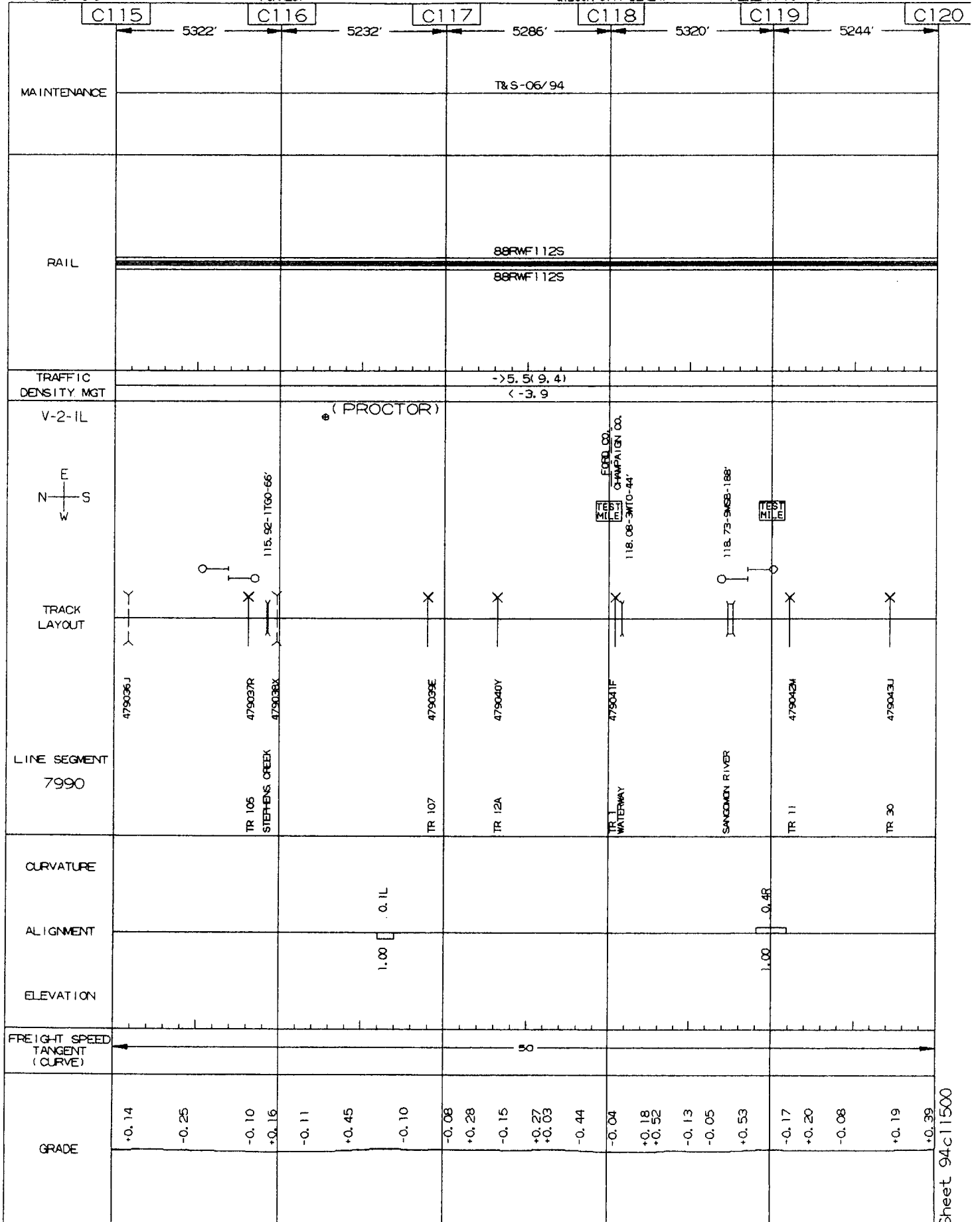


10/28/96

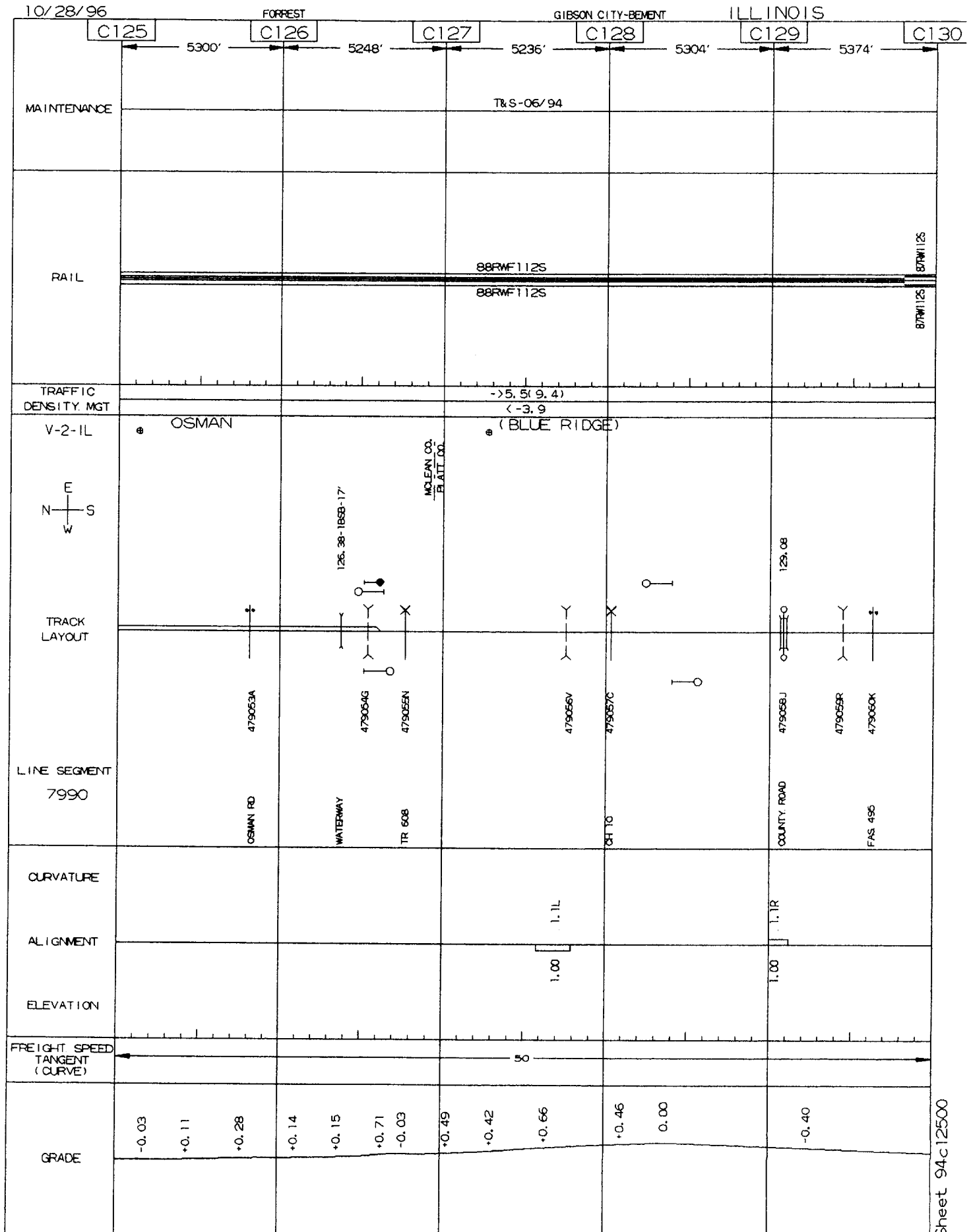
FORREST

GIBSON CITY-DEMENT

ILLINOIS



Sheet 94c12000

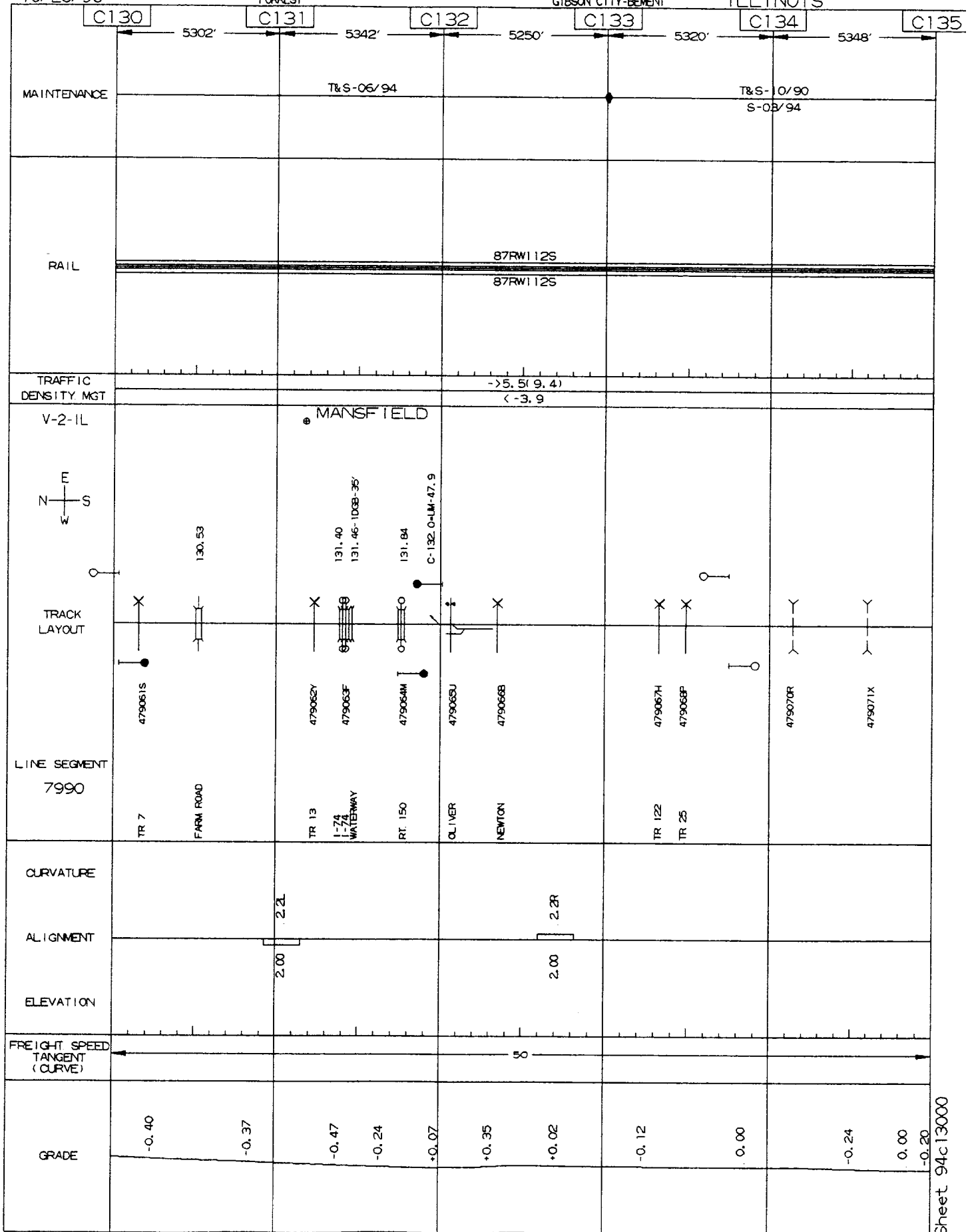


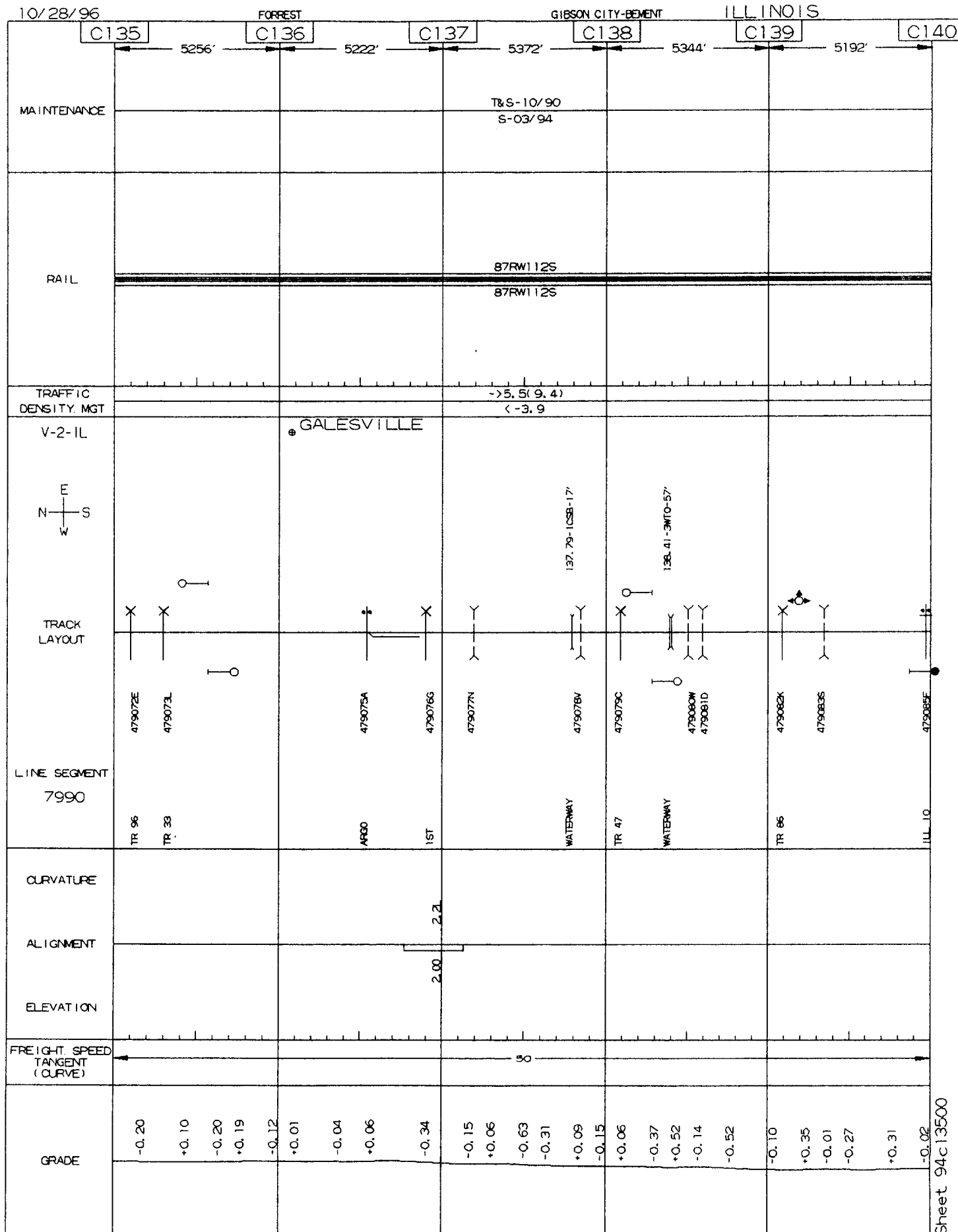
10/28/96

FORREST

GIBSON CITY-BEMENT

ILLINOIS



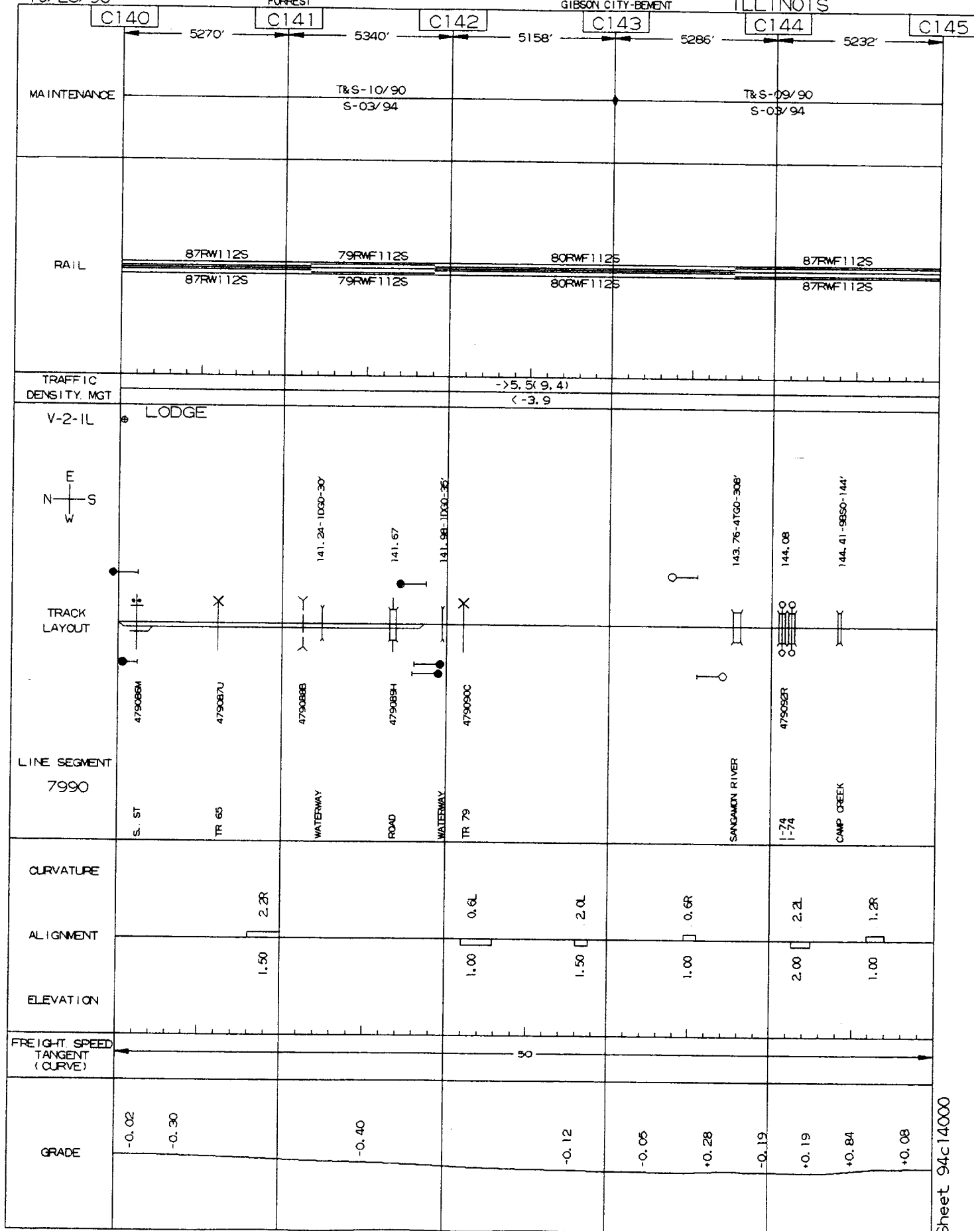


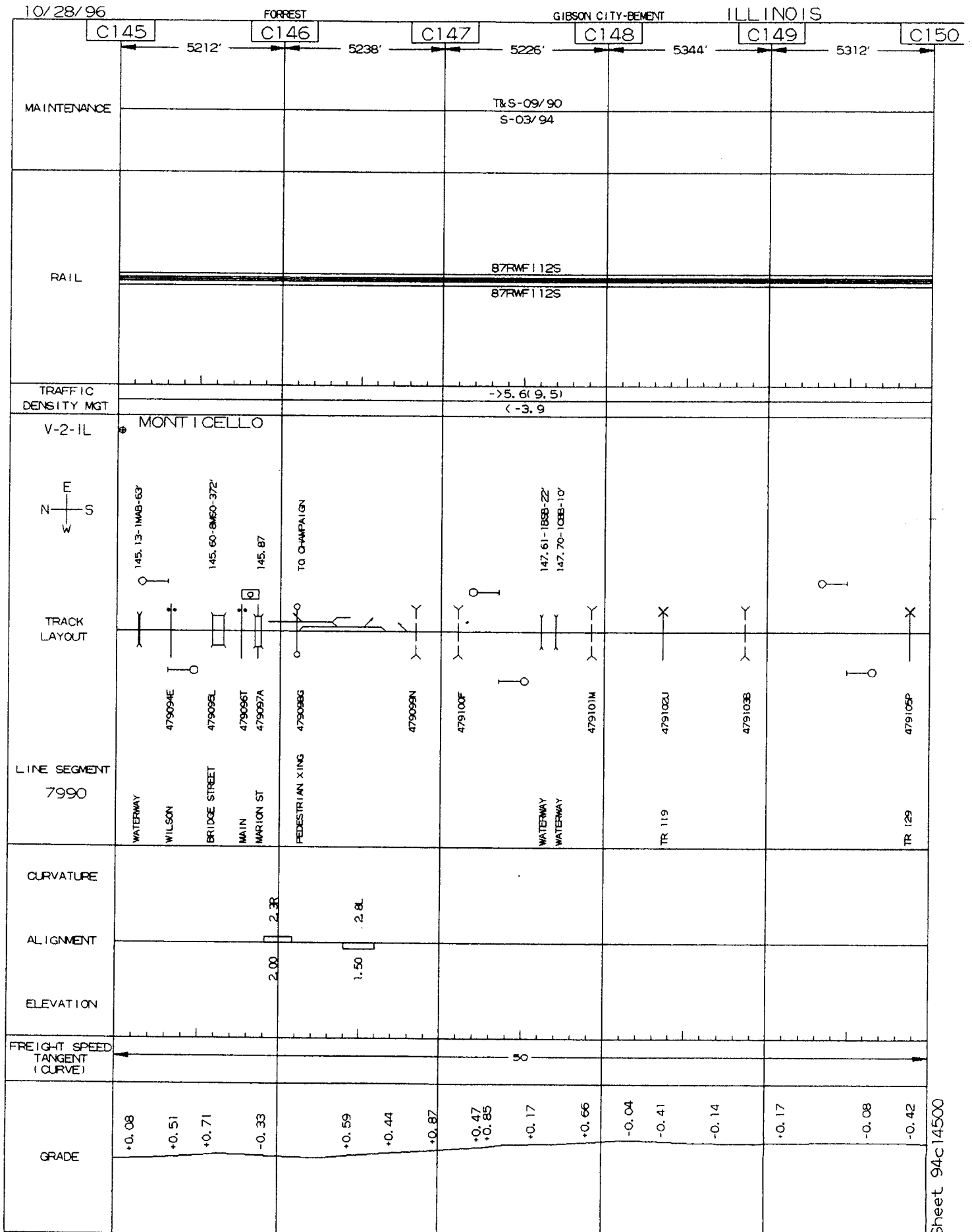
10/28/96

FORREST

GIBSON CITY-BEMENT

ILLINOIS





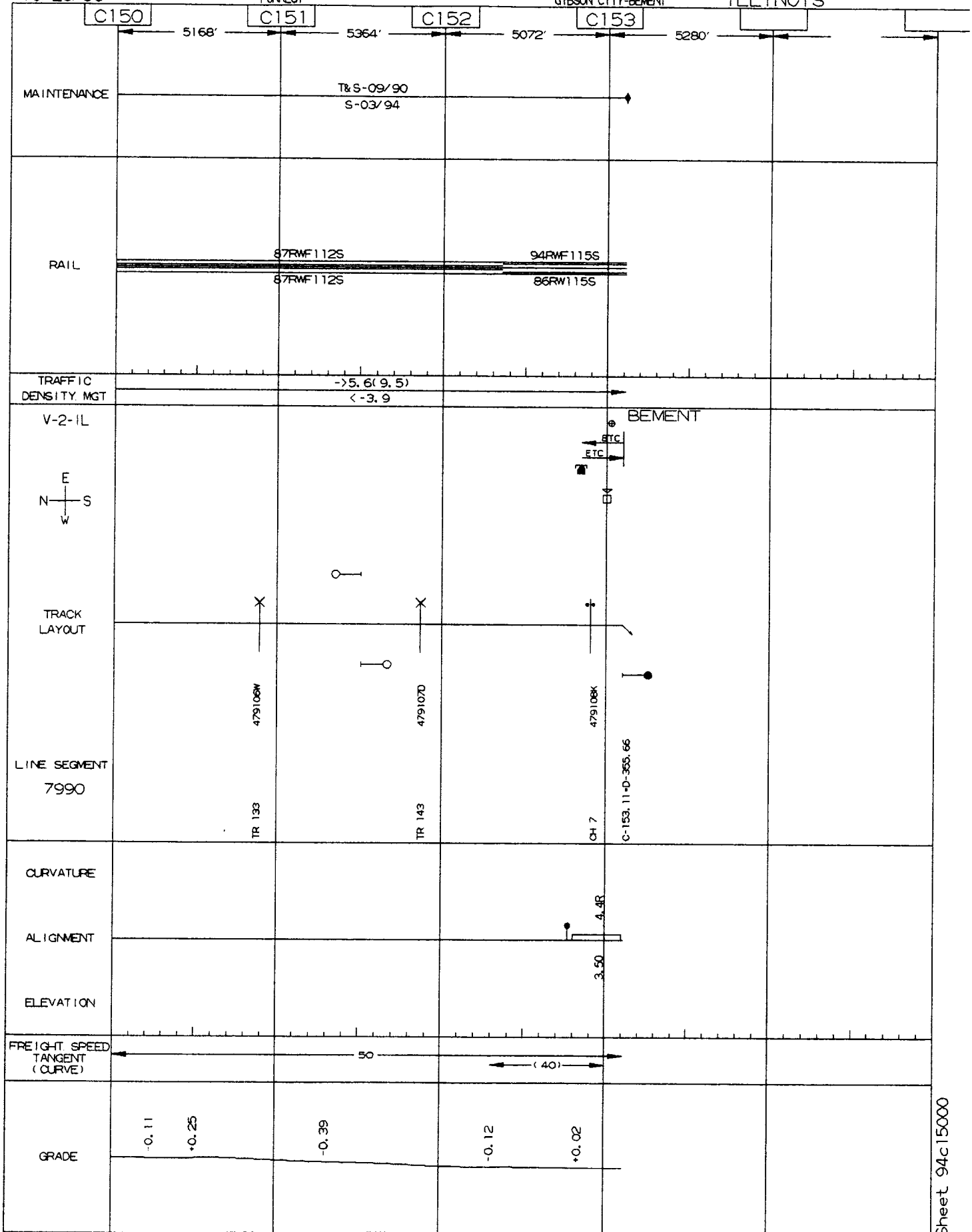


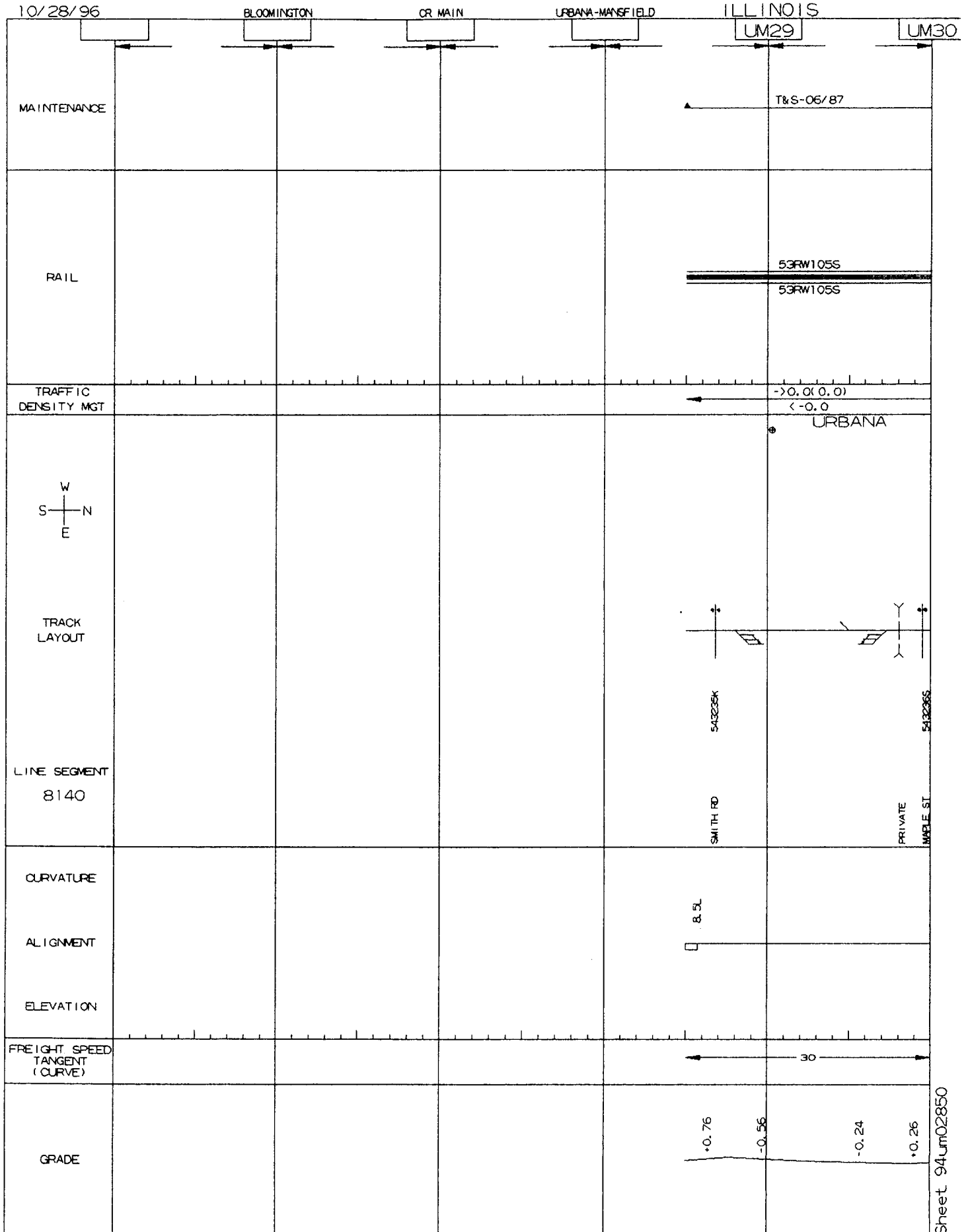
10/28/96

FORREST

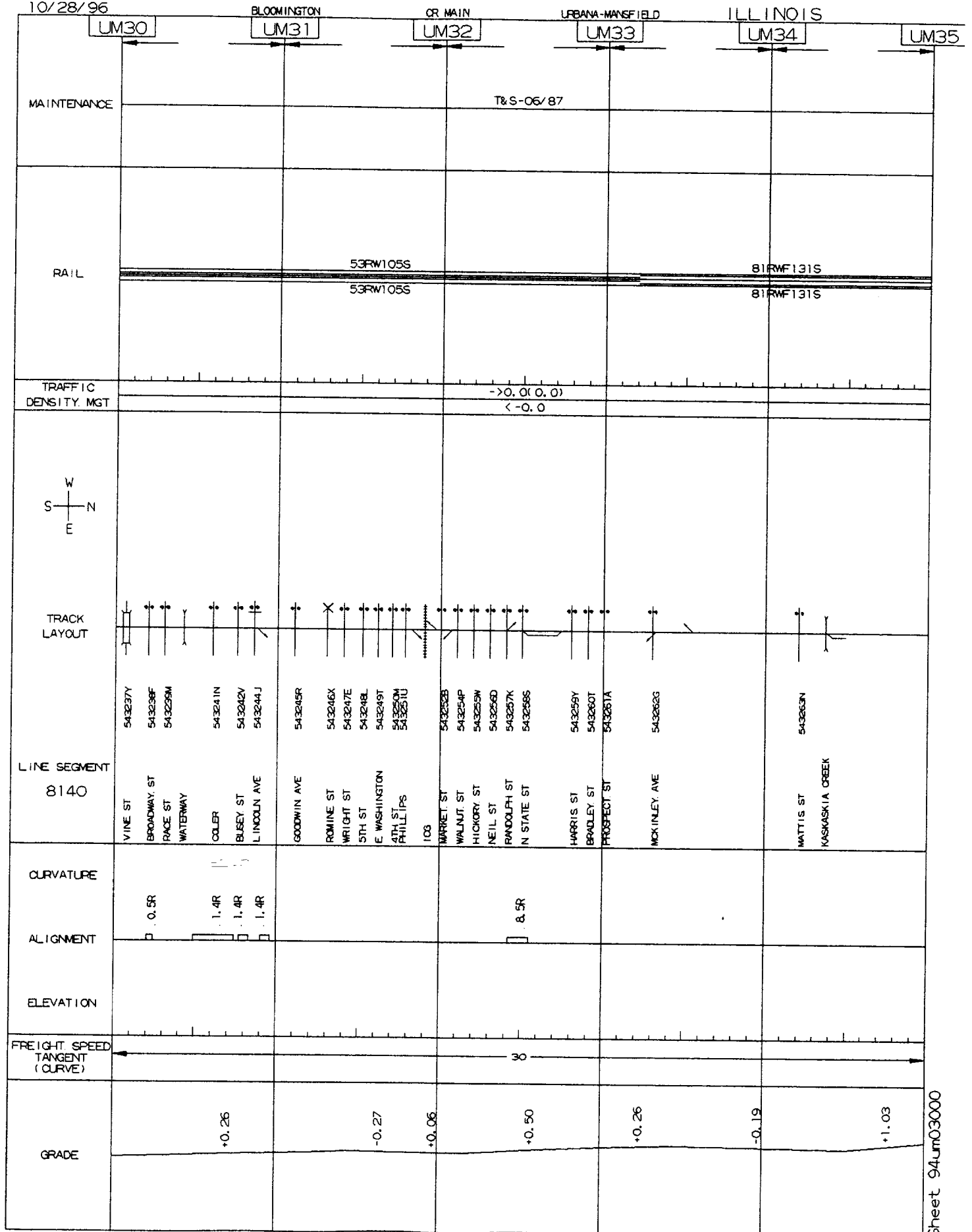
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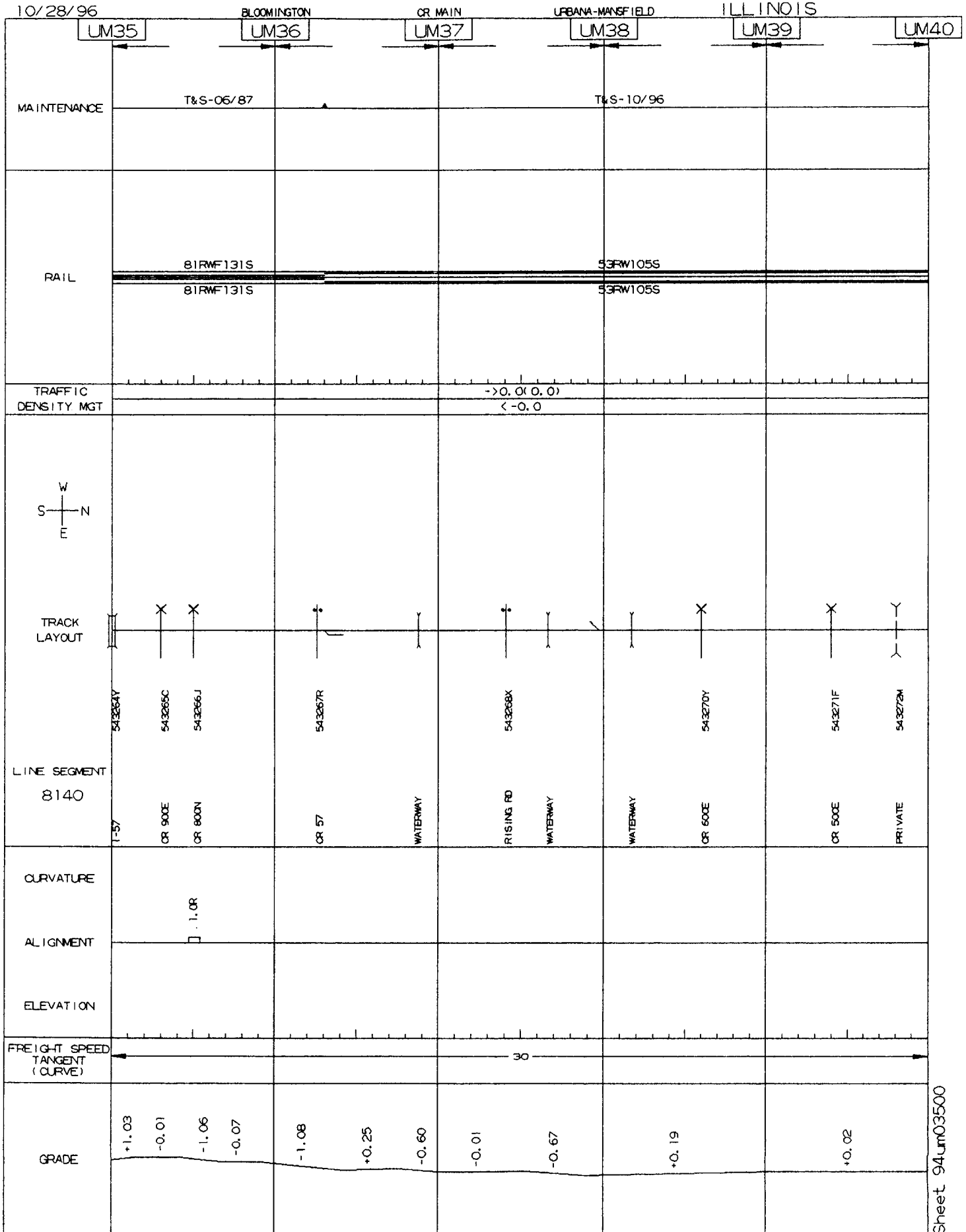
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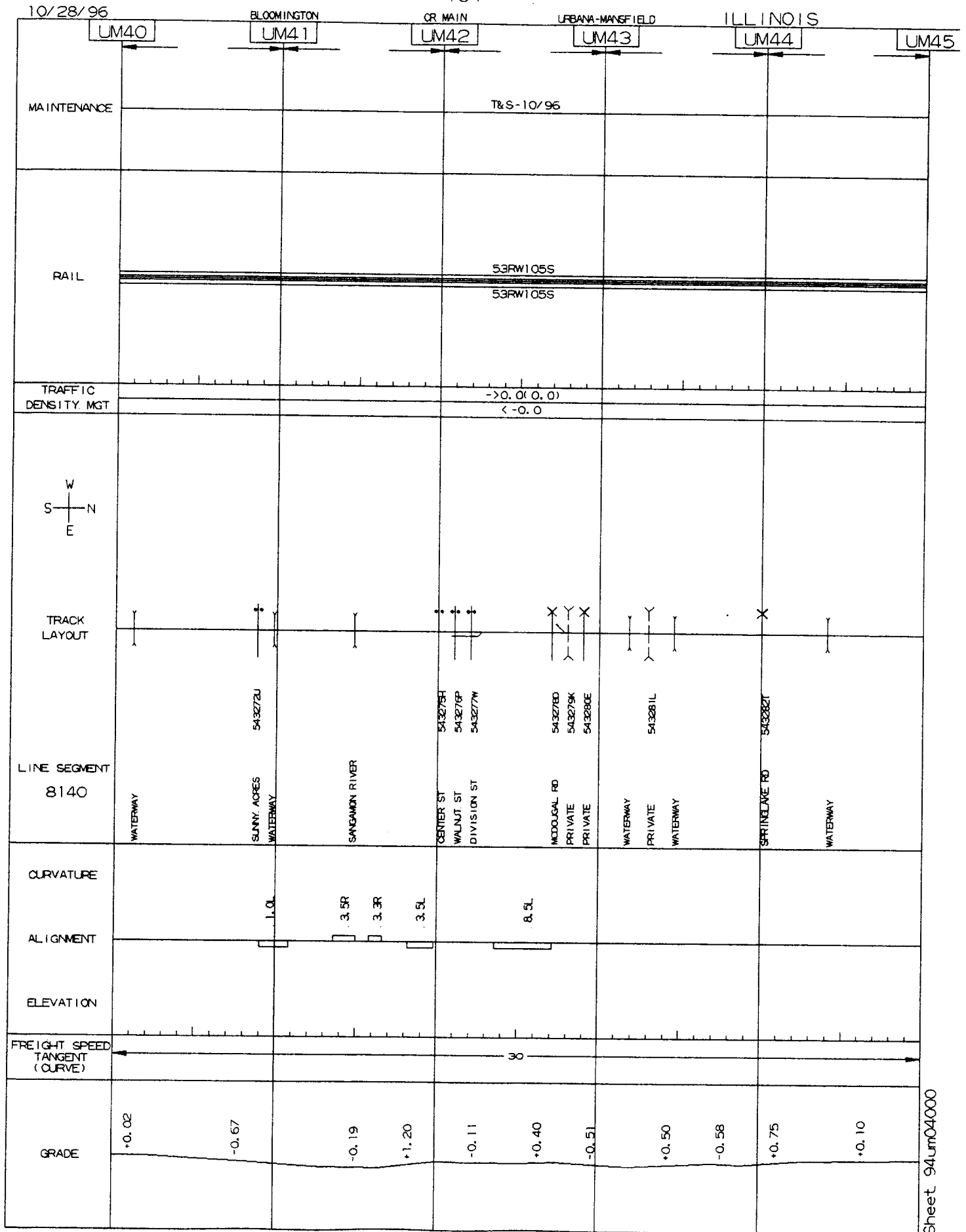


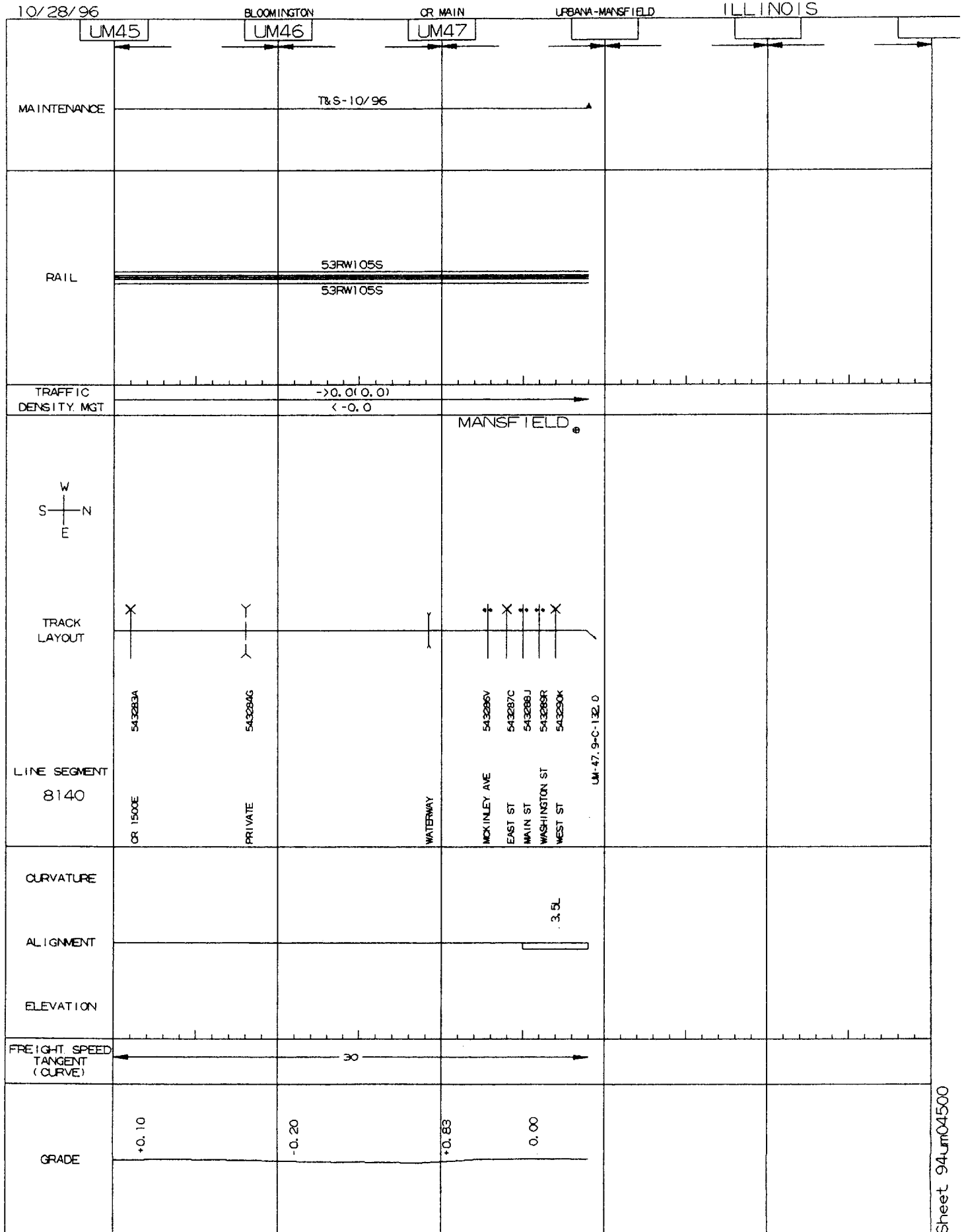


10/28/96









10/28/96

PEORIA

FRANKFORT-PEORIA

ILLINOIS

SP235

MAINTENANCE

RAIL

TRAFFIC  
DENSITY. MGT

V-7-IN

S  
E—W  
N

TRACK  
LAYOUT

LINE SEGMENT  
7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

SE 11/15  
7W 1/315  
SE 11/15  
7W 1/315

CR CROSSING

LAKE DIVISION

ROSSVILLE AVE

15

0.00

Sheet 94sp23500

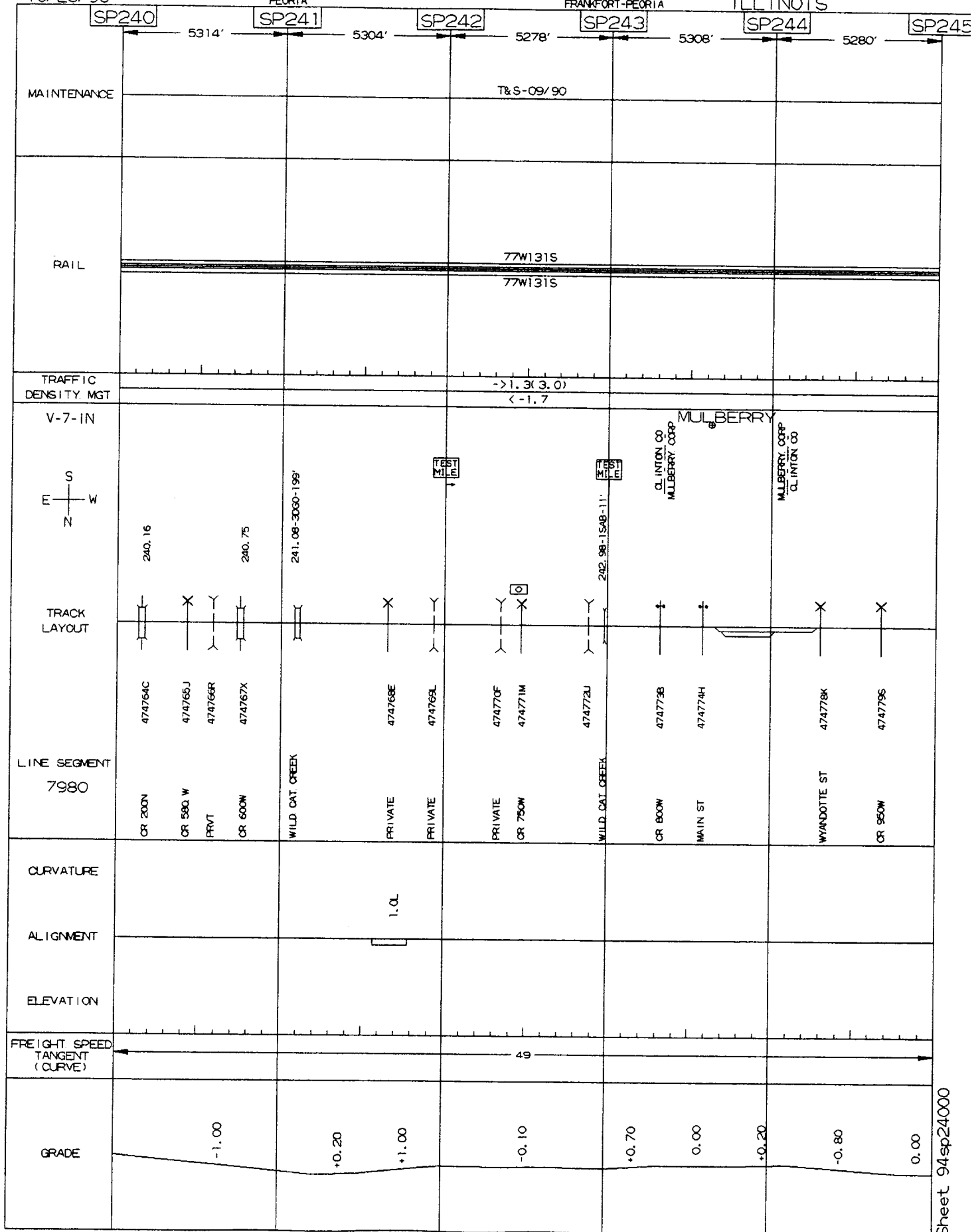


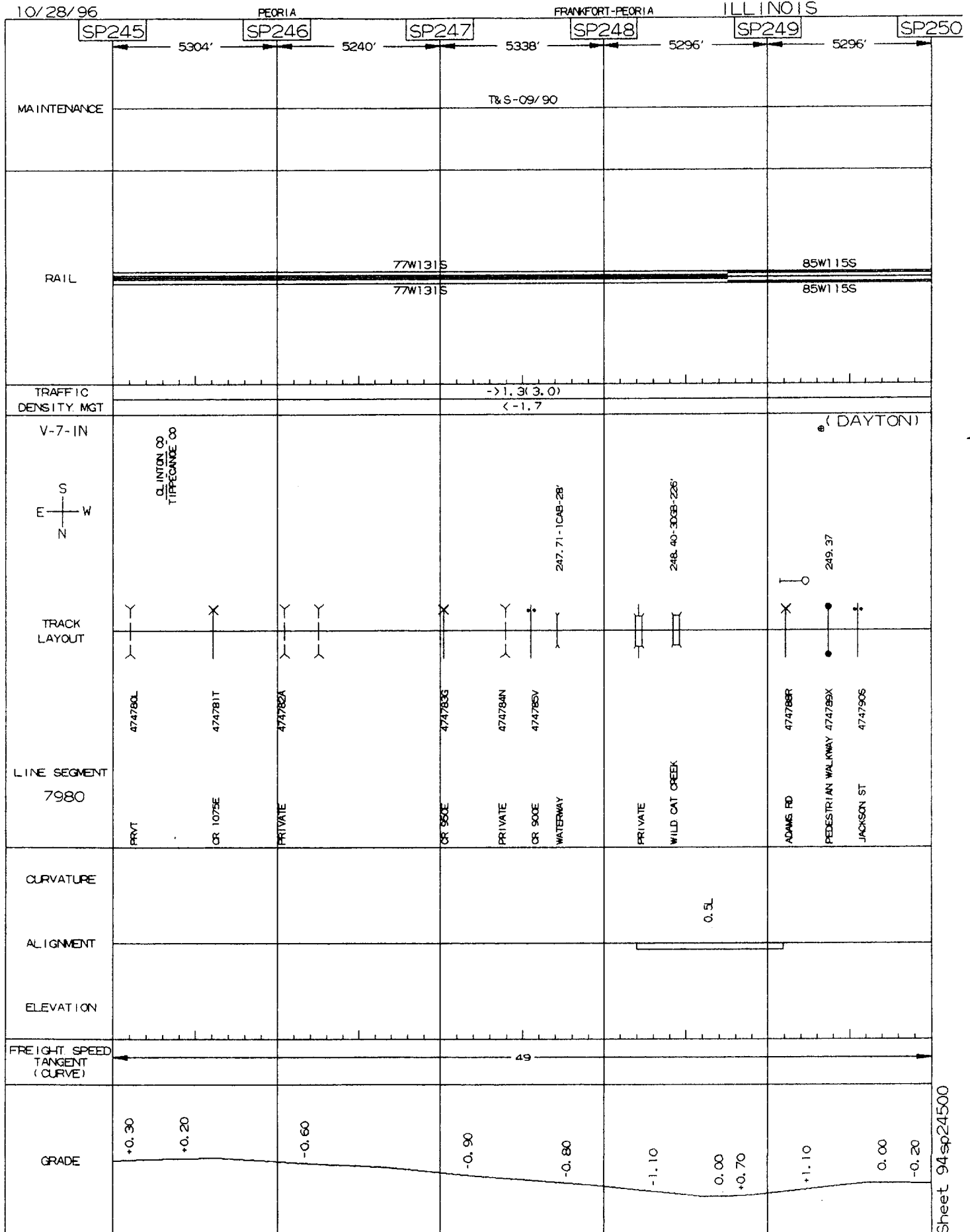
10/28/96

PEORIA

FRANKFORT-PEORIA

ILLINOIS



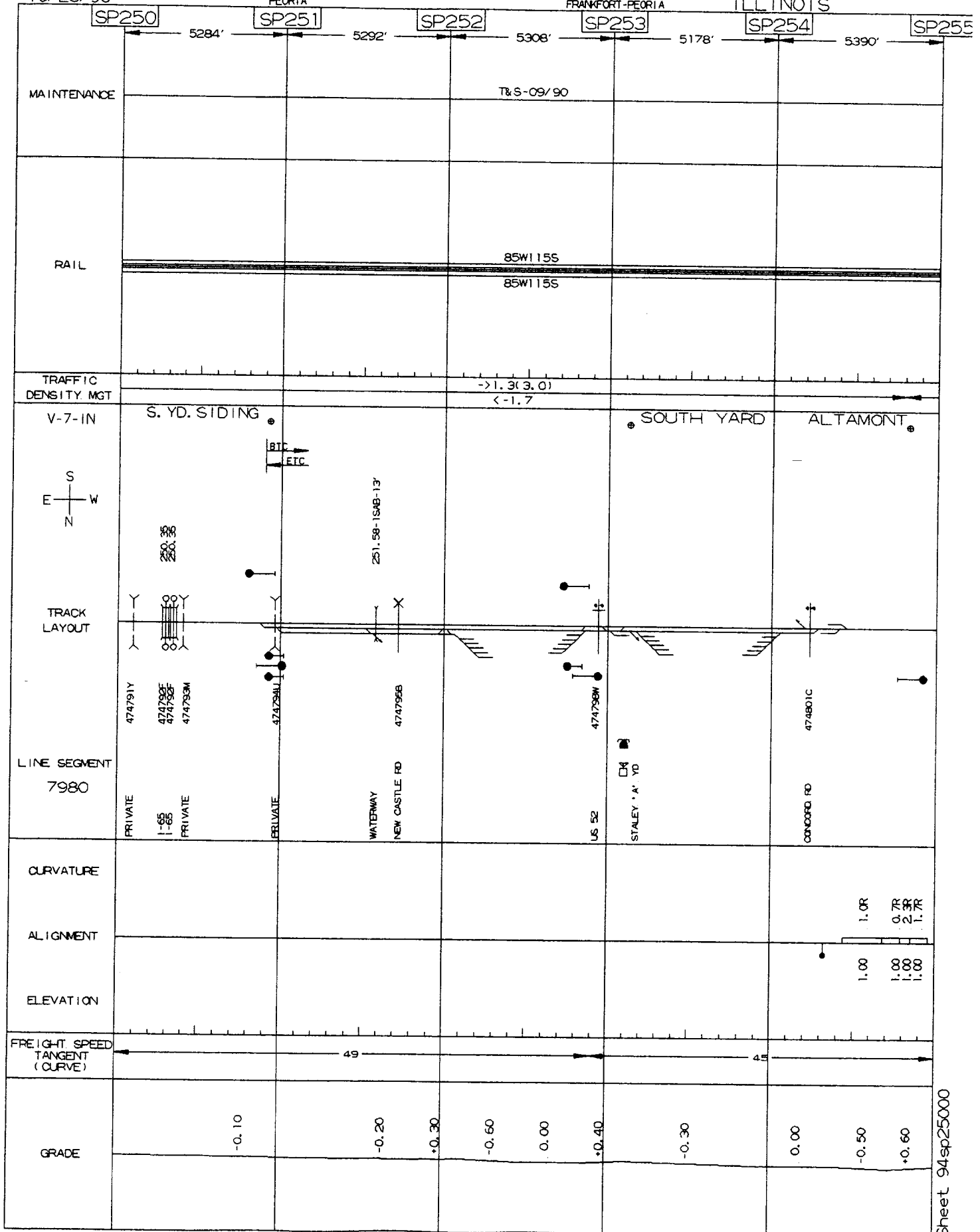


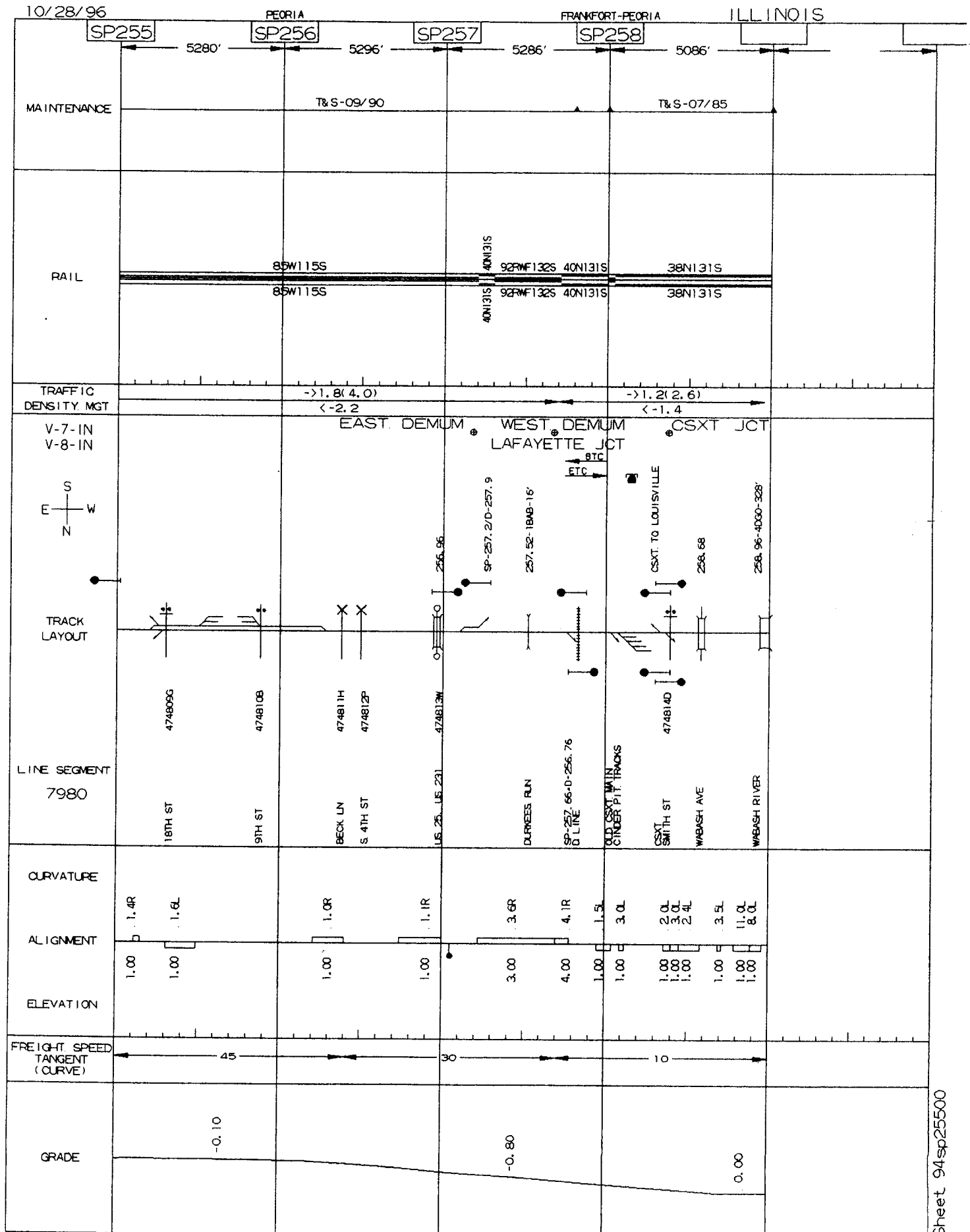
10/28/96

PEORIA

FRANKFORT-PEORIA

ILLINOIS





10/28/96

MOULTON

MOBERLY-DES MOINES

ILLINOIS

SD149

SD15C

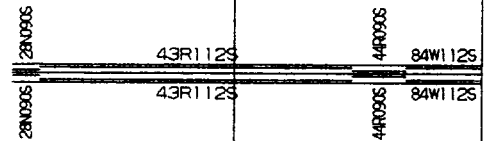
5290'

MAINTENANCE

T&S-10/79

T&S-05/85

RAIL



TRAFFIC DENSITY, MGT

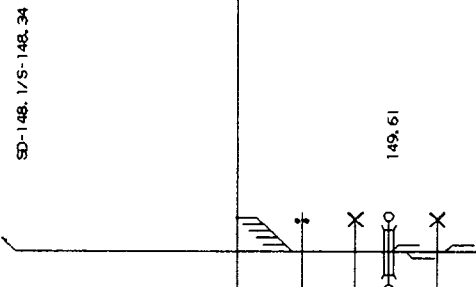
-> 0.0 (0.0)

< -0.0

V-5-M0



TRACK LAYOUT



LINE SEGMENT 8330

4B0430H  
4B0431P  
4B0432W  
4B0433D

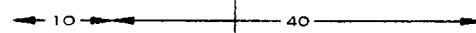
SPARKS AVE  
NORTH AVE  
US 24  
FOWLER LN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)



GRADE

+0.28  
0.00  
+0.23  
0.00  
-0.32  
-0.35

10/28/96

MOULTON

MOBERLY-DES MOINES

ILLINOIS

	SD150	5272'					
MAINTENANCE	T&S-08/85						
RAIL	84W112S 84W112S						
TRAFFIC DENSITY MGT	->0.0(0.0) <-0.0						
MOBERLY							
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div> <div>150.01-3470-13'</div> <div>YARD LIGHT</div>							
TRACK LAYOUT							
LINE SEGMENT 8330							
WATERWAY							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	40						
GRADE	-0.26 +0.07 -0.08 +0.02						

10/28/96

DES MOINES

MOBERLY-DES MOINES

ILLINOIS

SD335

5344'

MAINTENANCE

RAIL

86RWF130S  
86RWF130S

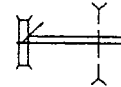
TRAFFIC  
DENSITY MGT

V-2B-1A

S  
E—W  
N

TRACK  
LAYOUT

334.58-9WTO-229'



4841266

LINE SEGMENT  
8374

FOUR MILE CREEK

CURVATURE

ALIGNMENT

ELEVATION

1.00 1.1L 1.1R  
2.00

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

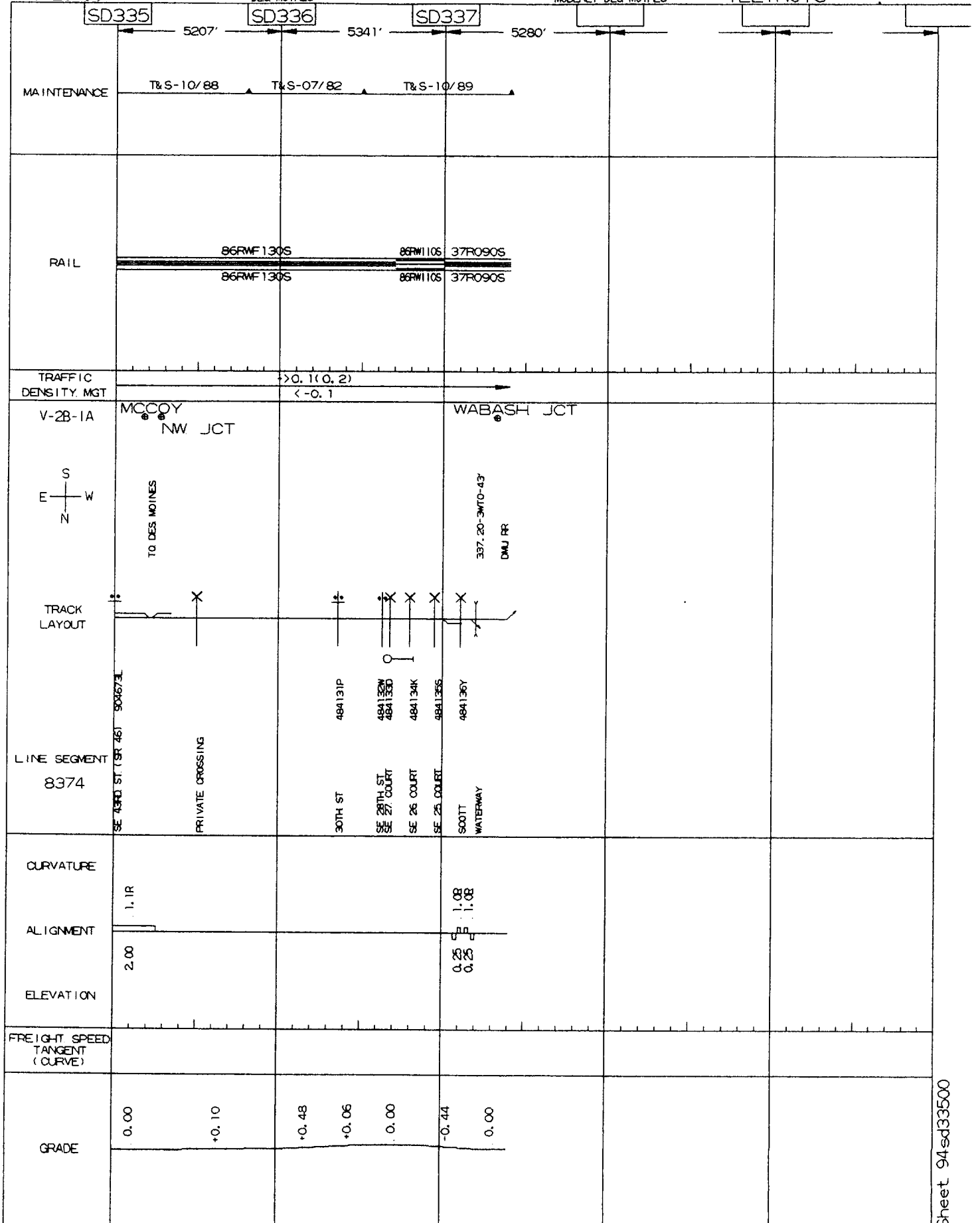
0.00

10/28/96

DES MOINES

MOBERLY-DES MOINES

ILLINOIS





10/28/96

MADISON

COFFEE-E. ST. LOUIS

ILLINOIS

TS395

5287'

T&S-03/93

MAINTENANCE

RAIL

4R131S 51N115S 31N12S  
4R131S 51N115S 31N12S

TRAFFIC  
DENSITY. MGT

->0.0 (0.0)  
<-0.0

V-4-IL

S  
E—W  
N

TRACK  
LAYOUT



476336M  
476337U

LINE SEGMENT  
8030

SR 185  
200 ST

CURVATURE

ALIGNMENT

ELEVATION

2.0L

FREIGHT. SPEED  
TANGENT  
(CURVE)

30

GRADE

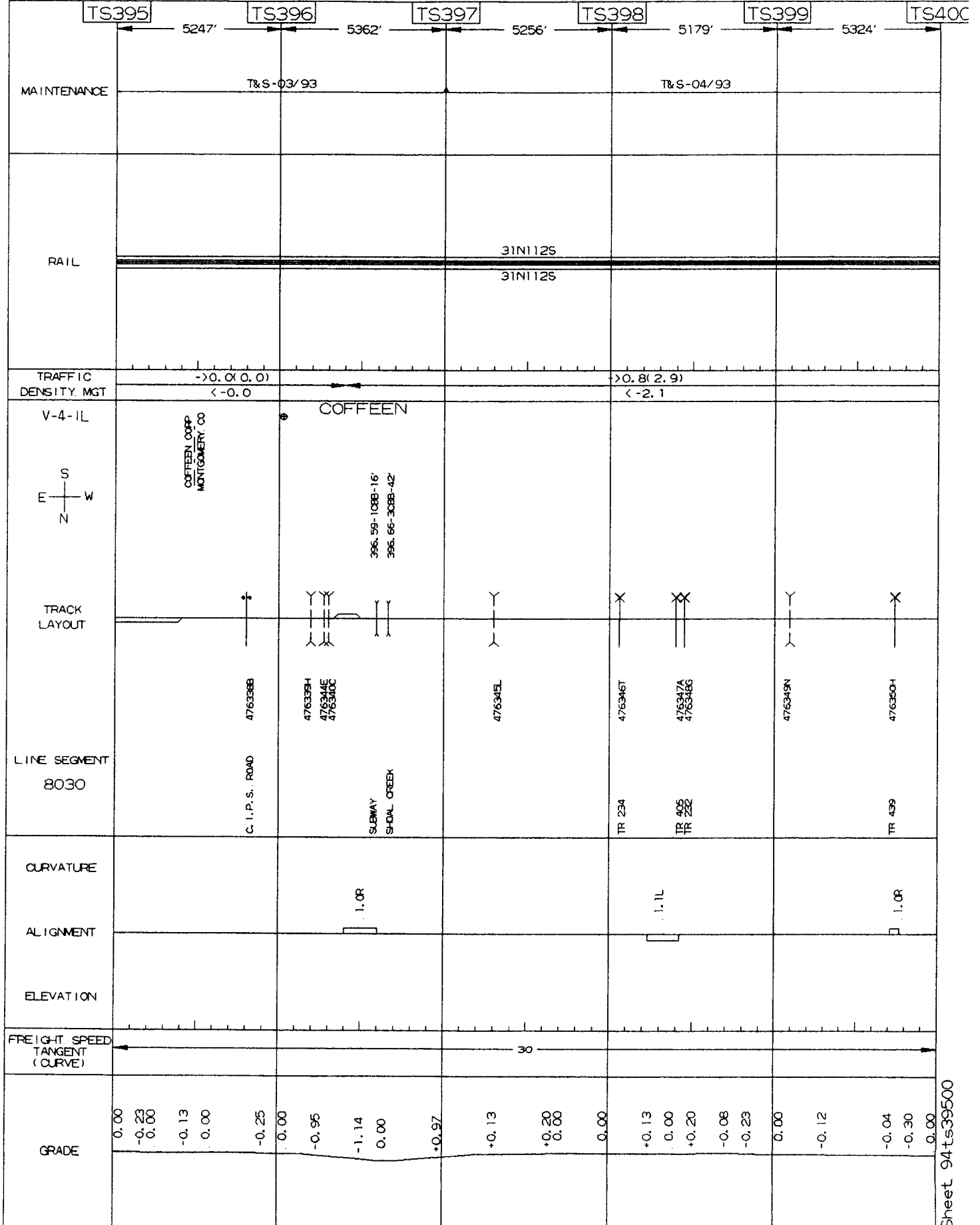
+0.30  
+0.70  
0.00  
-0.29

10/28/96

MADISON

COFFEEN-E. ST. LOUIS

ILLINOIS

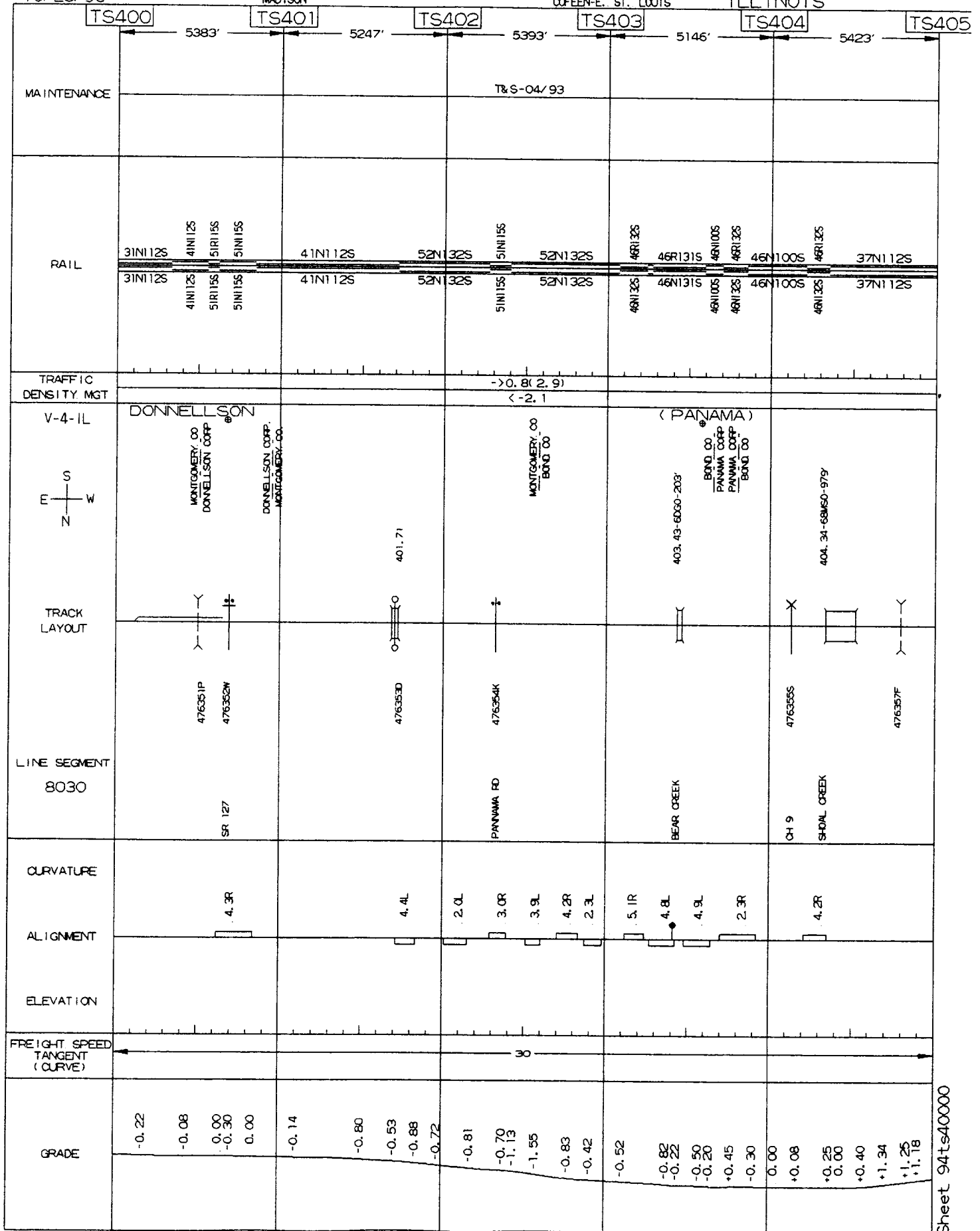


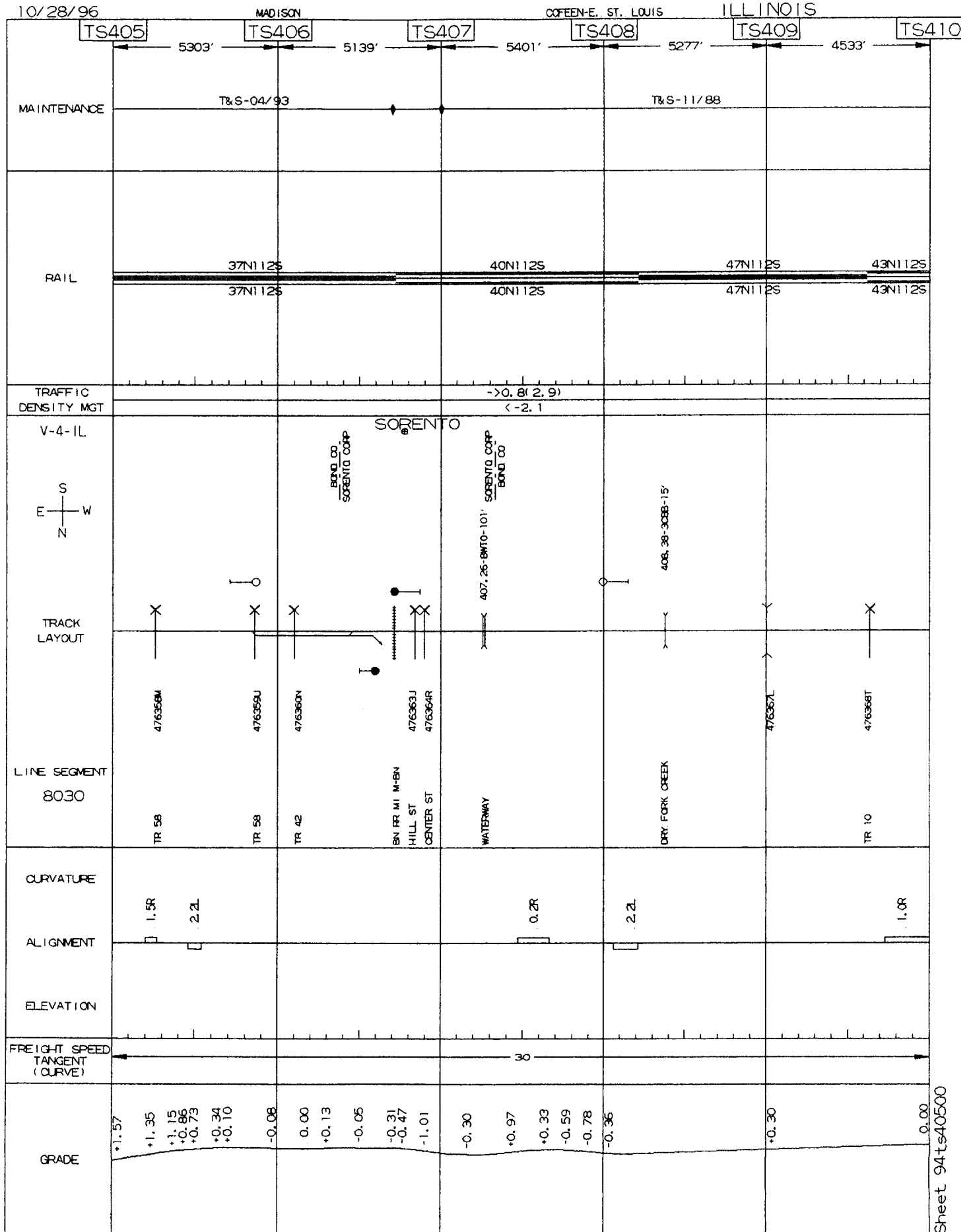
10/28/96

MADISON

COFFEE-E. ST. LOUIS

ILLINOIS



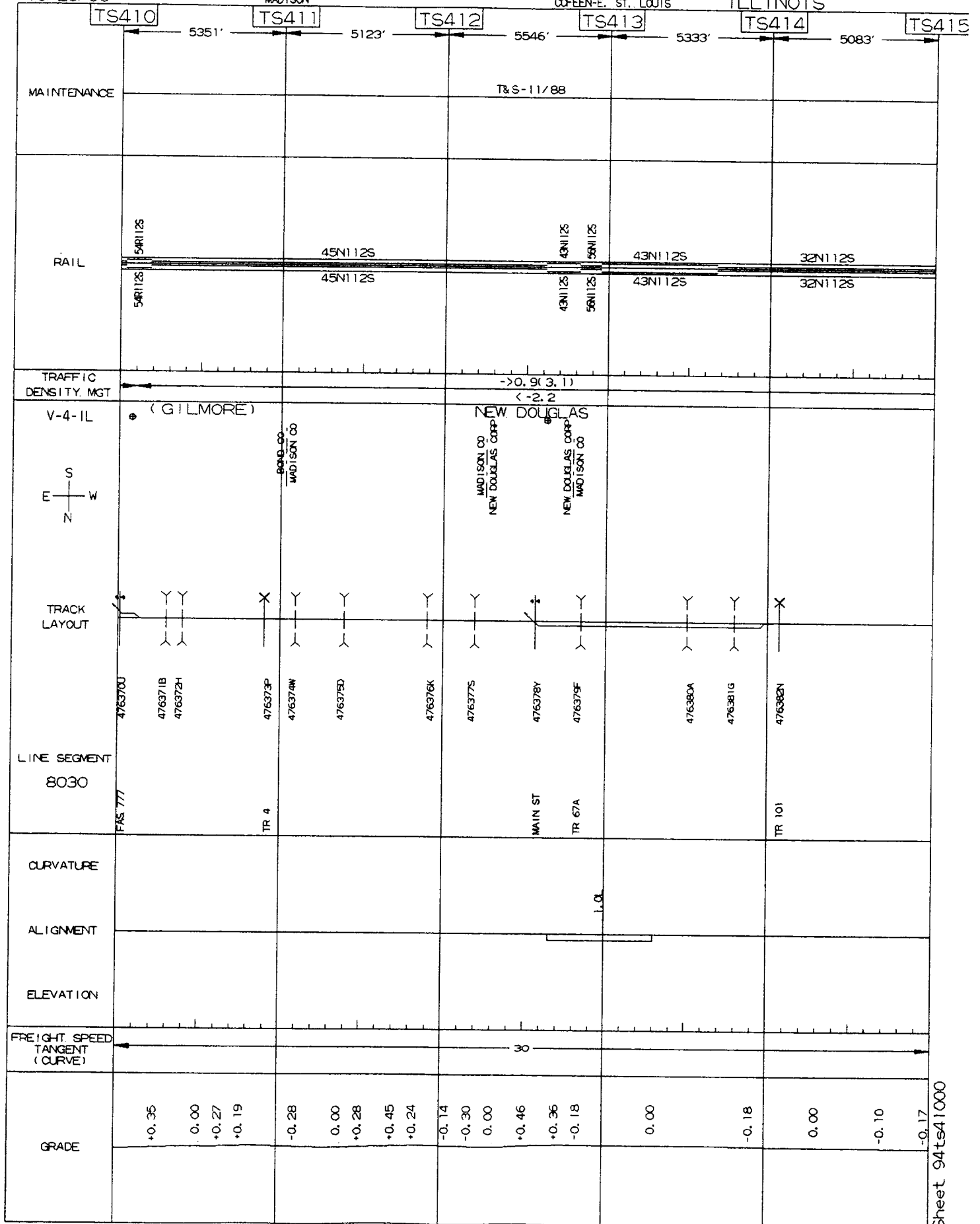


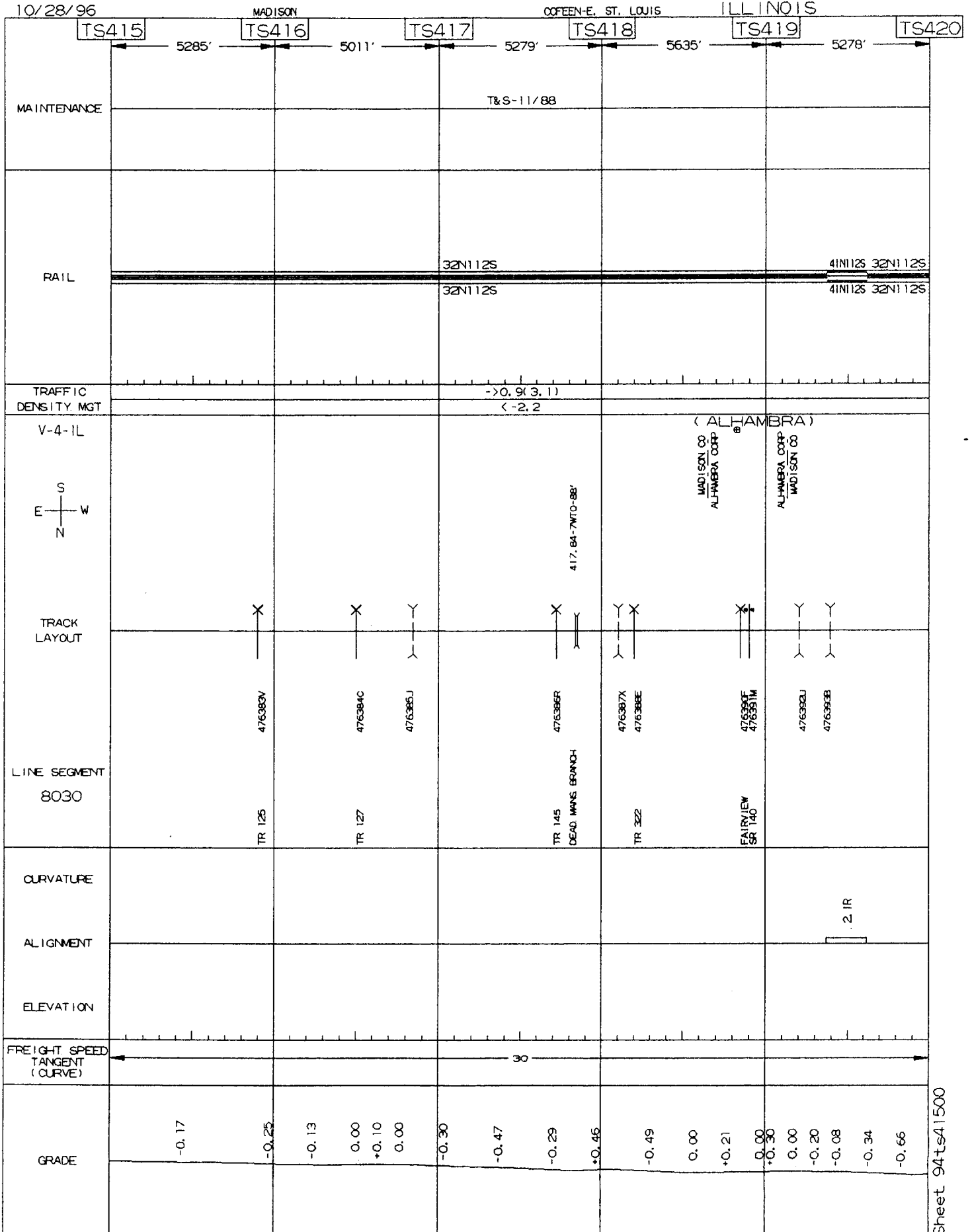
10/28/96

MADISON

COFFEE-E. ST. LOUIS

ILLINOIS



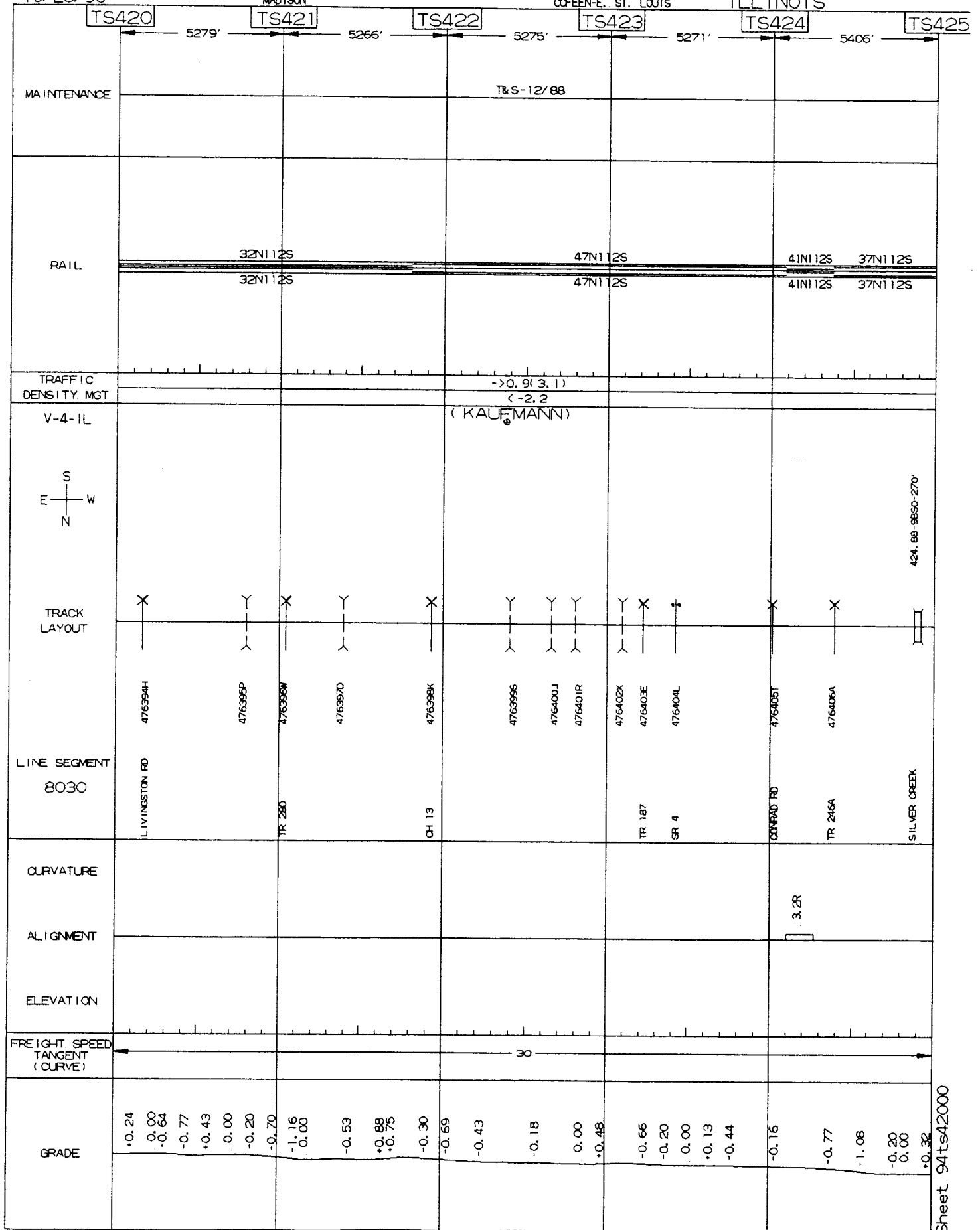


10/28/96

MADISON

COFFEE-E. ST. LOUIS

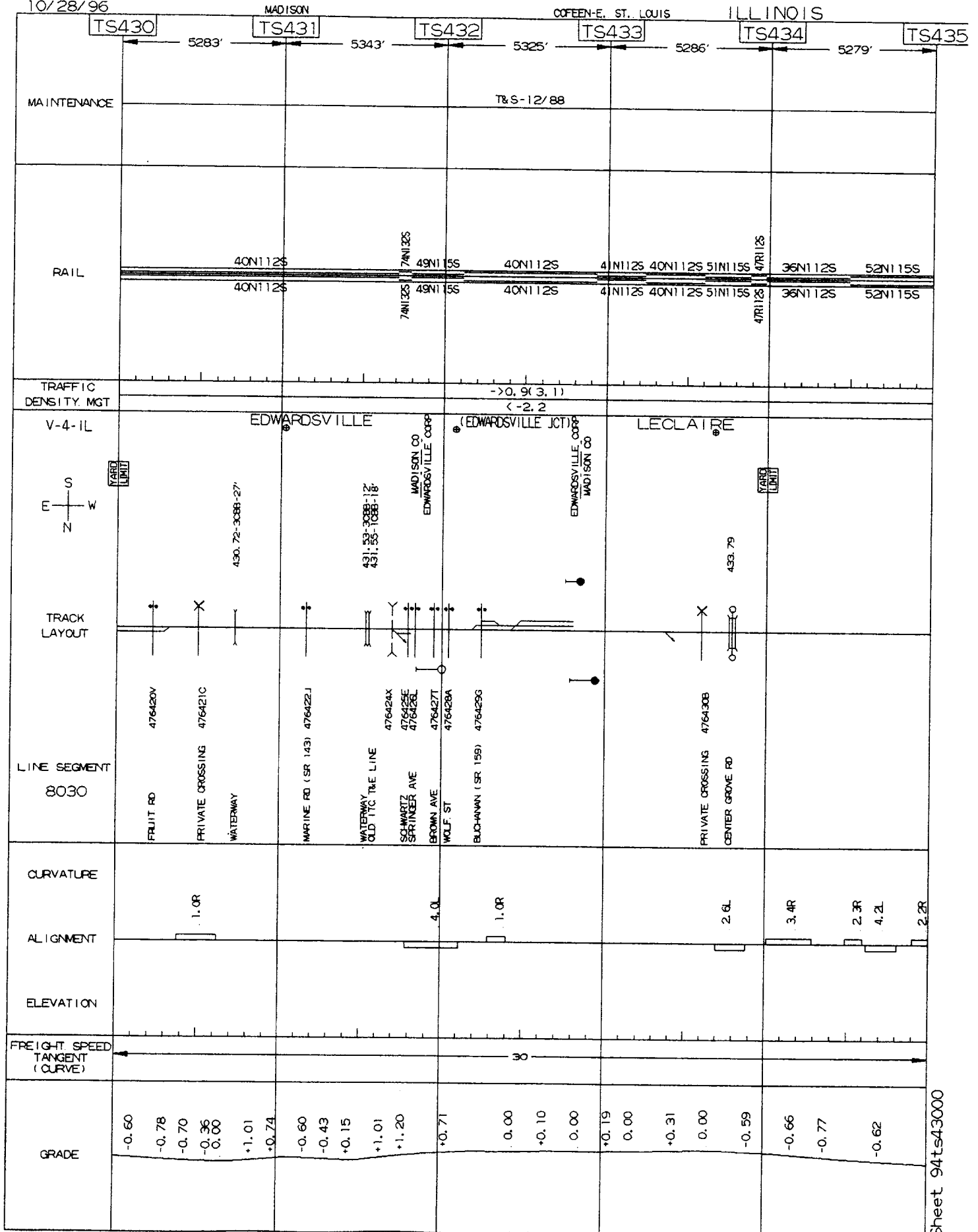
ILLINOIS

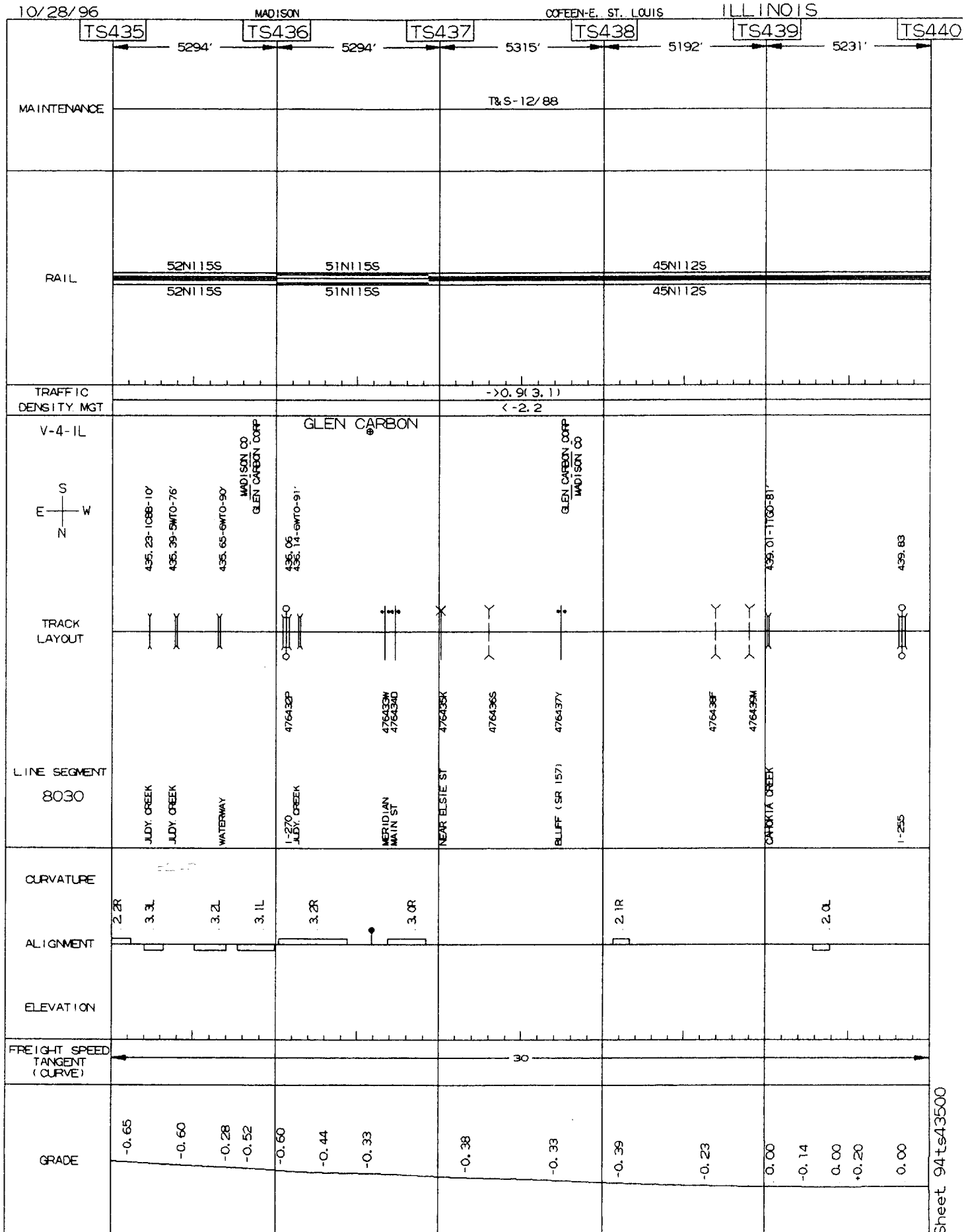


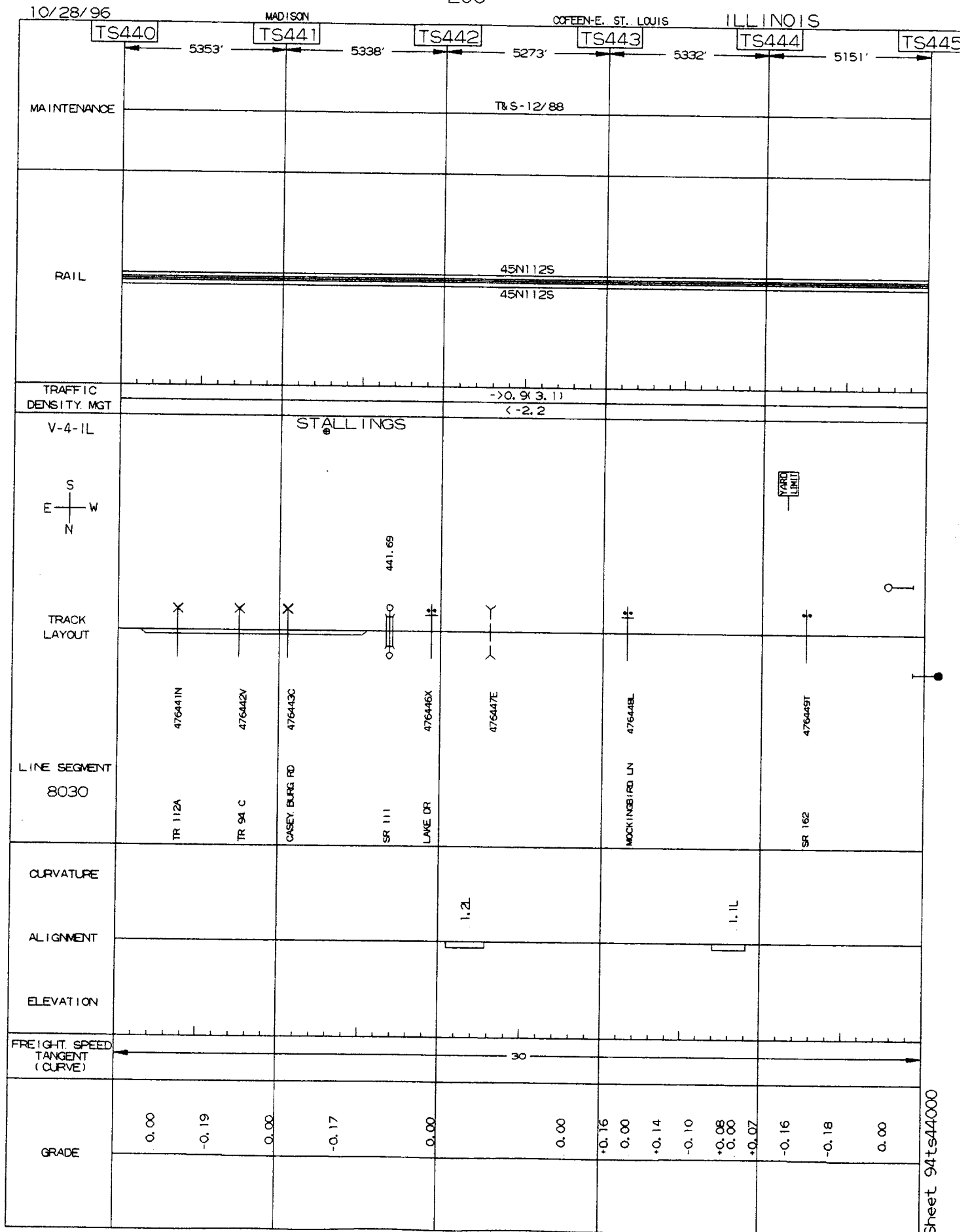
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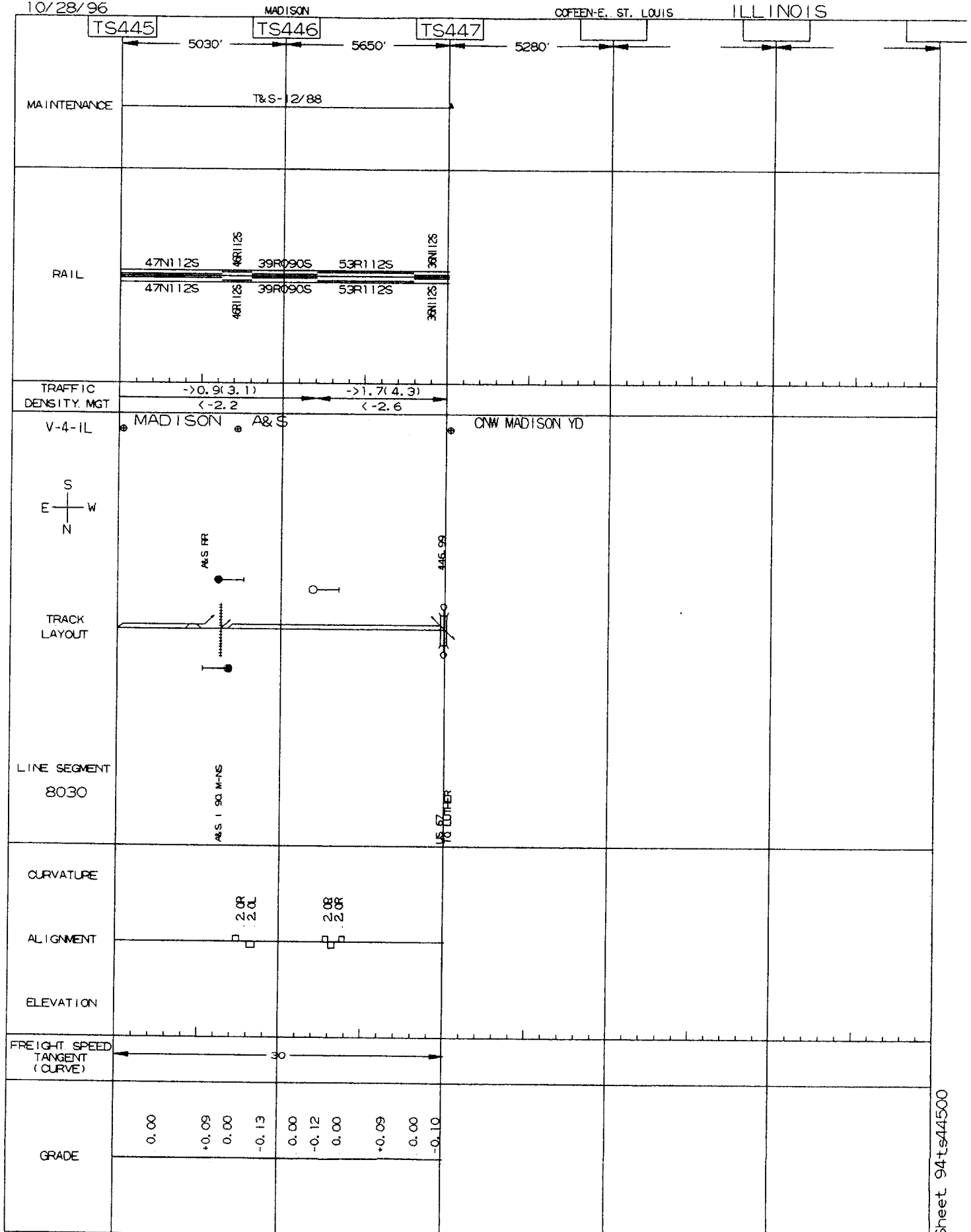
10/28/96







10/28/96



10/28/96

ALTON

A&amp;E LINE

BRIDGE JUNCTION-WR TOWER

ILLINOIS

AE4

AE5

5280'

5280'

MAINTENANCE

T&S- N/A  
S-05/90

RAIL

44N090S 56R112S  
44N090S 56R112STRAFFIC  
DENSITY MGT->8.7(19.1)  
<-10.4W  
S—N  
ETRACK  
LAYOUT

BRIDGE JCT

BROOKLYN

LINE SEGMENT  
8170

TS LINE

3280650

ST CLAIR AVE

THRA

VC BELT SOU

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

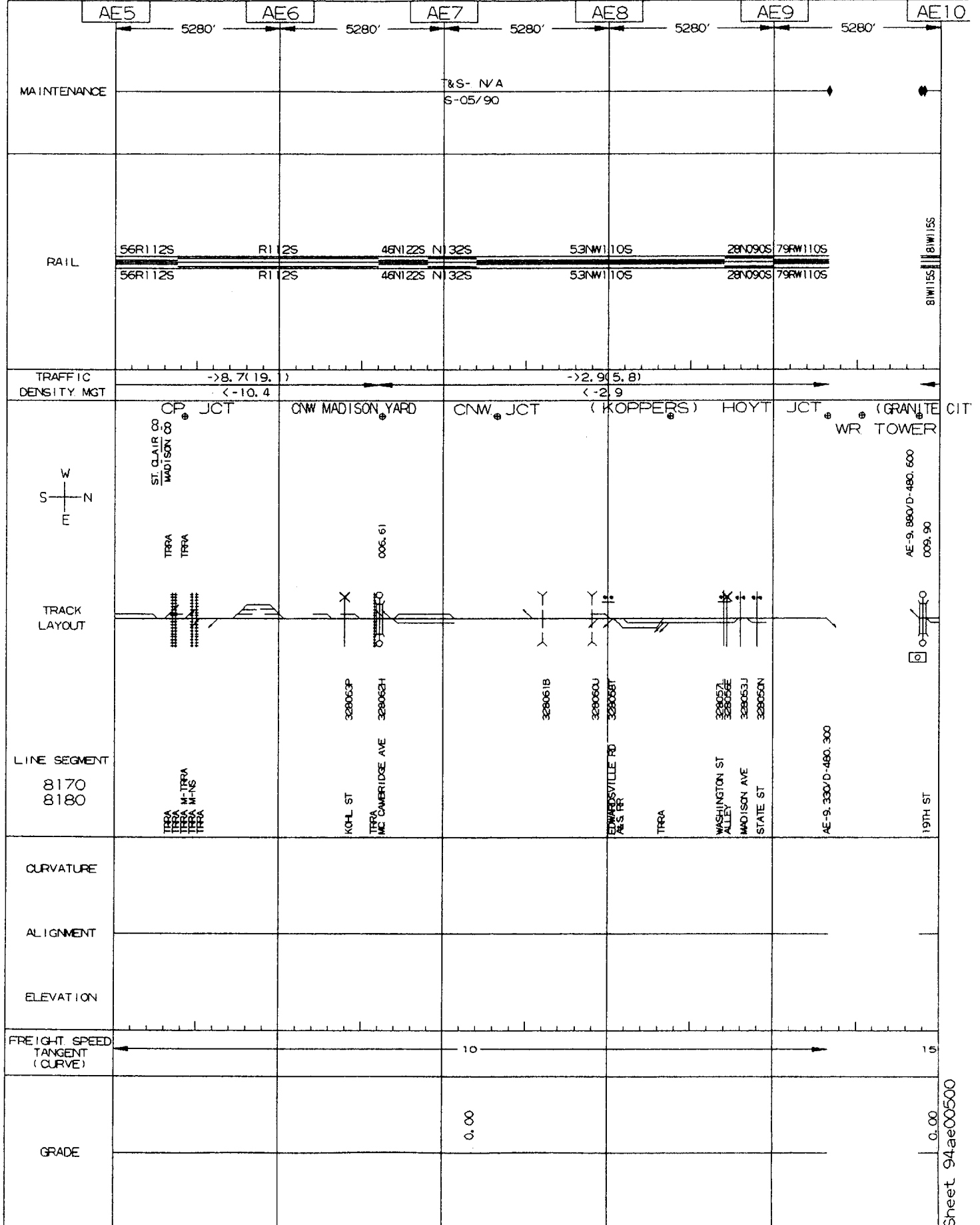
10/28/96

ALTON

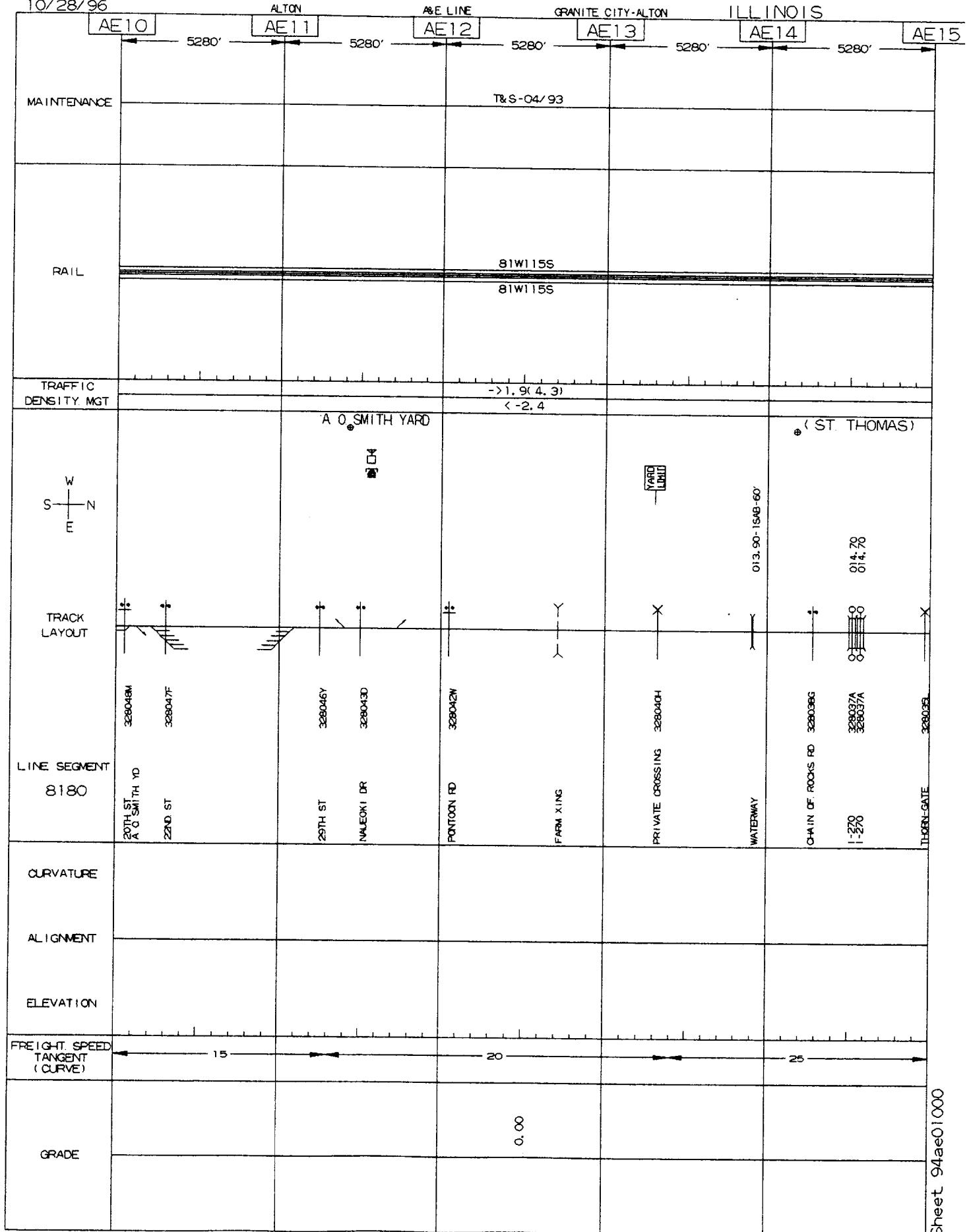
A/E LINE

BRIDGE JUNCTION-WR TOWER

ILLINOIS



10/28/96



10/28/96

ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS

	AE15	AE16	AE17	AE18	AE19	AE20
	5280'		5280'		5280'	
MAINTENANCE	T&S-04/93			T&S-05/93		
RAIL	81W115S					
TRAFFIC DENSITY MGT	->1.9(4,3) <-2.4			->2.0(4,4) <-2.4		
W S—N E	CHEMETCO (OLDENBURG)					
017.50-7030-367'						
TRACK LAYOUT	X	X	X	X	X	X
LINE SEGMENT 8180	328003R PRIVATE	328003J OLDENBURG	328003C SR 203 CANDOKIA DIVERSION LEVEL RD	328002K PRIVATE PRIVATE PRIVATE PRIVATE	328017N 7TH 3RD HAWTHORNE	328011X DATE
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	25					
GRADE	0.00					

Sheet 94ae01500



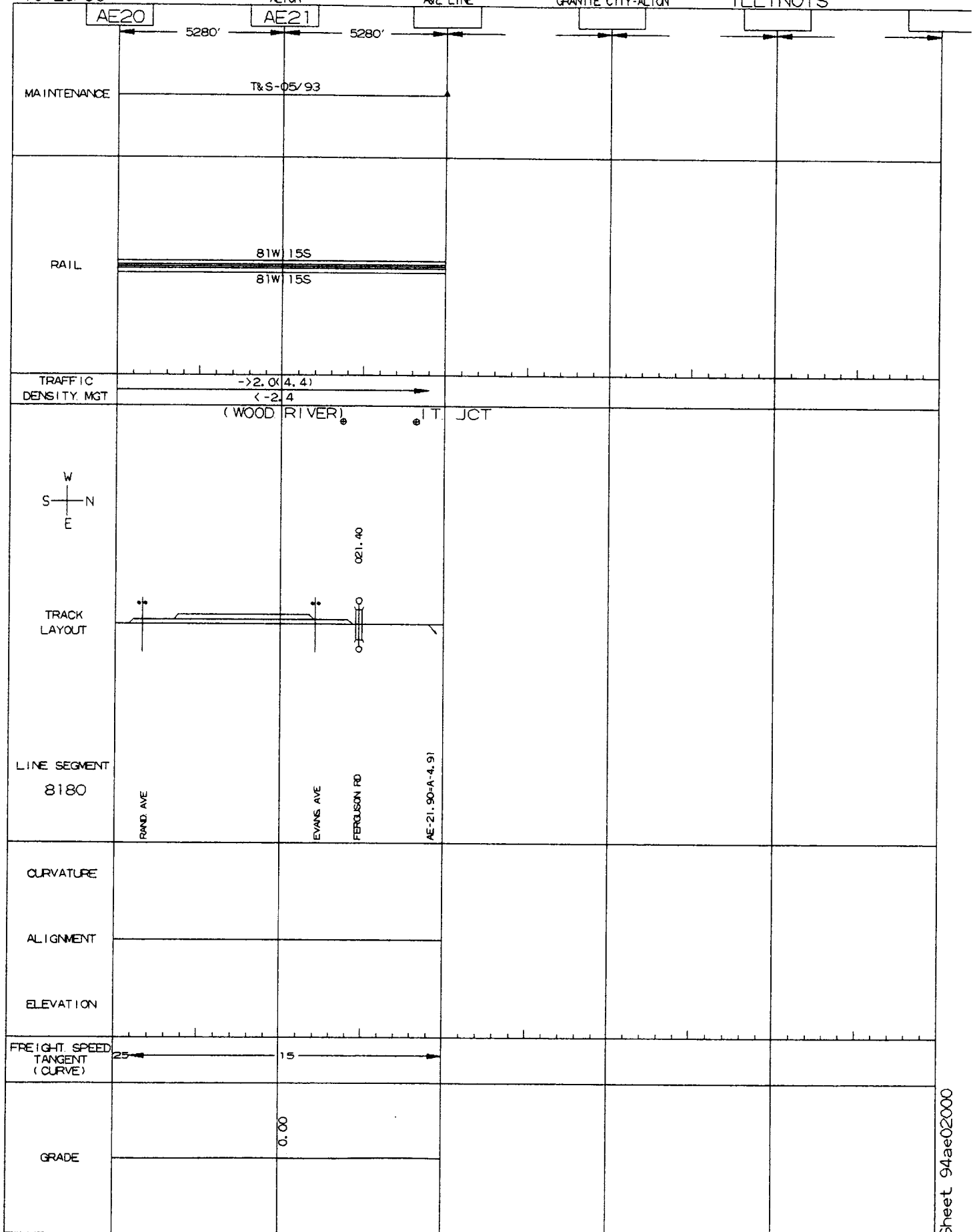
10/28/96

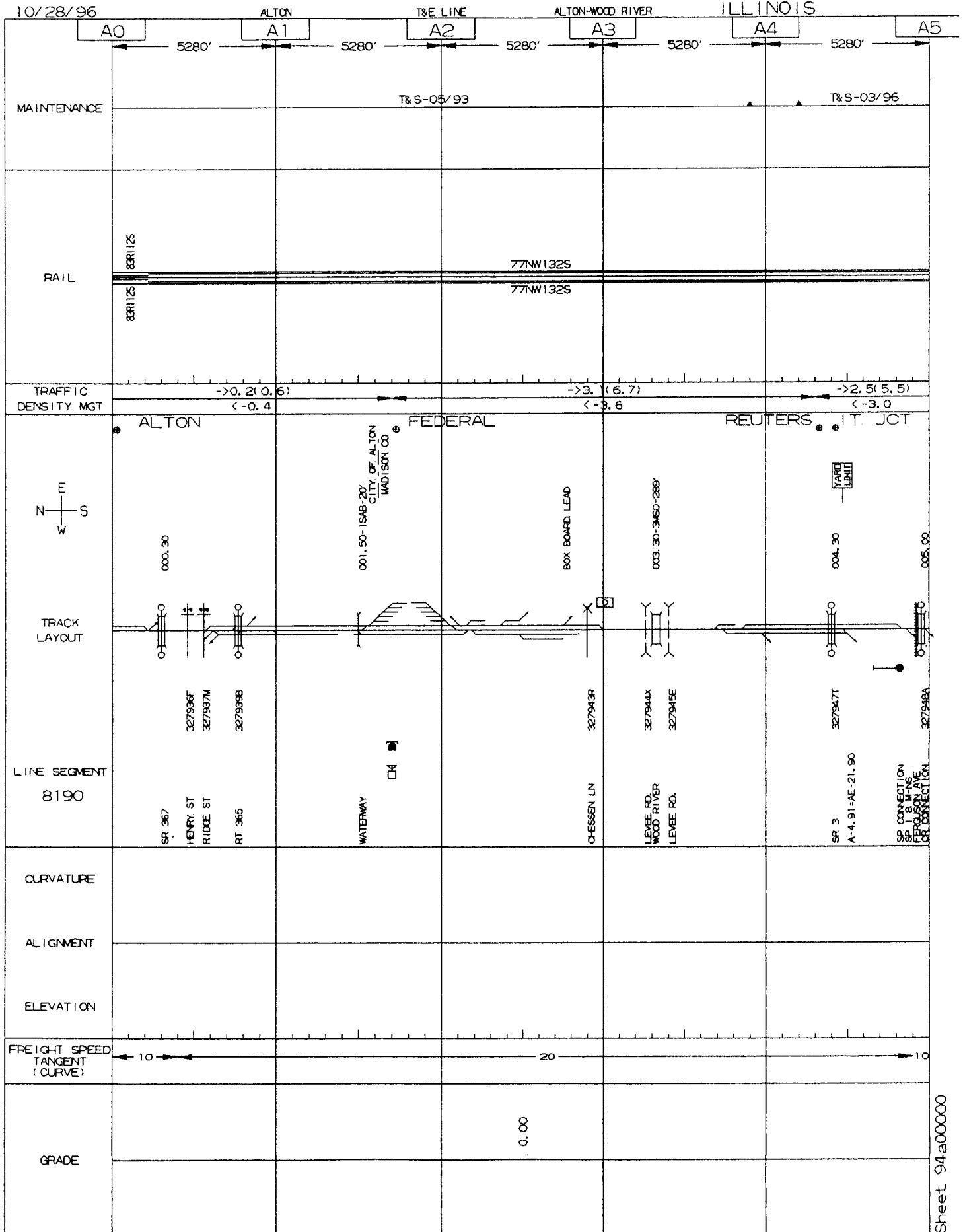
ALTON

A&E LINE

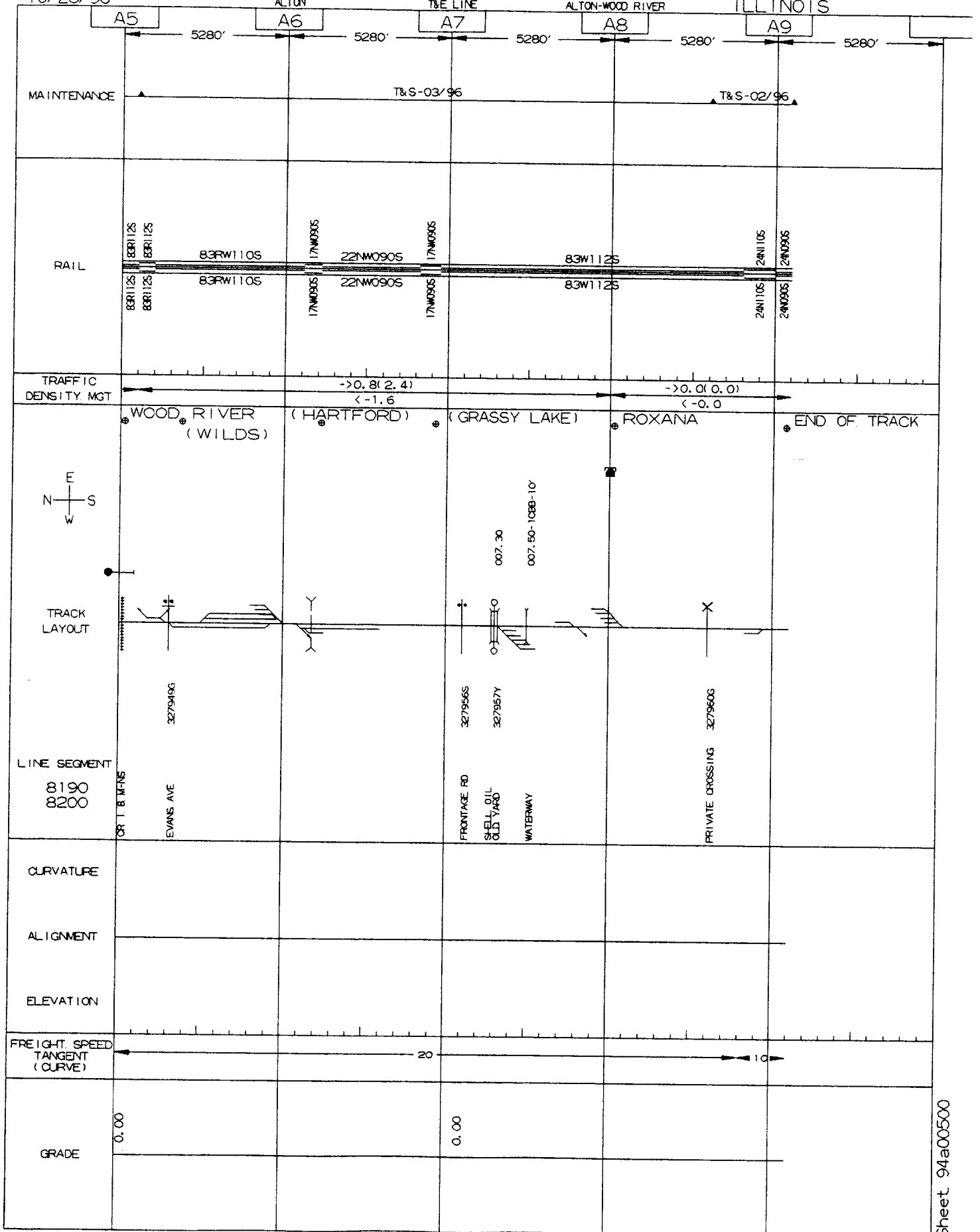
GRANITE CITY-ALTON

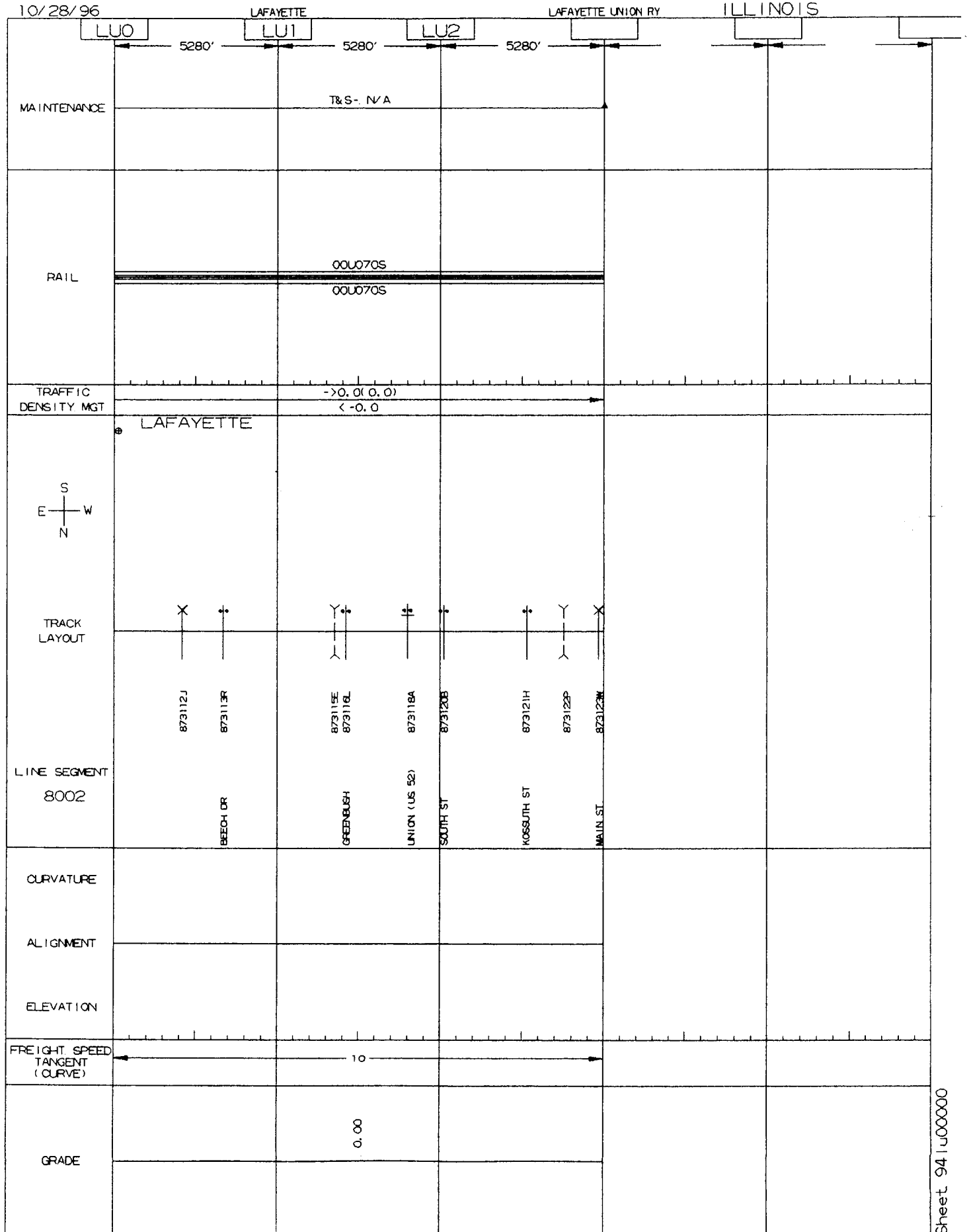
ILLINOIS



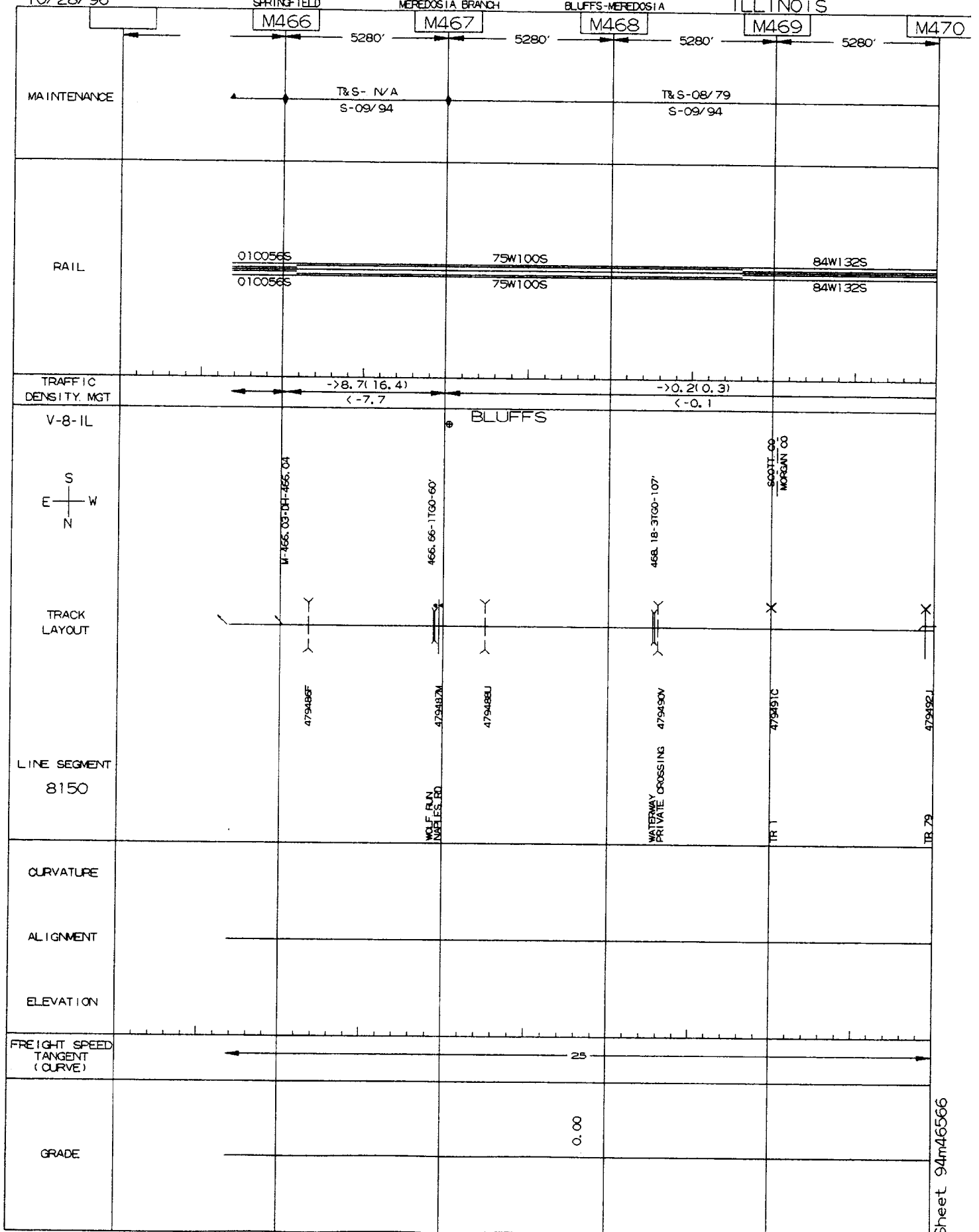


10/28/96





10/28/96



10/28/96

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

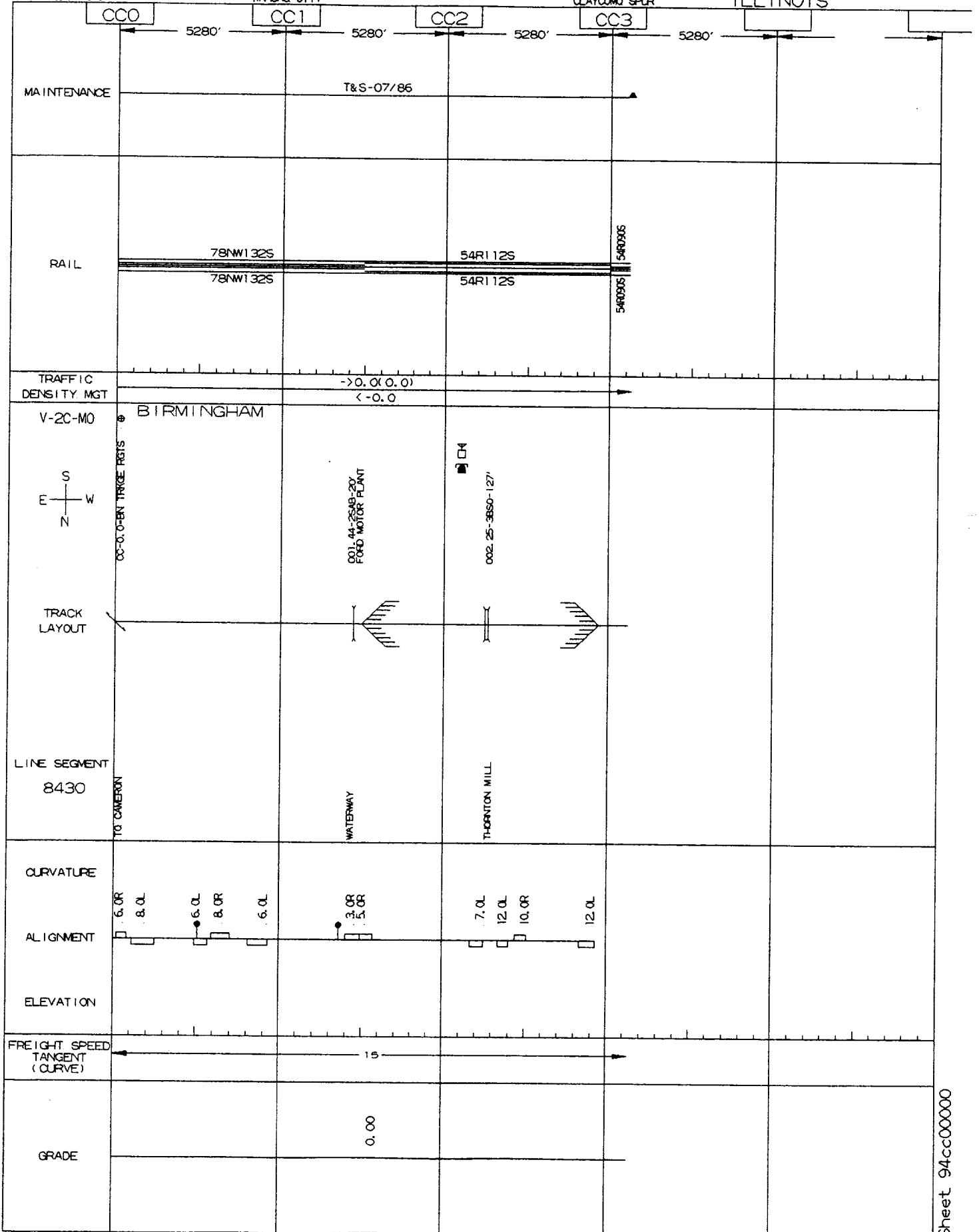
	M470	5280'	M471	5280'					
MAINTENANCE	T&S- N/A S-09/94		T&S- N/A						
RAIL	84W090S 42R090S	84W090S 42R090S	44R080S 44R080S						
TRAFFIC DENSITY MGT	->0.2(0.3) <-0.1		->0.0(0.0) <-0.0						
V-8-IL	MEREDOSIA								
<div style="text-align: center;">           S                         E — W                         N         </div>									
TRACK LAYOUT									
LINE SEGMENT 8150	TR 2B FAS 1608		CITY ST						
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	25	10							
GRADE	0.00								

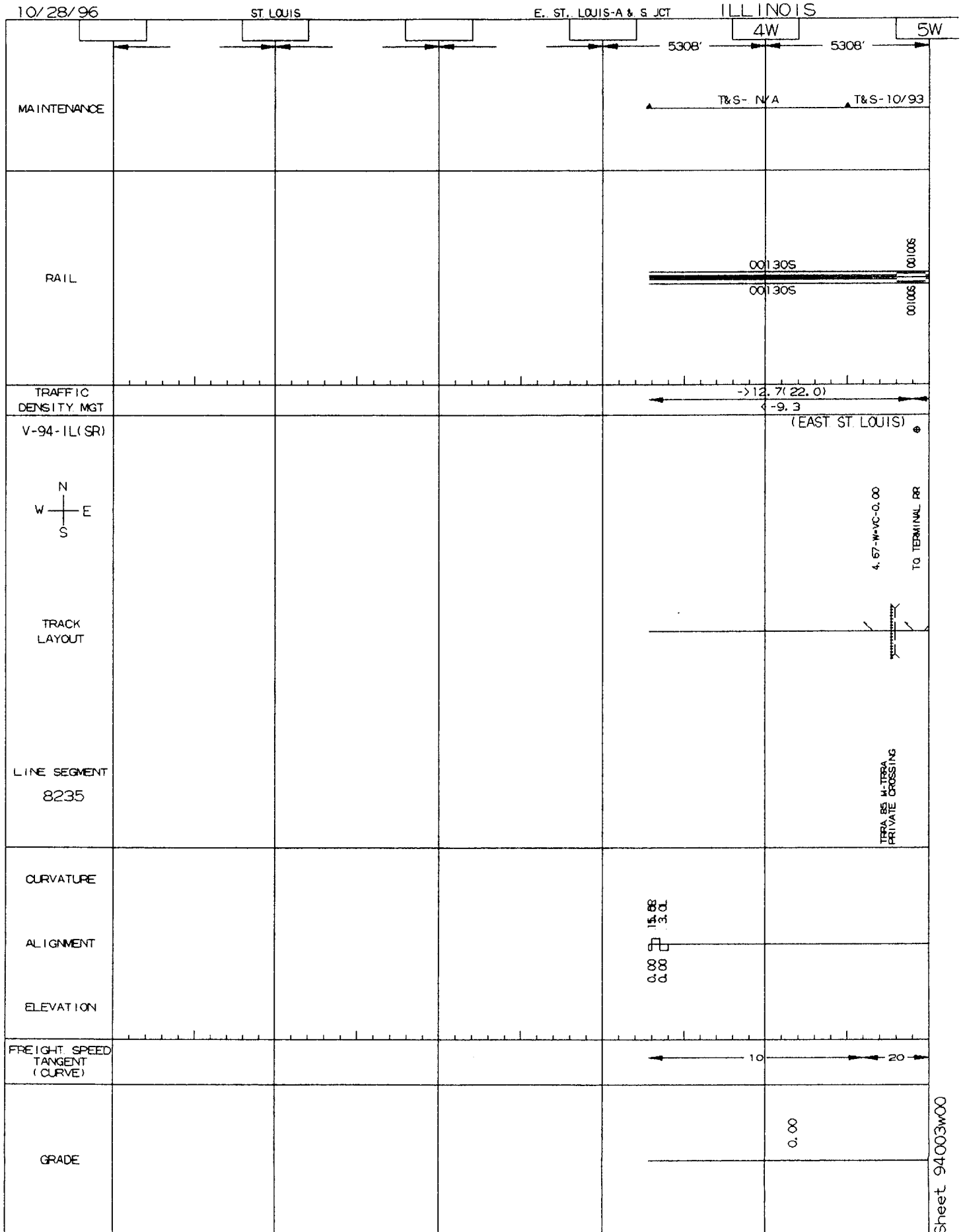
10/28/96

KANSAS CITY

CLAYCOMO SPUR

ILLINOIS





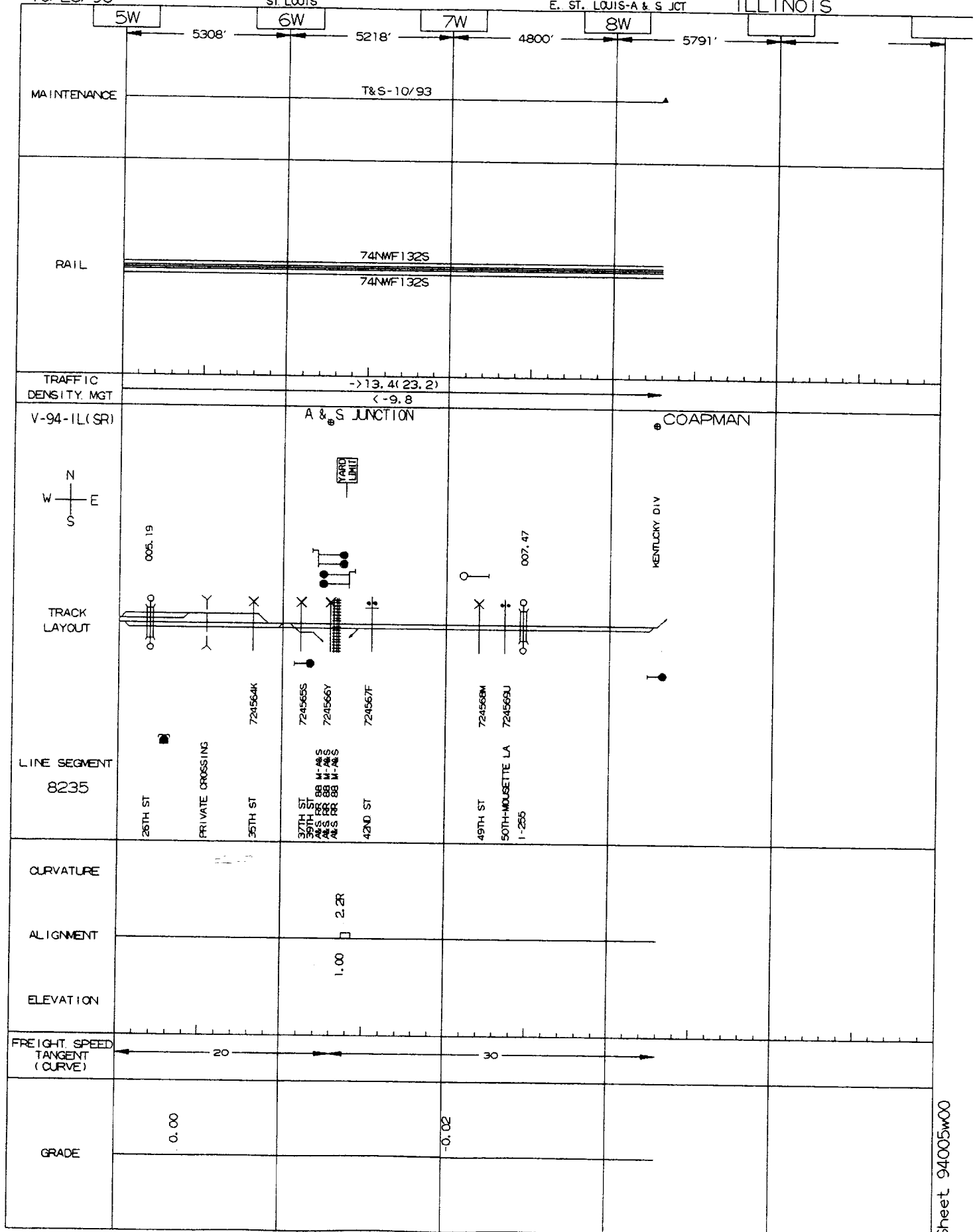


10/28/96

ST LOUIS

E. ST. LOUIS-A &amp; S JCT

ILLINOIS

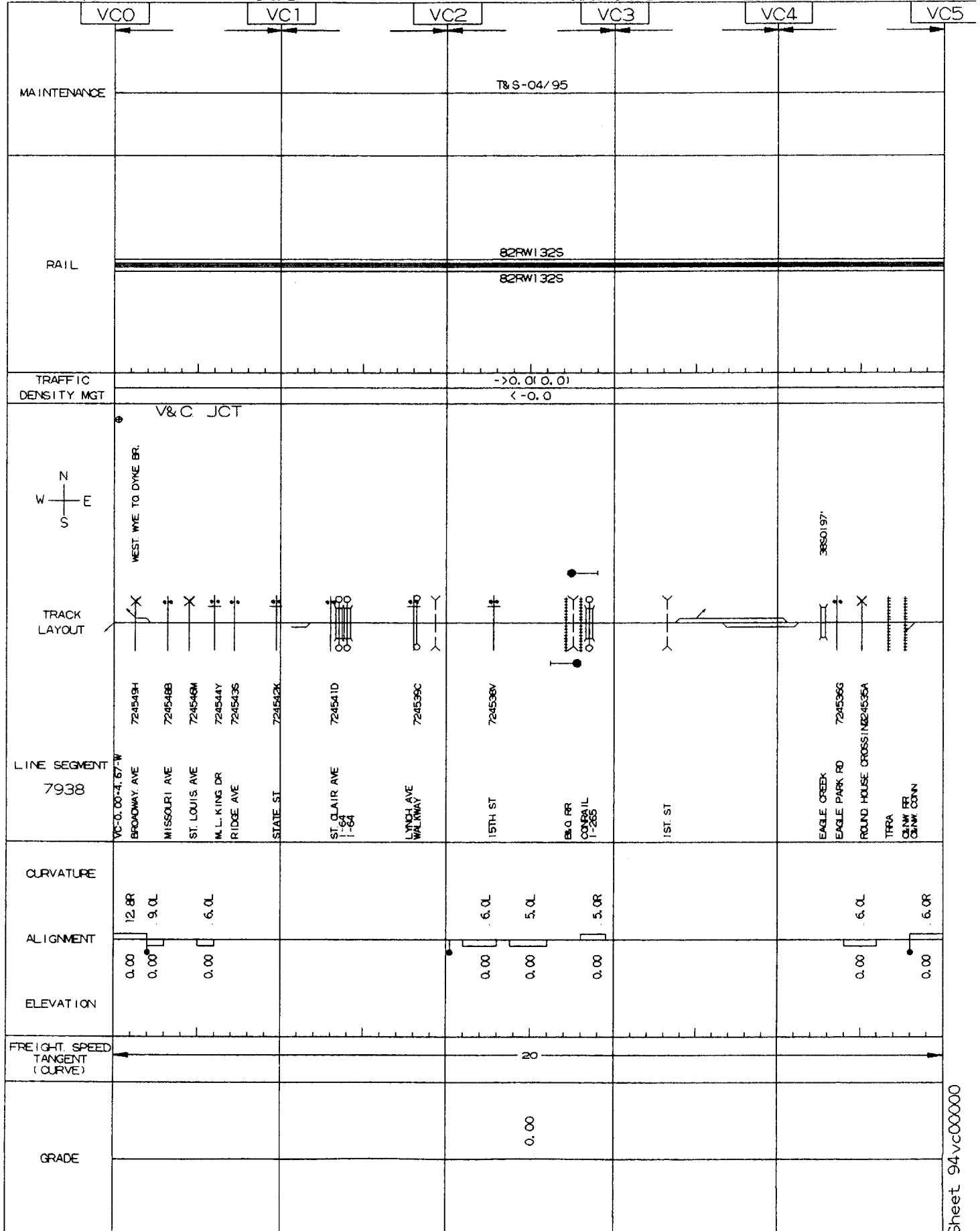


10/28/96

BROOKLYN

V&amp;C JCT-BROOKLYN

ILLINOIS

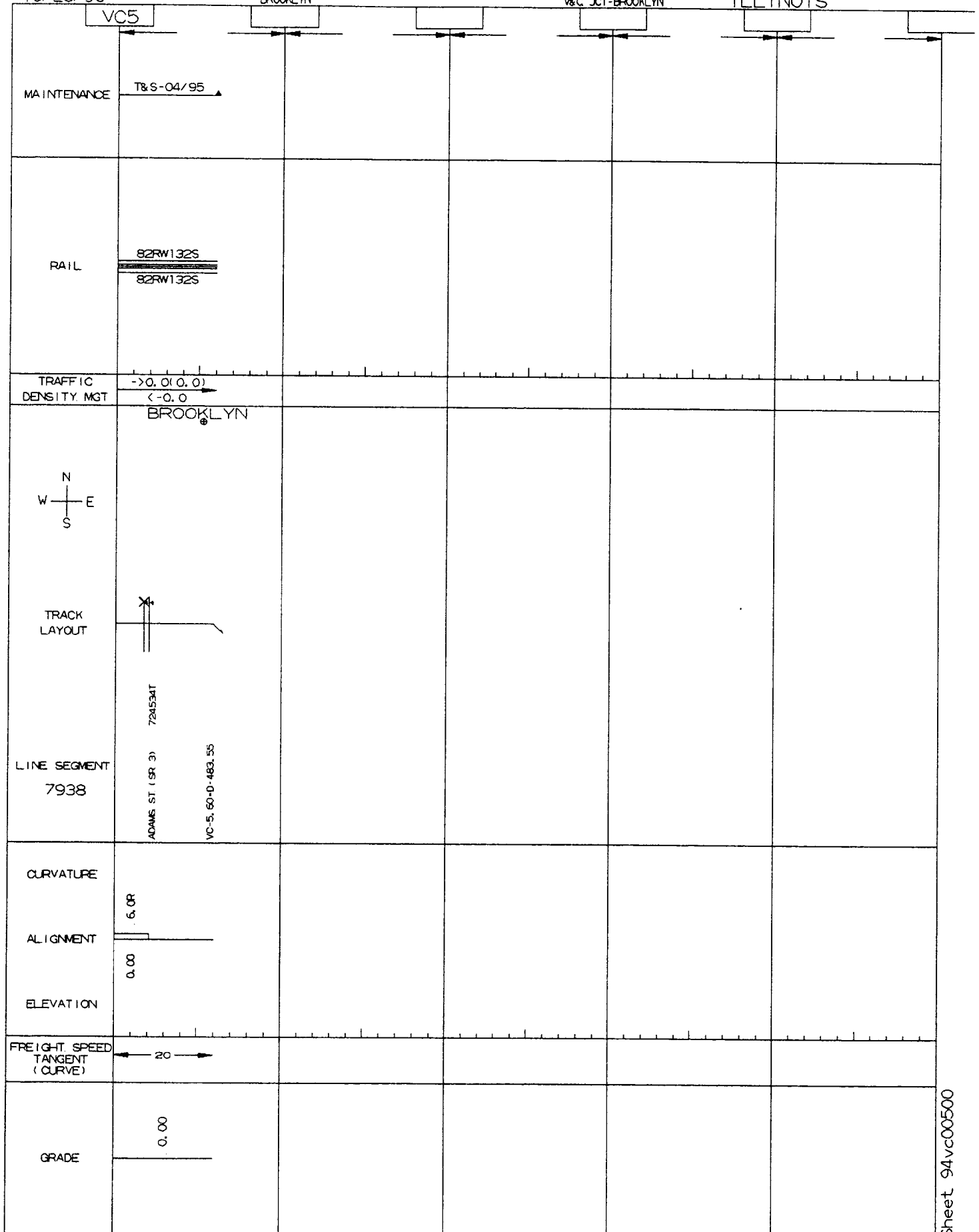


10/28/96

BROOKLYN

V&C JCT-BROOKLYN

ILLINOIS



10/28/96

NORTHERN

IT MAIN

DECATUR (IT) - DECATUR (NW)

ILLINOIS

		IT42	IT43	IT44	IT45
		5280'	5280'	5280'	5280'
MAINTENANCE		T&S- N/A			
RAIL		010056S 010056S			
TRAFFIC DENSITY MGT					
TRACK LAYOUT		<p>(DECATUR ITC)</p> <p>TO NORTH YARDS</p> <p>PARKS WAREHOUSE</p> <p>22ND ST</p> <p>27TH ST</p> <p>32ND ST</p> <p>CITY ST</p> <p>103 RR</p> <p>BRUSH COLLEGE RD</p> <p>PRIVATE CROSSING</p> <p>FAIRBANKS PKWY</p> <p>PRIVATE CROSSING</p>			
LINE SEGMENT	8120				
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE		0.00			

10/28/96

	IT45	NORTH-ERN	IT MAIN	DECATUR (IT) - DECATUR (NW)	ILLINOIS
MAINTENANCE	5280'				
RAIL	T&S- N/A				
TRAFFIC DENSITY MGT	01C056S 01C056S				
TRACK LAYOUT	(DECATUR)				
LINE SEGMENT	8120				
CURVATURE	IT-45, 45+0-372.41				
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE	0.00				

## Explanation of Graphic Display Conventions

### Top Margin - (Left to Right)

- 1) Data shown represents when drawing was prepared.
- 2) Items correspond to District, Branch and Spur when applicable.

or

Items correspond to Old Division name, and From-To station names.

- 3) Operating Division name.
- 4) Sheet number within Operating Division.

### Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

### Maintenance Section -

T&S date displayed above each main and surfacing data displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing.

### Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

### Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.

### Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
- 2) Area 1 displays the station names and locations. Those stations shown in bold print (only) are the current timetable stations and their timetable locations. Those stations in parenthesis are not shown in the timetable.

- 3) Area 2 gives Territory markers (Terminal Control, Test Miles, Yard Limits, State Lines, County/Incorporated Lines), and Equipment Locations (Microwave Towers, Telephone, Radio Base Stations).
- 4) Area 3 gives Bridge and Crossing technical specifications. For Crossings at grade, this specification is AAR number (DOT number). For Bridges, this specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes.
- 5) Area 4 (and Area 6) gives signals, signal structures, pole lines and detector locations.
- 6) Area 5 gives graphic representation of crossings (both private and public), underpasses, overpasses, bridges and tunnels.

Also displayed in Area 5 is a track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory. Detail of display is limited to switches on main track and adjacent track.

- 7) Area 6 gives the common name (street, highway, river) associated with the graphic symbols in Area 5 and the technical specifications in Area 3. For railroad crossings at grade the display convention is (when available): Owing Road, Crossing Type, Angle and Maintaining Road.

#### **Alignment Section -**

- 1) Graphic representation is given for curve direction and length for each main.  
(Note: Representation is currently provided for track 1 only. In double track sections track 2 is only a copy of track 1 and may not represent actual conditions.)
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication.
- 3) Location of wheel flange lubricators are given along mains.

#### **Freight Speed Section -**

Curve and tangent speed limits taken from the timetables. The curve speed limit (shown within parentheses) is suppressed if it is the same as on tangent track. The speed limit on #2 track is suppressed if it is the same as on #1 track.

#### **Grade Section -**

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

**TABLE 1**  
**RAIL TYPE CODES**

<b>NWF</b>	<b>New welded rail which has been field welded</b>
<b>NW</b>	<b>New welded rail which has not been field welded</b>
<b>RWF</b>	<b>Rewelded welded rail which has been field welded</b>
<b>RW</b>	<b>Rewelded welded rail which has not been field welded</b>
<b>WF</b>	<b>Relay welded rail which has been field welded</b>
<b>W</b>	<b>Relay welded rail which has not been field welded</b>
<b>NB</b>	<b>New butt welded (78') rail</b>
<b>N</b>	<b>New jointed rail</b>
<b>R</b>	<b>Relay jointed rail</b>
<b>RB</b>	<b>Relay butt welded (78') rail</b>
<b>C</b>	<b>Cropped jointed rail</b>

**TABLE 2**  
**BRIDGE TYPE CODES**

**Type of Bridge Structure**

**BS = Beam Span**  
**BA = Brick Arch**  
**CA = Concrete Arch**  
**CB = Concrete Box**  
**CS = Concrete Span**  
**DG = Deck Plate Girder**  
**DT = Deck Truss**  
**MA = Masonry Arch**  
**MS = Mixed Span**  
**SA = Structural Plate Arch**  
**TG = Through Plate Girder**  
**TT = Through Truss**  
**WT = Timber (Wood) Trestle**

**Deck Construction**

**O = Open Deck**  
**B = Ballast Deck**  
**C = Combination**