



®

**NORFOLK  
SOUTHERN**

# **Illinois Division**

**1999**

IA

DES MOINES

ALBIA

BURLINGTON

PEORIA

BLOOMINGTON

WEST QUINCY

HANNIBAL

BRUNSWICK

CARROLLTON

FORD PLANT

KANSAS CITY

MO

KS

# ILLINOIS DIVISION

IL

CHICAGO

BRISBANE

GIBSON CITY

CHAMPAIGN

URBANA

TOLONO

BEMENT

DECATUR

TAYLORVILLE

SPRINGFIELD

BLUFFS

JACKSONVILLE

MEREDOSIA

COFFEEN

WENTZVILLE

FERGUSON

ST LOUIS

EAST ST LOUIS

GRANITE CITY

CENTRALIA

MT VERNON

MT CARMEL

PRINCETON

DEPAUW

HUNTINGBURG

KEENSBURG

EVANSVILLE

LINCOLN CITY

IN

KY

Lake Michigan

MICHIGAN CITY

CALUMET YARD

HAMMOND

GARY

PINE

PLYMOUTH

WARSA

VALPARAISO

KINGSBURY

ARGOS

PERU

FRANKFORT

TIPTON

LAFAYETTE

DANVILLE

## **THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY**

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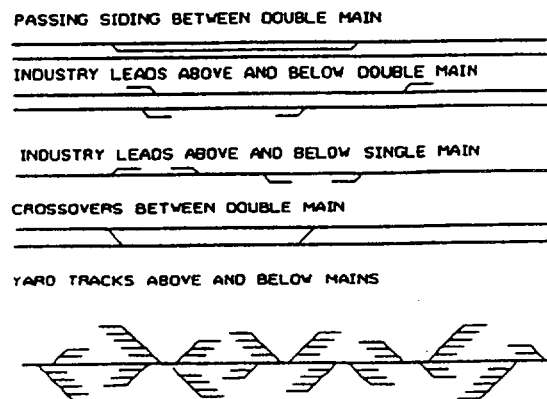
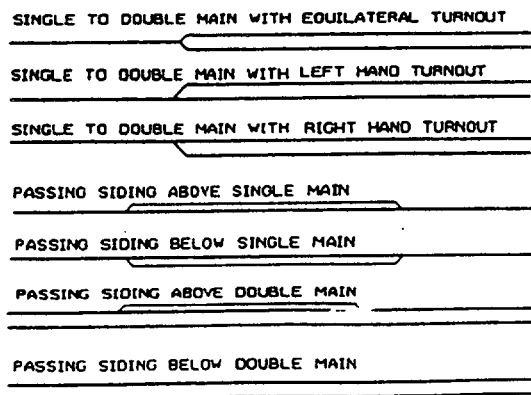
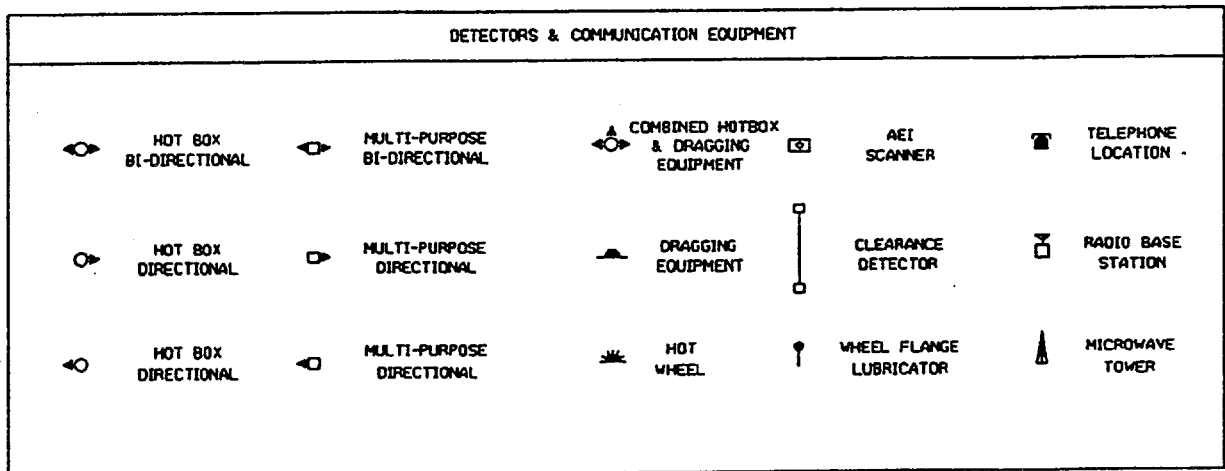
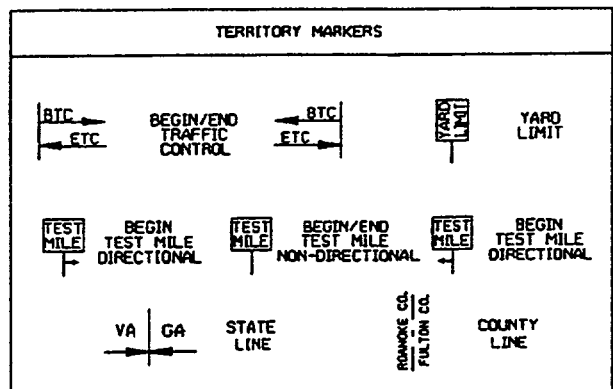
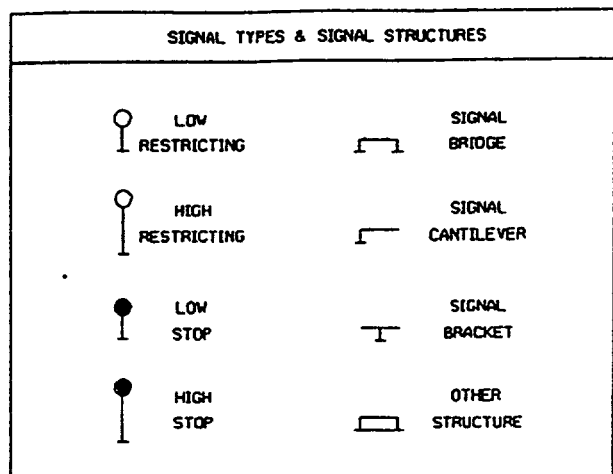
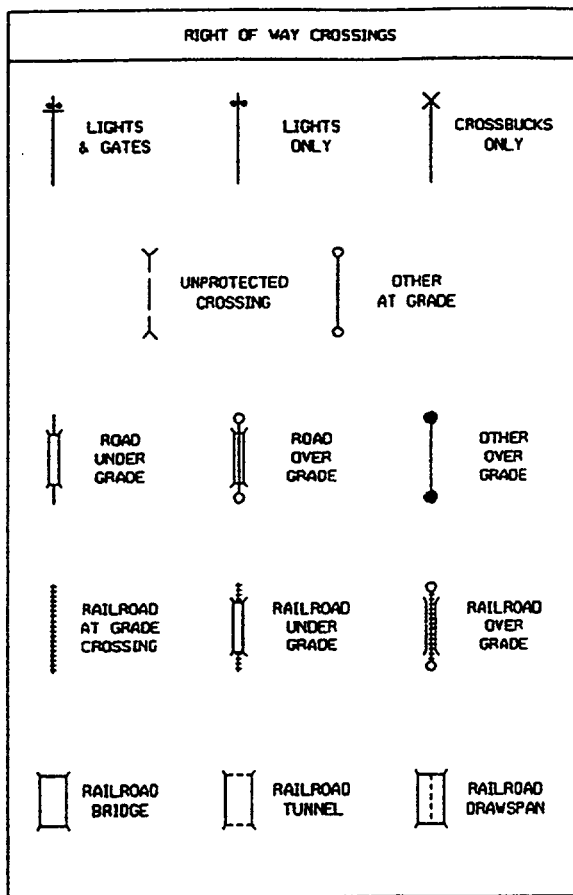
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MEMO:          ENJCE (J.C. ELLIOTT EXT 1315)  
                  ENJEB (J.E. BEASLEY EXT 1314)

**ILLINOIS DIVISION**  
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# TRACK CHART SYMBOL LEGEND



001

01/30/99

LAFAYETTE

PERU-DECATUR

ILLINOIS

D205

MAINTENANCE

T&S-06/95  
S-05/98

RAIL

69NW132S  
69NW132STRAFFIC  
DENSITY MGT

V-3A-IN

S  
E—W  
NTRACK  
LAYOUT

WEST PERU

BTC  
ETC

LAKE DIVISION

LINE SEGMENT  
7930

CURVATURE

ALIGNMENT

ELEVATION

0.6R  
0.4R  
1.2R  
0.4R  
0.50  
0.50  
0.50  
0.50FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

0.00  
+0.10  
+0.07

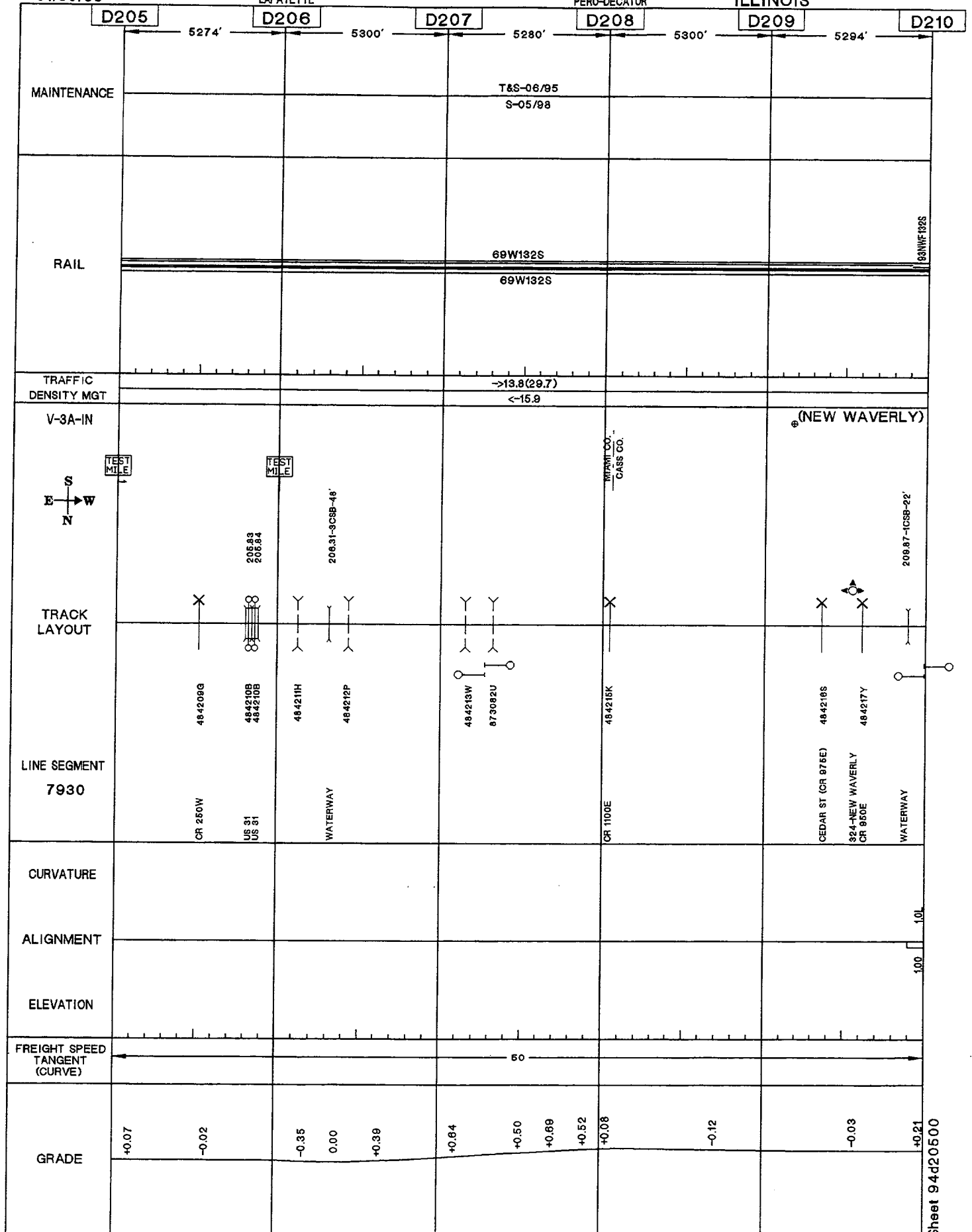
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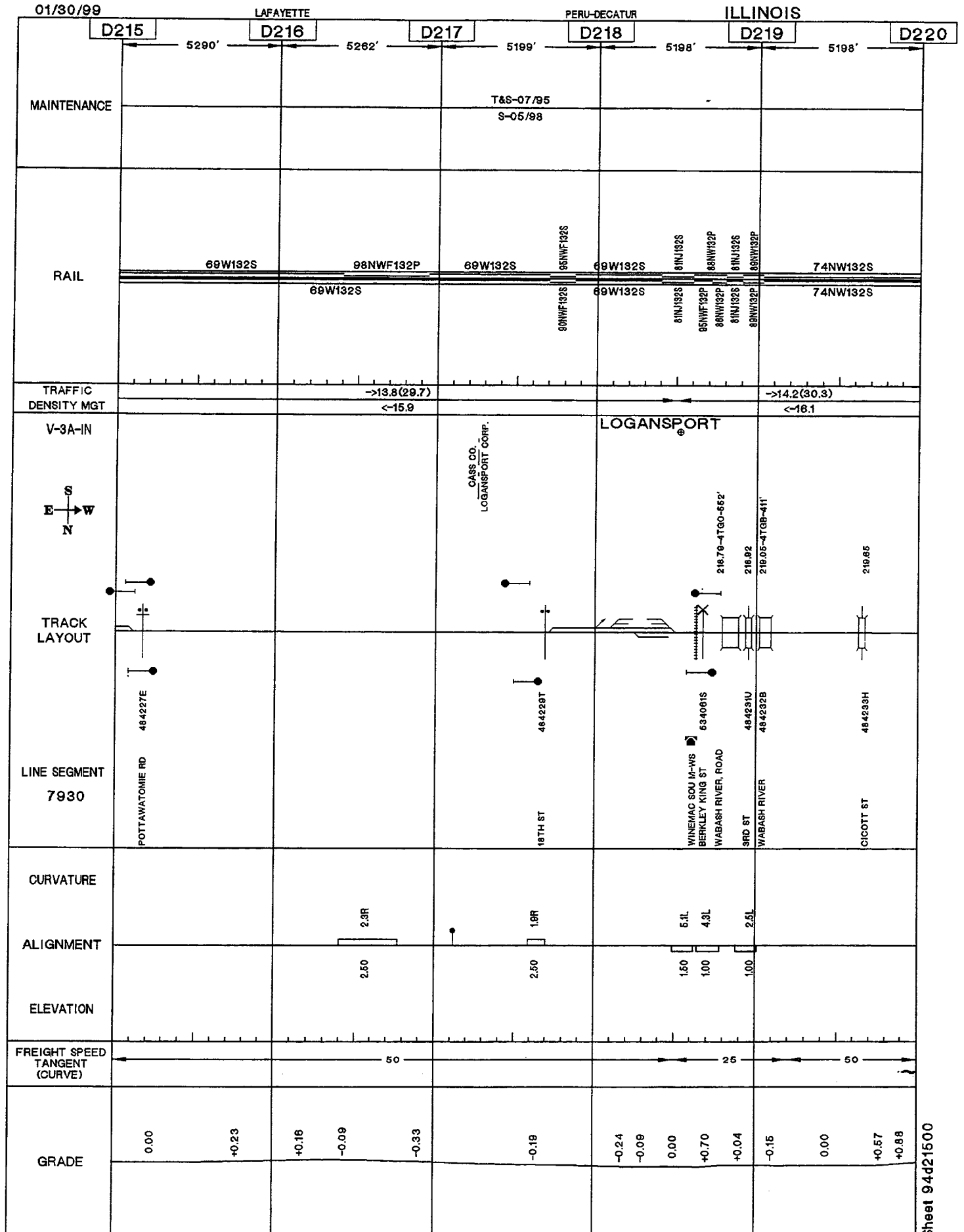
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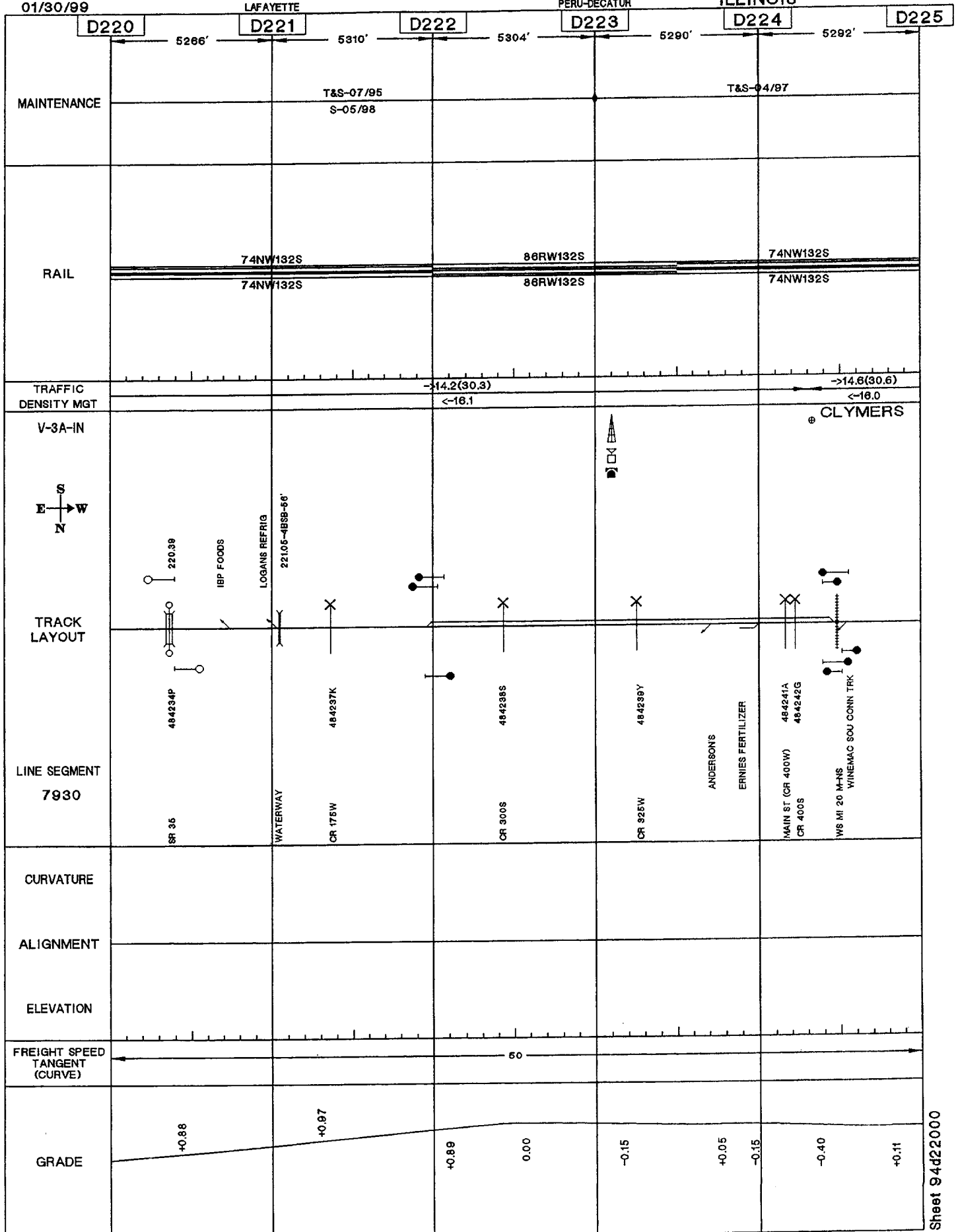


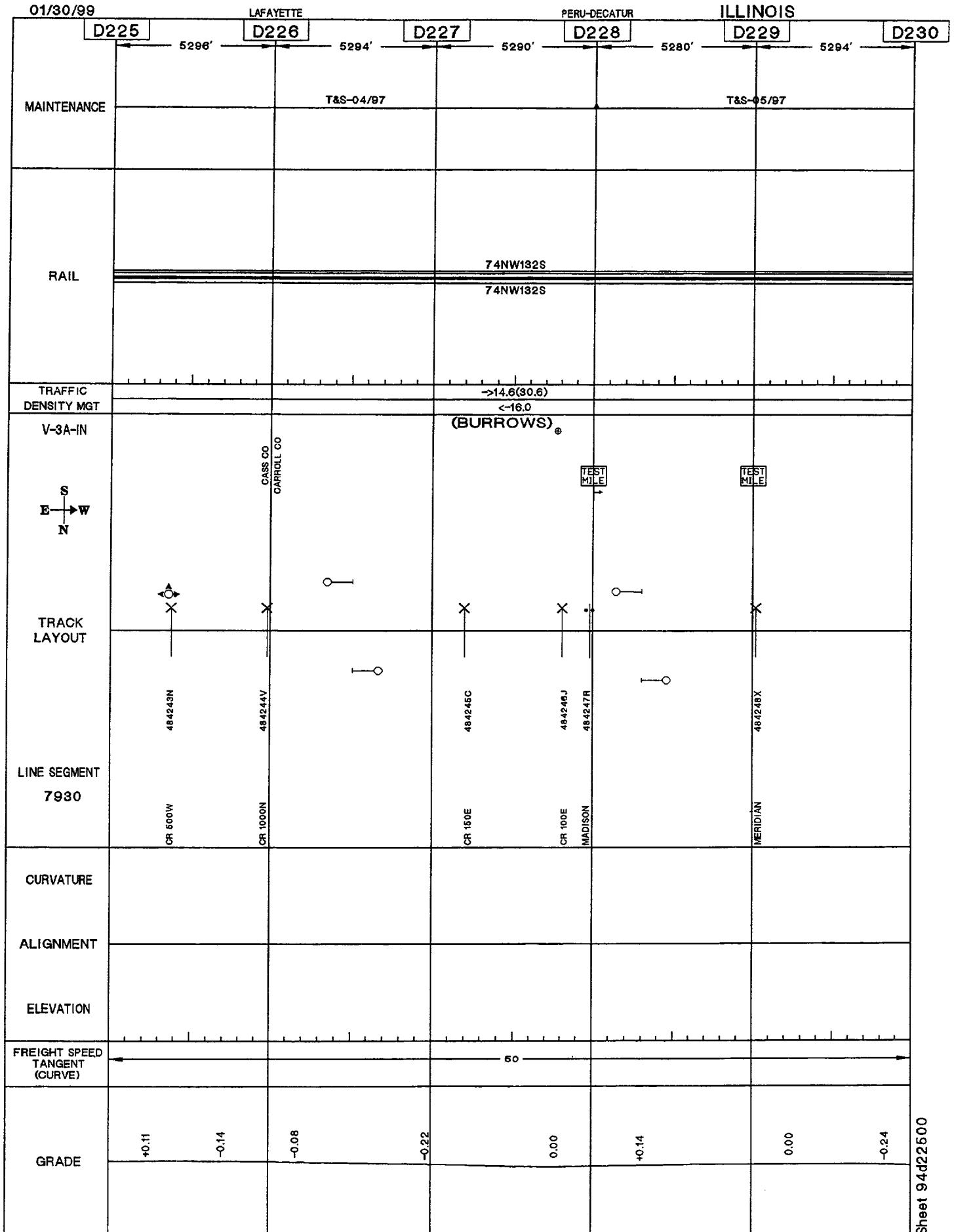
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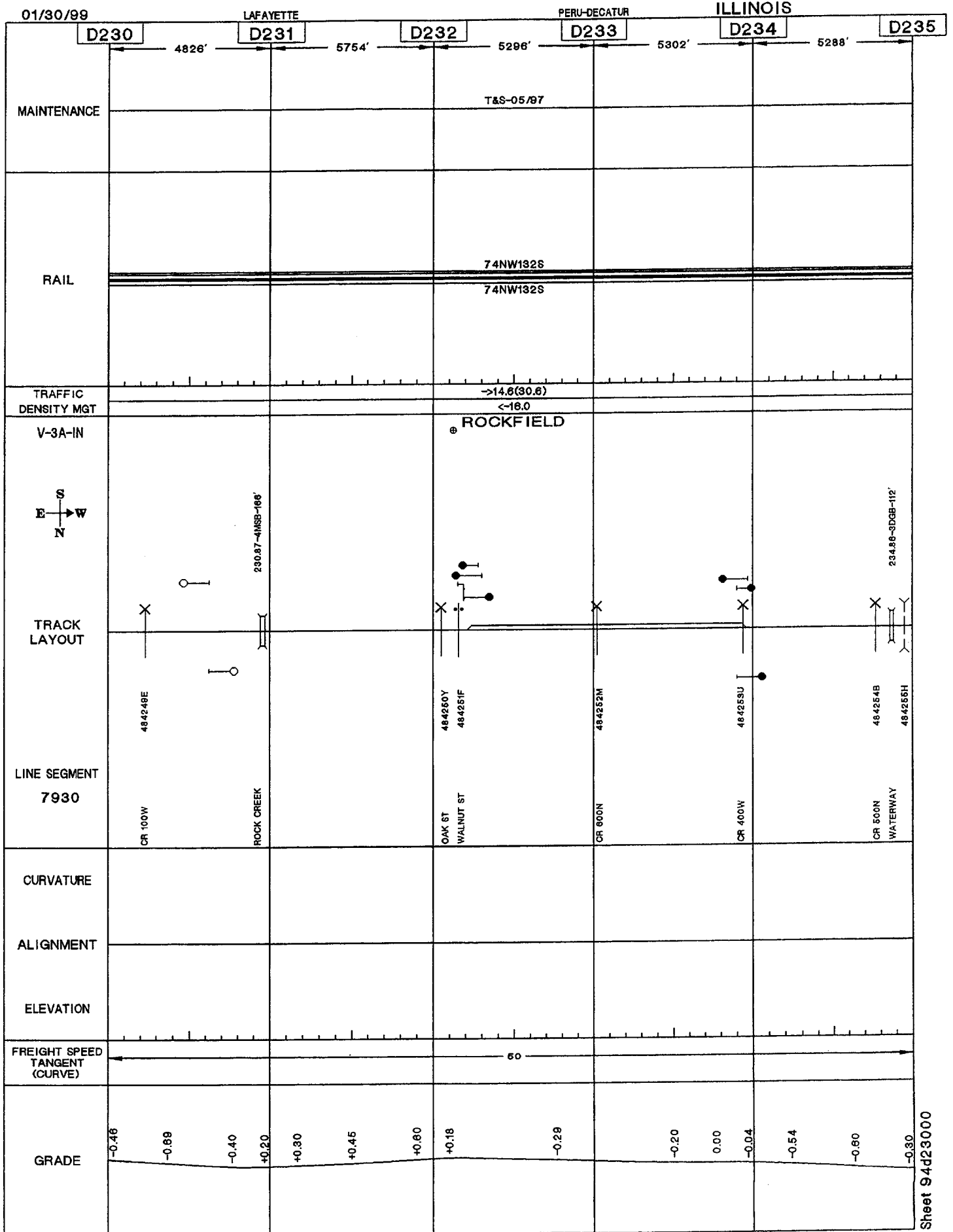
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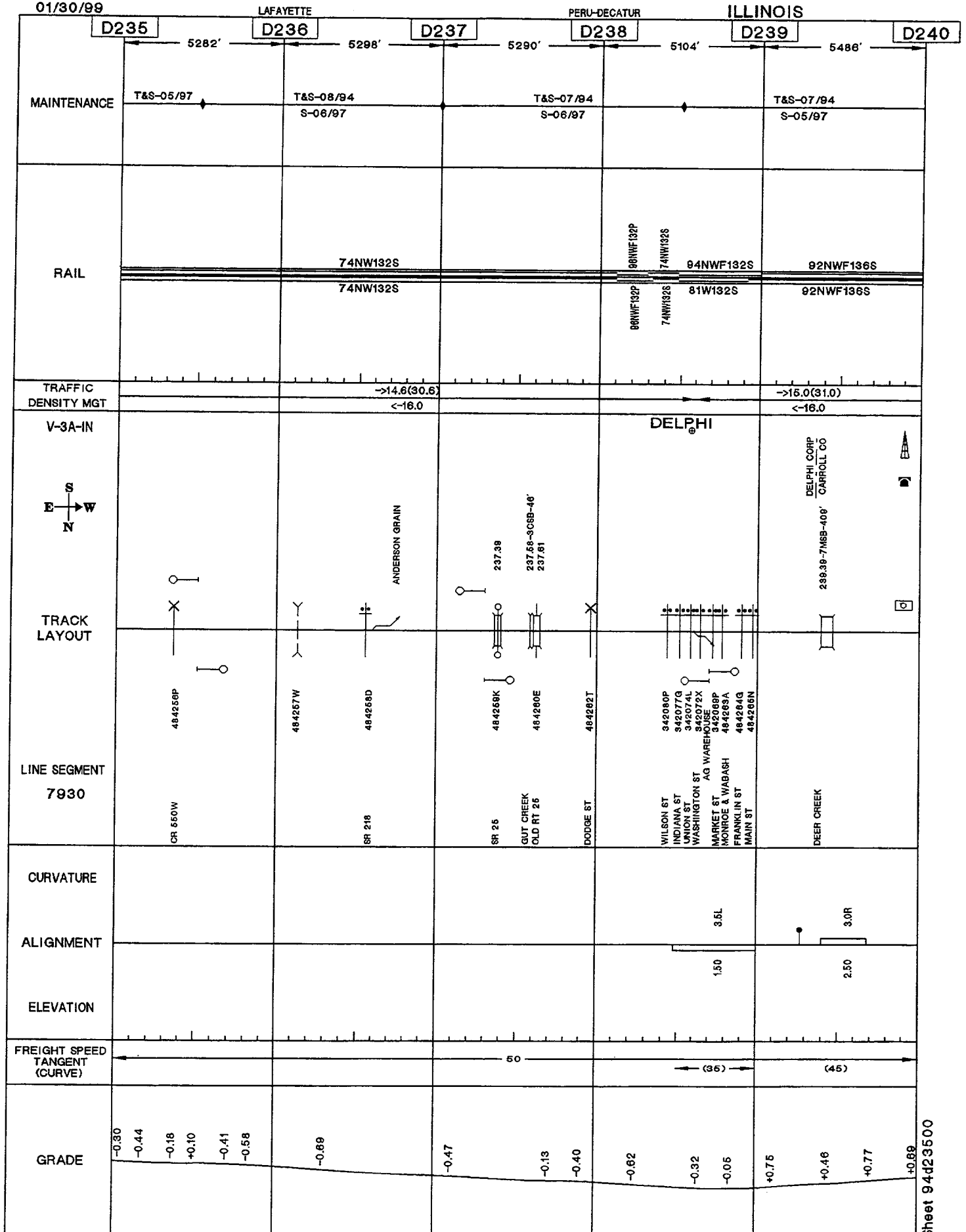
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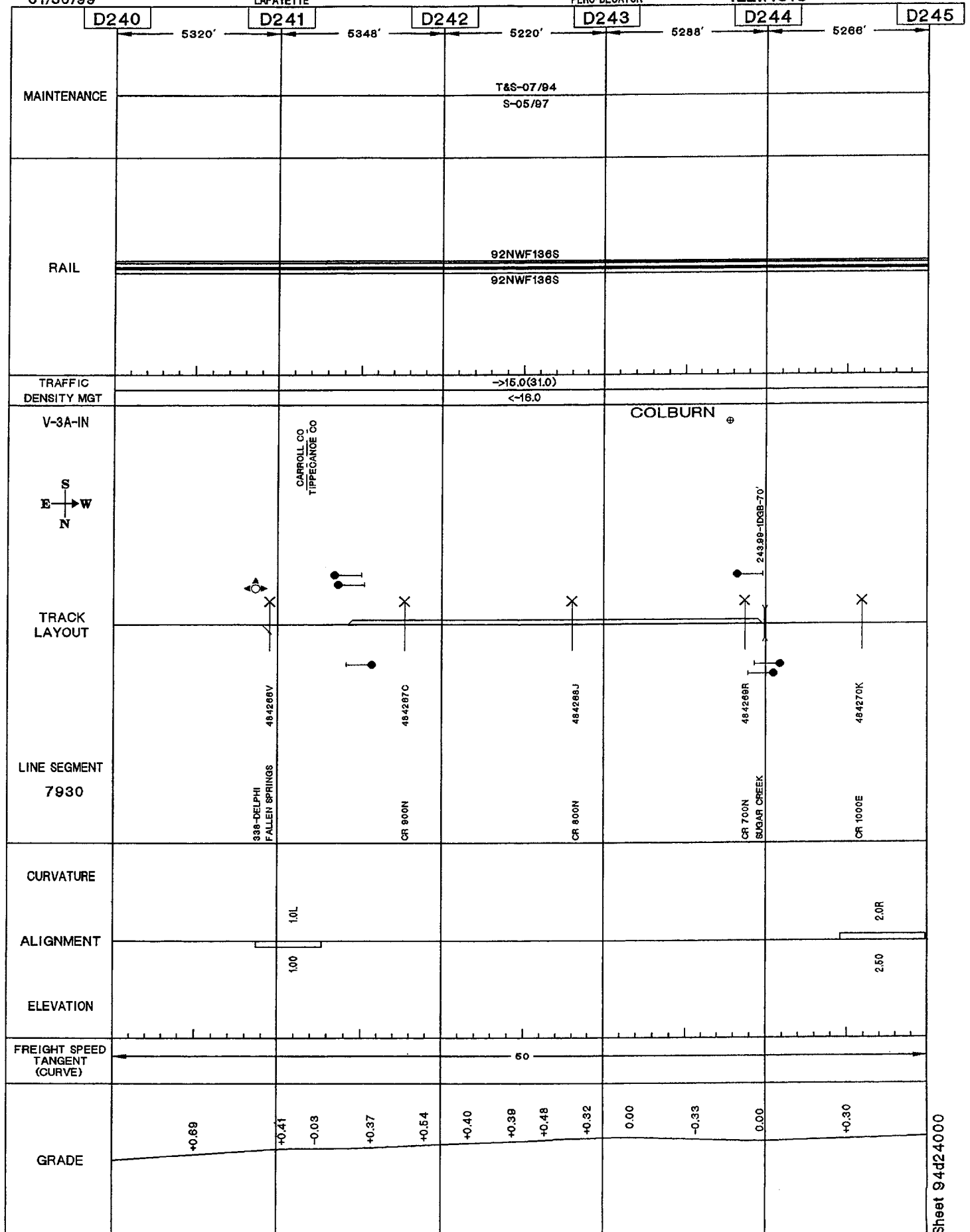


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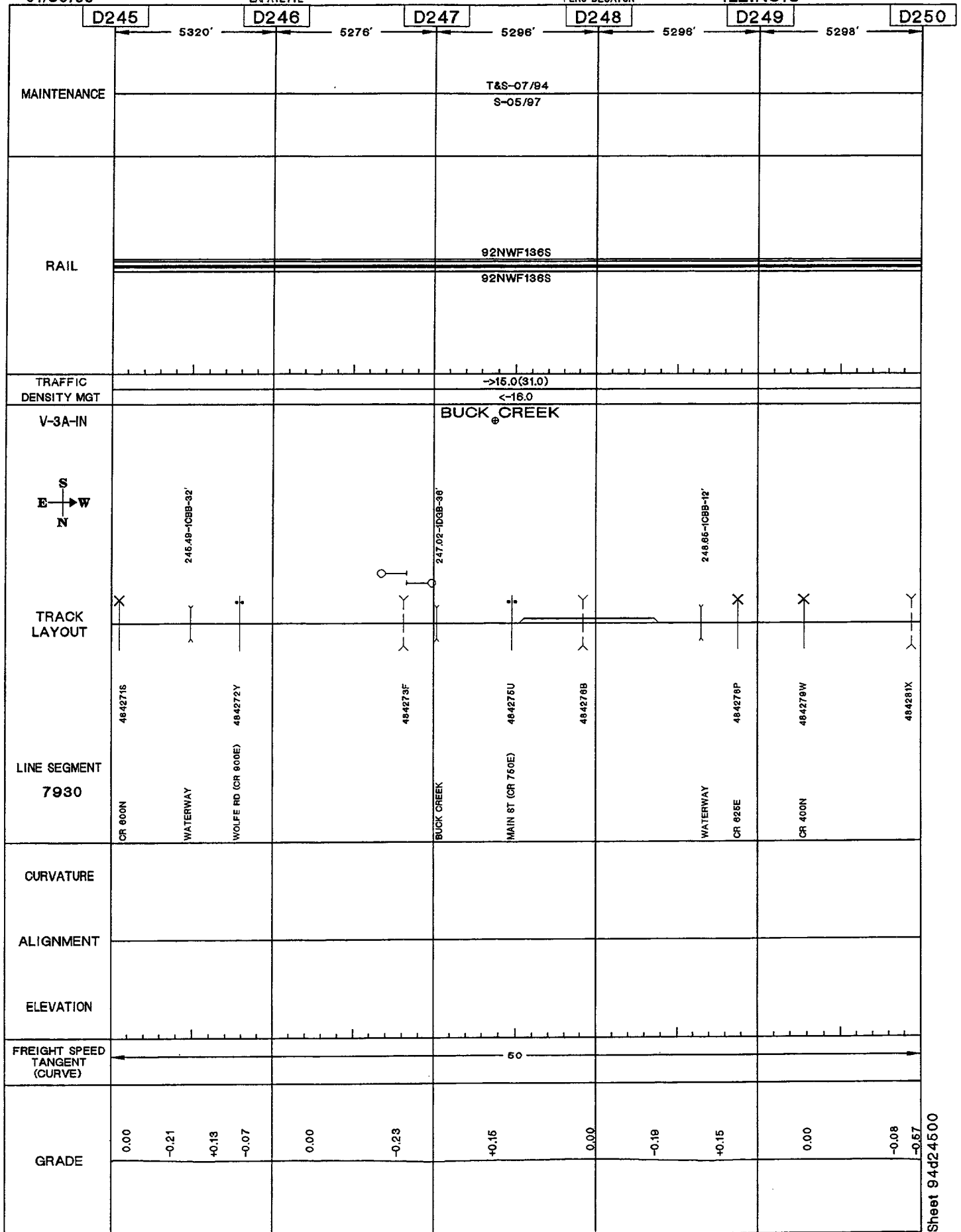


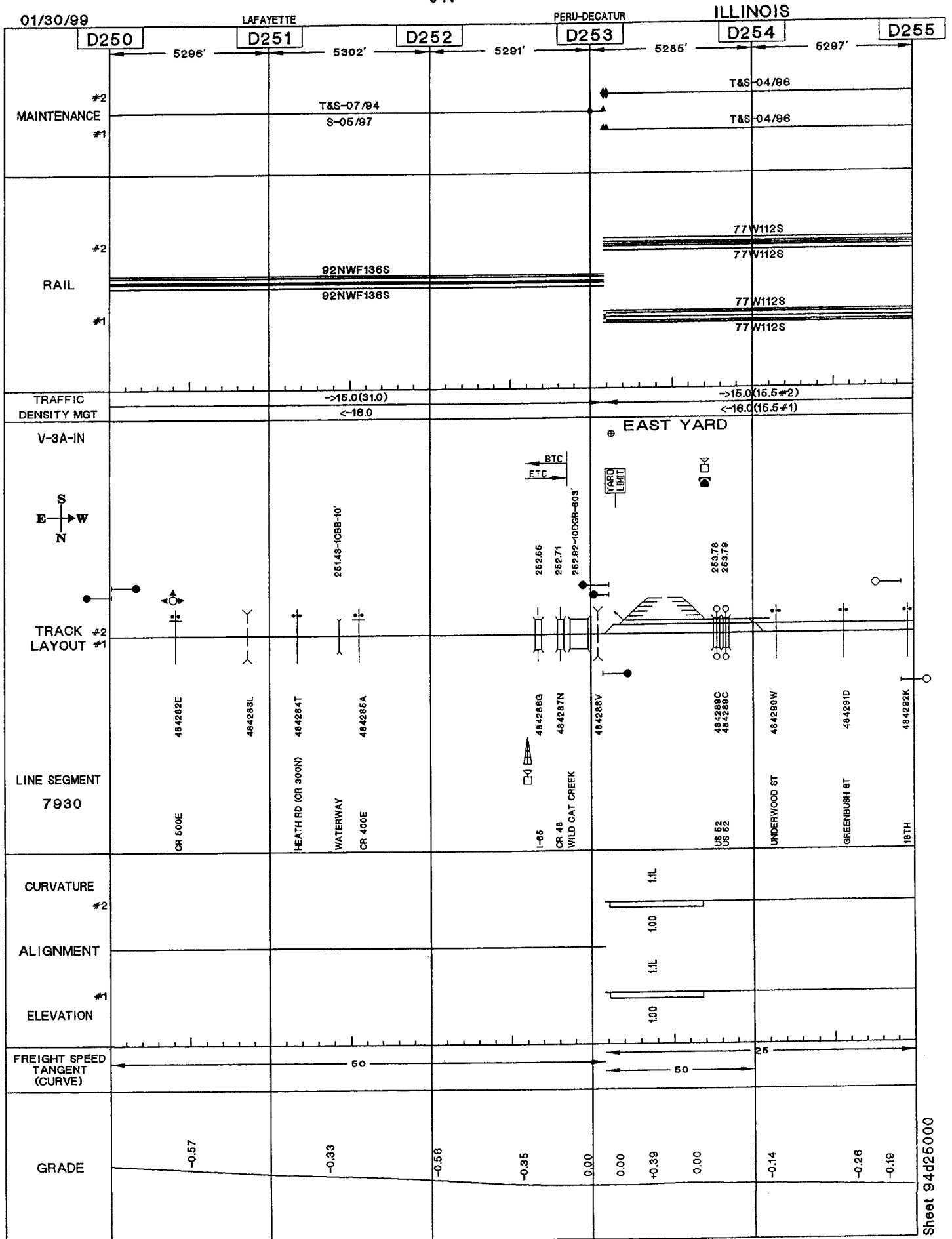
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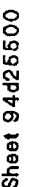
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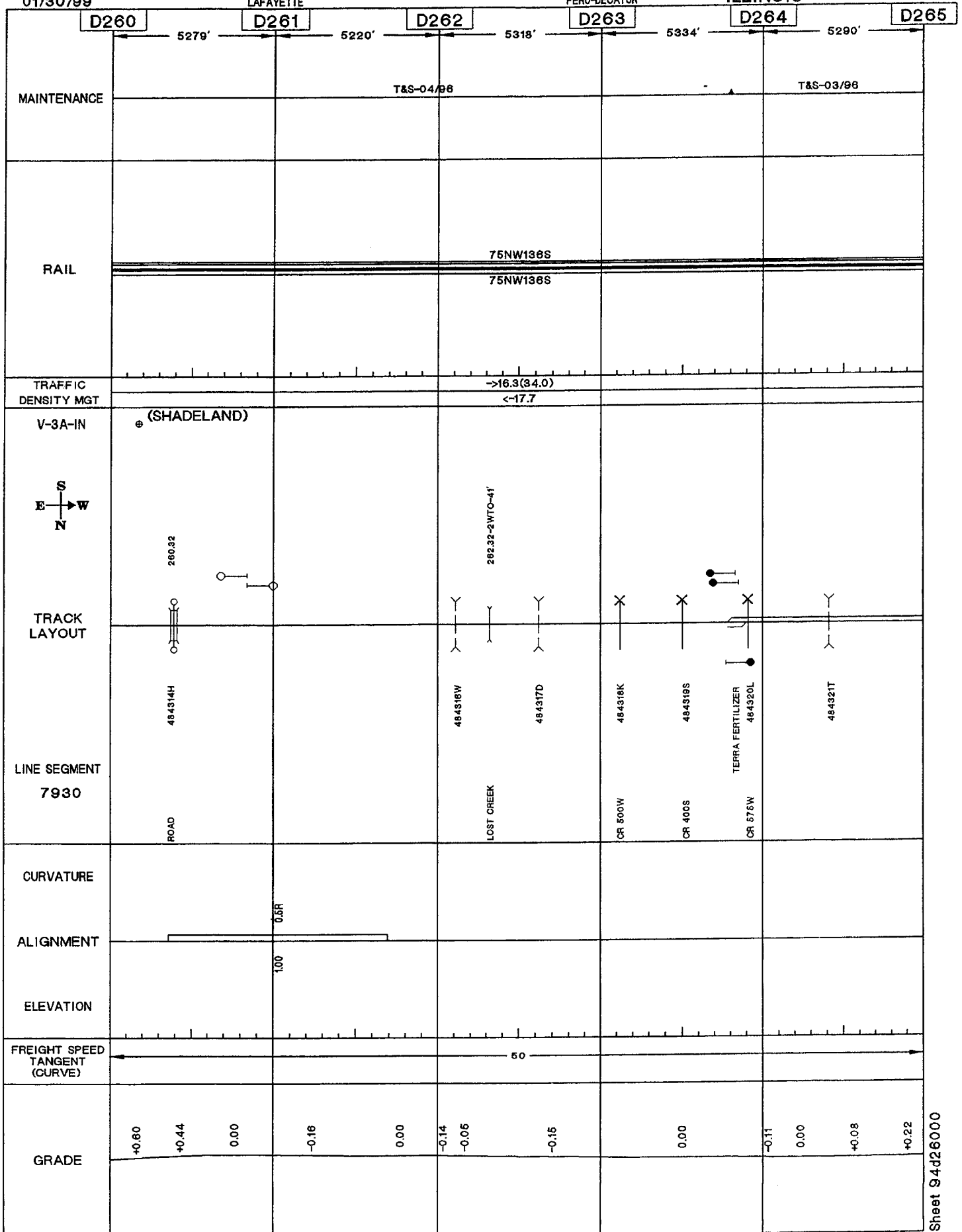


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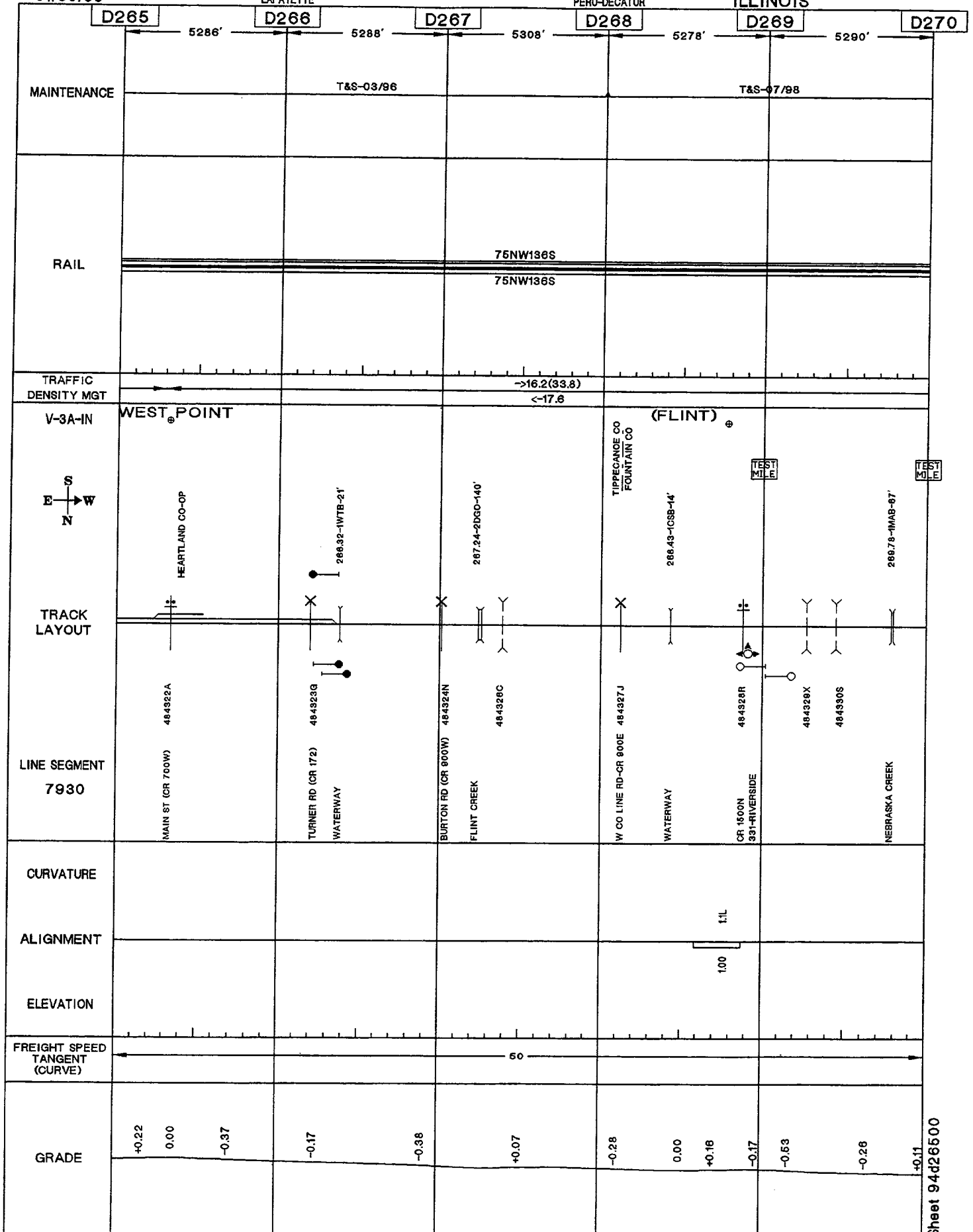


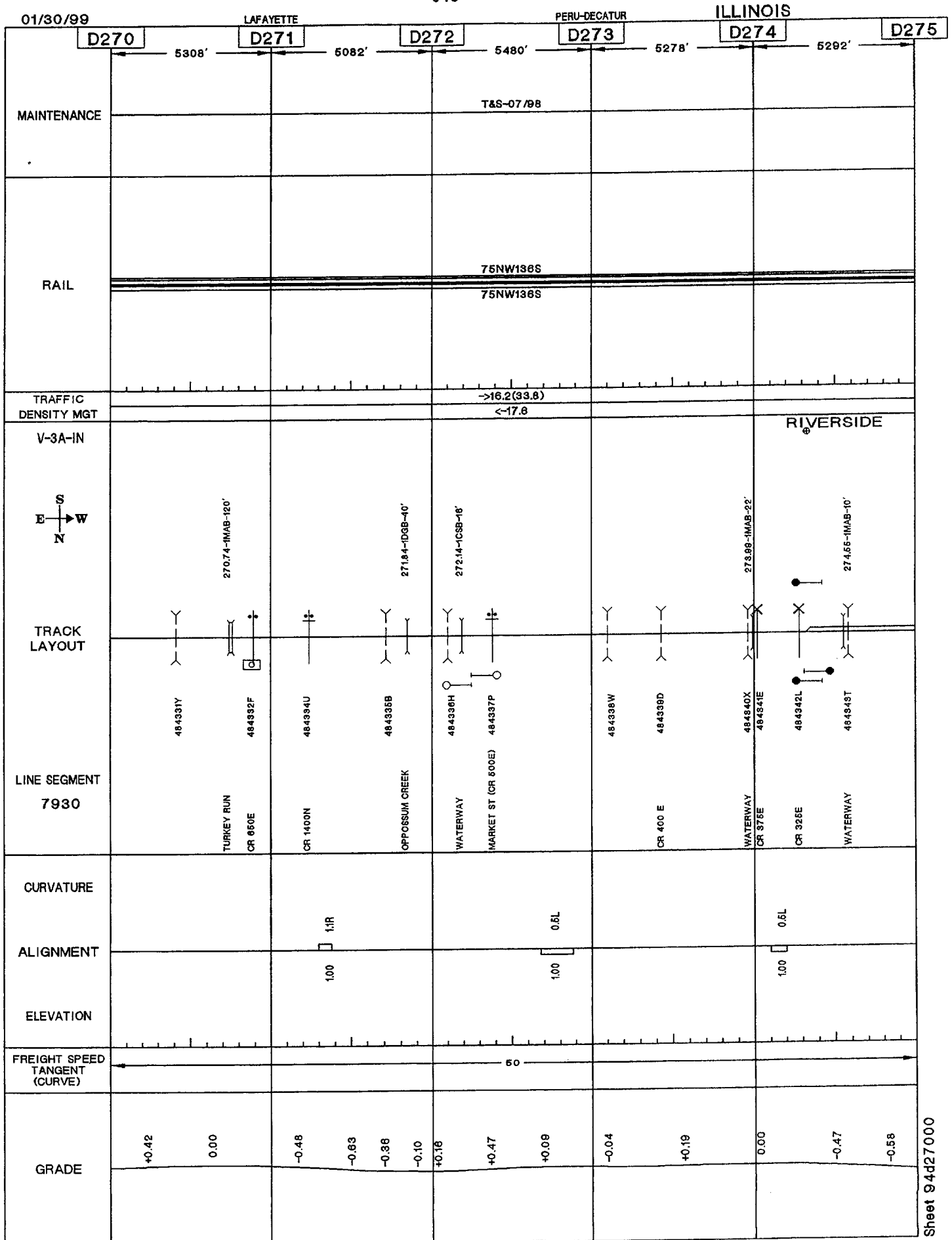
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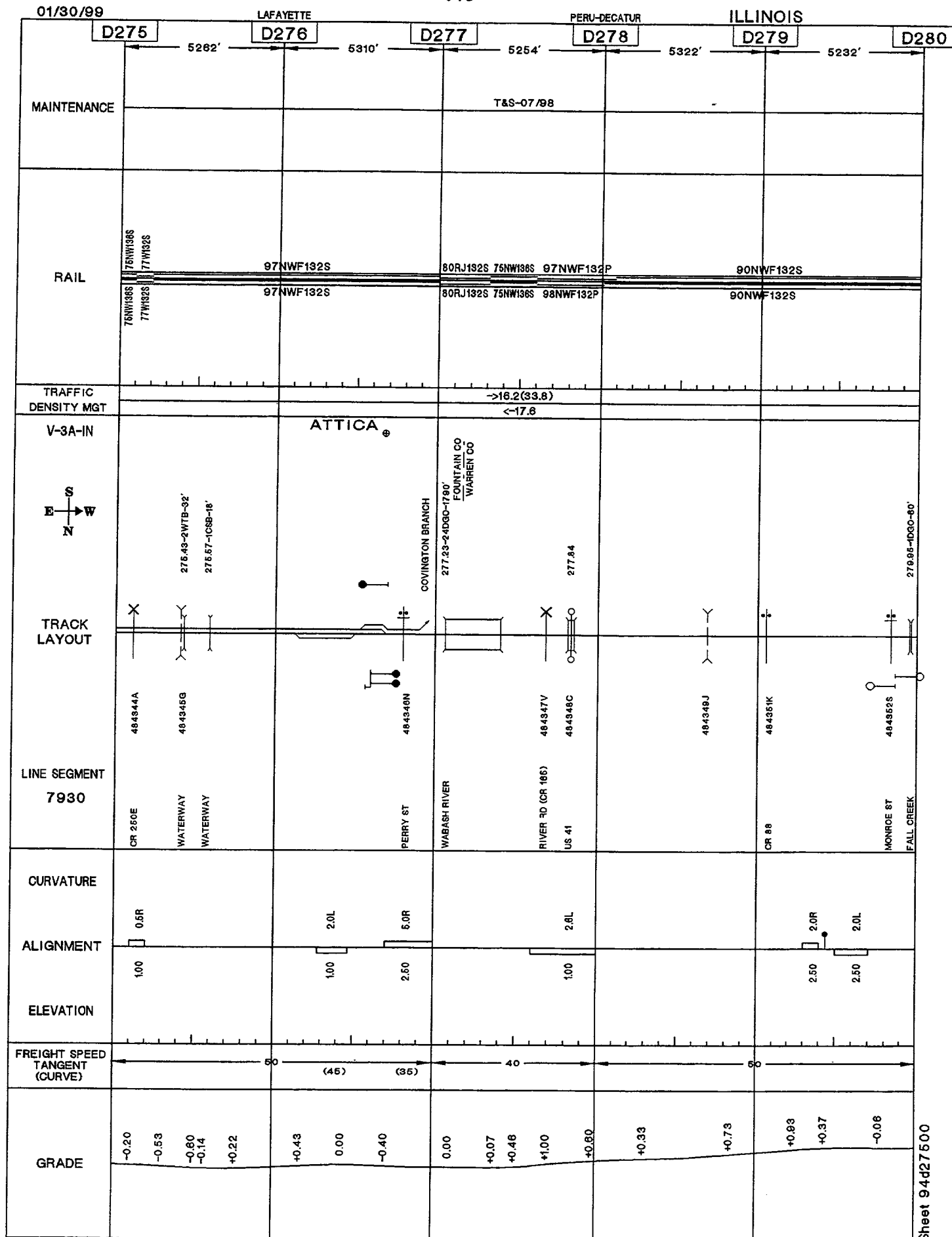
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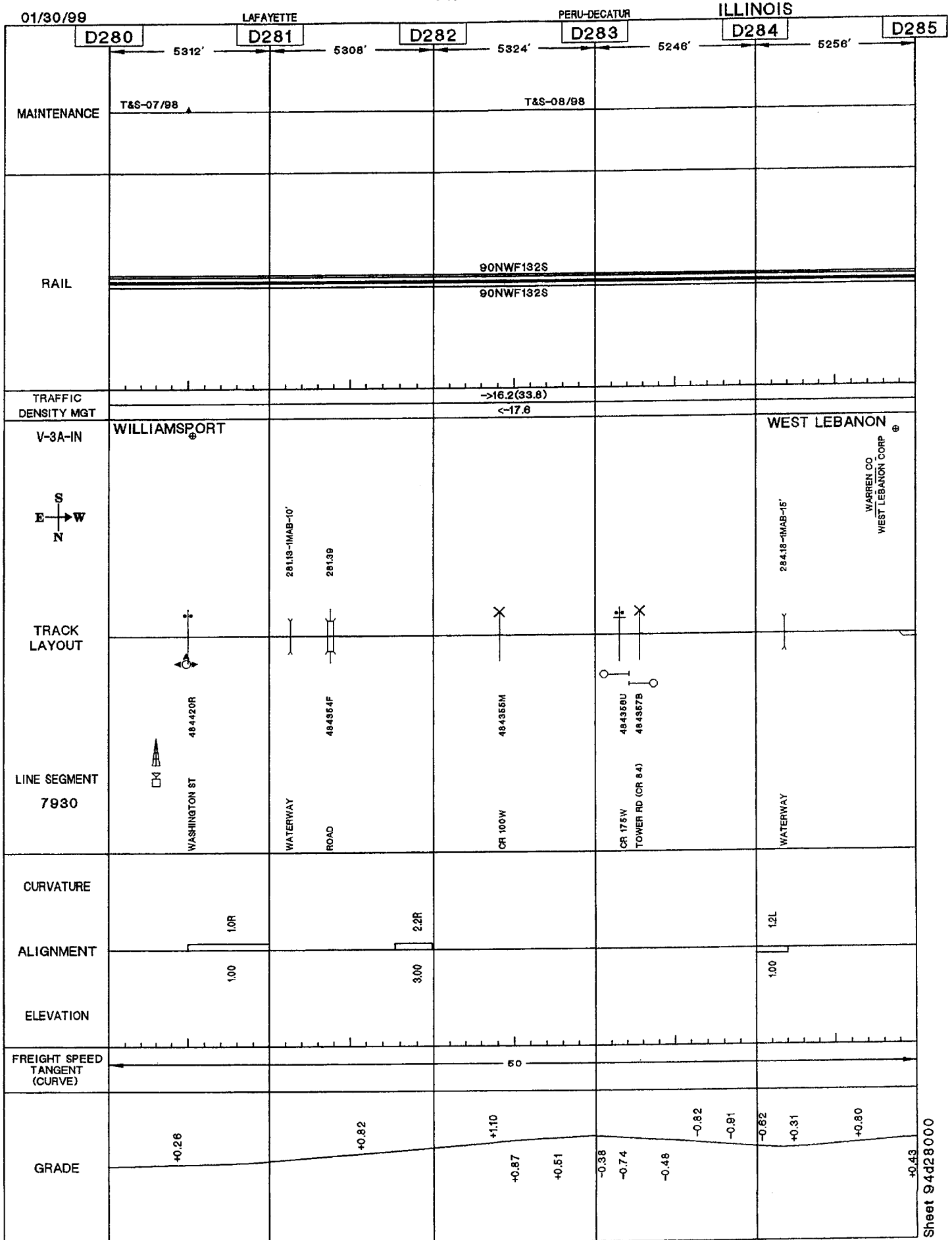
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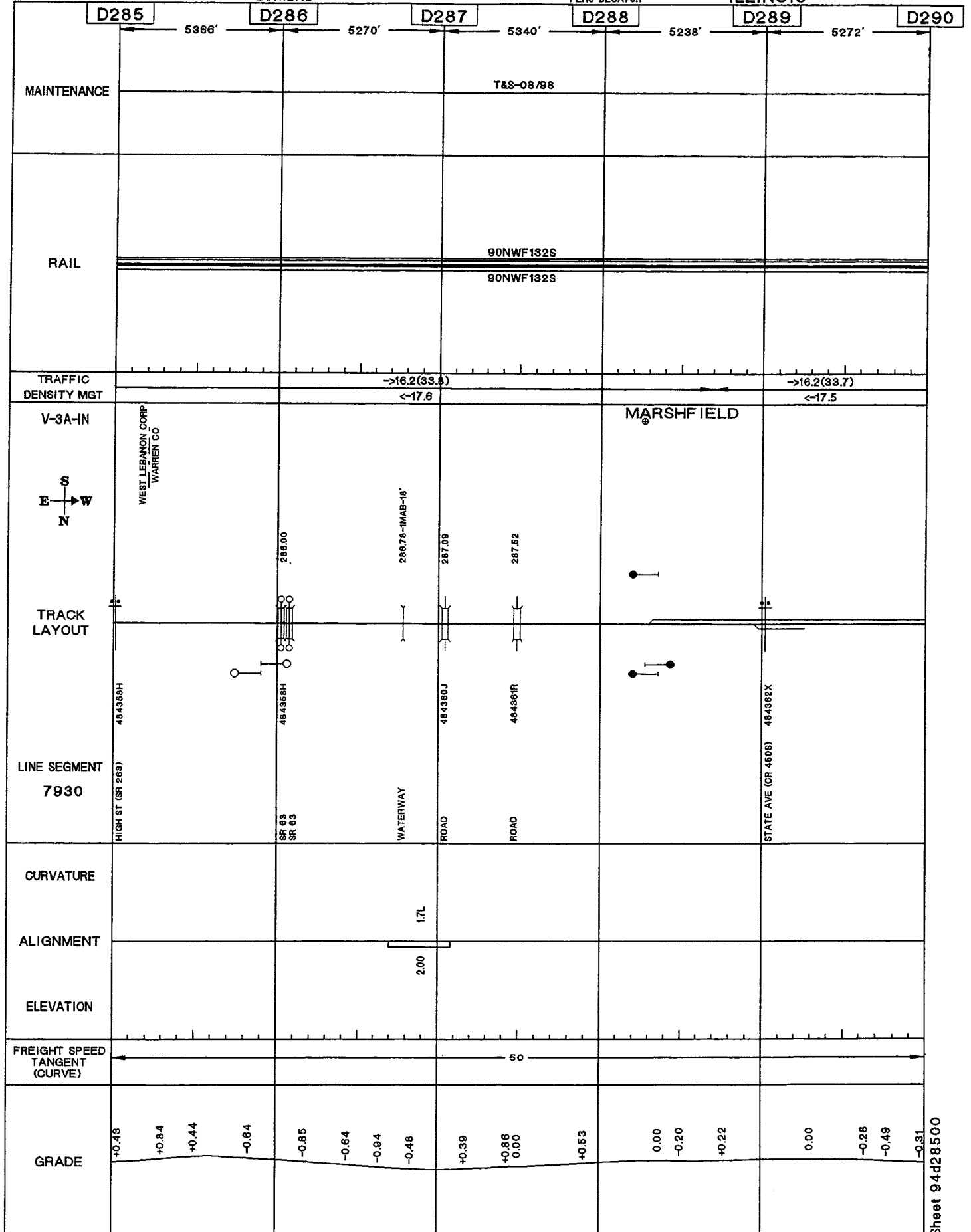


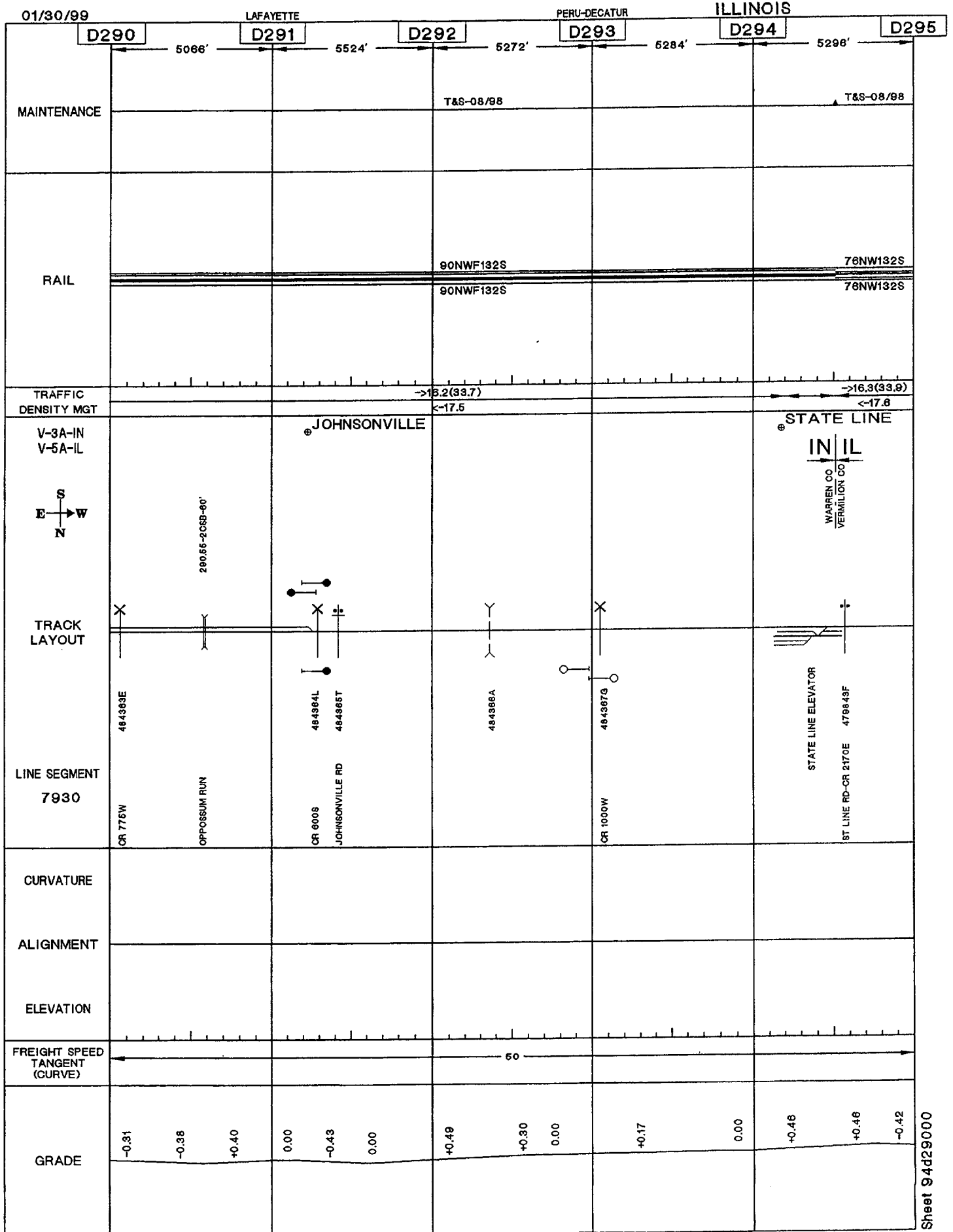
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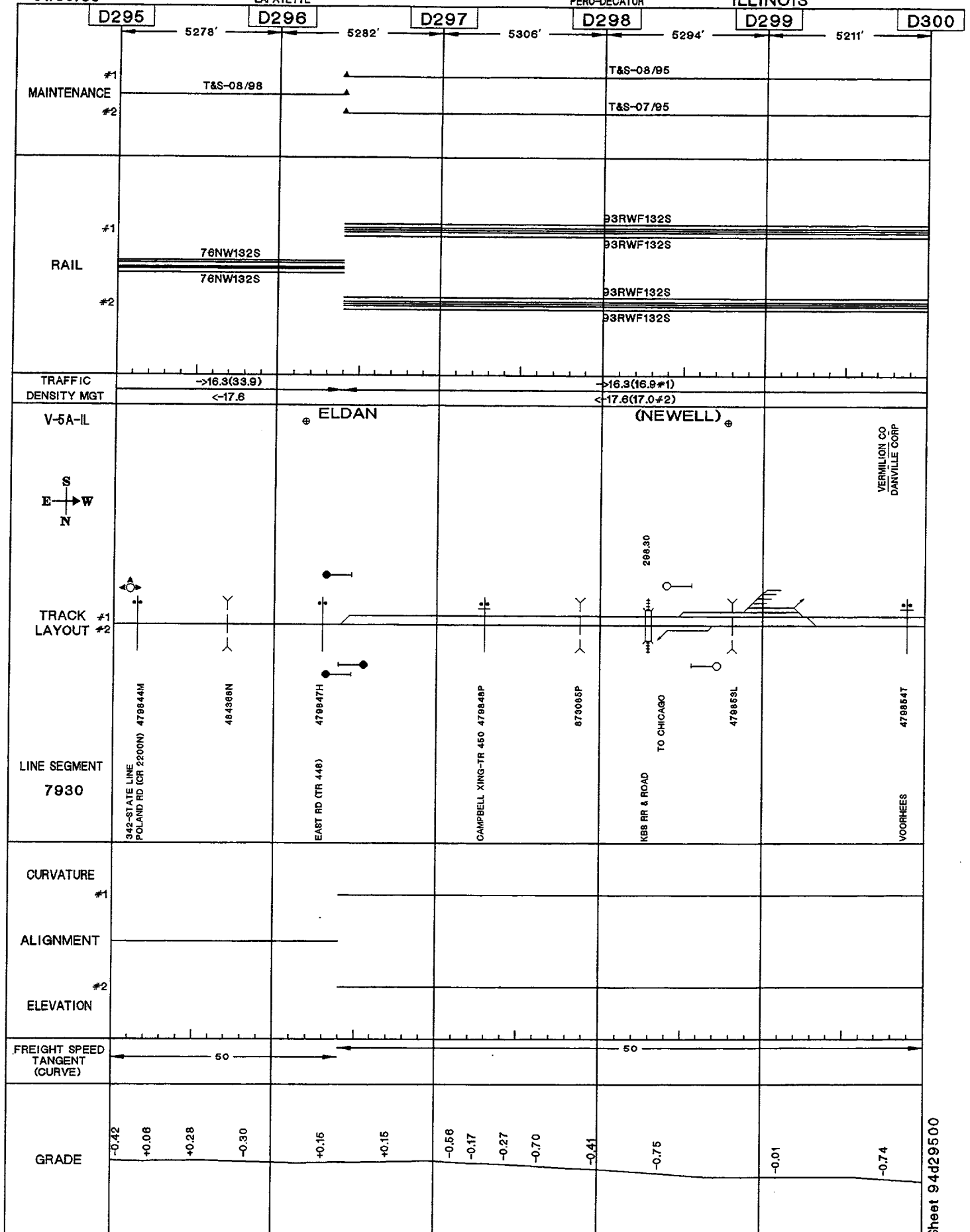


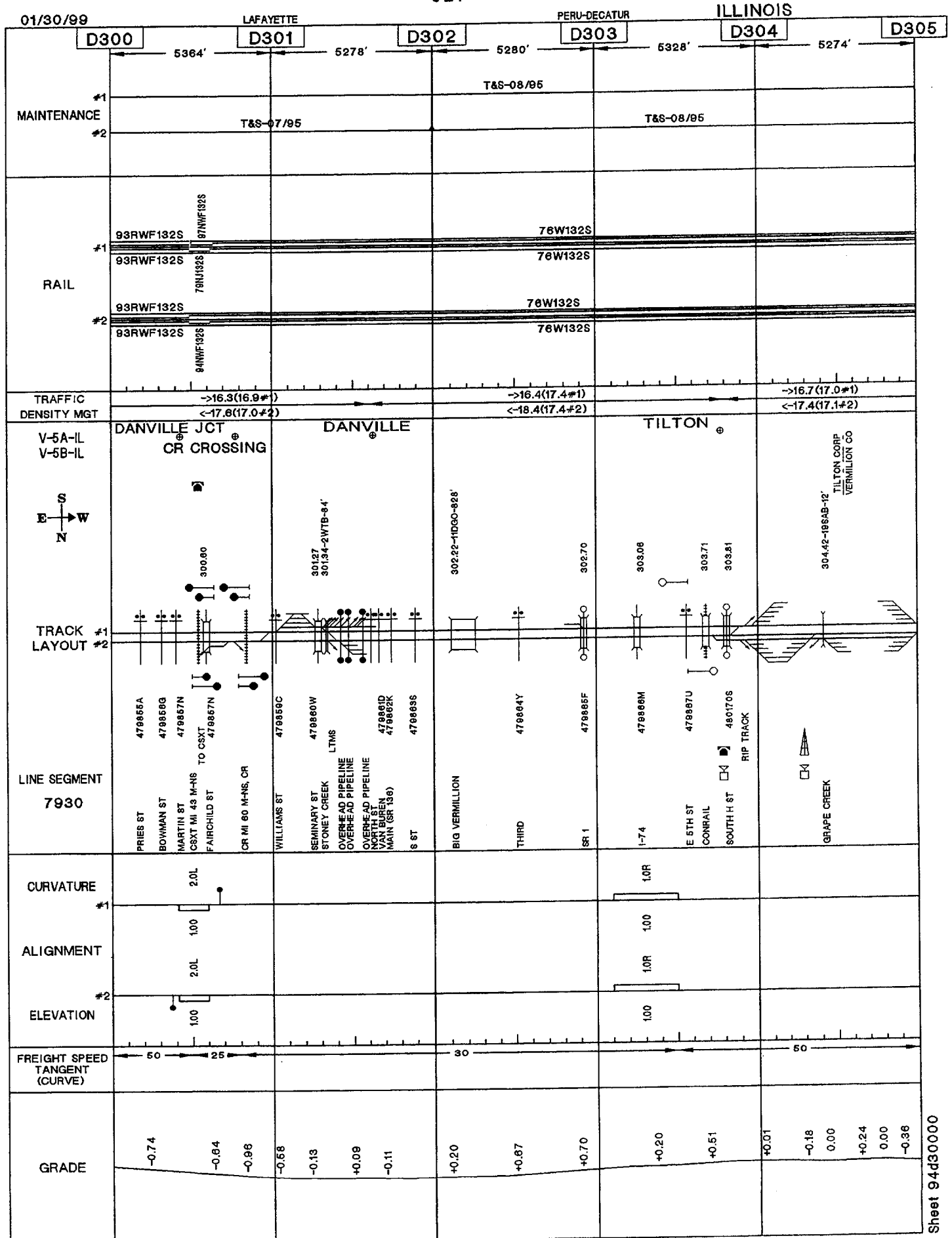
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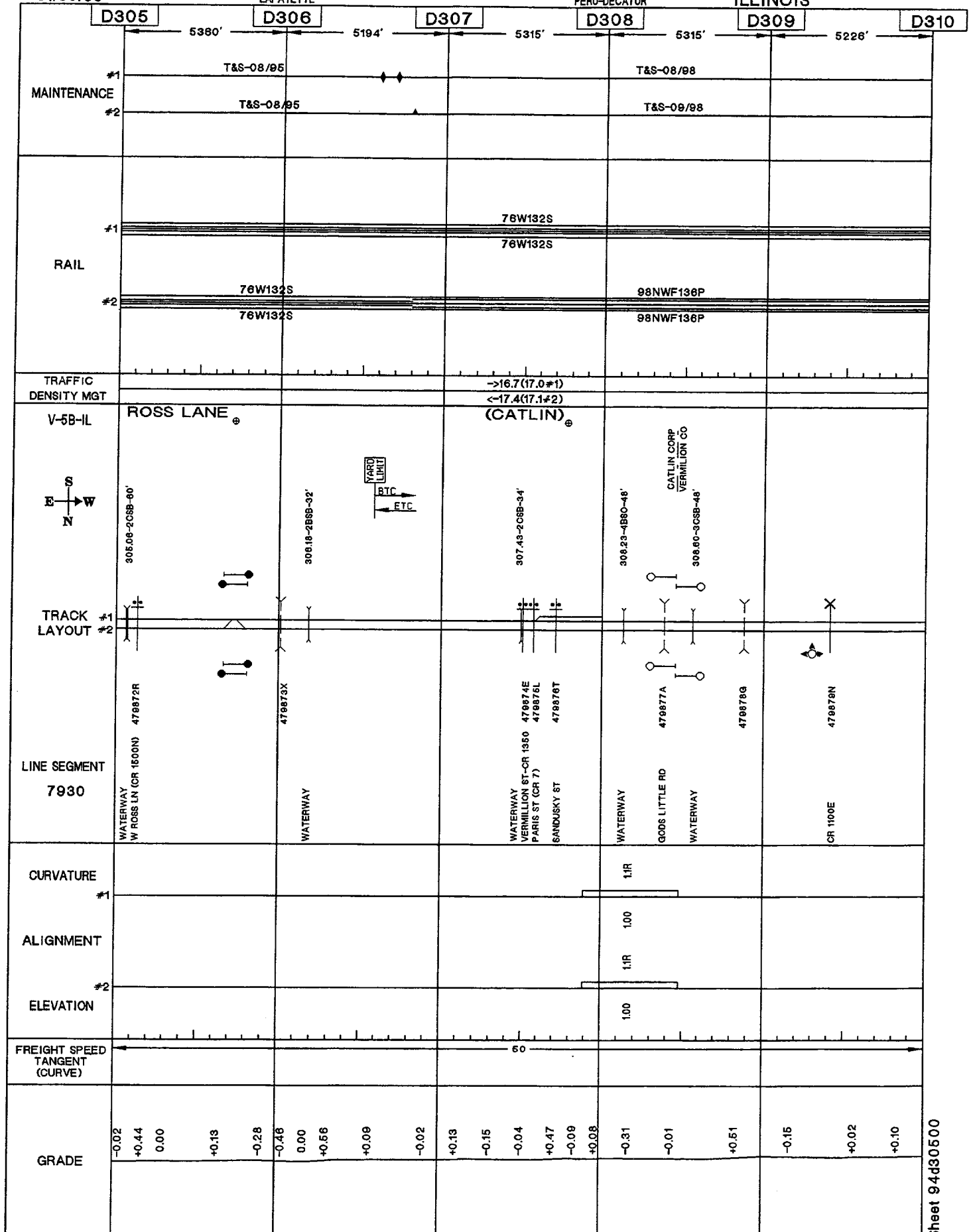


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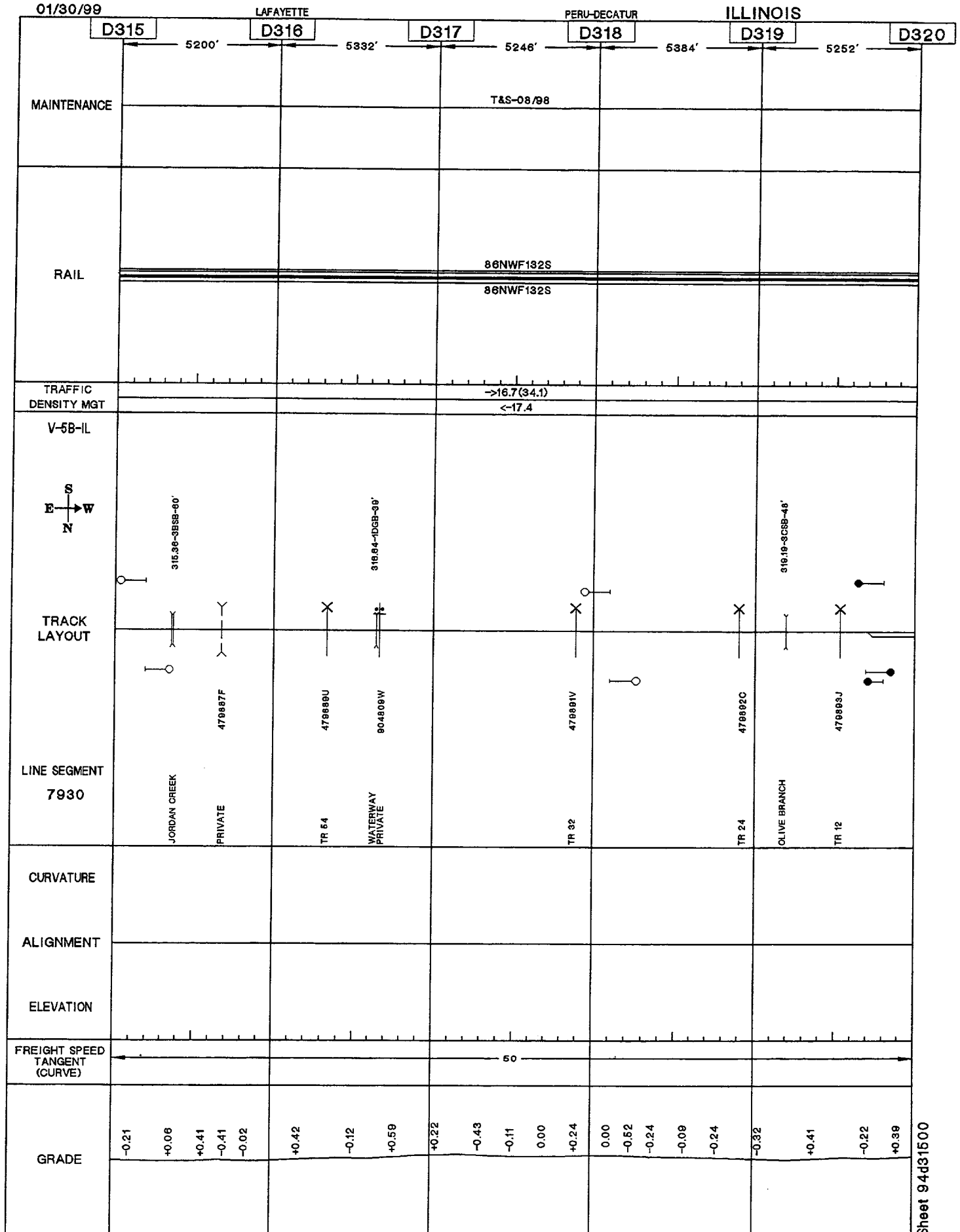
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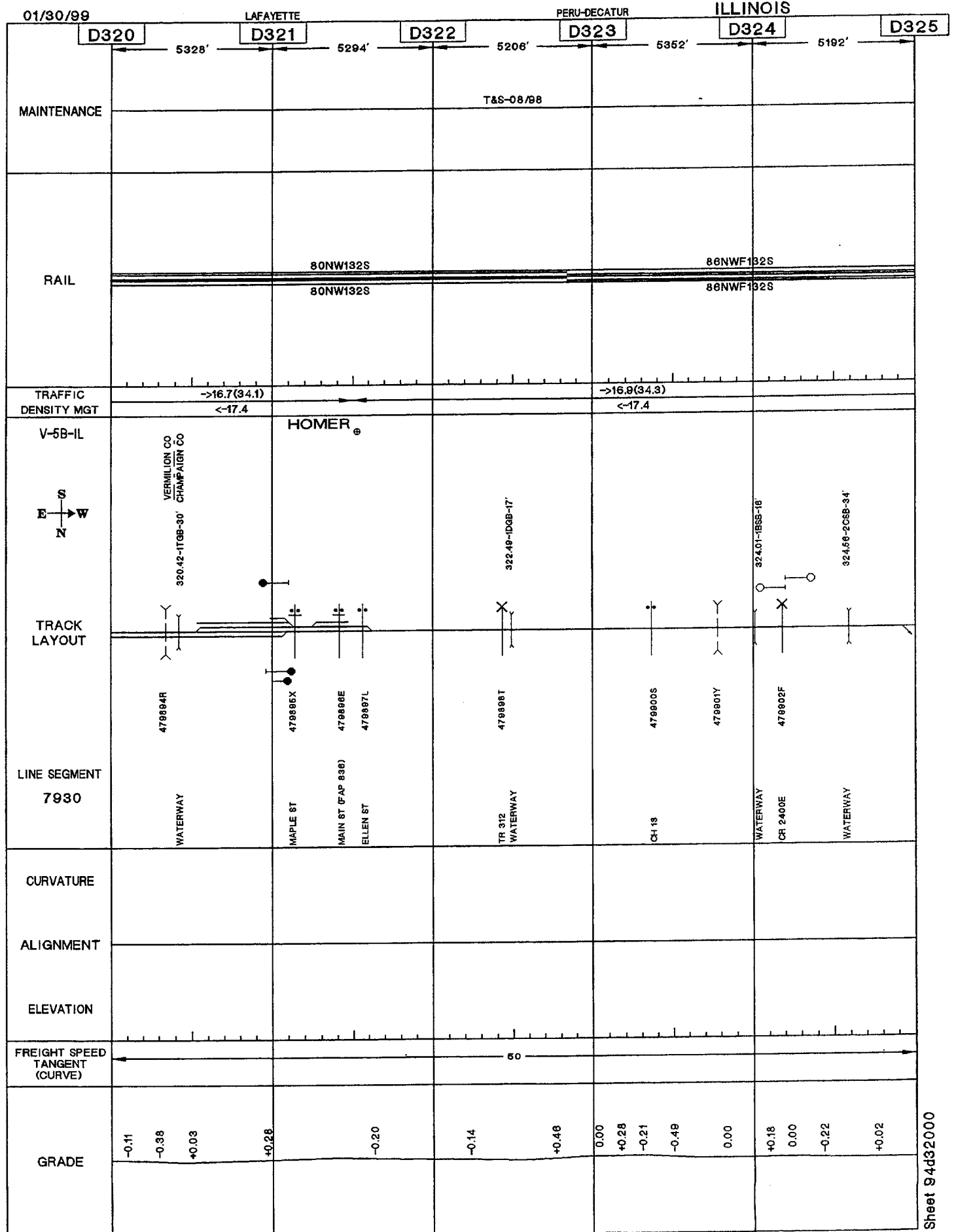
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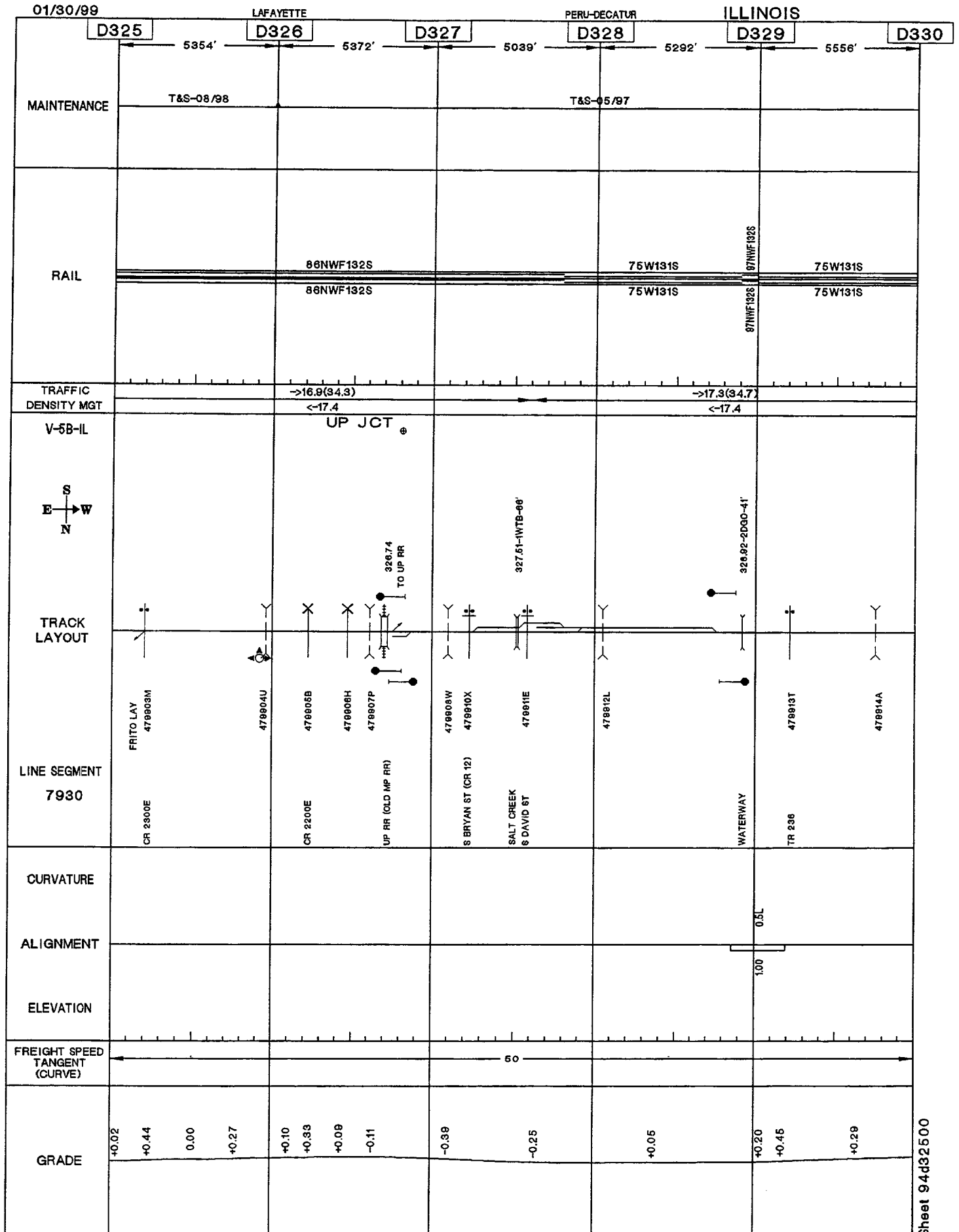
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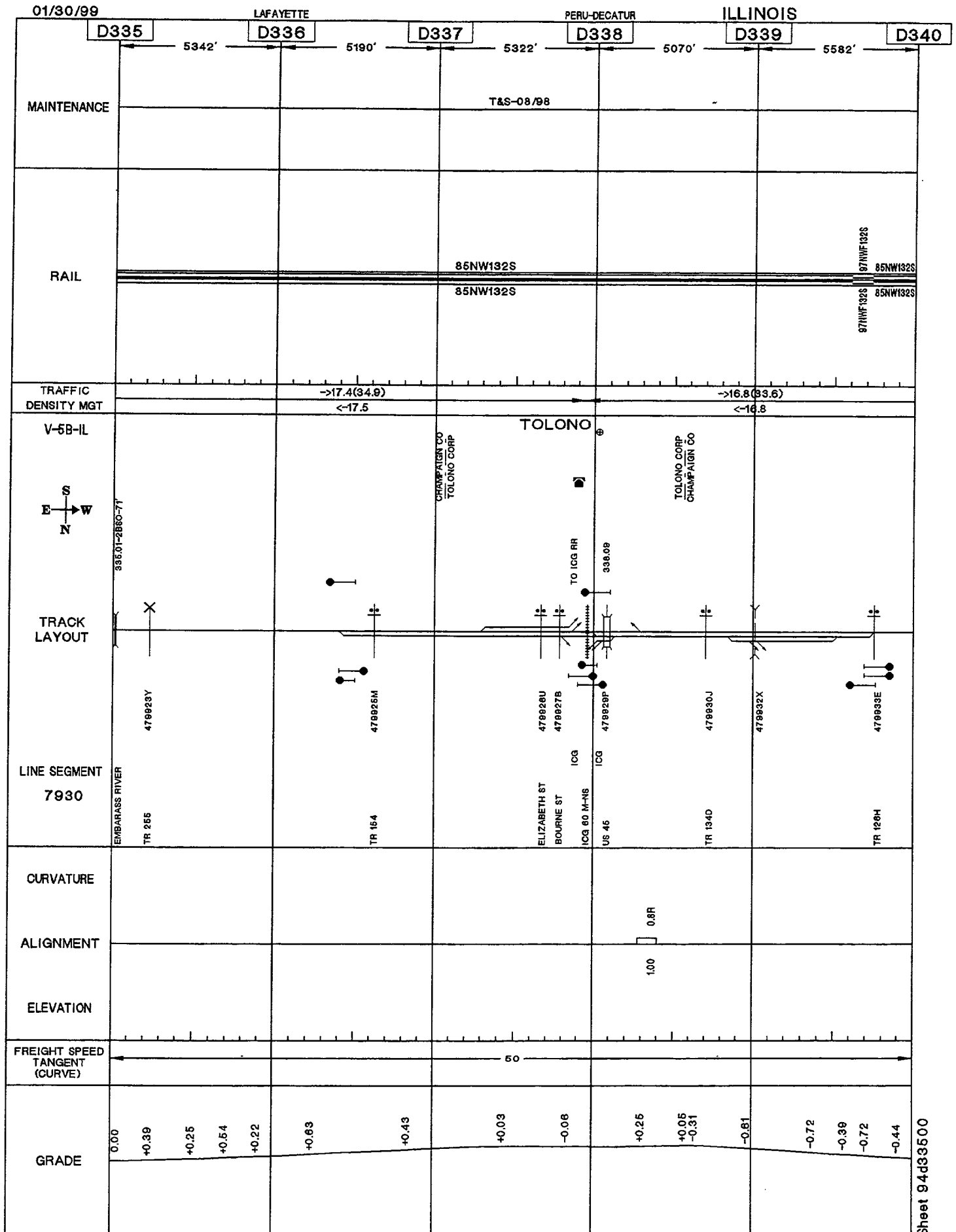






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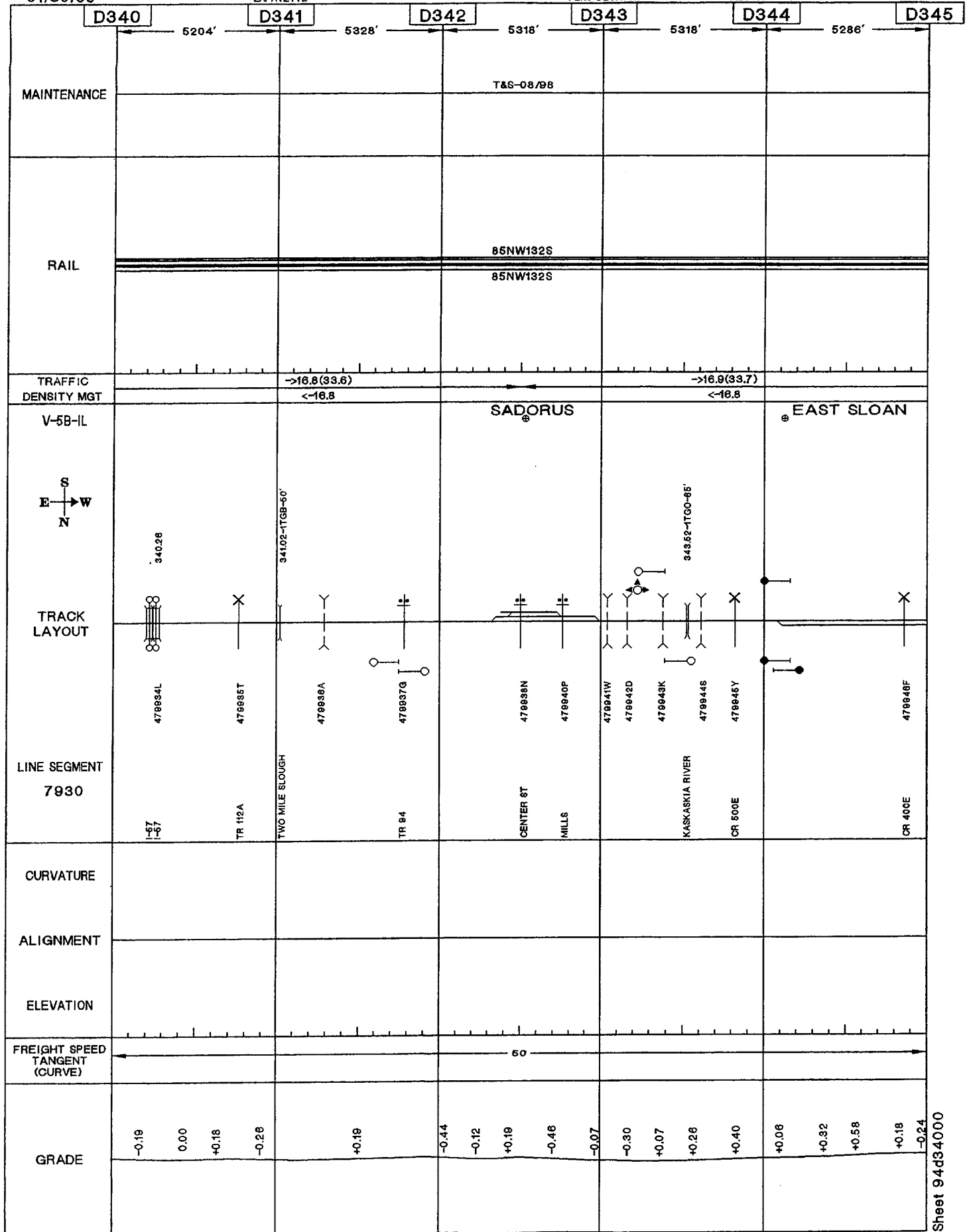


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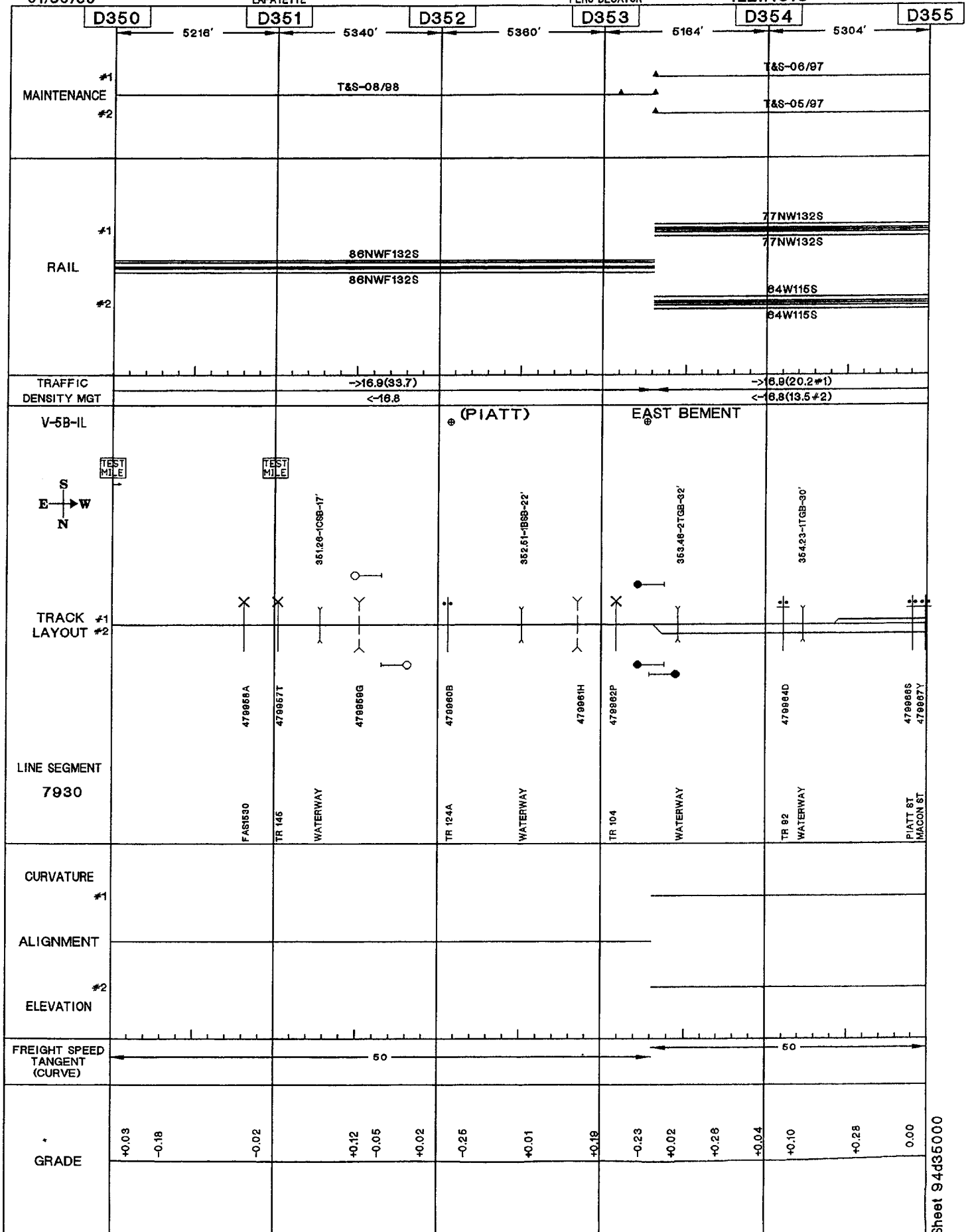
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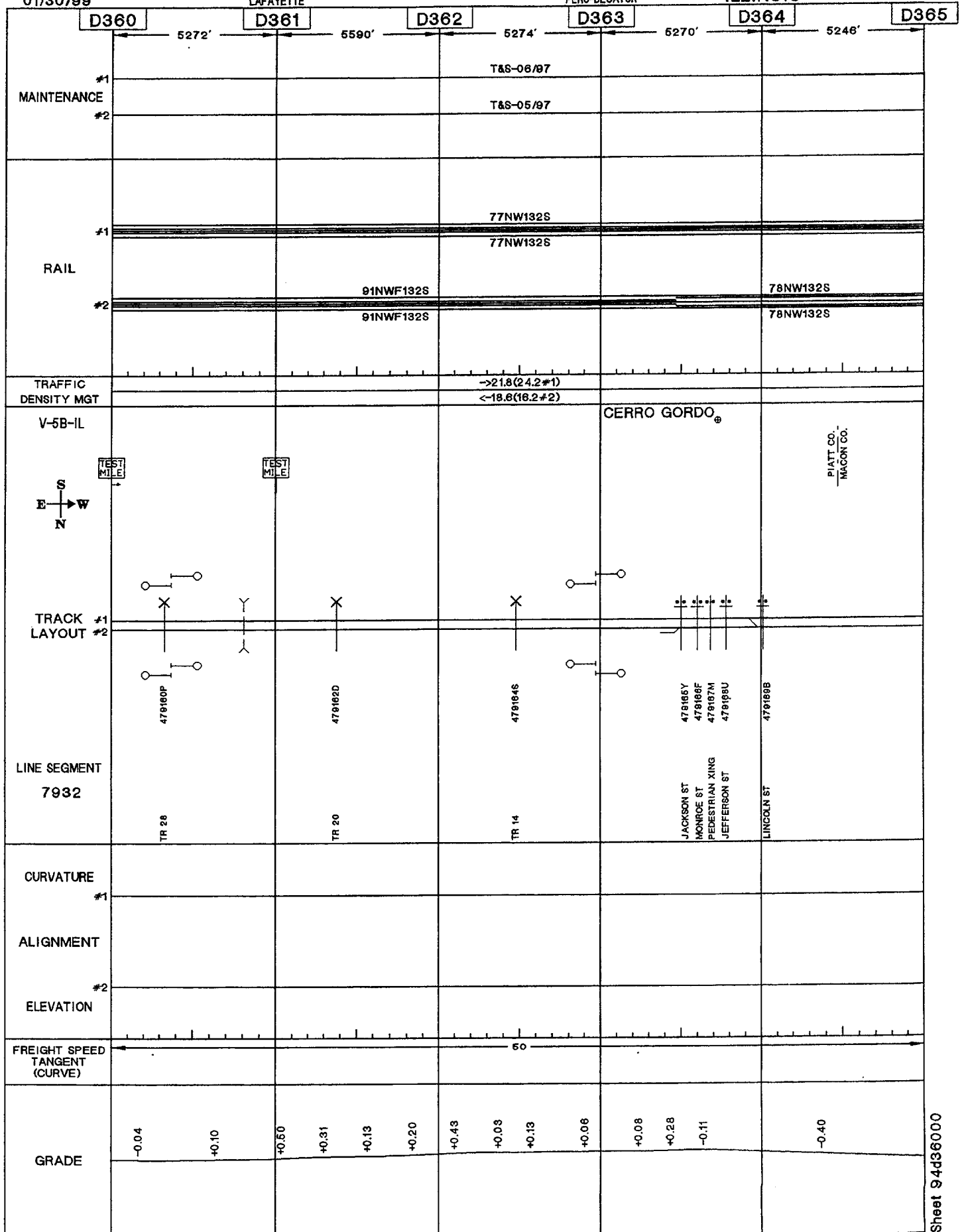
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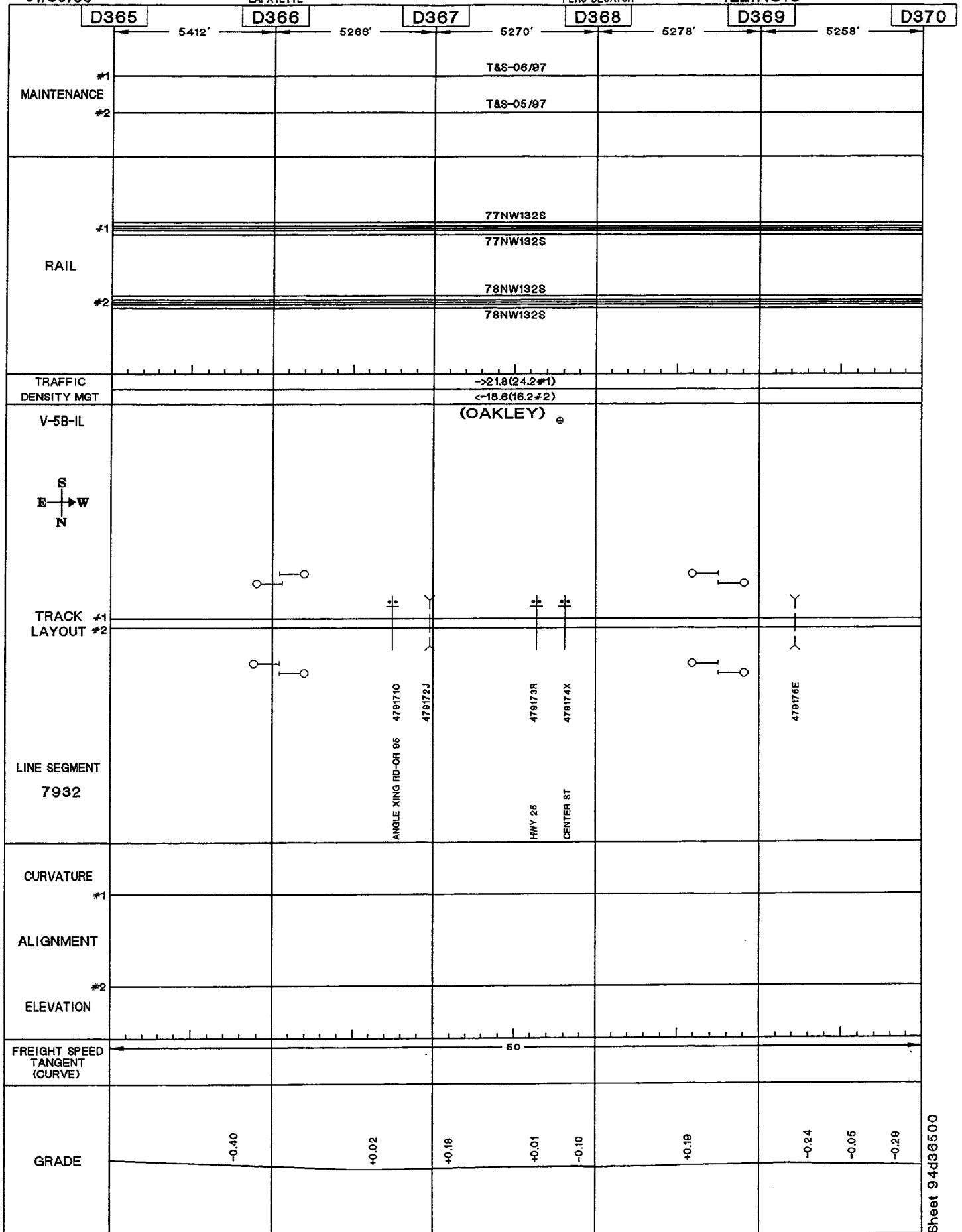


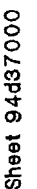
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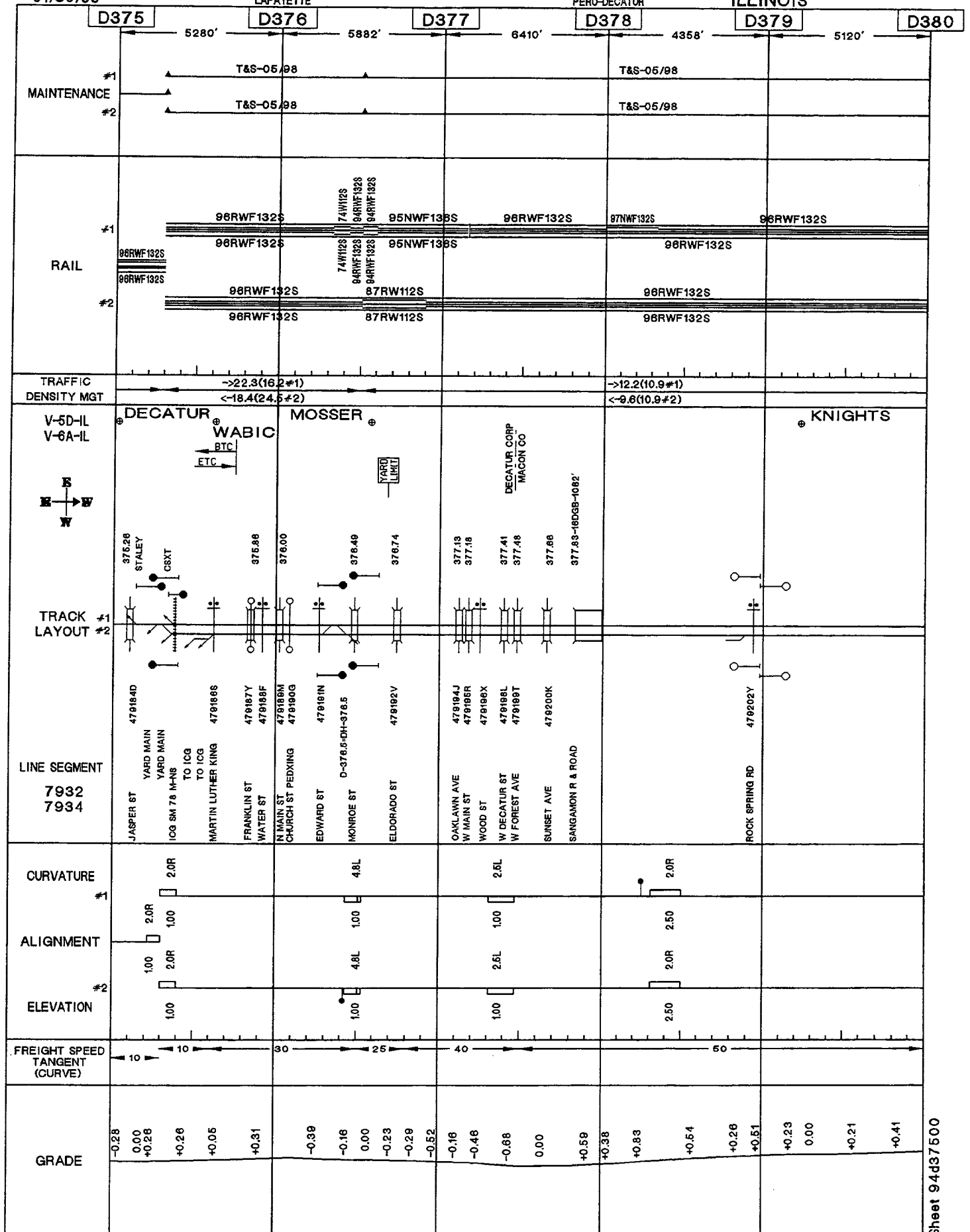


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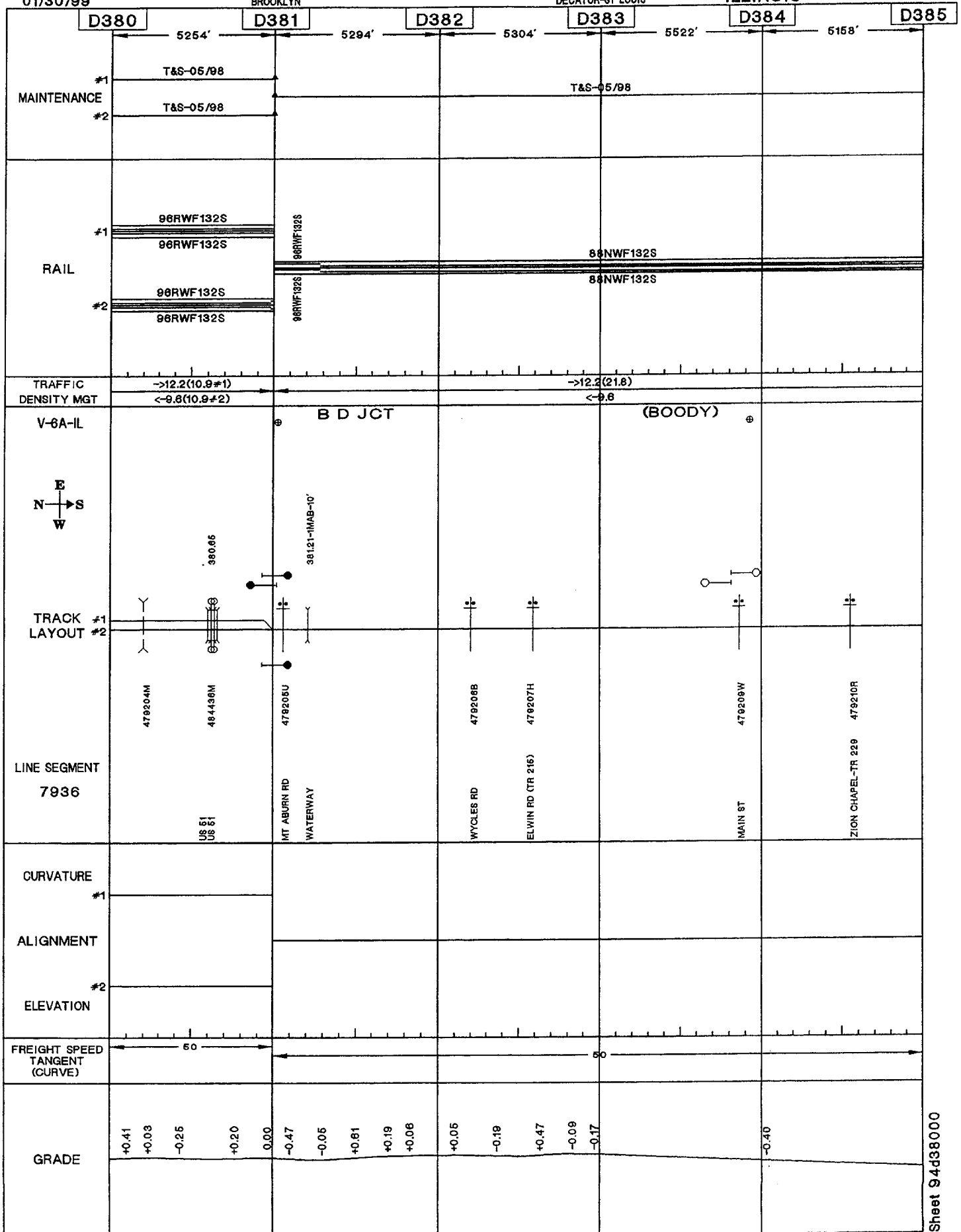


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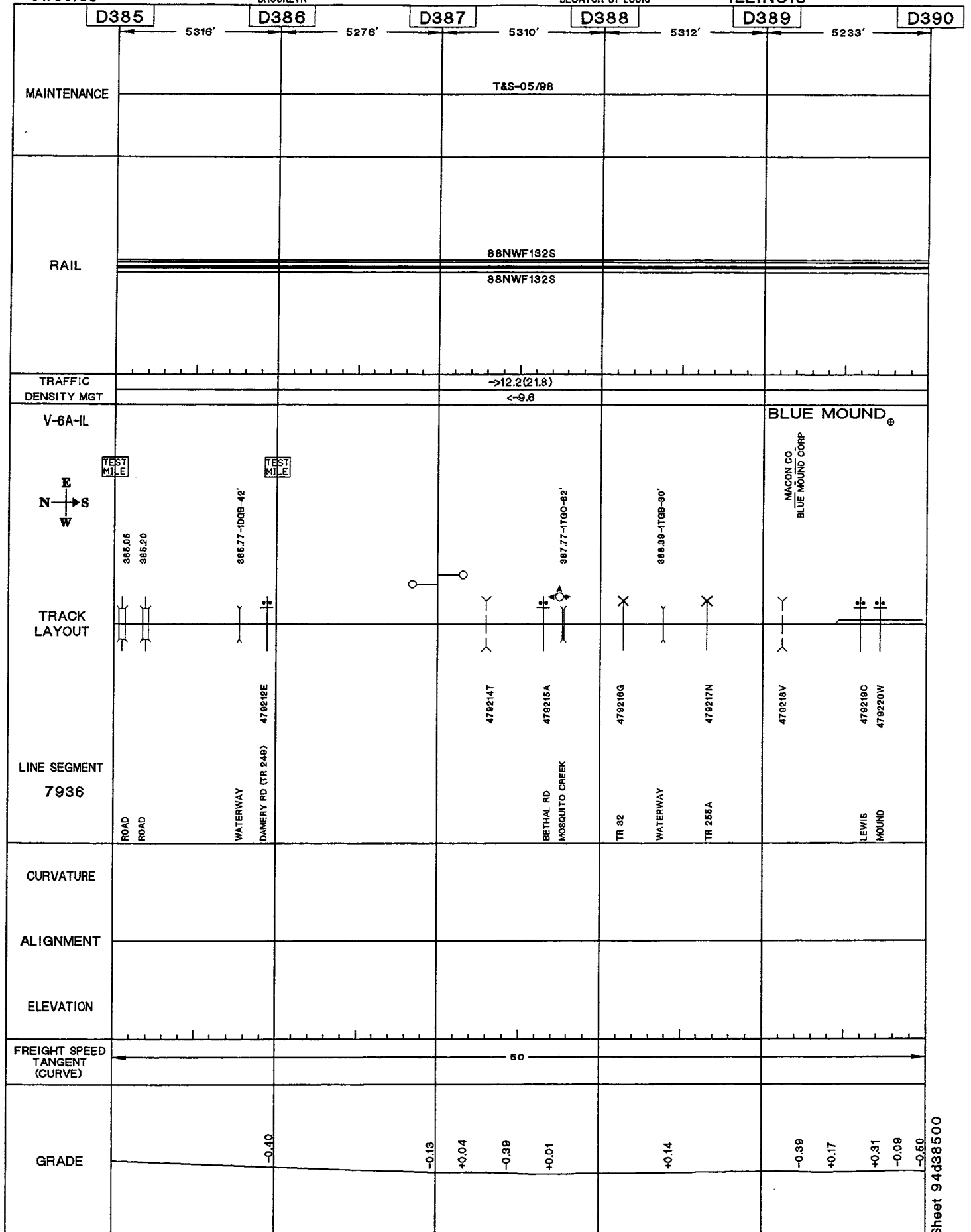


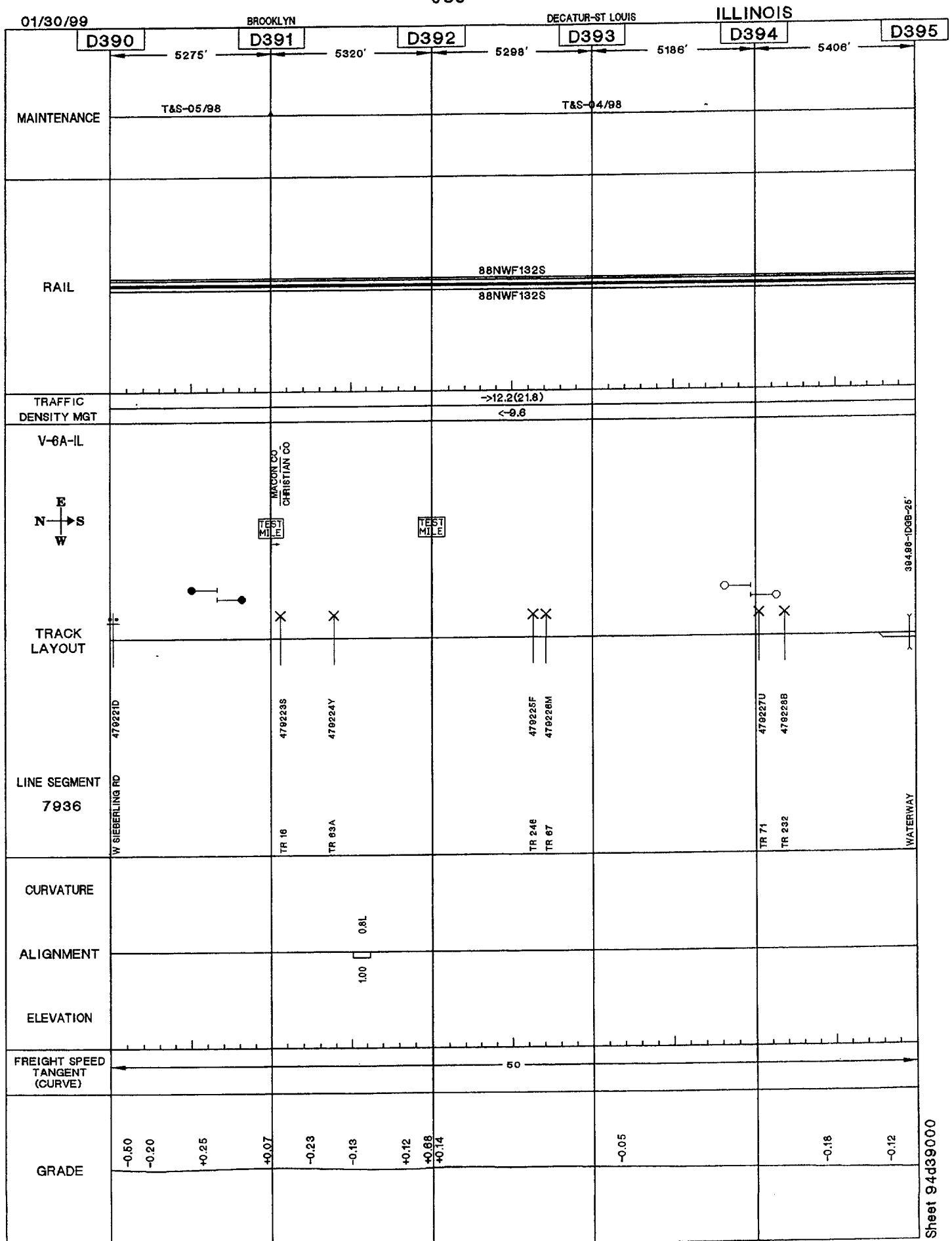
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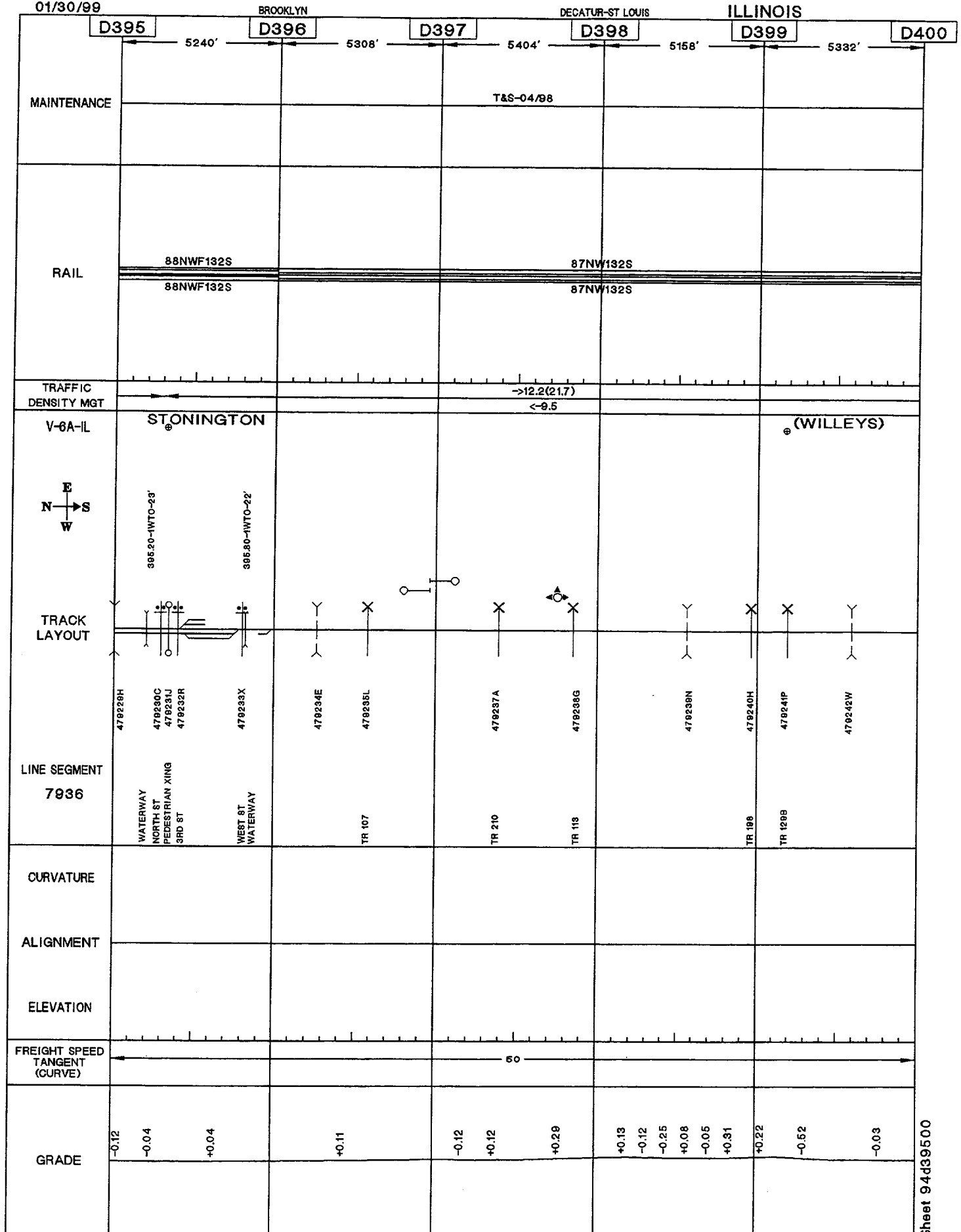
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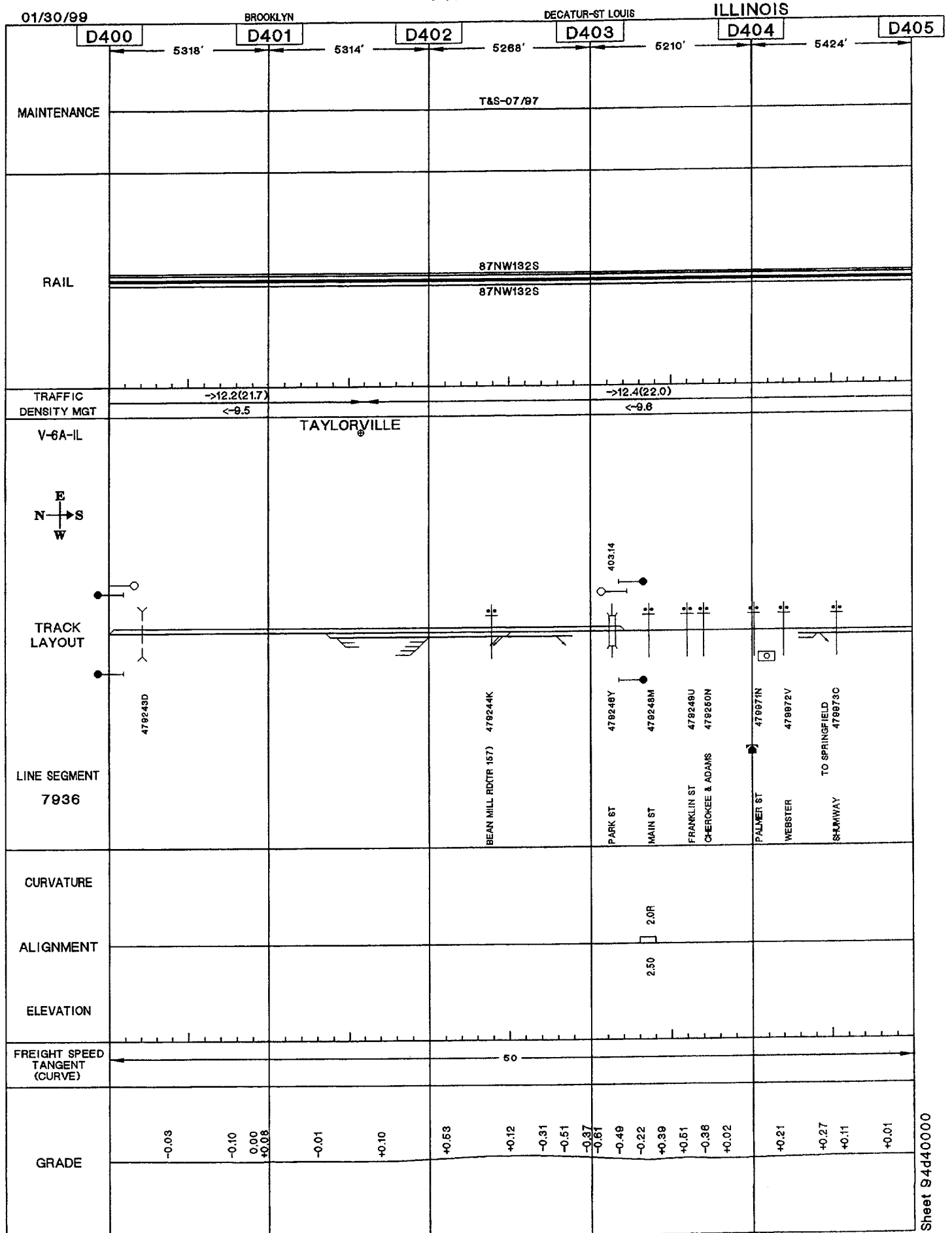
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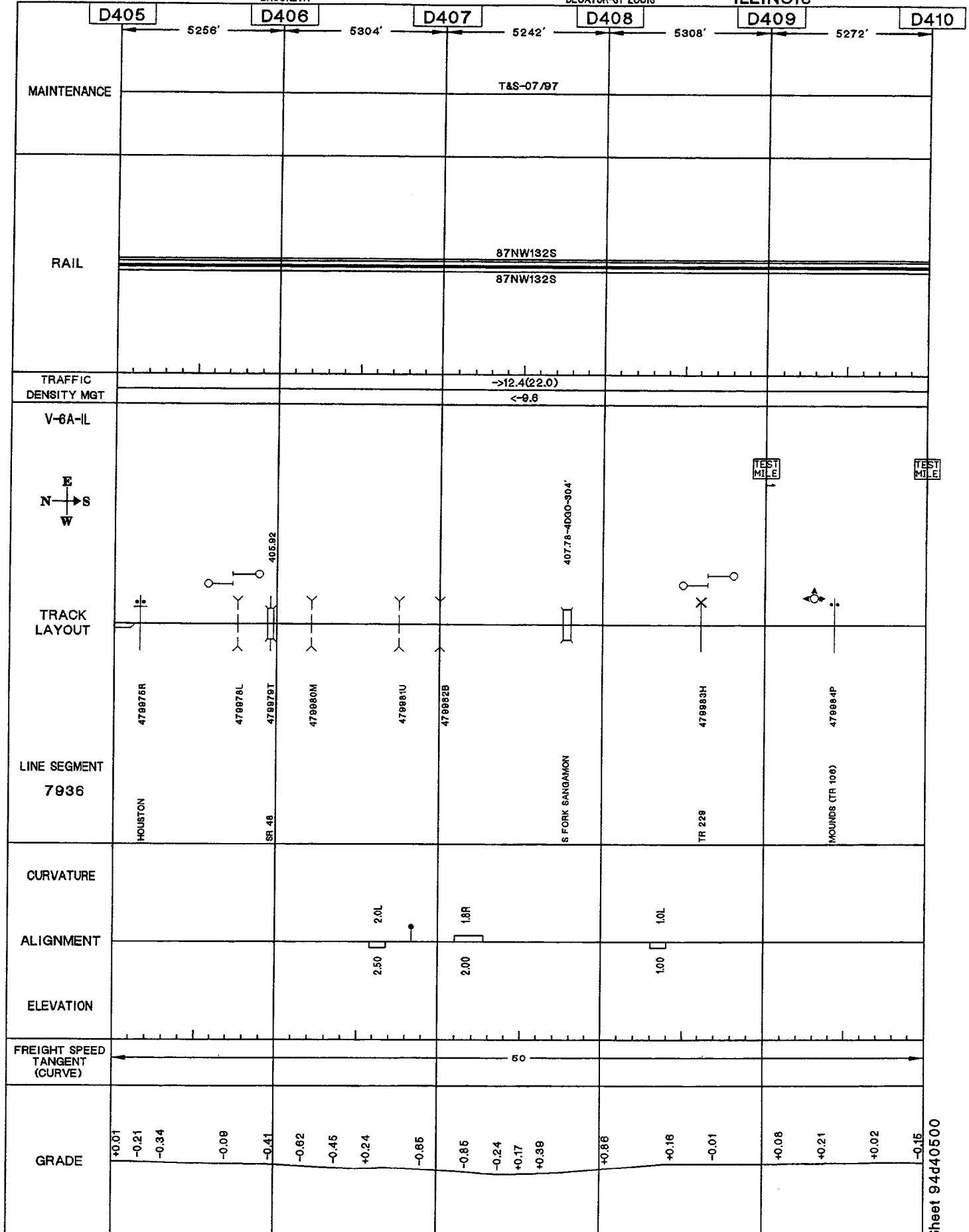


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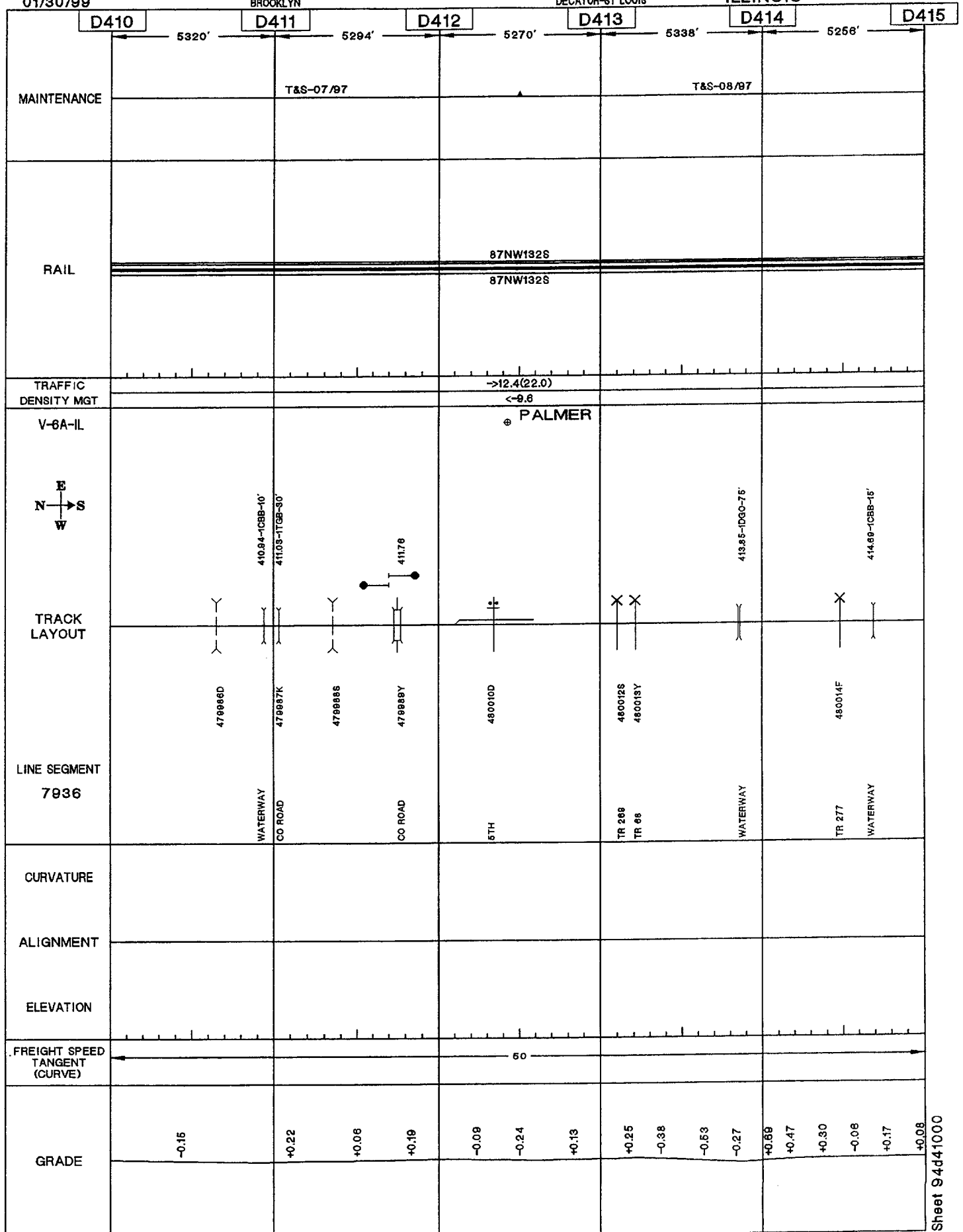


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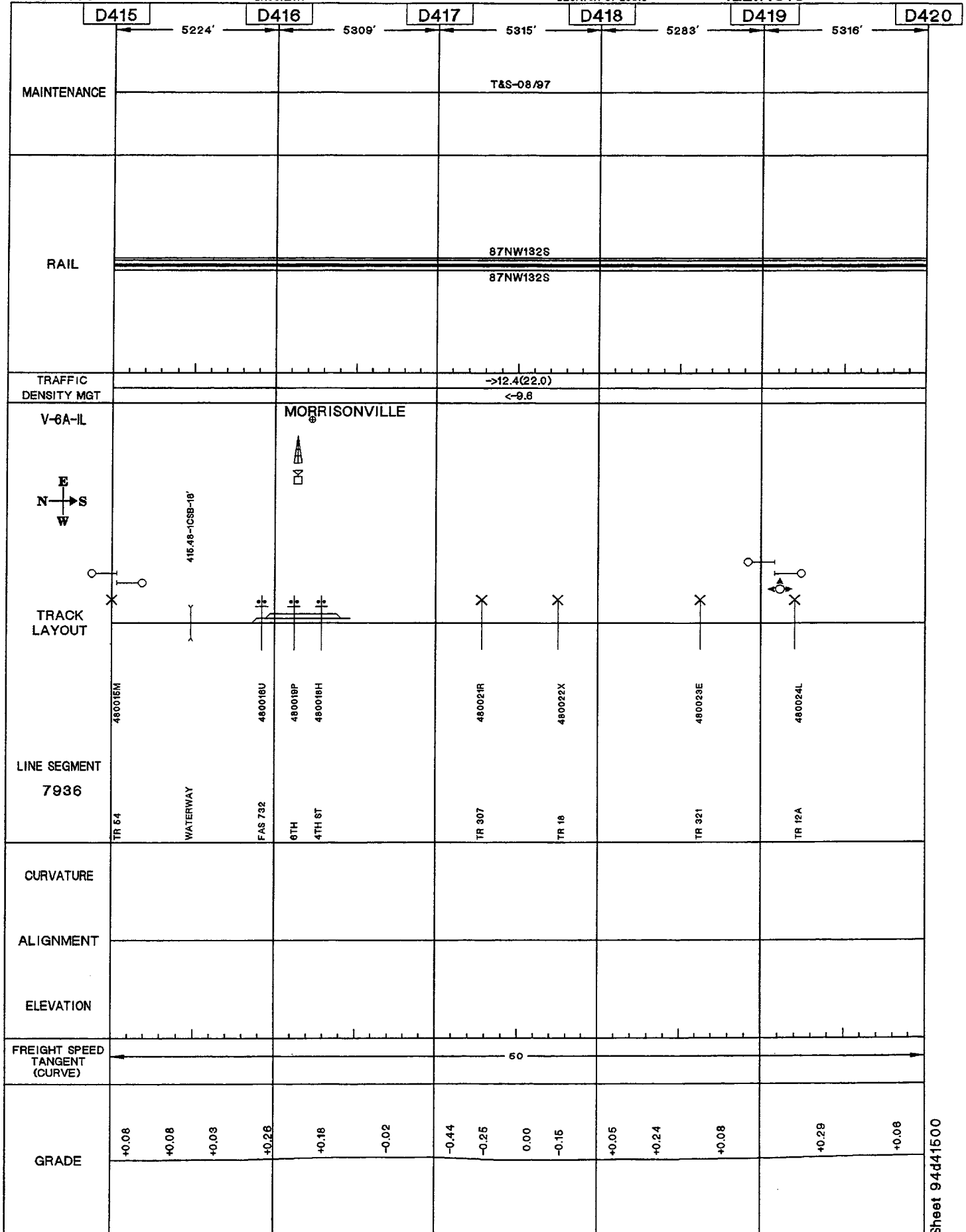


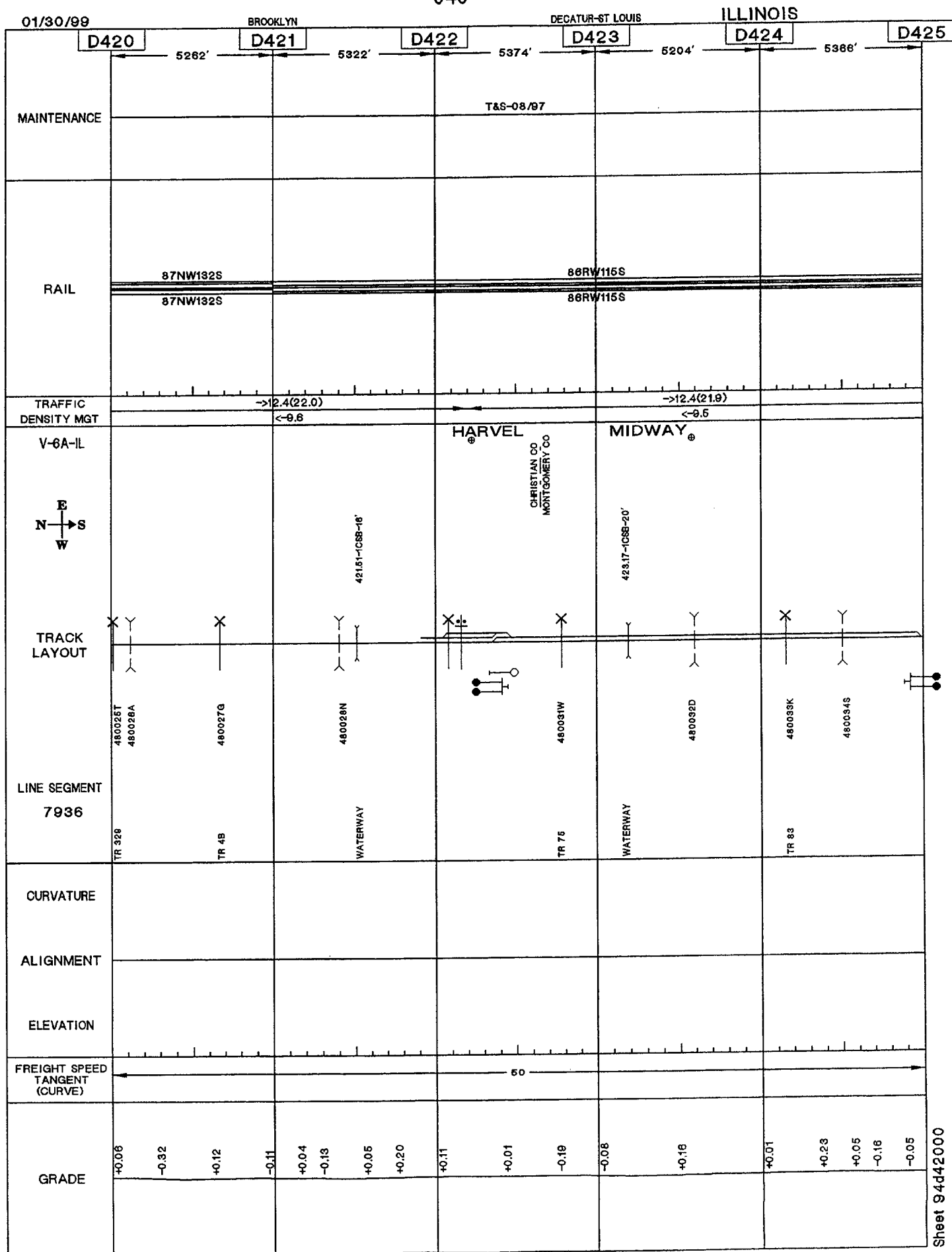
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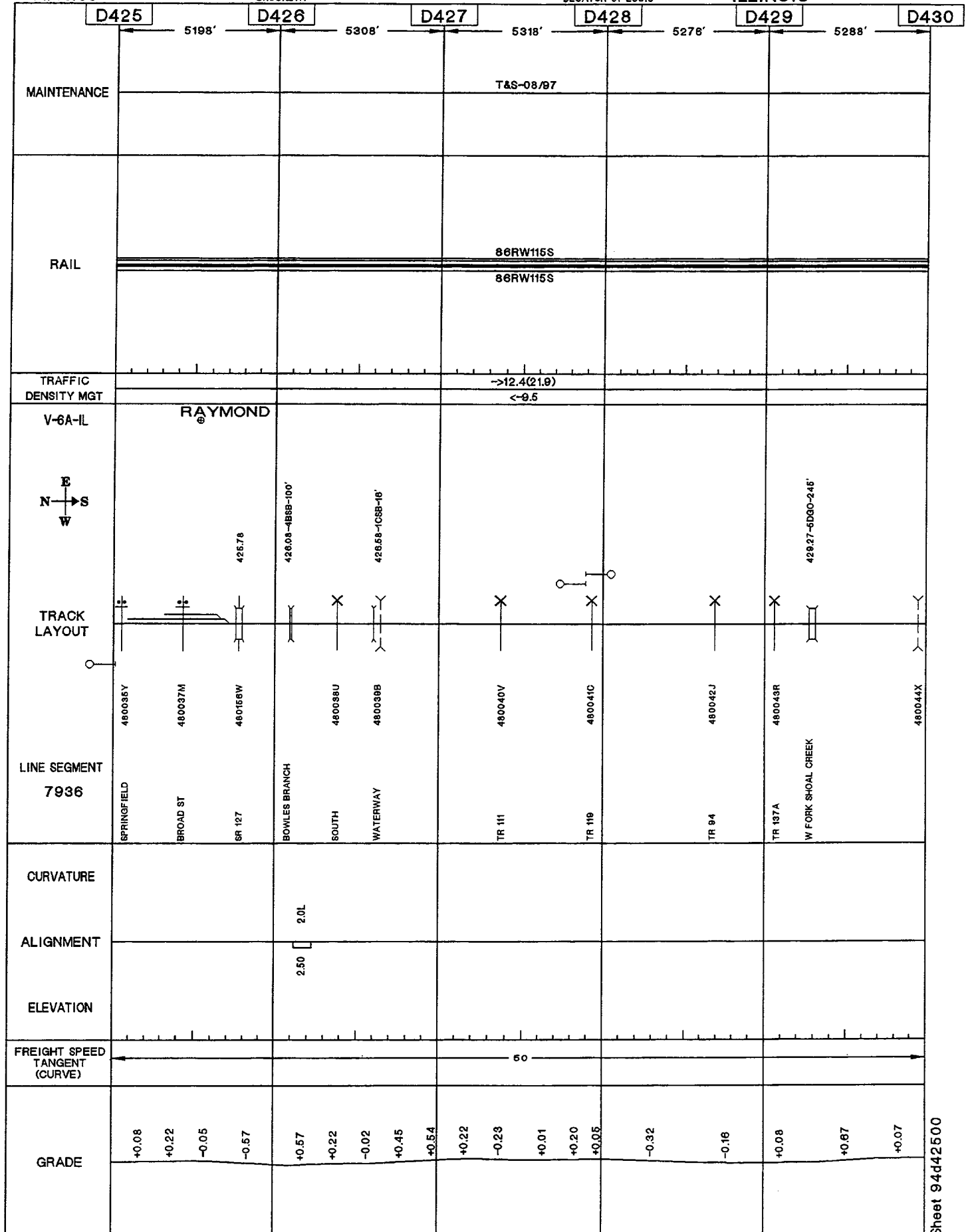


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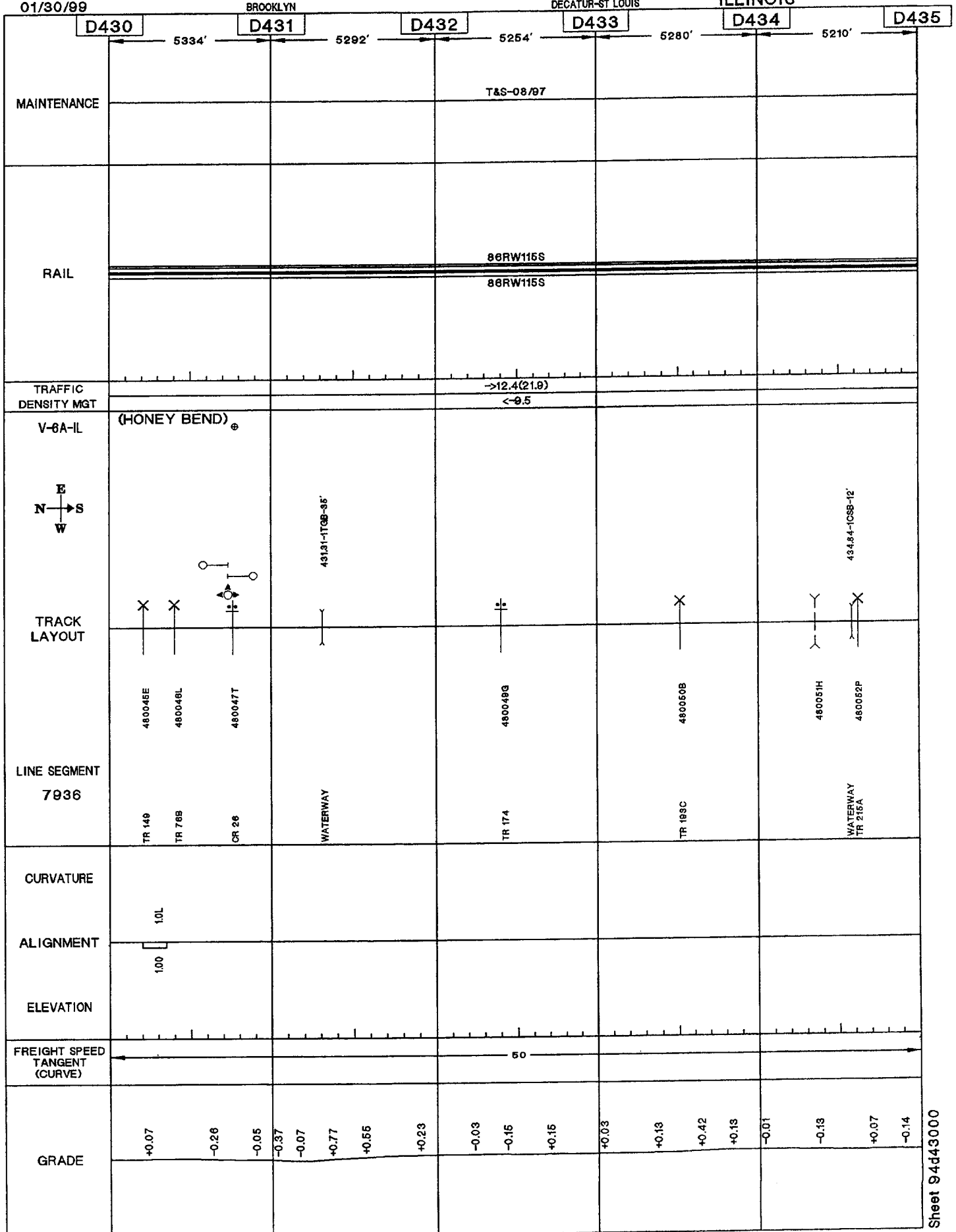


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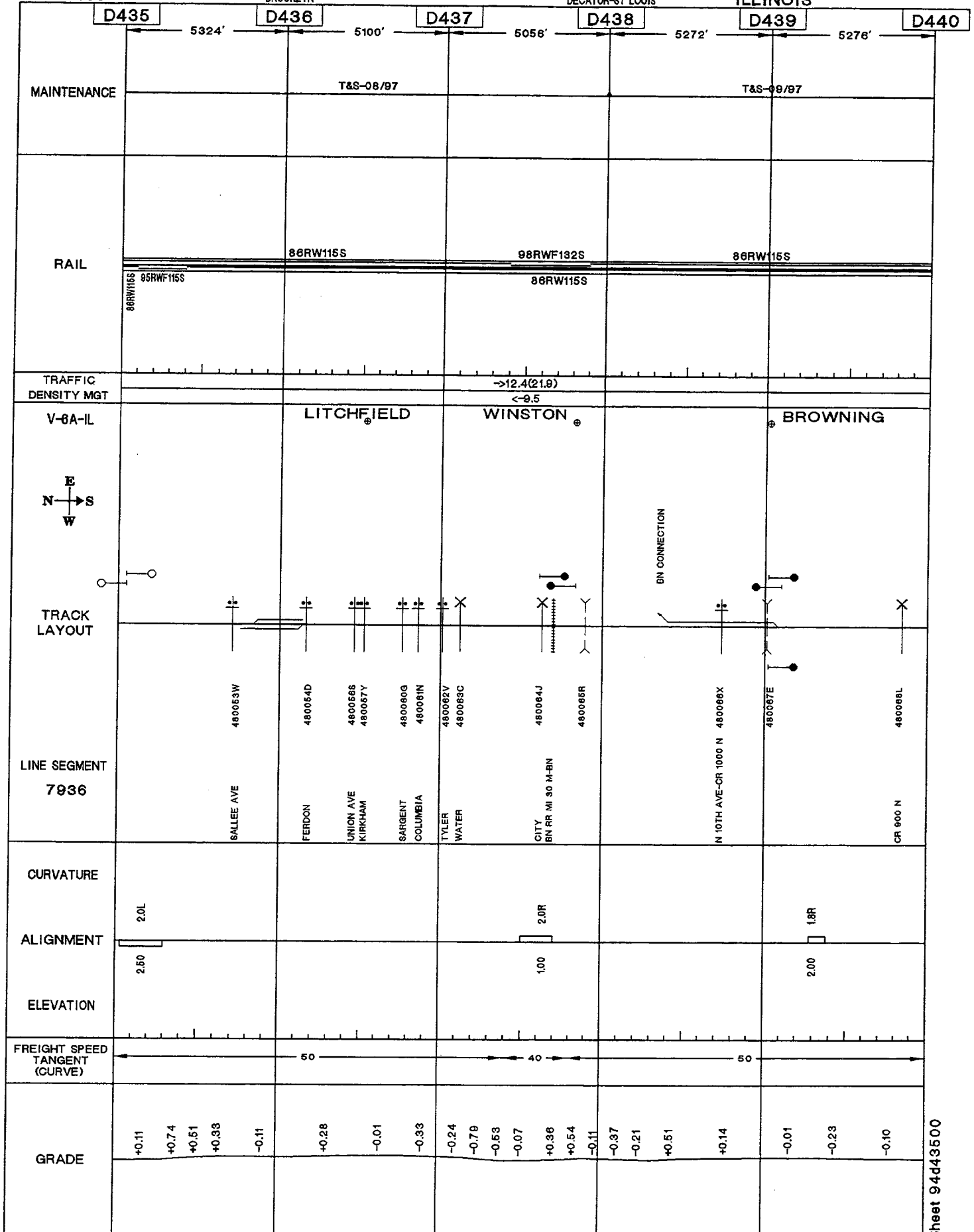


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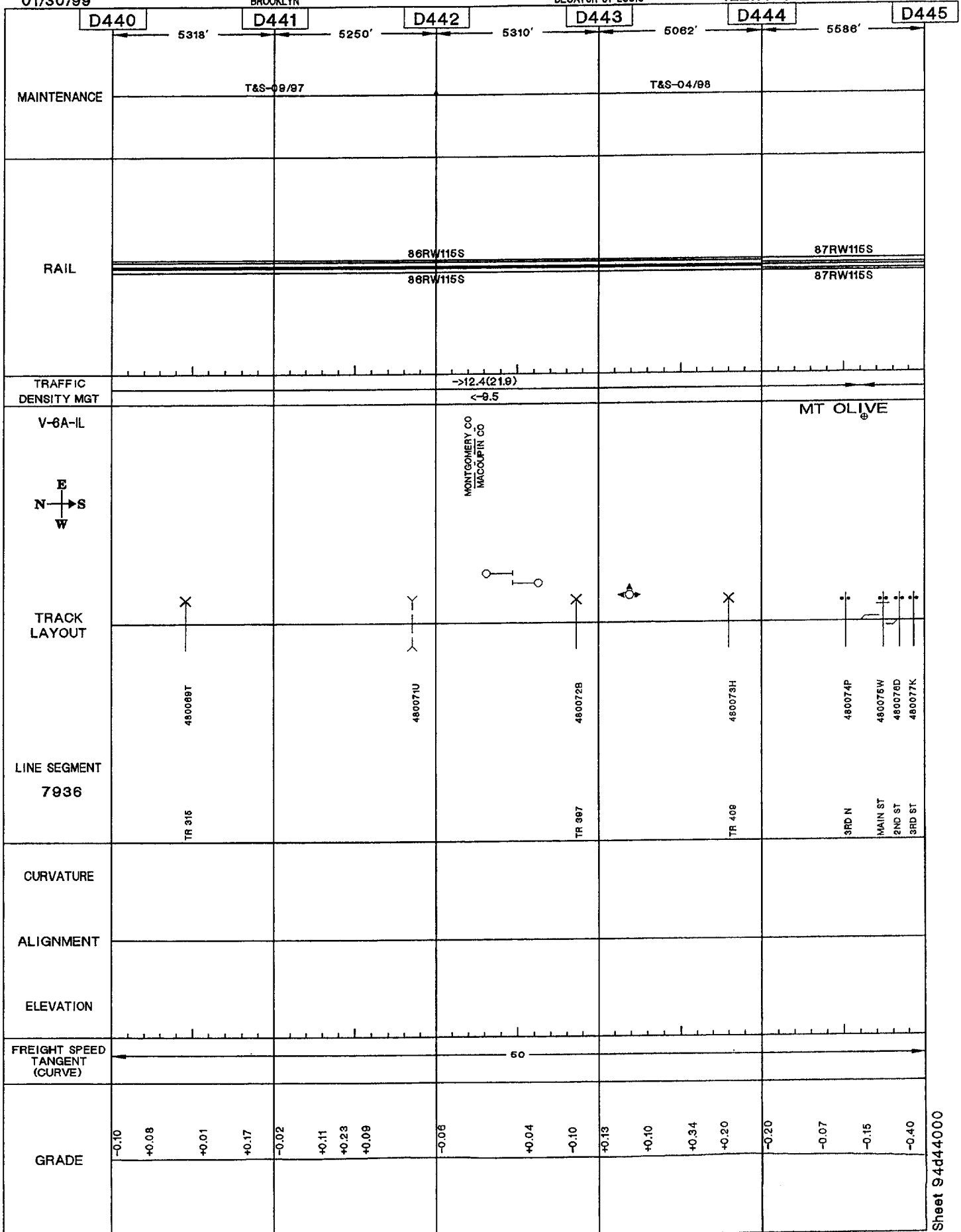


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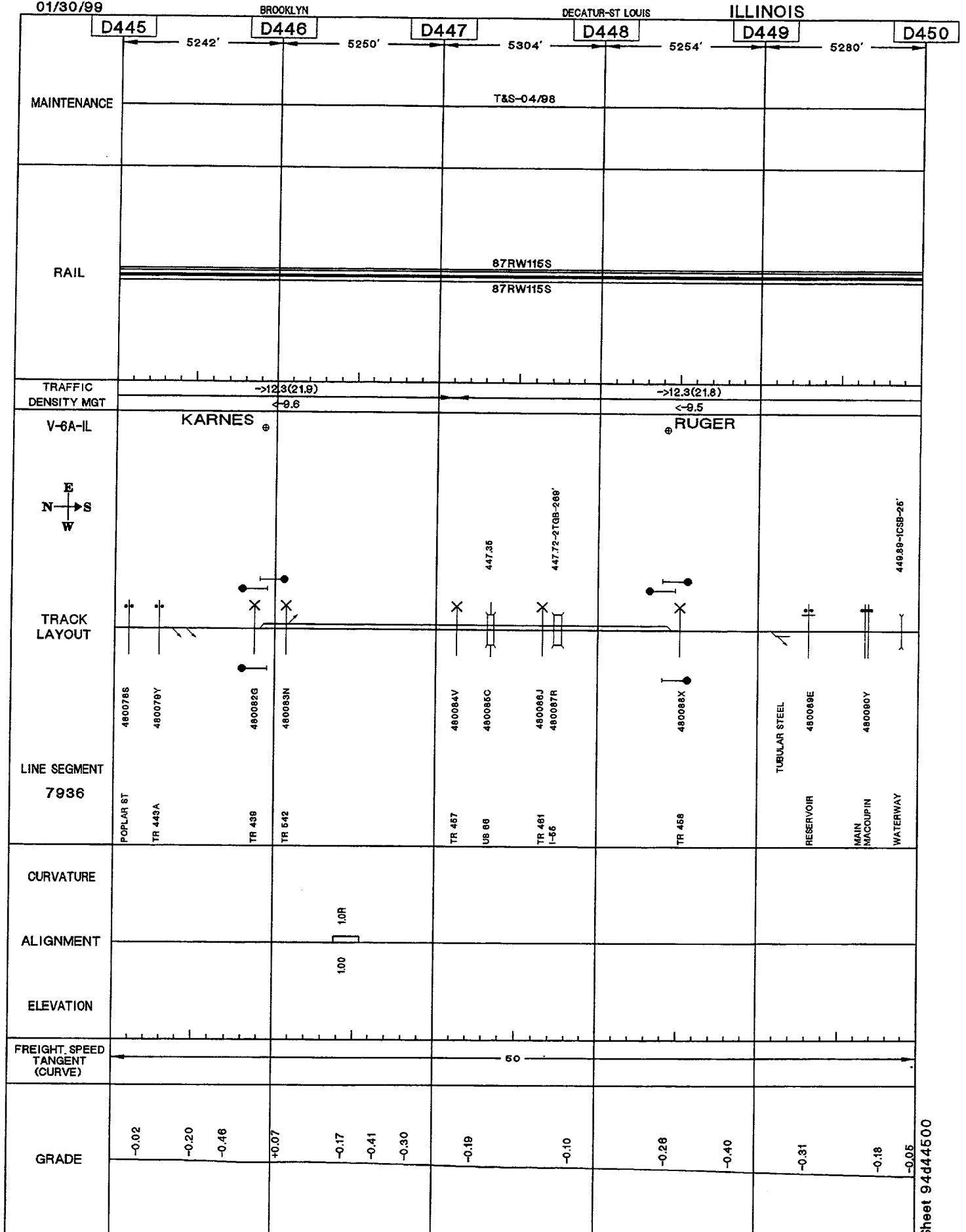
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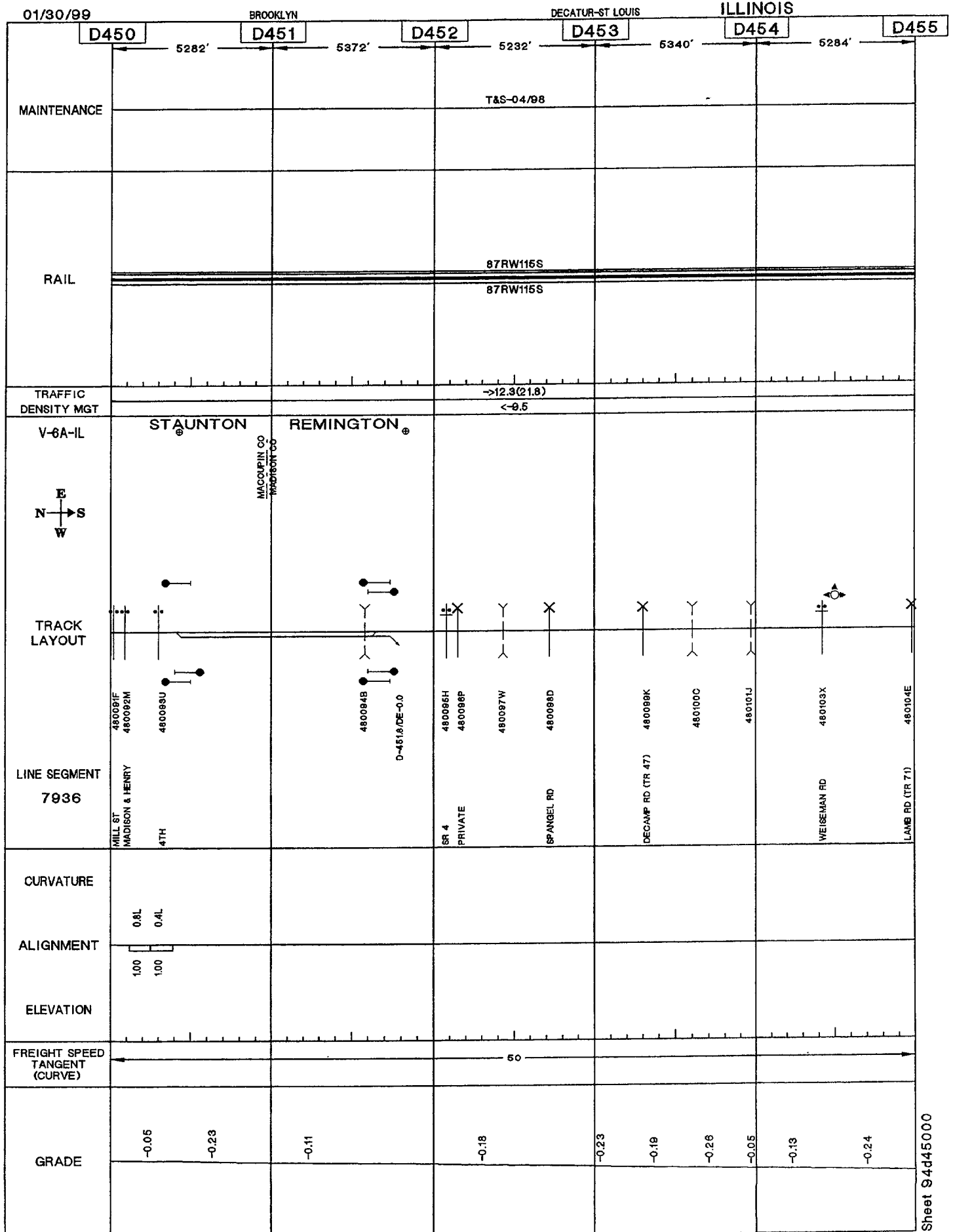
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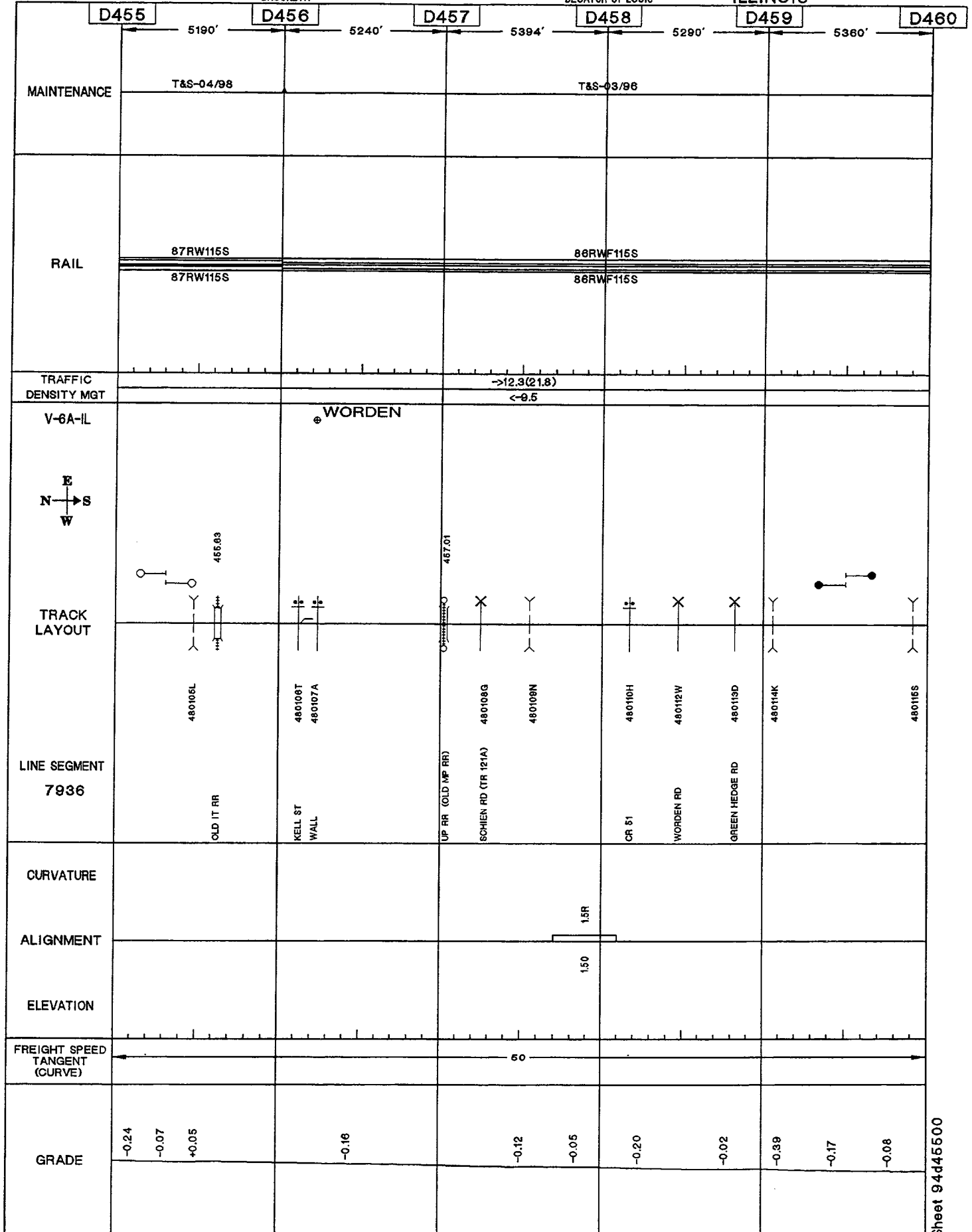


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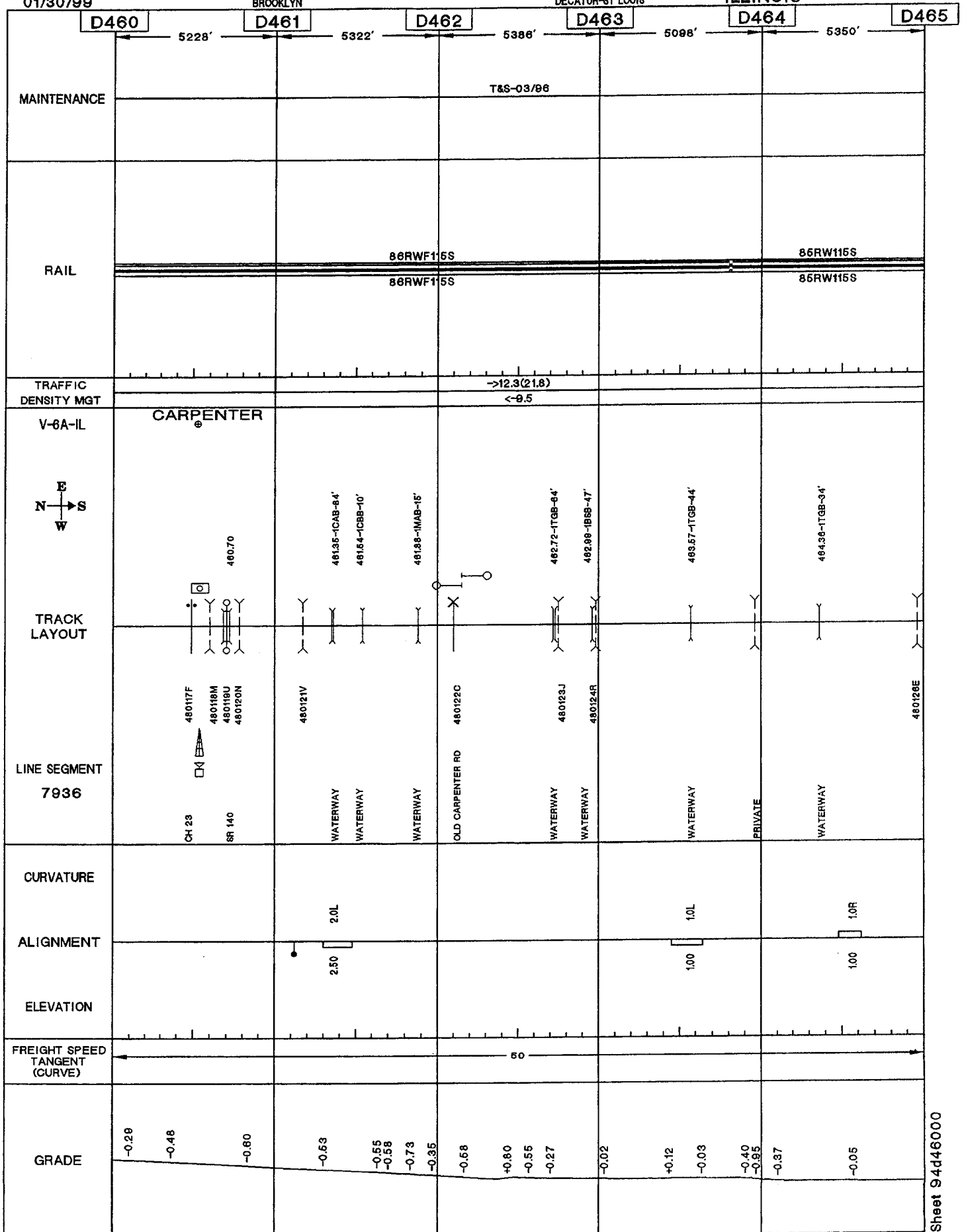


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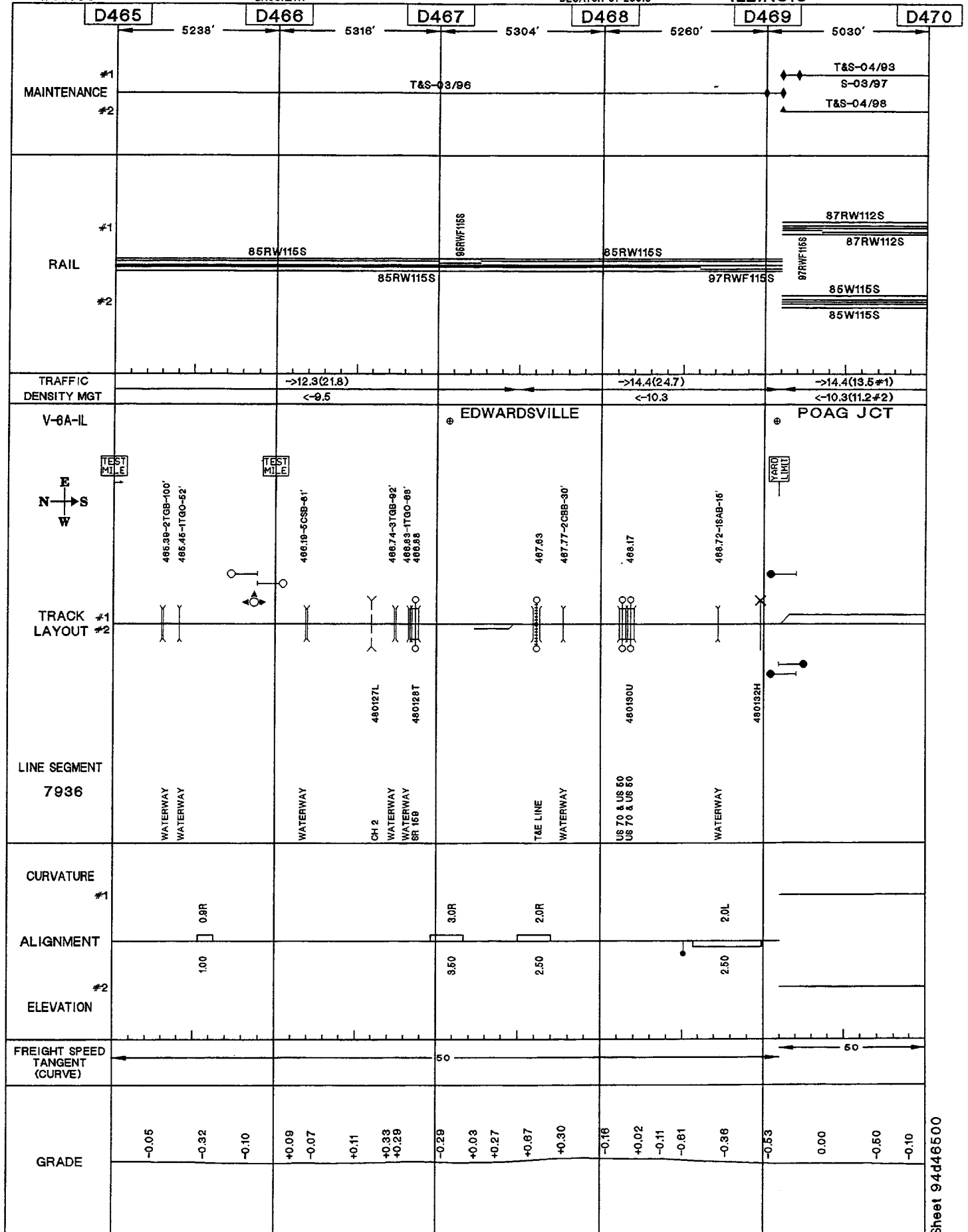


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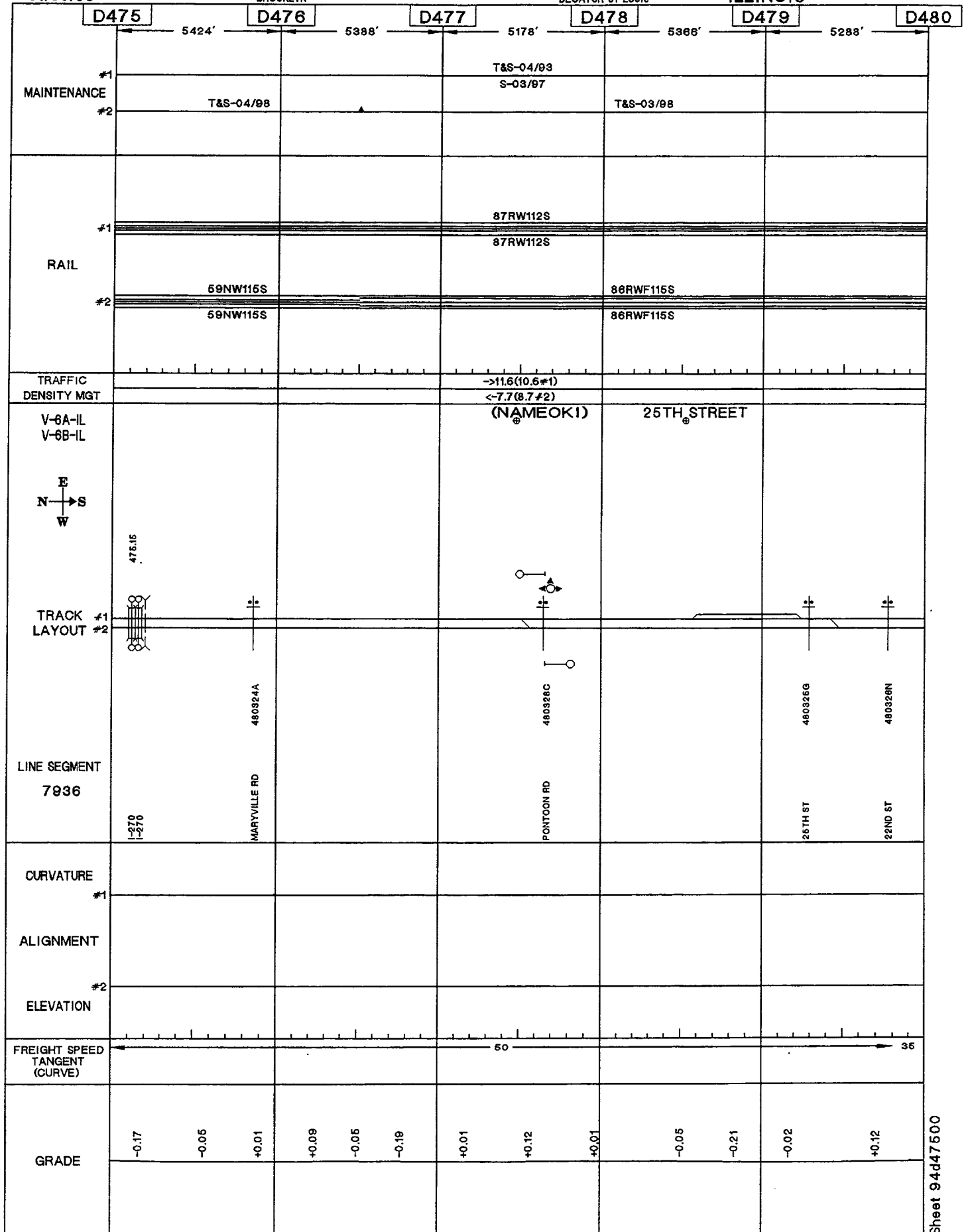
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ILLINOIS



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**DH380**



T&S-06/94  
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76W182S

<-8.8

**MOSSER**®

LINE SEGMENT  
8010

ELEVATION

- 50

35

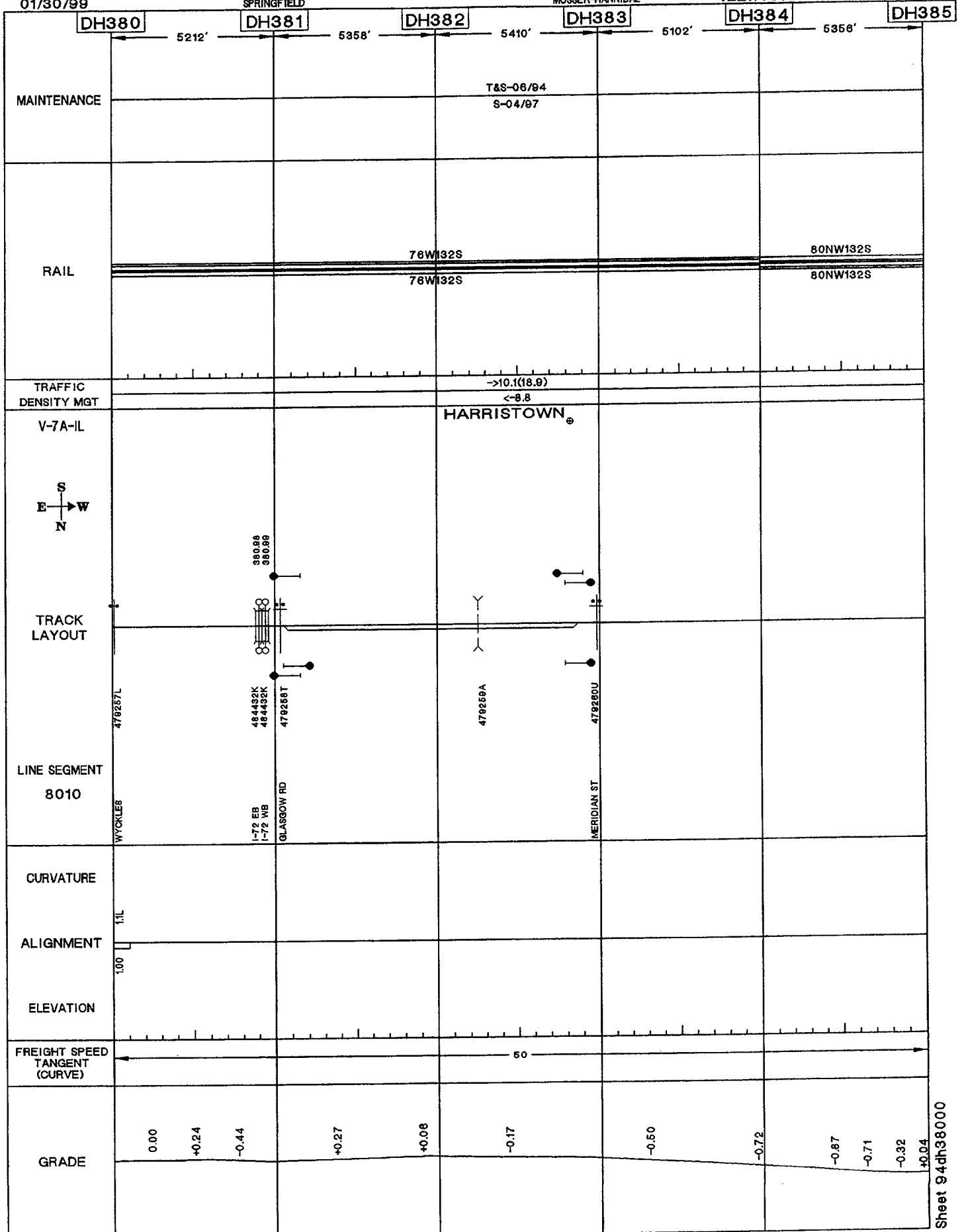
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SPRINGFIELD

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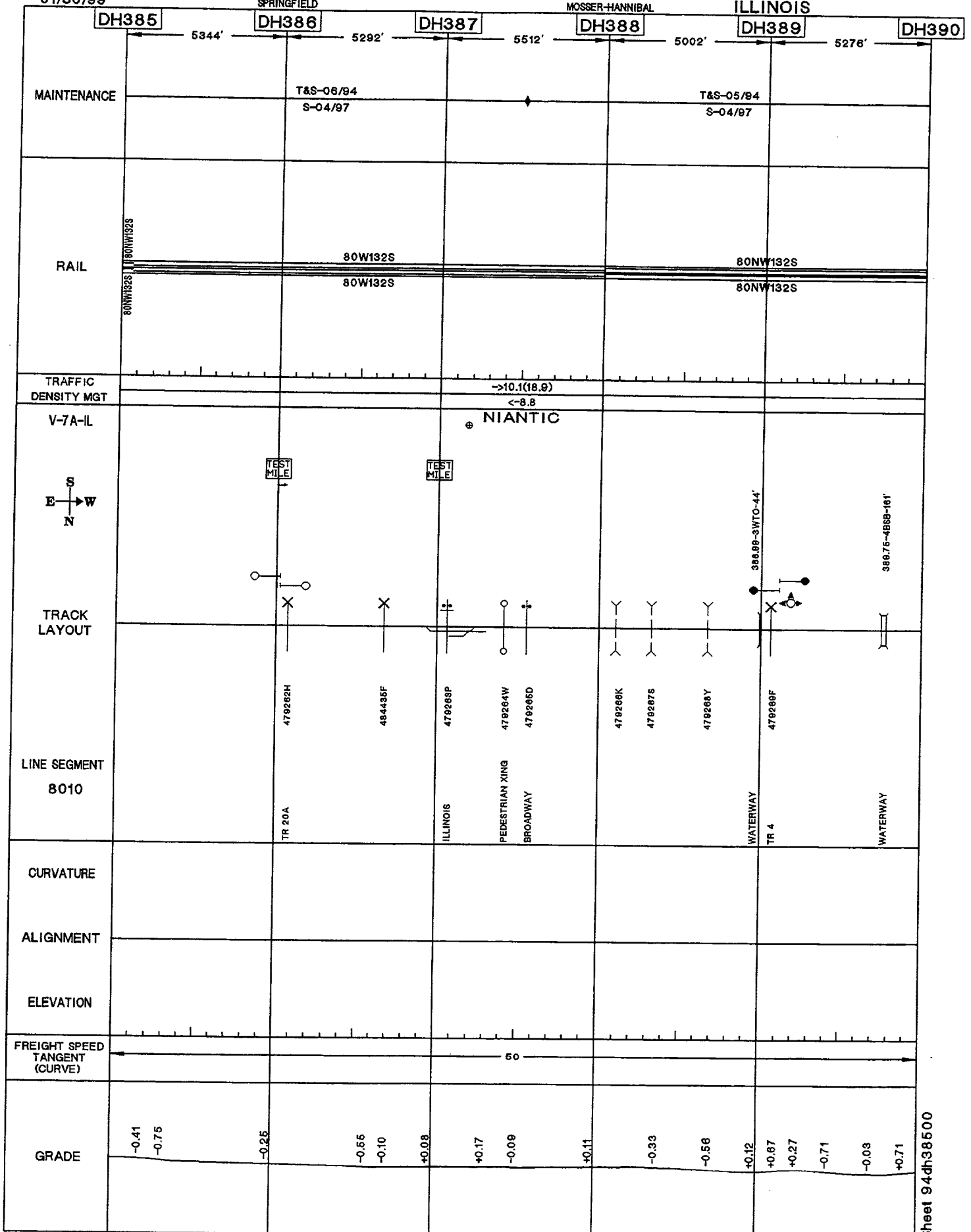


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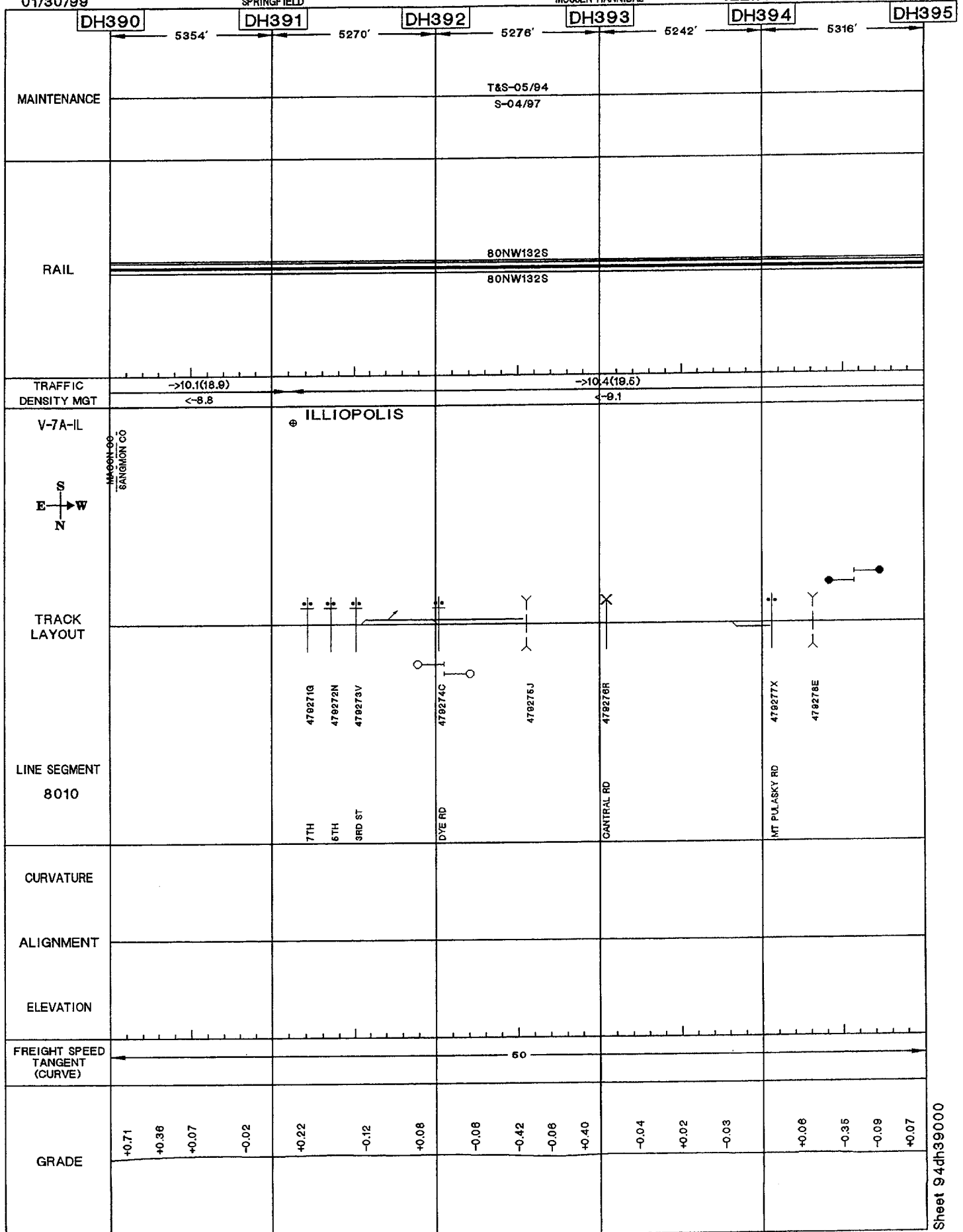


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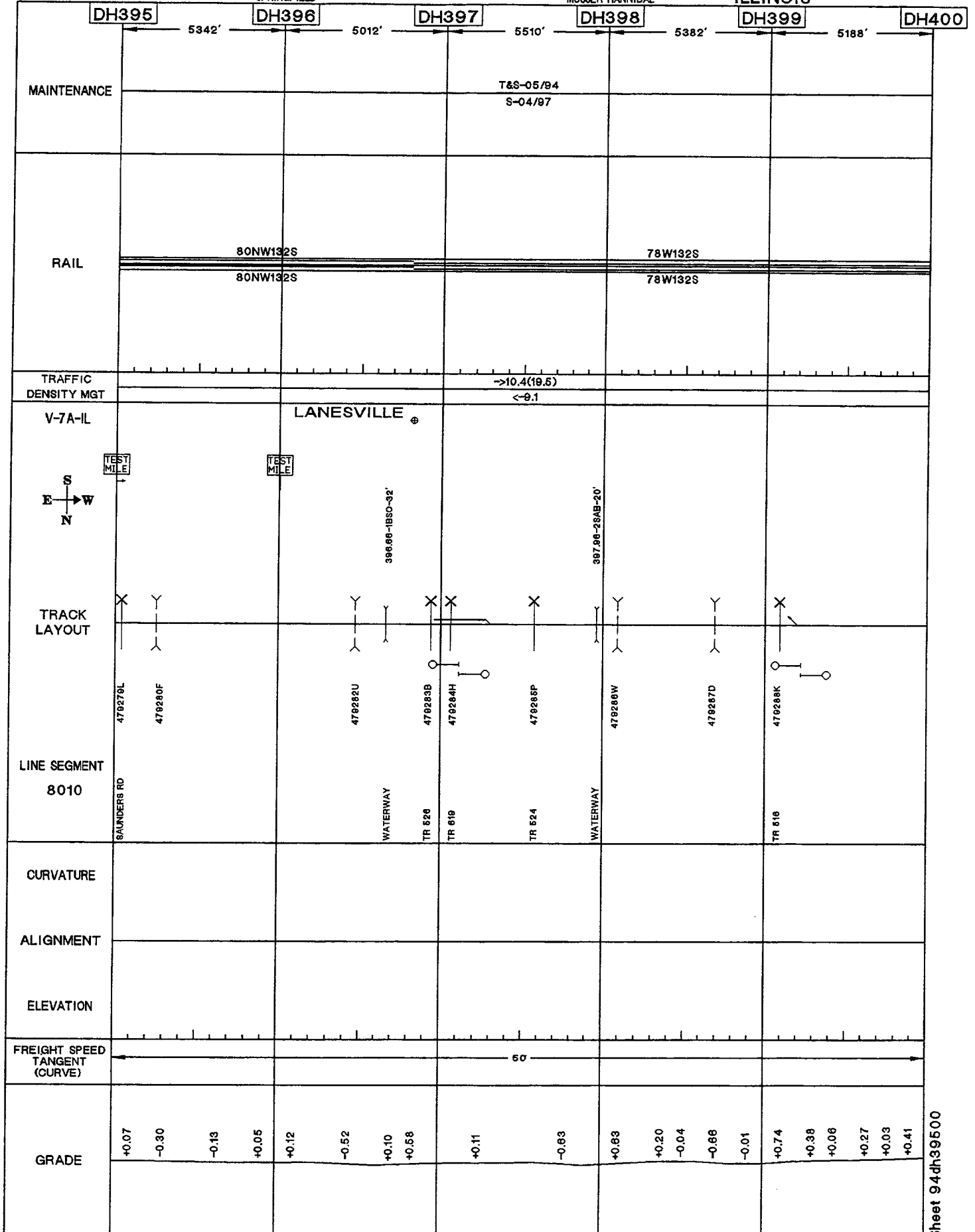


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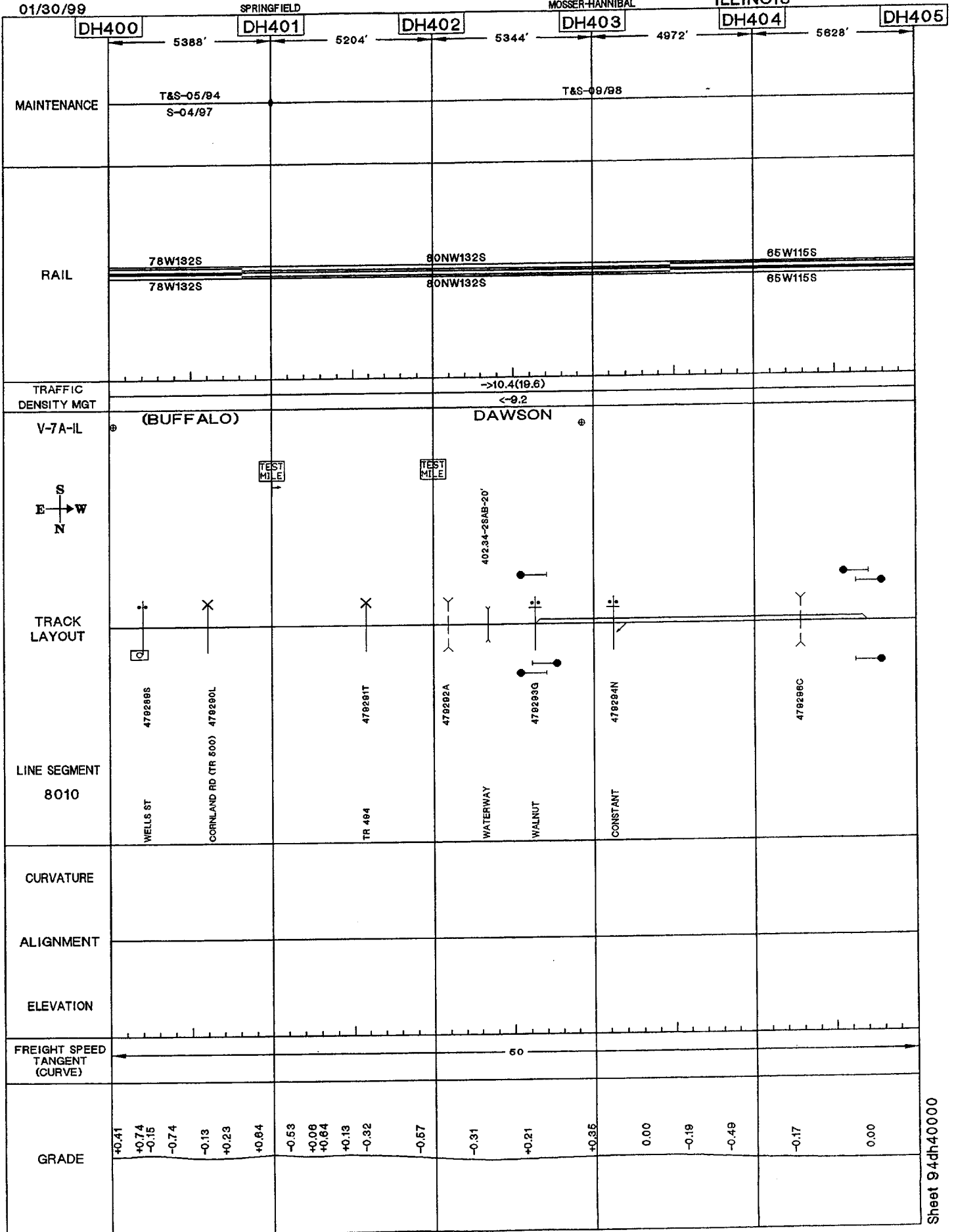


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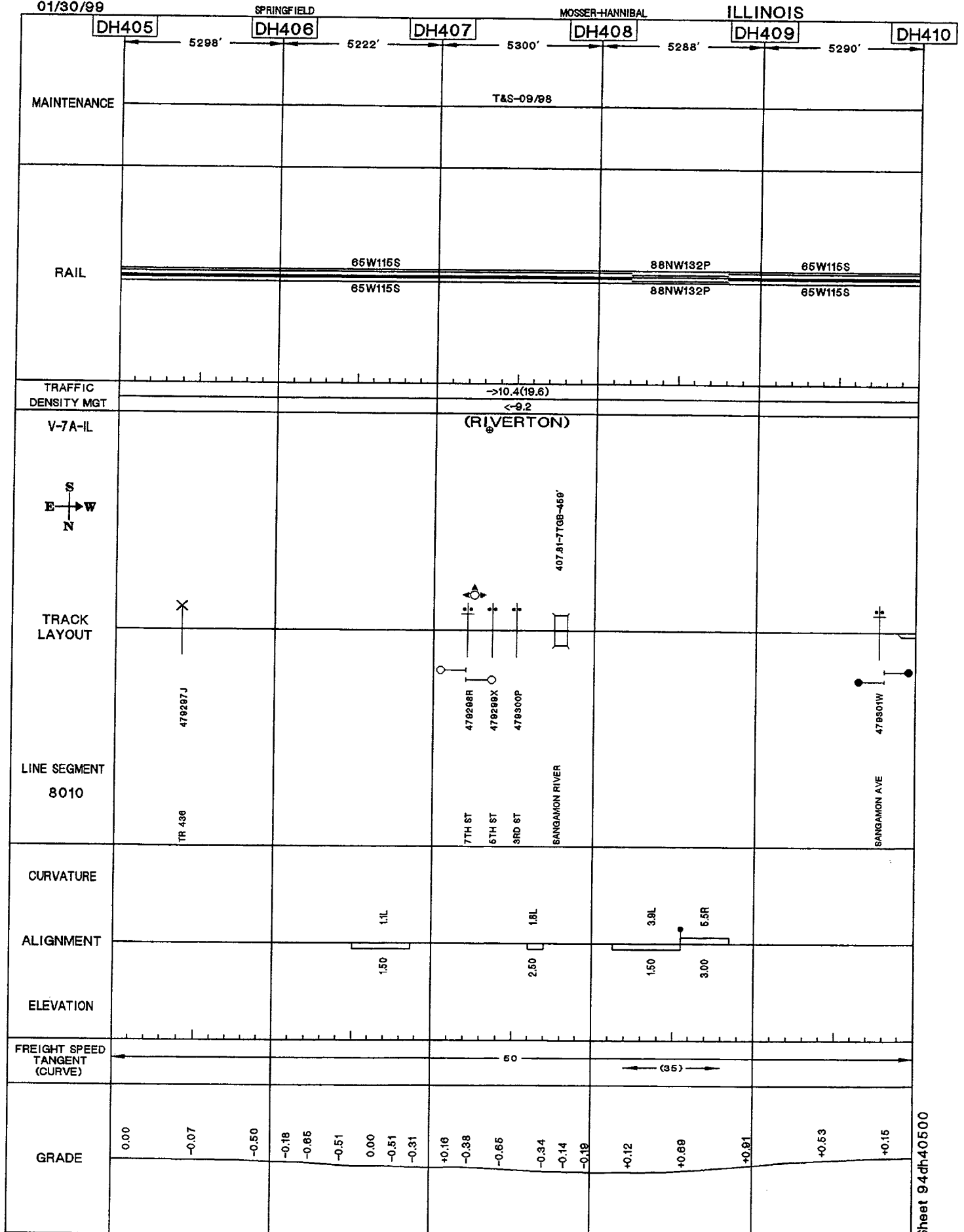
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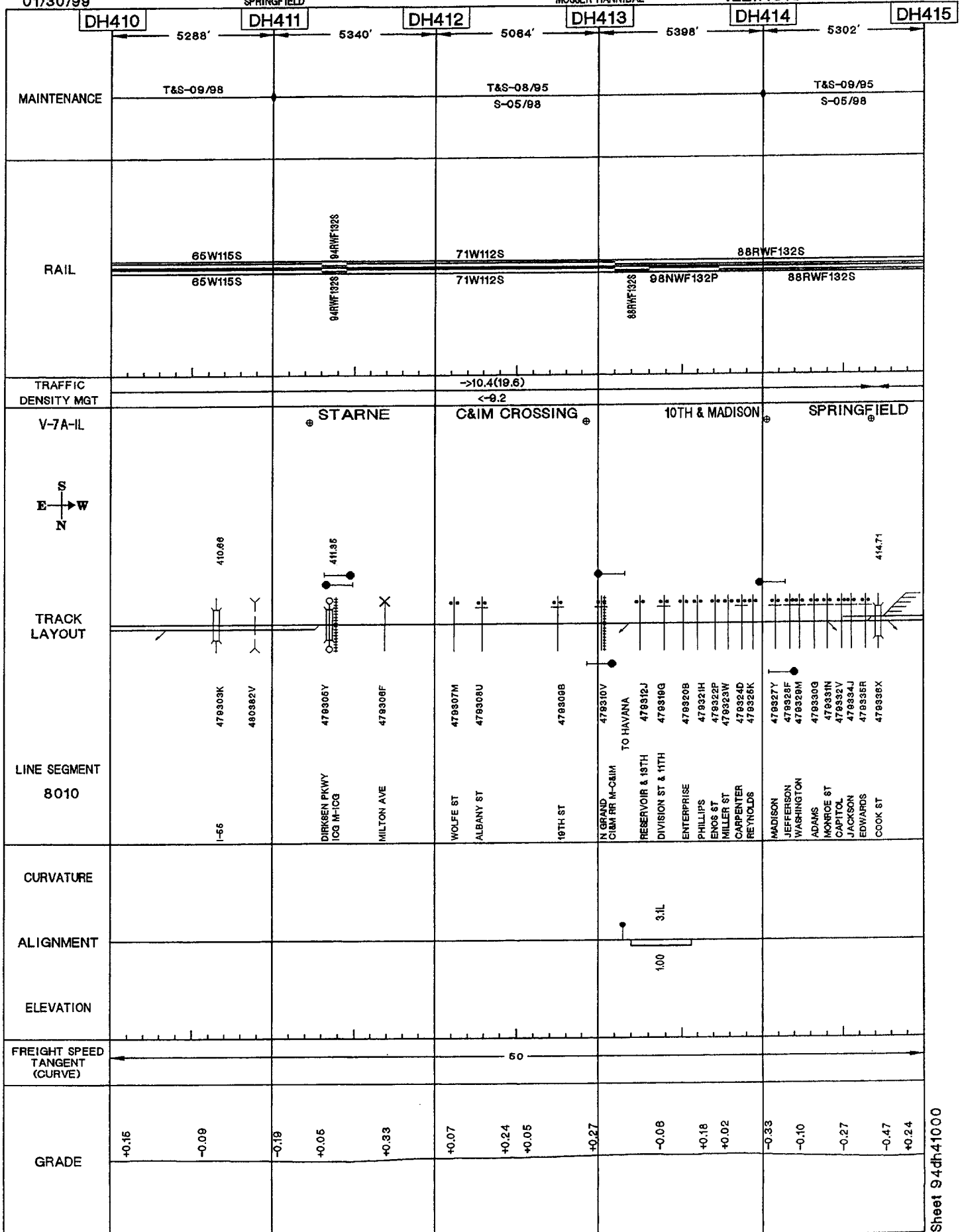


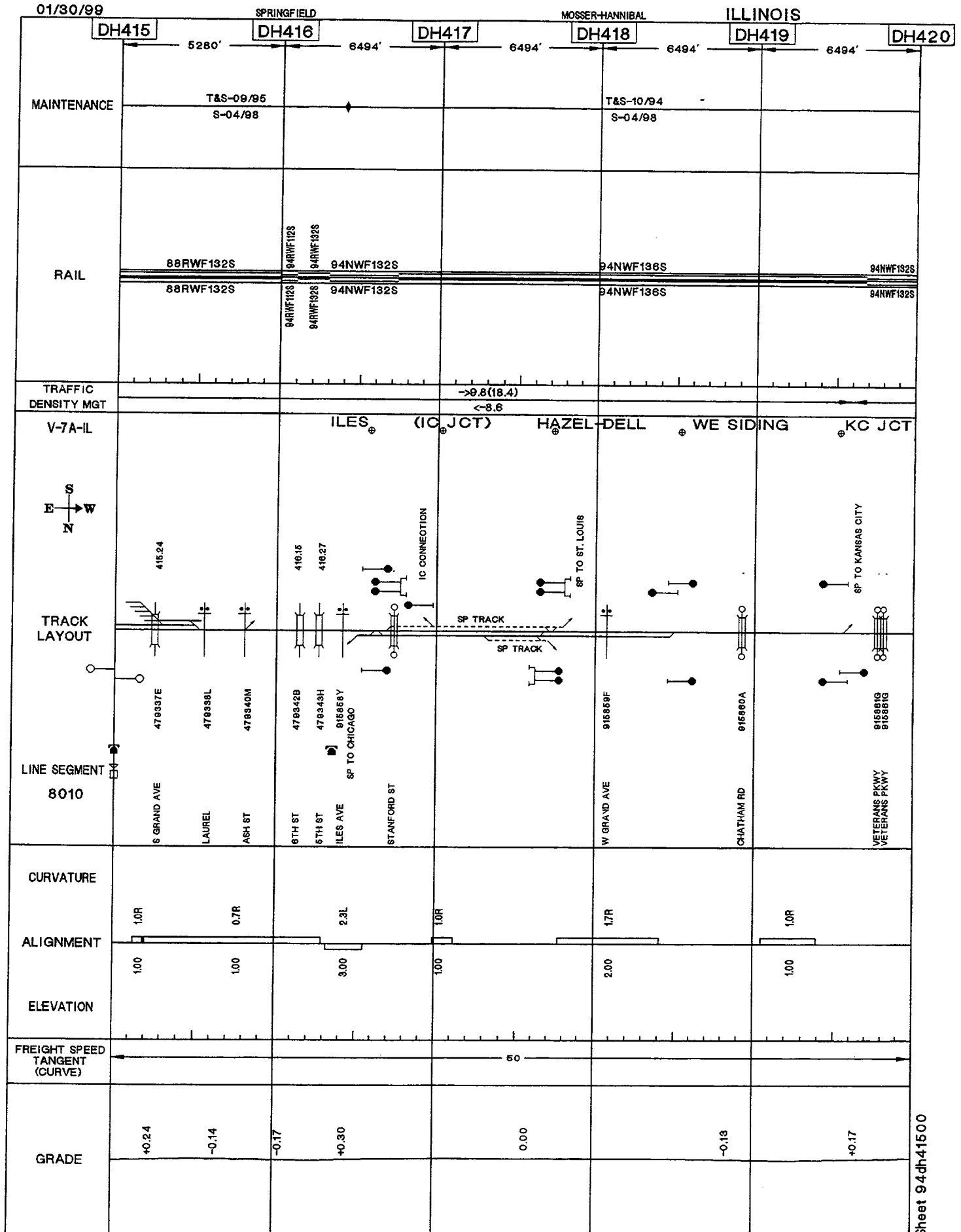
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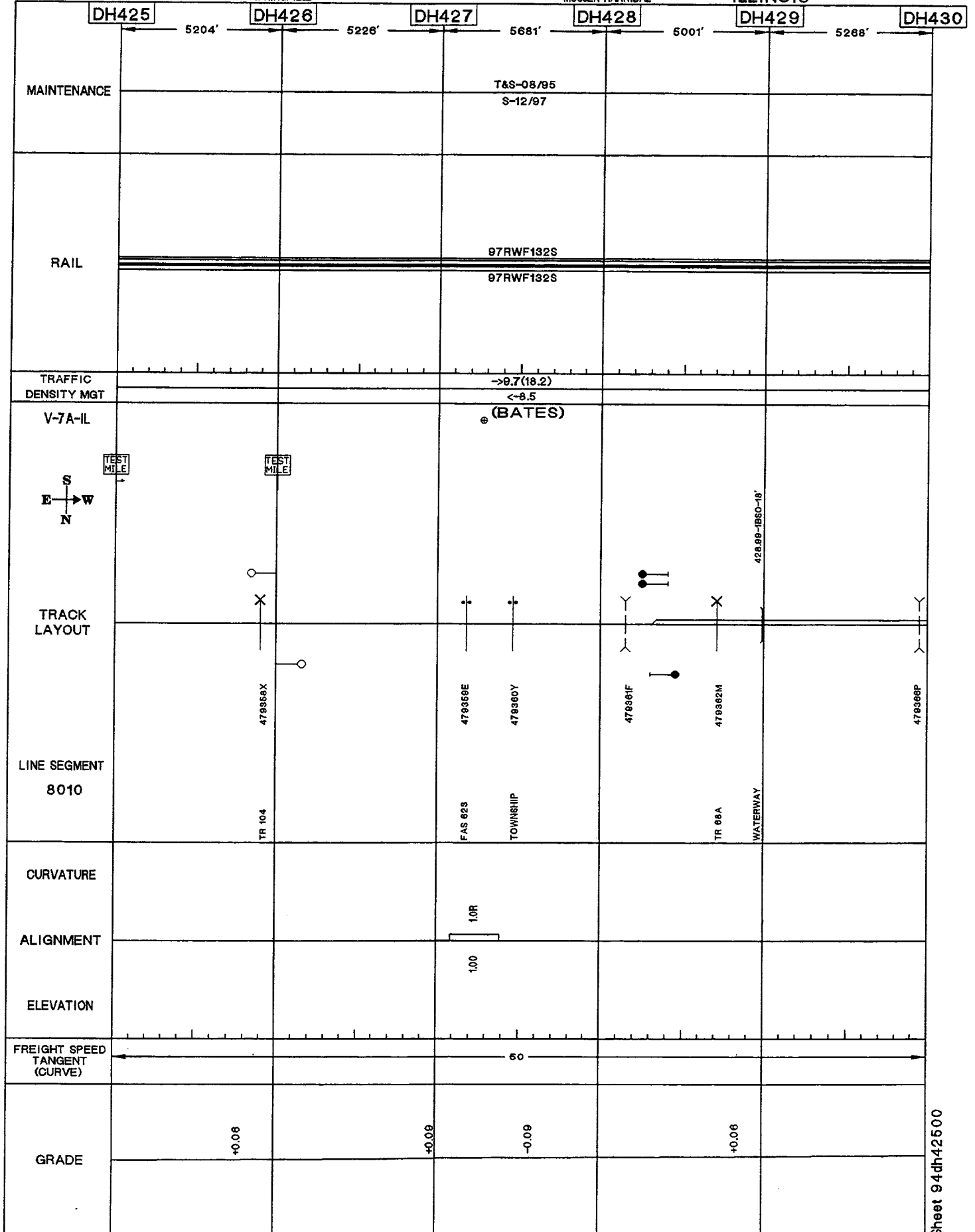


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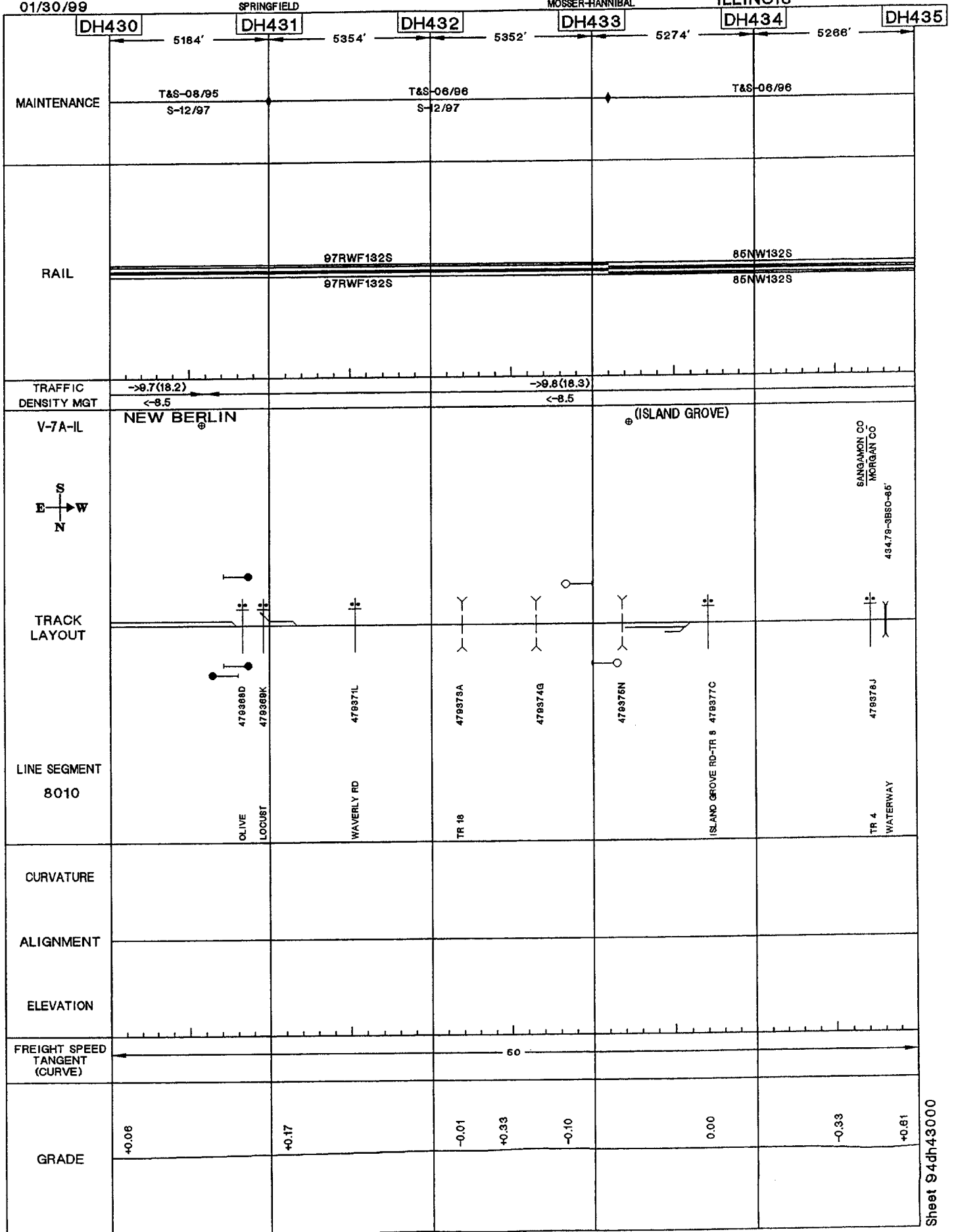


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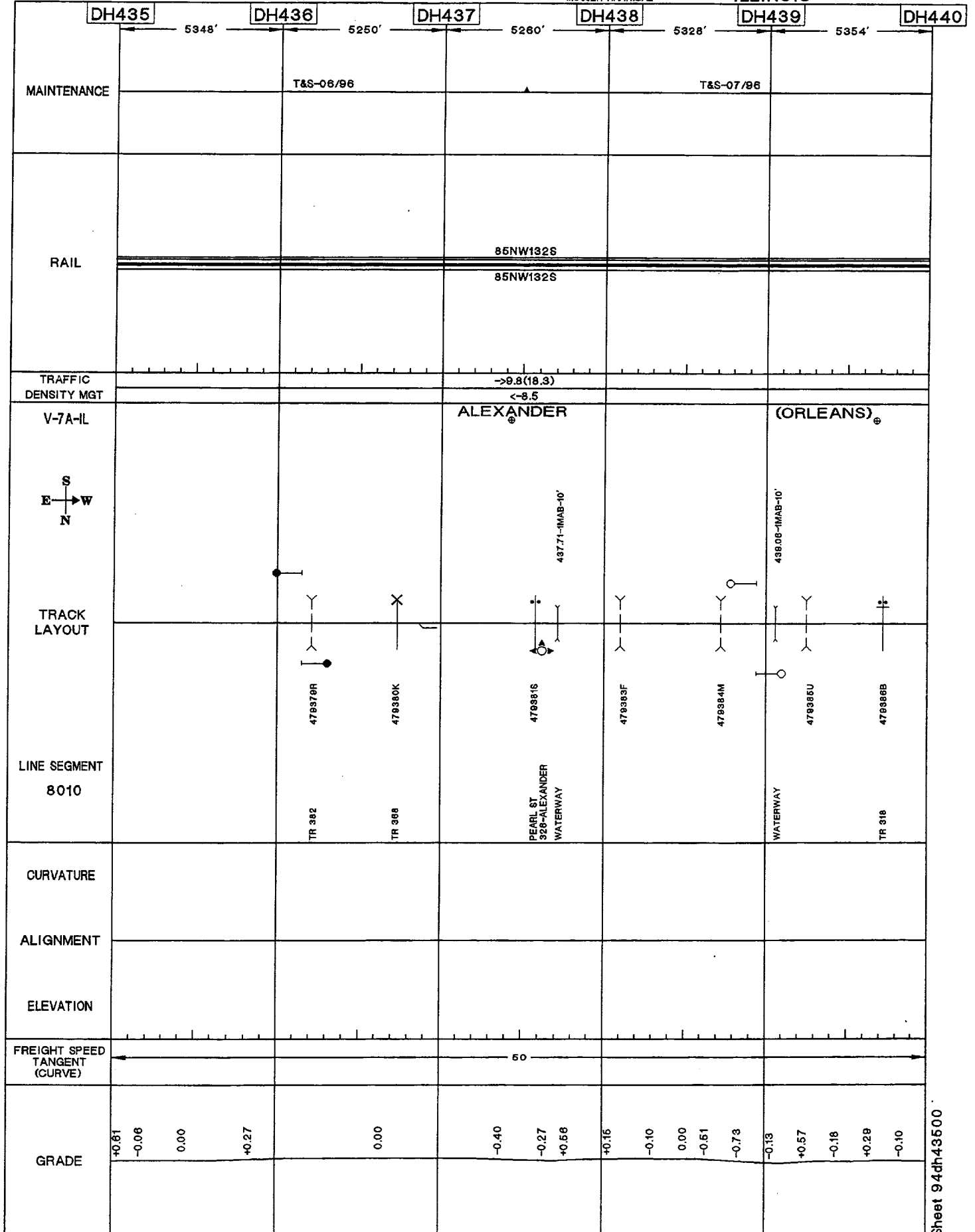


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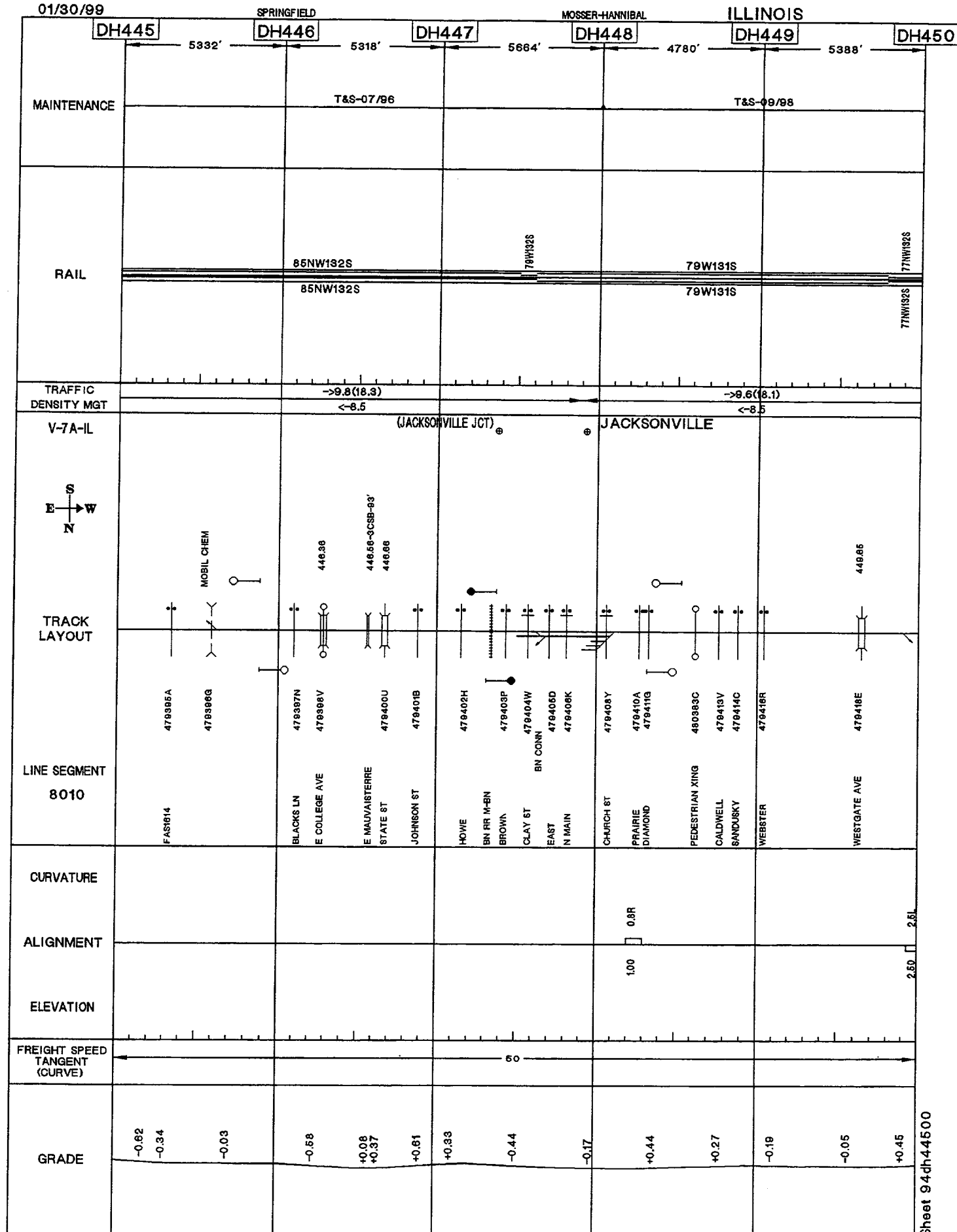
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ILLINOIS



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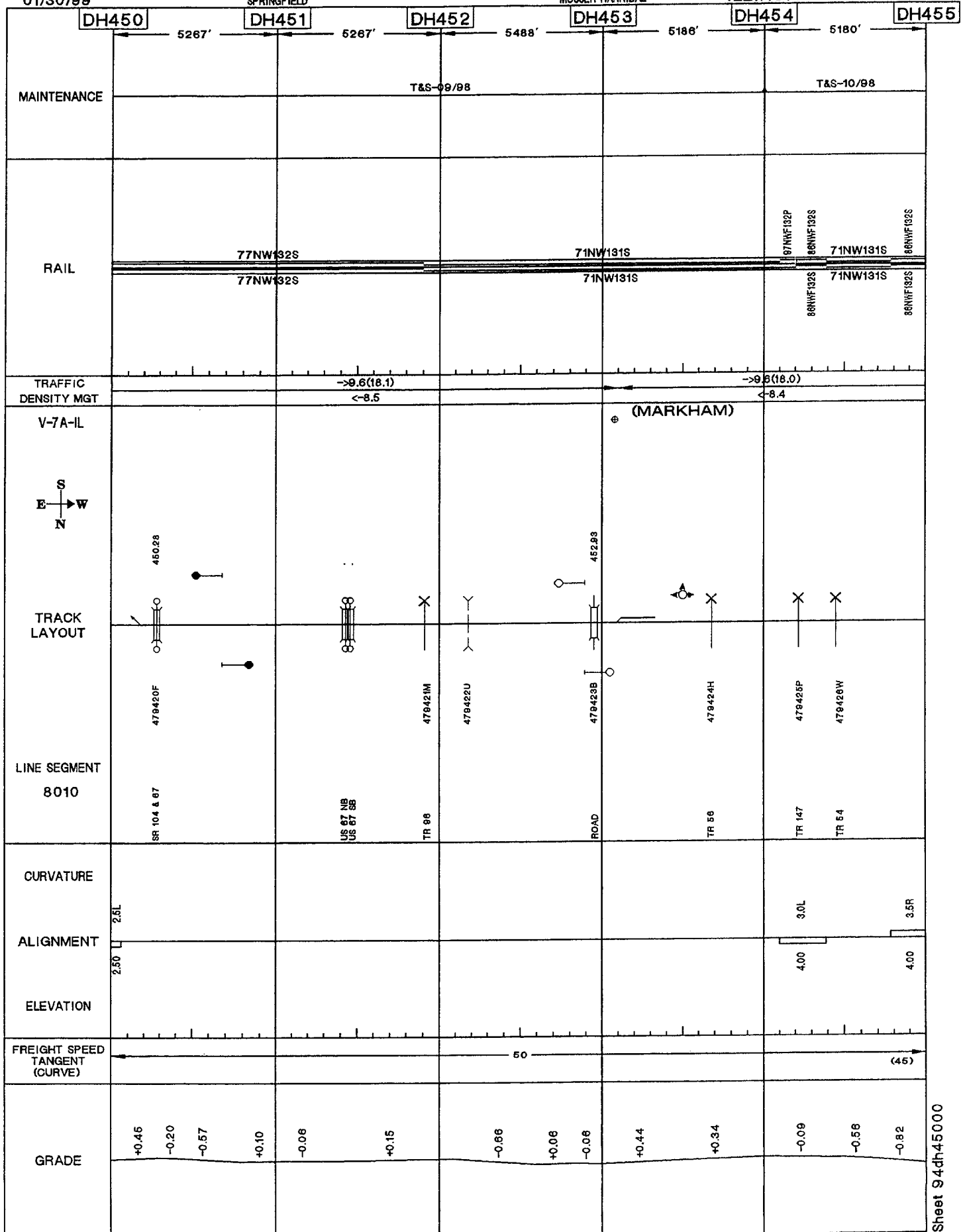


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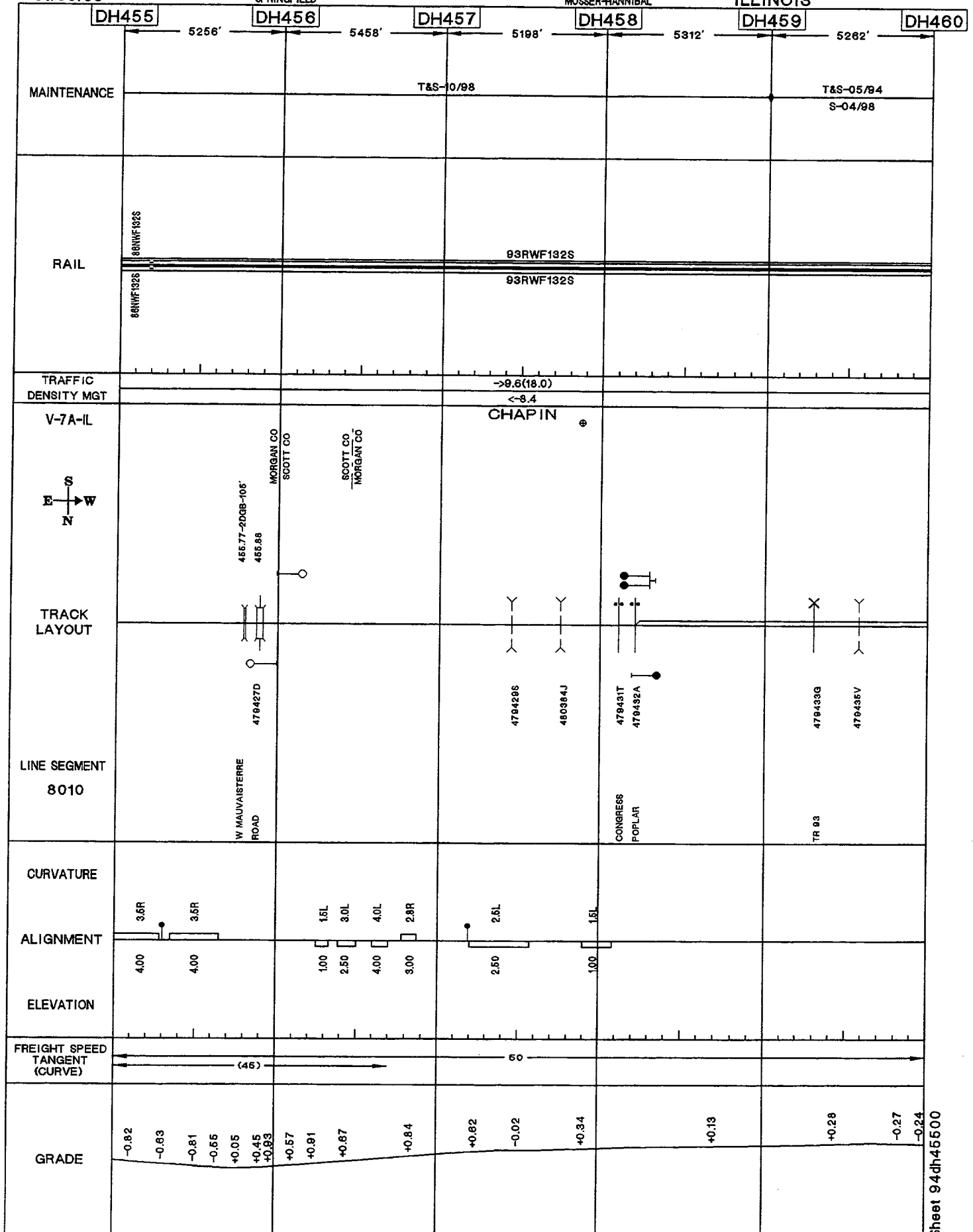


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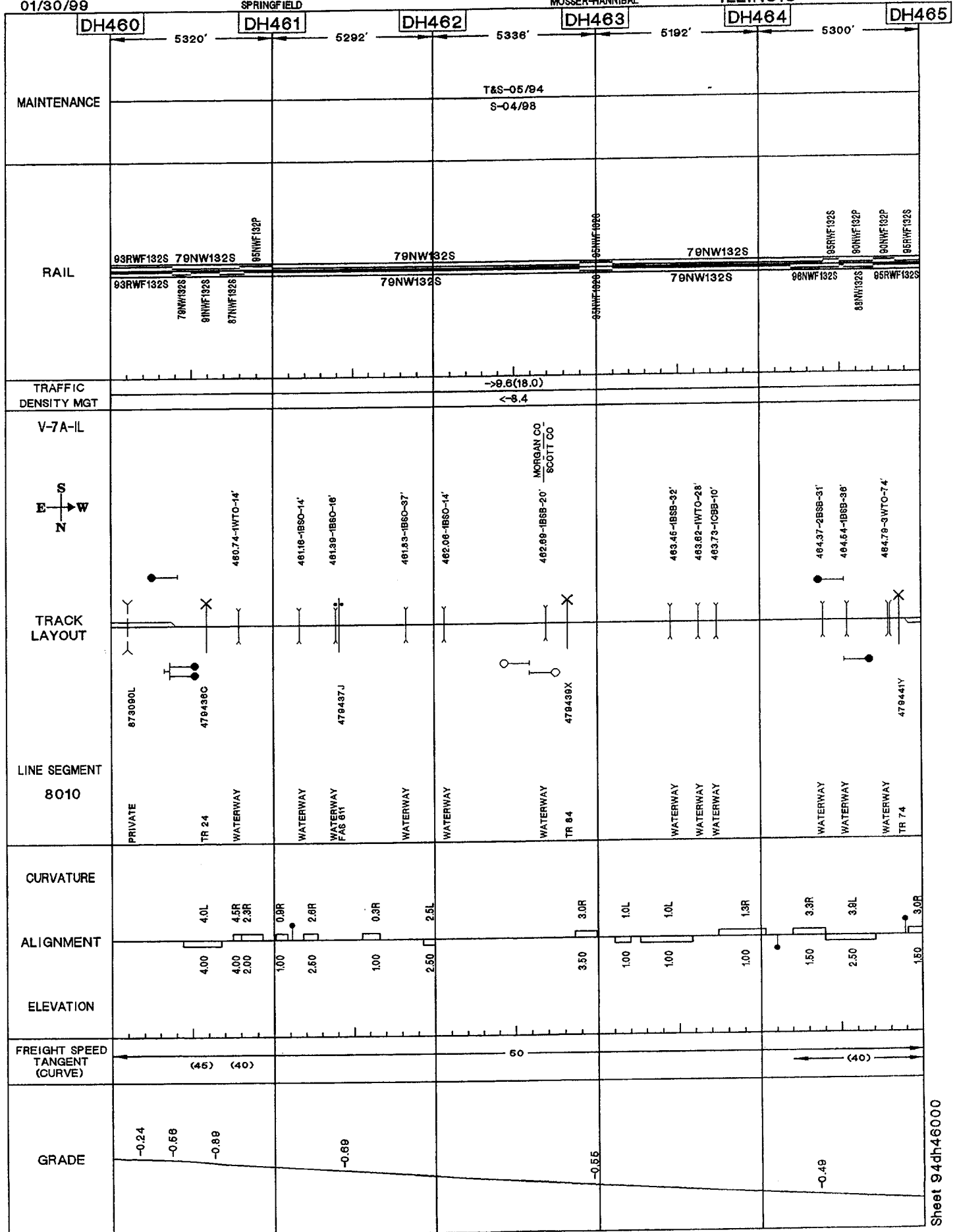


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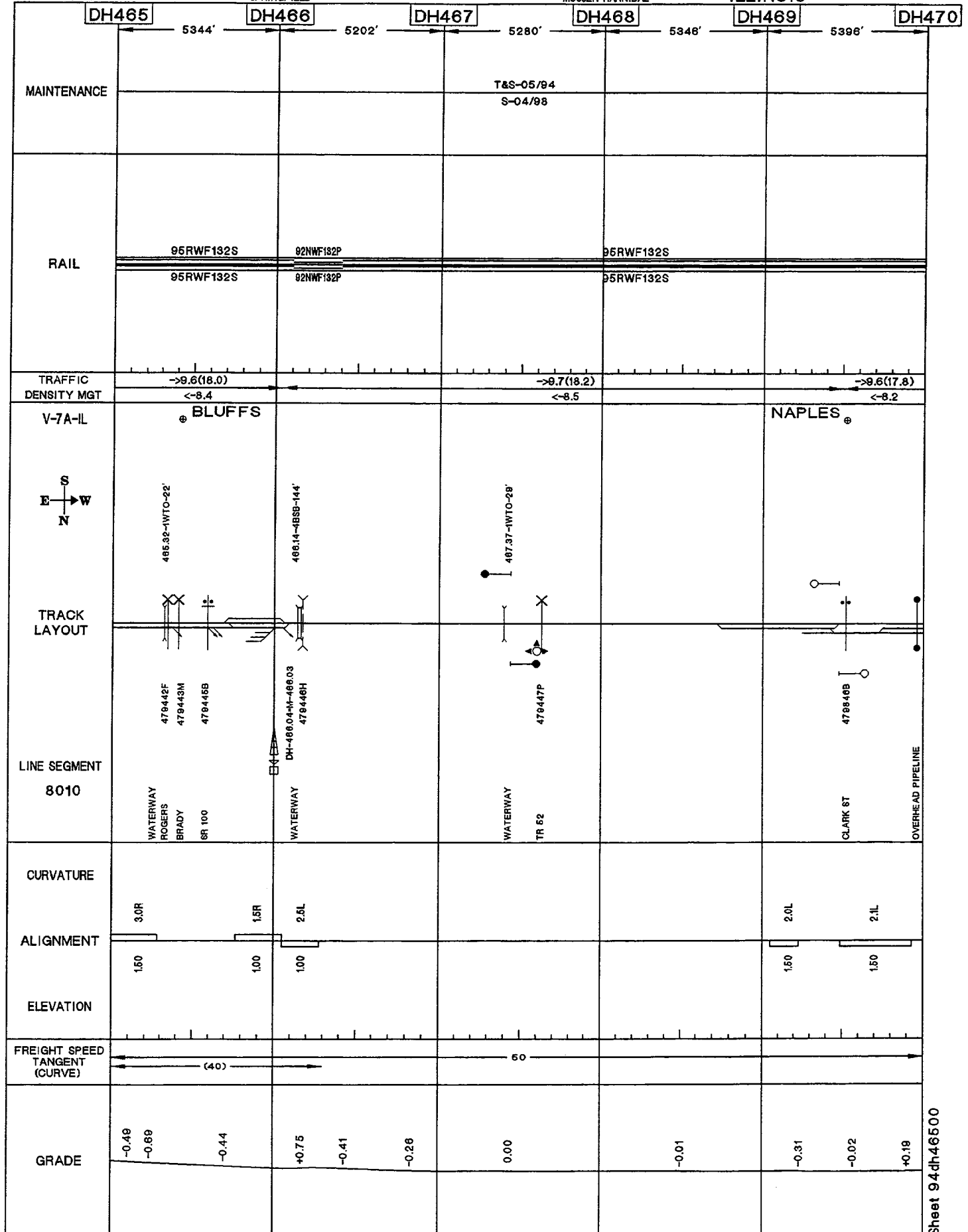


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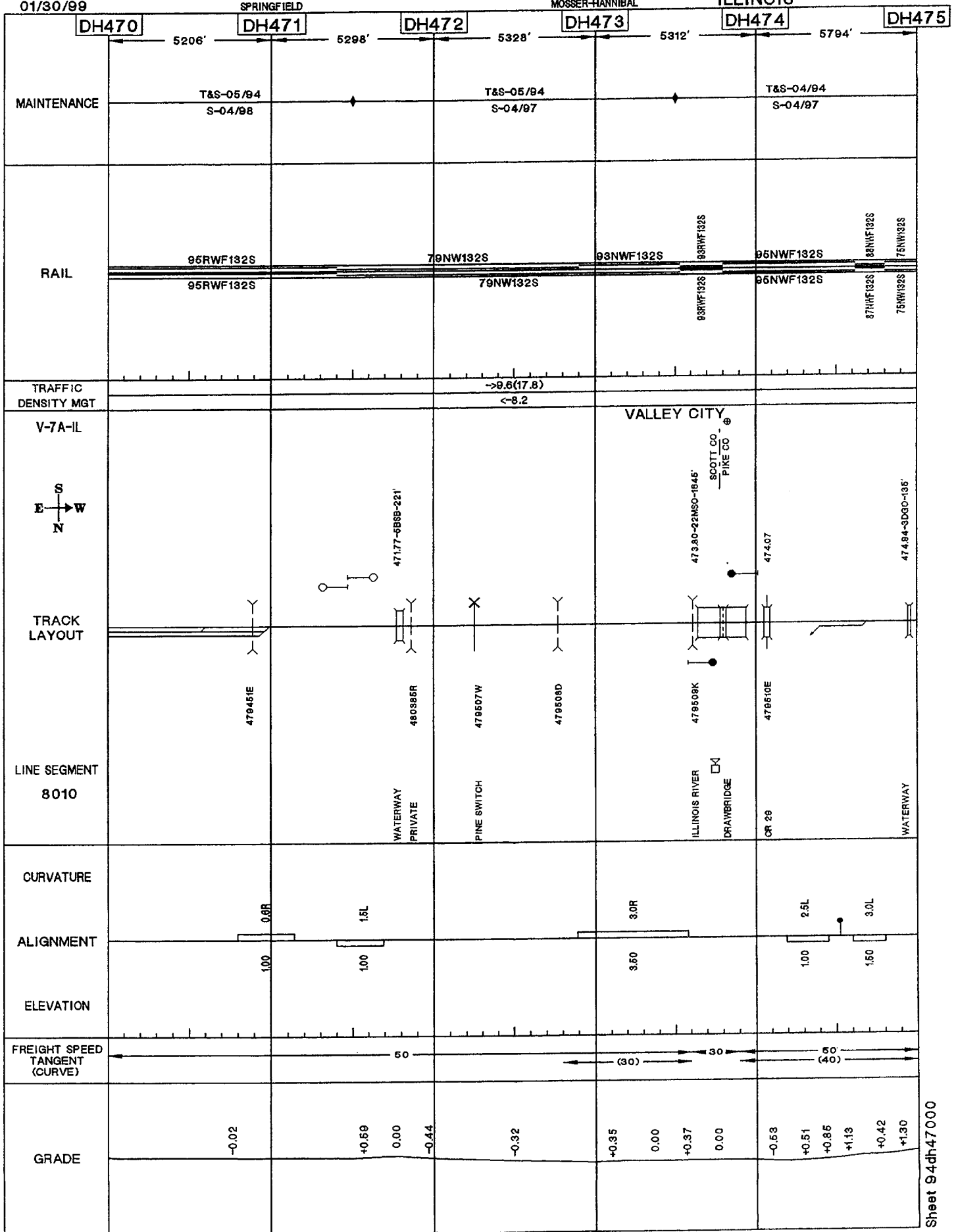


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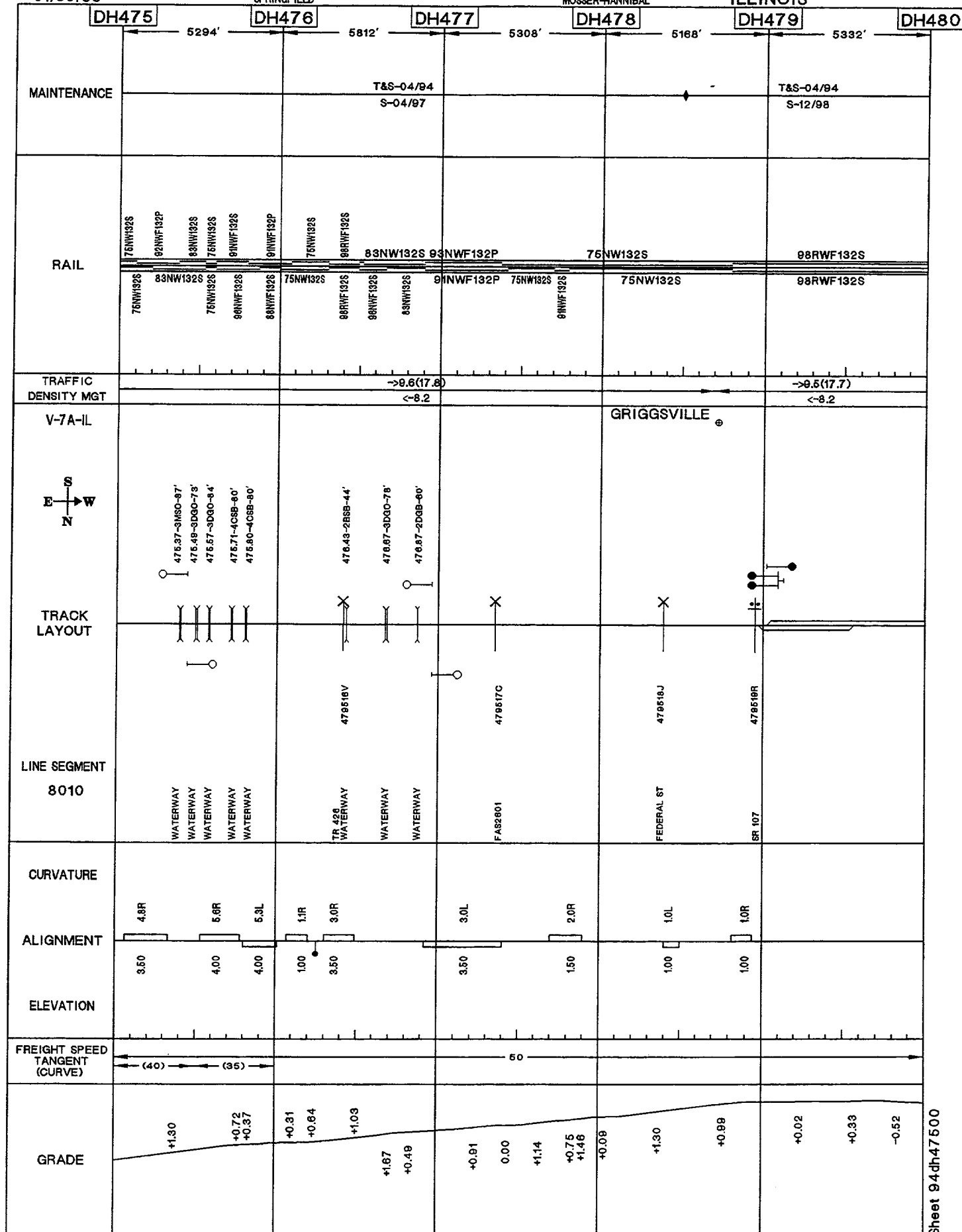


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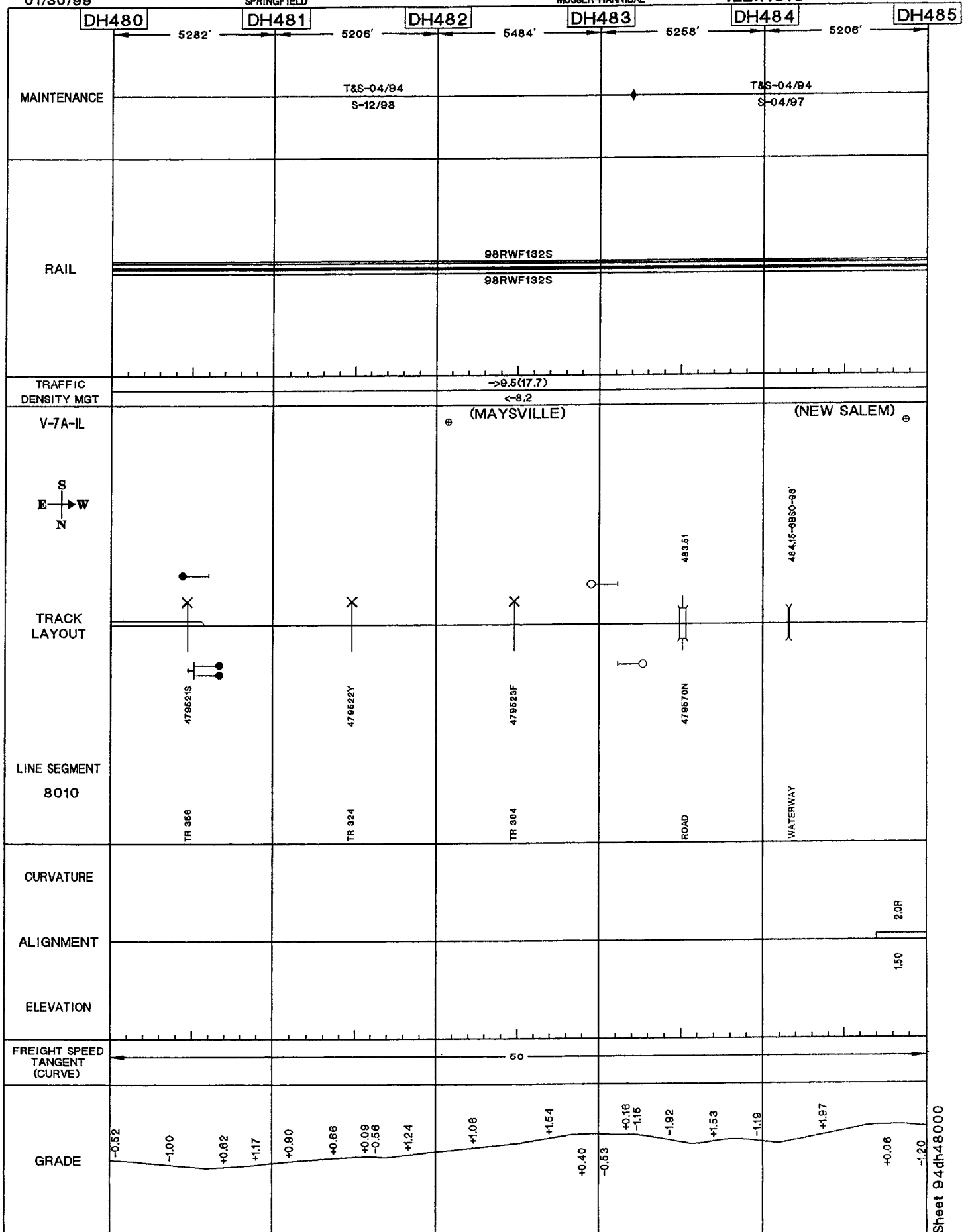


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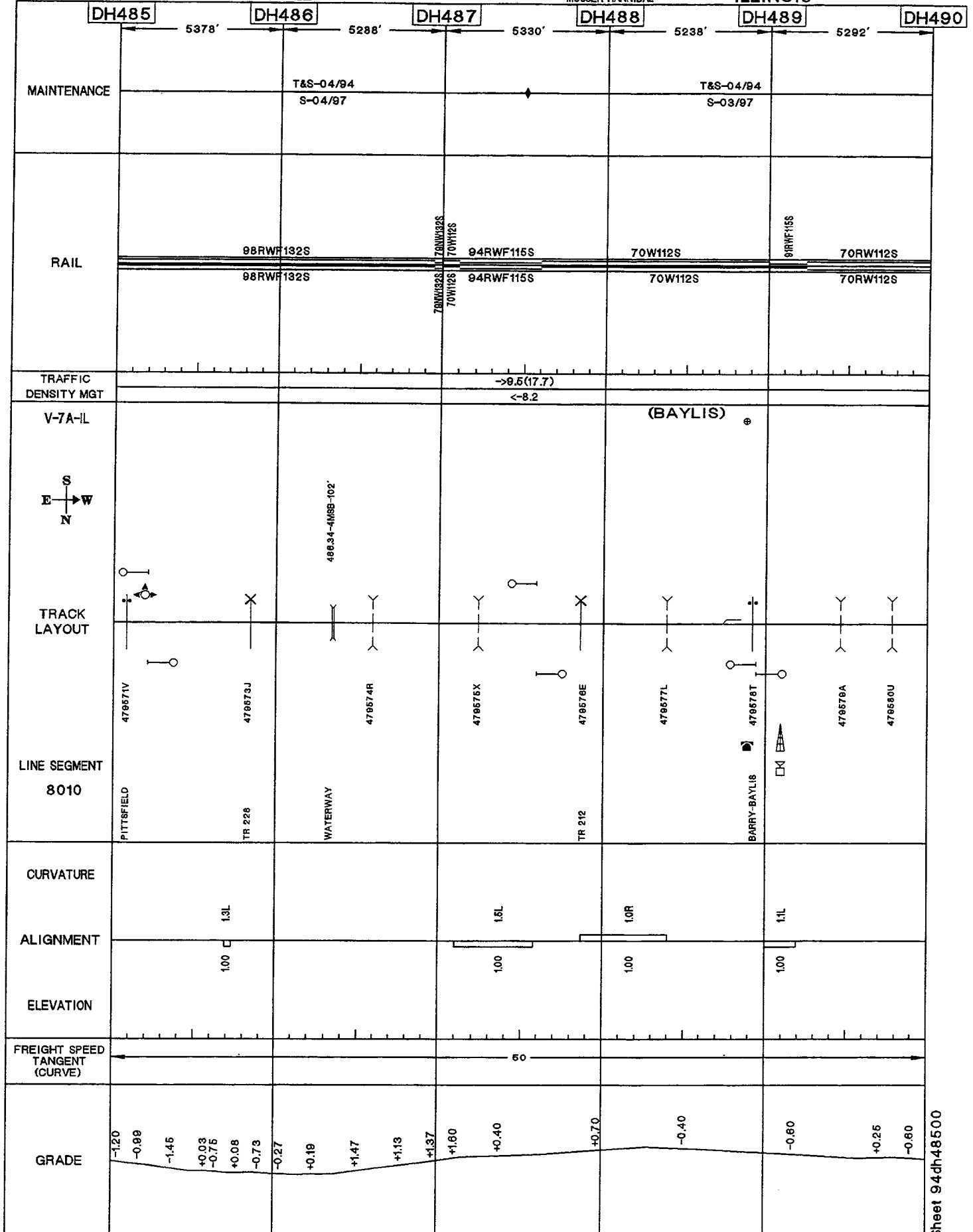


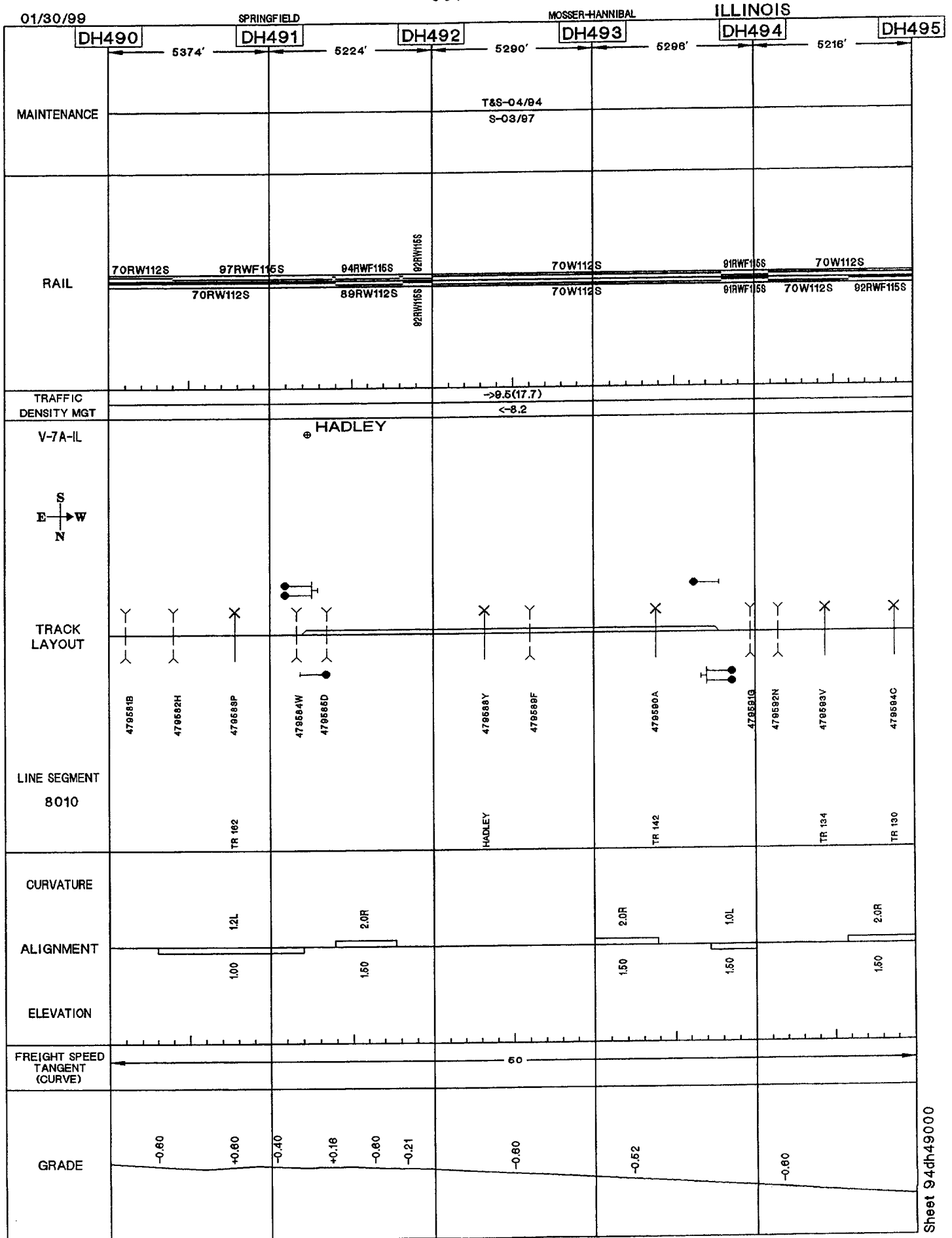
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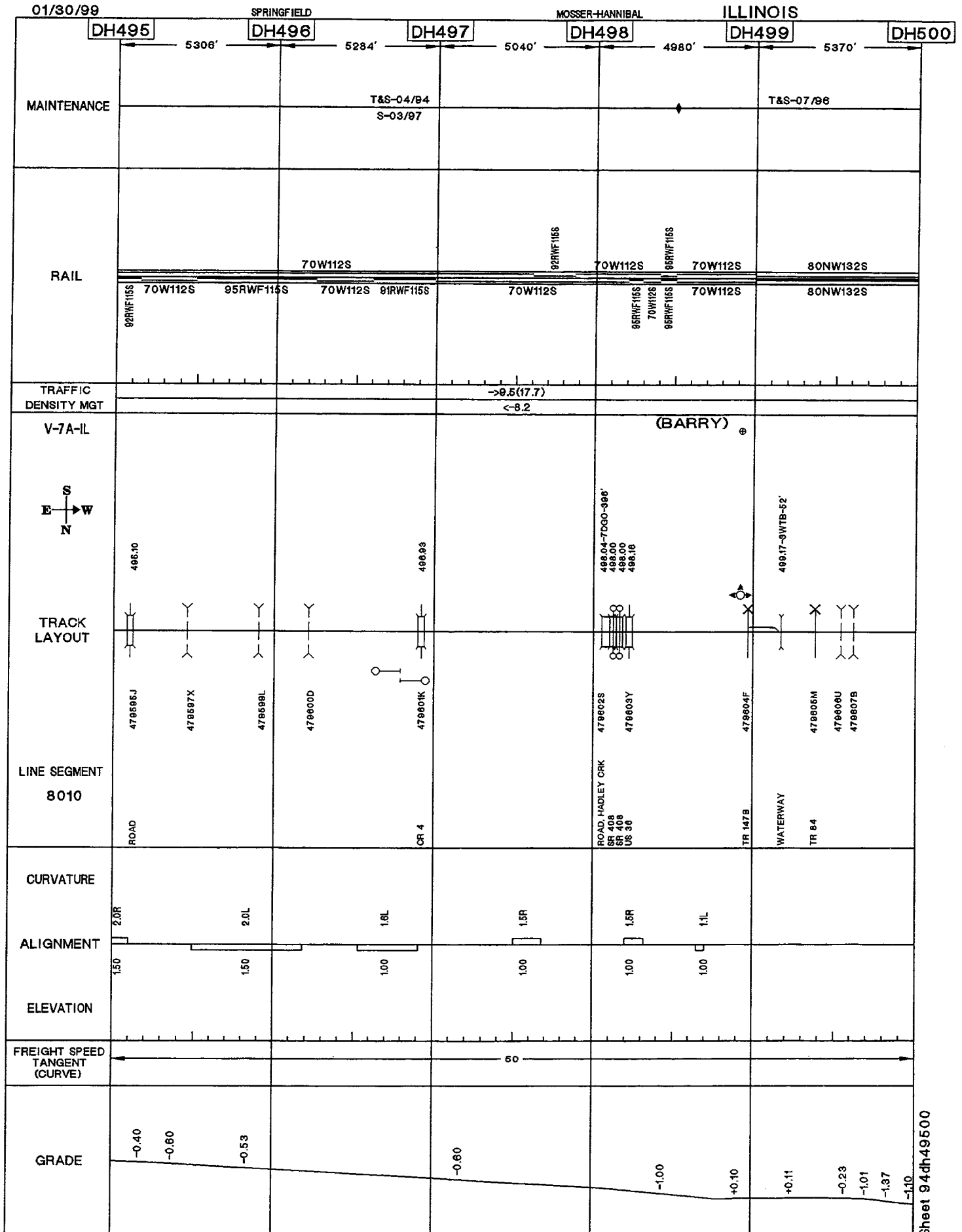
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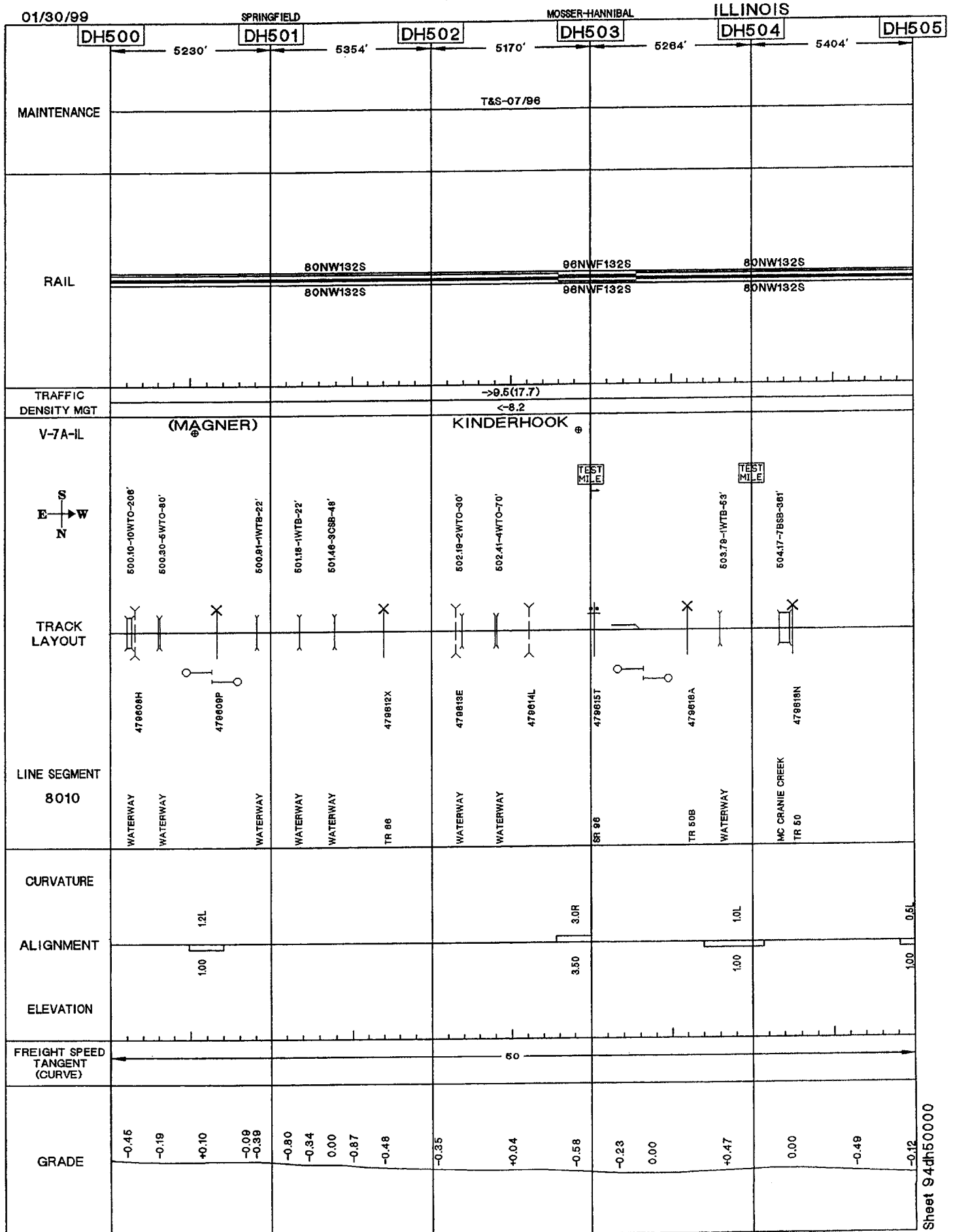
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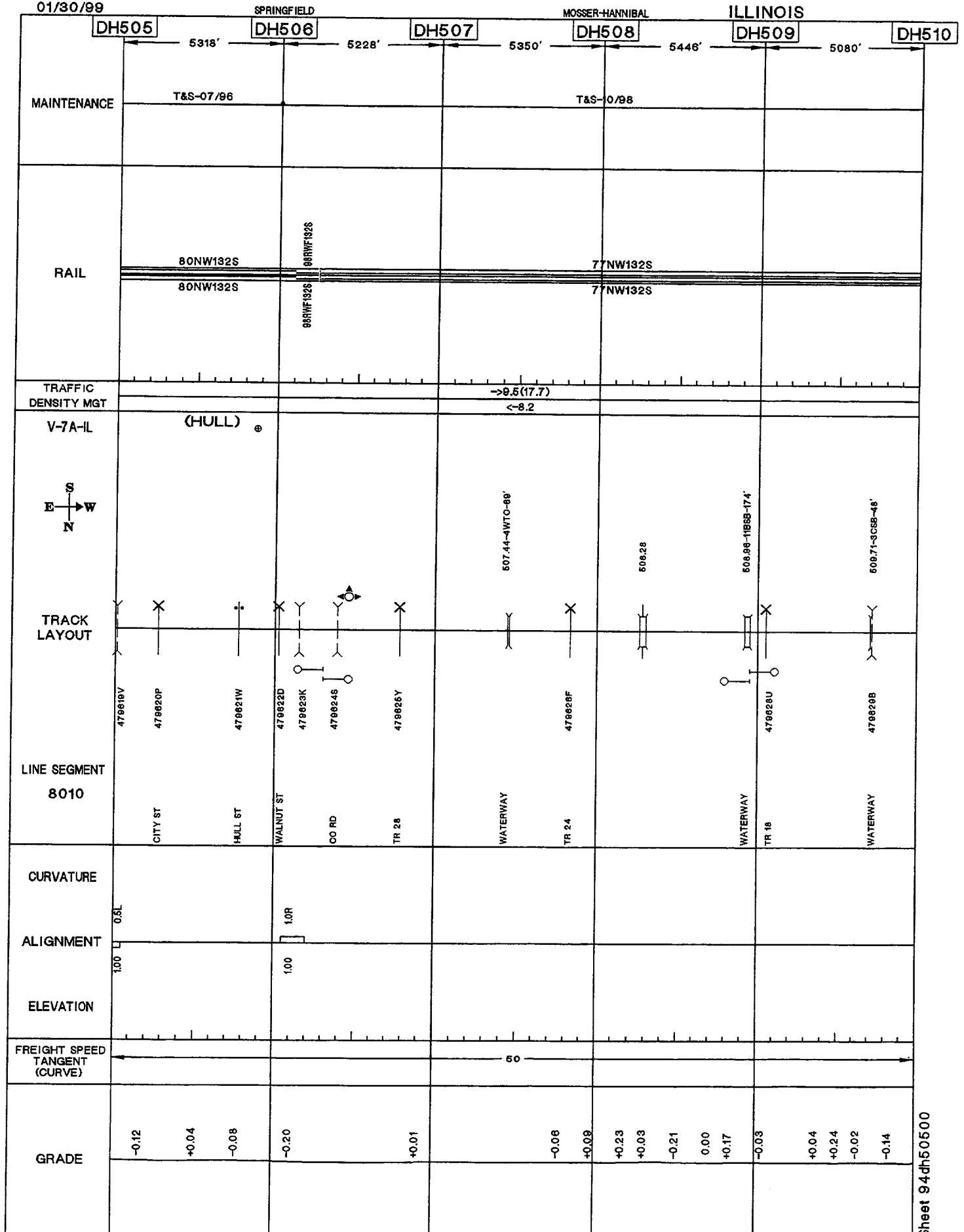








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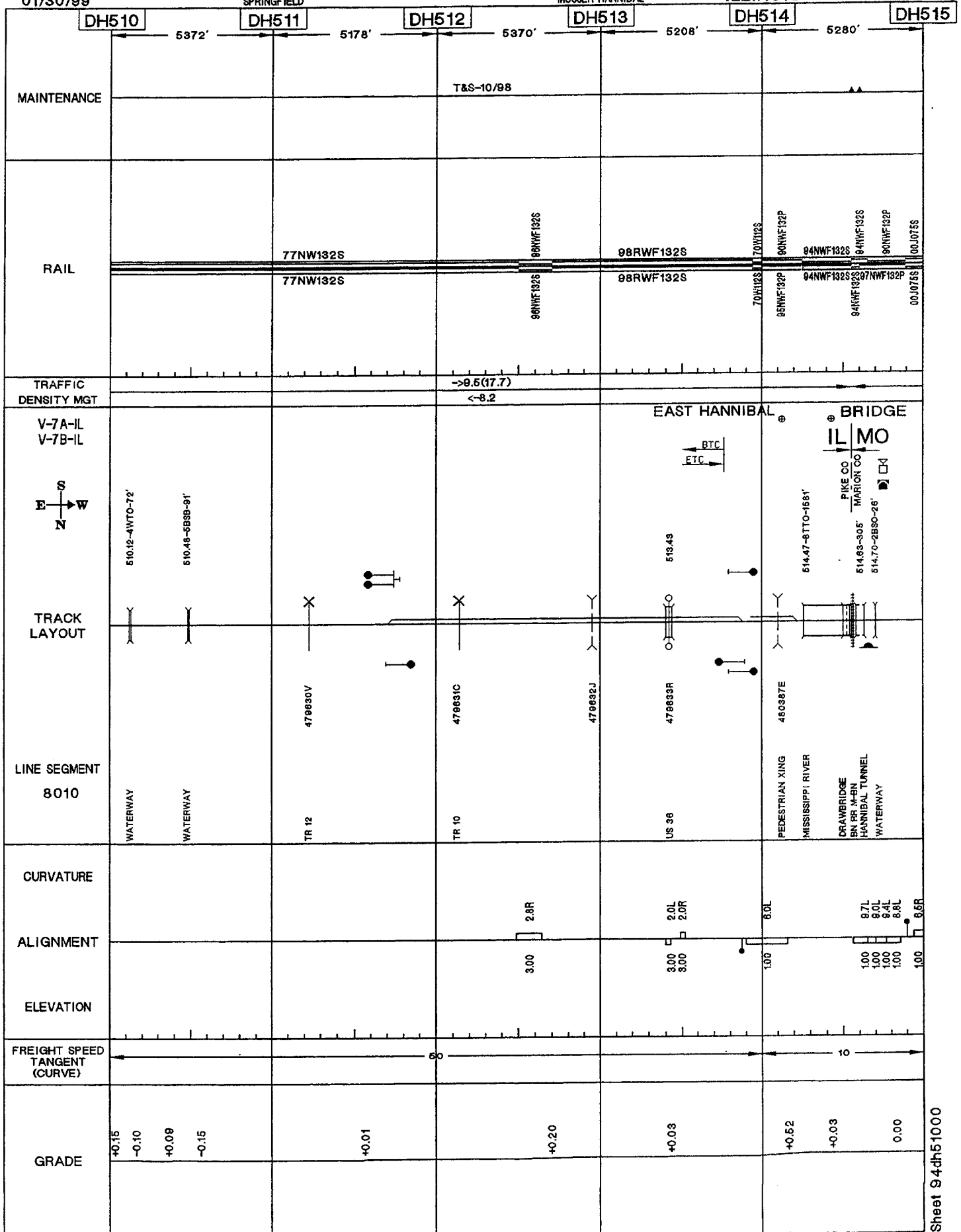


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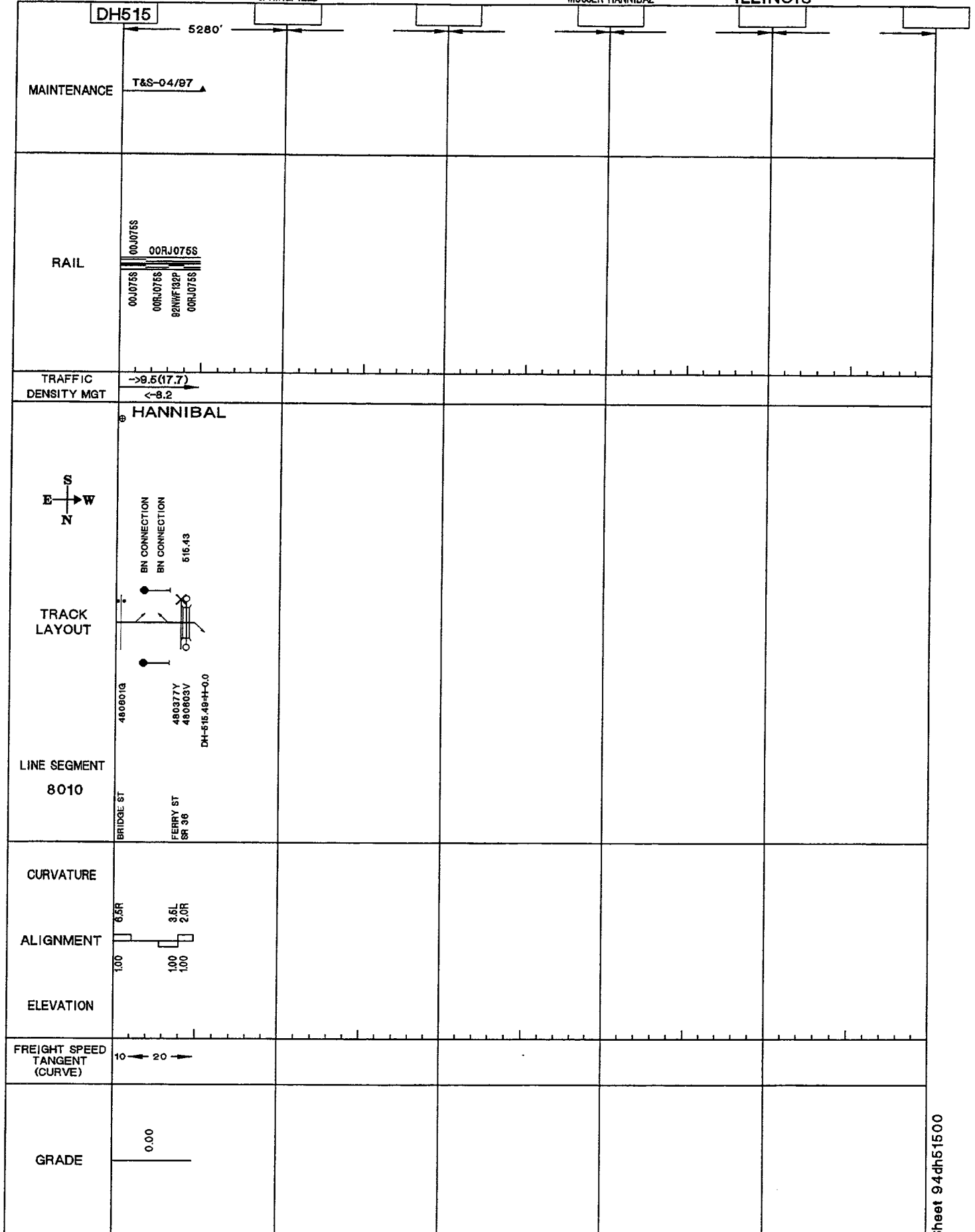


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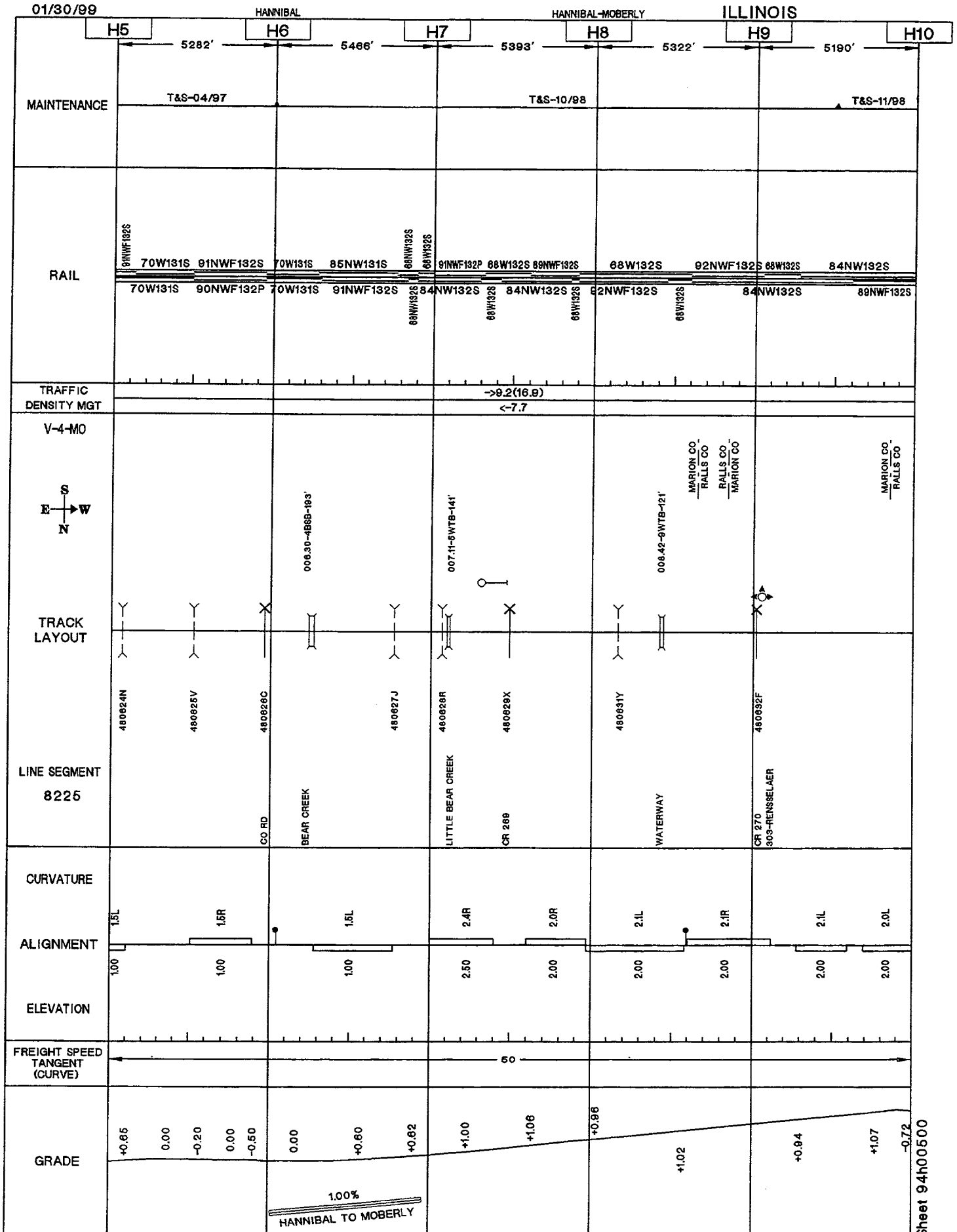
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Sheet 94h00000

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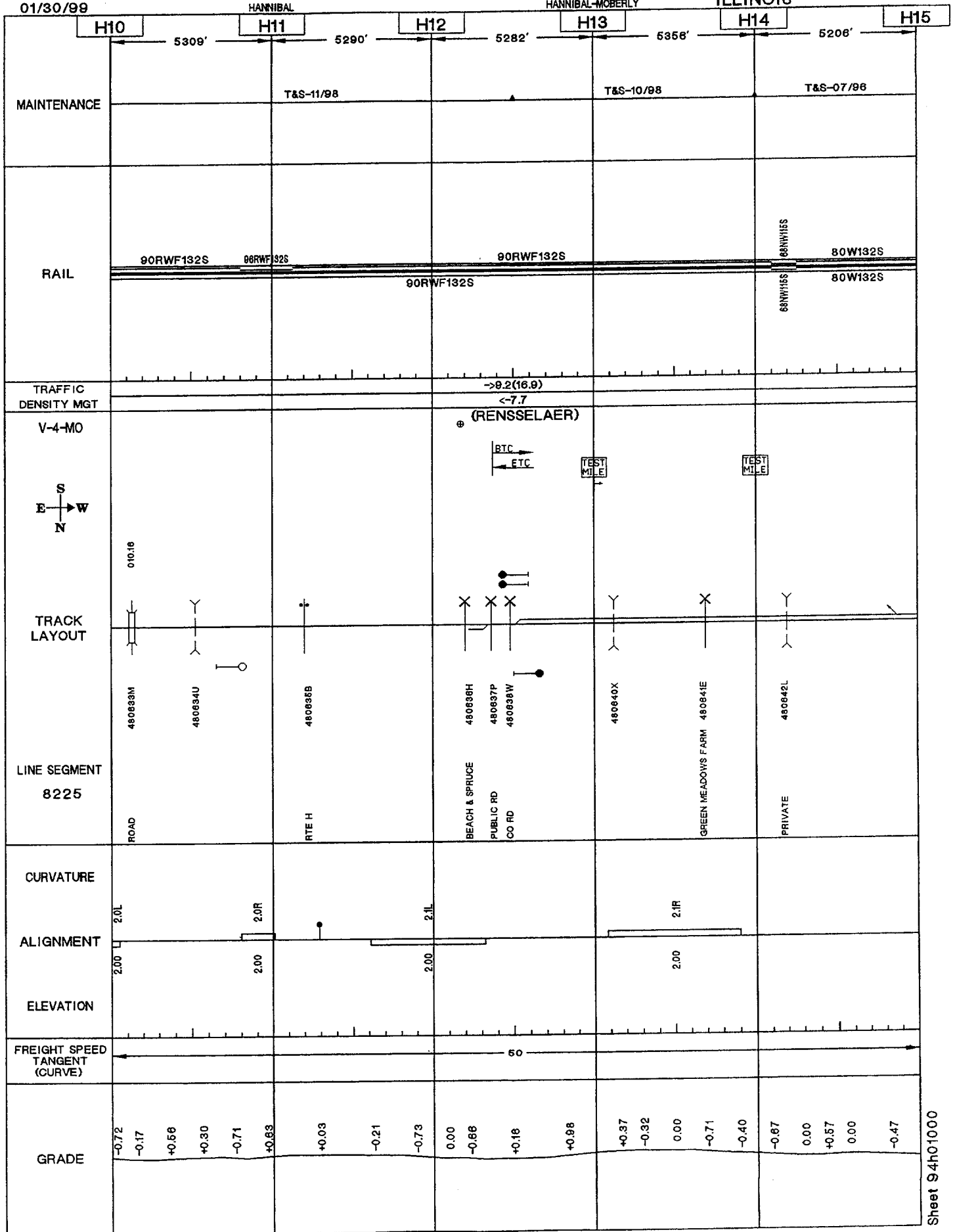


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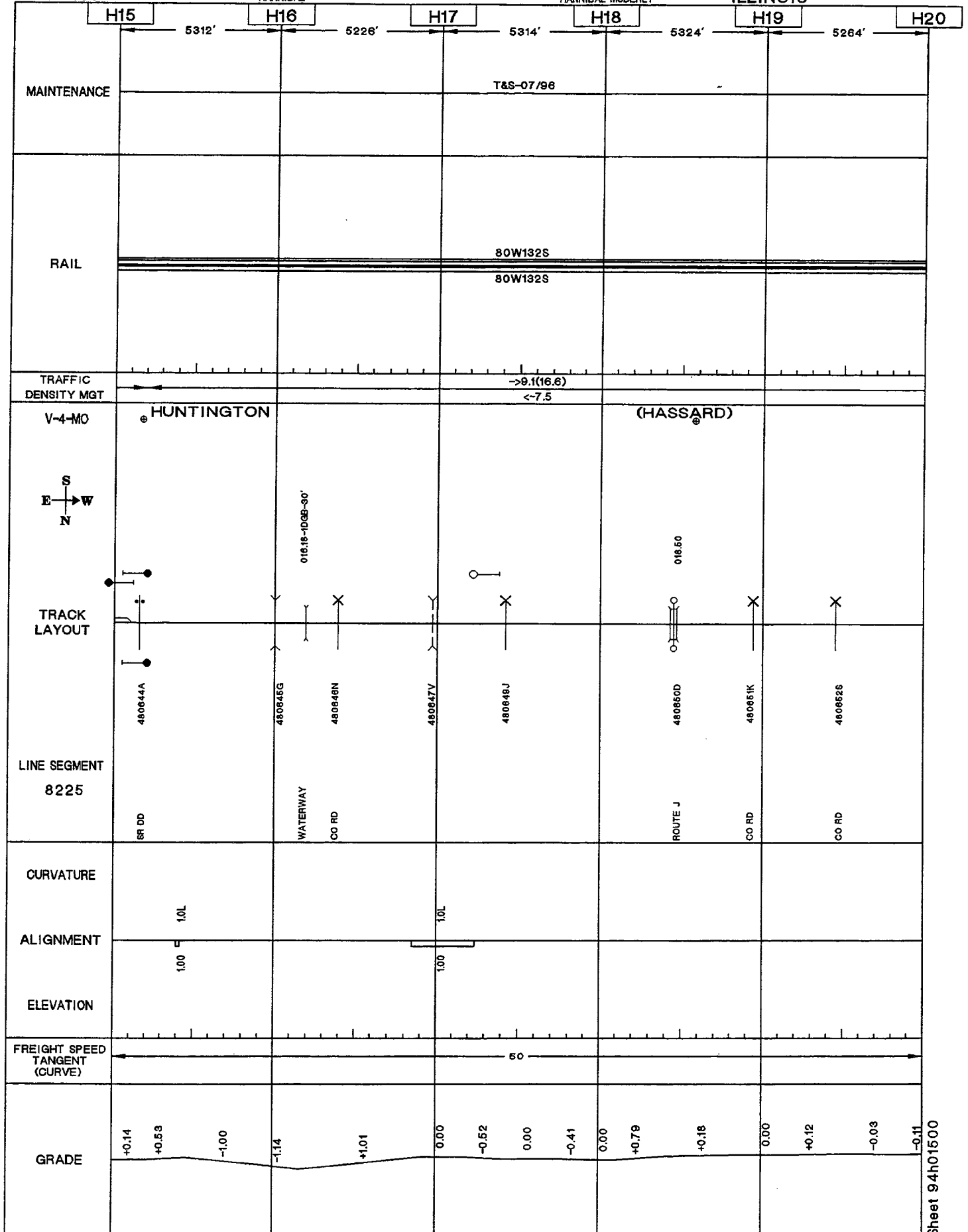


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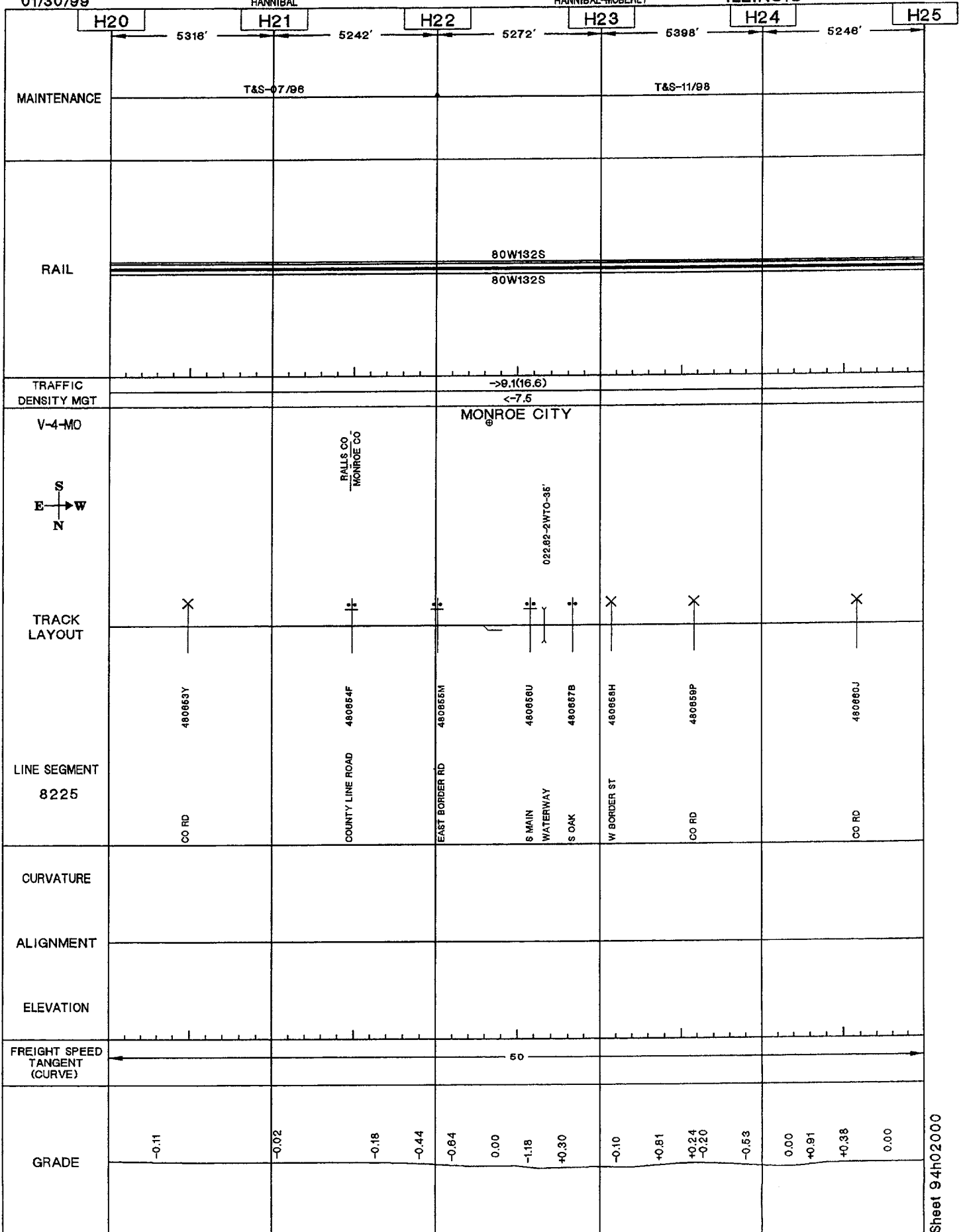


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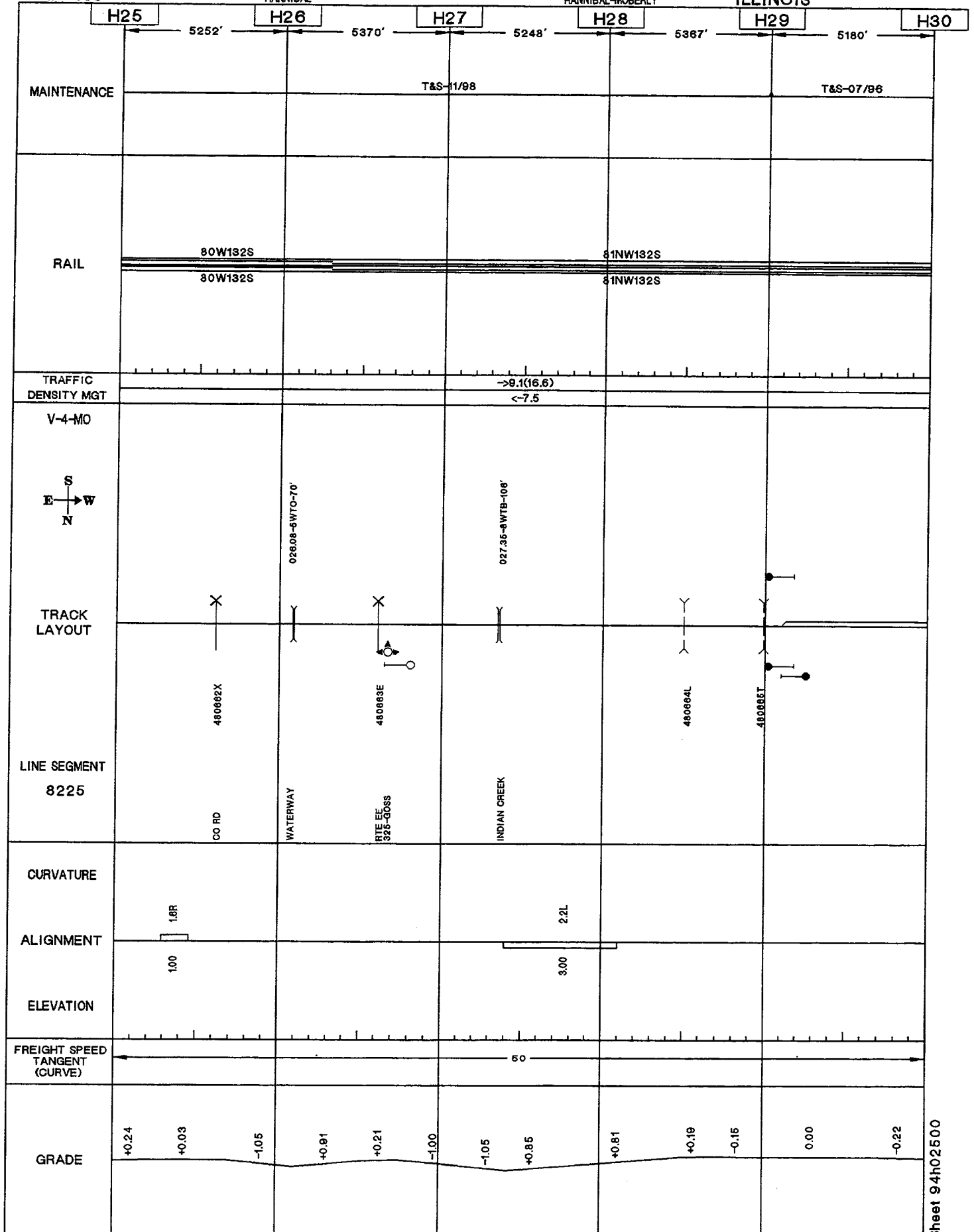


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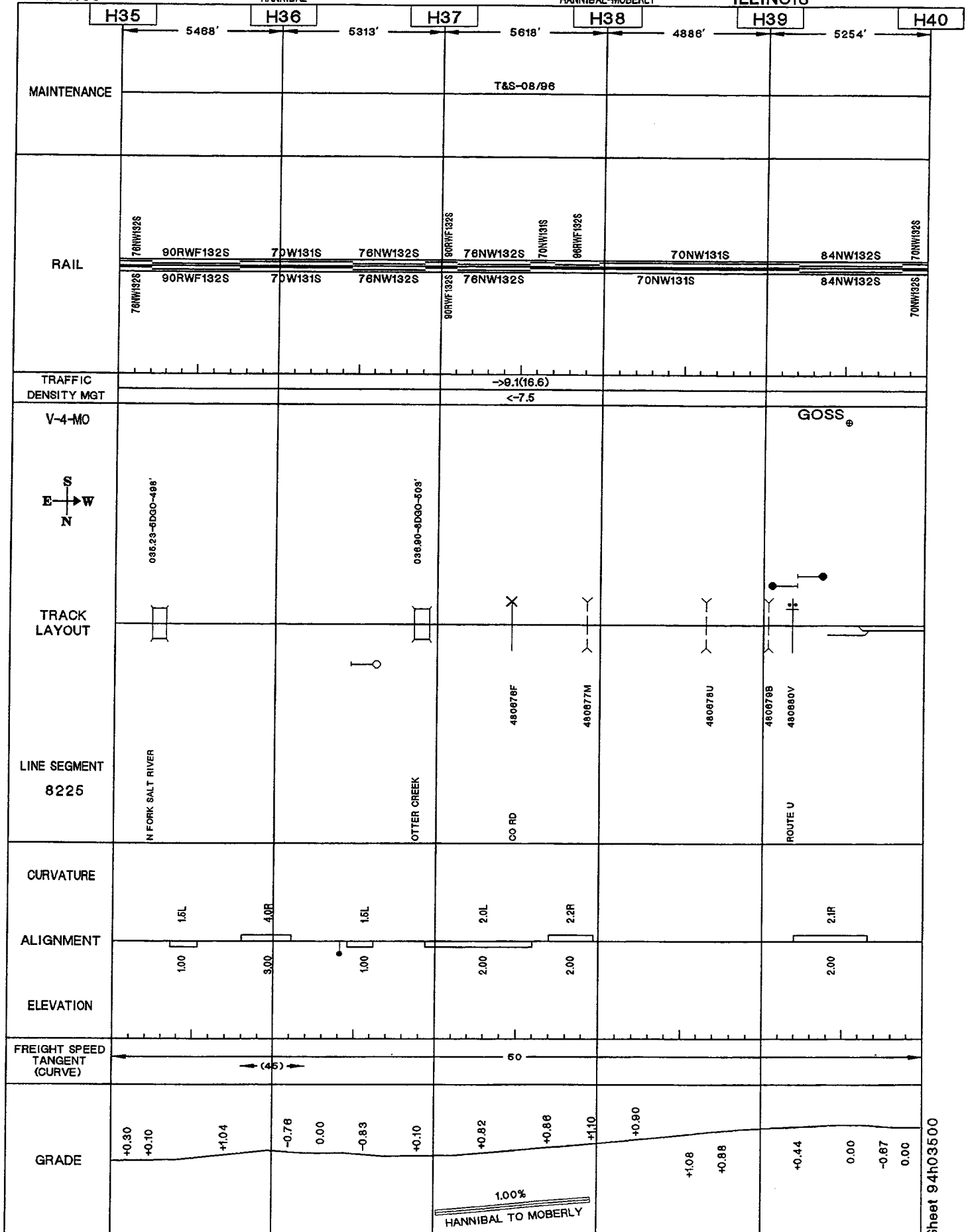
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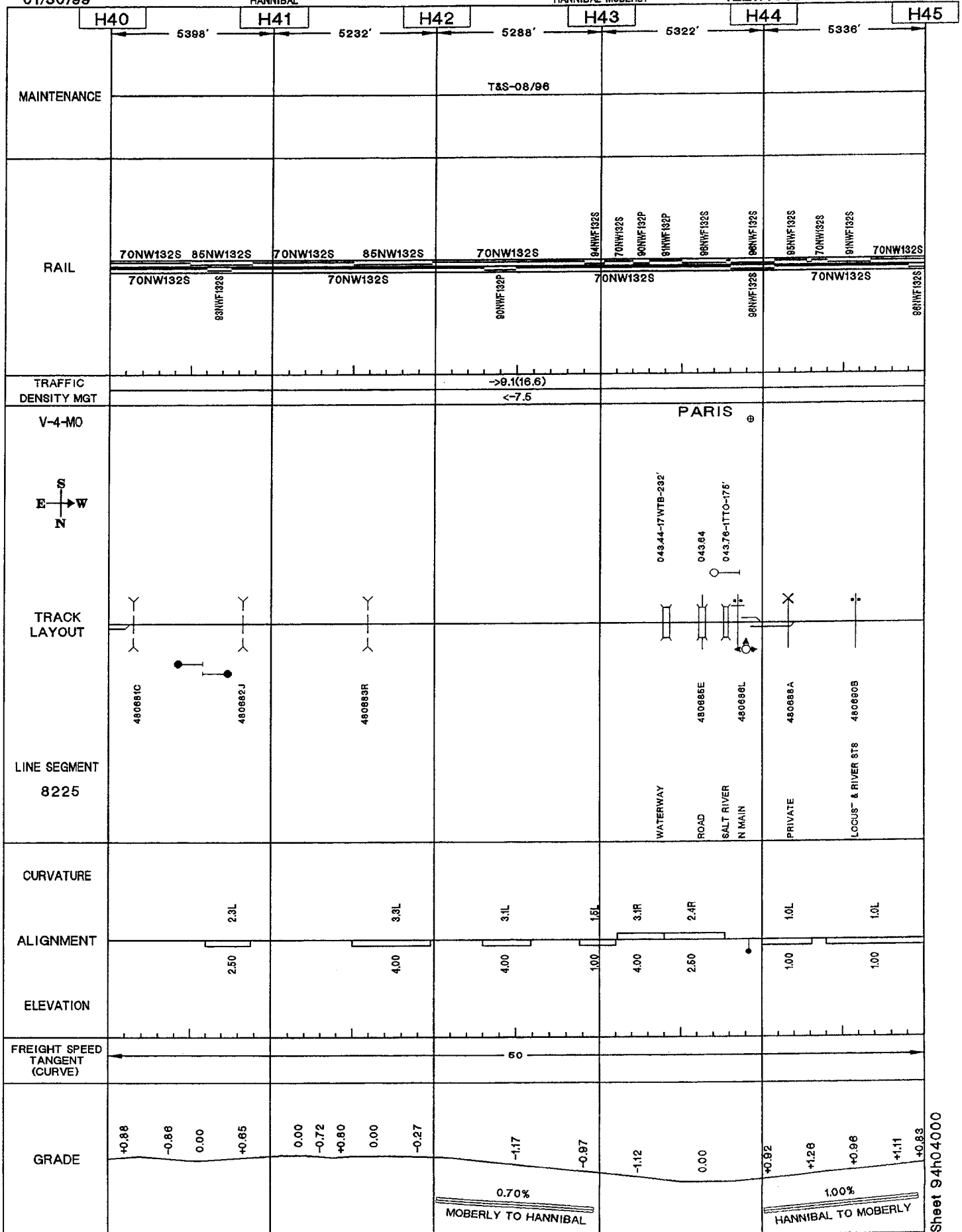


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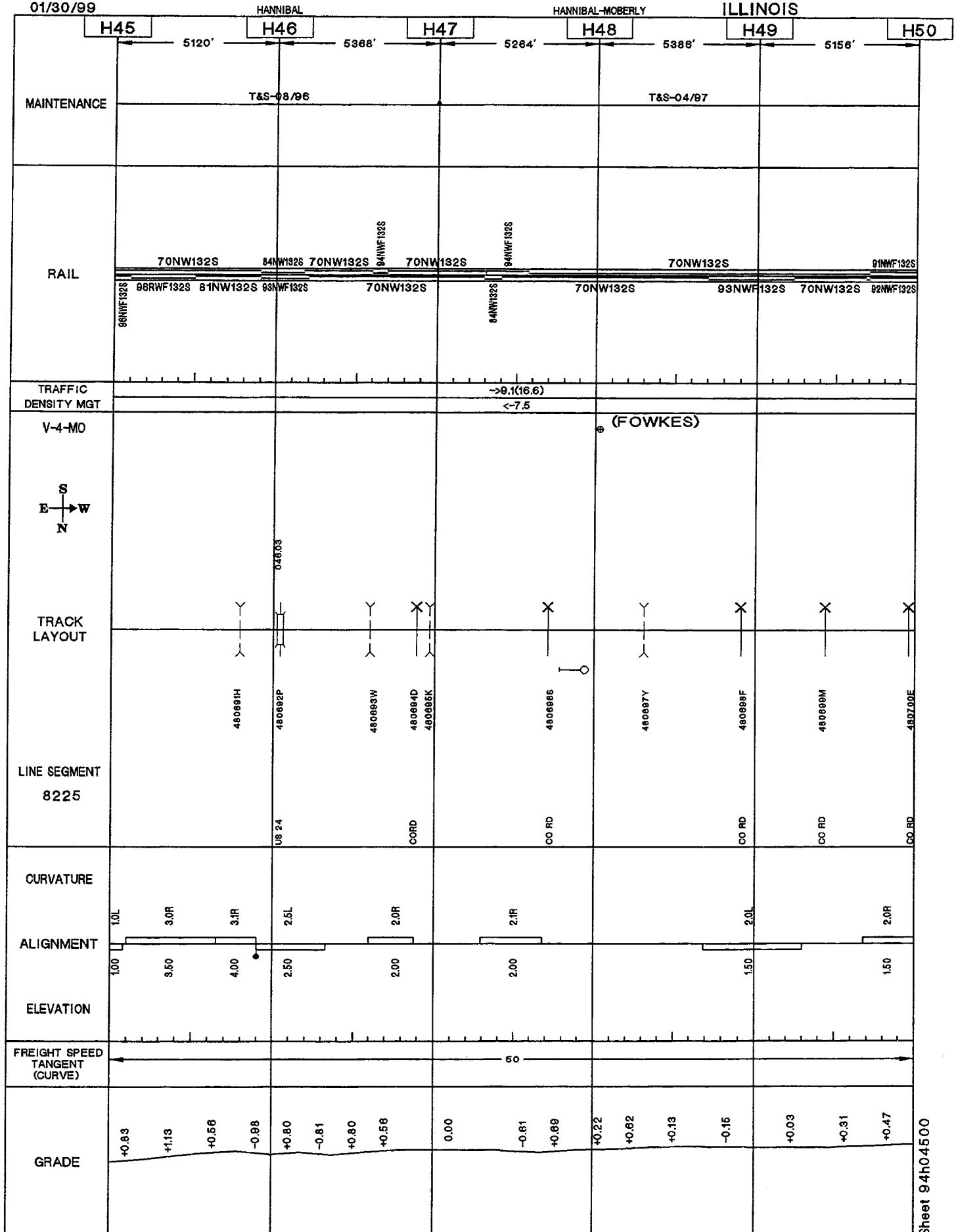
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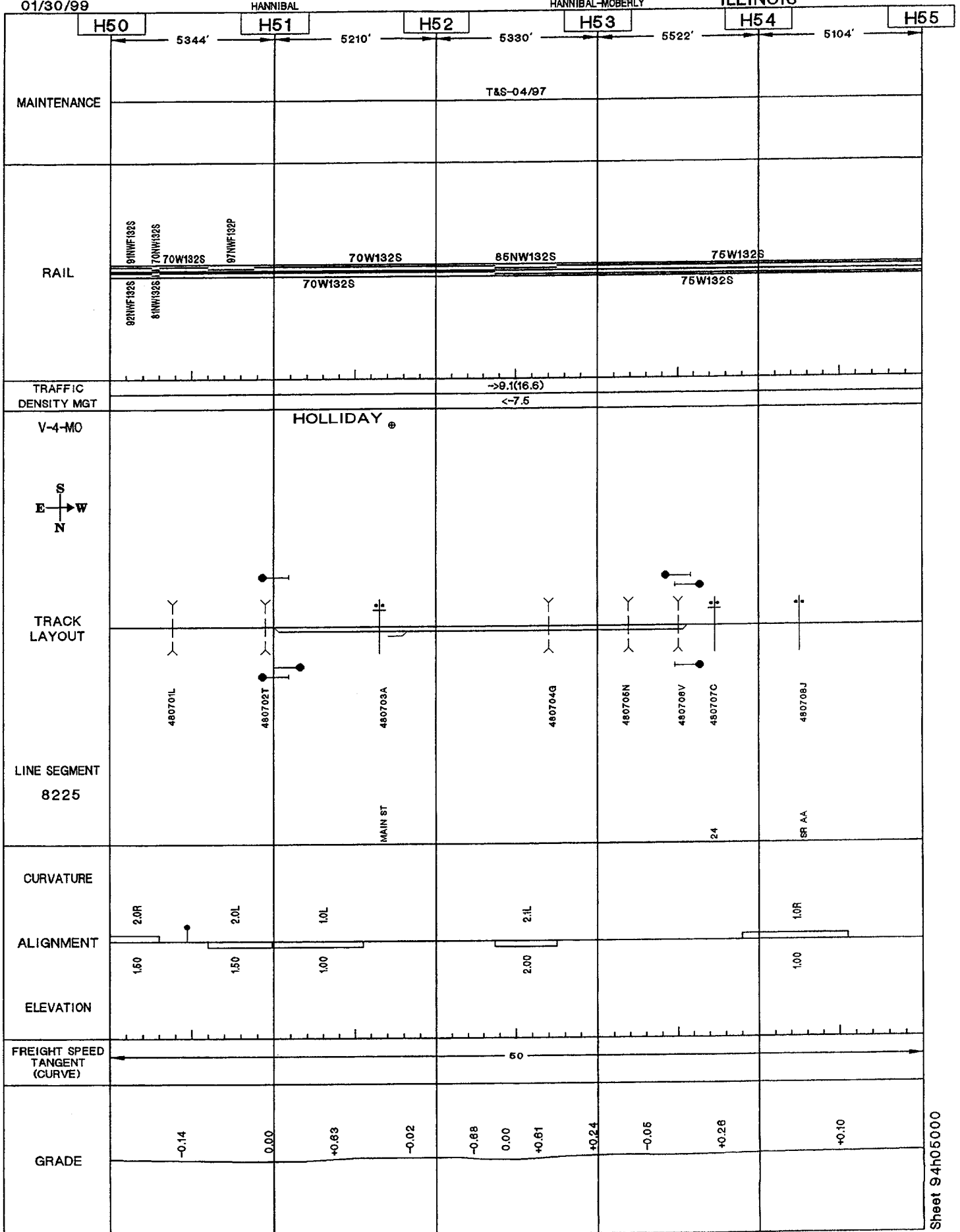


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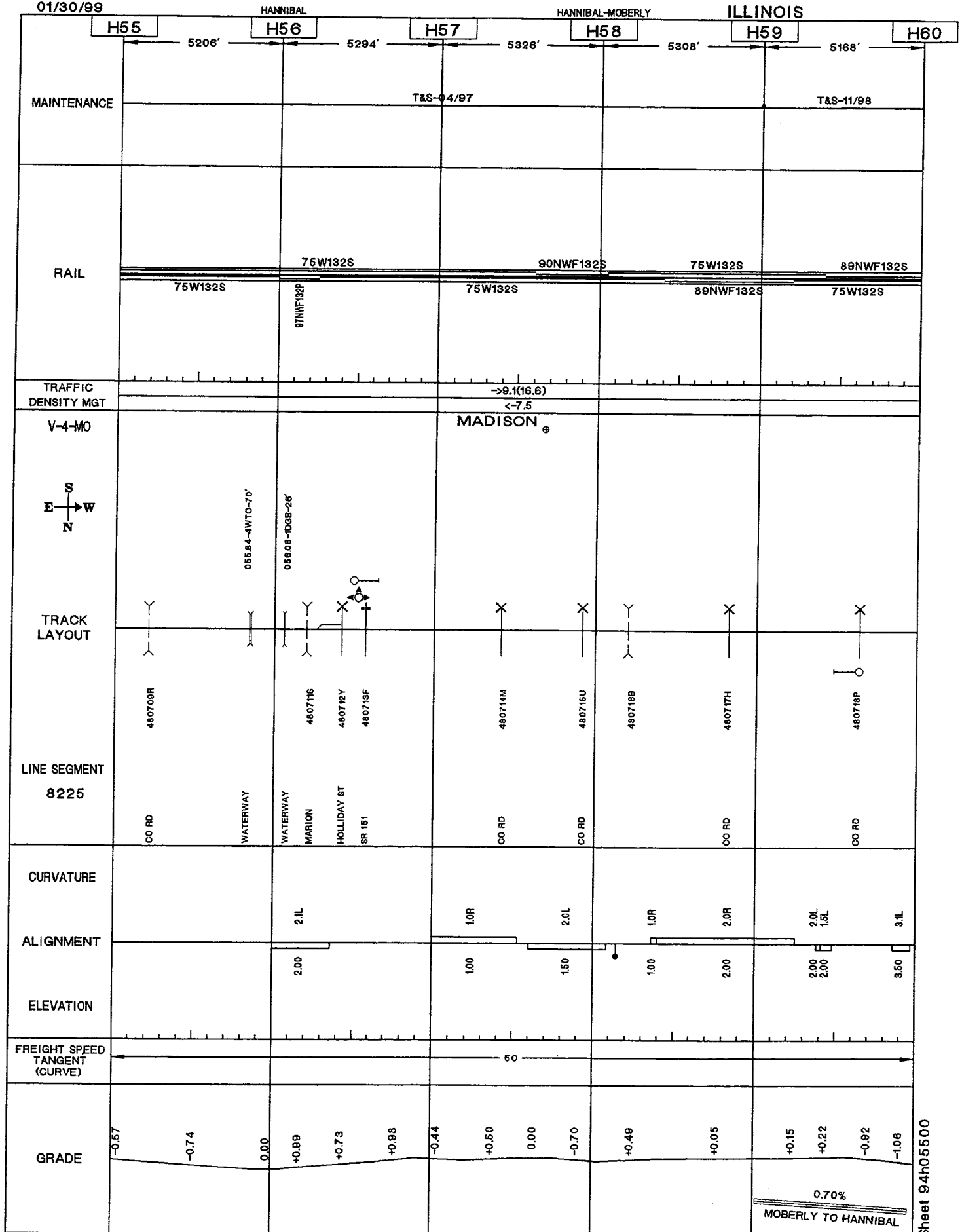
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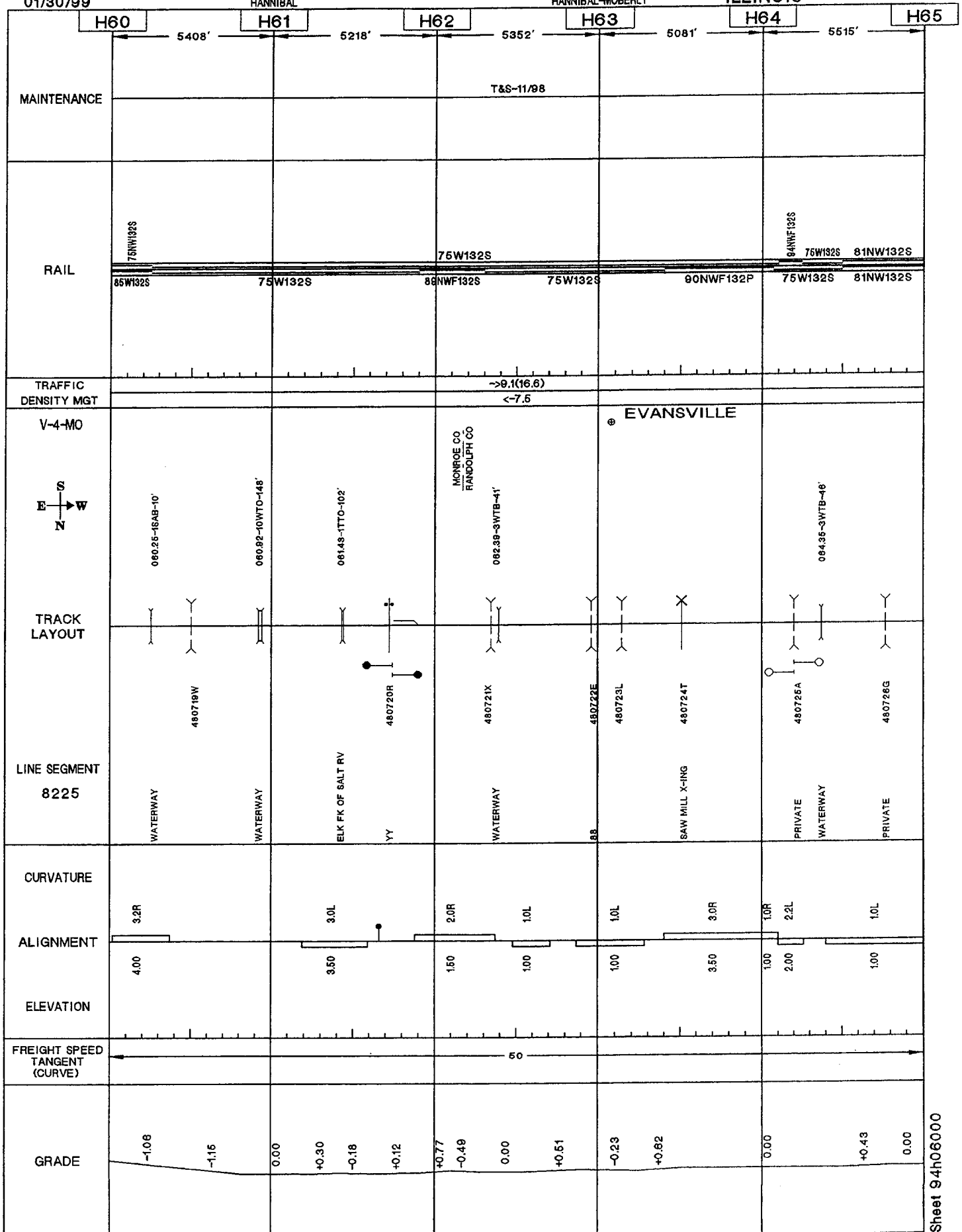


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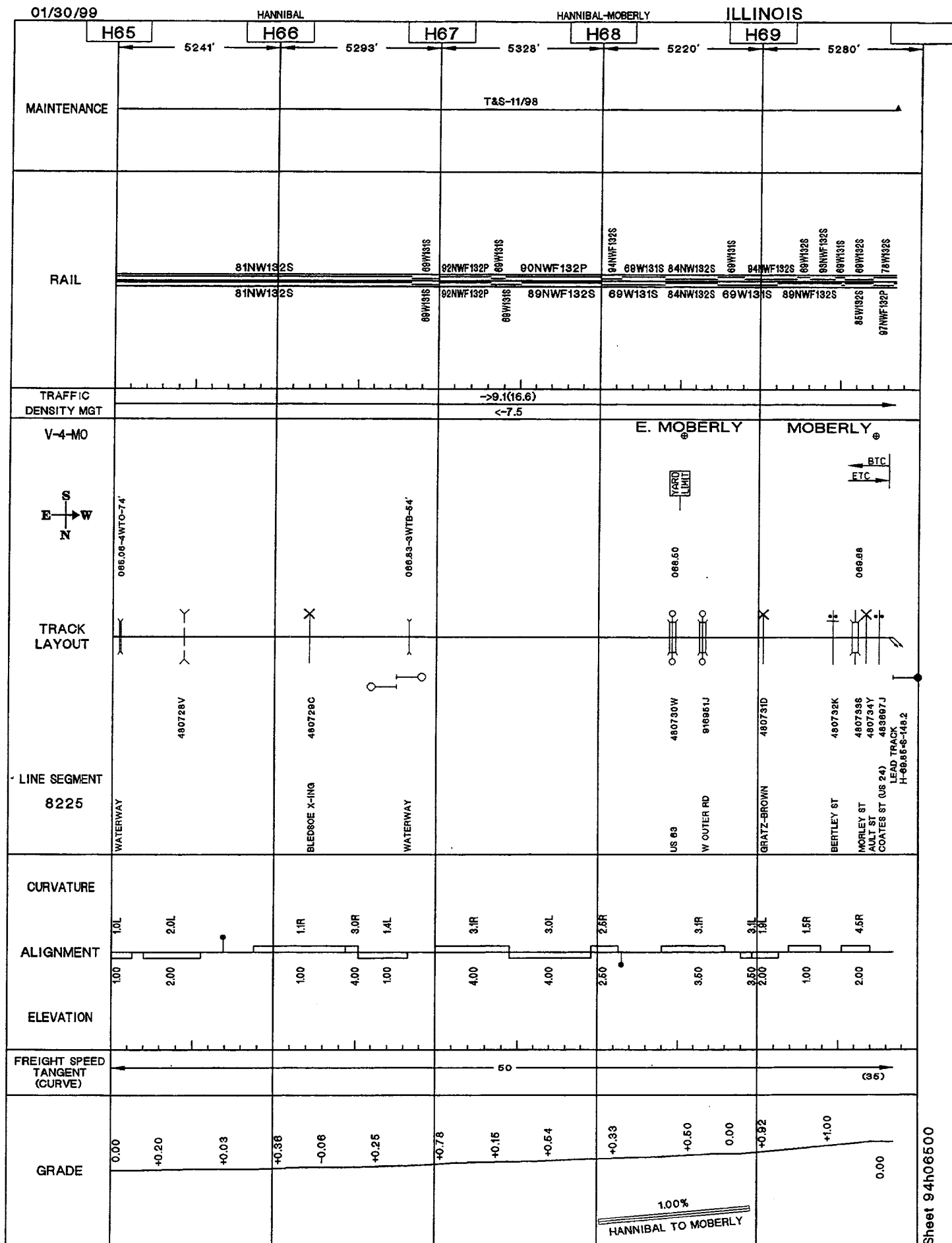
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HANNIBAL-MOBERLY

ILLINOIS







MAINTENANCE					
RAIL					
TRAFFIC DENSITY MGT					
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY BLANK				
LINE SEGMENT					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

02/23/99

ST LOUIS

LUTHER BRANCH

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&amp;S-01/10

RAIL

10RJF090S

10RJF090S

TRAFFIC  
DENSITY MGT

-&gt;0.0(0.0)

&lt;-0.0

S  
E → W  
N

TRACK  
LAYOUT

TERRA CONNECTION

002.22

LINE SEGMENT  
7950

480208L

BRANC-1  
TERRA

480210M

BUCHANAN

480211U

ANGELRODT

480212B

2ND ST

480213H

DEB TREHAN

480214P

MALLINCKRODT

480216W

SALISBURY

480322L

BROADWAY

480216D

BREMEN

480217K

ANGELICA

480218S

PENROSE

480218Y

FERRY ST

480220T

DOUGLAS ST

TERRA FB M-TERRA

TERRA FB M-TERRA

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

-0.46

+0.14

+0.03

+0.11

+0.01

10

10.0R

12L

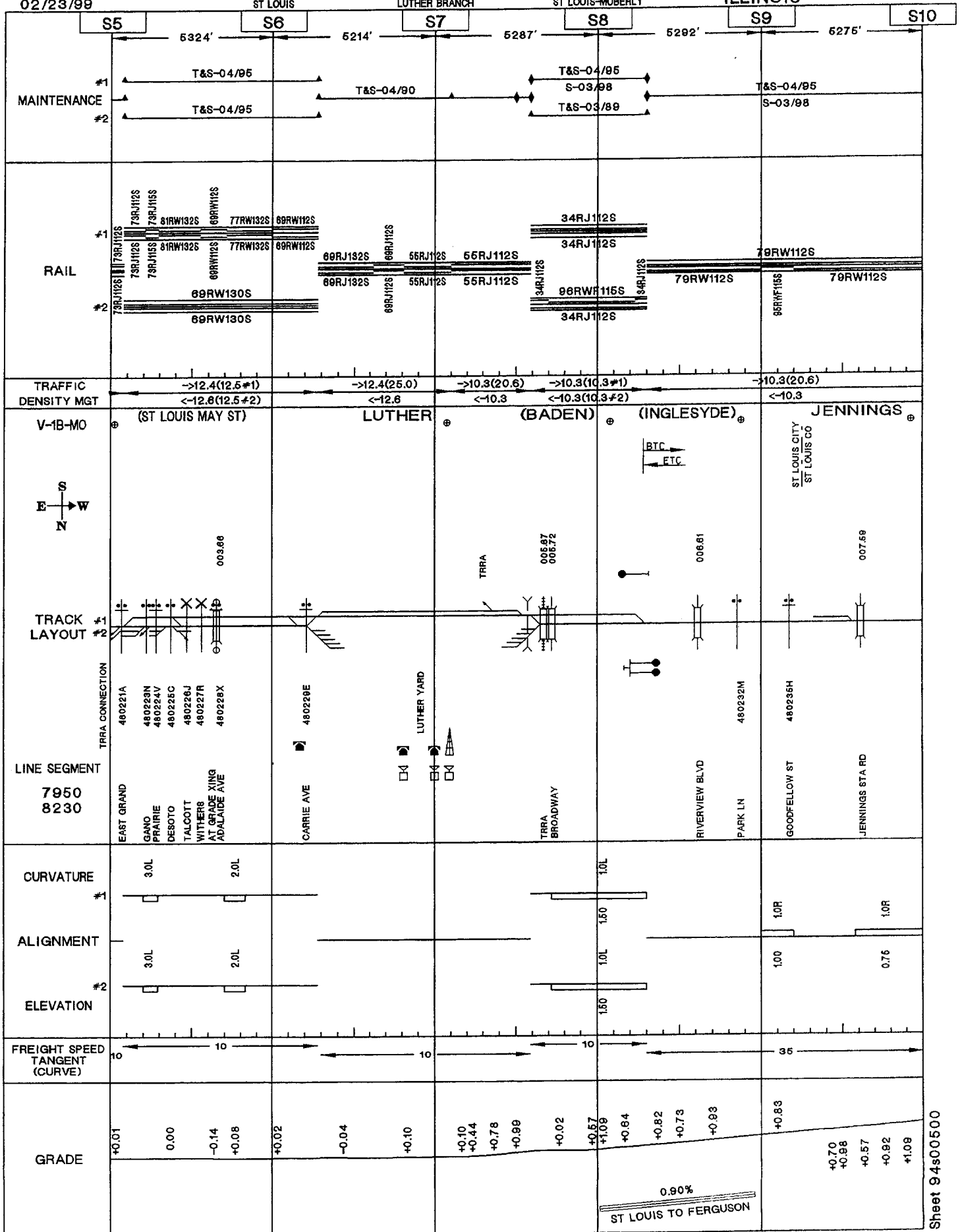
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ST LOUIS

LUTHER BRANCH

ST LOUIS-MOBERLY

ILLINOIS



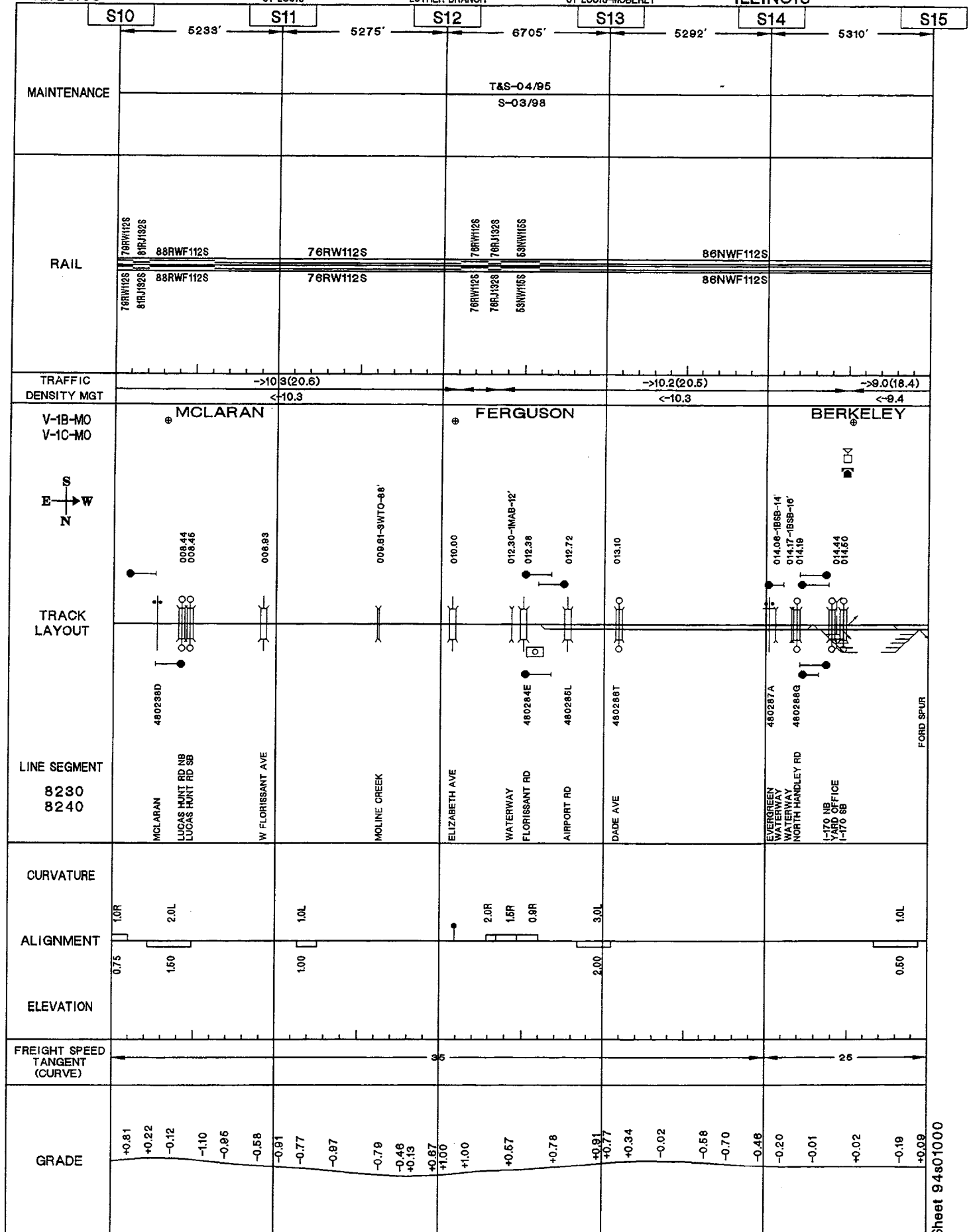
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LUTHER BRANCH

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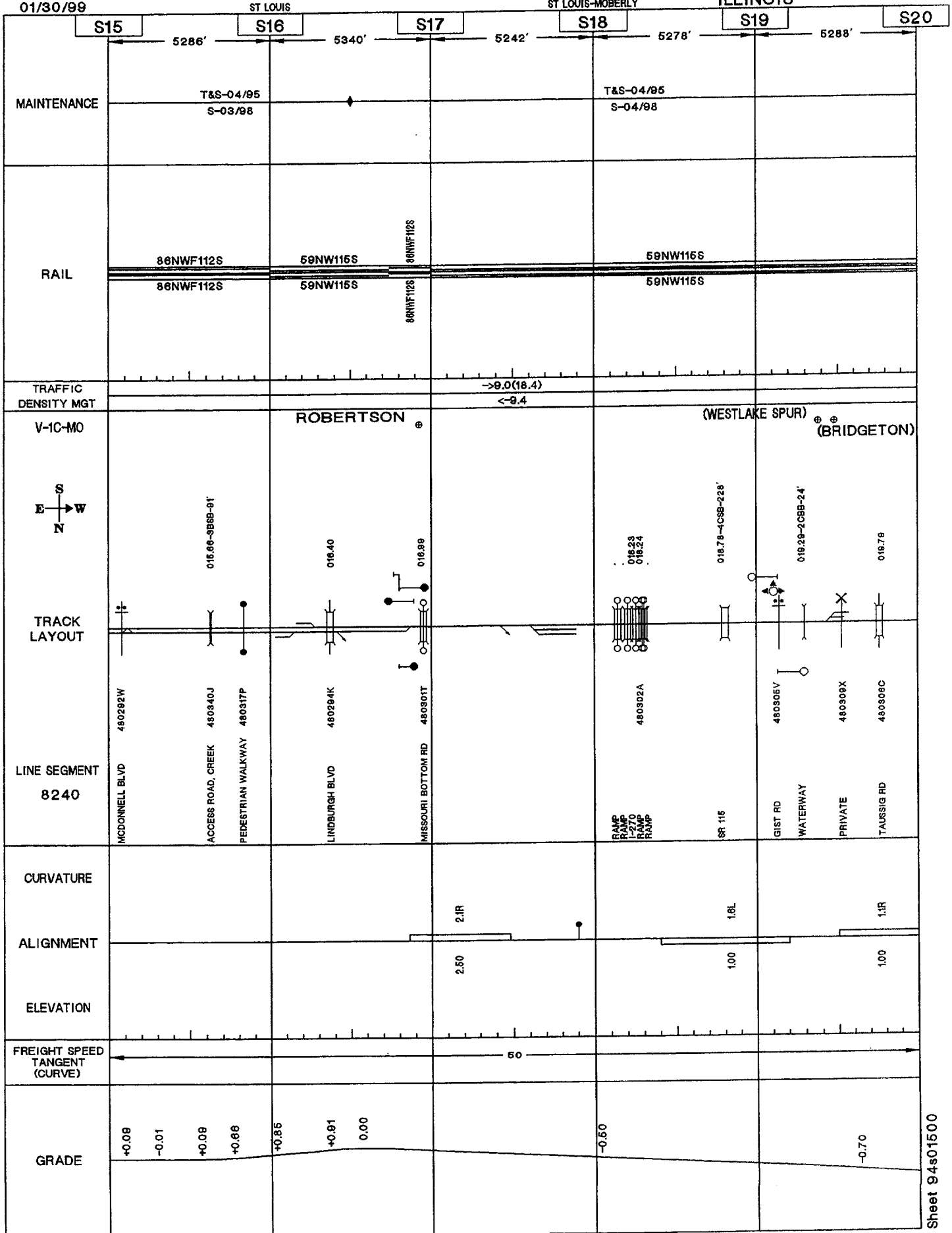


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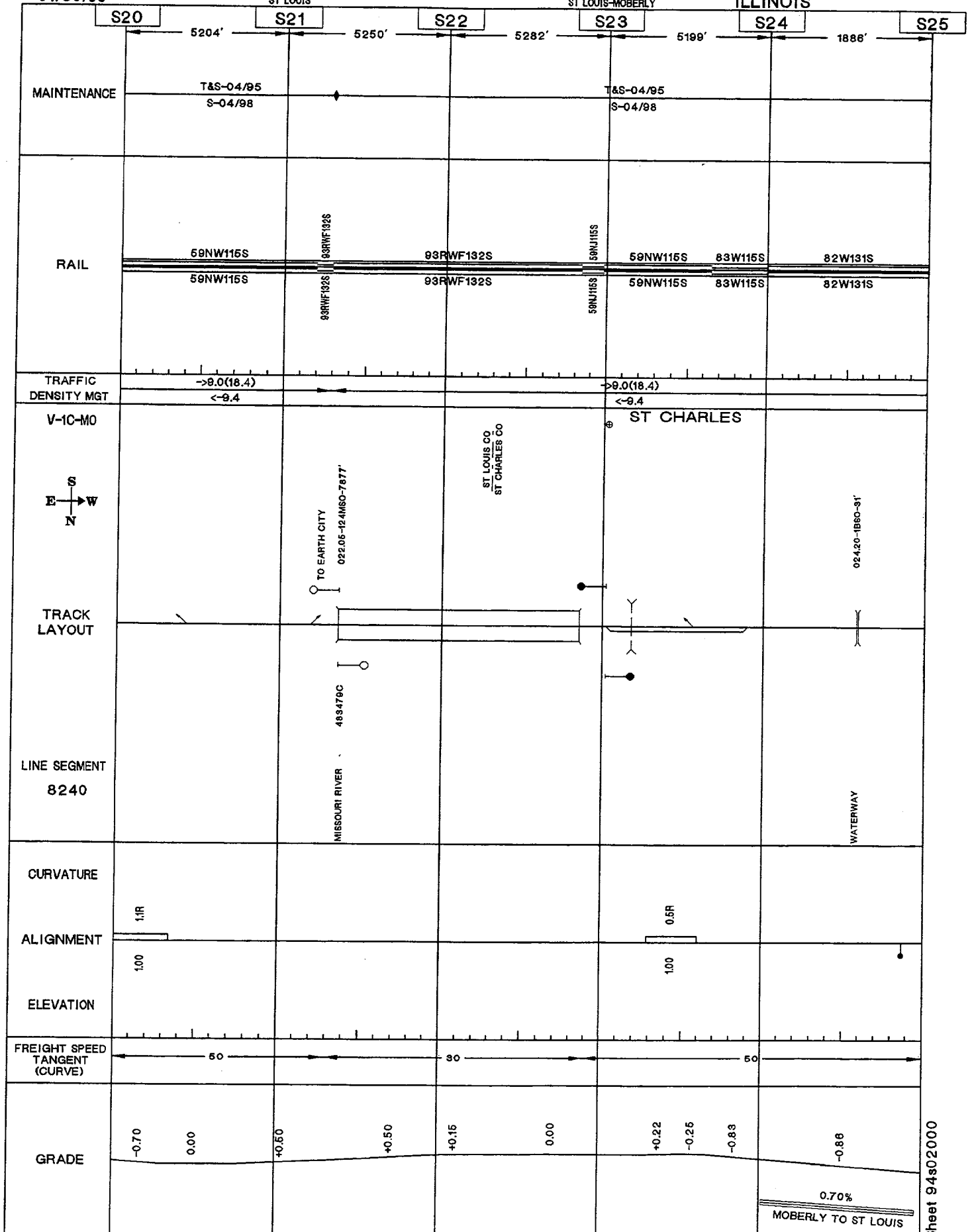


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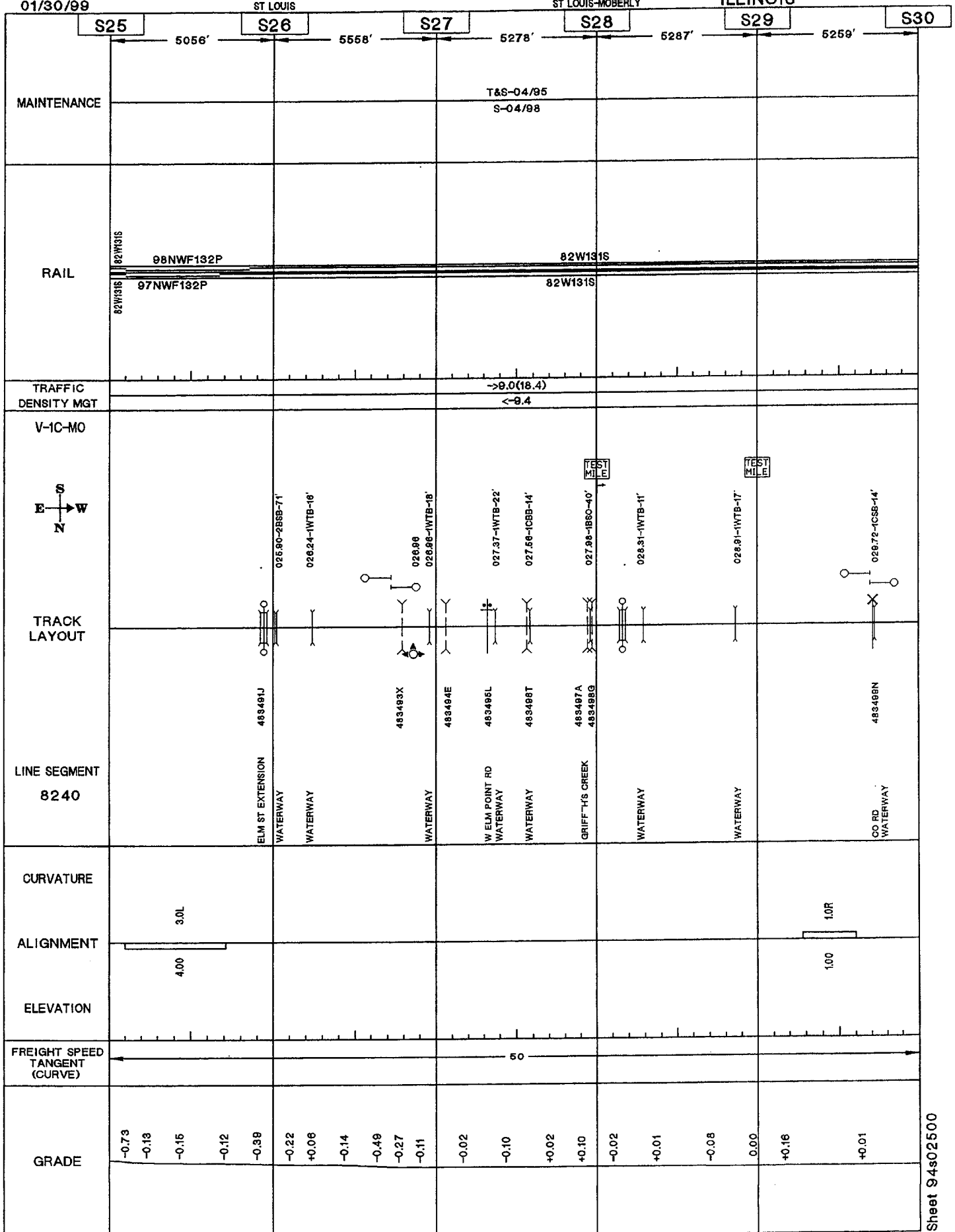


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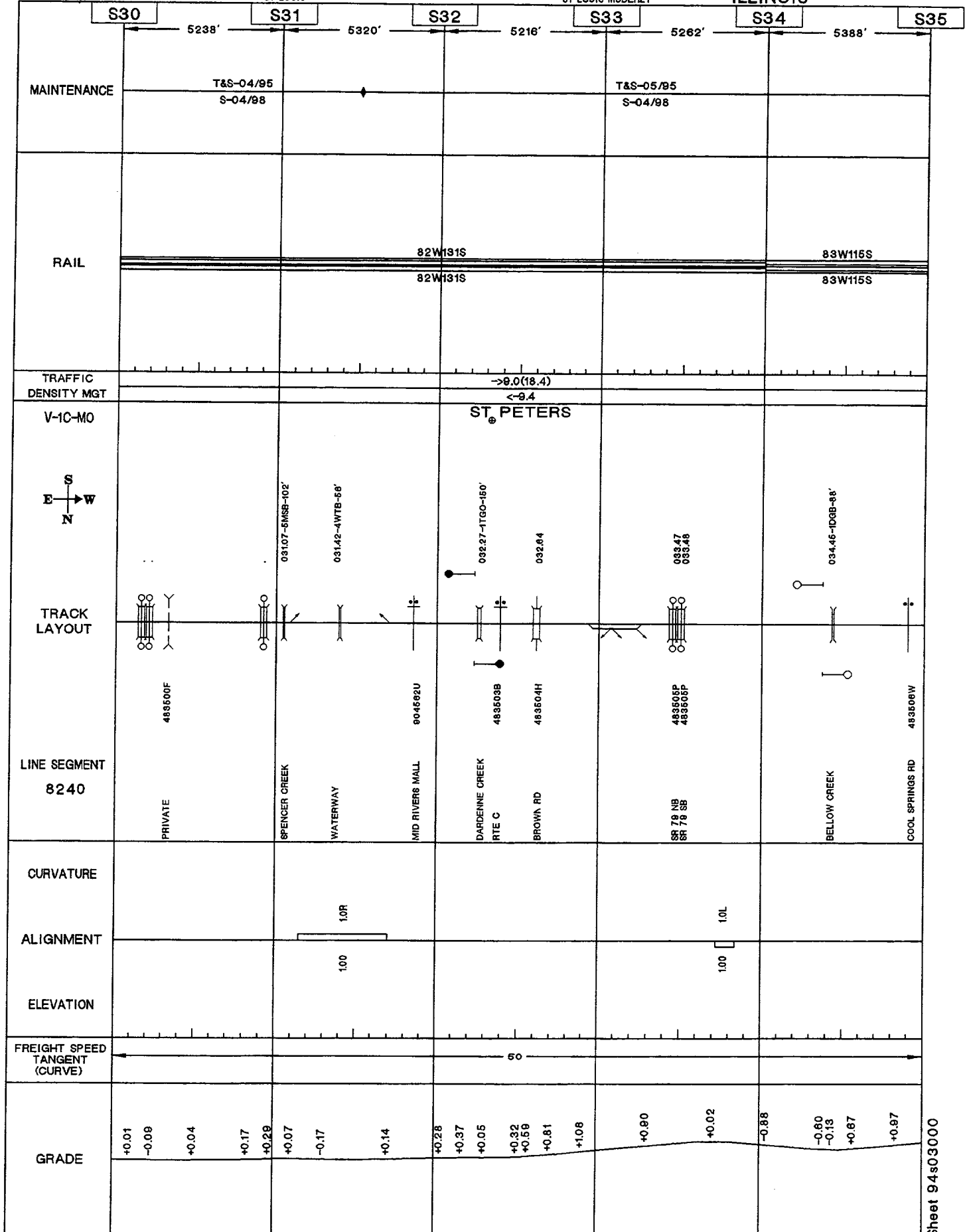


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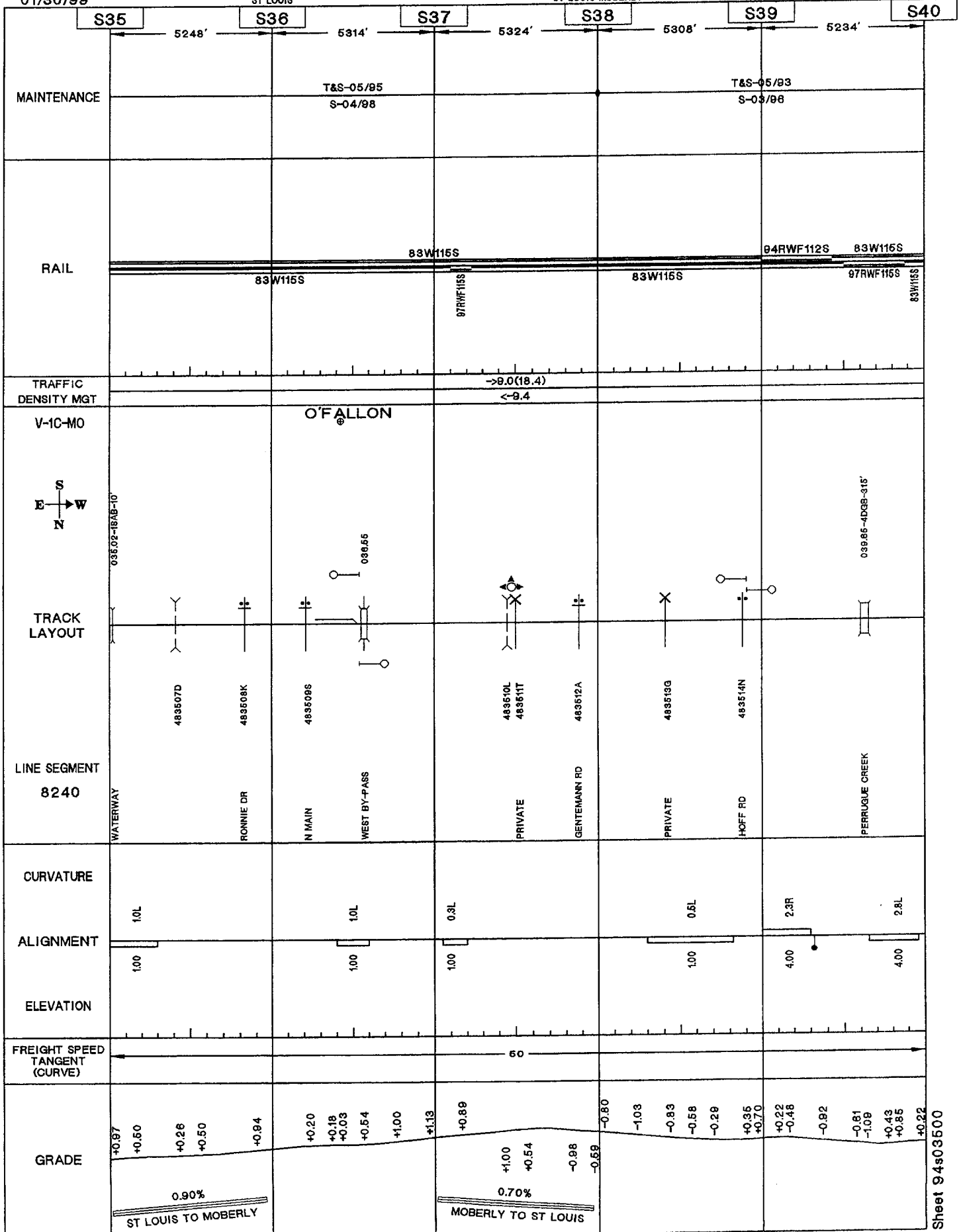


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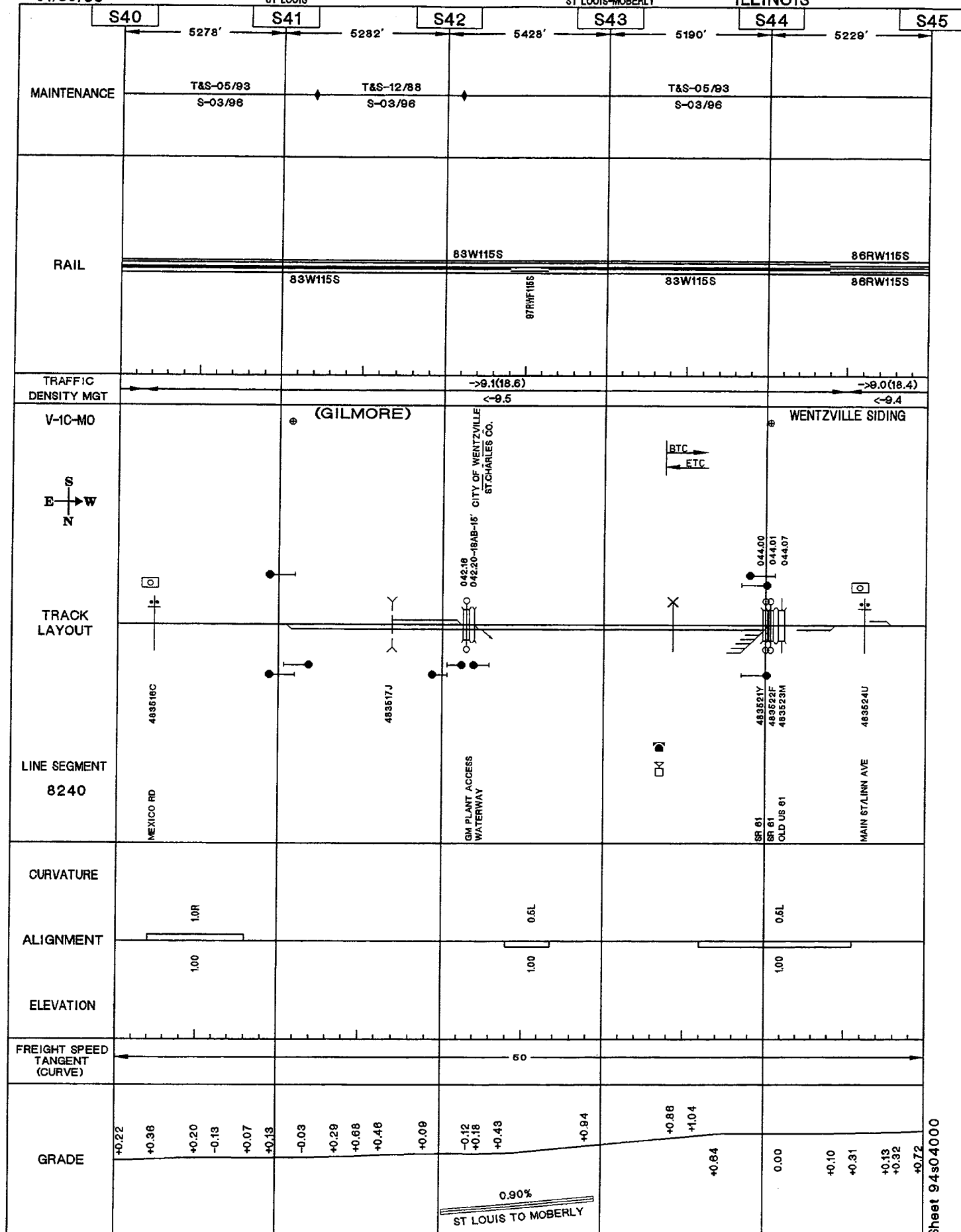


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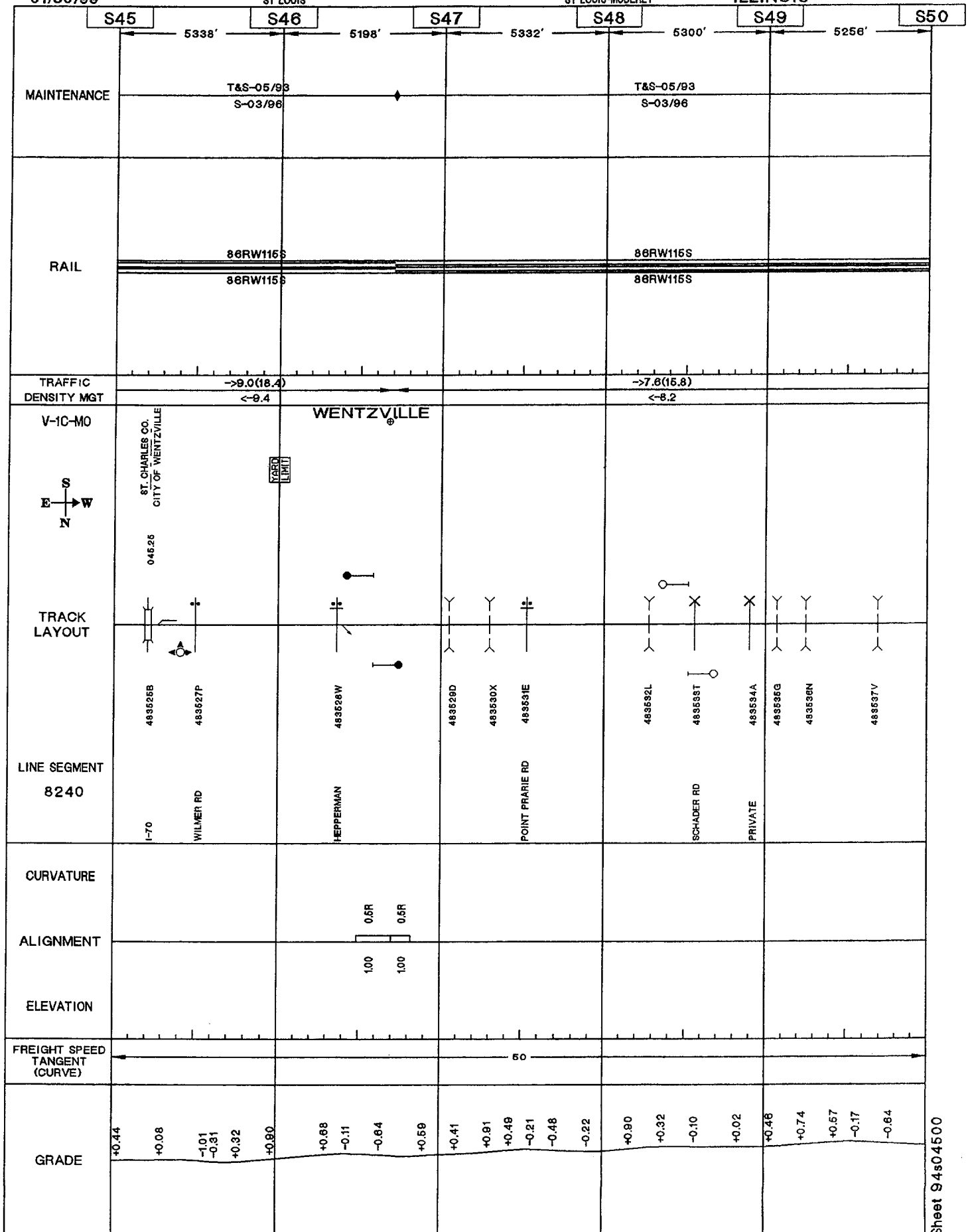


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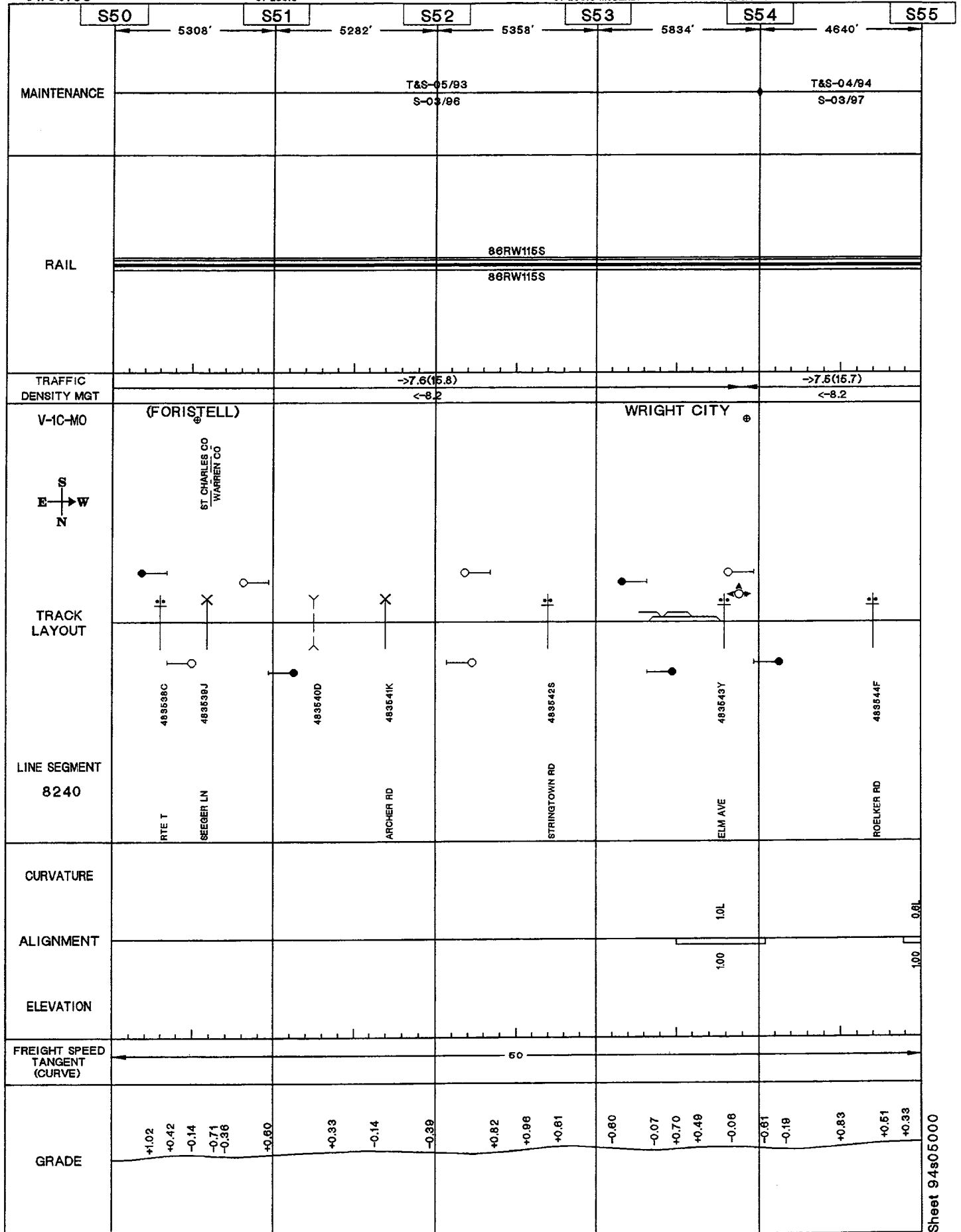


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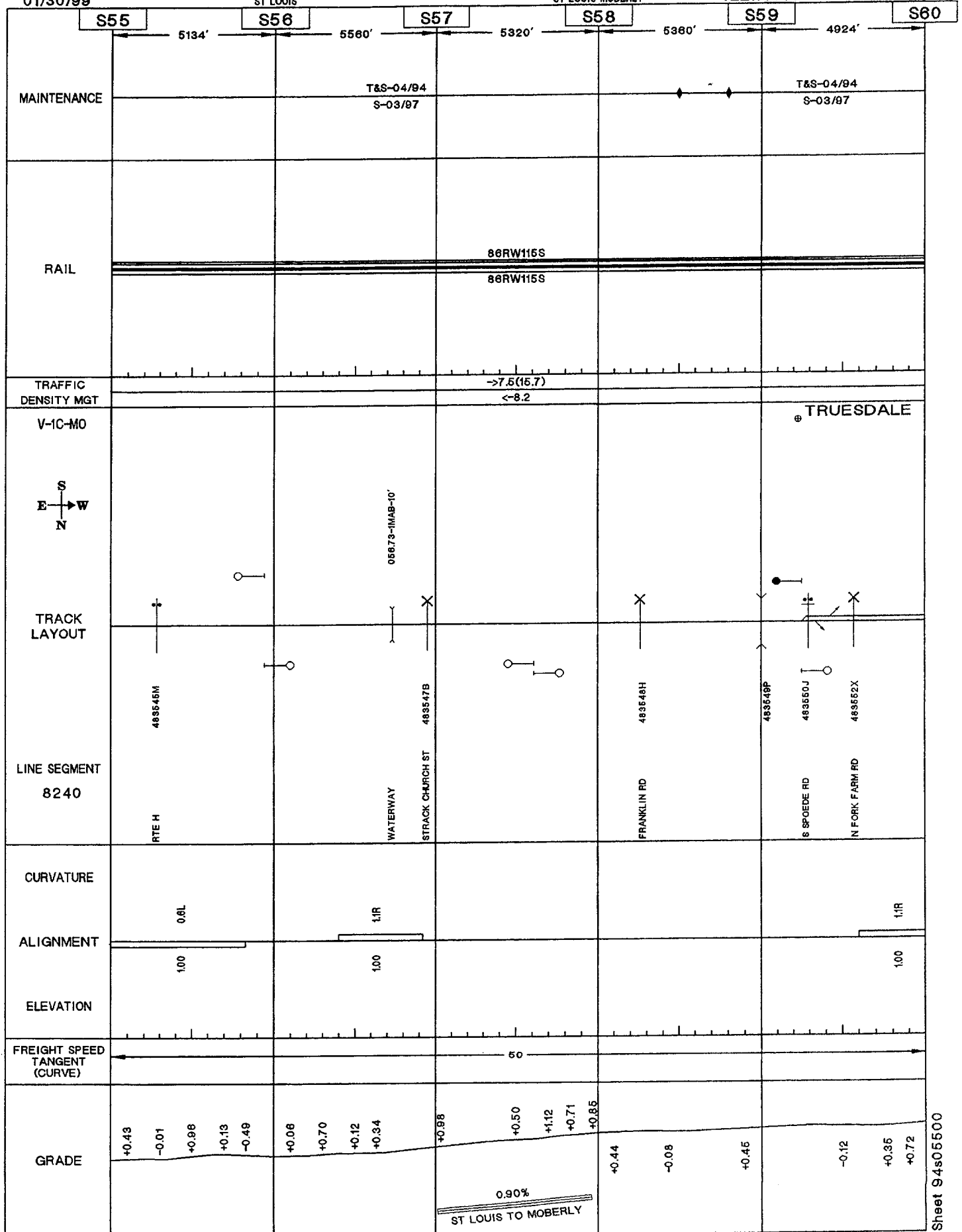


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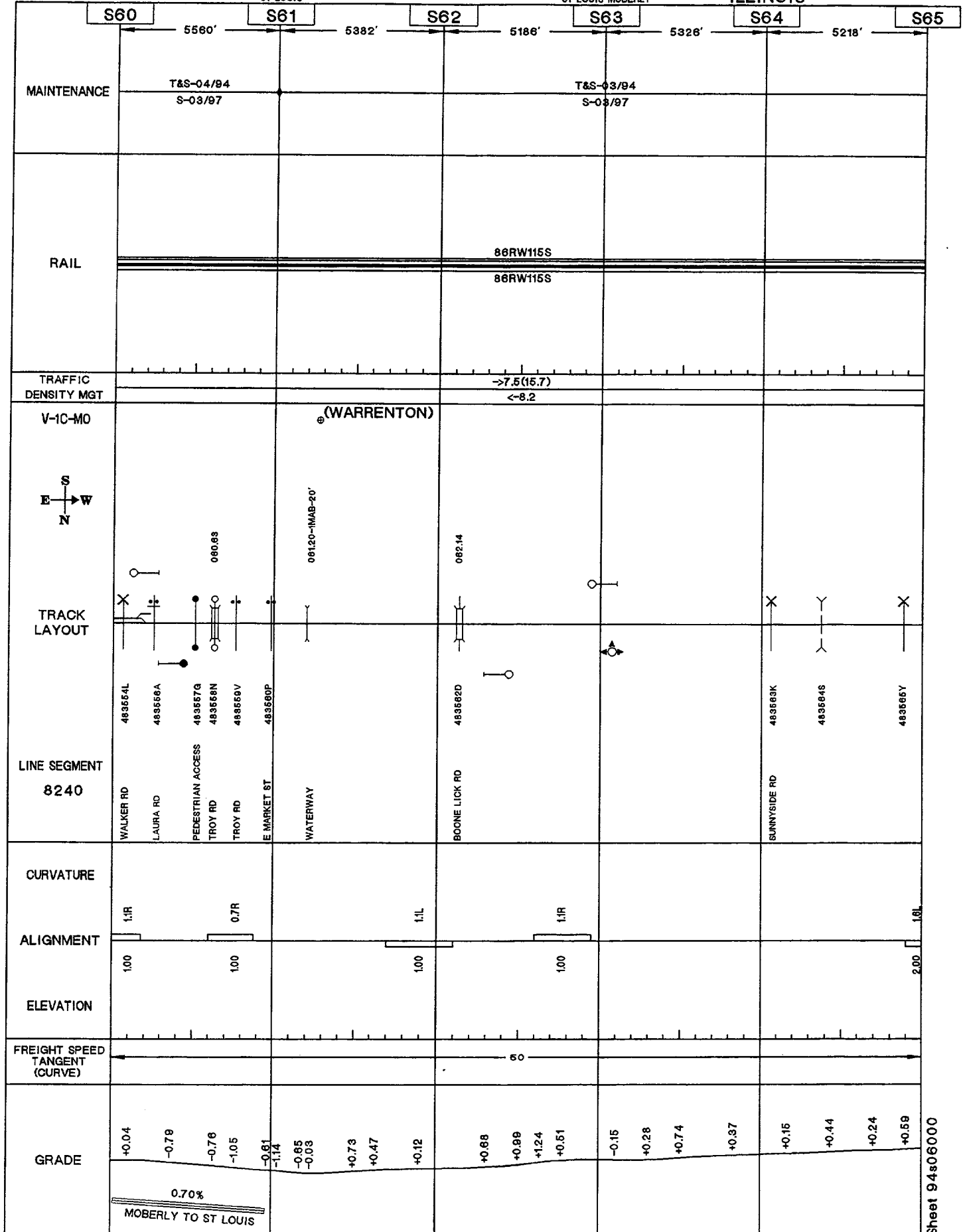


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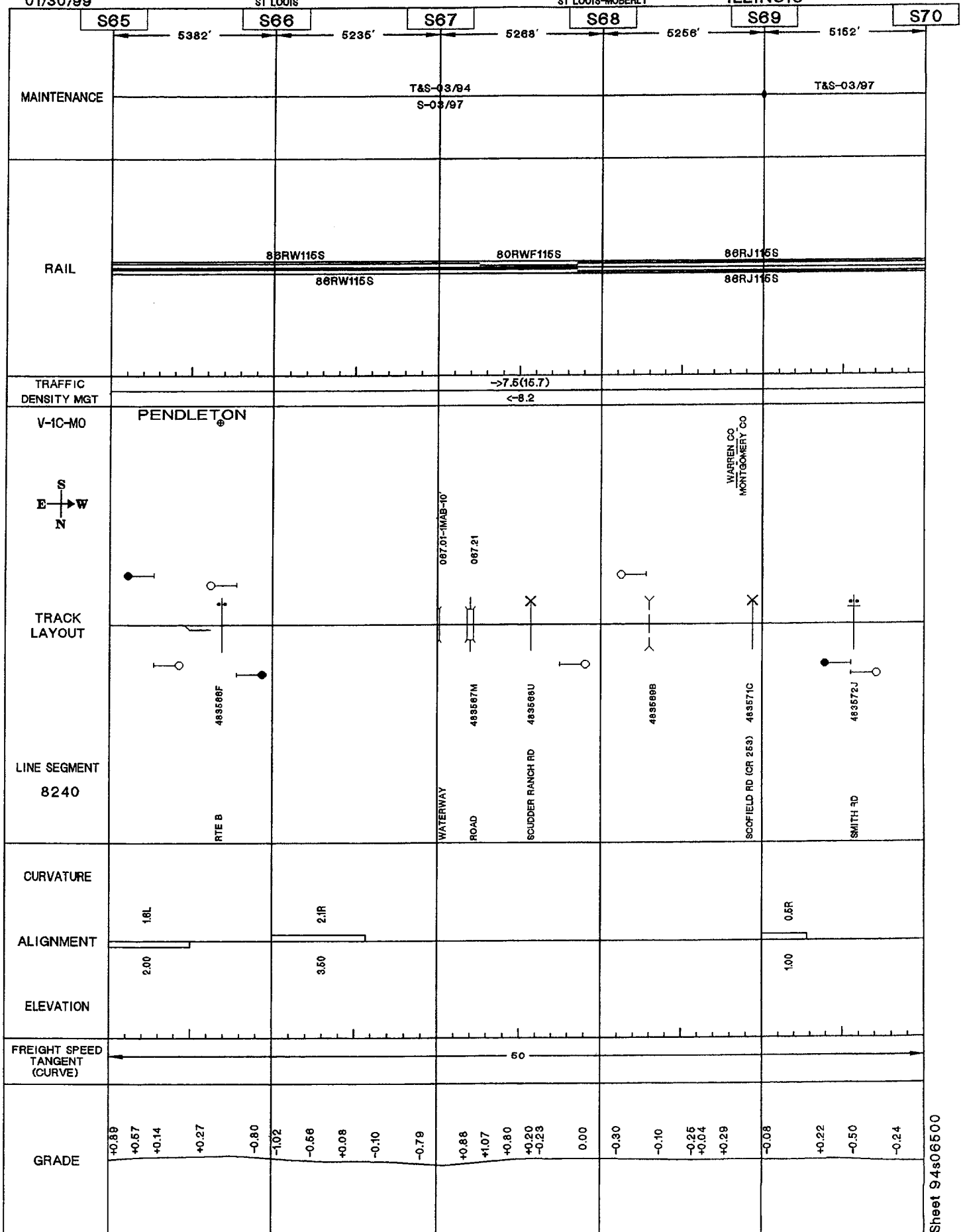


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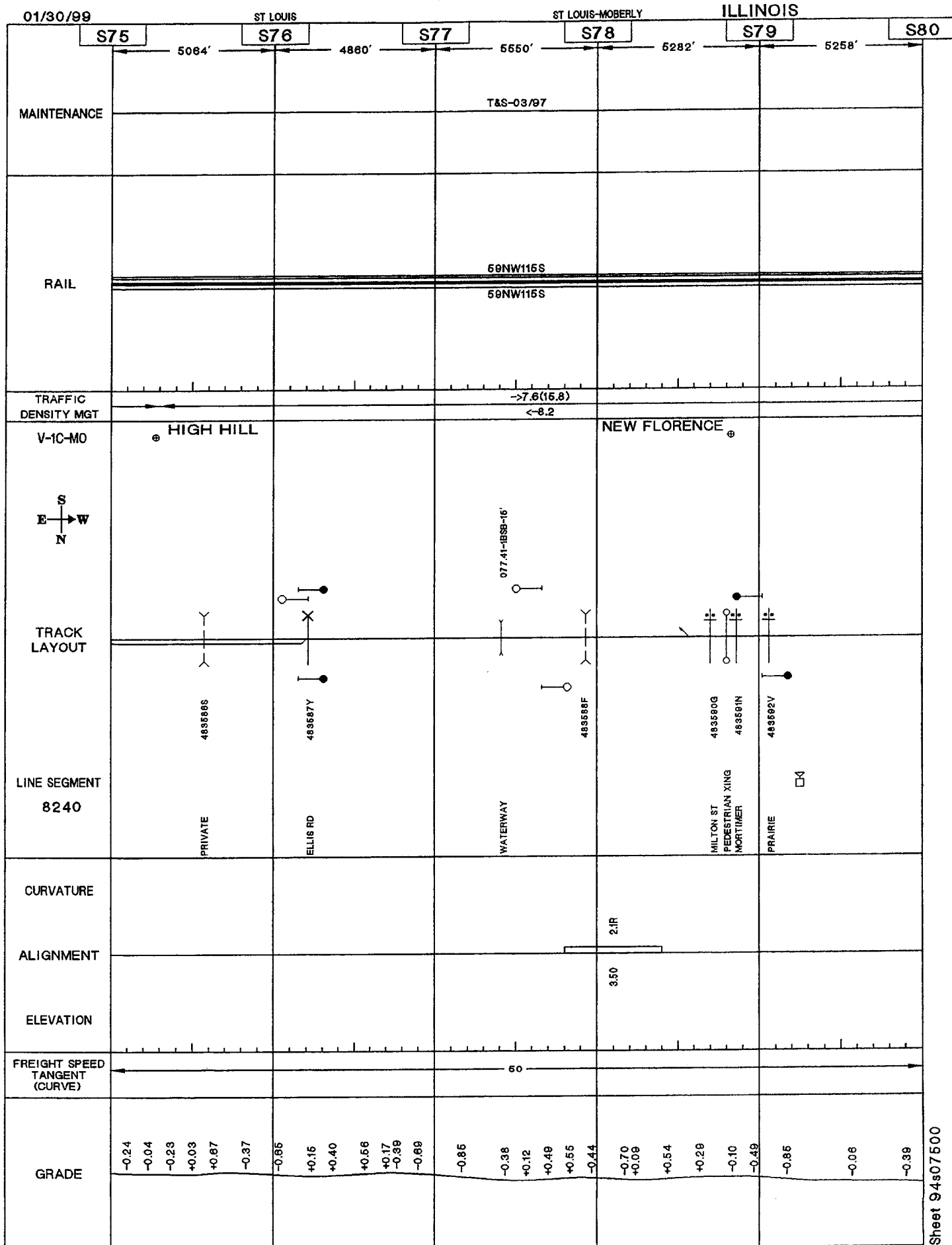
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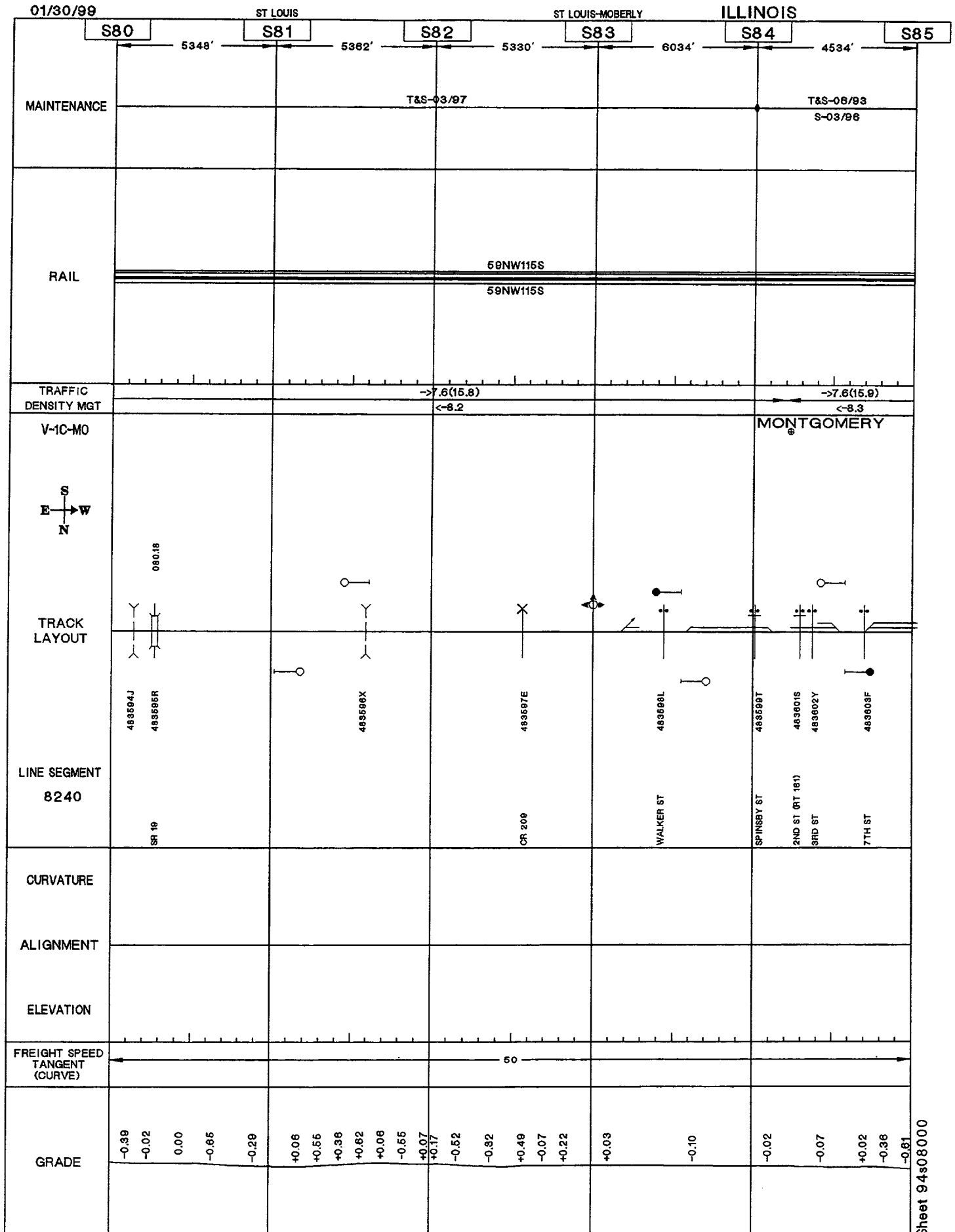
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Sheet 94s07000



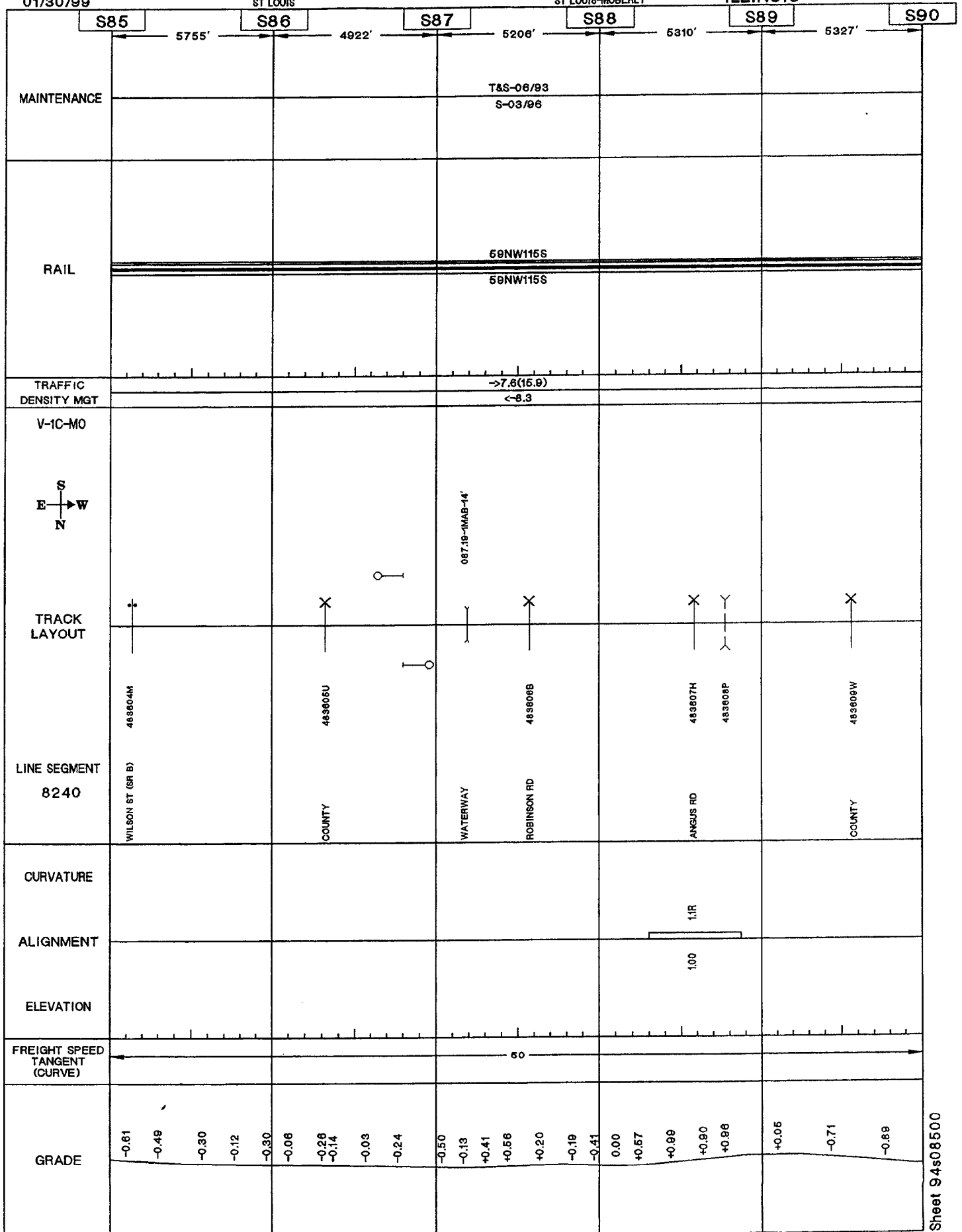


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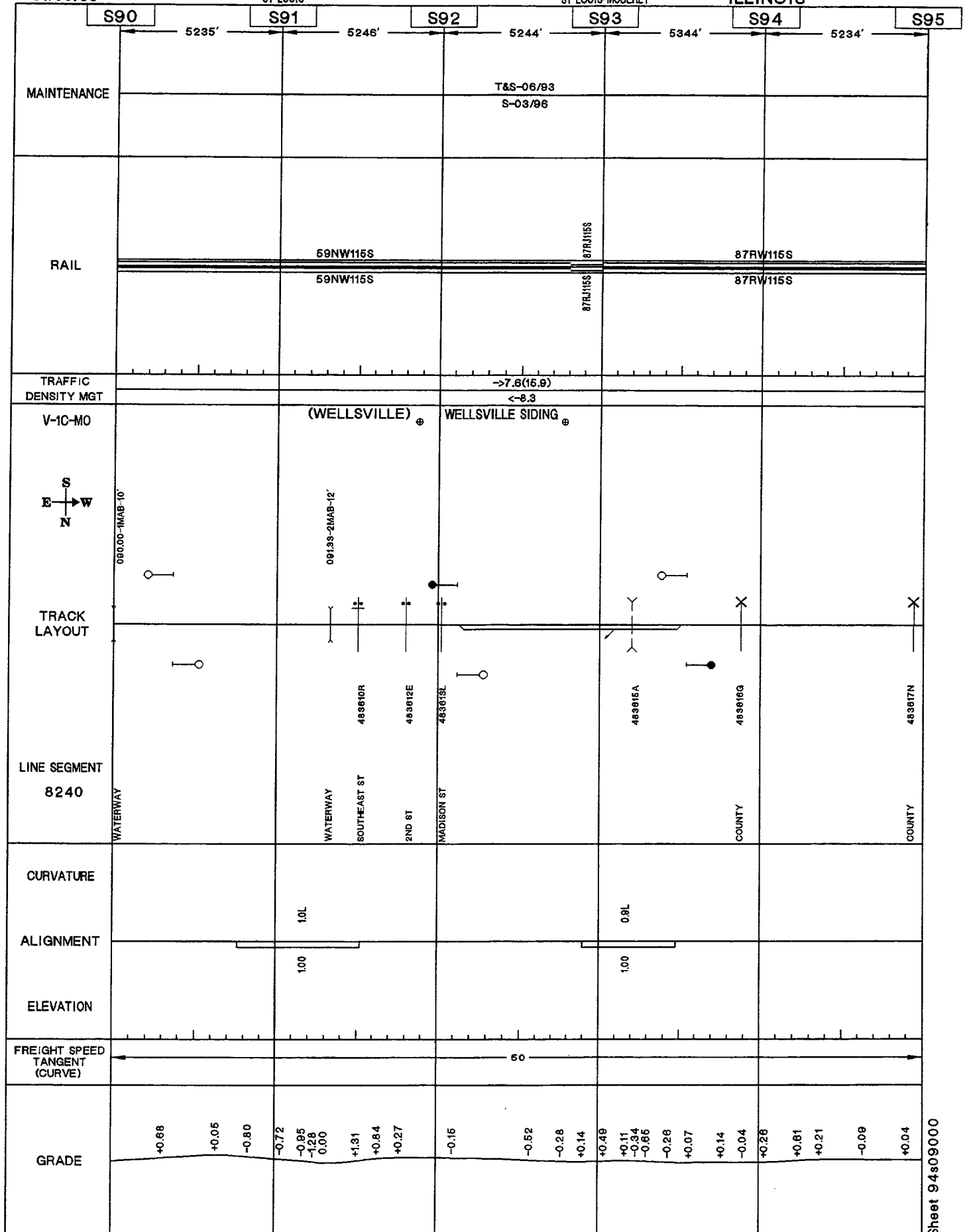


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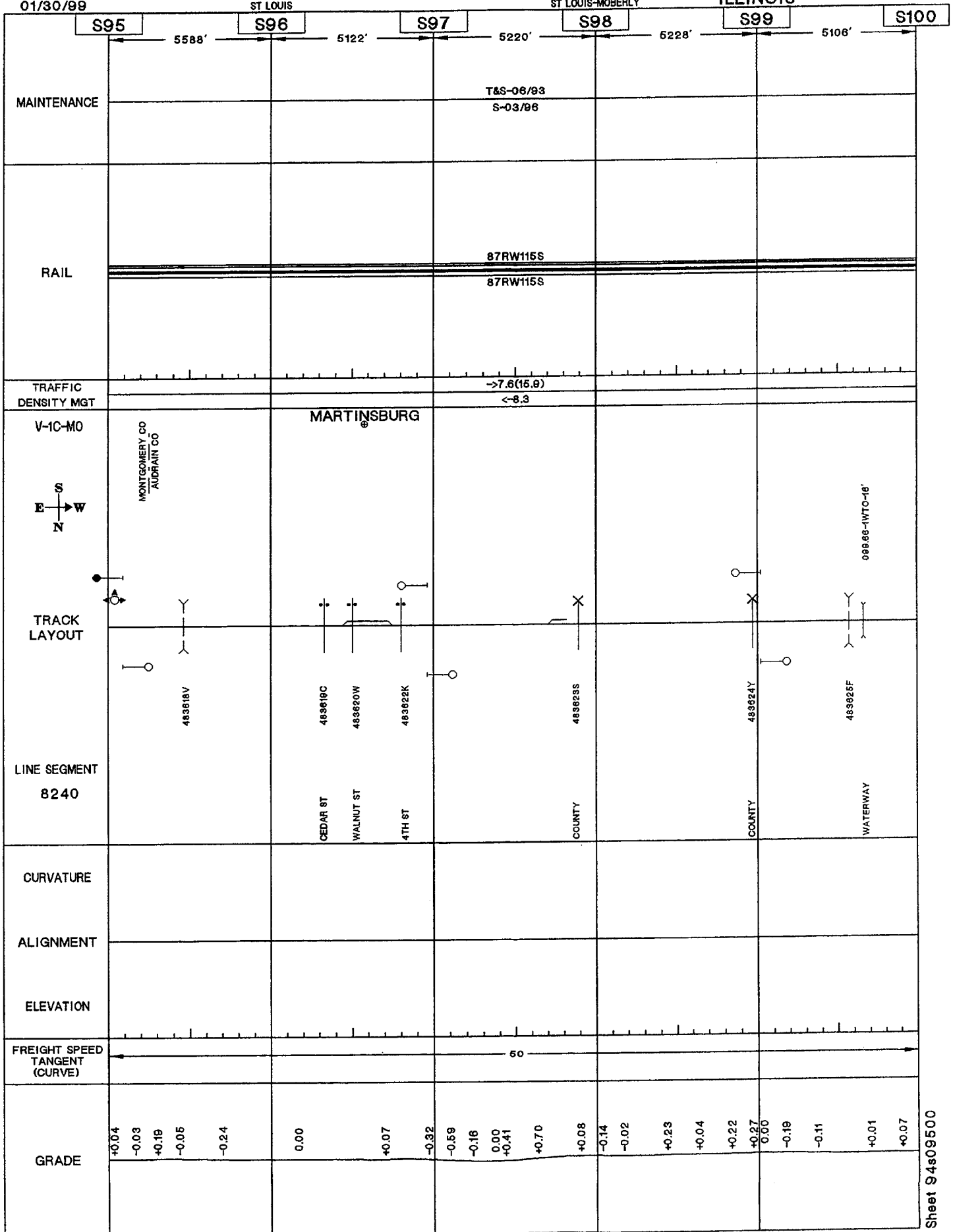


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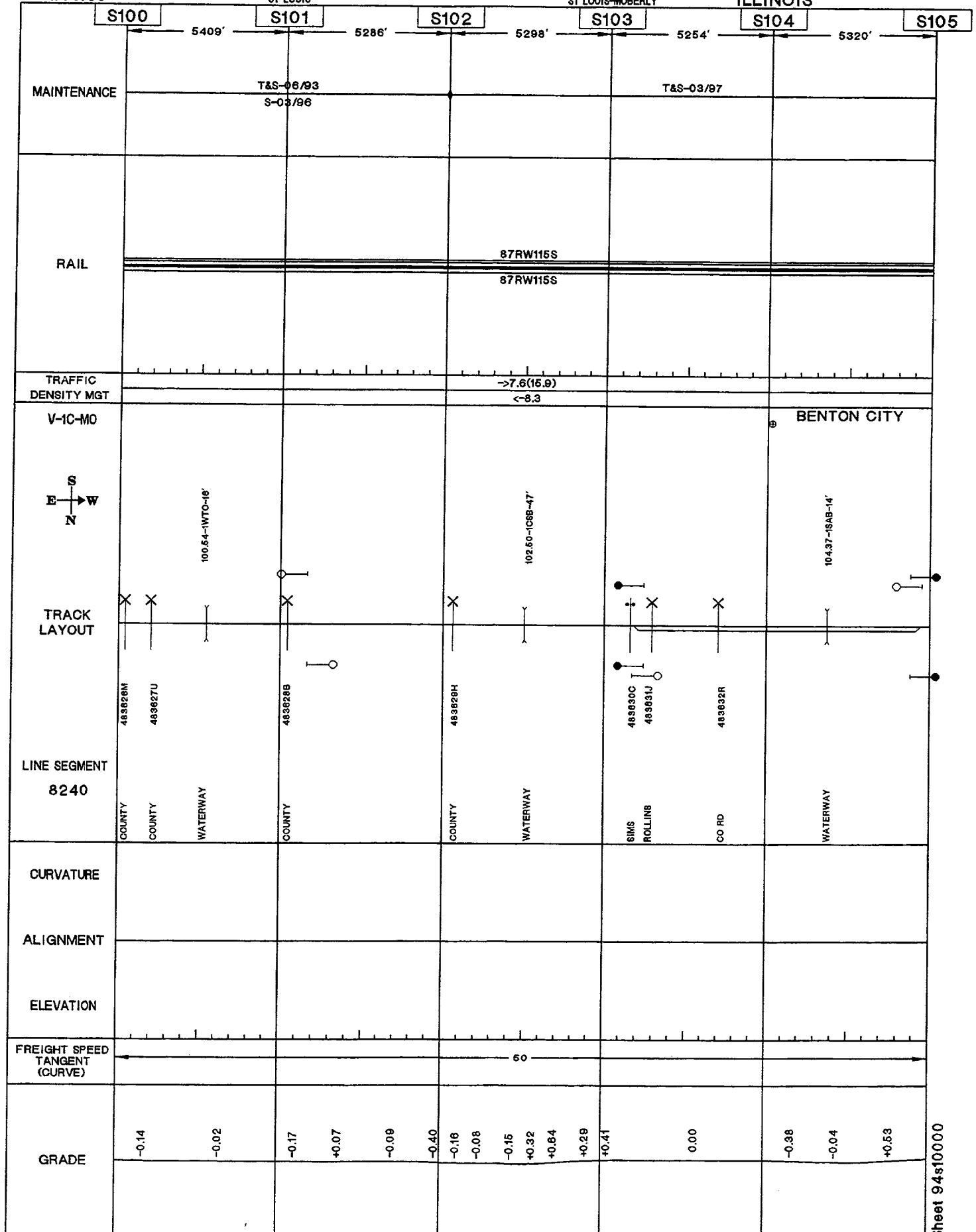


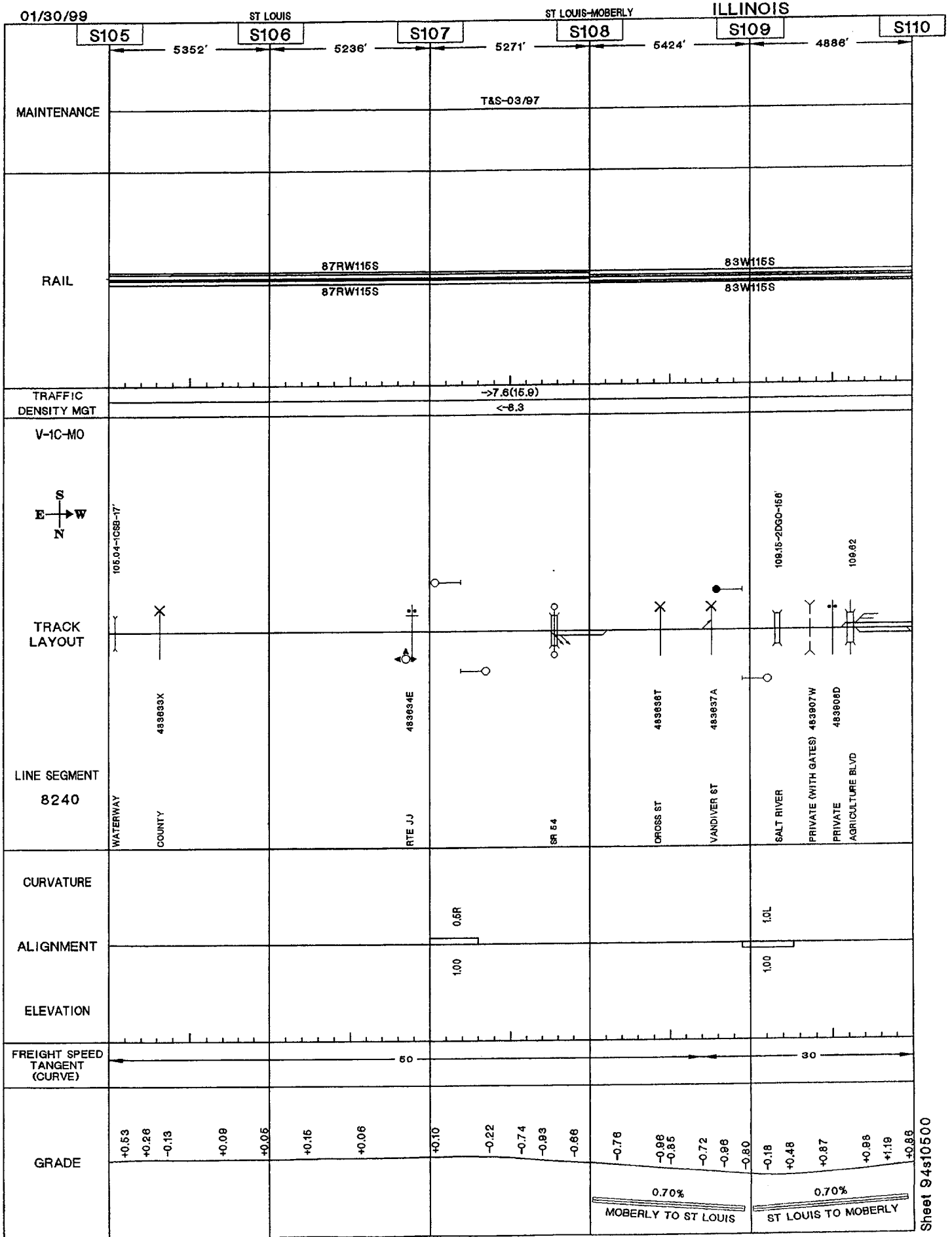
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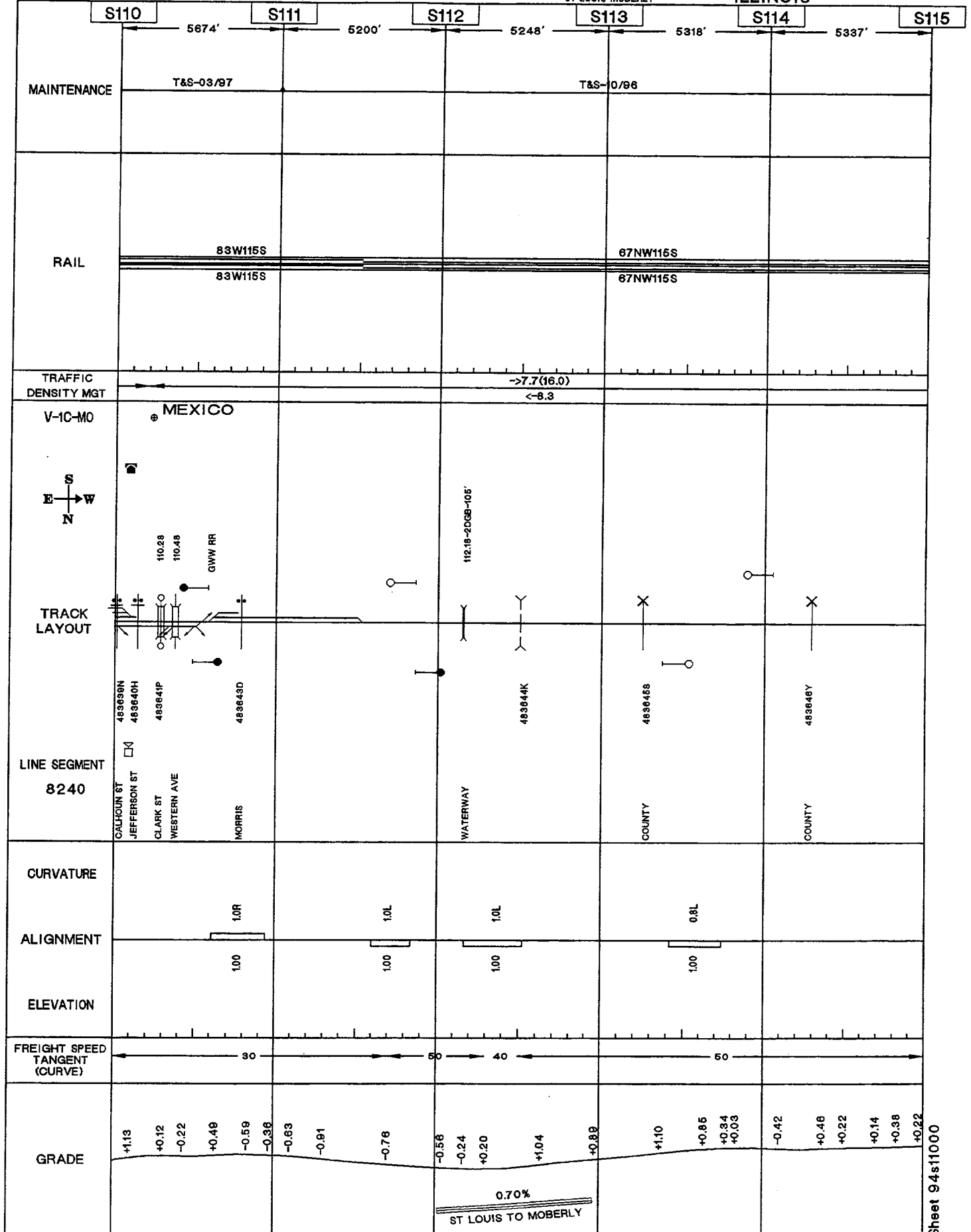


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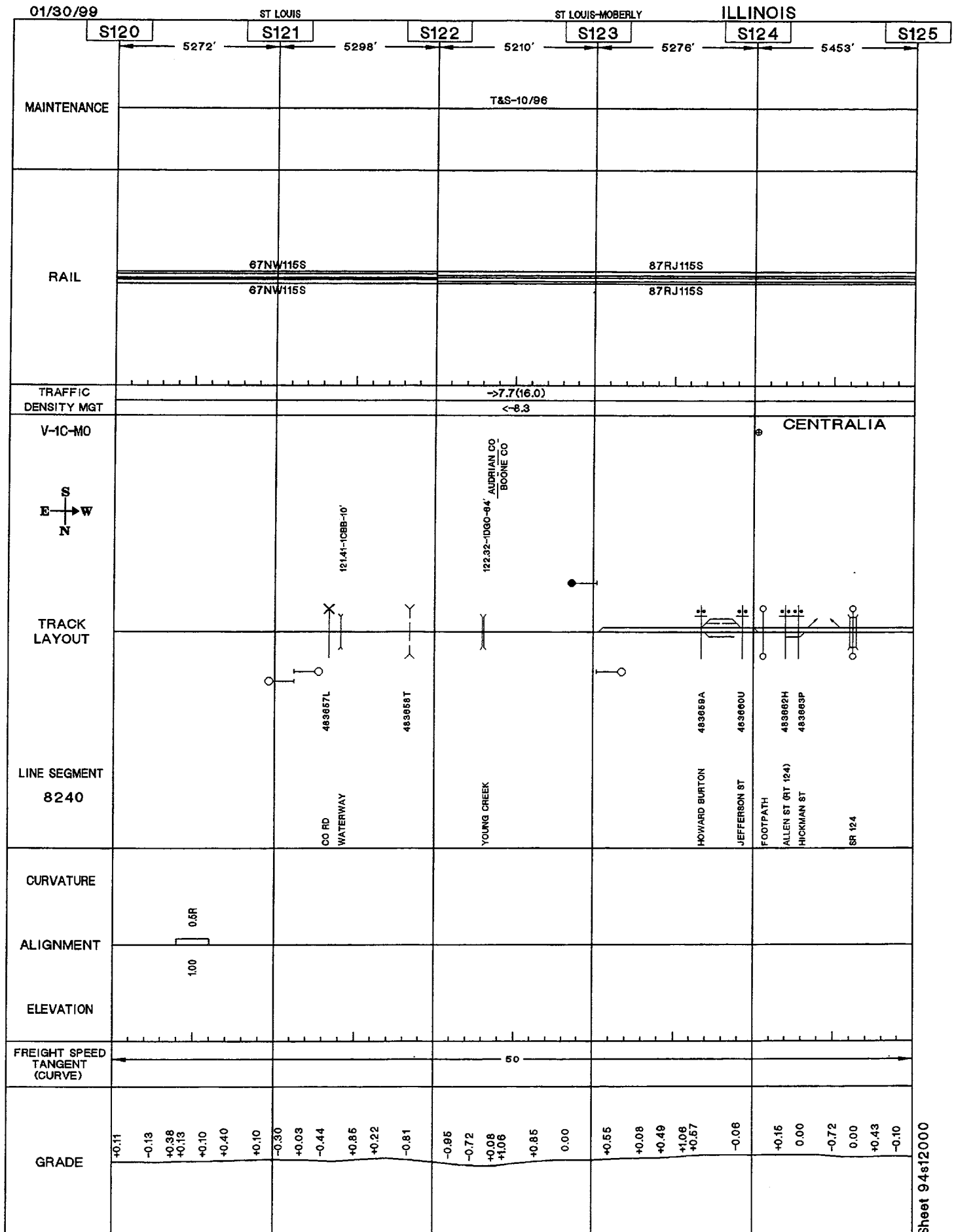
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ST LOUIS-MOBERLY

ILLINOIS



Sheet 94s11500

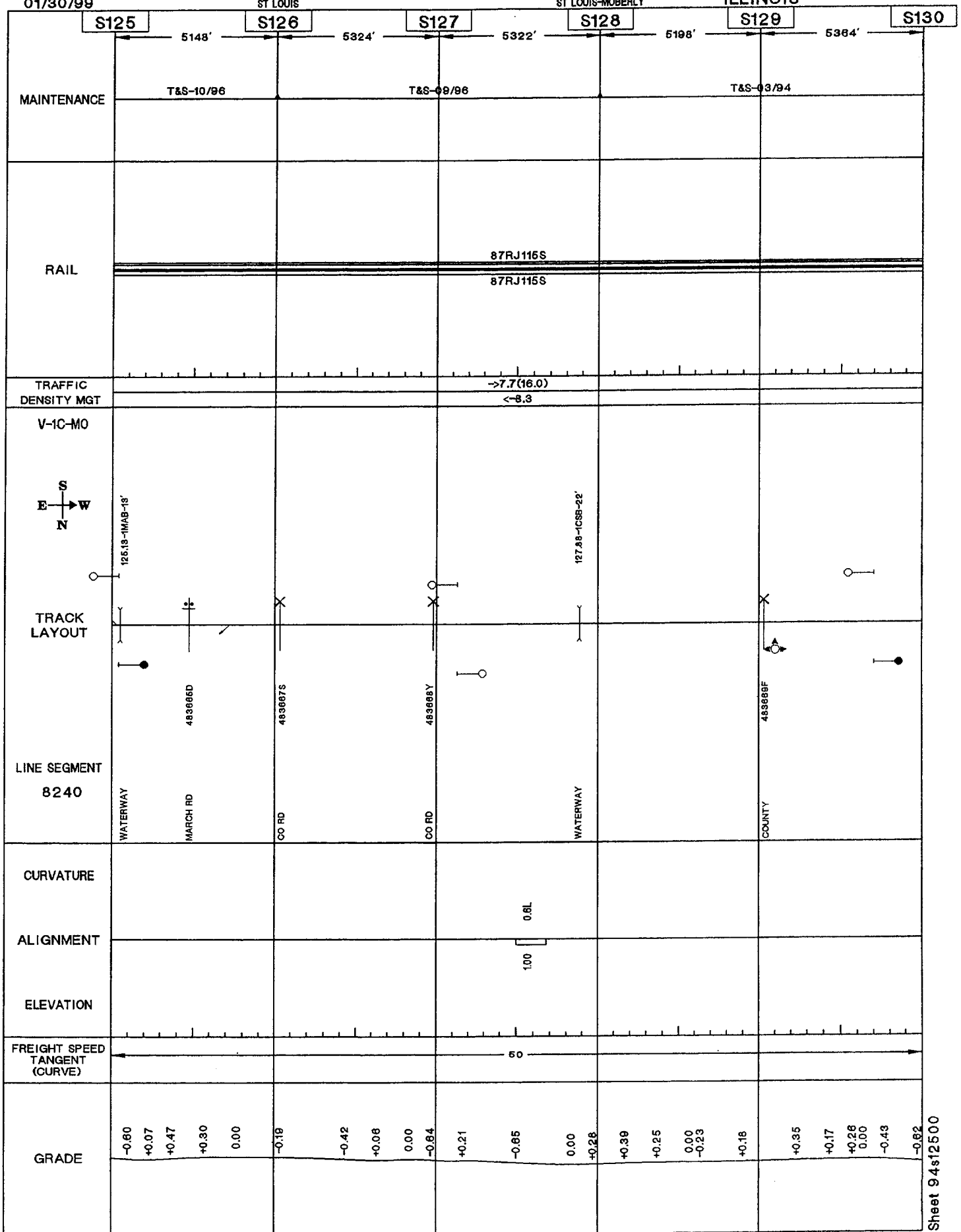


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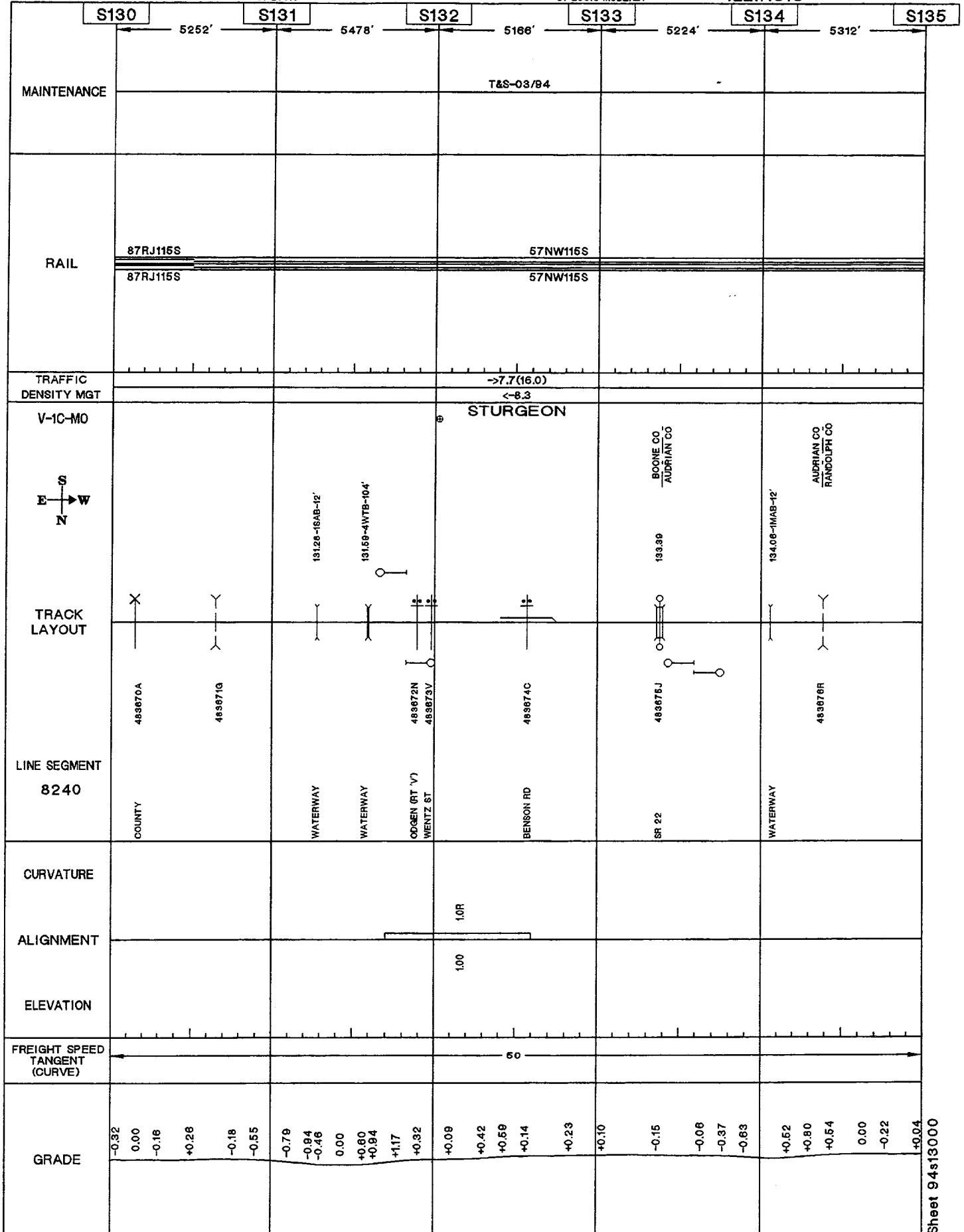


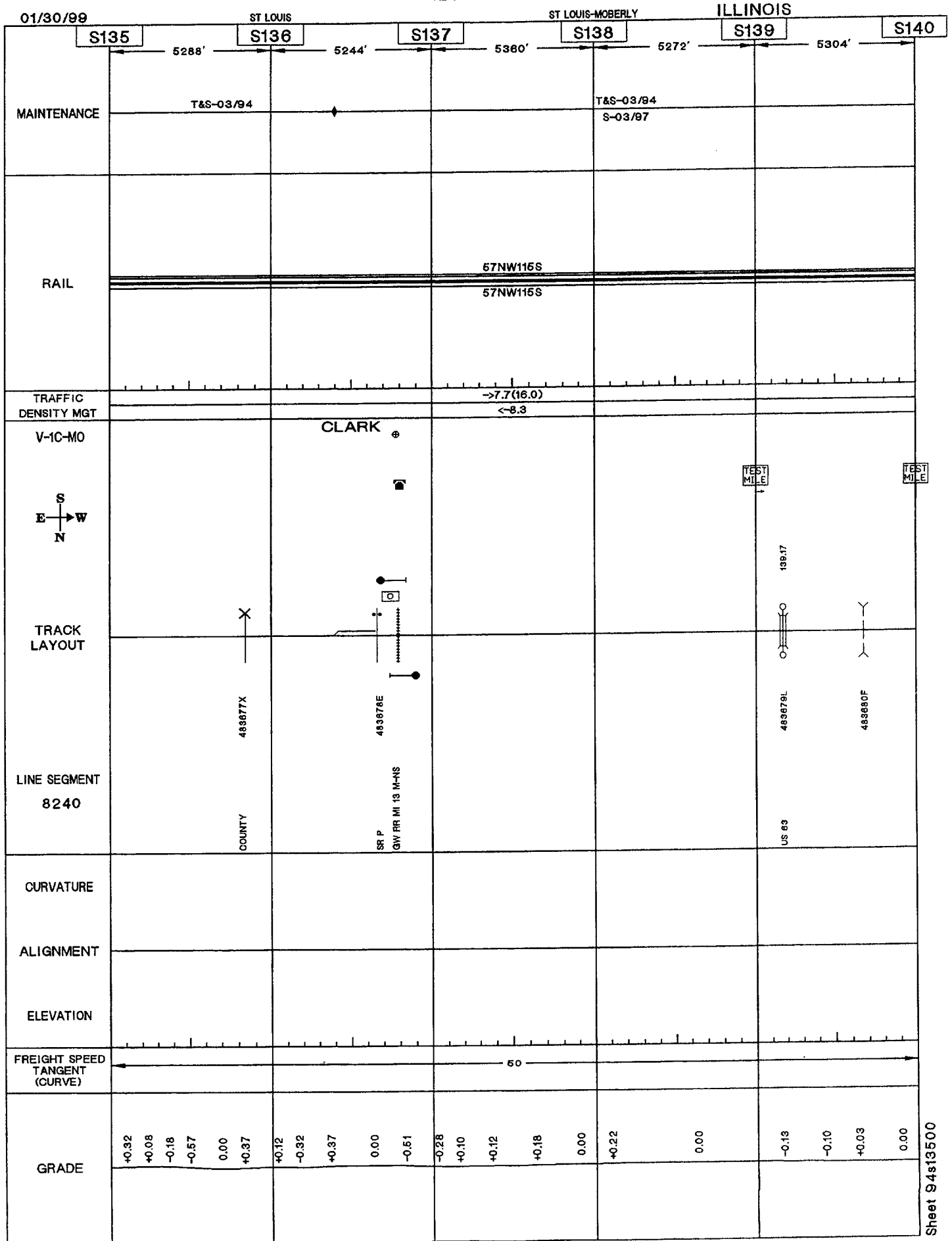
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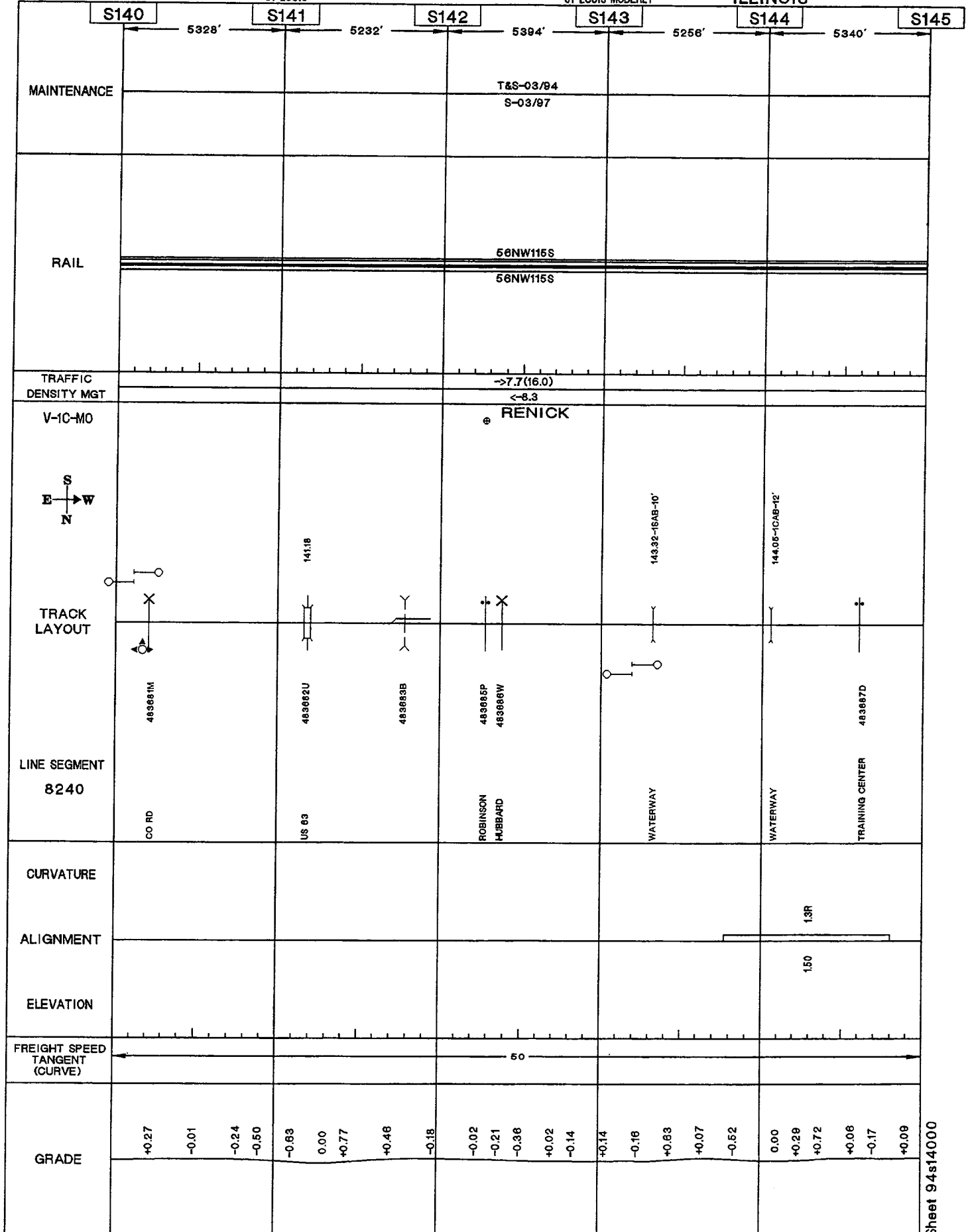


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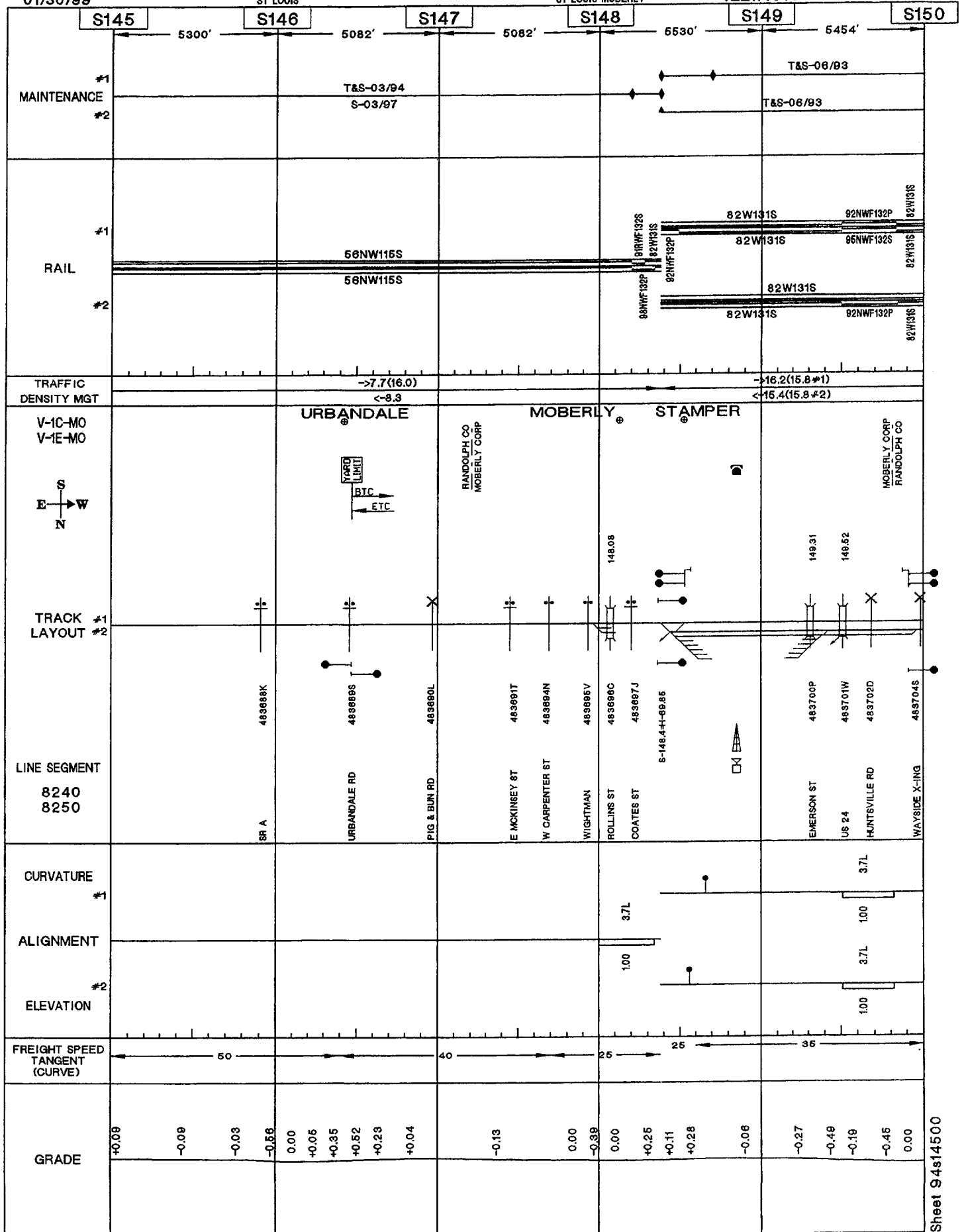


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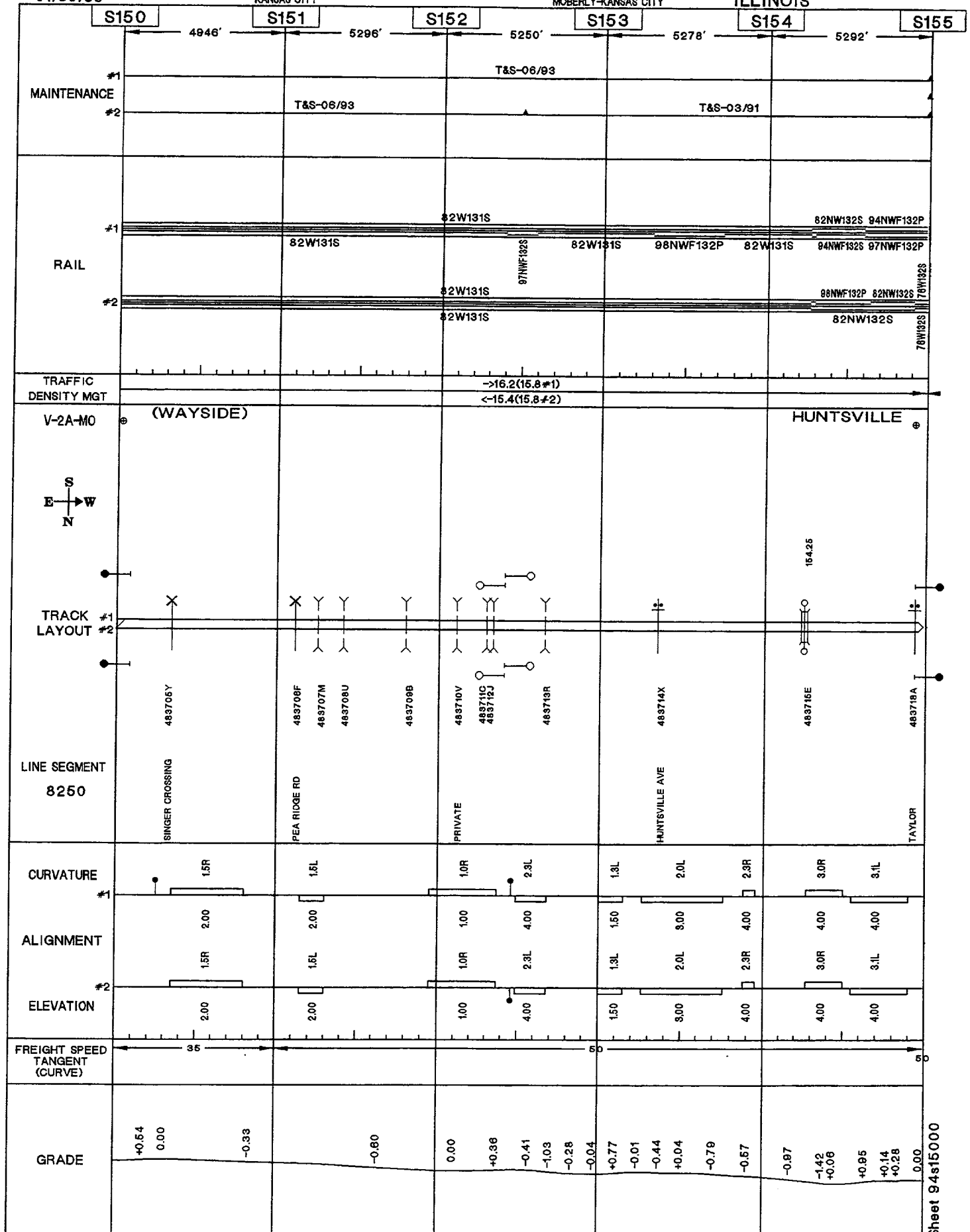


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KANSAS CITY

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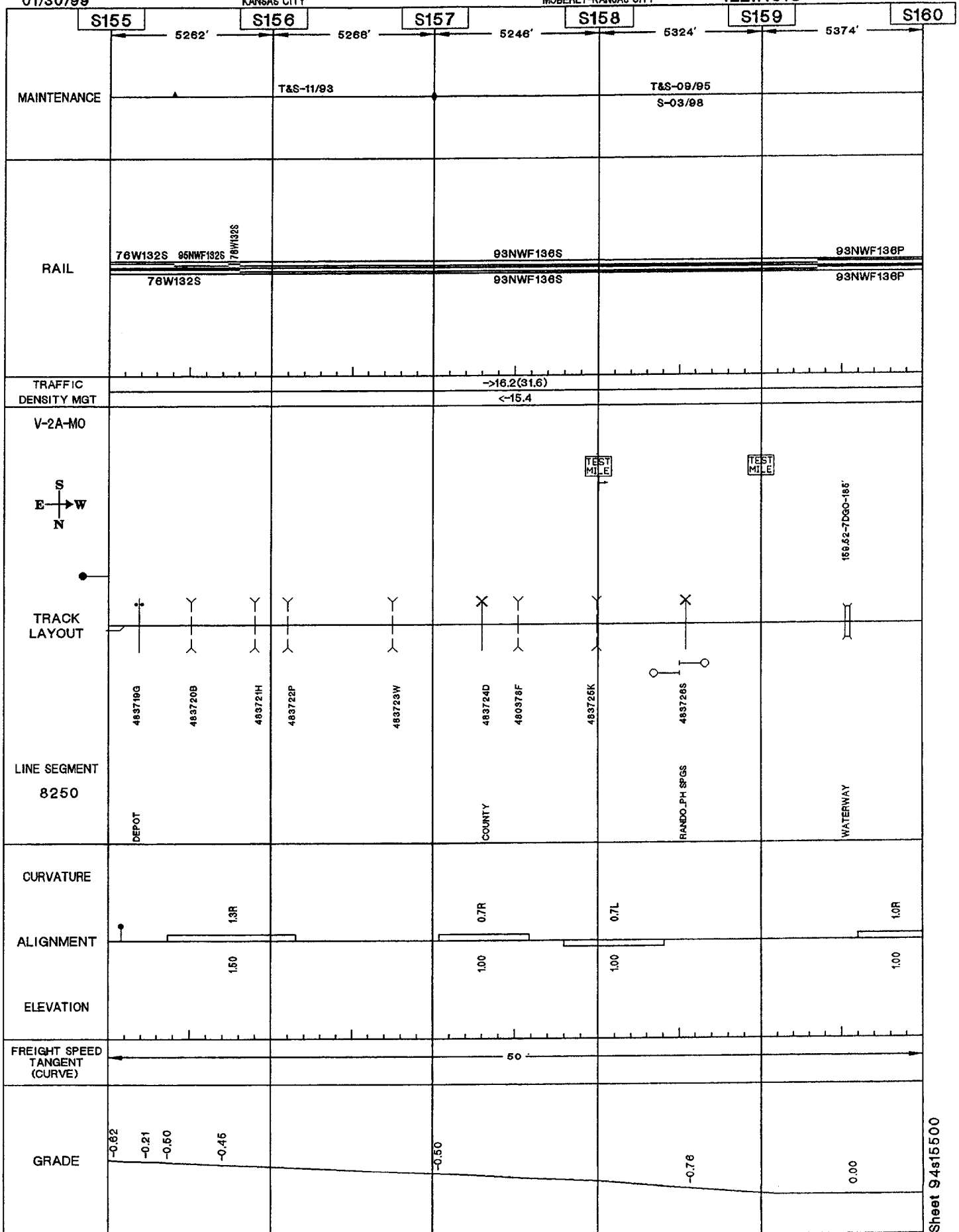


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KANSAS CITY

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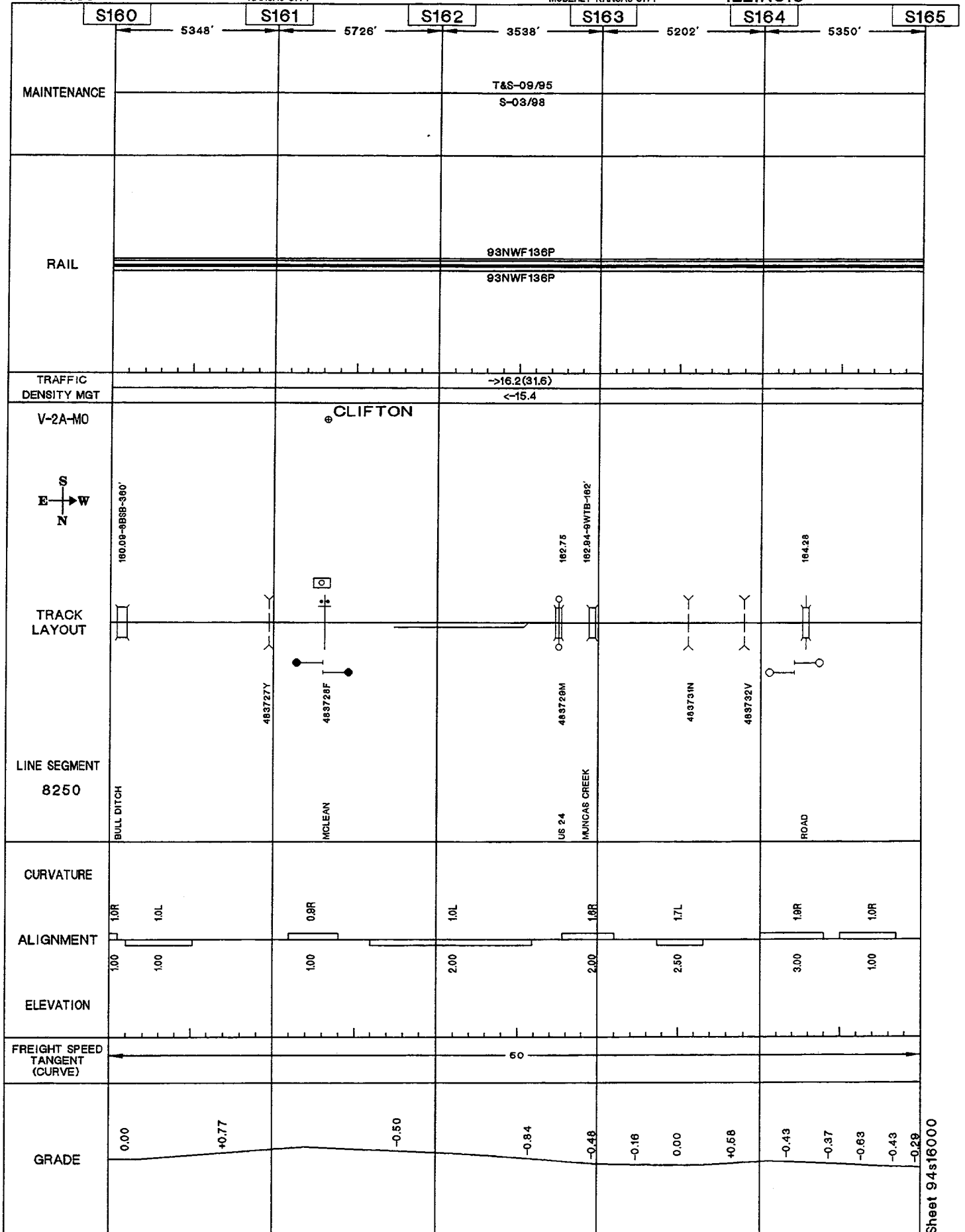


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KANSAS CITY

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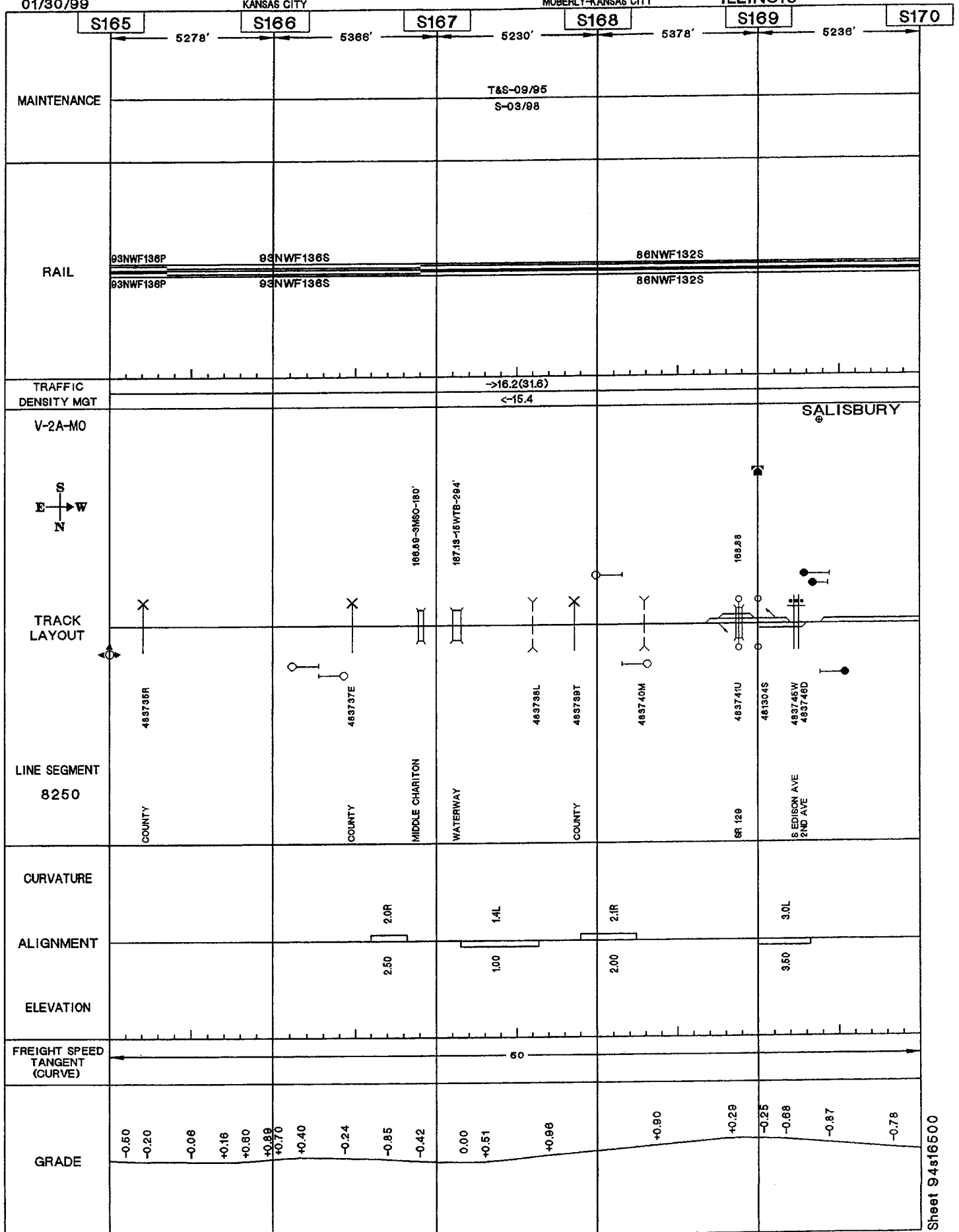


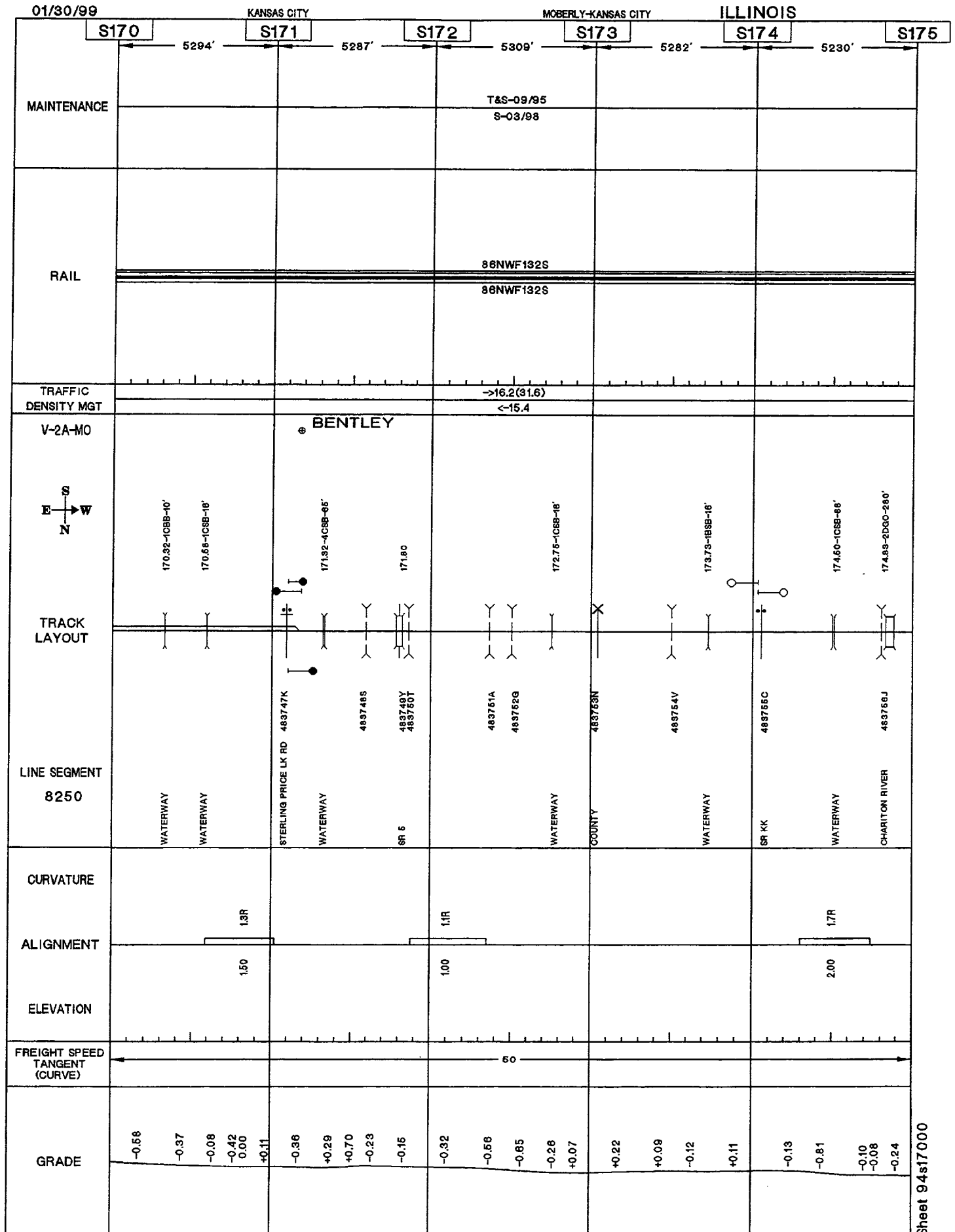
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KANSAS CITY

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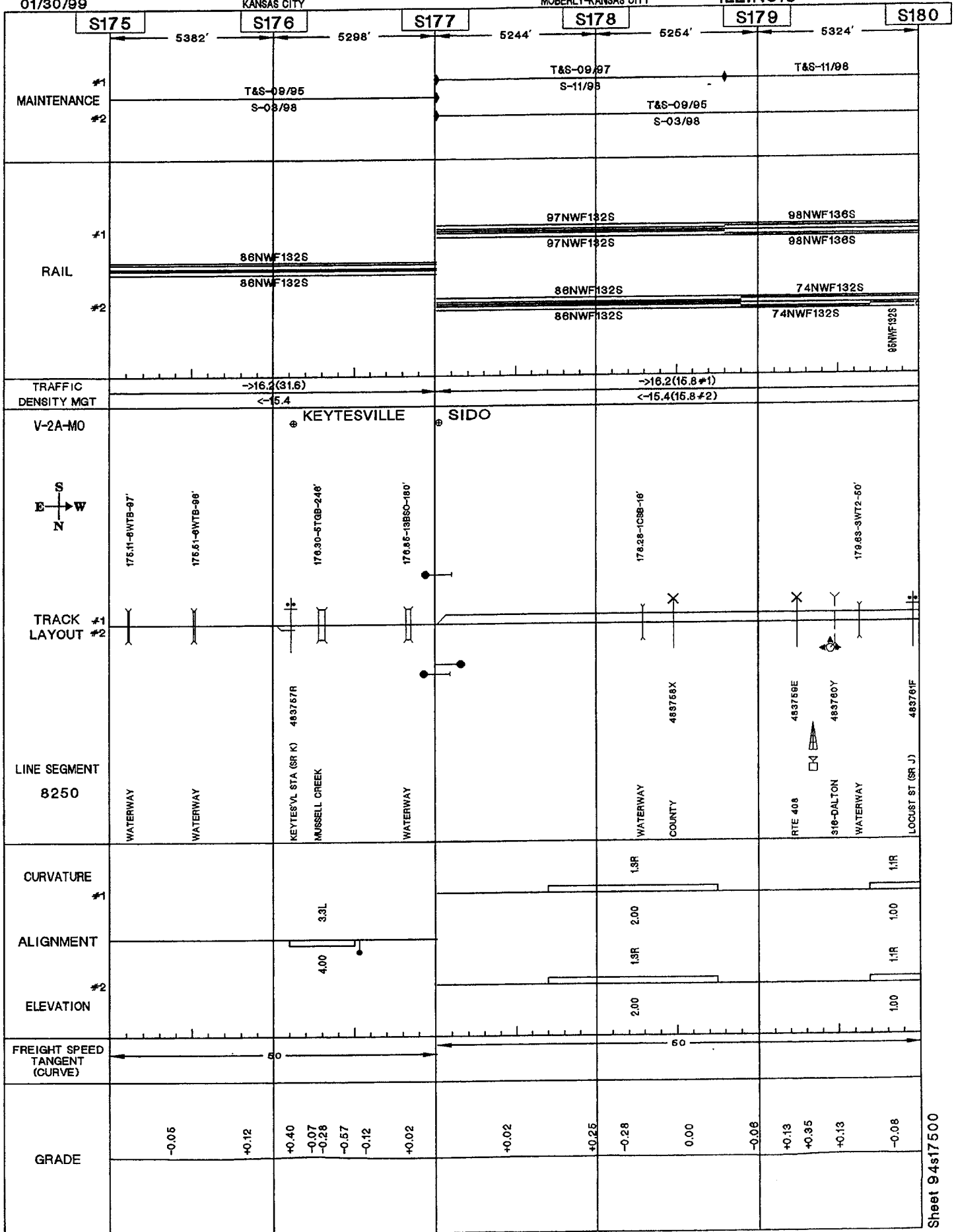


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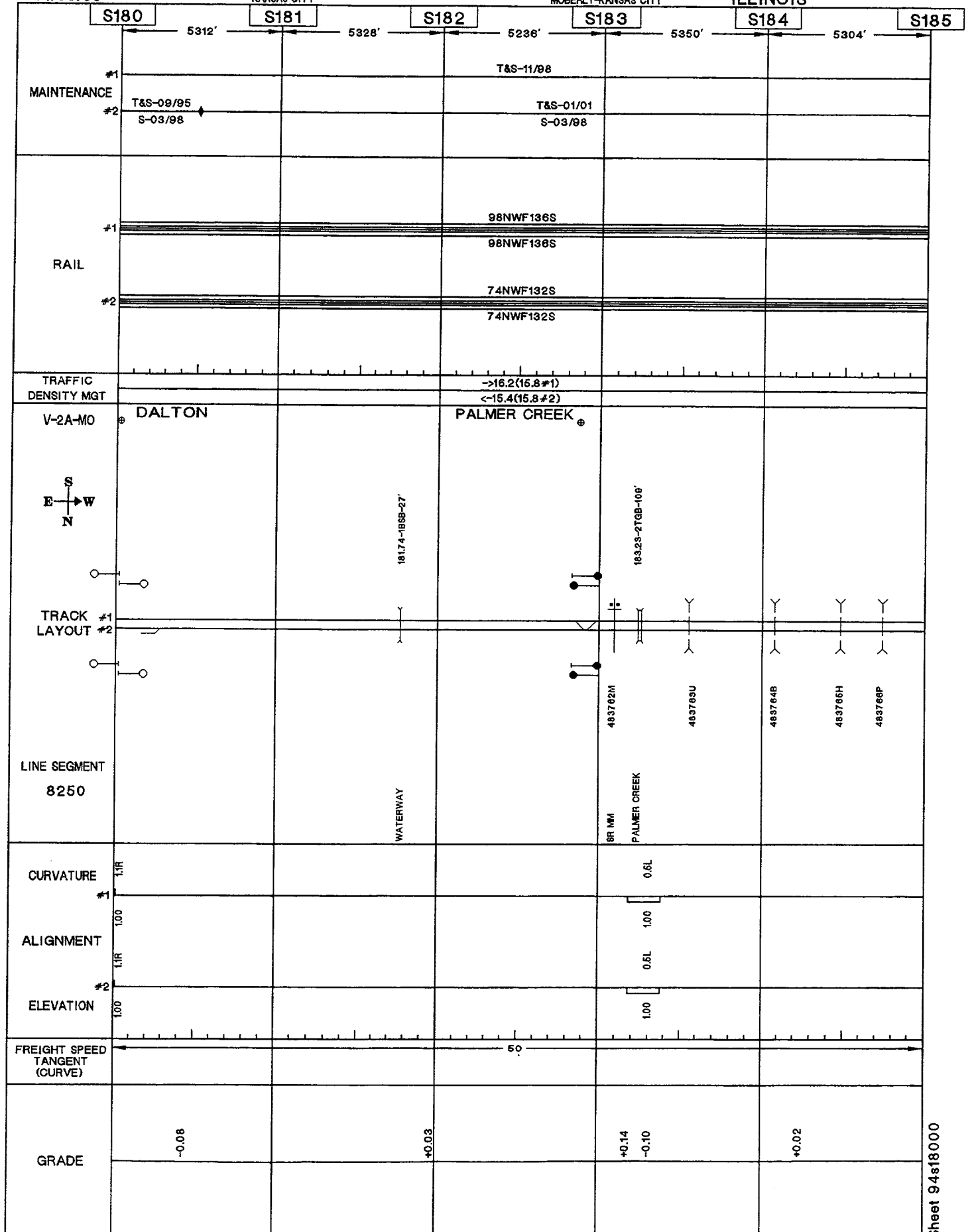


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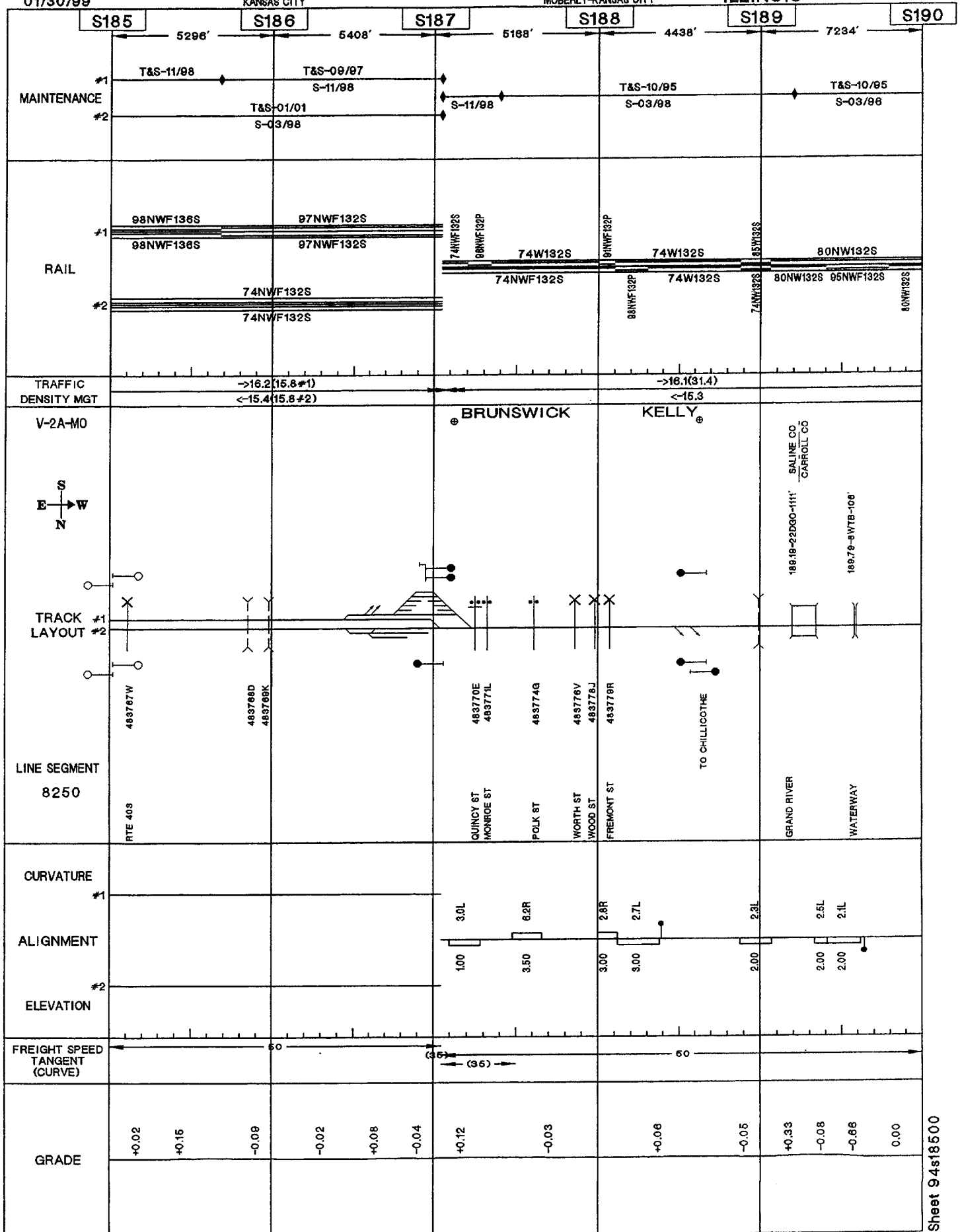


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KANSAS CITY

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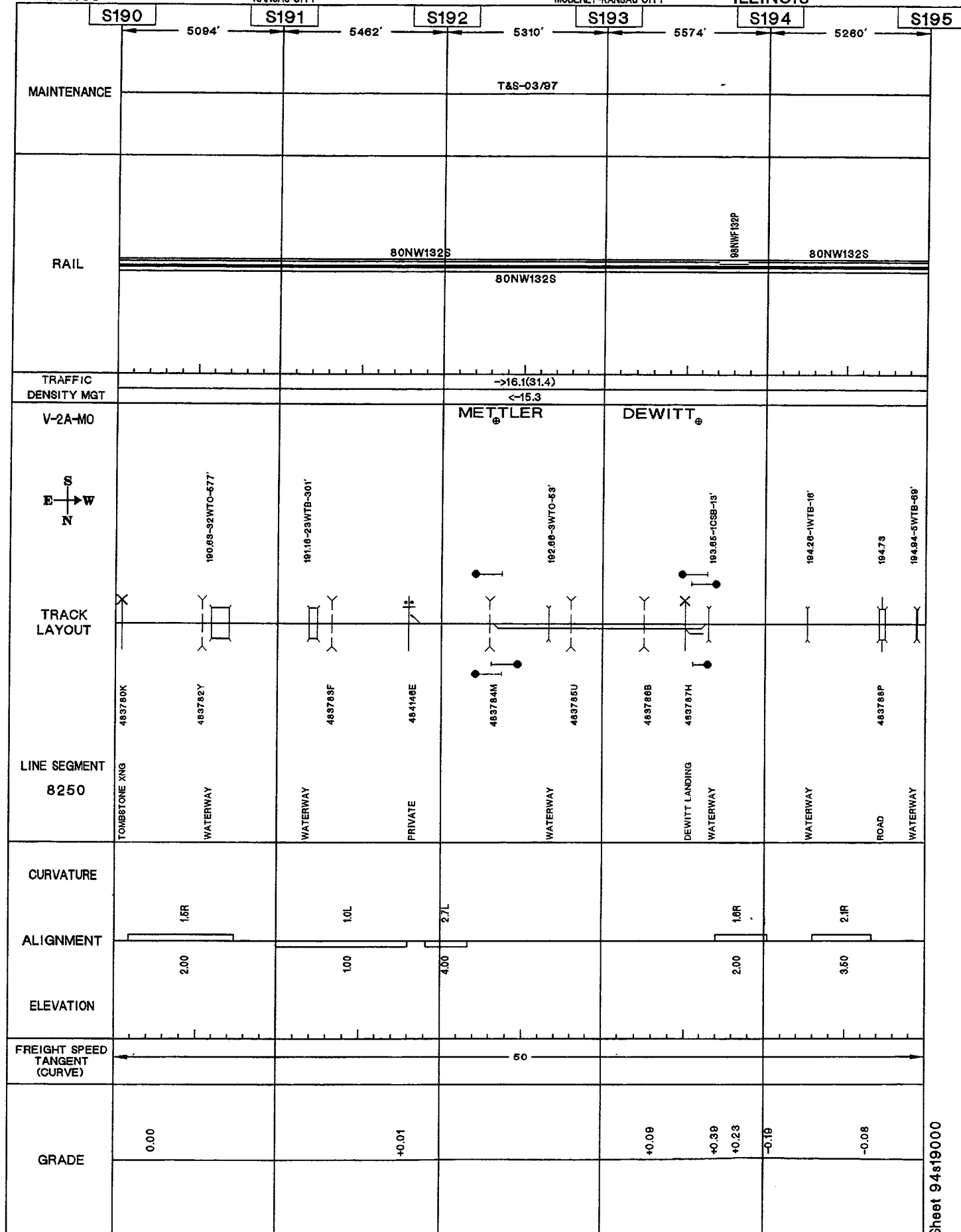


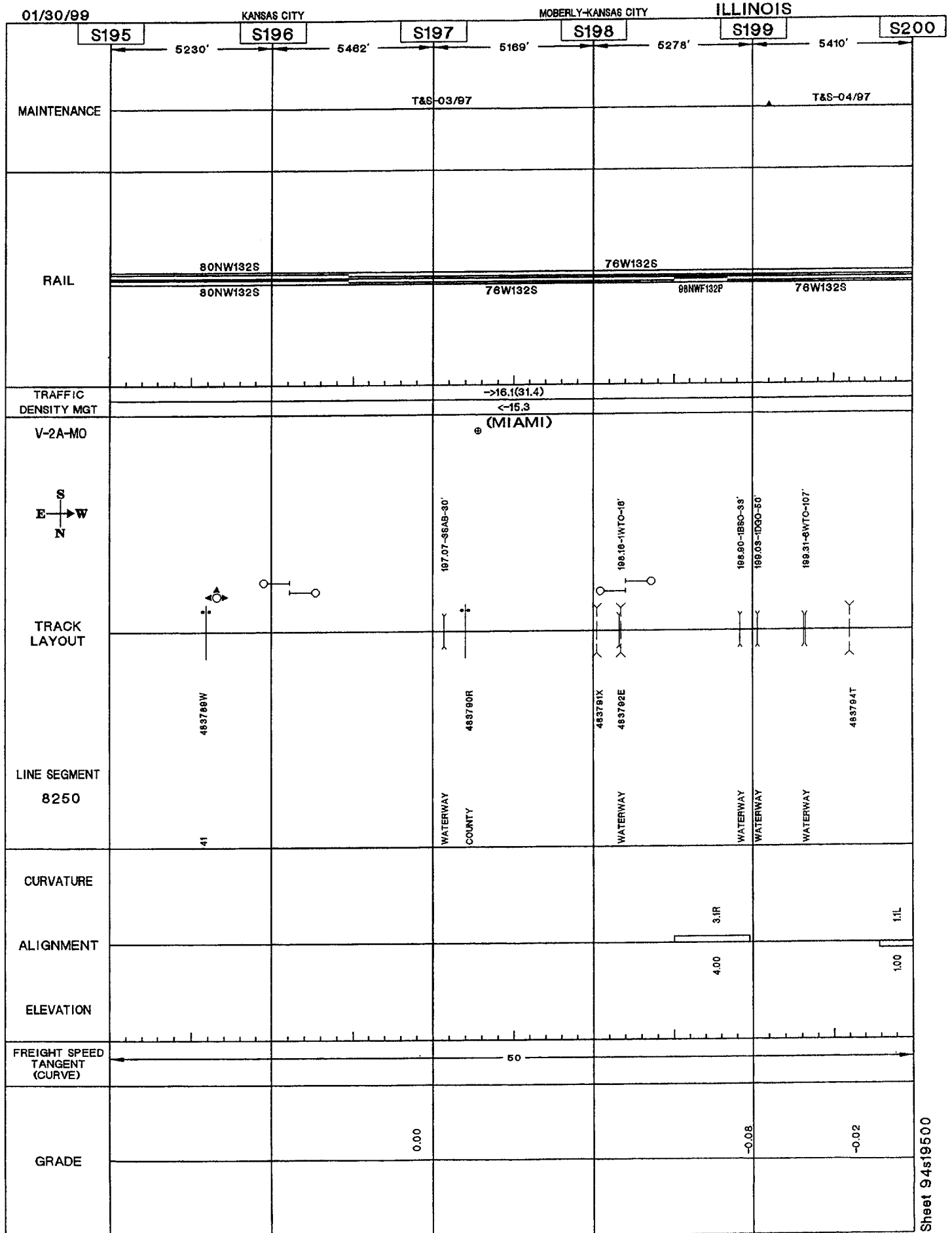
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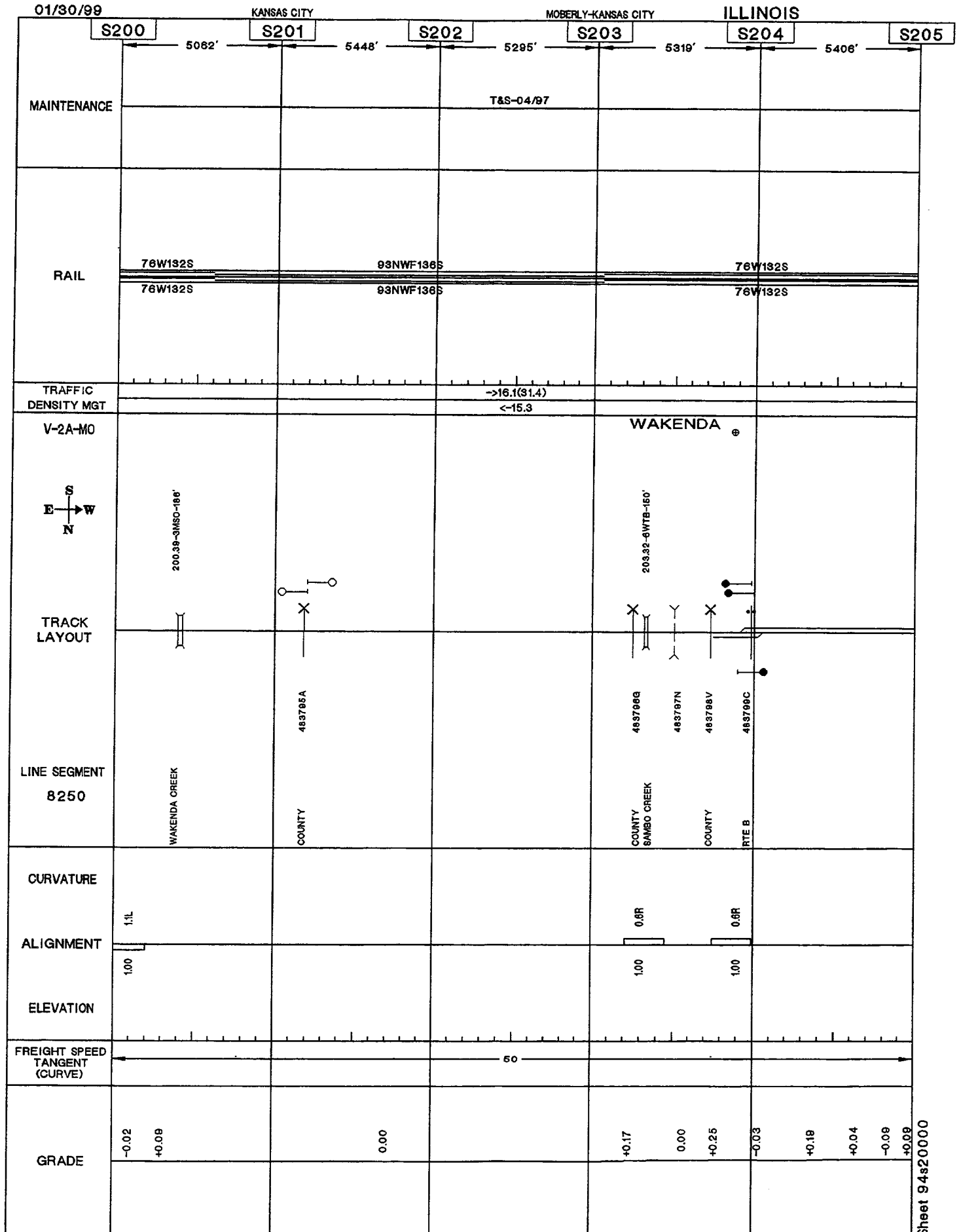
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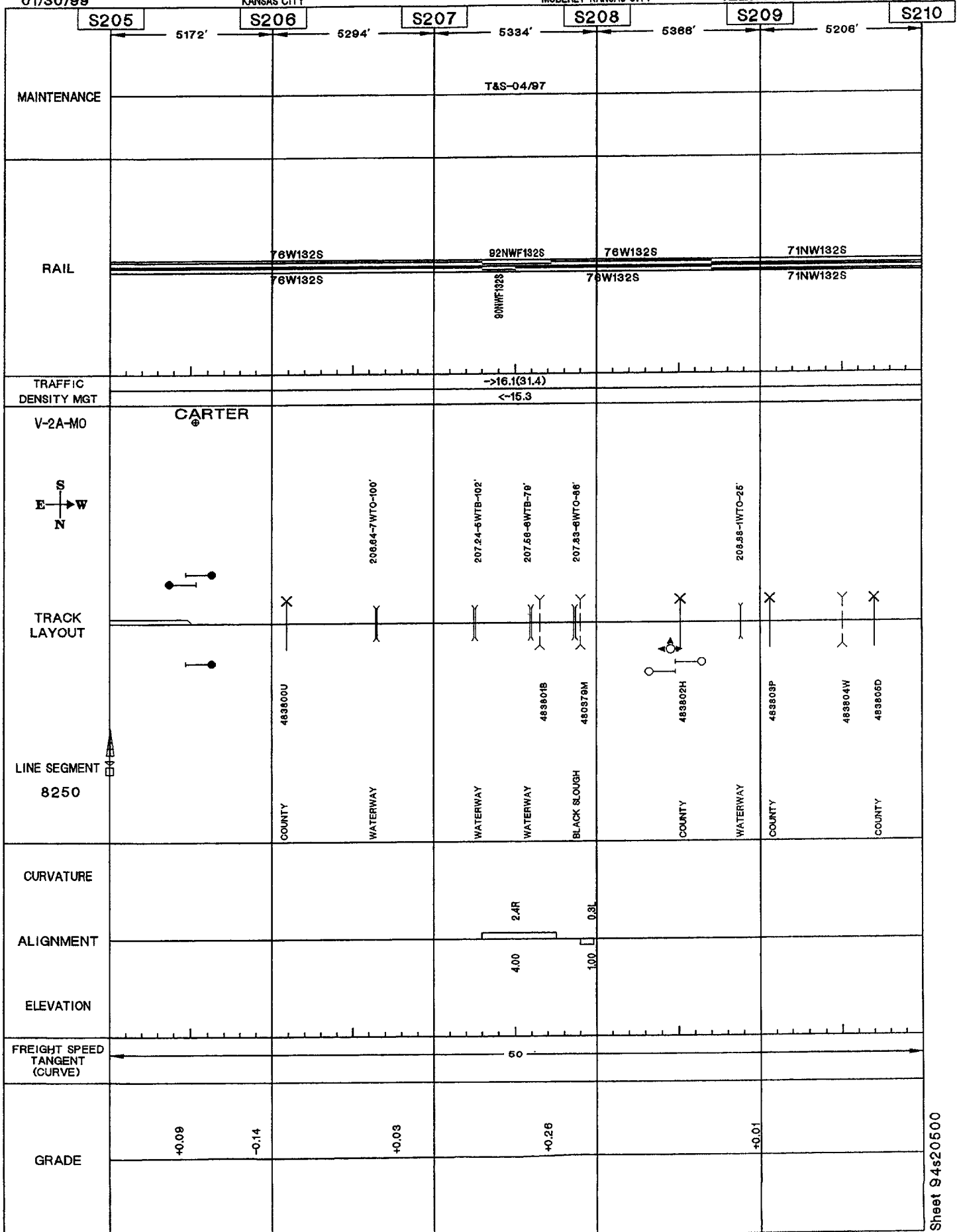


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KANSAS CITY

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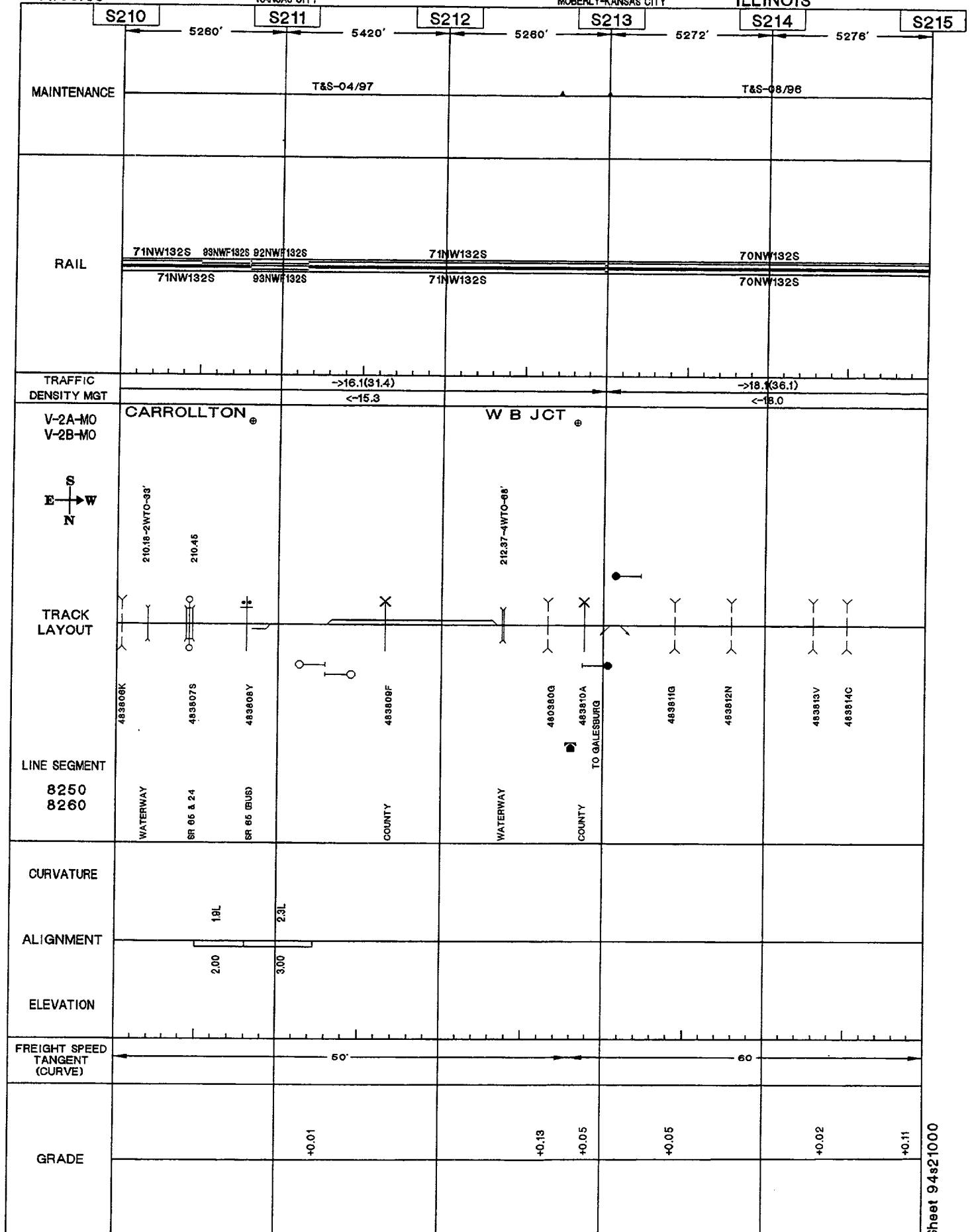


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KANSAS CITY

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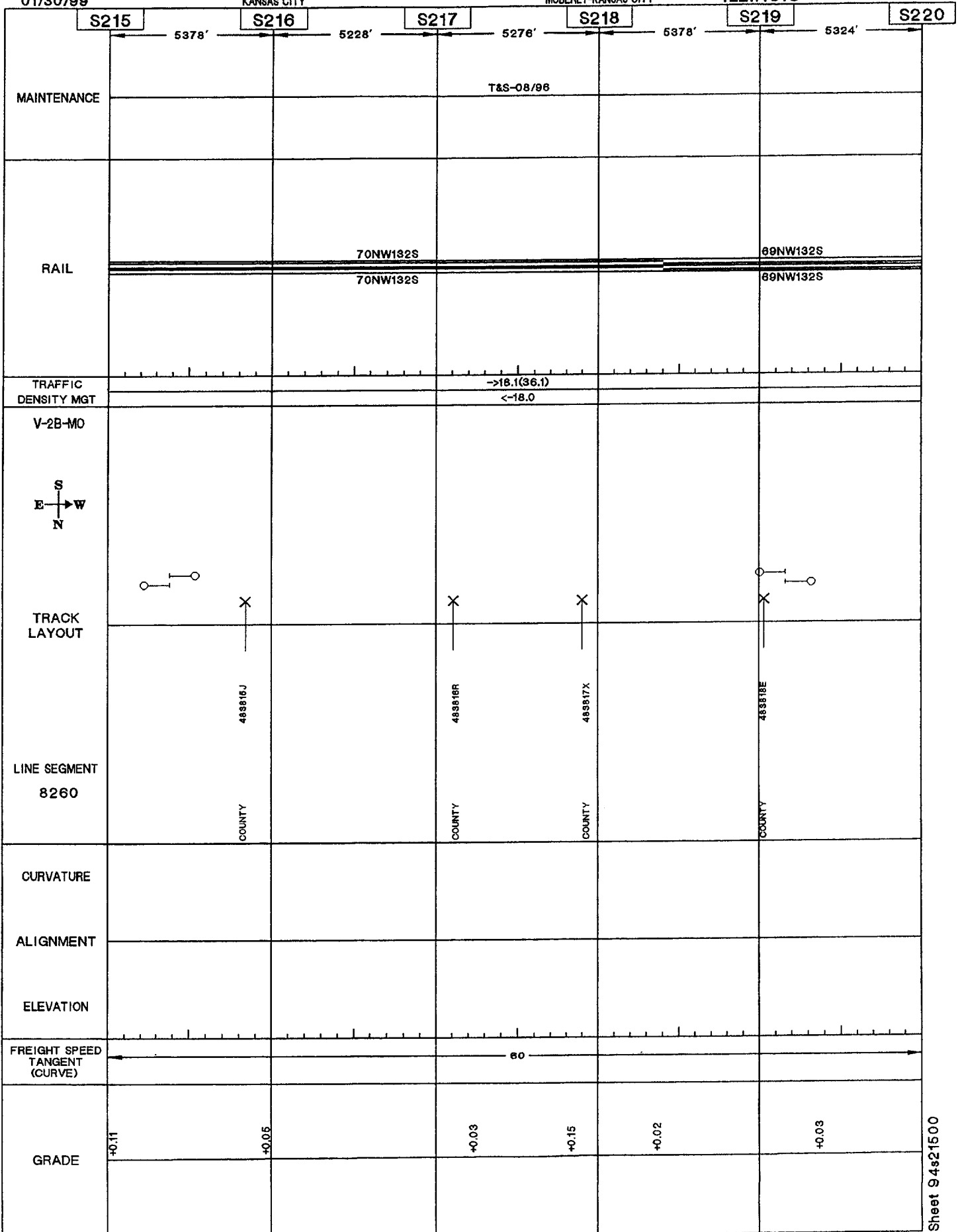


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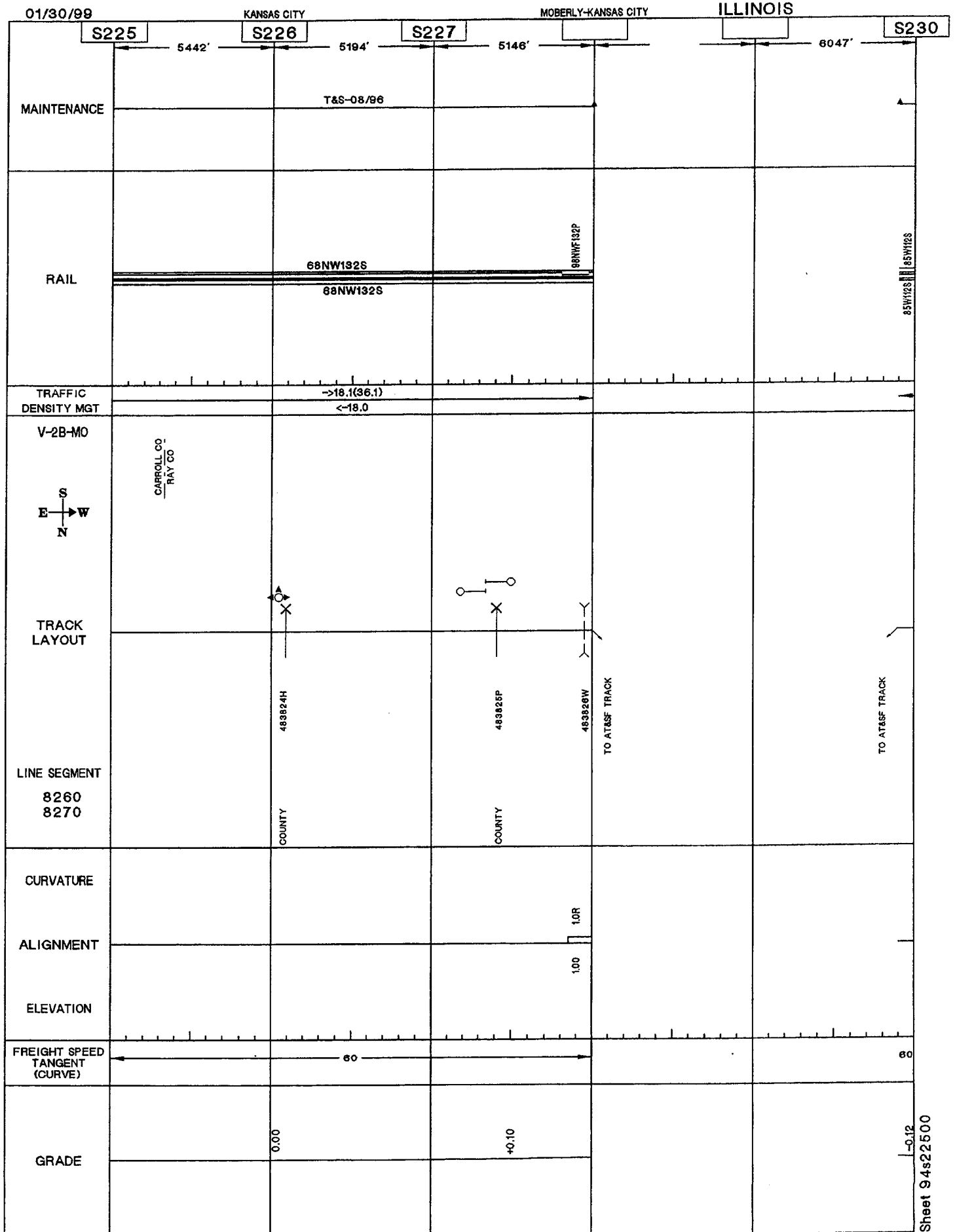
KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



Sheet 94s22000



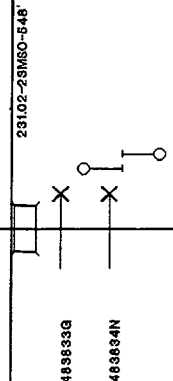


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KANSAS CITY

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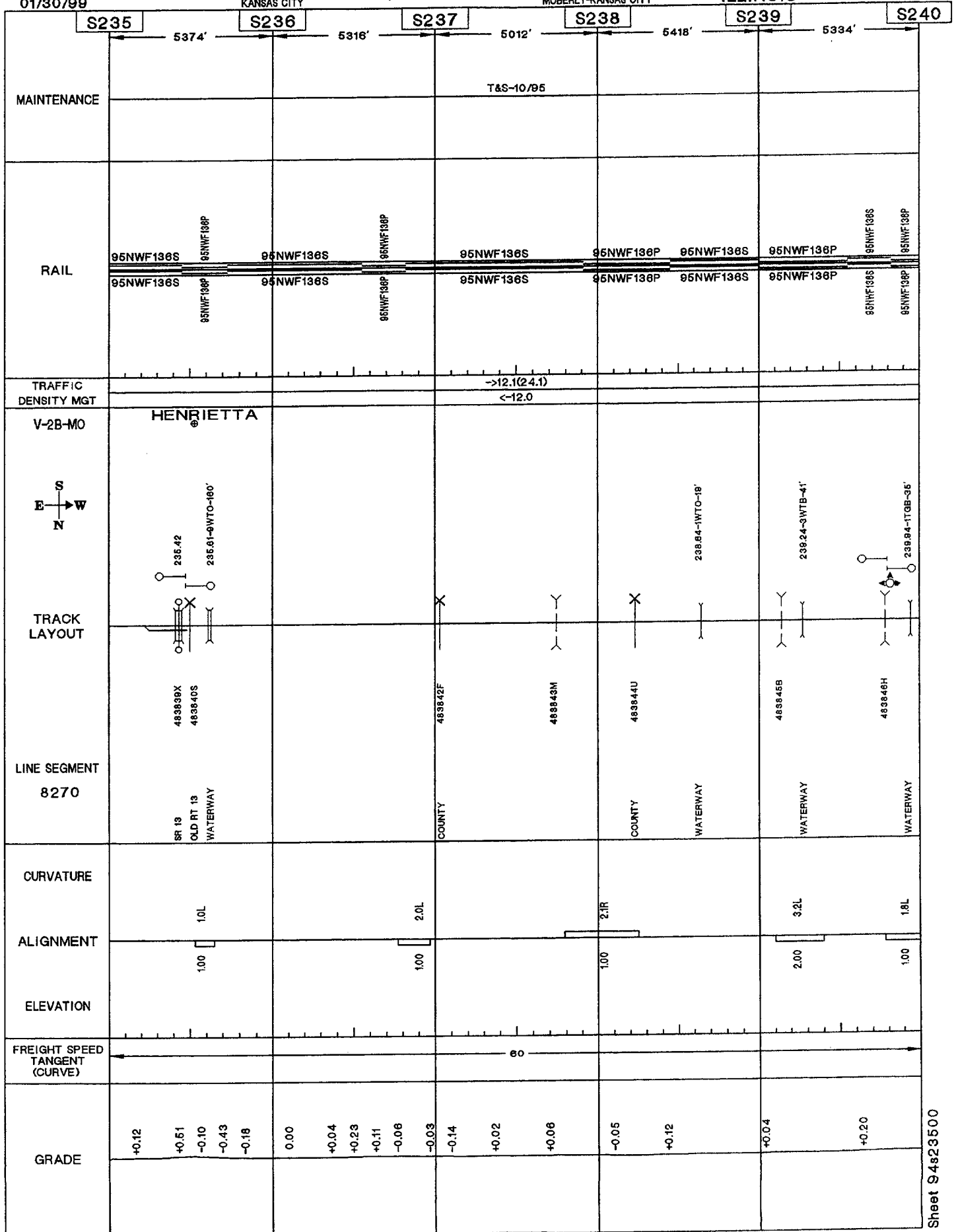
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RAIL	95NWF136P 95NWF136P		95NWF136S 95NWF136S			
TRAFFIC DENSITY MGT			->12.1(24.1) <-12.0			
V-2B-MO	HARDIN					
TRACK LAYOUT						
LINE SEGMENT	8270					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT_SPEED TANGENT (CURVE)			60			
GRADE	+0.04 0.00 +0.24	-0.25 0.00	+0.08	0.00	-0.20 +0.07	-0.05

01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

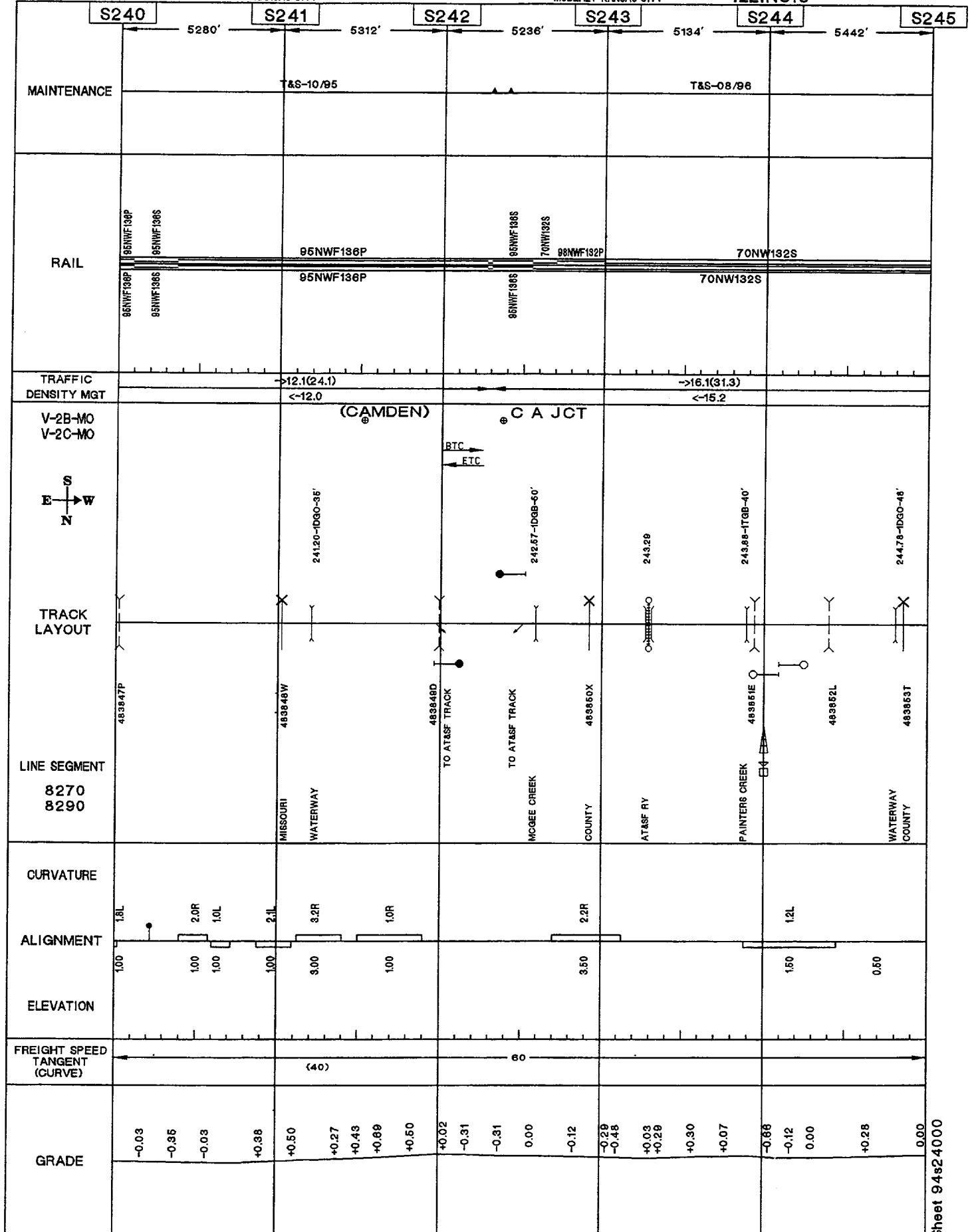


01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

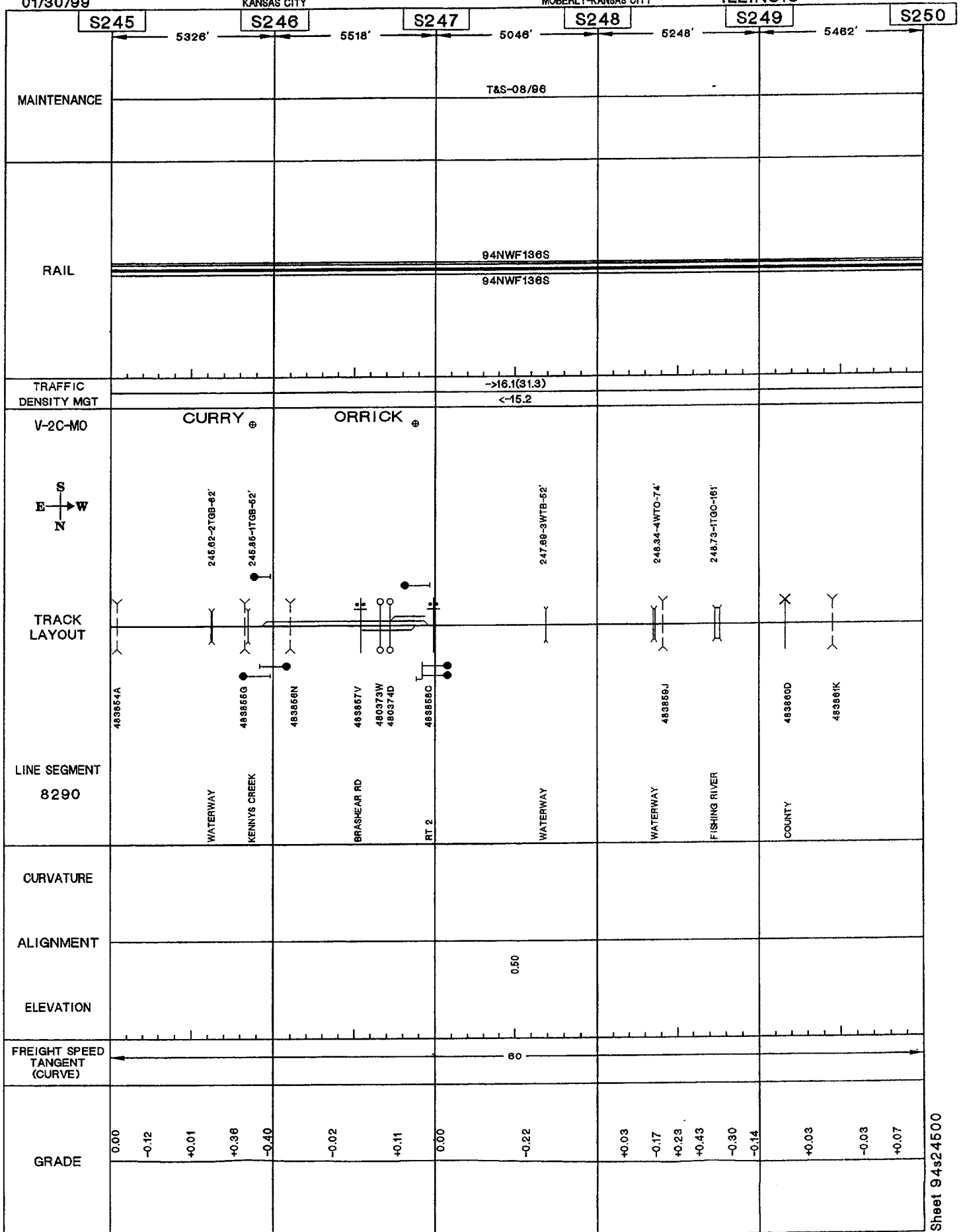


01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

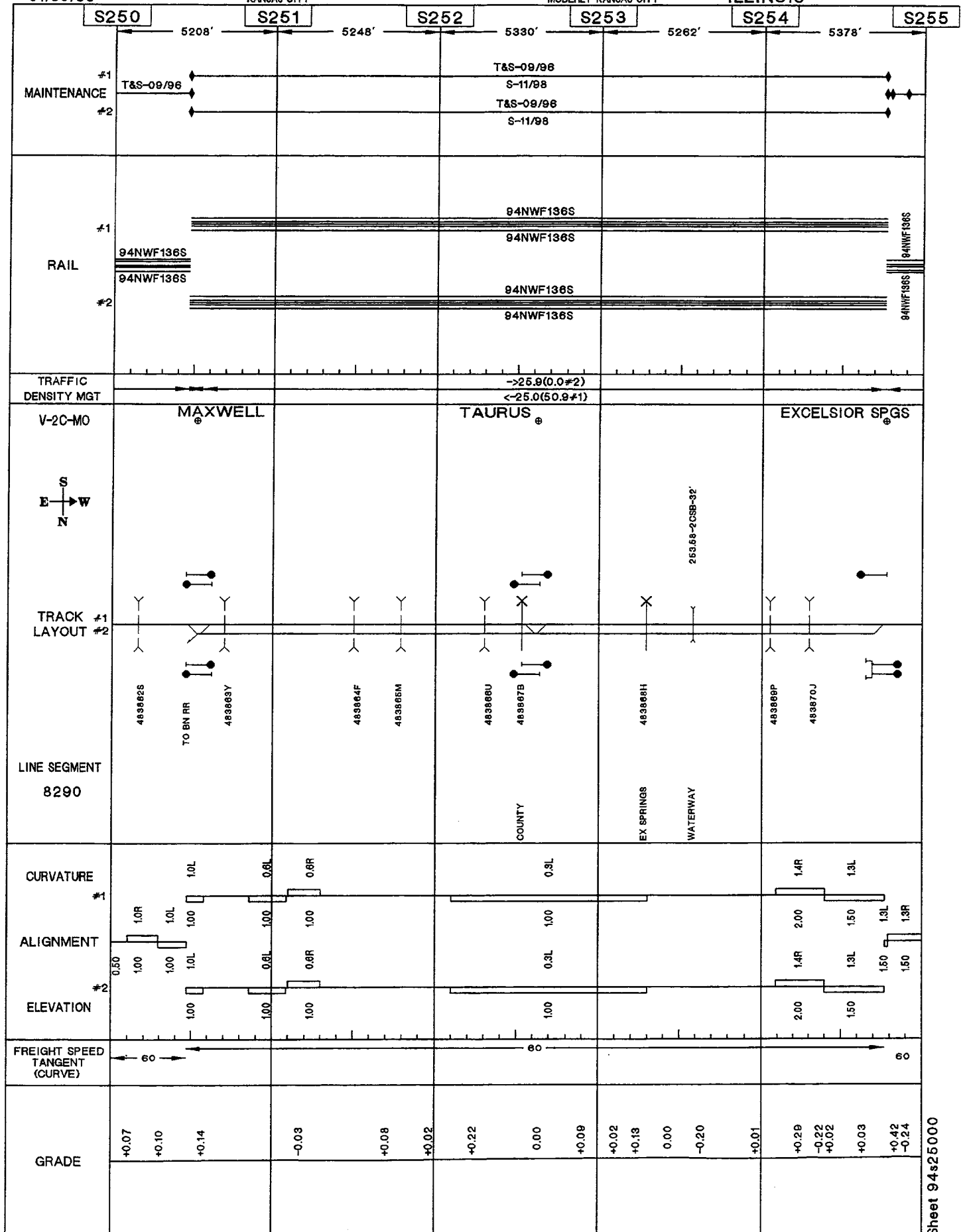


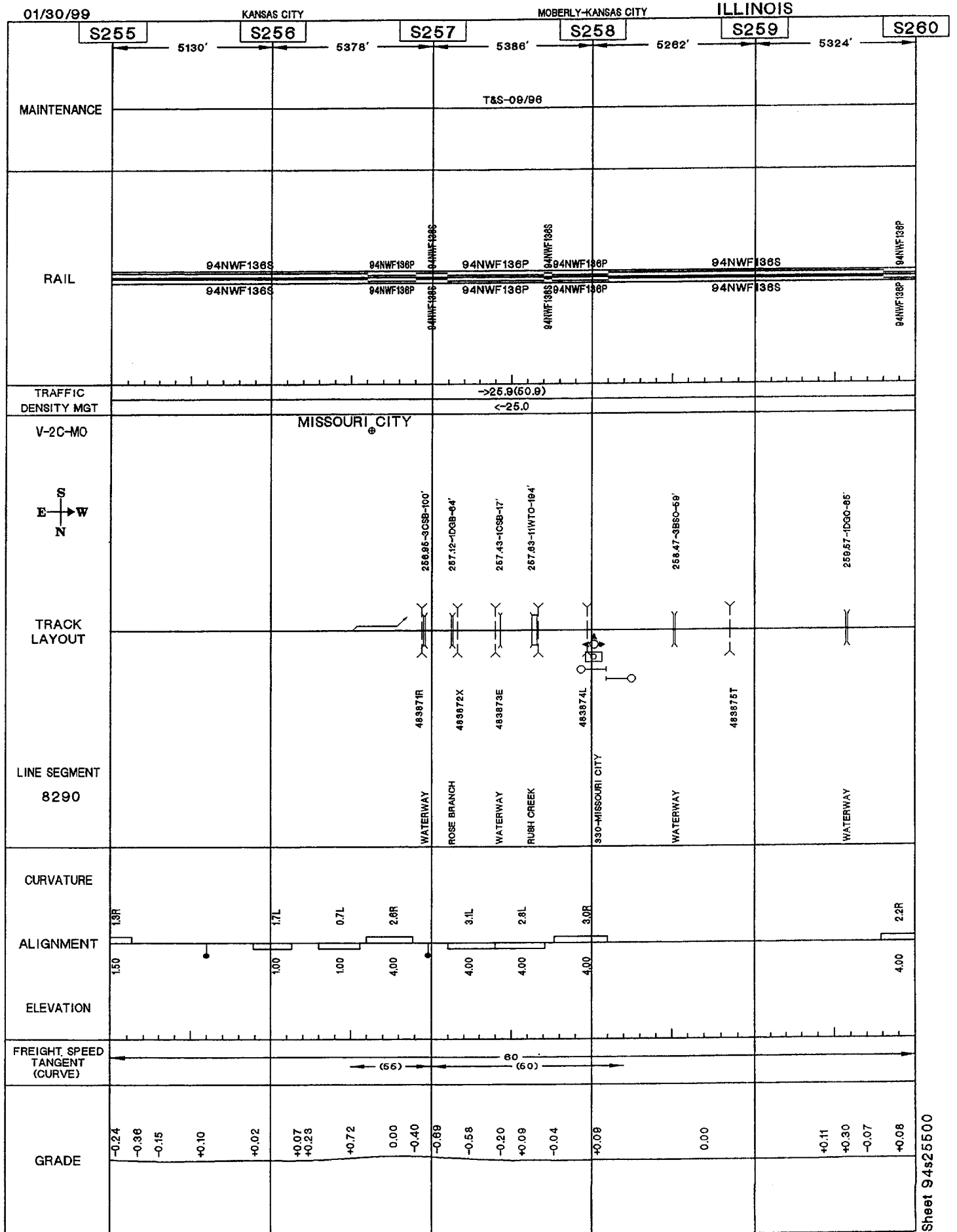
01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



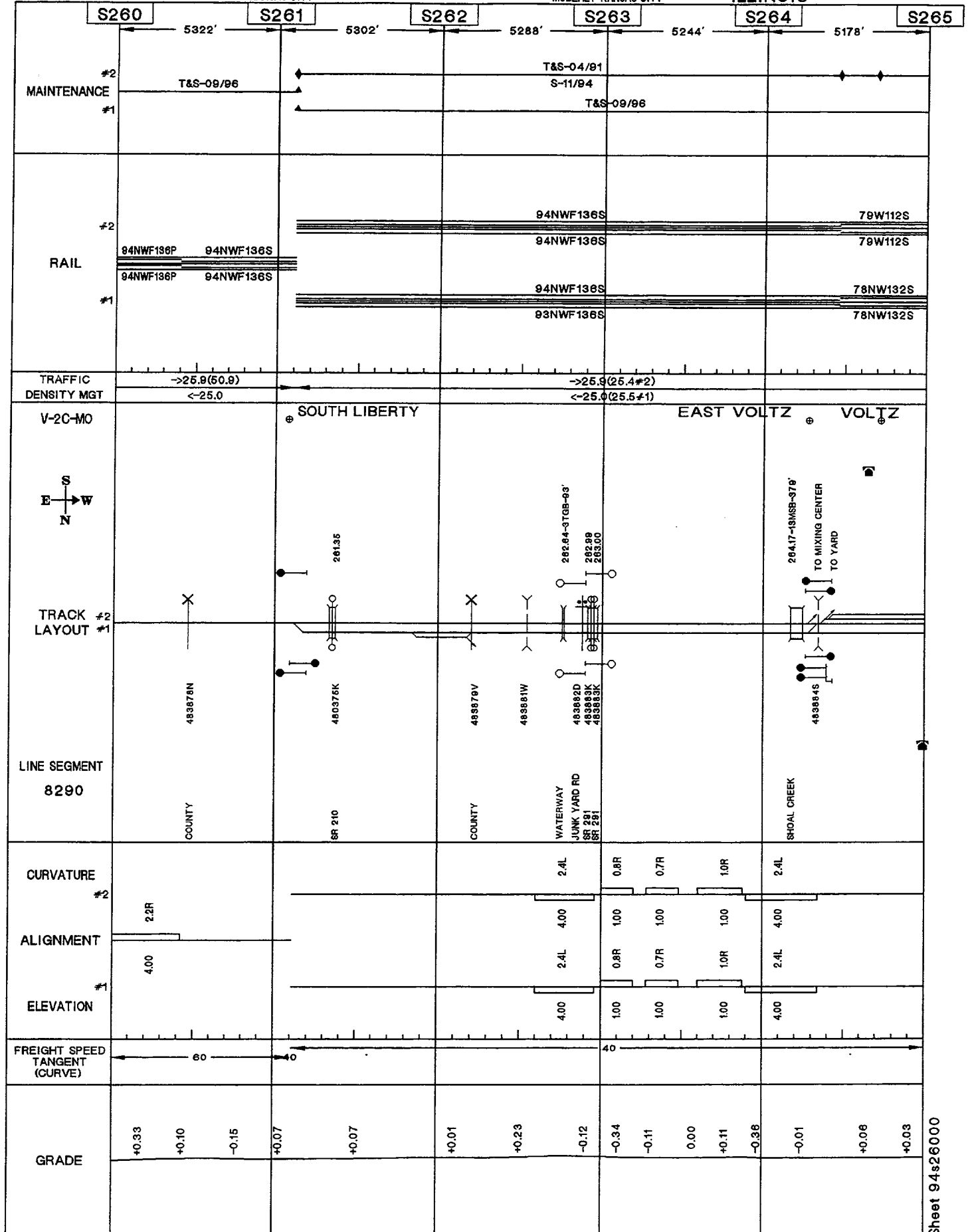


01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

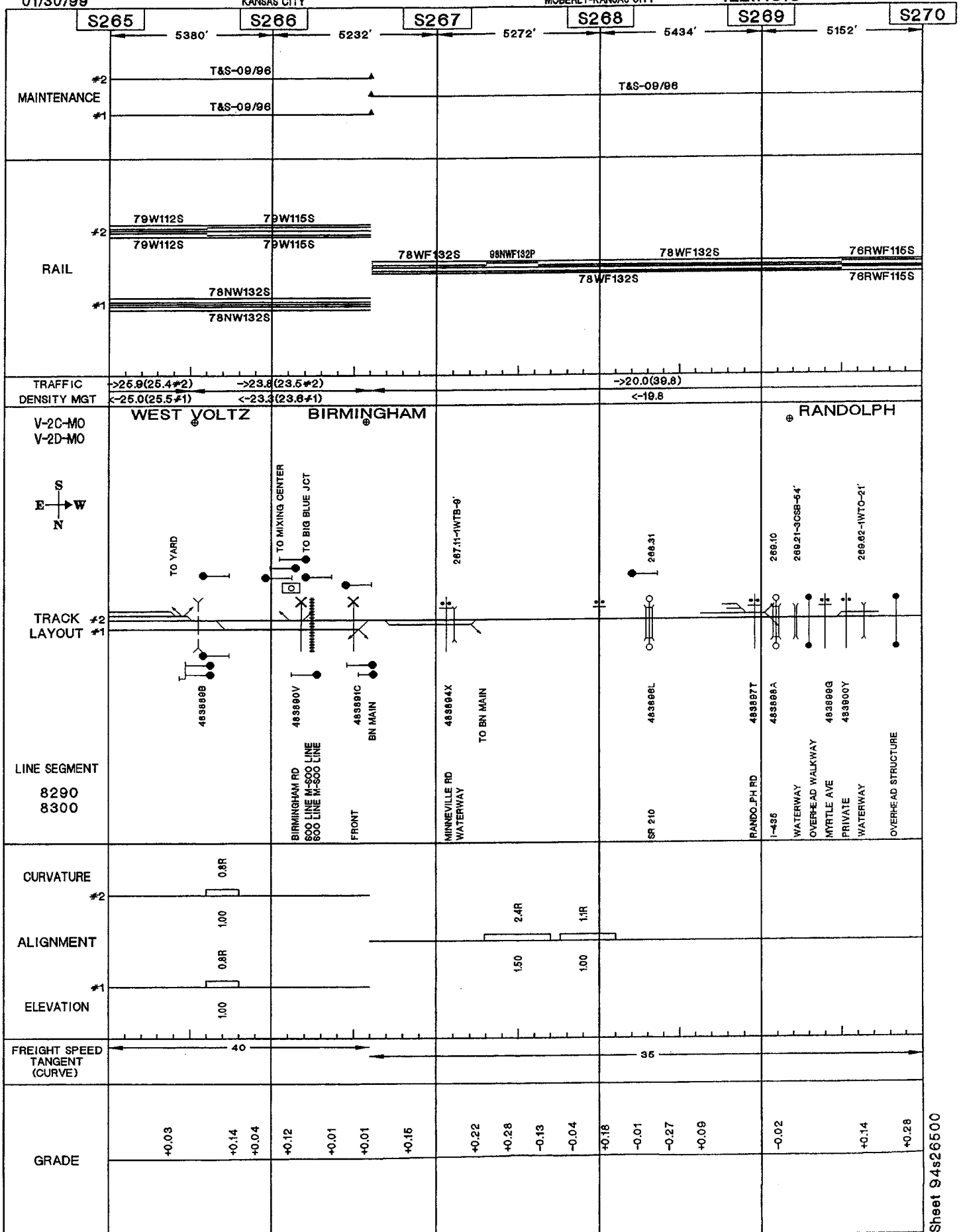


01/30/99

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



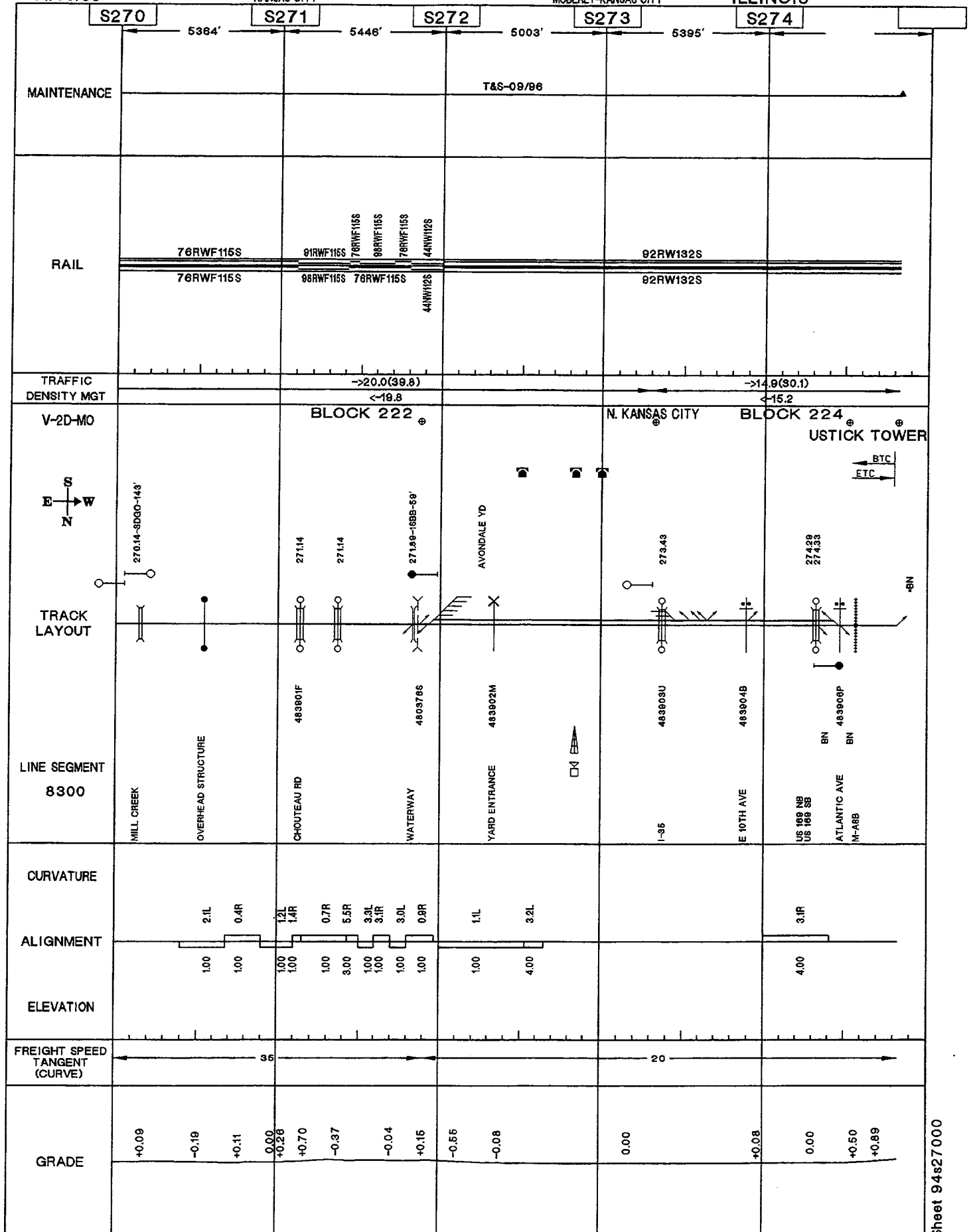


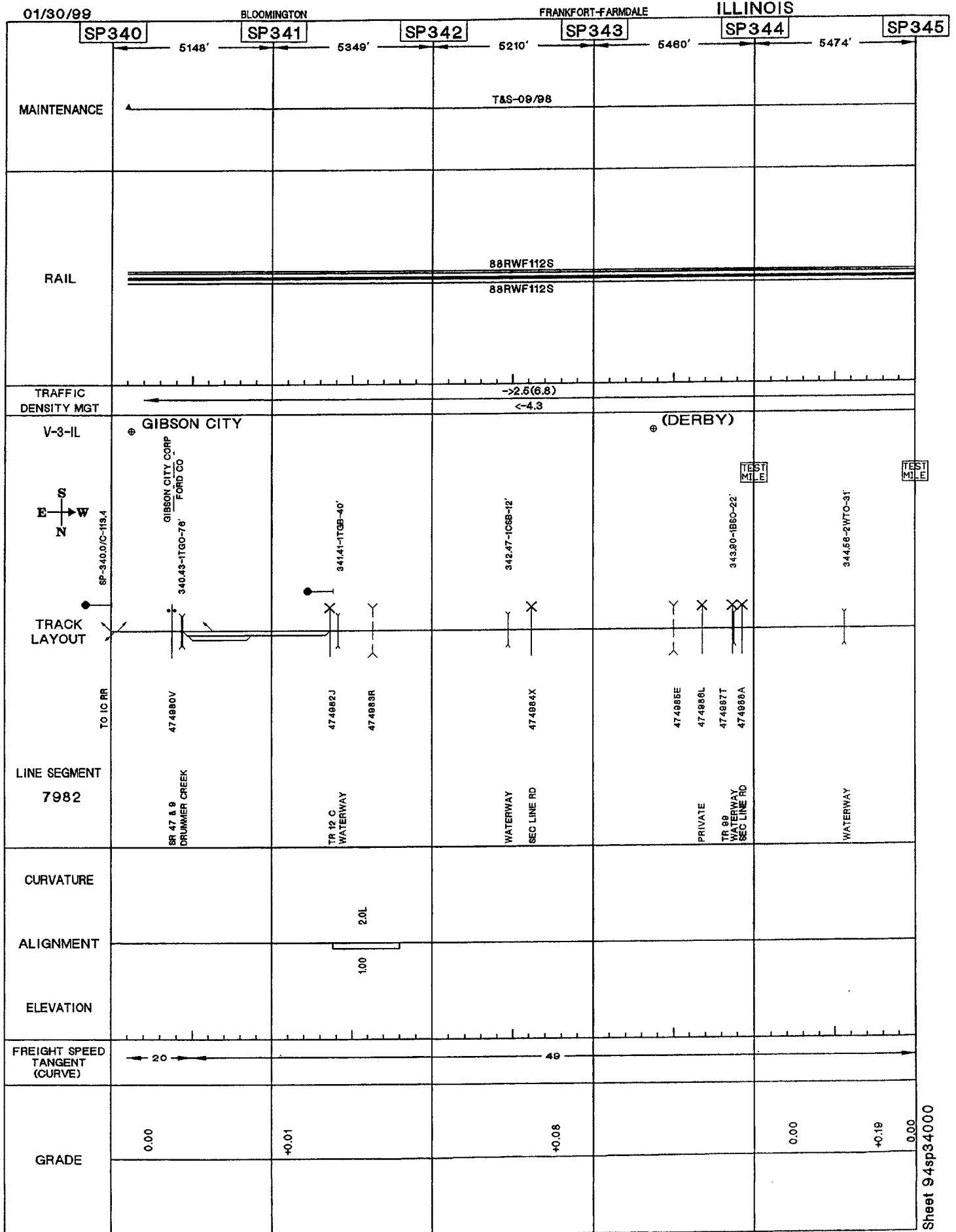
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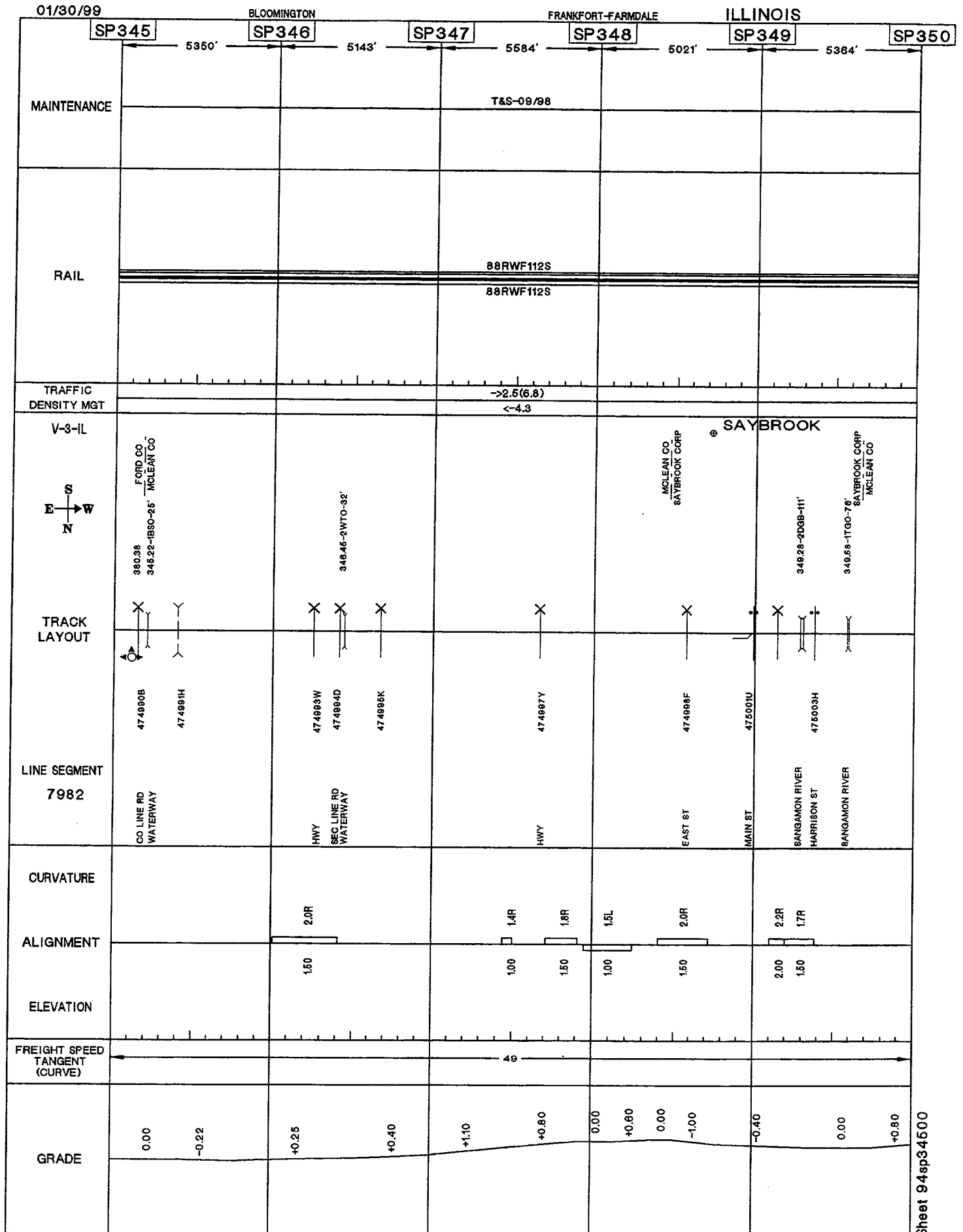
KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS







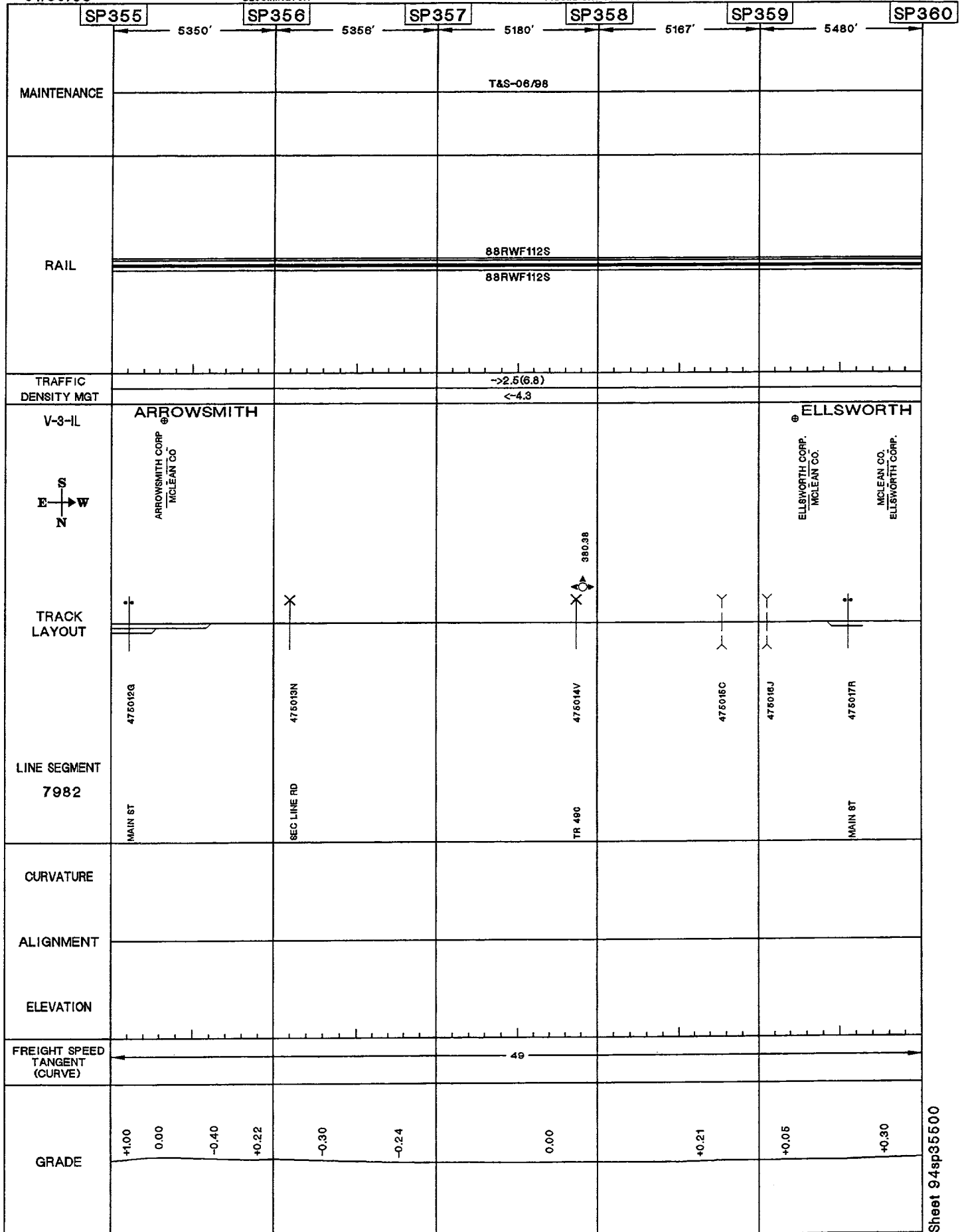
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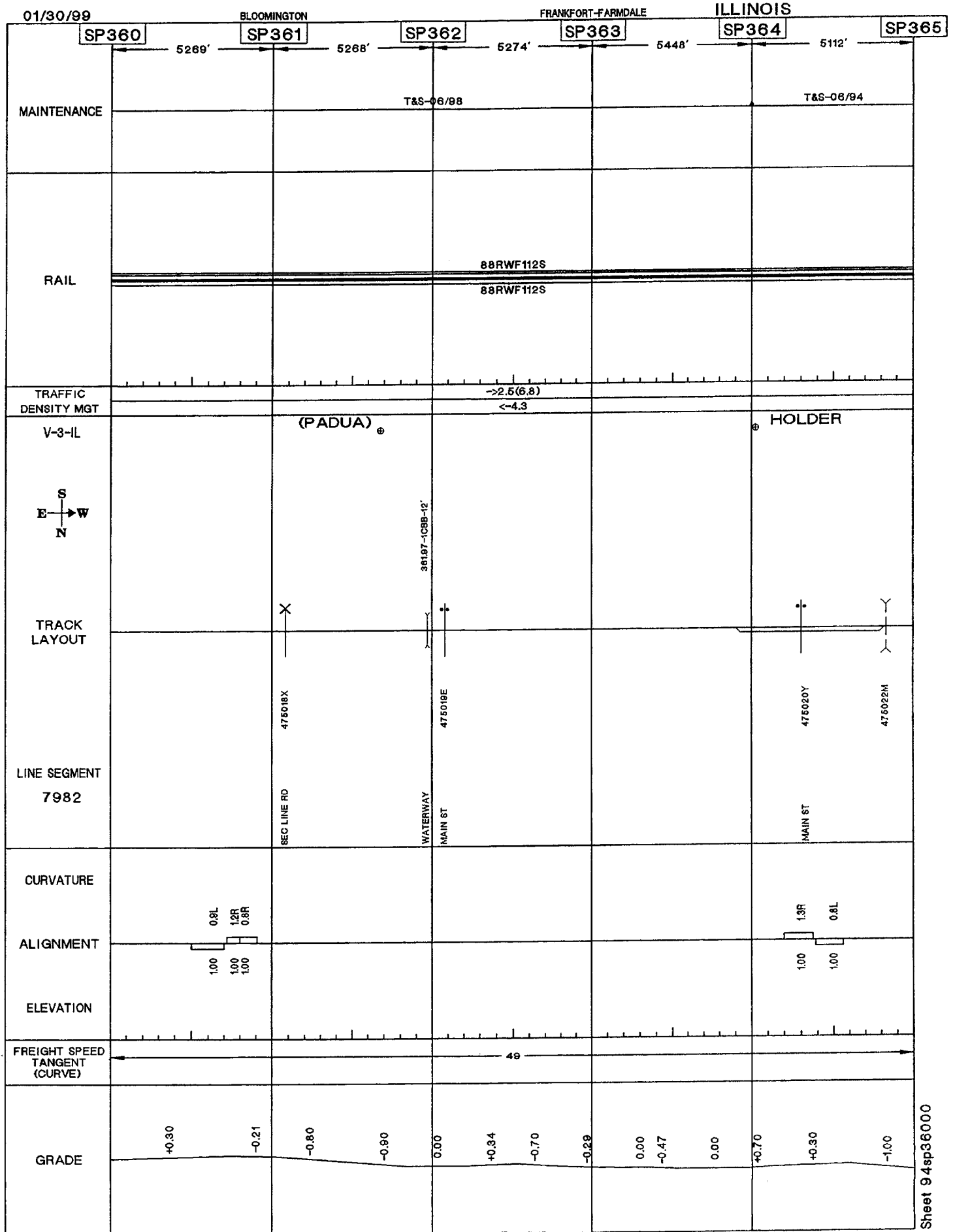
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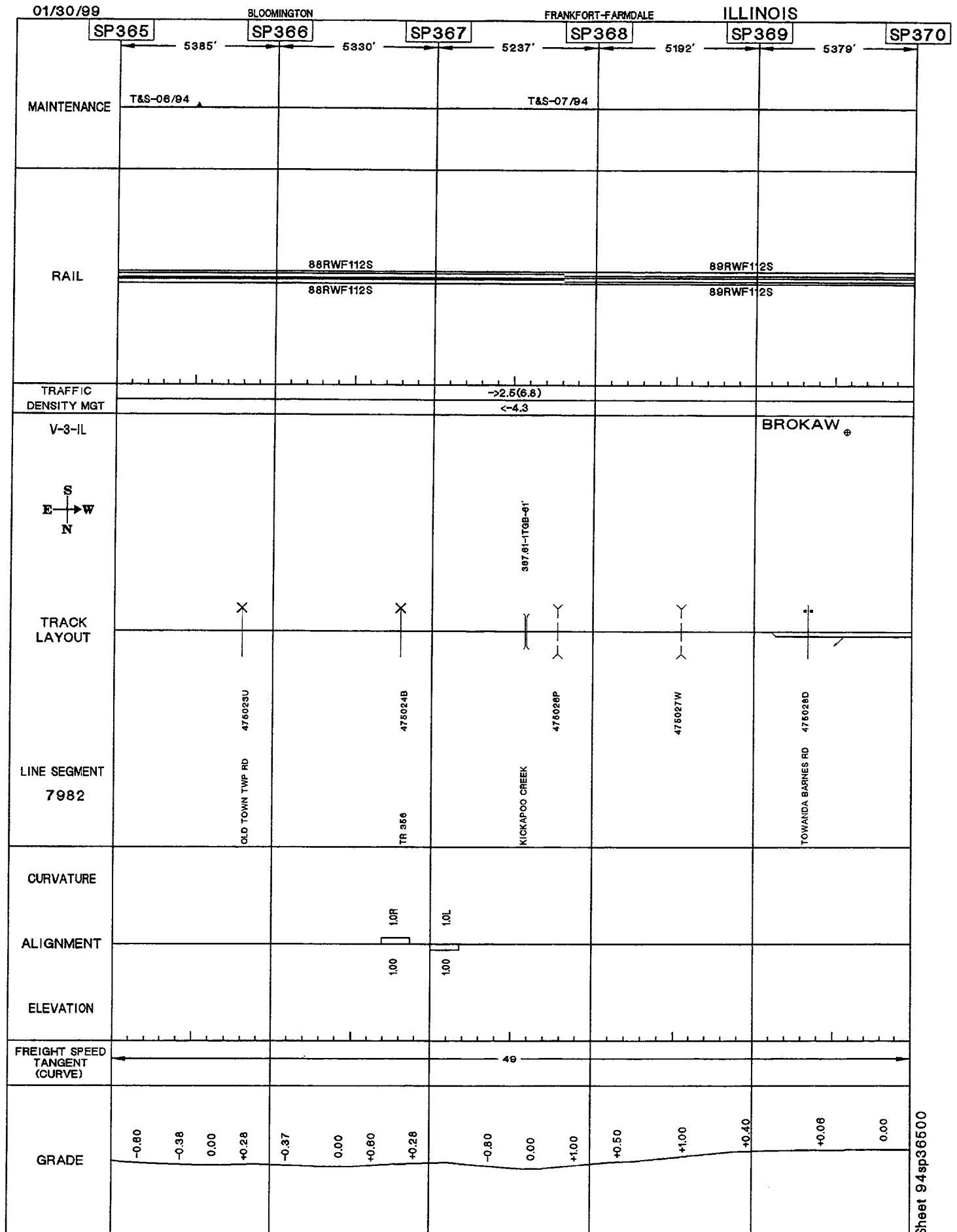
BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS





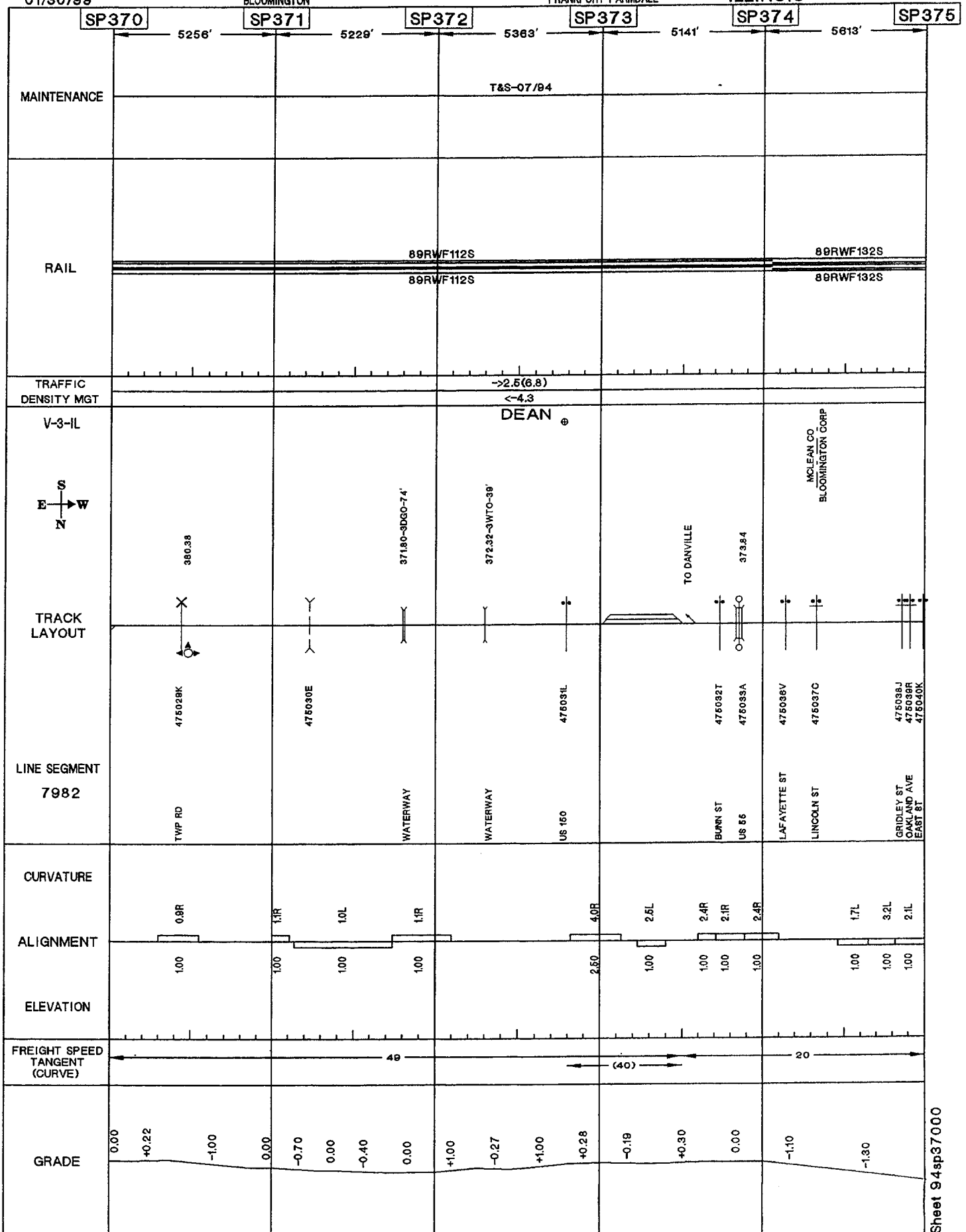


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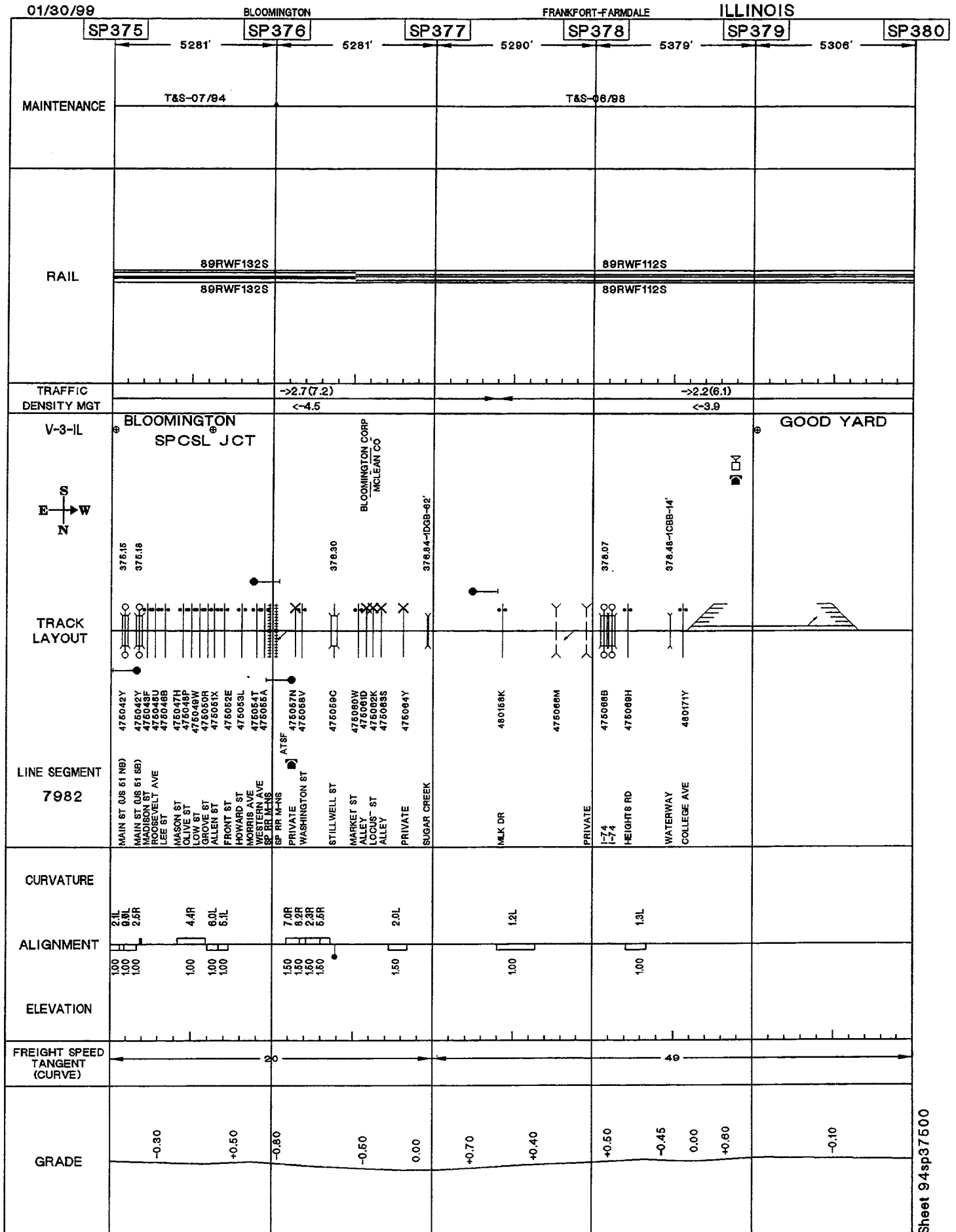
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FRANKFORT-FARMDALE

ILLINOIS





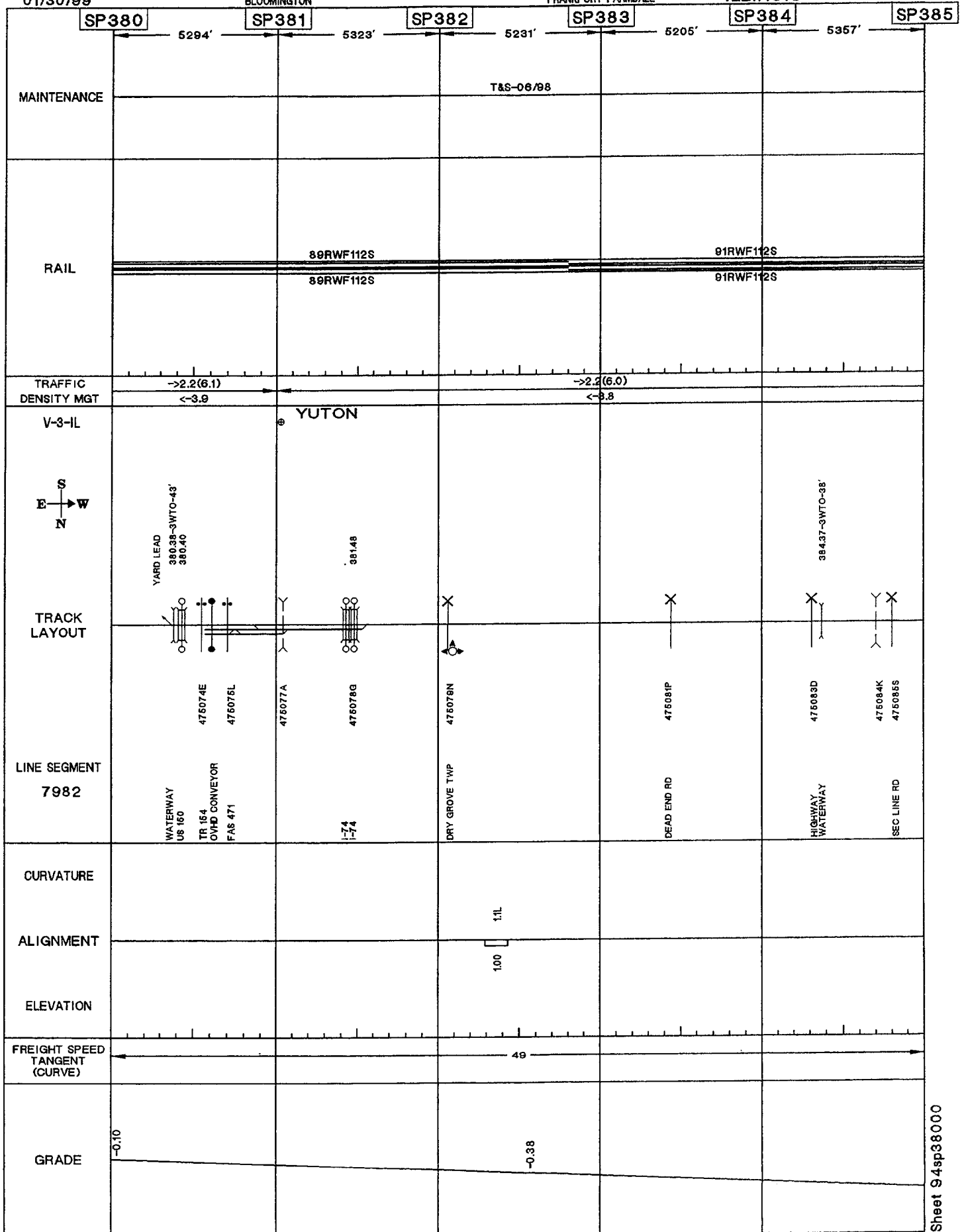


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

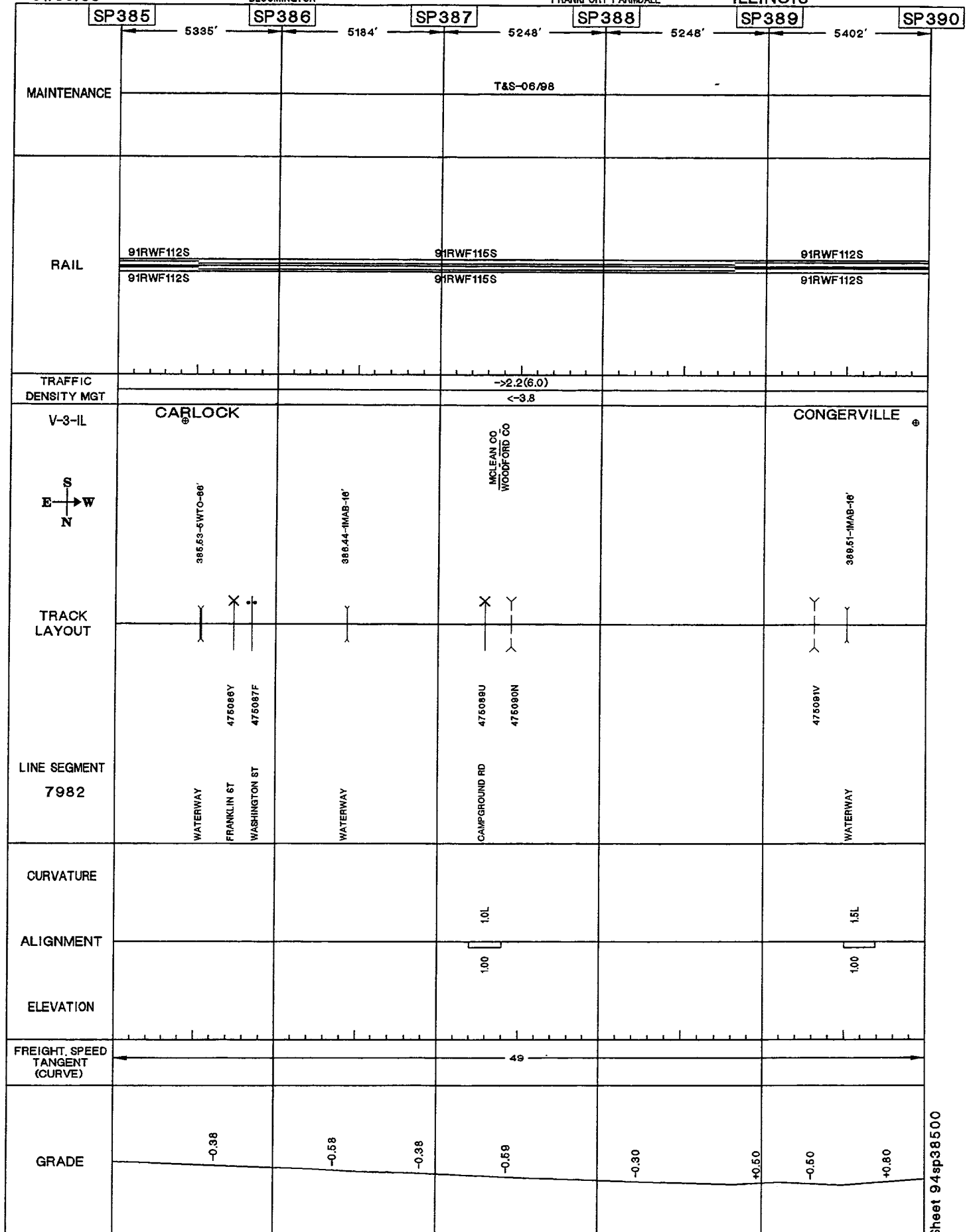


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

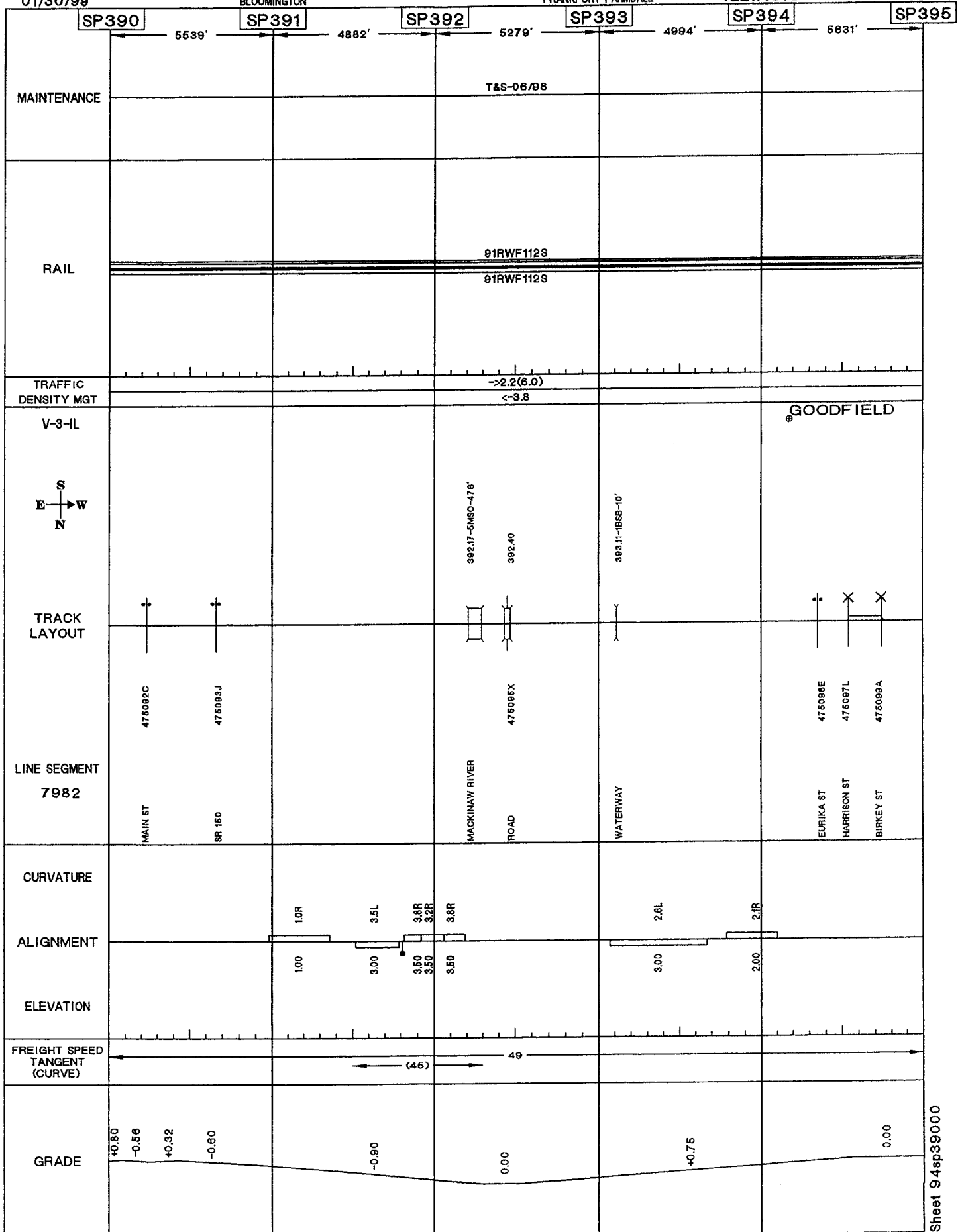


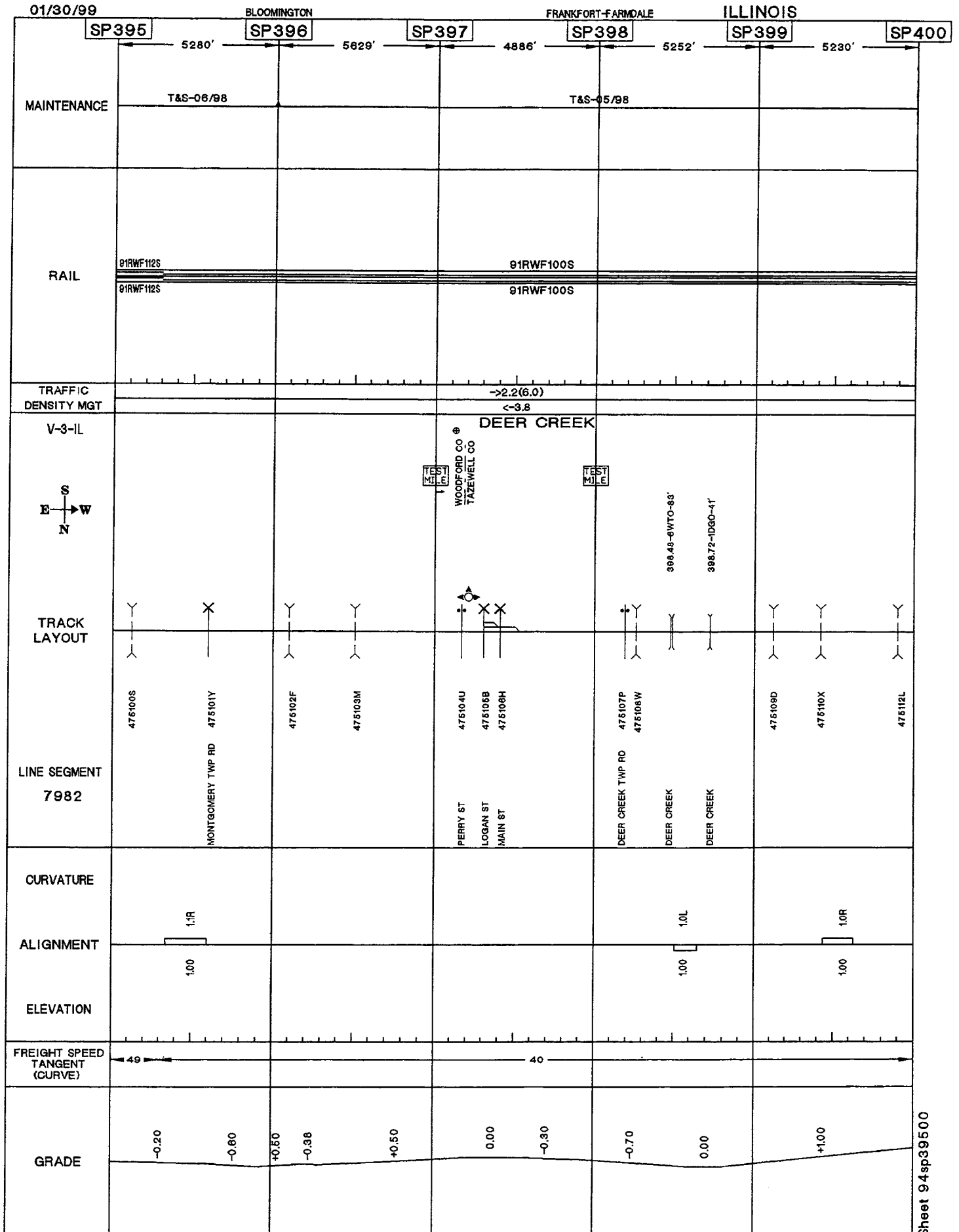
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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS



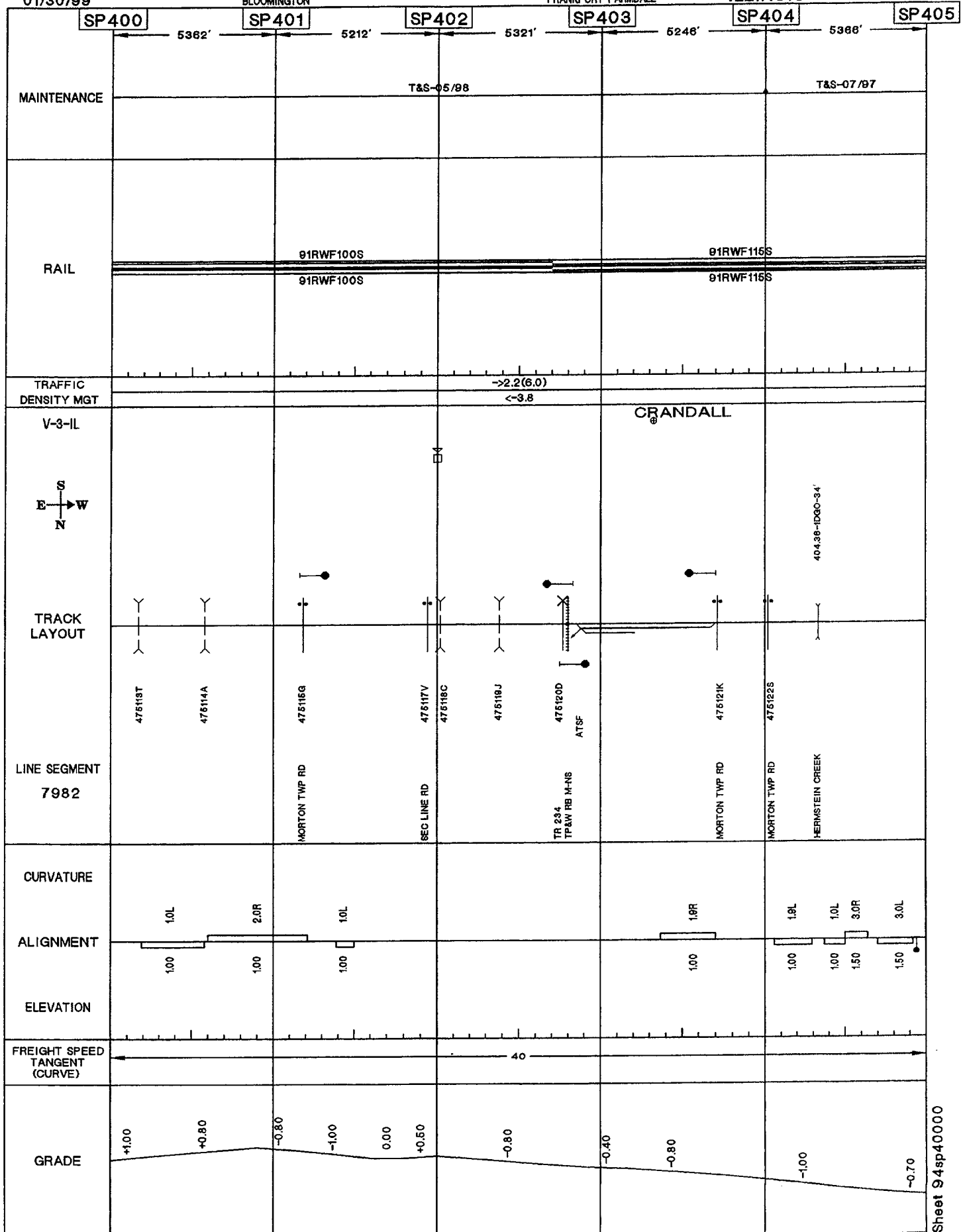


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

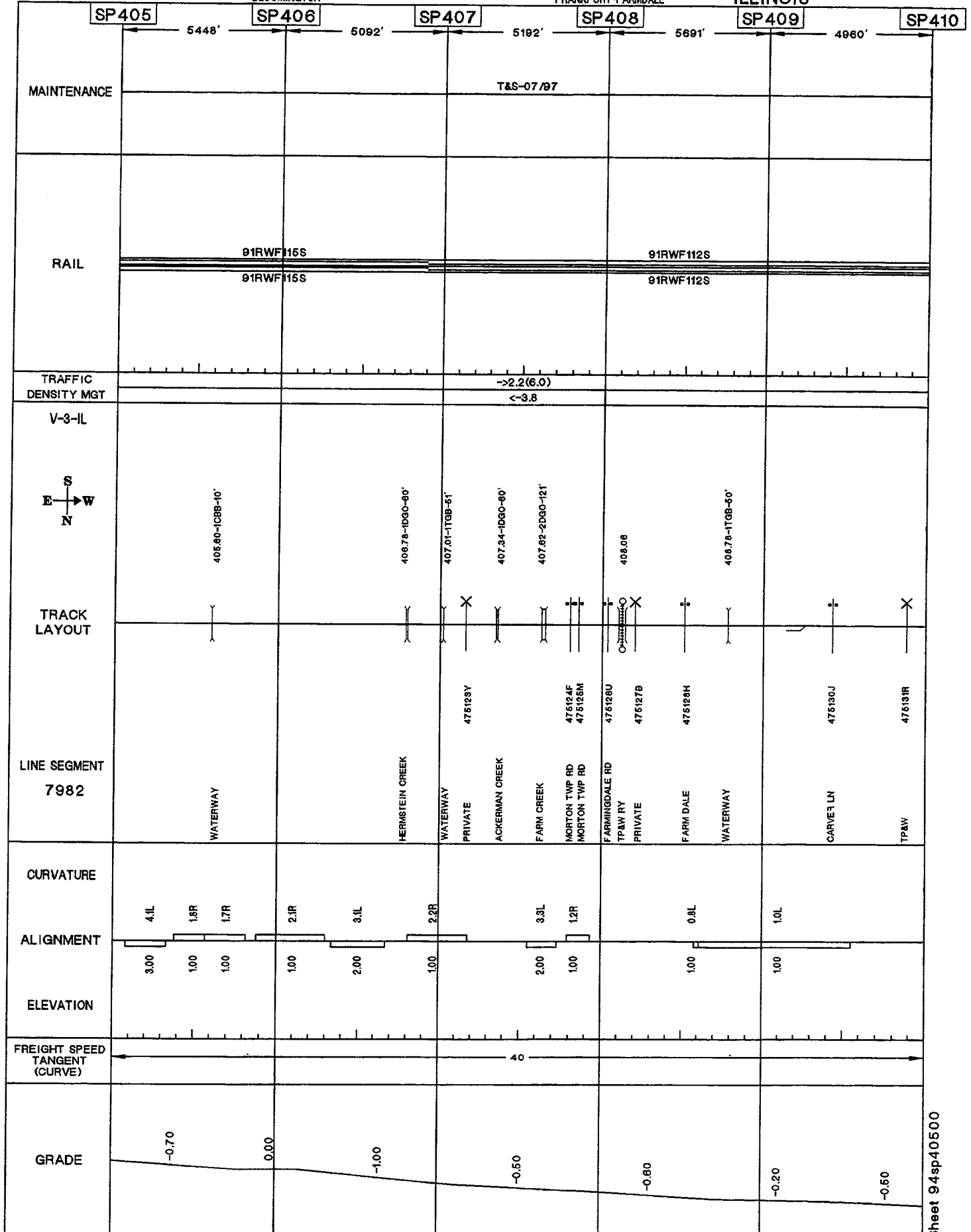


01/30/99

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

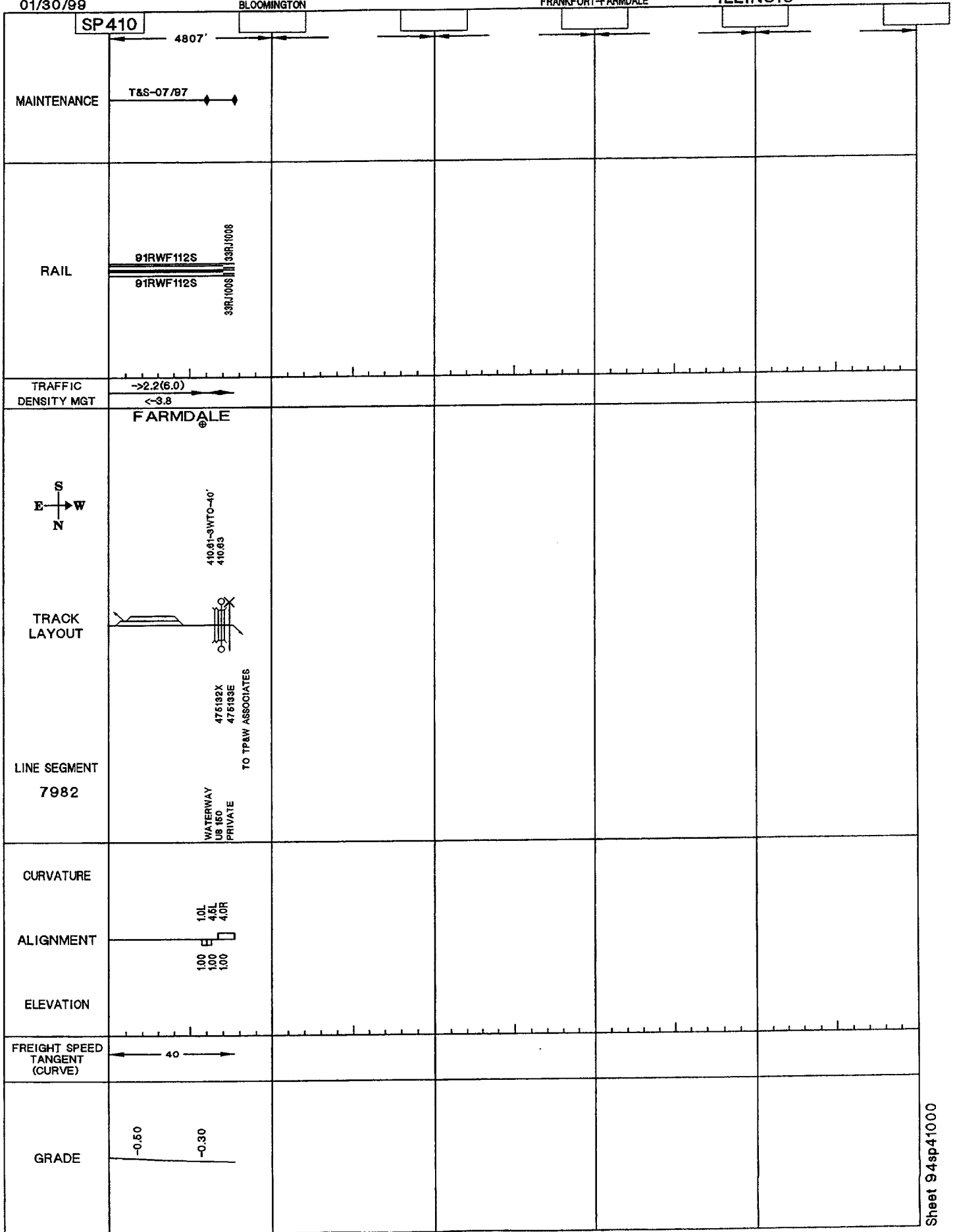


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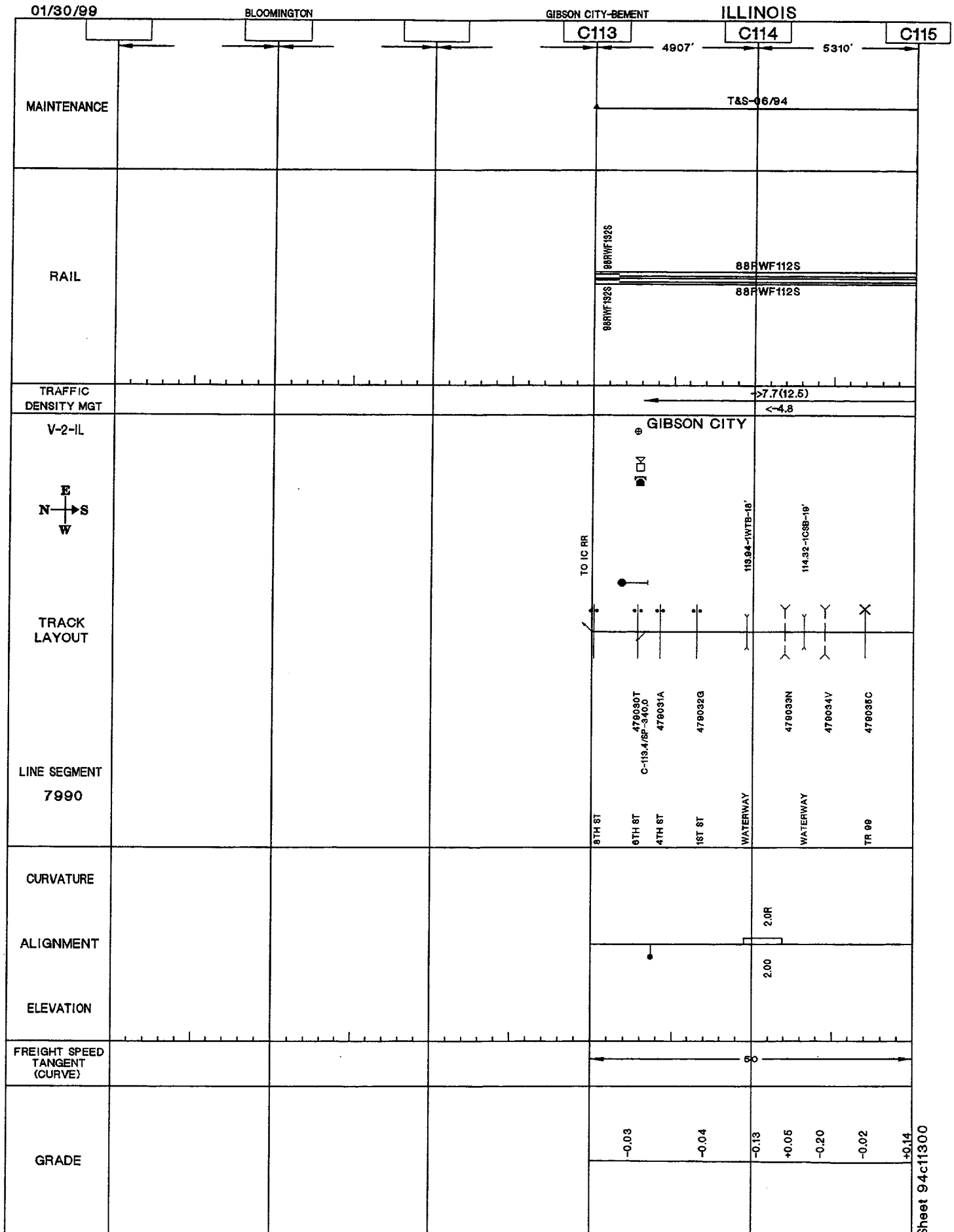
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FRANKFORT-FARMDALE

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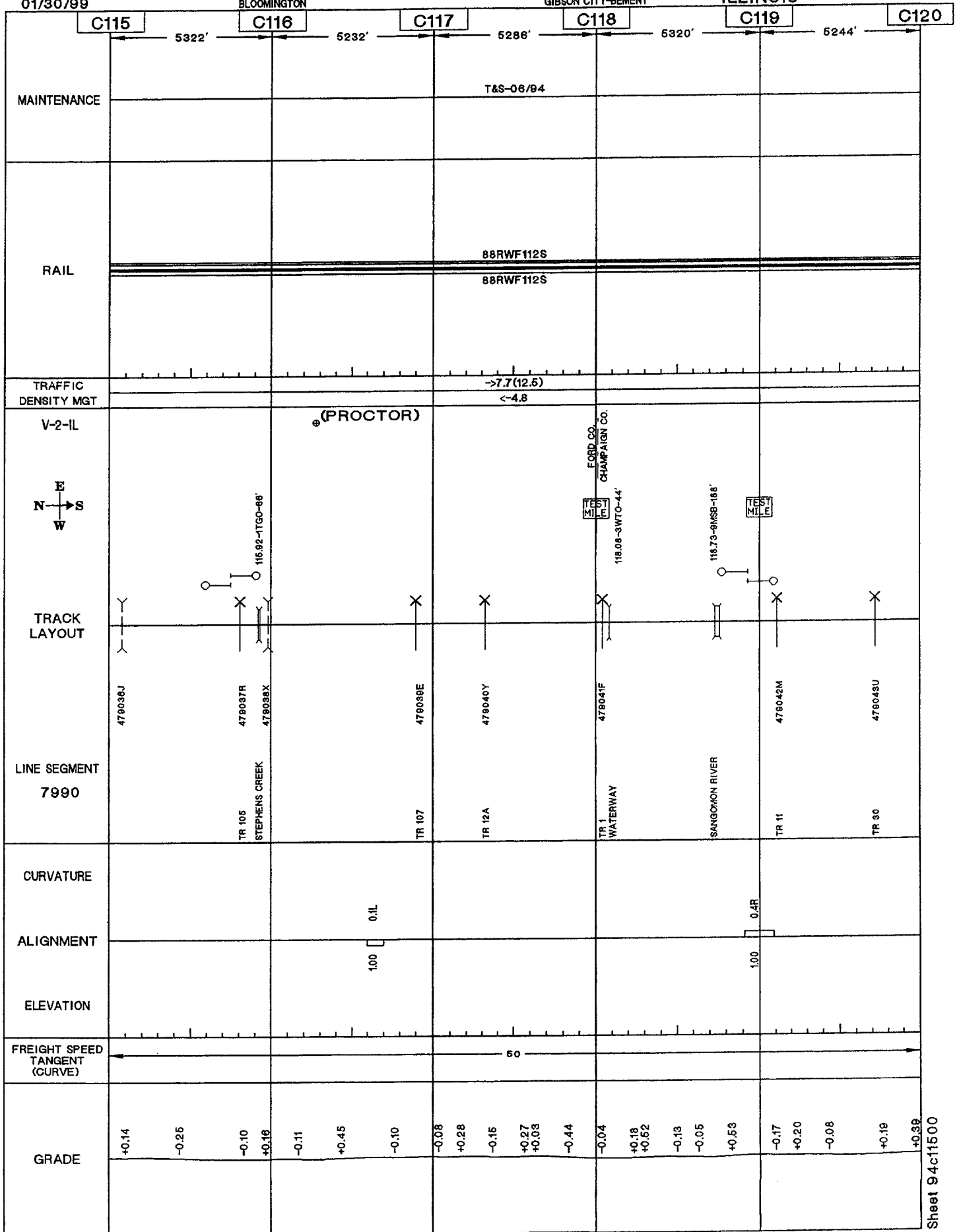


01/30/99

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

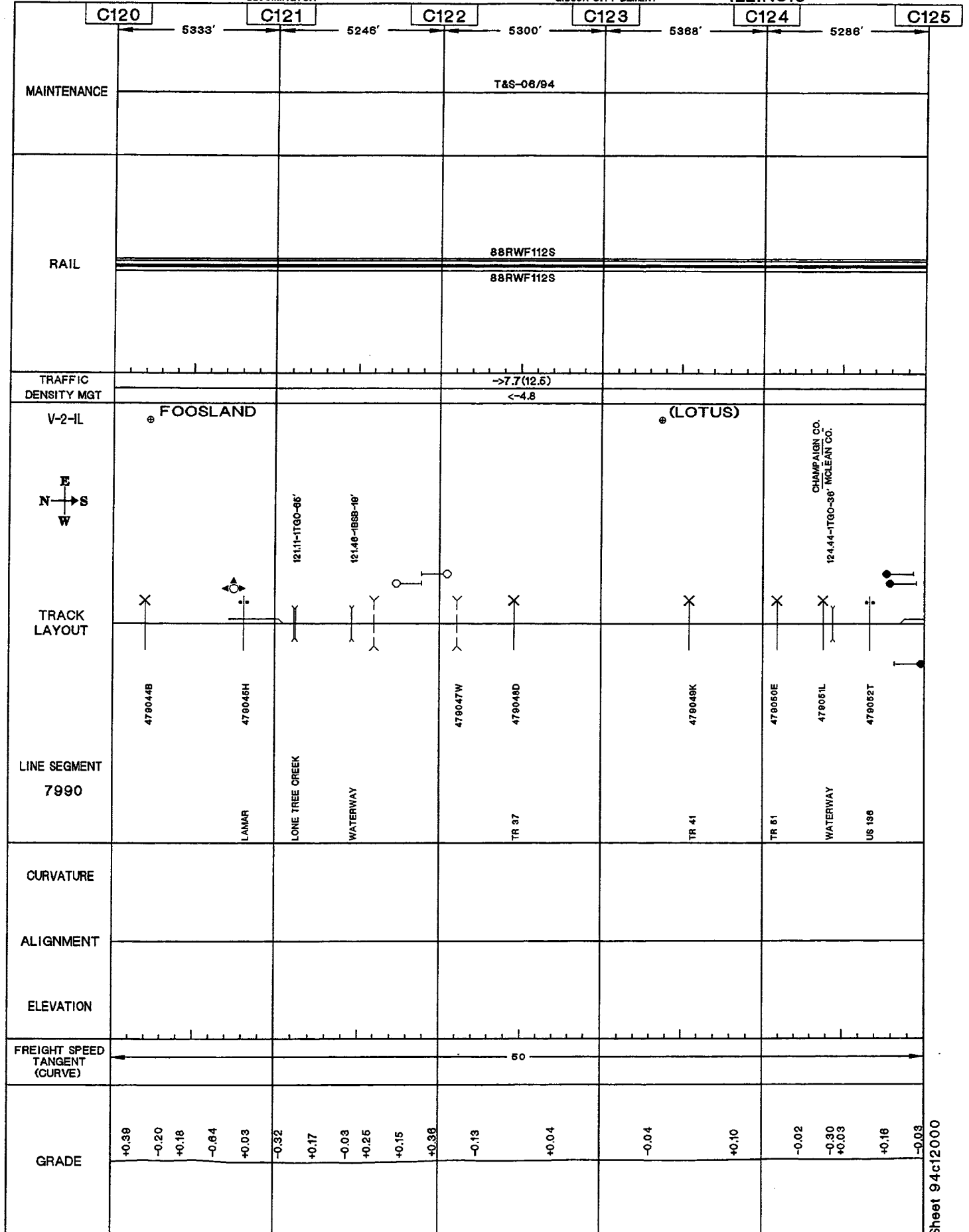


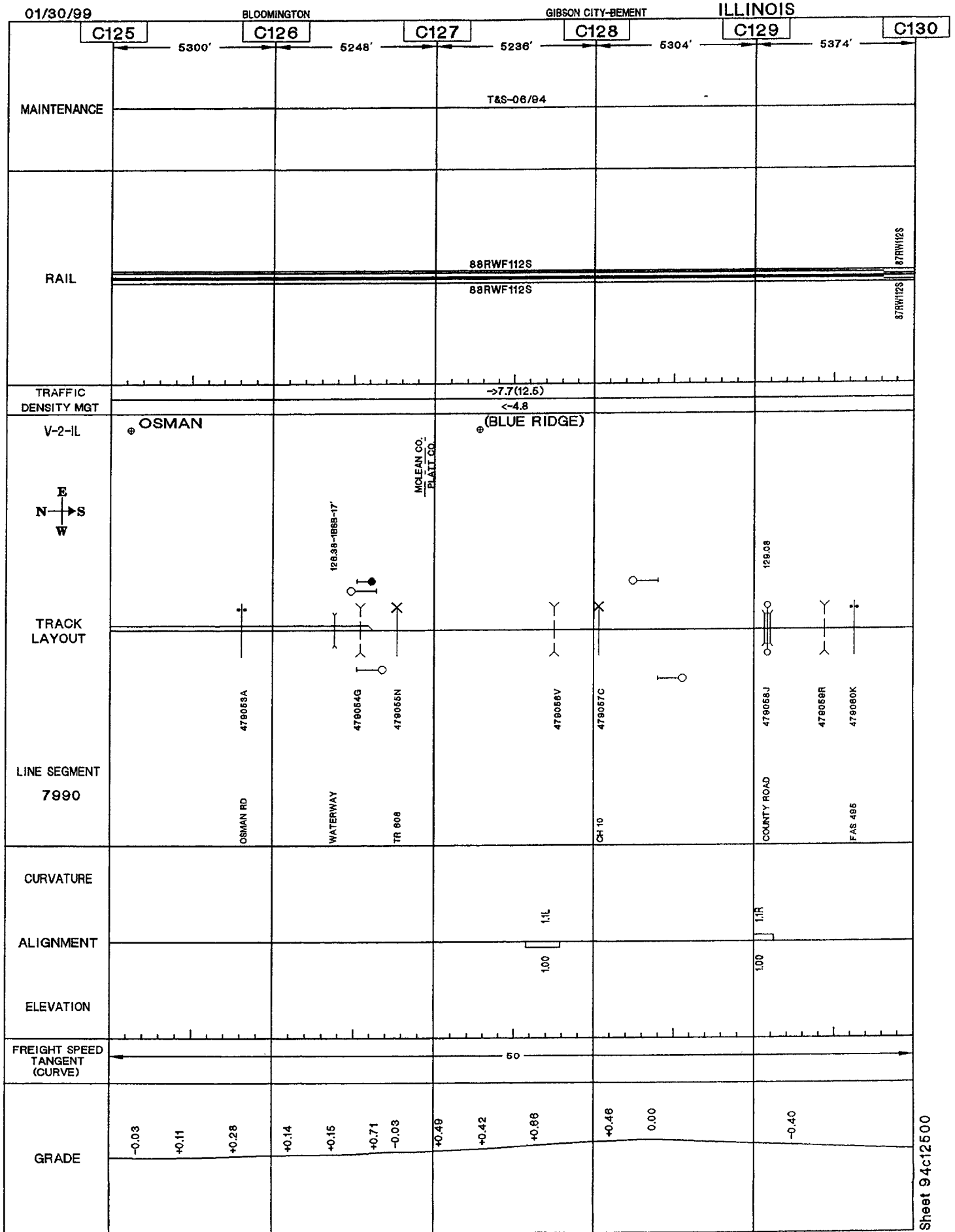
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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



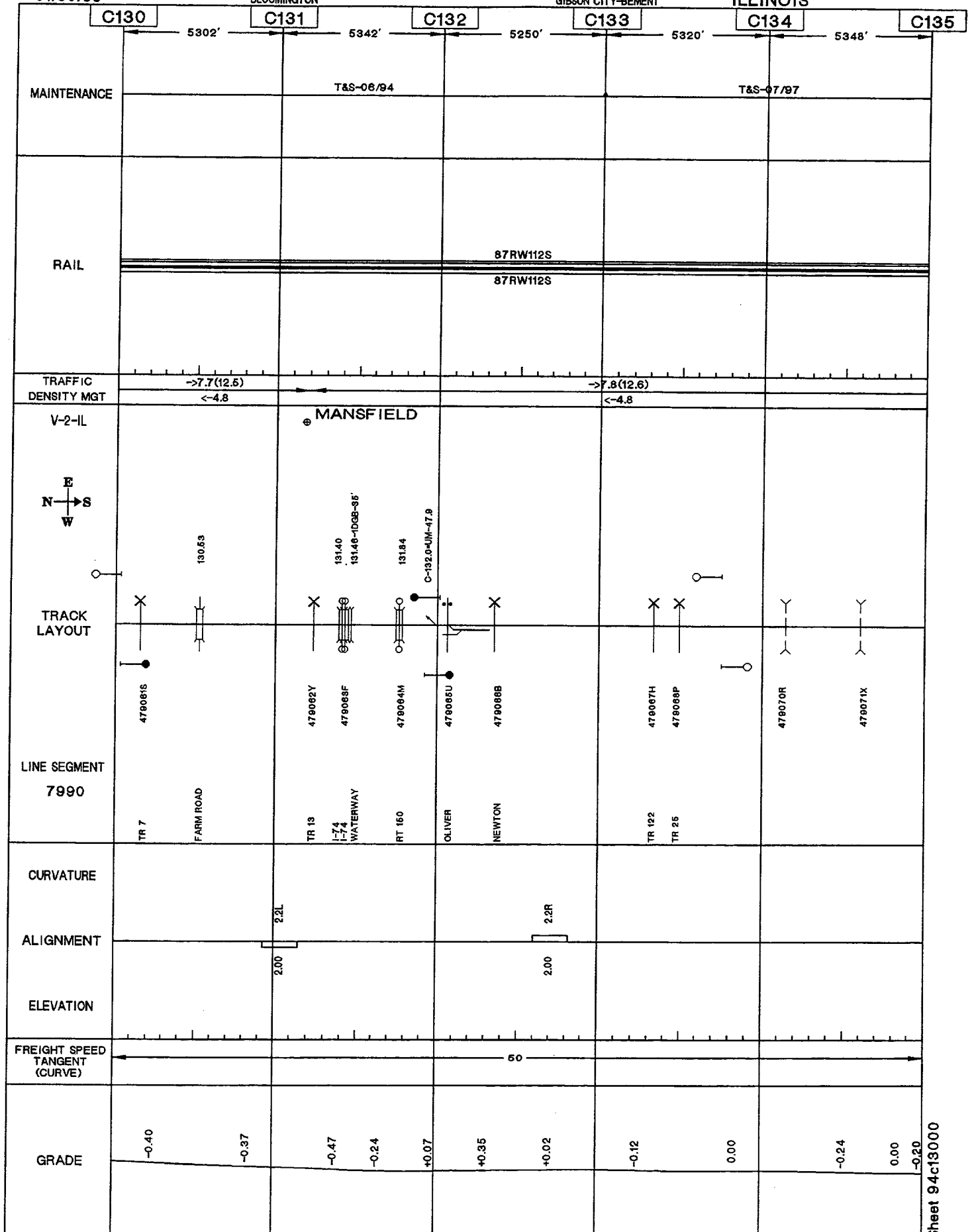


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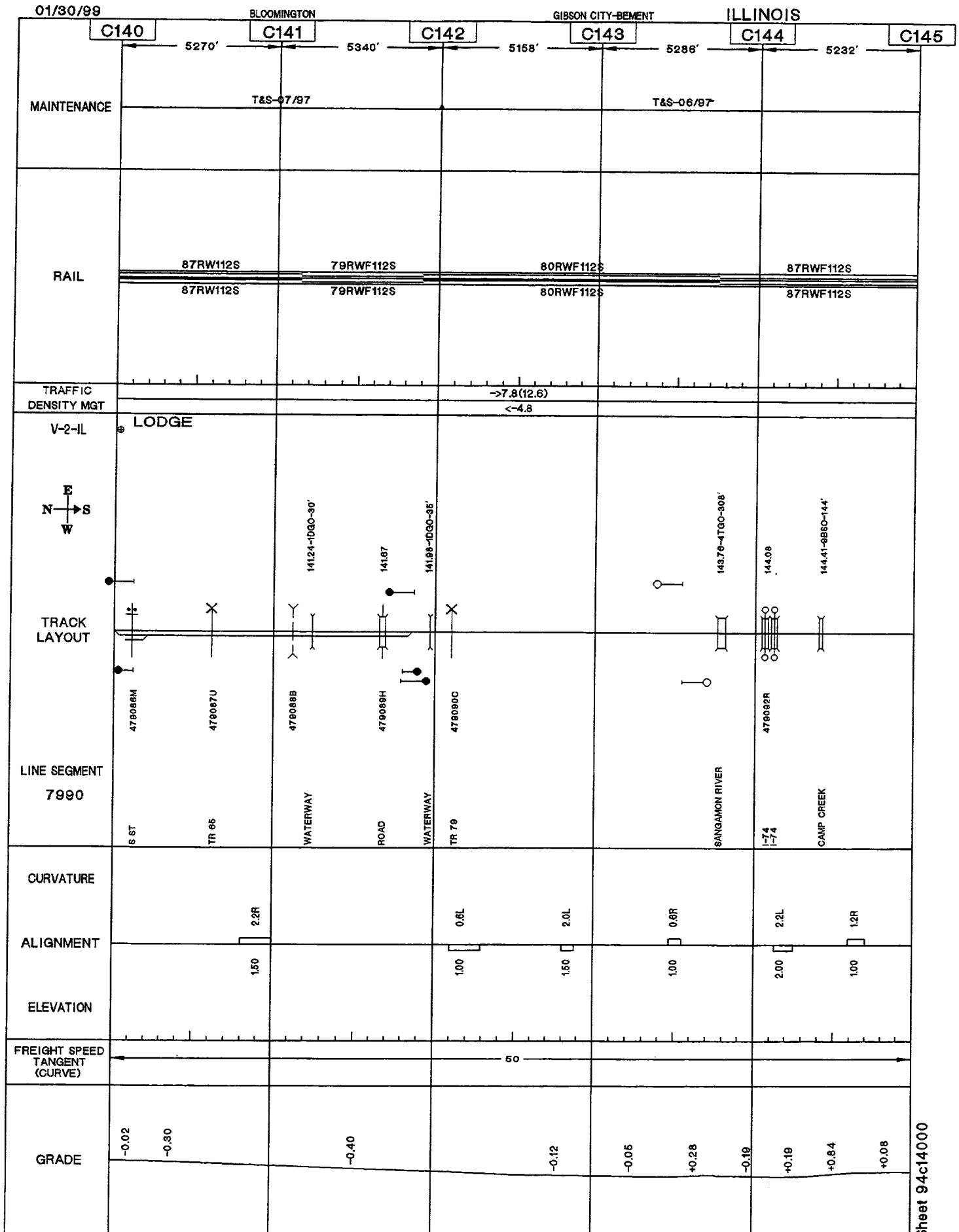
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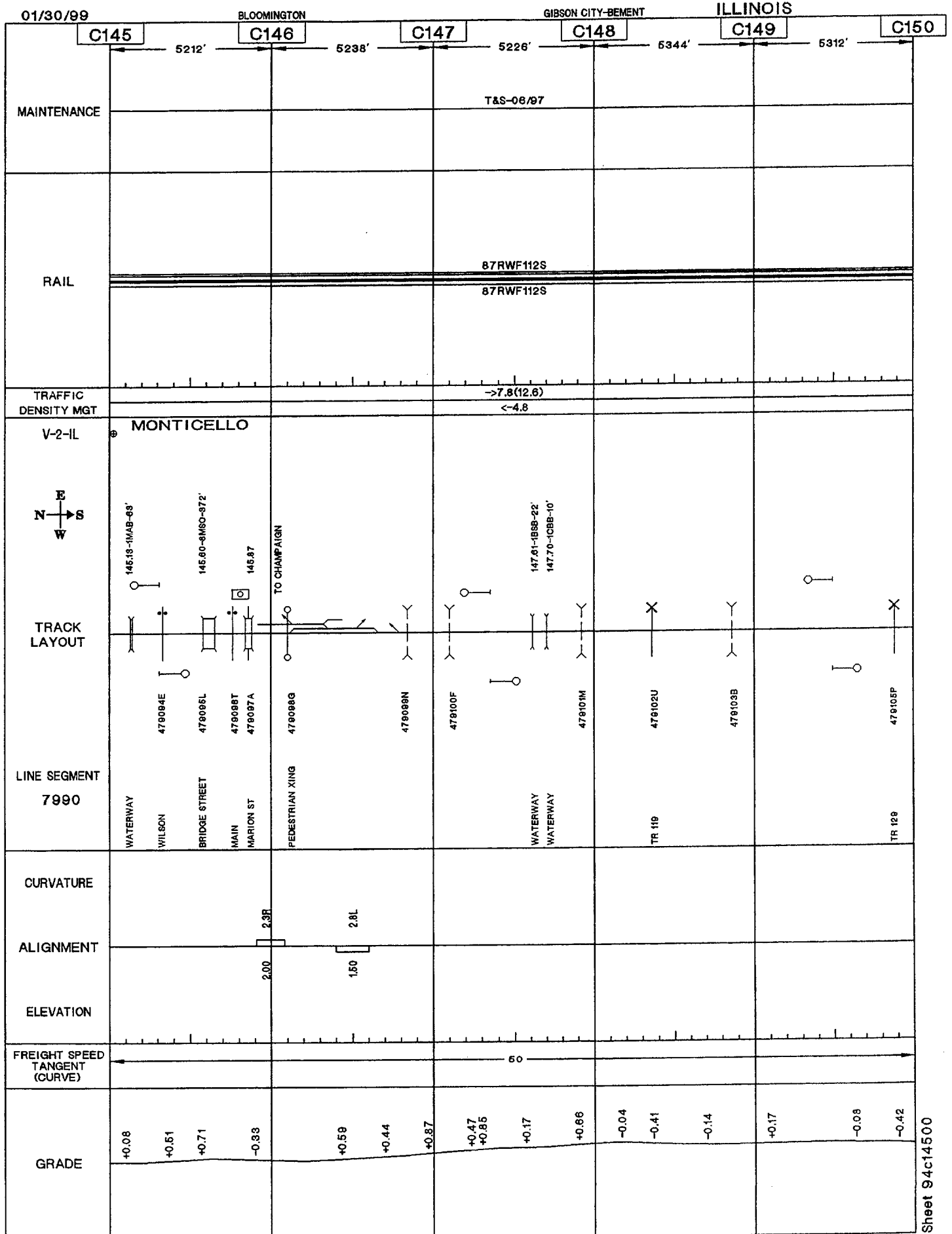
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ILLINOIS



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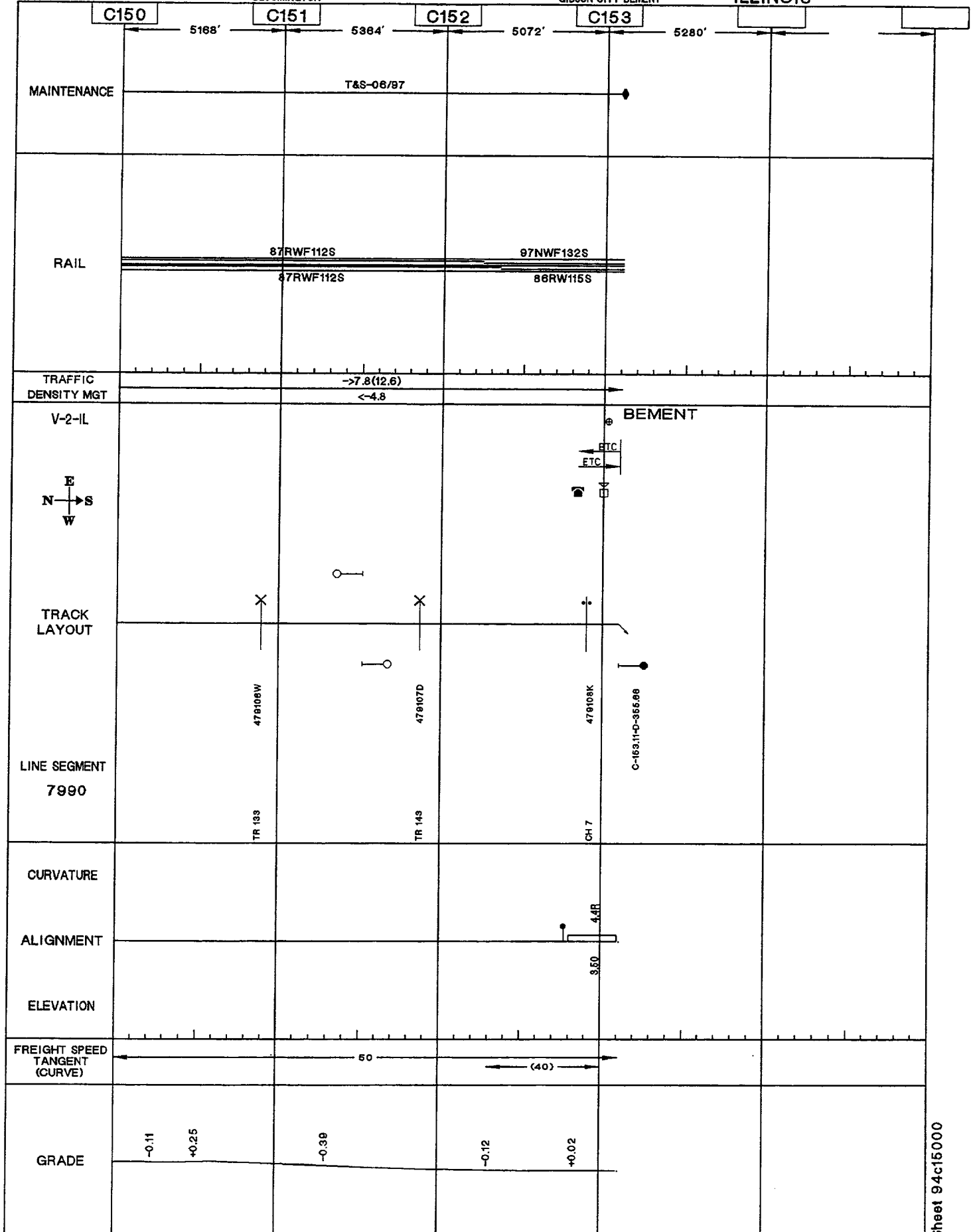


01/30/99

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



01/30/99

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

2640' 5281'

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC  
DENSITY MGT

->0.0(0.0)

<-0.0

URBANA

W  
S—+—N  
E

TRACK  
LAYOUT



LINE SEGMENT  
8140

543238K

SMITH RD

543238S

PRIVATE  
MAPLE ST

CURVATURE

ALIGNMENT

8.6L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.78

-0.58

-0.24

+0.28

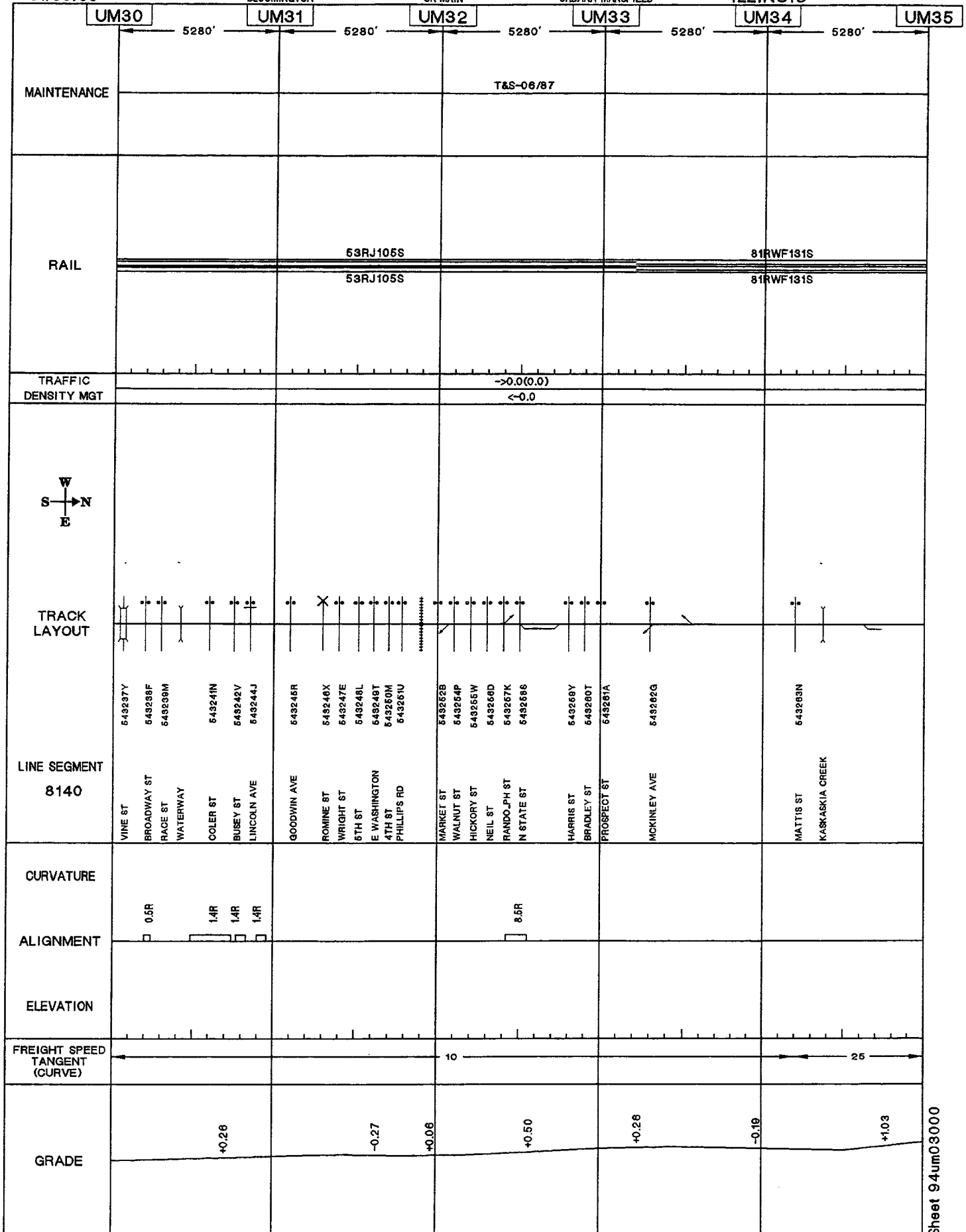
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BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



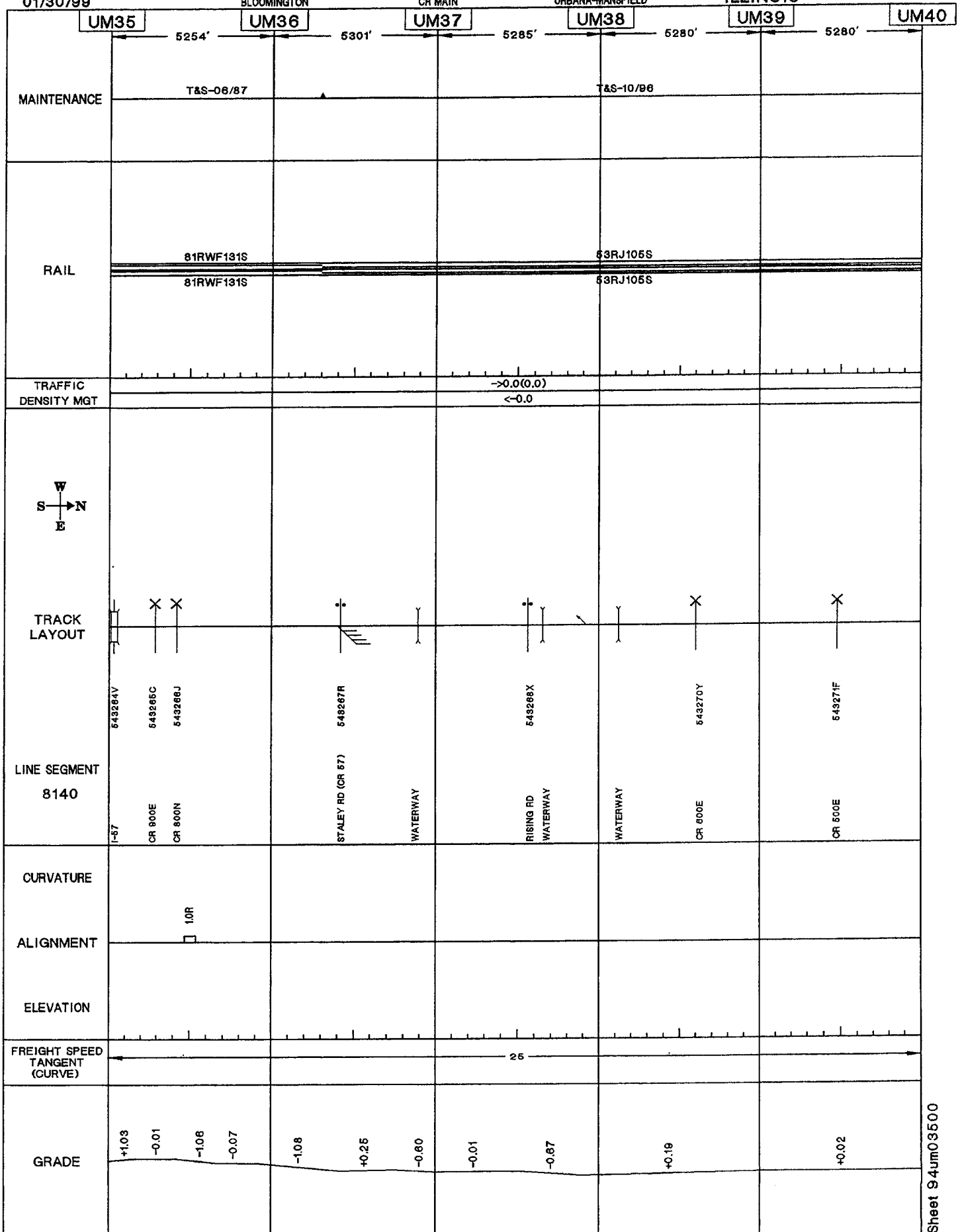
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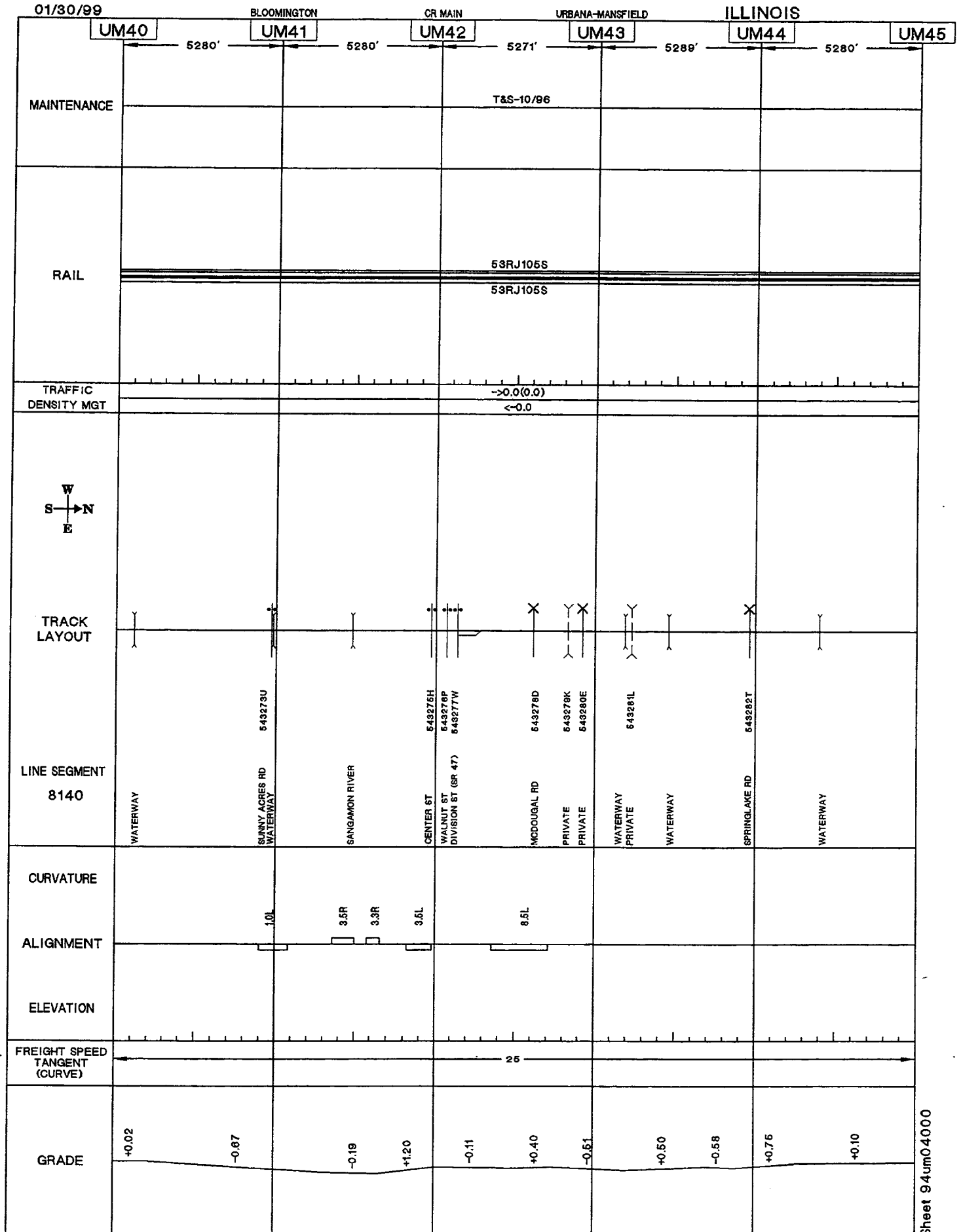
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CR MAIN

URBANA-MANSFIELD

ILLINOIS





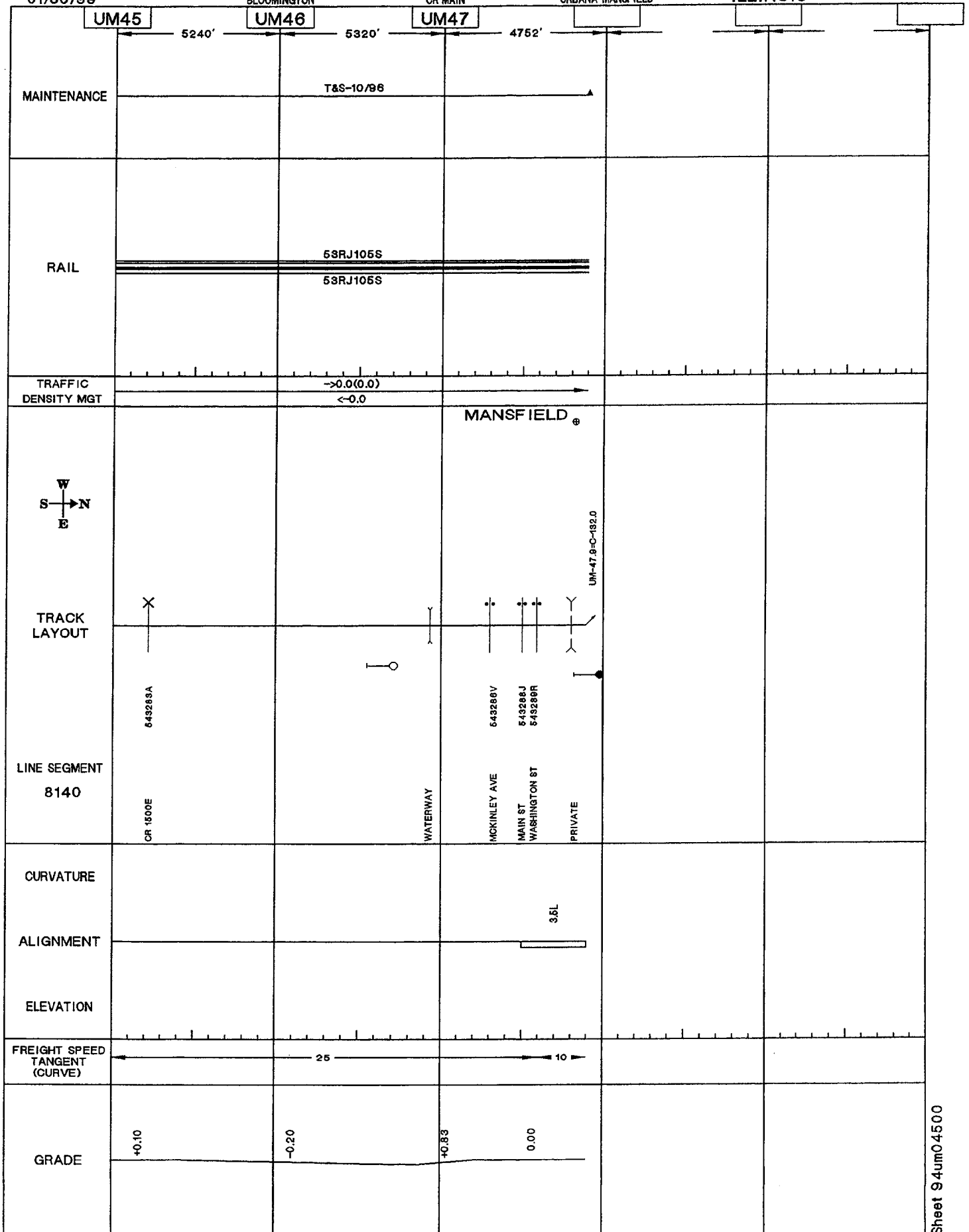
01/30/99

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS

SP235

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

V-7-IN



TRACK  
LAYOUT

LINE SEGMENT  
7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

55N116S  
77W131S

CR CROSSING

LAKE DIVISION

474750U

ROSSVILLE AVE

15

0.00

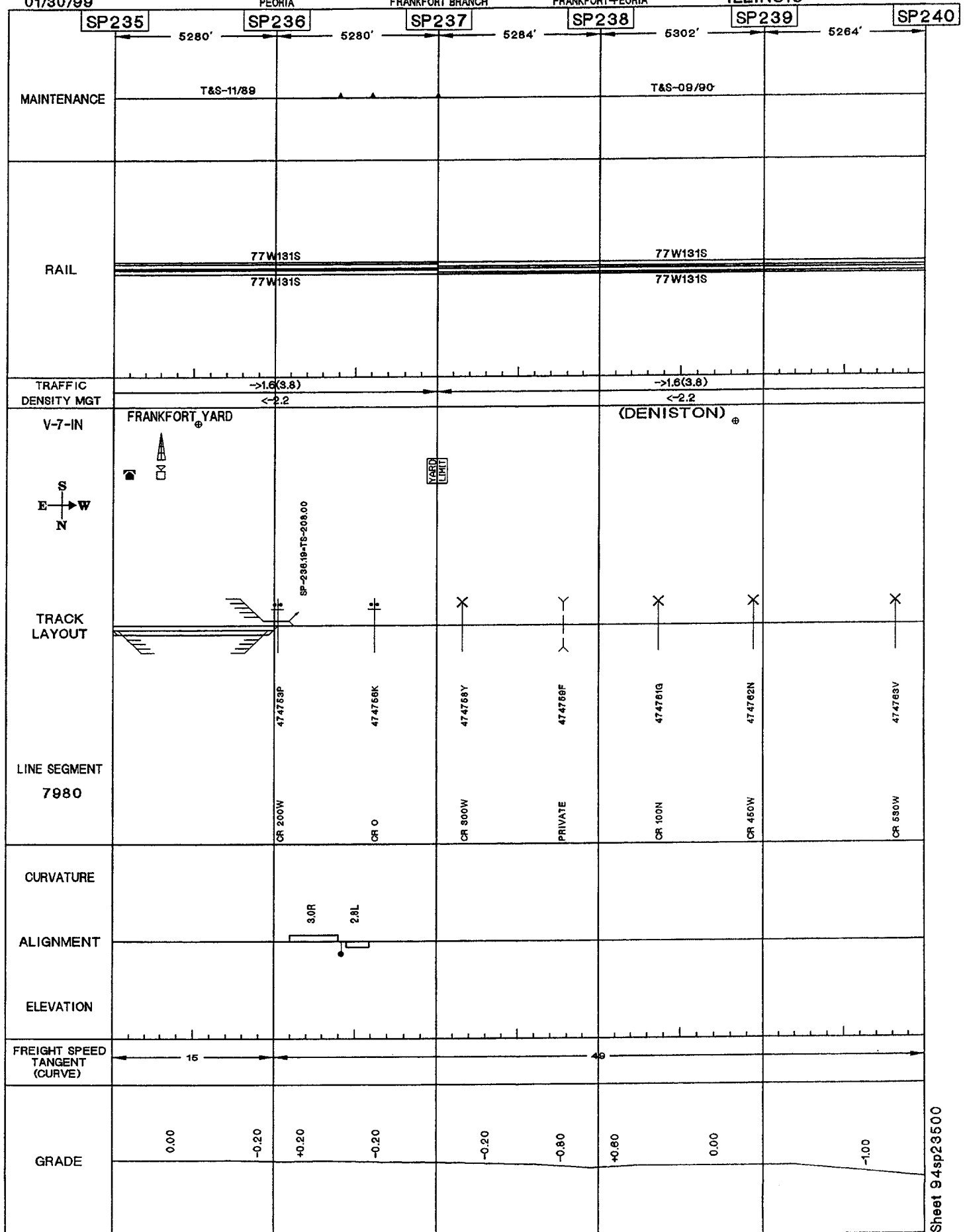
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PEORIA

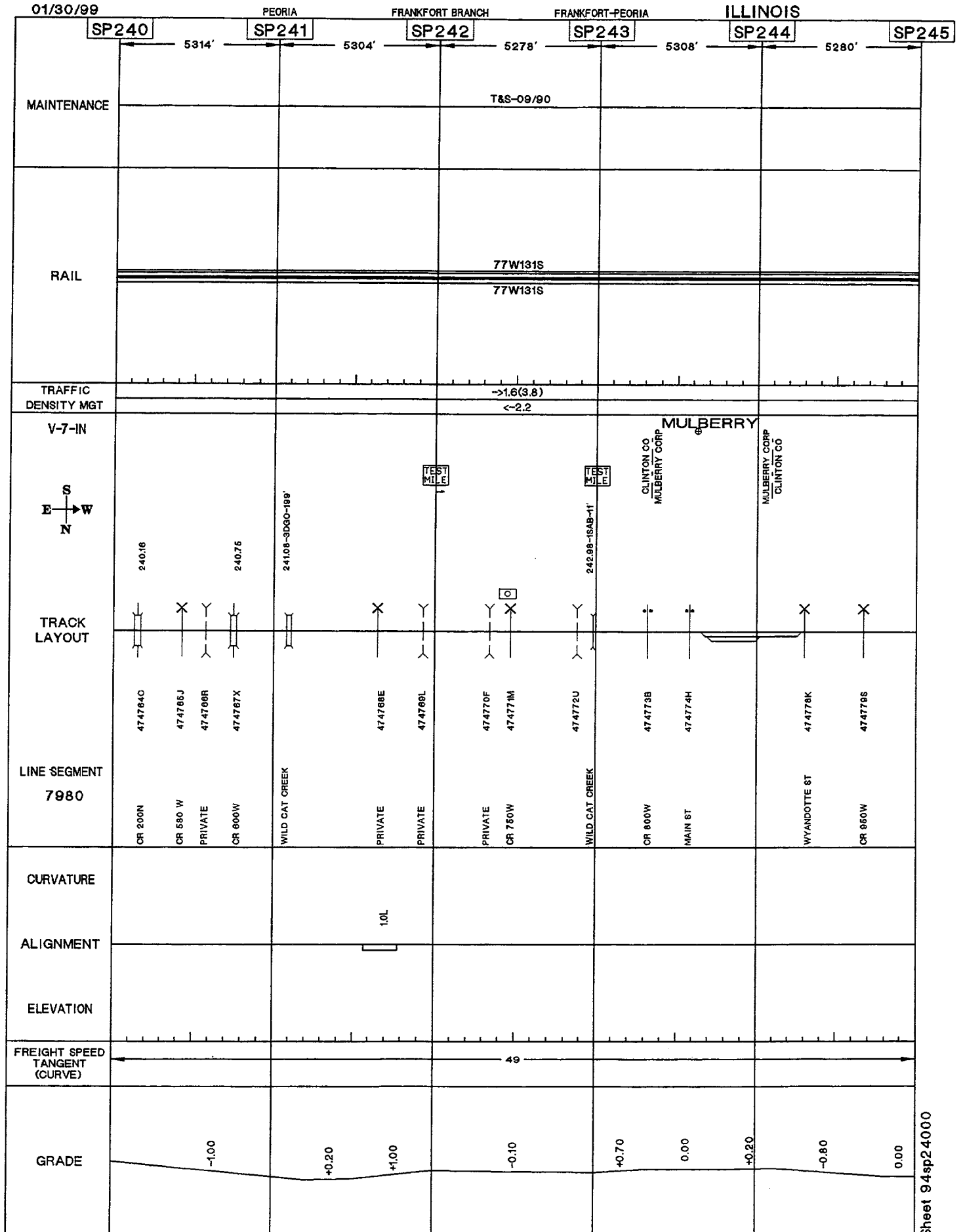
FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS







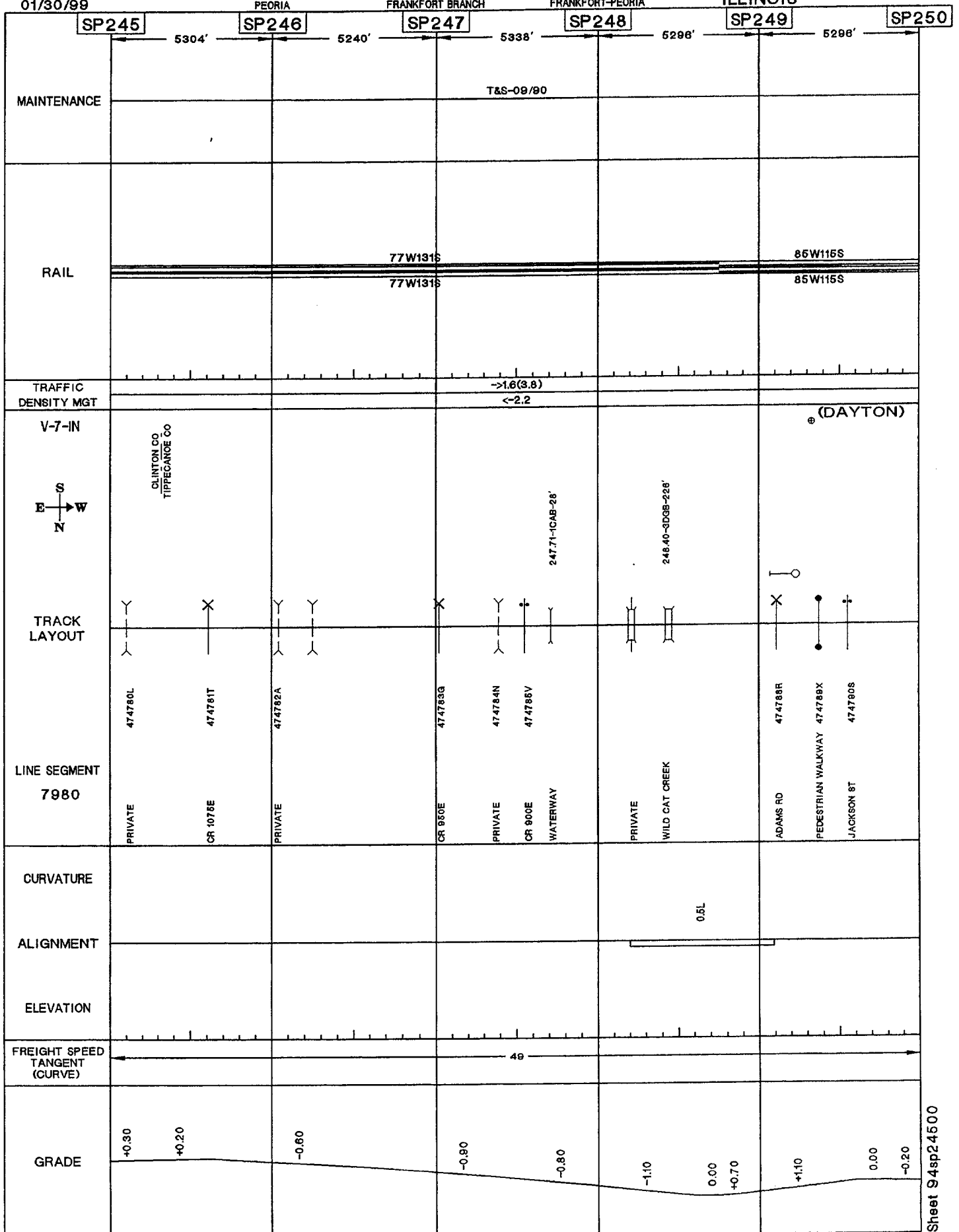
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PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



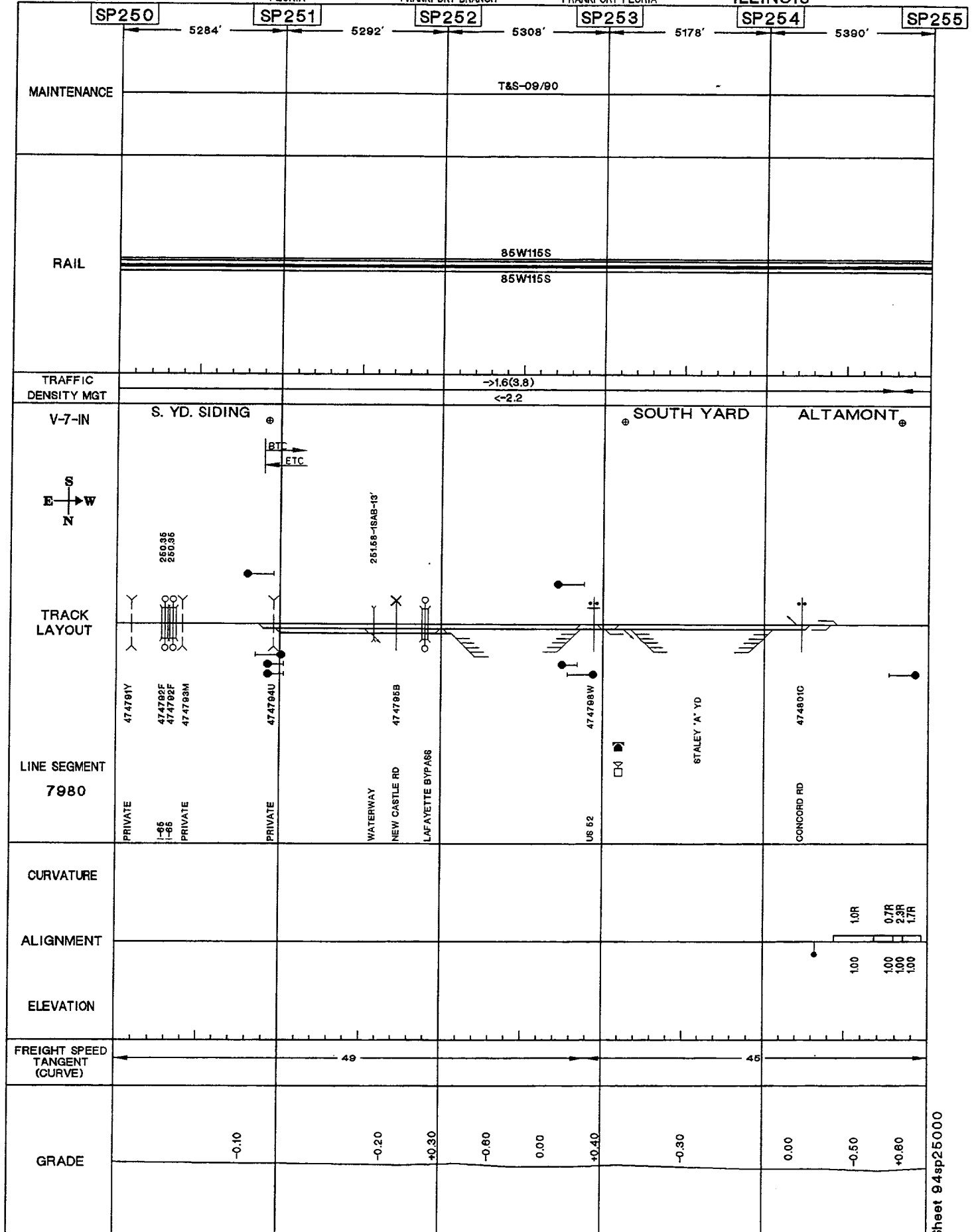
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PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



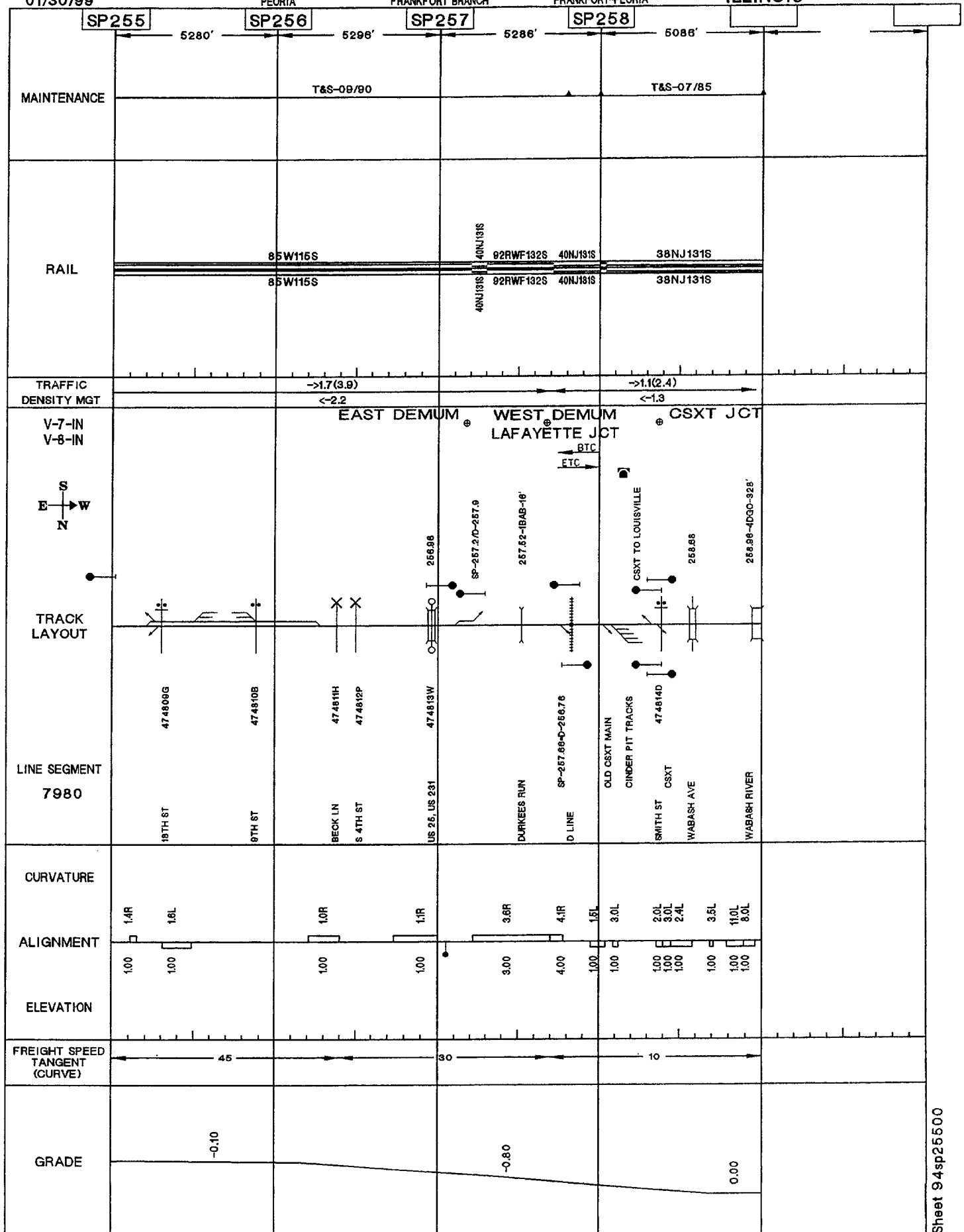
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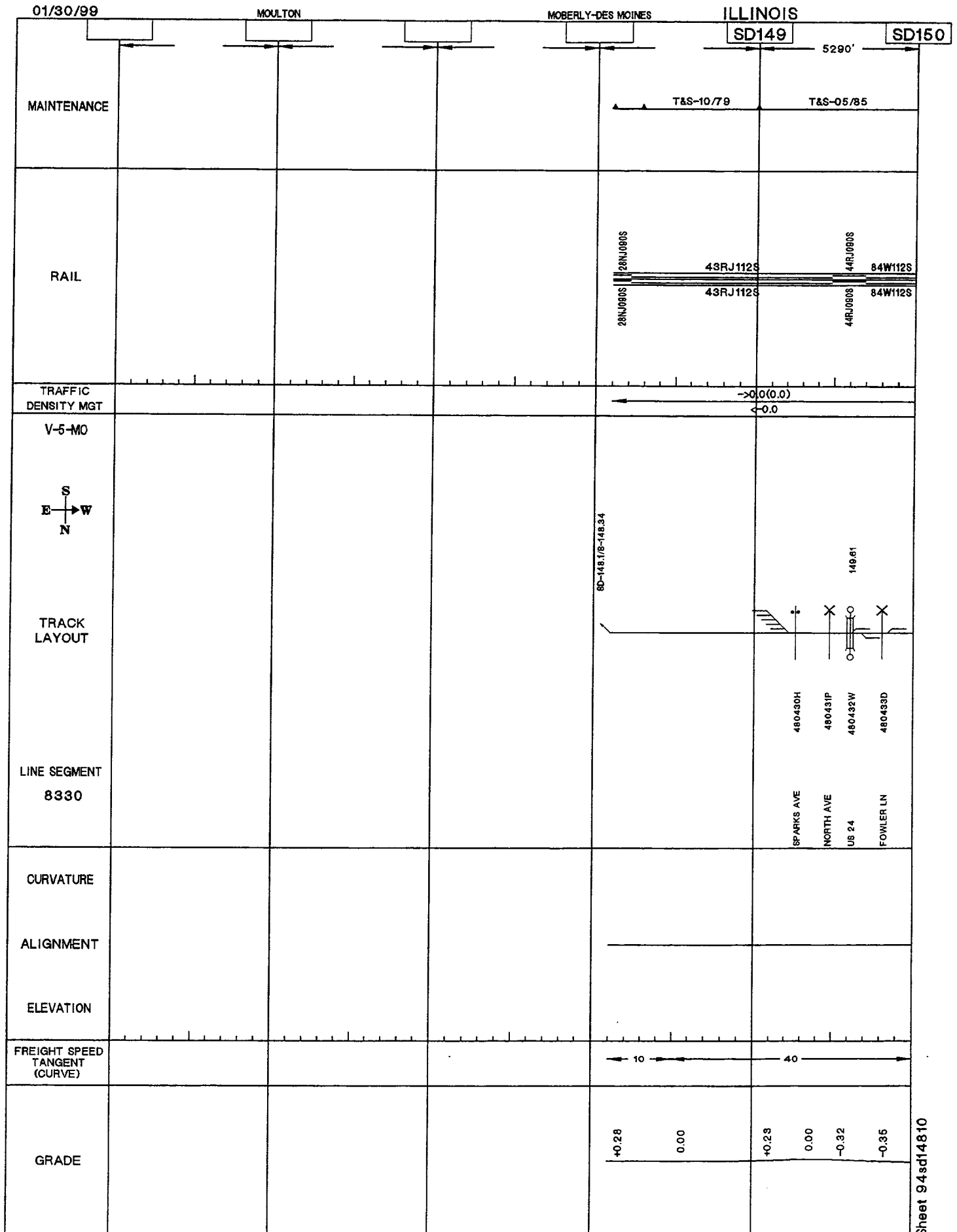
PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS





01/30/99

MOULTON

MOBERLY-DES MOINES

ILLINOIS

	SD150	5272'							
MAINTENANCE	T&S-08/85								
RAIL	84W112S 84W112S								
TRAFFIC DENSITY MGT	→0.0(0.0) ←0.0								
TRACK LAYOUT	MOBERLY 150.01-3WTC-43' WATERWAY								
LINE SEGMENT 8330									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	40								
GRADE	-0.26 +0.07 -0.08 +0.02								

01/30/99

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS

TS395

5287'

MAINTENANCE

T&amp;S-03/93

RAIL

48R131S  
51NJ115S  
51NJ115S  
31NJ112S

TRAFFIC  
DENSITY MGT

->0.0(0.0)  
<-0.0

V-4-IL

S  
E—W  
N

TRACK  
LAYOUT

+

LINE SEGMENT  
8030

476336M  
476337U

SR 185  
2ND ST

CURVATURE

ALIGNMENT

ELEVATION

2.0L

FREIGHT SPEED  
TANGENT  
(CURVE)

30

GRADE

+0.30  
+0.70  
0.00  
-0.28

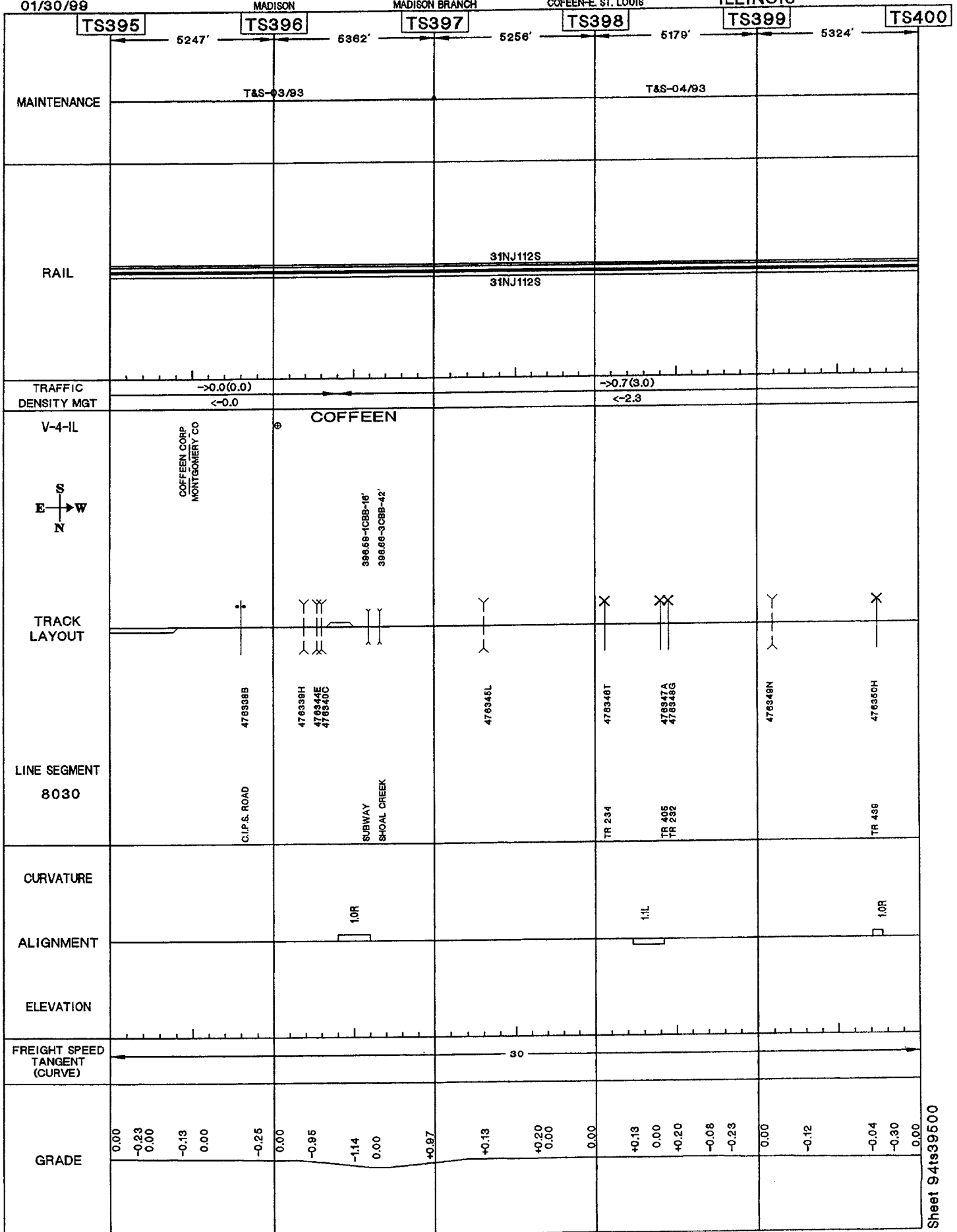
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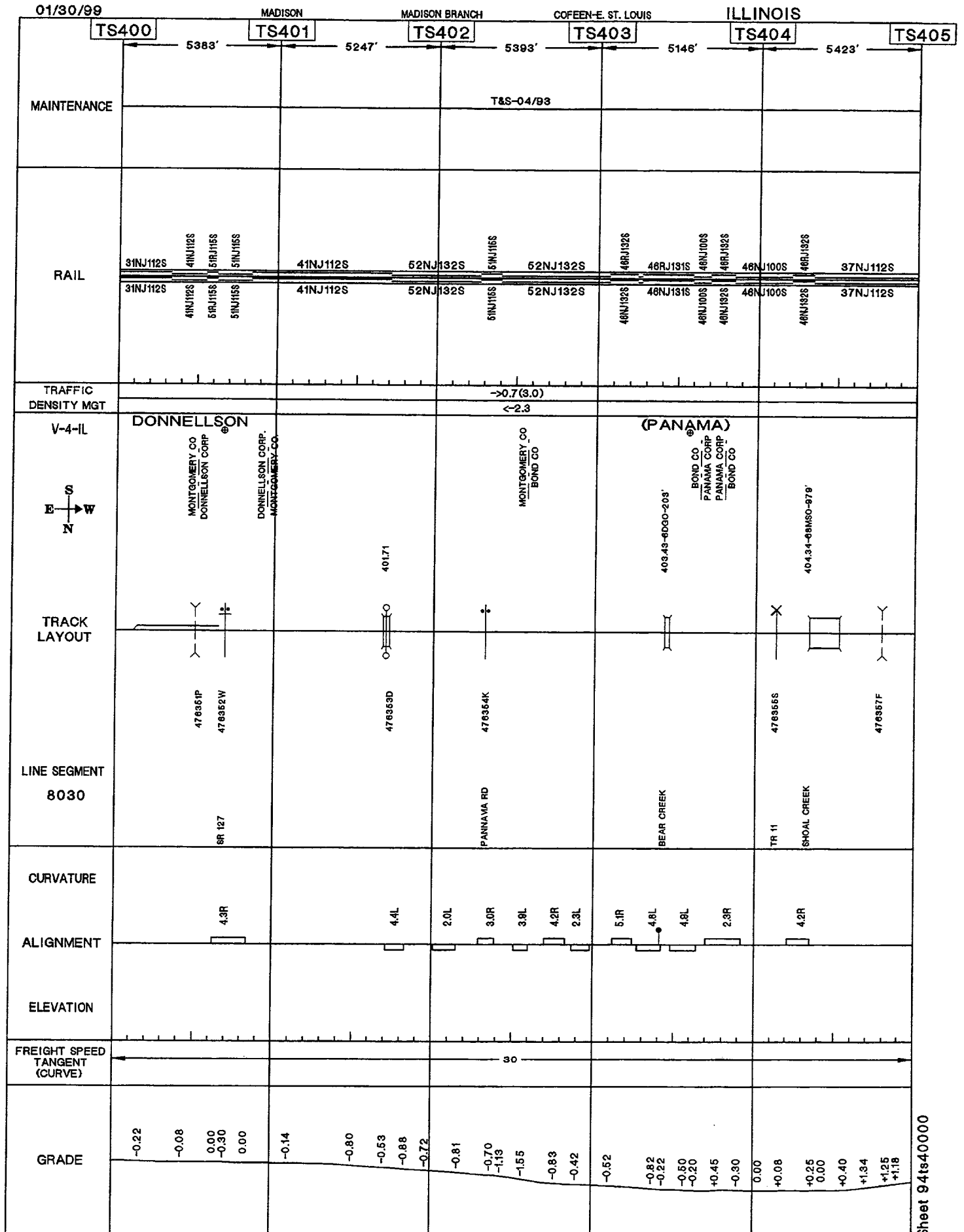
MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS







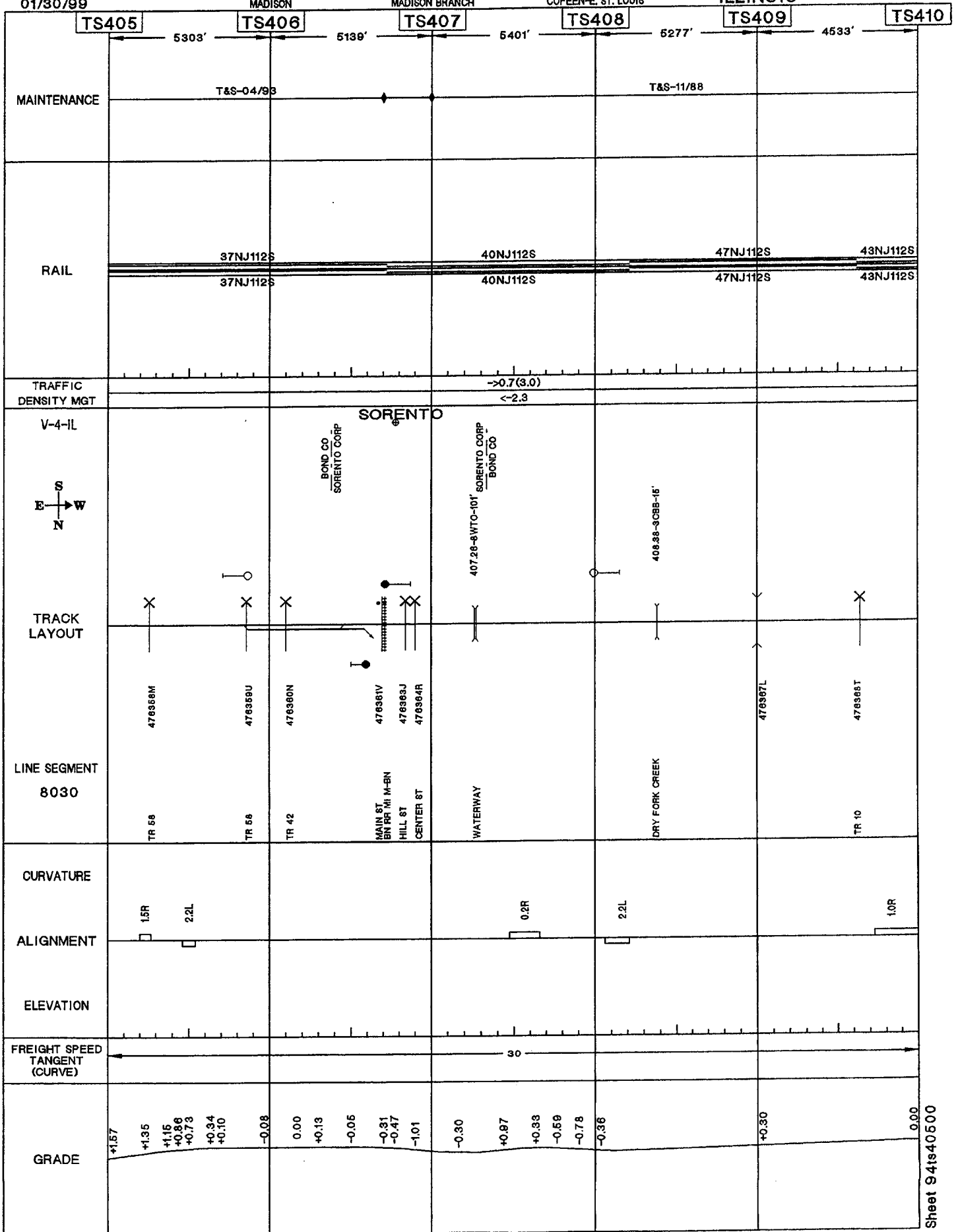
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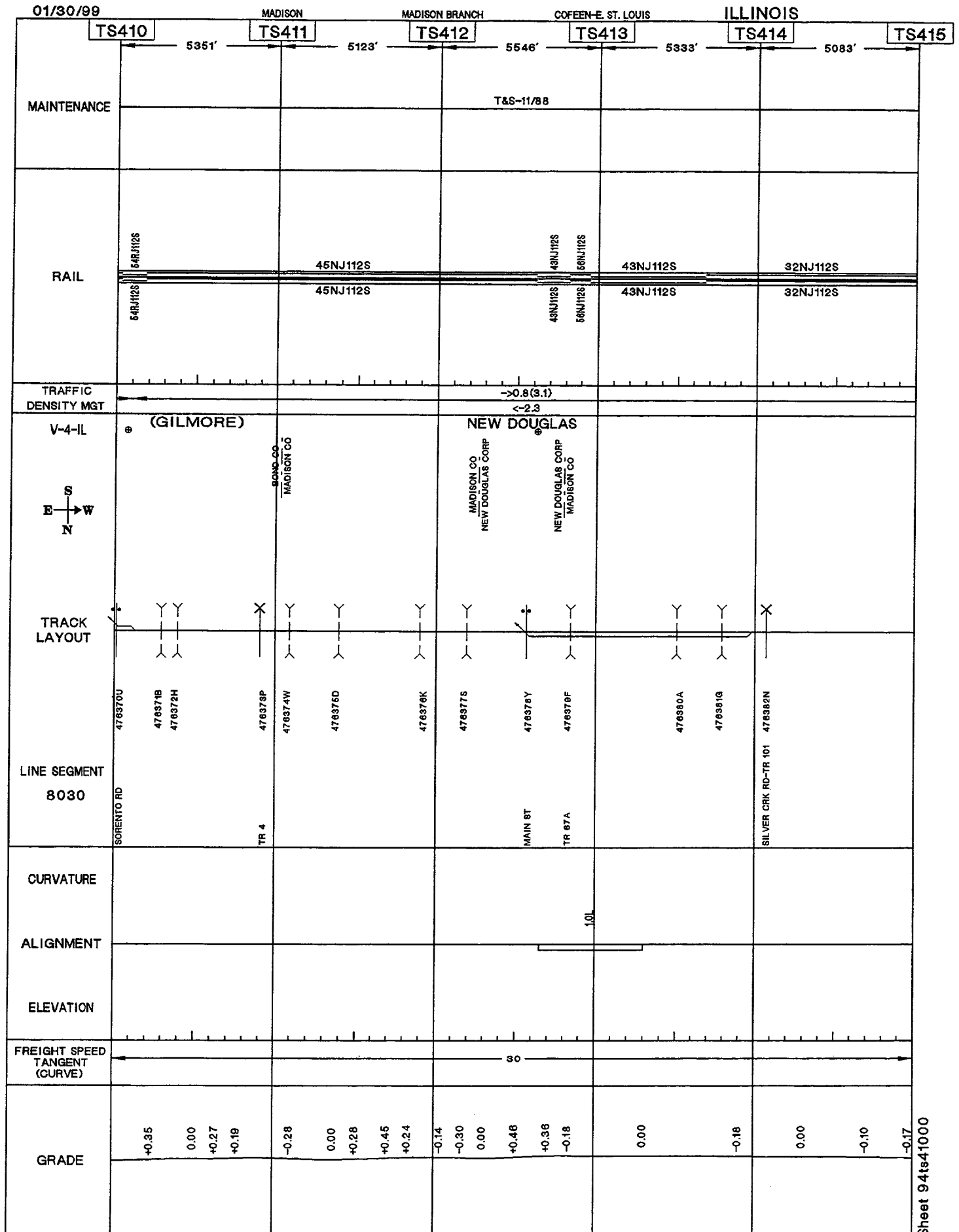
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MADISON BRANCH

COFEEN-E. ST. LOUIS

ILLINOIS





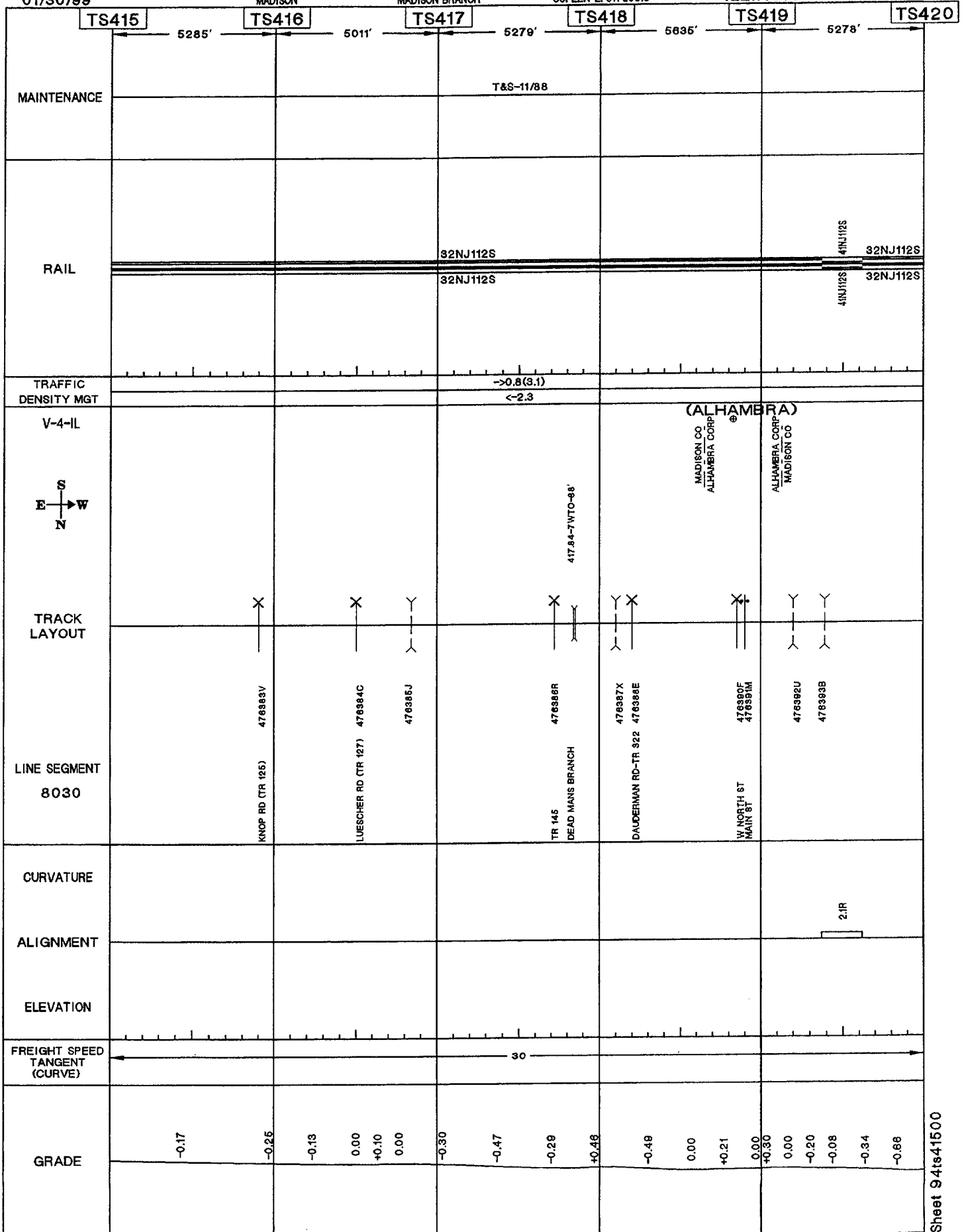
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MADISON

MADISON BRANCH

COFFEE-E. ST. LOUIS

ILLINOIS



Sheet 94ts42000

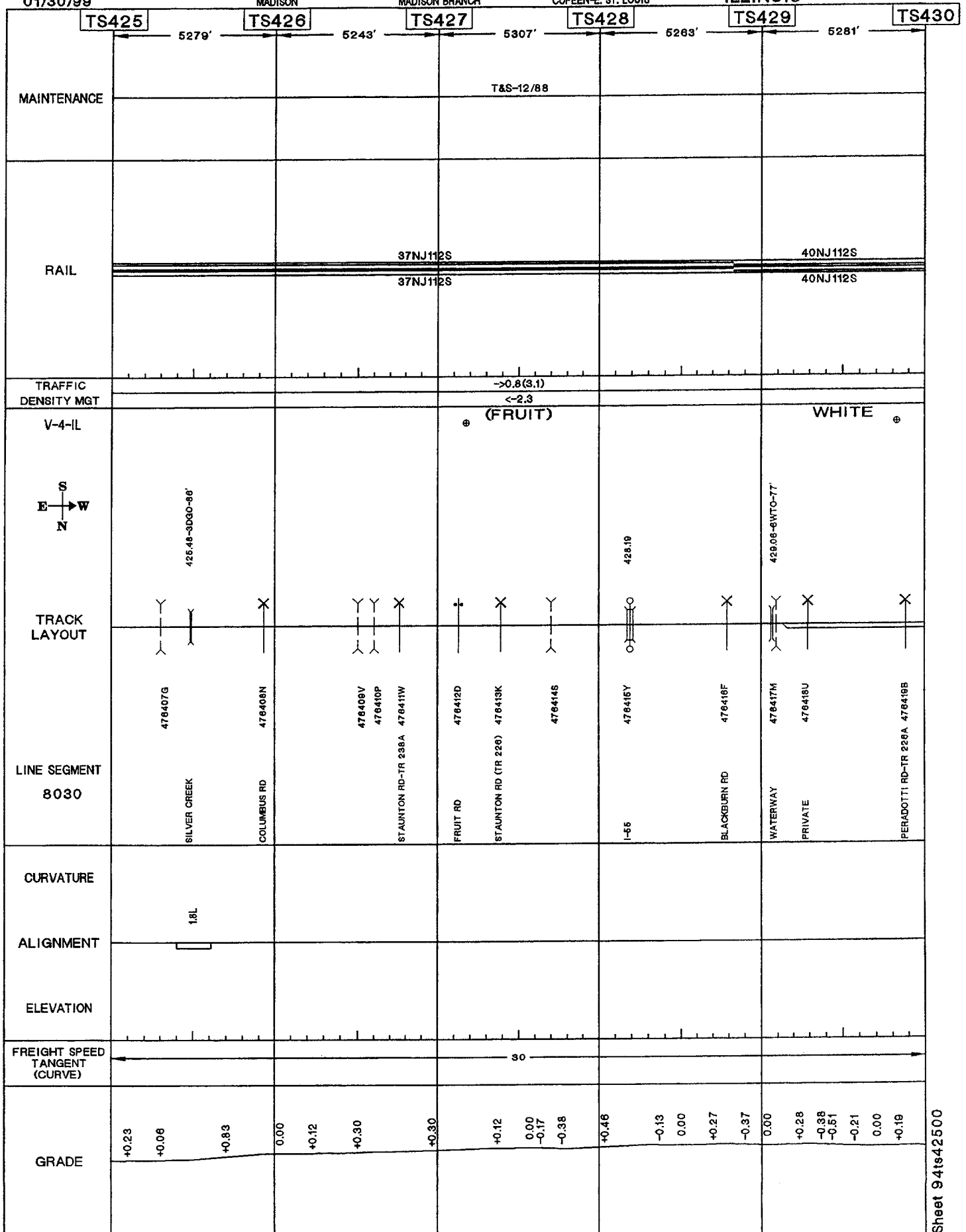
01/30/99

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS



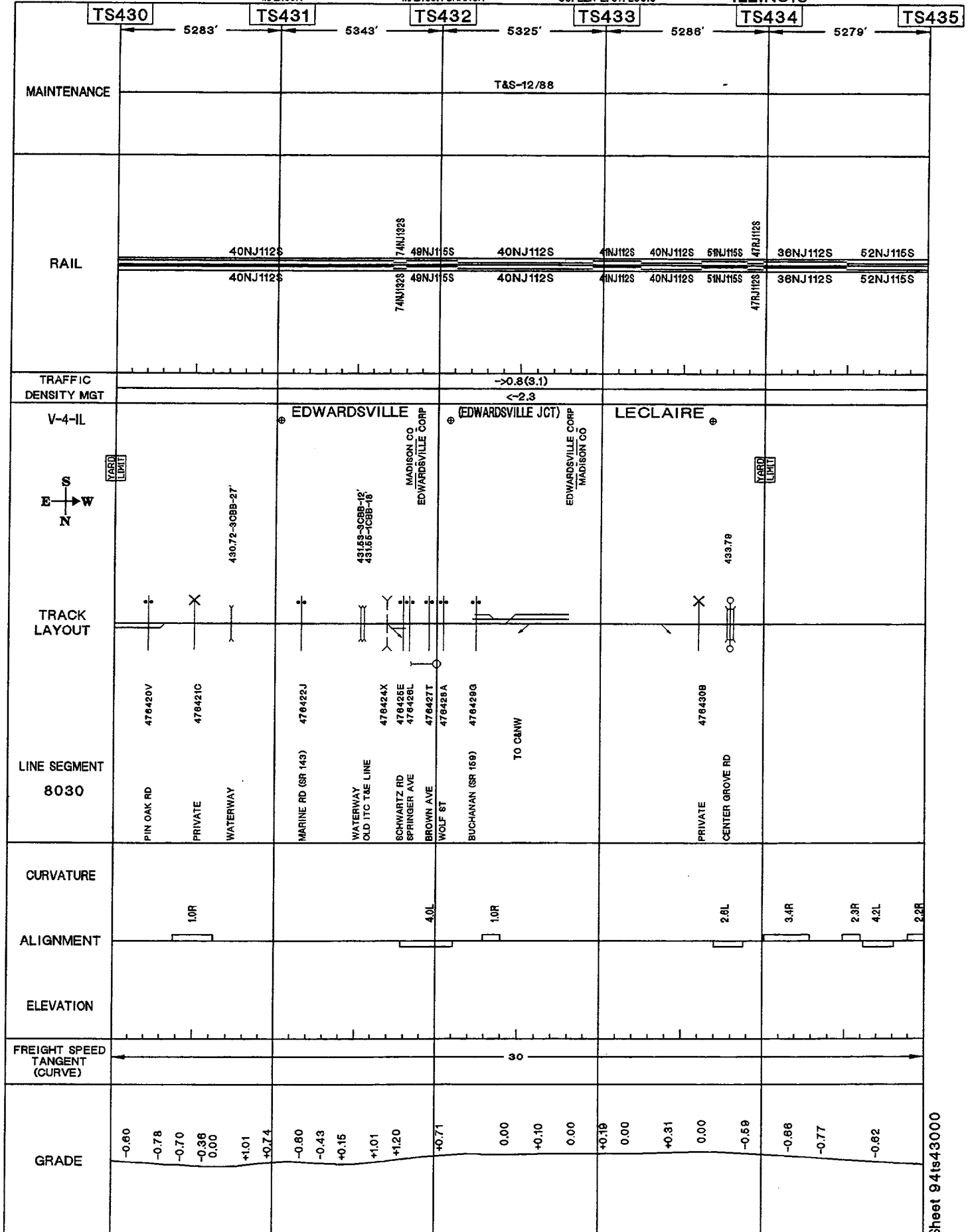
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MADISON

MADISON BRANCH

COFFEE-E. ST. LOUIS

ILLINOIS



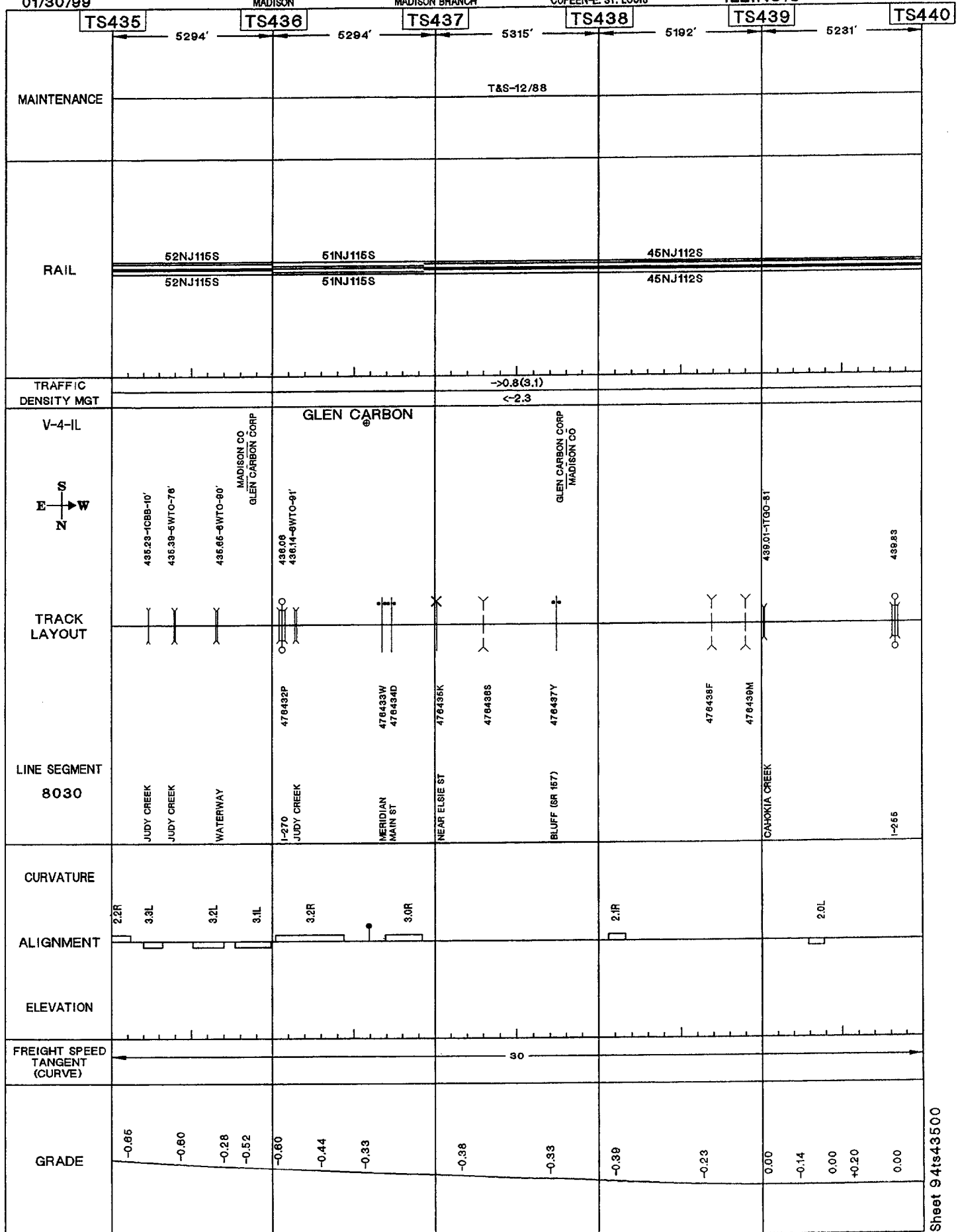
01/30/99

MADISON

MADISON BRANCH

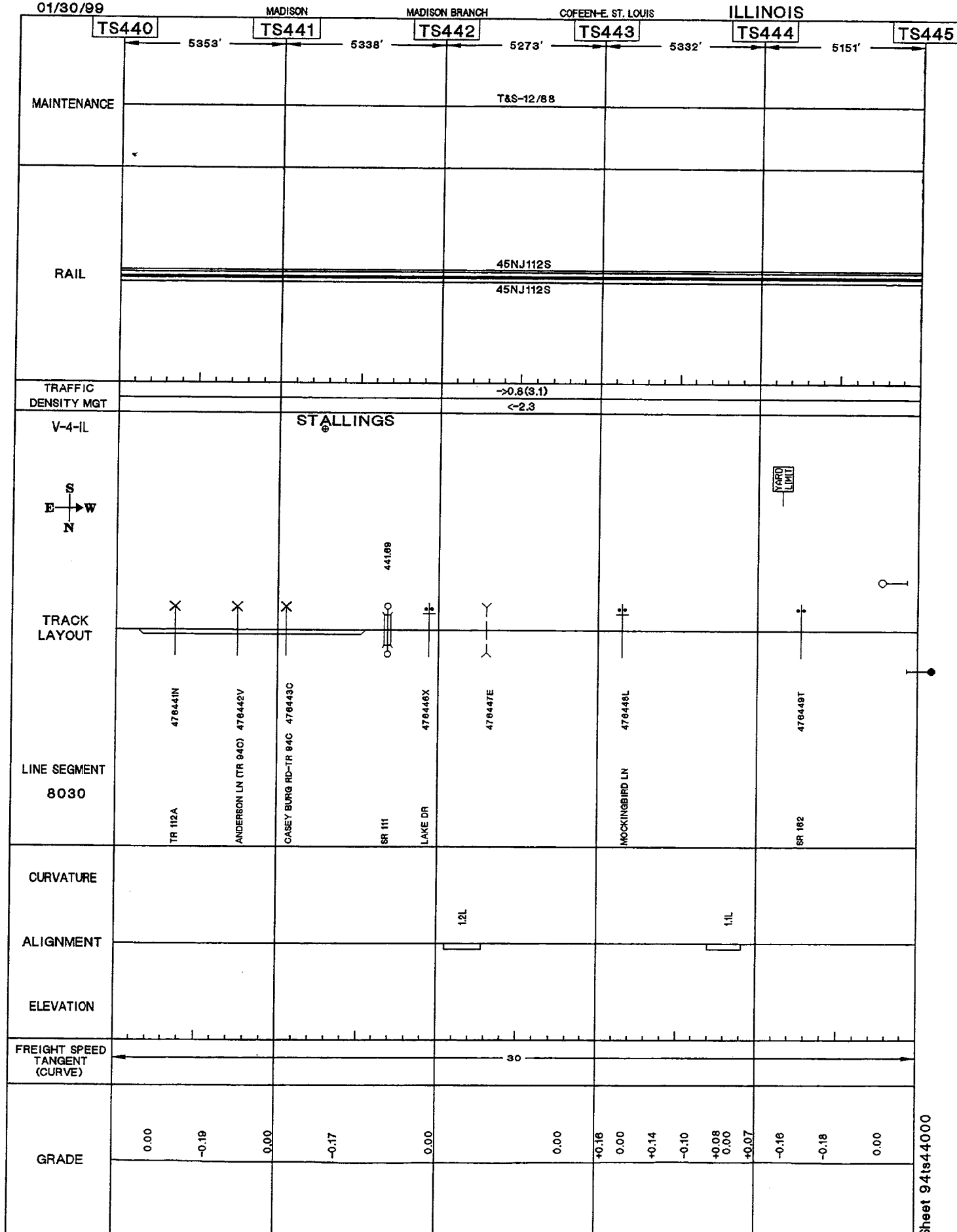
COFFEEN-E. ST. LOUIS

ILLINOIS





01/30/99



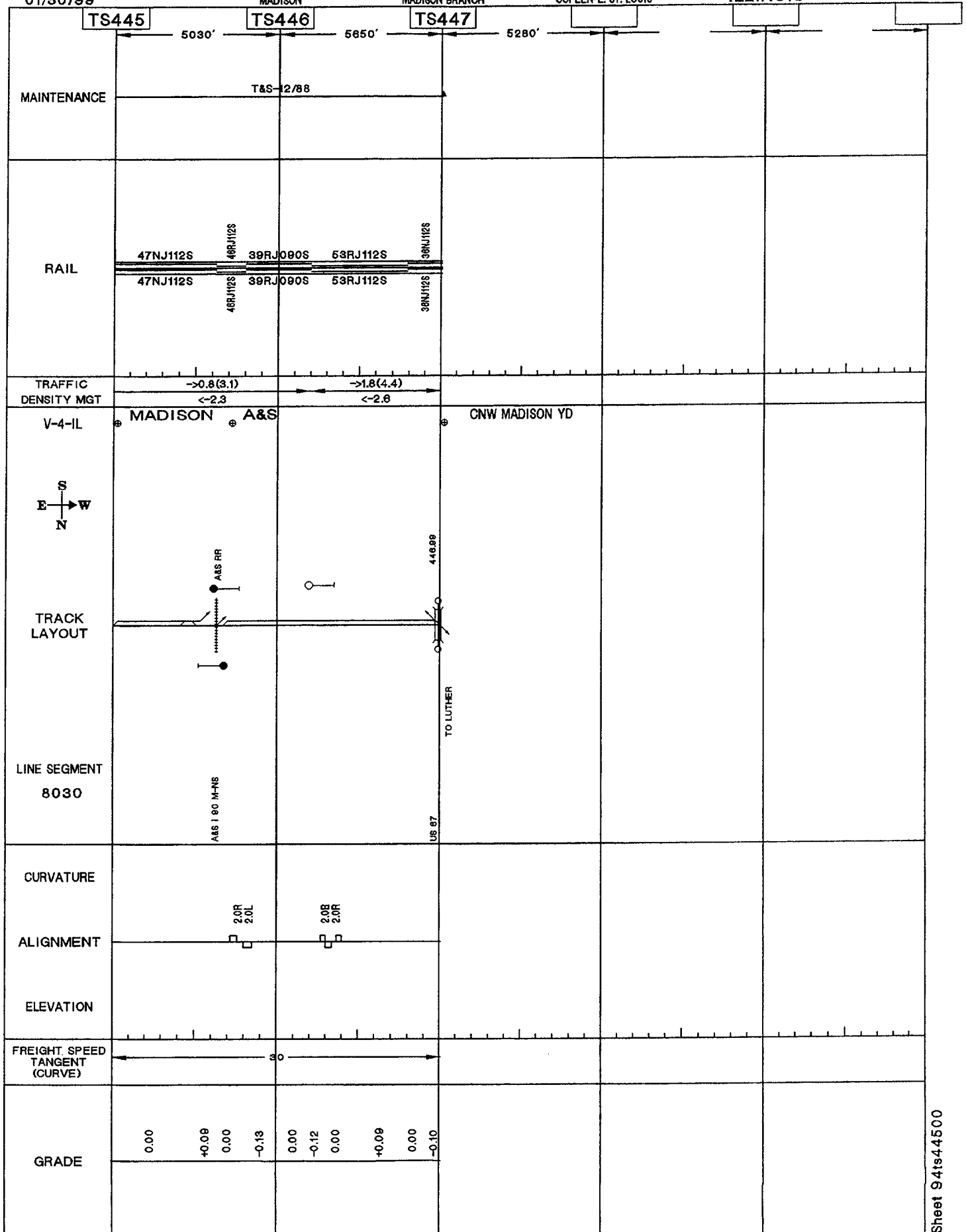
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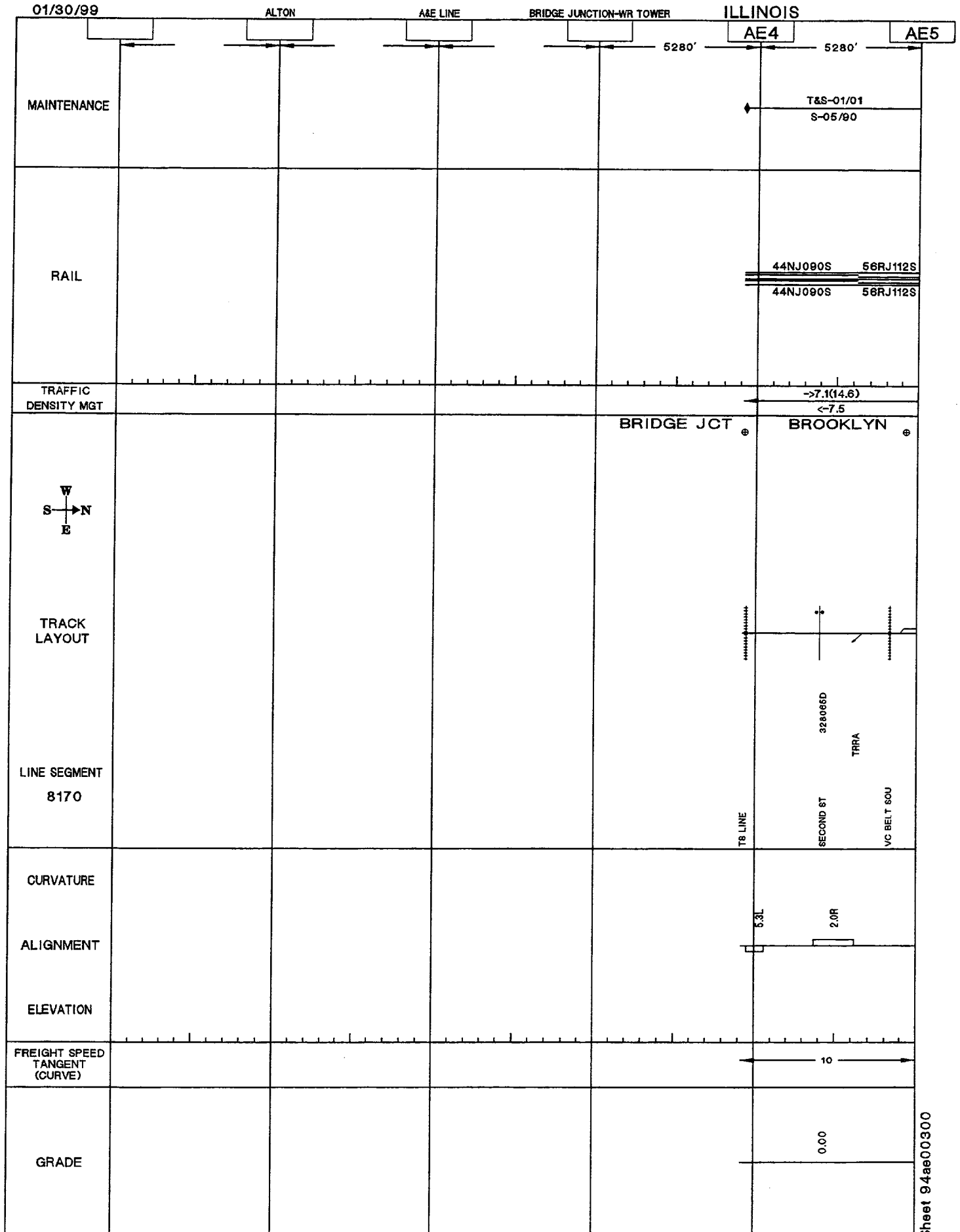
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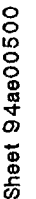
MADISON BRANCH

COFEEN-E. ST. LOUIS

ILLINOIS







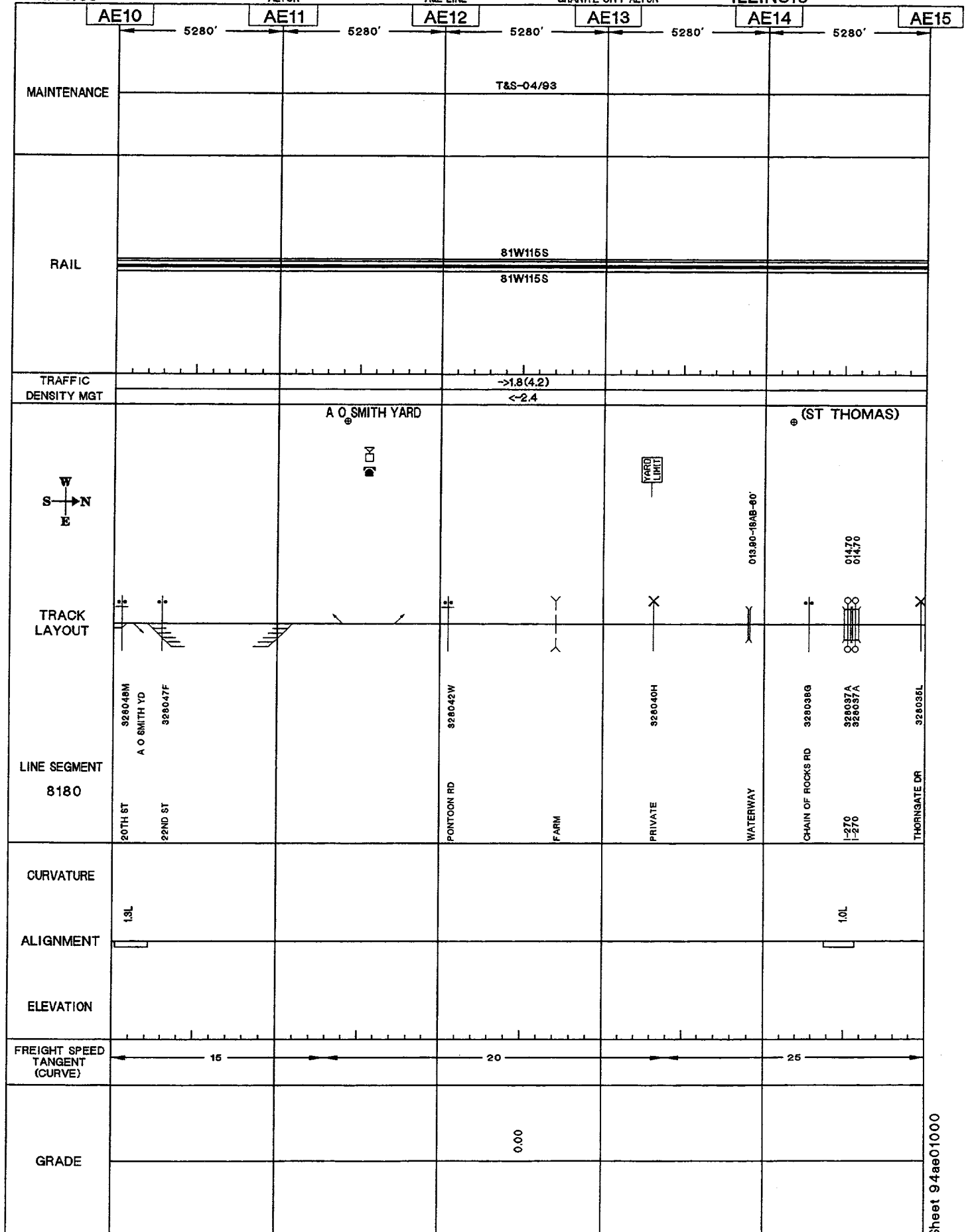
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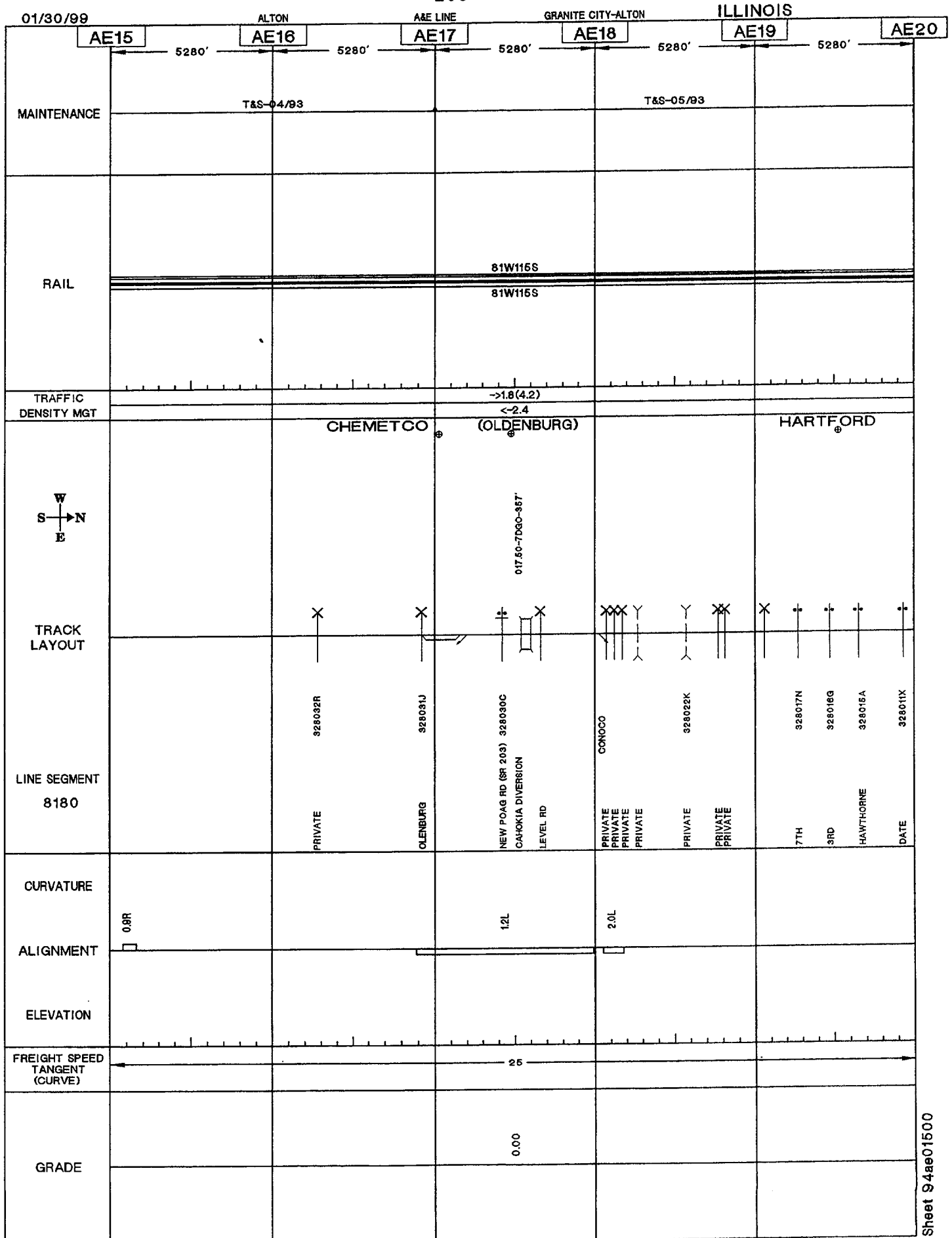
ALTON

A&amp;E LINE

GRANITE CITY-ALTON

ILLINOIS





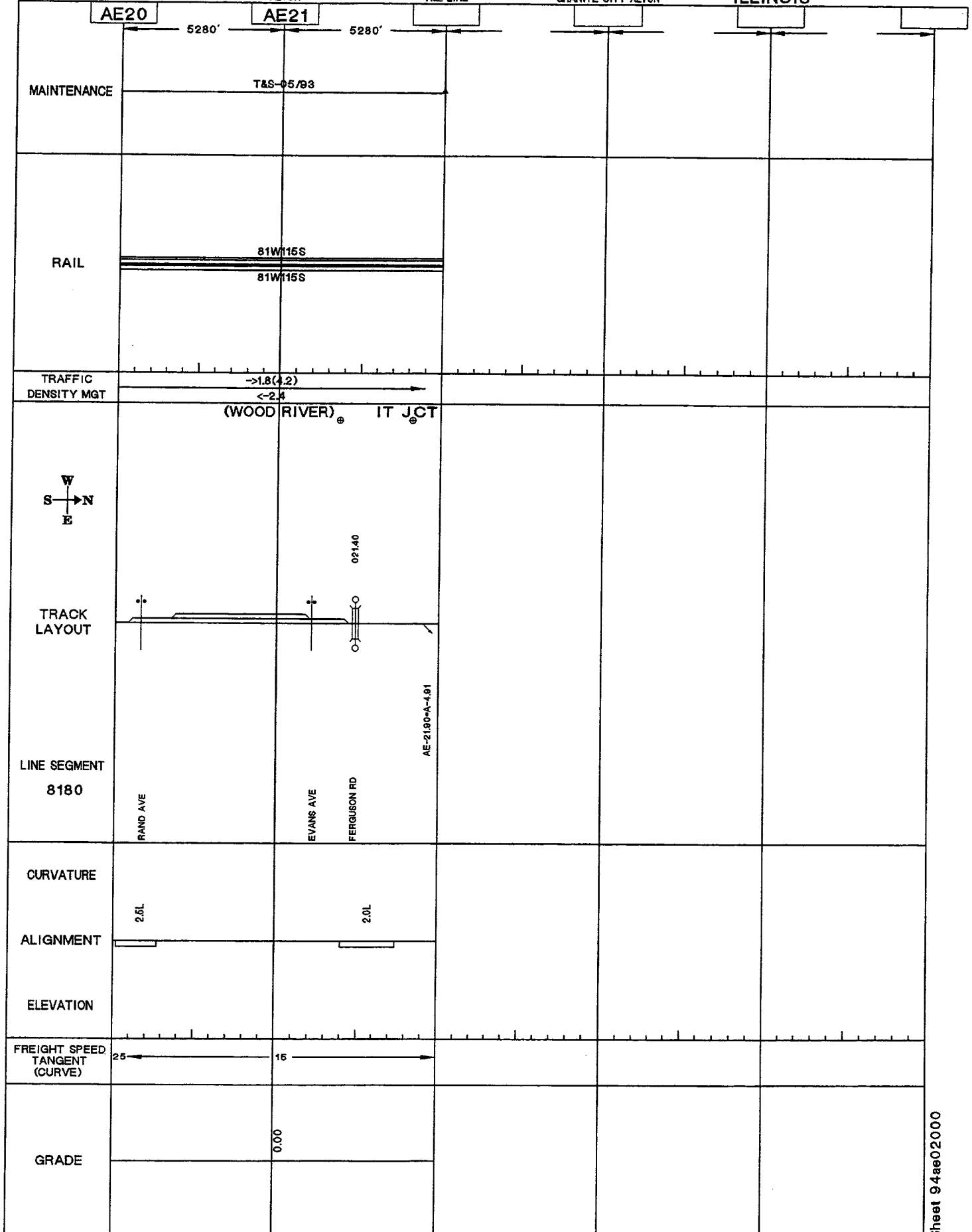
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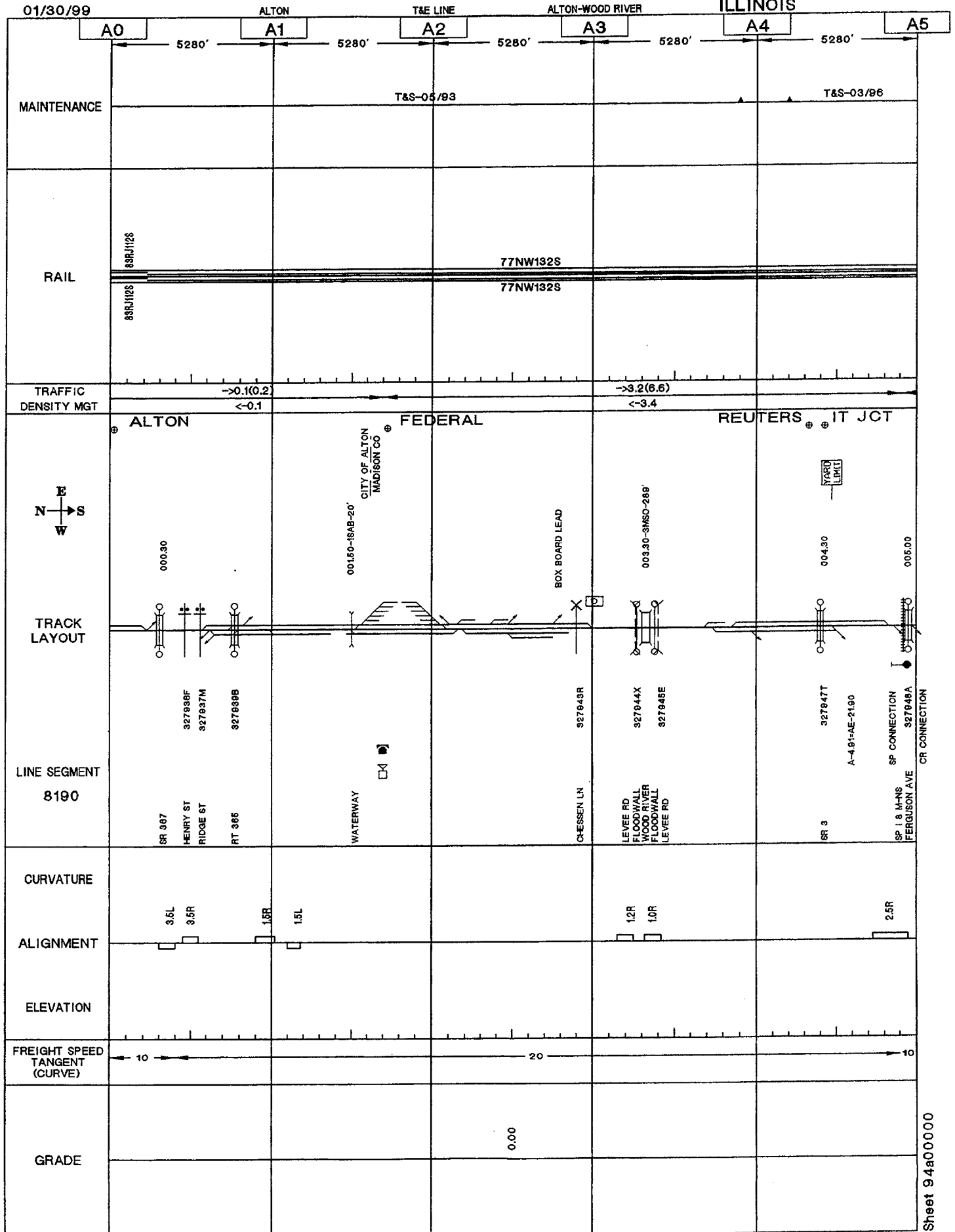
ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS







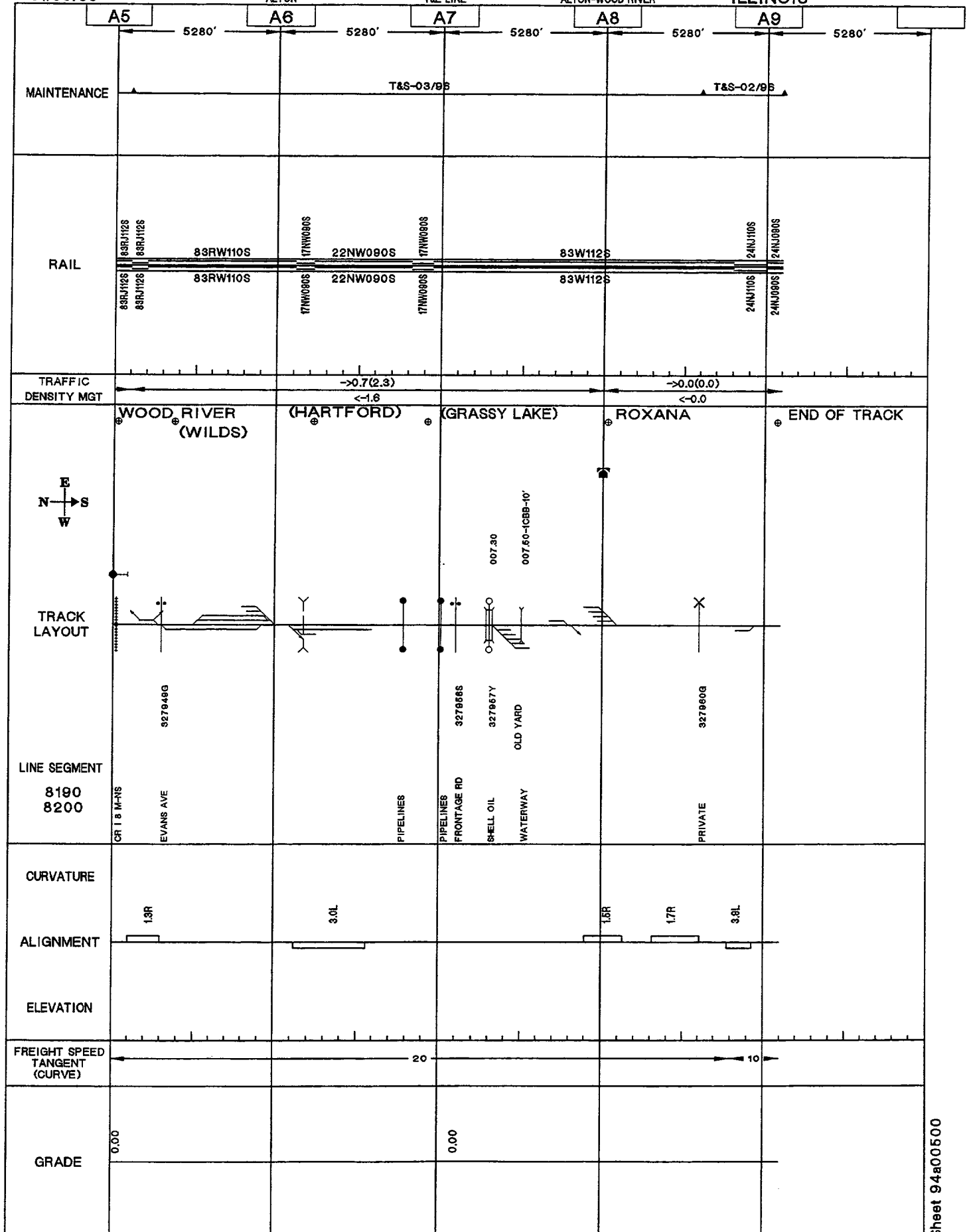
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ALTON

T&amp;E LINE

ALTON-WOOD RIVER

ILLINOIS



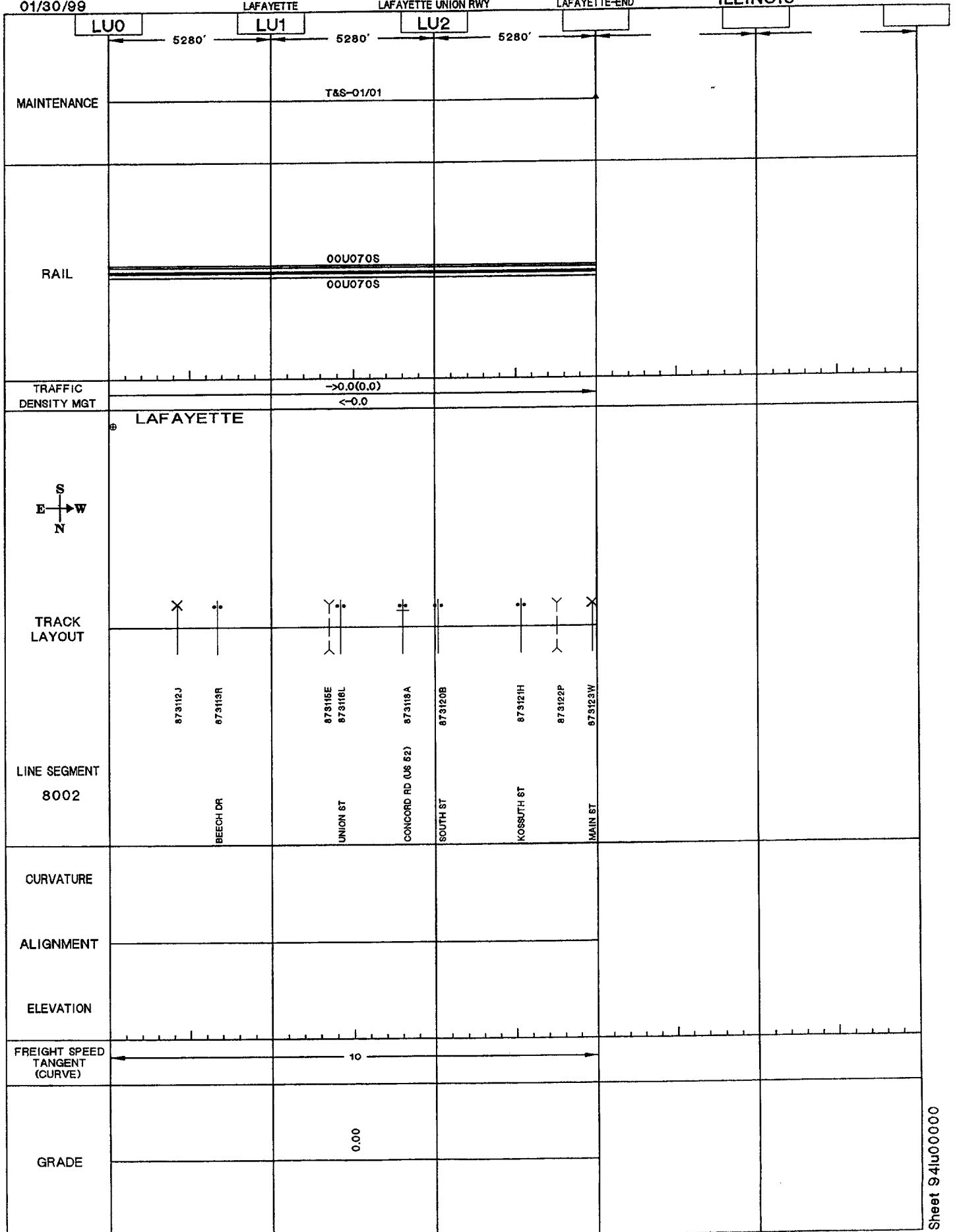
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LAFAYETTE

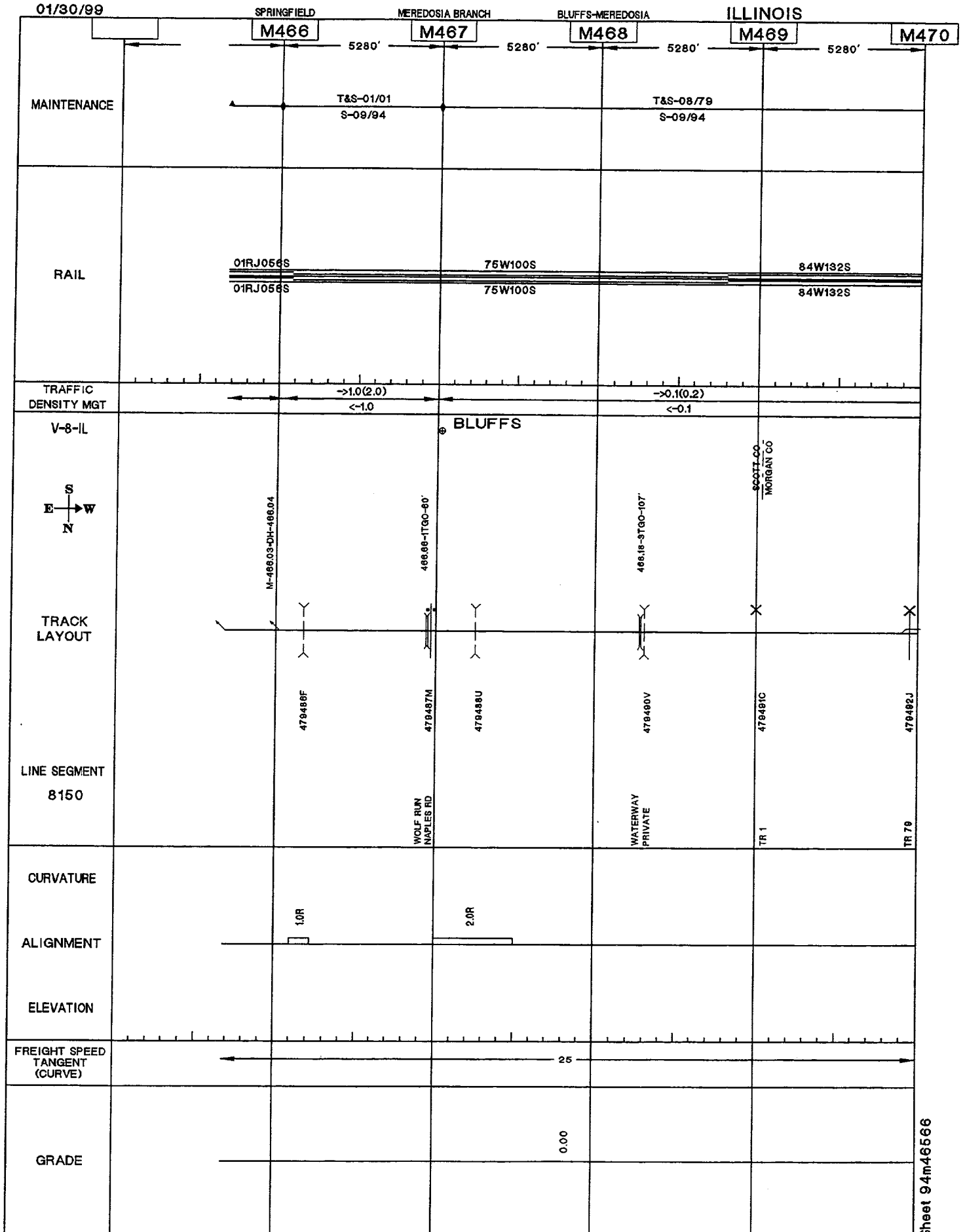
LAFAYETTE UNION Rwy

LAFAYETTE-END

ILLINOIS



01/30/99



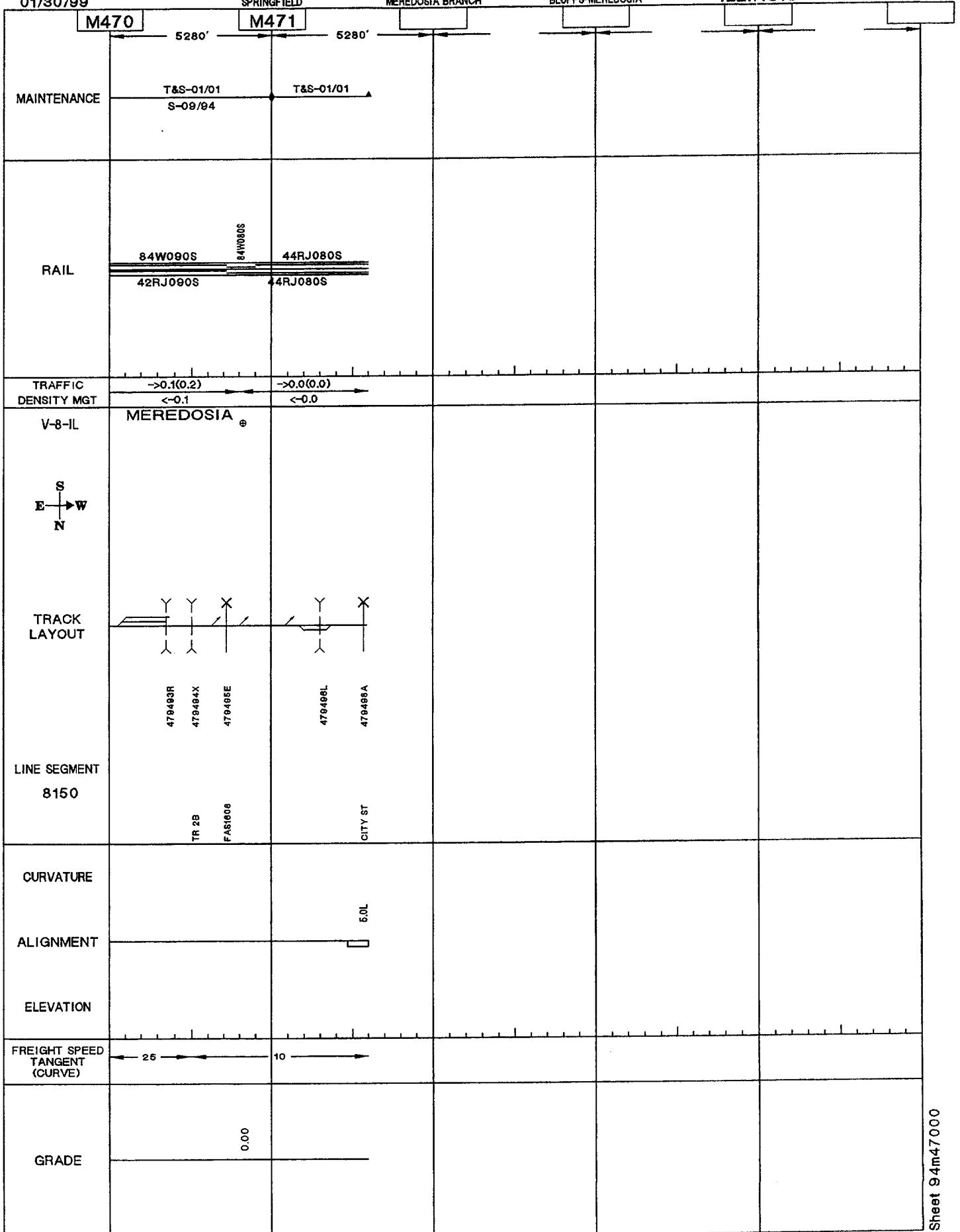
01/30/99

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS



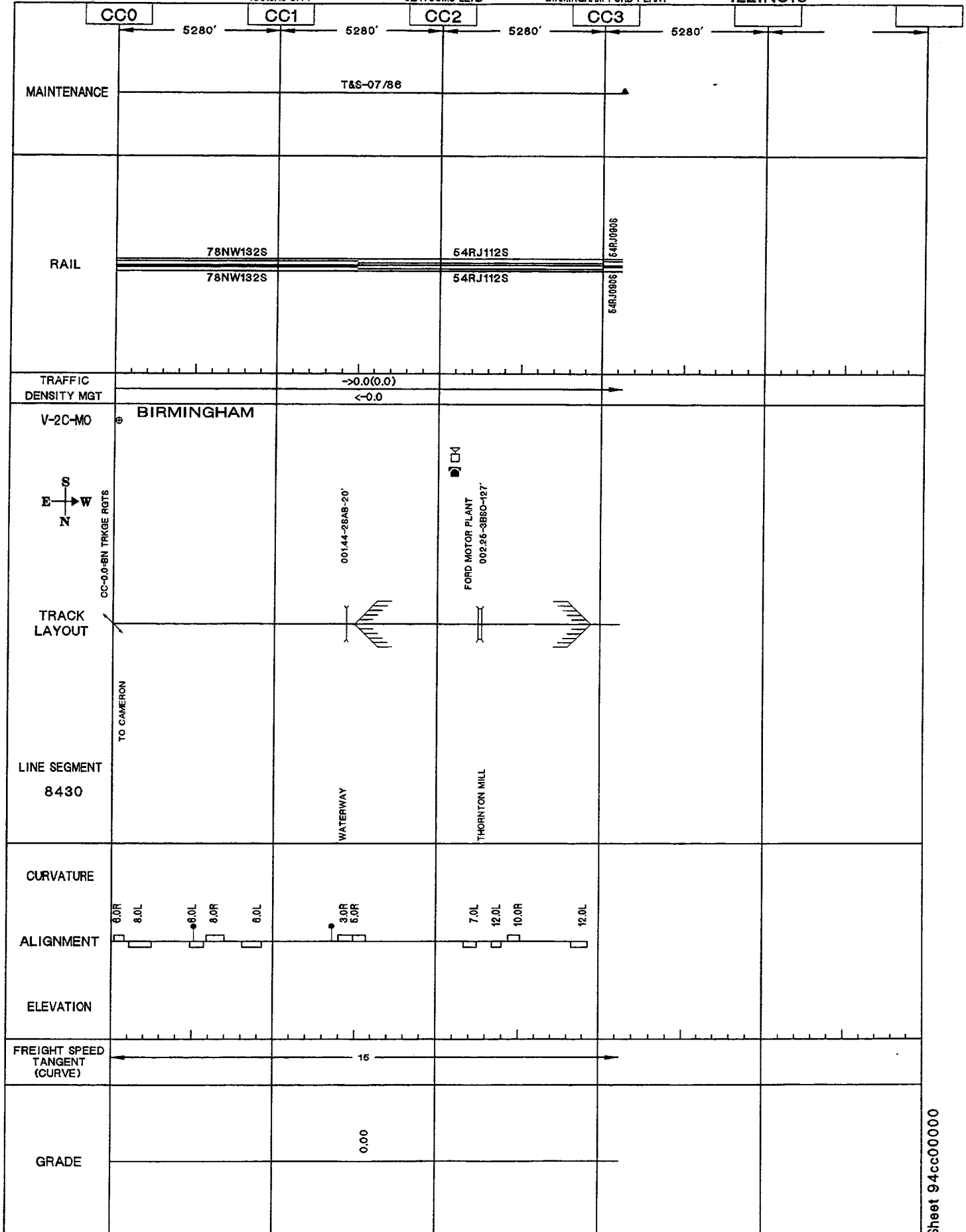
01/30/99

KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



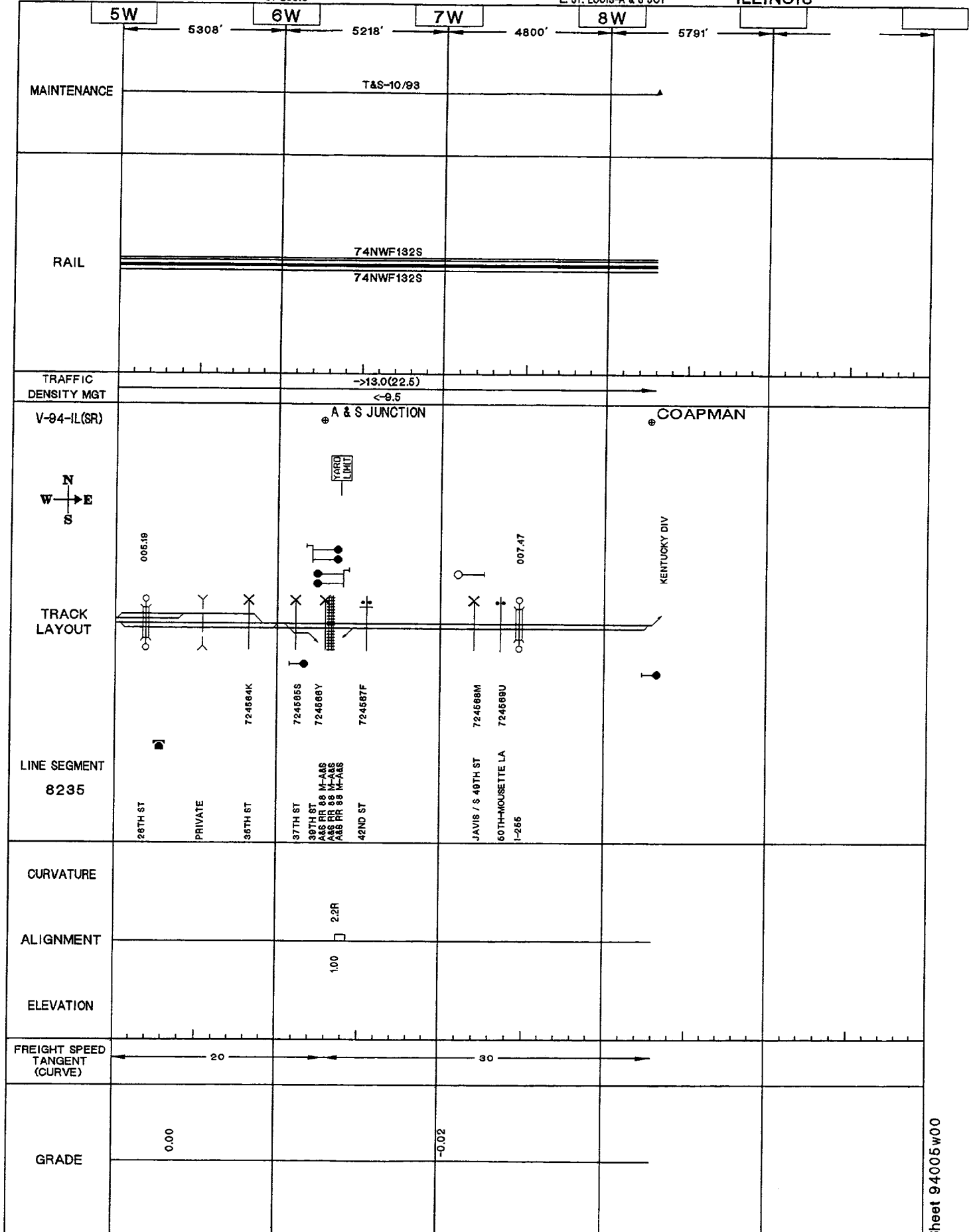
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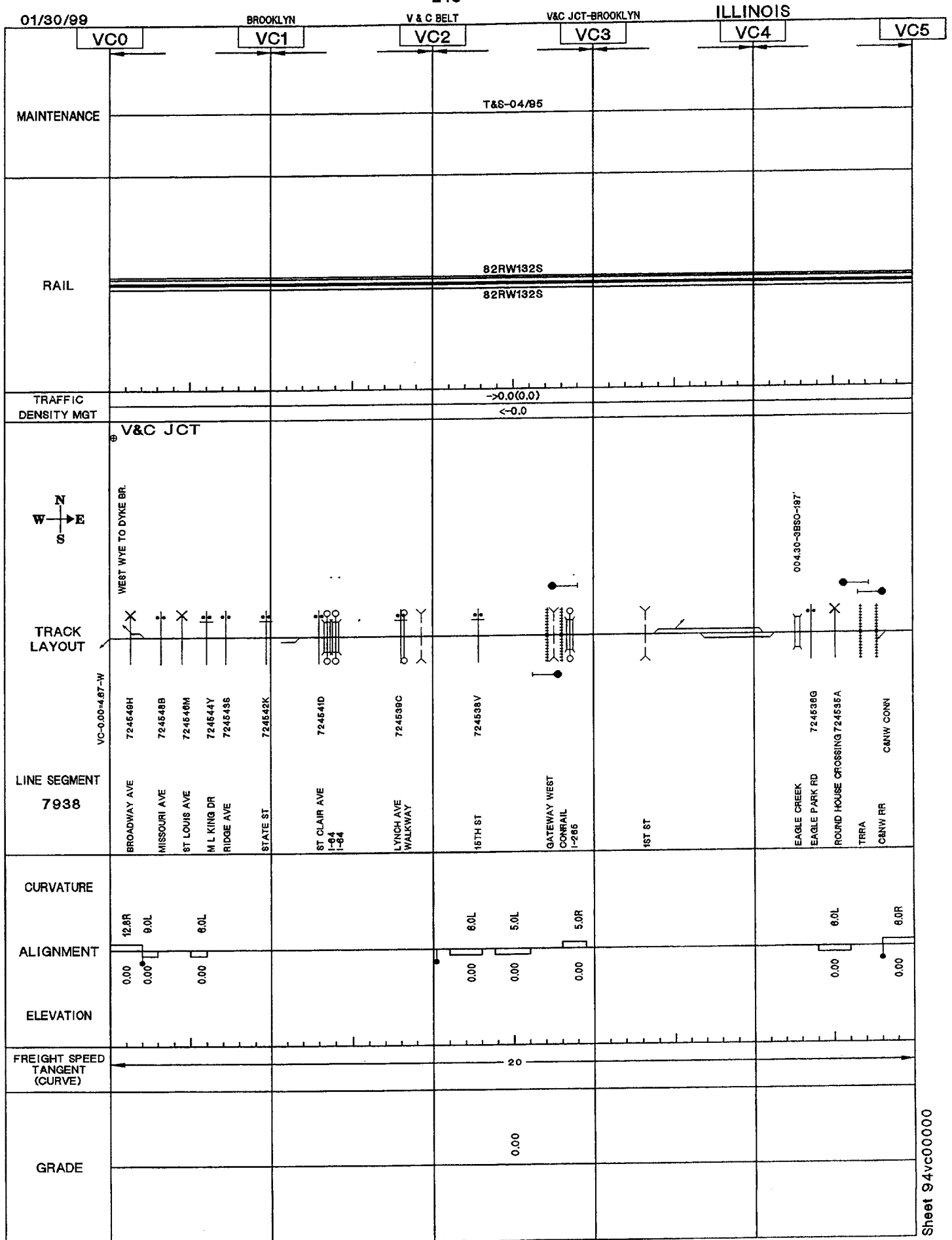
01/30/99

ST LOUIS

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

ILLINOIS







01/30/99

BROOKLYN

V & C BELT

V&C JCT-BROOKLYN

ILLINOIS

VC5

MAINTENANCE

T&S-04/95

RAIL

82RW132S

82RW132S

TRAFFIC  
DENSITY MGT

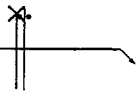
->0.0(0.0)

<-0.0

BROOKLYN

N  
W—E  
S

TRACK  
LAYOUT



LINE SEGMENT  
7938

ADAMS ST (SR 3)

724534T

VC-5.60-D-483.55

CURVATURE

8.0R

ALIGNMENT

0.00

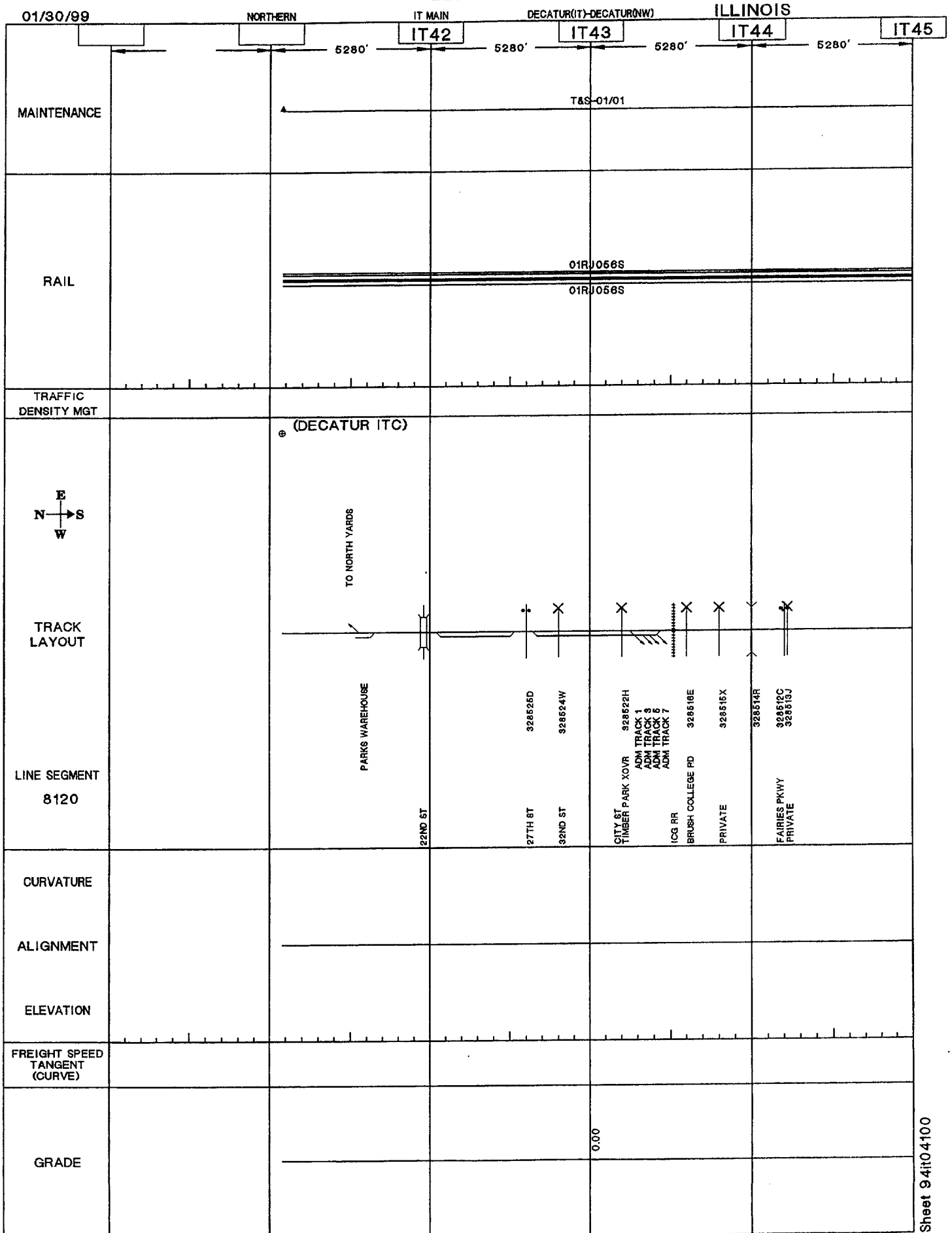
ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

20

GRADE

0.00



01/30/99

NORTHERN

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

	IT45	5280'					
MAINTENANCE	T&S-01/01						
RAIL	01RJ056S 01RJ056S						
TRAFFIC DENSITY MGT							
TRACK LAYOUT	(DECATUR) E N—S W						
LINE SEGMENT 8120	IT-45.46-D-372.41						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE	0.00						

223

01/30/99

LAFAYETTE

COVINGTON BRANCH

ATTICA-END

ILLINOIS

CB277

CB278

5280'

5280'

5280'

MAINTENANCE

T&S-01/01

RAIL

TRAFFIC  
DENSITY MGT

V-3A-IN

S  
E → W  
N

TRACK  
LAYOUT

TO ATTICA

277.99-1WTO-16'

LINE SEGMENT  
7960

LOGAN ST  
COLUMBIA ST  
VOUNT ST  
MAIN ST  
MILL ST  
JACKSON ST  
W WASHINGTON  
MONROE ST  
PIKE ST  
NEW ST  
WATERWAY  
BOND ST  
LITHIA ST  
PINE ST  
BYCAMORE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

Sheet 94cb27600

01/30/99

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

	DE0	DE1	DE2	DE3	DE4	DE5
MAINTENANCE	5280'	5280'	5280'	5280'	5280'	5280'
RAIL						
TRAFFIC DENSITY MGT						
<div> <div>W</div> <div>S → N</div> <div>E</div> </div> TRACK LAYOUT	REMINGTON DE-0.0/D-451.8					
LINE SEGMENT 7943						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						


NEW TRACK-NO INFORMATION AVAILABLE

01/30/99

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

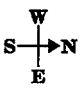
	DE5	DE6	DE7	DE8	DE9	DE10
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
	NEW TRACK-NO INFORMATION AVAILABLE					
TRACK LAYOUT						
LINE SEGMENT 7943						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

01/30/99

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

	DE10	DE11	DE12	DE13	DE14	
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
						MONTEREY JCT
TRACK LAYOUT						DE-14.0-ME-0.0
LINE SEGMENT 7943						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

NEW TRACK-NO INFORMATION AVAILABLE

01/30/99

BROOKLYN

MONTEREY JCT.-MINE #1

ILLINOIS

	ME0	ME1	ME2	ME3	ME4	
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
<div> <div> <div>S</div> <div>E → W</div> <div>N</div> </div> <div>ME-0.0-DE-14.0</div> </div>	MONTEREY JCT					MONTEREY MINE
<div> <div>TRACK LAYOUT</div> <div>LINE SEGMENT 7944</div> </div>						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

NEW TRACK-NO INFORMATION AVAILABLE



## 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 L.D., track timetable direction (compass rose) and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. 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) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory is displayed in the center of the track layout section. Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.

The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owing Road, Crossing Type, Angle and Maintaining Road.

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
  - Industry names associated with various switches and sidings.
  - Equalities which show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point). Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.)

**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**

### **Data Sources**

**This book is prepared and published by the Engineering Systems office in Atlanta. It is based on update and correction information supplied to Engineering Systems by various sources throughout the Norfolk Southern System. The vast majority of information is supplied by the office and field personnel of the Maintenance of Way, Communications & Signals and Transportation Departments. This information is supplemented and verified by videos taken by the NS-31 test car during their normal test routine. Additional input is provided by various Engineering offices for such items as grade crossings, bridges and similar fixtures. Miscellaneous changes can come from any source (internal or external to NS) as long as some verification of the validity of the information can be obtained.**

**Engineering Systems makes every effort to insure that the information presented in these books is accurate and up-to-date. It should be noted however, that the accuracy of the information presented is limited by the following constraints:**

- **The information supplied to Engineering Systems comes from many varied sources and cannot always be confirmed before the book is published.**
- **The track systems is constantly changing and the book can only represent some point in time. Therefore, the book may not reflect the actual conditions present at some later point in time.**
- **Not all changes and corrections are noted and reported to Engineering Systems.**

**In order to minimize the effect of the above limitations these books are currently published on an annual basis. Beginning in 1999 all books were published at the end of the year rather than throughout the year. This was done to allow all divisions to start the new year with a set of books which cover the same time period and include all of the previous year's changes.**