



**NORFOLK
SOUTHERN**

Illinois Division

2000

THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY

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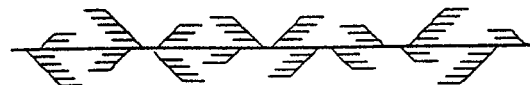
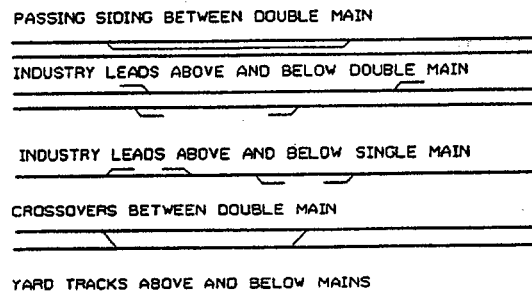
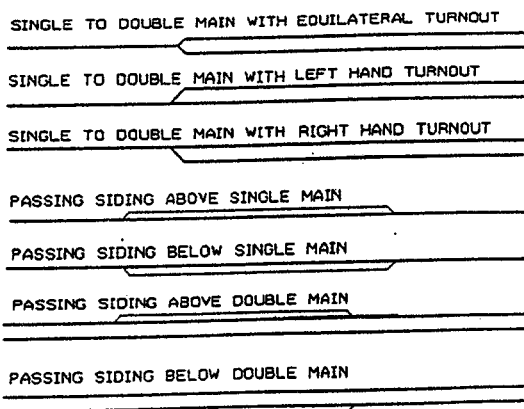
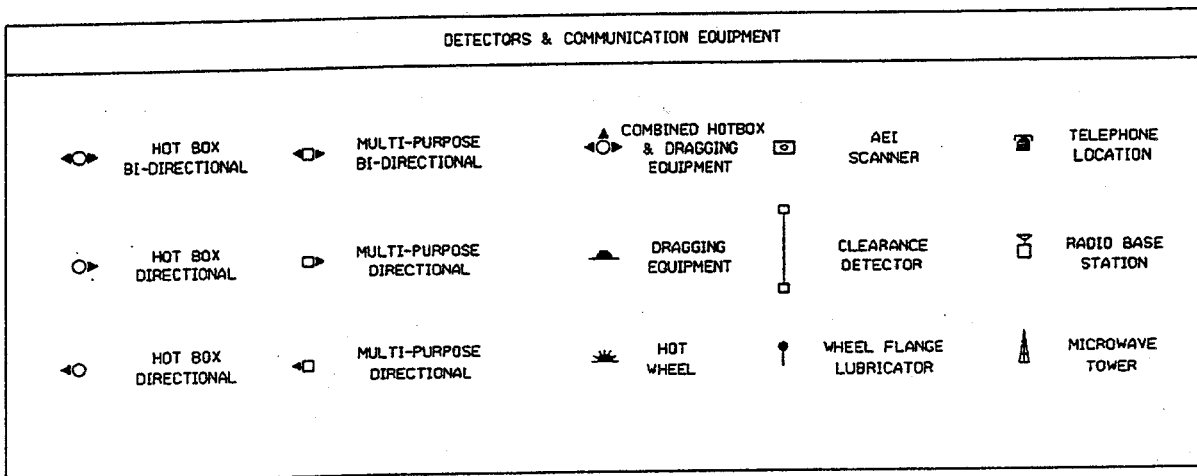
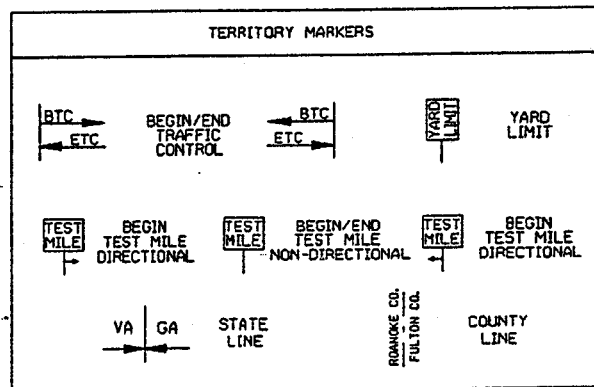
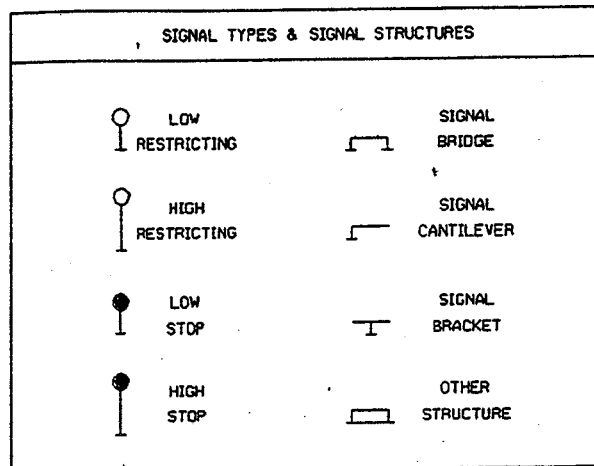
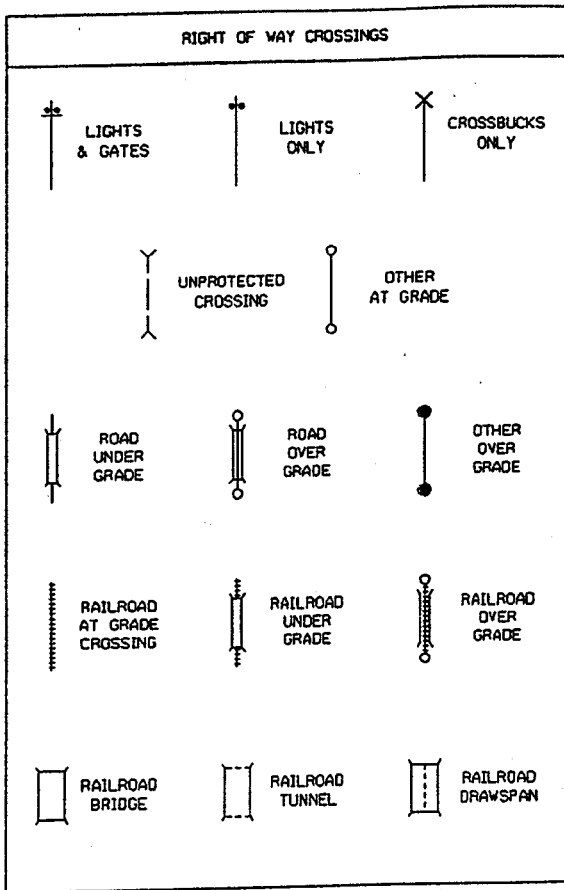
(*) NOTE:

THE RAIL, T&S, SURFACING, CURVE, AND CURVE ELEVATION INFORMATION PRESENTED IN THESE TRACK CHARTS IS MAINTAINED BY THE ENGINEER OF TRACK OFFICE IN ATLANTA. ENGINEERING SYSTEMS WILL FORWARD ALL UPDATE AND CORRECTION INFORMATION CONCERNING THESE ITEMS TO THAT OFFICE FOR HANDLING. HOWEVER, ANY QUESTIONS REGARDING THE DATA PRESENTED IN THESE PARTICULAR CATEGORIES SHOULD BE DIRECTED TO C.W. ALEXANDER OR A.I. PATEL IN THE ENGINEER OF TRACK OFFICE.

ILLINOIS DIVISION
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TRACK CHART SYMBOL LEGEND



001

141700

LAFAYETTE

PERU-DECATUR

ILLINOIS

D205

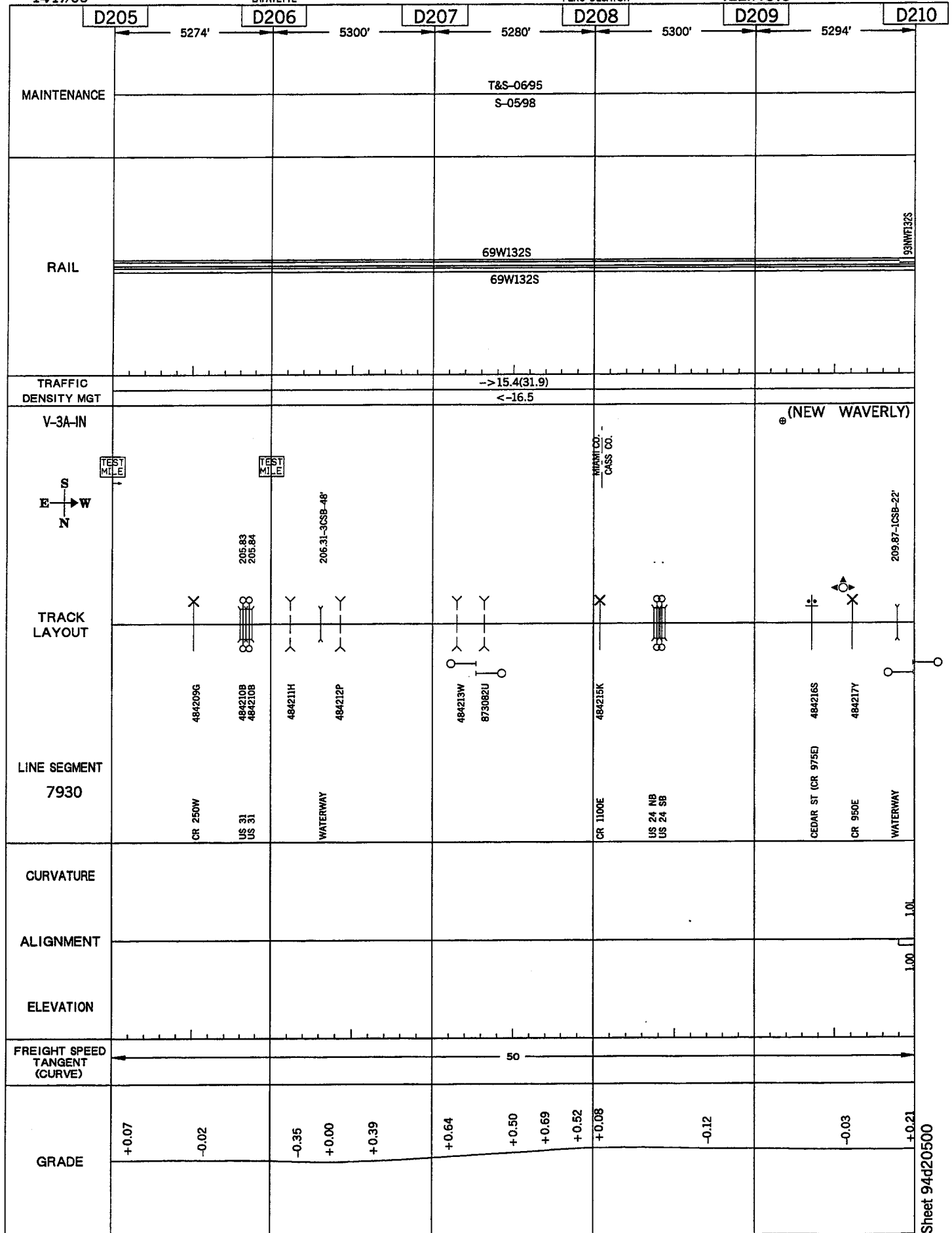
MAINTENANCE						S-0598
RAIL						69NW132S 69NW132S
TRAFFIC DENSITY MGT						WEST PERU
V-3A-IN						BTC ETC
<div style="text-align: center;"> S E — W N </div>						LAKE DIVISION
TRACK LAYOUT						
LINE SEGMENT 7930						
CURVATURE						0.6R 0.4R 1.2R 0.4R
ALIGNMENT						0.50 0.50 0.50
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						50
GRADE						+0.00 +0.10 +0.07

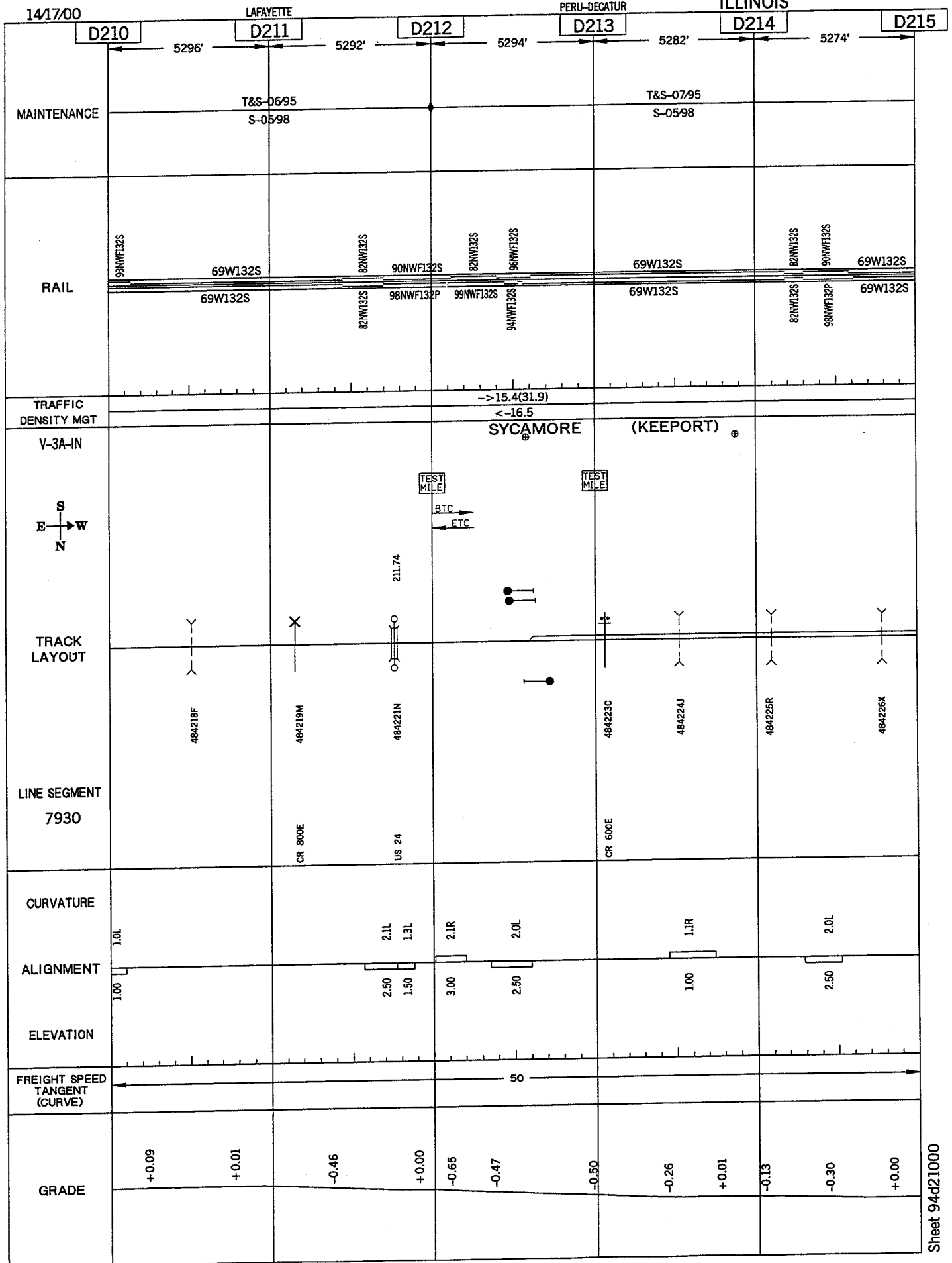
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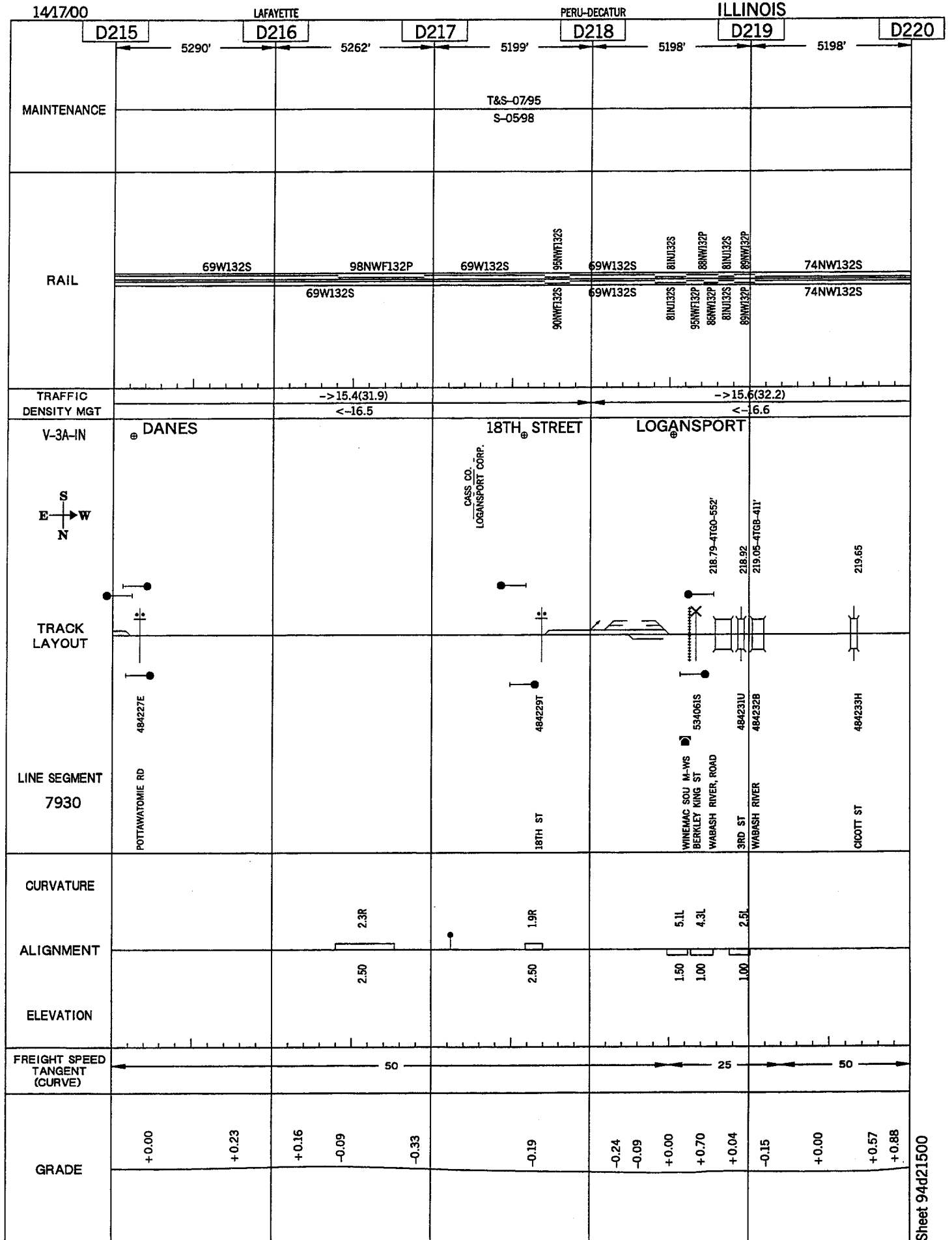
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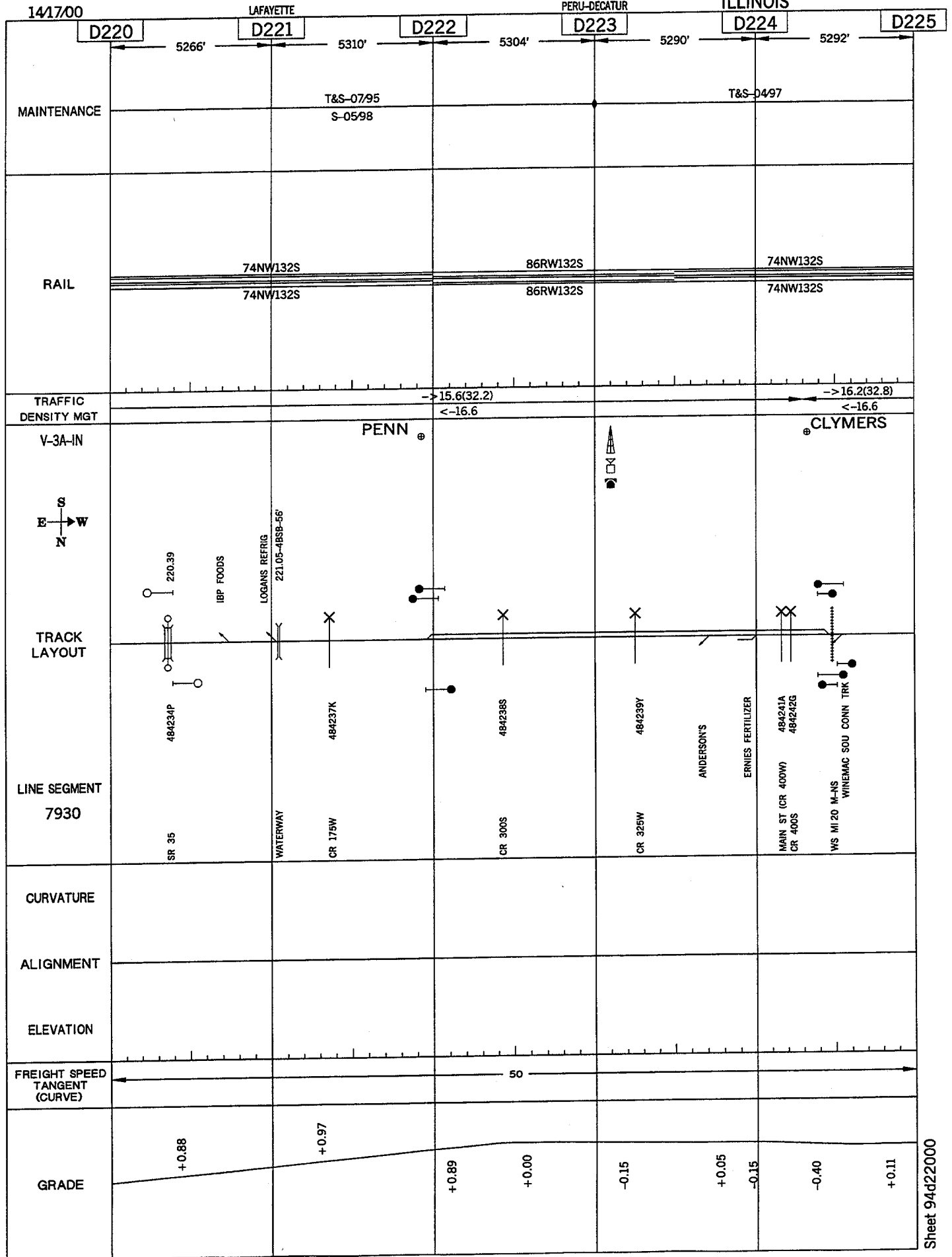
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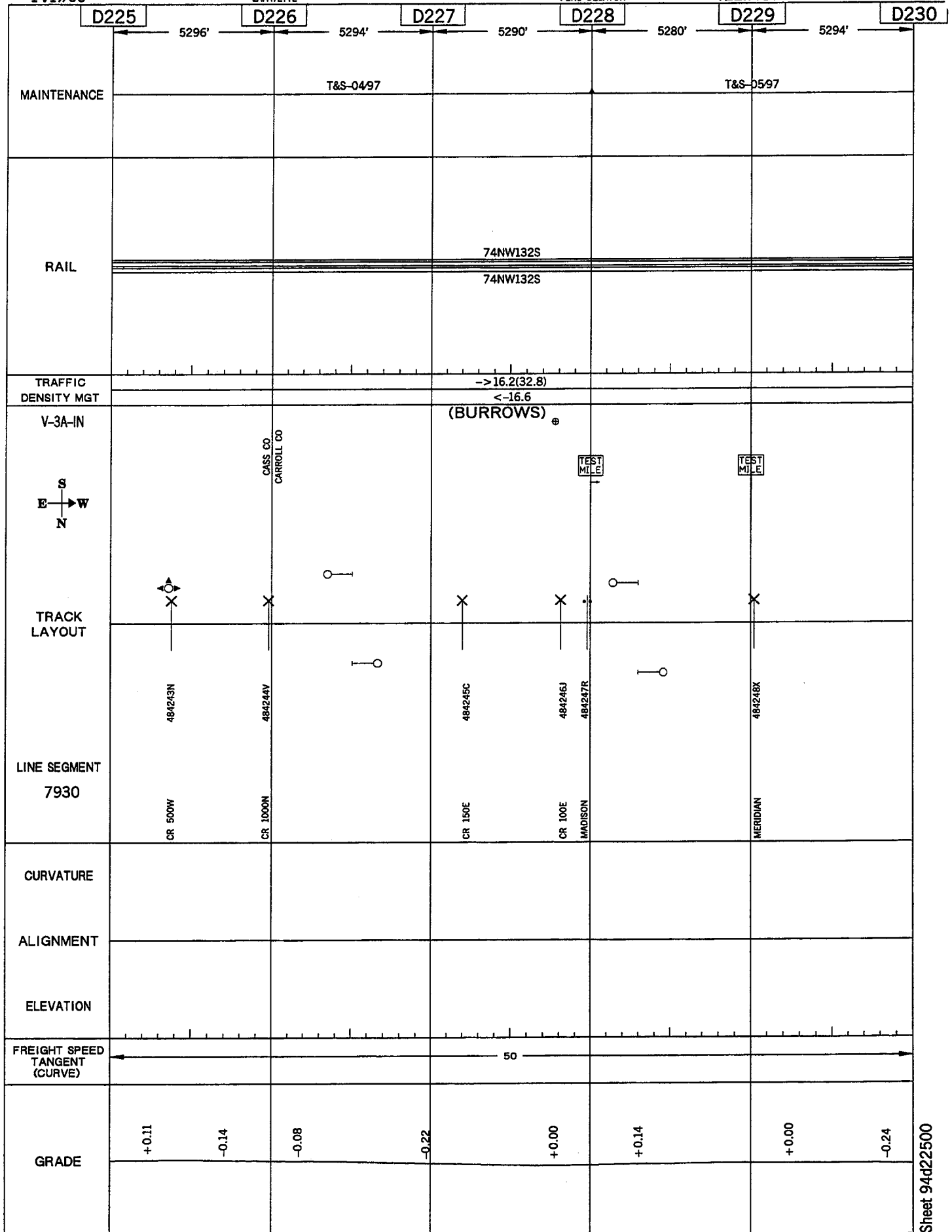


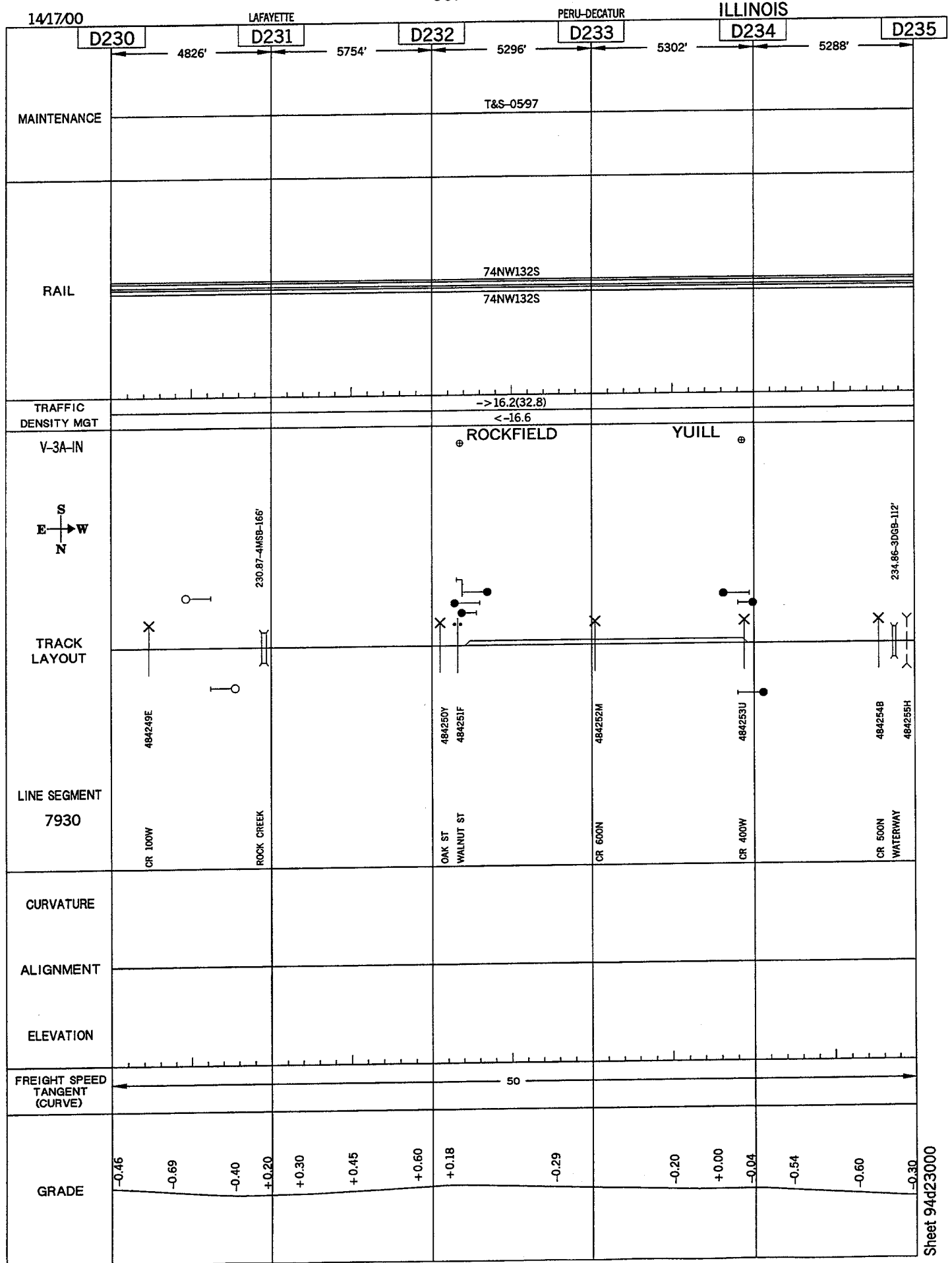
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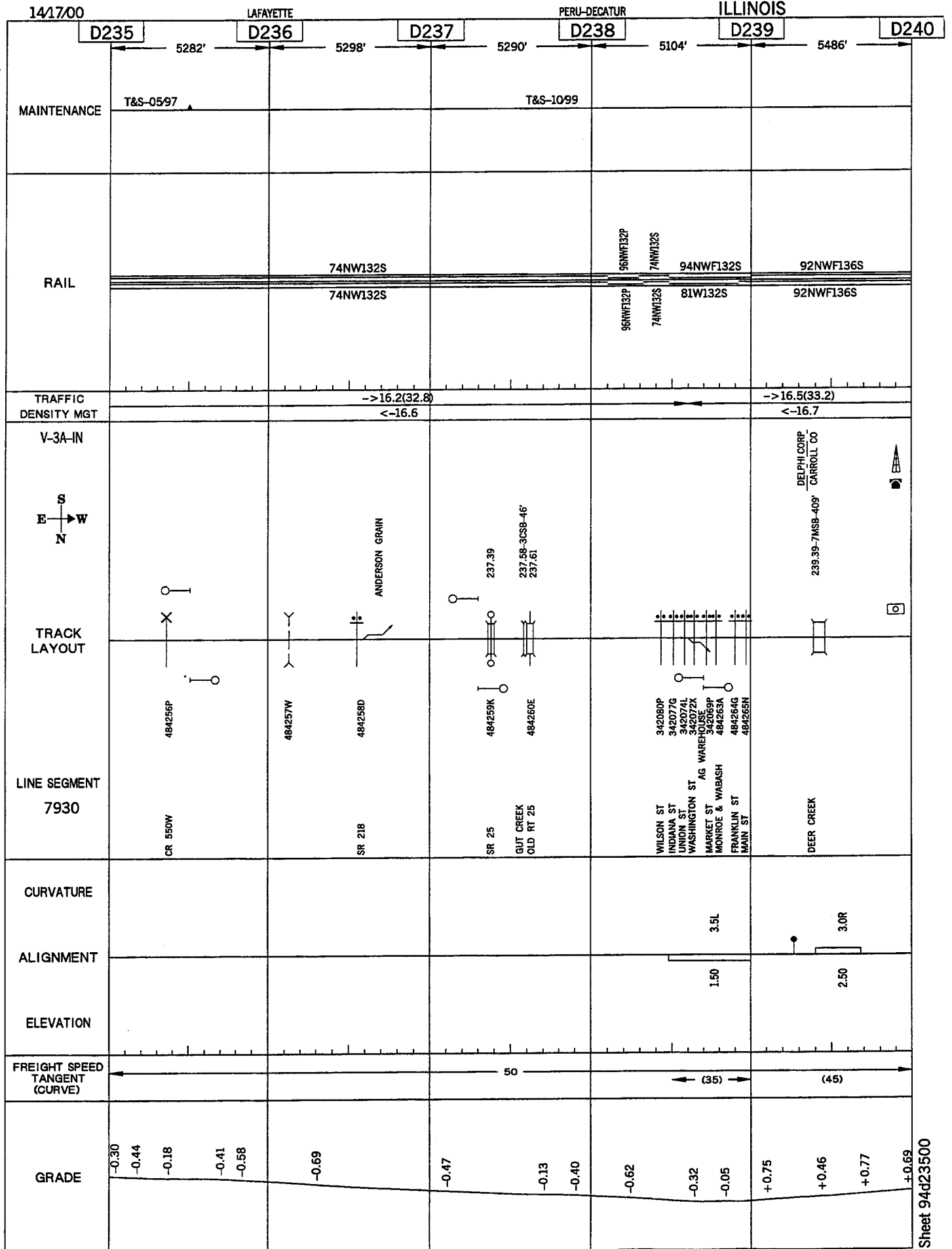
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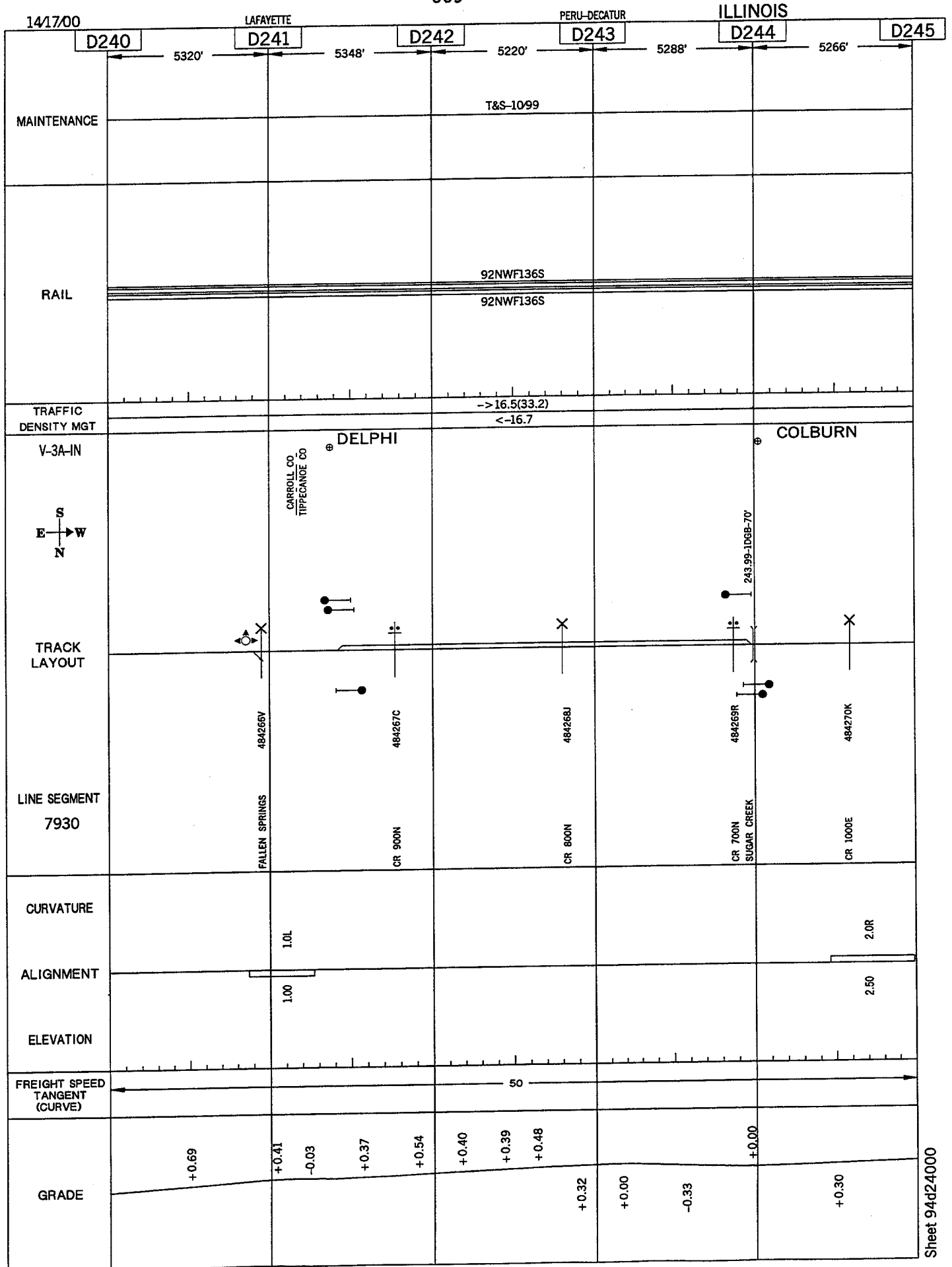
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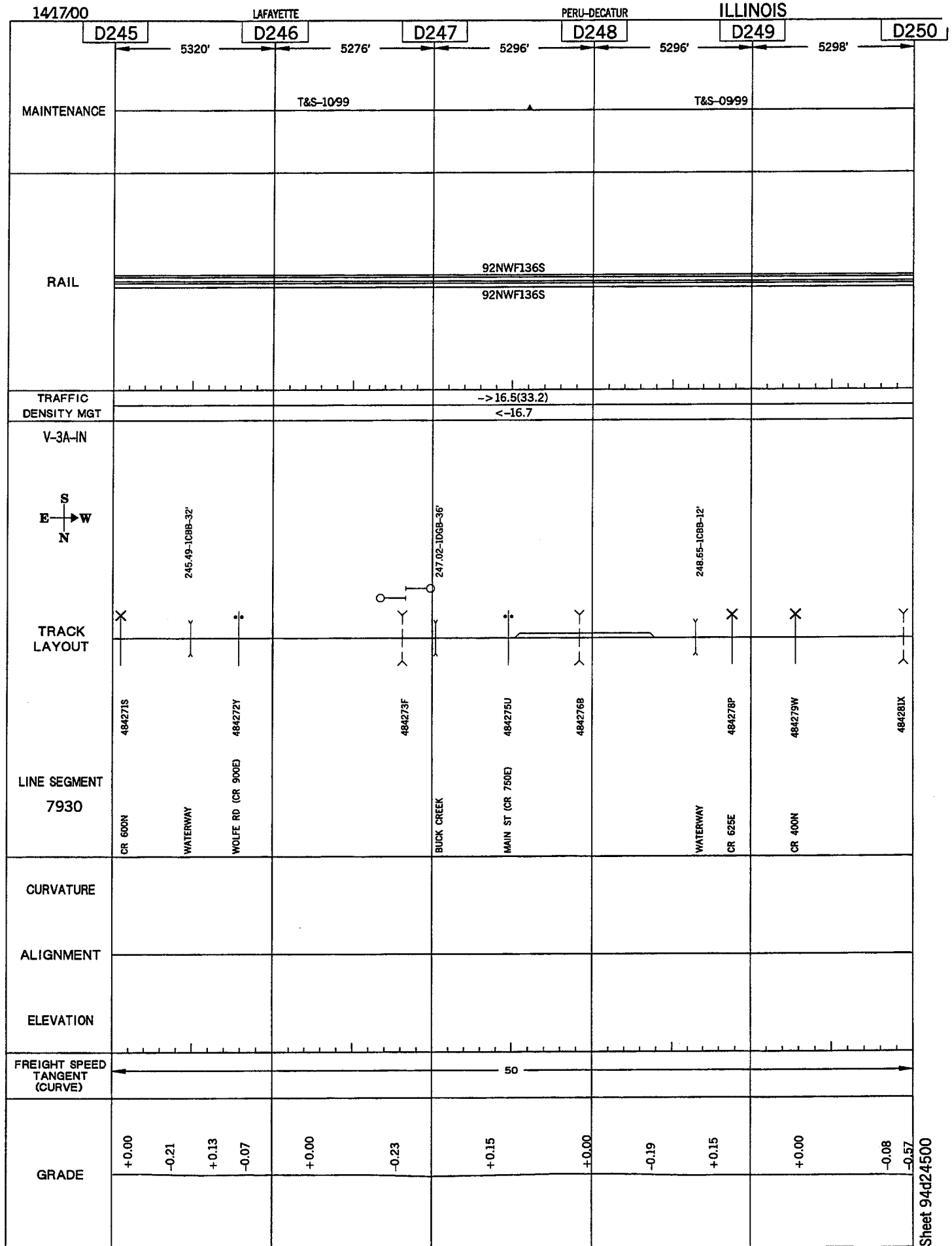
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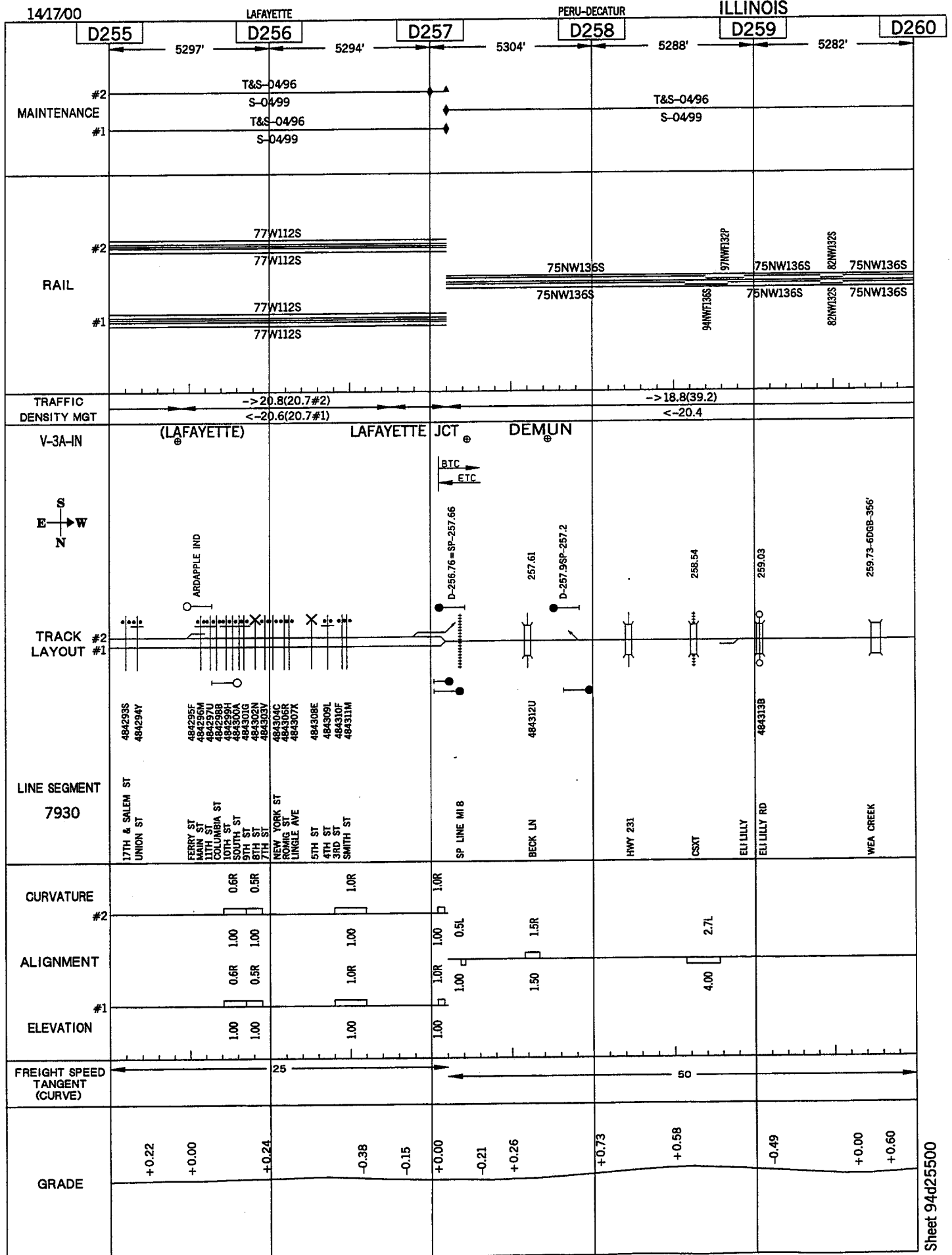


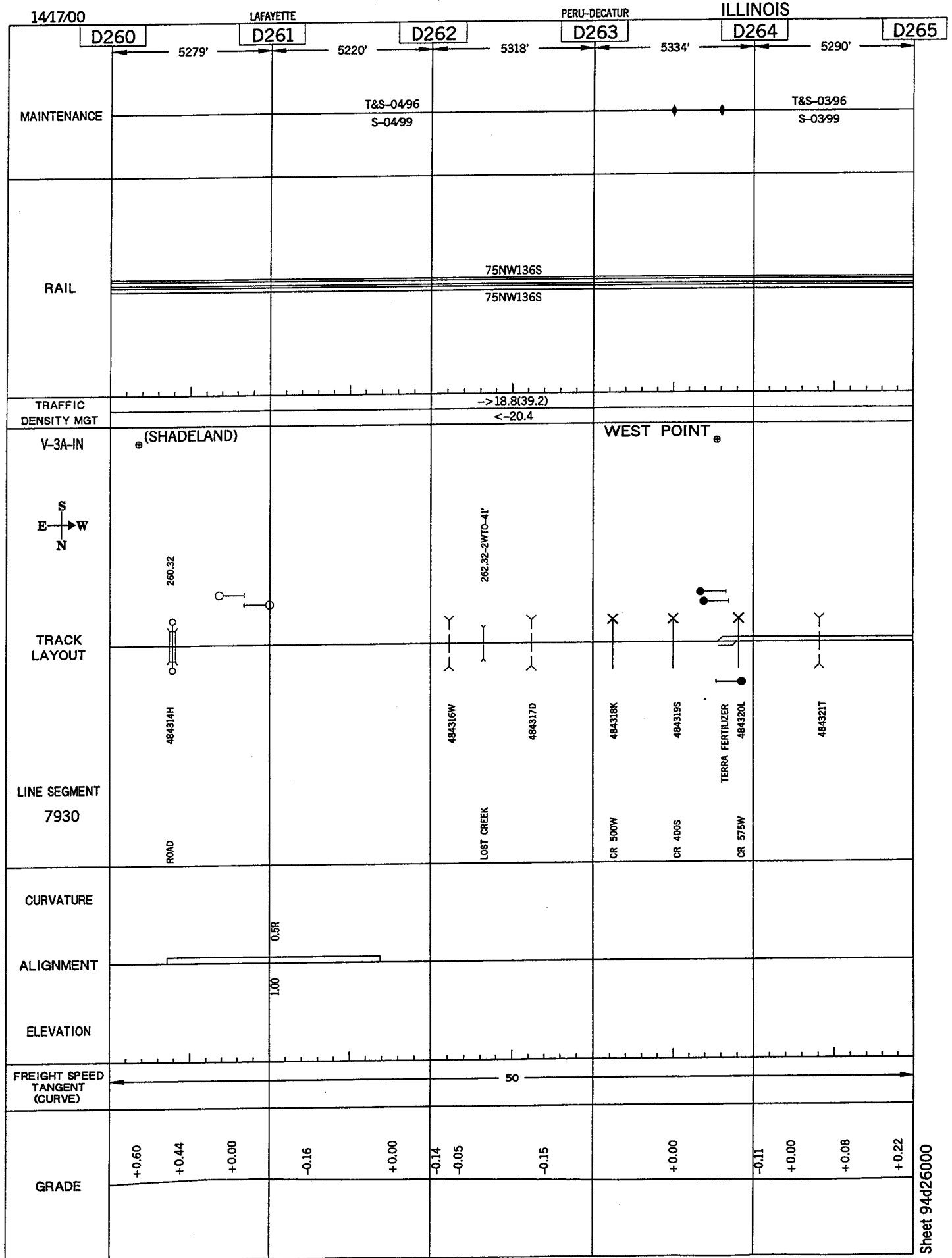


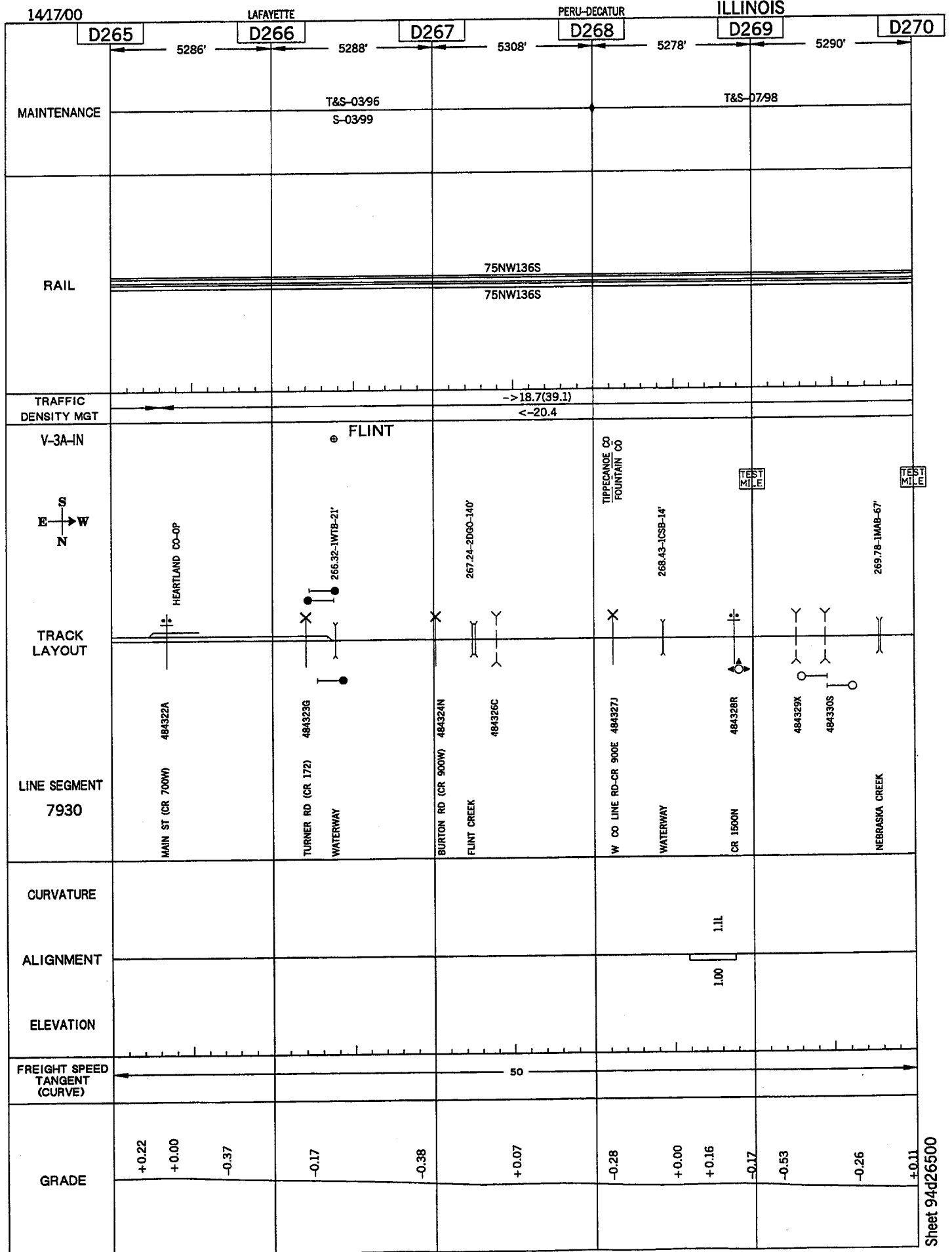


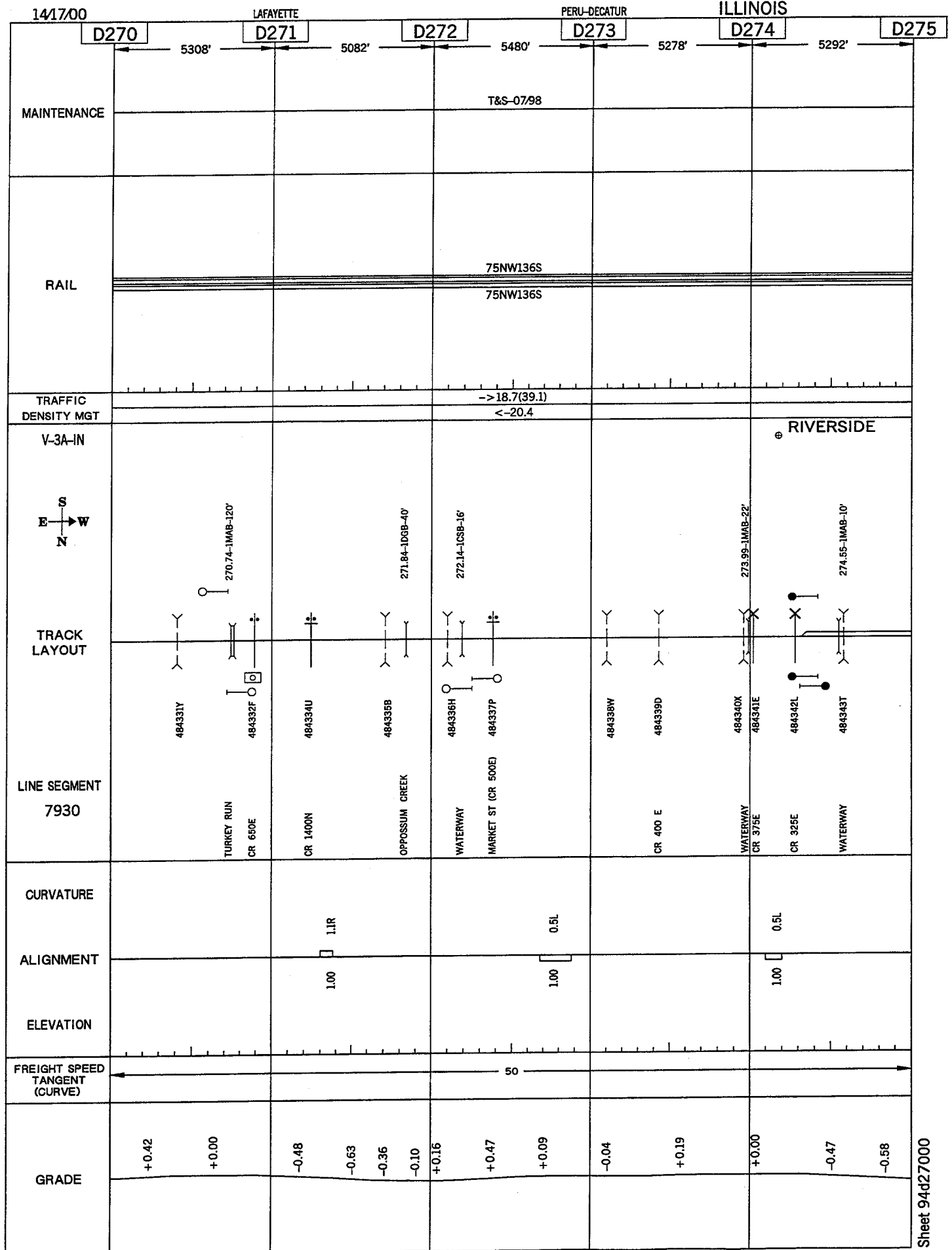


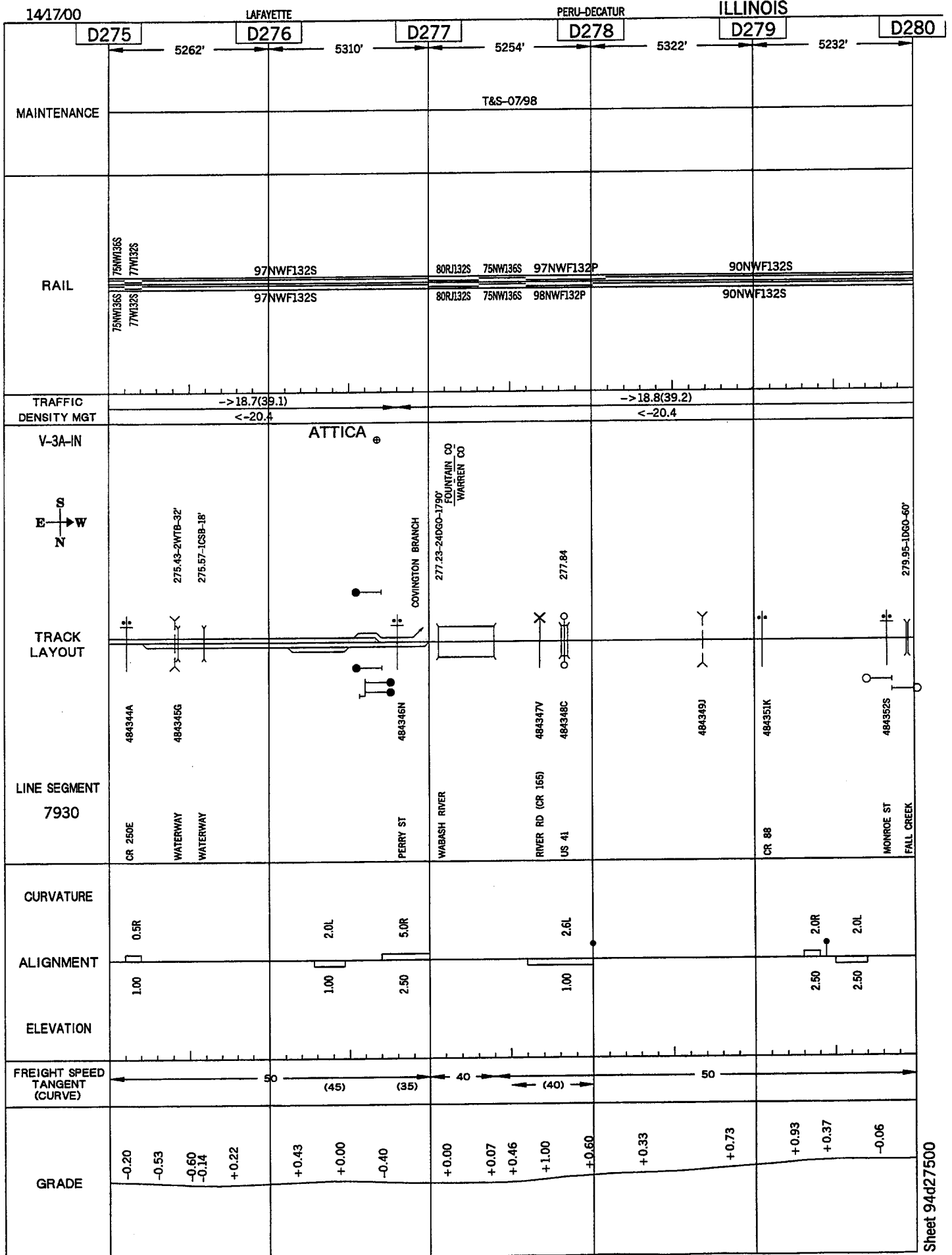
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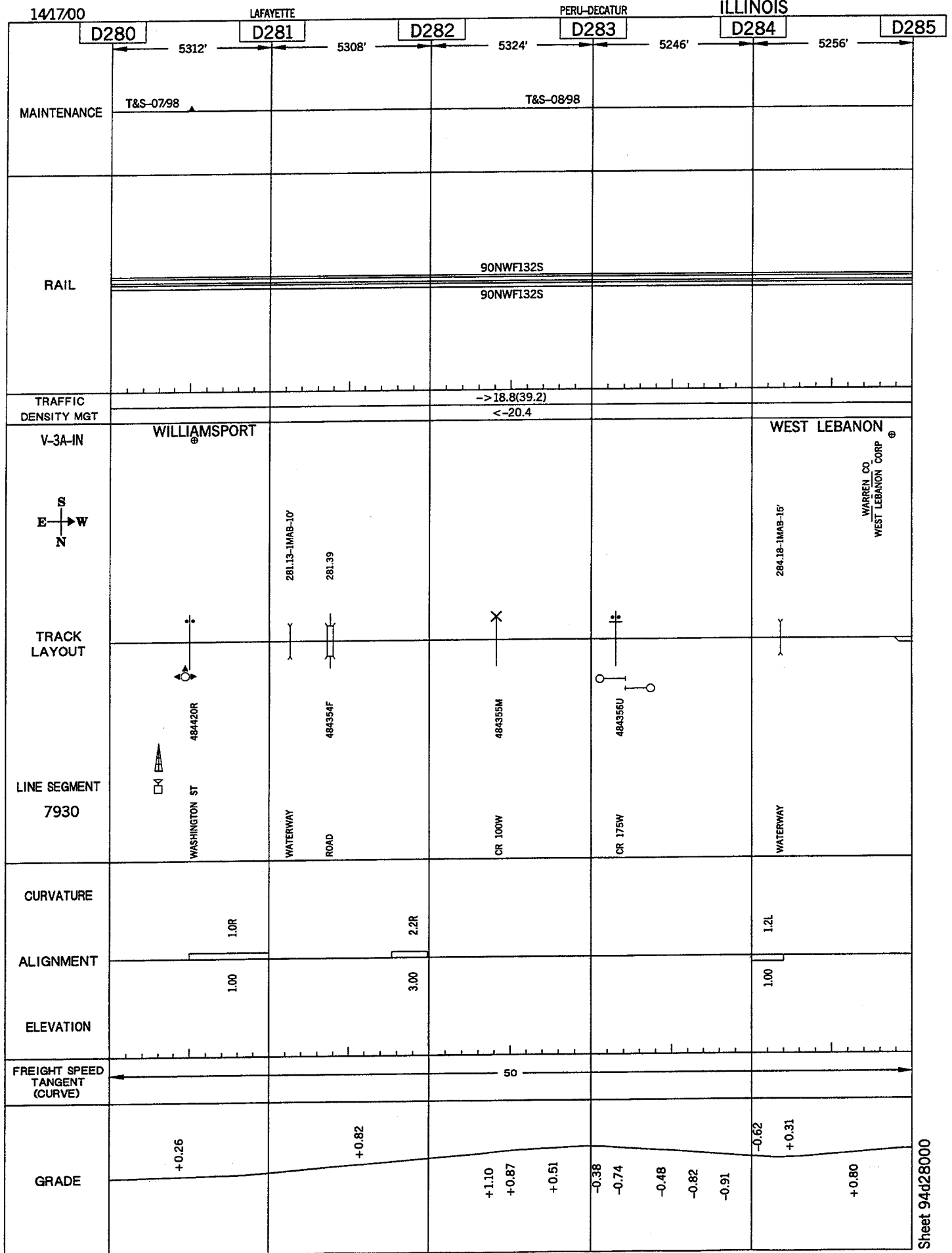


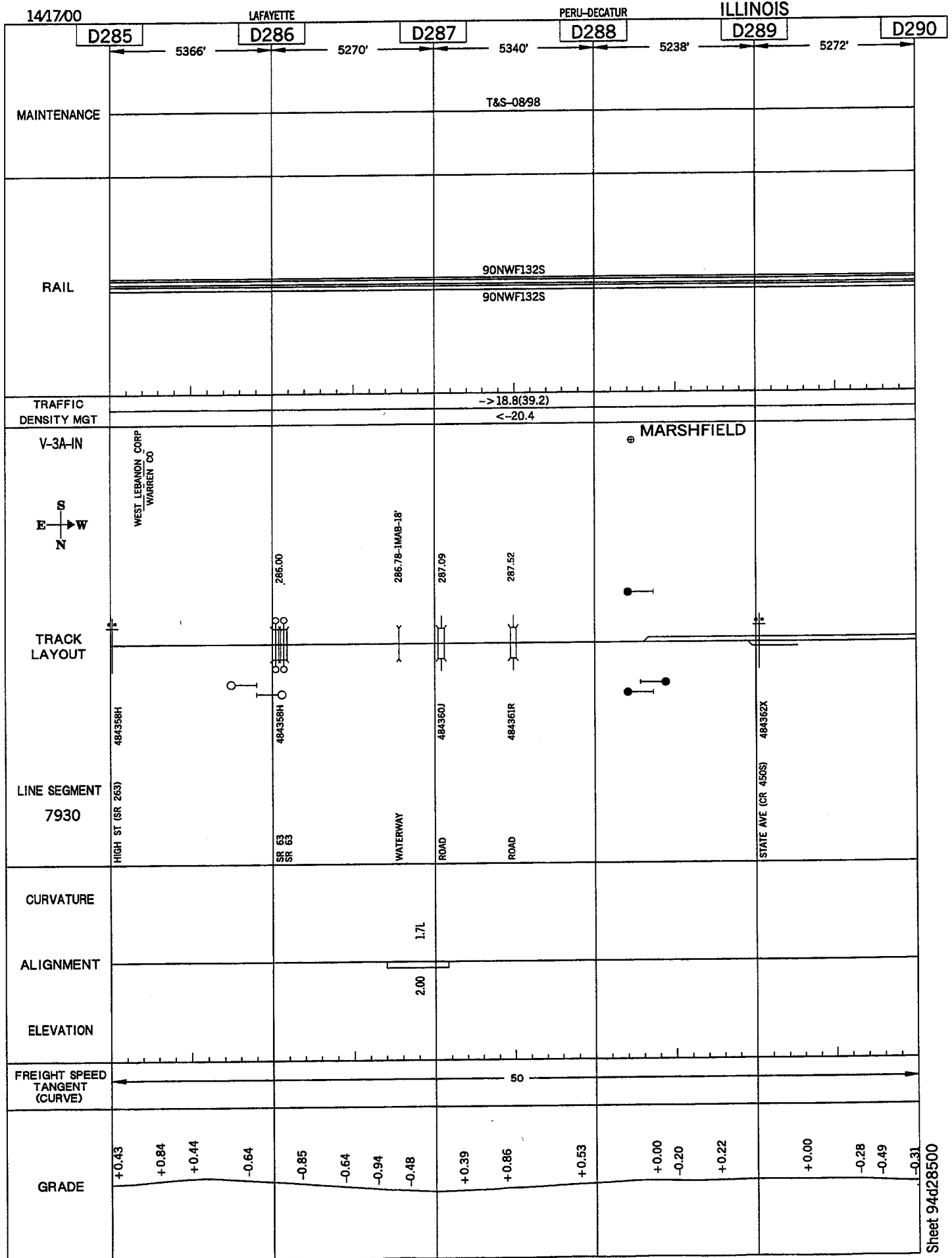


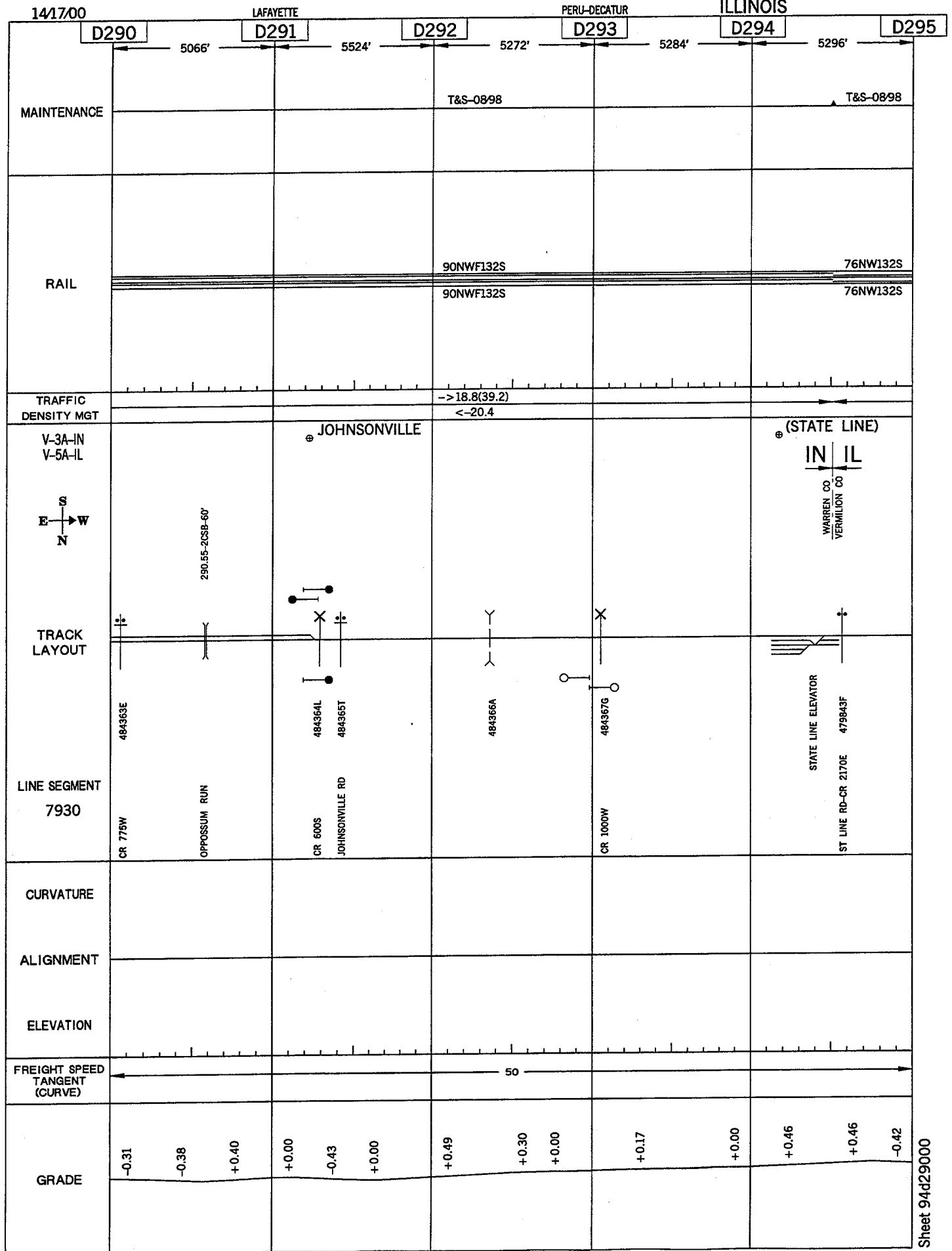










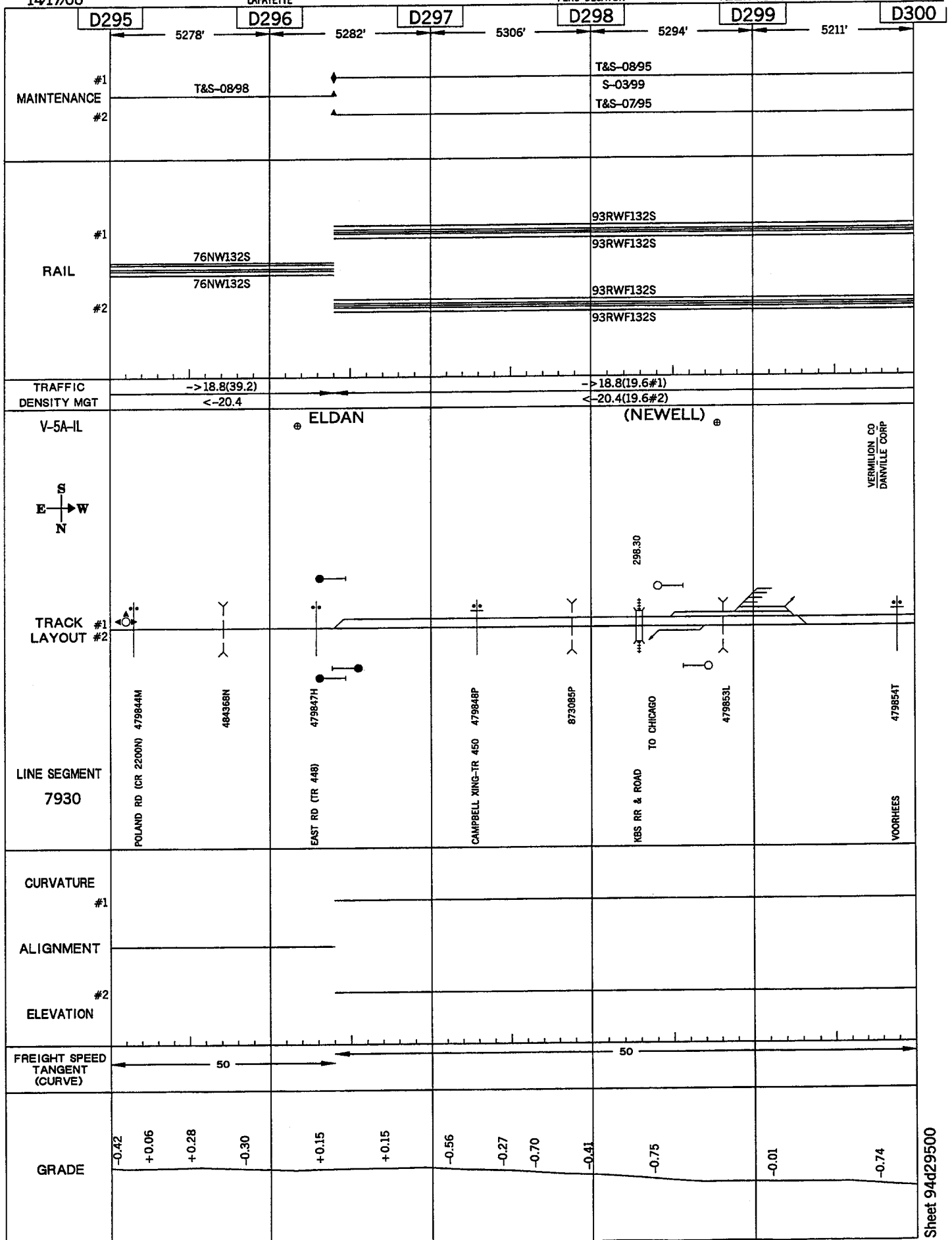


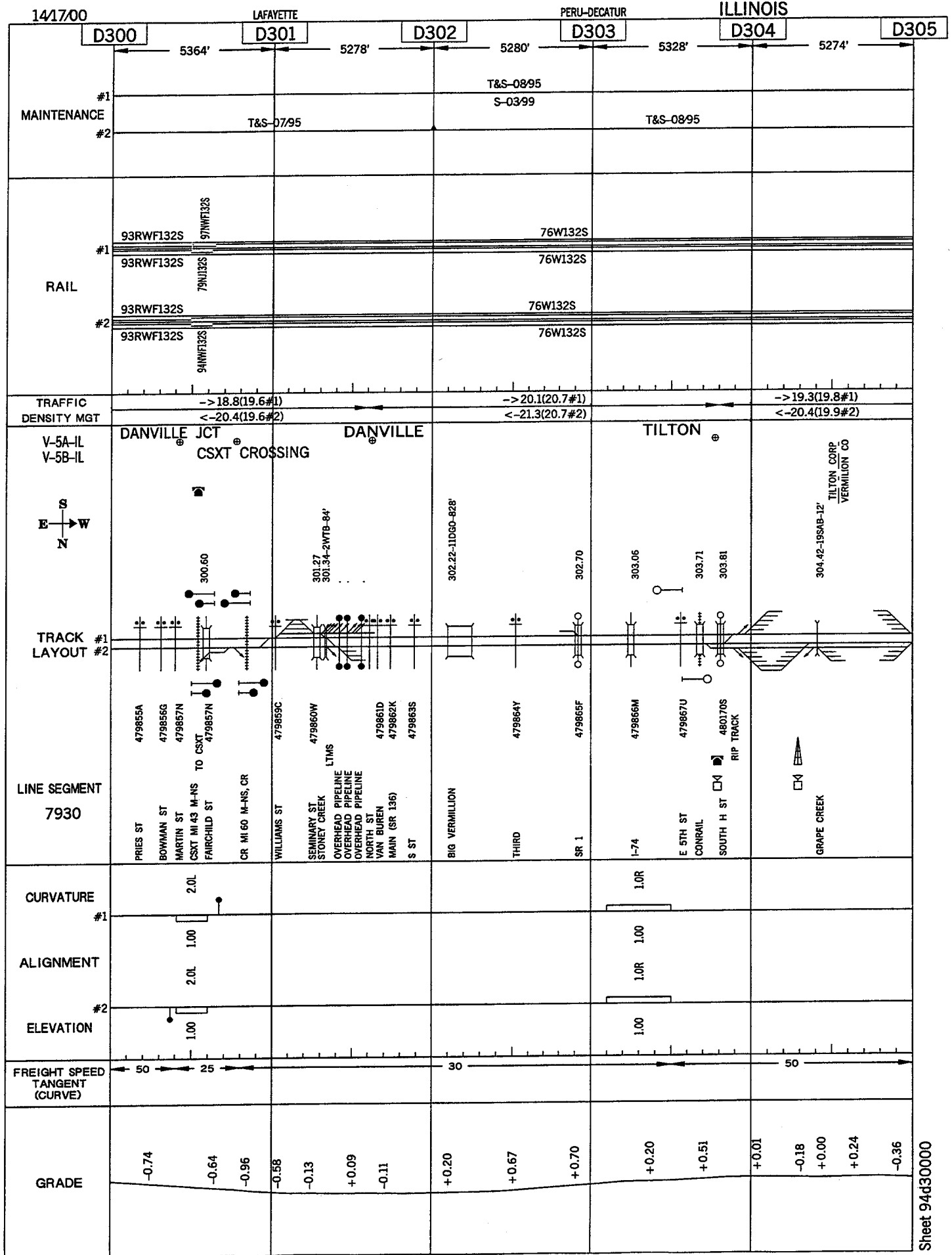
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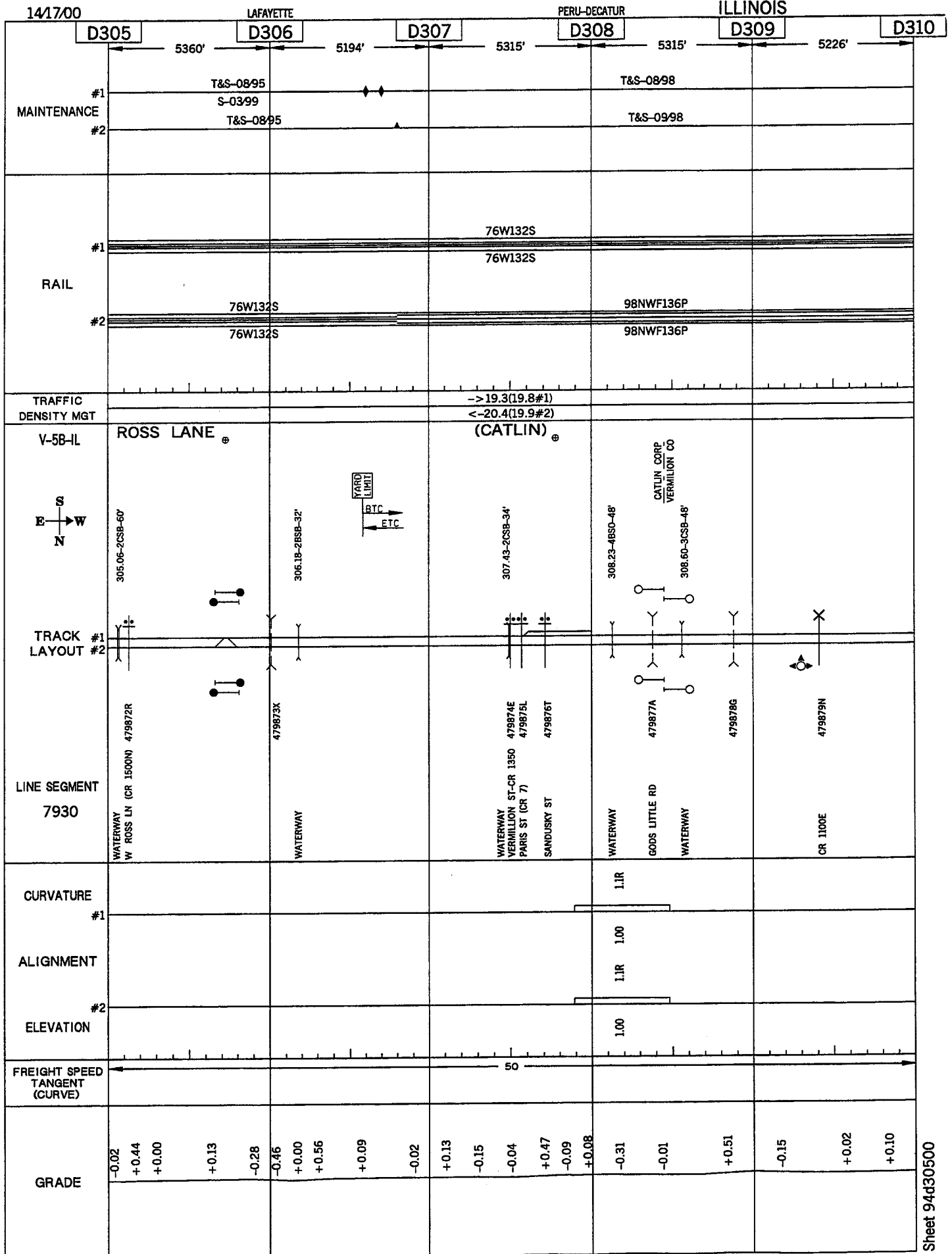
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PERU-DECATUR


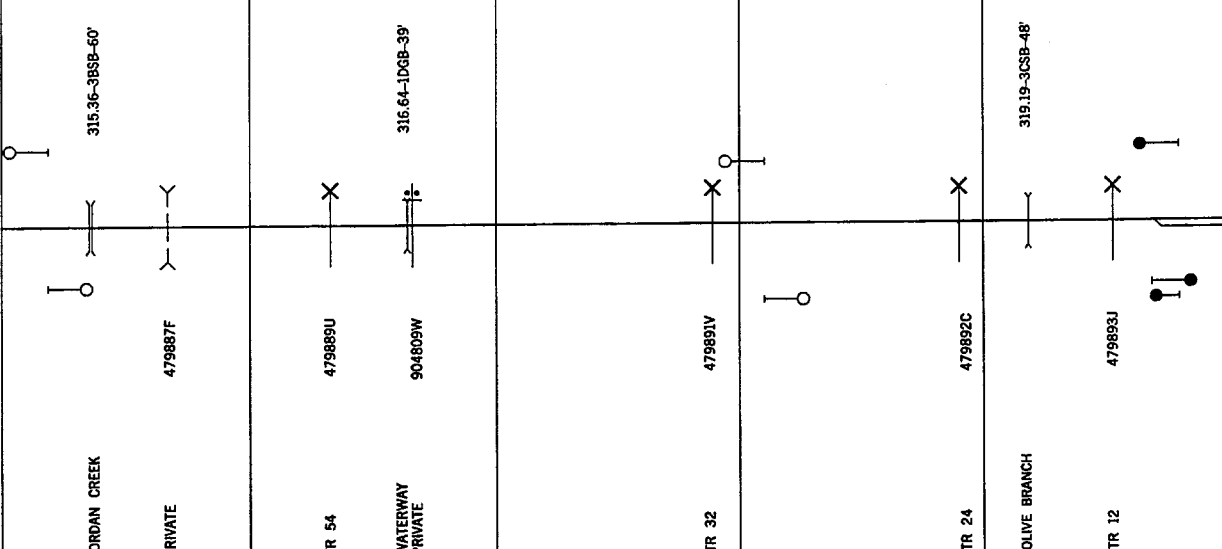
ILLINOIS



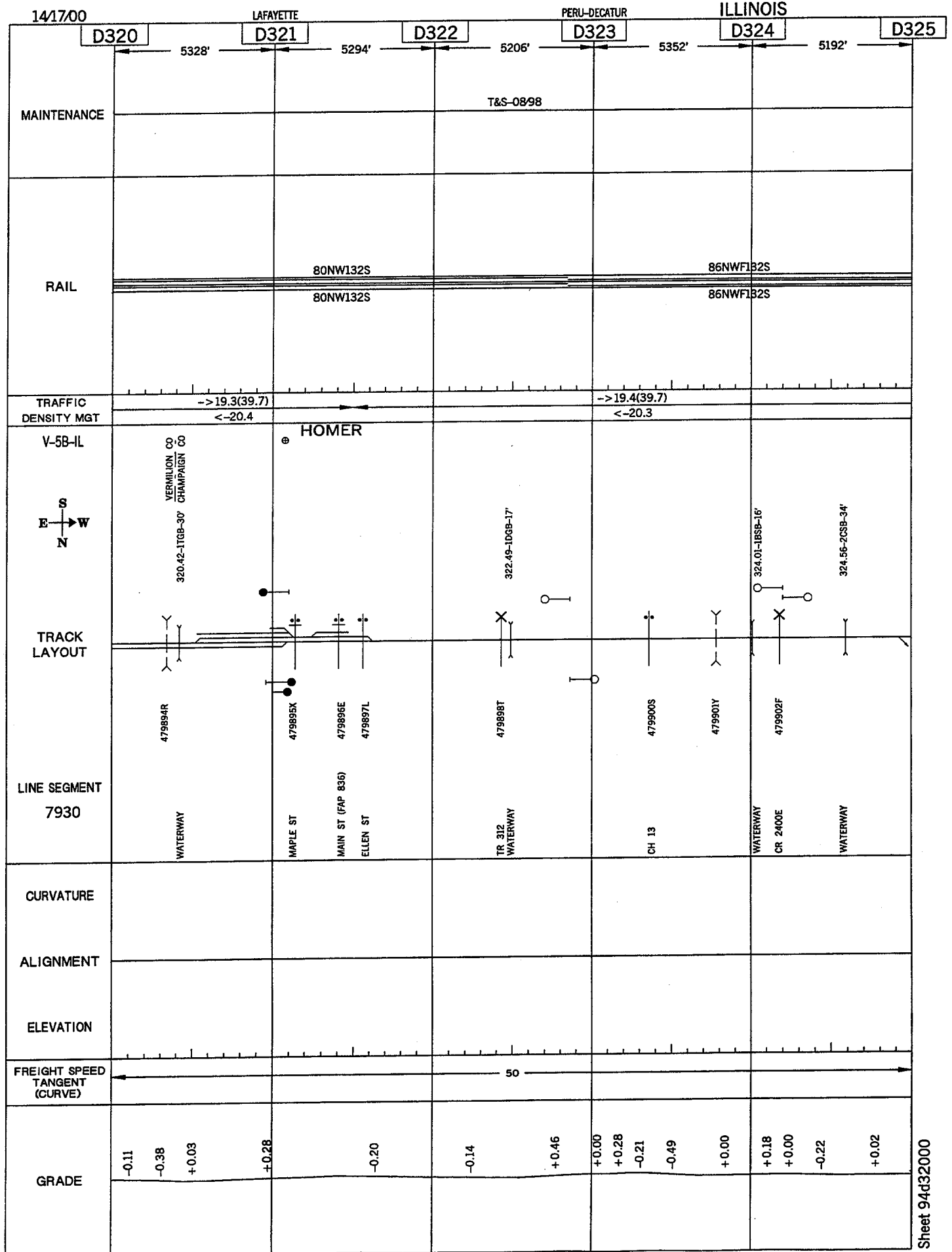


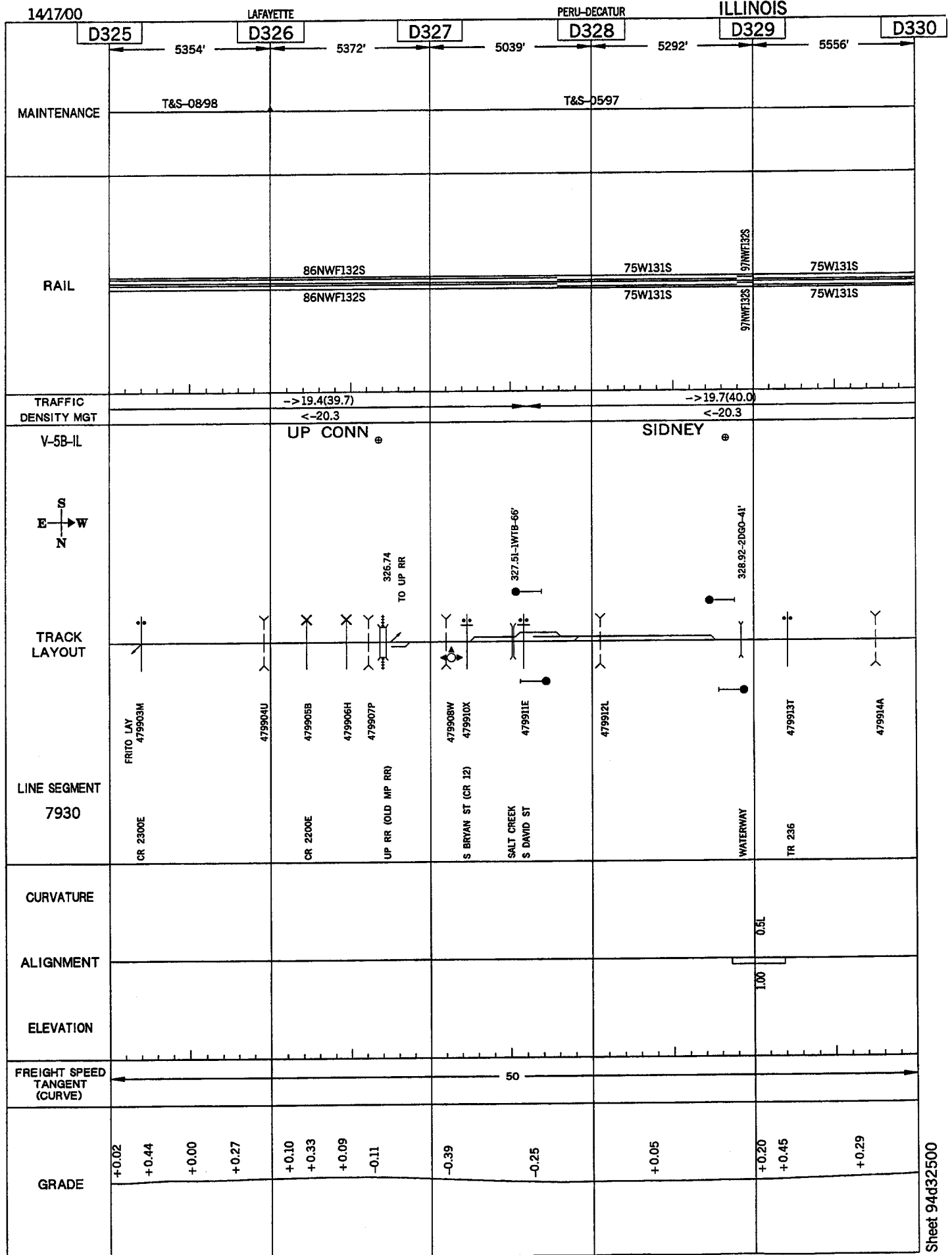


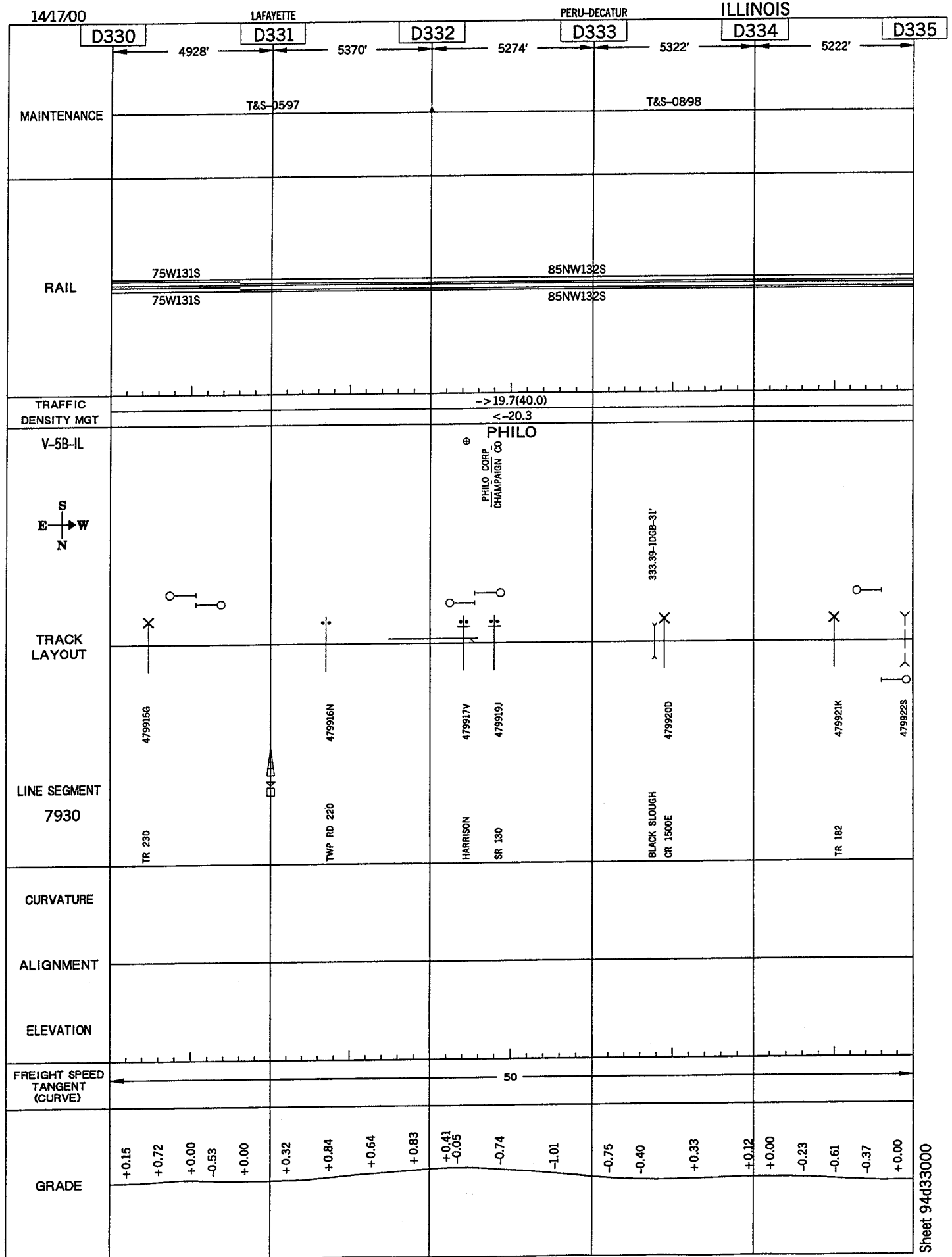
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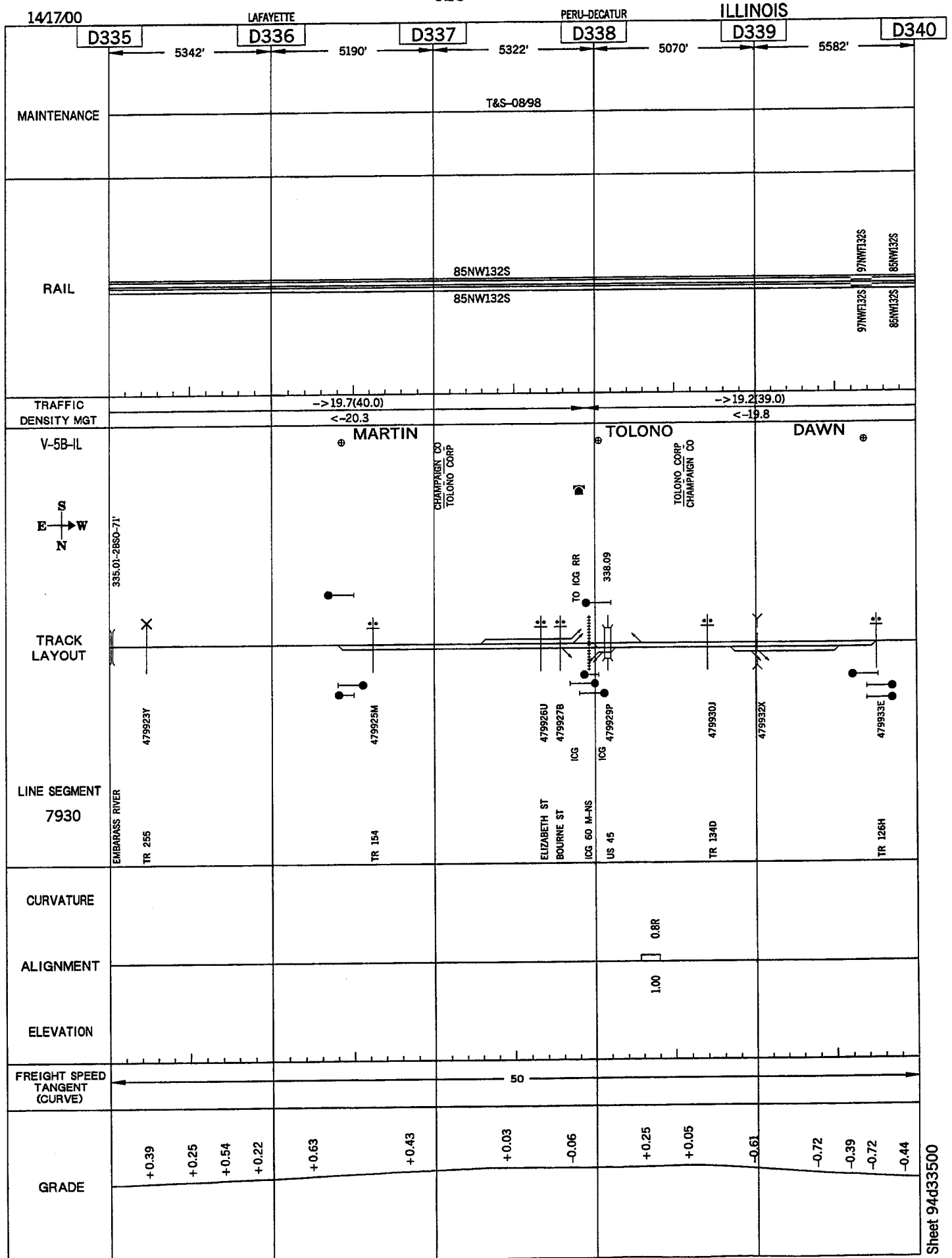
1417/00		LAFAYETTE		PERU-DECATUR		ILLINOIS					
D315		D316		D317		D318		D319		D320	
5200'		5332'		5246'		5384'		5252'			
MAINTENANCE				T&S-08/98							
RAIL				86NWF132S		86NWF132S					
TRAFFIC DENSITY MGT				-> 19.3(39.7) <- 20.4							
V-5B-IL								VANCE			
											
TRACK LAYOUT											
LINE SEGMENT 7930		JORDAN CREEK PRIVATE TR 54 WATERWAY PRIVATE				TR 32		TR 24 OLIVE BRANCH TR 12			
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				50							
GRADE		-0.21 +0.06 +0.41 -0.41 -0.02		+0.42 -0.12 +0.59		+0.22 -0.43 -0.11 +0.00 +0.24		+0.00 -0.52 -0.24 -0.09 -0.24		-0.32 +0.41 -0.22 +0.39	

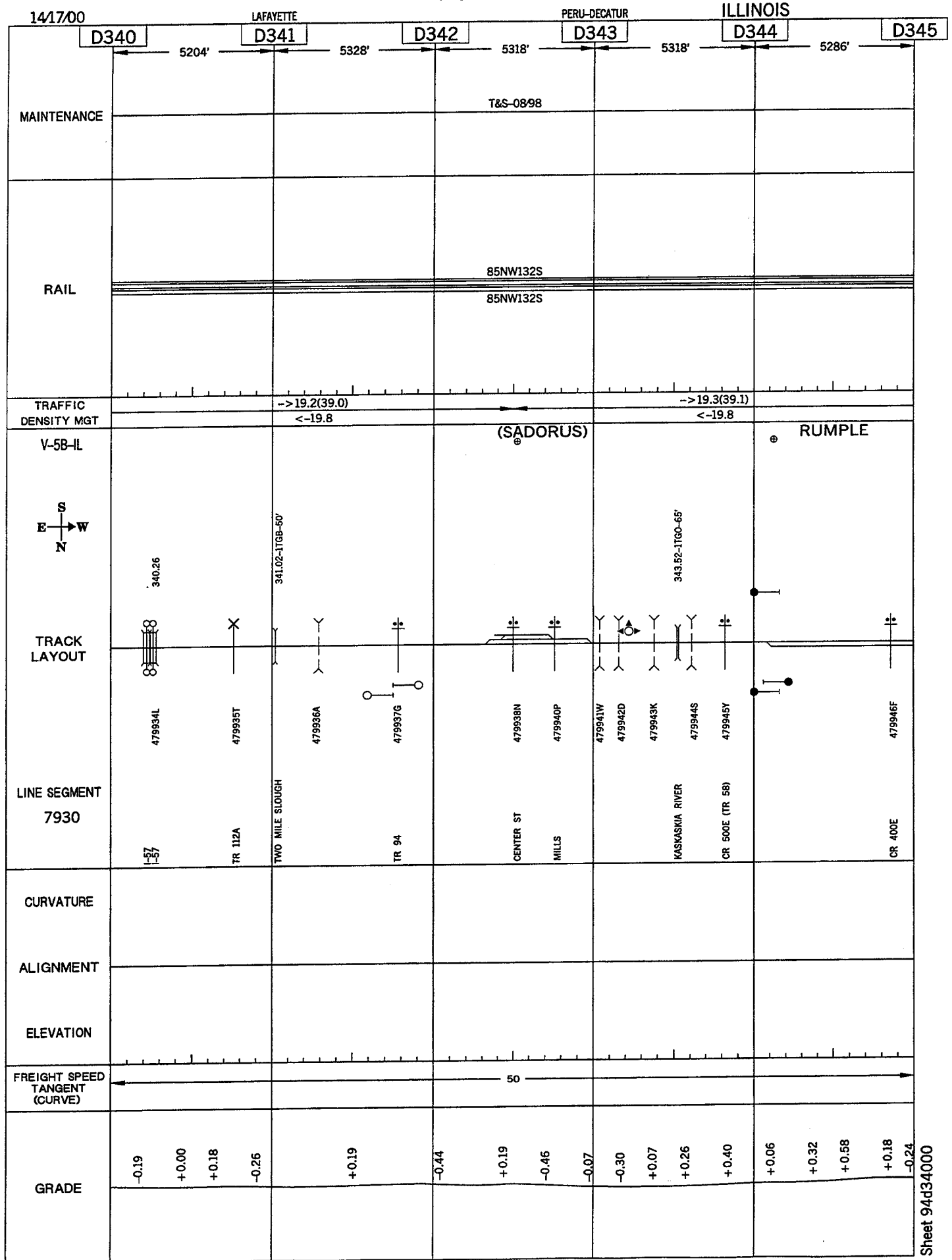
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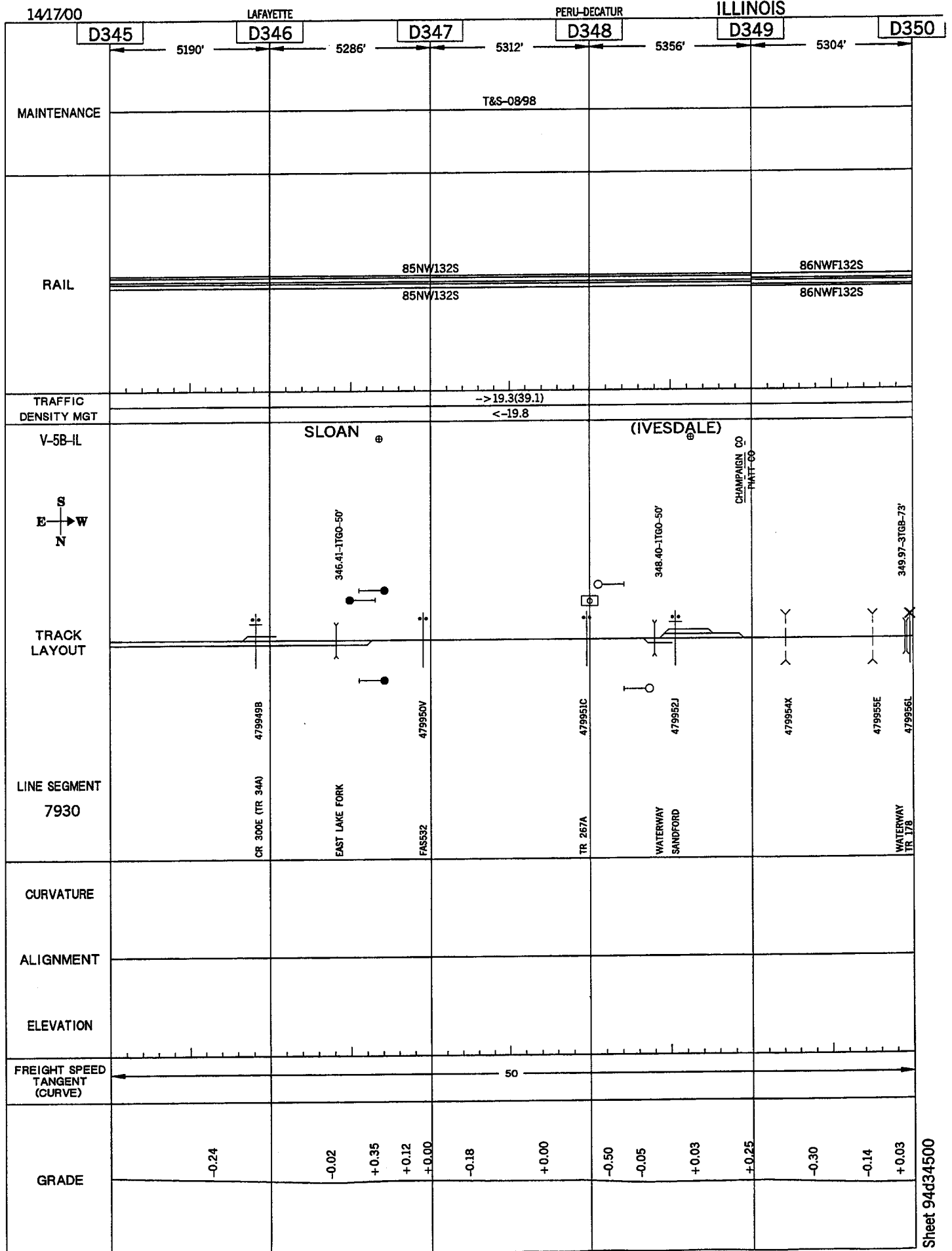


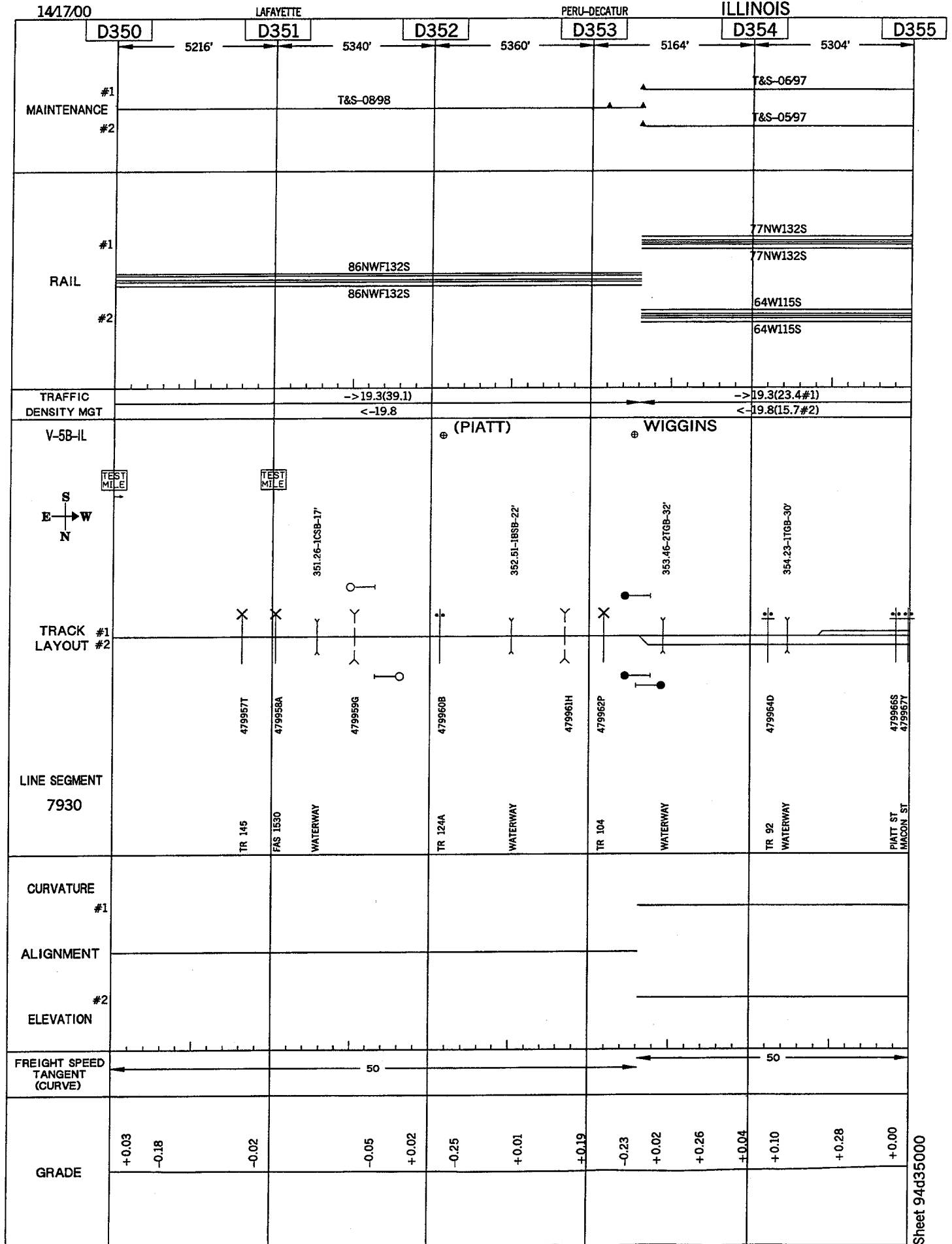










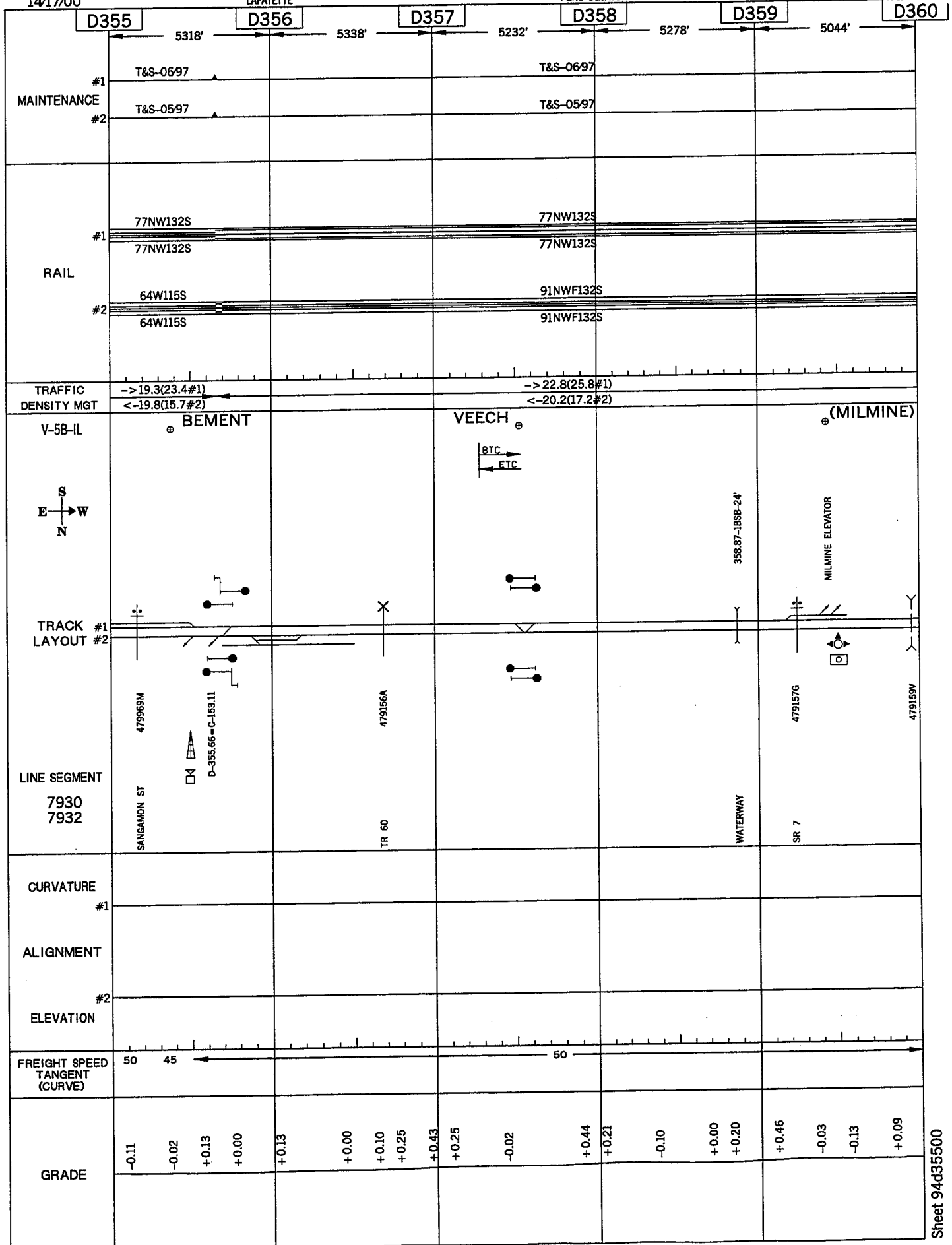


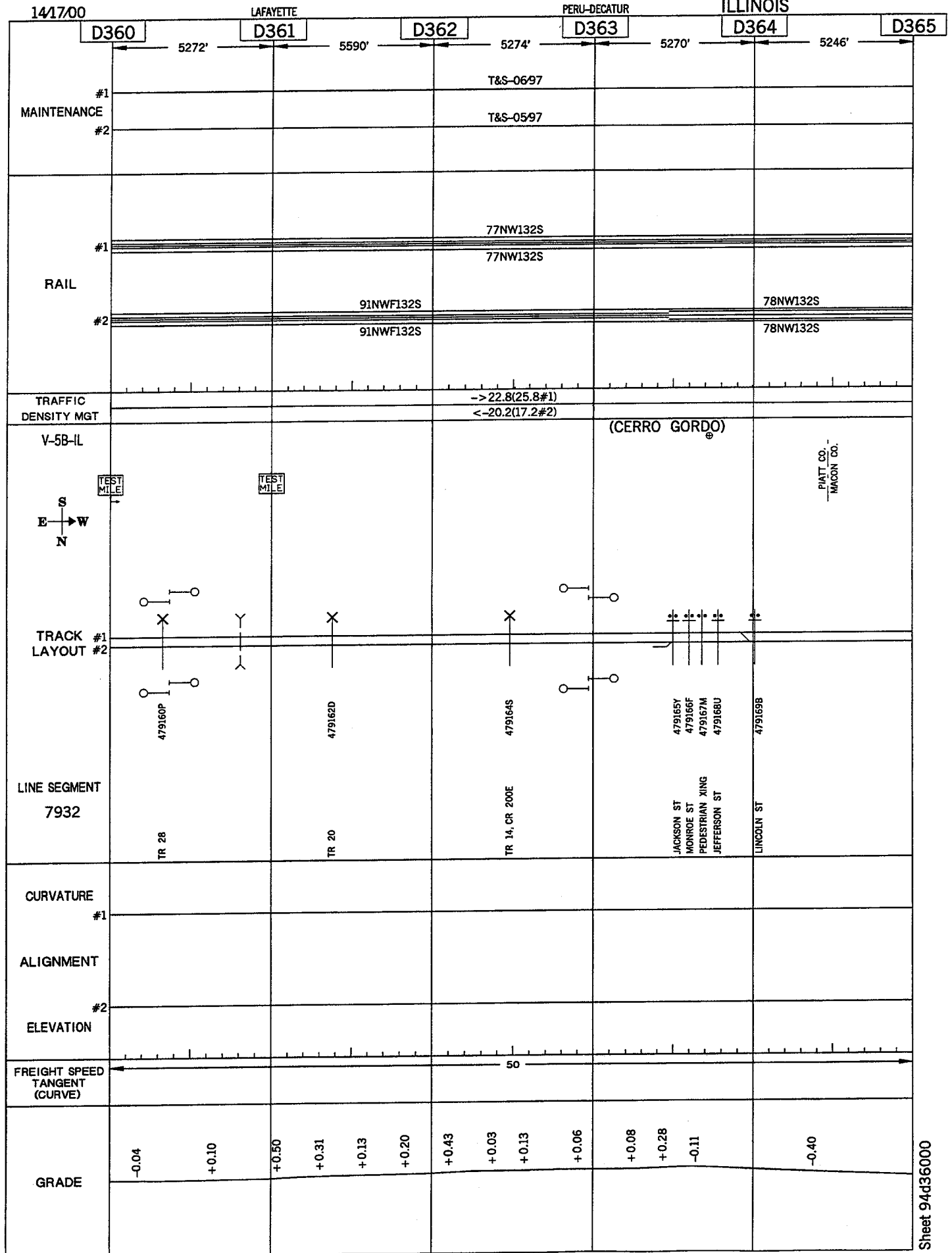
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LAFAYETTE

PERU-DECATUR

ILLINOIS



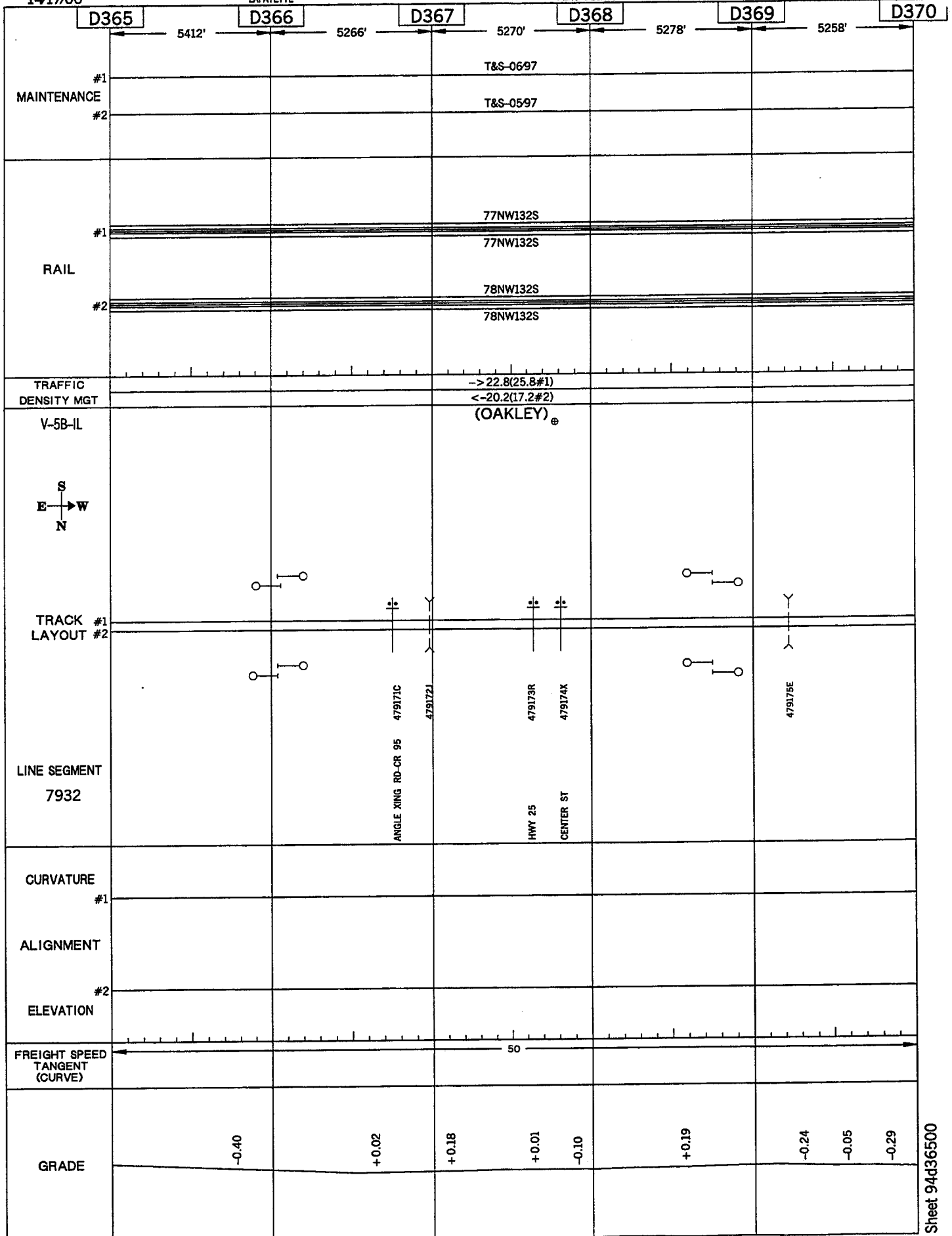


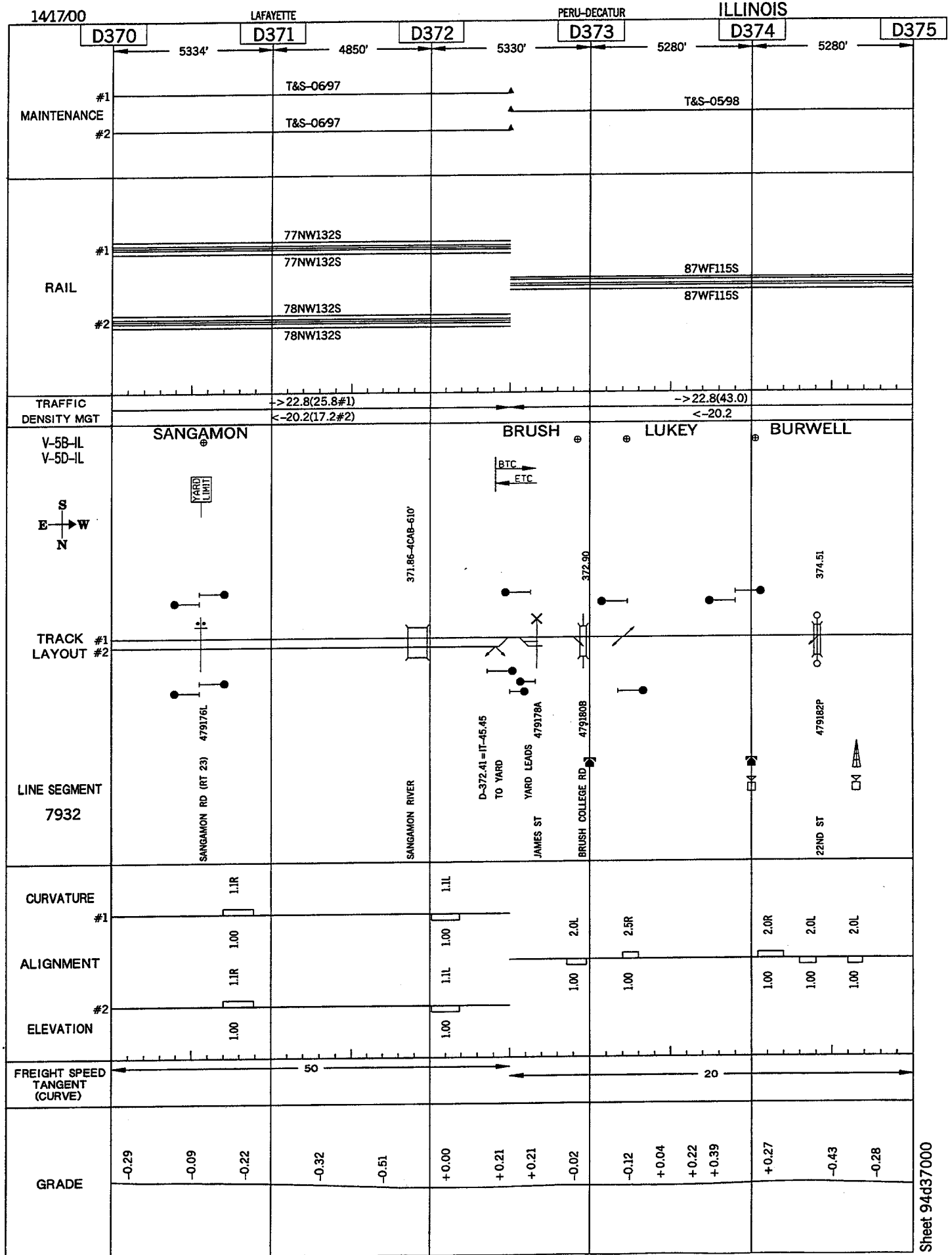
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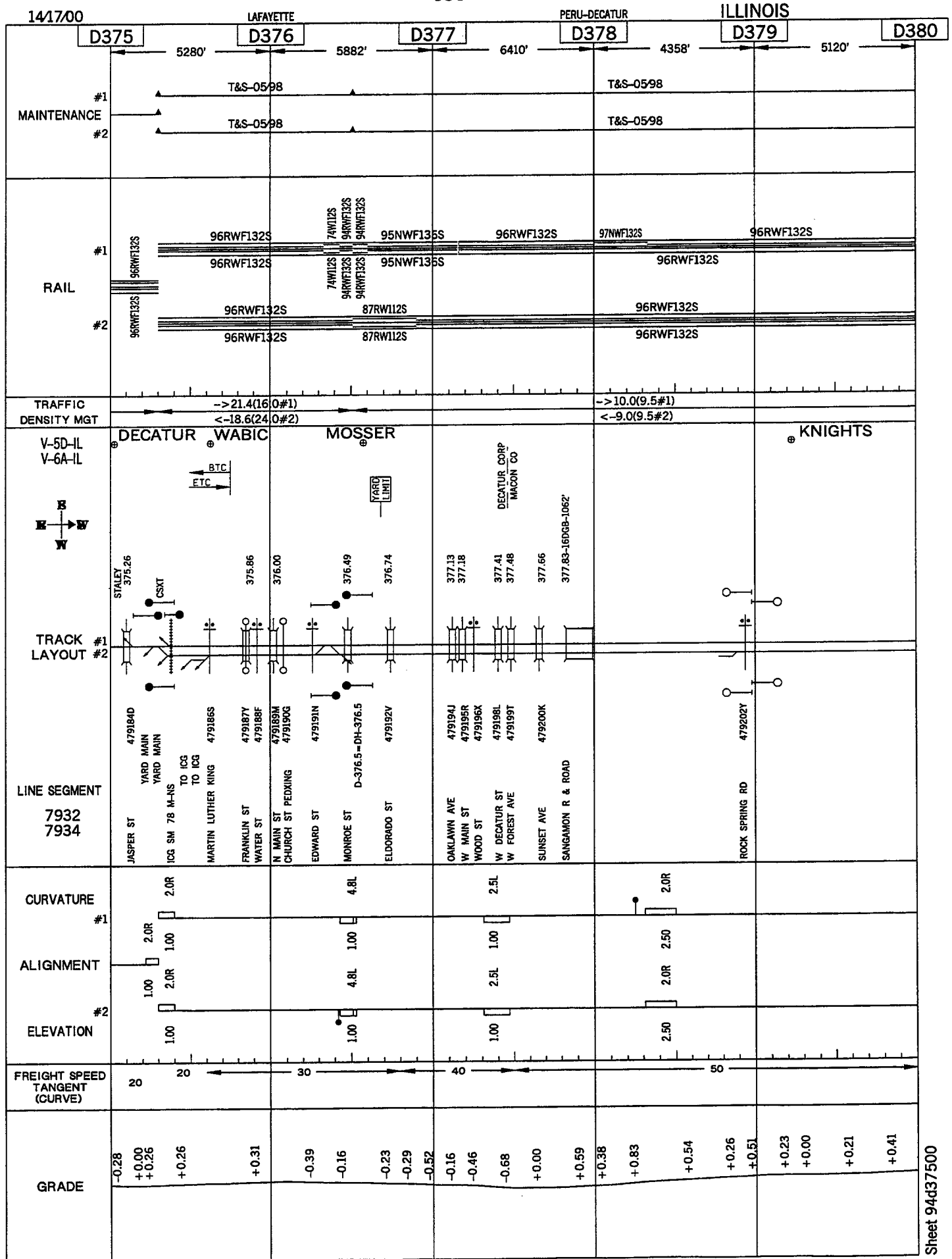
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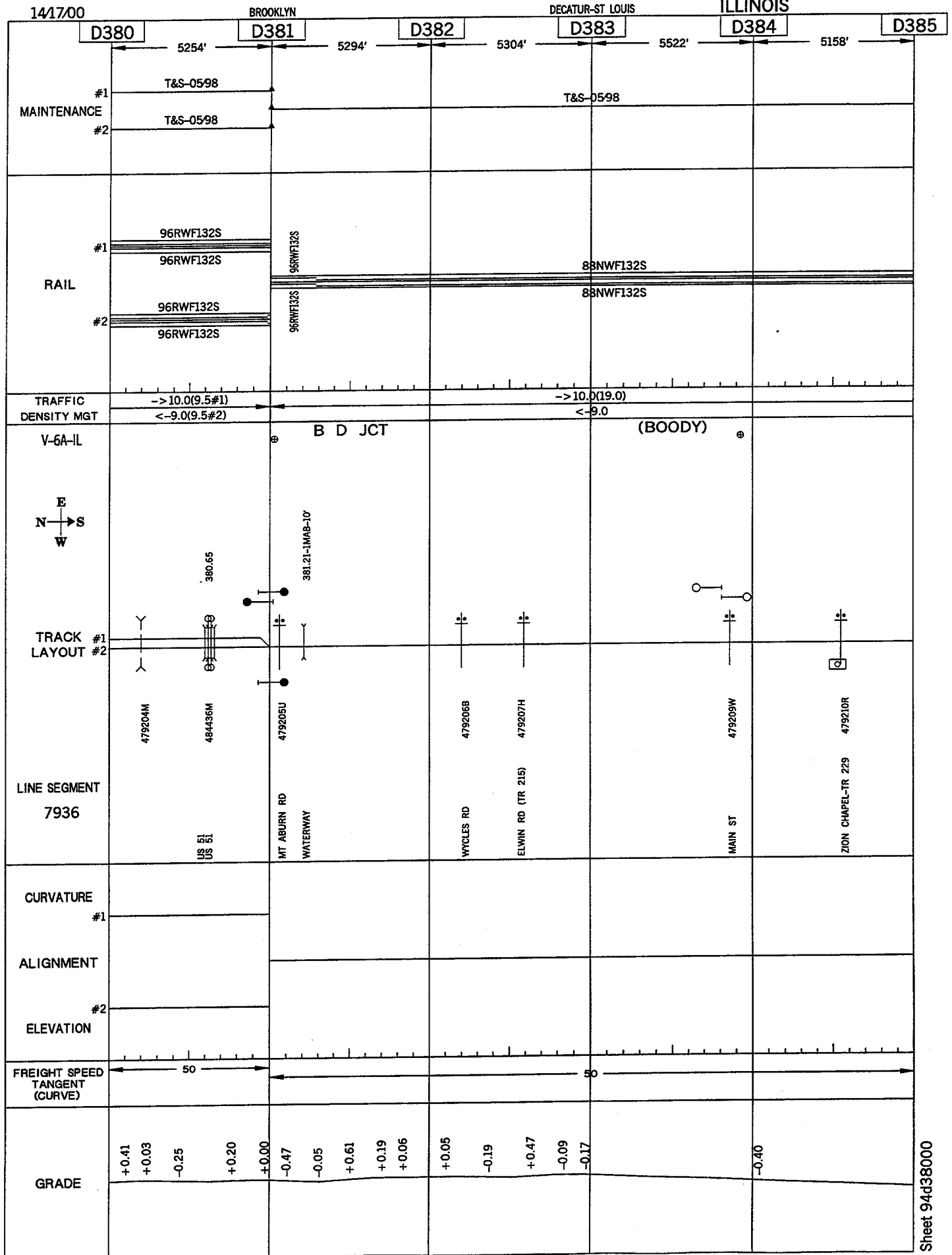
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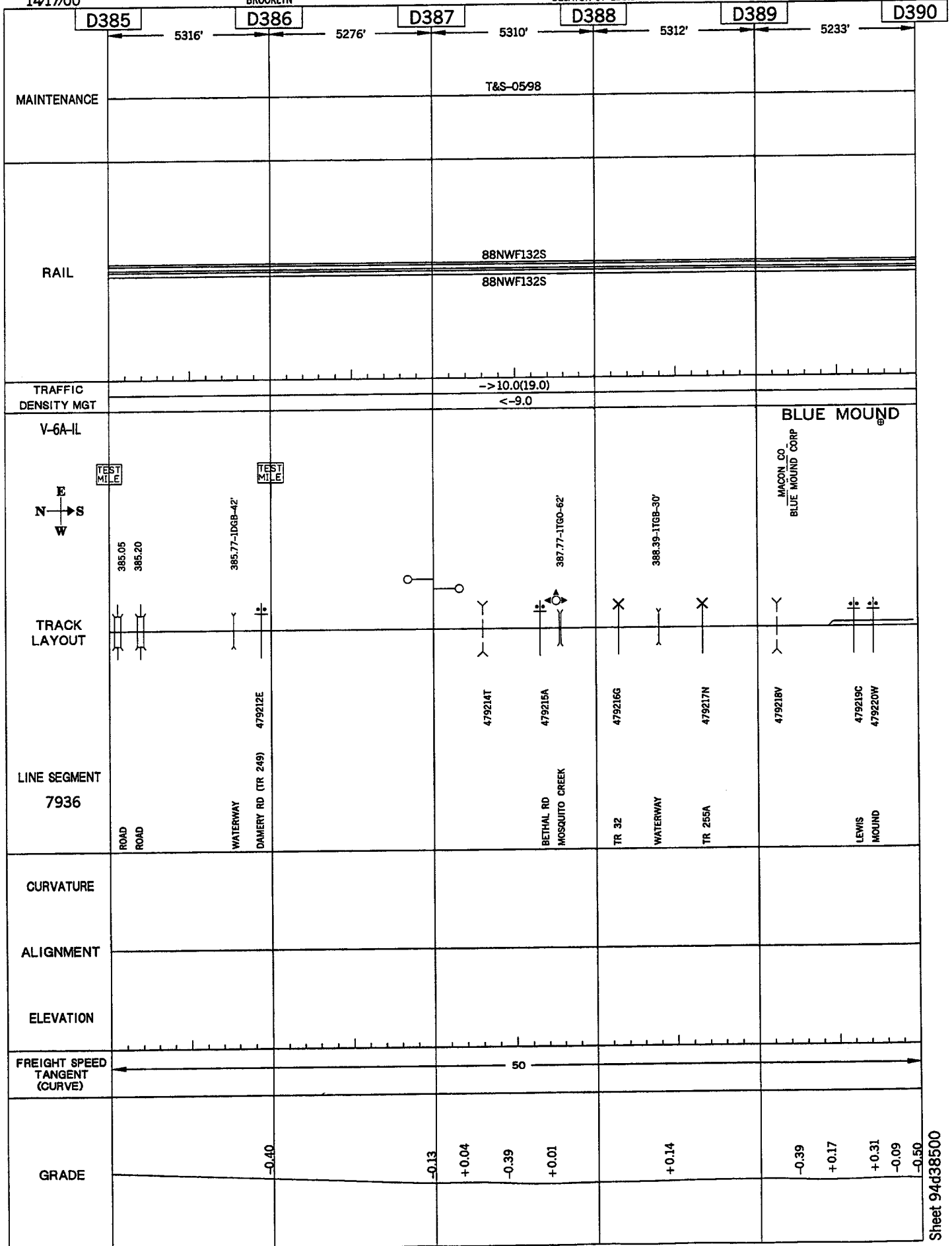


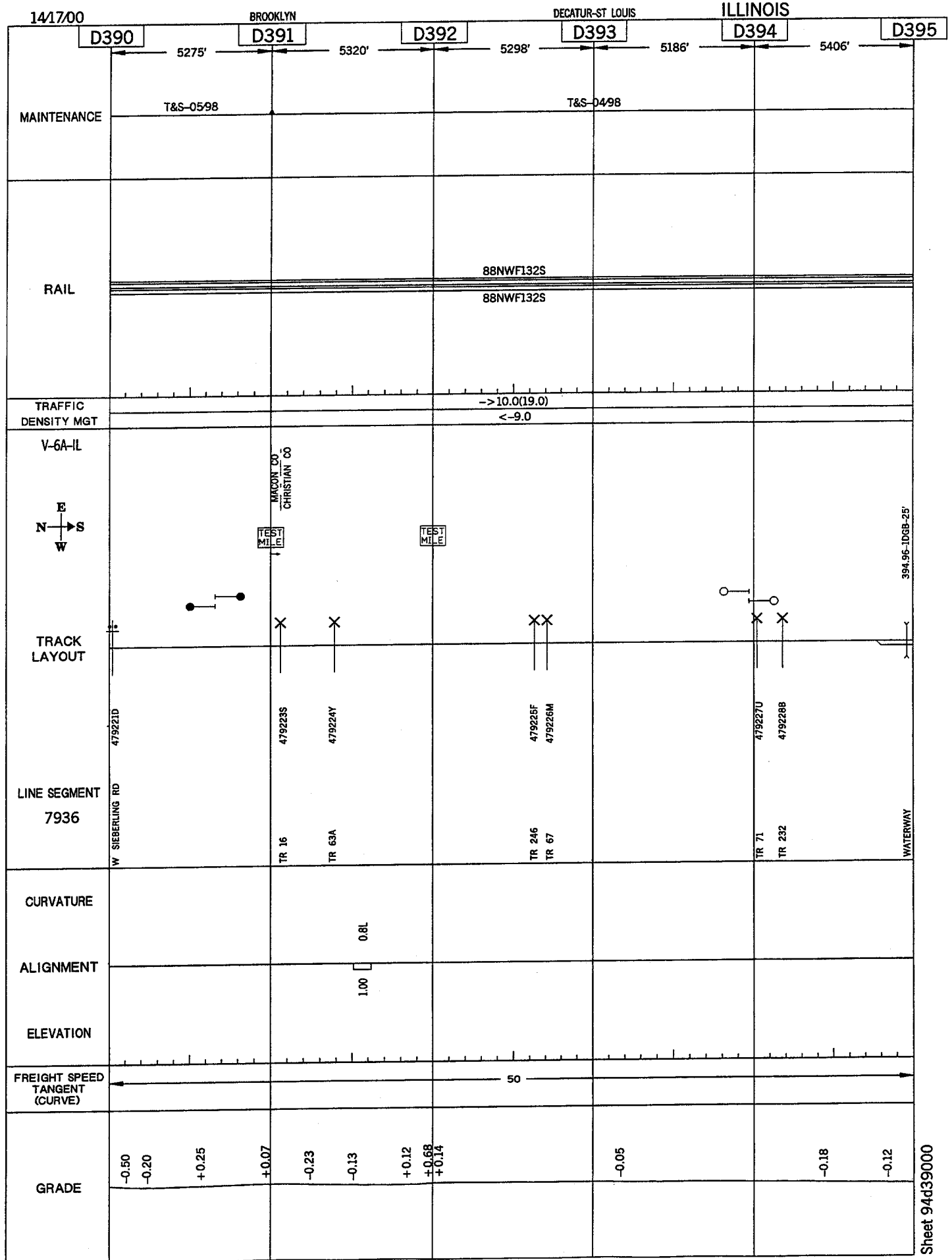
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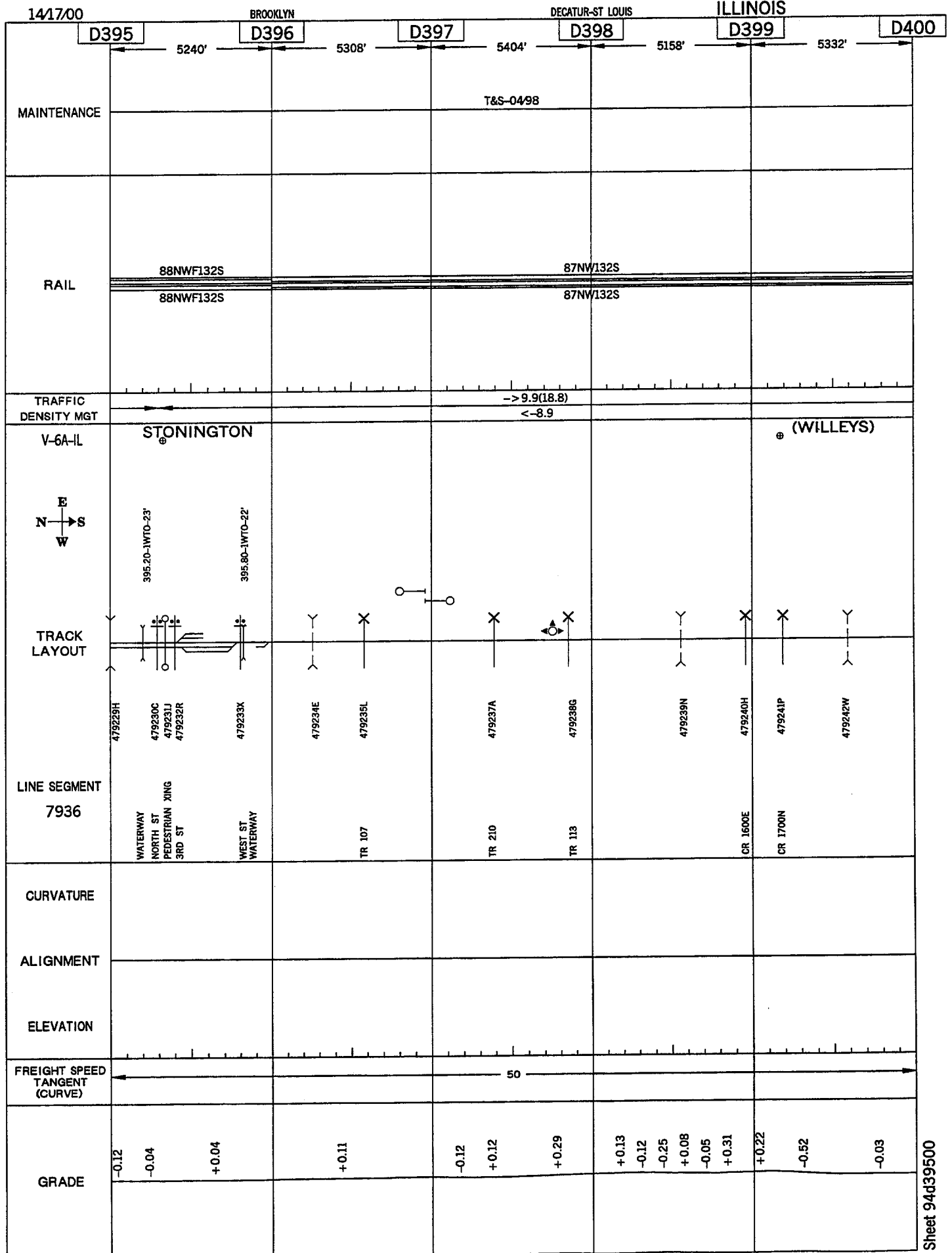
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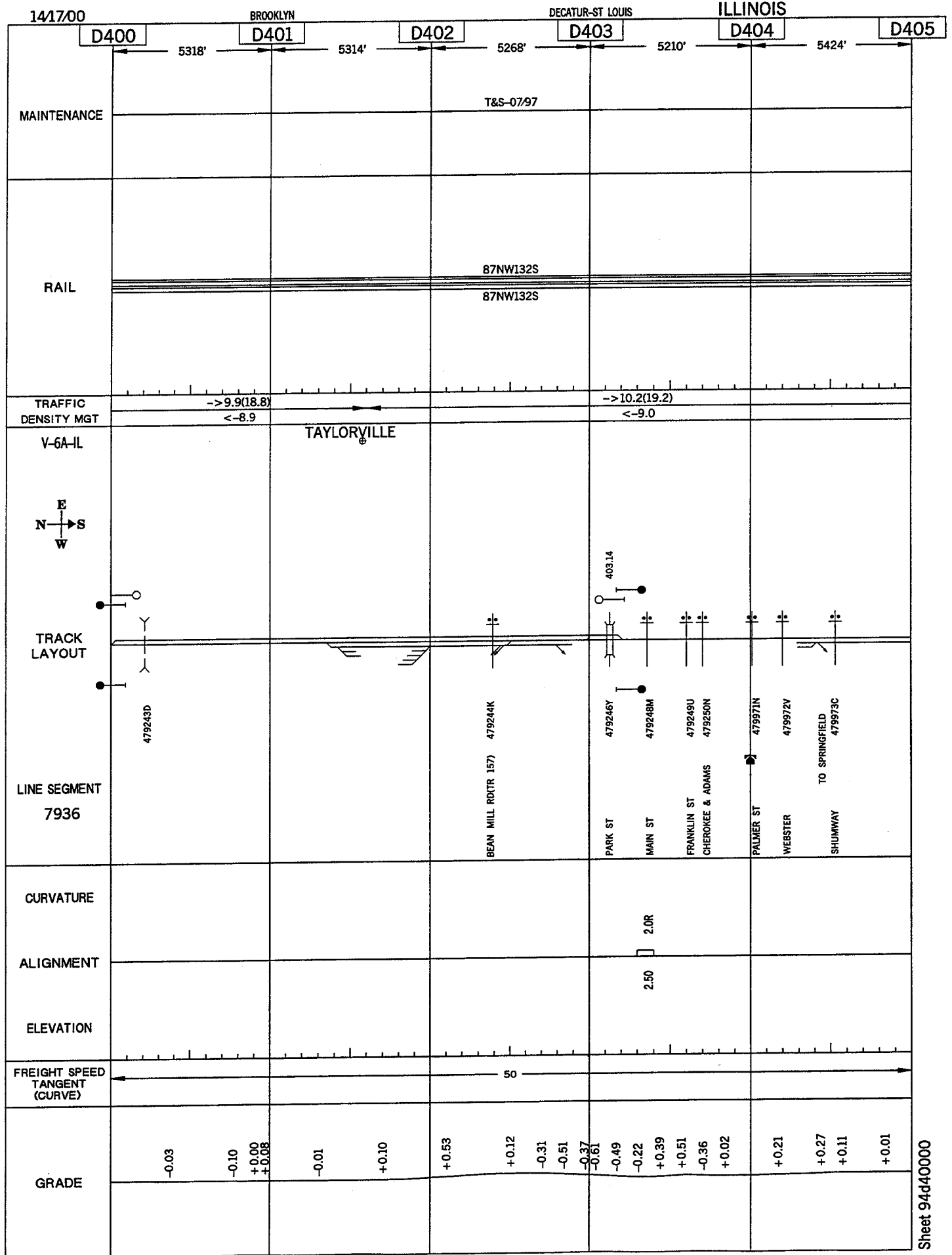
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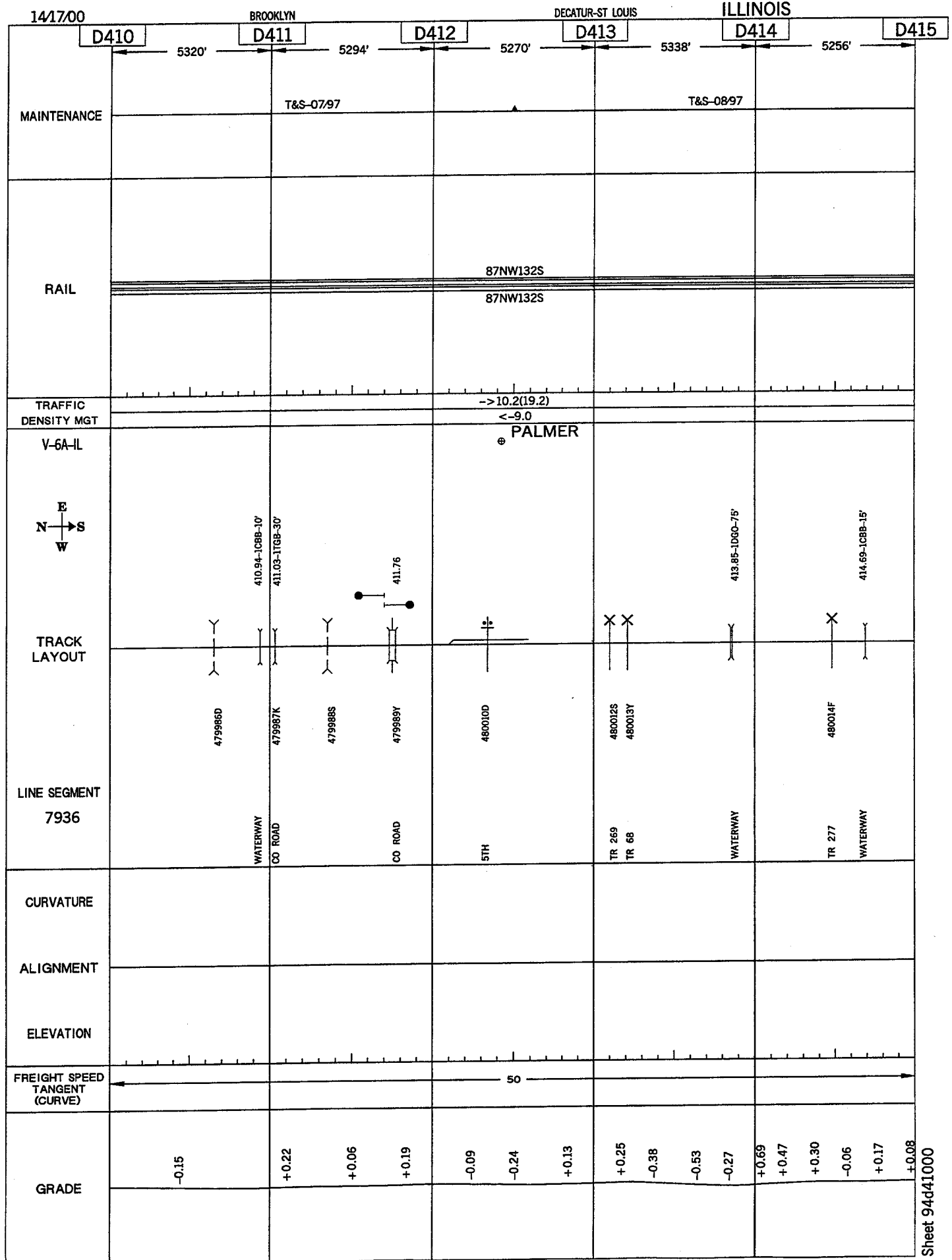


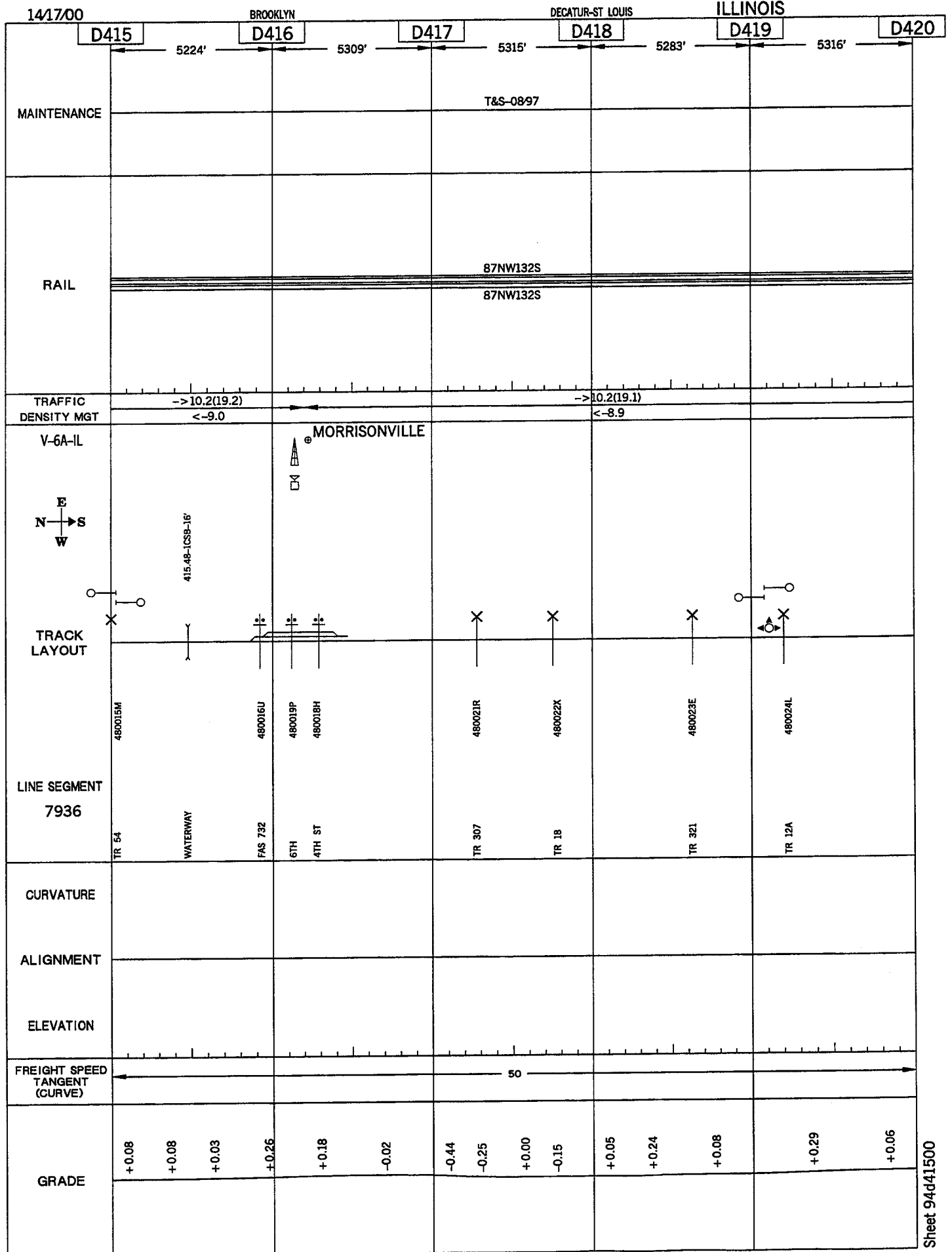






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141700

BROOKLYN

DECATUR-ST LOUIS

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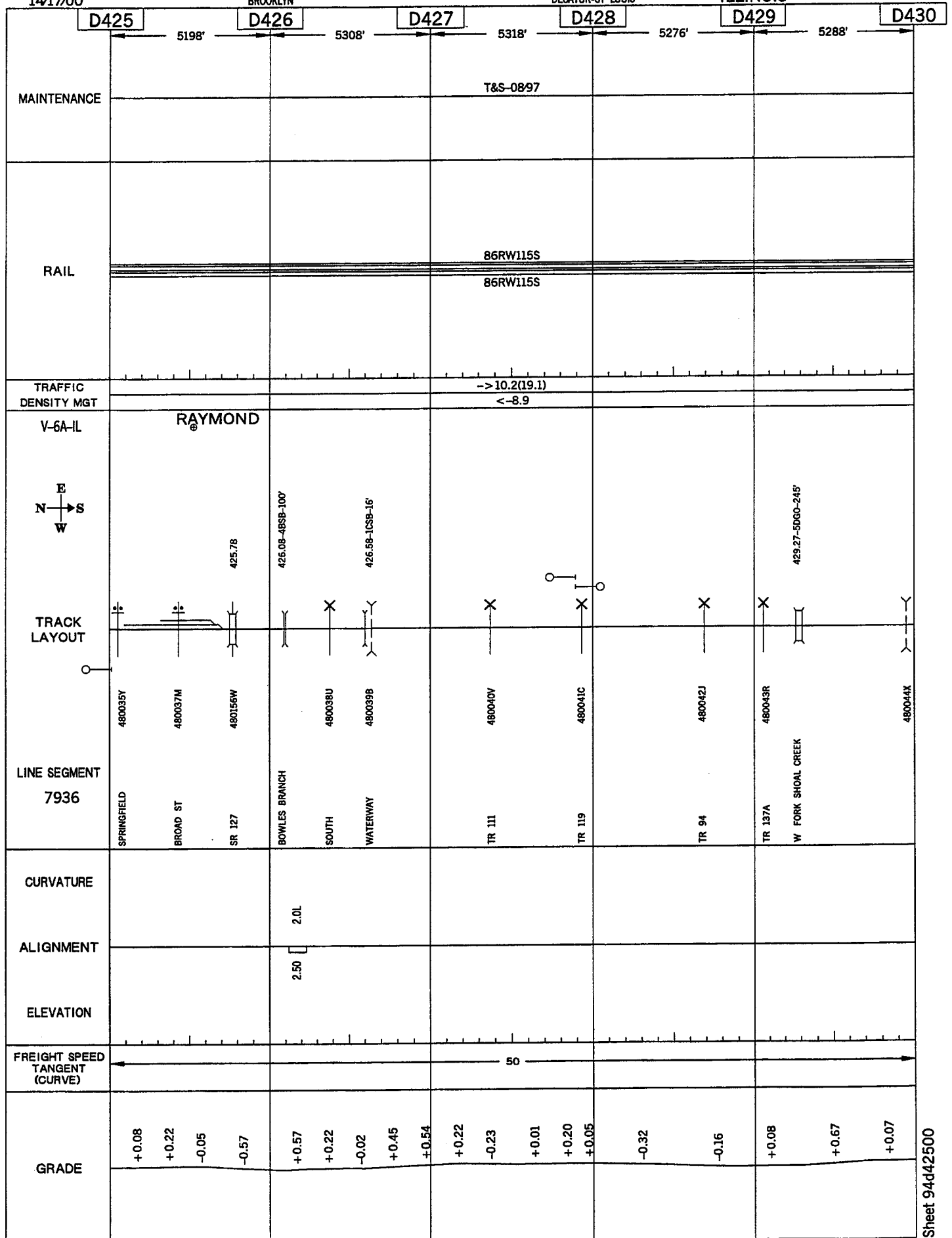
	D420	D421	D422	D423	D424	D425
	5262'	5322'	5374'	5204'	5366'	
MAINTENANCE			T&S-0897			
RAIL	87NW132S 87NW132S		86RW115S 86RW115S			
TRAFFIC DENSITY MGT			-> 10.2(19.1) < -8.9			
V-6A-IL			HARVEL CHRISTIAN CO MONTGOMERY CO	MIDWAY		
TRACK LAYOUT	X Y Y 480025T 480026A	X Y Y 480027G	Y Y Y 480028N 421.51-1CSB-16'	X Y Y 480031W 423.17-1CSB-20'	Y Y Y 480032D	X Y Y 480033K 480034S
LINE SEGMENT 7936	TR 329	TR 48	WATERWAY	TR 75	WATERWAY	TR 83
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE	+0.06 -0.32 +0.12 -0.11	+0.04 -0.13 +0.05 +0.20	+0.11 +0.01 -0.19	-0.08 +0.16	+0.01 +0.23 +0.05 -0.16 -0.05	

1417/00

BROOKLYN

DECATUR-ST LOUIS

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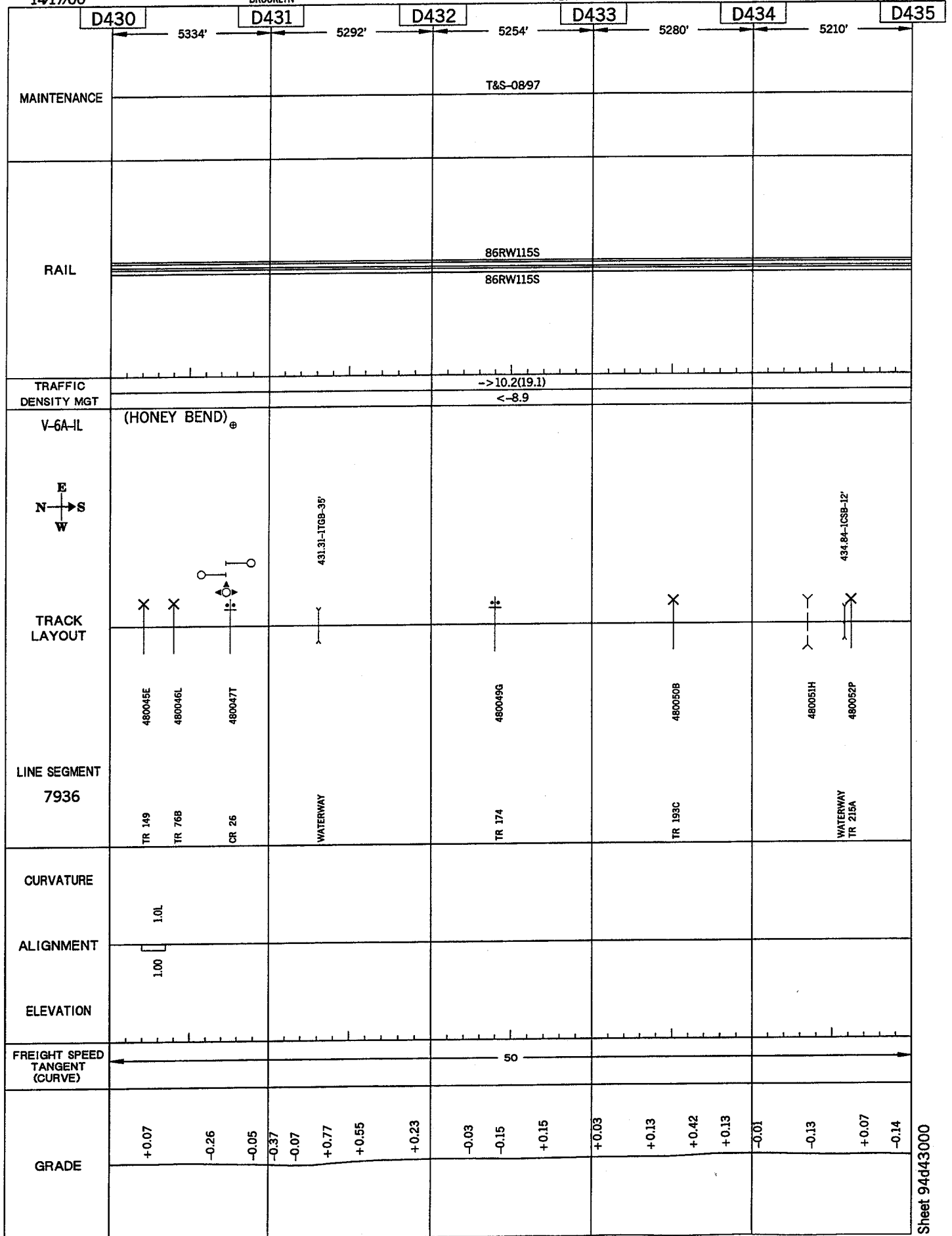


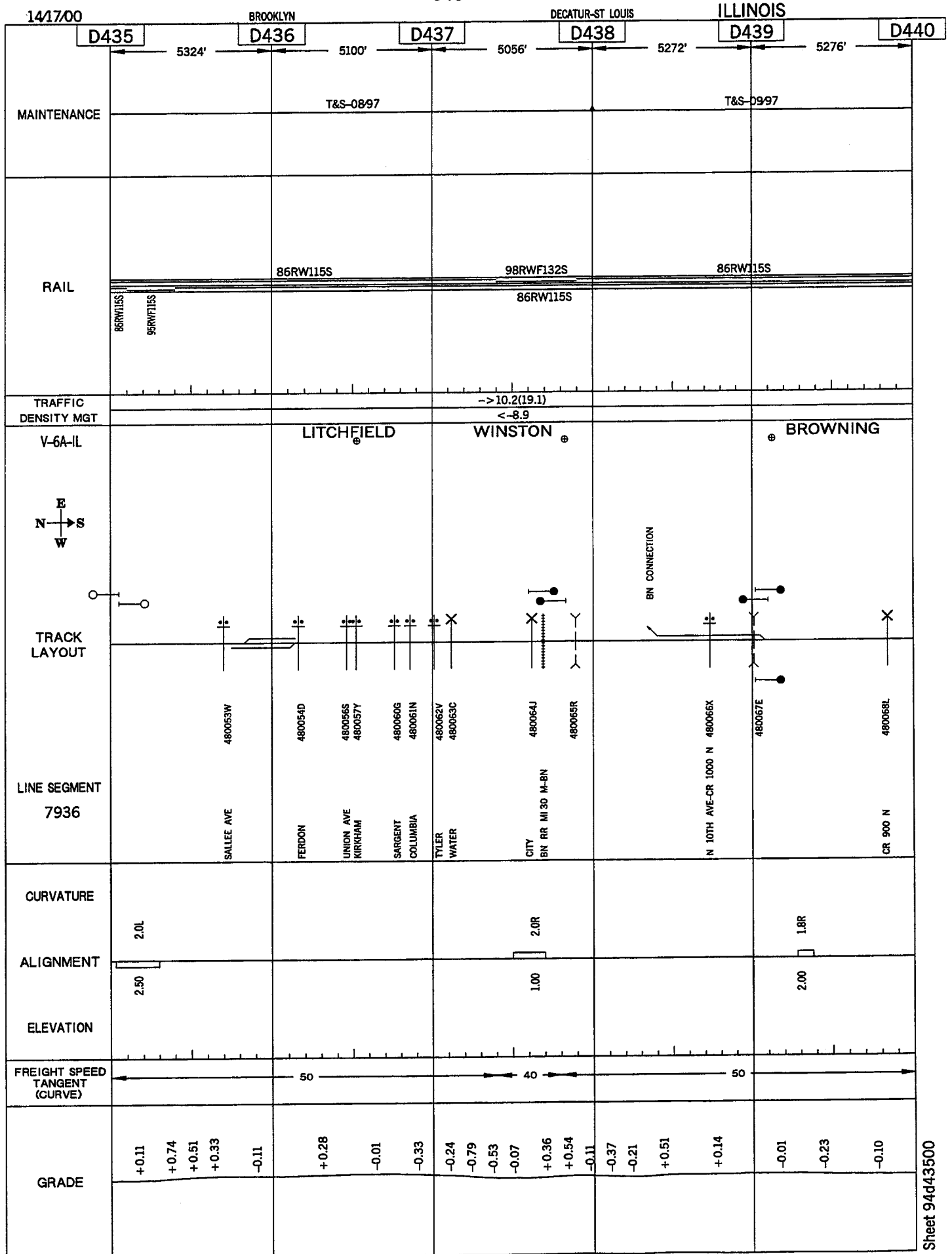
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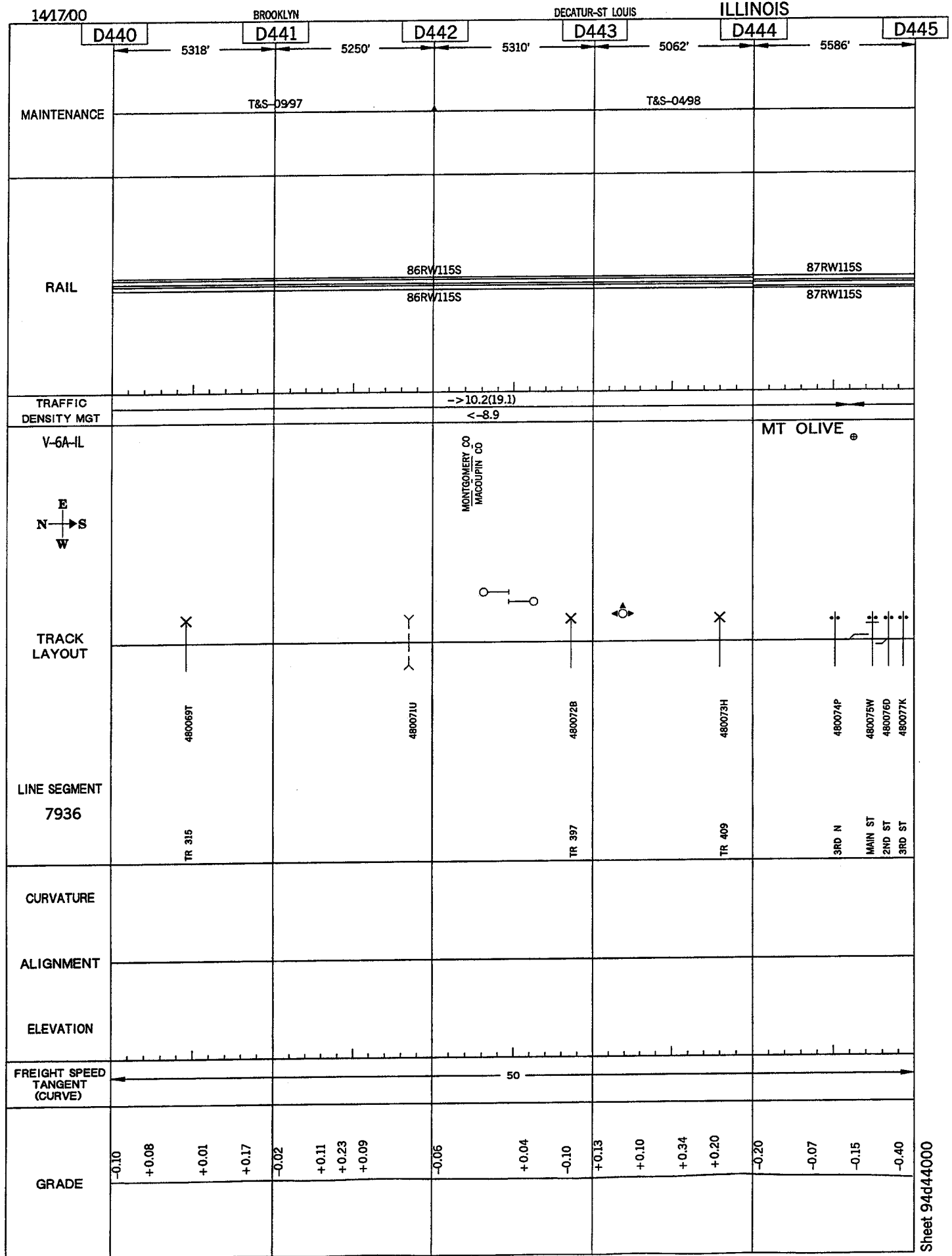
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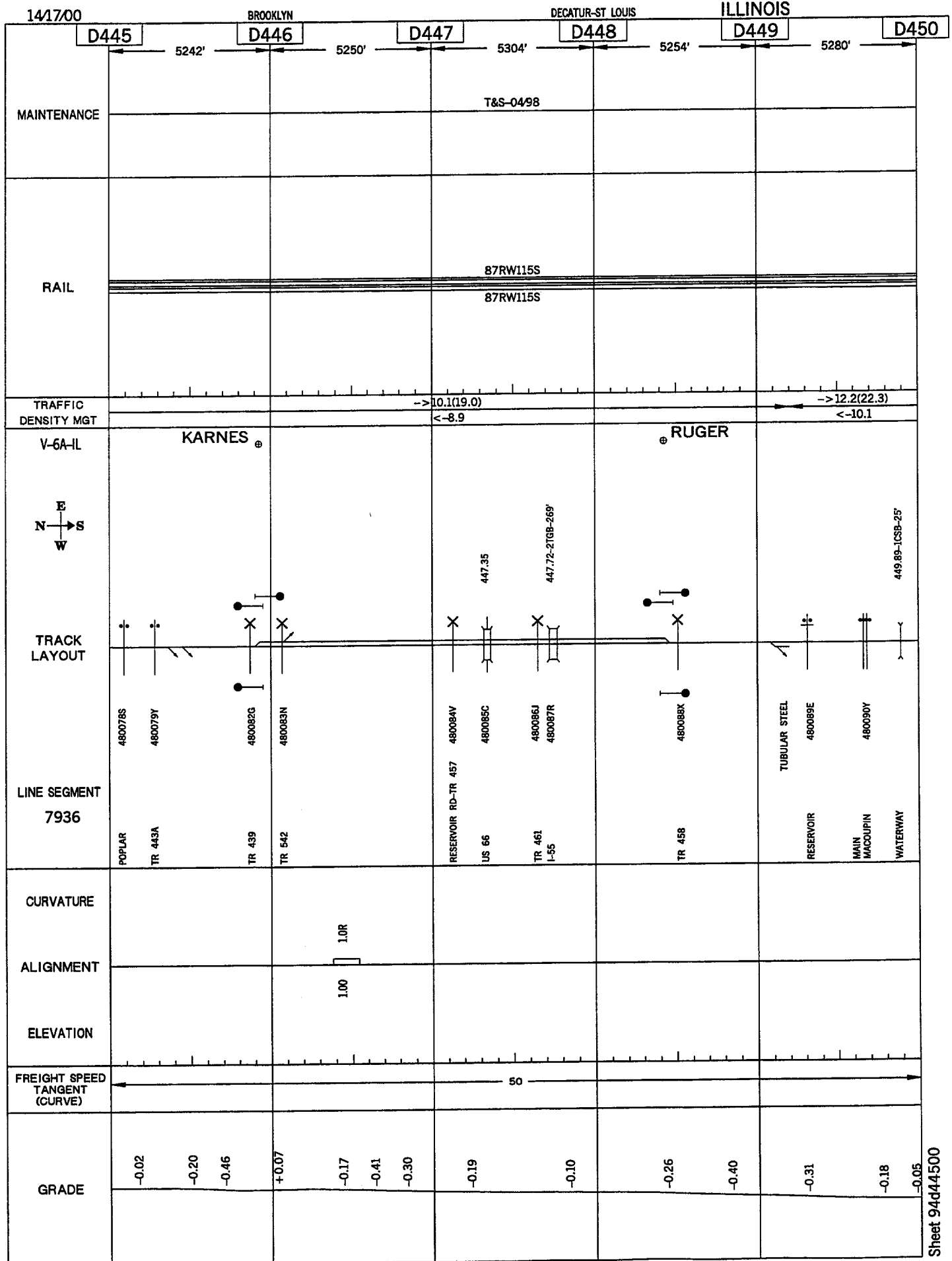
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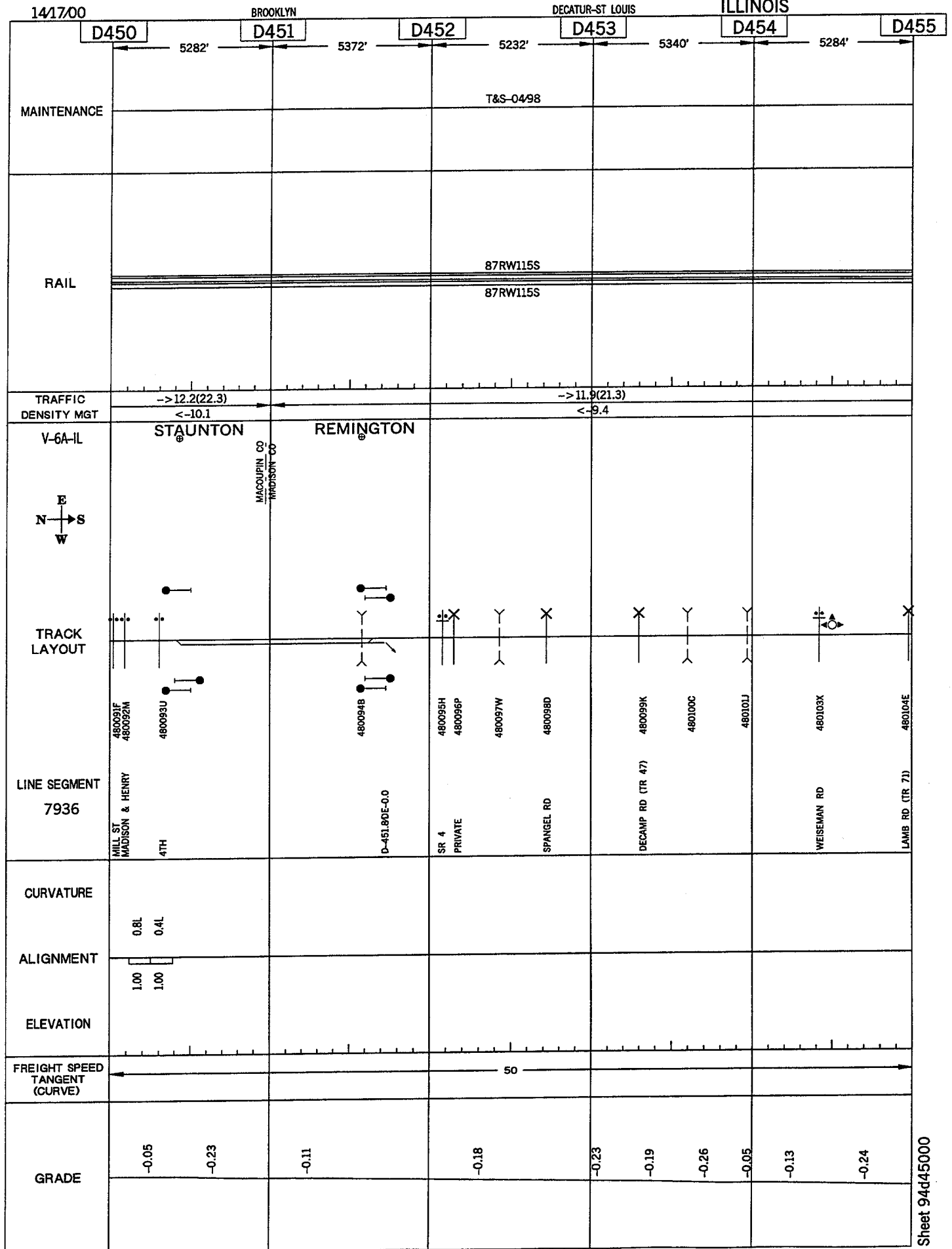
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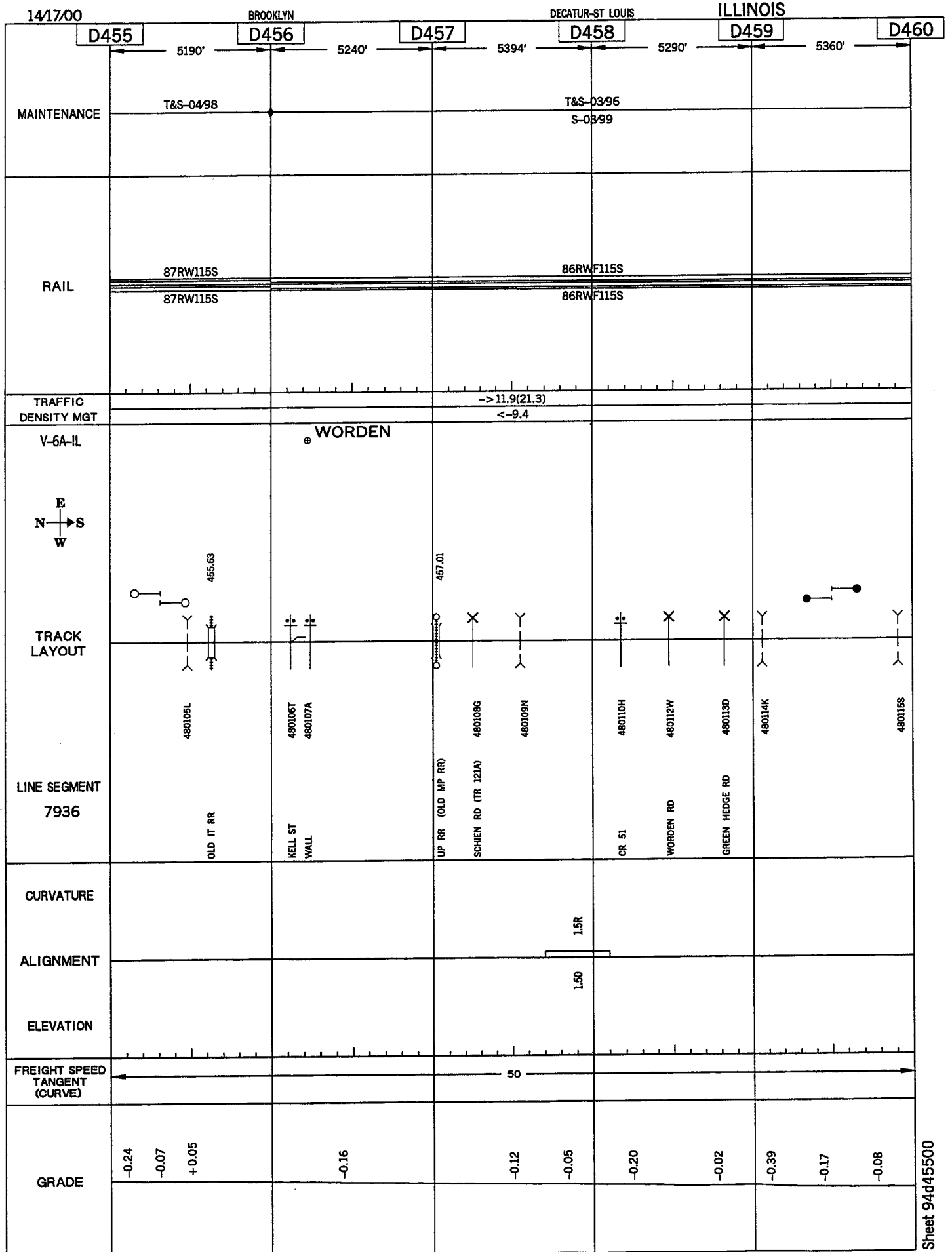


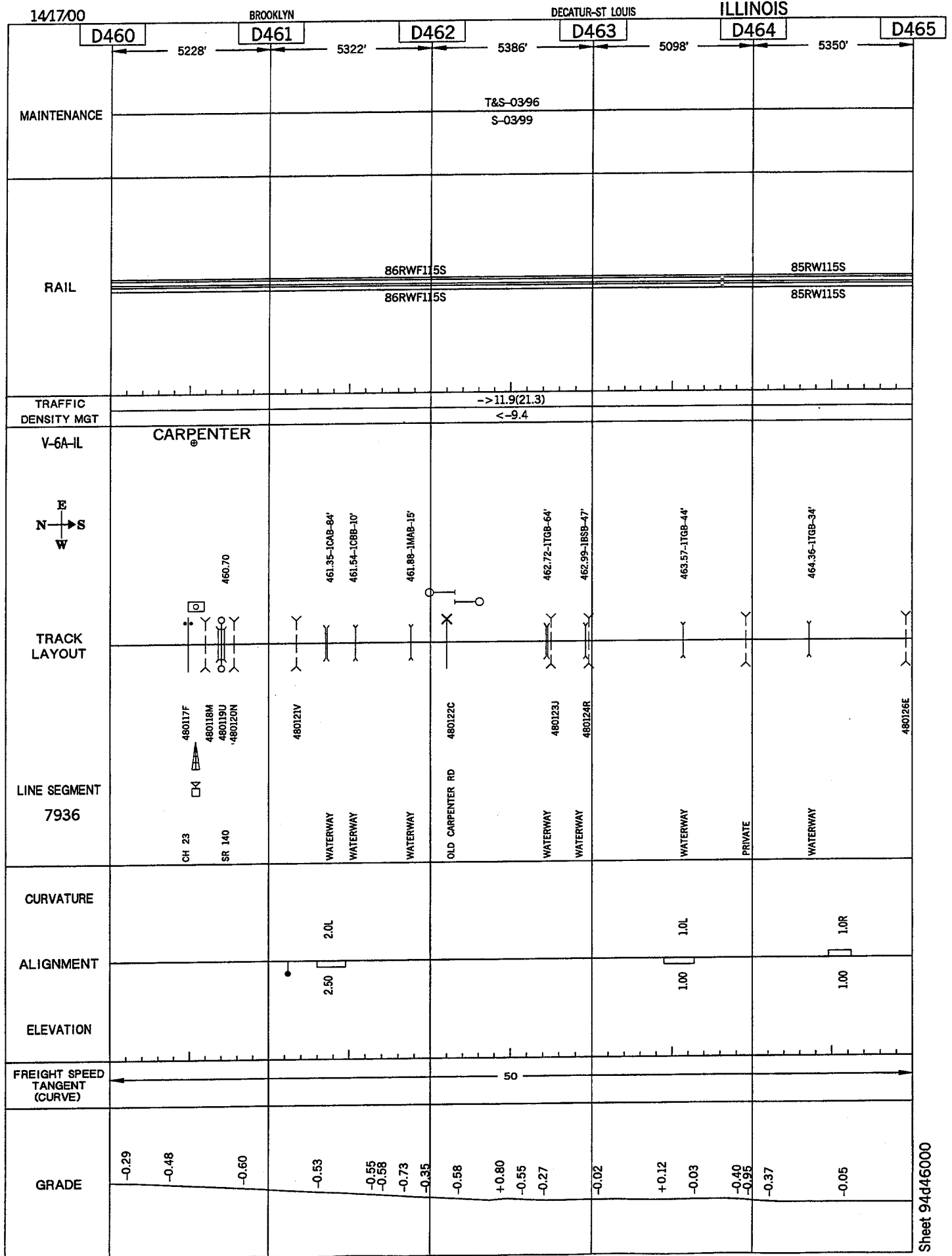


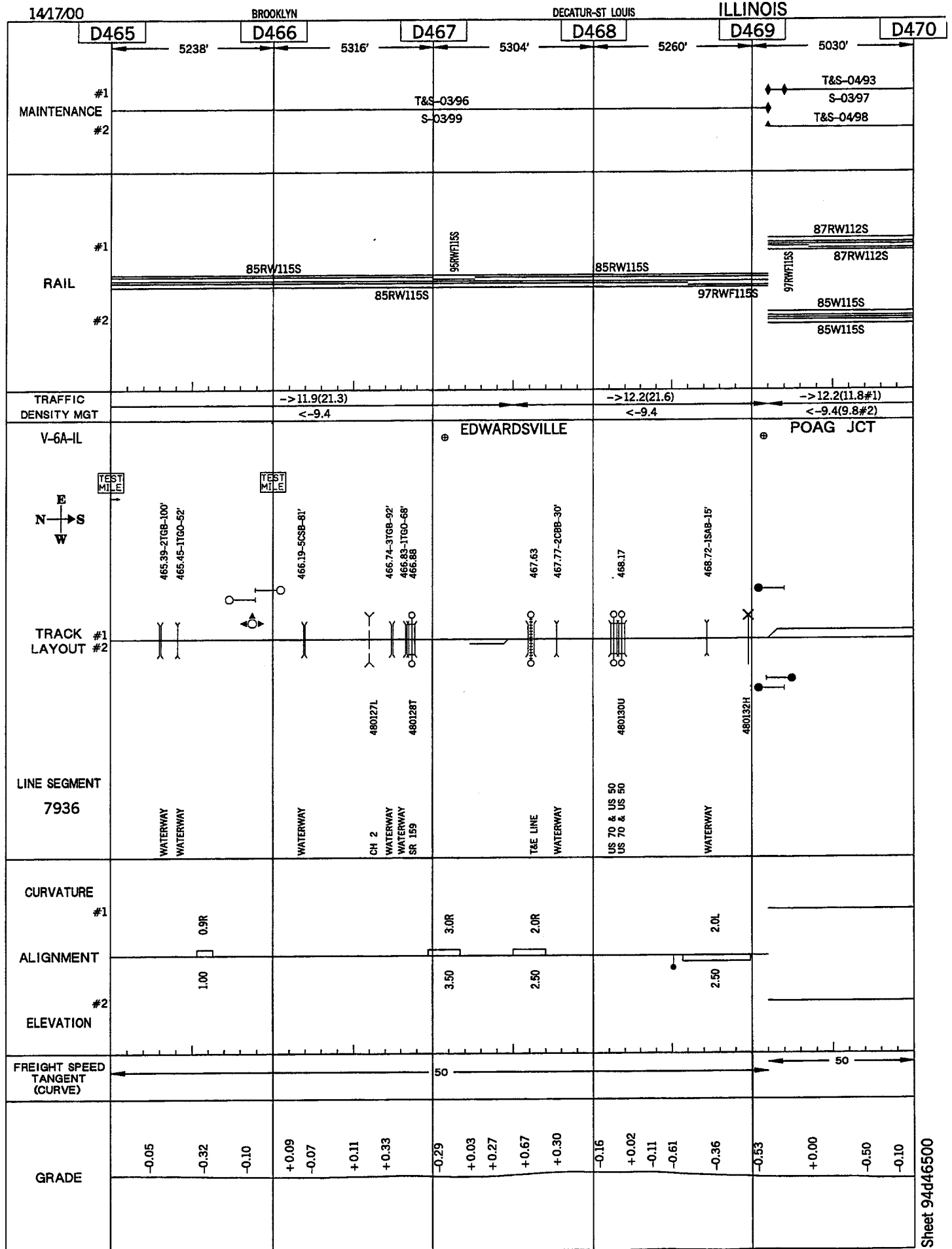


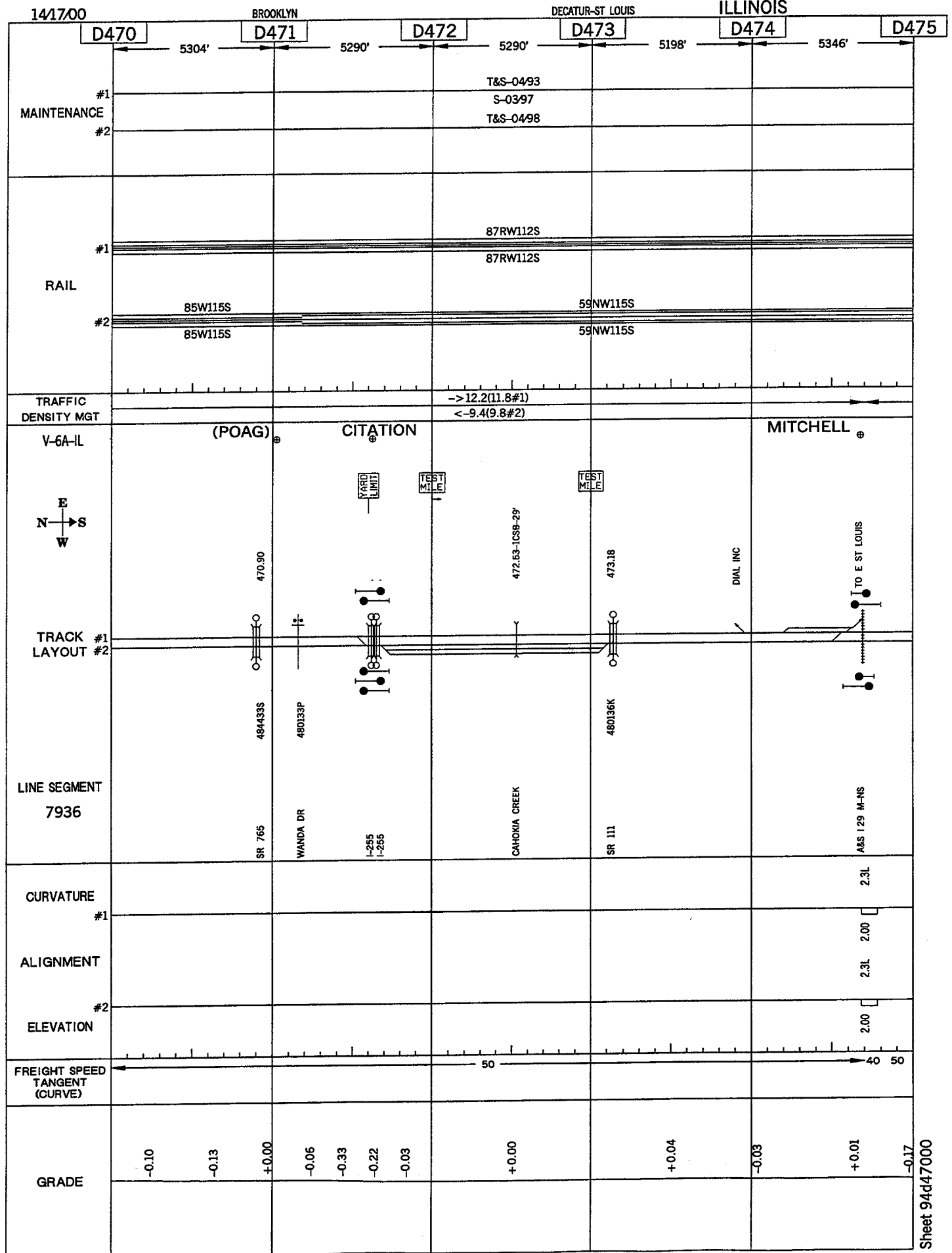


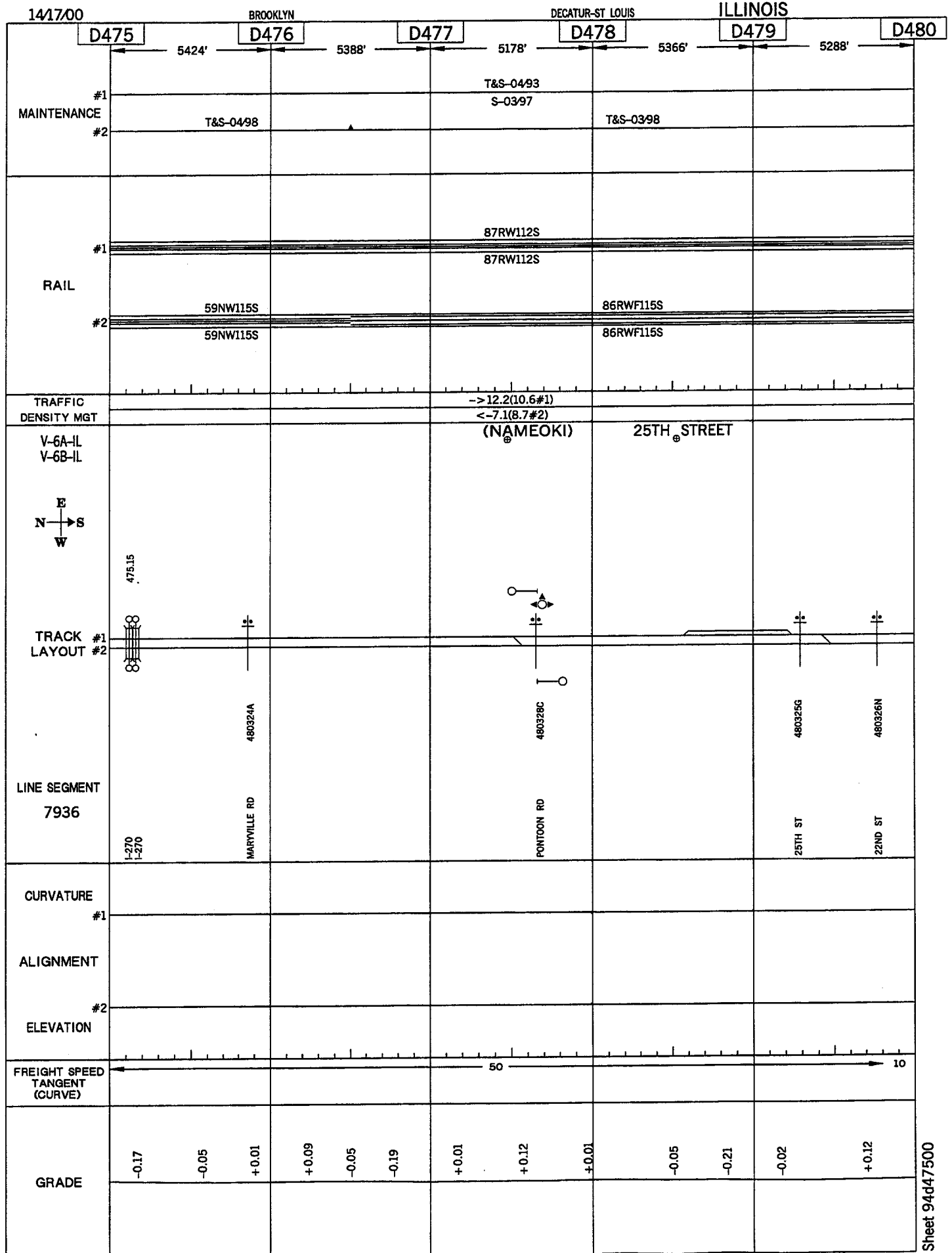


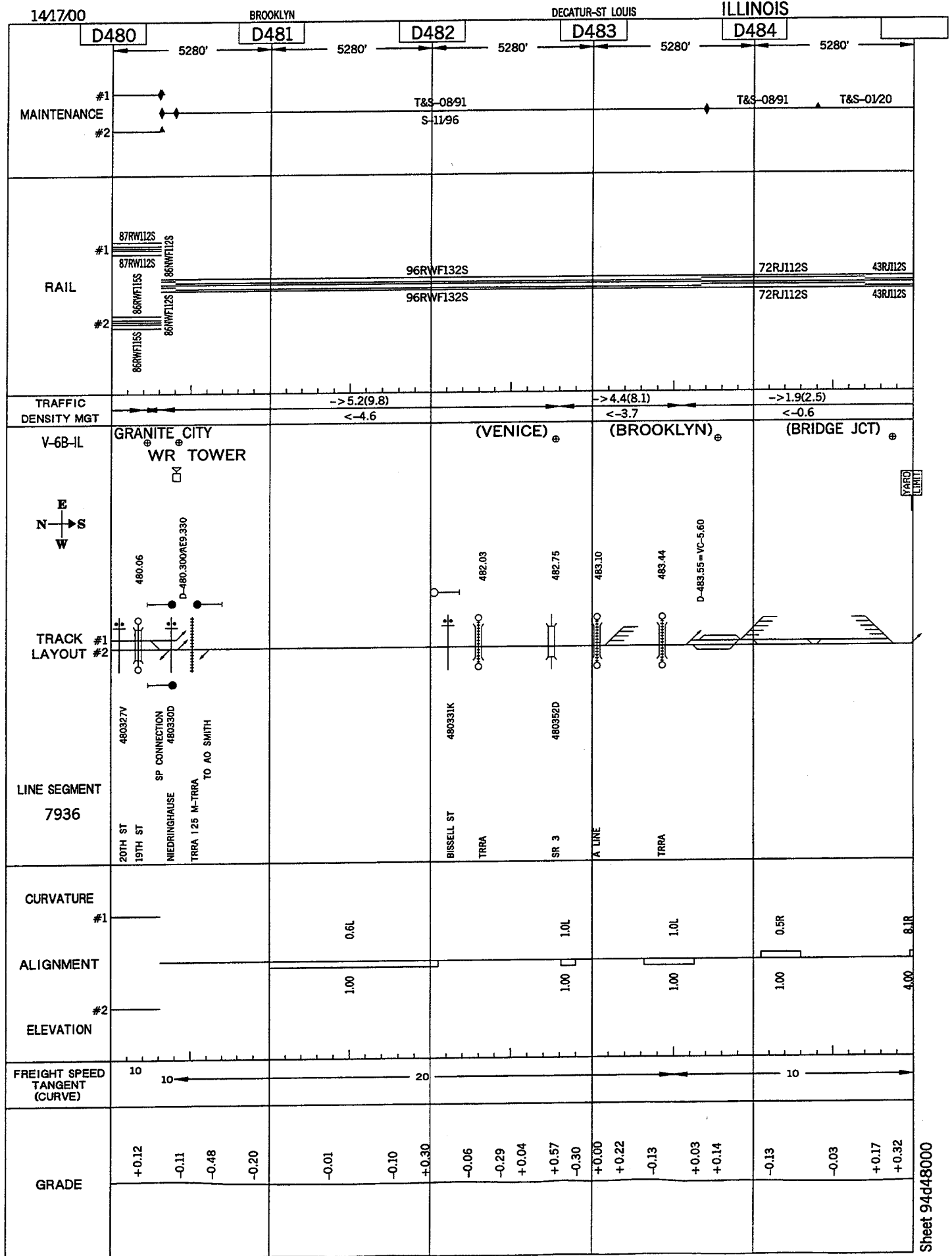


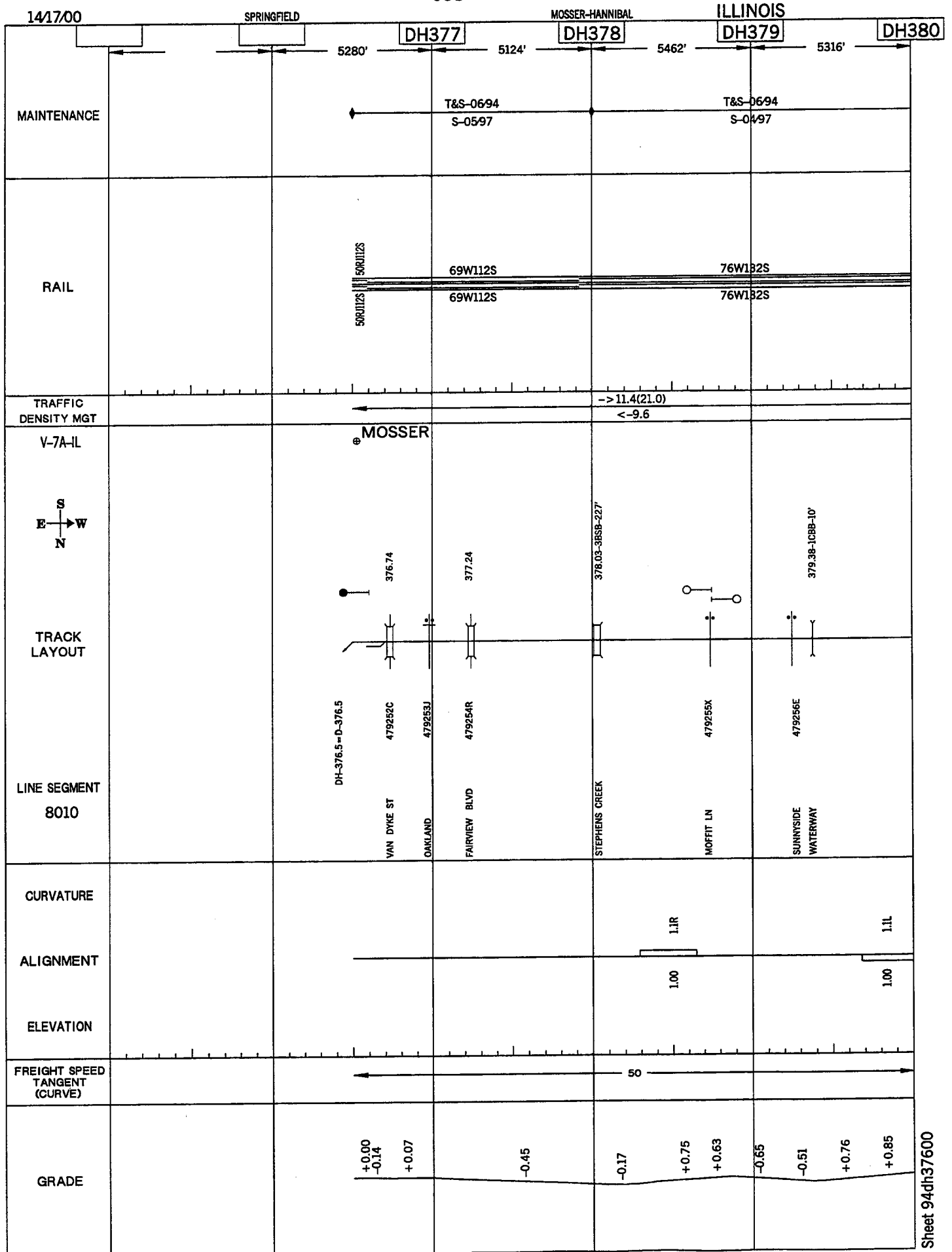










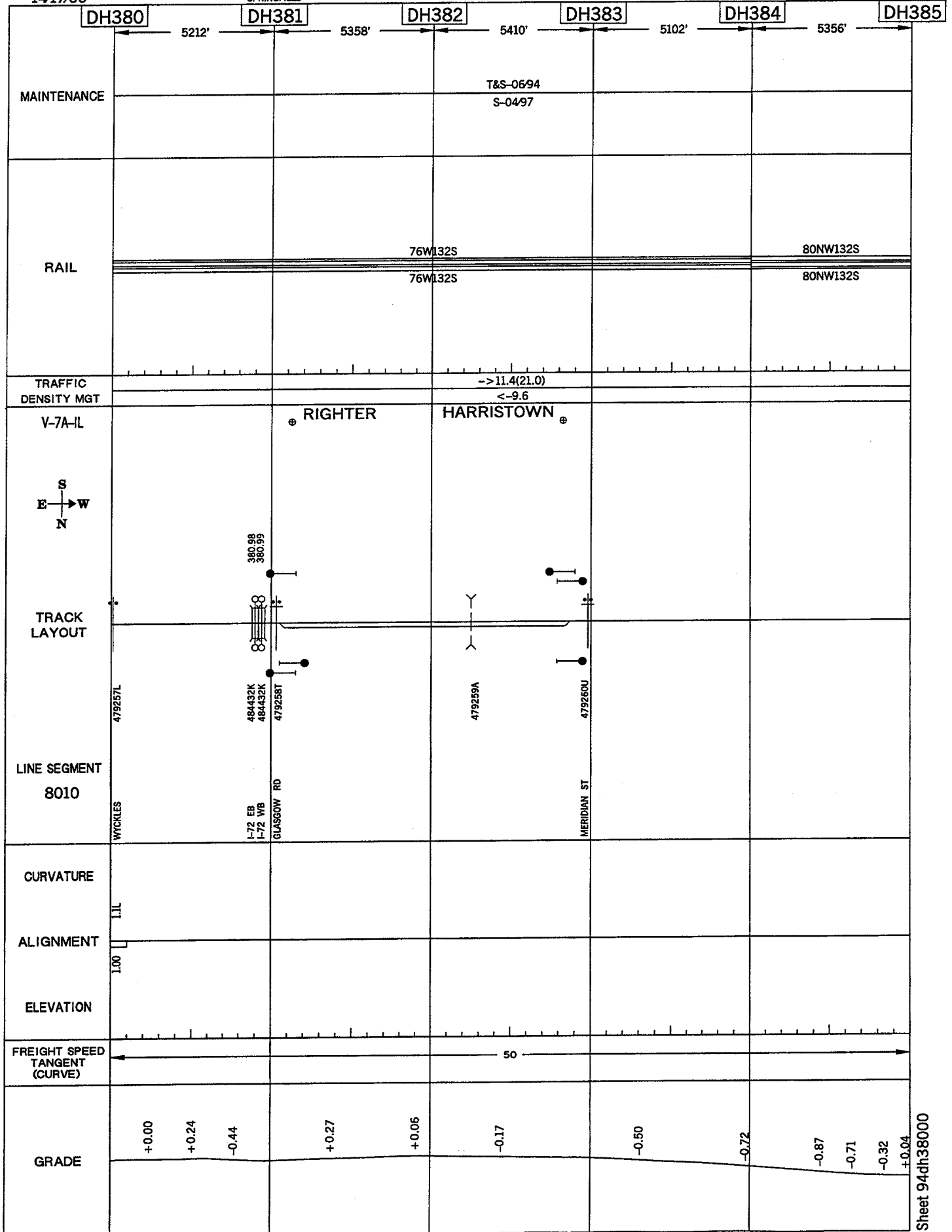


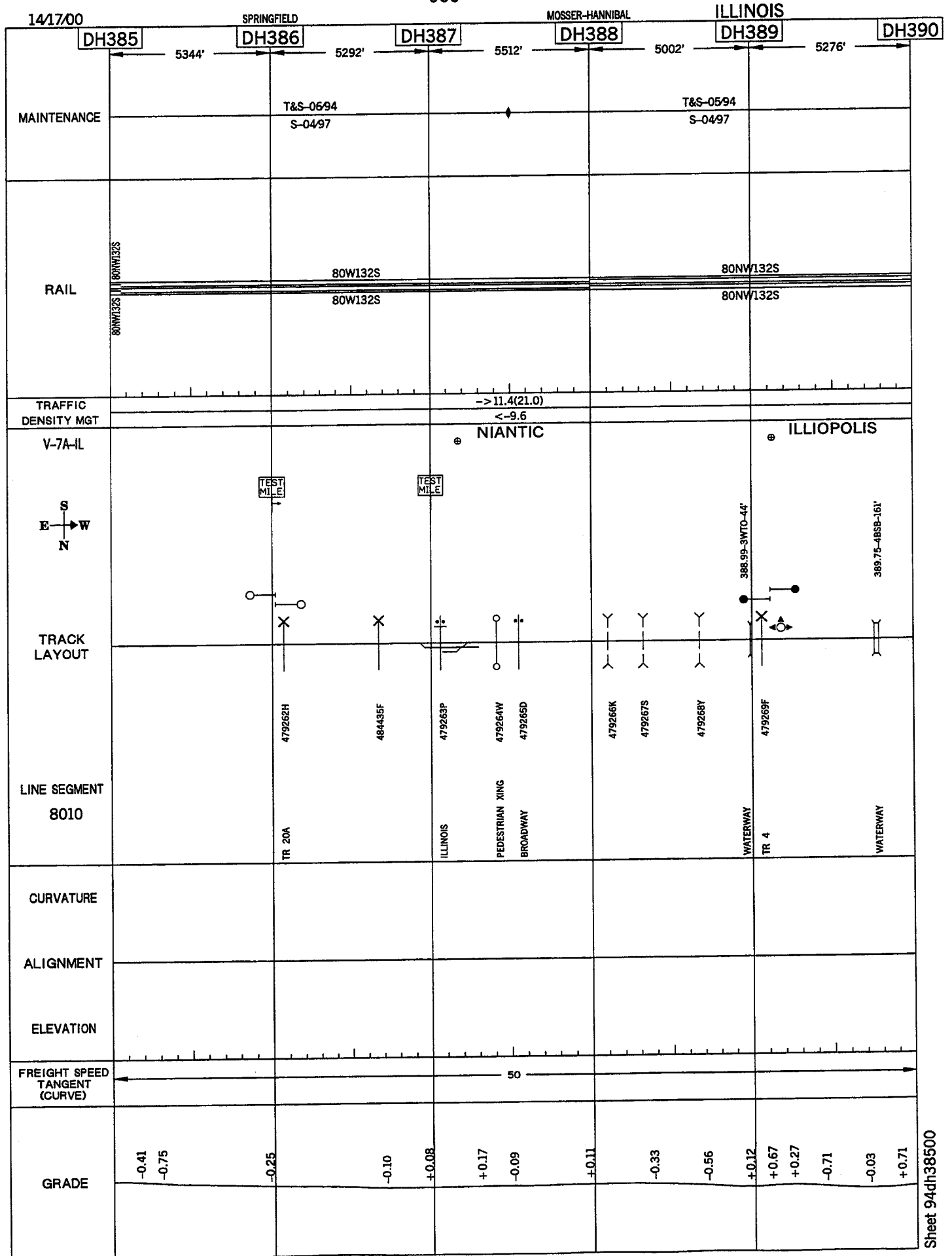
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SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



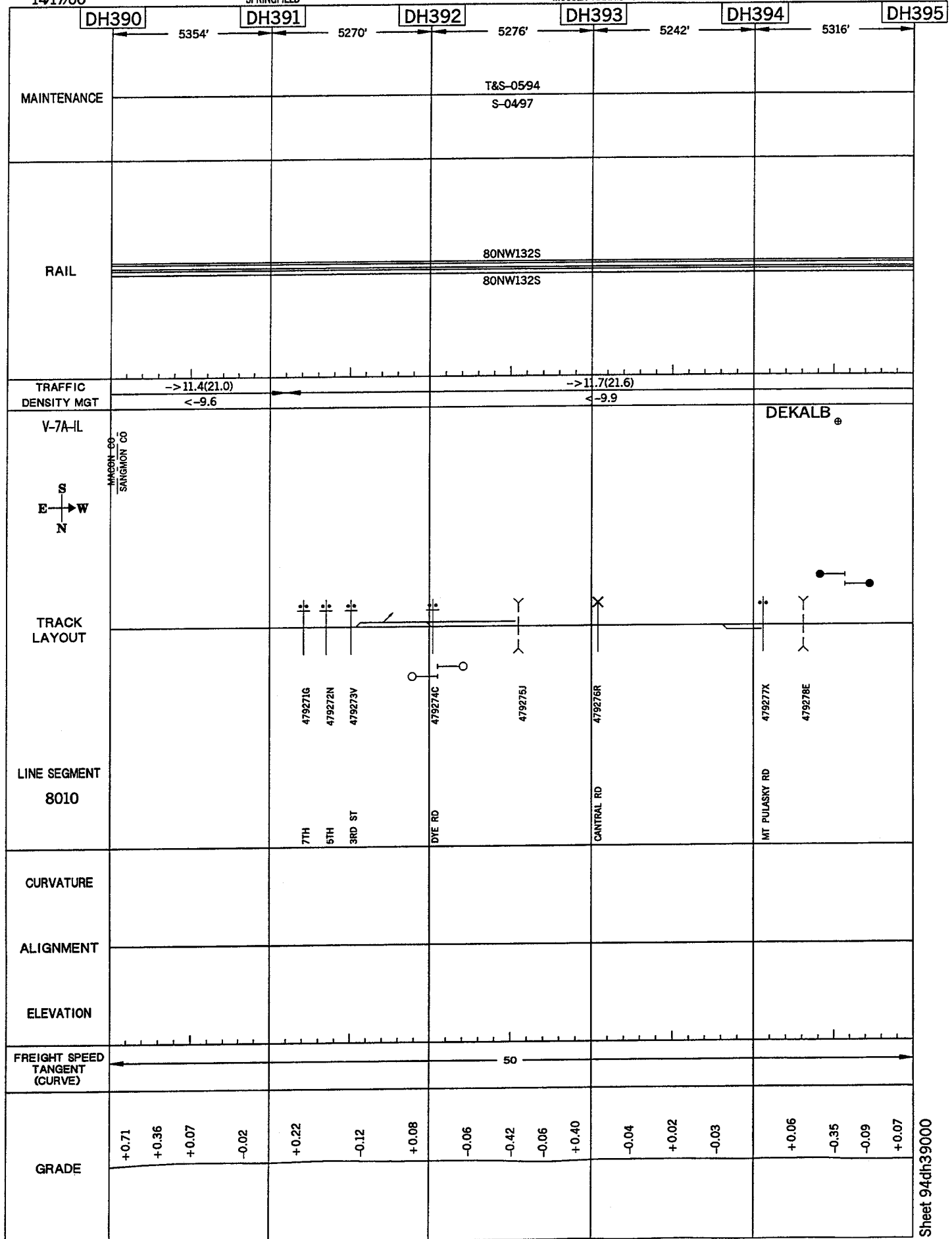


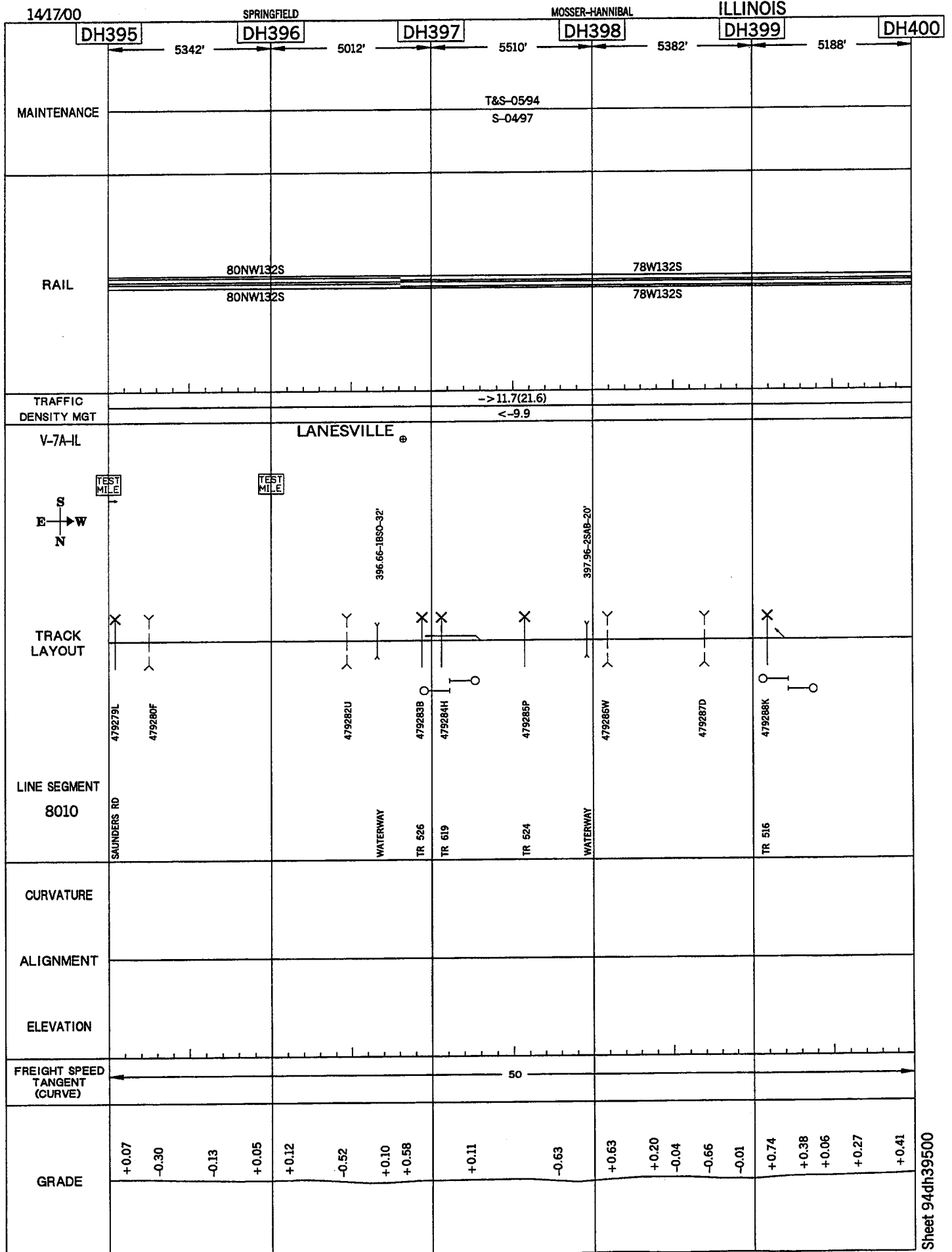
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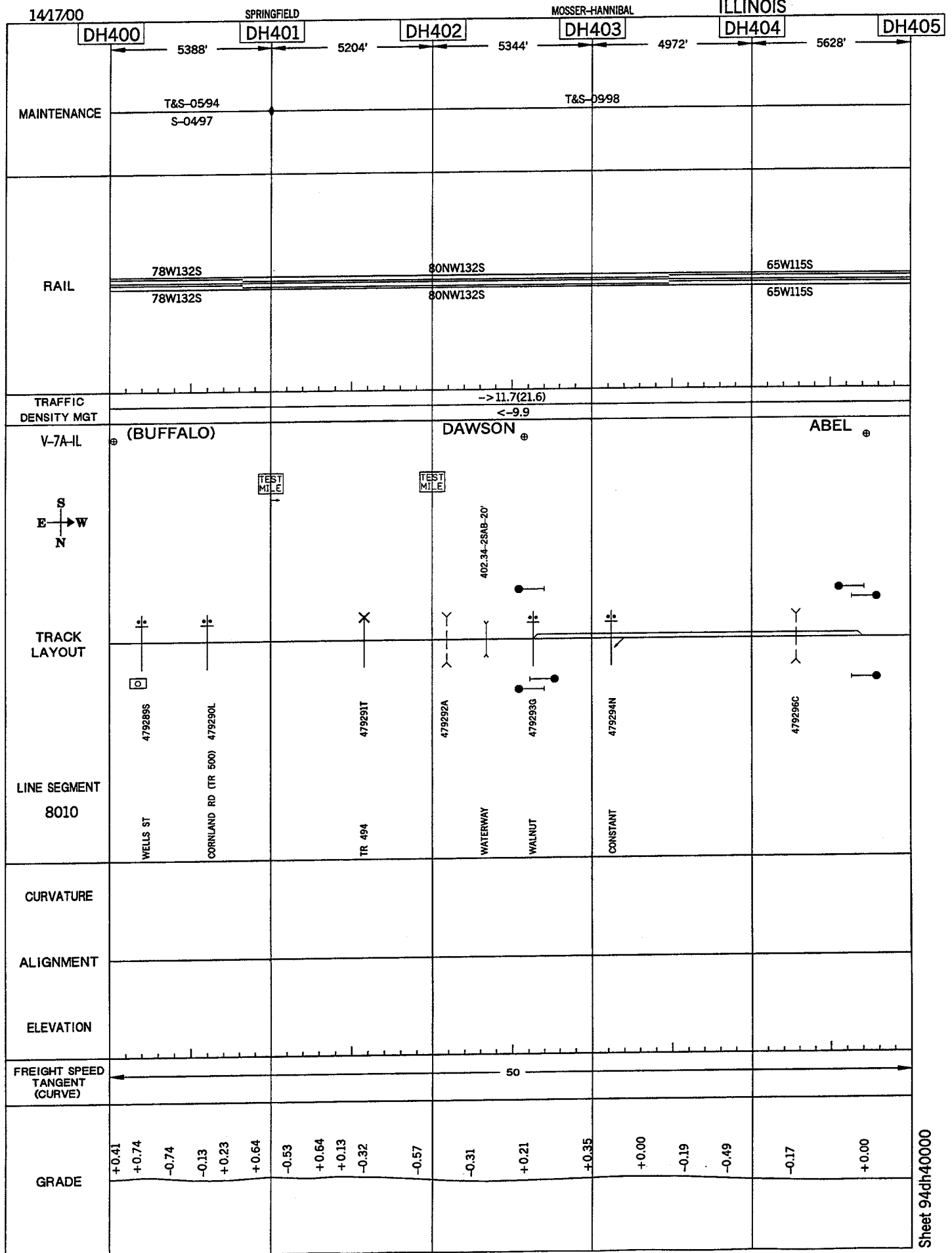
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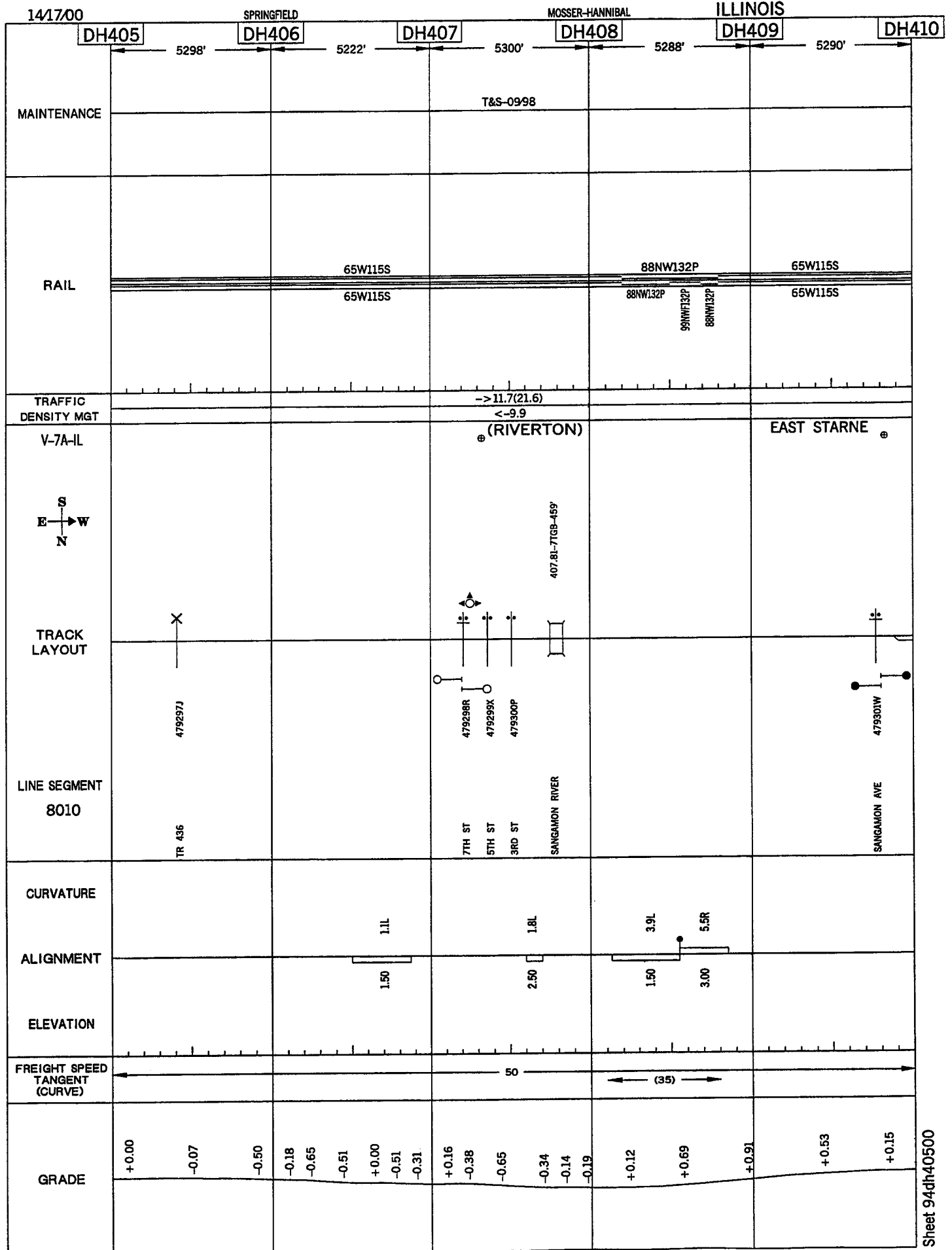
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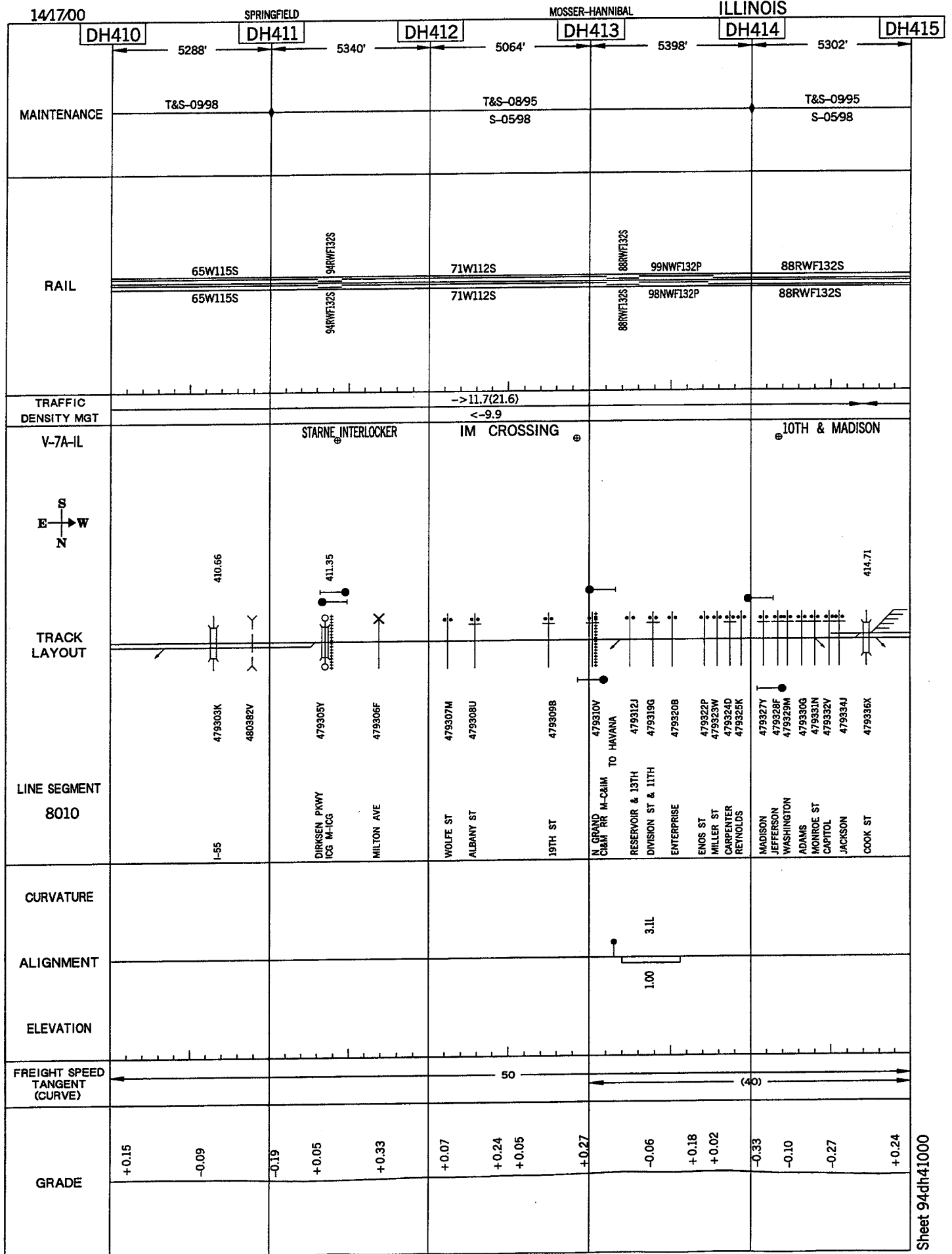
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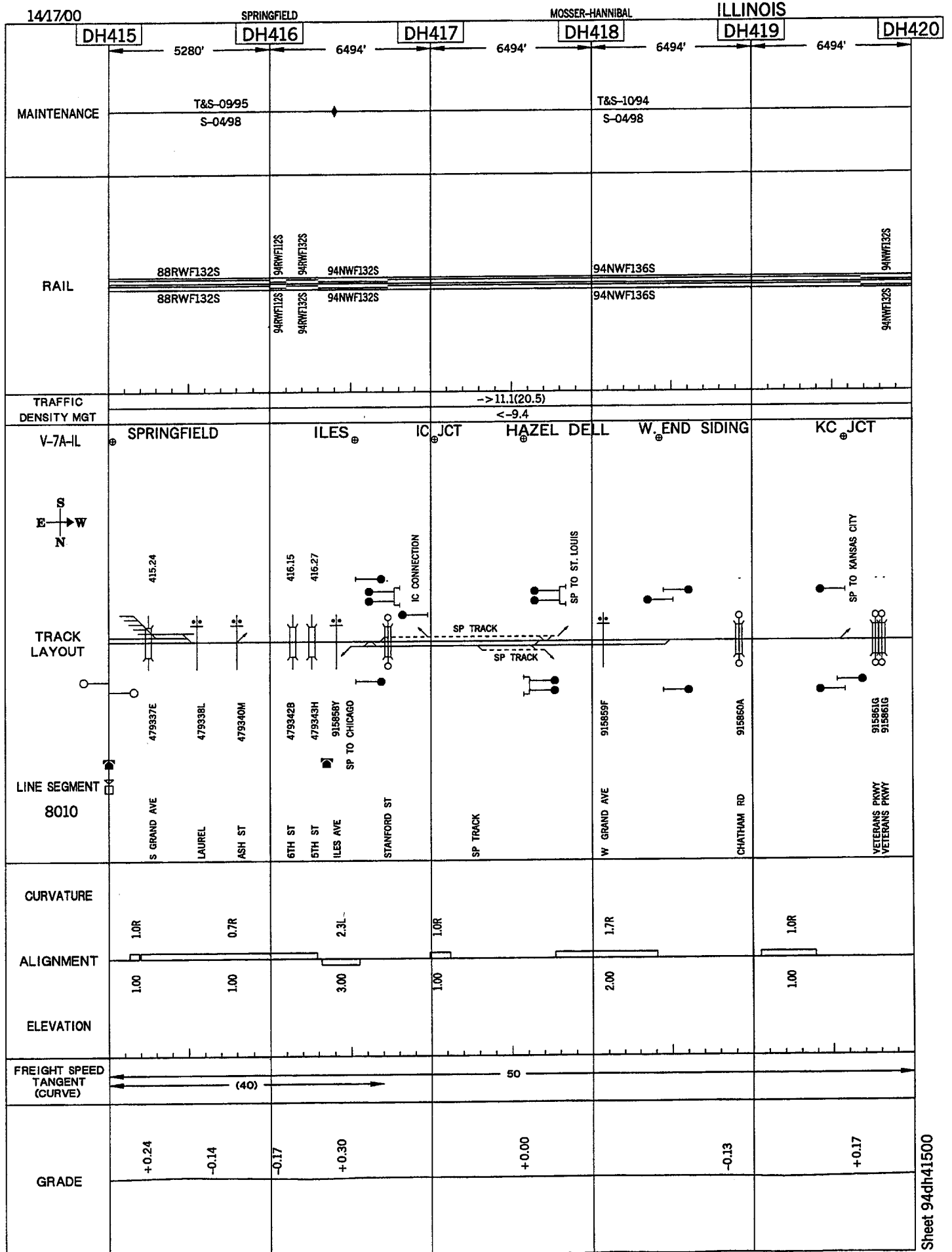


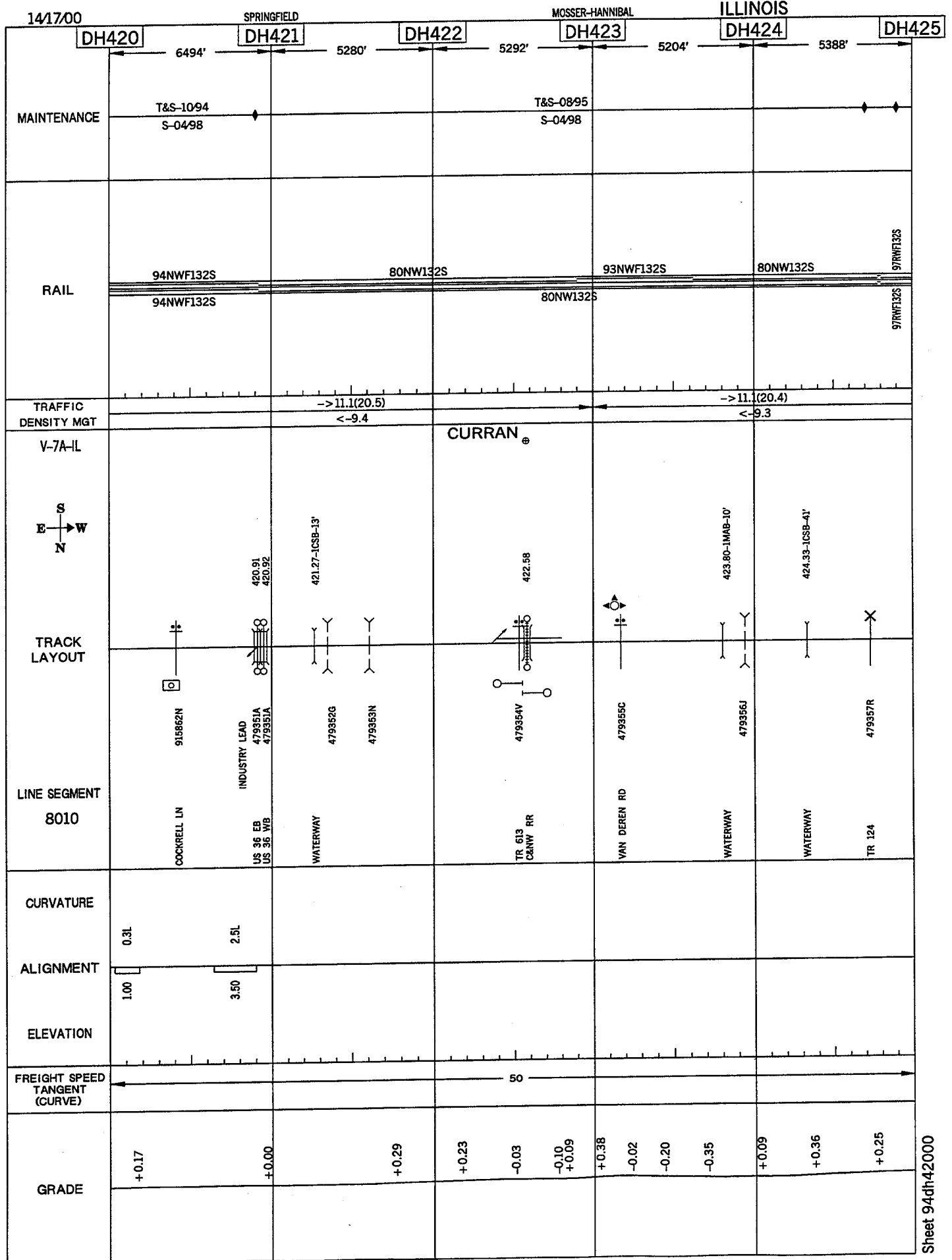










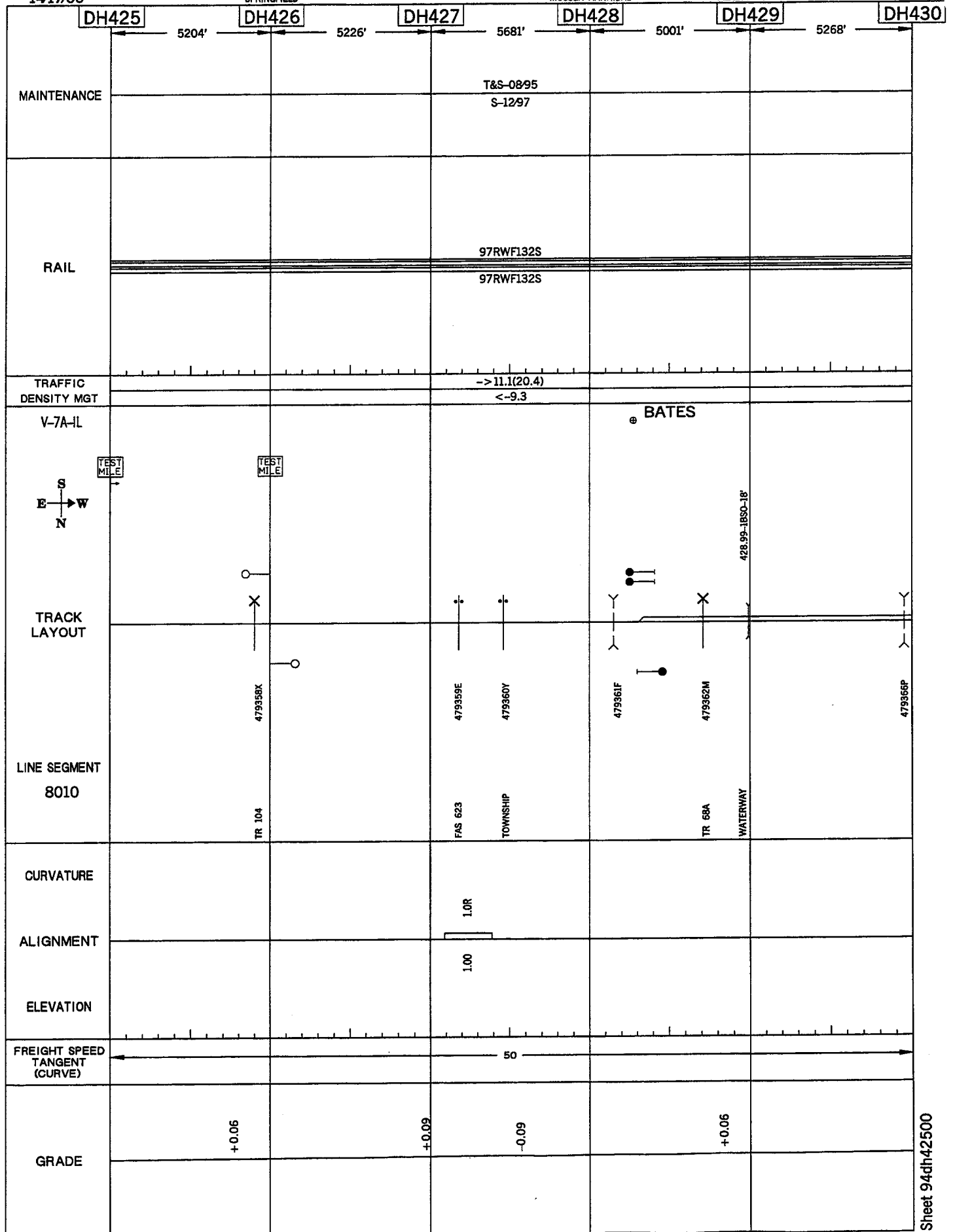


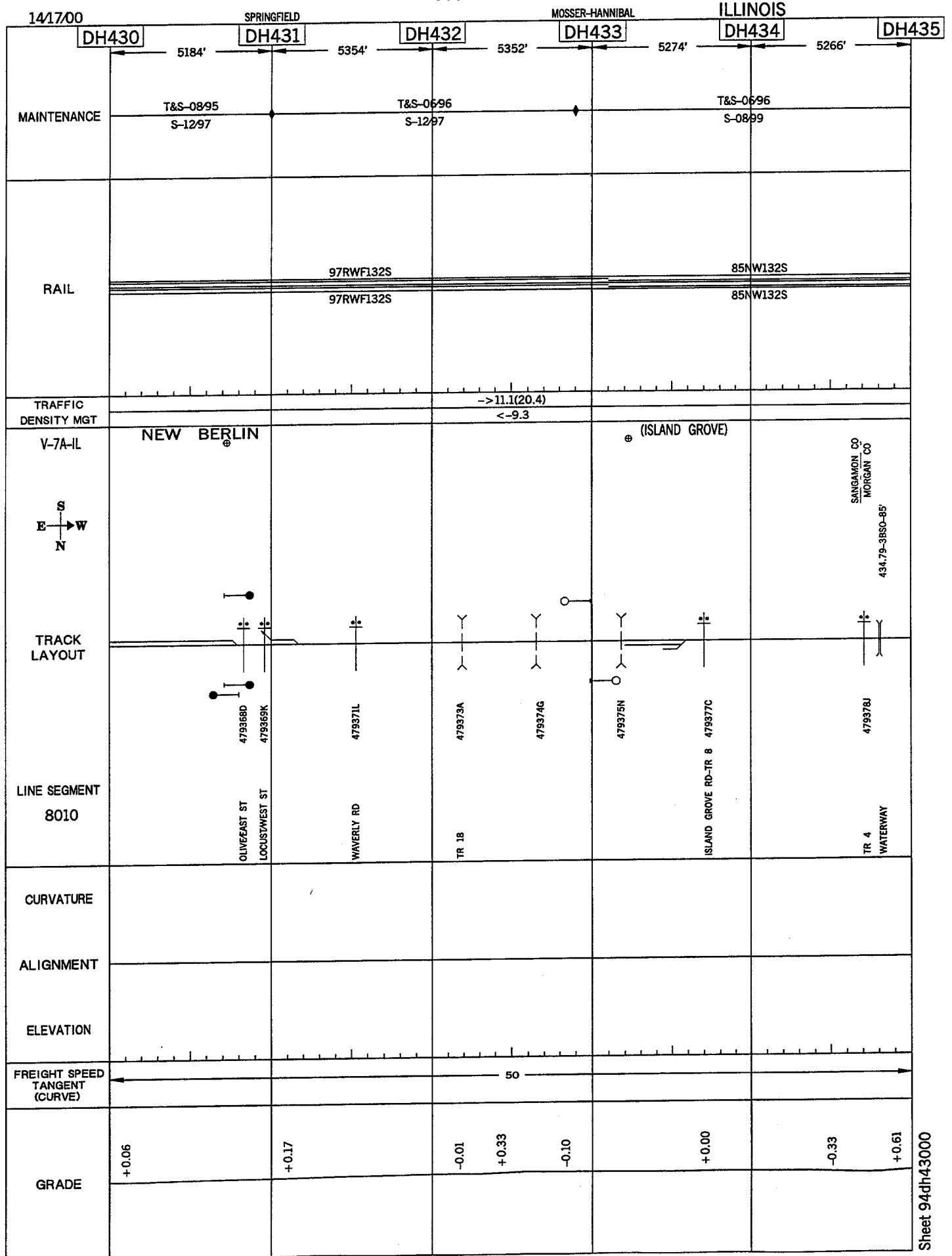
141700

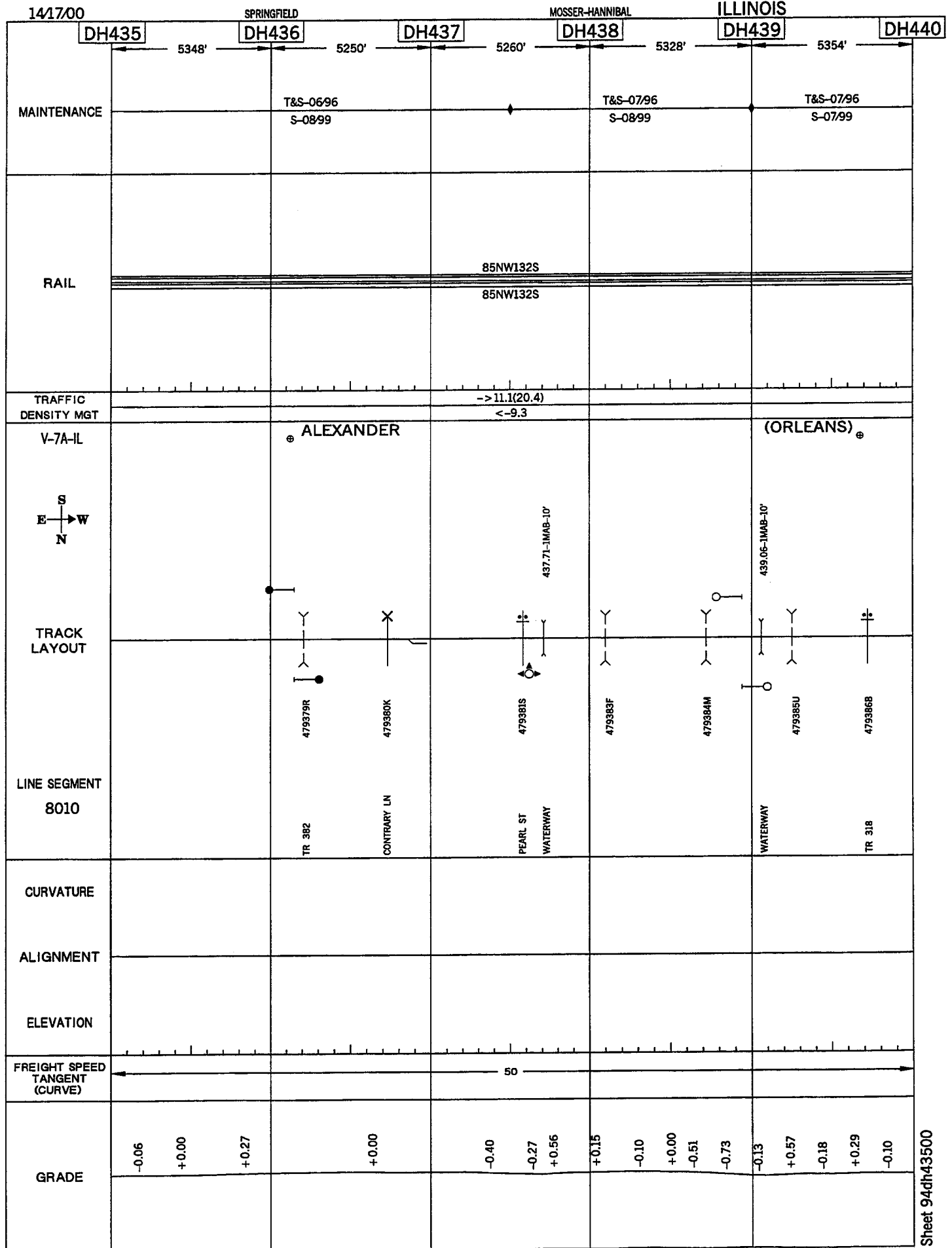
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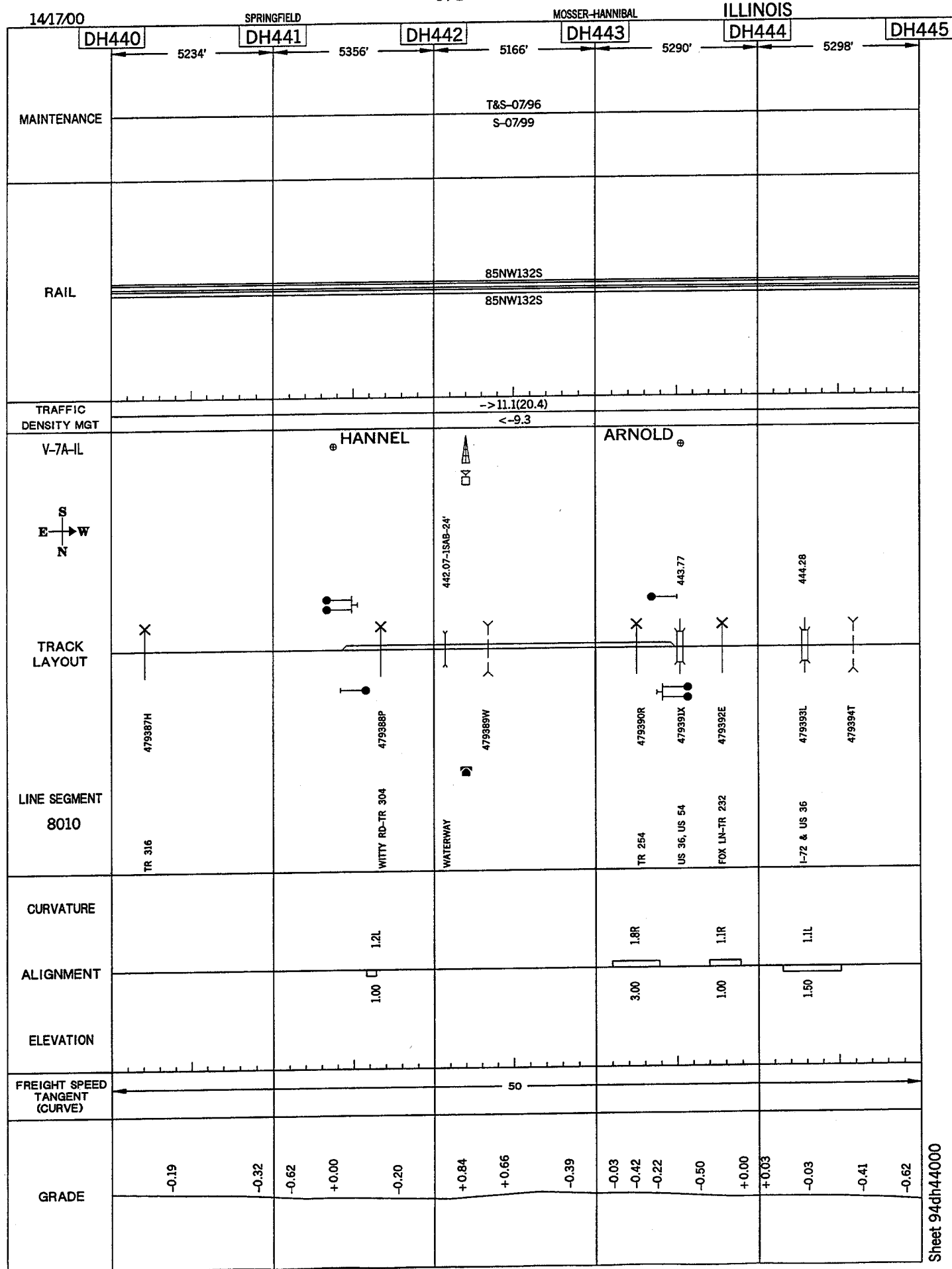
MOSSER-HANNIBAL

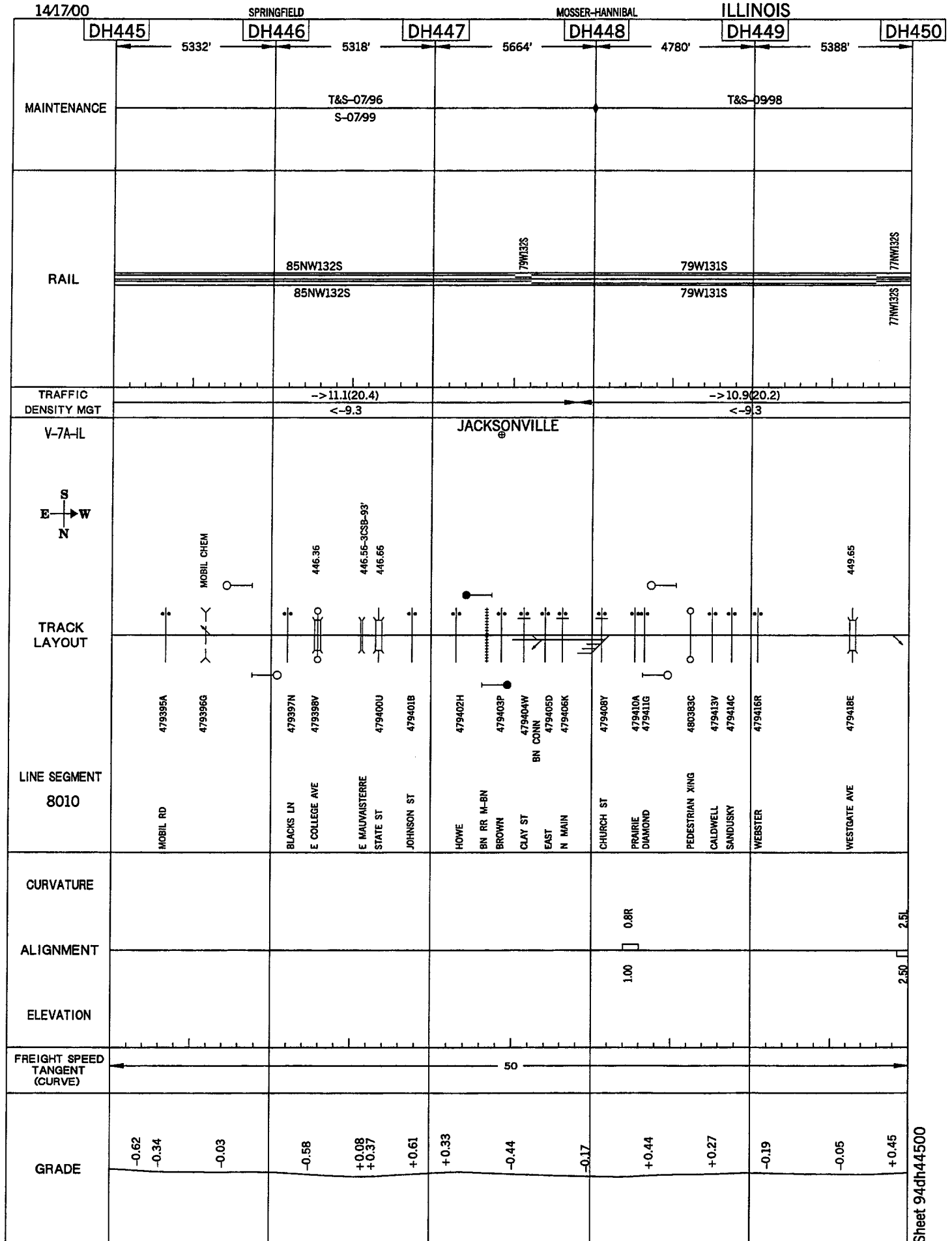
ILLINOIS

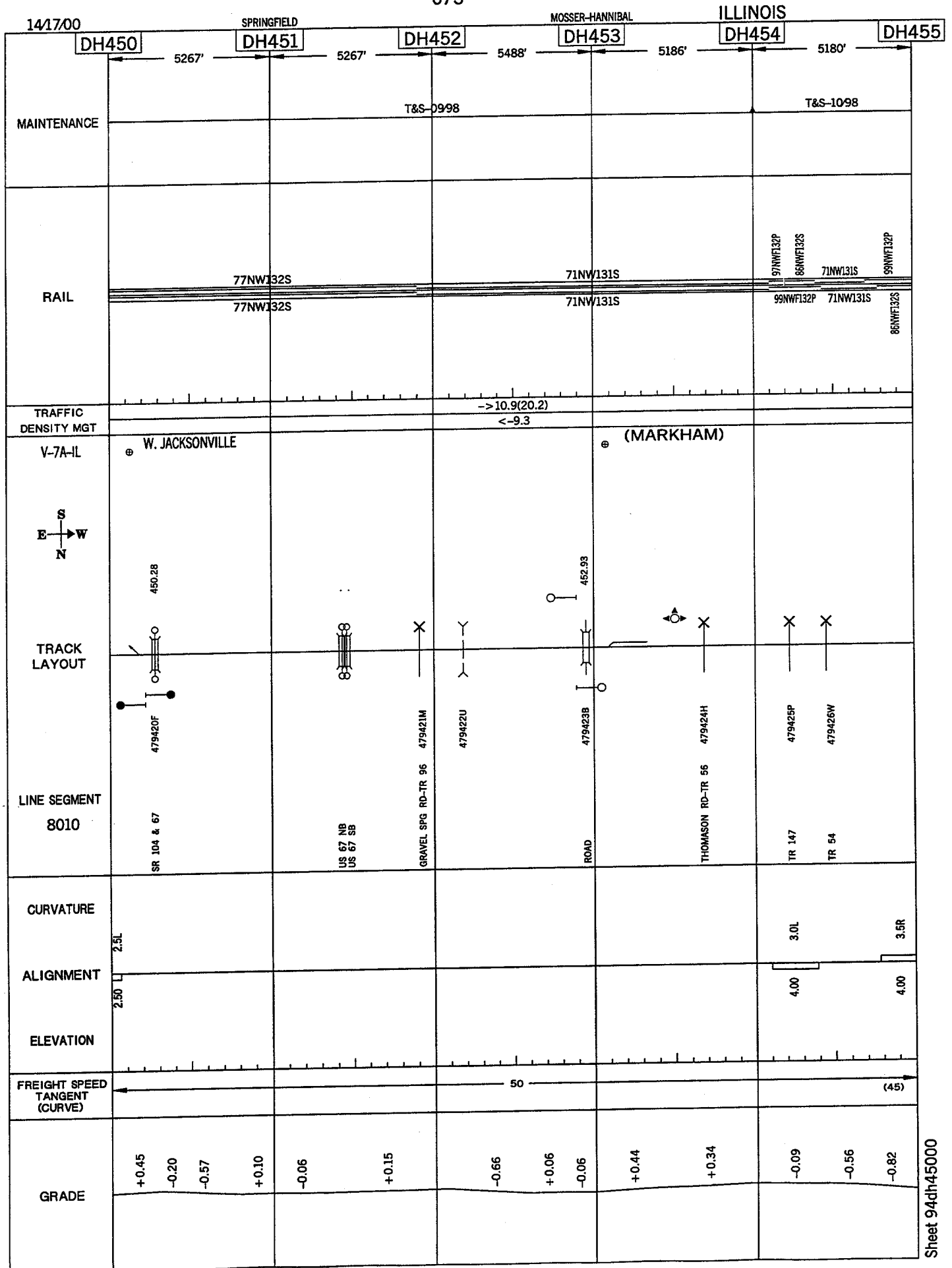










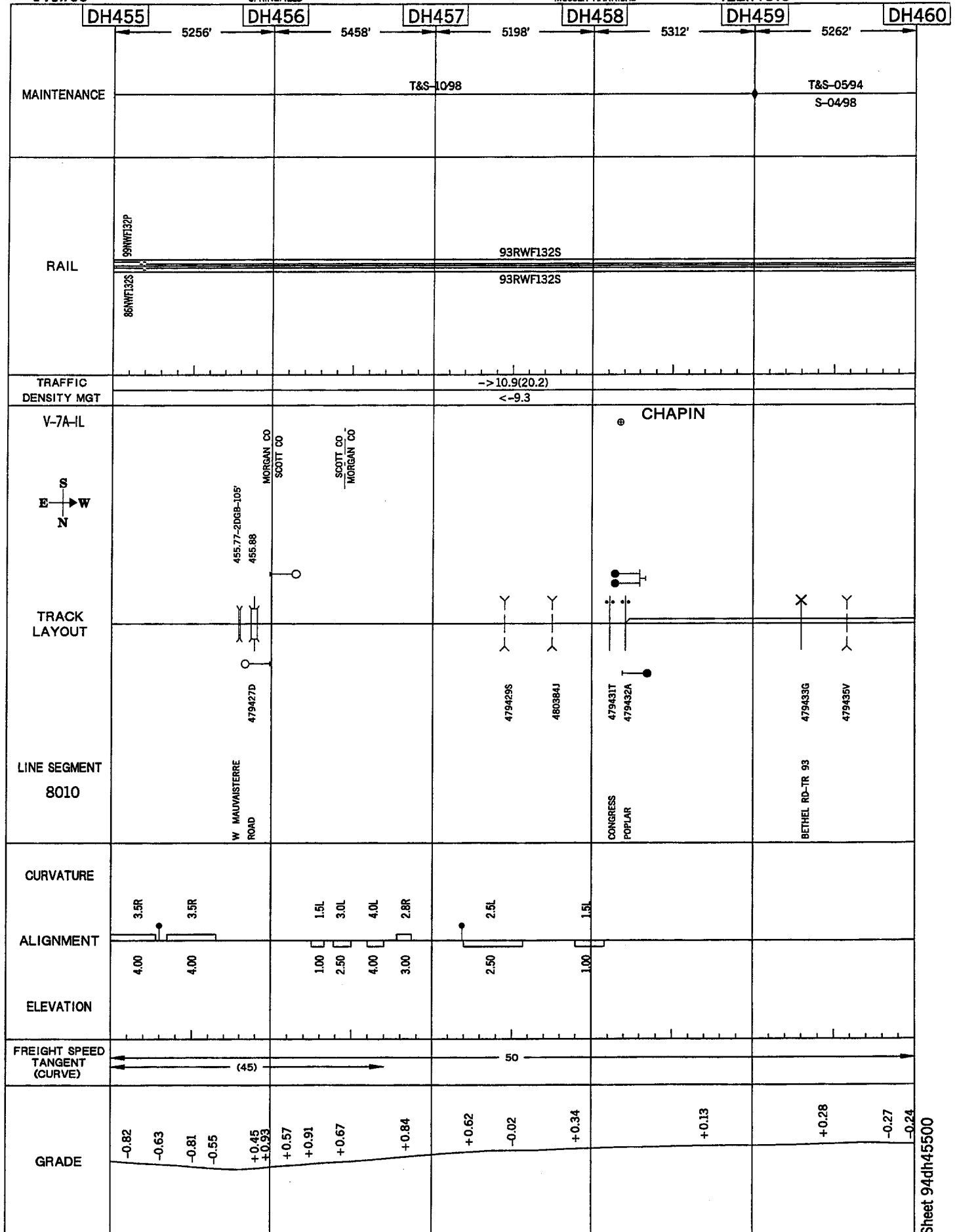


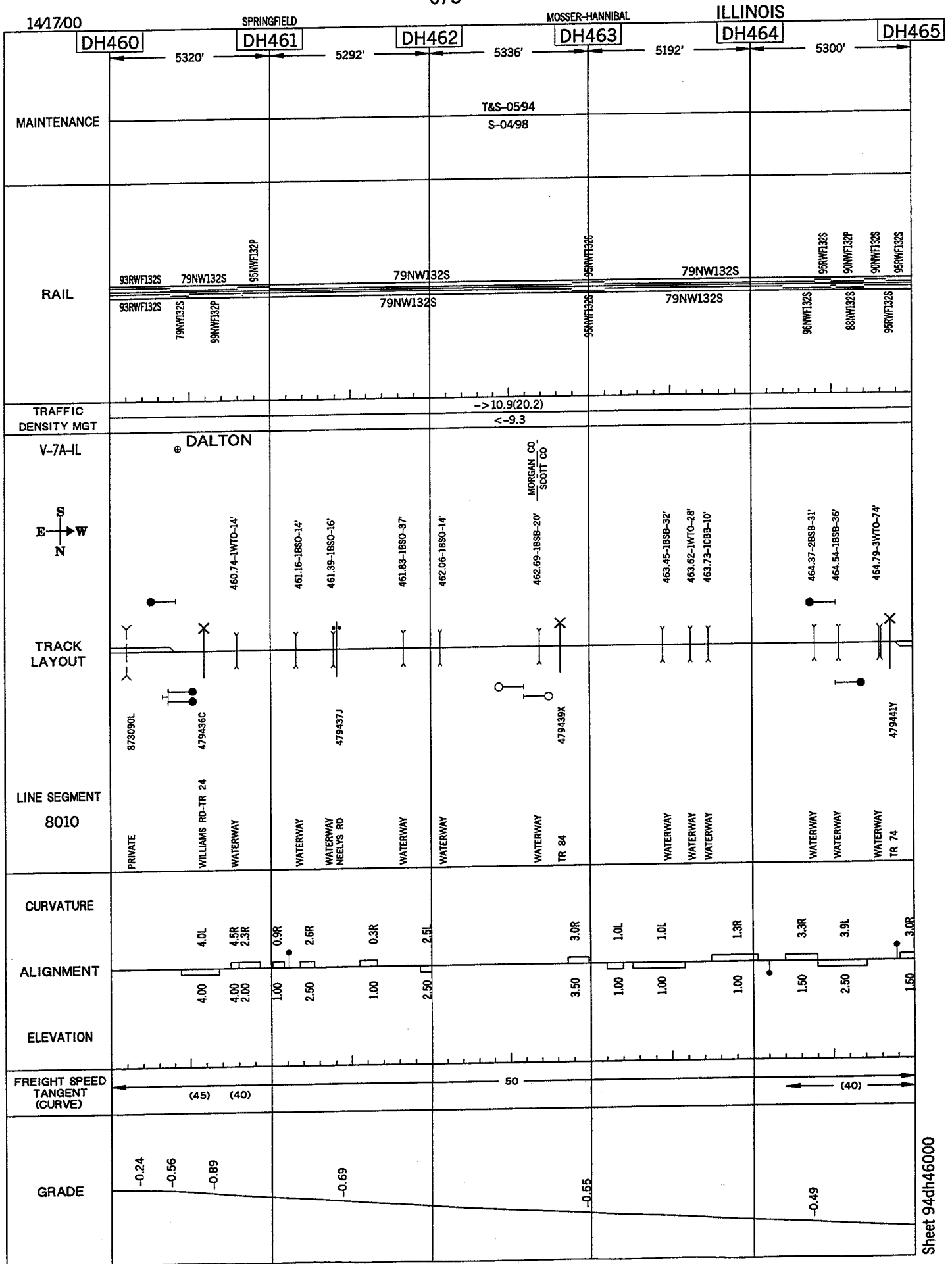
1417/00

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



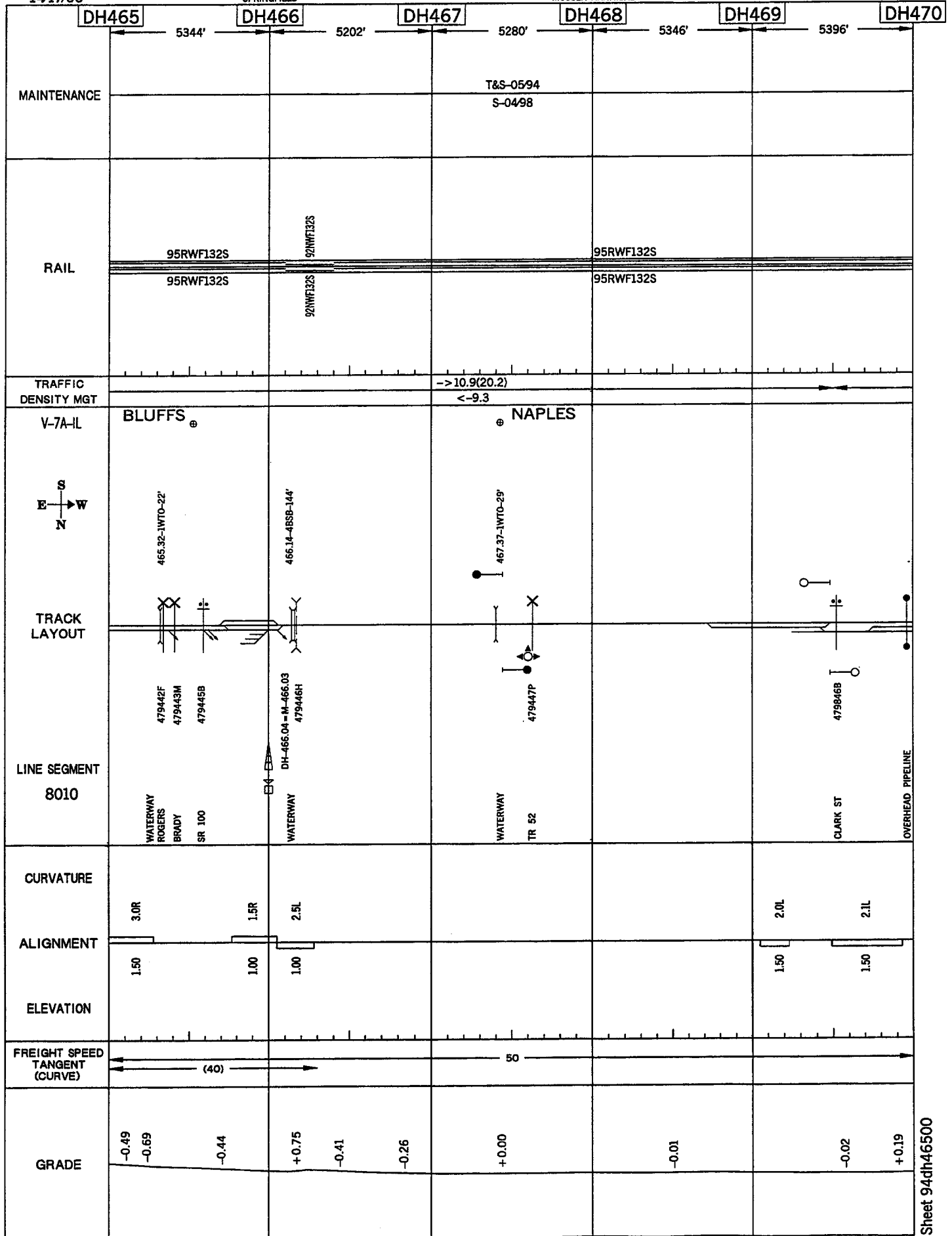


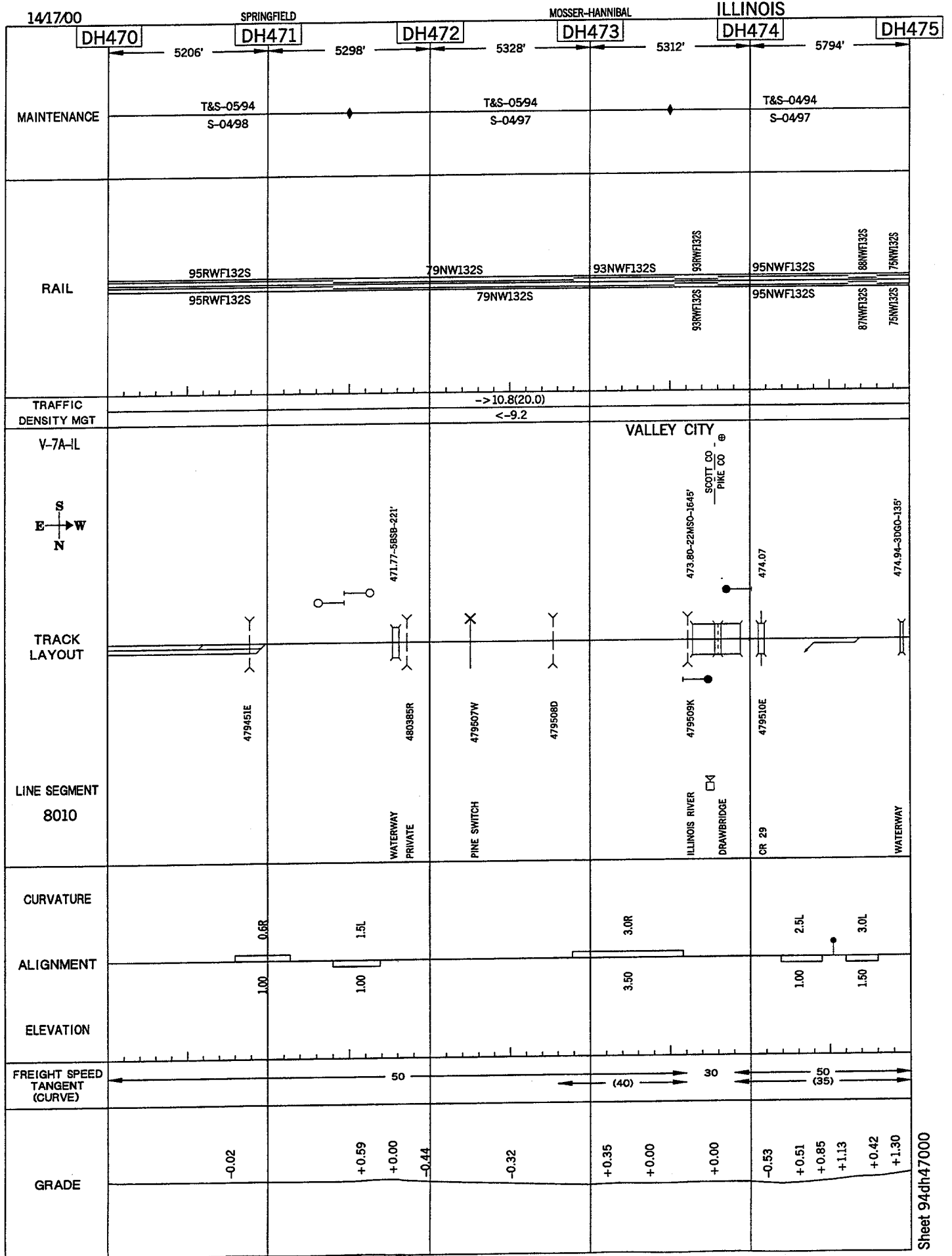
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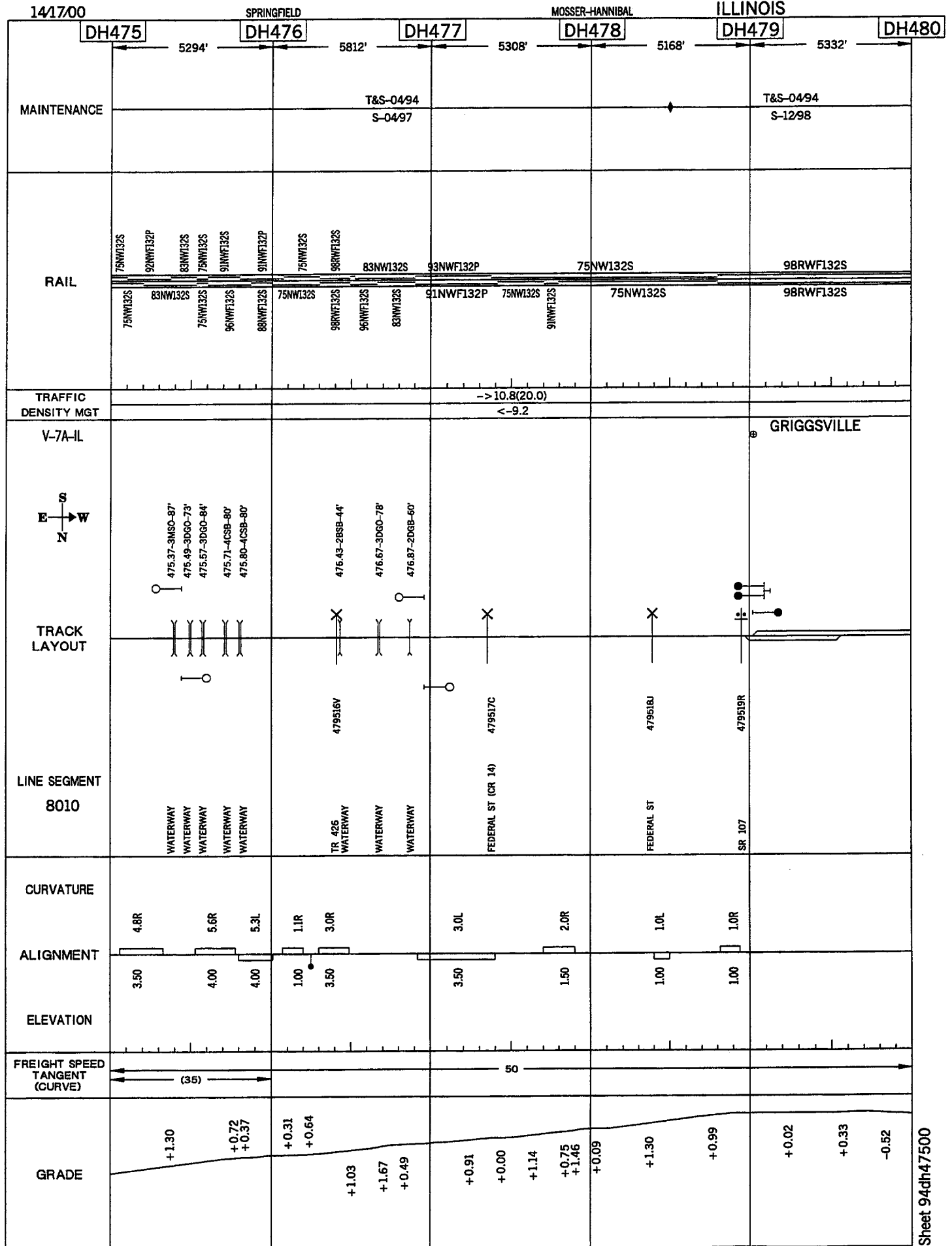
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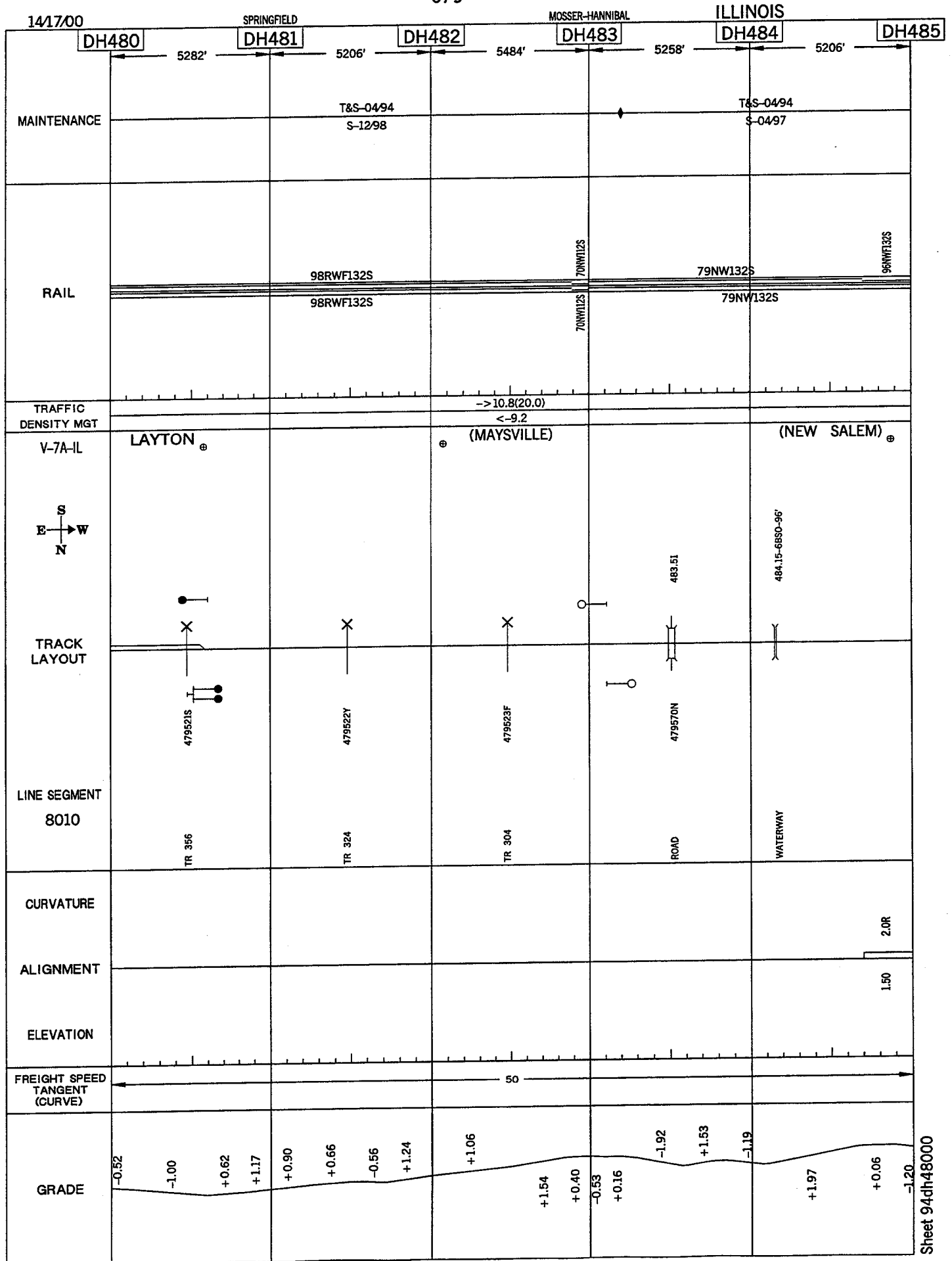
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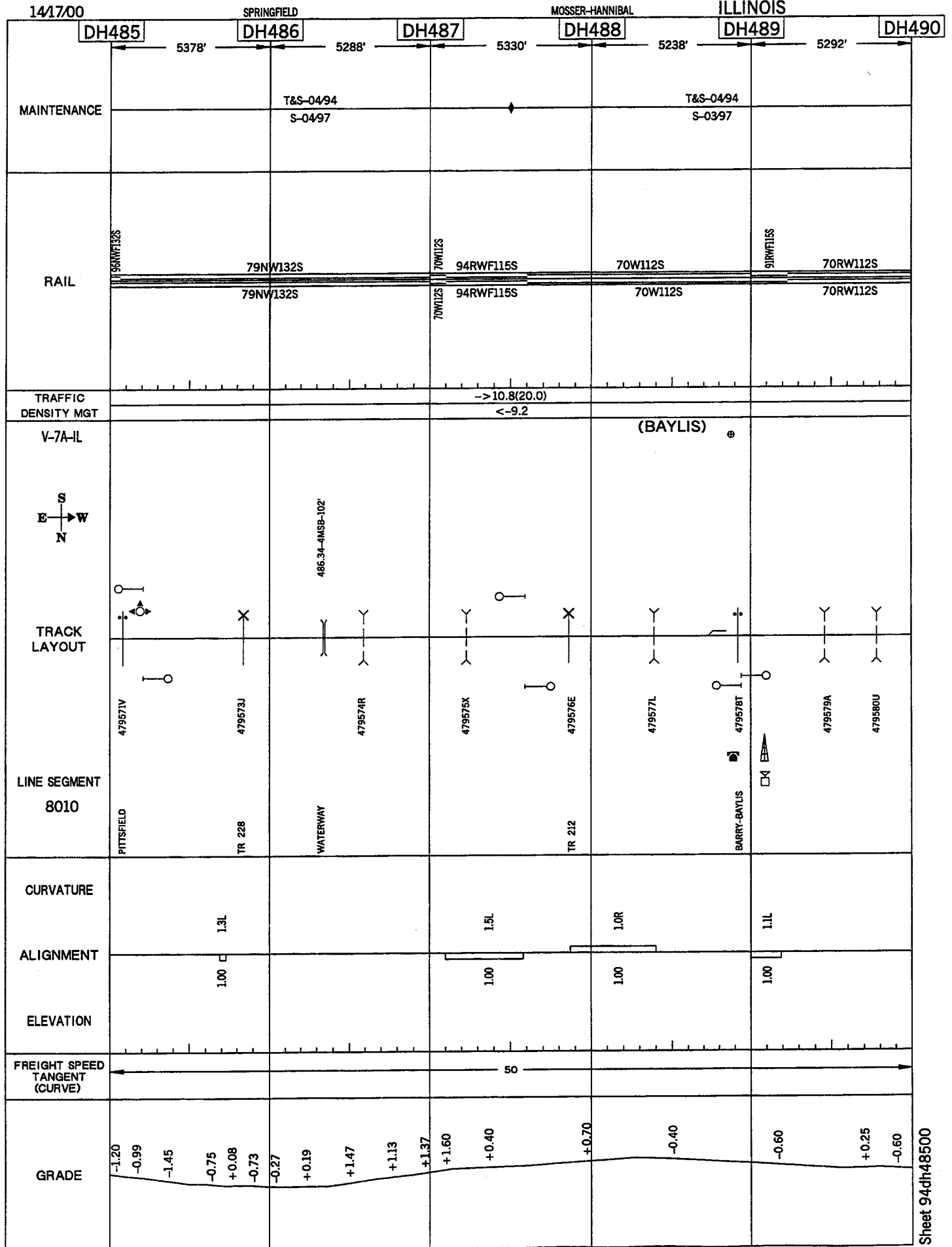
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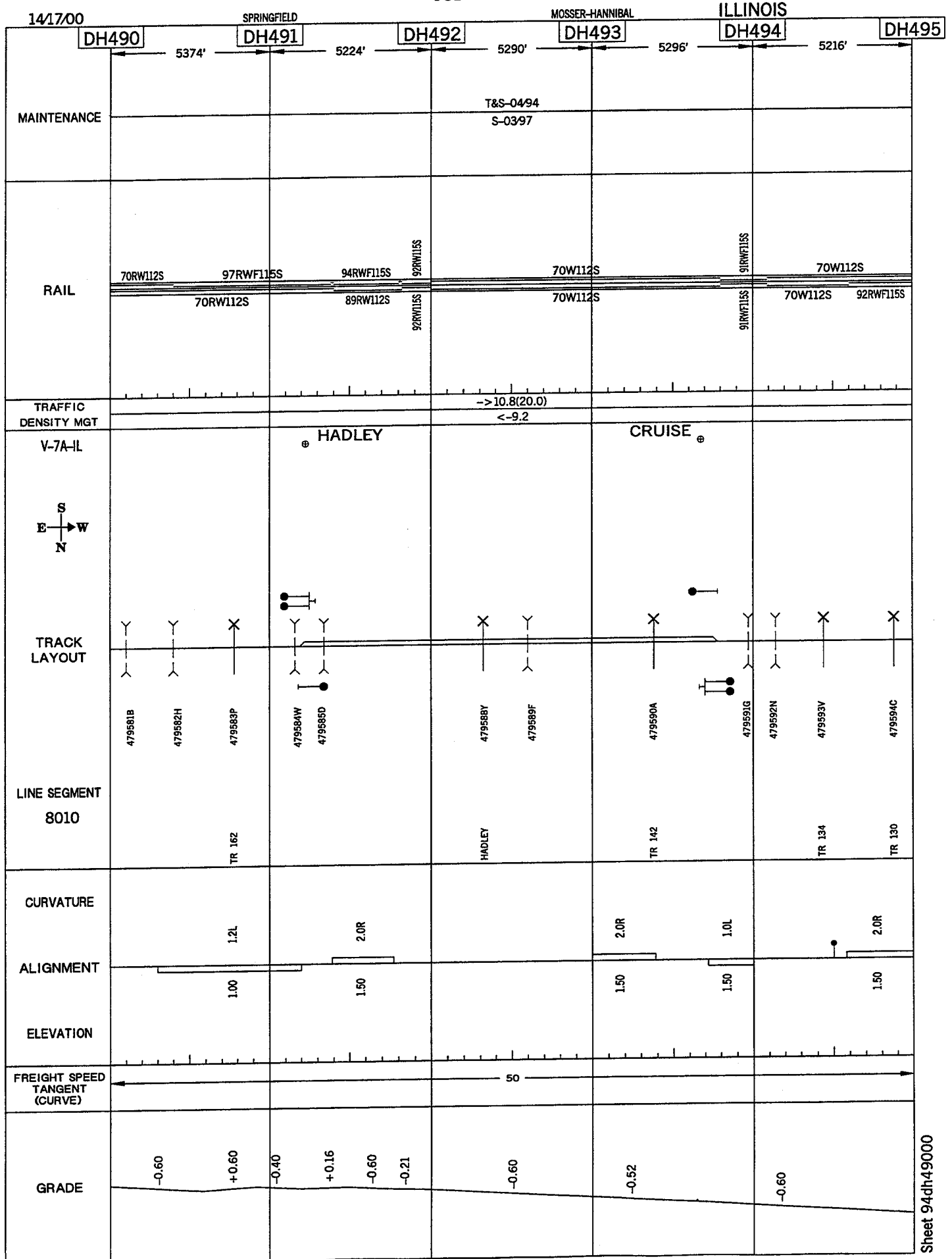










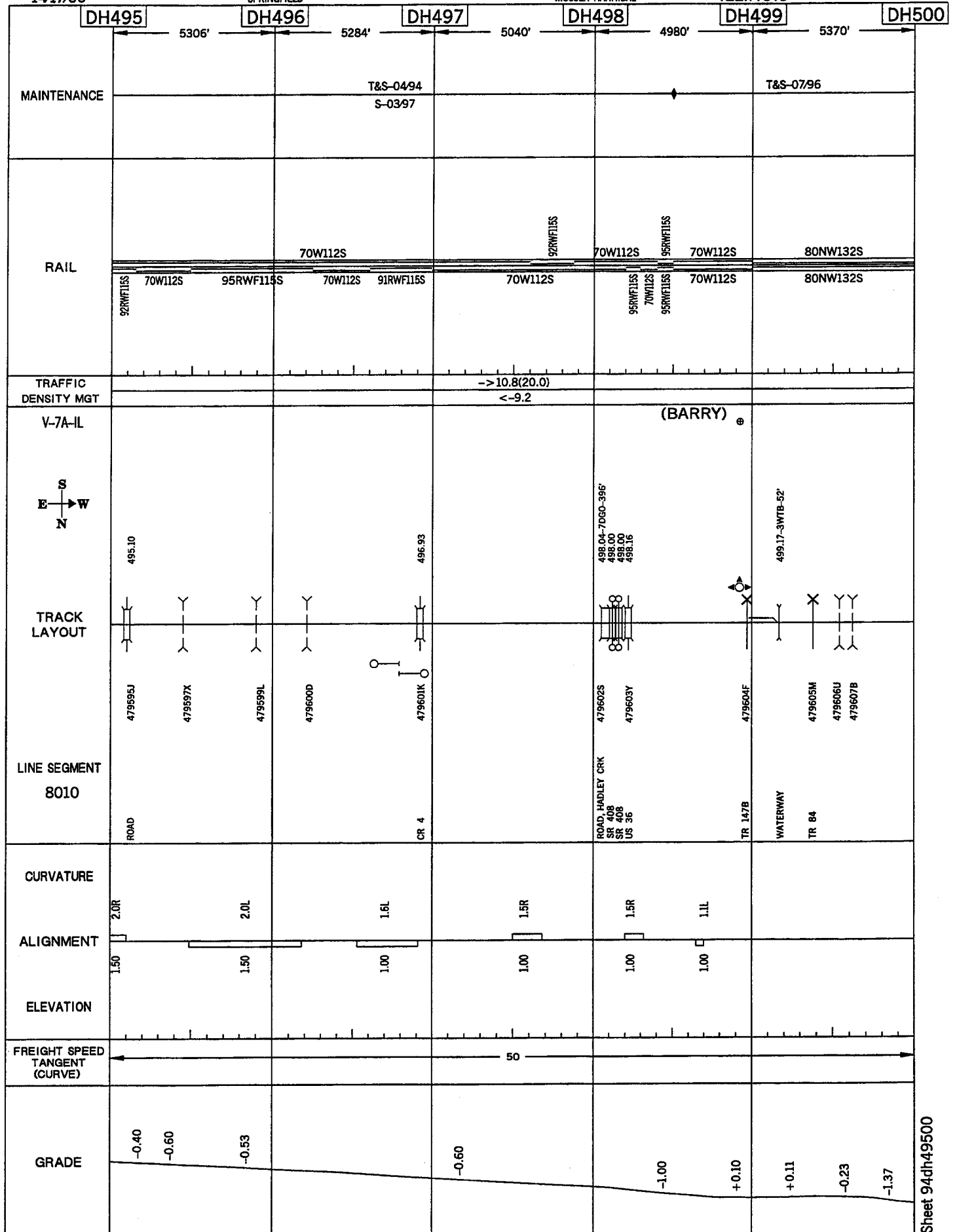


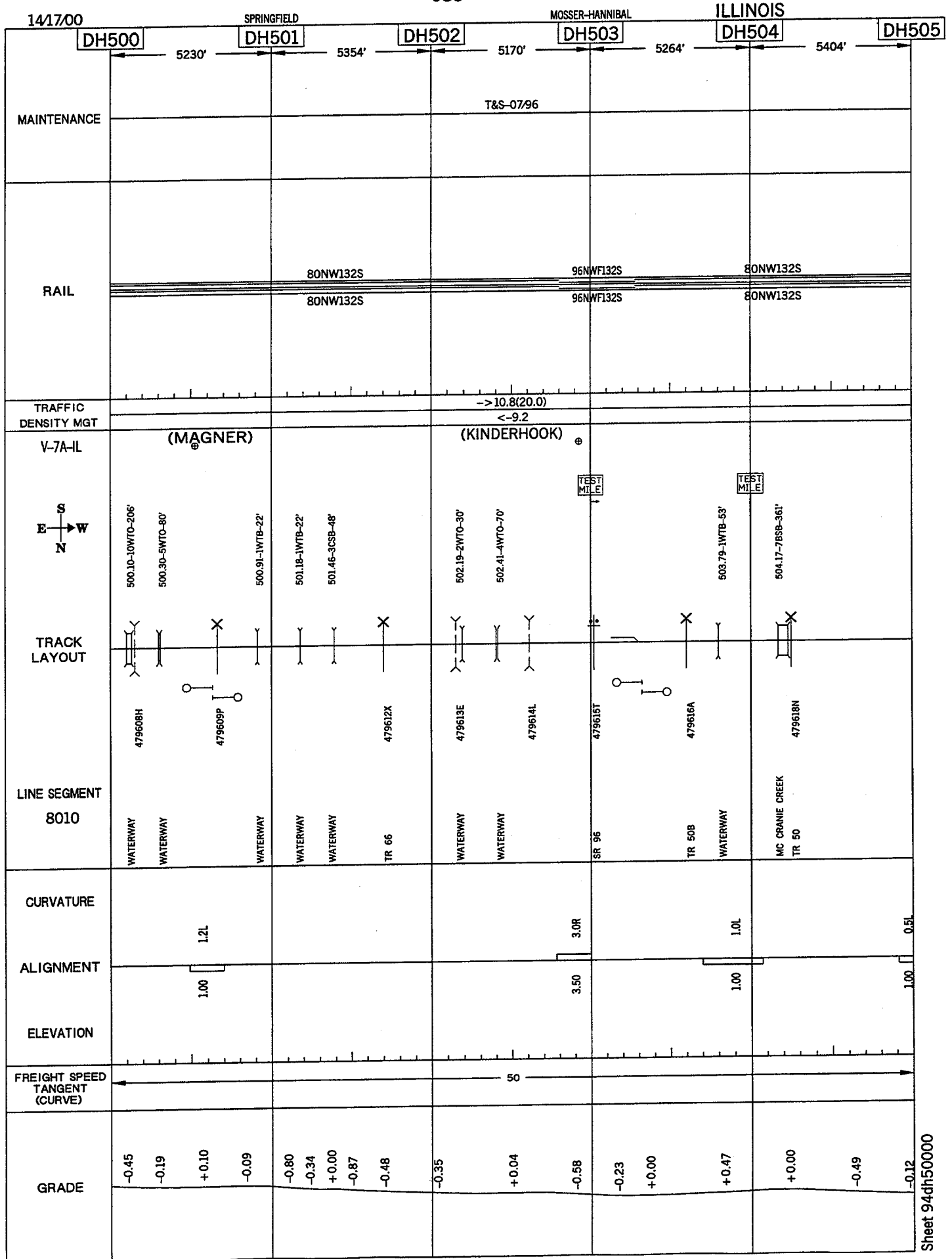
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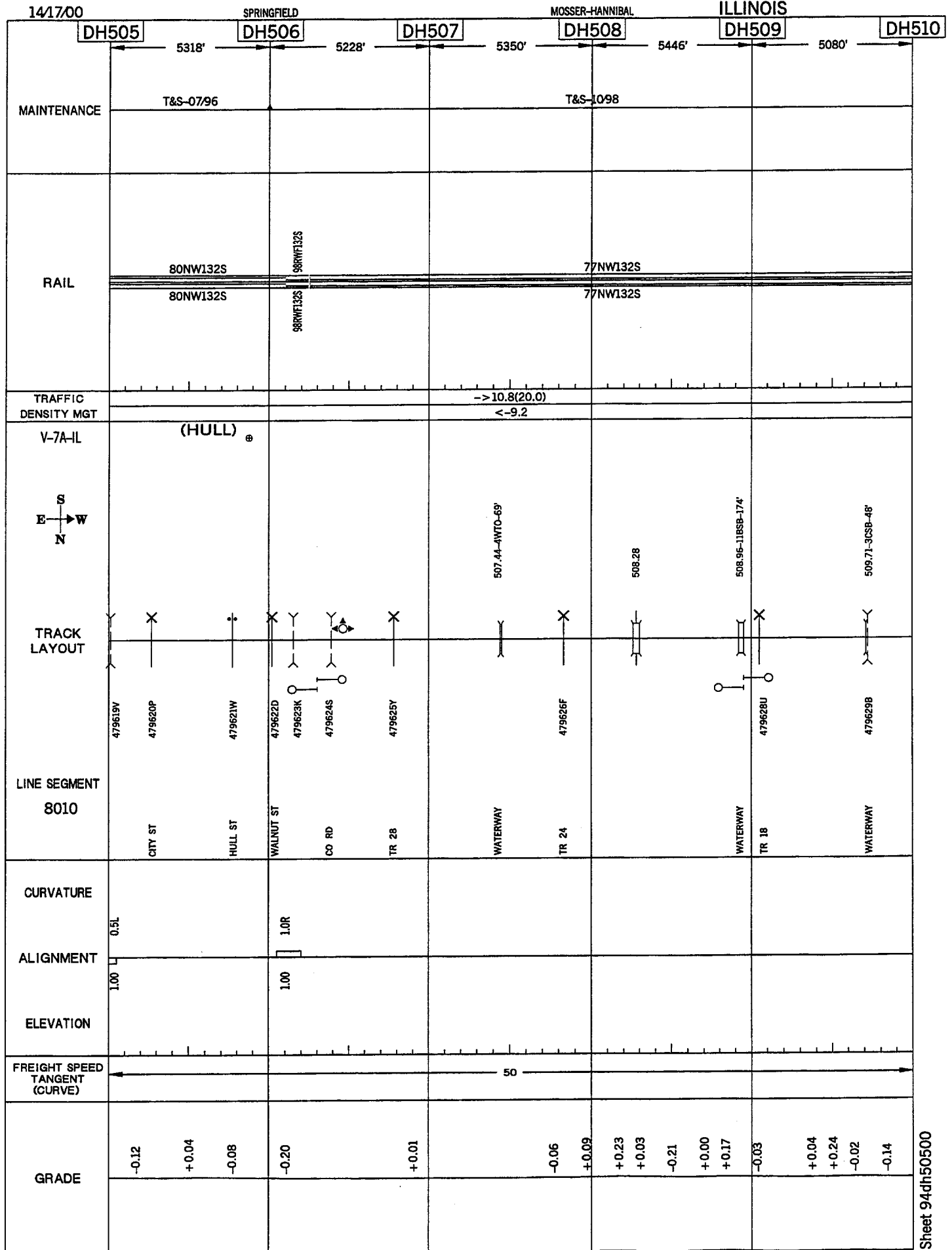
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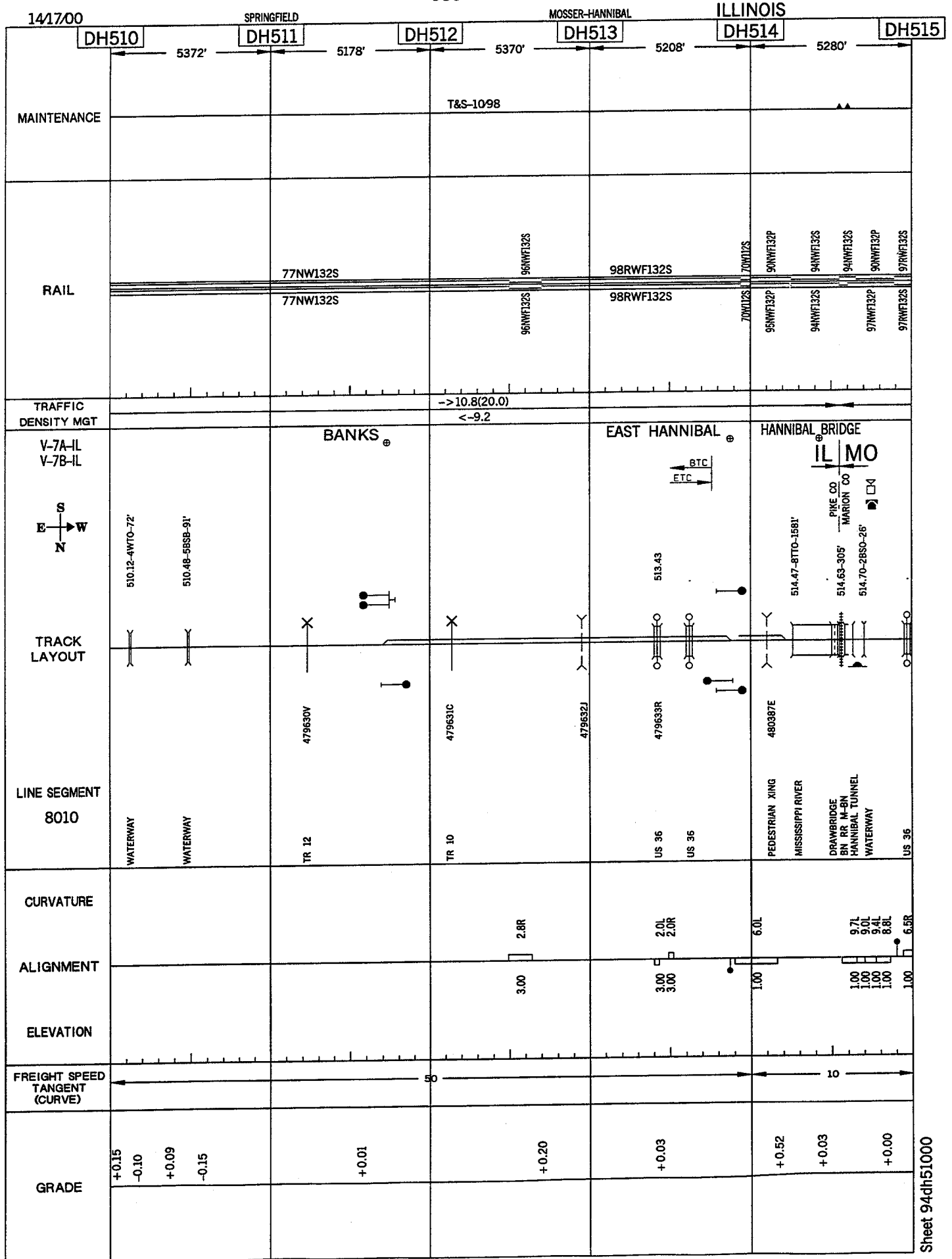
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ILLINOIS







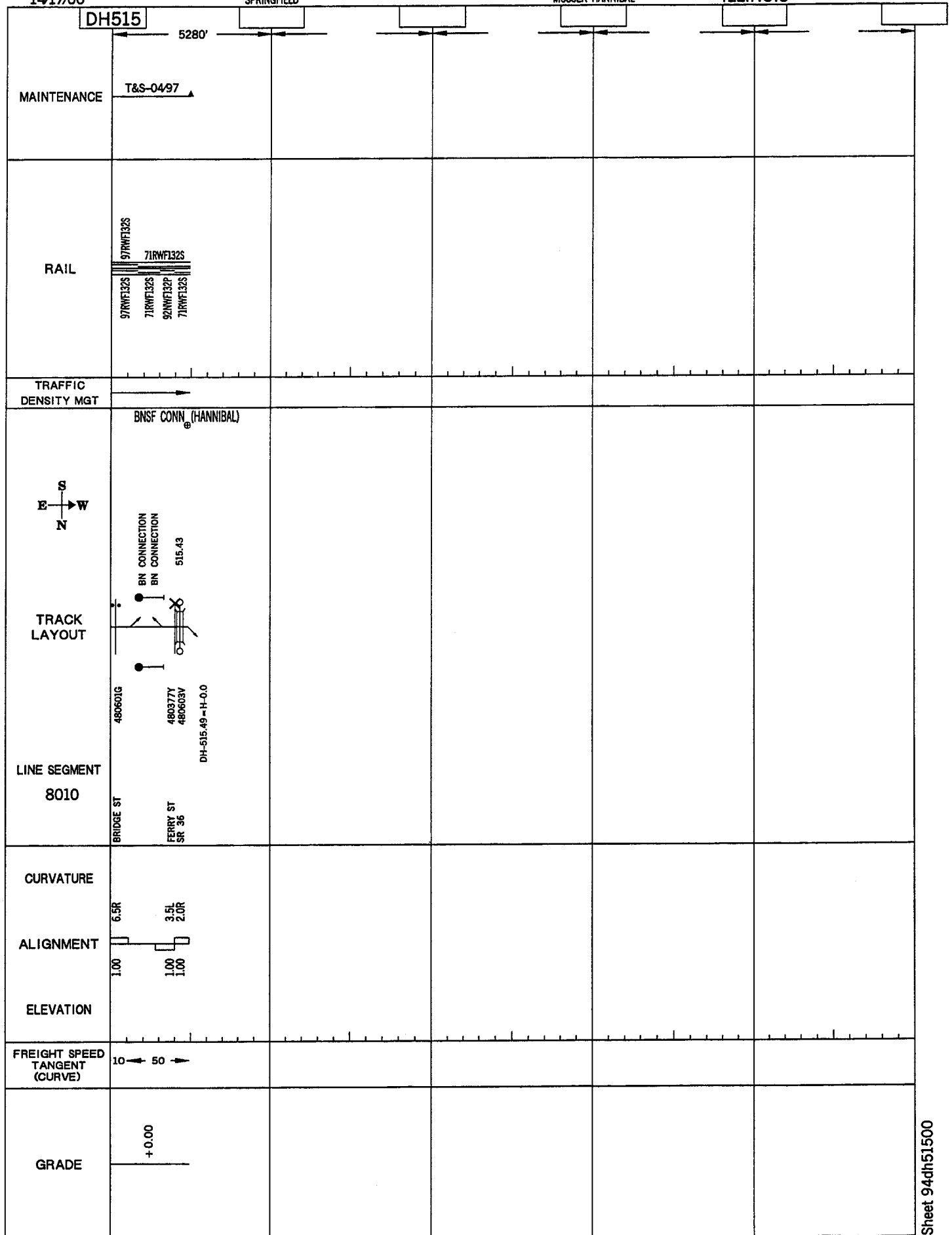


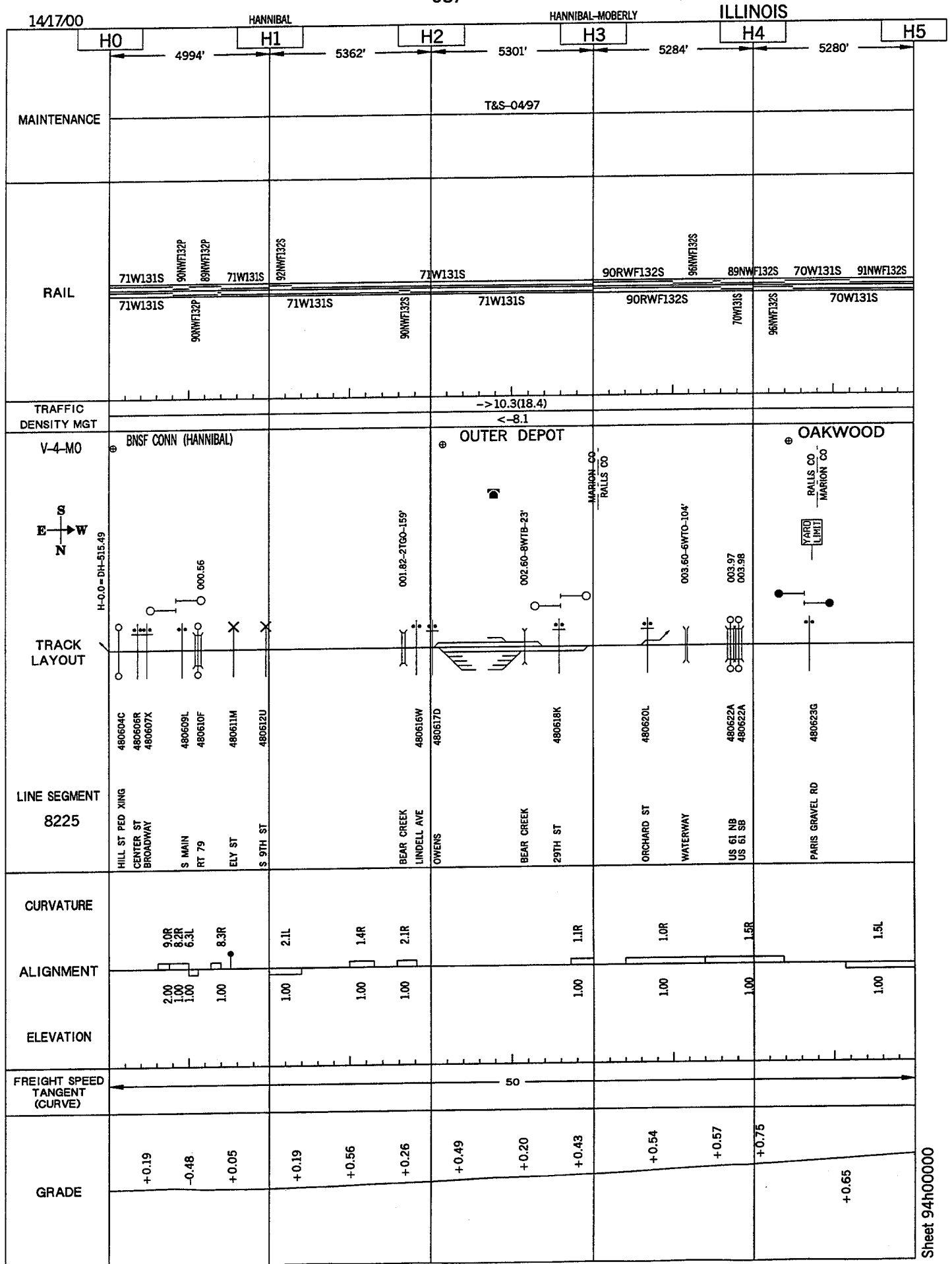
1417/00

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



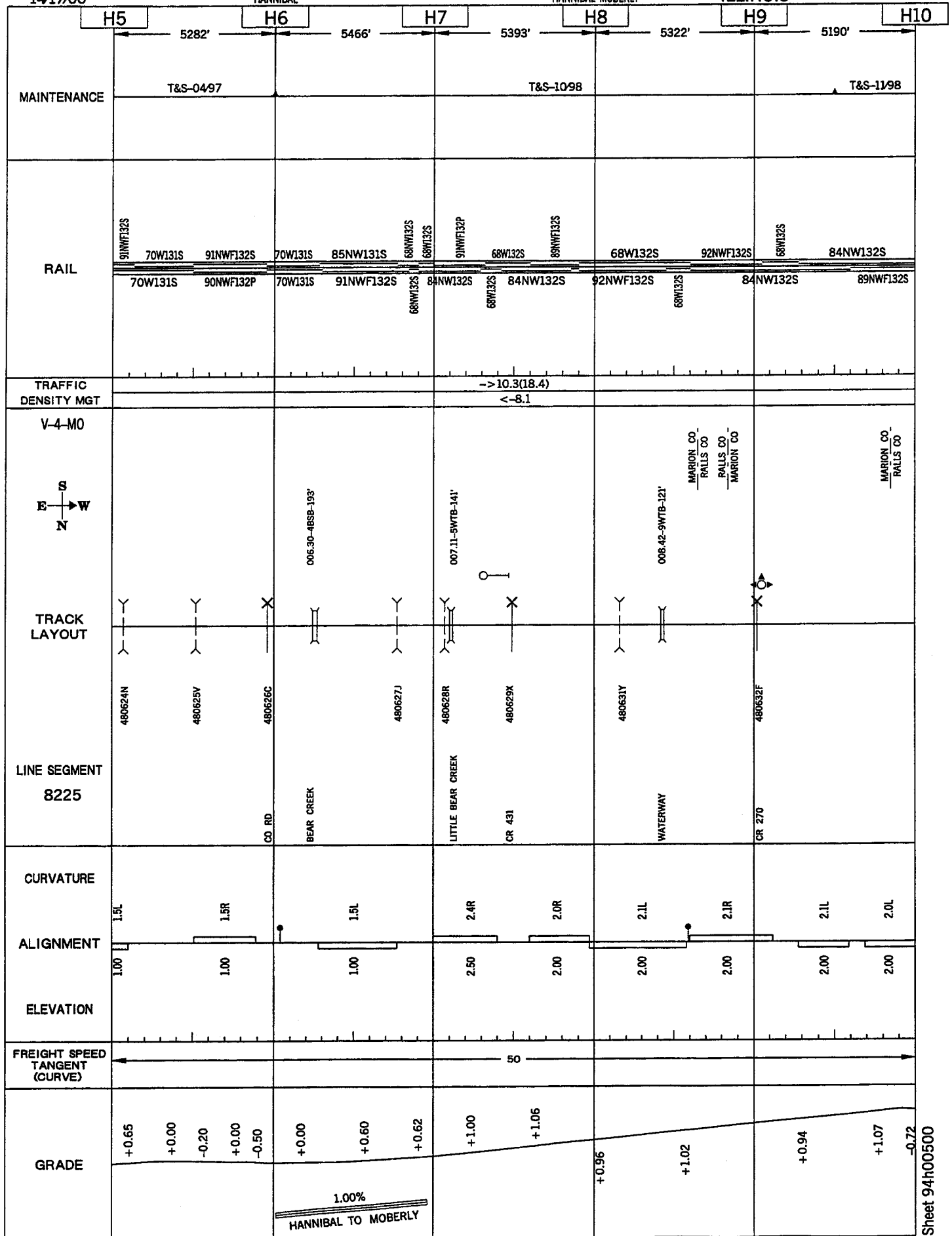


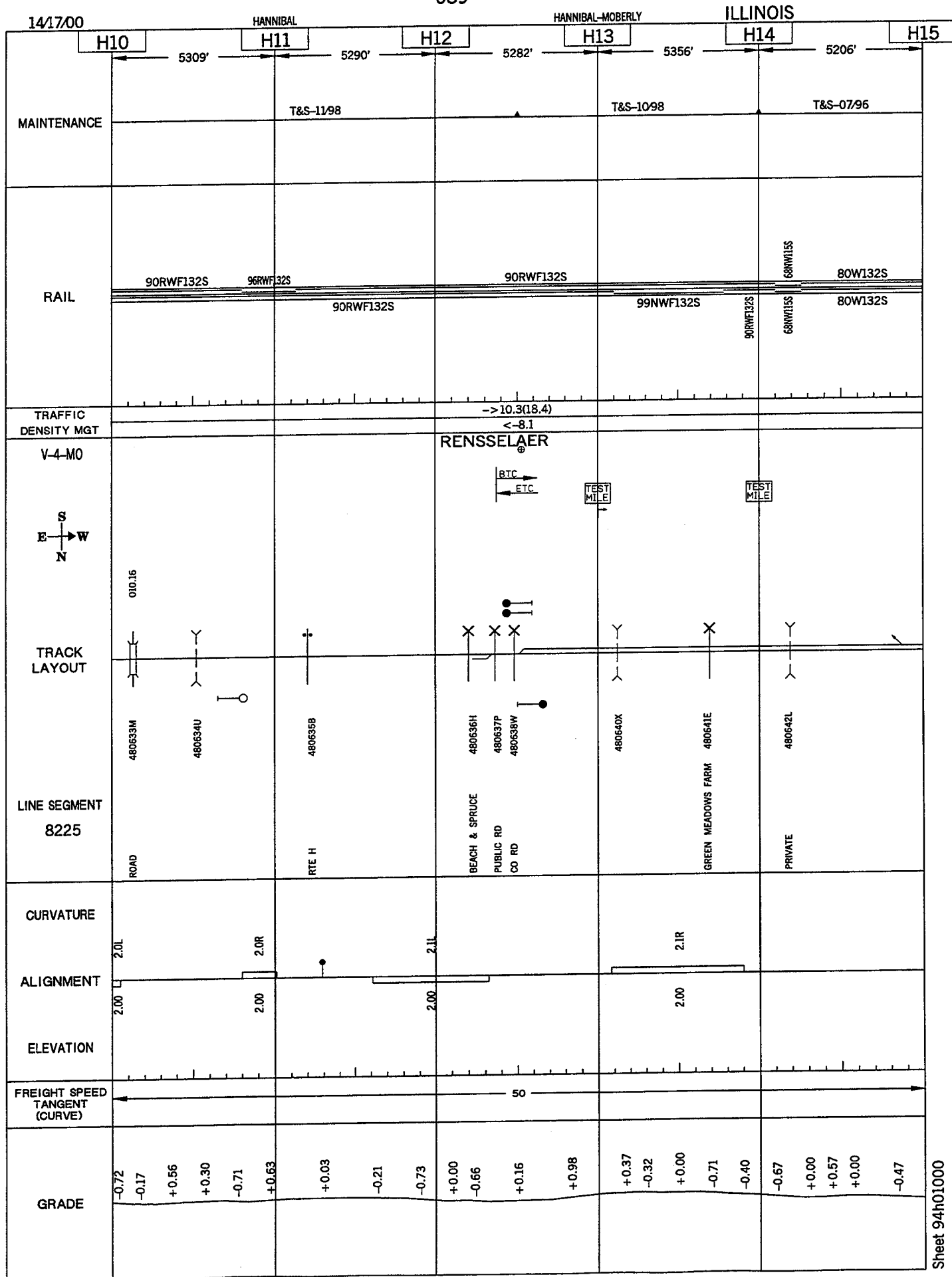
14/17/00

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



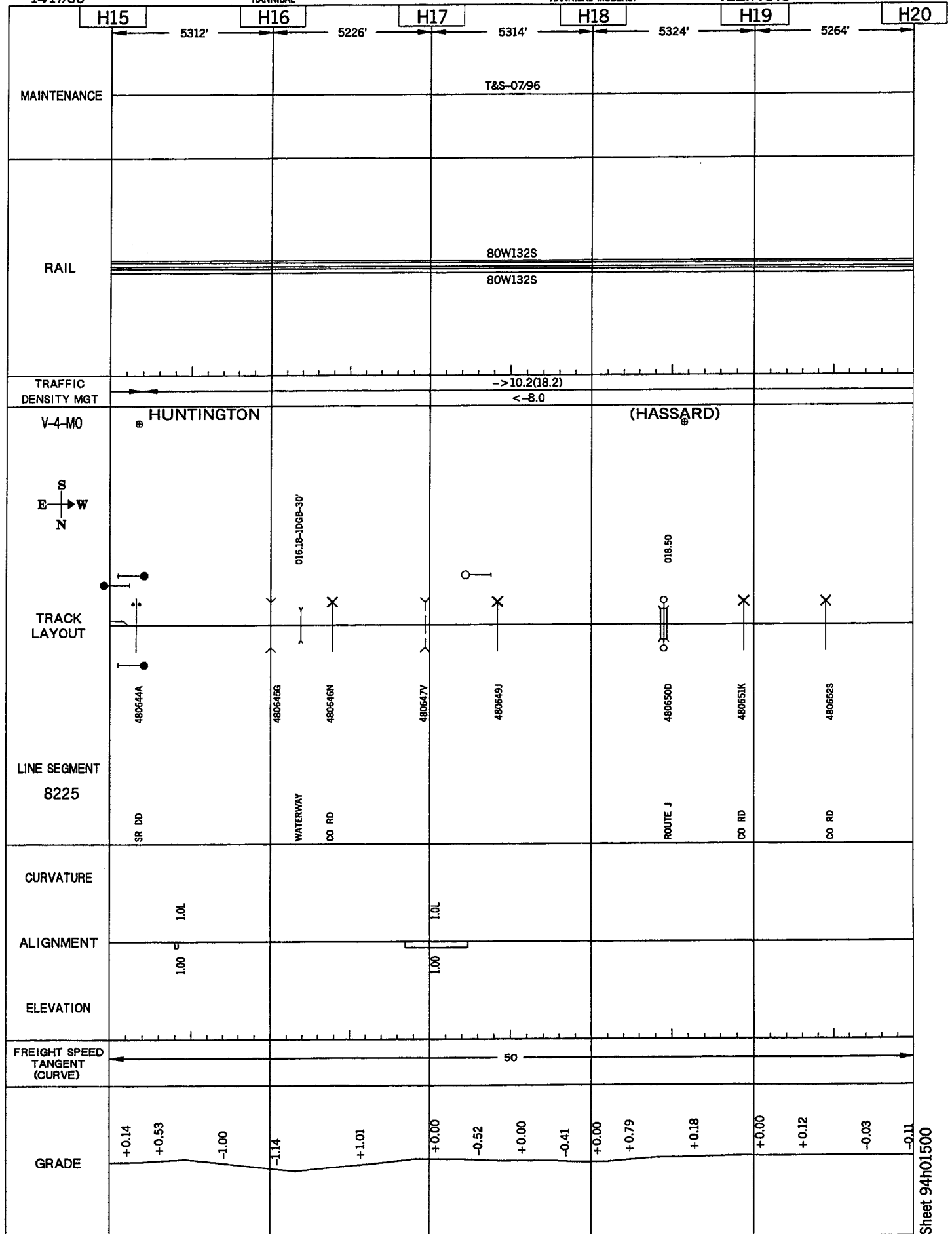


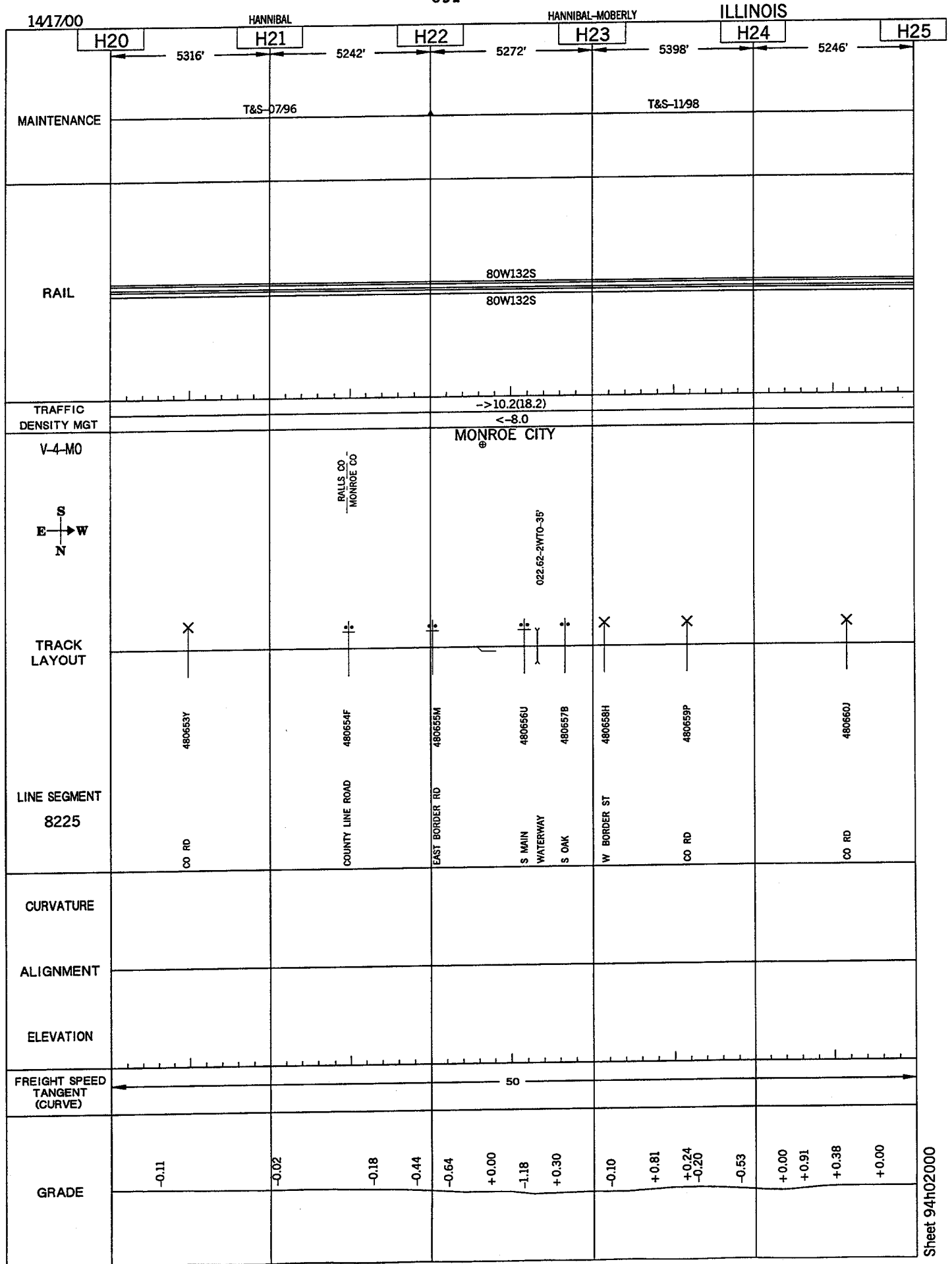
14/17/00

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



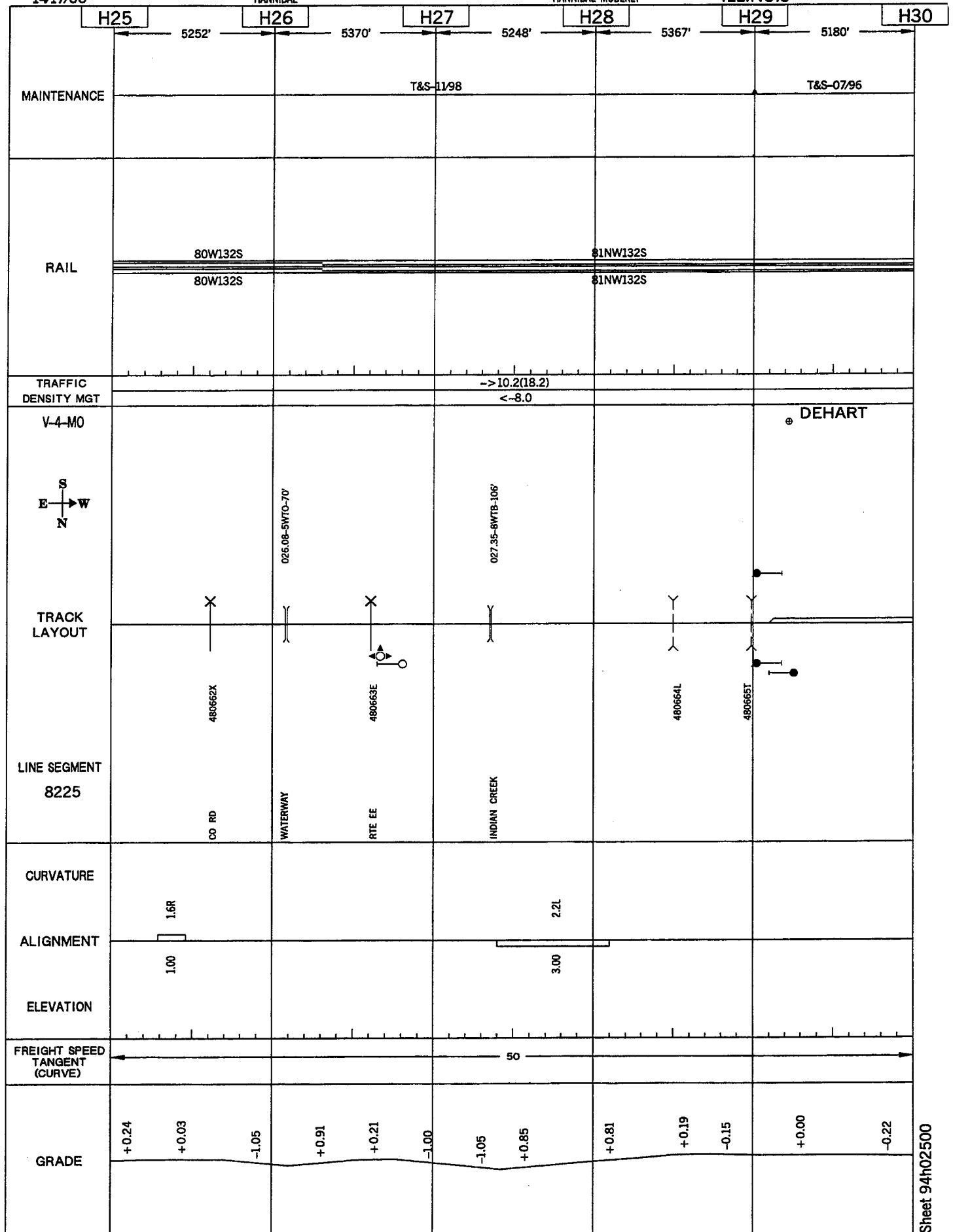


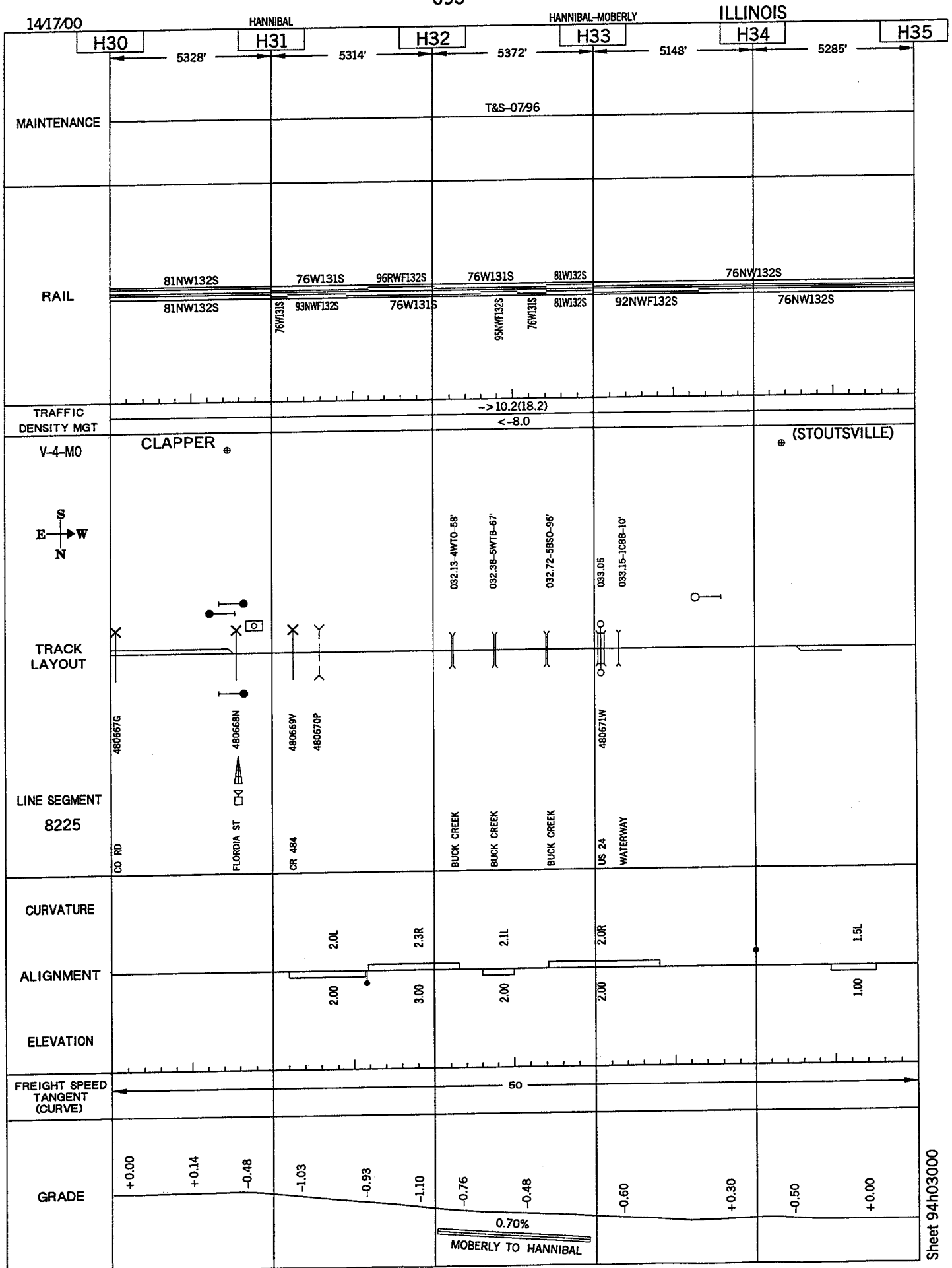
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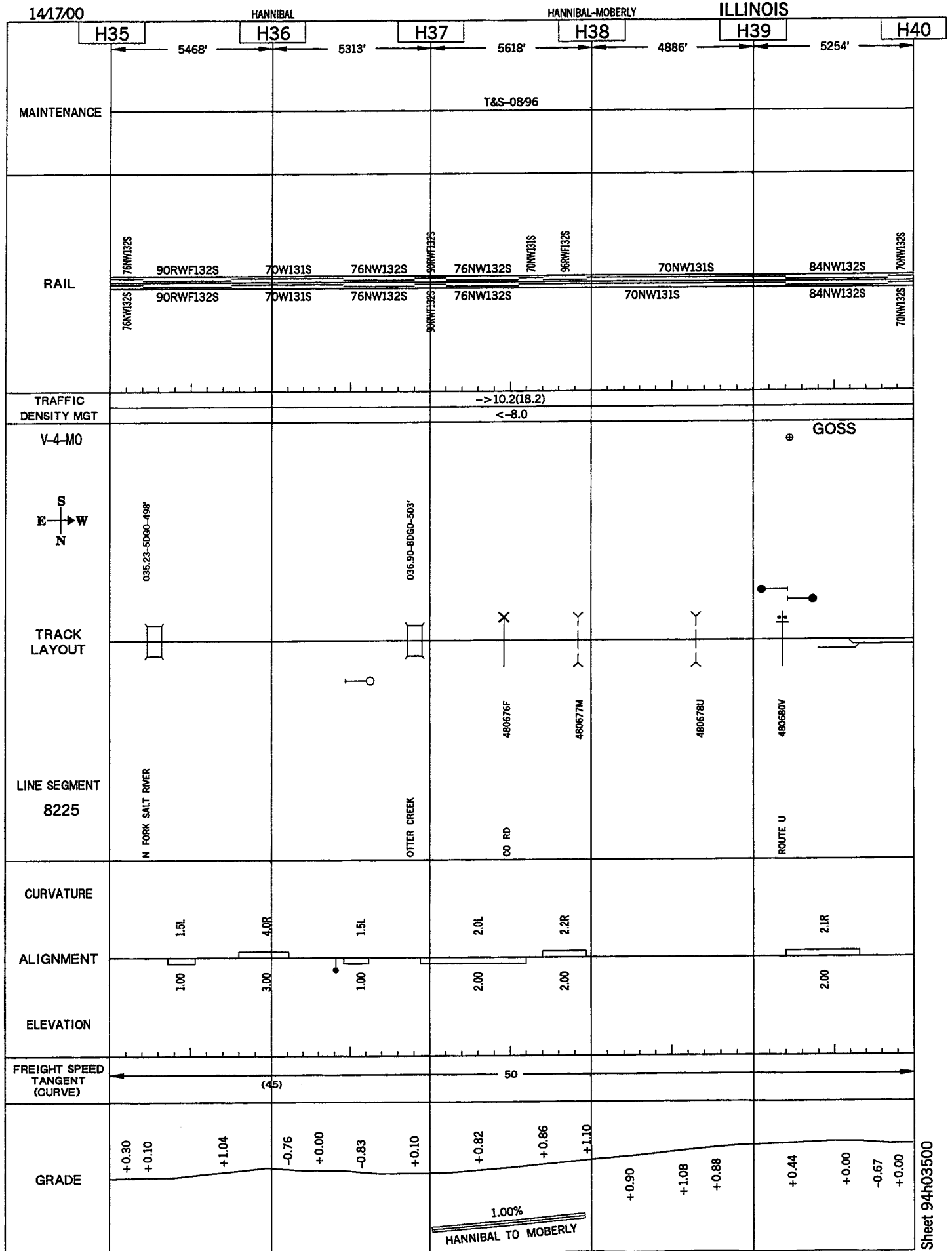
HANNIBAL

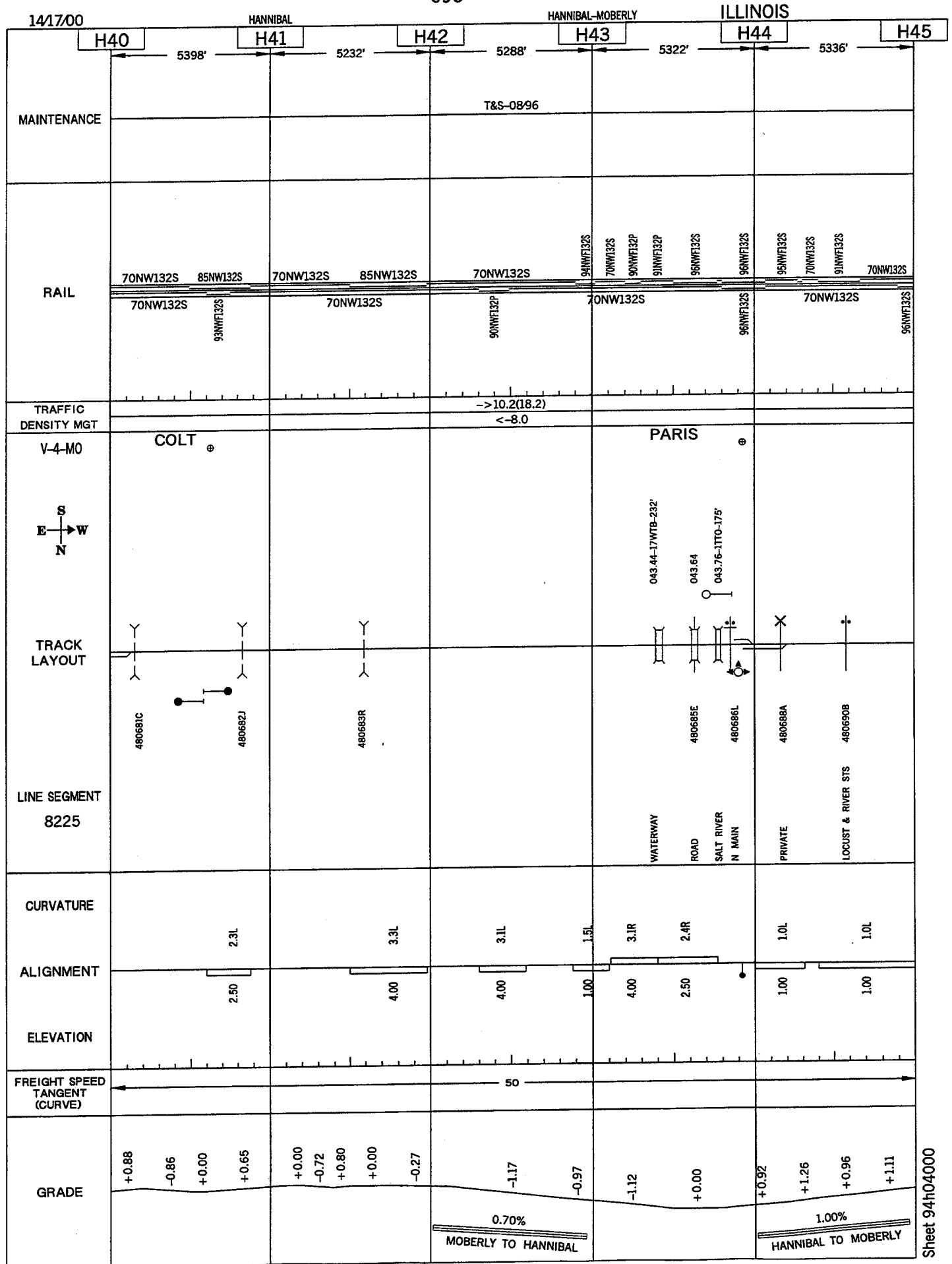
HANNIBAL-MOBERLY

ILLINOIS







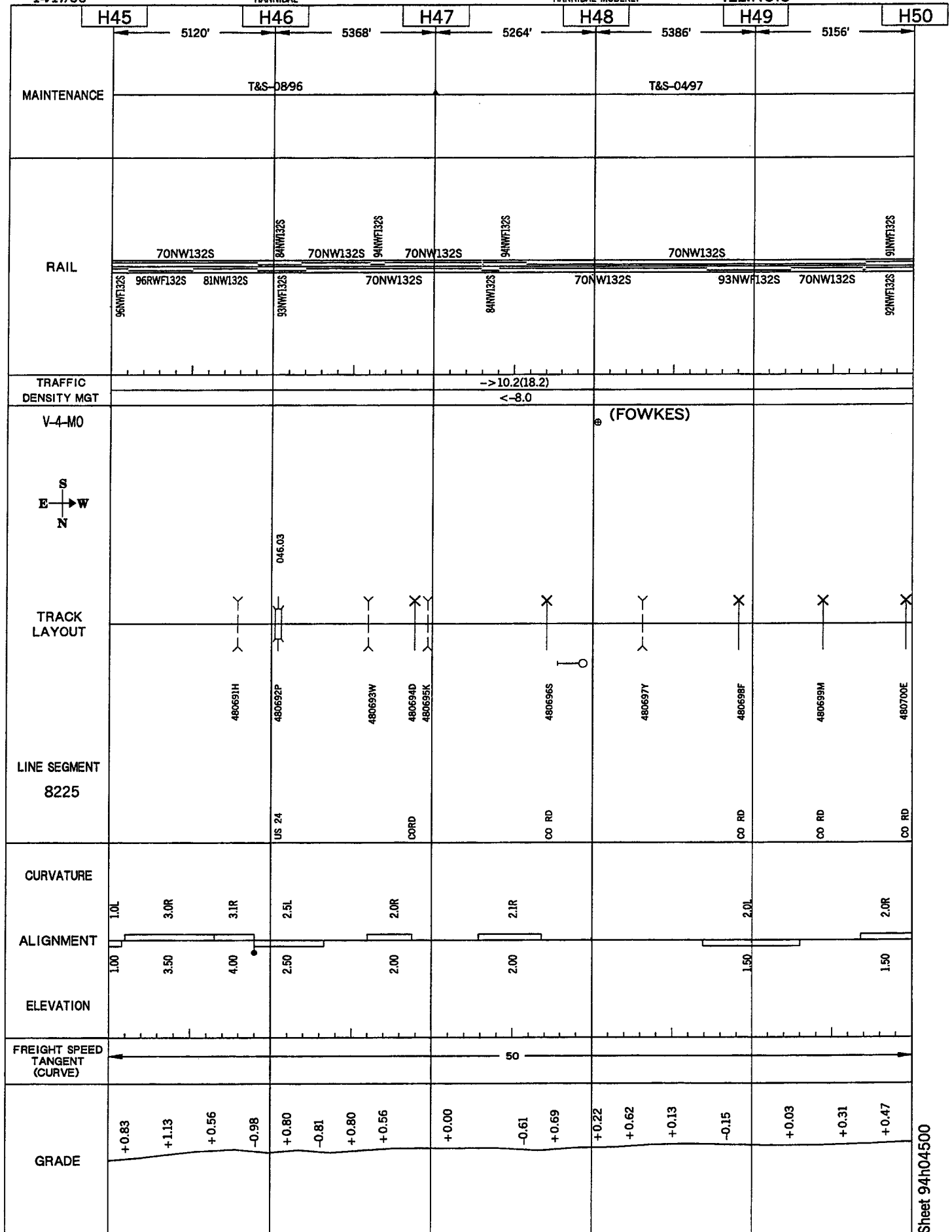


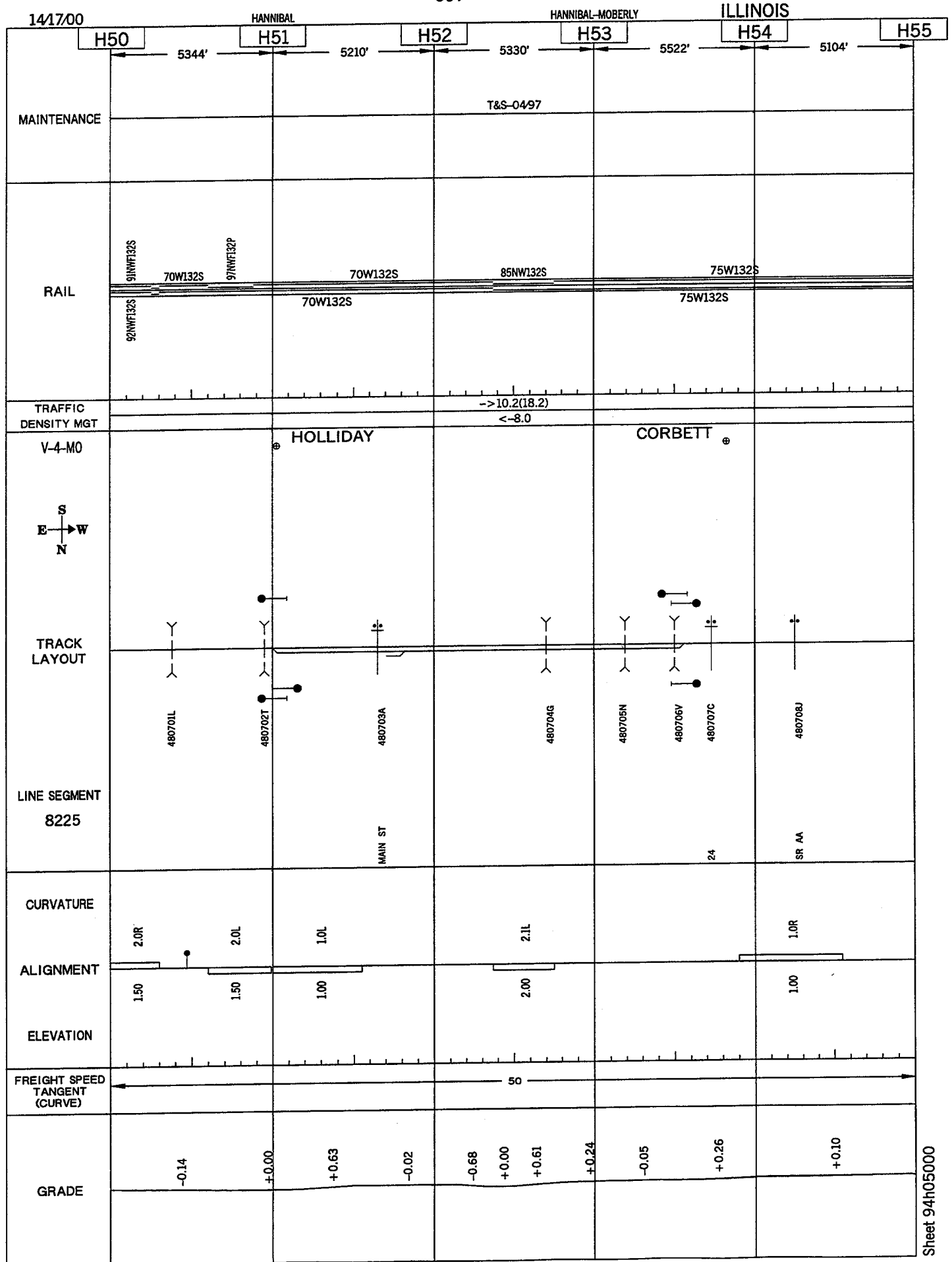
14/17/00

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



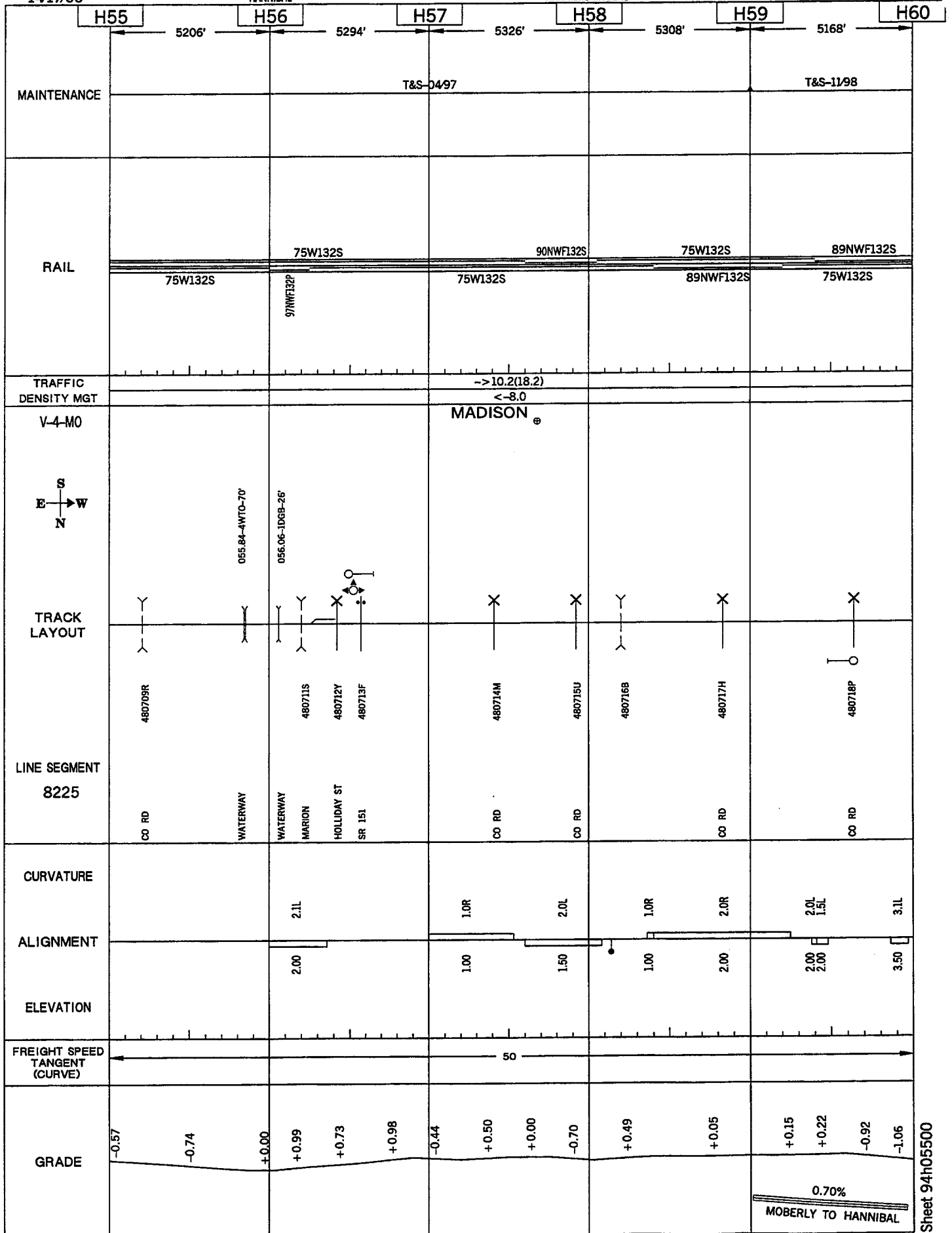


14/17/00

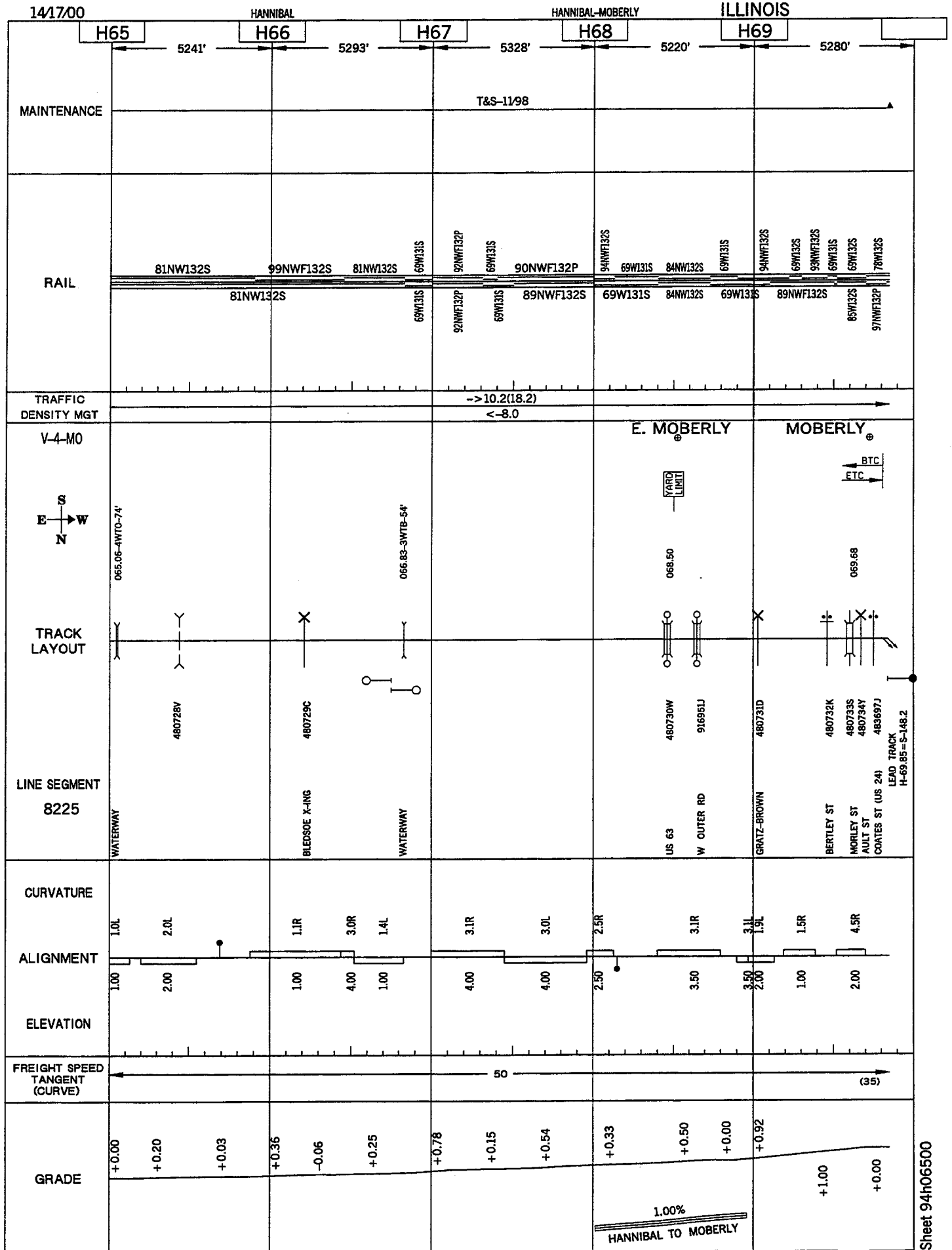
HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



Sheet 94h06000



142100

ST LOUIS

LUTHER BRANCH

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&S-01/20

RAIL

20R F090S

20R F090S

TRAFFIC
DENSITY MGT->12.8(24.3)
<-11.5

S
E — W
N

TRACK
LAYOUT

TRRA CONNECTION

002.22

LINE SEGMENT
7950

480208L

BRANCH
TRRA

480210M

BUCHANAN

480211U

ANGELRODT

480212B

2ND ST

480213H

DESTREHAN

480214P

MALLINCRODT

480215W

SALISBURY

480222L

BROADWAY

480216D

BREMEN

480217K

ANGELICA

480218S

PENROSE

480219Y

FERRY ST

480220T

DOUGLAS ST

TRRA RB M-TRRA

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.46

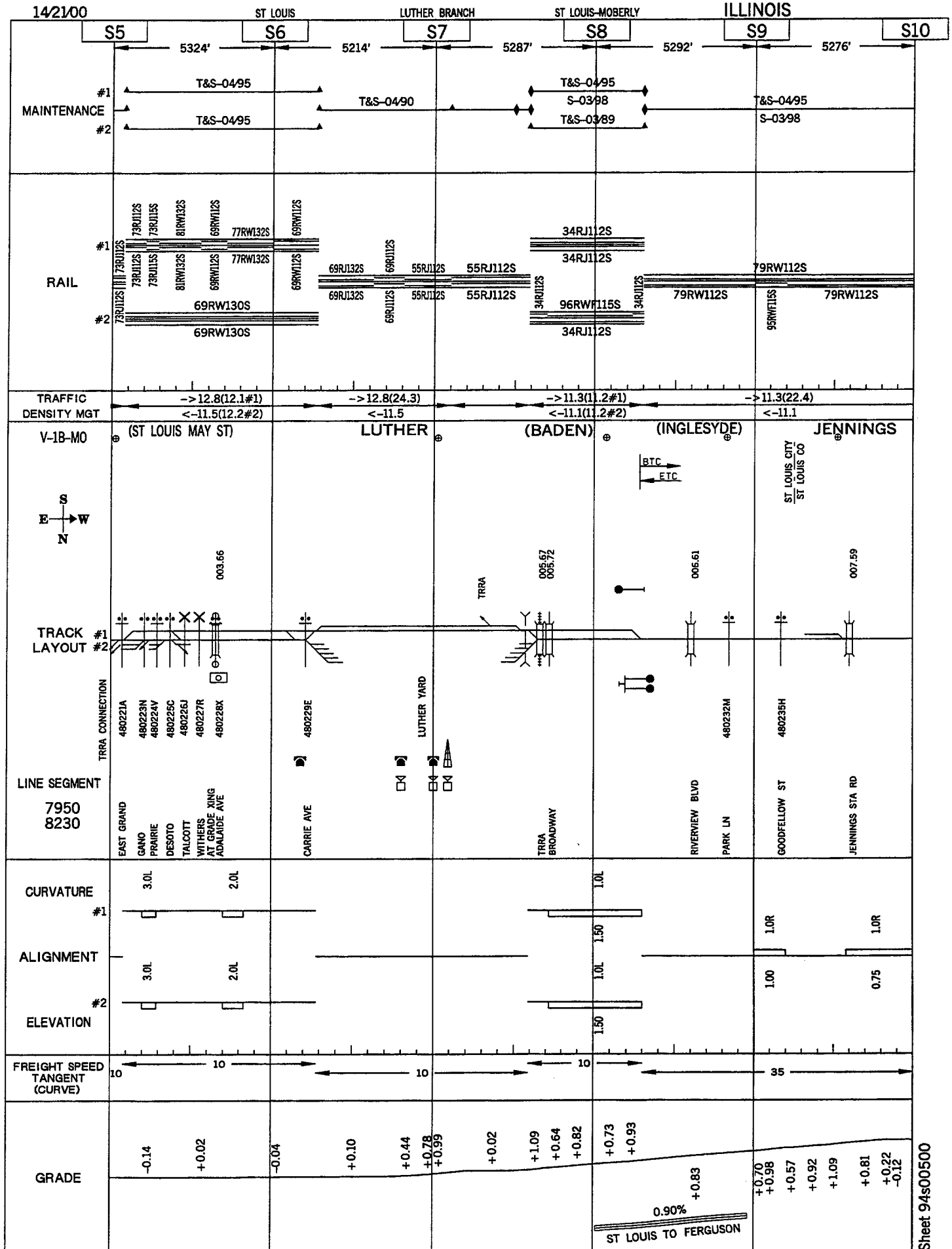
+0.14

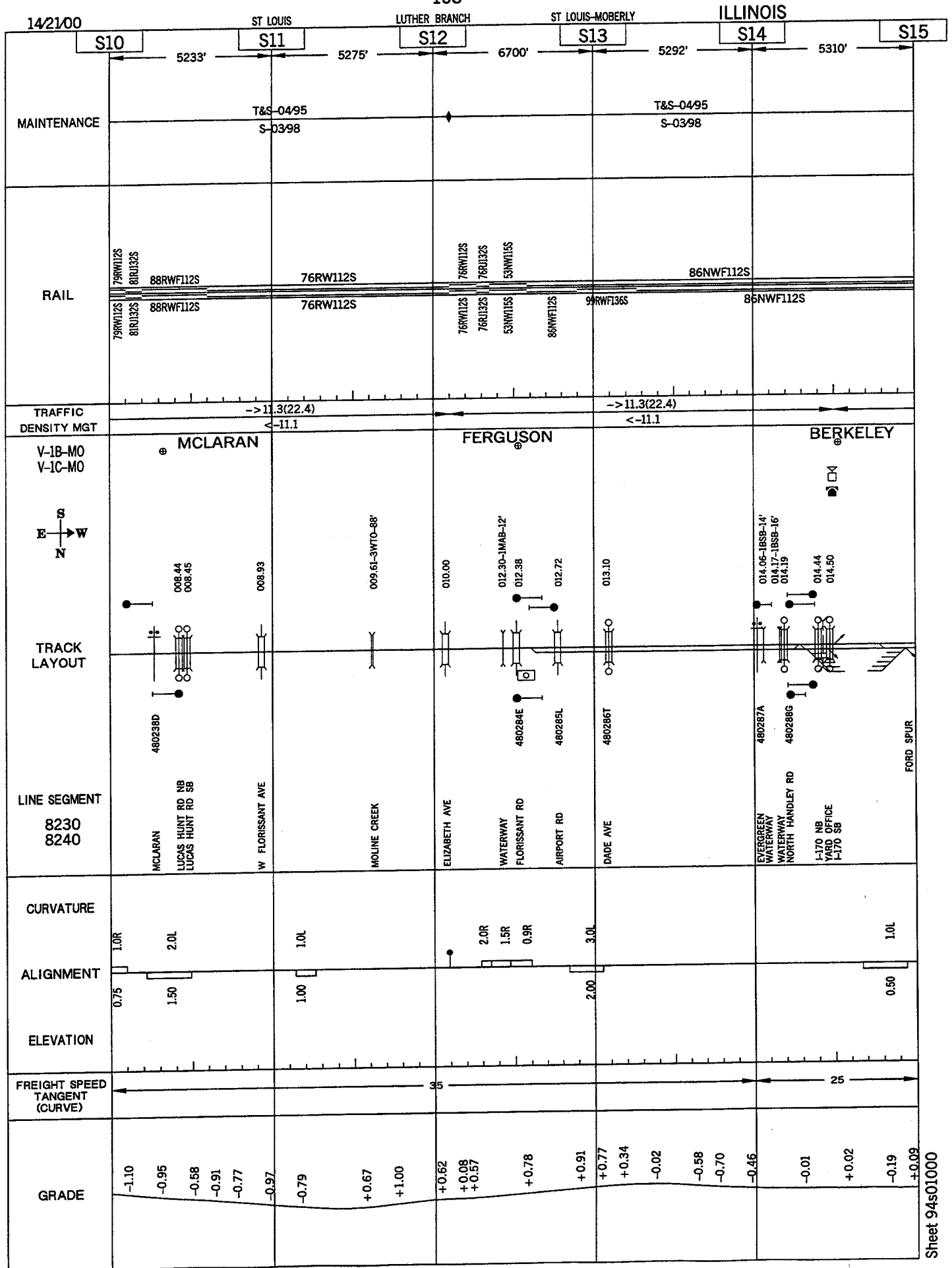
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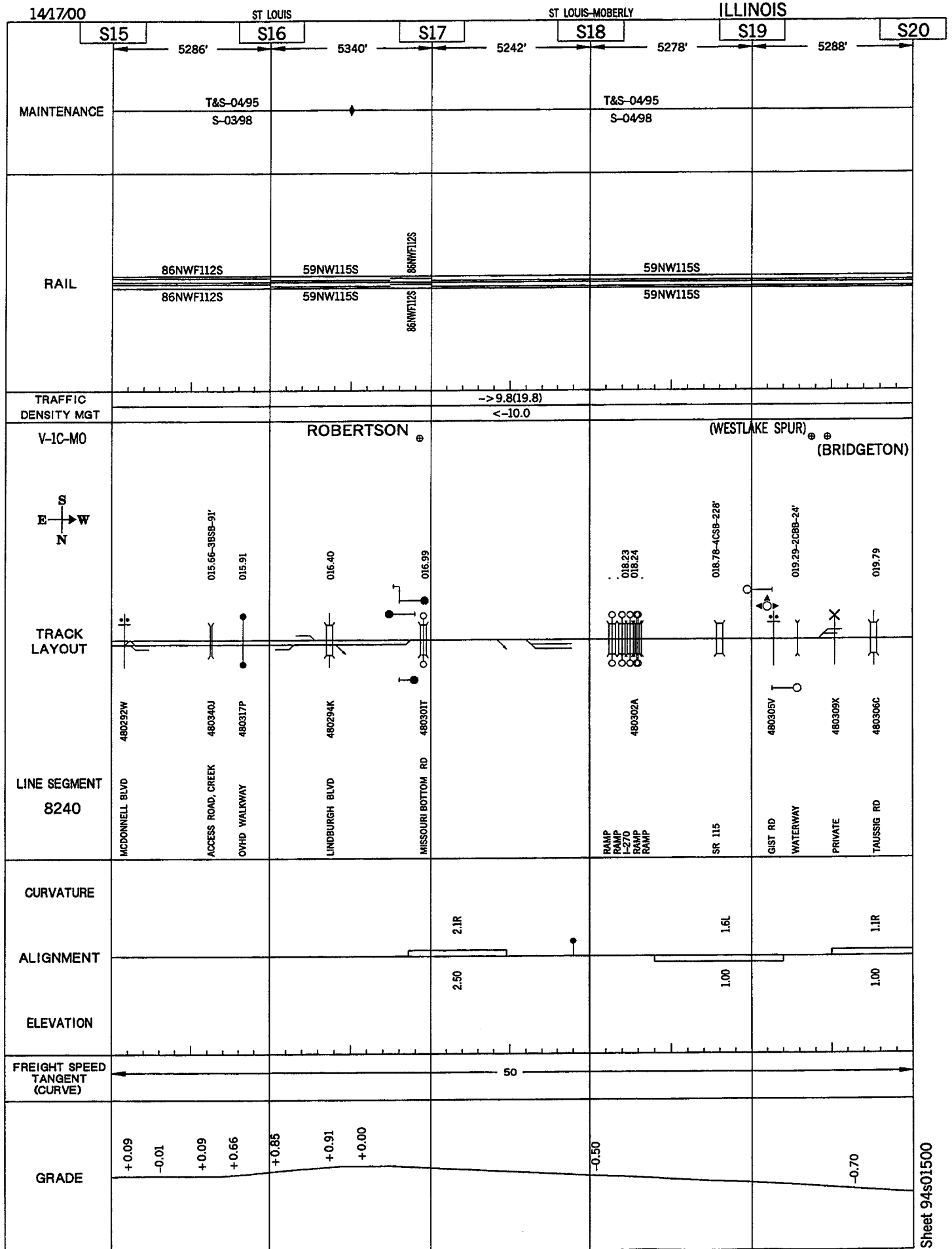
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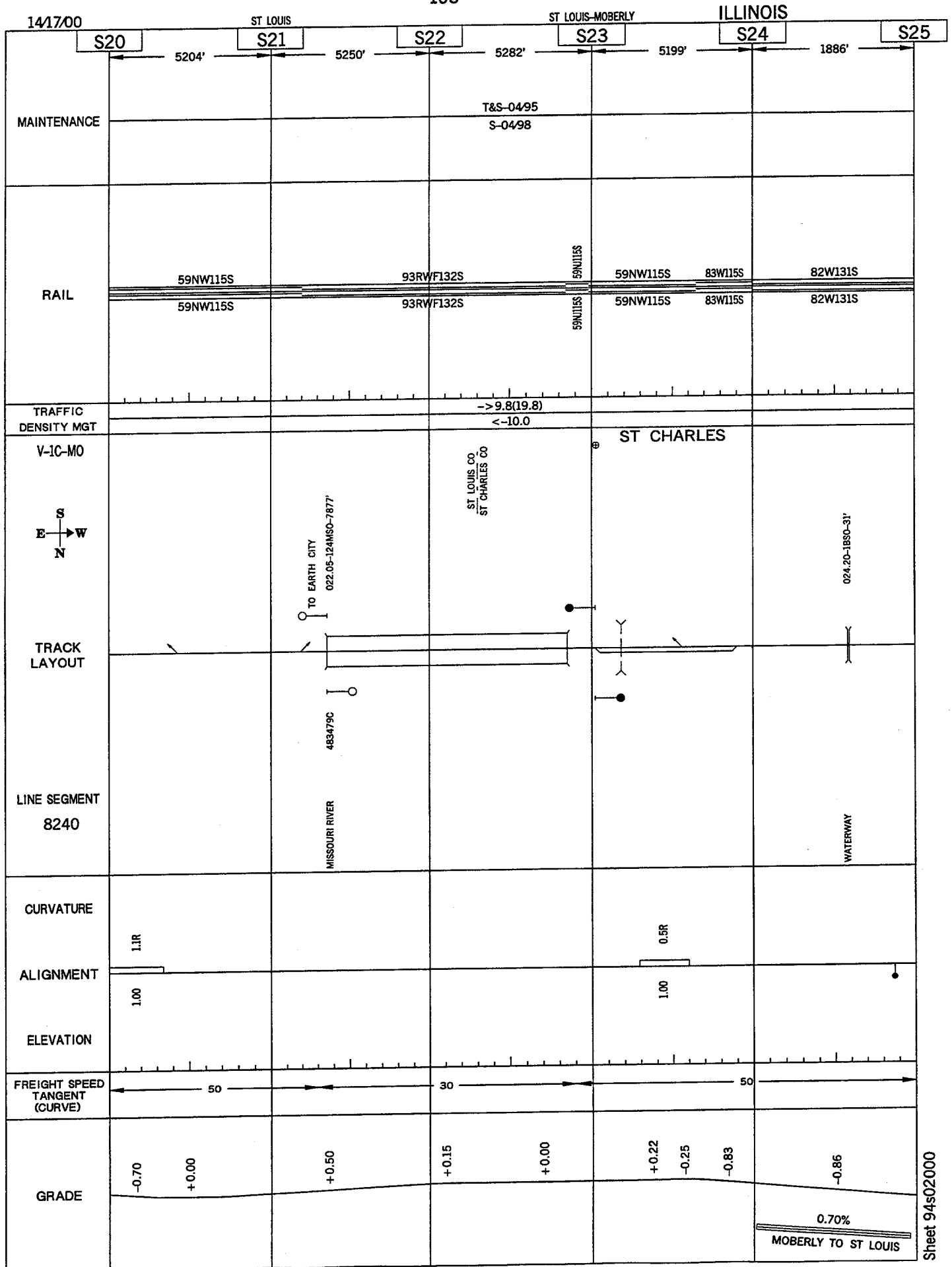
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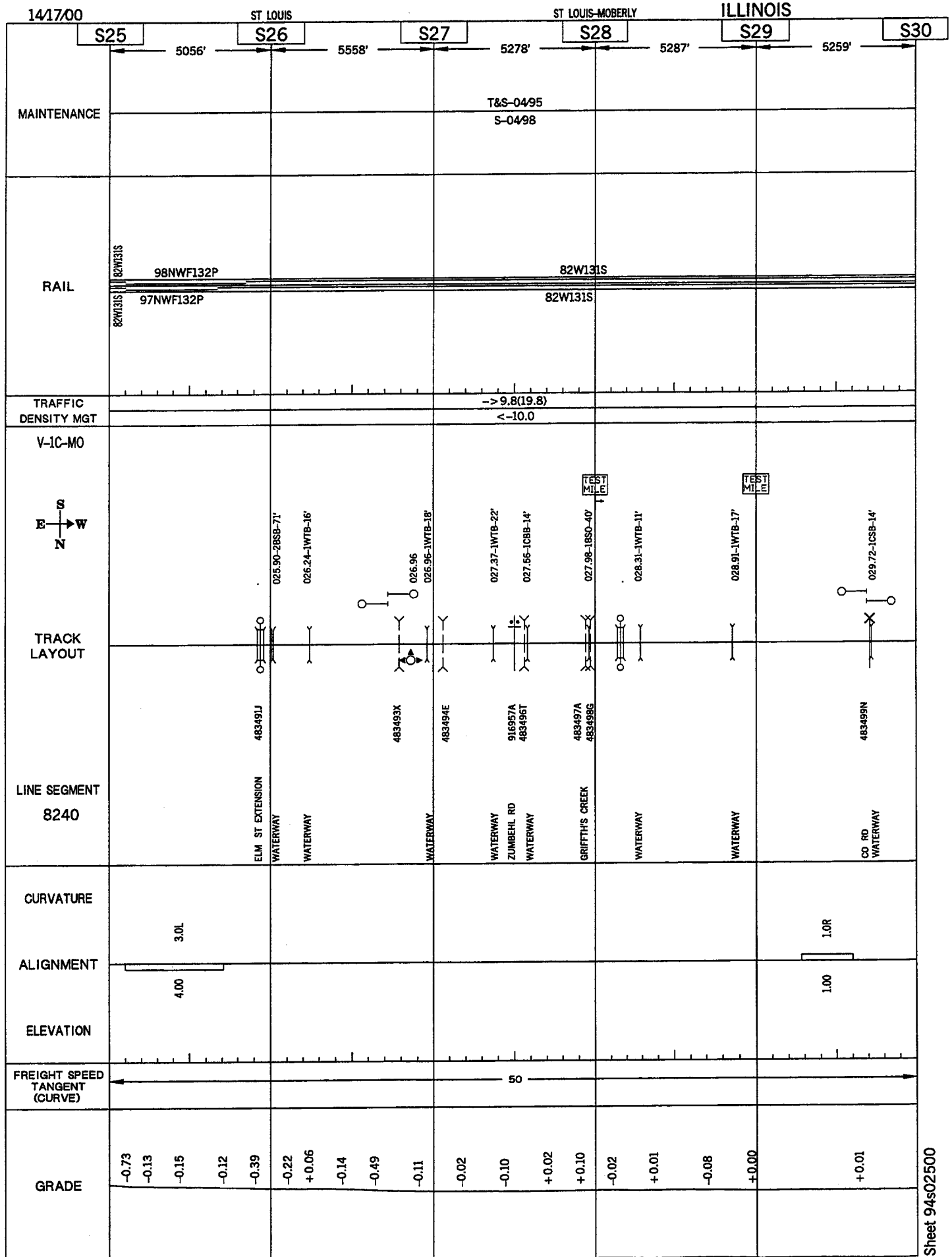
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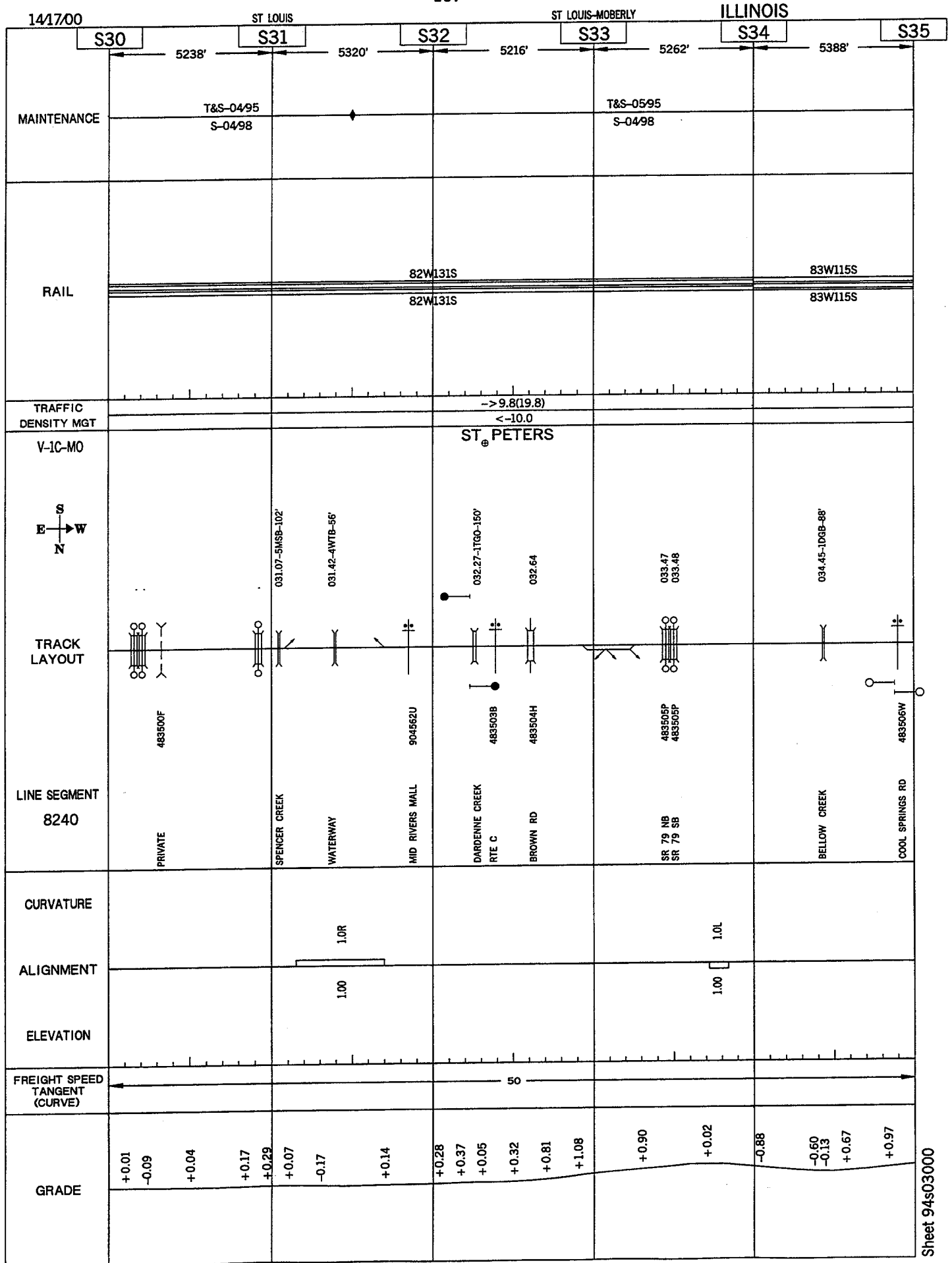


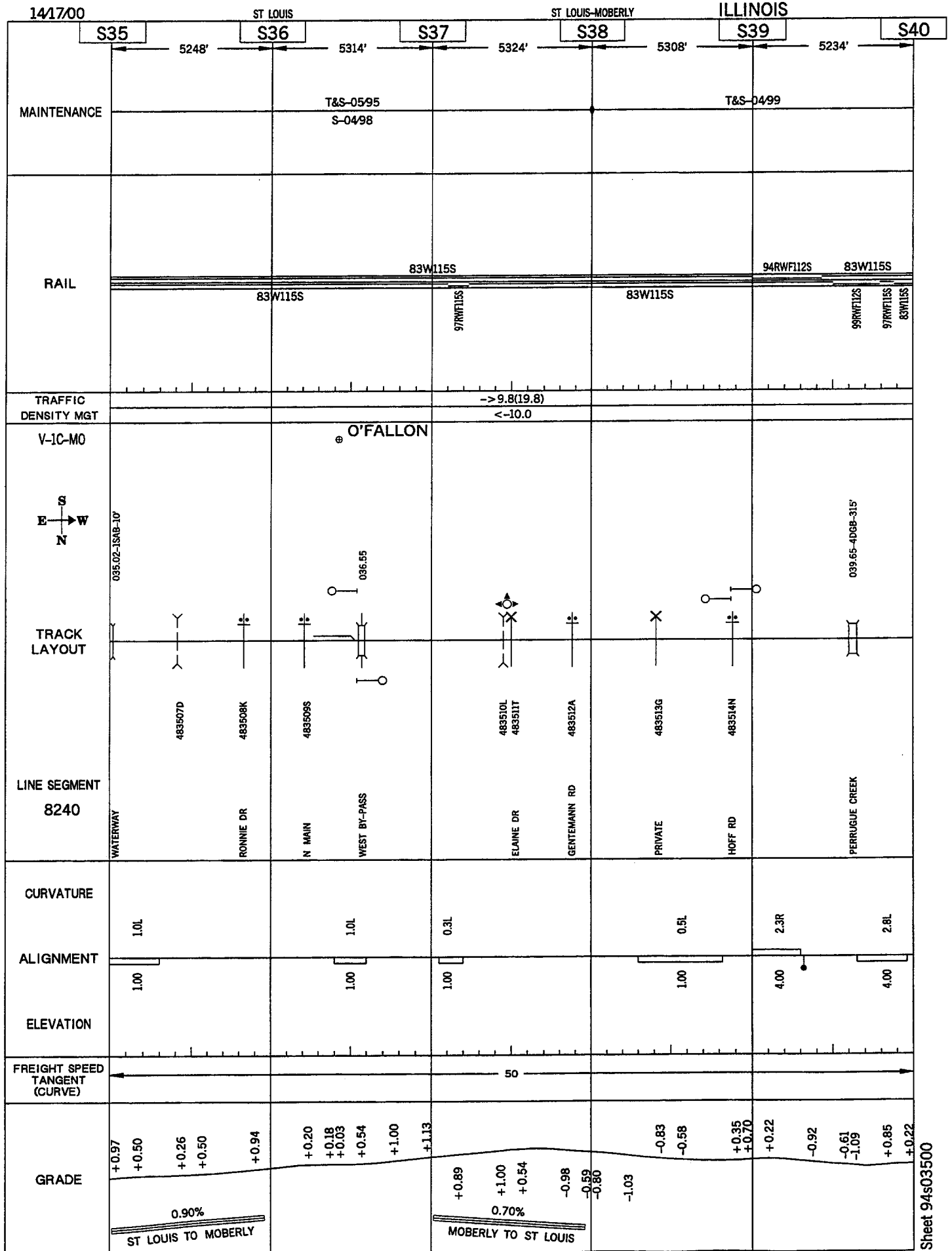


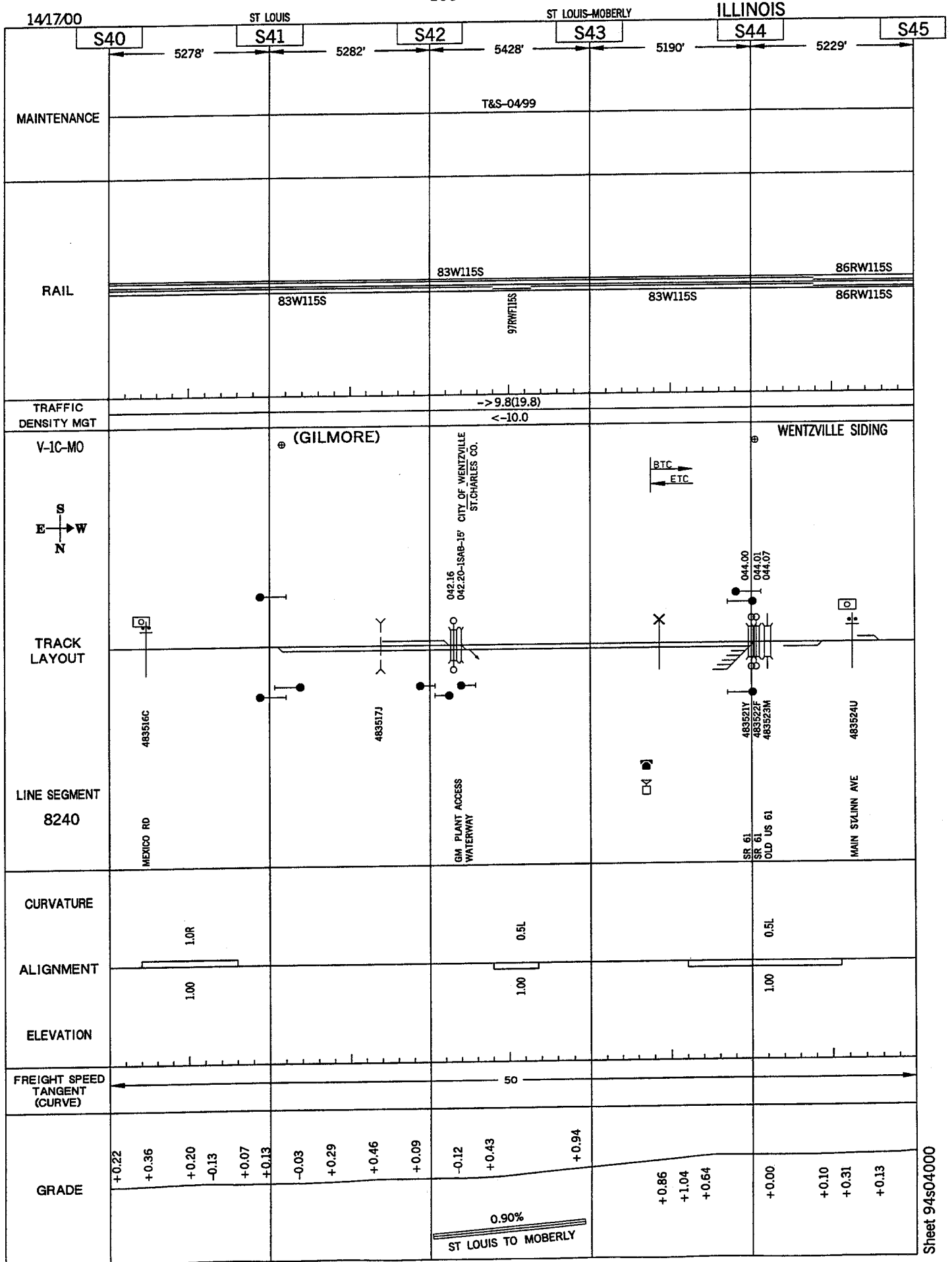


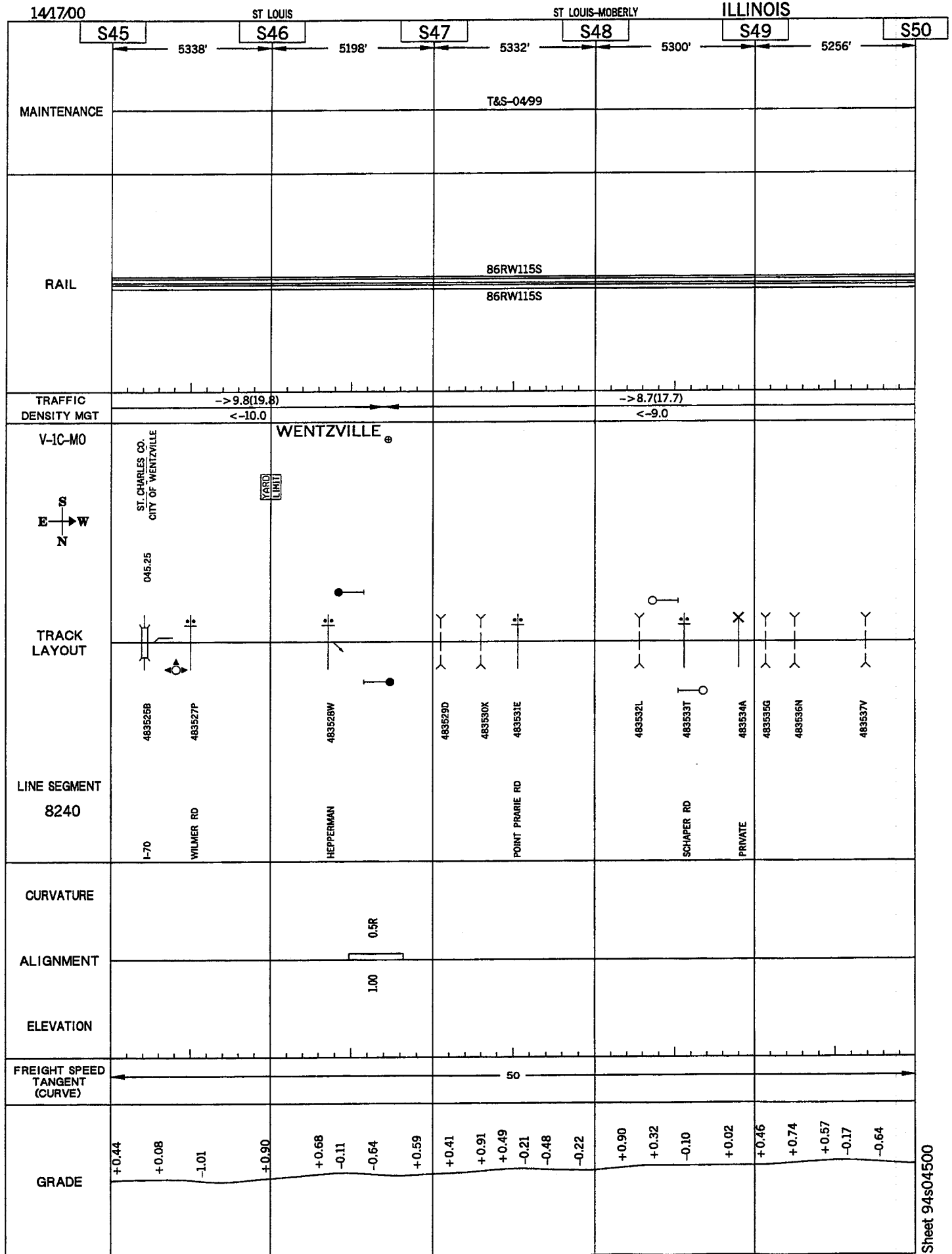


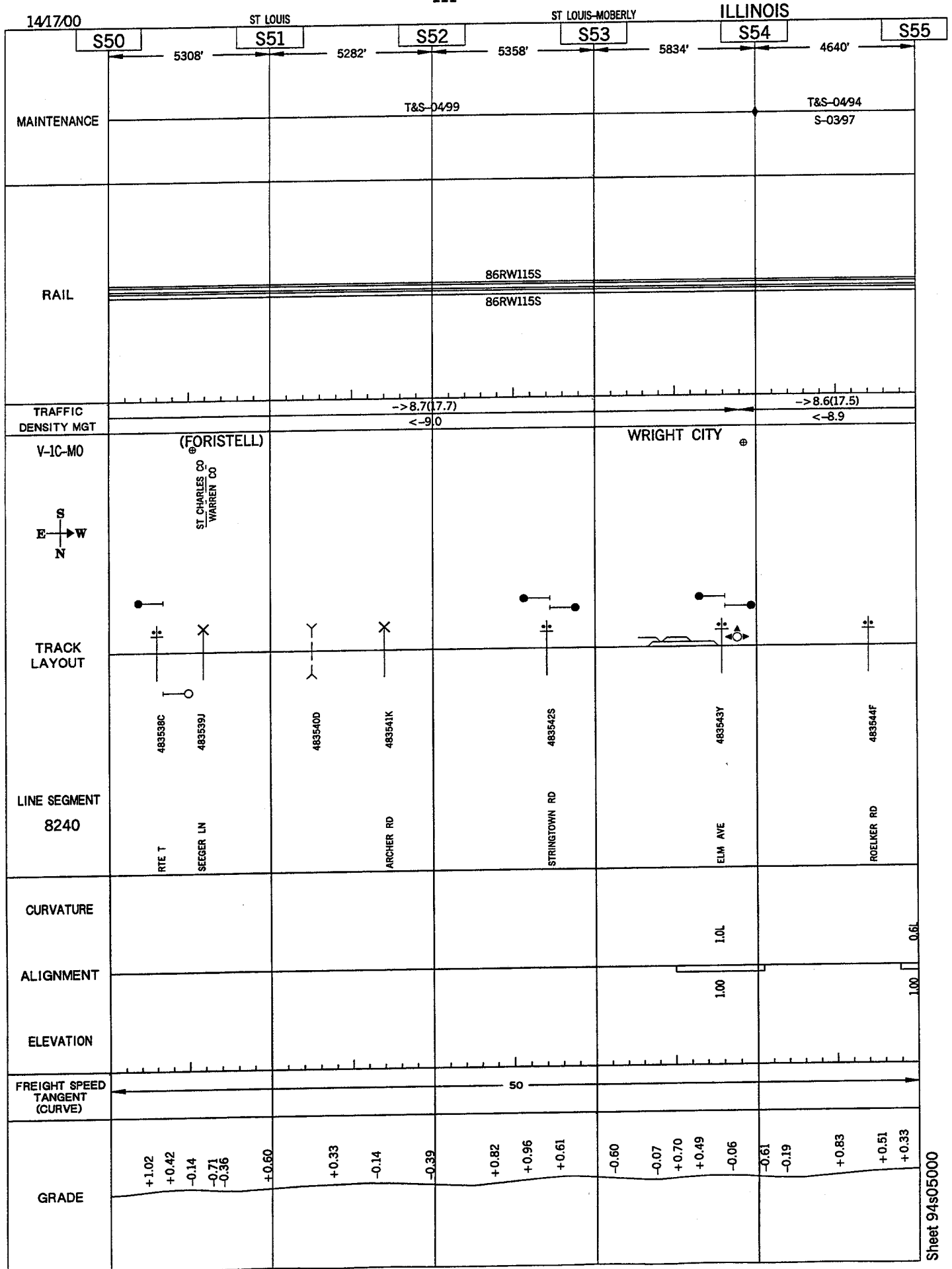


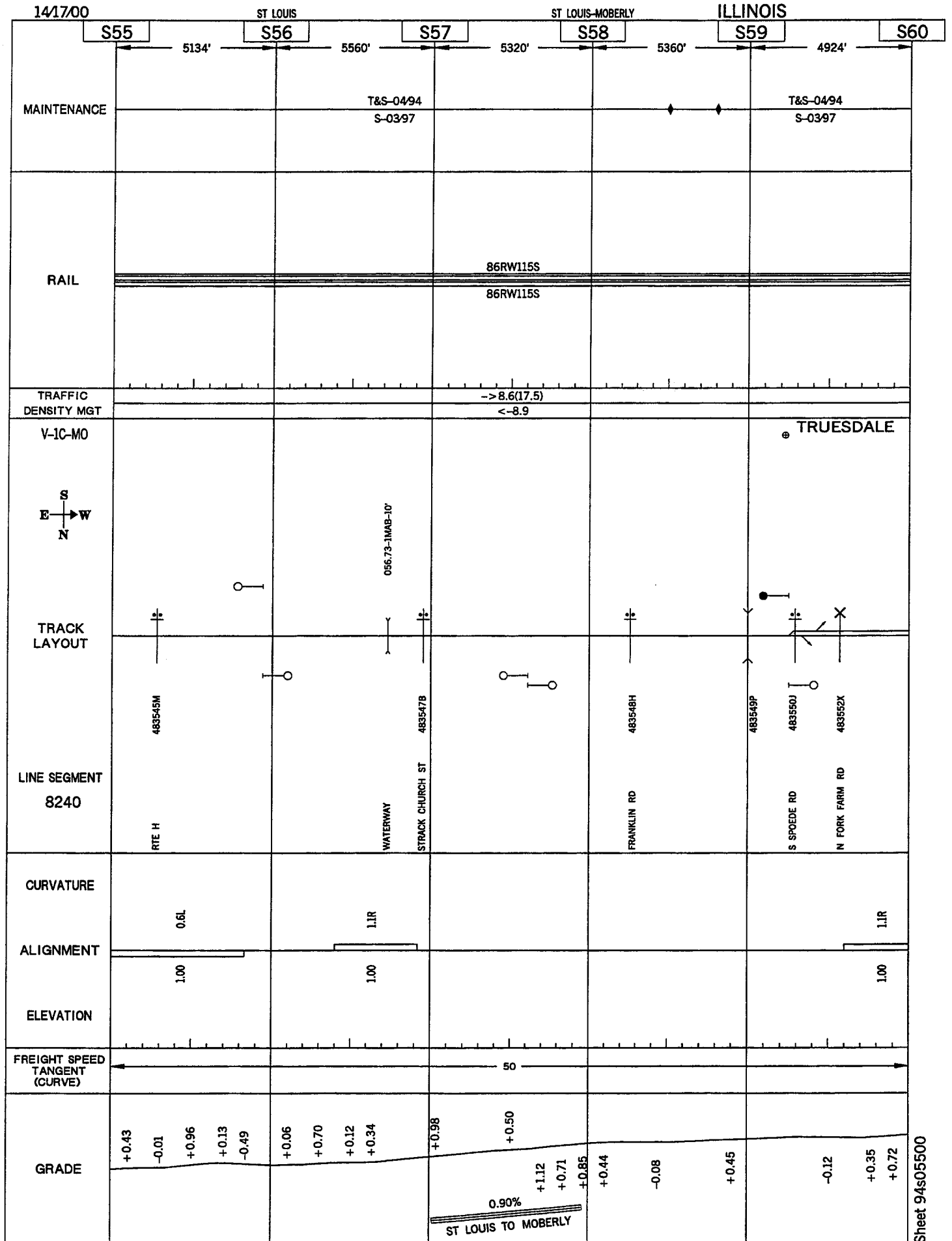


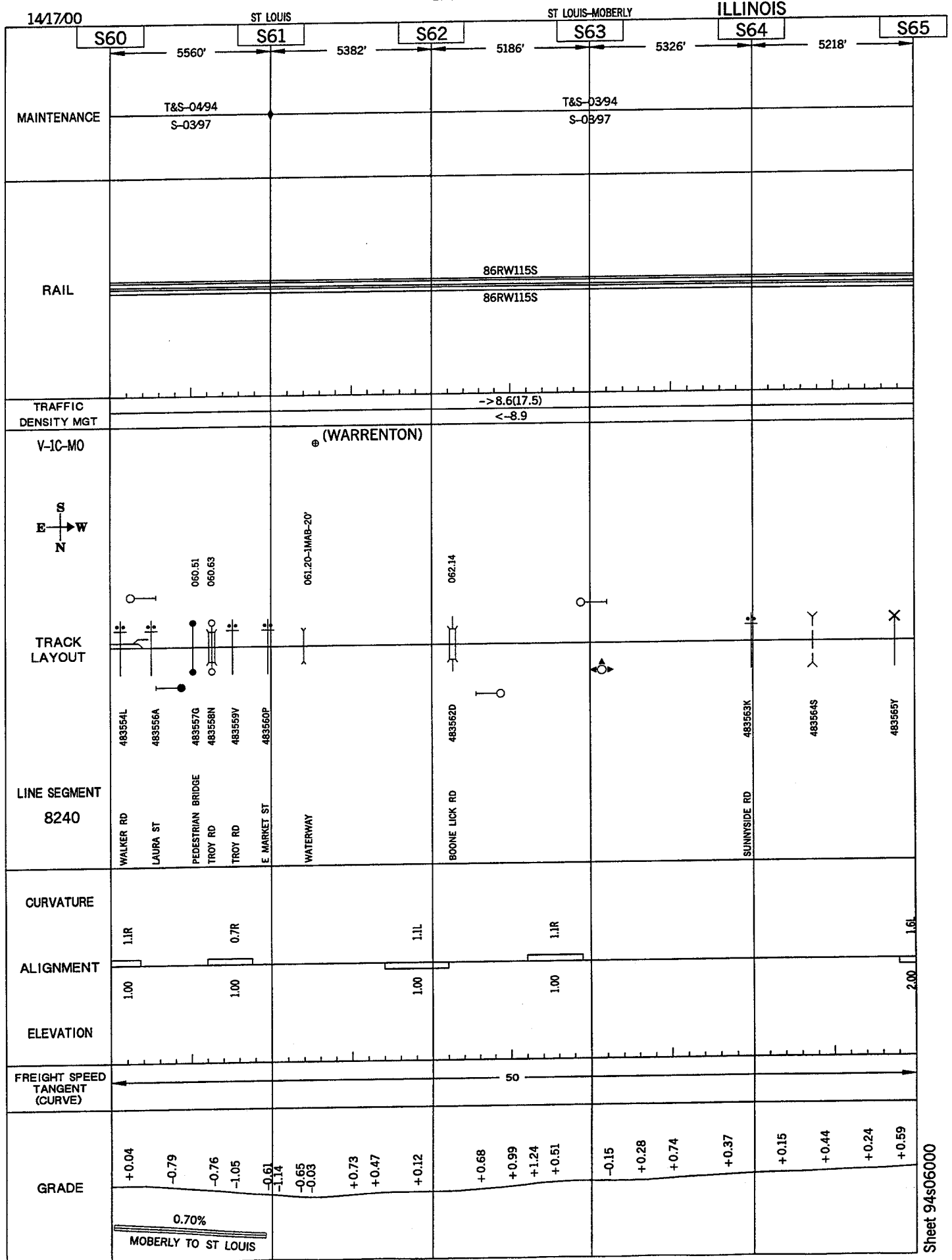


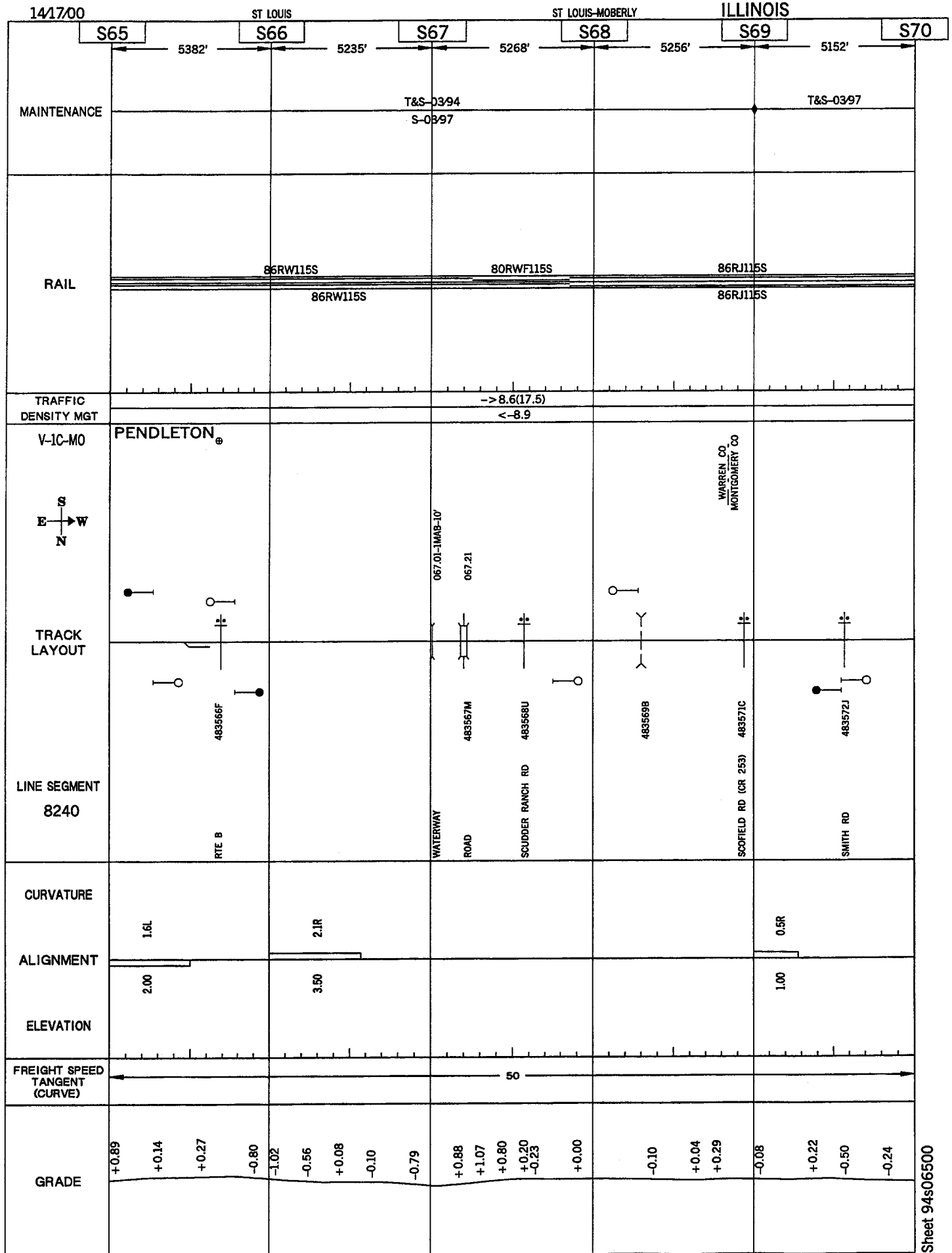


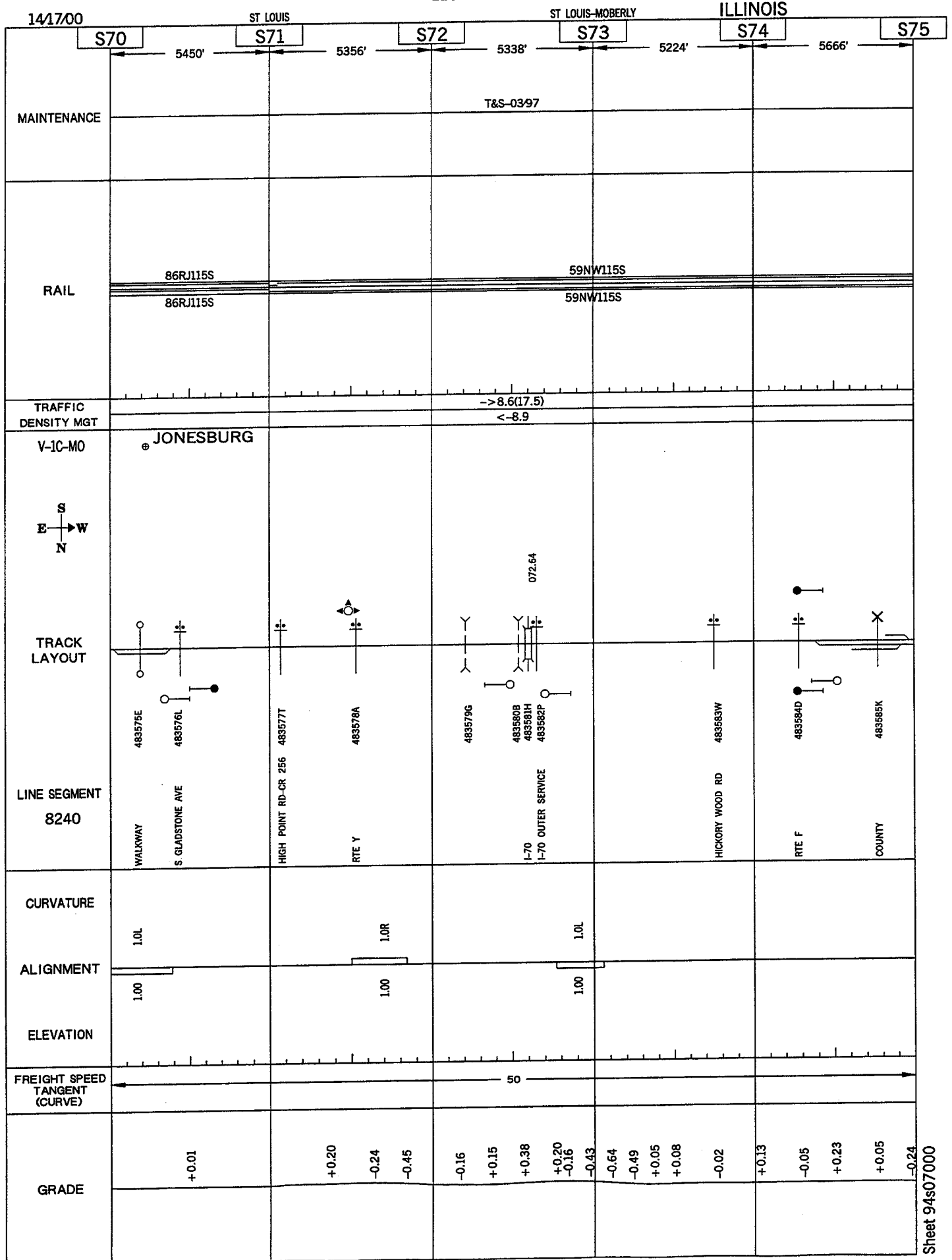




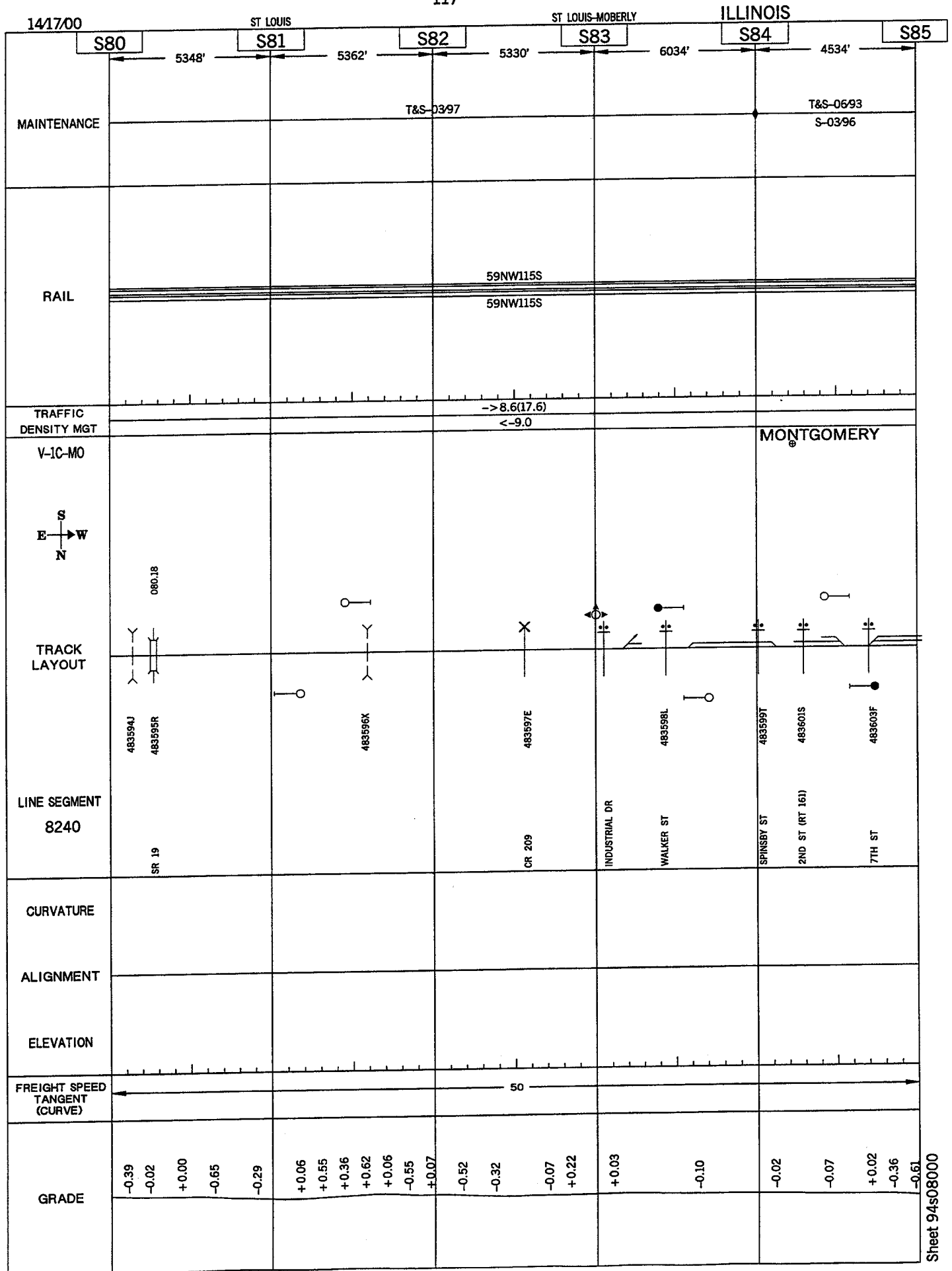


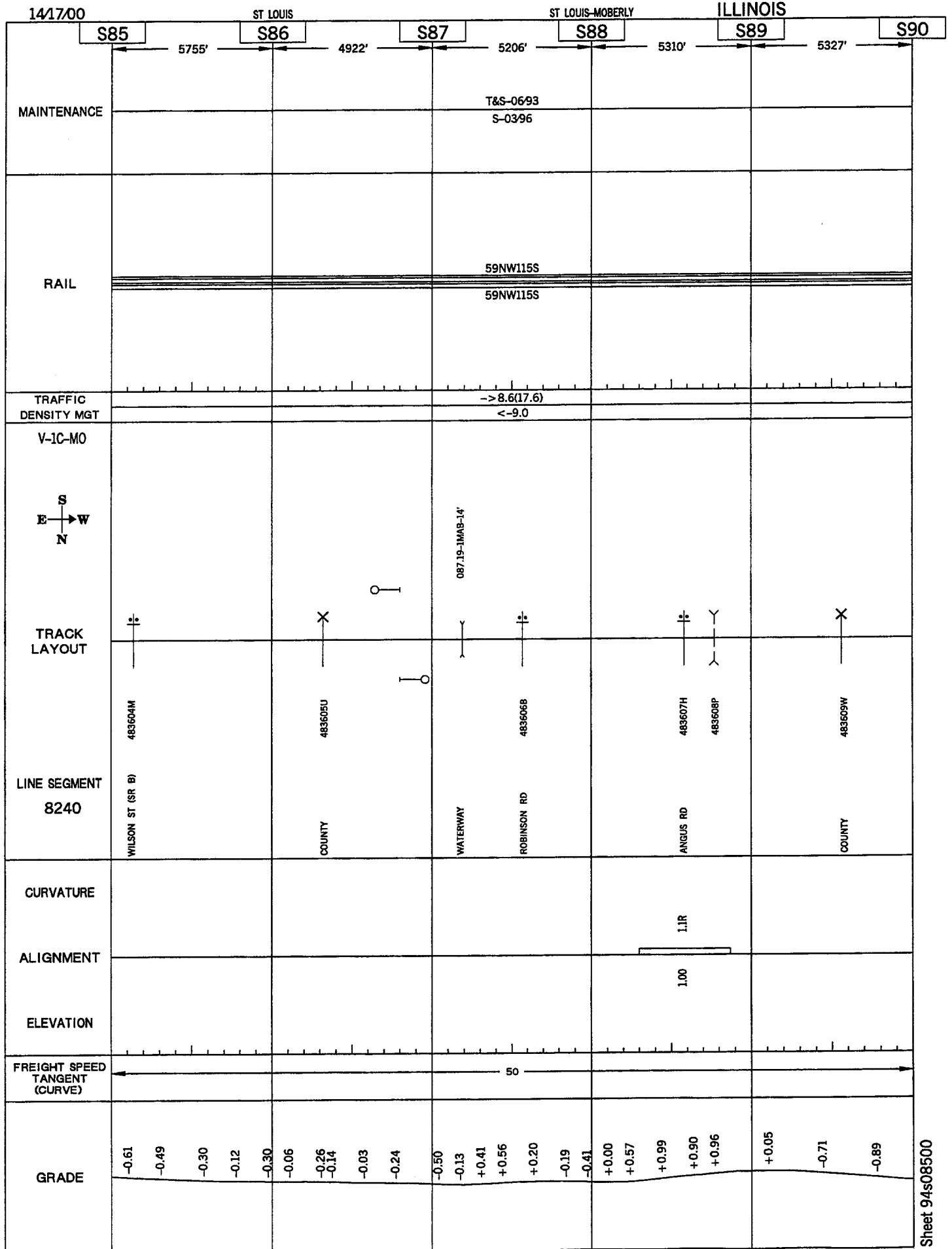


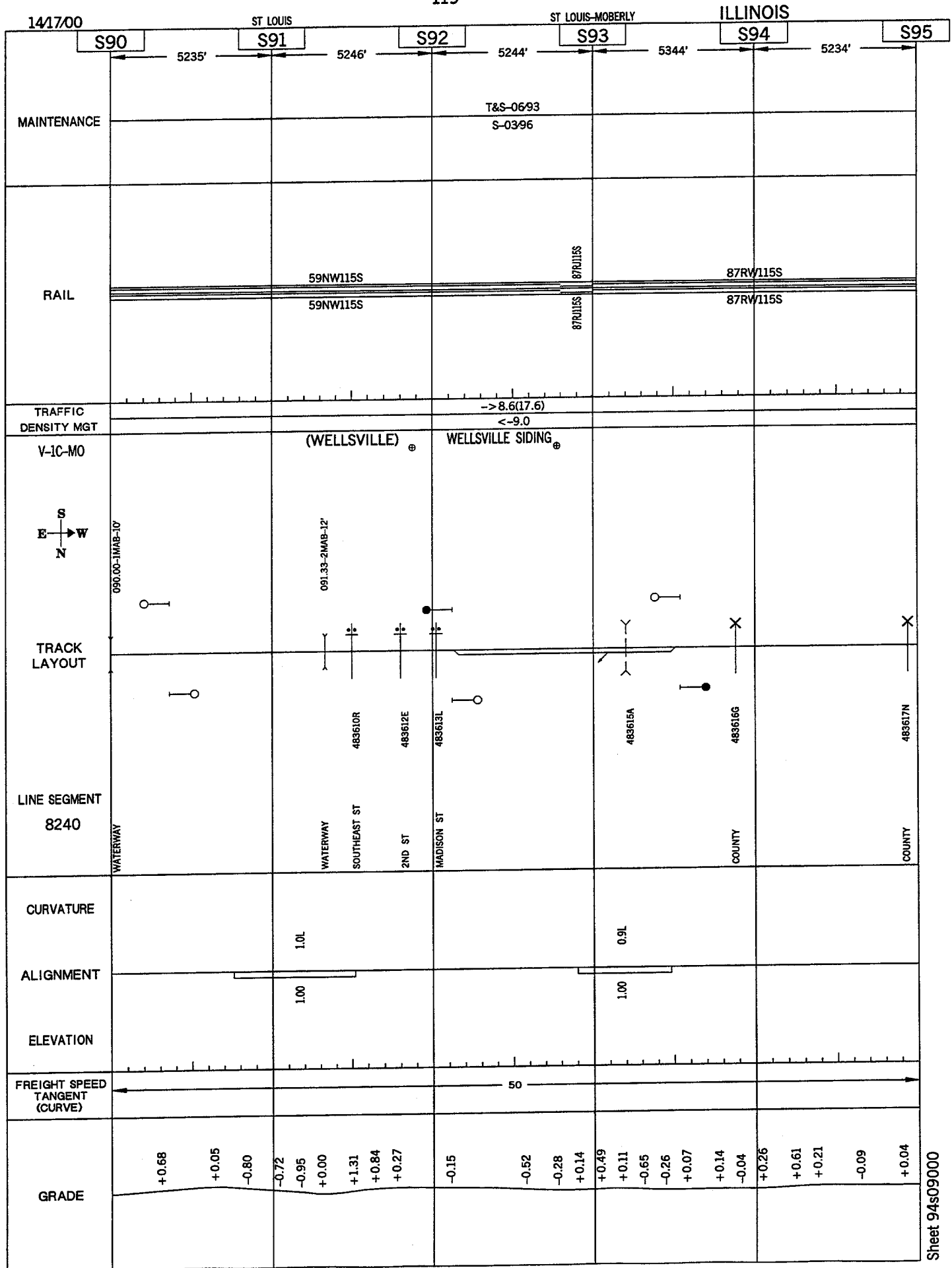


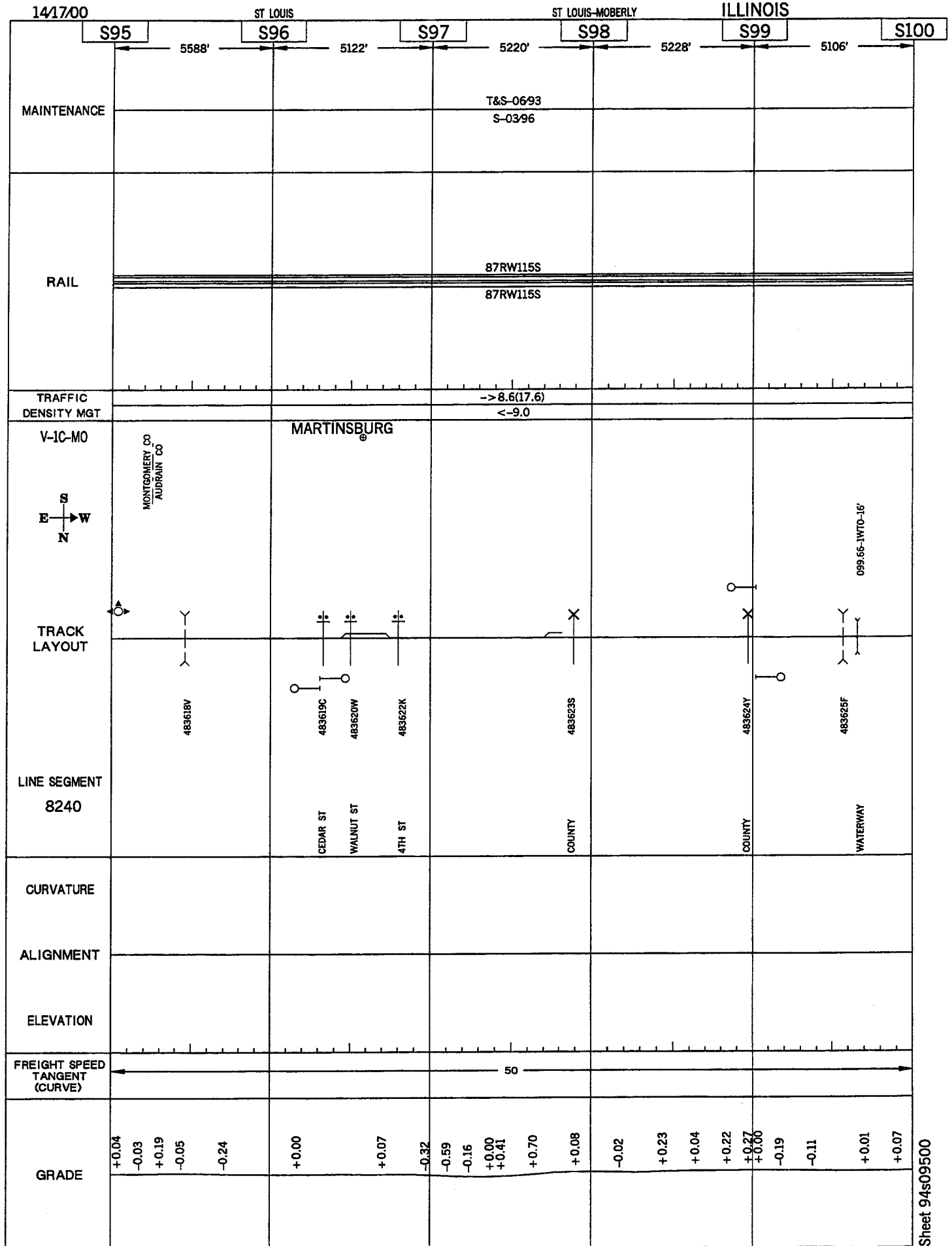


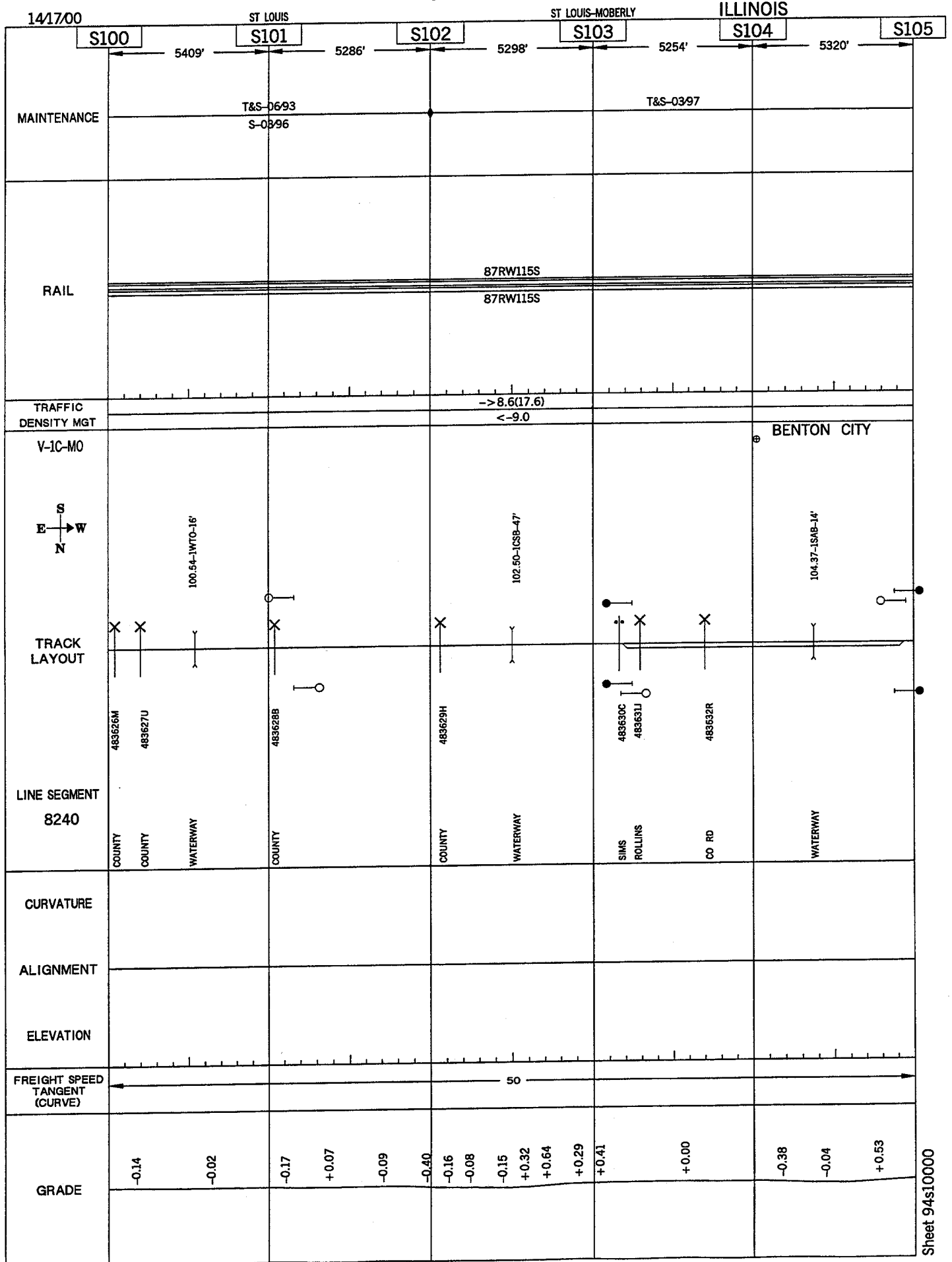
Sheet 94s07500

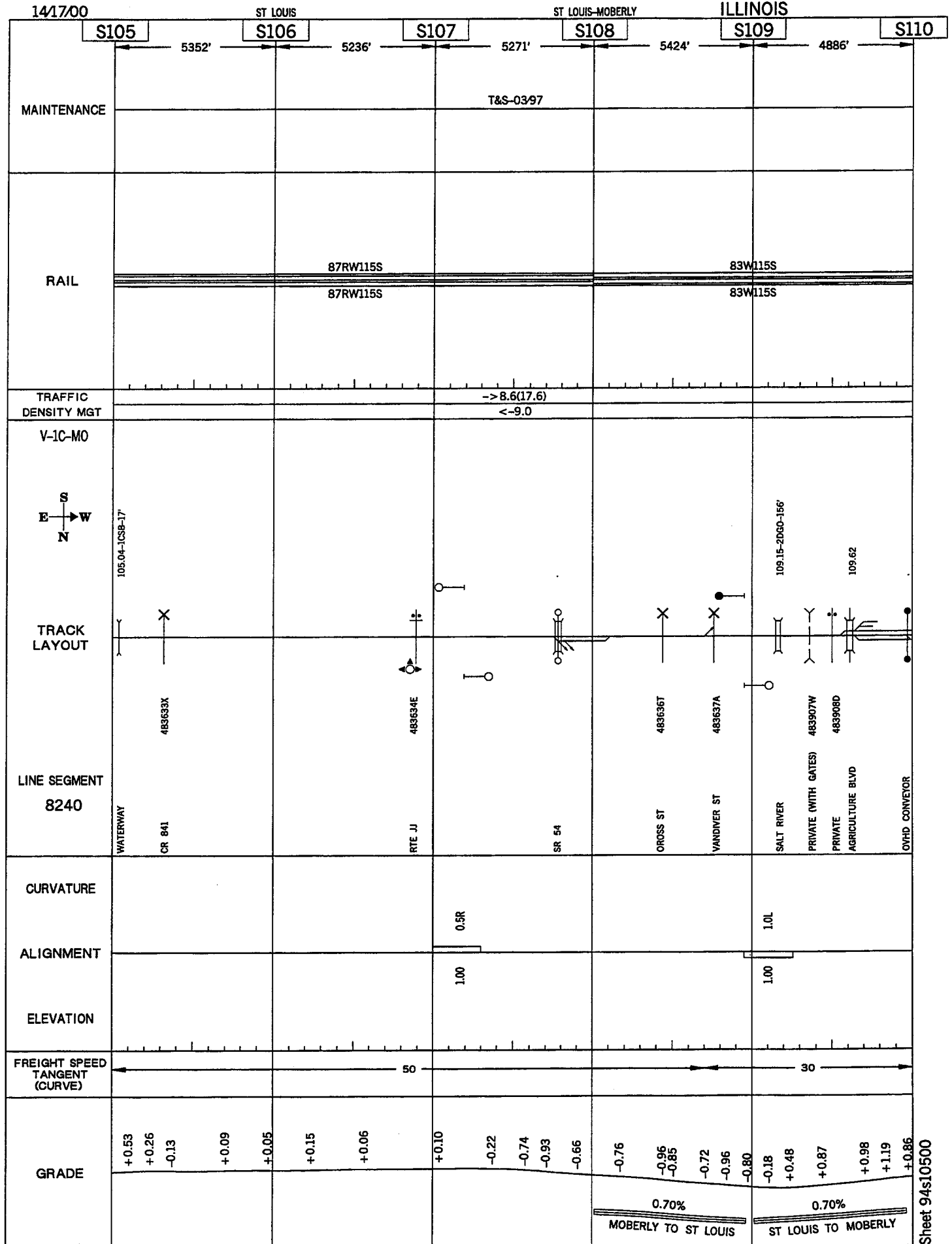


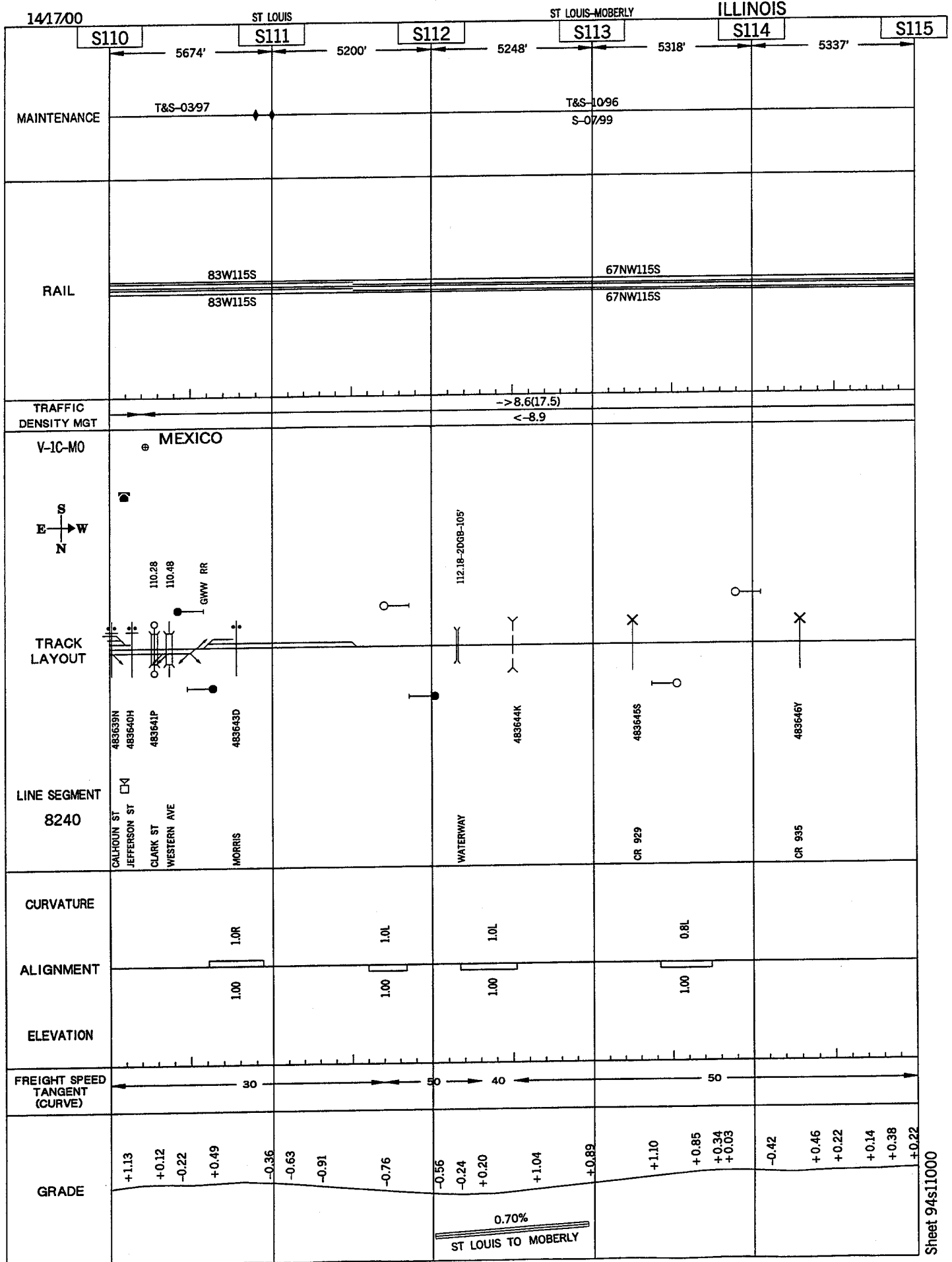


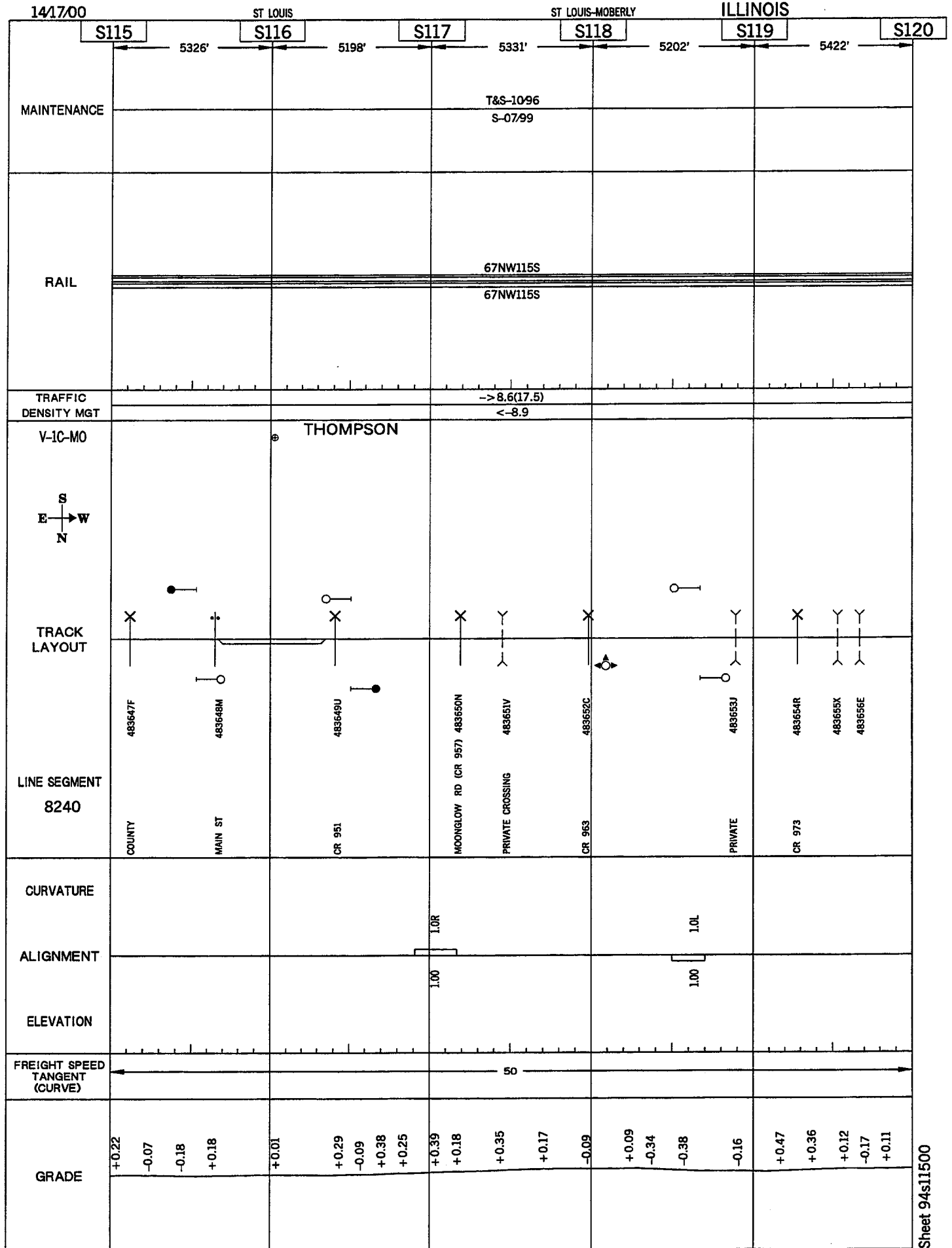


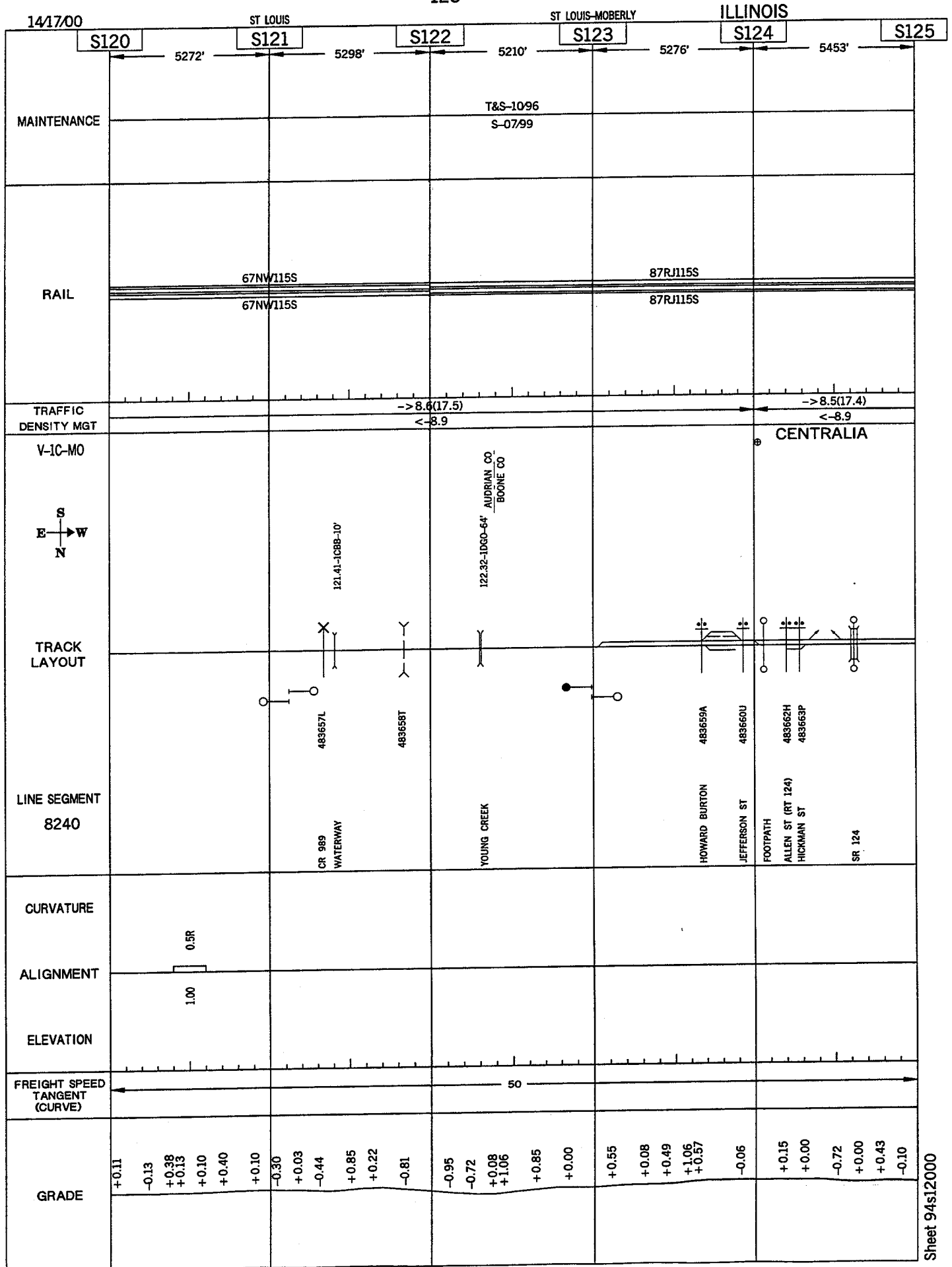


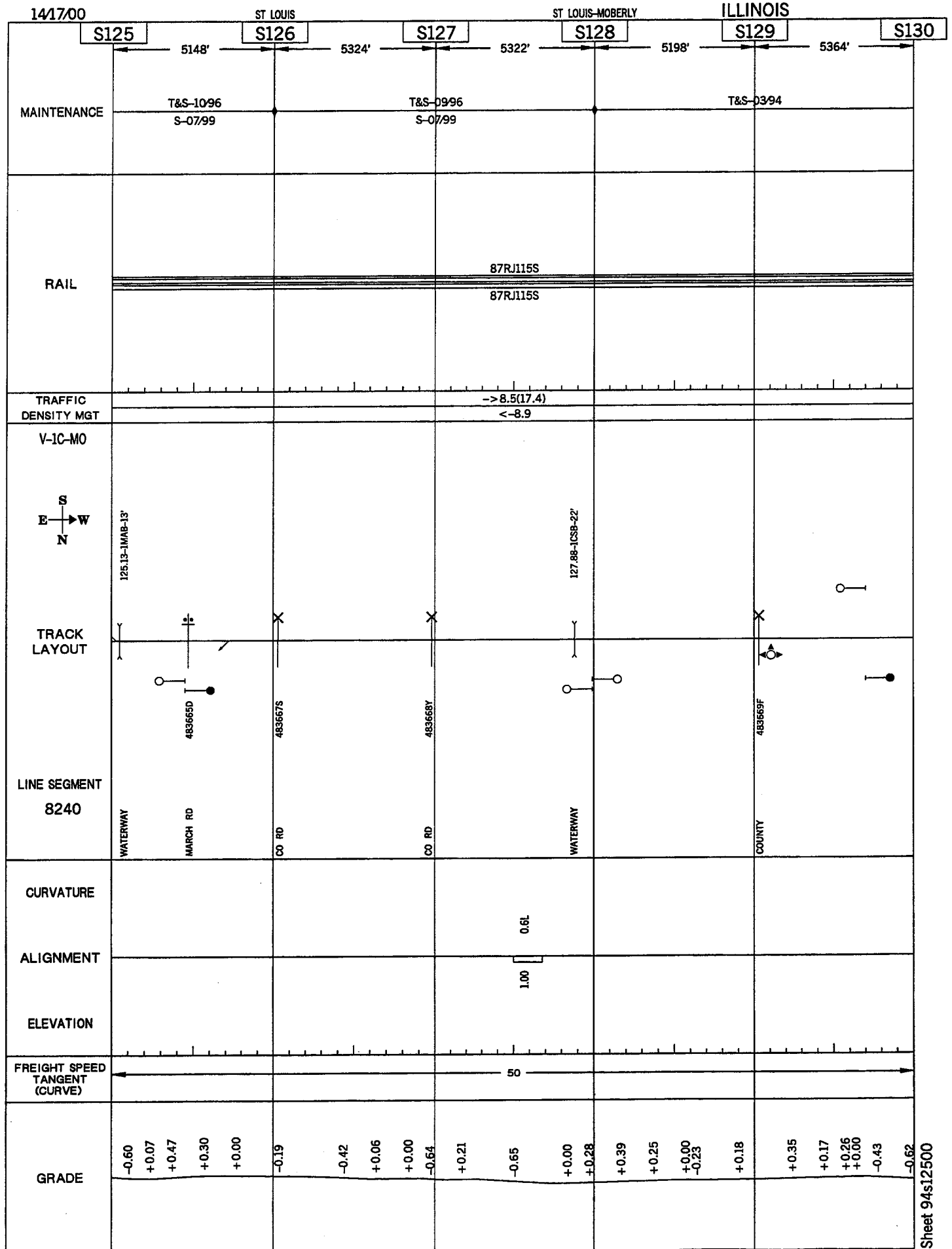












14/17/00		ST LOUIS		ST LOUIS-MOBERLY		ILLINOIS					
S130		S131		S132		S133		S134		S135	
5252'		5478'		5166'		5224'		5312'			
MAINTENANCE				T&S-0394							
RAIL		87RJ115S		57NW115S							
87RJ115S				57NW115S							
TRAFFIC DENSITY MGT				-> 8.5(17.4) < -8.9							
V-IC-MO				STURGEON		BOONE CO AUDRIAN CO		AUDRIAN CO RANDOLPH CO			
E S W N		131.28-1SAB-12'		131.59-4WTB-104'		133.39		134.06-1MAB-12'			
TRACK LAYOUT		X		Y		Y		Y		Y	
483670A		483671G		483672N 483673V		483674C		483675J		483676R	
LINE SEGMENT 8240		COUNTY		WATERWAY		WATERWAY		ODGEN (RT "V") WENTZ ST		BENSON RD	
SR 22		WATERWAY									
CURVATURE				1.0R							
ALIGNMENT				1.00							
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				50							
GRADE		-0.32 +0.00 -0.16 +0.26 -0.18 -0.55		-0.79 -0.94 +0.00 +0.60 +0.94 +1.17 +0.32		+0.09 +0.42 +0.59 +0.14 +0.23		+0.10 -0.15 -0.06 -0.63		+0.52 +0.80 +0.54 +0.00 -0.22 +0.04	

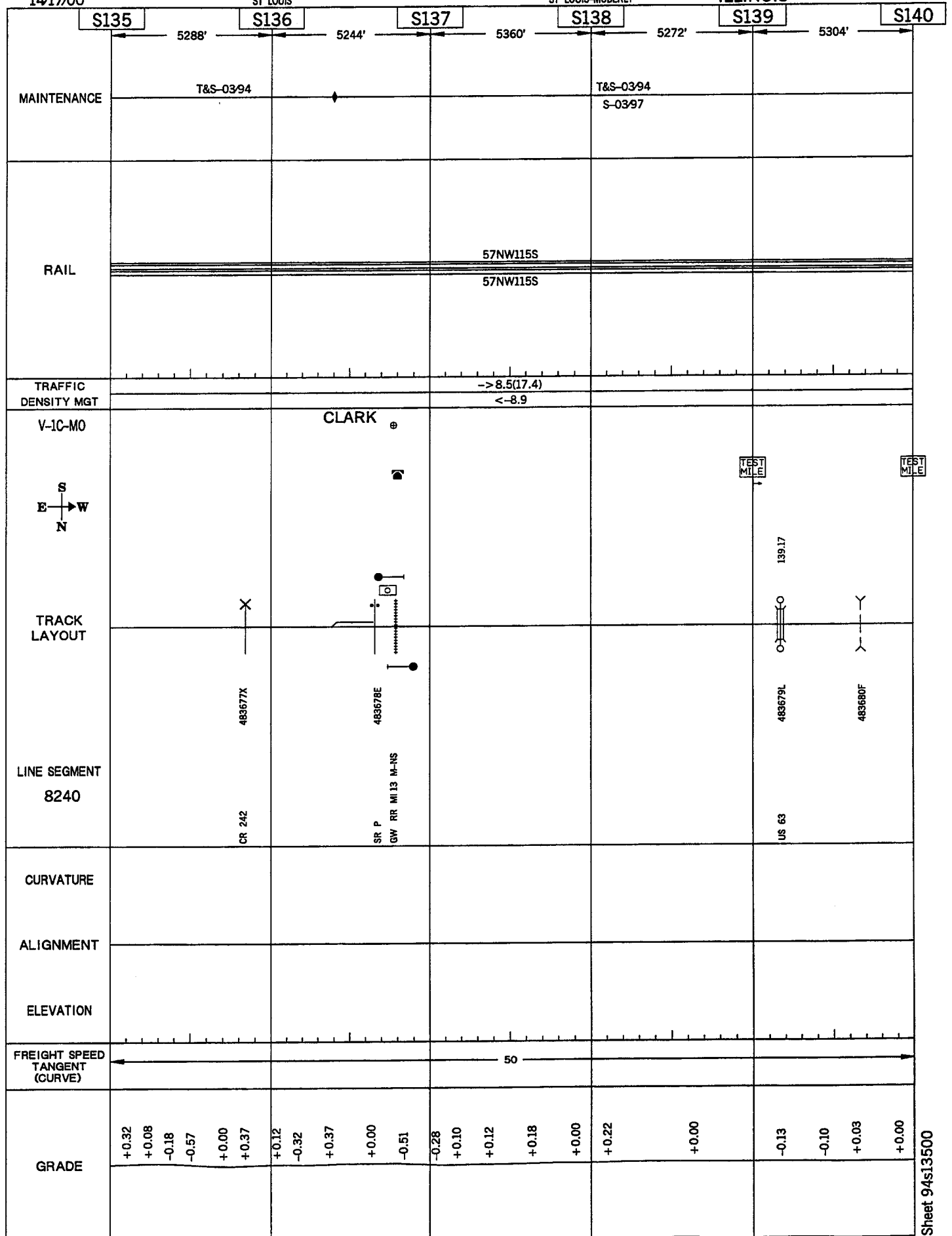
Sheet 94s13000

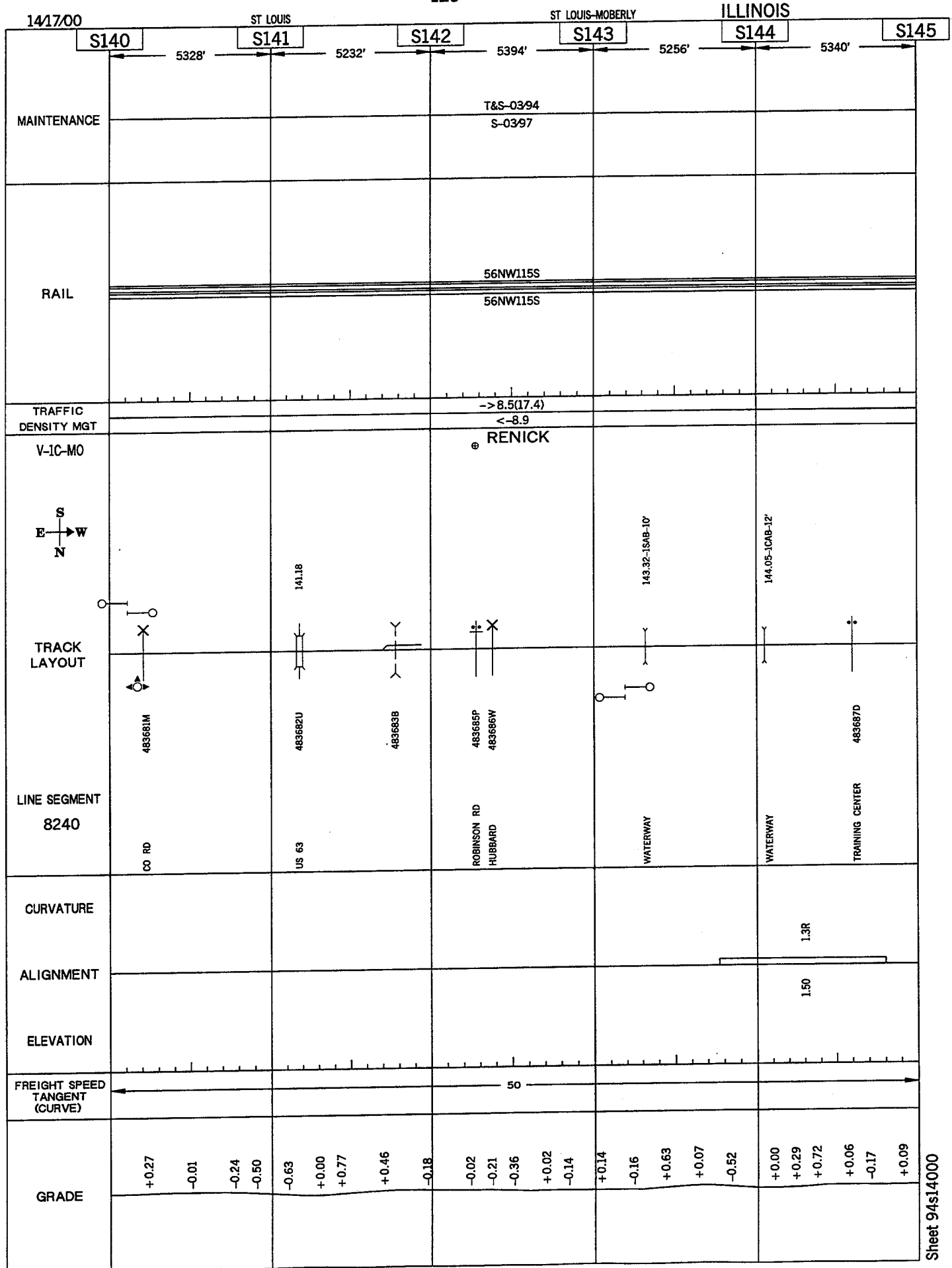
1417/00

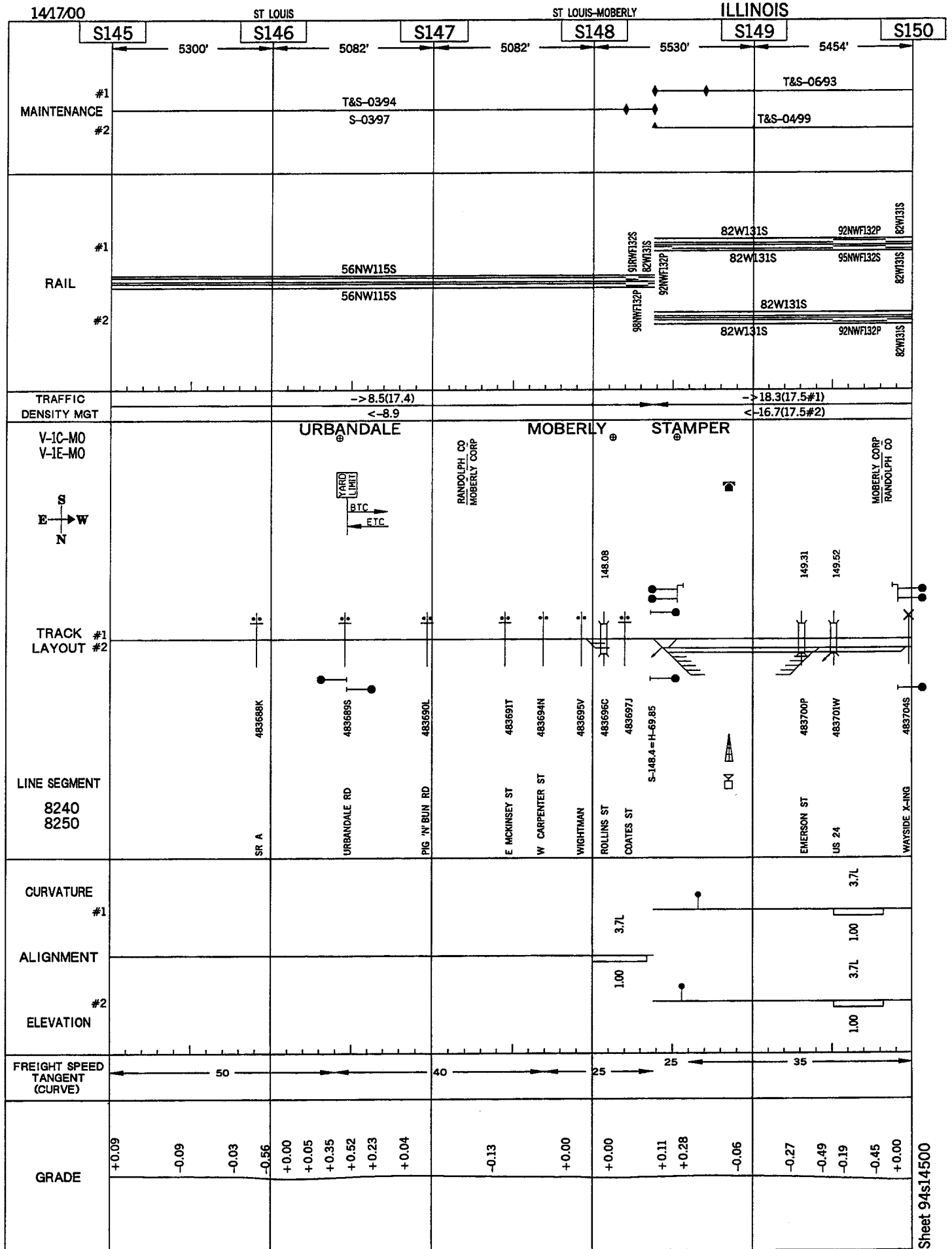
ST LOUIS

ST LOUIS-MOBERLY

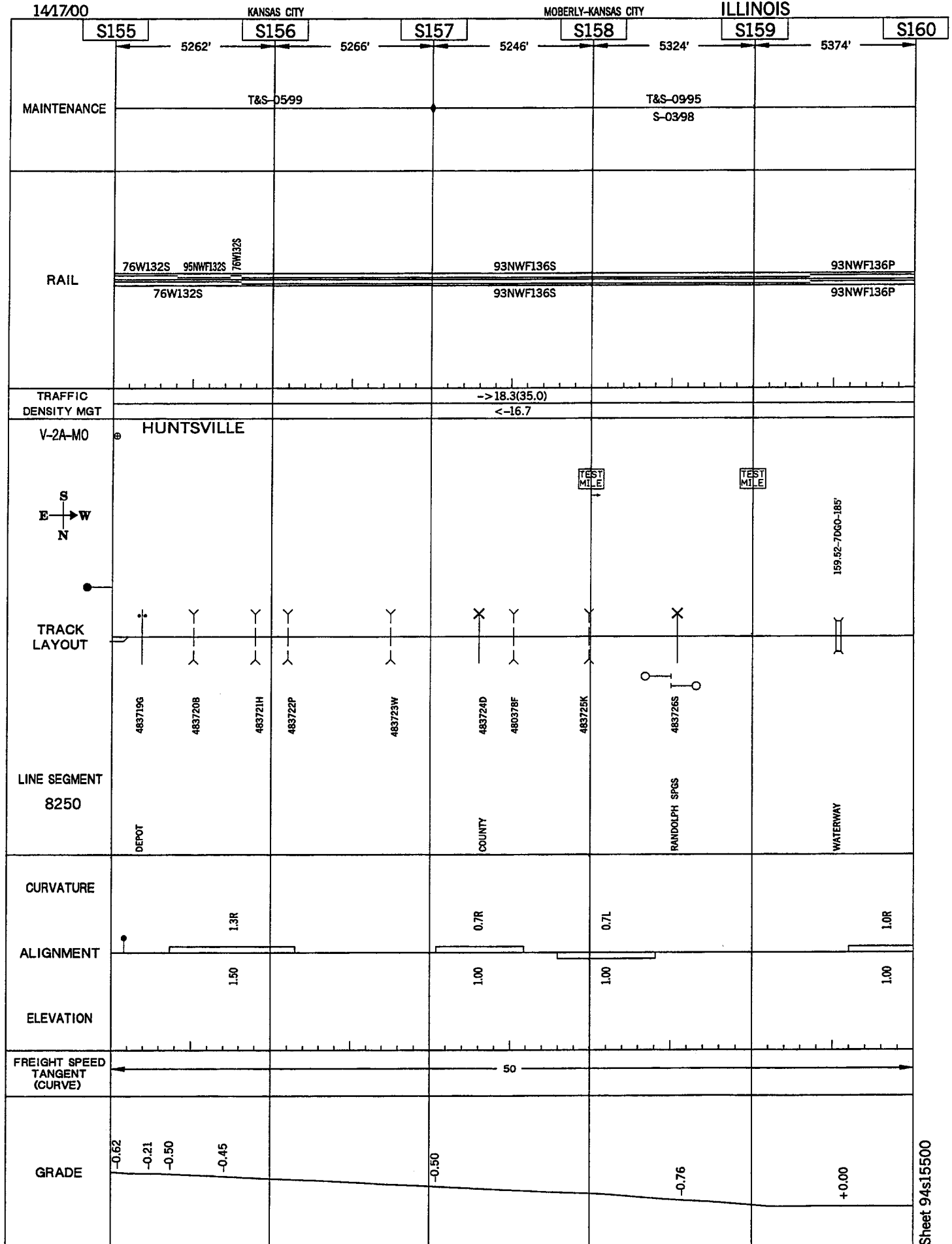
ILLINOIS

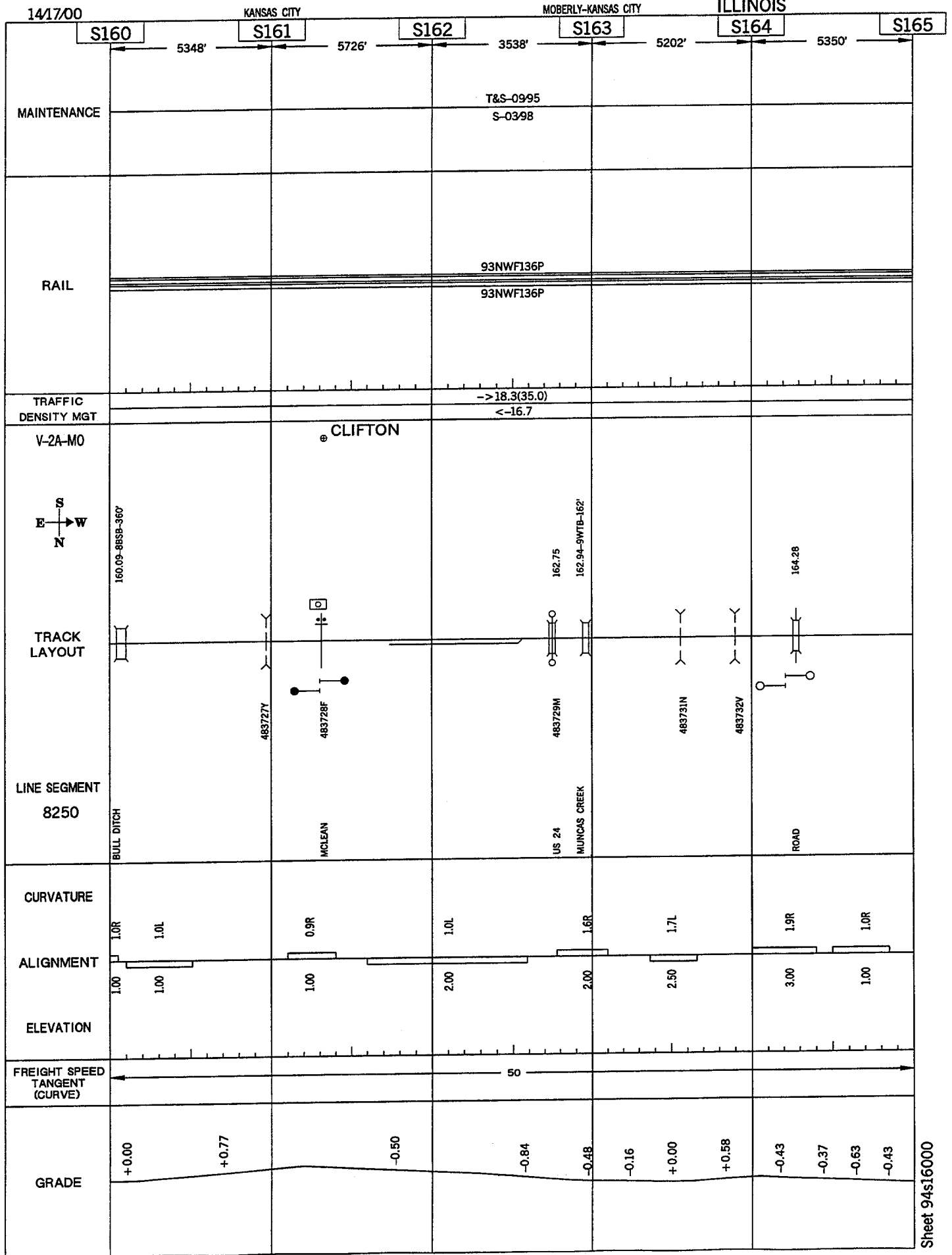


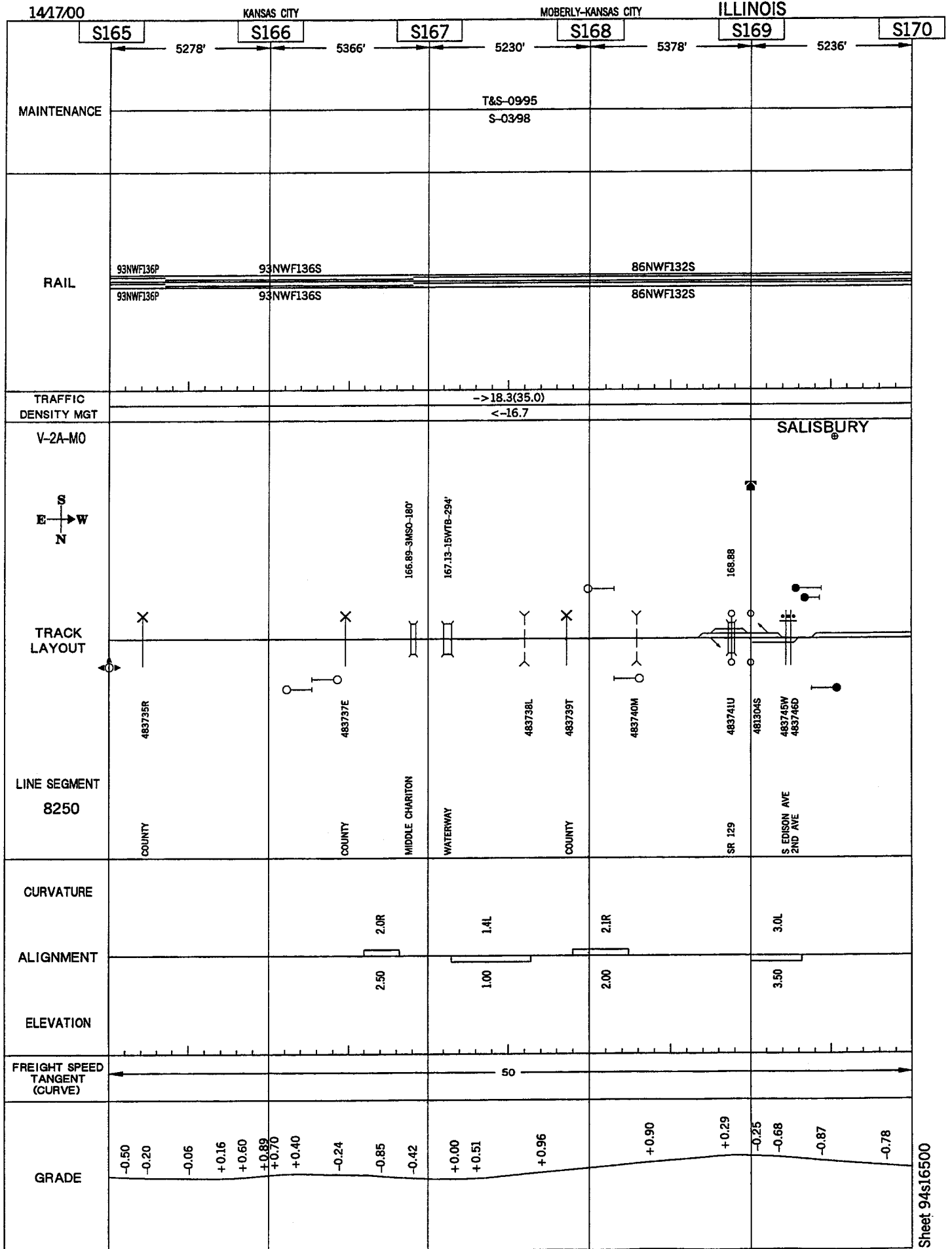


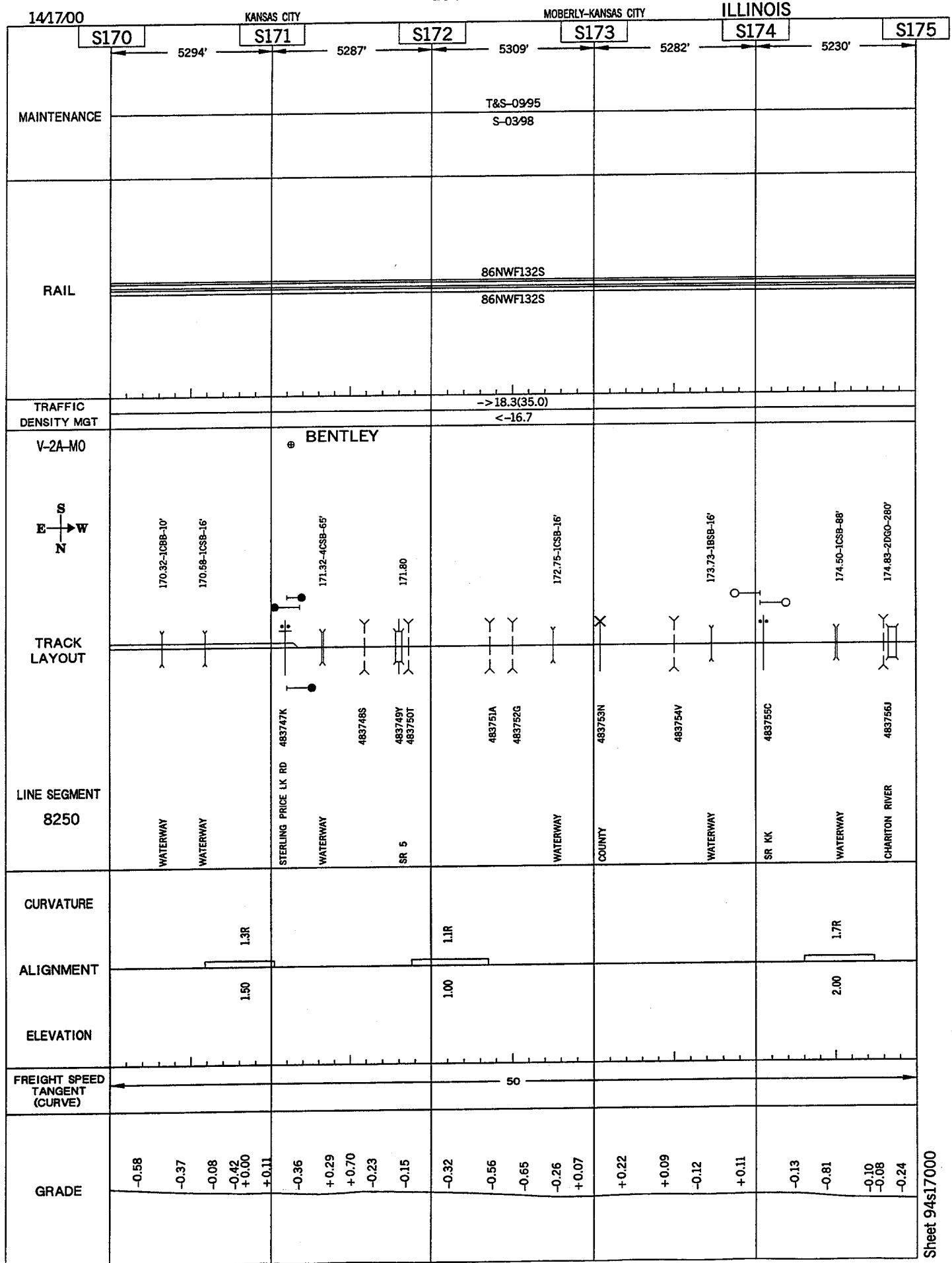


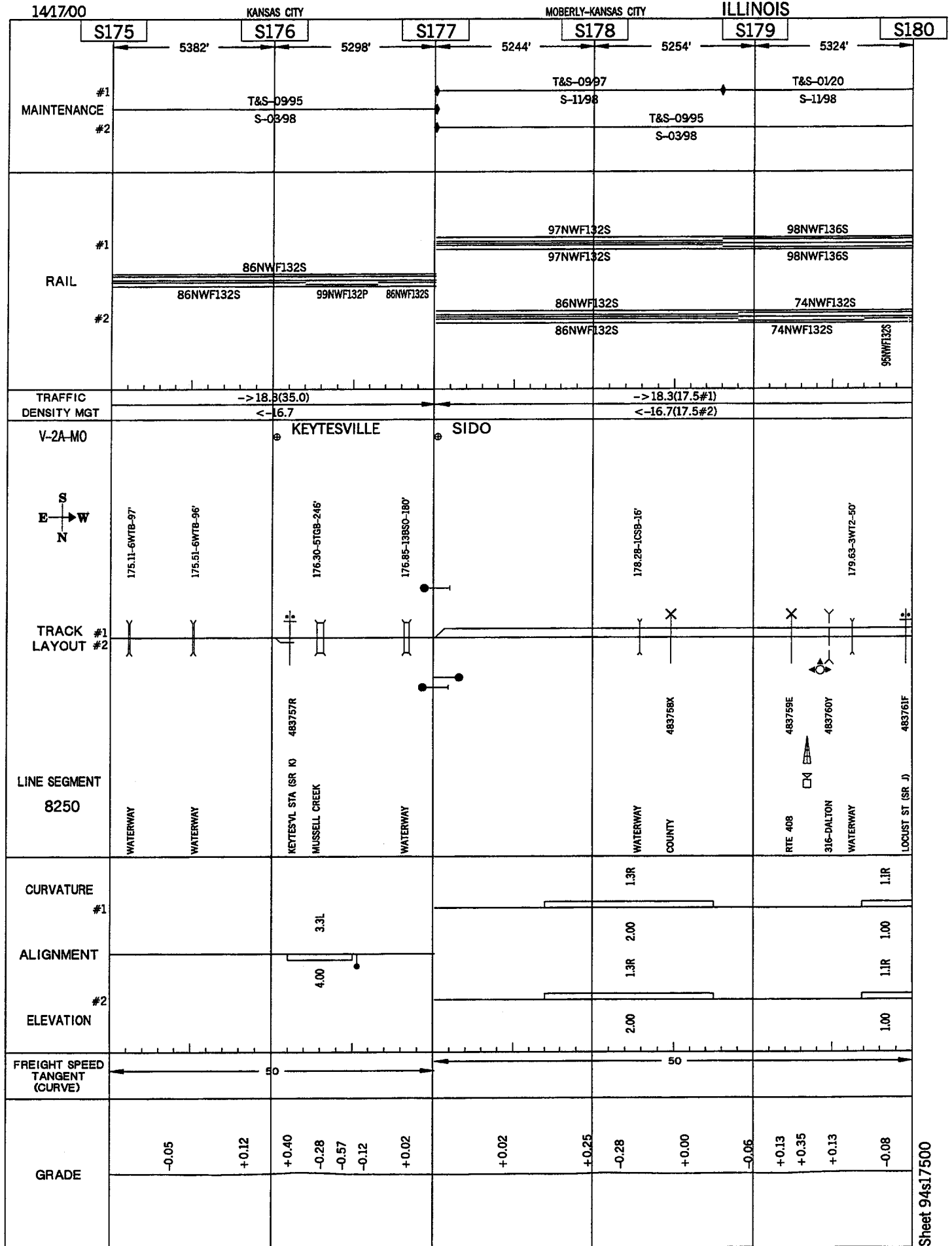
Sheet 94s15000

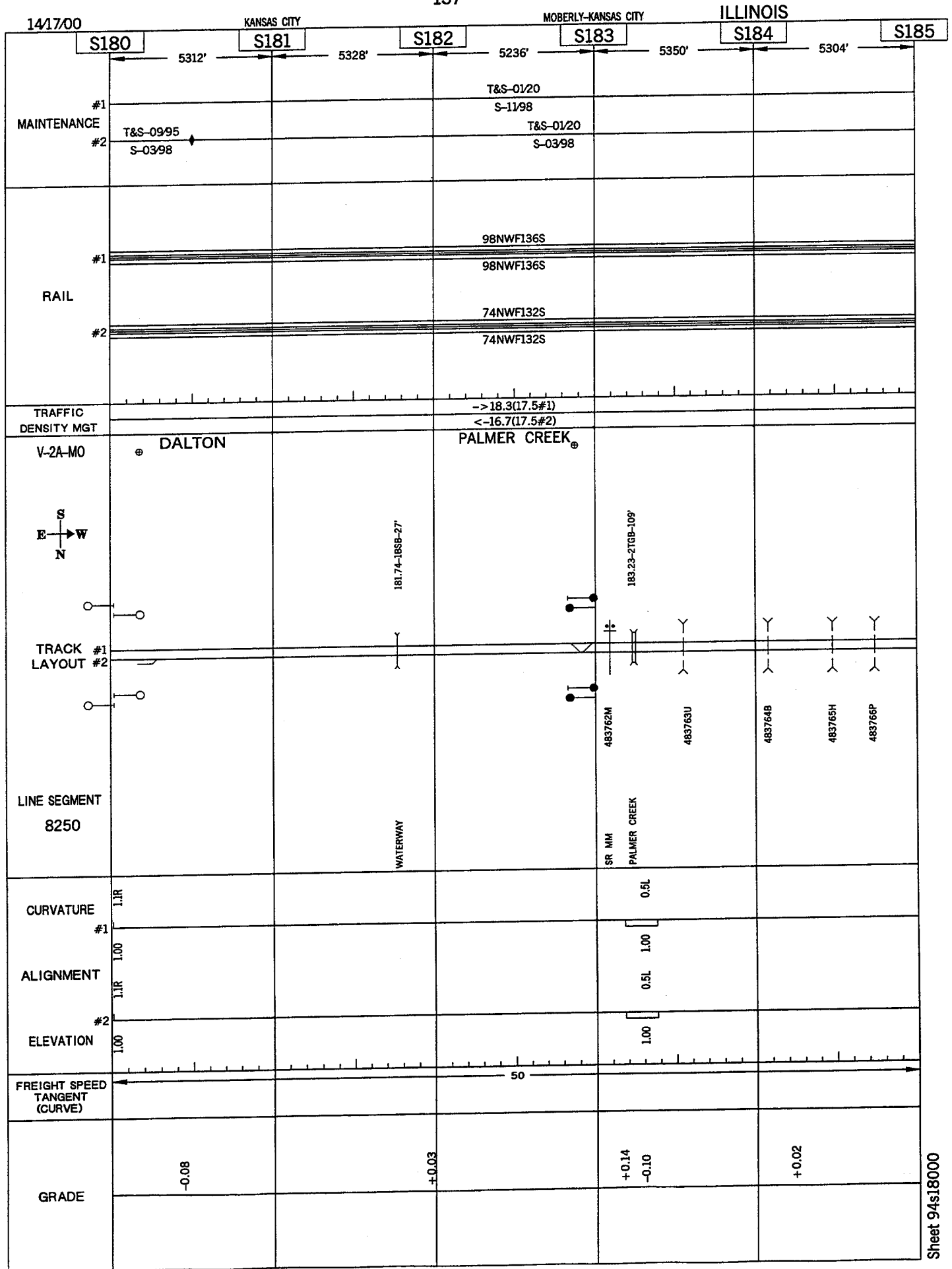


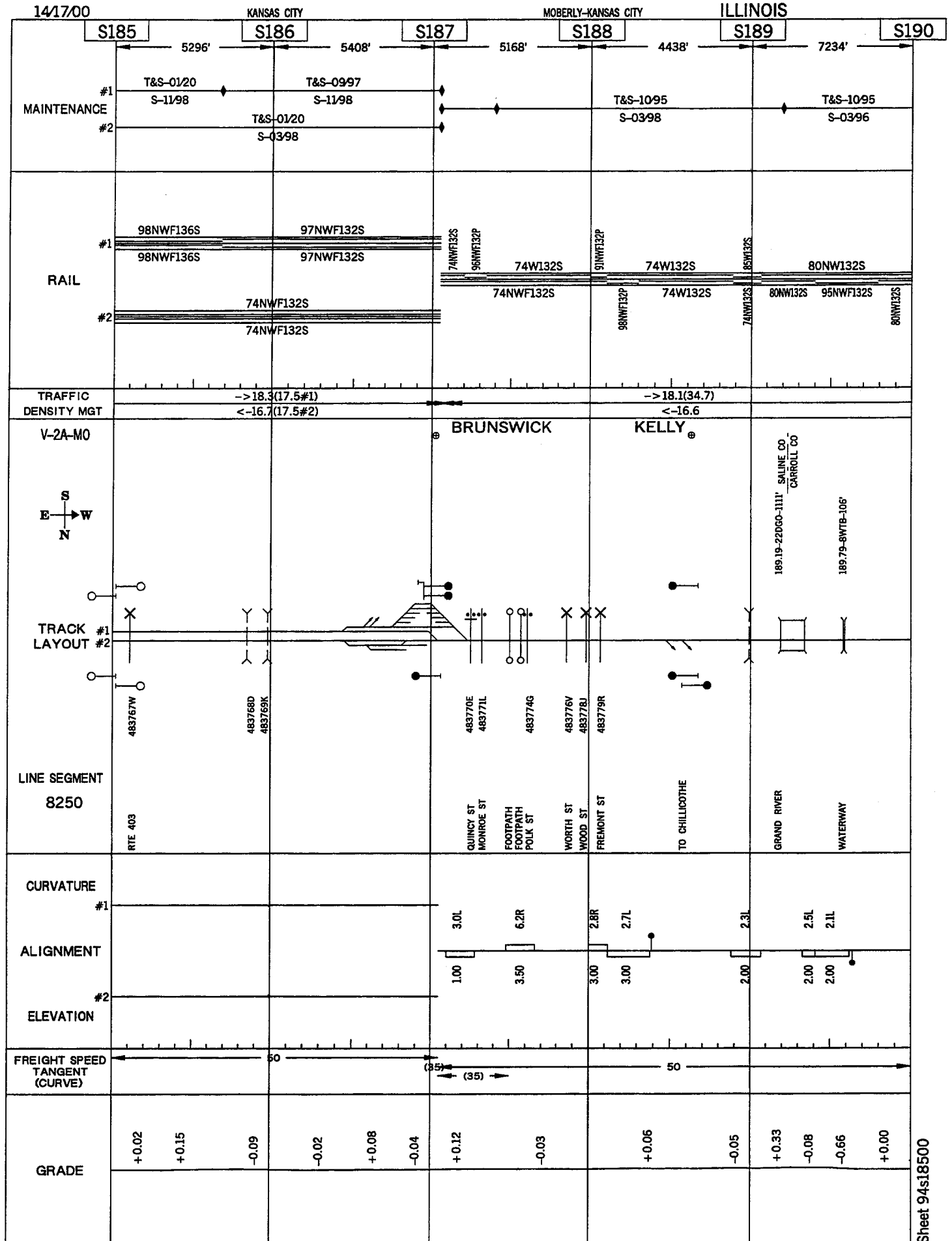


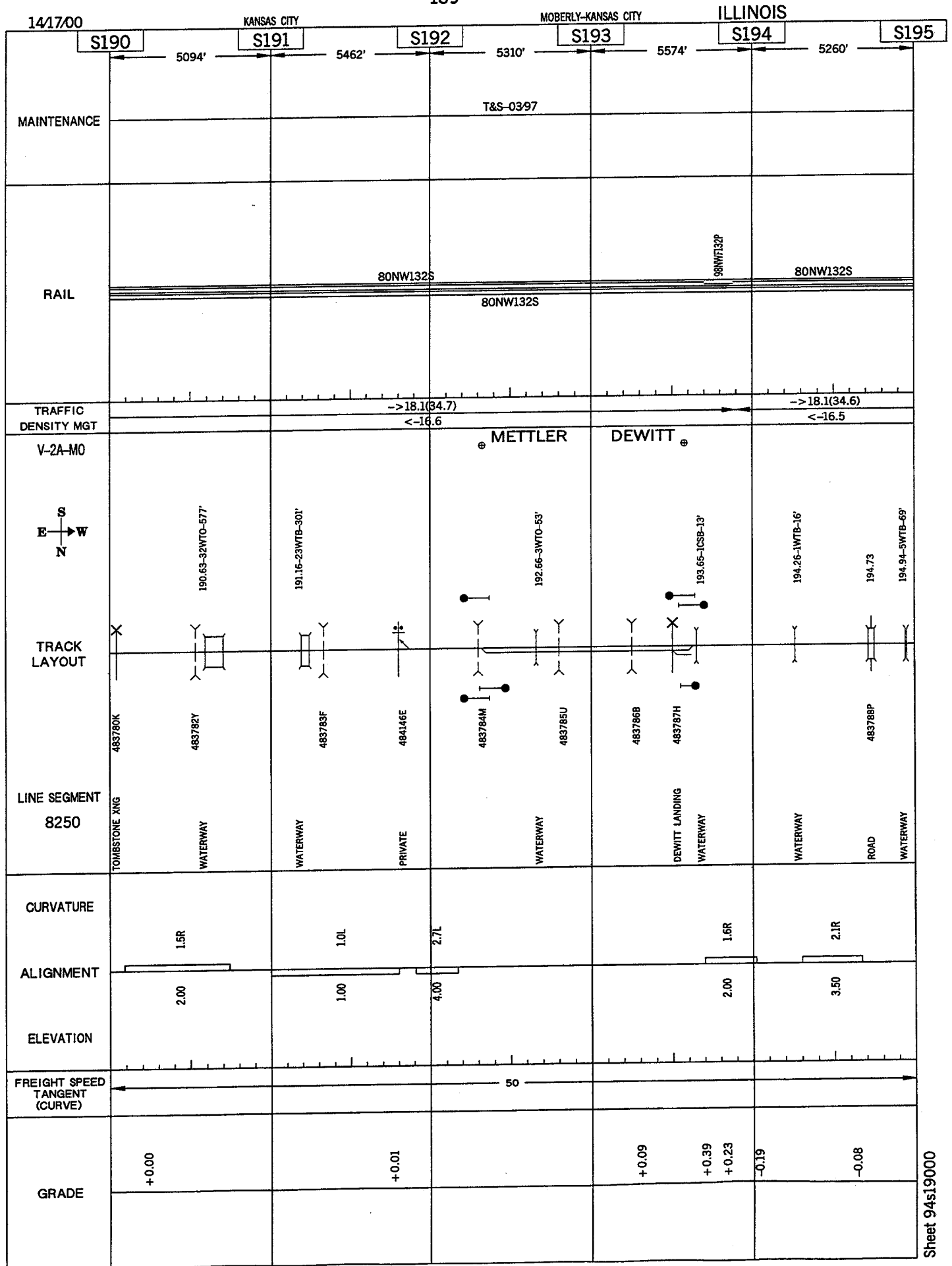


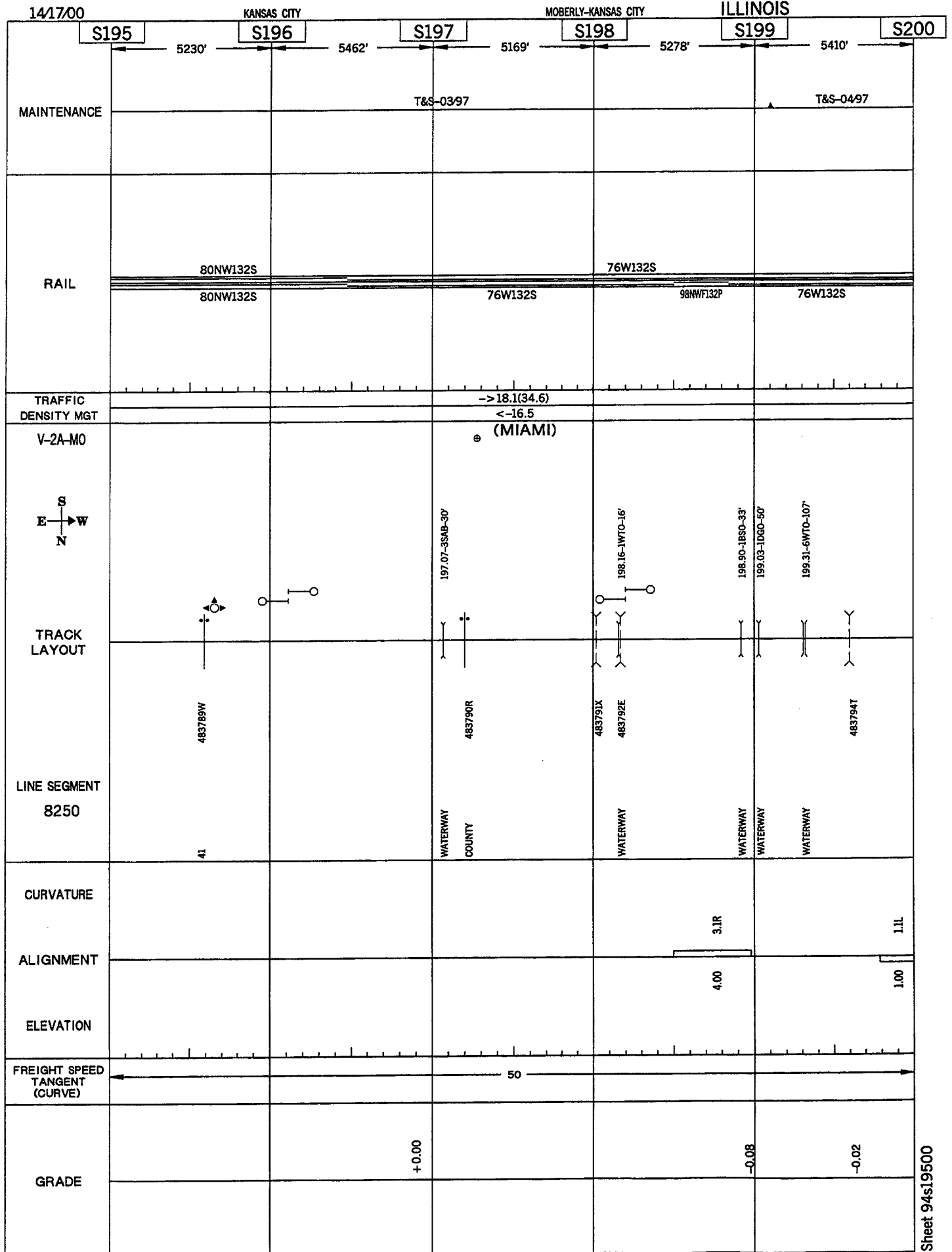


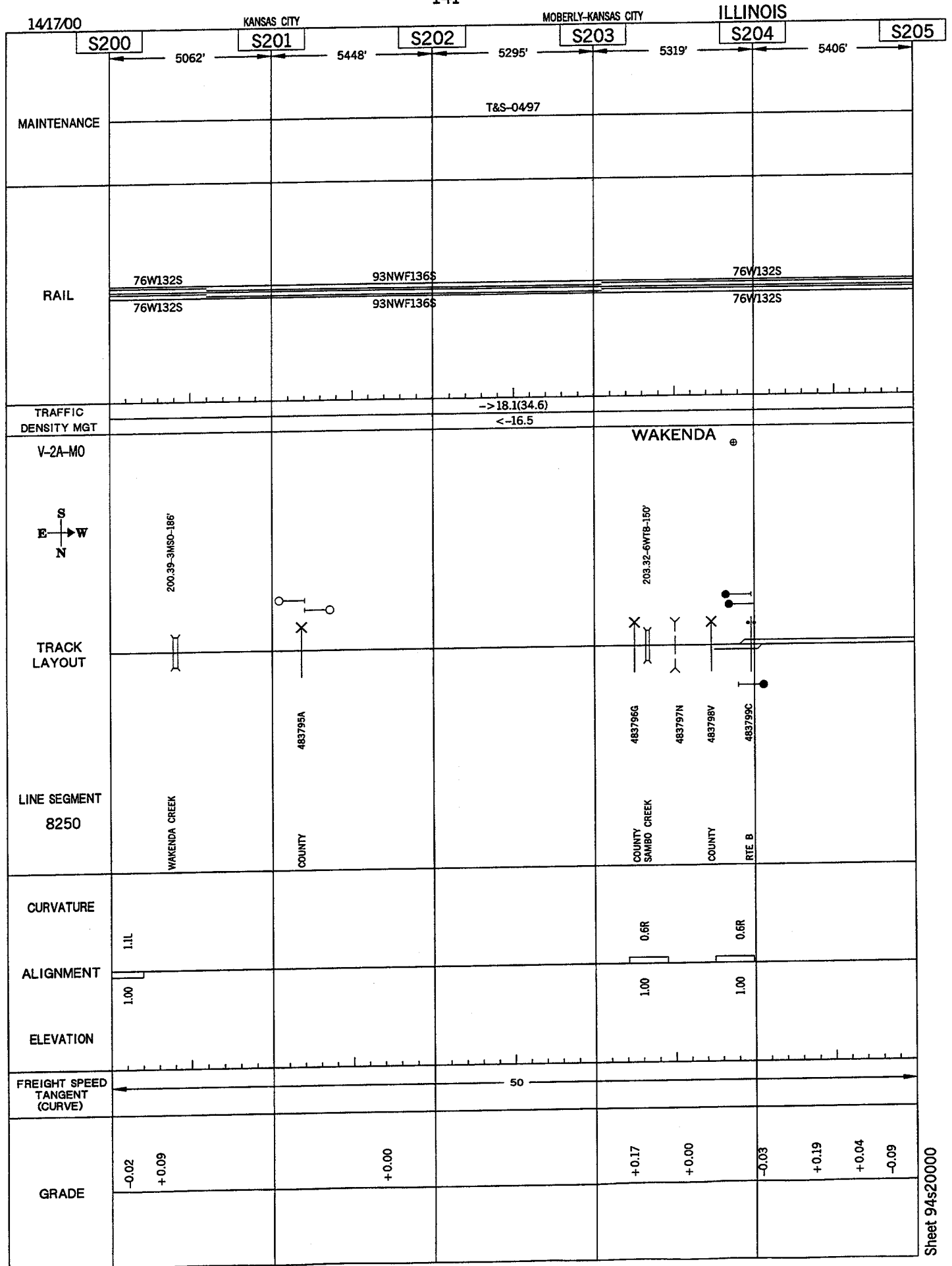










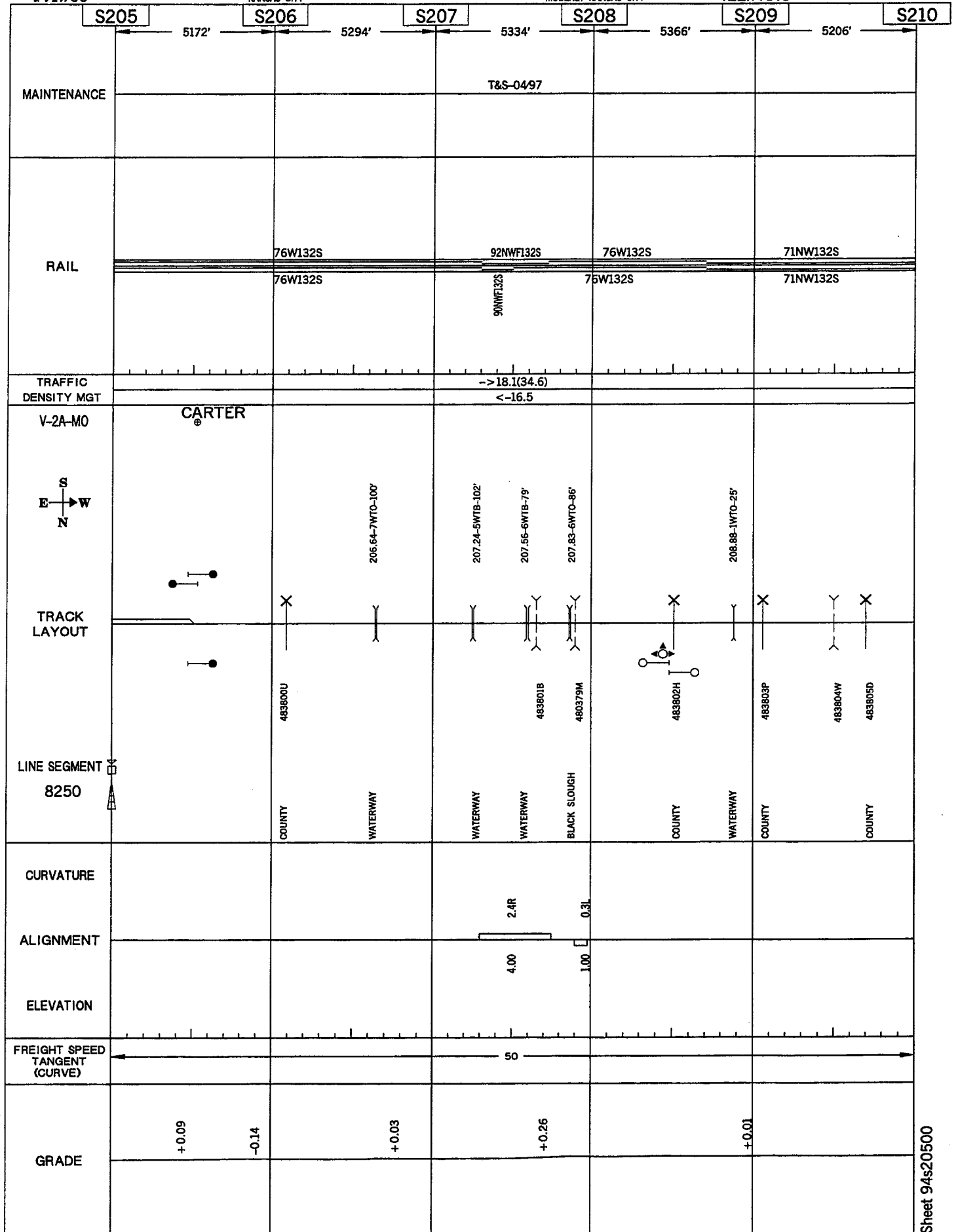


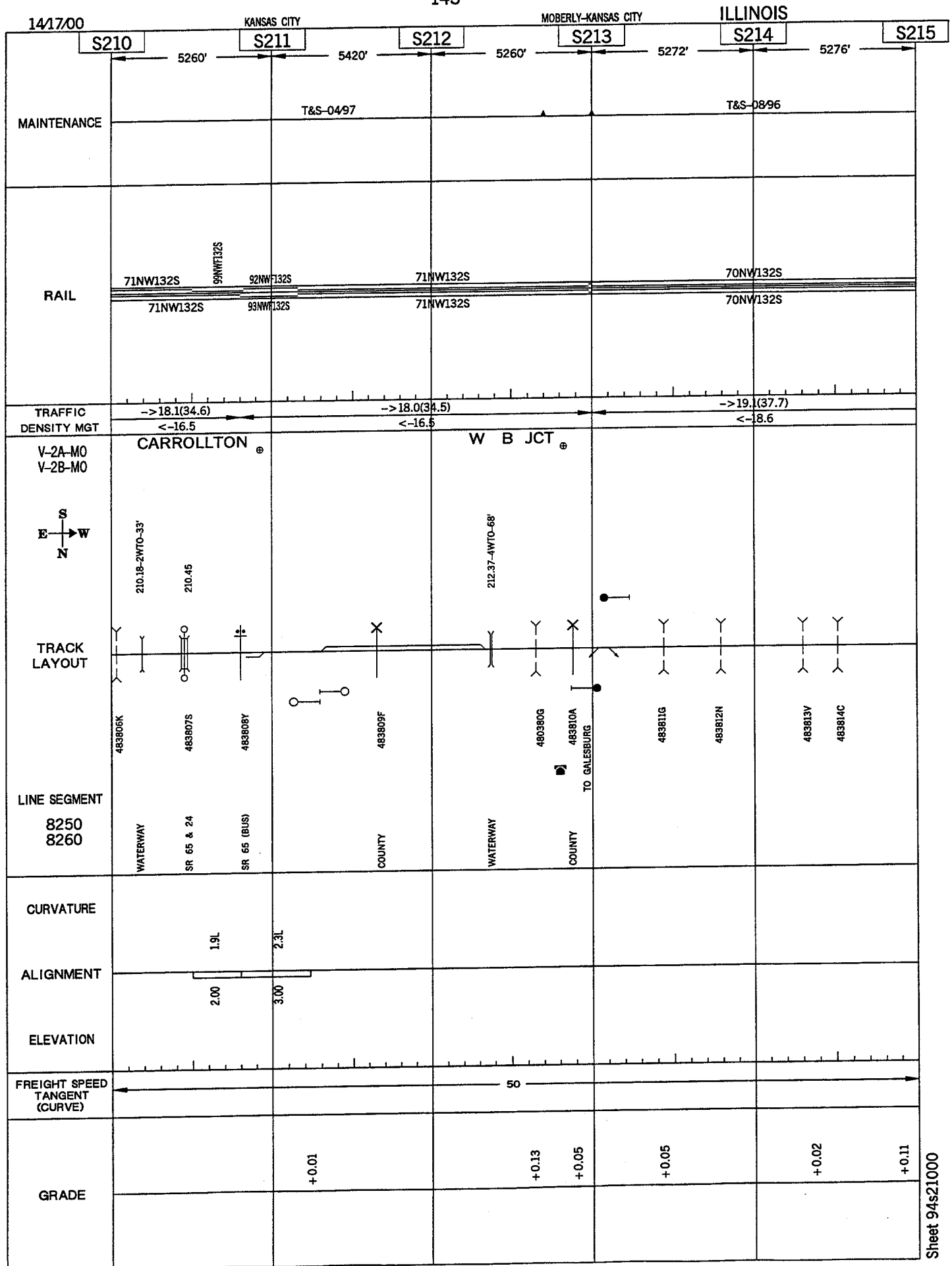
14/17/00

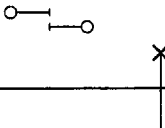


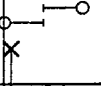
KANSAS CITY

MOBERLY-KANSAS CITY

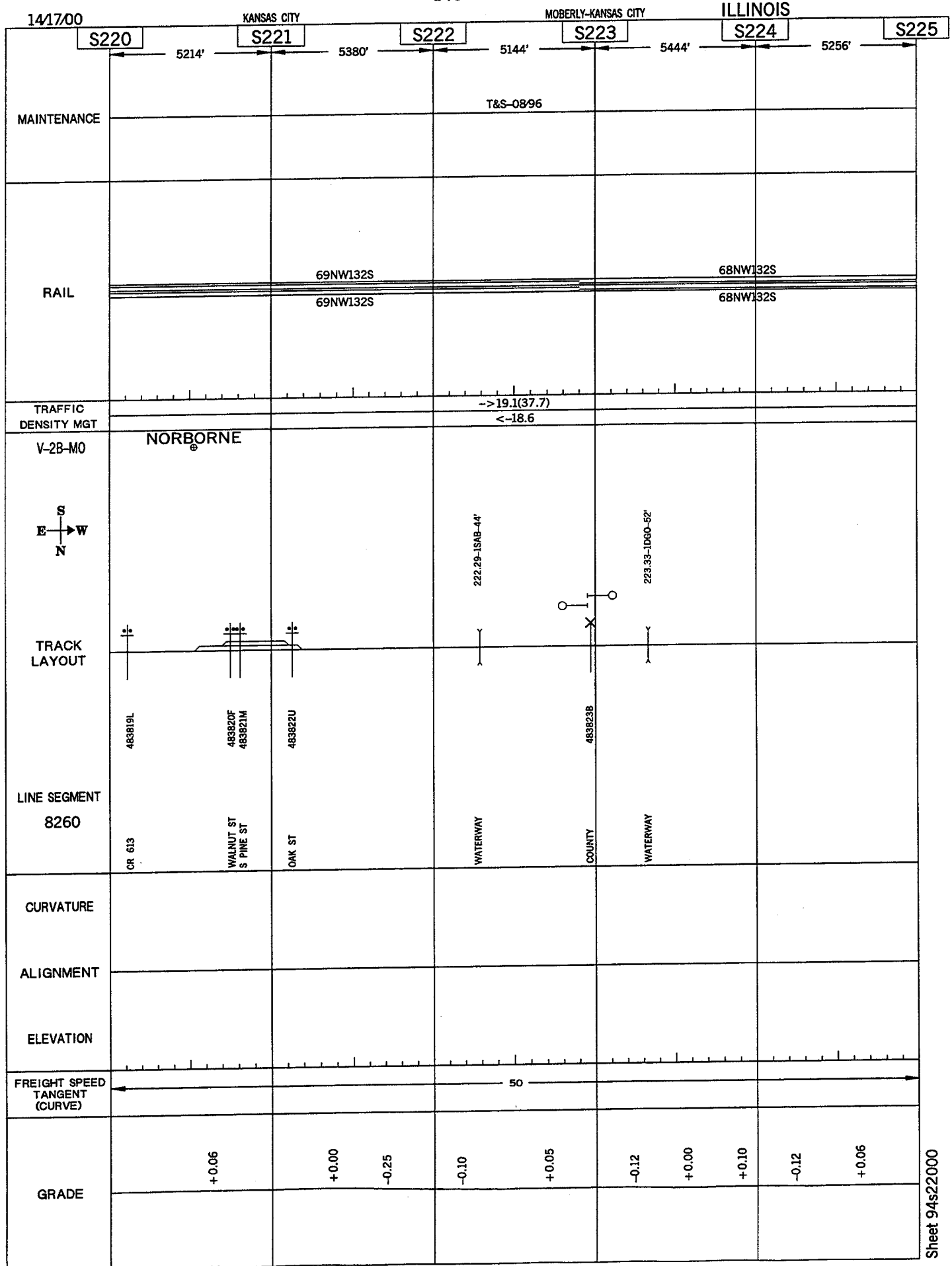
ILLINOIS





141700		KANSAS CITY		MOBERLY-KANSAS CITY		ILLINOIS					
S215		S216		S217		S218		S219		S220	
5378'		5228'		5276'		5378'		5324'			
MAINTENANCE				T&S-0896							
RAIL		70NW132S		70NW132S		69NW132S		69NW132S			
TRAFFIC DENSITY MGT				->19.1(37.7) <-18.6							
V-2B-M0											
<div>S E → W N</div>											
TRACK LAYOUT											
LINE SEGMENT 8260		483815J COUNTY		483816R COUNTY		483817X COUNTY		483818E COUNTY			
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				50							
GRADE		+0.11 +0.05		+0.03 +0.15		+0.02		+0.03			

Sheet 94s21500

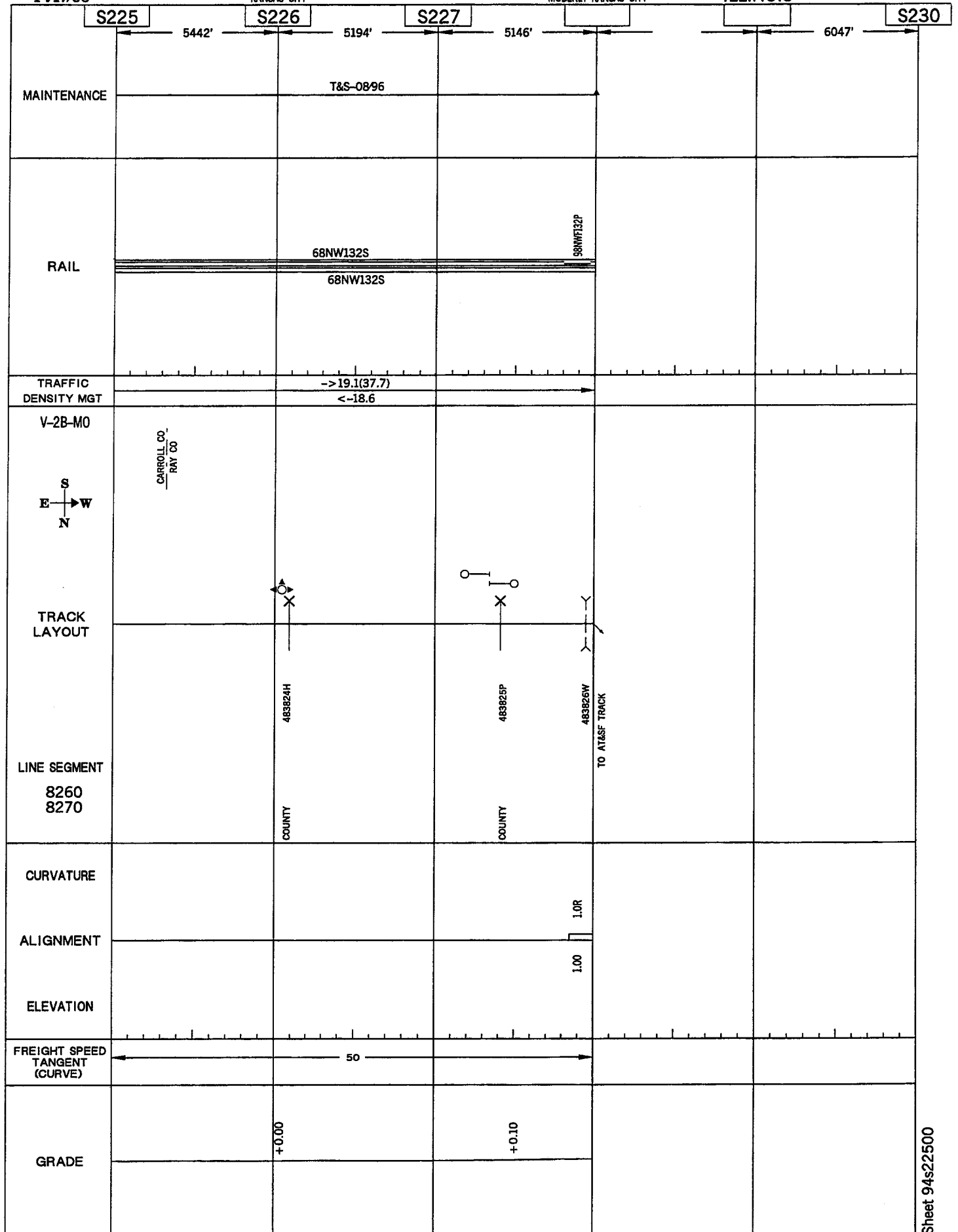



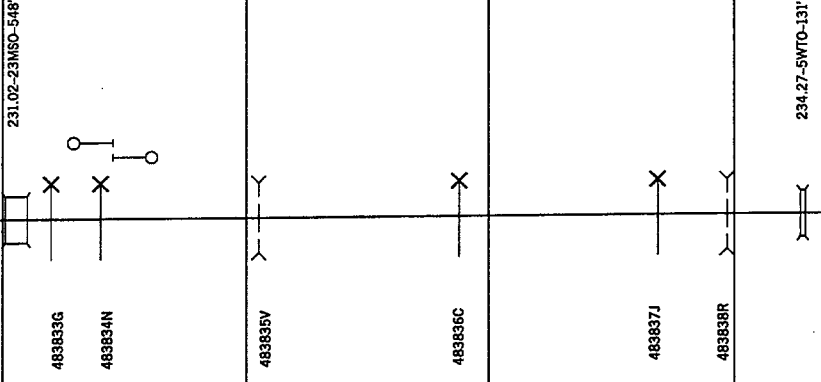
14/17/00


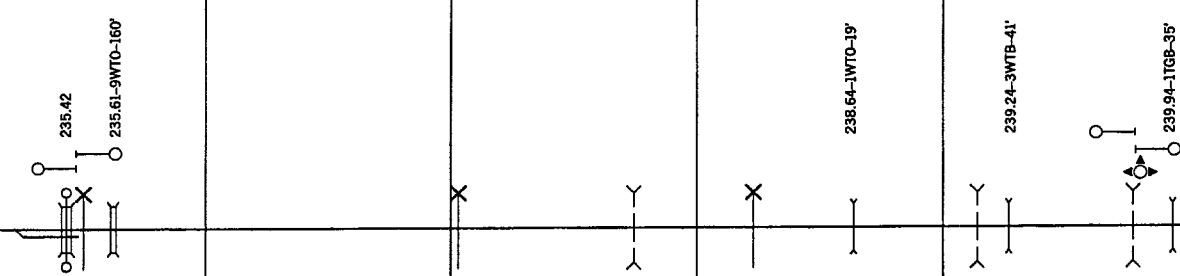
KANSAS CITY

MOBERLY-KANSAS CITY

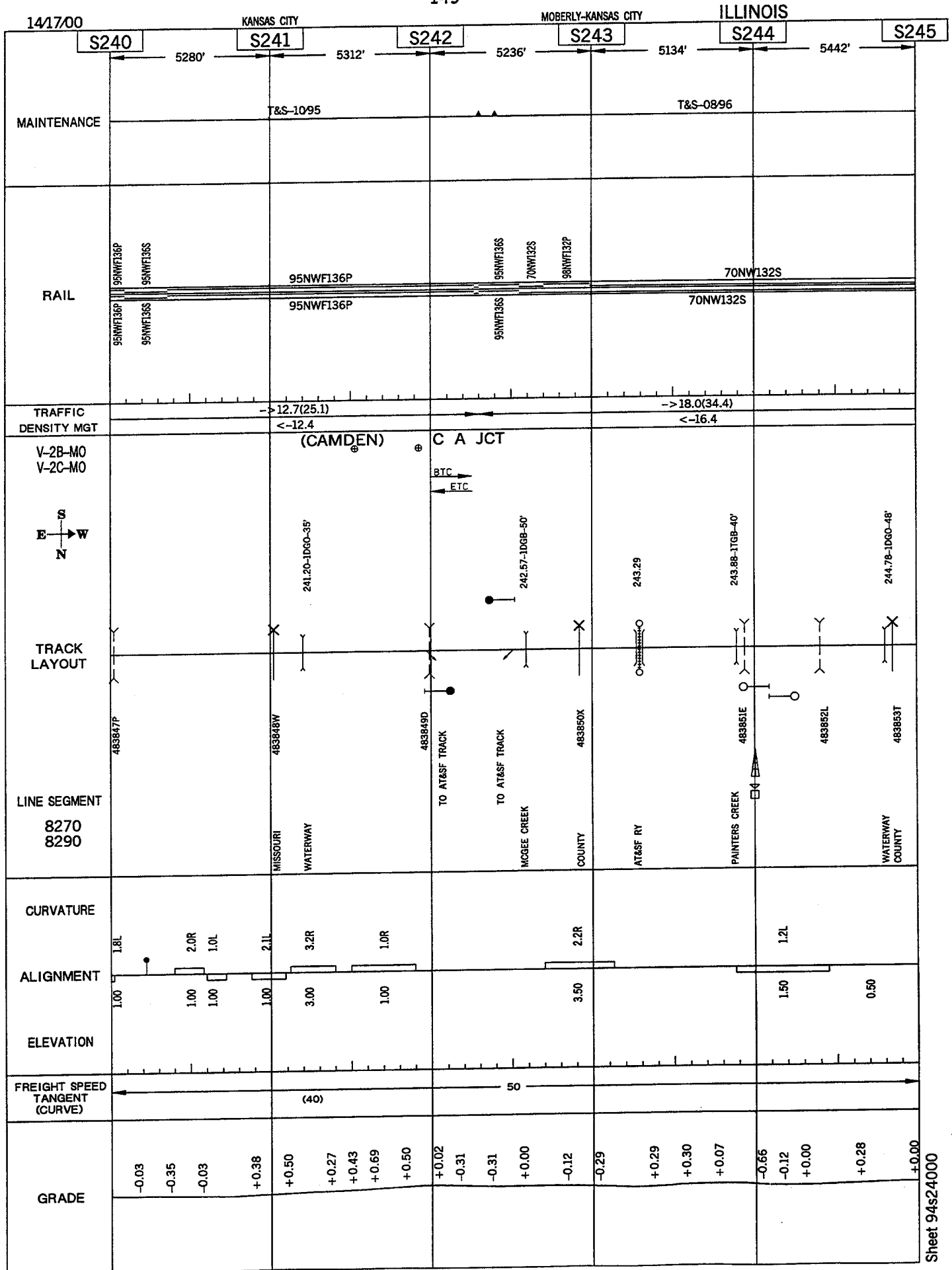
ILLINOIS



14/17/00	KANSAS CITY		MOBERLY-KANSAS CITY		ILLINOIS	
	S230	S231	S232	S233	S234	S235
	5070'	5534'	5260'	5330'	5236'	
MAINTENANCE	T&S-1095					
RAIL	95NWF136P		95NWF136S			
	95NWF136P		95NWF136S			
TRAFFIC DENSITY MGT	-> 12.7(25.1) <- 12.4					
V-2B-M0	HARDIN					
						
TRACK LAYOUT						
LINE SEGMENT 8270	CROOKED RIVER COUNTY COUNTY COUNTY COUNTY COUNTY WATERWAY TO AT&SF TRACK					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	+0.04 +0.00 +0.24	-0.25 +0.00	+0.08	+0.00	-0.20 +0.07	-0.05

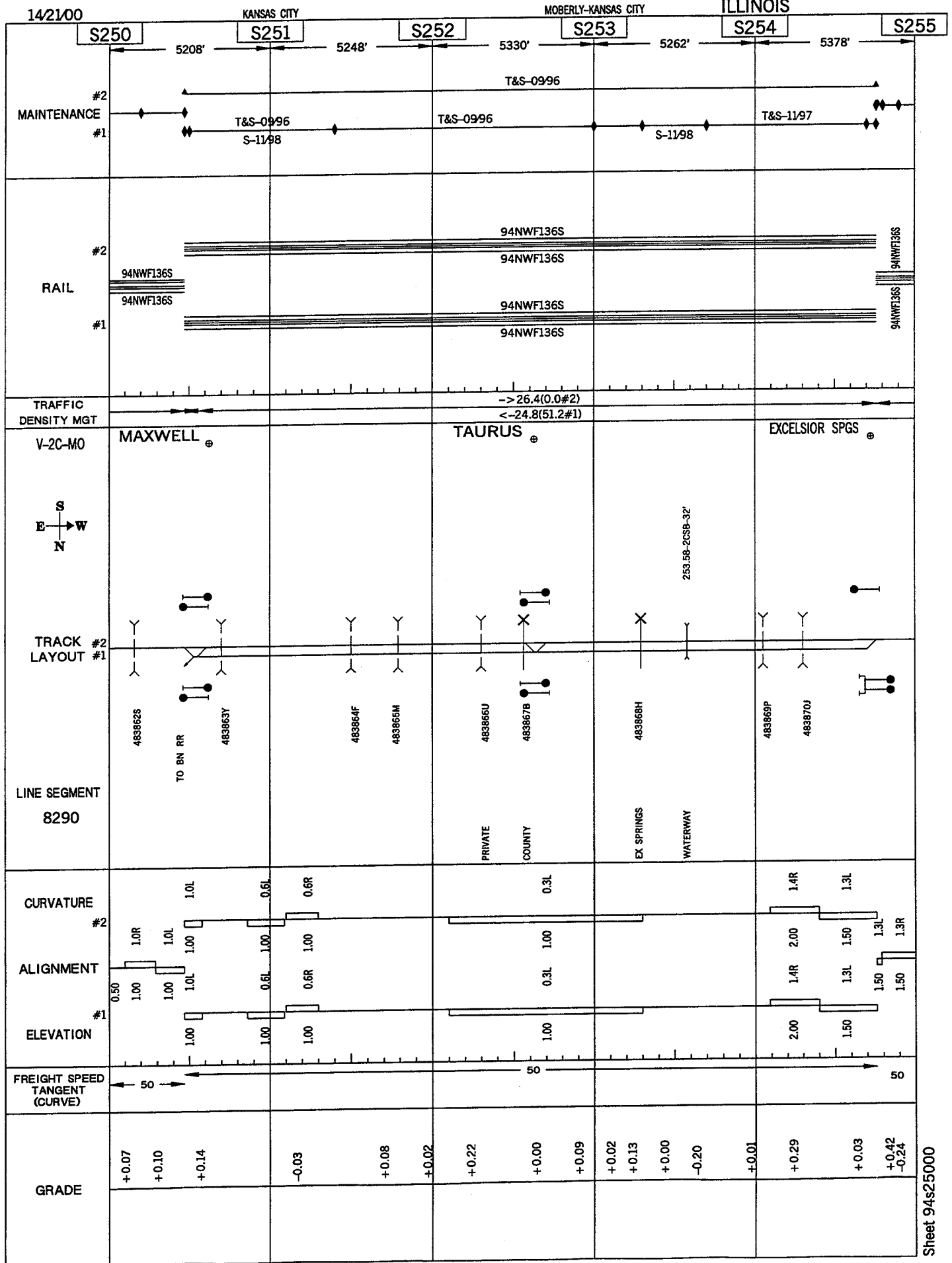
1417/00		KANSAS CITY		MOBERLY-KANSAS CITY		ILLINOIS					
S235		S236		S237		S238		S239		S240	
5374'		5316'		5012'		5418'		5334'			
MAINTENANCE		T&S-1095									
RAIL		95NWF136S 95NWF136P 95NWF136S 95NWF136P 95NWF136S 95NWF136P 95NWF136S 95NWF136P 95NWF136S 95NWF136P 95NWF136S 95NWF136P									
TRAFFIC DENSITY MGT		-> 12.7(25.1) <- 12.4									
V-2B-M0		HENRIETTA									
											
TRACK LAYOUT											
LINE SEGMENT 8270		SR 13 OLD RT 13 WATERWAY COUNTY COUNTY WATERWAY WATERWAY WATERWAY WATERWAY									
CURVATURE		1.0L 2.0L 2.1R 3.2L 1.8L									
ALIGNMENT		1.00 1.00 1.00 2.00 1.00									
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)		50									
GRADE		+0.12 +0.51 -0.43 -0.18 +0.00 +0.04 +0.23 +0.11 -0.06 -0.03 -0.14 +0.02 +0.06 -0.05 +0.12 +0.04 +0.20									

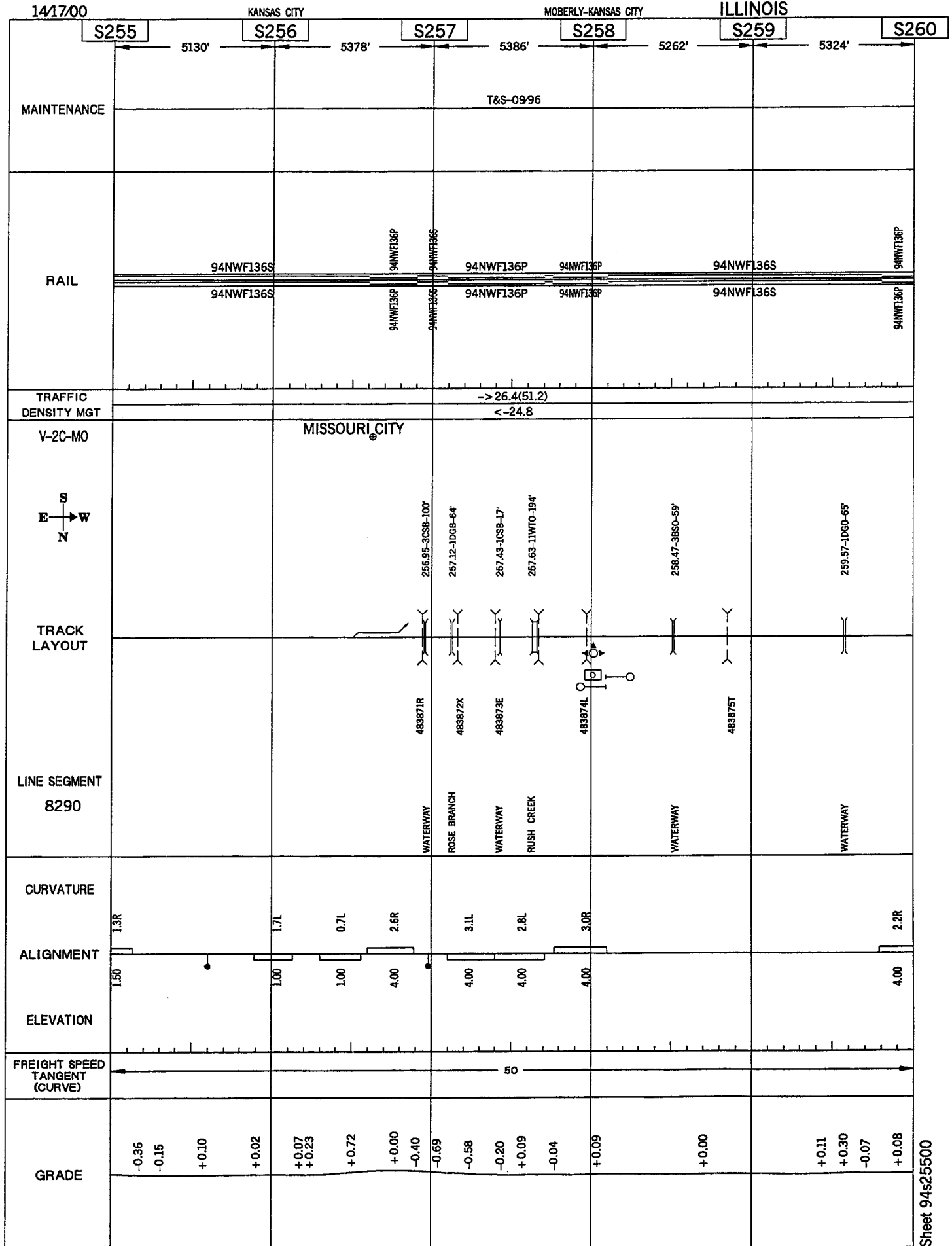
Sheet 94s23500

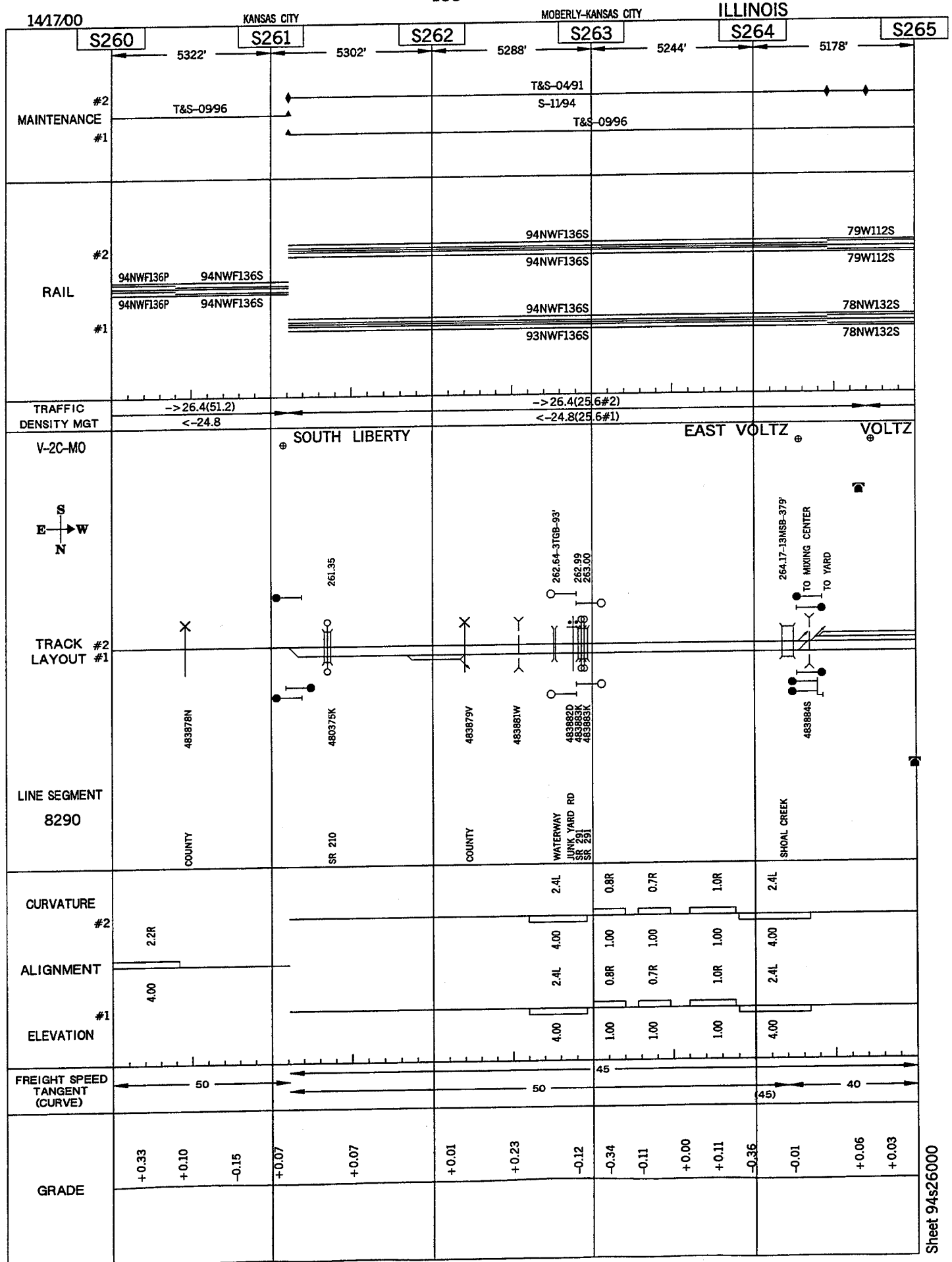


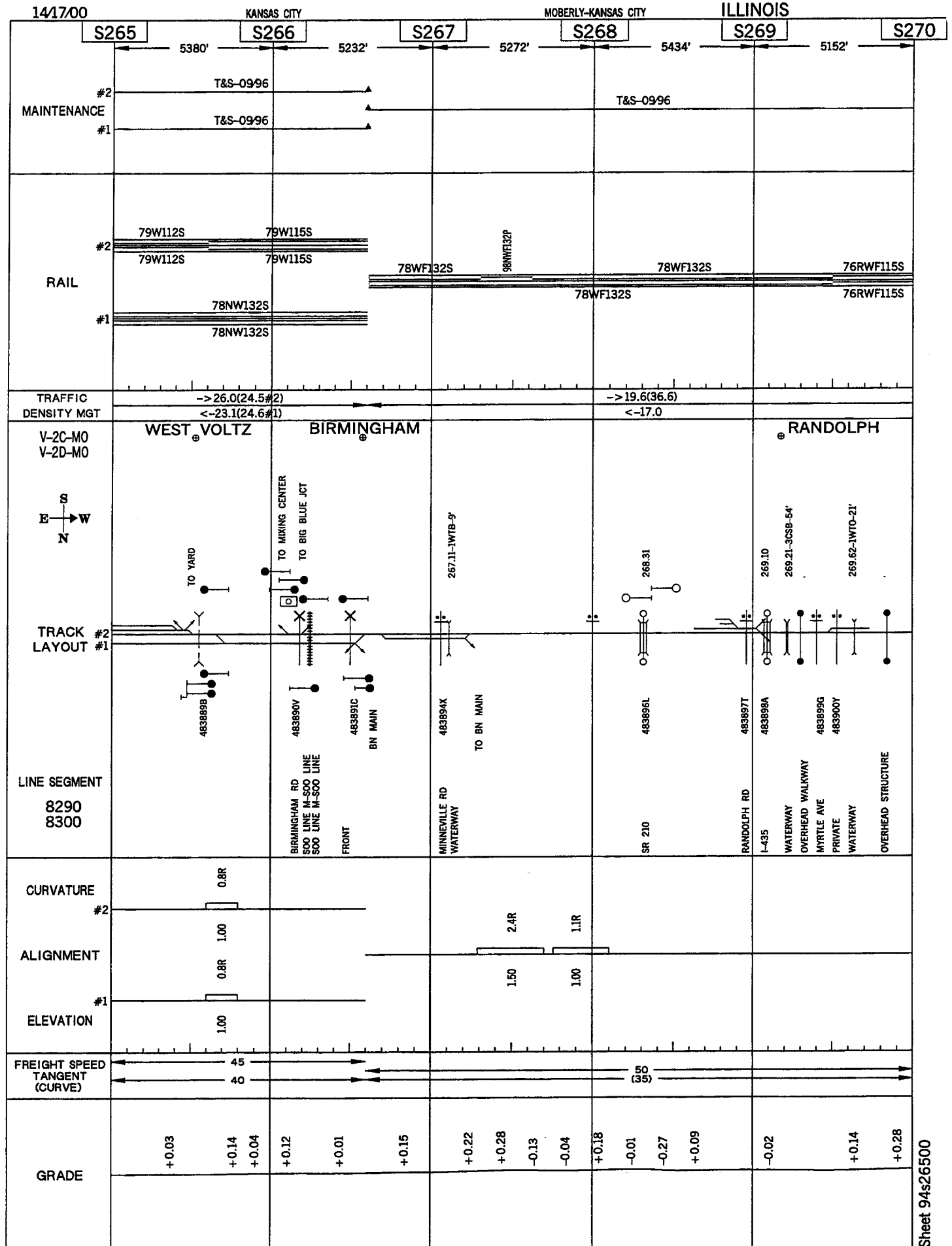
1417/00		KANSAS CITY		MOBERLY-KANSAS CITY		ILLINOIS					
S245		S246		S247		S248		S249		S250	
5326'		5518'		5046'		5248'		5462'			
MAINTENANCE		T&S-08/96									
RAIL		94NWF136S									
TRAFFIC DENSITY MGT		->18.0(34.4) <-16.4									
V-2C-M0		CURRY		ORRICK							
<div><div>S</div><div>E</div><div>N</div><div>W</div></div>											
TRACK LAYOUT											
LINE SEGMENT 8290											
CURVATURE											
ALIGNMENT											
ELEVATION		0.50									
FREIGHT SPEED TANGENT (CURVE)		50									
GRADE		+0.00 -0.12 +0.01 +0.36 -0.40 -0.02 +0.11 +0.00 -0.22 +0.03 -0.17 +0.23 +0.43 -0.30 -0.14 +0.03 -0.03 +0.07									

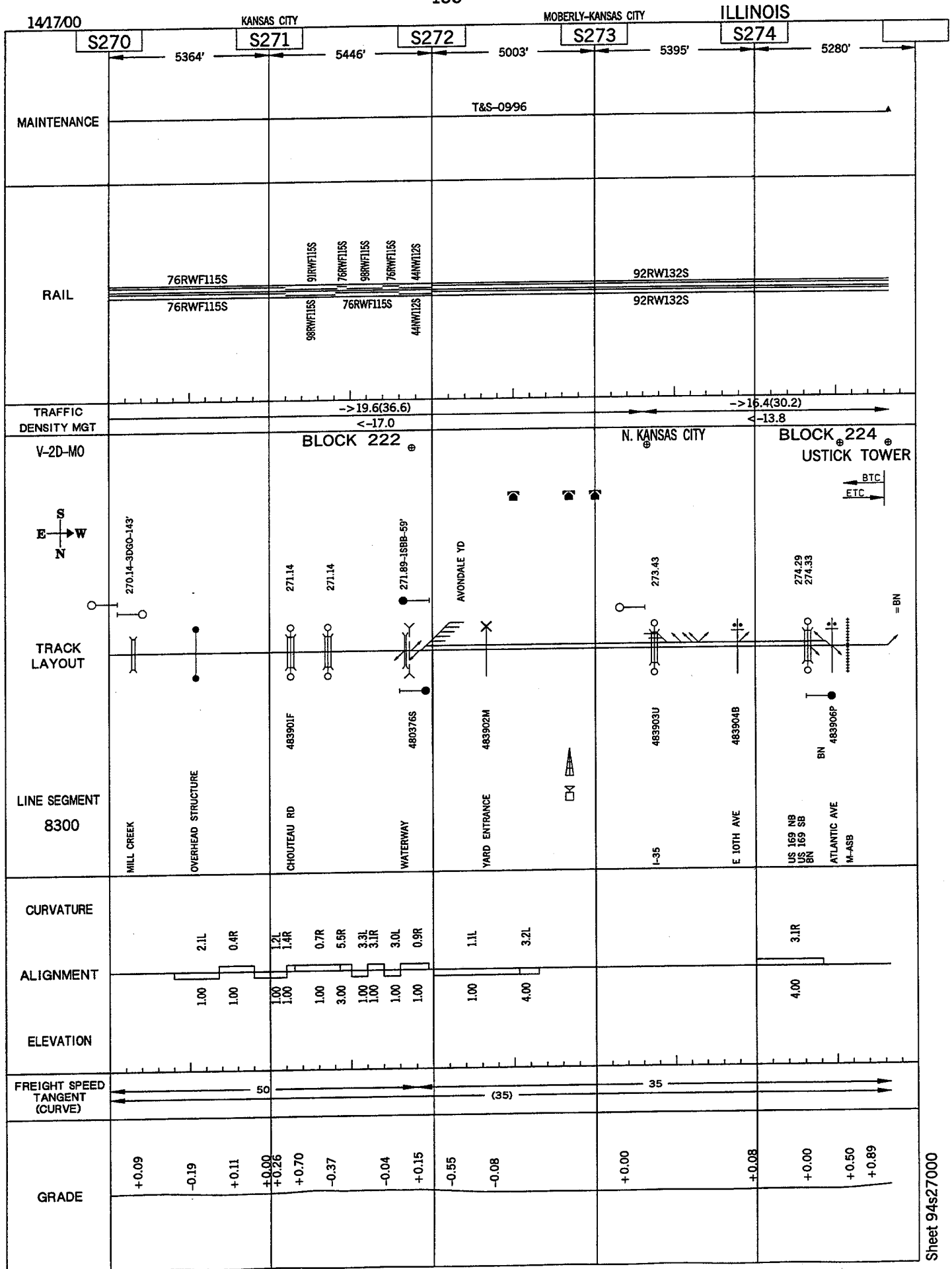
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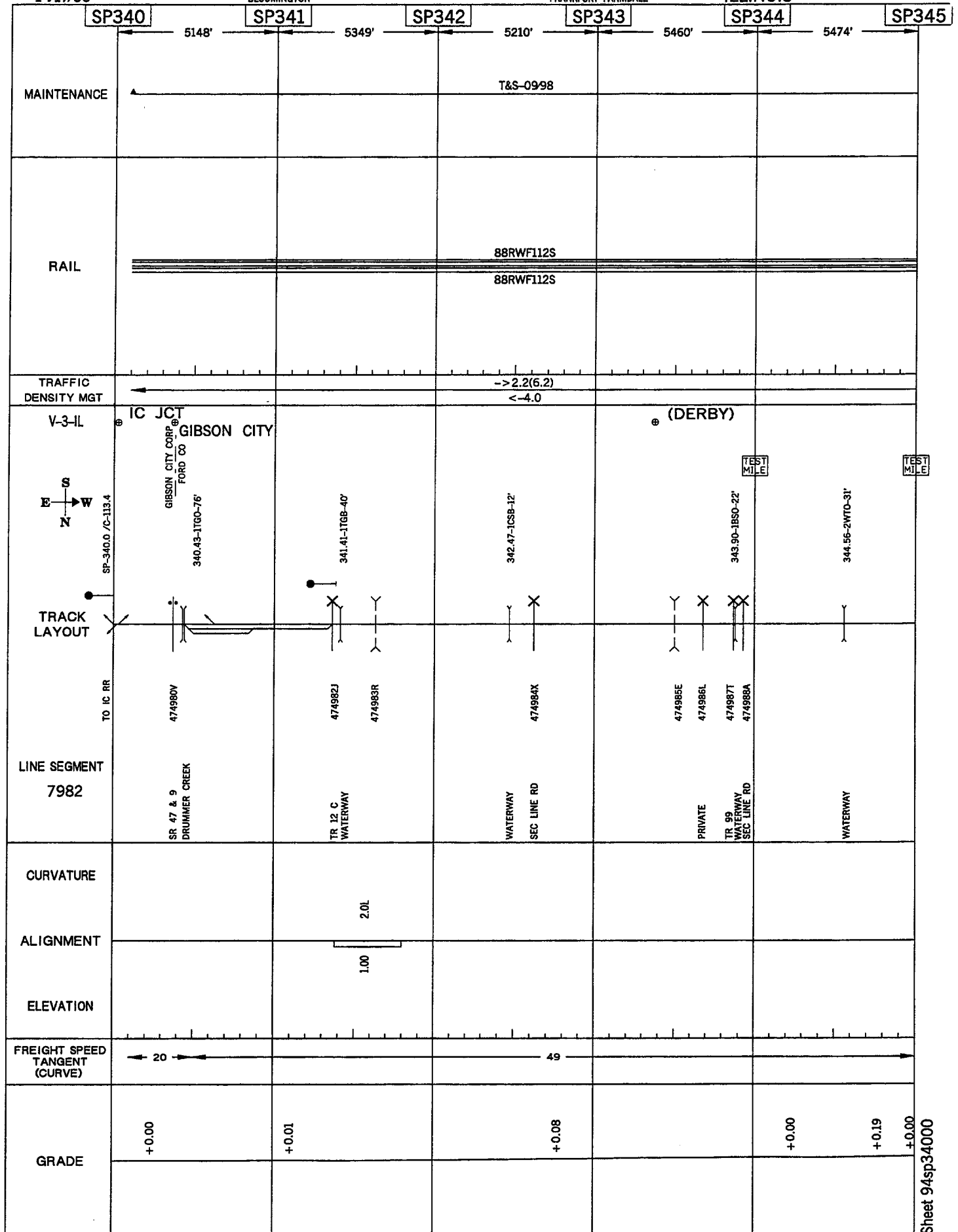


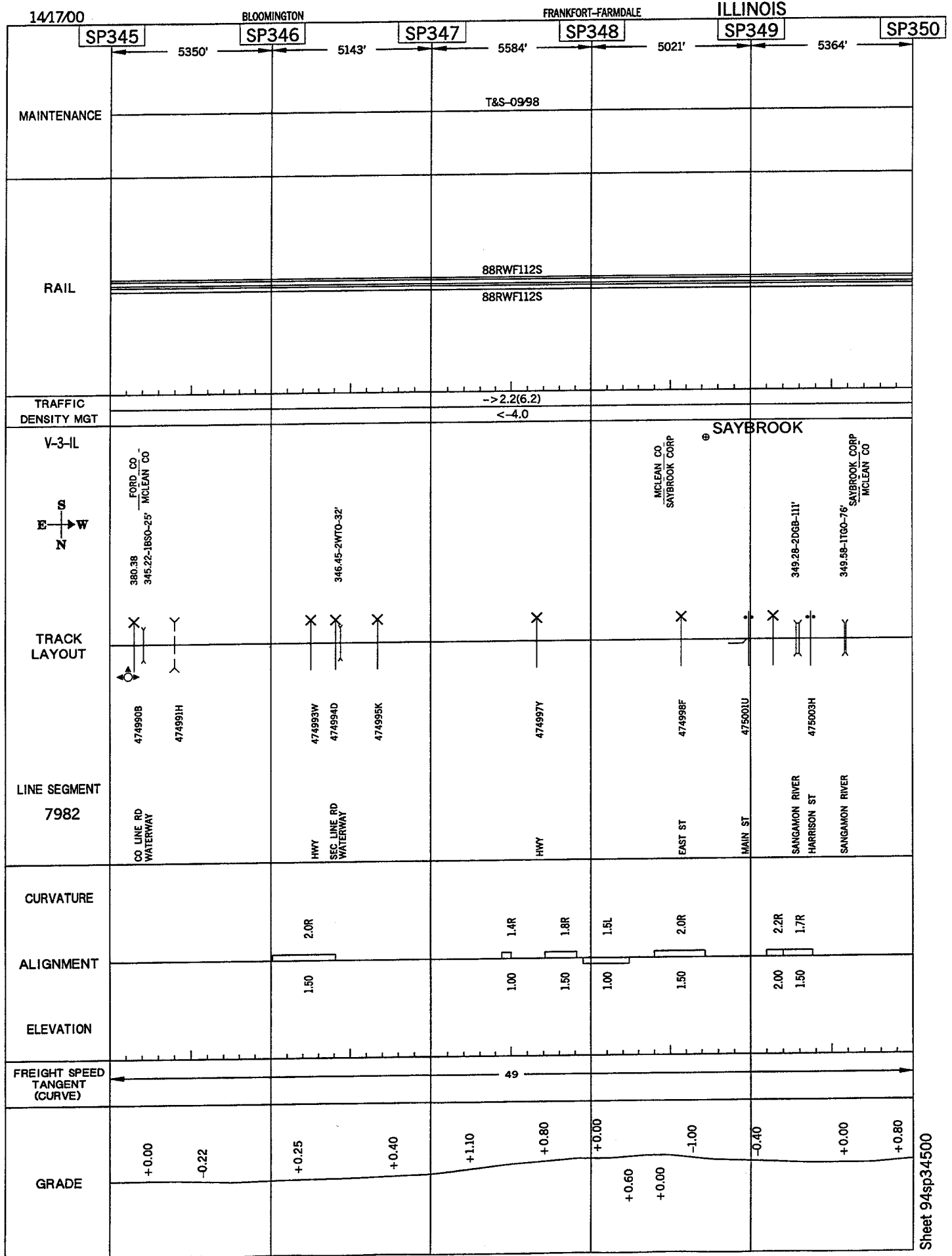
14/17/00

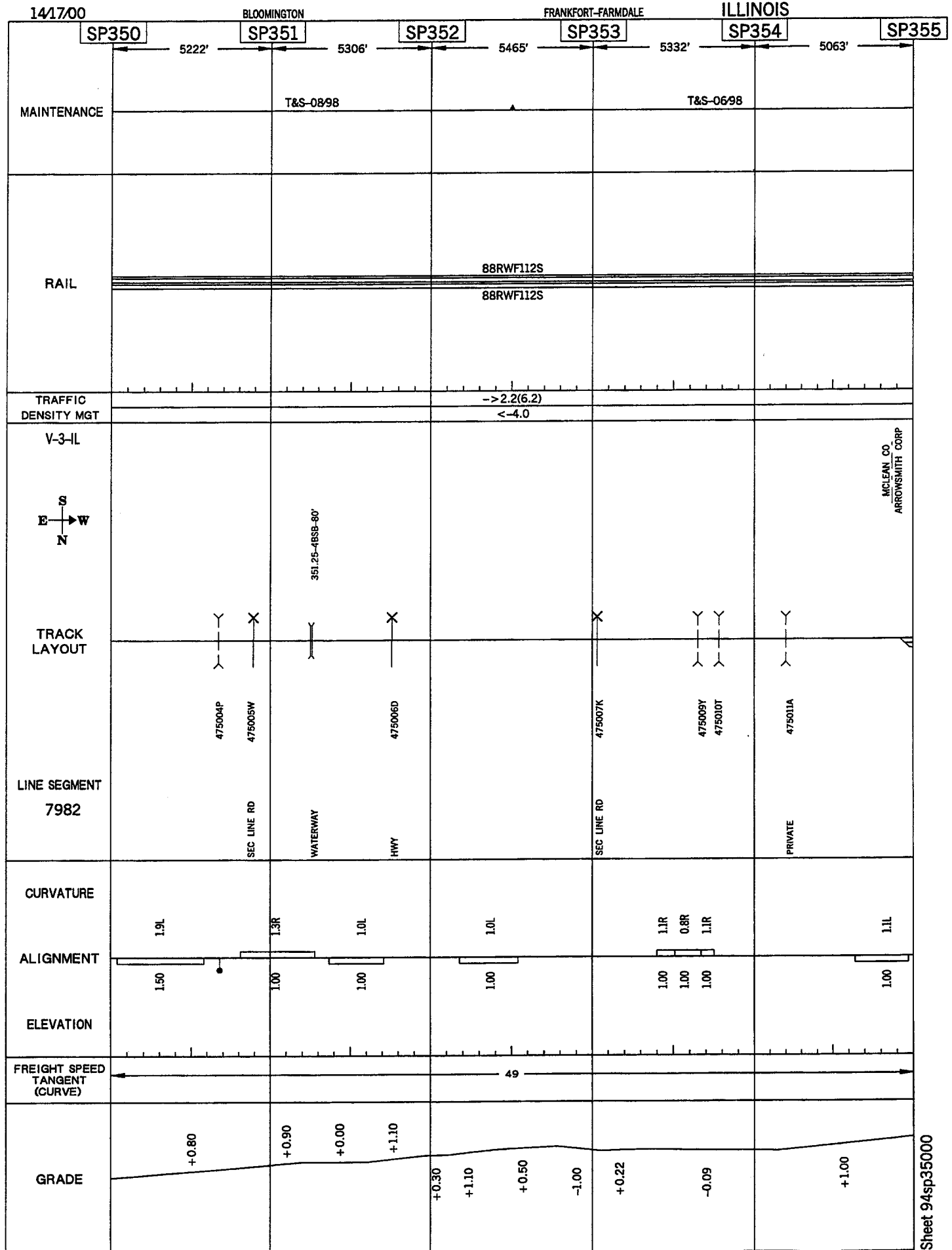
BLOOMINGTON

FRANKFORT-FARMDALE

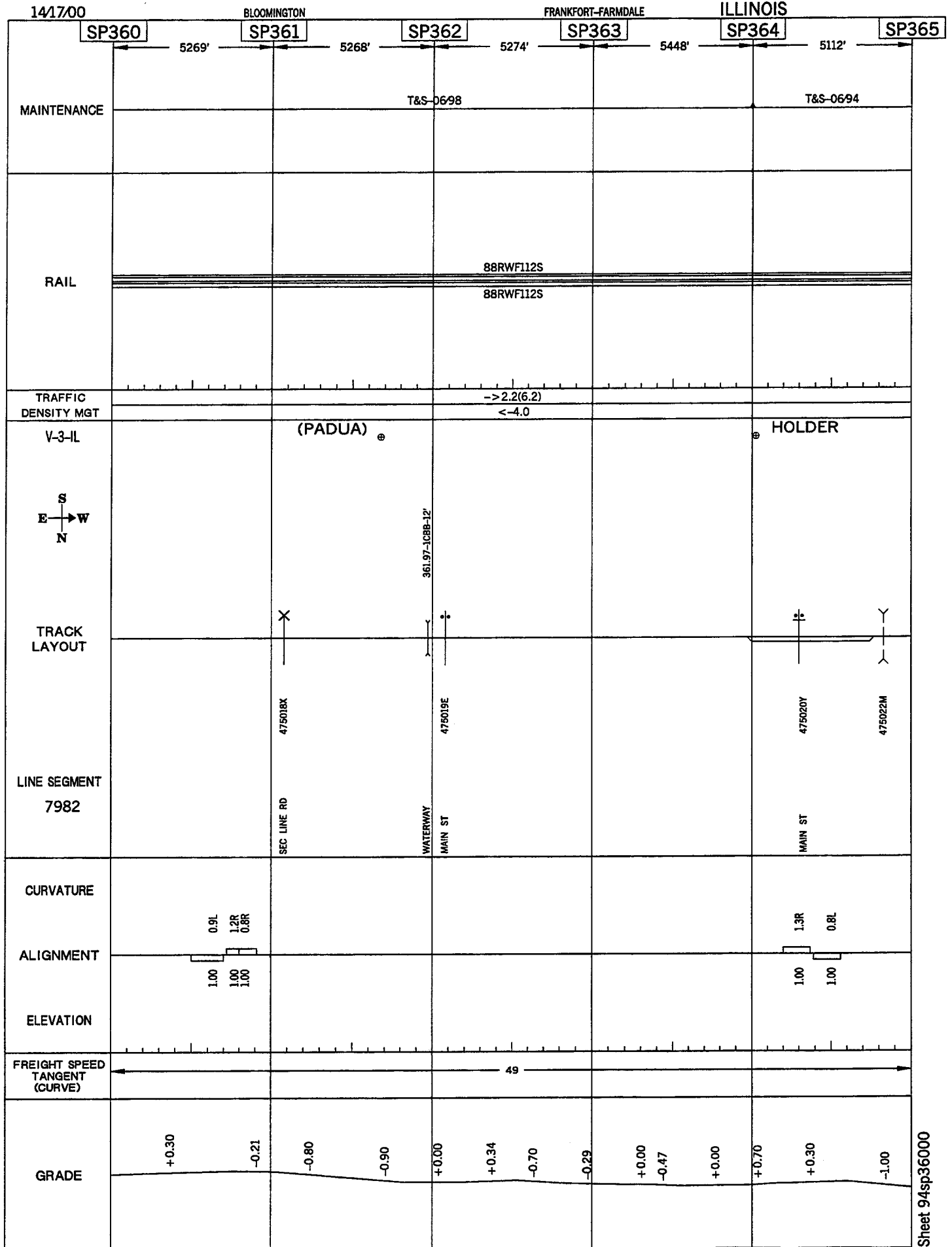
ILLINOIS

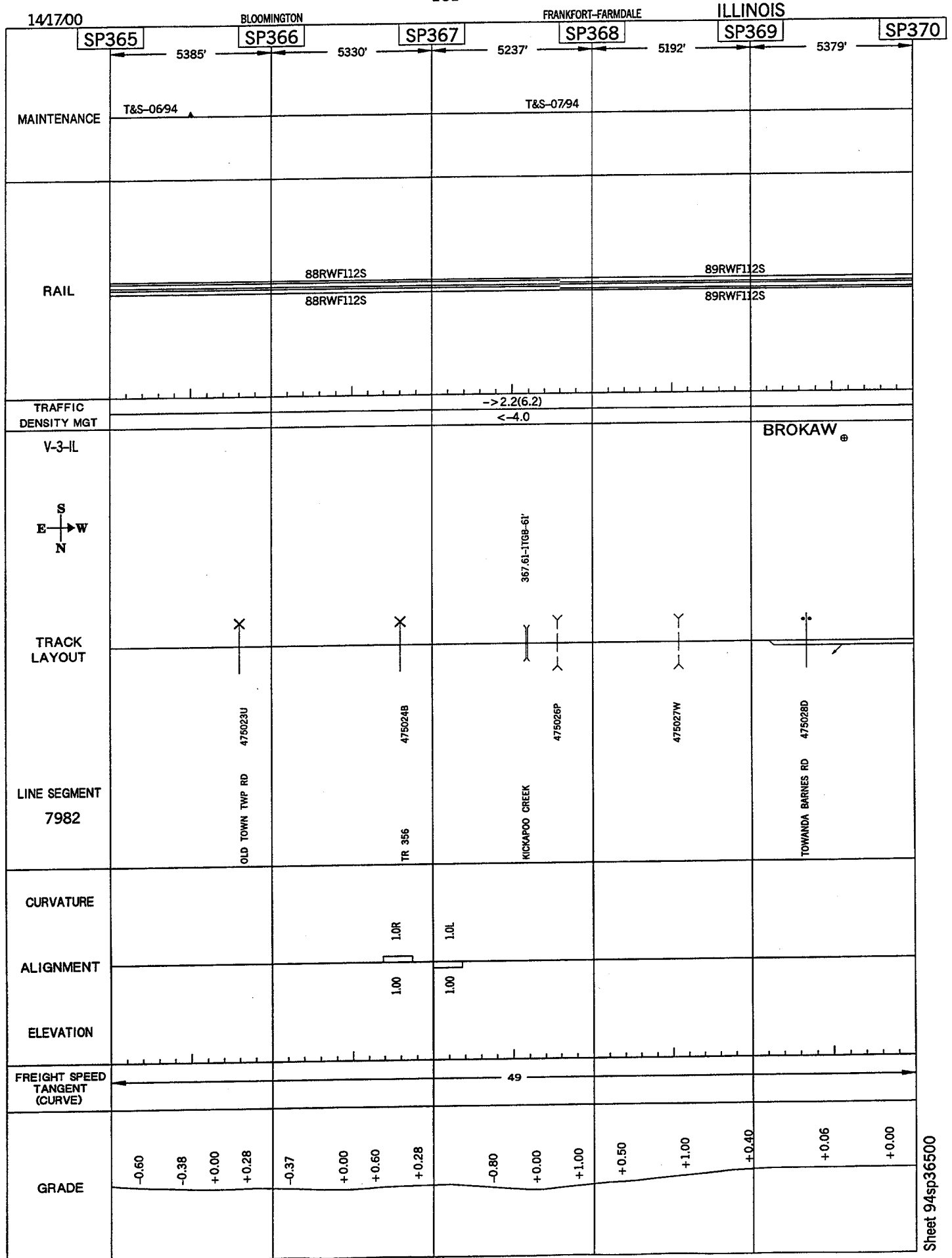


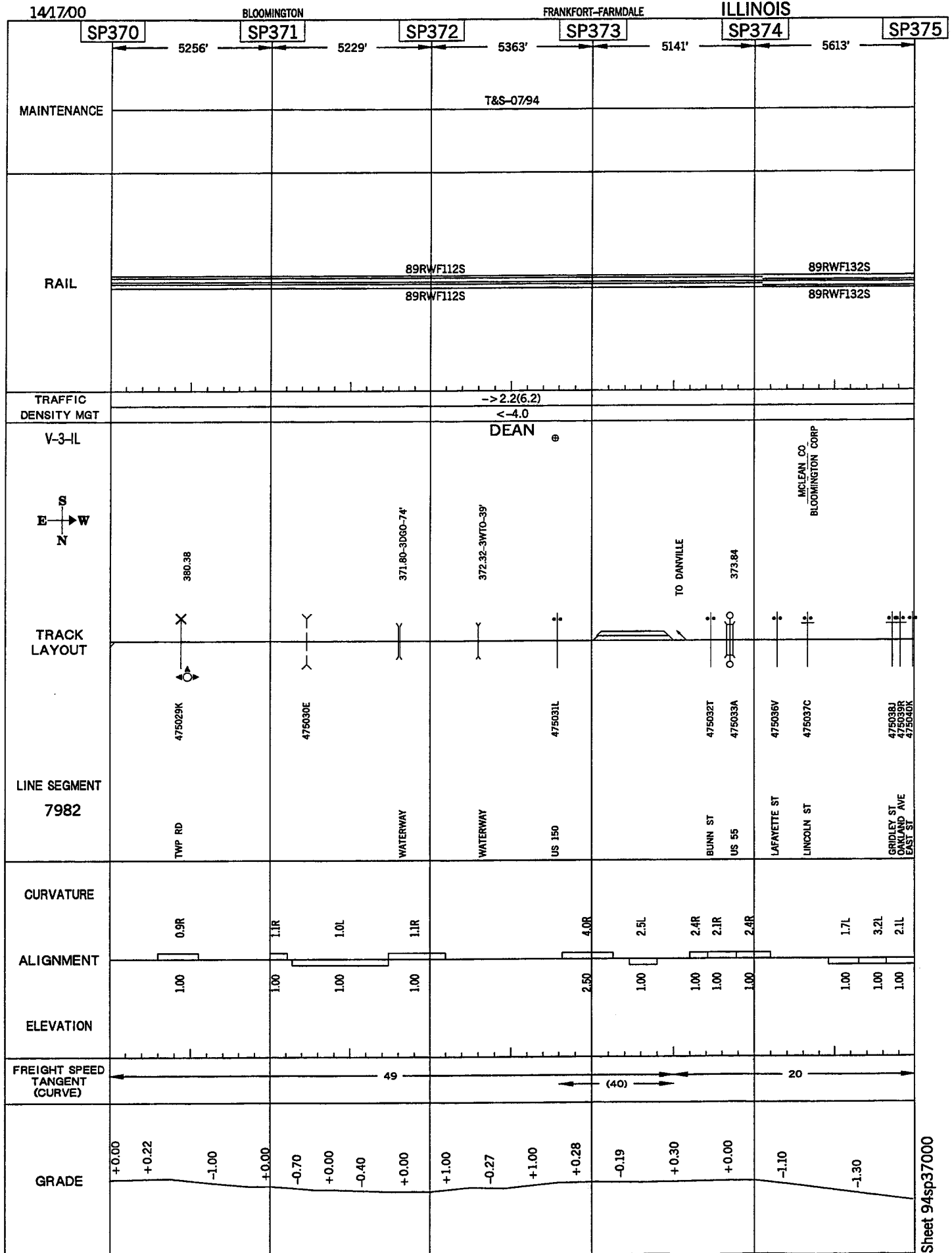


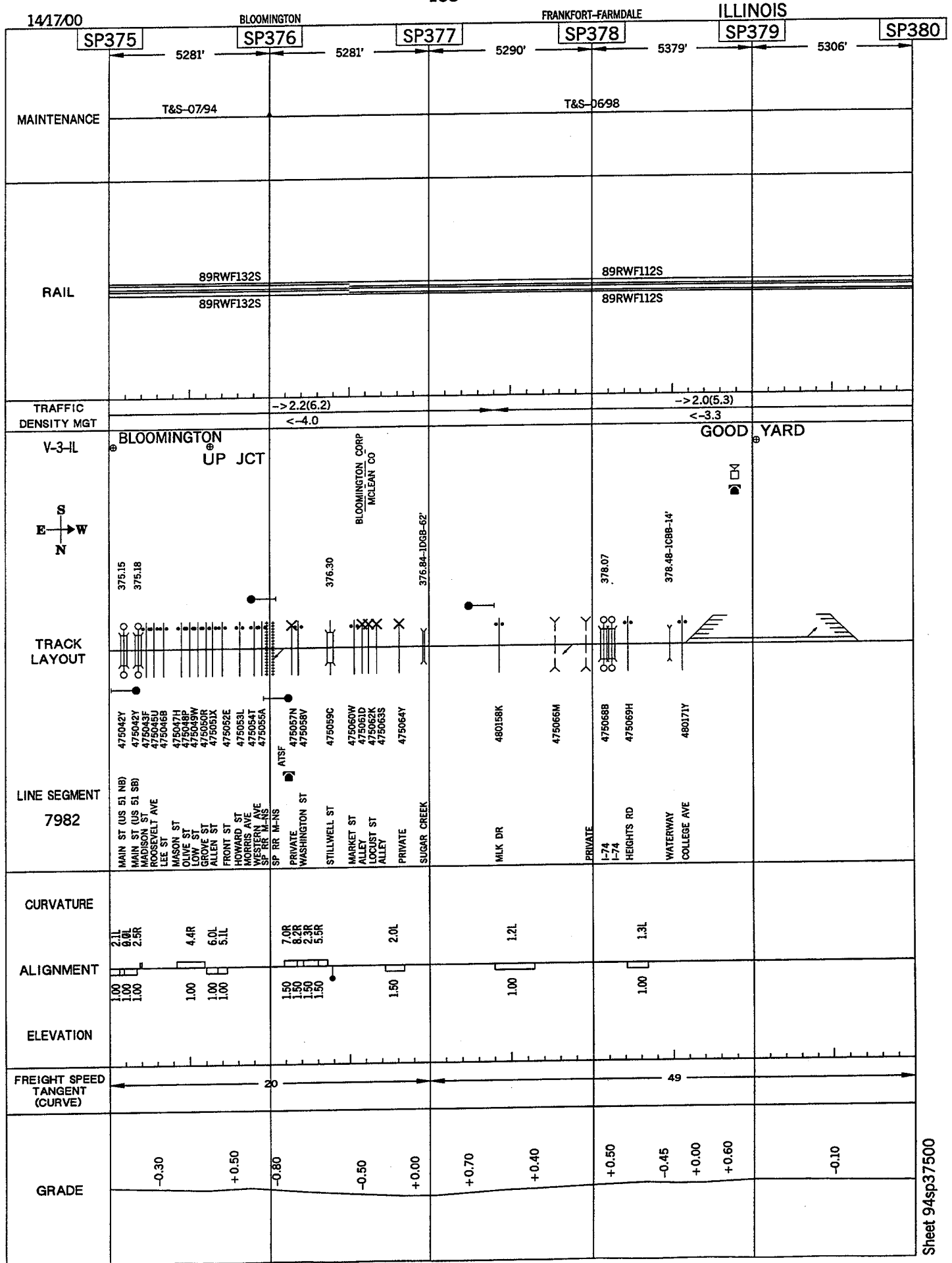


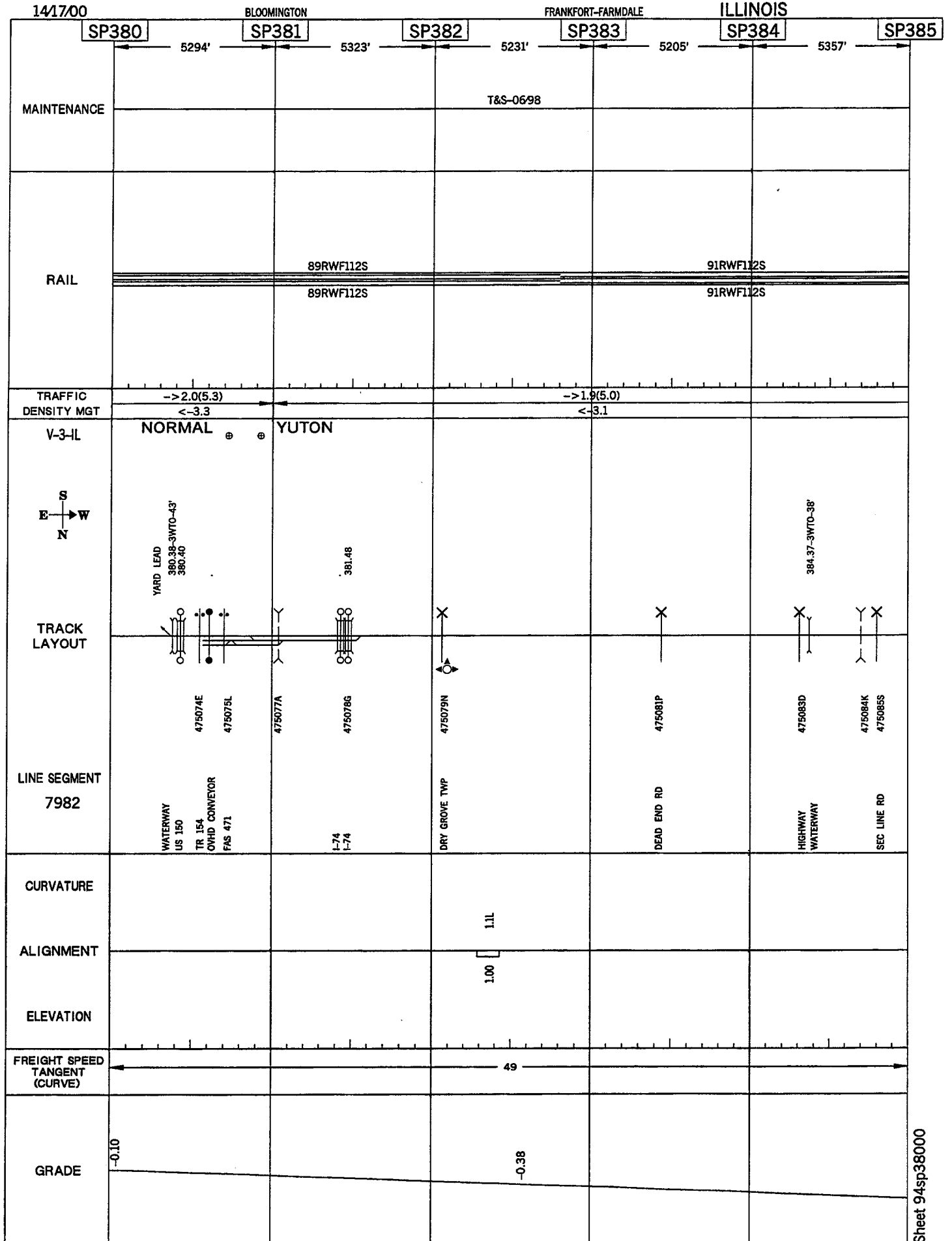
Sheet 94sp35500











1417/00		BLOOMINGTON		FRANKFORT-FARMDALE		ILLINOIS					
SP385		SP386		SP387		SP388		SP389		SP390	
5335'		5184'		5248'		5248'		5402'			
MAINTENANCE				T&S-0698							
RAIL		91RWF112S		91RWF115S		91RWF112S		91RWF112S			
91RWF112S				91RWF115S				91RWF112S			
TRAFFIC DENSITY MGT				-> 1.9(5.0) < -3.1							
V-3-IL		CARLOCK						CONGERVILLE			
E S N W		385.53-SWTO-66'		386.44-1MAB-16'		MCLEAN CO. WOODFORD CO.		389.51-1MAB-16'			
TRACK LAYOUT		Y Y Y		Y Y		X Y		Y Y			
LINE SEGMENT 7982		WATERWAY FRANKLIN ST WASHINGTON ST		WATERWAY		CAMPGROUND RD 475089U 475090N		WATERWAY 475091V			
CURVATURE						1.0L		1.5L			
ALIGNMENT						1.00		1.00			
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				49							
GRADE		-0.38		-0.58		-0.38		-0.59		-0.30	
								+0.50		-0.50	
										+0.80	

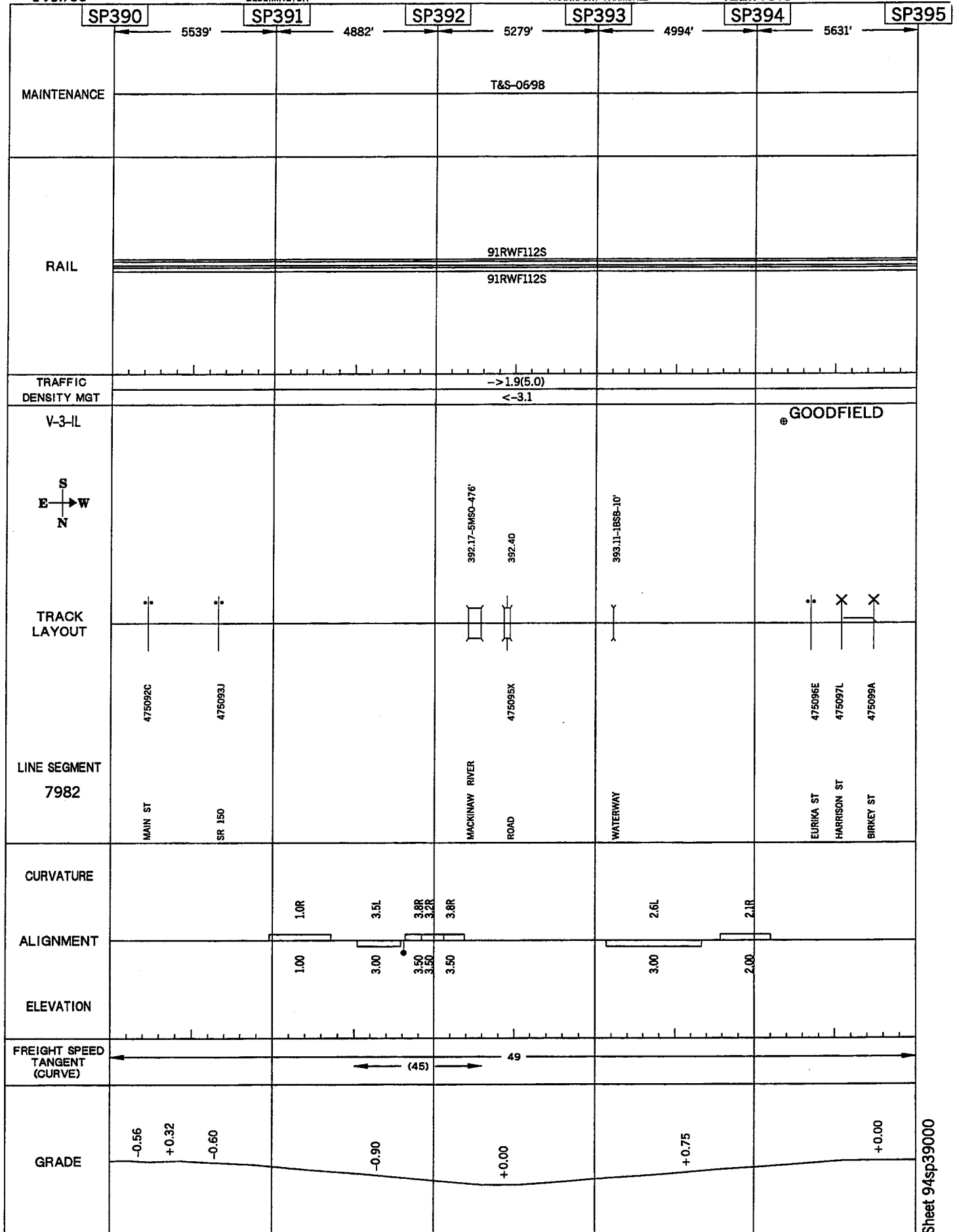
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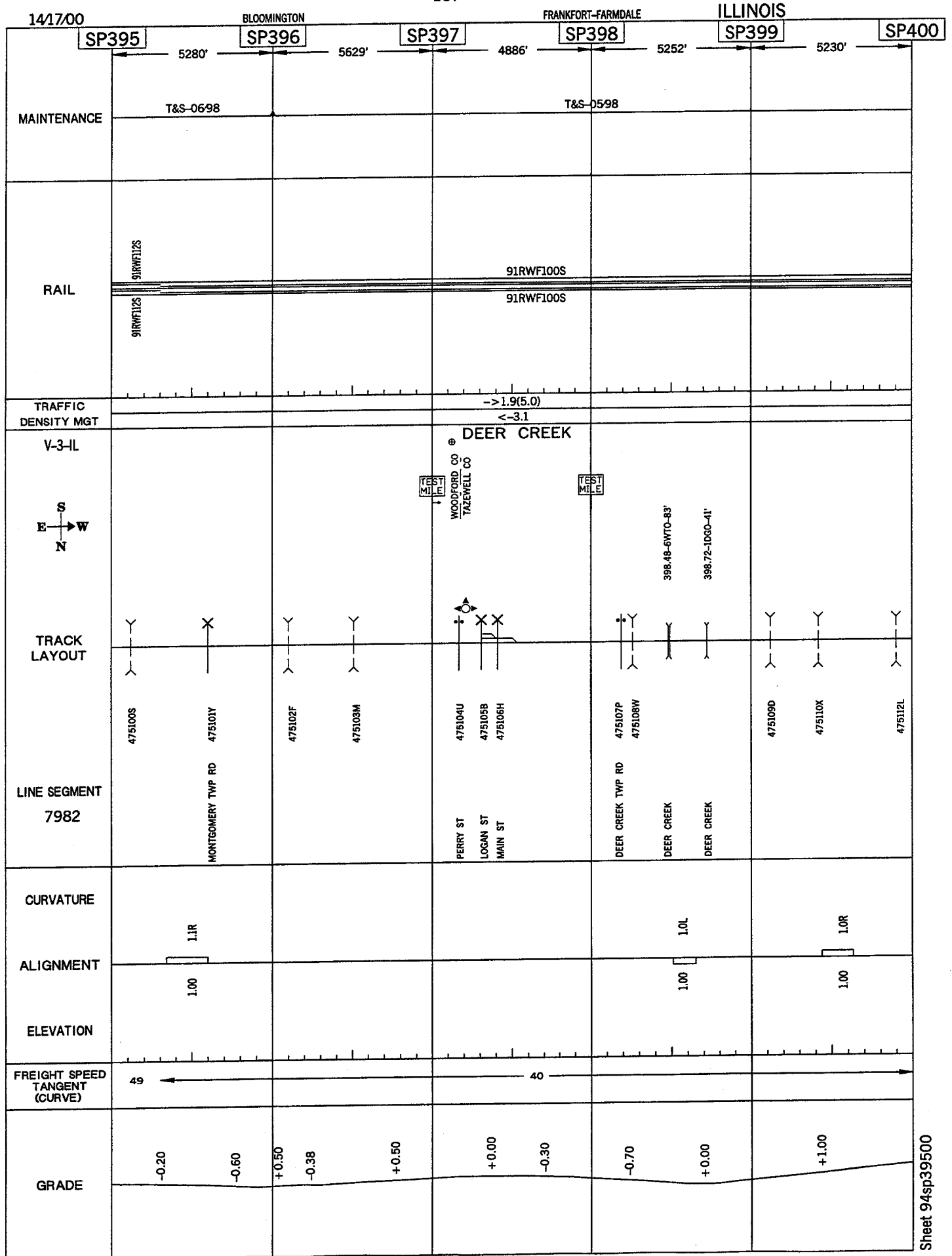
14/17/00

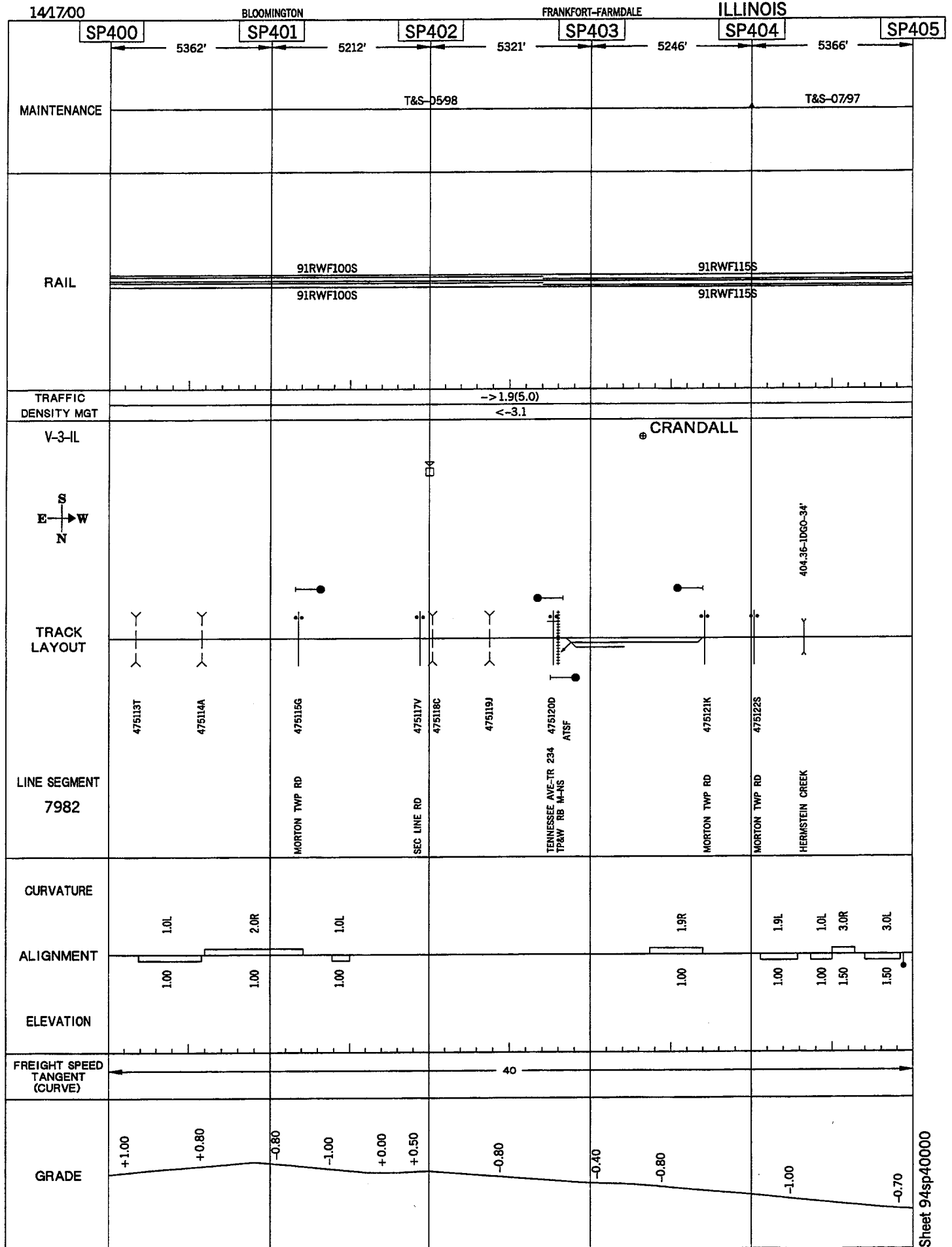
BLOOMINGTON

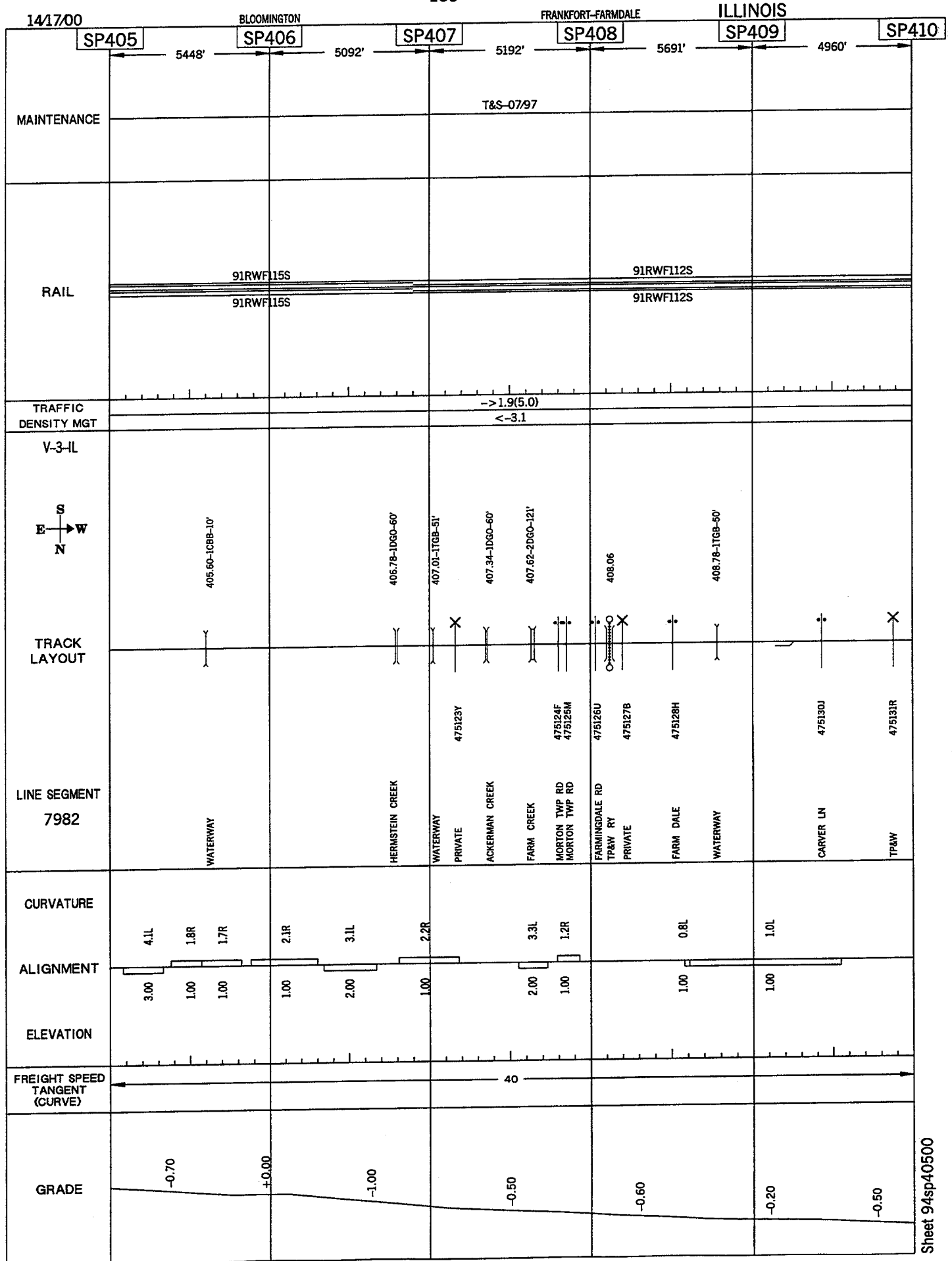
FRANKFORT-FARMDALE

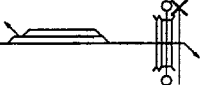

ILLINOIS

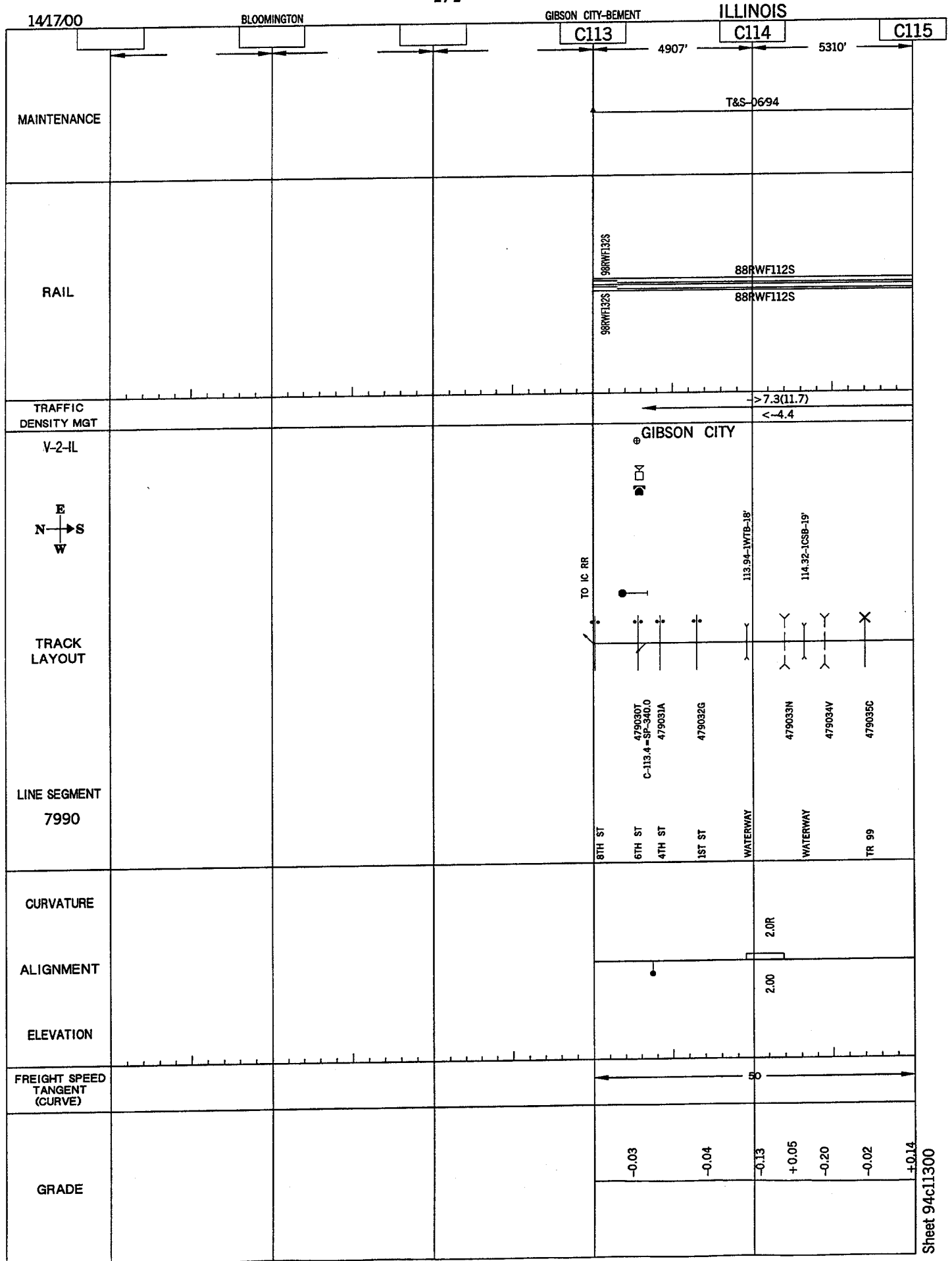


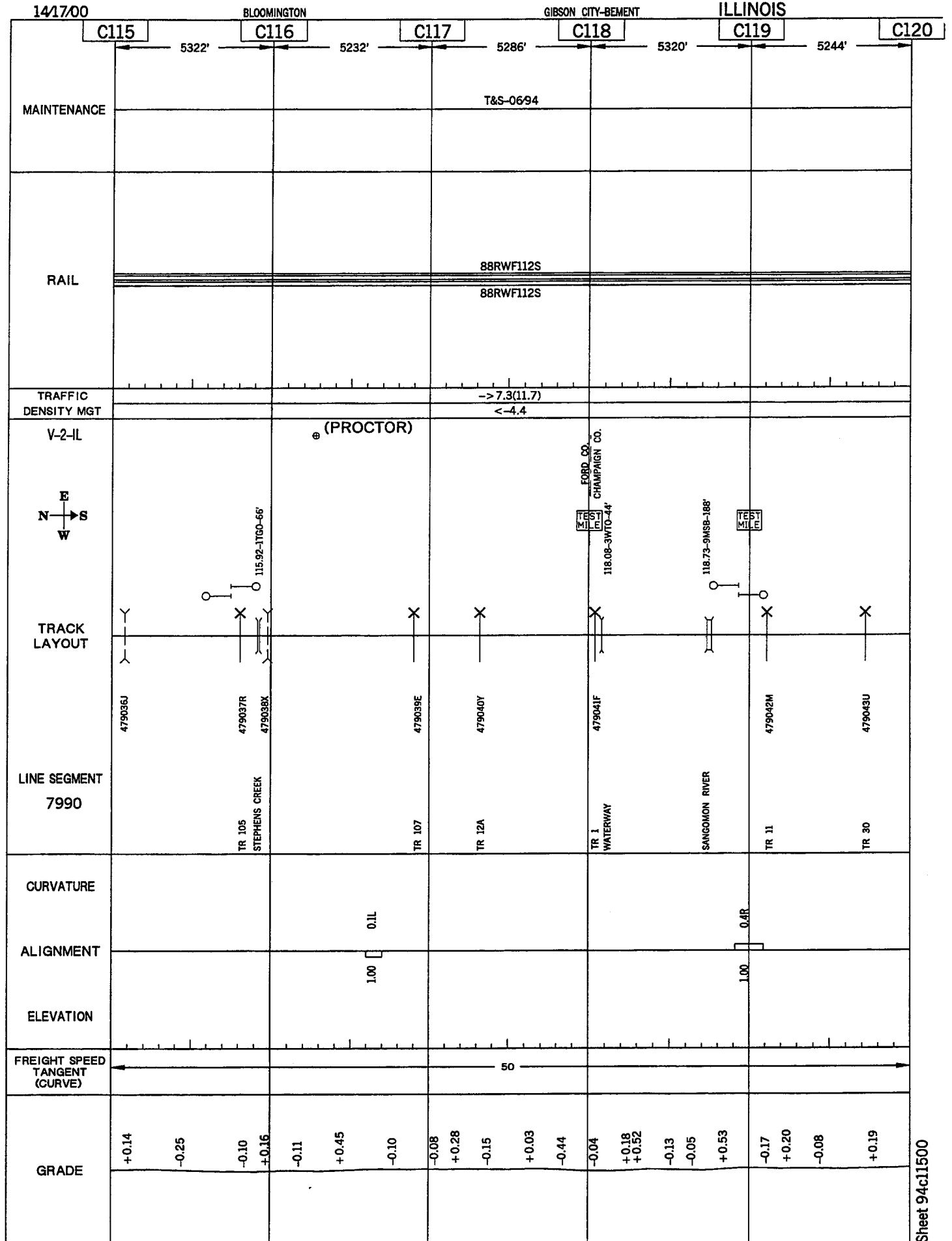


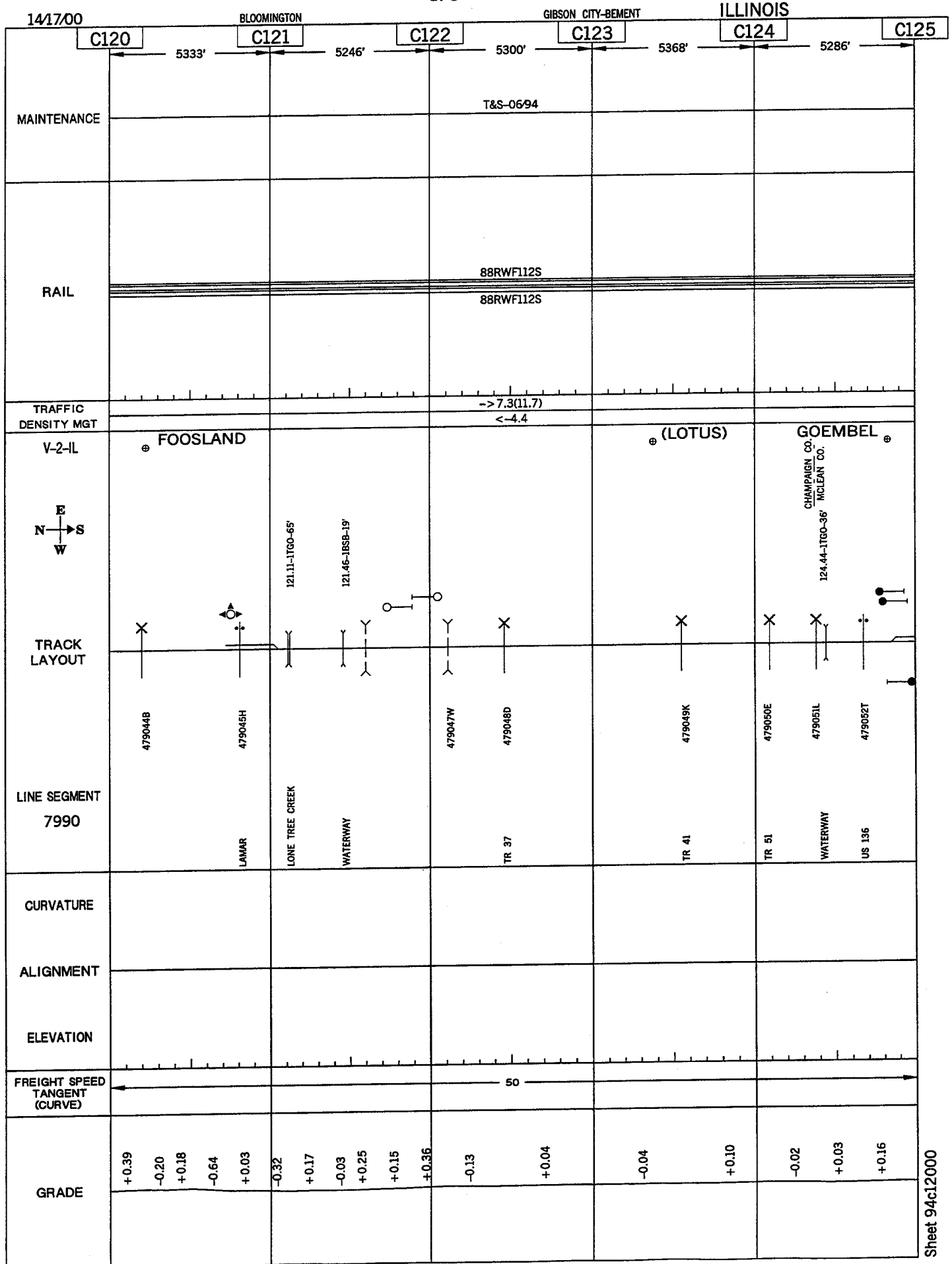


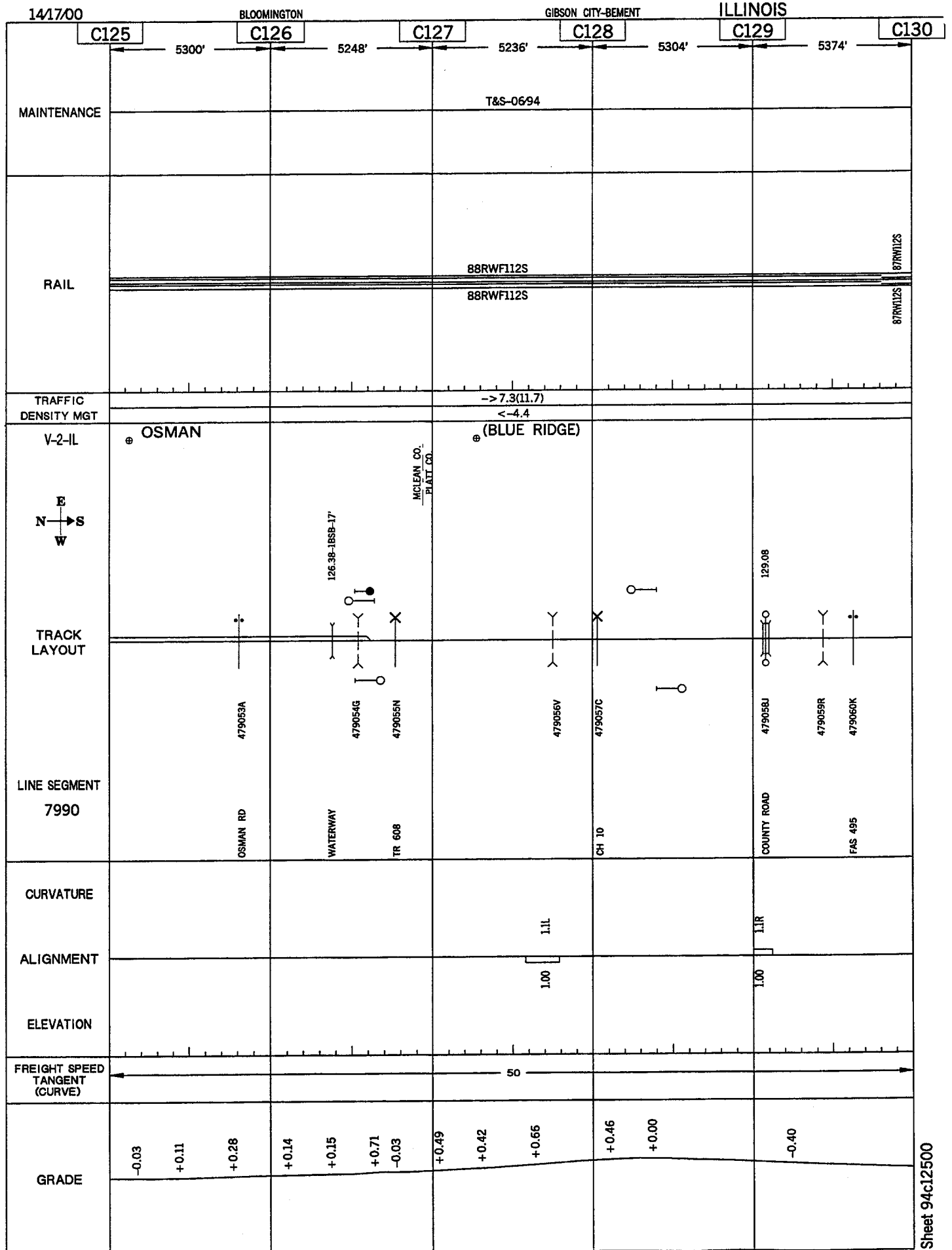


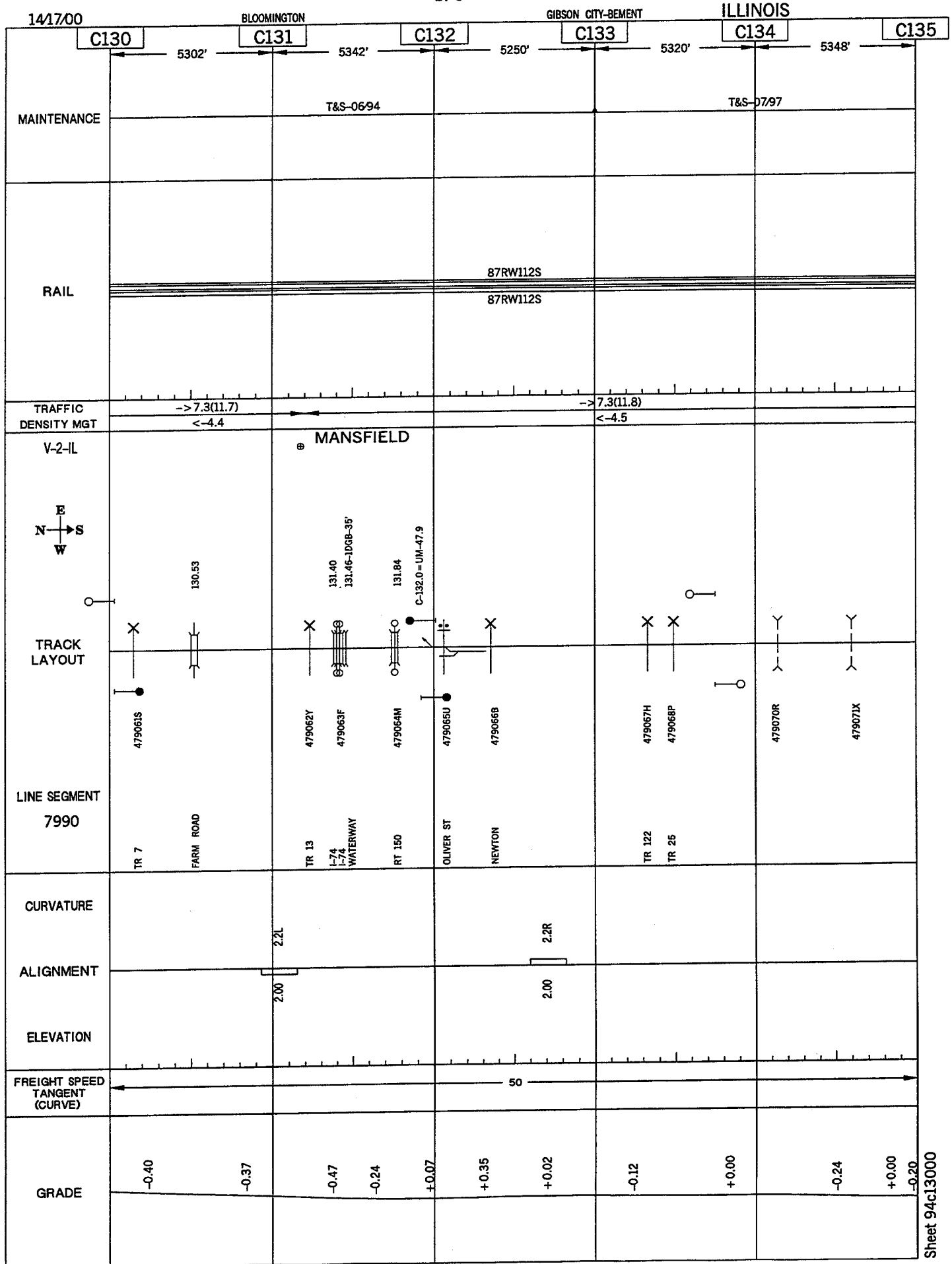
14/17/00		BLOOMINGTON		FRANKFORT-FARMDALE		ILLINOIS	
	SP410	4807'					
MAINTENANCE	T&S-07/97						
RAIL	91RWF112S 91RWF112S 33RJ100S 33RJ100S						
TRAFFIC DENSITY MGT	--> 1.9(5.0) < -3.1						
TRACK LAYOUT	FARMDALE S E → W N 410.61-3WTD-40' 410.63  475132X 475133E TO TP&W ASSOCIATES WATERWAY US 150 PRIVATE						
LINE SEGMENT 7982							
CURVATURE							
ALIGNMENT	1.0L 4.9L 4.0R  1.00 1.00 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	40						
GRADE	-0.50 -0.30						









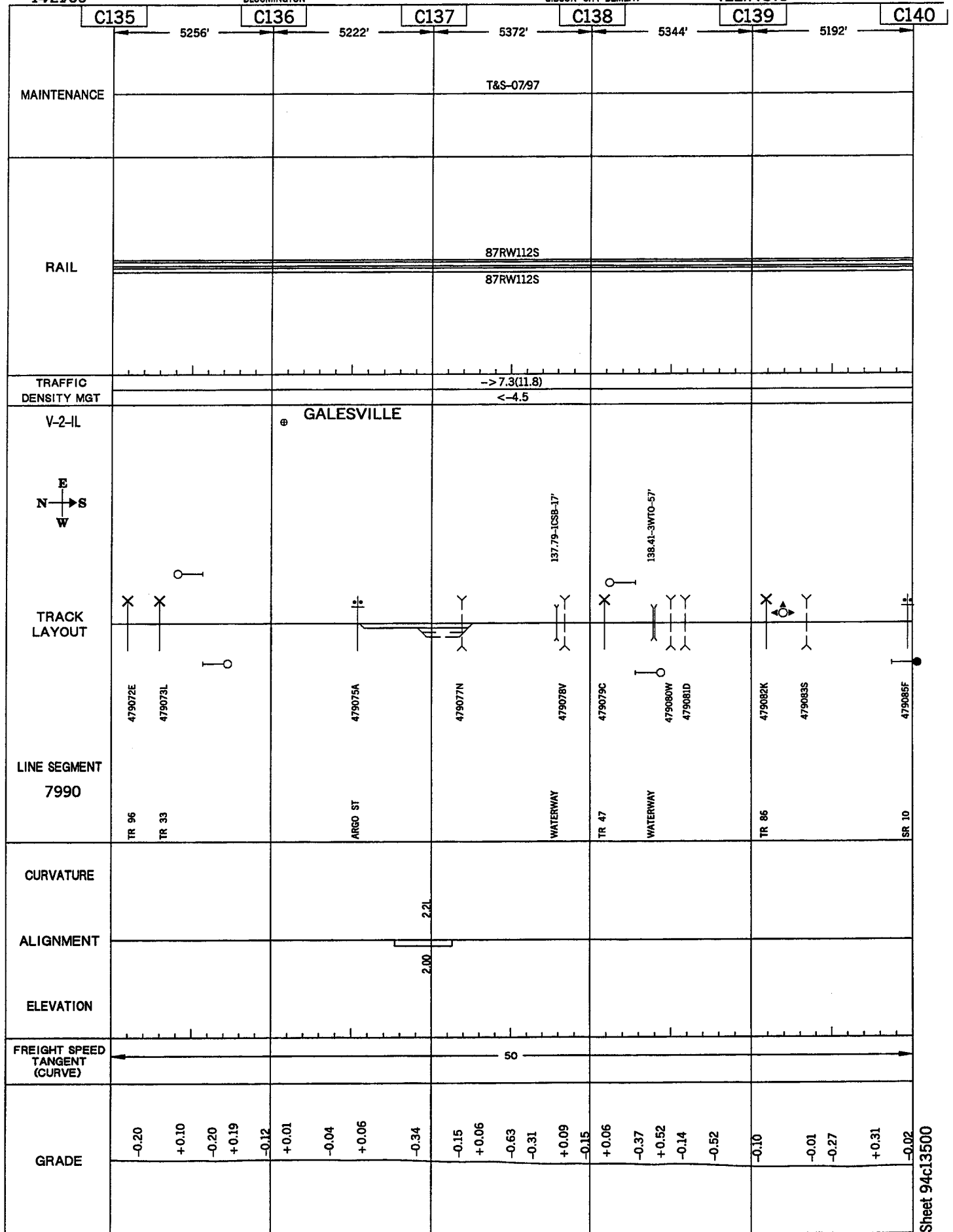


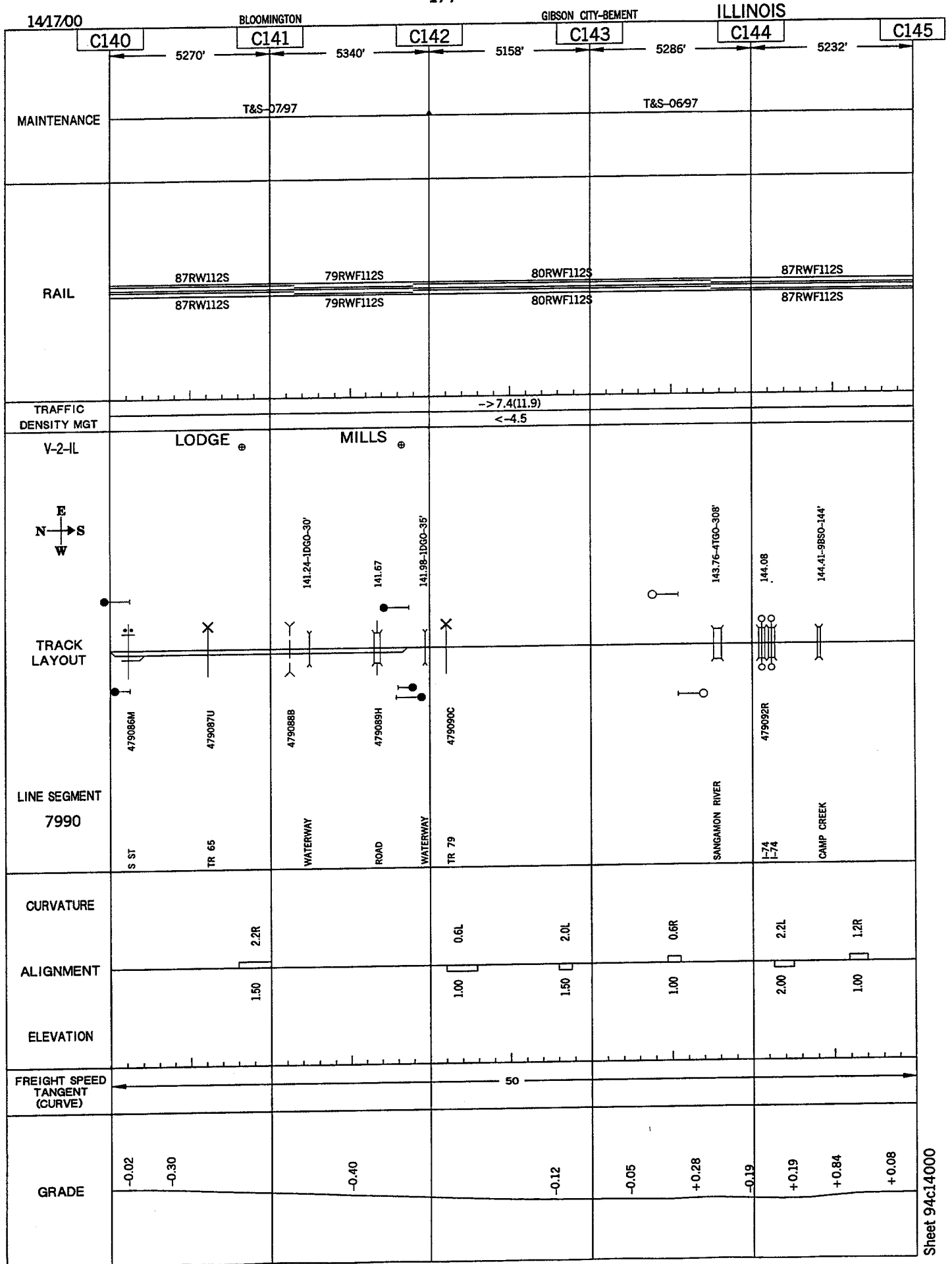
14/21/00

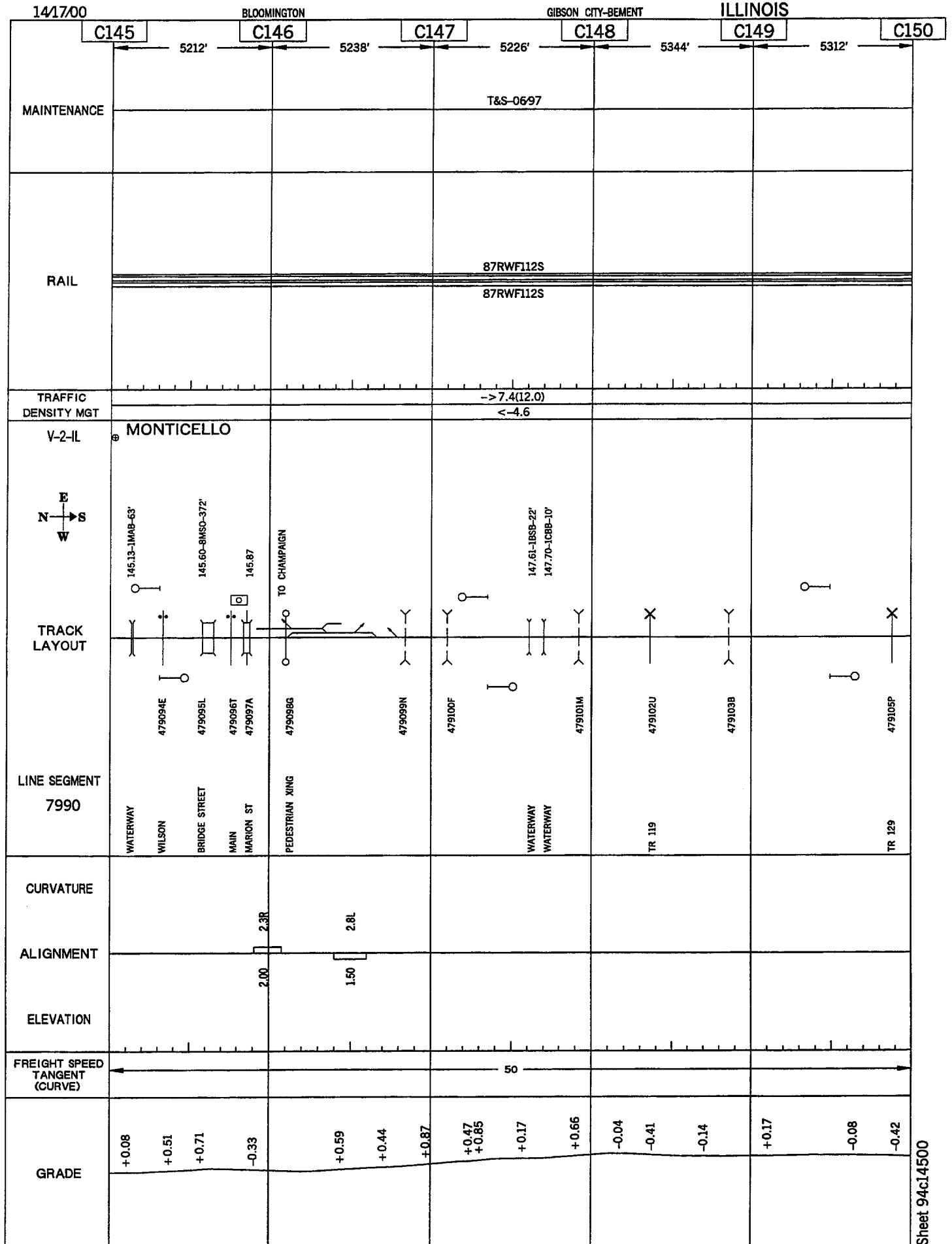
BLOOMINGTON

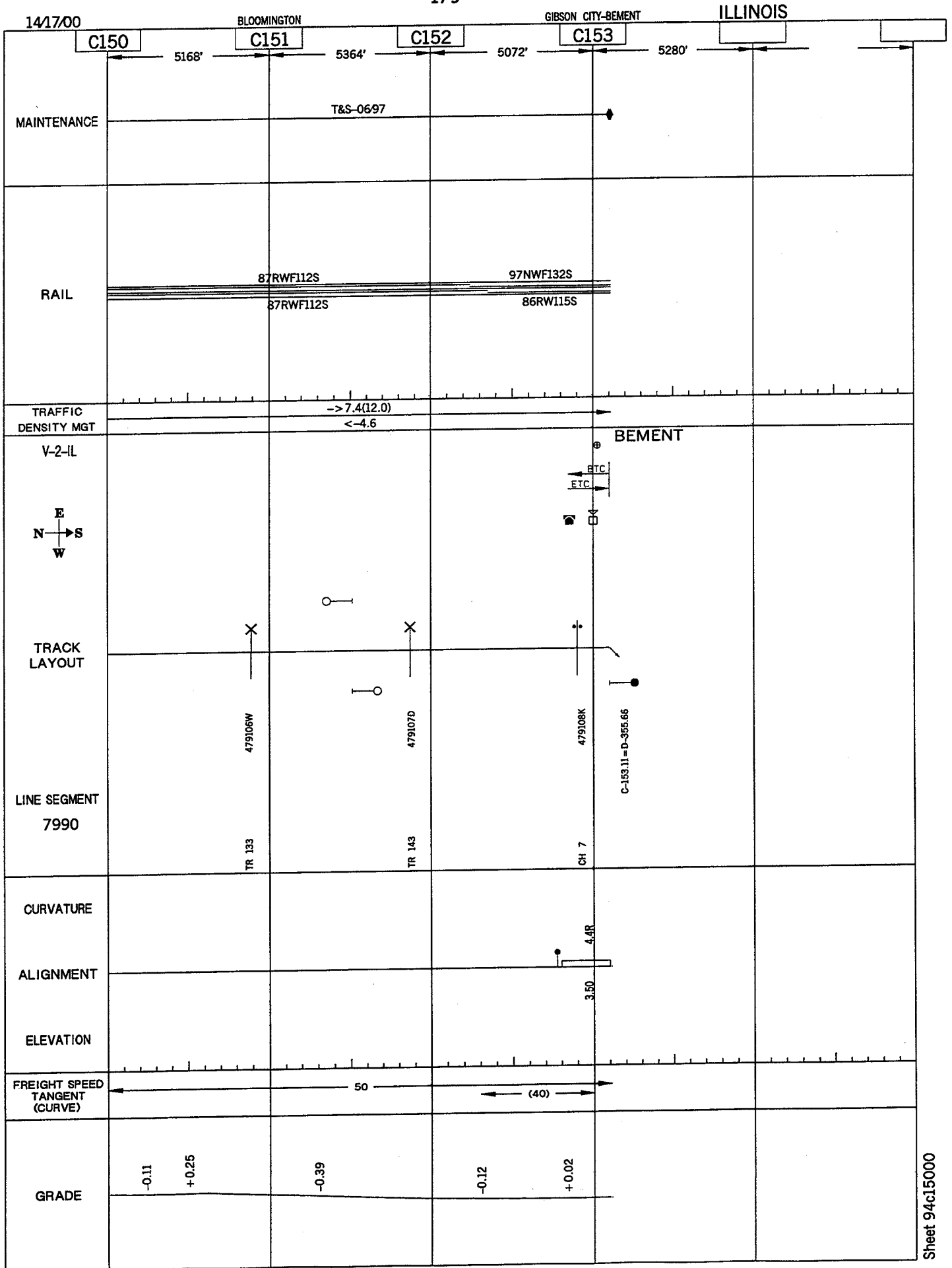
GIBSON CITY-BEMENT

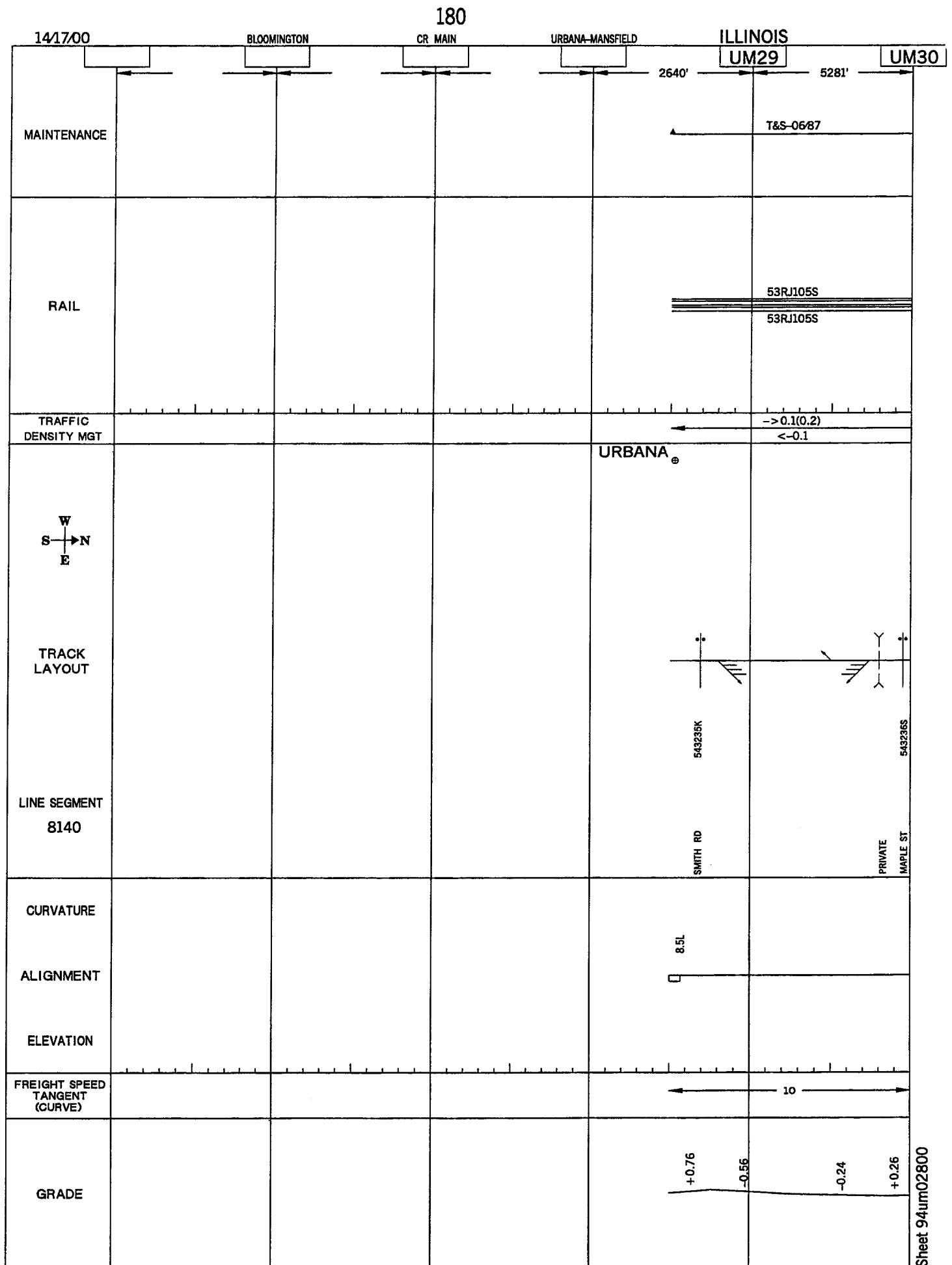
ILLINOIS

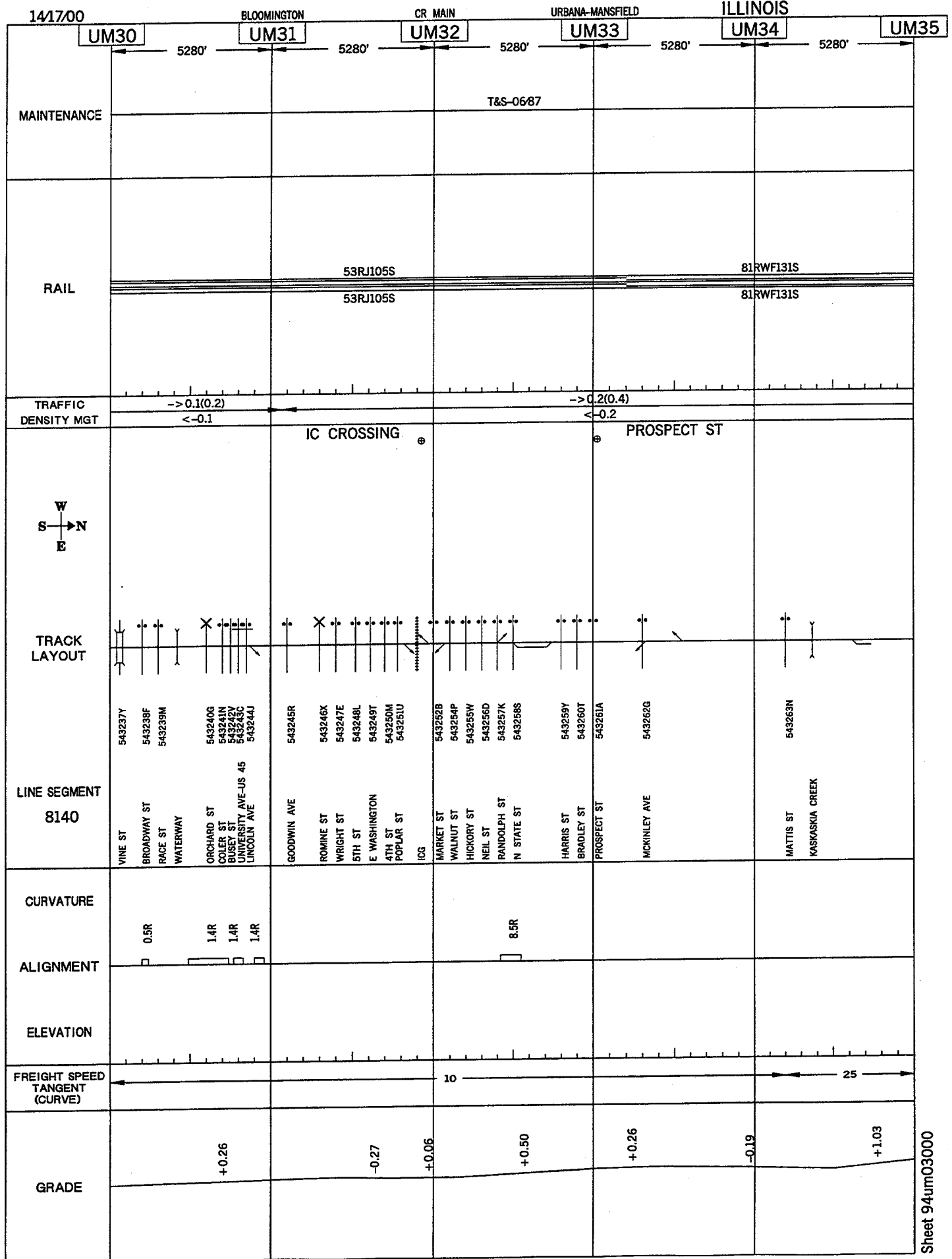












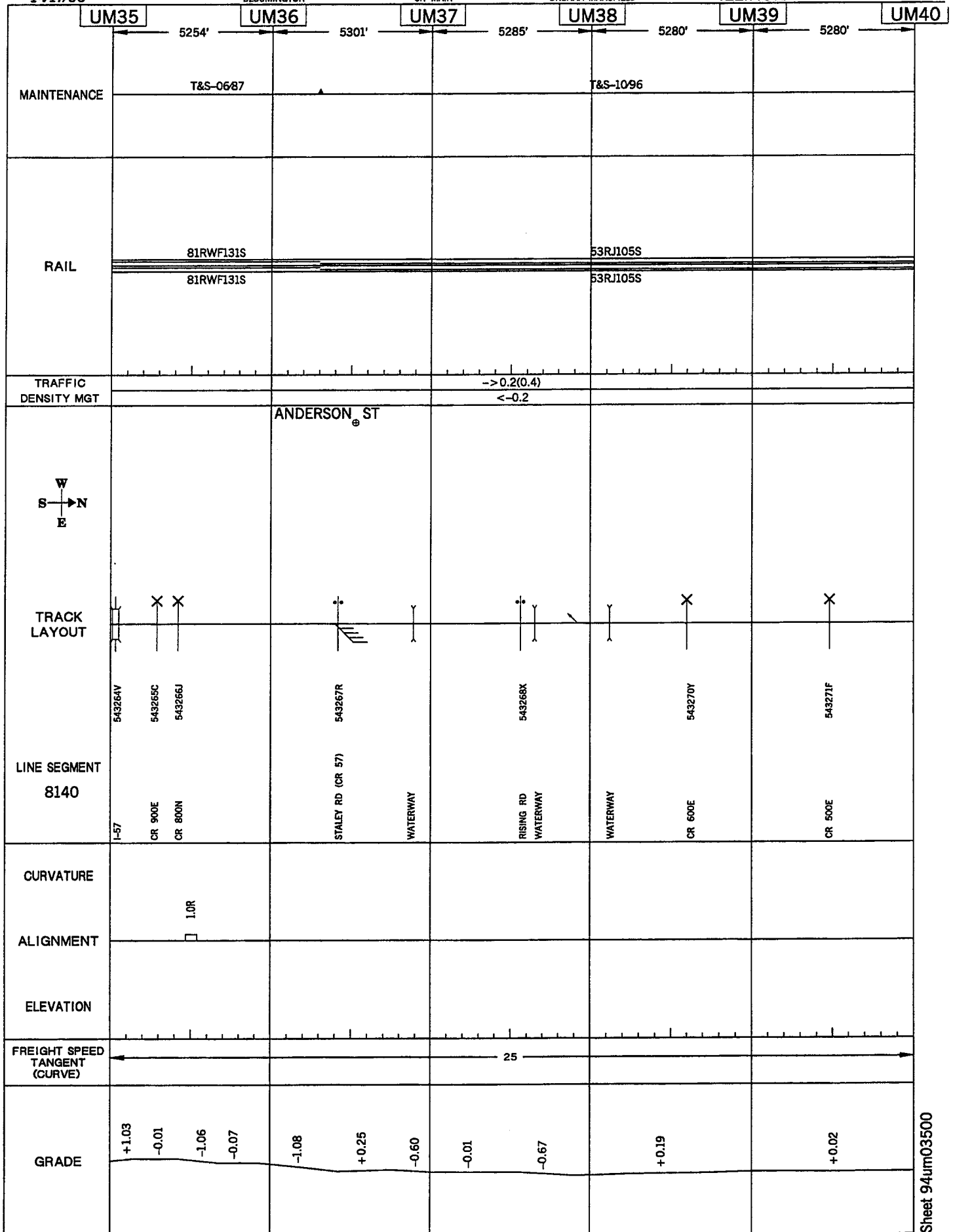
1417/00

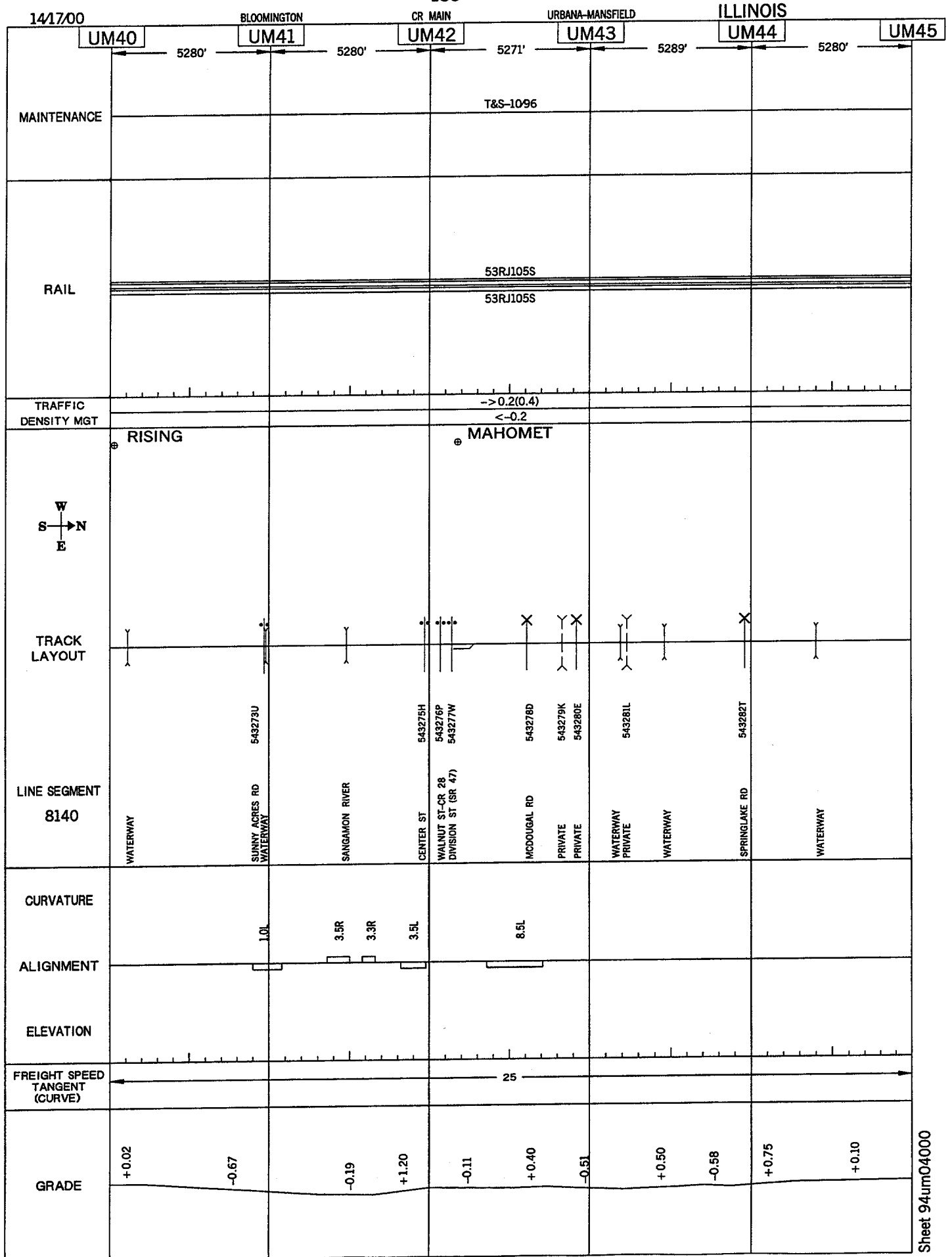
BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS





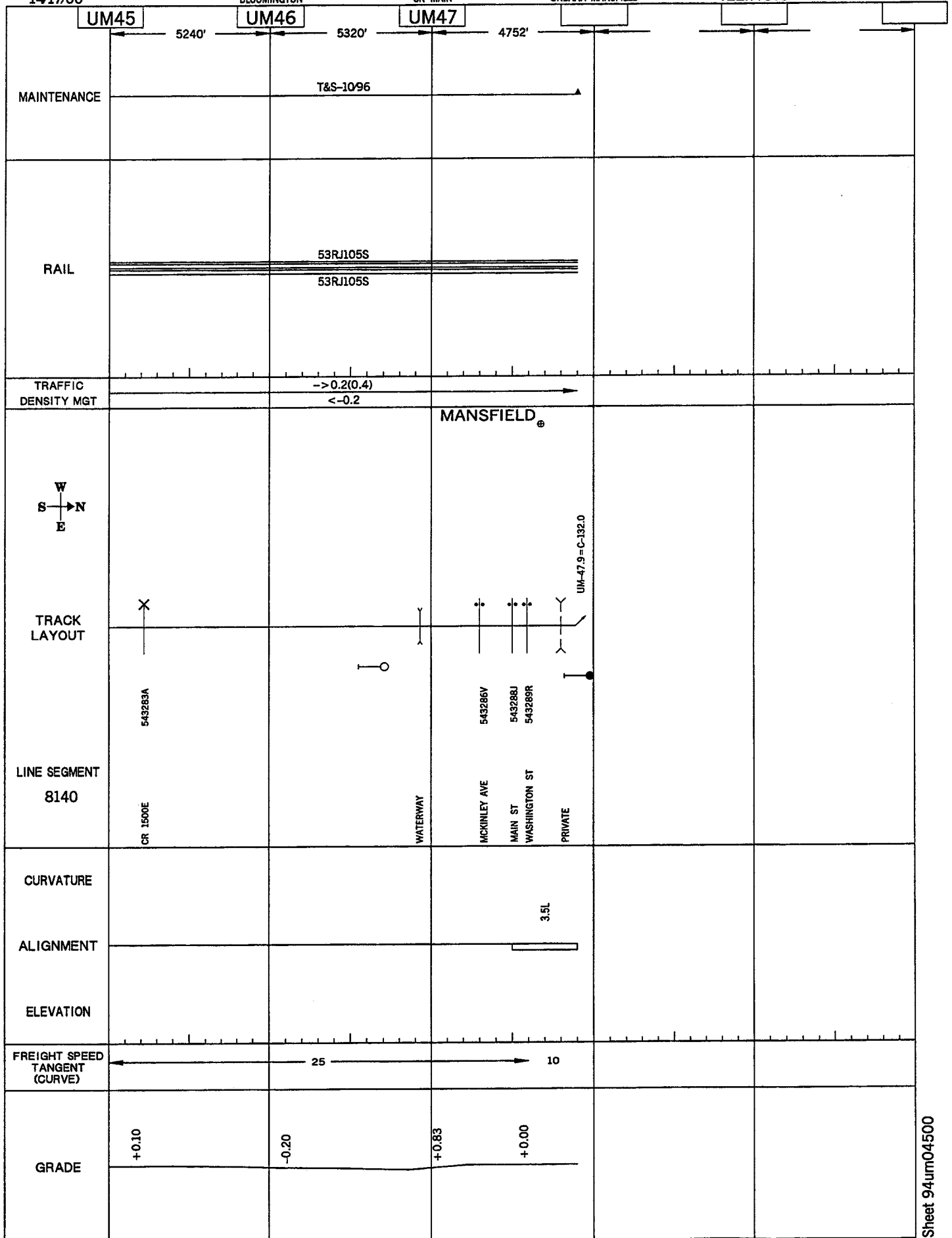
14/1700

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



185

14/17/00

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N115S
77W131S
55N115S
77W131S

TRAFFIC
DENSITY MGT

CSXT CROSSING

V-7-IN

S
E → W
N

TRACK
LAYOUT

LAKE DIVISION

4747500

ROSSVILLE AVE

LINE SEGMENT
7980

CURVATURE

ALIGNMENT

ELEVATION

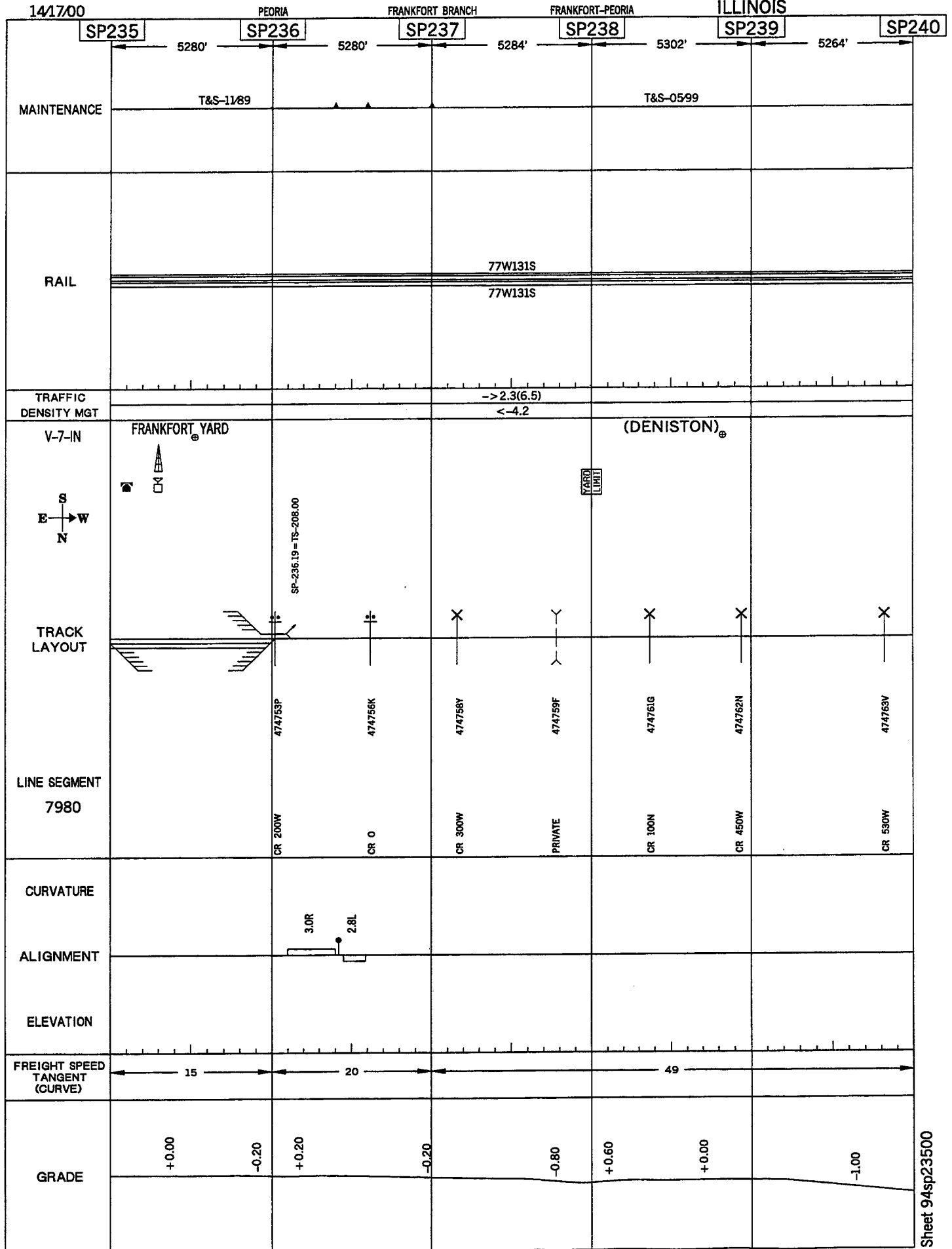
FREIGHT SPEED
TANGENT
(CURVE)

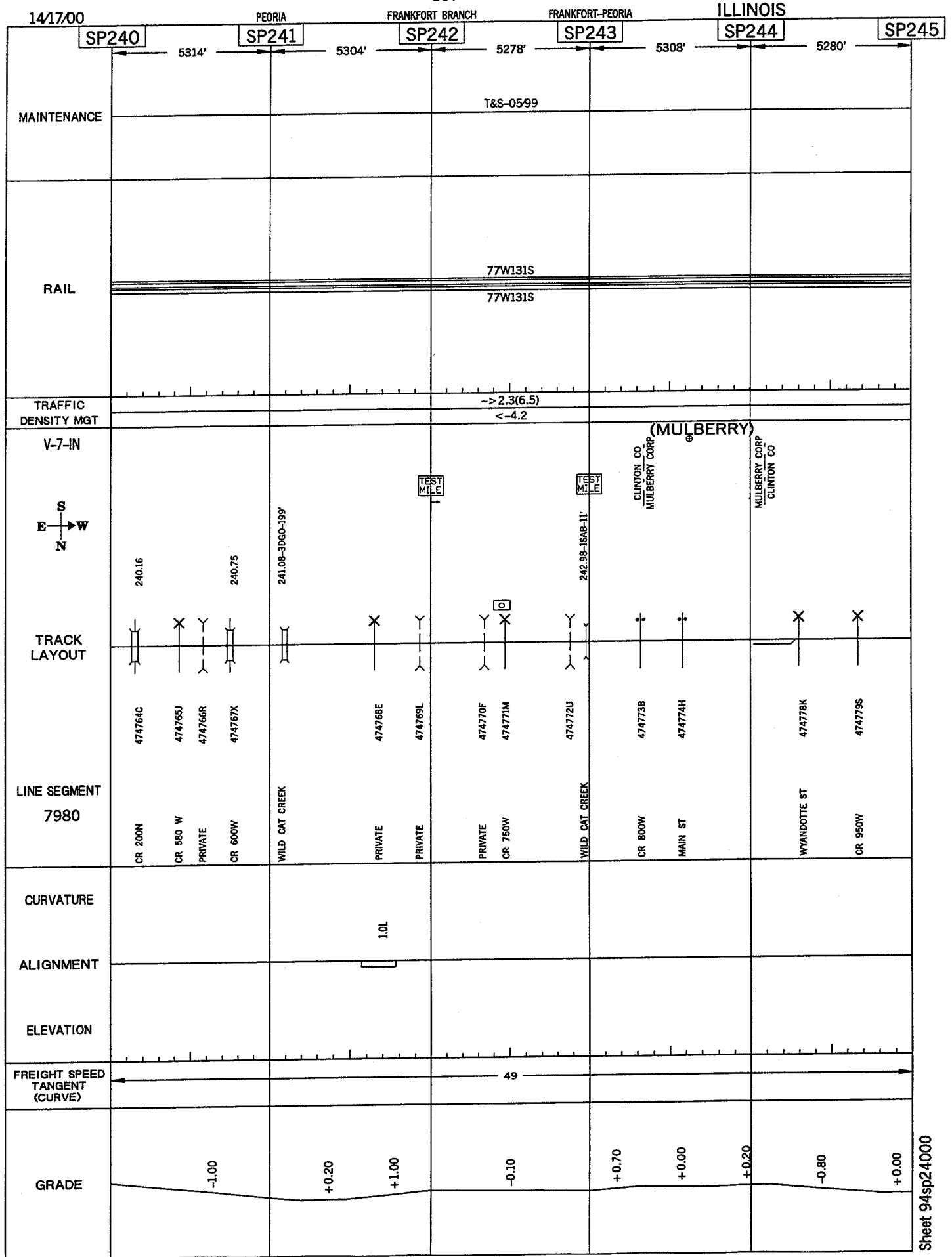
15

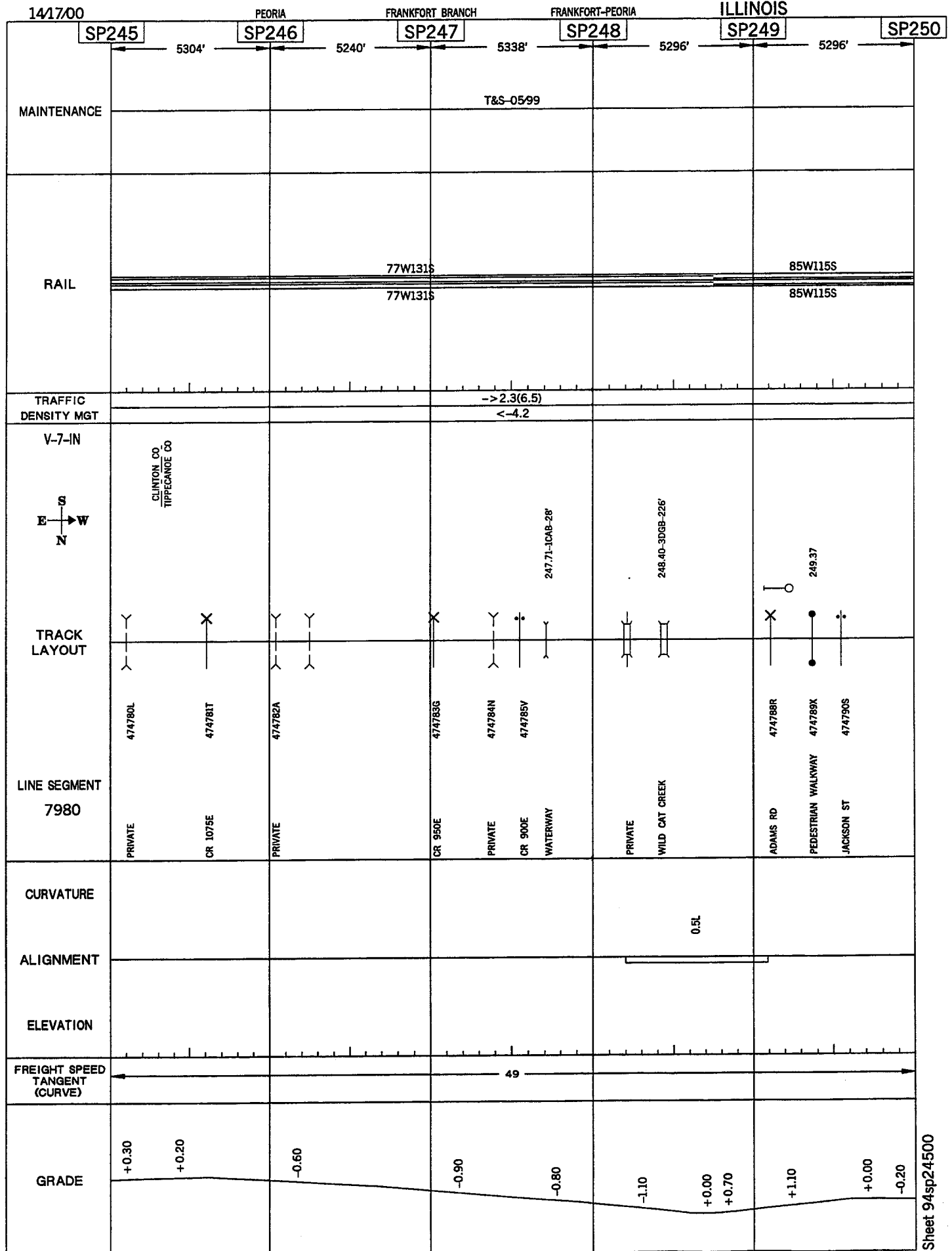
GRADE

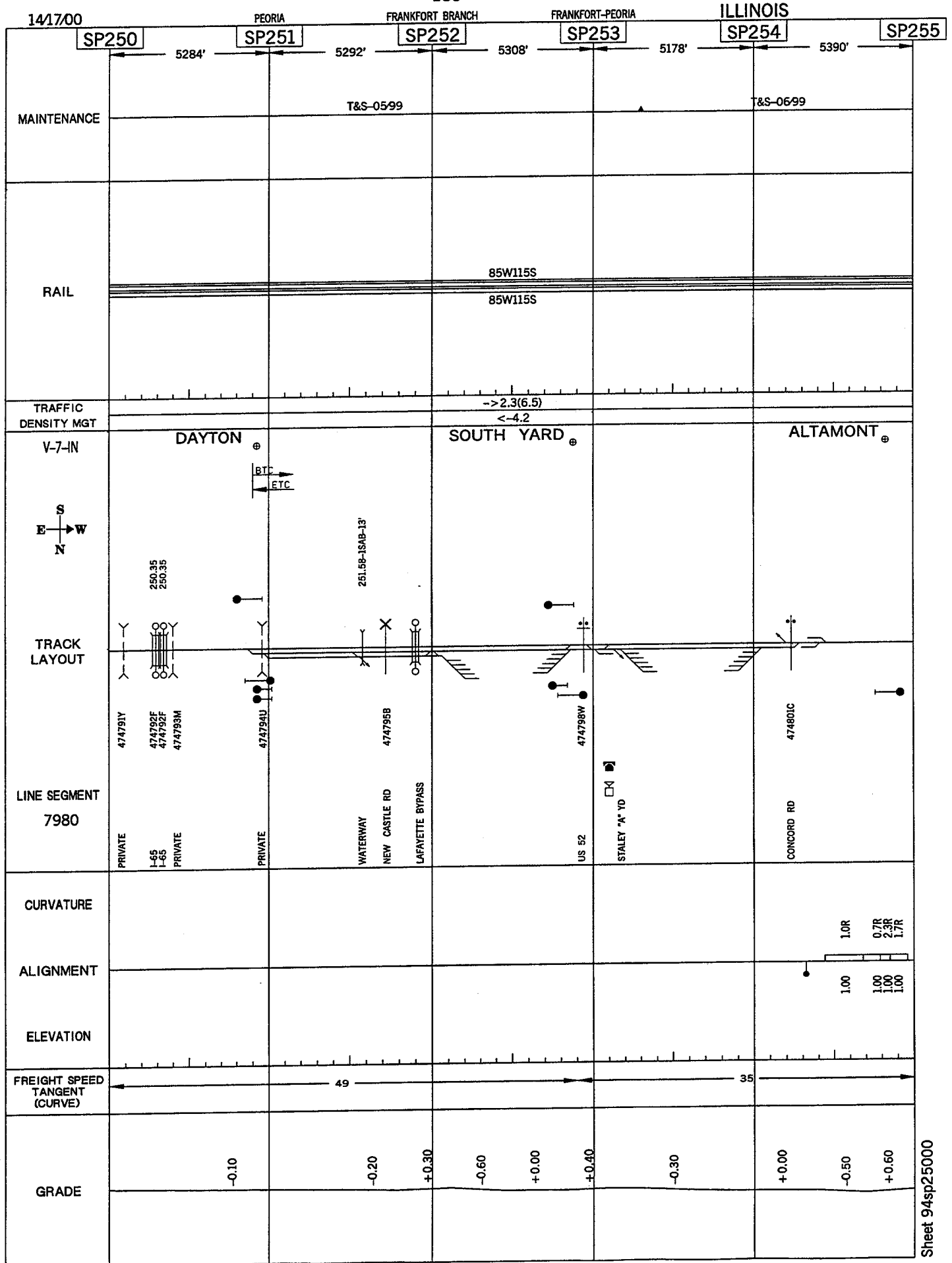
+0.00

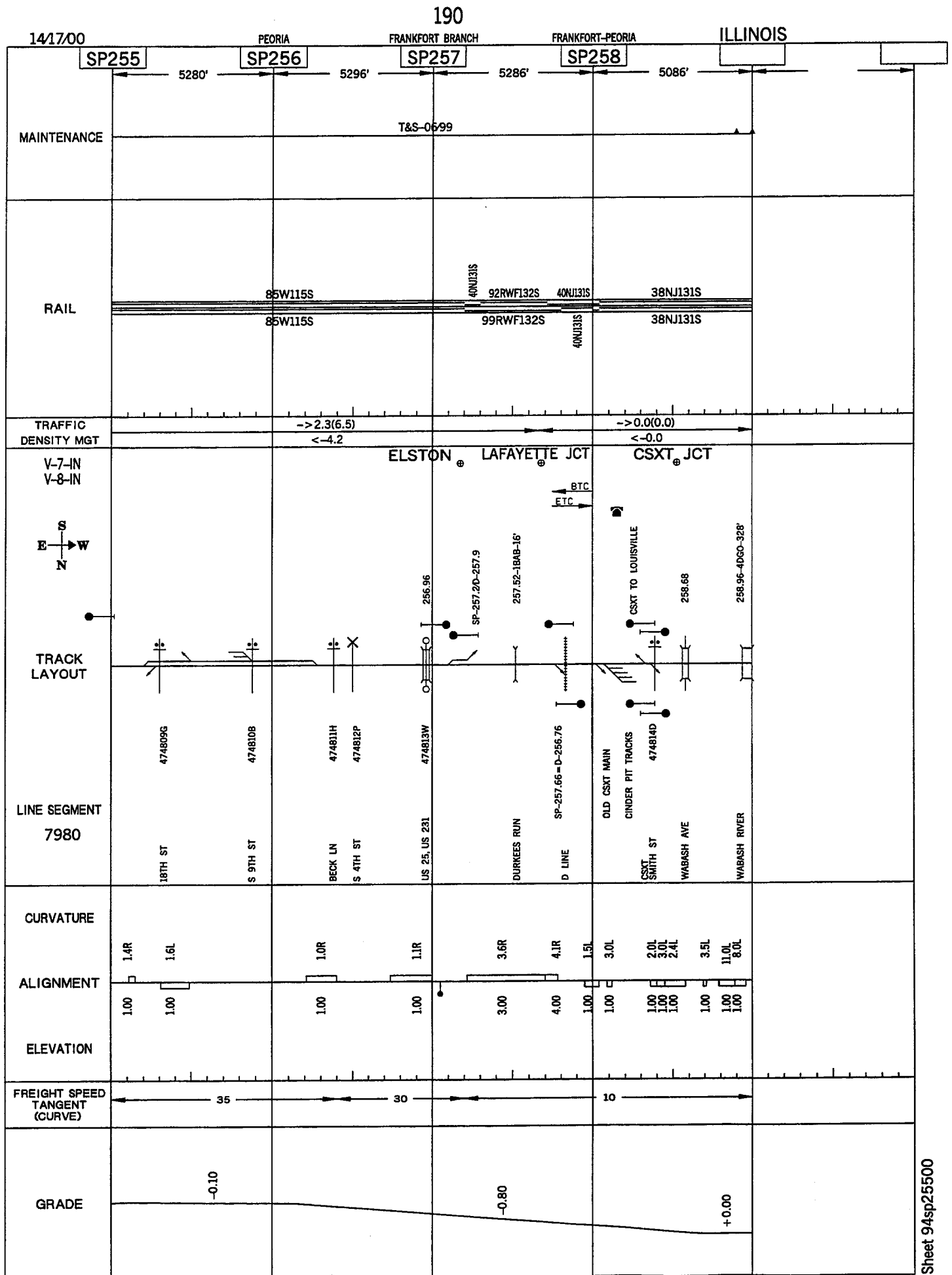
Sheet 94sp23400

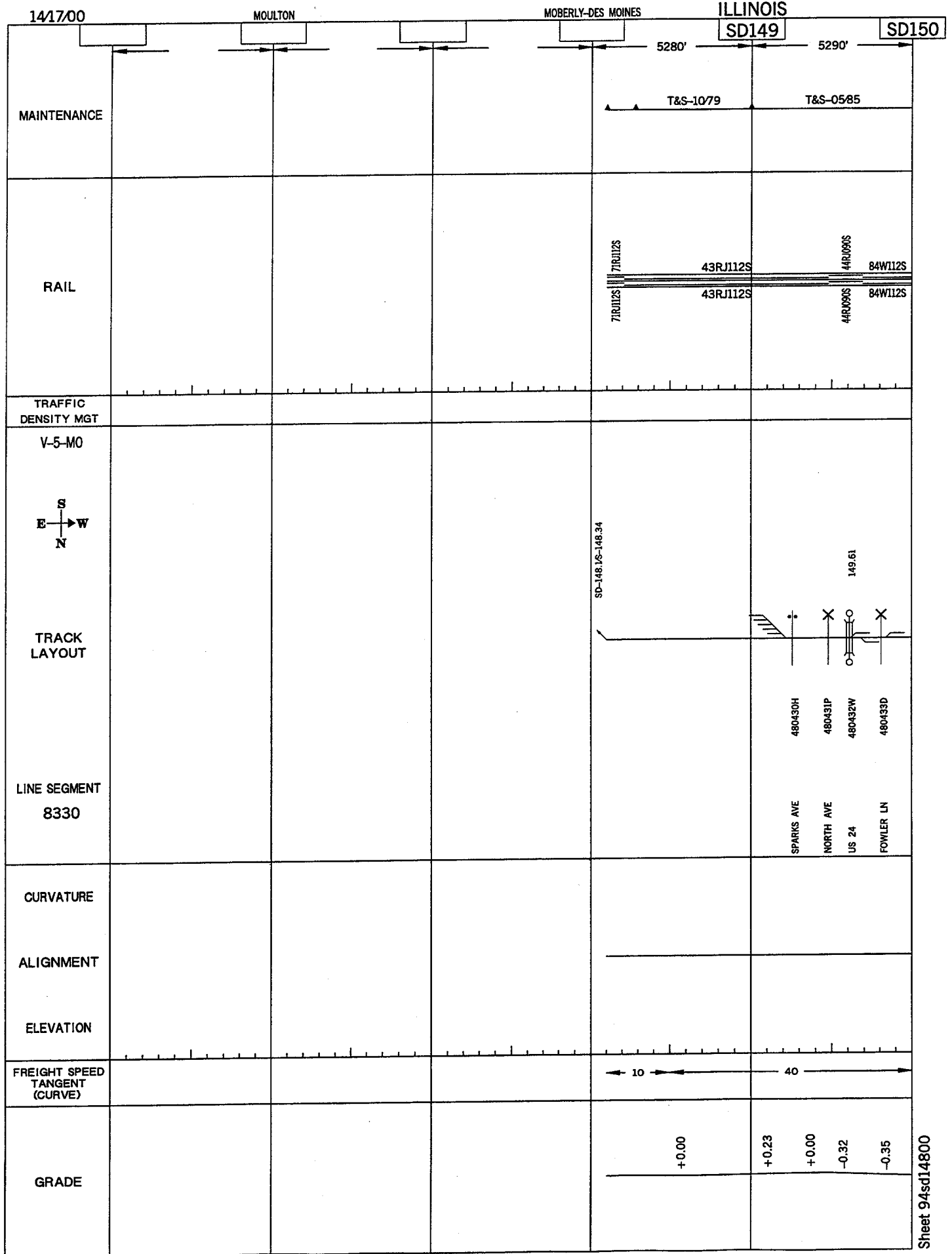












14/17/00

MOULTON

MOBERLY-DES MOINES

ILLINOIS

	SD150	5272'						
MAINTENANCE	T&S-0885							
RAIL	84W112S 84W112S							
TRAFFIC DENSITY MGT								
TRACK LAYOUT	MOBERLY 150.01-3WTO-43' WATERWAY							
LINE SEGMENT 8330								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	40							
GRADE	-0.26 +0.07 -0.08 +0.02							

14/17/00

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS

TS395

5287'

MAINTENANCE

T&S-0393

RAIL

46R131S
51N115S
31N112S

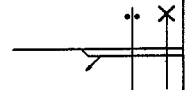
TRAFFIC
DENSITY MGT

-> 0.0(0.0)
< -0.0

V-4-IL

S
E → W
N

TRACK
LAYOUT



476336M
476337U

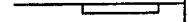
LINE SEGMENT
8030

SR 185
2ND ST

CURVATURE

2.0L

ALIGNMENT



ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+0.30
+0.70
+0.00
-0.29

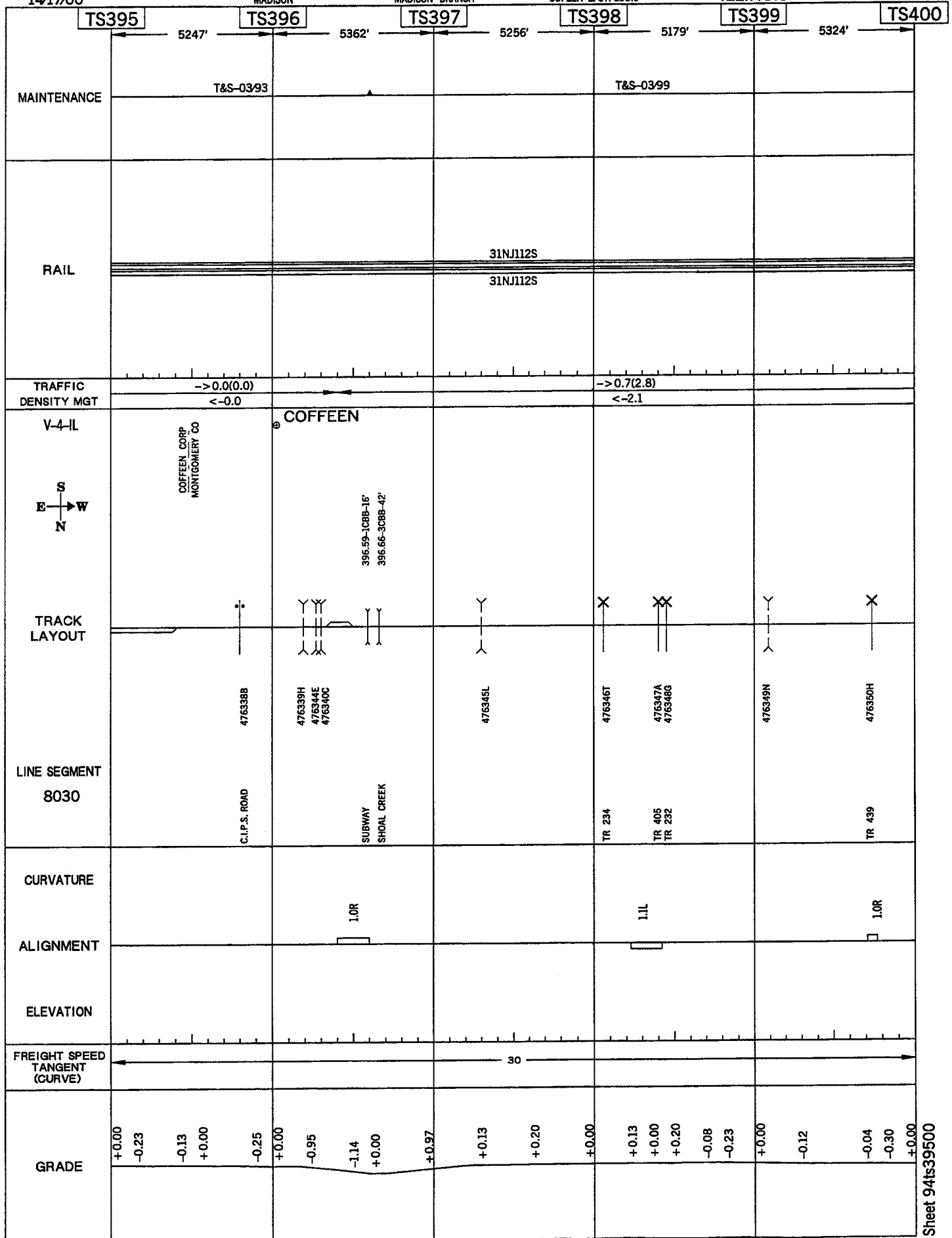
1417/00

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS



Sheet 94ts40000

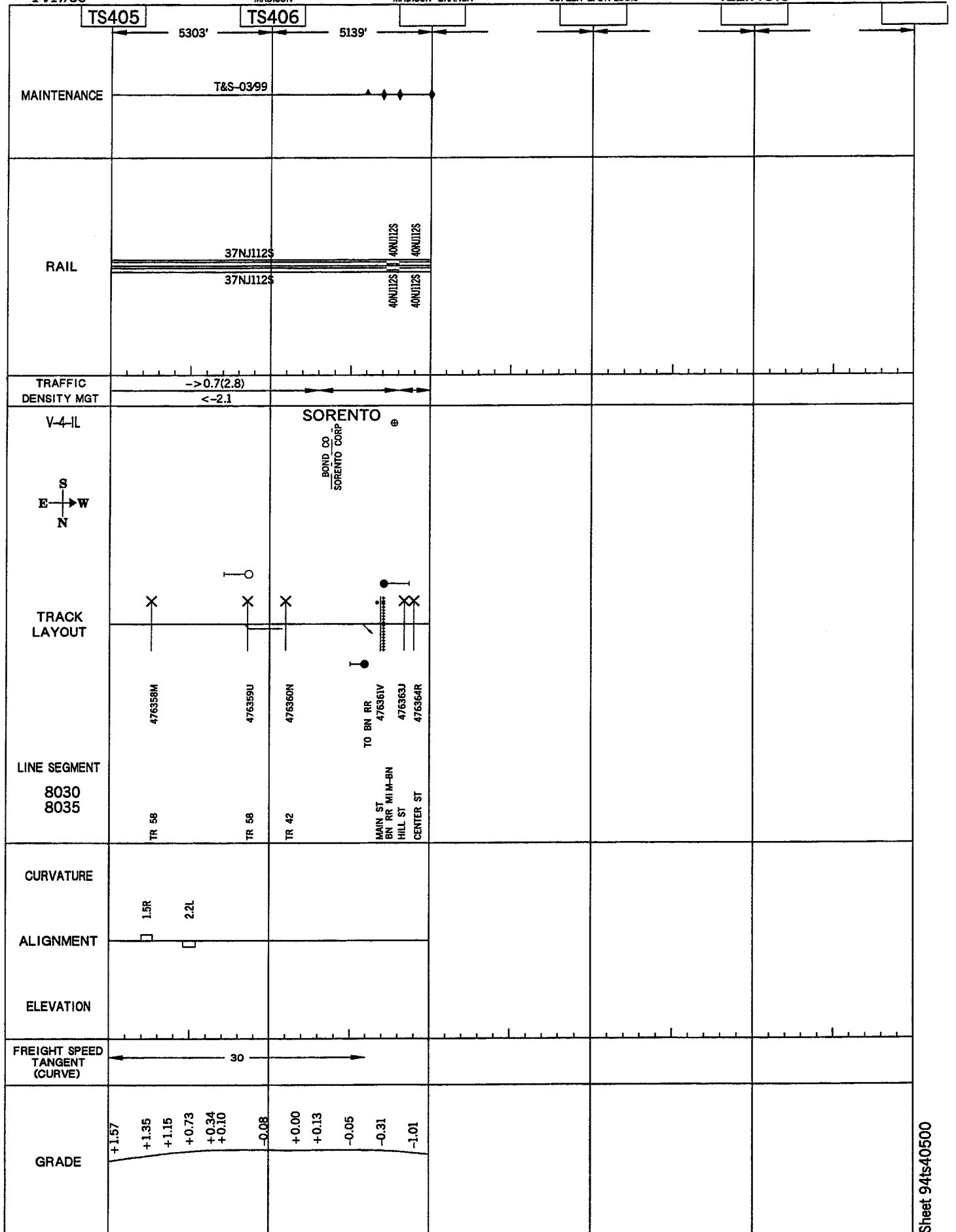
14/17/00

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS



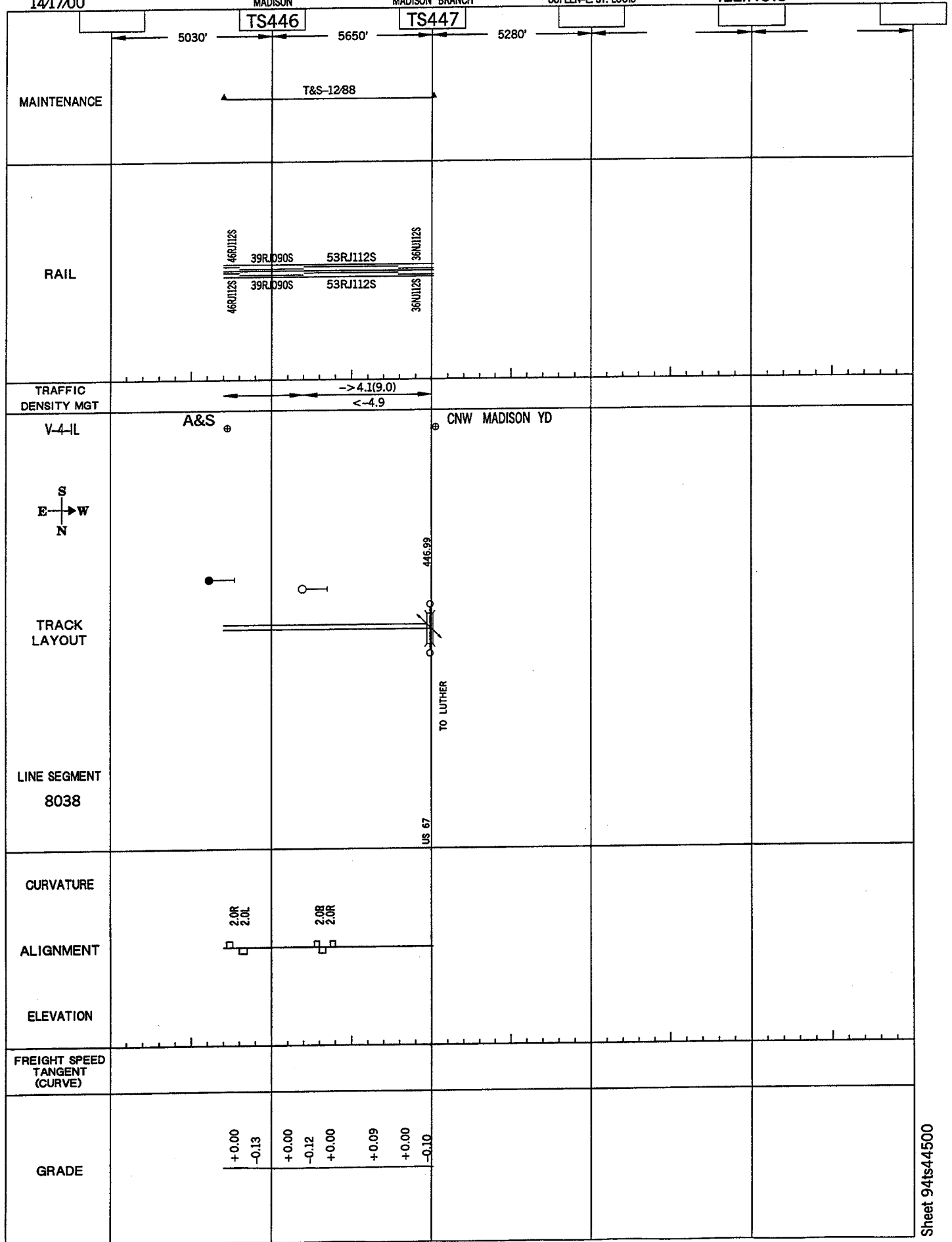
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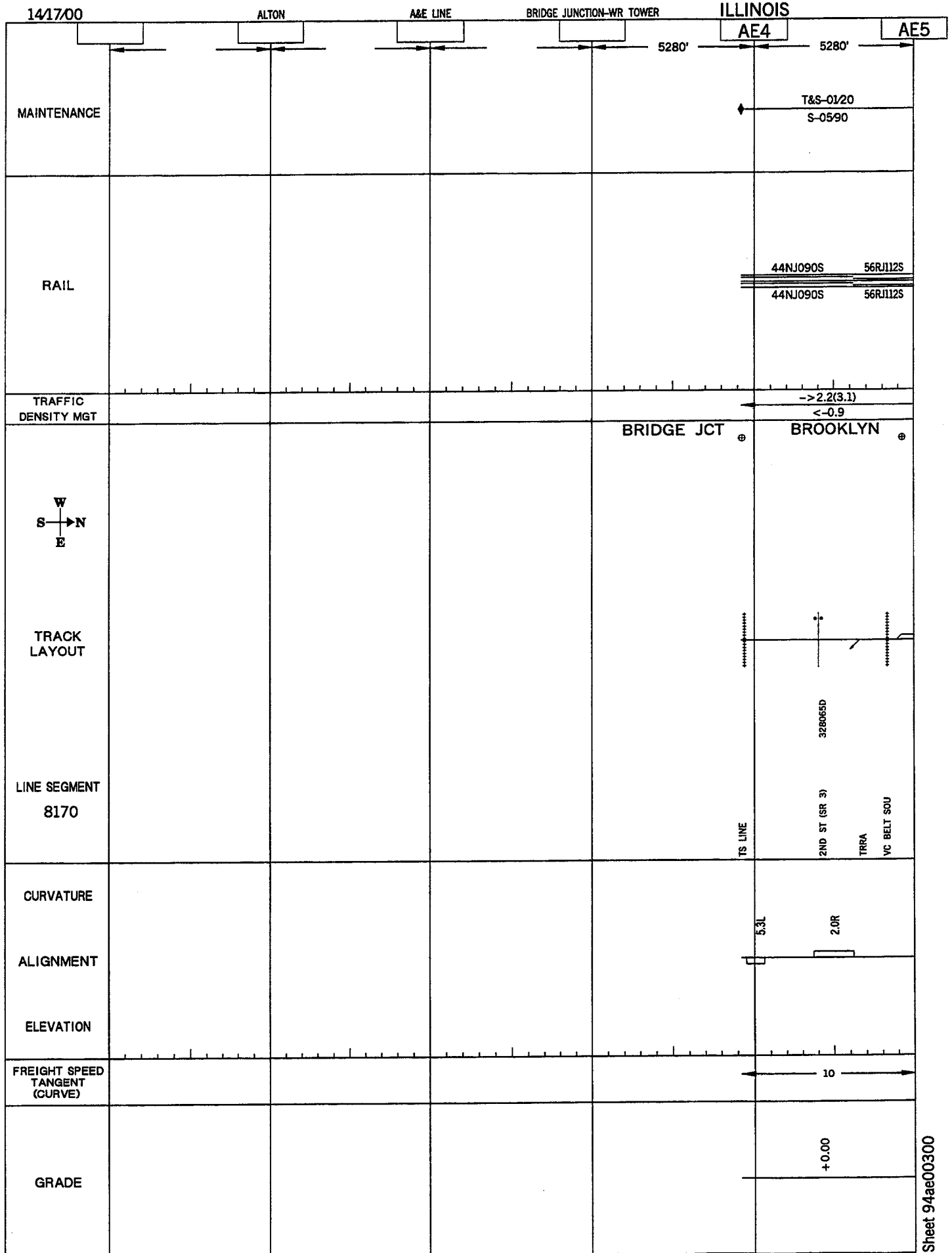
MADISON

MADISON BRANCH

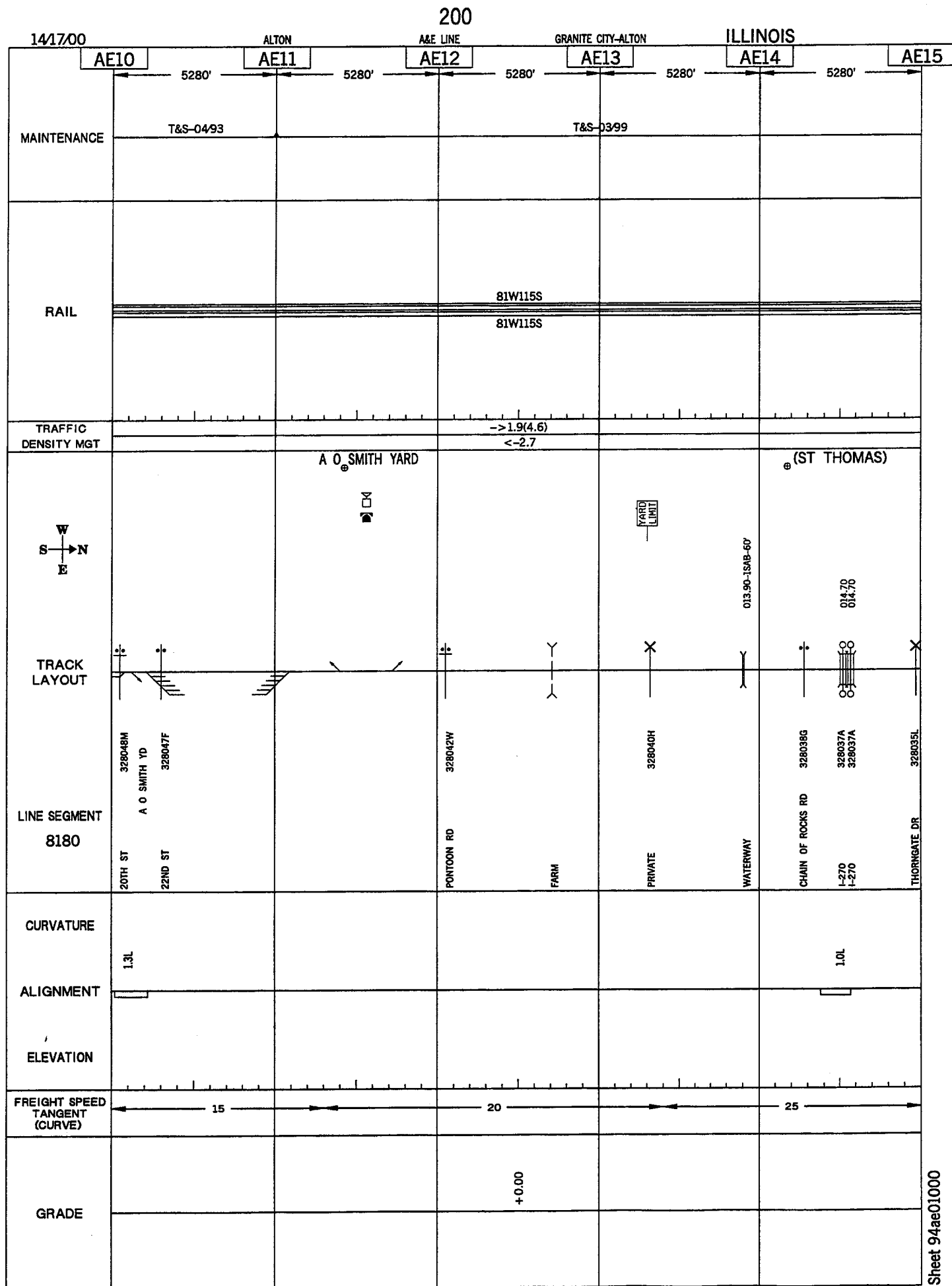
COFEEN-E. ST. LOUIS

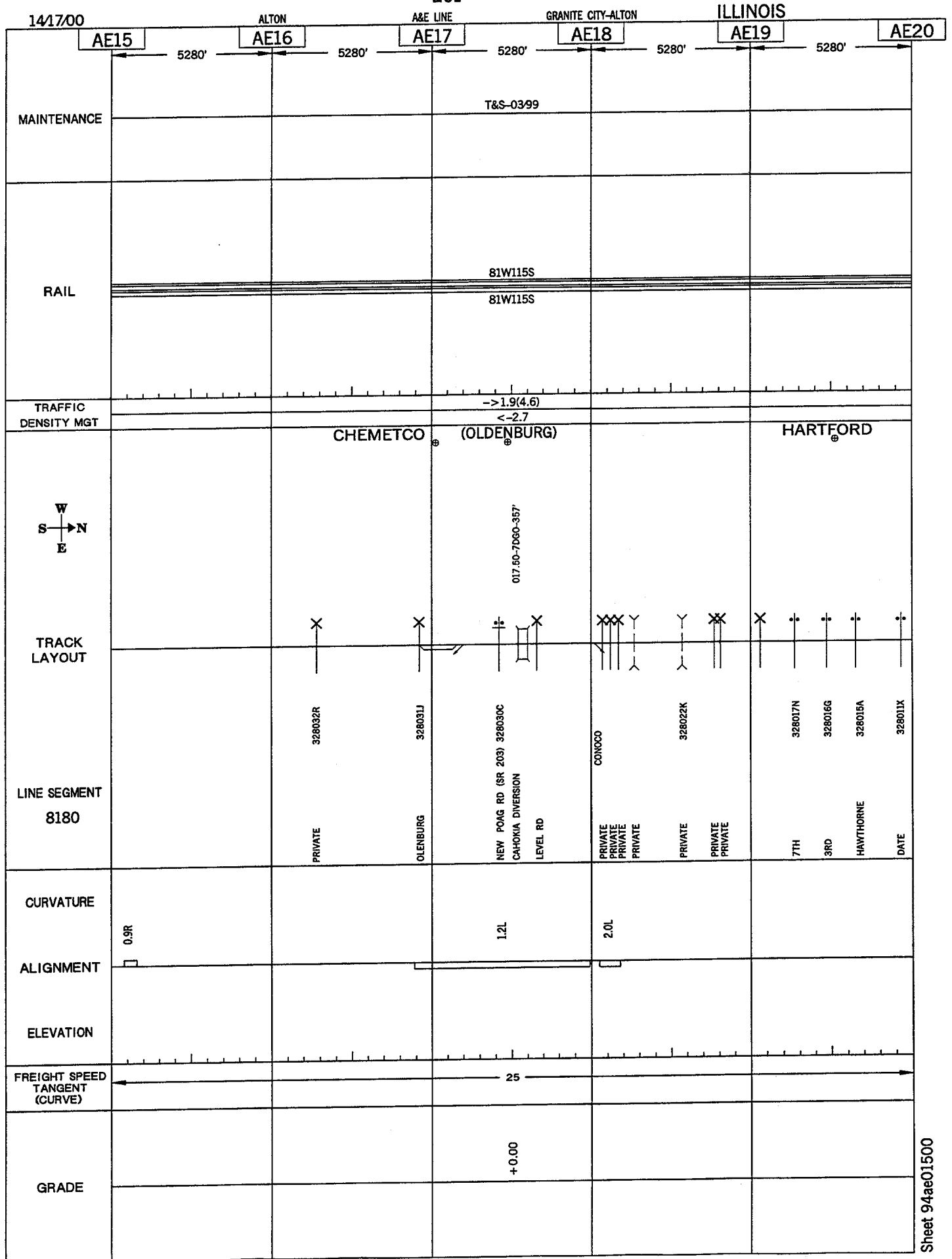
ILLINOIS





Sheet 94ae00500





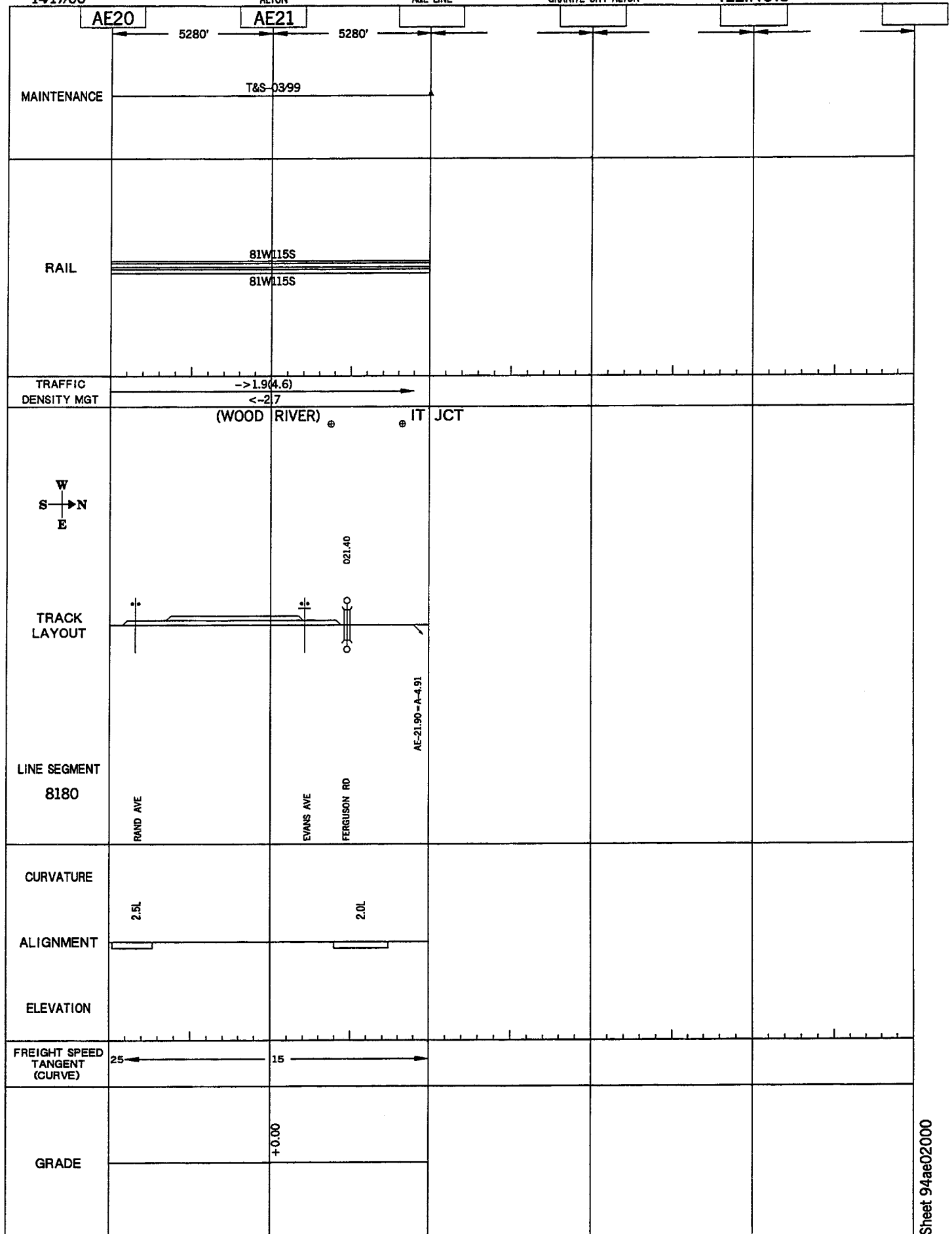
141700

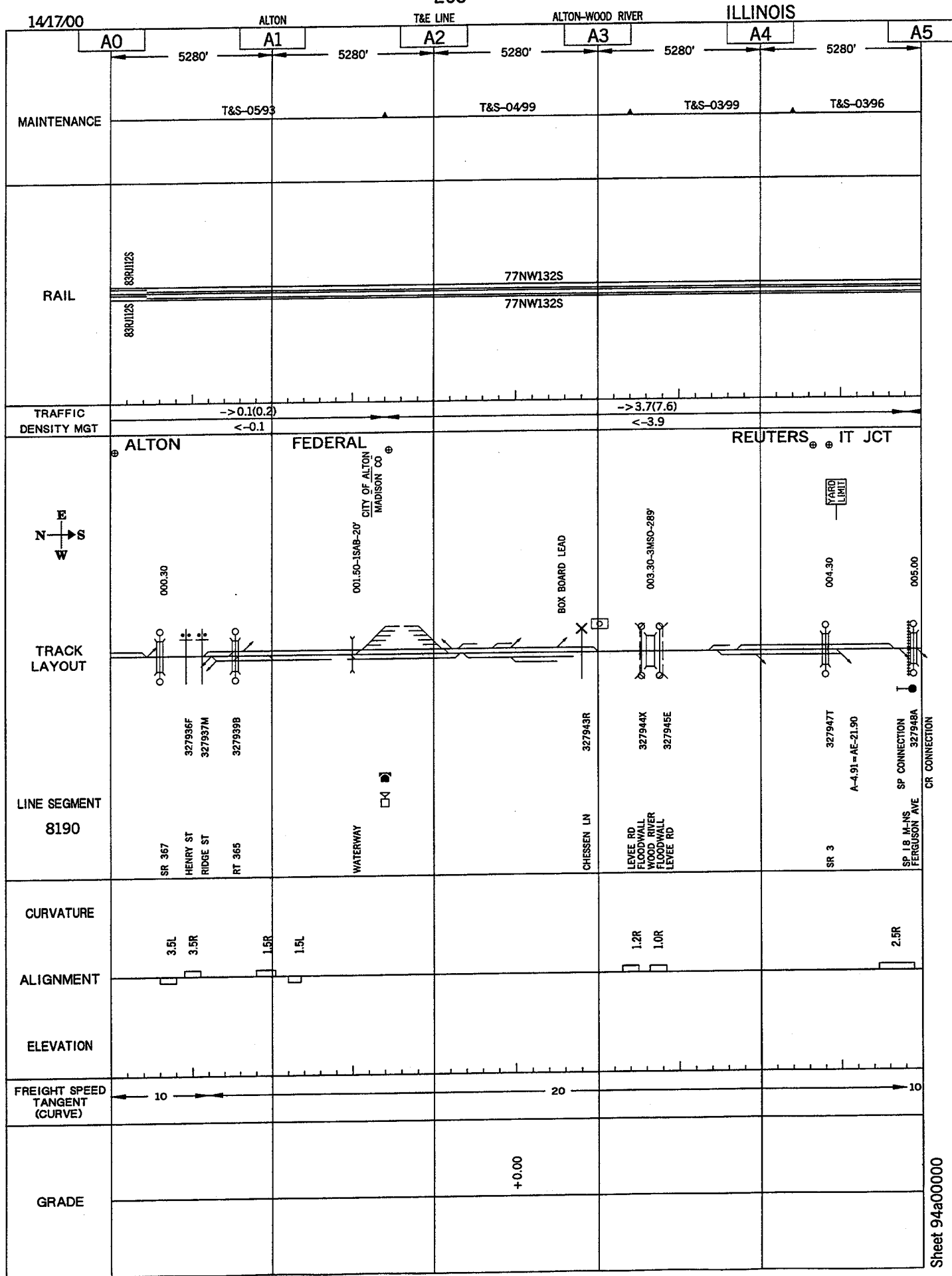
ALTON

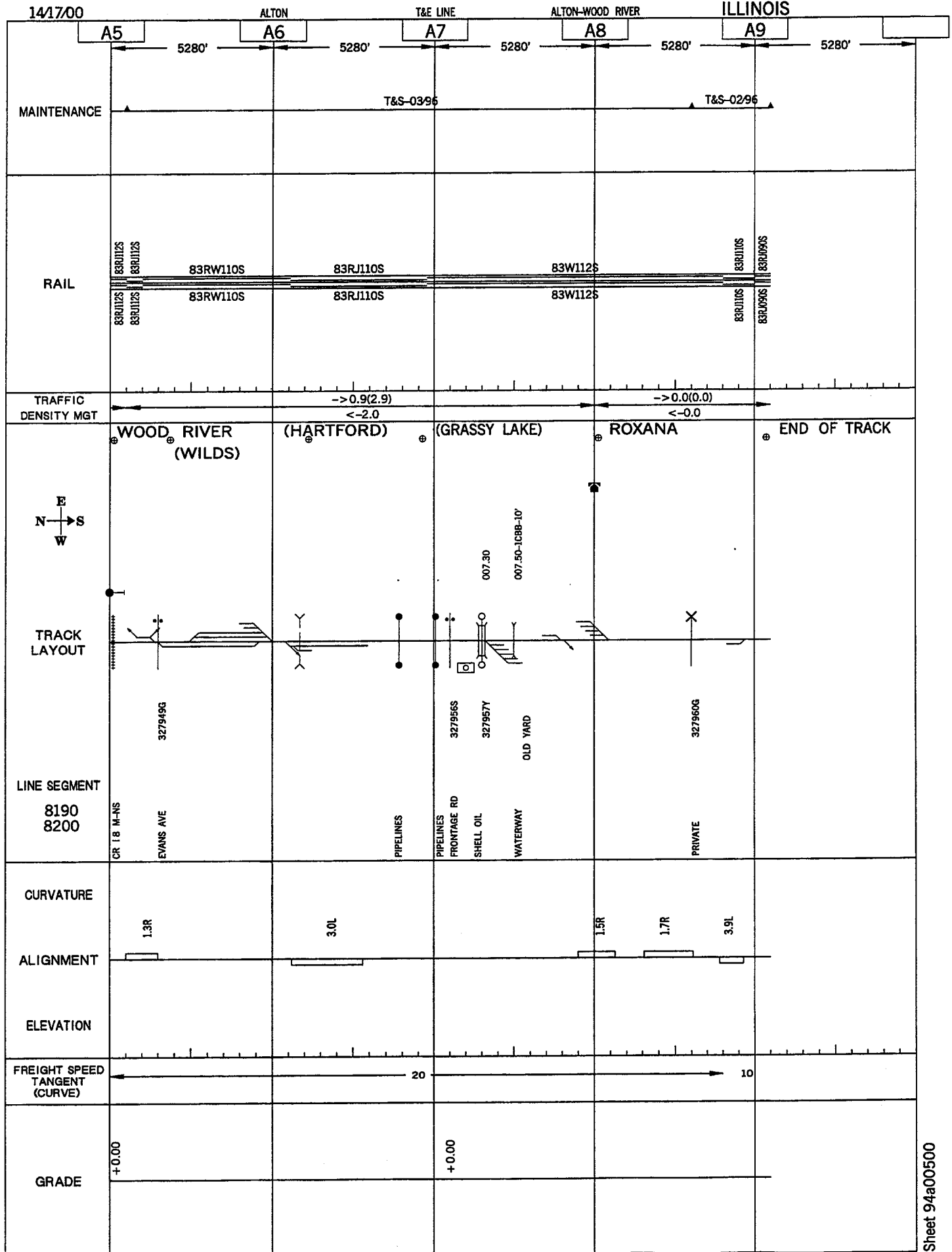
A&E LINE

GRANITE CITY-ALTON

ILLINOIS







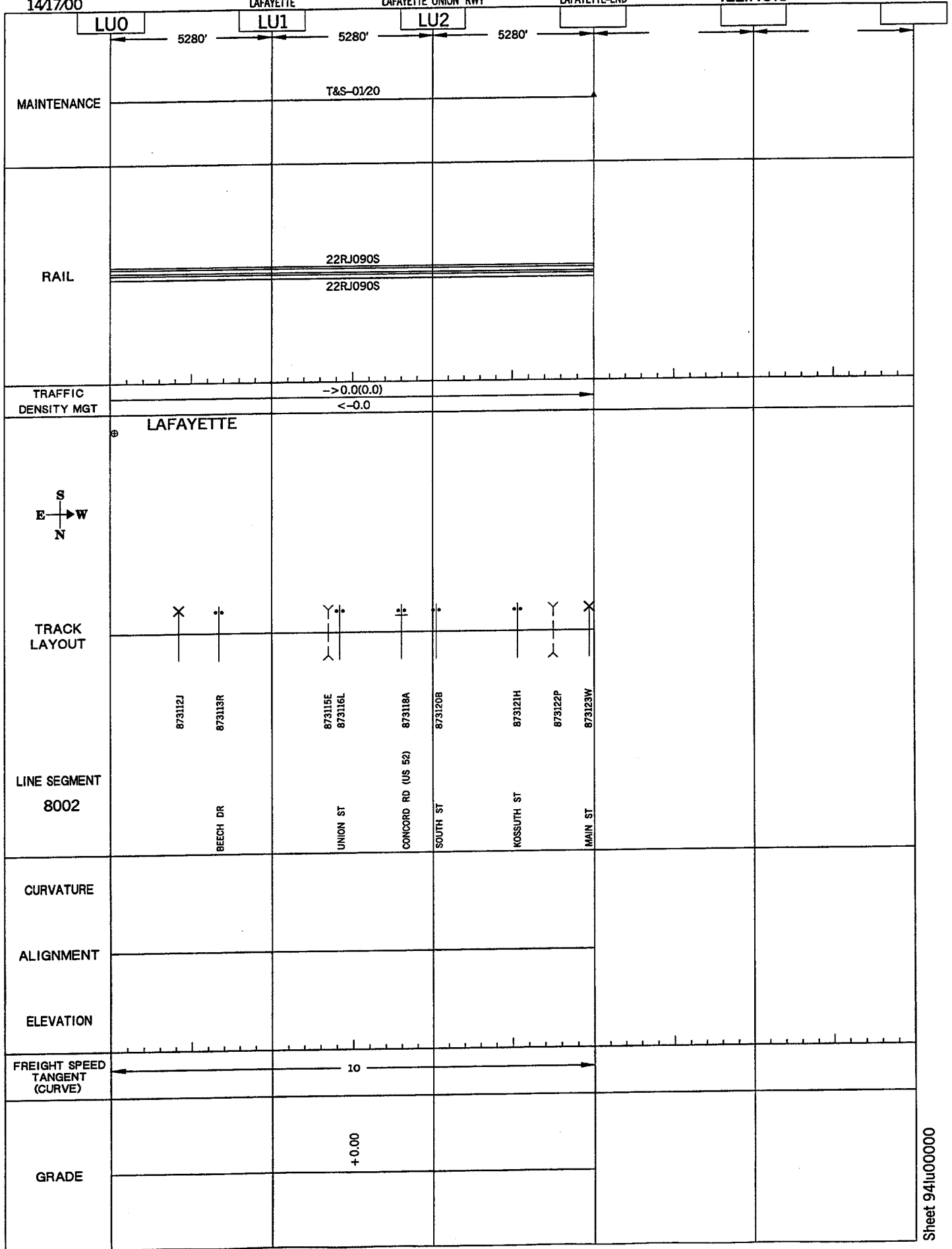
1417/00

LAFAYETTE

LAFAYETTE UNION RWY

LAFAYETTE-END

ILLINOIS



14/17/00

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M466

M467

M468

M469

M470

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20
S-09/94T&S-08/79
S-09/94

RAIL

75RJ100S
75RJ100S75W100S
75W100S84W132S
84W132STRAFFIC
DENSITY MGT-> 1.0(2.0)
<- 1.0-> 0.1(0.2)
<- 0.1

V-8-IL



BLUFFS

M-466.03 = DH-466.04

466.66-1160-60'

468.18-3160-107'

SCOTT CO
MORGAN COTRACK
LAYOUT

479486F

479487M

479488U

479490V

479491C

479492J

LINE SEGMENT
8150WOLF RUN
NAPLES RDWATERWAY
PRIVATE

TR 1

TR 79

CURVATURE

1.0R

2.0R

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.00

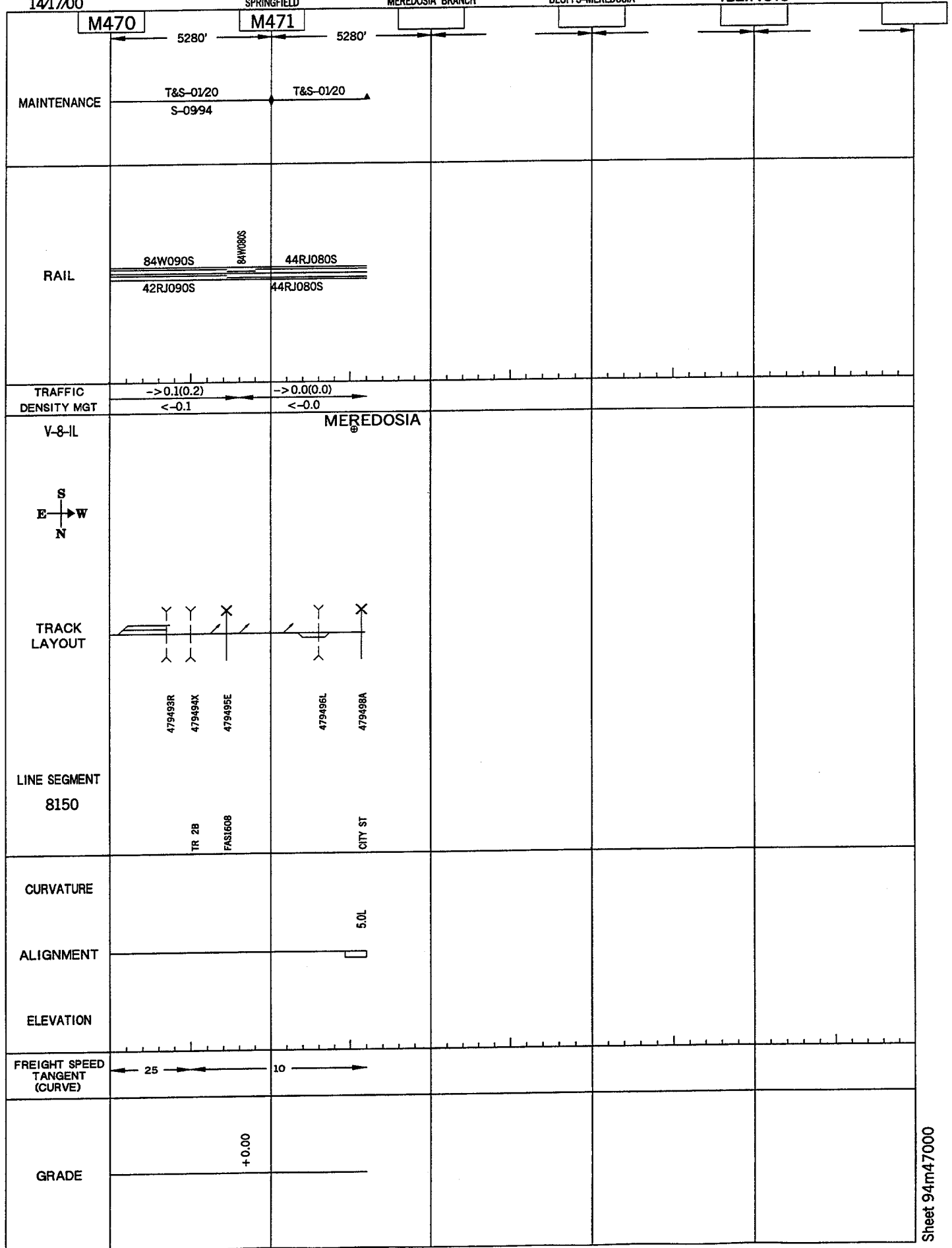
1417/00

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS



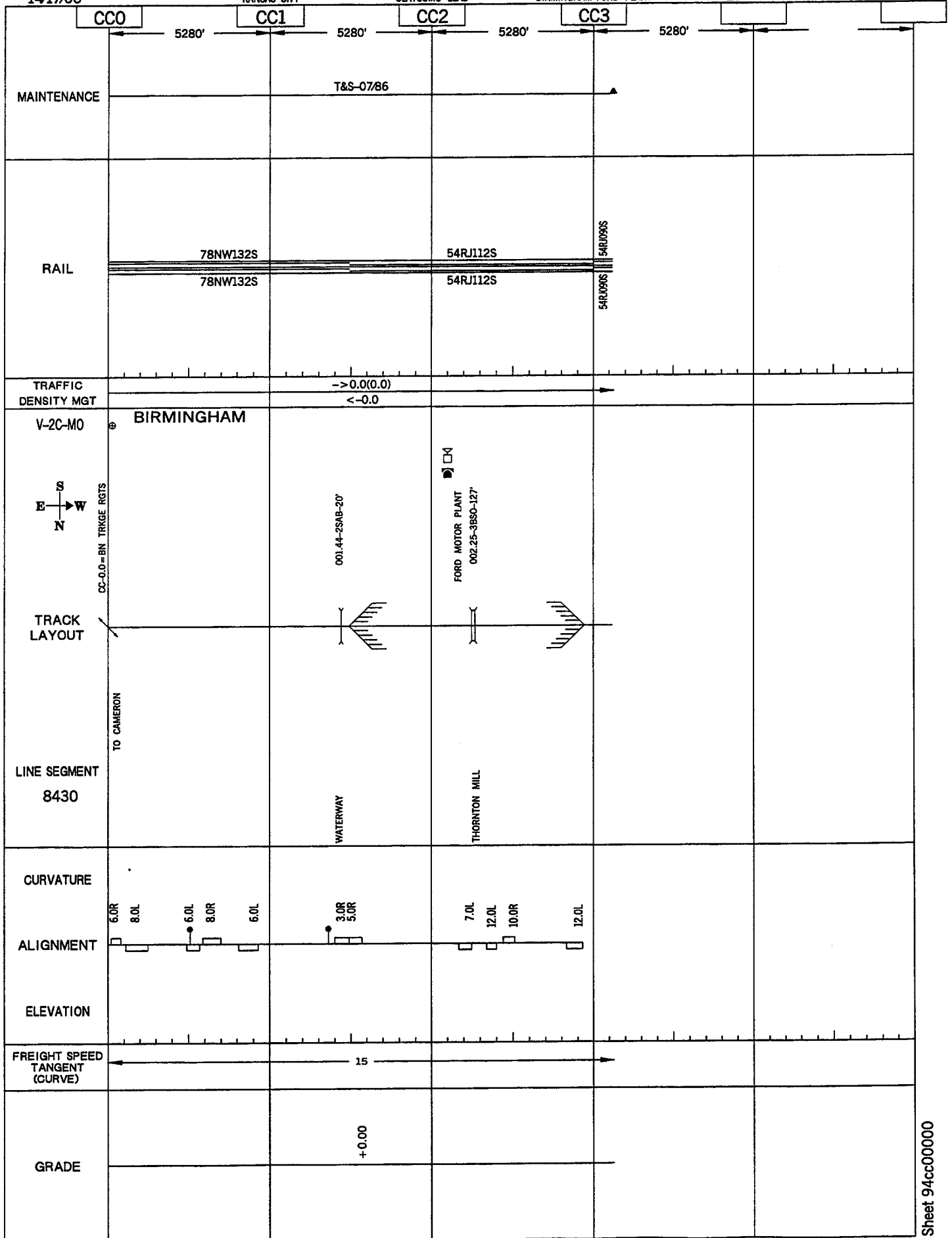
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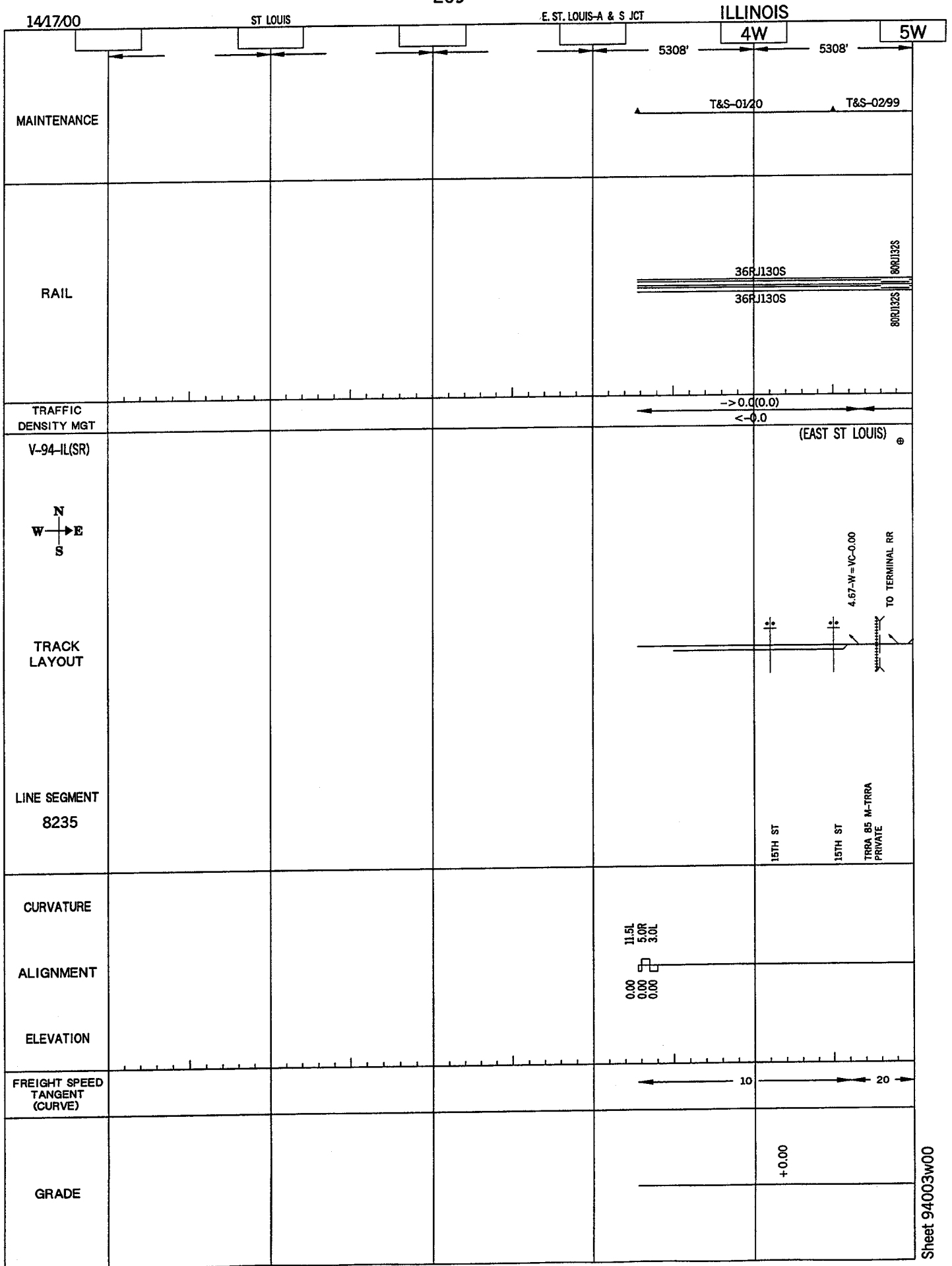
KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



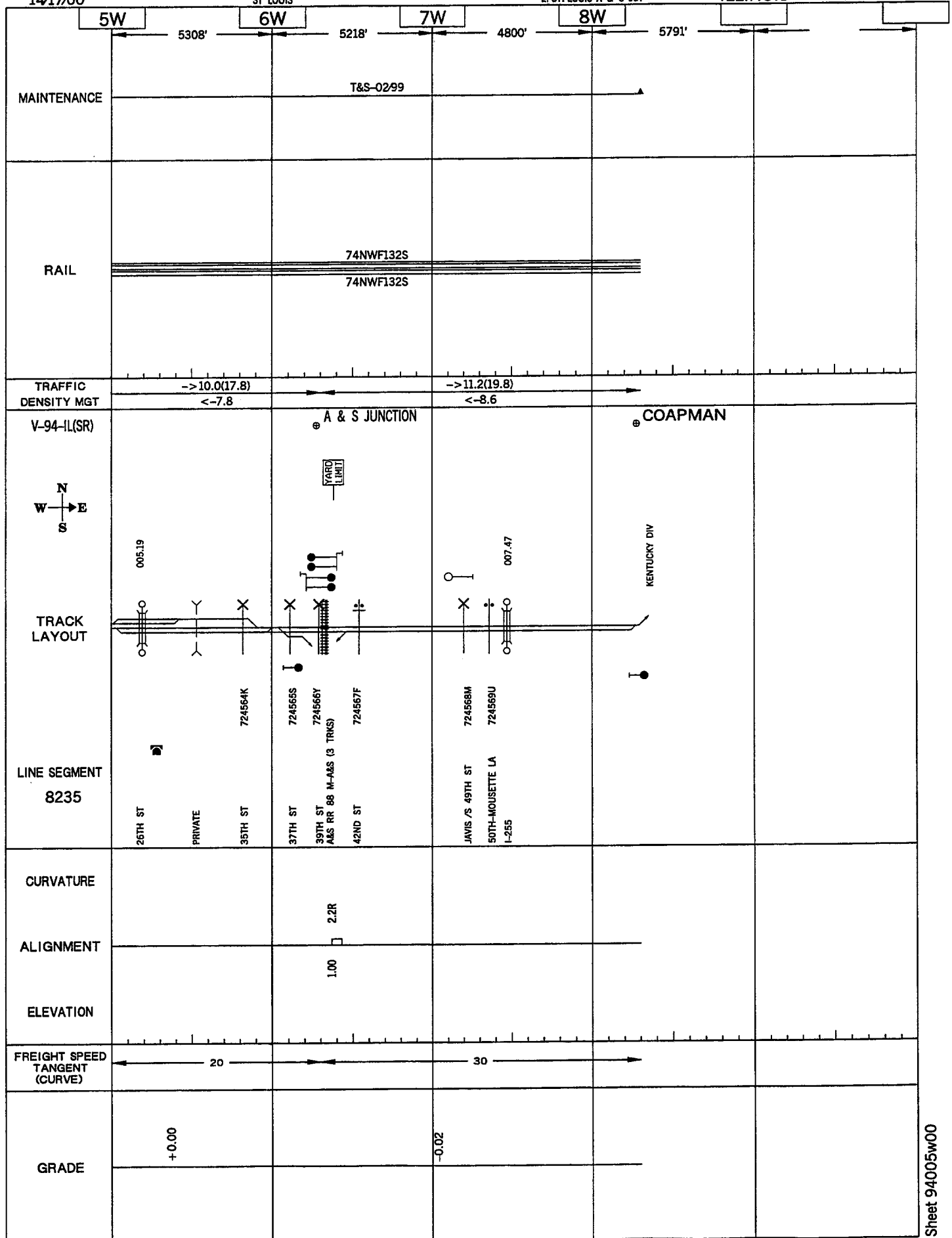


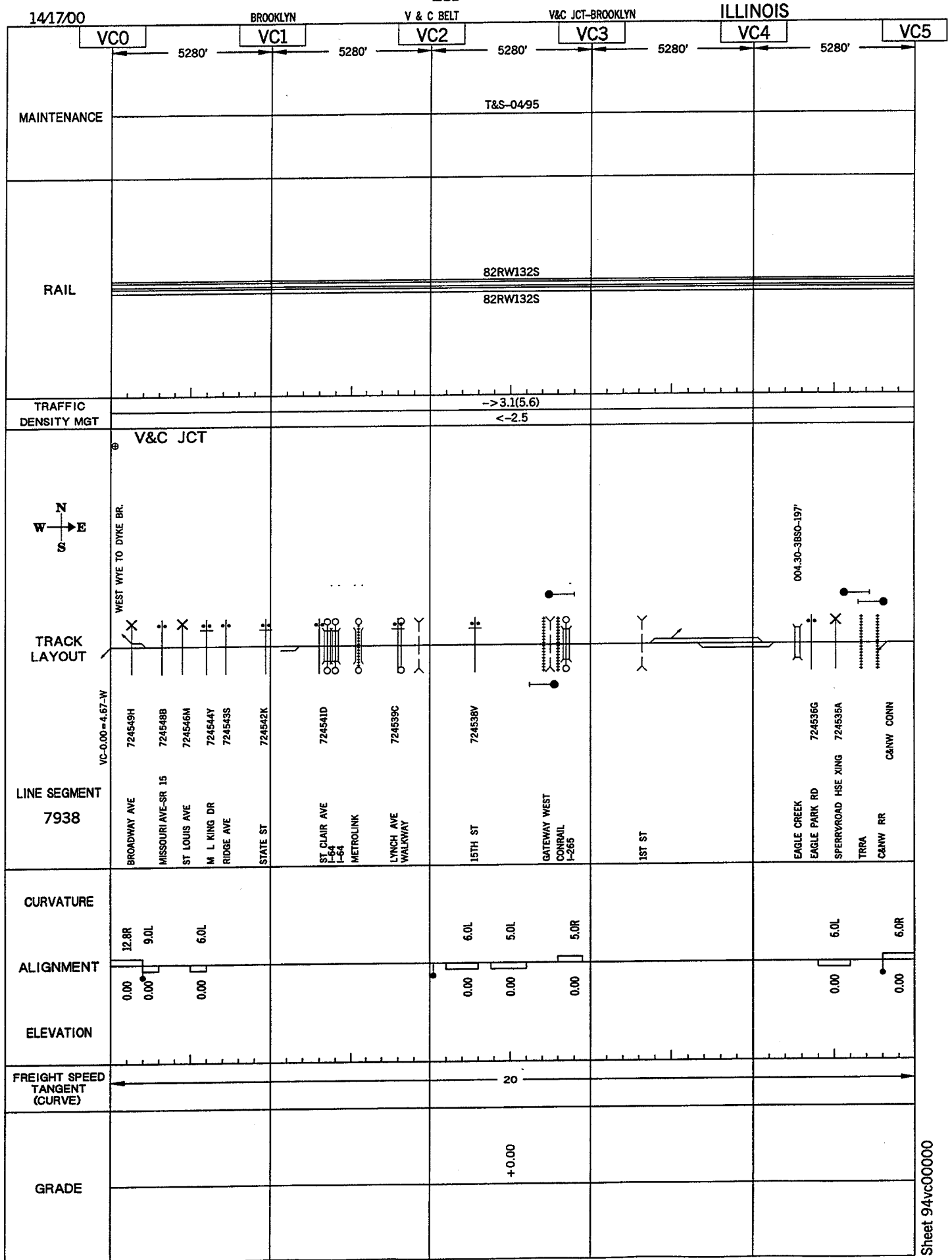
1417/00

ST LOUIS

E. ST. LOUIS-A & S JCT

ILLINOIS





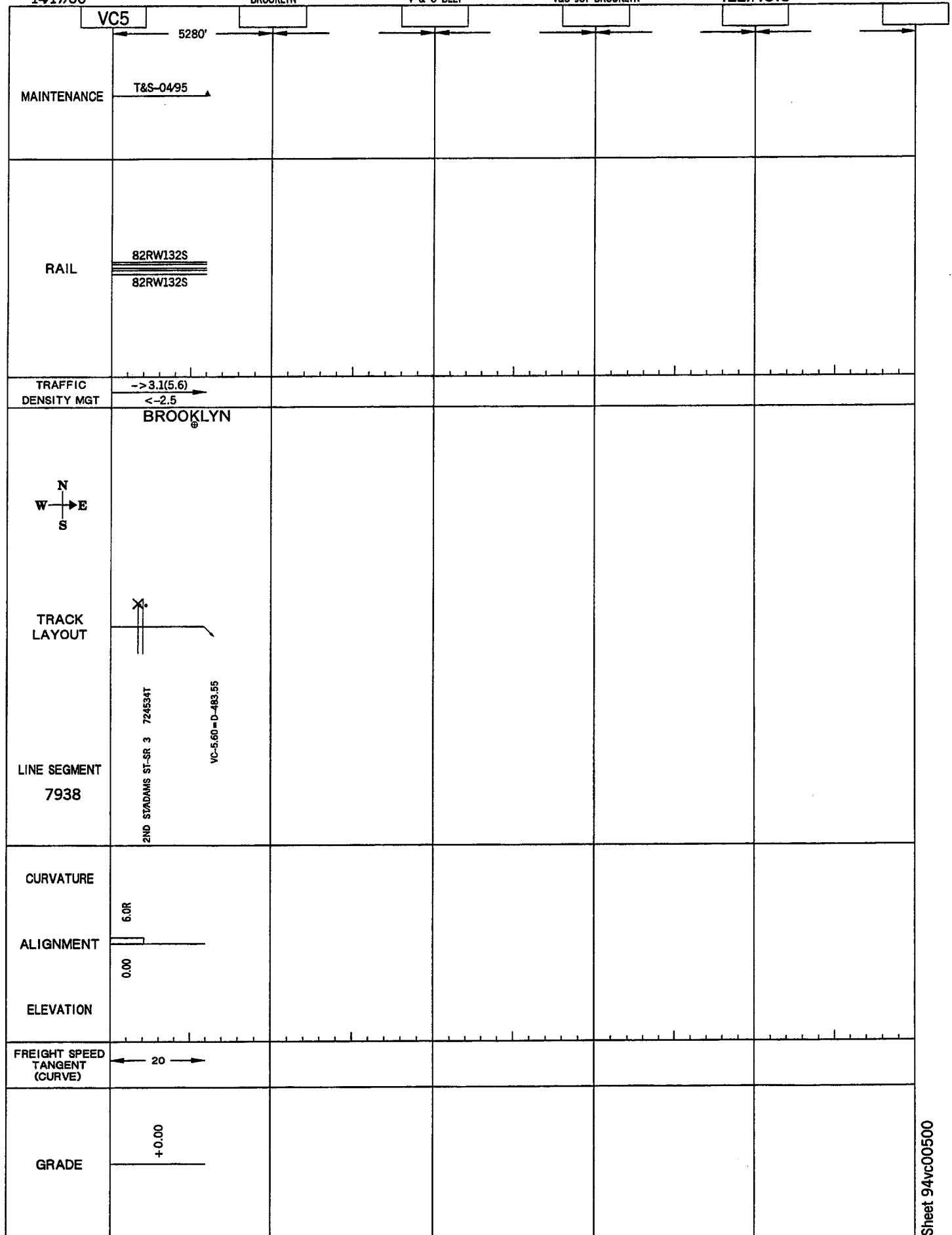
14/17/00

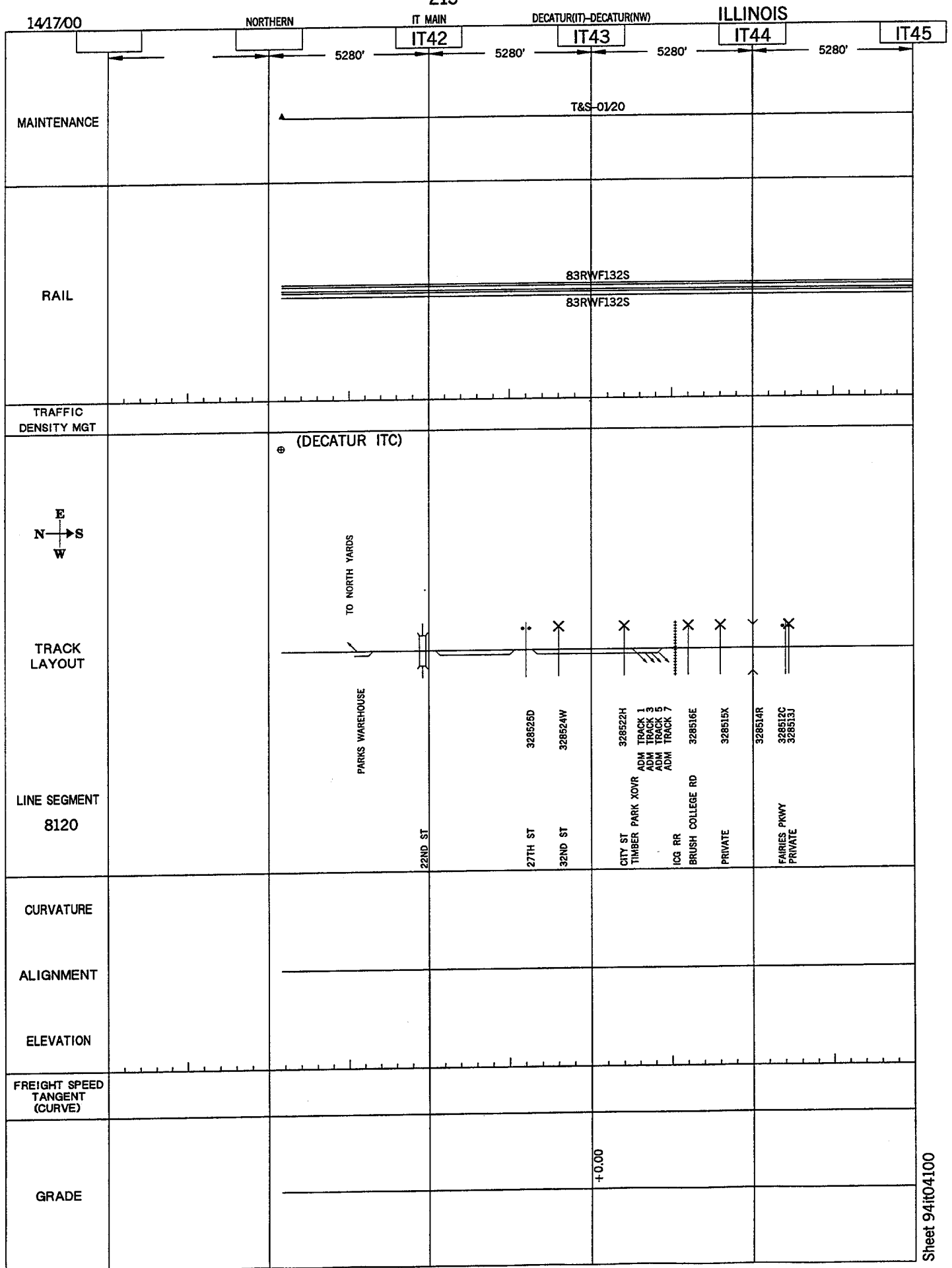
BROOKLYN

V & C BELT

V&C JCT-BROOKLYN

ILLINOIS





141700

NORTHERN

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT45	5280'				
MAINTENANCE					
RAIL	<div data-bbox="322 510 426 573"> 83RWF132S 83RWF132S </div>				
TRAFFIC DENSITY MGT					
<div data-bbox="194 856 277 940"> </div> <div data-bbox="189 1060 280 1108">TRACK LAYOUT</div> <div data-bbox="165 1287 302 1354">LINE SEGMENT 8120</div>	<div data-bbox="346 751 492 787">(DECATUR)</div> <div data-bbox="426 1161 449 1291">IT-45.45=D-372.41</div>				
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE	+0.00				

14/17/00

LAFAYETTE

COVINGTON BRANCH

ATTICA-END

ILLINOIS

CB277

CB278

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

50RJ132S

50RJ090S

50RJ132S

50RJ090S

TRAFFIC
DENSITY MGT

V-3A-IN

S
E → W
N

TRACK
LAYOUT

277.69-1WTO-15'

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
SYCAMORE ST

CURVATURE

ALIGNMENT

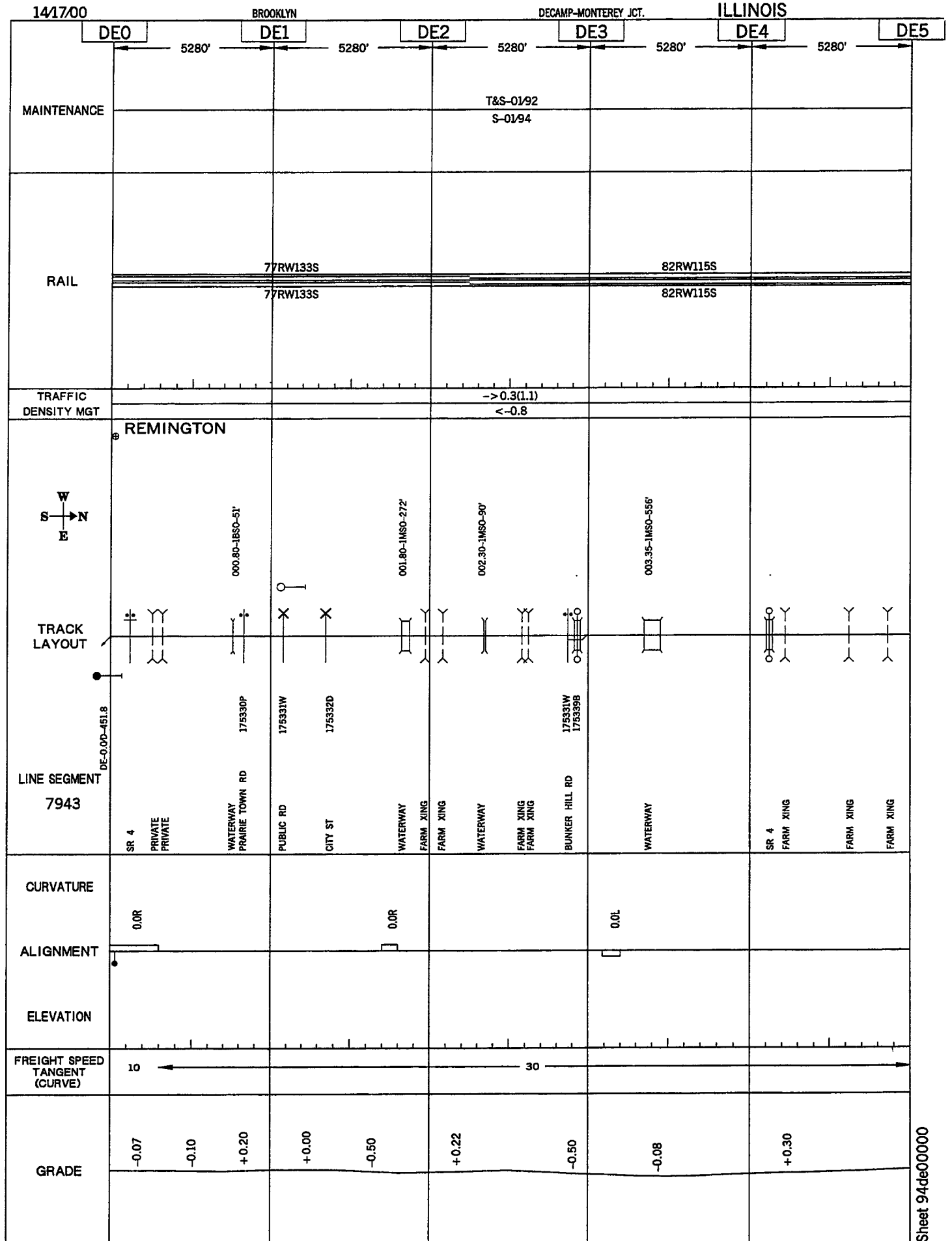
ELEVATION

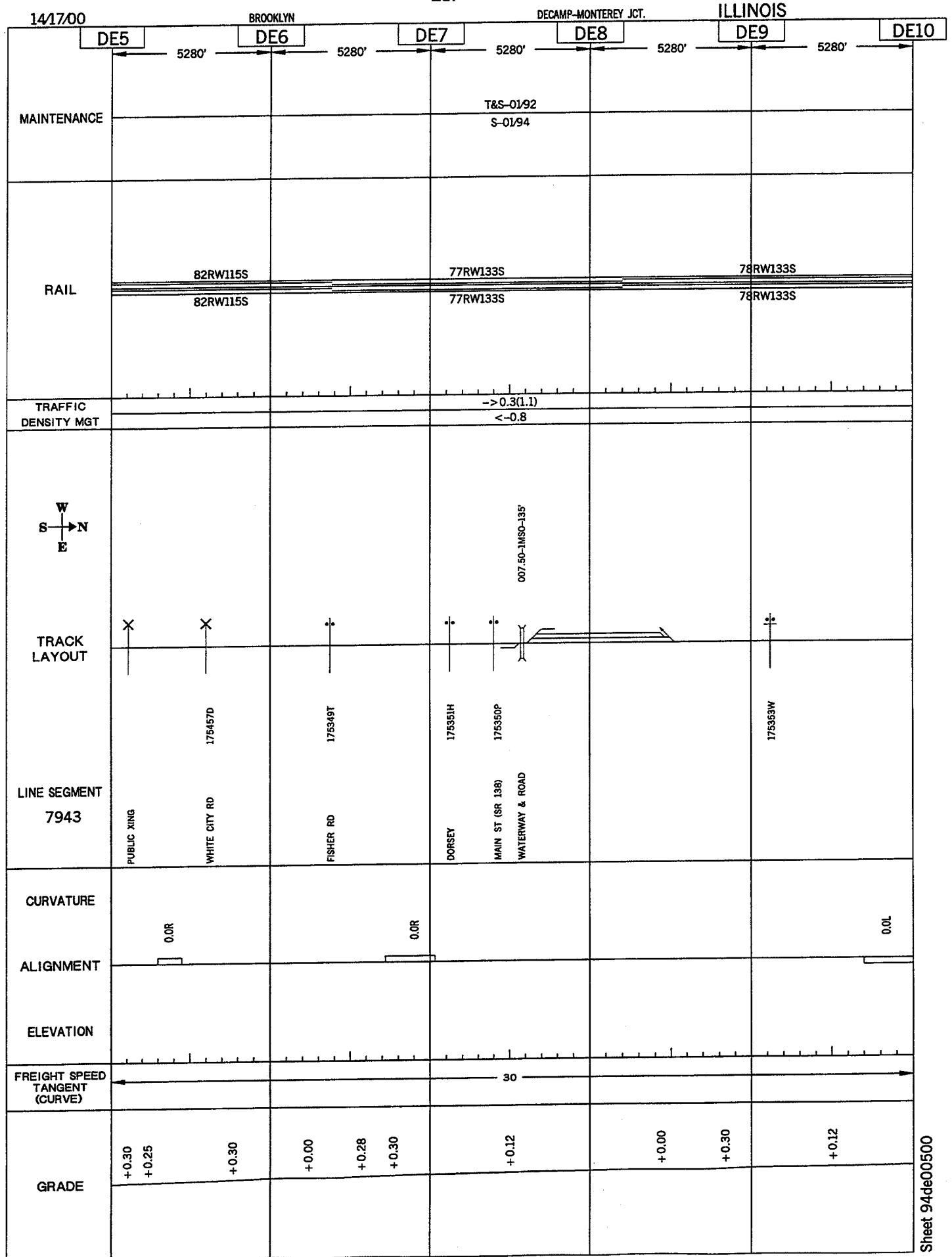
FREIGHT SPEED
TANGENT
(CURVE)

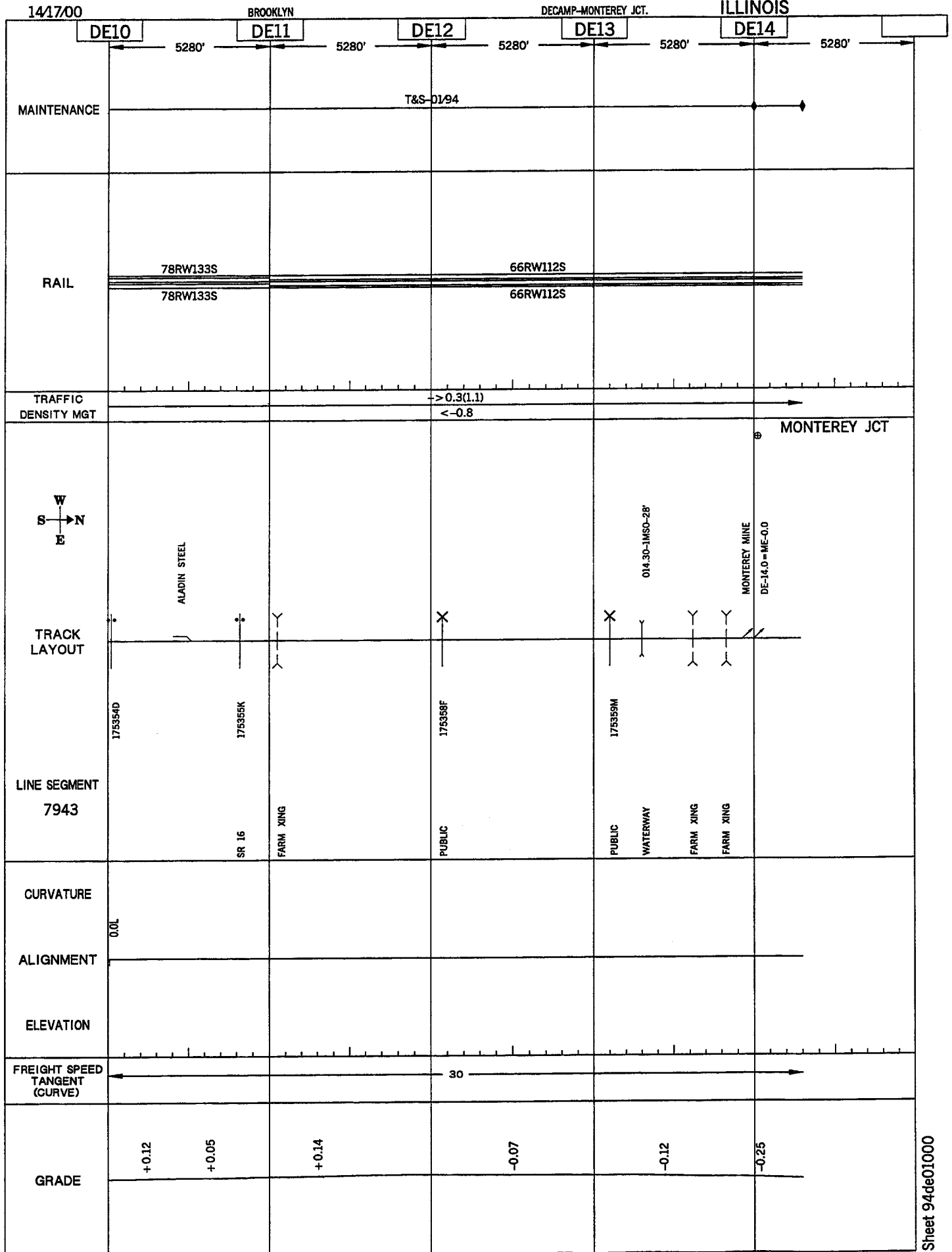
10

GRADE

+0.00





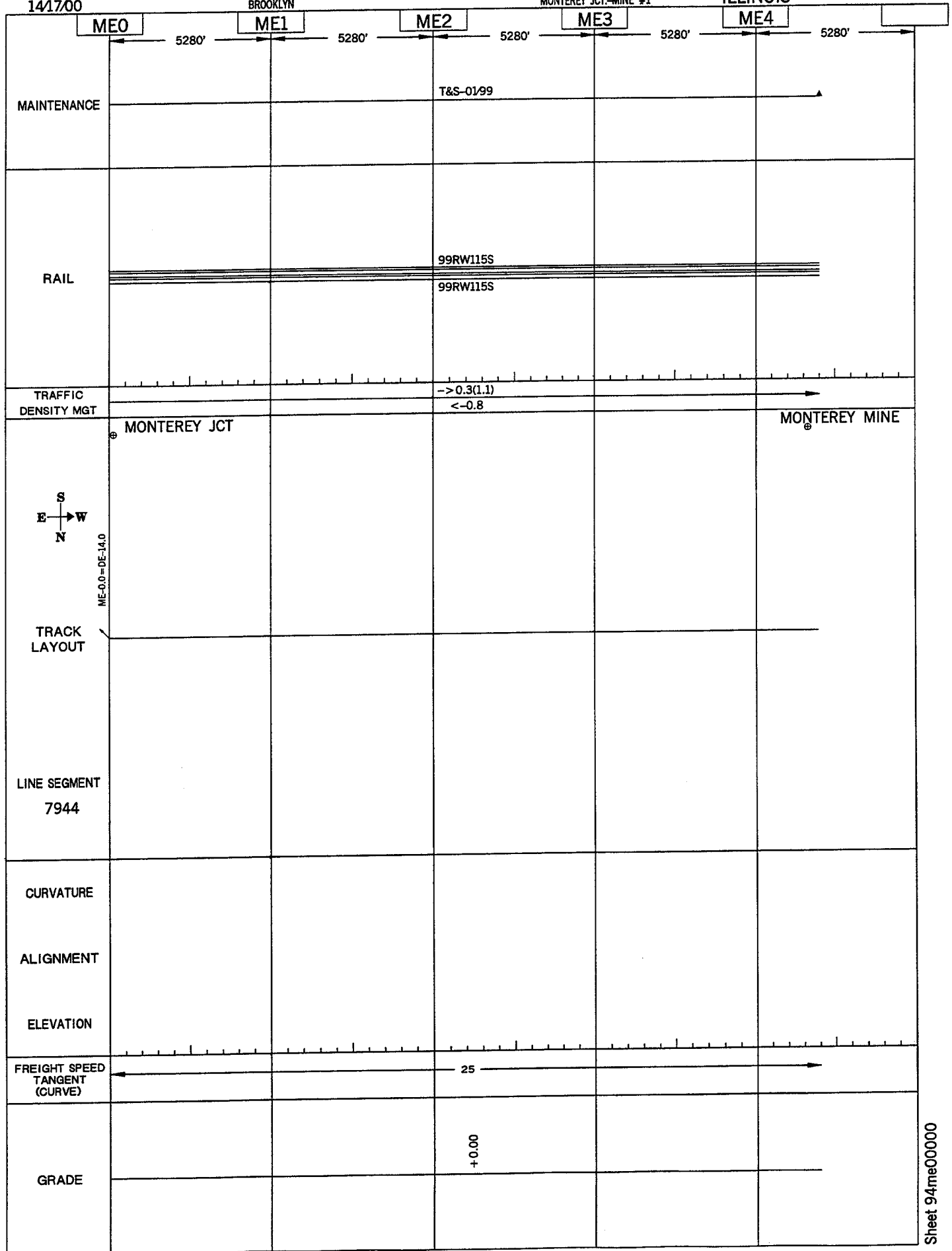


1417/00

BROOKLYN

MONTEREY JCT.-MINE #1

ILLINOIS



220

141700

NORTHERN

IT BELT

IT BELT

ILLINOIS

BL5

5280'

MAINTENANCE

RAIL

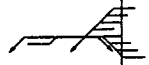
20RJ056S
20RJ056S

TRAFFIC
DENSITY MGT

(NORTH JCT)

E
N—+—S
W

TRACK
LAYOUT



LINE SEGMENT
8214

TO WABIC

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+ 0.00

Sheet 94b/00400

1417/00

NORTHERN

IT BELT

IT BELT

ILLINOIS

	BL5	BL6				
	5280'	5280'				
MAINTENANCE	T&S-01/20					
RAIL	20RJ056S 20RJ056S					
TRAFFIC DENSITY MGT						
<div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div>						
TRACK LAYOUT						
LINE SEGMENT 8214						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE	+0.00					


1417/00

SPRINGFIELD

SPRINGFIELD BELT

SPRINGFIELD BELT

ILLINOIS

	SB0	SB1	SB2	SB3	SB4	
	5280'	5280'	5280'	5280'	5280'	
MAINTENANCE			T&S-01/20			
RAIL			20RJ056S			
			20RJ056S			
TRAFFIC DENSITY MGT						
V-6-OH						
						
TRACK LAYOUT						
LINE SEGMENT 8218	15TH ST 328455R	YALE BLVD 11TH ST 328453C 328454J		MAIN WATER PRIVATE BROADWAY ST 328485H 328486P 328487W 328488D	JASPER ST 328489K	MONROE ST WOODFORD ST CLEAR LAKE AVE 328465D 328490E 328467K
CURVATURE						
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. (Original NS System)
 or
 Old Division name, and From-To station names. (Original NS System)
 or
 RDBR, Line Name, From-To station names. (Original CR System)
 or
 District, Line Name, From-To station names. (Shared Asset)
- 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.
 To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

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.
 To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

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) 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: Owning 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 LETTER CODES

N	New rail
R	Relay rail
W	Welded rail
J	Jointed rail
F	Field welded rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

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, Signal, Communications 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 system 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.

