

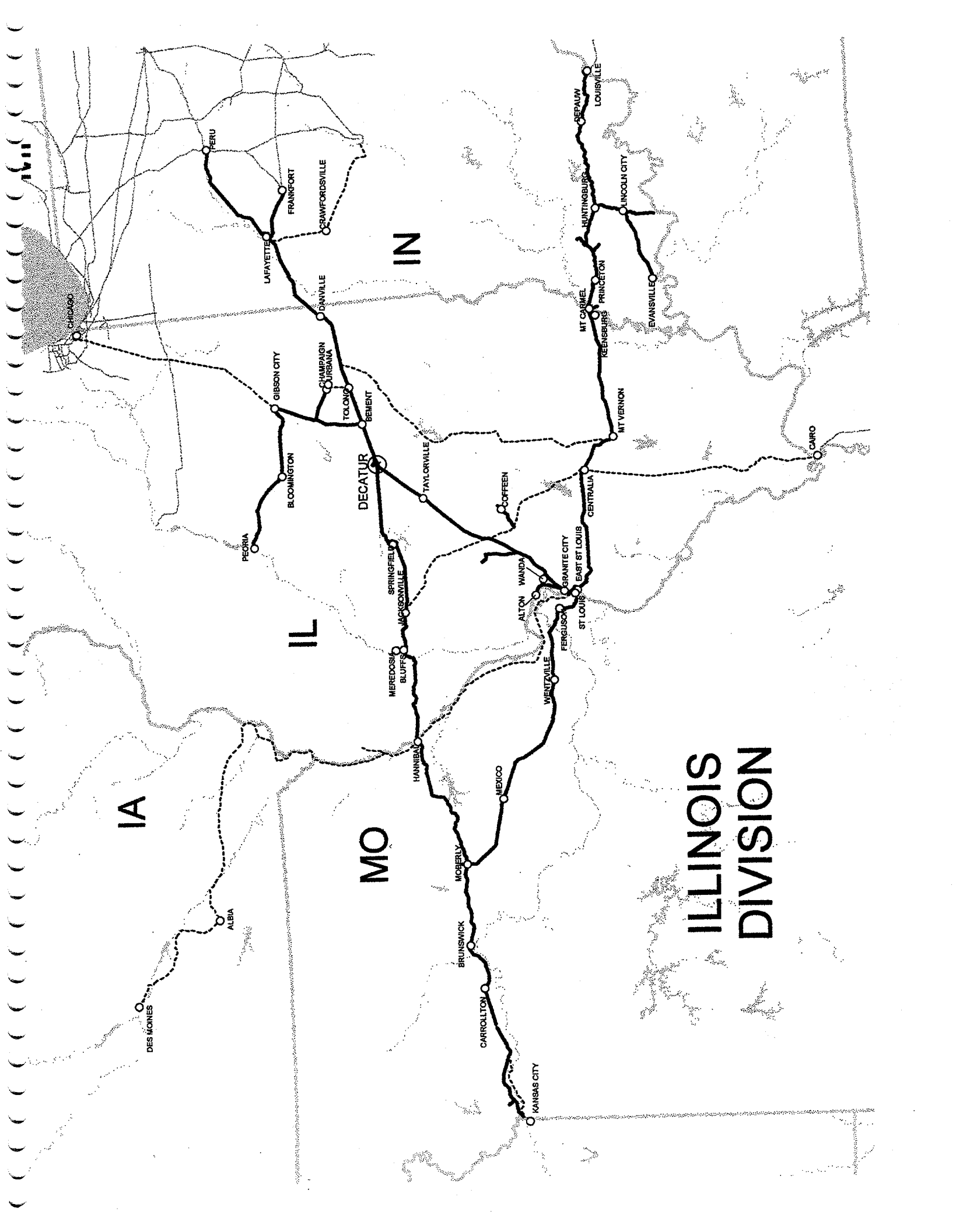


®

**NORFOLK
SOUTHERN**

Illinois Division

2001



ILLINOIS DIVISION

MO

IL

IN

IA

KANSAS CITY

CARROLLTON

BRUNSWICK

MOBERLY

MEXICO

HANNIBAL

MEREDOSIA
BLUFFS

JACKSONVILLE

SPRINGFIELD

DECATUR

TAYLORVILLE

BERMONT

CHAMPAIGN
URBANA

TOLONO

GIBSON CITY

PEORIA

BLOOMINGTON

LAFAYETTE

FRANKFORT

CRAWFORDSVILLE

DANVILLE

DEPAUL

LOUISVILLE

HUNTINGBURG

MT CARMEL

KEENSBURG

PRINCETON

EVANSVILLE

MT VERNON

CENTRALIA

EAST ST LOUIS

ST LOUIS

GRANITE CITY

WENTZVILLE

ALTON

WANDA

COFFEEN

CAIRO

CHICAGO

PERU

ALBA

DES MONIES

2001 CHANGES

A NUMBER OF CHANGES HAVE TAKEN PLACE WHICH WILL AFFECT THE LOOK AND PRESENTATION OF THIS BOOK.

(1) THE FIRST PHASE OF A NEW GIS (*GEOGRAPHICAL INFORMATION SYSTEM*) BASED PLATFORM FOR CREATING THE TRACK CHART DIAGRAMS IS NOW IN PLACE. IT WILL LOOK VERY SIMILAR TO THE PREVIOUS SYSTEM BUT WILL ALLOW US TO INCORPORATE NEW FEATURES AND FLEXIBILITY IN FUTURE VERSIONS.

(2) PREVIOUS TRACK CHARTS HAVE BEEN CREATED FROM DATA FILES MAINTAINED BY ENGINEERING SYSTEMS. BEGINNING WITH THE 2001 BOOKS ONLY THE TRACK LAYOUT SECTION (CENTER PORTION OF PAGE) WILL BE GENERATED FROM ENGINEERING SYSTEMS FILES. MOST OF THE REMAINING PORTION OF THE DIAGRAM WILL BE CREATED FROM INFORMATION IN THE NEW CORPORATE DATABASE (CTRK). THIS IS SIGNIFICANT FOR THE FOLLOWING REASONS:

- QUESTIONS, UPDATE AND CORRECTION INFORMATION RELATED TO CTRK INFORMATION SHOULD NOT BE SENT TO ENGINEERING SYSTEMS. PLEASE REFER TO THE OPPOSITE PAGE FOR CONTACT SOURCES FOR THESE ITEMS.
- TIMETABLE OPERATING SPEEDS WILL CONTINUE TO BE DISPLAYED AS BEFORE. HOWEVER, SPEED RESTRICTIONS (OTHER THAN CURVE) WHICH COVER A RANGE WILL BE DISPLAYED AS THE OPERATING SPEED. ALSO, SPEEDS WILL NOW BE DISPLAYED FOR BOTH MAINS IN DOUBLE TRACK TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)
- CURVE SPEEDS WILL NOW BE DISPLAYED FOR EACH INDIVIDUAL CURVE (RATHER THAN FOR A RANGE) AND WILL DISPLAY FOR BOTH TRACKS IN DOUBLE MAIN TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)

NOTE: CURVES ON SECOND MAIN TRACK WILL CONTINUE TO BE A COPY OF THE FIRST MAIN. THE ABILITY TO DISPLAY SECOND MAIN CURVES WILL BE INCORPORATED AS SOON AS POSSIBLE.

THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY

THIS BOOK IS PREPARED AND PUBLISHED BY THE OFFICE OF ENGINEERING SYSTEMS-ATLANTA AND IS BASED ON INFORMATION CONTAINED IN TWO DISTINCT DATABASE SOURCE FILES, (1) THE ENGINEERING SYSTEMS DATA FILE AND (2) THE CORPORATE TRACK DATABASE FILE (CTRK).

ENGINEERING SYSTEMS DATABASE:

ENGINEERING SYSTEMS MAINTAINS A DEPARTMENTAL DATABASE, WHICH IS USED TO GENERATE THE TRACK LAYOUT SECTION OR CENTER PORTION OF THE TRACK CHART DIAGRAM. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS SECTION SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE AS FOLLOWS.

**MAIL: ENGINEERING SYSTEMS
 99 SPRING ST. SW BOX # 139
 ATLANTA, GA 30303**

FAX: (404) 529-1311

MEMO: JCELLIOT PH. 529-1315

CTRK-NS CORPORATE DATABASE:

INFORMATION RELATED TO RAIL, T&S, SURFACING, CURVES, ELEVATION, SPEEDS AND SPEED RESTRICTIONS IS OBTAINED FROM THE CTRK DATABASE. VARIOUS DEPARTMENTS OWN AND MAINTAIN THESE FILES. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THESE RECORDS SHOULD BE DIRECTED AS FOLLOWS:

**RAIL, T&S, SURFACING: MW&S DEPT.
 E.P.HATTEN, ASST. MGR. PROG & SCHD.
 MEMO: EPHATTEN PH. 529-1456**

**CURVES, ELEVATIONS MW&S DEPT
AND CURVE SPEEDS: A.I.PATEL, SYSTEM TRACK ANALYST
 MEMO: AIPATEL PH. 527-2513**

**OPERATING SPEEDS AND TRANSPORTATION DEPT.
SPEED RESTRICTIONS: K.L.RICKS, SYSTEM MGR TRANS.
 MEMO: KLRICKS PH. 529-2298**

ILLINOIS DIVISION

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Mosser - Hannibal	DH	376.50	-	DH 515.49	Springfield	58	
Hannibal - Moberly	H	0.00	-	H 69.85	Hannibal	87	
St. Louis (TRRA) - Moberly	S	3.00	-	S 148.10	St. Louis	101	
Moberly -Kansas City	S	148.10	-	S 274.83	Kansas City	130	
Gibson City - Farmdale	SP	340.00	-	SP 410.77	Peoria	156	
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Frankfort - Layfayette	SP	234.70	-	SP 259.00	Peoria	185	
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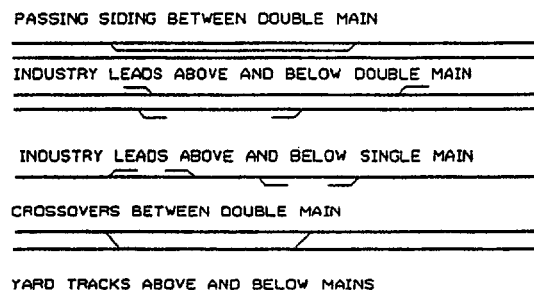
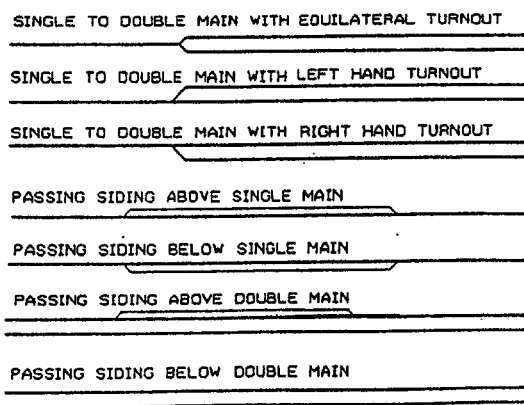
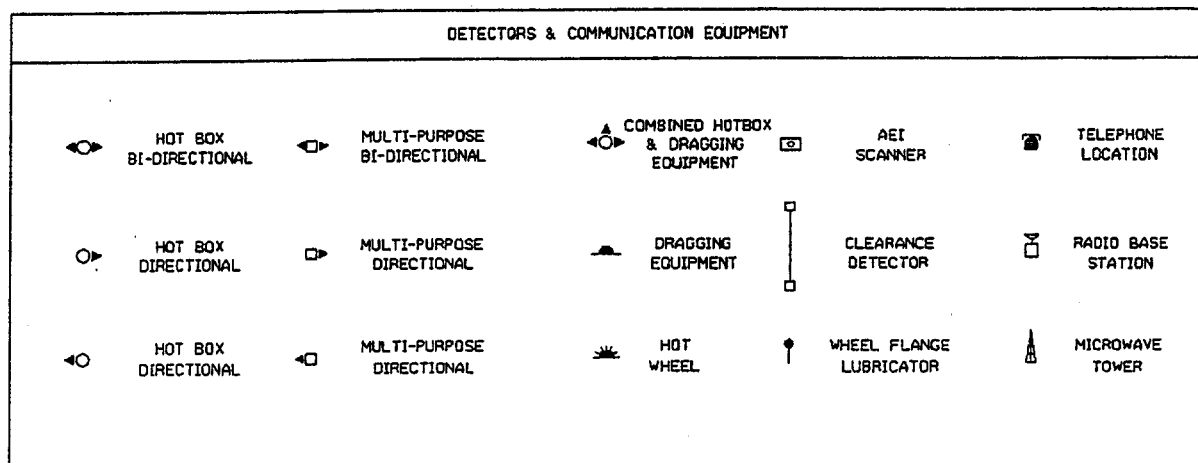
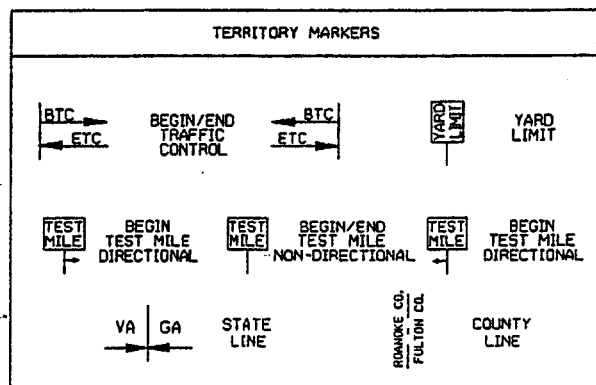
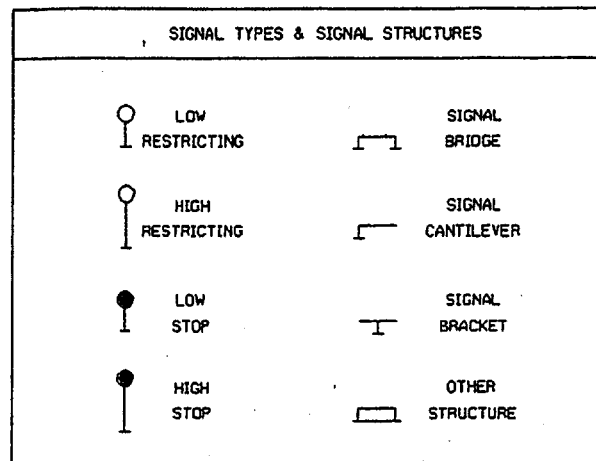
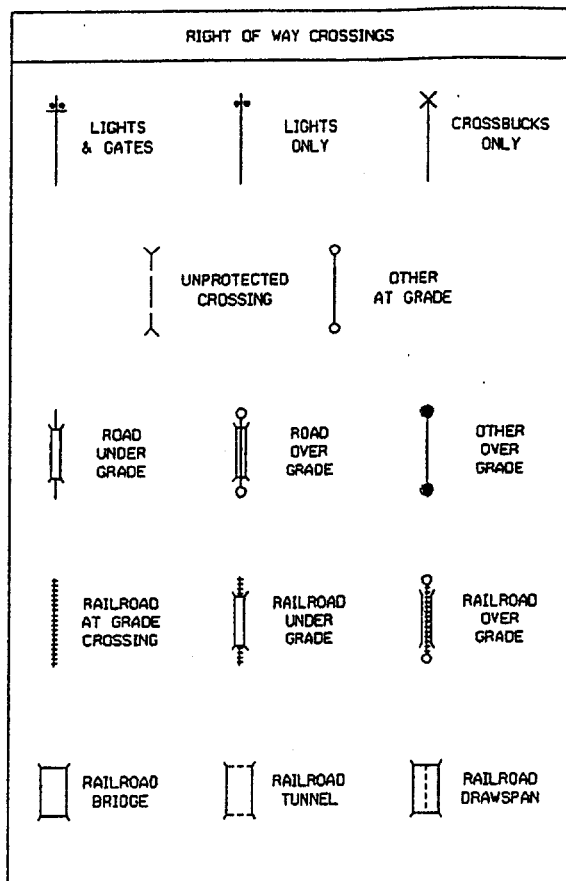
AW&W TRACK OPERATED BY ILLINOIS DIVISION

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295

TRACK CHART SYMBOL LEGEND



001

05/09/2001

LAFAYETTE

PERU-DECATUR

ILLINOIS

D205

5322'

MAINTENANCE

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

RAIL

69NW132S

69NW132S

TRAFFIC
DENSITY MGT→ 25.1(54.3)
← 29.2WEST PERU
09068

V-3A-IN

BTC
ETC

BEGIN LAKE DIVISION

S
E—W
NTRACK
LAYOUT

LINE SEGMENT

7930

CURVATURE

ALIGNMENT

ELEVATION

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

← 50 →

GRADE

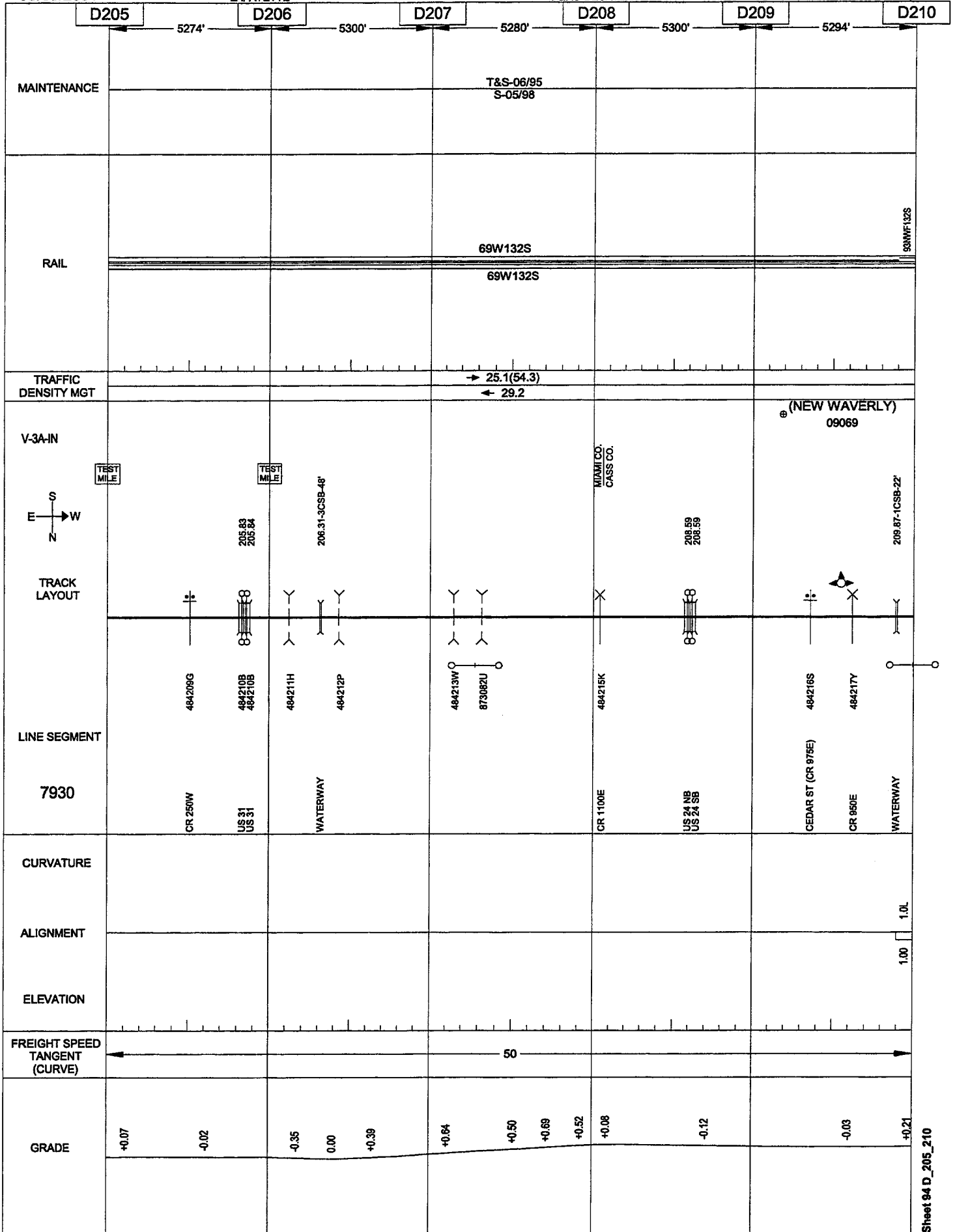
0.00
+0.10
+0.07

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PERU-DECATUR

ILLINOIS

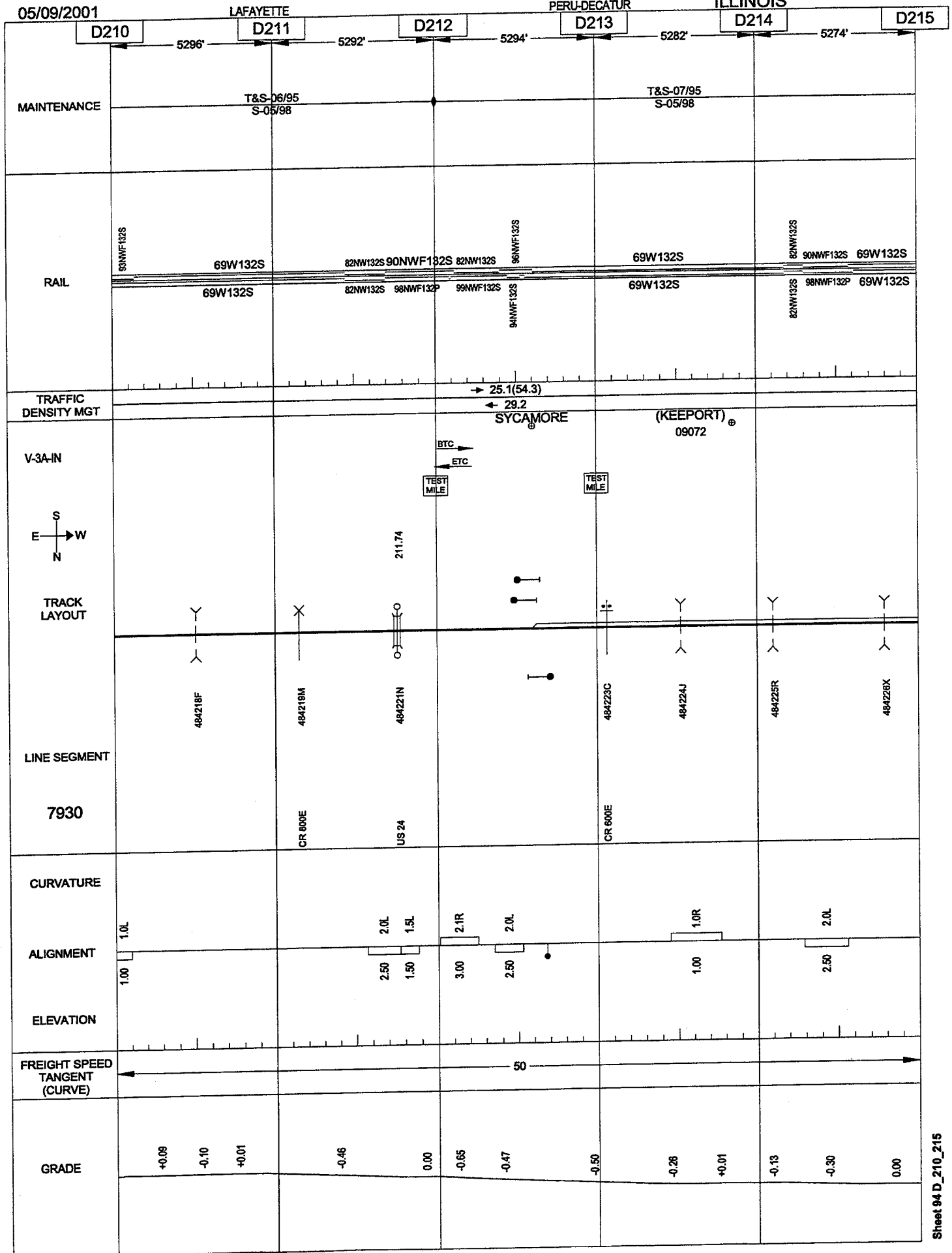


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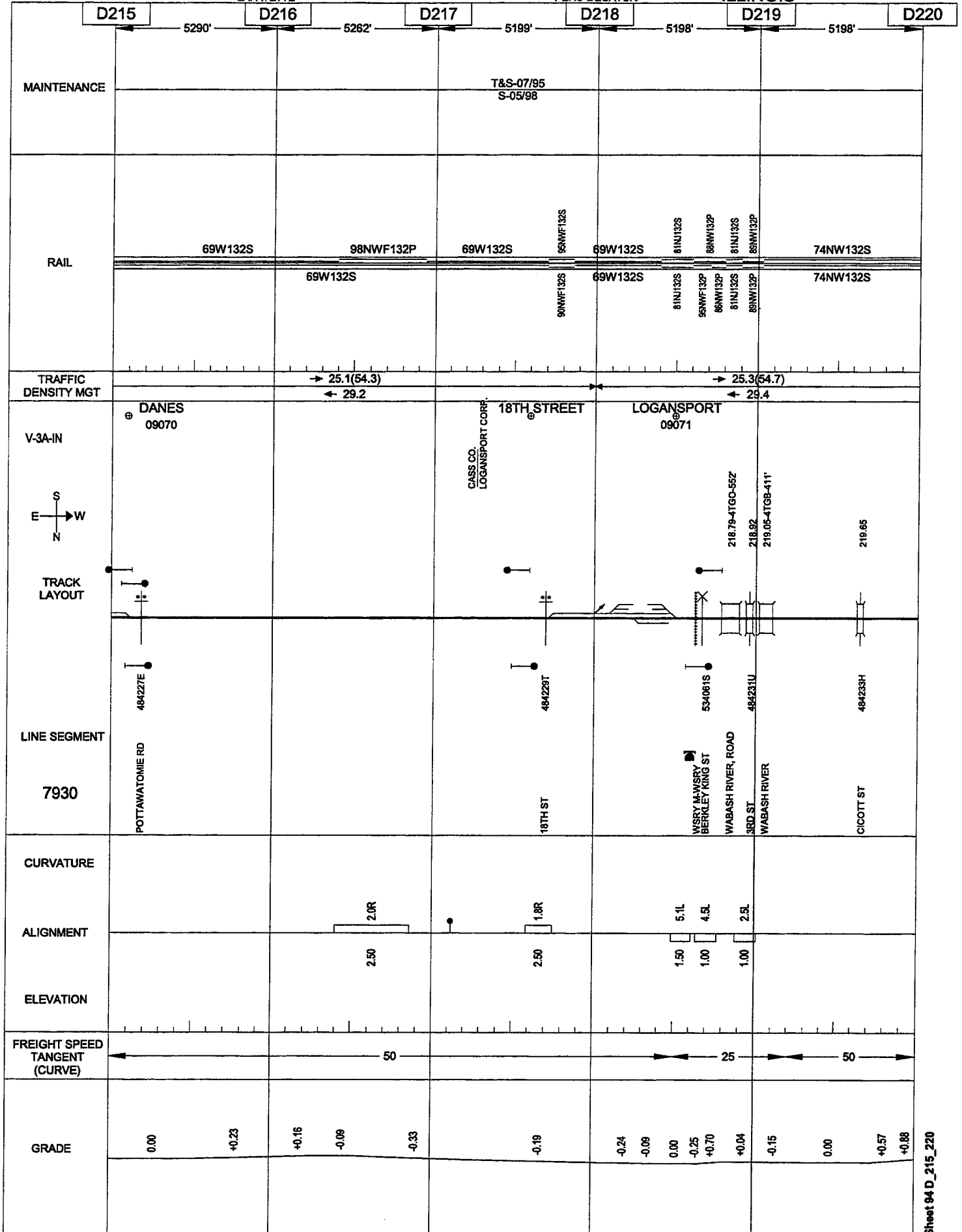


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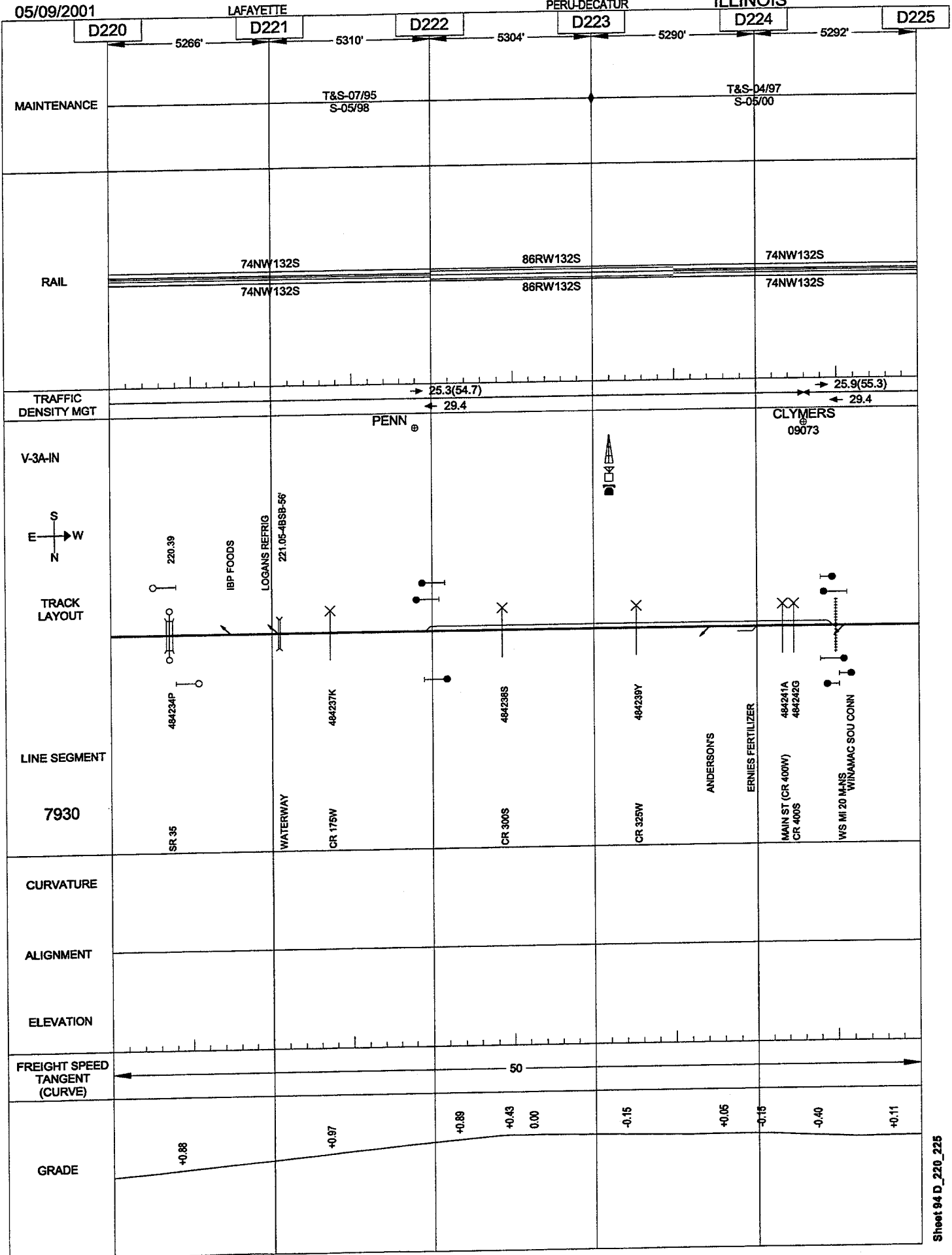


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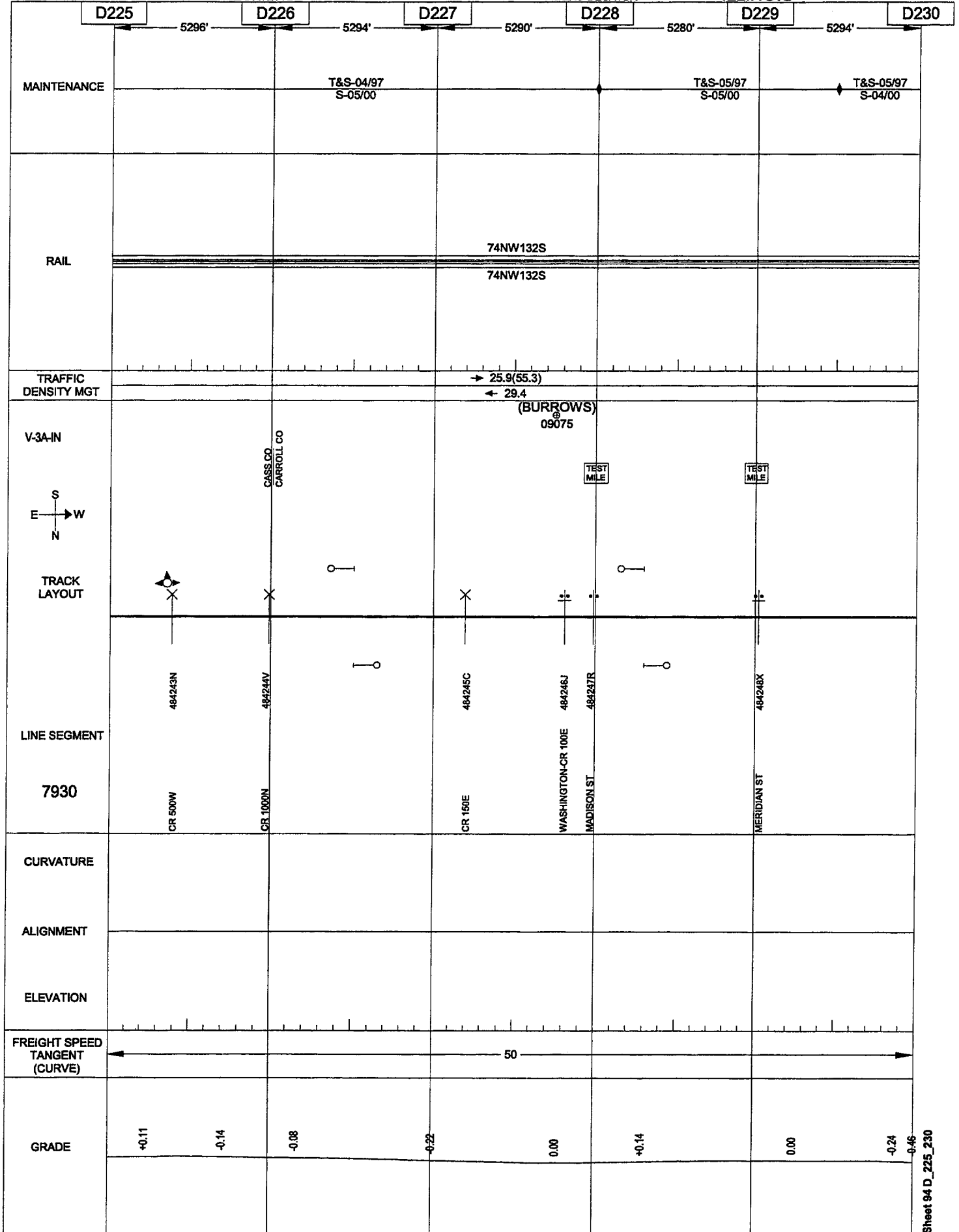


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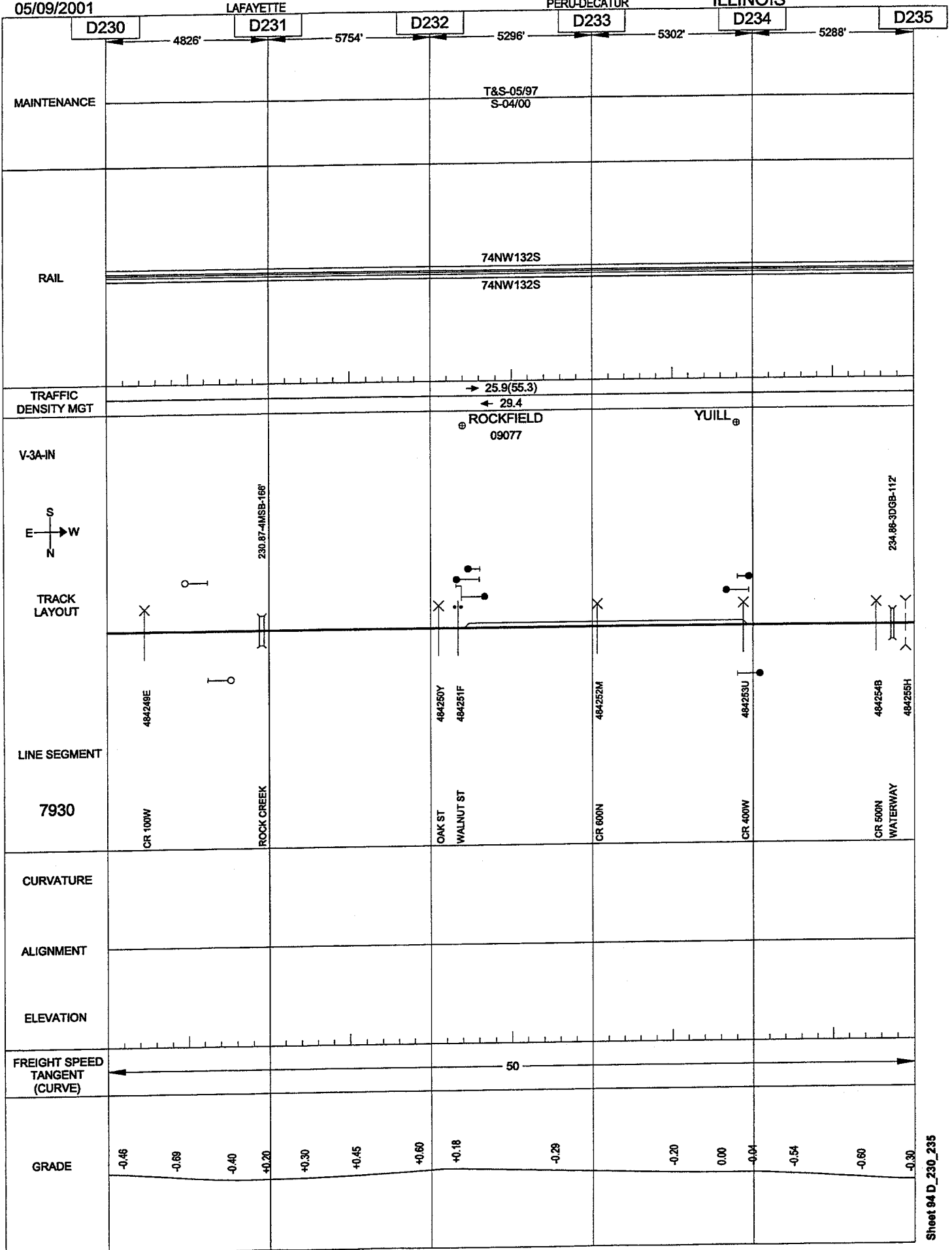


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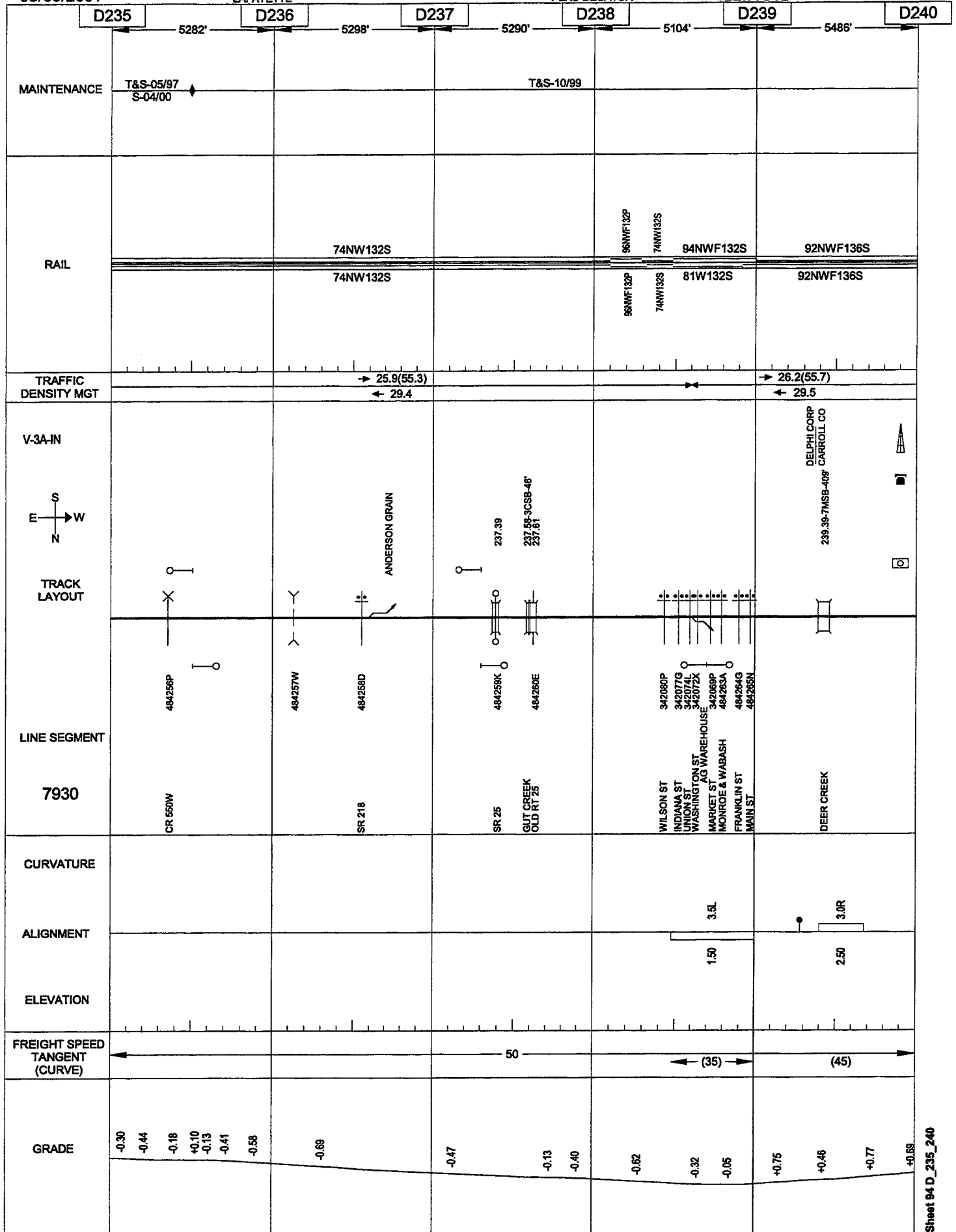


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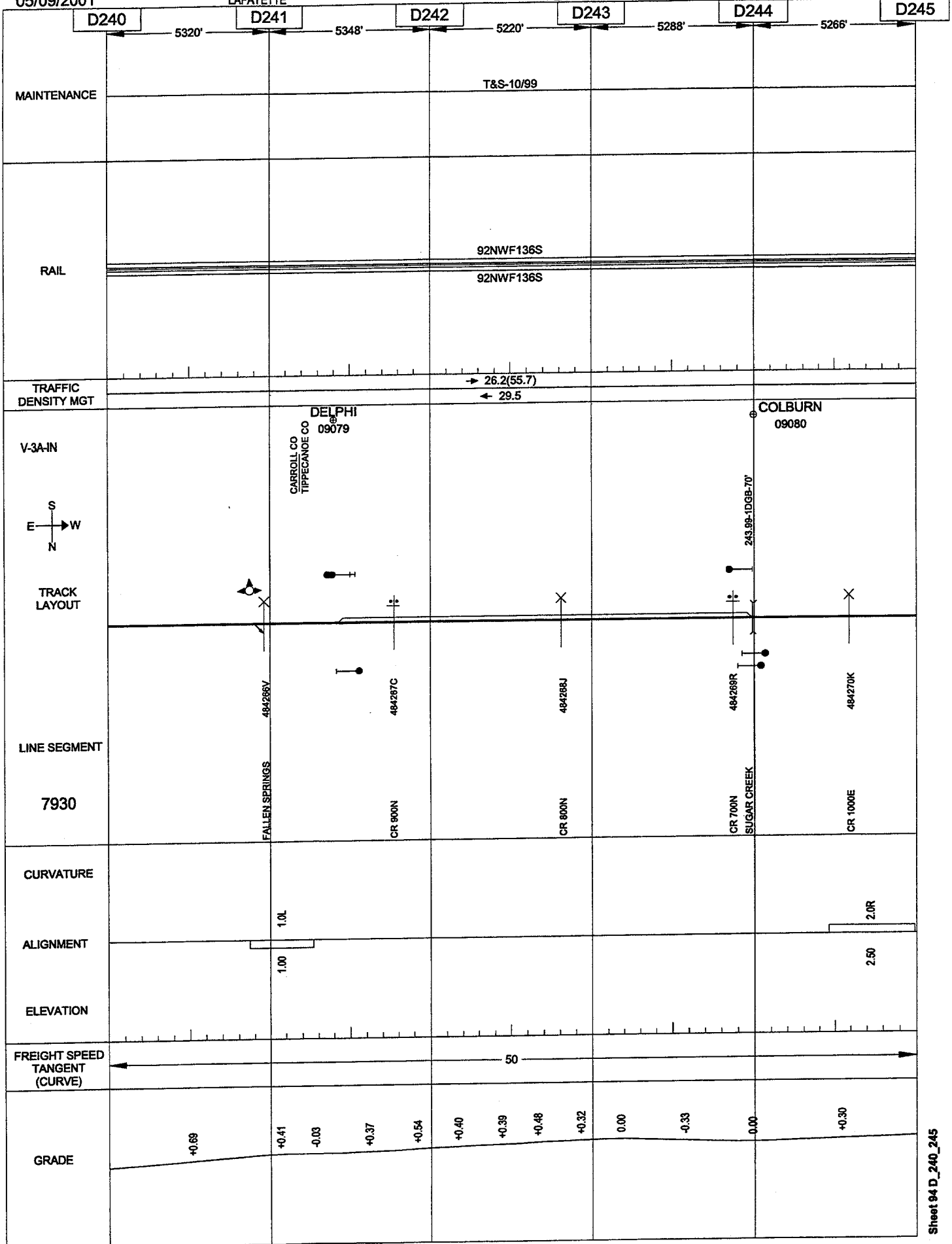


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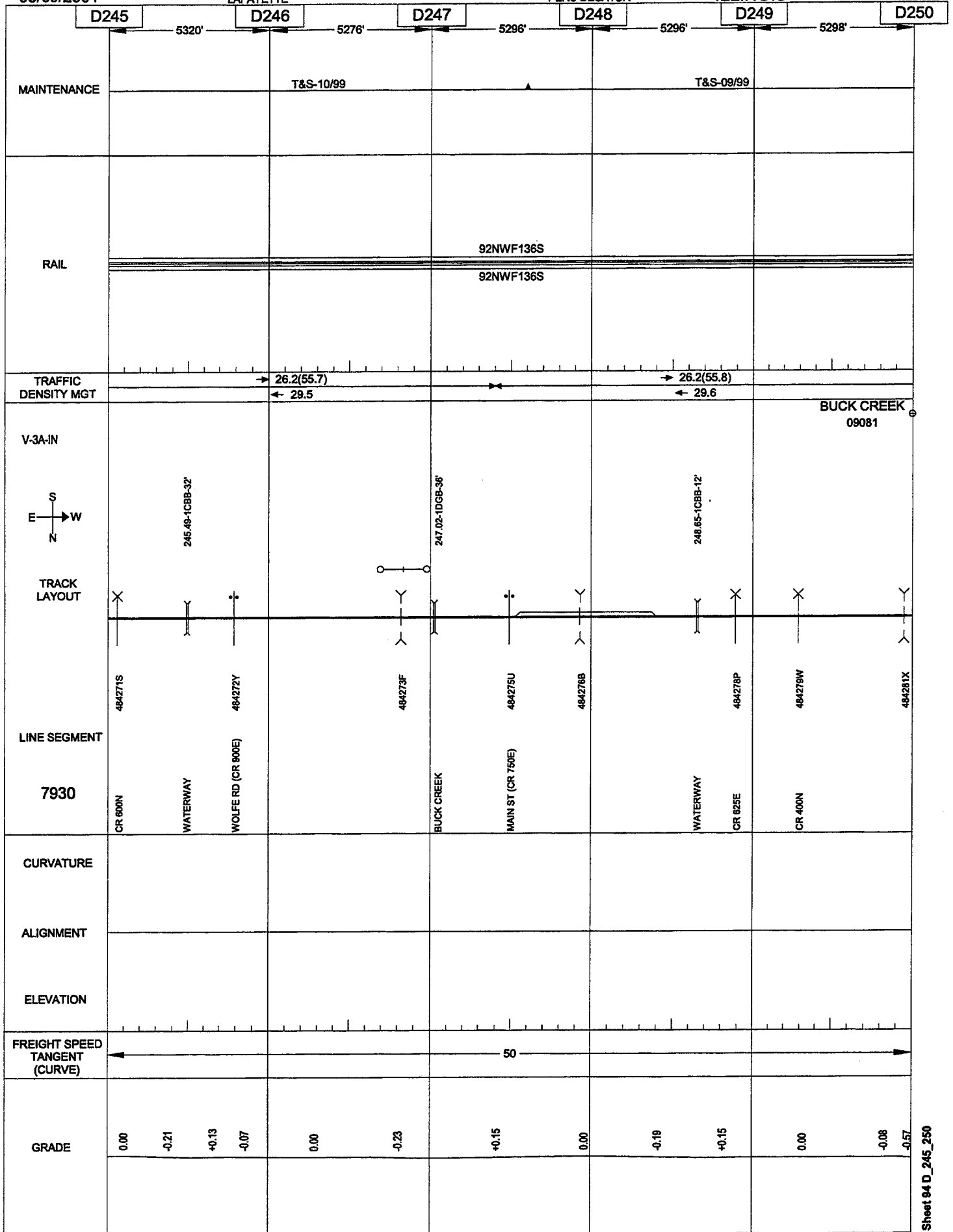


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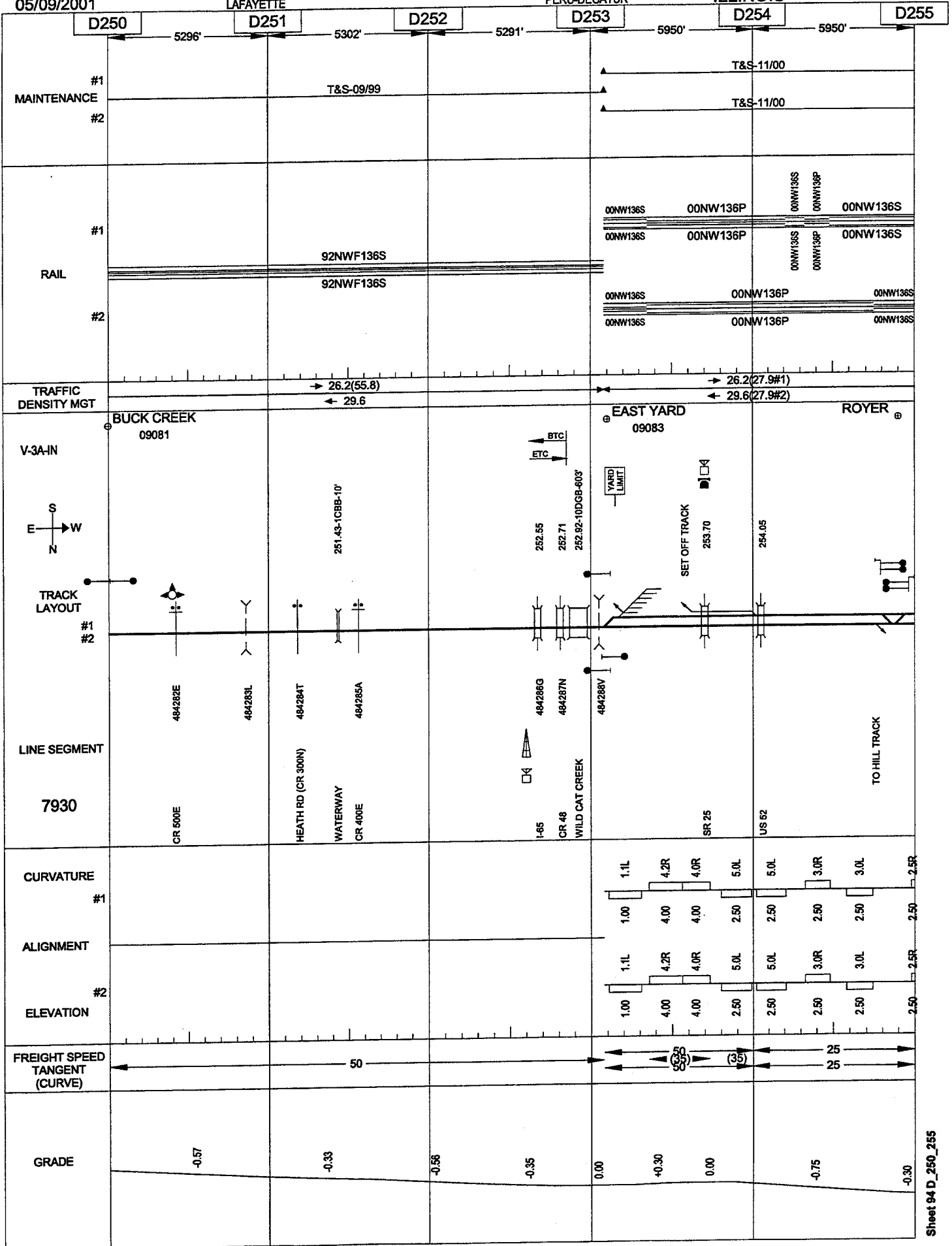


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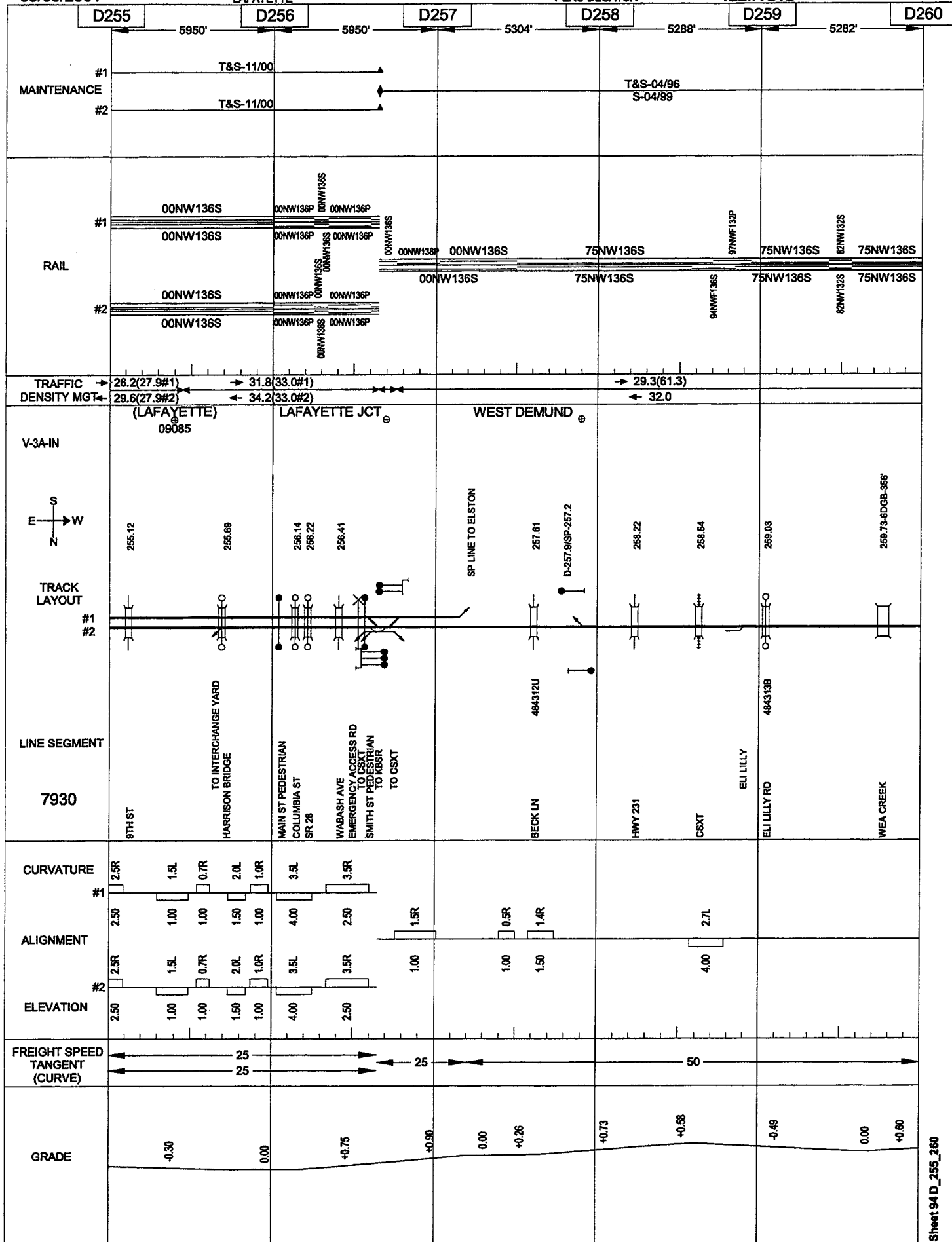


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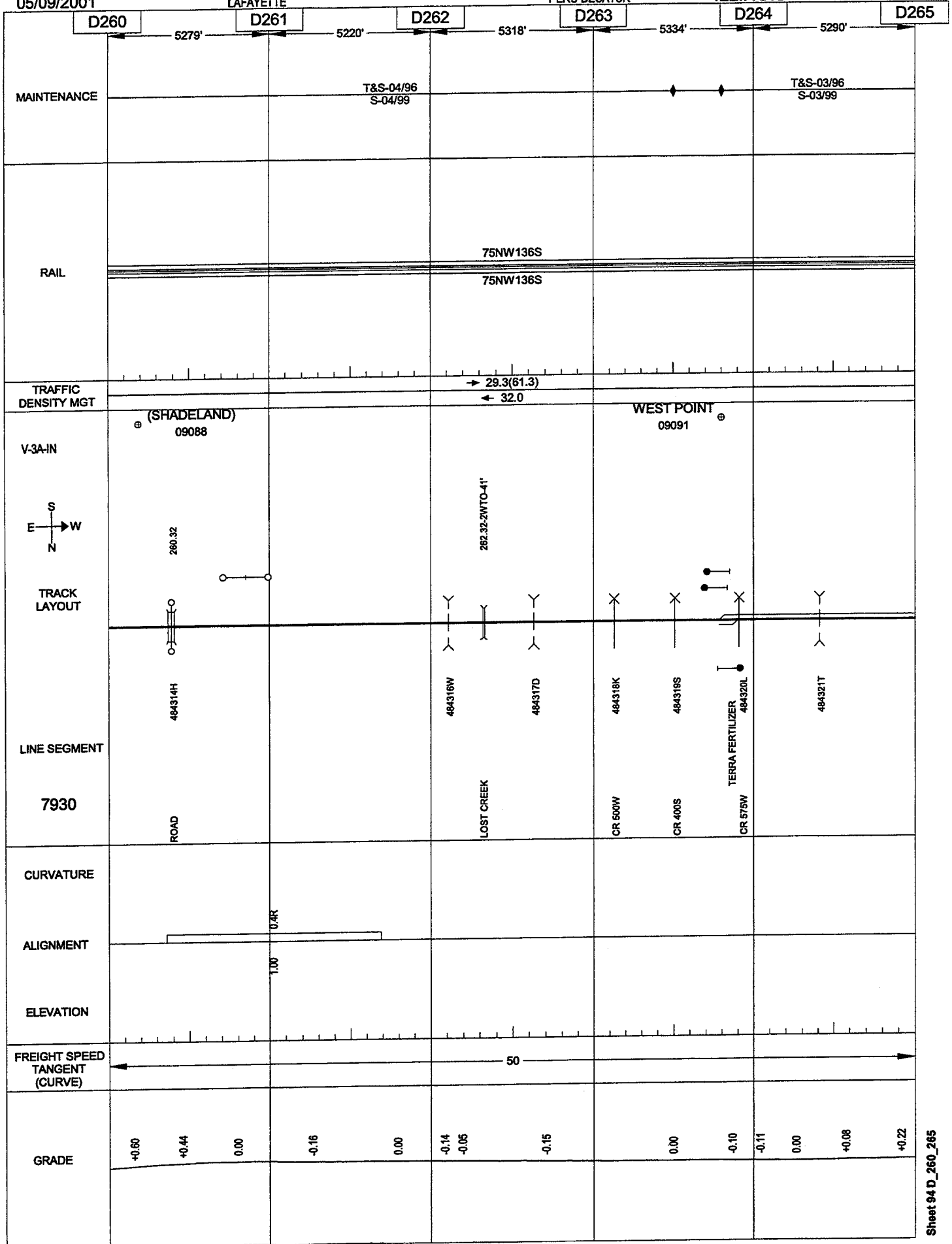


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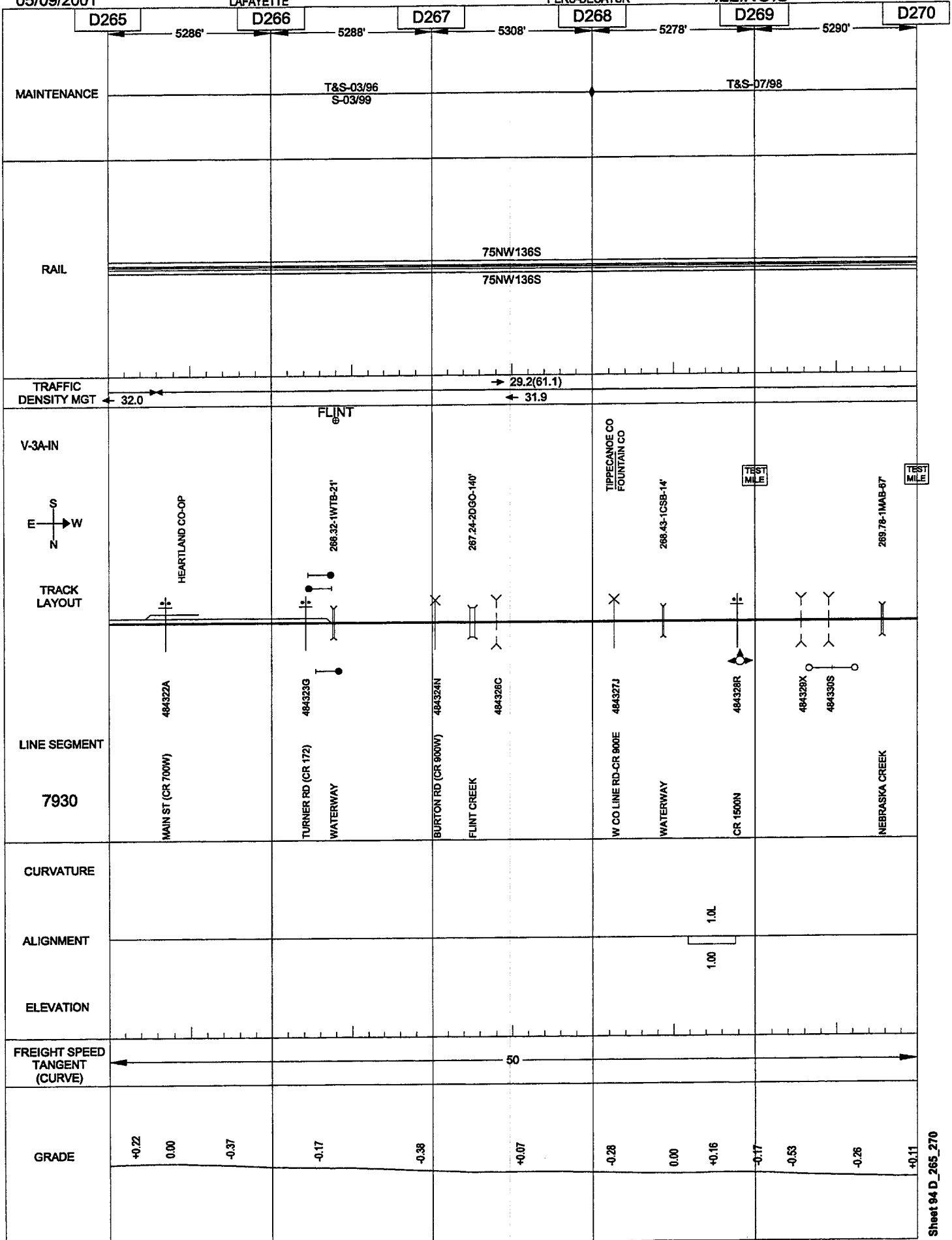


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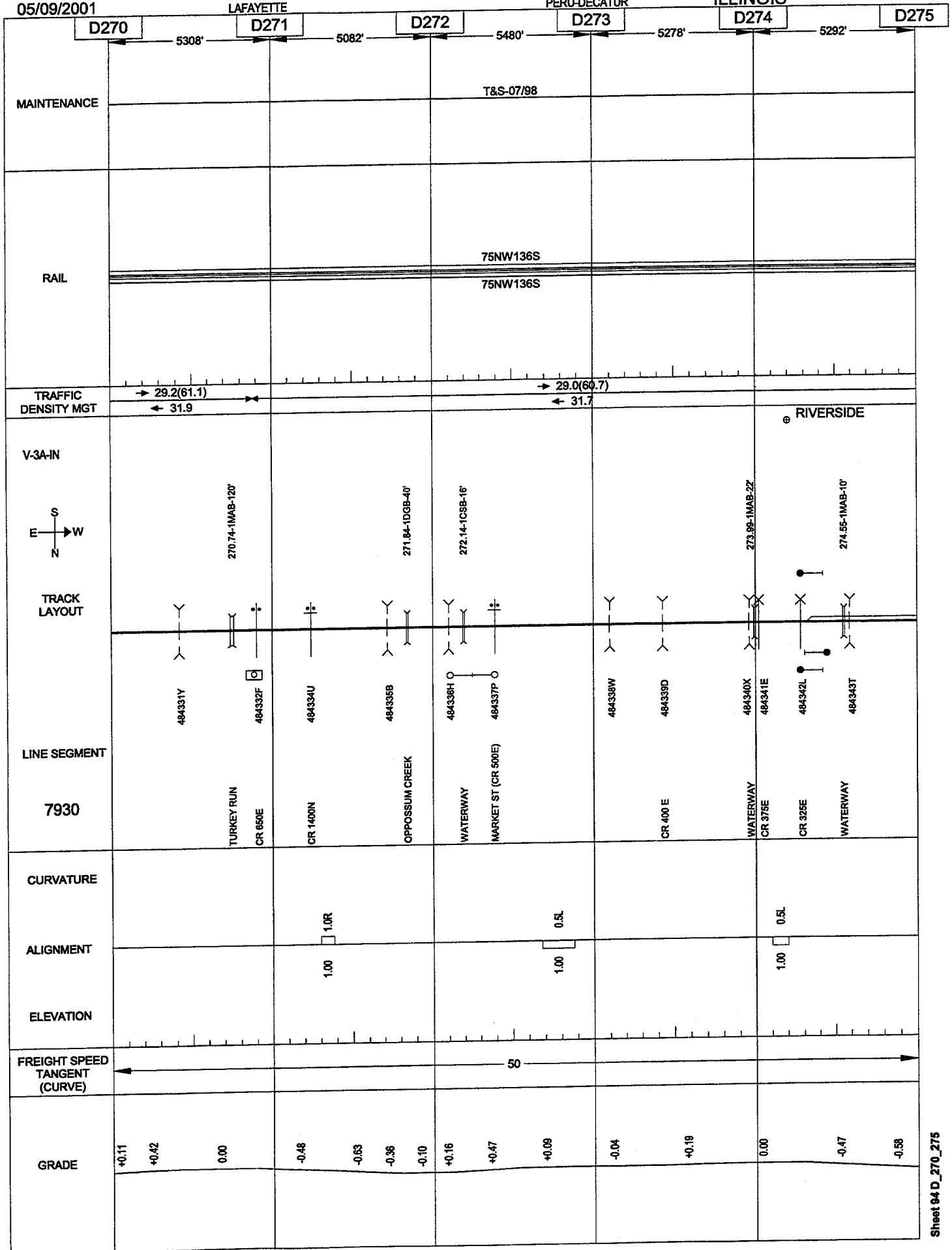


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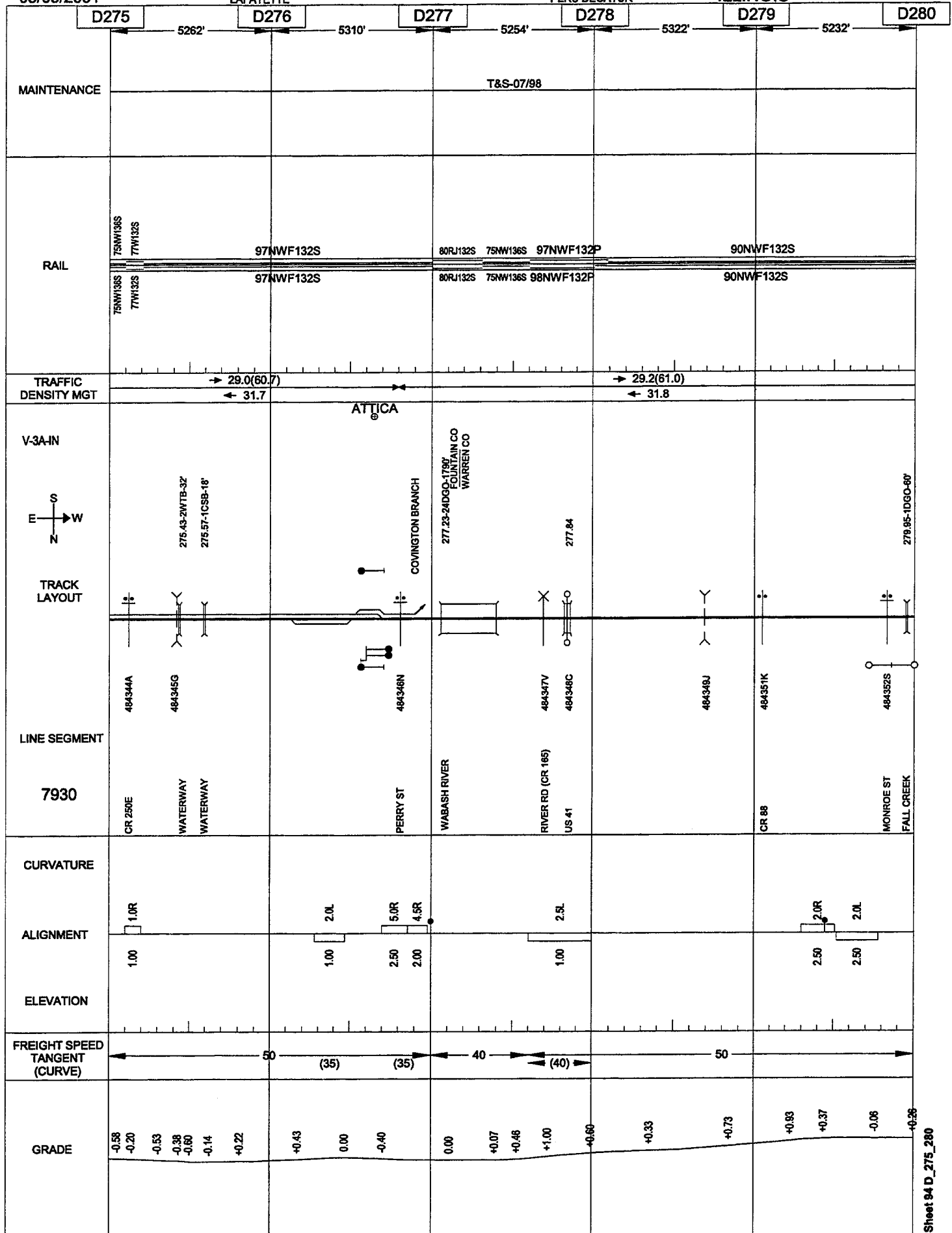


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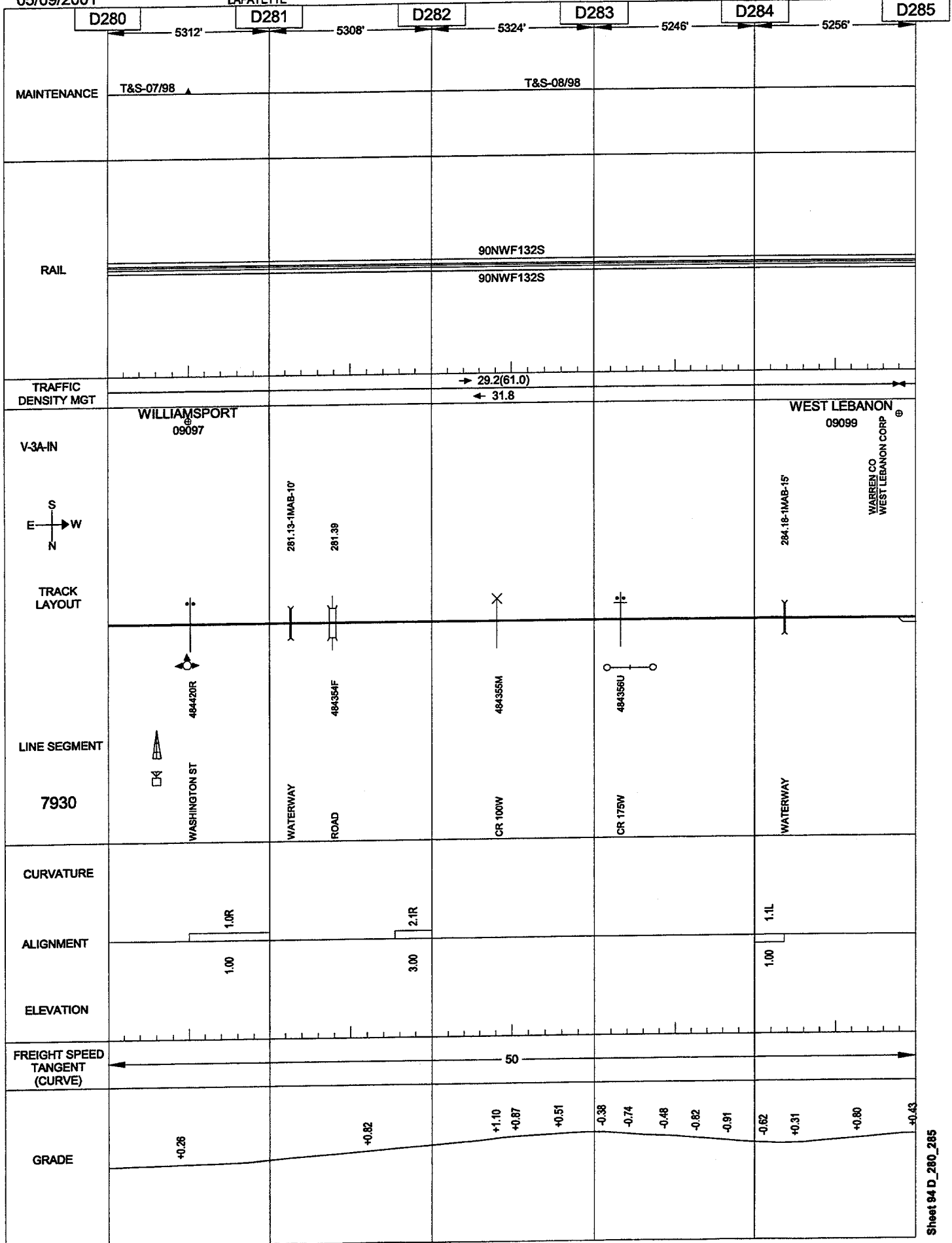


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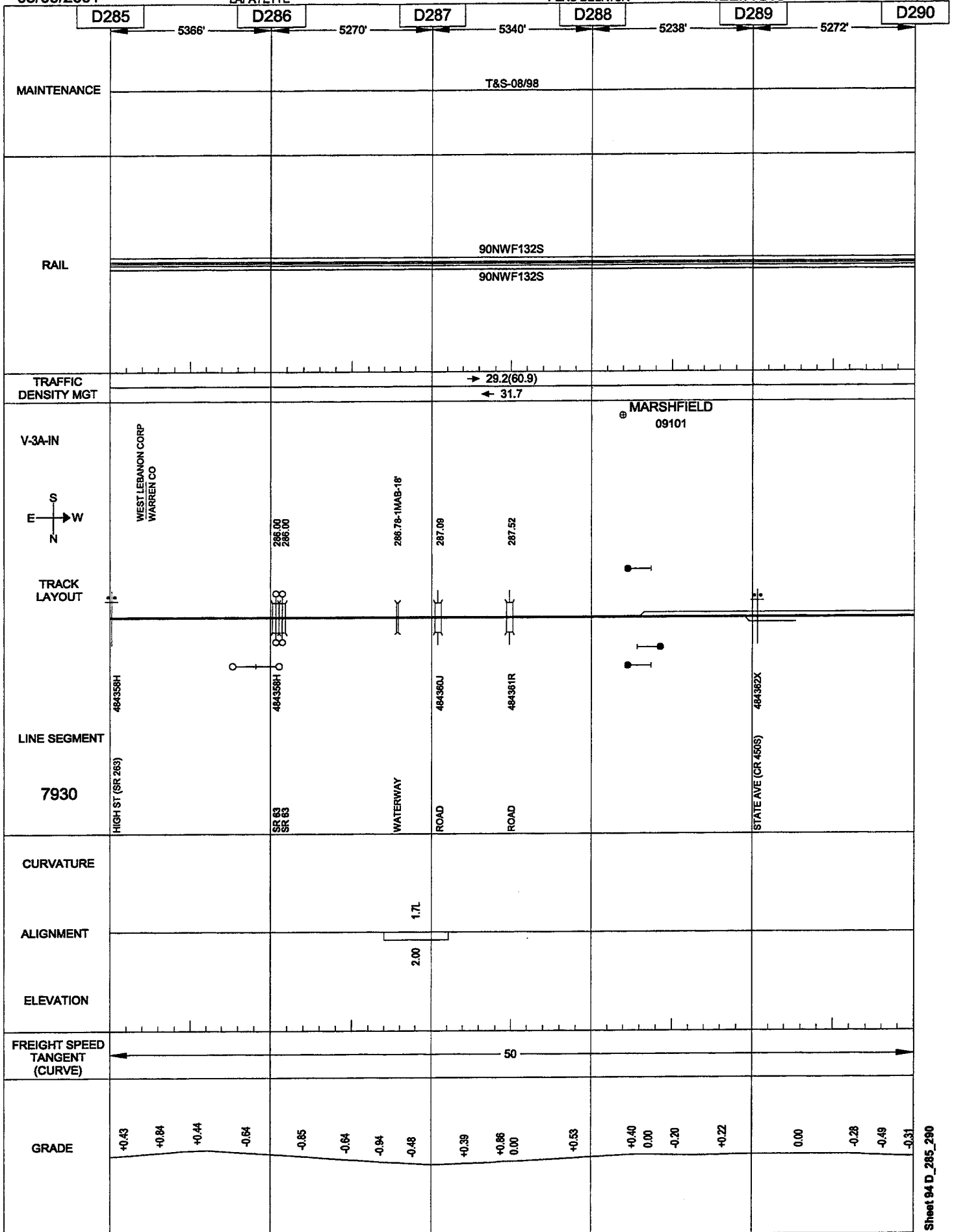


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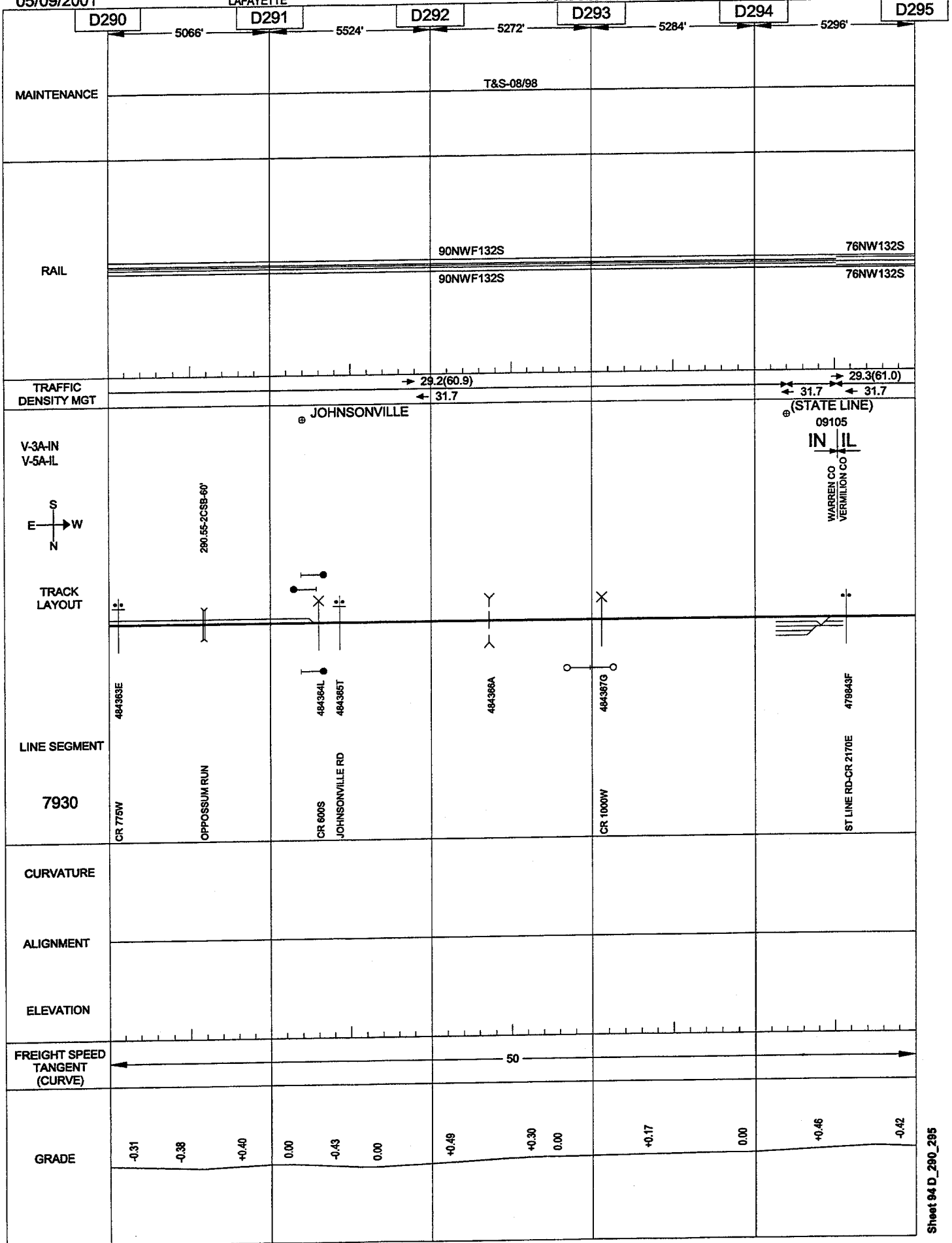


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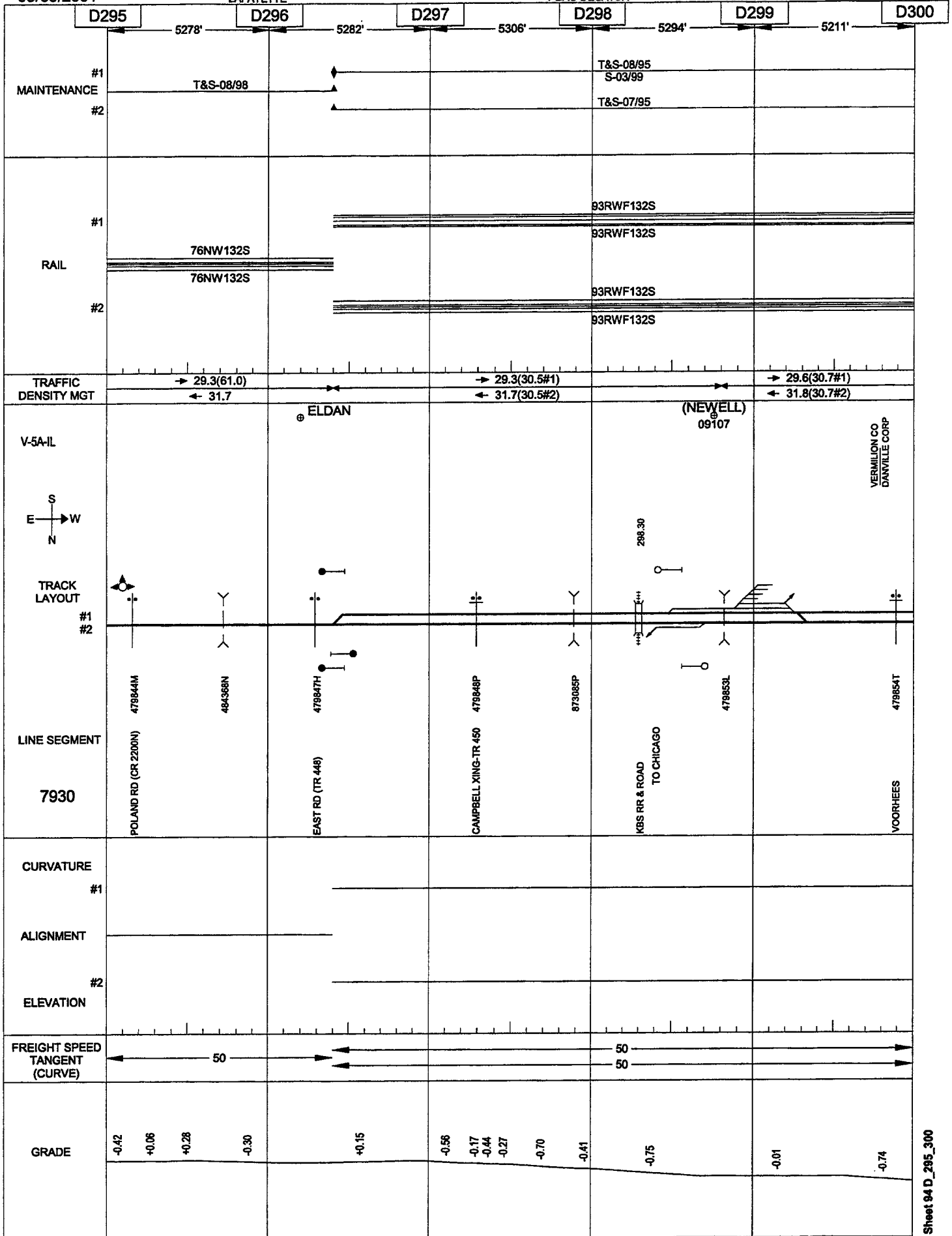


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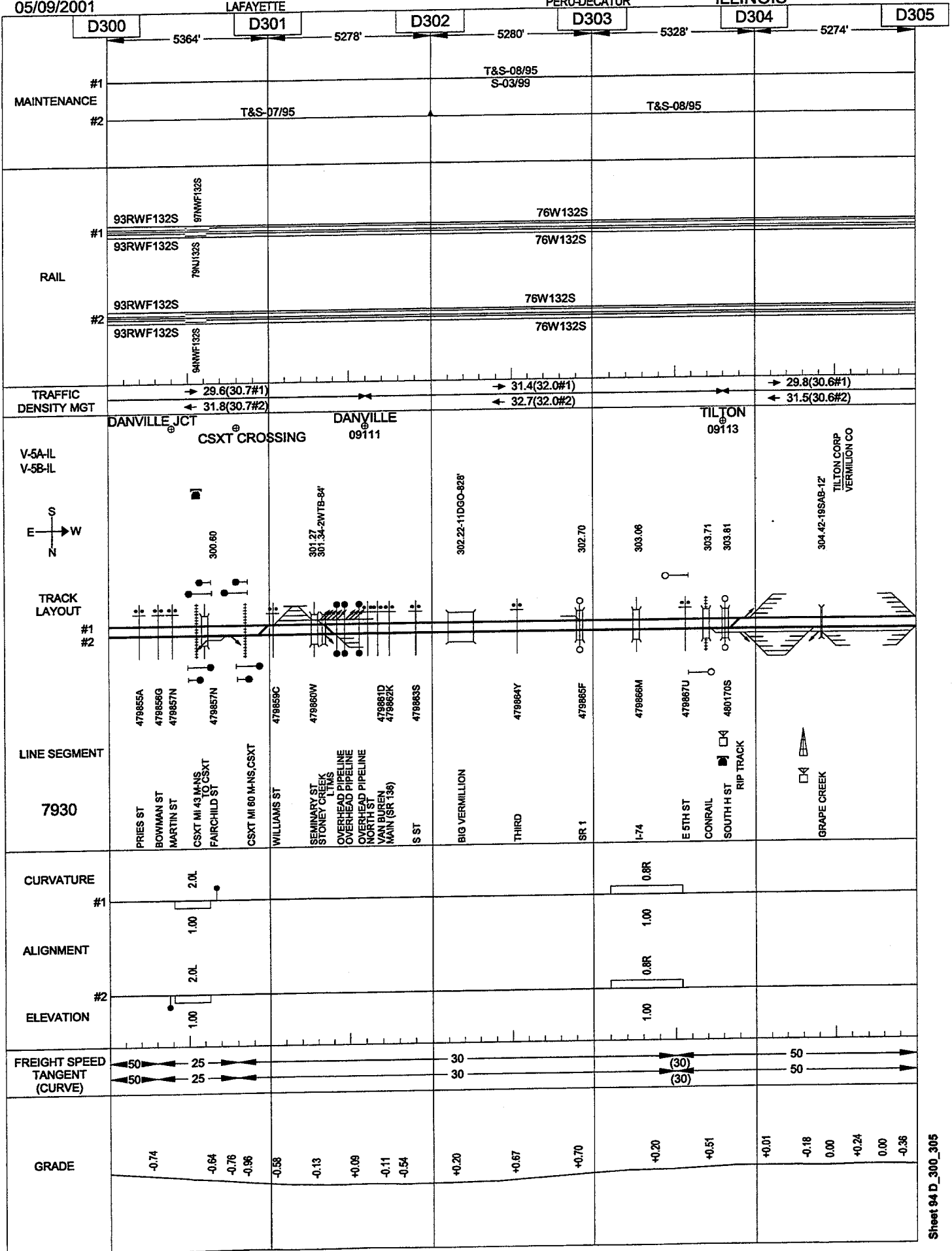


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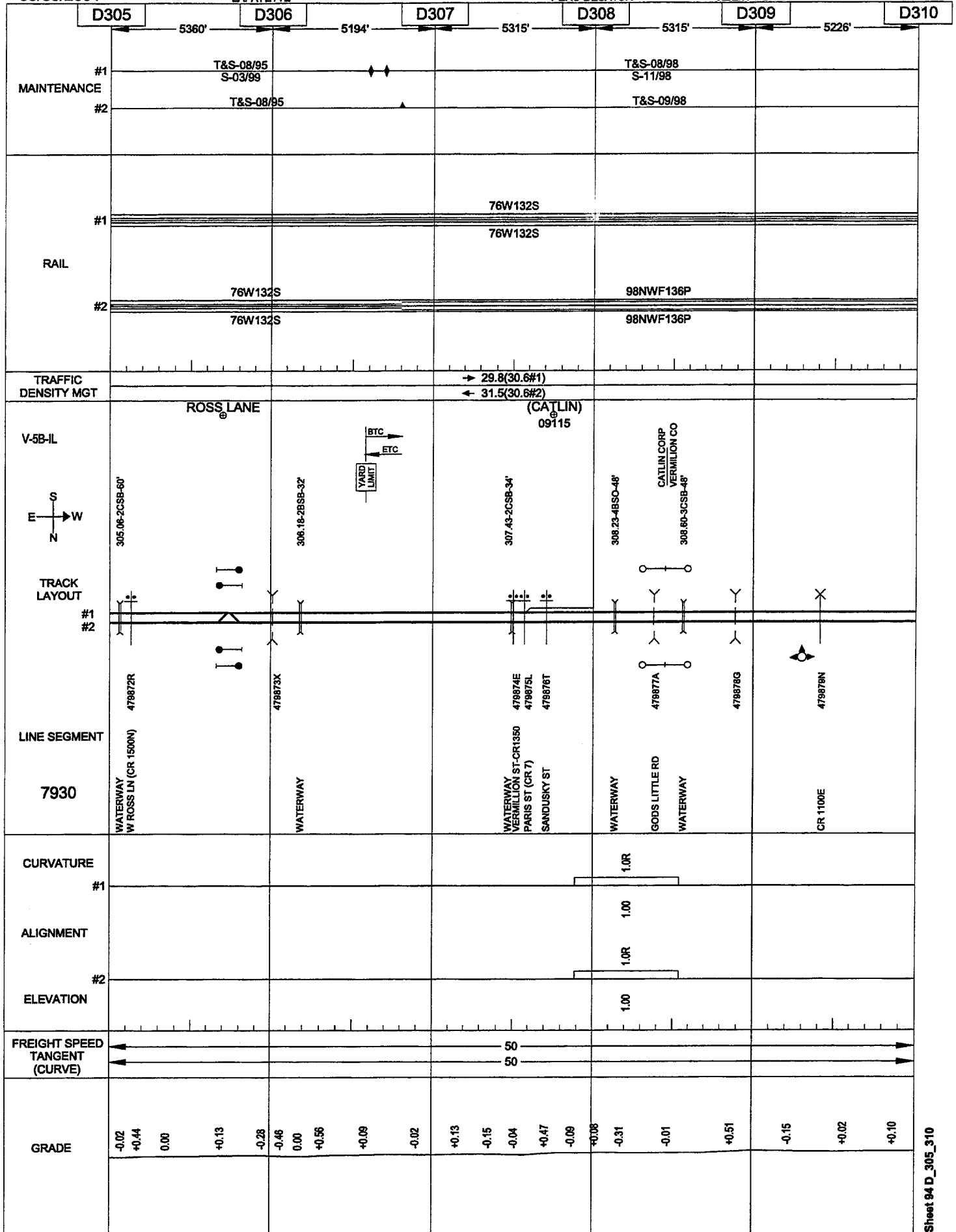


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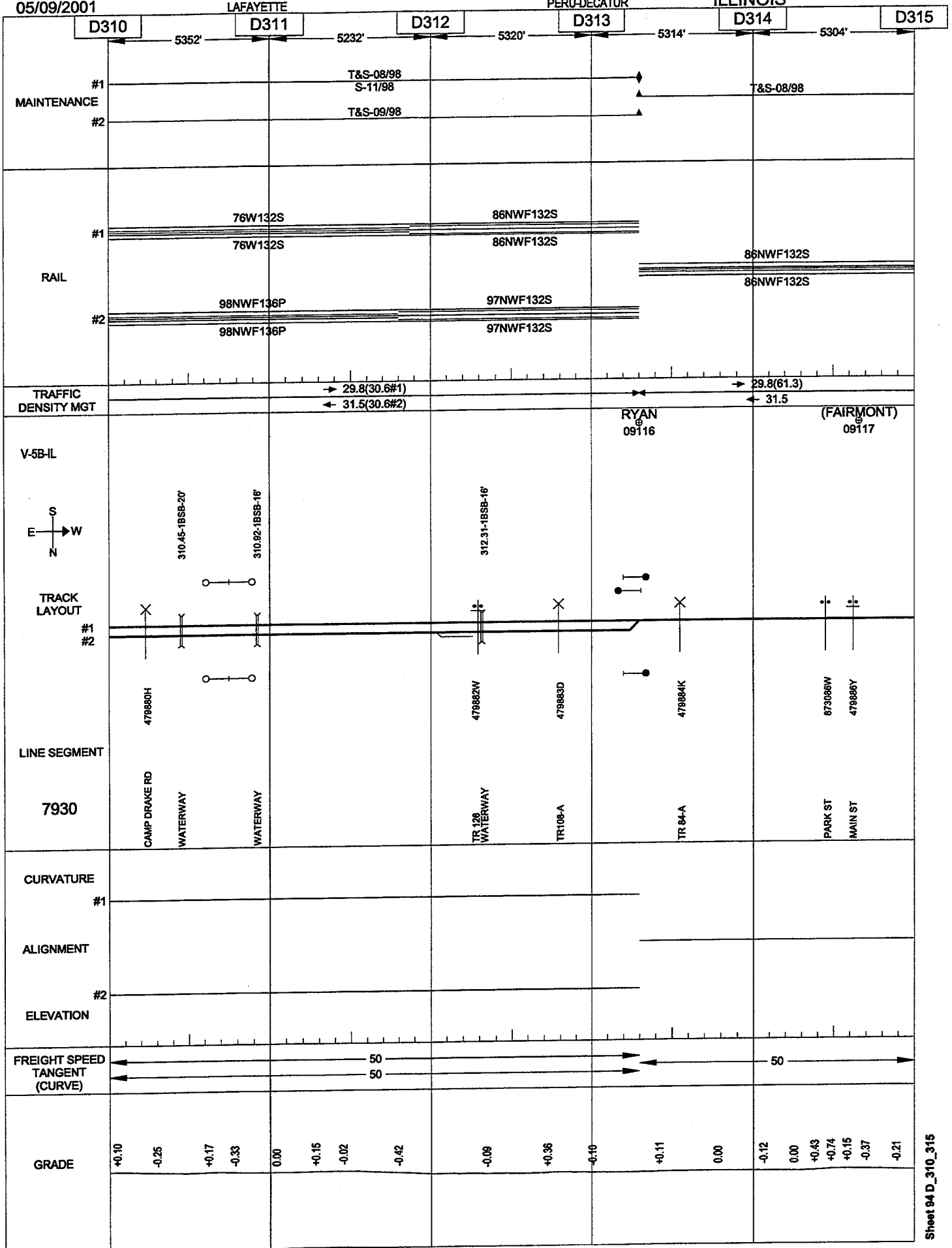


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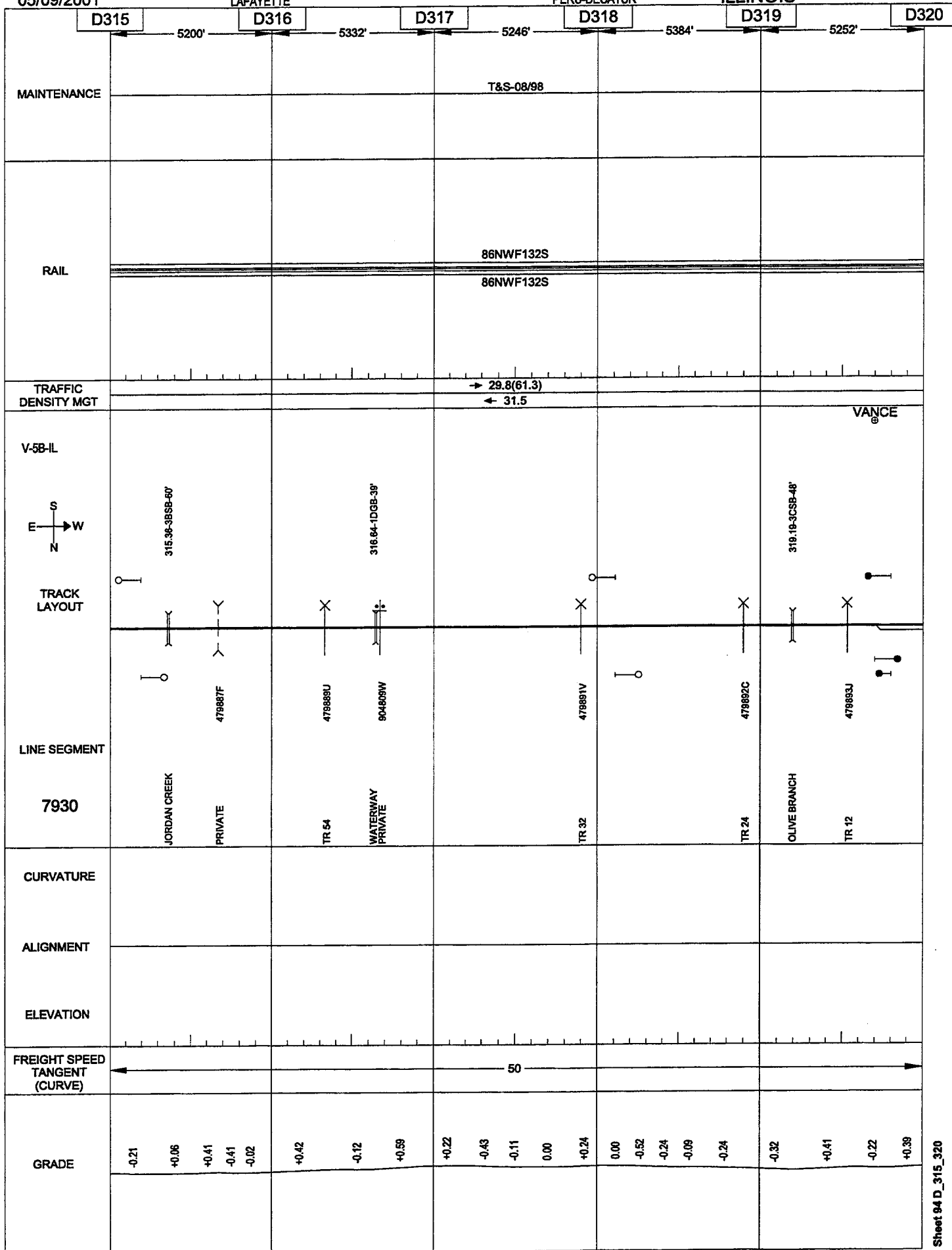


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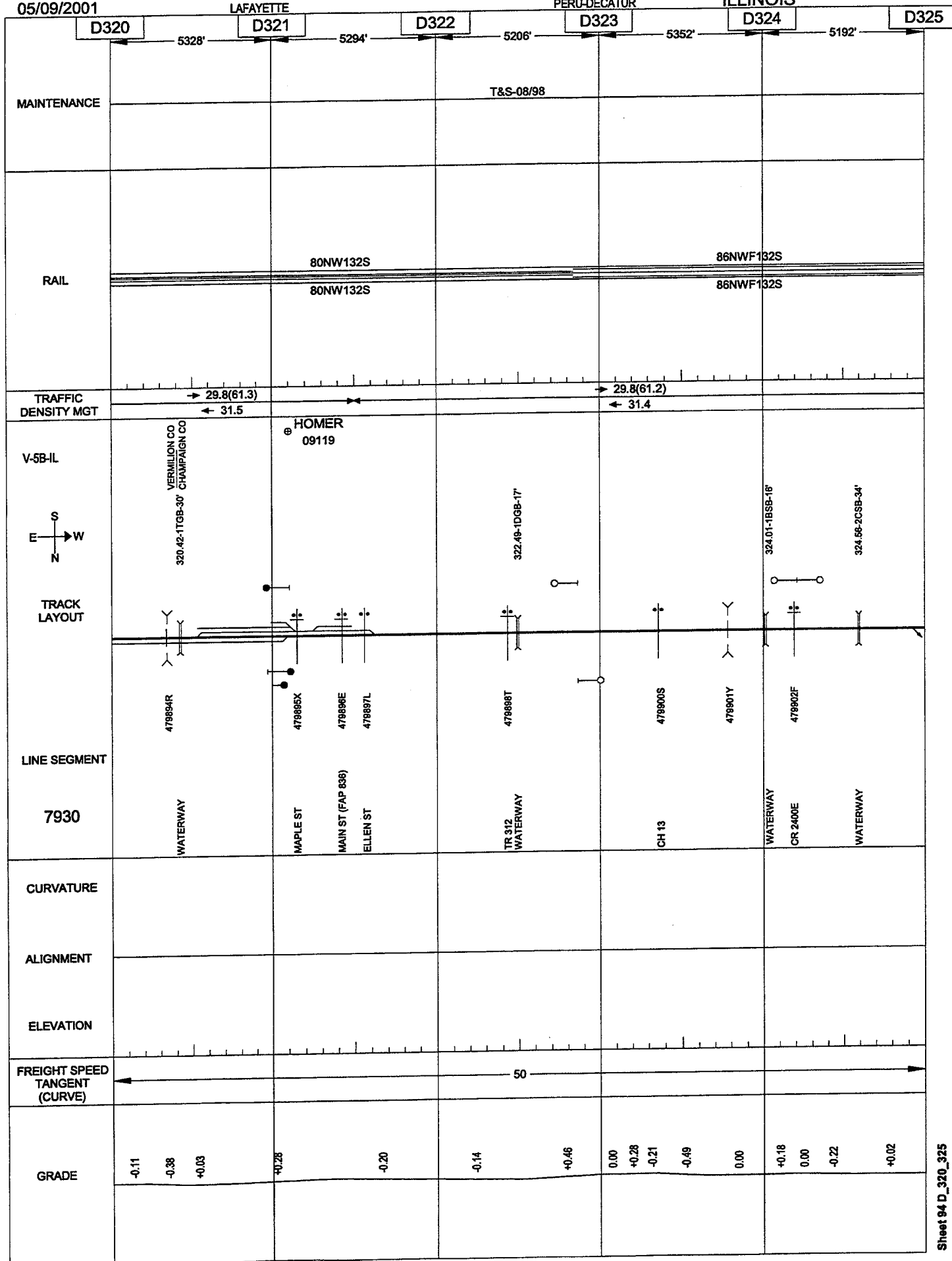


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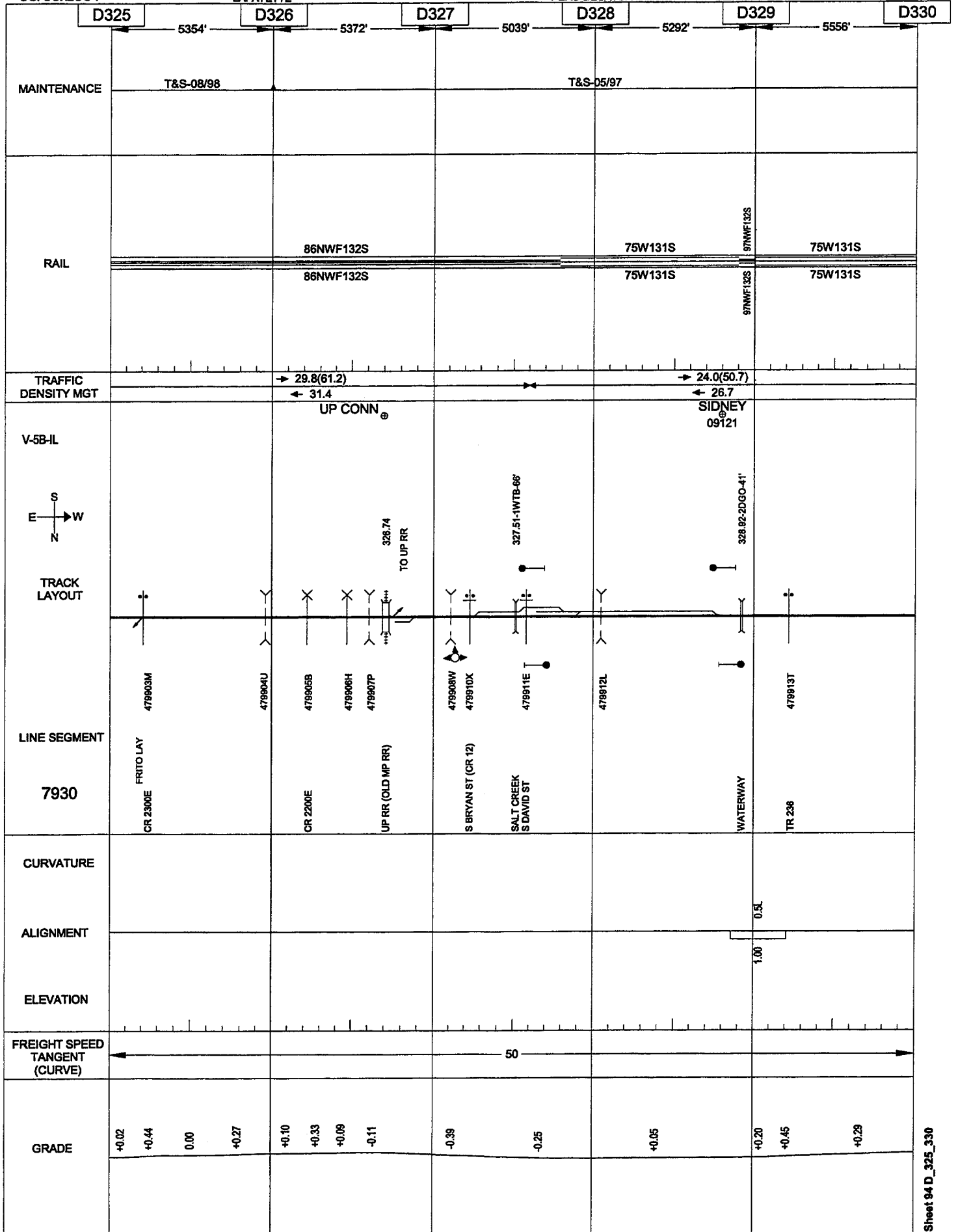


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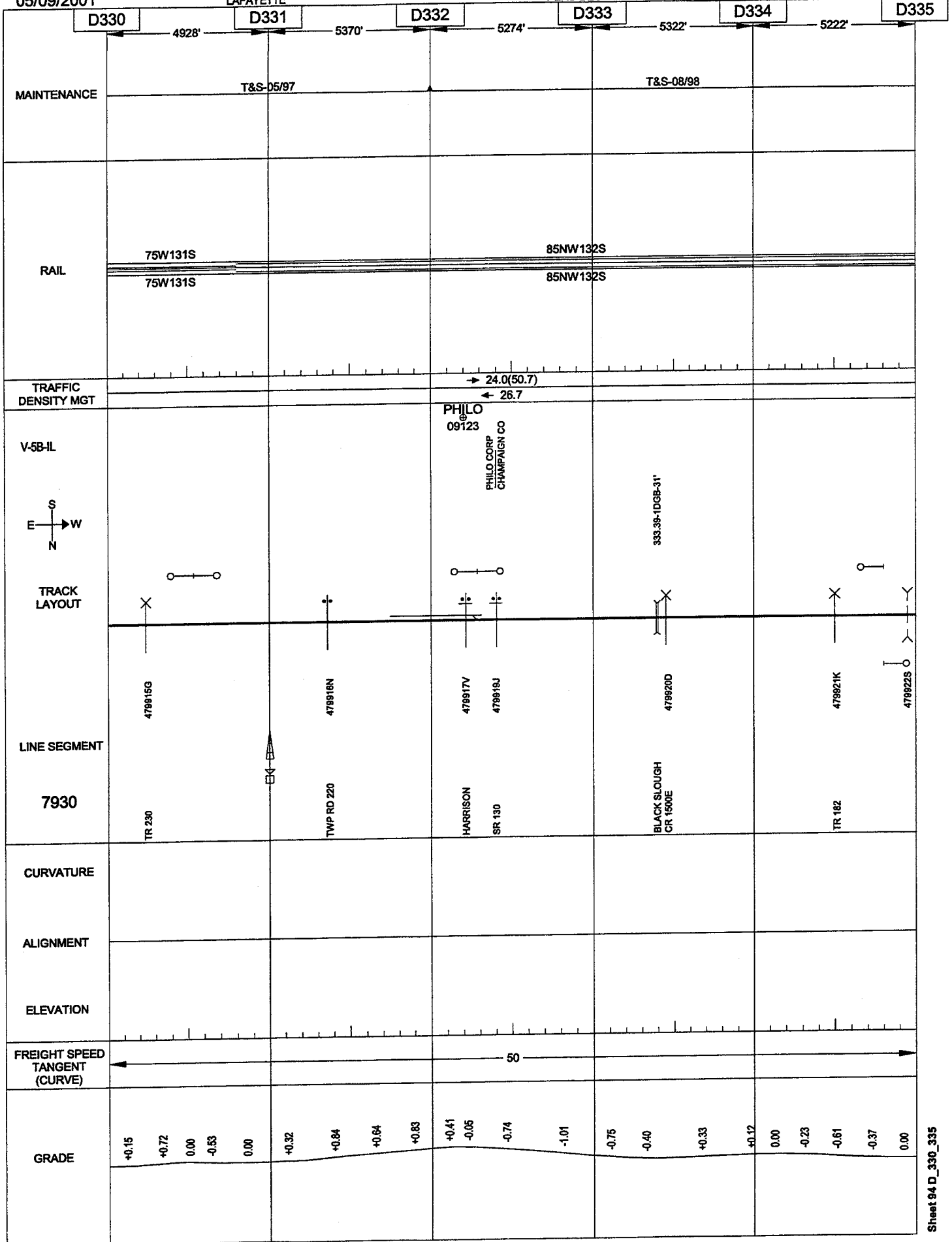


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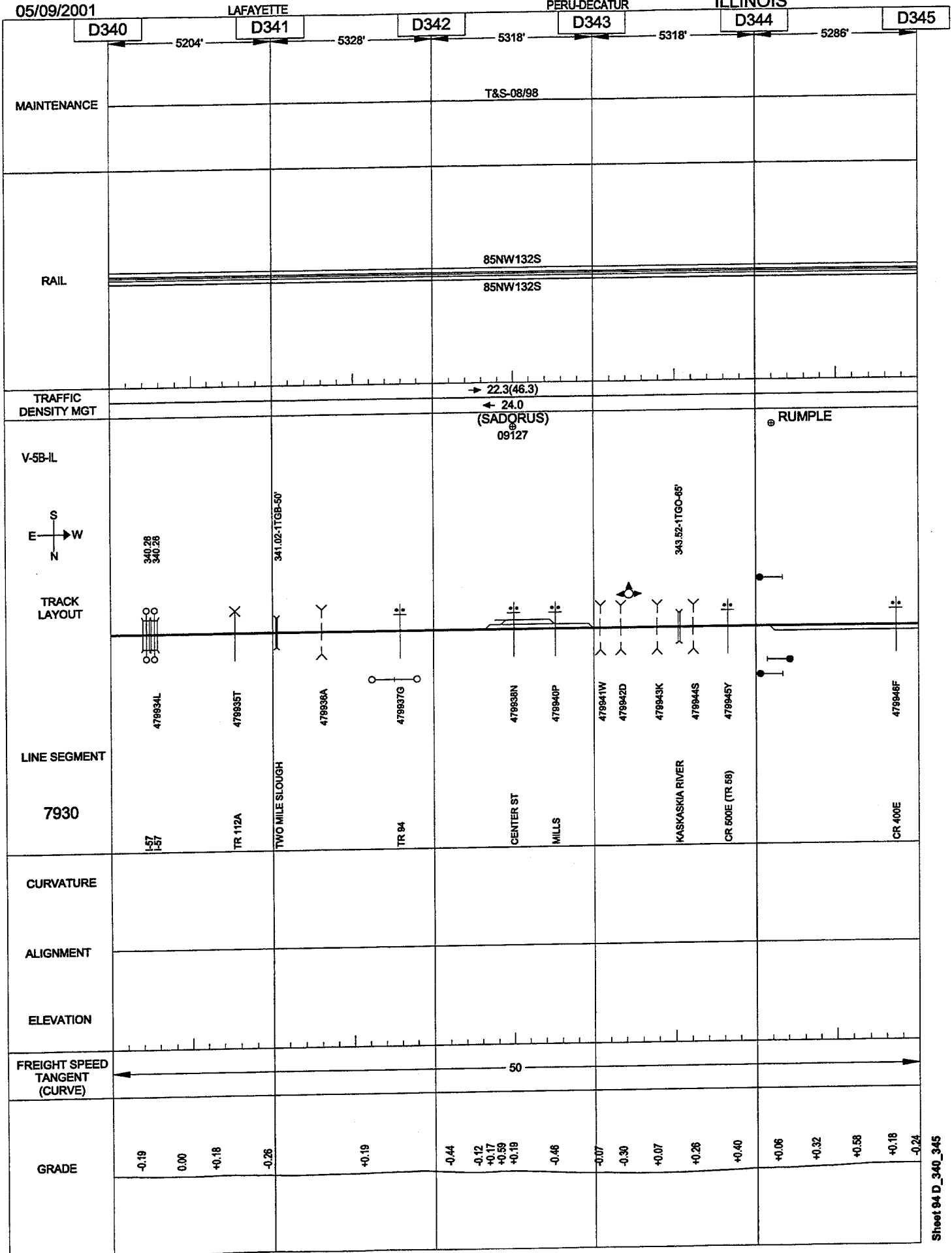
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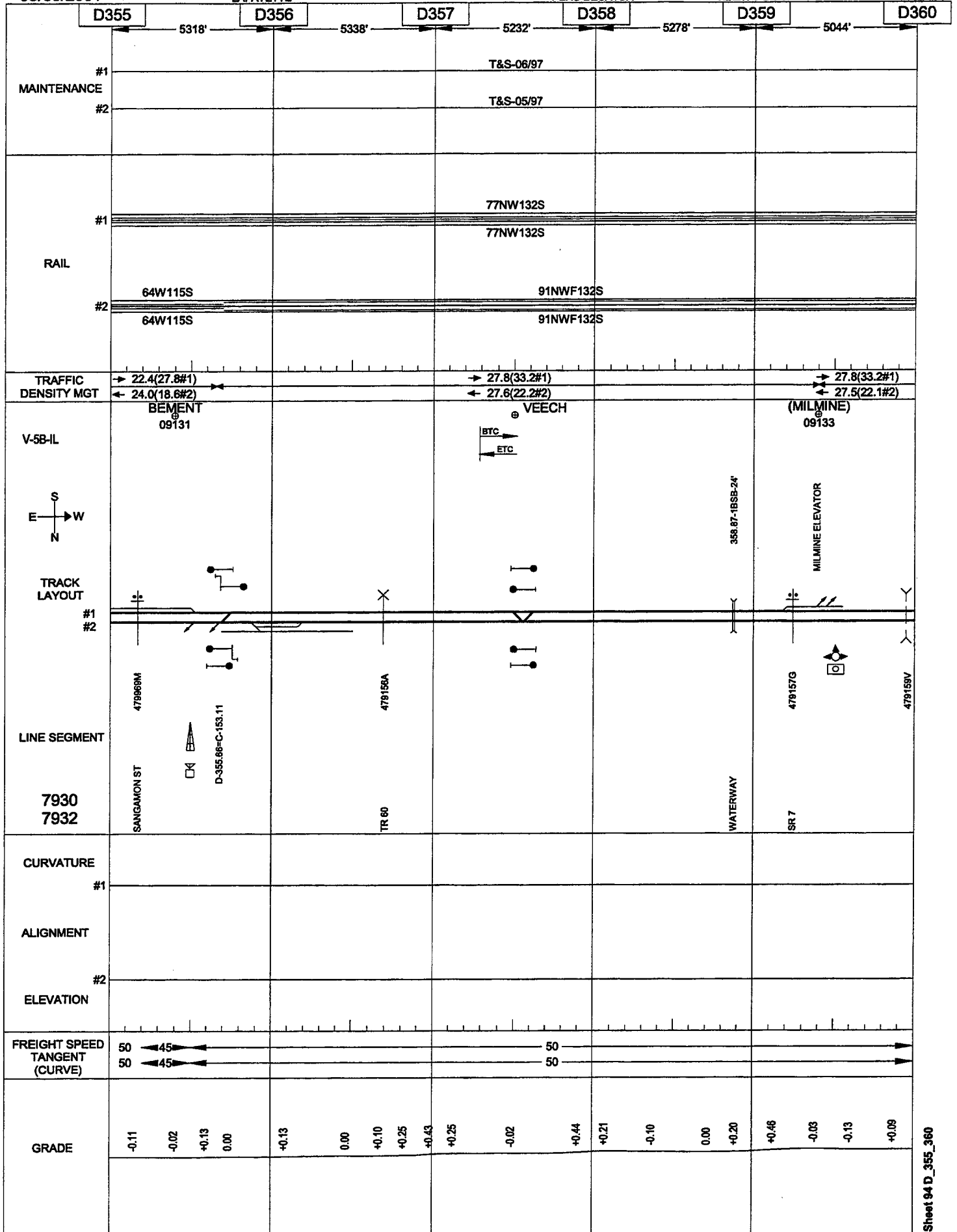
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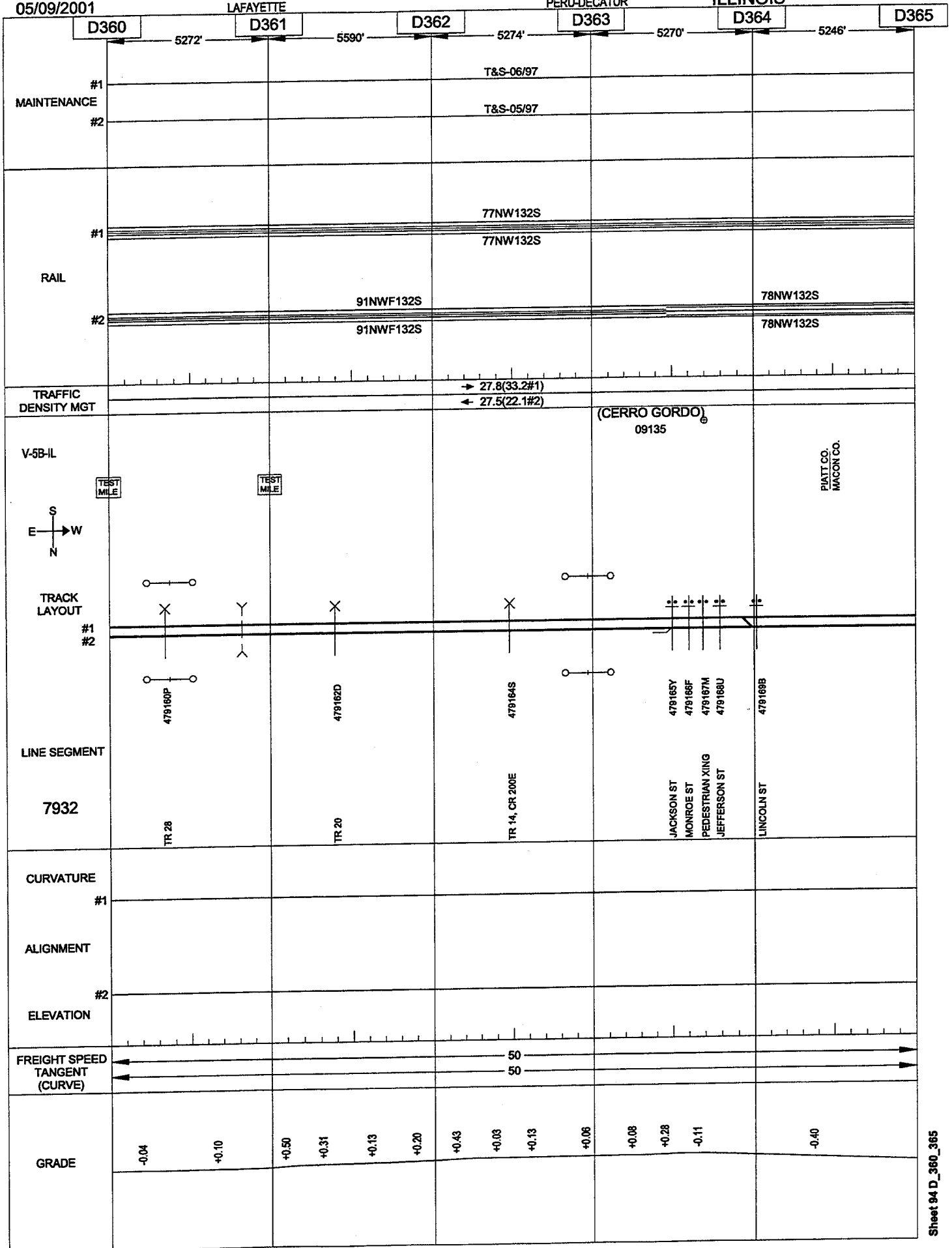


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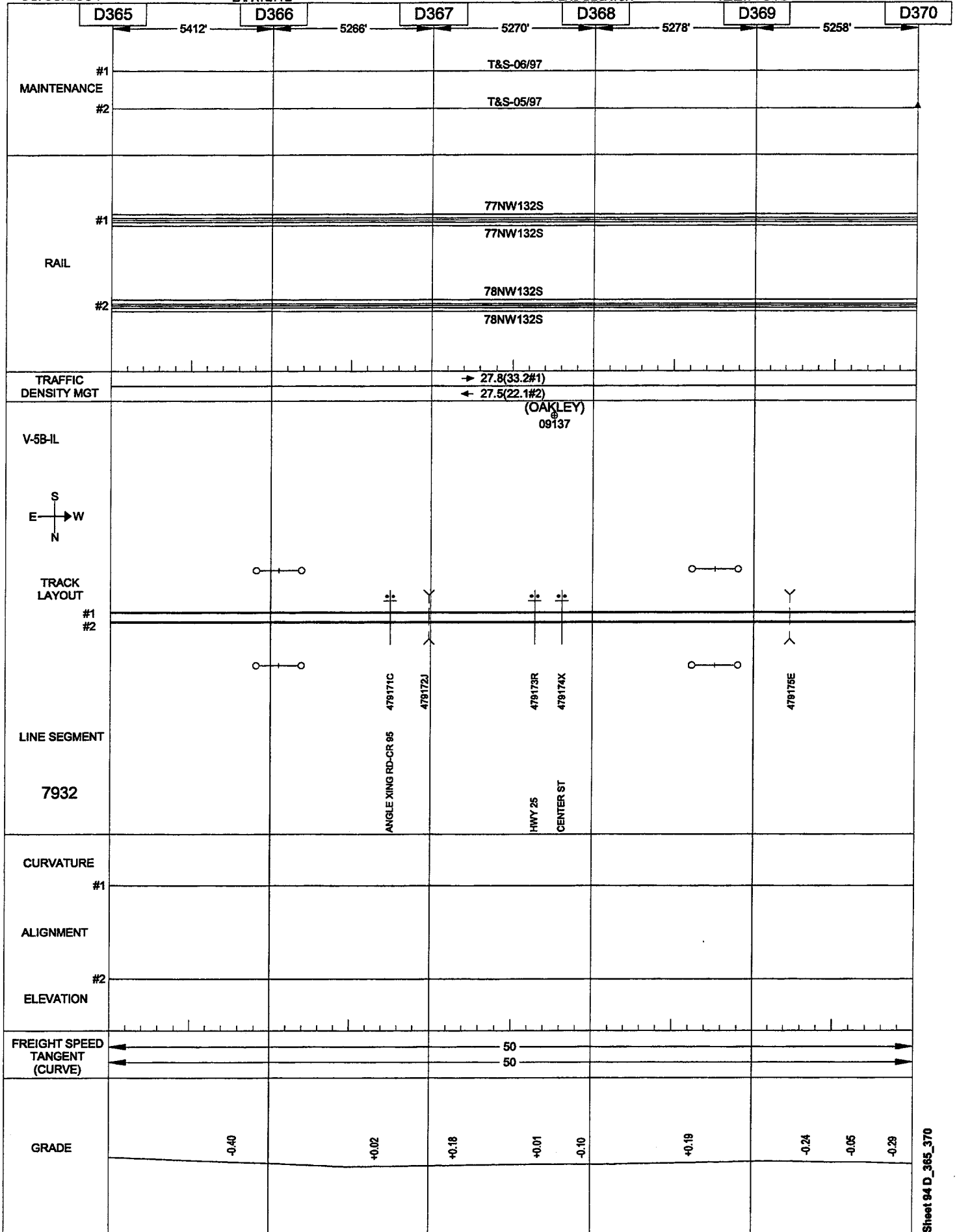


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LAFAYETTE

PERU-DECATUR

ILLINOIS



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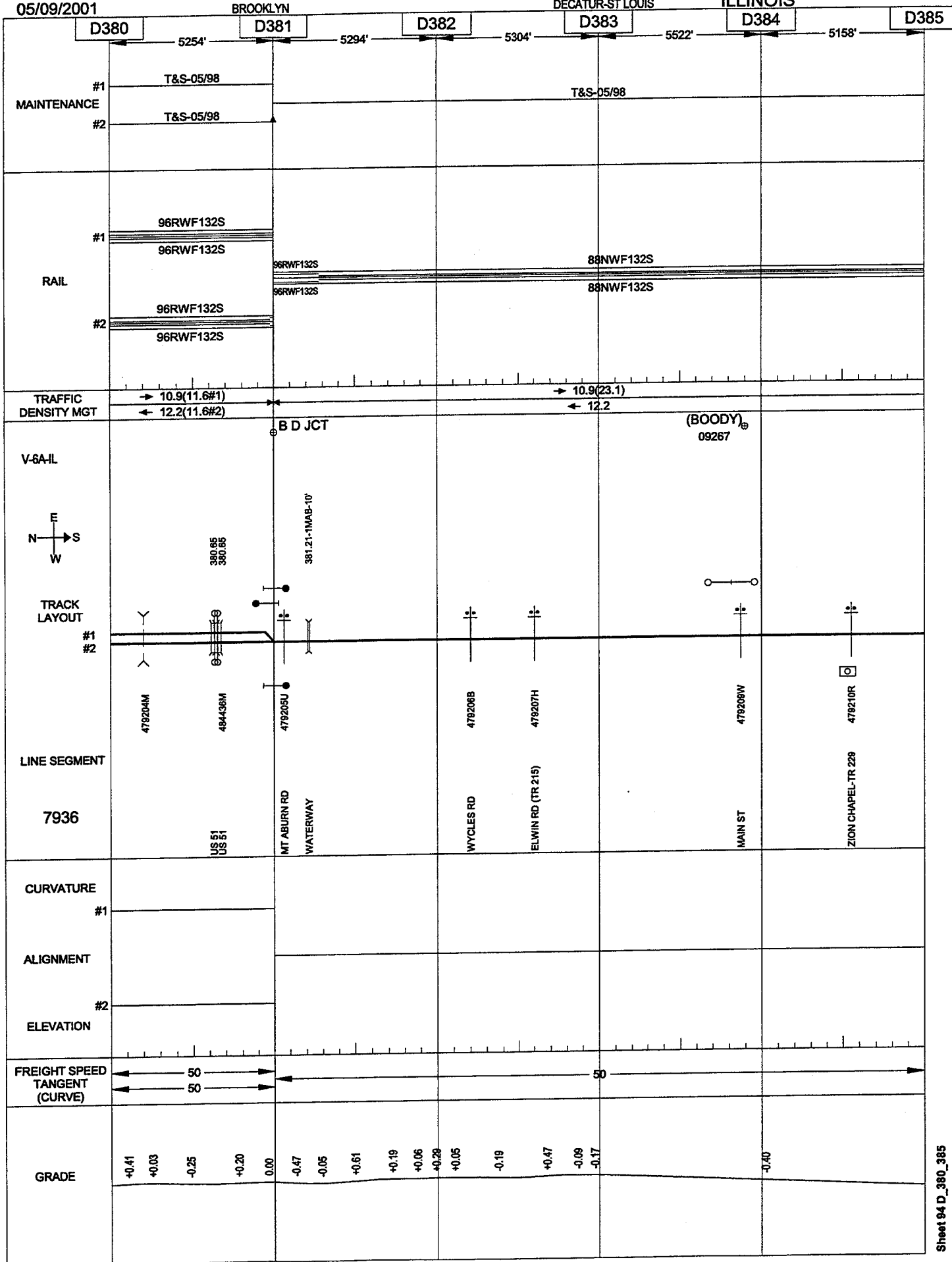
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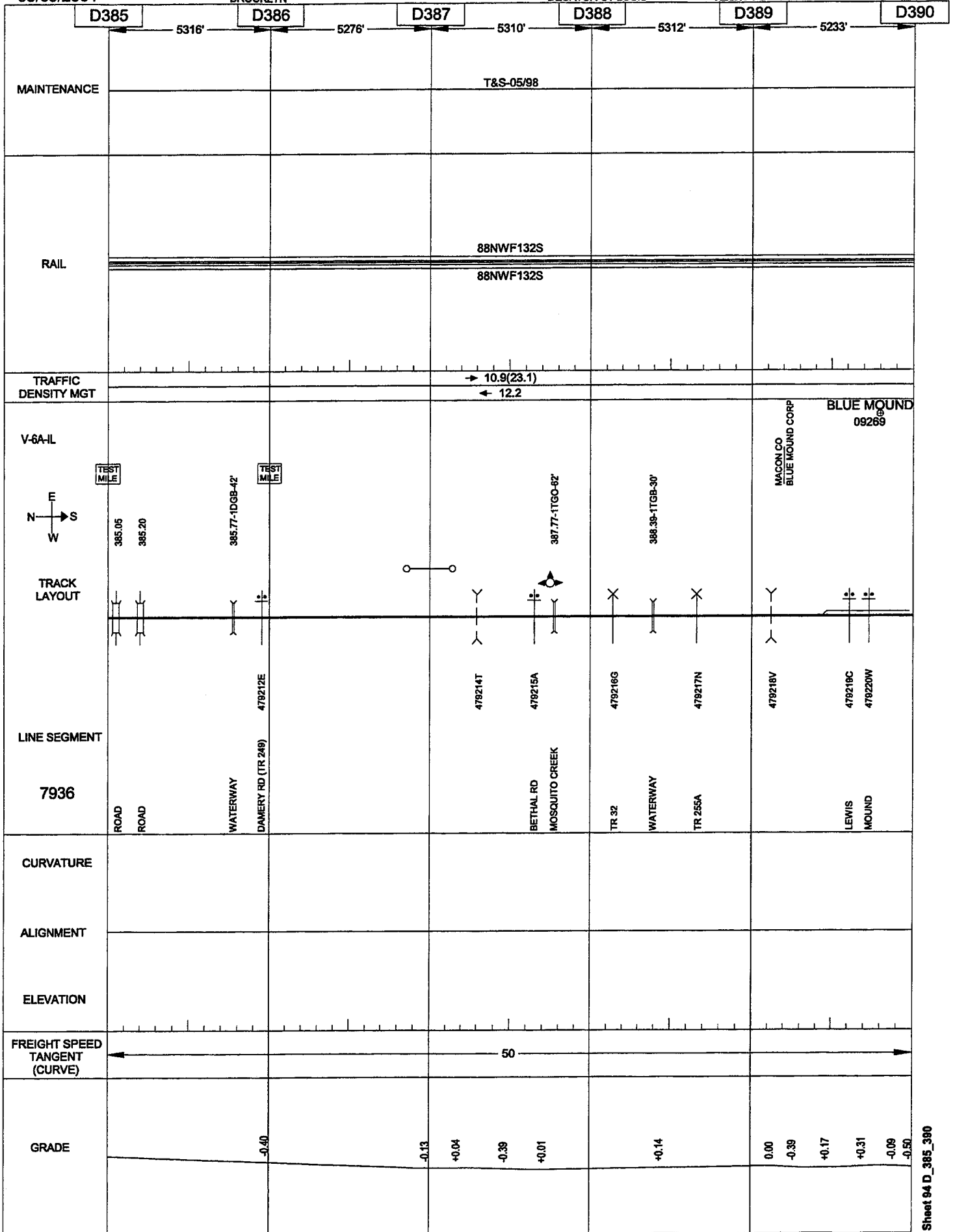


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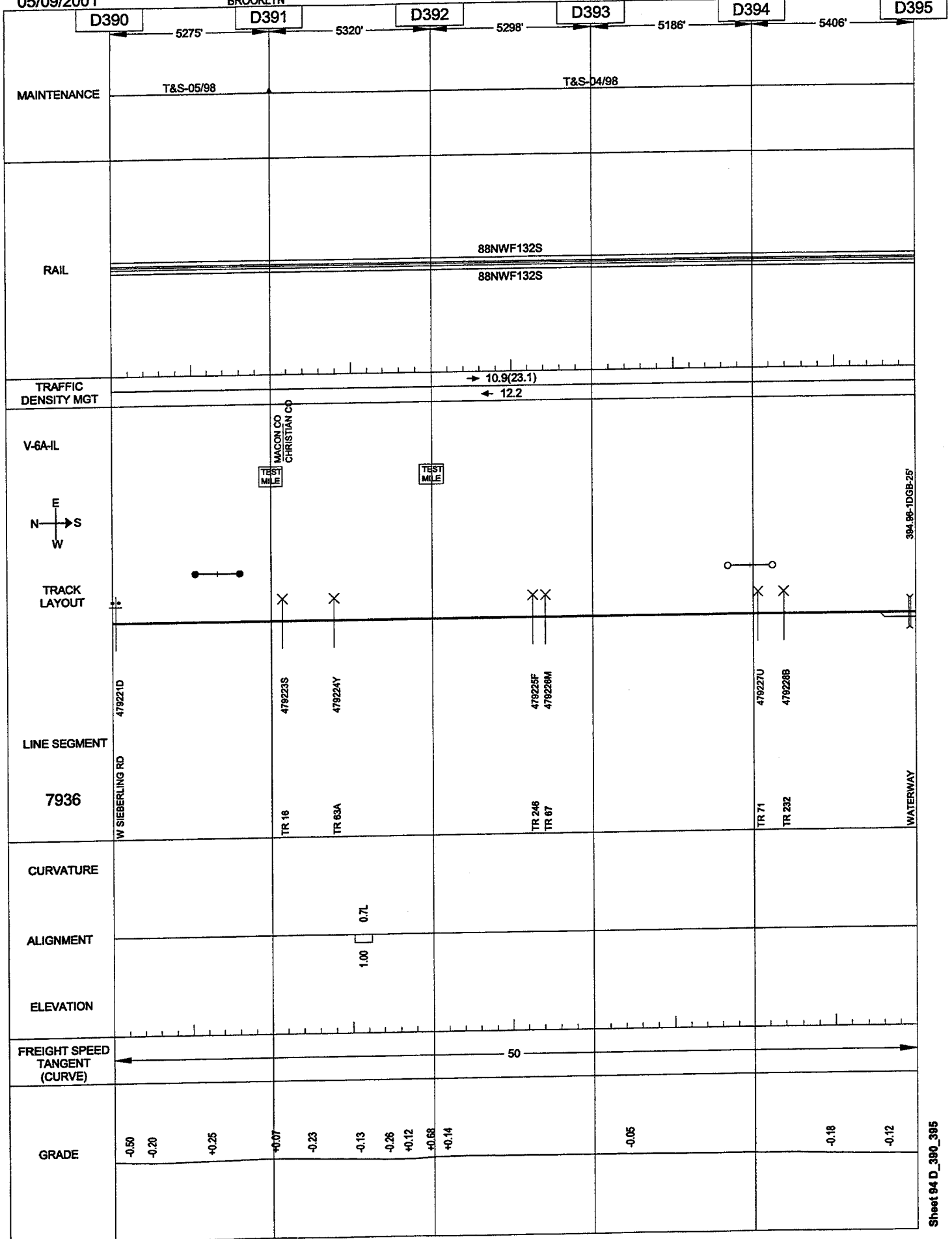


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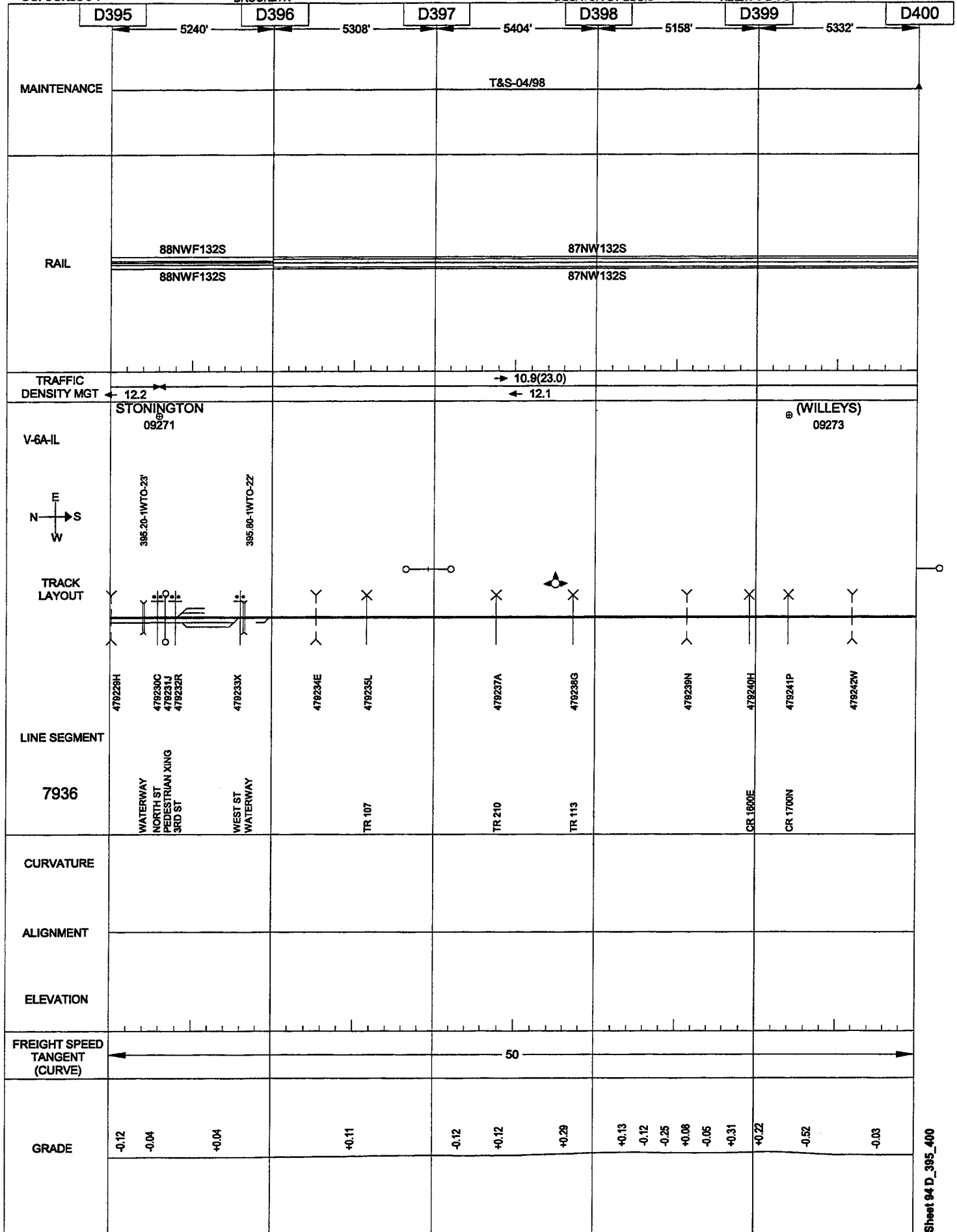


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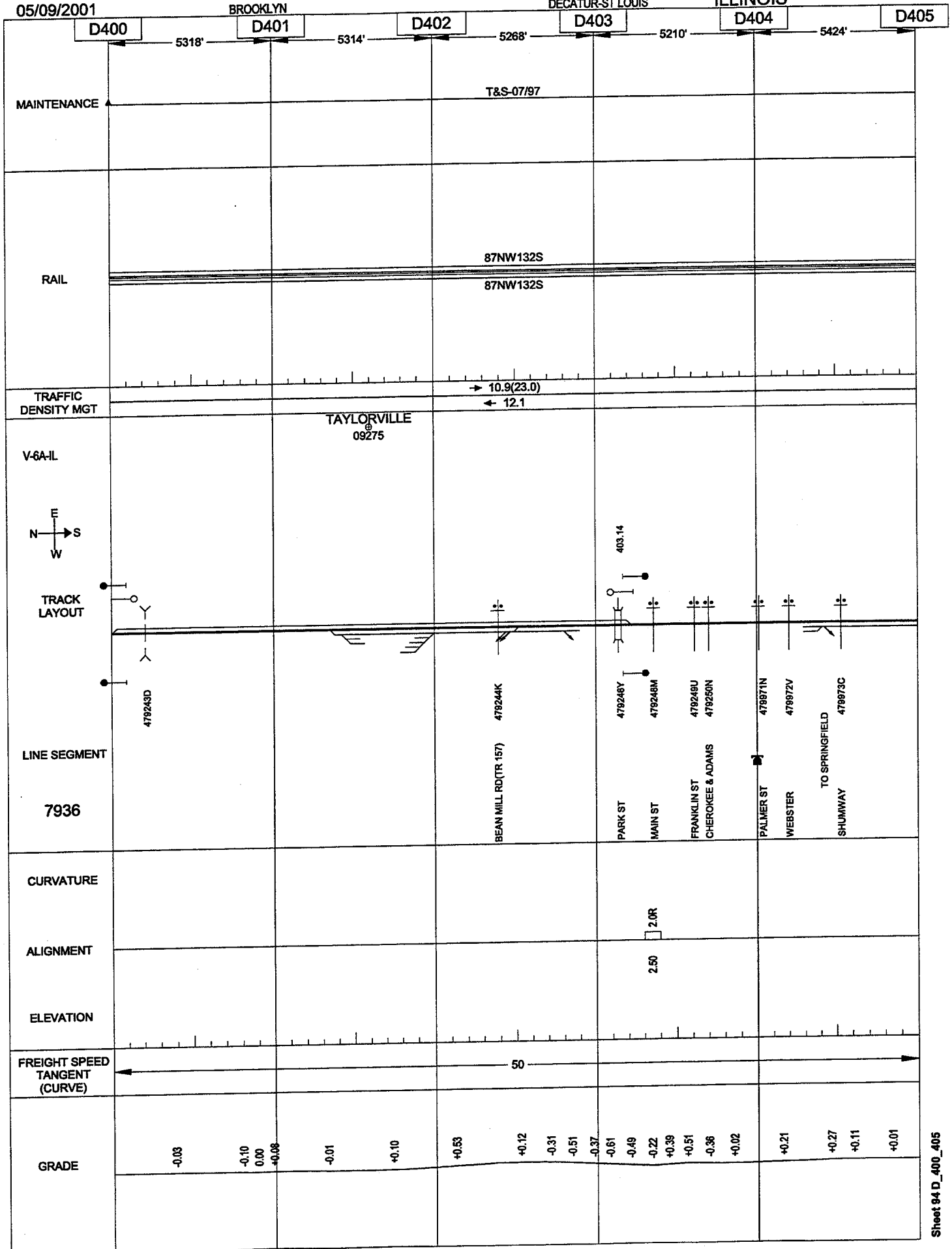


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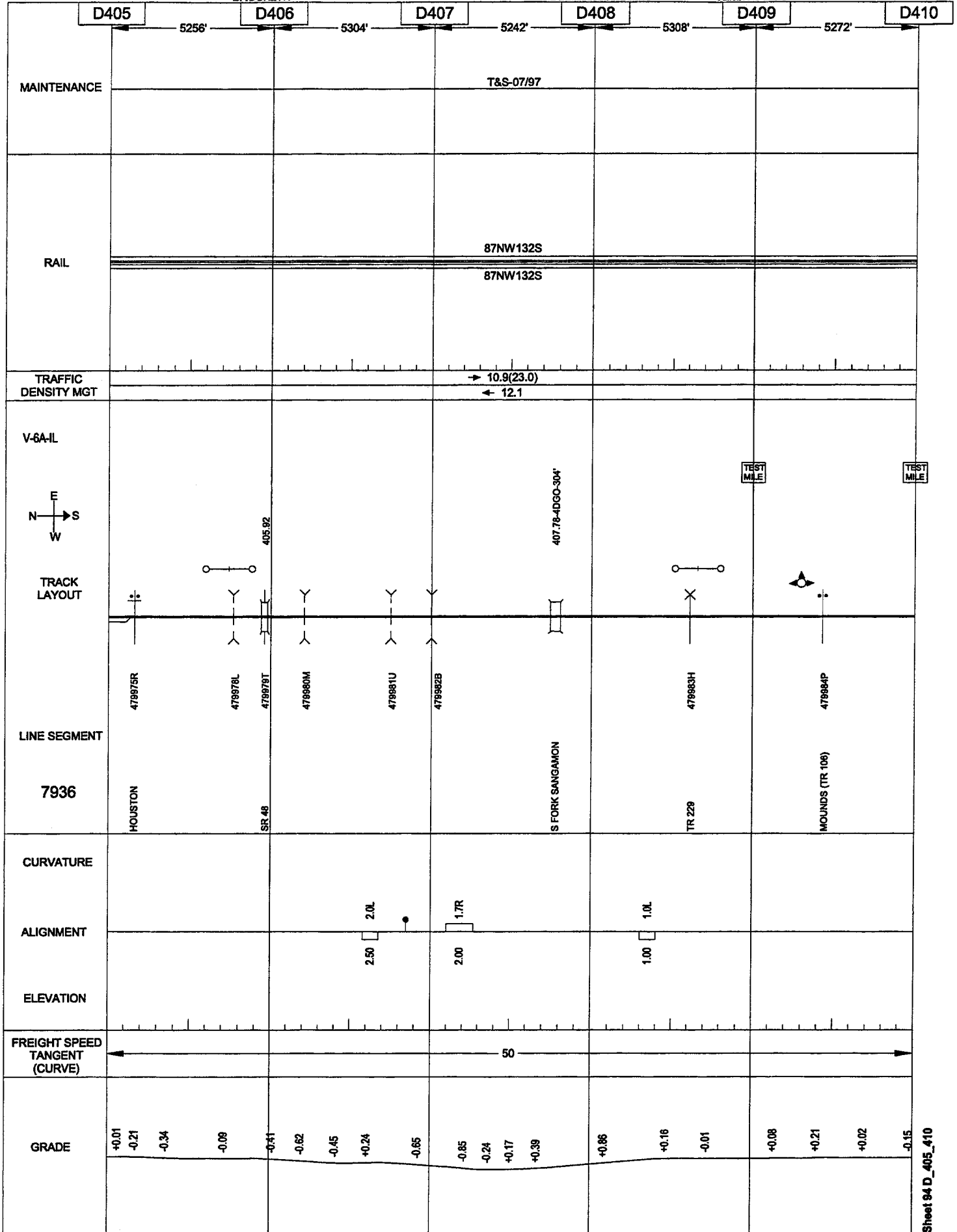


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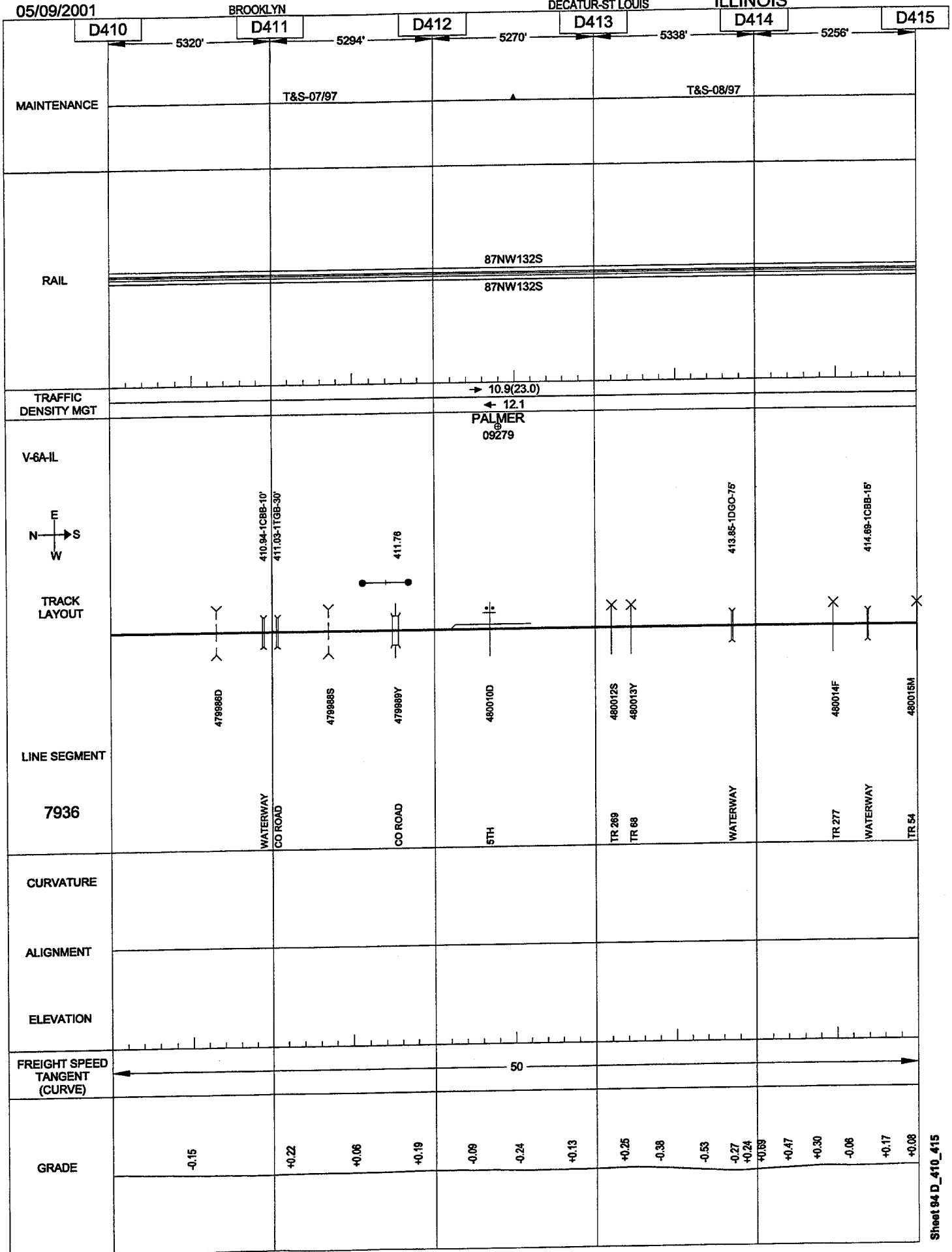


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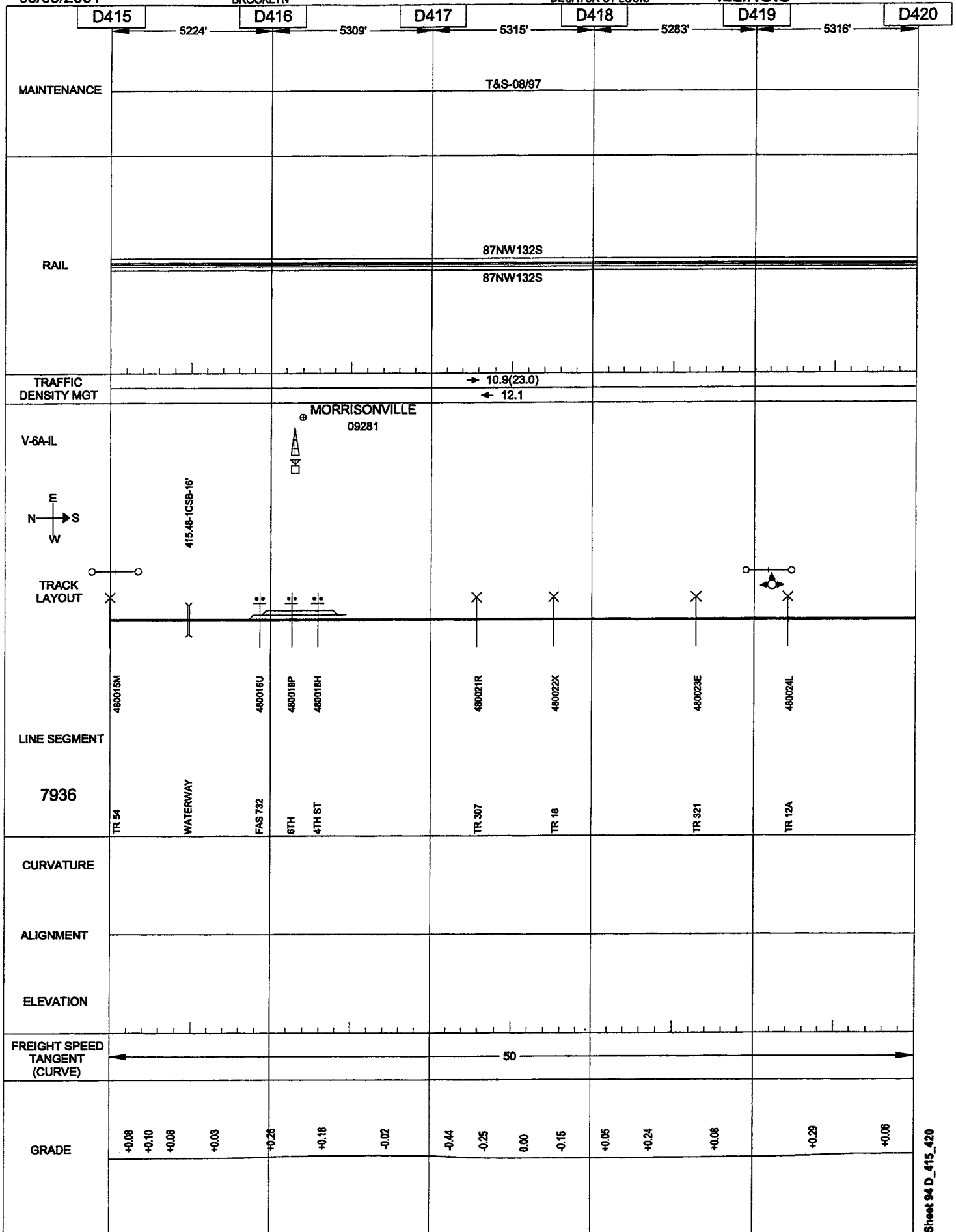


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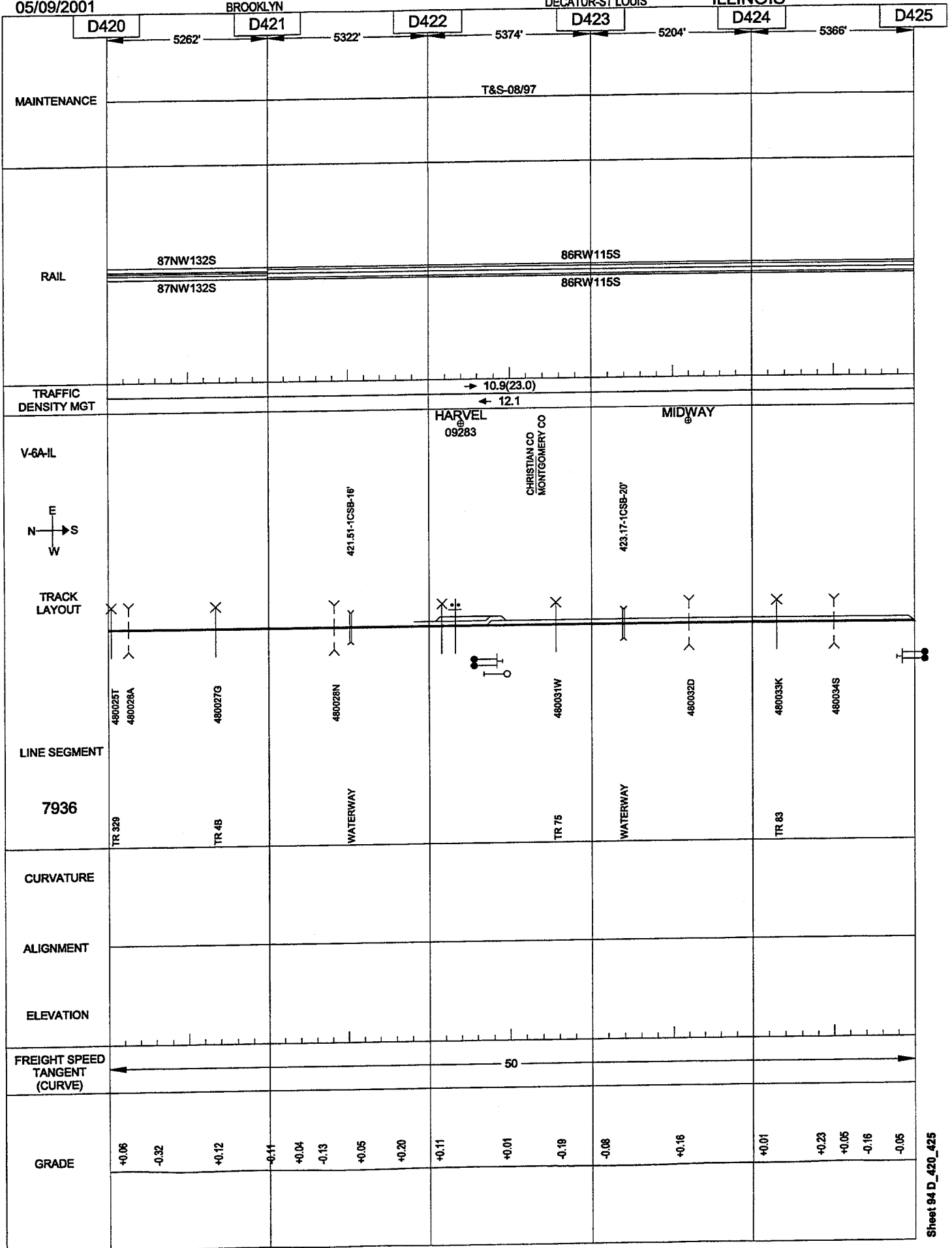


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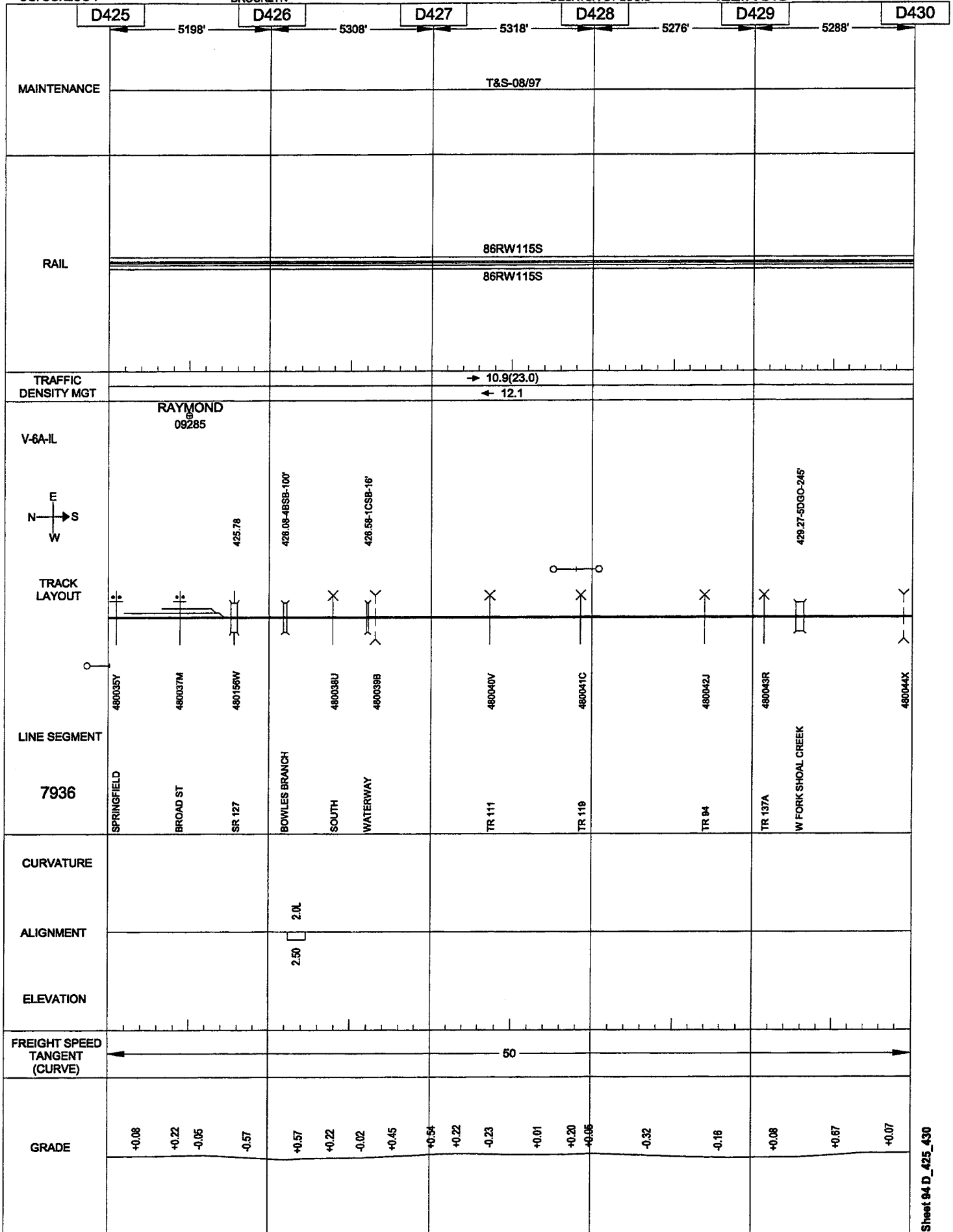


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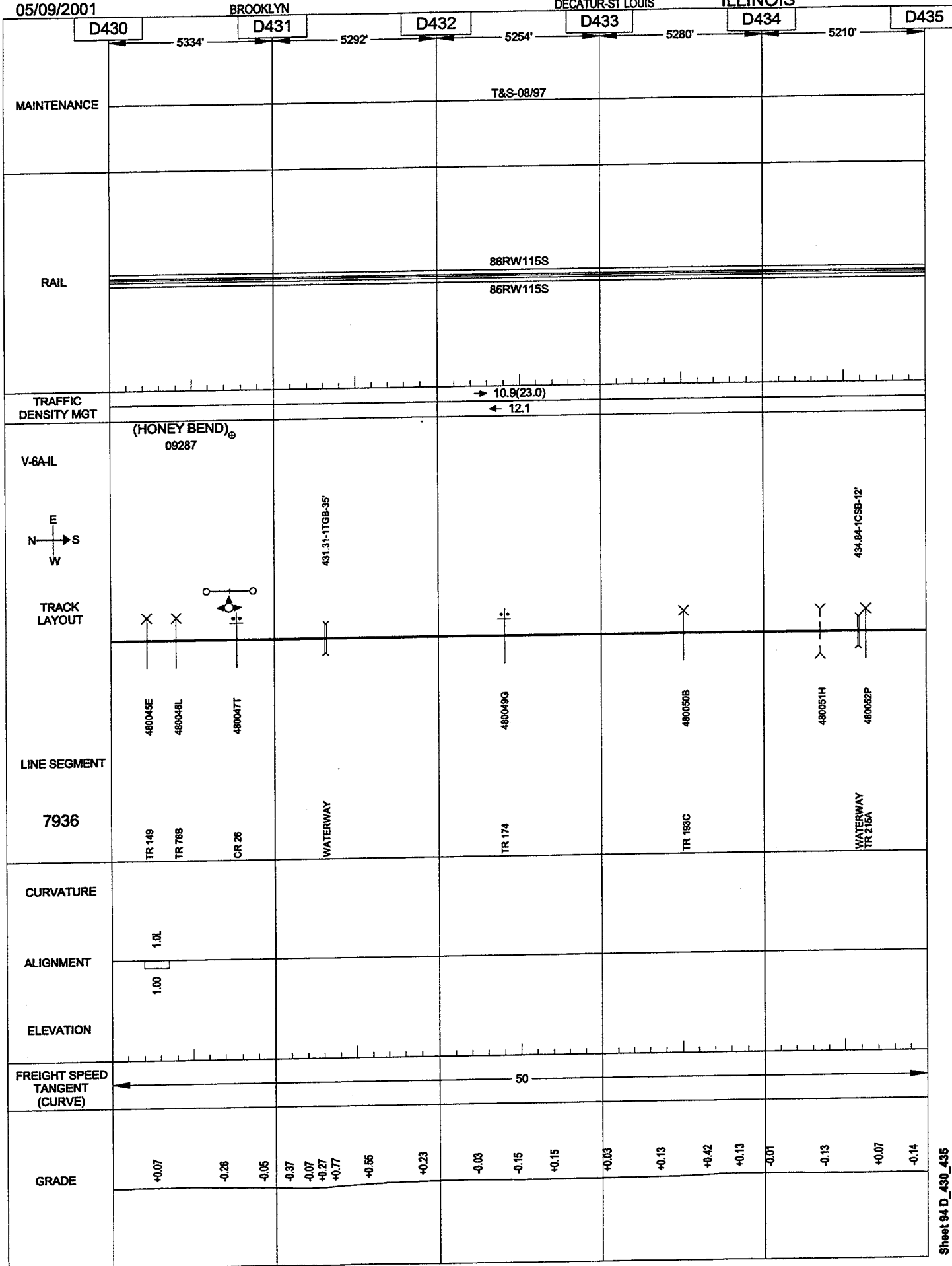


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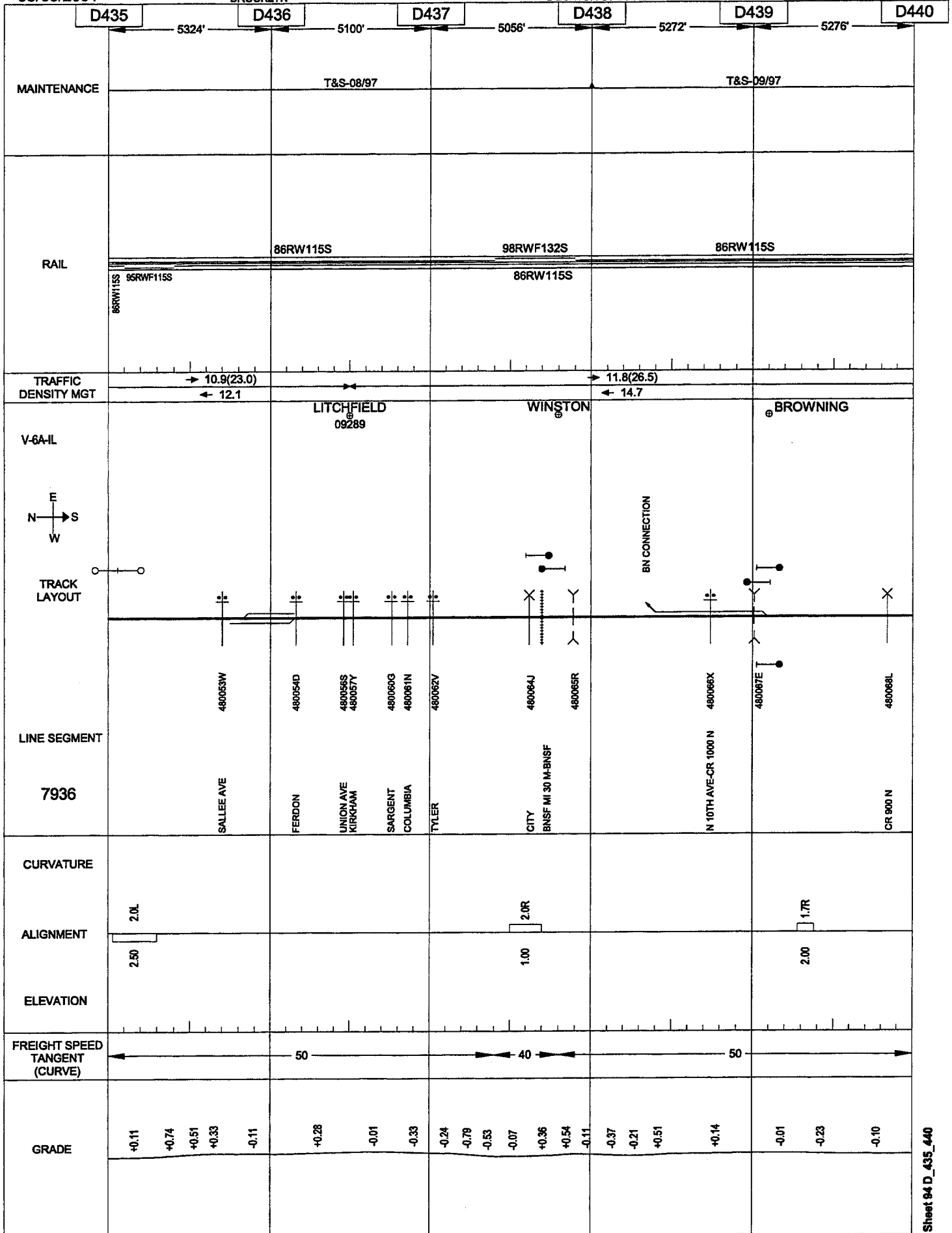


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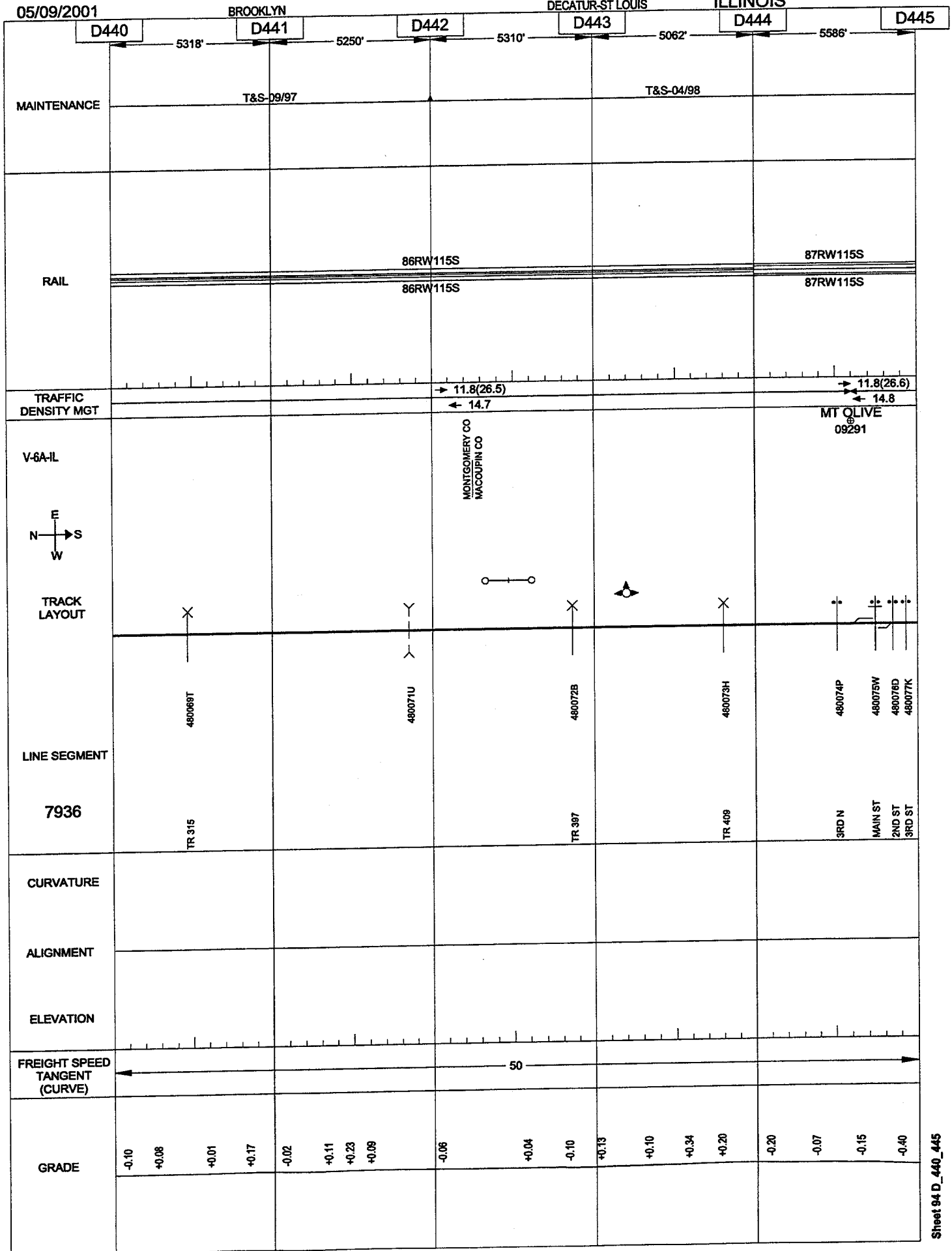


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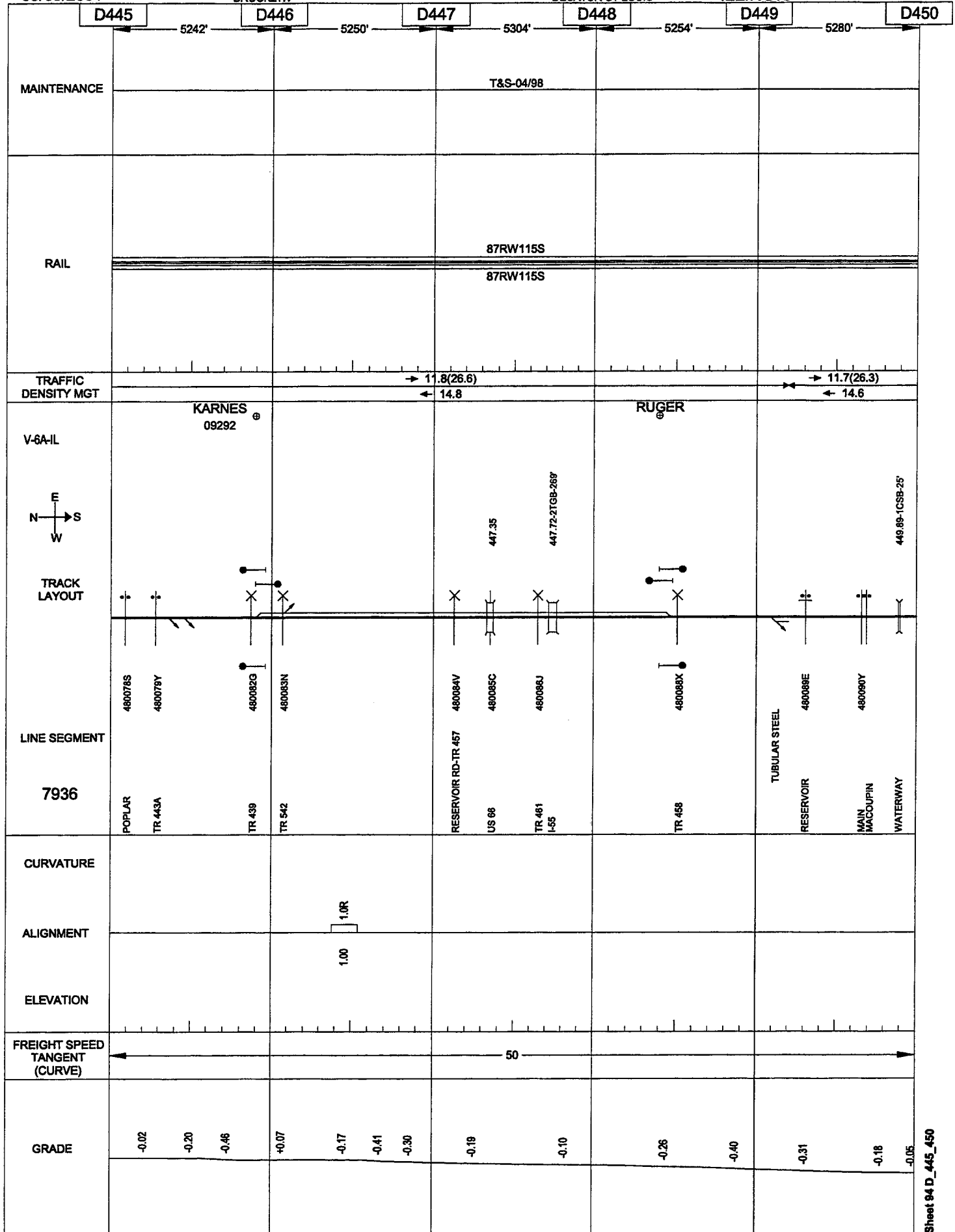


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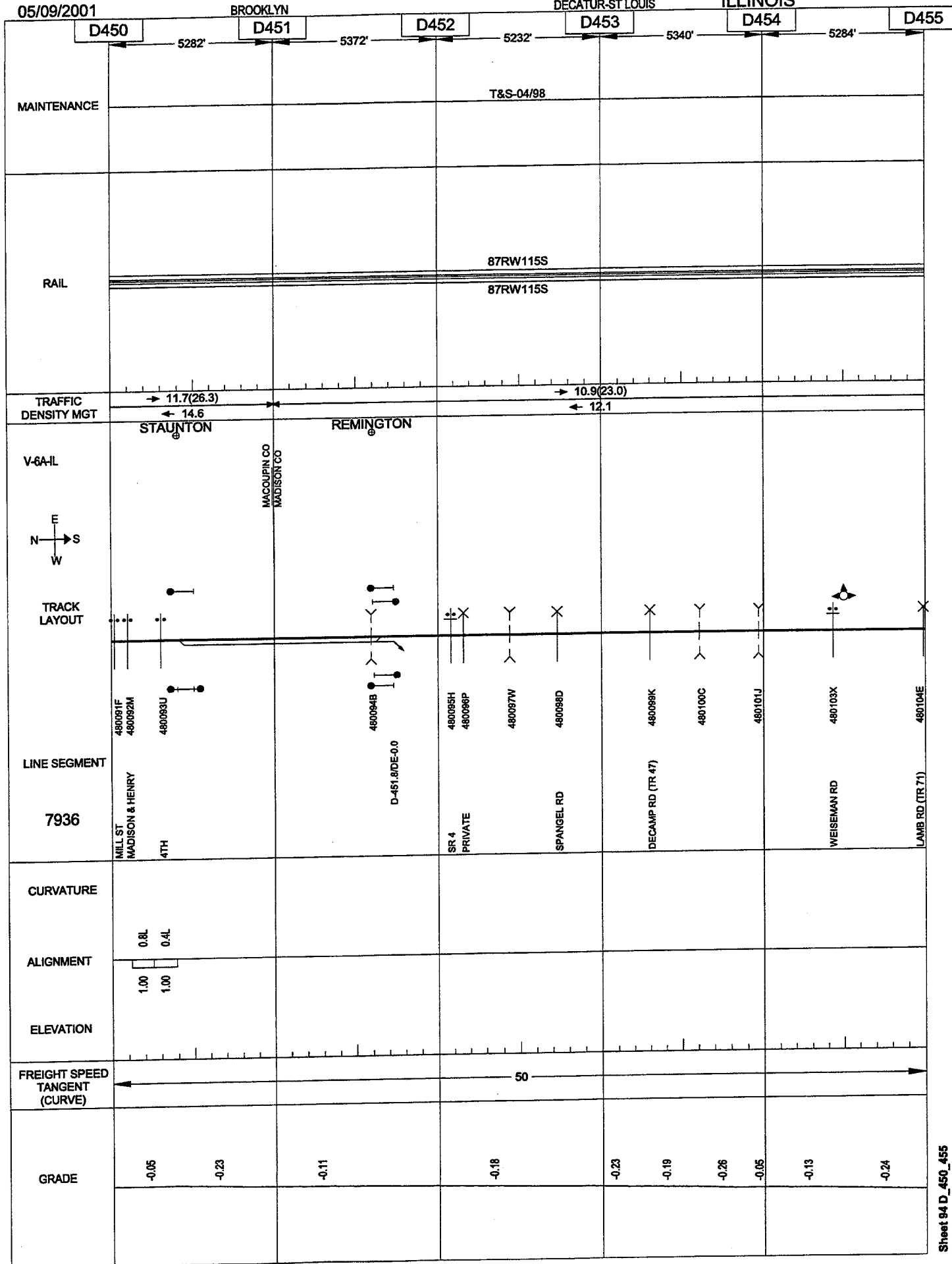


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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

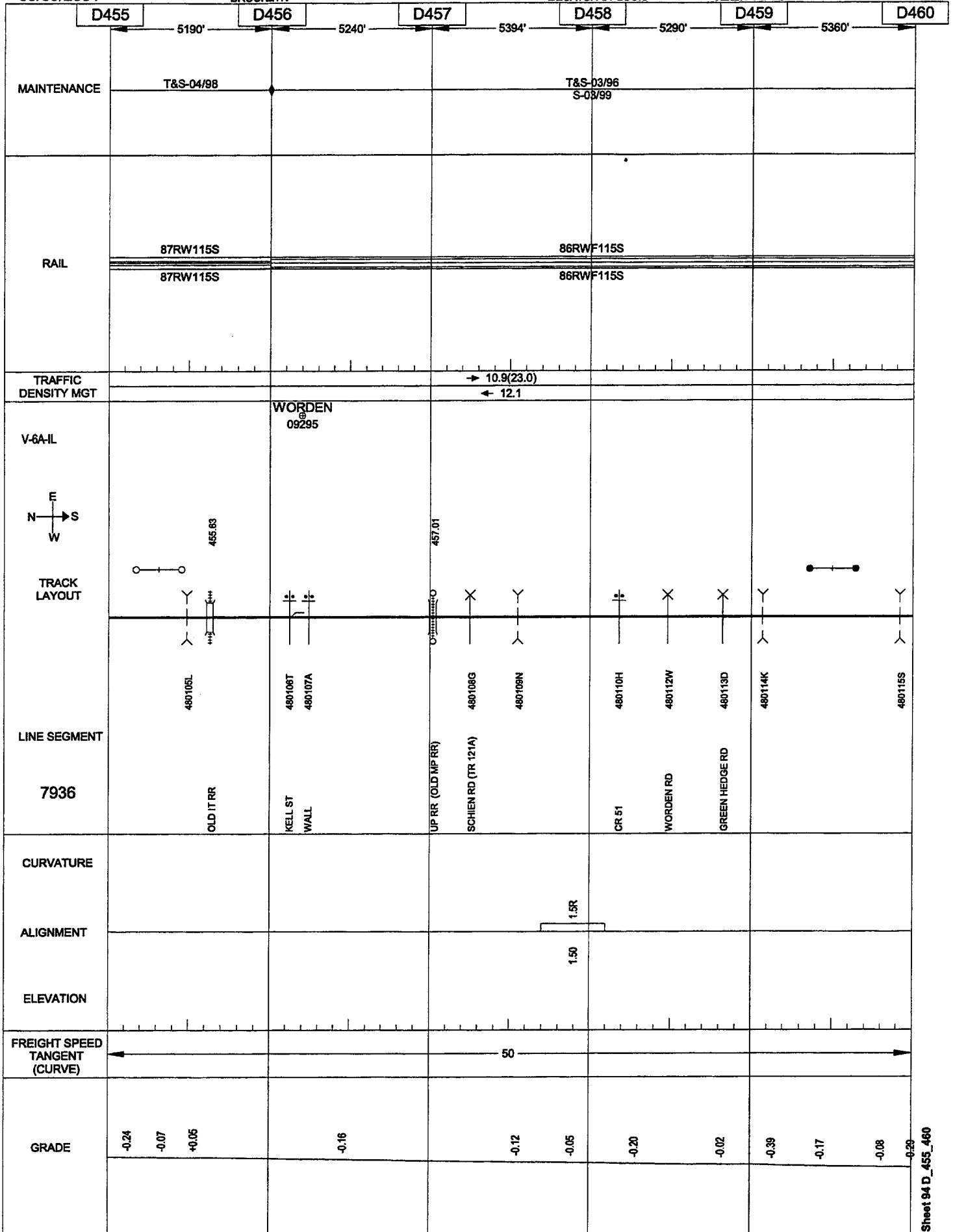


05/09/2001

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

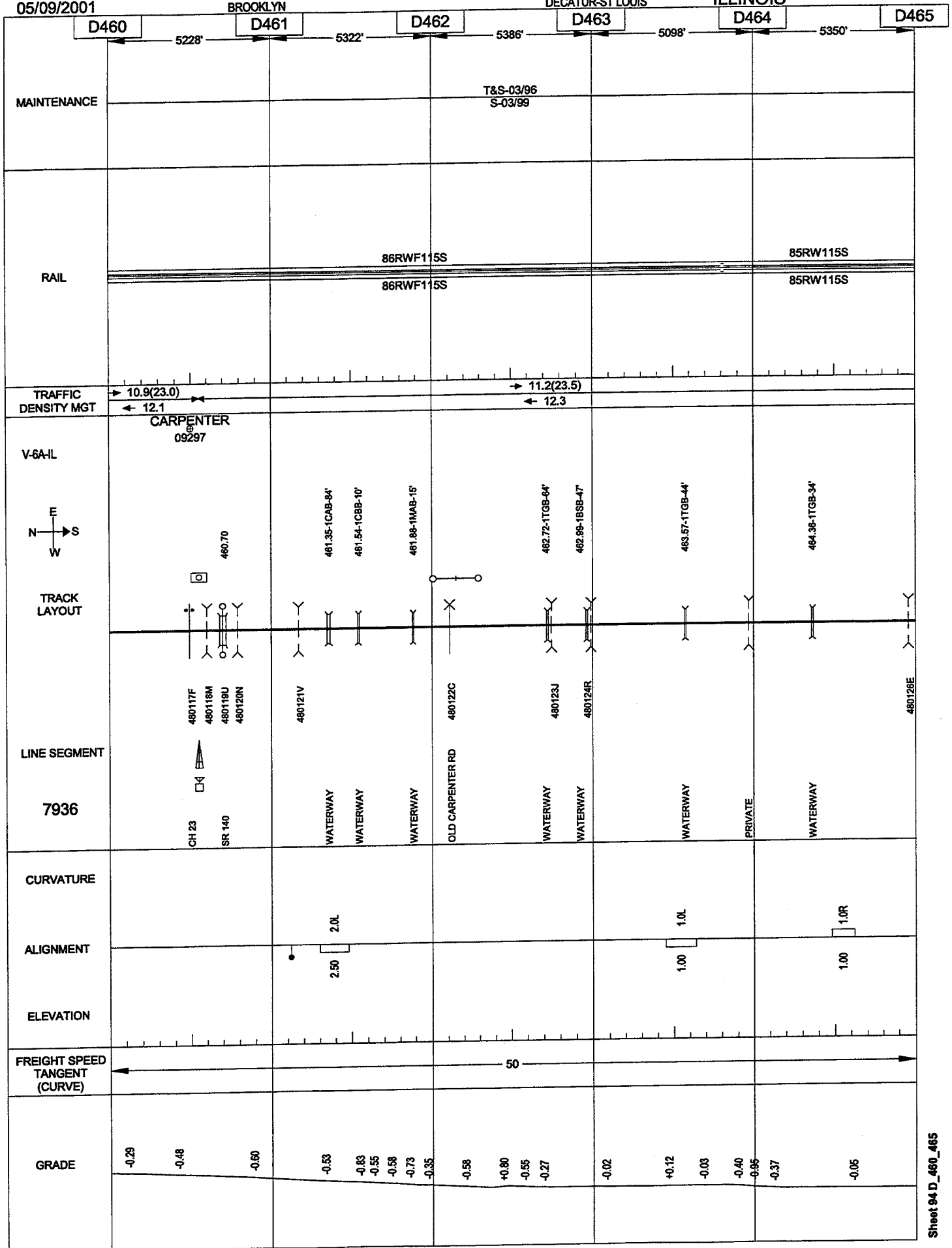


05/09/2001

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

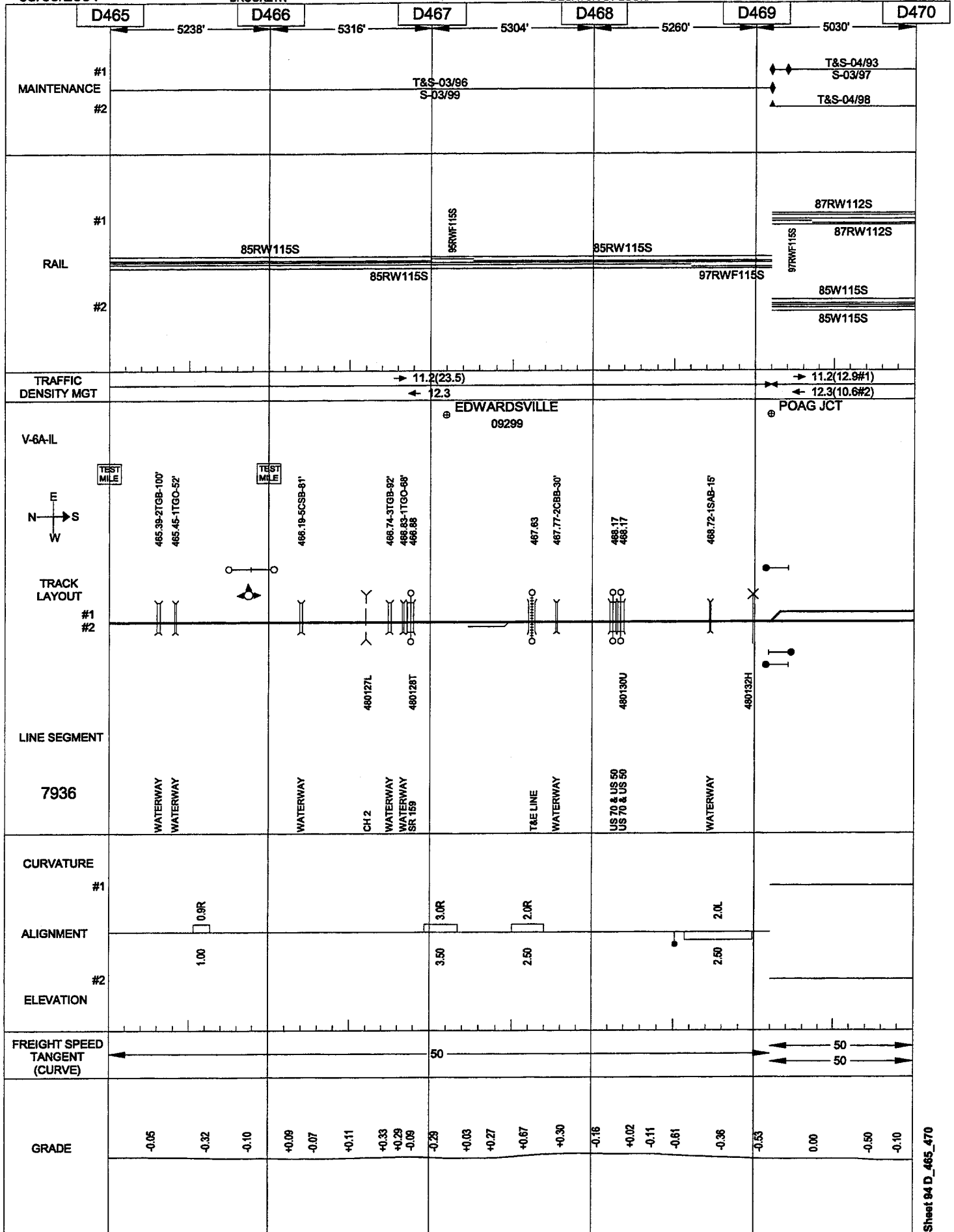


05/09/2001

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ILLINOIS

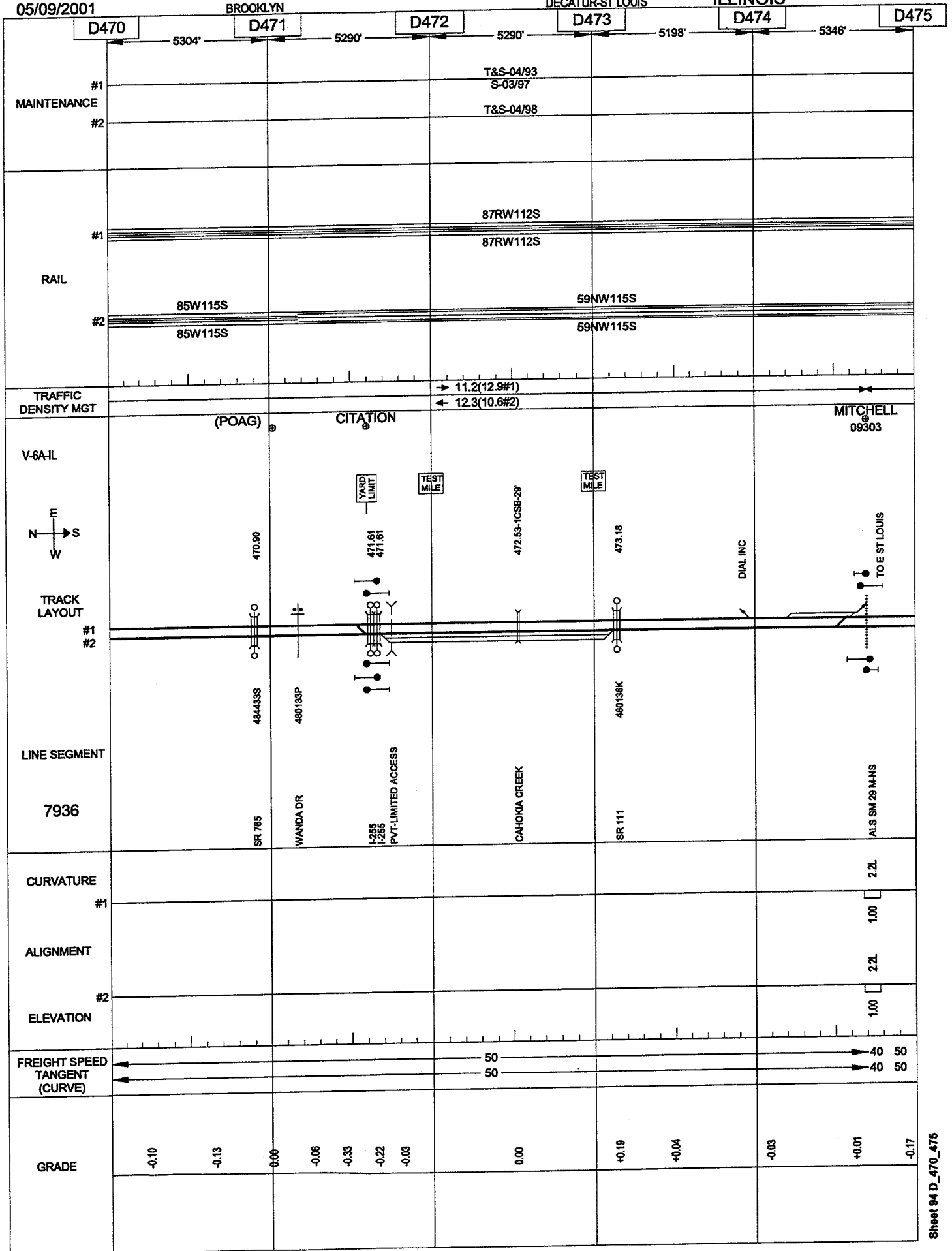


05/09/2001

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ILLINOIS

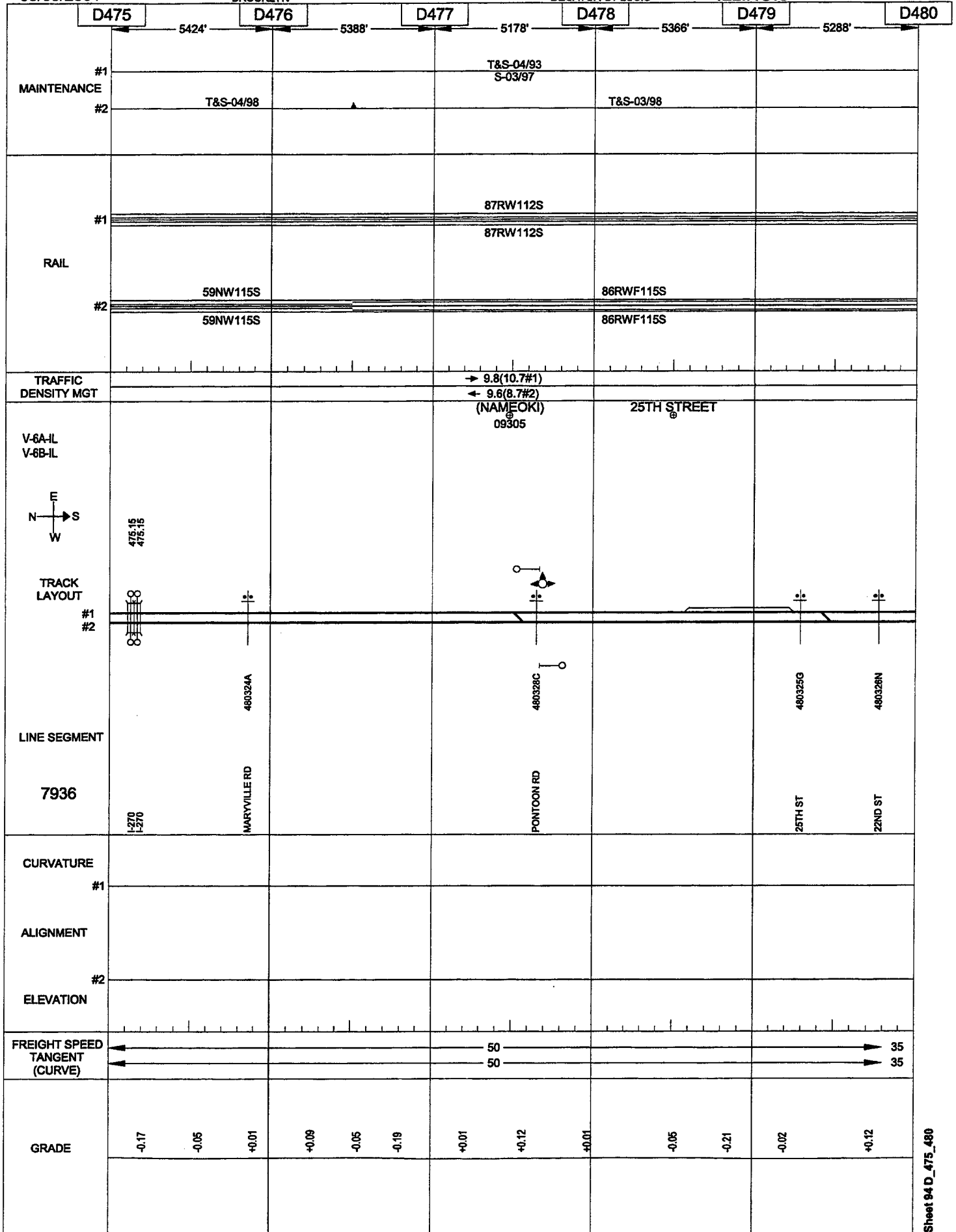


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ILLINOIS

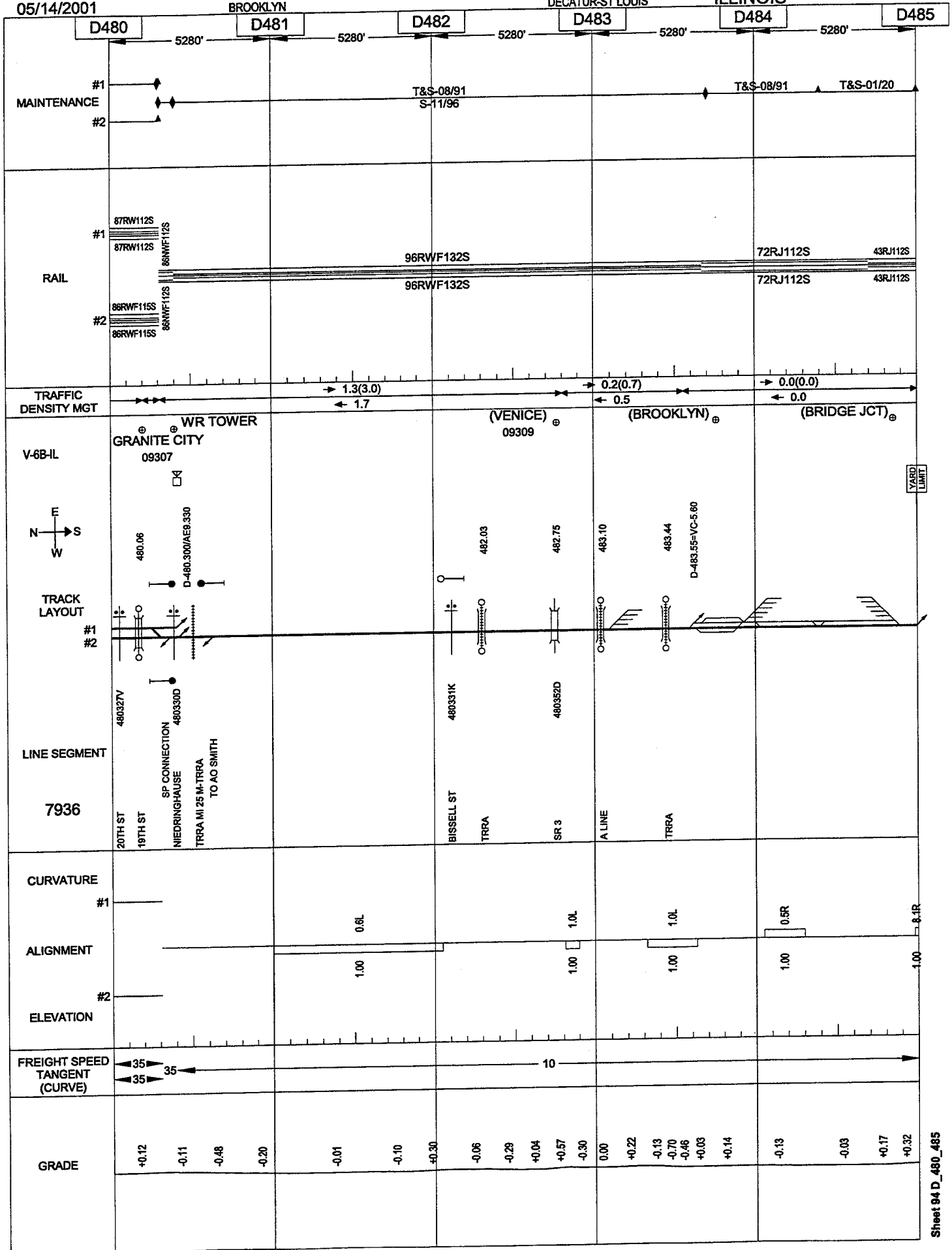


05/14/2001

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ILLINOIS

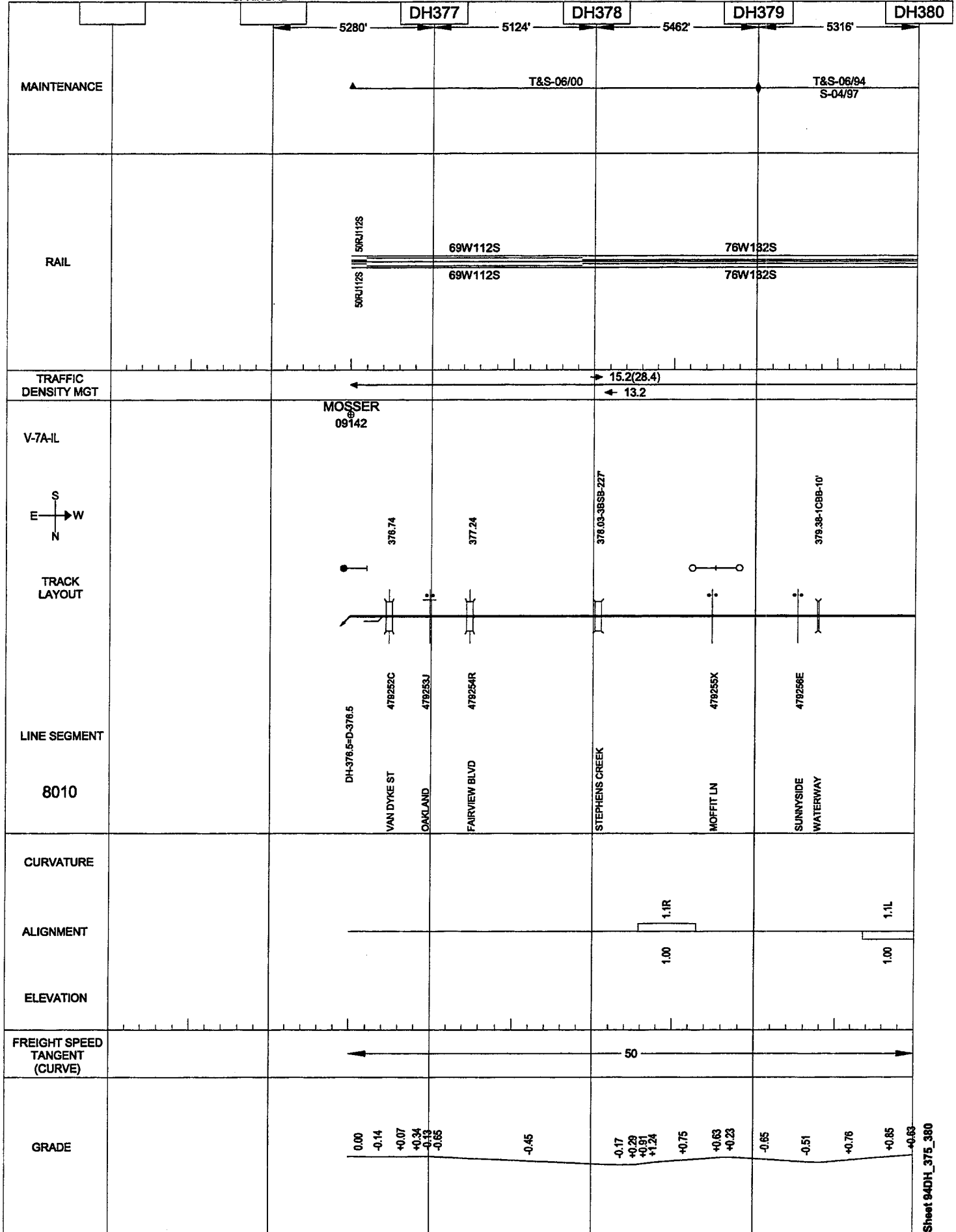


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

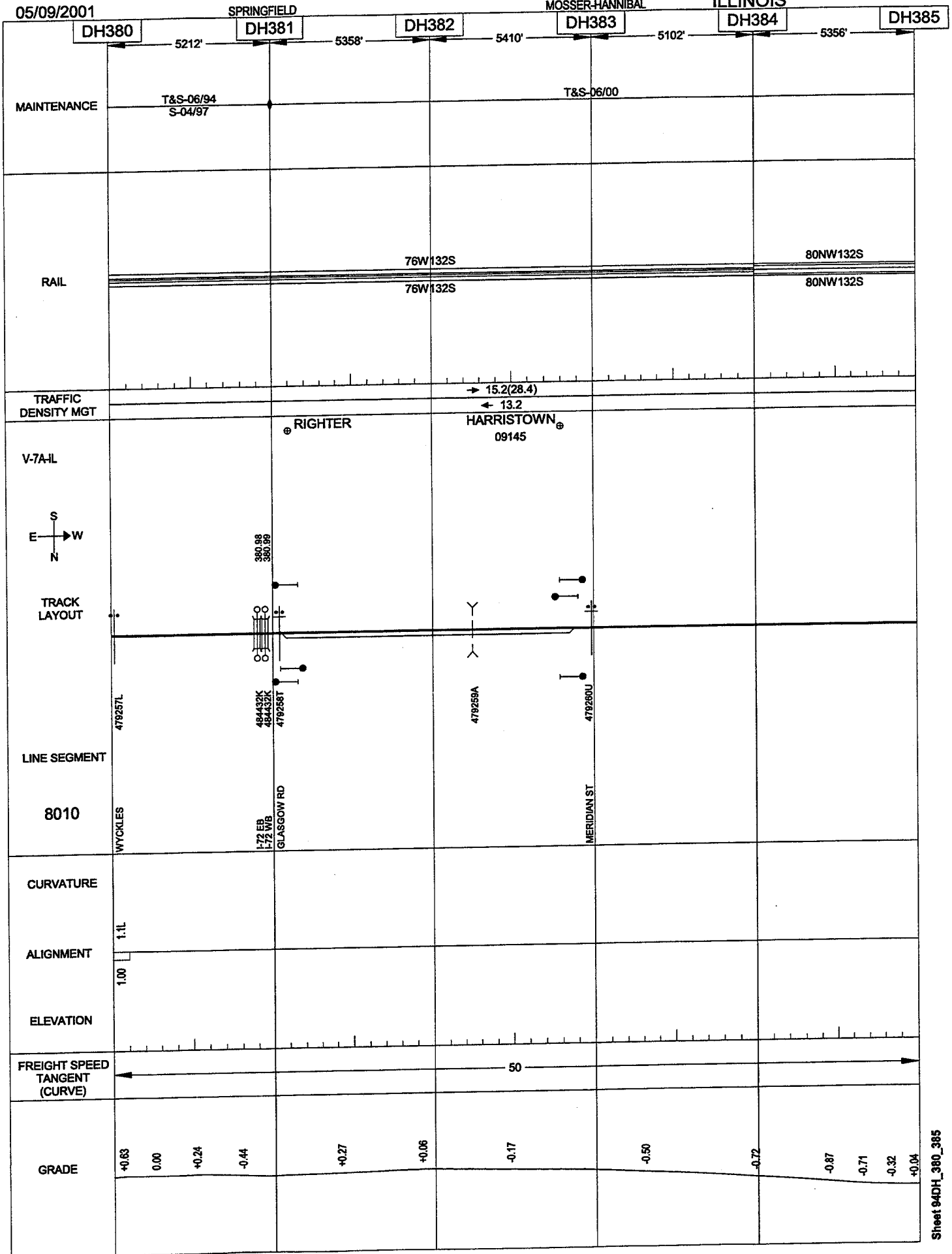


05/09/2001

SPRINGFIELD

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ILLINOIS

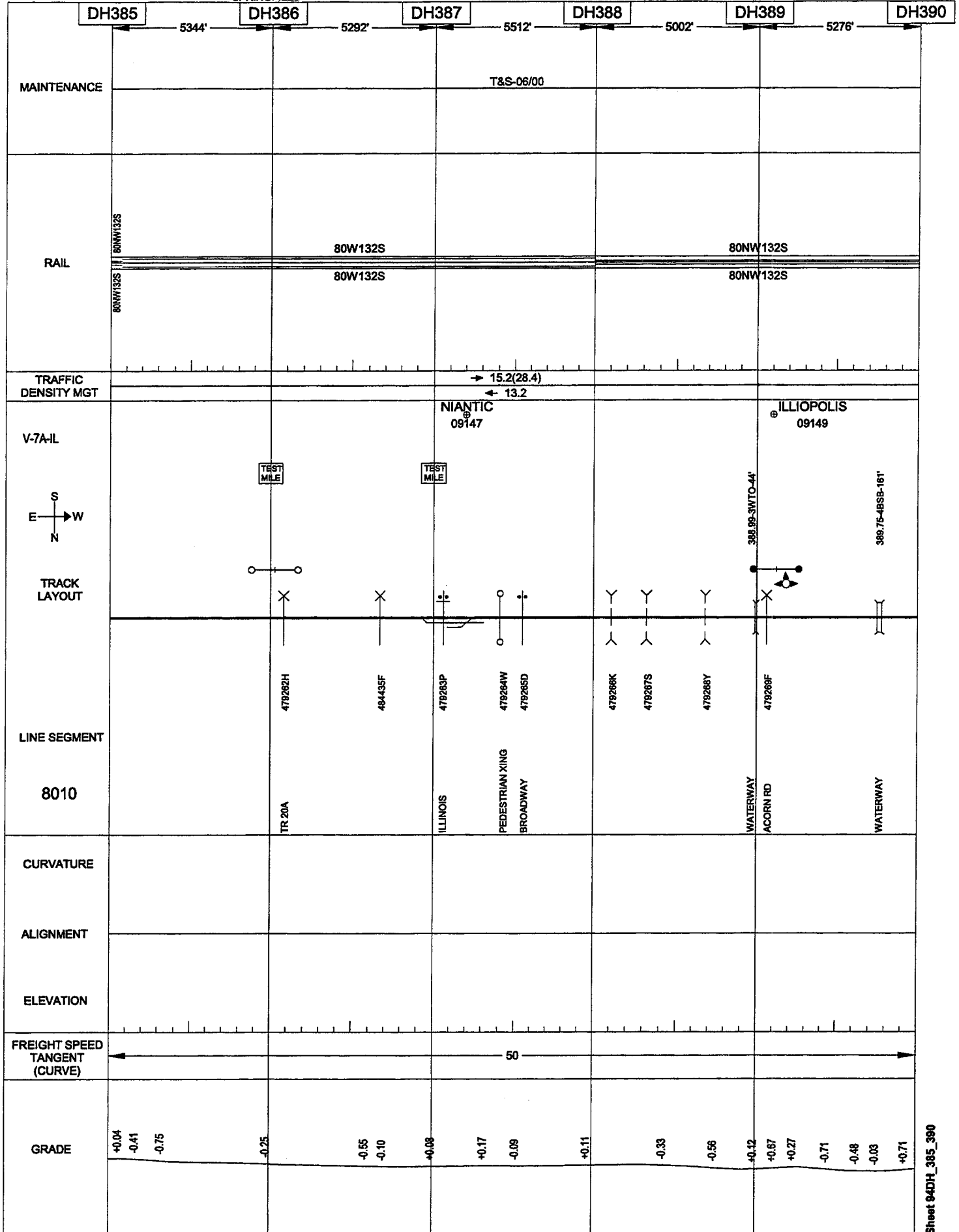


05/09/2001

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ILLINOIS

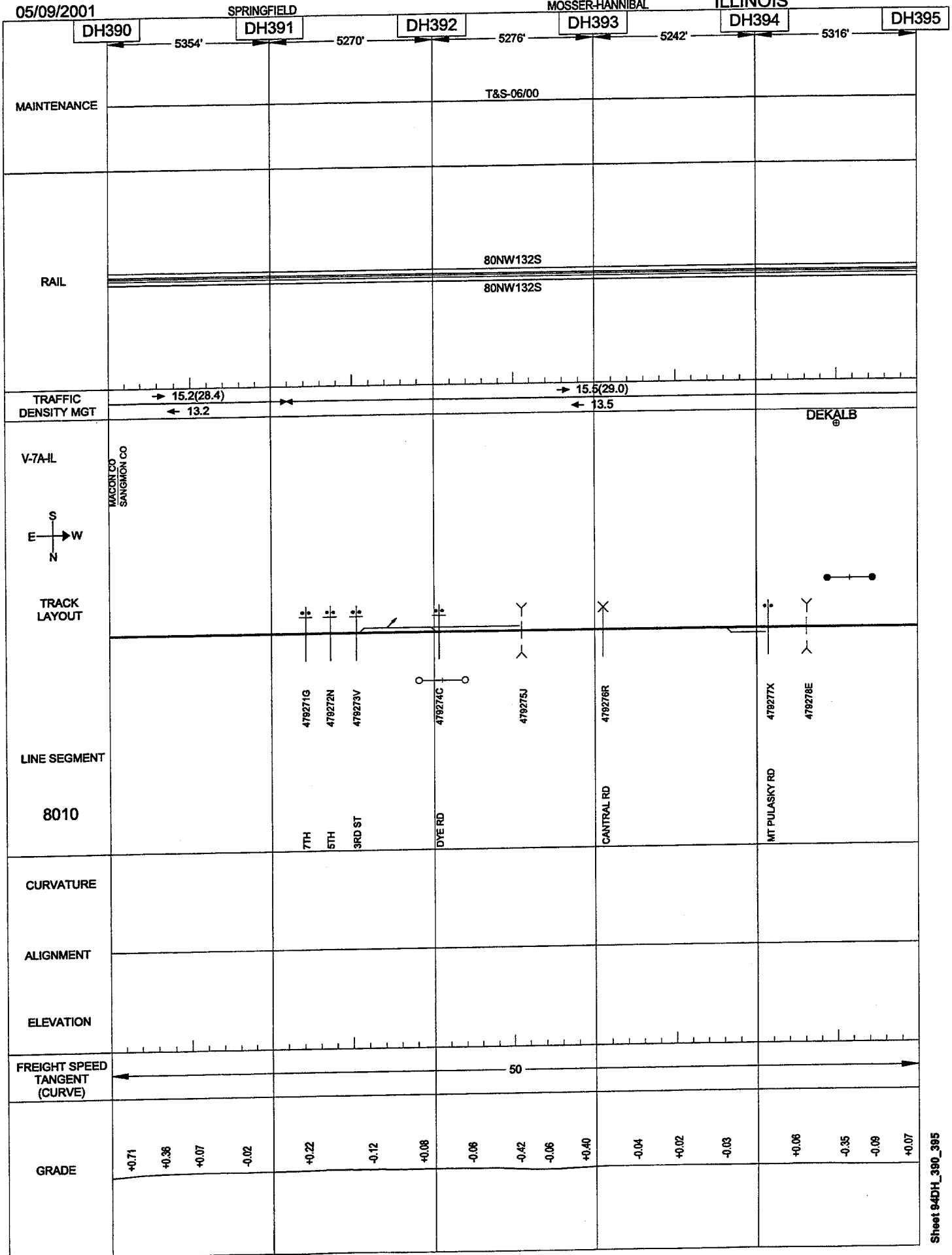


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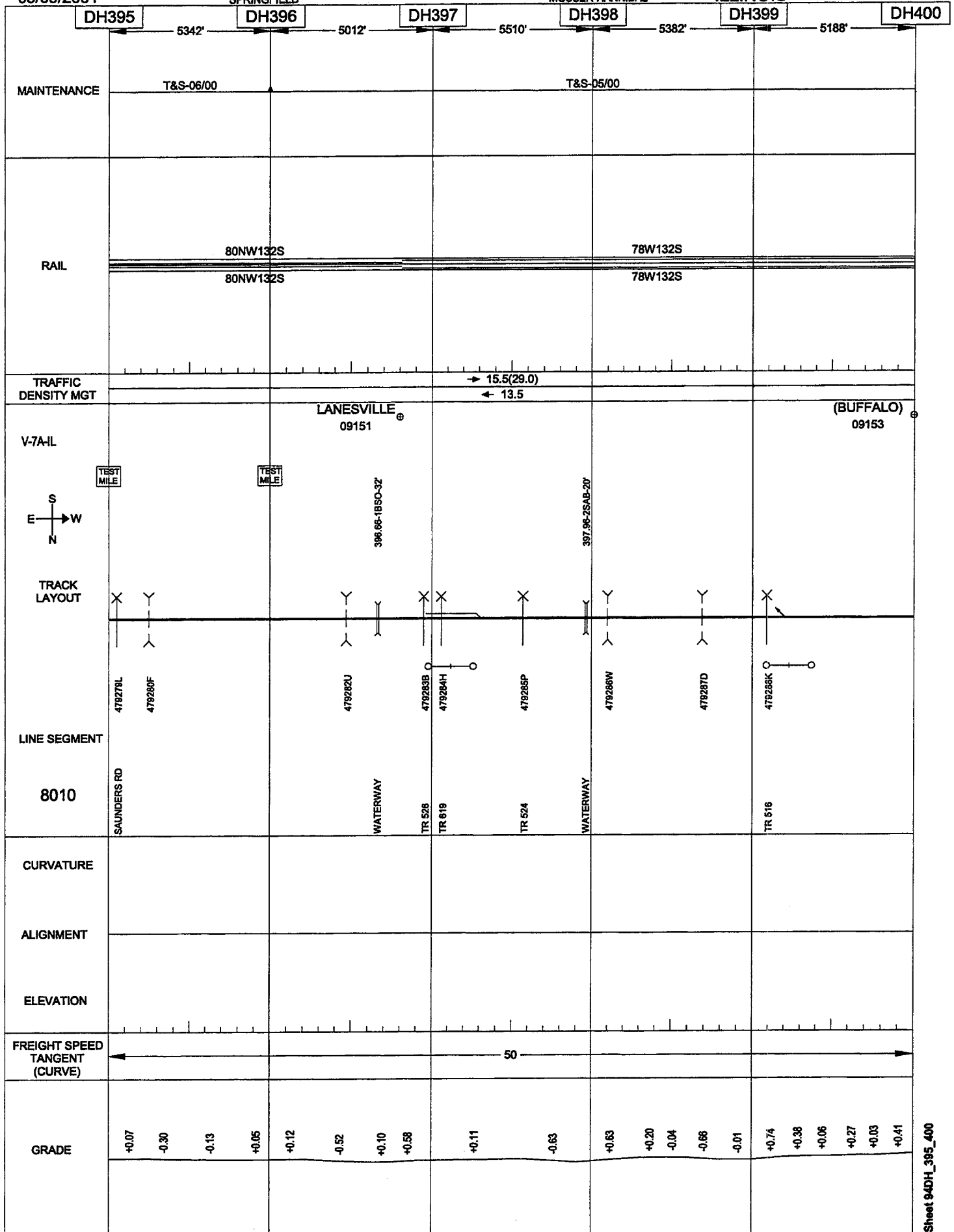


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ILLINOIS

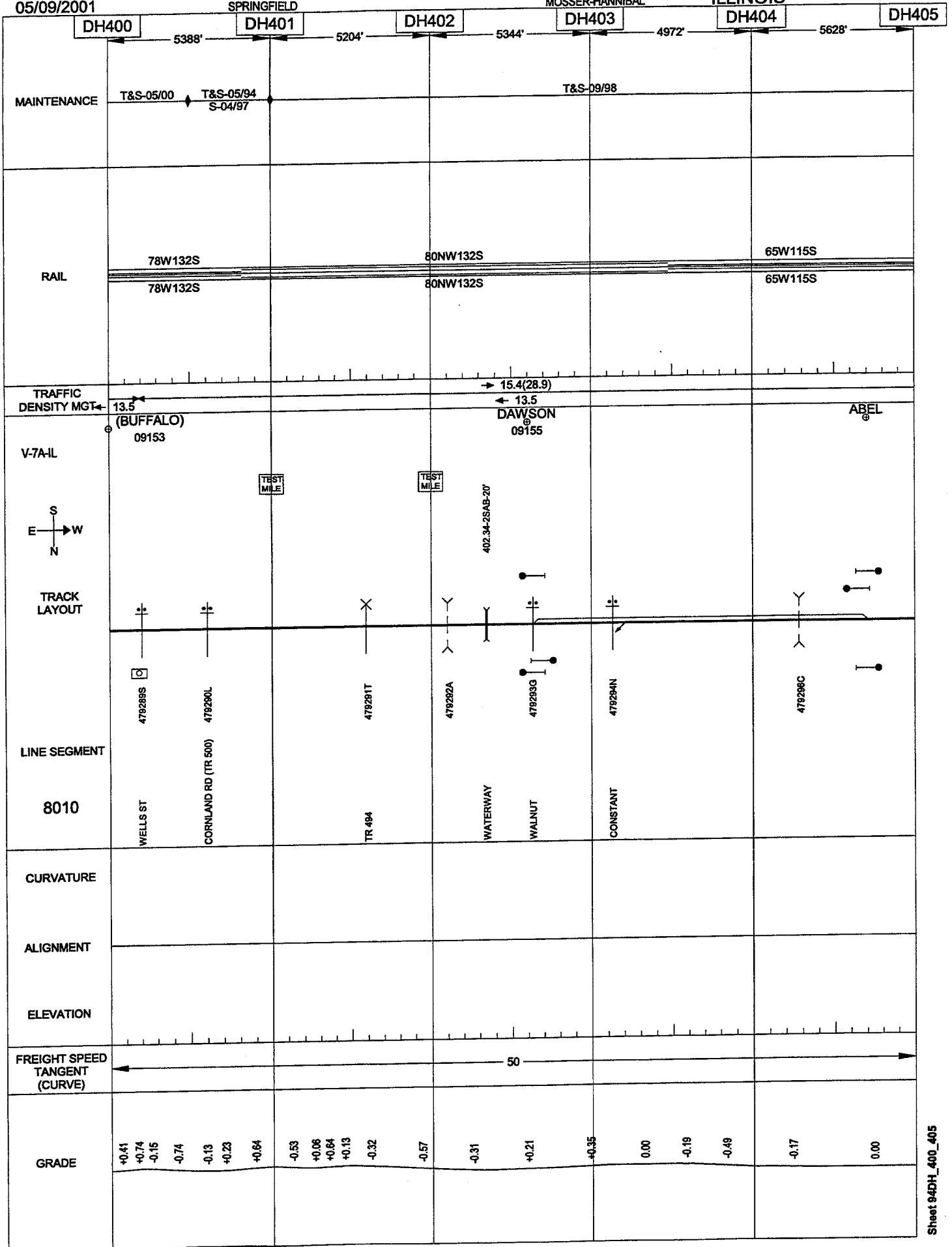


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ILLINOIS



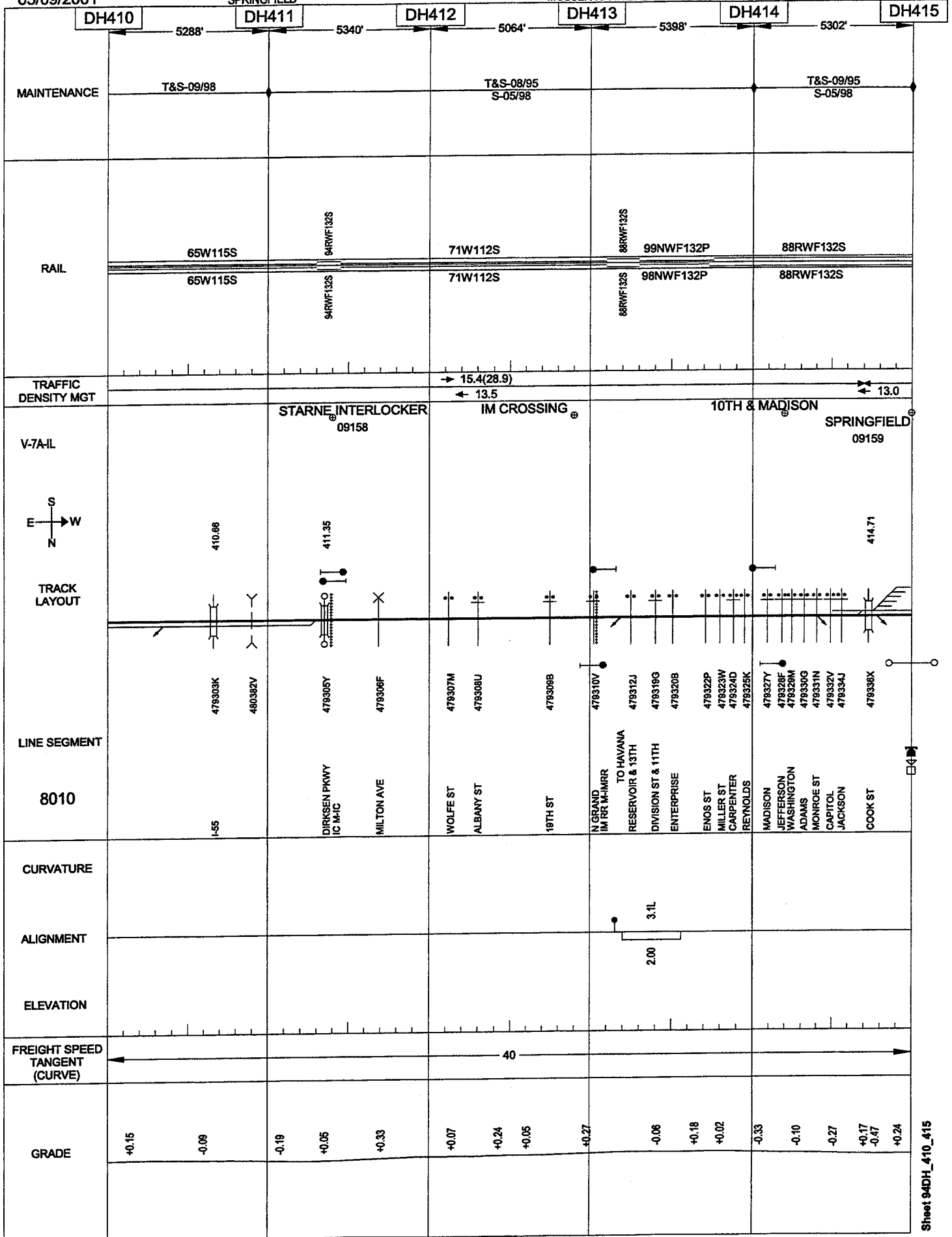
Sheet 94DH_405_410

05/09/2001

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ILLINOIS

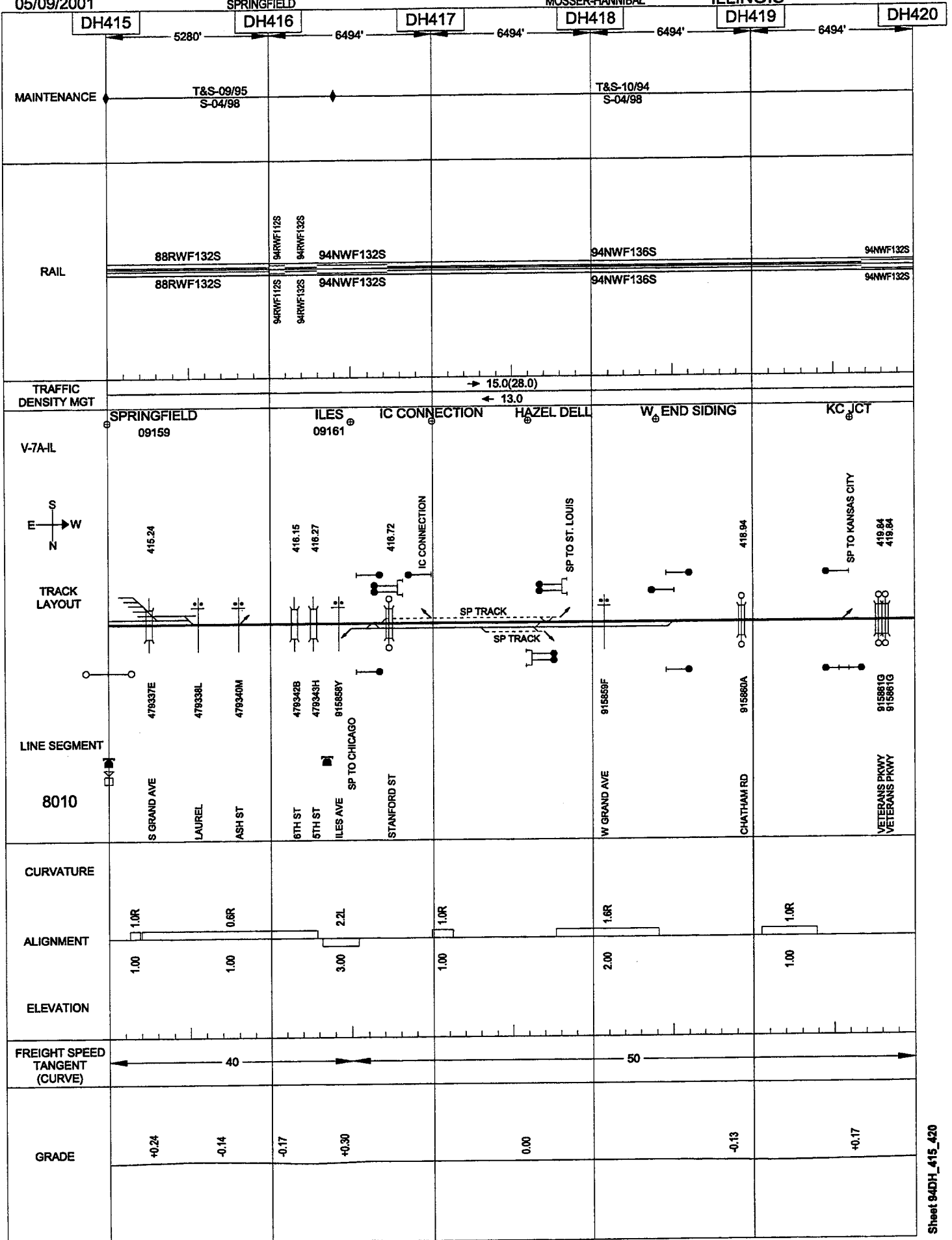


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ILLINOIS

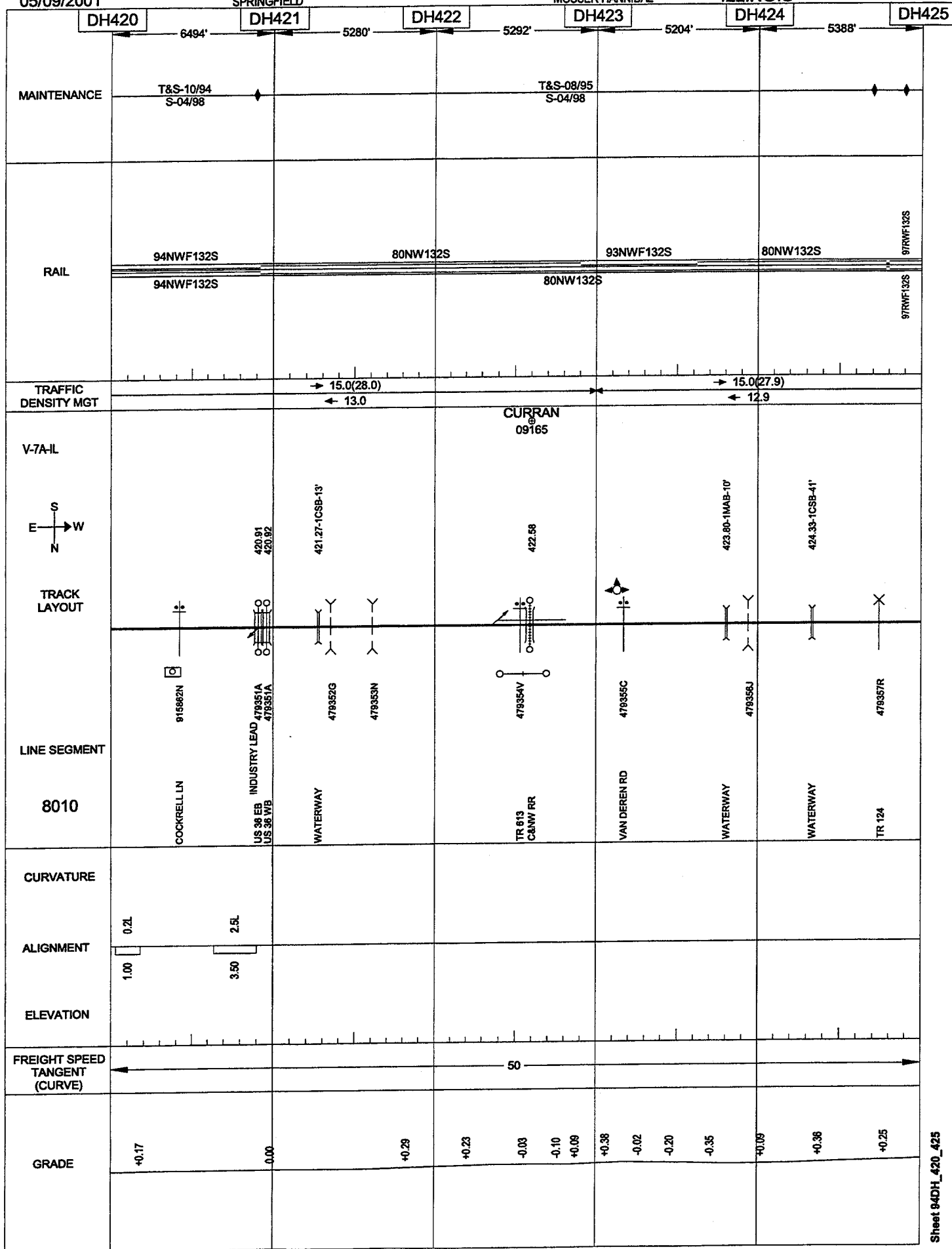


05/09/2001

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ILLINOIS

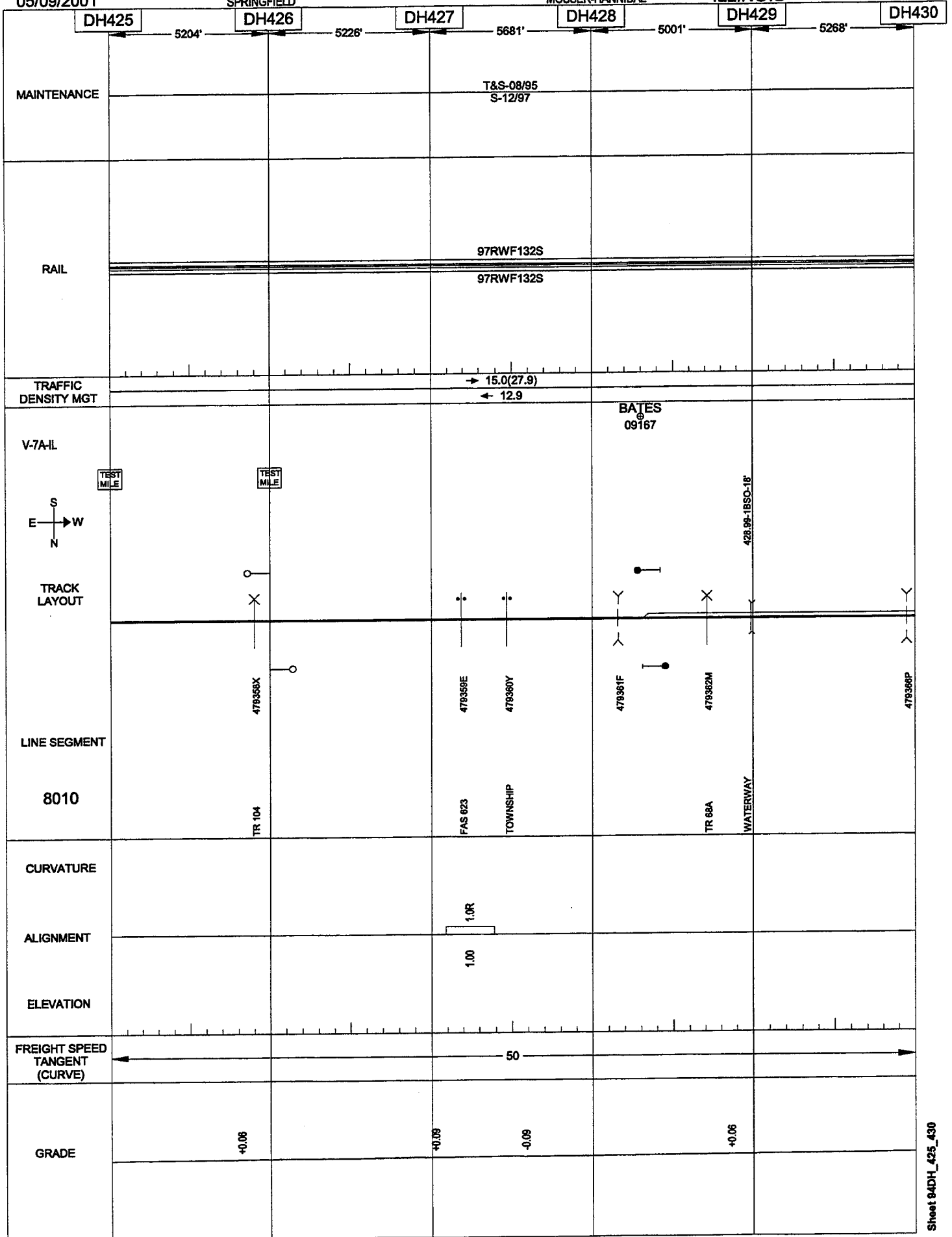


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

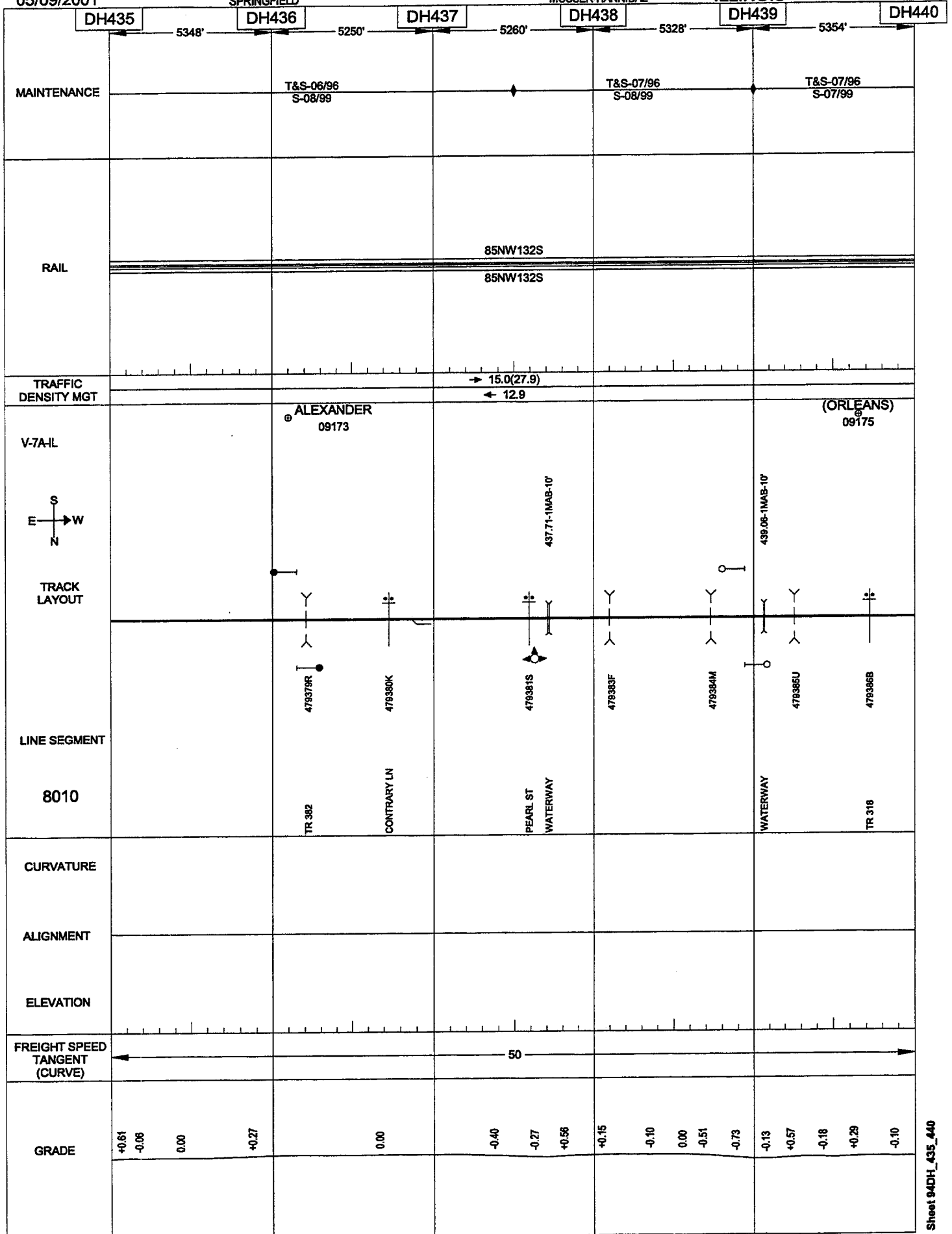
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	5184'	5354'	5352'	5274'	5266'	
MAINTENANCE	T&S-08/95 S-12/97		T&S-06/96 S-12/97		T&S-06/96 S-08/99	
RAIL		97RWF132S			85NW132S	
		97RWF132S			85NW132S	
TRAFFIC DENSITY MGT			→ 15.0(27.9) ← 12.9			
V-7A-IL	NEW BERLIN 09169			(ISLAND GROVE) 09171		SANGAMON CO MORGAN CO 434.79-3BSO-35
TRACK LAYOUT						
LINE SEGMENT	8010					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE	+0.06	+0.17	-0.01 +0.33 -0.10	0.00	-0.33 -0.08 +0.17 +0.61	

05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

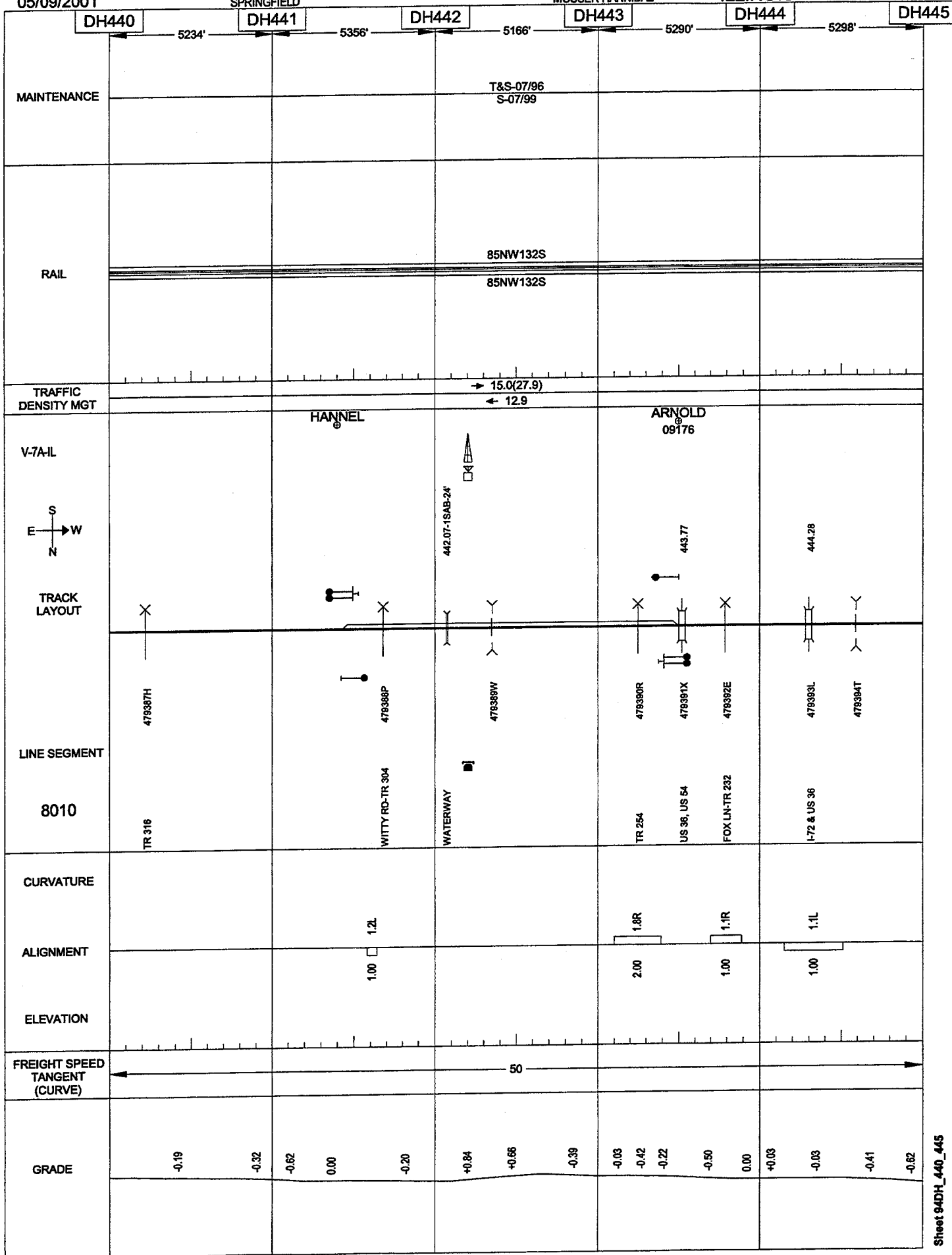


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

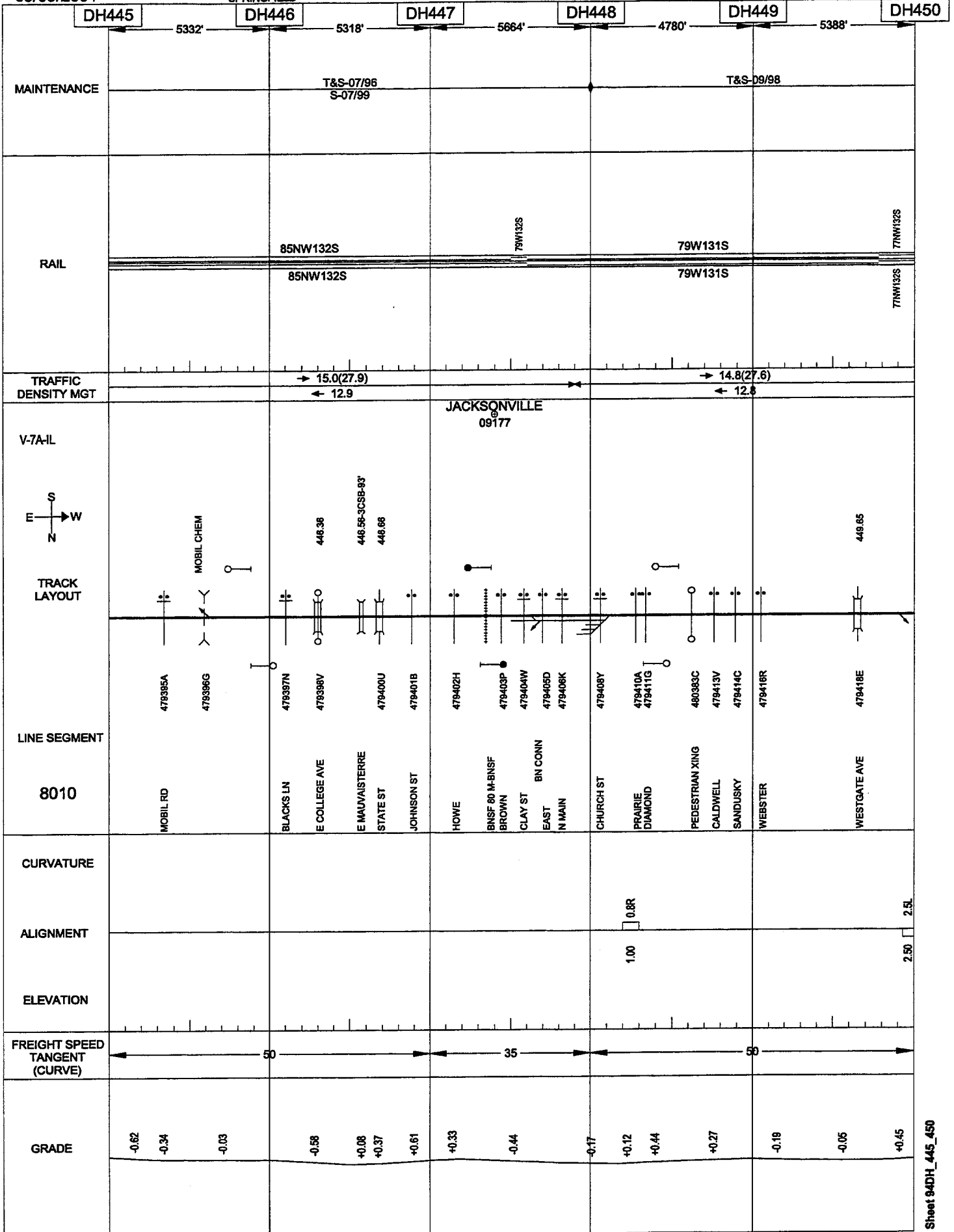


05/09/2001

SPRINGFIELD

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ILLINOIS

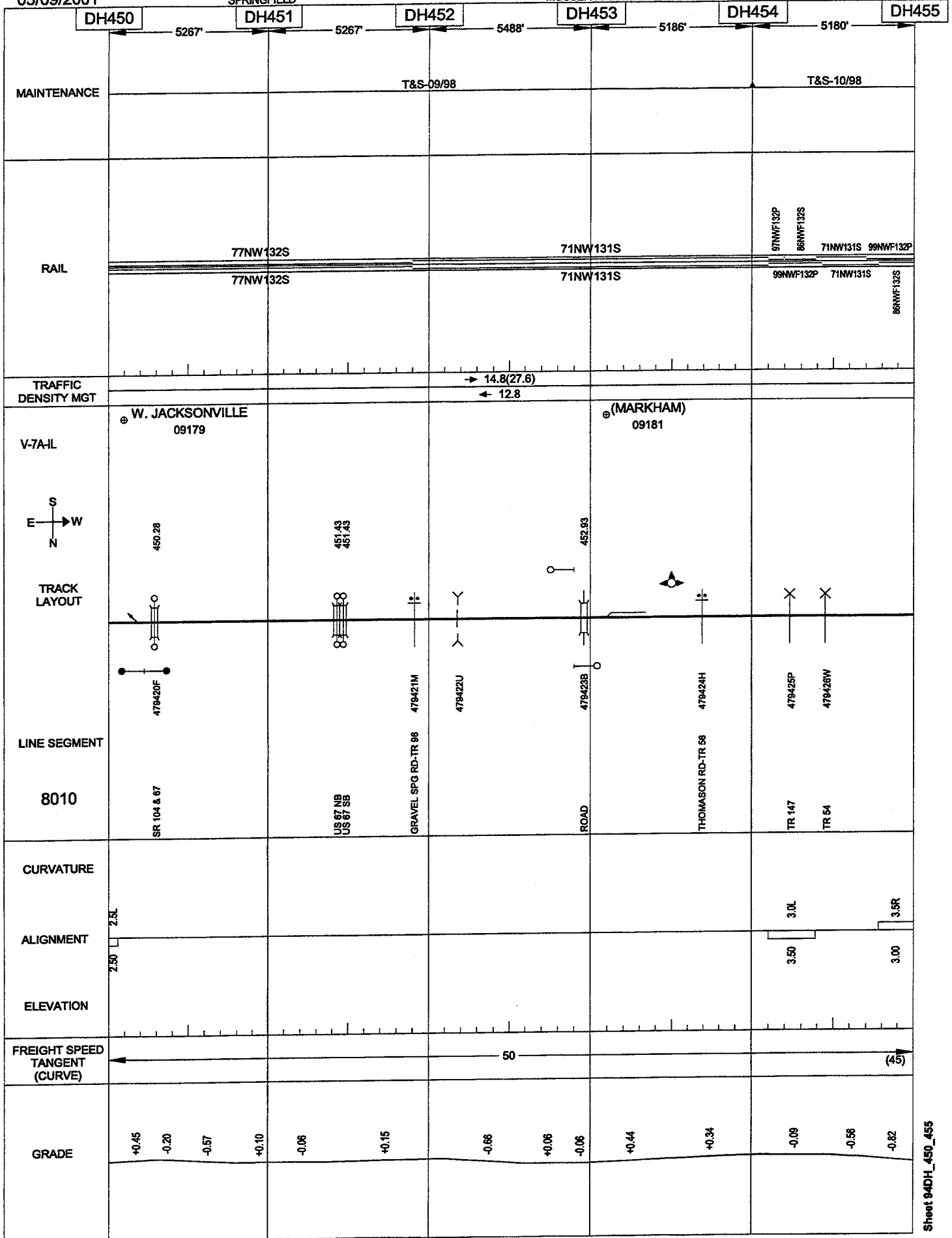


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SPRINGFIELD

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ILLINOIS

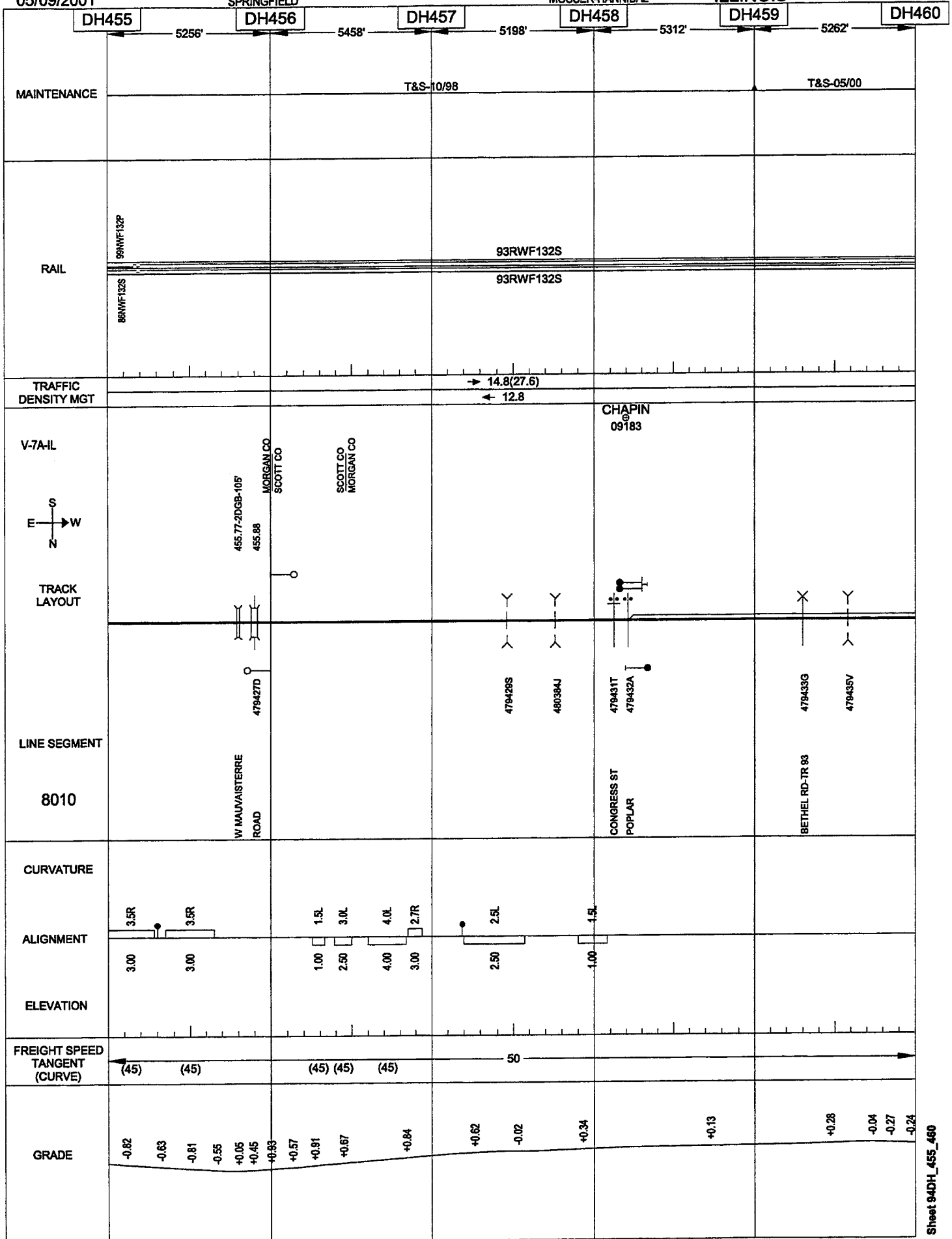


05/09/2001

SPRINGFIELD

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ILLINOIS

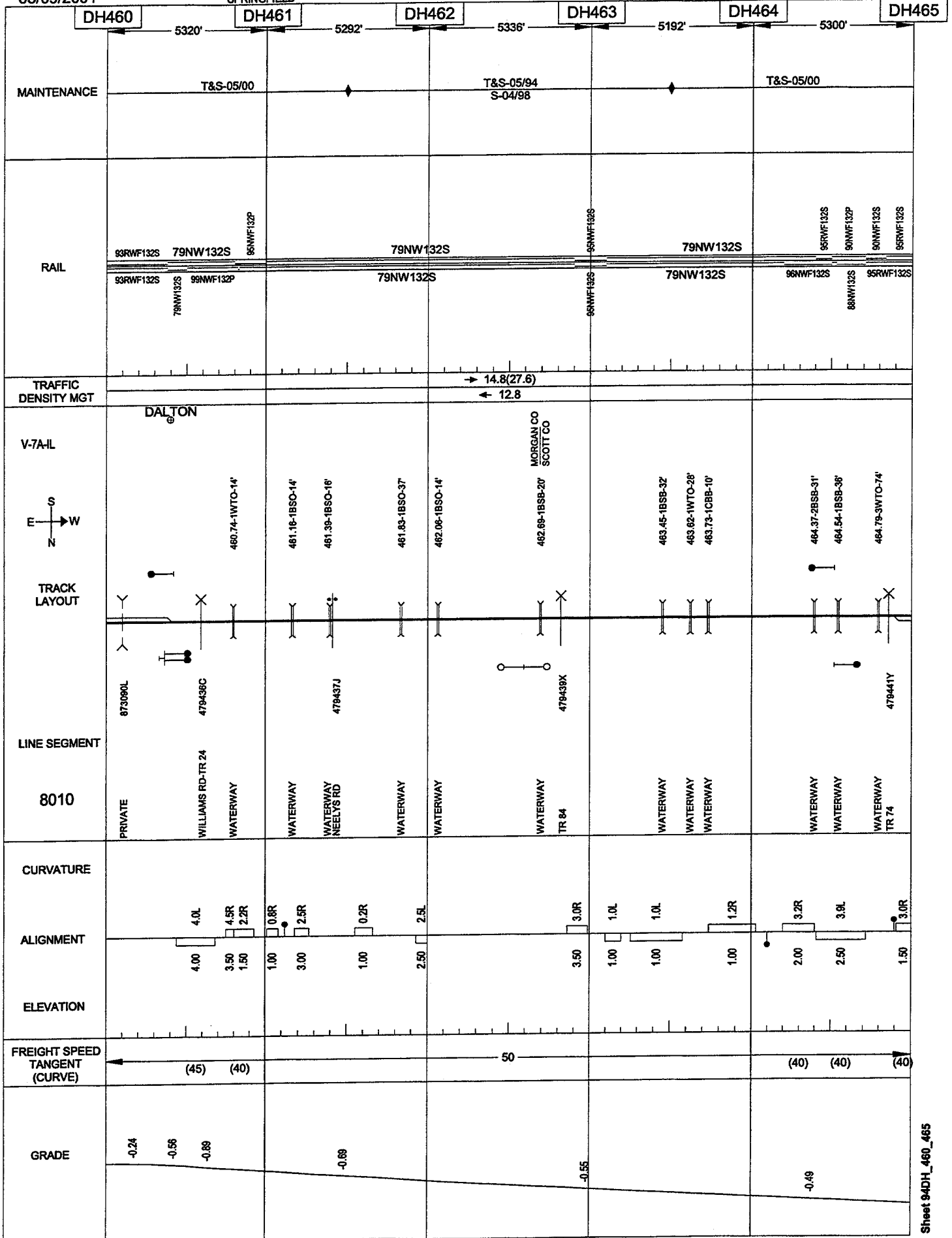


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SPRINGFIELD

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ILLINOIS

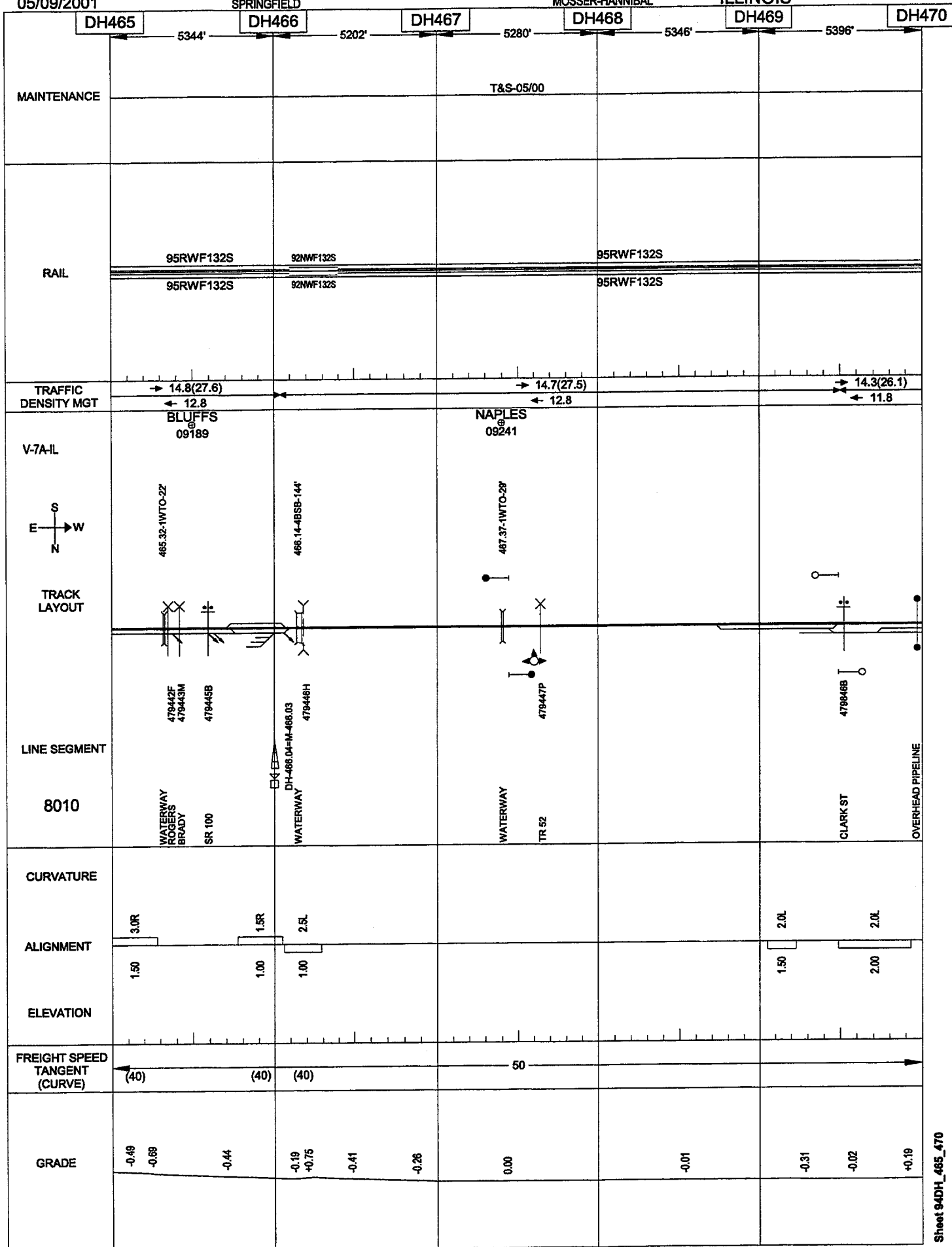


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

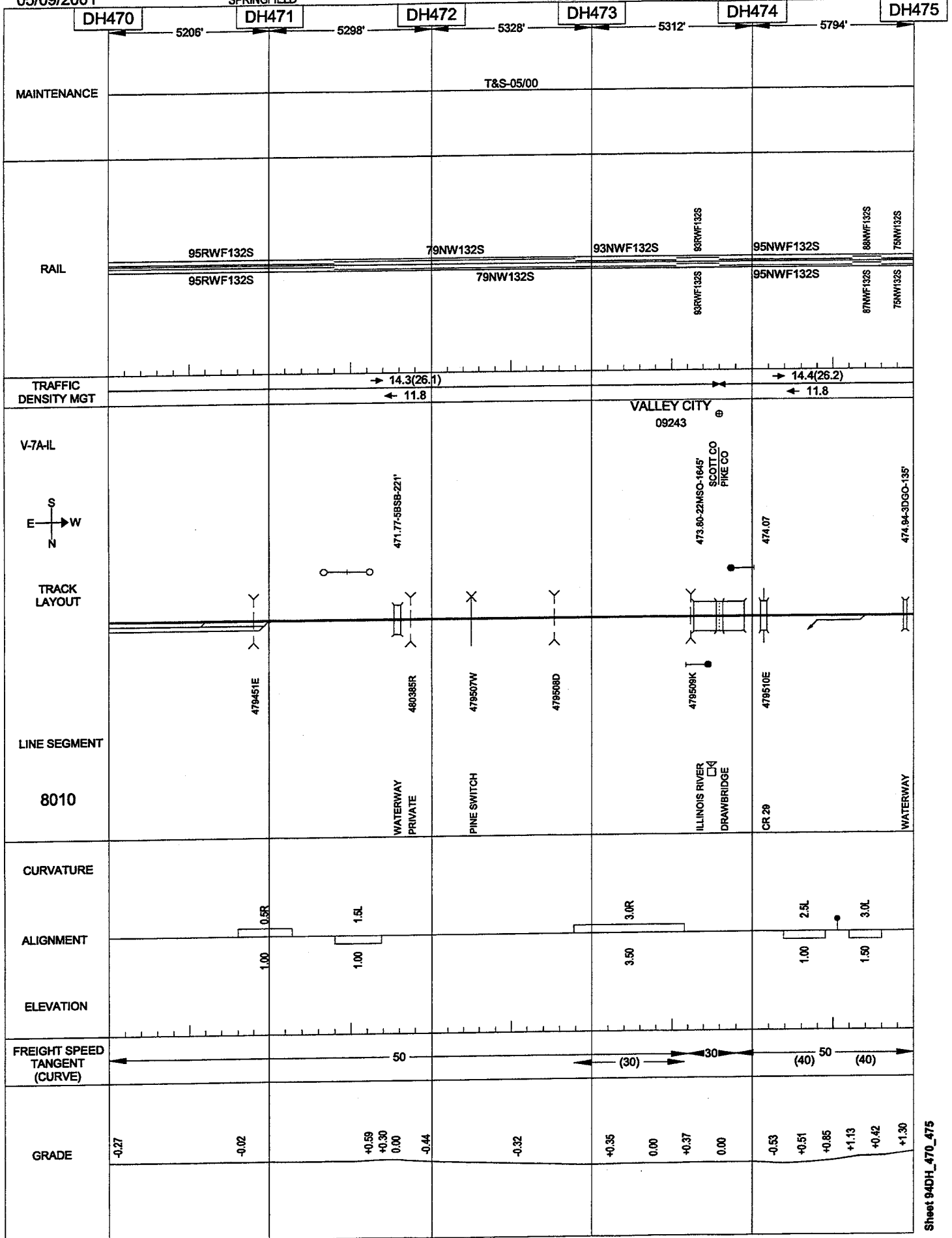


05/09/2001

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MOSSER-HANNIBAL

ILLINOIS

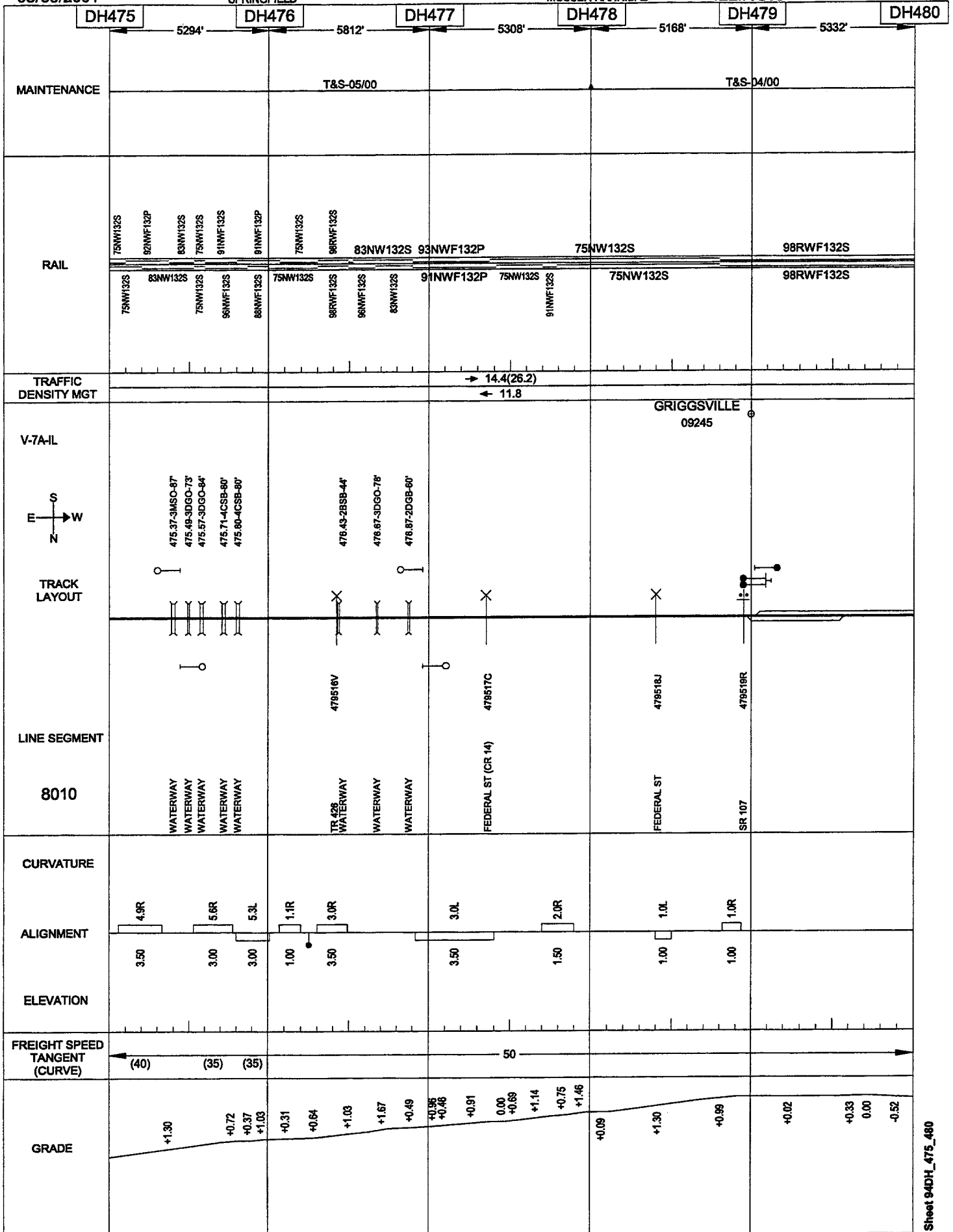


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH480

DH481

DH482

DH483

DH484

DH485

5282'

5206'

5484'

5258'

5206'

MAINTENANCE

T&S-04/00

RAIL

98RWF132S

98RWF132S

70W12S

79W132S

79W132S

96WF132S

TRAFFIC DENSITY MGT

→ 14.4(26.2)
← 11.8

V-7A-IL

LAYTON

(MAYSVILLE)
09247

(NEW SALEM)

S
E → W
N

TRACK LAYOUT

LINE SEGMENT

8010

478521S

478521S

478522Y

478522Y

478523F

478523F

483.51

483.51

484.15-68SO-96'

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

-0.52

-1.00

+0.62

+1.17

+0.90

+0.66

+0.09

-0.56

+1.24

+1.06

+1.54

+0.40

-0.53

+0.16

-1.15

-1.92

+1.53

+0.88

-0.09

-1.10

+1.97

+1.00

+0.06

-1.20

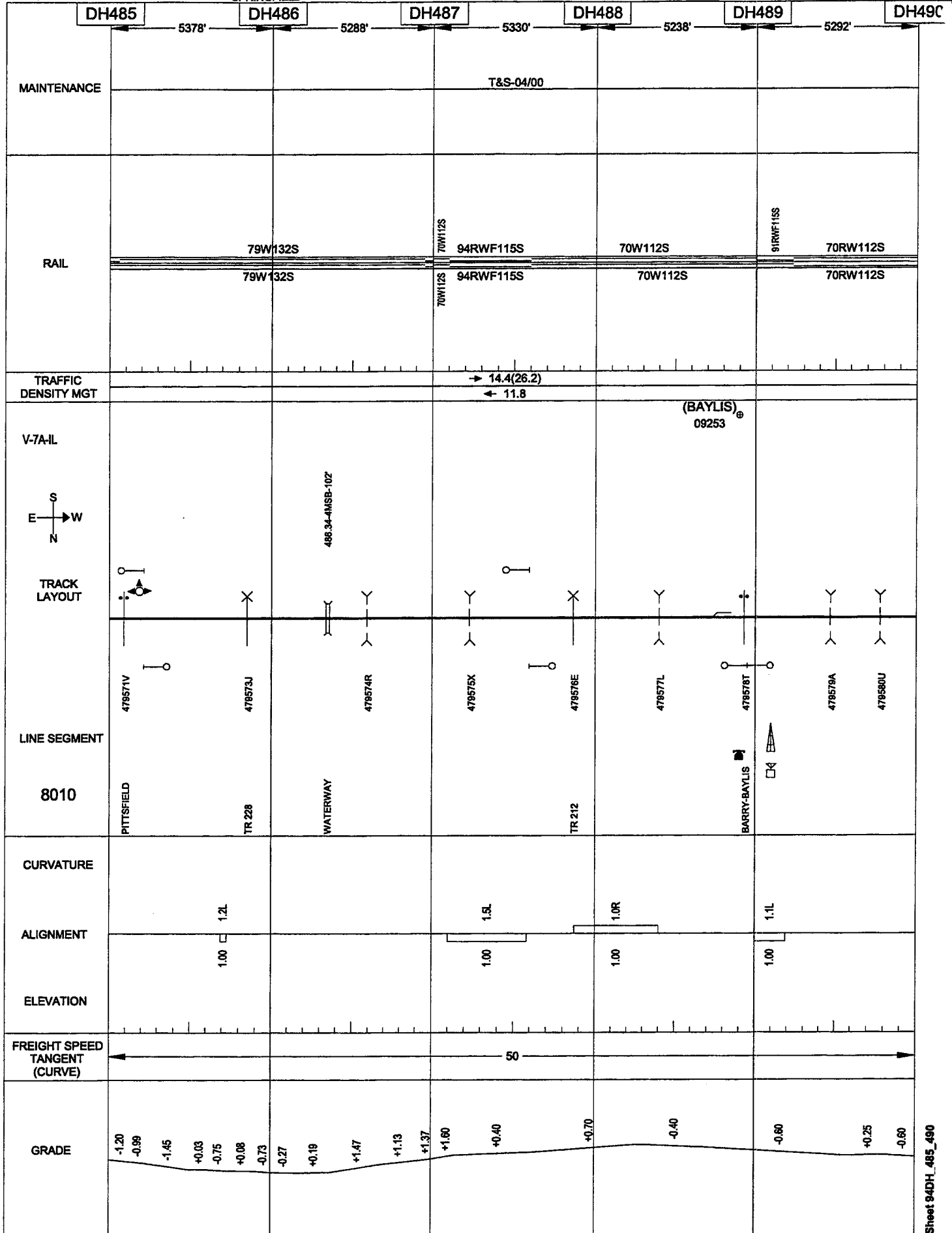
05/09/2001

080

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

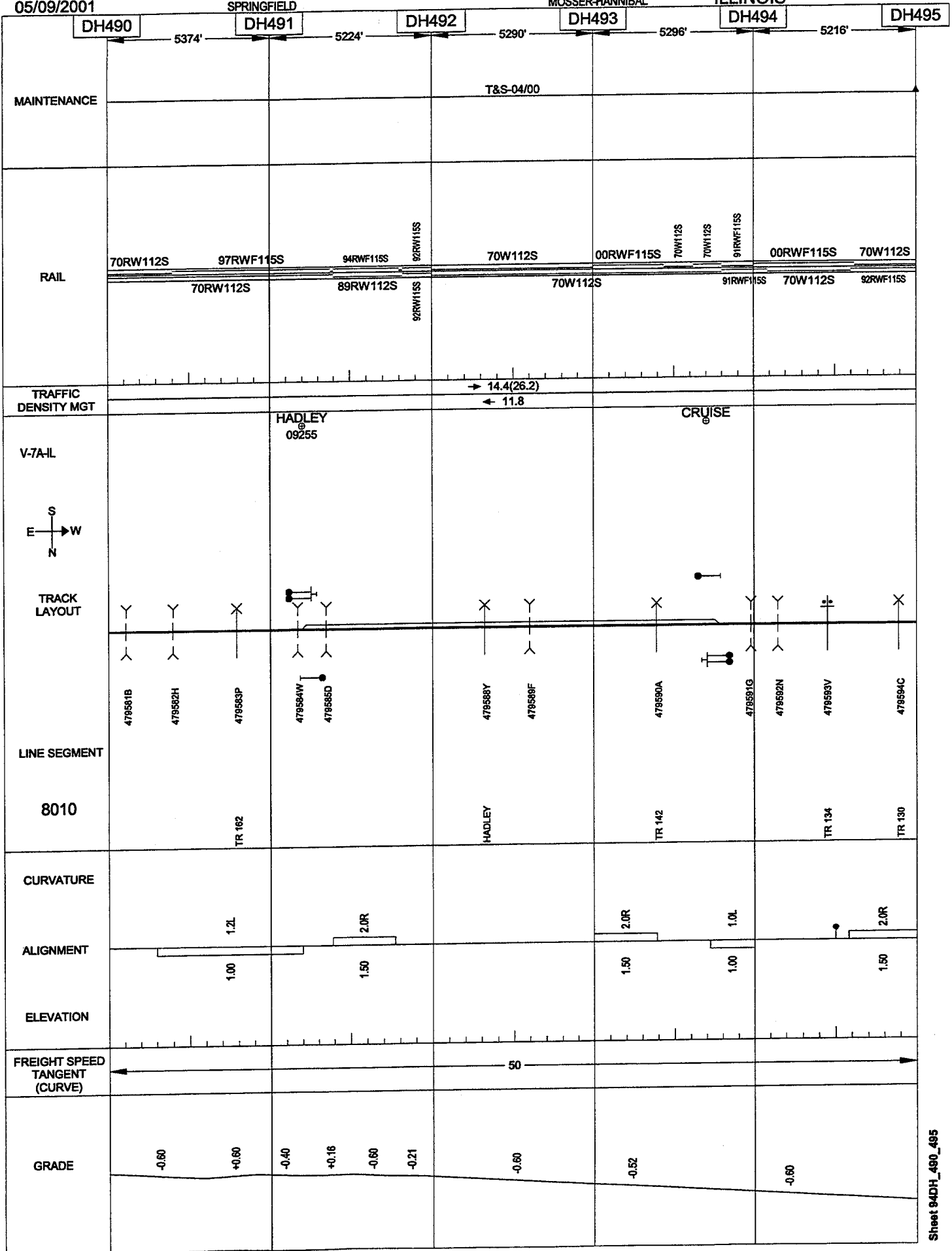


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SPRINGFIELD

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ILLINOIS

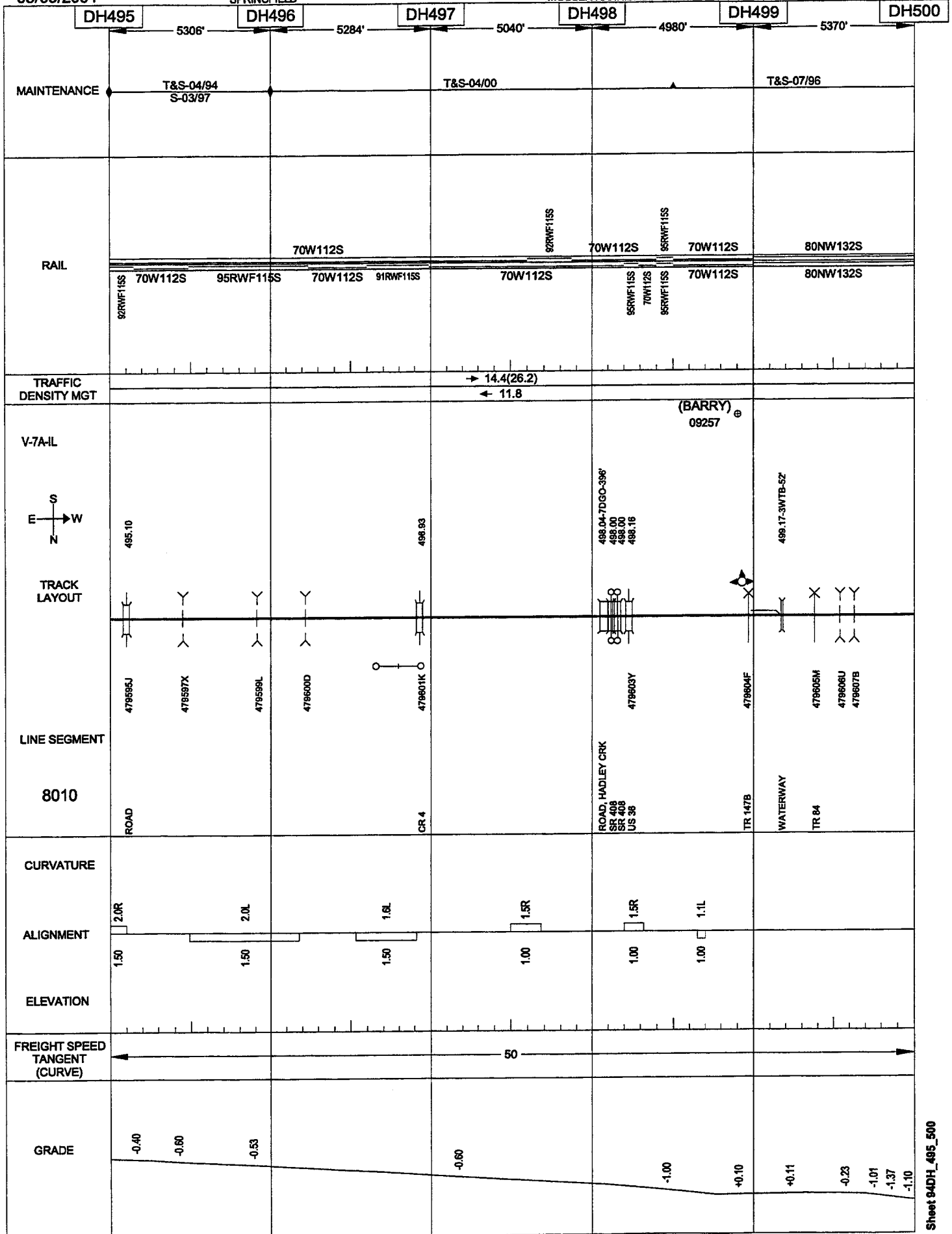


05/09/2001

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

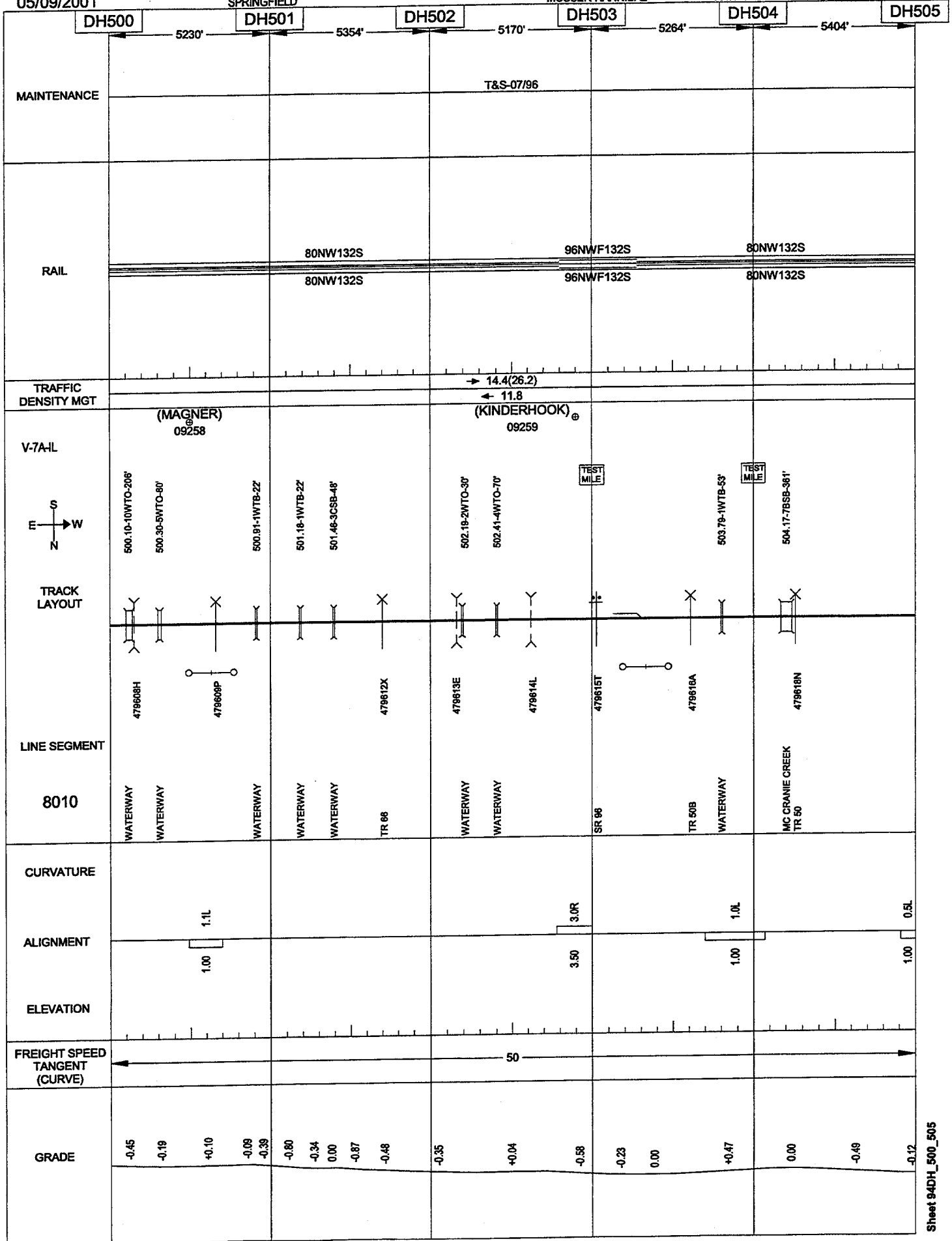


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SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

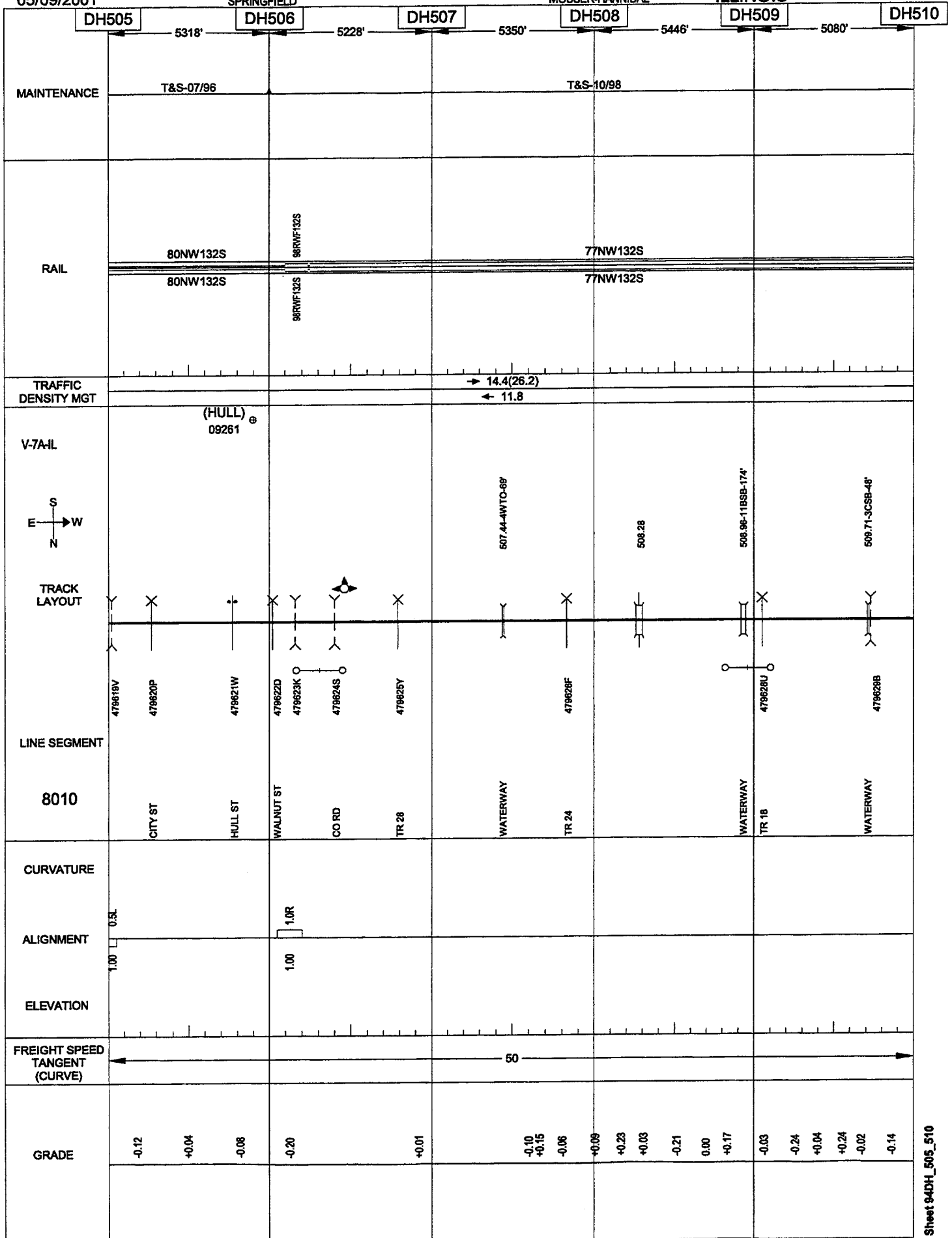


05/09/2001

SPRINGFIELD

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ILLINOIS

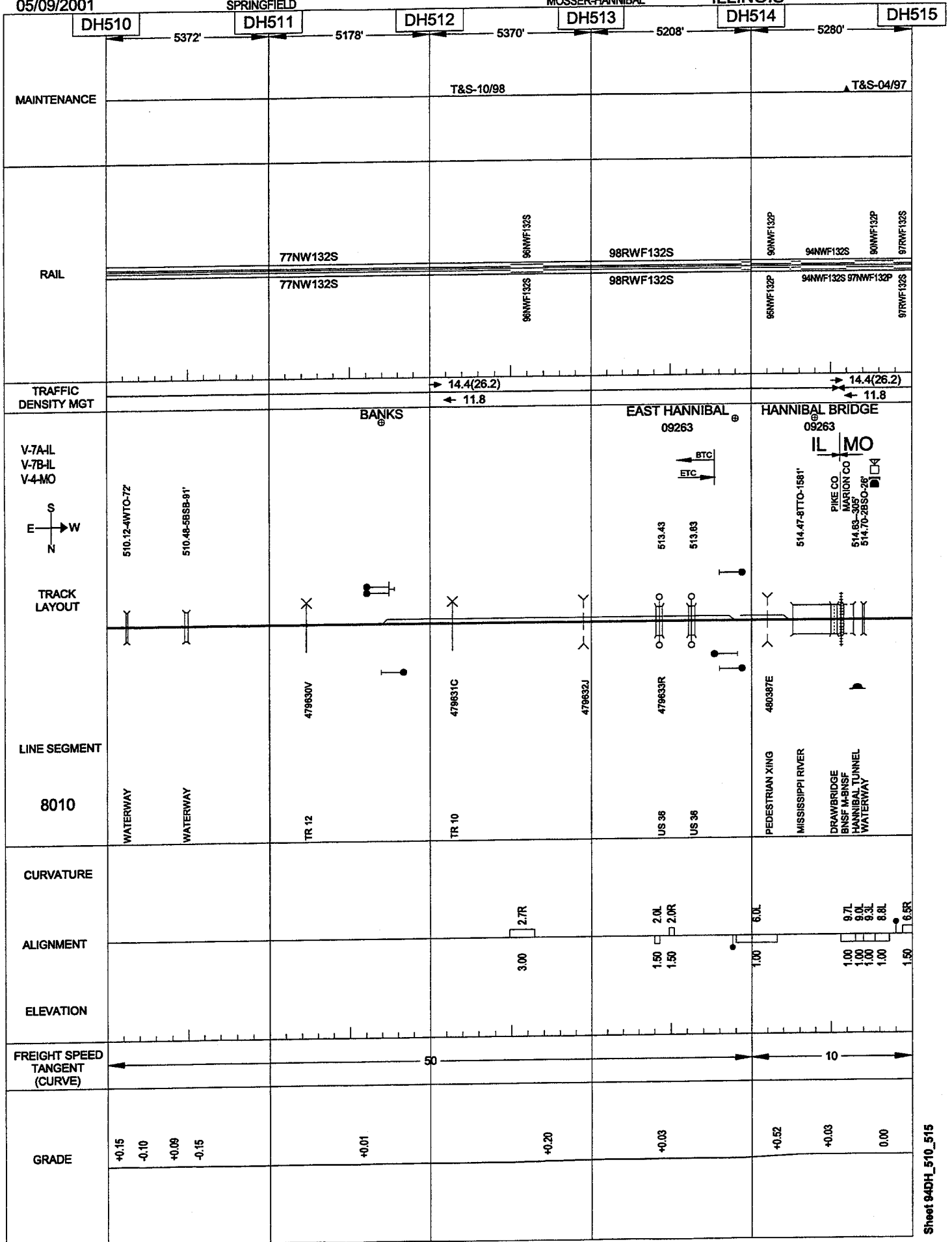


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ILLINOIS

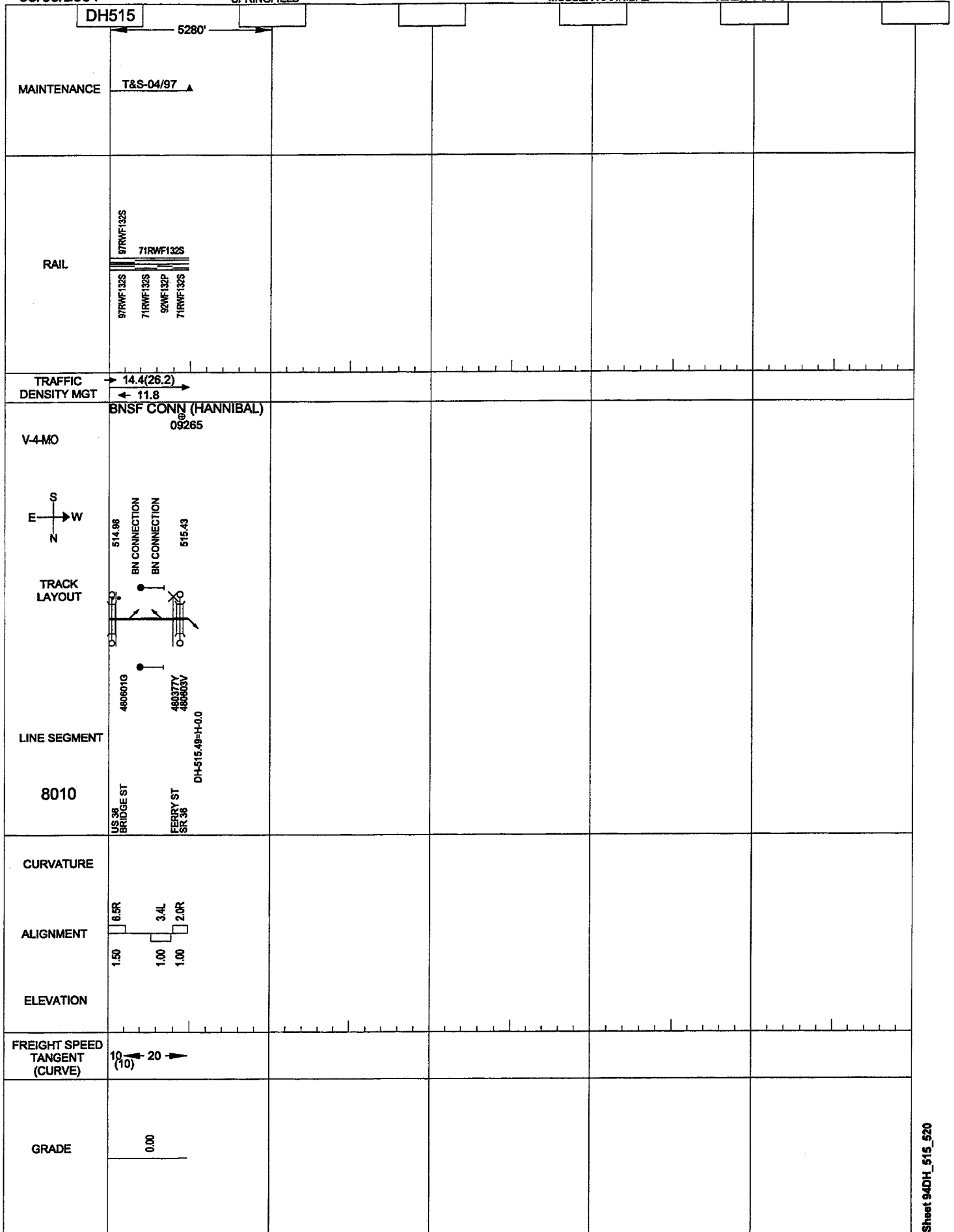


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SPRINGFIELD

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ILLINOIS

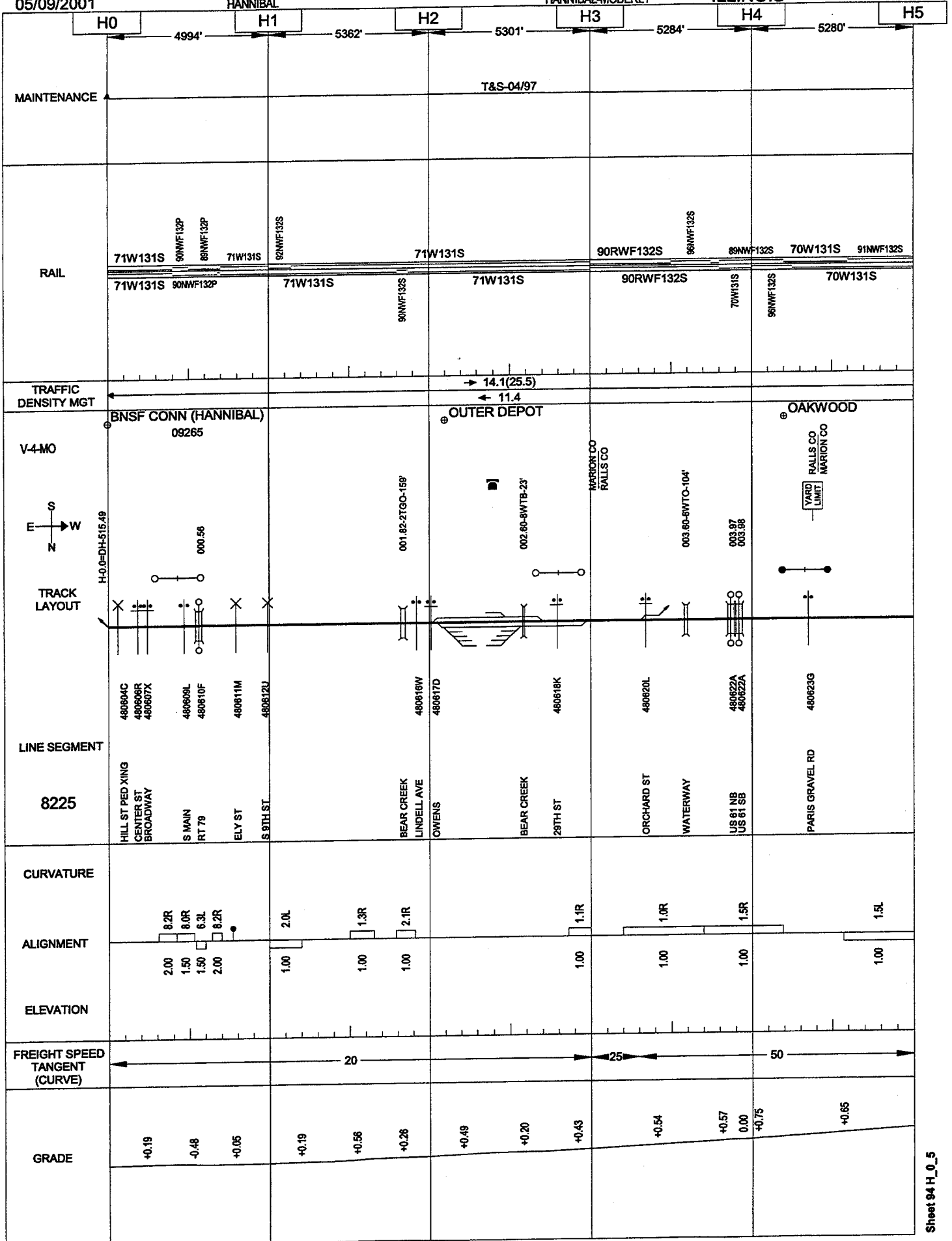


05/09/2001

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS

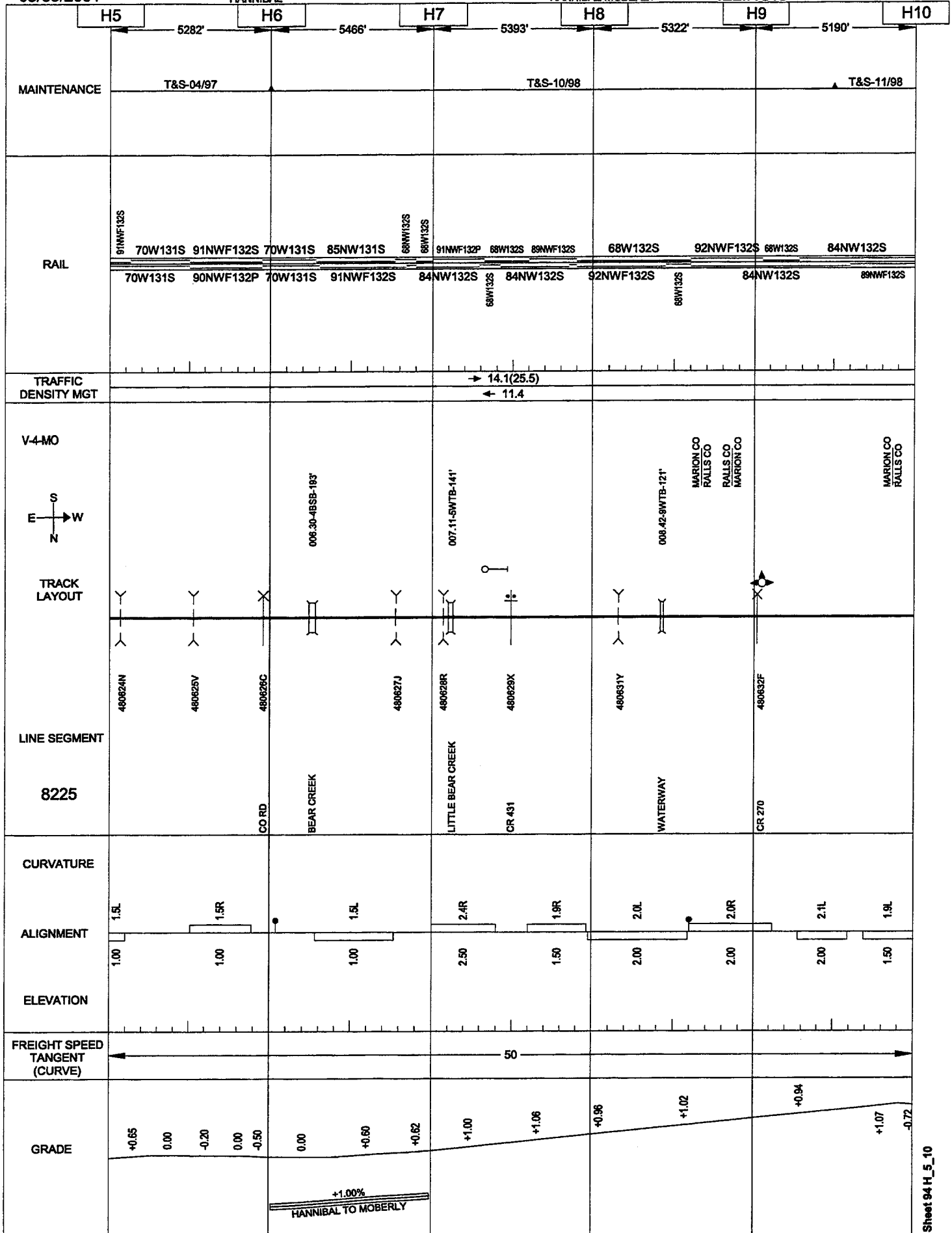


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HANNIBAL-MOBERLY

ILLINOIS

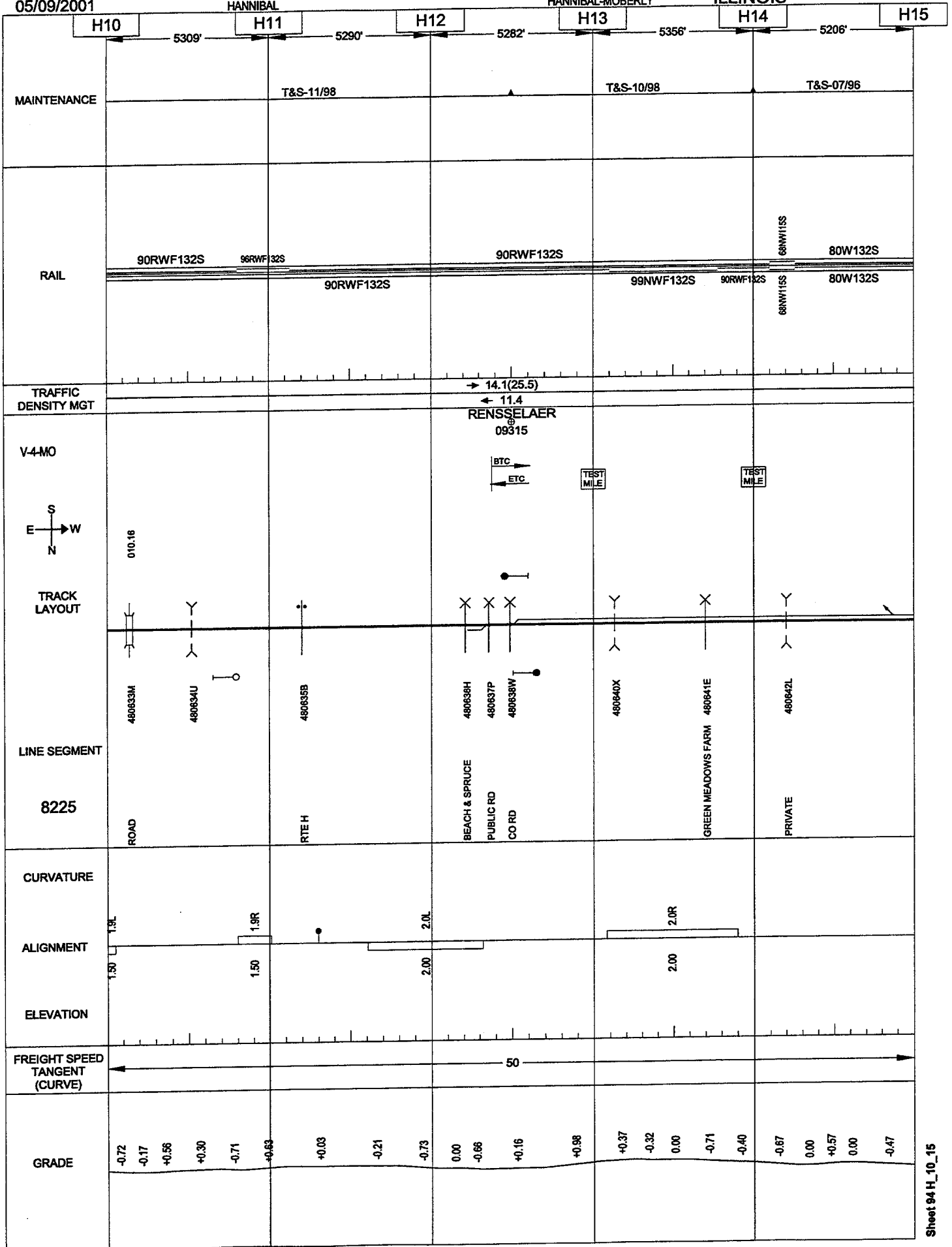


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HANNIBAL-MOBERLY

ILLINOIS

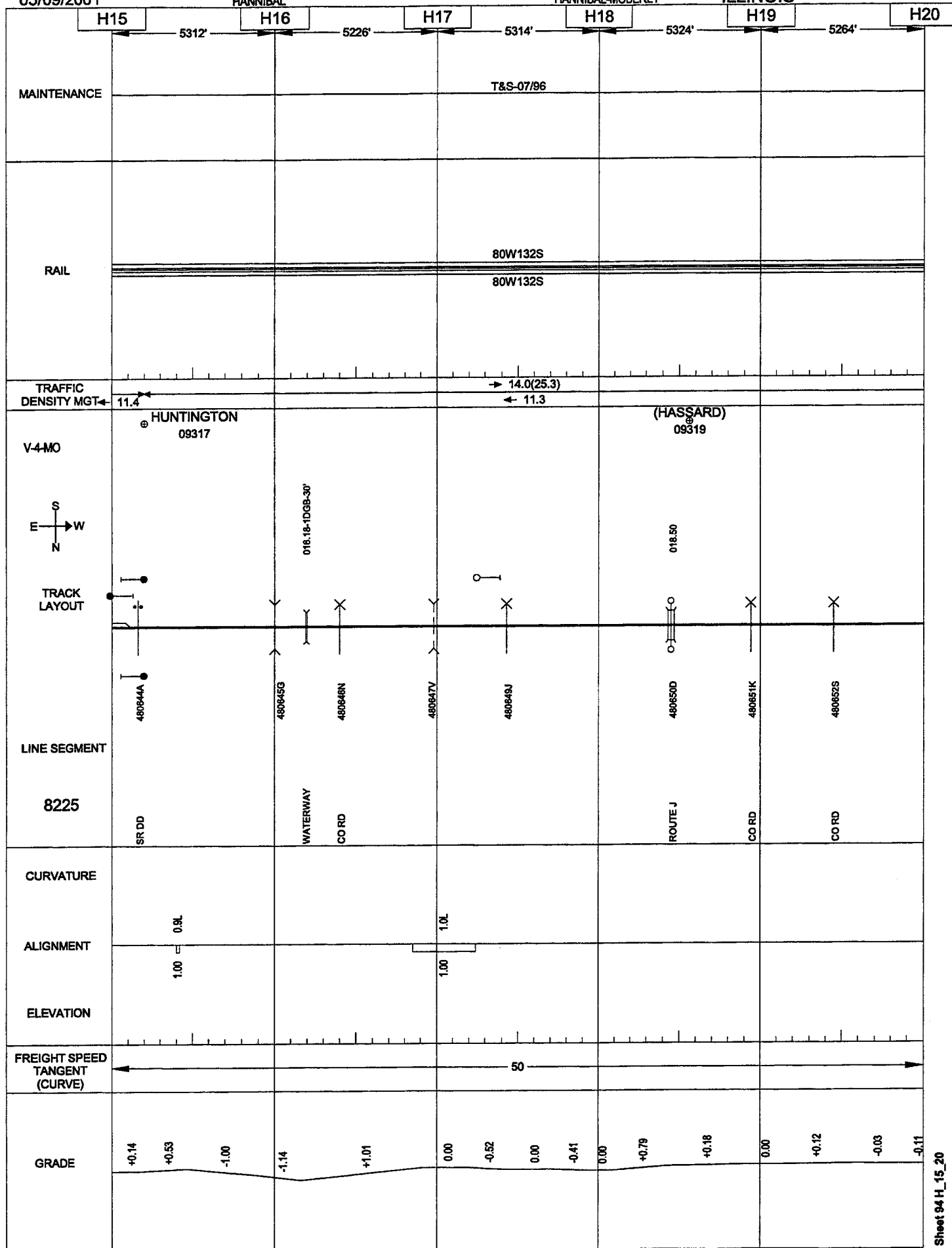


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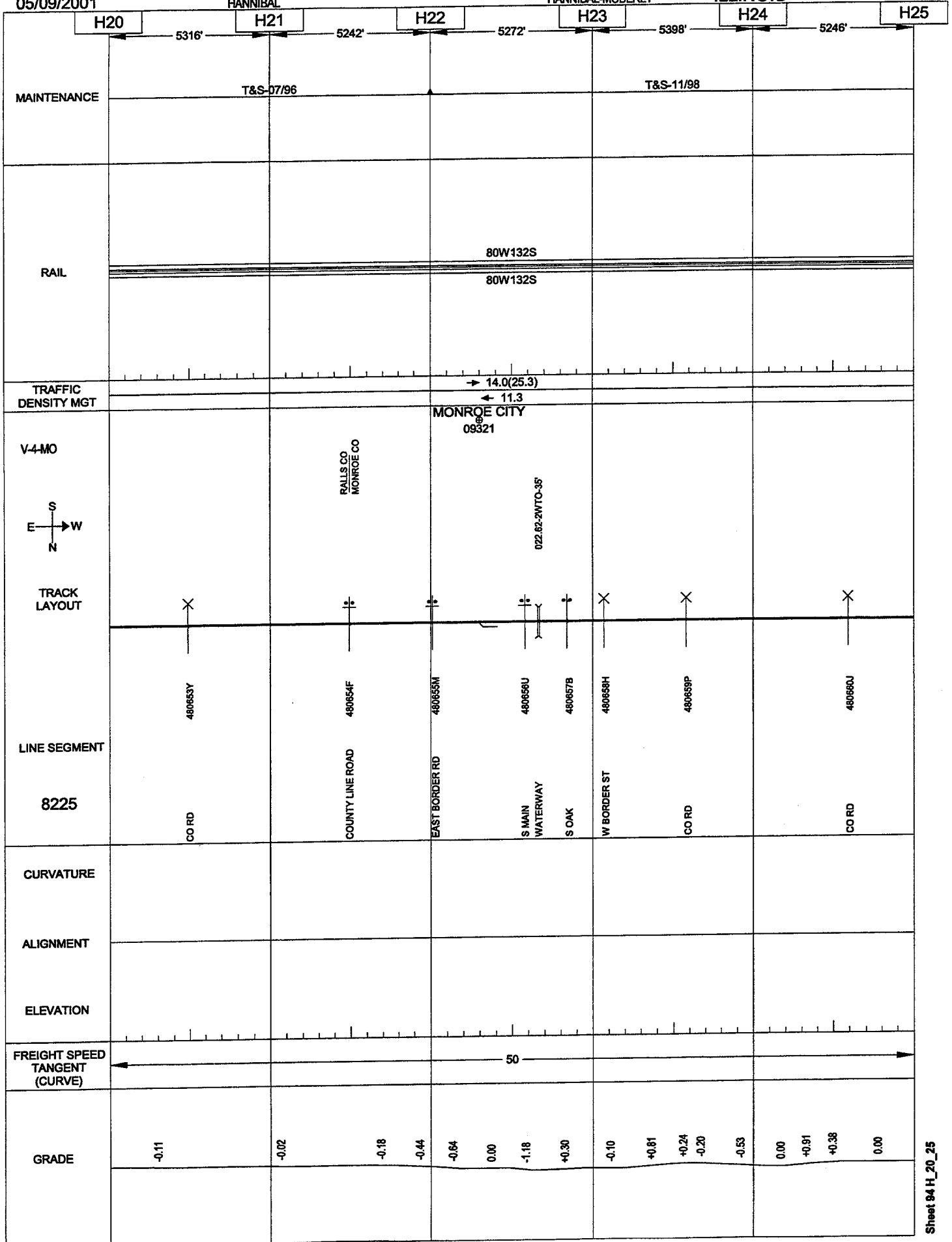


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ILLINOIS

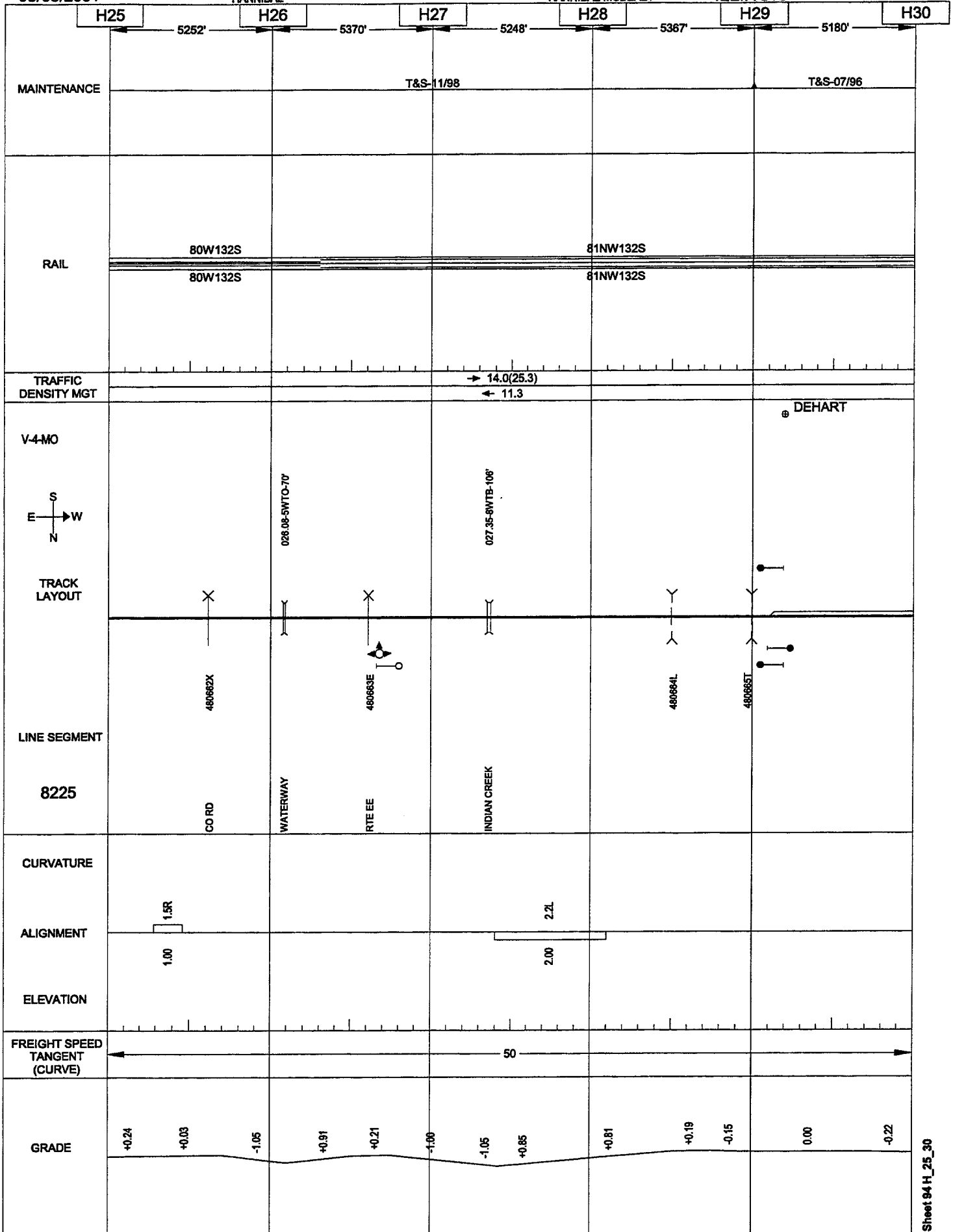


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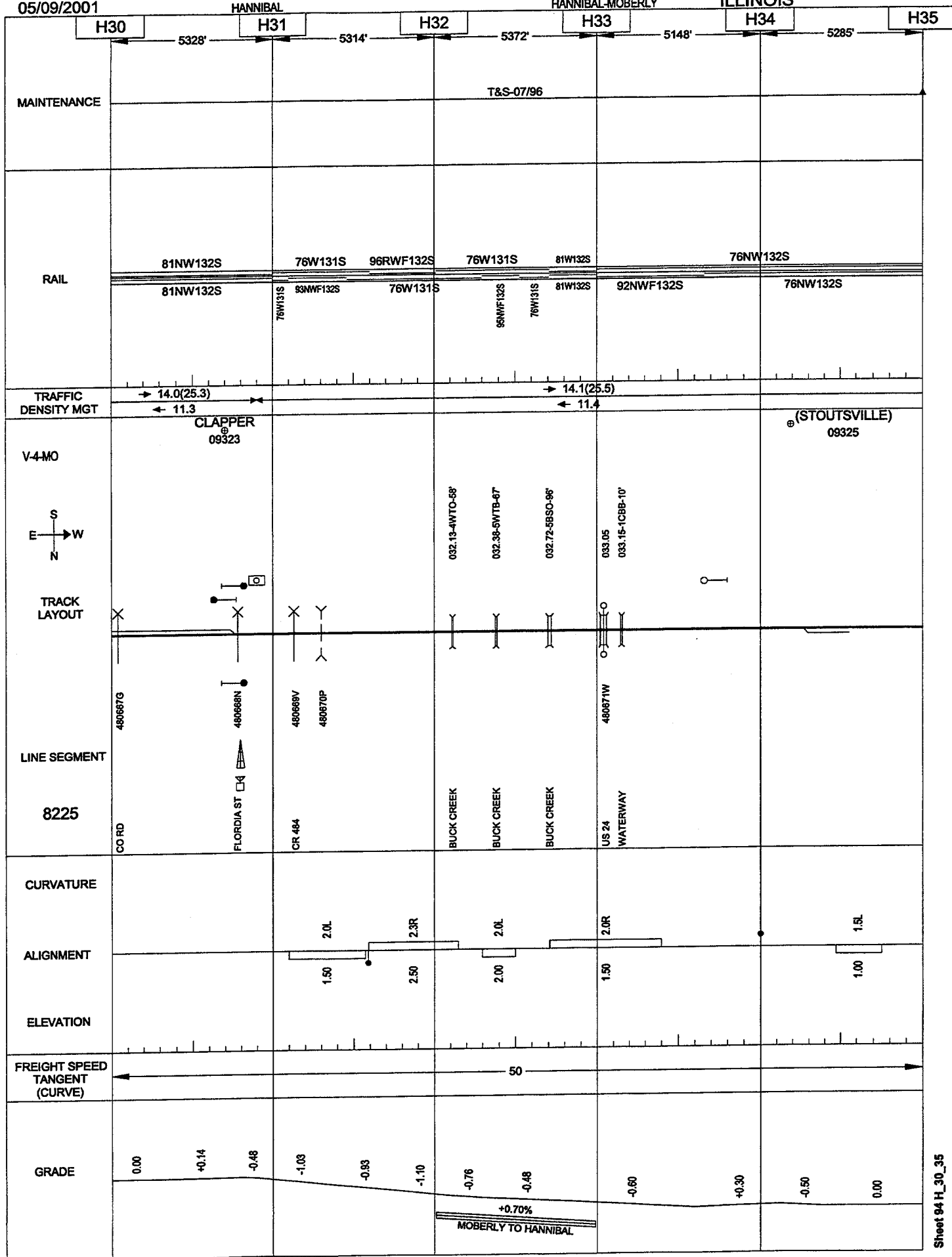


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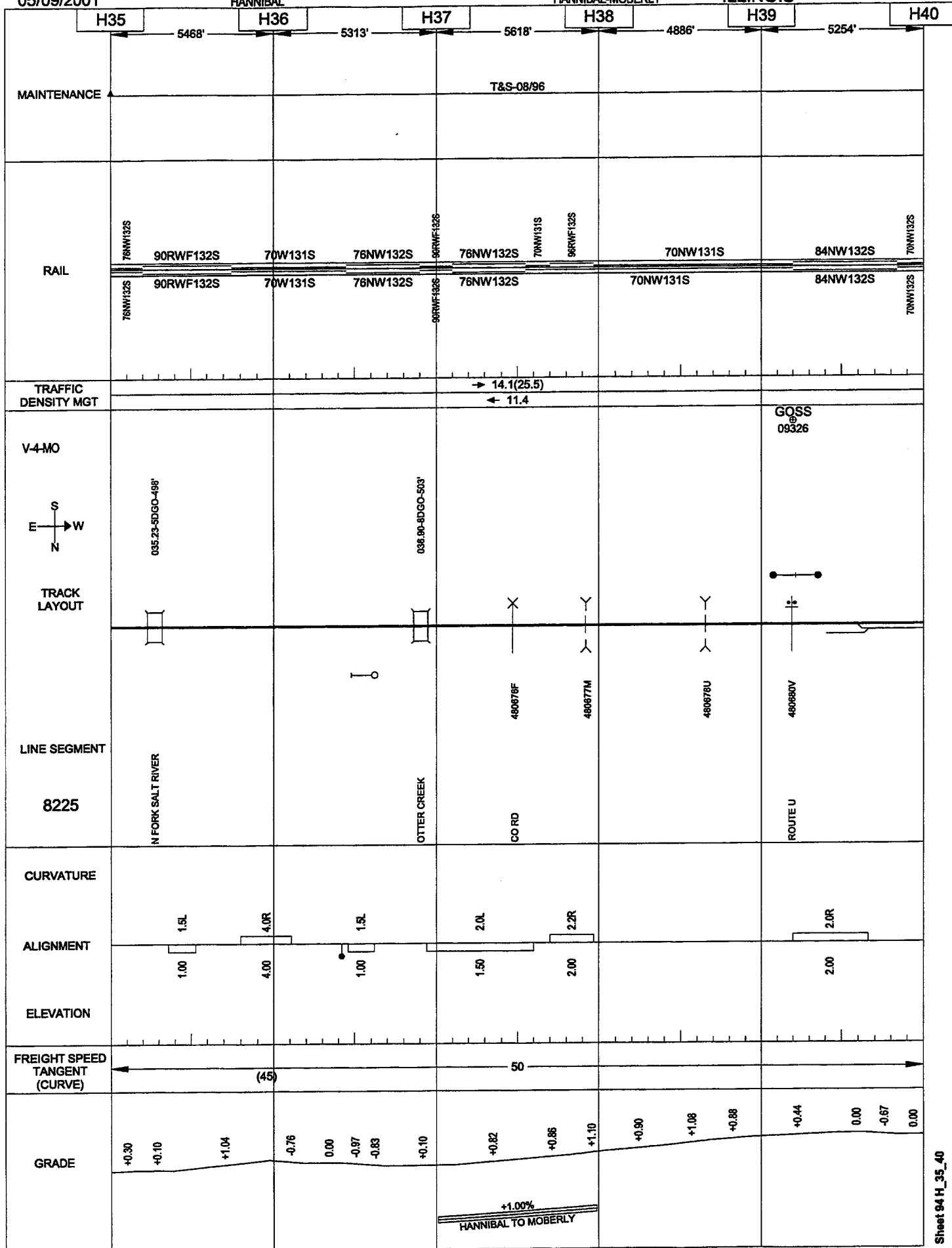


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ILLINOIS

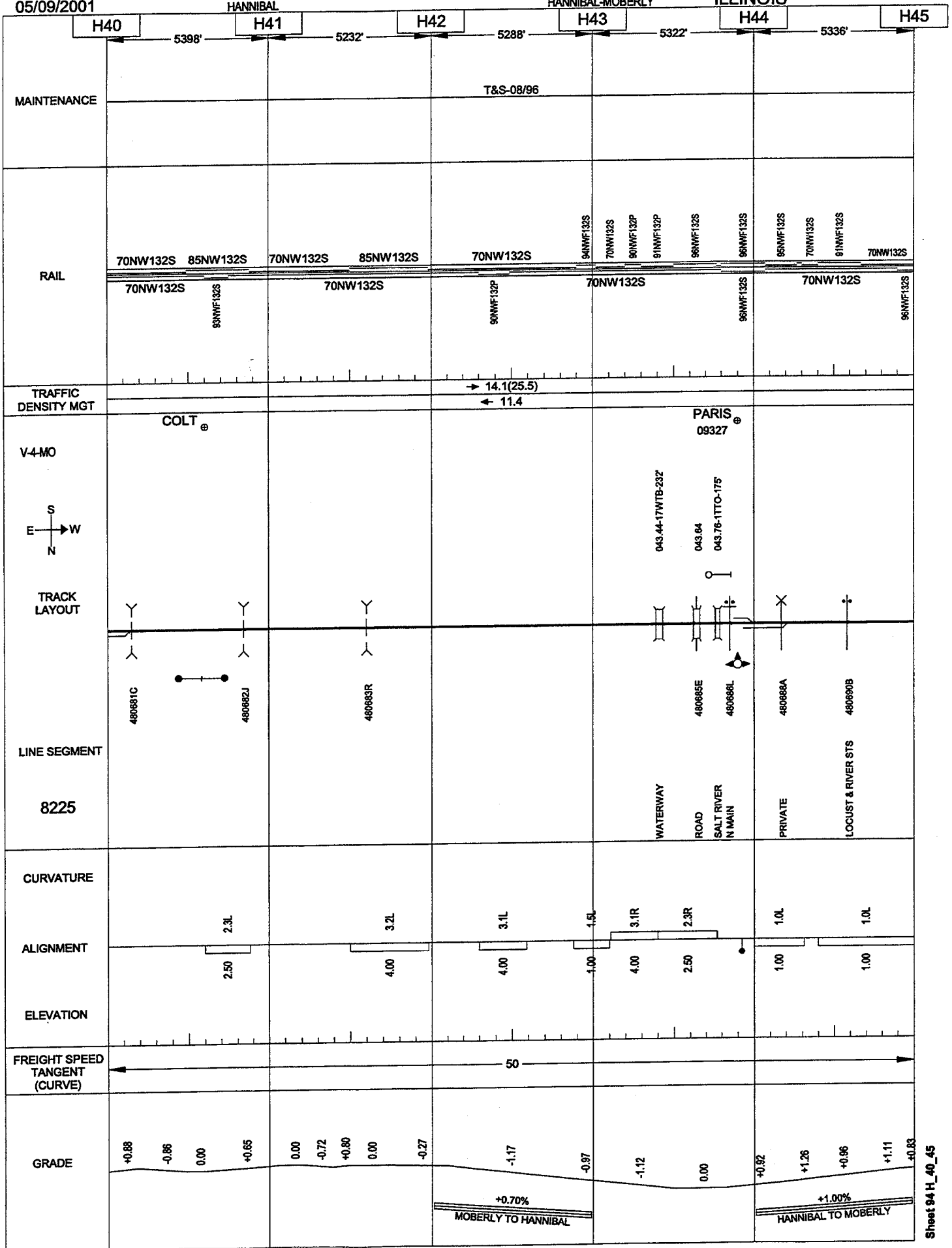


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ILLINOIS

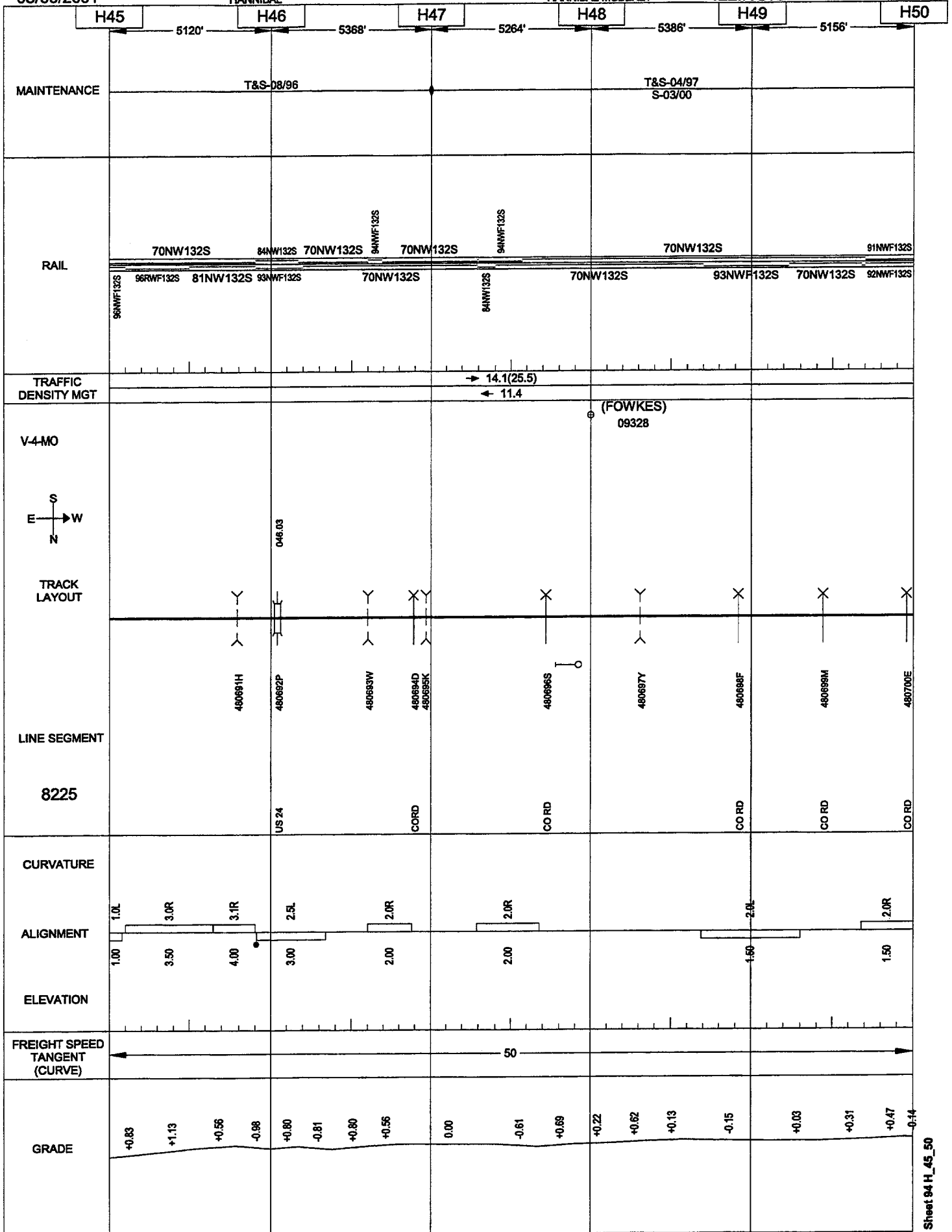


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ILLINOIS

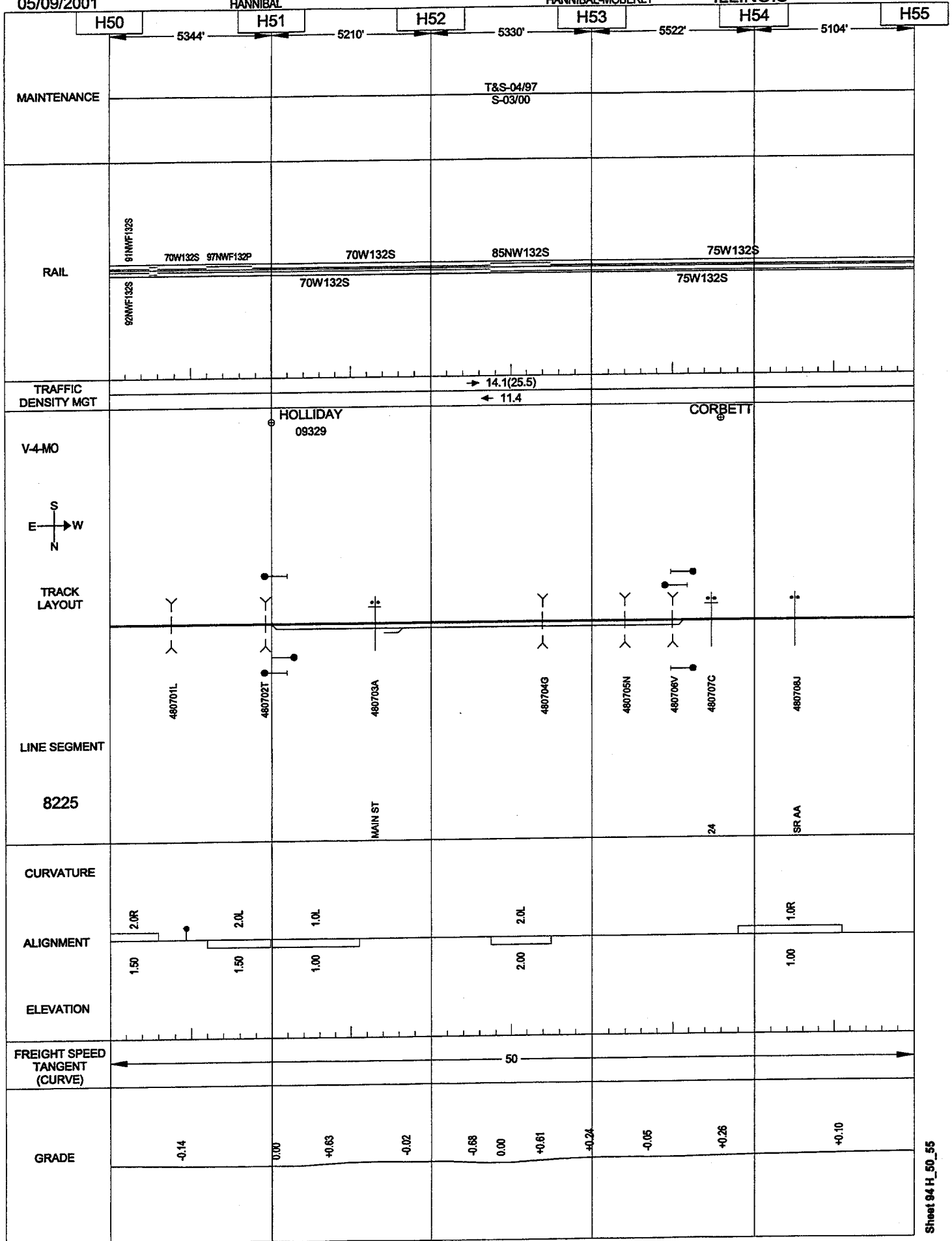


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ILLINOIS

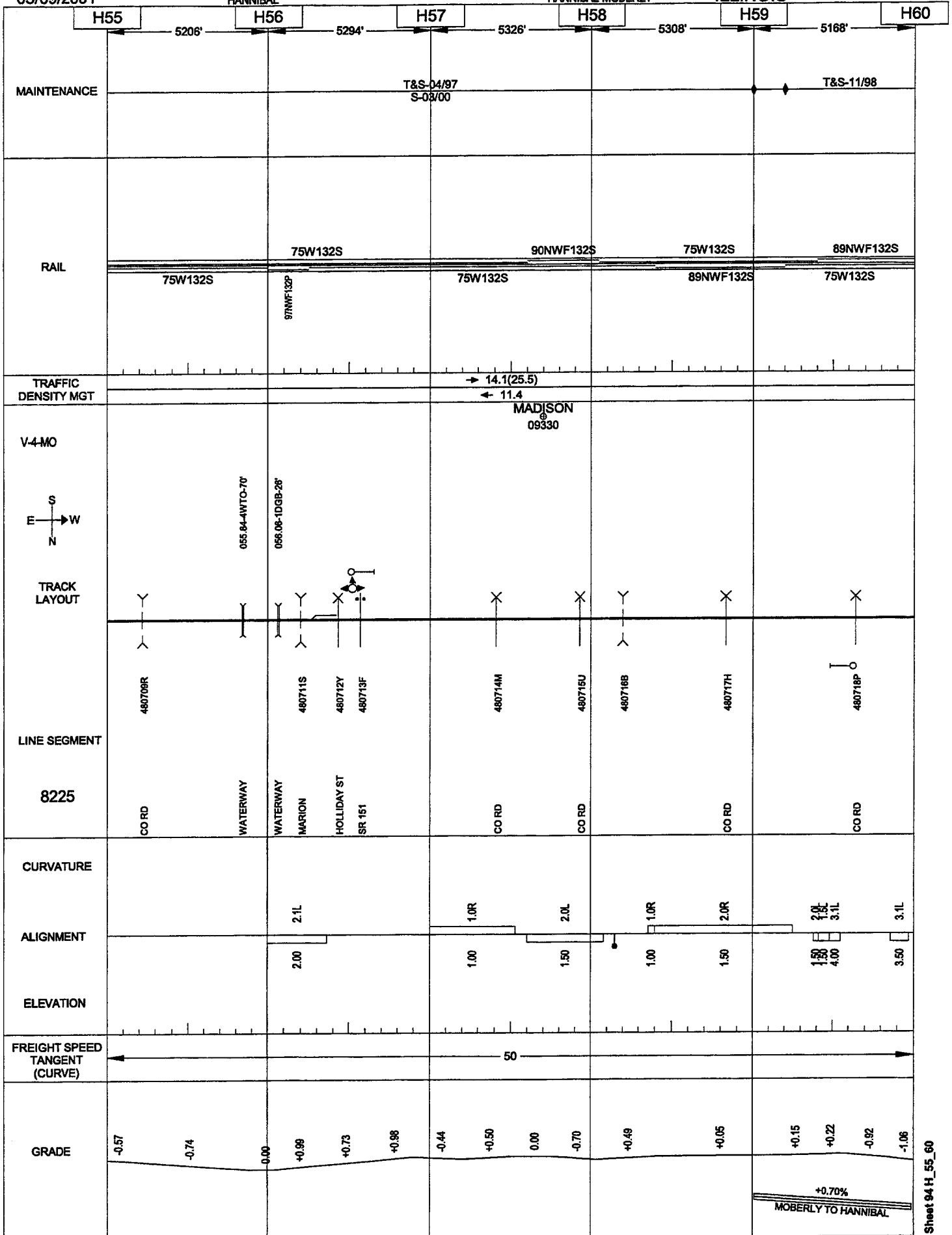


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ILLINOIS

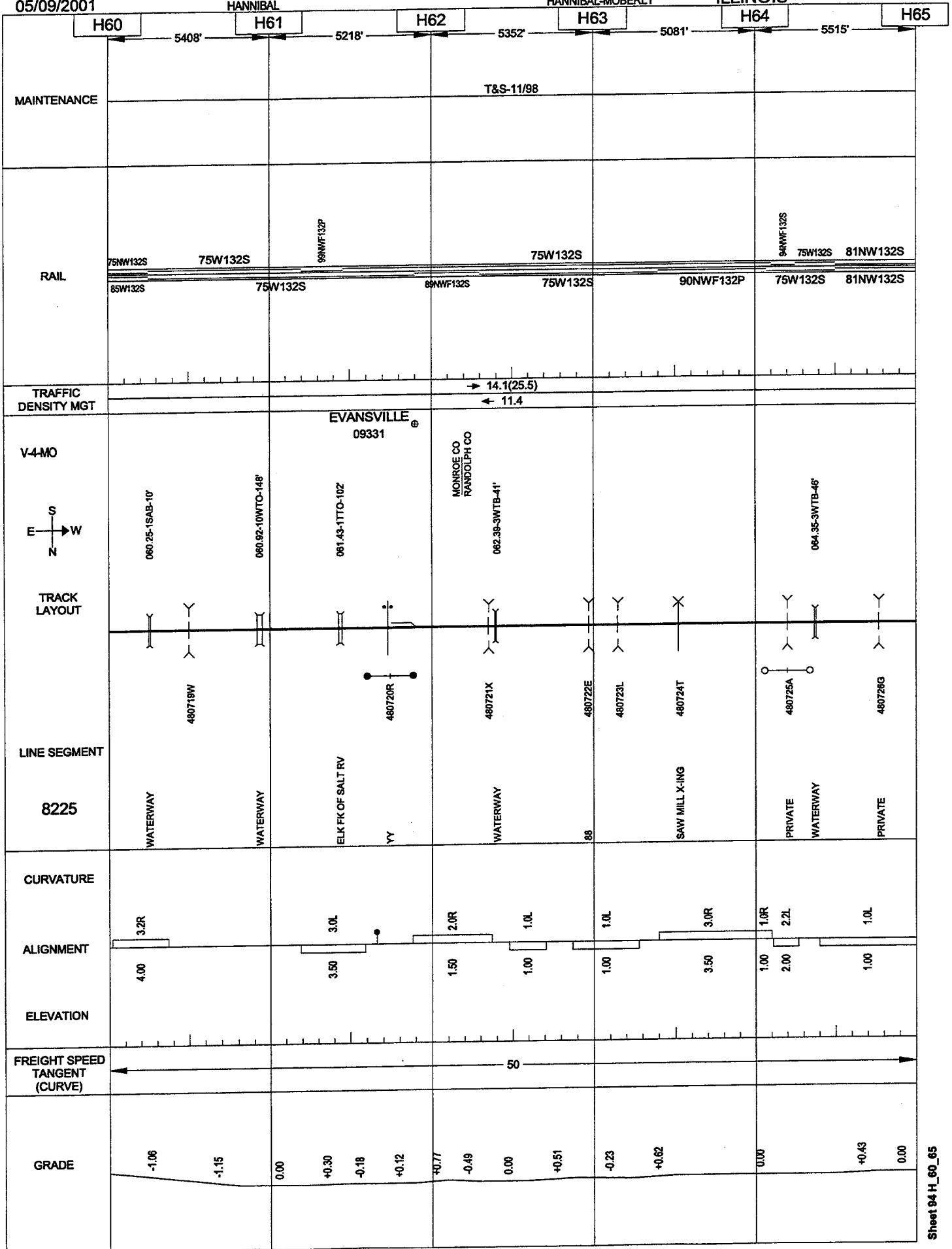


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ILLINOIS

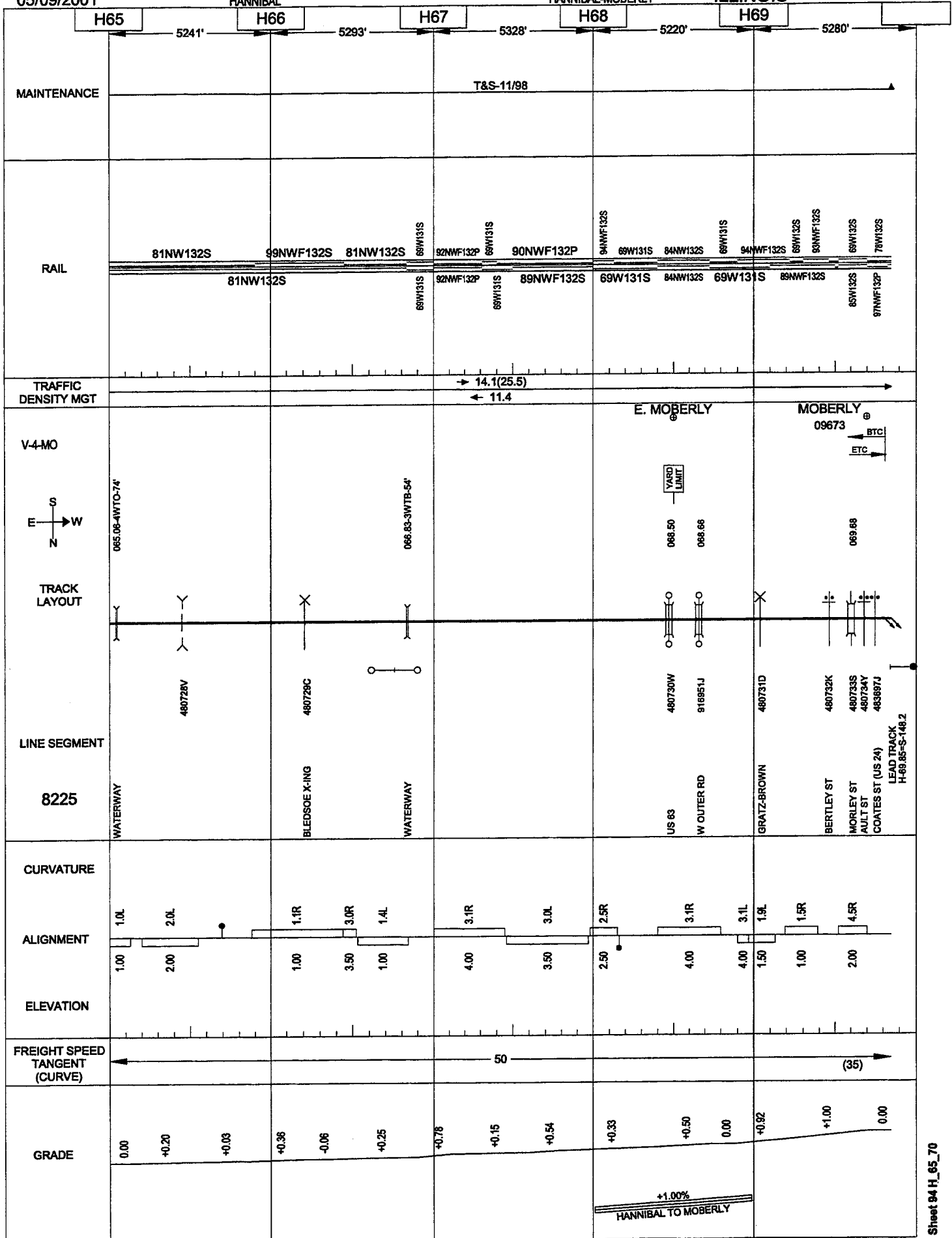


05/09/2001

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



05/09/2001

ST LOUIS

LUTHER BRANCH

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&S-01/20

RAIL

**RJF090S

**RJF090S

TRAFFIC
DENSITY MGT

→ 0.0 (0.0)

← 0.0

(ST LOUIS MAY ST)
09611

S
E → W
N

TRACK
LAYOUT

TRRA CONNECTION

002.22



480208L
480210M
480211U
480212B
480213H
480214P
480215W
480322L
480218D
480217K
480216S
480216T
480220T

BRANCH
TRRA M-TRRA
BUCHANAN
ANGELRODT
2ND ST
DESTREHAN
MALLINCKRODT
SALISBURY
BROADWAY
BREMEN
ANGELICA
PENROSE
PERRY ST
DOUGLAS ST
TRRA RB M-TRRA

LINE SEGMENT

7950

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

← 10 →

+0.25
-0.46
+0.14
+0.03
+0.11
+0.01
+0.14
0.00

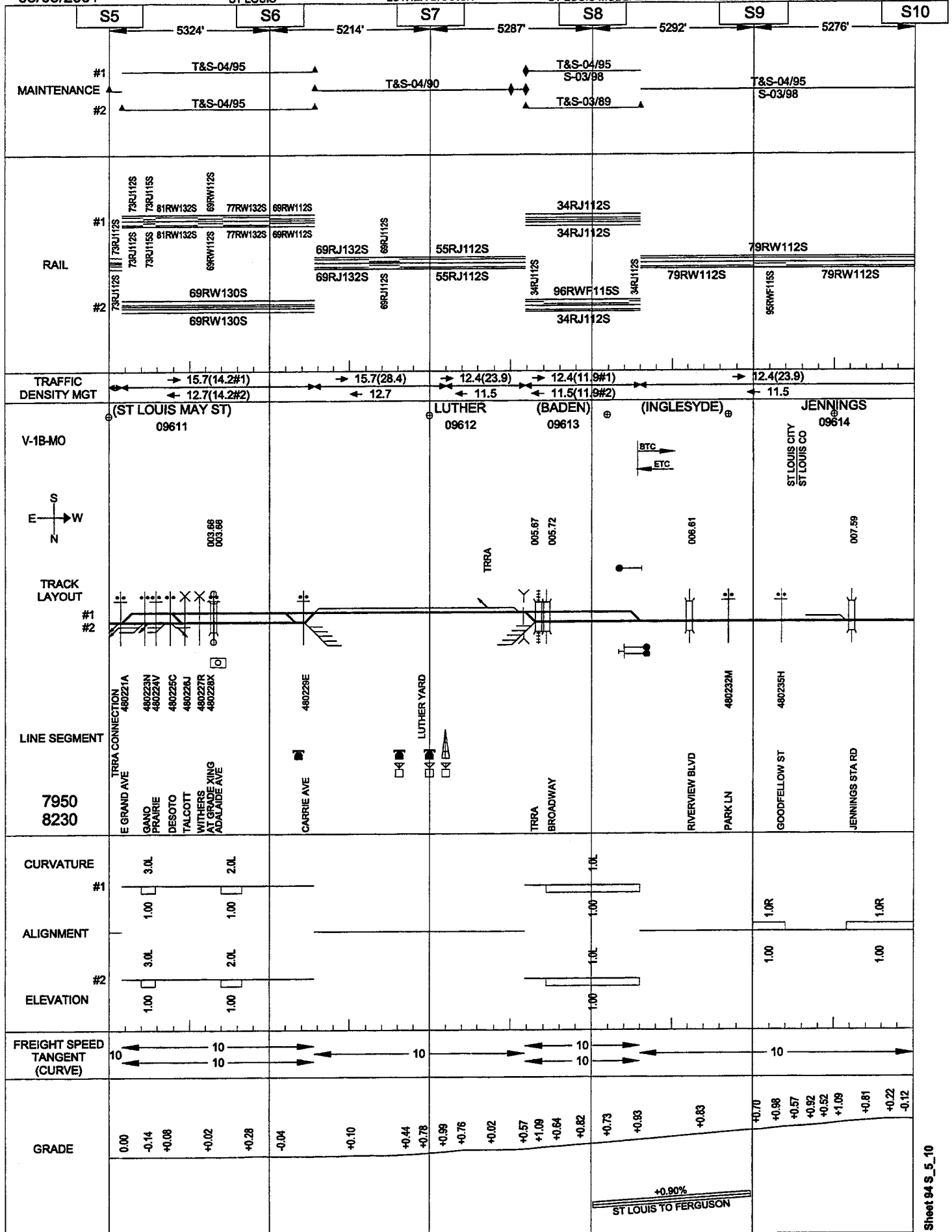
05/09/2001

ST LOUIS

LUTHER BRANCH

ST LOUIS-MOBERLY

ILLINOIS

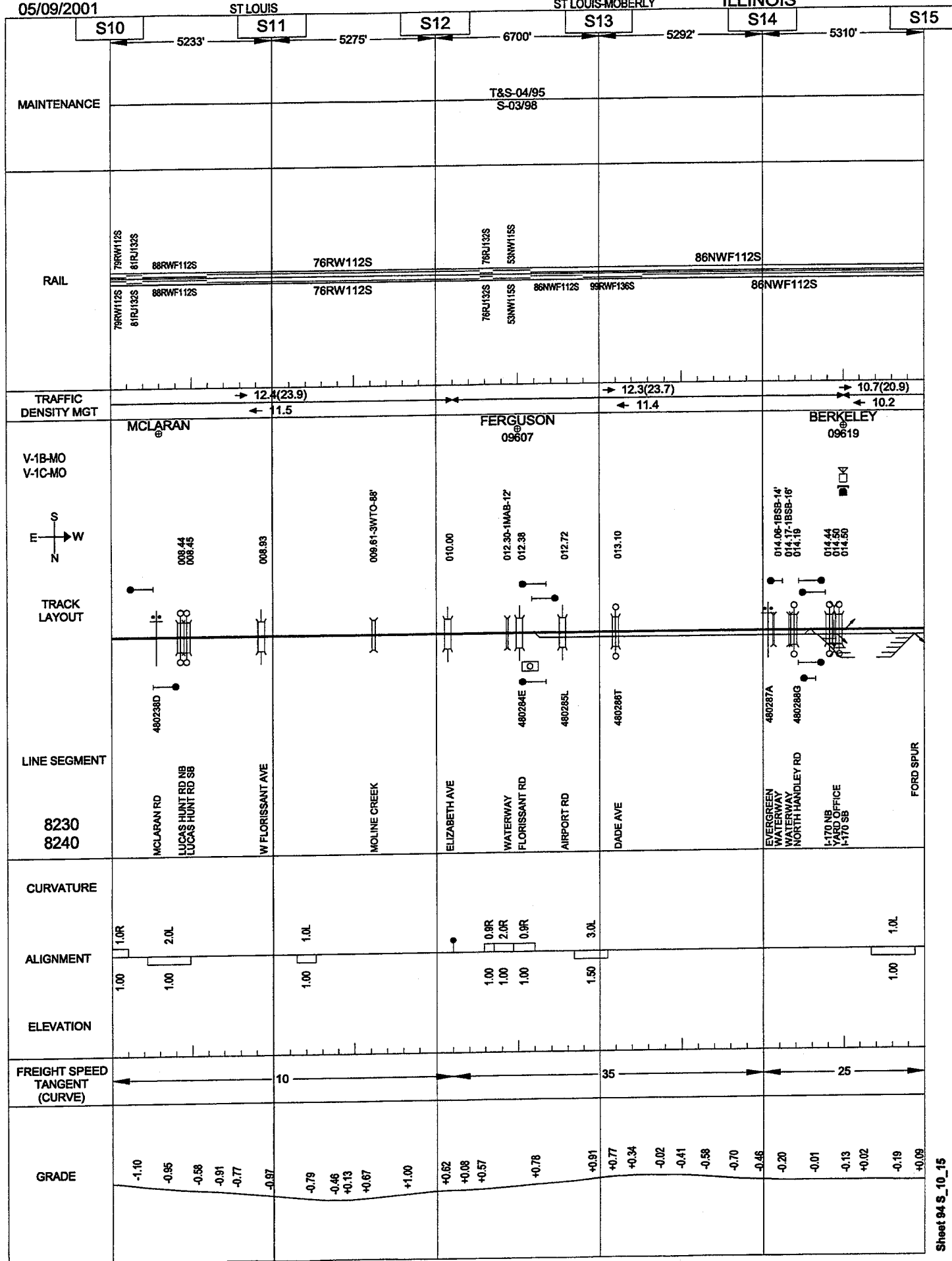


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ILLINOIS

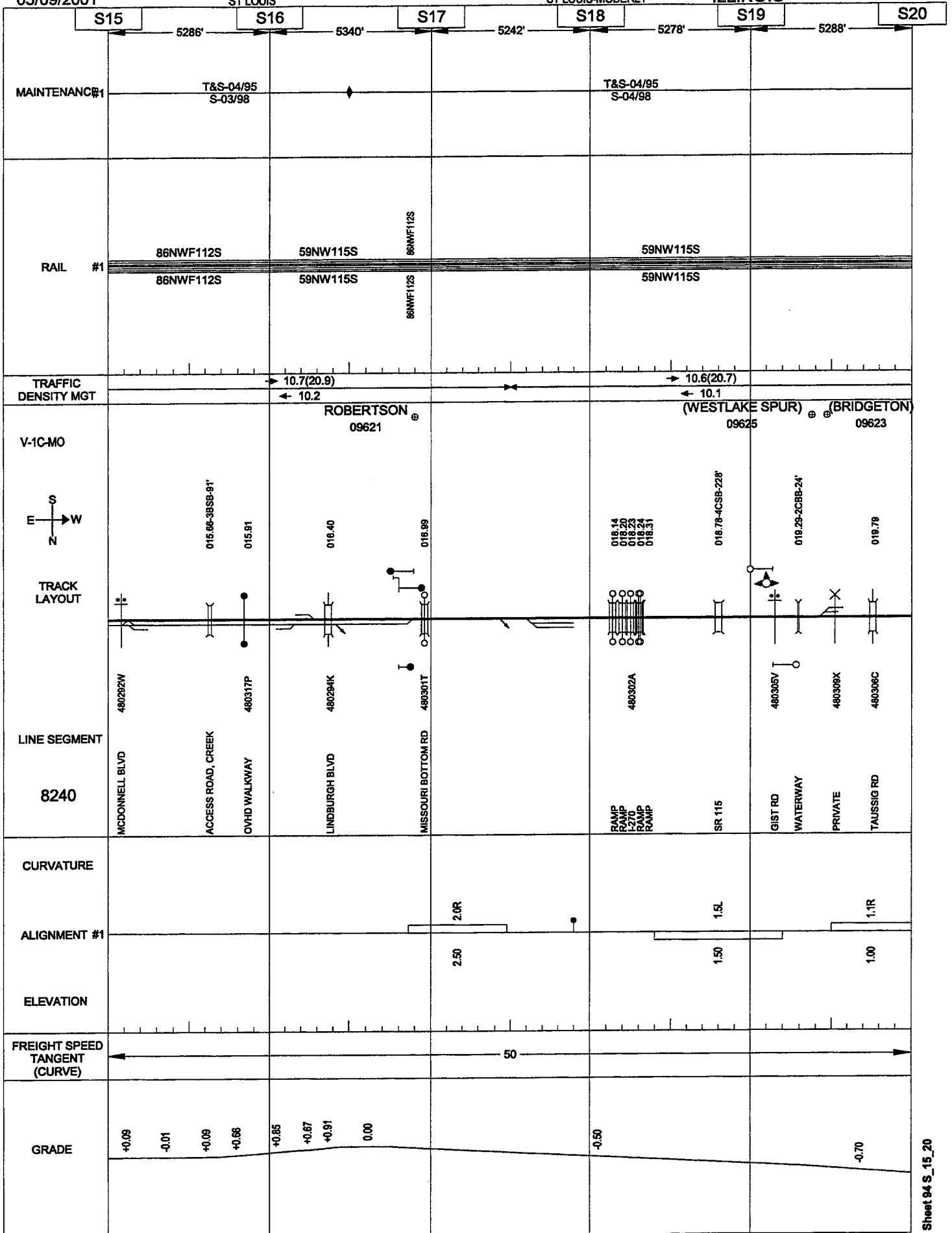


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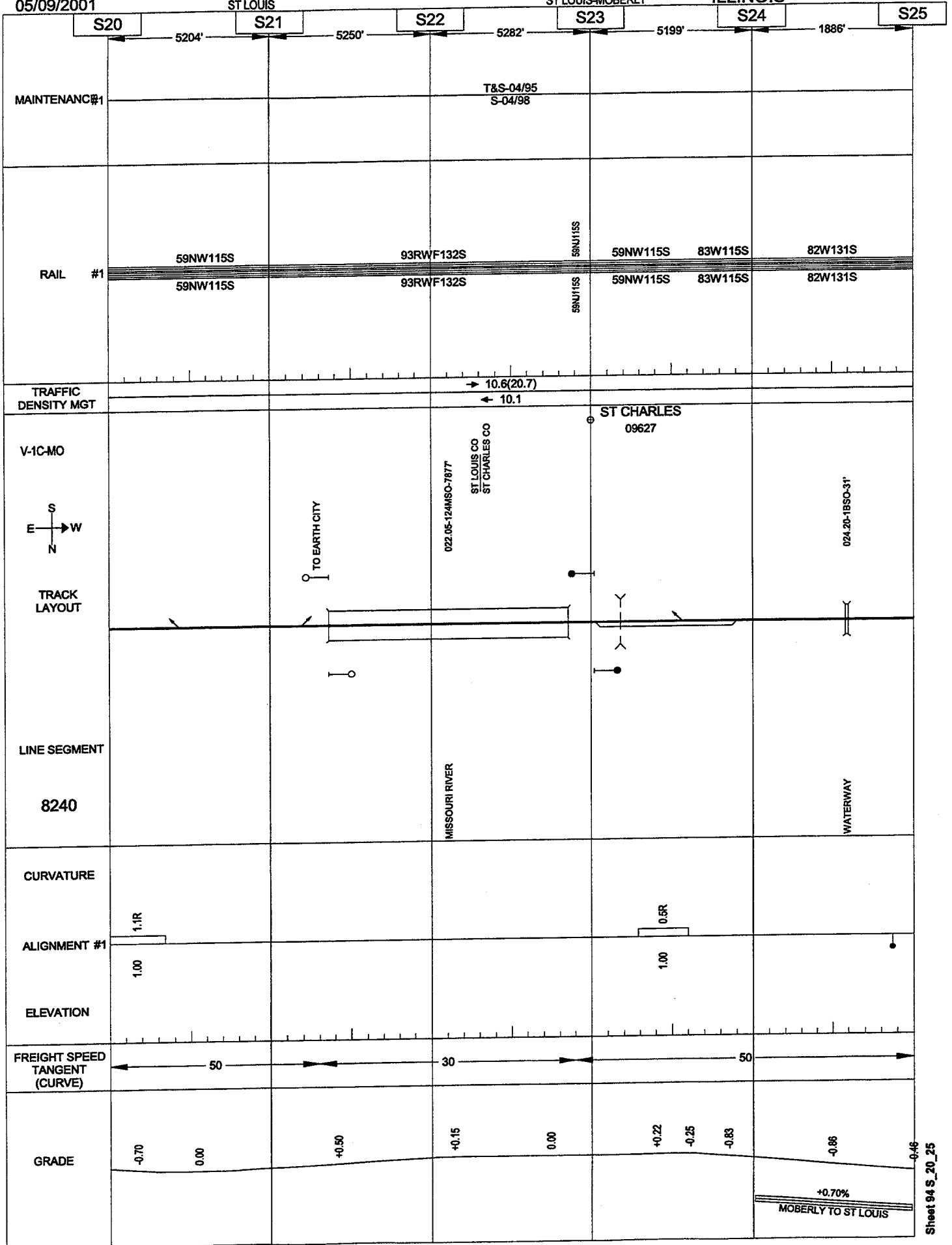


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ST LOUIS-MOBERLY

ILLINOIS

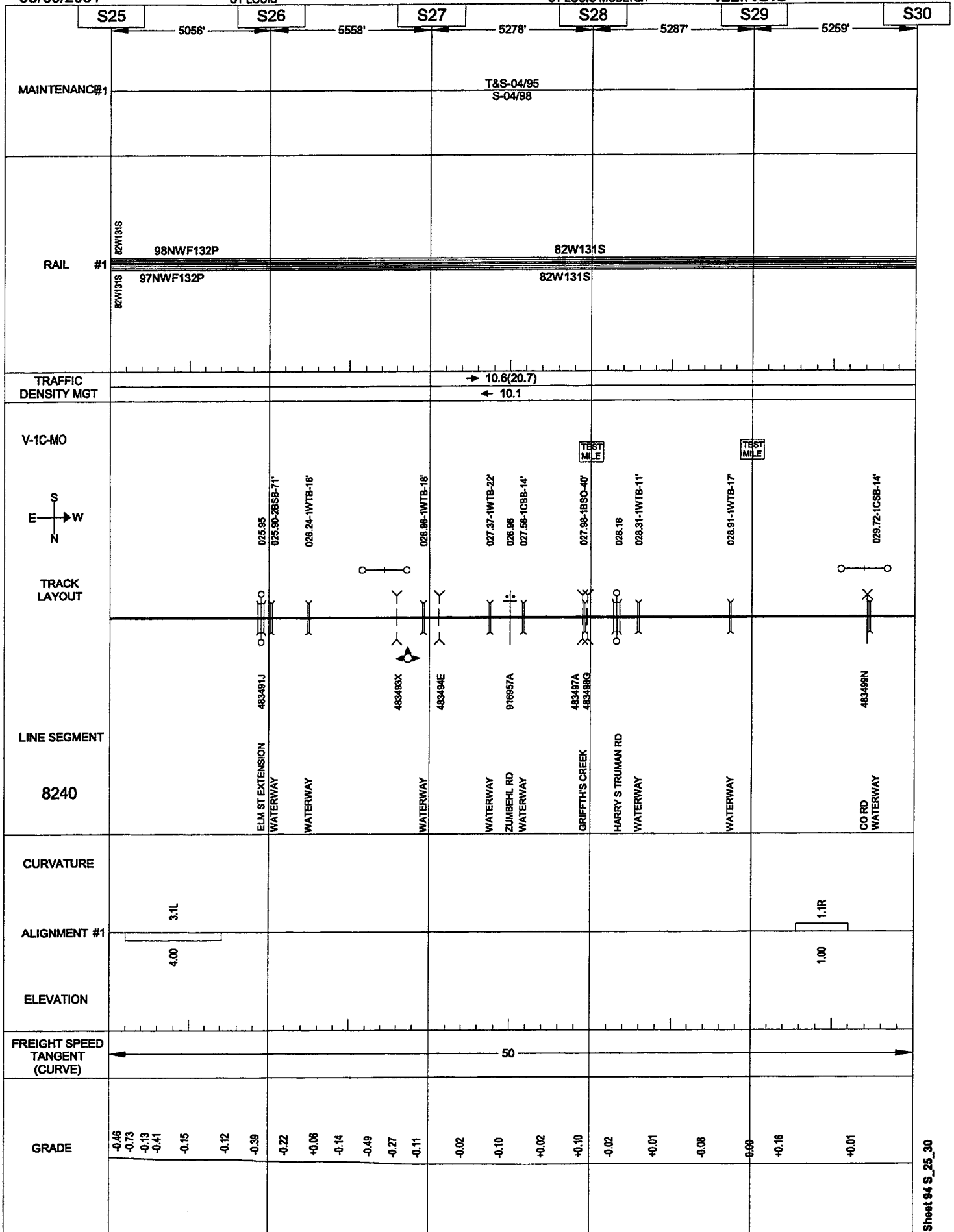


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ST LOUIS-MOBERLY

ILLINOIS

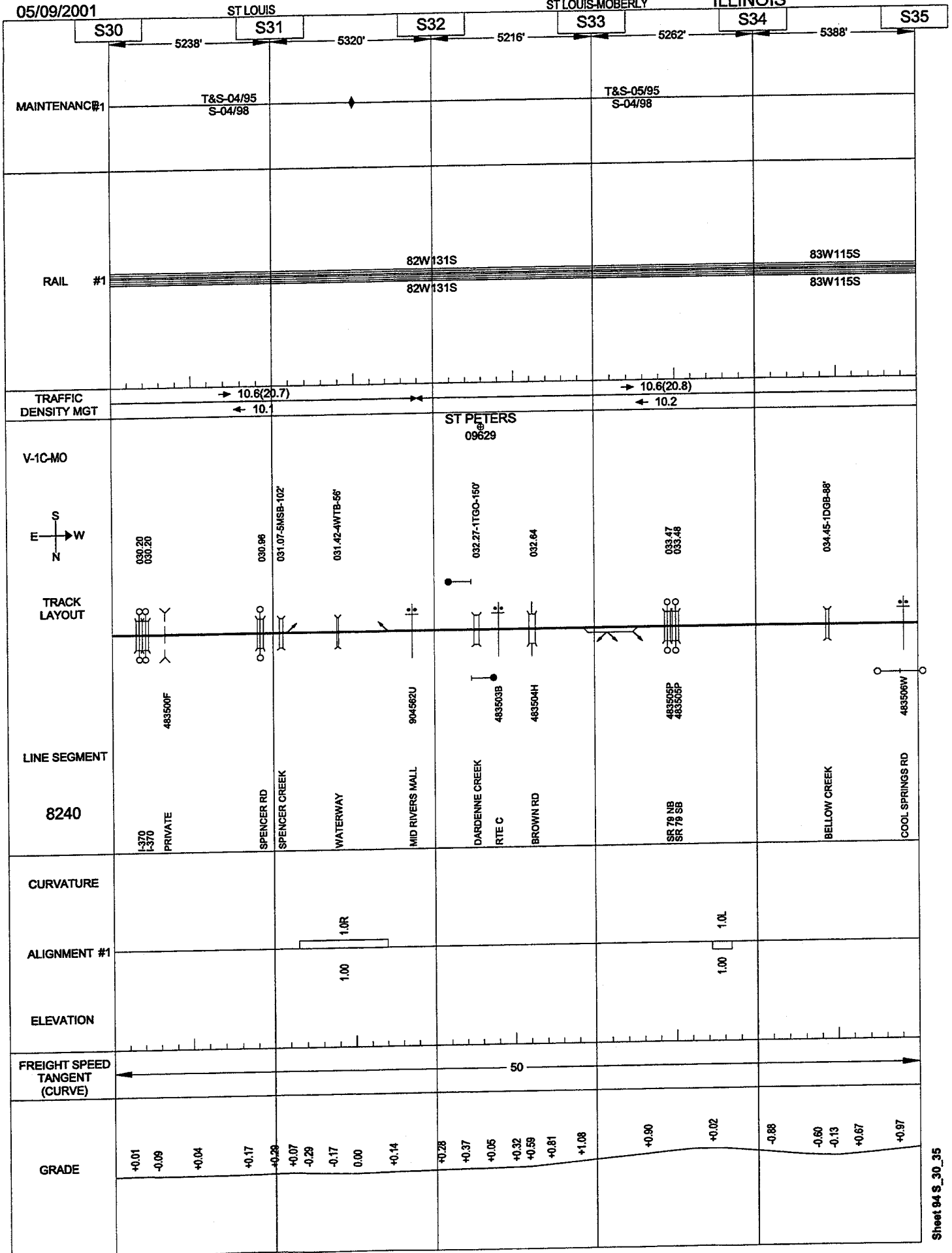


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ST LOUIS-MOBERLY

ILLINOIS

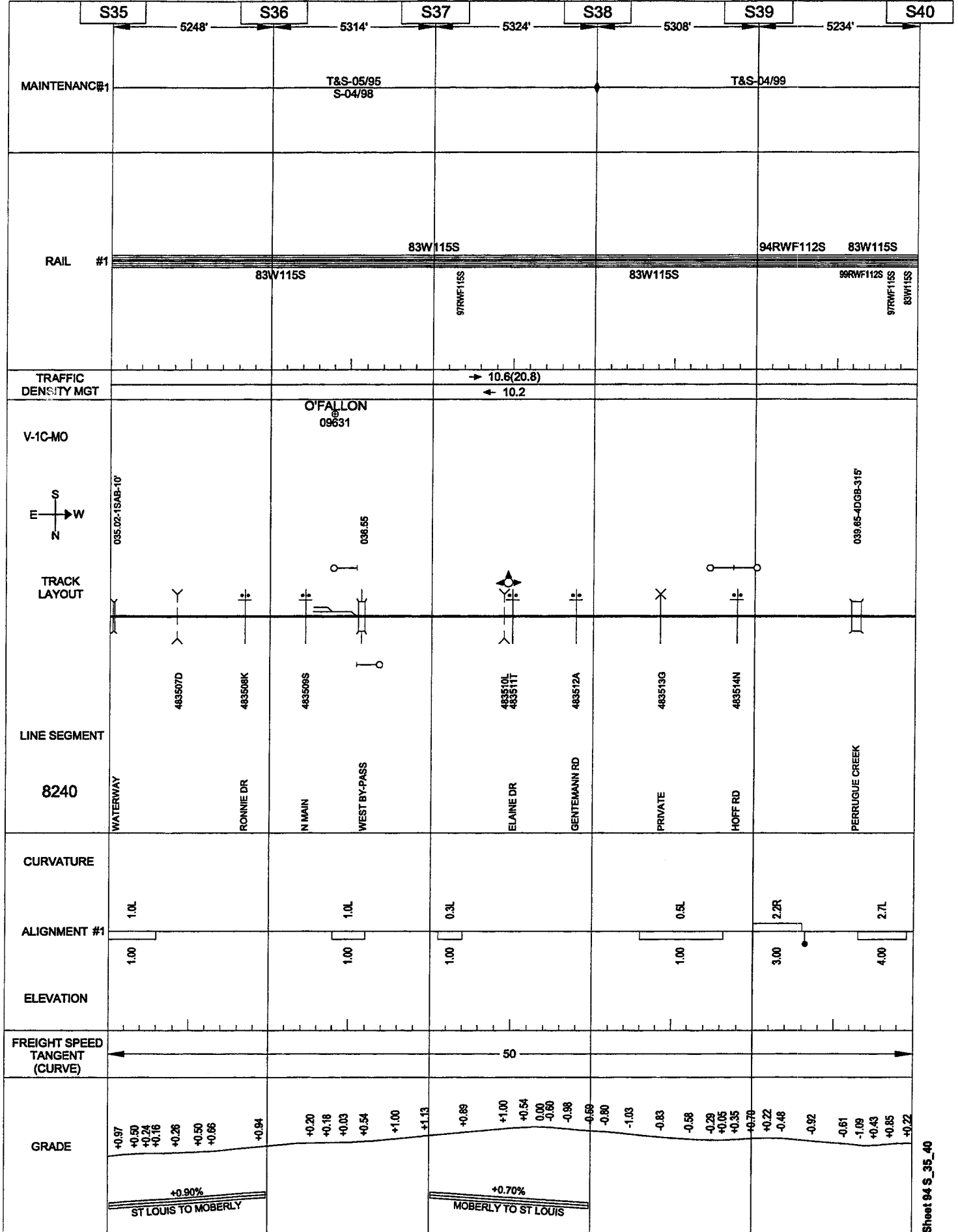


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ST LOUIS-MOBERLY

ILLINOIS

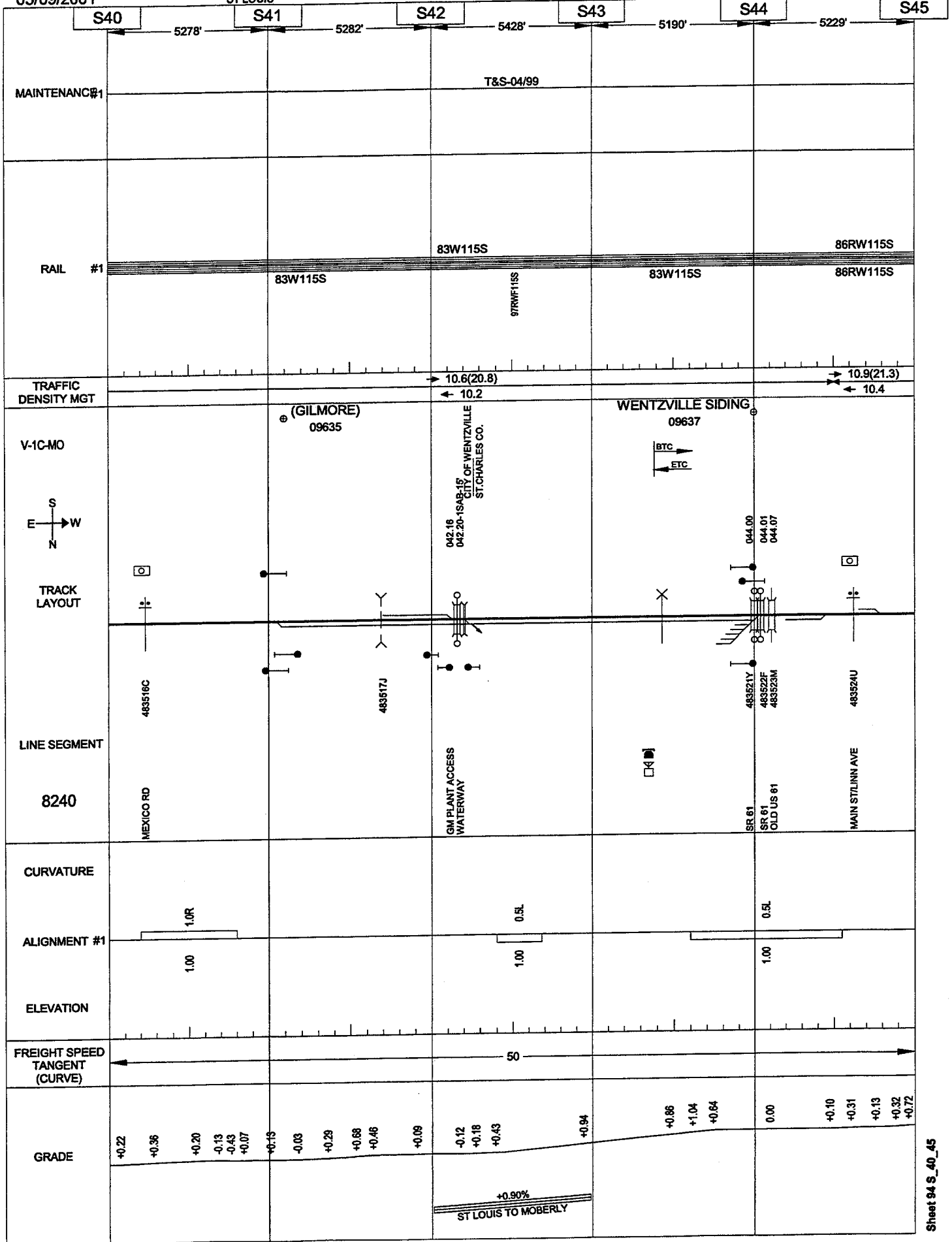


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ILLINOIS

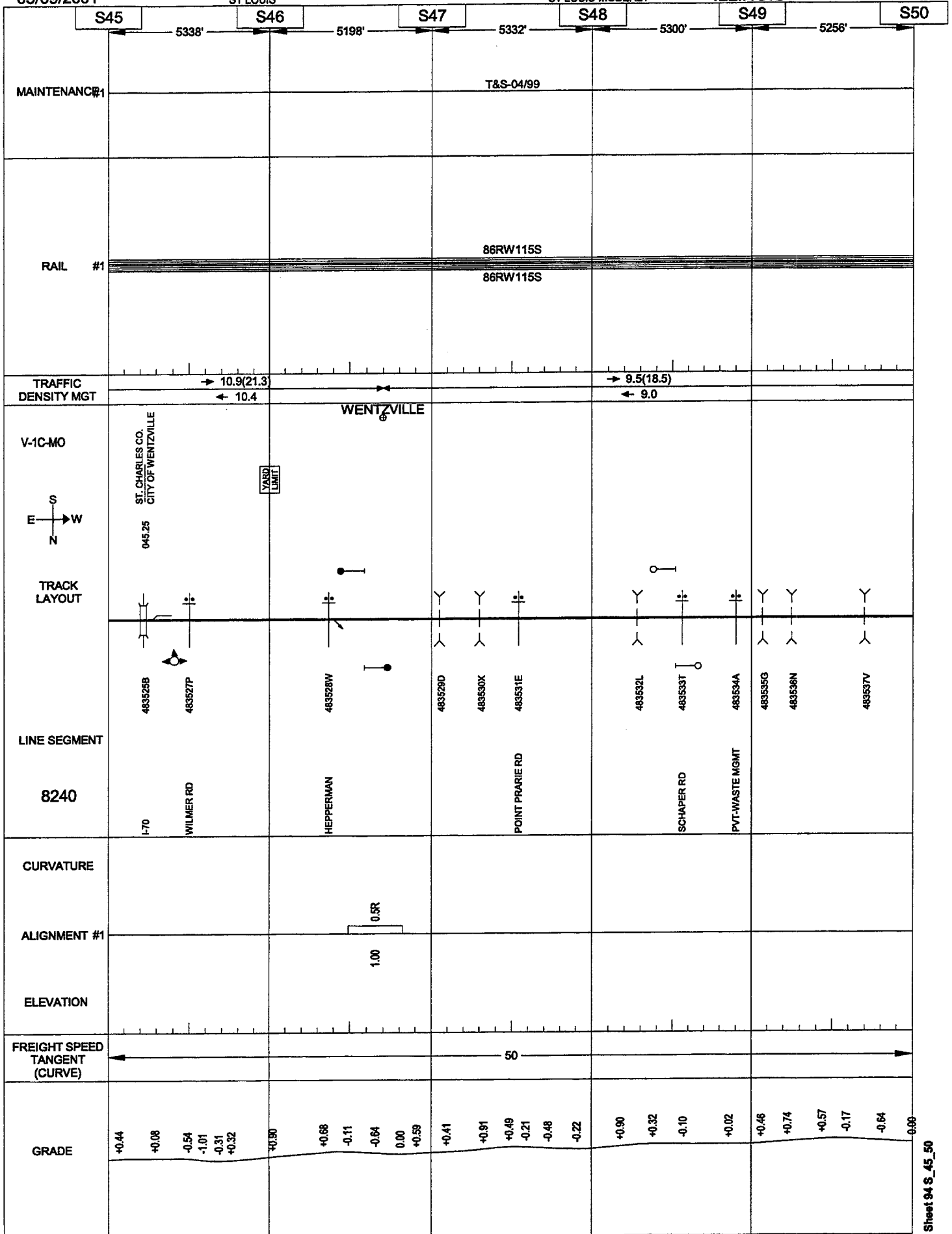


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ST LOUIS-MOBERLY

ILLINOIS

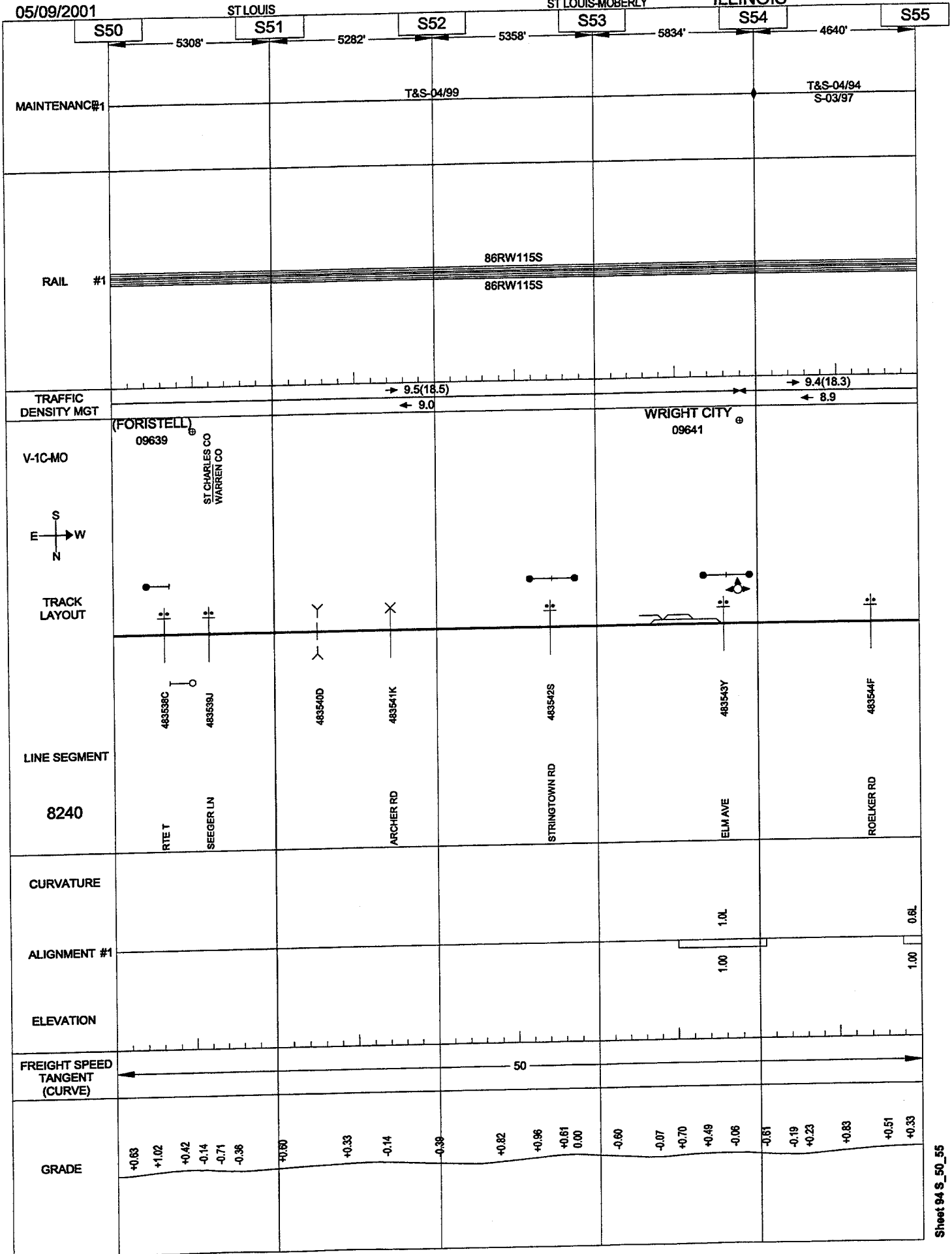


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ST LOUIS-MOBERLY

ILLINOIS

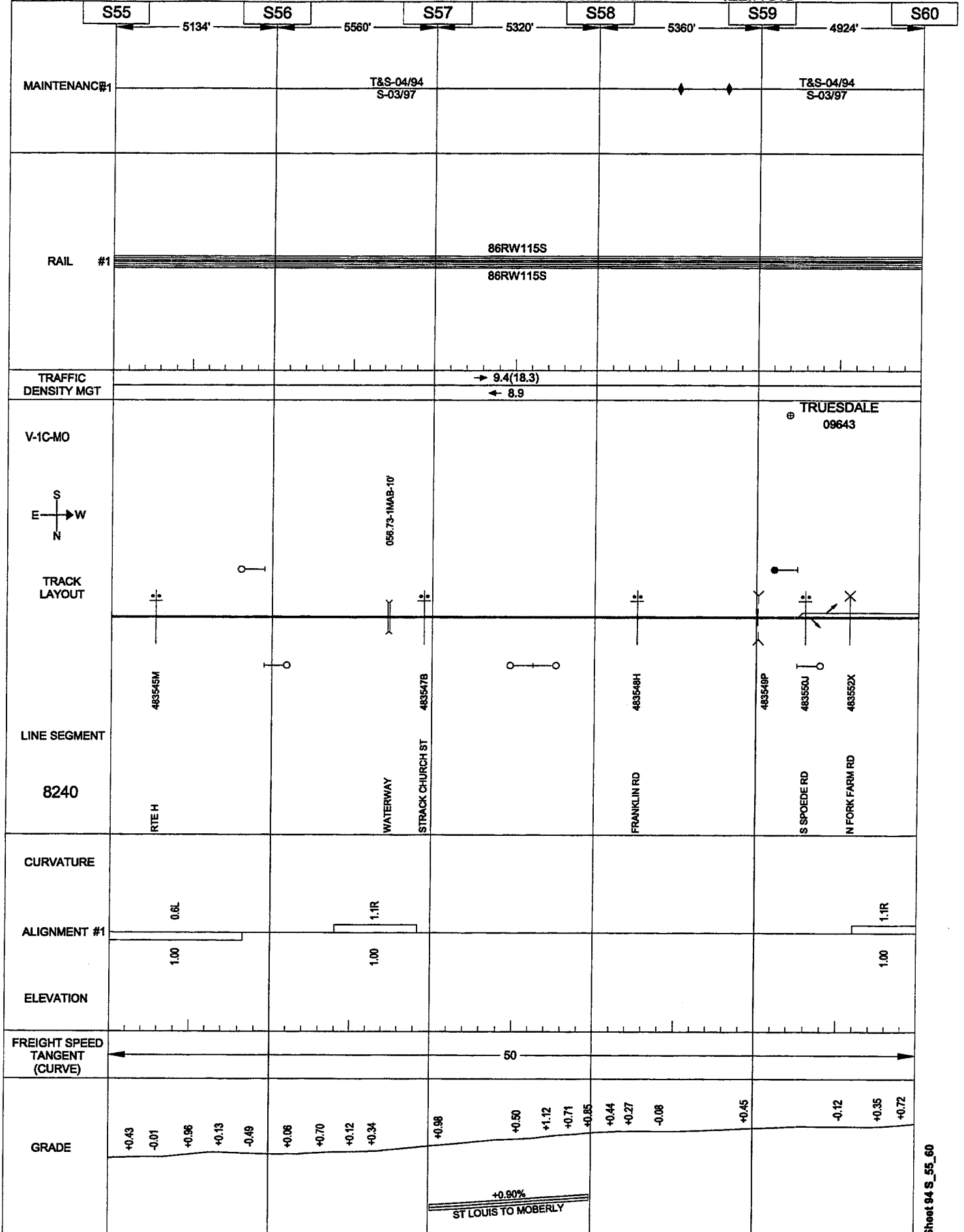


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ST LOUIS-MOBERLY

ILLINOIS

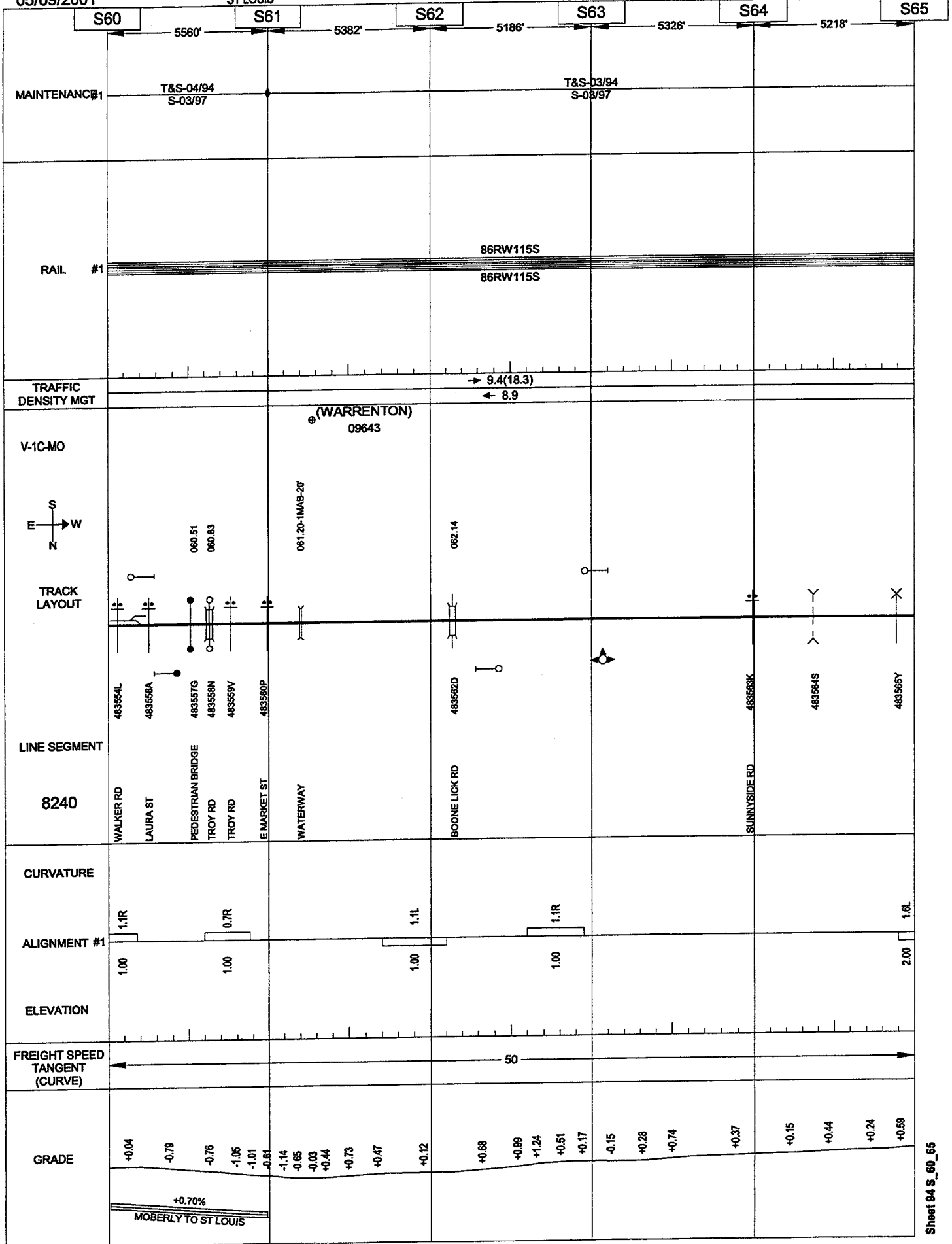


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ILLINOIS

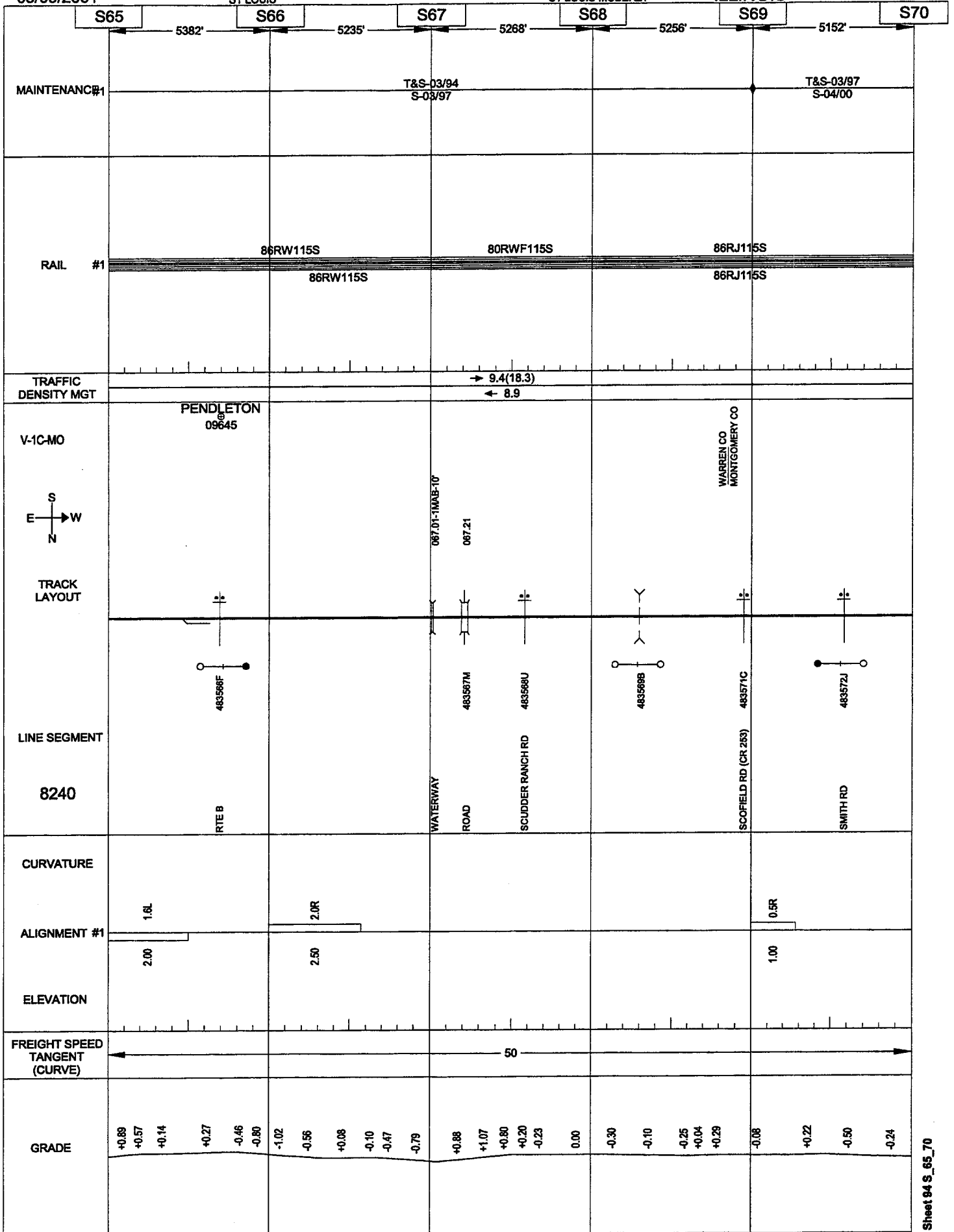


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ST LOUIS-MOBERLY

ILLINOIS

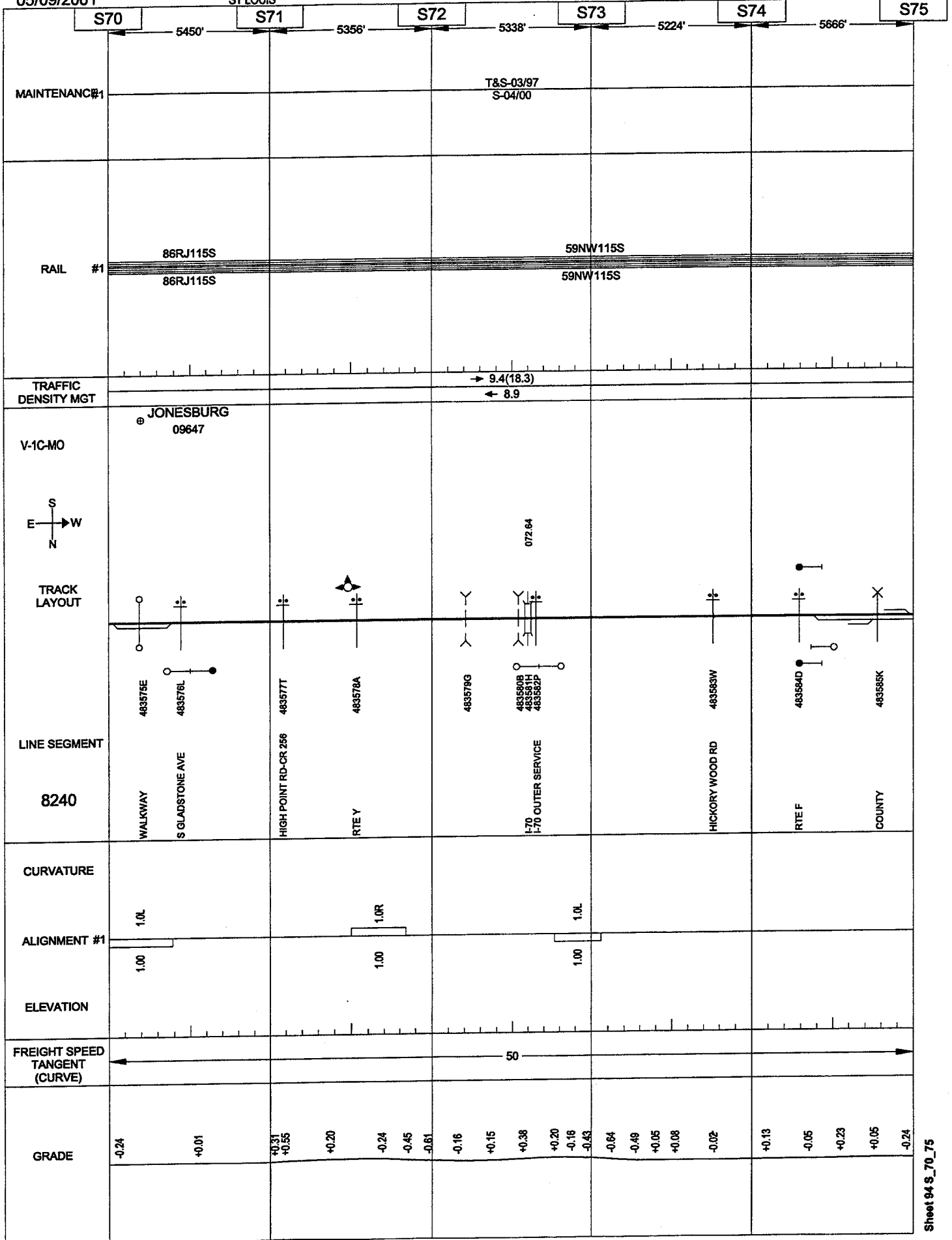


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ST LOUIS-MOBERLY

ILLINOIS

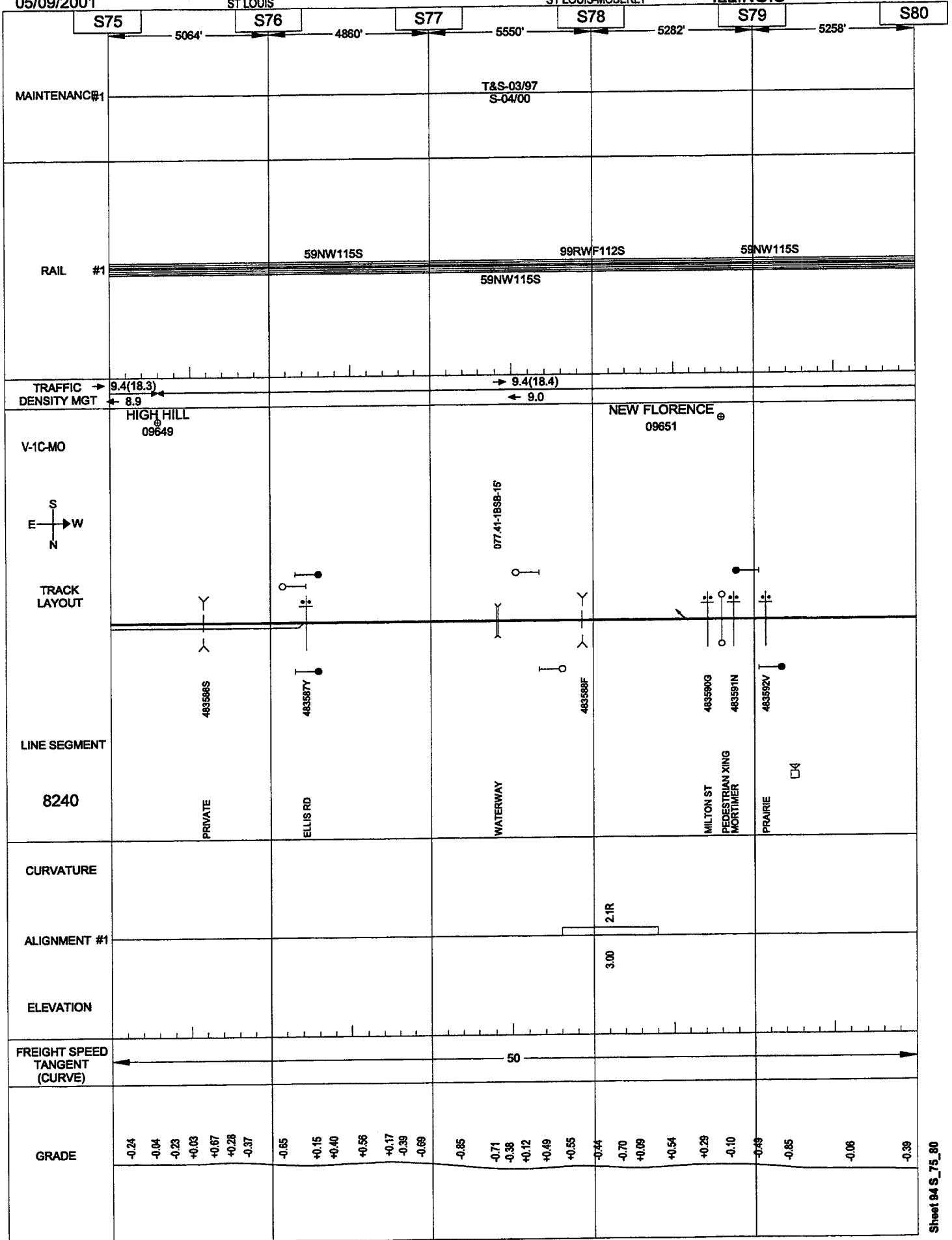


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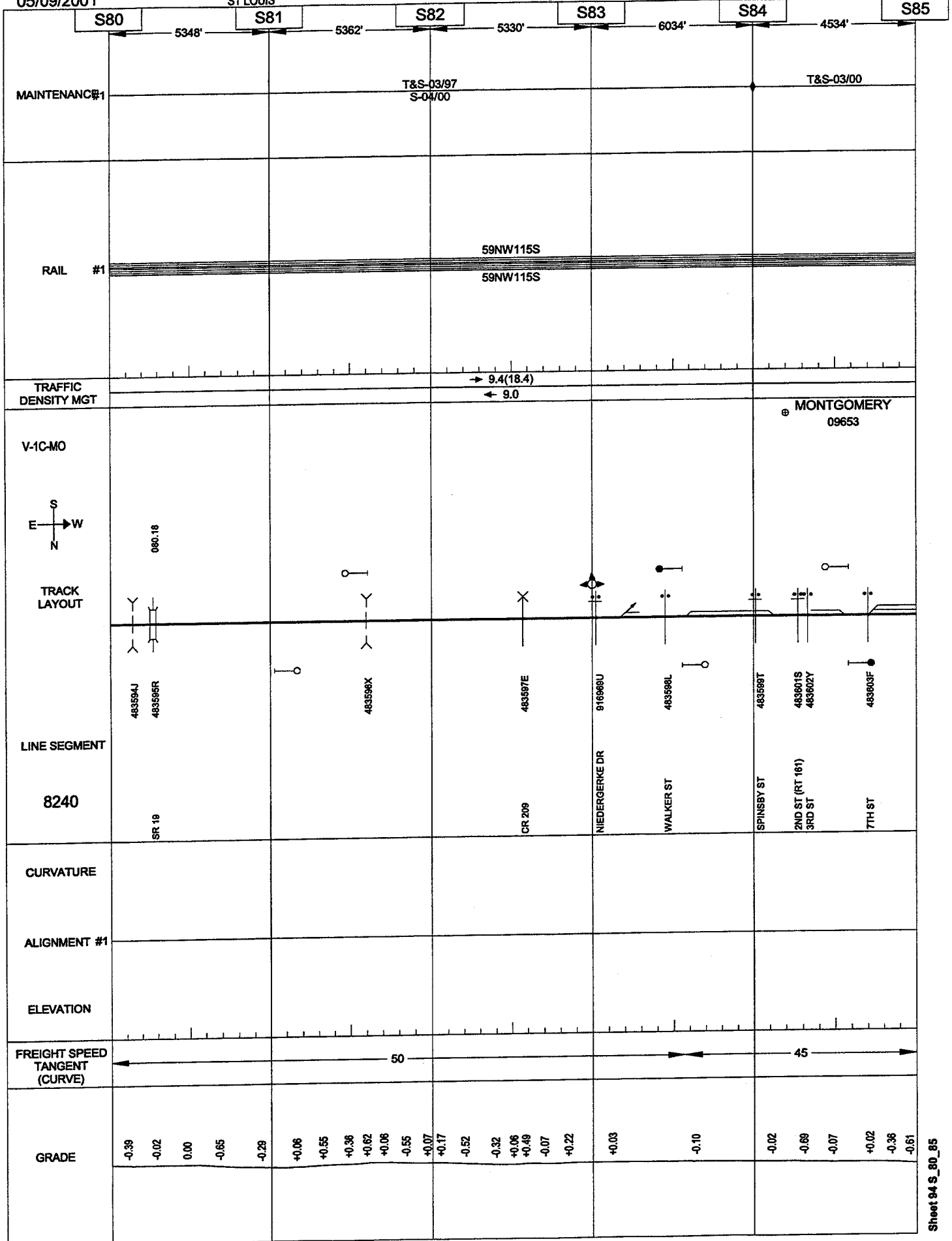


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ILLINOIS

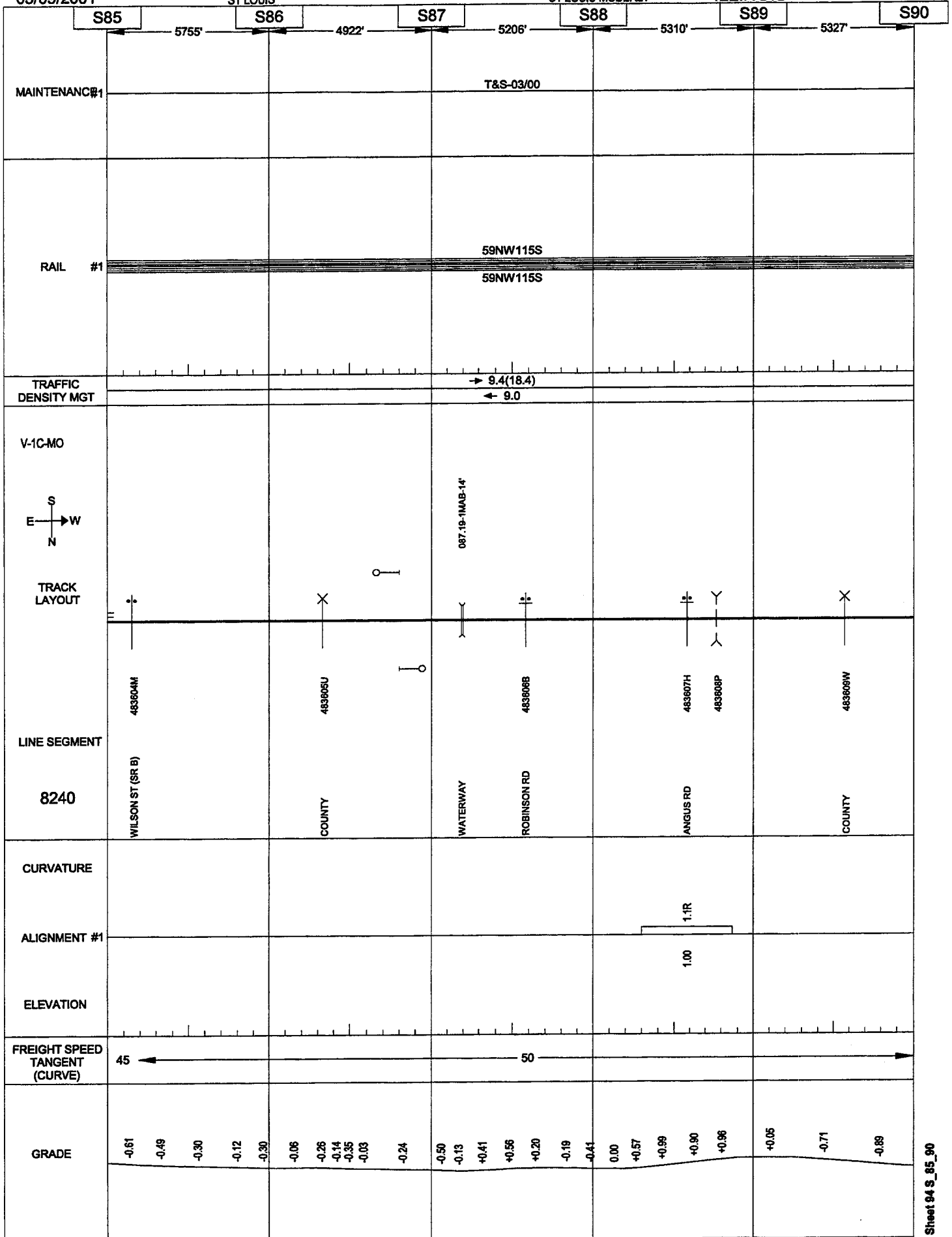


05/09/2001

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

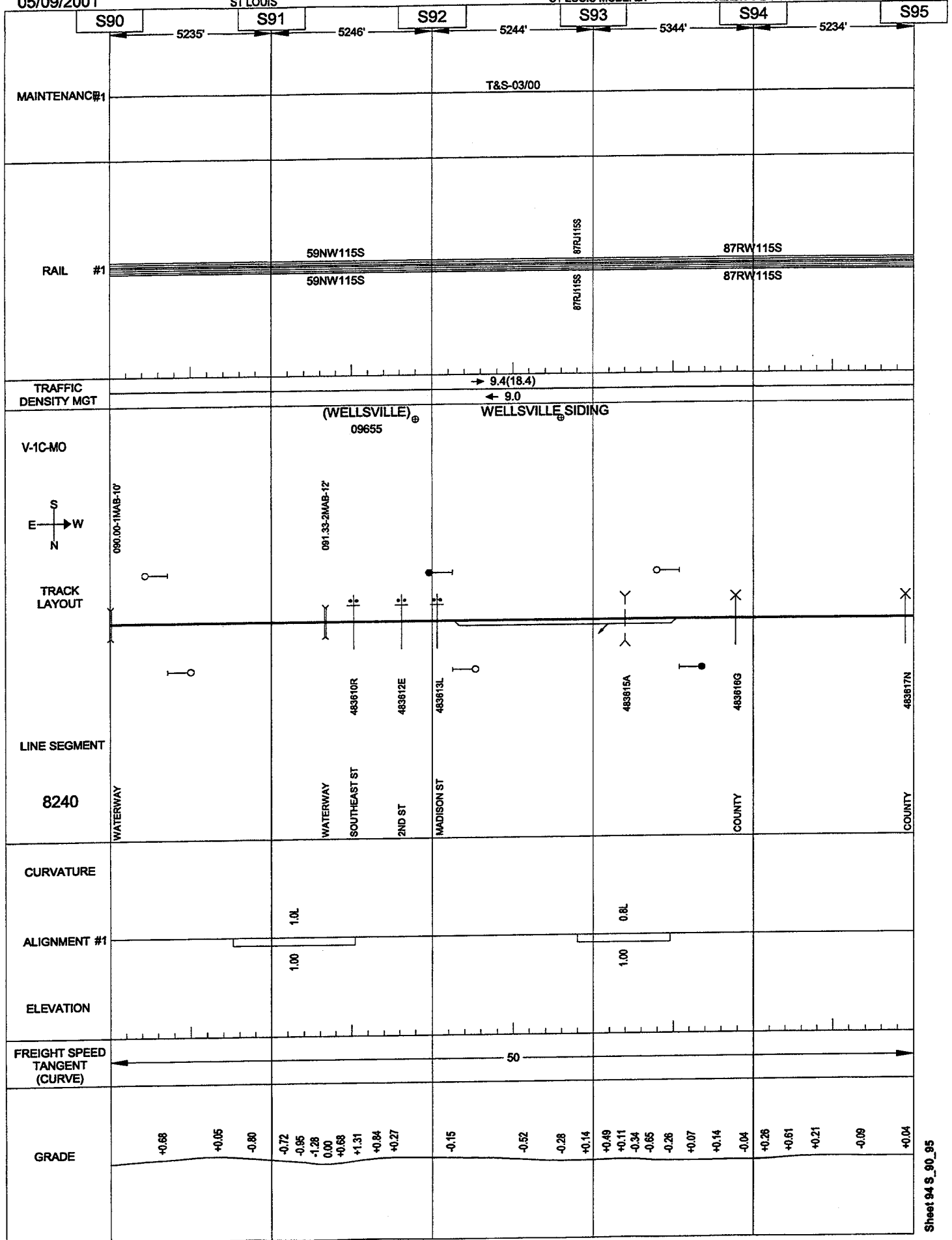


05/09/2001

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

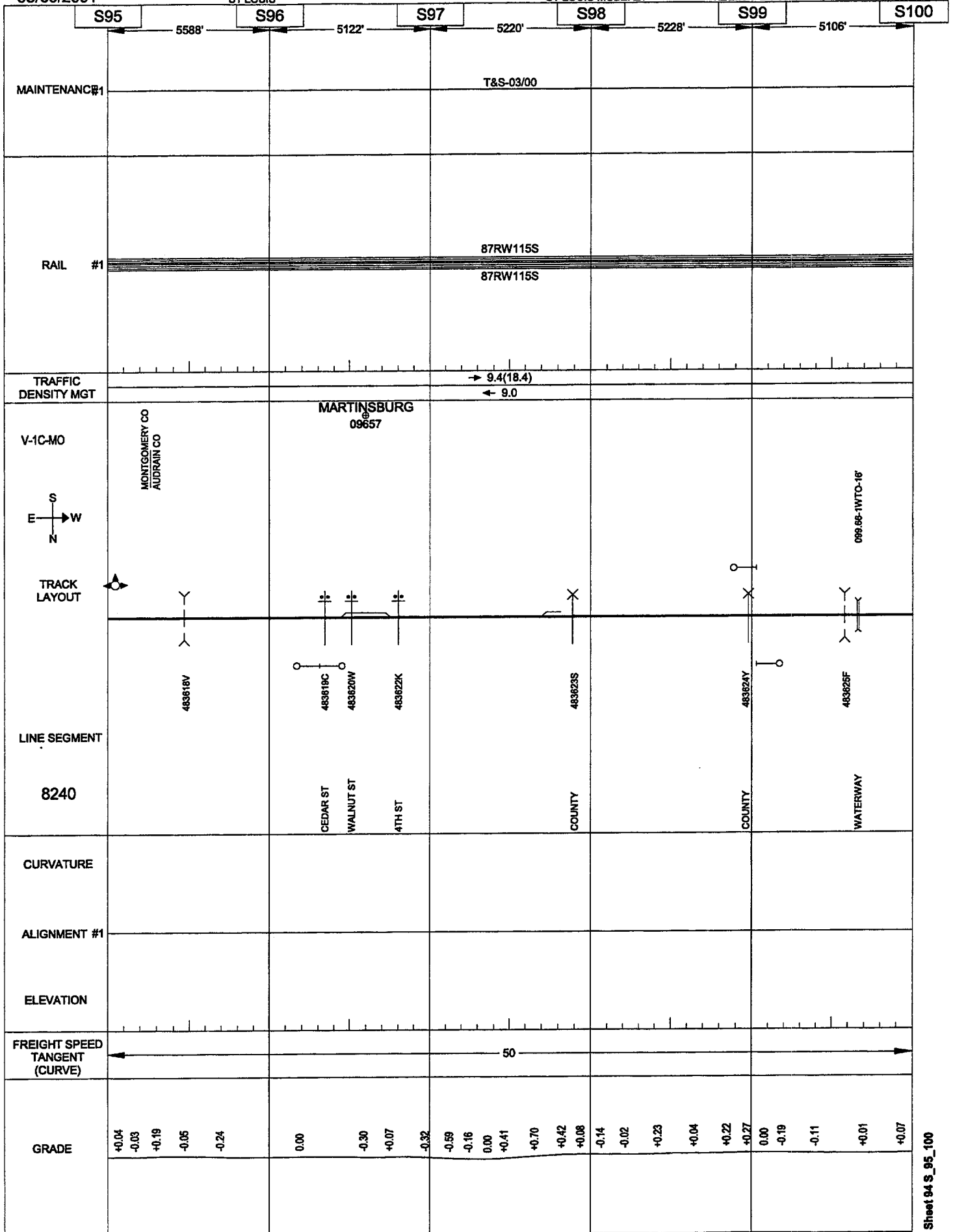


05/09/2001

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

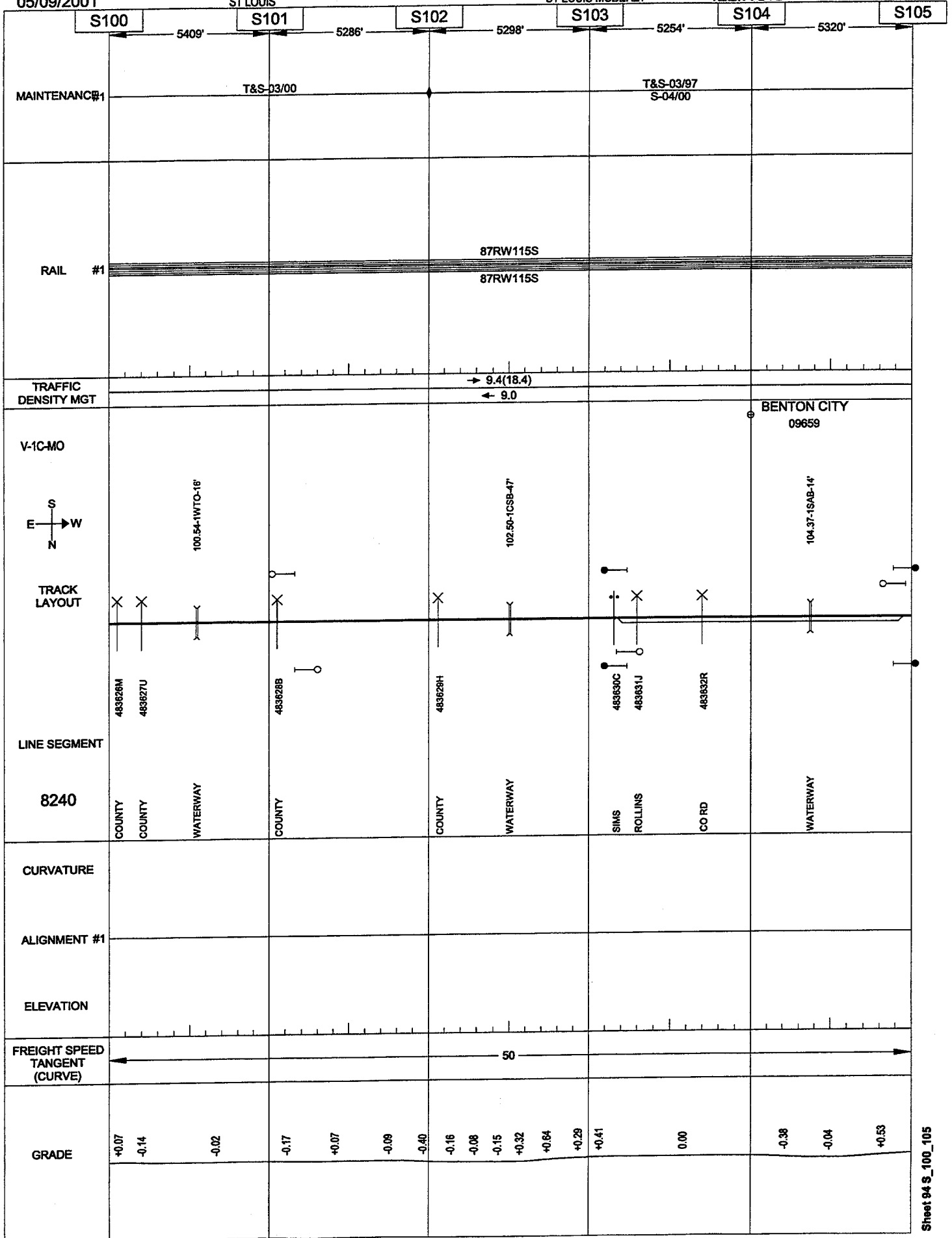


05/09/2001

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

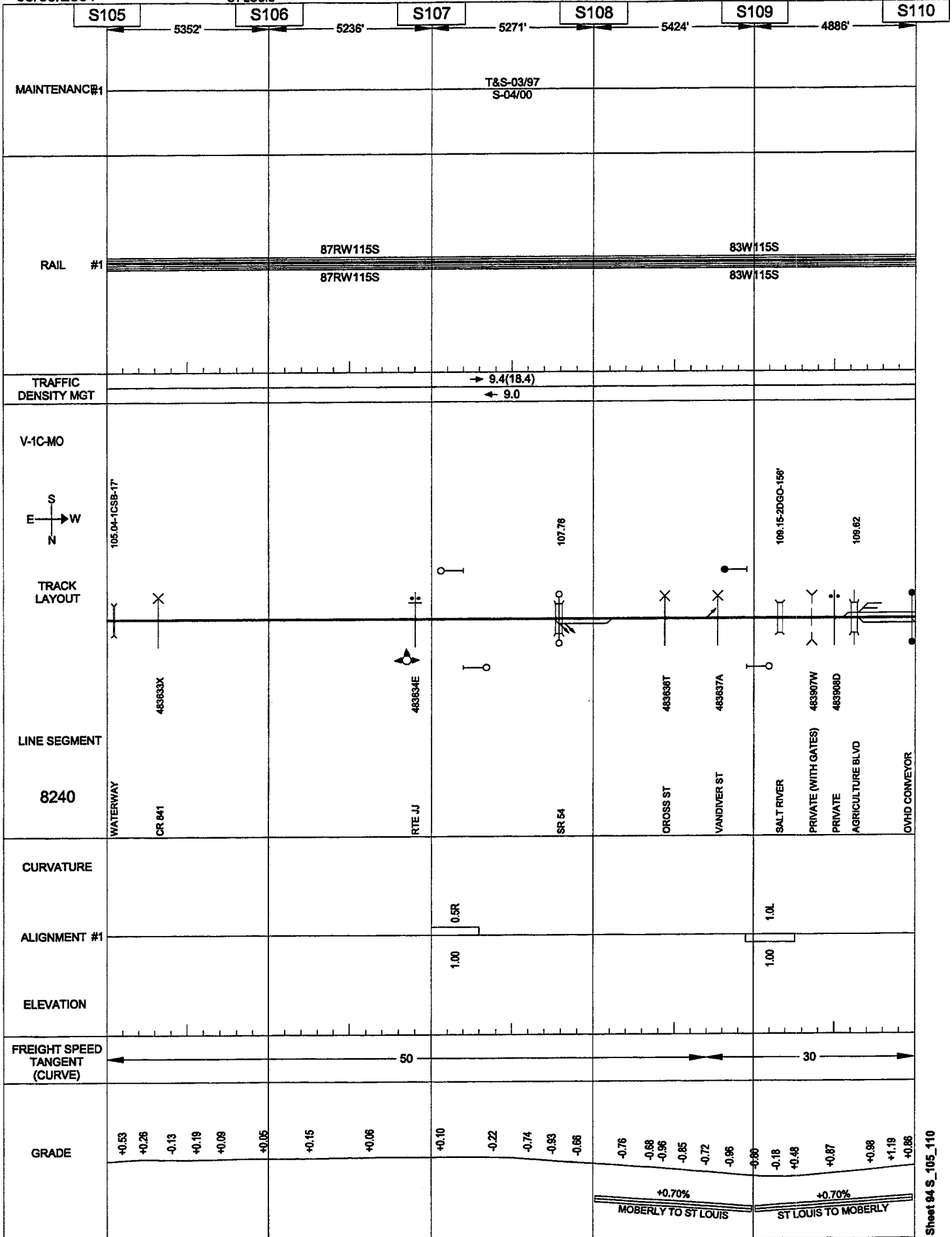


05/09/2001

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ST LOUIS-MOBERLY

ILLINOIS

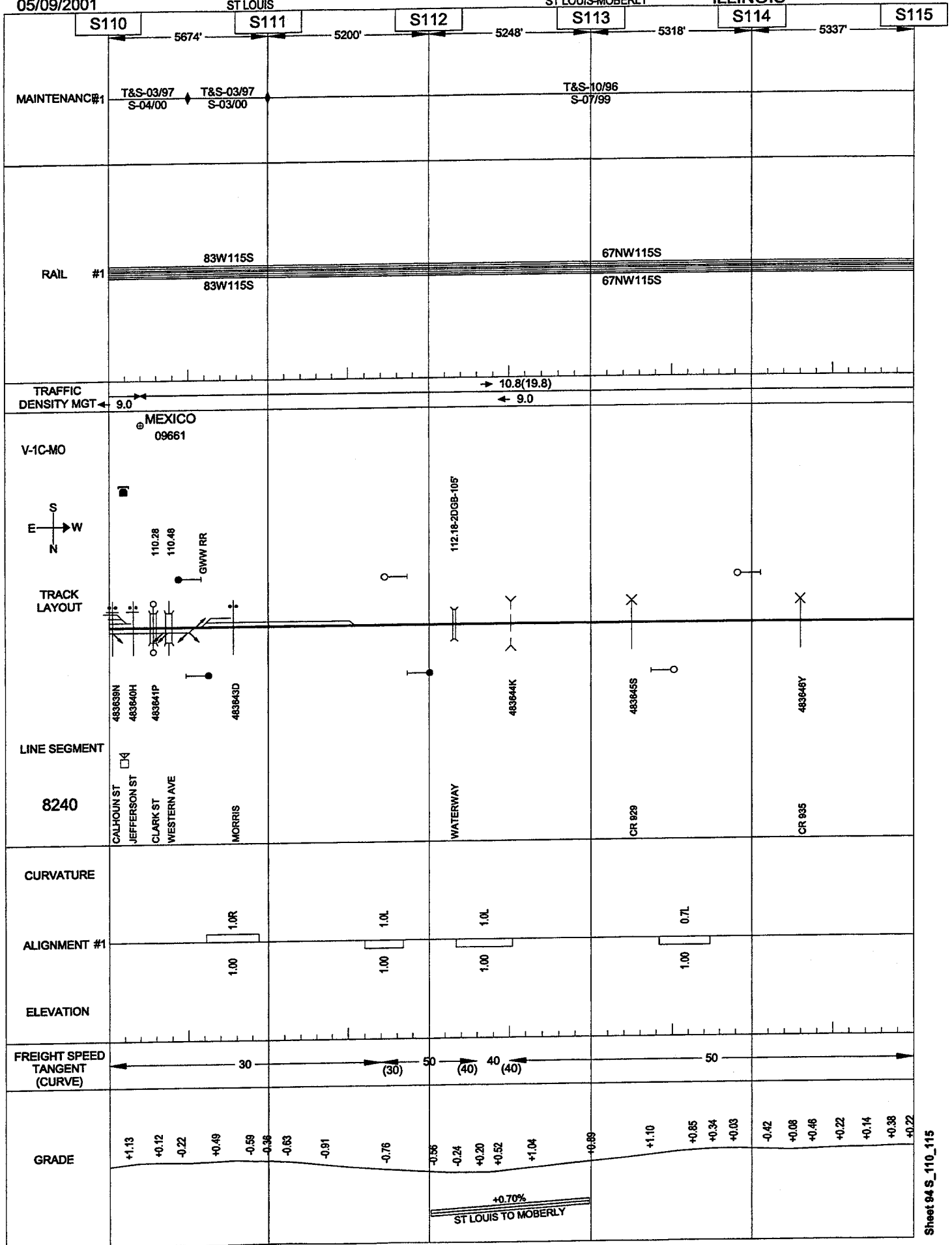


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ILLINOIS

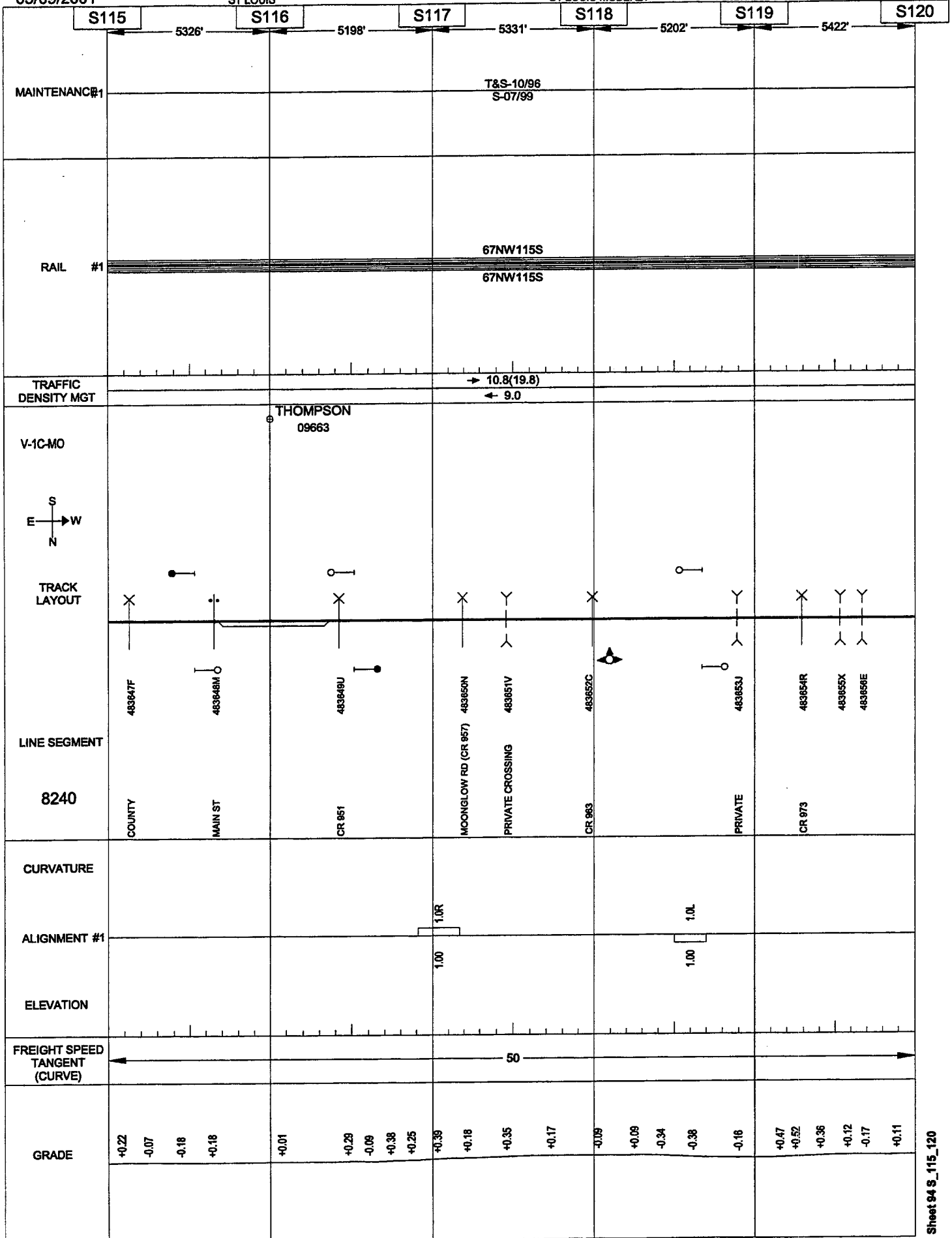


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ILLINOIS

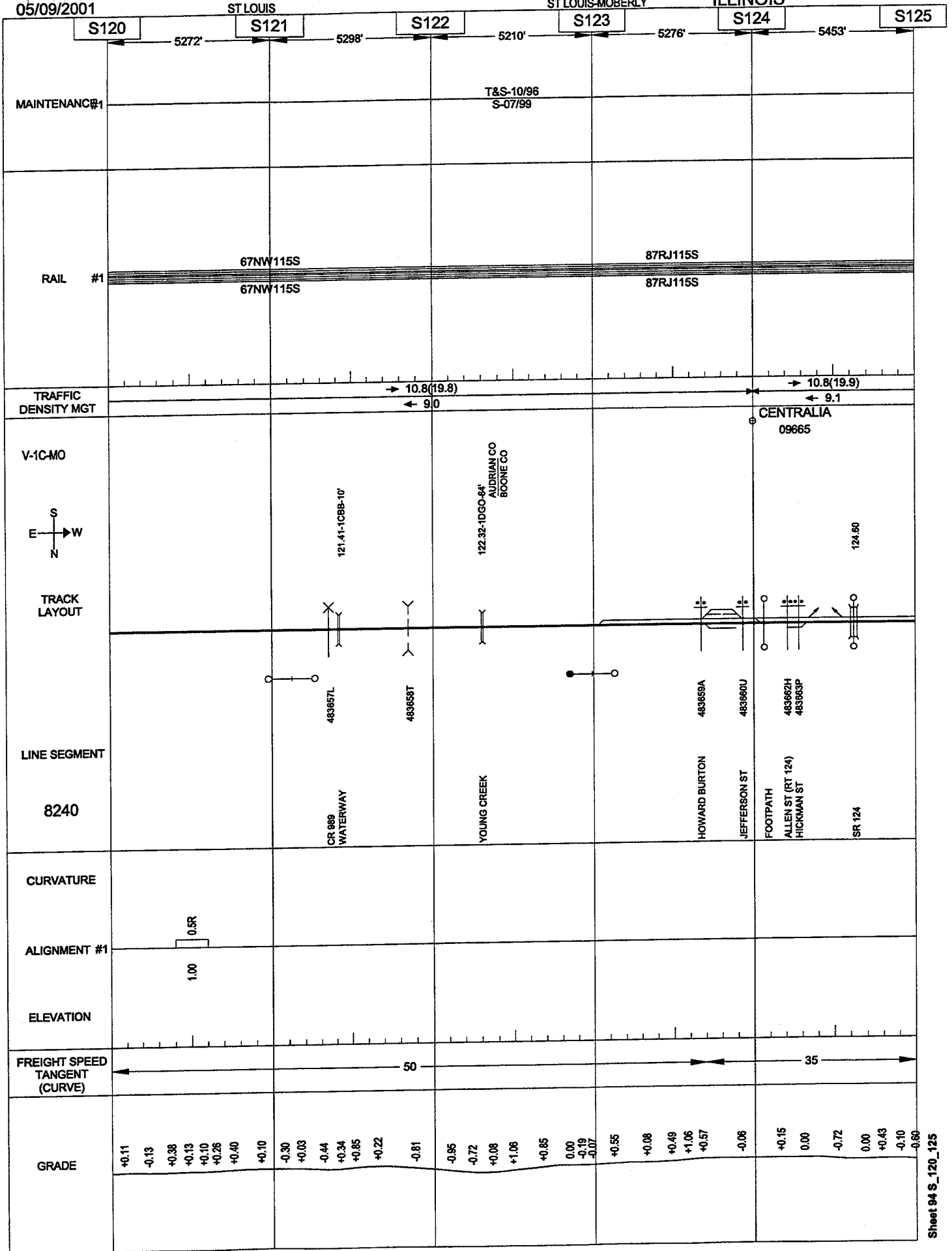


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ILLINOIS

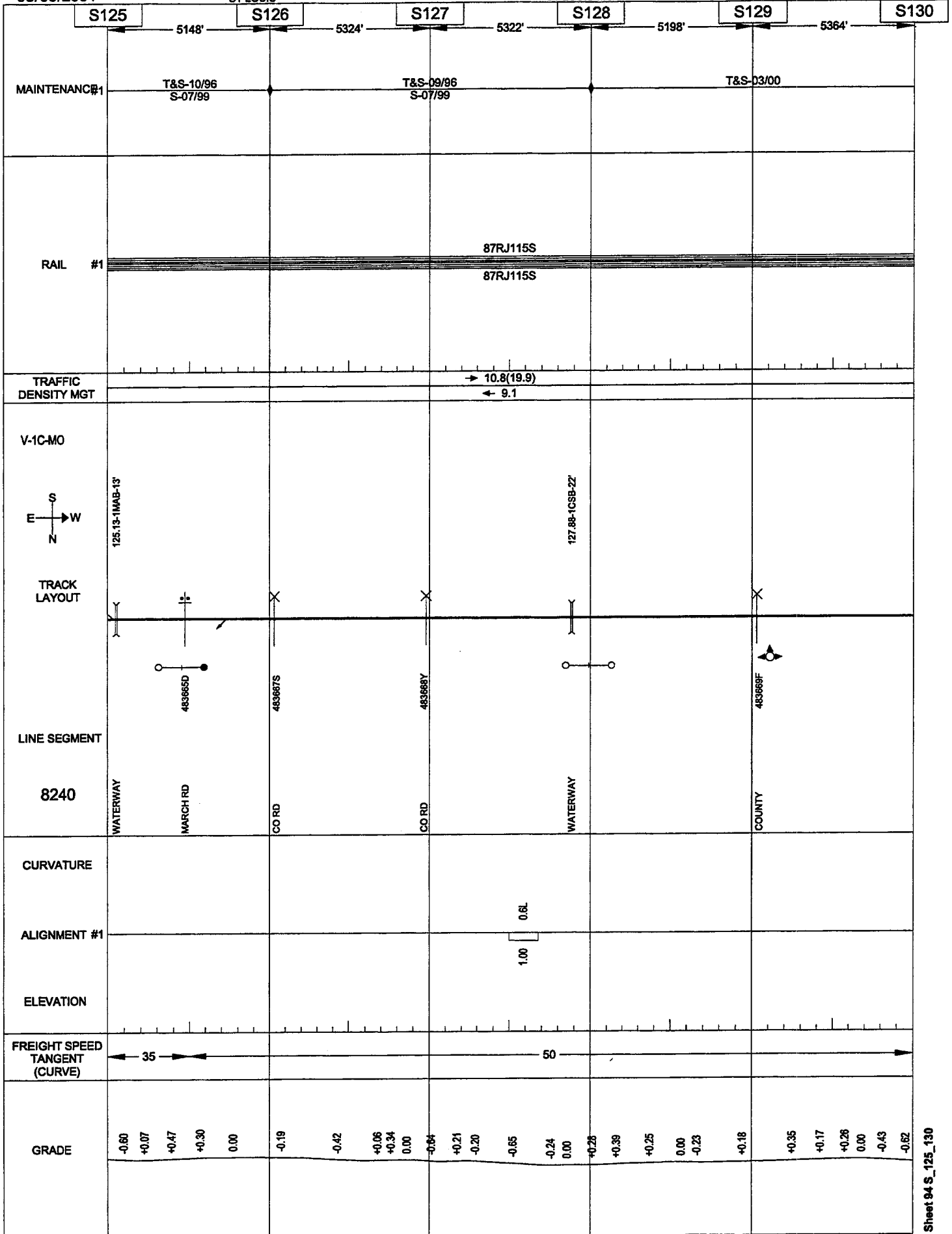


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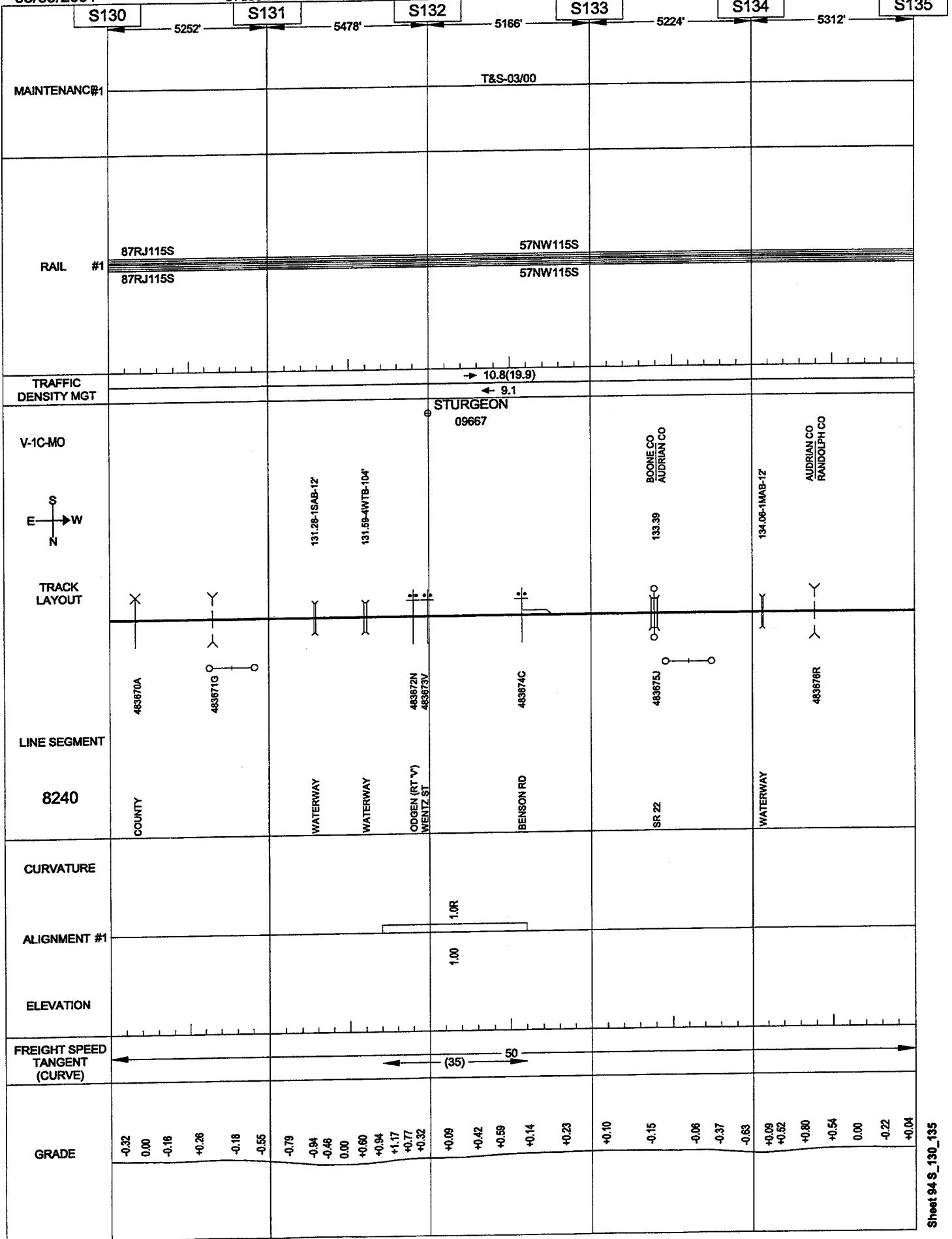


05/09/2001

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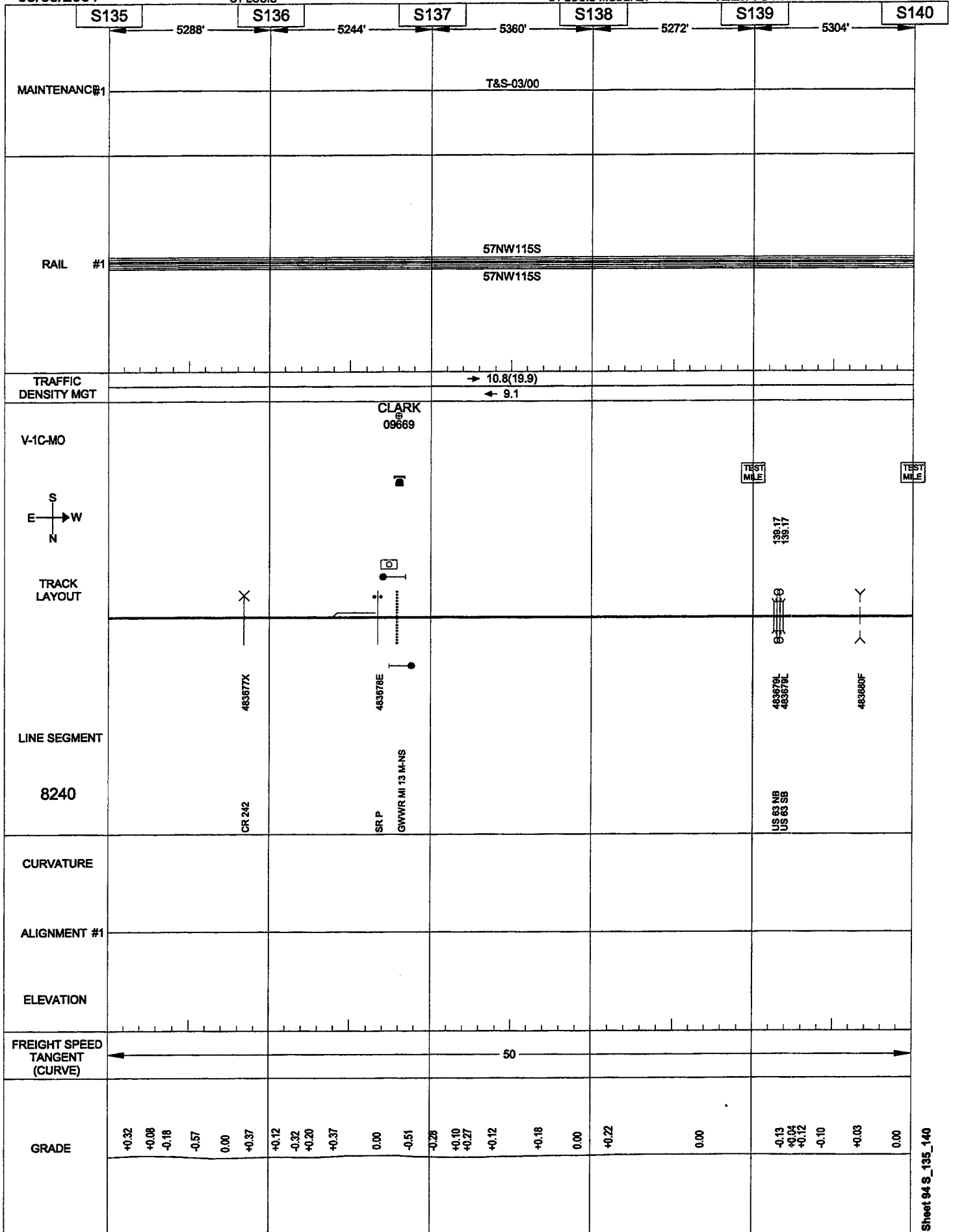


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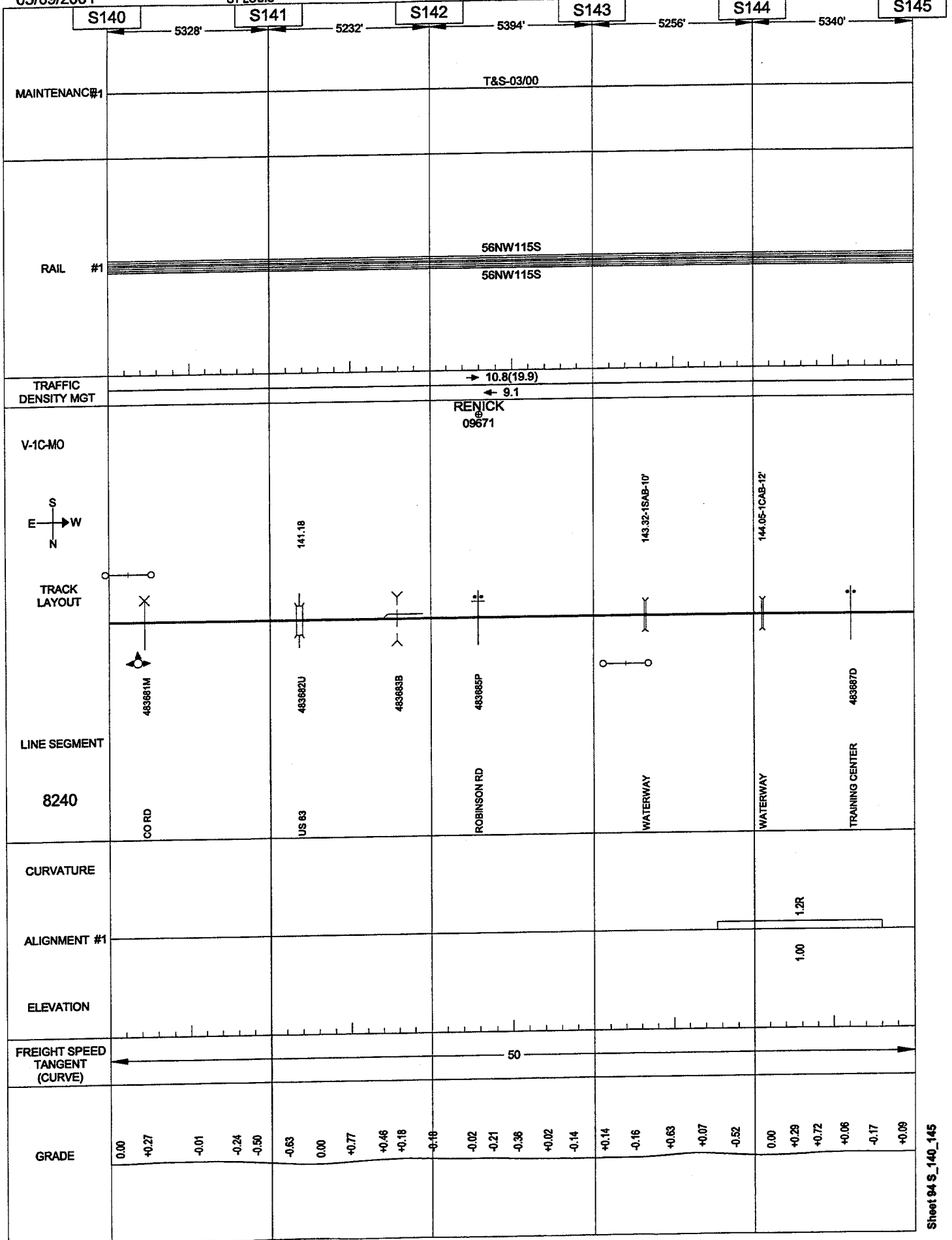


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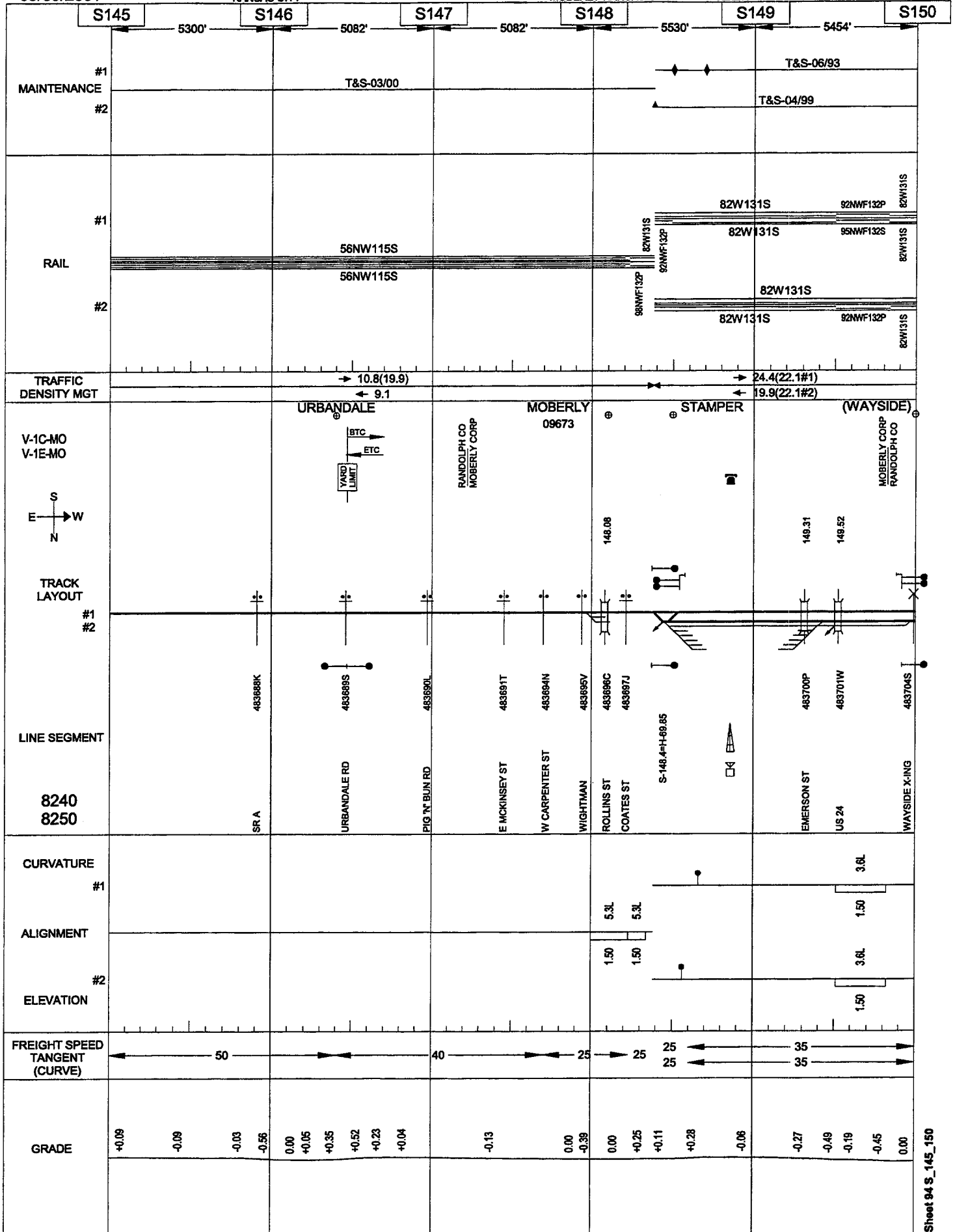


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

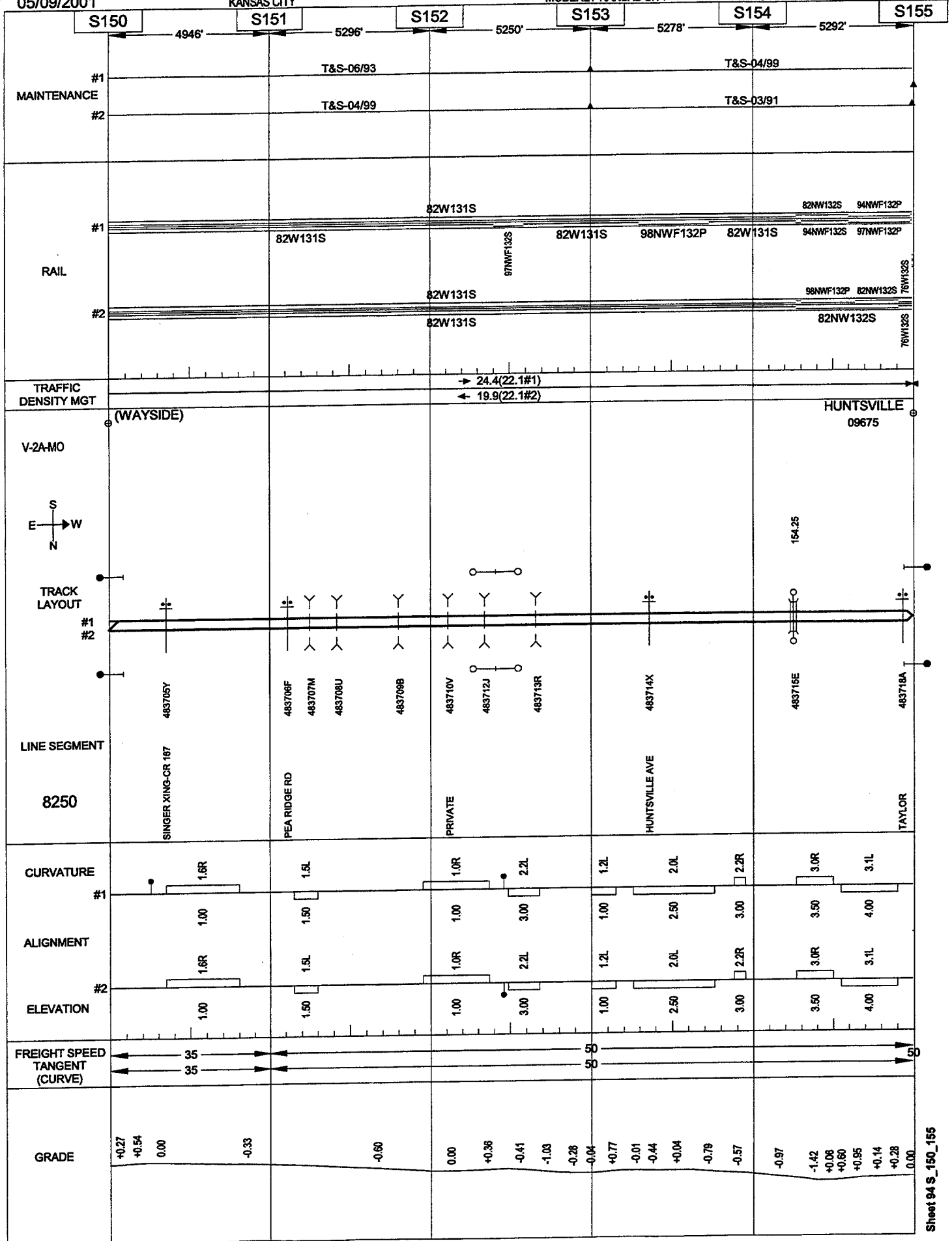


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

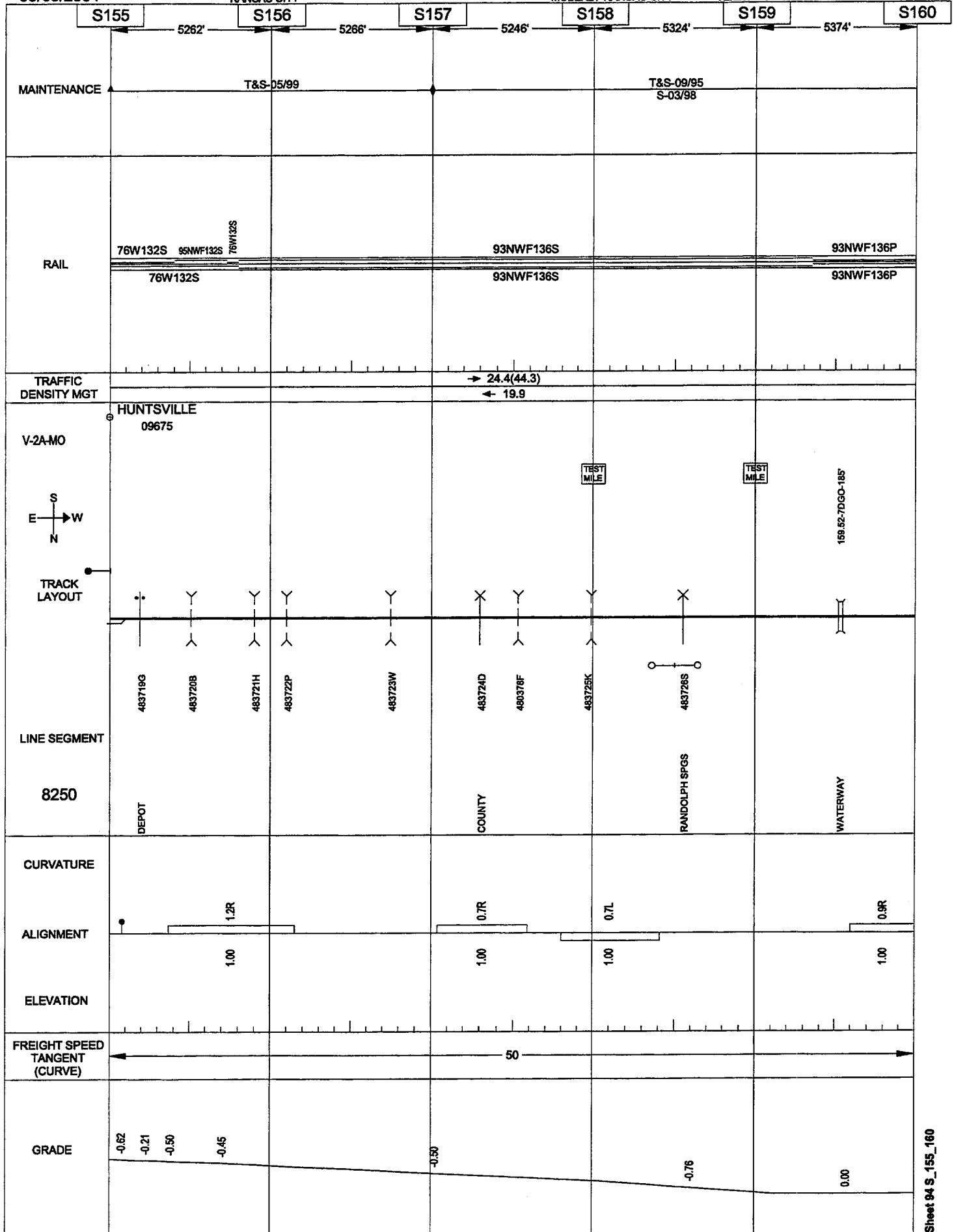


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

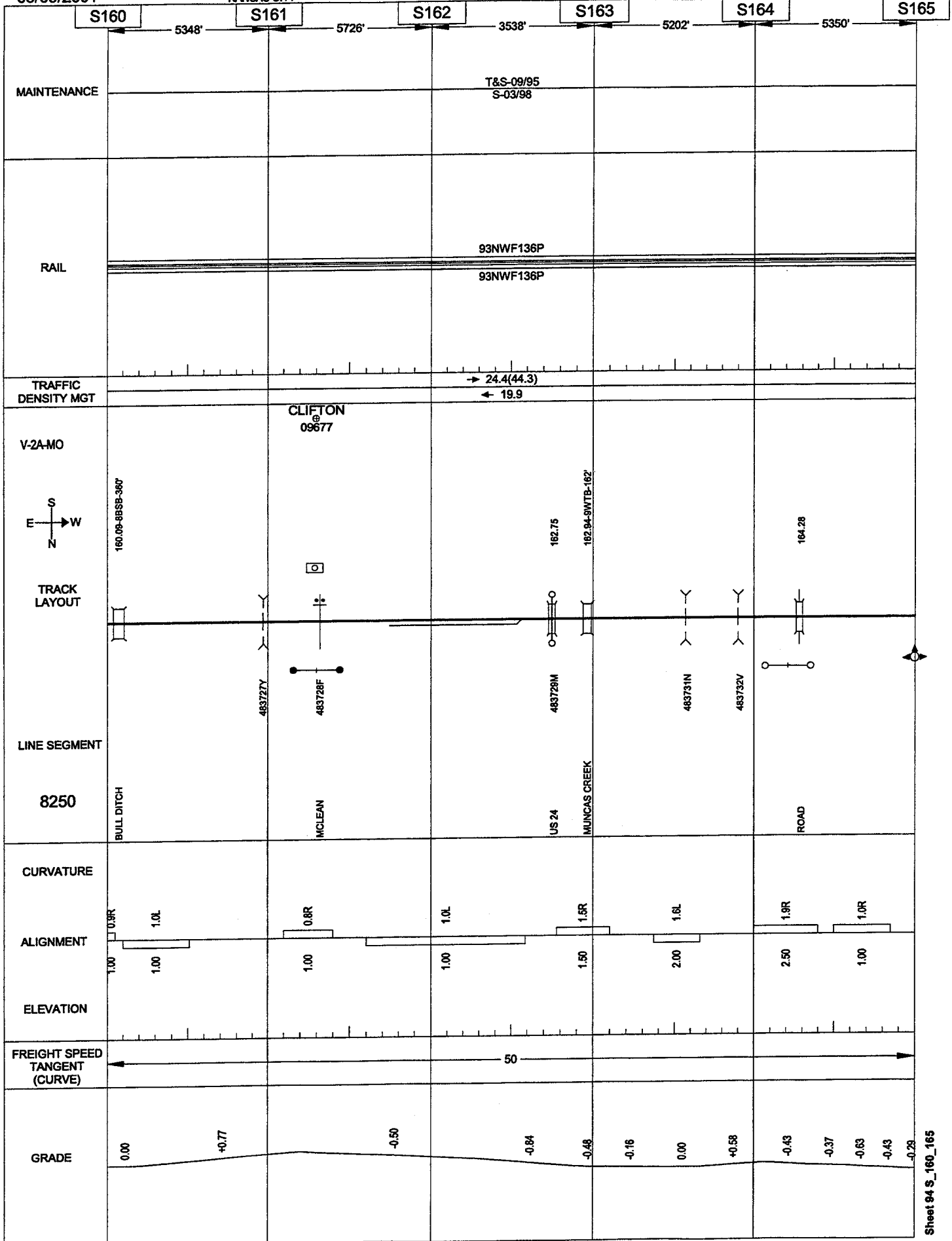


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

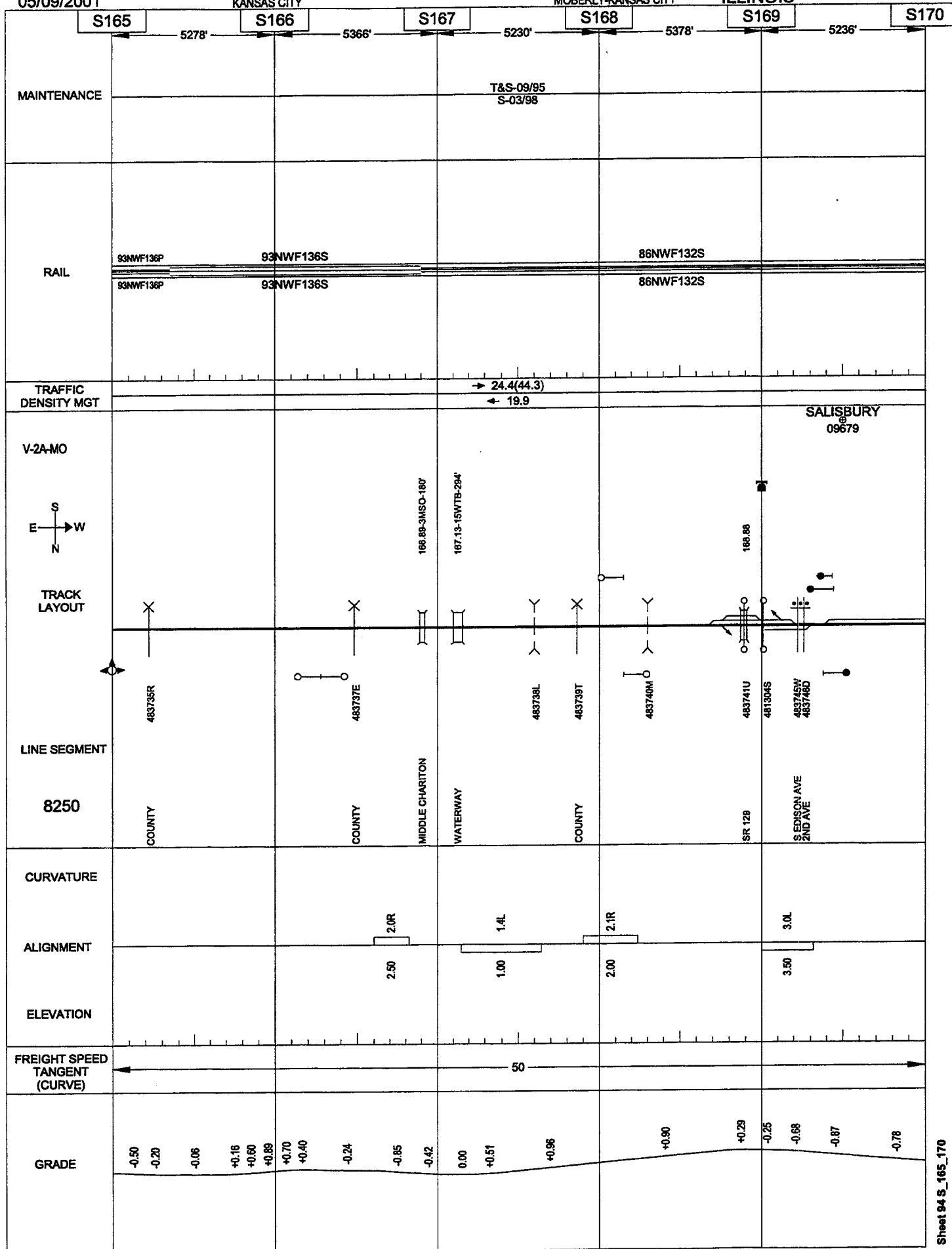


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

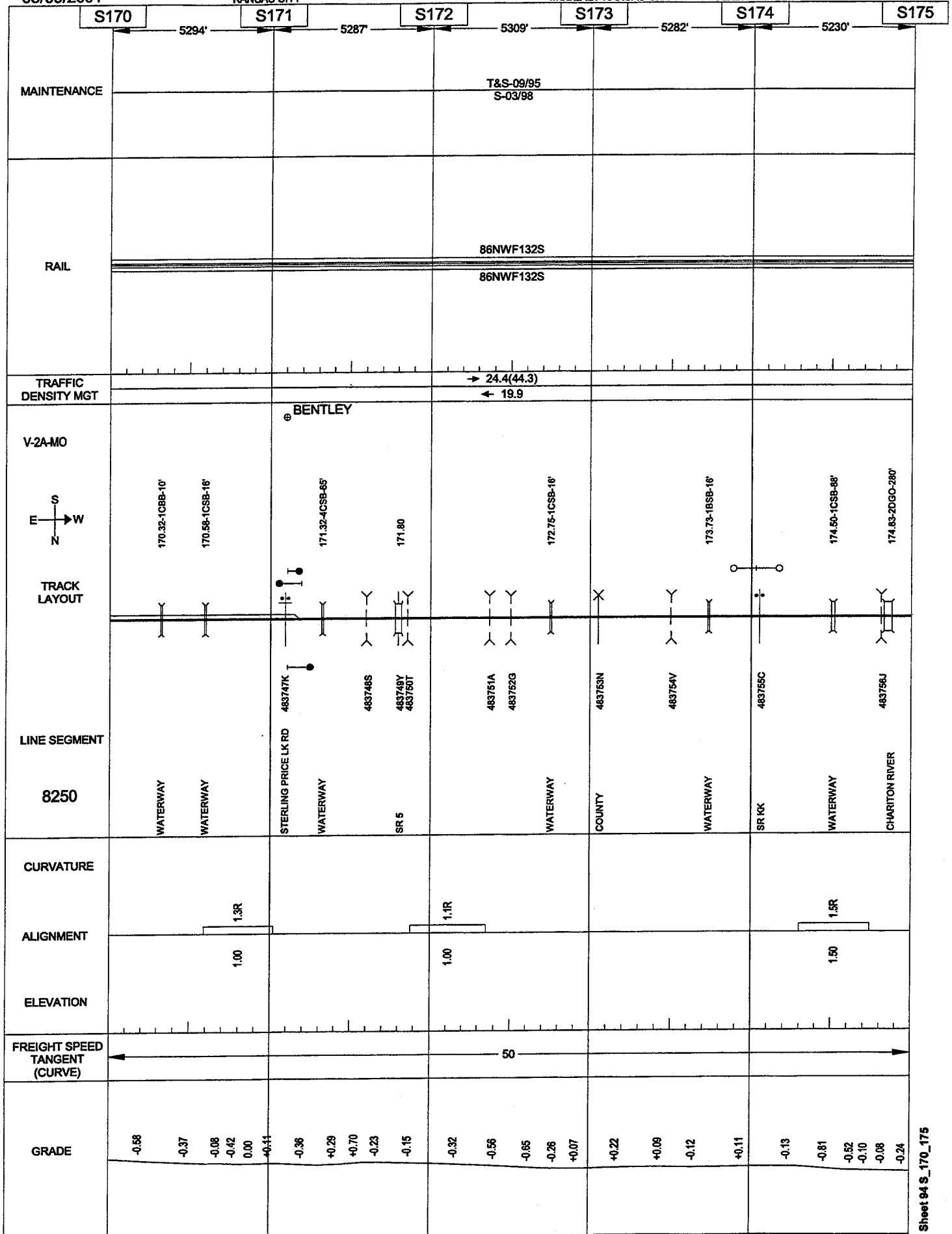


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

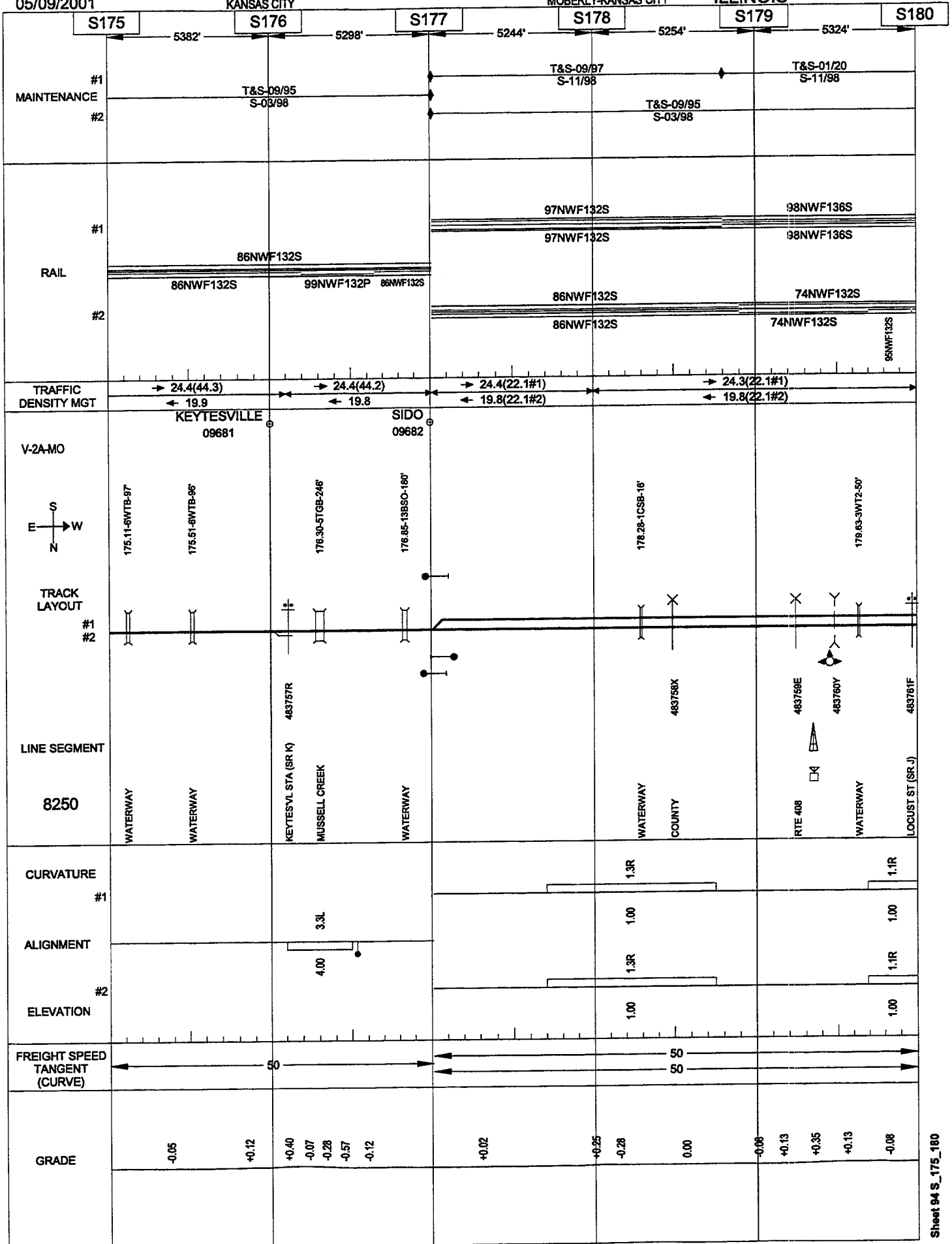


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



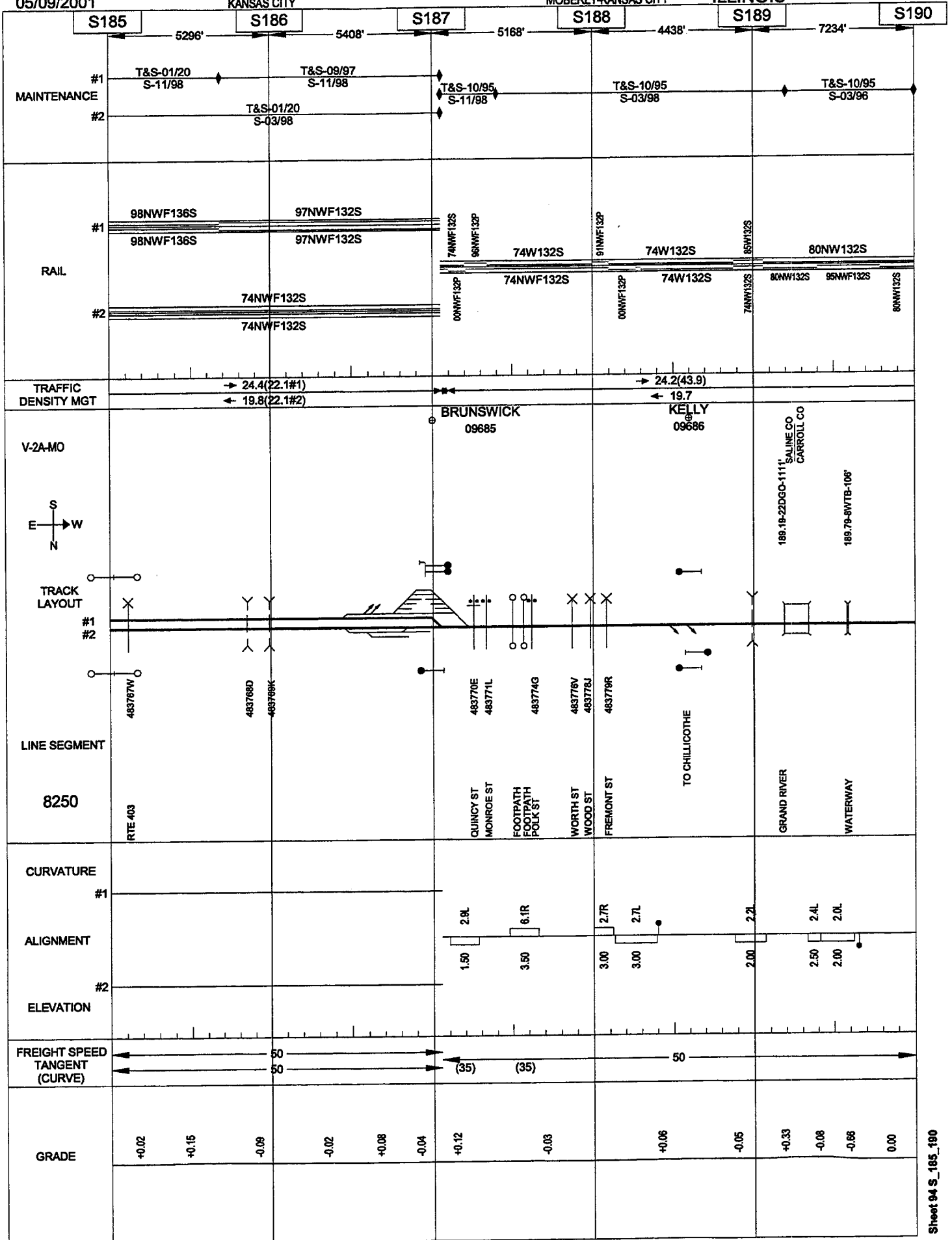
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05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



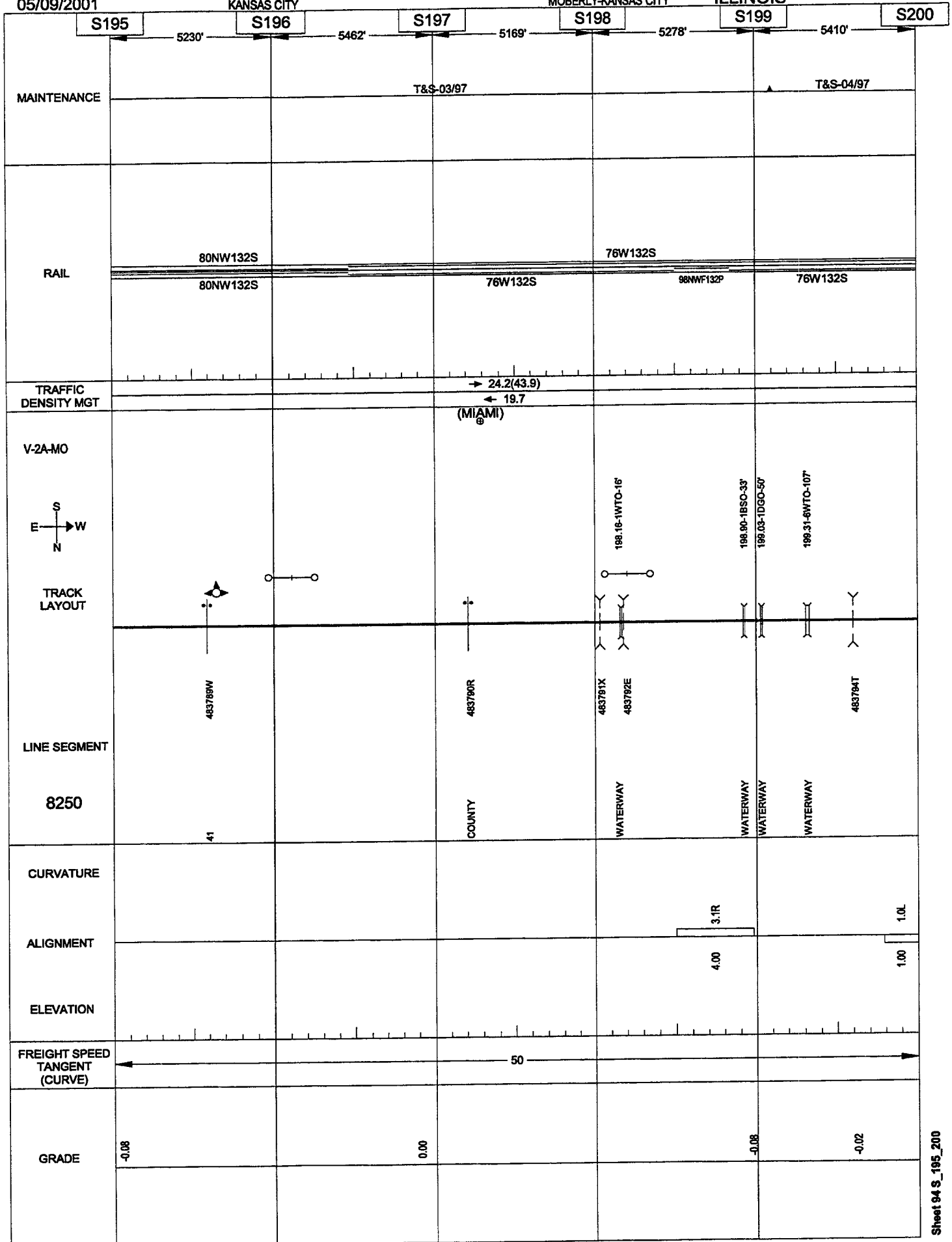
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05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

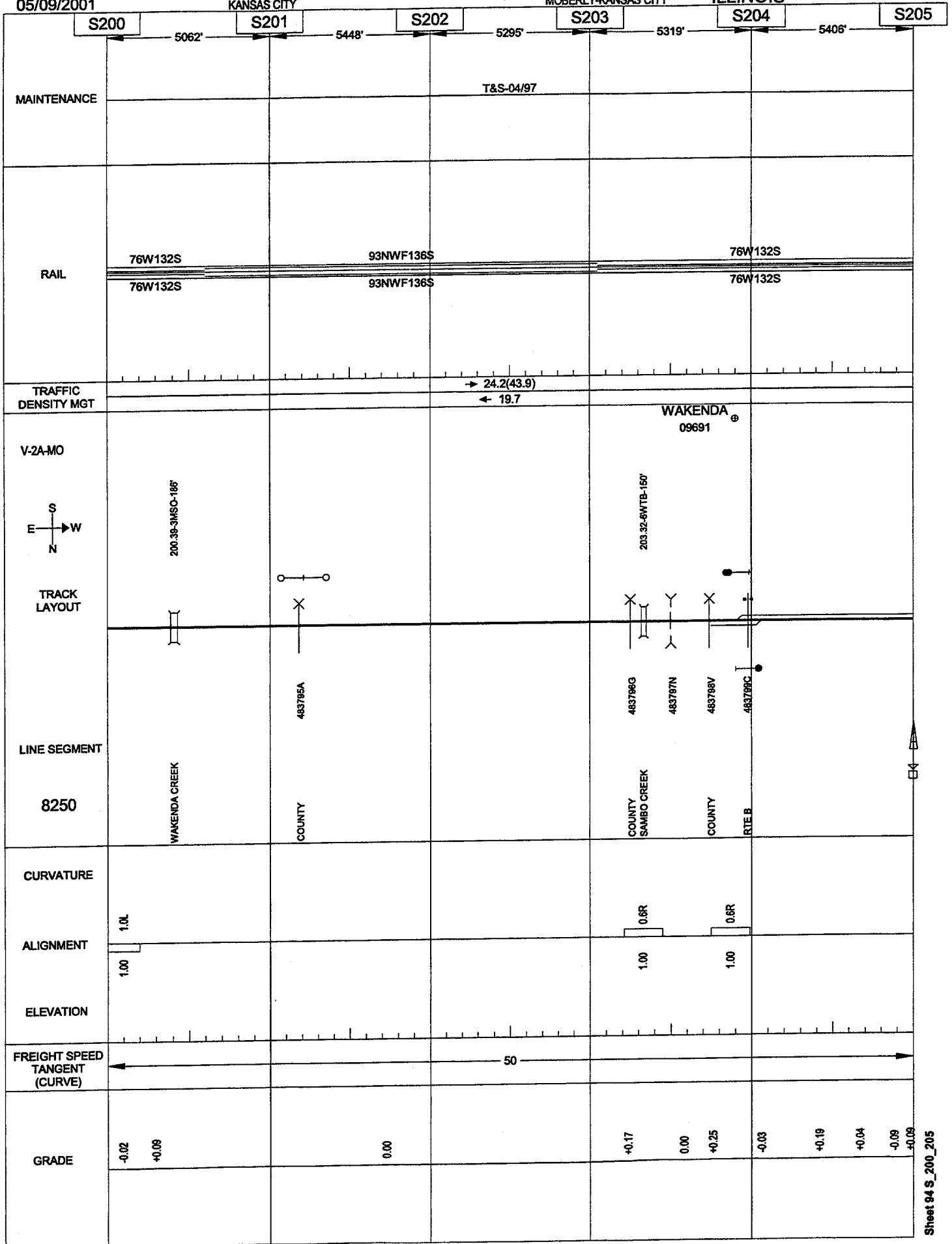


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

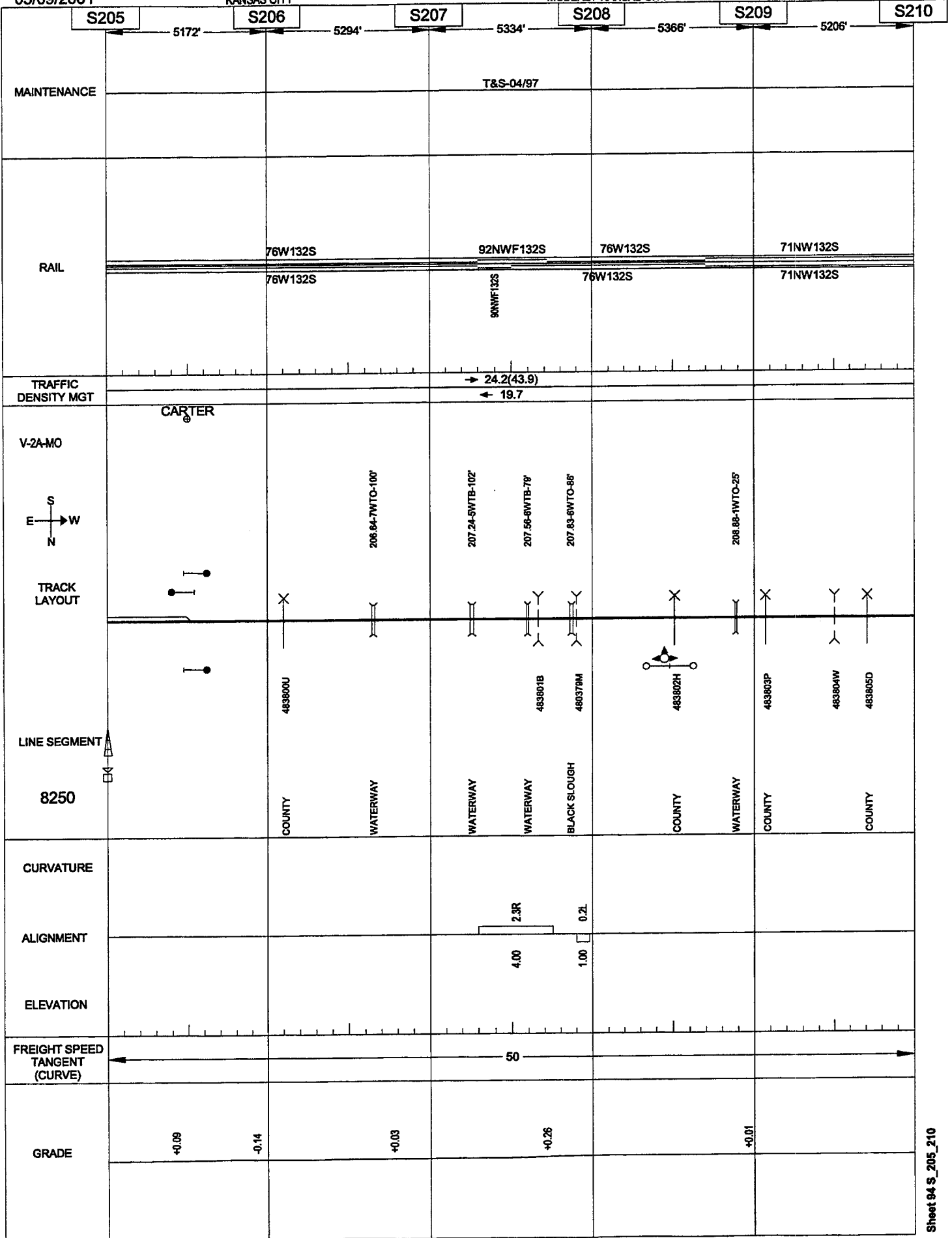


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

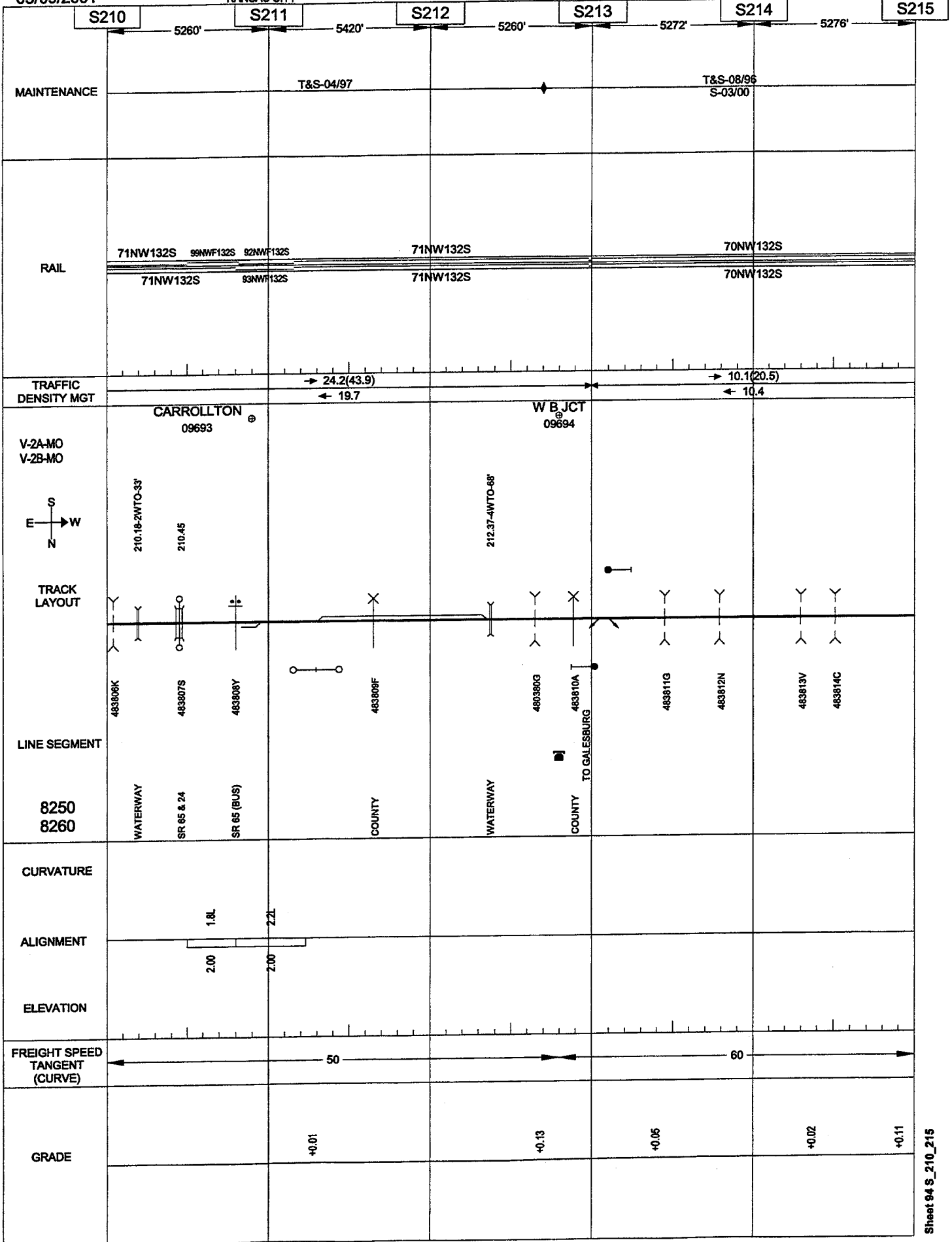


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

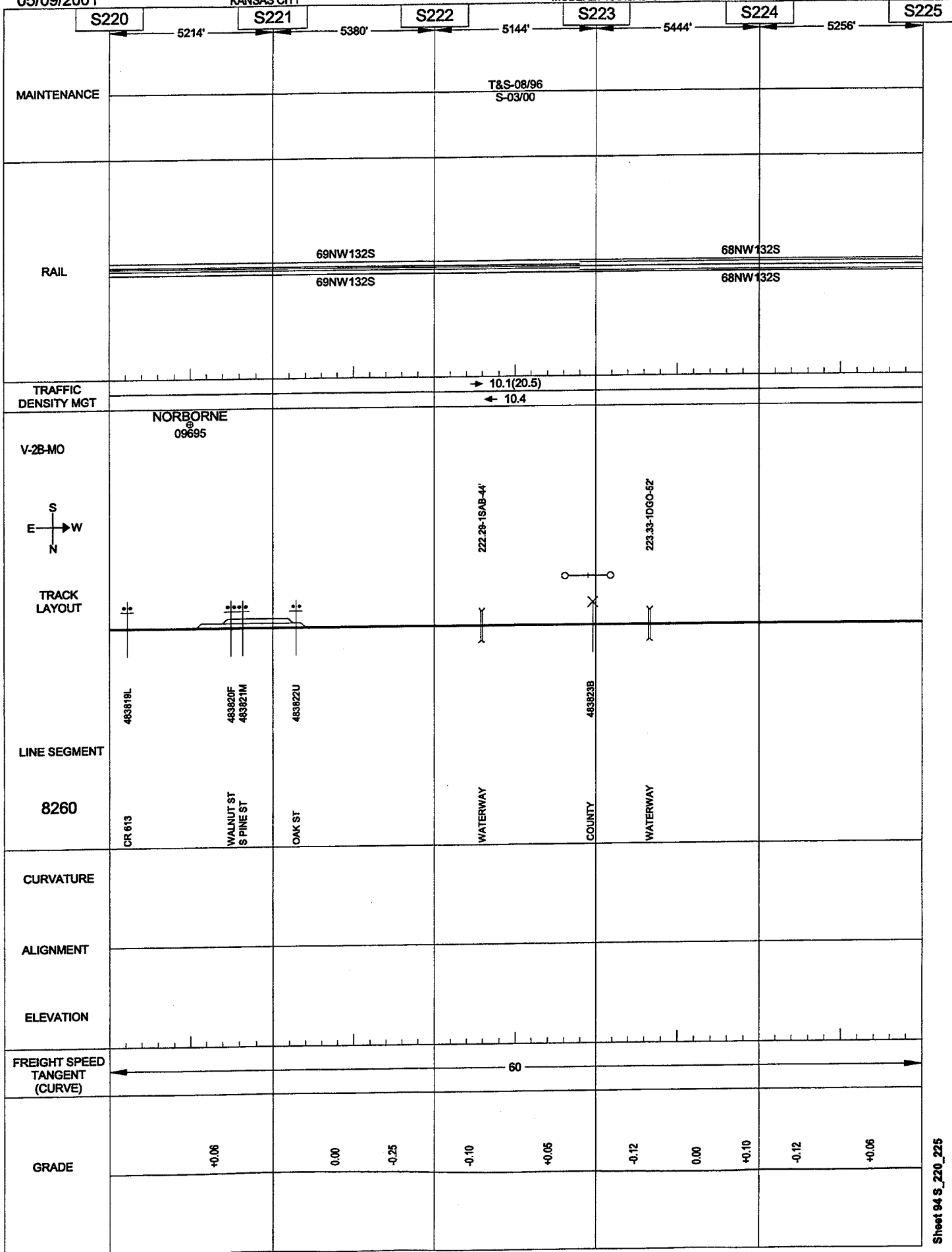
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	5378'	5228'	5276'	5378'	5324'	
MAINTENANCE			T&S-08/96 S-03/00			
RAIL		70NW132S	70NW132S		69NW132S	69NW132S
TRAFFIC DENSITY MGT			→ 10.1(20.5) ← 10.4			
V-2B-MO						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT	○ — ○	X	X	X	X	○ — ○
LINE SEGMENT	483815J	483816R	483817X	483818E		
8260	COUNTY	COUNTY	COUNTY	COUNTY		
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			60			
GRADE	+0.11	+0.05	+0.03	+0.15	+0.02	+0.03

05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

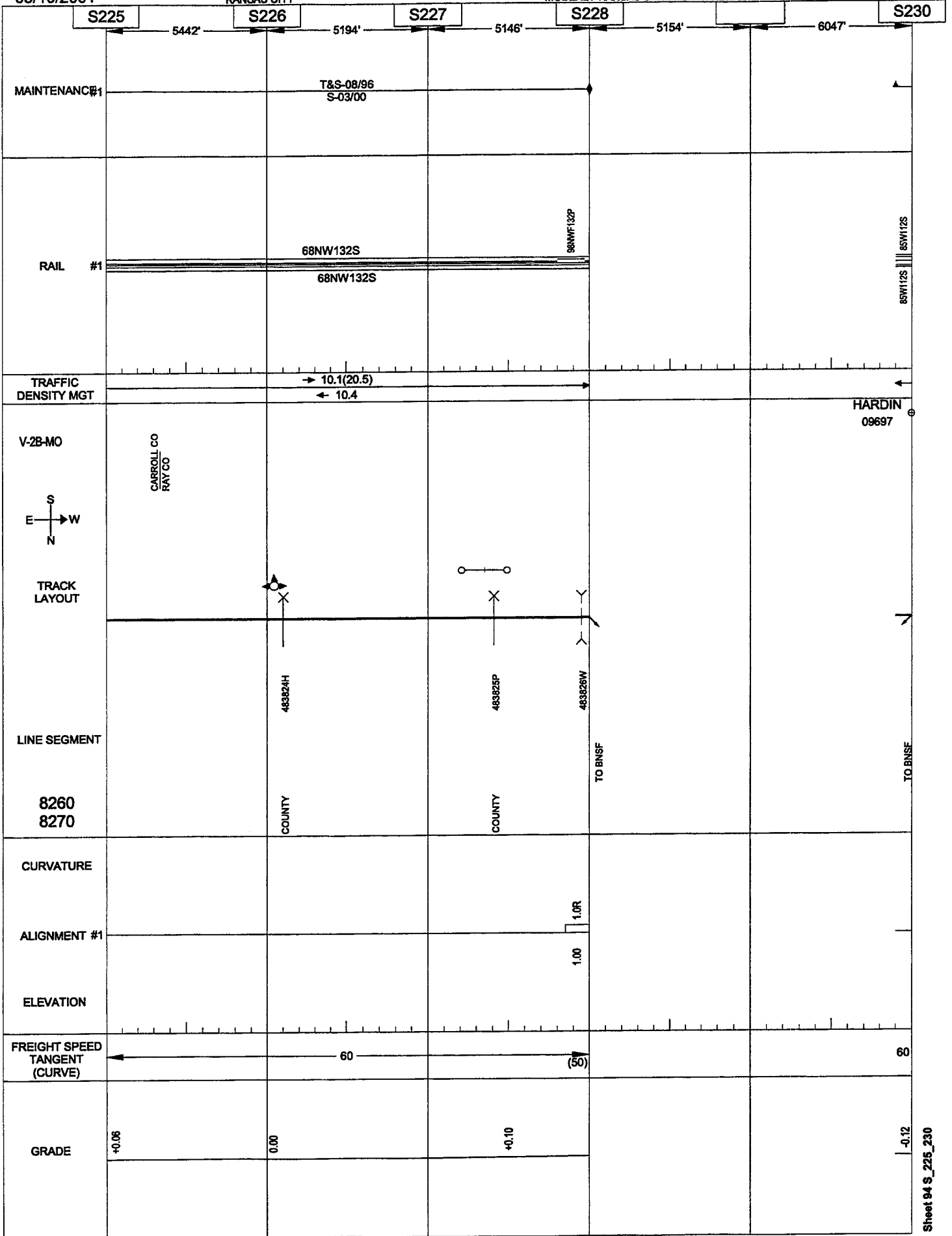


05/10/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

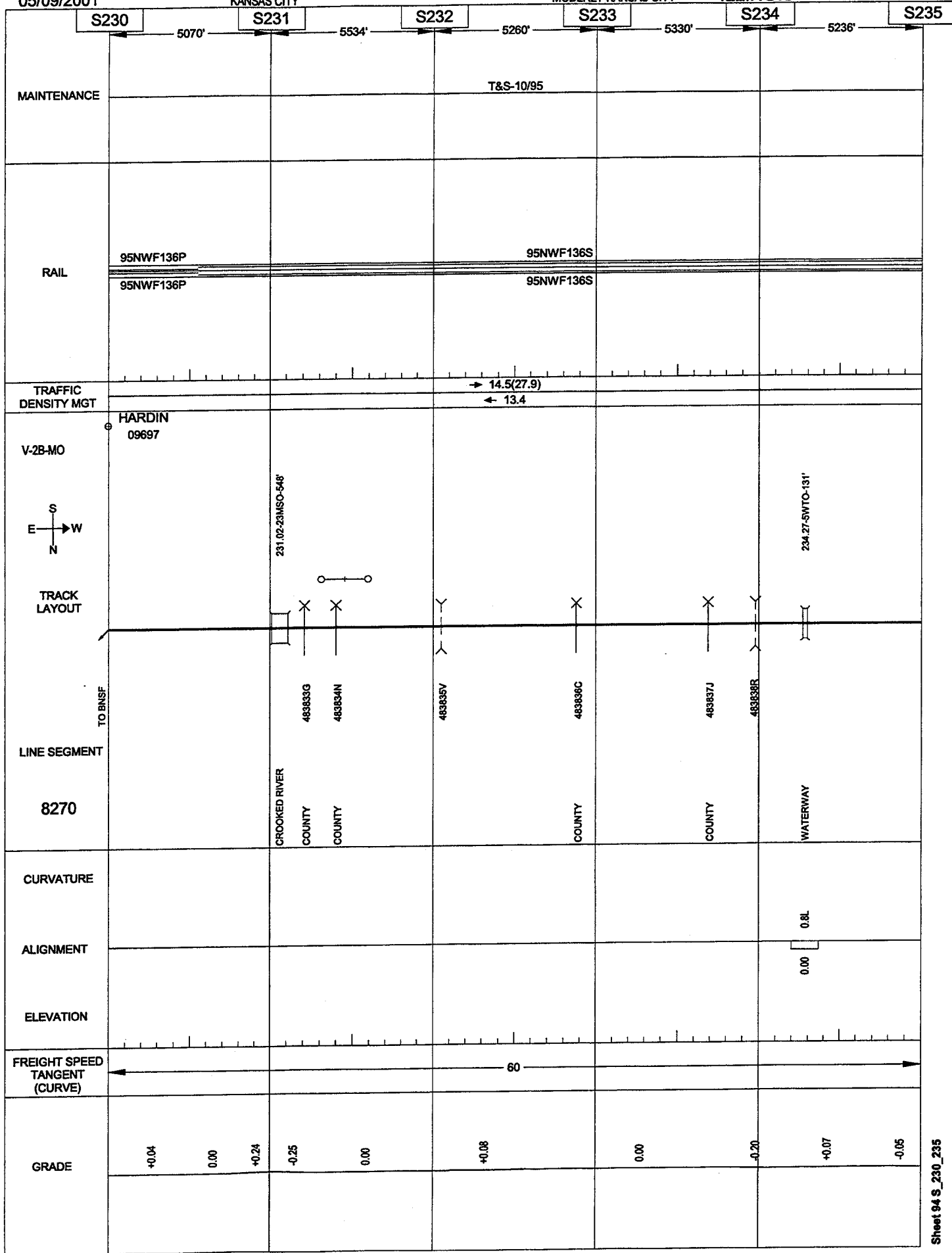


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

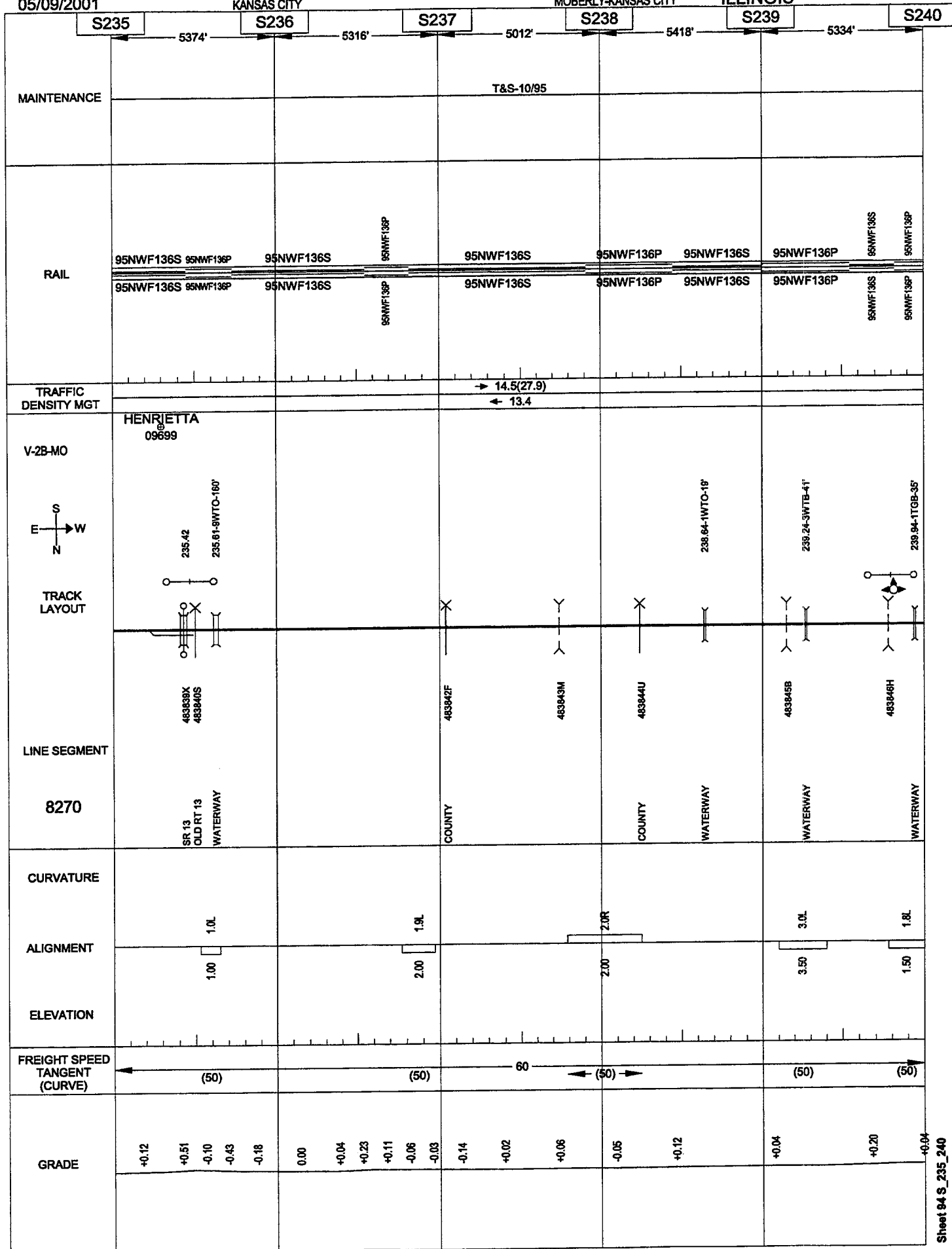


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

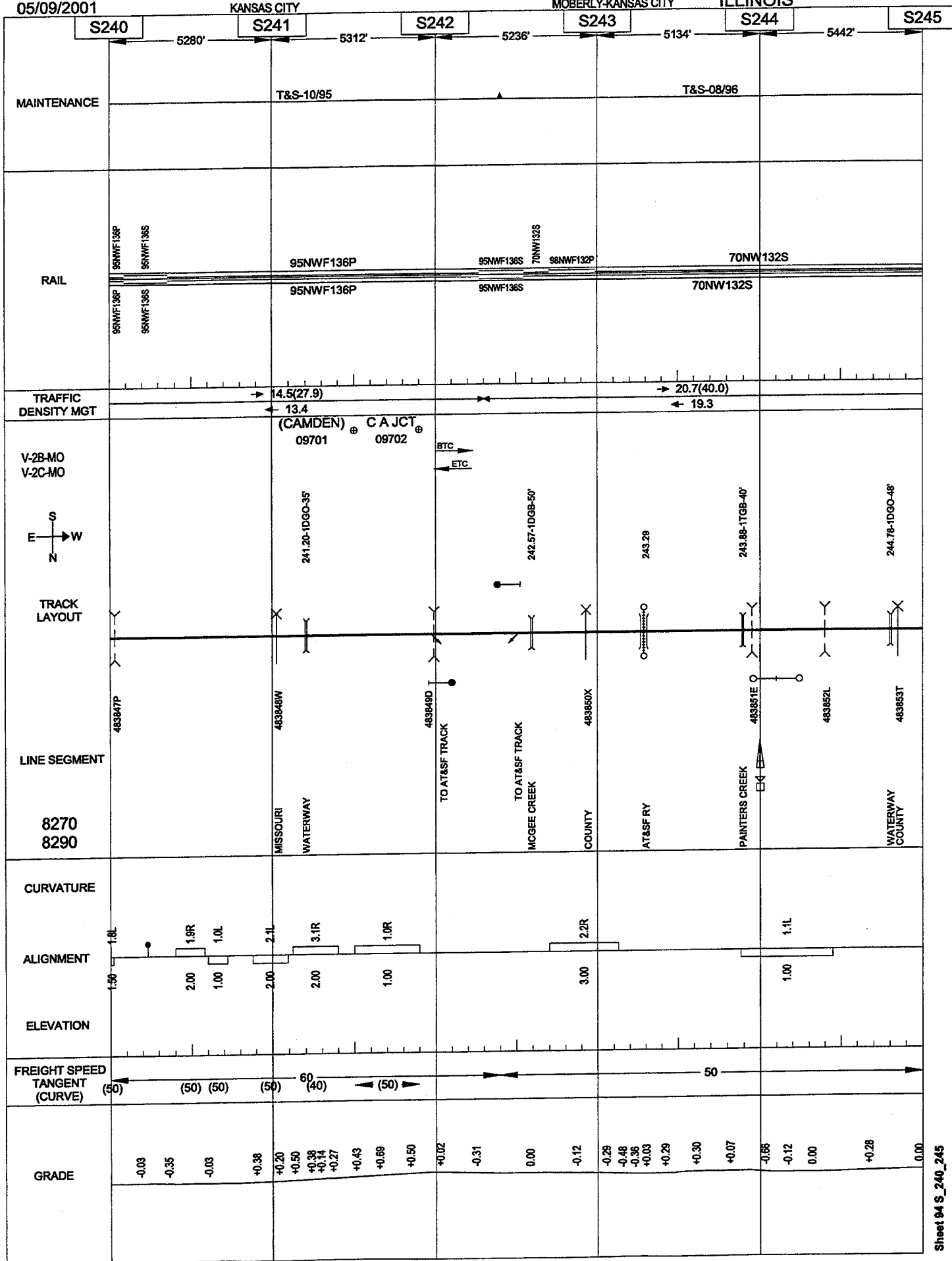


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

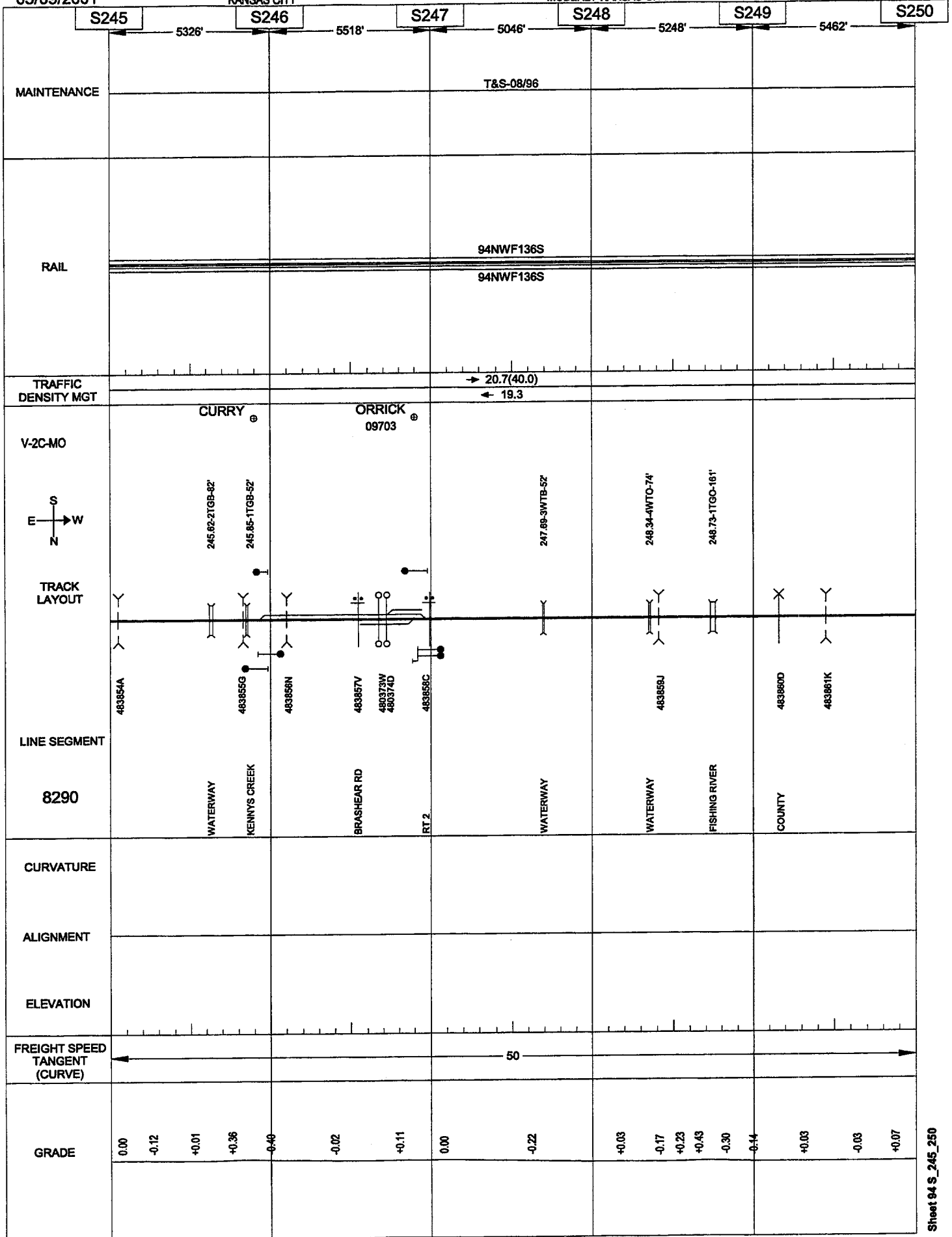


05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

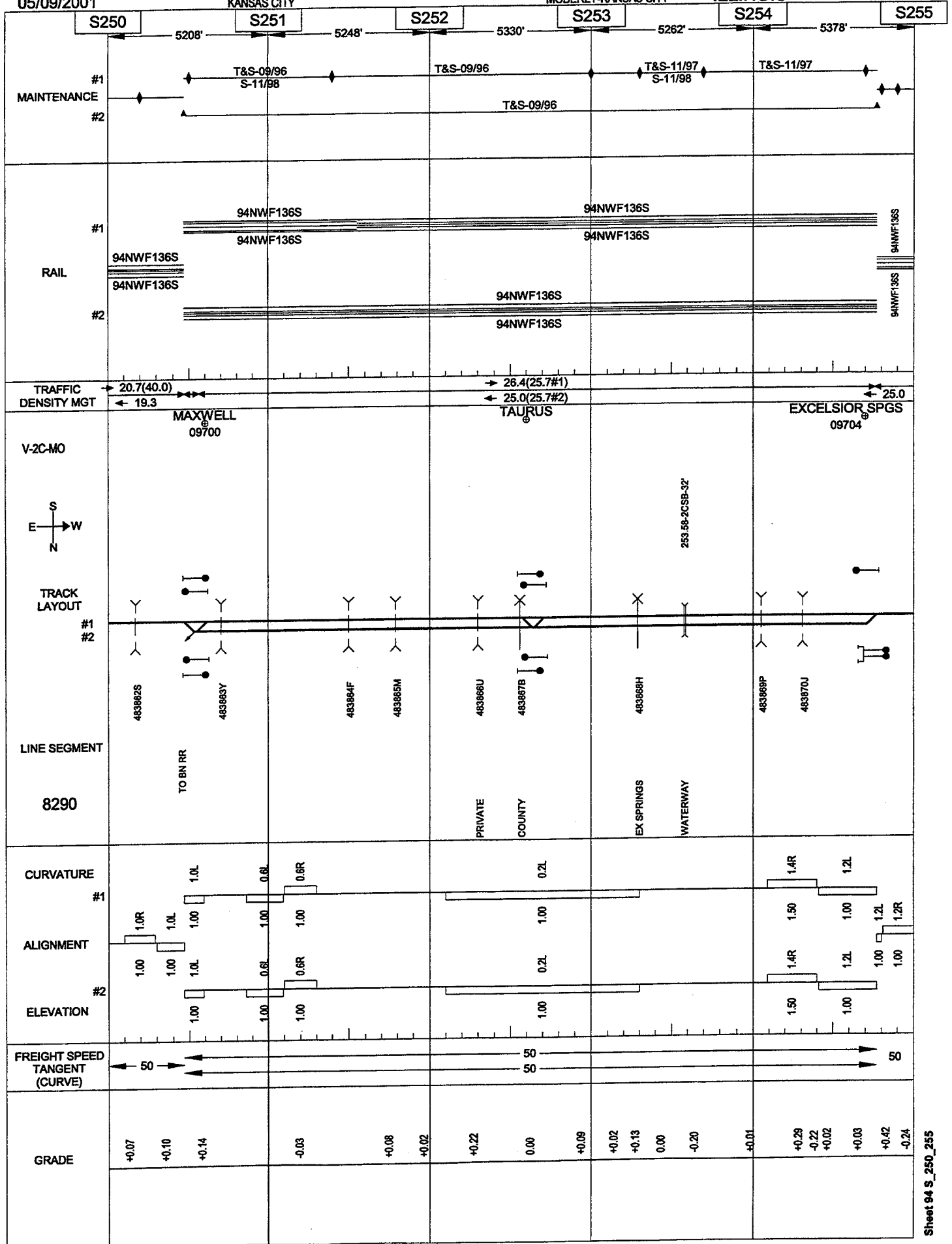


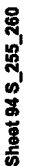
05/09/2001

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



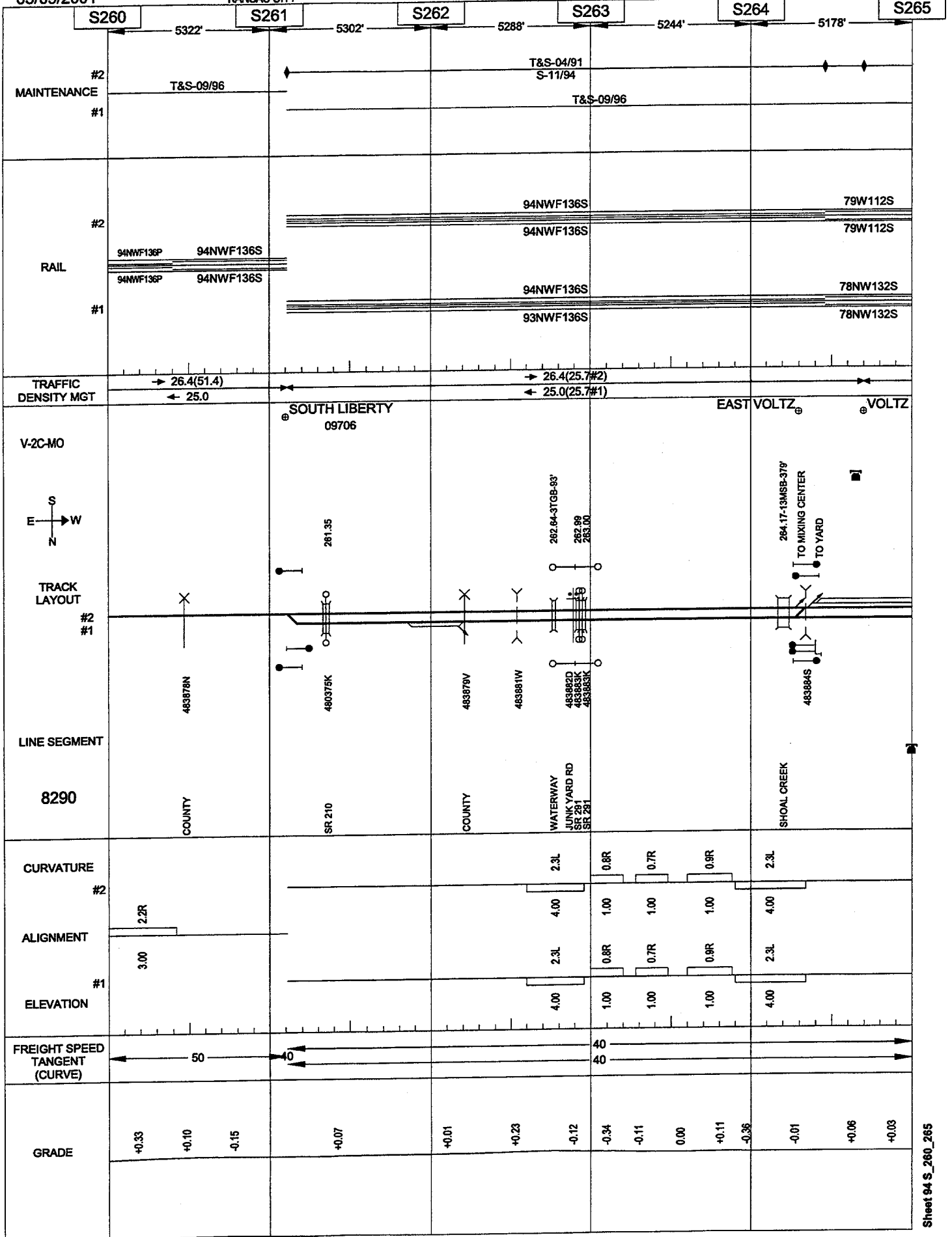


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

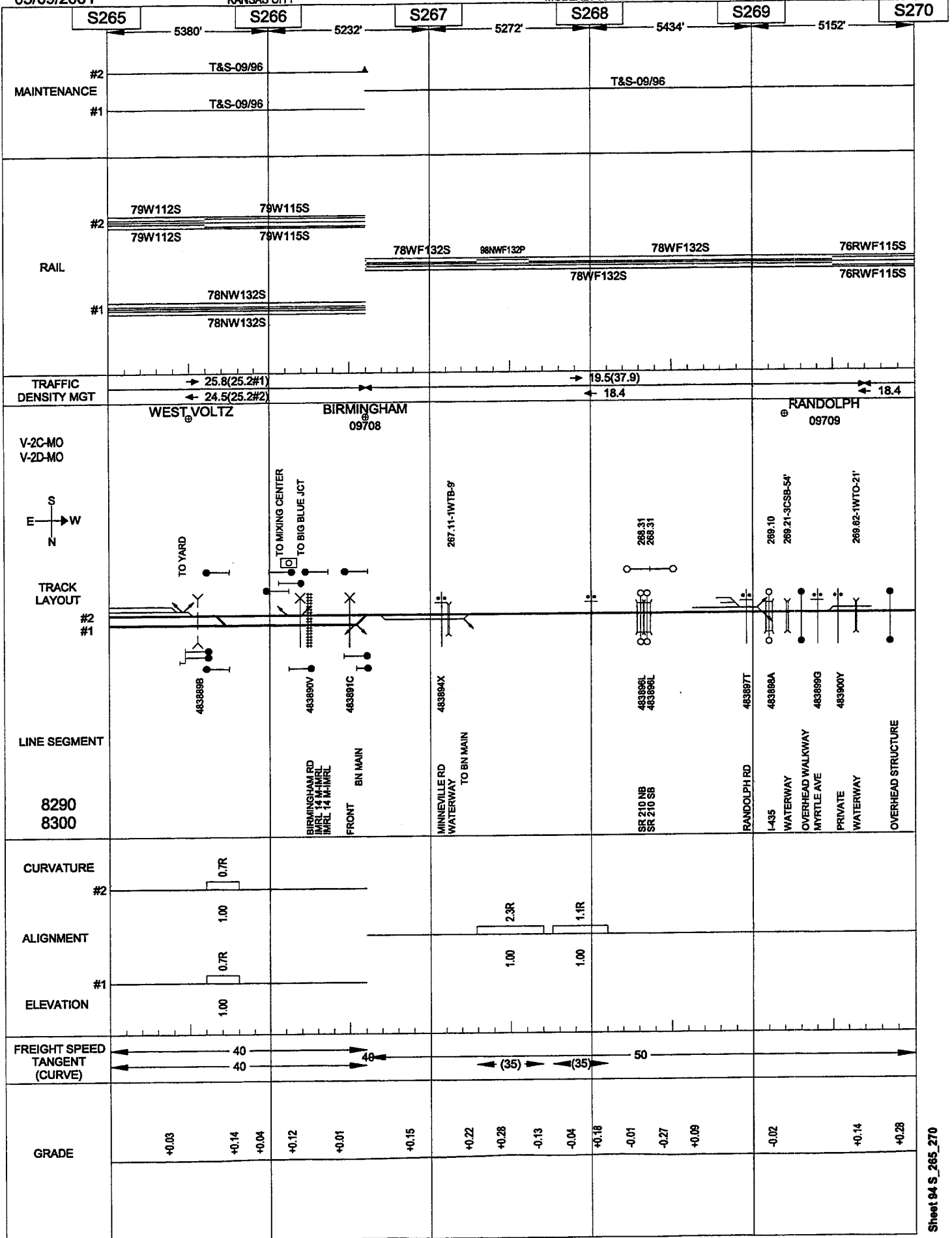


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

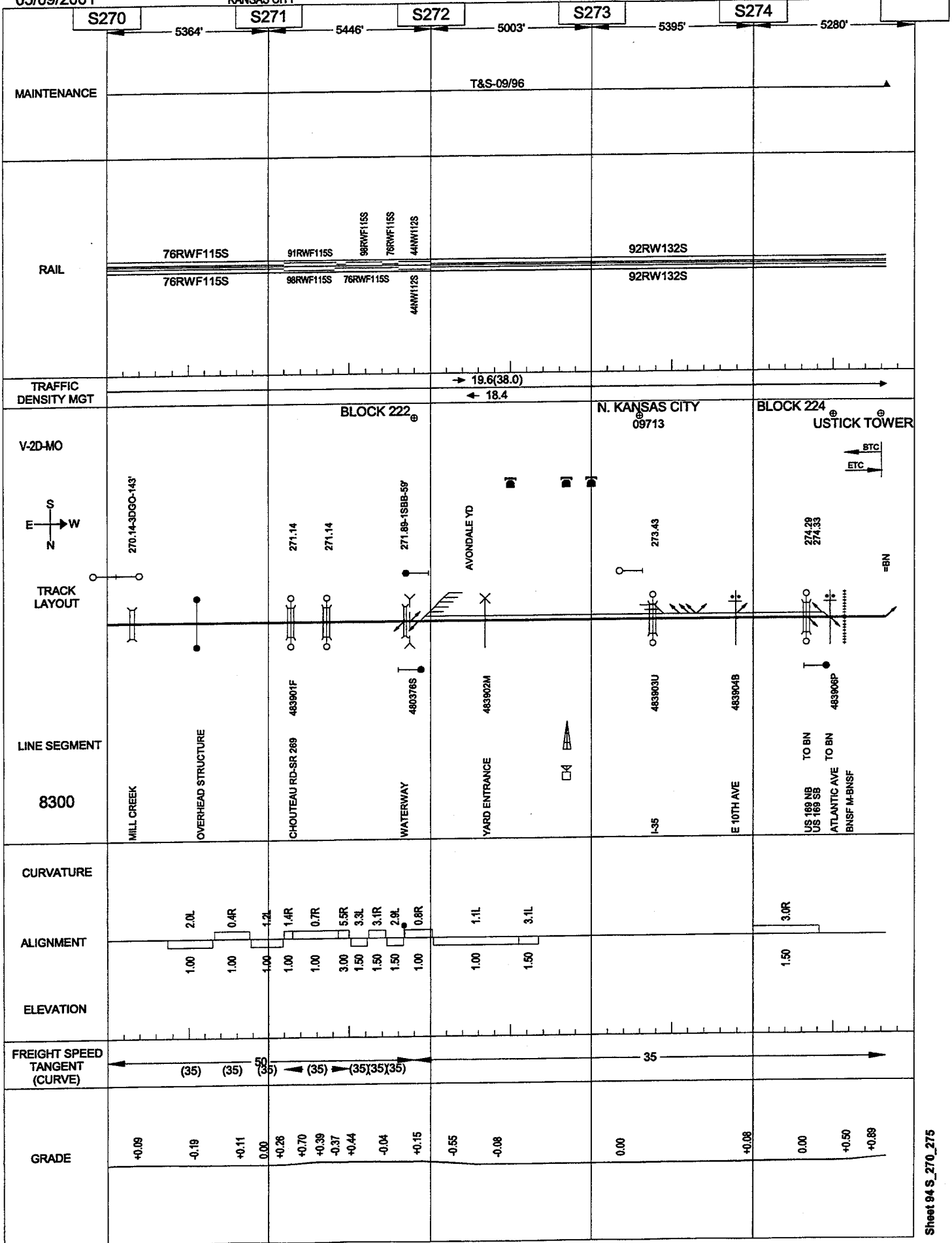


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

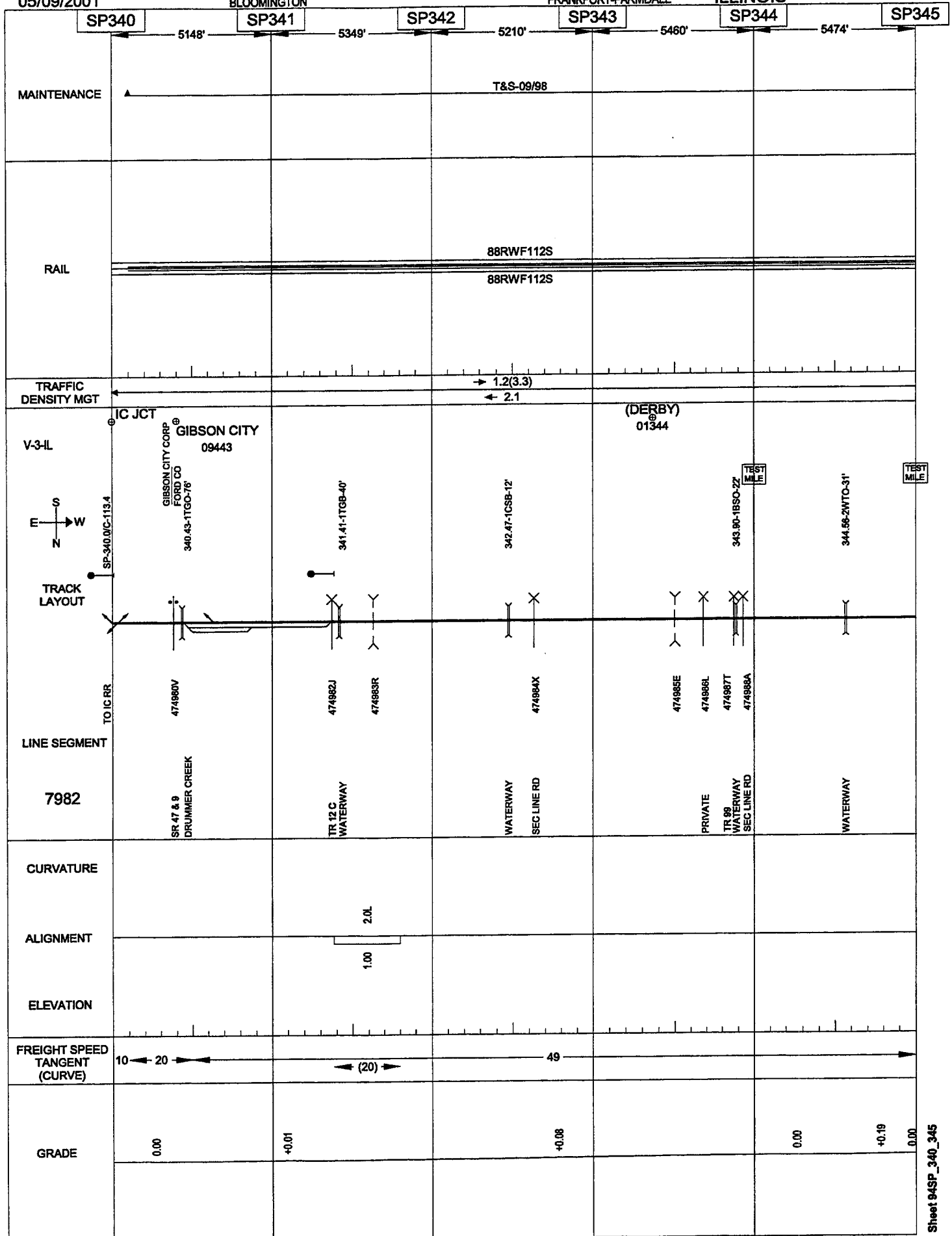


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

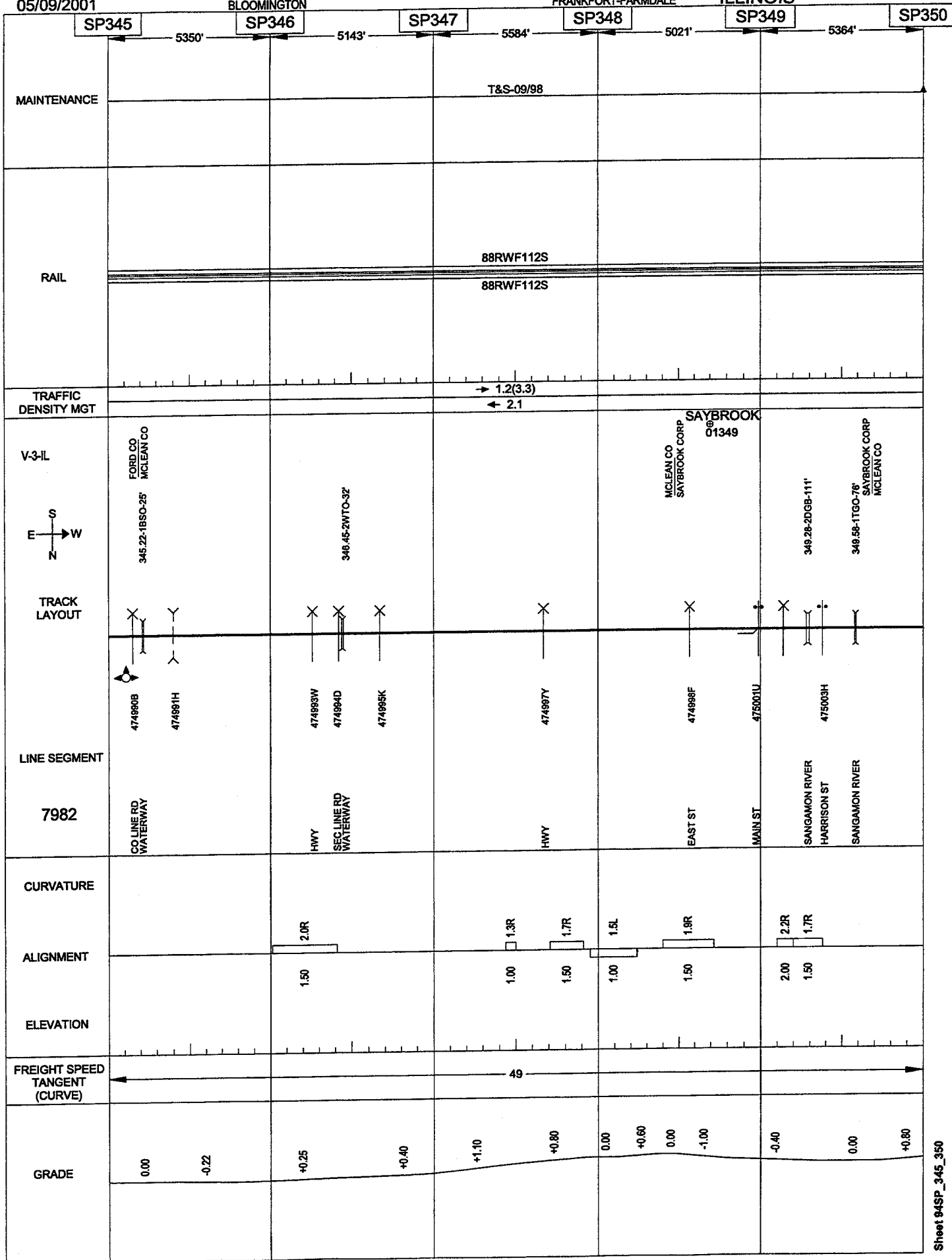


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

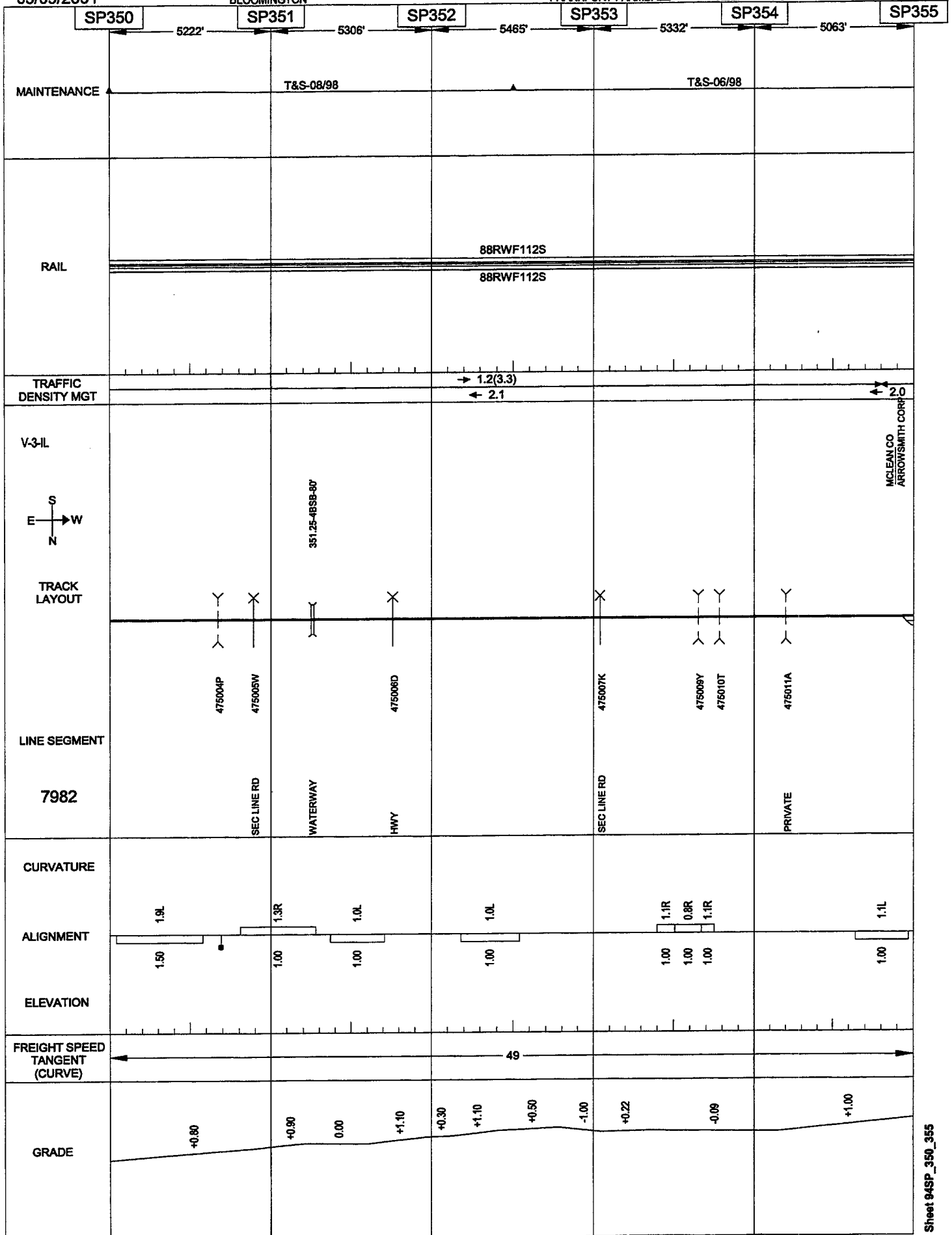


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS



05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

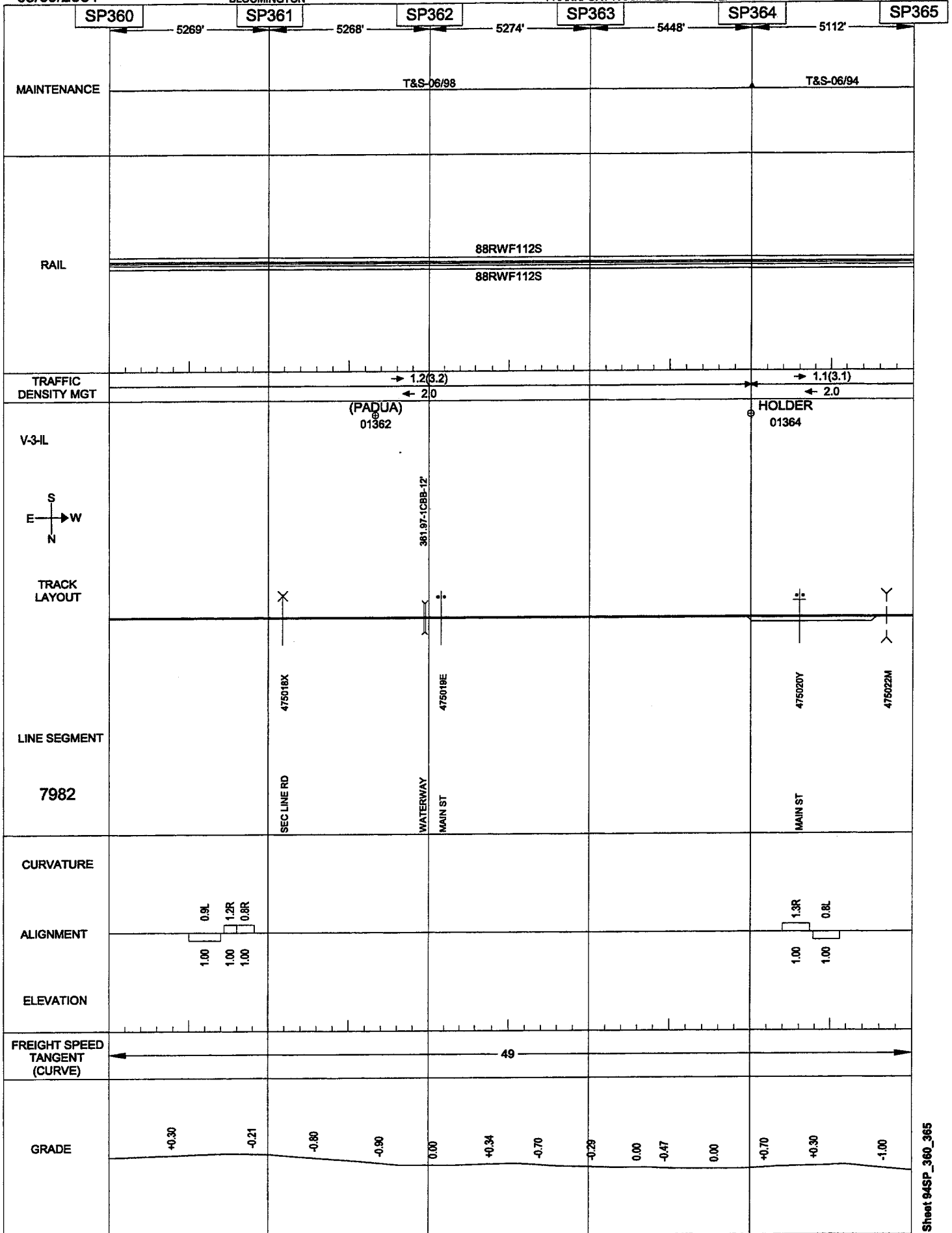
	SP355	SP356	SP357	SP358	SP359	SP360
	5350'	5356'	5180'	5167'	5480'	
MAINTENANCE			T&S-06/98			
RAIL			88RWF112S			
			88RWF112S			
TRAFFIC DENSITY MGT			→ 1.2(3.2) ← 2.0			
V-3-IL	ARROWSMITH 01355 ARROWSMITH CORP MCLEAN CO			ELLSWORTH 01359 ELLSWORTH CORP. MCLEAN CO.		MCLEAN CO. ELLSWORTH CORP.
TRACK LAYOUT						
LINE SEGMENT	4750123 MAIN ST	475013N SEC LINE RD	475014V TR 480	475015C	475016J MAIN ST	475017R
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	+1.00 0.00 -0.40 +0.22	-0.30 -0.24	0.00	+0.21	+0.05	+0.30

05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

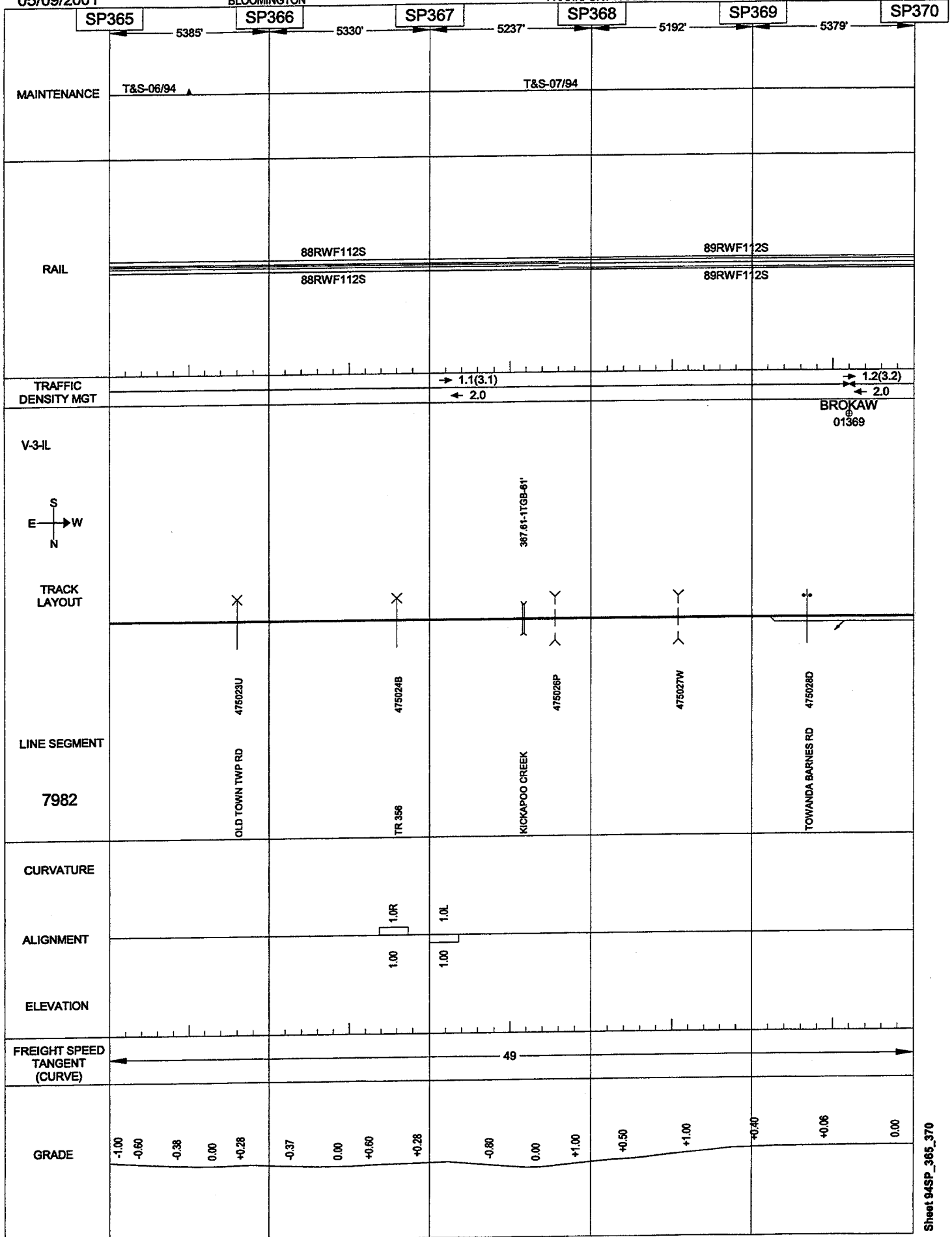


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

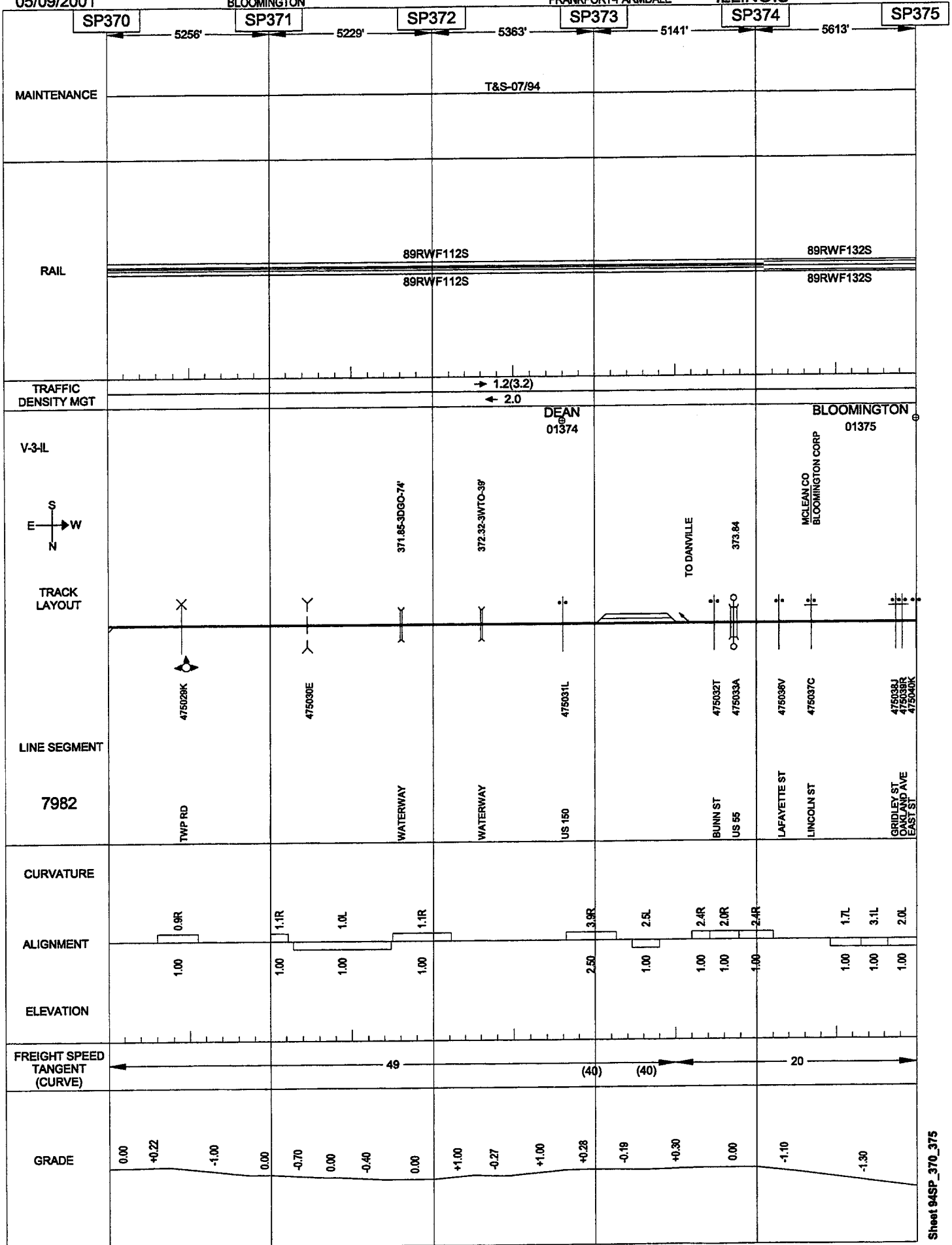


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

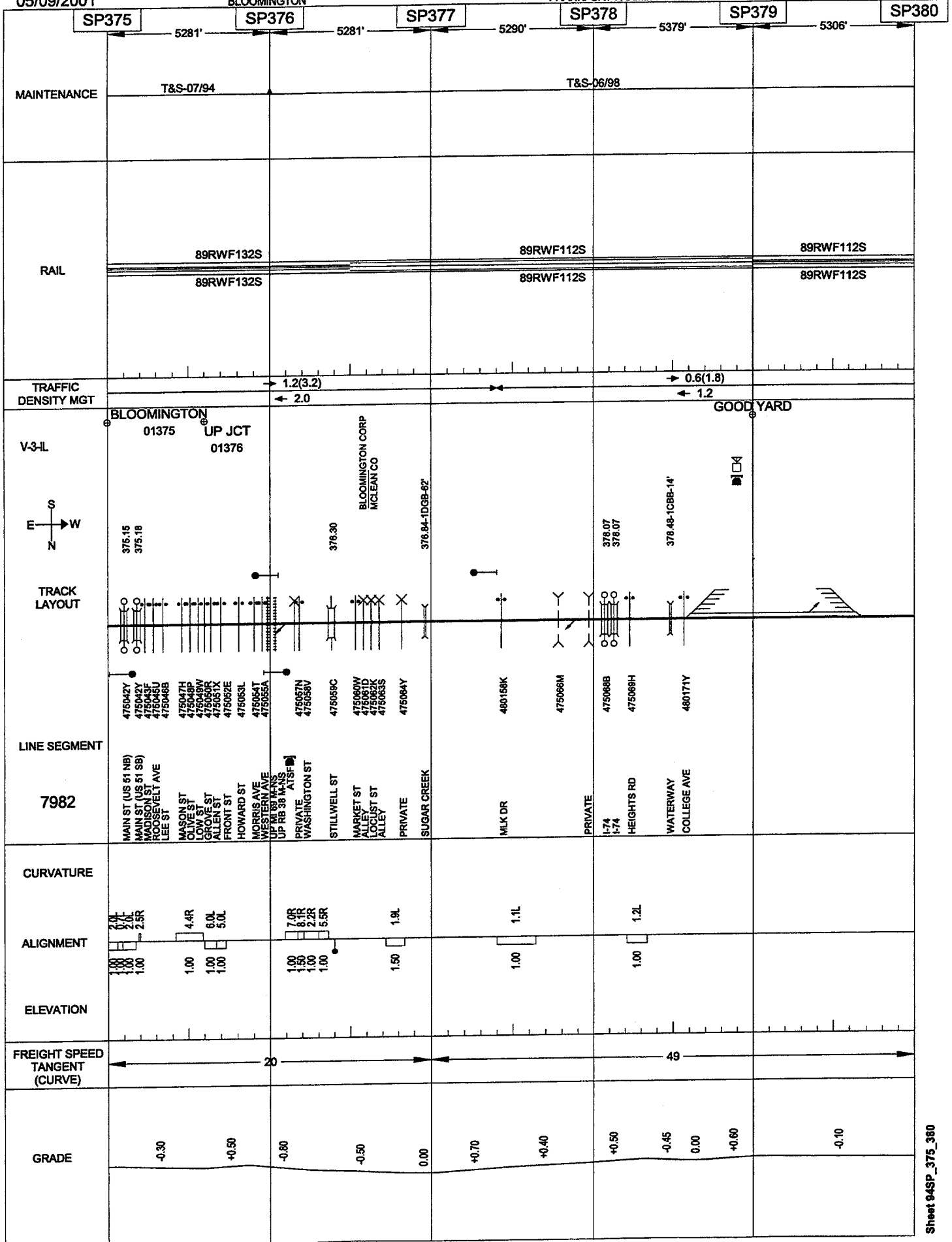


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

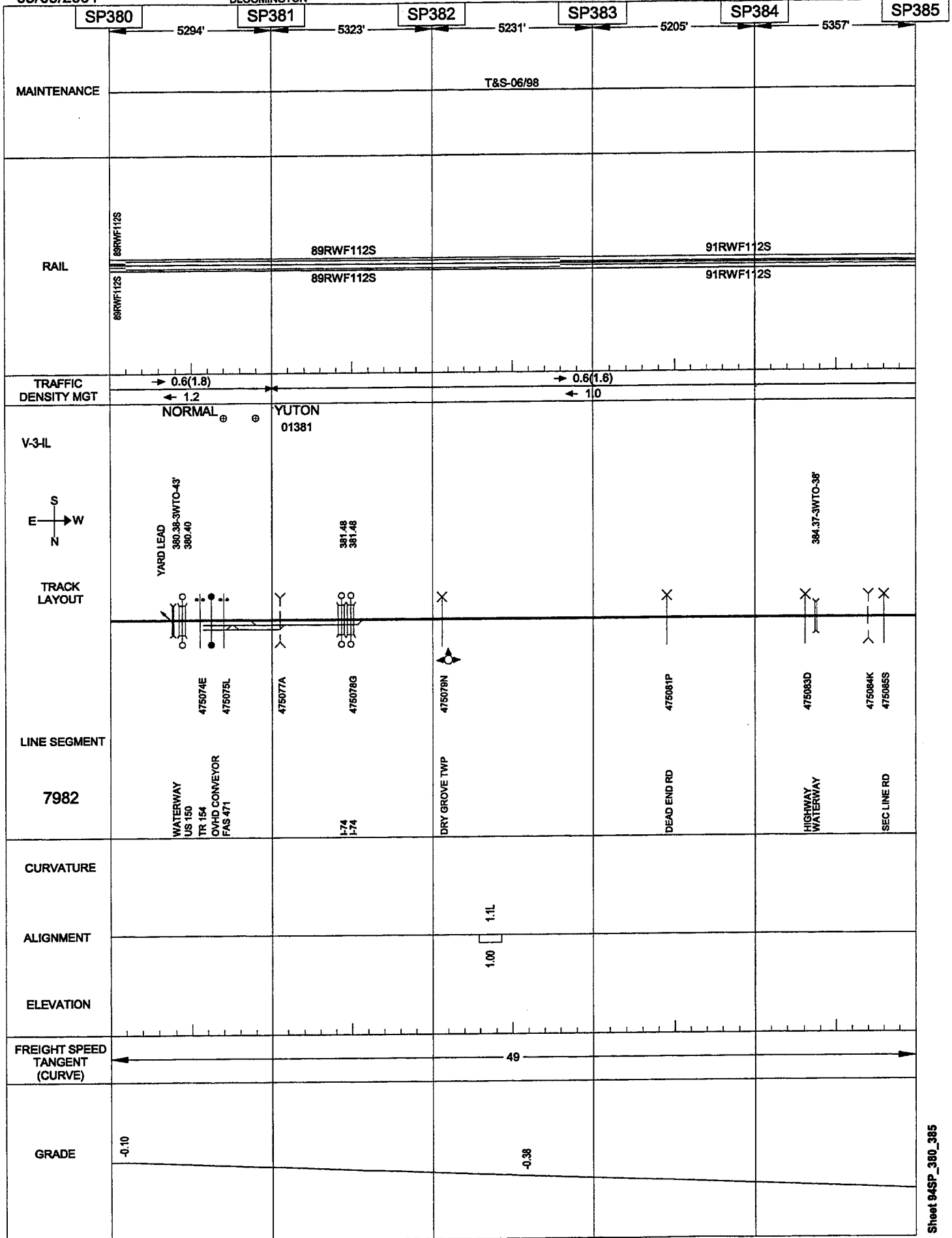


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

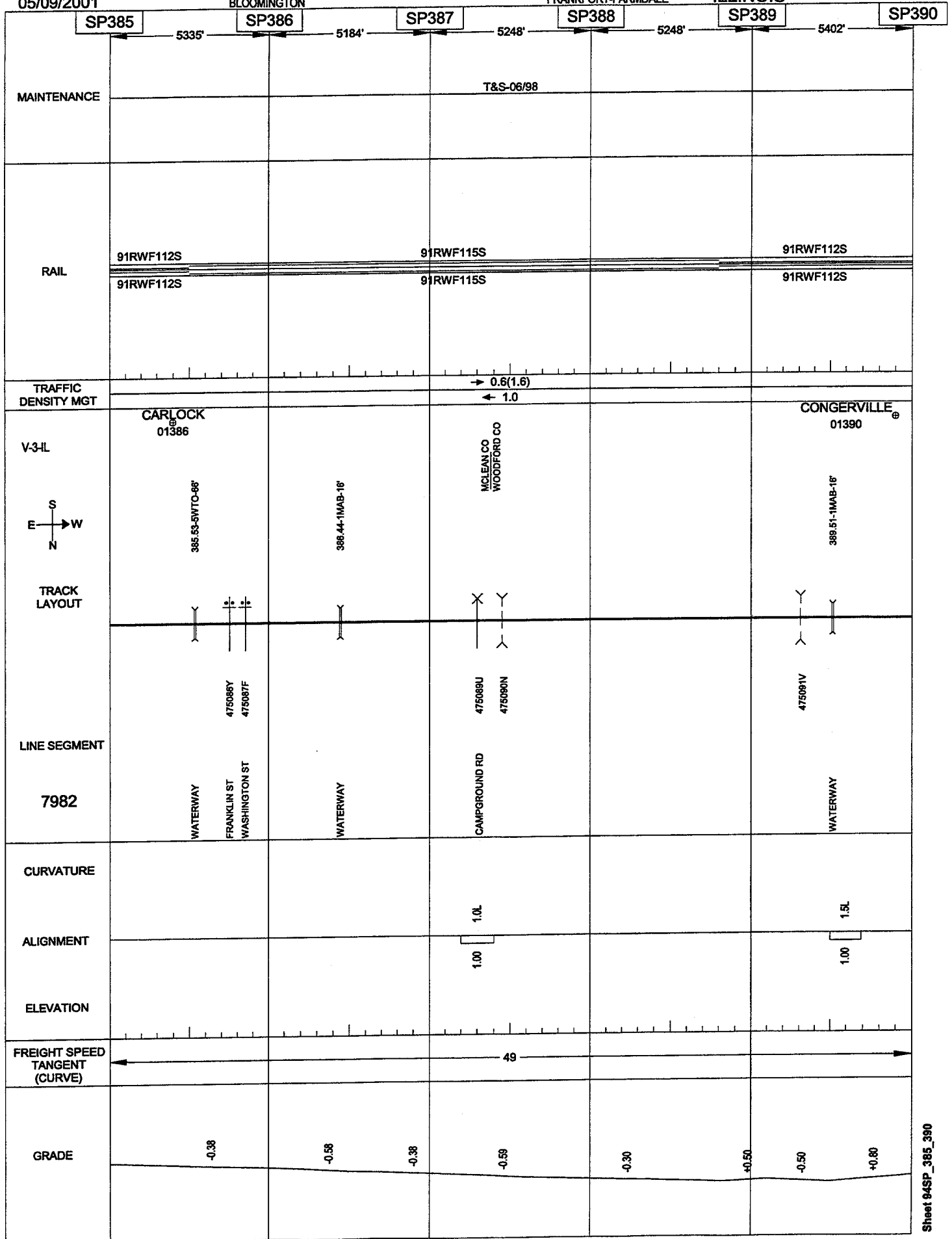


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

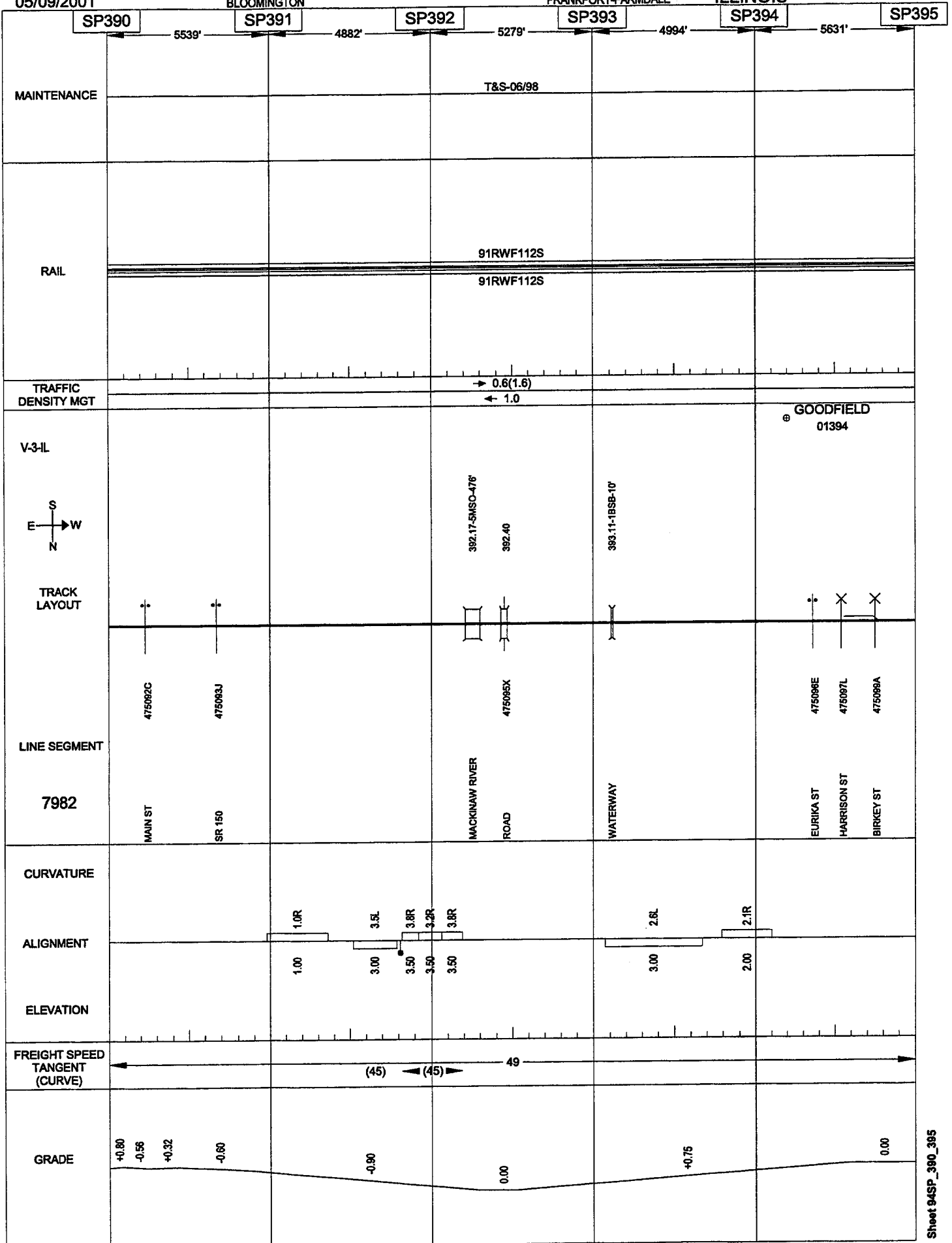


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

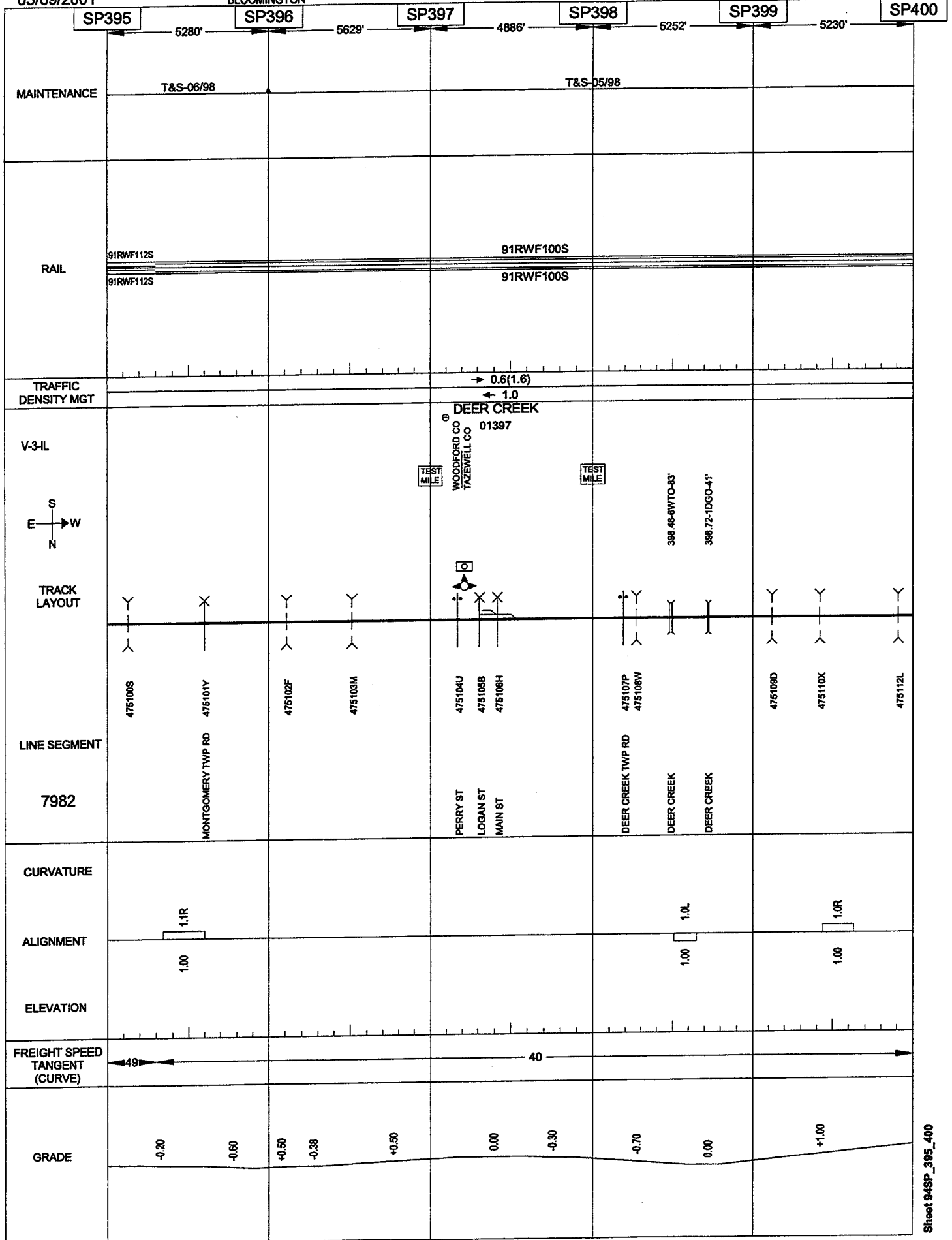


05/09/2001

BLOOMINGTON

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ILLINOIS

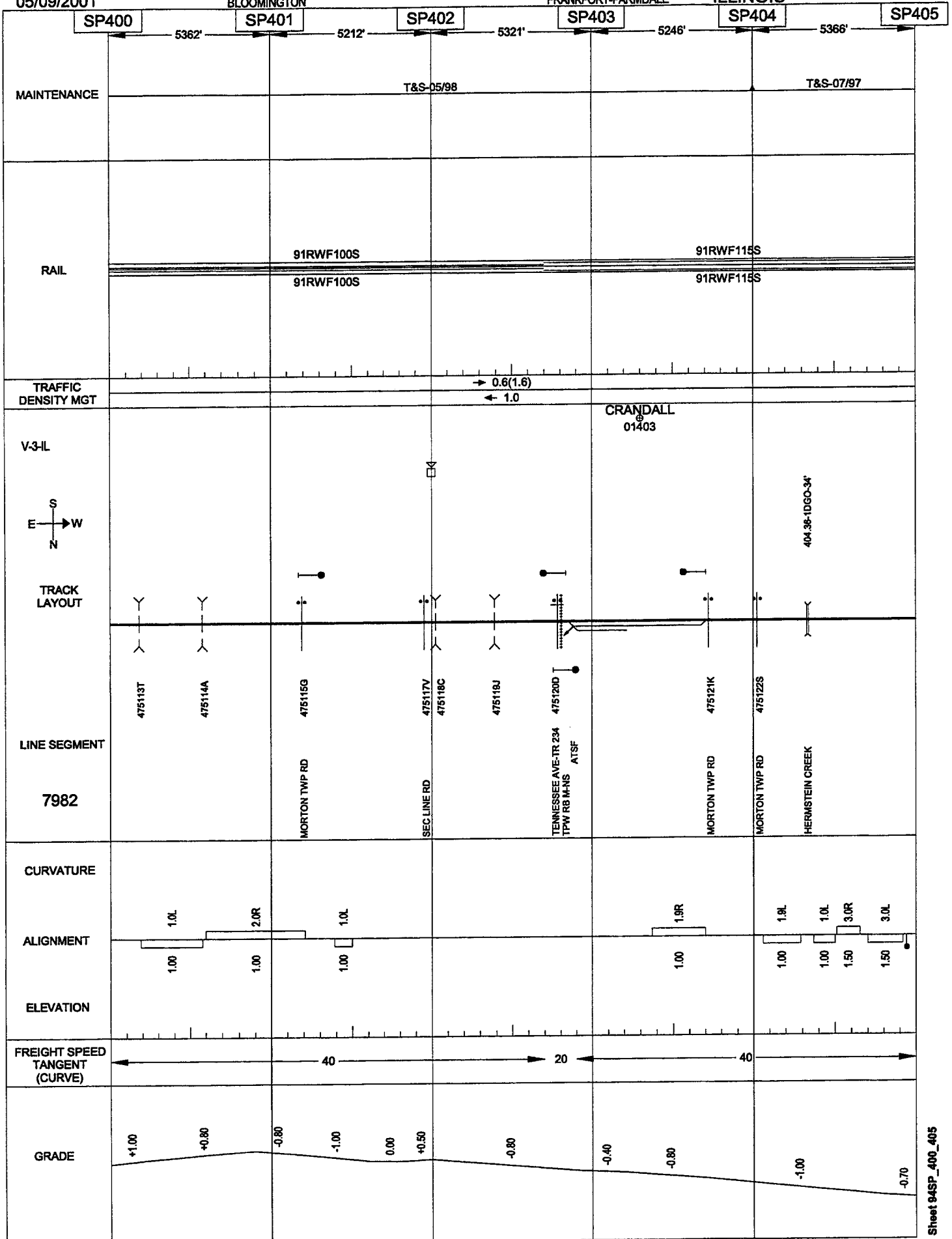


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

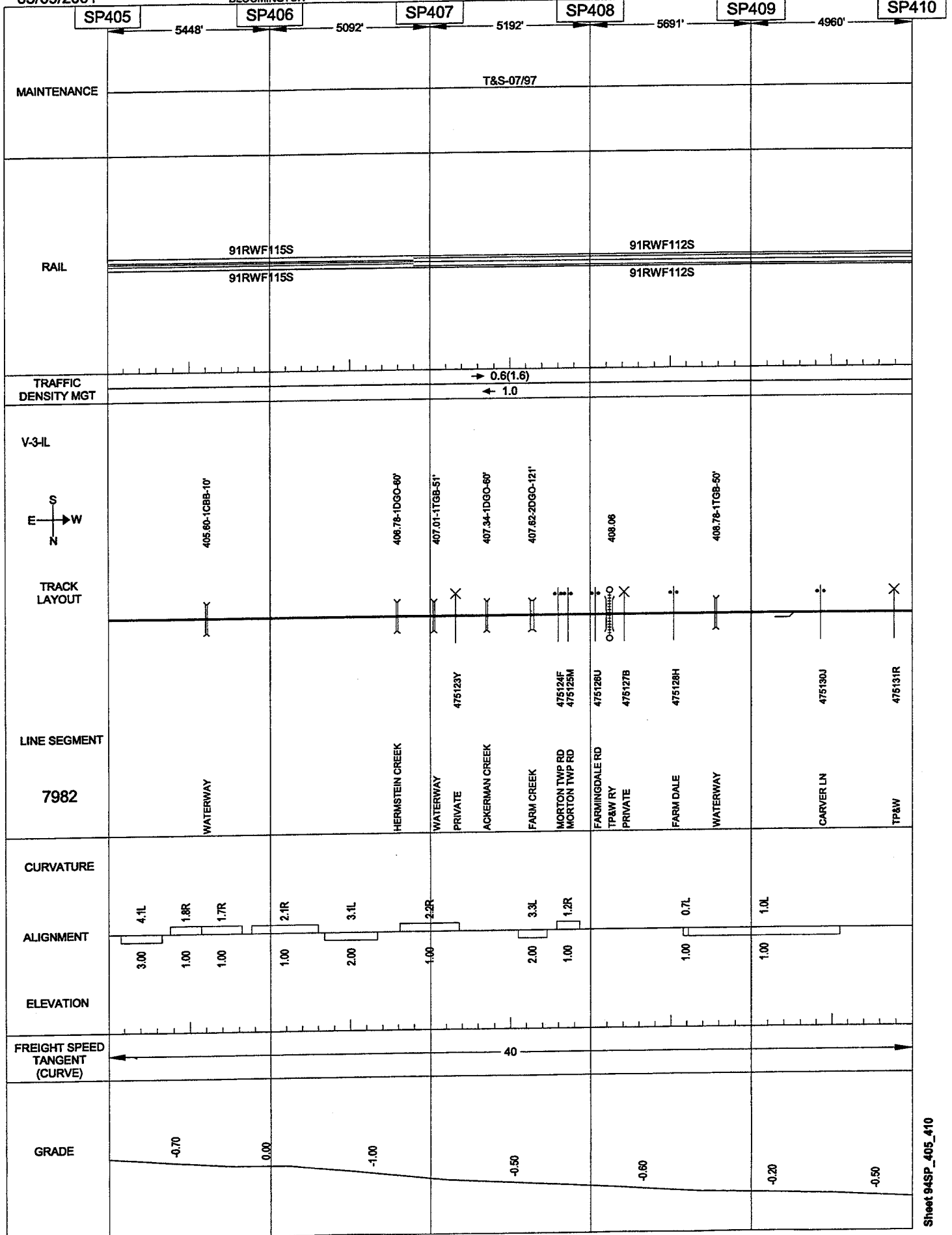


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BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS

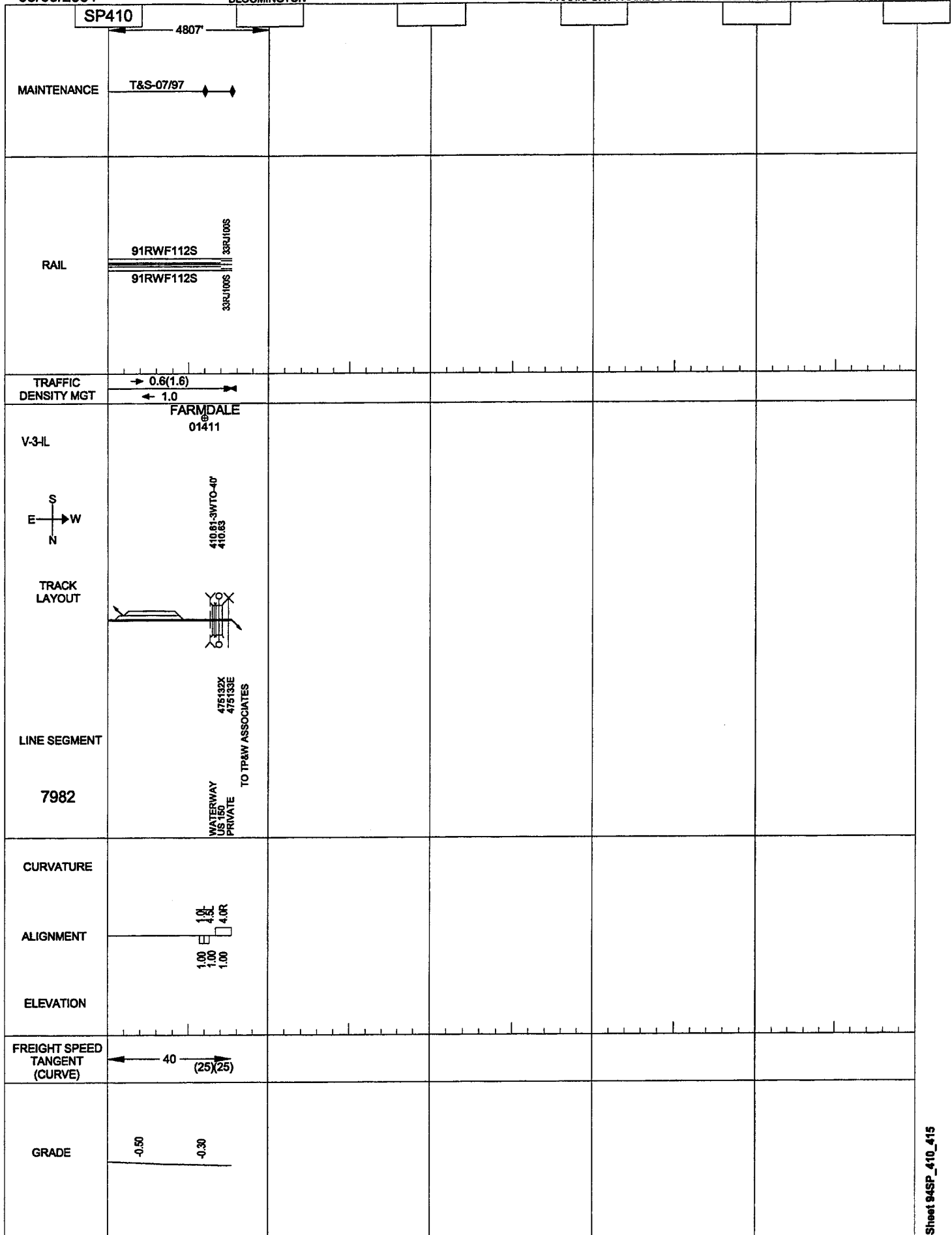


05/09/2001

BLOOMINGTON

FRANKFORT-FARMDALE

ILLINOIS



05/09/2001

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

C113

C114

C115

4907'

5310'

T&S-06/94

MAINTENANCE #1

RAIL #1

88RWF12S
88RWF12S
88RWF12S
88RWF12S

88RWF112S

88RWF112S

TRAFFIC
DENSITY MGT0.0(0.0) → 6.4(11.2)
0.0 ← 4.8

V-2-IL

E
N → S
WTRACK
LAYOUTGIBSON CITY
09443

TO IC RR

113.94-1WTB-18'

114.32-1CSB-18'

LINE SEGMENT

7990

8TH ST
6TH ST
4TH ST
1ST ST
WATERWAY
WATERWAY
TR 99478030T
C-113.4=SP-340.0
478031A
478032G478033N
478034V
478035C

CURVATURE

ALIGNMENT #1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25 25 50

GRADE

-0.03

-0.04

-0.13

+0.05

-0.20

-0.02

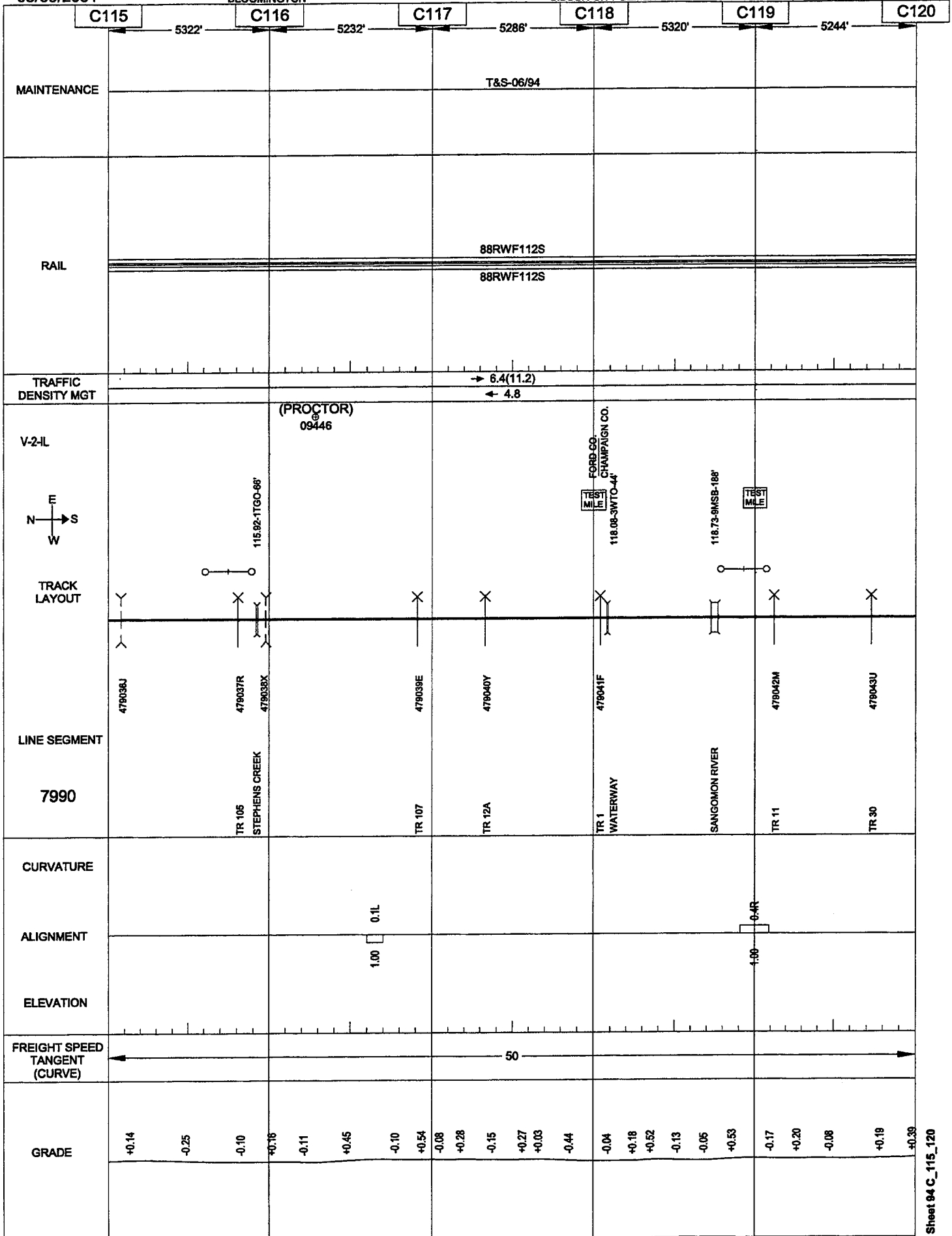
+0.14

05/09/2001

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

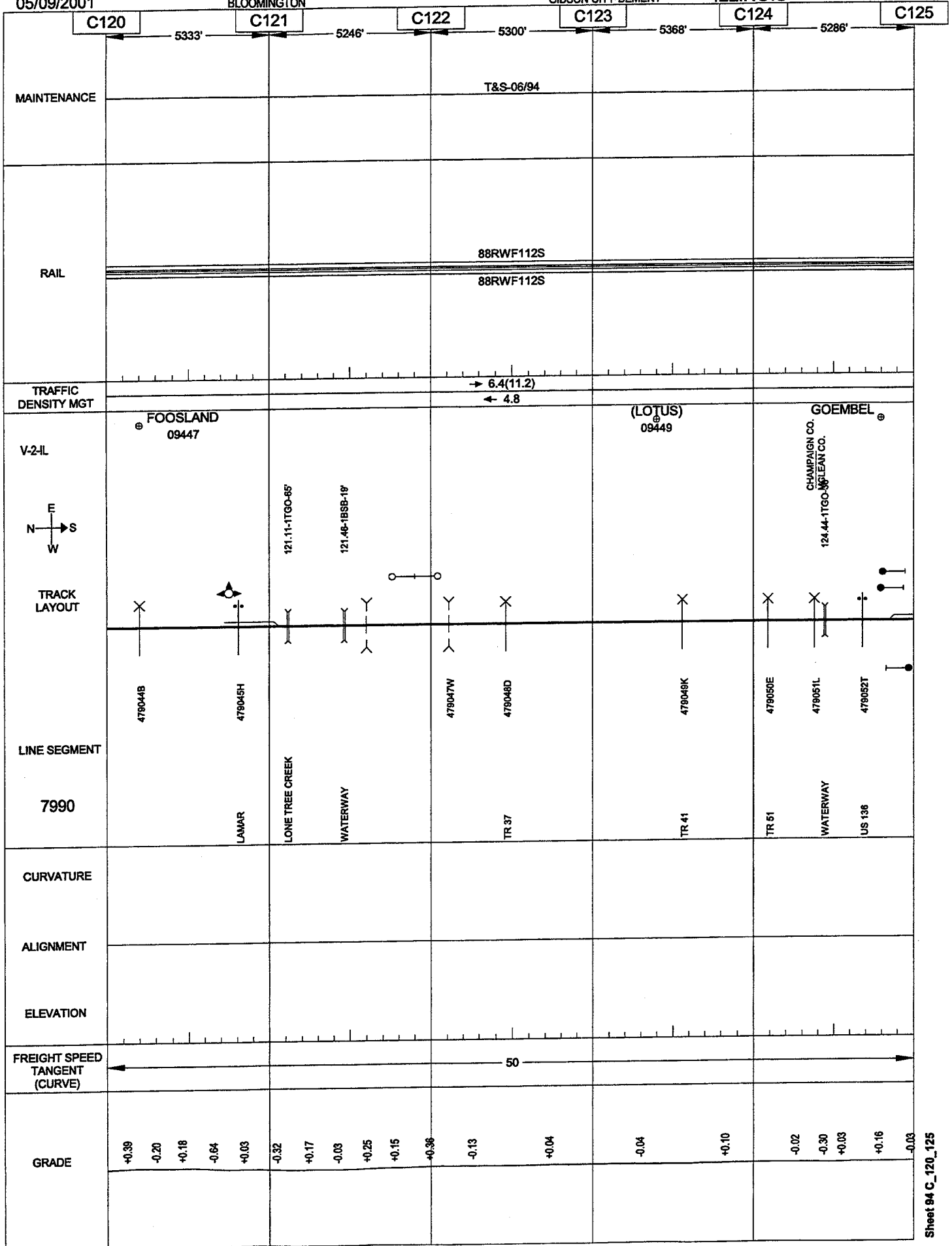


05/09/2001

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

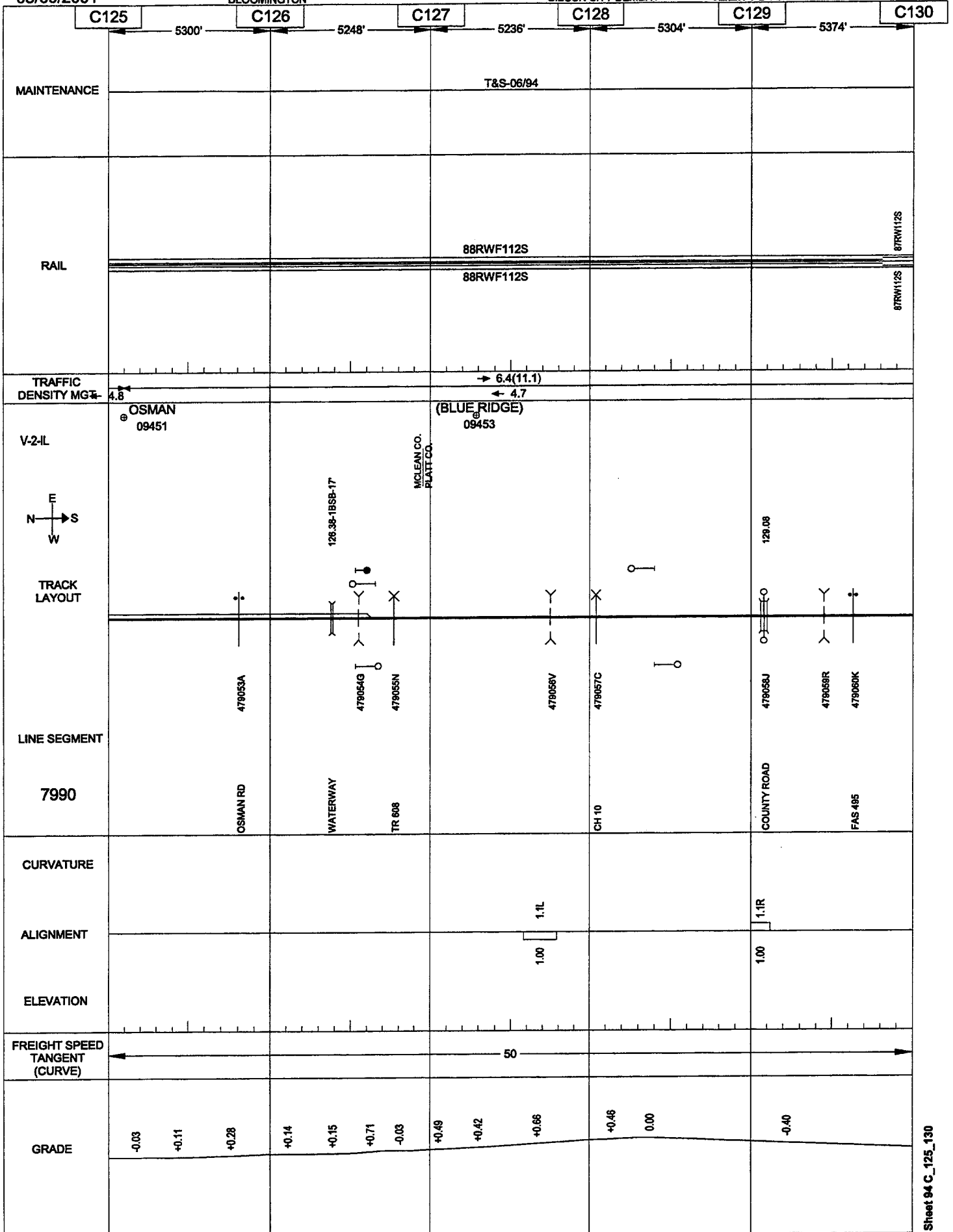


05/09/2001

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

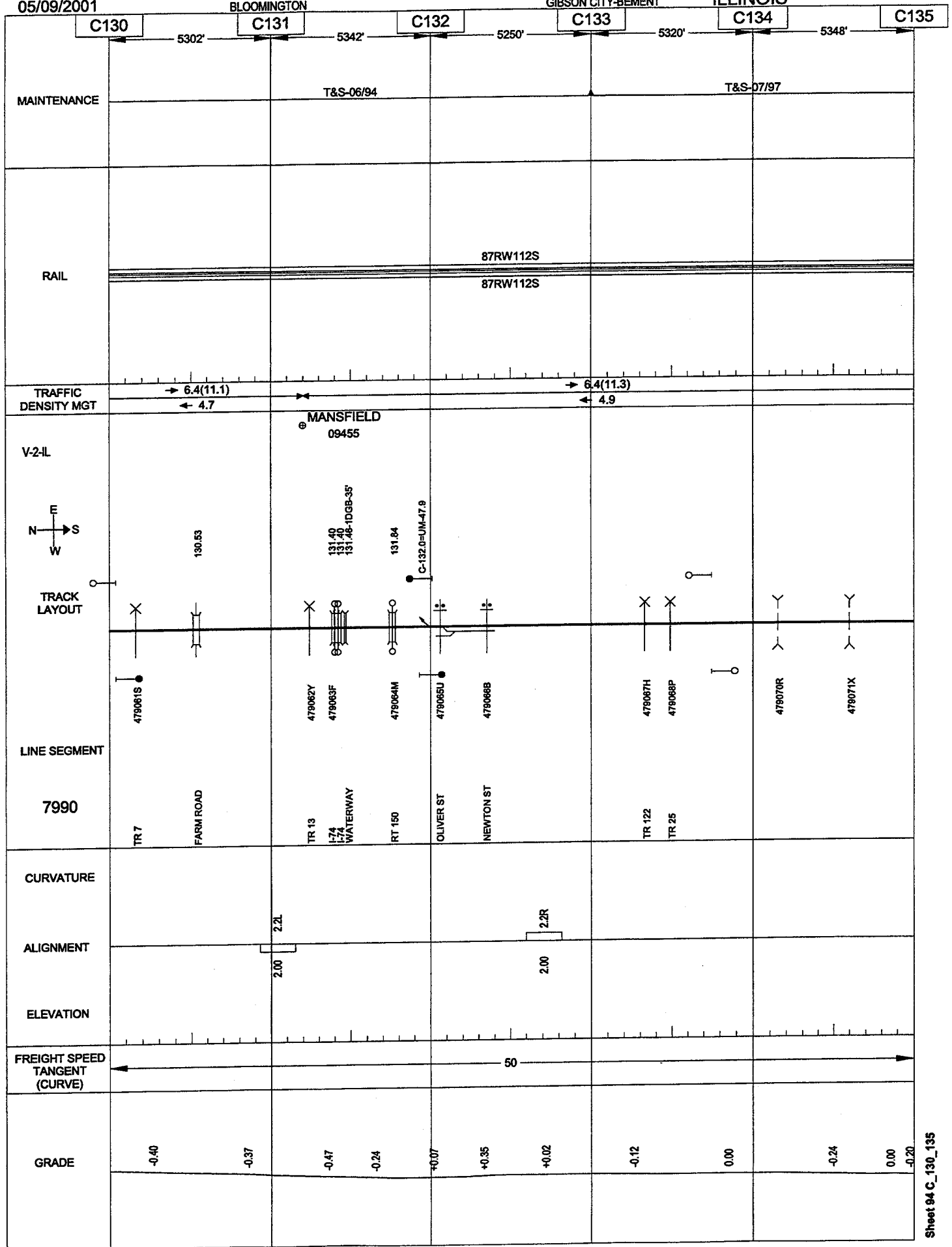


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

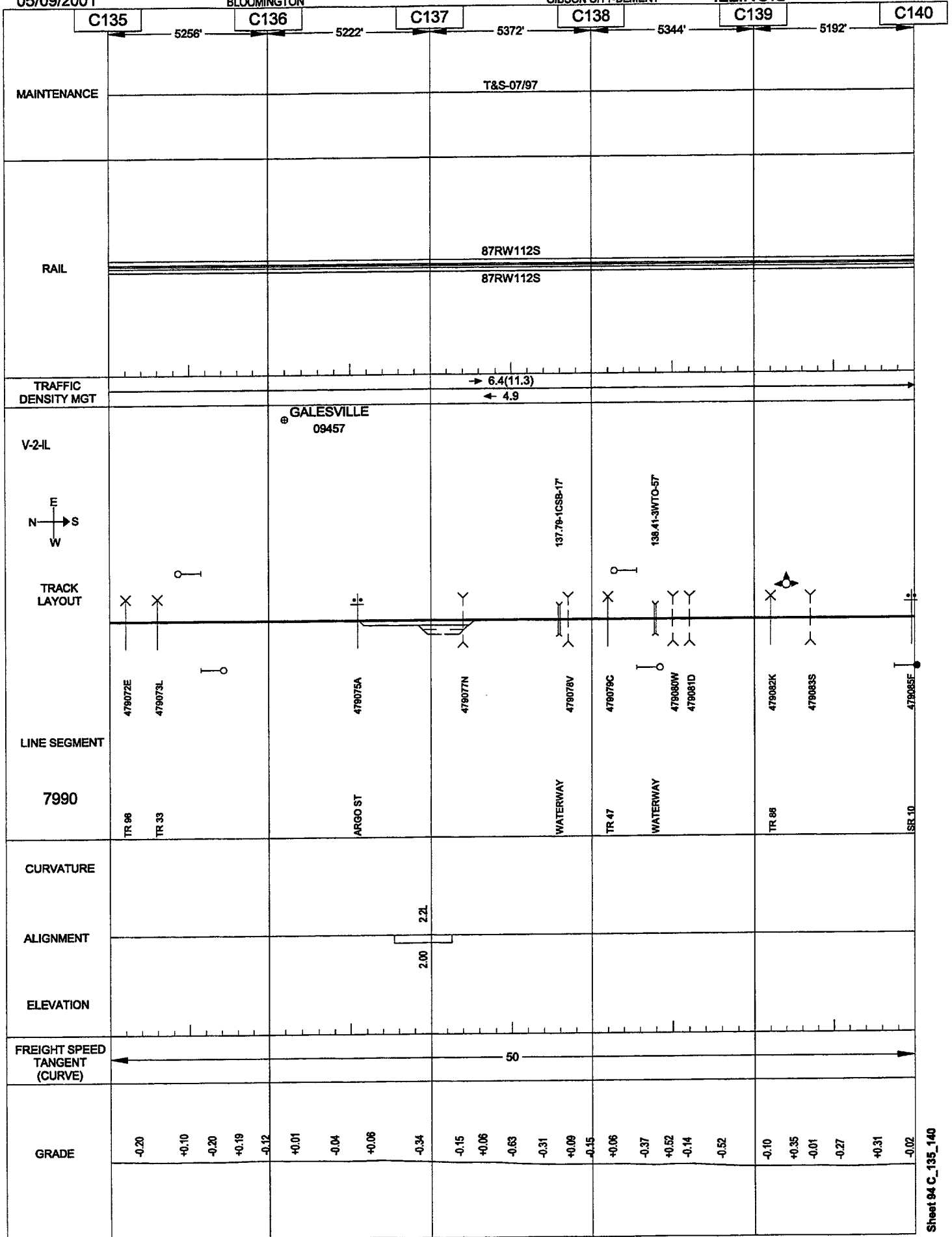


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

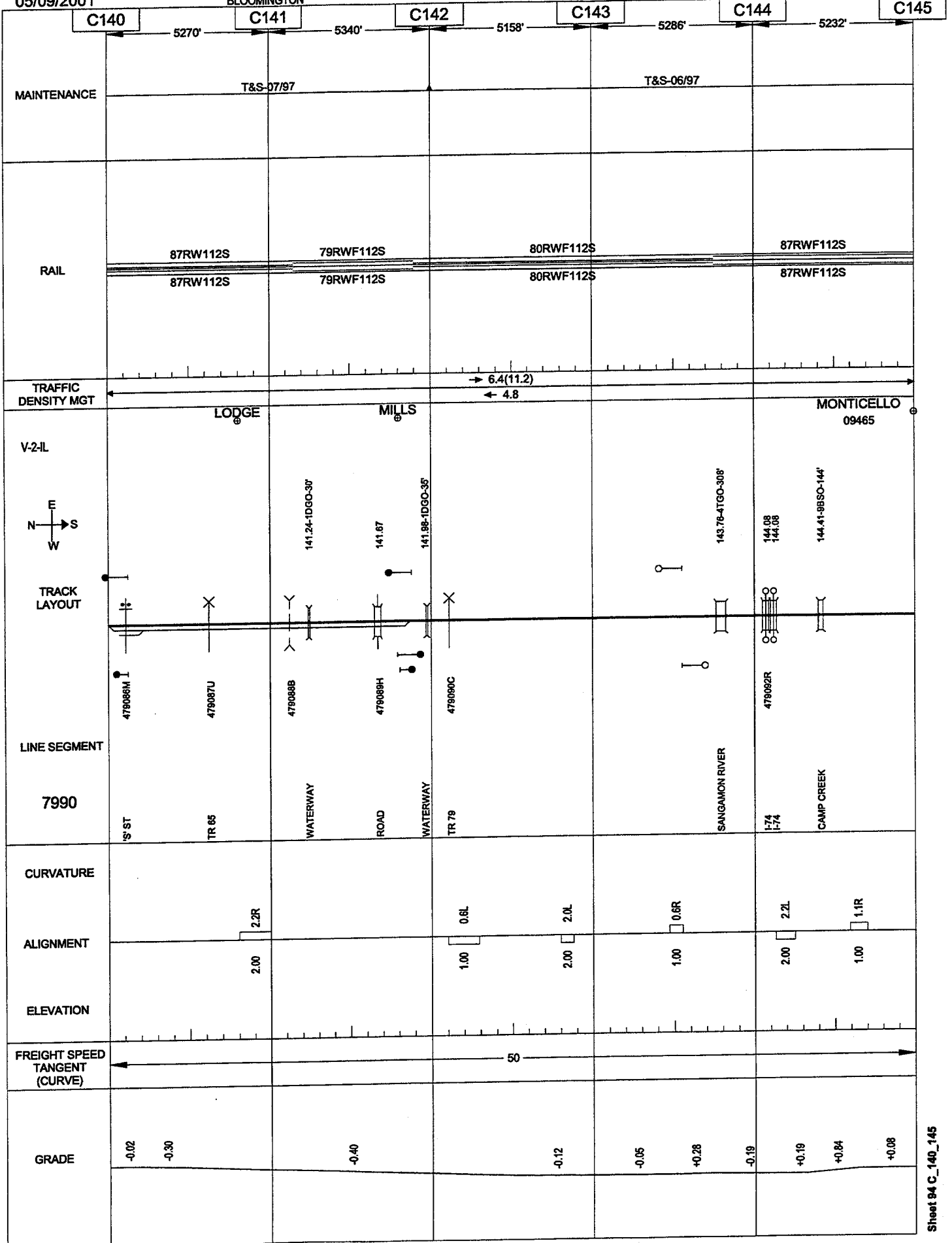


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

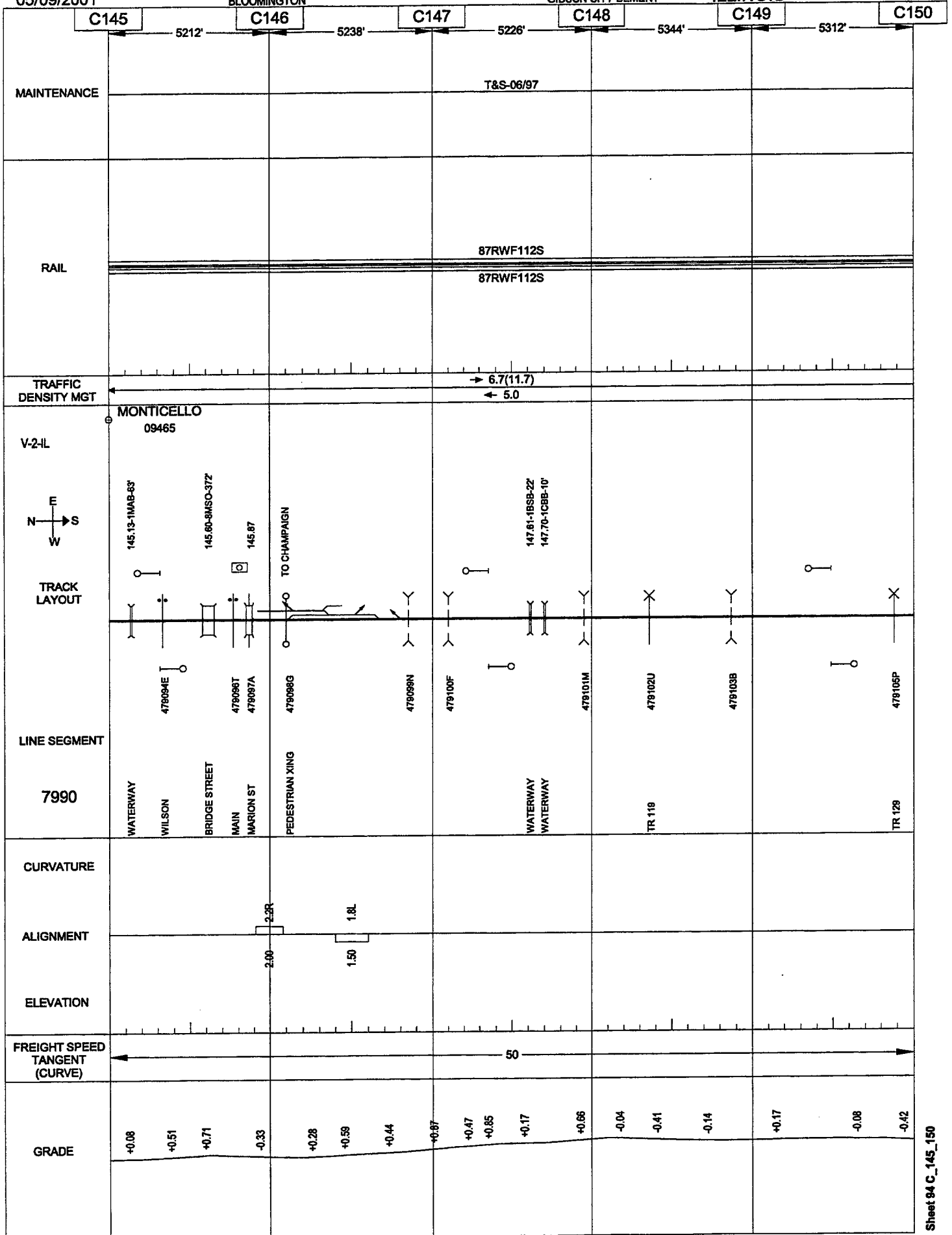


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

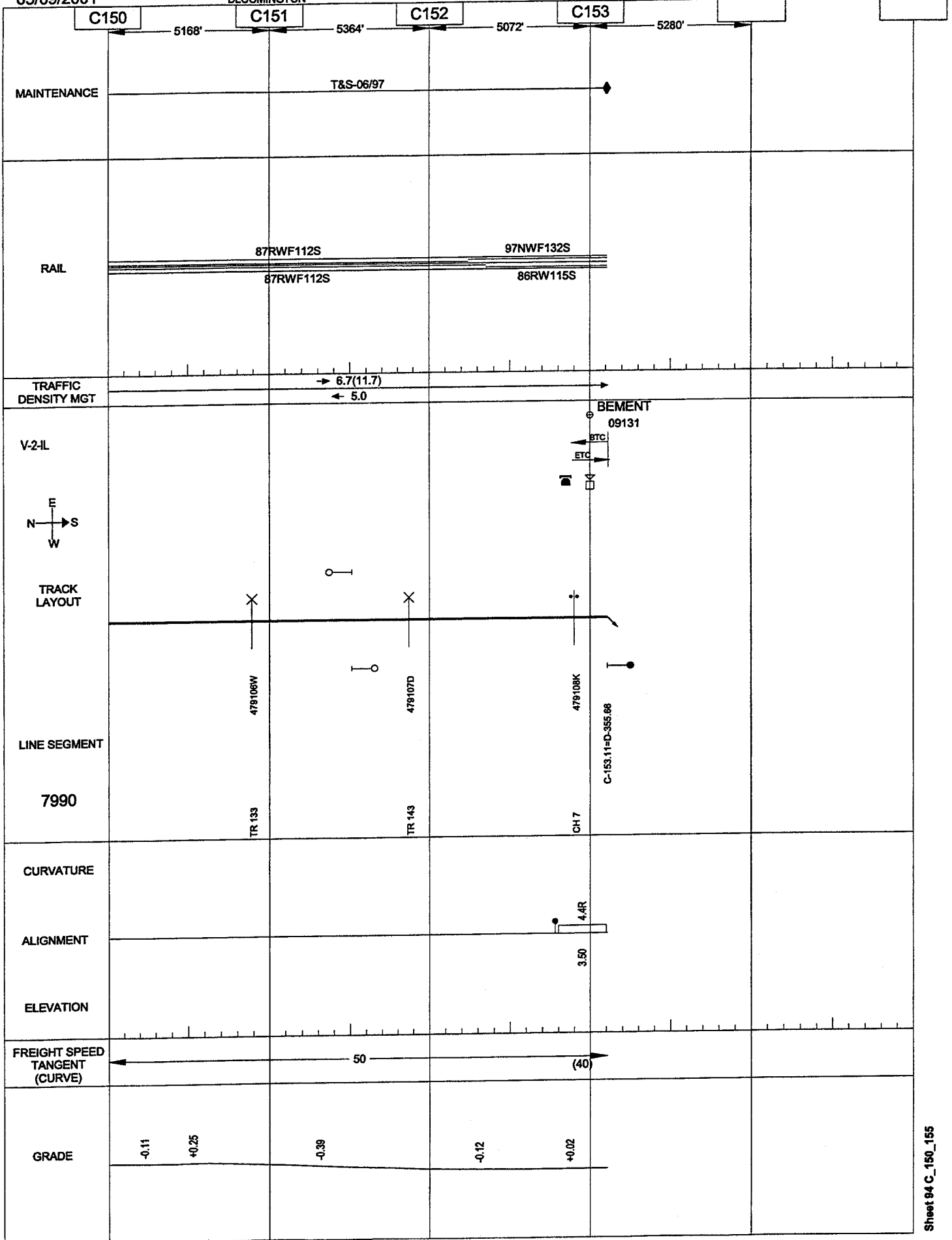


05/09/2001

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



05/09/2001

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

2640' 5281'

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC
DENSITY MGT

→ 0.0(0.1)
← 0.1

URBANA

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

8140

543235K

543236S

SMITH RD

PRIVATE
MAPLE ST

CURVATURE

ALIGNMENT

ELEVATION

0.5L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.76 -0.56 -0.24 +0.26

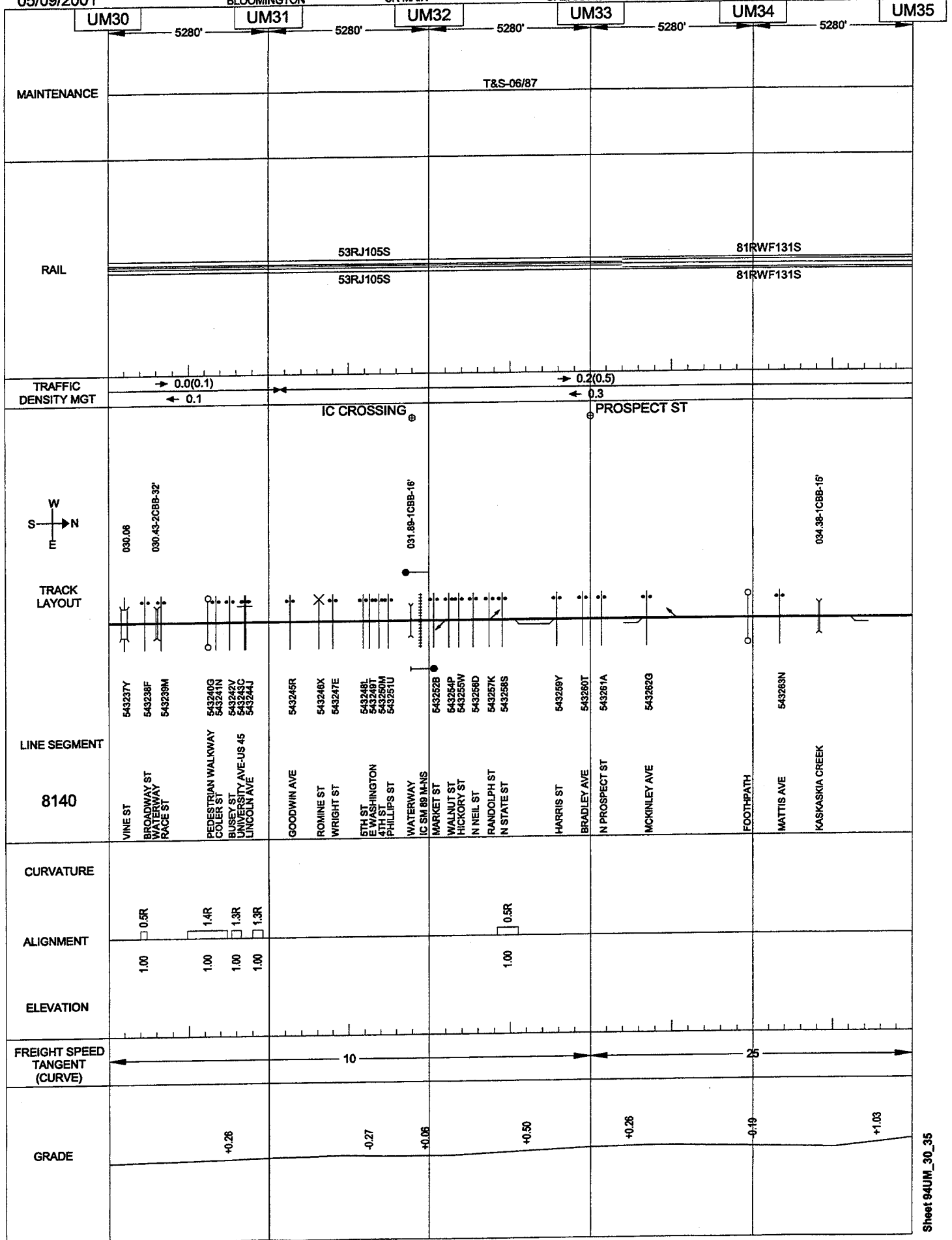
05/09/2001

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



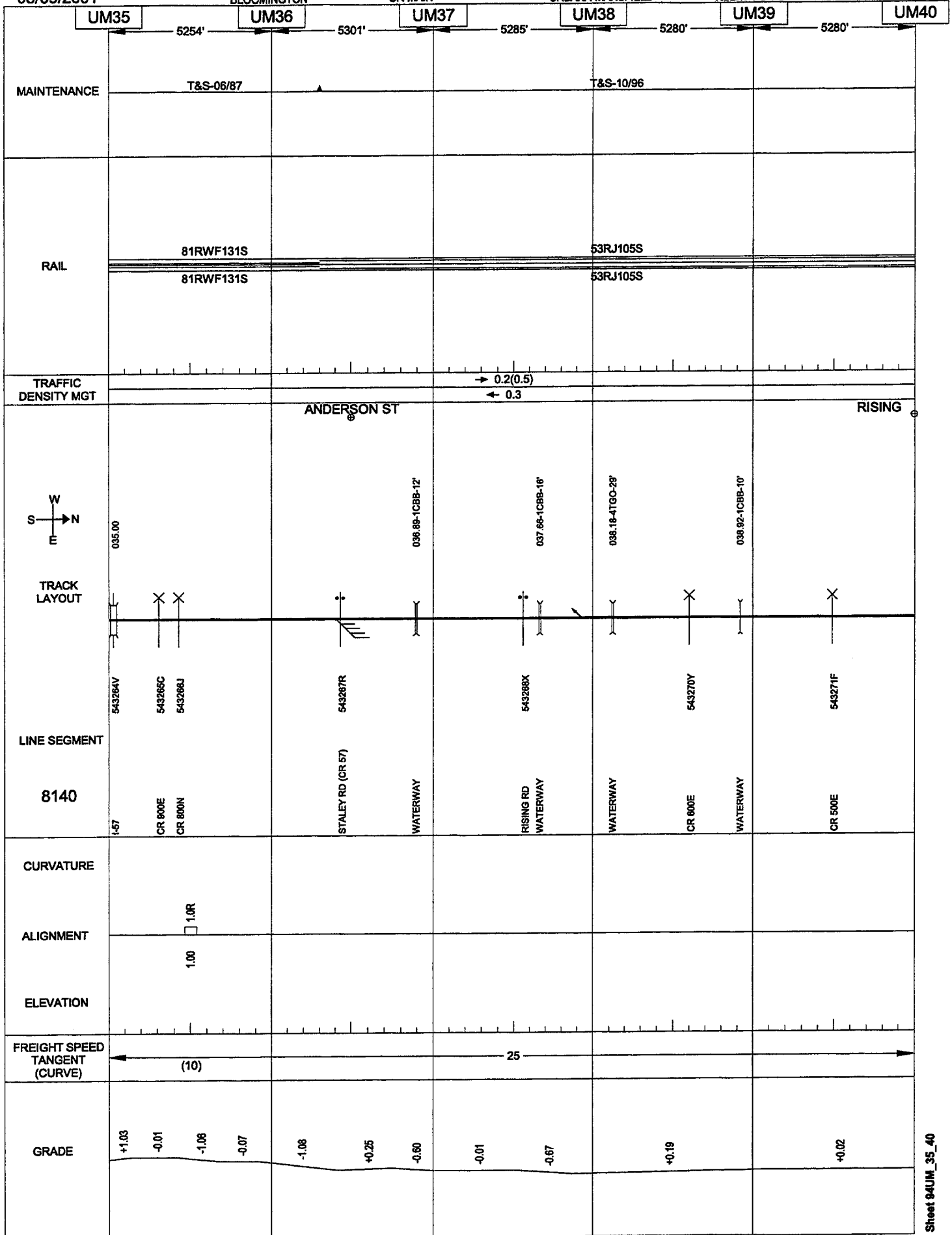
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BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



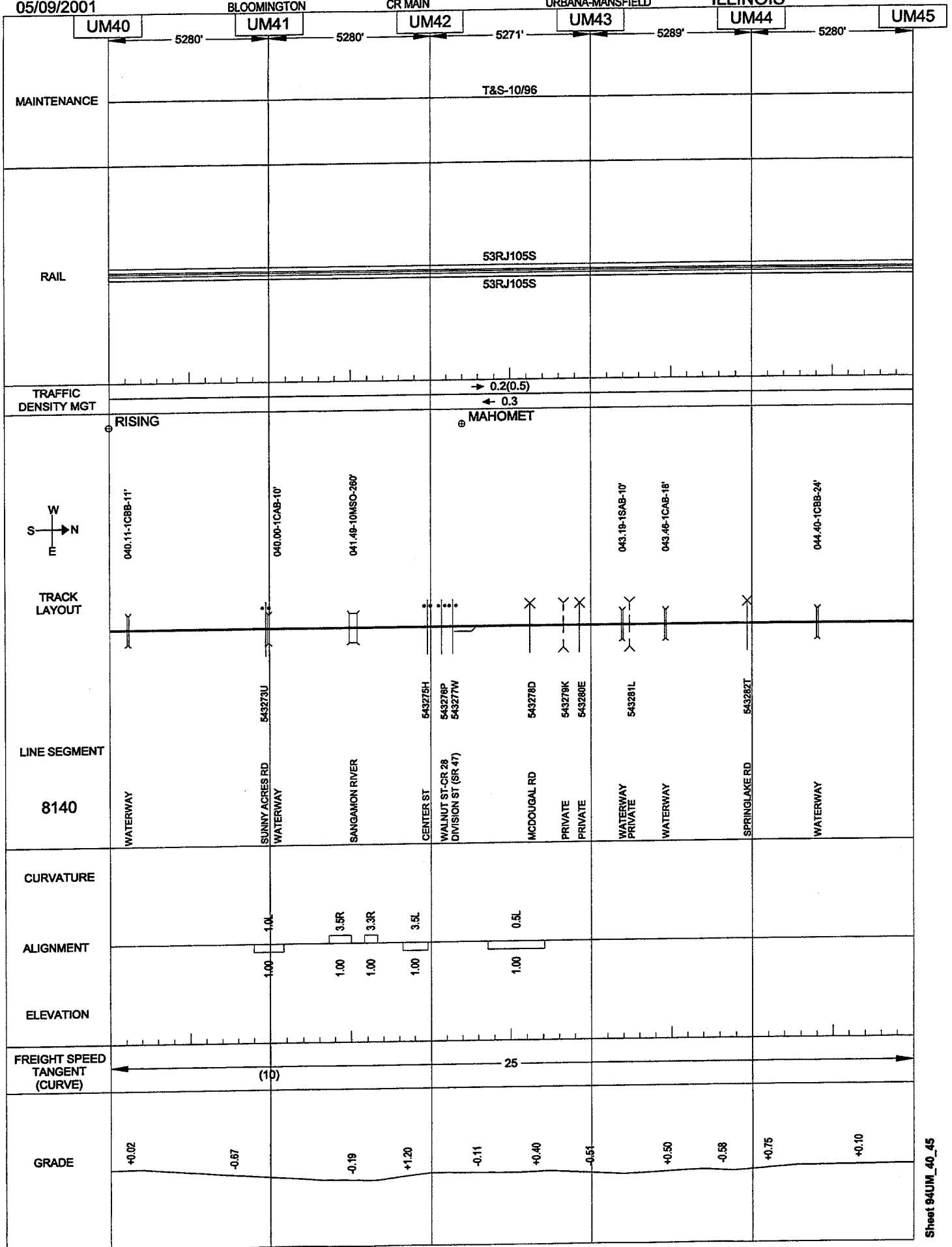
05/09/2001

BLOOMINGTON

CR MAIN

URBANA-MANSFIELD

ILLINOIS



Sheet 94UM_45_50

05/09/2001

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N11SS
77W13IS

TRAFFIC
DENSITY MGT

→ 4.1(8.1)
← 4.0

CSXT CROSSING[®]

V-7-IN

S
E → W
N

BEGIN LAKE DIVISION



474750U

ROSSVILLE AVE

TRACK
LAYOUT

LINE SEGMENT

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

→ 15

GRADE

0.00

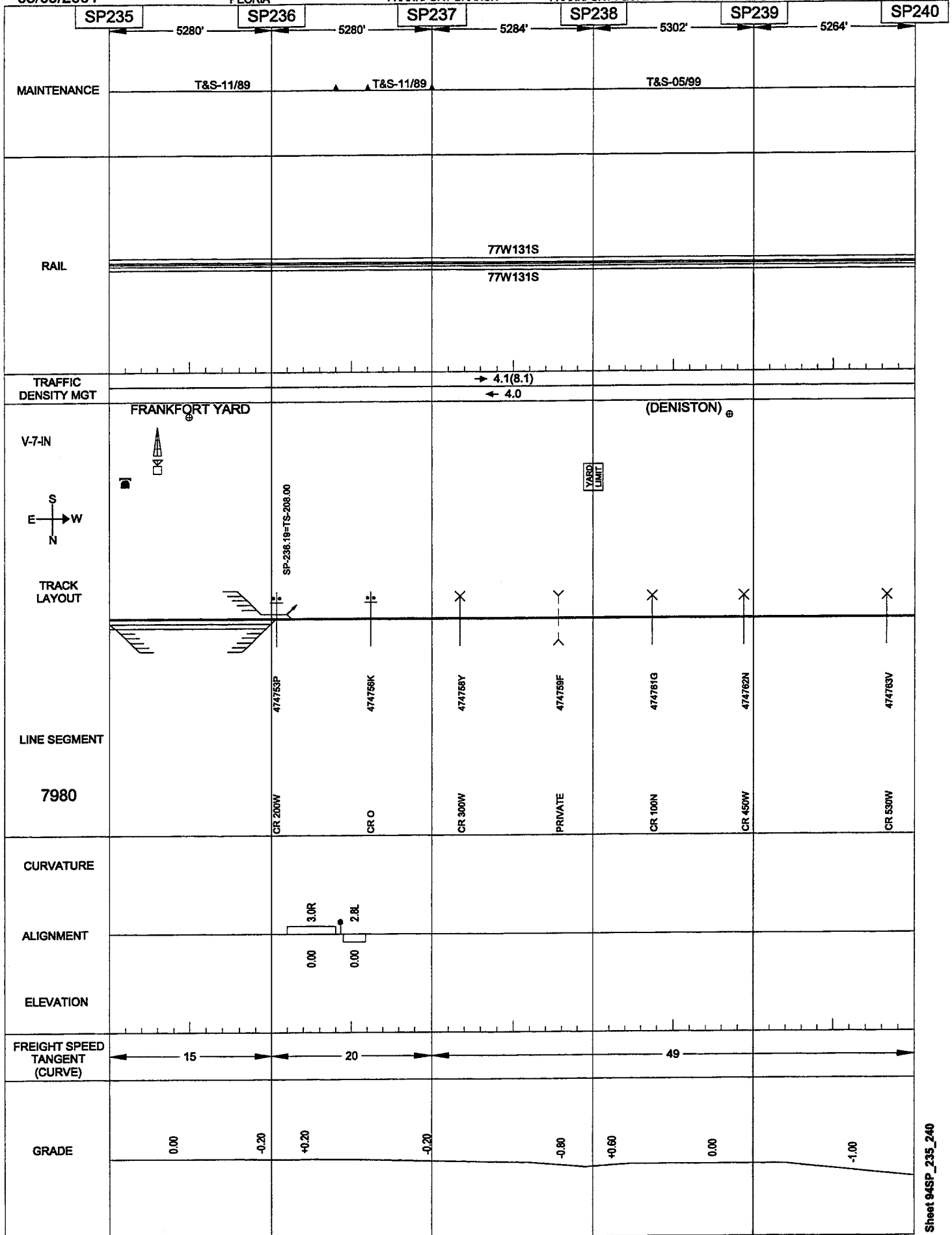
05/09/2001

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



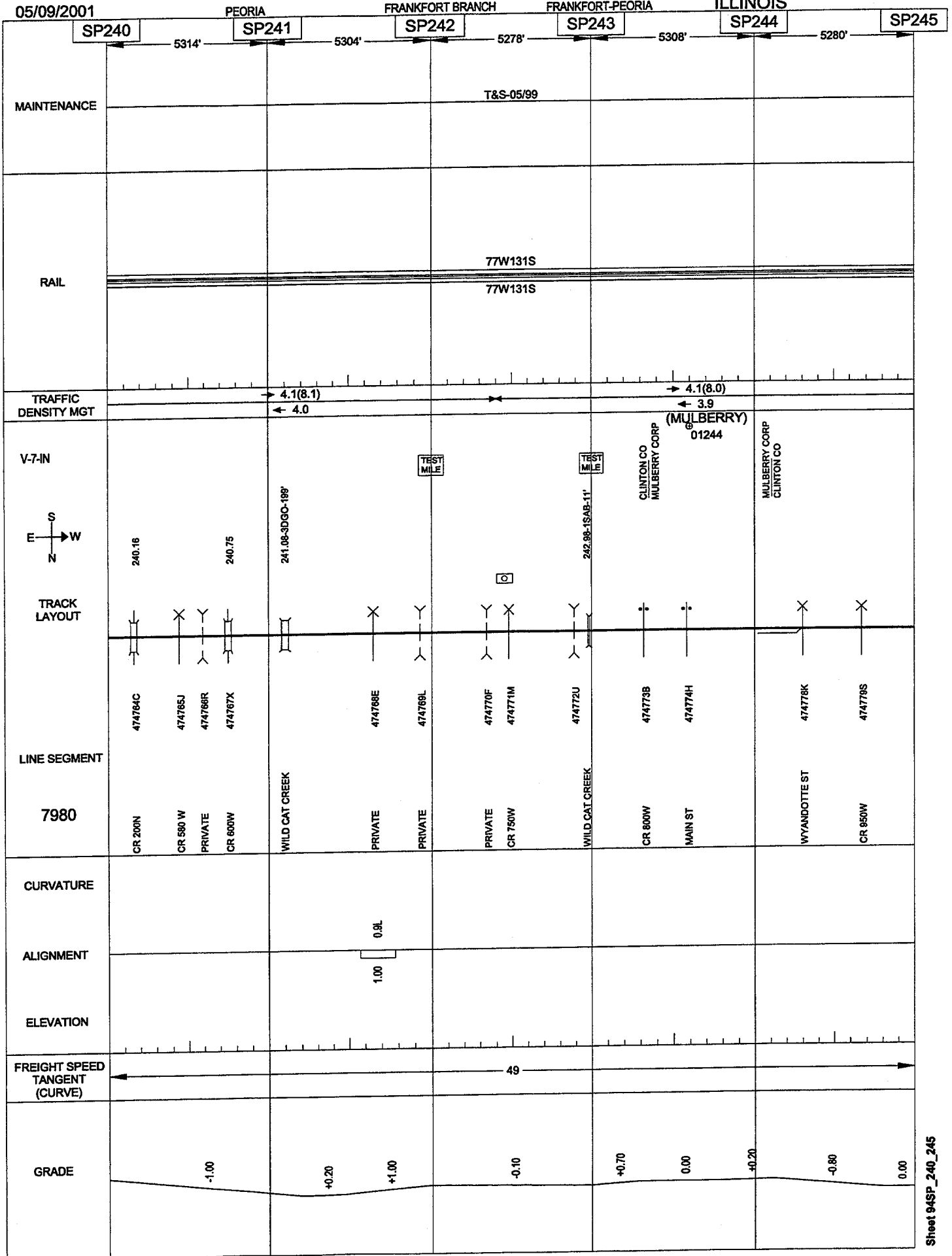
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PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



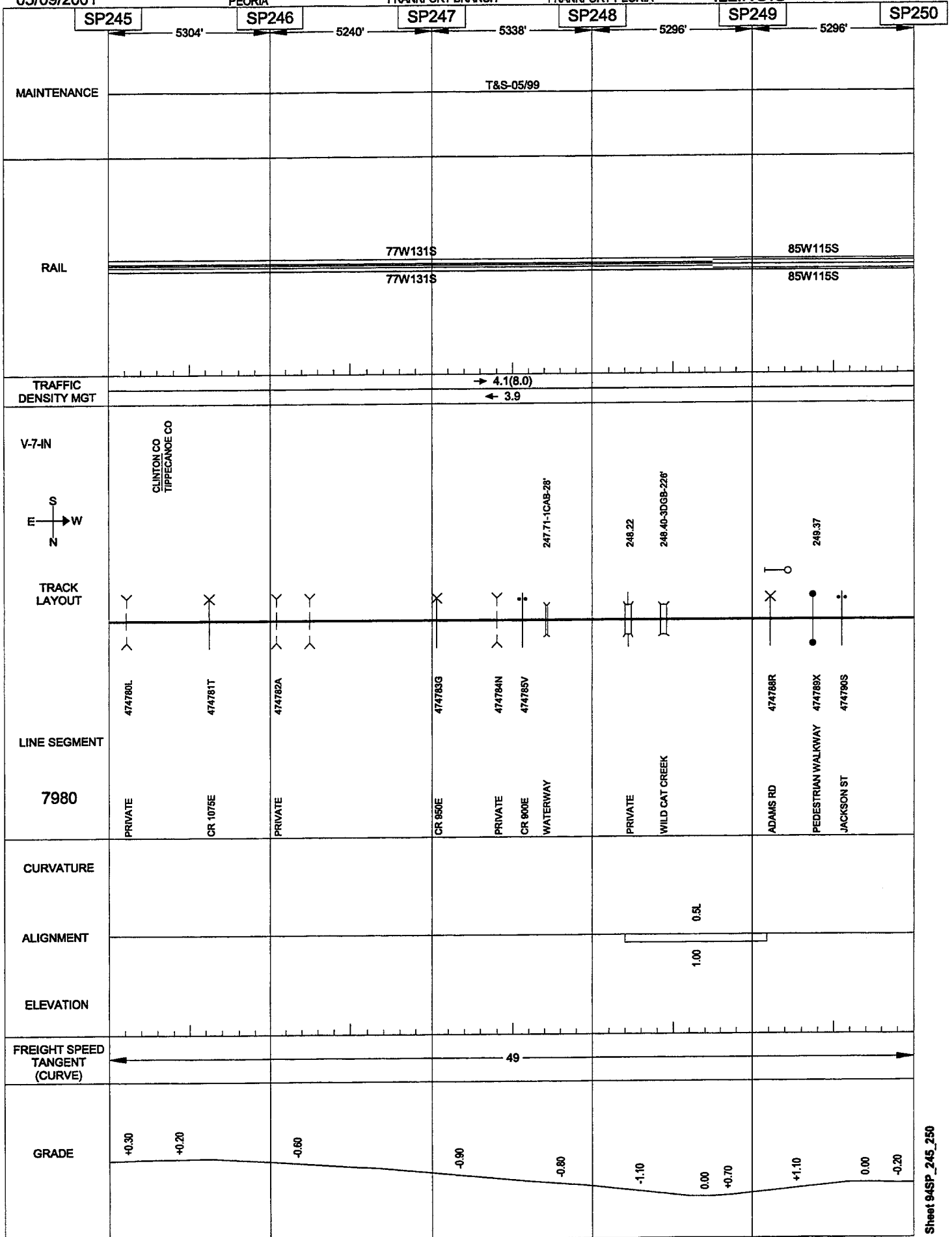
05/09/2001

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



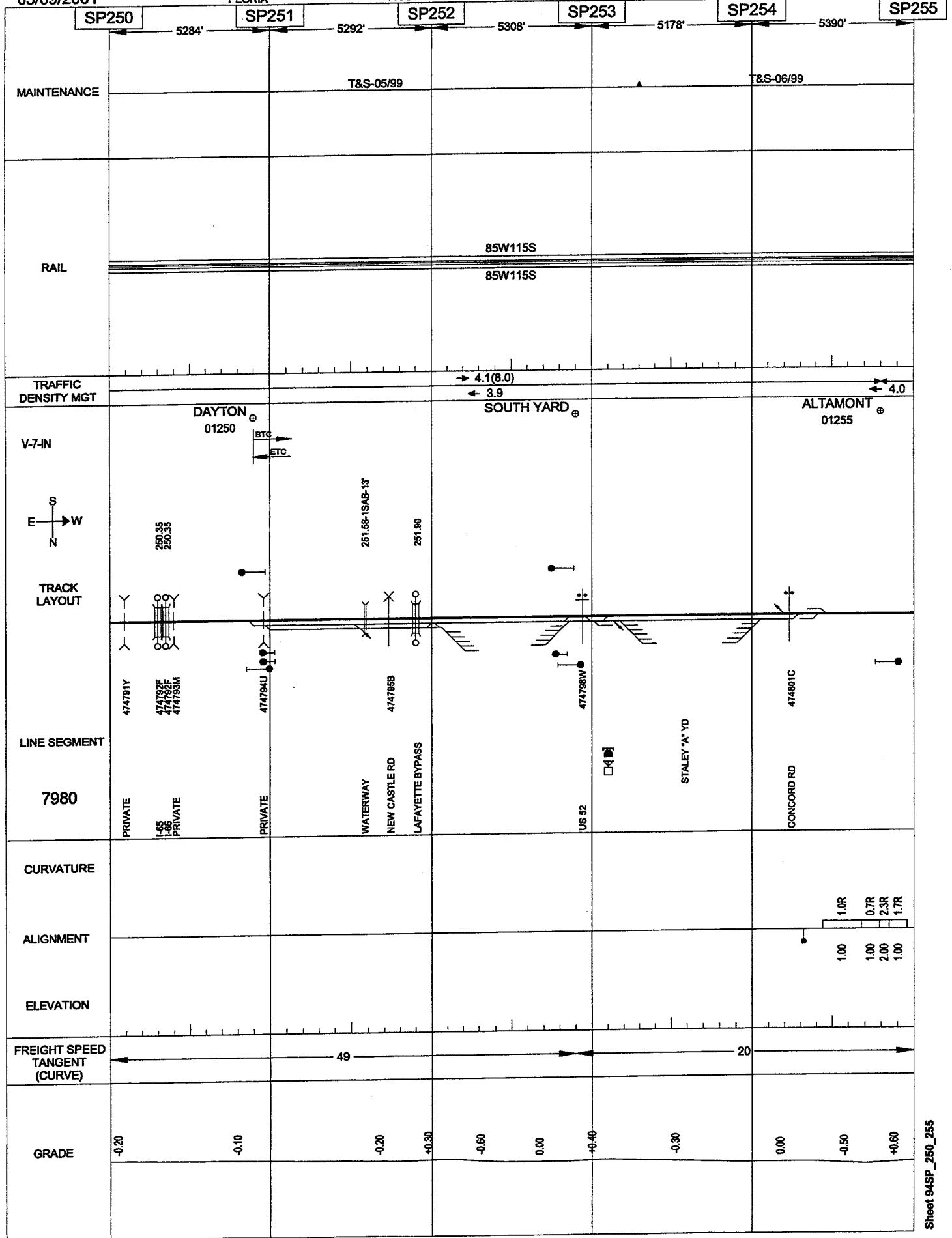
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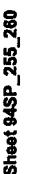
PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS





05/09/2001

ST LOUIS

E. ST. LOUIS-A & S JCT

ILLINOIS

4W

5W

5308'

5308'

T&S-01/20

T&S-02/99

MAINTENANCE

RAIL

36RJ130S

36RJ130S

80RJ132S
80RJ132S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

10.0(18.6)

8.6

(EAST ST LOUIS) @
6W

V-94-IL(SR)



TRACK
LAYOUT

4.87-W=VC-0.00

TO TERMINAL RR

LINE SEGMENT

8235

15TH ST

15TH ST

TRRA 85 M-TRRA
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

20

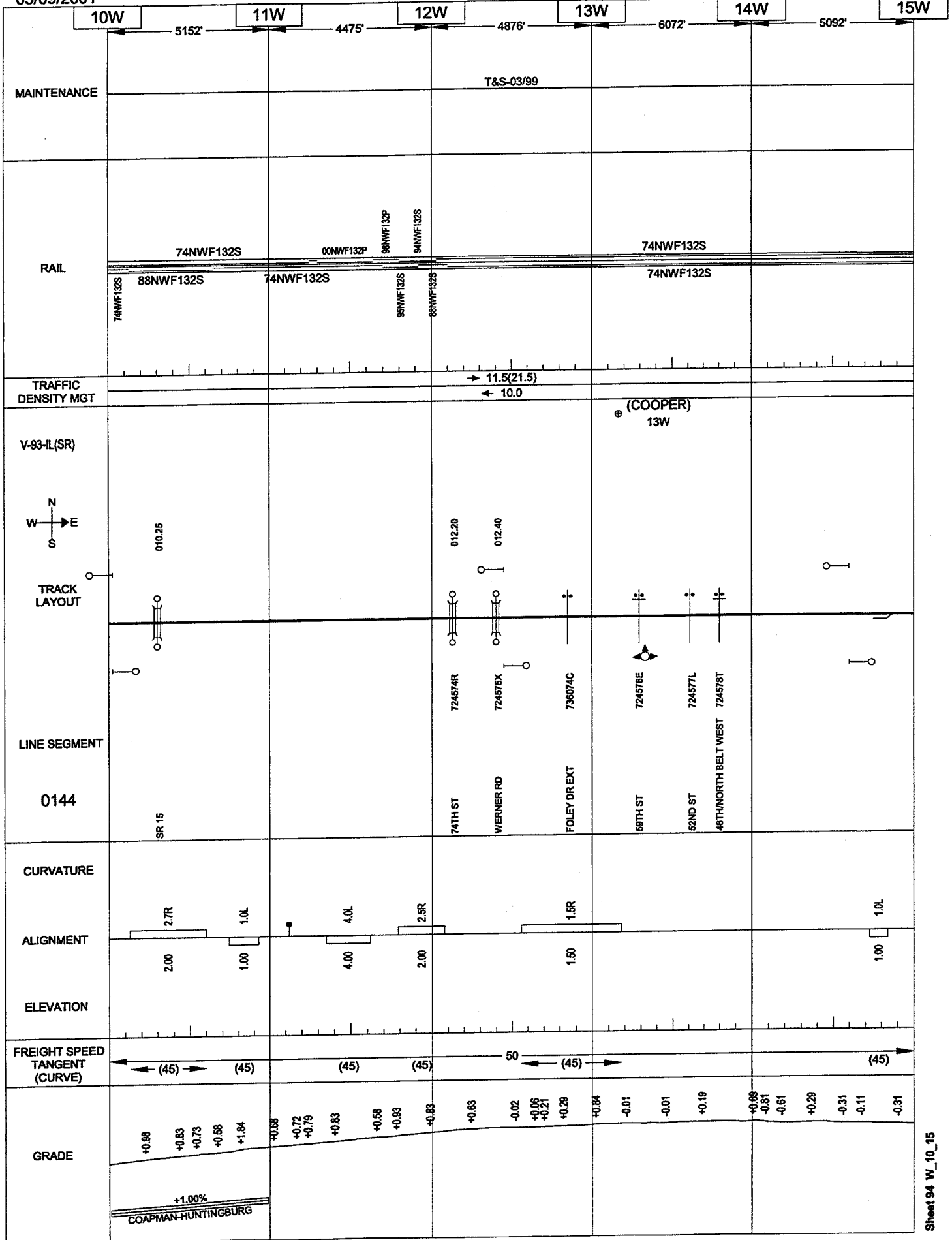
GRADE

0.00

Sheet 94 W_5_10

05/09/2001

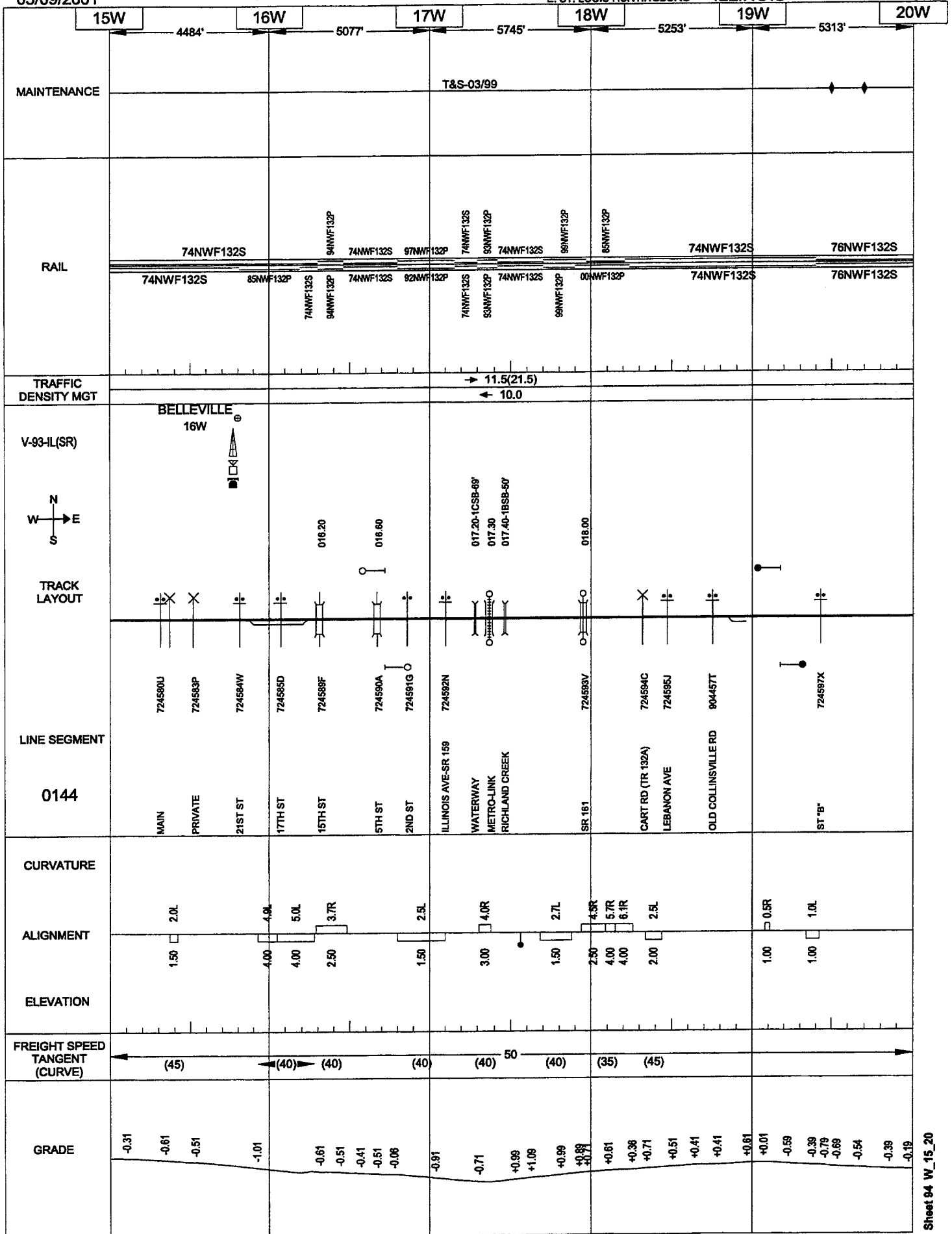
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05/09/2001

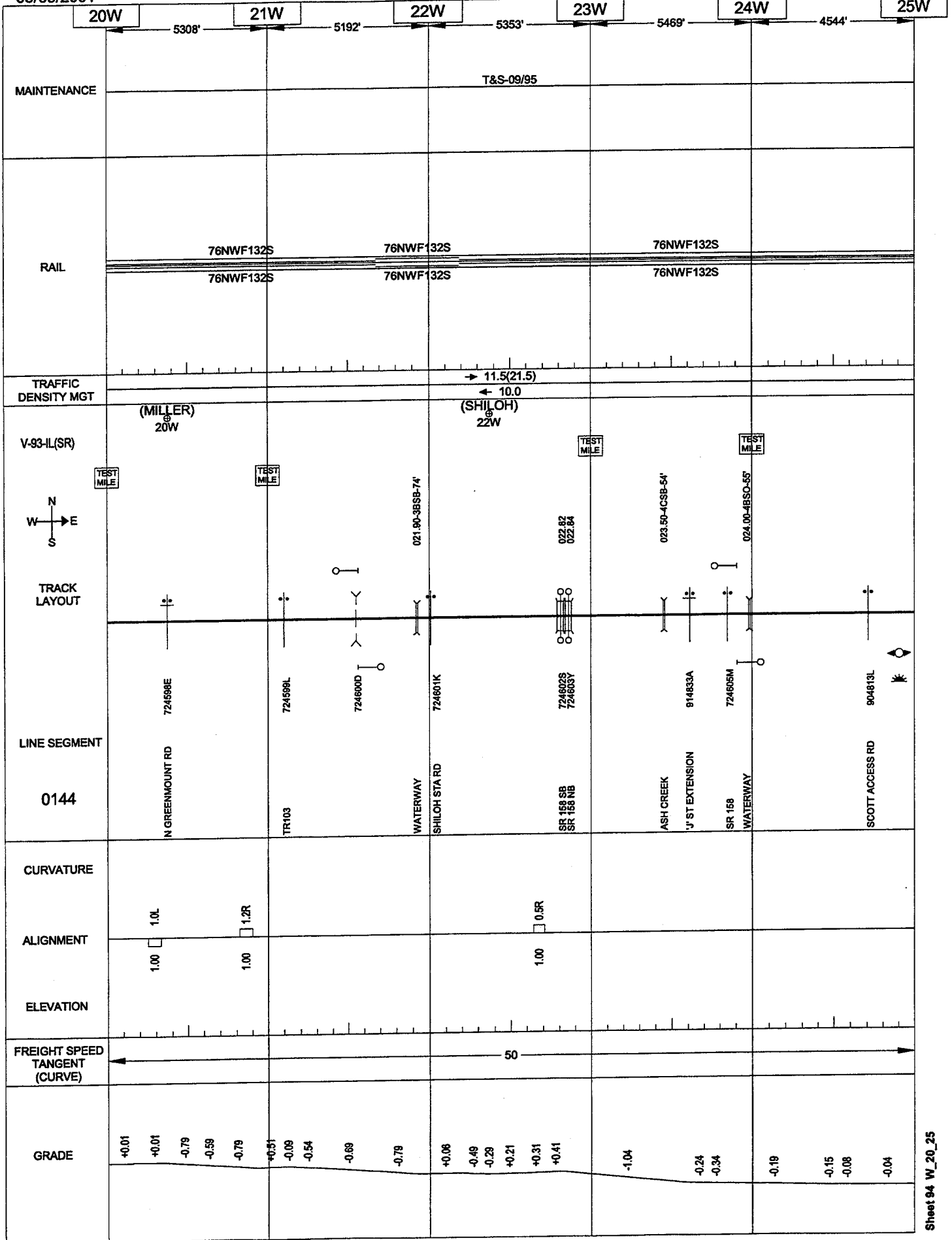
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ILLINOIS



05/09/2001

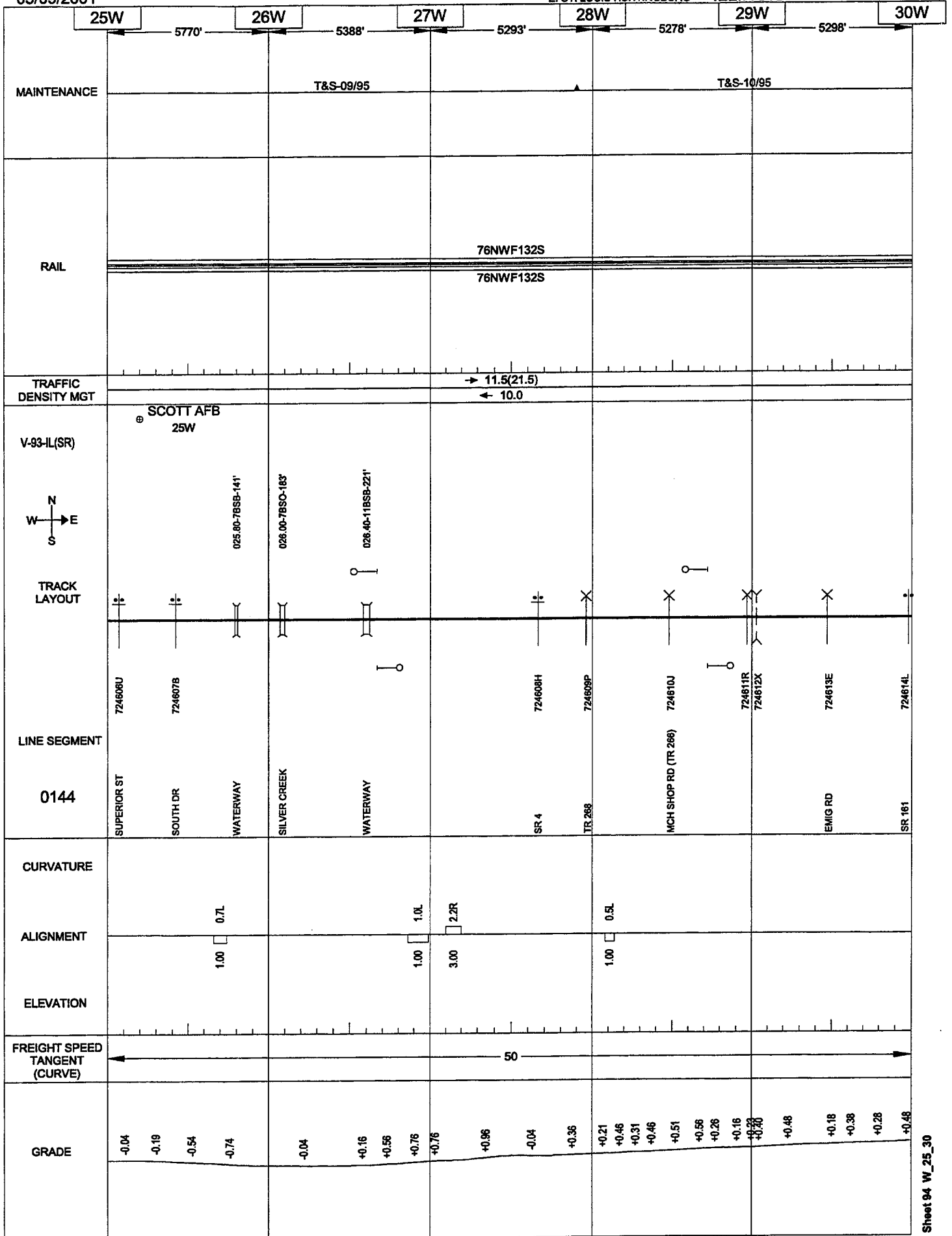
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05/09/2001

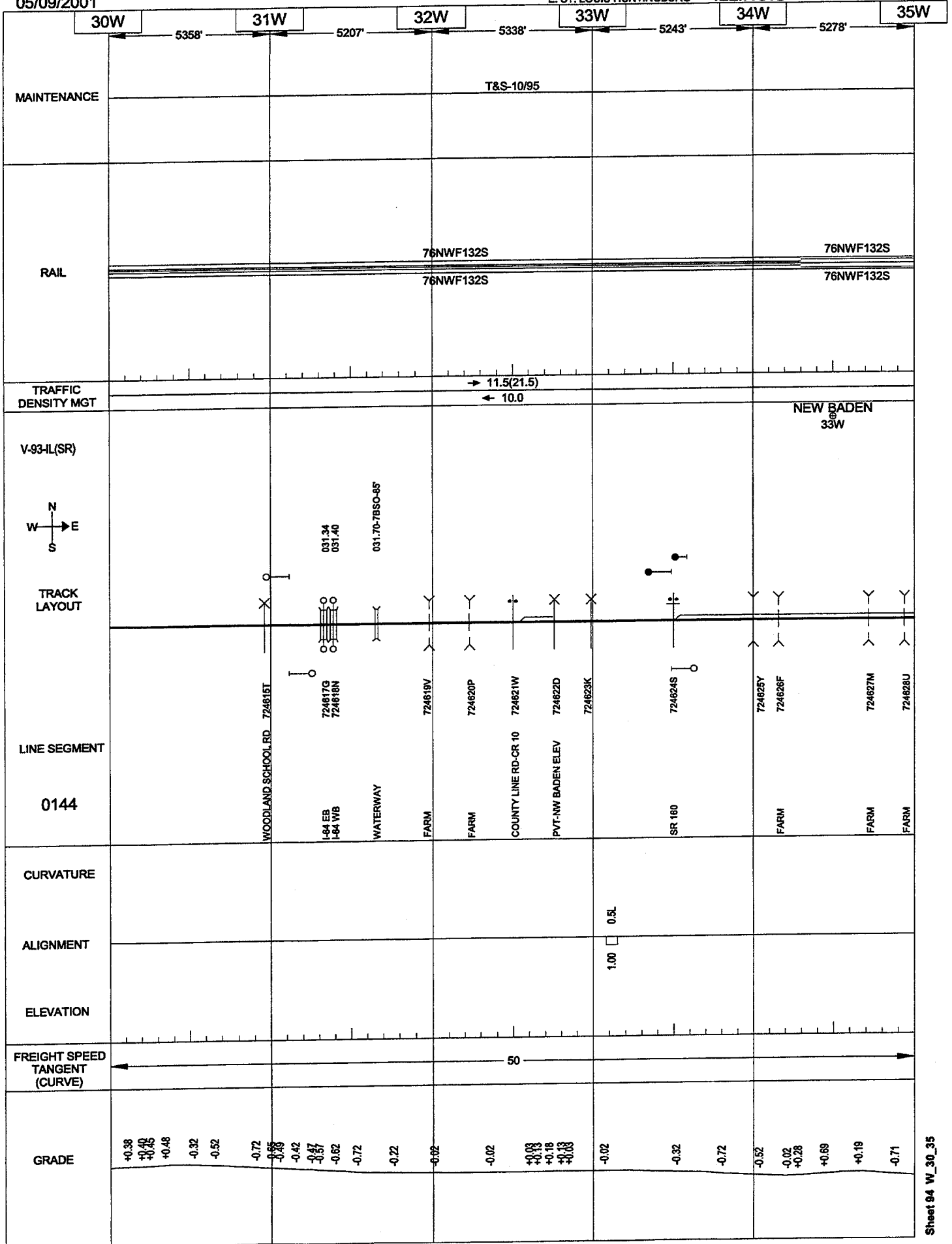
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ILLINOIS



05/09/2001

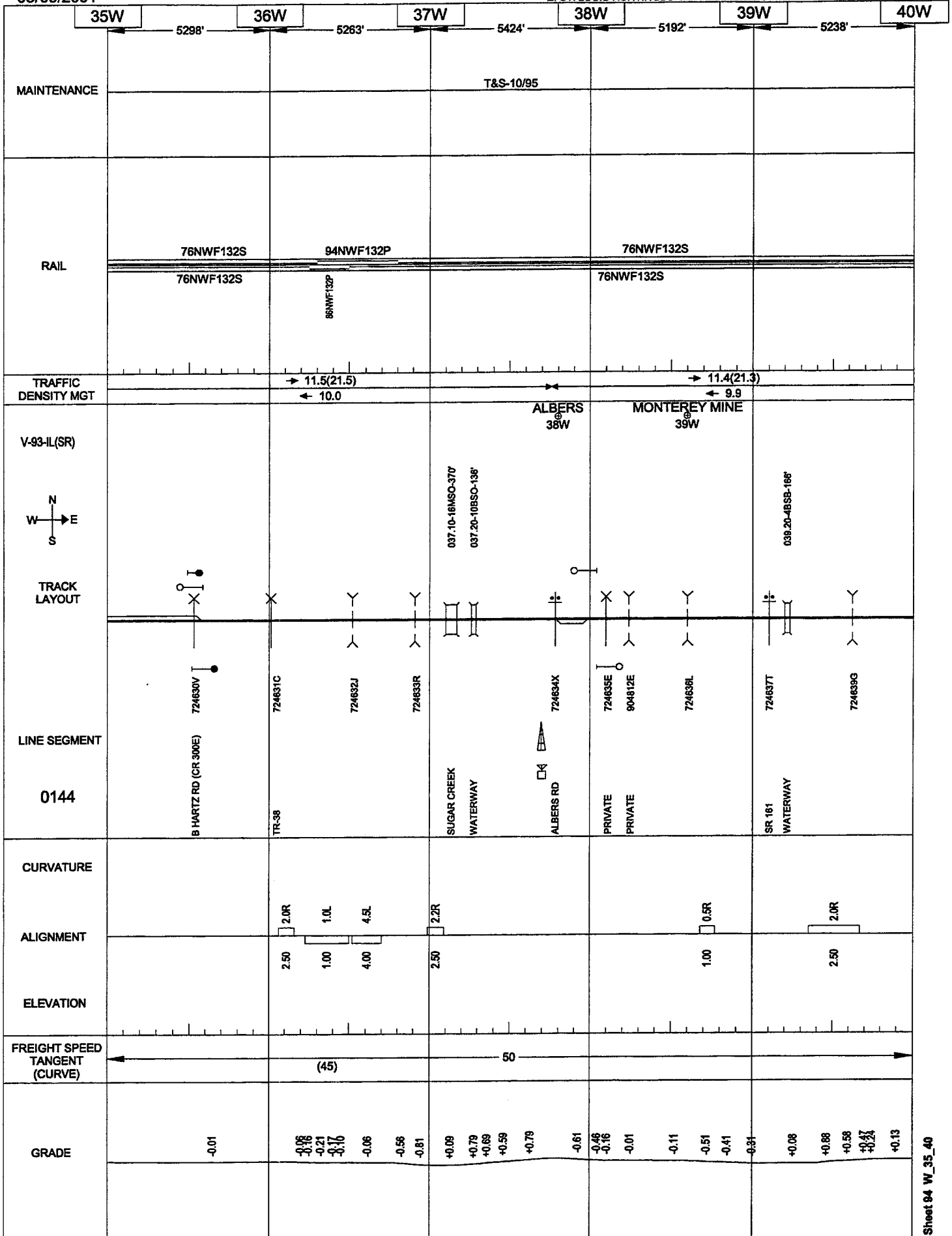
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05/09/2001

E. ST. LOUIS-HUNTINGBURG

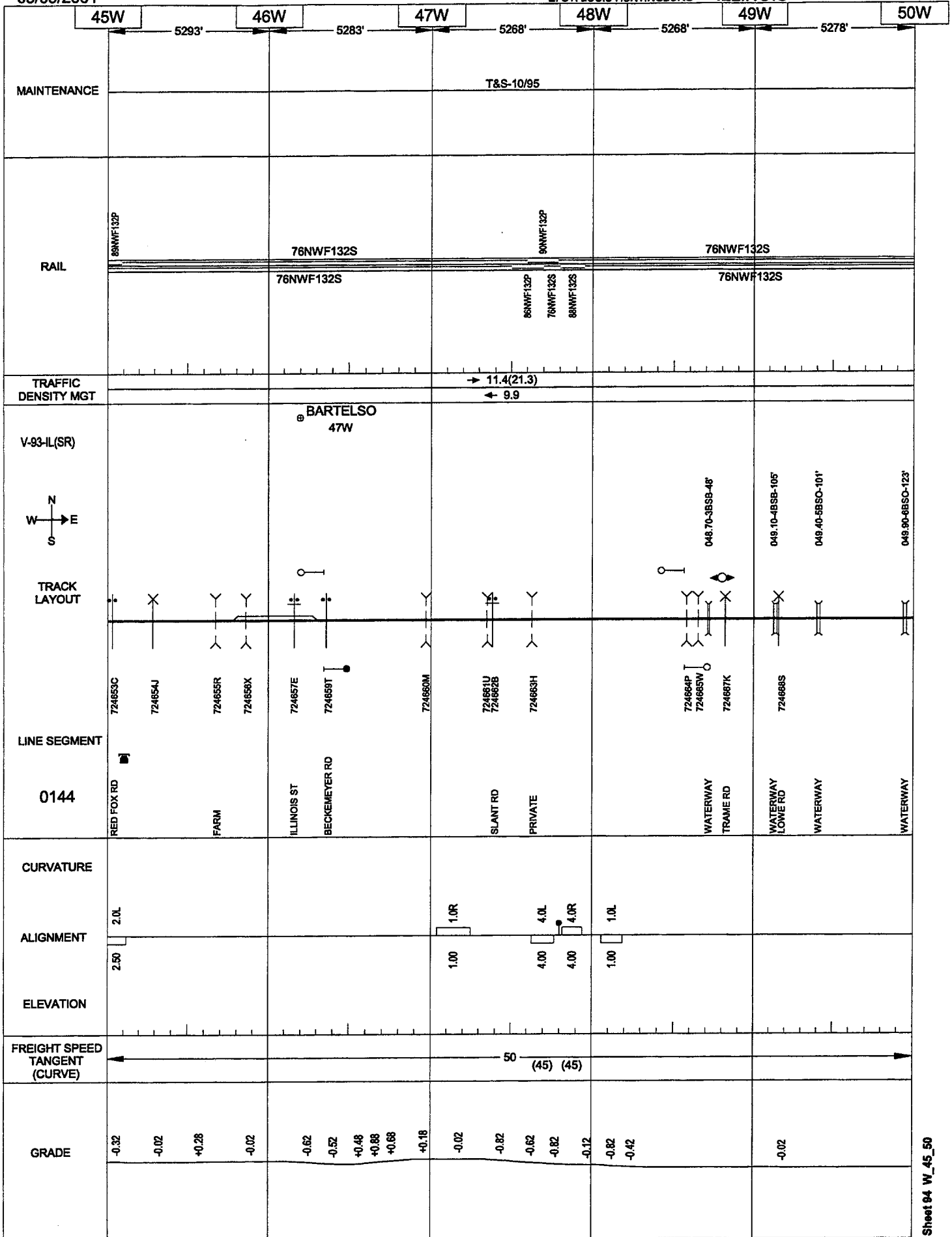
ILLINOIS



05/09/2001

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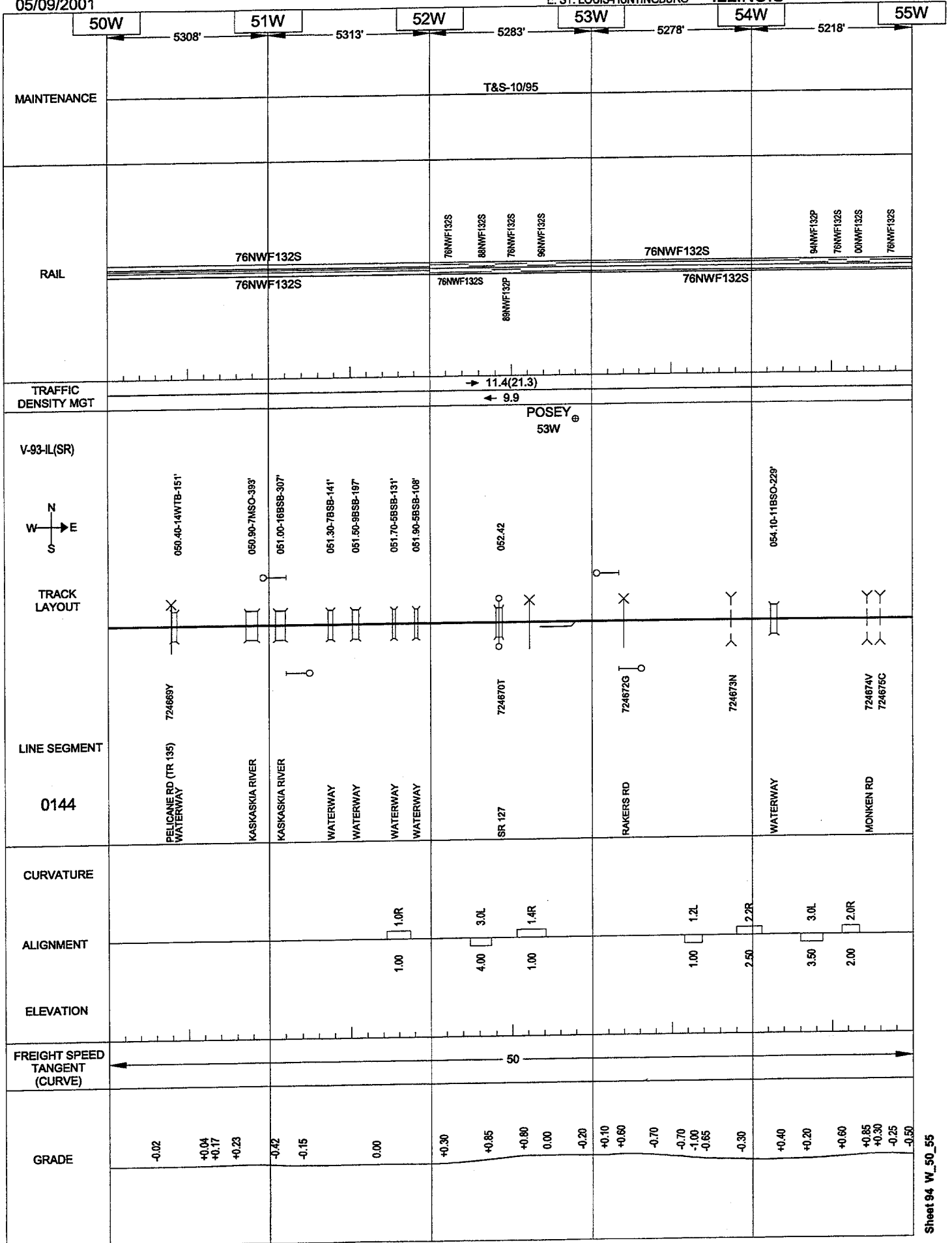
ILLINOIS



05/09/2001

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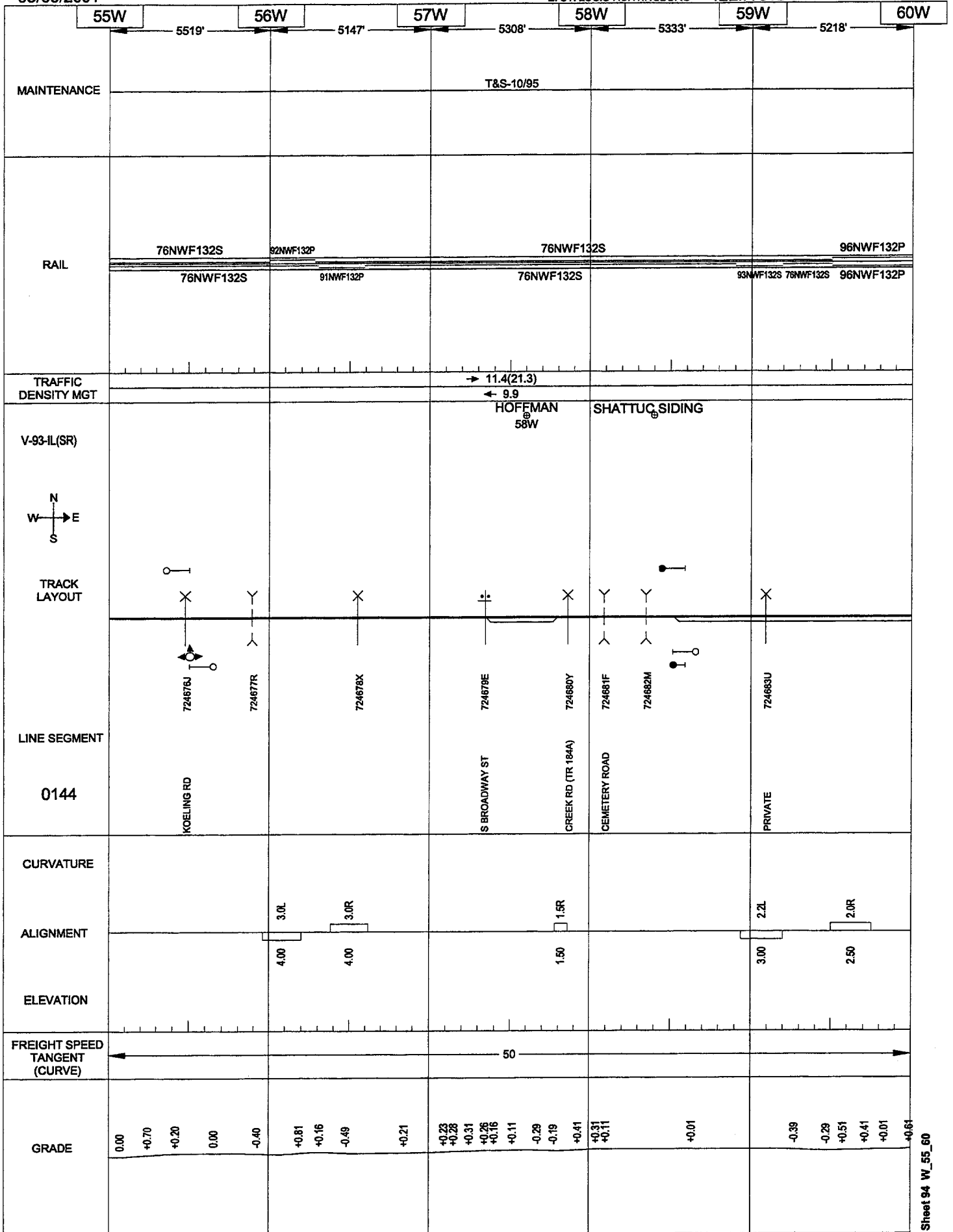
ILLINOIS



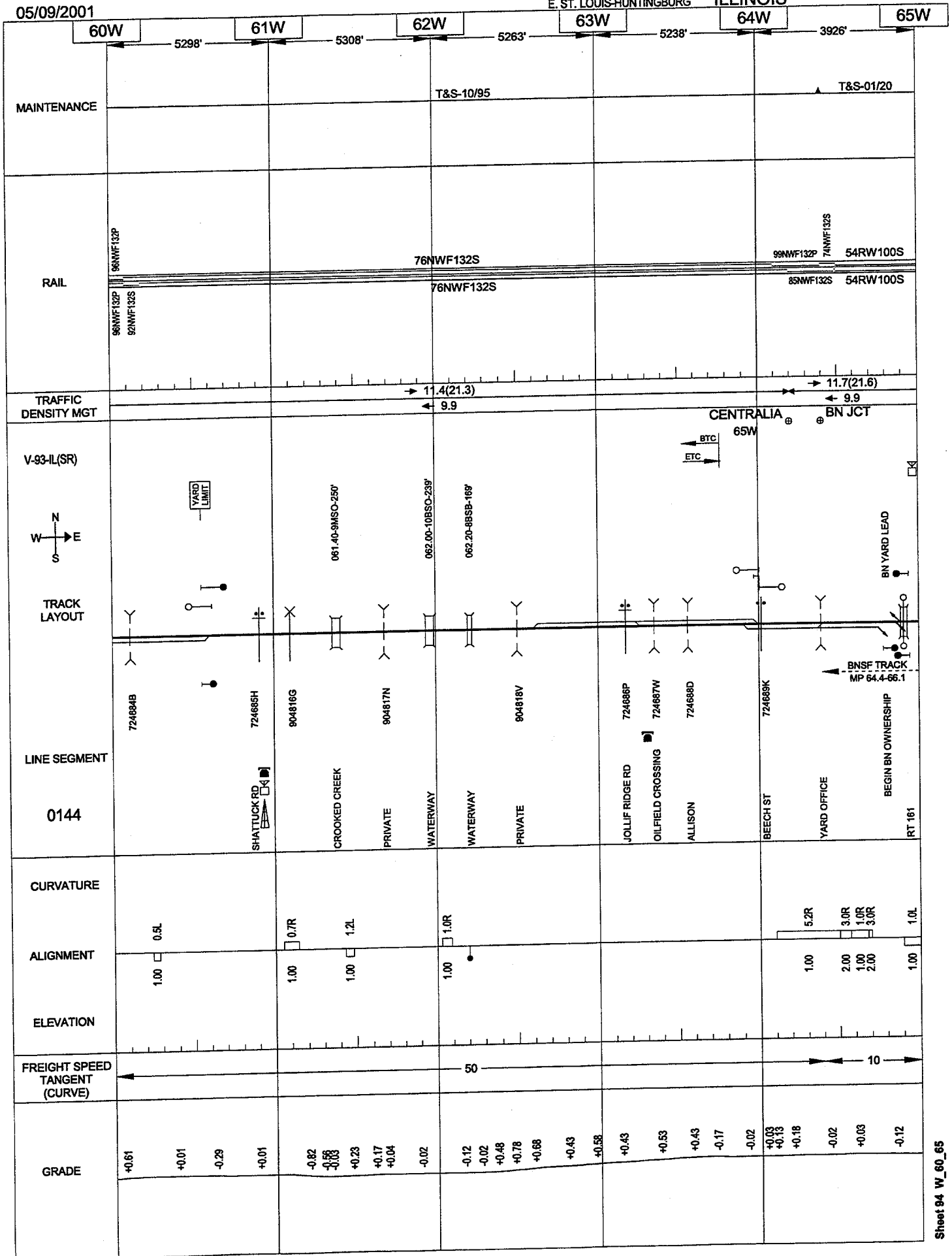
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E. ST. LOUIS-HUNTINGBURG

ILLINOIS



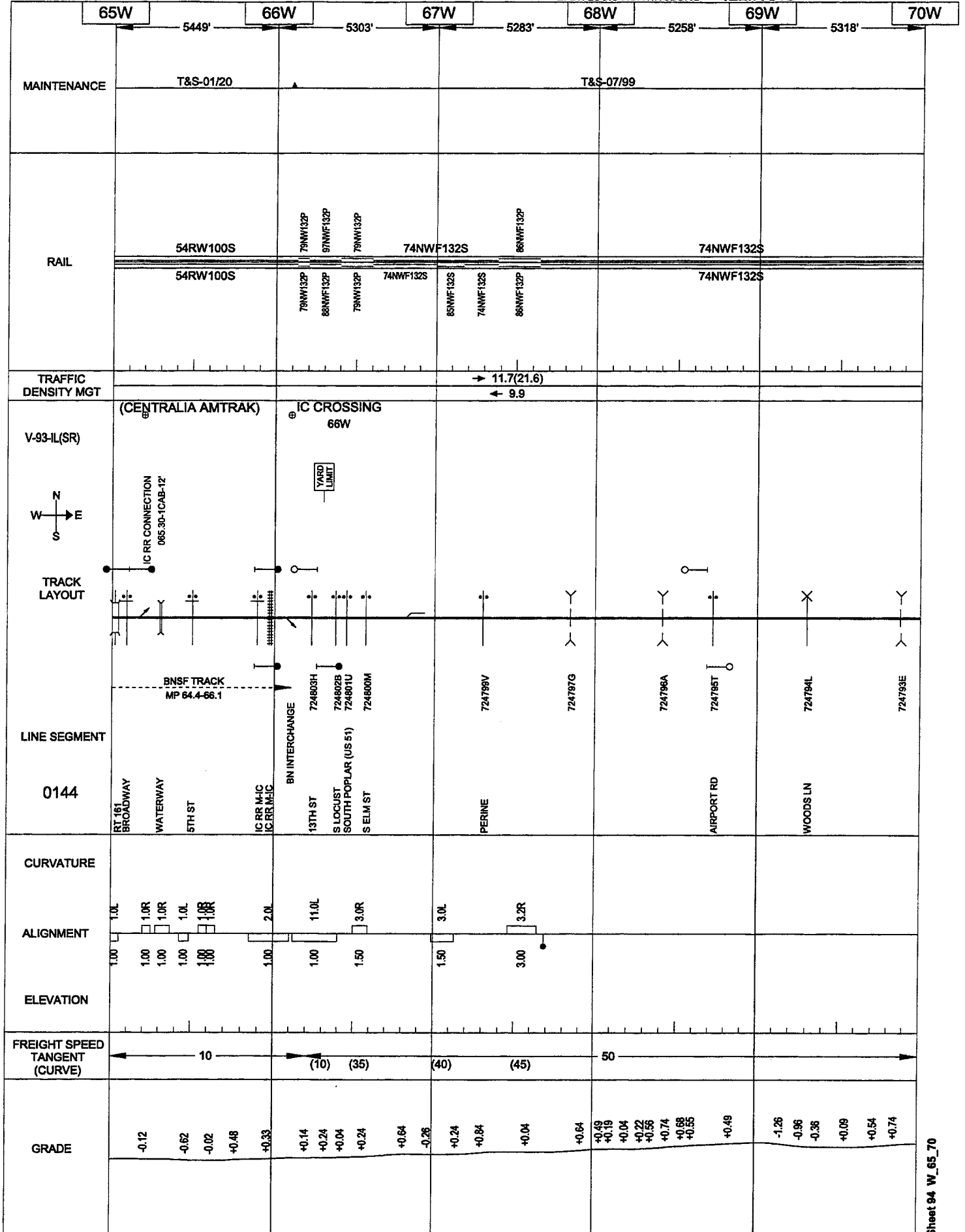
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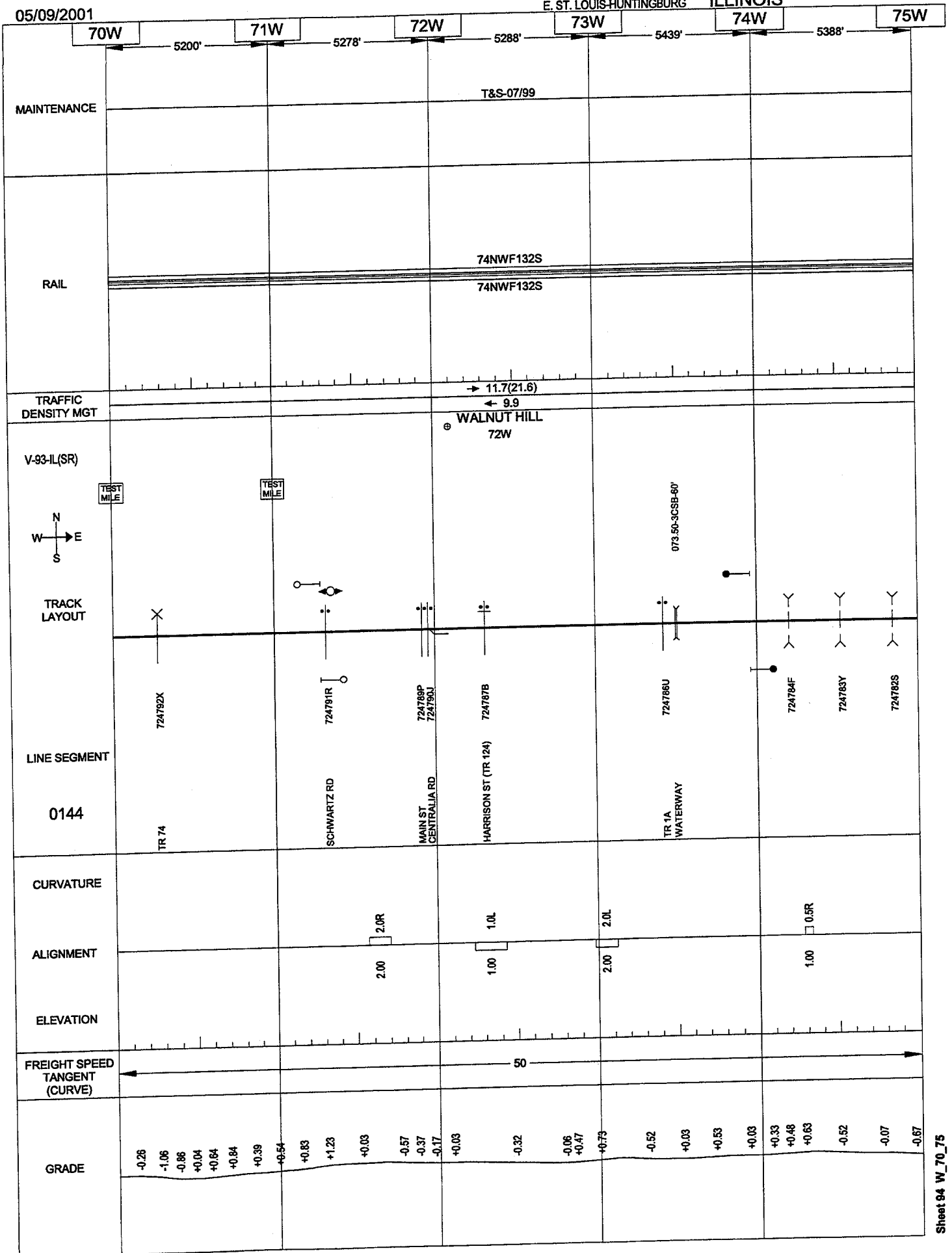
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ILLINOIS



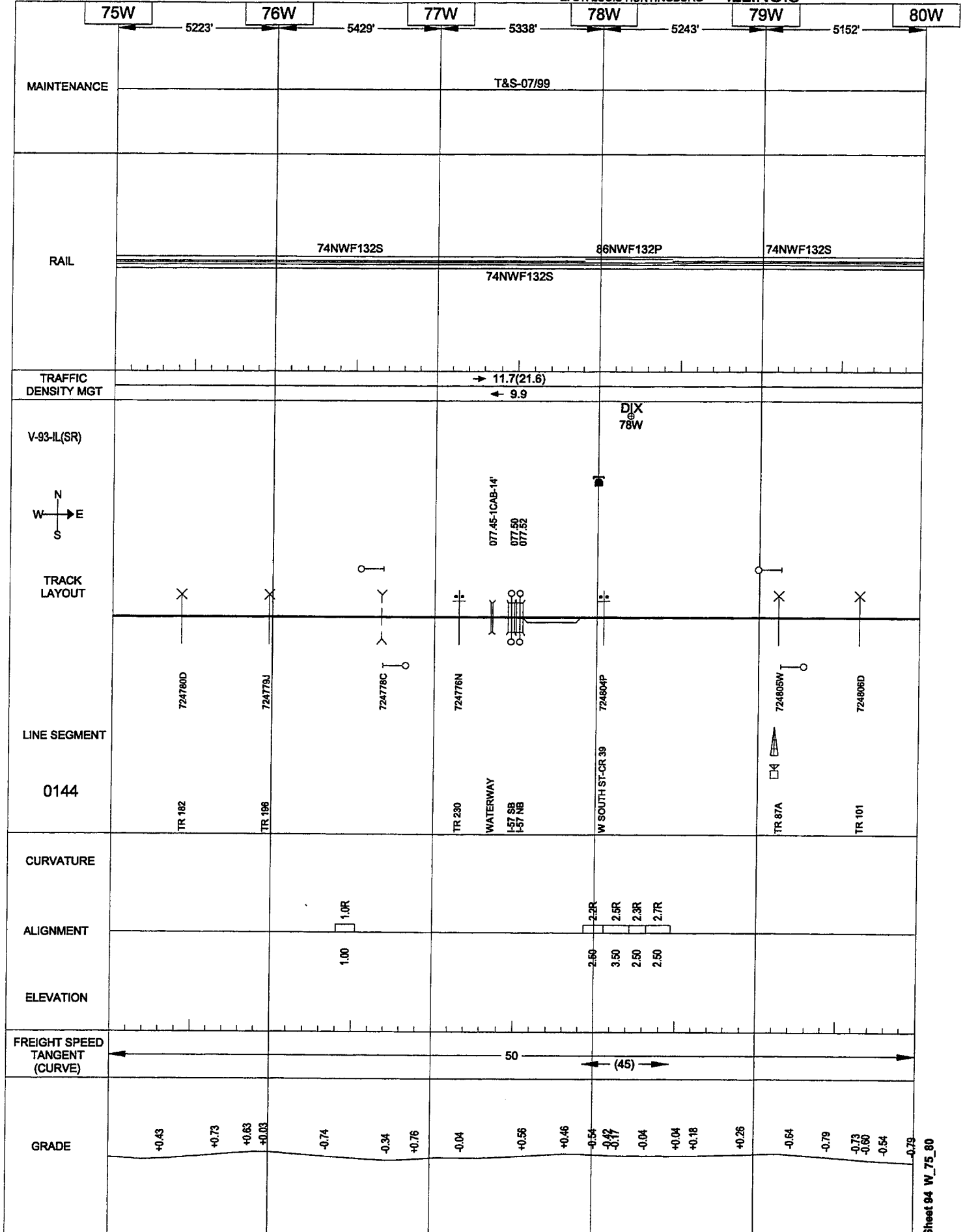
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05/09/2001

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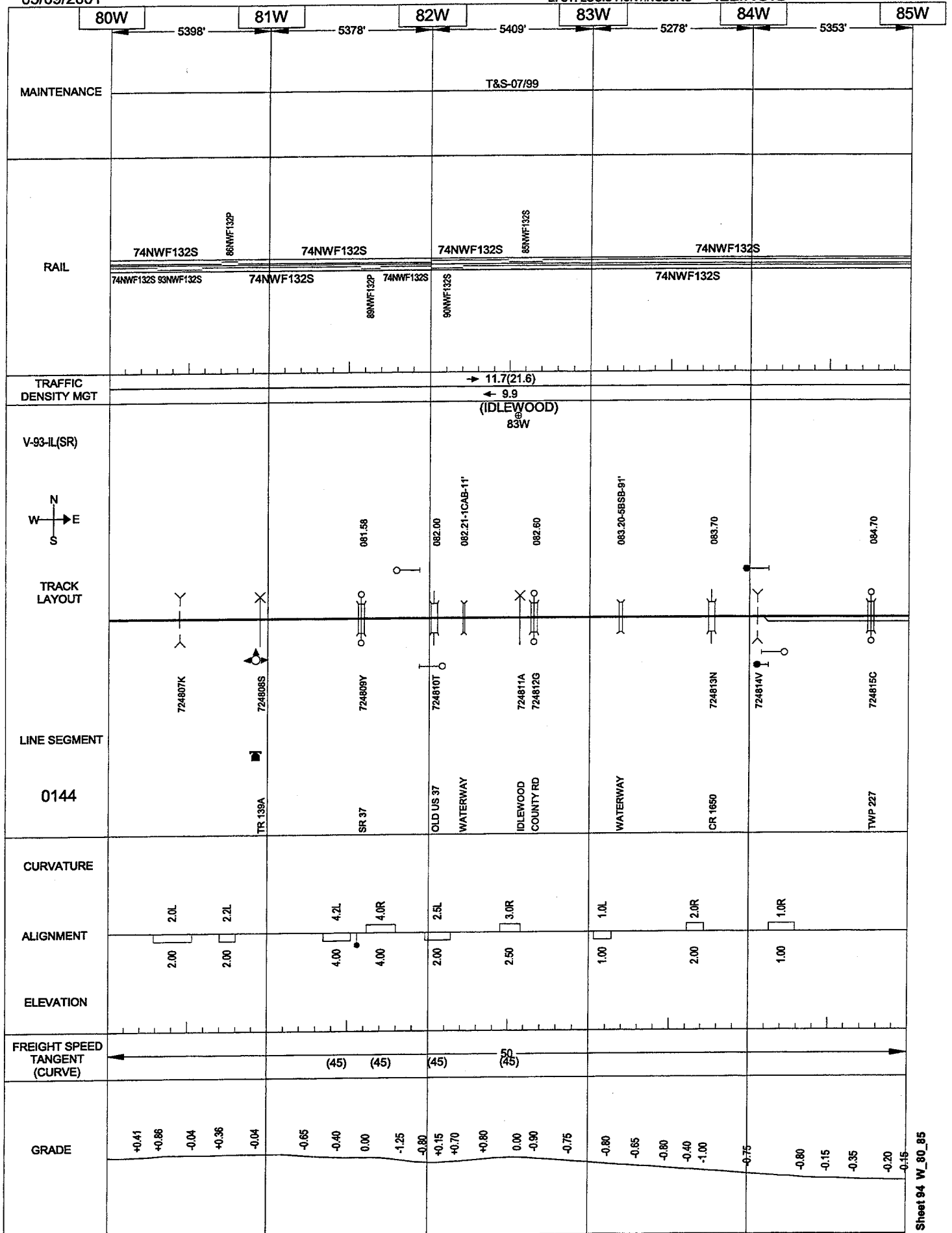
ILLINOIS

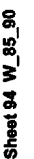


05/09/2001

E. ST. LOUIS-HUNTINGBURG

ILLINOIS

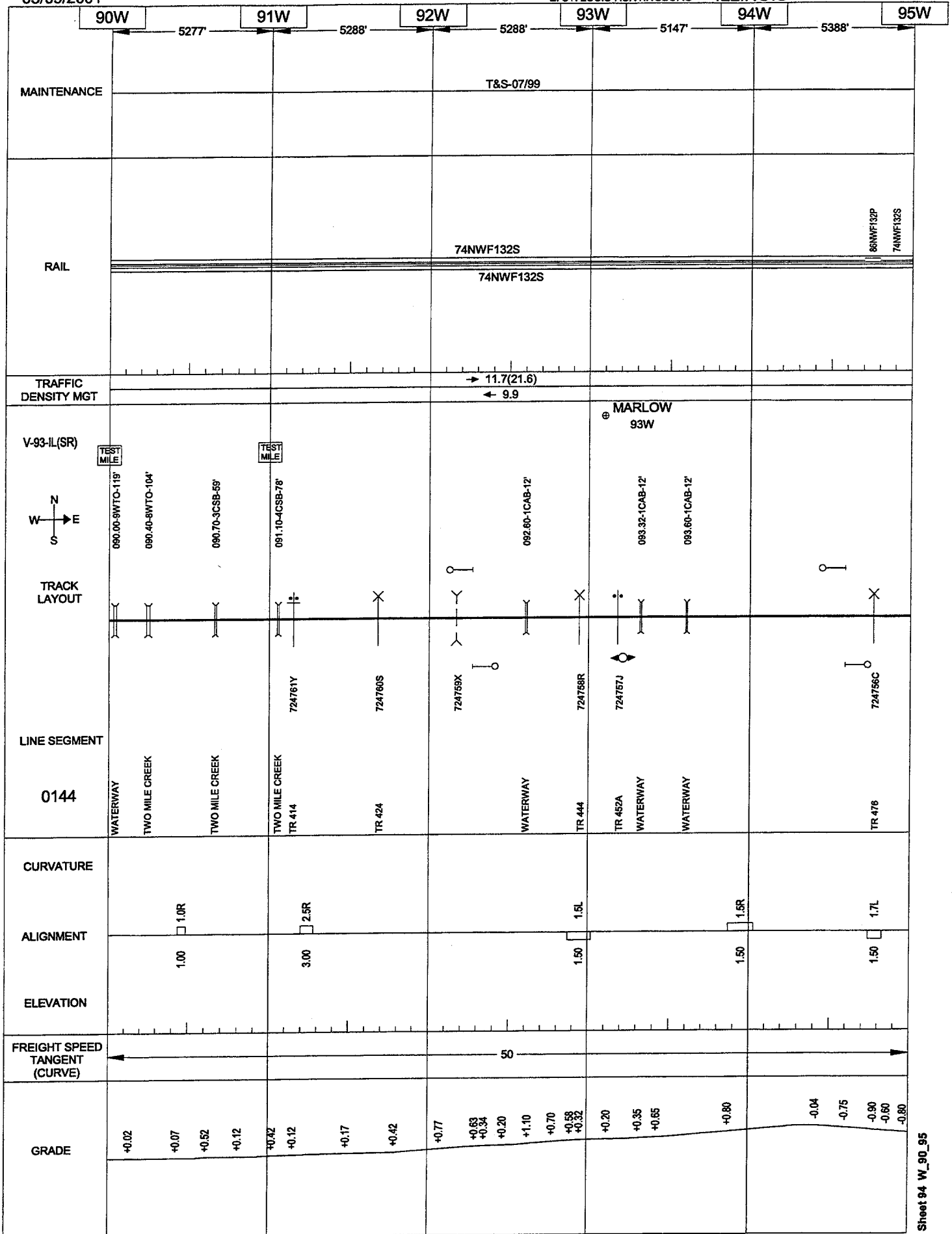




05/09/2001

E. ST. LOUIS-HUNTINGBURG

ILLINOIS



100W

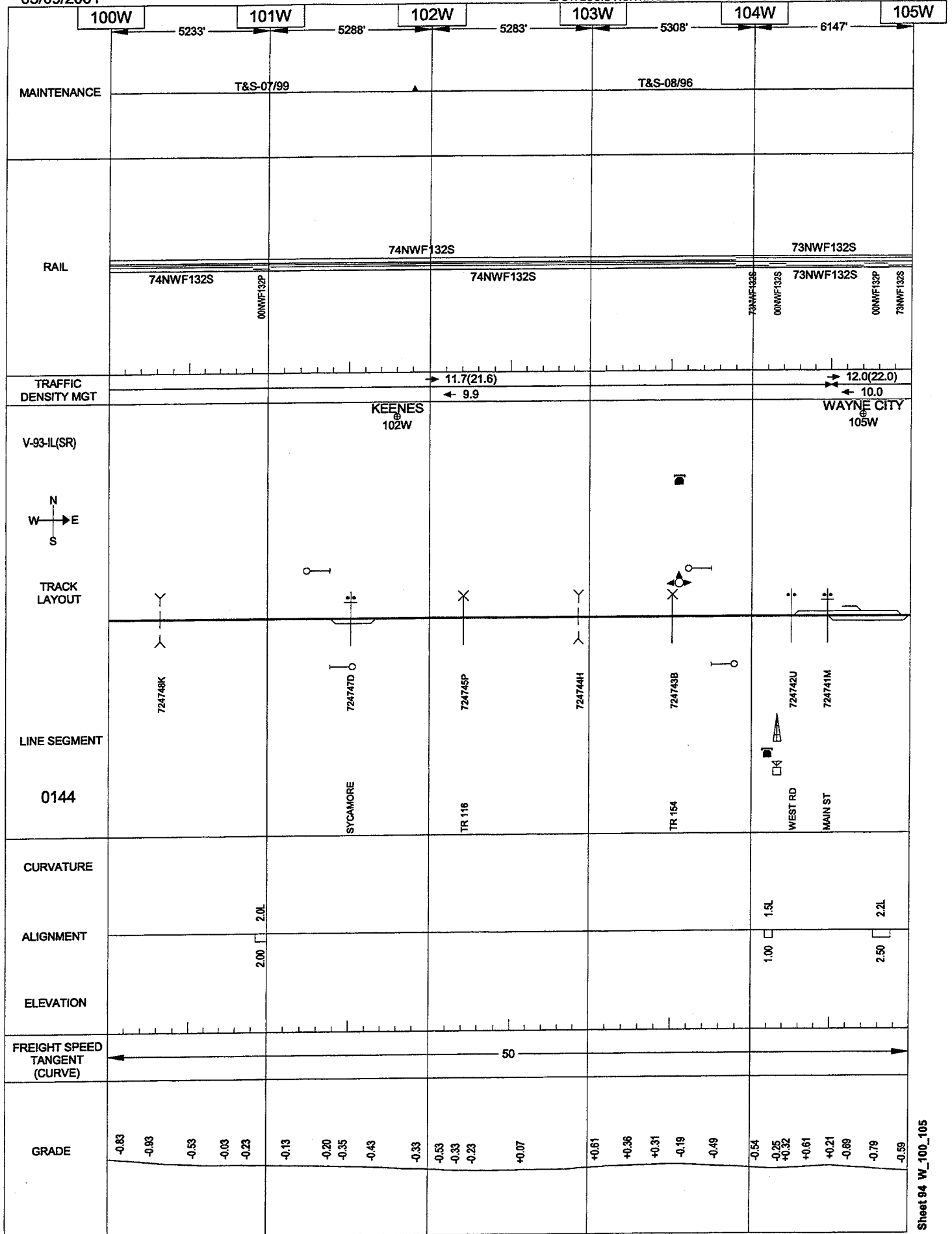
— 5172

Sheet 94 W_95_100

05/09/2001

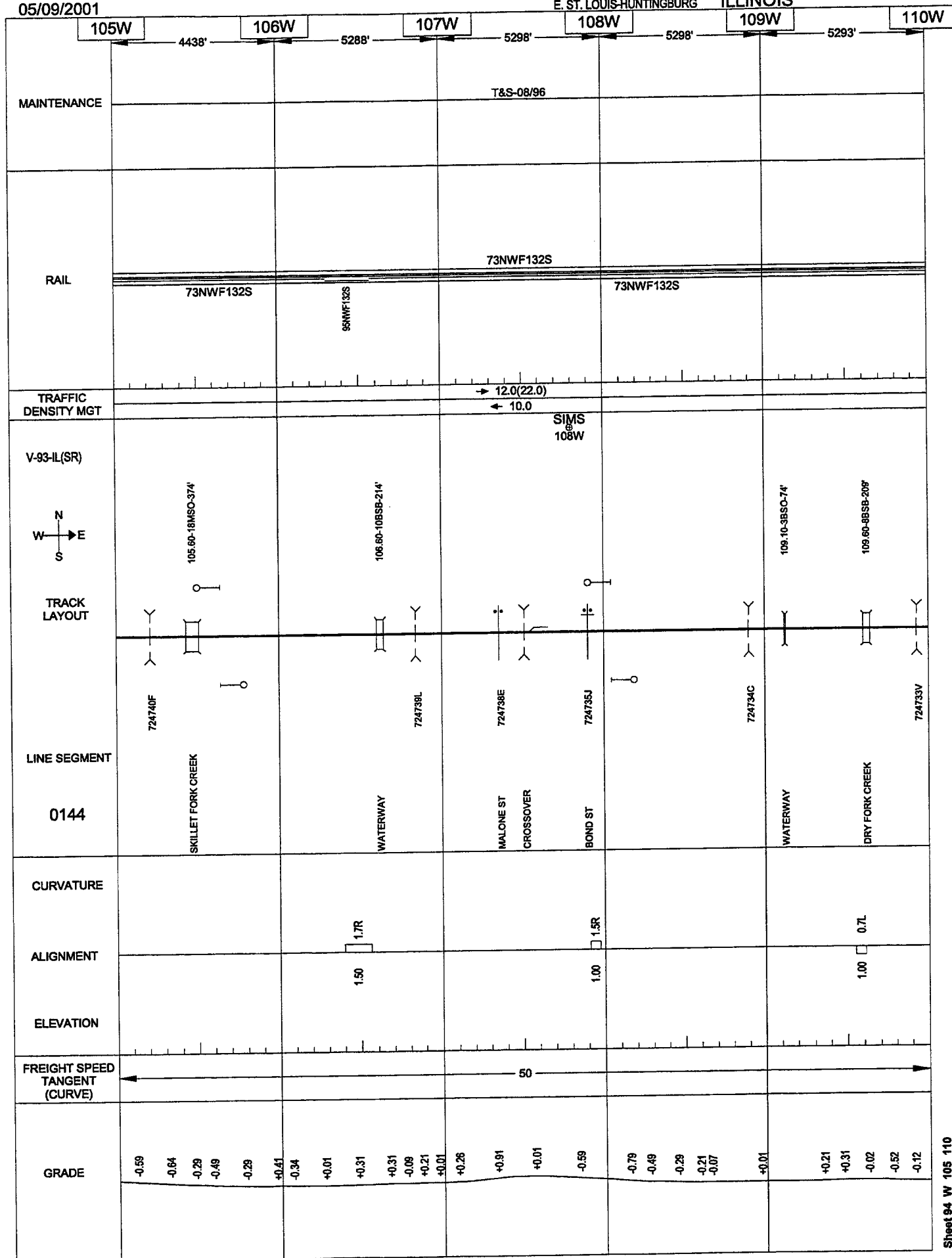
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ILLINOIS



05/09/2001

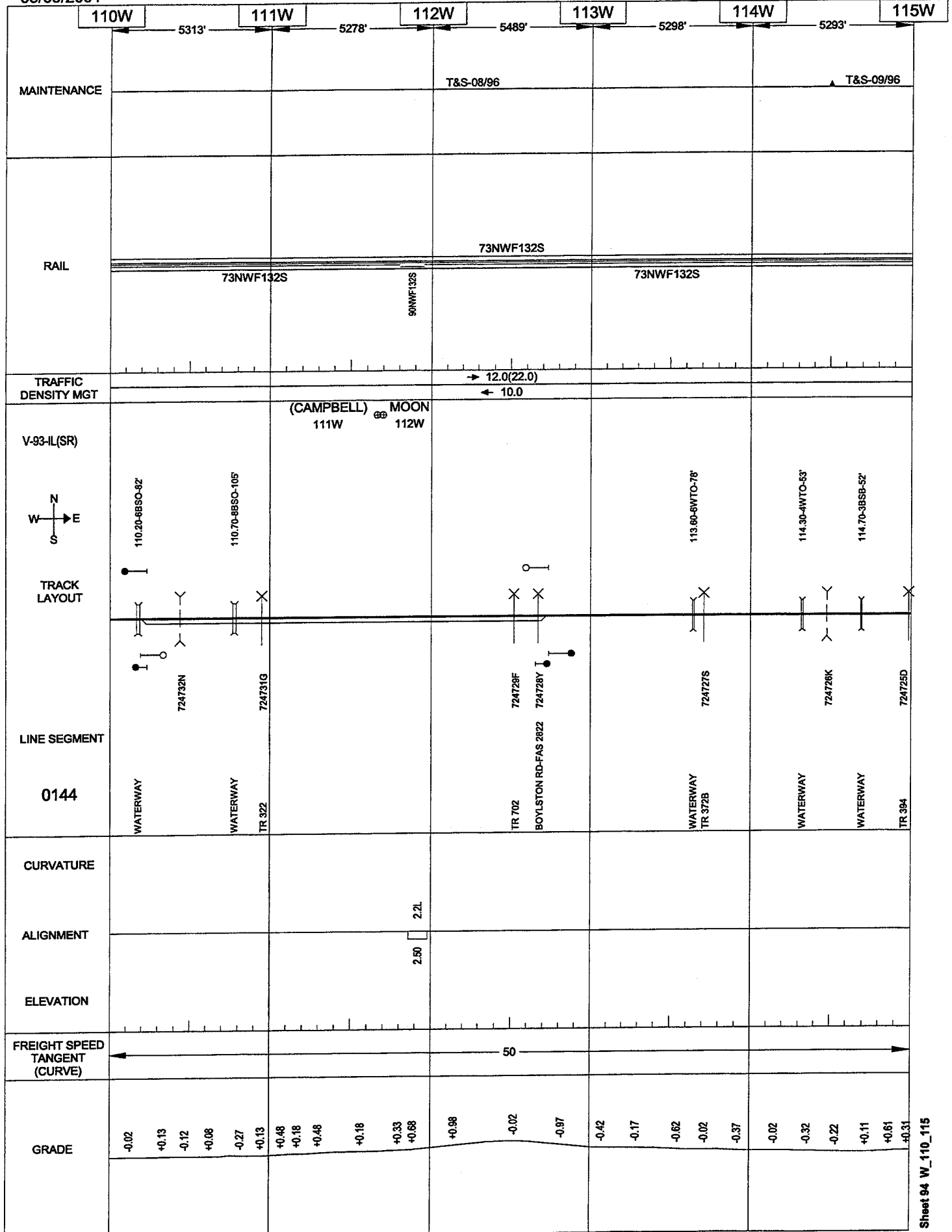
E. ST. LOUIS-HUNTINGBURG ILLINOIS



05/09/2001

E. ST. LOUIS-HUNTINGBURG

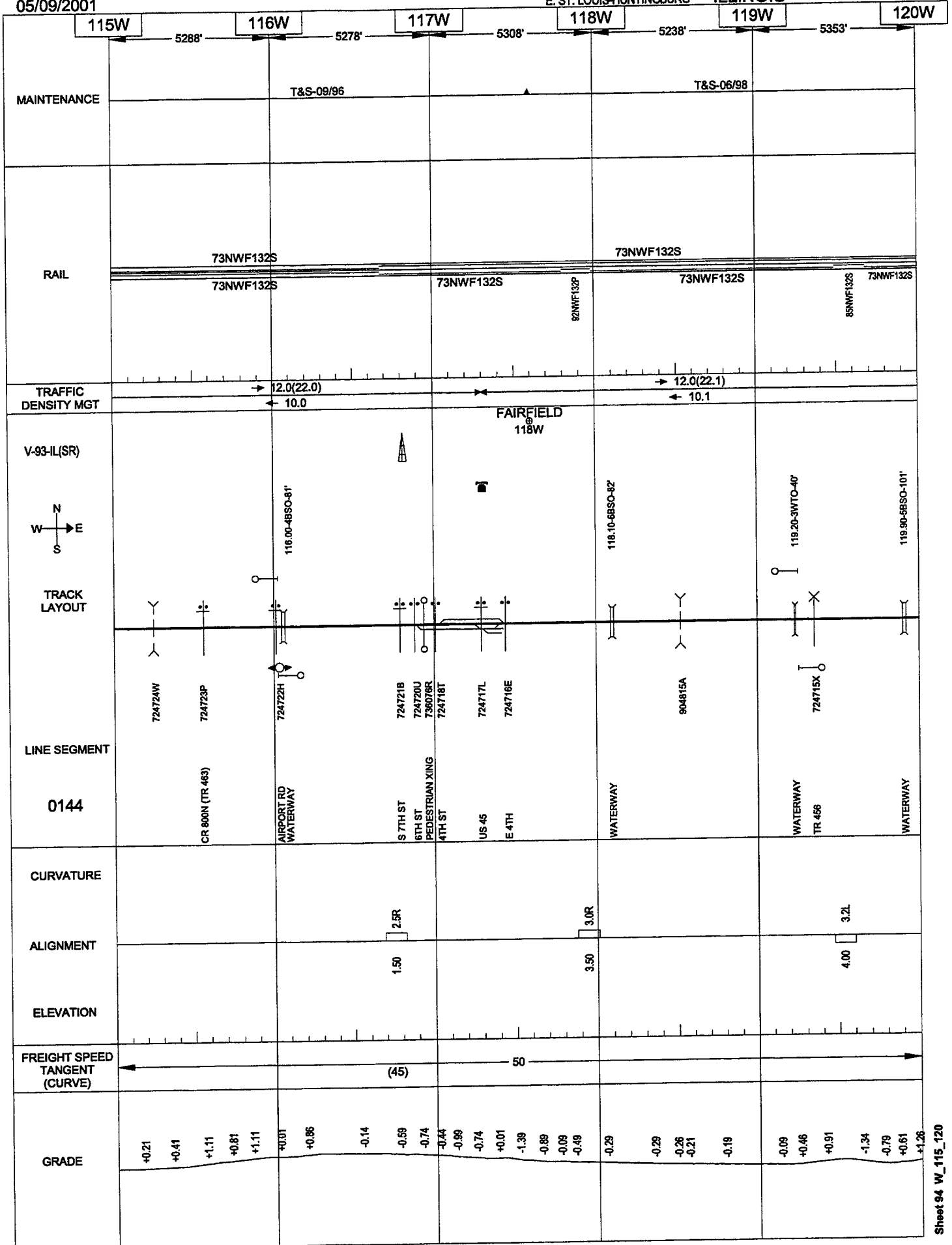
ILLINOIS



05/09/2001

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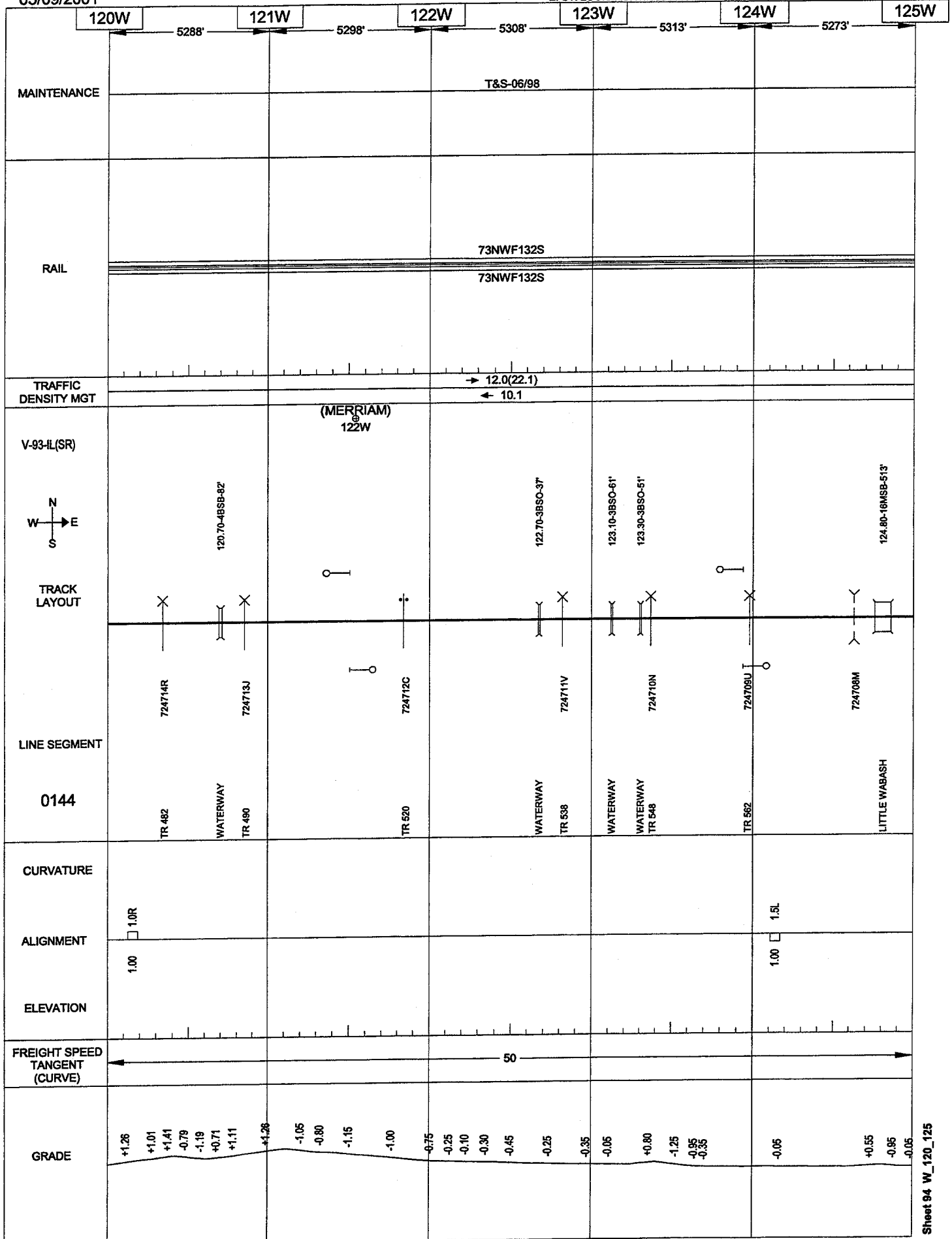
ILLINOIS



05/09/2001

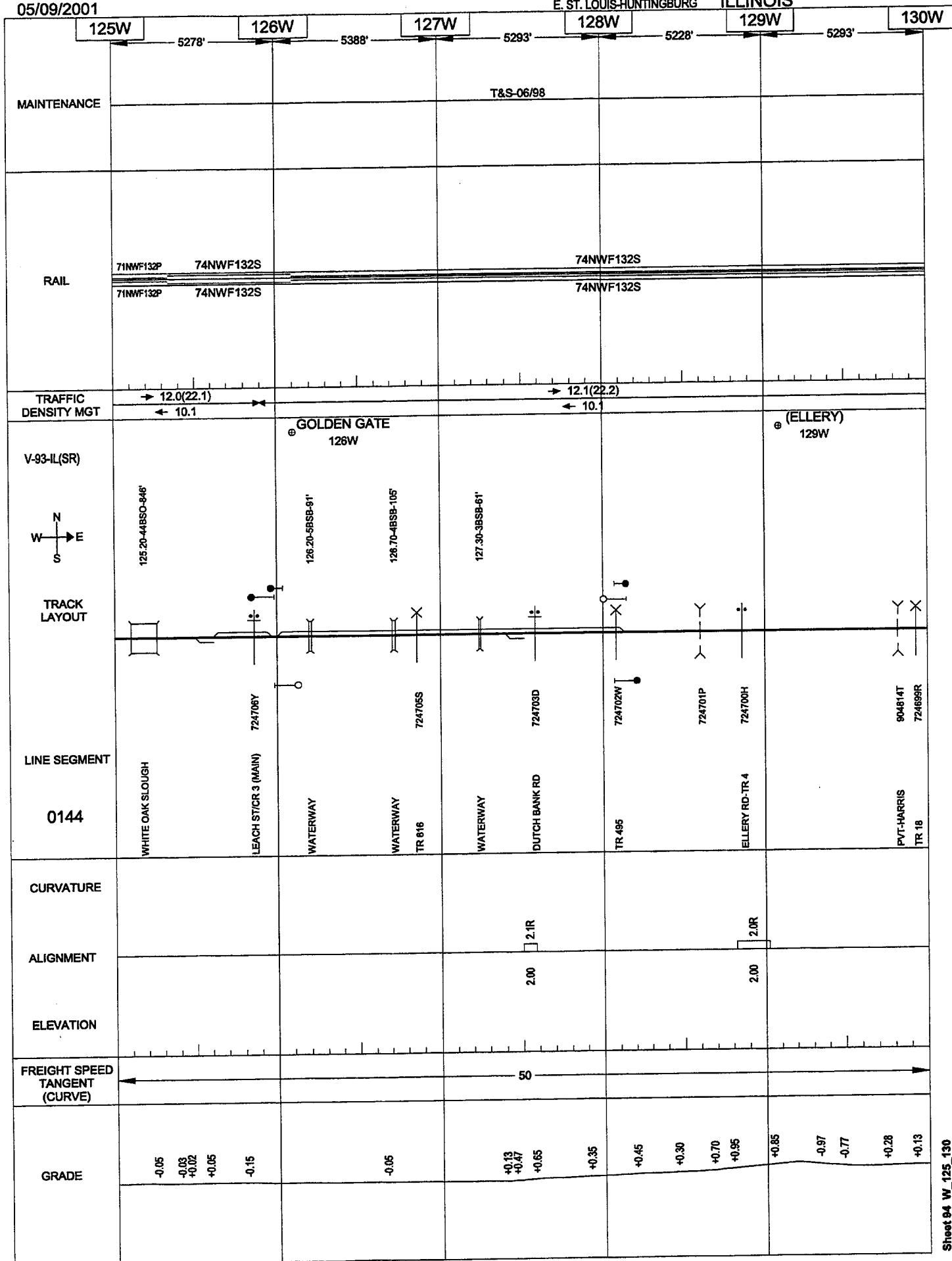
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ILLINOIS



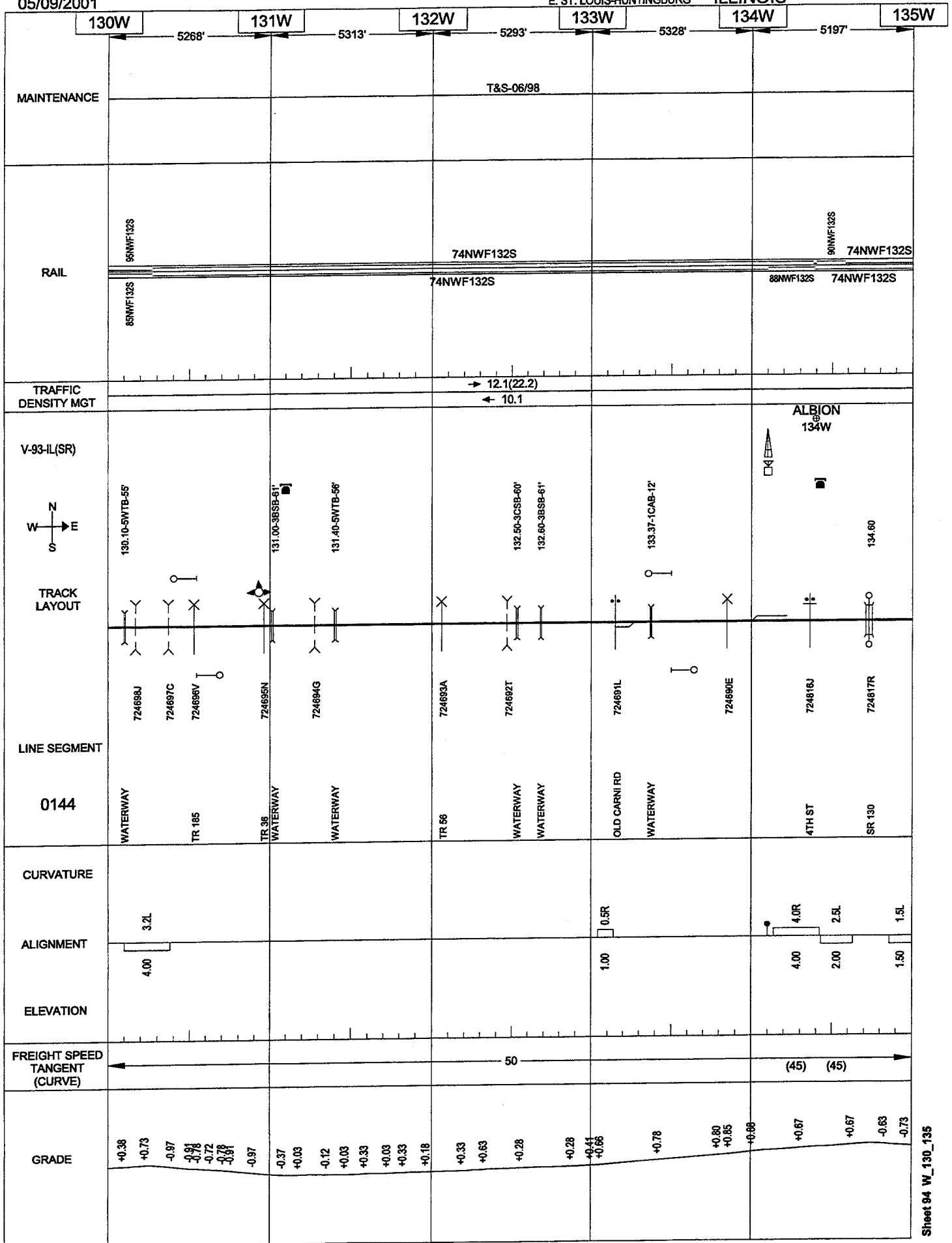
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05/09/2001

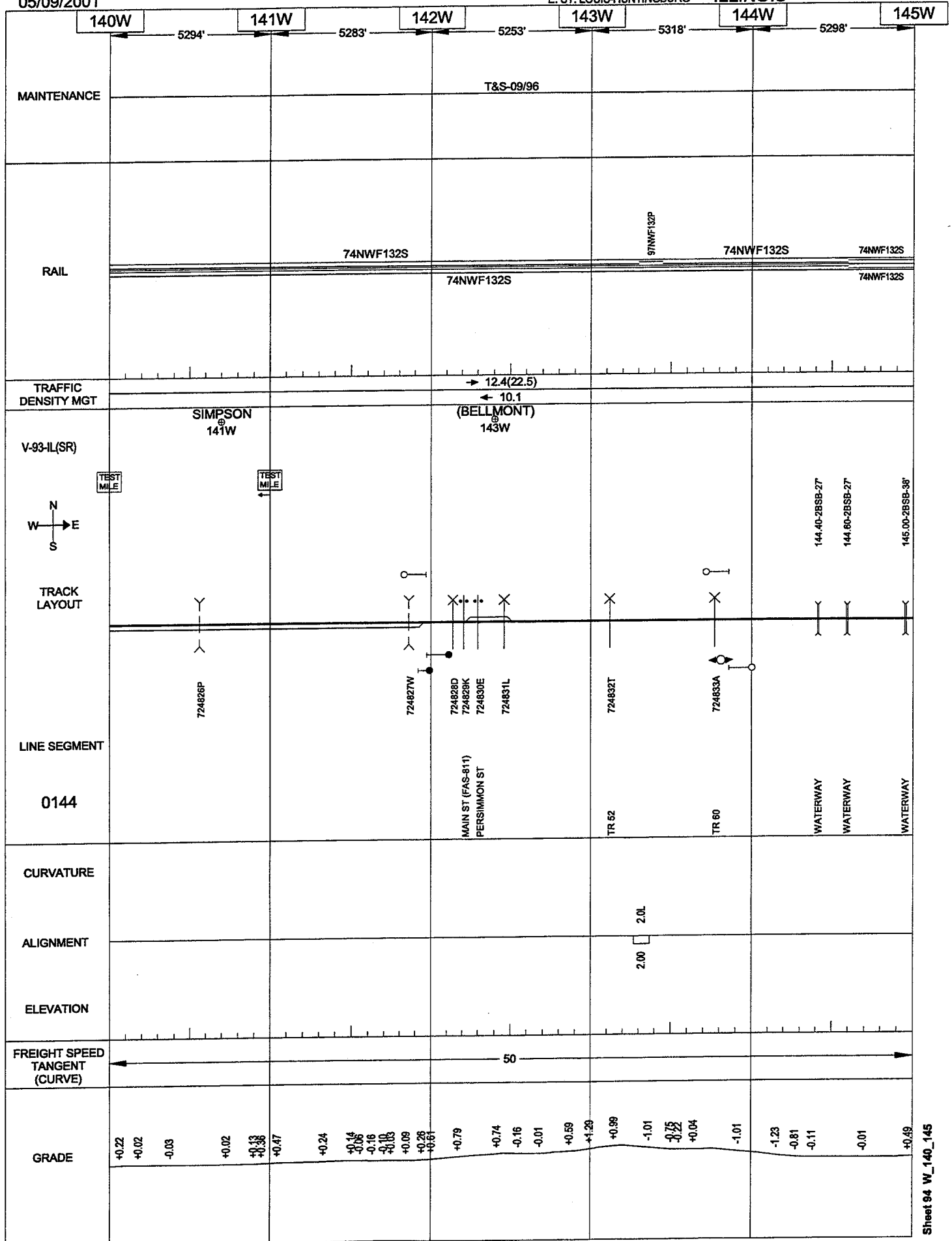
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05/09/2001

E. ST. LOUIS-HUNTINGBURG

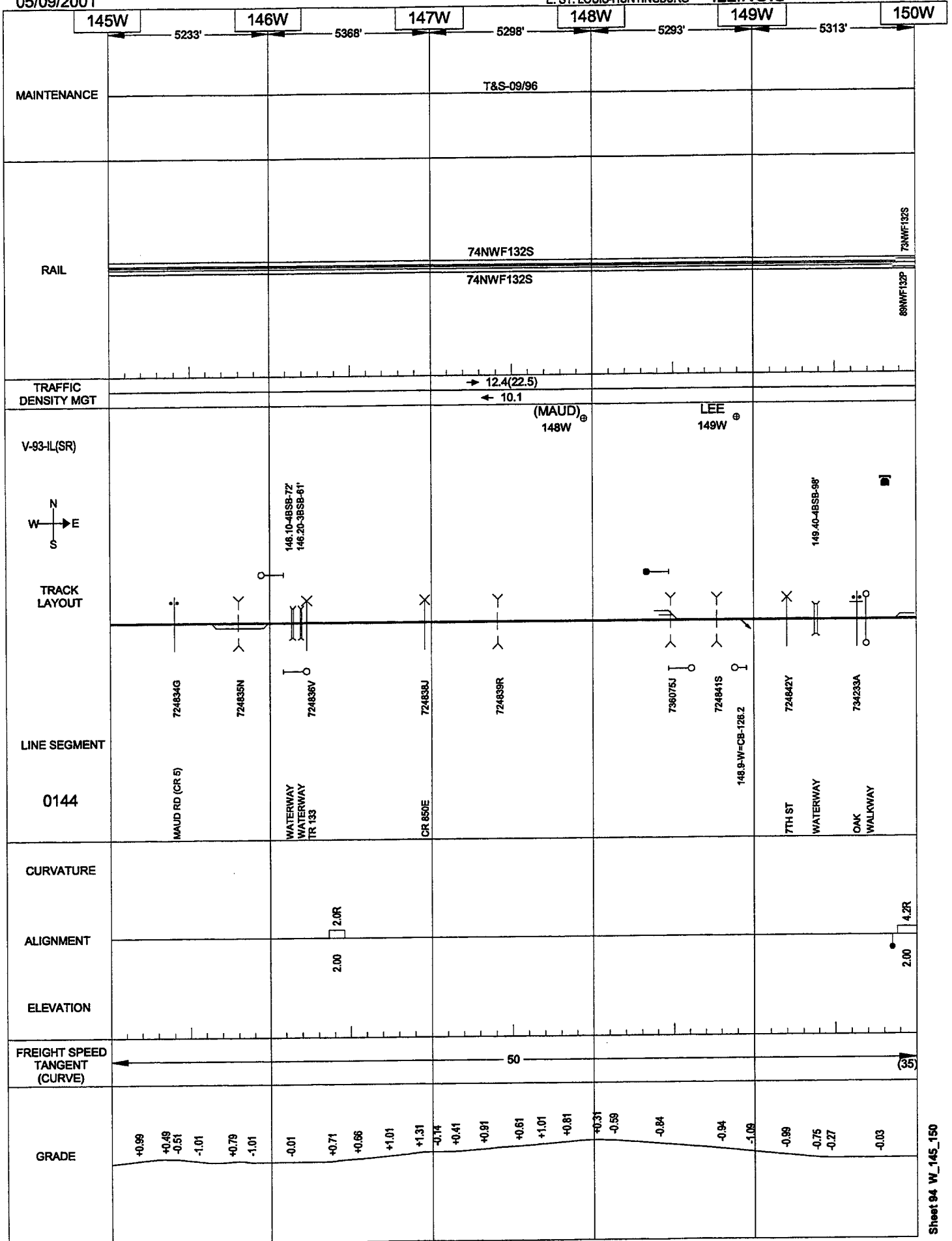
ILLINOIS



05/09/2001

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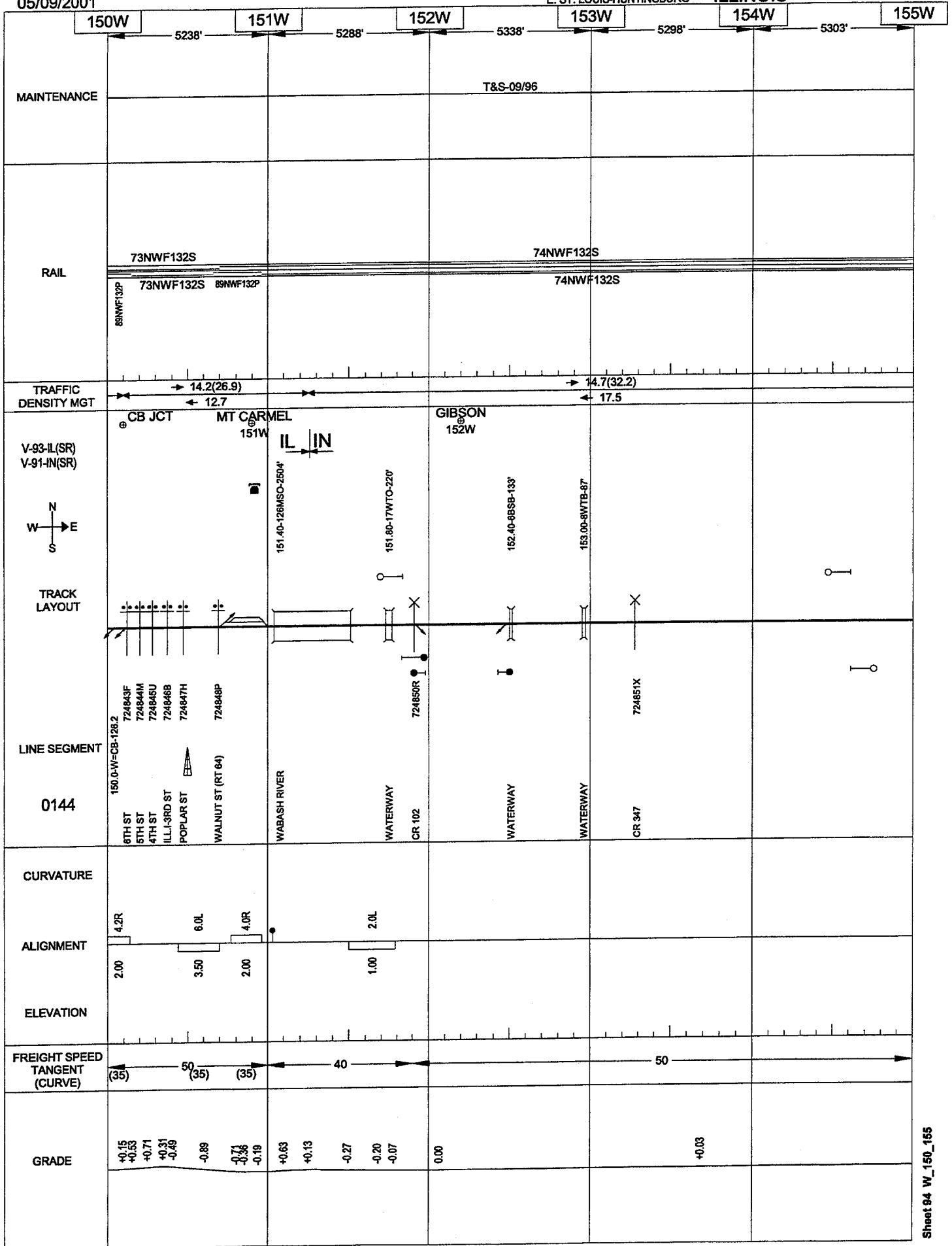
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05/09/2001

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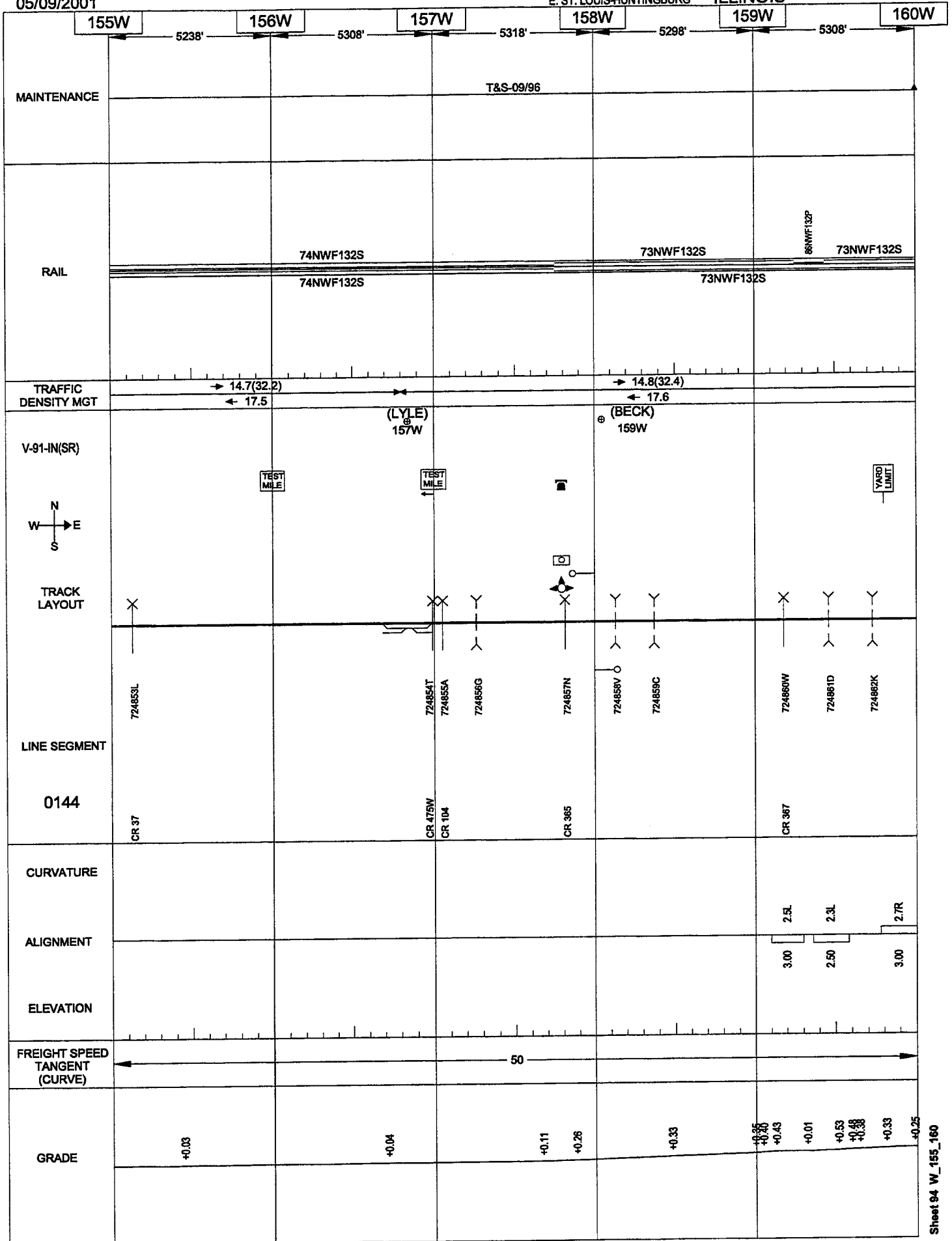
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05/09/2001

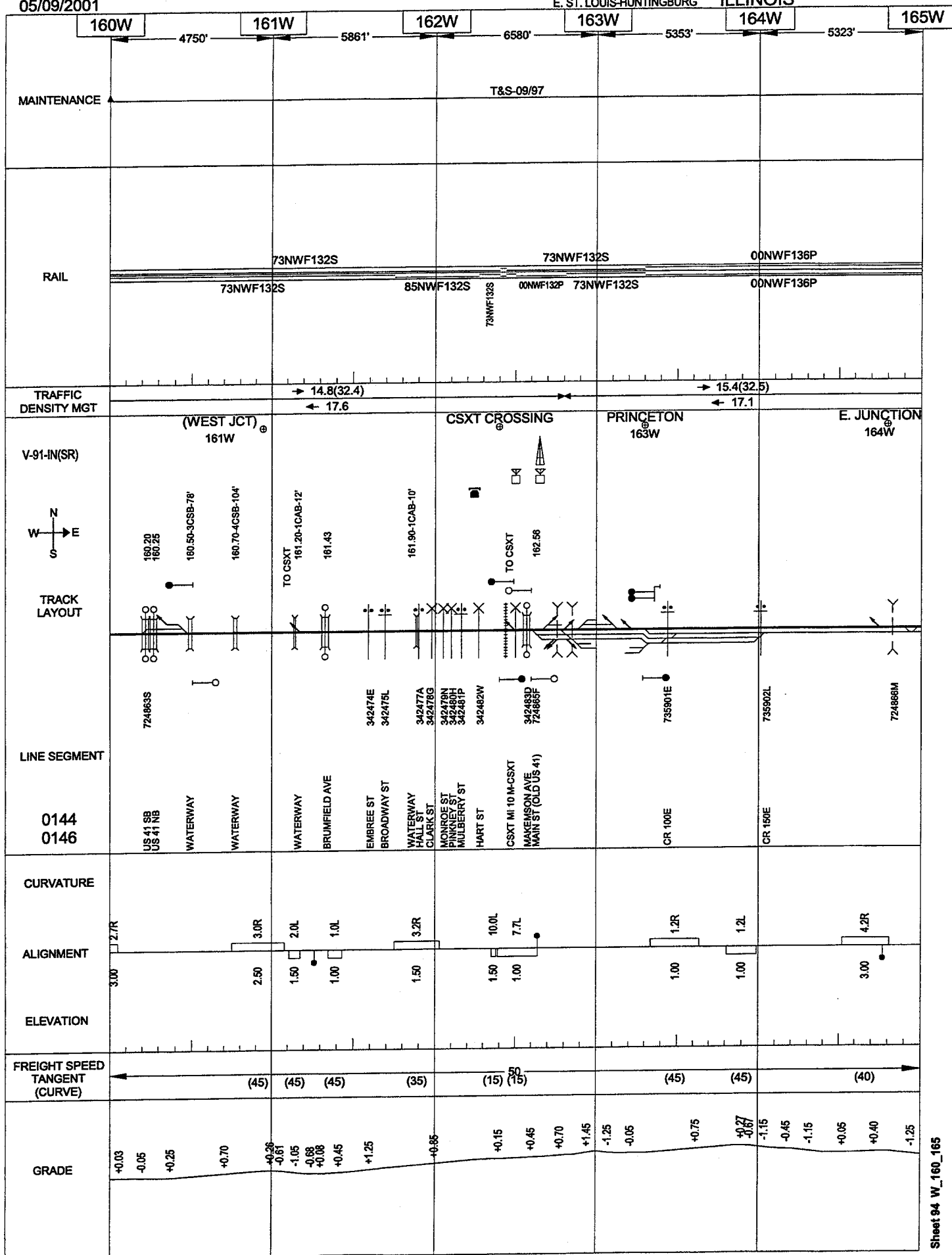
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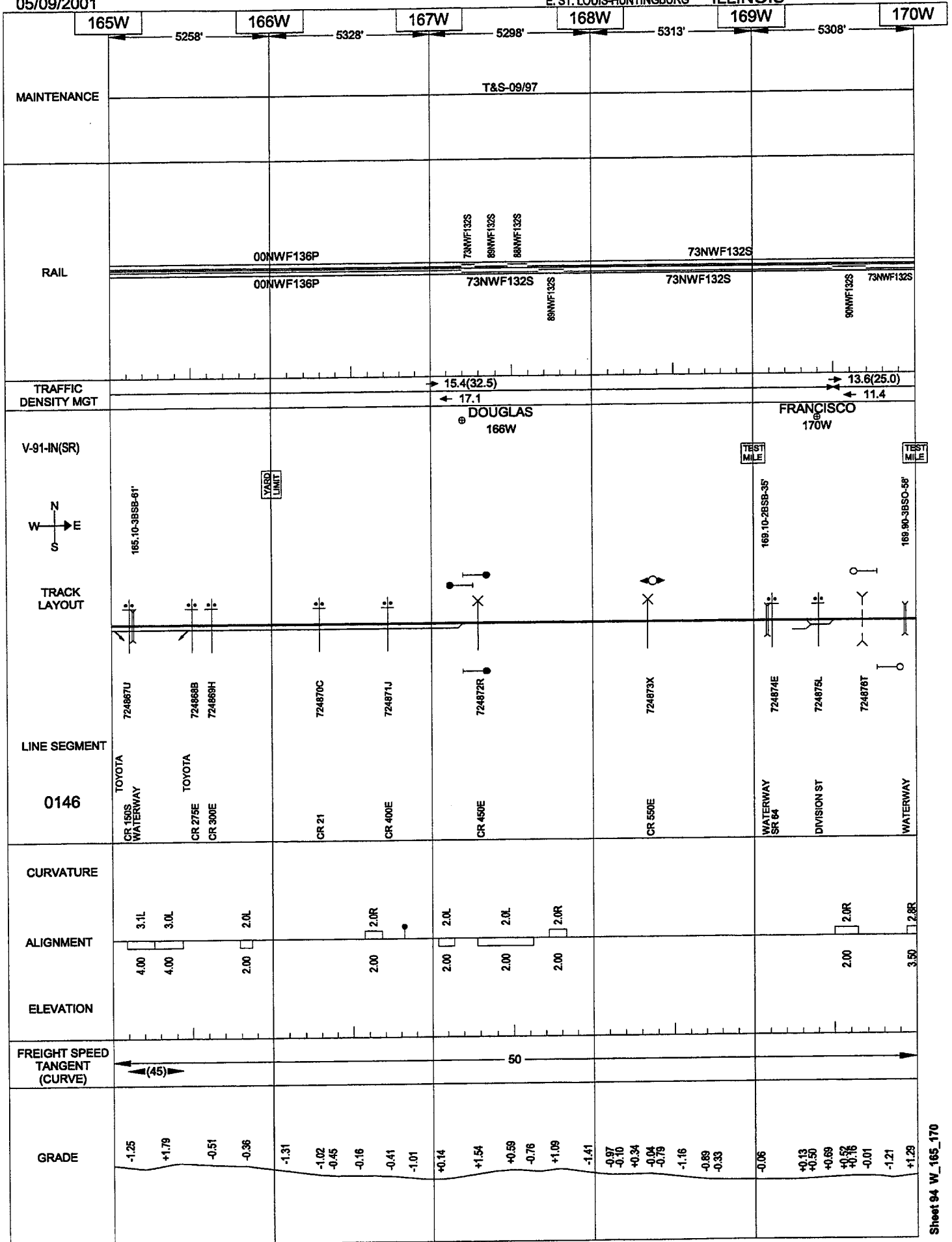
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E. ST. LOUIS-HUNTINGBURG ILLINOIS



05/09/2001

E. ST. LOUIS-HUNTINGBURG ILLINOIS

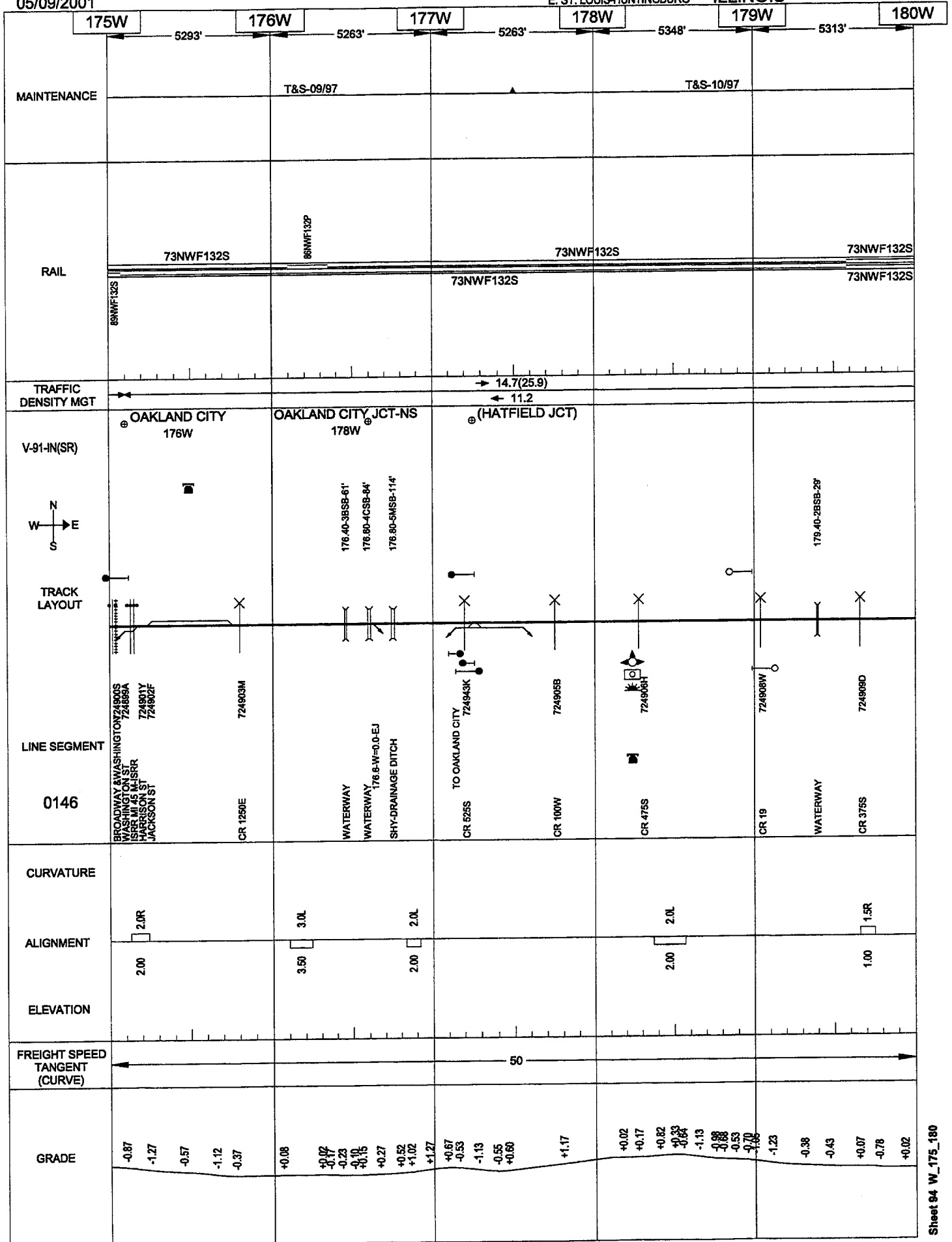


Sheet 94 W_170_175

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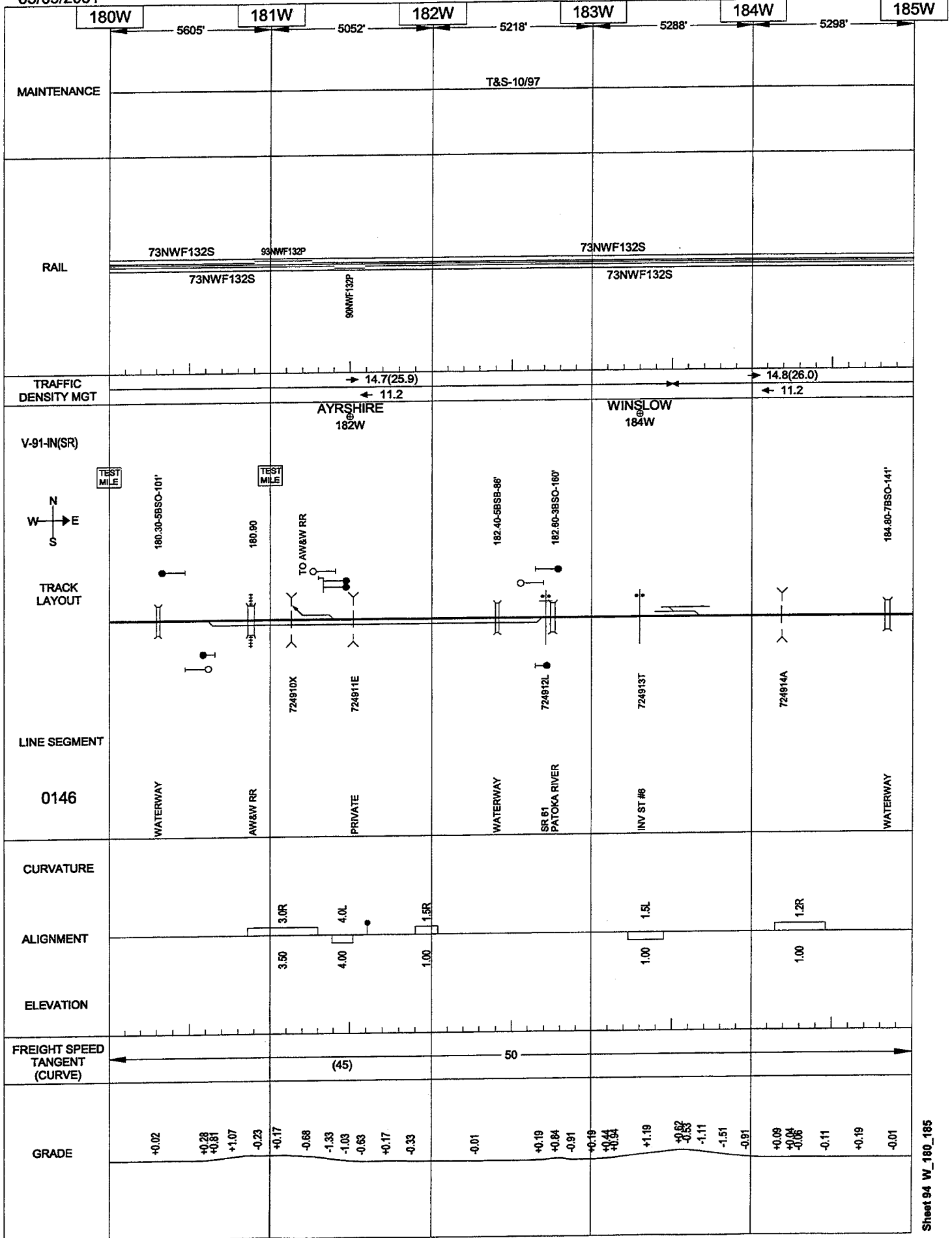
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ILLINOIS



05/09/2001

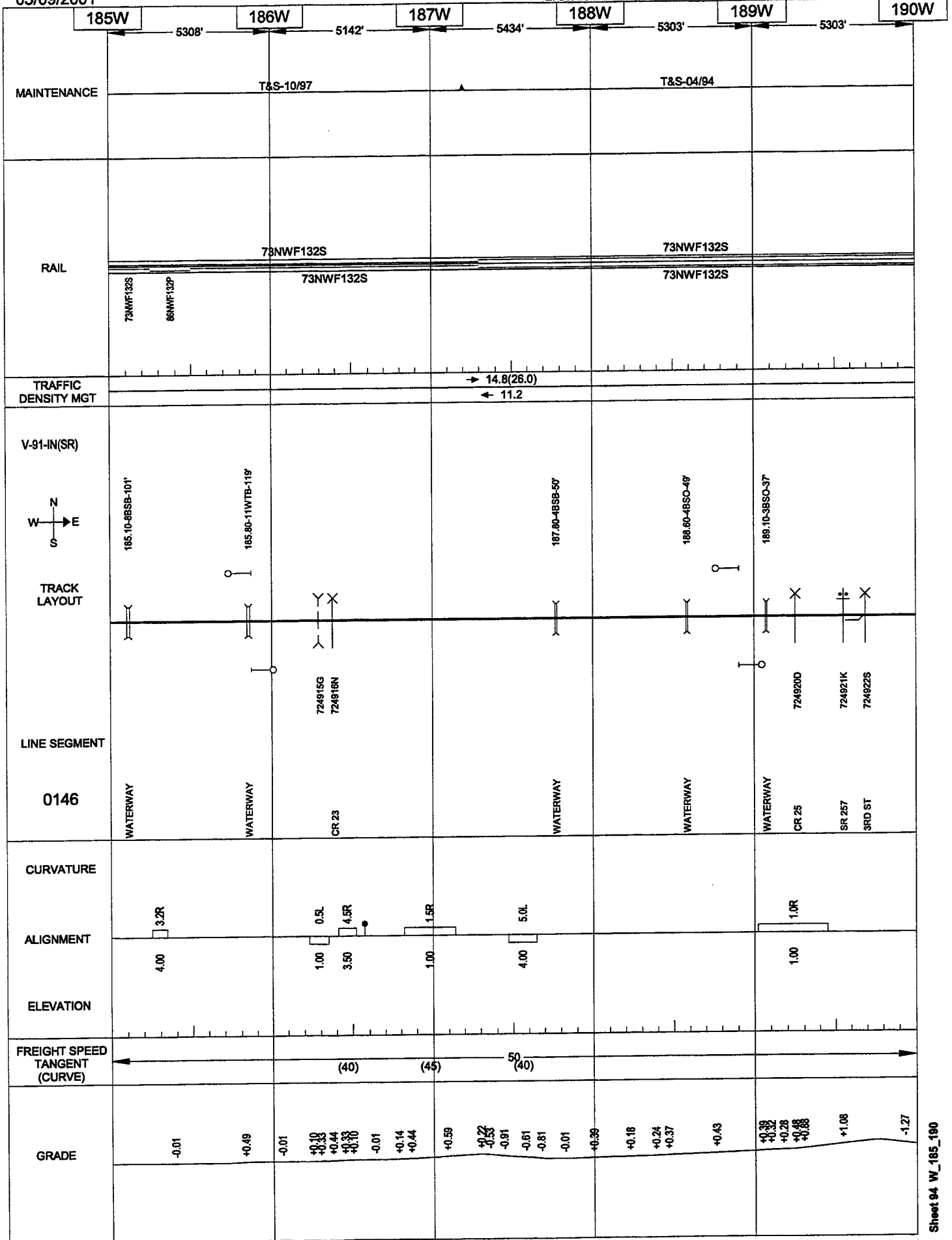
E. ST. LOUIS-HUNTINGBURG ILLINOIS



05/09/2001

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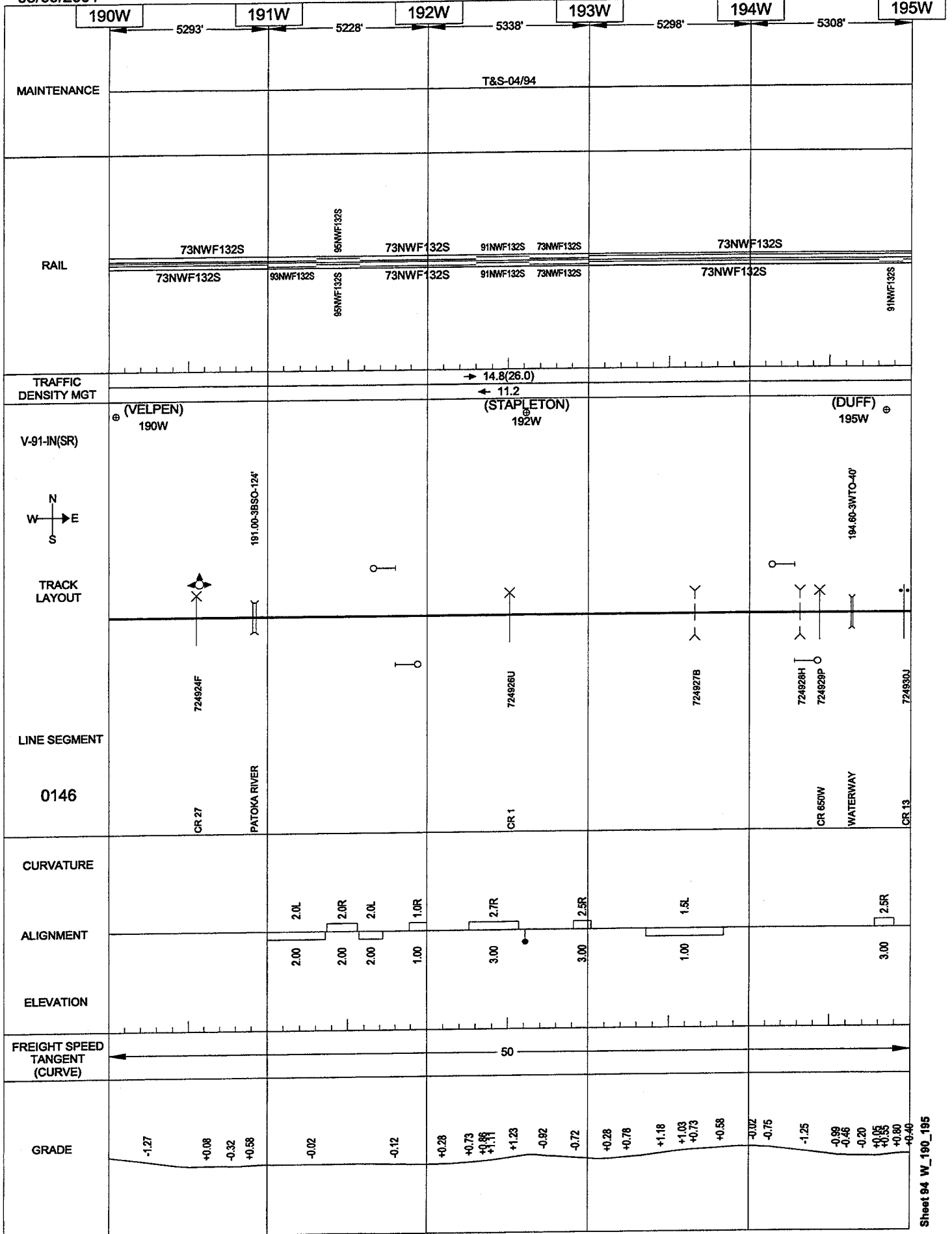
ILLINOIS



05/09/2001

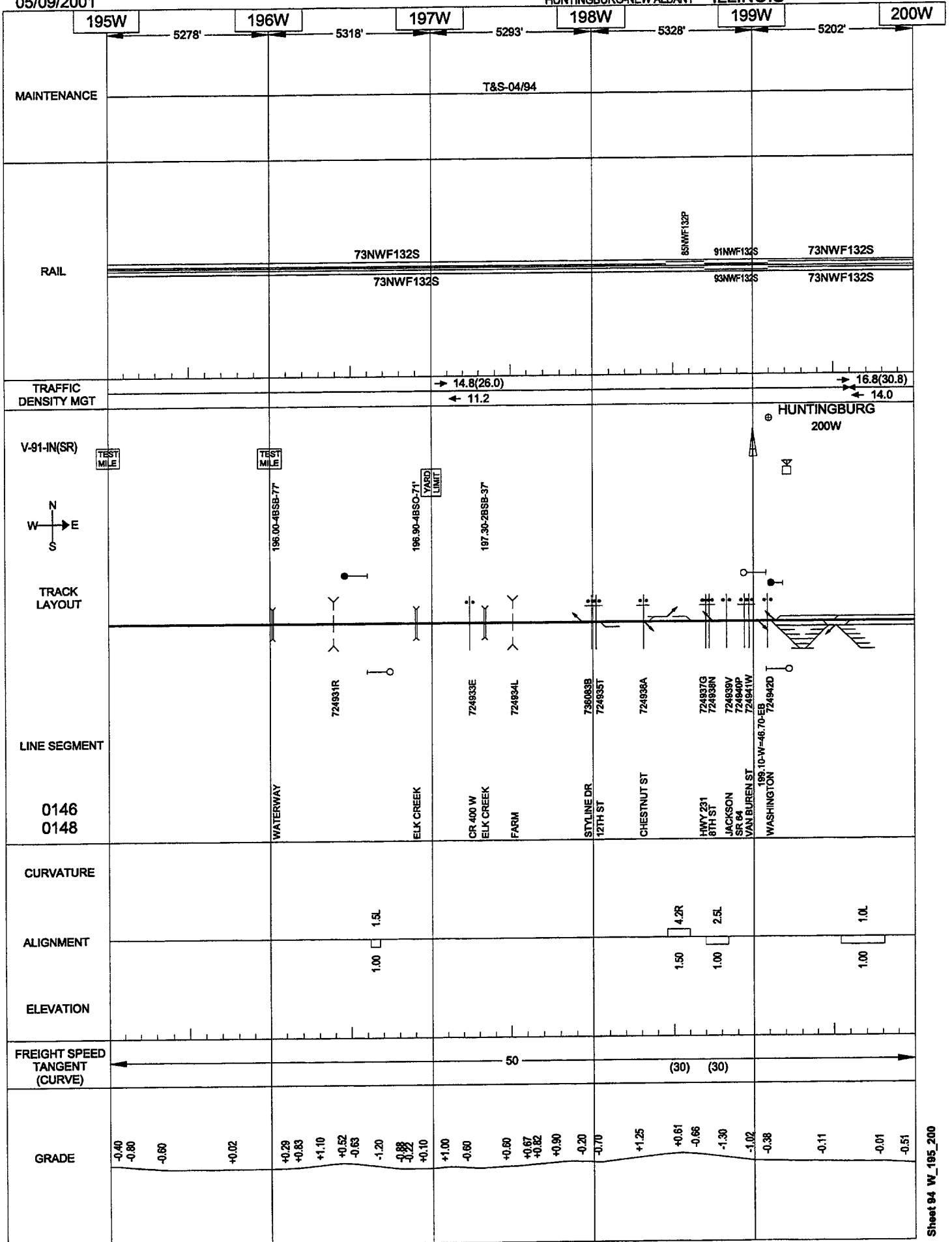
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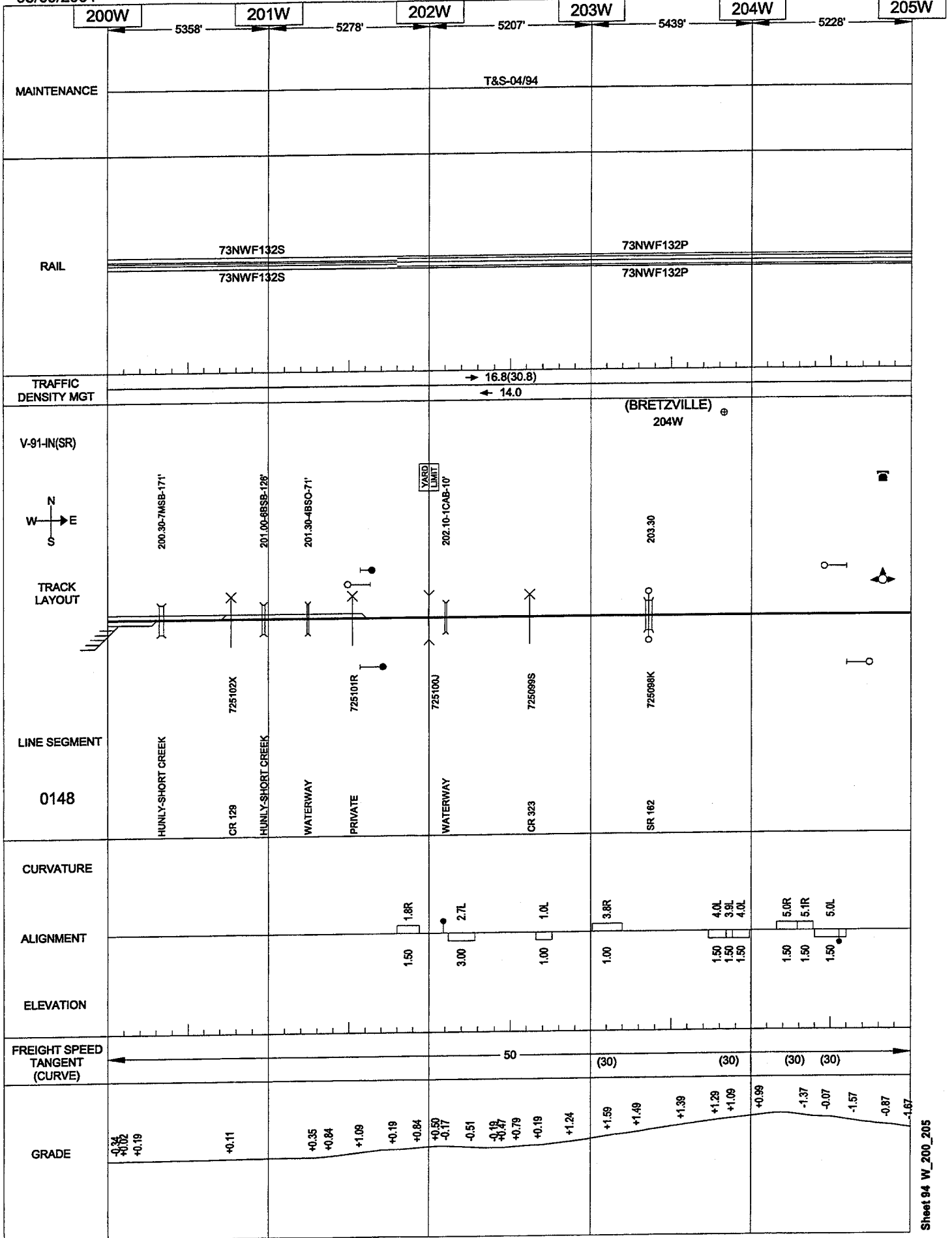
05/09/2001

HUNTINGBURG-NEW ALBANY ILLINOIS



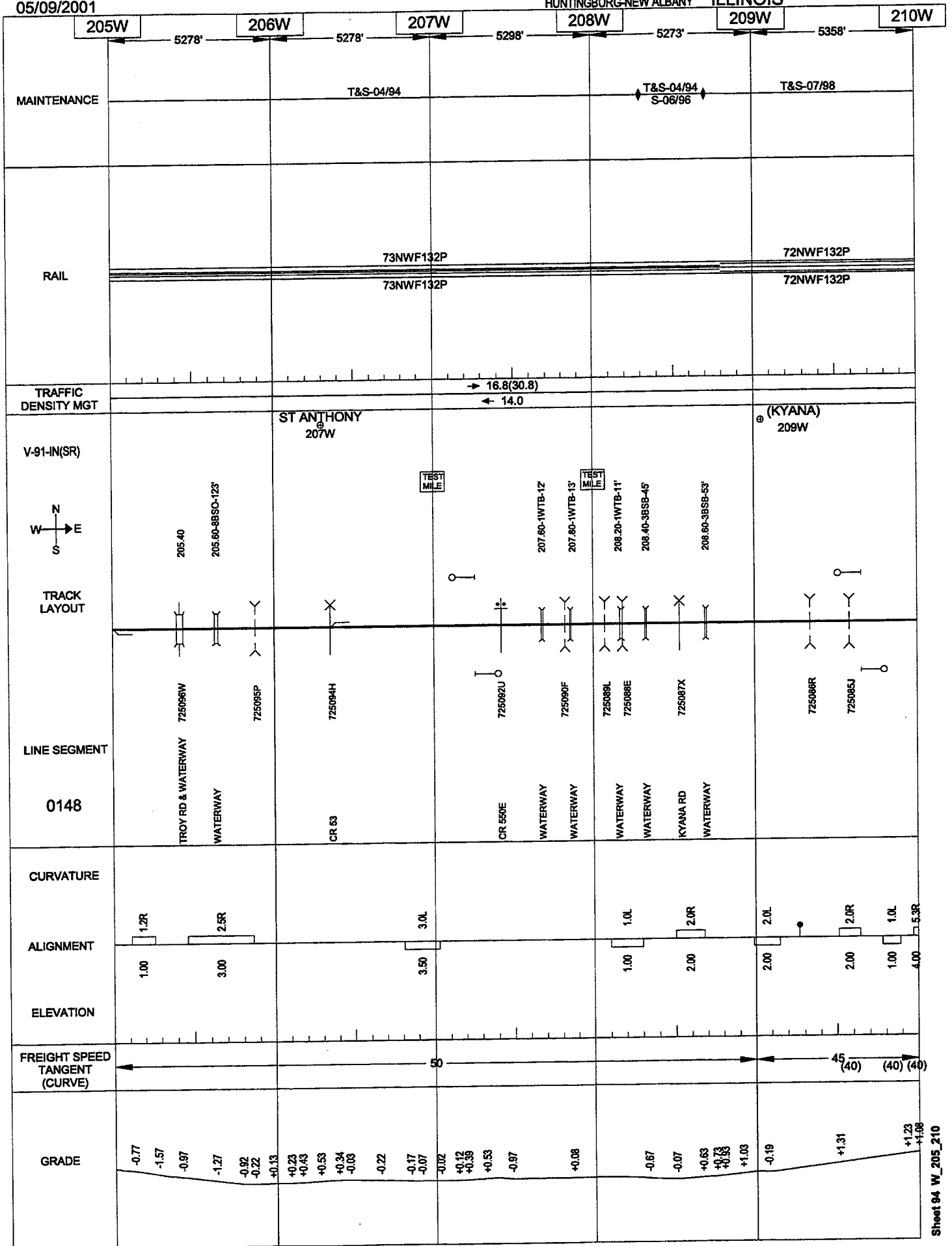
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HUNTINGBURG-NEW ALBANY ILLINOIS



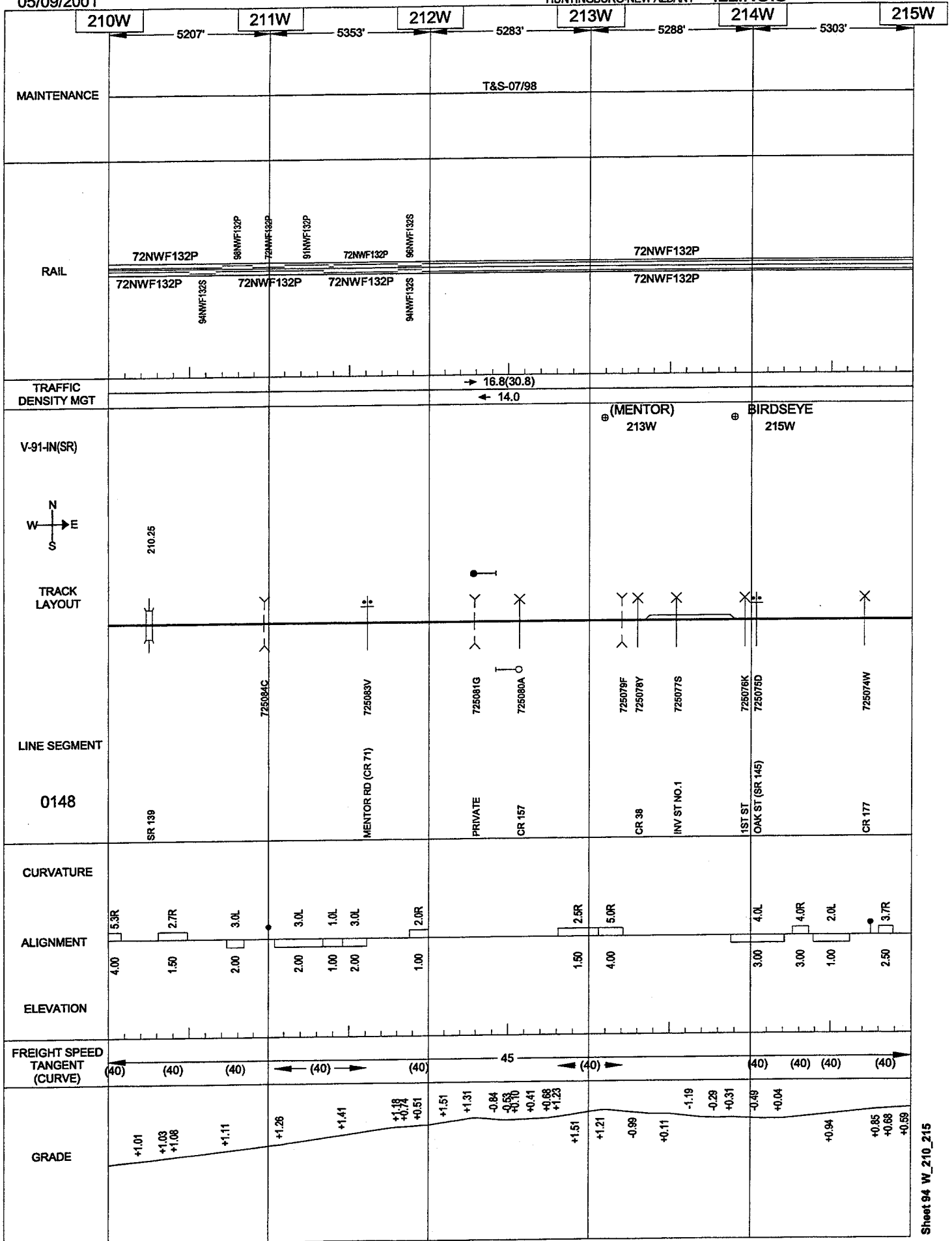
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HUNTINGBURG-NEW ALBANY ILLINOIS



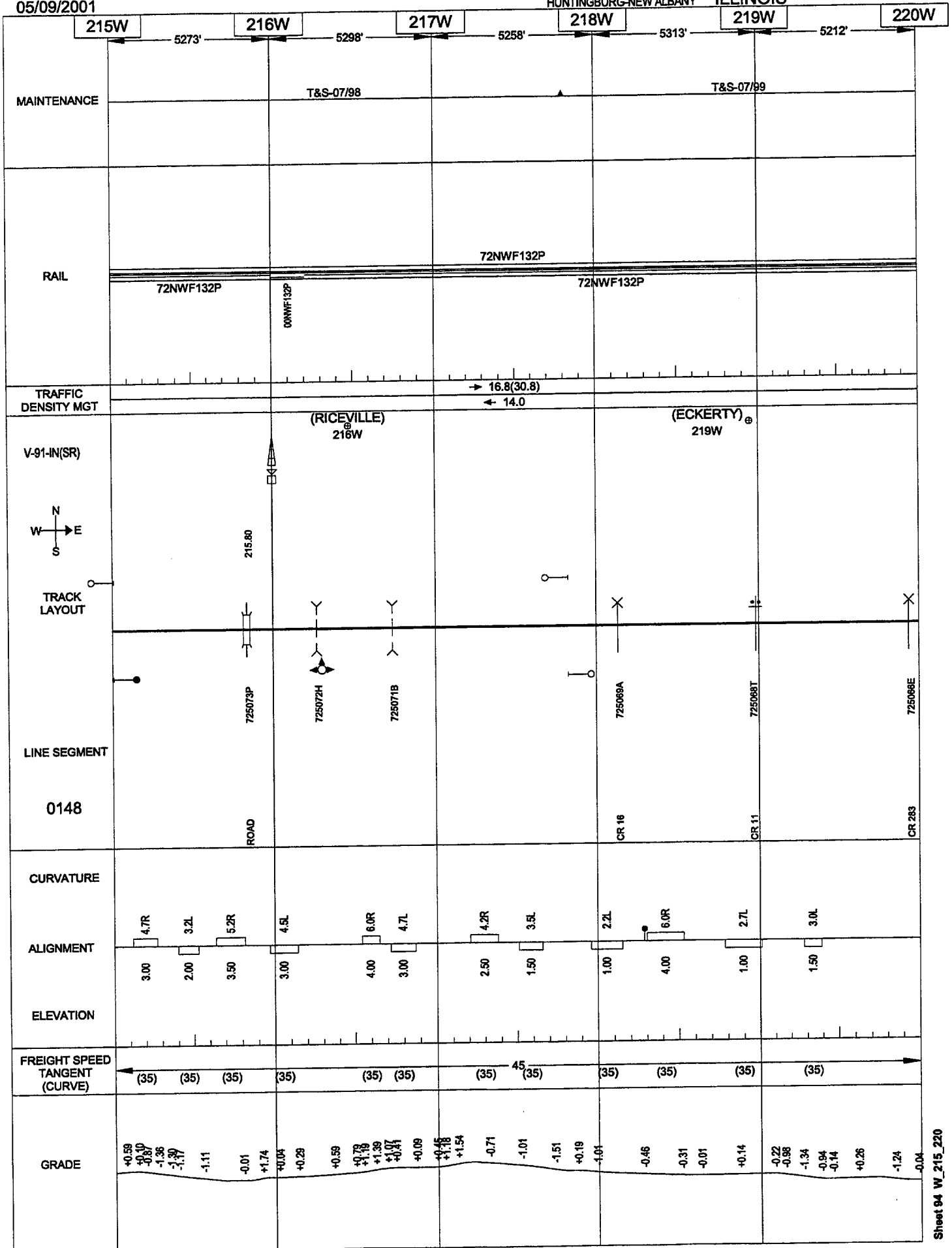
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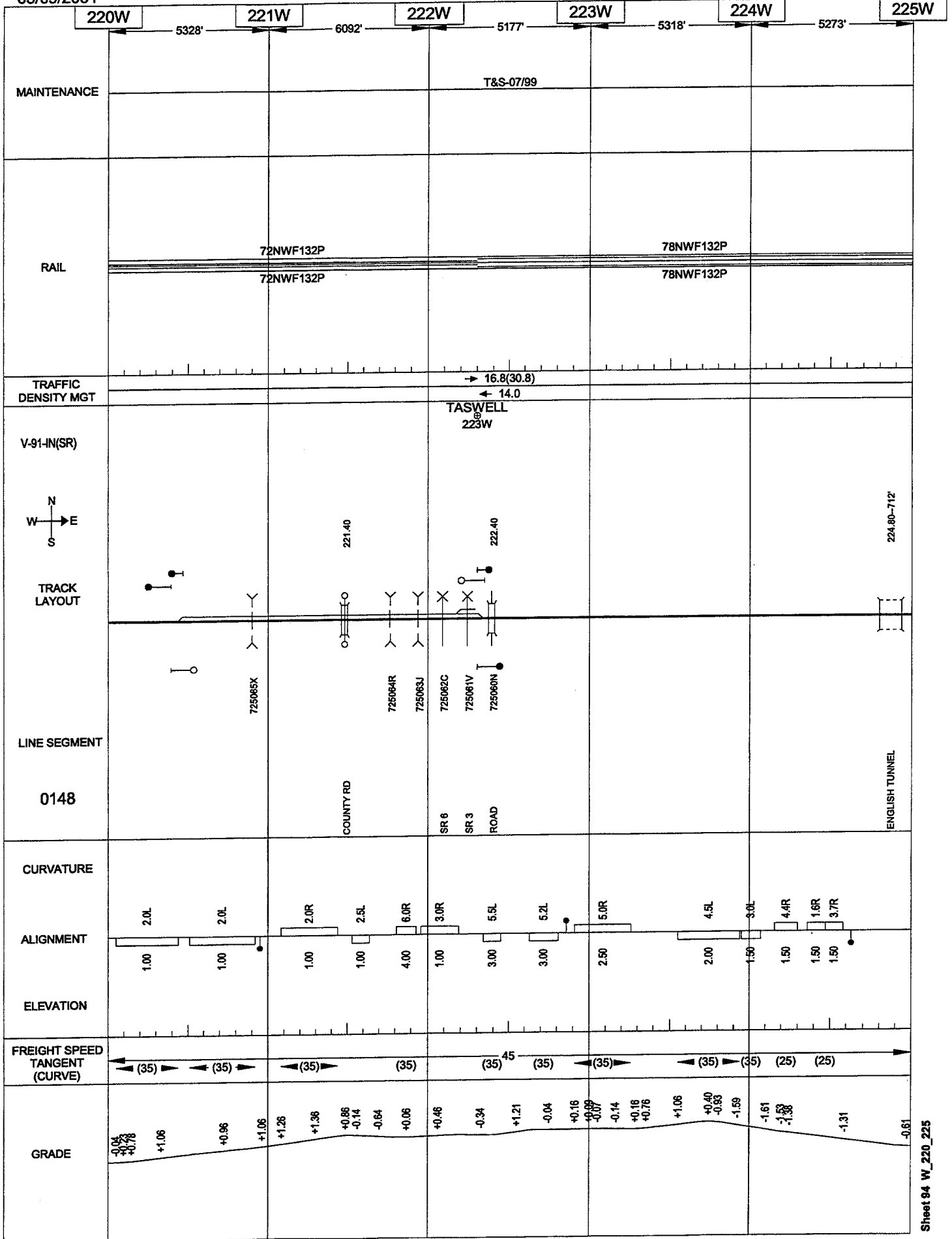
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05/09/2001

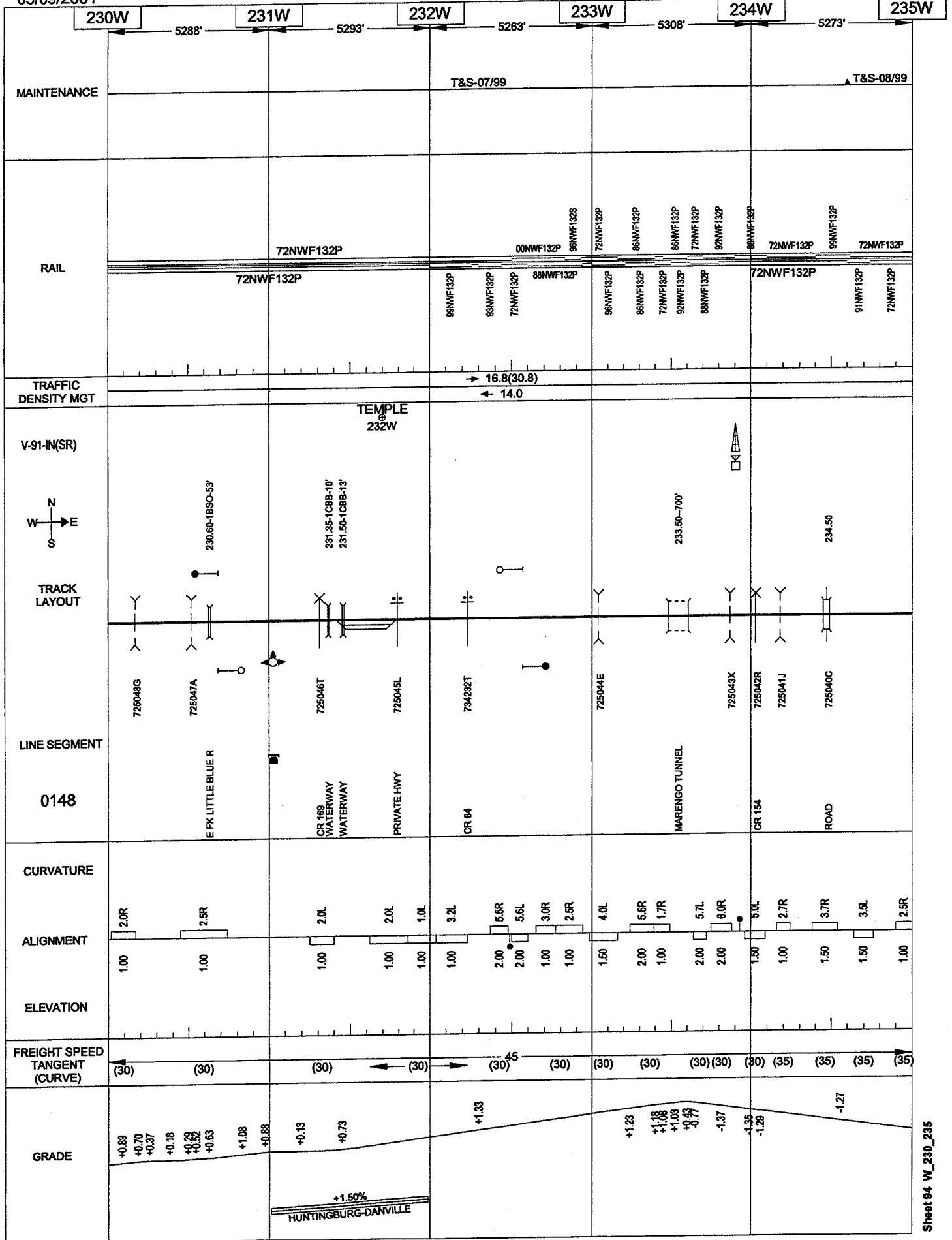
HUNTINGBURG-NEW ALBANY ILLINOIS



Sheet 94 W_225_230

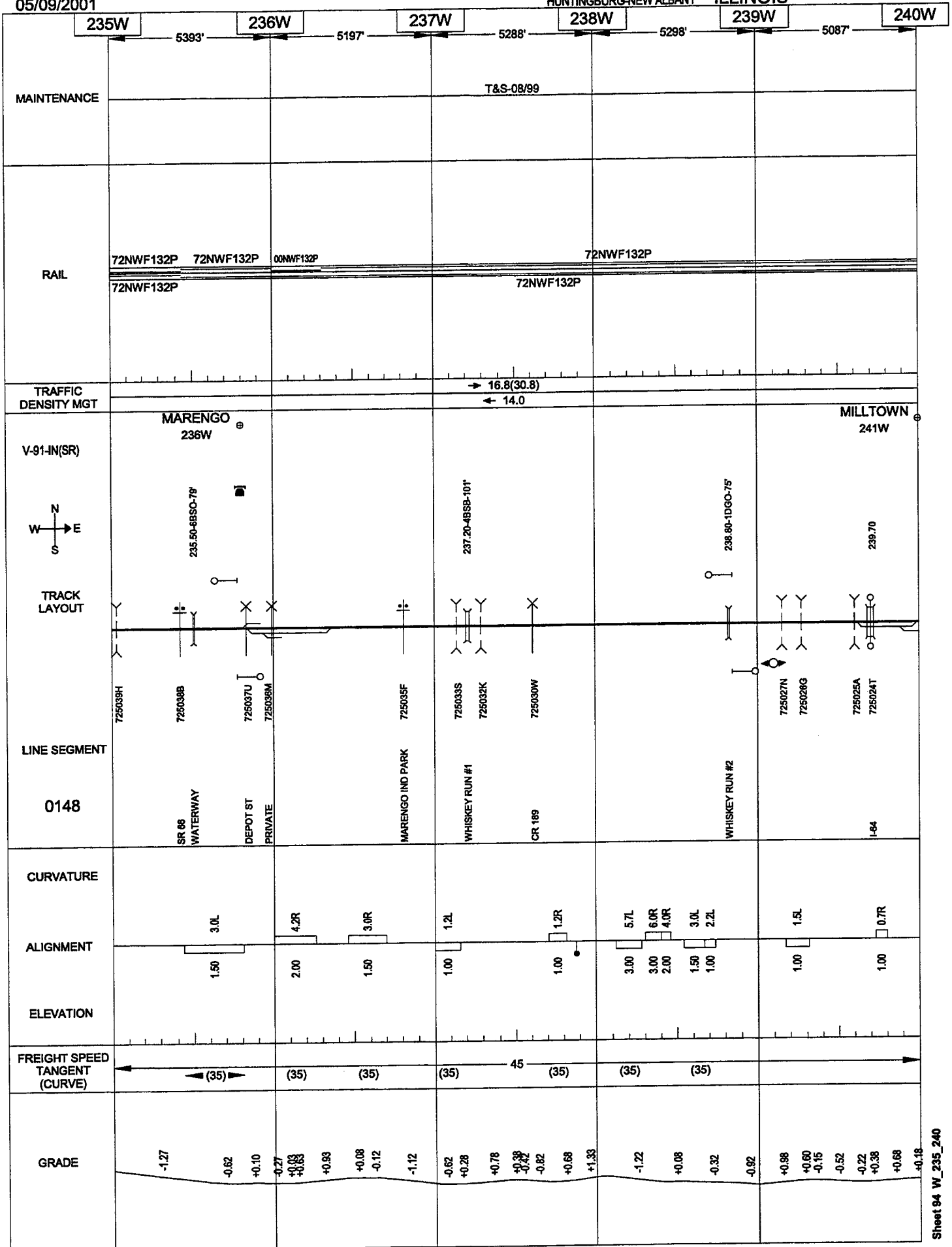
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HUNTINGBURG-NEW ALBANY ILLINOIS



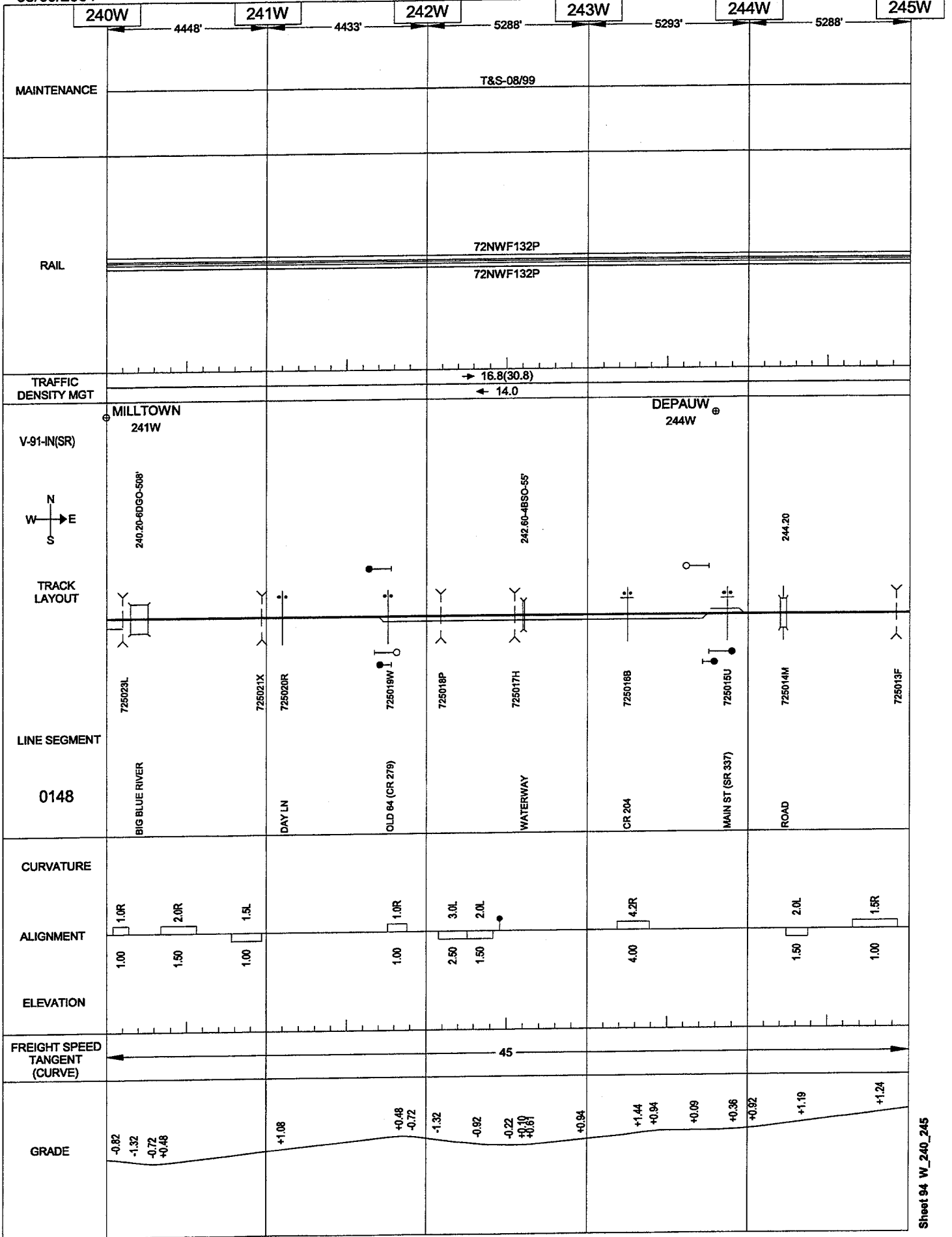
05/09/2001

HUNTINGBURG-NEW ALBANY ILLINOIS



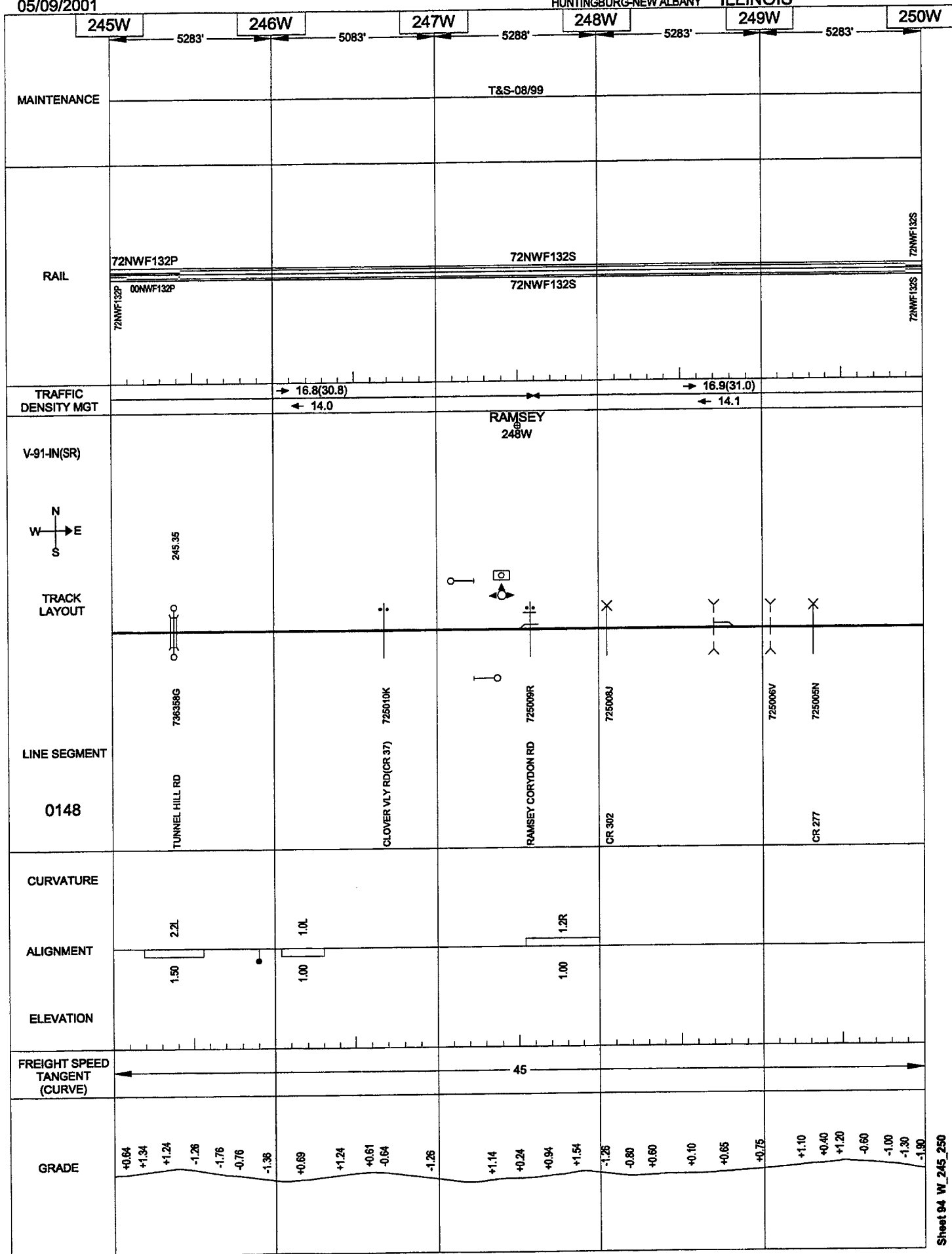
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HUNTINGBURG-NEW ALBANY ILLINOIS



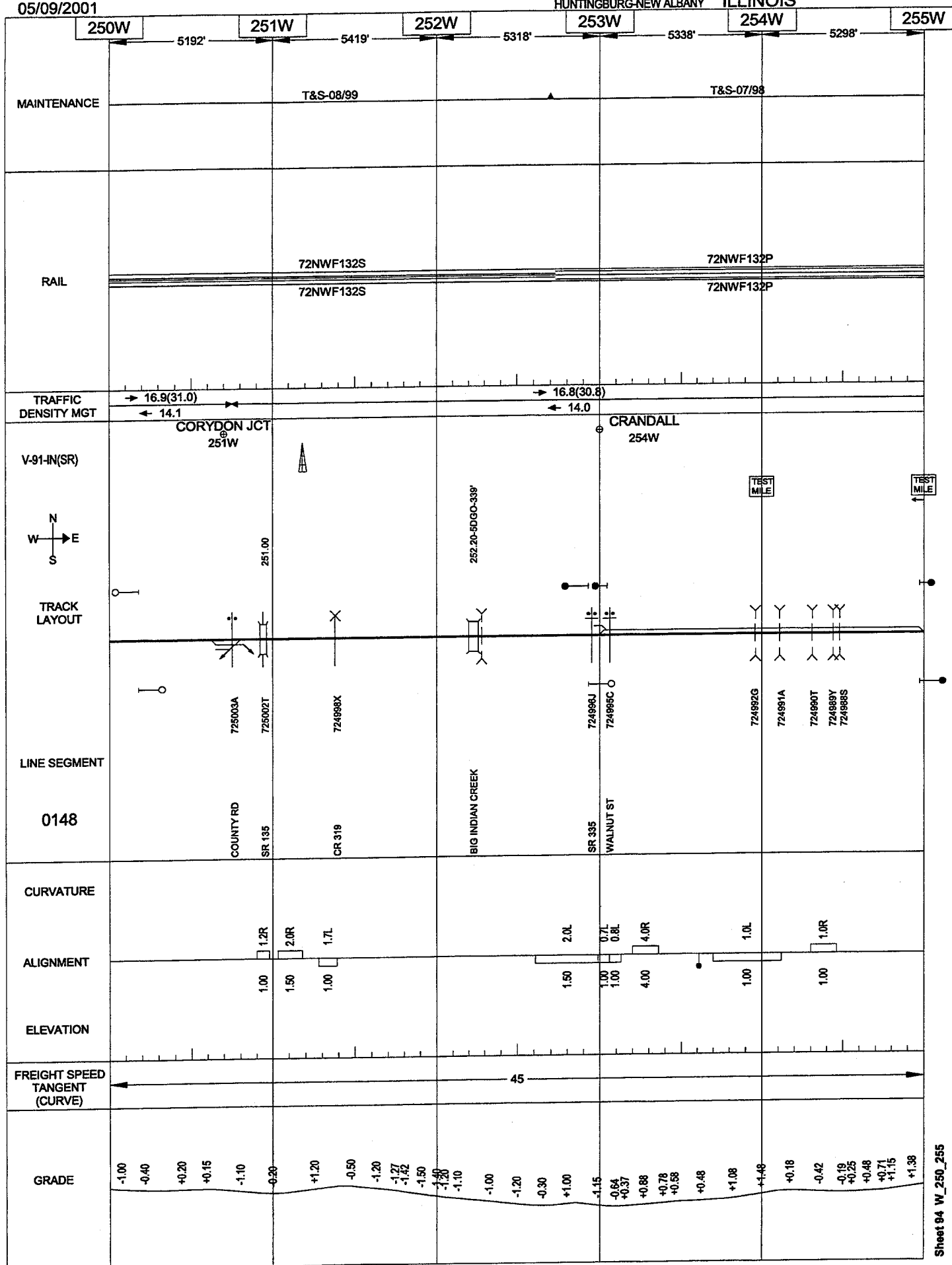
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HUNTINGBURG-NEW ALBANY ILLINOIS



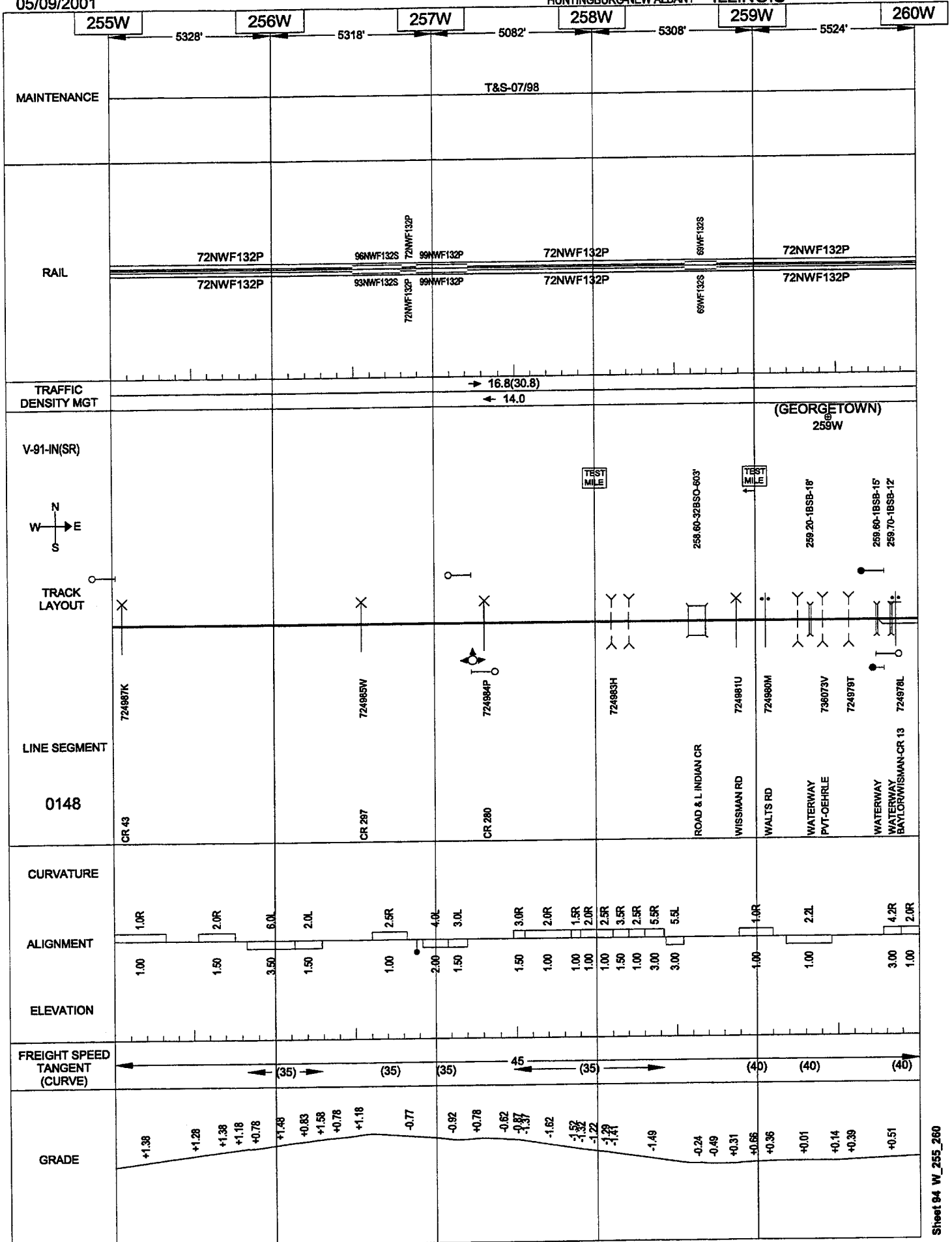
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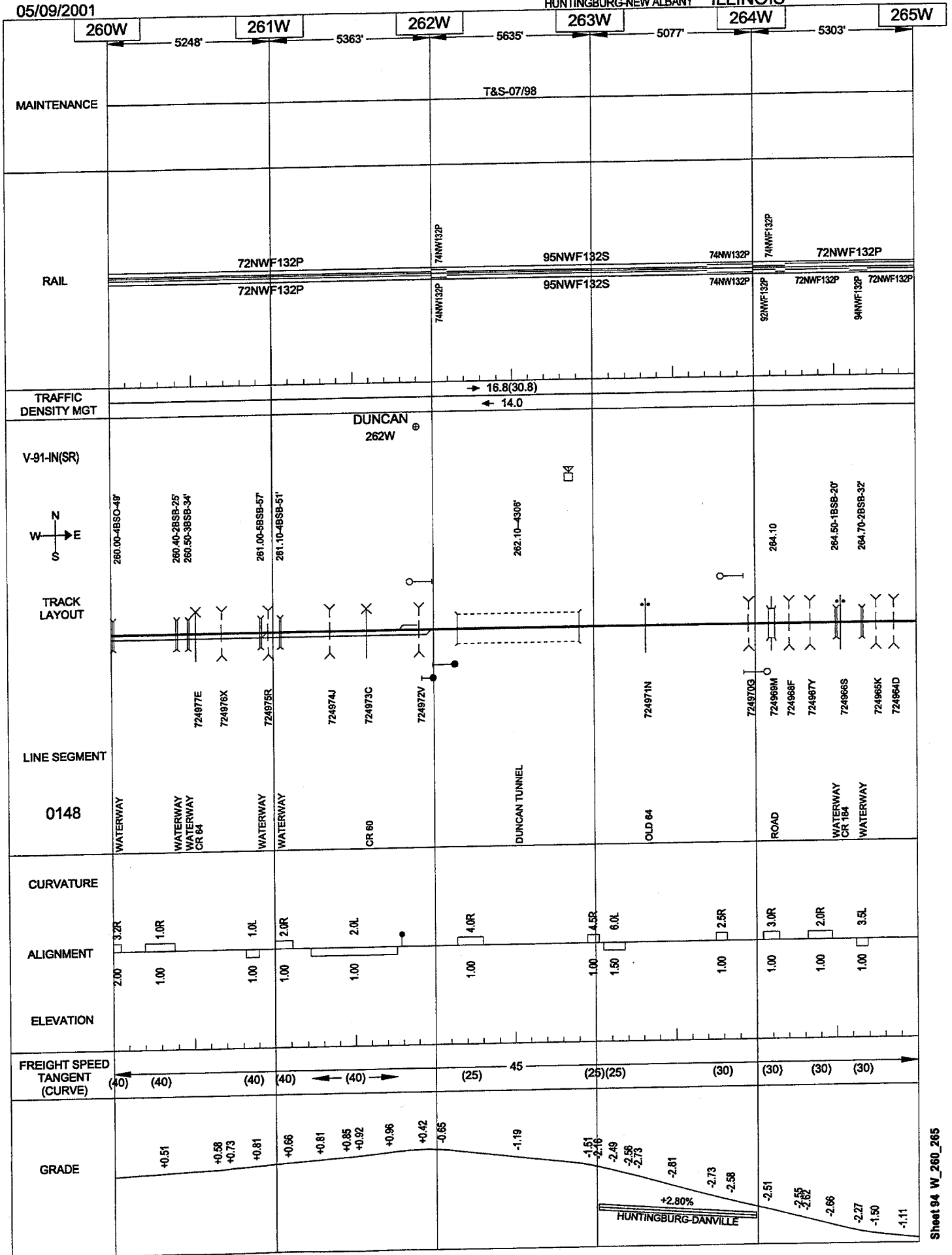
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HUNTINGBURG-NEW ALBANY ILLINOIS



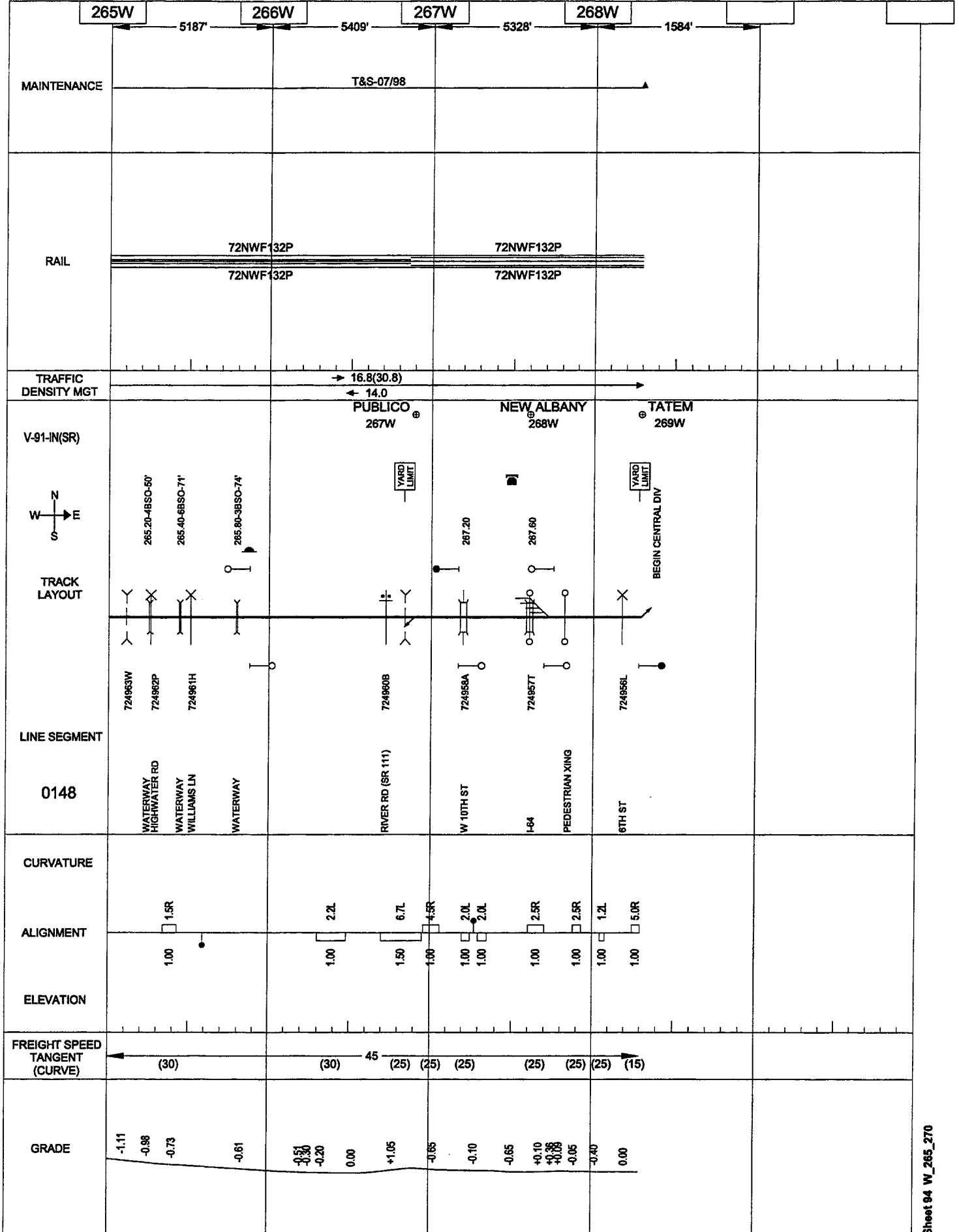
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HUNTINGBURG-NEW ALBANY ILLINOIS



05/09/2001

HUNTINGBURG-NEW ALBANY ILLINOIS



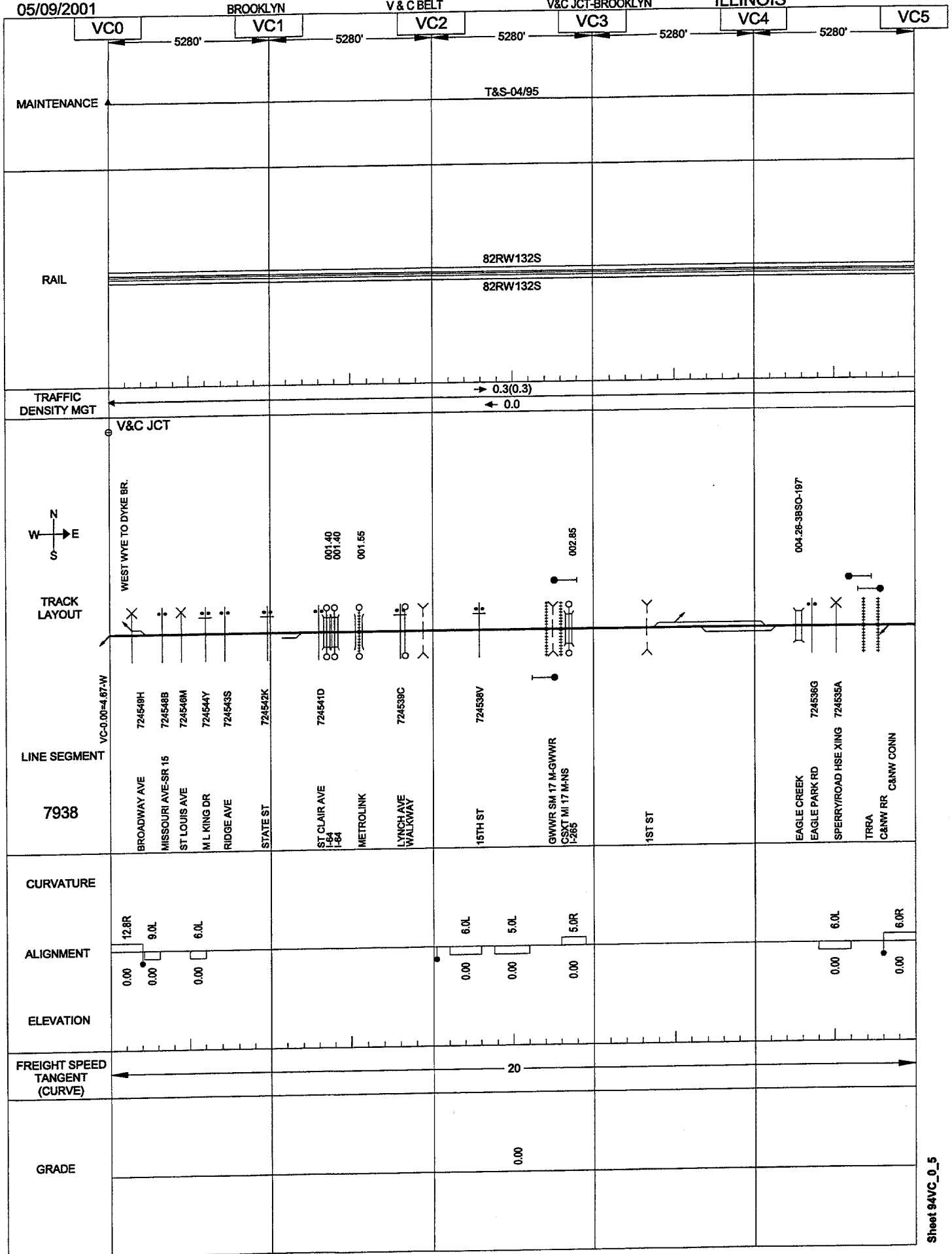
05/09/2001

BROOKLYN

V & C BELT

V&C JCT-BROOKLYN

ILLINOIS



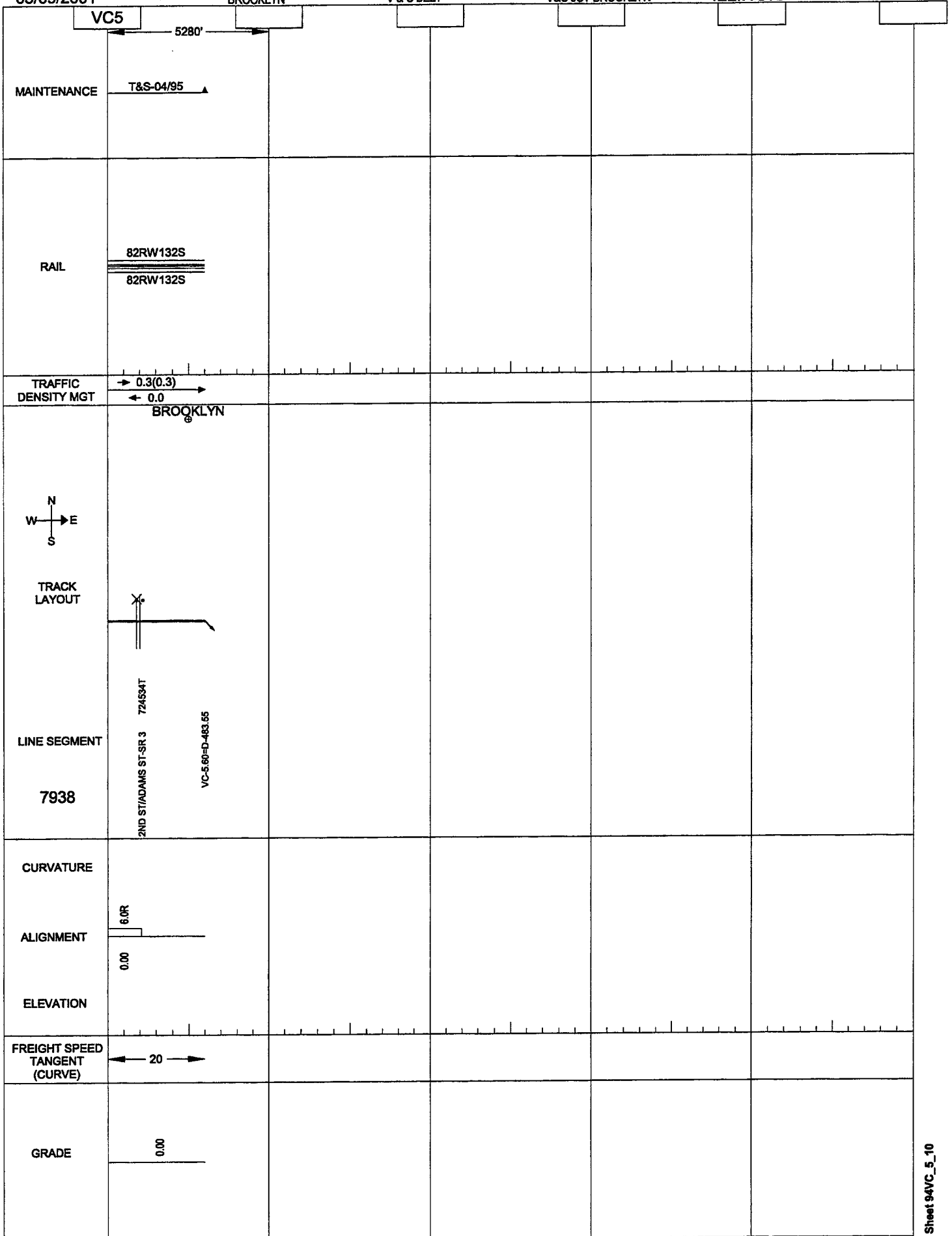
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BROOKLYN

V & C BELT

V&C JCT-BROOKLYN

ILLINOIS

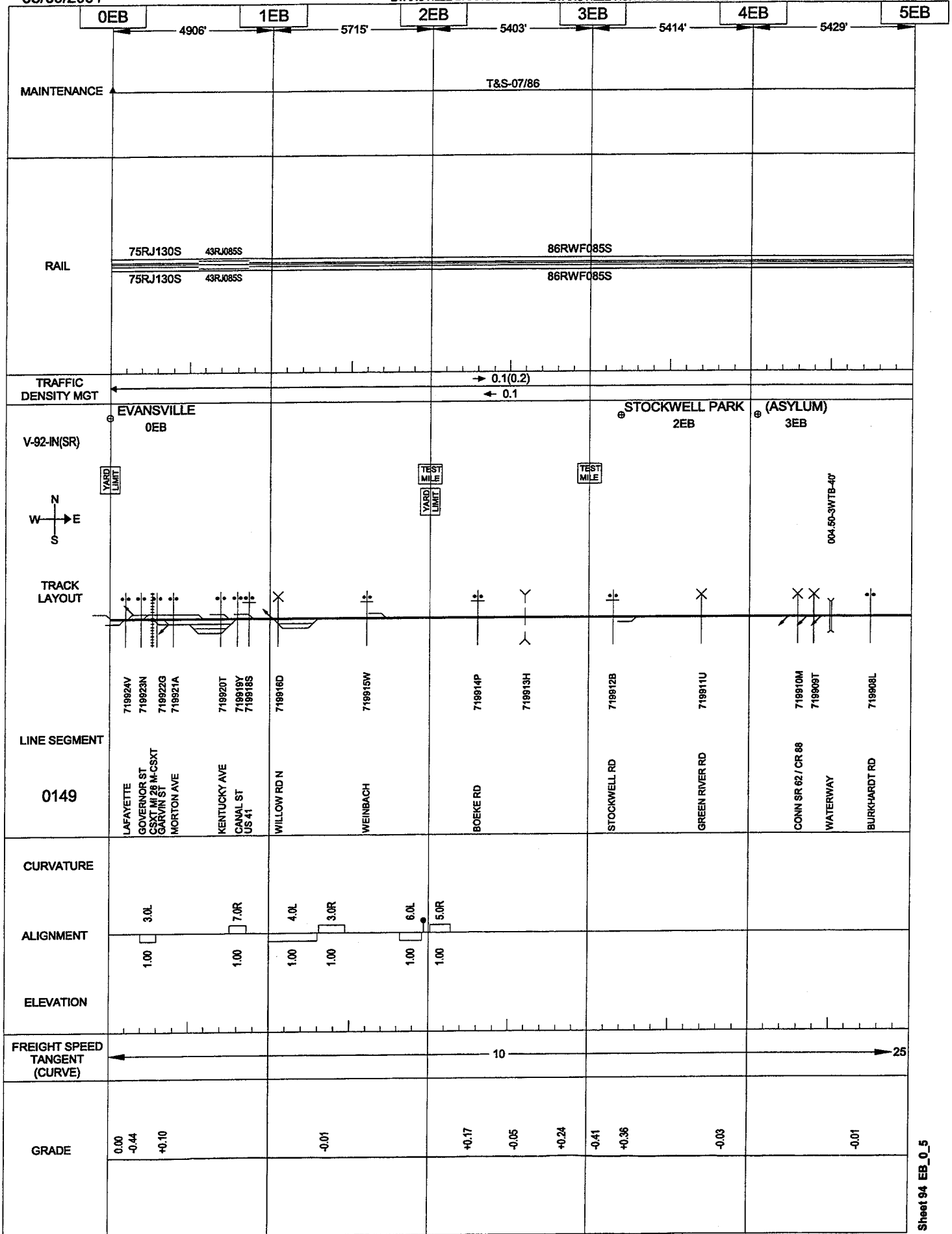


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

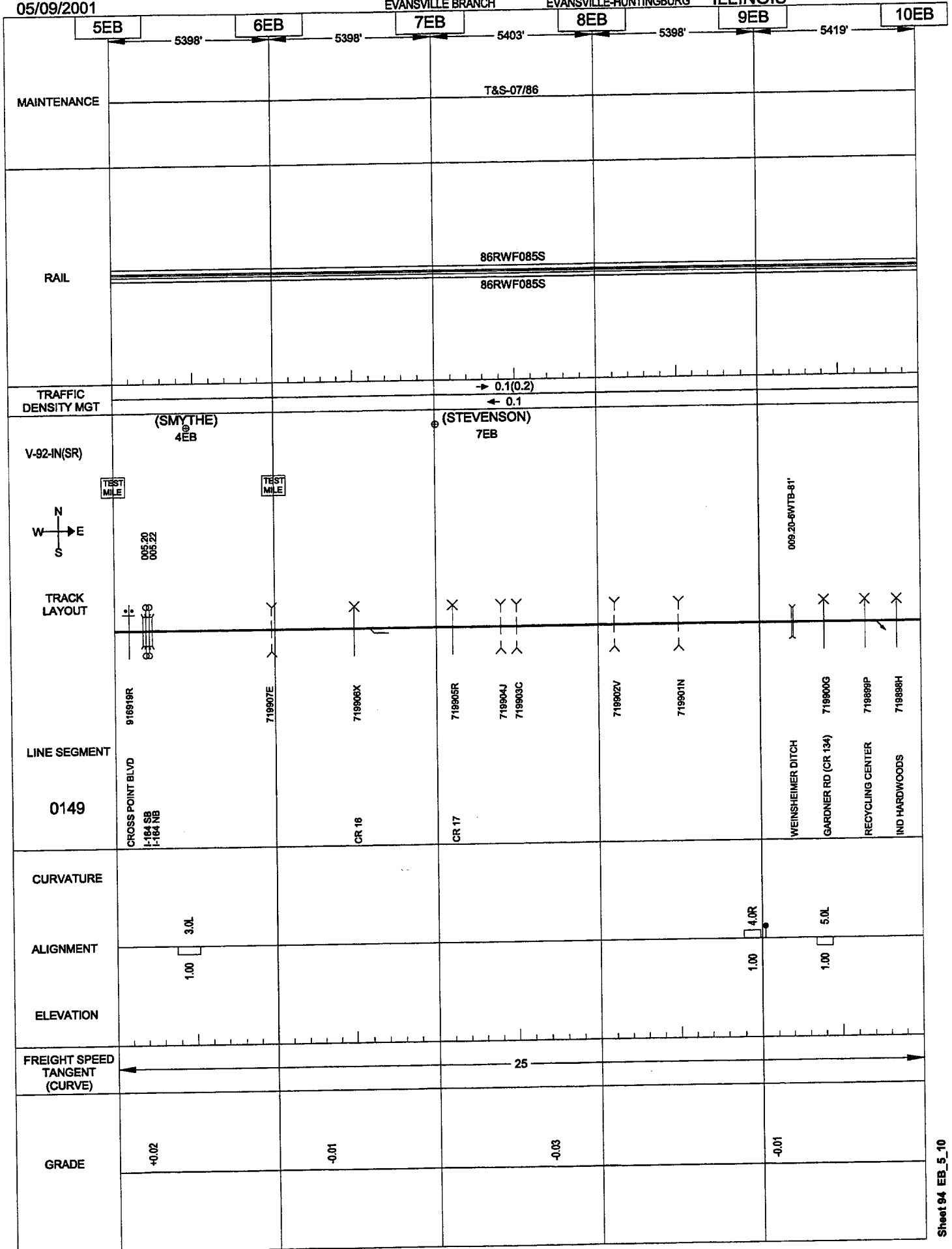


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

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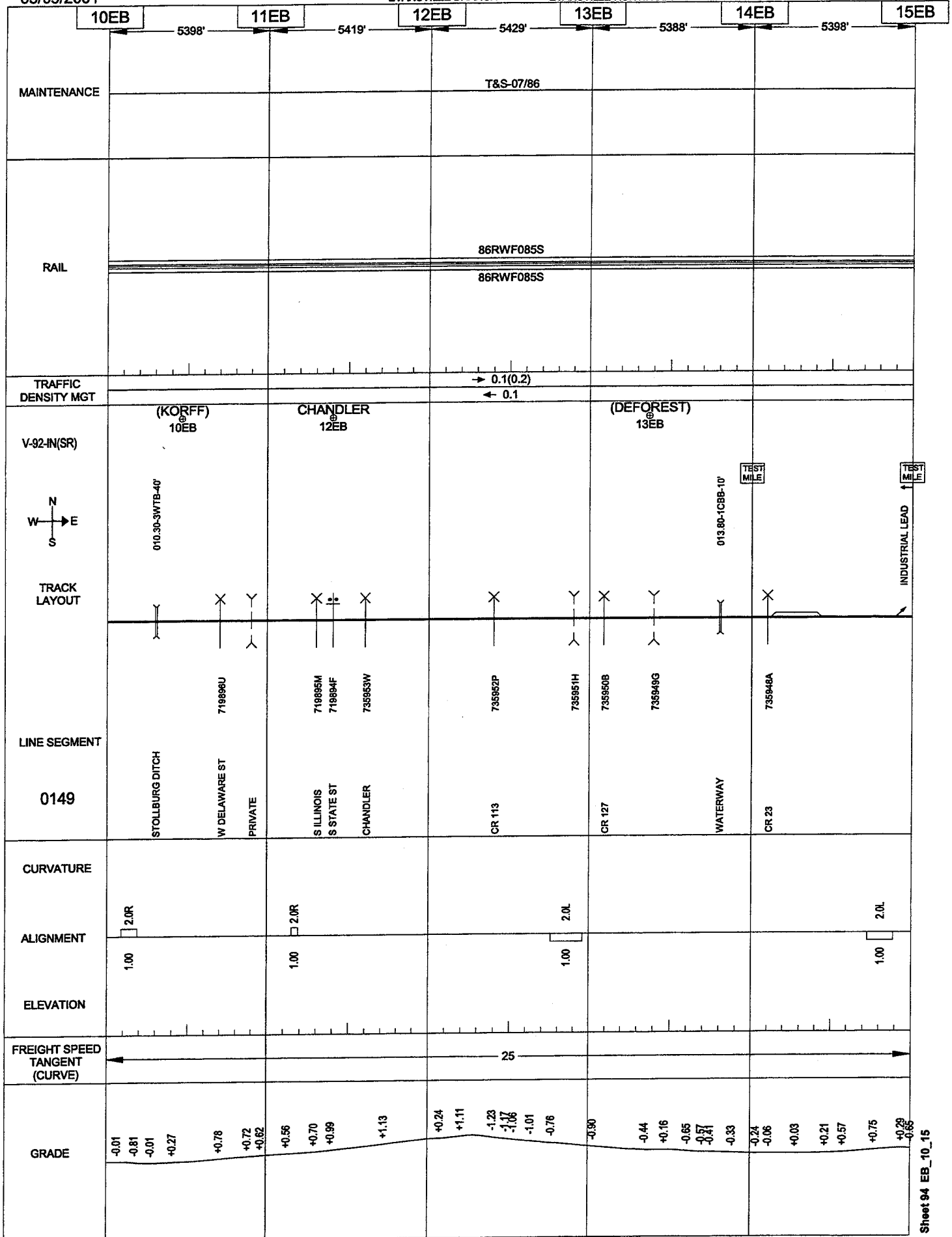


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

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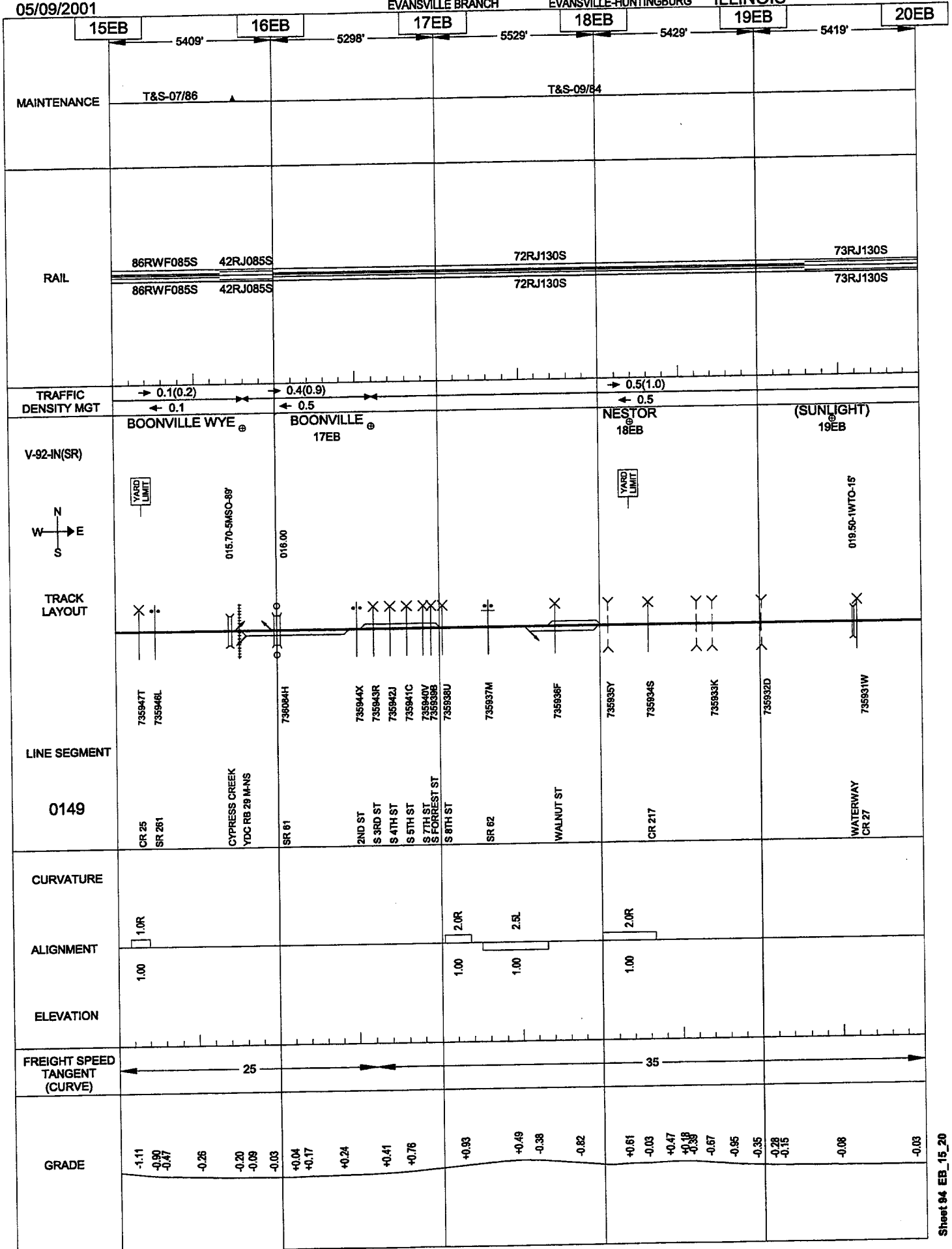


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

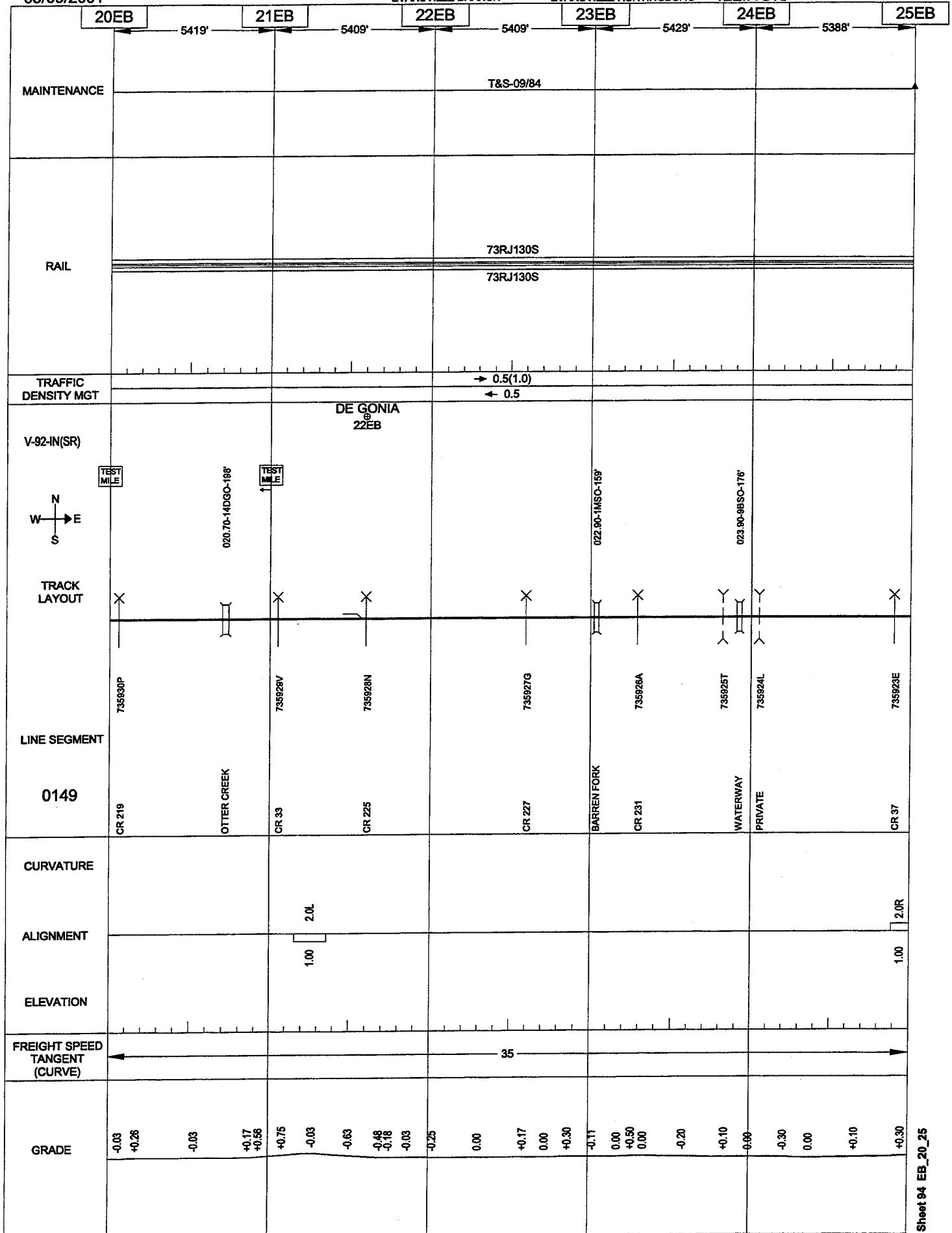


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

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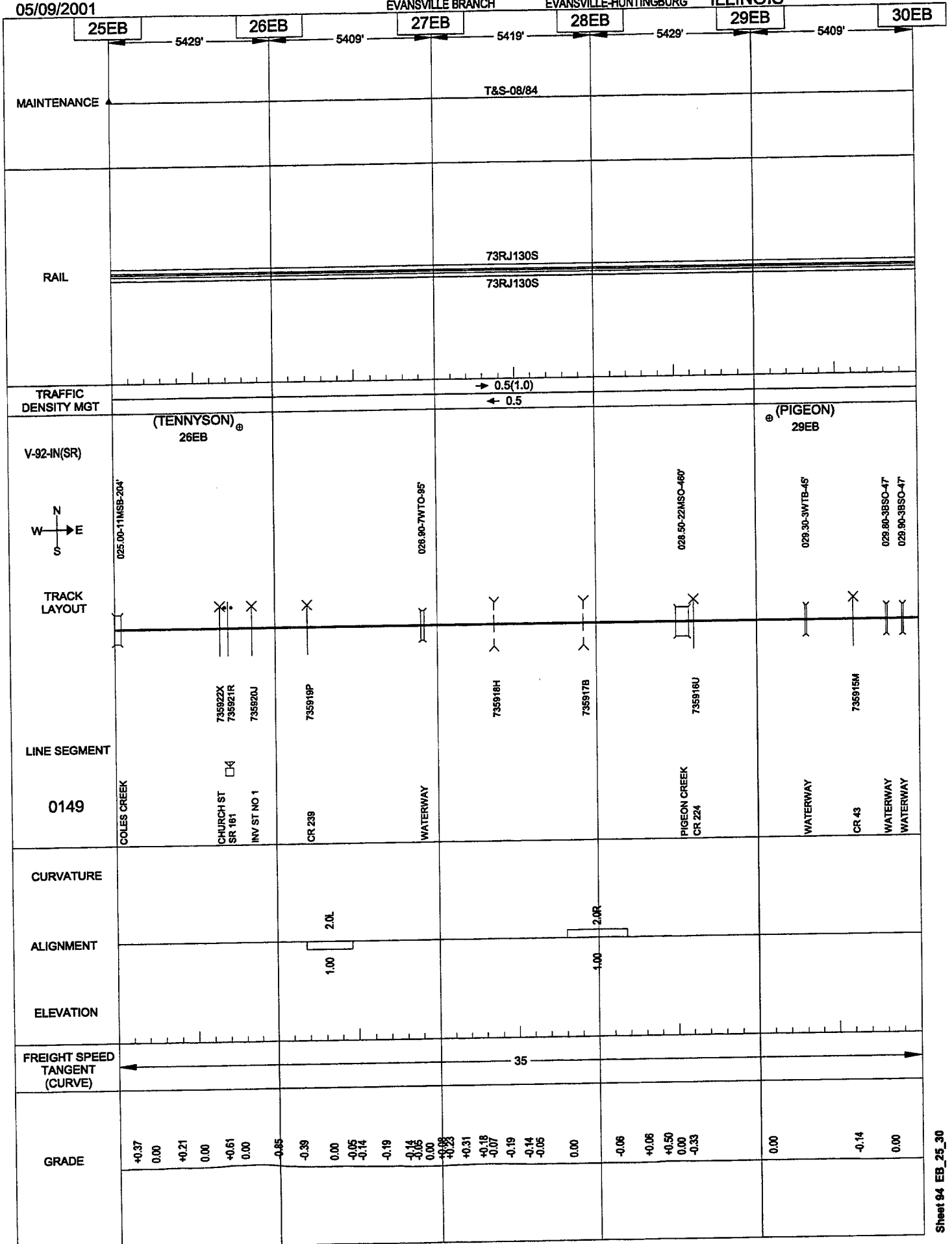


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

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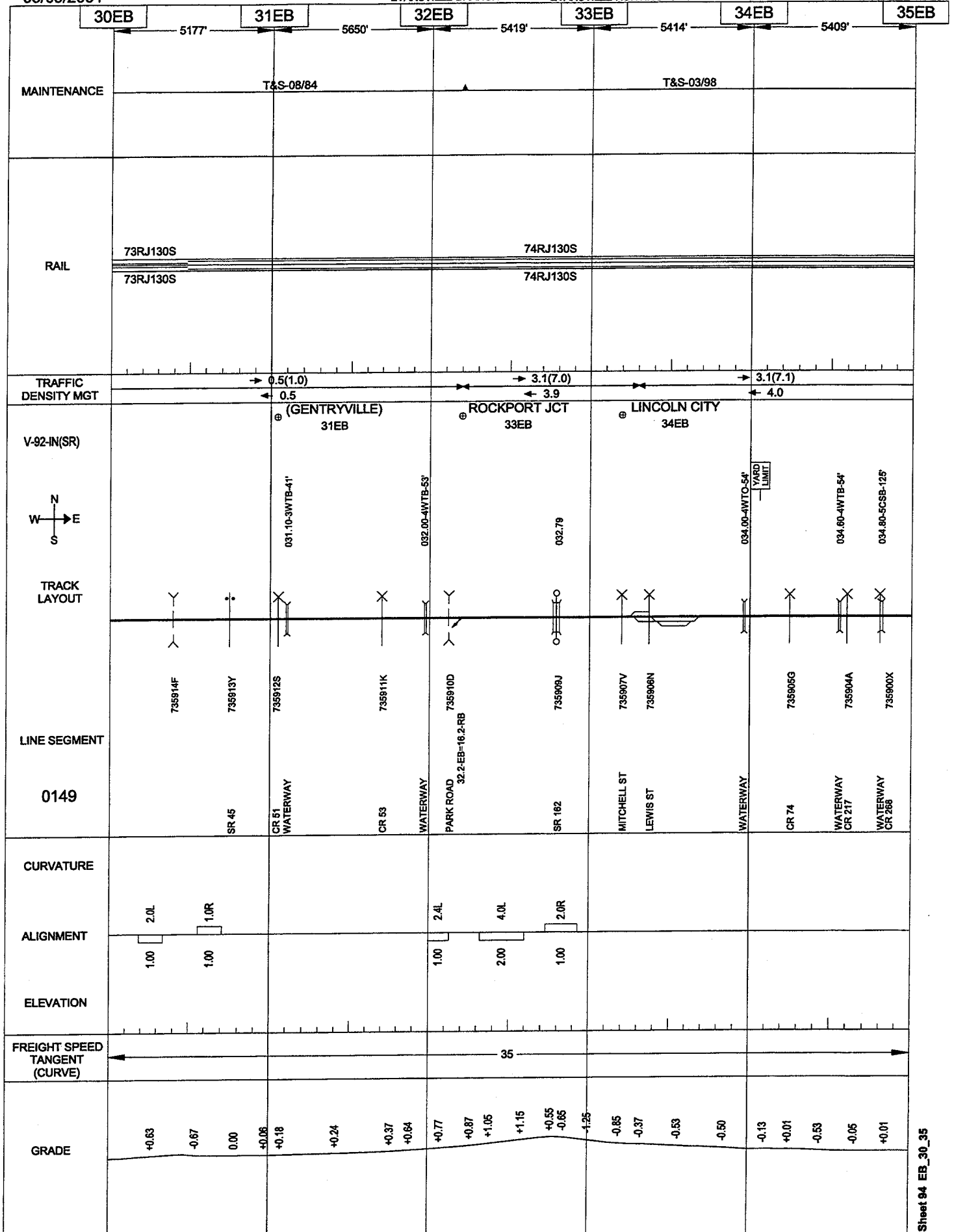


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



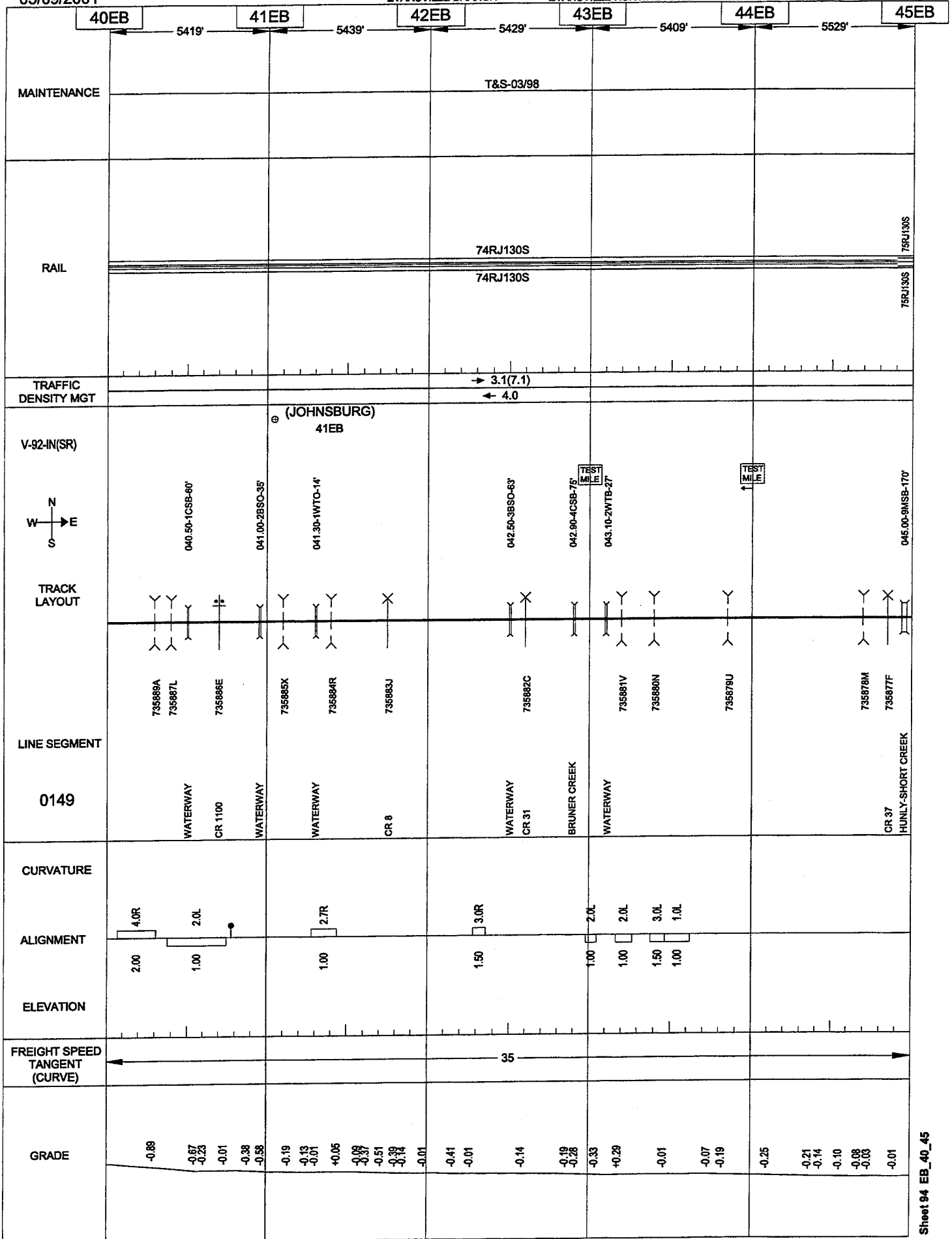
Sheet 94 EB_35_40

05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

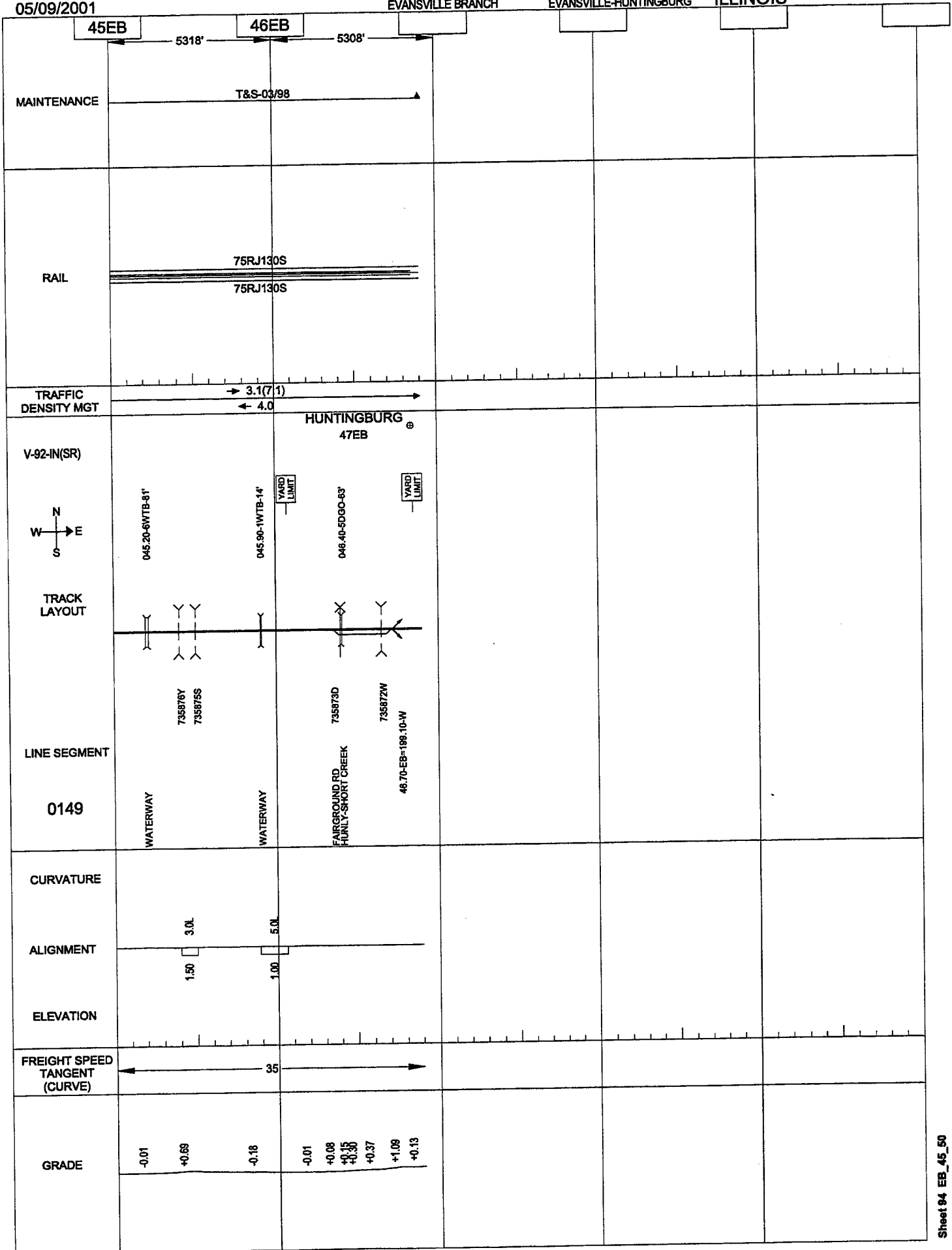


05/09/2001

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



05/09/2001

ILLINOIS

4RB

5RB

5280'

5280'

MAINTENANCE

T&S-12/58

RAIL

22RJF075S

22RJF075S

TRAFFIC
DENSITY MGT

→ 2.6(6.0)

← 3.4

V-92A-IN(SR)

AEP
8⊕ (ROCK HILL)
12RB

004.30-3WTB-41'

N
W — E
STRACK
LAYOUT

LINE SEGMENT

0153

AEP

735852K

735853S
735854Y

CR 350N

WATERWAY
CR 400N

CURVATURE

ALIGNMENT

ELEVATION

2.0L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.07

0.00

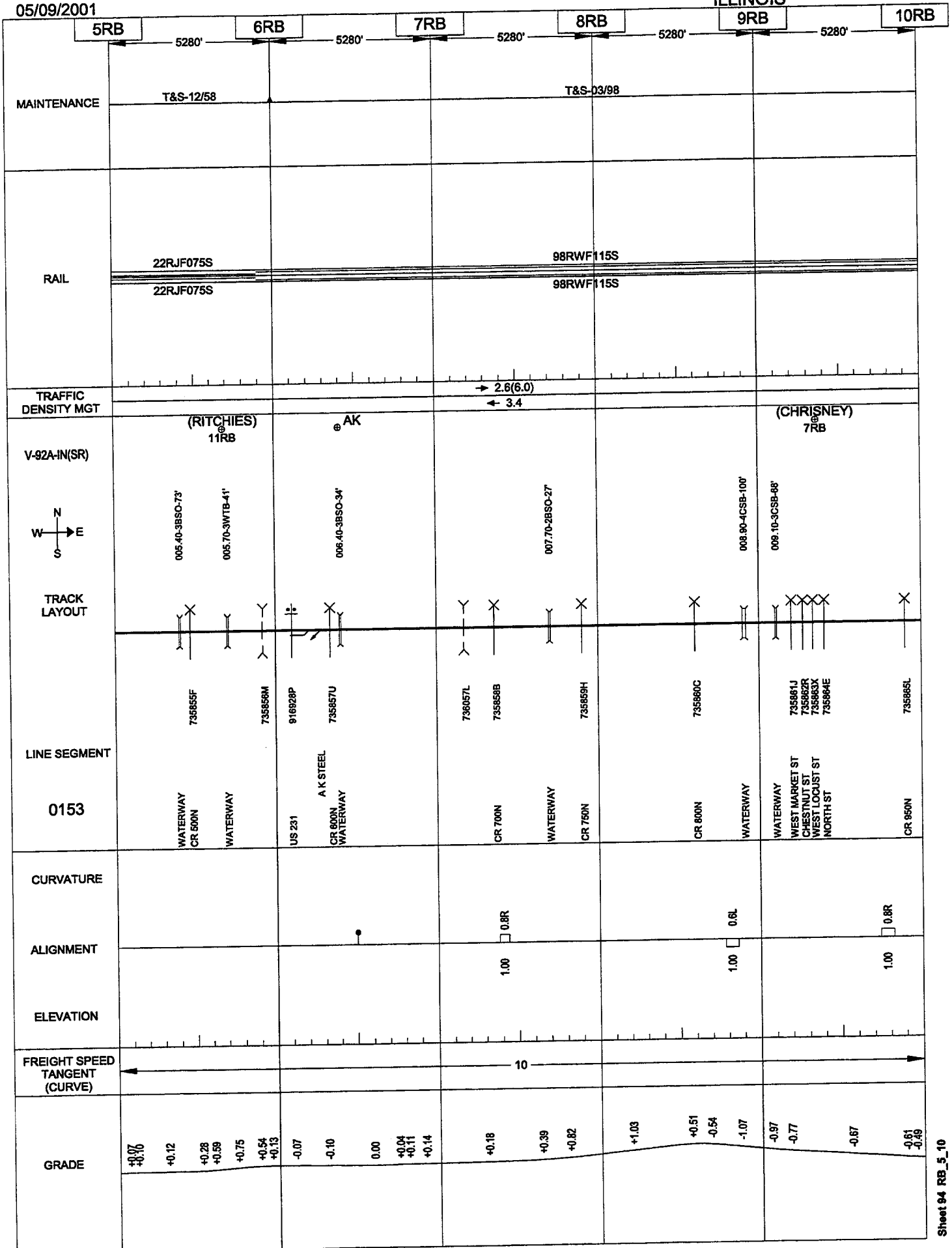
+0.07

-0.40

+0.05

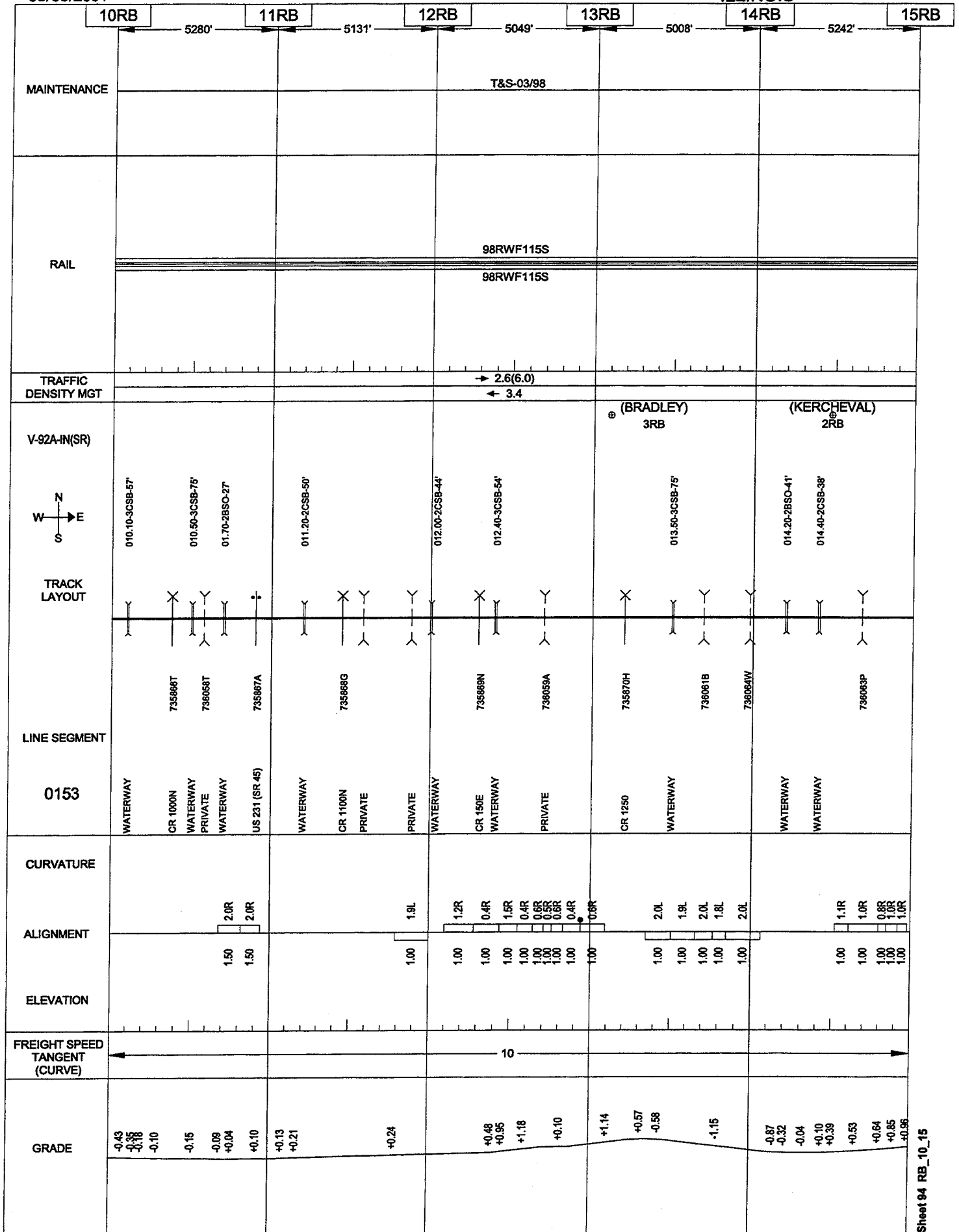
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ILLINOIS

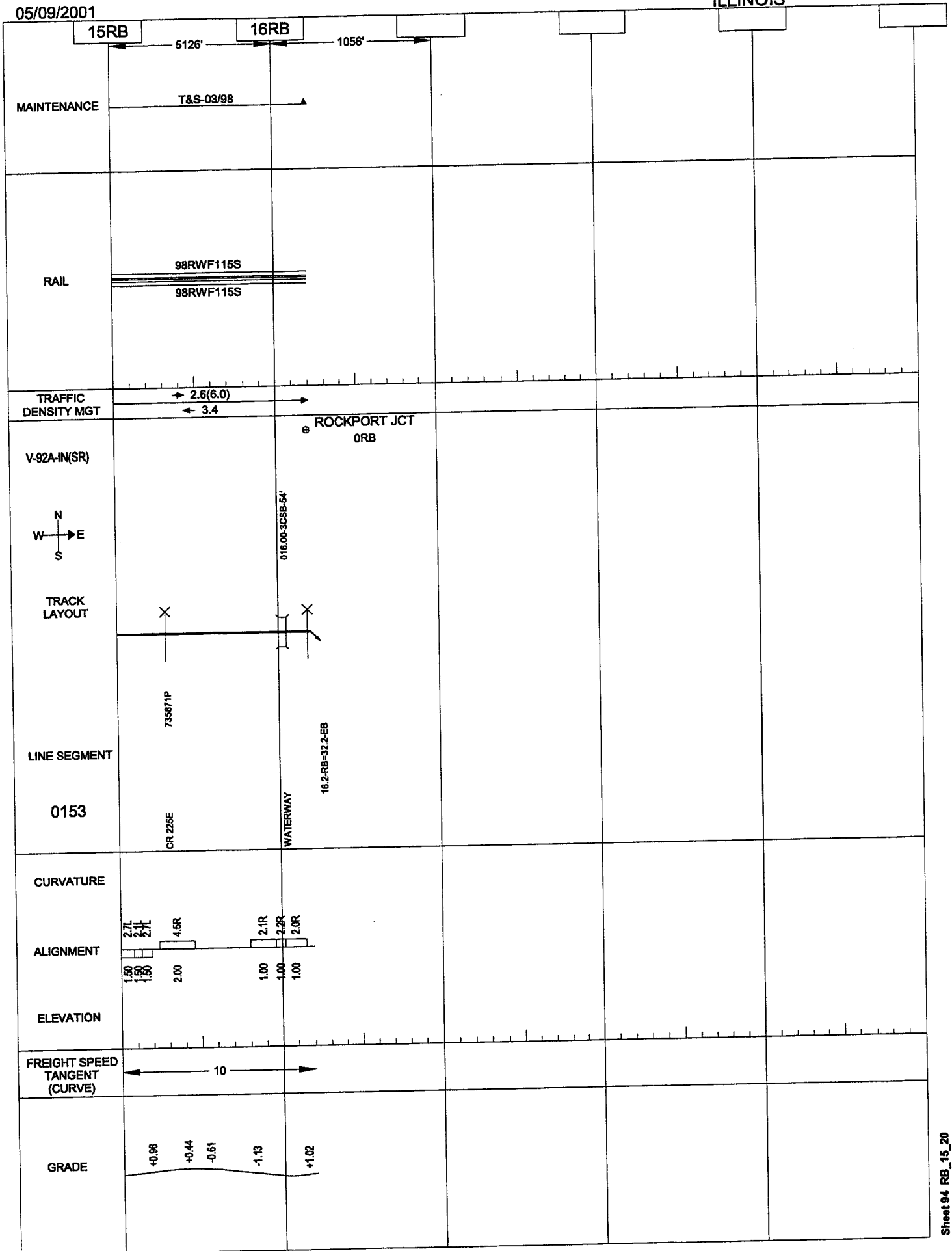


05/09/2001

ILLINOIS



05/09/2001



05/09/2001

CB BRANCH

MT CARMEL - KEENSBURG

ILLINOIS

CB127

CB128

CB129

CB130

5280'

5280'

5280'

5280'

MAINTENANCE #1

T&S-01/20

RAIL #1

38RJ130S

**RJ105S

38RJ130S

**RJ105S

TRAFFIC
DENSITY MGT

0.5(2.1)

1.6

V-1D-MO
V-93-IL(SR)

S
E → W
N

TRACK
LAYOUTCB JCT
151WPSI LEAD EAST
CB0

PSI LEAD WEST

CB-128.2=150.0-W

127.31

TO PSI

128.38-1CAB-12'

CB-128.2=148.9-W

542631R

SR 1

542634T

542635A

LINE SEGMENT

0517

OAK ST

COUNTY ROAD

WATERWAY
COUNTY ROAD

CURVATURE

ALIGNMENT #1

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

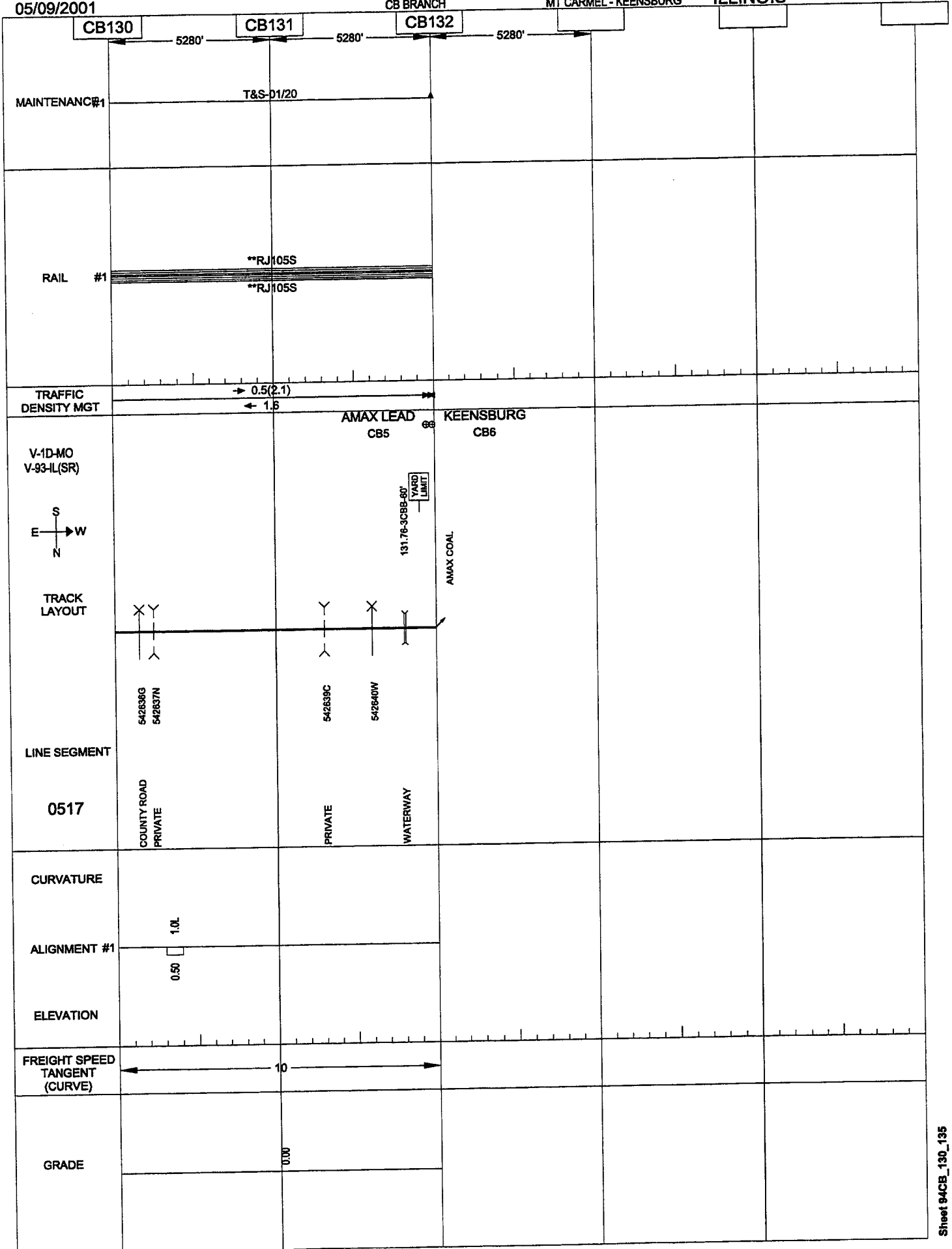
0.00

05/09/2001

CB BRANCH

MT CARMEL - KEENSBURG

ILLINOIS



05/09/2001

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS

TS395

5287'

MAINTENANCE

T&S-03/93

RAIL

48J131S 51NJ115S 31NJ12S
 48J131S 51NJ115S 31NJ12S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
 ← 0.0

V-4-IL

S
 E → W
 N

TRACK
LAYOUT

476336M 476337U

LINE SEGMENT

SR 185
 2ND ST

8030

CURVATURE

ALIGNMENT

ELEVATION

2.1L
 1.00

FREIGHT SPEED
TANGENT
(CURVE)

← 30 →

GRADE

+0.30
 +0.70
 +0.37
 0.00
 -0.29

05/09/2001

MADISON

MADISON BRANCH

COFFEEN-E. ST. LOUIS

ILLINOIS

TS400

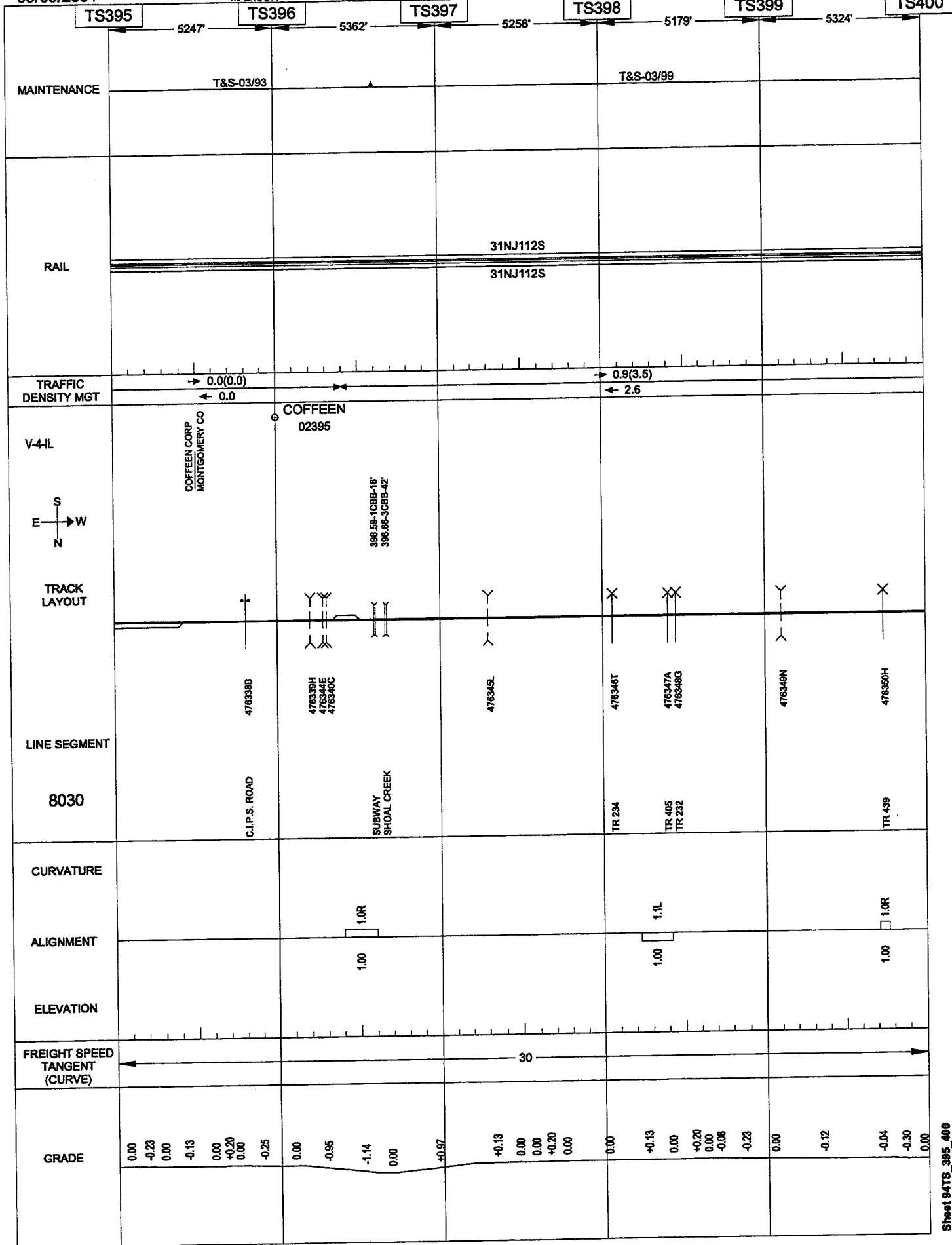
TS395

TS396

TS397

TS398

TS399



05/09/2001

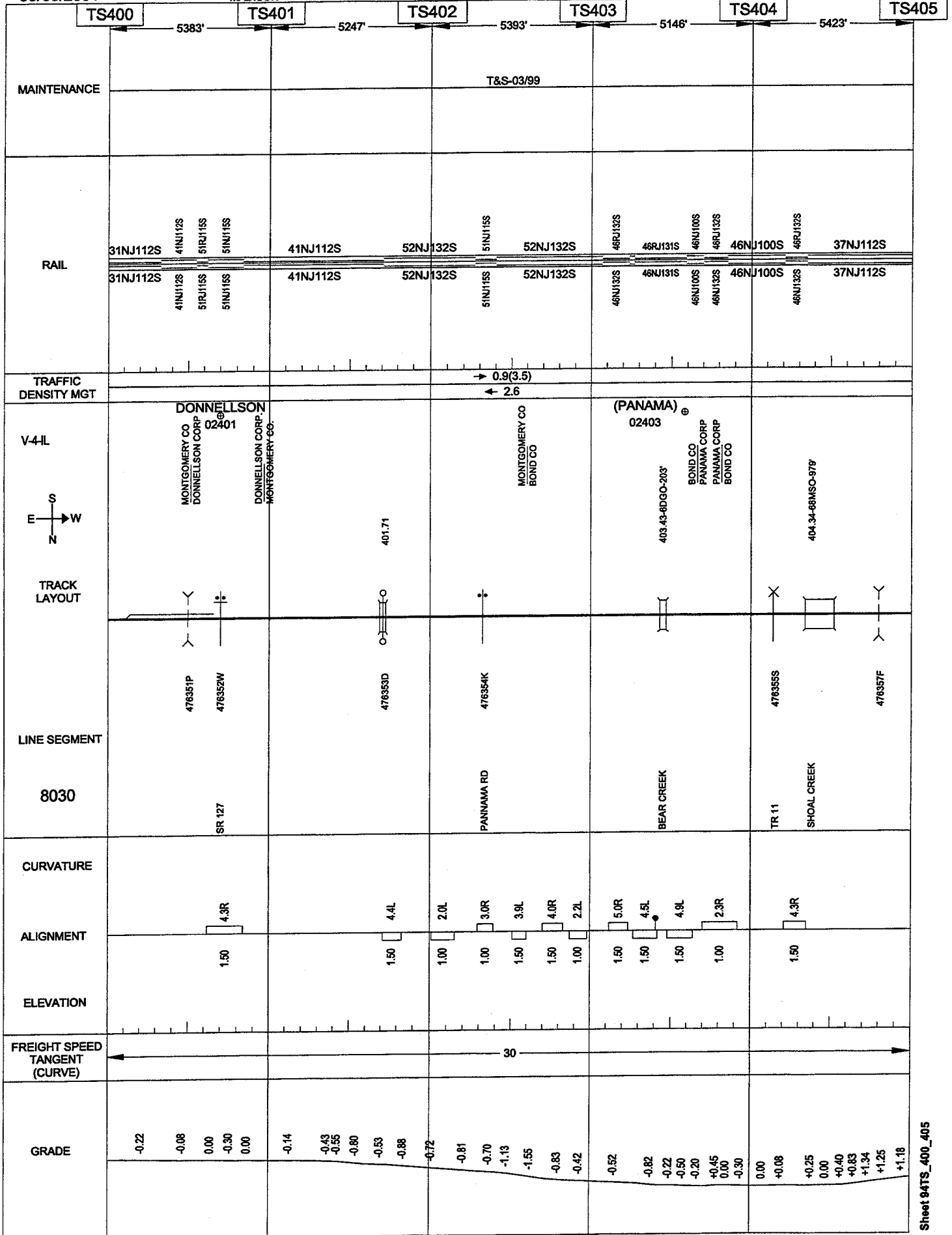
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COFFEE-E. ST. LOUIS

ILLINOIS

TS405



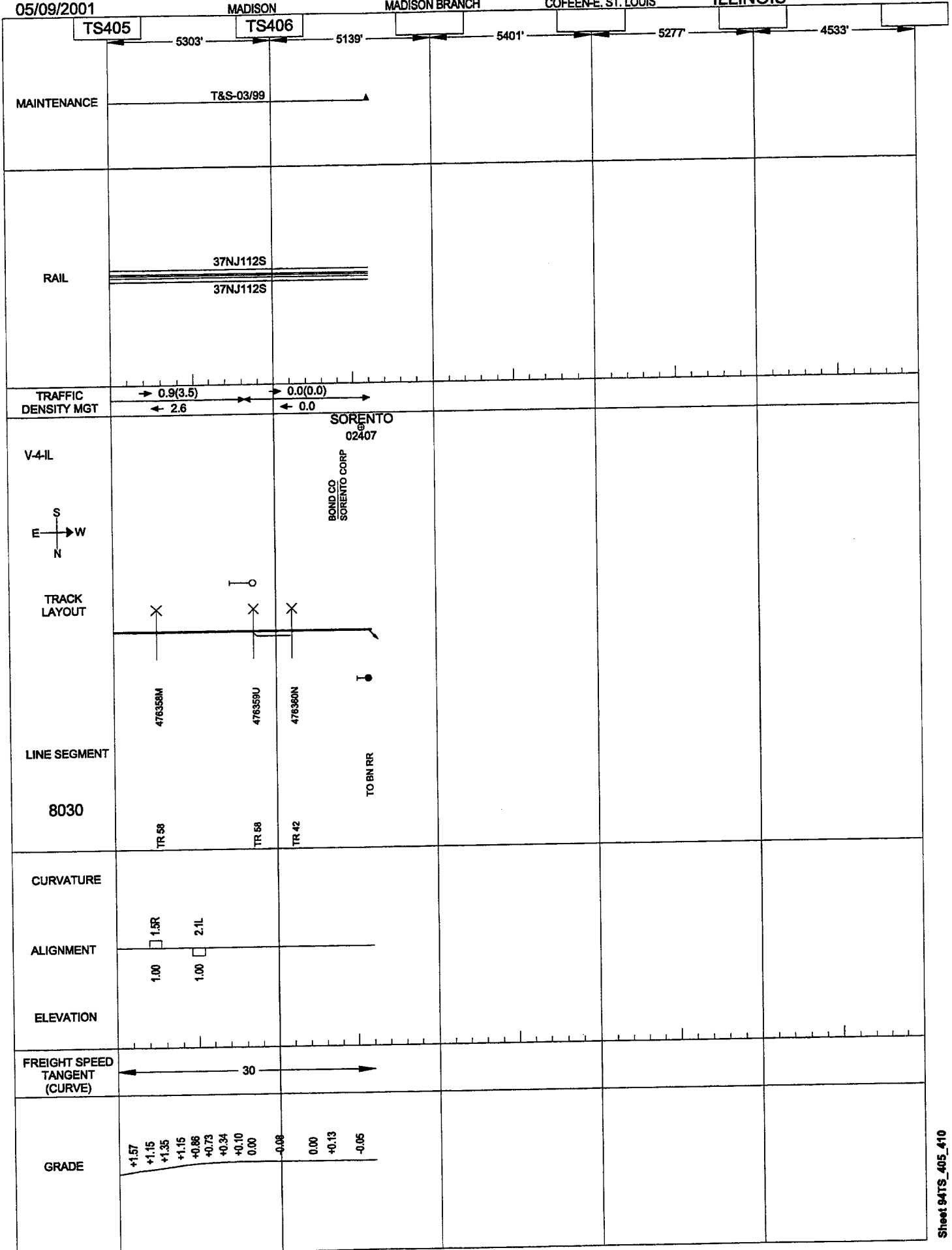
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MADISON BRANCH

COFEEN-E. ST. LOUIS

ILLINOIS



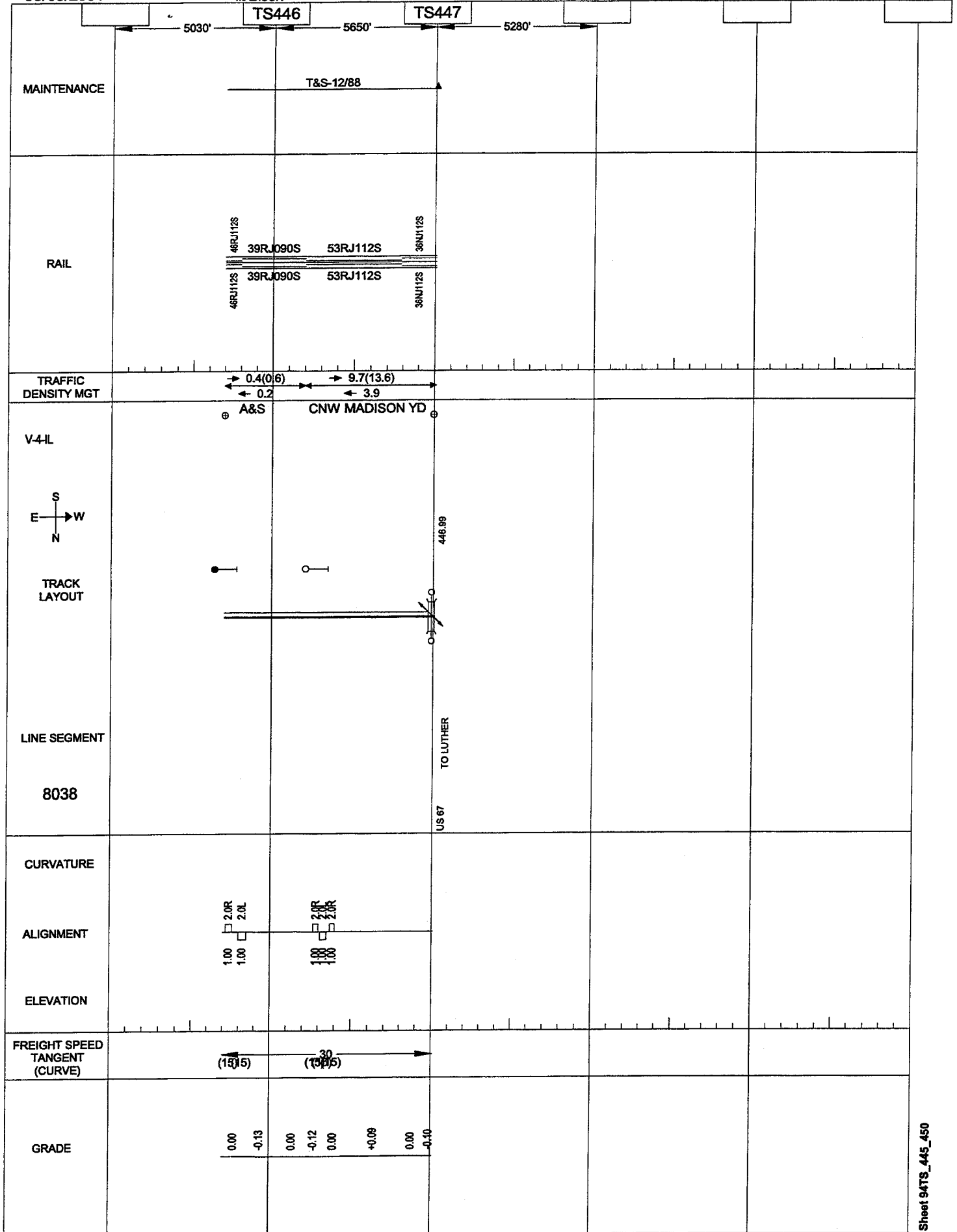
05/09/2001

MADISON

MADISON BRANCH

COFEEN-E. ST. LOUIS

ILLINOIS



05/09/2001

ALTON

A&E LINE

BRIDGE JUNCTION-WR TOWER ILLINOIS

AE4

AE5

5280'

5280'

MAINTENANCE

T&S-01/20
S-05/90

RAIL

44NJ090S

56RJ112S

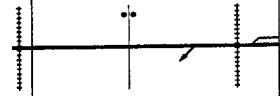
44NJ090S

56RJ112S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

BRIDGE JCT ⊕

BROOKLYN ⊕

W
S — N
ETRACK
LAYOUT

LINE SEGMENT

8170

NS (TS LINE)

2ND ST (SR 3)

TRRA

NS RB 35

CURVATURE

ALIGNMENT

ELEVATION

5.2L
1.001.0R
1.00FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

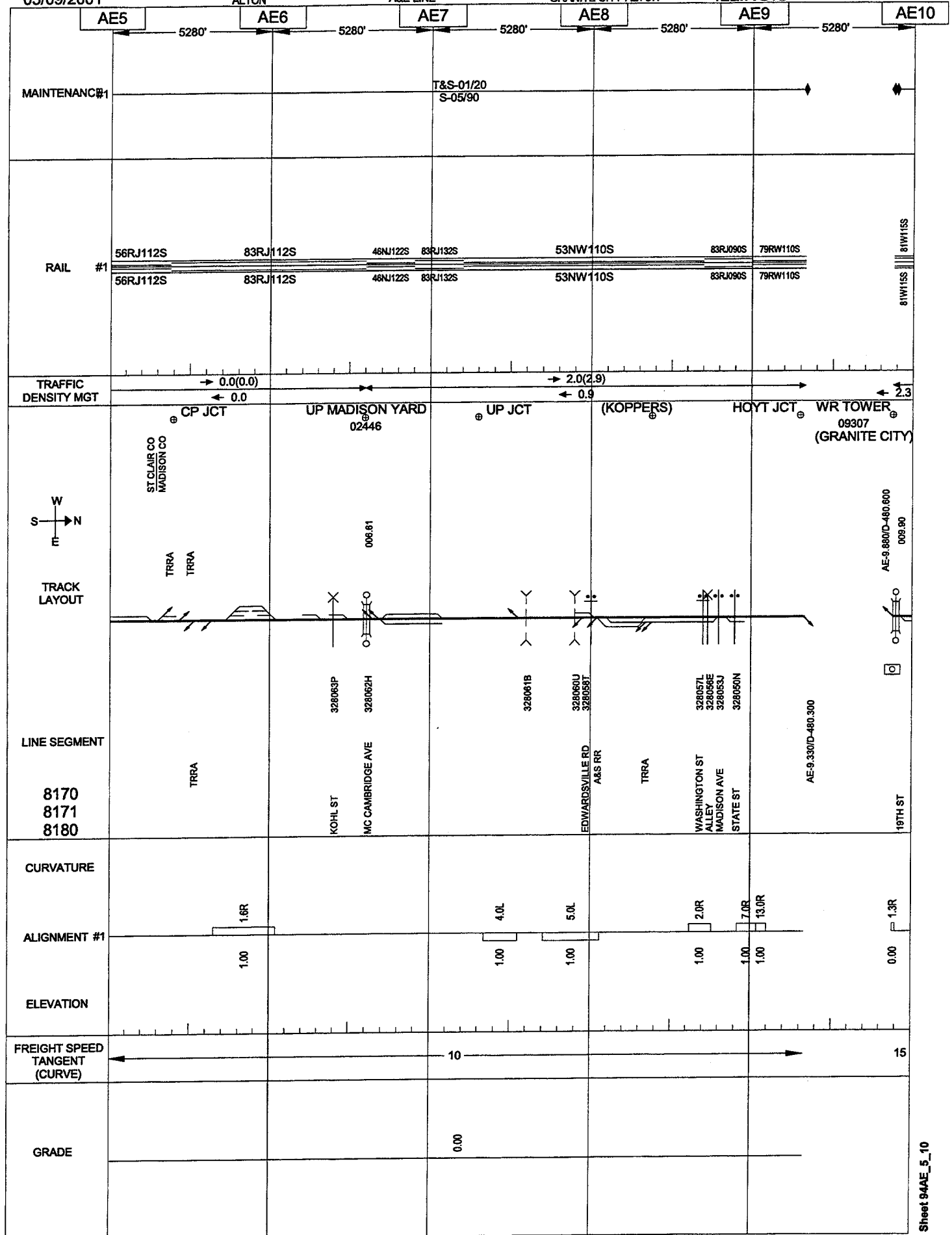
05/09/2001

ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS



270

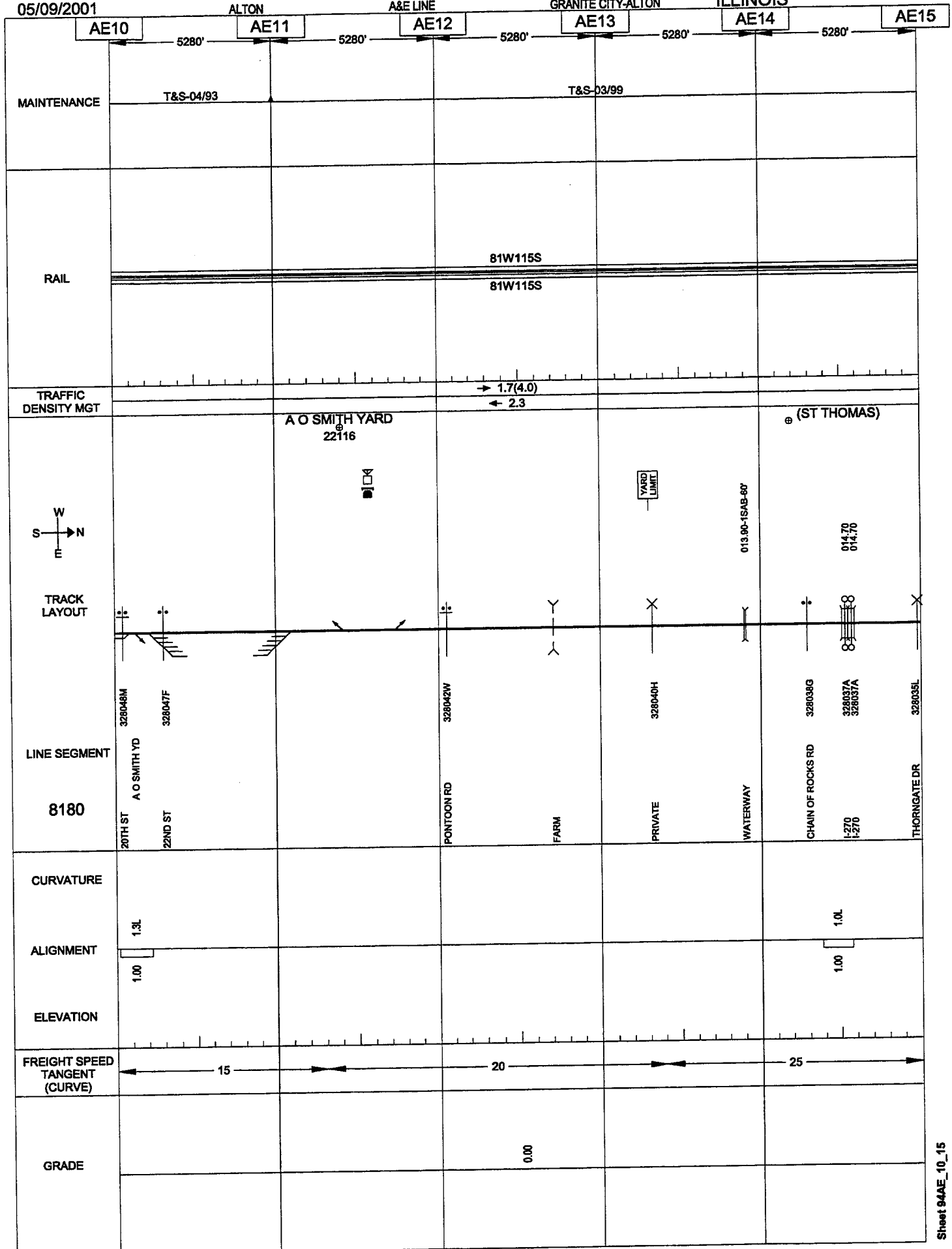
05/09/2001

ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS



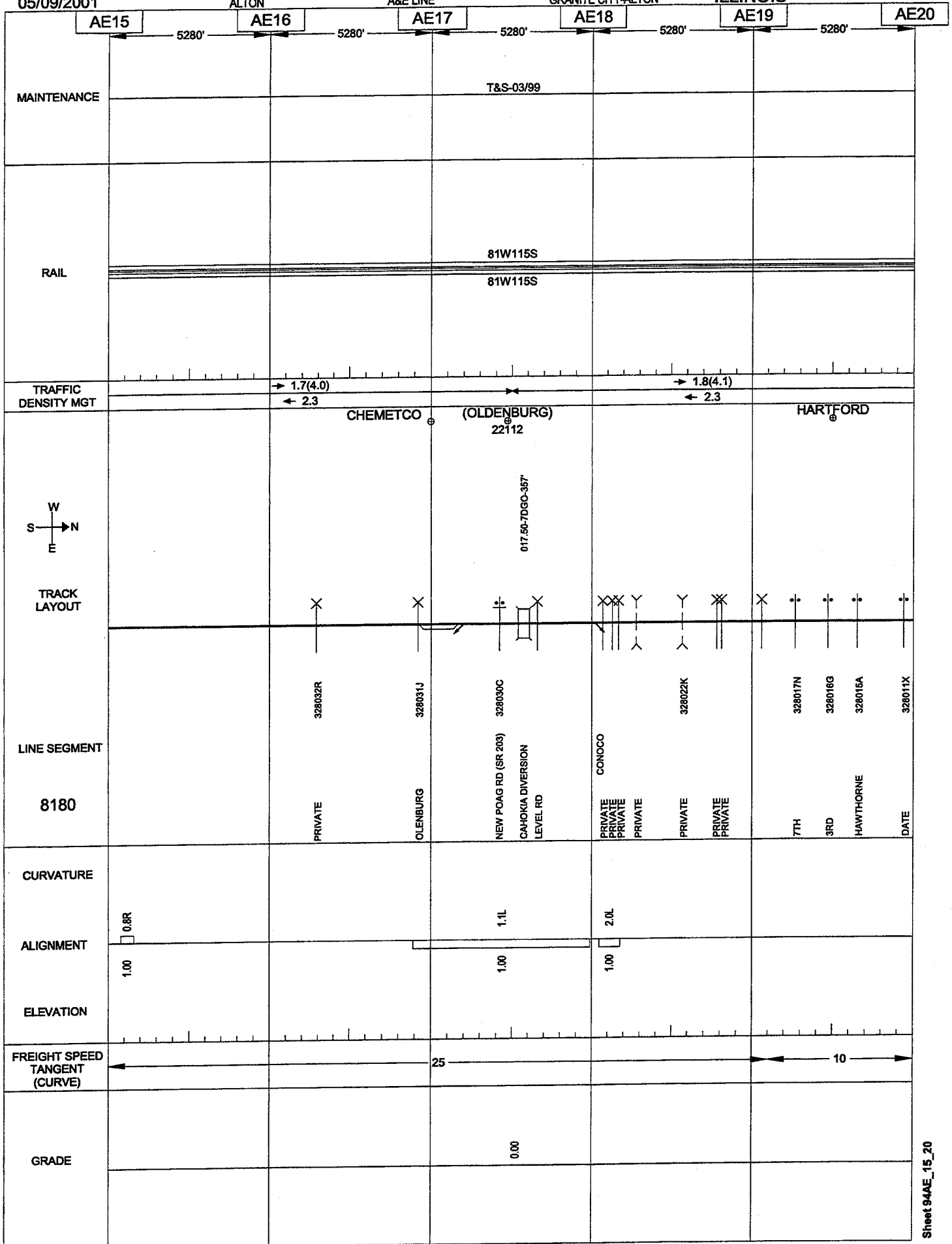
05/09/2001

ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS



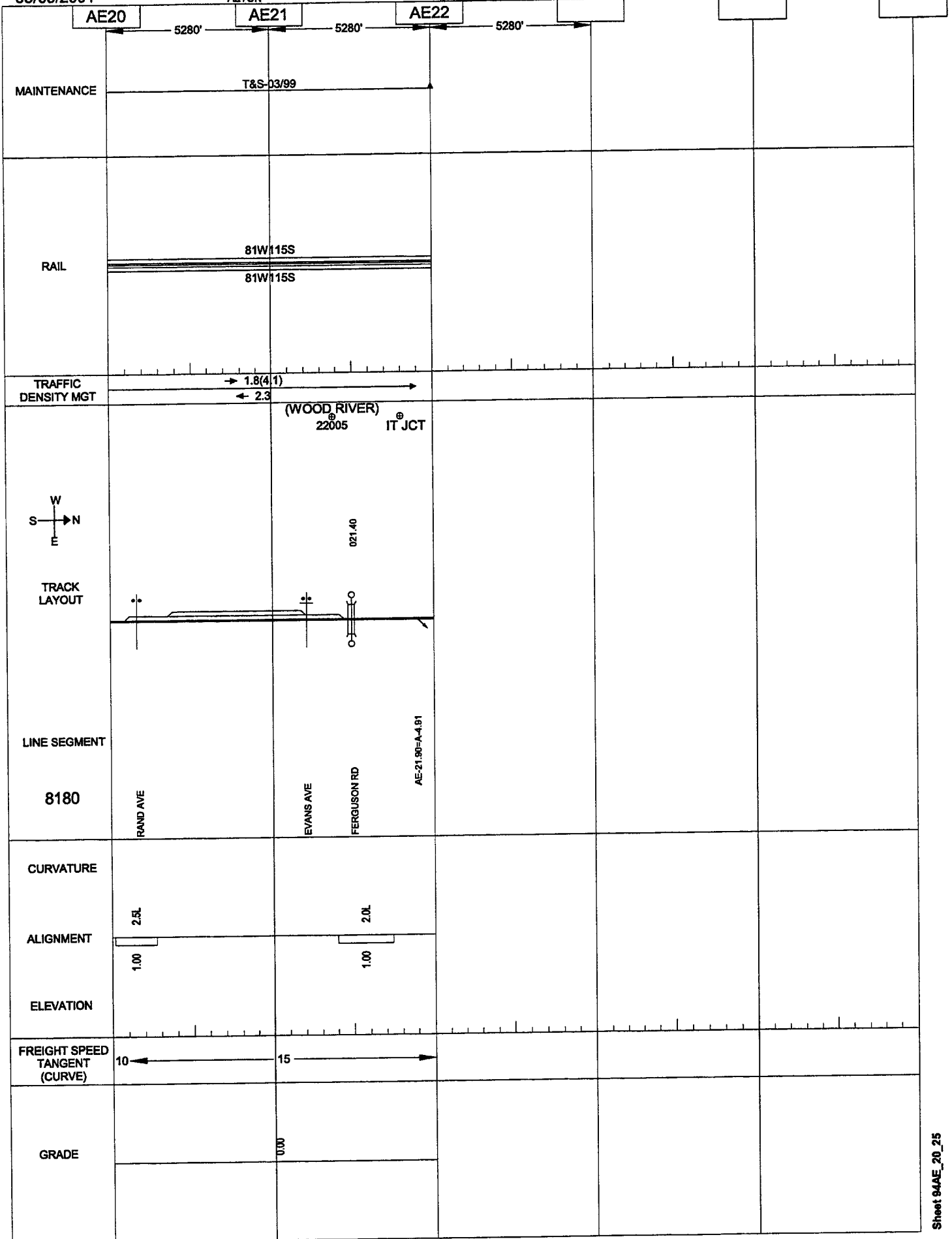
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ALTON

A&E LINE

GRANITE CITY-ALTON

ILLINOIS



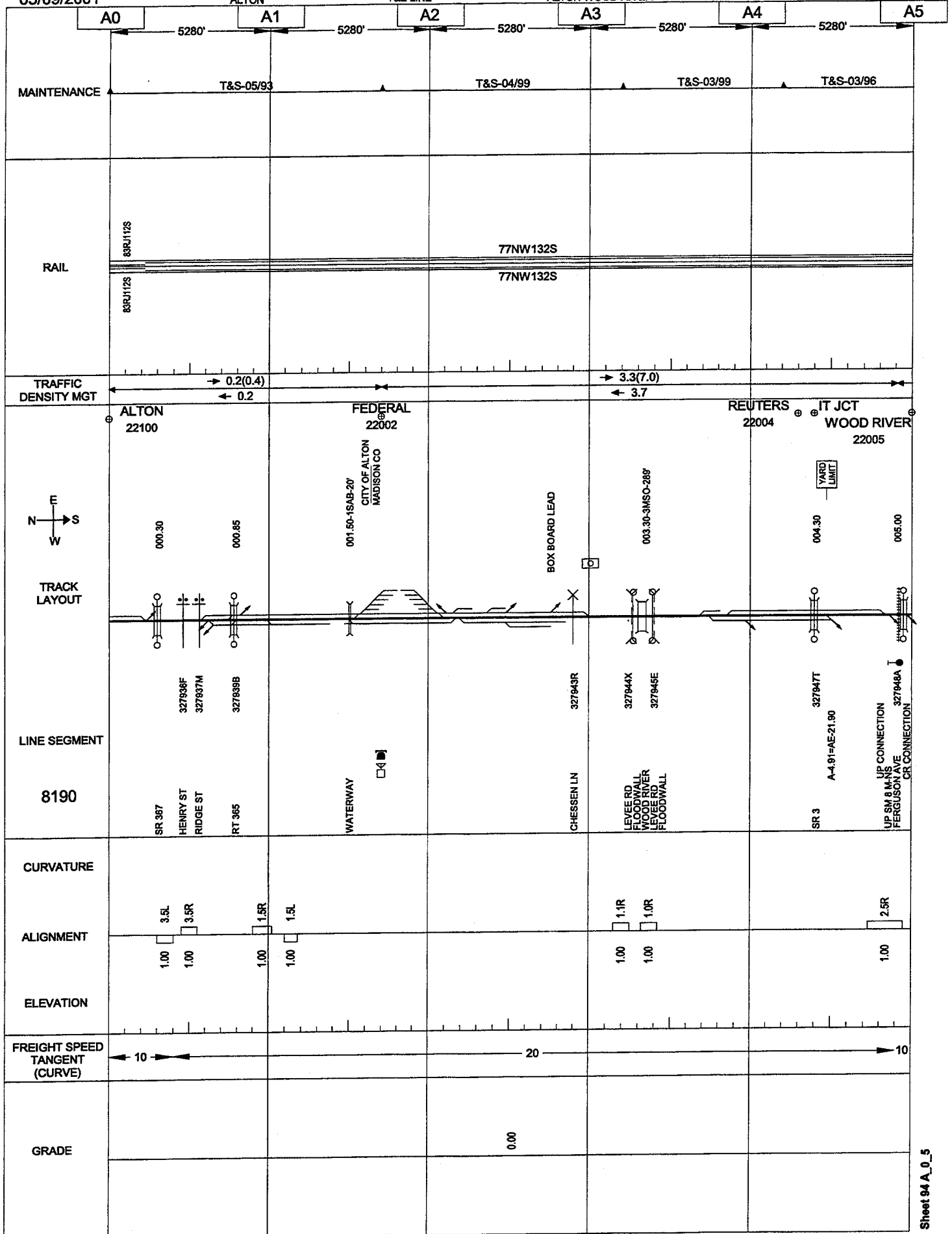
05/09/2001

ALTON

T&E LINE

ALTON-WOOD RIVER

ILLINOIS



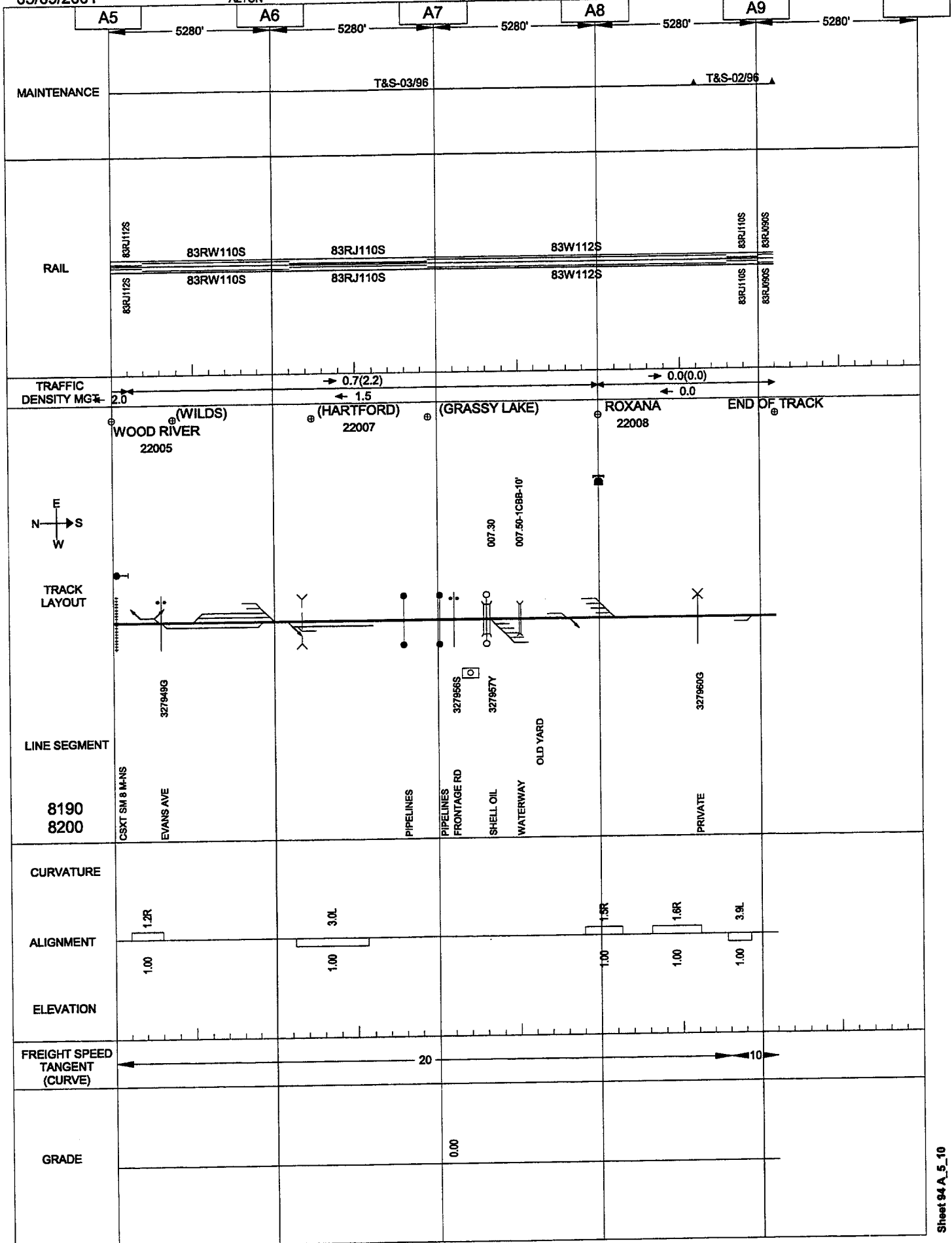
05/09/2001

ALTON

T&E LINE

WOOD RIVER-WANDA

ILLINOIS





05/09/2001

LAFAYETTE

LAFAYETTE UNION Rwy

LAFAYETTE-END

ILLINOIS

05/05/2007	LU0	LU1	LU2	LU3		
	5280'		5280'		5280'	
MAINTENANCE	T&S-01/20					
RAIL	22RJ090S					
	22RJ090S					
TRAFFIC DENSITY MGT						
	LAFAYETTE					
						
TRACK LAYOUT						
LINE SEGMENT	873112J 873113R 873115E 873116L 873118A 873120B 873121H 873122P 873123W					
8002	BEECH DR UNION ST CONCORD RD (US 52) SOUTH ST KOSSUTH ST MAIN ST					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

Sheet 94LU_0_5

05/09/2001

LAFAYETTE

276

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

TRACK
LAYOUT

277.89-1WTO-15'

LINE SEGMENT

7960

LOGAN ST
COLUMBIA ST
VOUNT ST
MAIN ST
MILL ST
JACKSON ST
W WASHINGTON
MONROE ST
PINE ST
WATERWAY
BOND ST
LITHIA ST
PINE ST
SYCAMORE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/09/2001

NORTHERN

IT MAIN

DECATUR(IT-DECATUR(NW)

ILLINOIS

IT42

IT43

IT44

IT45

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

83RWF132S

83RWF132S

TRAFFIC
DENSITY MGT

⊕ (DECATUR ITC)
22540



TRACK
LAYOUT

TO NORTH YARDS

LINE SEGMENT

8120

PARKS WAREHOUSE

22ND ST

328525D

27TH ST

328524W

32ND ST

328523P

TRAILER PARK
TIMBER PARK XOVY
ADM TRACK 1
ADM TRACK 3
ADM TRACK 5
ADM TRACK 7

328516E

IC M-IC
BRUSH COLLEGE RD

328515X

PRIVATE

328514R

FARIES PKWY
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/09/2001

NORTHERN

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

	IT45	5280'					
MAINTENANCE	T&S-01/20 ▲						
RAIL	83RWF132S 83RWF132S						
TRAFFIC DENSITY MGT							
	(DECATUR) 09141						
<div data-bbox="128 871 214 955"> </div> <div data-bbox="145 1003 223 1045">TRACK LAYOUT</div> <div data-bbox="118 1234 259 1260">LINE SEGMENT</div> <div data-bbox="151 1318 219 1348">8120</div>	<div data-bbox="360 1201 383 1318" style="writing-mode: vertical-rl; transform: rotate(180deg);">IT-45-45-D-372.41</div>						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

05/09/2001

NORTHERN

IT BELT

IT BELT

ILLINOIS

BL5

5280'

MAINTENANCE

T&S-01/20

RAIL

**RJ056S

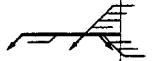
**RJ056S

TRAFFIC
DENSITY MGT

(NORTH JCT)



TRACK
LAYOUT



LINE SEGMENT

TO WABIC

8214

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00


05/09/2001

NORTHERN

IT BELT

IT BELT

ILLINOIS

	BL5	BL6				
	5280'	5280'				
MAINTENANCE	T&S-01/20					
RAIL	**RJ056S **RJ056S					
TRAFFIC DENSITY MGT						
<div> <div> <div>E</div> <div>N</div> <div>S</div> <div>W</div> </div> <div> <div>→</div> </div> </div> <p>TRACK LAYOUT</p> 						
LINE SEGMENT						
8214						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

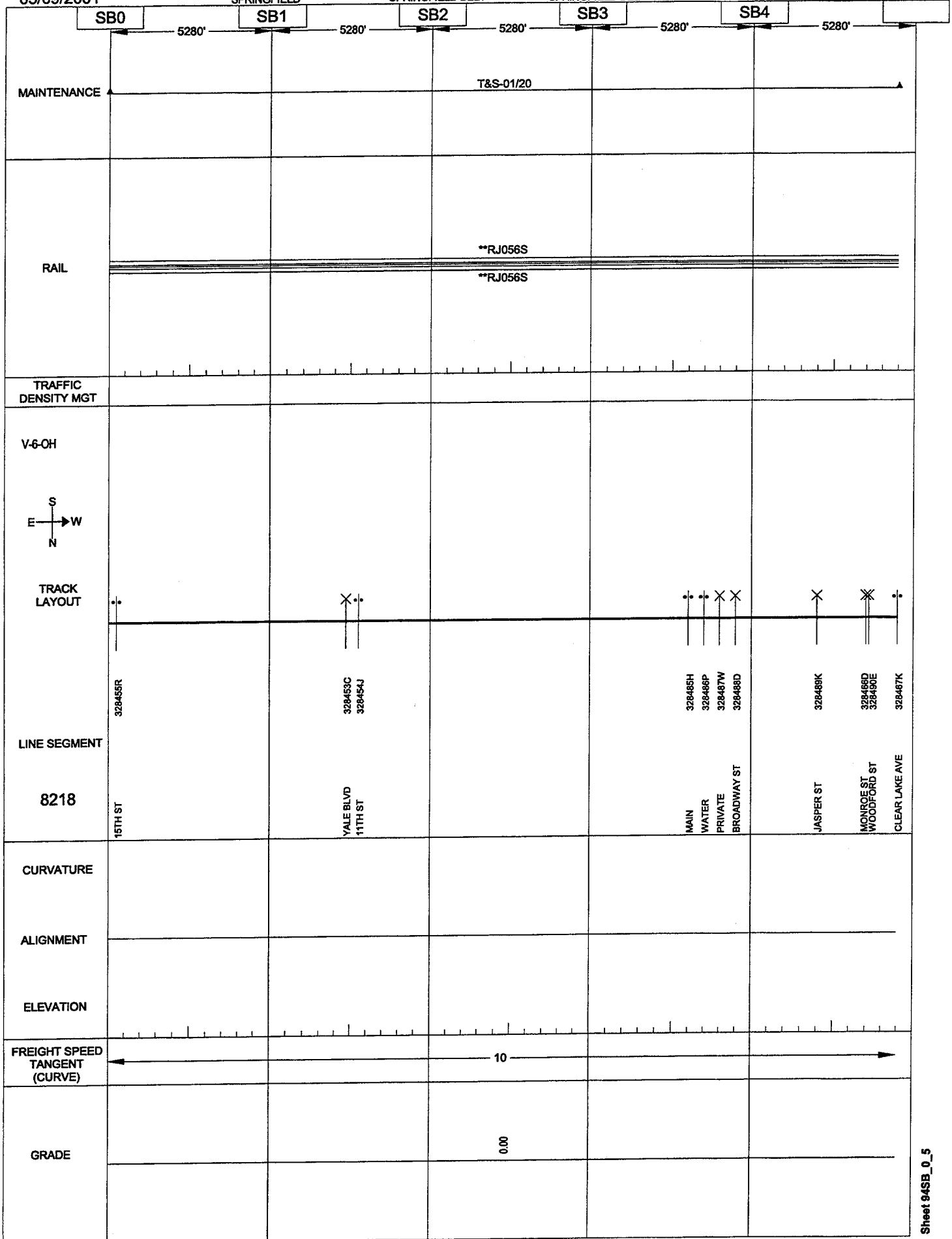
05/09/2001

SPRINGFIELD

SPRINGFIELD BELT

SPRINGFIELD BELT

ILLINOIS



05/09/2001

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M470

M466

M467

M468

M469

MAINTENANCE

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

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

RAIL

75RJ100S
75RJ100S

75W100S
75W100S

84W132S
84W132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

→ 1.0(1.9)
← 0.9

→ 0.1(0.2)
← 0.1

V-8-IL

BLUFFS
09189



TRACK
LAYOUT

M-466 03=DH-466.04

466.66-TGO-60'

468.15-3TGO-107'

SCOTT CO
MORGAN CO

LINE SEGMENT

8150

479486F

479487M

479488U

479490V

479491C

479492J

WOLF RUN
NAPLES RD

WATERWAY
PRIVATE

TR 1

TR 79

CURVATURE

ALIGNMENT

1.0R
1.00

2.0R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

0.00

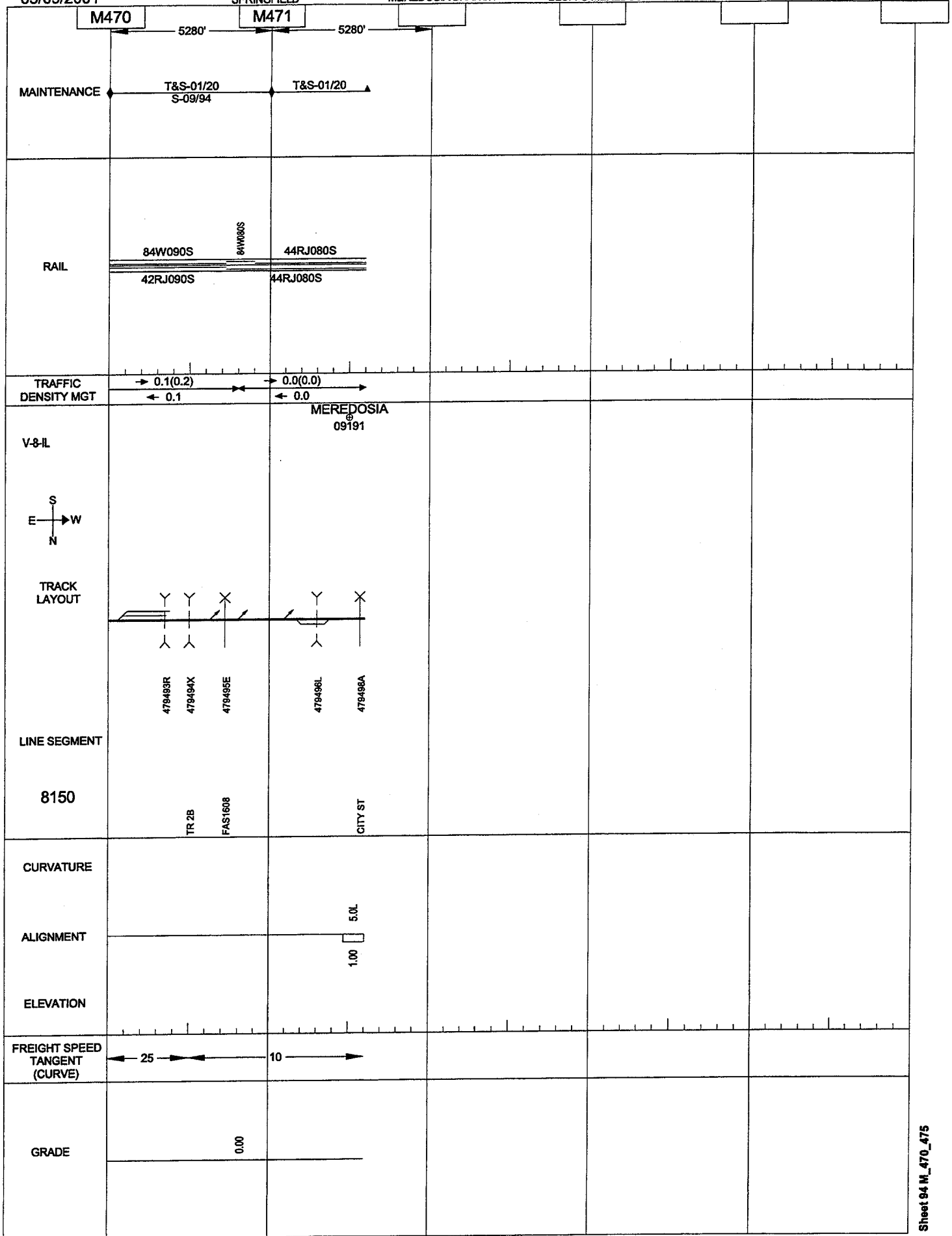
05/09/2001

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

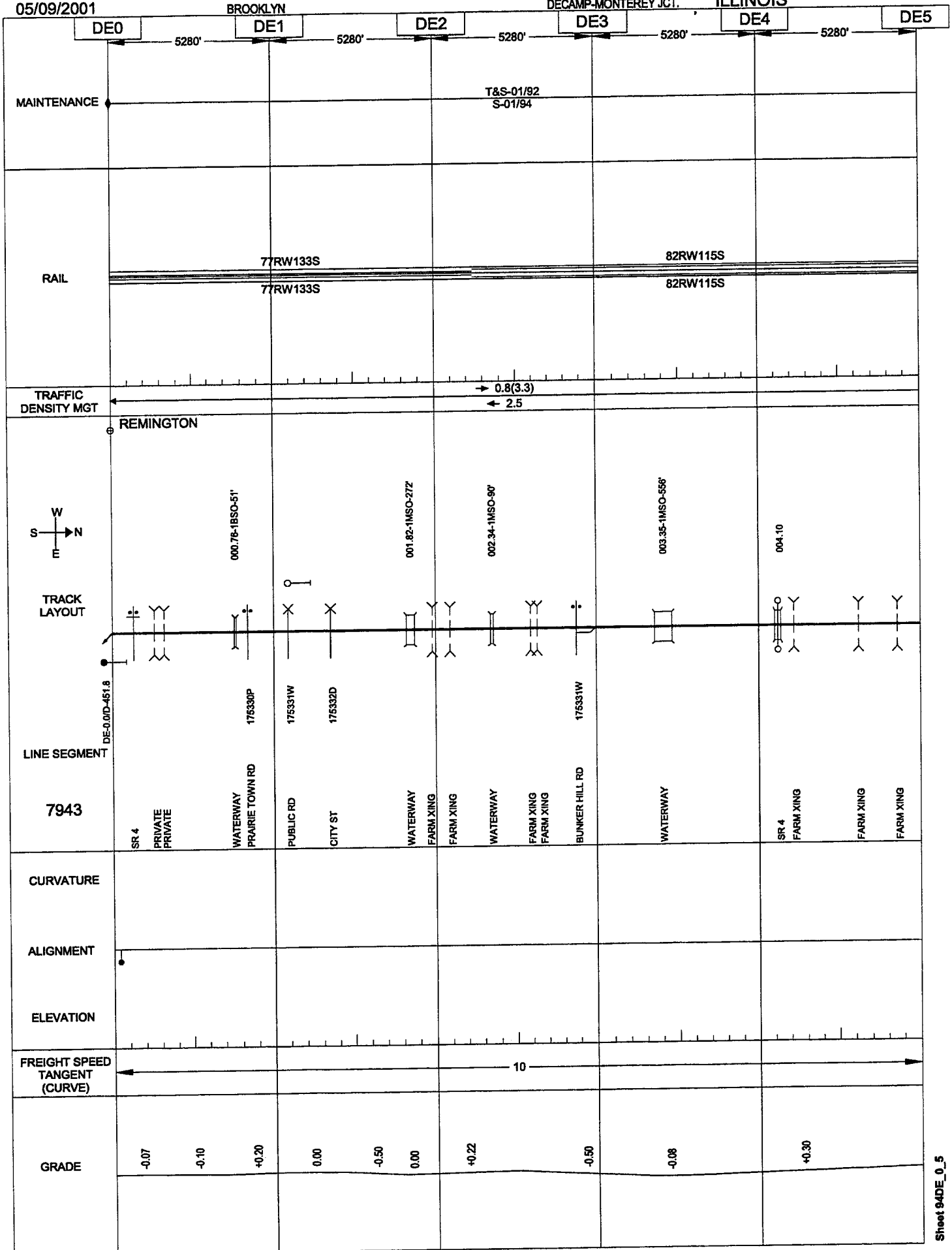


05/09/2001

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

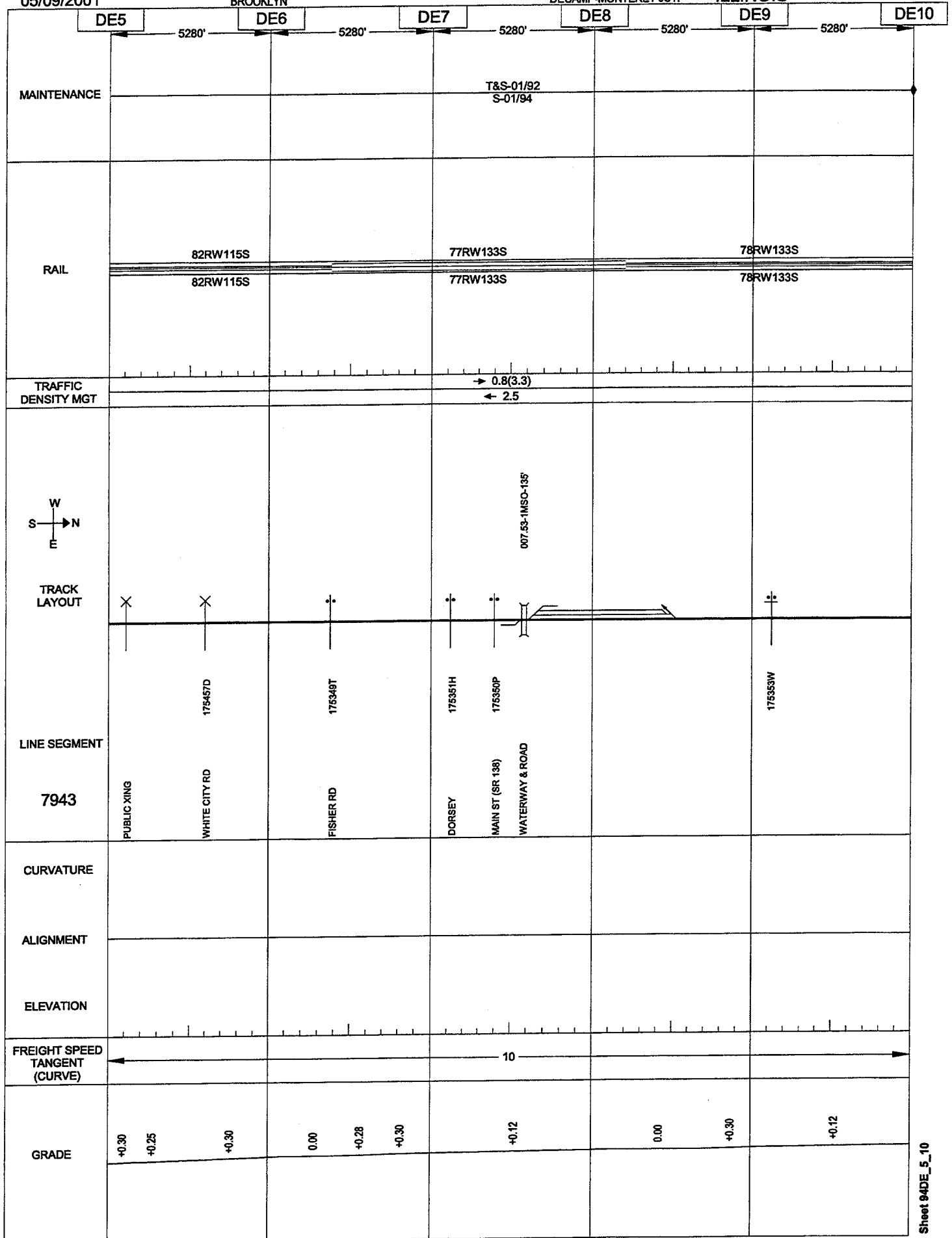


05/09/2001

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

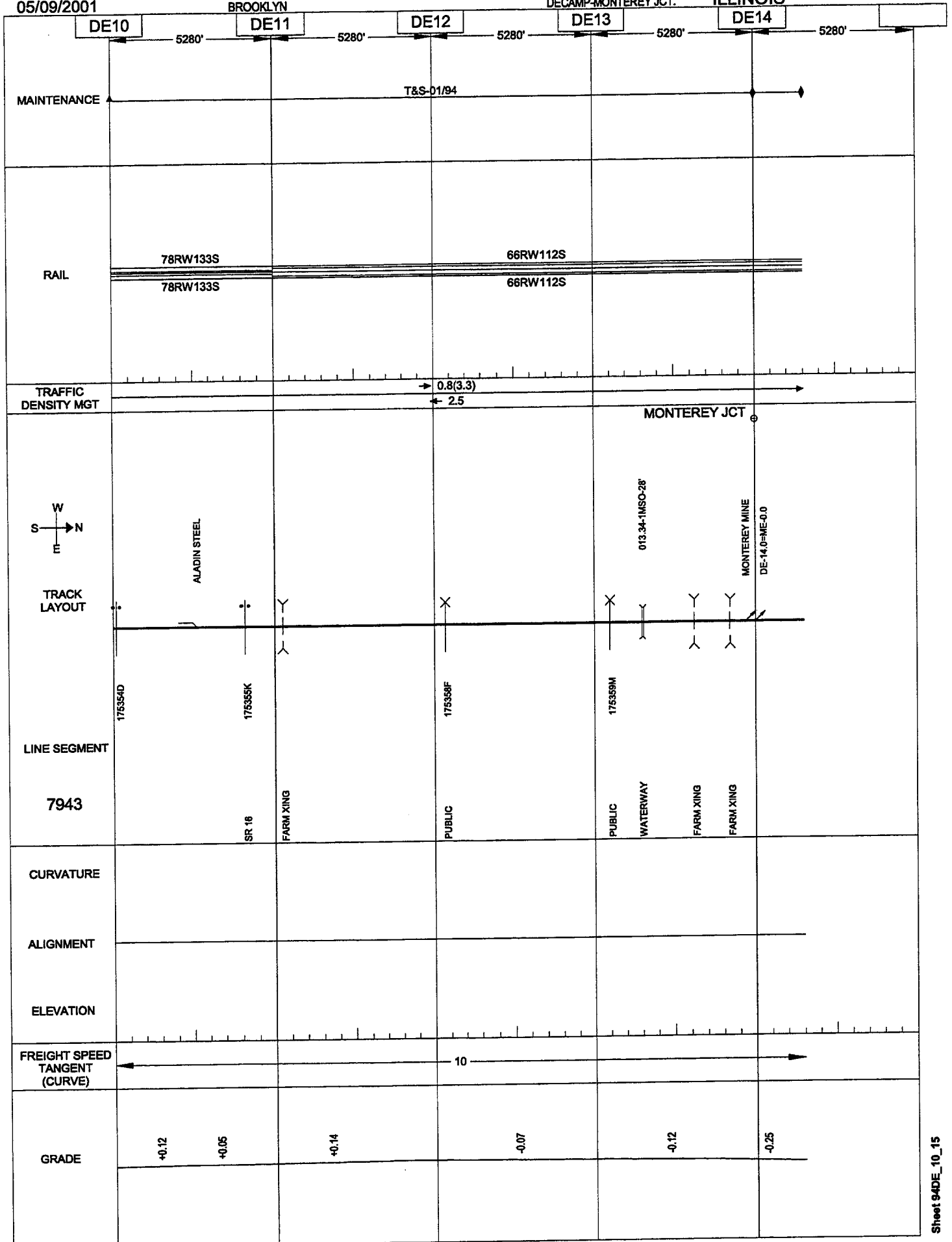


05/09/2001

BROOKLYN

DECAMP-MONTEREY JCT.

ILLINOIS

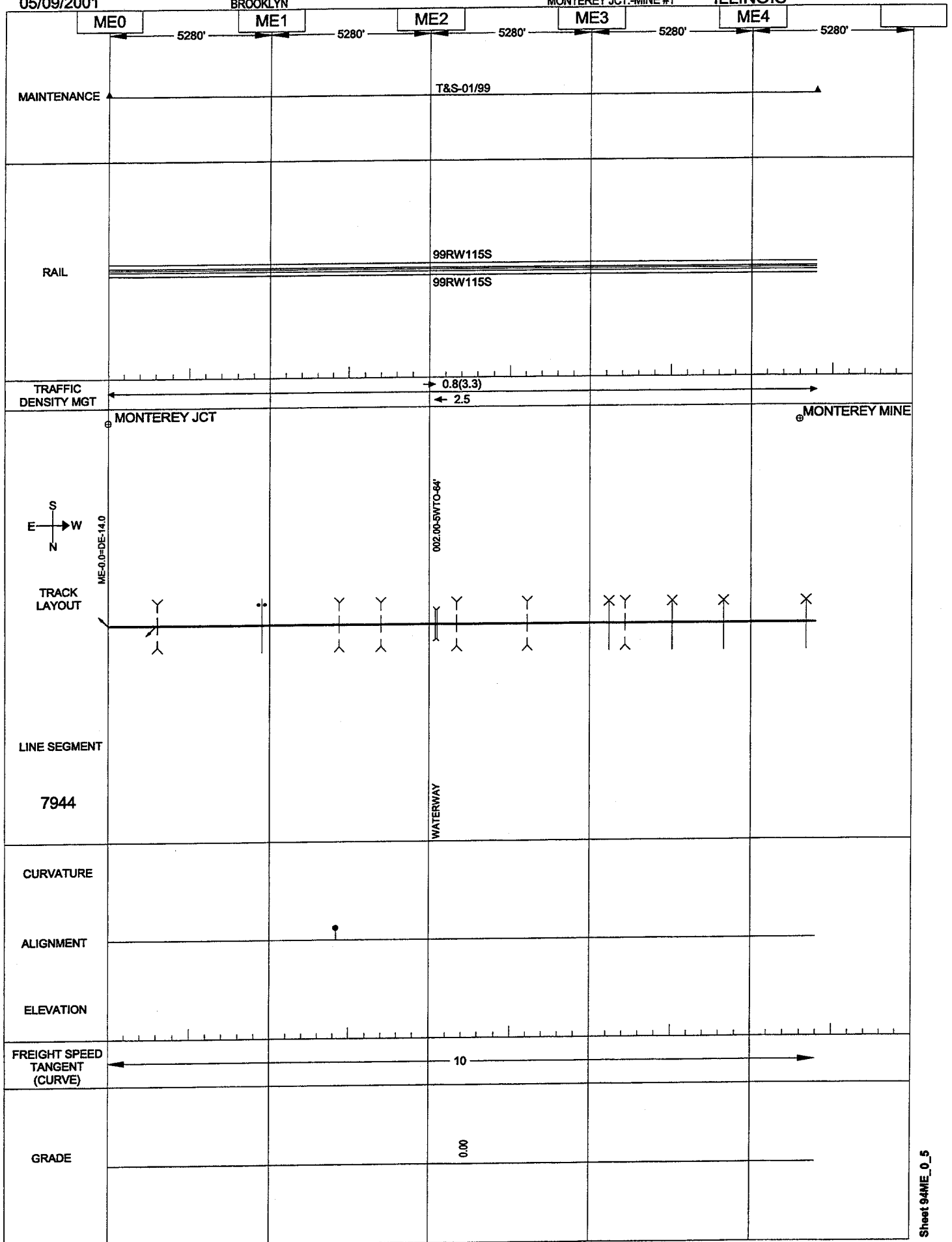


05/09/2001

BROOKLYN

MONTEREY JCT.-MINE #1

ILLINOIS



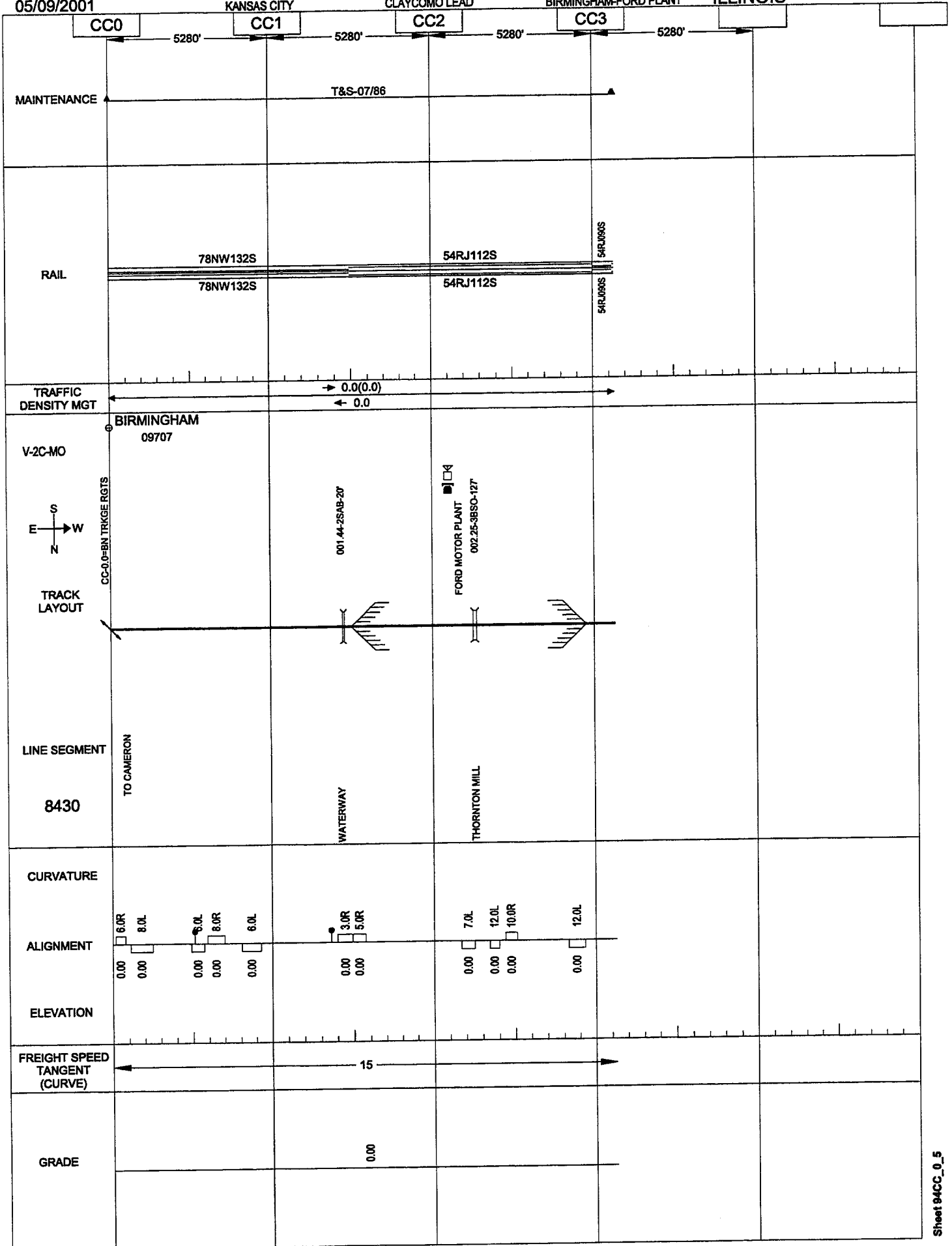
05/09/2001

KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



05/09/2001

MOULTON

MOBERLY-DES MOINES

ILLINOIS

SD149

SD150

5280'

5290'

T&S-10/79

T&S-05/85

MAINTENANCE

RAIL

71RJ112S
71RJ112S

43RJ112S

43RJ112S

44RJ090S
44RJ090S

84W112S

84W112S

TRAFFIC
DENSITY MGT

V-5-MO

S
E — W
NTRACK
LAYOUT

SD-148.1/S-148.34

149.61

LINE SEGMENT

8330

480430H

480431P

480432W

480433D

SPARKS AVE

NORTH AVE

US 24

FOWLER LN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

40

GRADE

+0.28
-0.19

0.00

+0.23

0.00

-0.32

-0.35

05/09/2001

MOULTON

MOBERLY-DES MOINES

ILLINOIS

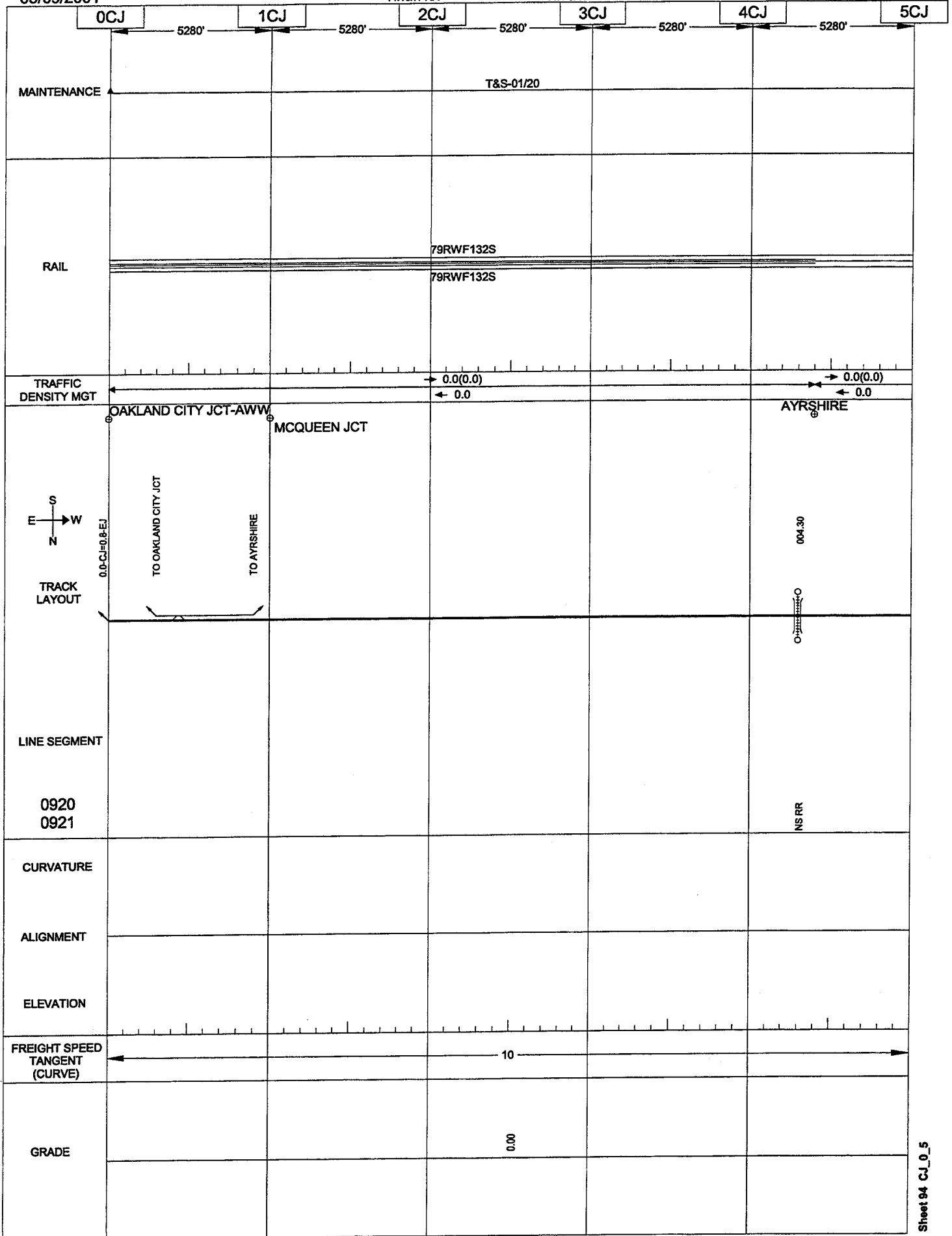
	SD150	5272'					
MAINTENANCE	T&S-08/85						
RAIL	84W112S 84W112S						
TRAFFIC DENSITY MGT							
V-5-MO	MOBERLY 09673						
<div style="text-align: center;"> S E — W N </div>	150.01-3WTO-43'						
TRACK LAYOUT	YARD LIMIT						
LINE SEGMENT							
8330	WATERWAY						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	40						
GRADE	-0.26 +0.07 -0.08 +0.02						

05/09/2001

AW&W RR

AW & W

ILLINOIS



05/09/2001

AW&W RR

AW & W

ILLINOIS

10CJ

5CJ

6CJ

7CJ

8CJ

9CJ

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

WINSLOW-AWW

S
E — W
N

TRACK
LAYOUT

LINE SEGMENT

0921

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/09/2001

AW&W RR

AW&W

ILLINOIS

10CJ

5280'

11CJ

5280'

12CJ

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

ALGERS

S
E — W
NTRACK
LAYOUT

LINE SEGMENT

0921

LOOP TRACK RETURN

END LOOP (RETURN)

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

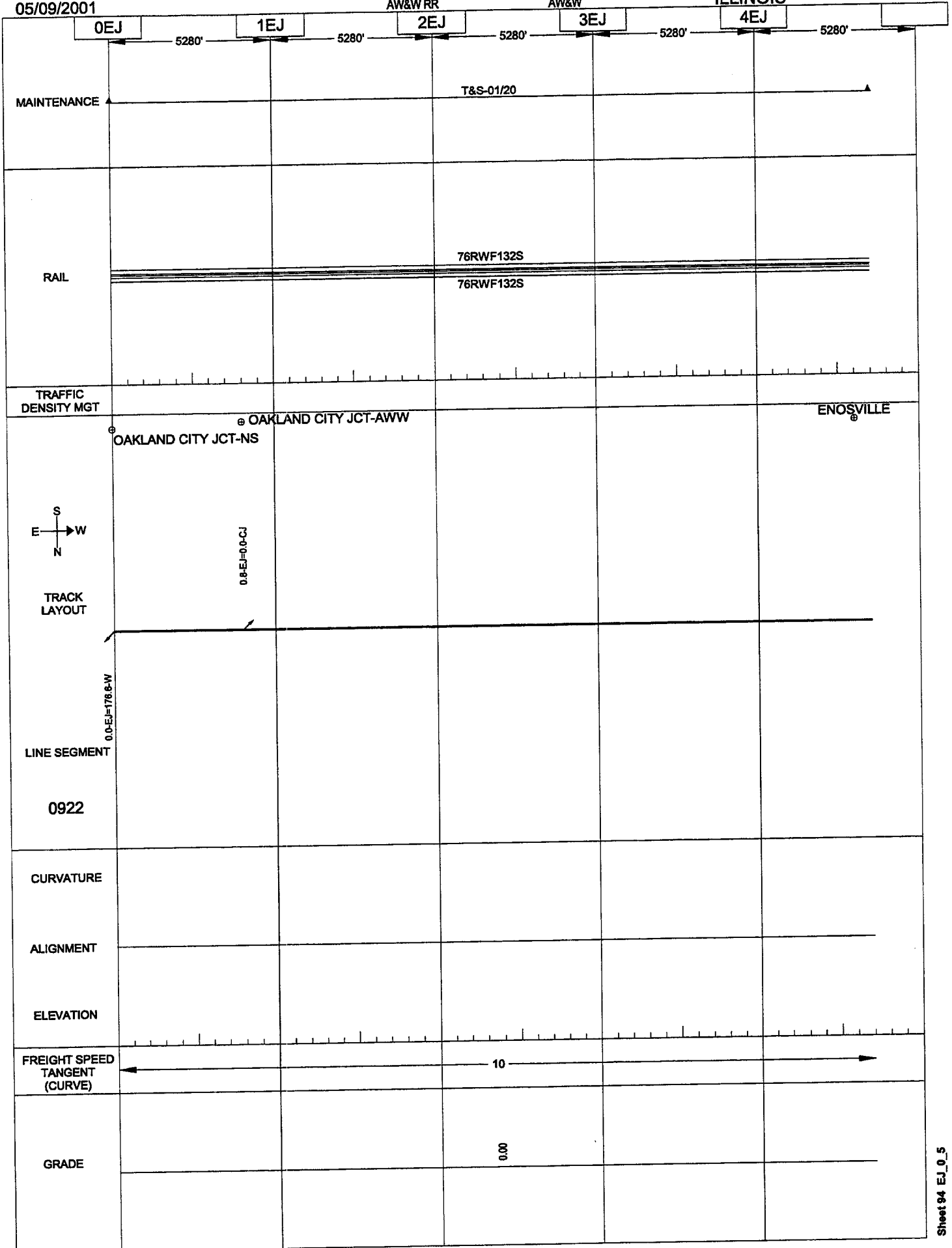
0.00

05/09/2001

AW&W RR

AW&W

ILLINOIS



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. The number shown below the station name is the station code.
- 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. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). 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: Other Road, Crossing Type, Angle and Maintaining Road. Crossing types are:

SM - Solid Manganese
 MI - Manganese Insert
 RB - Rail Bolted
 XO - Double Crossover
 MP - Movable Point

- 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 shown under the specific curve to which it applies.

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

