



**NORFOLK  
SOUTHERN**

# **Illinois Division**

**2003**

# **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, 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**

MI

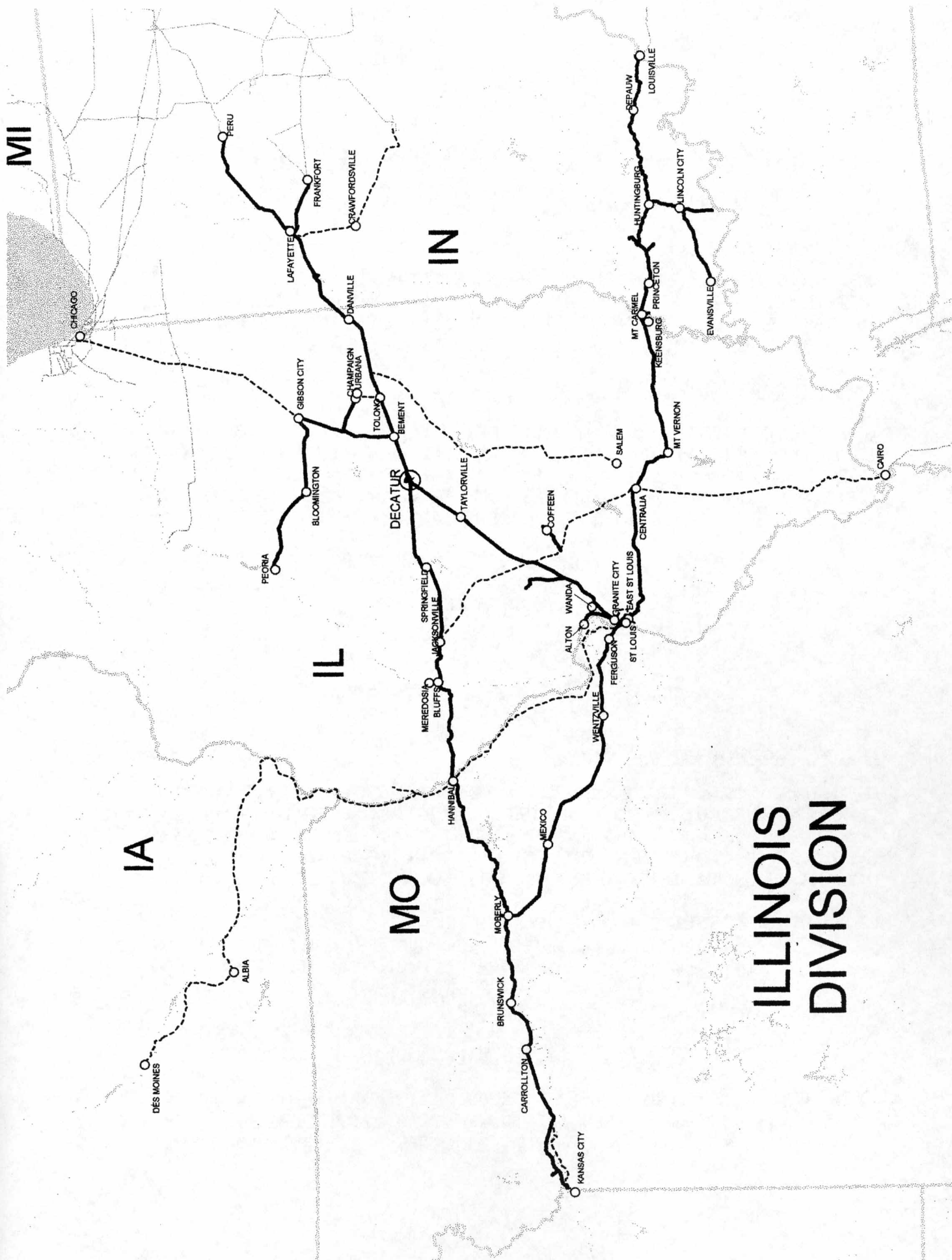
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# ILLINOIS DIVISION



# ILLINOIS DIVISION

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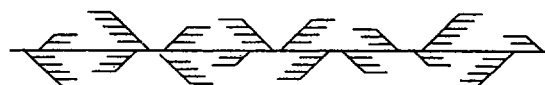
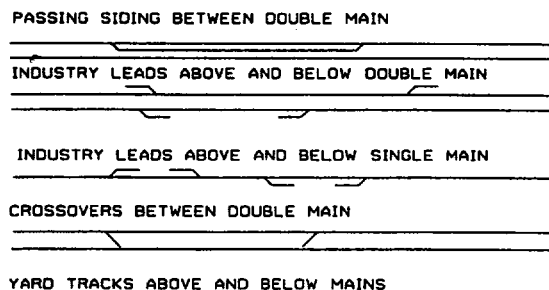
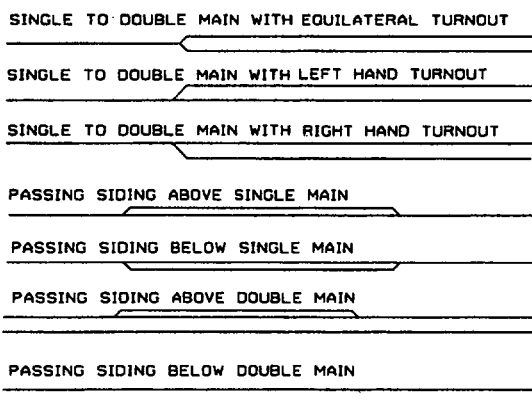
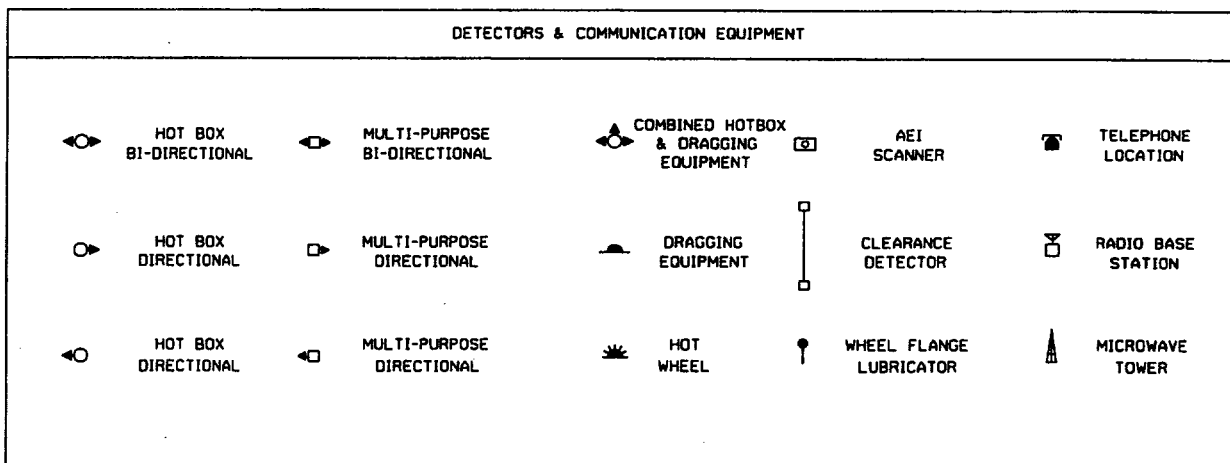
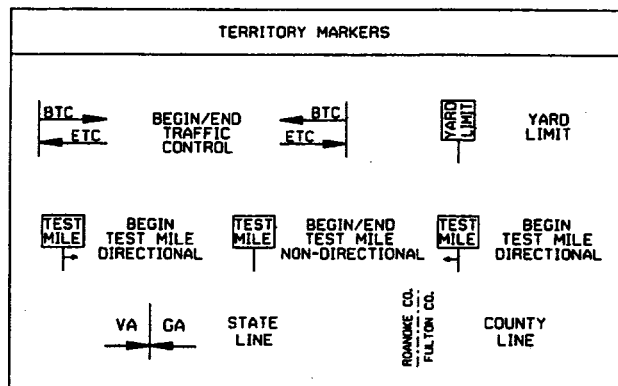
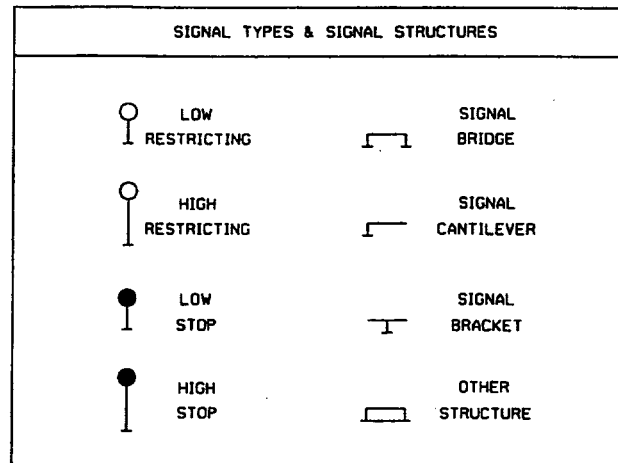
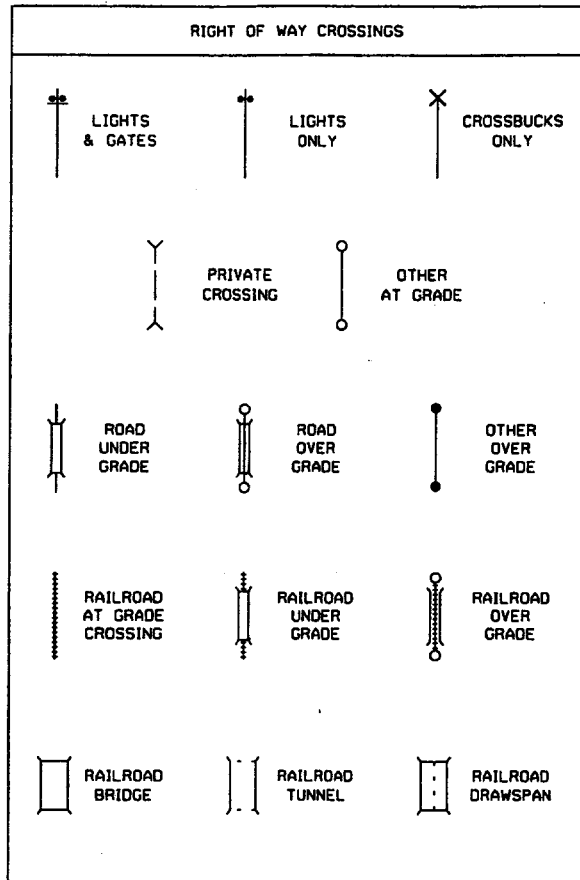
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# TRACK CHART SYMBOL LEGEND



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001

LAFAYETTE

PERU-DECATUR

ILLINOIS

D205

5322'

▲ T&amp;S-08/01

MAINTENANCE

69NW132S

69NW132S

RAIL

TRAFFIC  
DENSITY MGT→ 26.2(54.9)  
← 28.7

V-3A-IN

WEST PERU  
09068BTC  
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

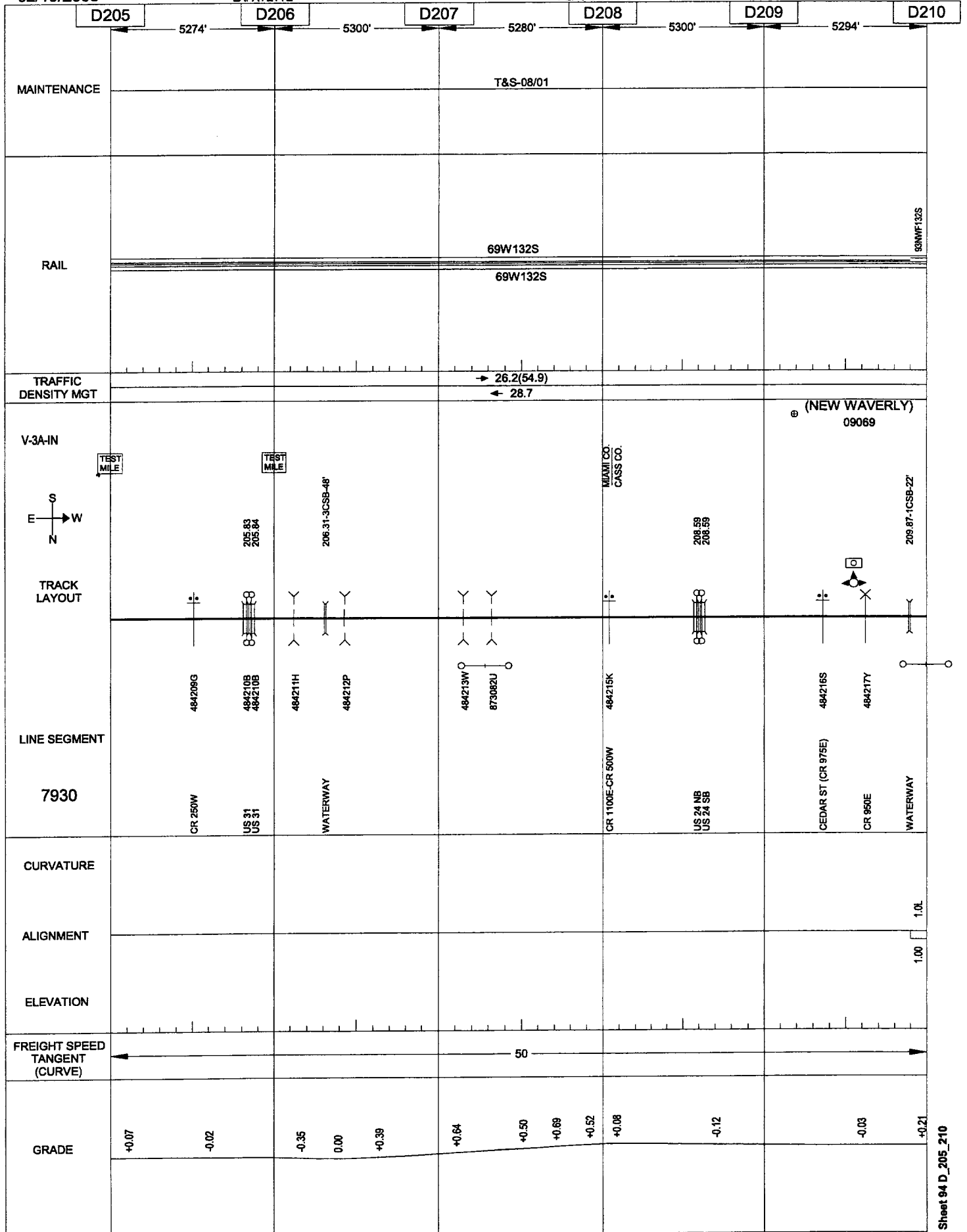
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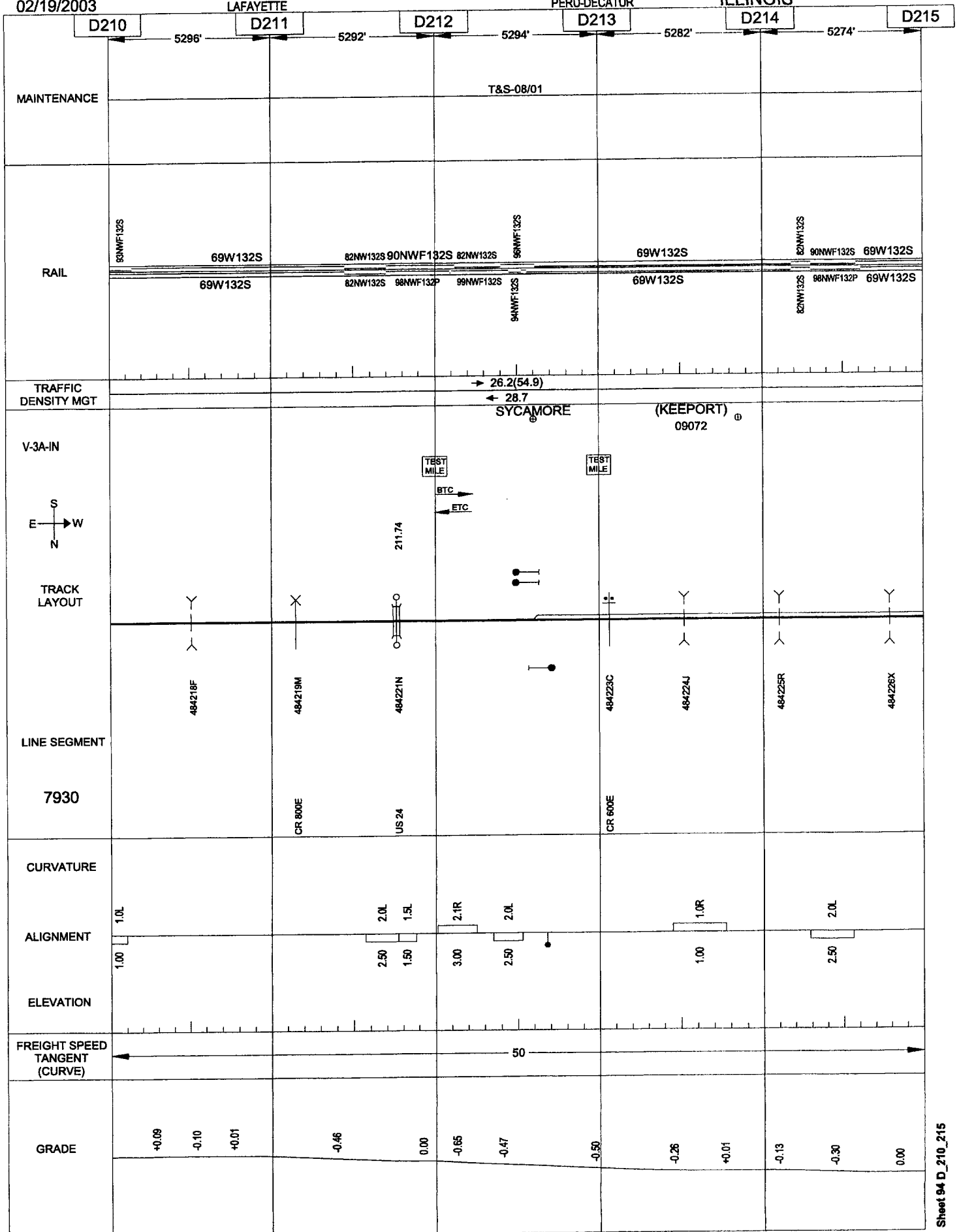


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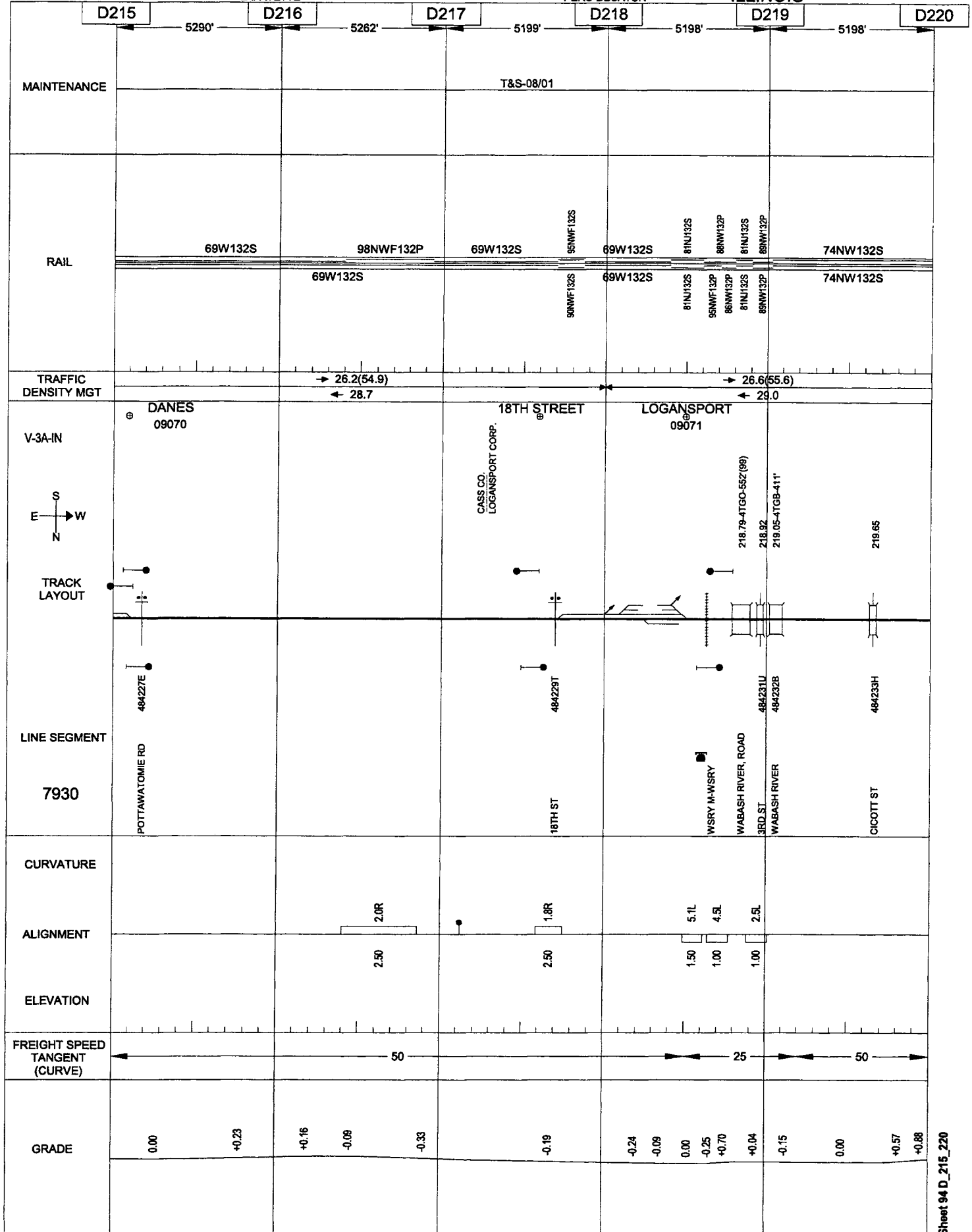


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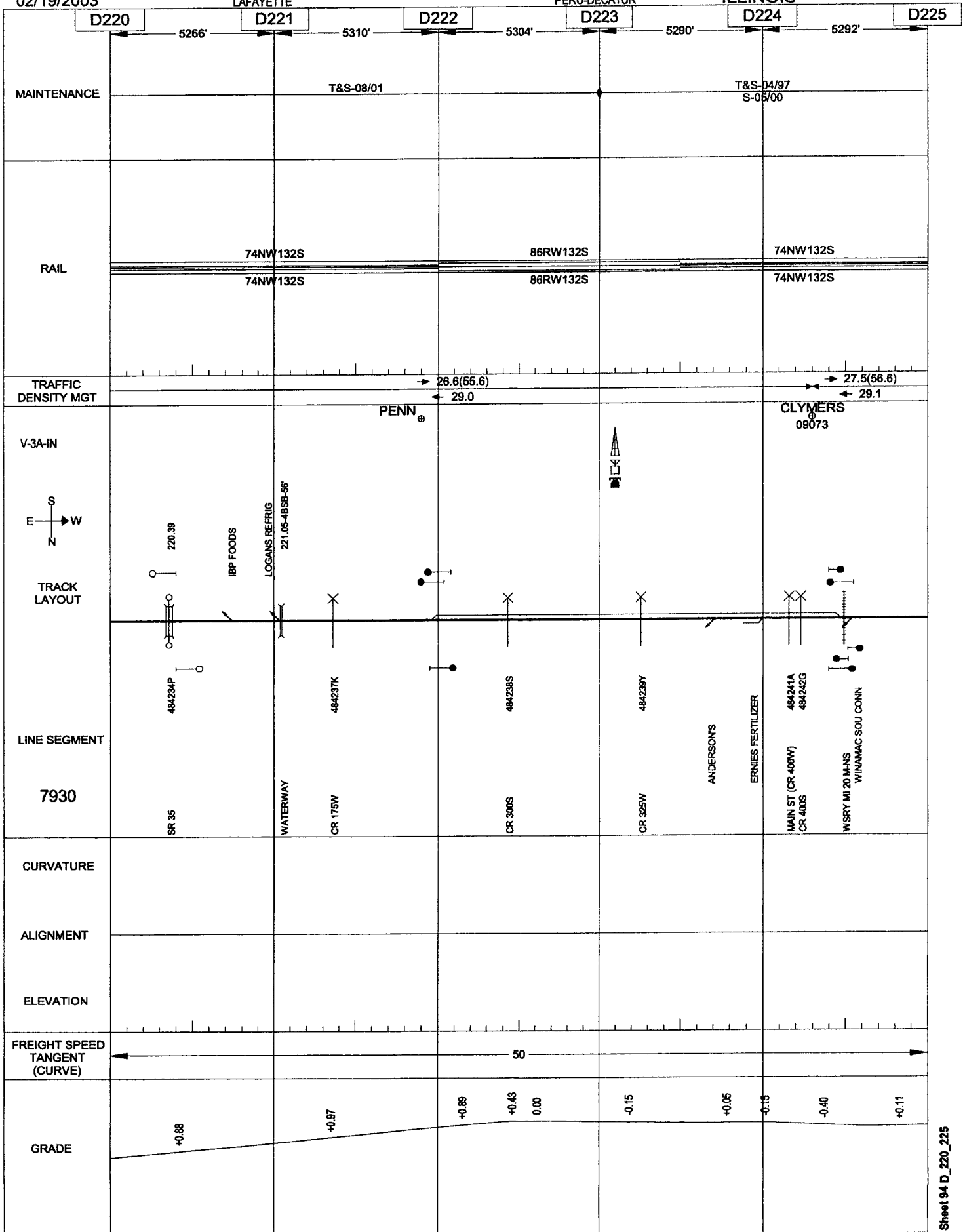


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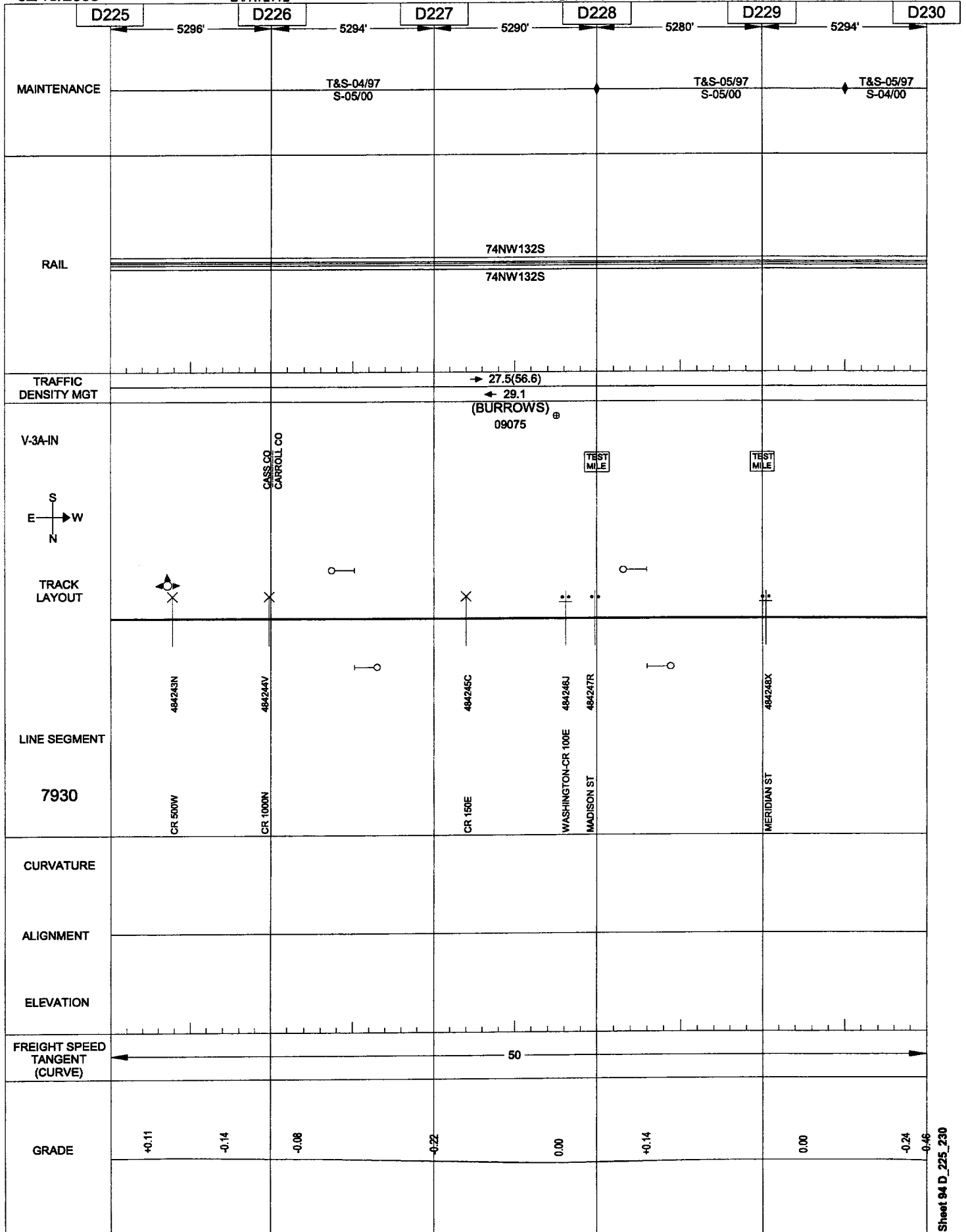


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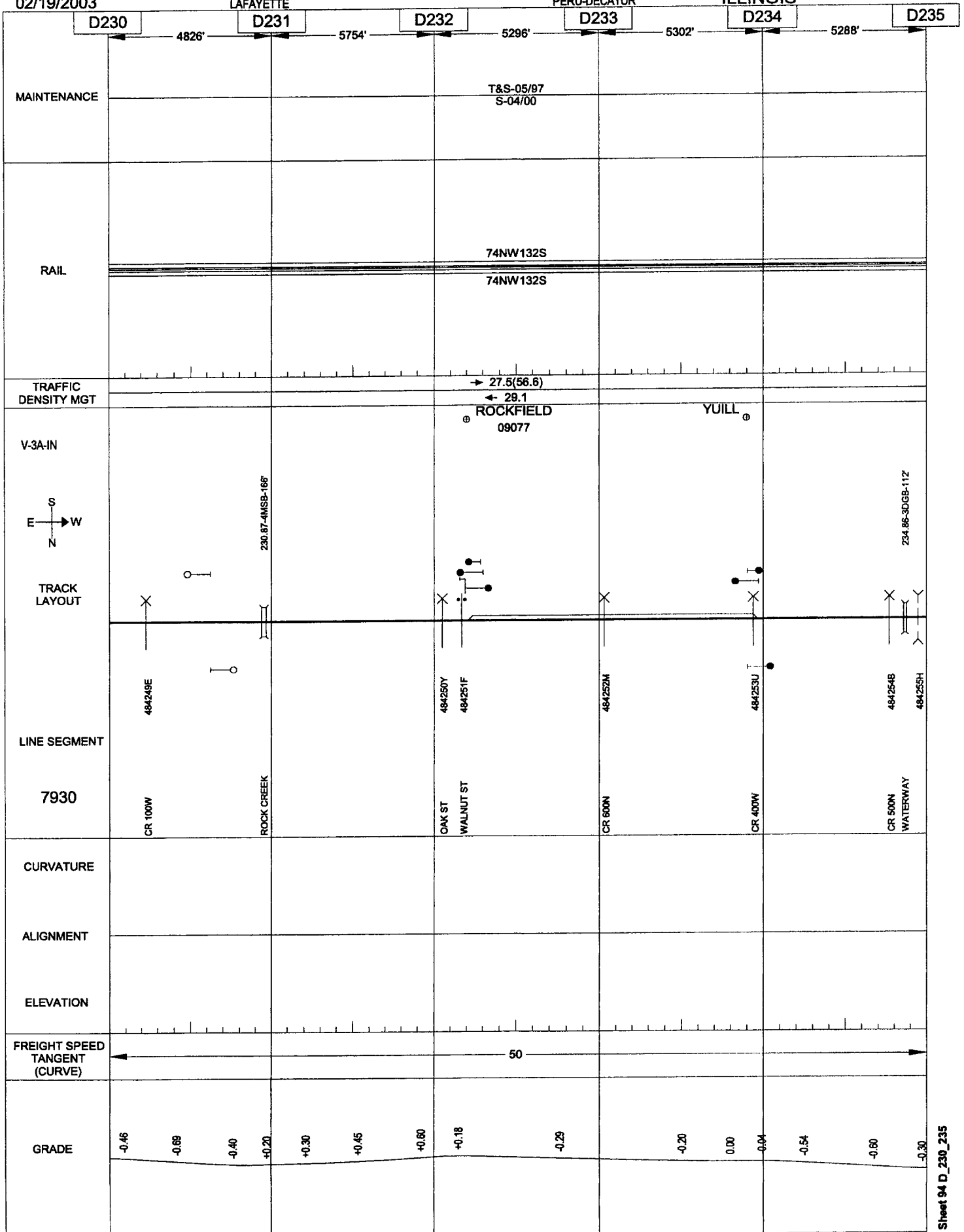


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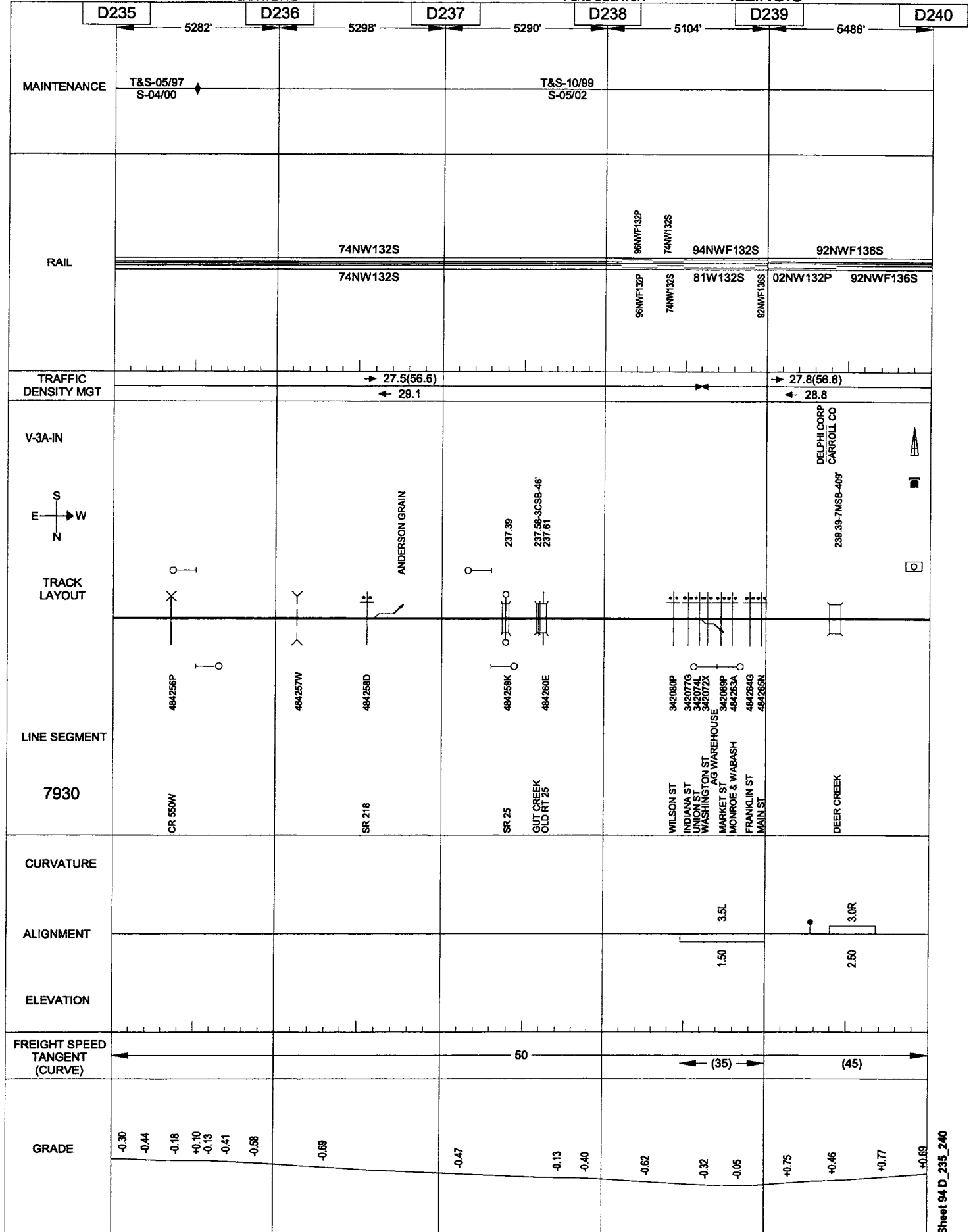


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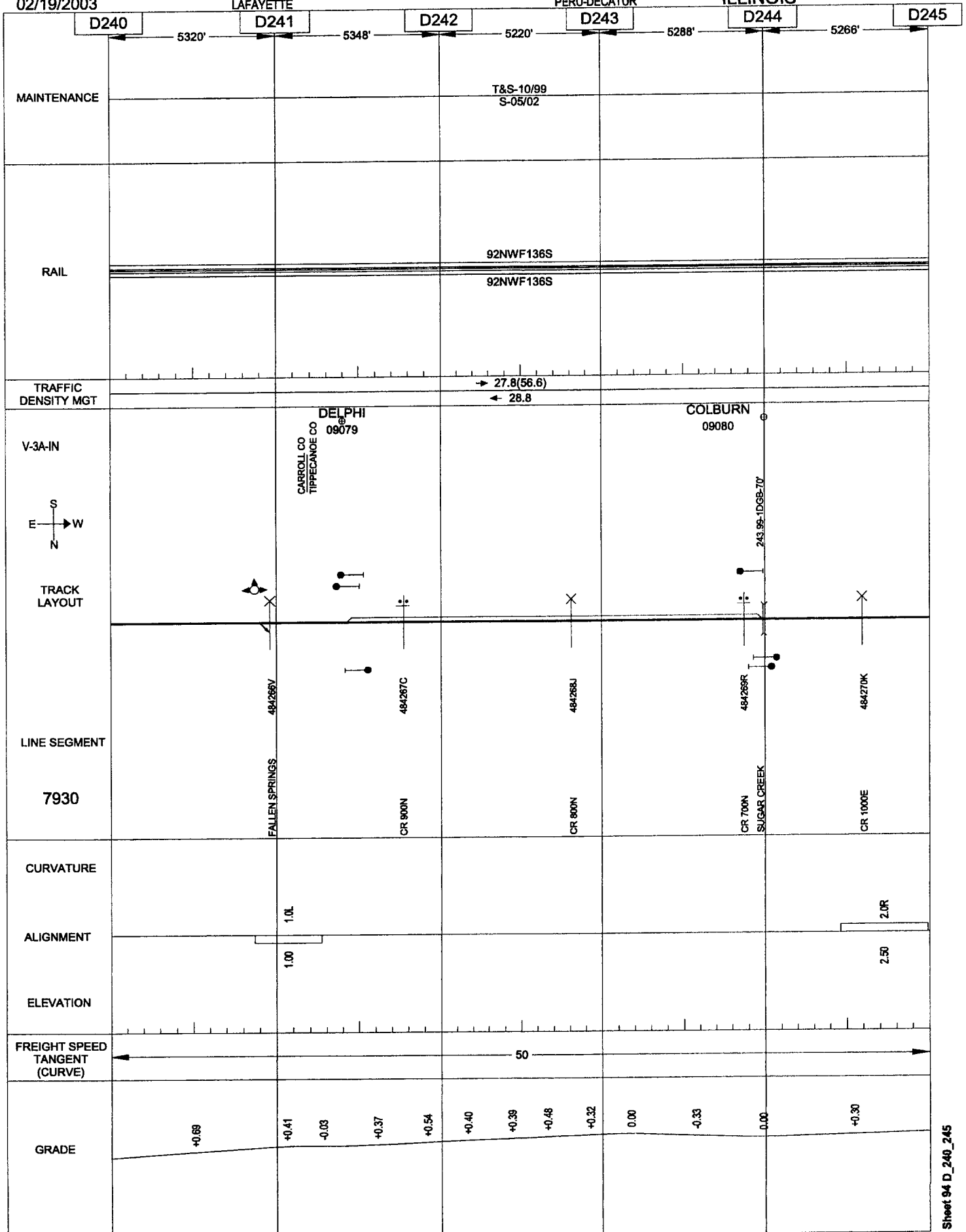


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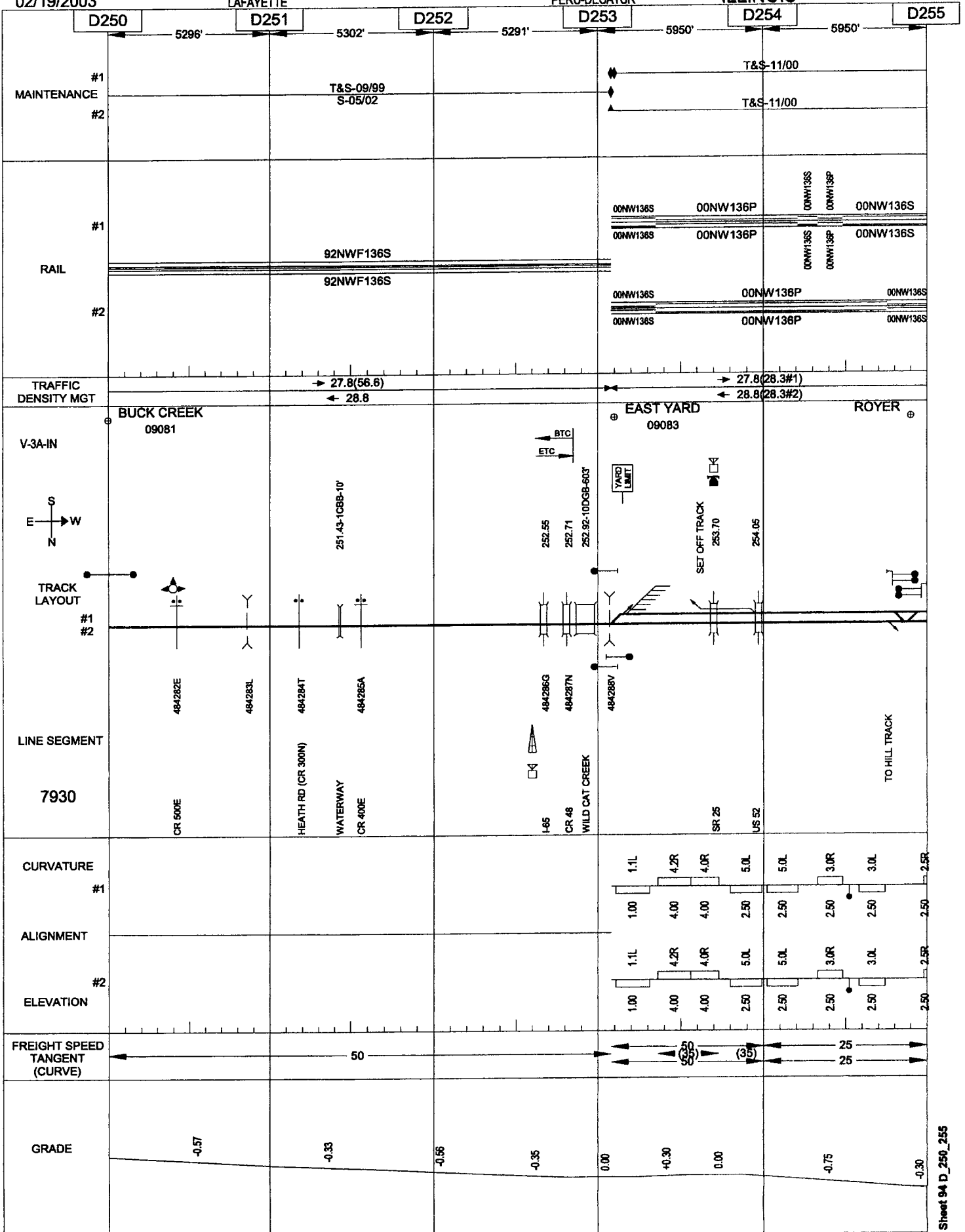
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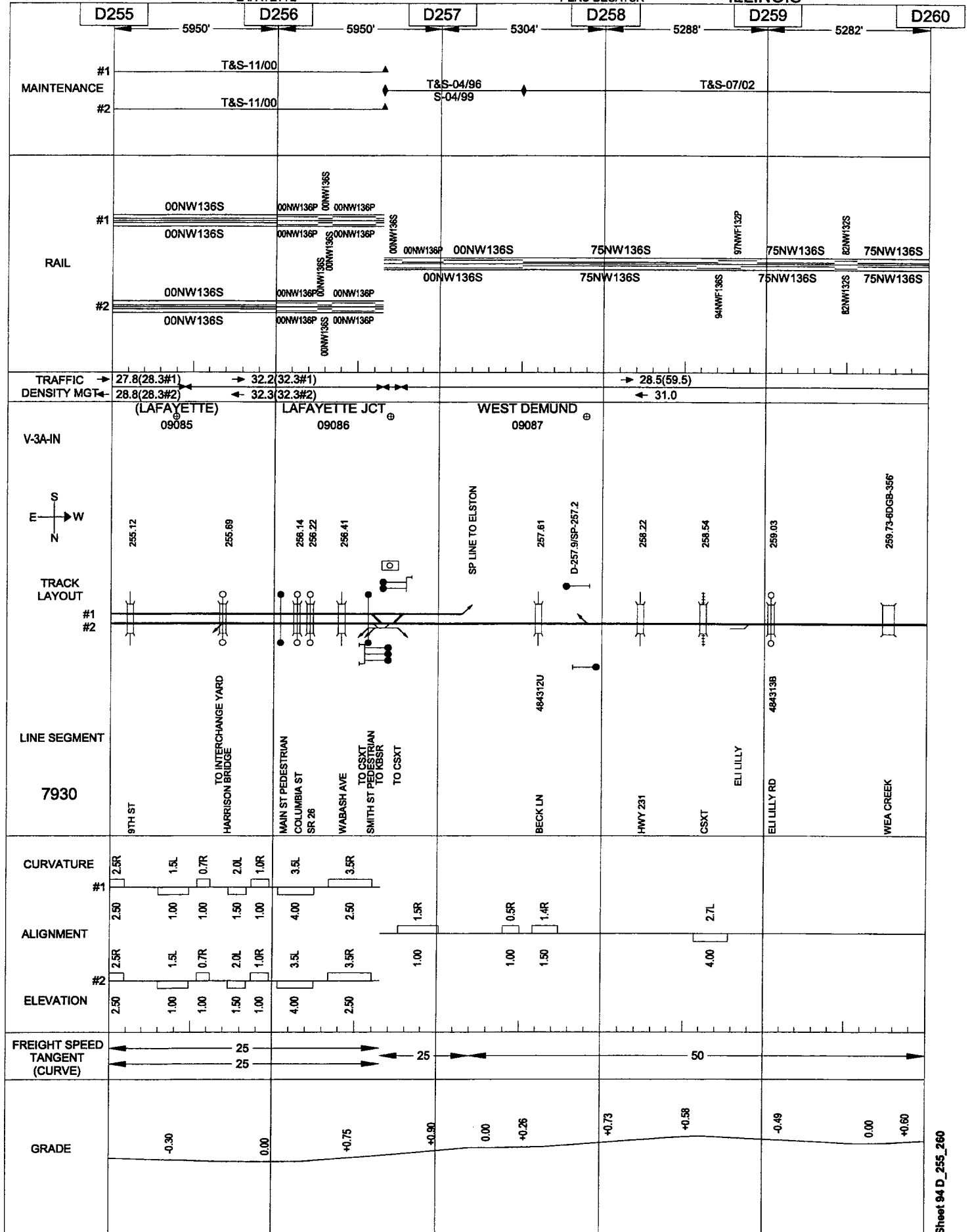


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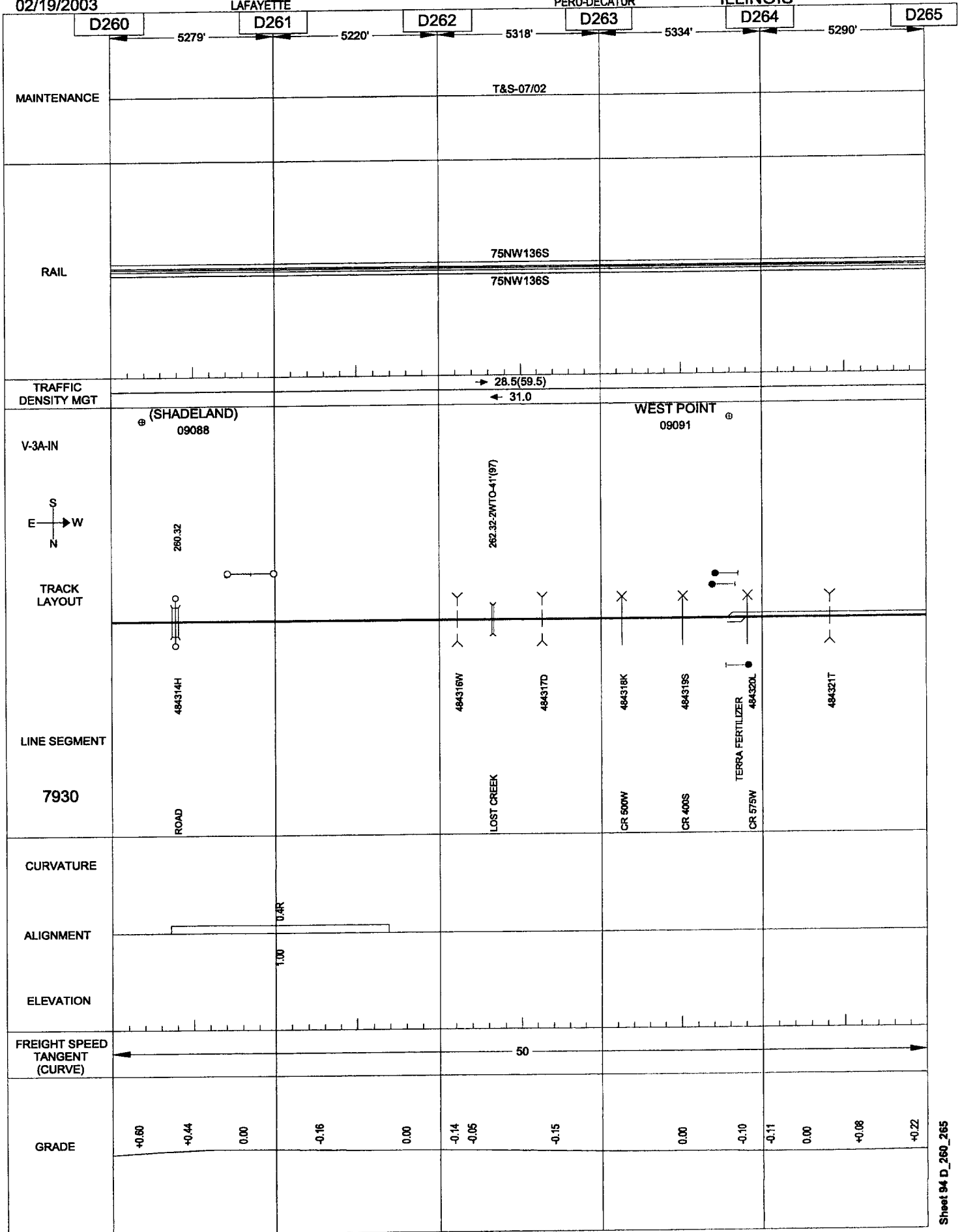


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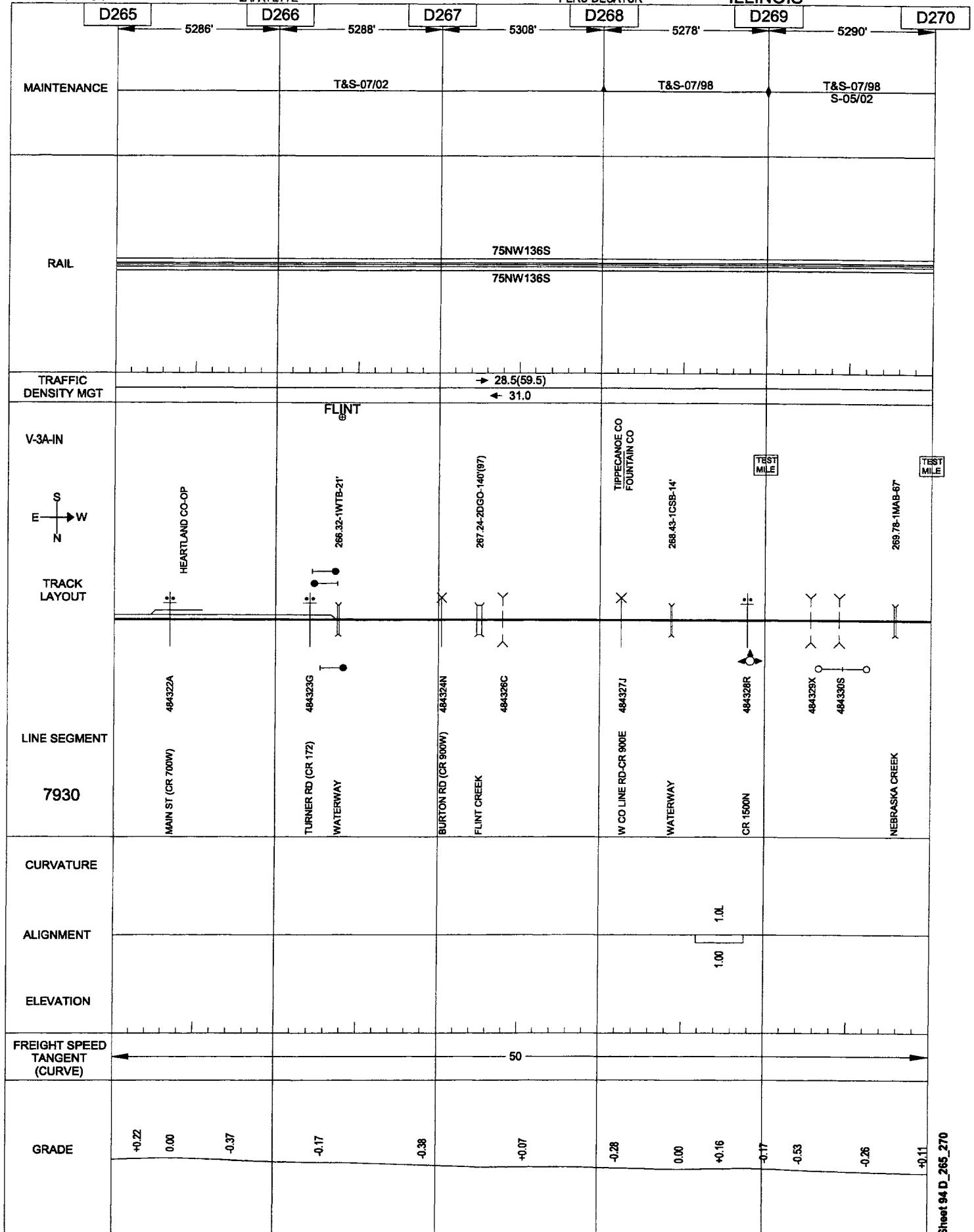


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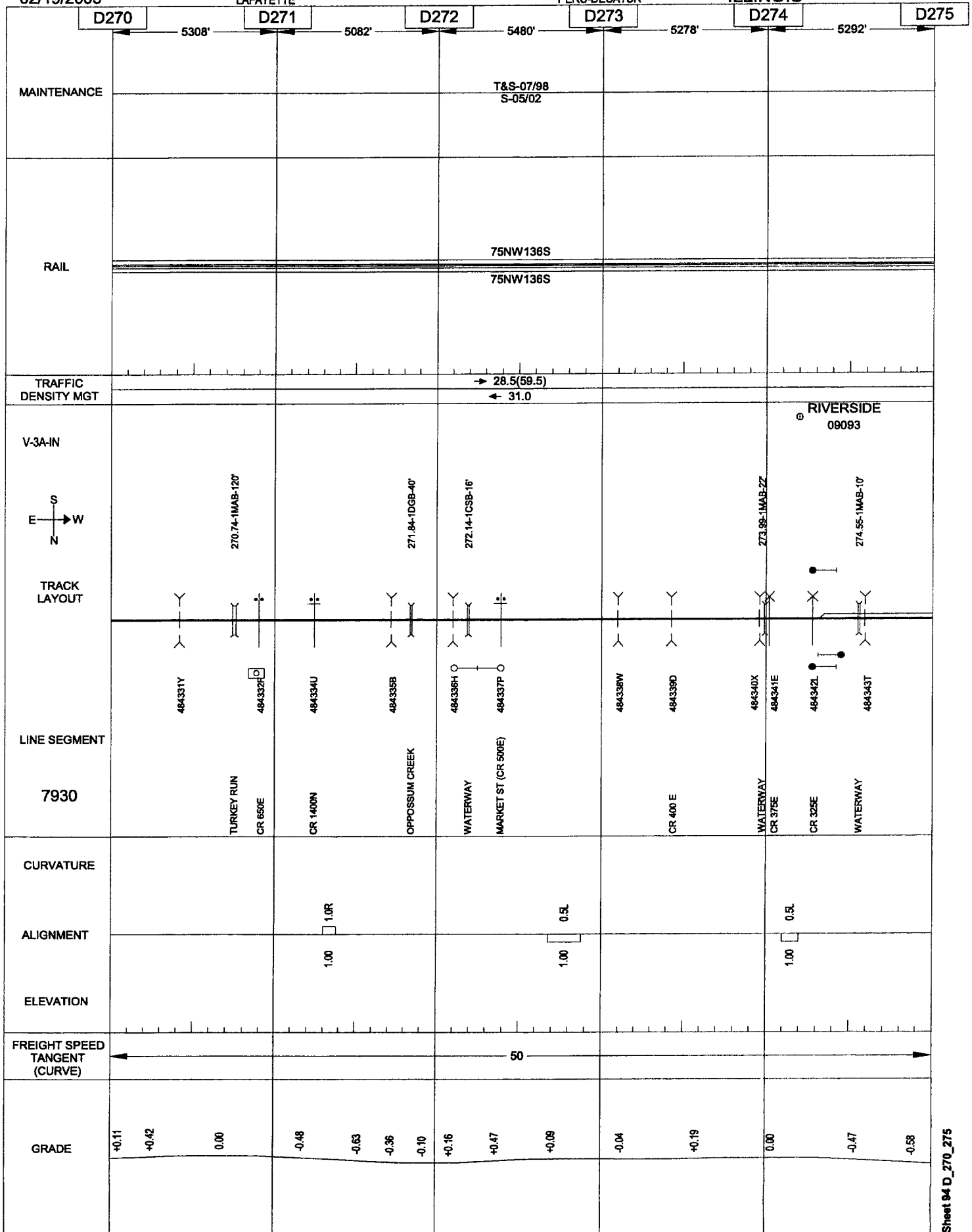


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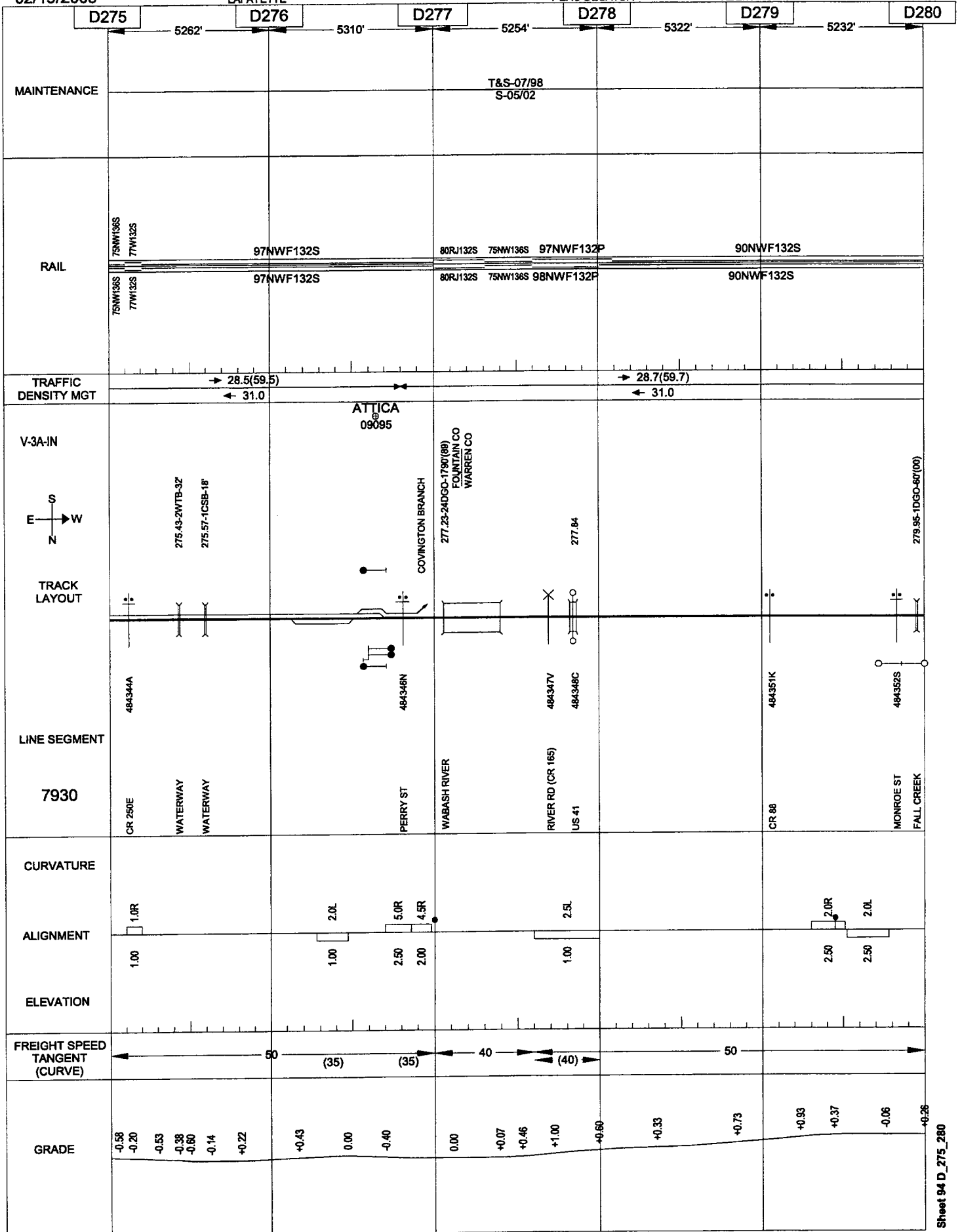


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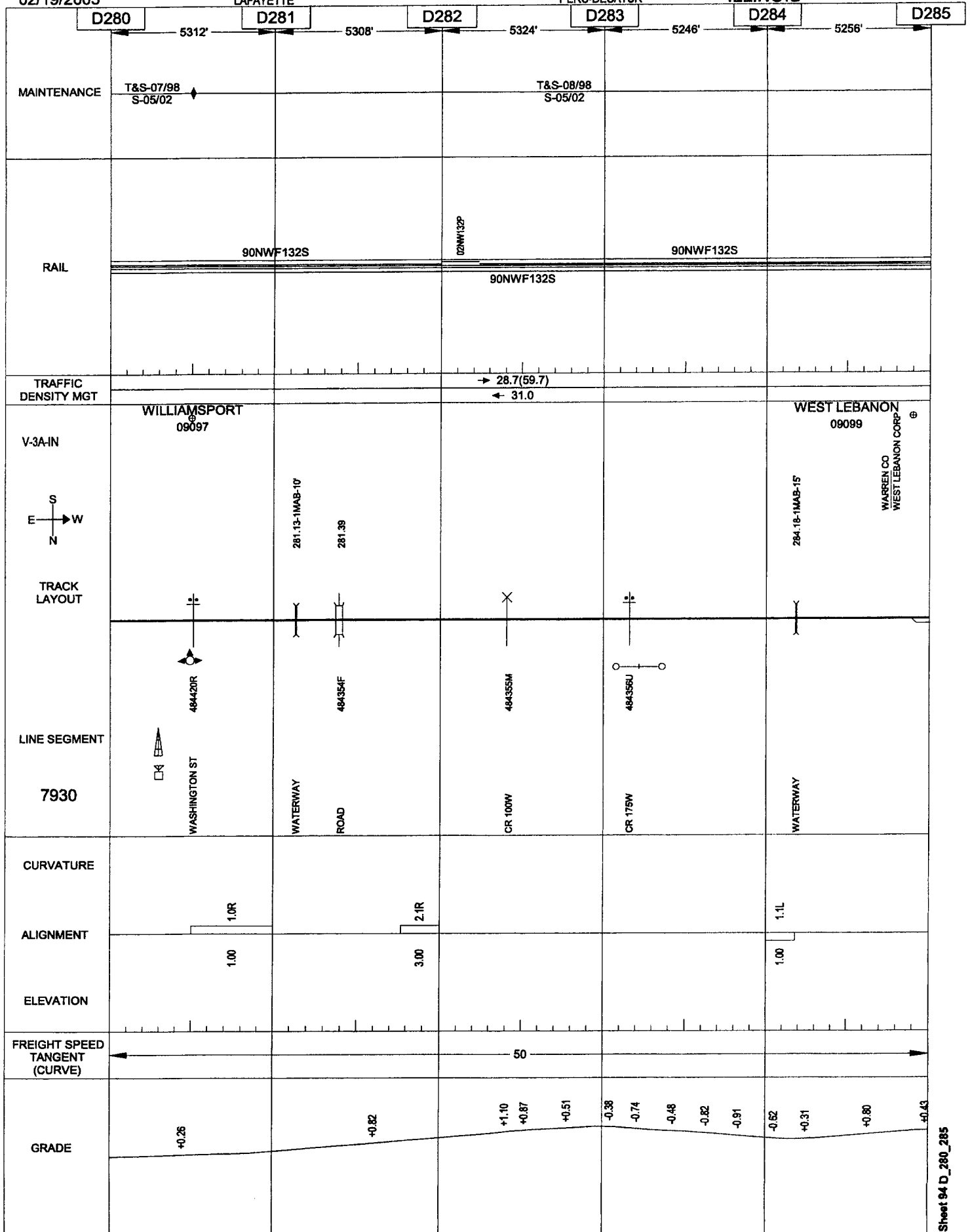


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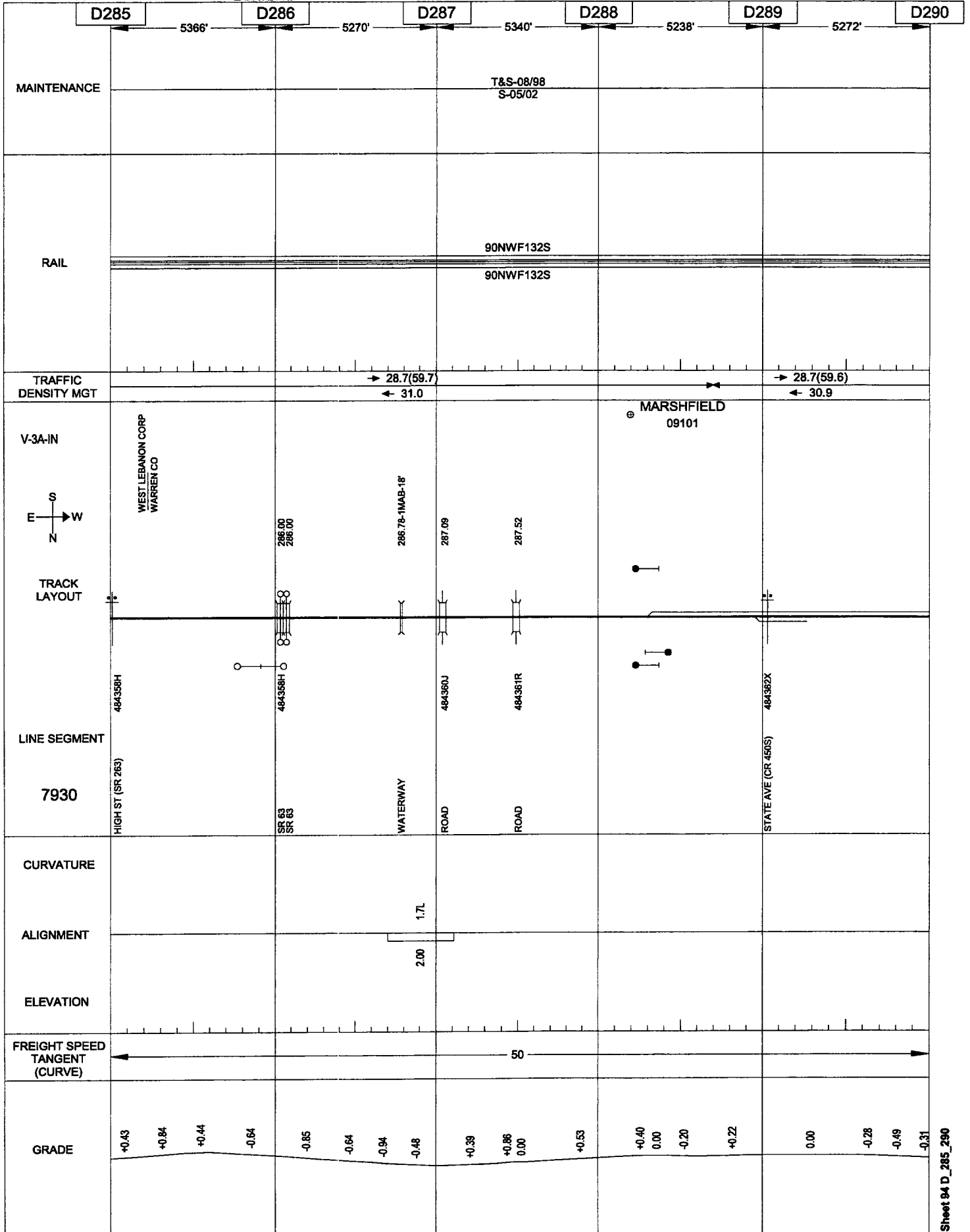


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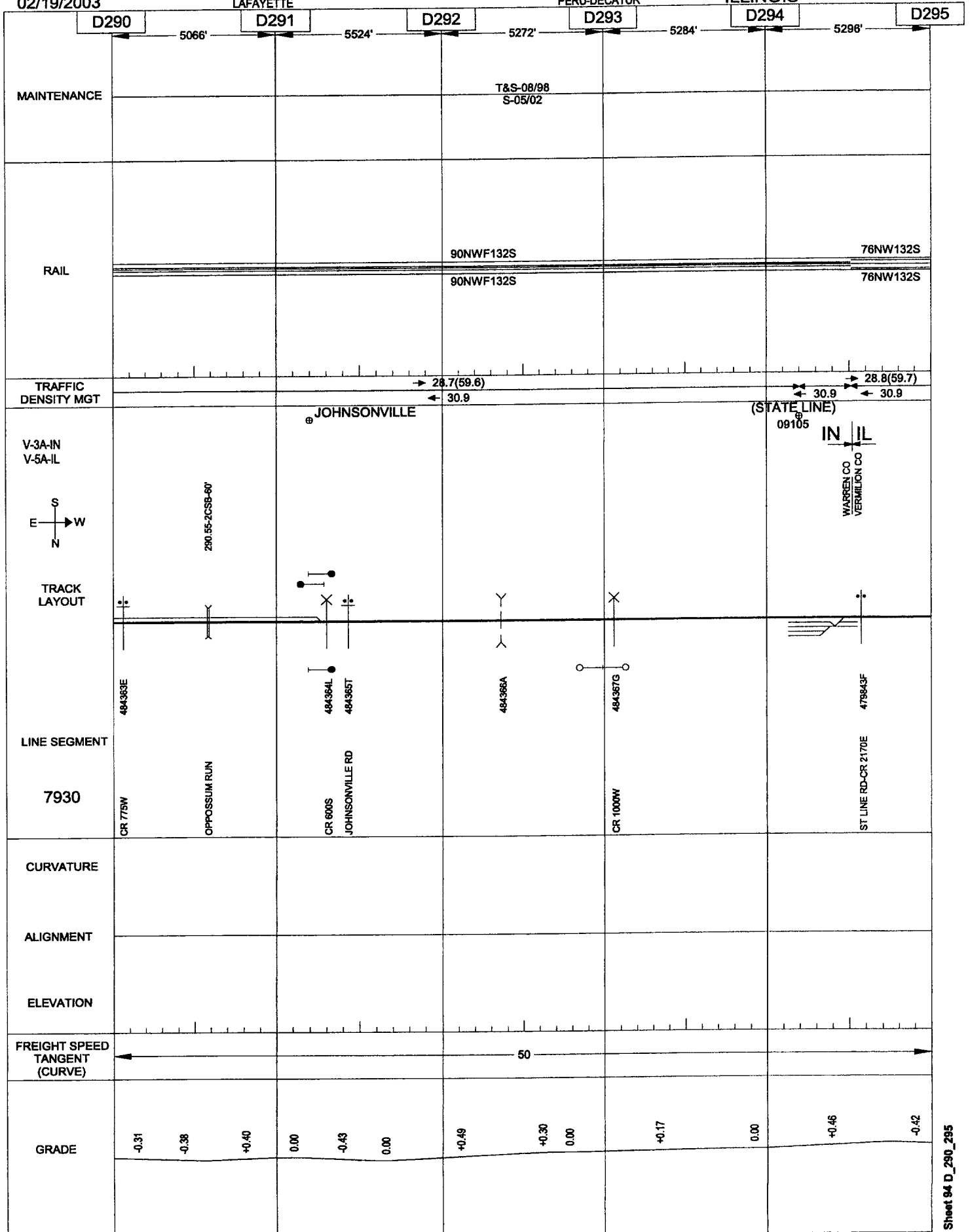


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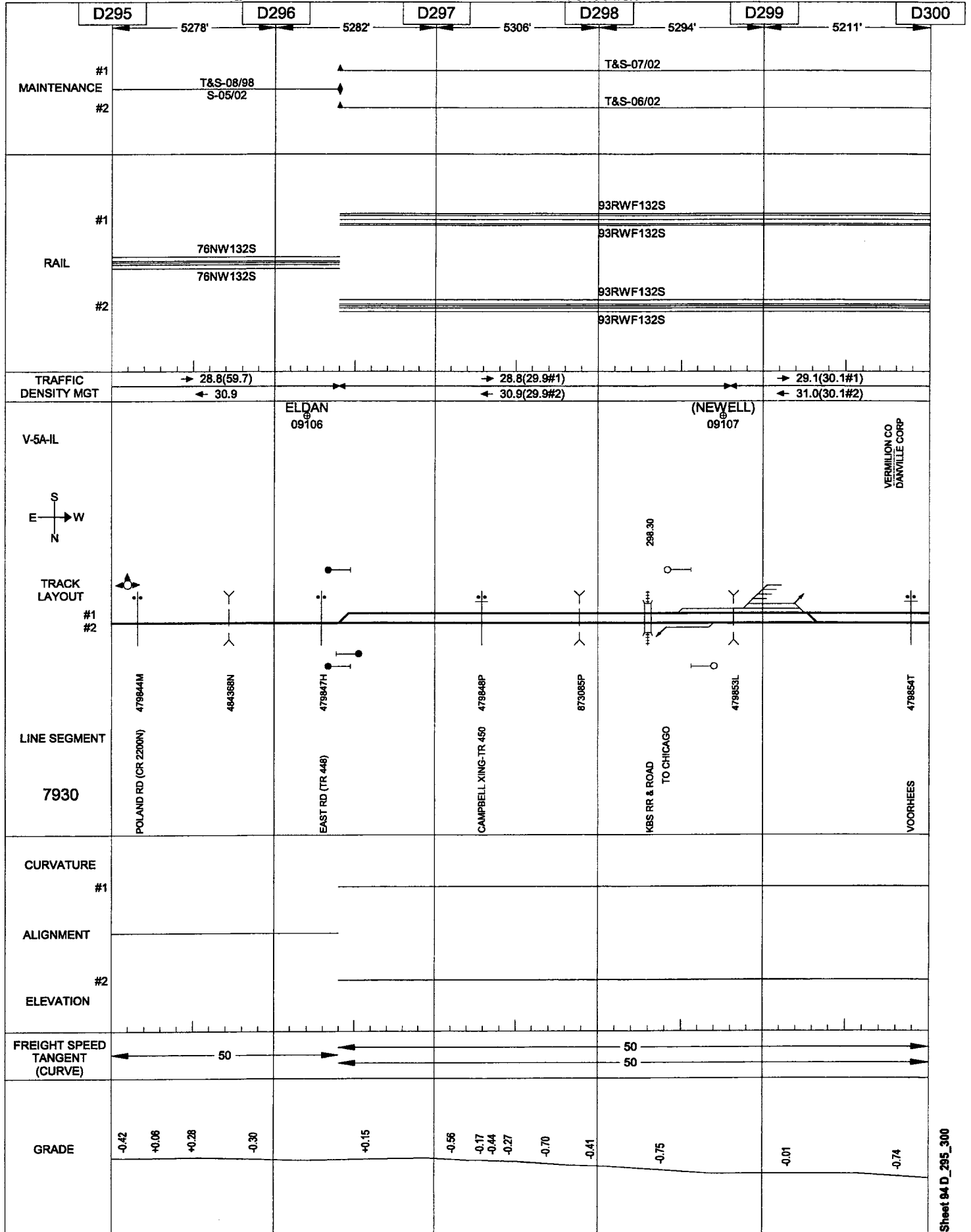


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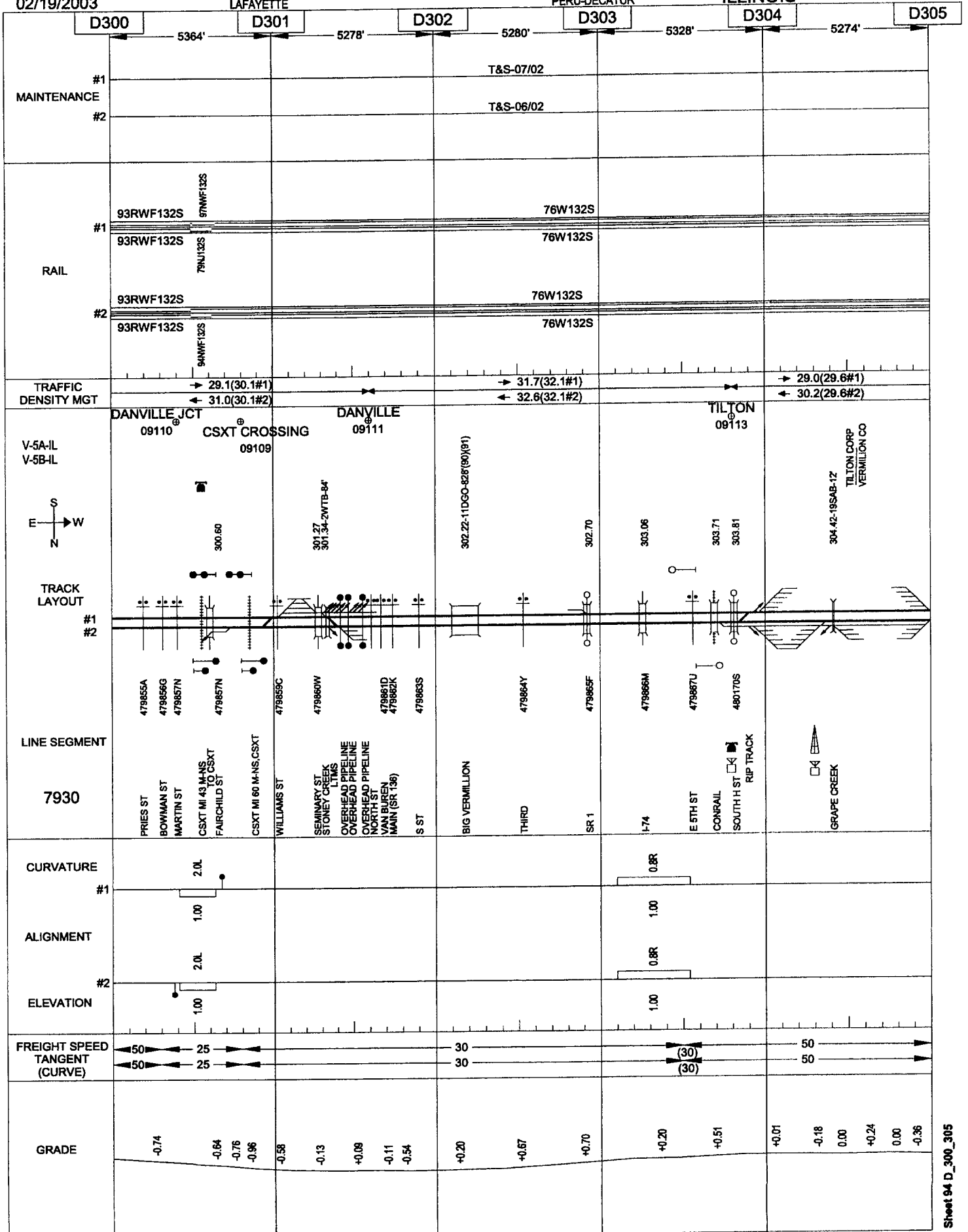


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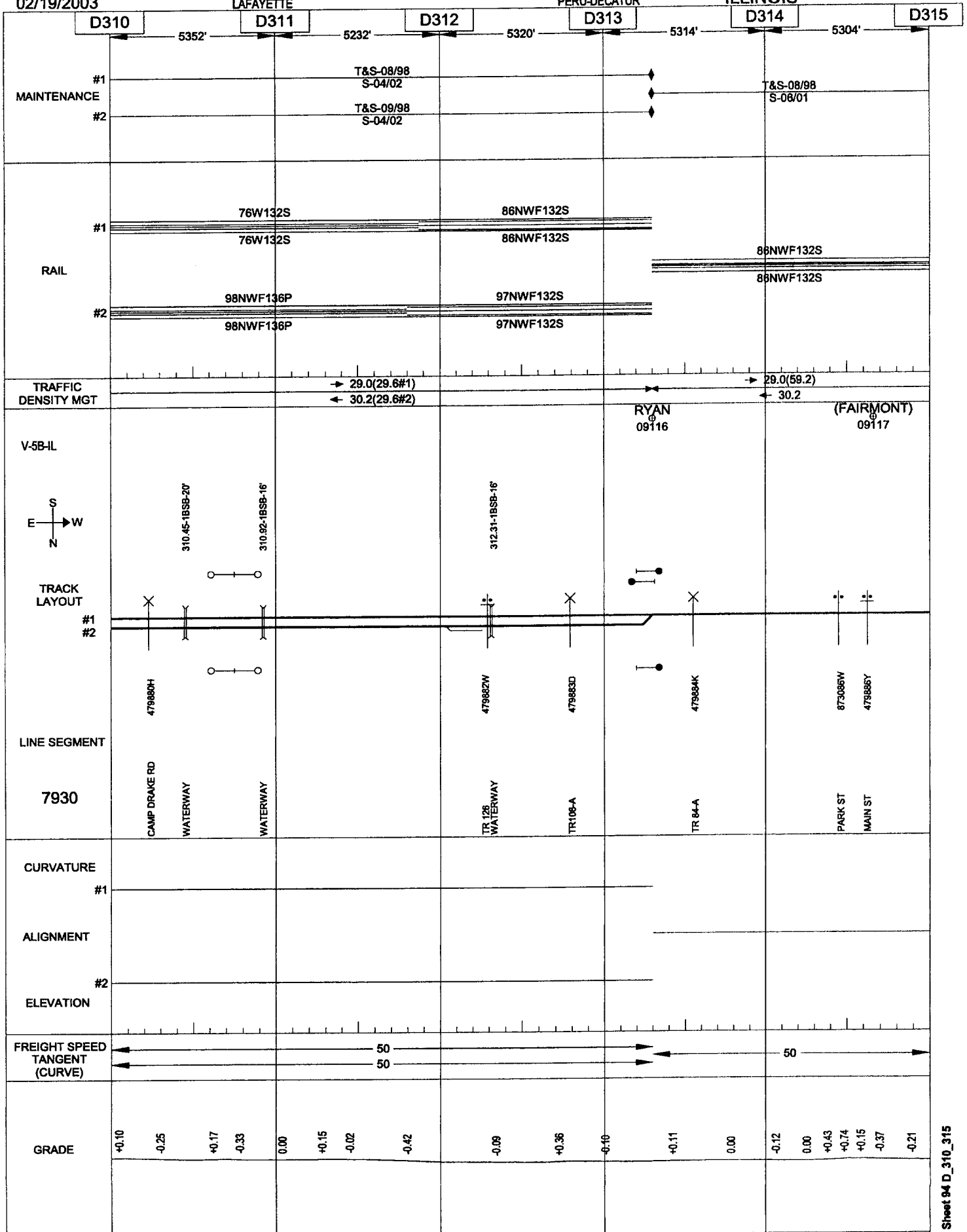
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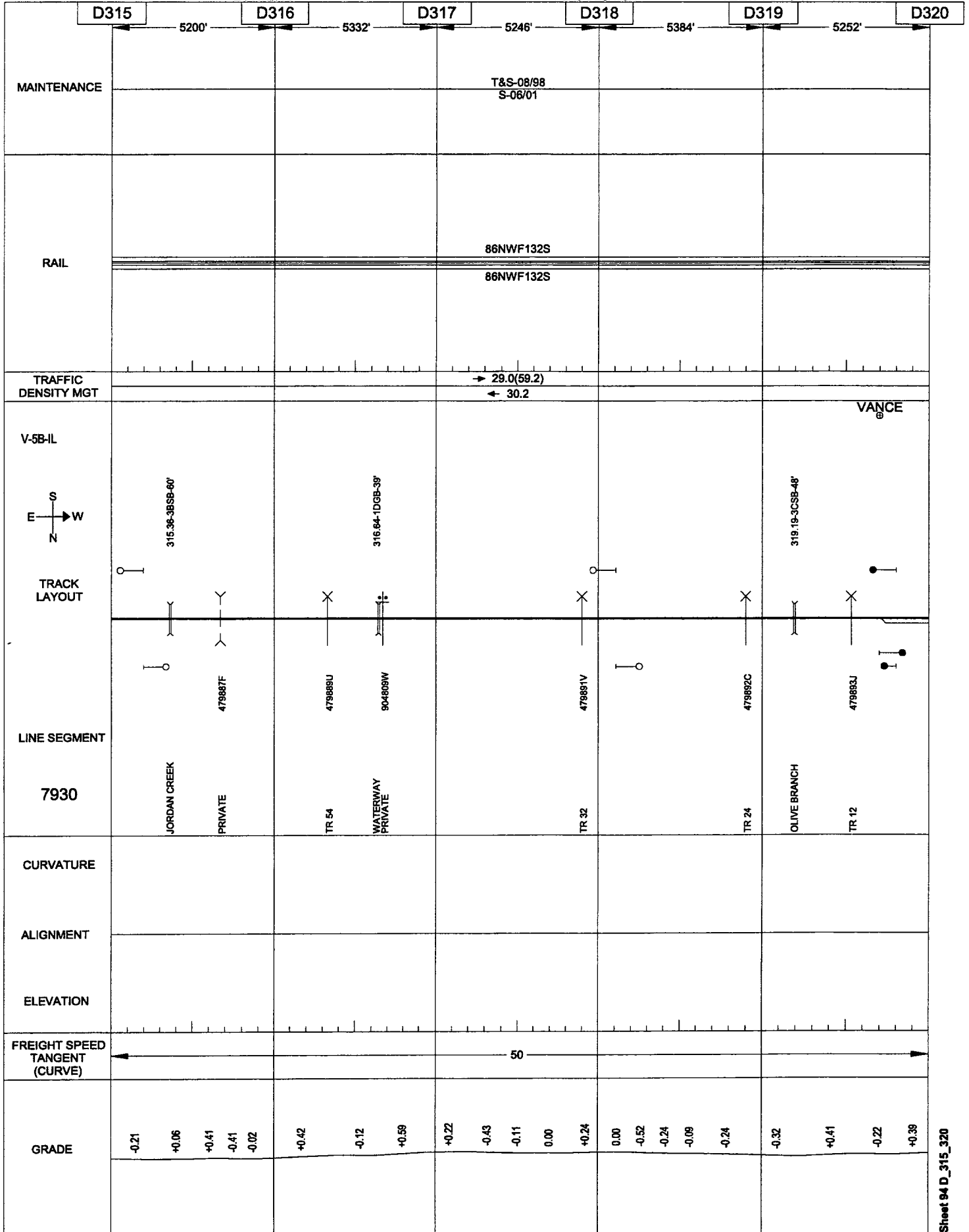


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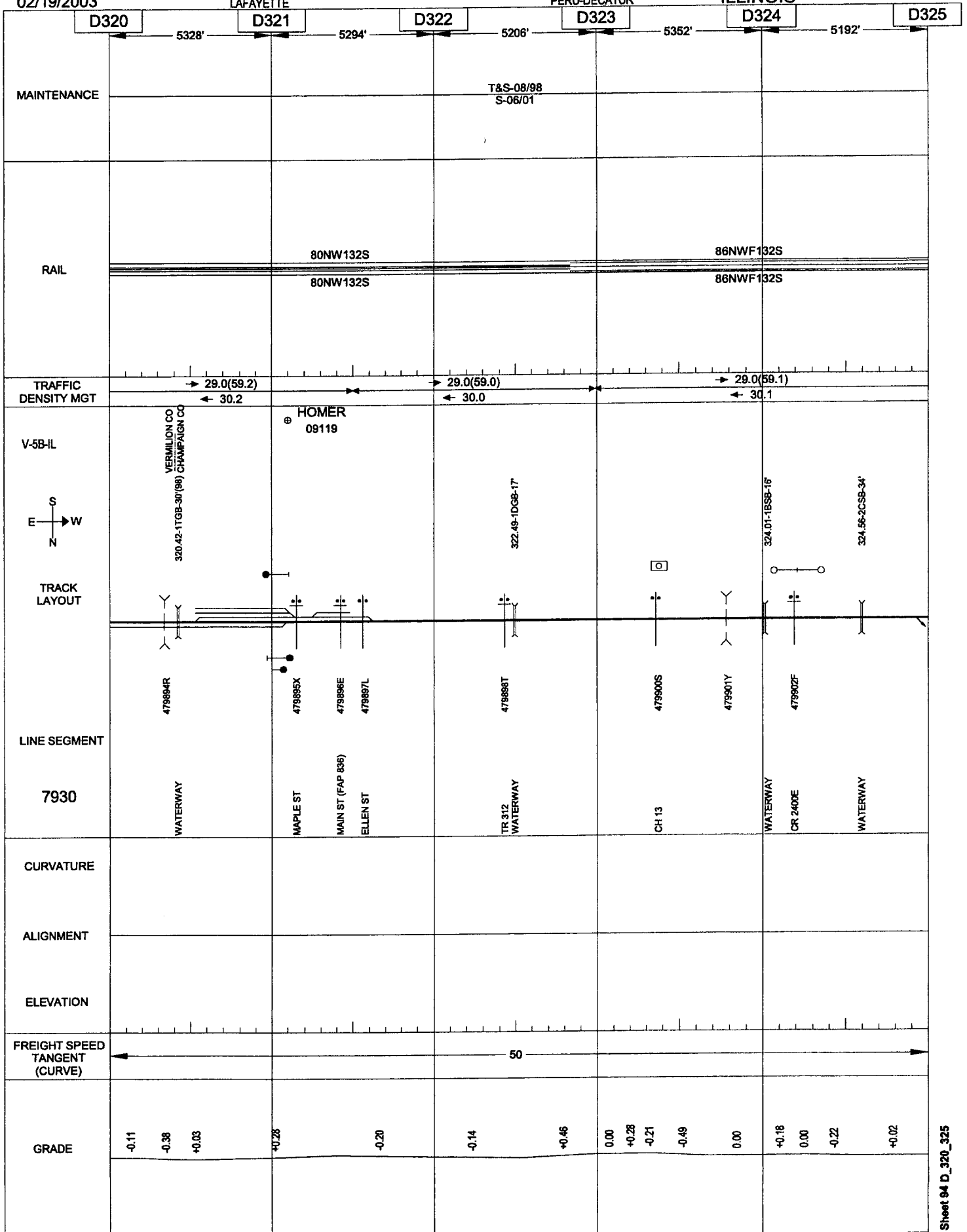


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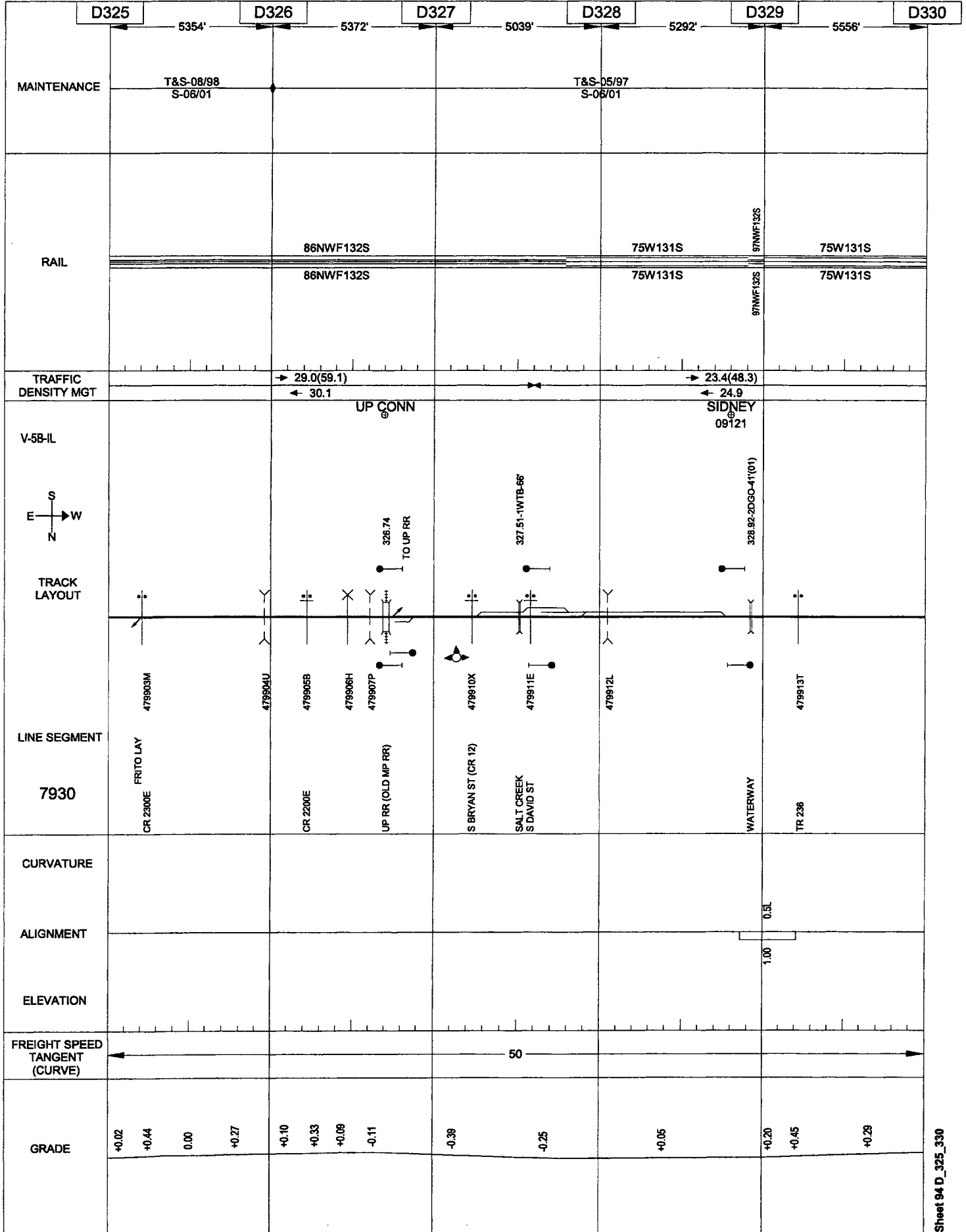


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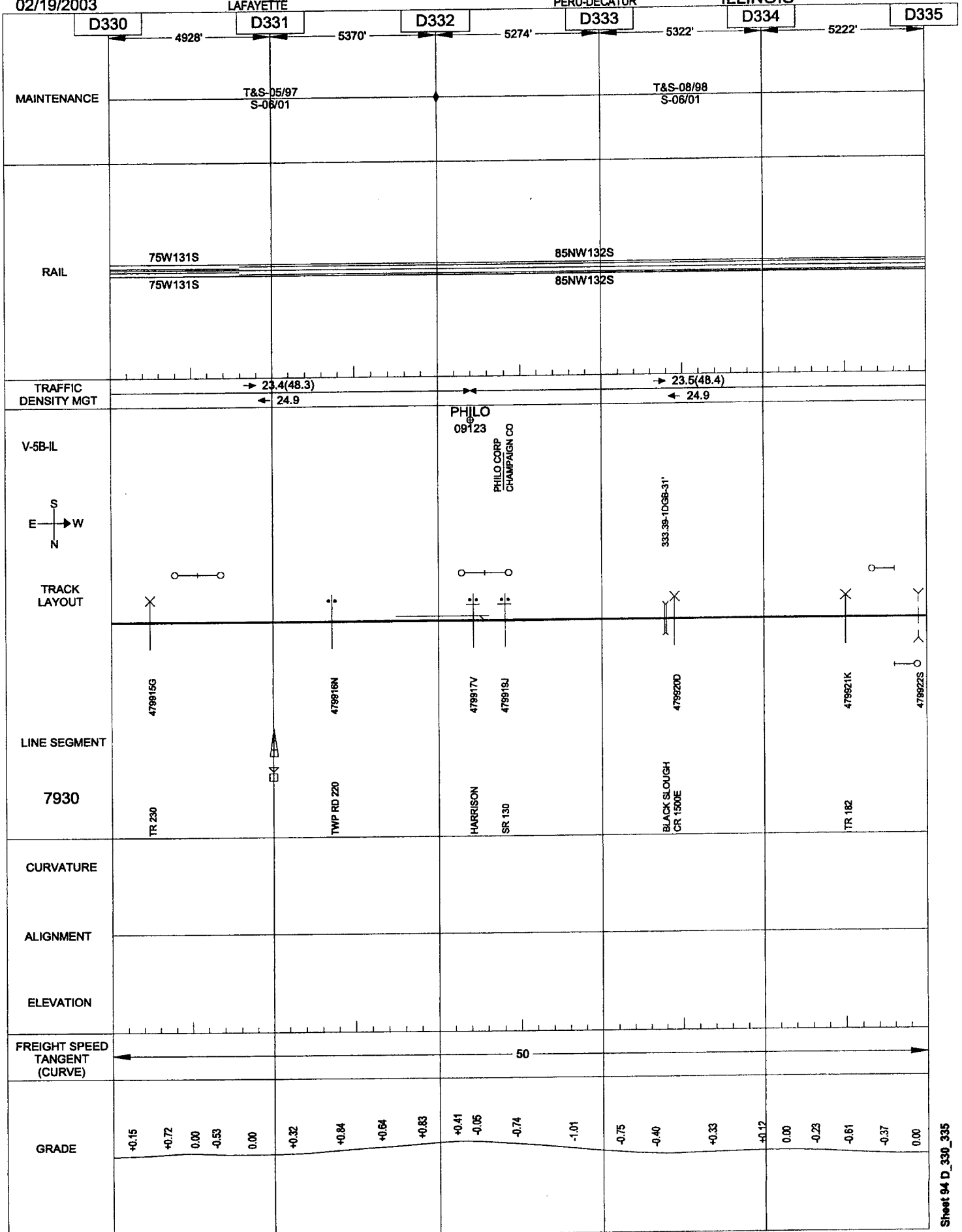


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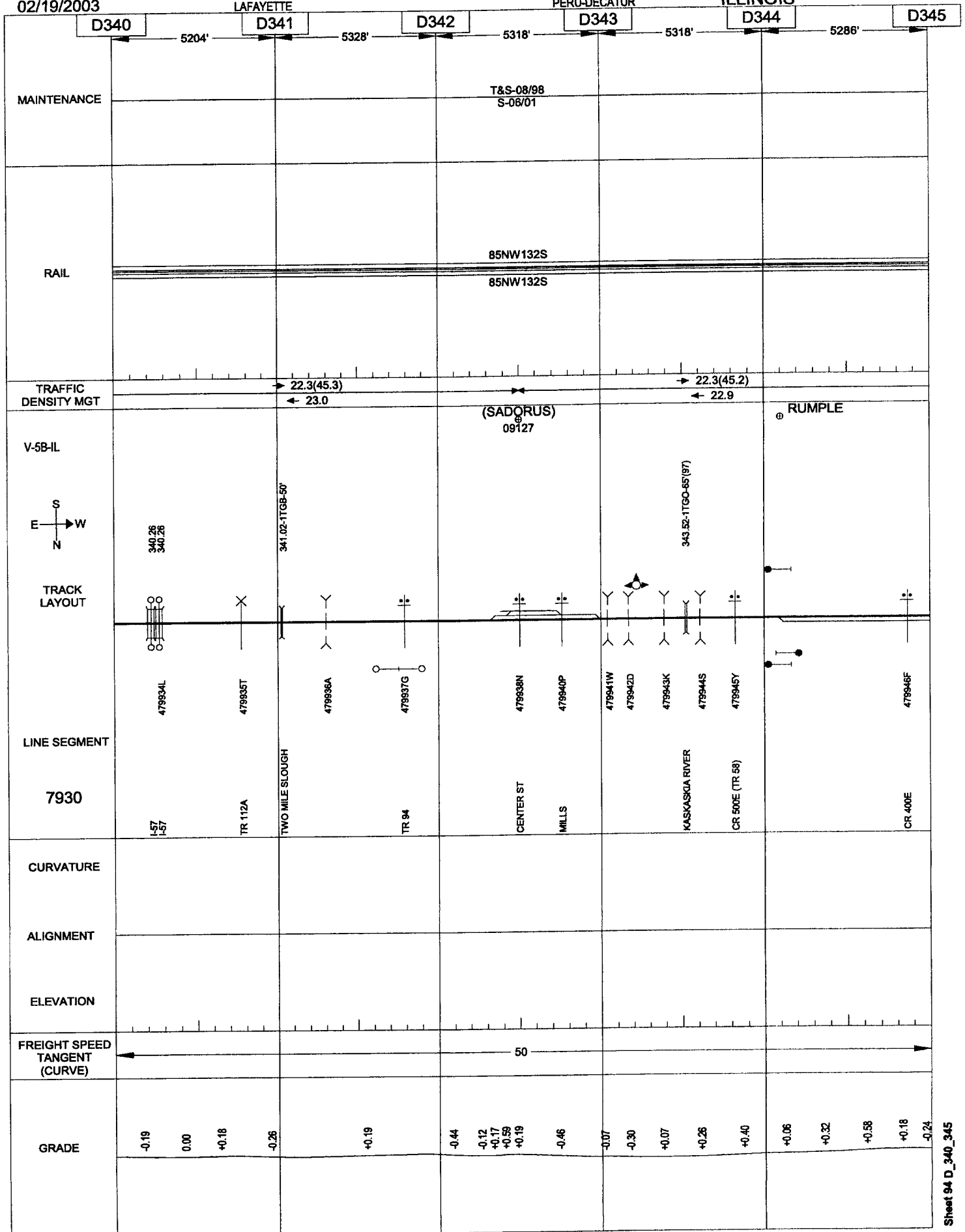


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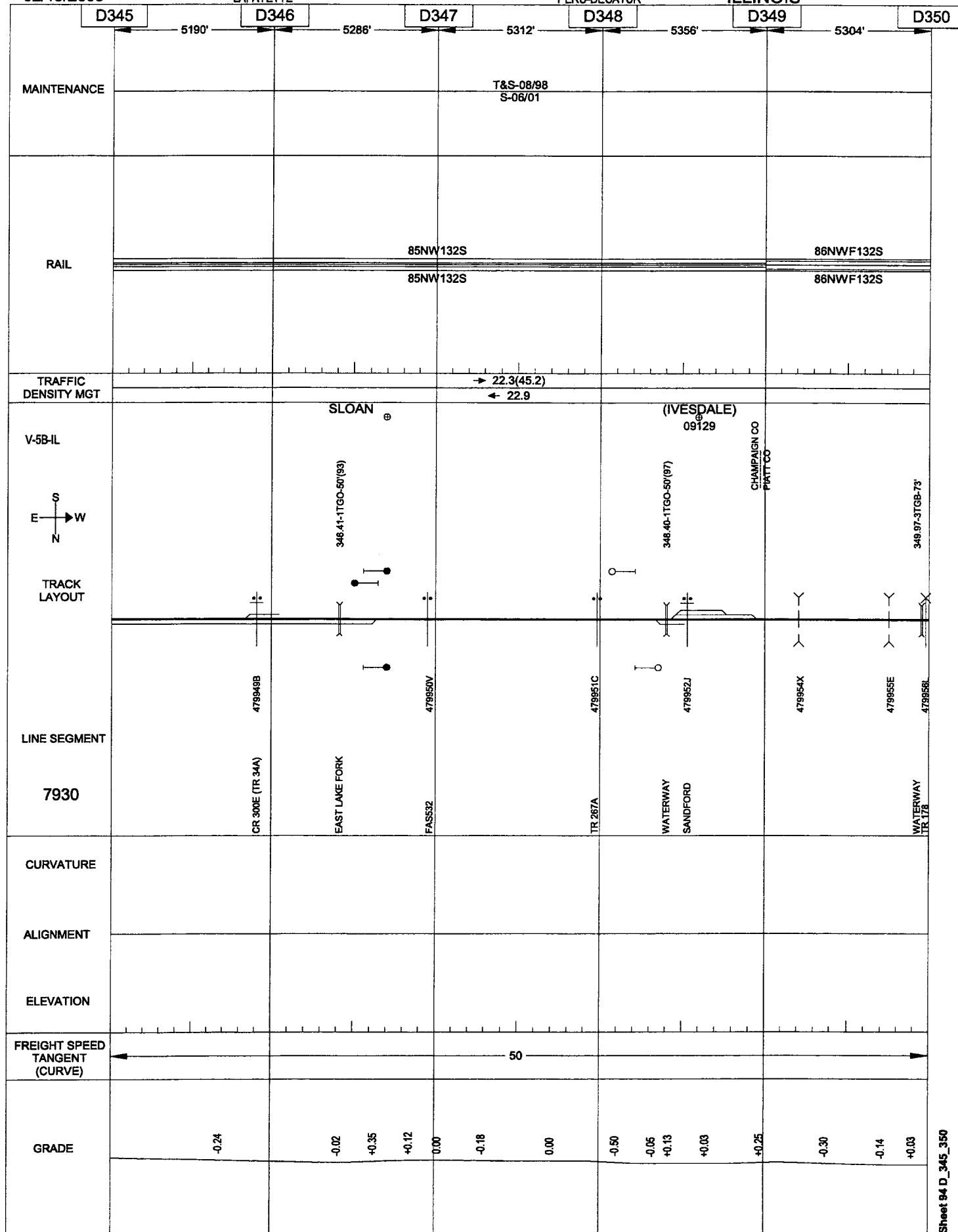


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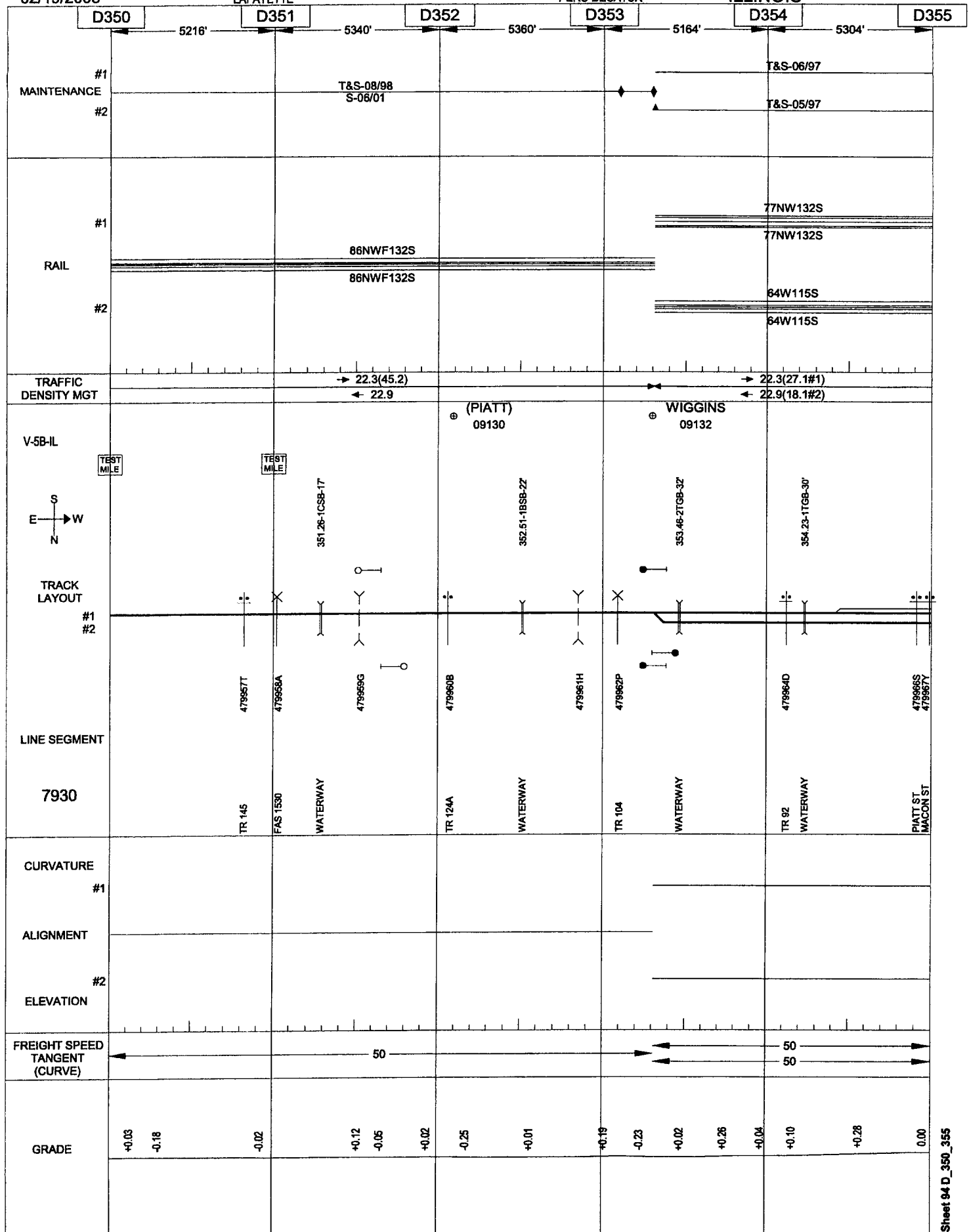


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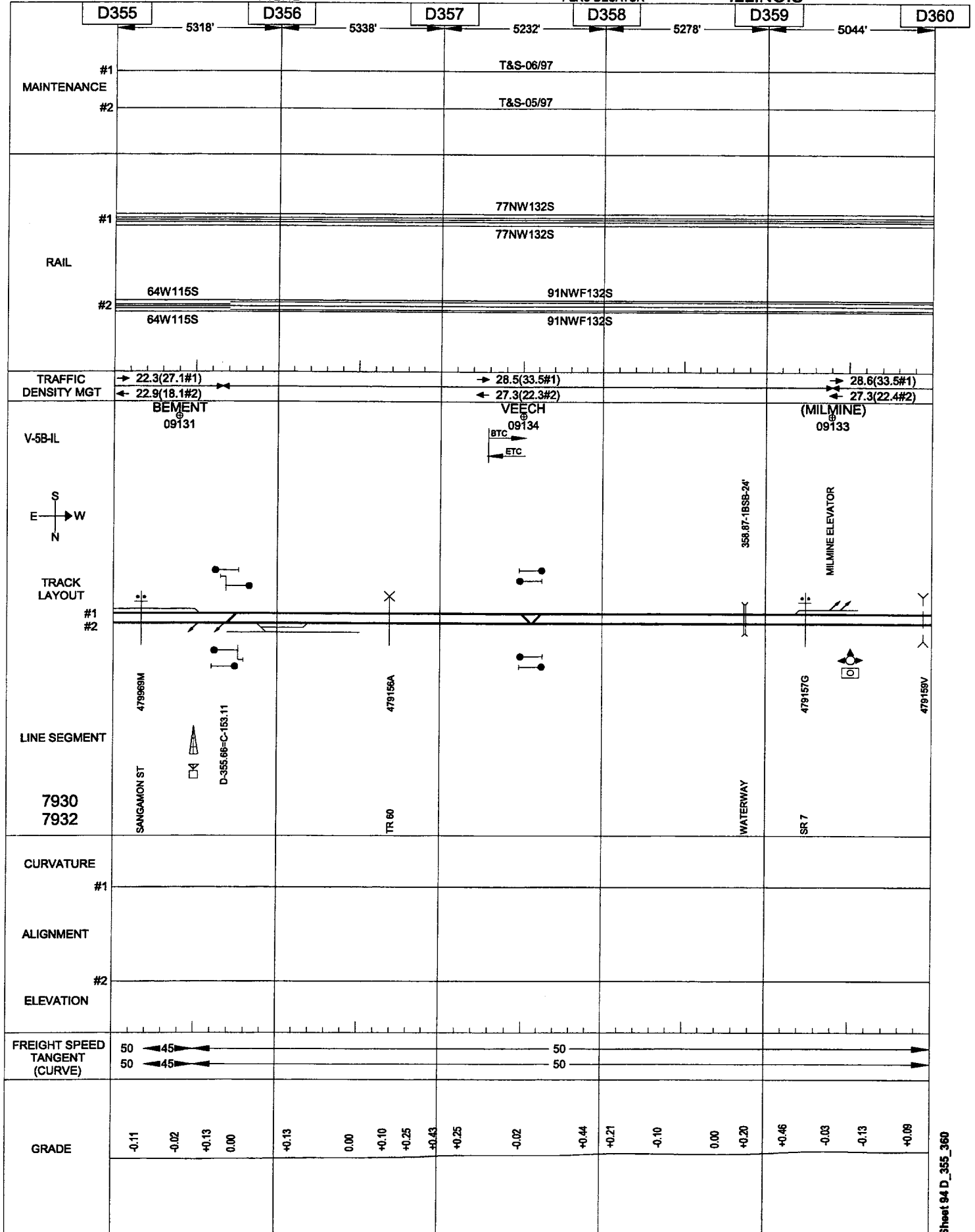


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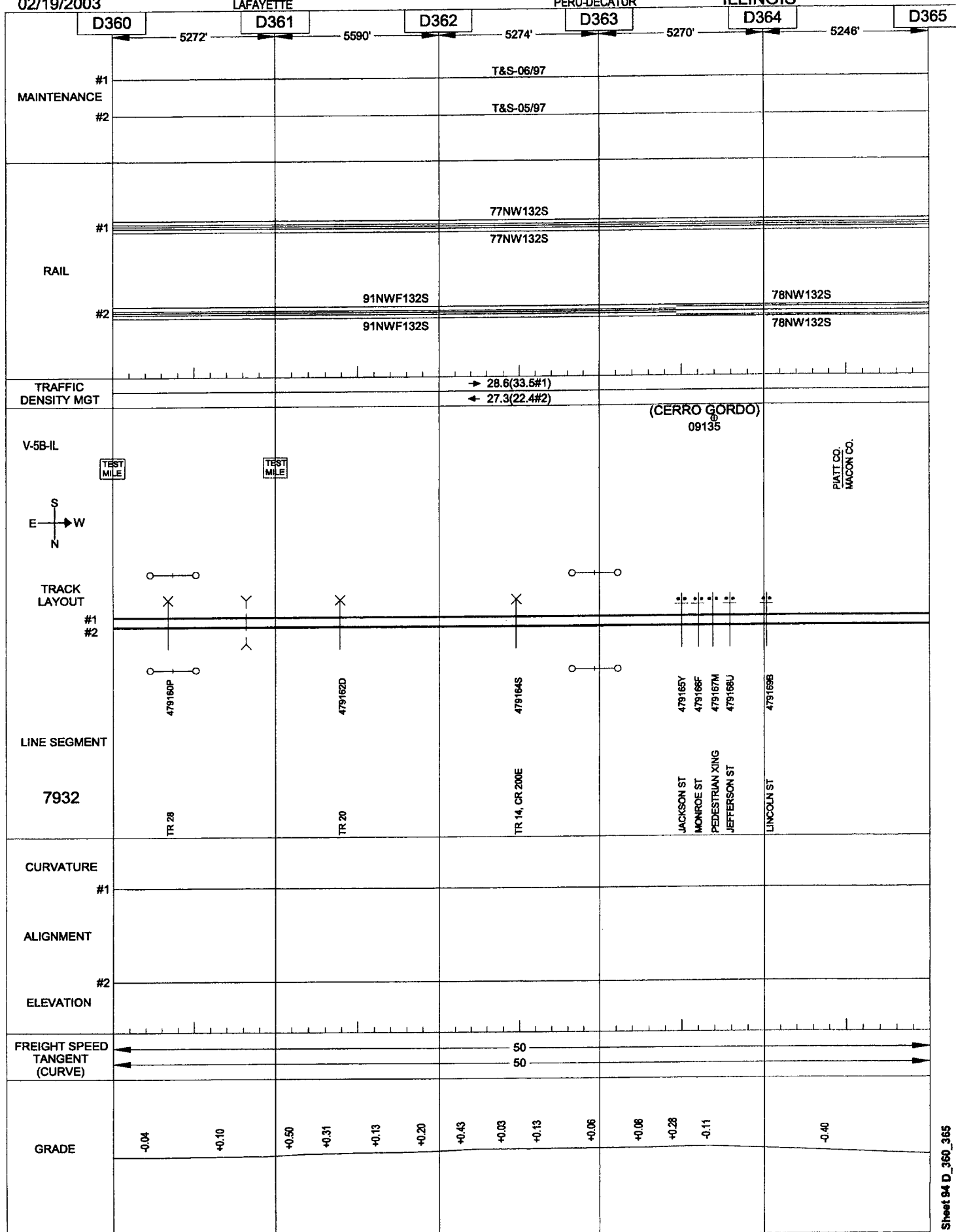


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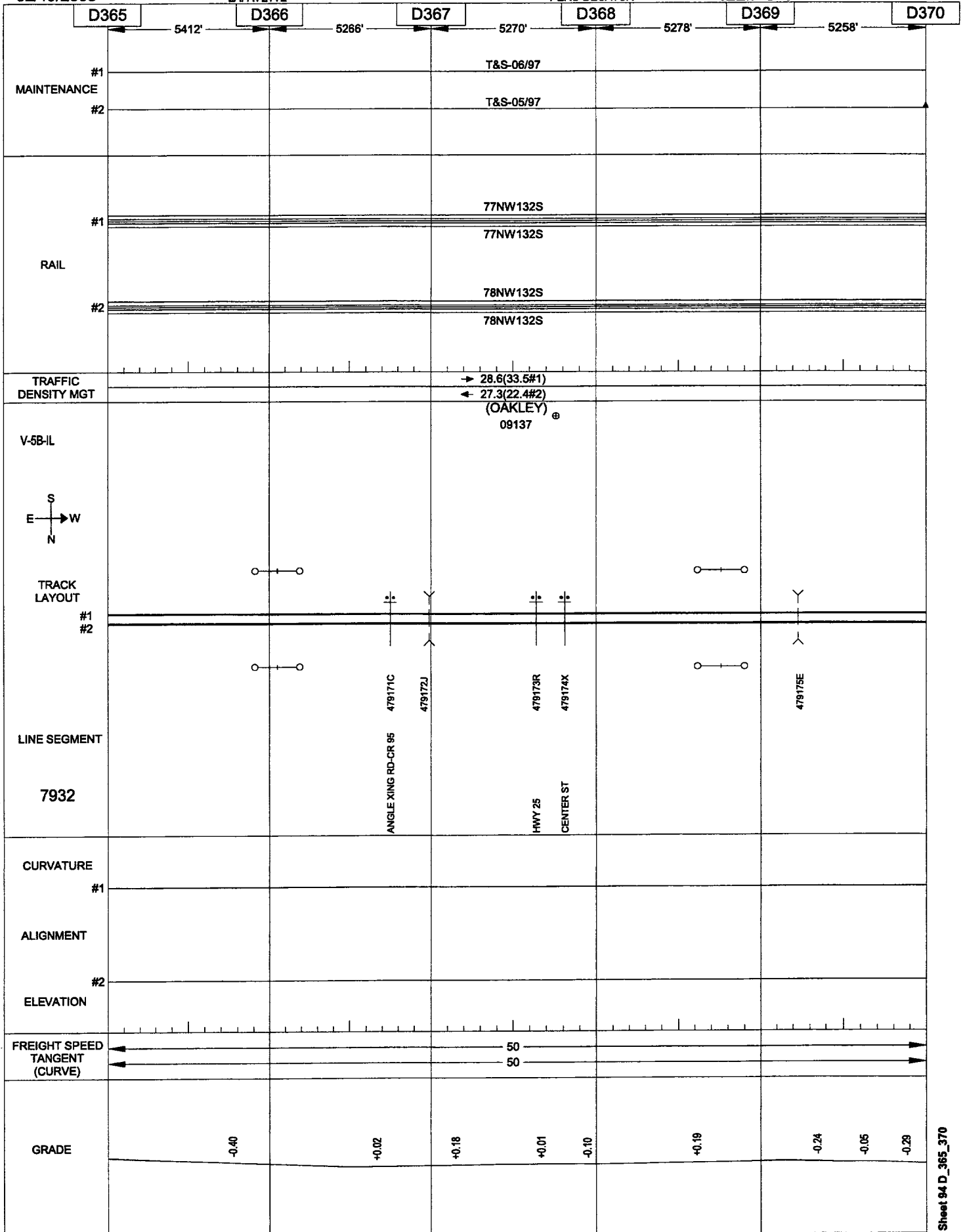


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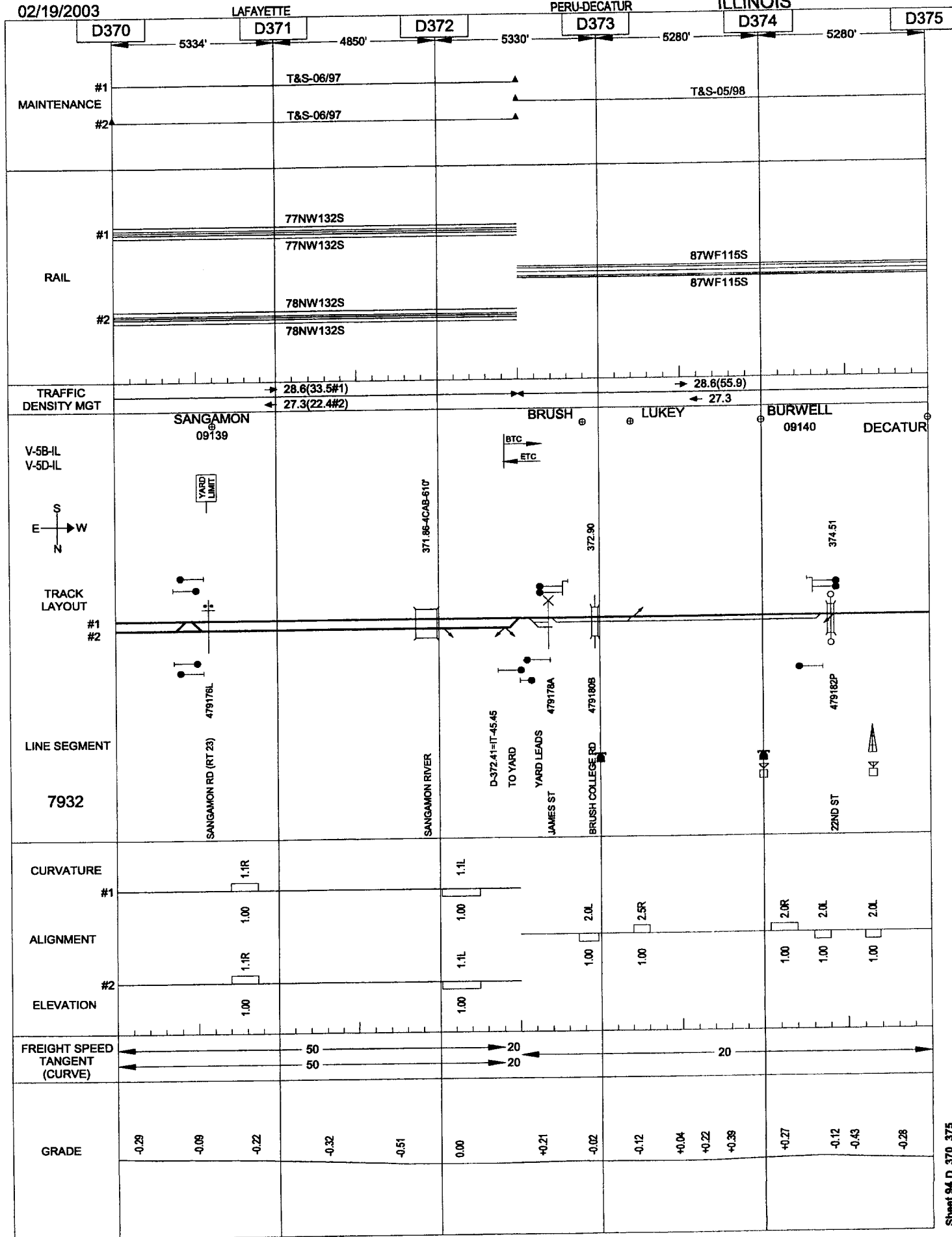


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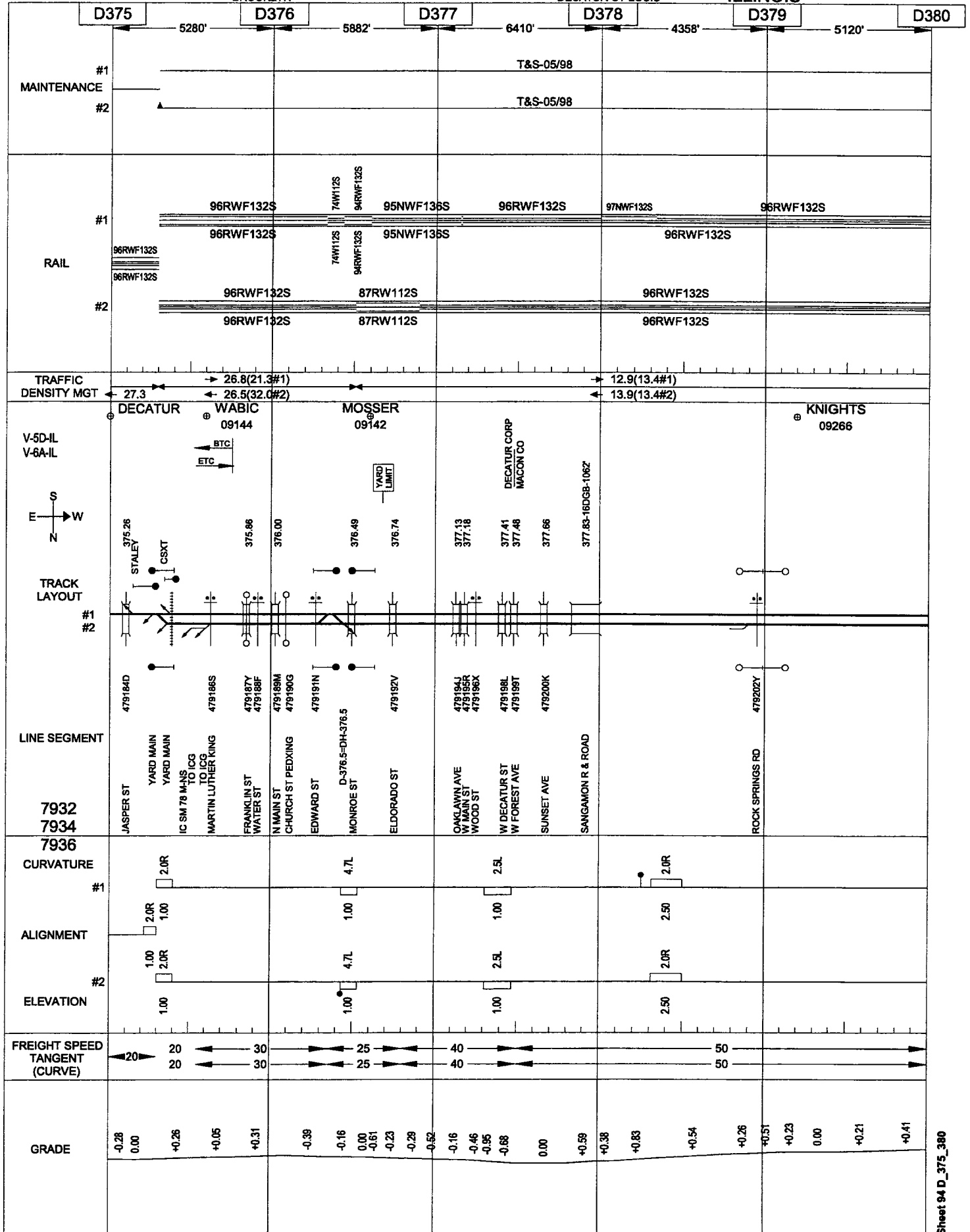


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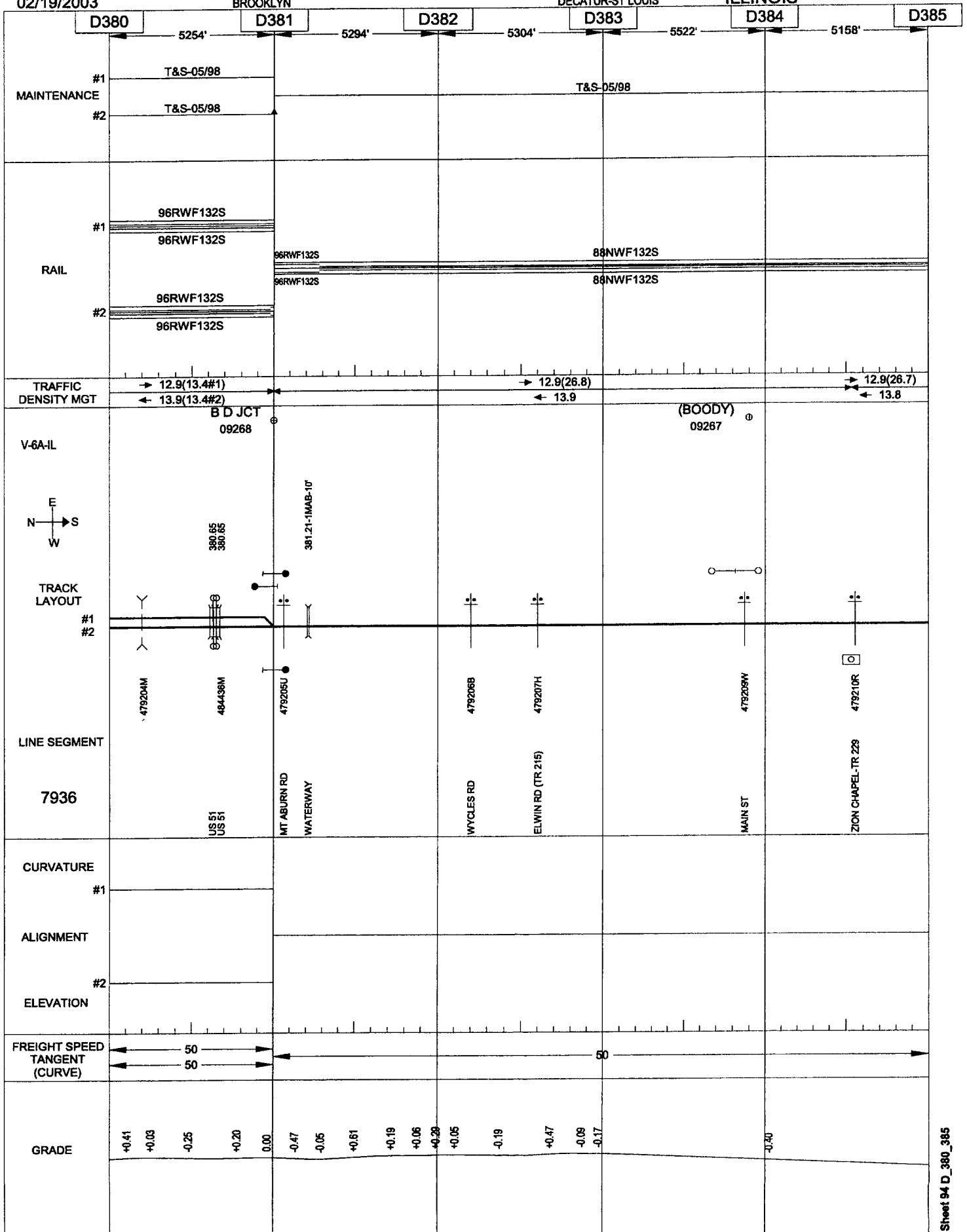


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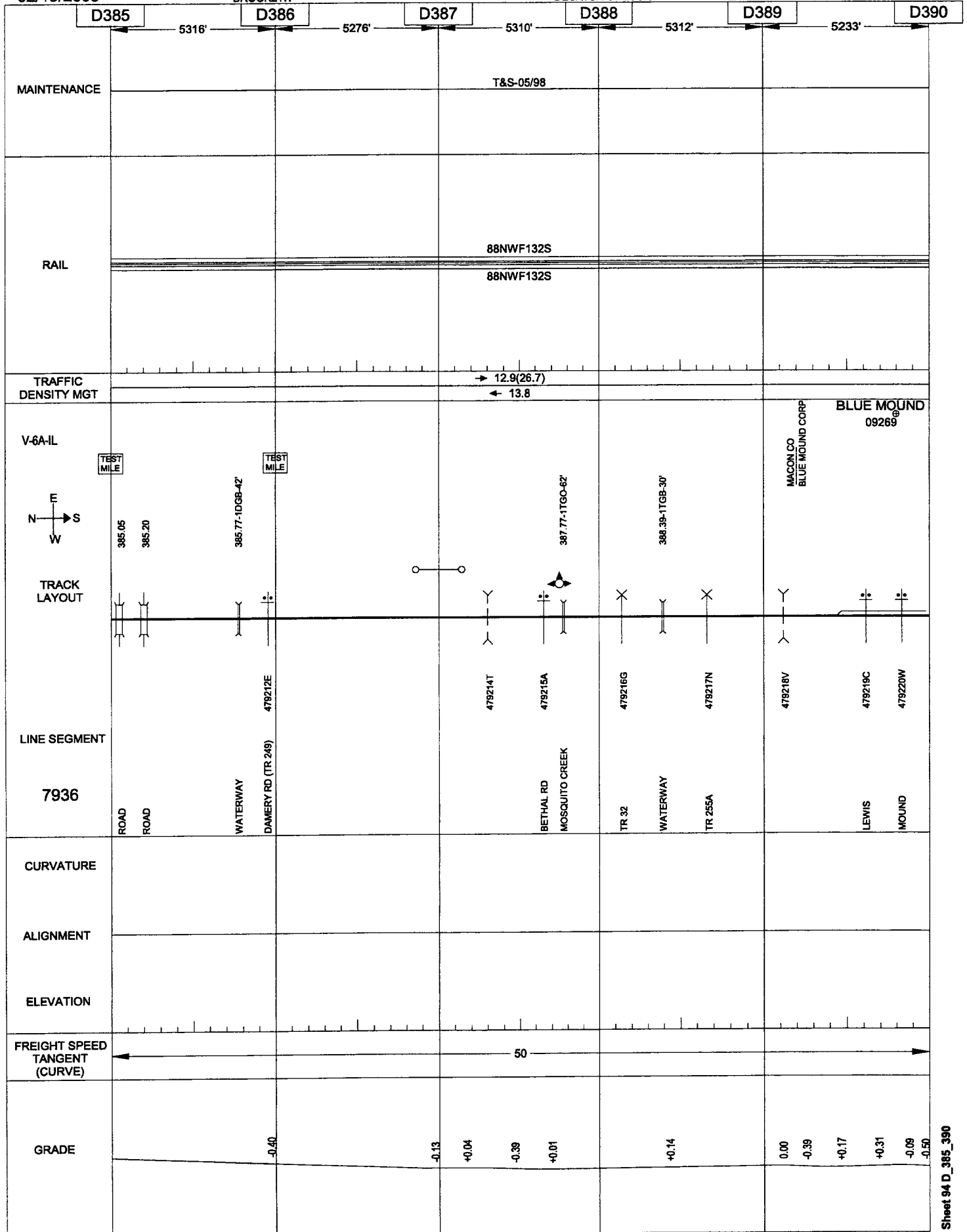


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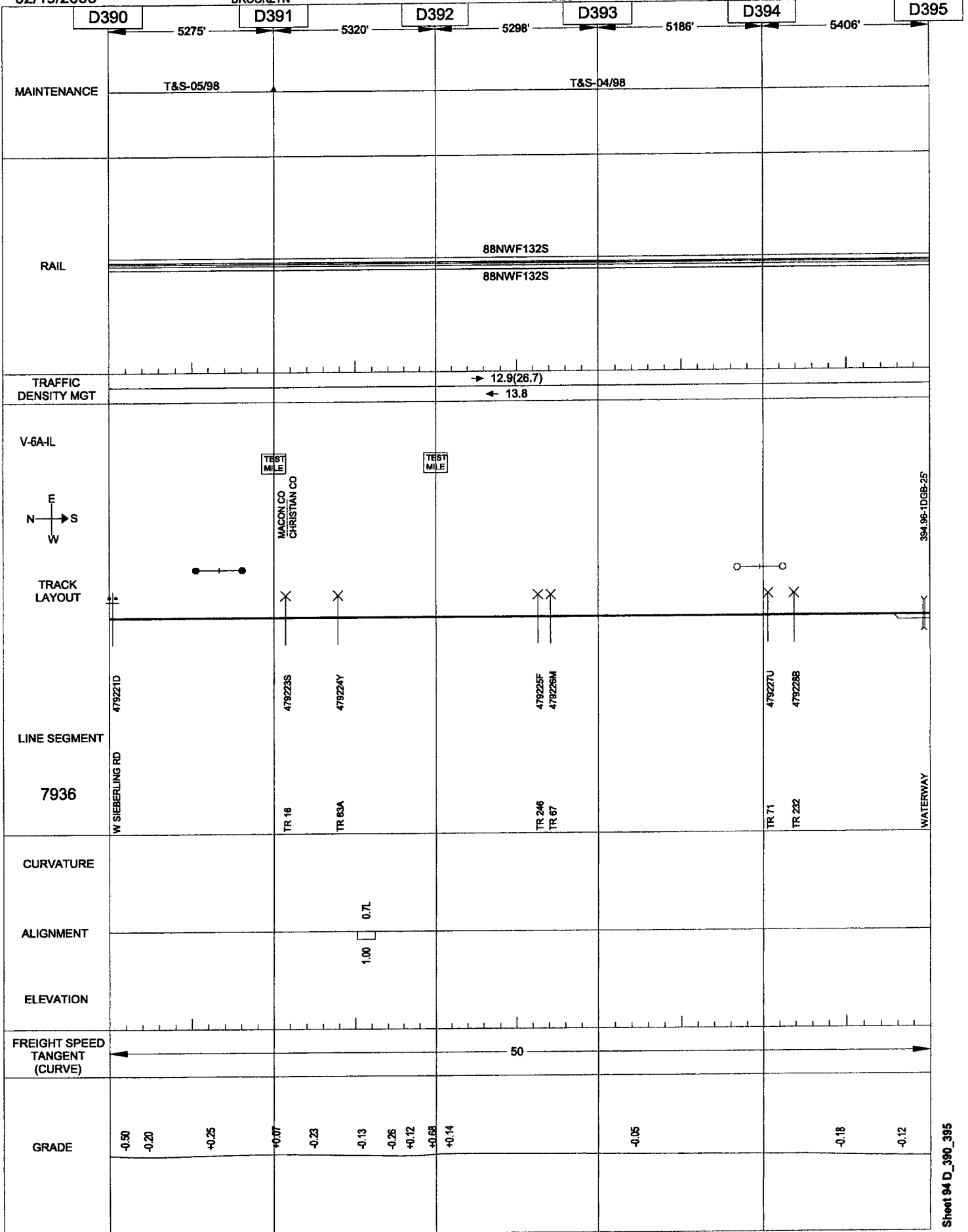


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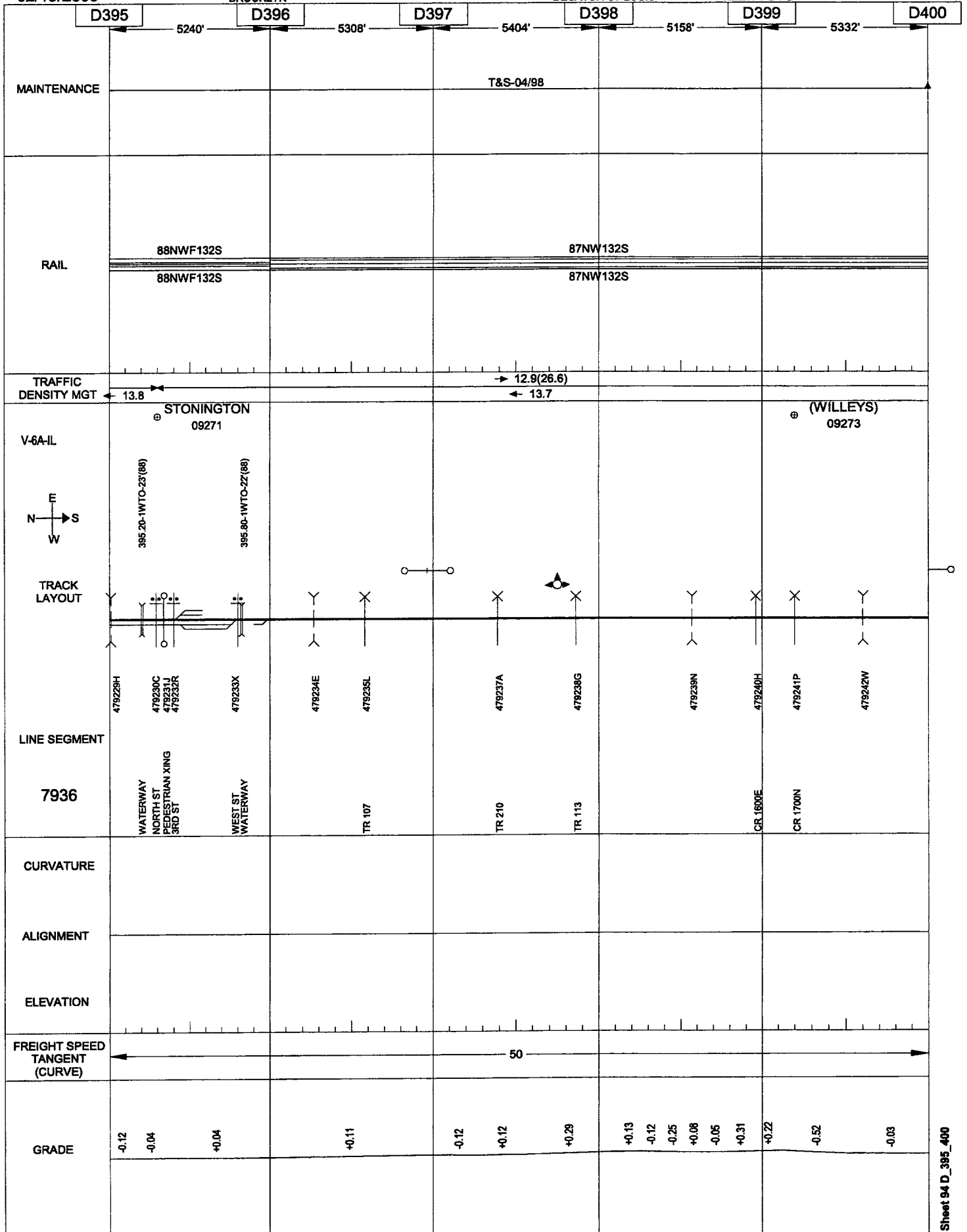


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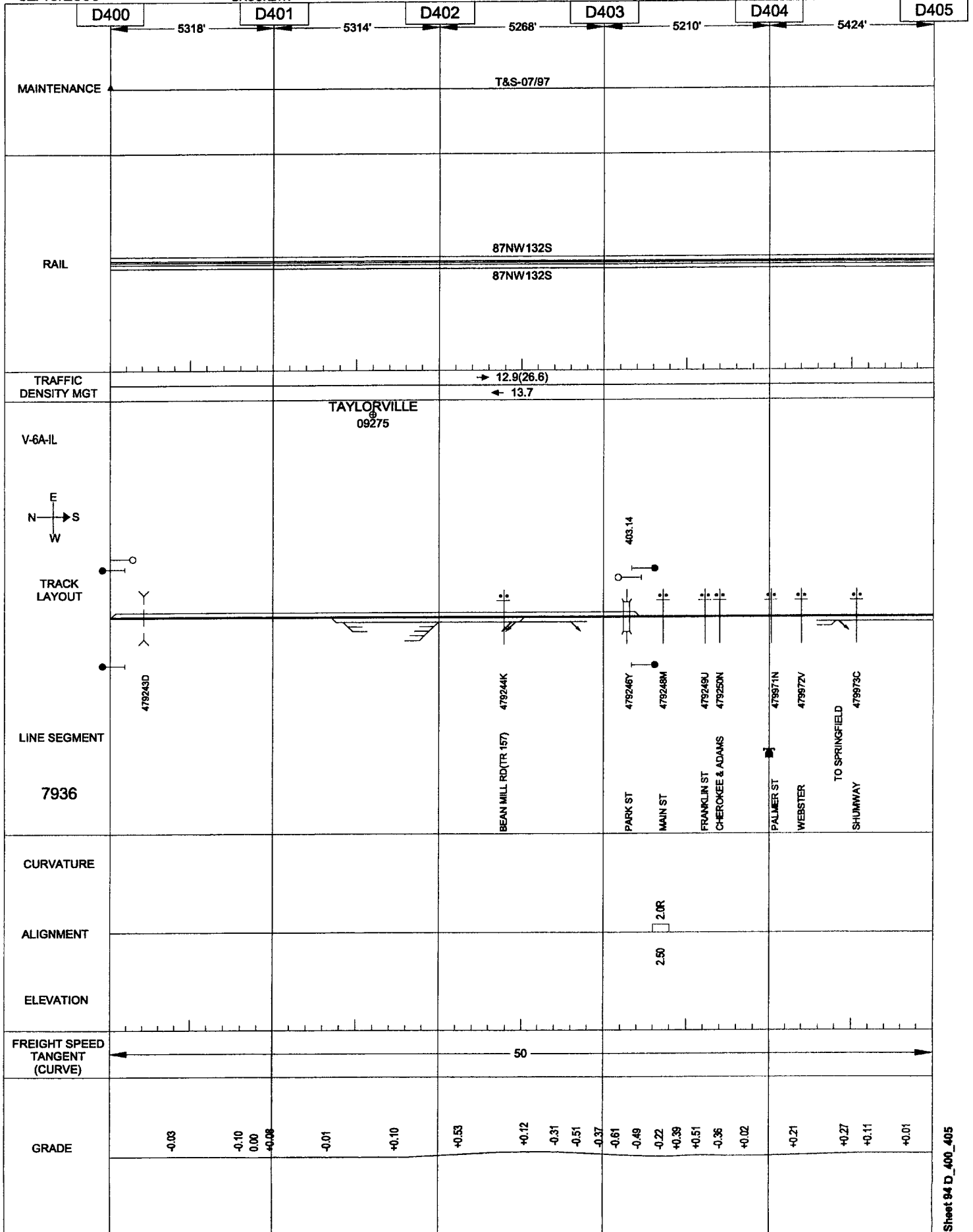


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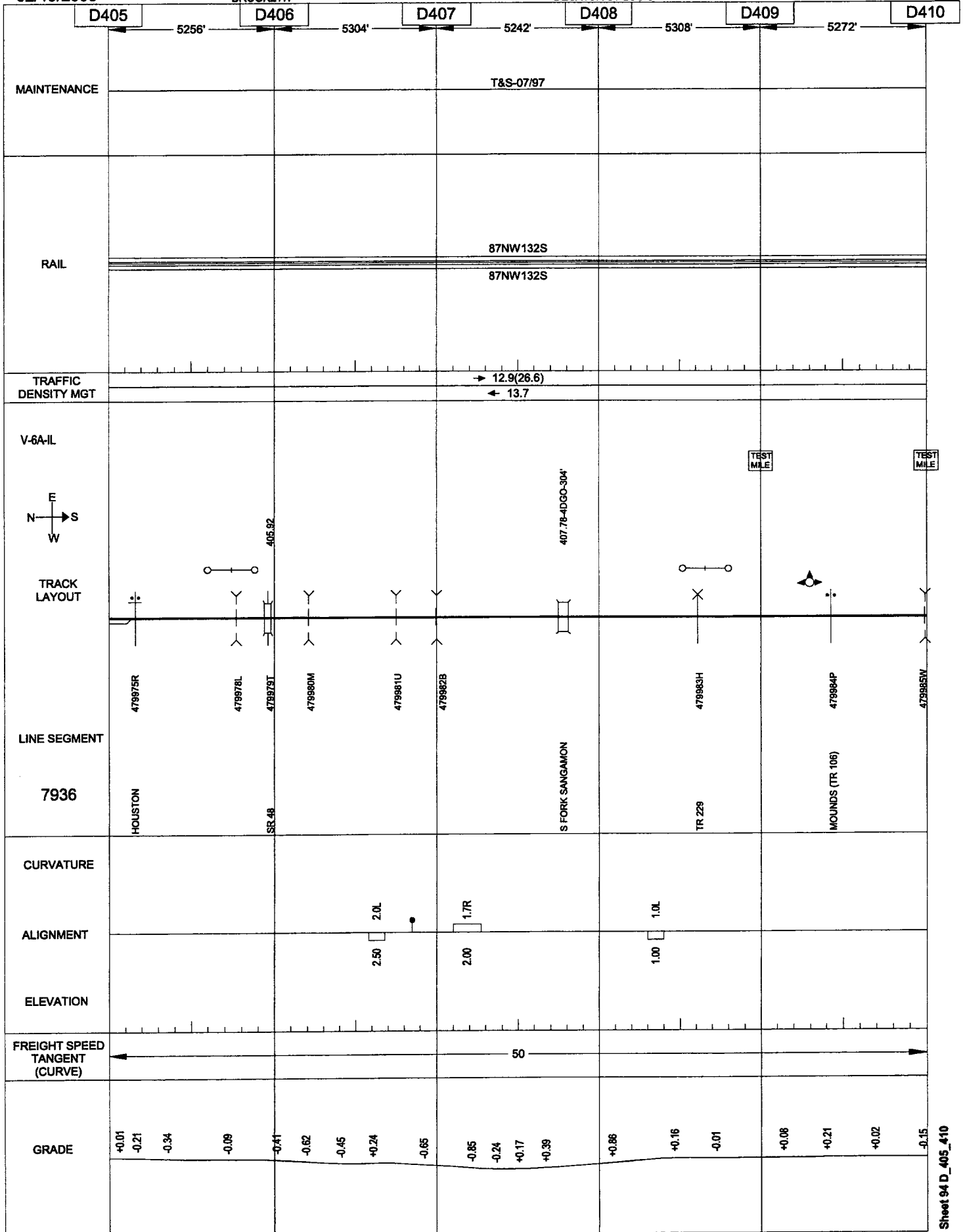


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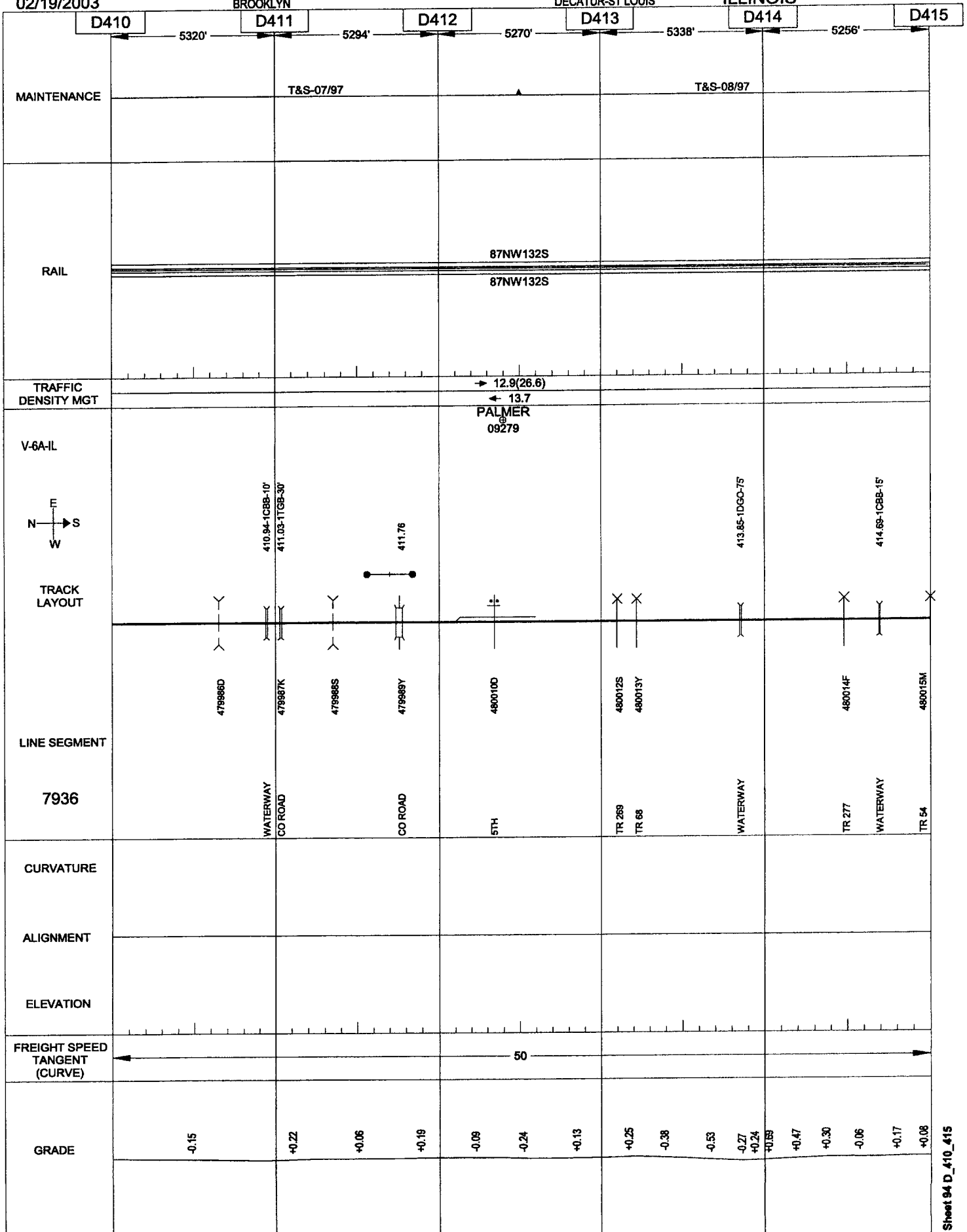


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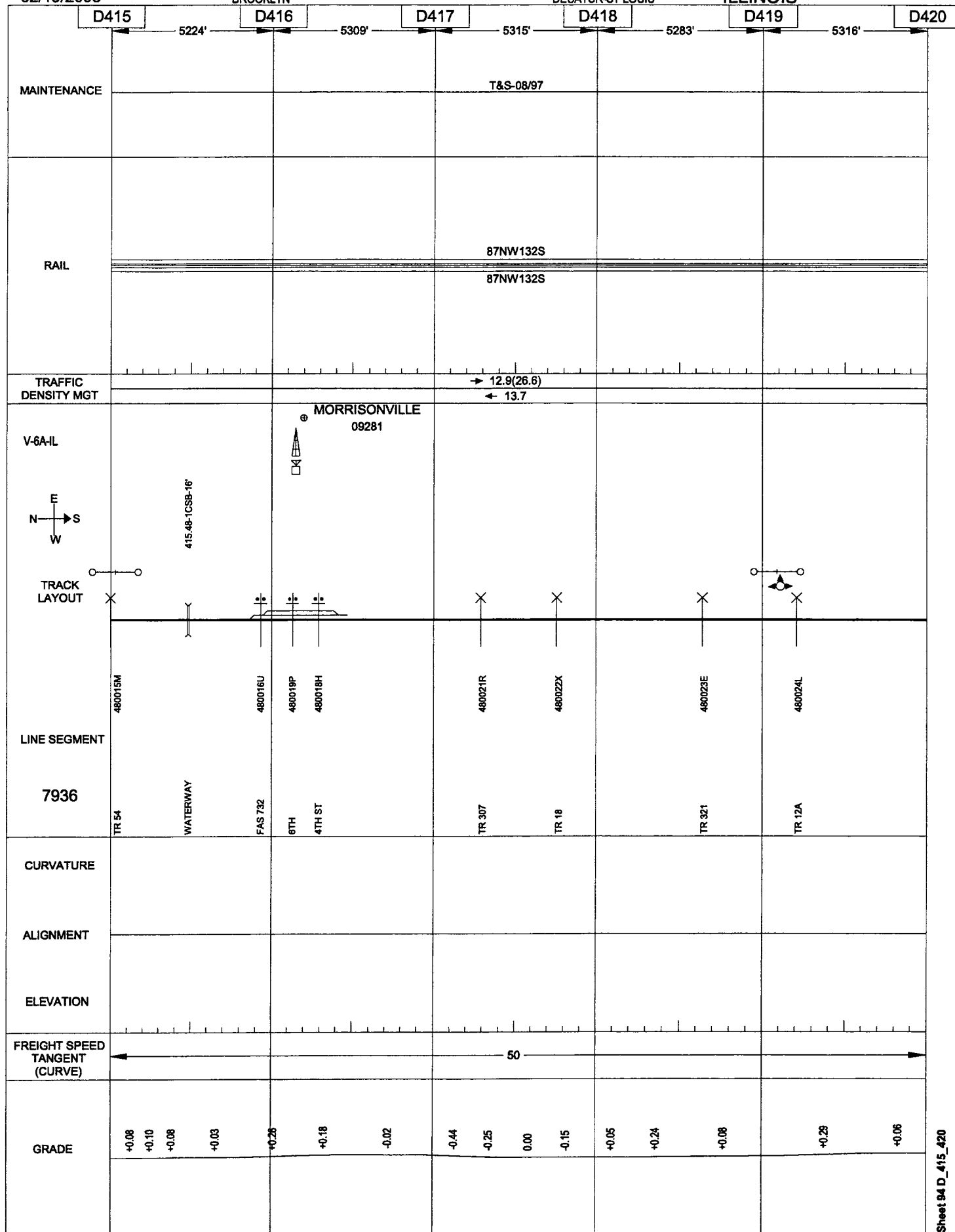


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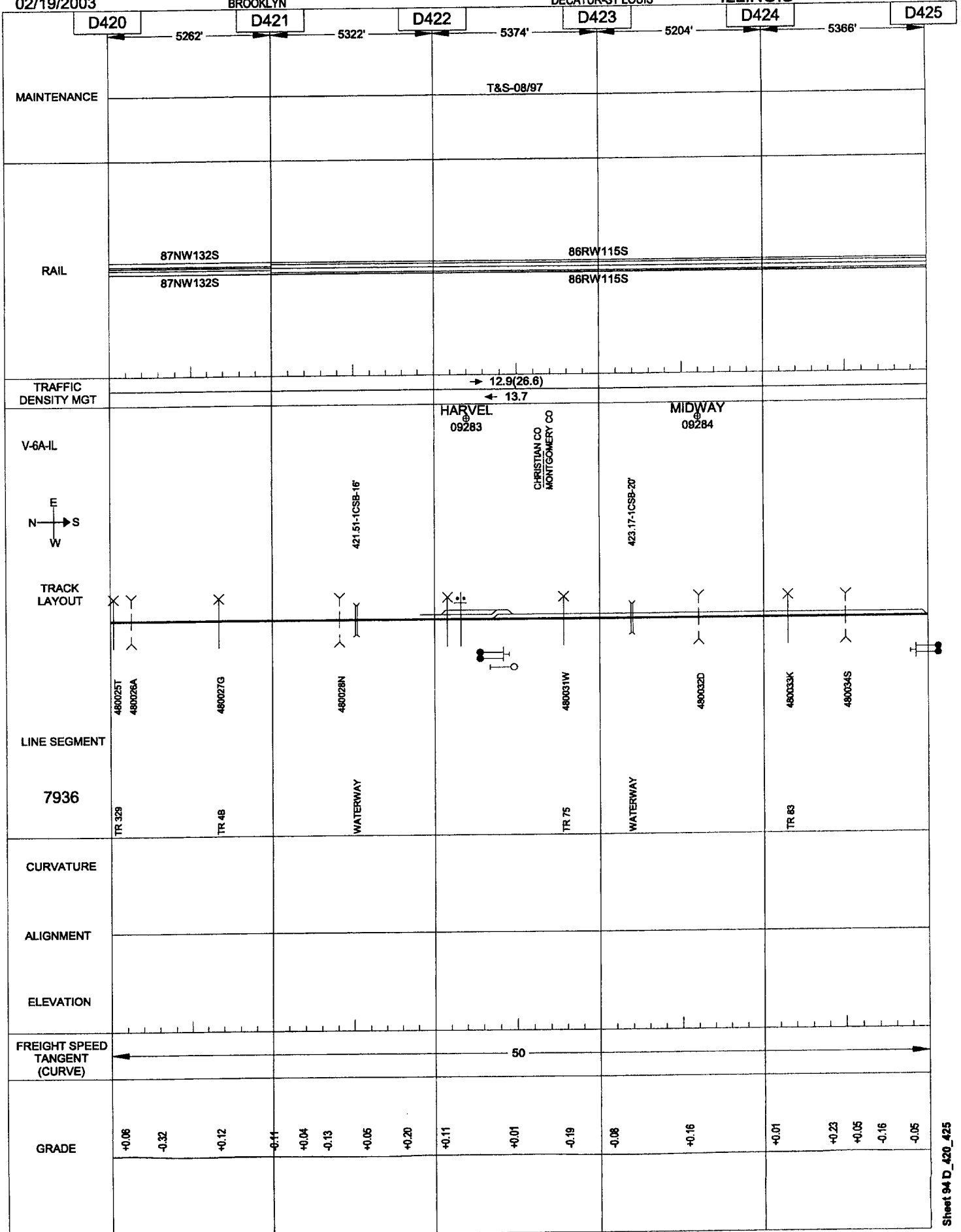


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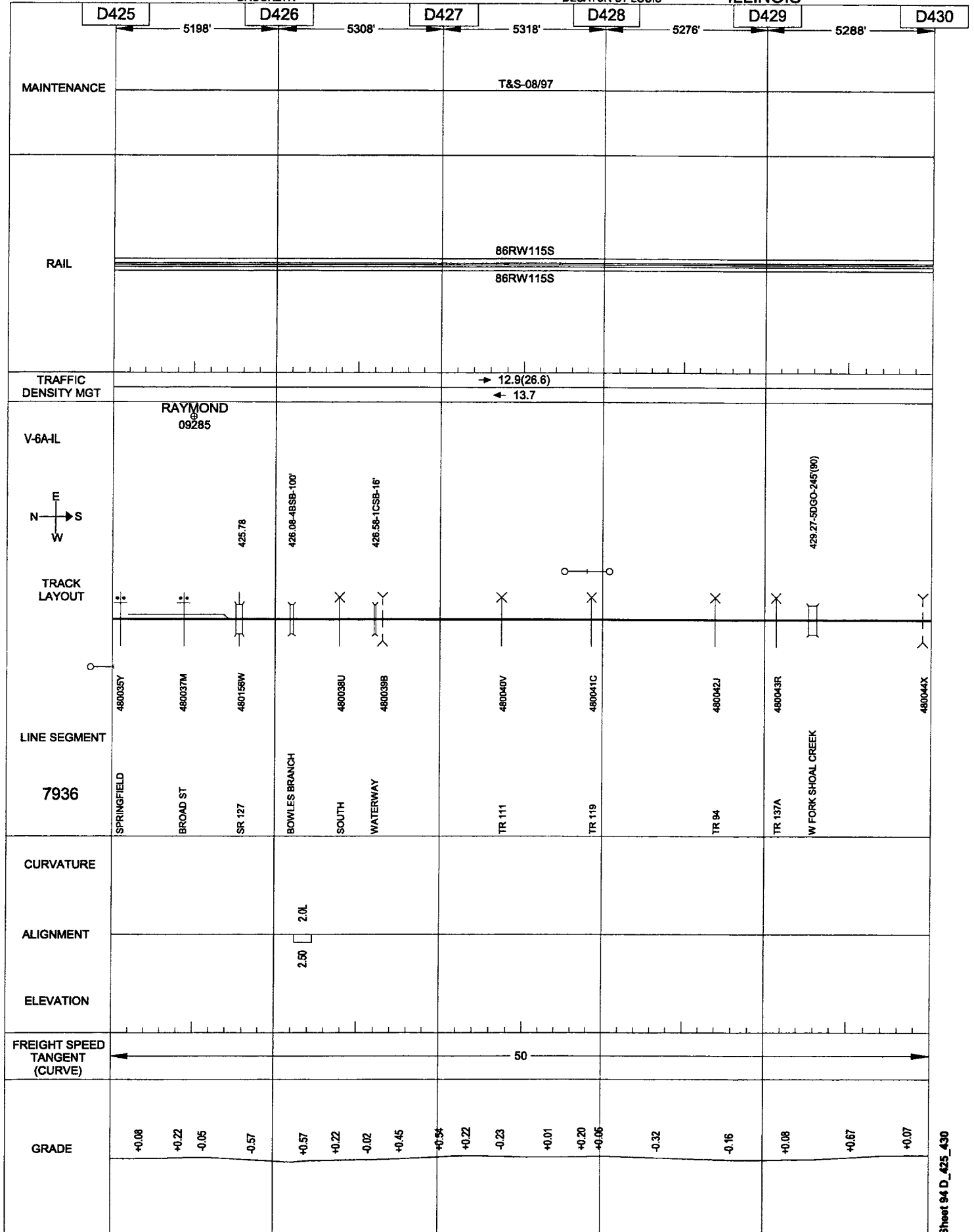


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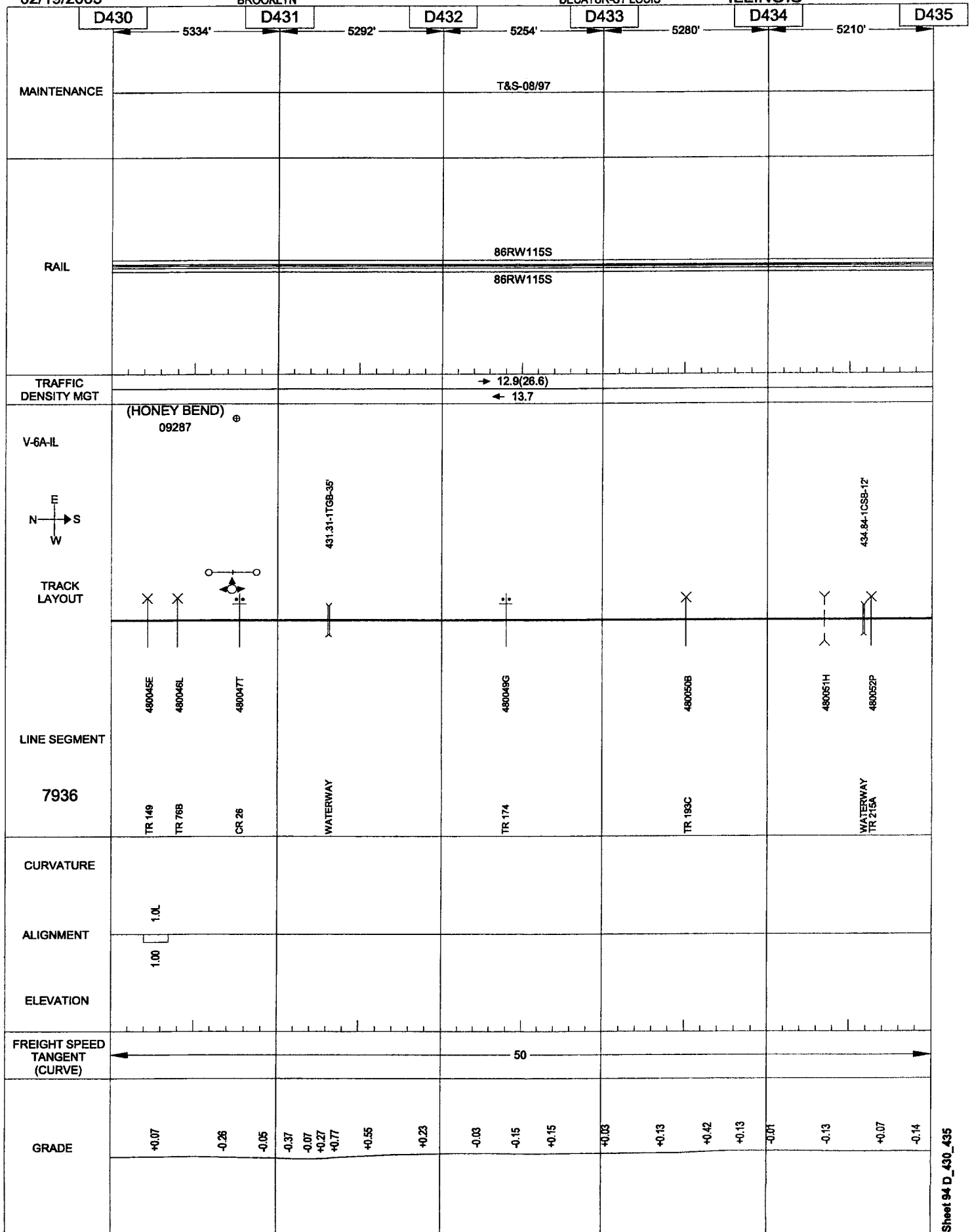


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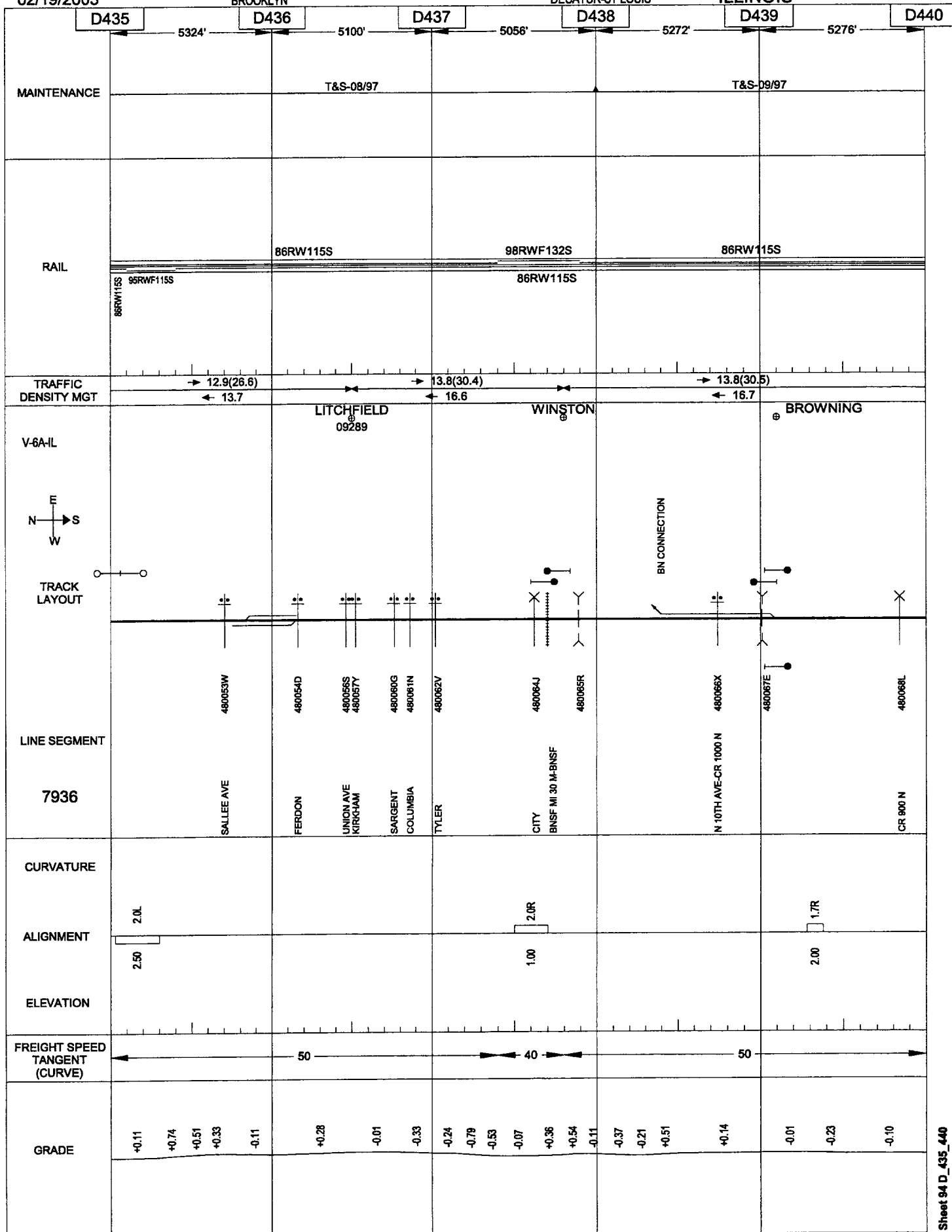


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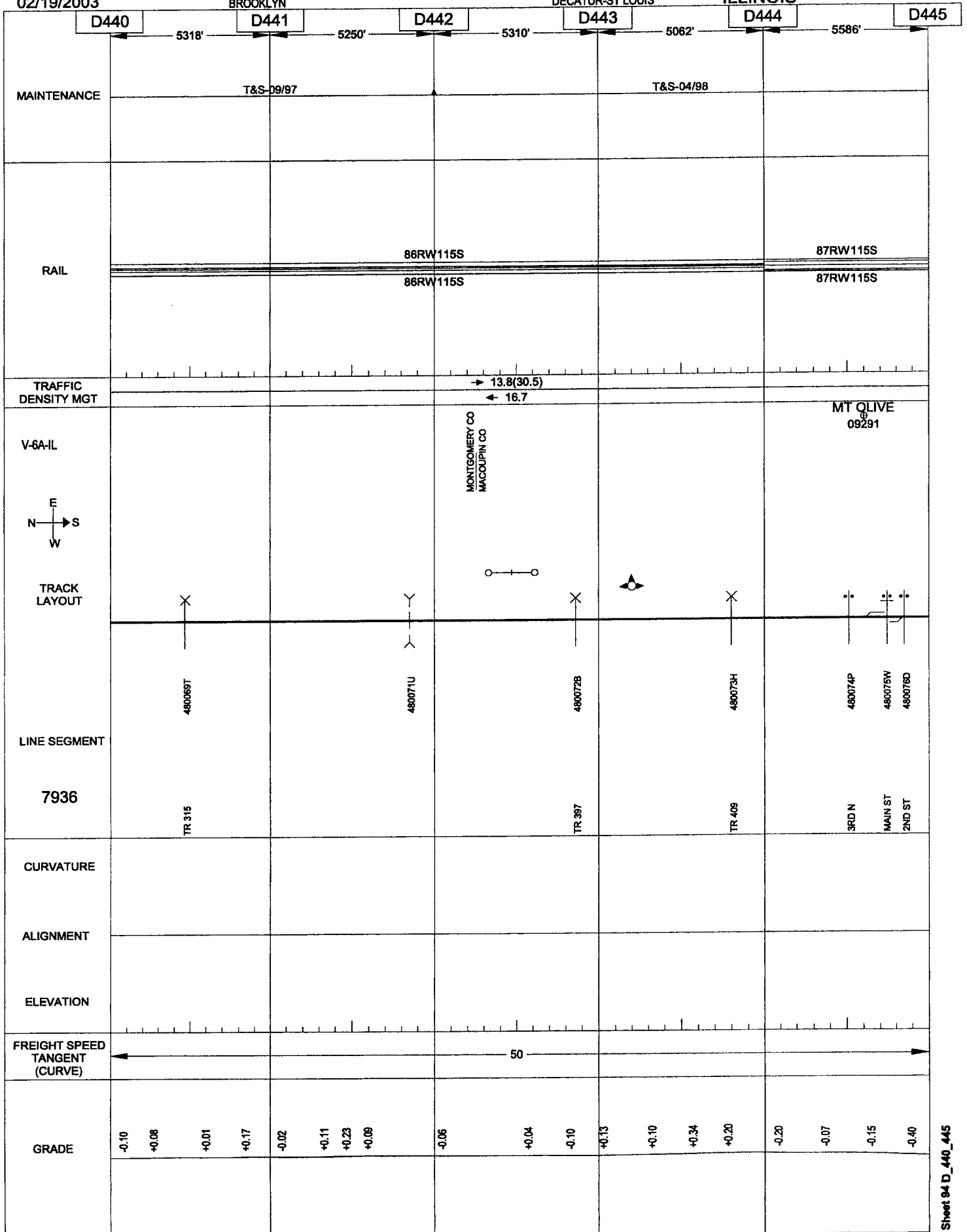


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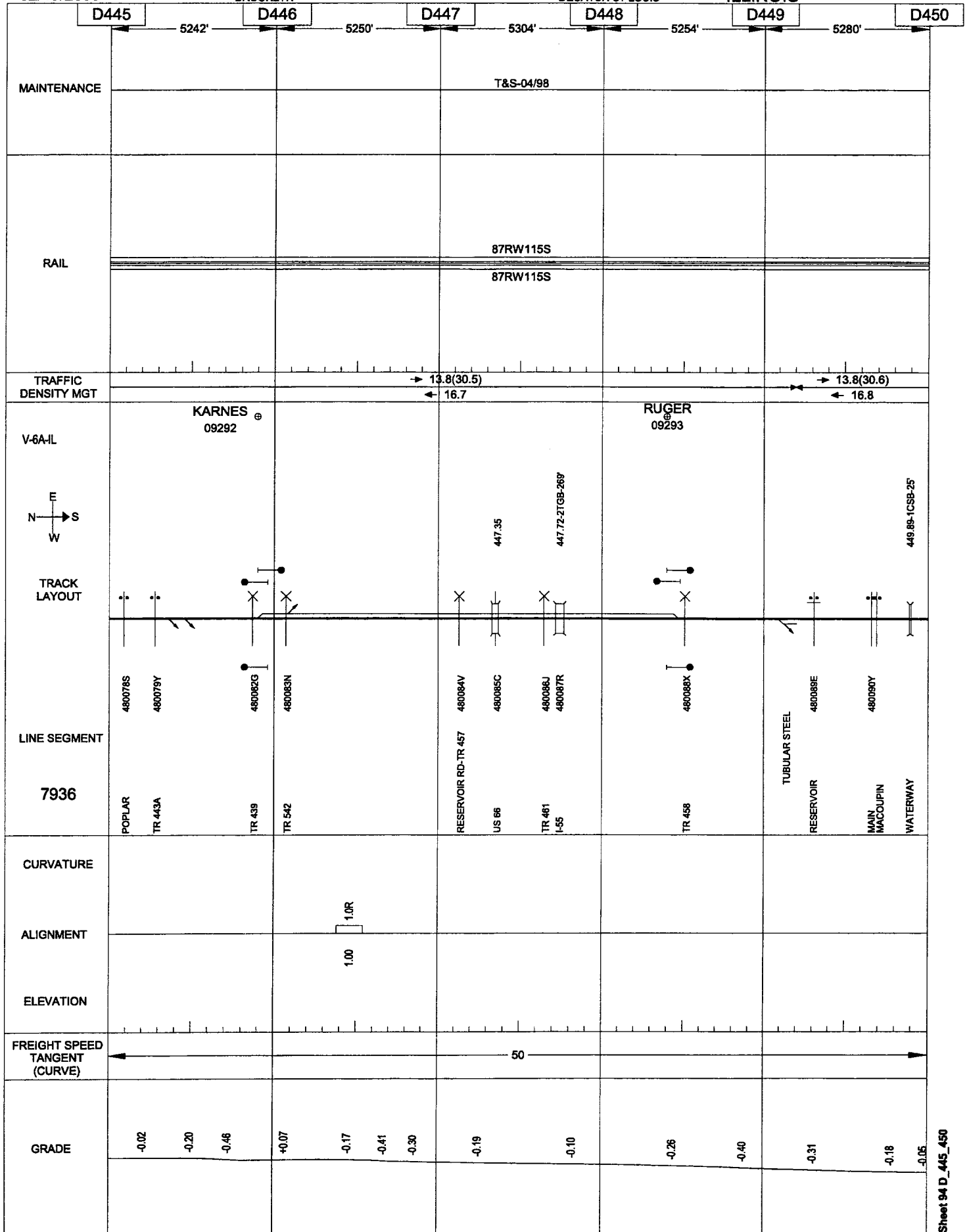


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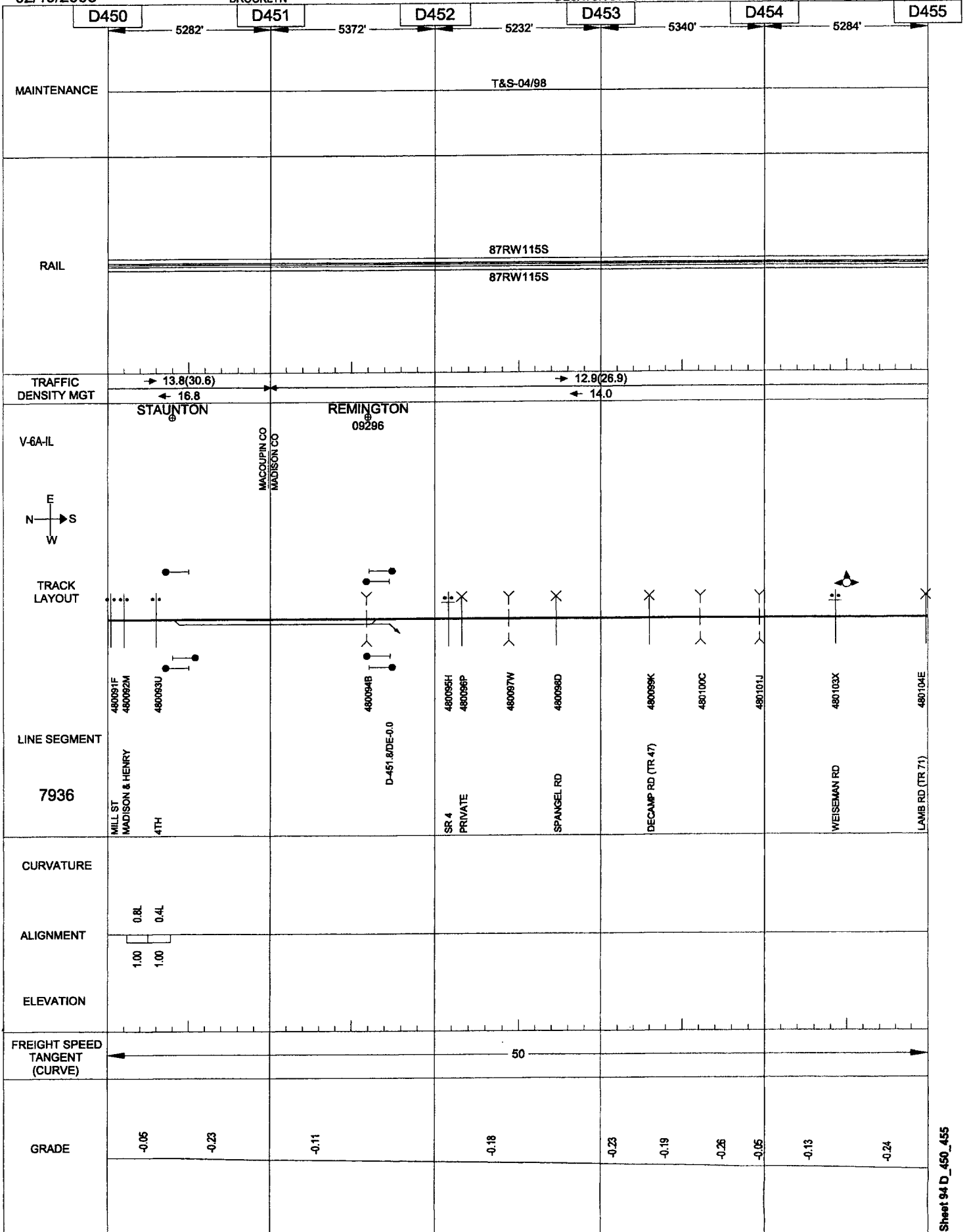


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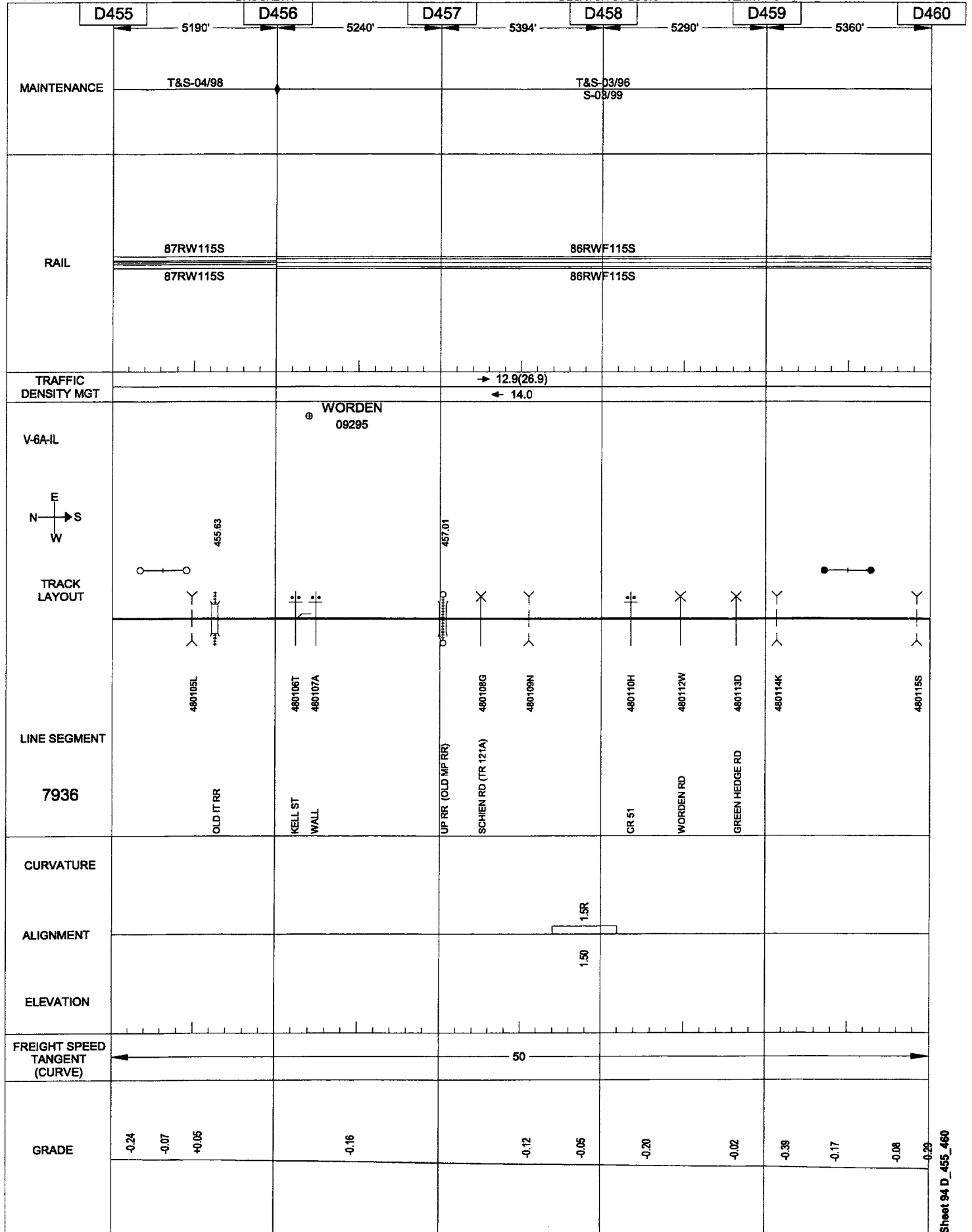


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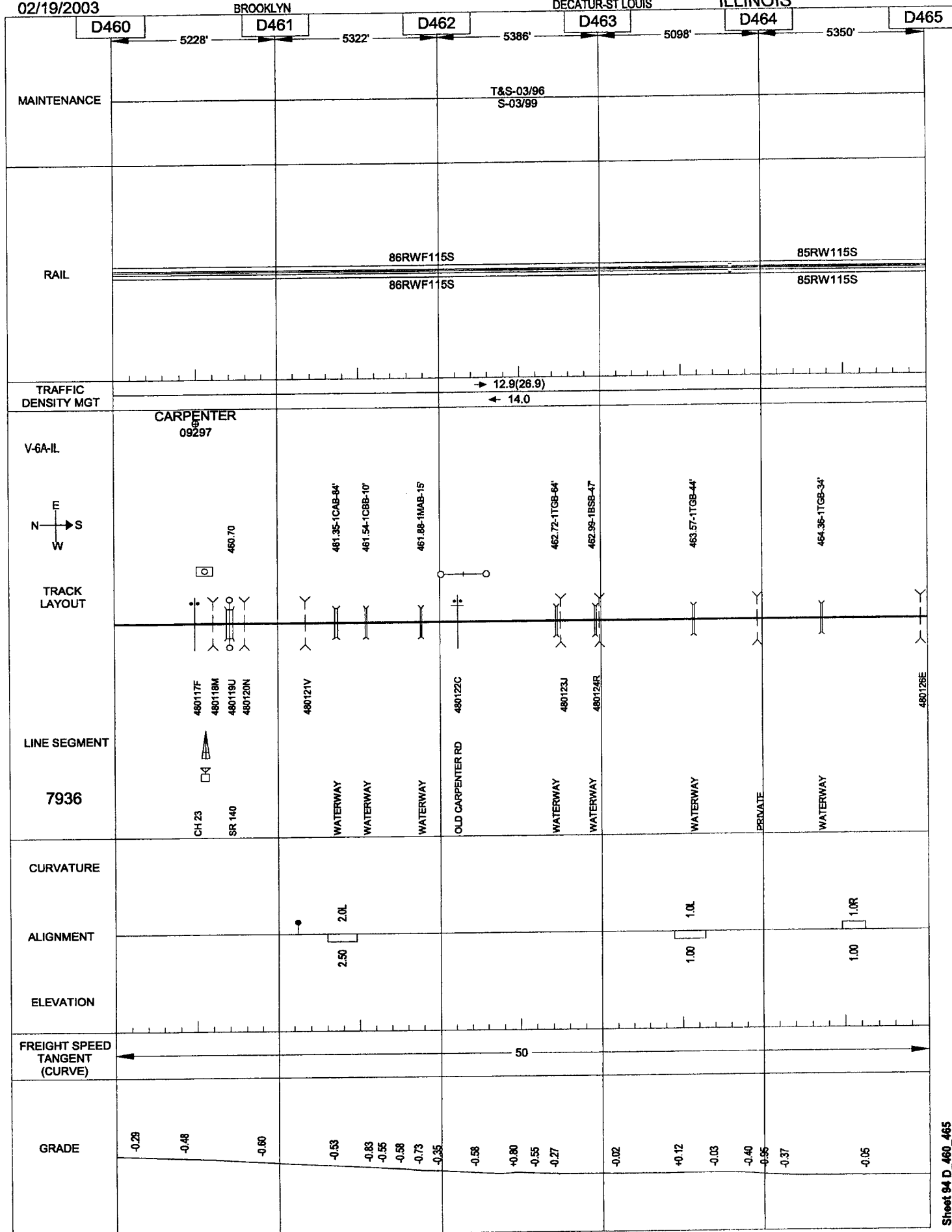


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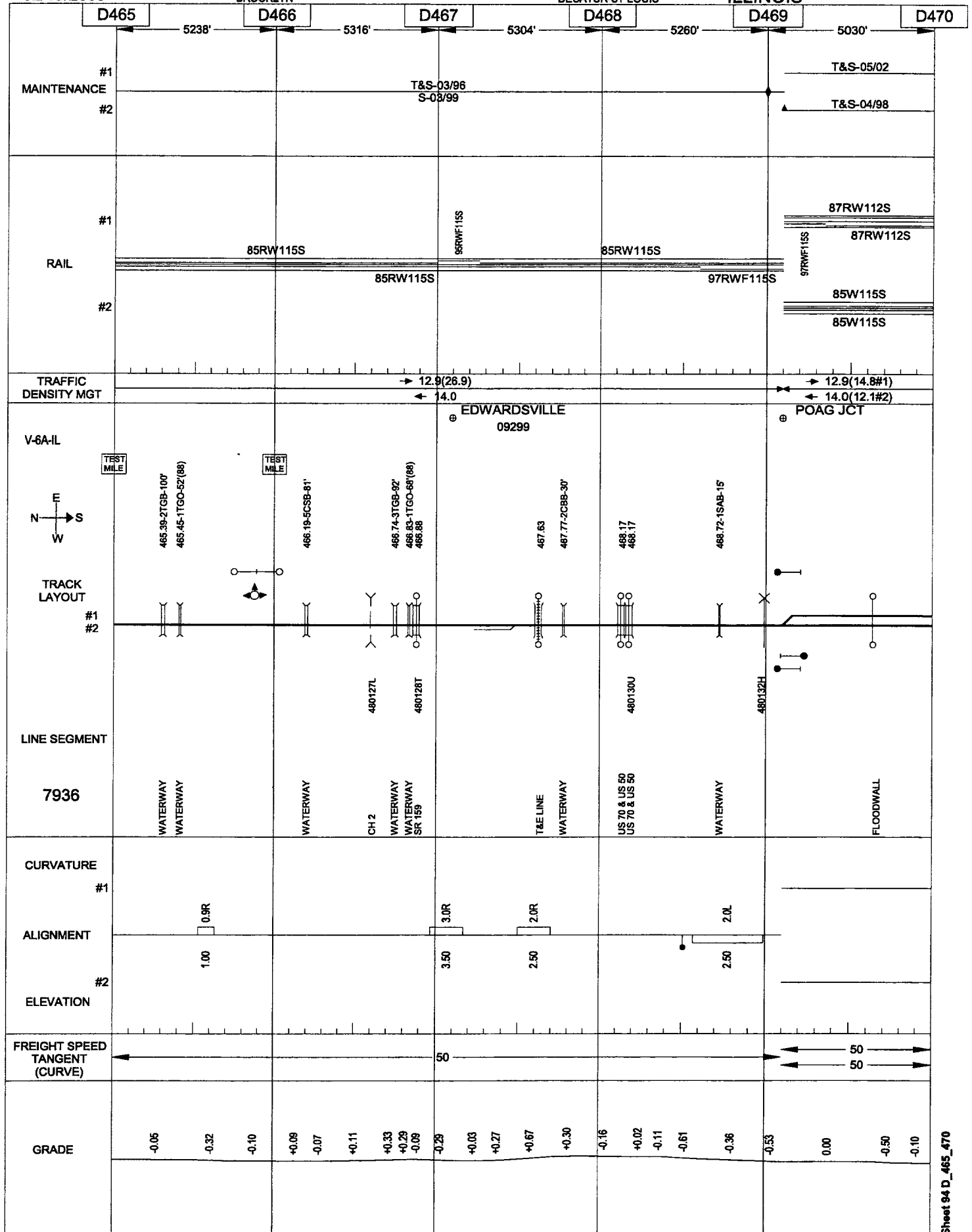


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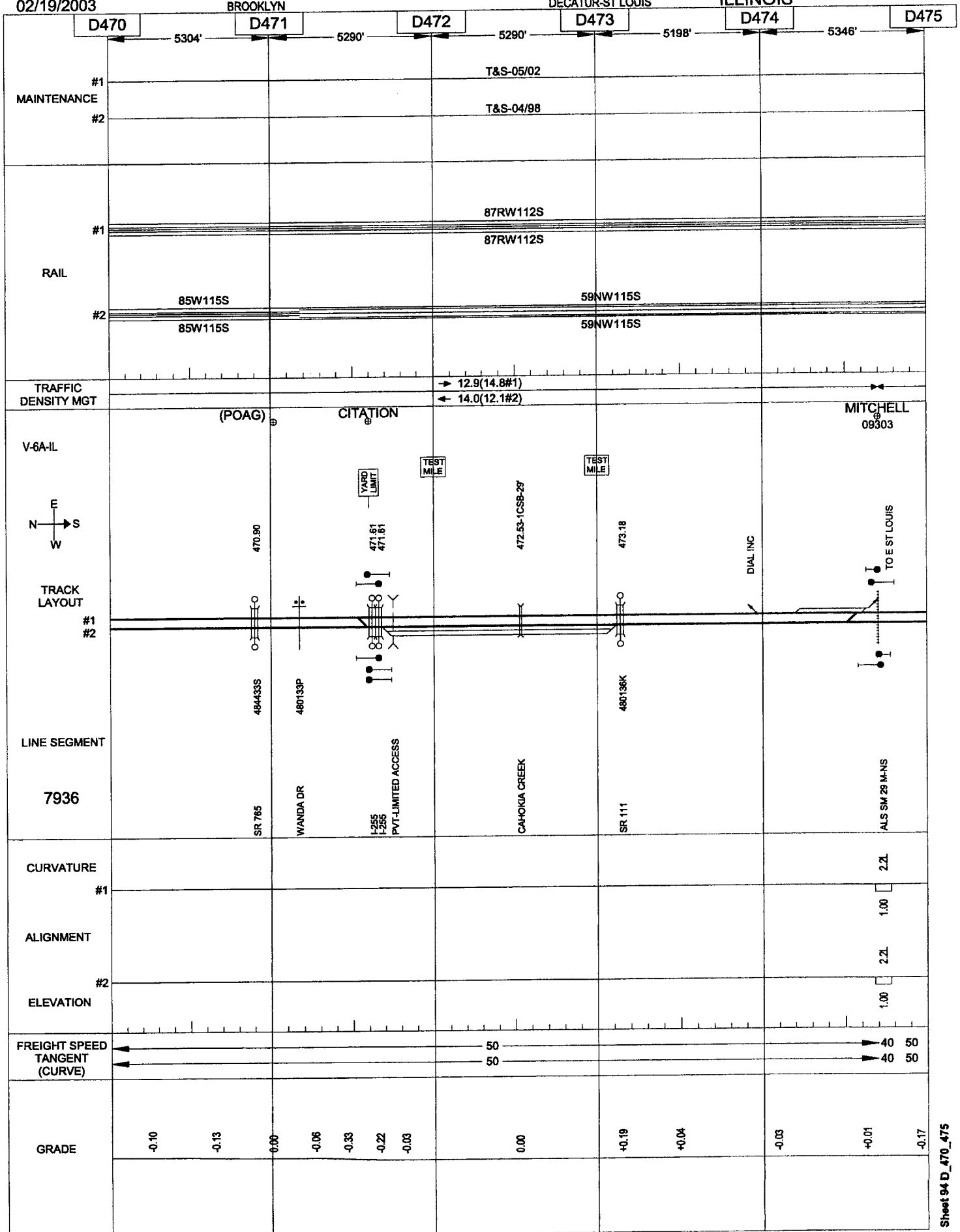


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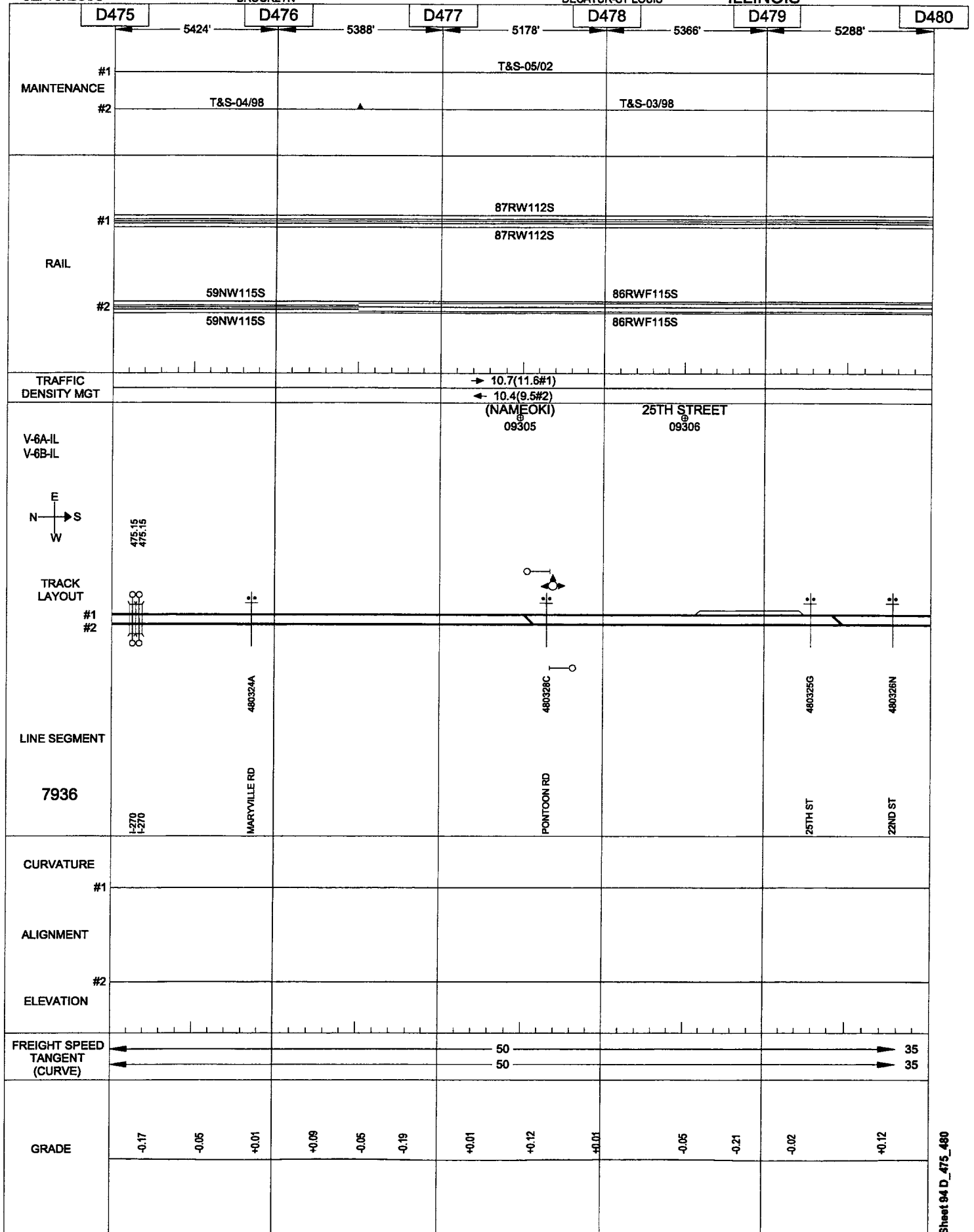


02/19/2003

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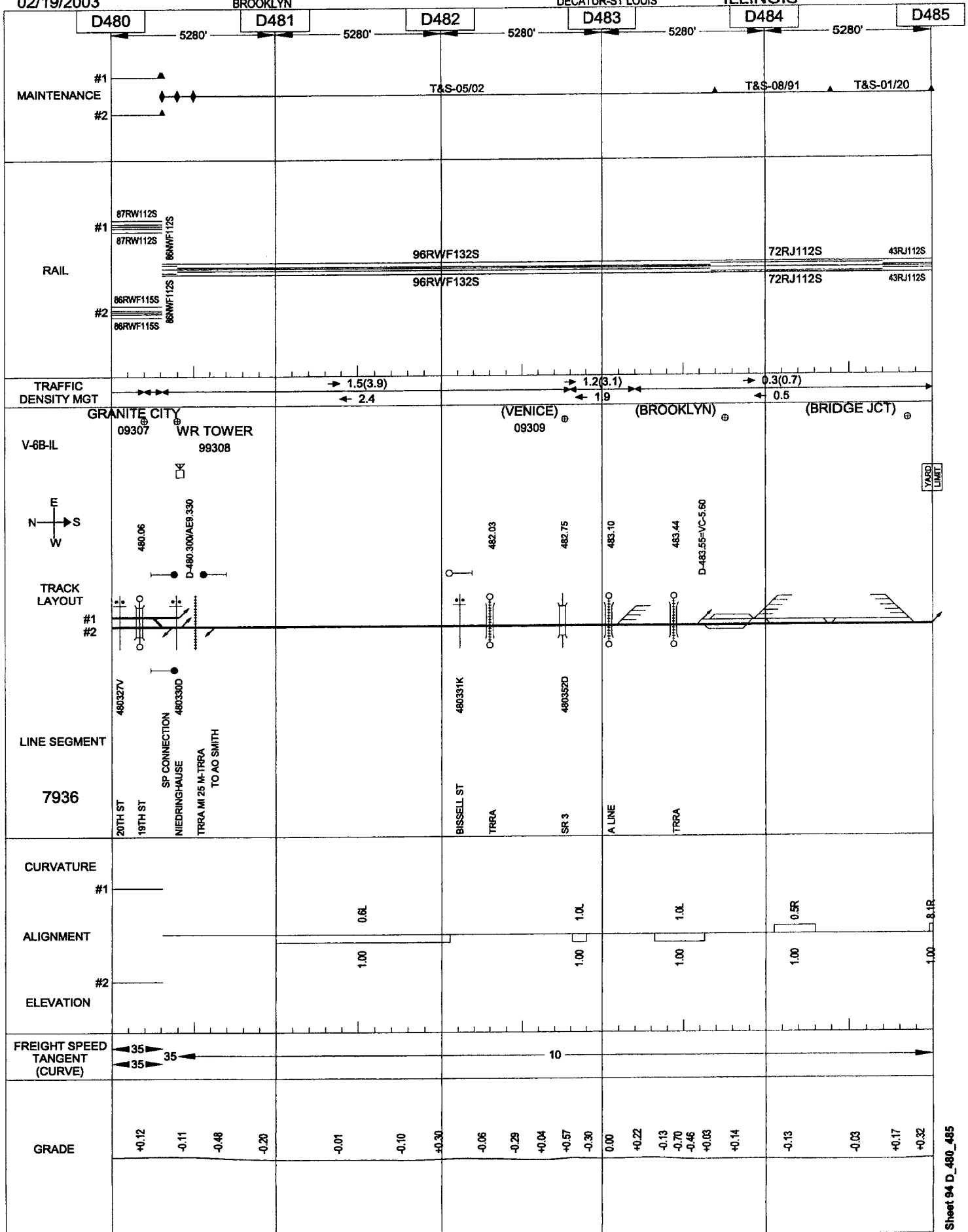


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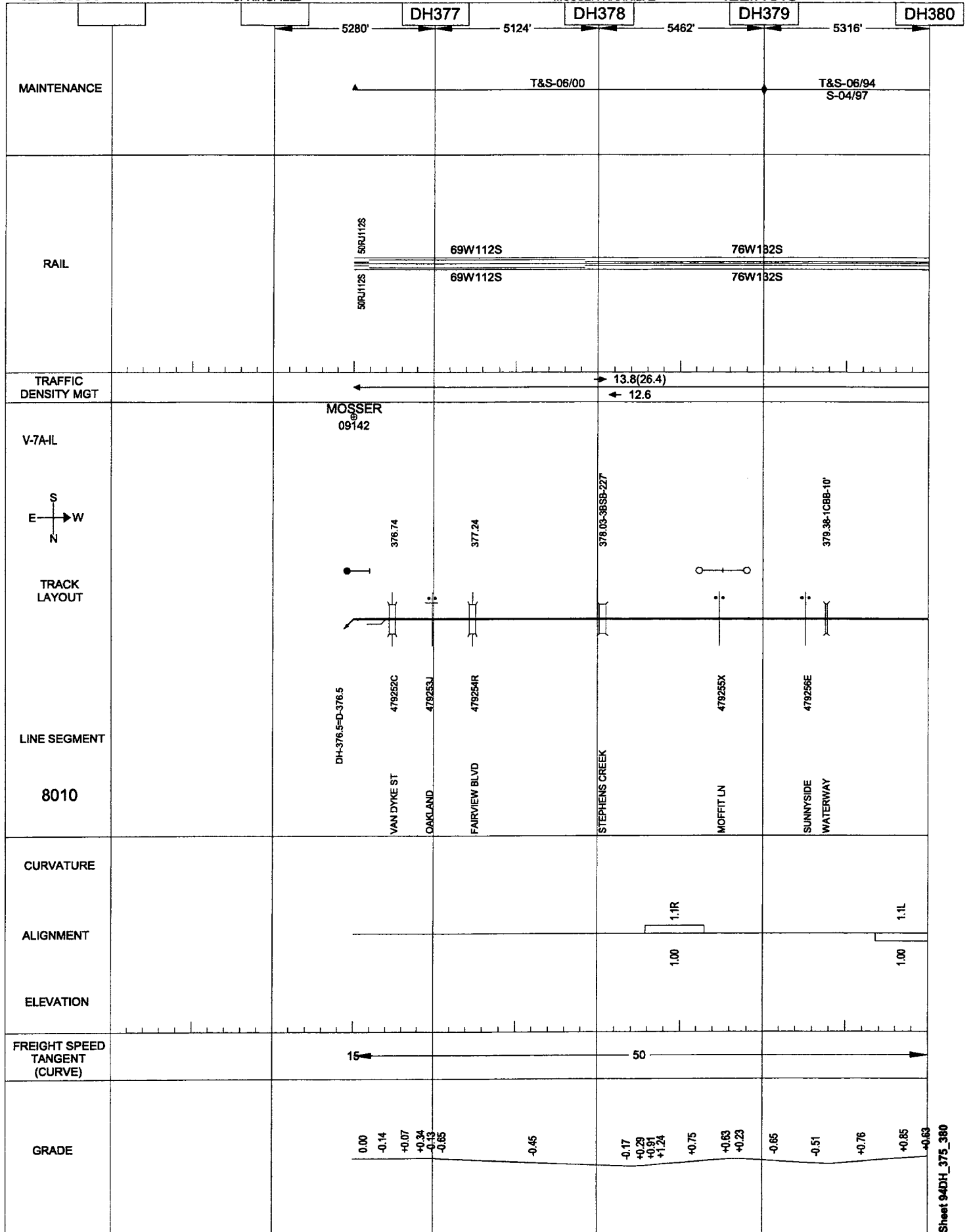


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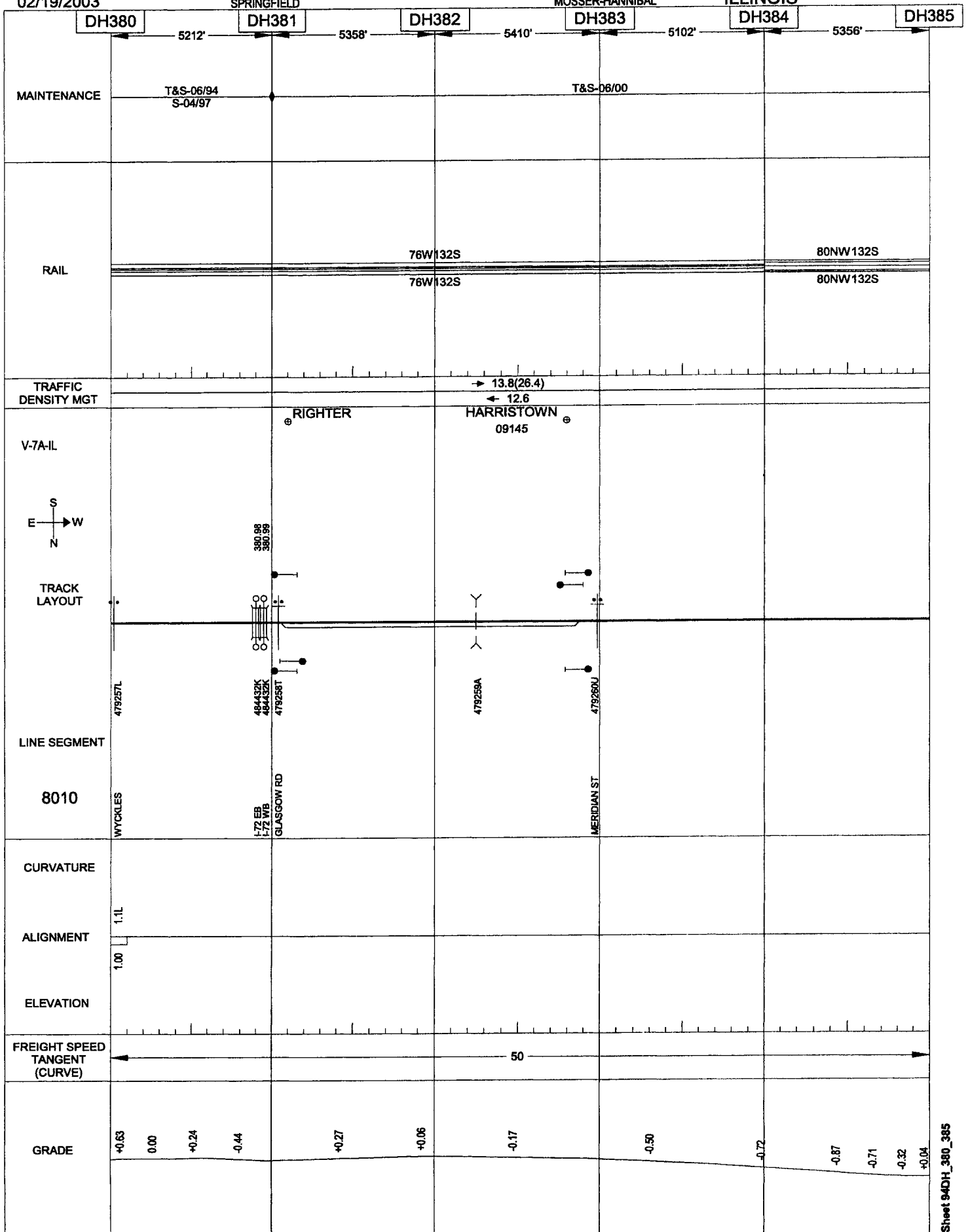


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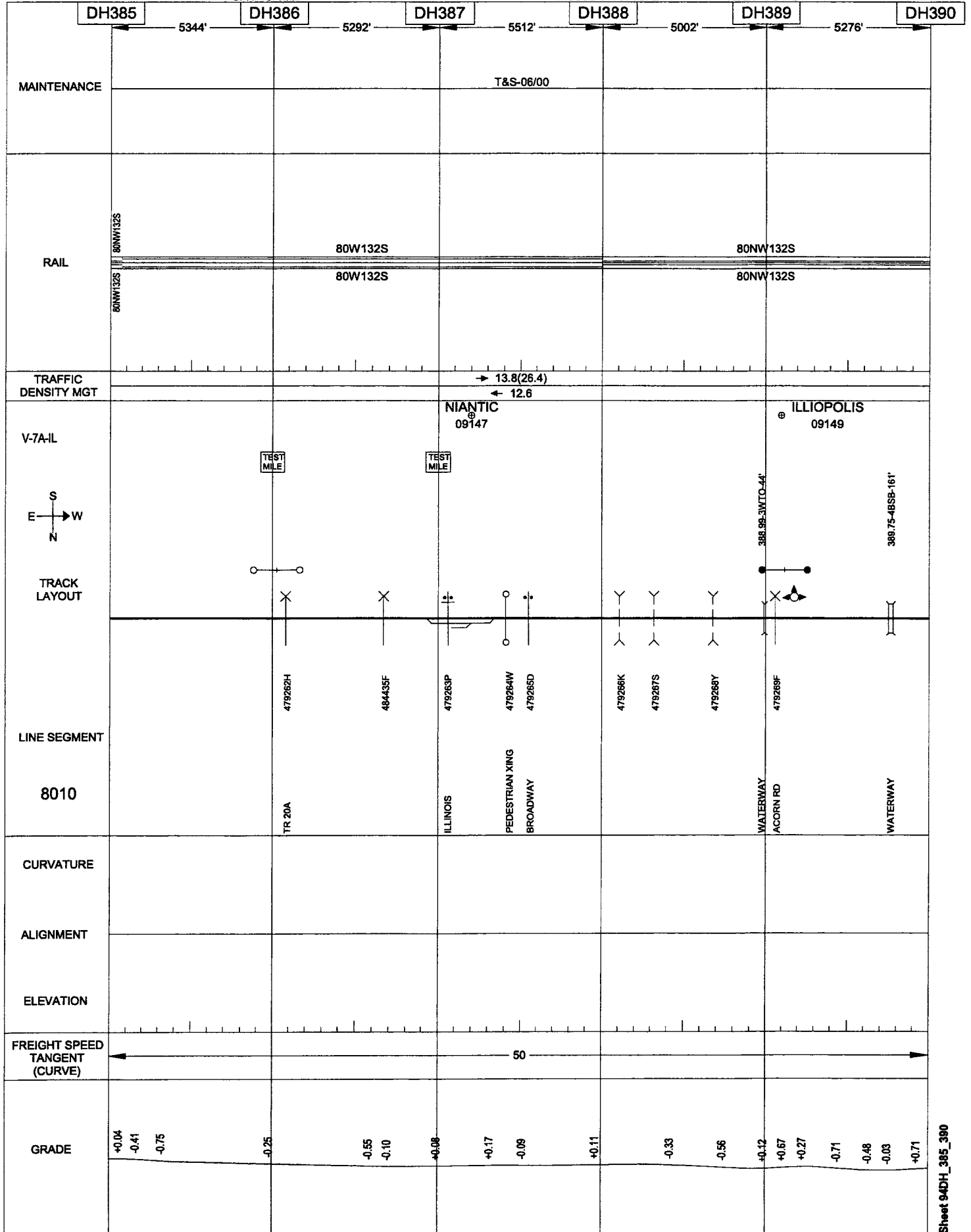


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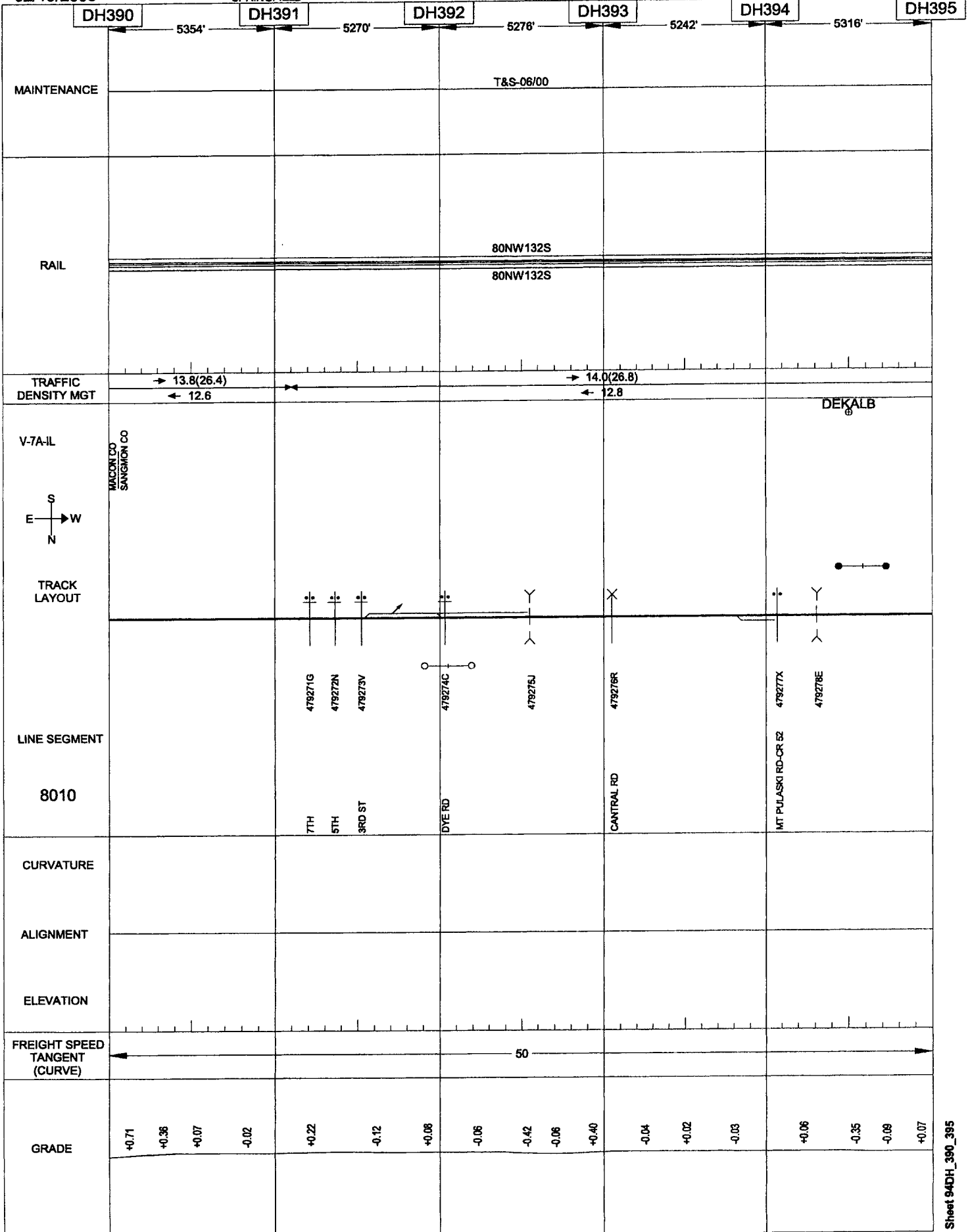


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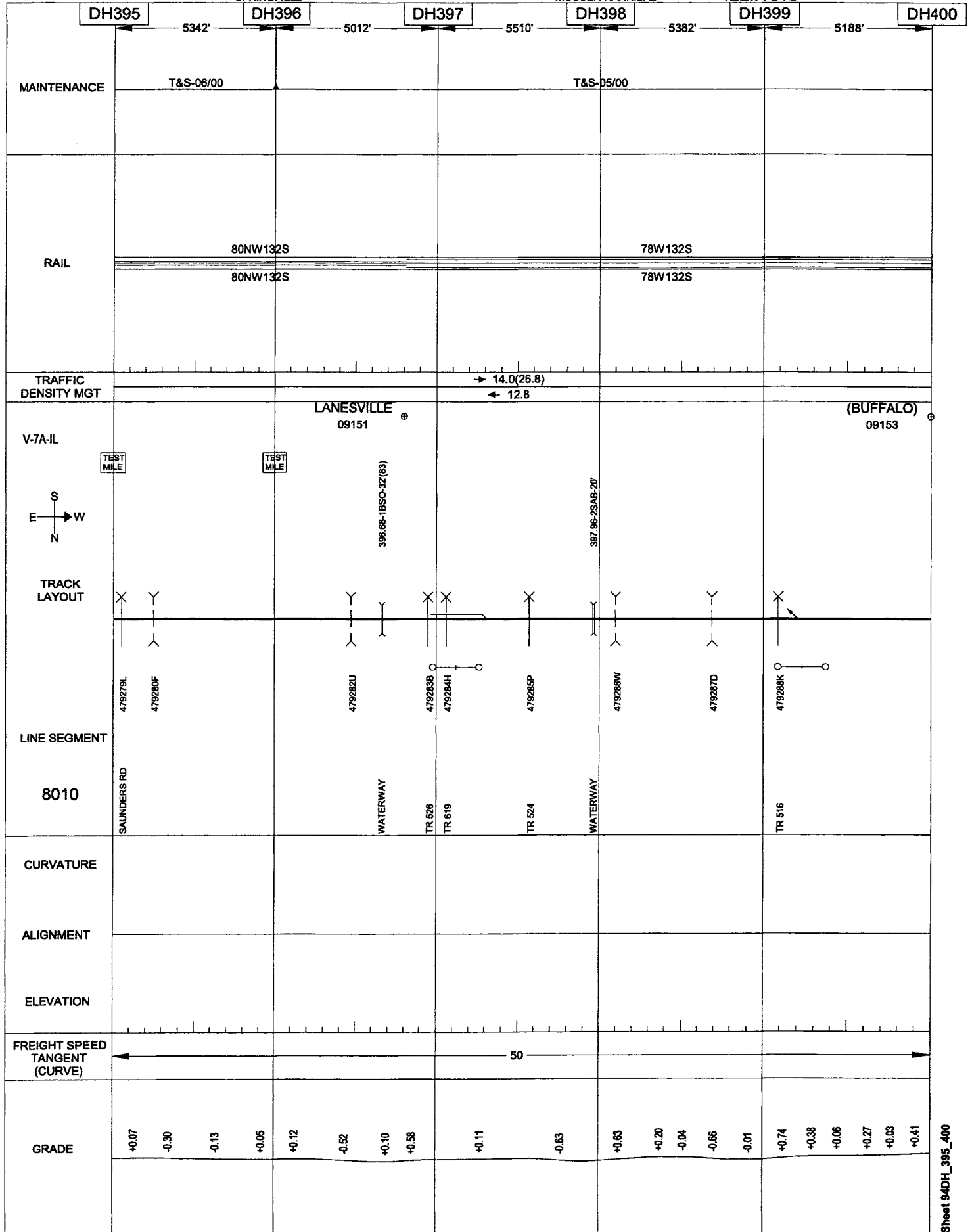


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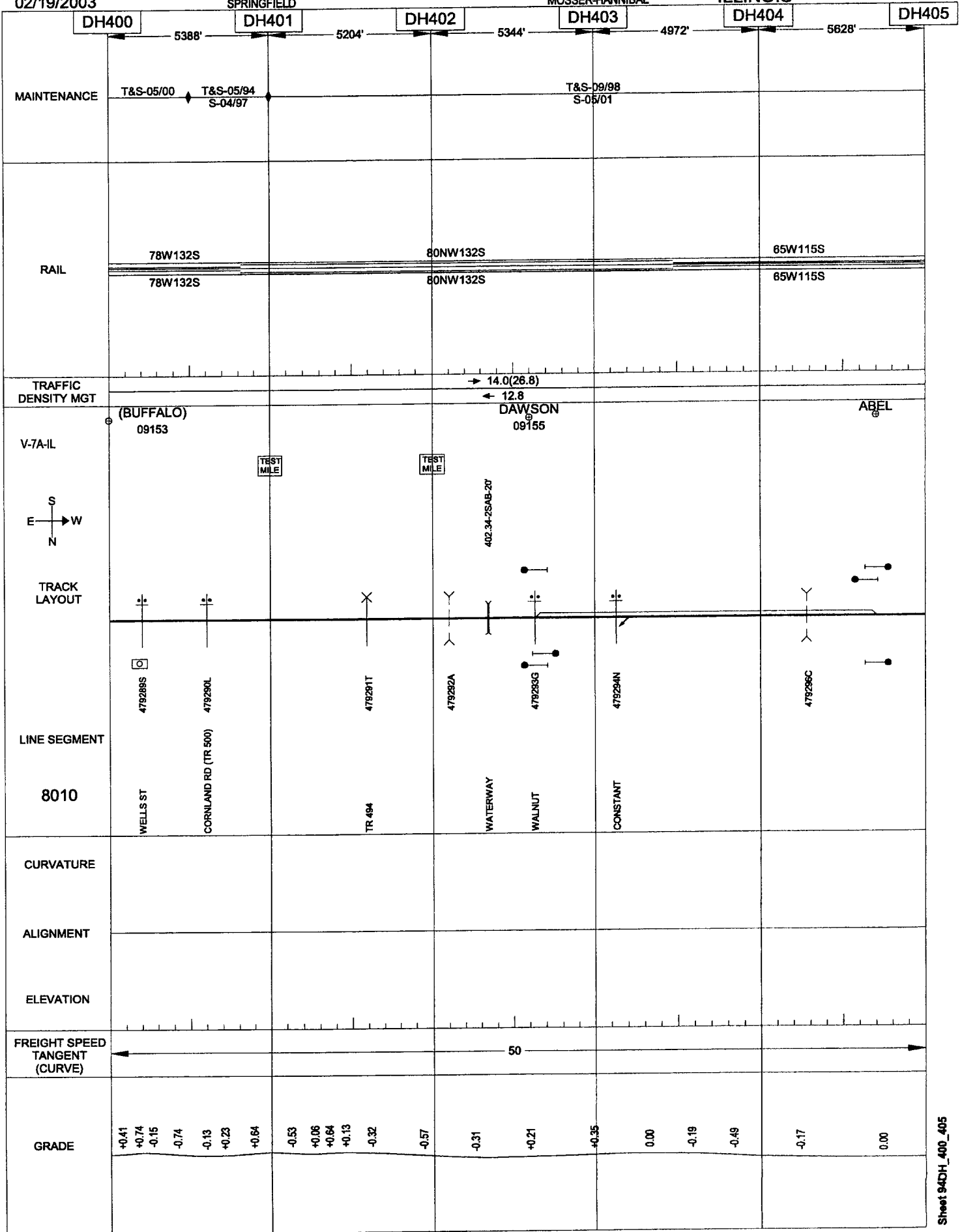


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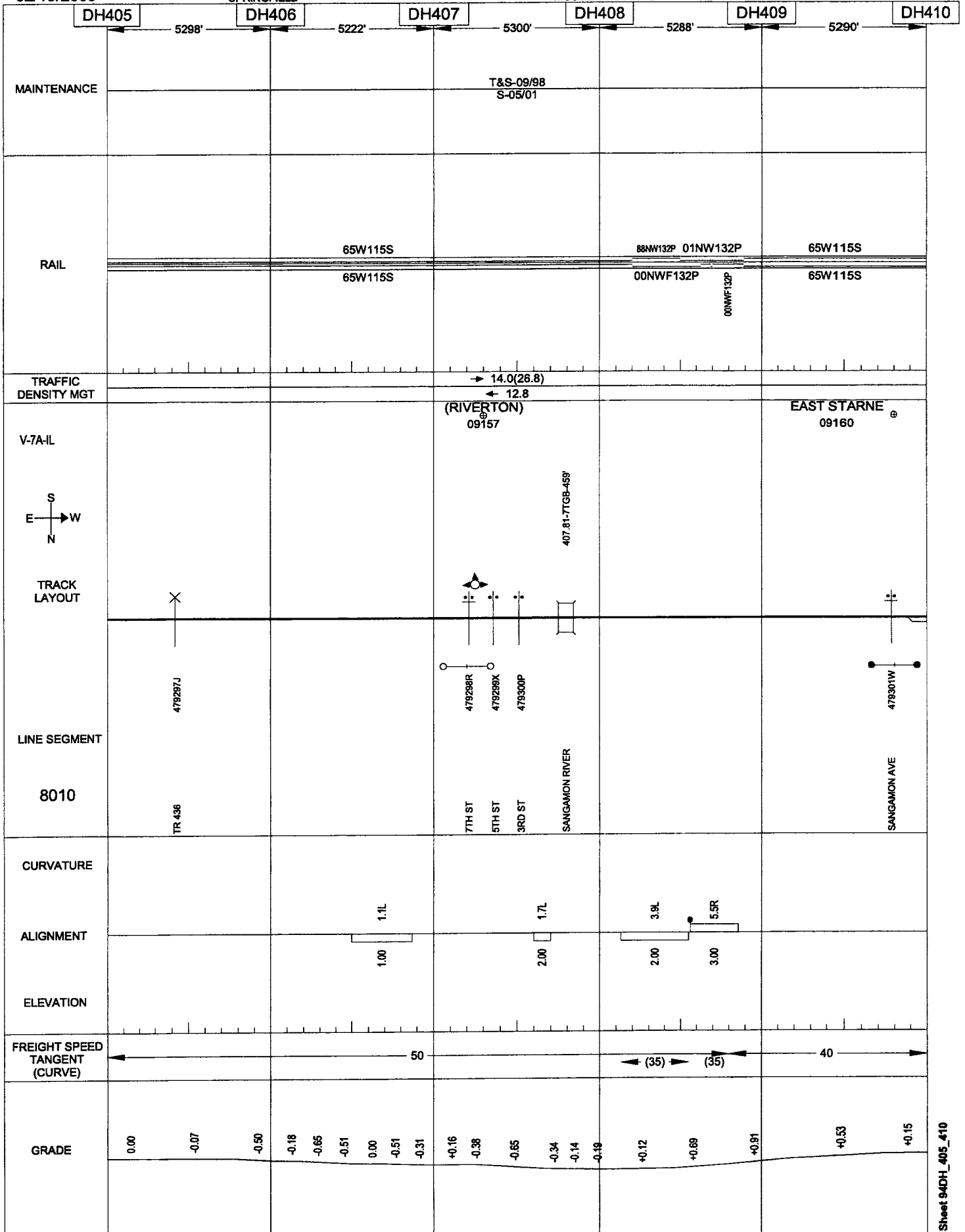


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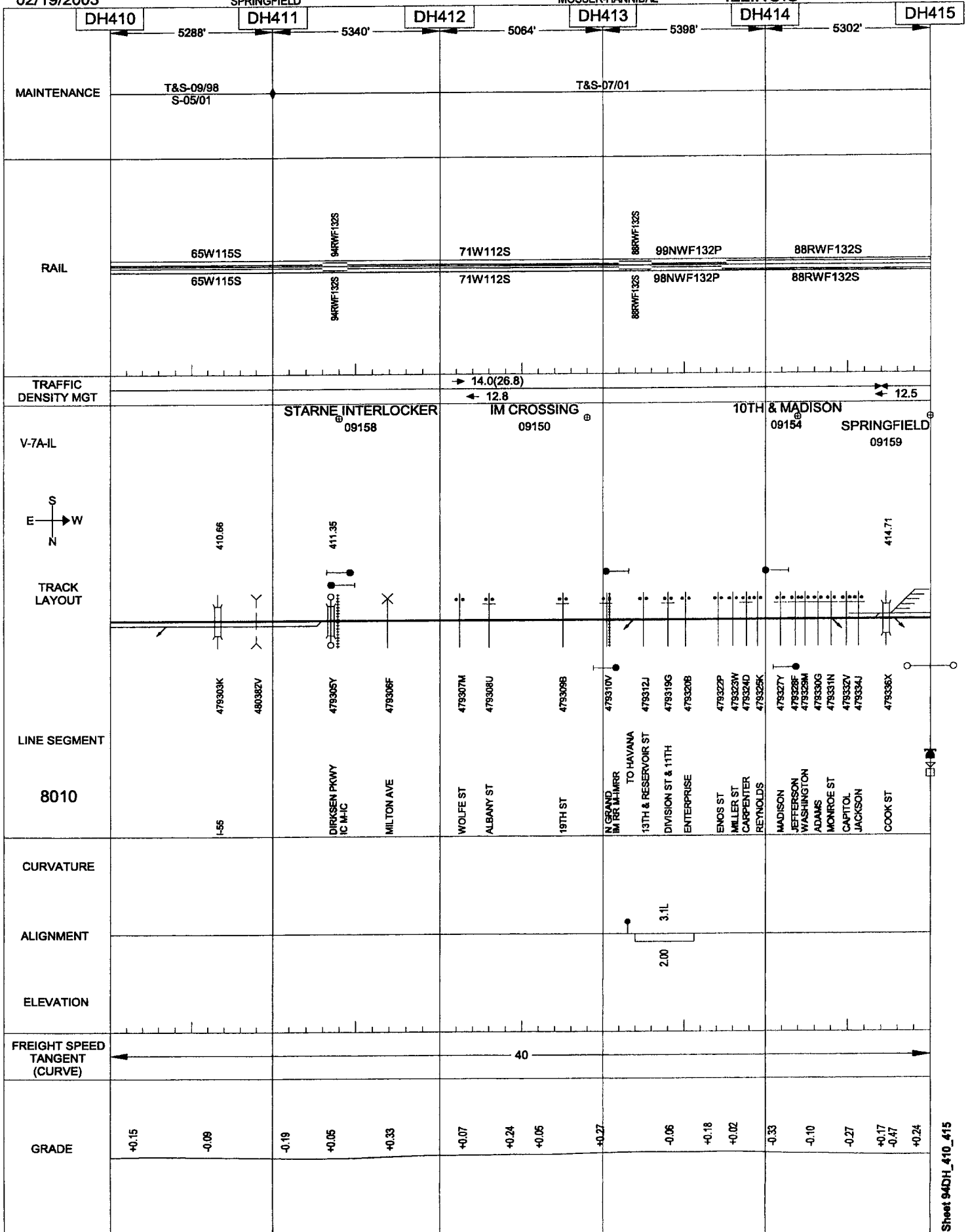


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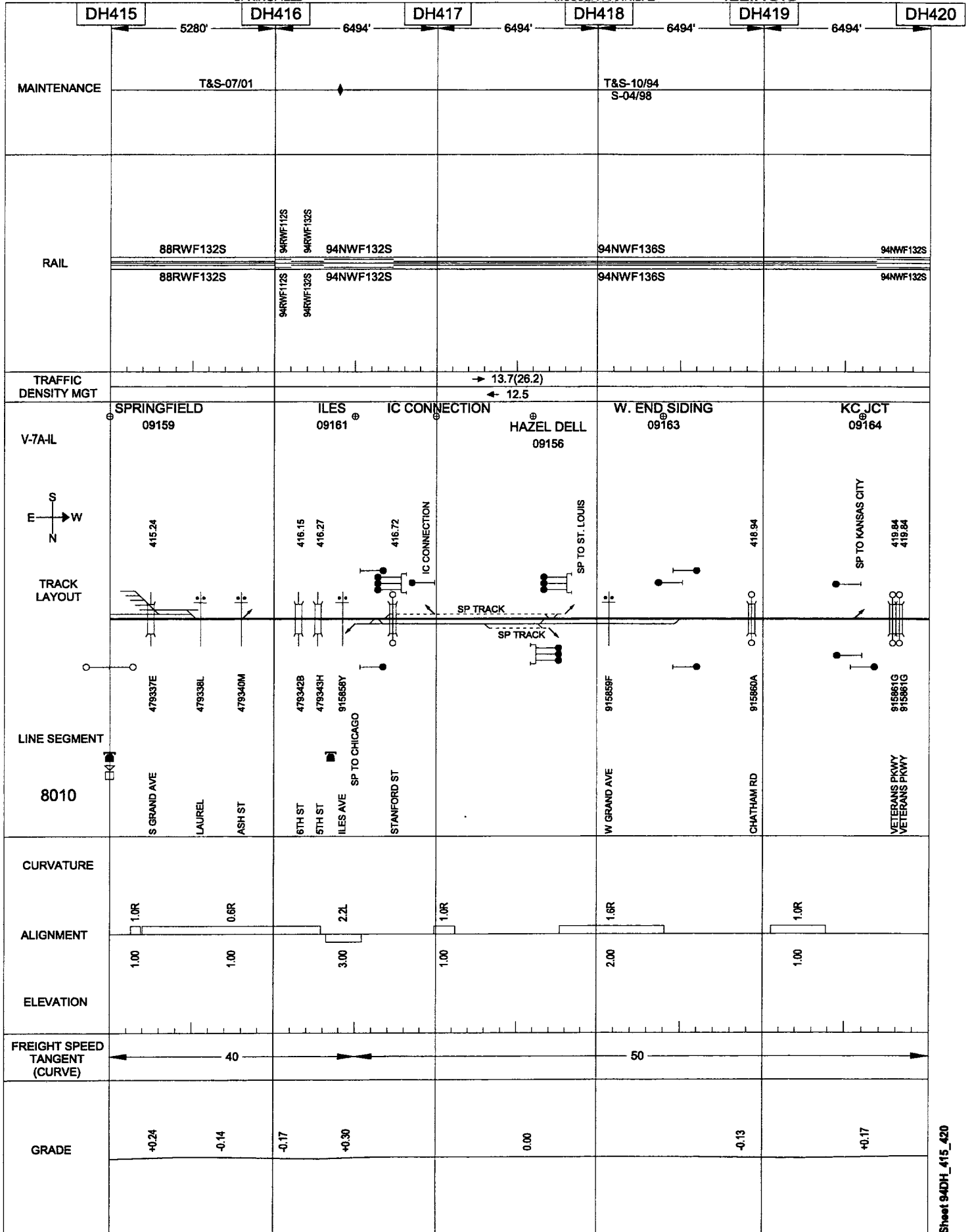


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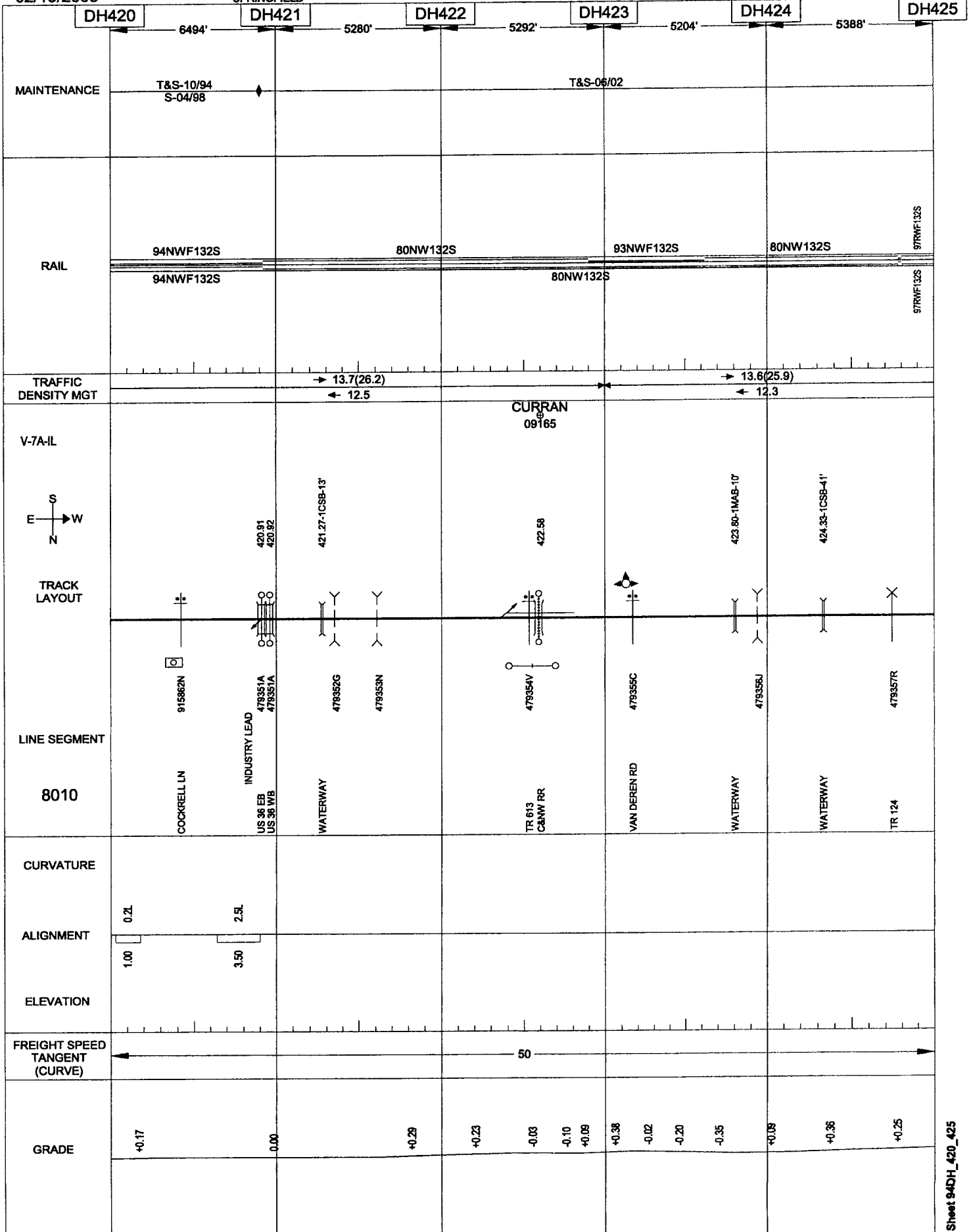


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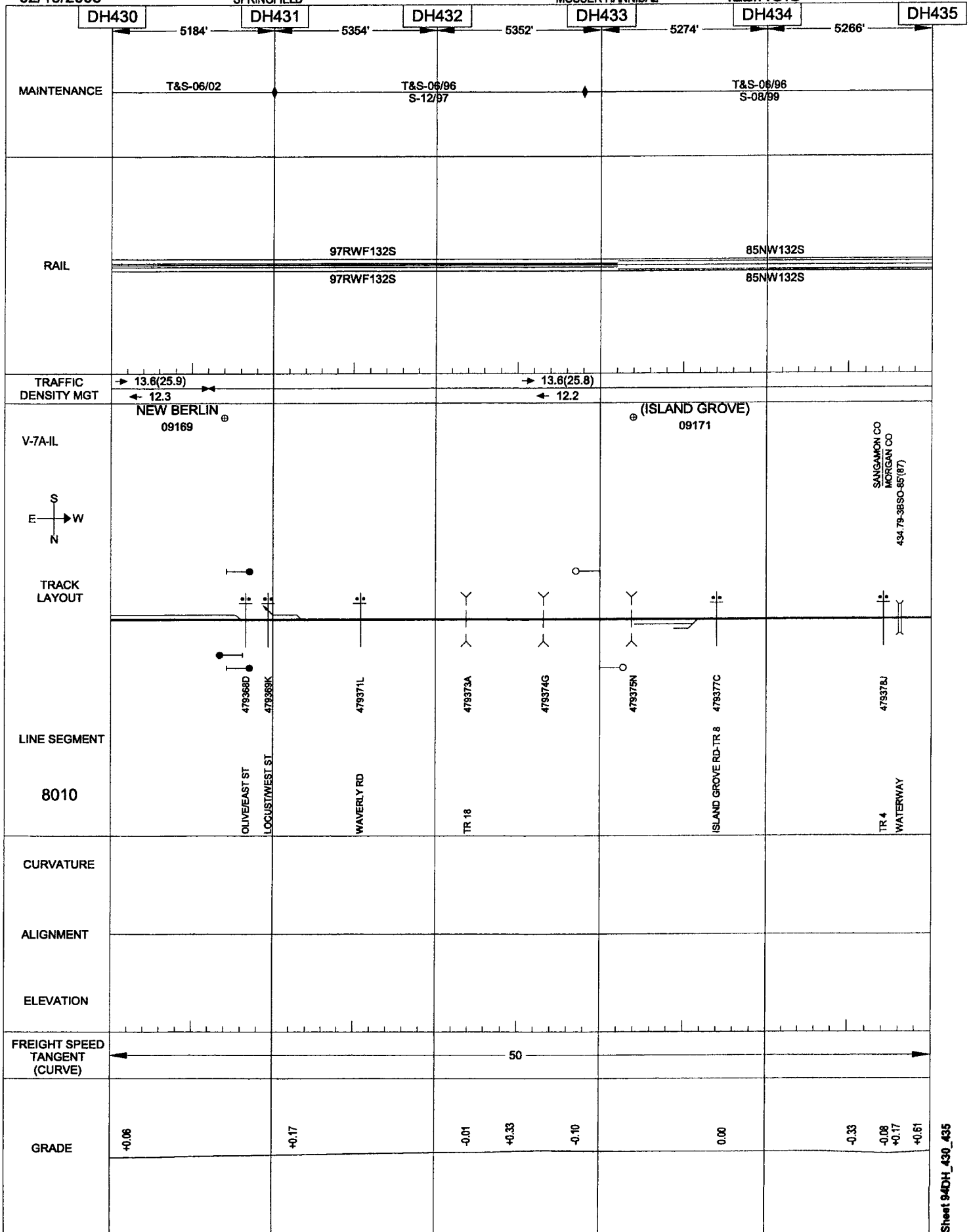
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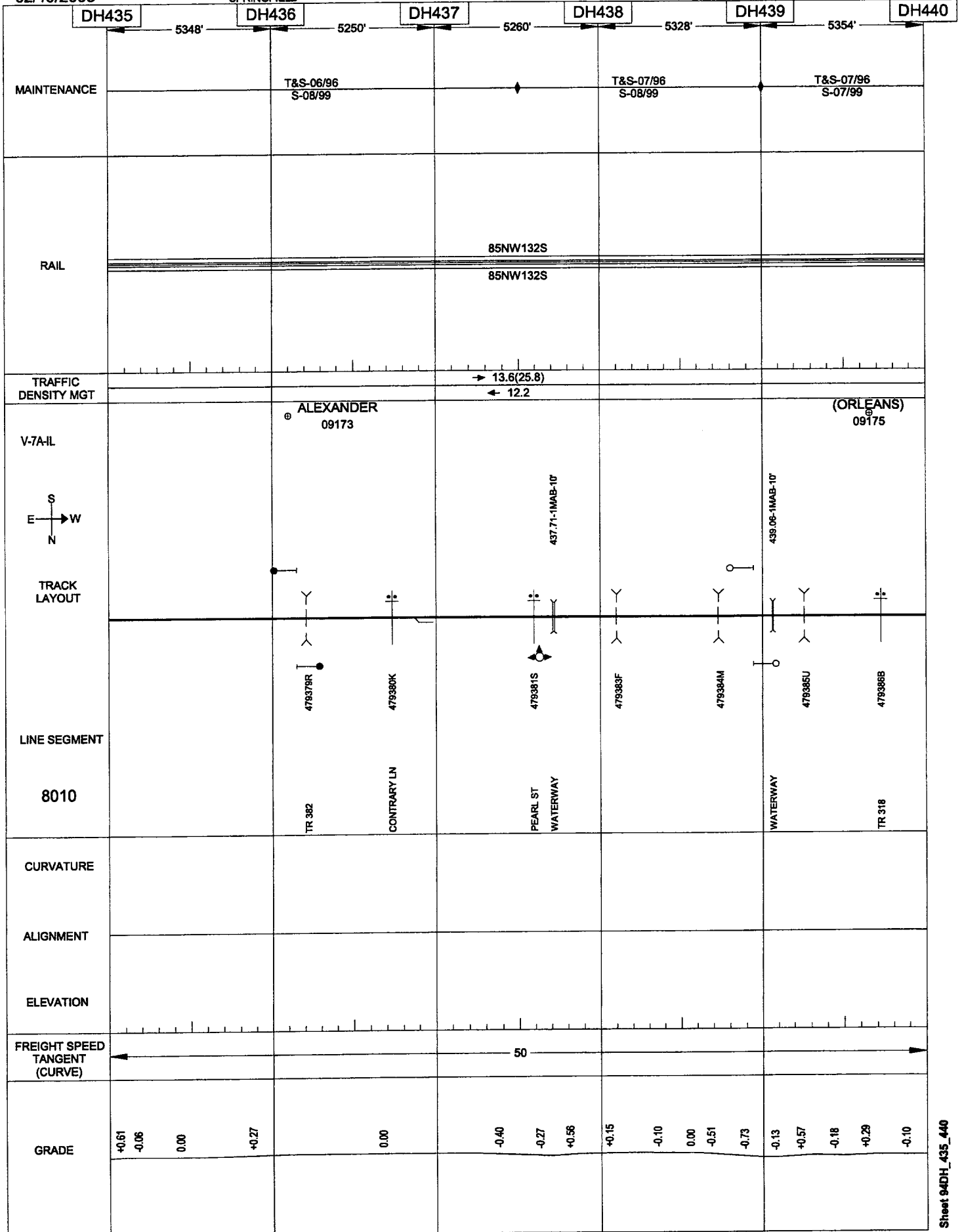


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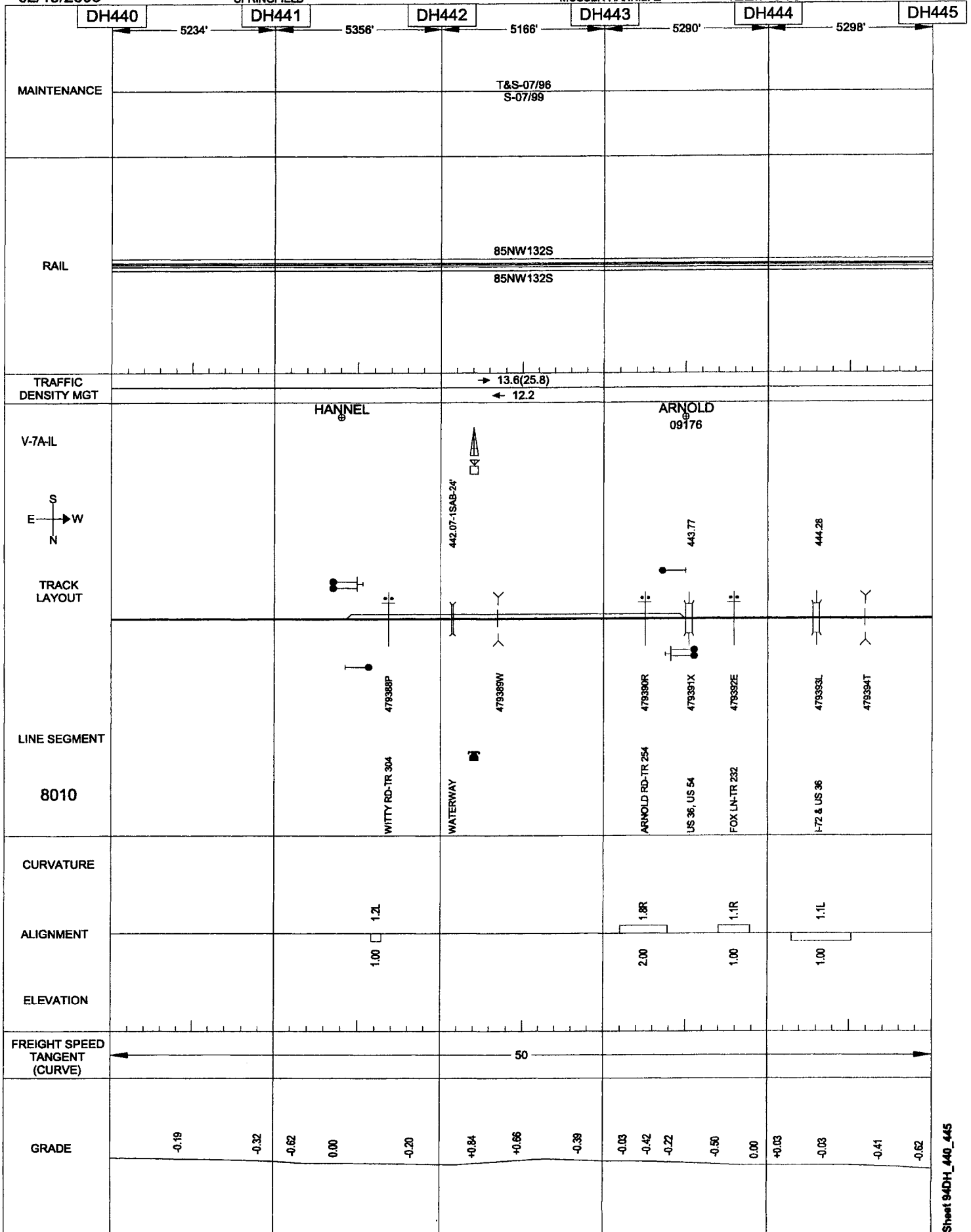


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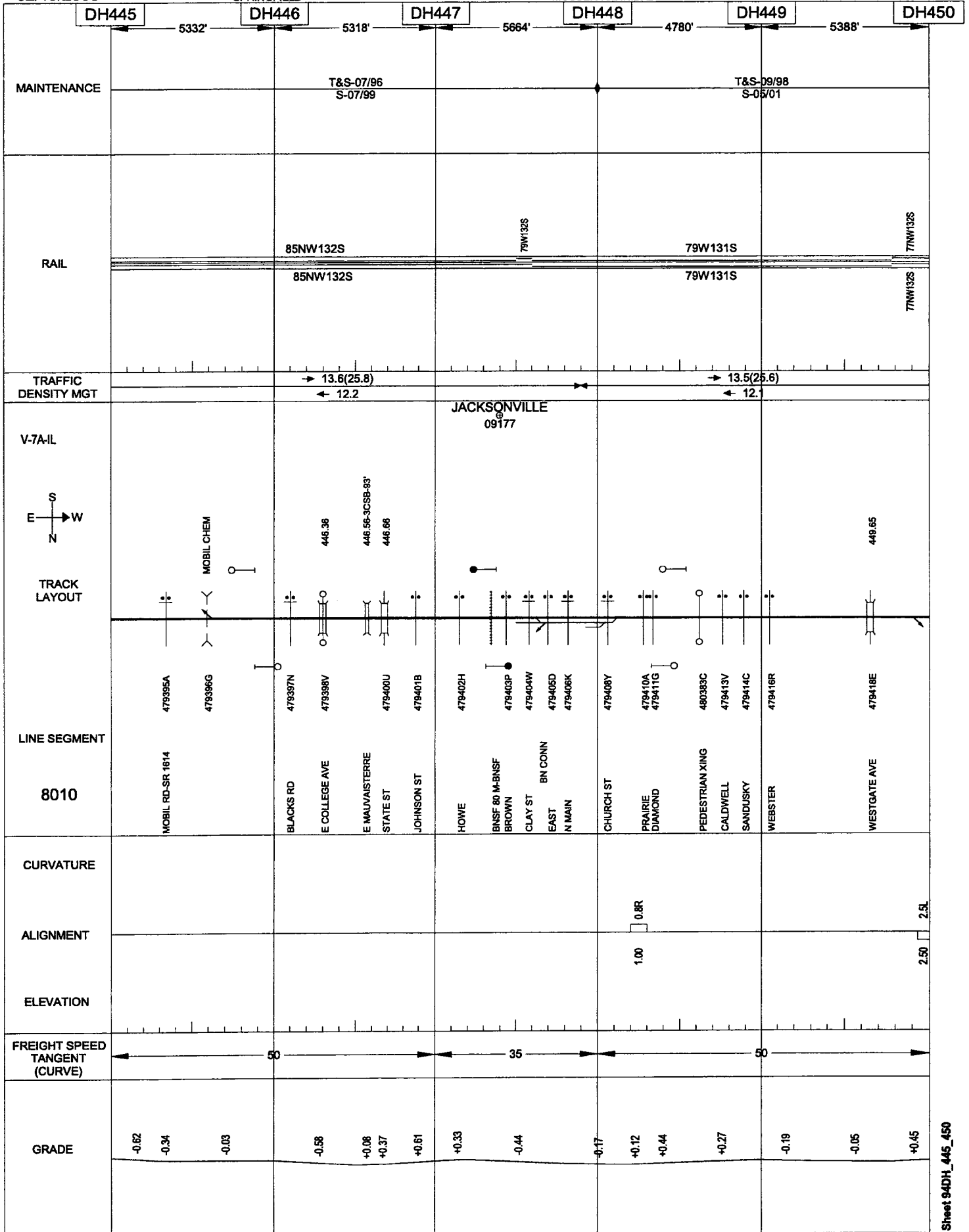


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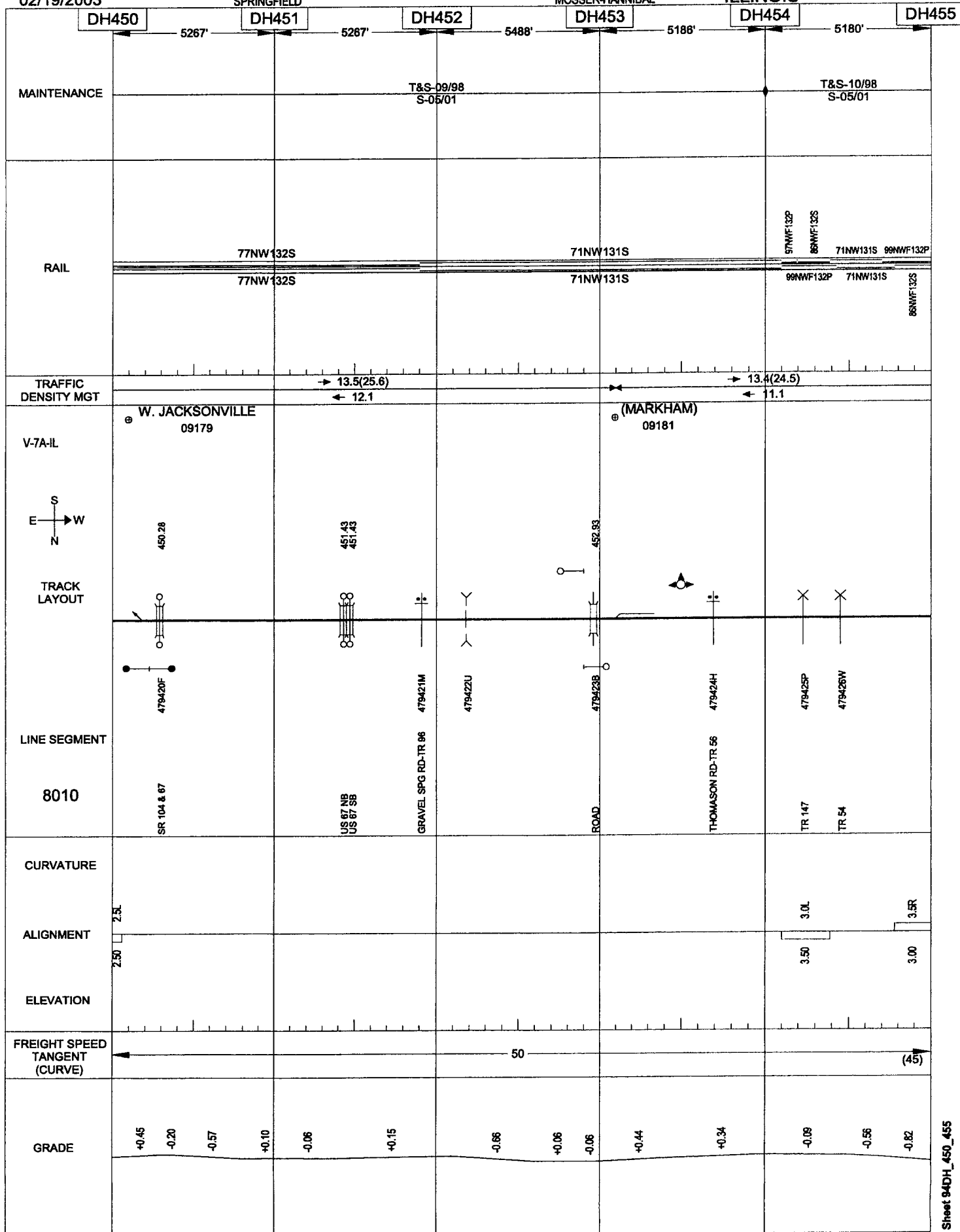


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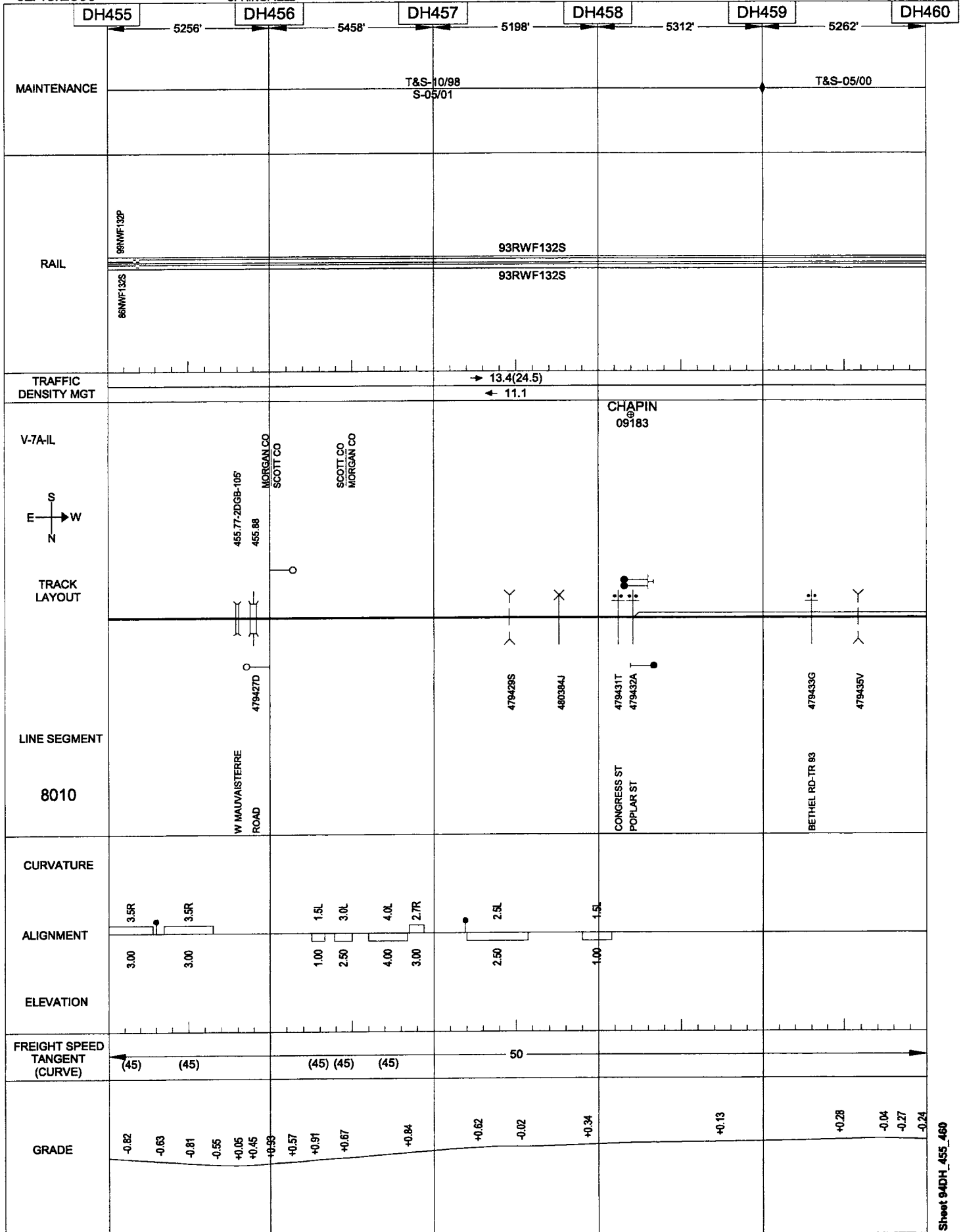


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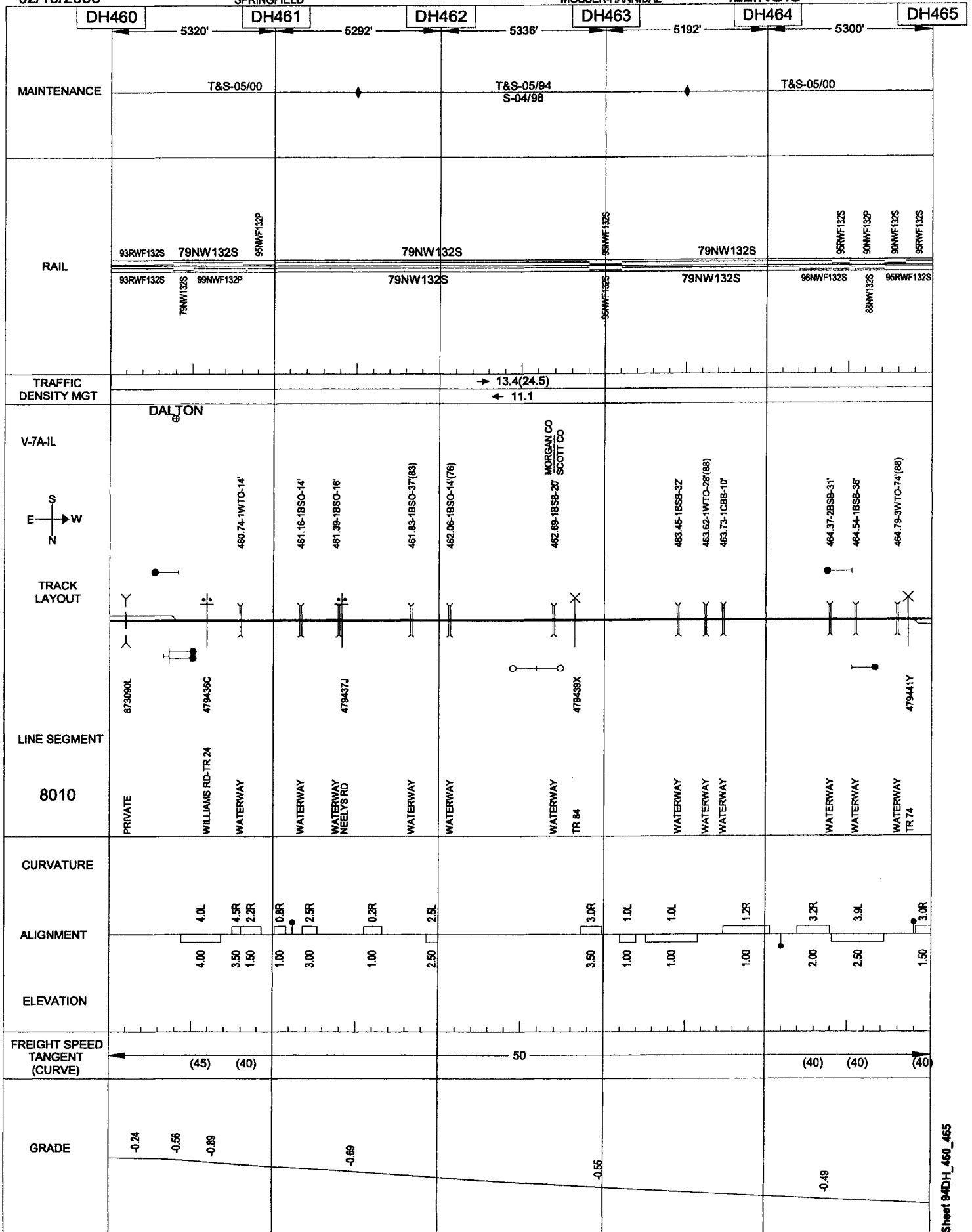


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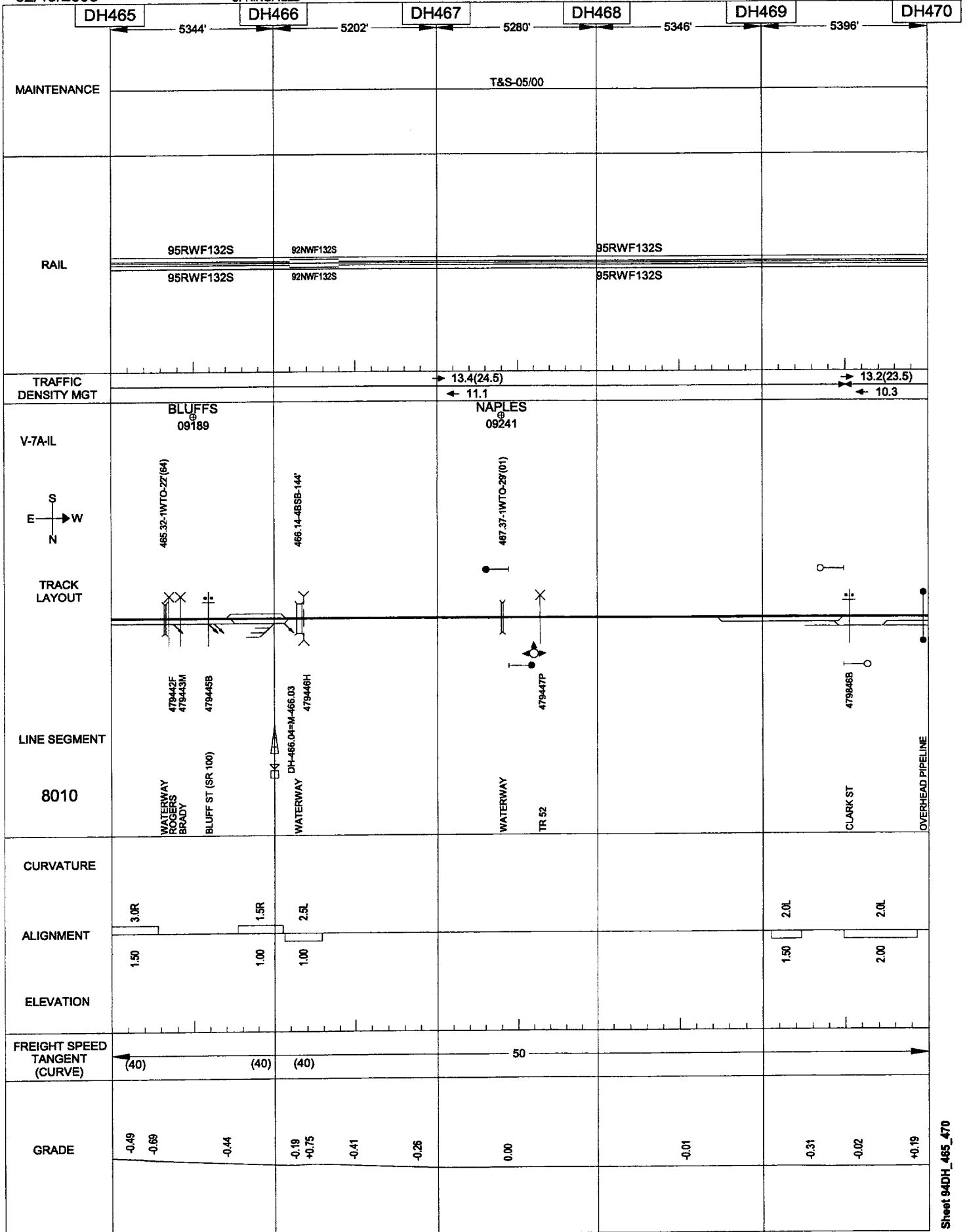


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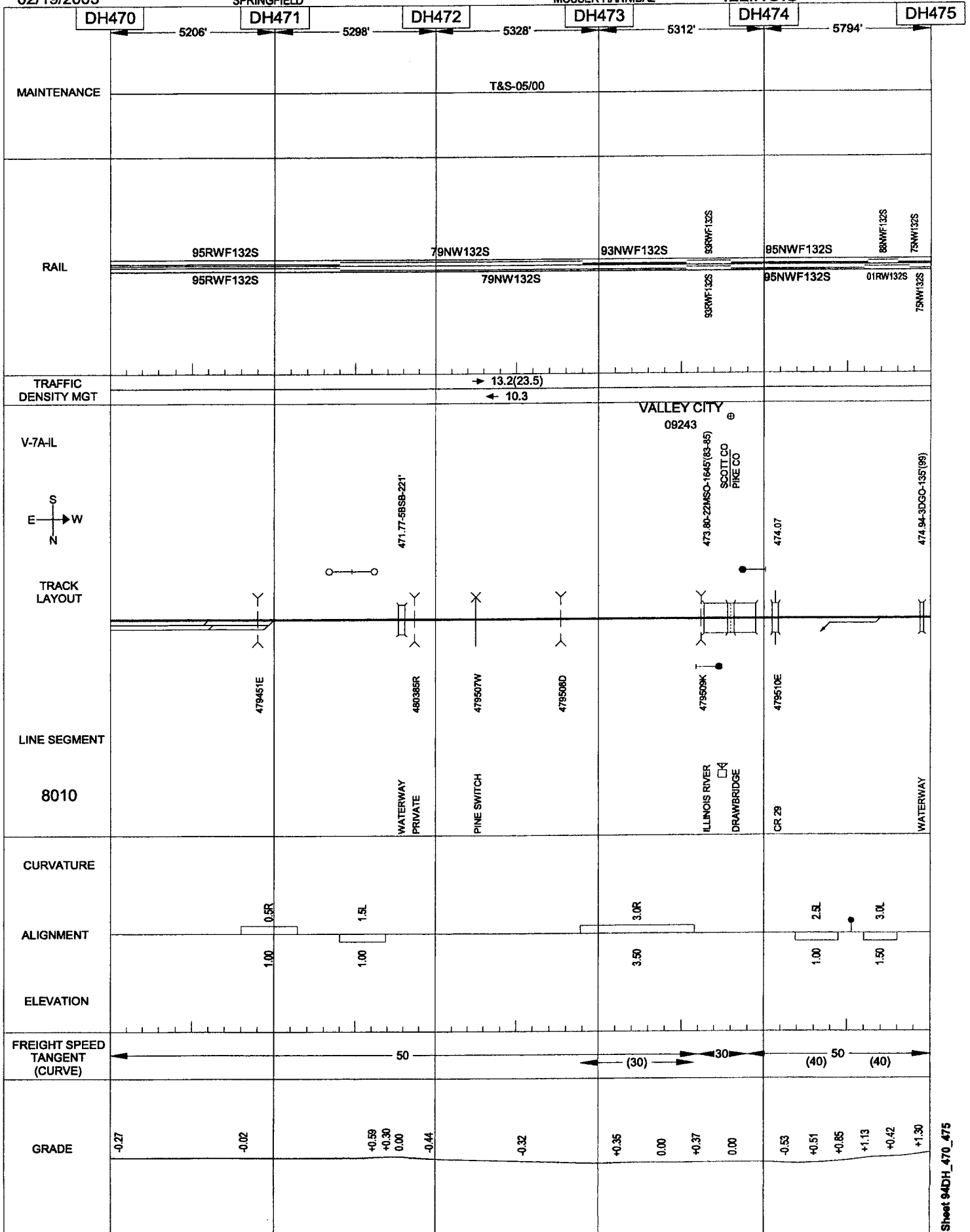


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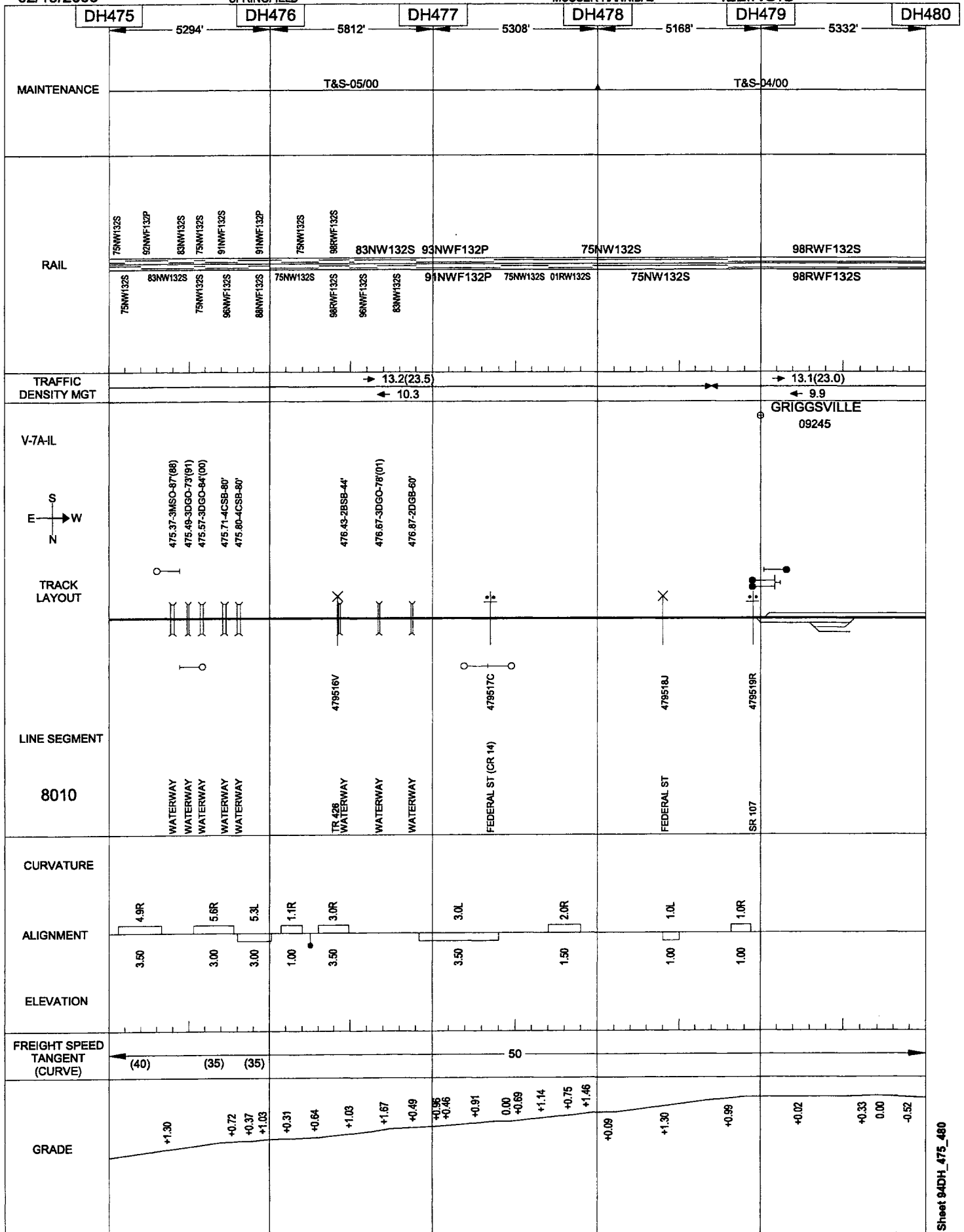


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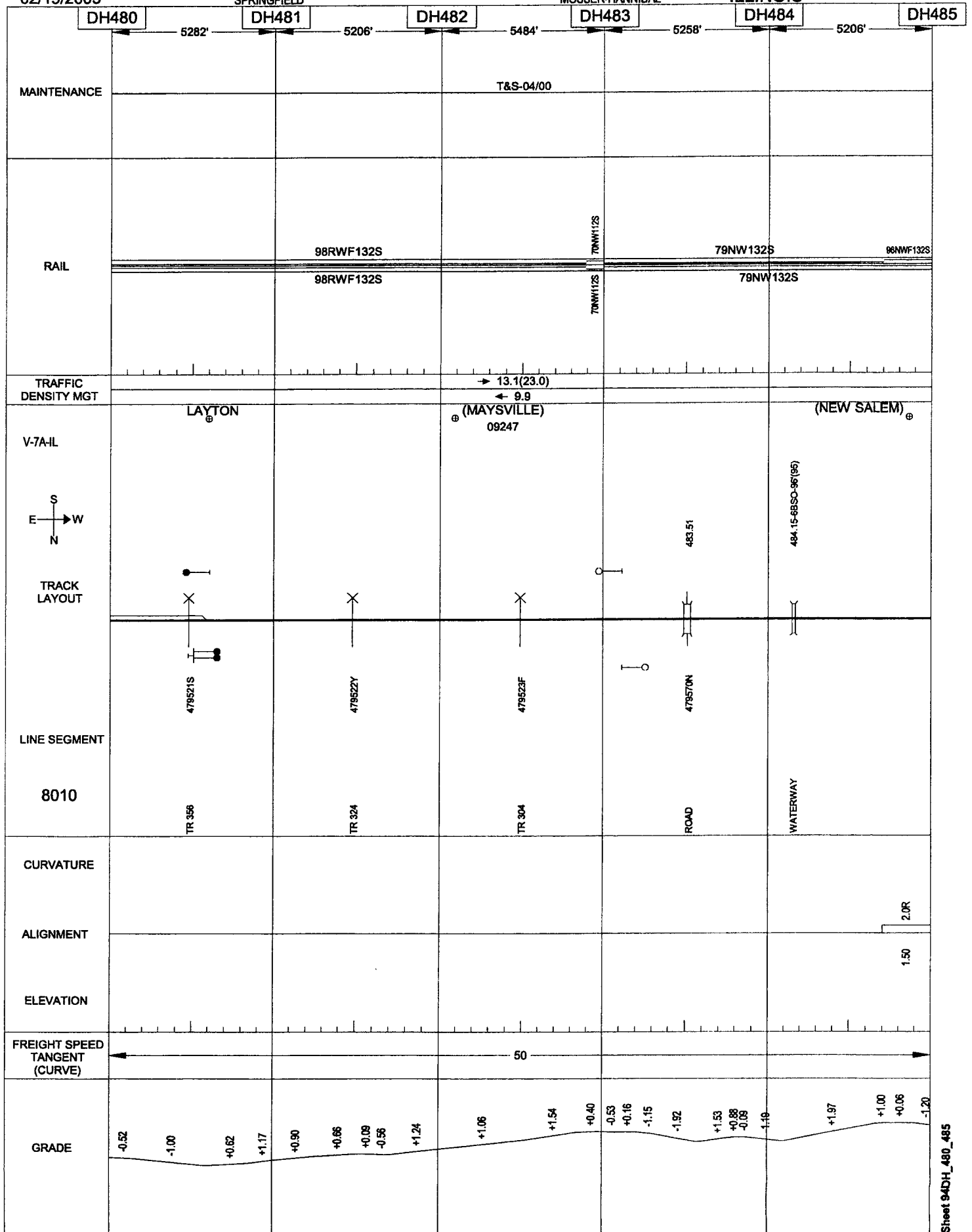


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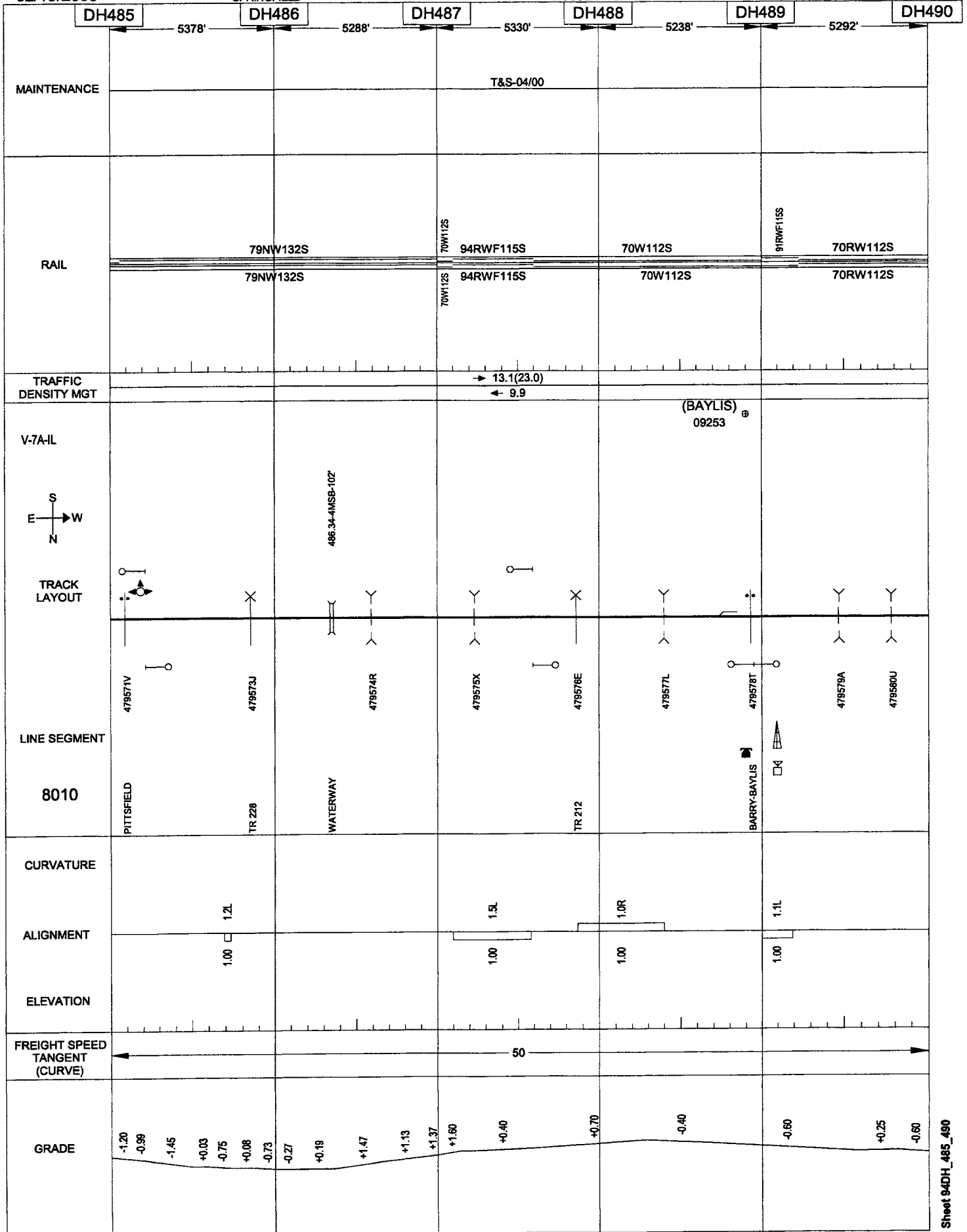


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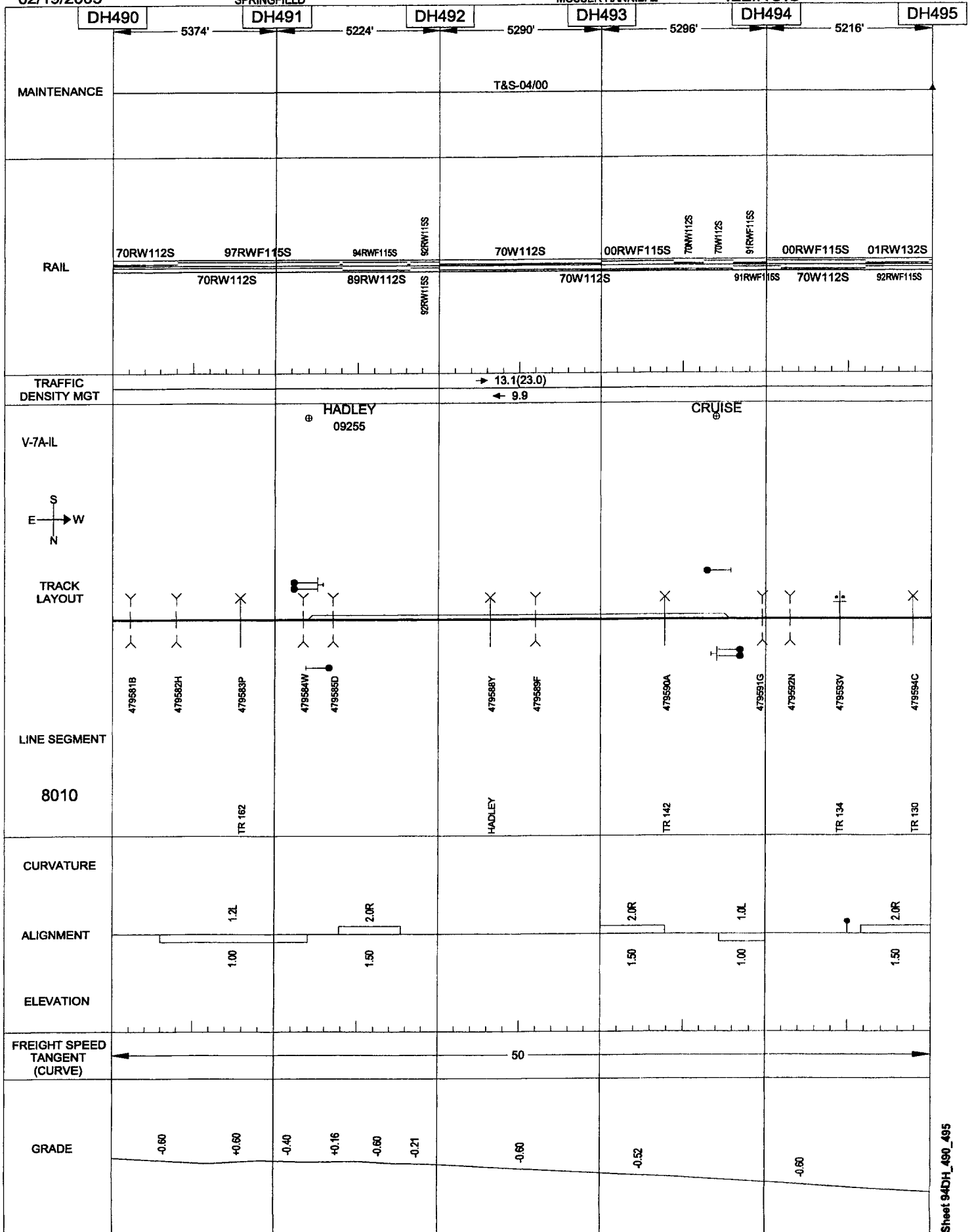


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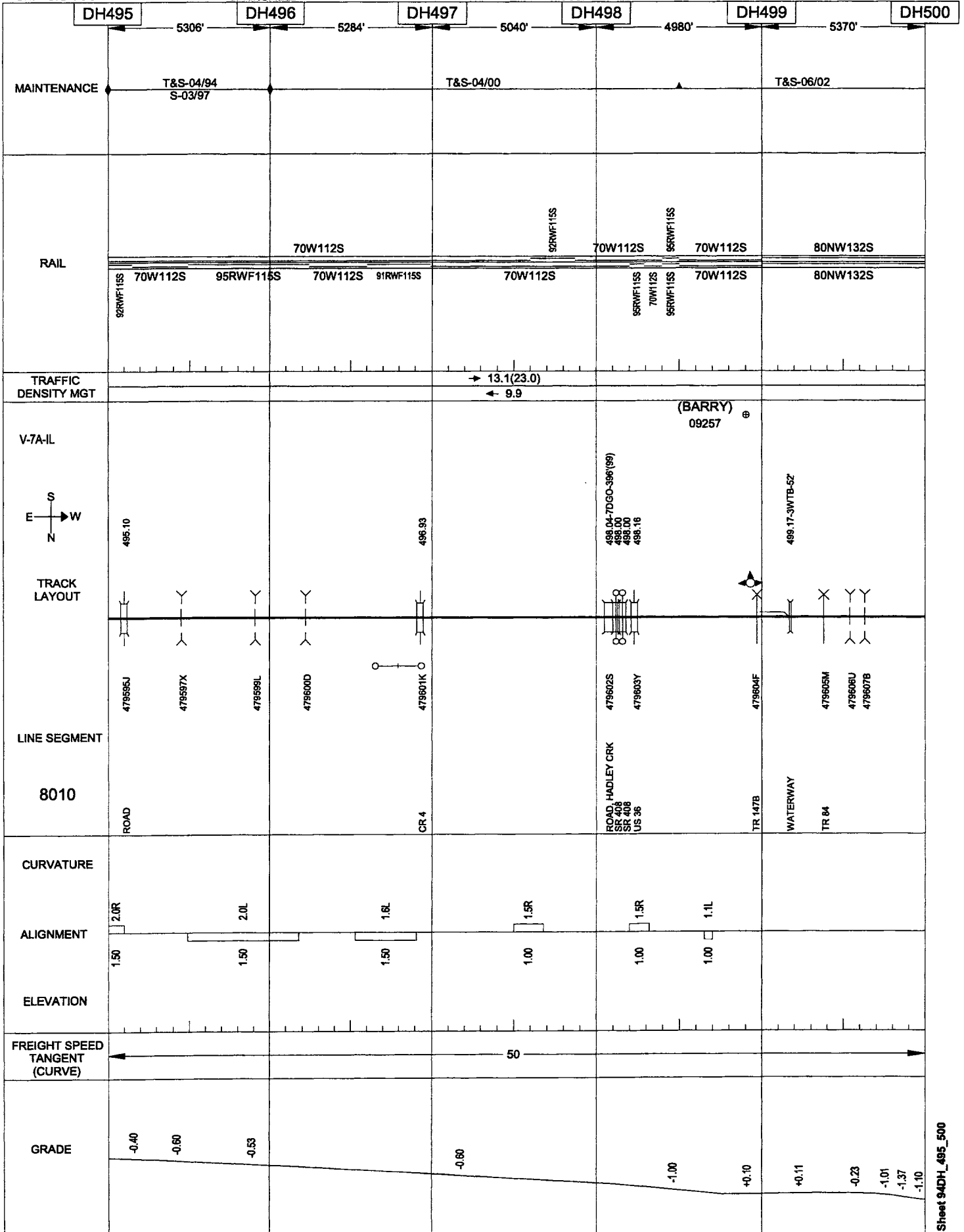


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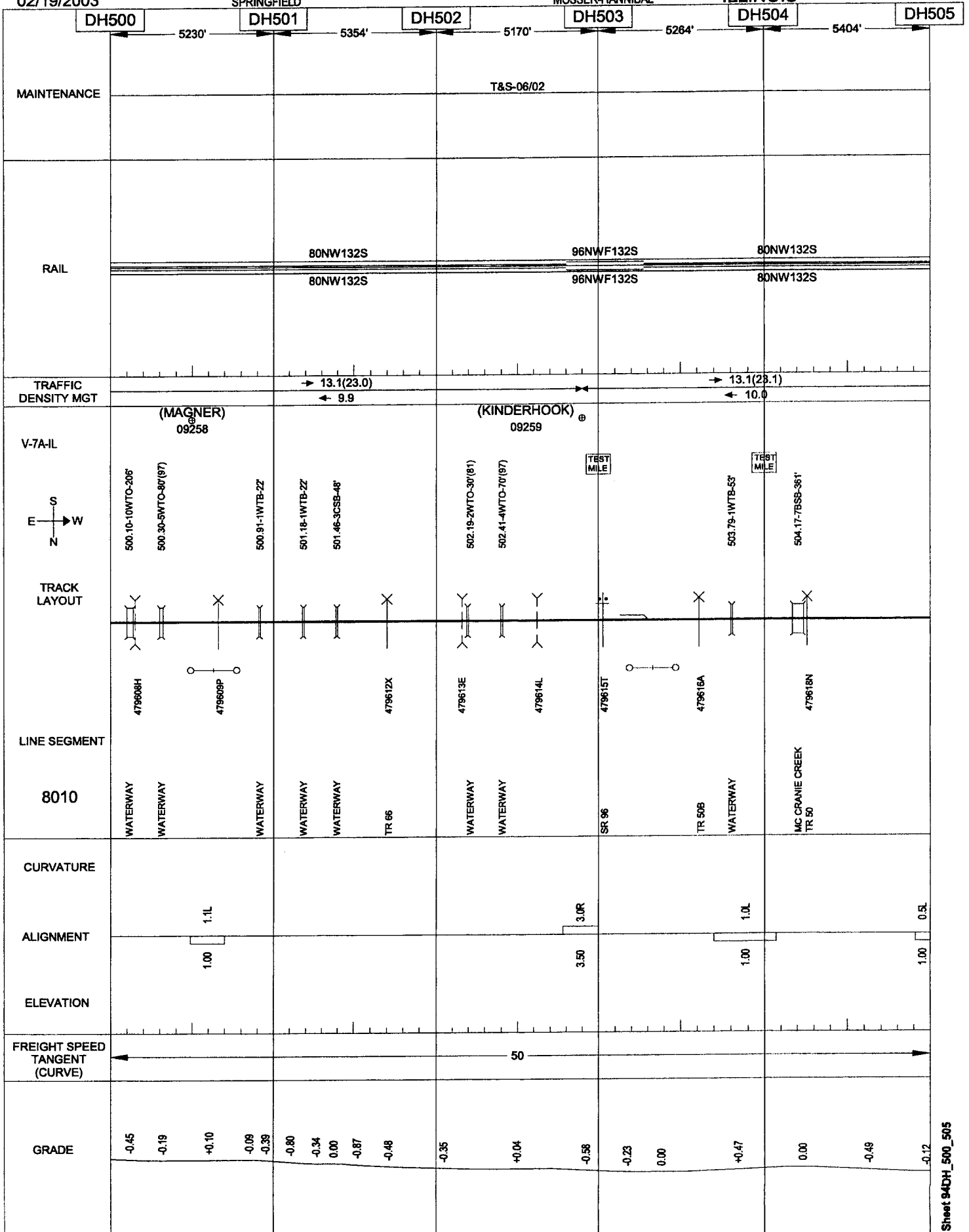


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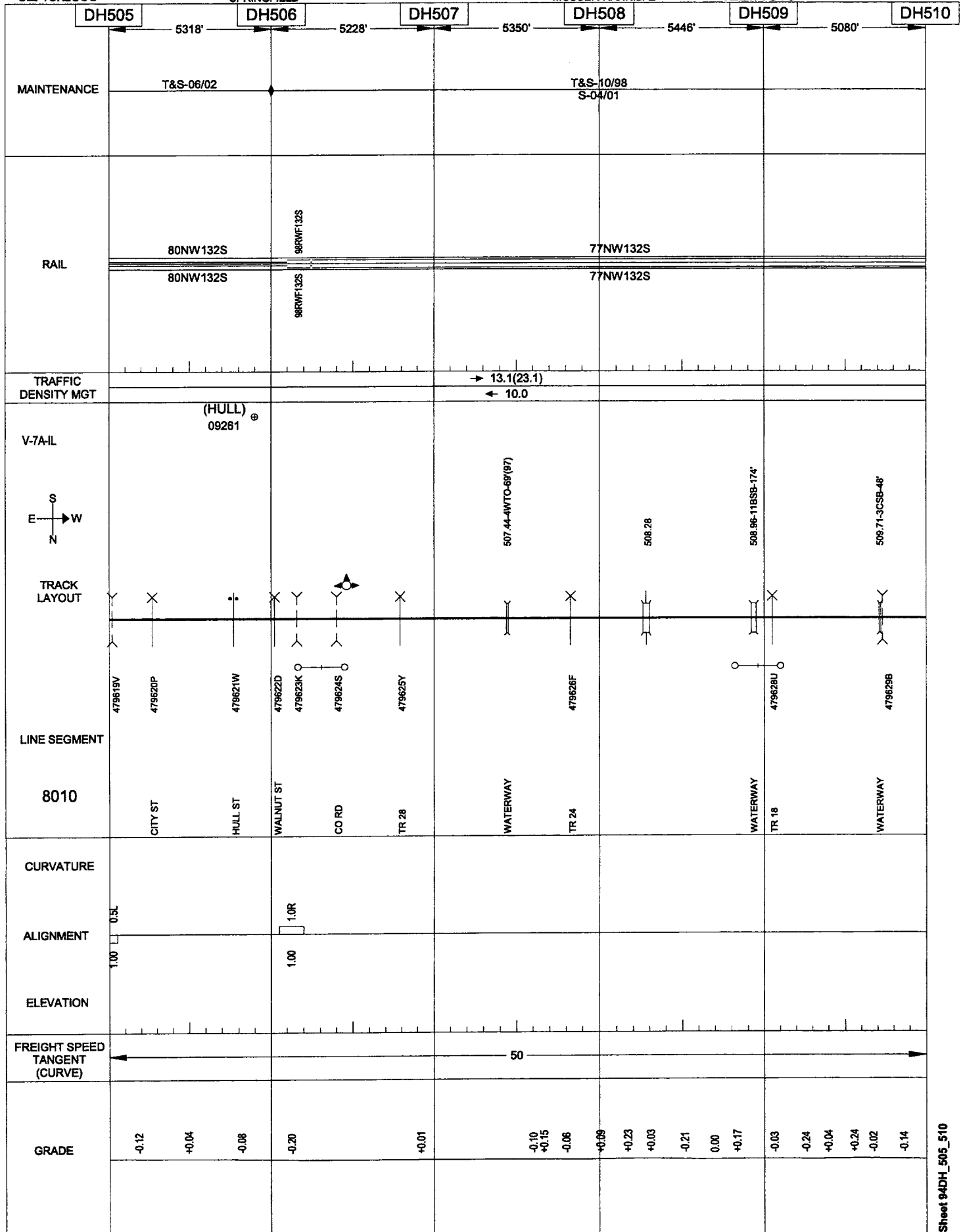


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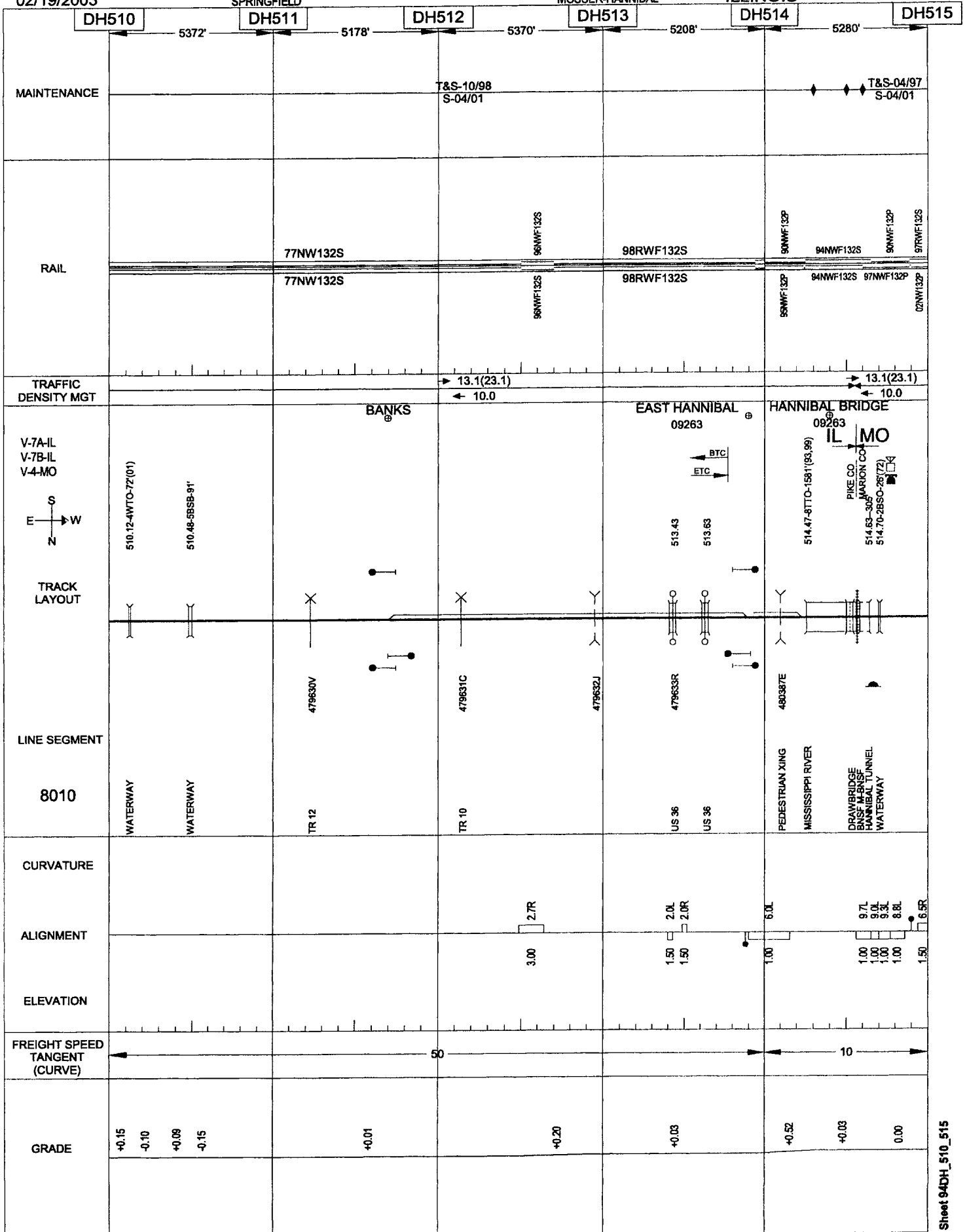


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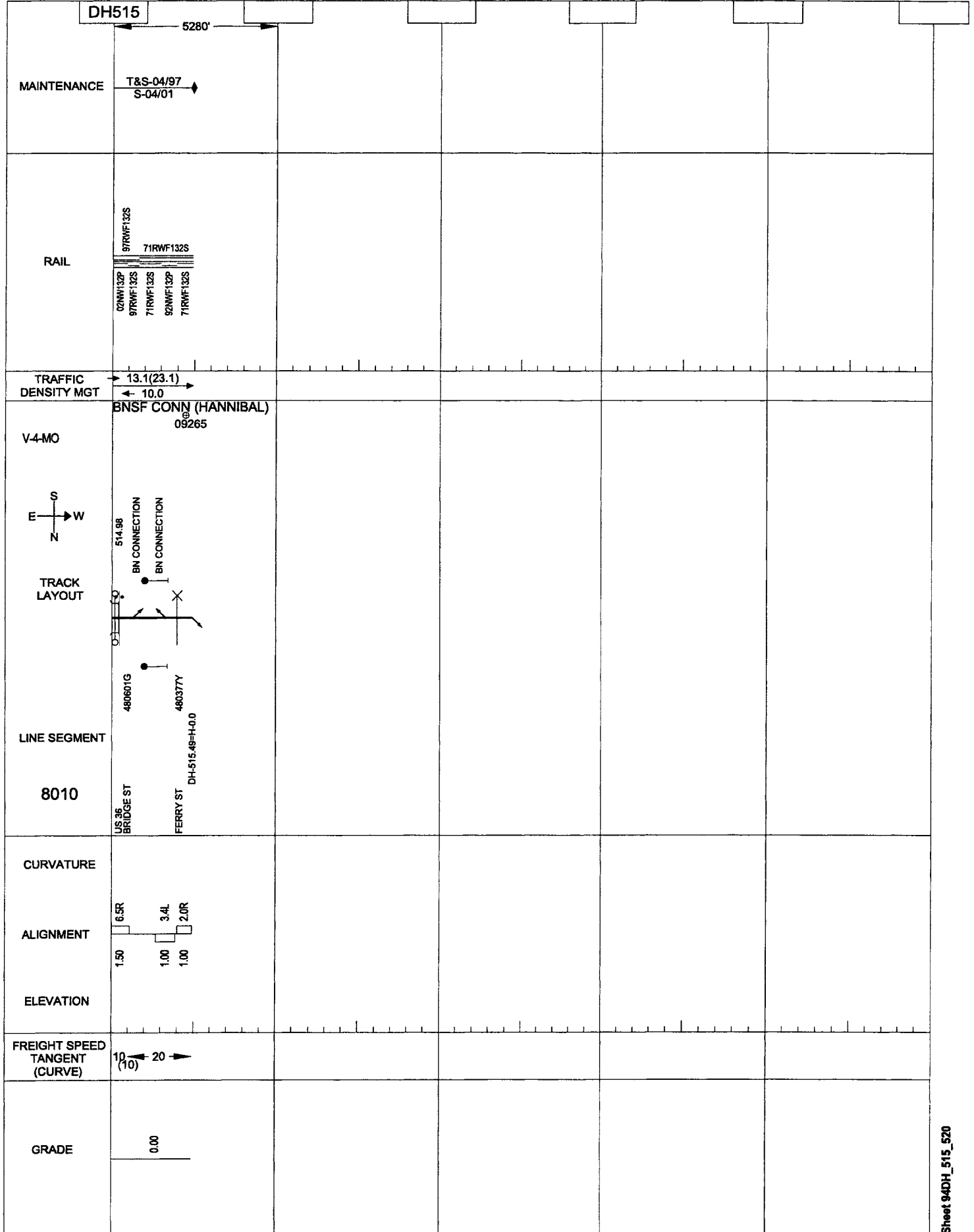


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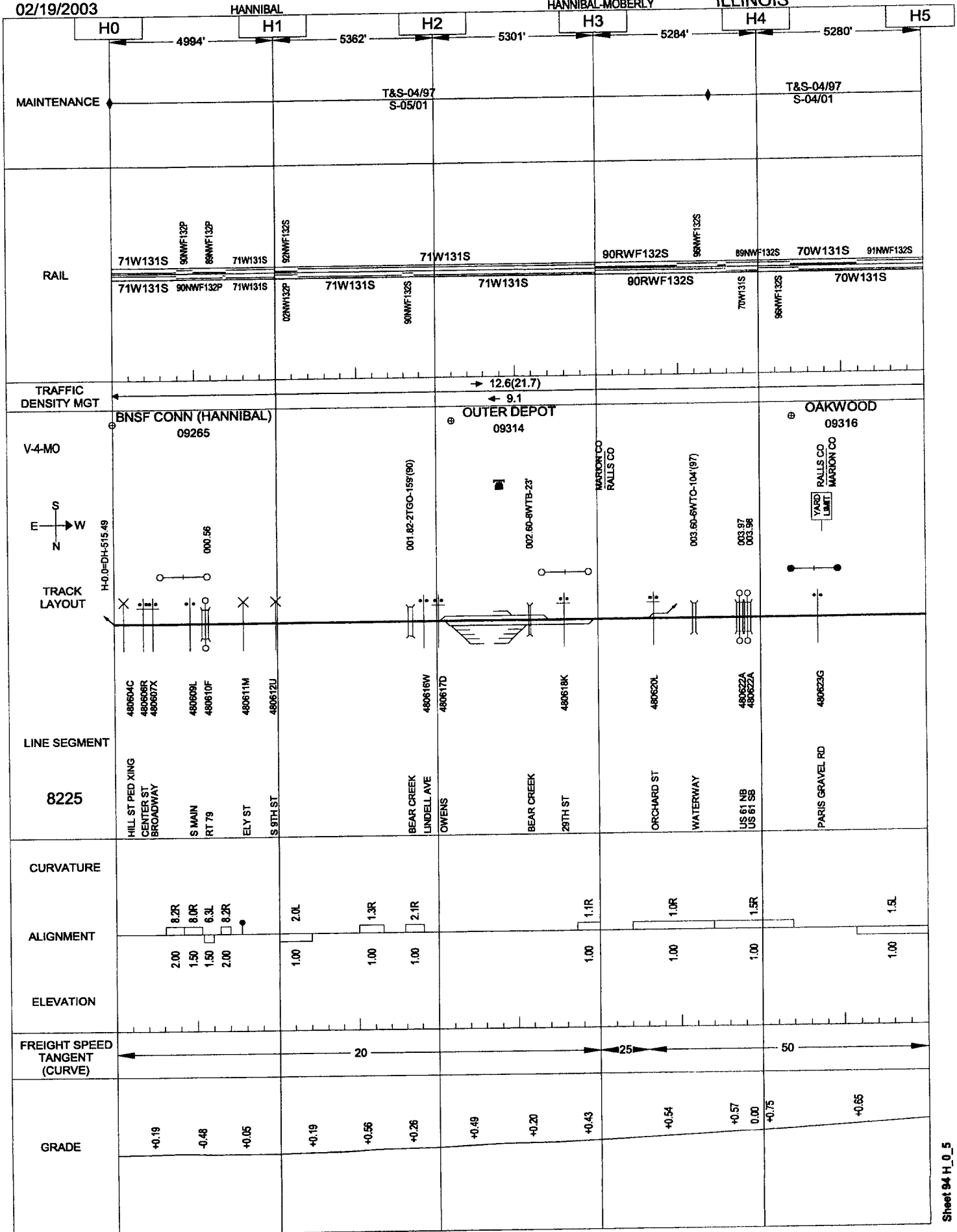


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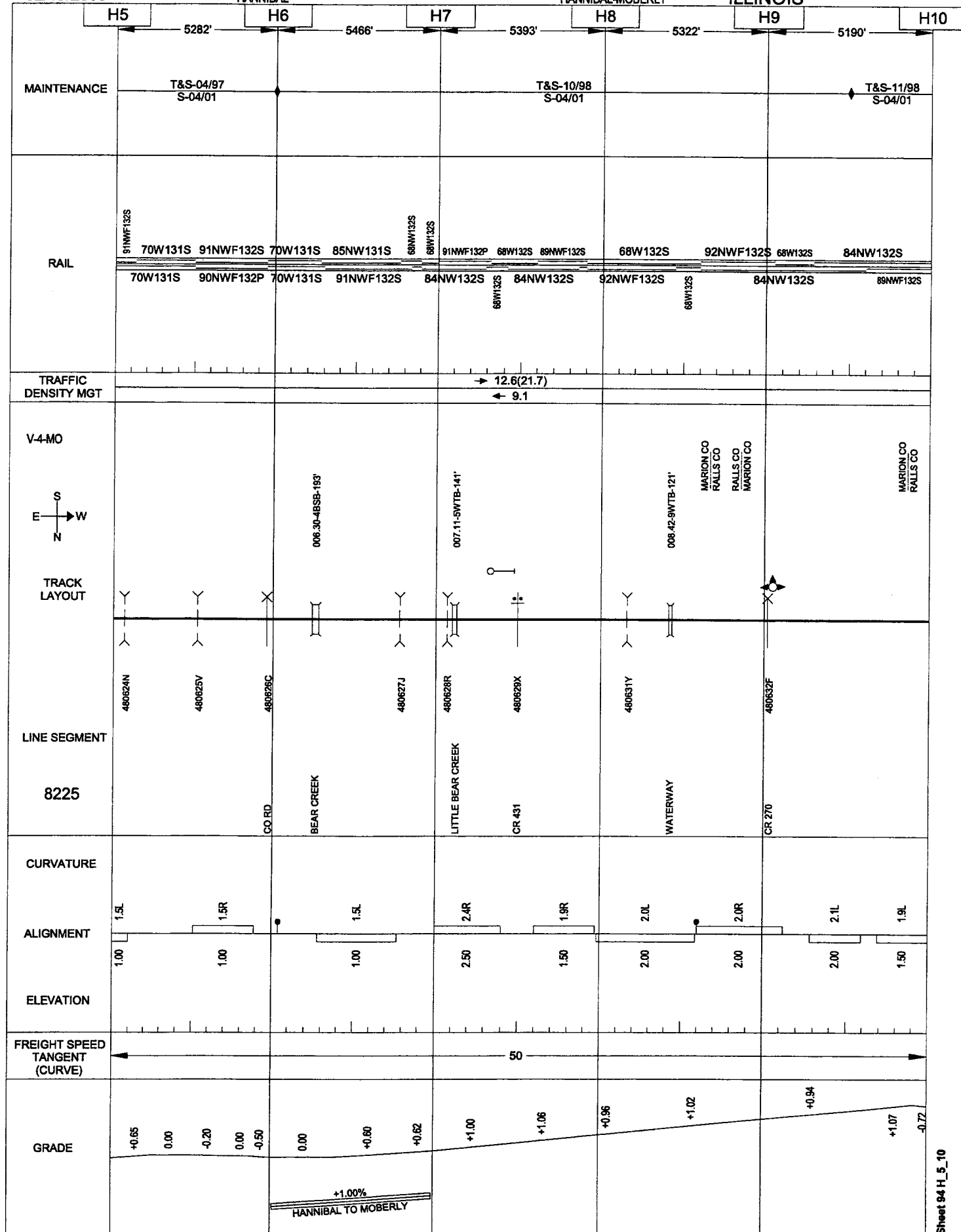


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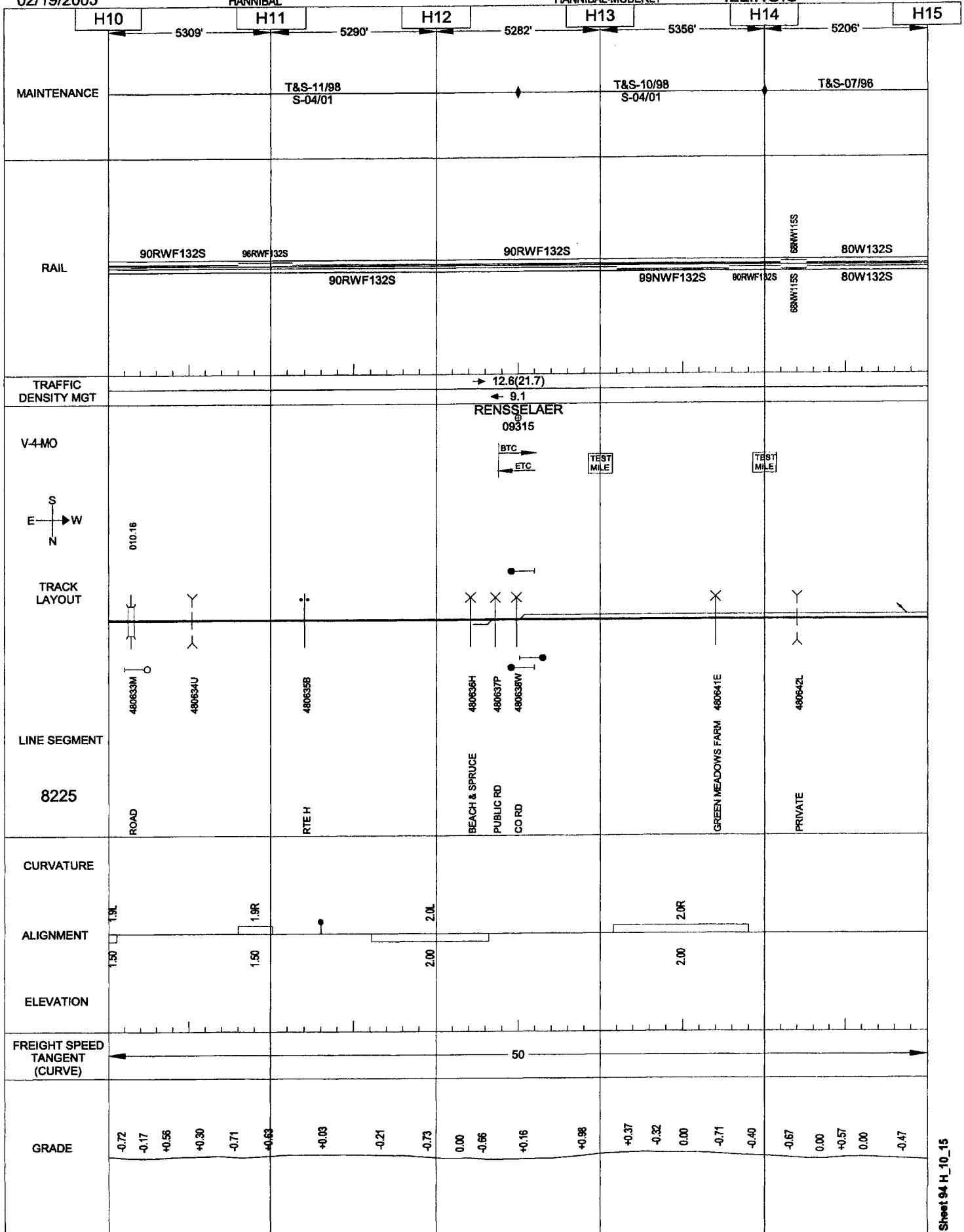


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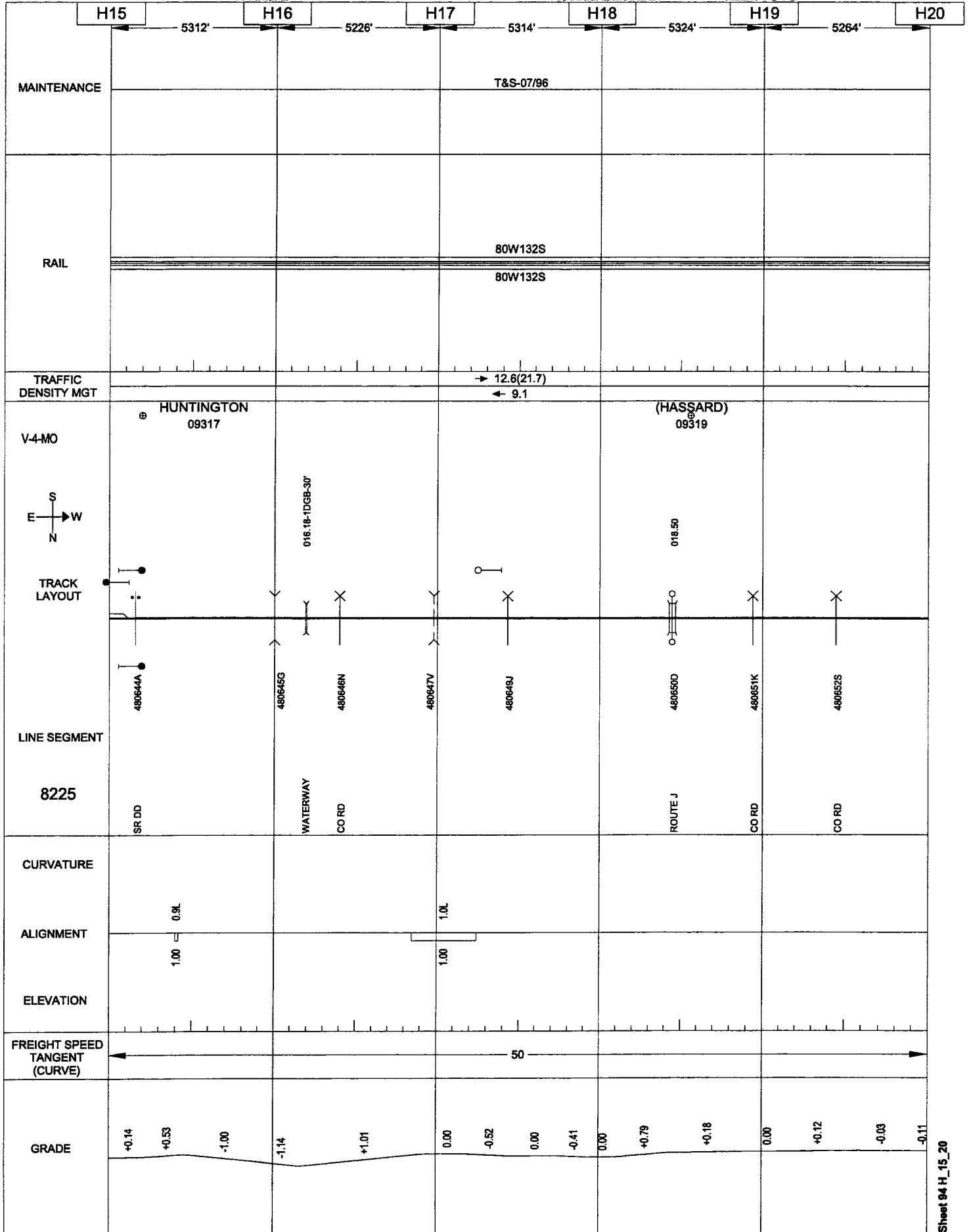


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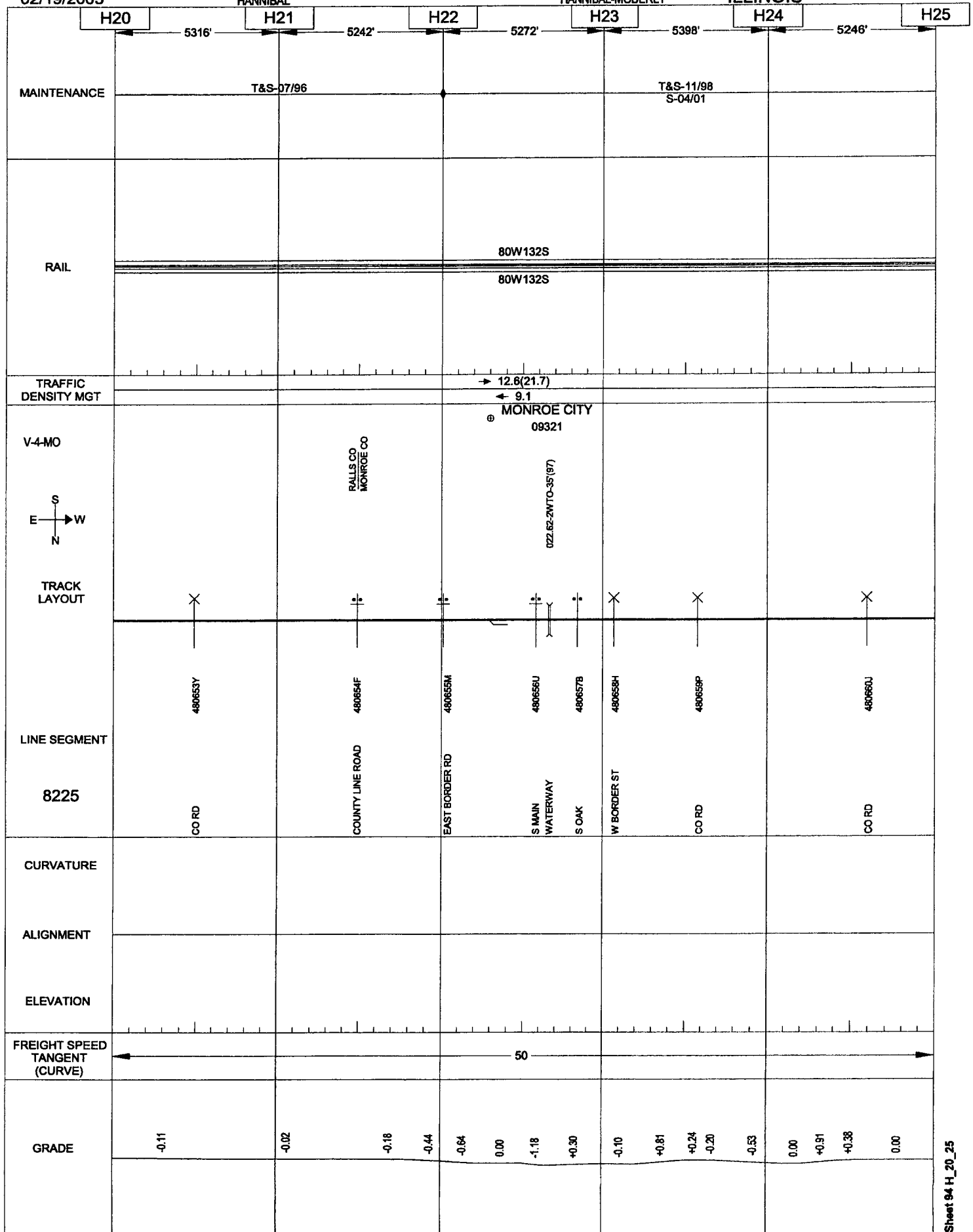


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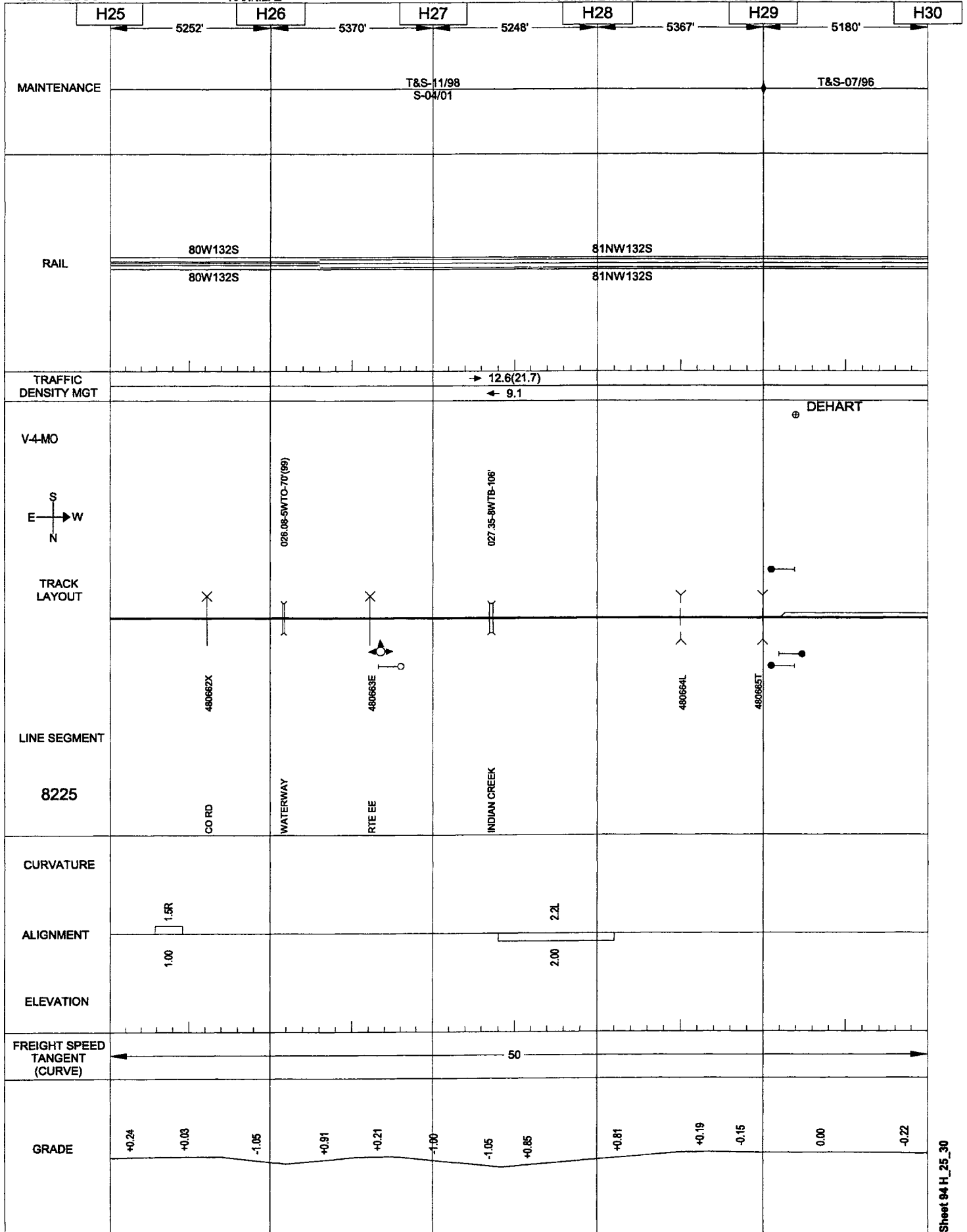


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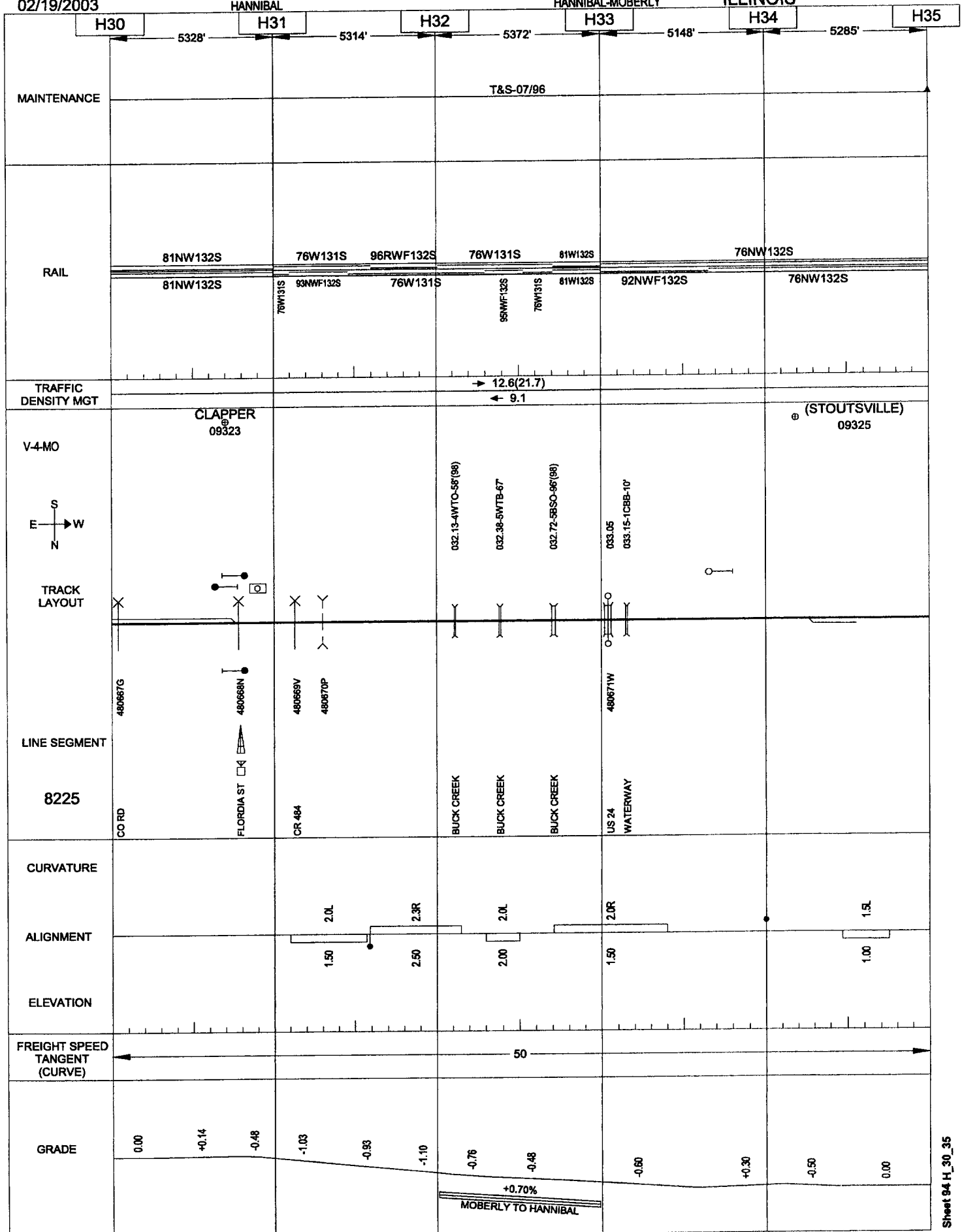


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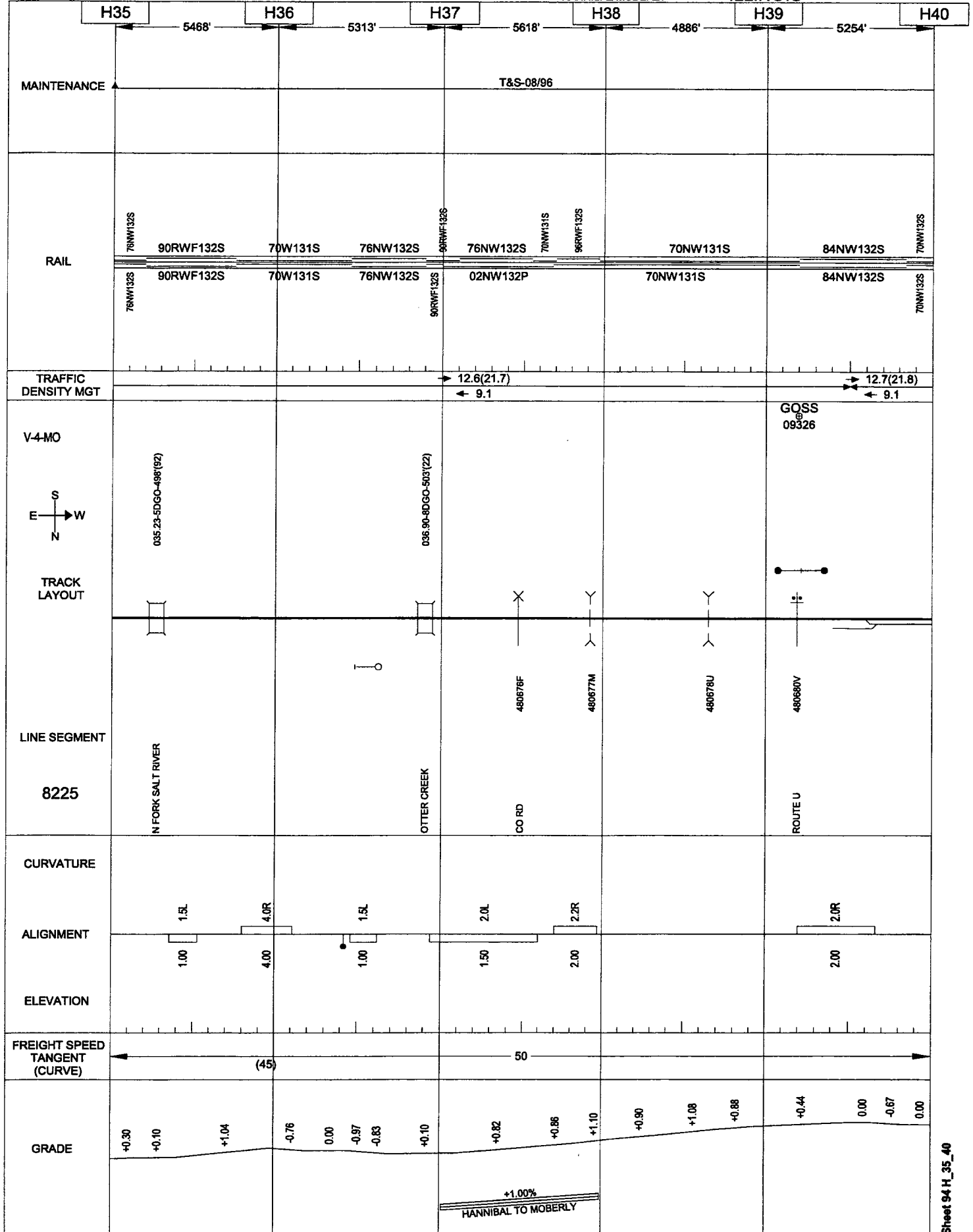


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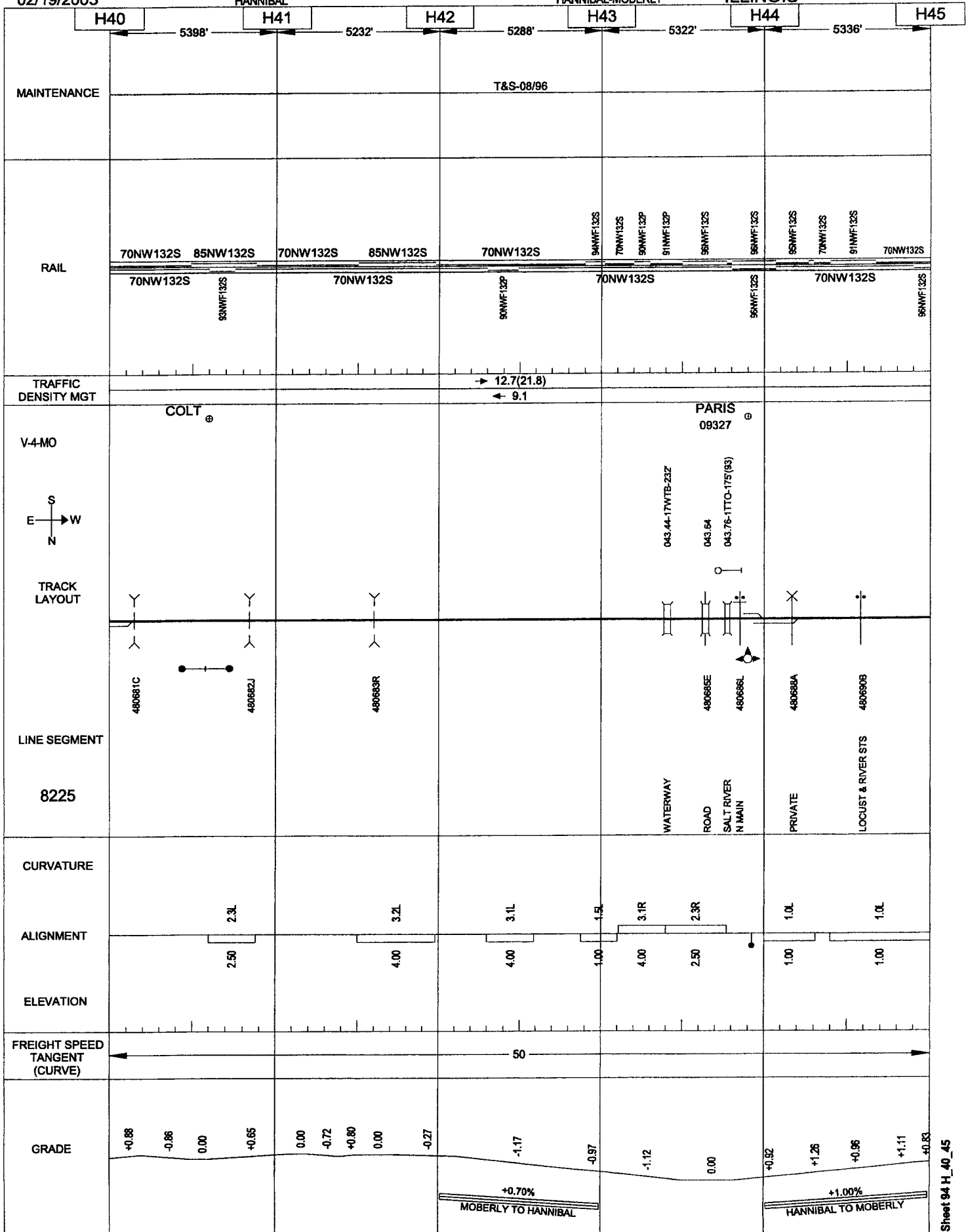


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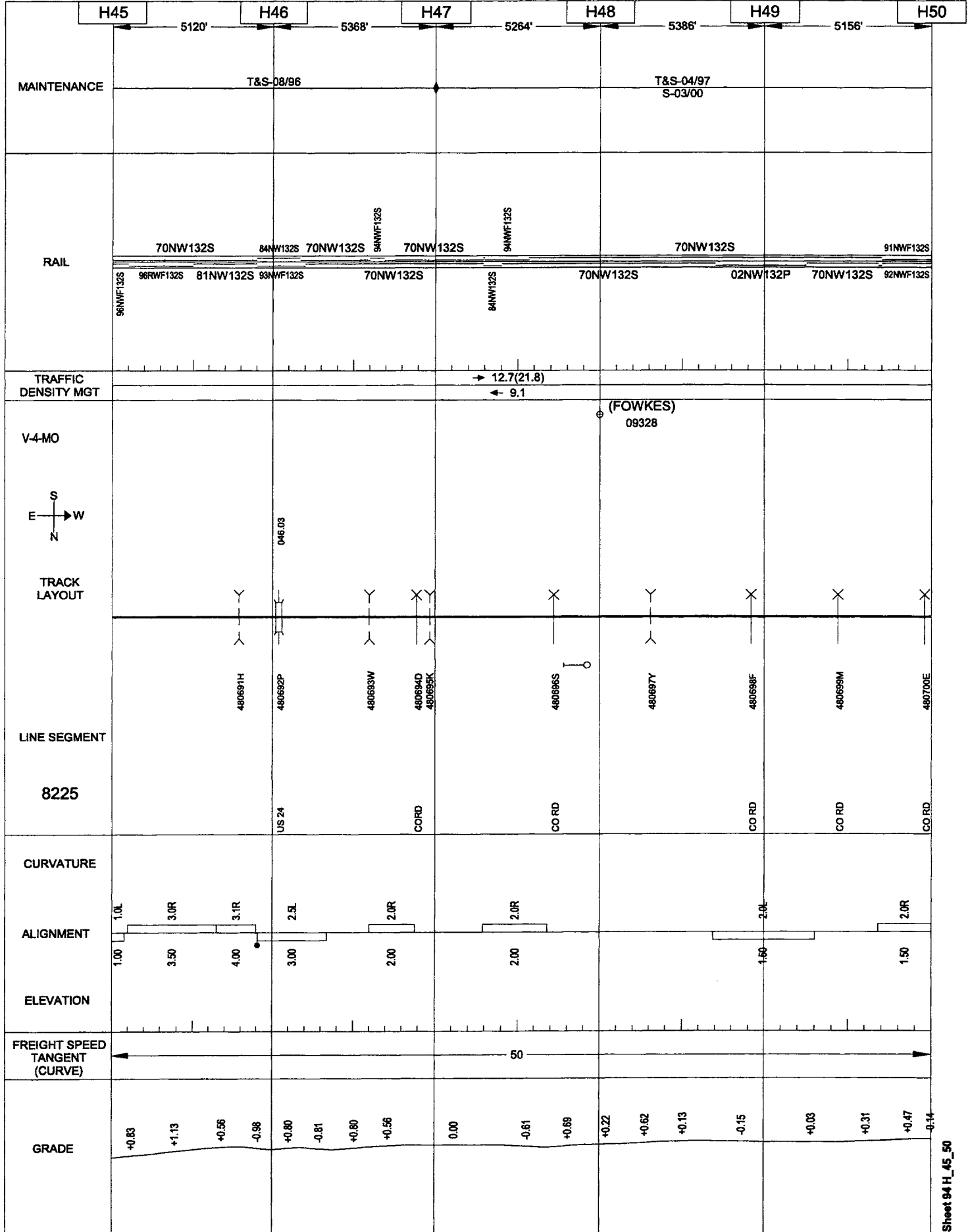


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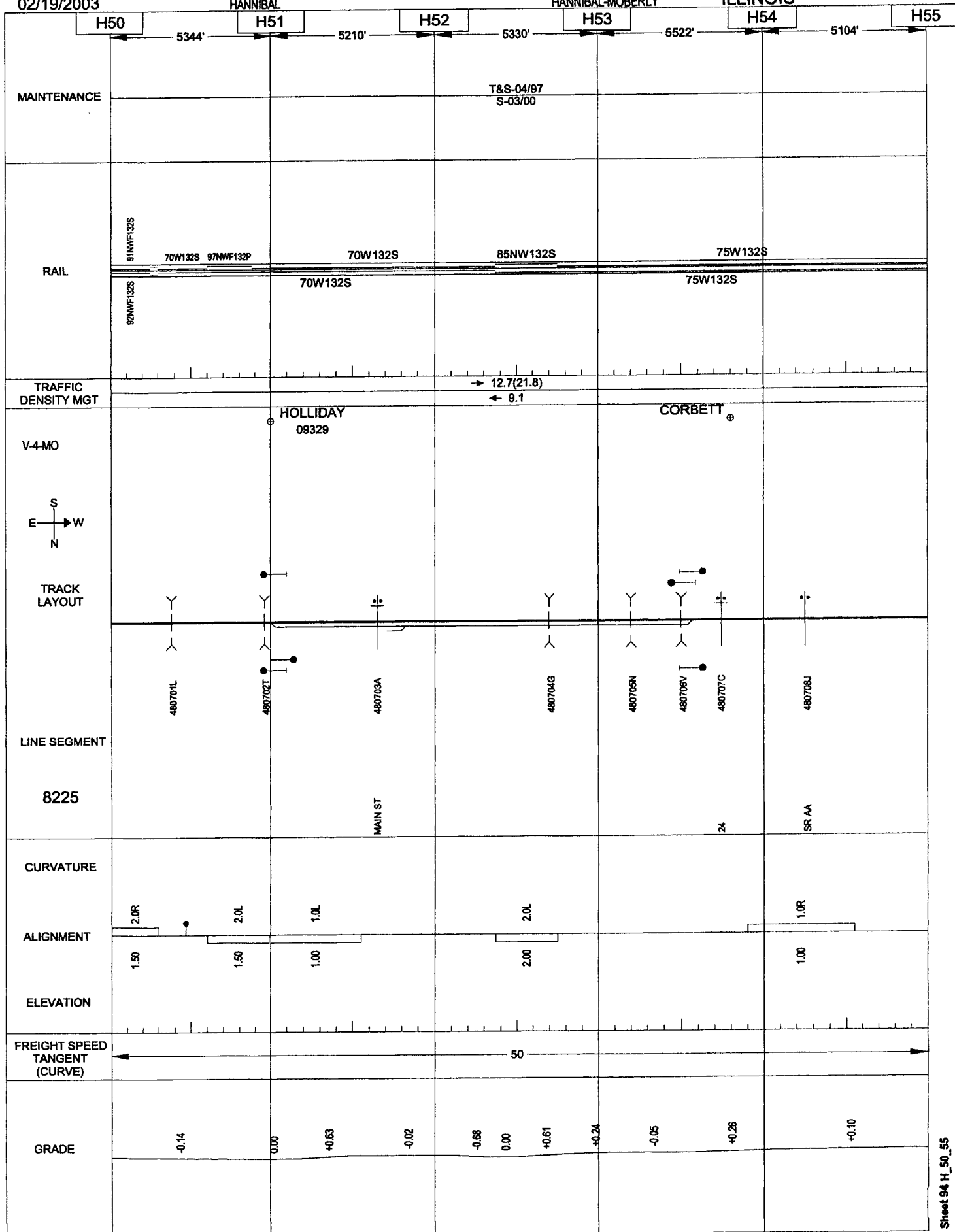


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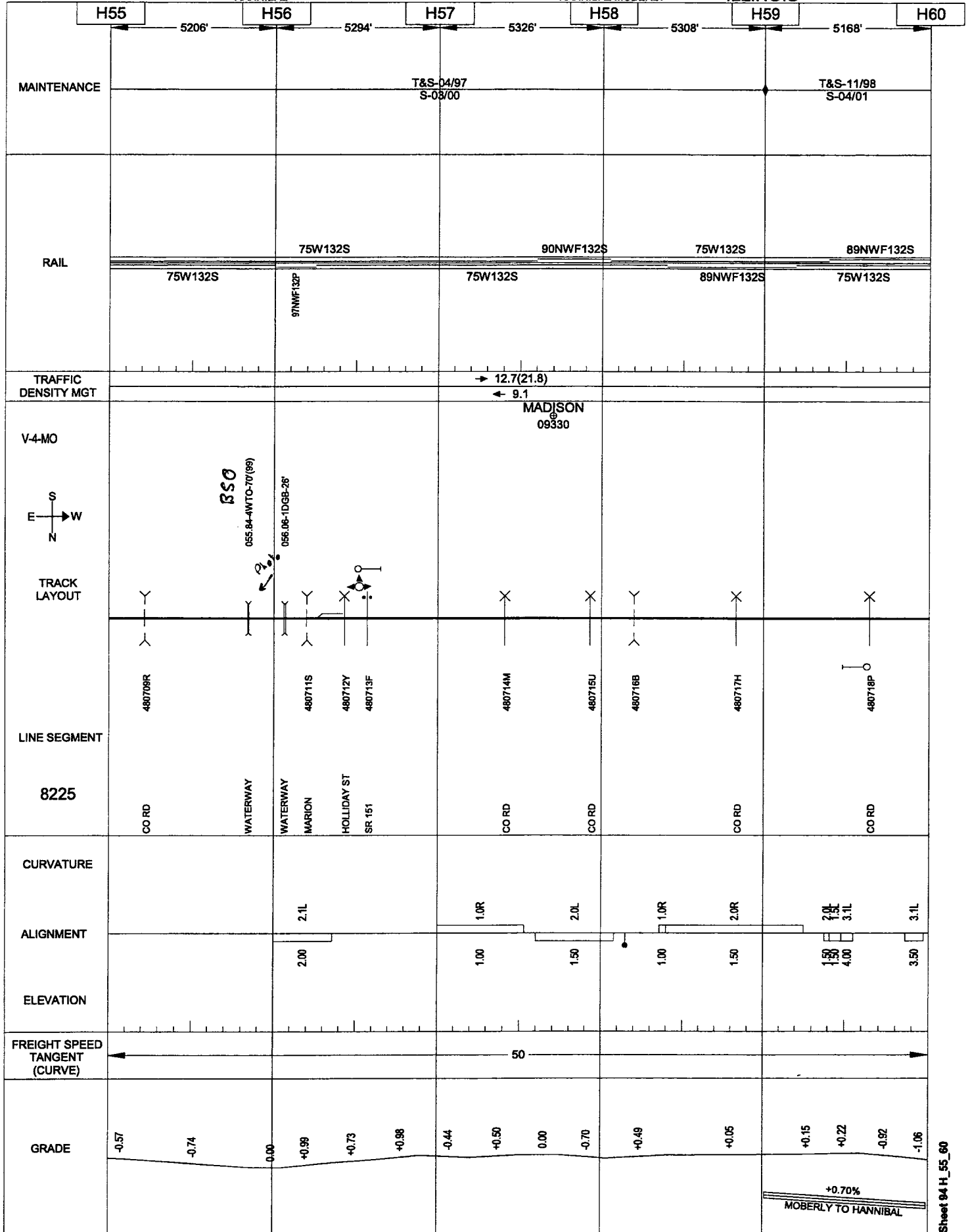


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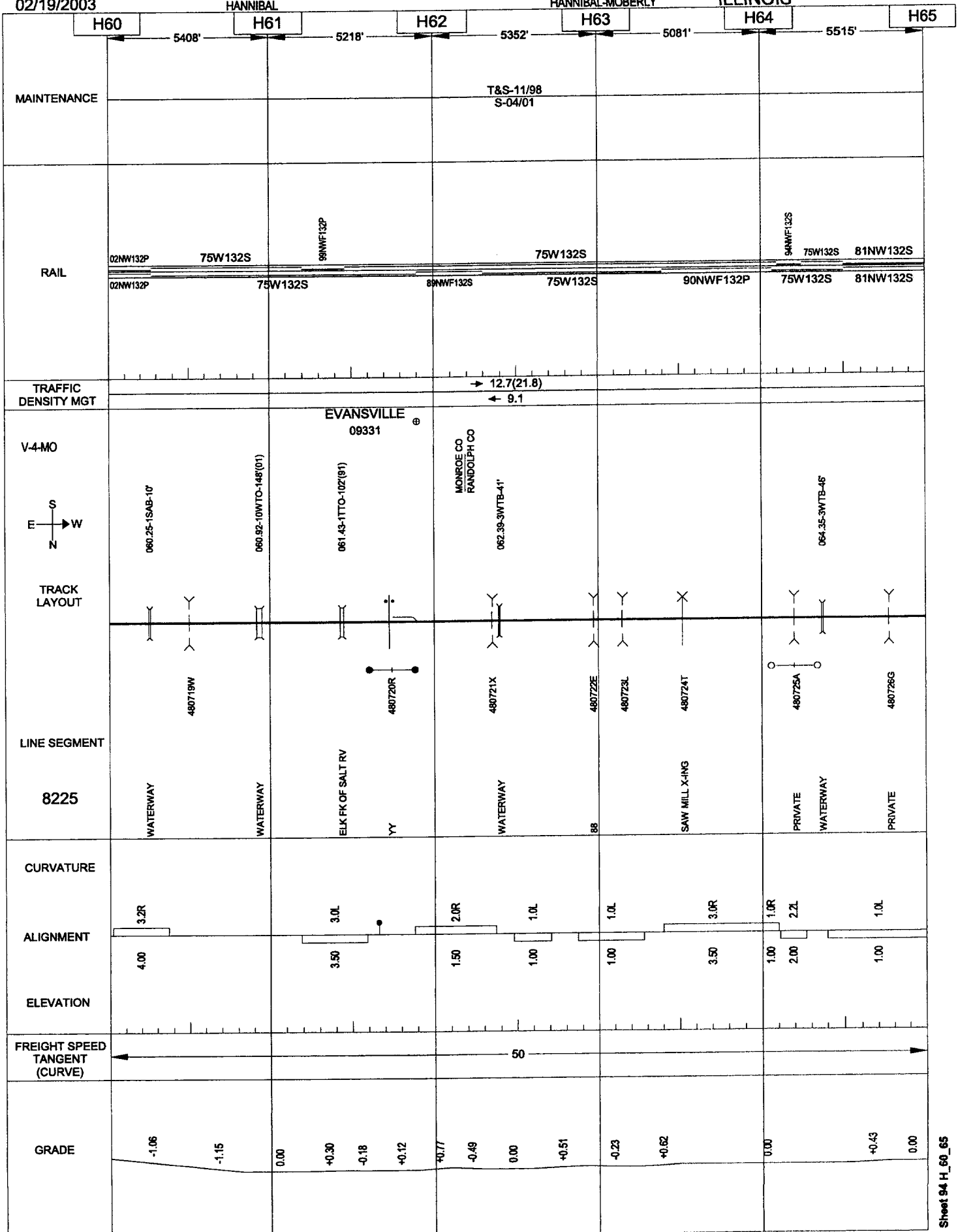


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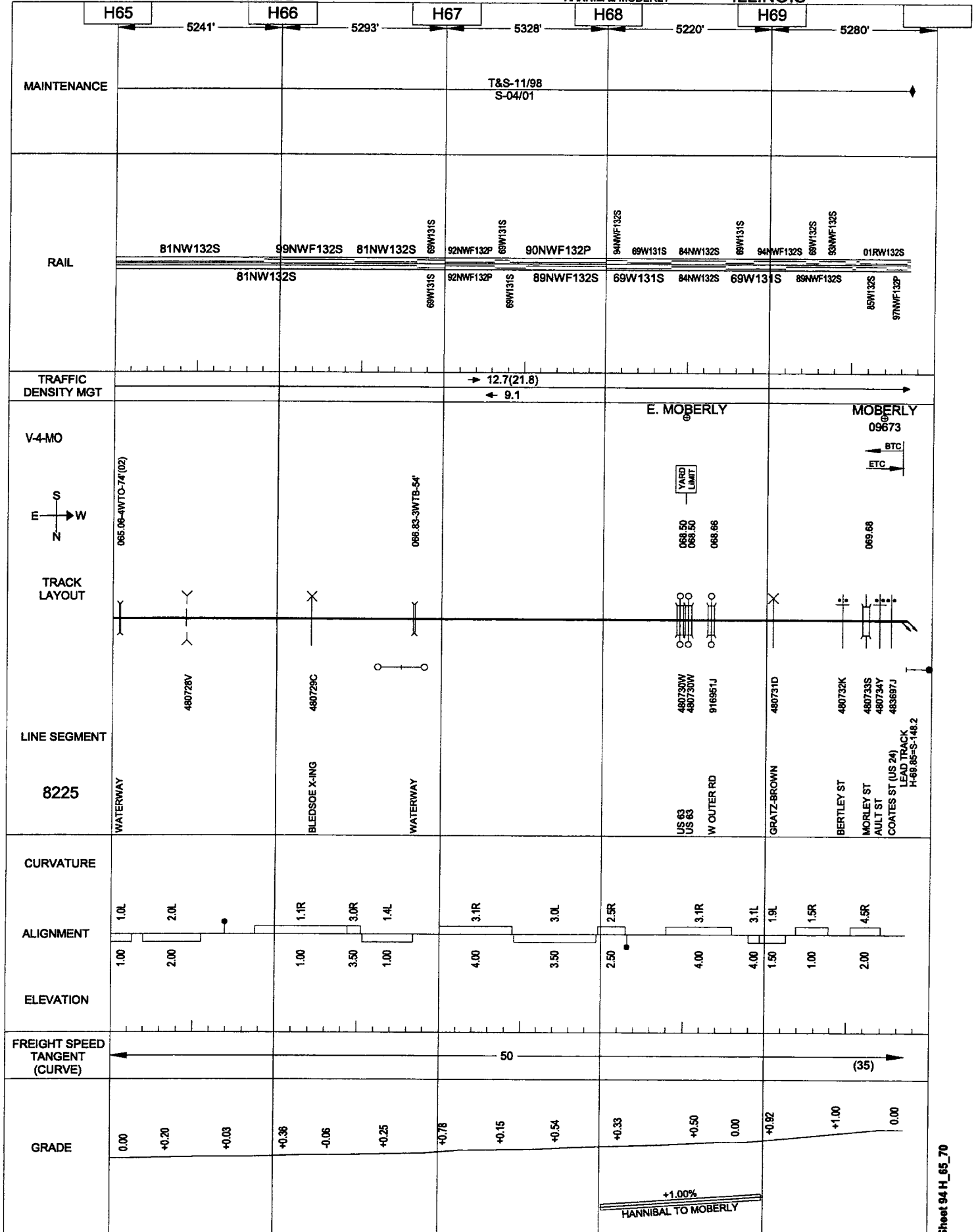


02/19/2003

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



02/19/2003

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&amp;S-01/20

RAIL

\*\*RJF090S

\*\*RJF090S

TRAFFIC  
DENSITY MGT→ 0.0(0.0)  
← 0.0(ST LOUIS MAY ST)  
09611S  
E → W  
NTRACK  
LAYOUT

TRRA CONNECTION

002.22

LINE SEGMENT

7950

480208L

480210M

480211U

480212B

480213H

480214P

480215W

480216D

480217K

480218S

480219Y

480220T

BRANCH

TRRA M-TRRA

BUCHANAN

ANGELROOT

2ND ST

DESTREHAN

MALLINGCROFT

SALISBURY

BROADWAY

BREMEN

ANGELICA

PENROSE

DOUGLAS ST

TRRA RB M-TRRA

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

+0.25

-0.46

+0.14

+0.03

-0.11

-0.01

+0.14

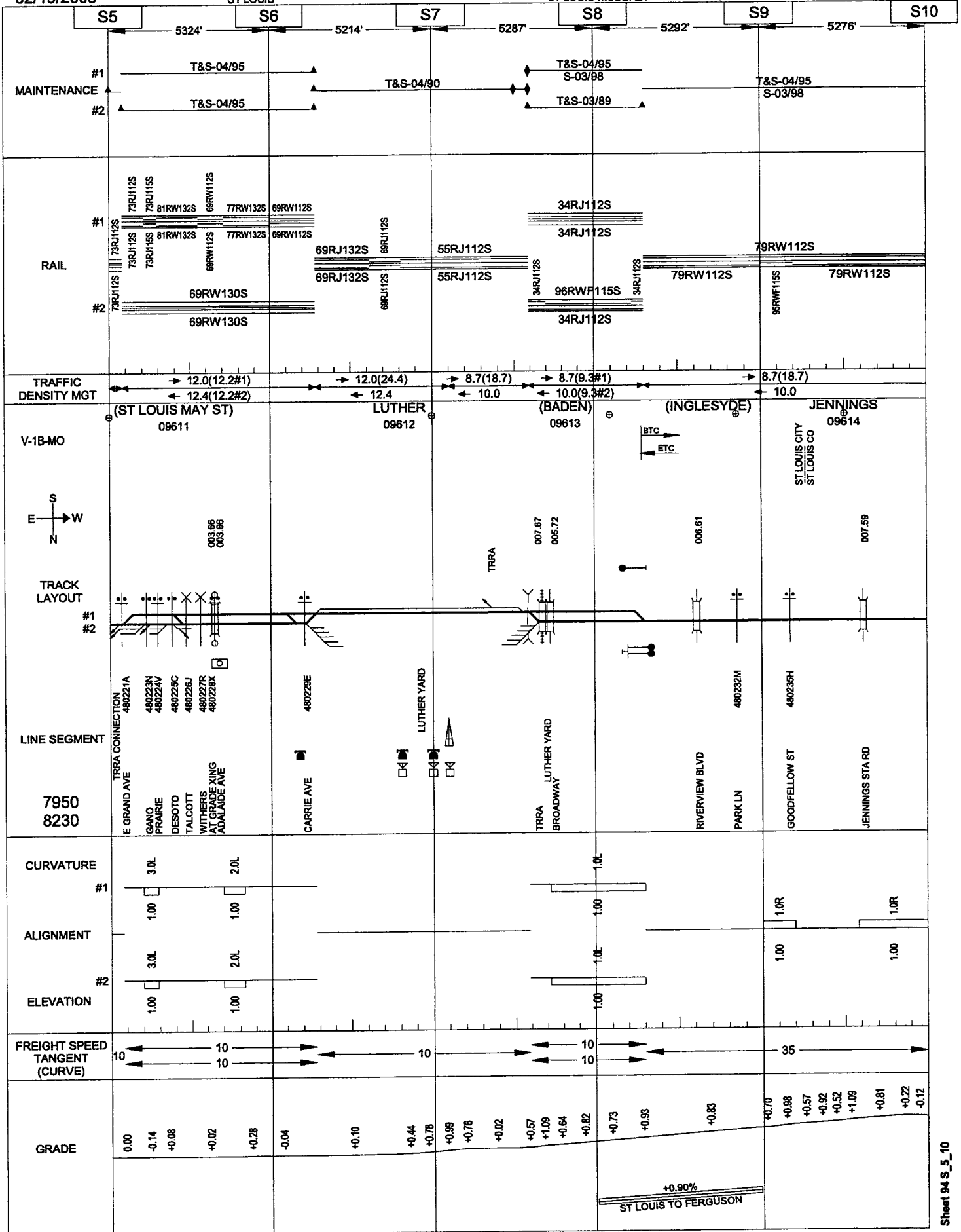
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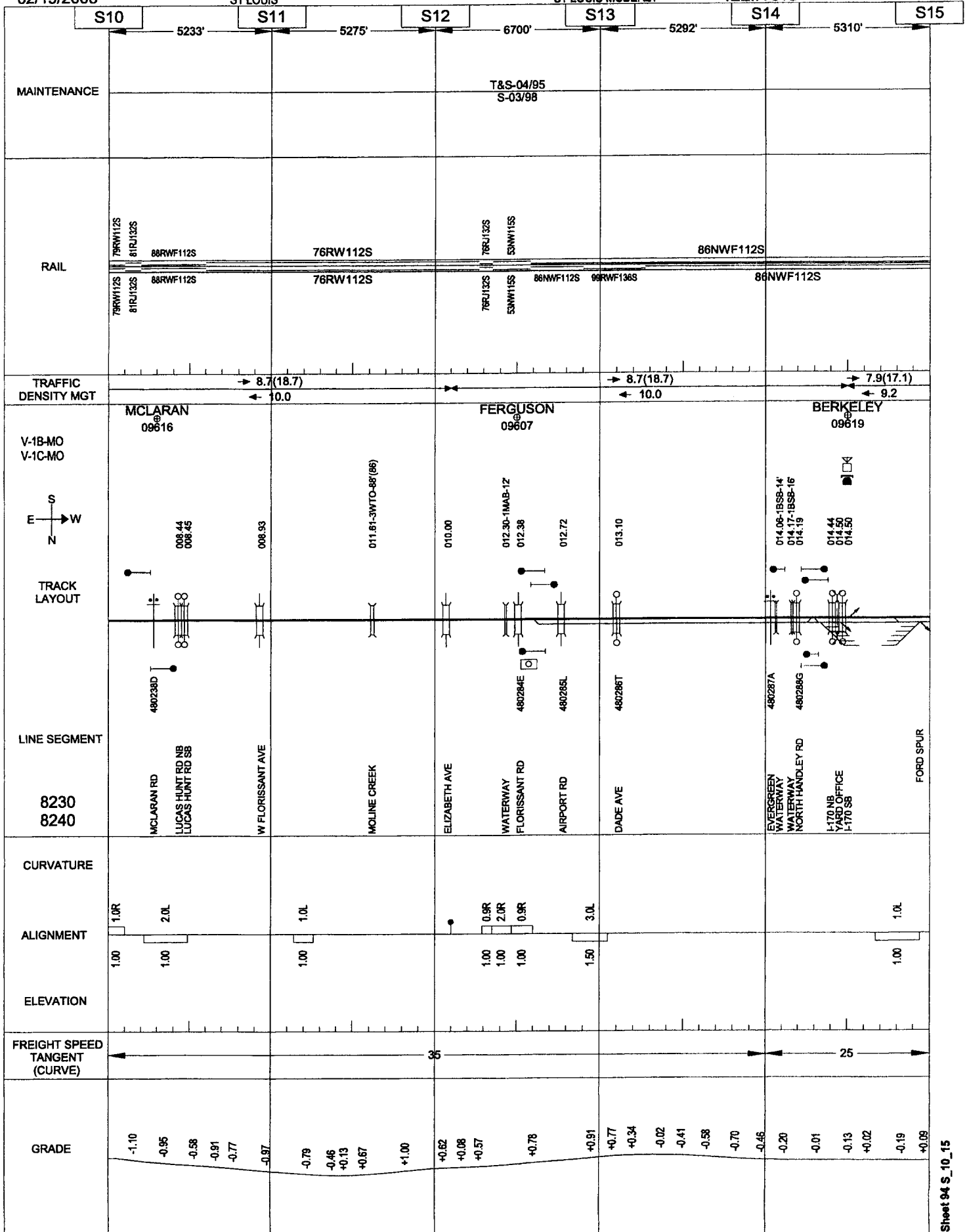


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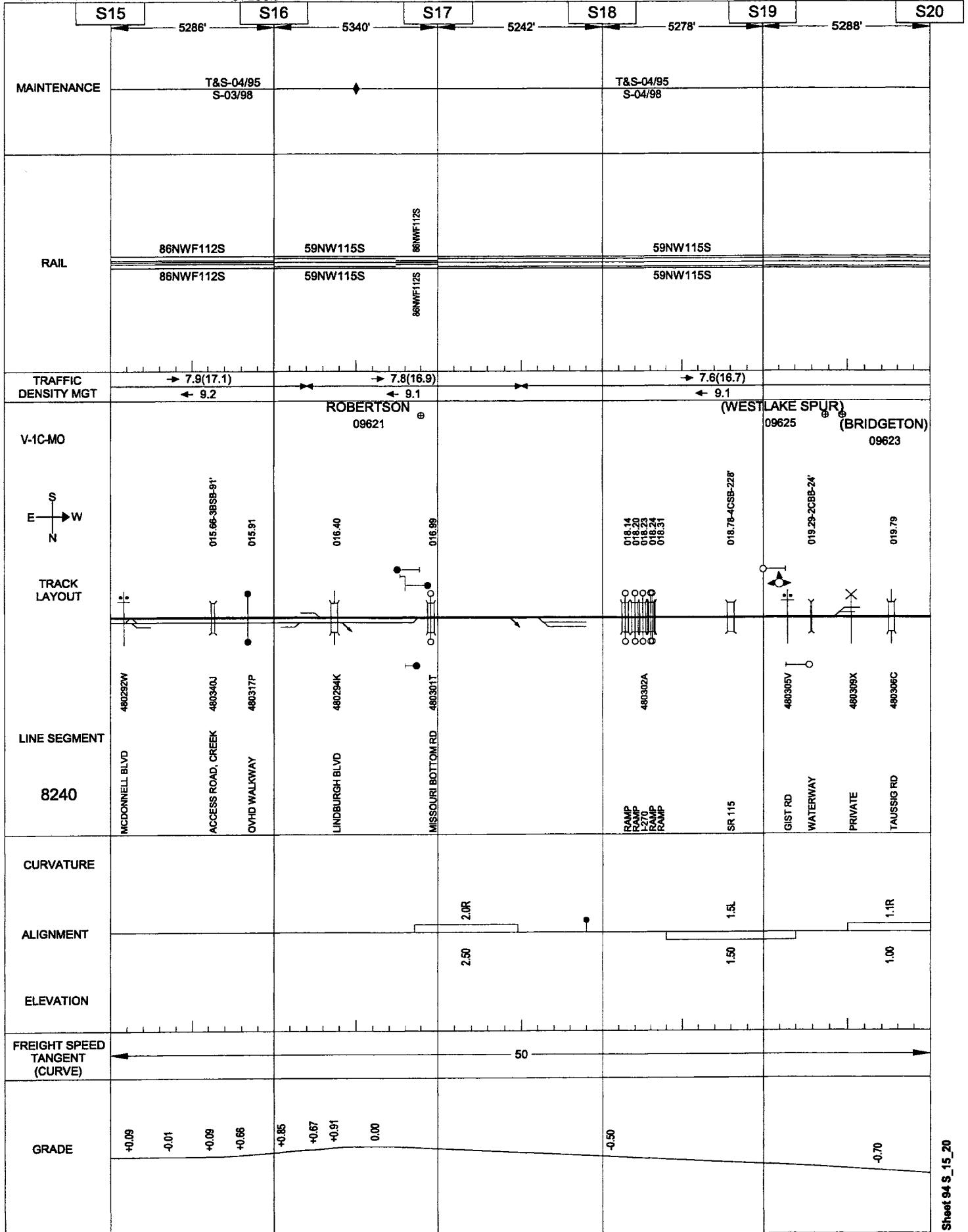


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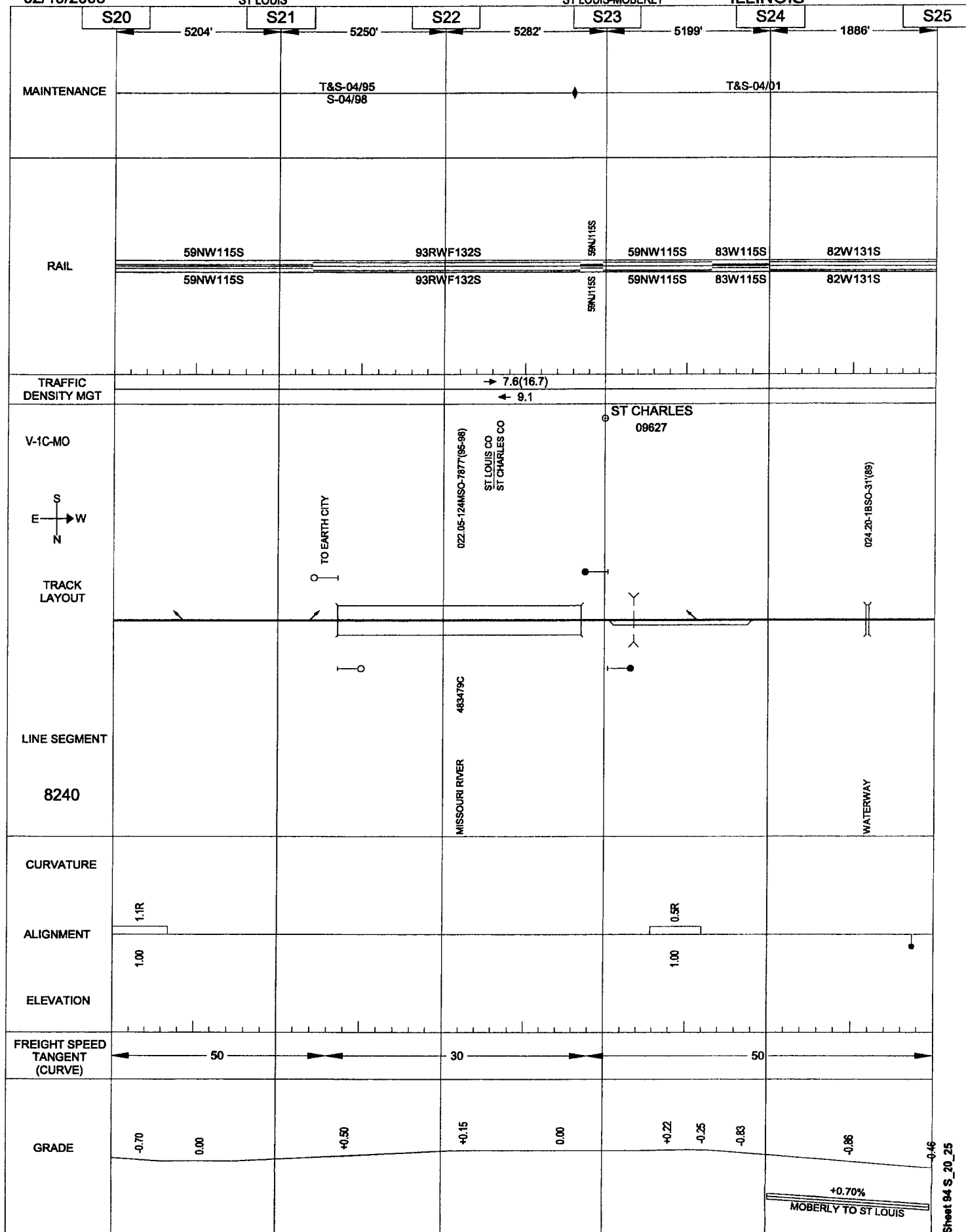


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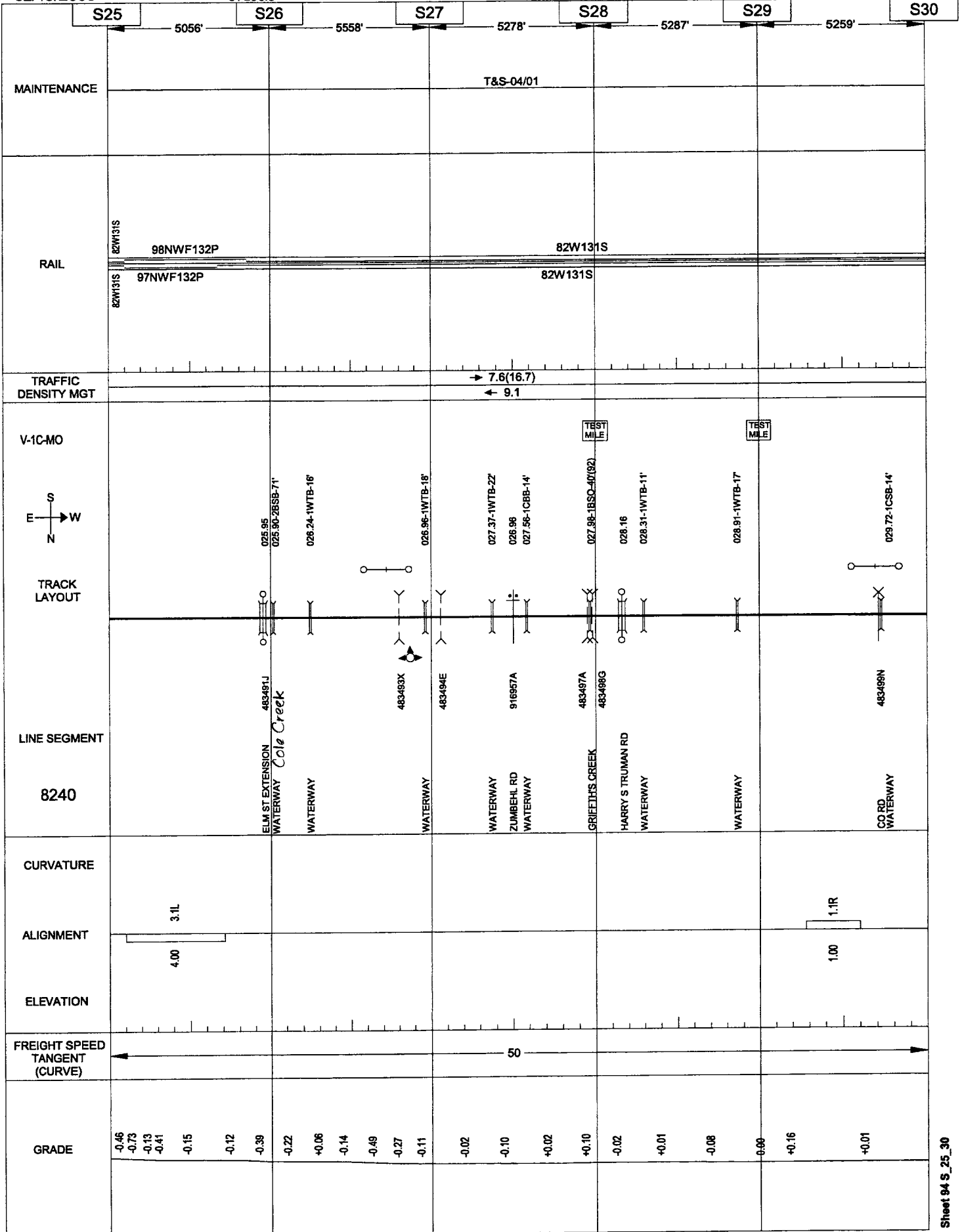


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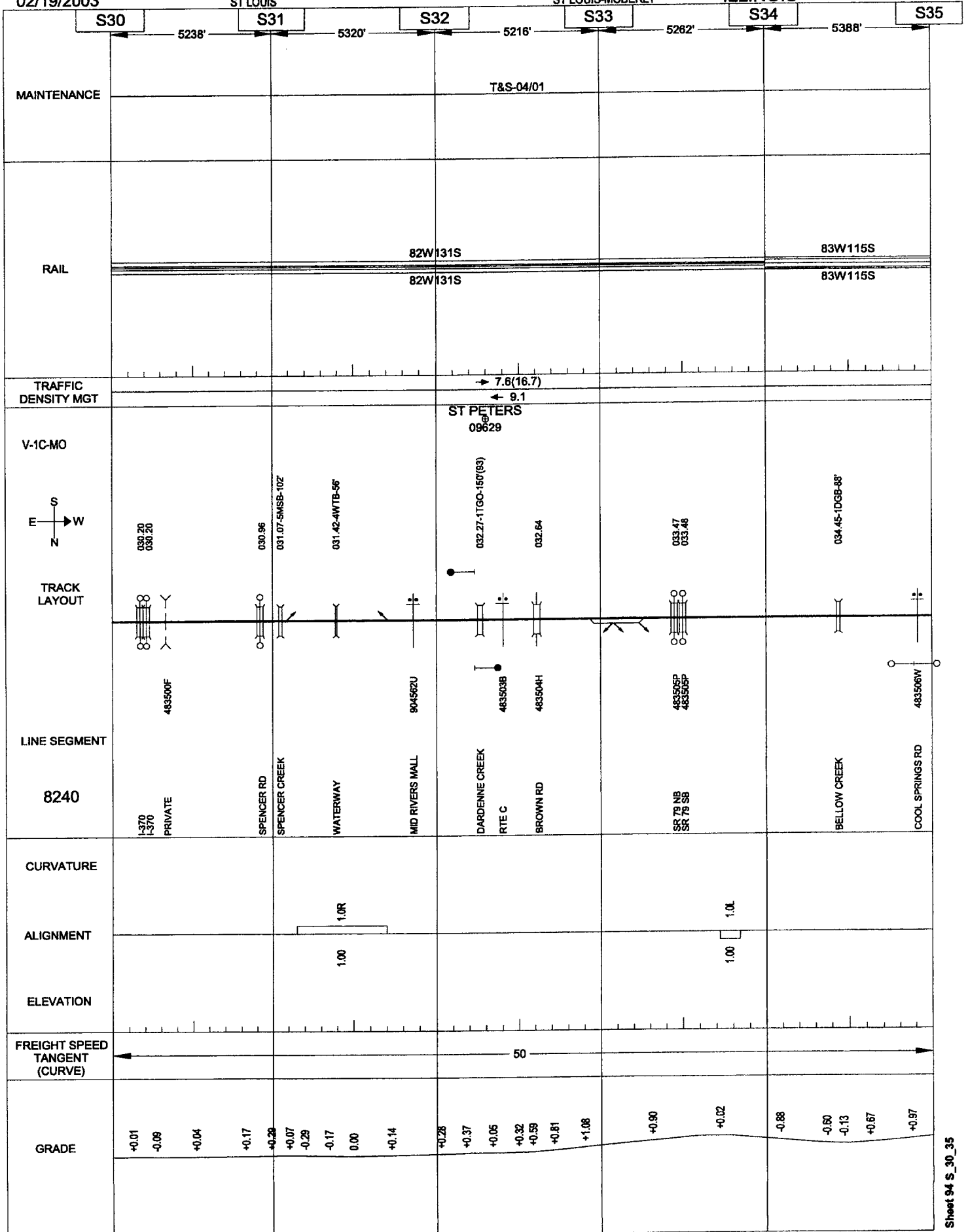


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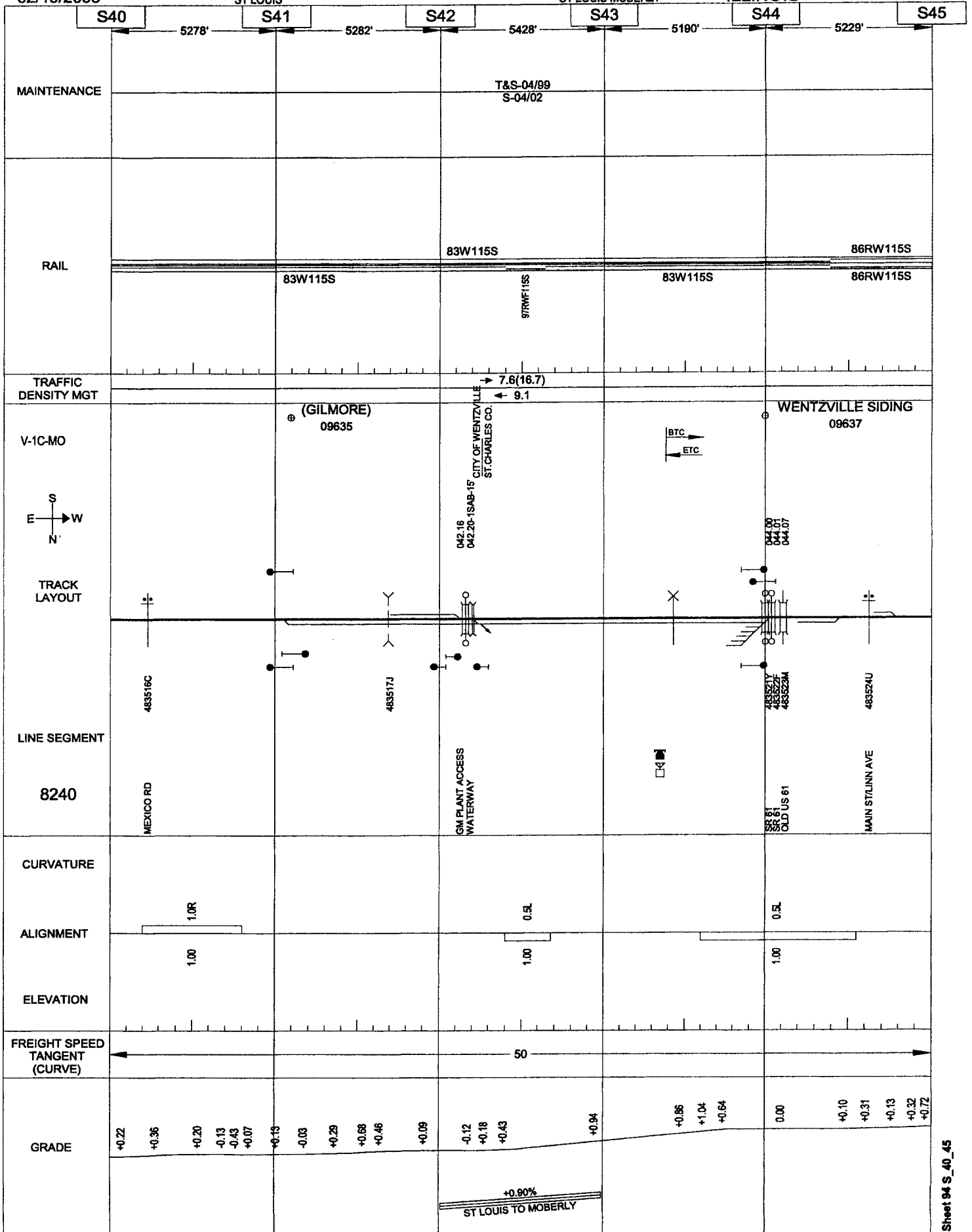


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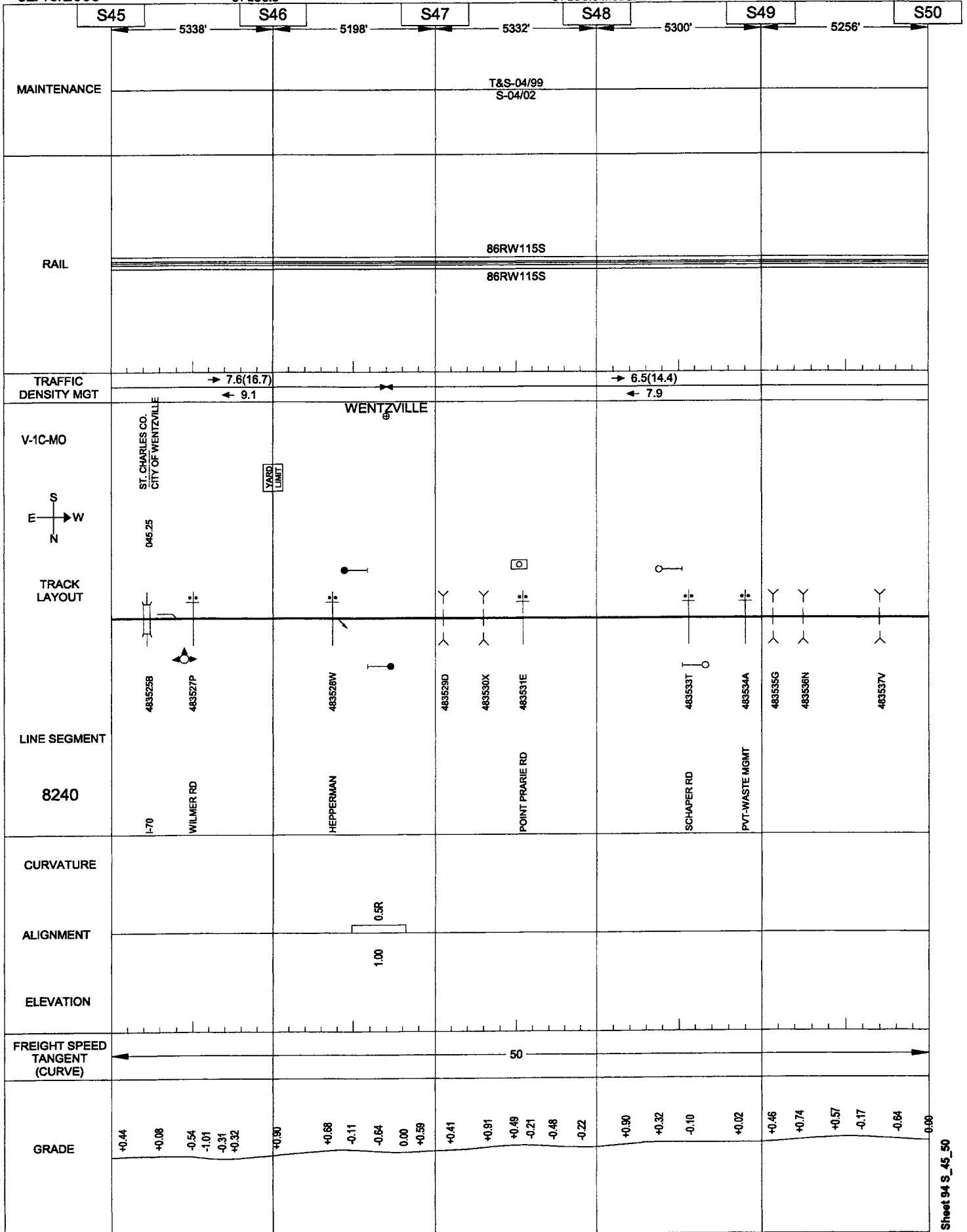


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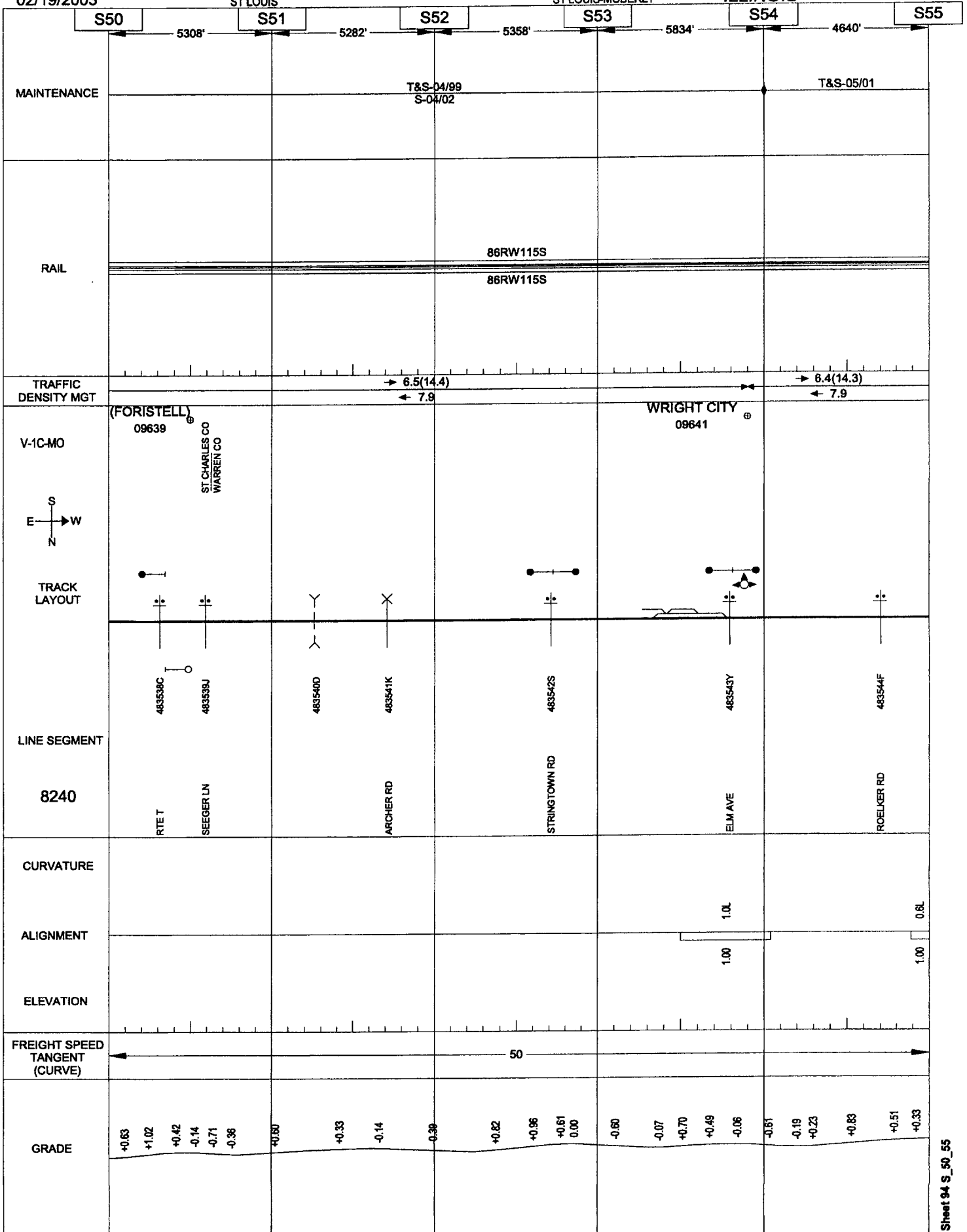


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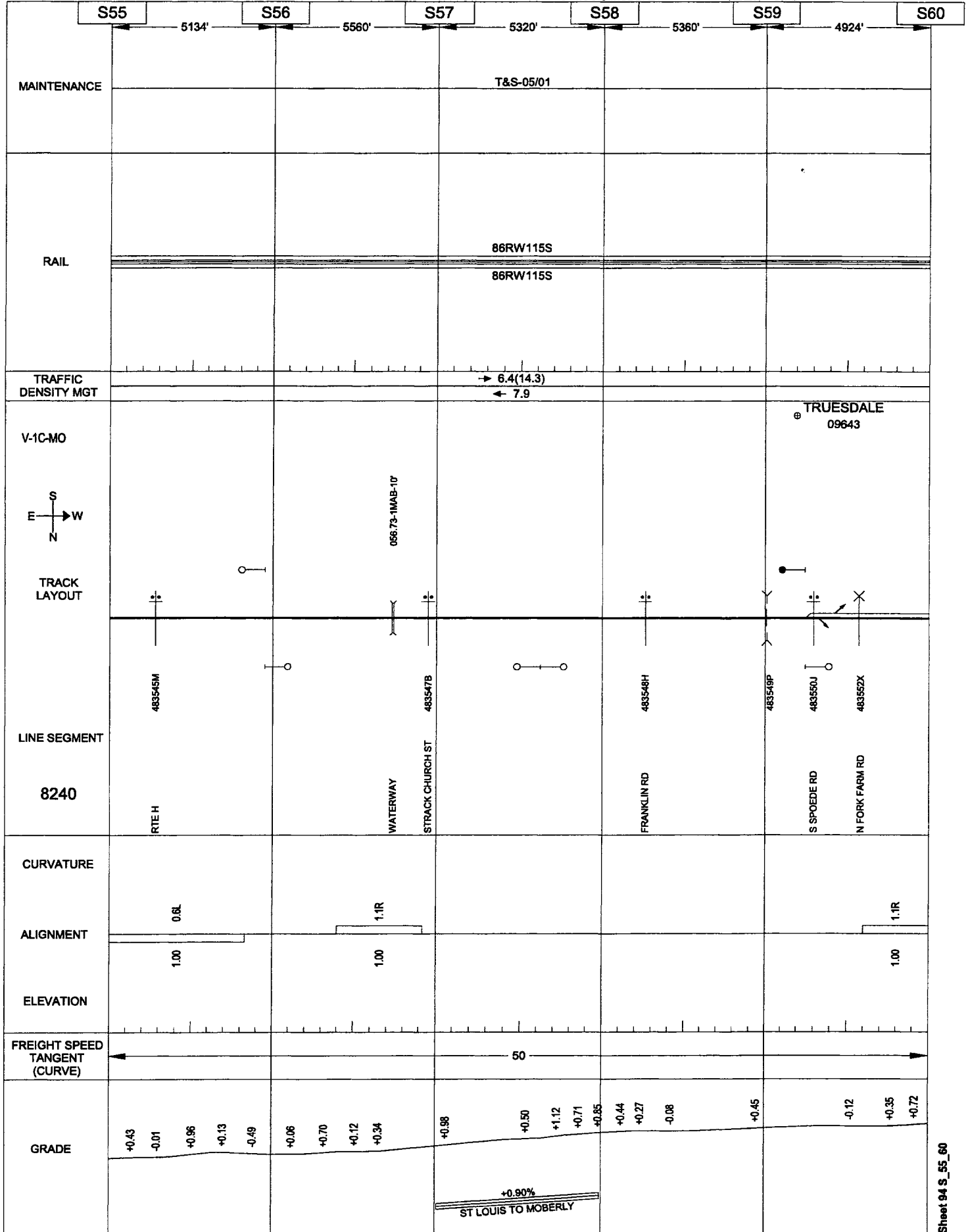


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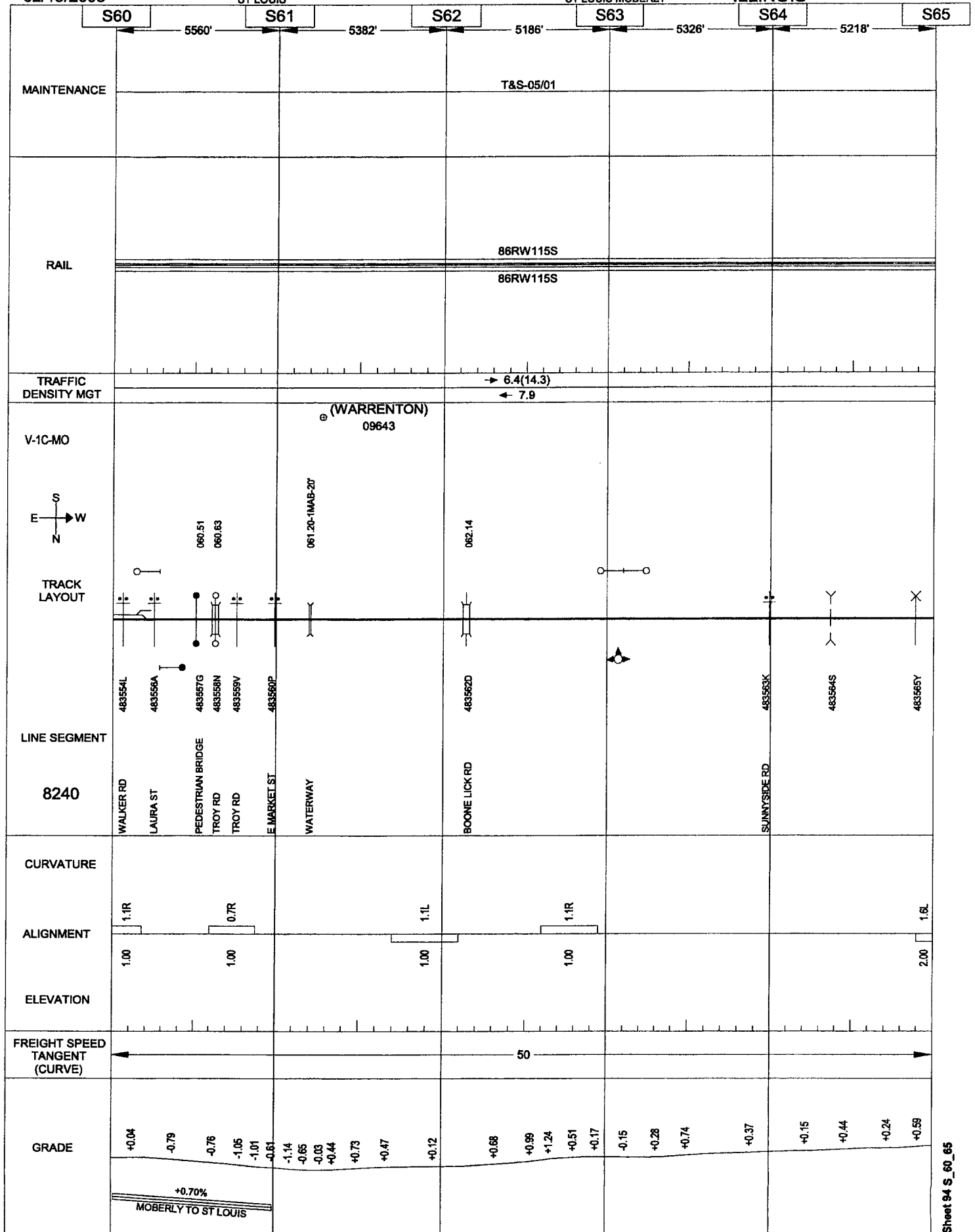


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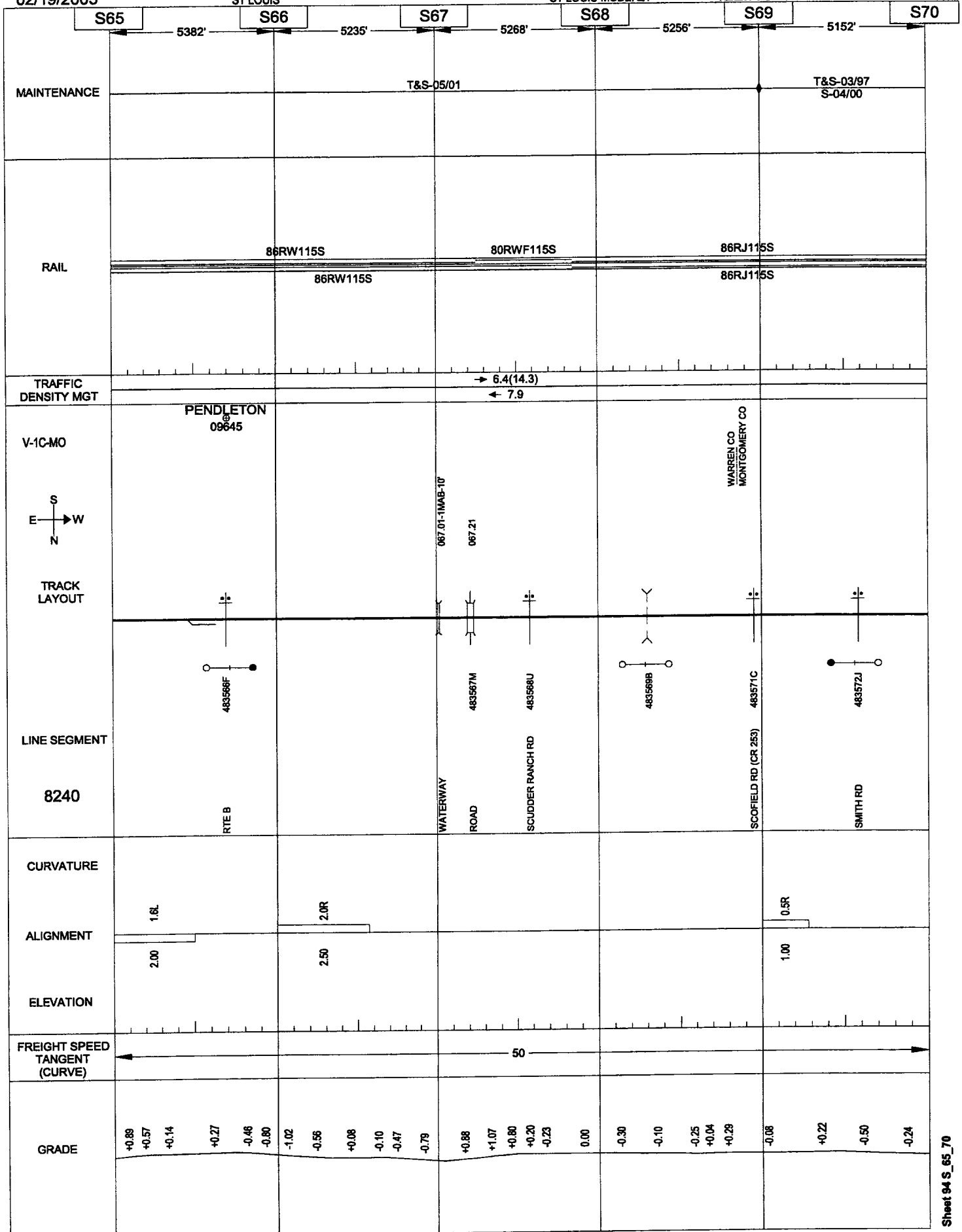


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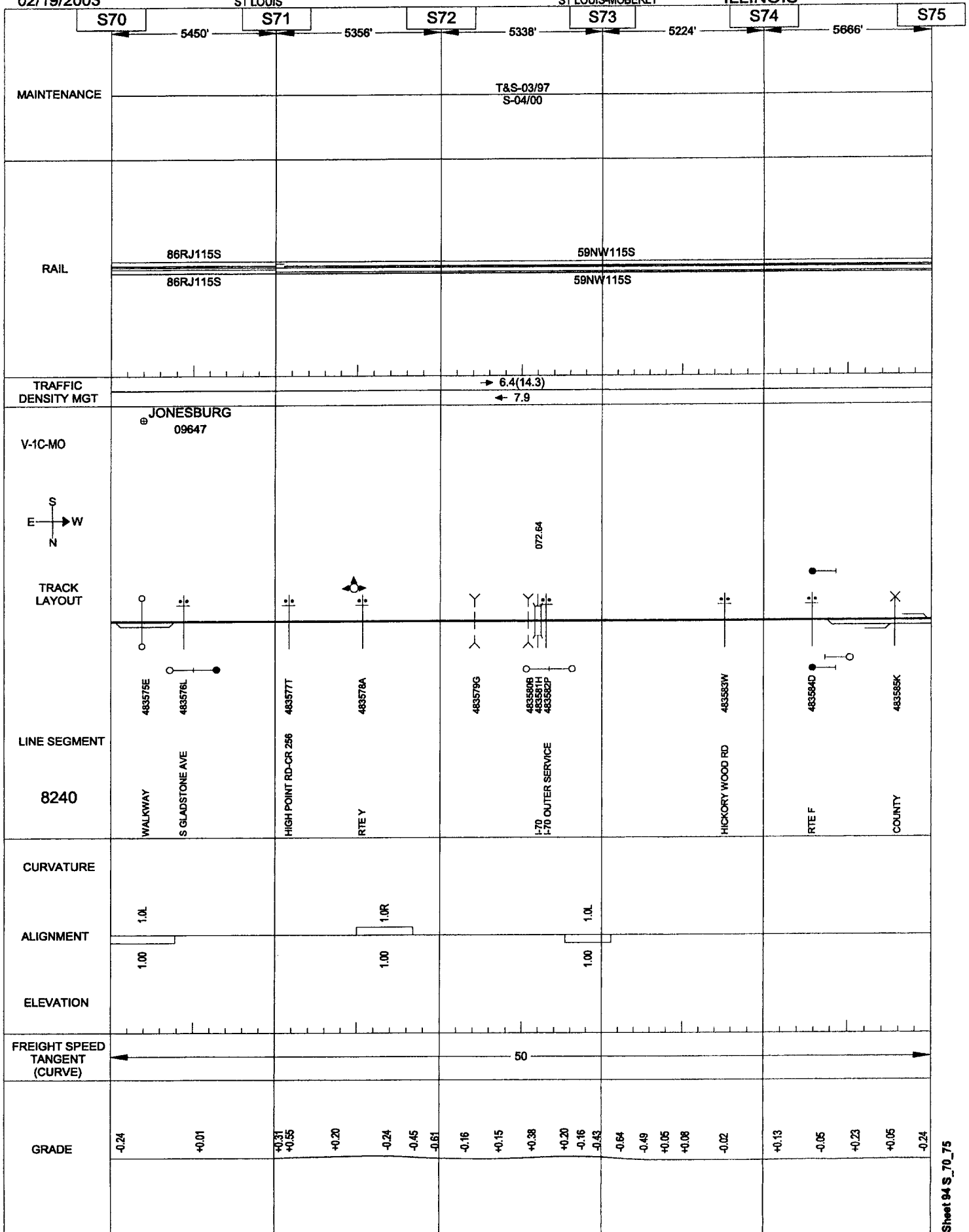


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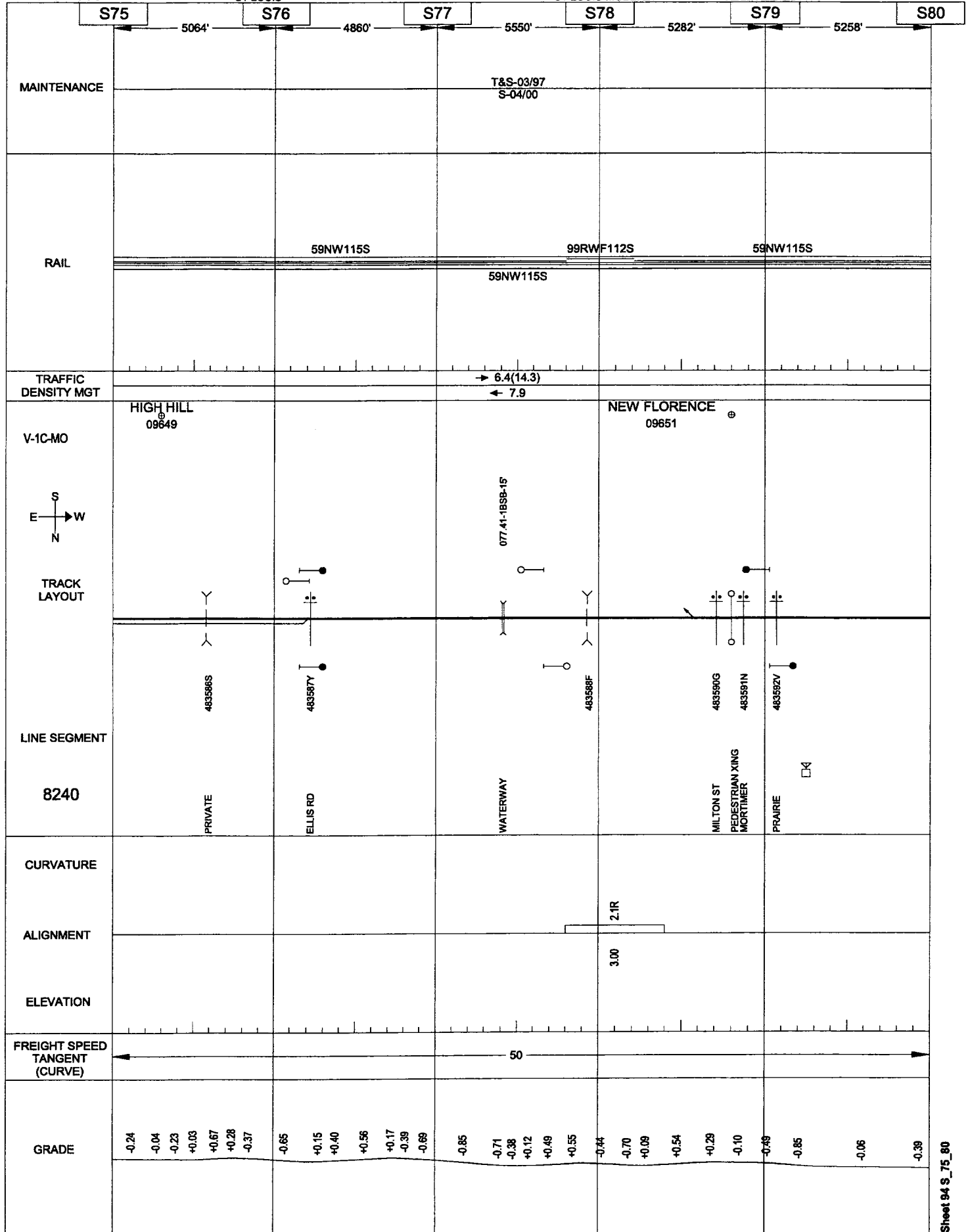


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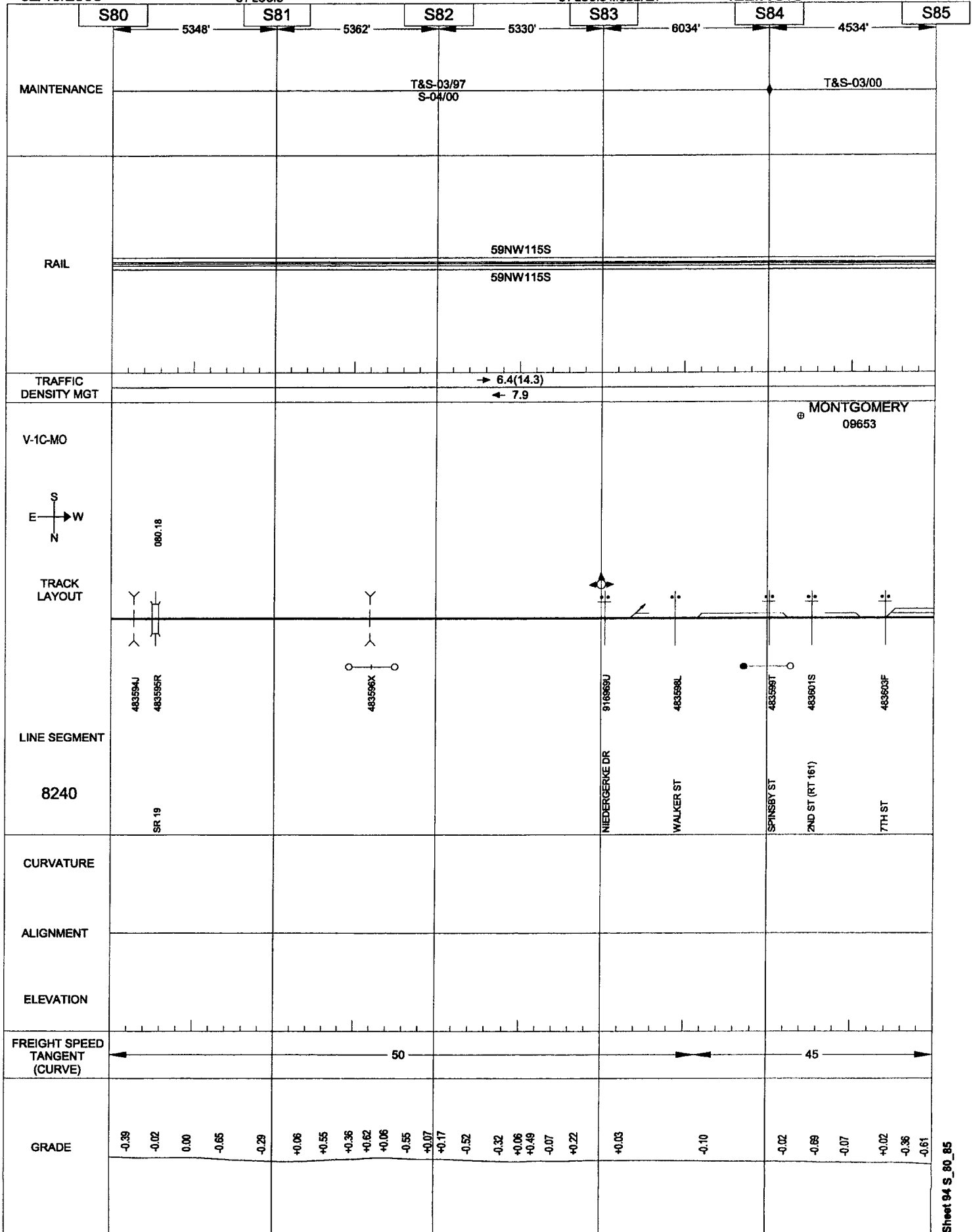


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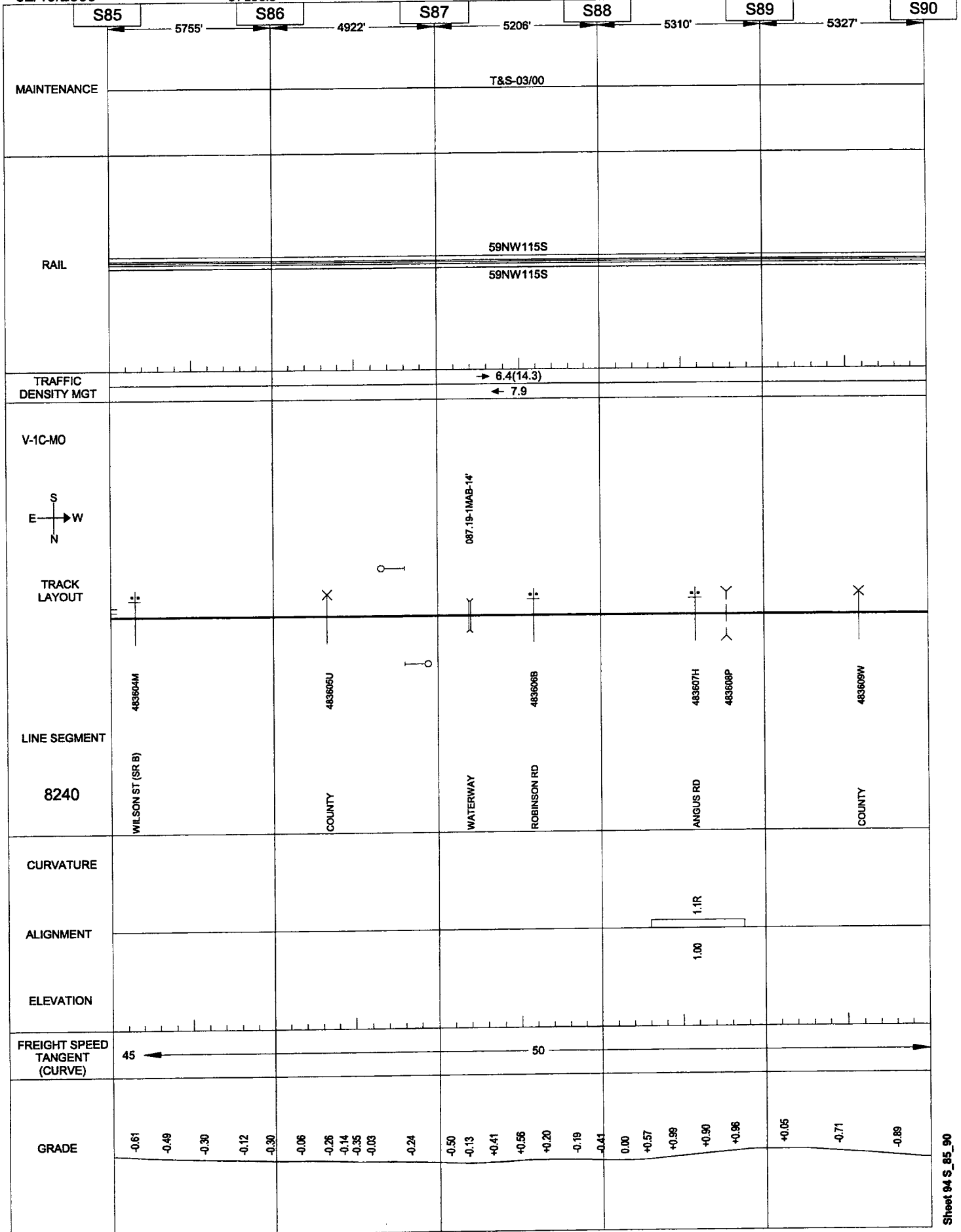


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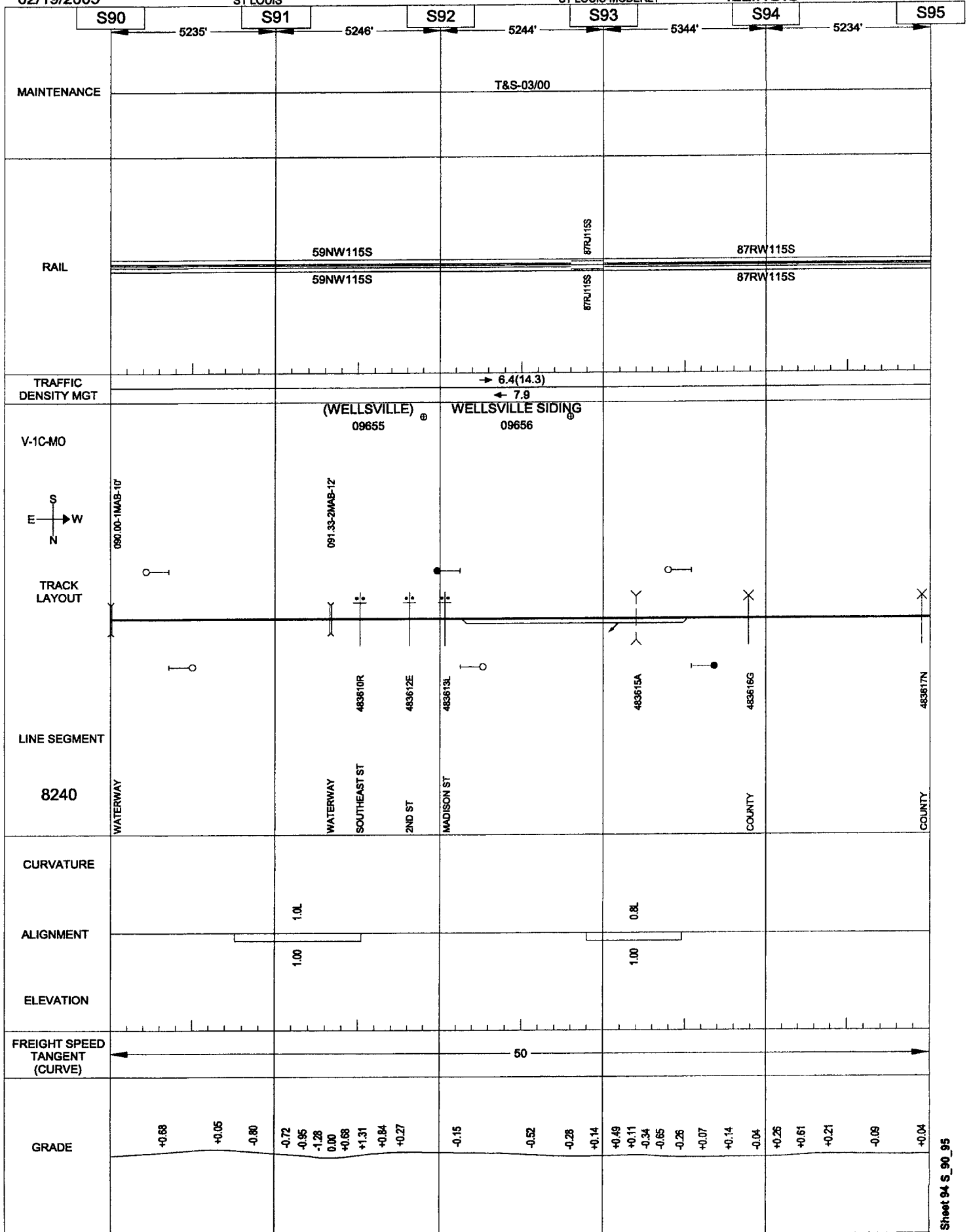


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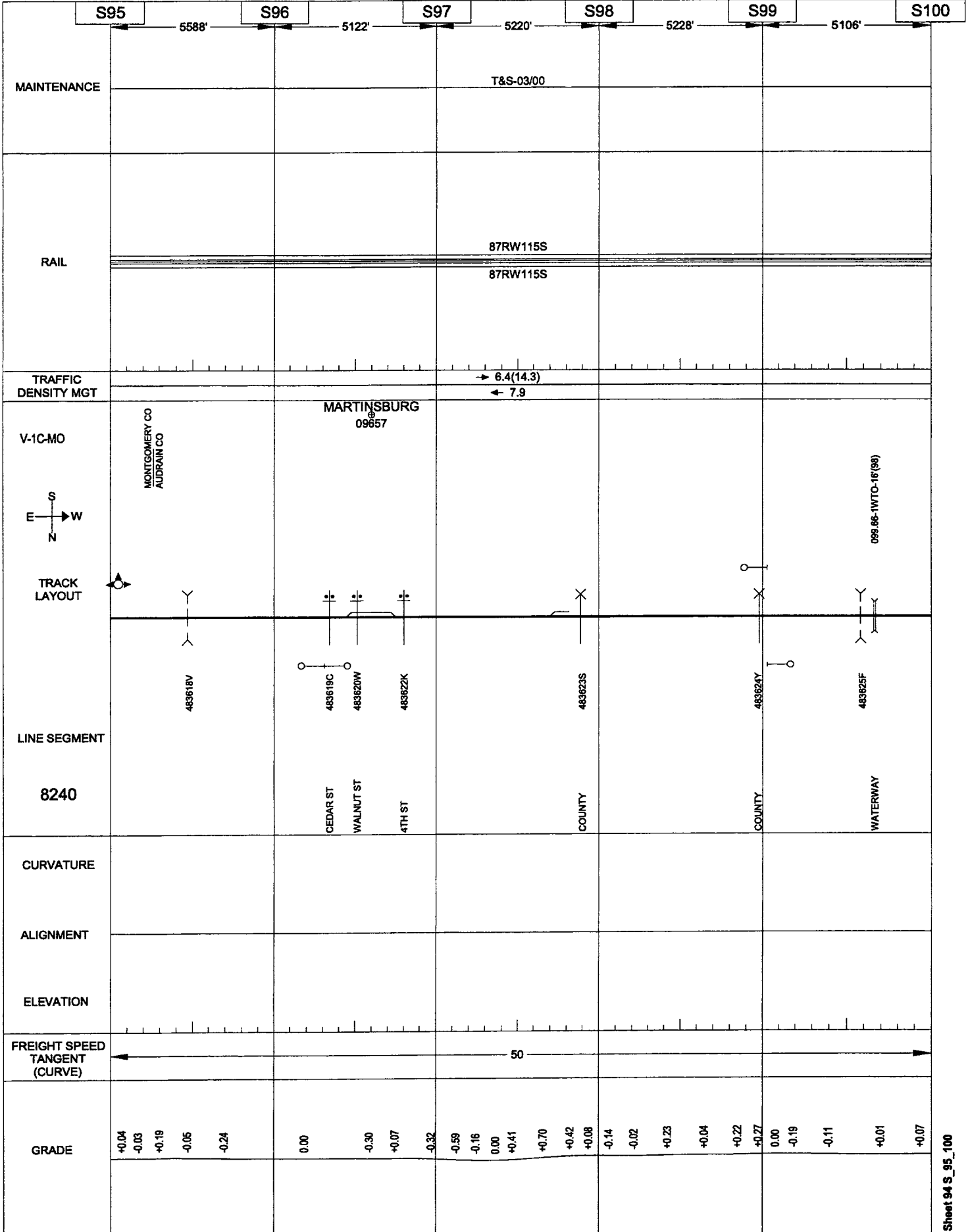


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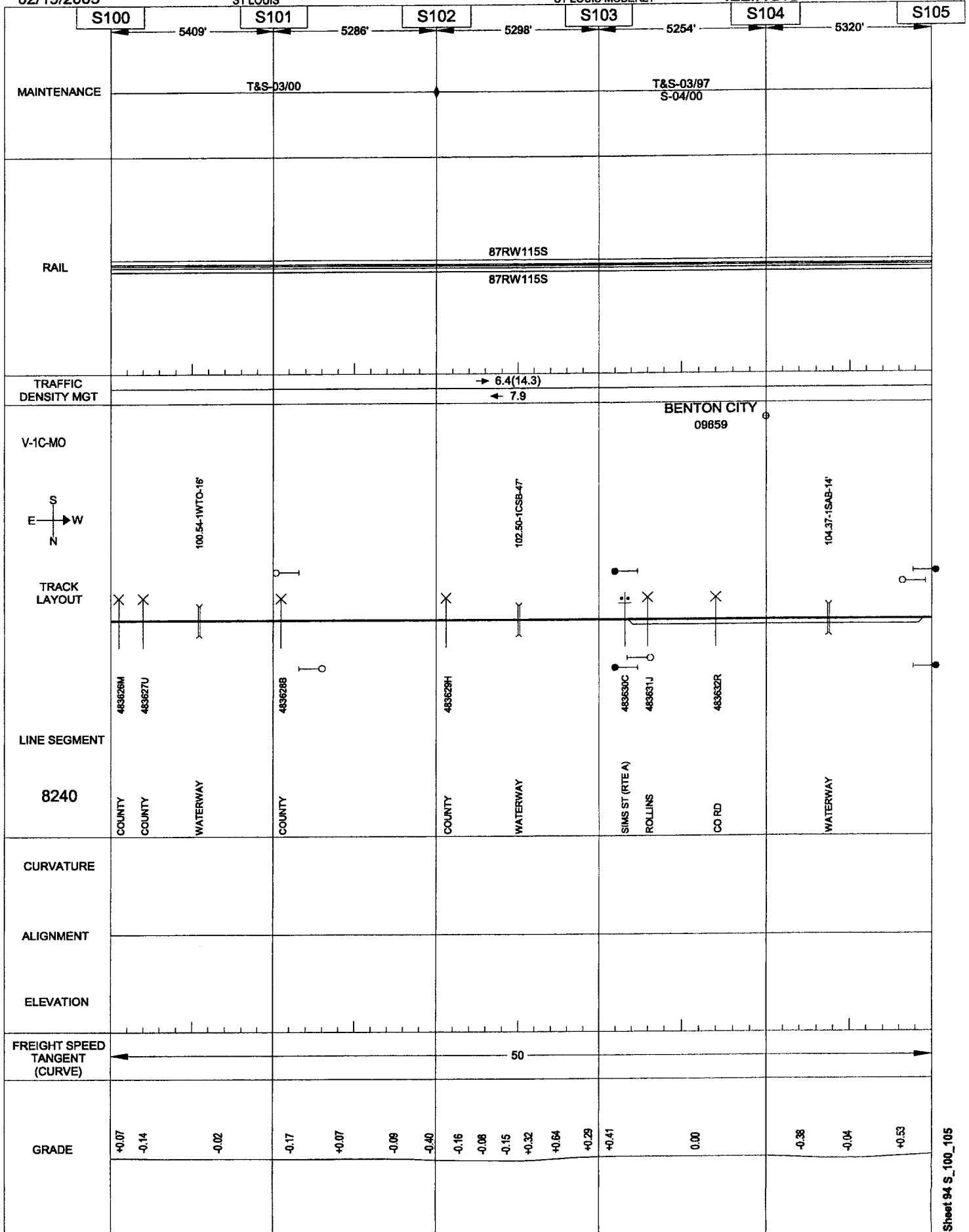


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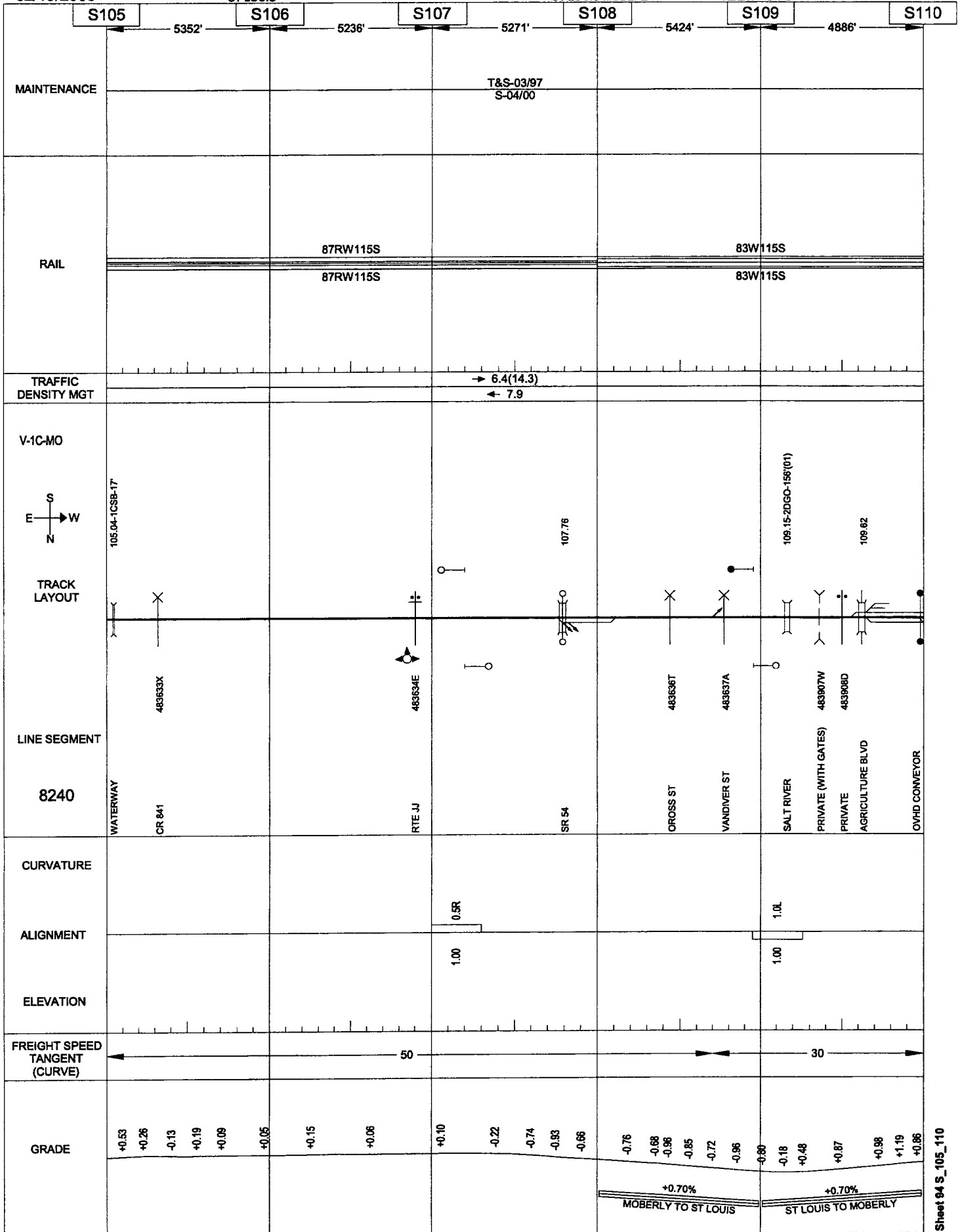


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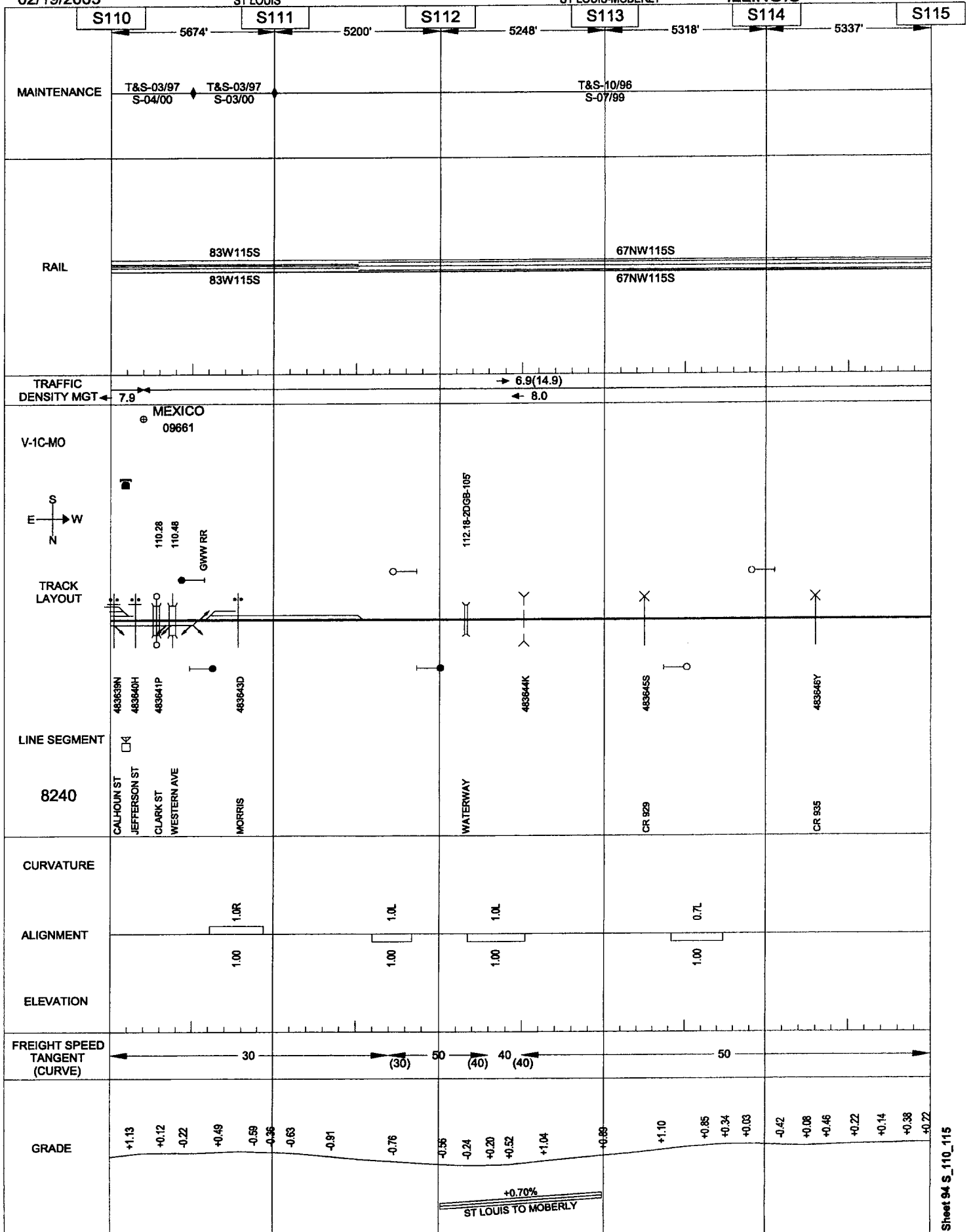


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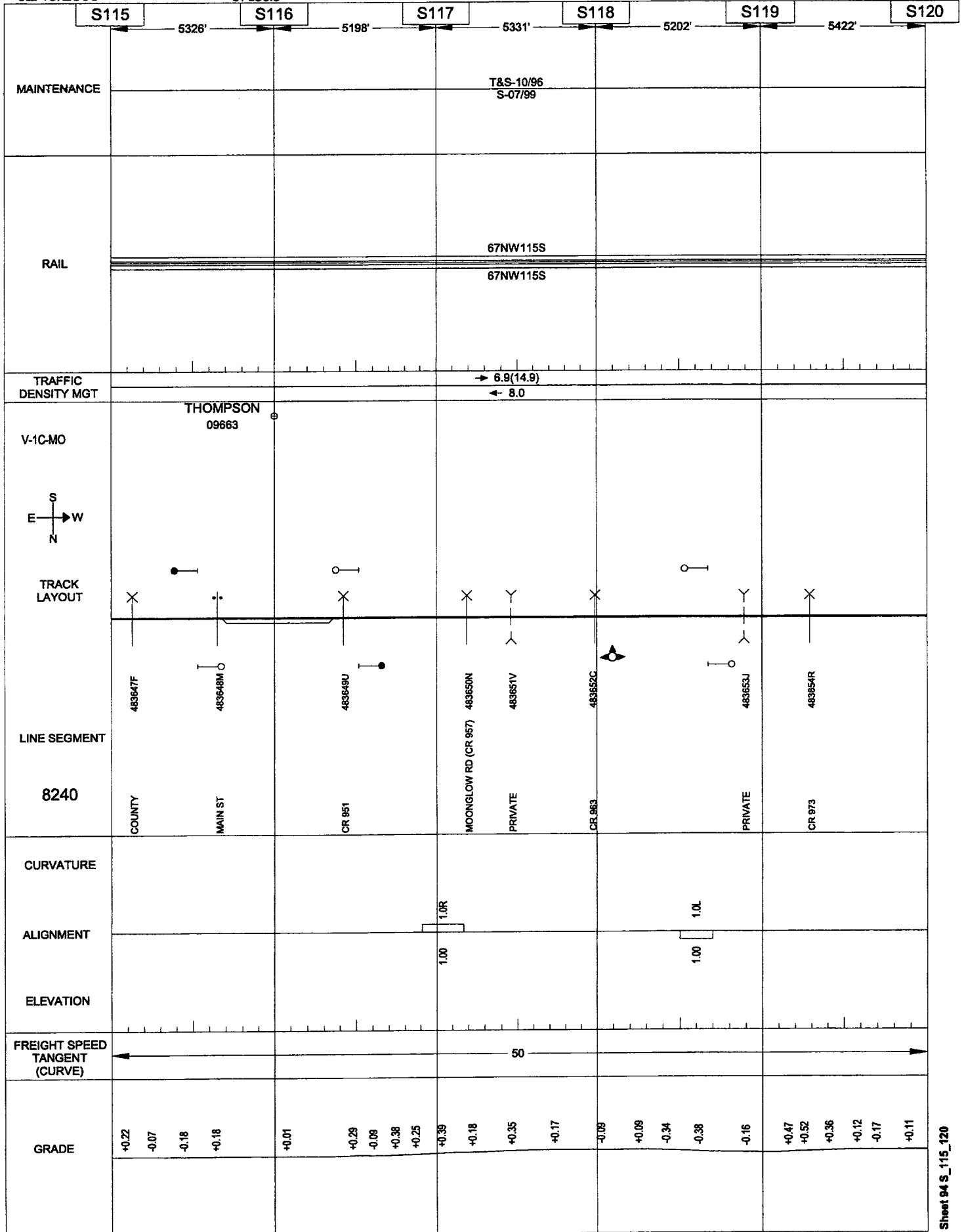


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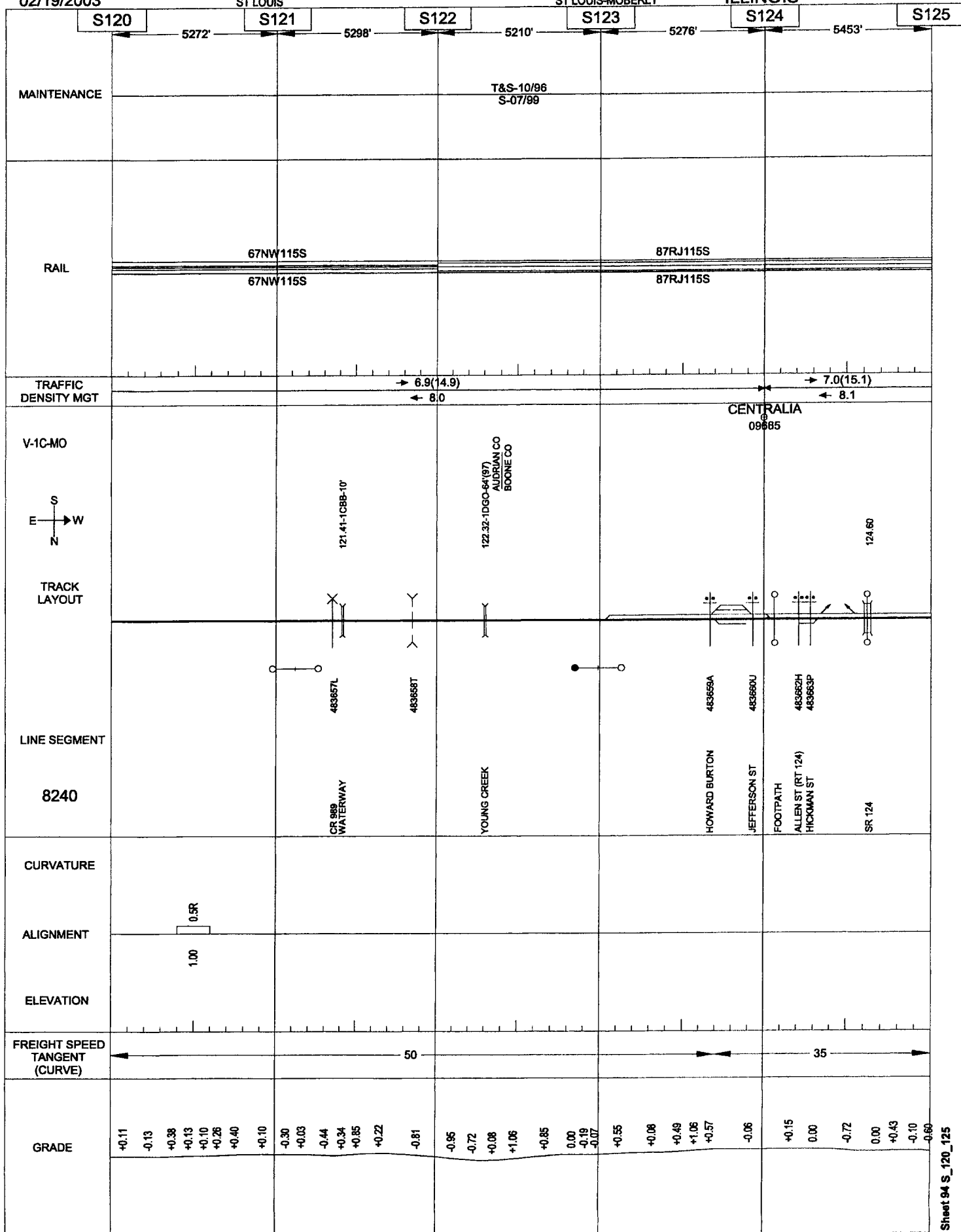


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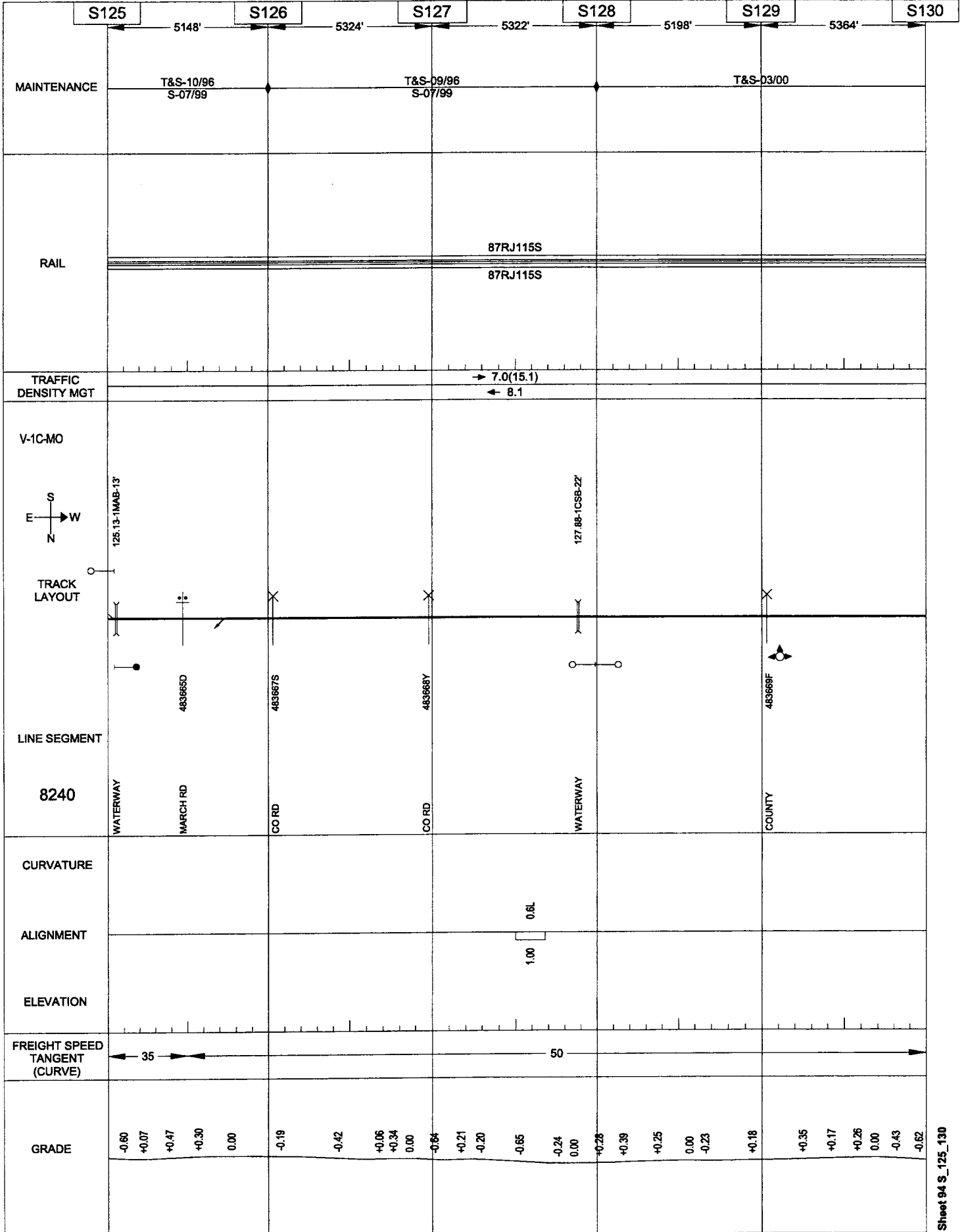


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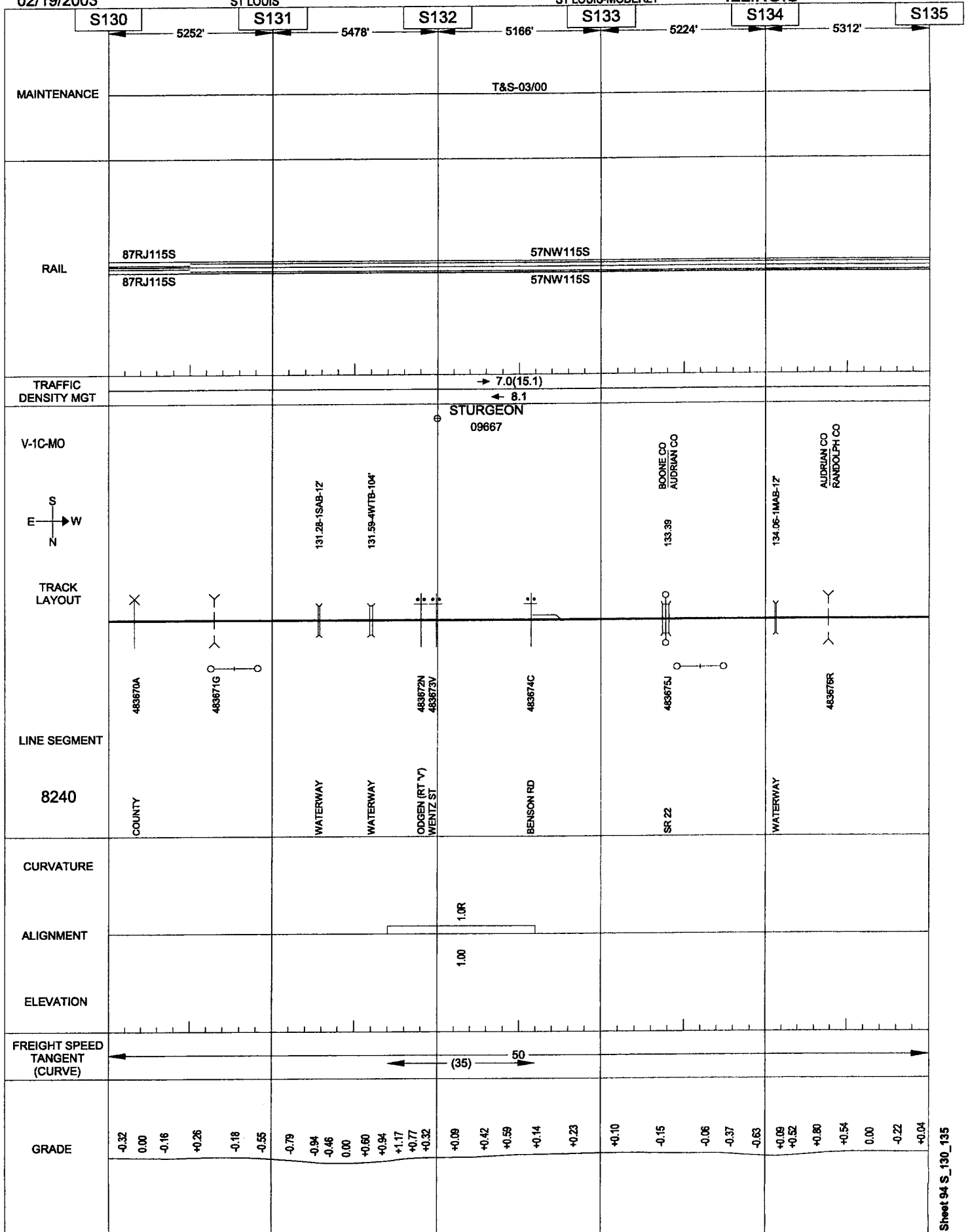


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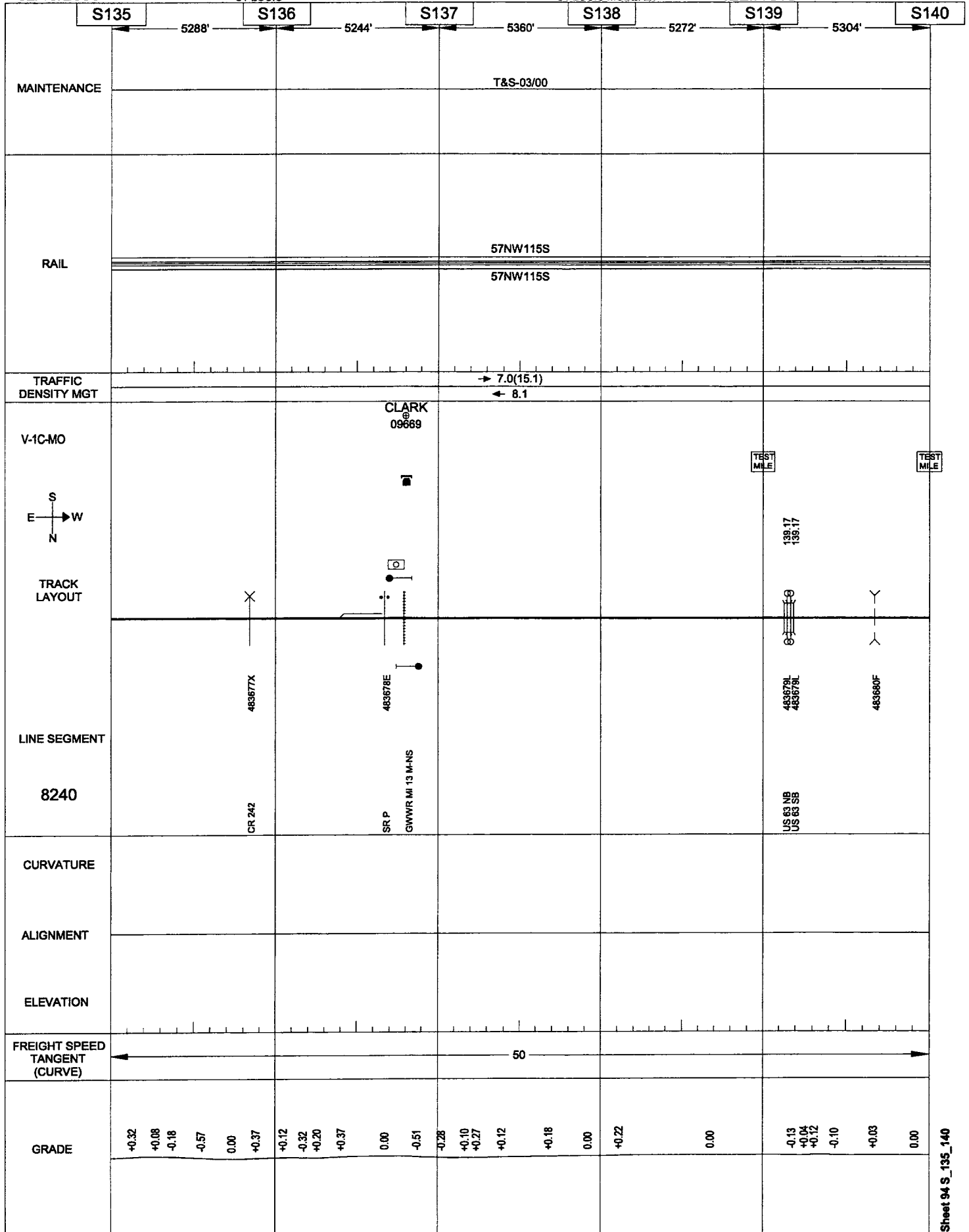


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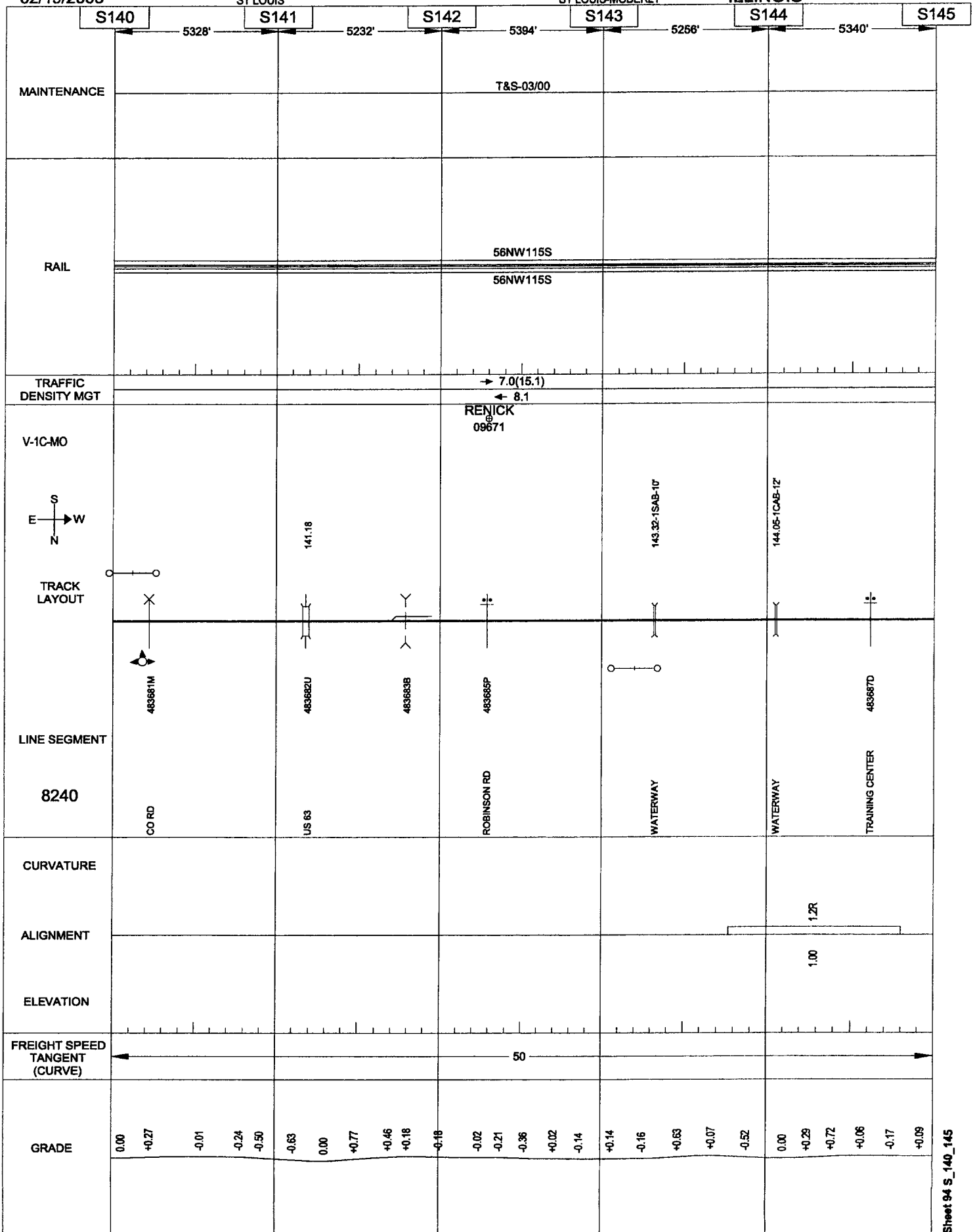


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ILLINOIS

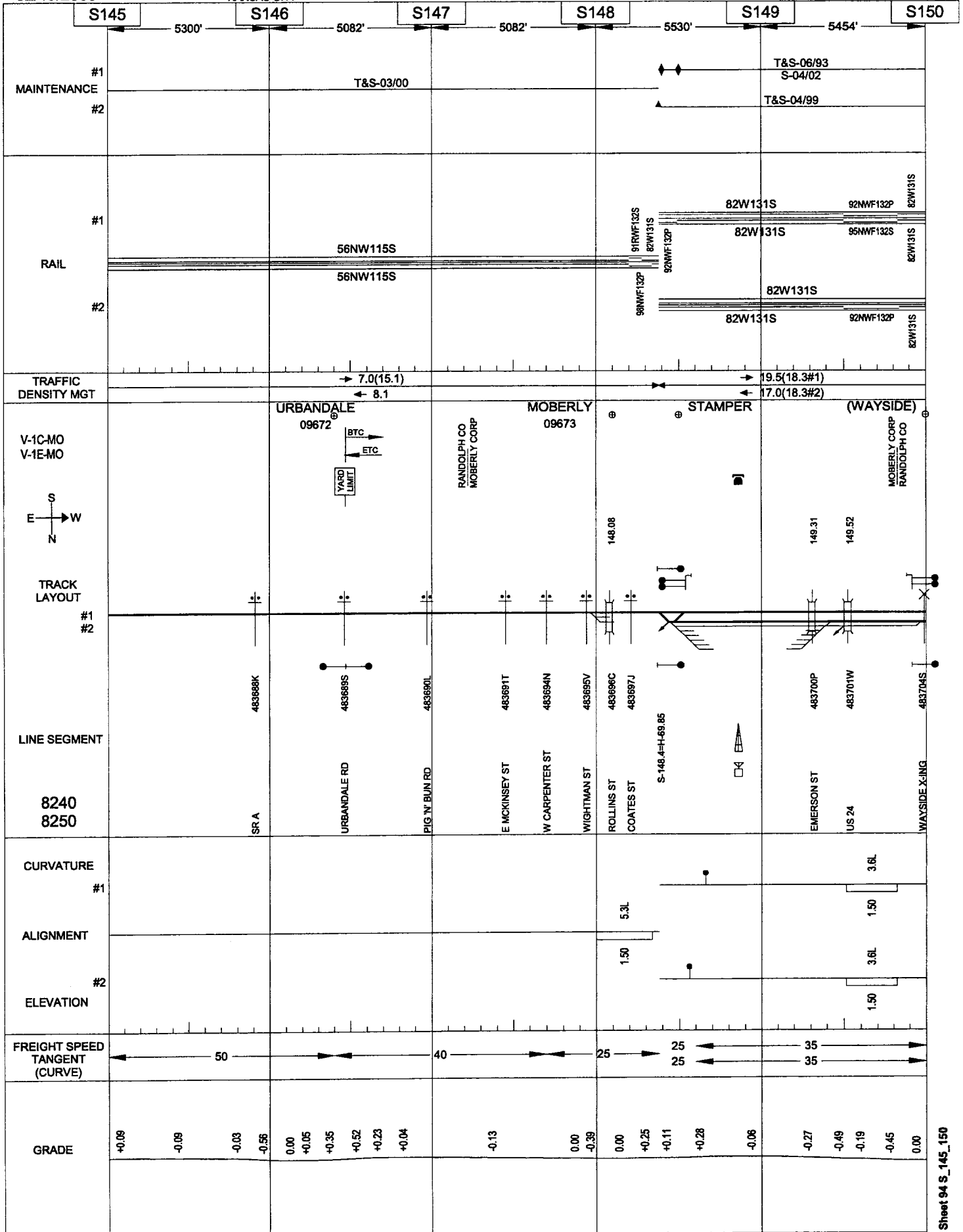


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

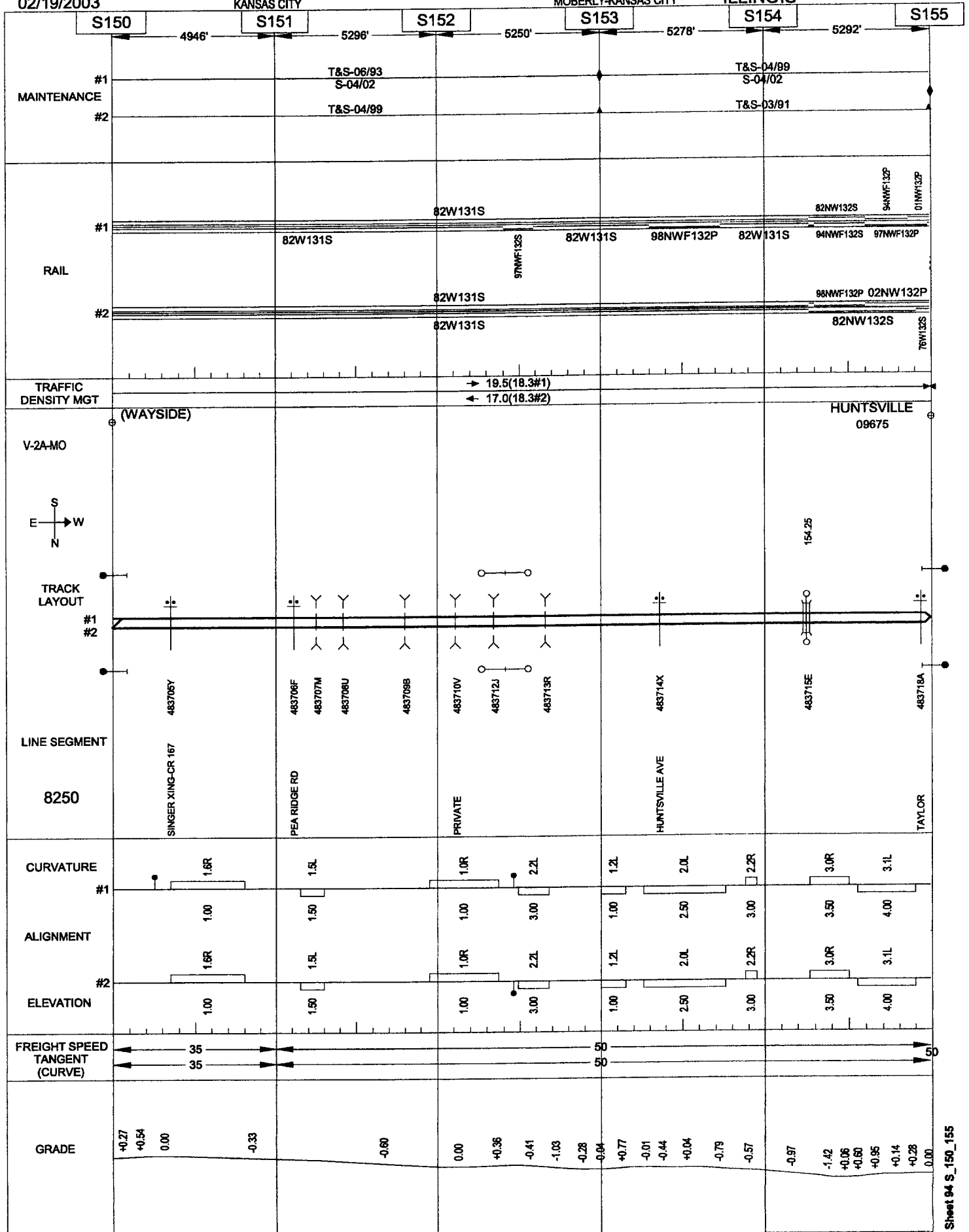


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



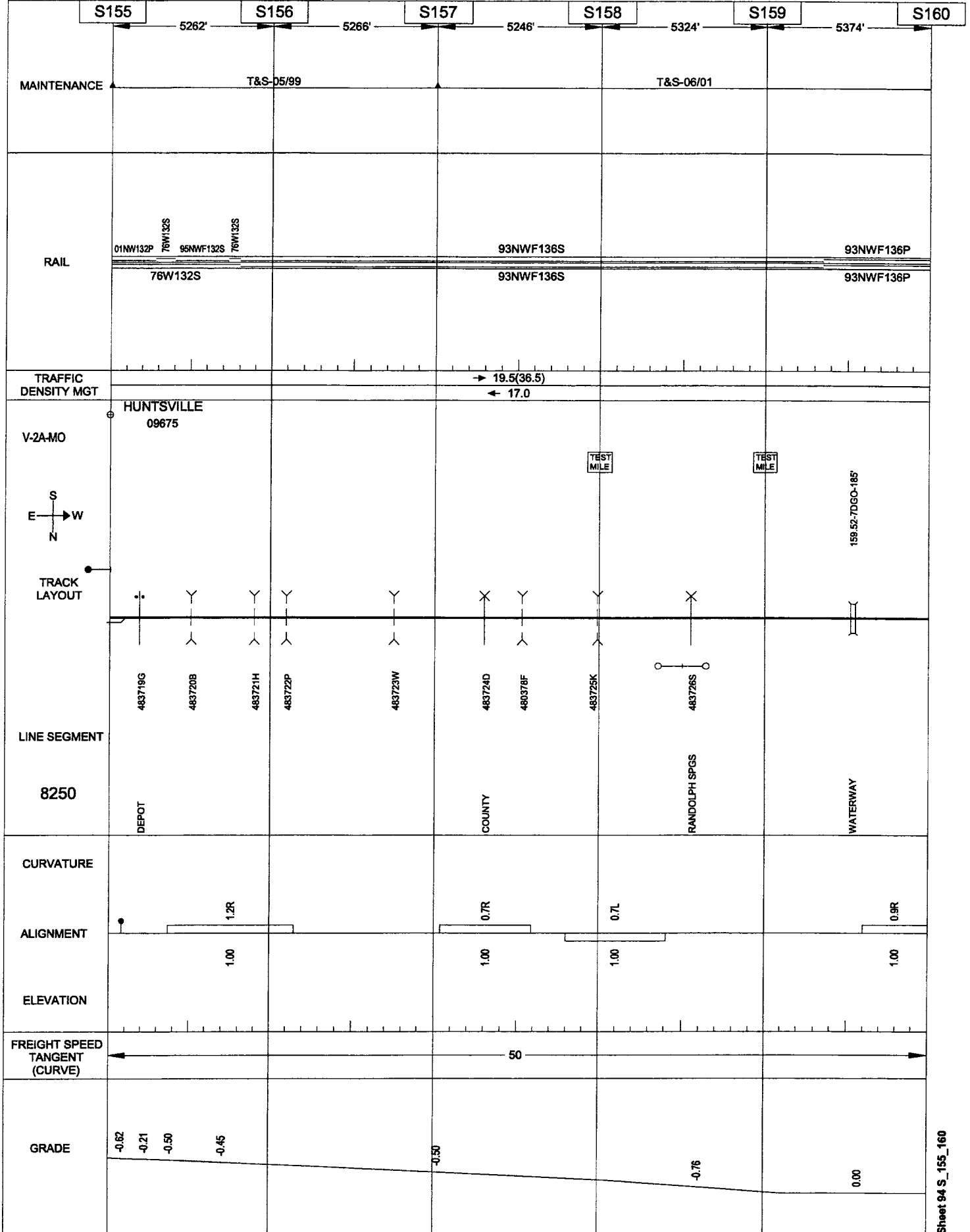


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

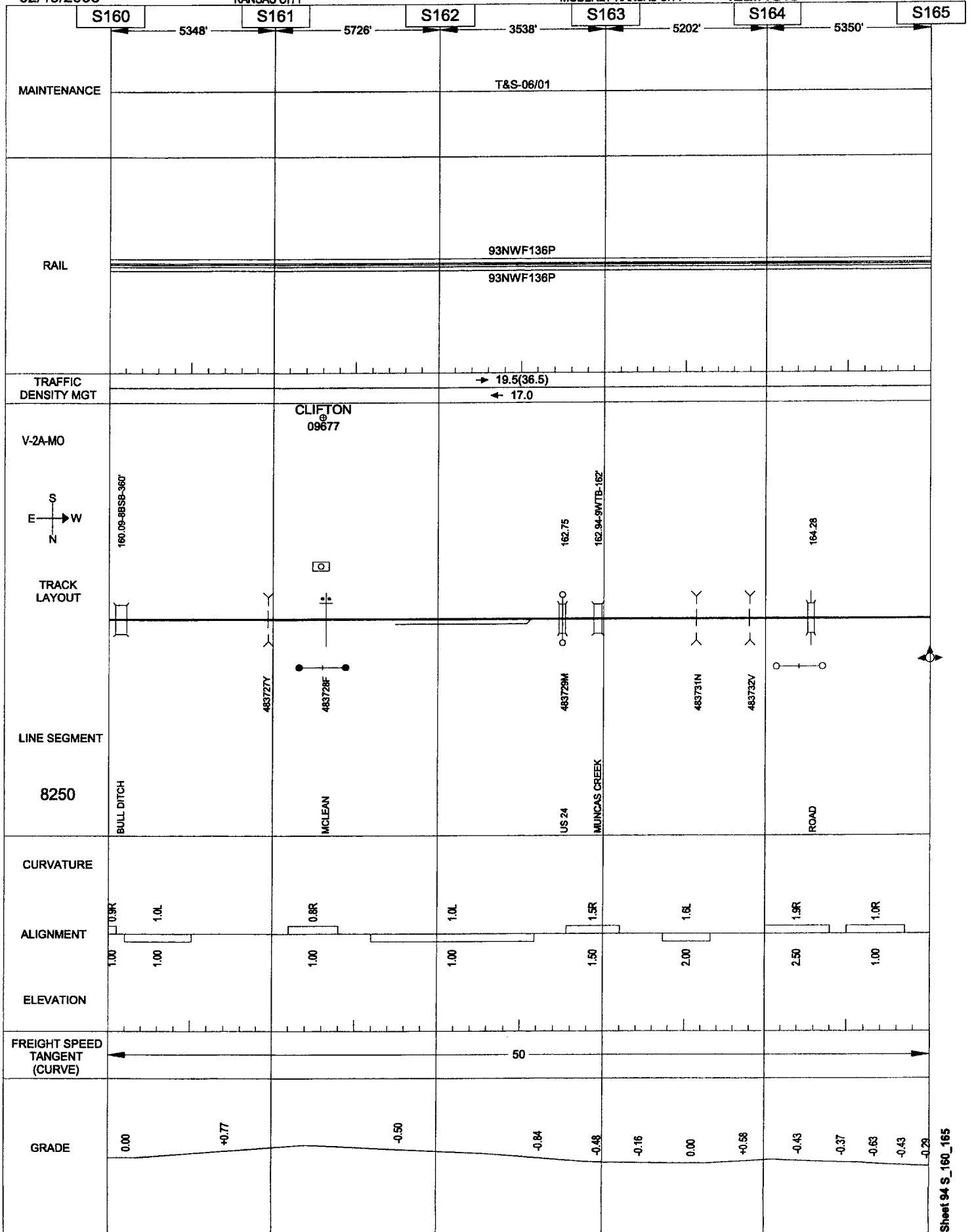


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

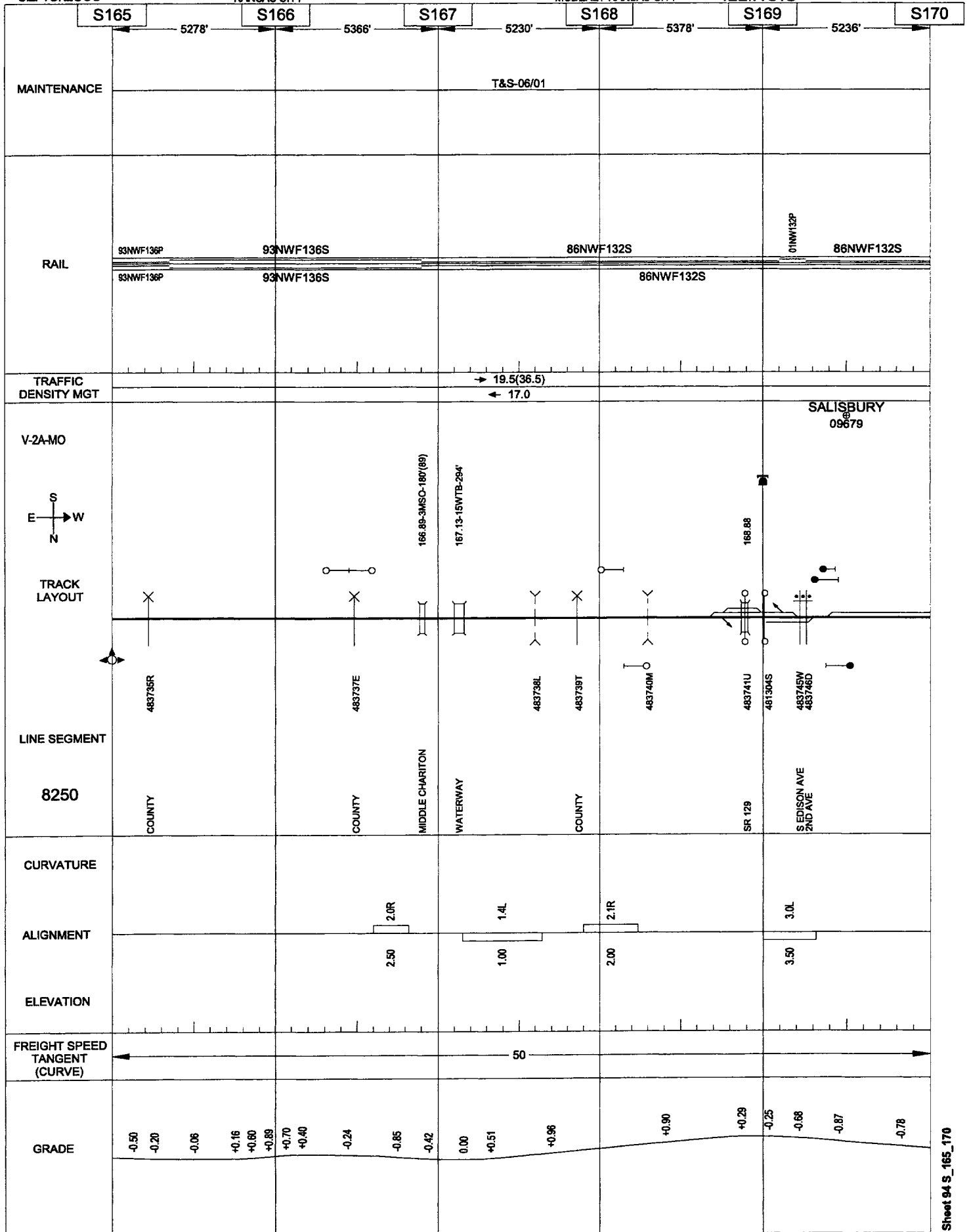


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

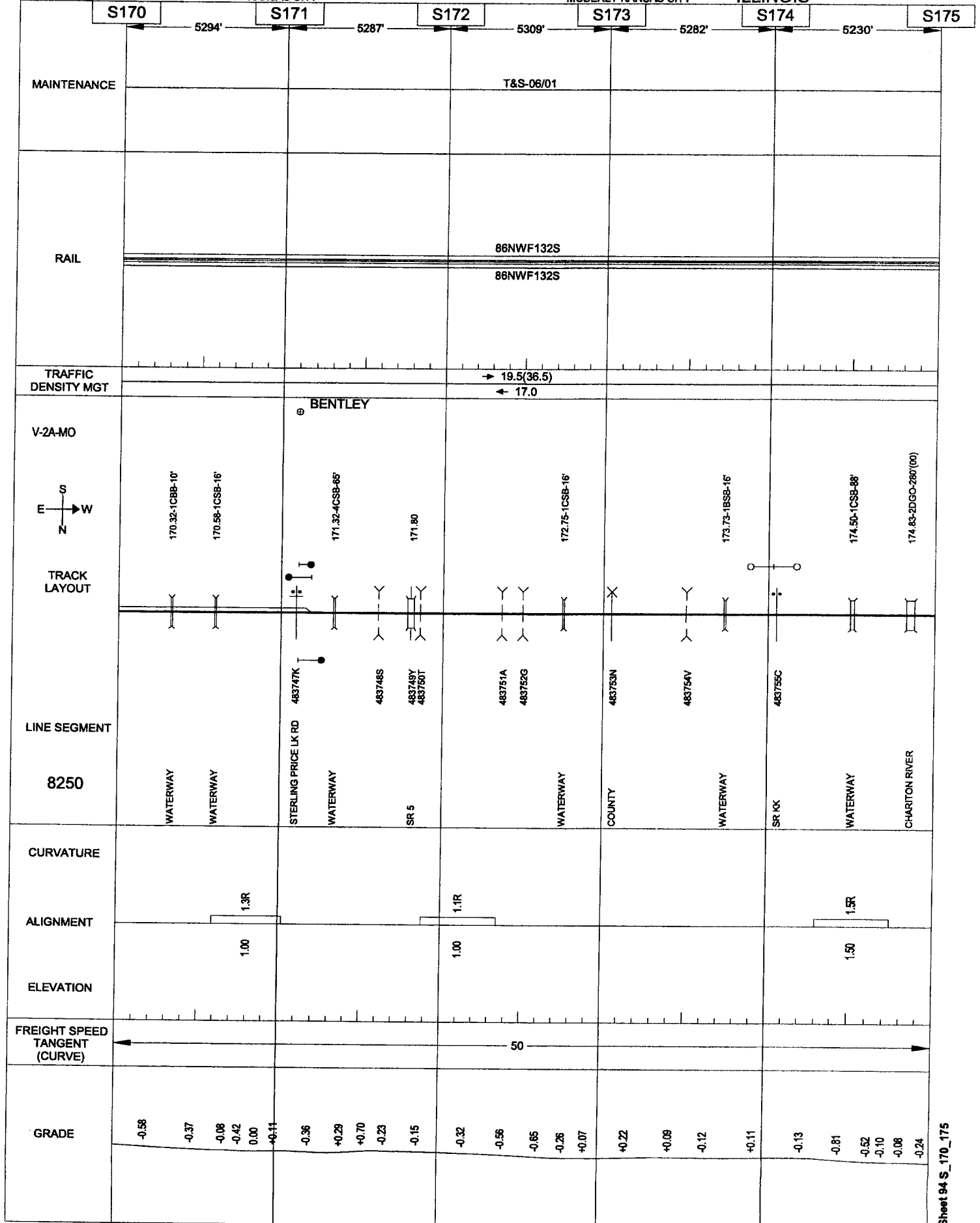


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

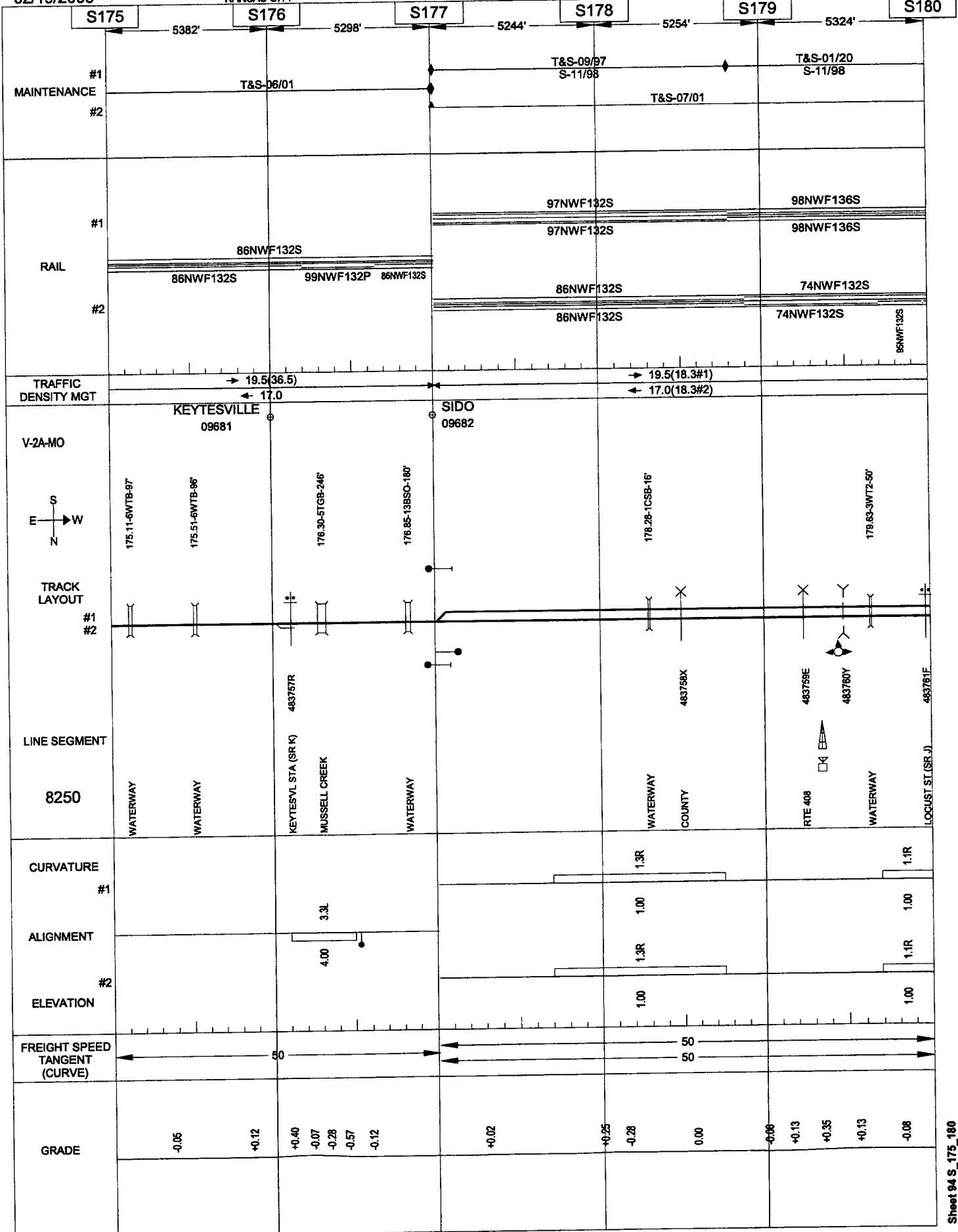


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

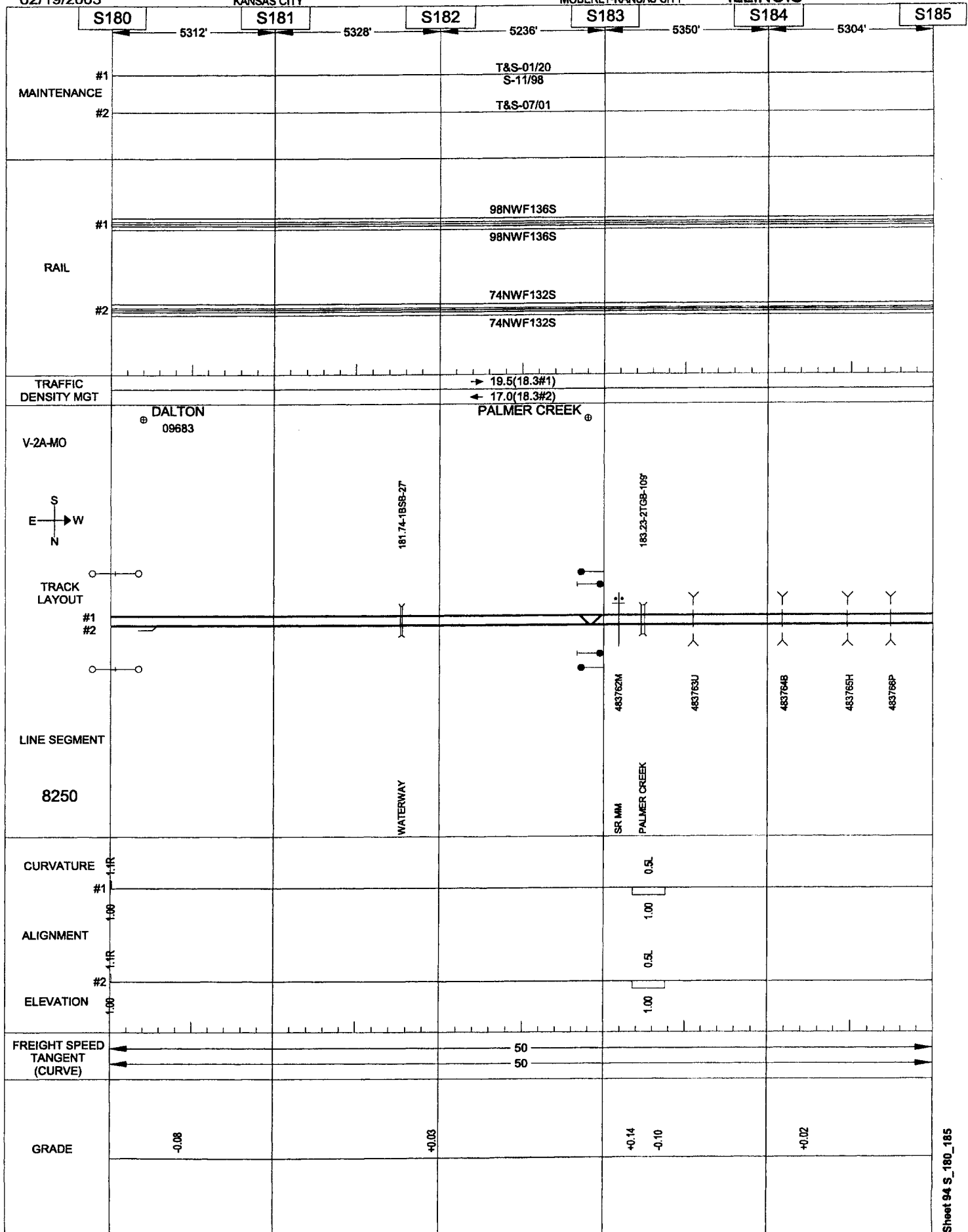


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

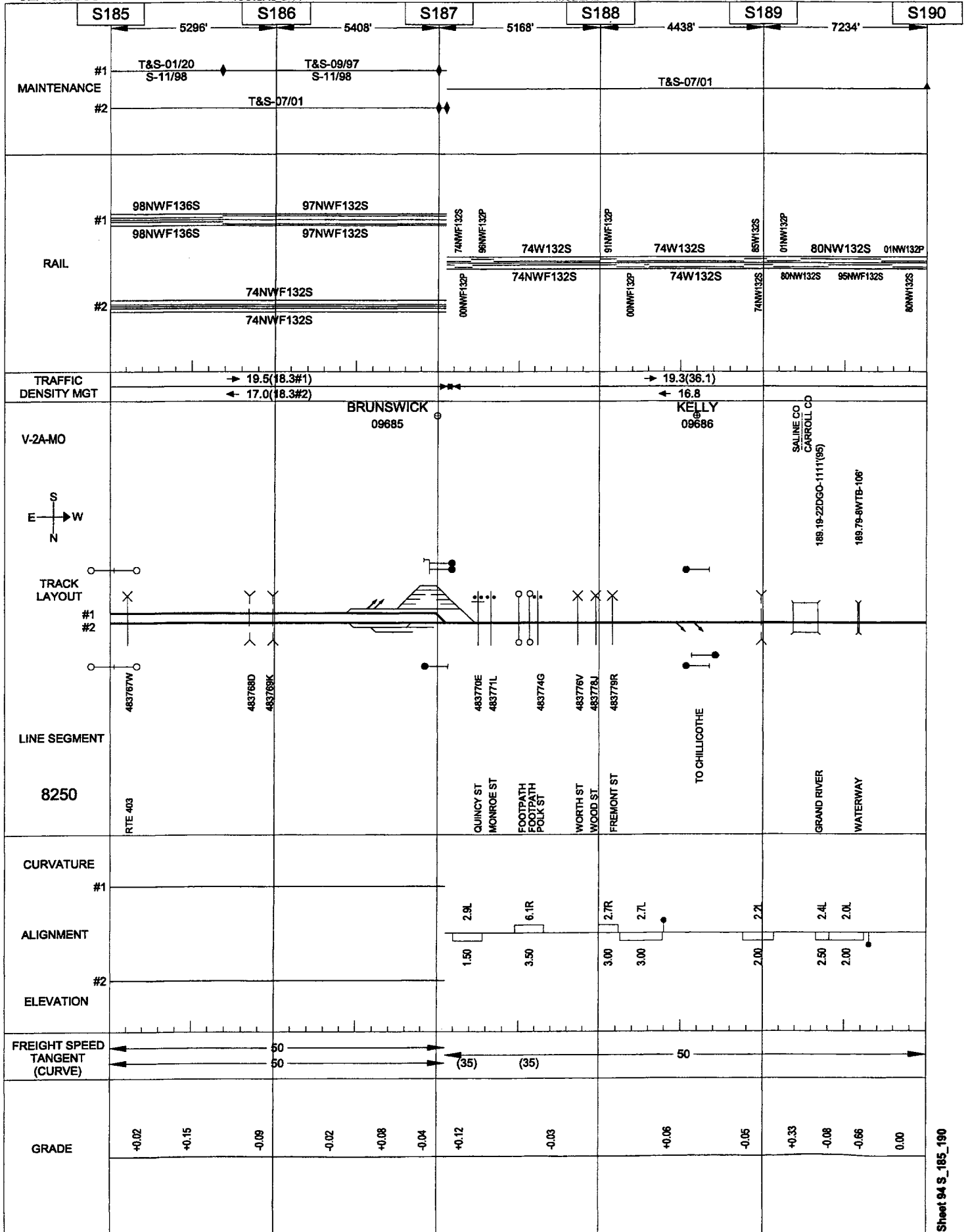


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

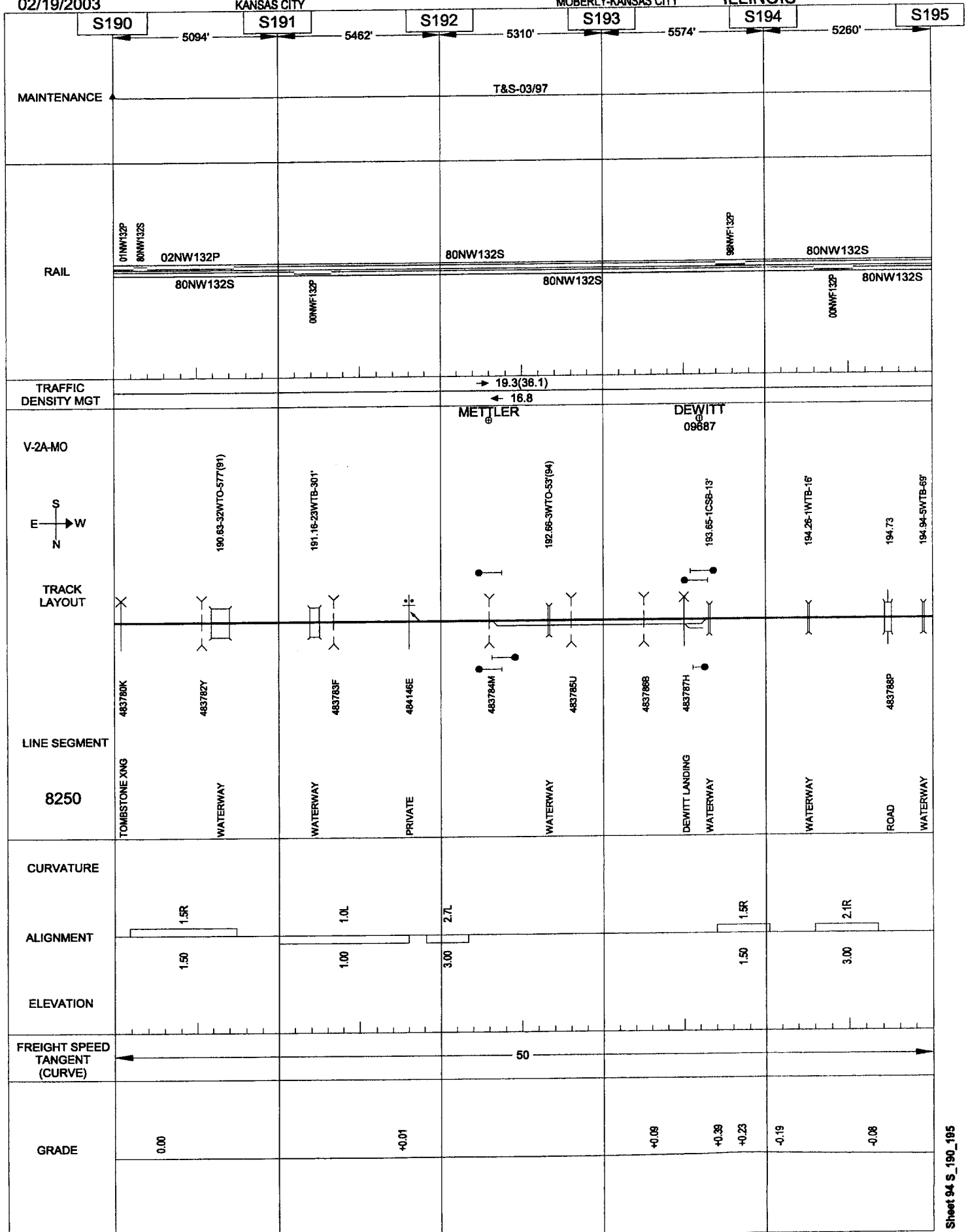


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



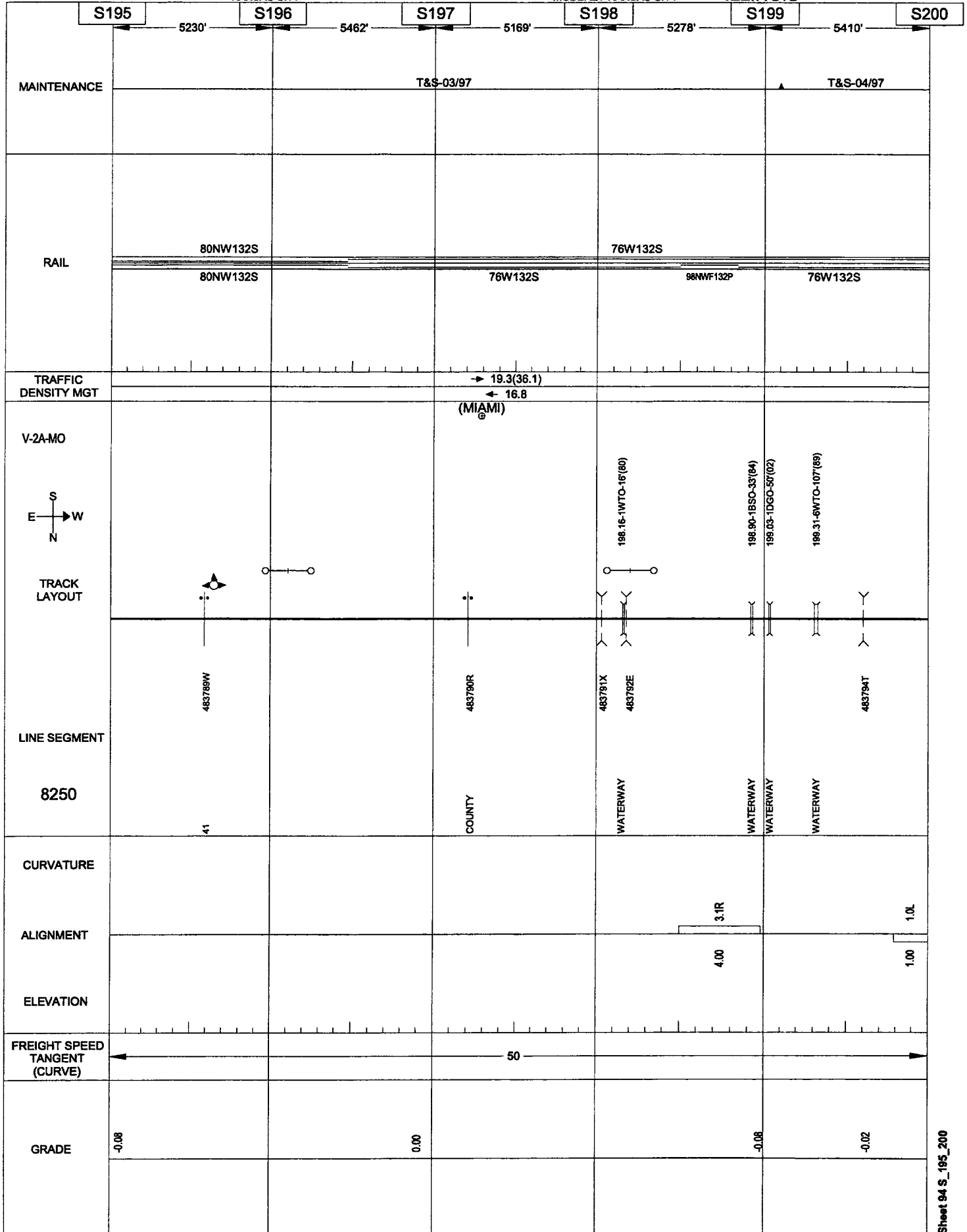


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

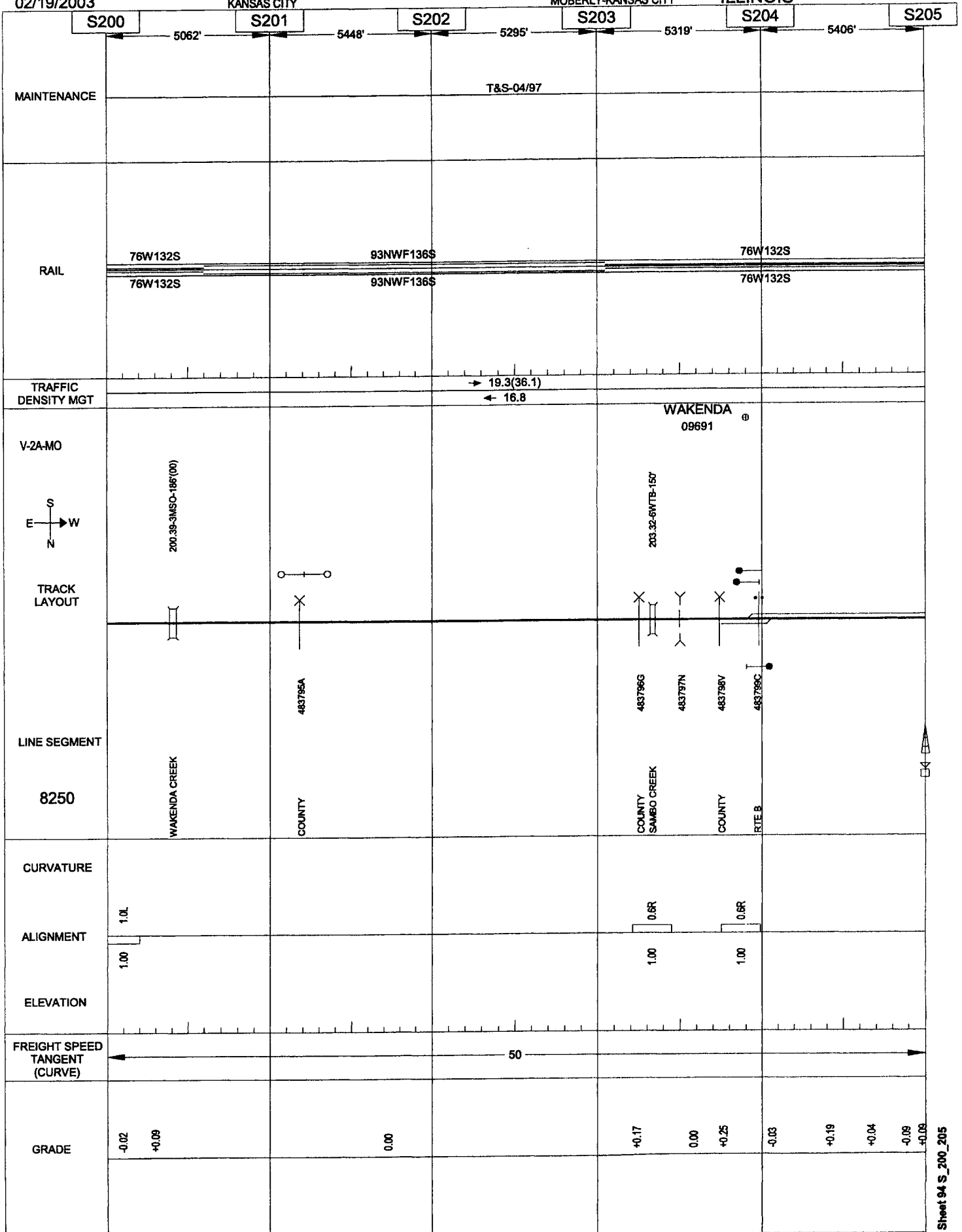


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

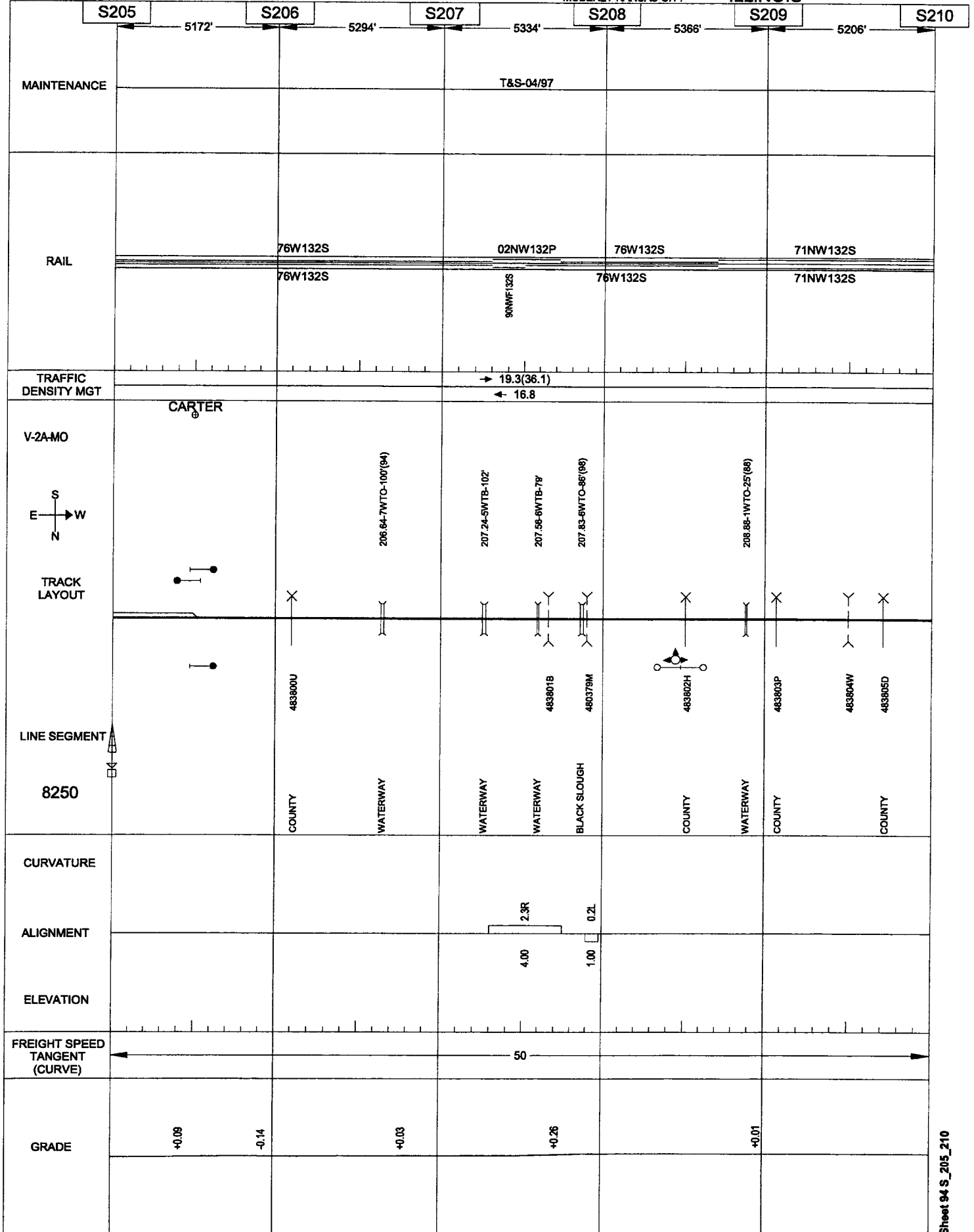


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

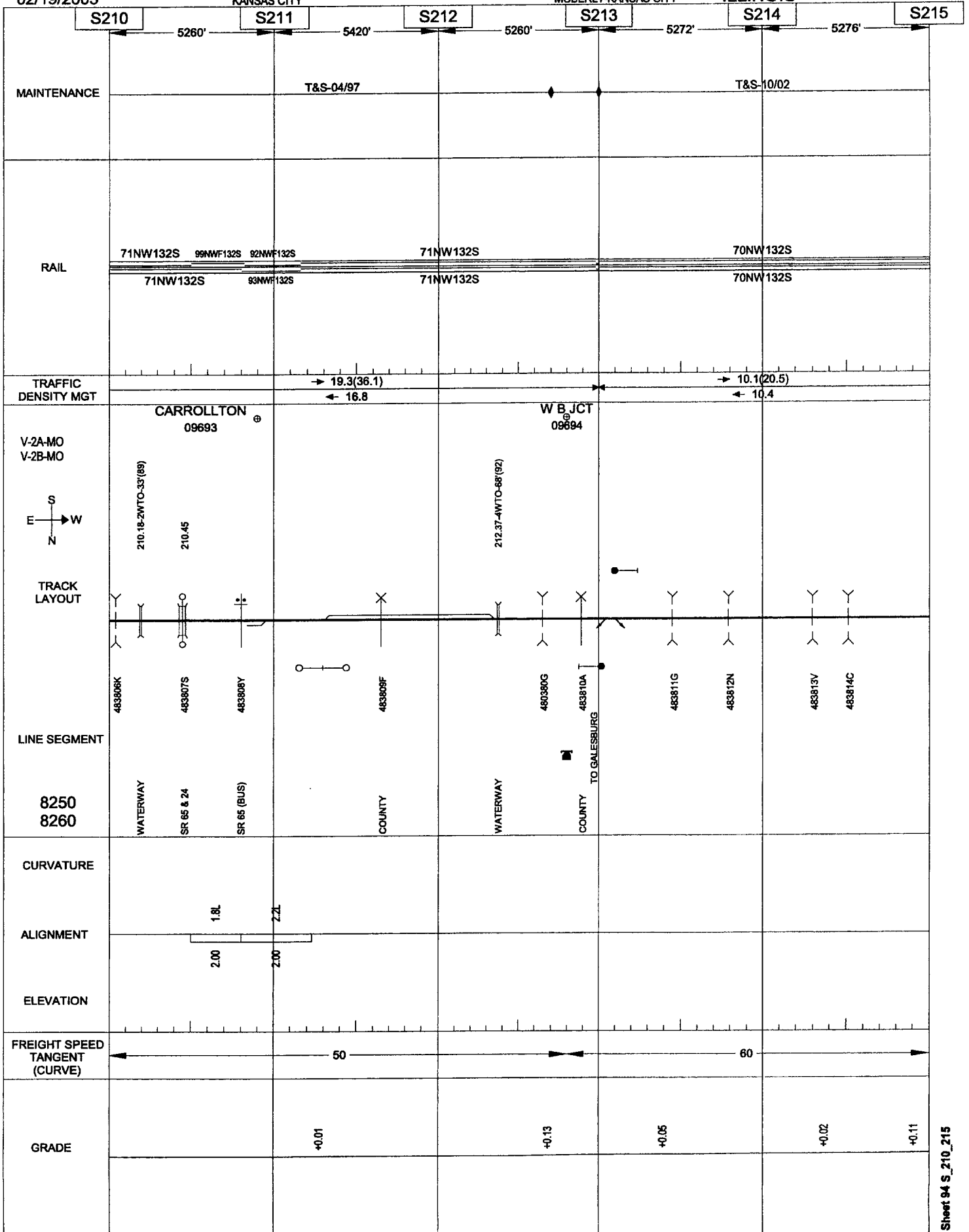


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

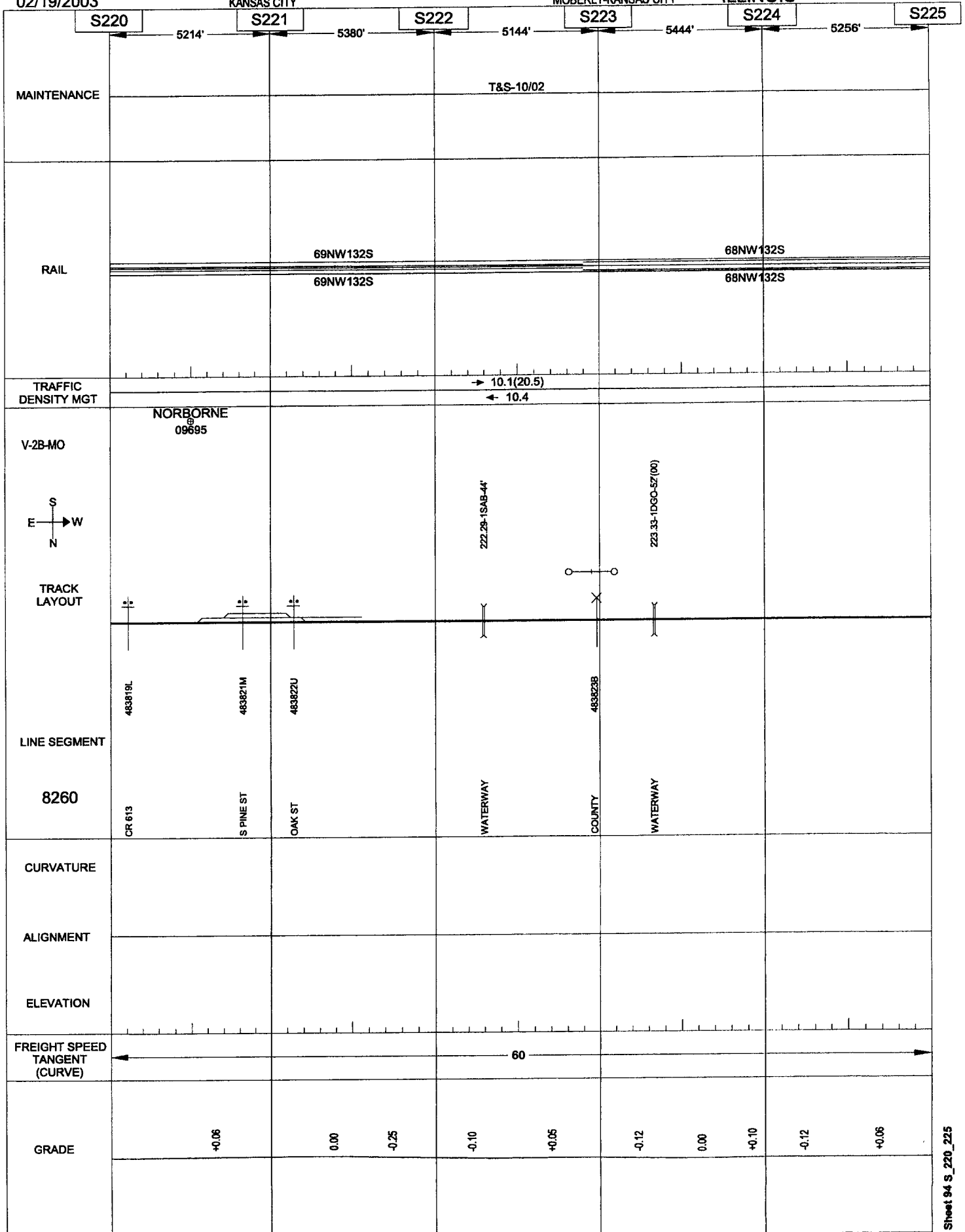
	S215	S216	S217	S218	S219	S220
	5378'	5228'	5276'	5378'	5324'	
MAINTENANCE			T&S-10/02			
RAIL		70NW132S	70NW132S		69NW132S	69NW132S
TRAFFIC DENSITY MGT			→ 10.1(20.5) ← 10.4			
V-2B-MO						
<div> <div>S</div> <div>E → W</div> <div>N</div> </div>						
TRACK LAYOUT	○ — ○	X	X	X	X	○ — ○
LINE SEGMENT		483815J	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

02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

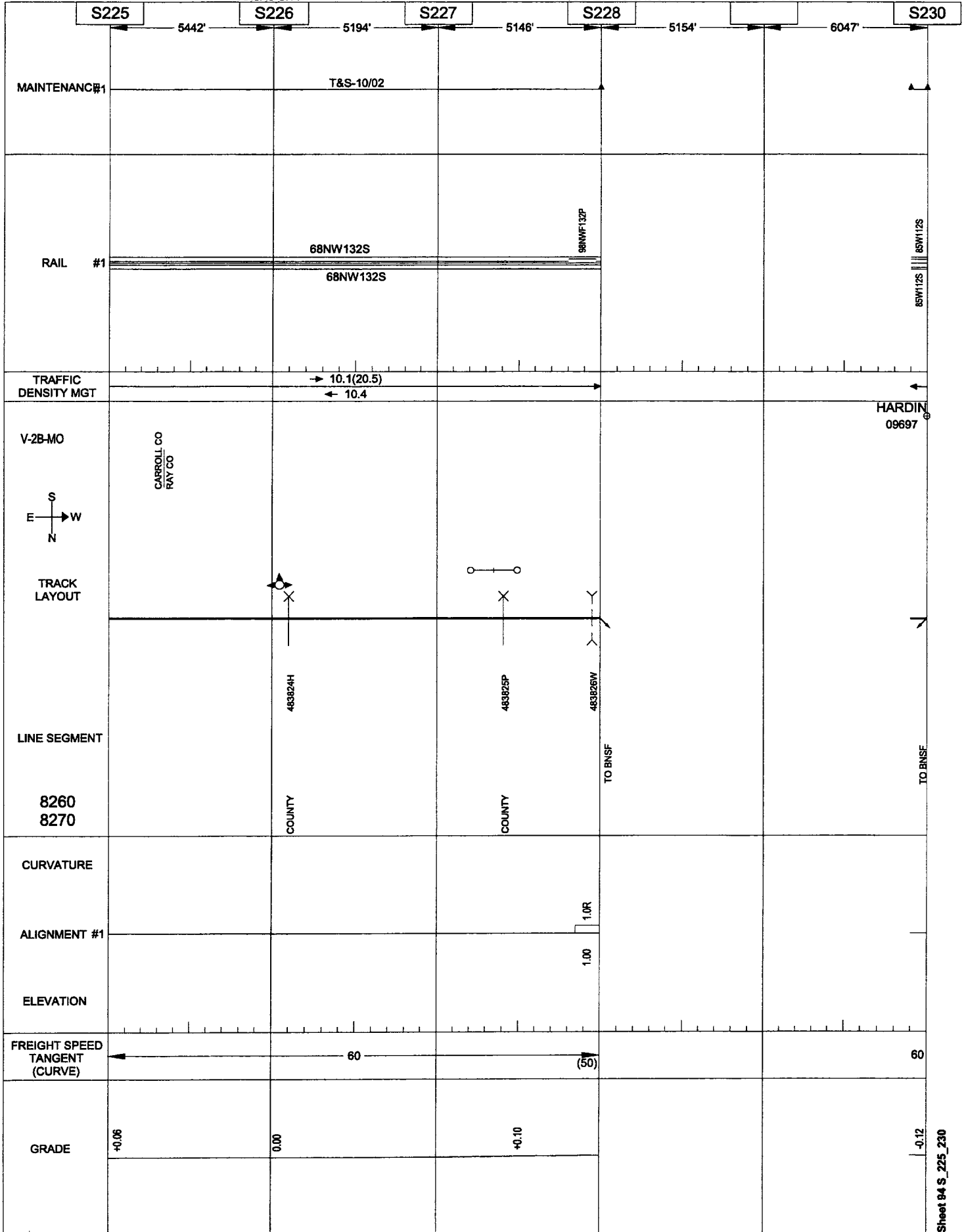


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



**Sheet 94 S\_230\_235**

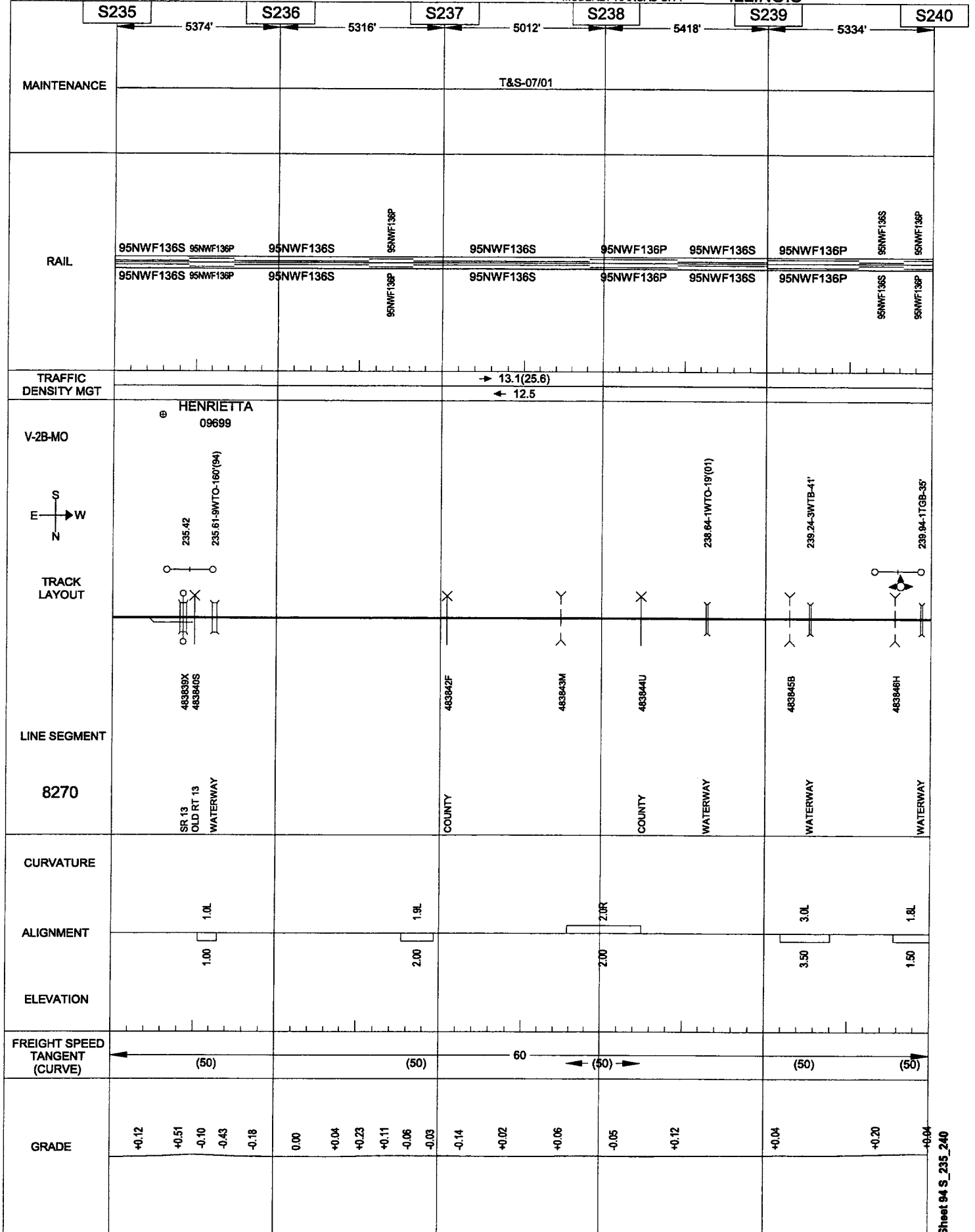


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

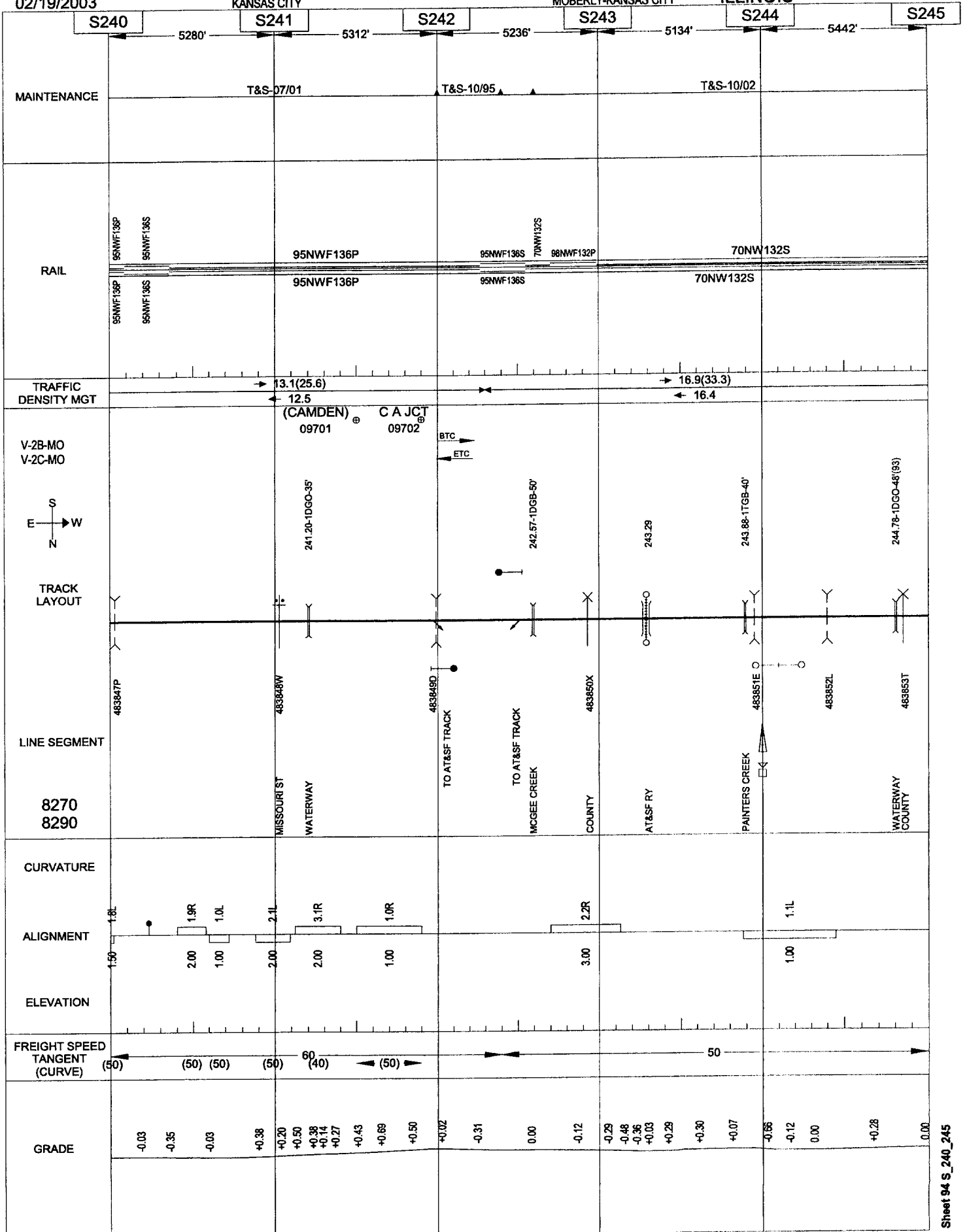


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

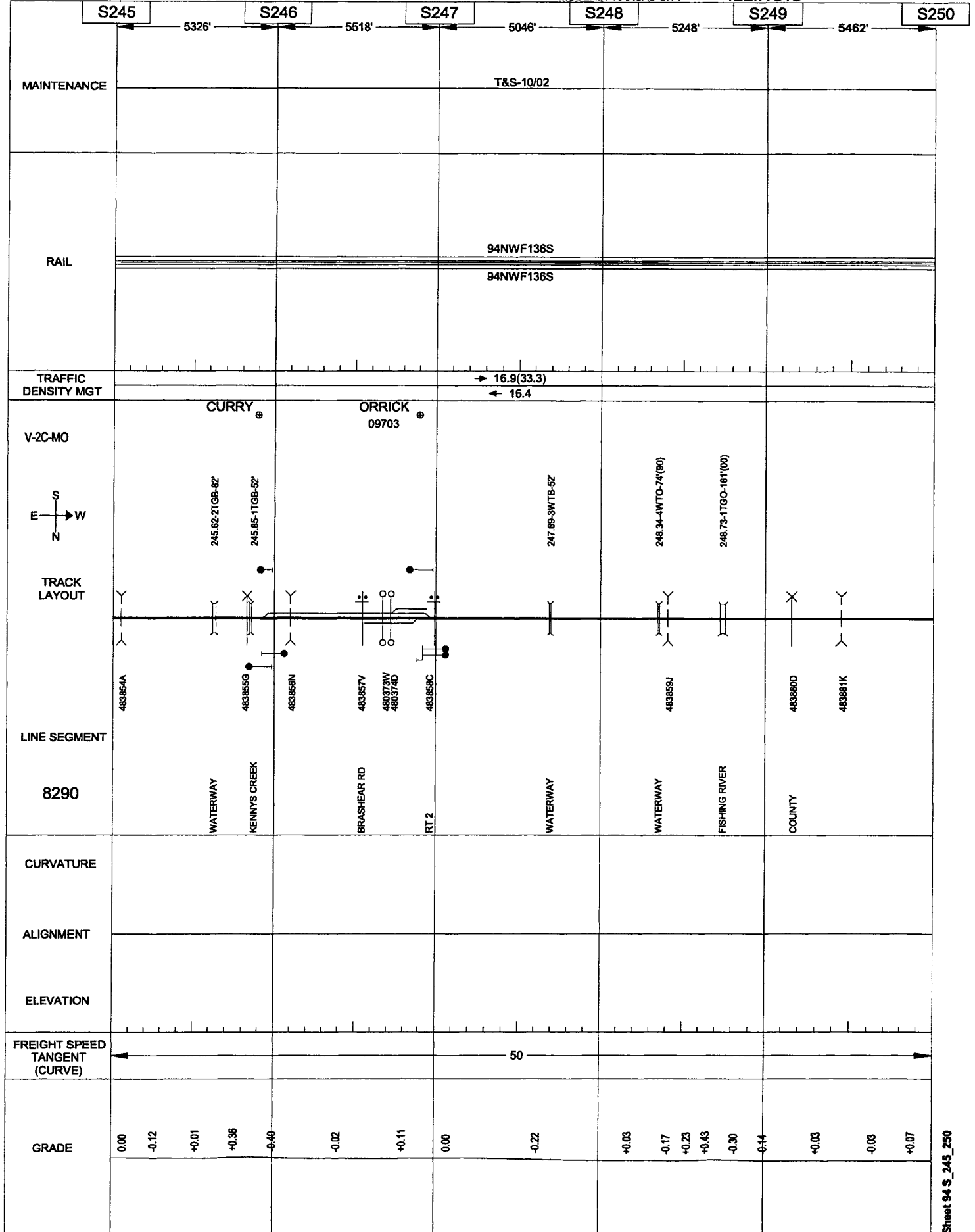


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

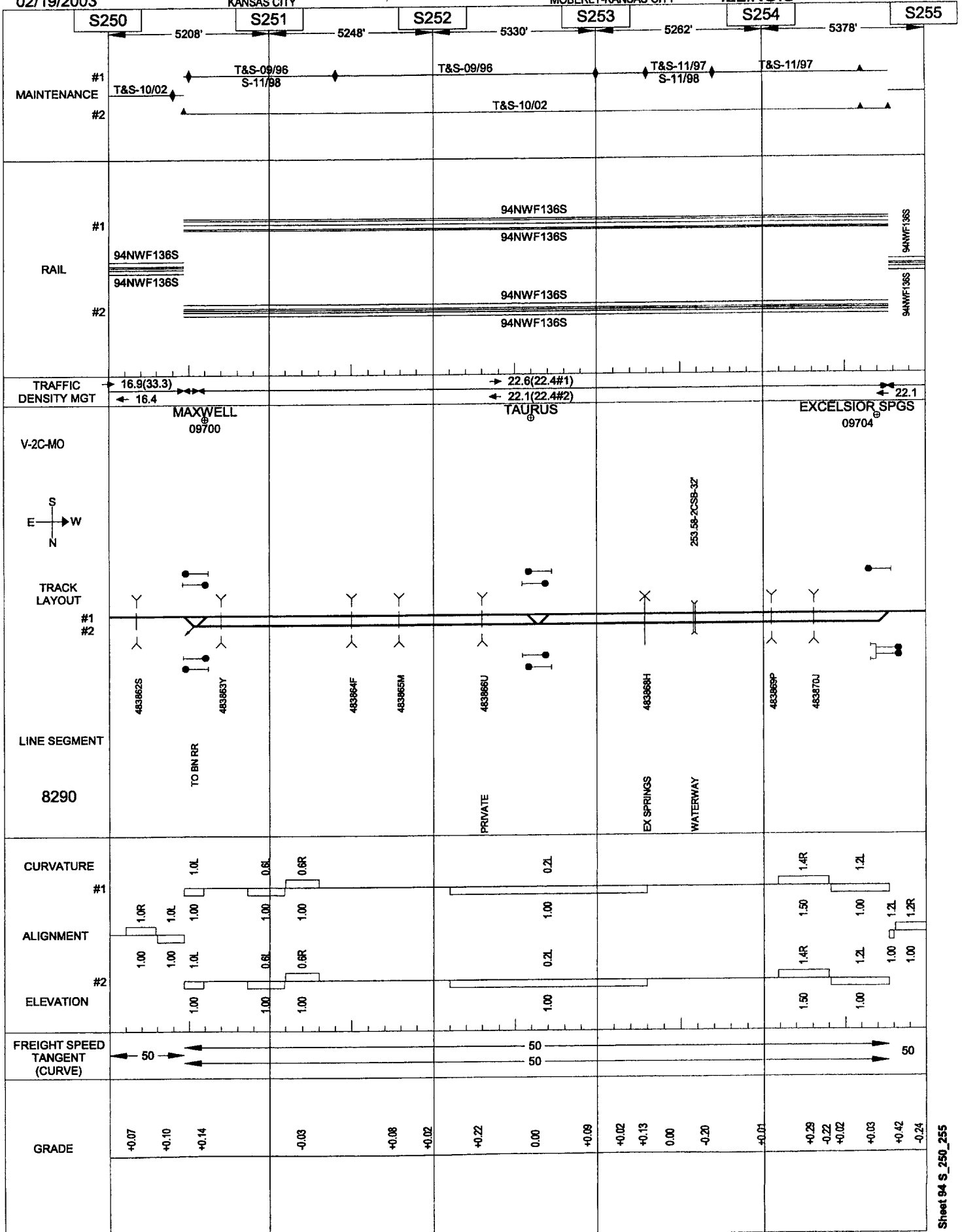


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



Sheet 94 S\_255\_260

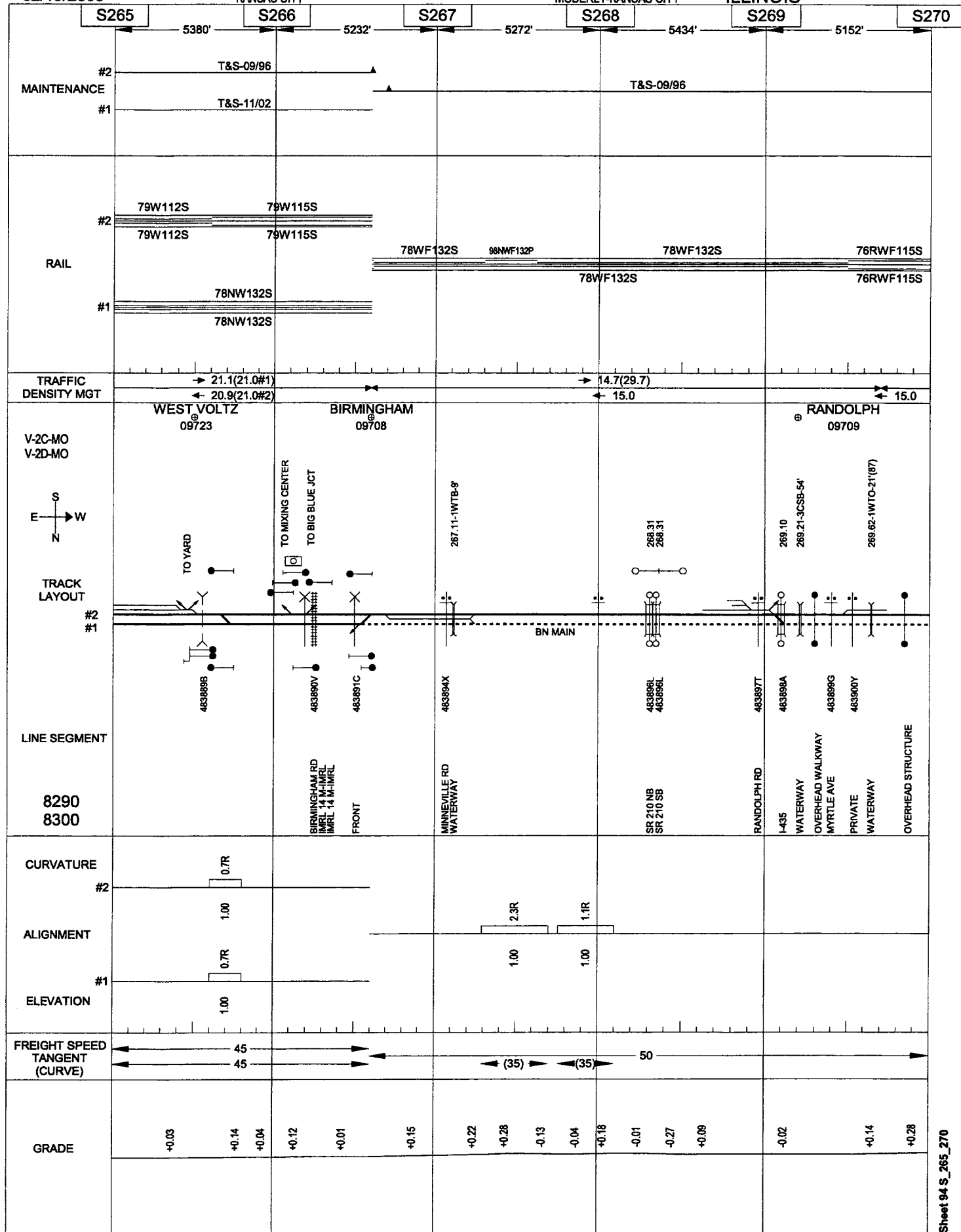
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02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

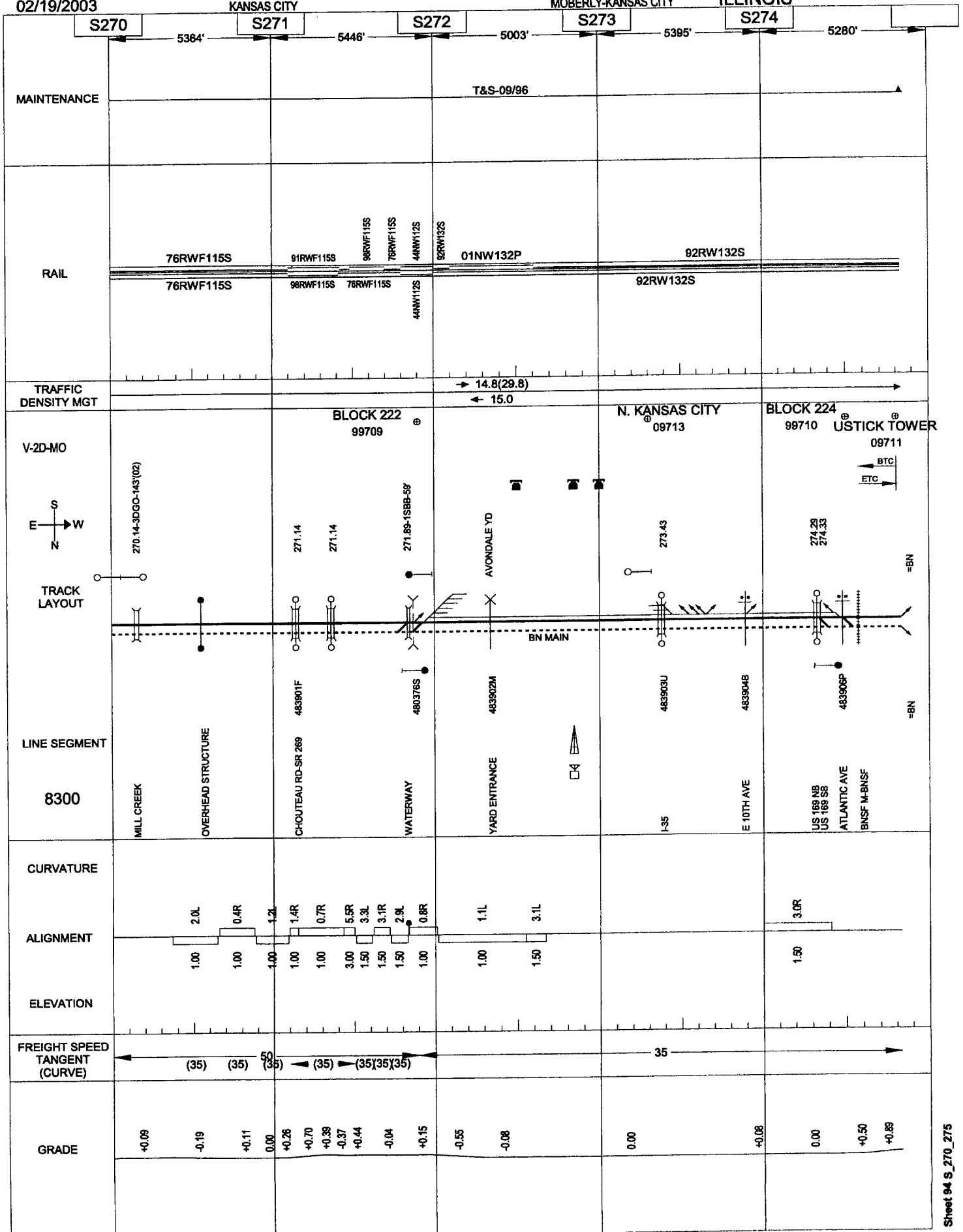


02/19/2003

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



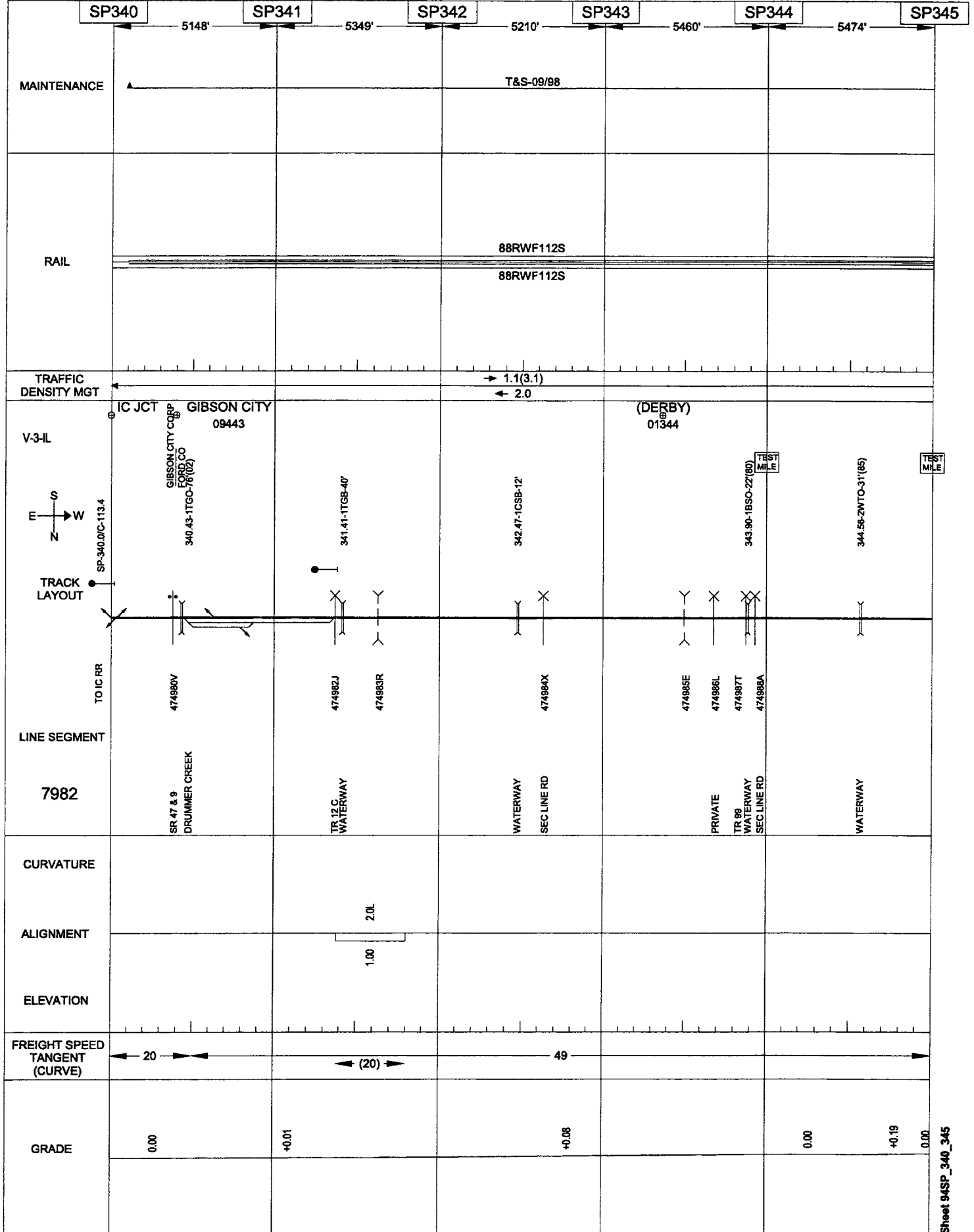


02/19/2003

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

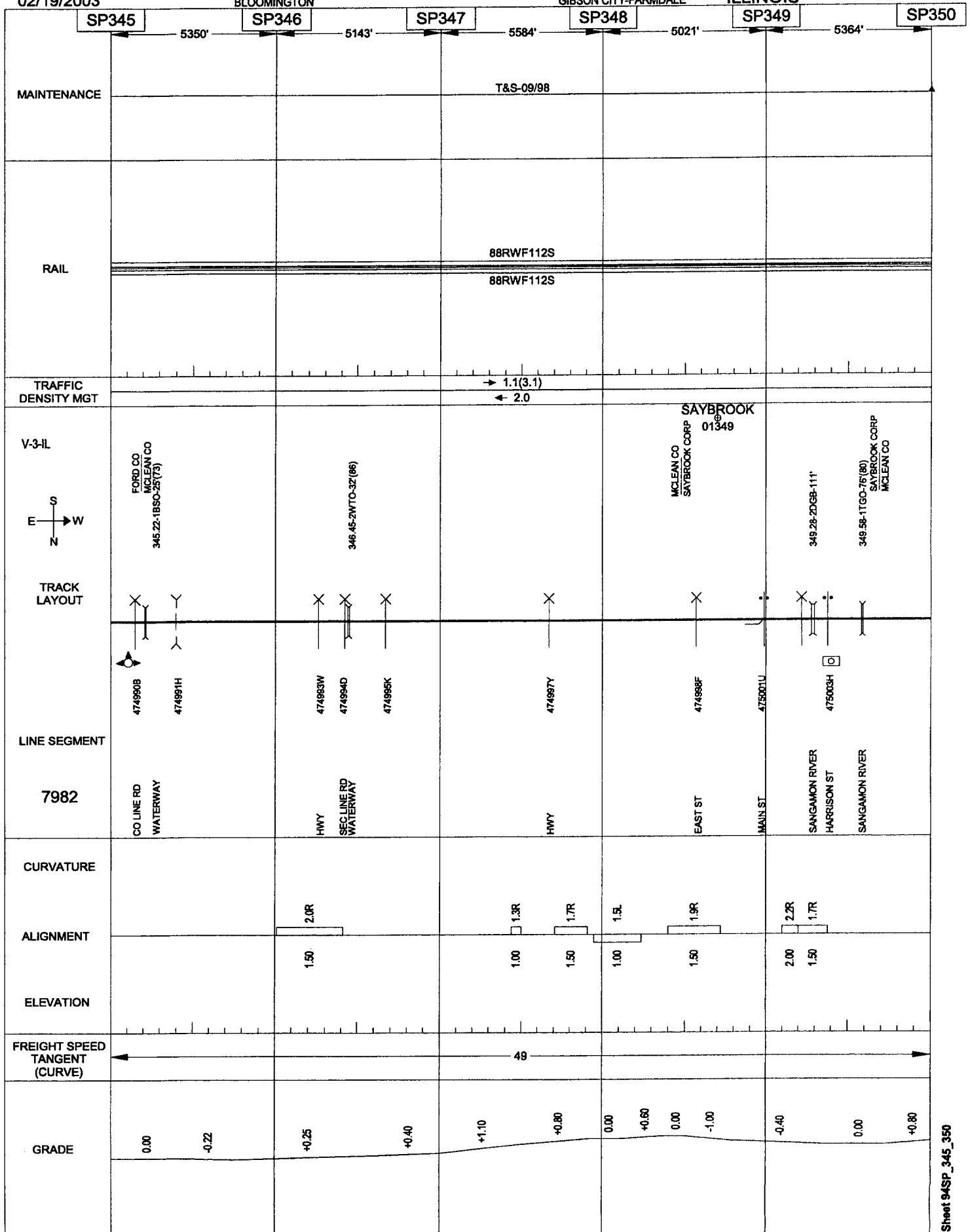


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

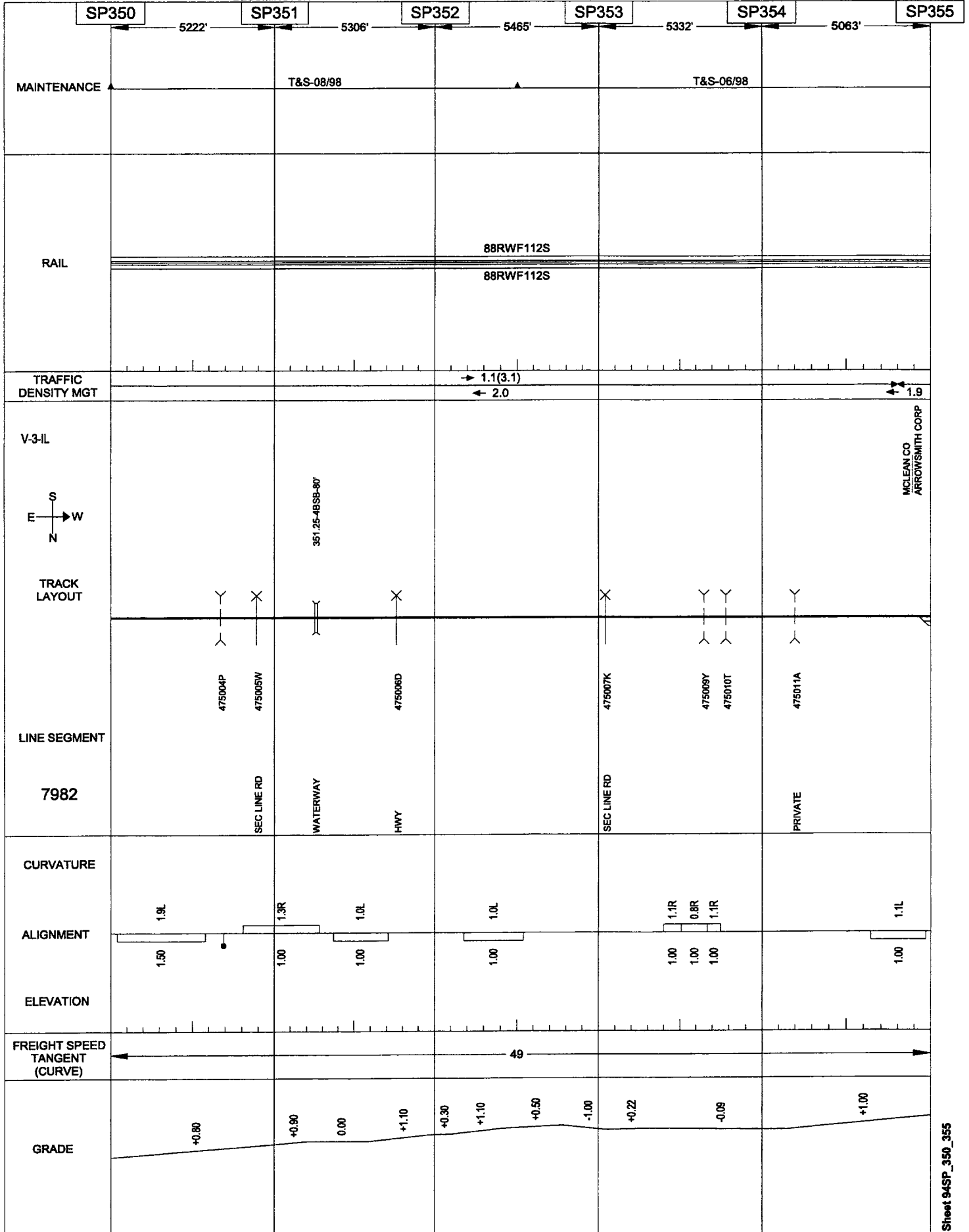


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

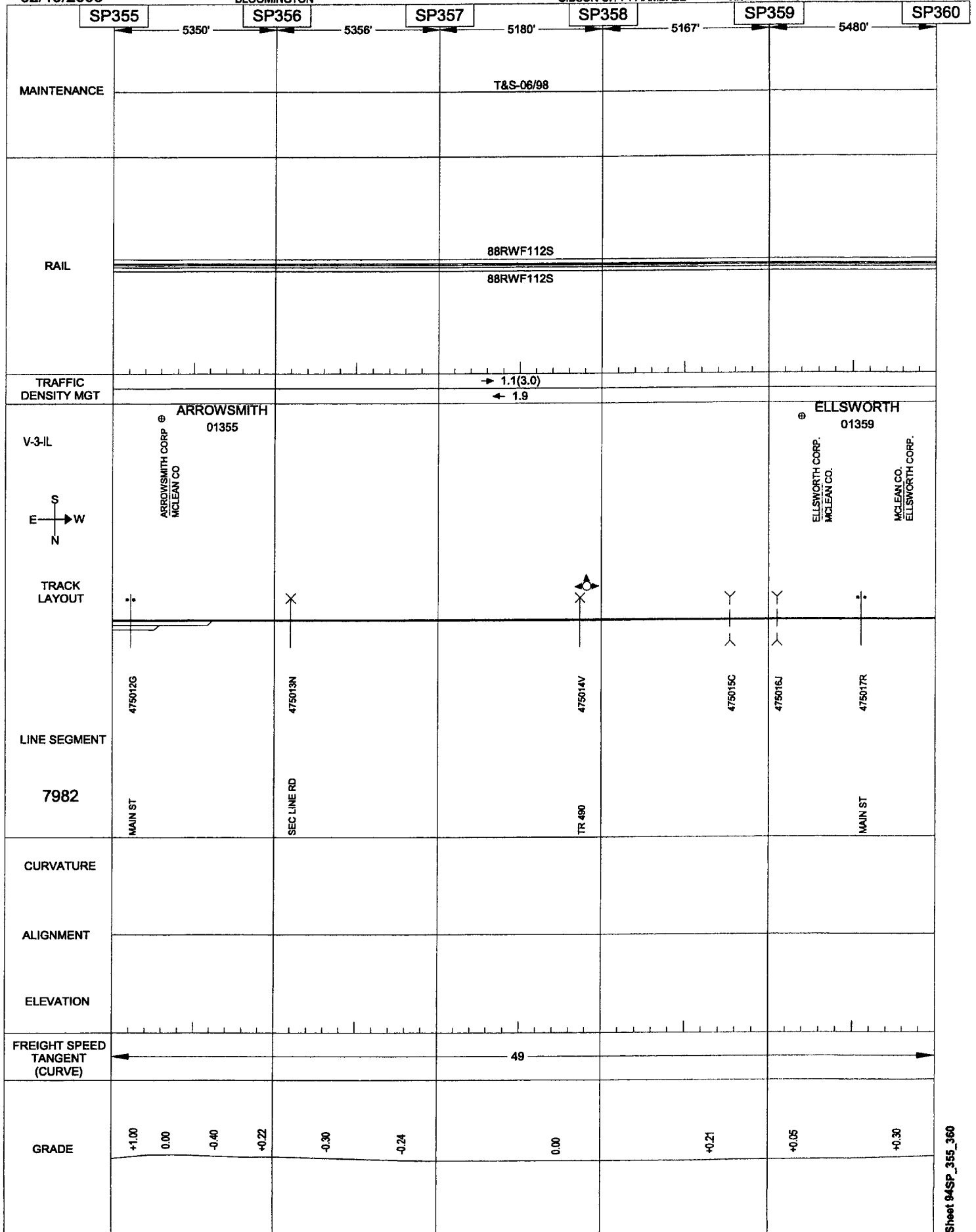


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

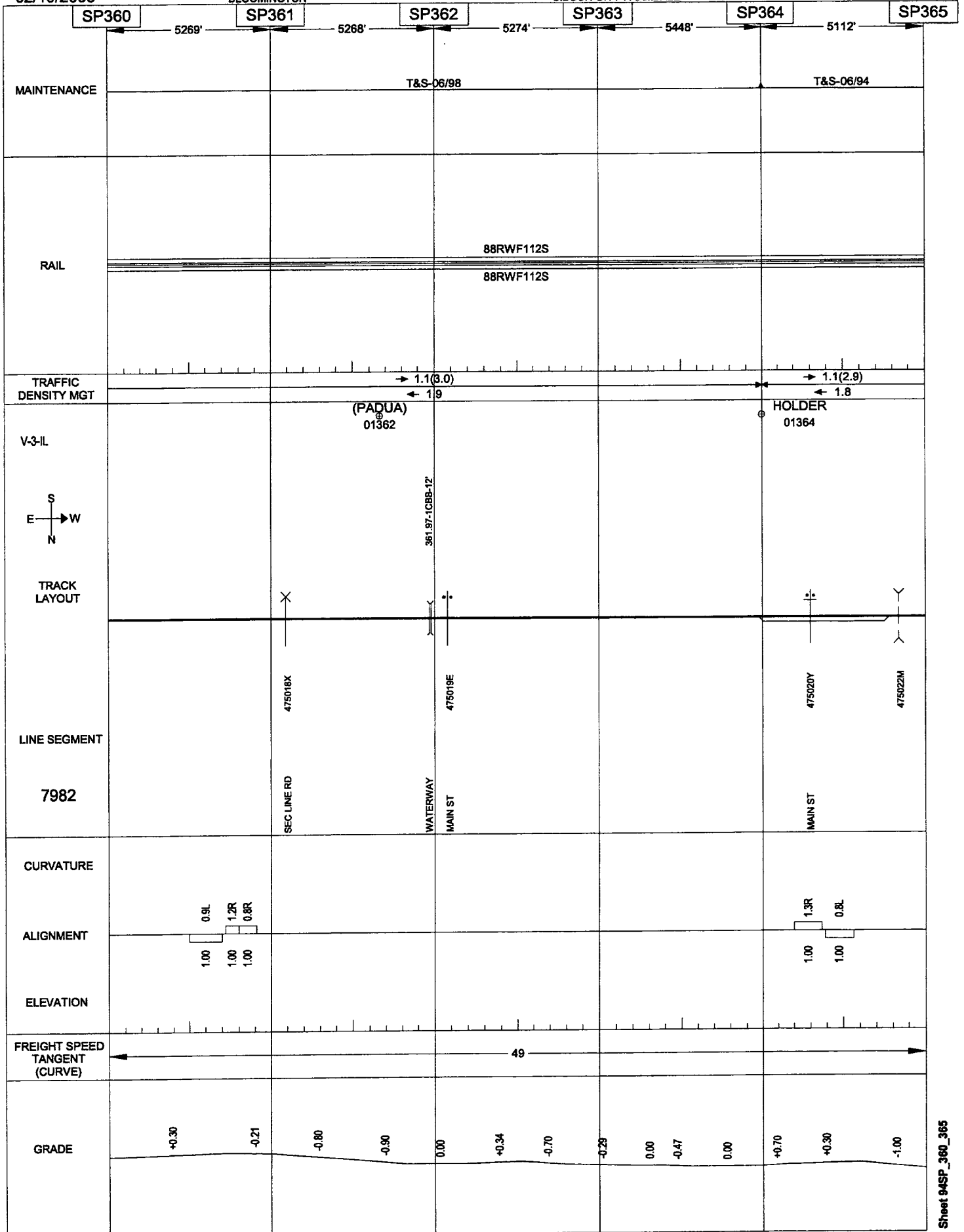


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

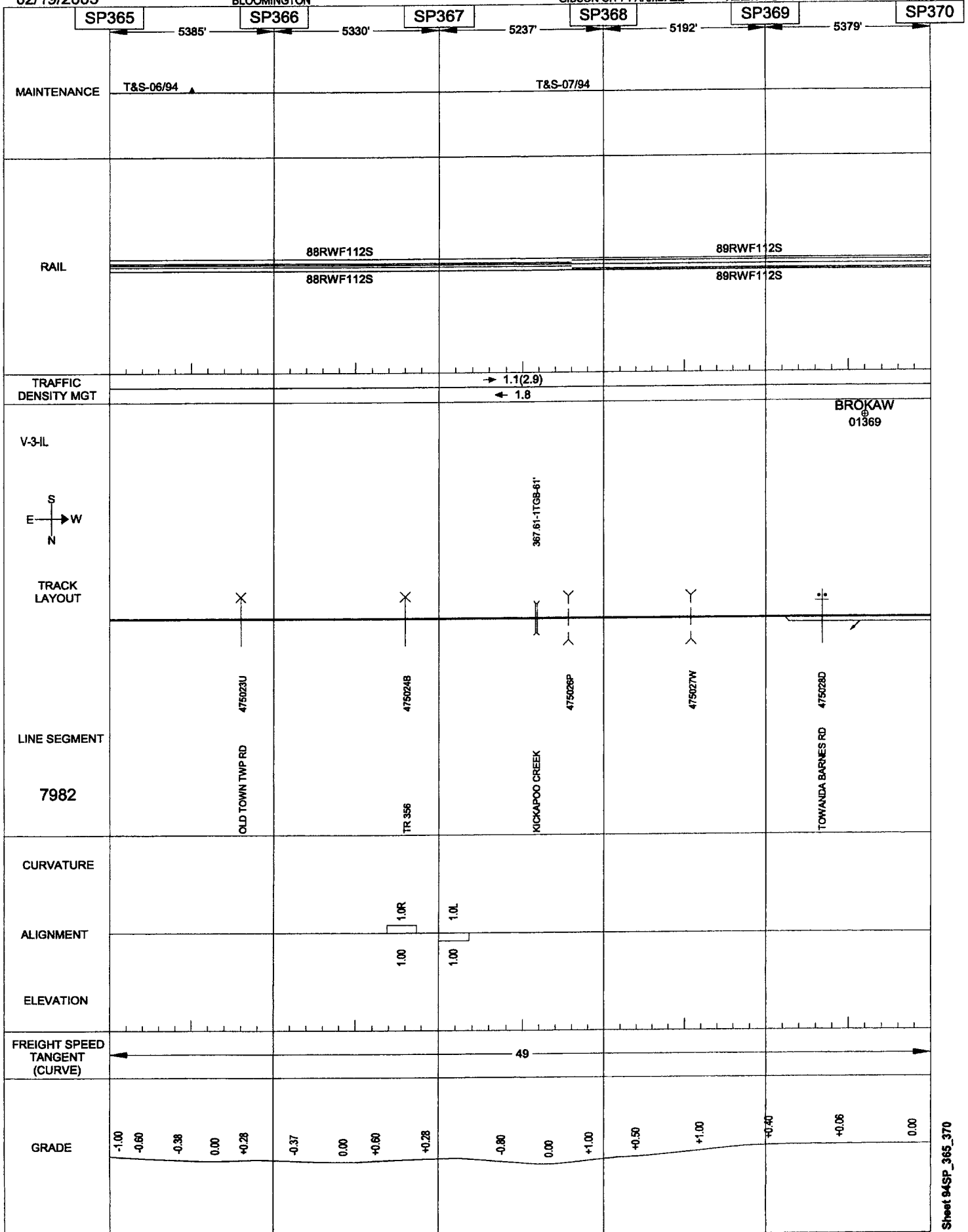


02/19/2003

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

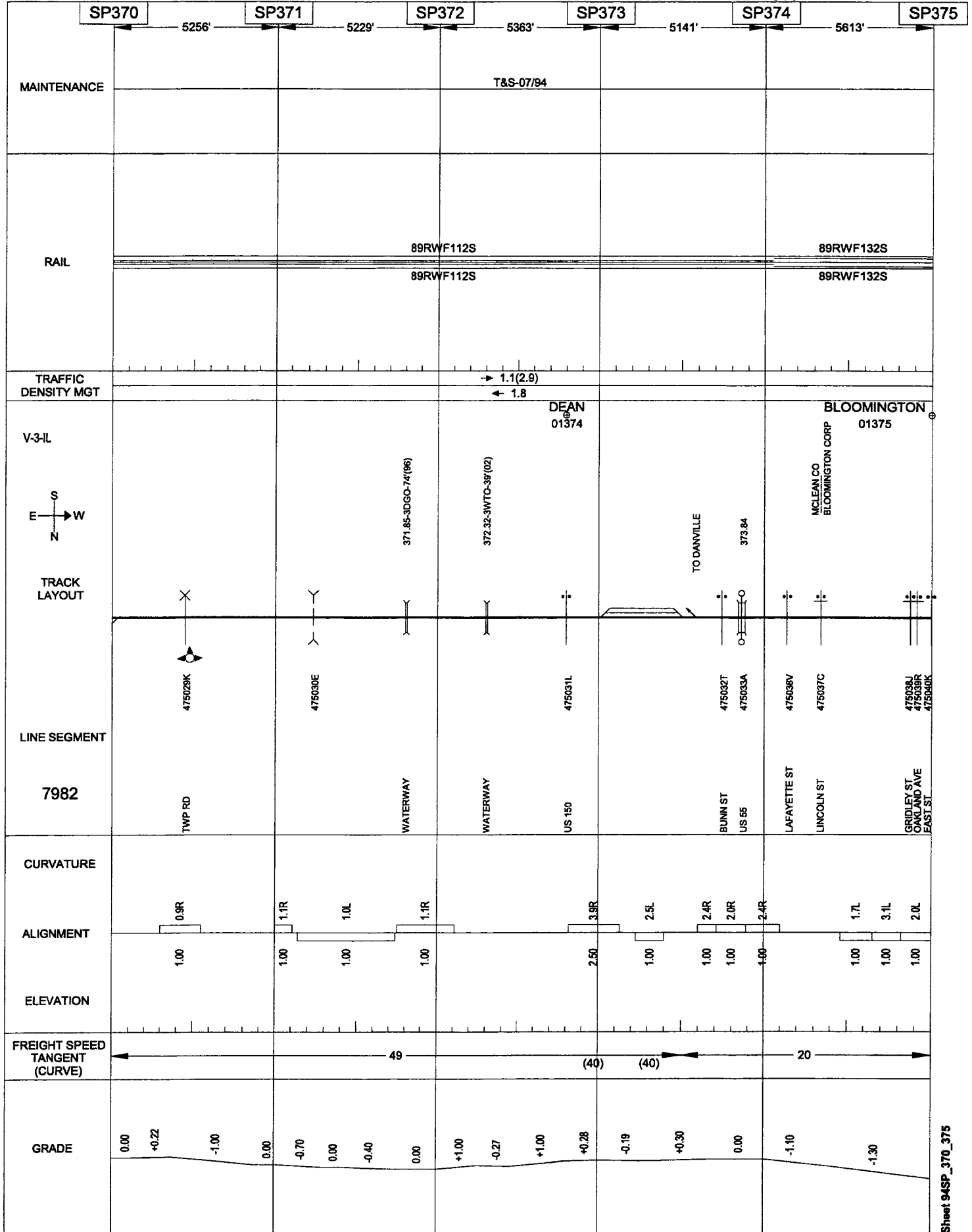


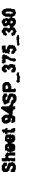
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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS





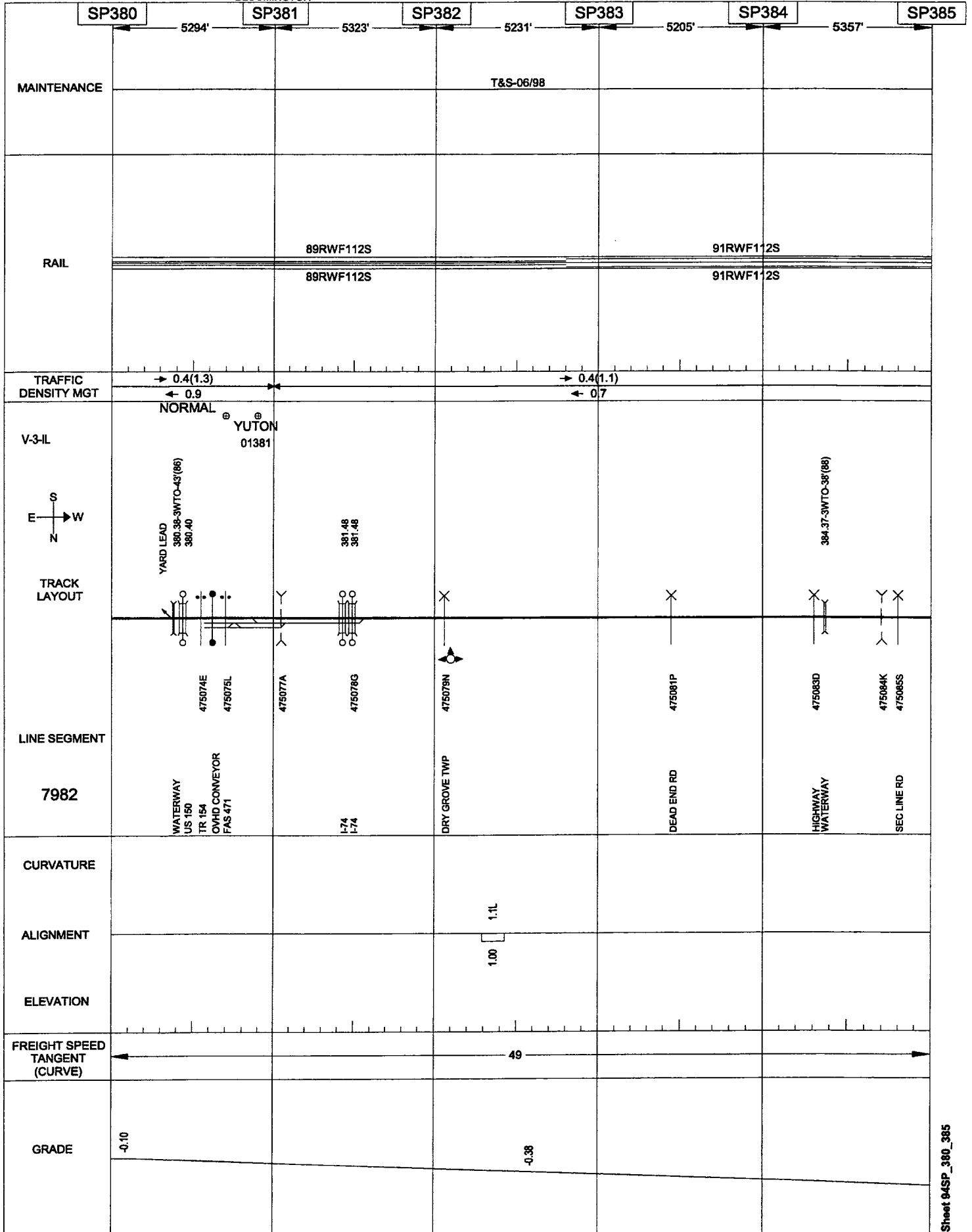


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GIBSON CITY-FARMDALE

ILLINOIS

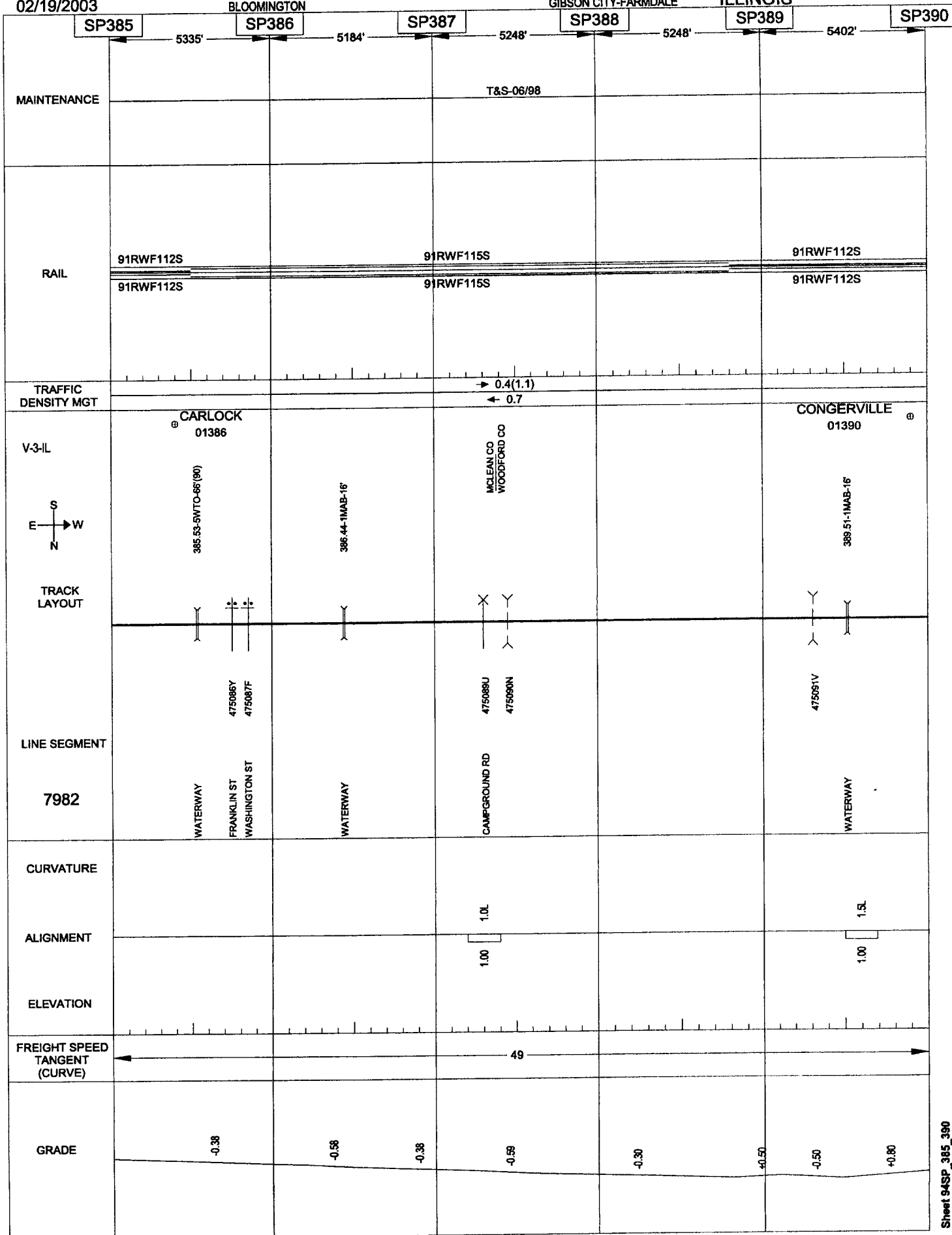


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GIBSON CITY-FARMDALE

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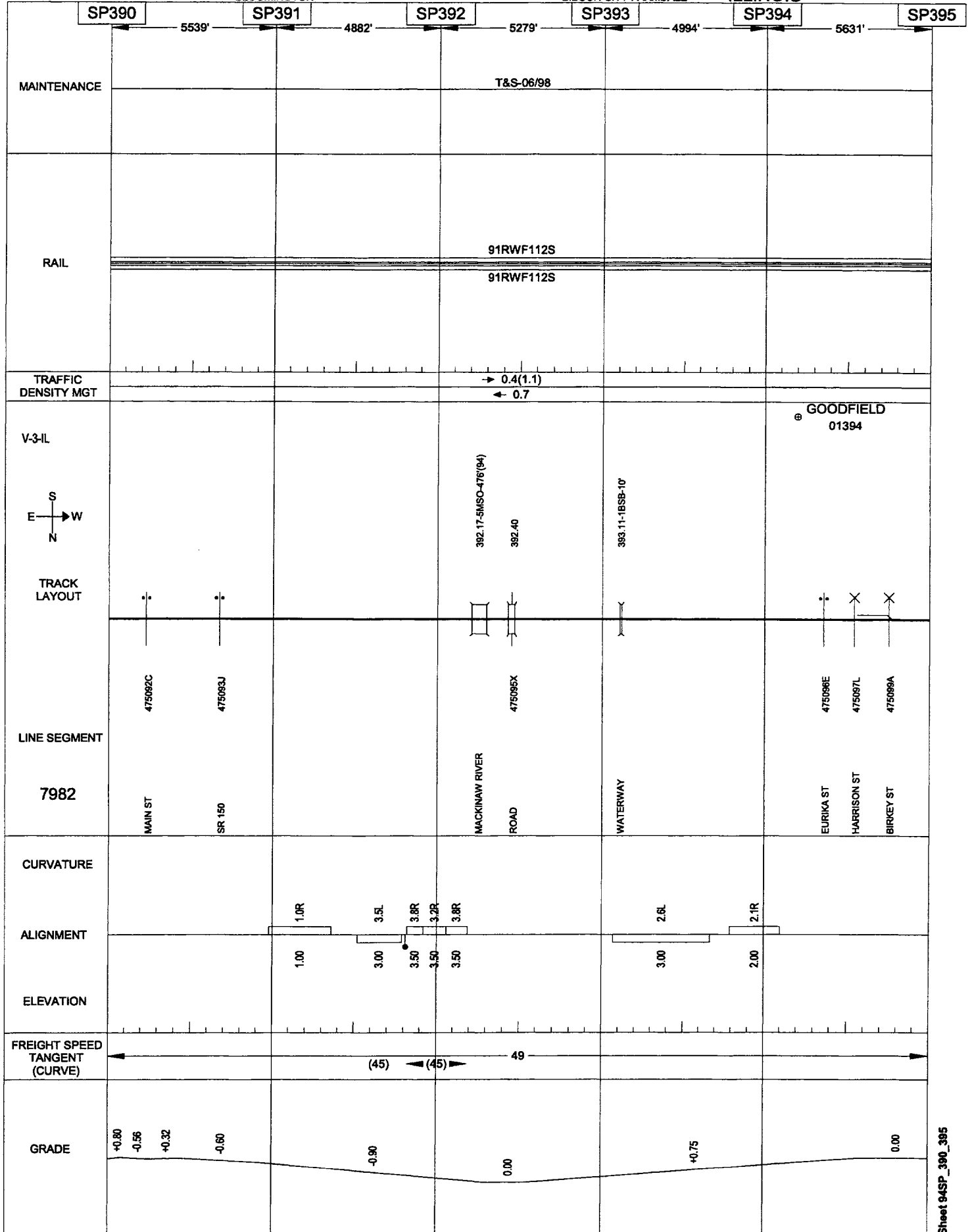


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



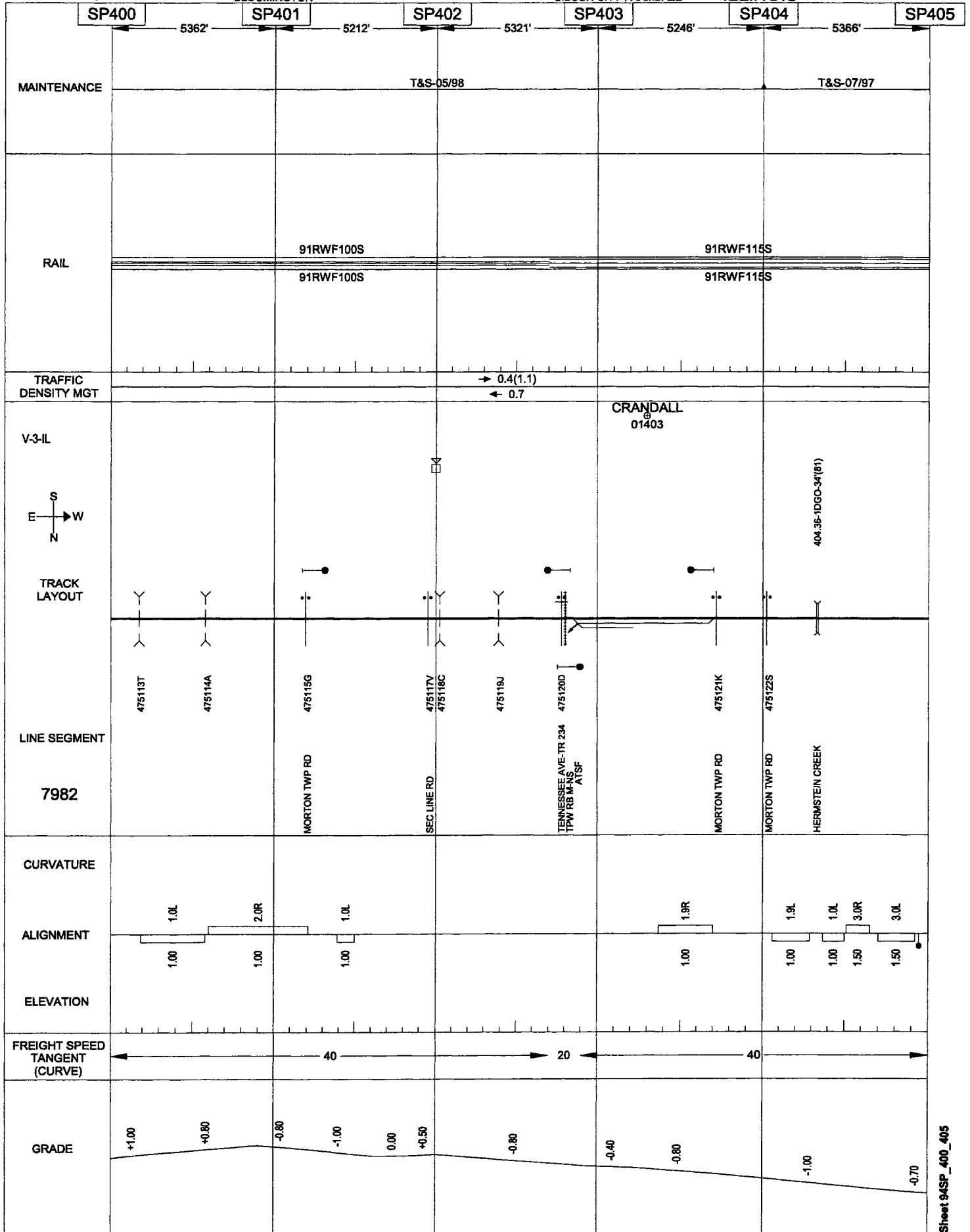
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02/19/2003

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

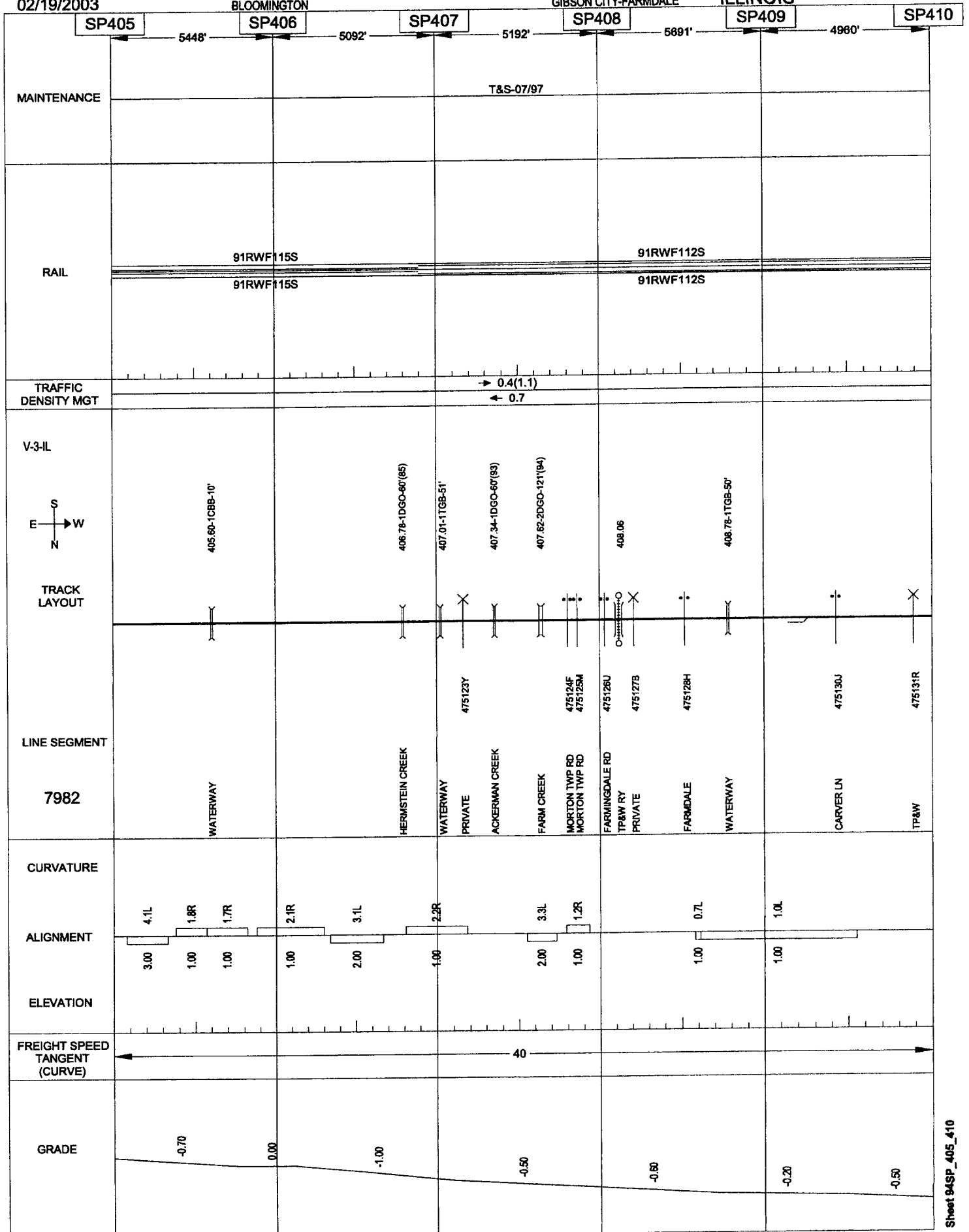


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

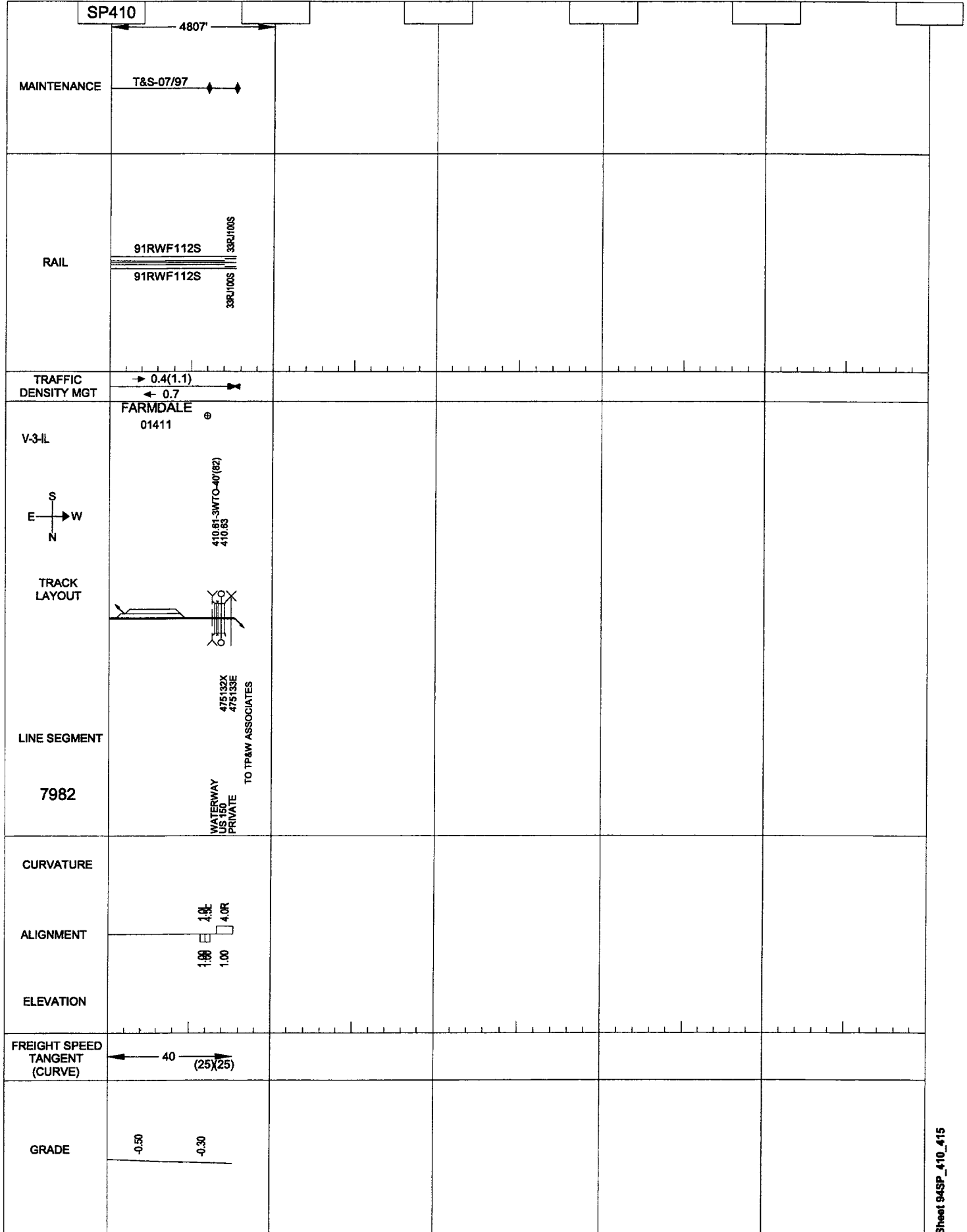


02/19/2003

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

C113

C114

C115

4907'

5310'

T&S-06/94

MAINTENANCE #1

RAIL #1

TRAFFIC  
DENSITY MGT

V-2-IL



TRACK  
LAYOUT

LINE SEGMENT

7990

CURVATURE

ALIGNMENT #1

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

0.0(0.0) 6.9(12.2)  
0.0 5.3

GIBSON CITY  
09443

TO IC RR

113.94-1WTB-18'

114.32-1CSB-19'

479030T

479031A

479032G

479033N

479034V

479035C

8TH ST

6TH ST

4TH ST

1ST ST

C-113.4-SP-340.0

WATERWAY

WATERWAY

TR 99

2.0R

2.00

25 25 50

-0.03

-0.04

-0.13

+0.05

-0.20

-0.02

+0.14

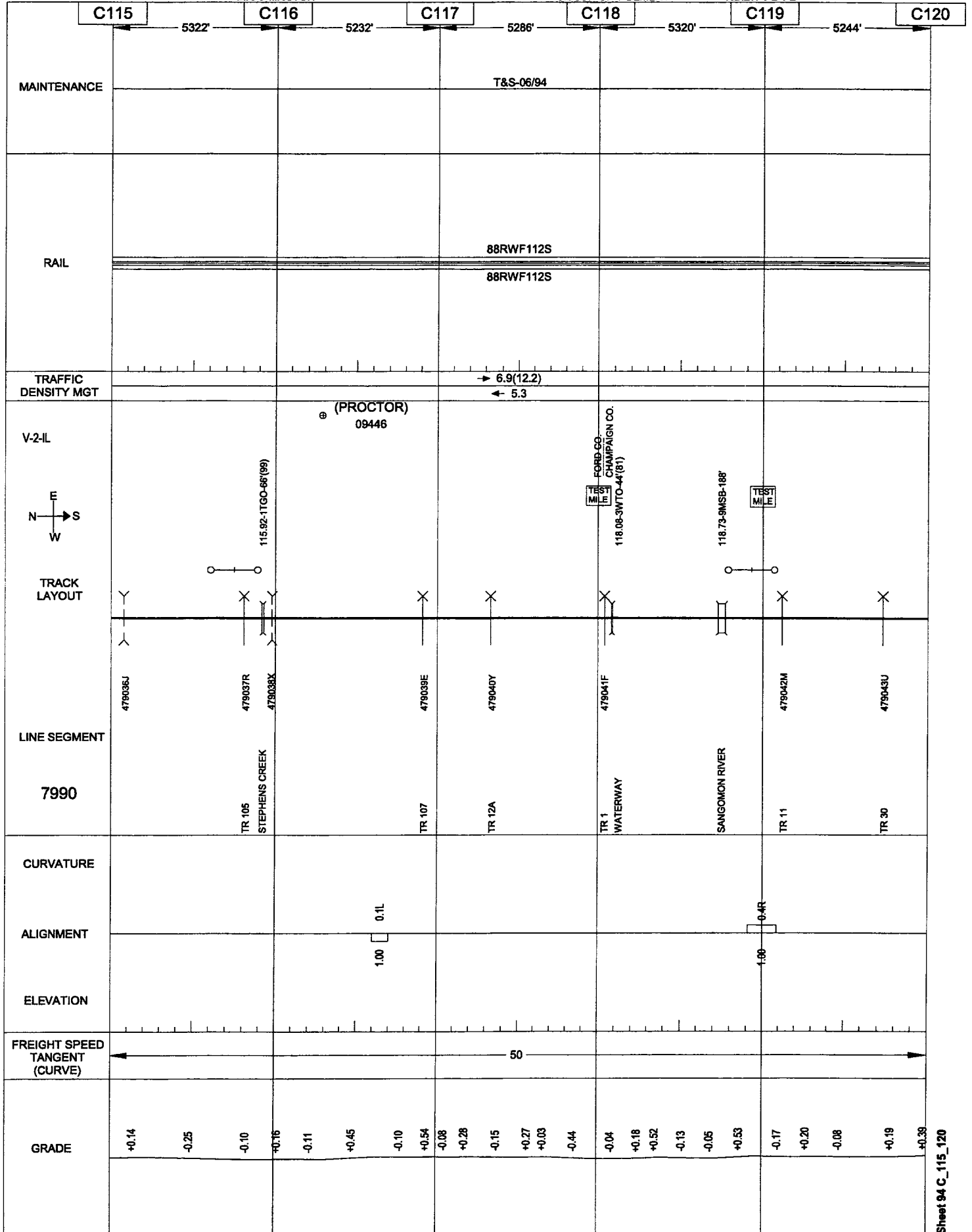


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

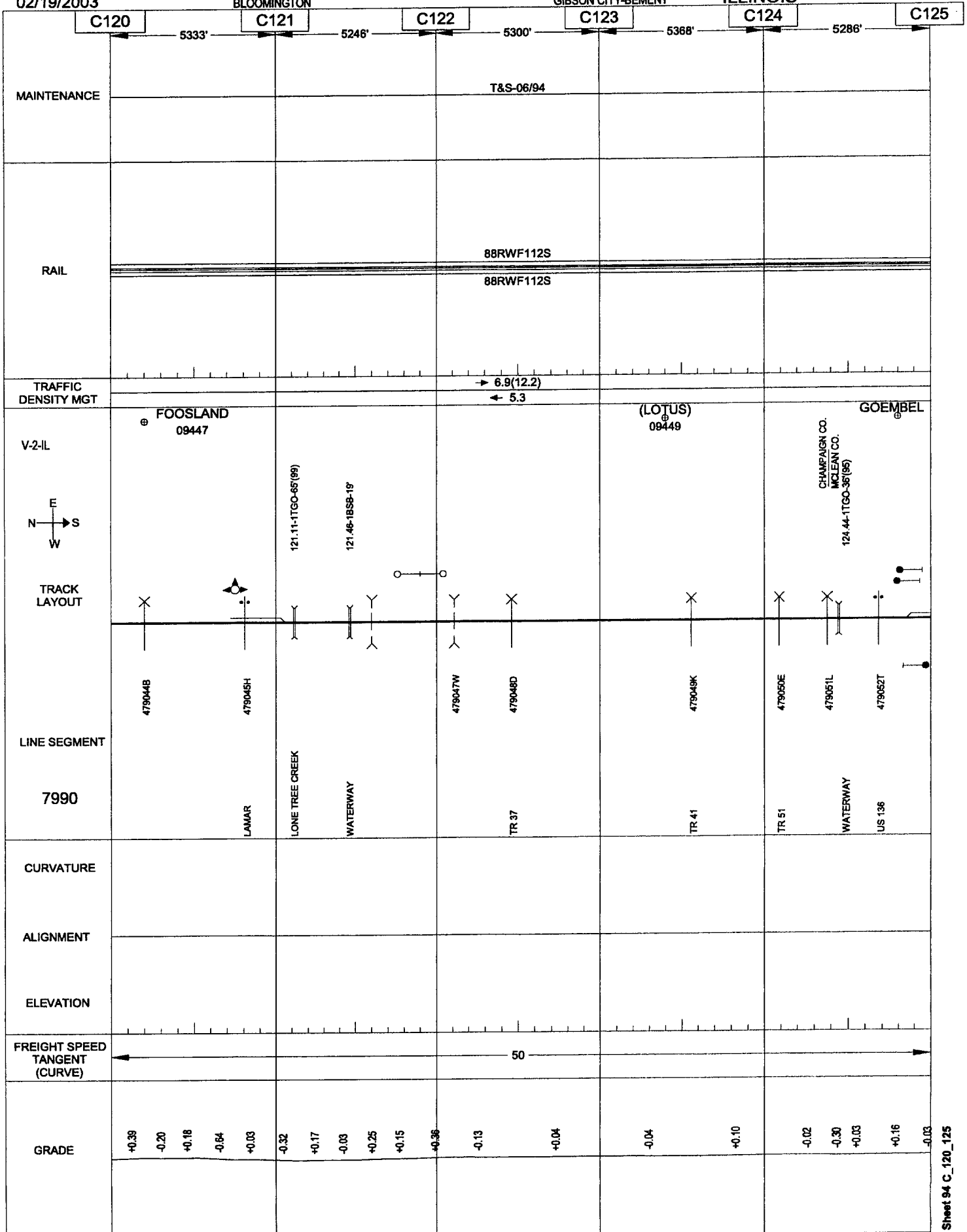


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

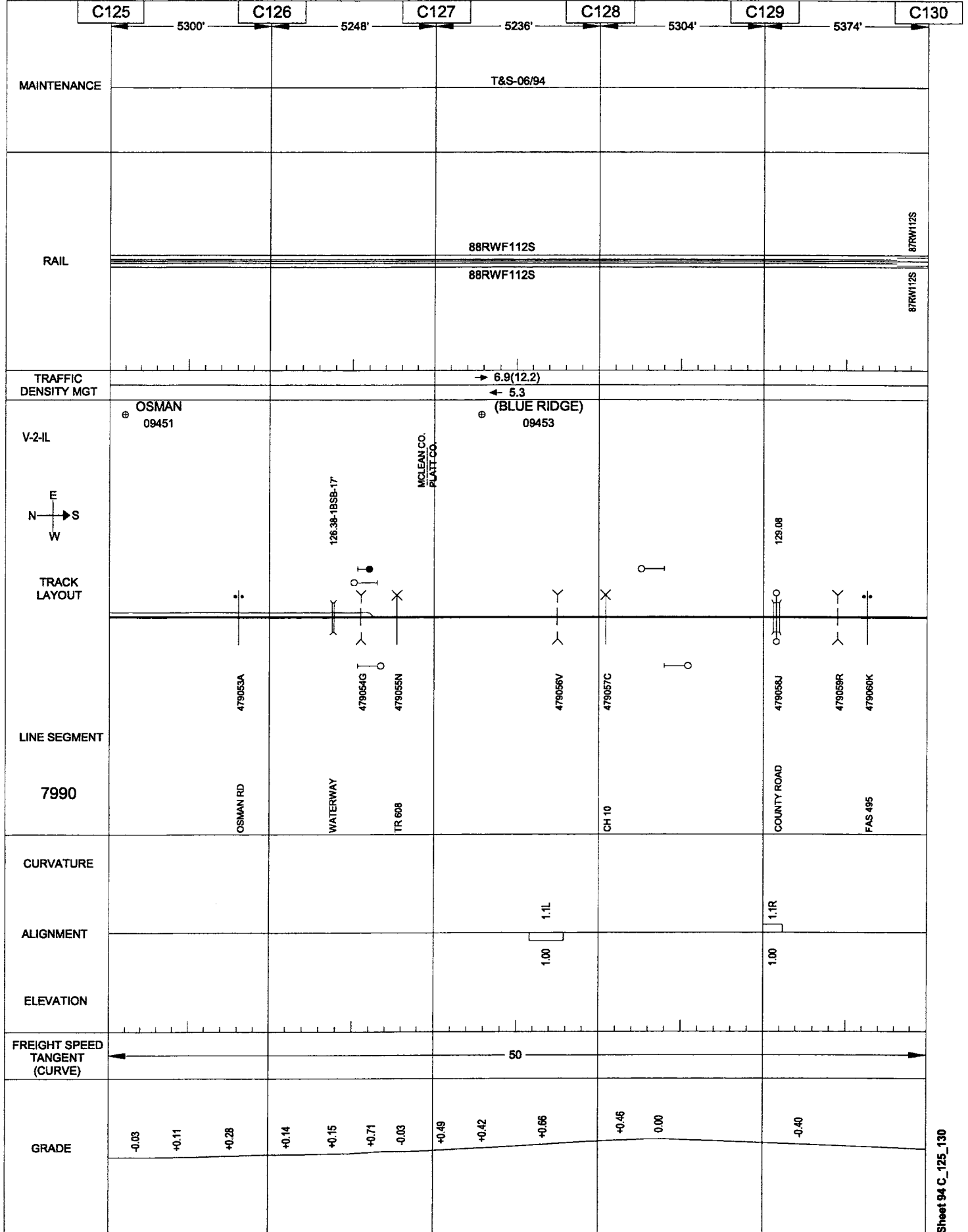


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



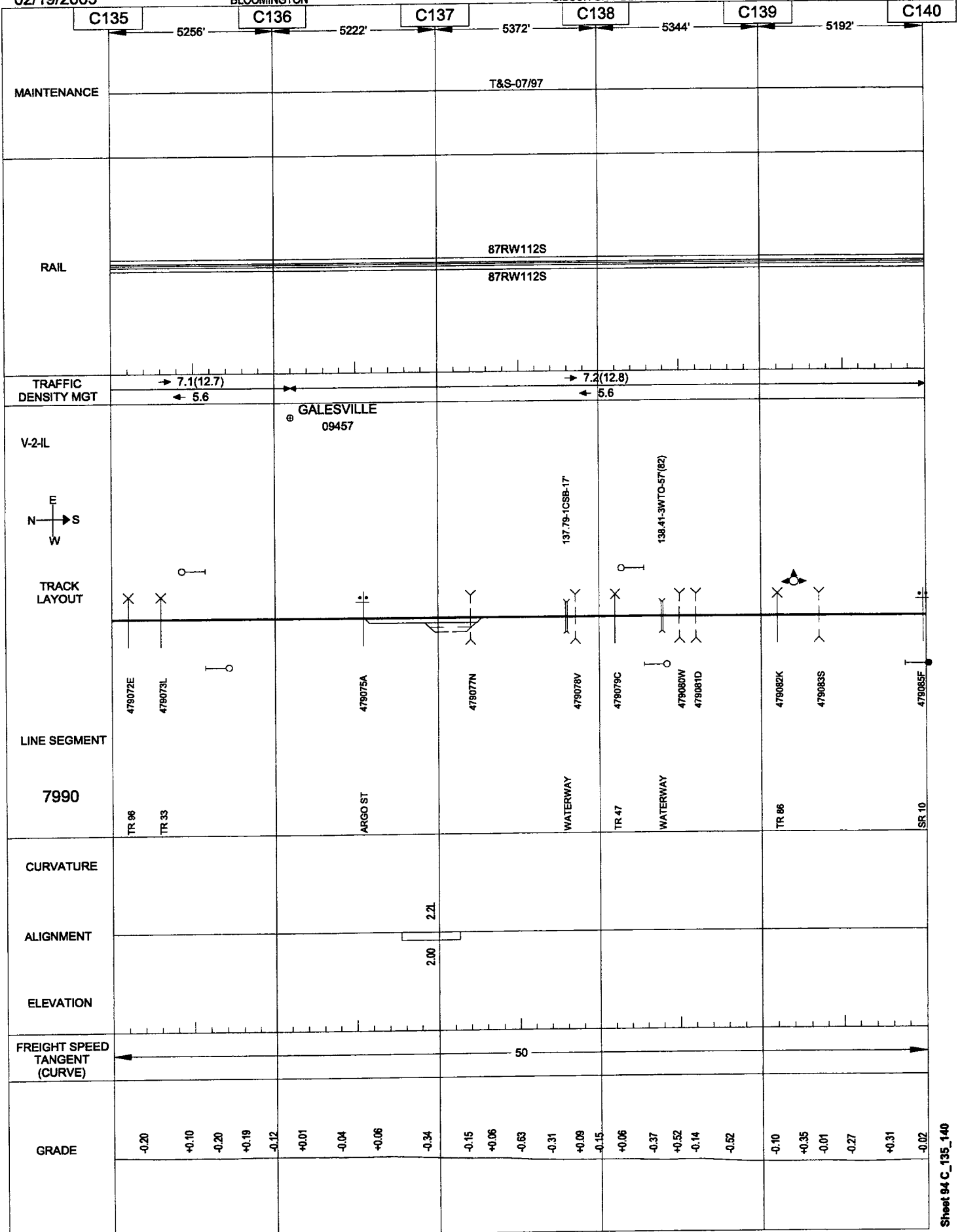
Sheet 94 C\_130\_135

02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

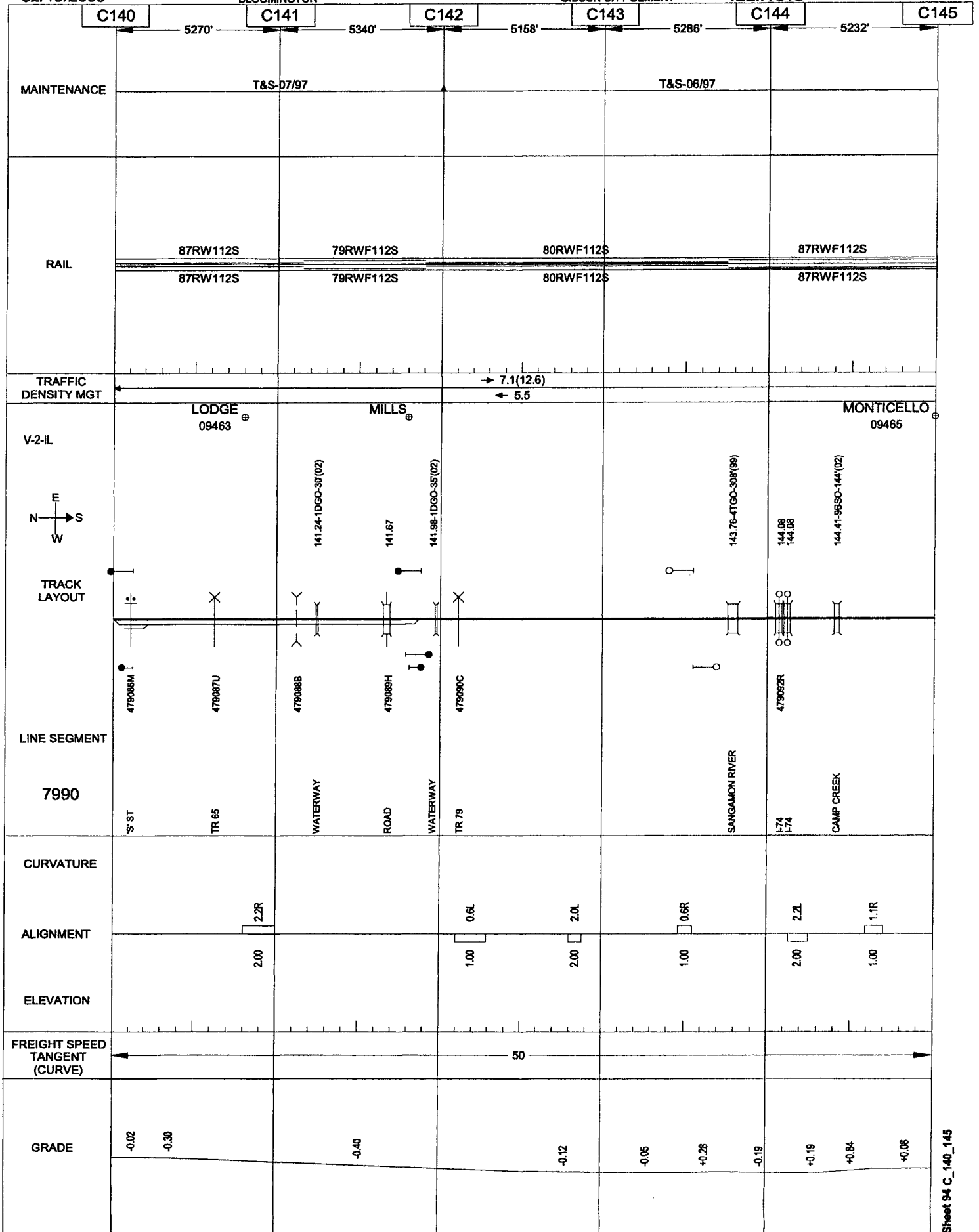


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

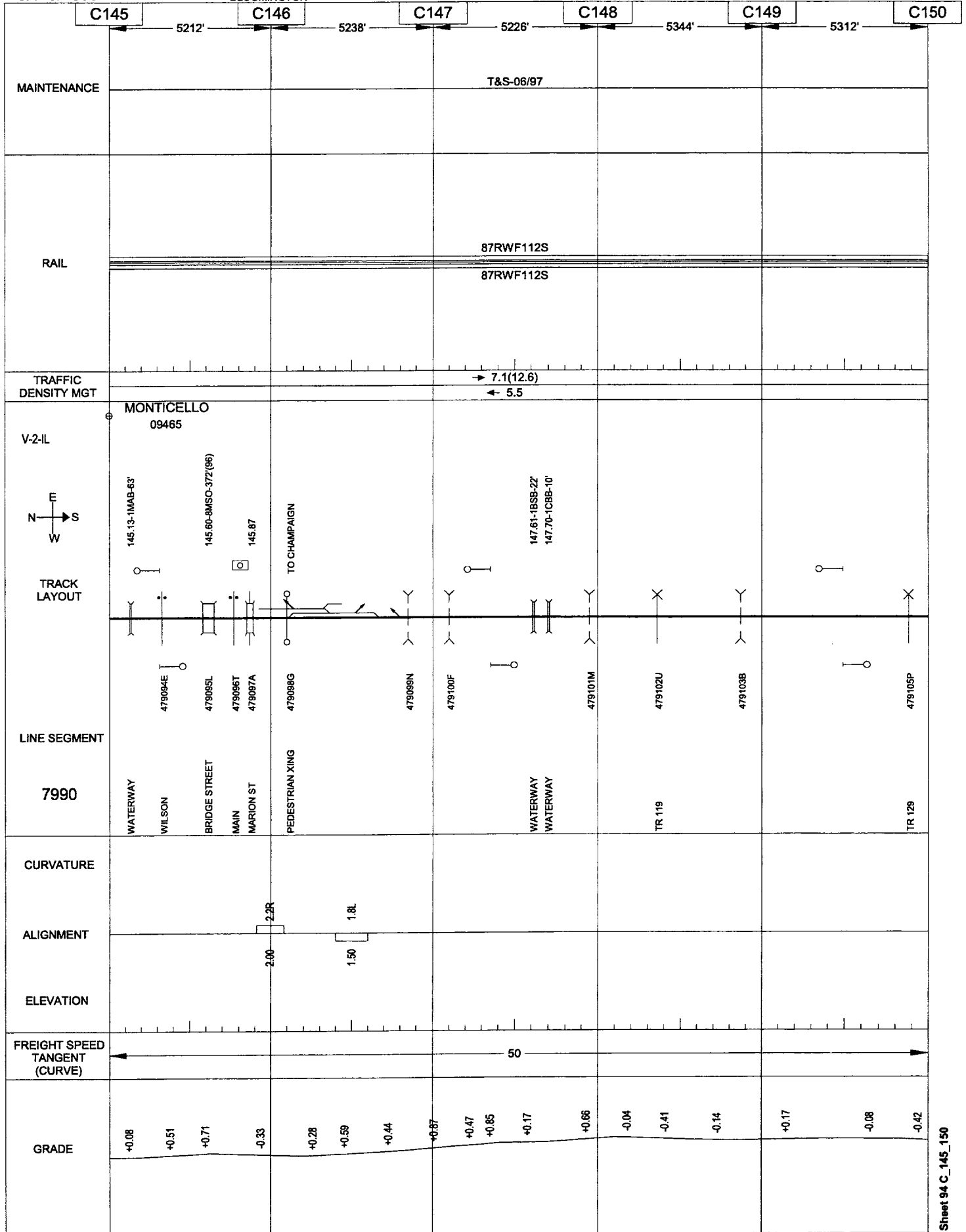


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

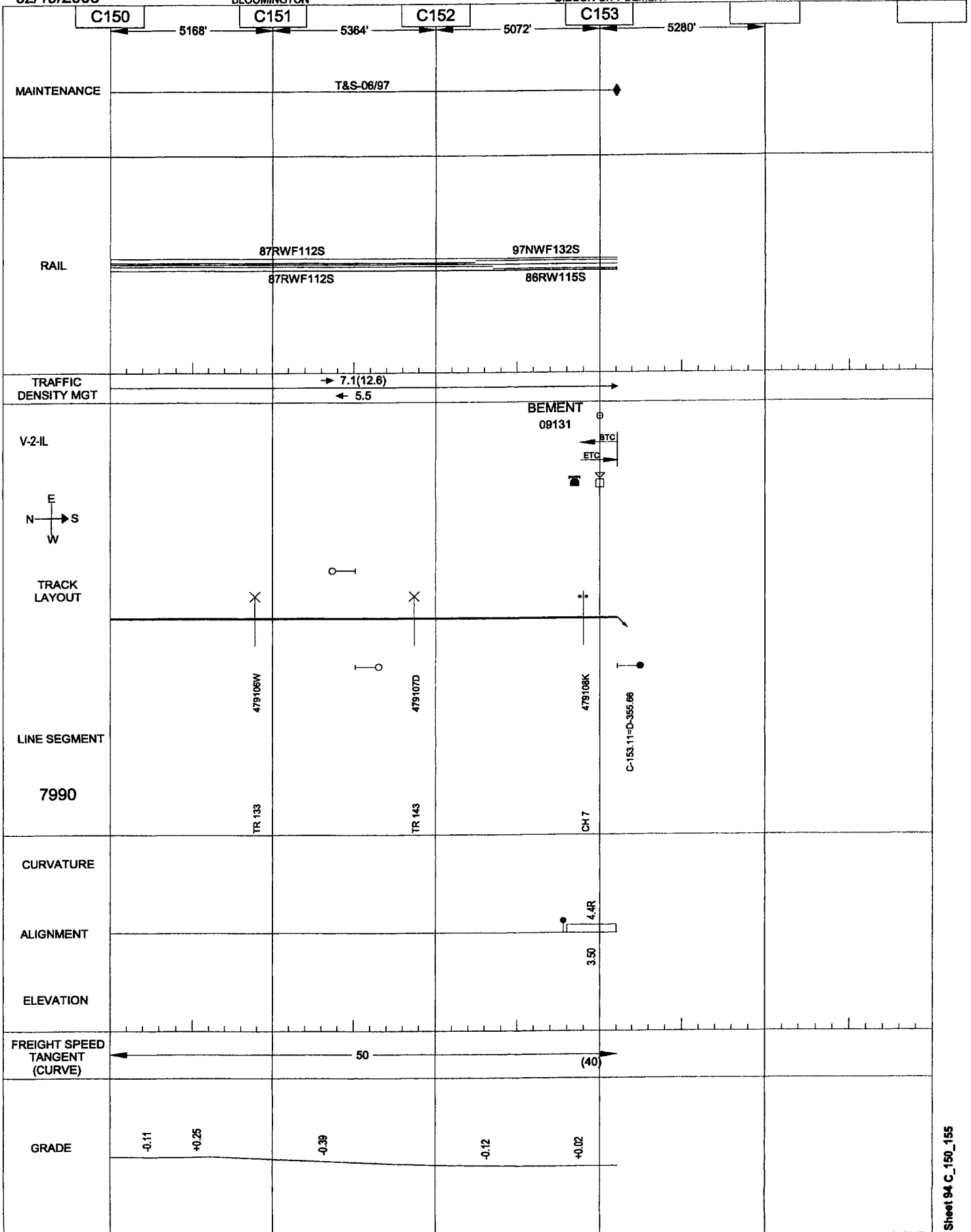


02/19/2003

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS





02/19/2003

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

2640'

5281'

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC  
DENSITY MGT

→ 0.1(0.2)  
← 0.1

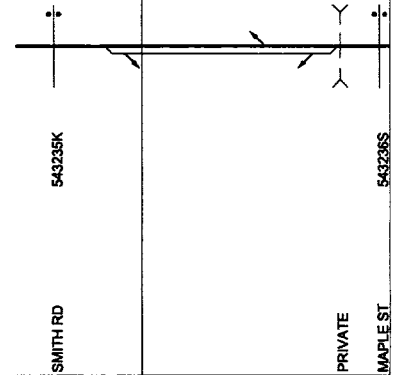
URBANA

W  
S — E — N

TRACK  
LAYOUT

LINE SEGMENT

8140



CURVATURE

ALIGNMENT

ELEVATION

0.5L  
1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.76    -0.36    -0.24    +0.26

Sheet: 94UM\_30\_35

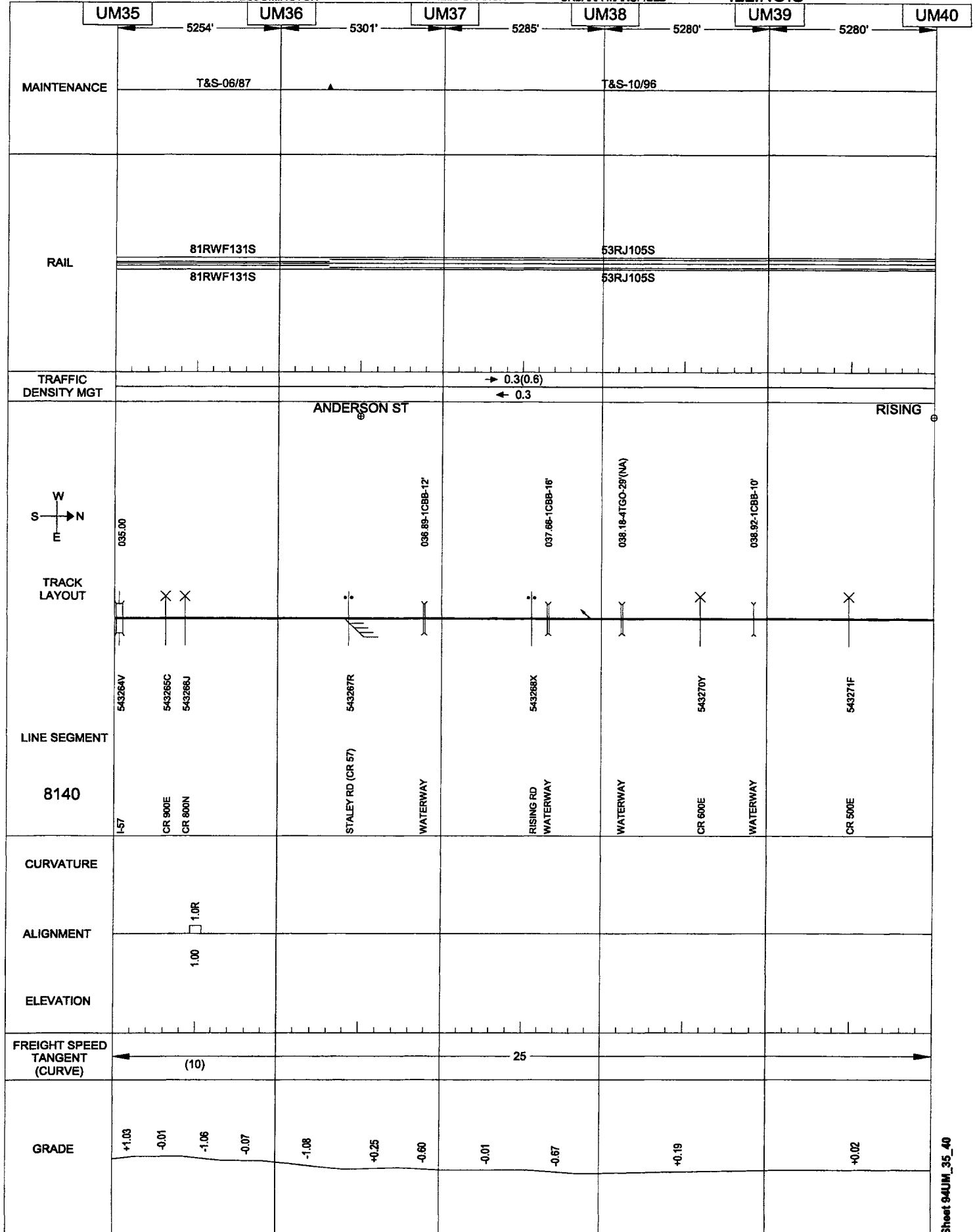
02/19/2003

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



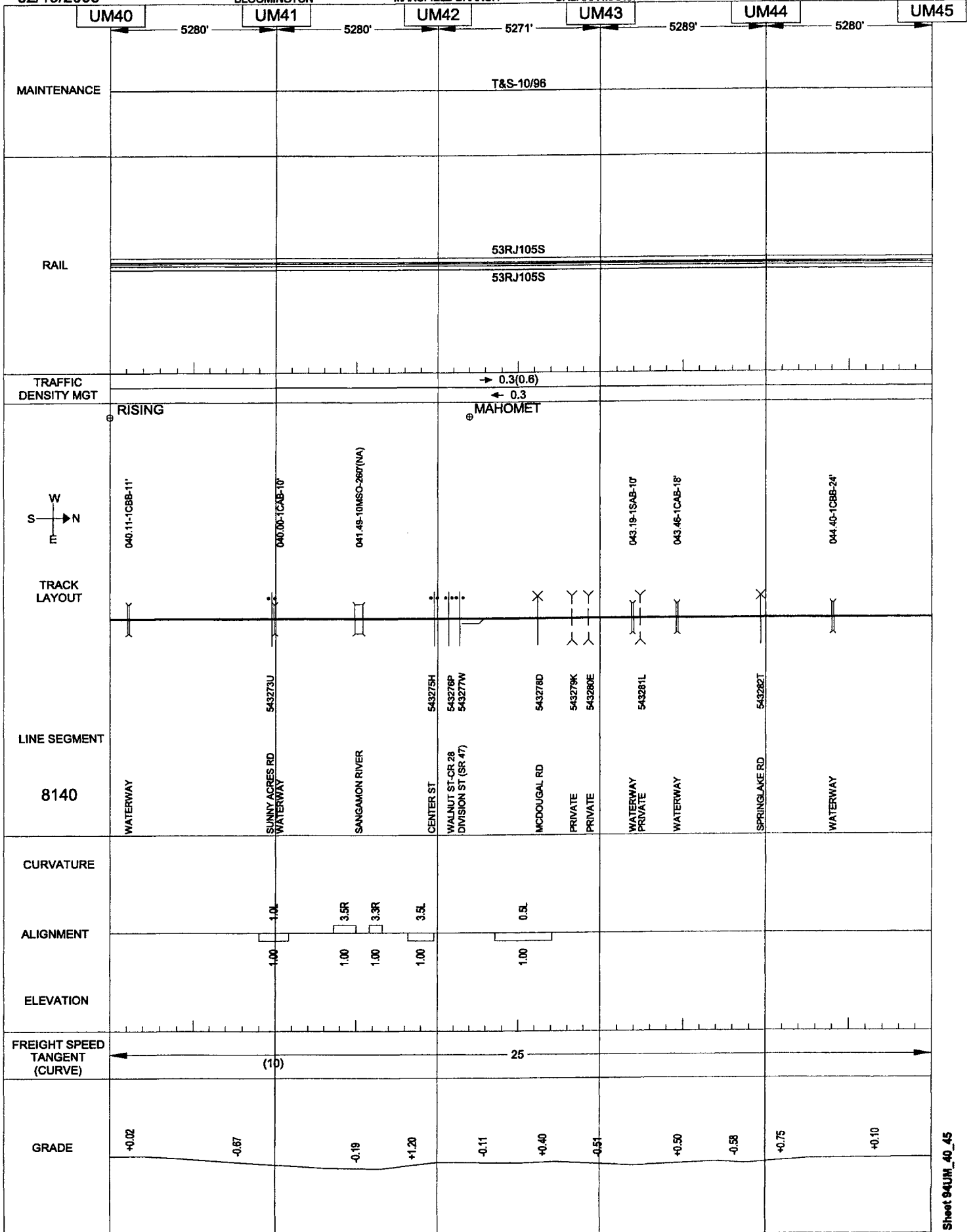
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BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



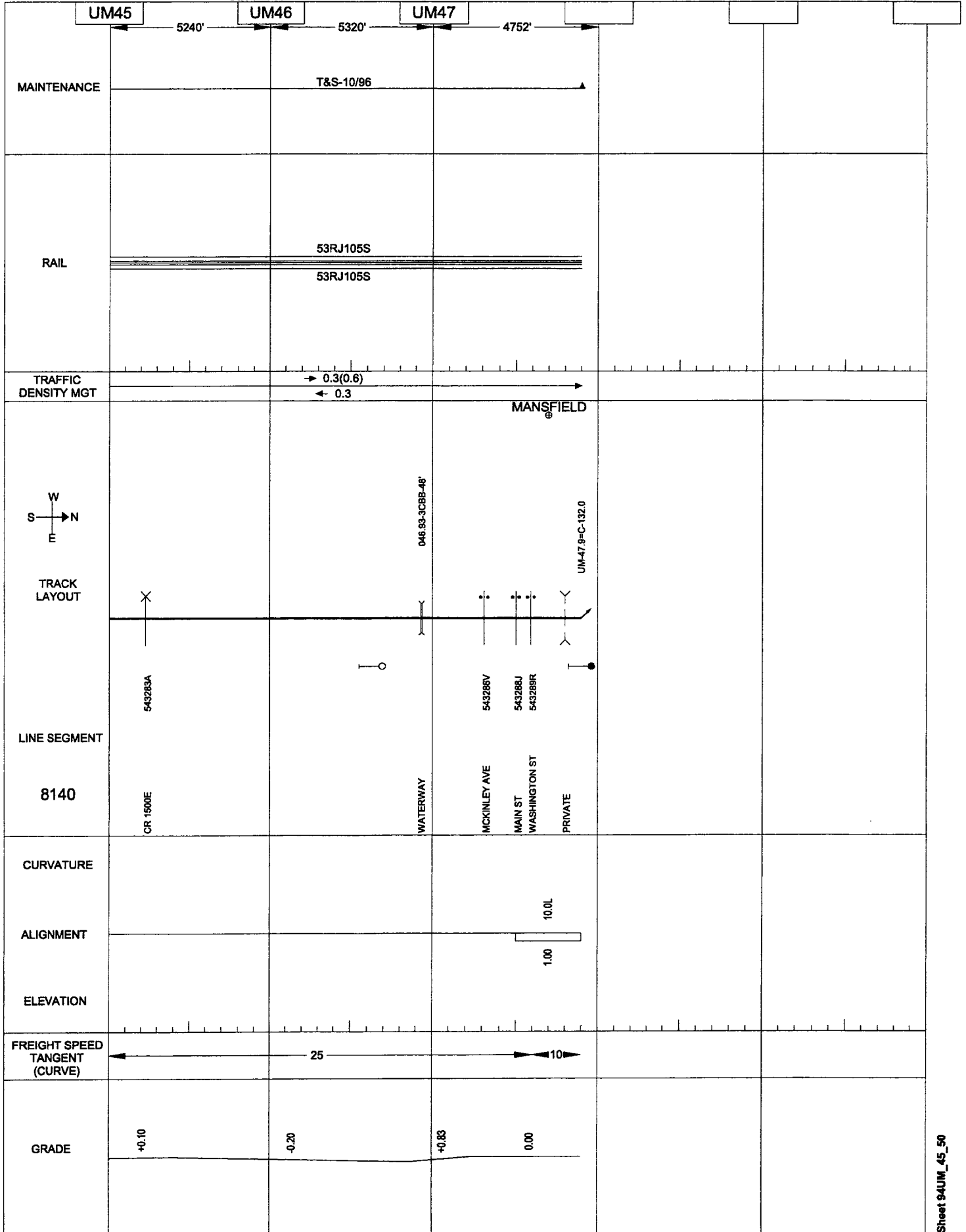
02/19/2003

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



185

02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N11SS  
77W13IS  
55N11SS  
77W13IS

TRAFFIC  
DENSITY MGT

→ 4.0(10.0)  
← 6.0

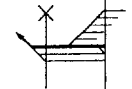
CSXT CROSSING

V-7-IN

S  
E → W  
N

BEGIN LAKE DIVISION

TRACK  
LAYOUT



LINE SEGMENT

474750U

ROSSVILLE AVE

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

← 15 →

GRADE

0.00

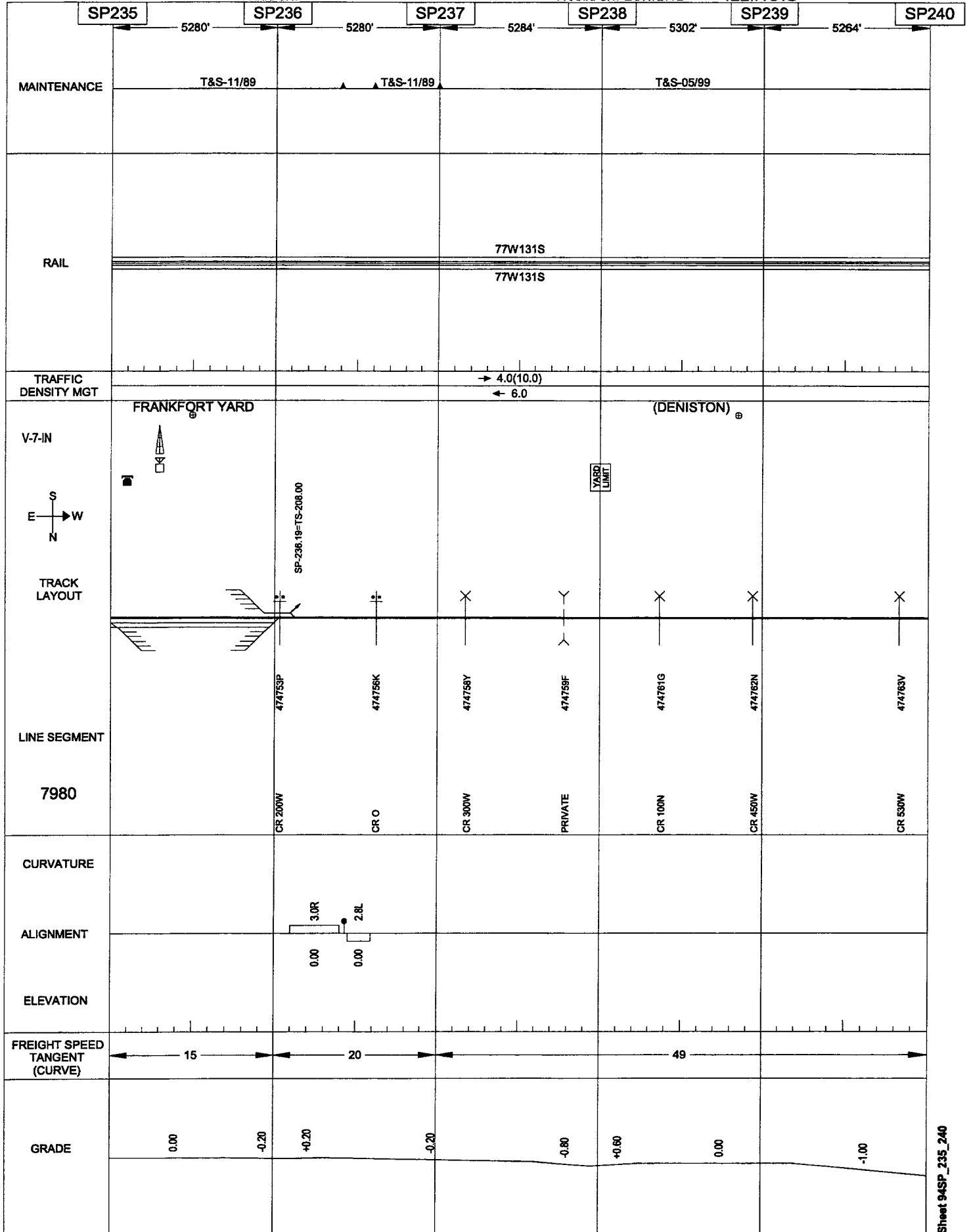
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP240

SP241

SP242

SP243

SP244

SP245

5314'

5304'

5278'

5308'

5280'

MAINTENANCE

T&amp;S-05/99

RAIL

77W131S

77W131S

TRAFFIC  
DENSITY MGT→ 4.0(10.0)  
← 6.0

V-7-IN

TRACK  
LAYOUT

LINE SEGMENT

7980

240.16

240.75

241.08-3DGO-199'(89)

TEST  
MILETEST  
MILE

242.98-1SAB-11'

(MULBERRY)  
01244  
CLINTON CO  
MULBERRY CORPMULBERRY CORP  
CLINTON CO

474764C

474765J

474767X

474768E

474769L

474770F

474771M

474772U

474773B

474774H

474778K

474779S

CR 200N

CR 580 W

CR 600W

WILD CAT CREEK

PRIVATE

PRIVATE

PRIVATE

CR 750W

WILD CAT CREEK

CR 800W

MAIN ST

WYANDOTTE ST

CR 950W

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

49

GRADE

-1.00

+0.20

+1.00

-0.10

+0.70

0.00

+0.20

-0.80

0.00



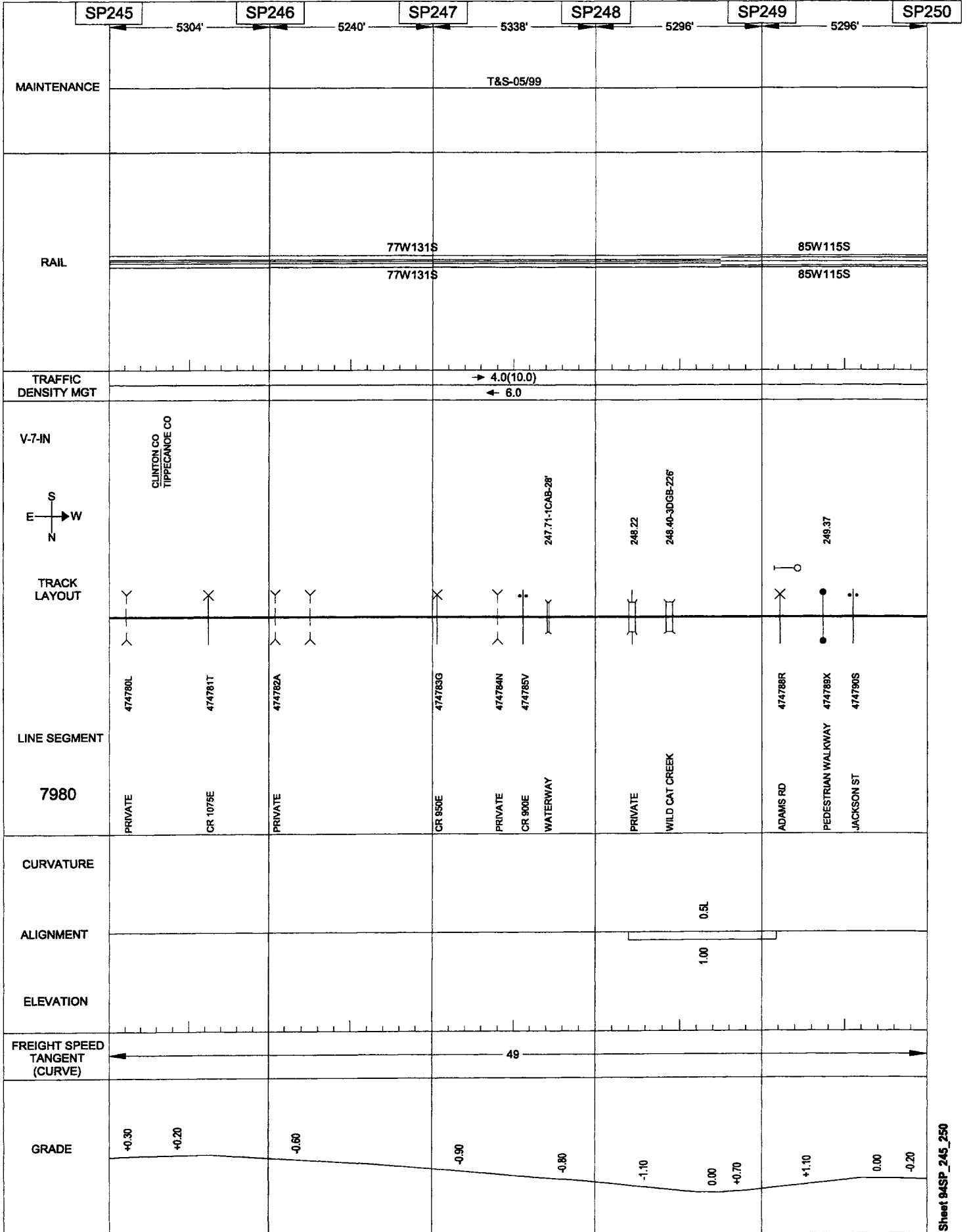
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



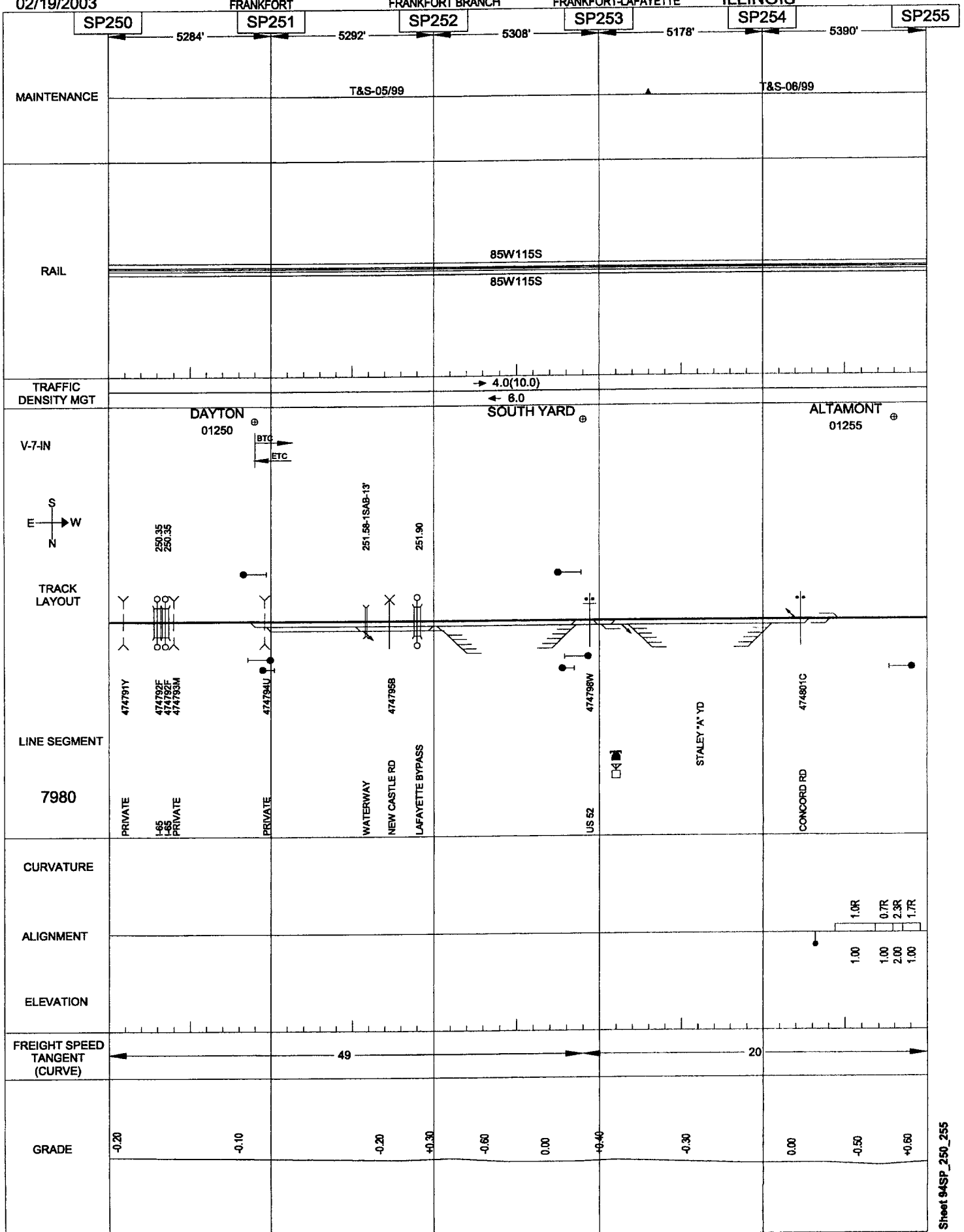
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FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



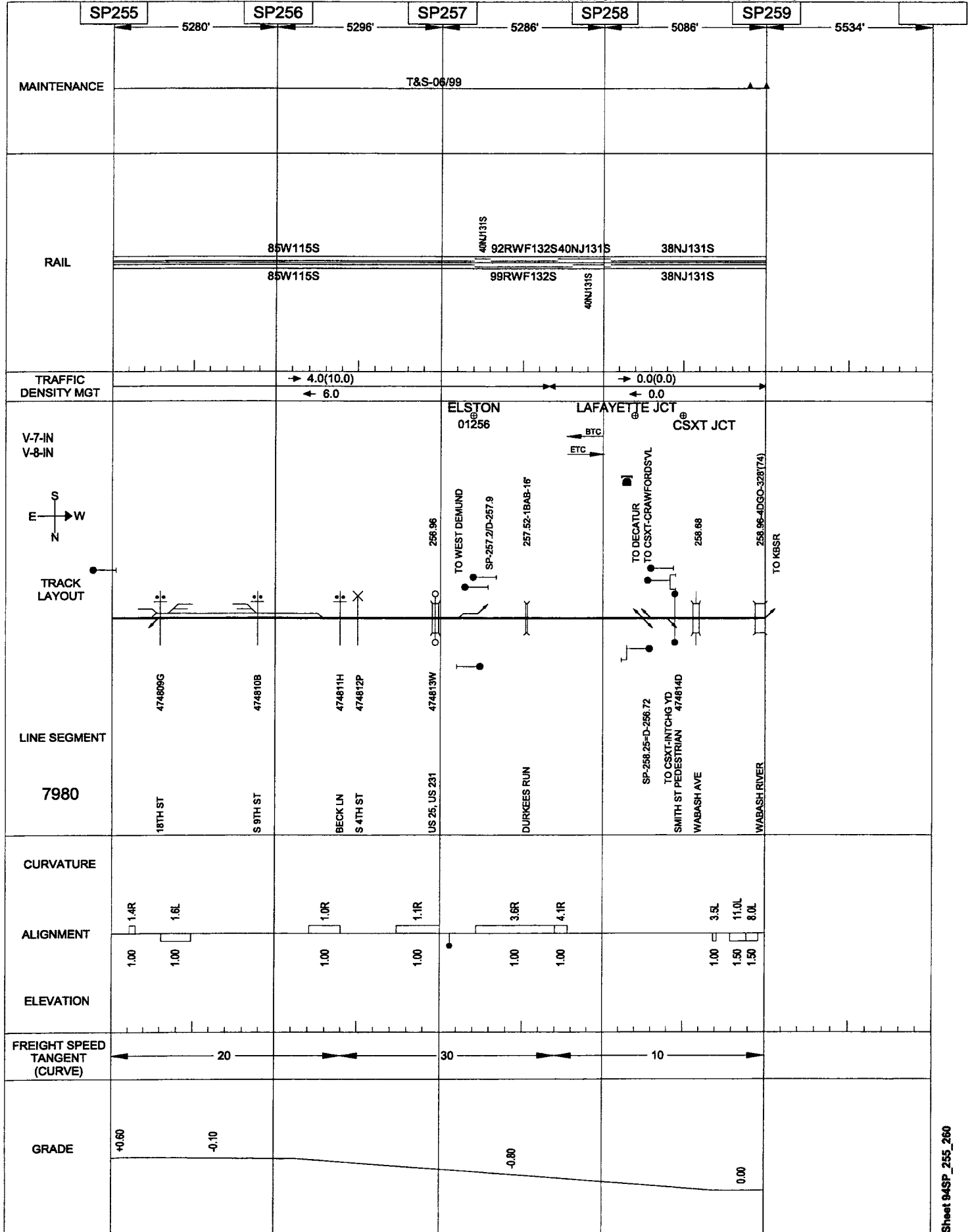
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

4W

5W

5308'

5308'

MAINTENANCE

T&amp;S-01/20

T&S-02/99  
S-07/02

RAIL

36RJ130S

36RJ130S

80RJ132S

80RJ132S

TRAFFIC  
DENSITY MGT

0.0(0.0)

9.2(16.2)

0.0

7.0

(EAST ST LOUIS) ®

09310

V-94-IL(SR)

TRACK  
LAYOUT

4.67-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

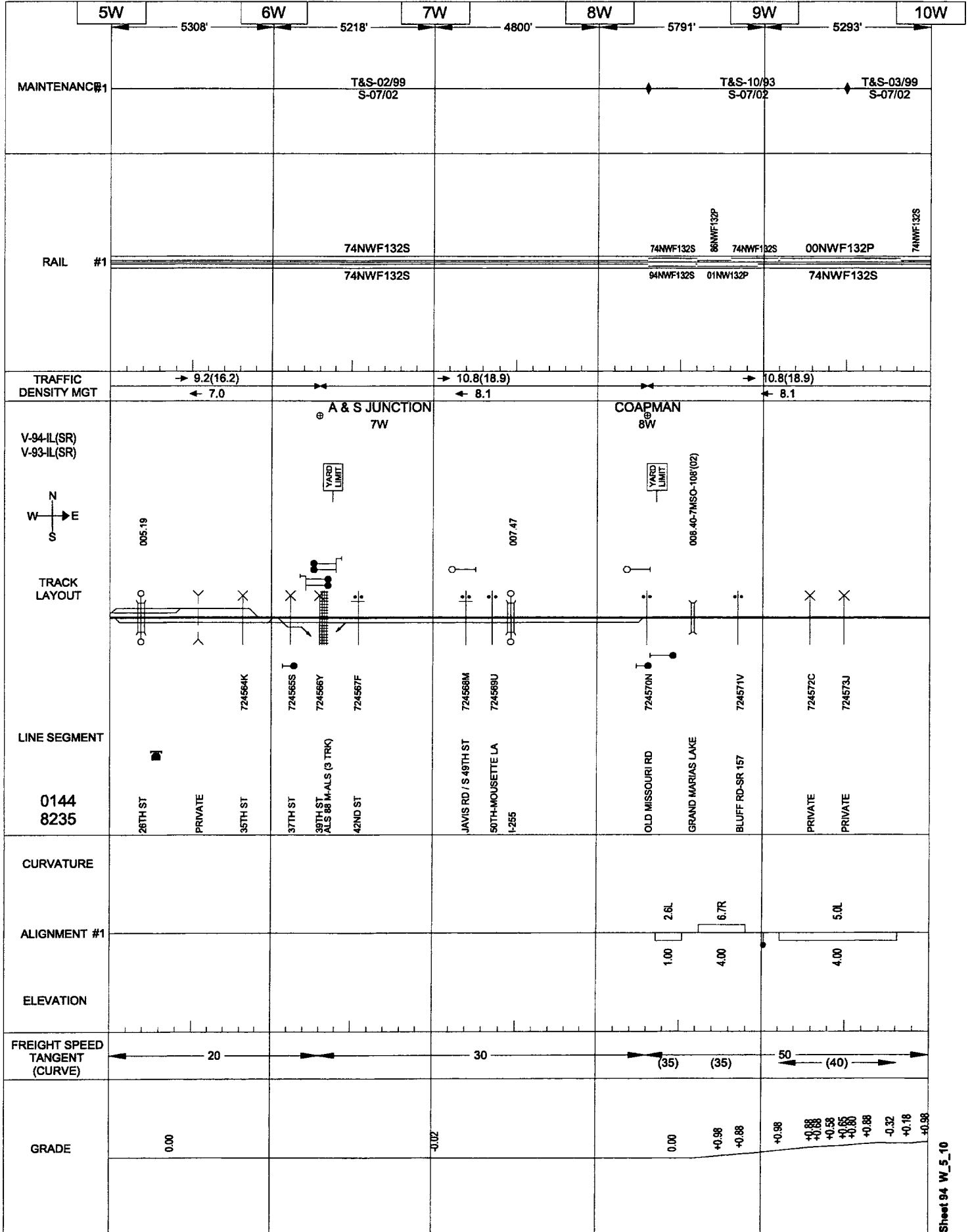
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02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

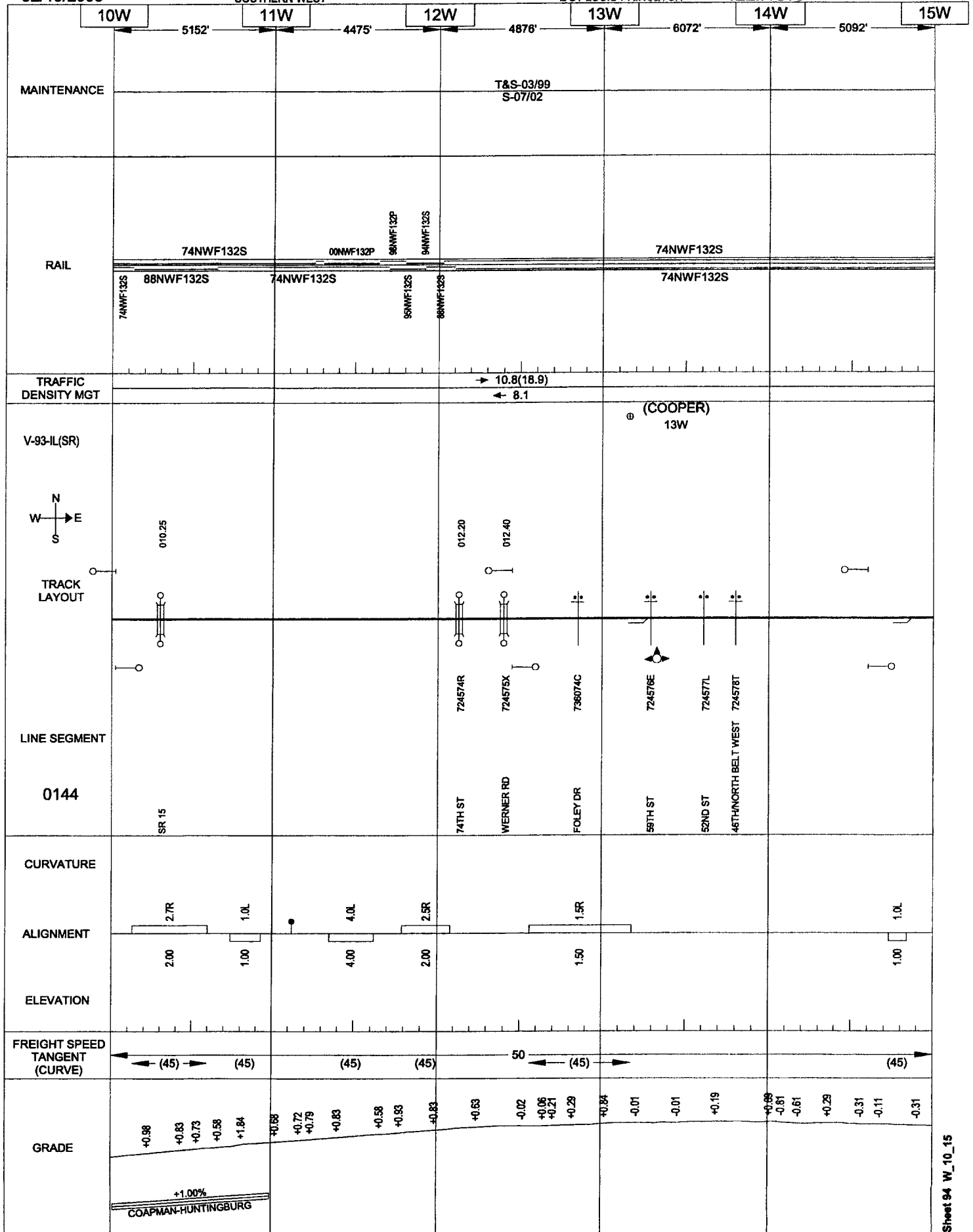


02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

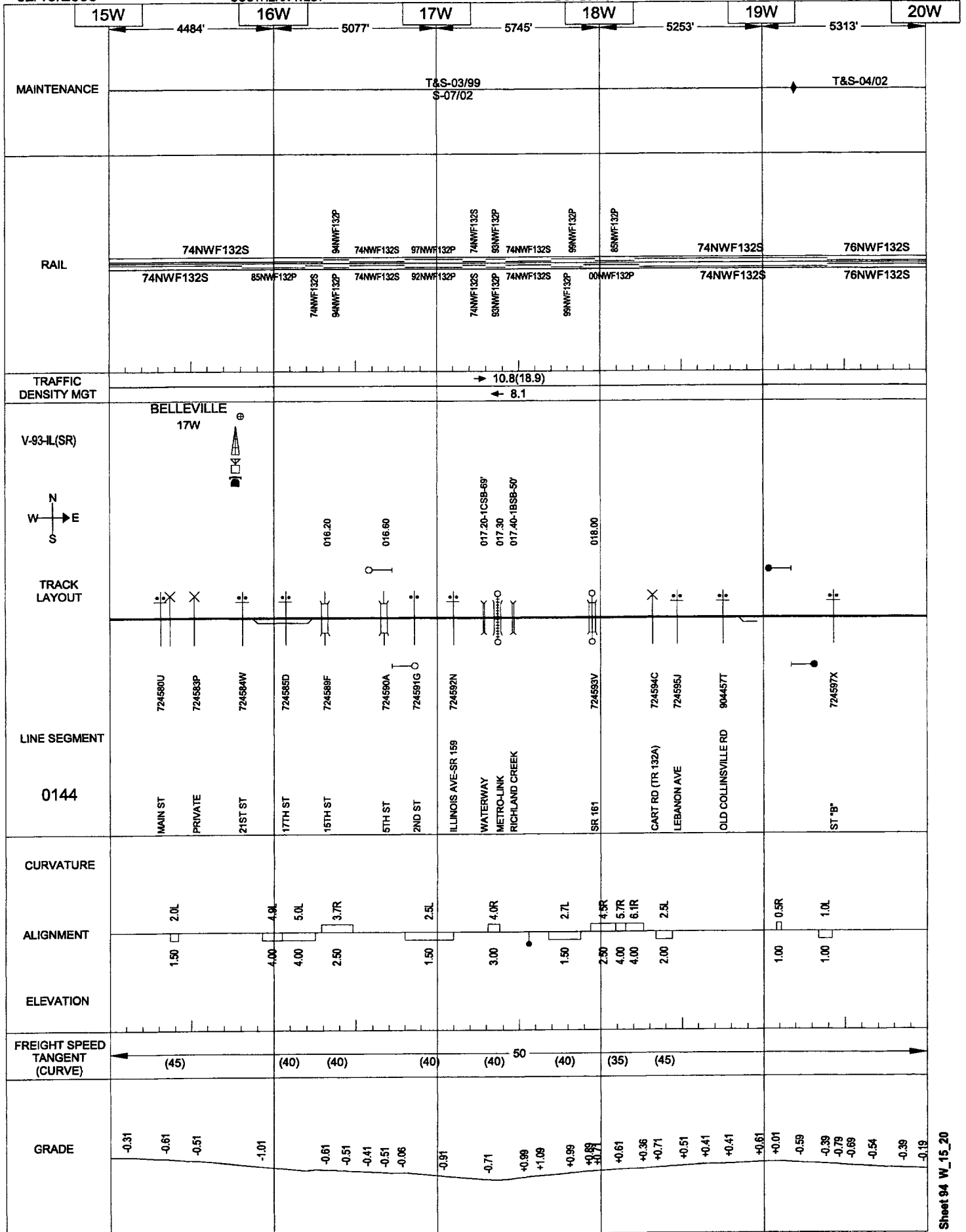


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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

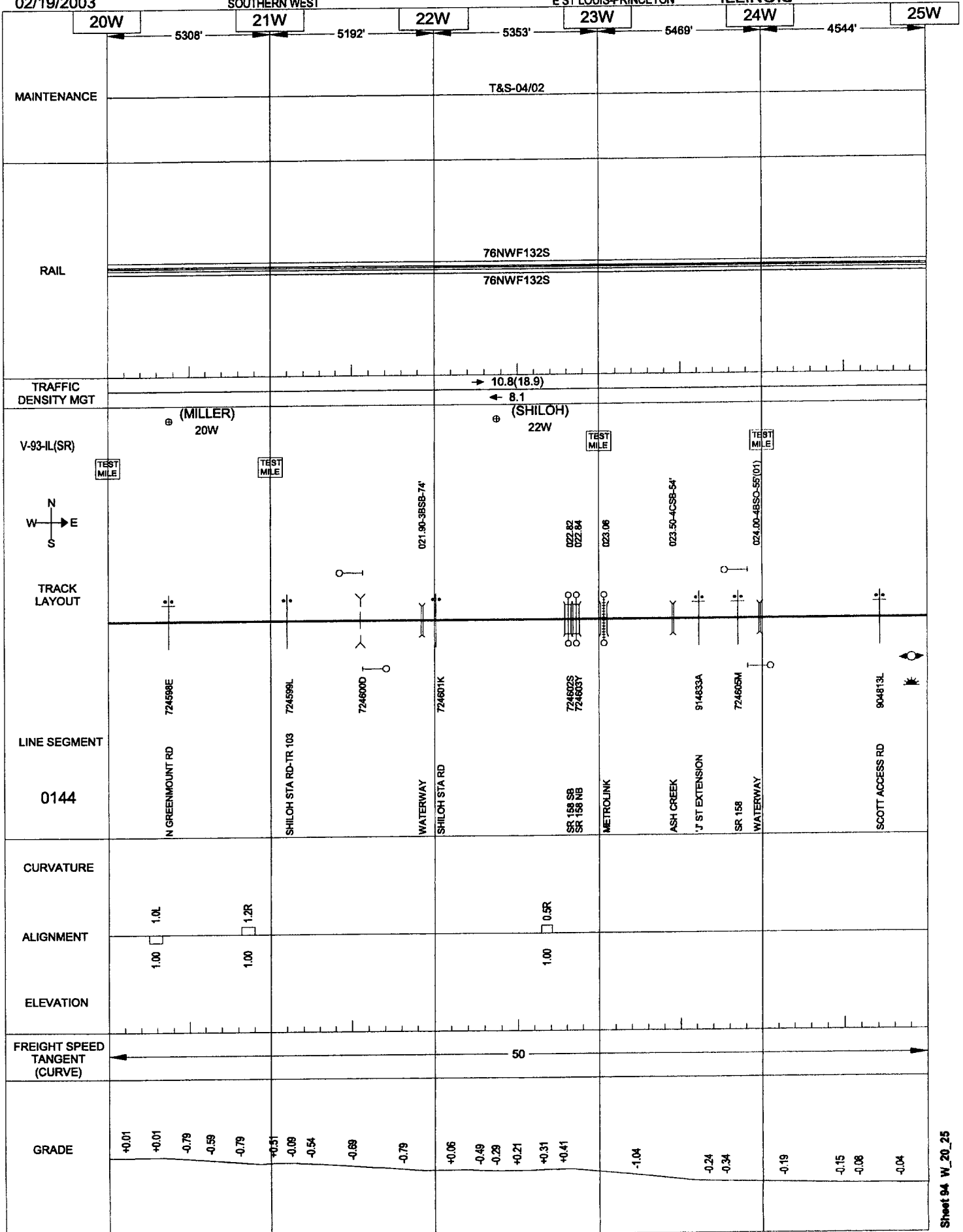


02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



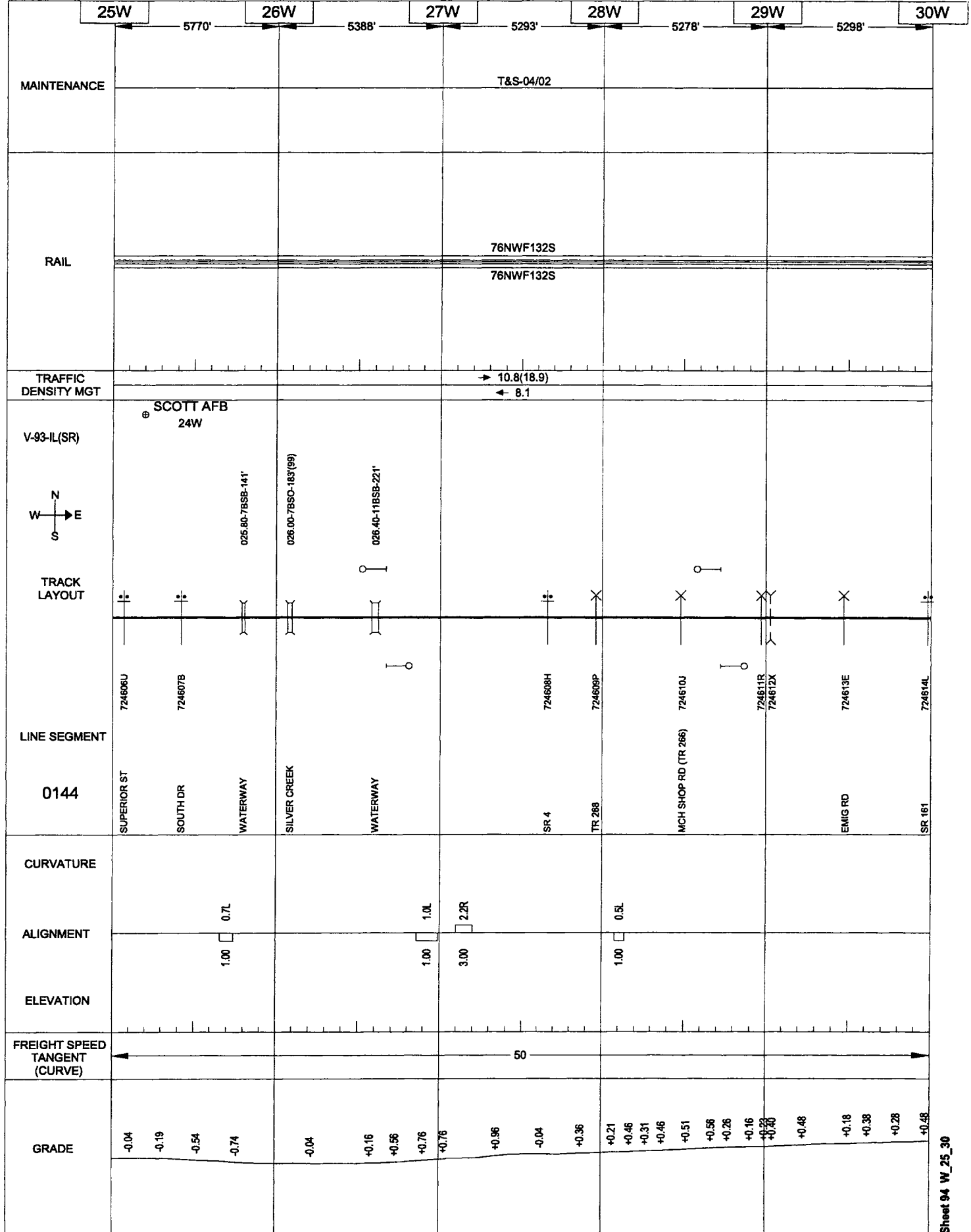


02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

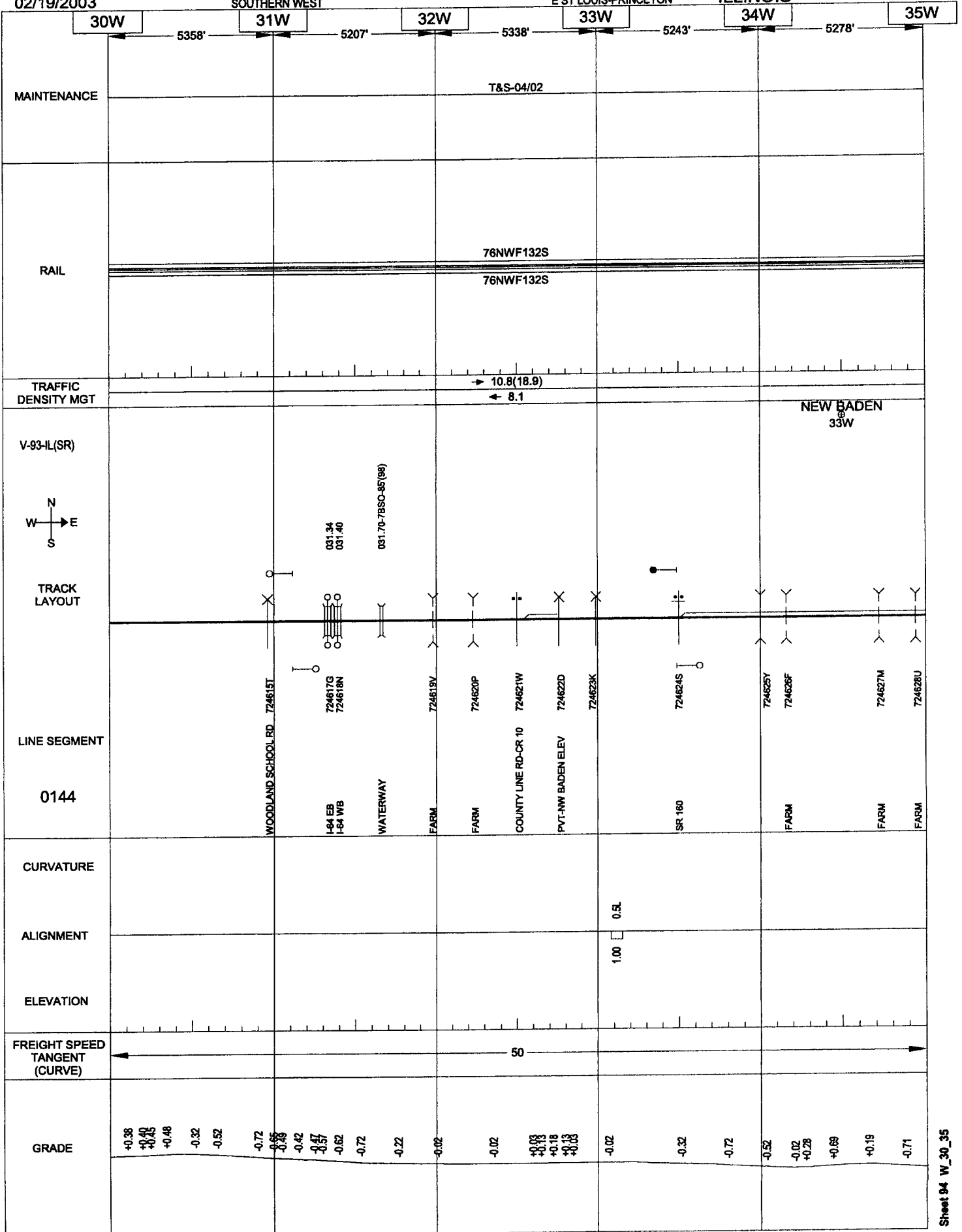


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E ST LOUIS-PRINCETON

ILLINOIS

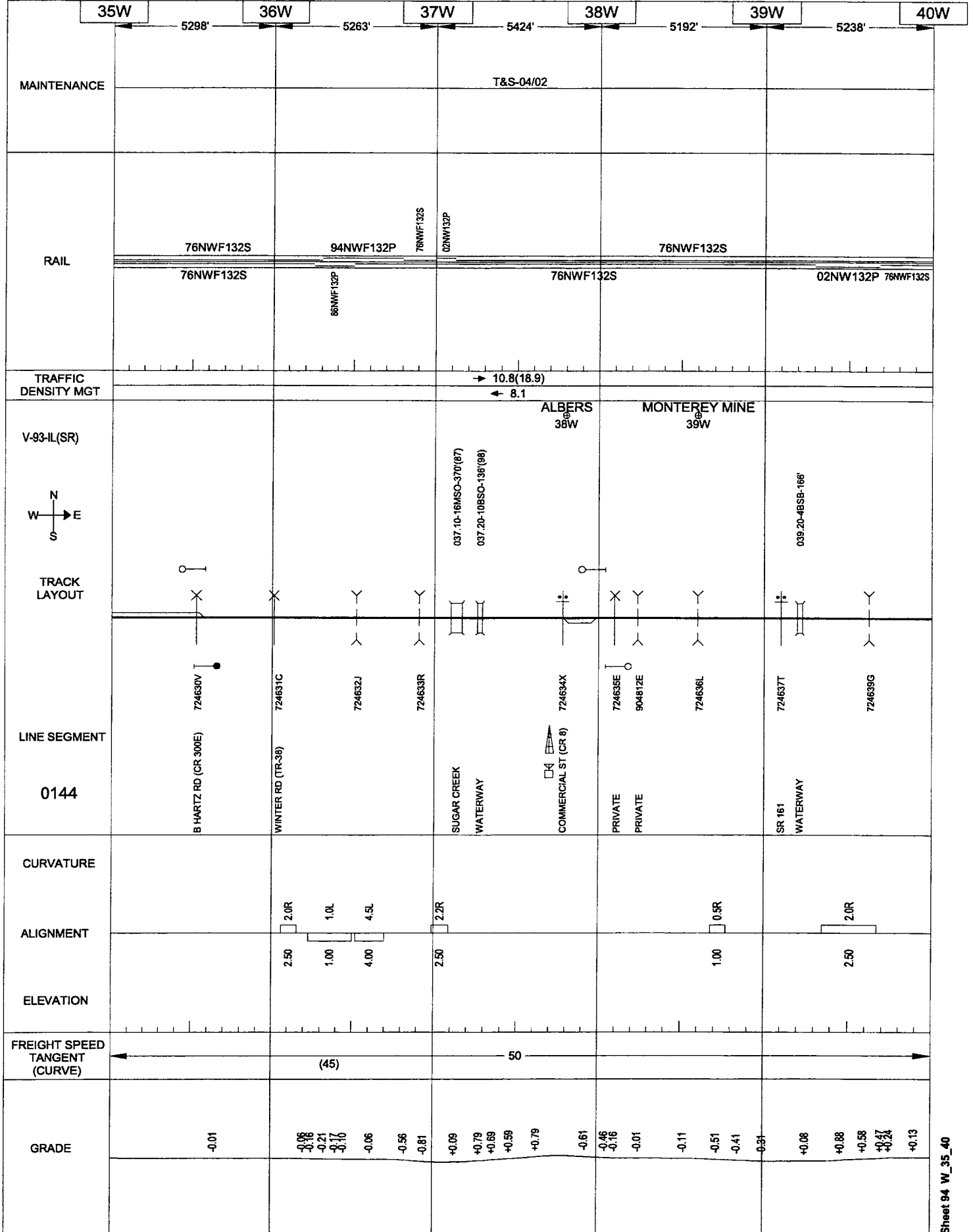


02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



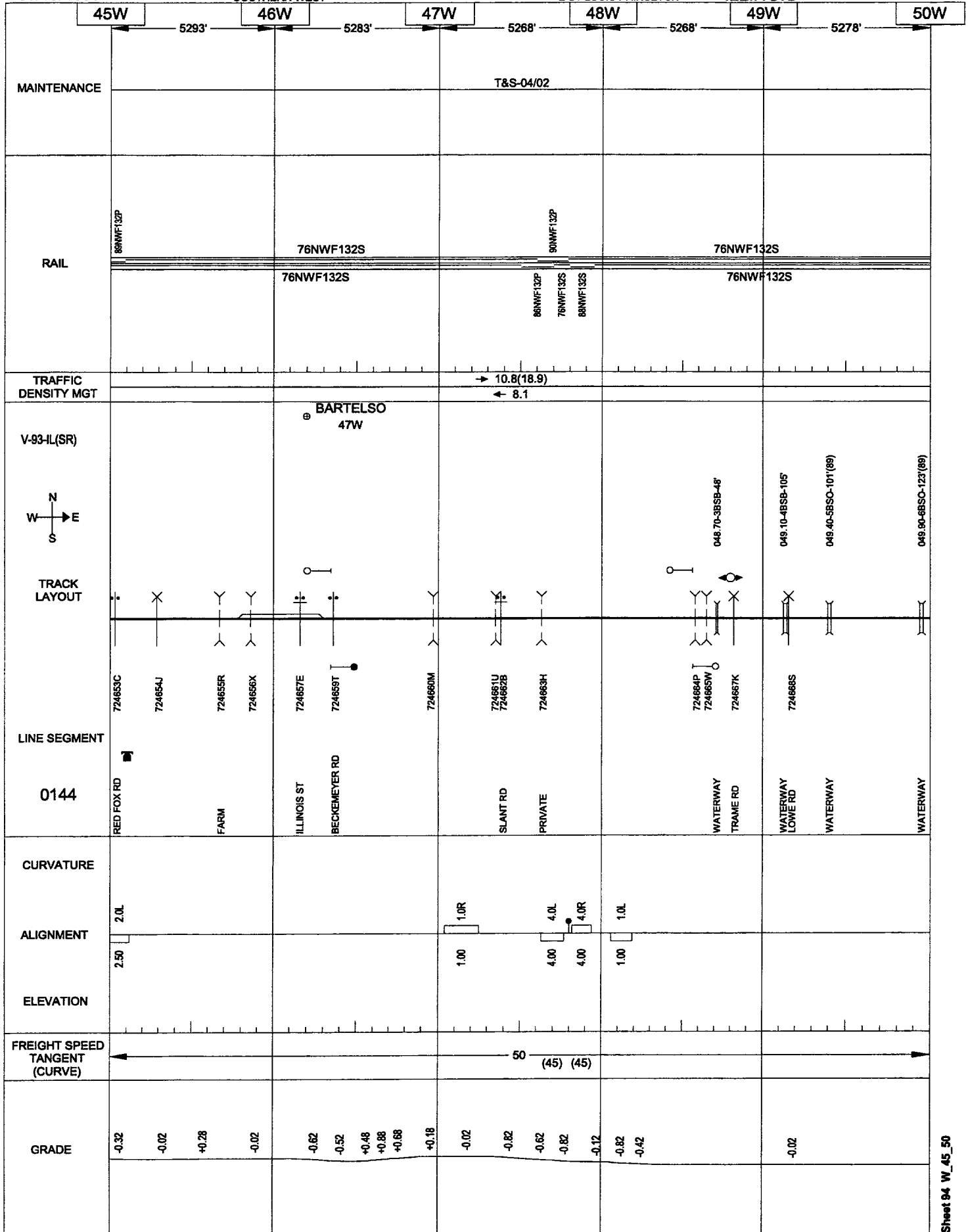
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02/19/2003

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

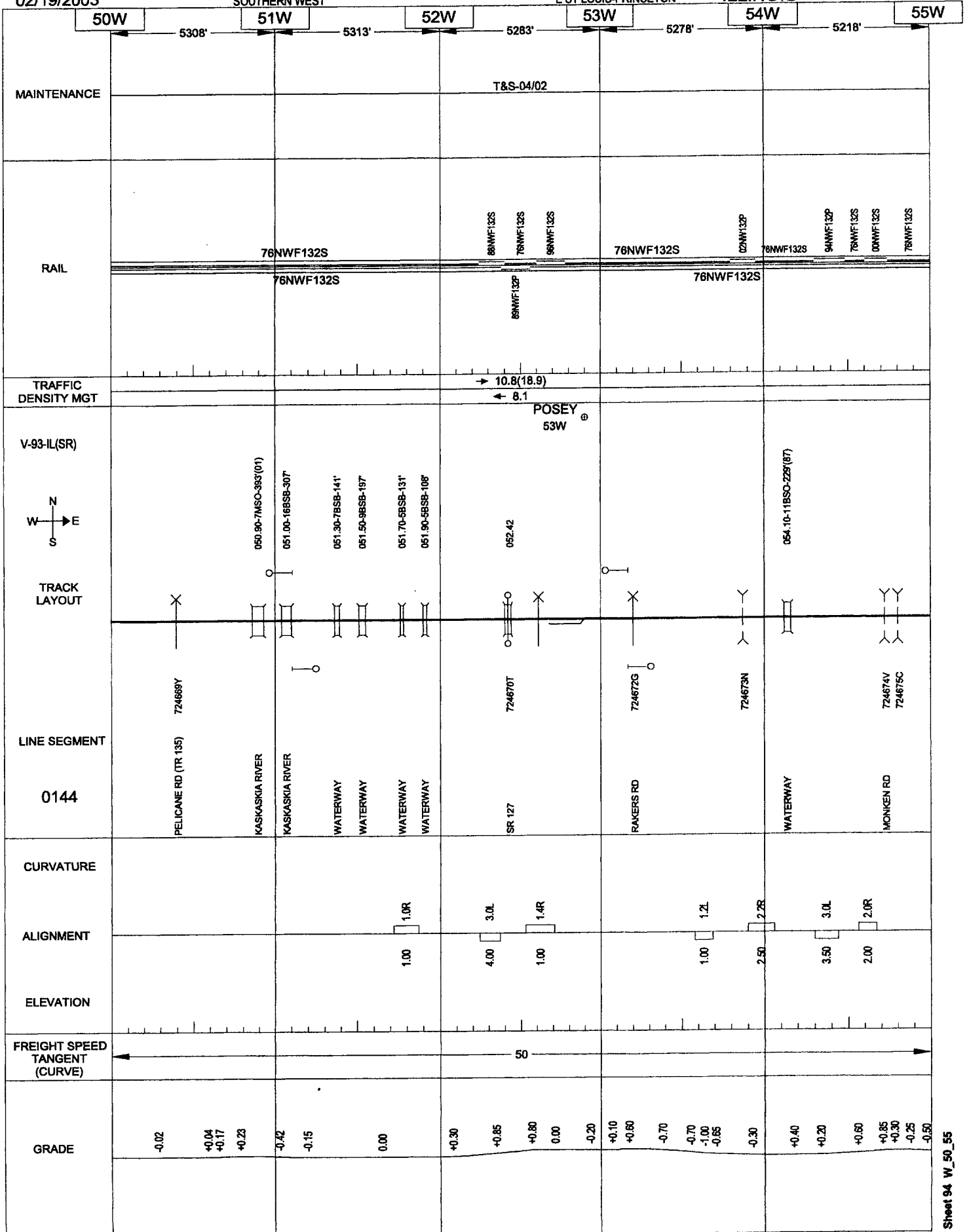


02/19/2003

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ILLINOIS

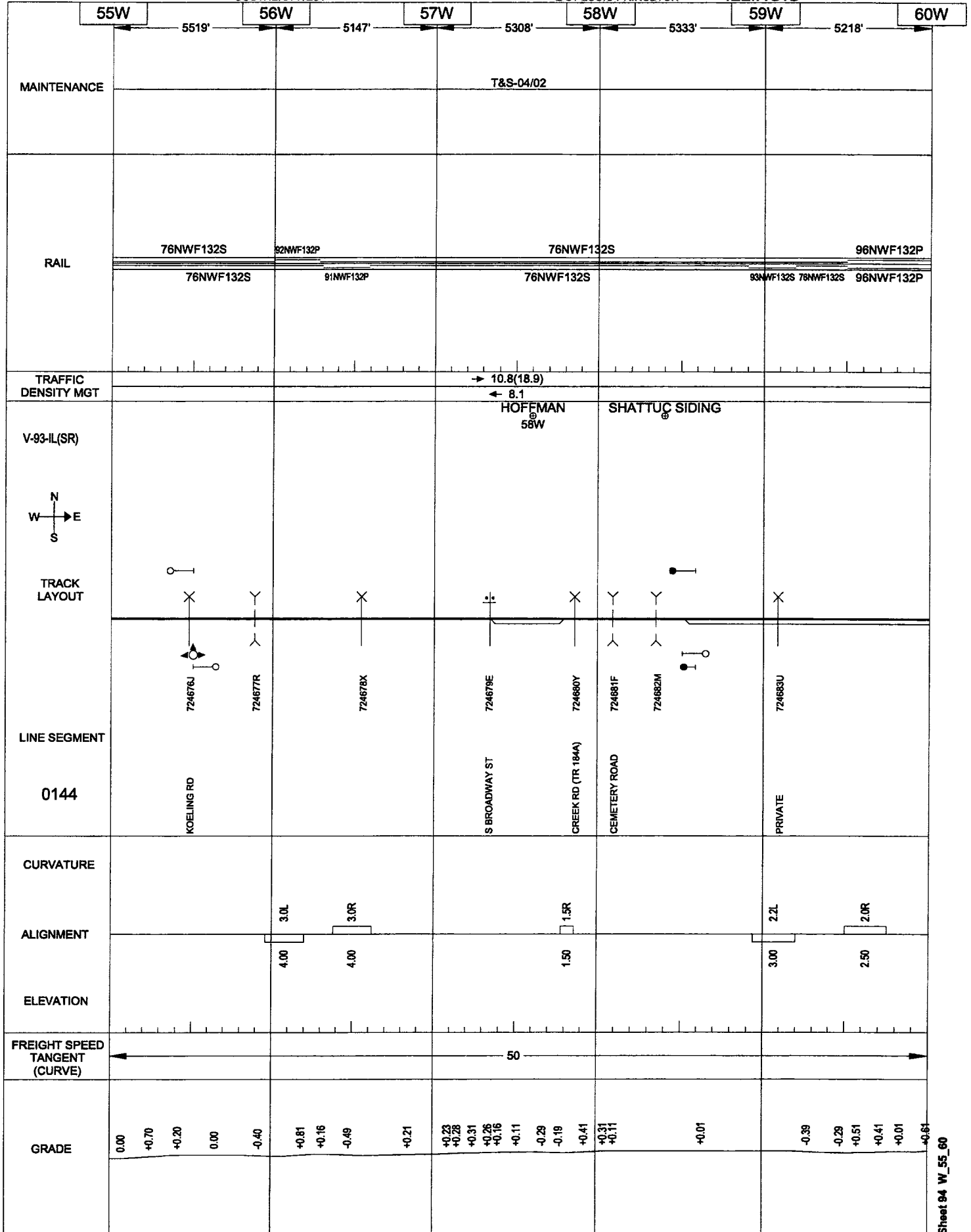


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ILLINOIS

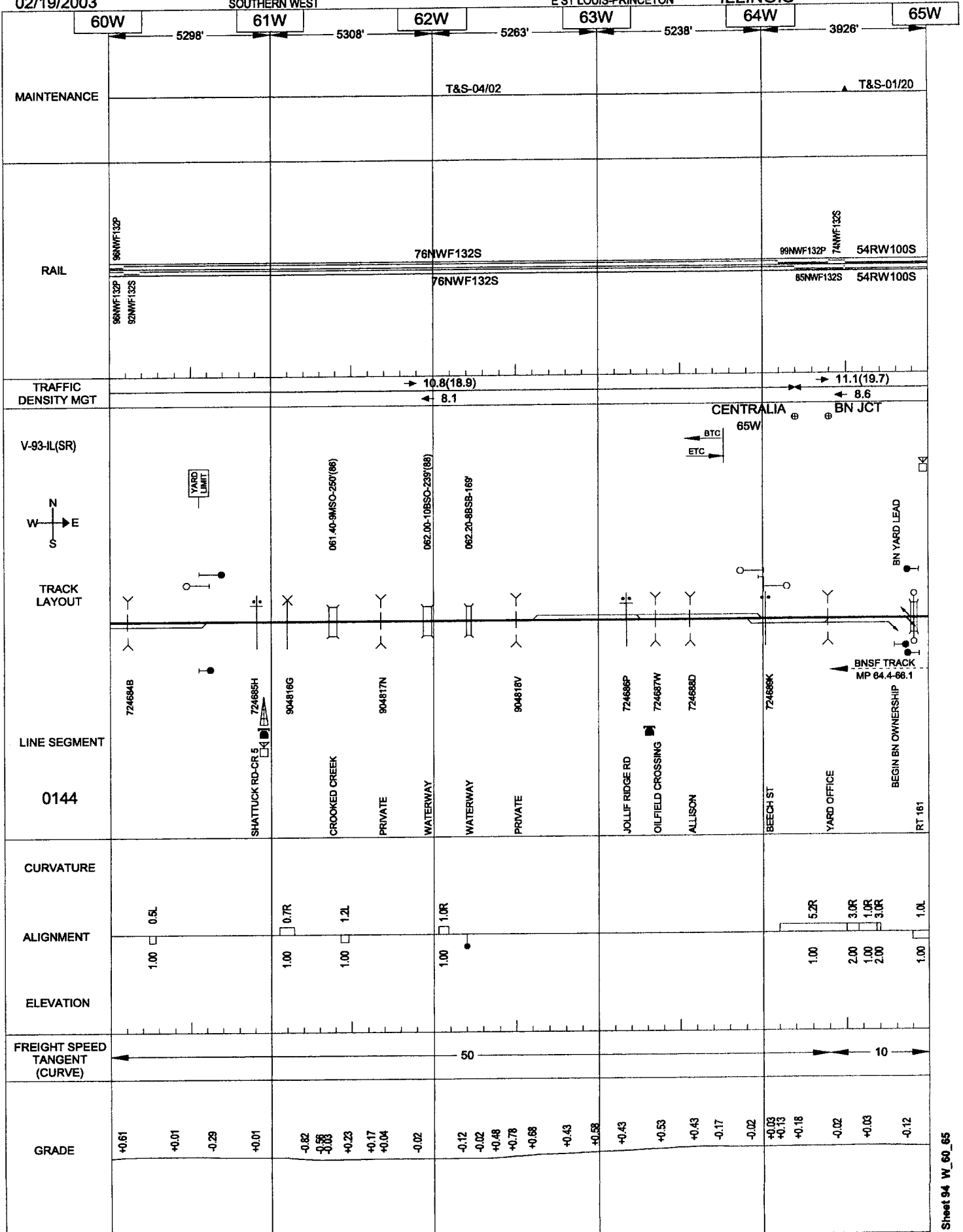


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ILLINOIS



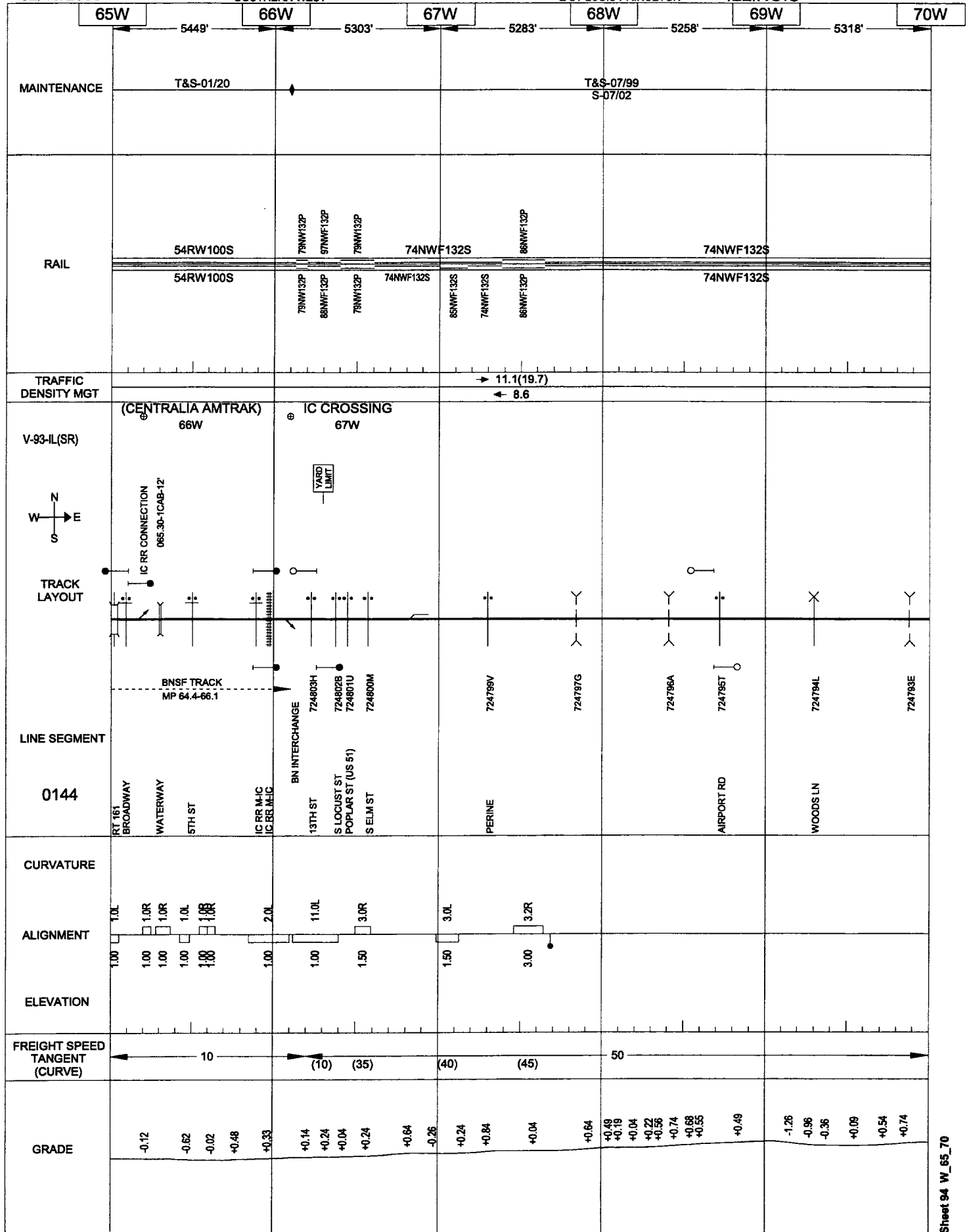


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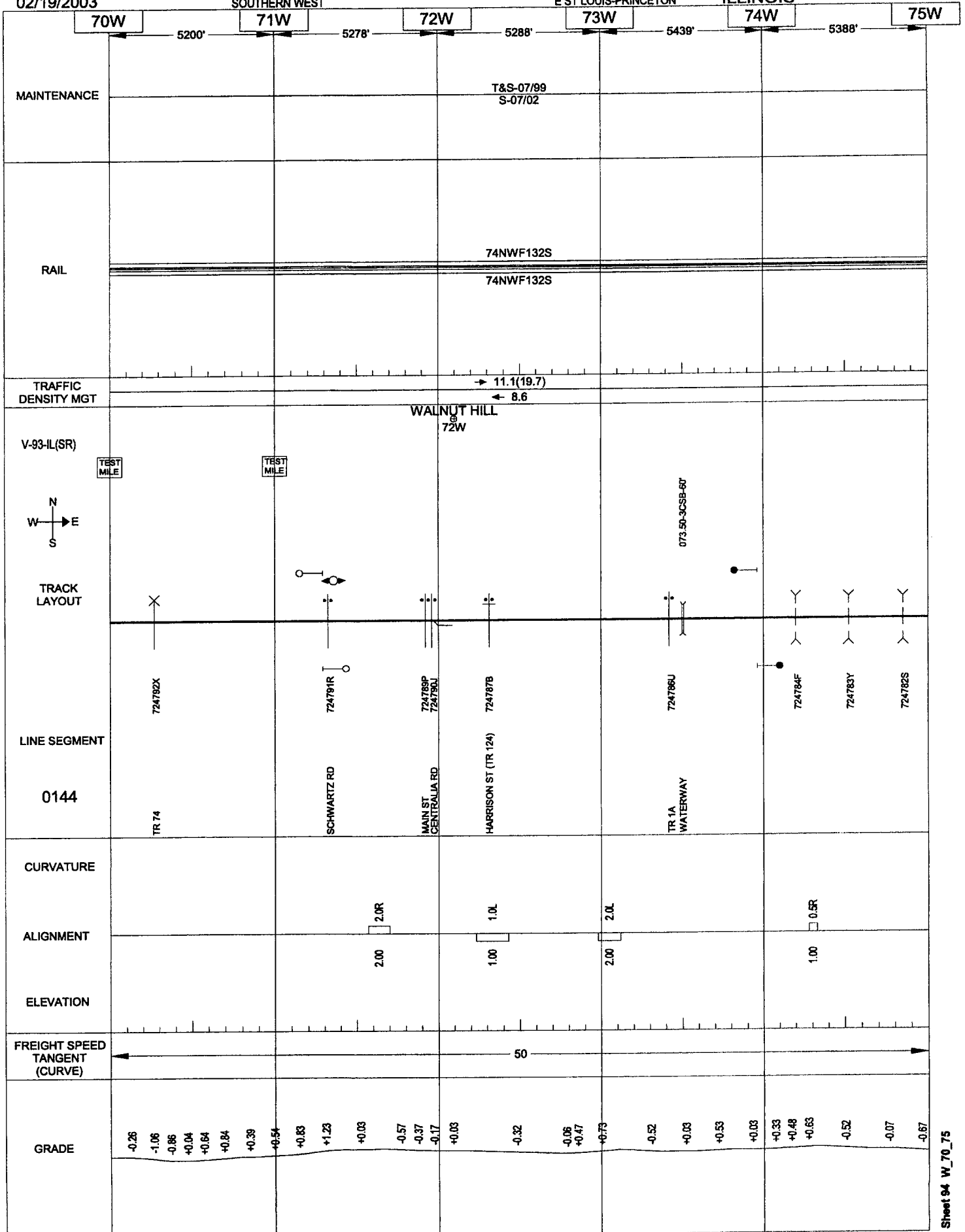


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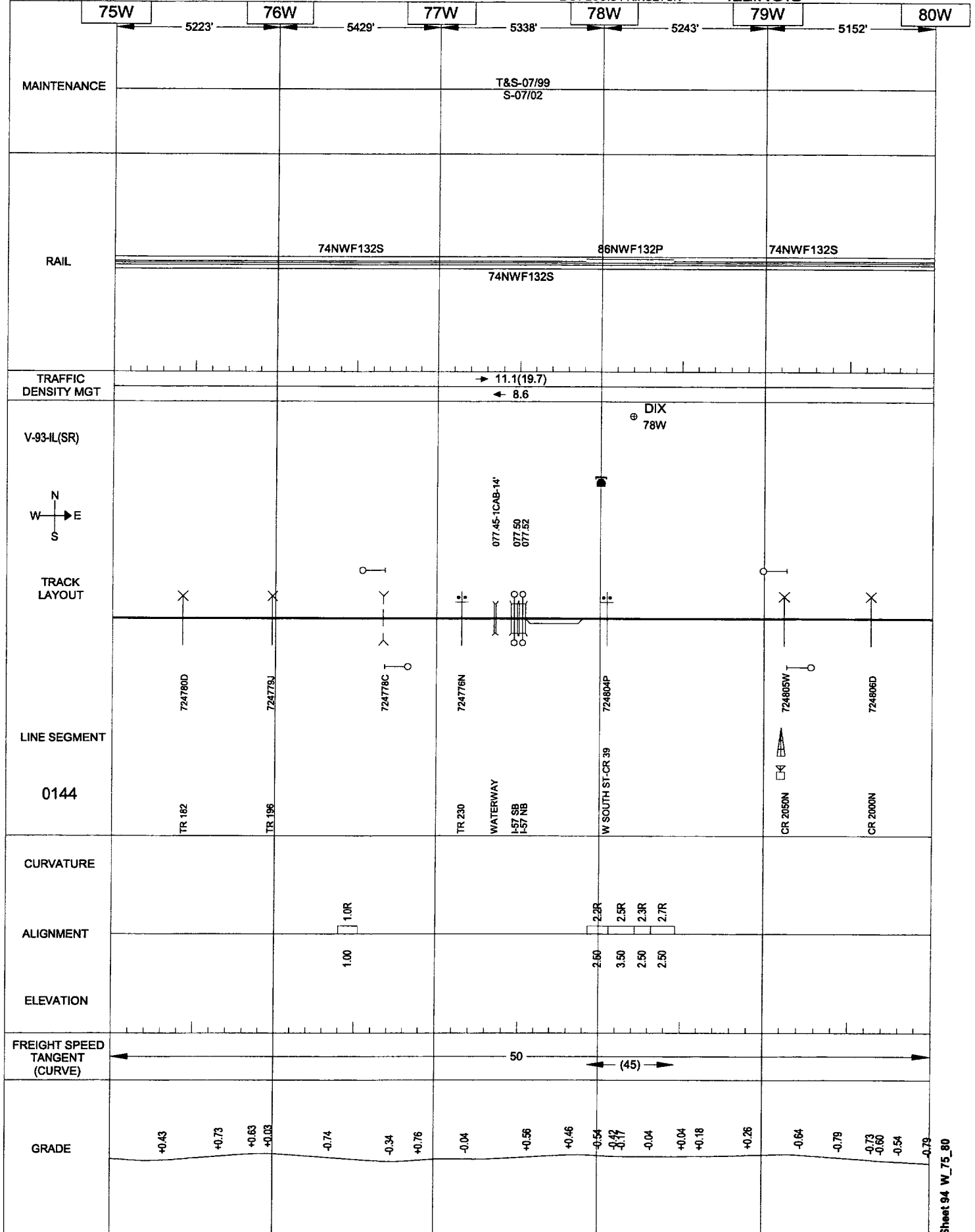


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ILLINOIS

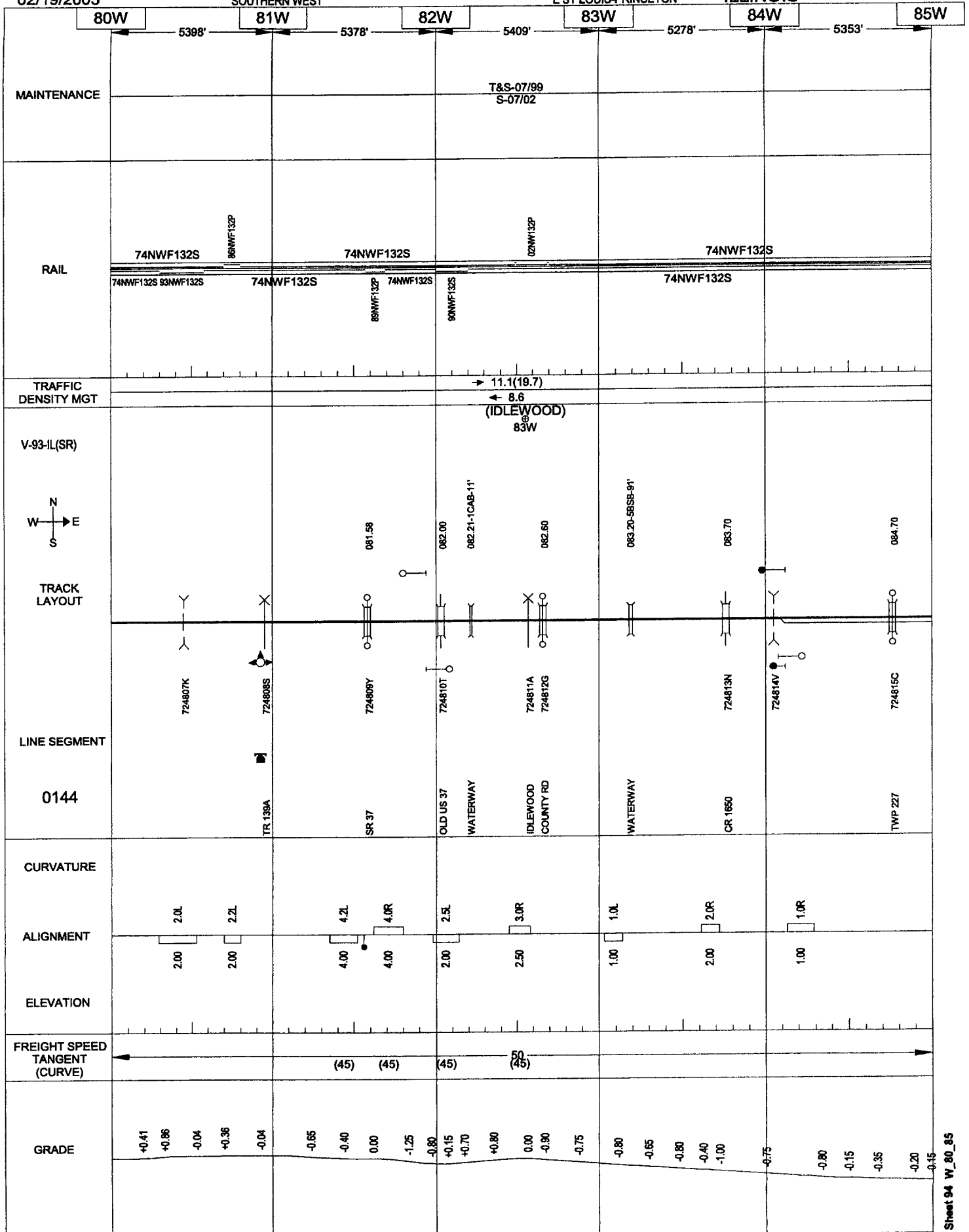


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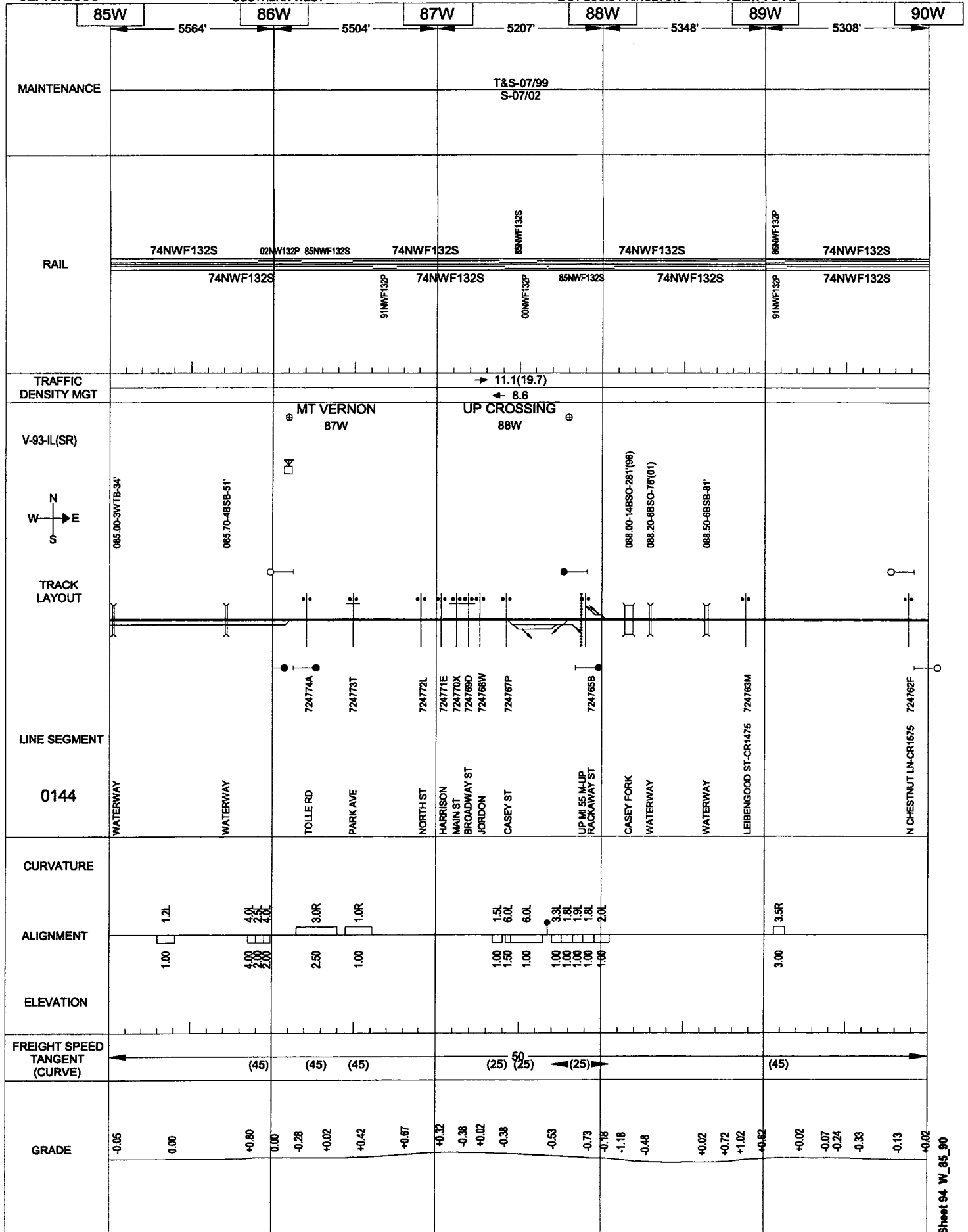


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ILLINOIS

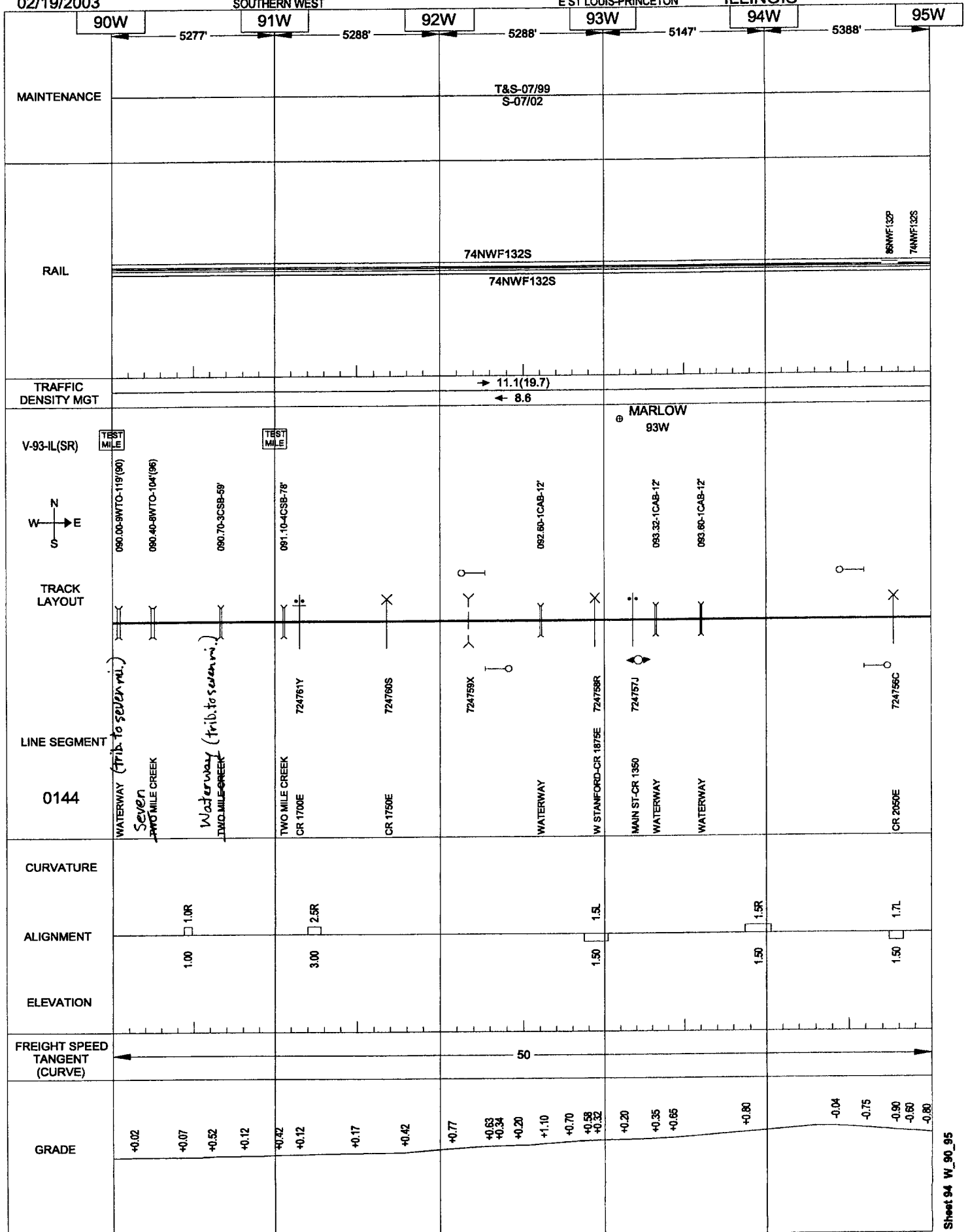


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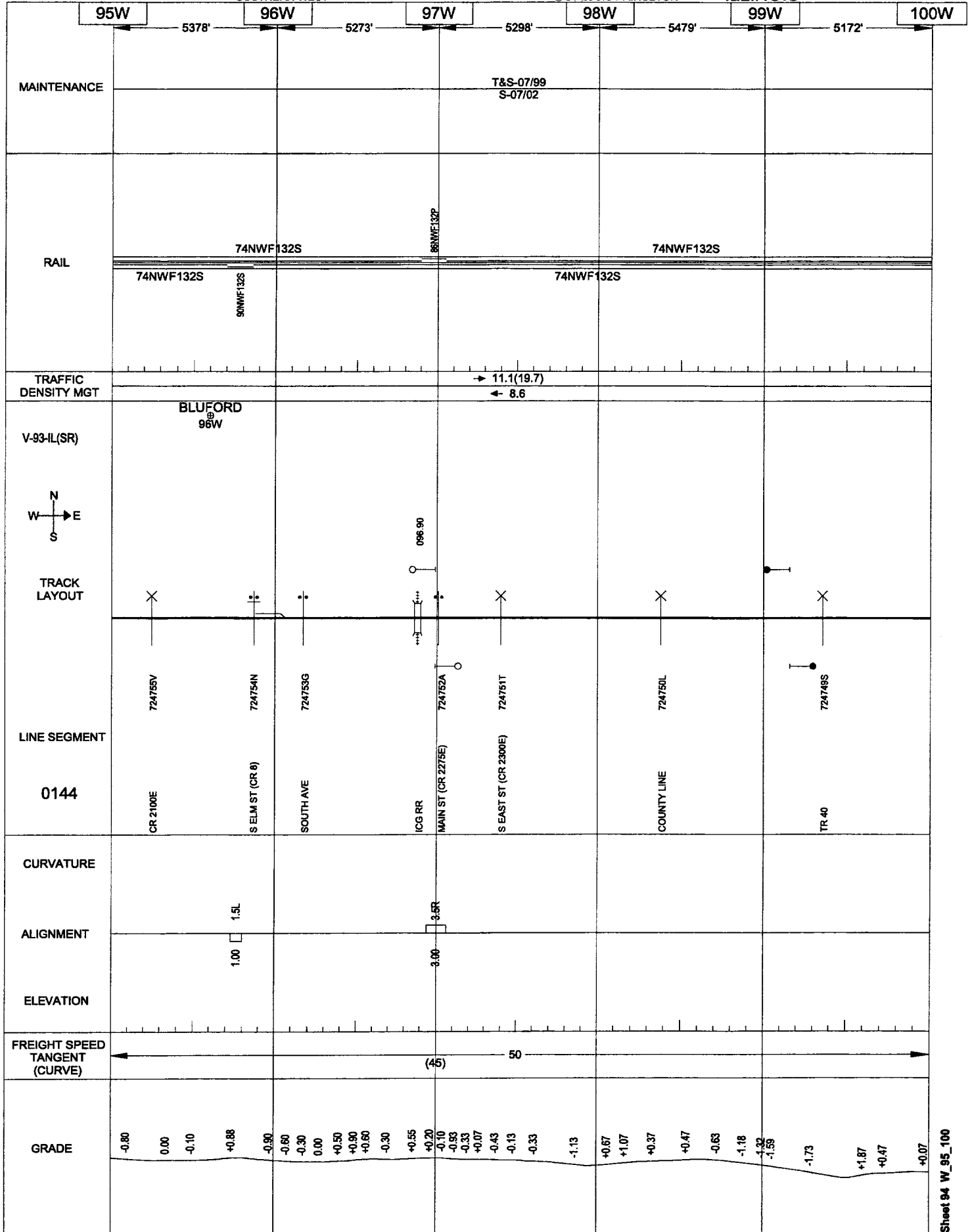


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E ST LOUIS-PRINCETON

ILLINOIS

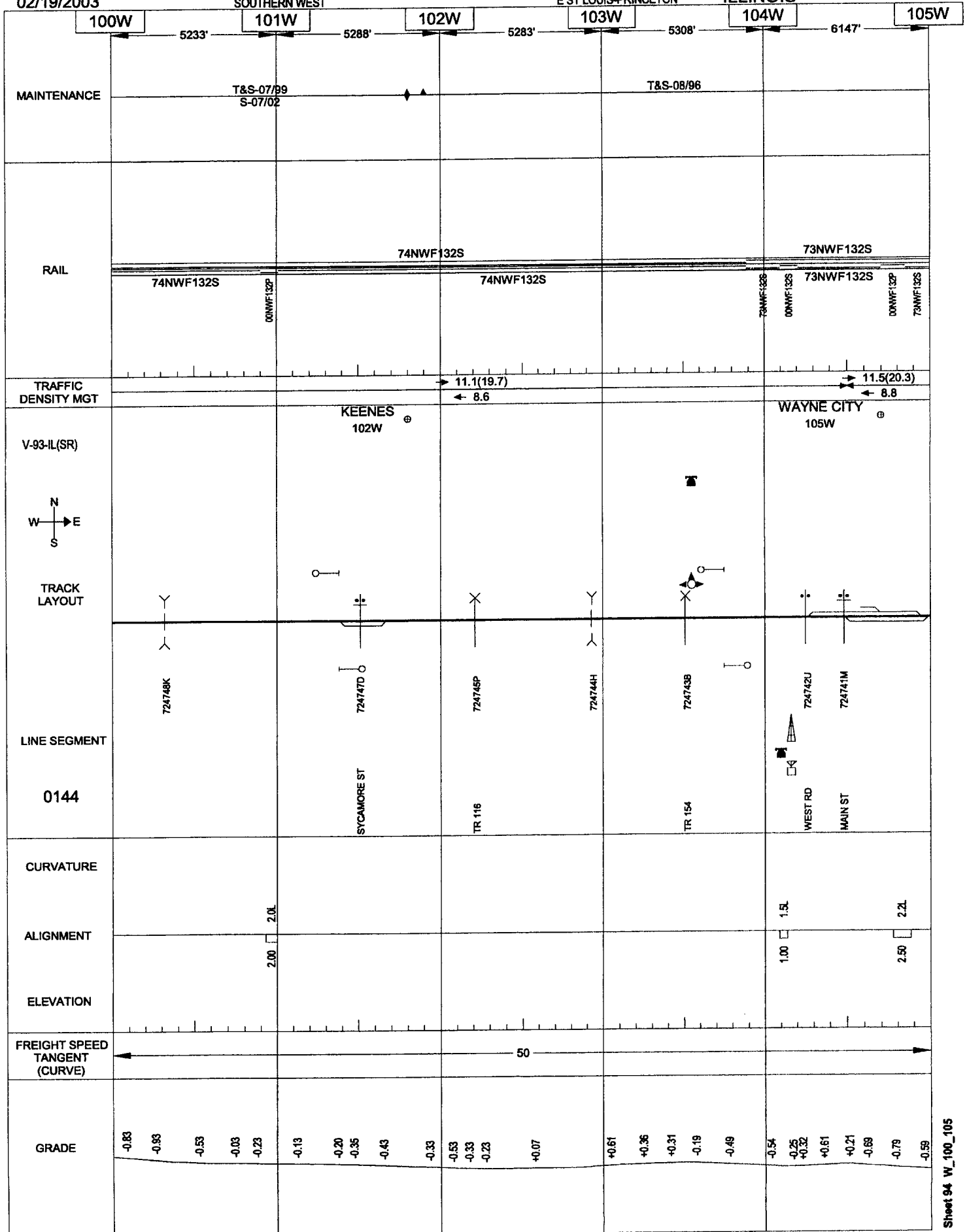


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E ST LOUIS-PRINCETON

ILLINOIS



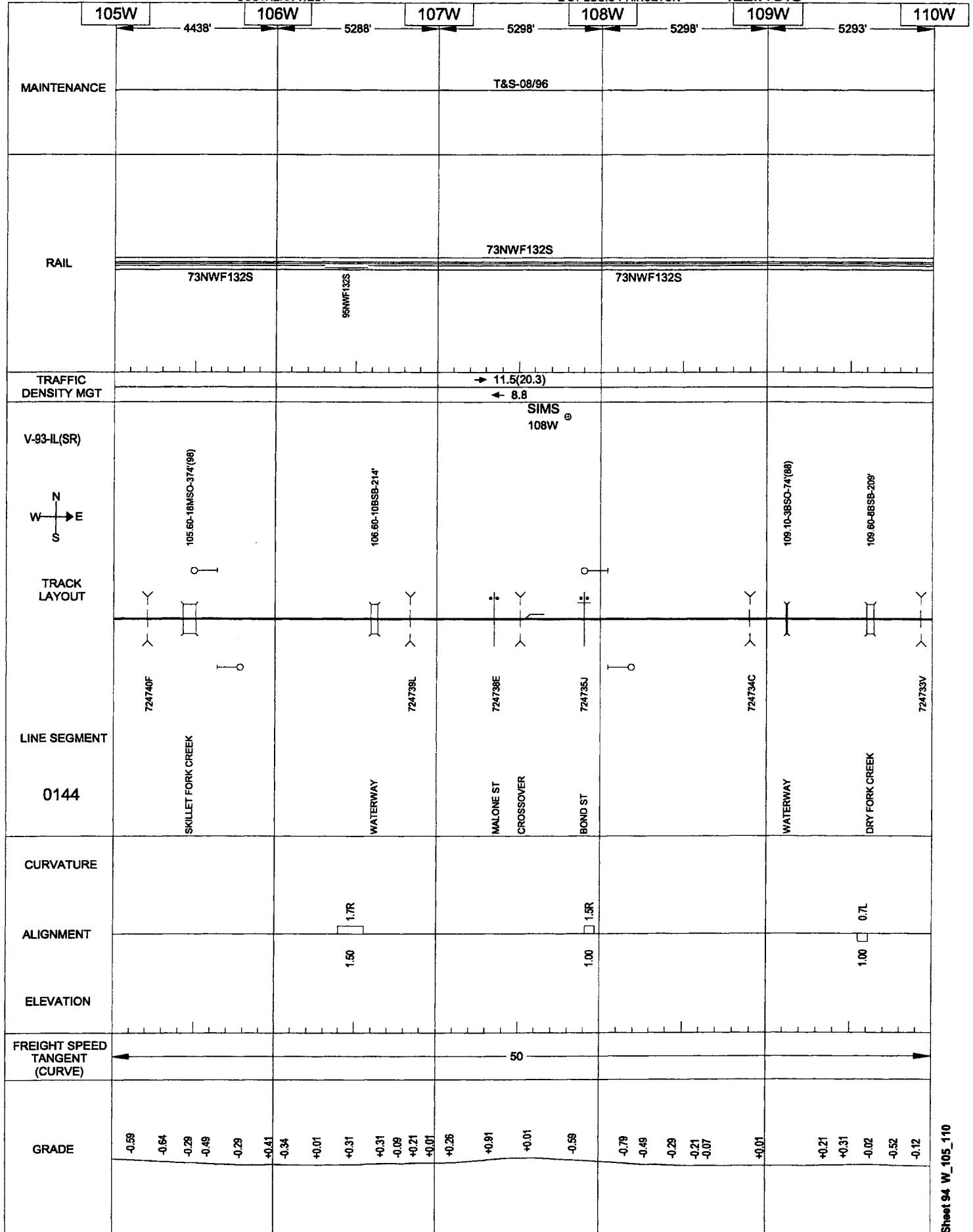


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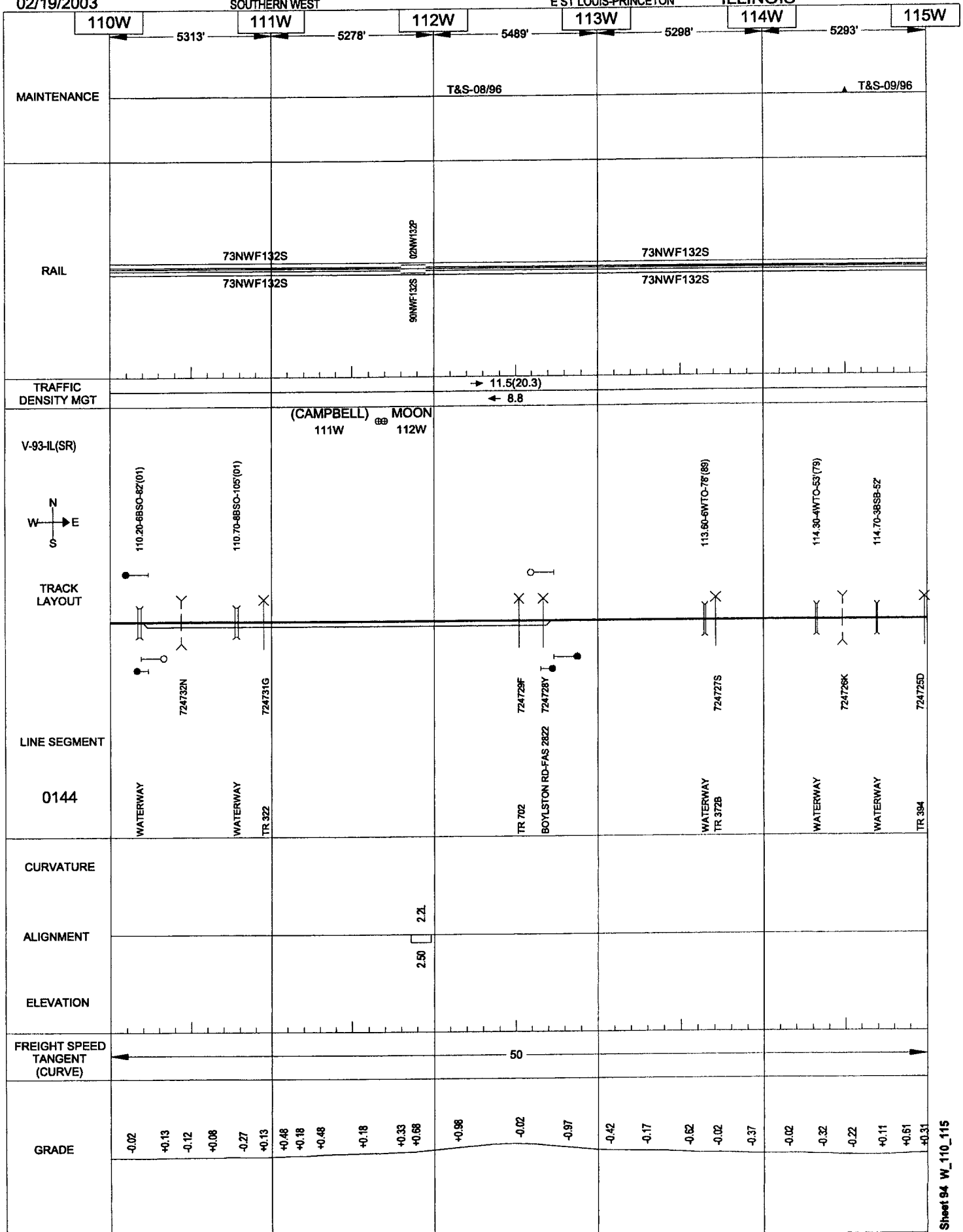


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ILLINOIS

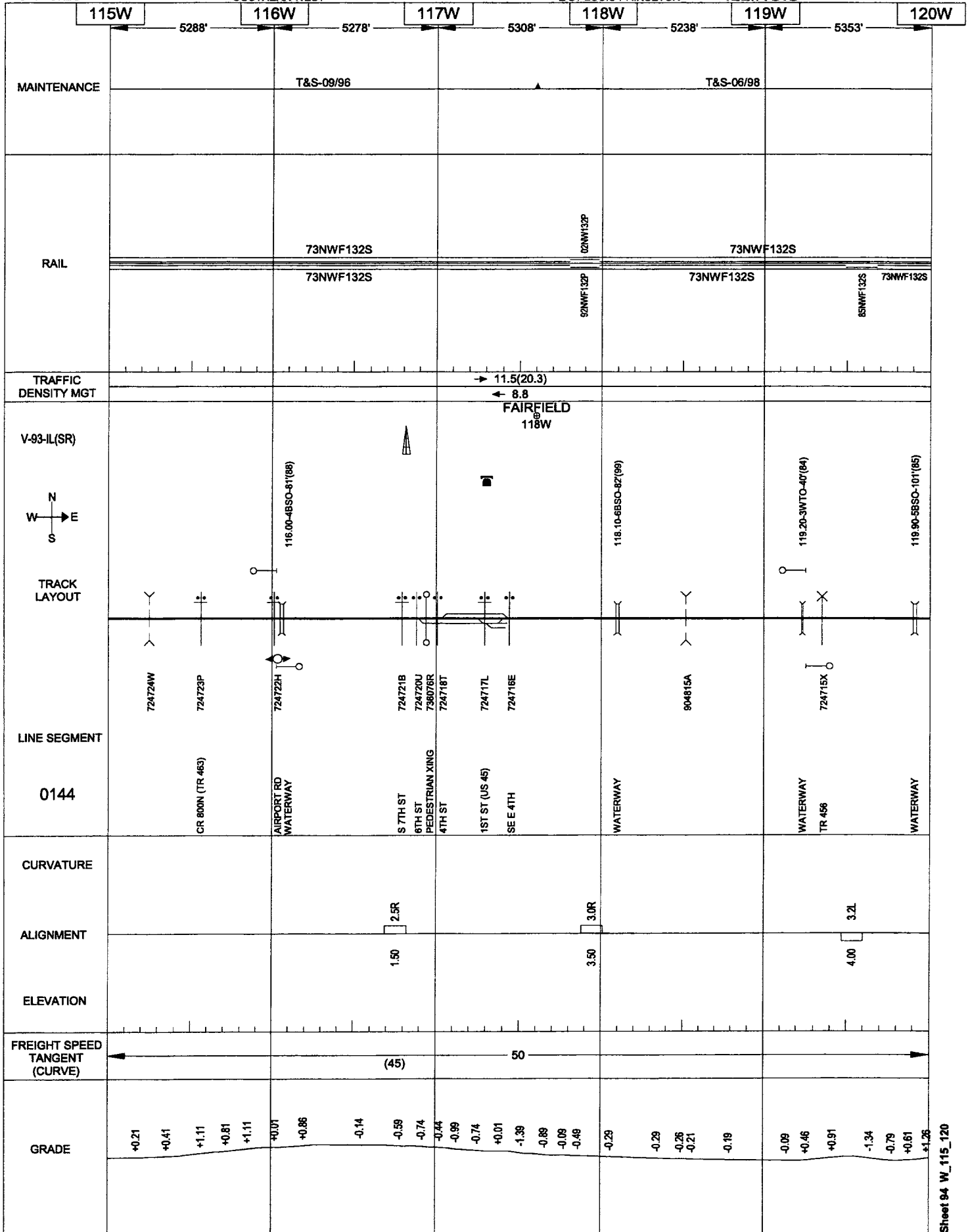


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ILLINOIS

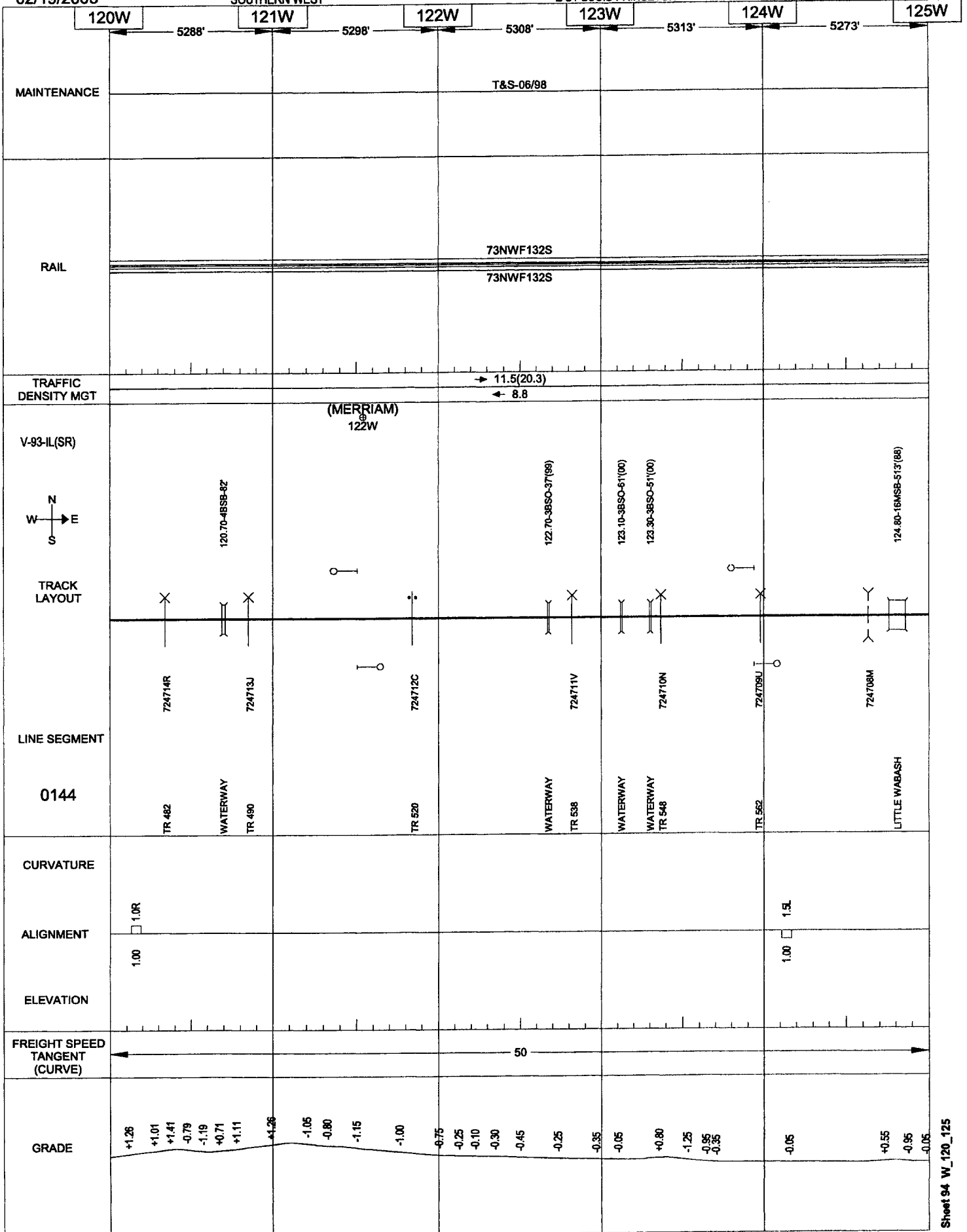


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E ST LOUIS-PRINCETON

ILLINOIS

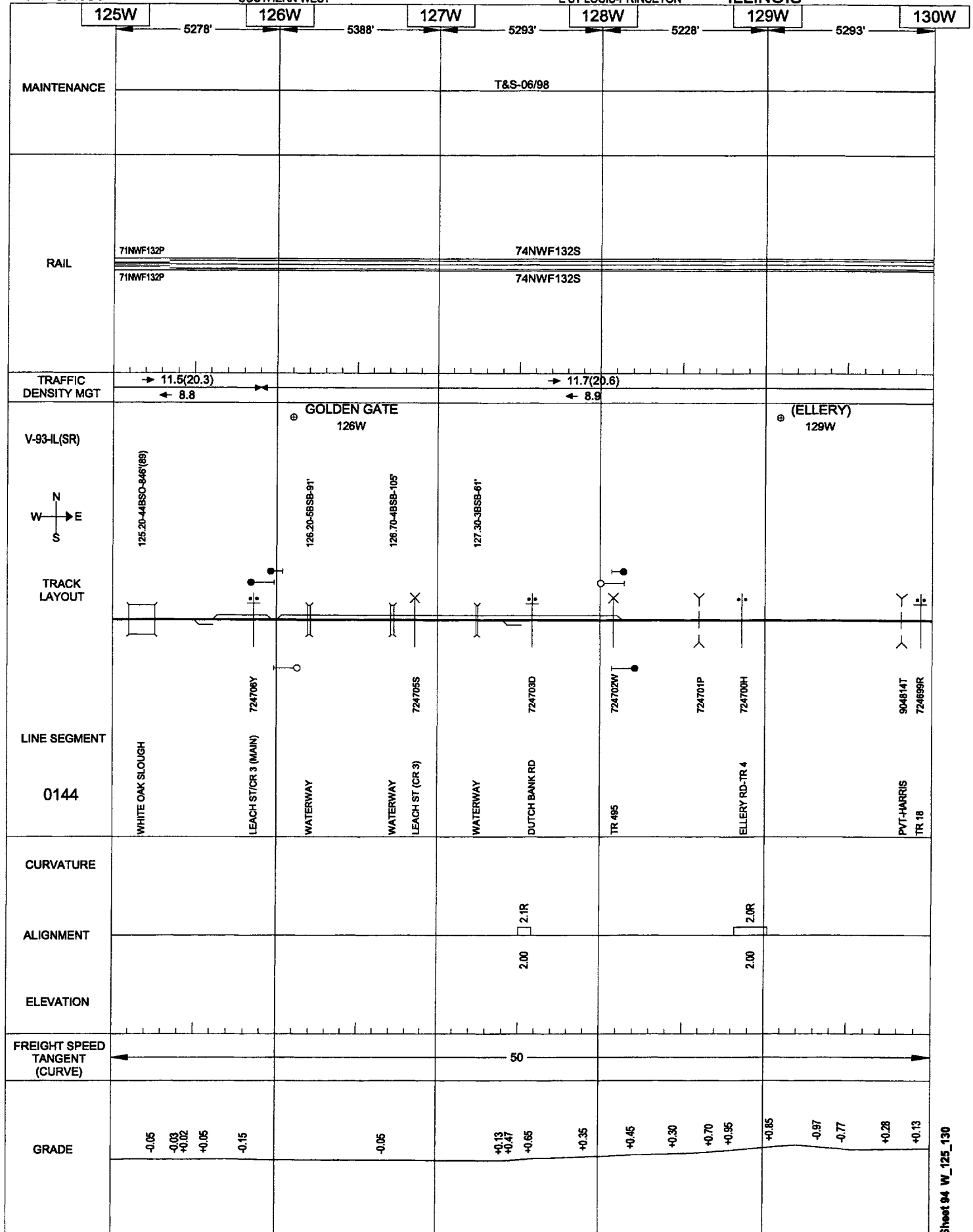


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ILLINOIS

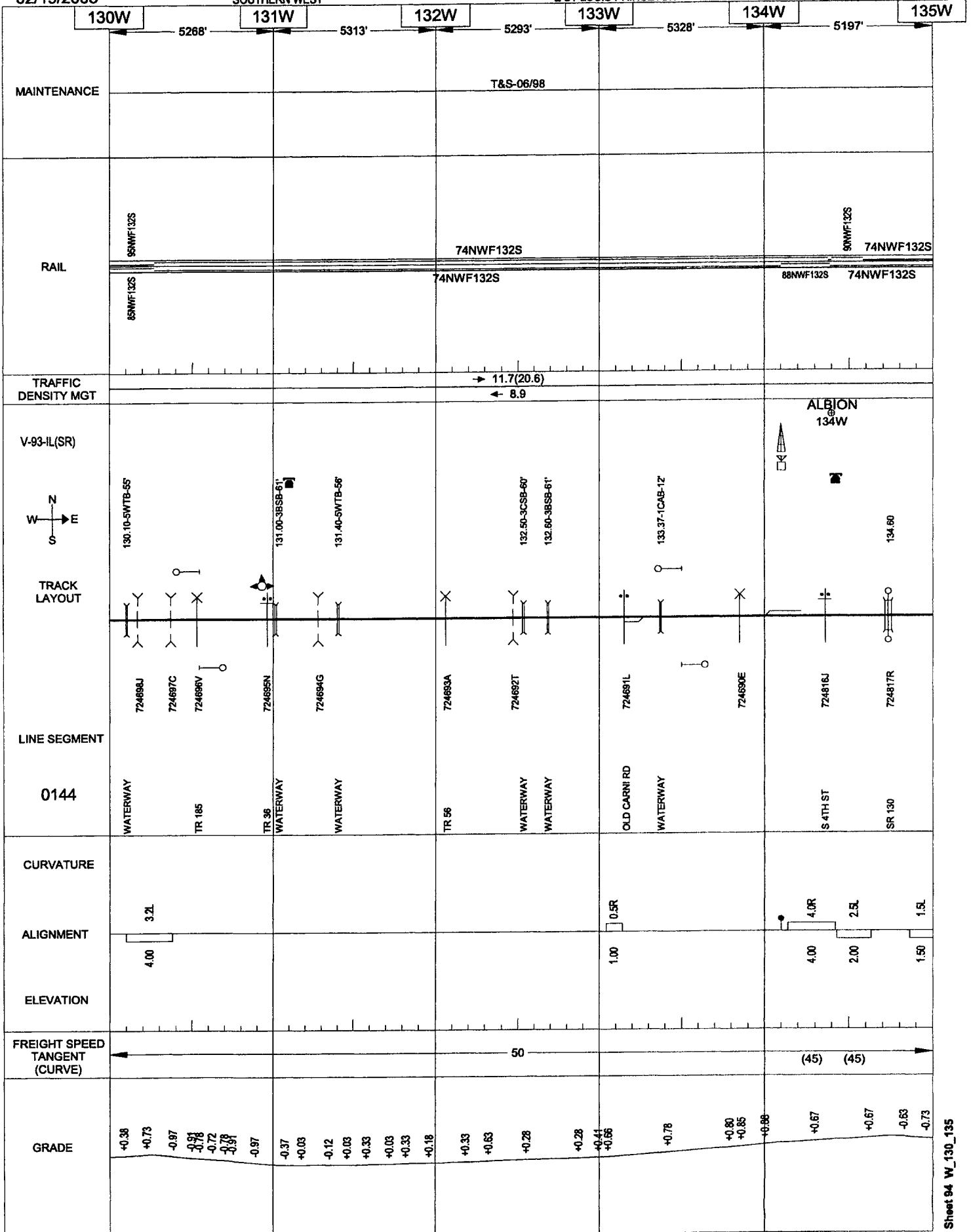


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ILLINOIS

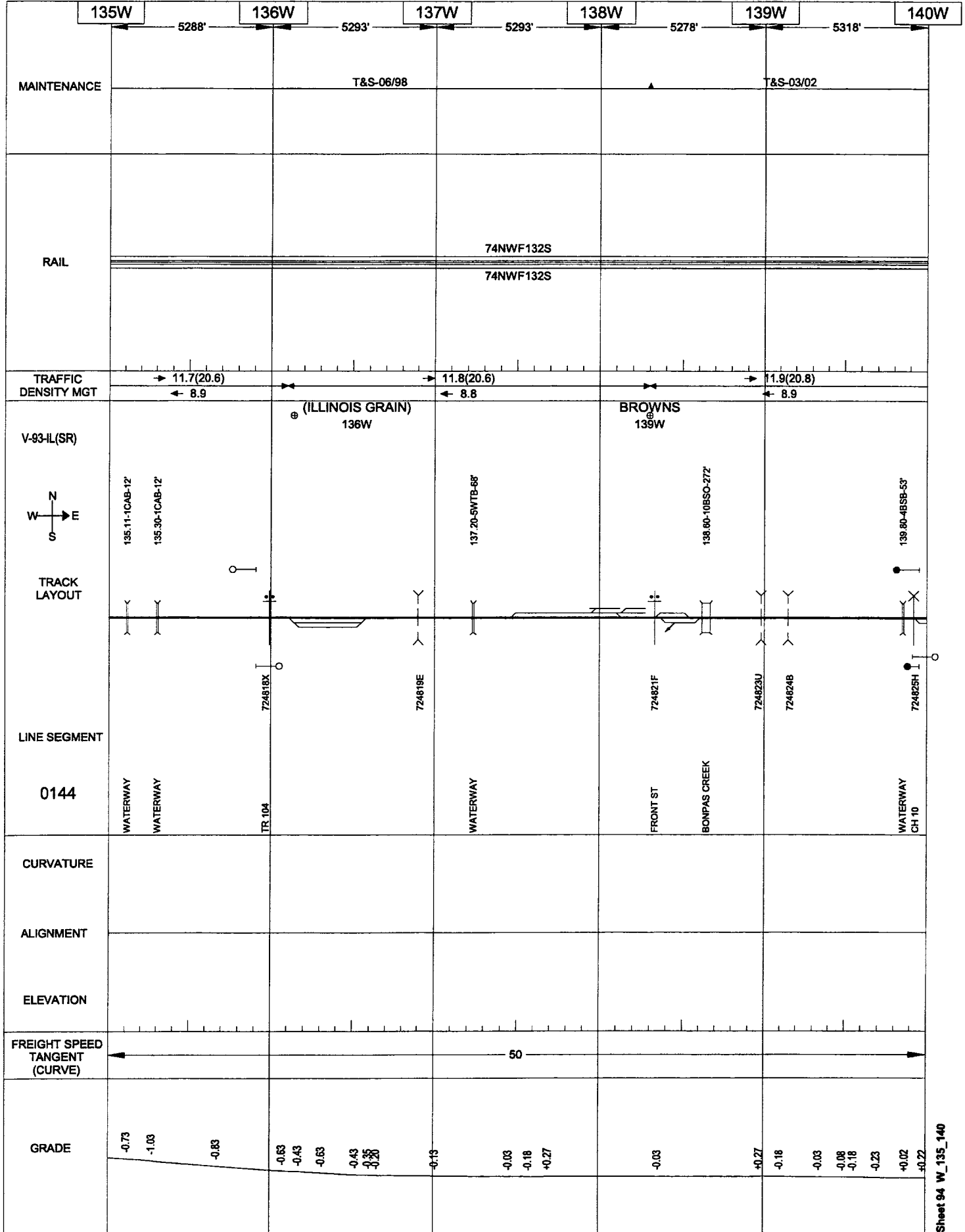


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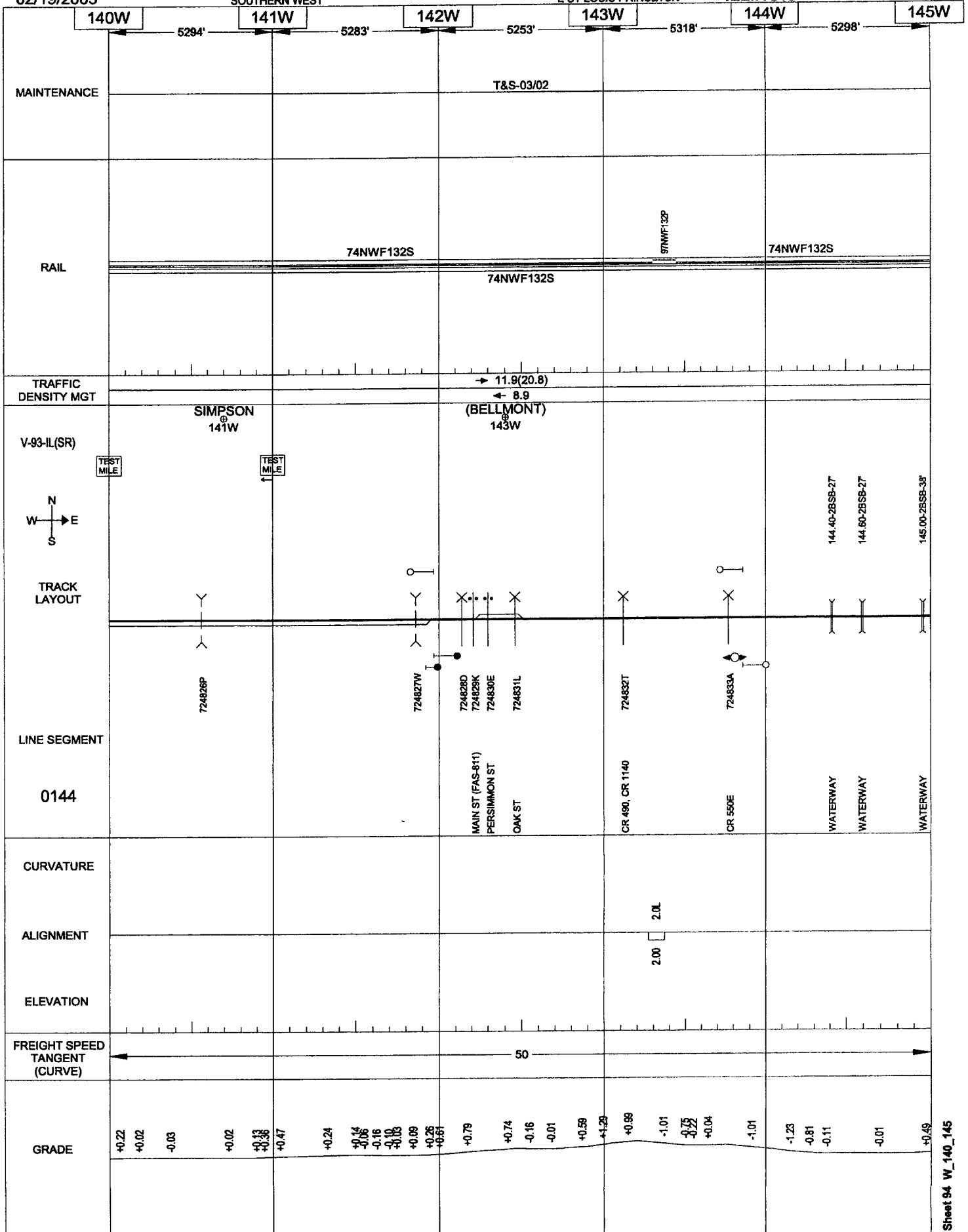


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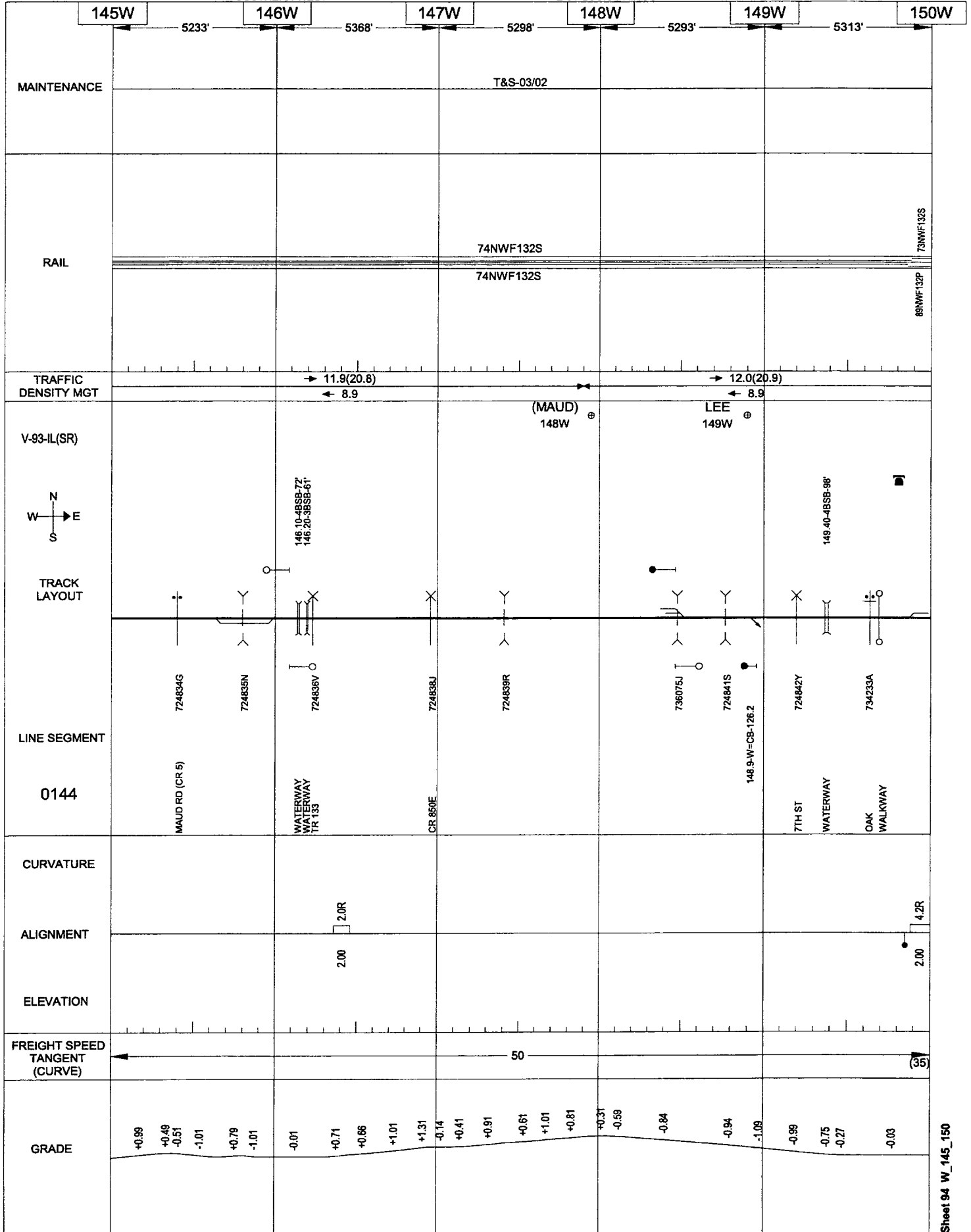


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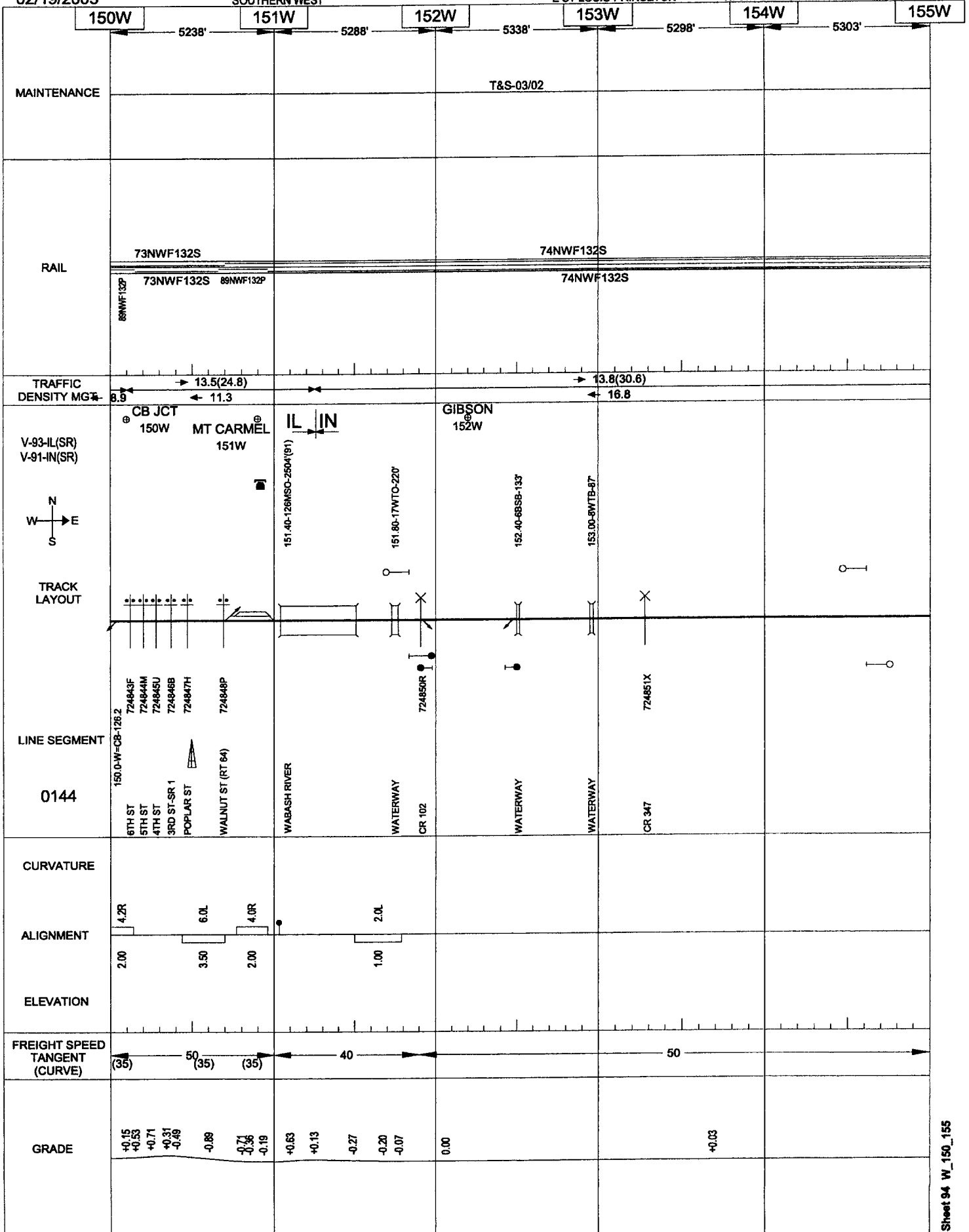


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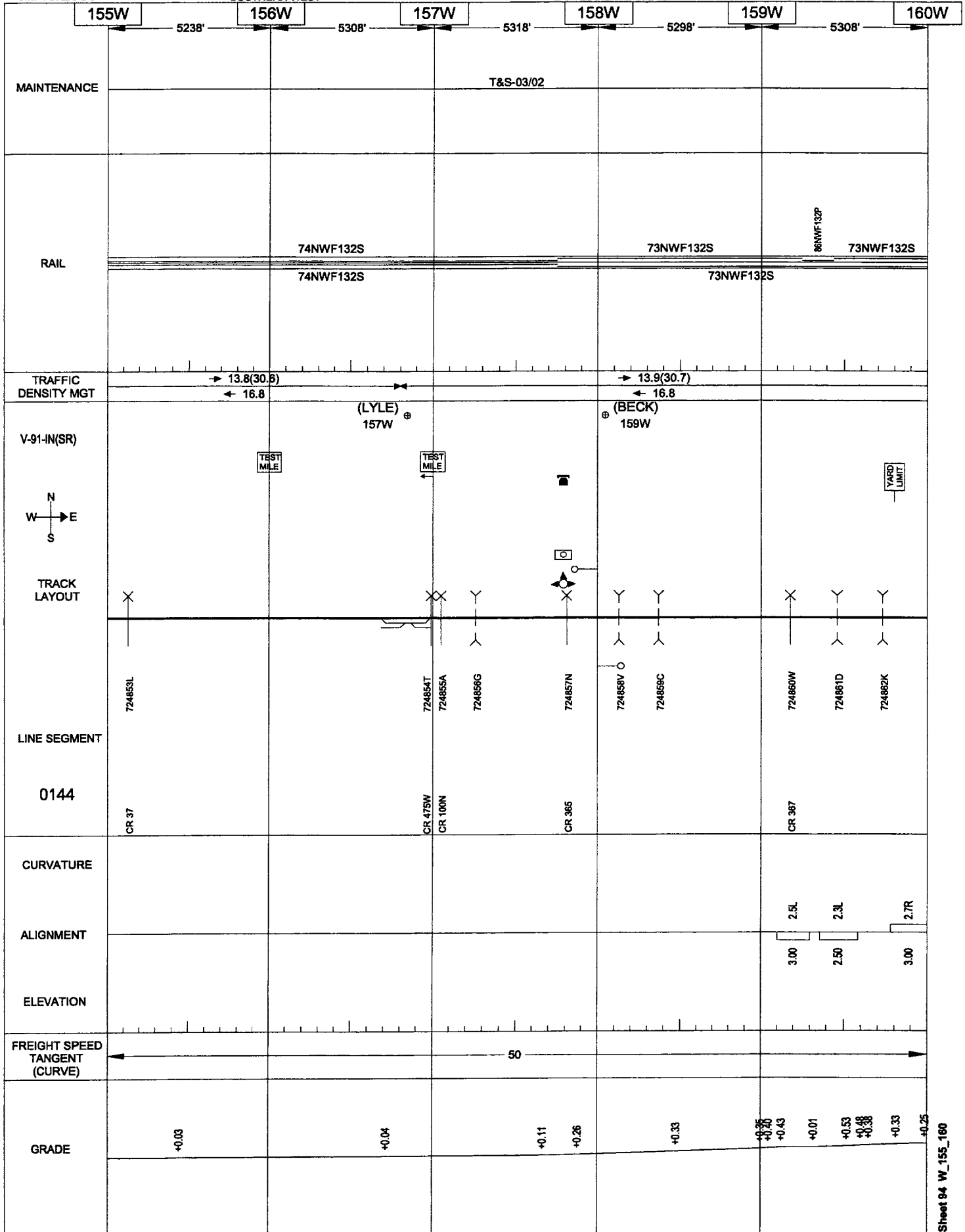


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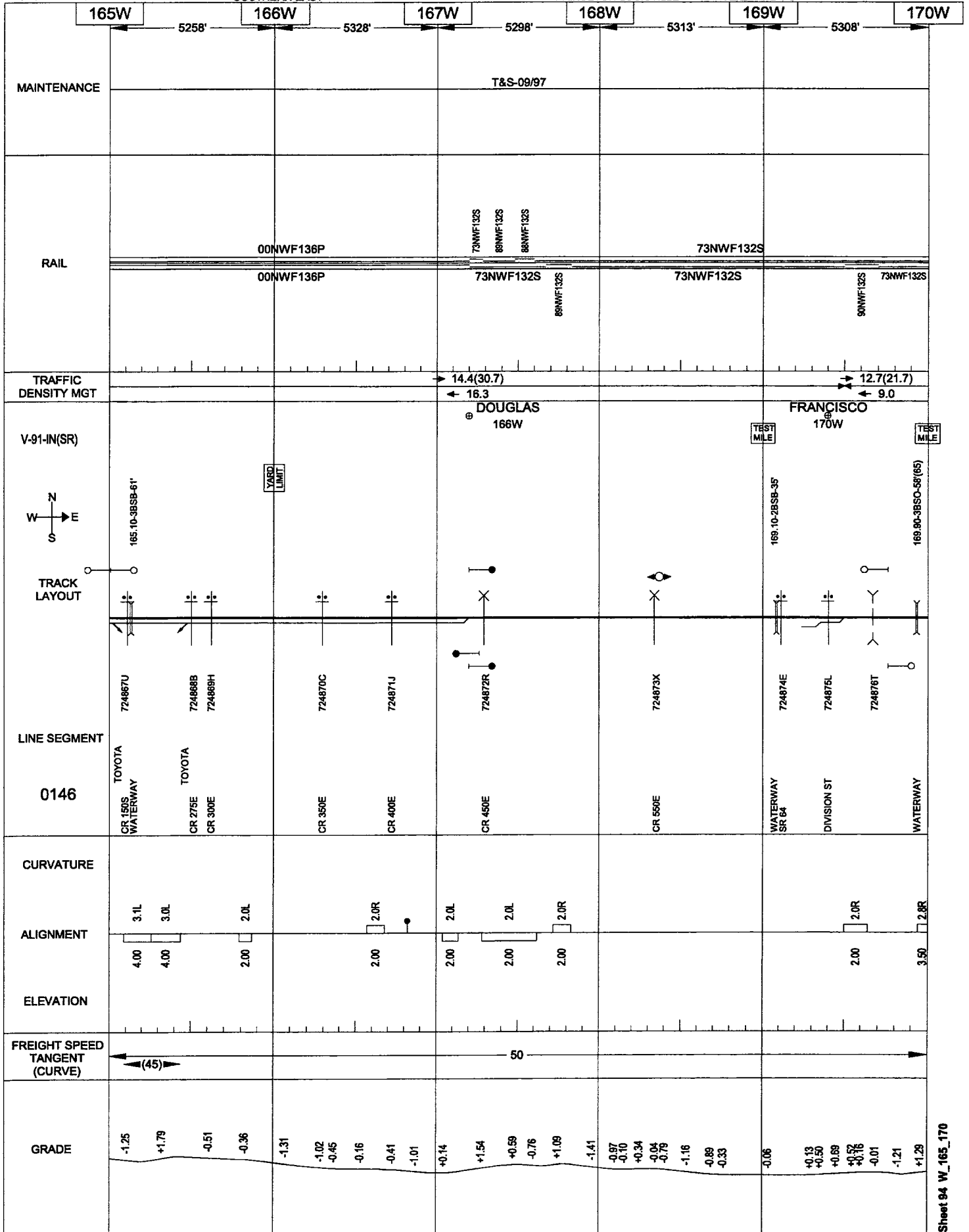
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02/19/2003

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



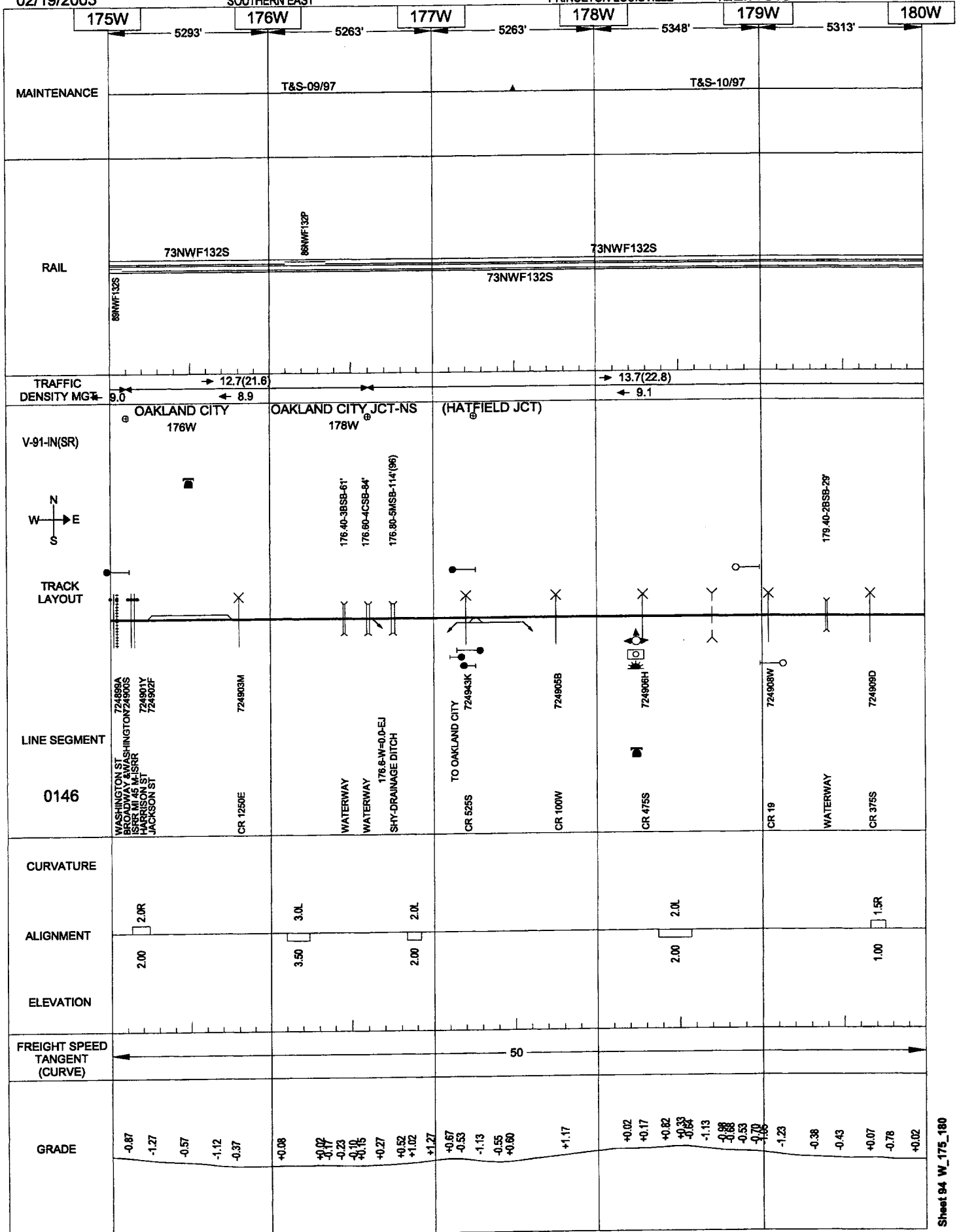
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SOUTHERN EAST

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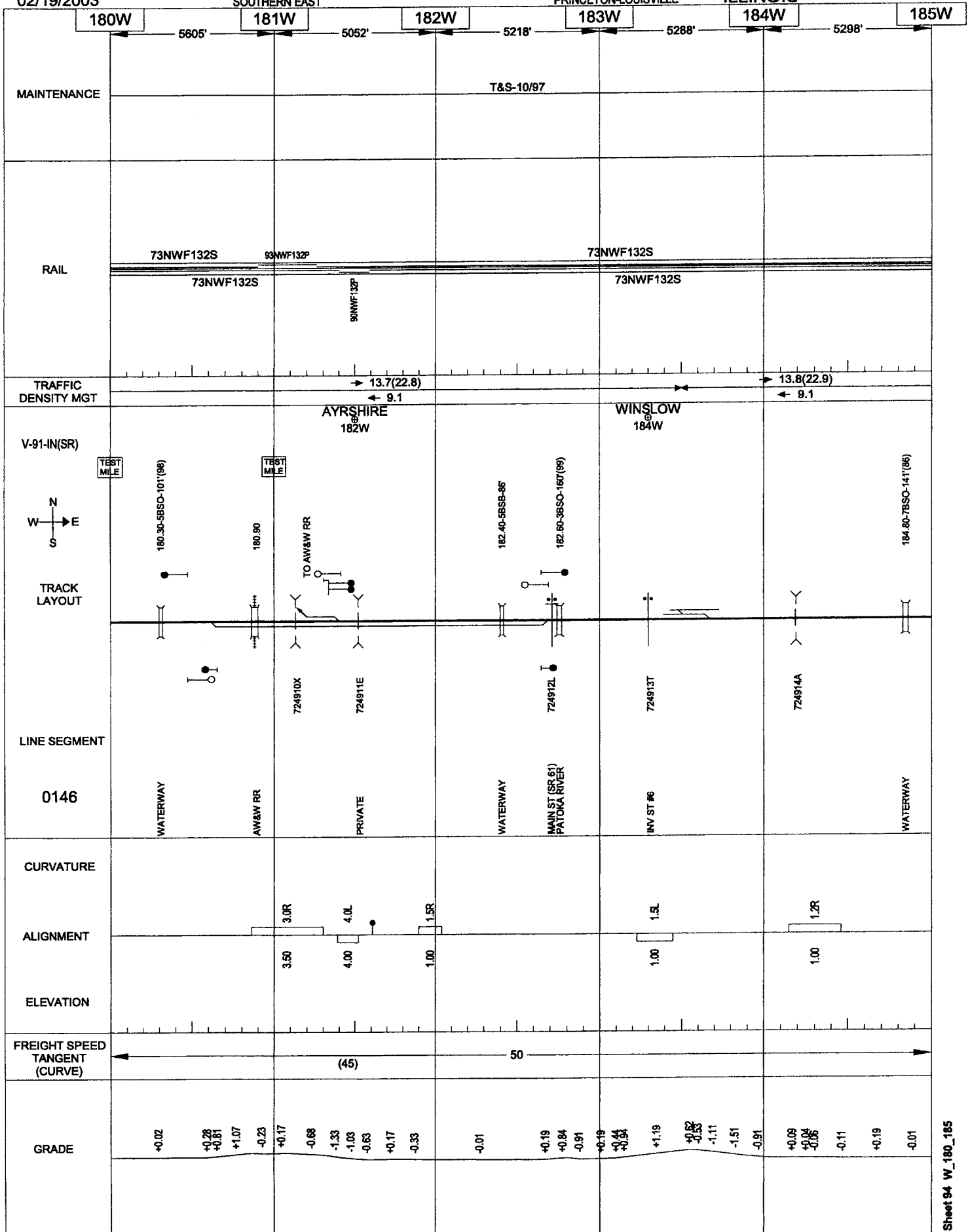


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SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



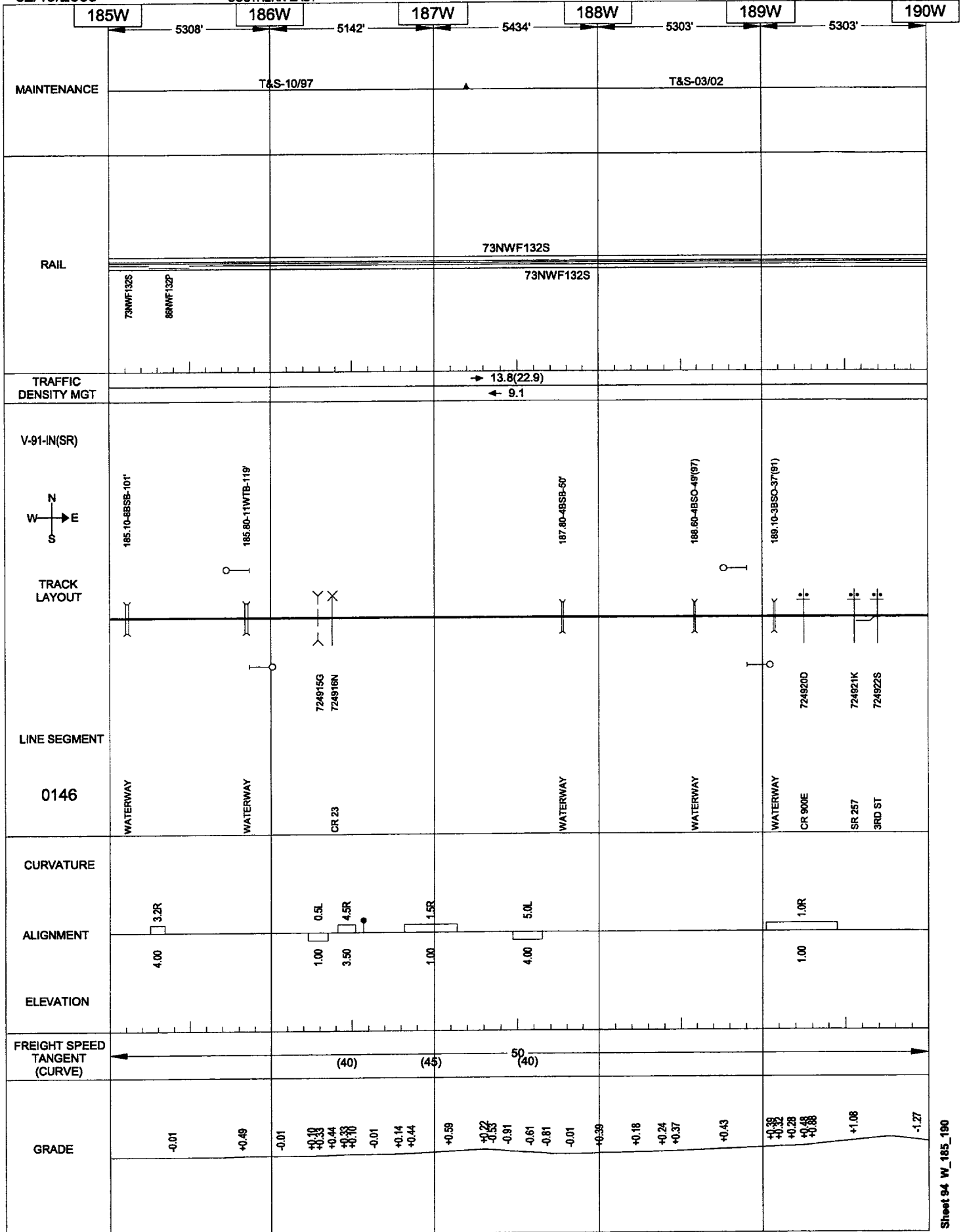


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ILLINOIS

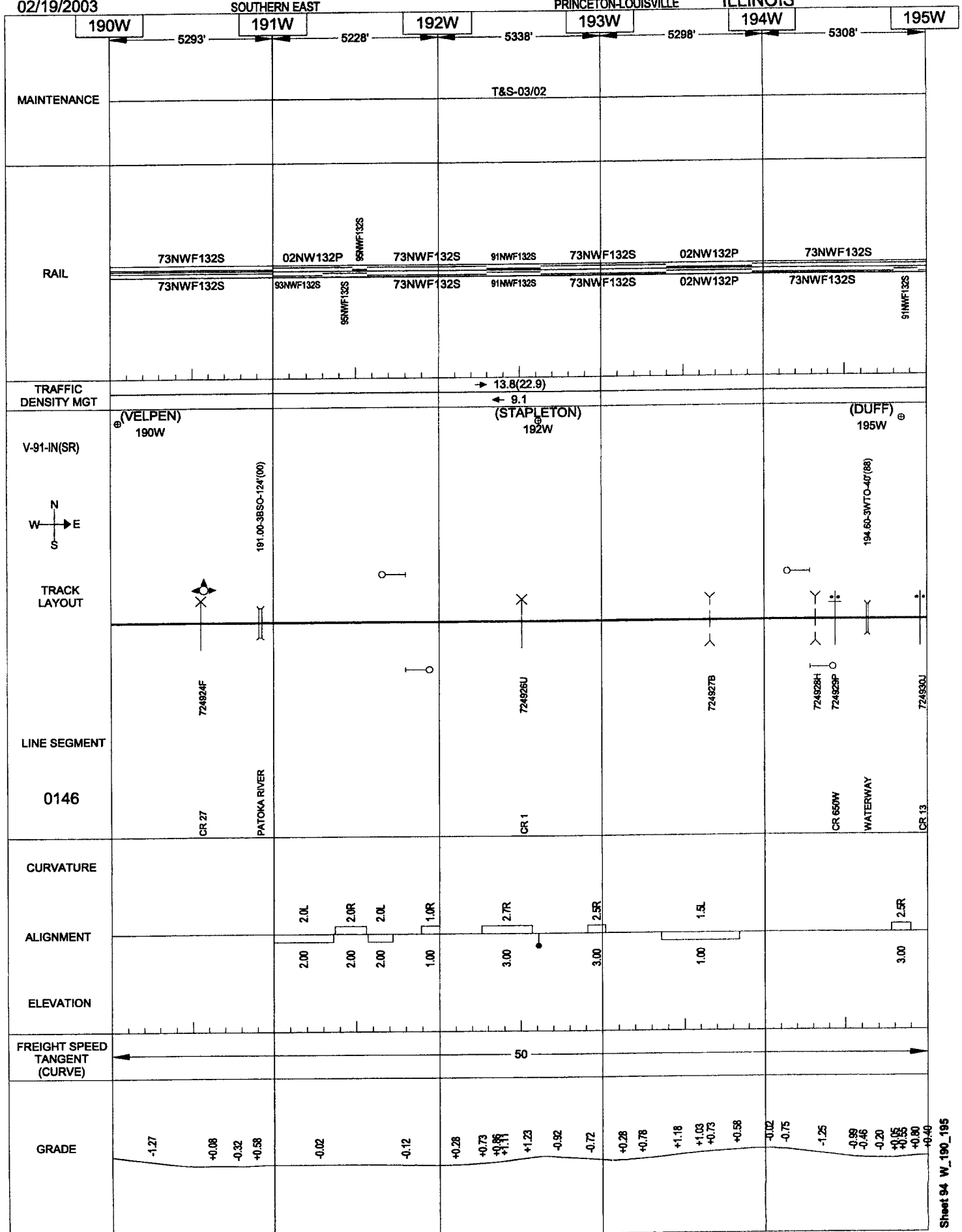


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ILLINOIS

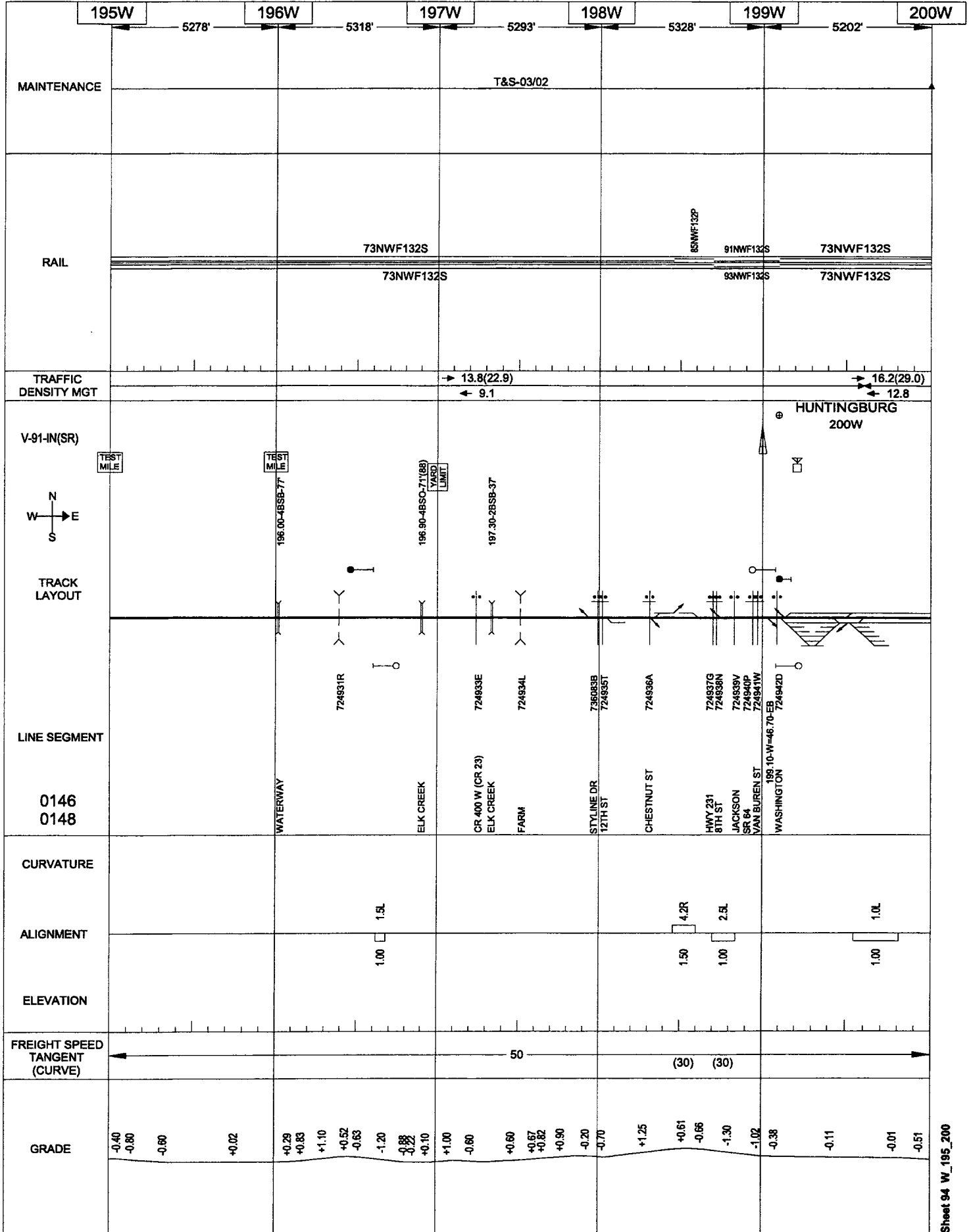


02/19/2003

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



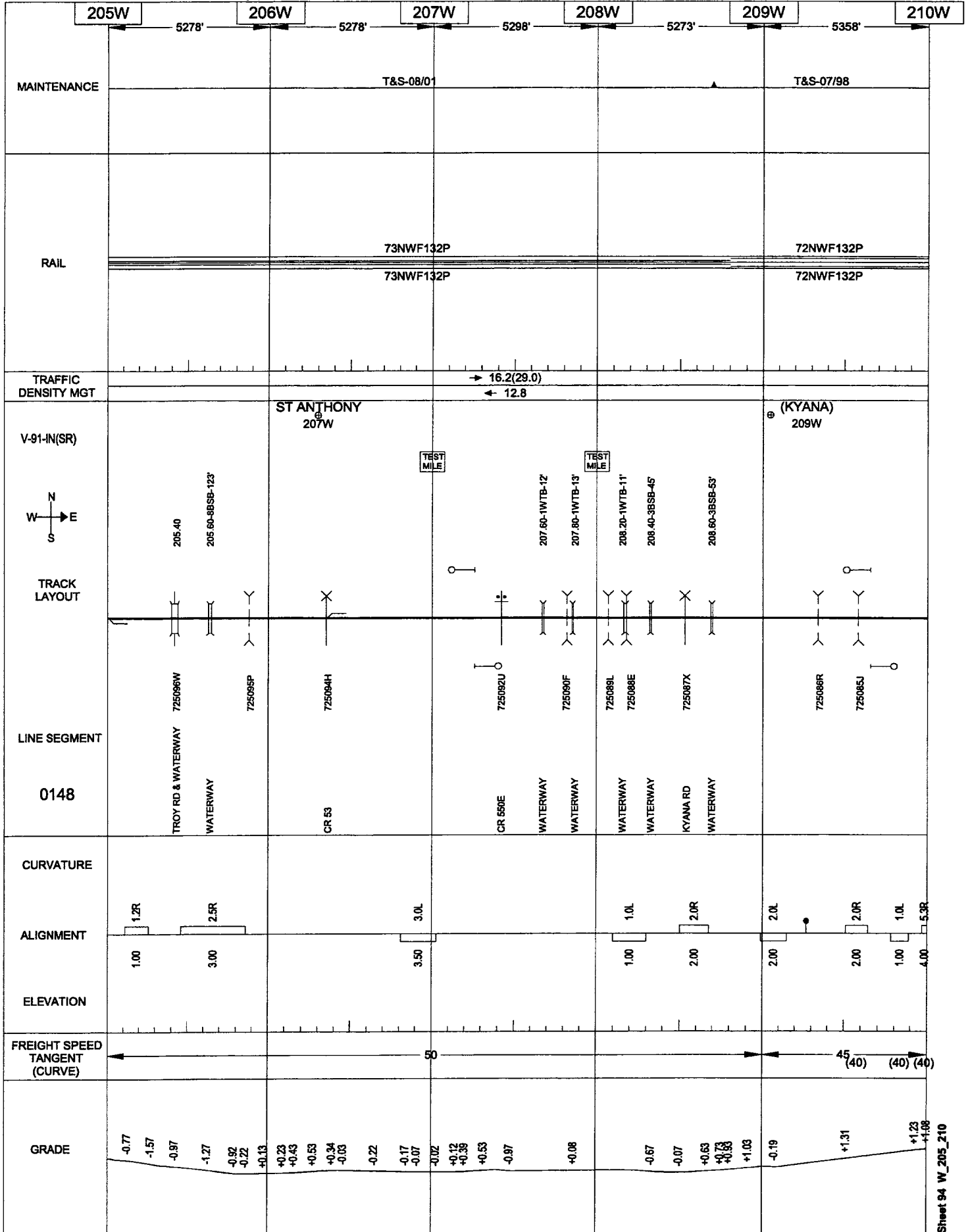
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SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

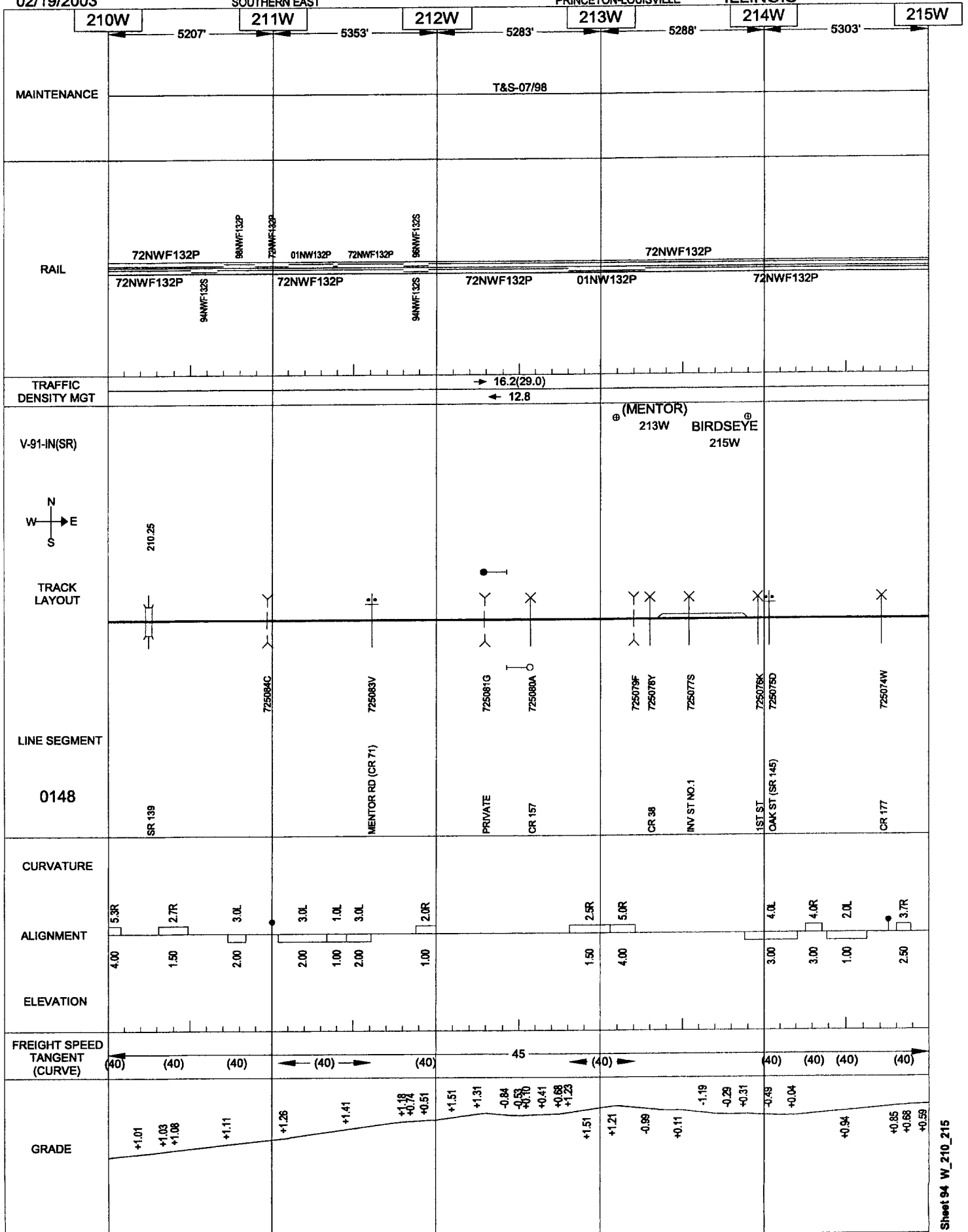


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ILLINOIS

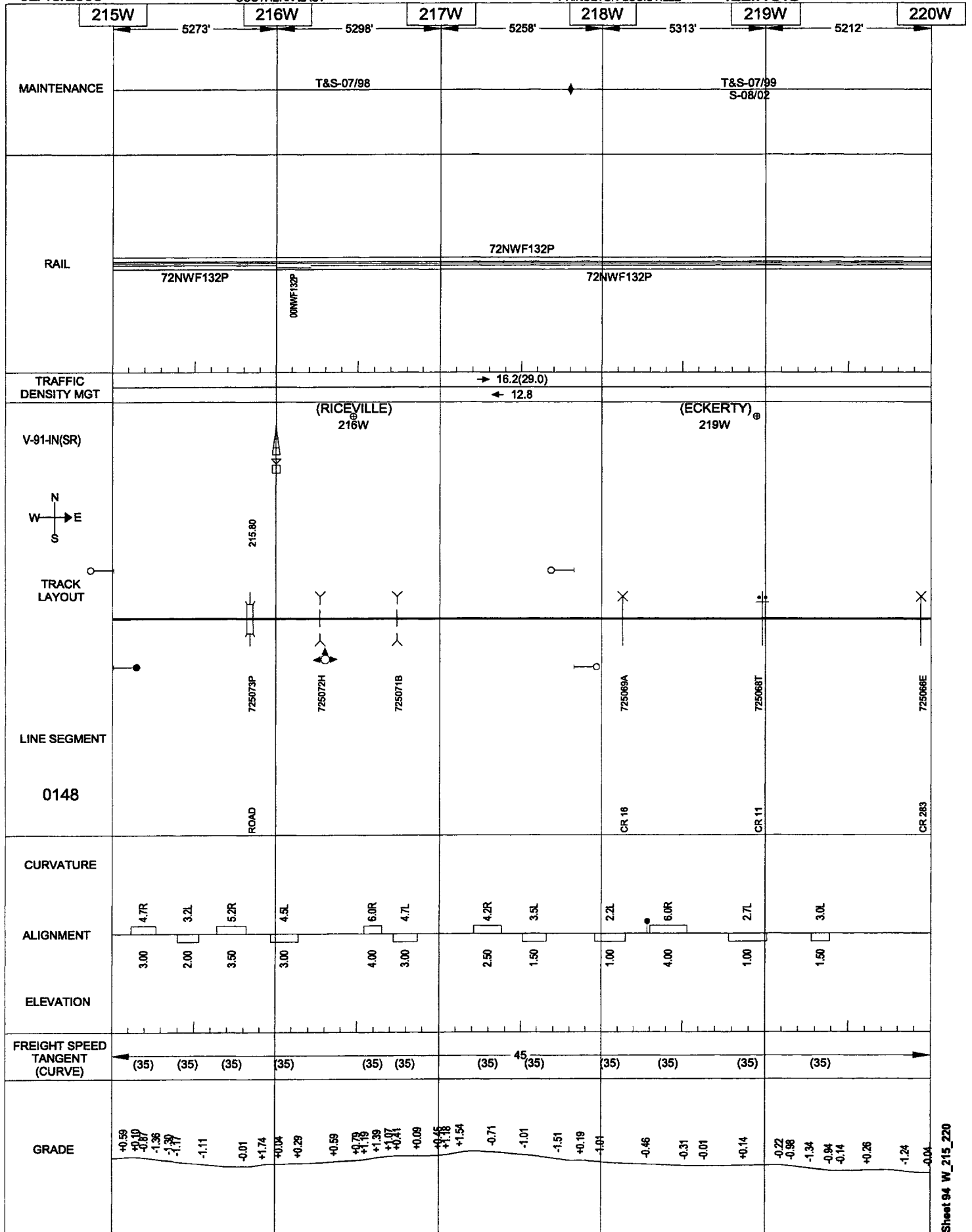


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SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

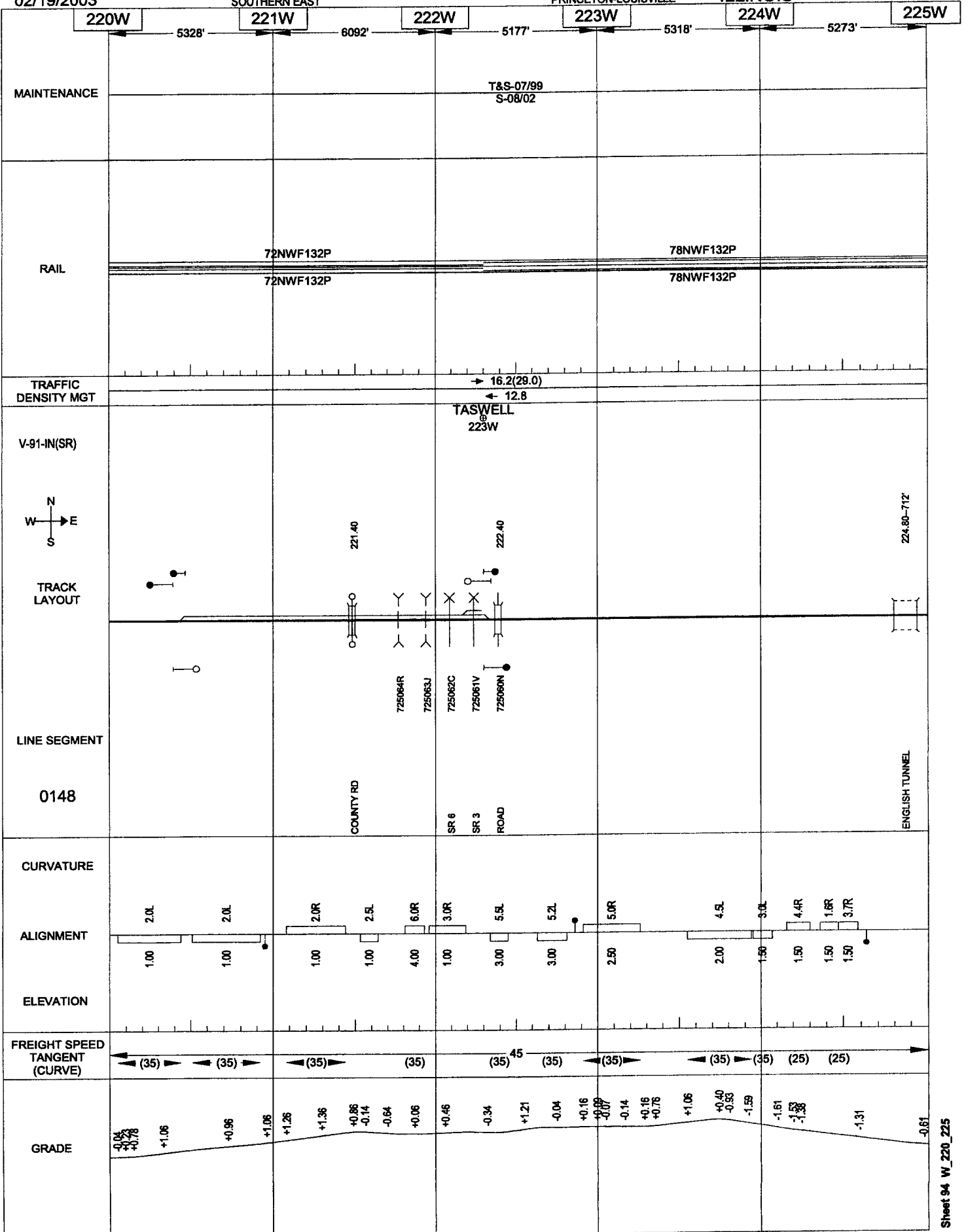


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SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS





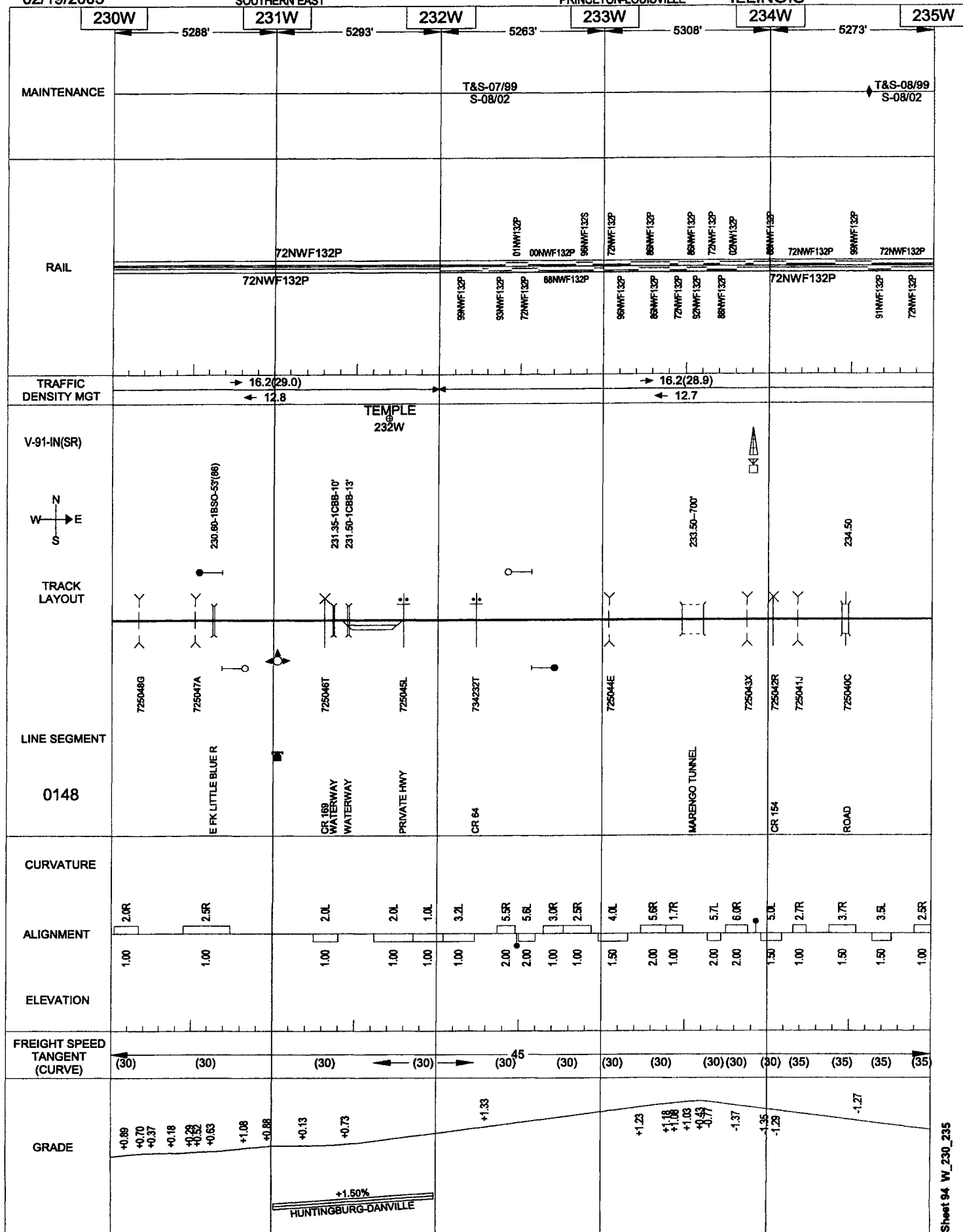
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02/19/2003

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

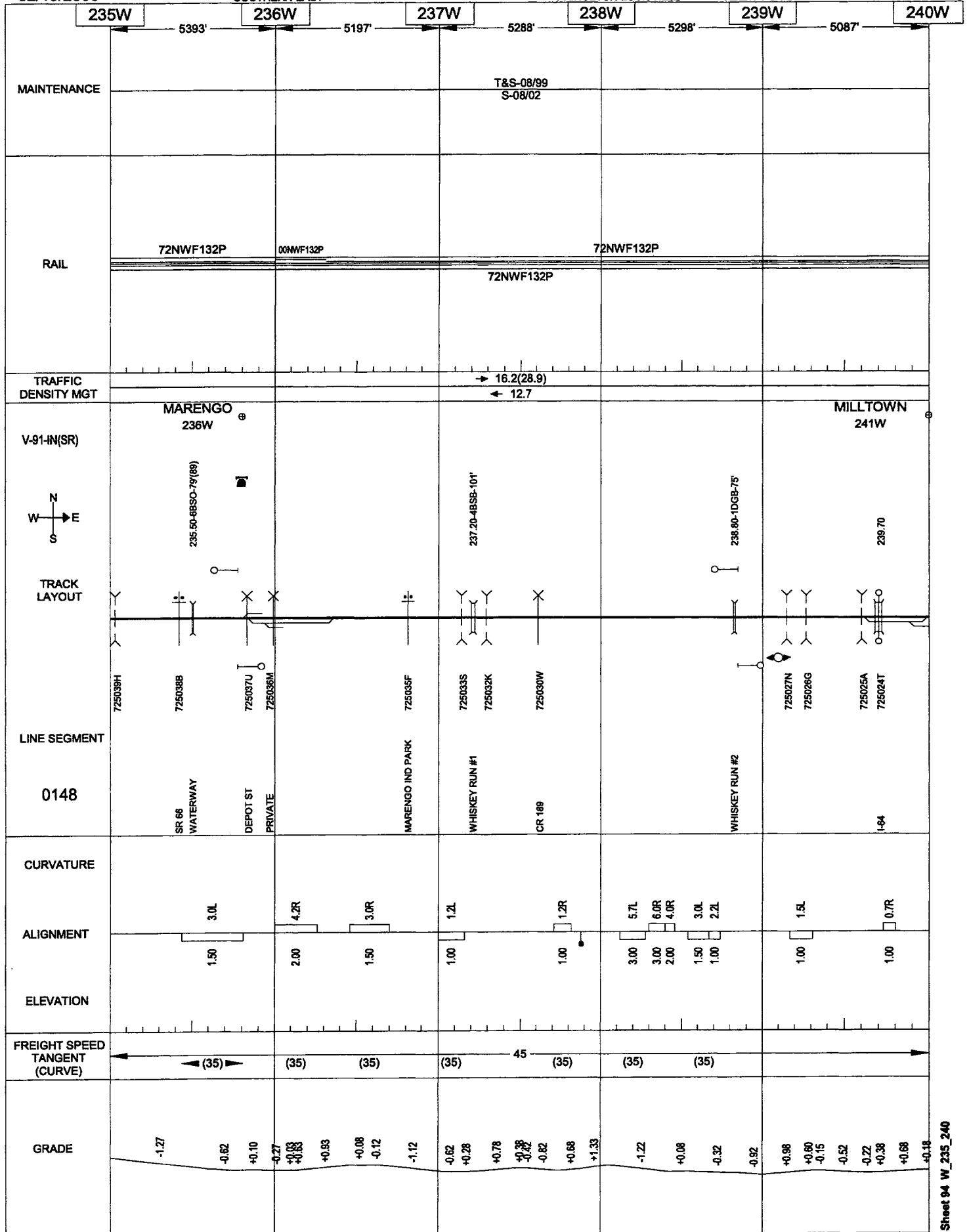


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PRINCETON-LOUISVILLE

ILLINOIS

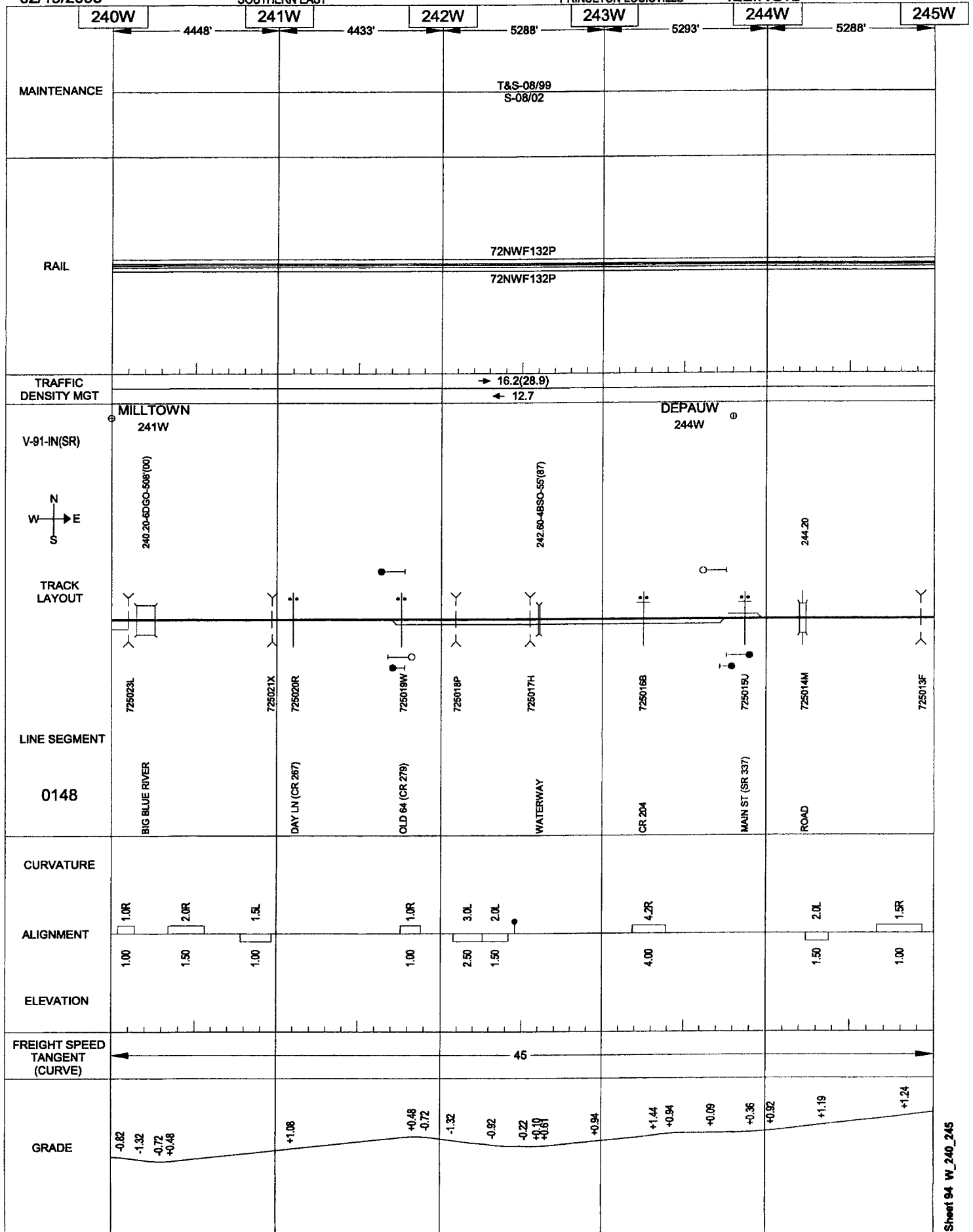


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PRINCETON-LOUISVILLE

ILLINOIS

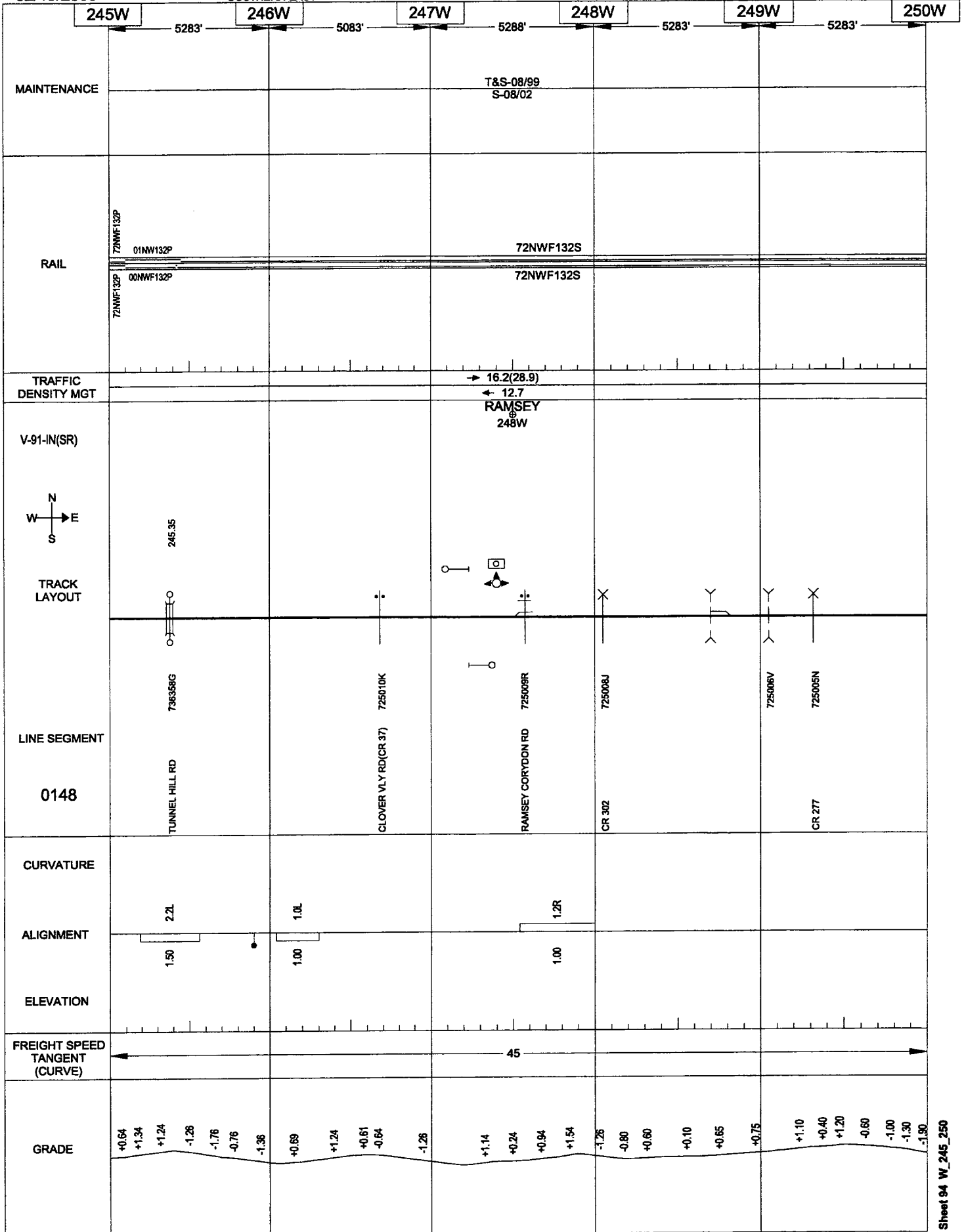


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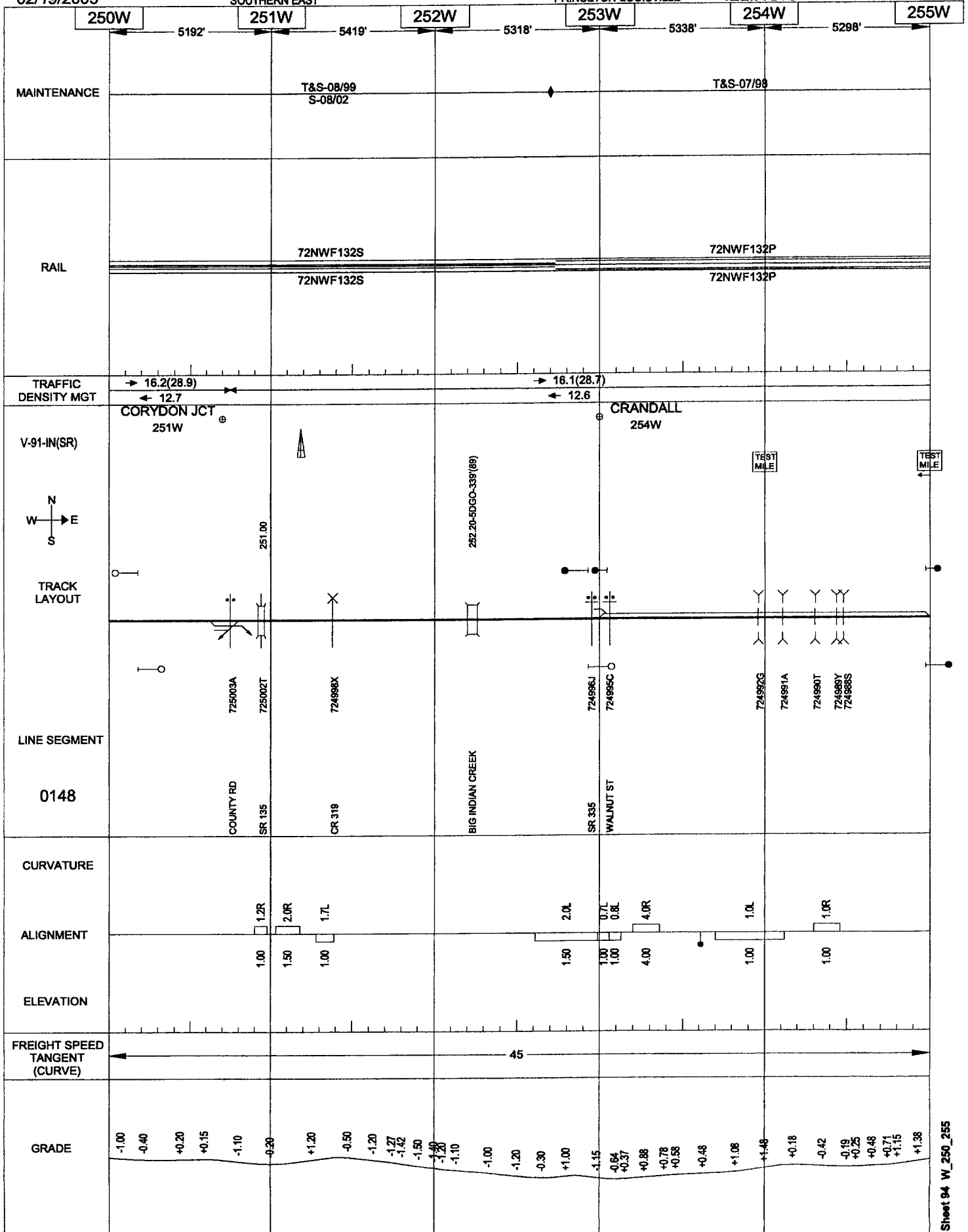


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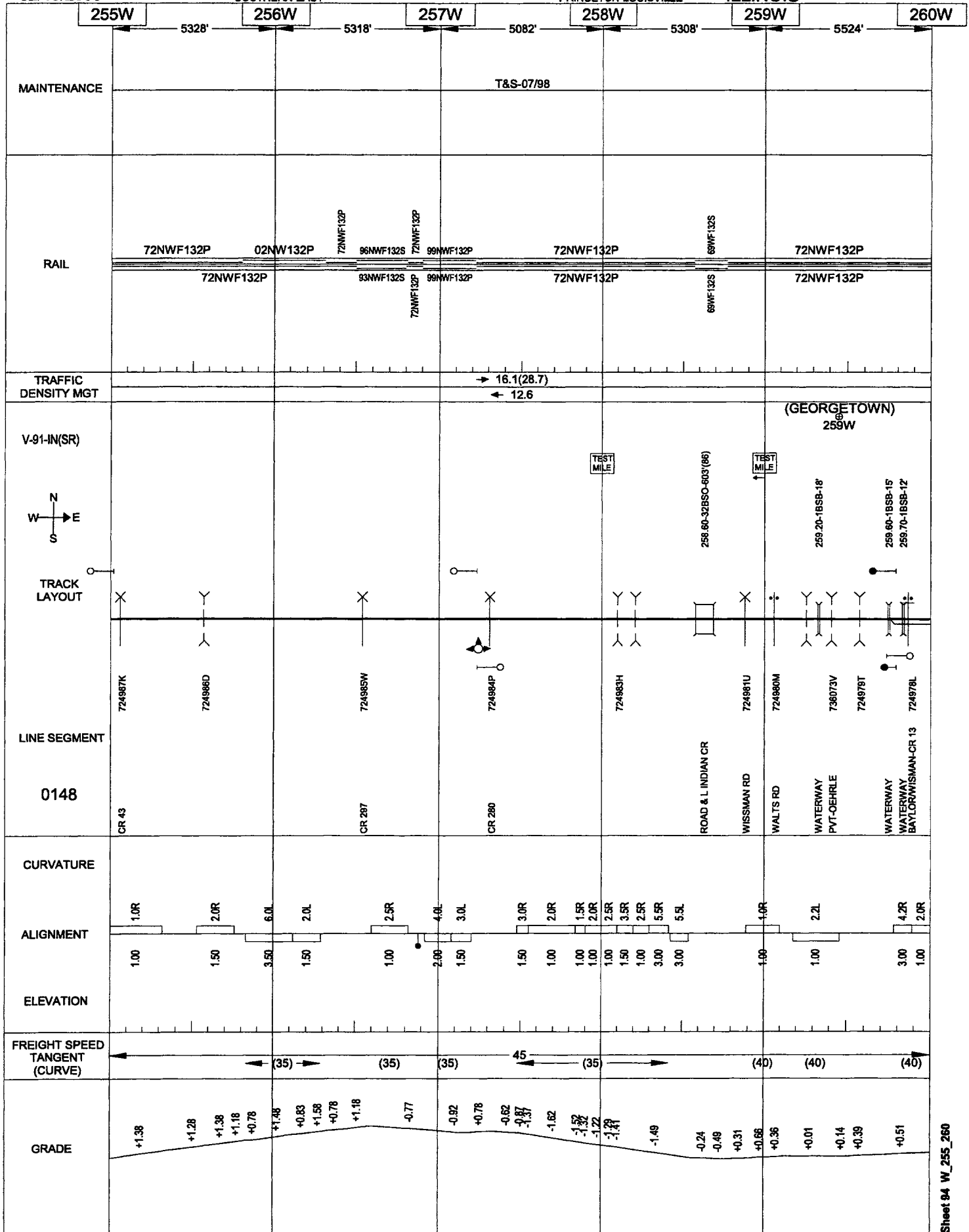


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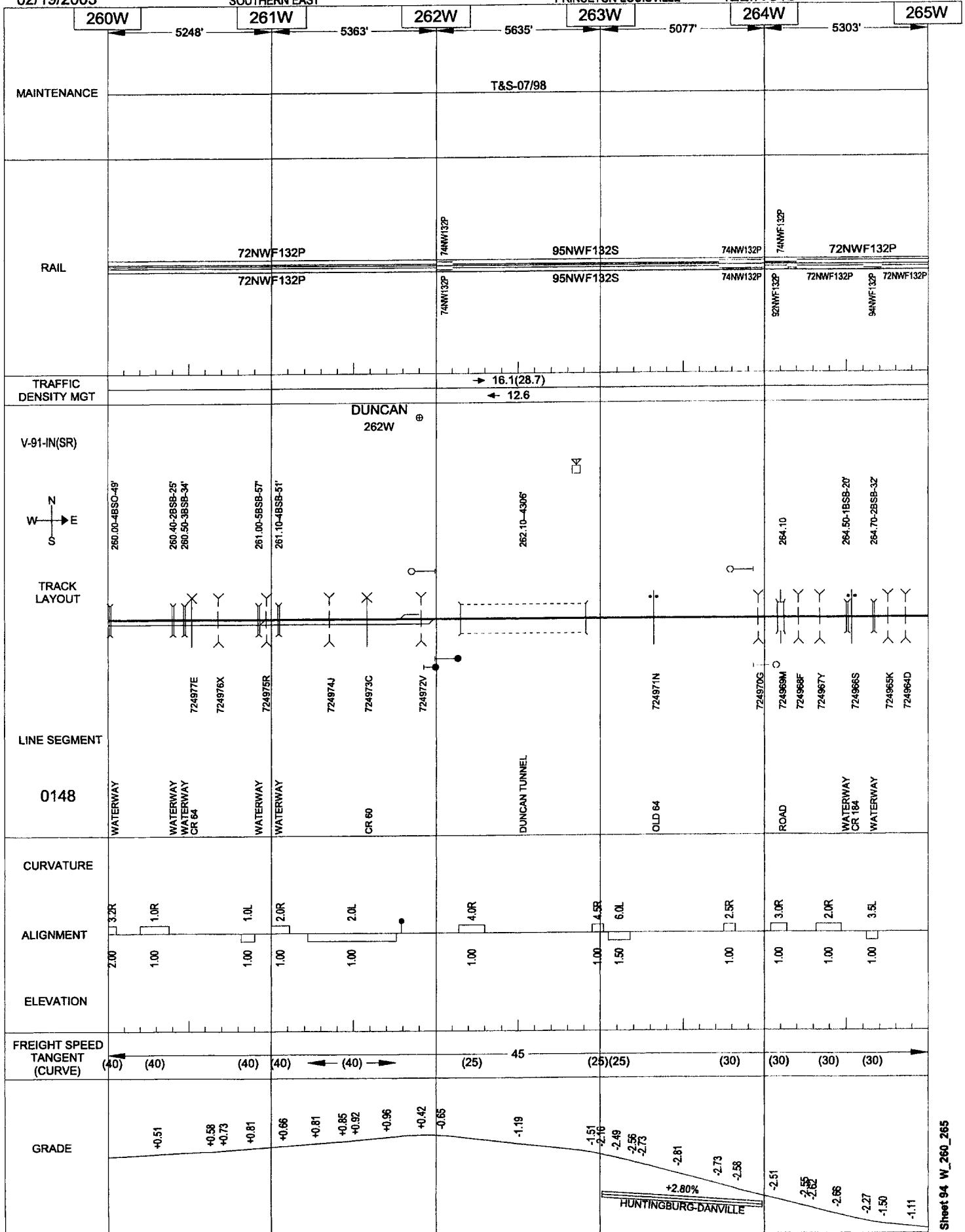


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PRINCETON-LOUISVILLE

ILLINOIS



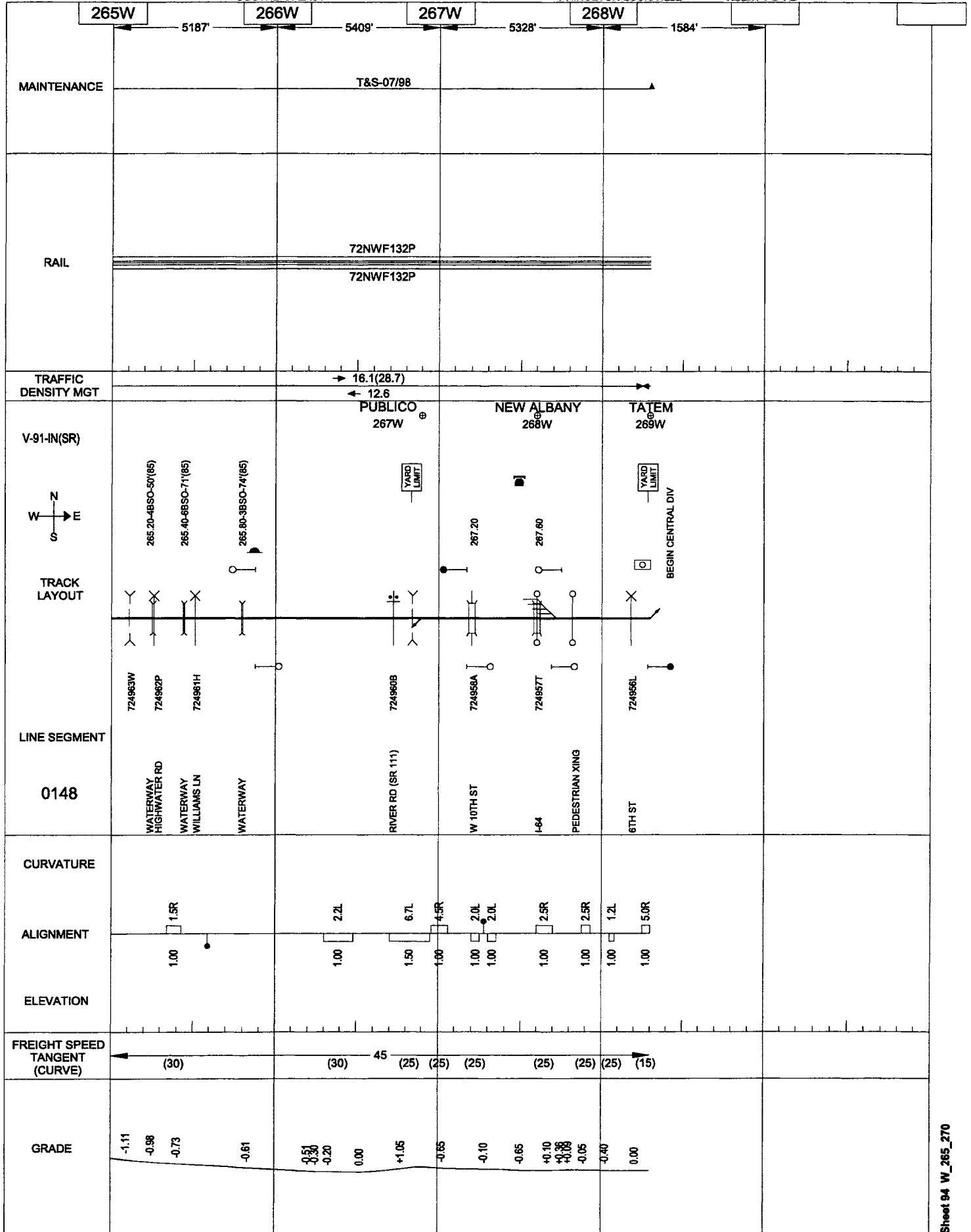


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PRINCETON-LOUISVILLE

ILLINOIS





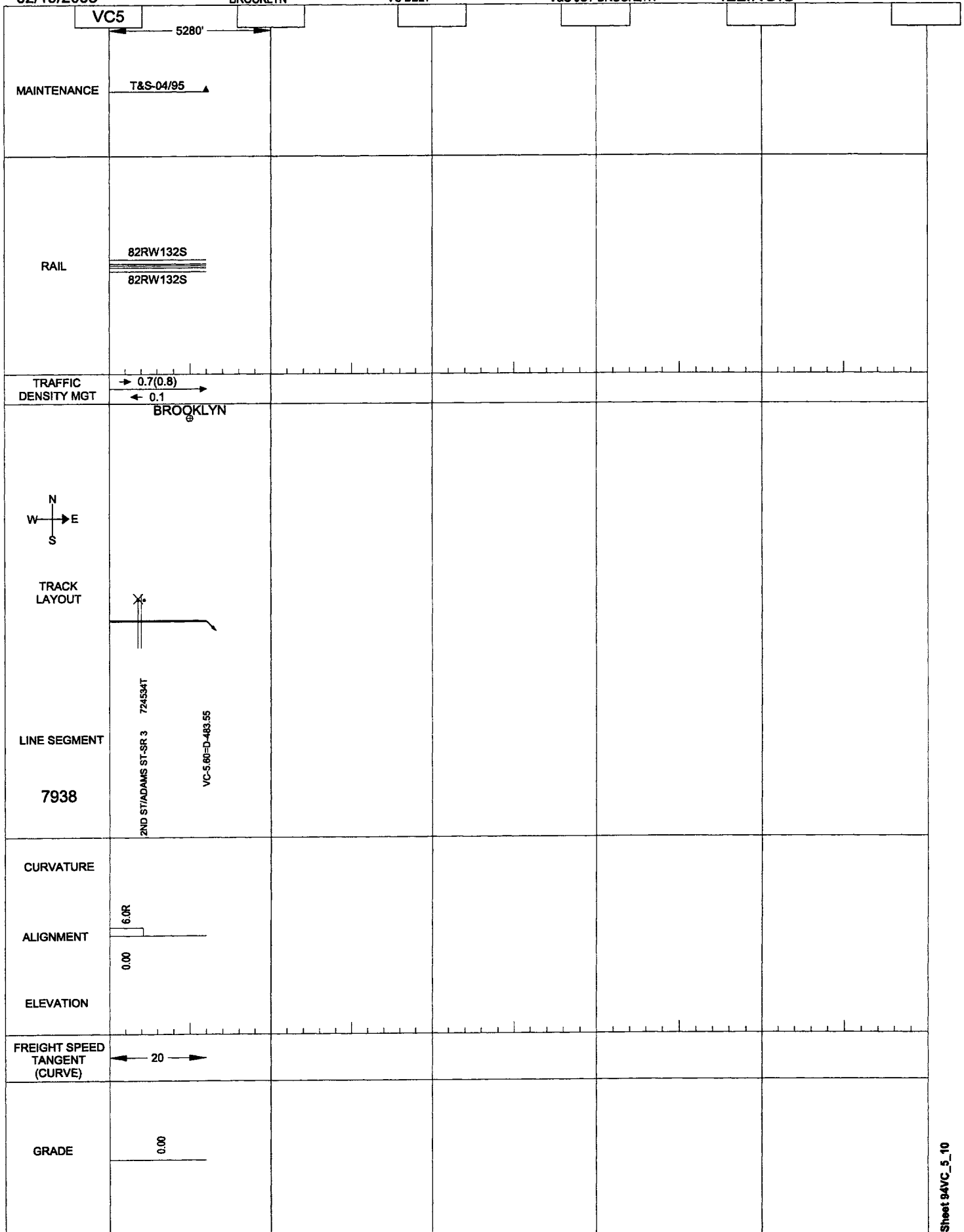
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BROOKLYN

VC BELT

V&amp;C JCT-BROOKLYN

ILLINOIS



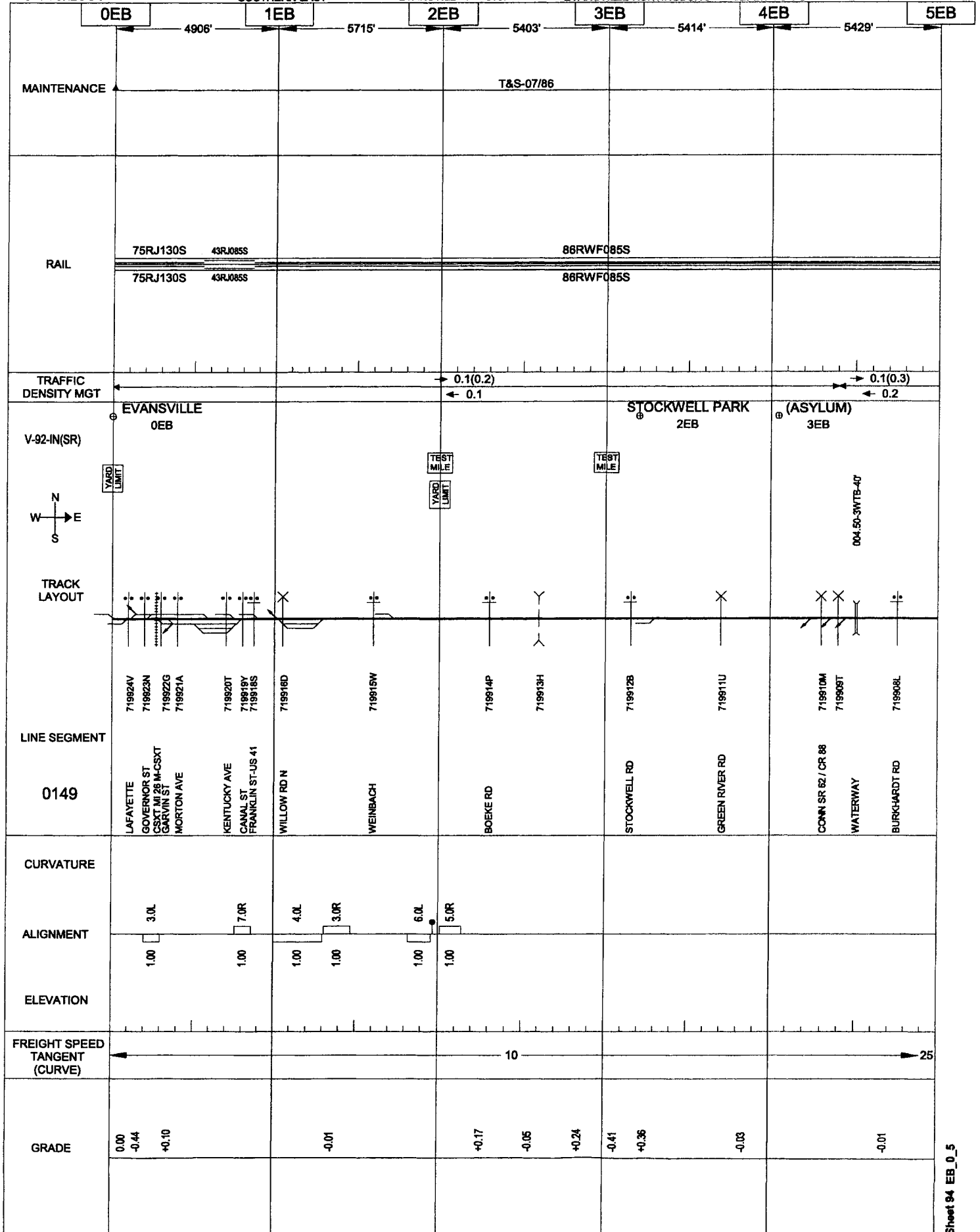
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



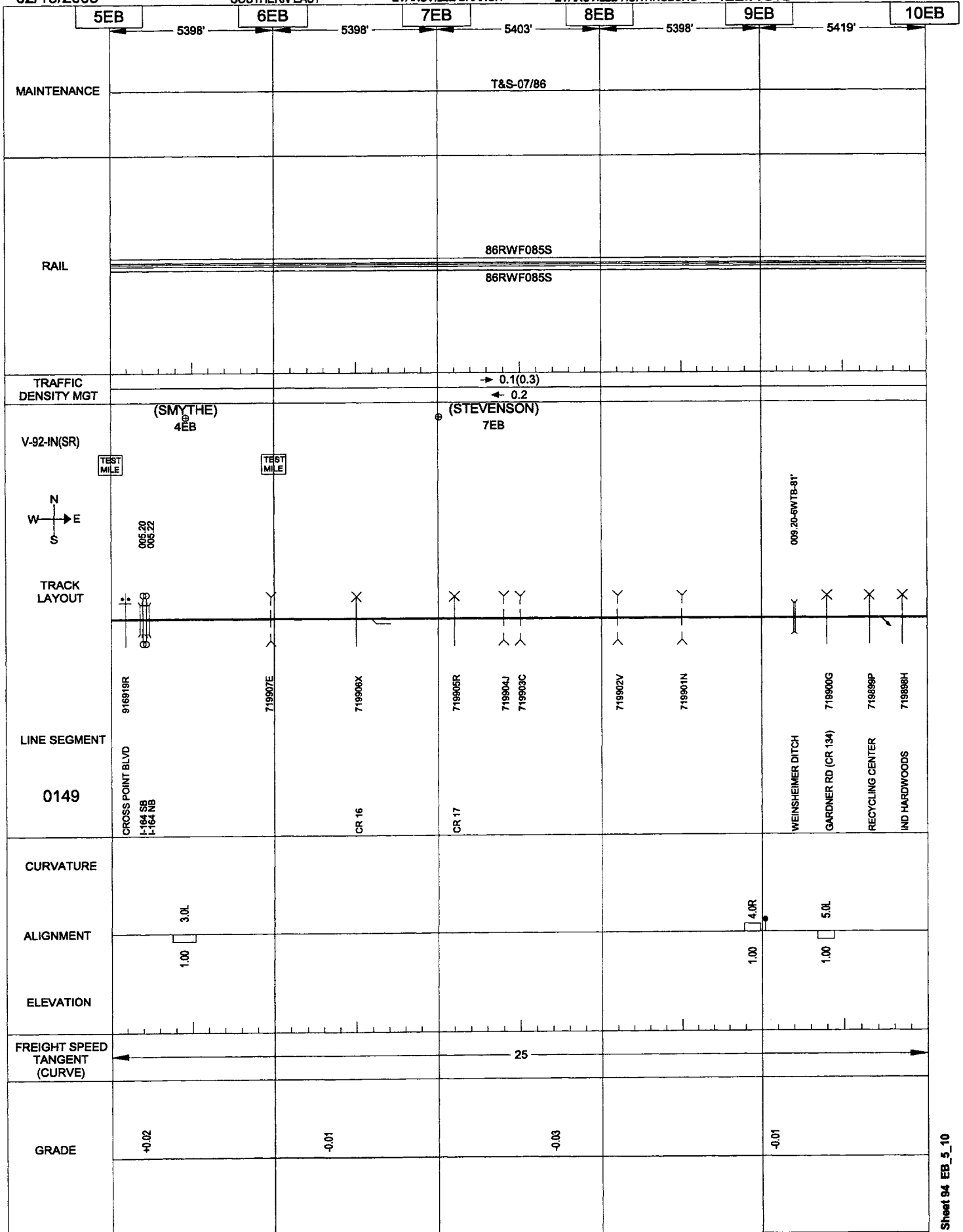
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



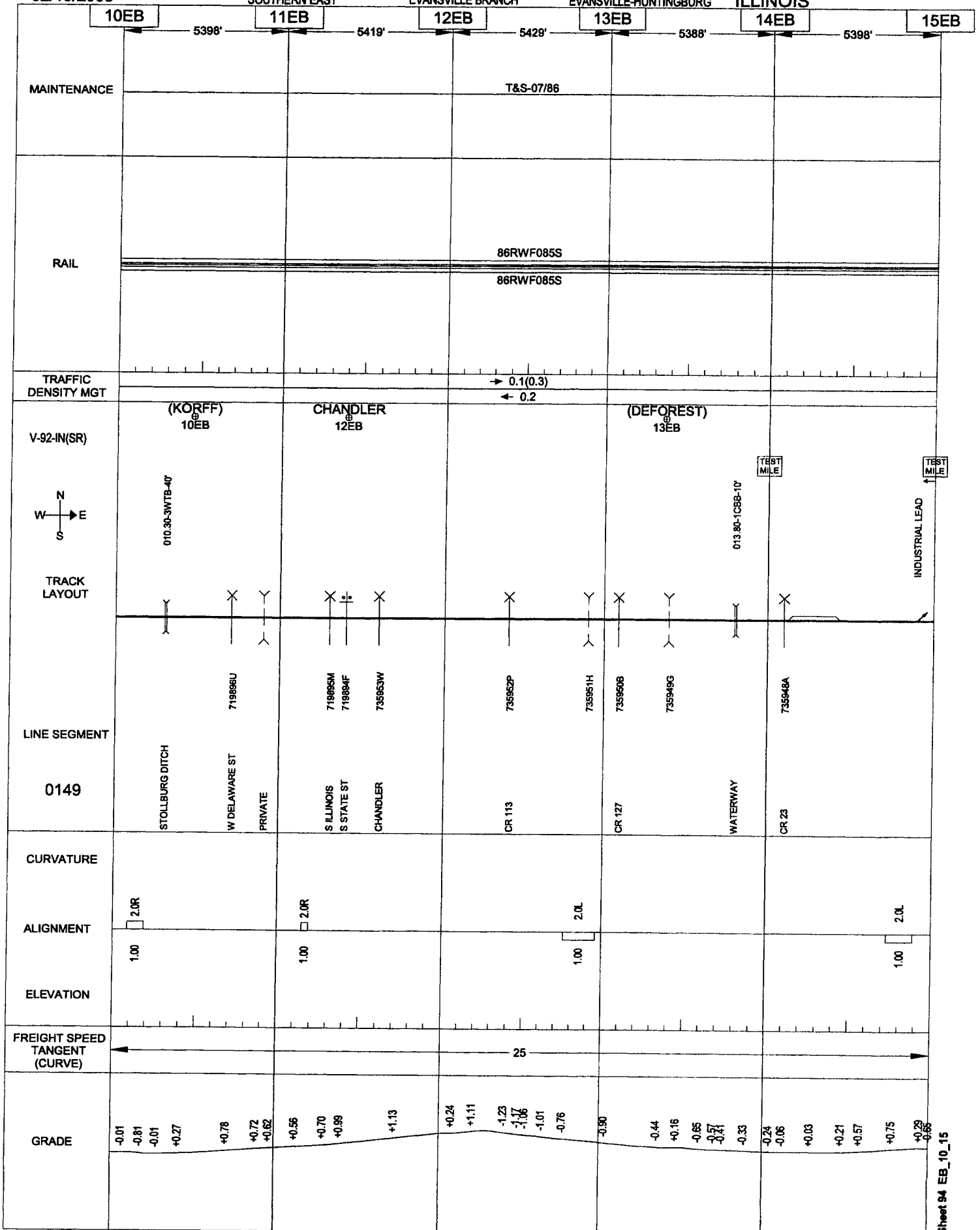
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



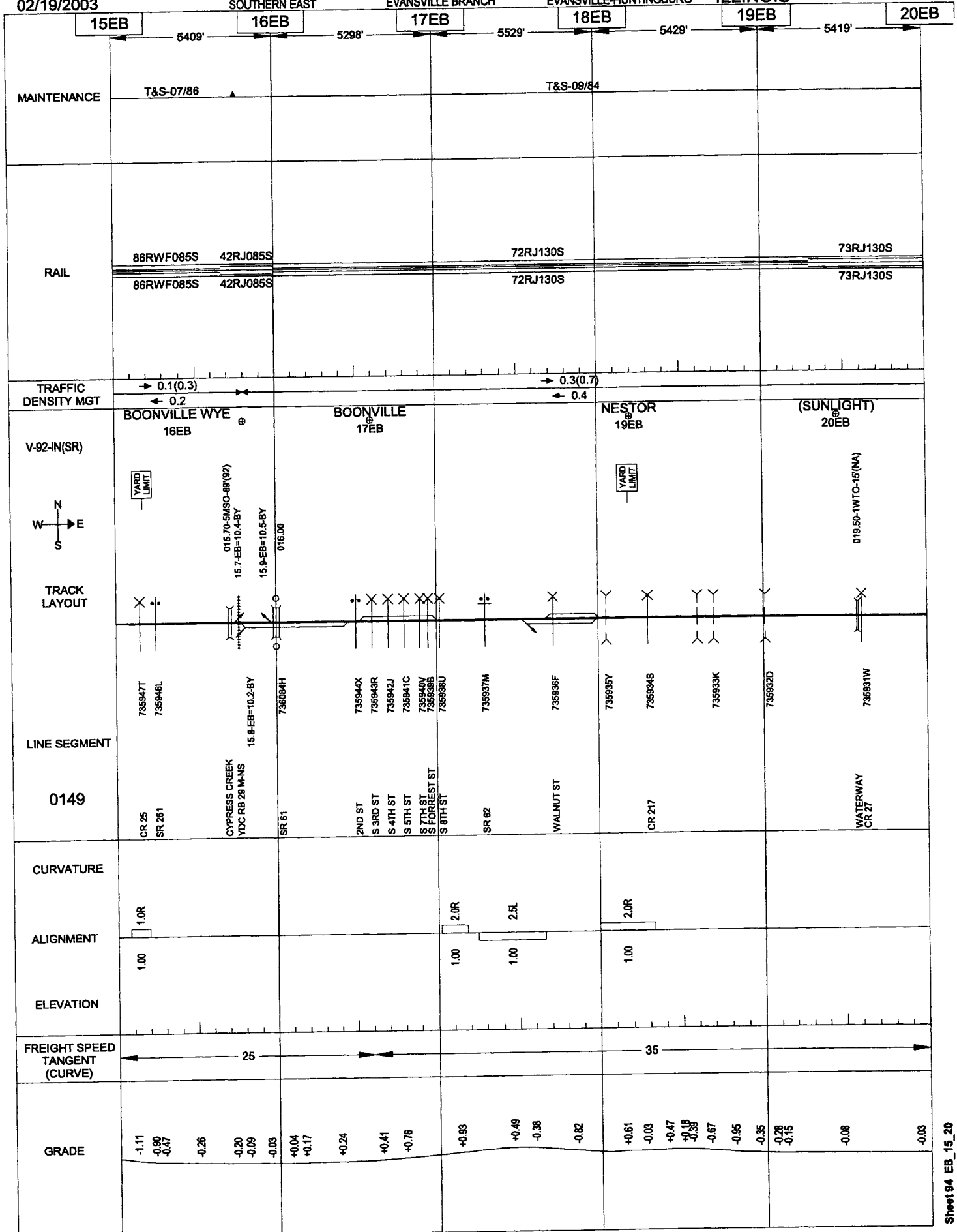
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



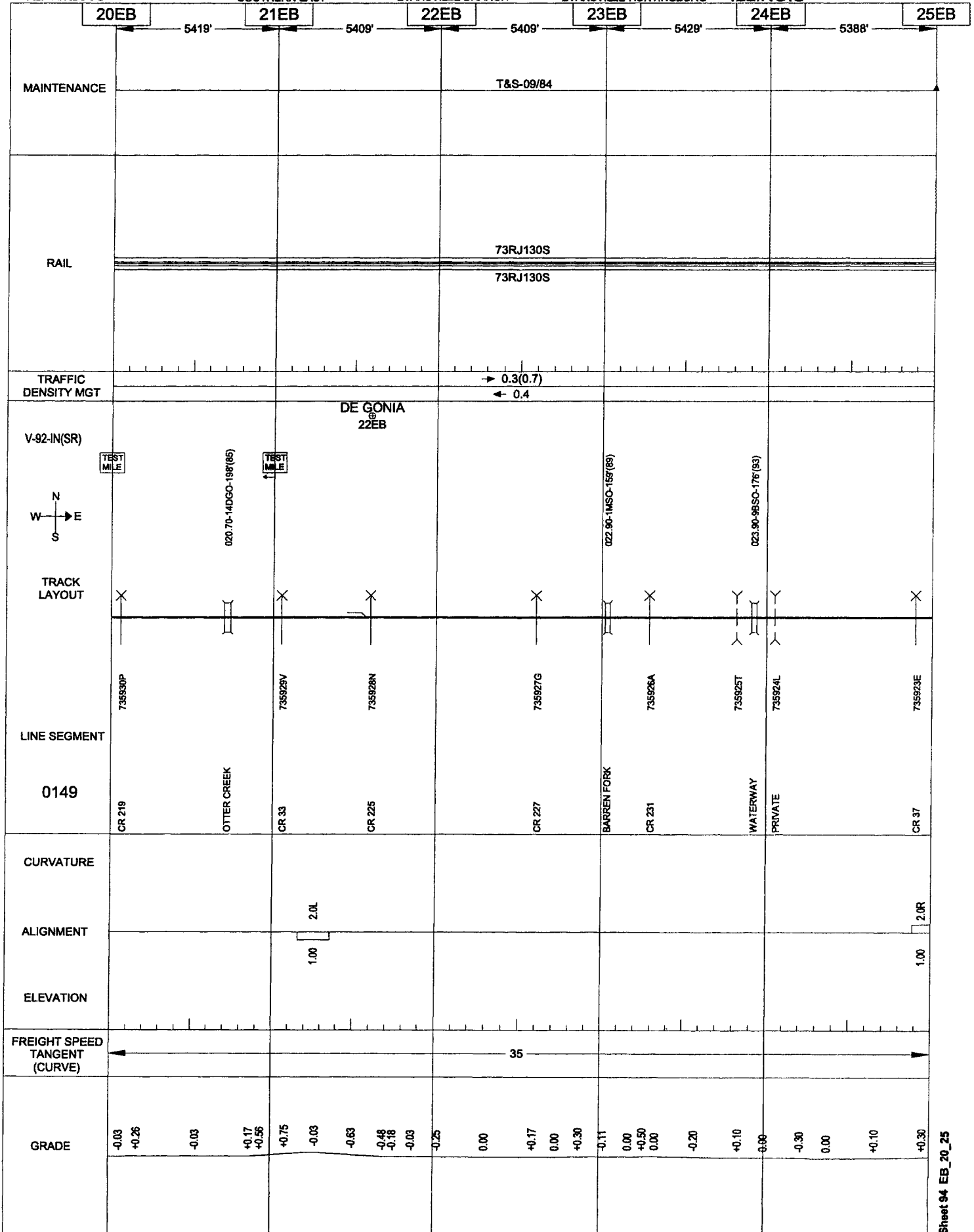
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EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS





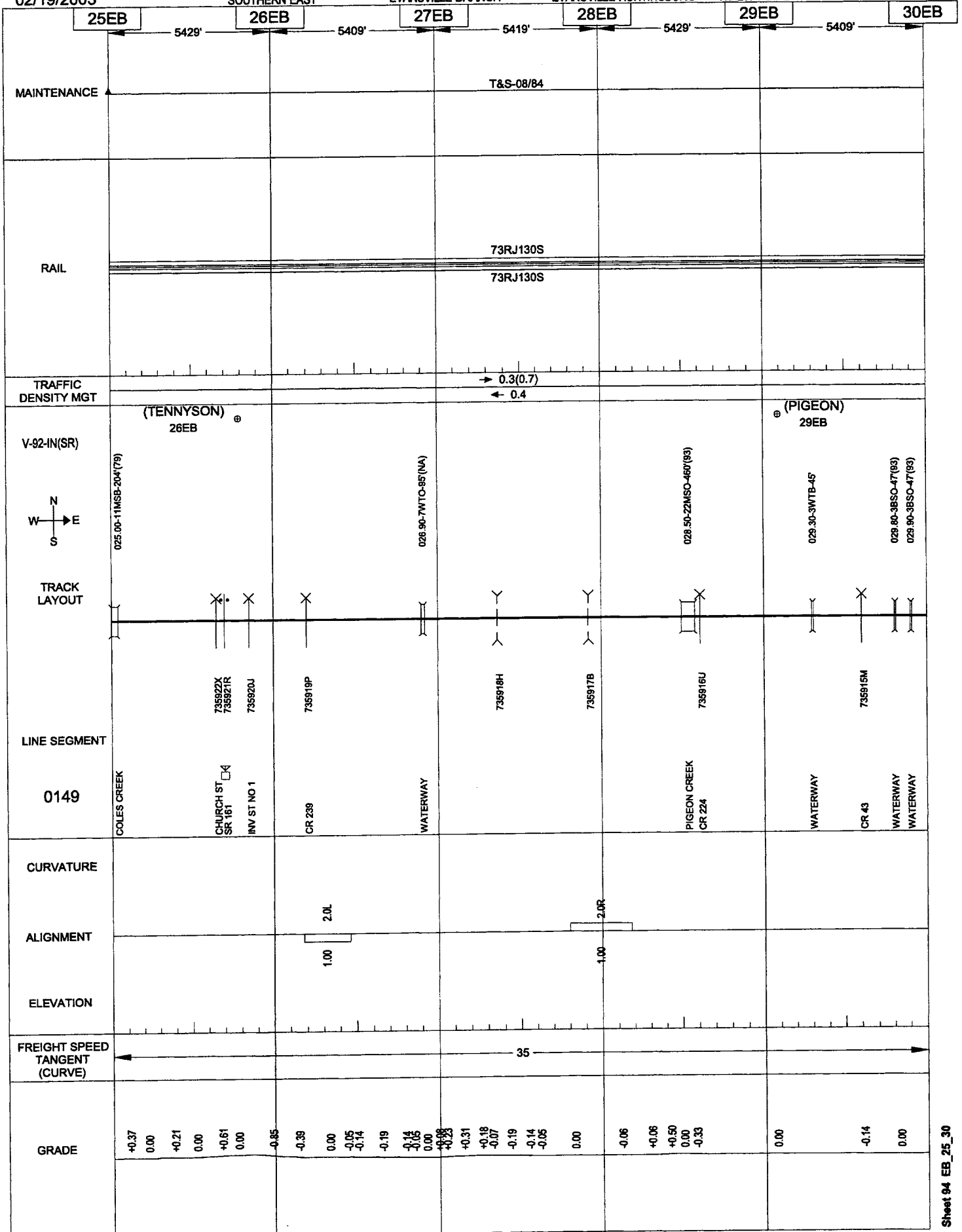
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



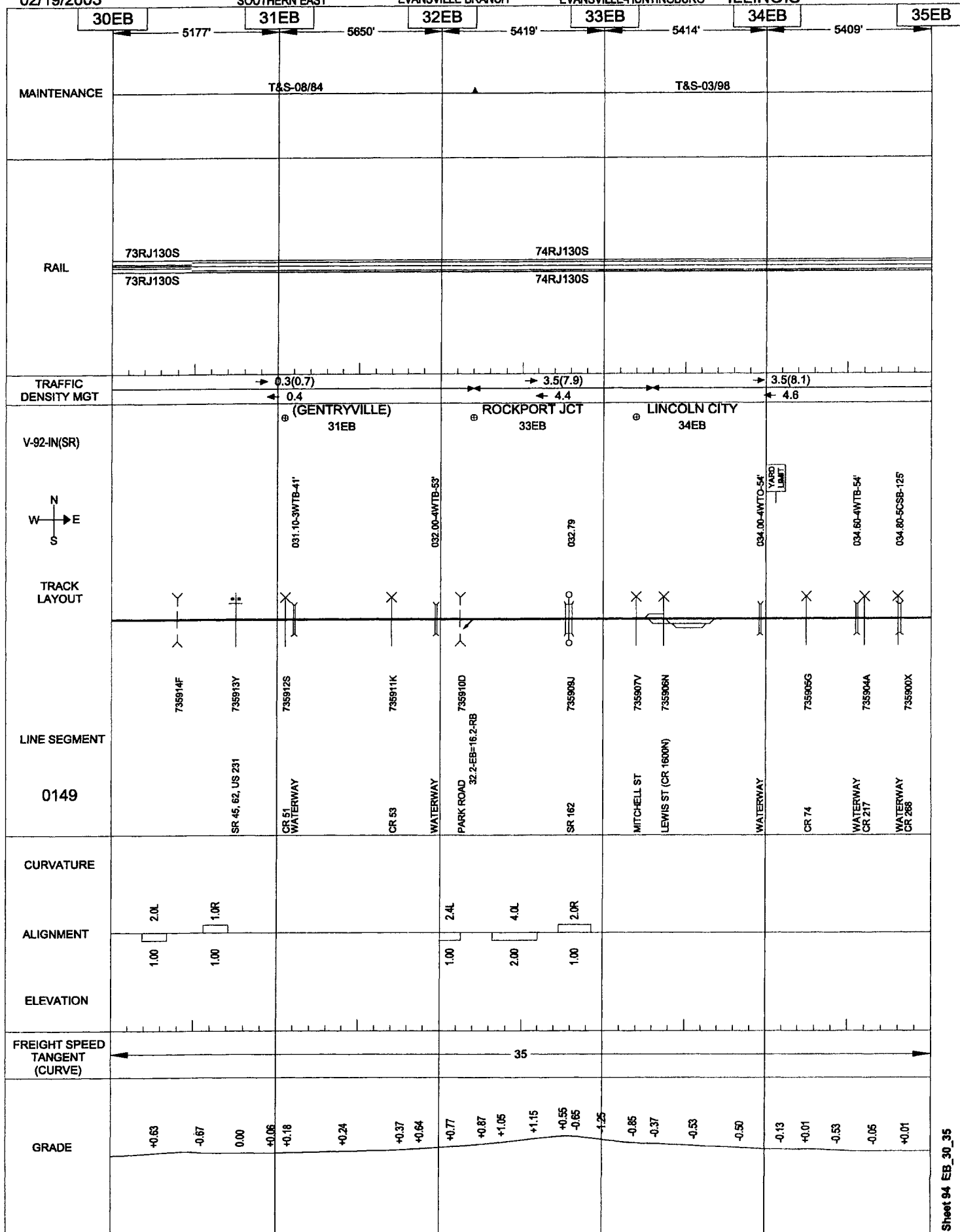
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



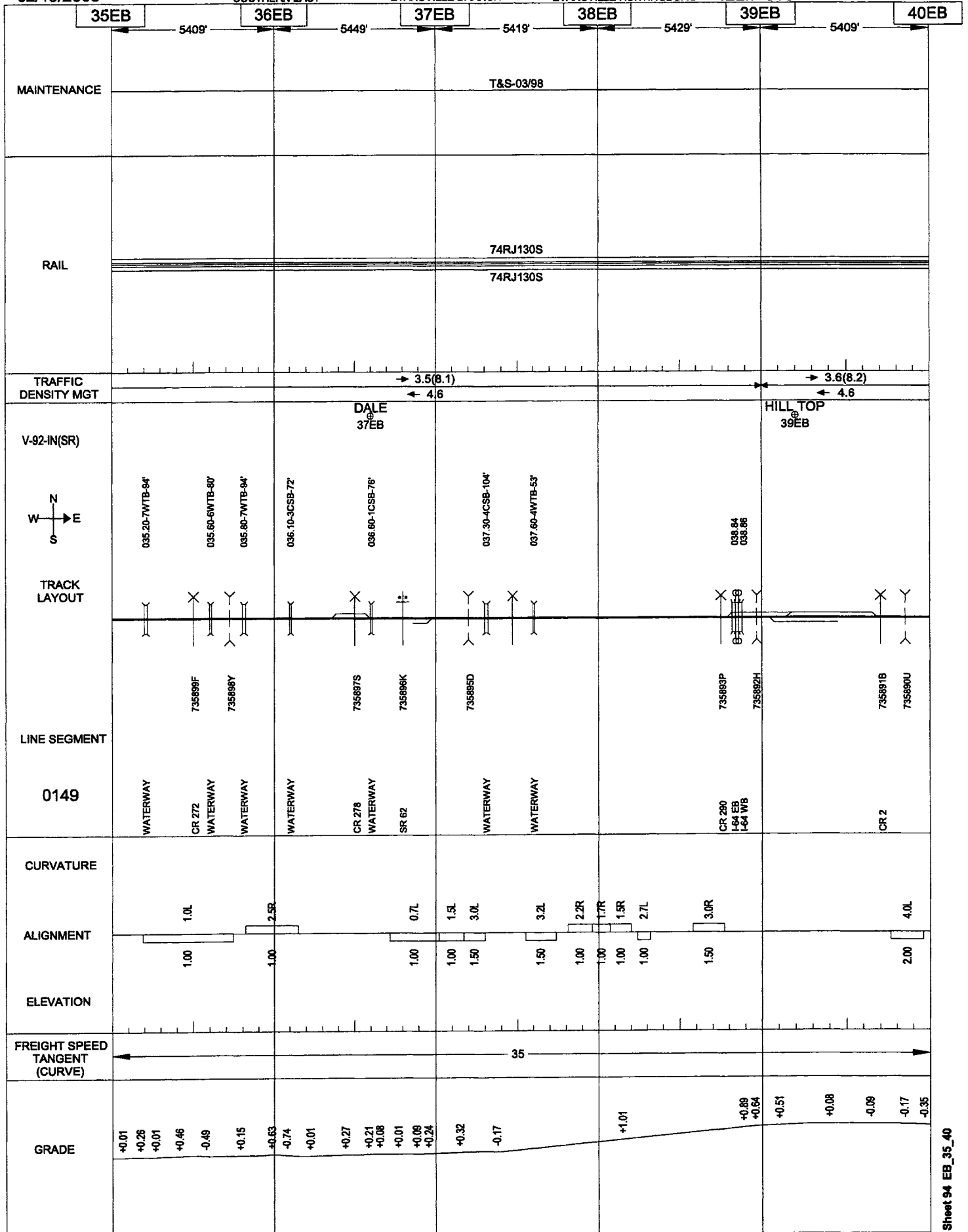
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



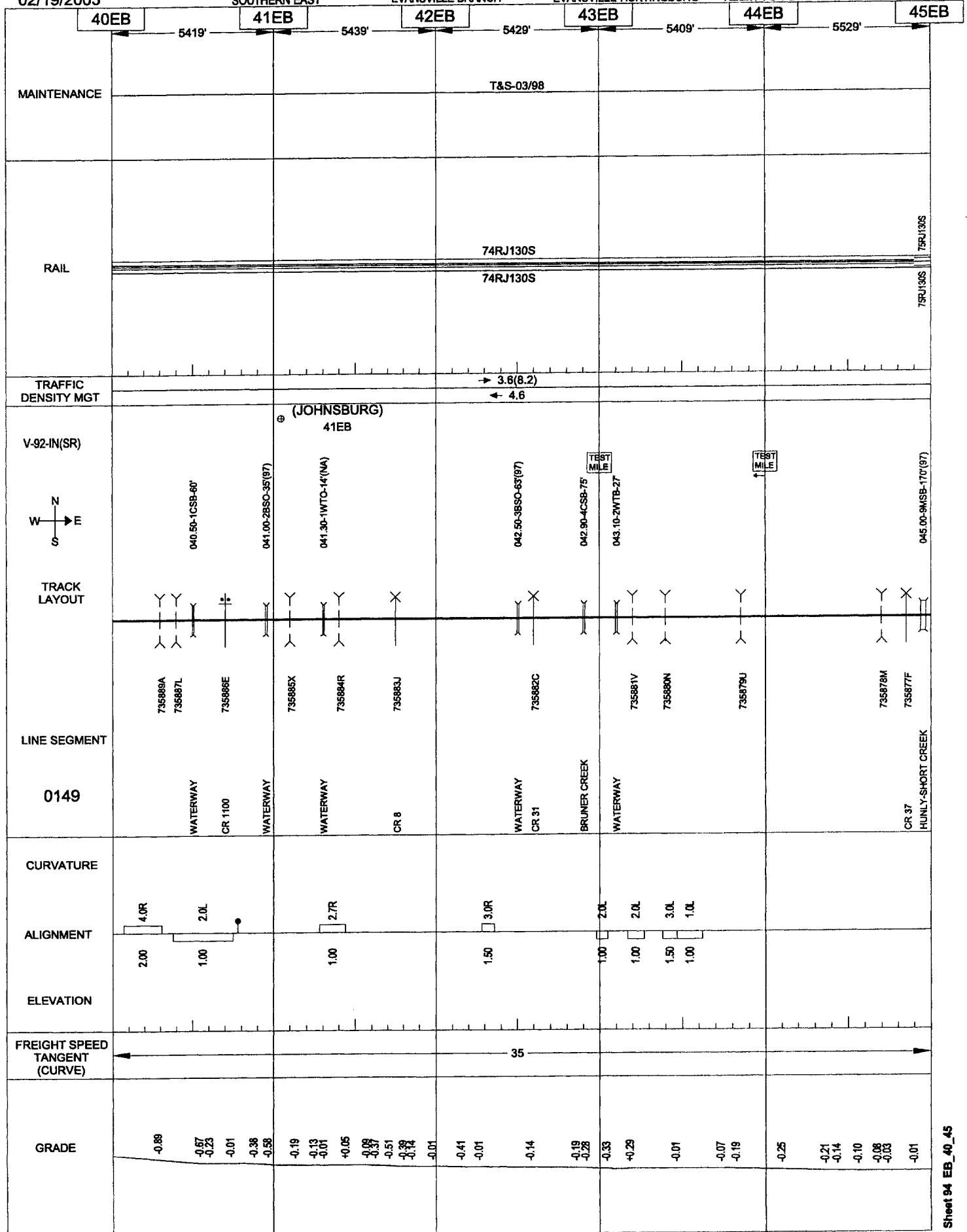
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SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



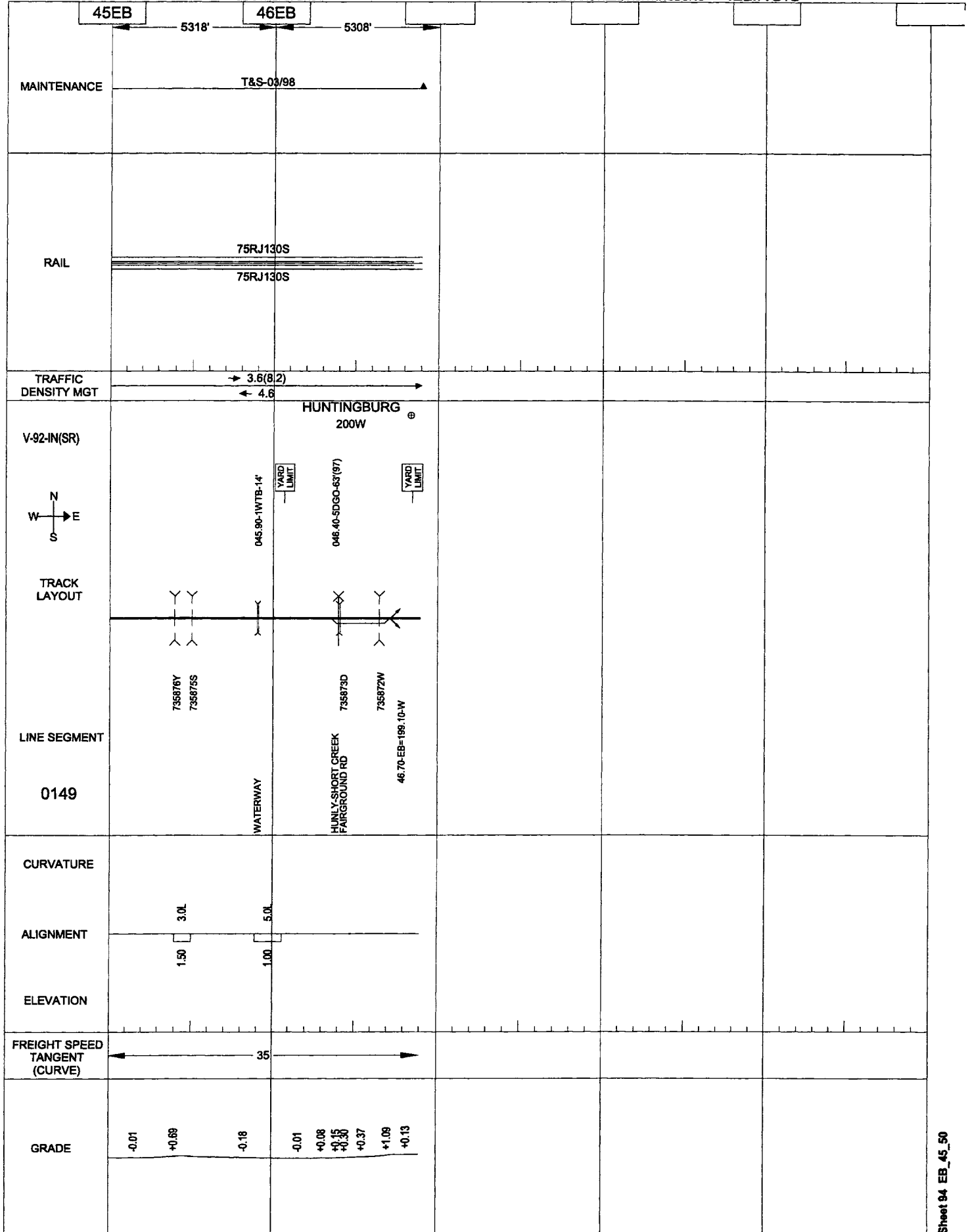
02/19/2003

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



257

02/24/2003

ST LOUIS

YANKEETOWN DOCK

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

	0BY	1BY	2BY	3BY	4BY	5BY
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT			→ 0.2(0.0#1) ← 0.3(0.5#2)			
<div>W S—+—N E</div> TRACK LAYOUT 	000.39—Number Nut  					
LINE SEGMENT						
0150	CR 800S PRIVATE WATERWAY	SR 66	CR 650S	EBLE RD-CR 550S	KAISER RD-CR 500S	PRIVATE
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

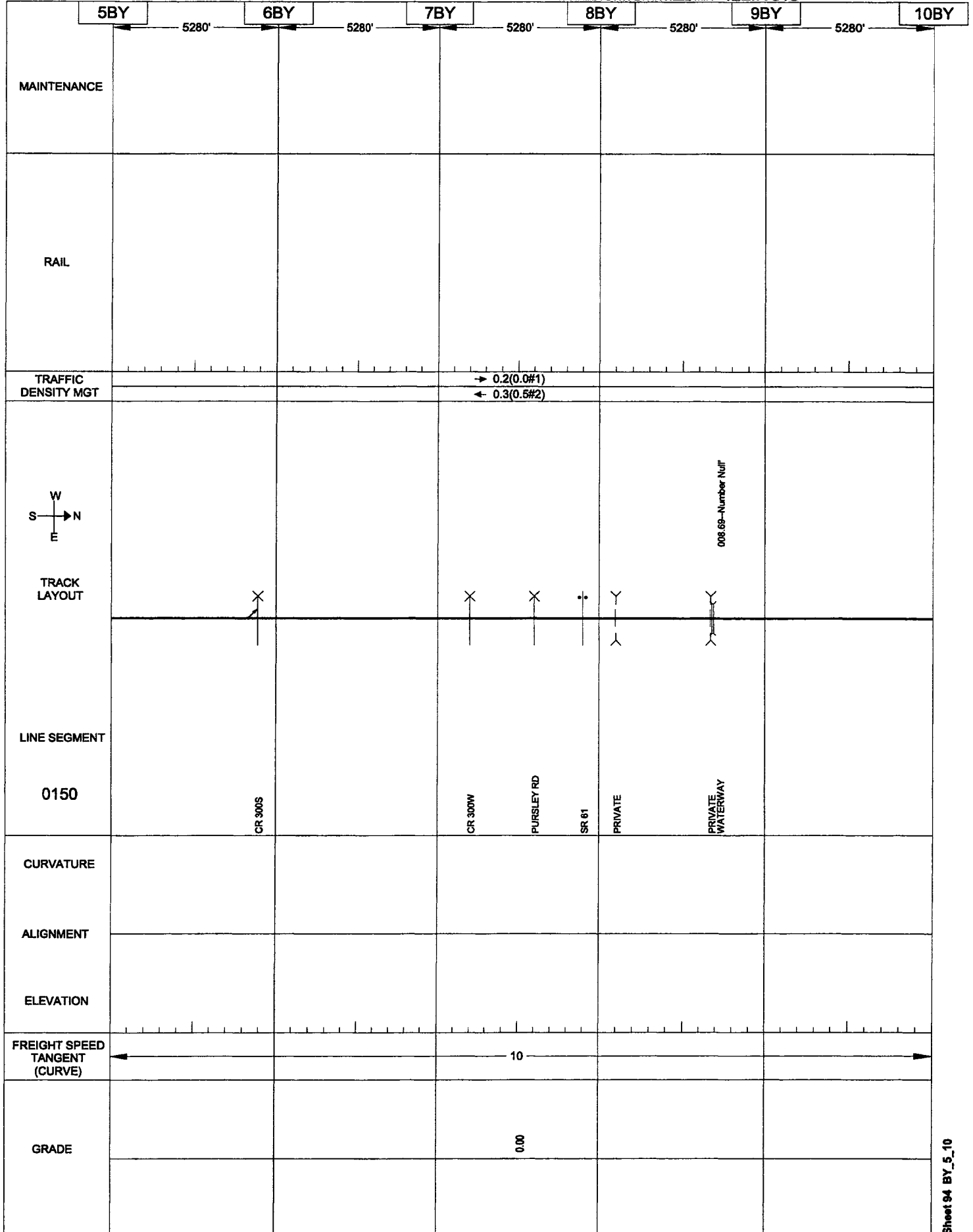
02/24/2003

ST LOUIS

YANKEETOWN DOCK

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



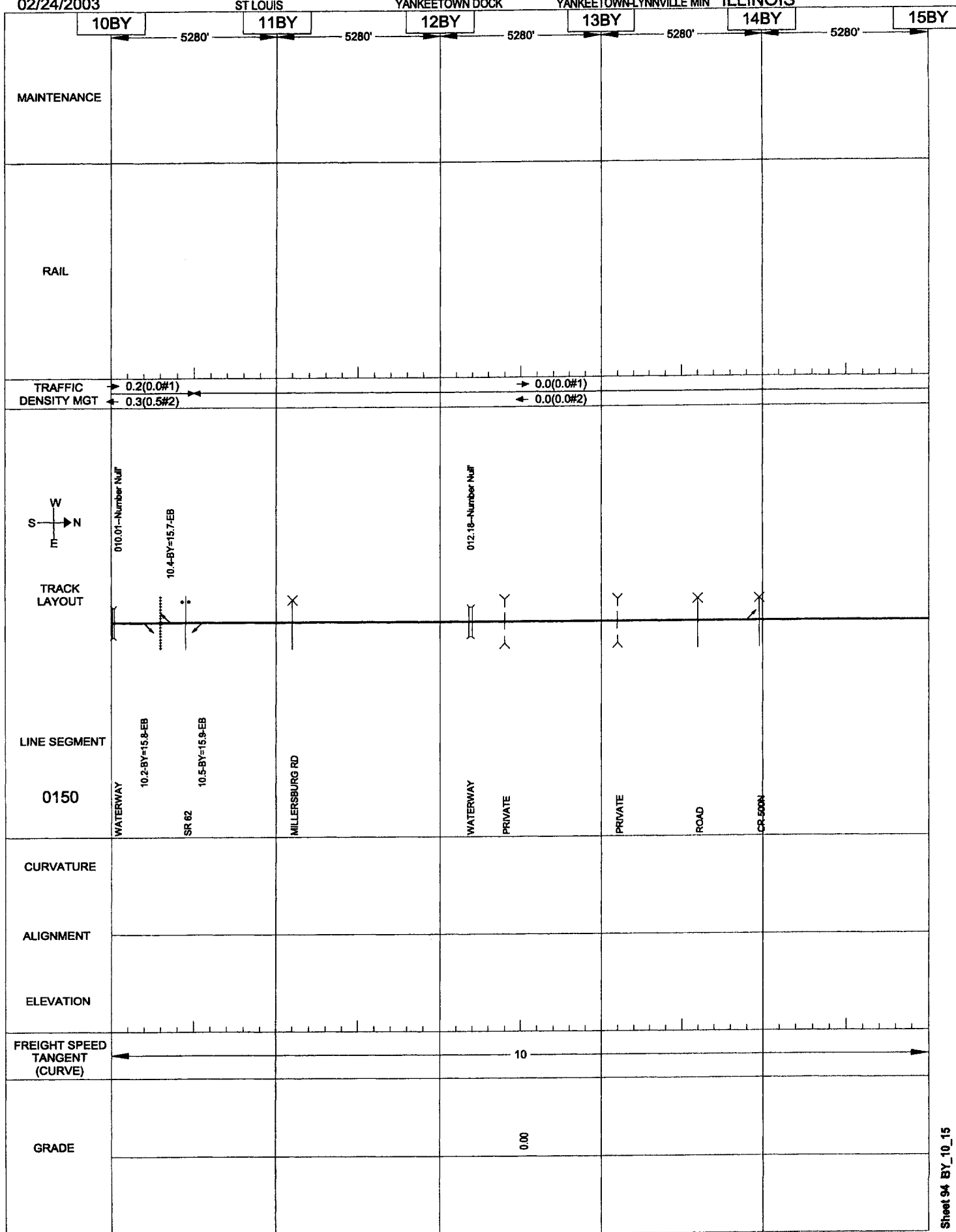
02/24/2003

ST LOUIS

YANKEETOWN DOCK

YANKEETOWN LYNNVILLE MIN

ILLINOIS





02/24/2003

ST LOUIS

YANKEETOWN DOCK

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

	15BY	16BY	17BY	18BY	19BY	20BY
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT			→ 0.0(0.0#1) ← 0.0(0.0#2)			
<div>W S — E — N</div> TRACK LAYOUT						
LINE SEGMENT						
0150	PRIVATE	CR 800N	TURPIN HILL RD	CR 800N		
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

02/24/2003

ST LOUIS

YANKEETOWN DOCK

YANKEETOWN-LYNNVILLE MIN ILLINOIS

20BY

21BY

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

→ 0.0(0.0#1)  
← 0.0(0.0#2)

W  
S → N  
E

TRACK  
LAYOUT

LINE SEGMENT

0150

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

02/24/2003

SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

4RB

5RB

5280'

5280'

MAINTENANCE

T&S-12/58

RAIL

22RJF075S

22RJF075S

TRAFFIC  
DENSITY MGT

→ 3.2(7.2)  
← 4.0

V-92A-IN(SR)

AEP

(ROCK HILL)  
12RB

N  
W — E  
S

004.30-3W/TB-41"

TRACK  
LAYOUT

LINE SEGMENT

735852K

735853S

735854Y

0153

AEP

CR 350N

WATERWAY  
CR 75E  
CR 400N

CURVATURE

ALIGNMENT

2.0L  
1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.07

0.00

+0.07

-0.40

+0.05

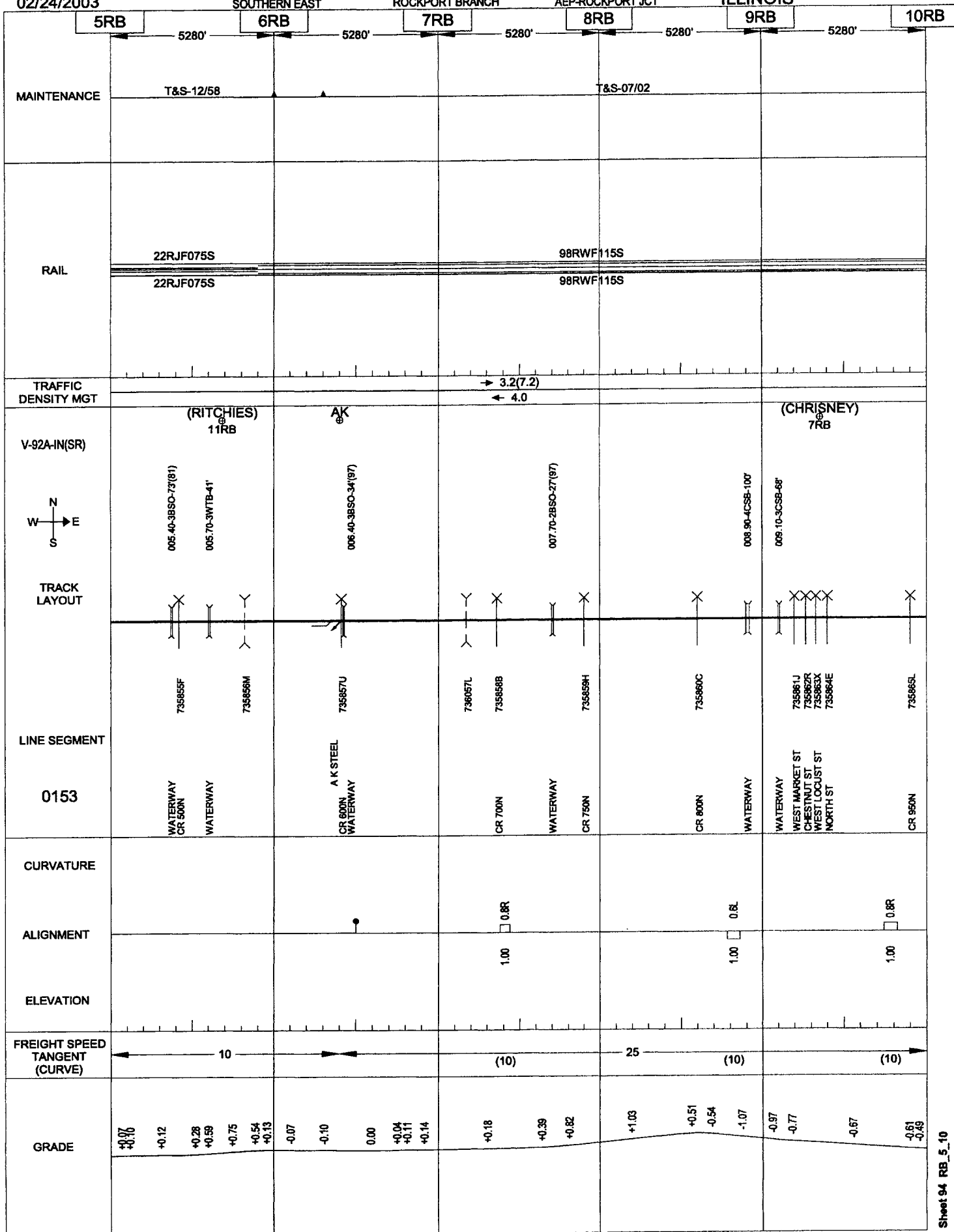
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SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



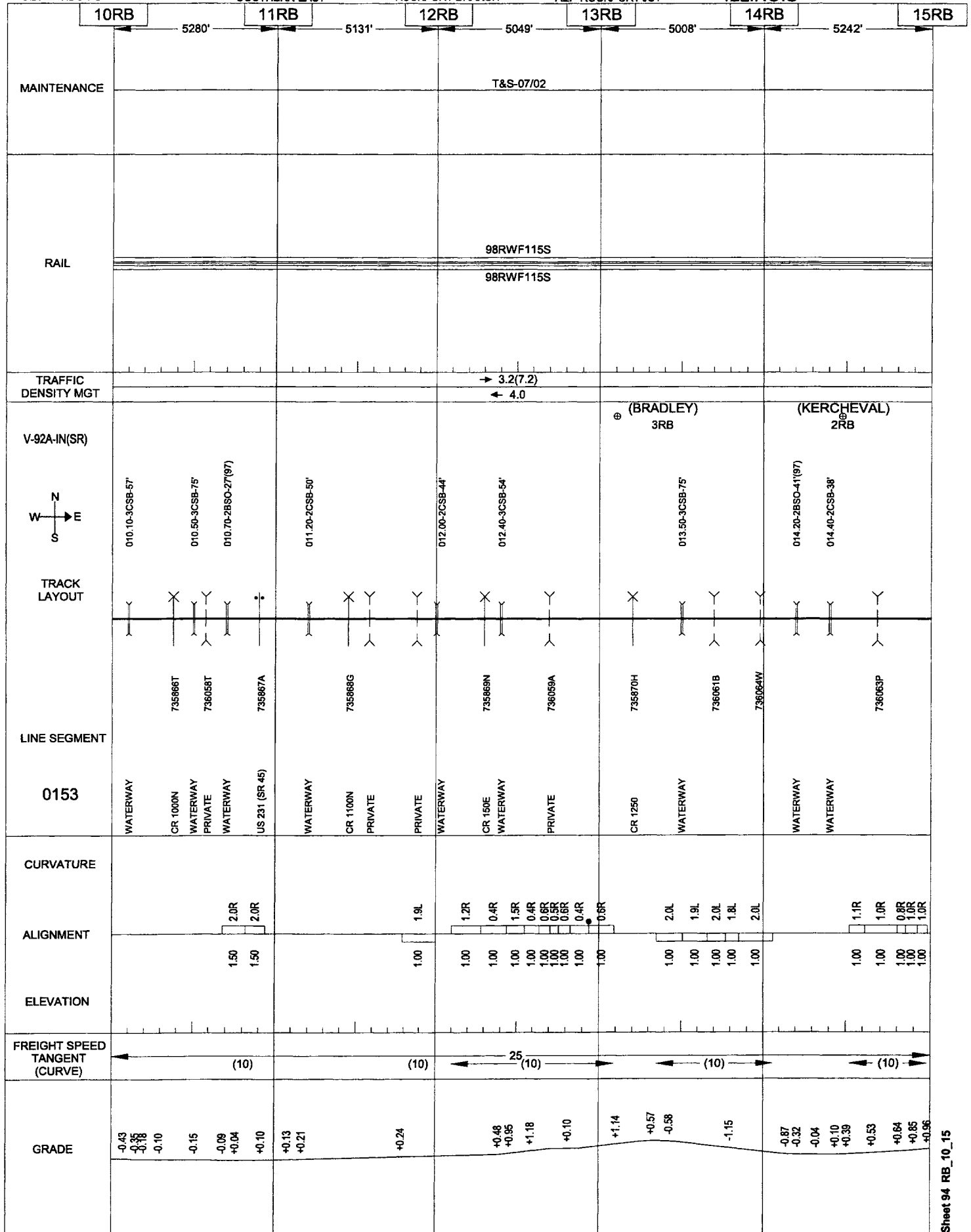
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SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



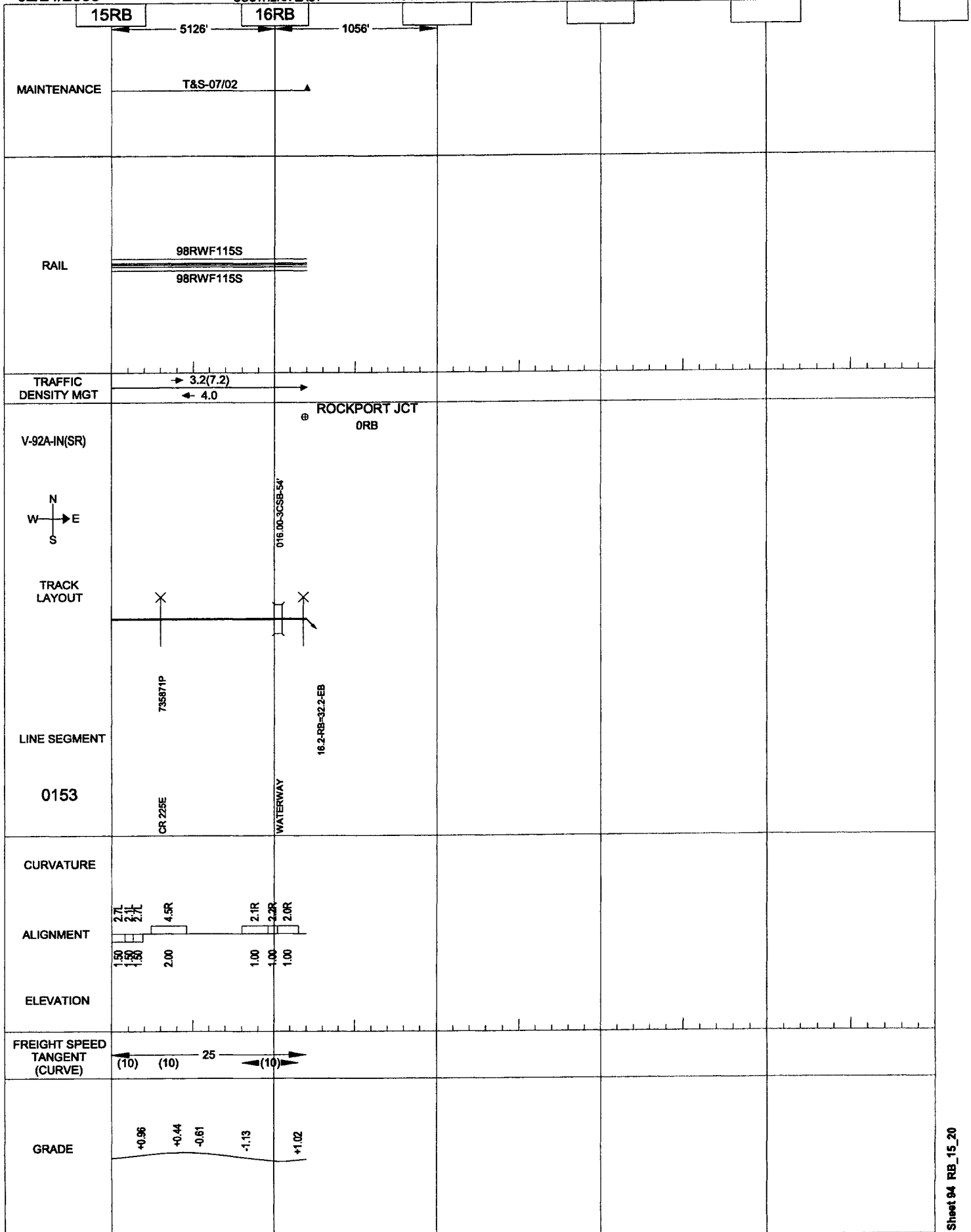
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SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



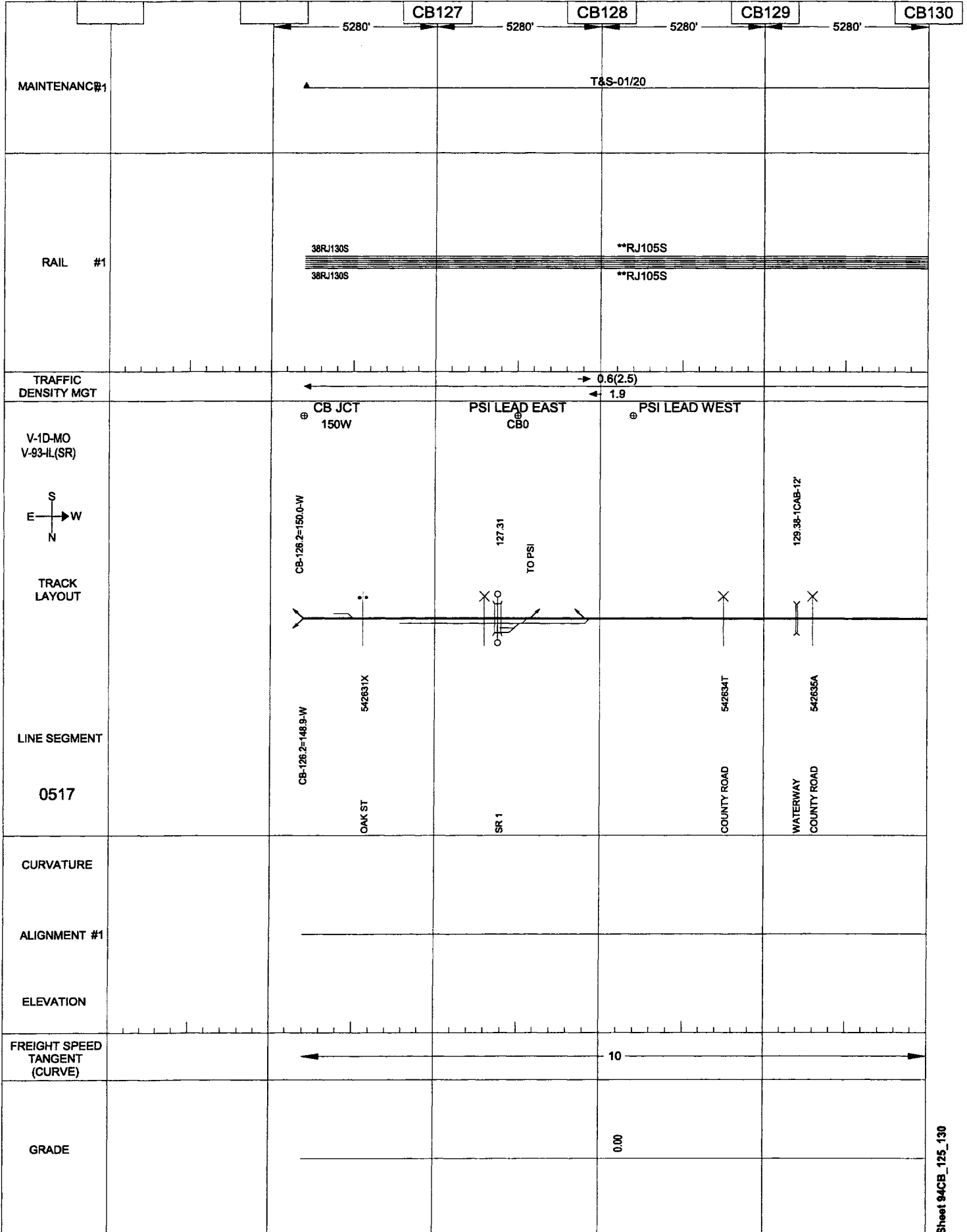
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SOUTHERN WEST

CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS



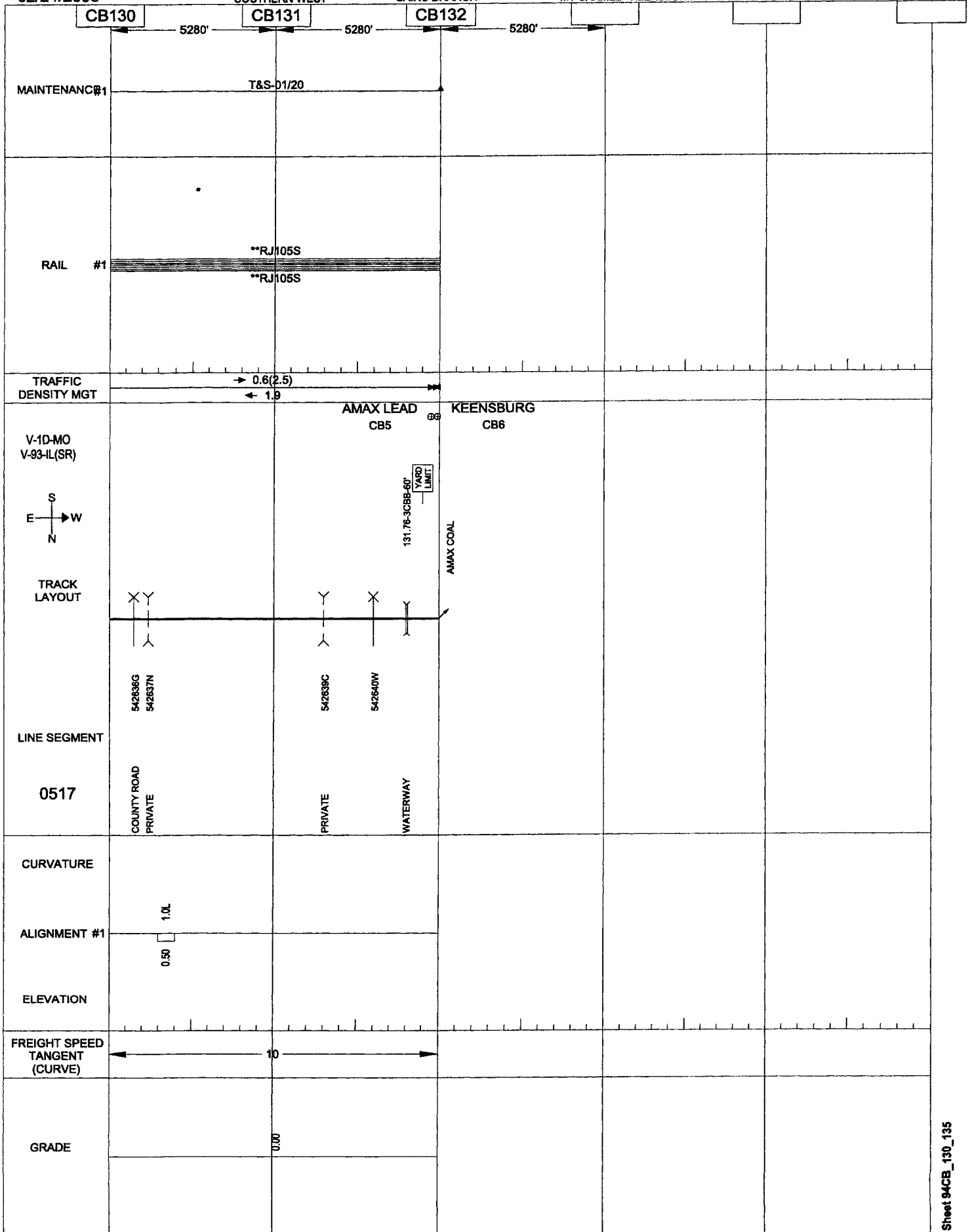
02/24/2003

SOUTHERN WEST

CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS





02/24/2003

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS395

5287'

T&amp;S-03/93

MAINTENANCE

RAIL

46RJ131S 51NJ115S 31NJ112S  
 46RJ131S 51NJ115S 31NJ112S

TRAFFIC  
DENSITY MGT

0.0(0.0)

0.0

V-4-IL

S  
E → W  
N

TRACK  
LAYOUT

476336M 476337U  
 SR 185 2ND ST

LINE SEGMENT

8030

CURVATURE

ALIGNMENT

ELEVATION

2.1L

1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

30

GRADE

+0.30 +0.70 +0.37 0.00 -0.29

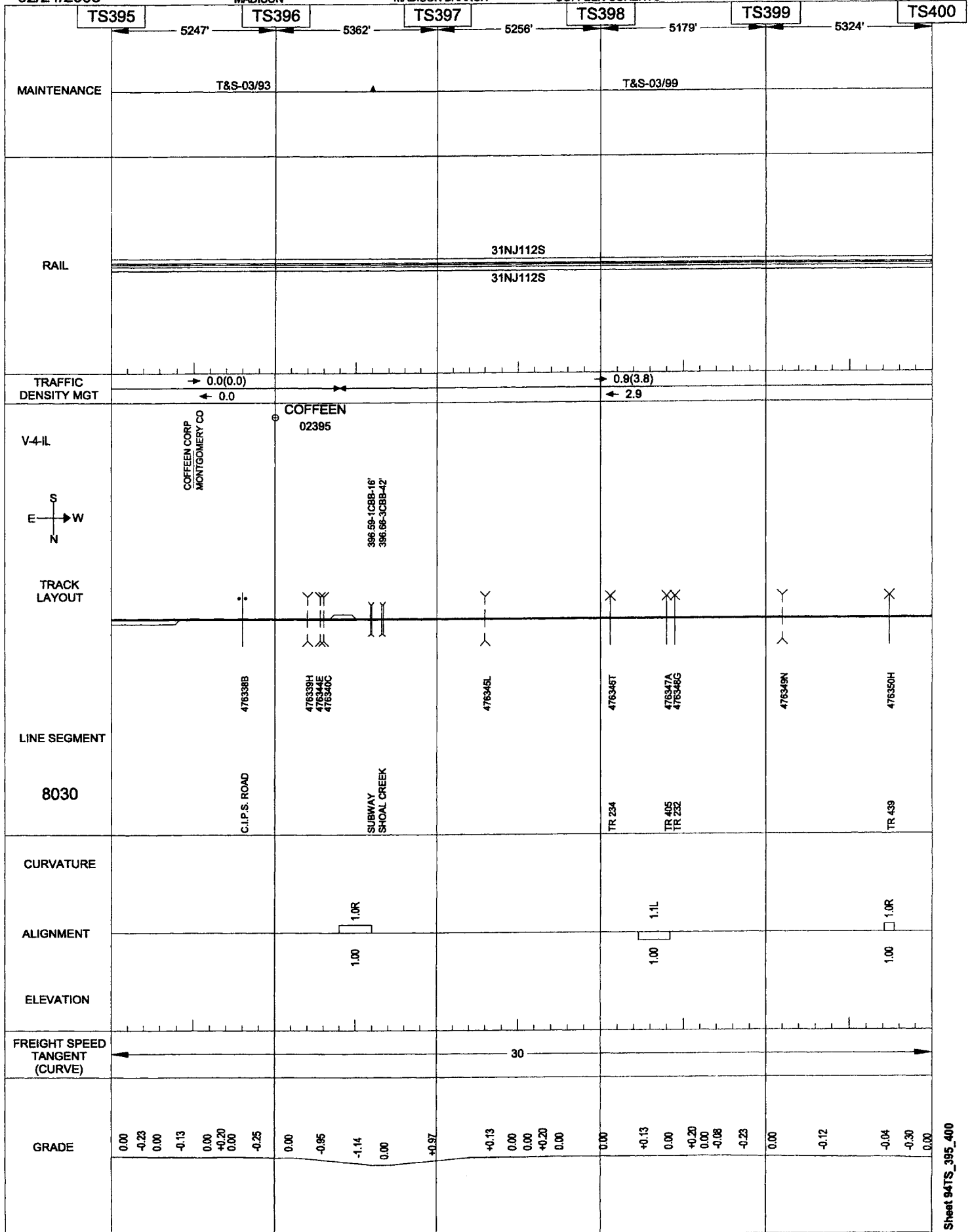
02/24/2003

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS





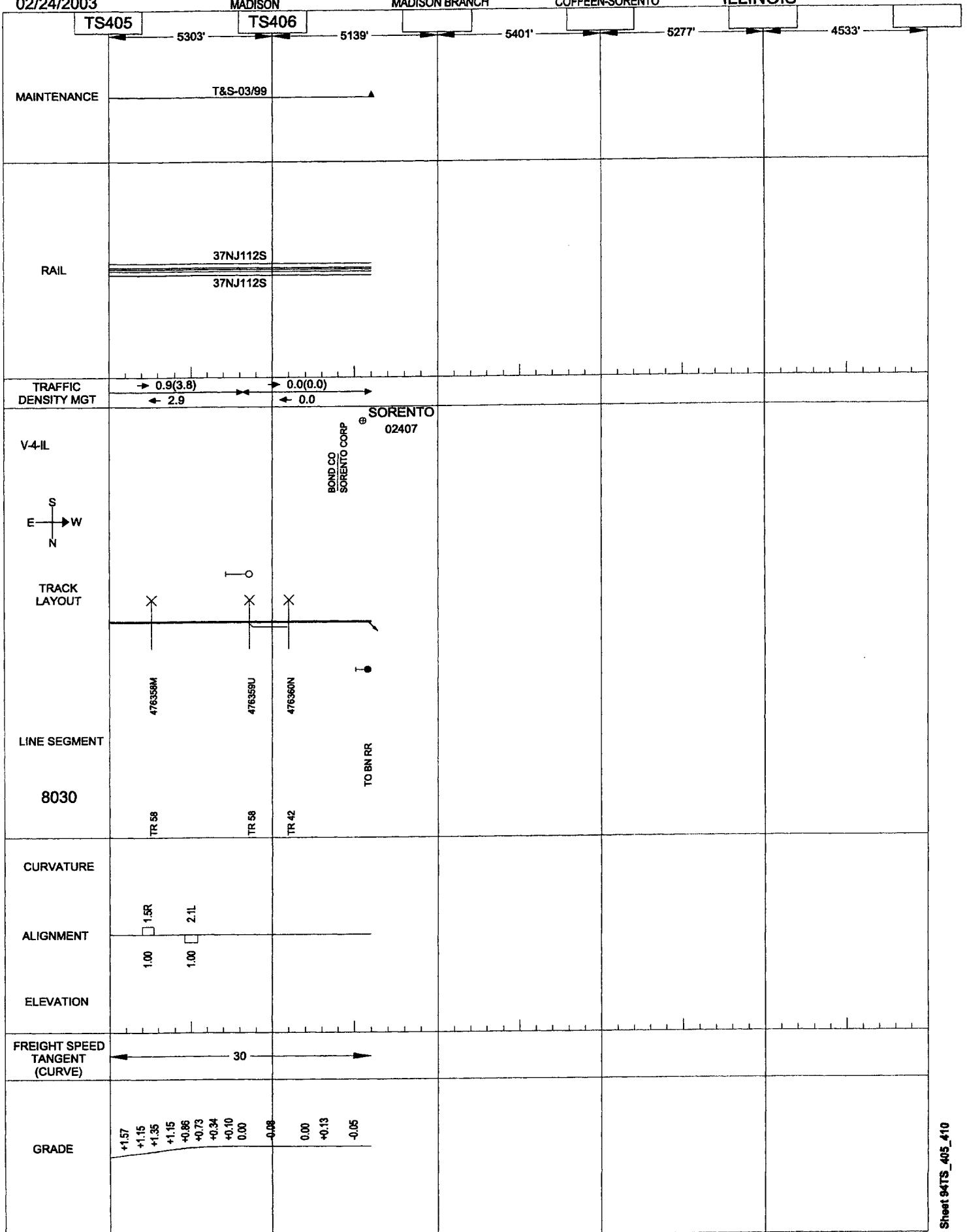
02/24/2003

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



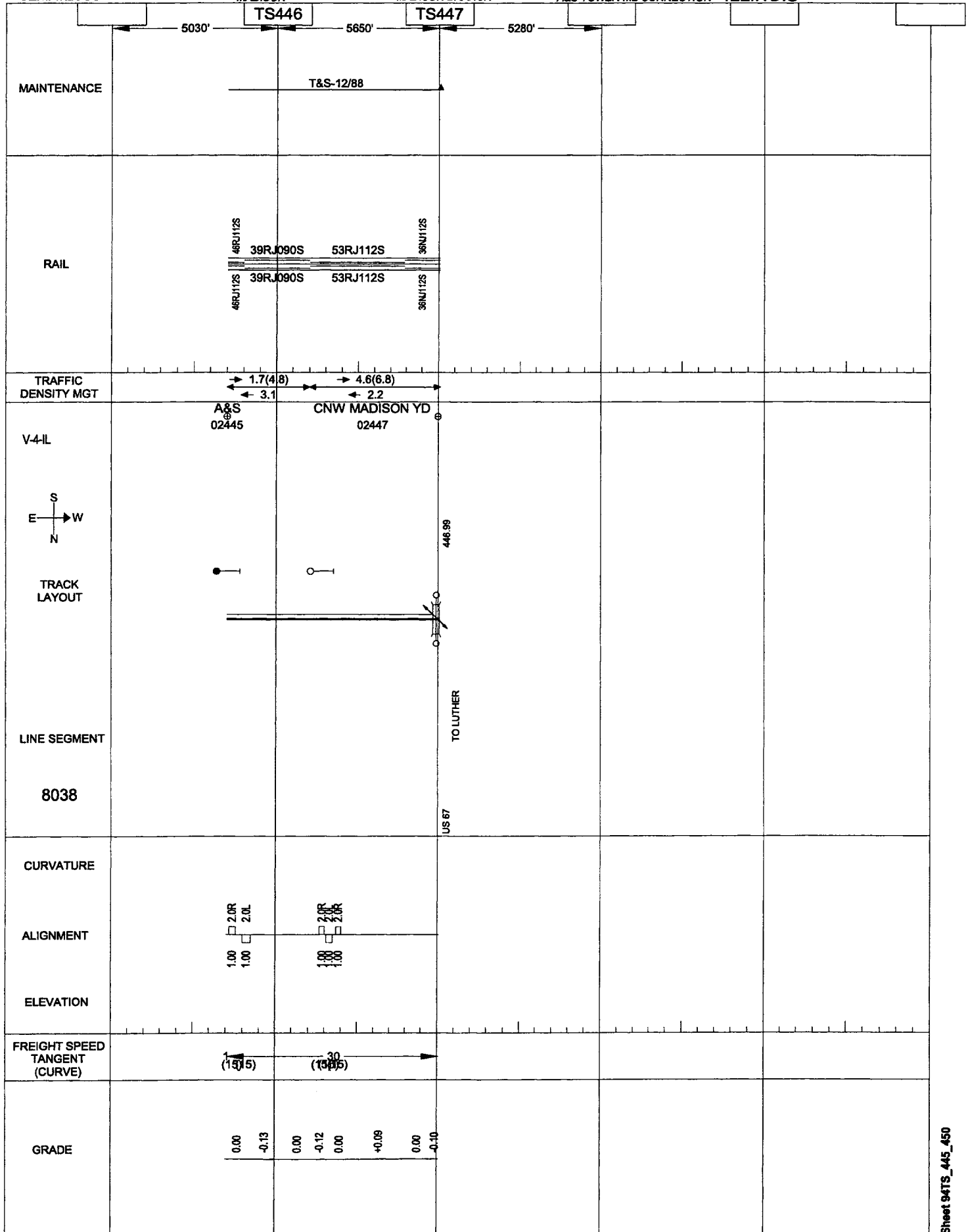
02/24/2003

MADISON

MADISON BRANCH

A&amp;S TOWER-MB CONNECTION

ILLINOIS



02/24/2003

ALTON

A&E LINE

BRIDGE JCT-GRANITE CITY

ILLINOIS

AE4

AE5

5280'

5280'

MAINTENANCE

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

RAIL

44NJ090S 56RJ112S  
44NJ090S 56RJ112S

TRAFFIC  
DENSITY MGT

→ 0.0(0.1)

← 0.1

BRIDGE JCT

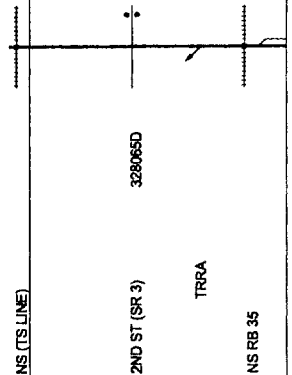
BROOKLYN

W  
S — N  
E

TRACK  
LAYOUT

LINE SEGMENT

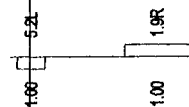
8170



CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

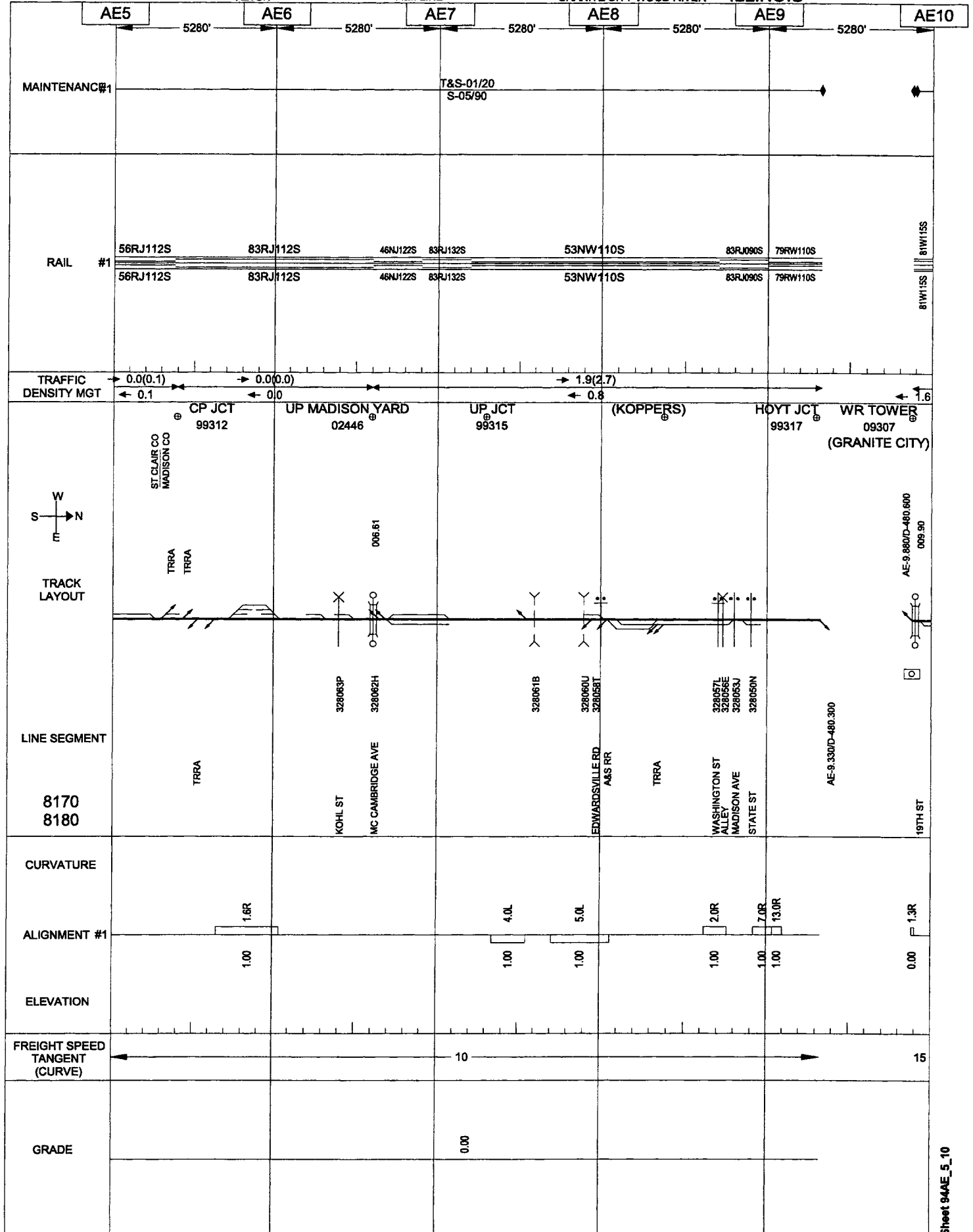
02/24/2003

ALTON

A&amp;E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



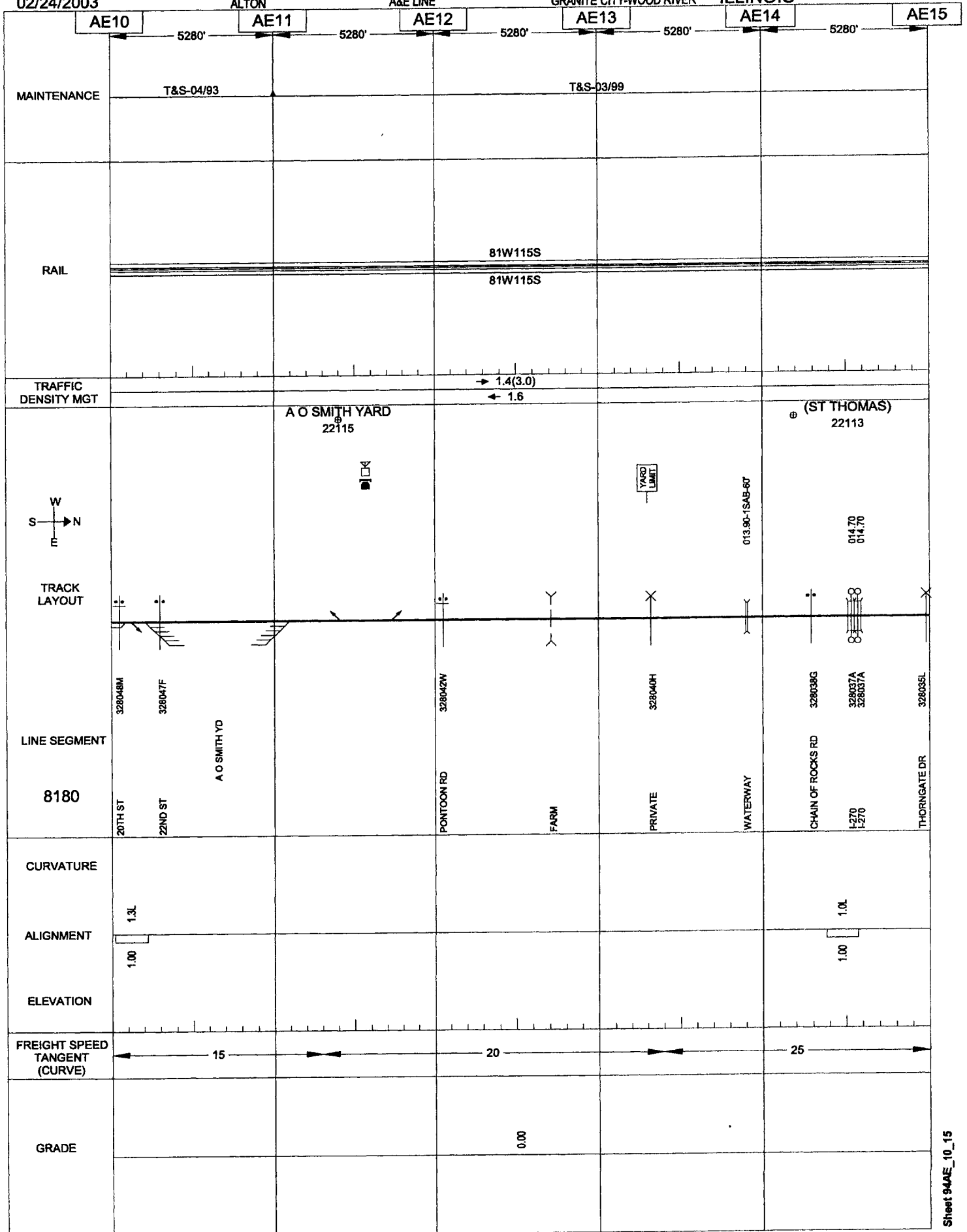
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ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS





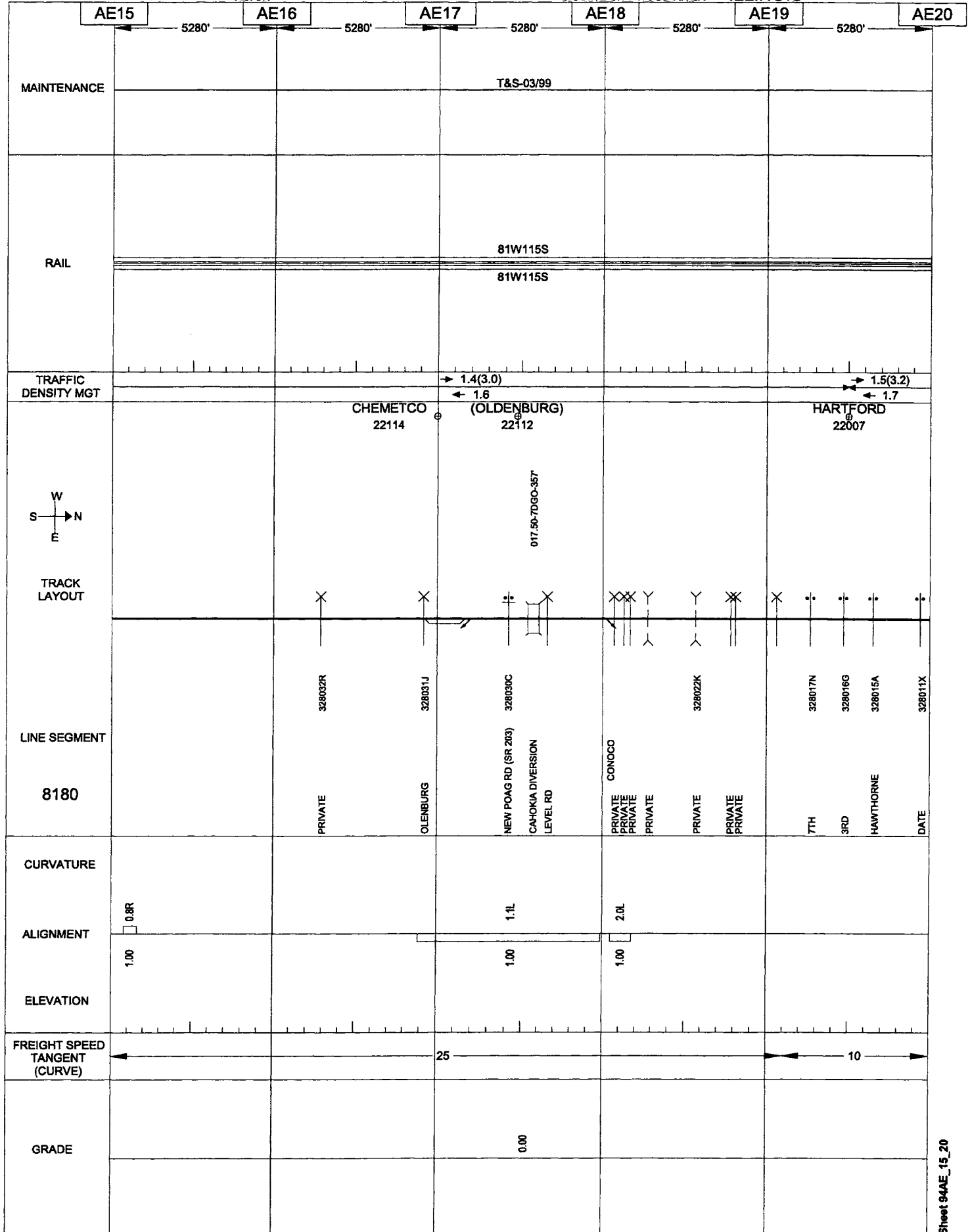
02/24/2003

ALTON

A&amp;E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



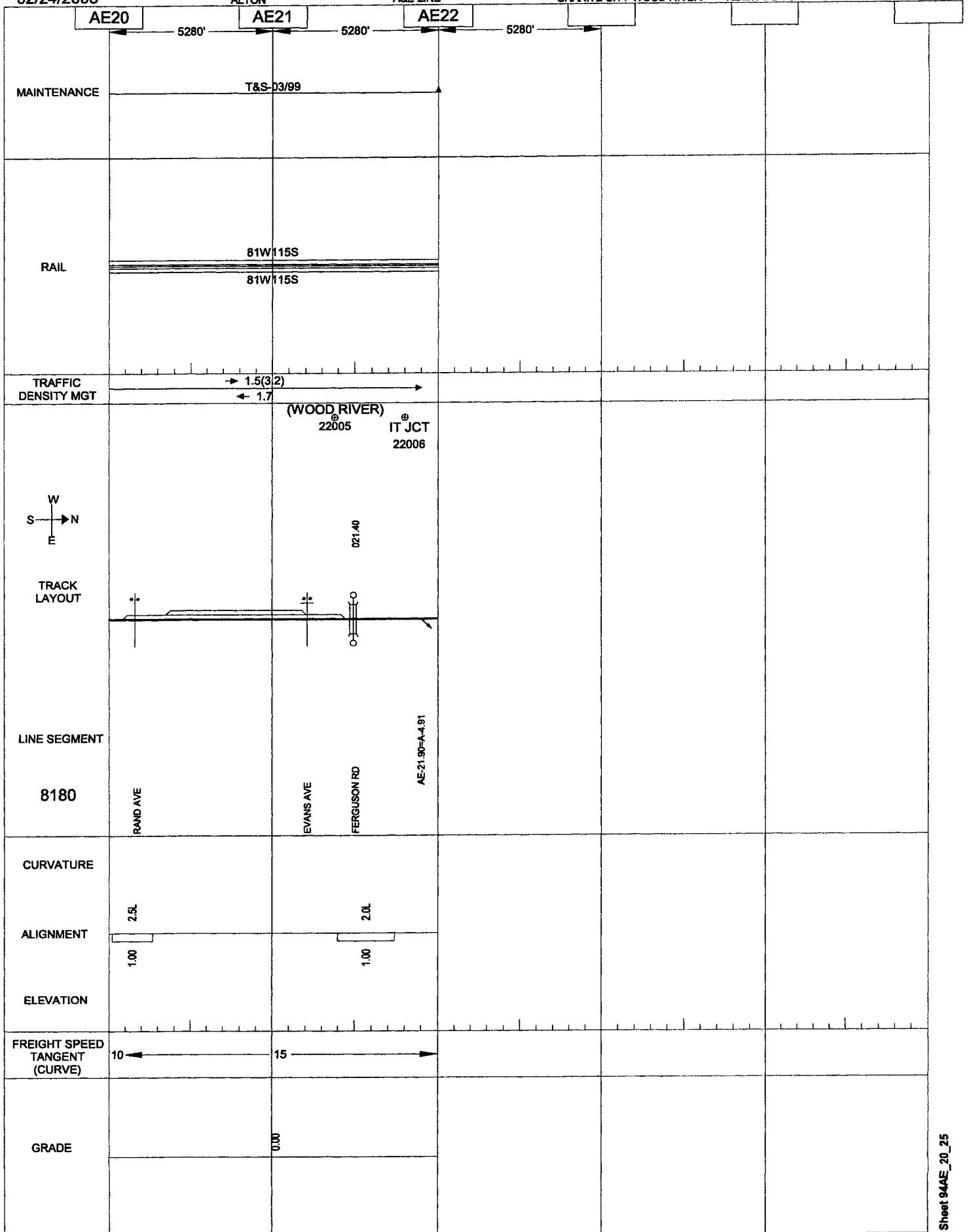
02/24/2003

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



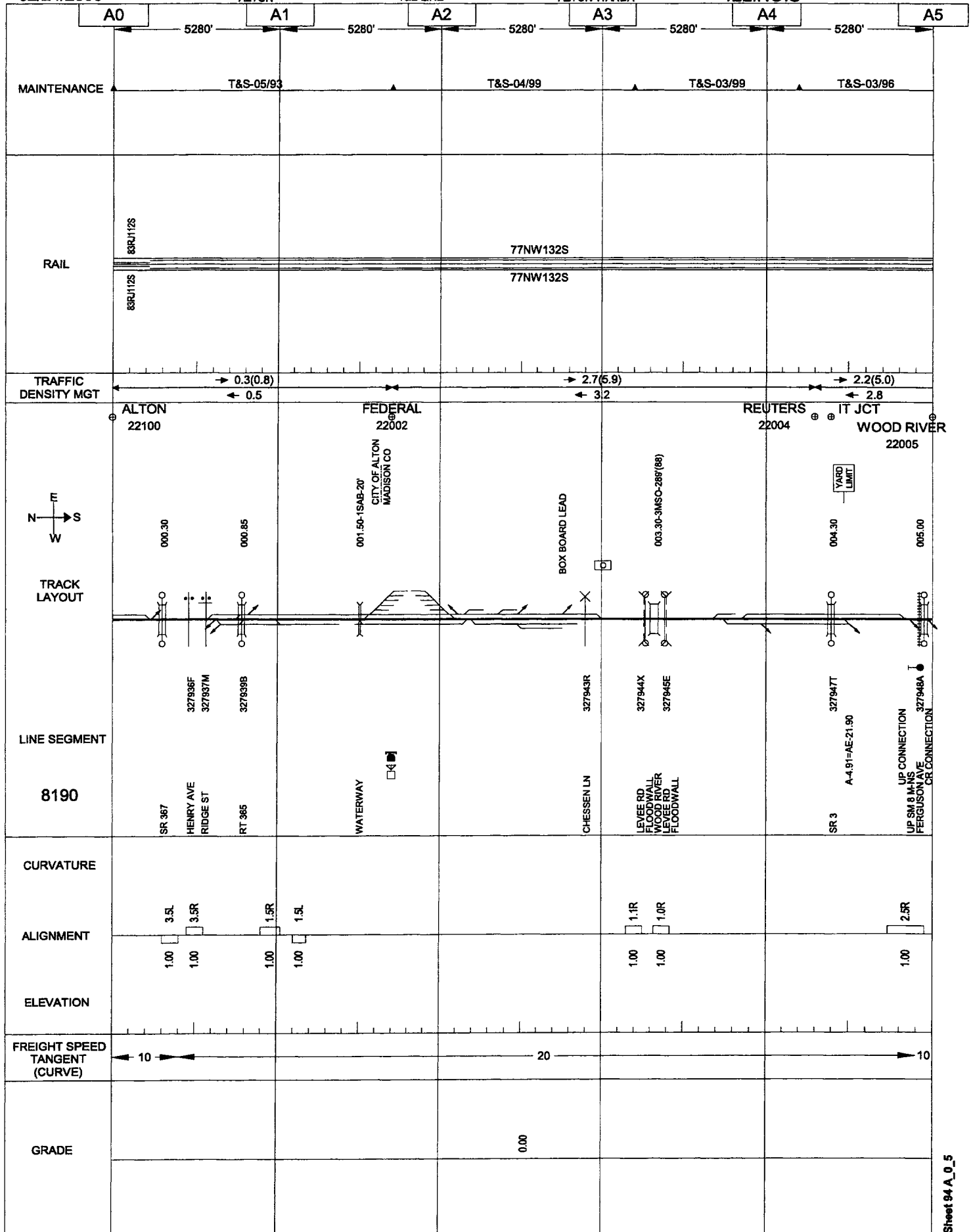
02/24/2003

ALTON

T&amp;E LINE

ALTON-WANDA

ILLINOIS



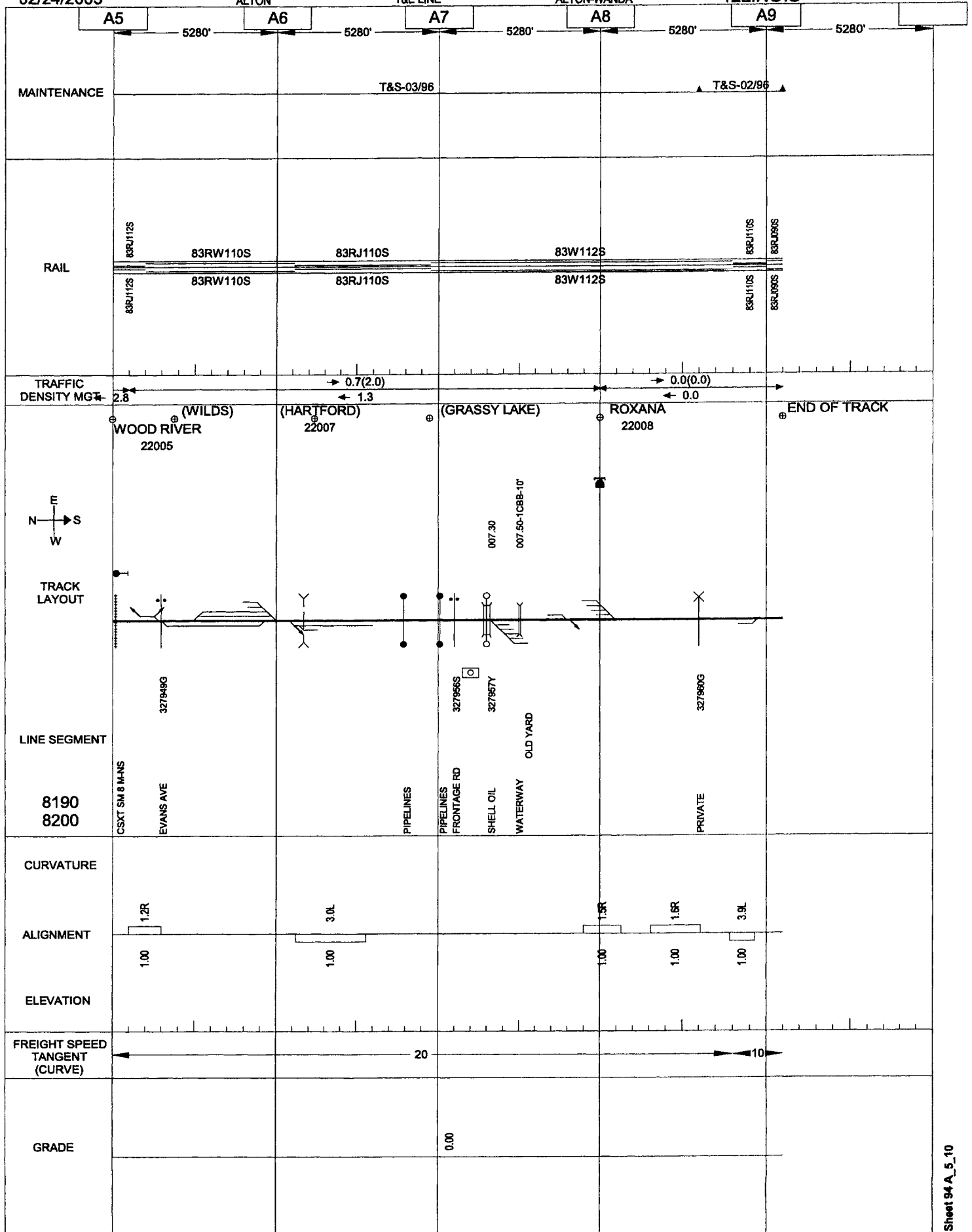
02/24/2003

ALTON

T&E LINE

ALTON-WANDA

ILLINOIS



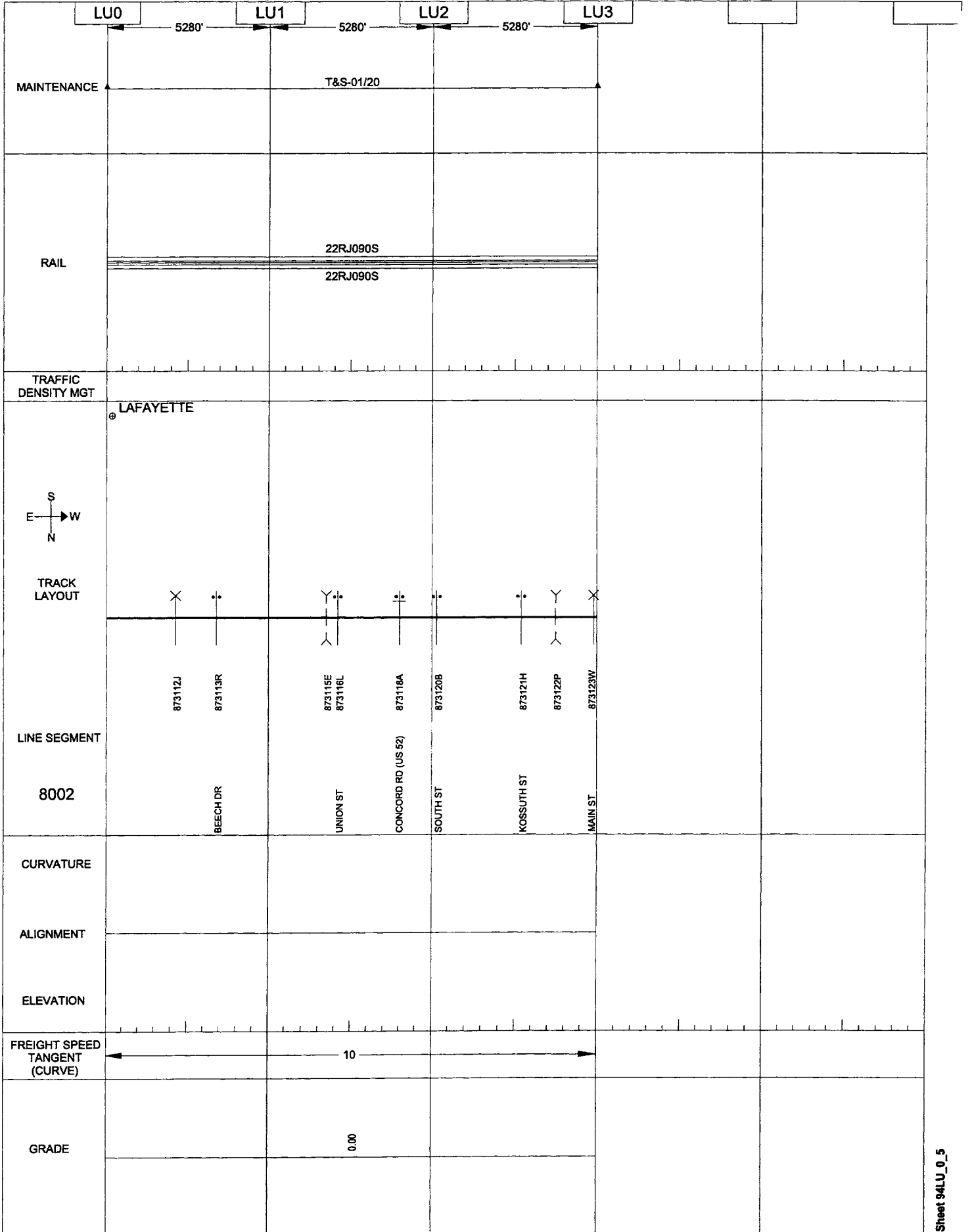
02/24/2003

LAFAYETTE

LAFAYETTE UNION

EAST YARD-MAIN STREET

ILLINOIS



281

02/24/2003

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



TRACK  
LAYOUT

277.69-1WTO-15(36)

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

02/24/2003

NORTHERN

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT42

IT43

IT44

IT45

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-01/20

RAIL

83RWF132S

83RWF132S

TRAFFIC  
DENSITY MGT⊕ (DECATUR ITC)  
22540TRACK  
LAYOUT

TO NORTH YARDS

LINE SEGMENT

8120

PARKS WAREHOUSE

22ND ST

27TH ST

32ND ST

328525D

328524W

 TRAILER PARK  
 328523P  
 TIMBER PARK XOV  
 ADM TRACK 1  
 ADM TRACK 2  
 ADM TRACK 3  
 ADM TRACK 4  
 ADM TRACK 5  
 ADM TRACK 6  
 ADM TRACK 7
IC MHC  
BRUSH COLLEGE RD

PRIVATE

328514R

328512C  
328513J  
FARIES PKWY  
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

02/24/2003

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="140 871 223 955"> <p>E N — S W</p> </div>							
TRACK LAYOUT							
LINE SEGMENT	IT-45-45-D-372.41						
8120							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						



02/24/2003

NORTHERN

284

IT BELT

NORTH JCT-DECATUR

ILLINOIS

BL5

5280'

T&amp;S-01/20

\*\*RJ056S

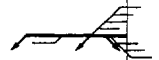
\*\*RJ056S

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

(NORTH JCT) ⊕

TRACK  
LAYOUT

LINE SEGMENT

8214

TO WABIC

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

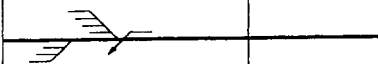
02/24/2003

NORTHERN

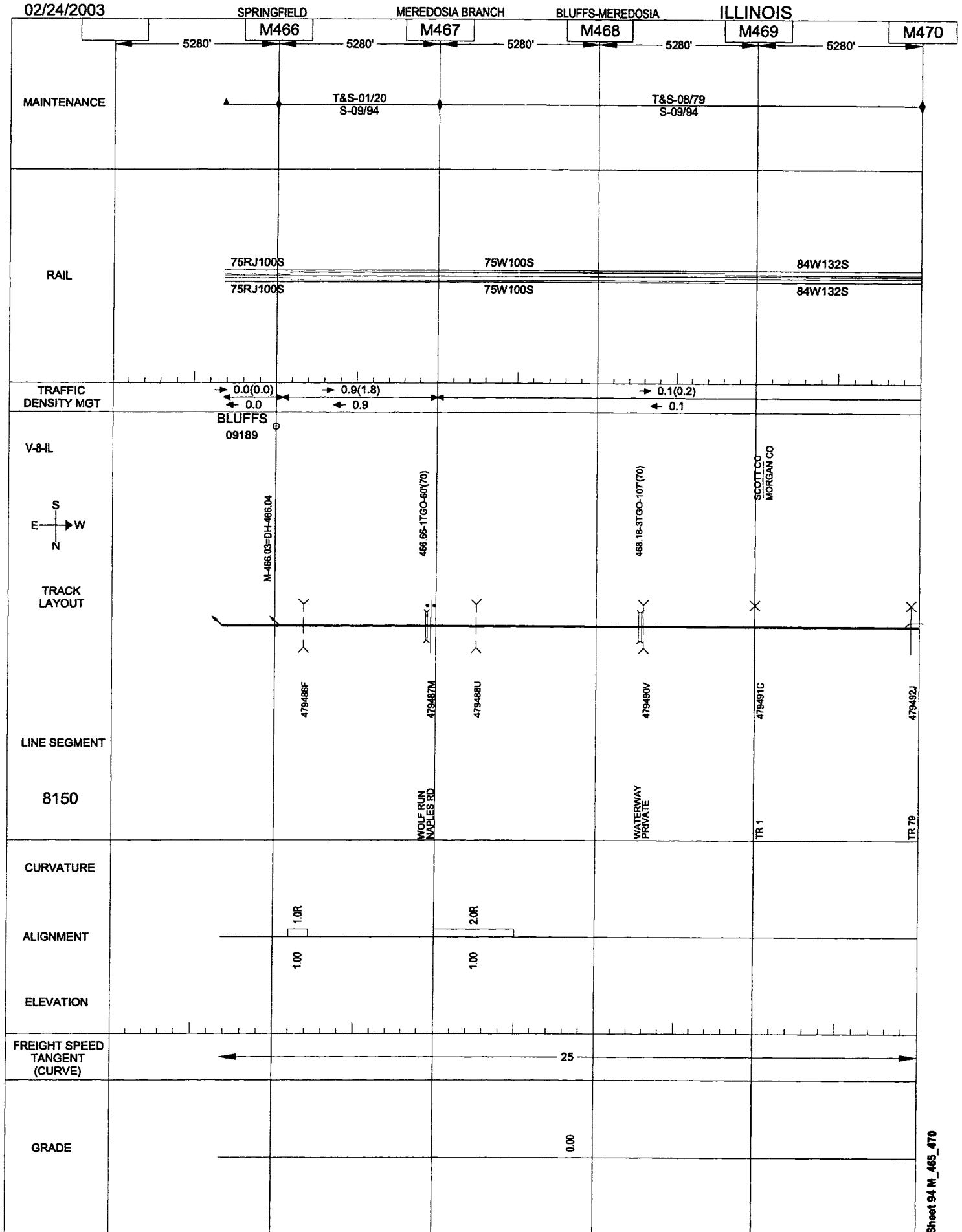
IT BELT

NORTH JCT-DECATUR

ILLINOIS

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

02/24/2003



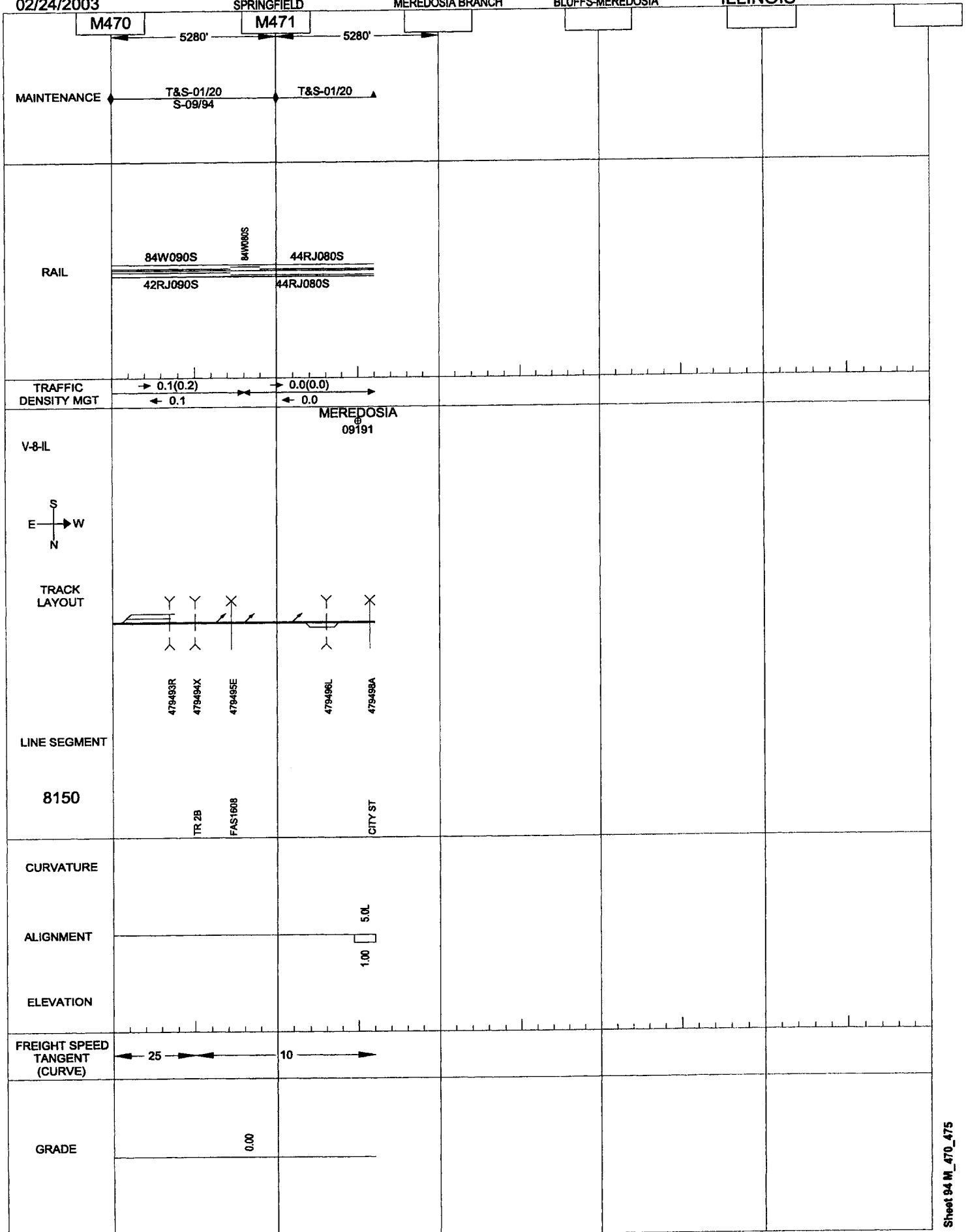
02/24/2003

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS



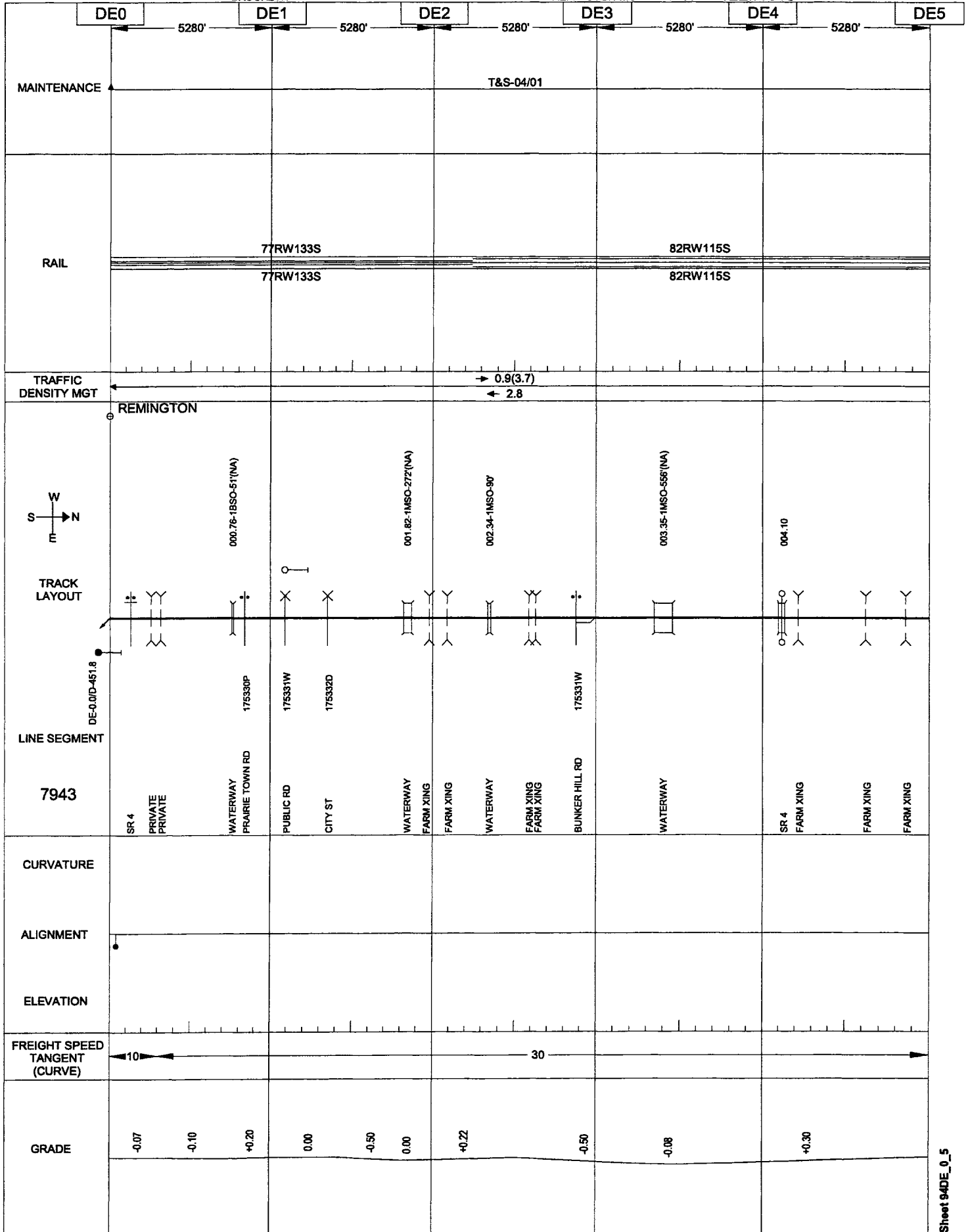
02/24/2003

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



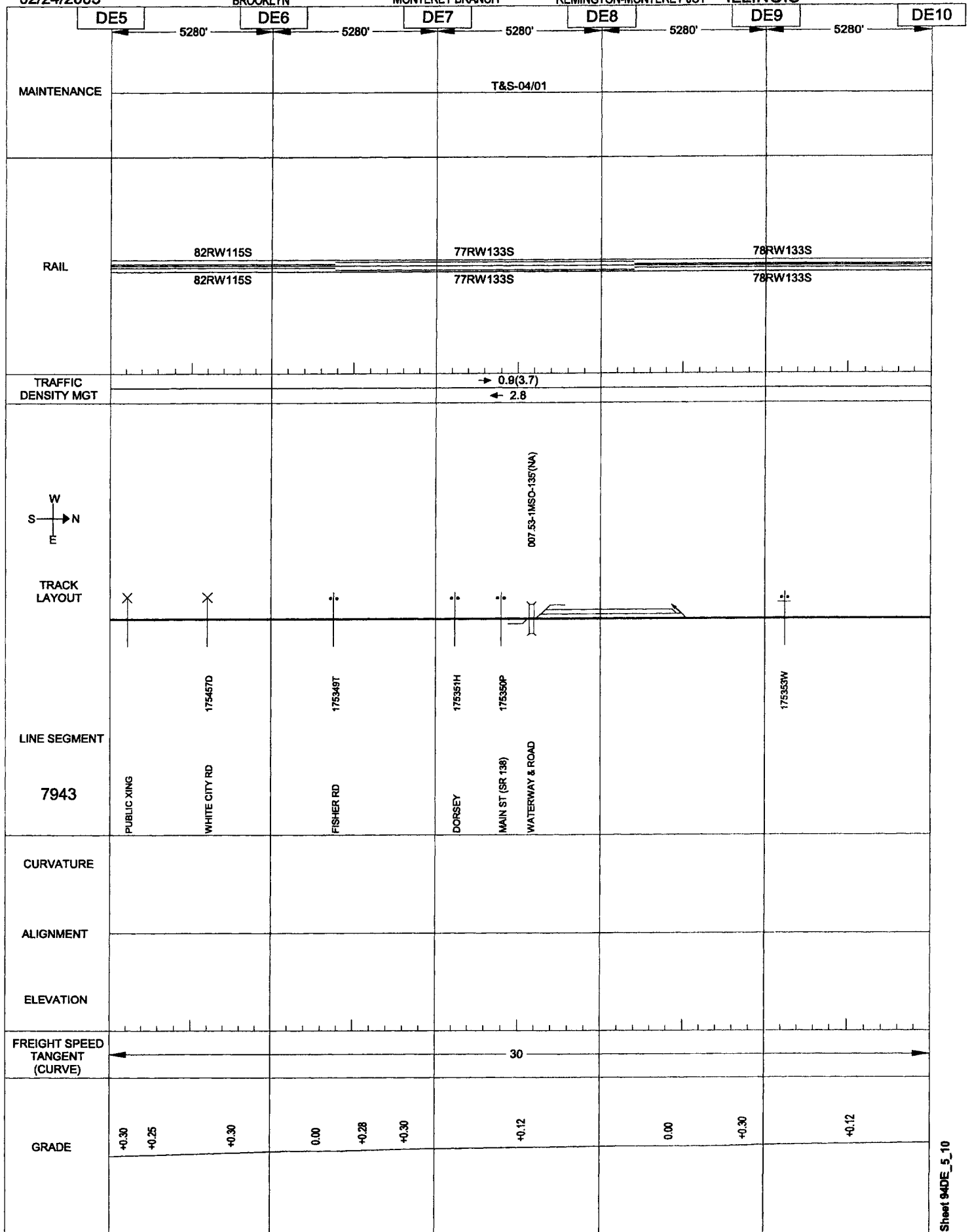
02/24/2003

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



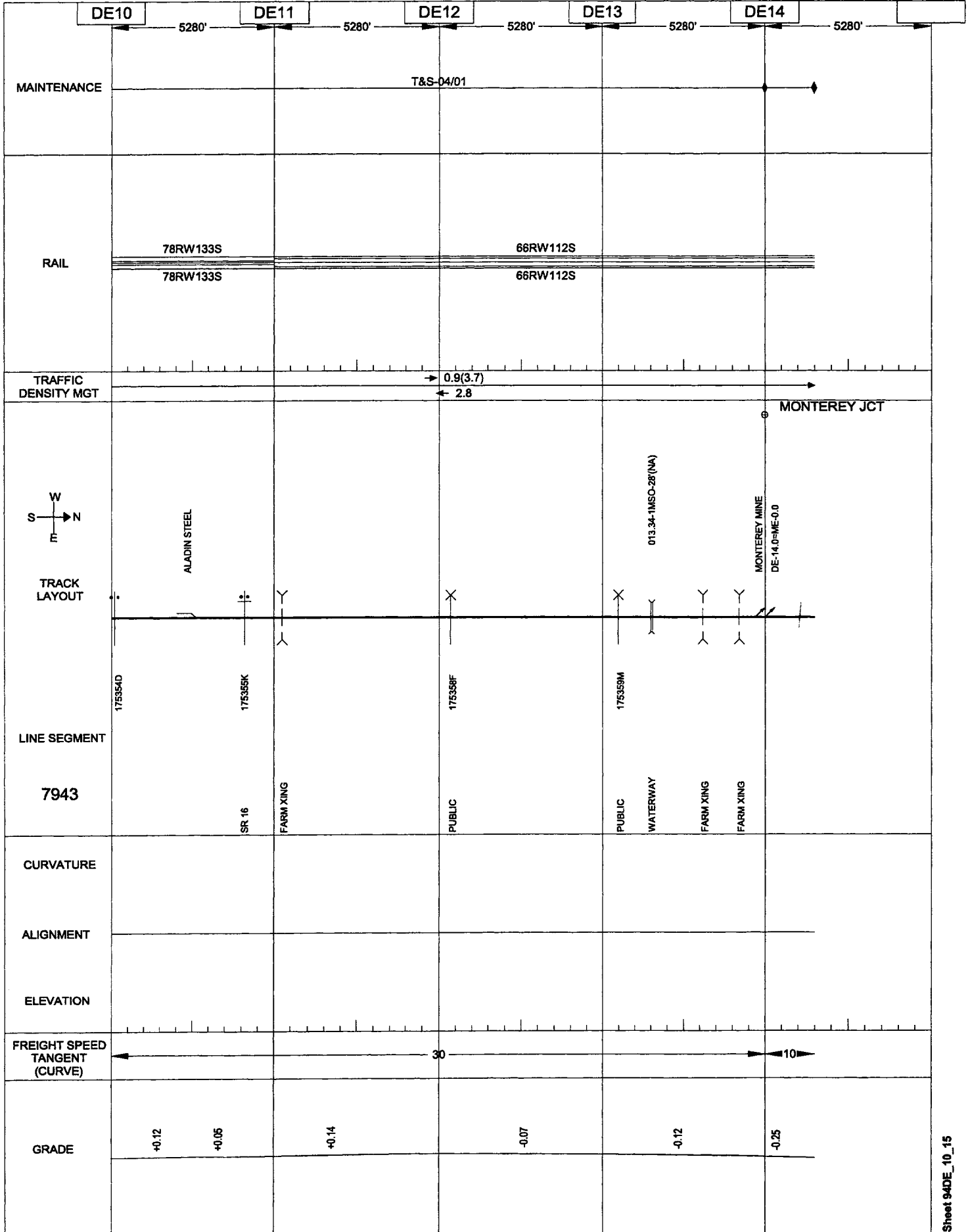
02/24/2003

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



291

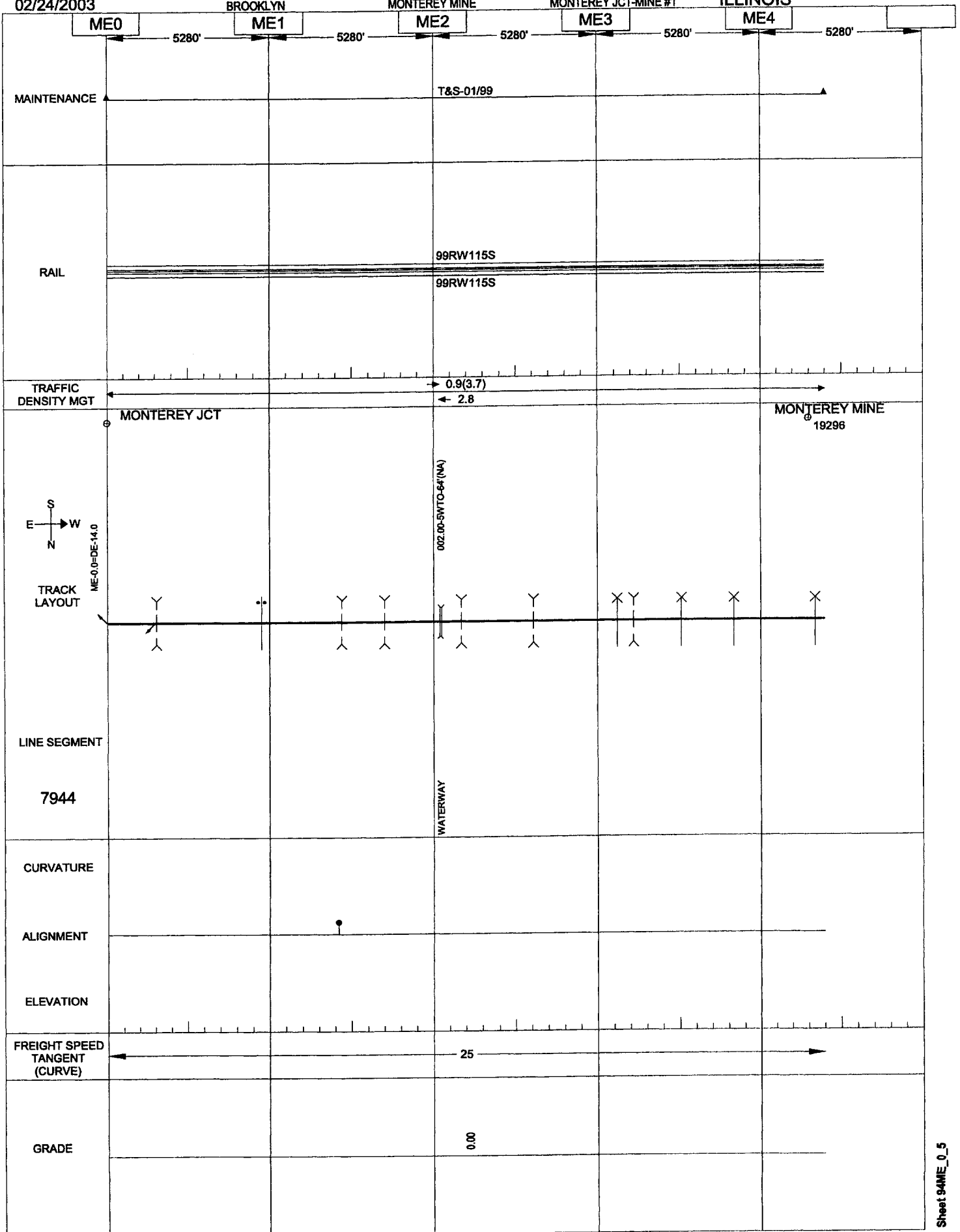
02/24/2003

BROOKLYN

MONTEREY MINE

MONTEREY JCT-MINE #1

ILLINOIS





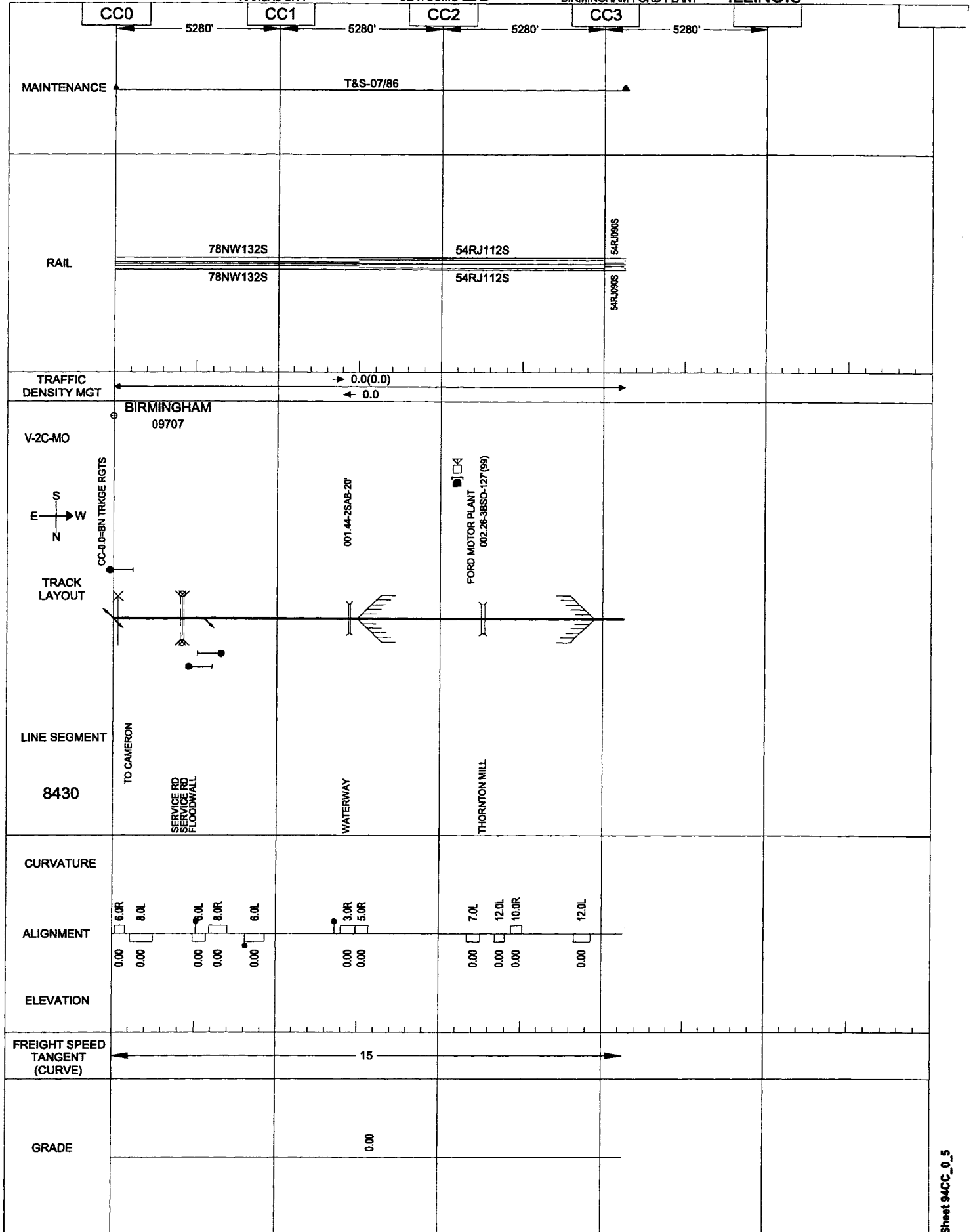
02/24/2003

KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



02/24/2003

MOULTON

BRANCH

MOBERLY

ILLINOIS

SD149

SD150

5280'

5290'

T&S-10/79

T&S-05/85

MAINTENANCE

RAIL

71RJ12S

43RJ112S

84W112S

43RJ112S

84W112S

44RJ09S

TRAFFIC  
DENSITY MGT

V-5-MO



TRACK  
LAYOUT

SD-148.1/S-148.34

149.51

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

02/24/2003

MOULTON

BRANCH

MOBERLY

ILLINOIS

	SD150	5272'					
MAINTENANCE	T&S-08/85						
RAIL	84W112S 84W112S						
TRAFFIC DENSITY MGT							
V-5-MO	MOBERLY 09673						
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>	150.01-3WTO-43(86)						
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						

295

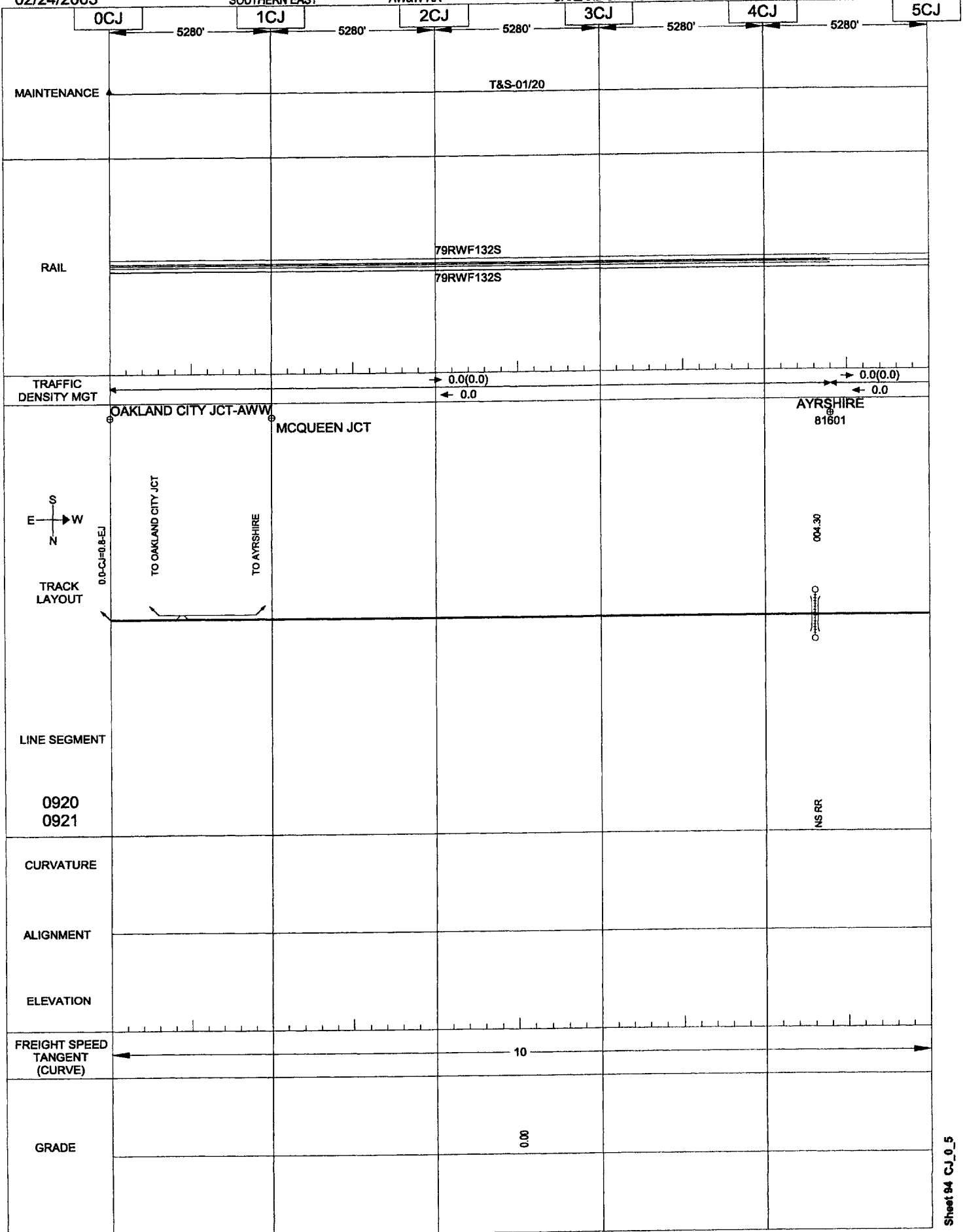
02/24/2003

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS



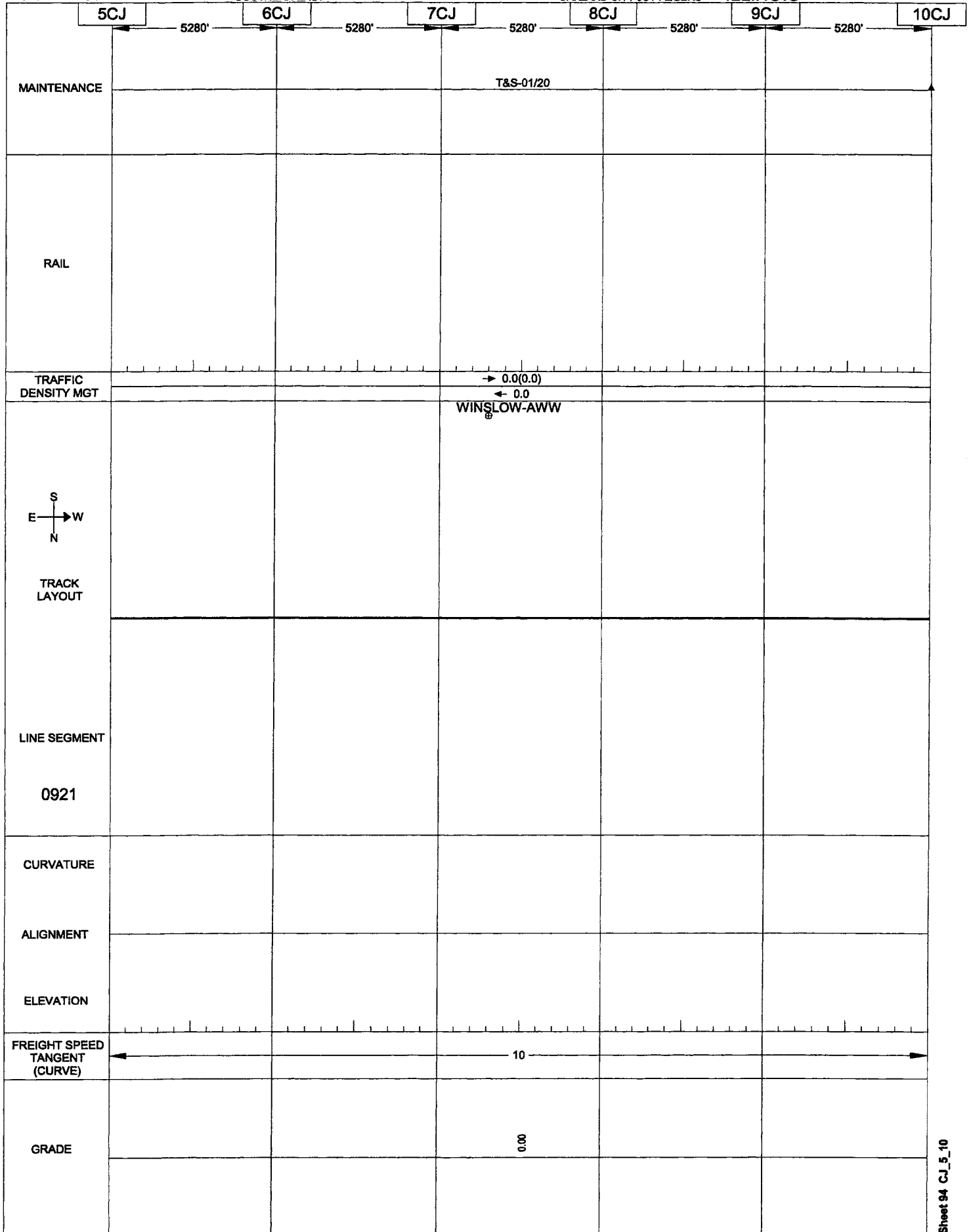
02/24/2003

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS



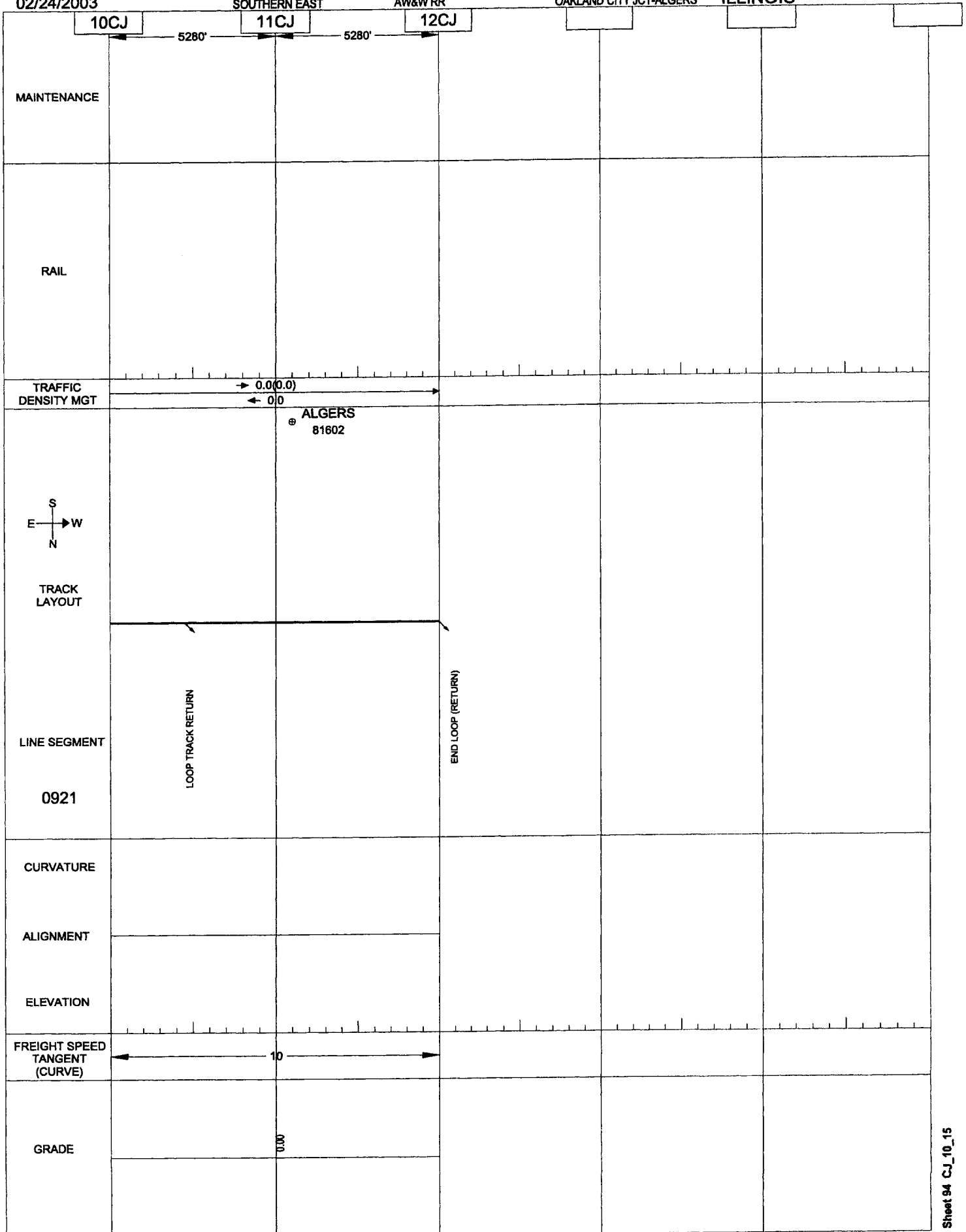
02/24/2003

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS



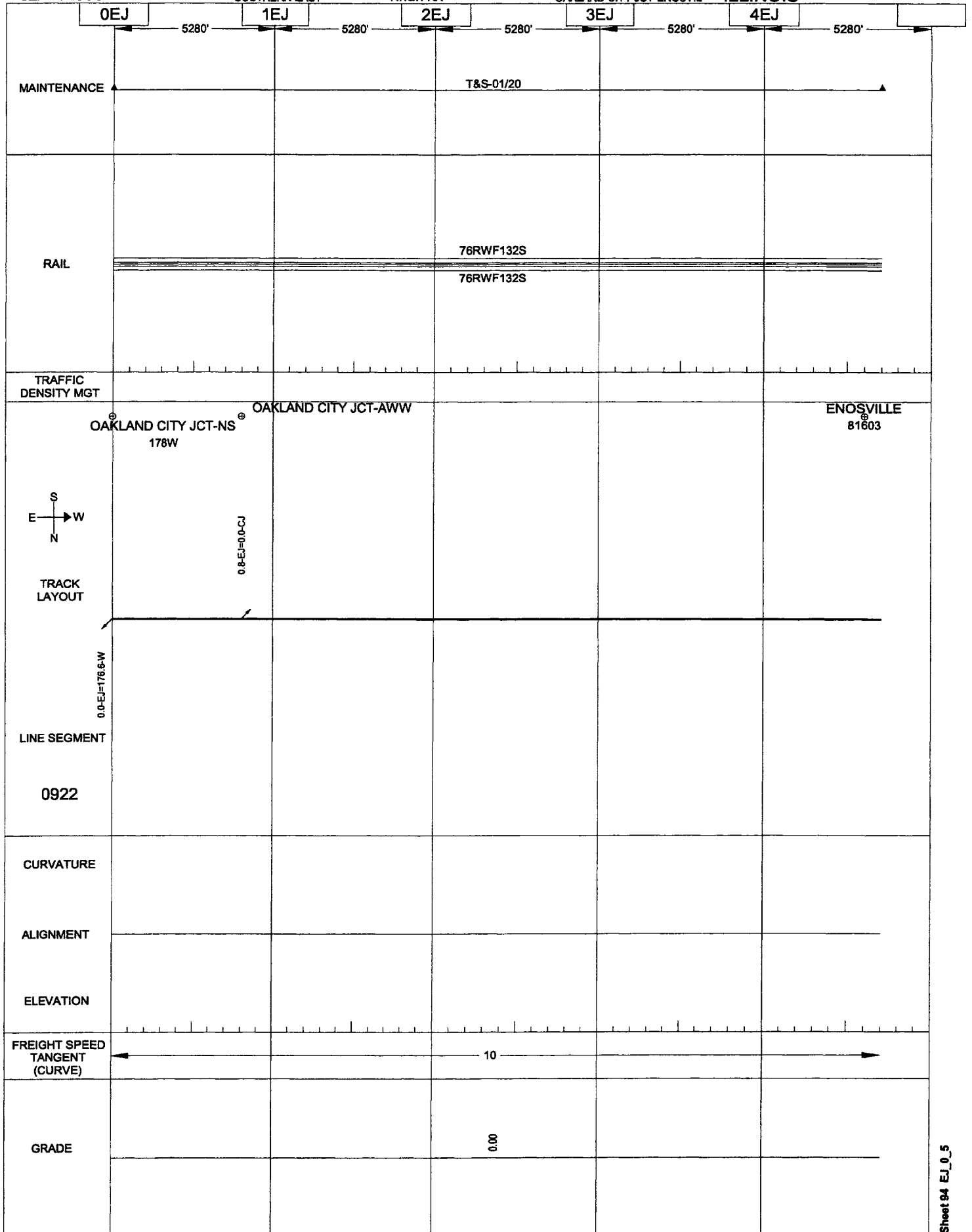
02/24/2003

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ENOSVIL

ILLINOIS



- 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.

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

**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).**

**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. 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. For open deck bridge tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of ( ) containing track 1 data, the second set of ( ) containing track 2 data, the third set of ( ) etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 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**

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

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

**Type of Bridge Structure**

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

**Deck Construction**

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

TABLE 3  
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
250	015.70-EB	015.70	01	1992
250	019.57-EB	019.50	01	NA
251	020.70-EB	020.70	01	1985
251	023.02-EB	022.90	01	1989
251	023.91-EB	023.90	01	1993
252	025.00-EB	025.00	01	1979
252	026.90-EB	026.90	01	NA
252	028.50-EB	028.50	01	1993
252	029.80-EB	029.80	01	1993
252	029.90-EB	029.90	01	1993
255	040.95-EB	041.00	01	1997
255	041.30-EB	041.30	01	NA
255	042.50-EB	042.50	01	1997
255	044.94-EB	045.00	01	1997
256	046.40-EB	046.40	01	1997
263	005.37-RB	005.40	01	1981
263	006.42-RB	006.40	01	1997
263	007.70-RB	007.70	01	1997
264	010.70-RB	010.70	01	1997
264	014.20-RB	014.20	01	1997
192	008.57-W	008.40	01	2002
195	023.98-W	024.00	01	2001
196	026.07-W	026.00	01	1999
197	031.65-W	031.70	01	1998
198	037.10-W	037.10	01	1987
198	037.26-W	037.20	01	1998
199	043.52-W	043.60	01	1988
200	049.40-W	049.40	01	1989
200	049.94-W	049.90	01	1989
201	050.86-W	050.90	01	2001
201	054.12-W	054.10	01	1987
203	061.36-W	061.40	01	1986
203	061.94-W	062.00	01	1988
207	083.76-W	083.70	01	1997
208	088.14-W	088.00	01	1996
208	088.29-W	088.20	01	2001
209	090.03-W	090.00	01	1990
209	090.24-W	090.40	01	1996
210	096.88-W	096.90	01	2001
212	105.43-W	105.60	01	1998
212	109.12-W	109.10	01	1988
213	110.17-W	110.20	01	2001
213	110.77-W	110.70	01	2001
213	113.64-W	113.60	01	1989
213	114.32-W	114.30	01	1979
214	116.05-W	116.00	01	1988
214	118.09-W	118.10	01	1999
214	119.23-W	119.20	01	1984
214	119.90-W	119.90	01	1985
215	122.67-W	122.70	01	1999
215	123.12-W	123.10	01	2000
215	123.30-W	123.30	01	2000
215	124.76-W	124.80	01	1988
216	125.10-W	125.20	01	1989
221	151.04-W	151.40	01	1991
224	169.93-W	169.90	01	1965
225	171.76-W	171.70	01	1988

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
225	172.96-W	173.00	01	1988
226	176.74-W	176.80	01	1996
227	180.30-W	180.30	01	1998
227	180.88-W	180.90	01	2000
227	182.74-W	182.60	01	1999
227	184.83-W	184.80	01	1986
228	188.58-W	188.60	01	1997
228	189.07-W	189.10	01	1991
229	190.91-W	191.00	01	2000
229	194.63-W	194.60	01	1988
230	196.90-W	196.90	01	1988
231	201.24-W	201.30	01	1993
232	205.42-W	205.40	01	1990
232	205.63-W	205.60	01	1988
234	215.84-W	215.80	01	1970
236	227.60-W	227.60	01	2001
237	230.63-W	230.60	01	1986
238	235.50-W	235.50	01	1989
238	238.82-W	238.80	01	1989
239	240.15-W	240.20	01	2000
239	242.60-W	242.60	01	1987
239	244.22-W	244.20	01	2000
241	250.94-W	251.00	01	1990
241	252.20-W	252.20	01	1989
242	258.58-W	258.60	01	1986
244	265.25-W	265.20	01	1985
244	265.44-W	265.40	01	1985
244	265.79-W	265.80	01	1985
244	267.20-W	267.20	01	1988
278	A-003.30	003.30	01	1988
172	C-115.92	115.92	01	1999
172	C-118.08	118.08	01	1981
173	C-121.11	121.11	01	1999
173	C-124.44	124.44	01	1995
176	C-138.39	138.41	01	1982
177	C-141.24	141.24	01	2002
177	C-141.97	141.98	01	2002
177	C-143.76	143.76	01	1999
177	C-144.40	144.41	01	2002
178	C-145.58	145.60	01	1996
178	C-145.87	145.87	01	1989
4	D-218.79	218.79	01	1999
4	D-218.96	218.92	01	1989
4	D-219.65	219.65	01	1992
13	D-262.32	262.32	01	1997
14	D-267.24	267.24	01	1997
16	D-277.06	277.23	01	1989
16	D-279.95	279.95	01	2000
21	D-302.10	302.22	01	1990
21	D-302.10	302.22	02	1991
25	D-320.42	320.42	01	1998
26	D-328.92	328.92	01	2001
28	D-335.01	335.01	01	2001
29	D-343.52	343.52	01	1997
30	D-346.41	346.41	01	1993
30	D-348.40	348.40	01	1997
36	D-376.74	376.74	BOTH	1987
40	D-395.20	395.20	01	1988
40	D-395.82	395.80	01	1988
46	D-429.27	429.27	01	1990
54	D-465.41	465.45	01	1988

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54	D-466.83	466.83	01	1988
87	H-001.82	001.82	01	1990
87	H-003.58	003.60	01	1997
89	H-010.14	010.16	01	1999
91	H-022.66	022.62	01	1997
92	H-026.08	026.08	01	1999
93	H-032.11	032.13	01	1998
93	H-032.70	032.72	01	1998
94	H-035.23	035.23	01	1992
94	H-036.86	036.90	01	1922
95	H-043.76	043.76	01	1993
98	H-055.84	055.84	01	1999
99	H-060.92	060.92	01	2001
99	H-061.43	061.43	01	1991
100	H-065.04	065.06	01	2002
286	M-466.94	466.66	01	1970
286	M-468.27	468.18	01	1970
102	S-007.67	007.67	BOTH	1994
103	S-011.61	011.61	01	1986
105	S-021.36	022.05	01	1998
			01	1997
			01	1996
			01	1995
105	S-024.58	024.20	01	1989
106	S-027.96	027.98	01	1992
107	S-032.25	032.27	01	1993
113	S-062.14	062.14	01	1994
120	S-099.66	099.66	01	1998
122	S-109.15	109.15	01	2001
125	S-122.30	122.32	01	1997
133	S-164.28	164.28	01	1997
134	S-166.89	166.89	01	1989
135	S-174.83	174.83	01	2000
138	S-189.19	189.19	01	1995
139	S-190.59	190.63	01	1991
139	S-192.66	192.66	01	1994
139	S-194.73	194.73	01	1999
140	S-198.16	198.16	01	1980
140	S-198.92	198.90	01	1984
140	S-199.03	199.03	01	2002
140	S-199.31	199.31	01	1989
141	S-200.39	200.39	01	2000
142	S-206.64	206.64	01	1994
142	S-207.86	207.83	01	1998
142	S-208.88	208.88	01	1988
143	S-210.19	210.18	01	1989
143	S-212.37	212.37	01	1992
145	S-223.33	223.33	01	2000
147	S-231.01	231.02	01	2001
147	S-234.27	234.27	01	1994
148	S-235.61	235.61	01	1994
148	S-238.64	238.64	01	2001
149	S-244.80	244.78	01	1993
150	S-248.35	248.34	01	1990
150	S-248.73	248.73	01	2000
152	S-257.63	257.63	01	1984
152	S-258.51	258.47	01	1988
152	S-259.57	259.57	01	1984
154	S-269.64	269.62	01	1987
155	S-270.14	270.14	01	2002
281	CB-277.69	277.69	01	1936

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292	CC-002.25	002.26	01	1999
288	DE-000.76	000.76	01	NA
288	DE-001.82	001.82	01	NA
288	DE-003.35	003.35	01	NA
289	DE-007.57	007.53	01	NA
290	DE-013.30	013.34	01	NA
58	DH-376.74	376.74	01	1997
62	DH-396.66	396.66	01	1983
68	DH-428.99	428.99	01	1997
69	DH-434.80	434.79	01	1987
72	DH-446.68	446.66	01	1998
75	DH-461.83	461.83	01	1983
75	DH-462.06	462.06	01	1976
75	DH-463.62	463.62	01	1988
75	DH-464.79	464.79	01	1988
76	DH-465.32	465.32	01	1964
76	DH-467.40	467.37	01	2001
77	DH-473.64	473.80	01	1985
			01	1984
			01	1983
77	DH-474.94	474.94	01	1999
78	DH-475.39	475.37	01	1988
78	DH-475.49	475.49	01	1991
78	DH-475.57	475.57	01	2000
78	DH-476.67	476.67	01	2001
79	DH-483.51	483.51	01	1995
79	DH-484.15	484.15	01	1995
82	DH-498.05	498.04	01	1999
83	DH-500.30	500.30	01	1997
83	DH-502.19	502.19	01	1981
83	DH-502.40	502.41	01	1997
84	DH-507.44	507.44	01	1997
84	DH-508.28	508.28	01	1980
85	DH-510.12	510.12	01	2001
85	DH-514.26	514.47	01	1999
			01	1993
85	DH-514.70	514.70	01	1972
291	ME-002.04	002.00	01	NA
294	SD-150.01	150.01	01	1986
187	SP-240.16	240.16	01	1985
187	SP-240.75	240.75	01	1994
187	SP-241.08	241.08	01	1989
190	SP-258.94	258.96	01	1974
156	SP-340.43	340.43	01	2002
156	SP-343.88	343.90	01	1980
156	SP-344.56	344.56	01	1985
157	SP-345.21	345.22	01	1973
157	SP-346.44	346.45	01	1986
157	SP-349.58	349.58	01	1980
162	SP-371.80	371.85	01	1996
162	SP-372.30	372.32	01	2002
163	SP-376.38	376.30	01	1990
164	SP-380.38	380.38	01	1986
164	SP-384.37	384.37	01	1988
165	SP-385.53	385.53	01	1990
166	SP-392.21	392.17	01	1994
167	SP-398.48	398.48	01	1986
167	SP-398.72	398.72	01	1981
168	SP-404.33	404.36	01	1981
169	SP-406.79	406.78	01	1985
169	SP-407.35	407.34	01	1993

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169	SP-407.63	407.62	01	1994
170	SP-410.65	410.61	01	1982
270	TS-403.43	403.43	01	1994
270	TS-404.34	404.34	01	1994
182	UM-038.12	038.18	01	NA
183	UM-041.49	041.49	01	NA
245	VC-004.26	004.23	01	1986