



Illinois Division

2005

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file and (2) the corporate track database (CTRK).

Engineering D&C 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 D&C office as follows:

FAX: (404) 658-2333

PHONE:
(404) 529-1949
(404) 529-2222

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:

**Operating Speeds and
Speed Restrictions:**

**Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: Kevin.Ricks@nscorp.com**

MI

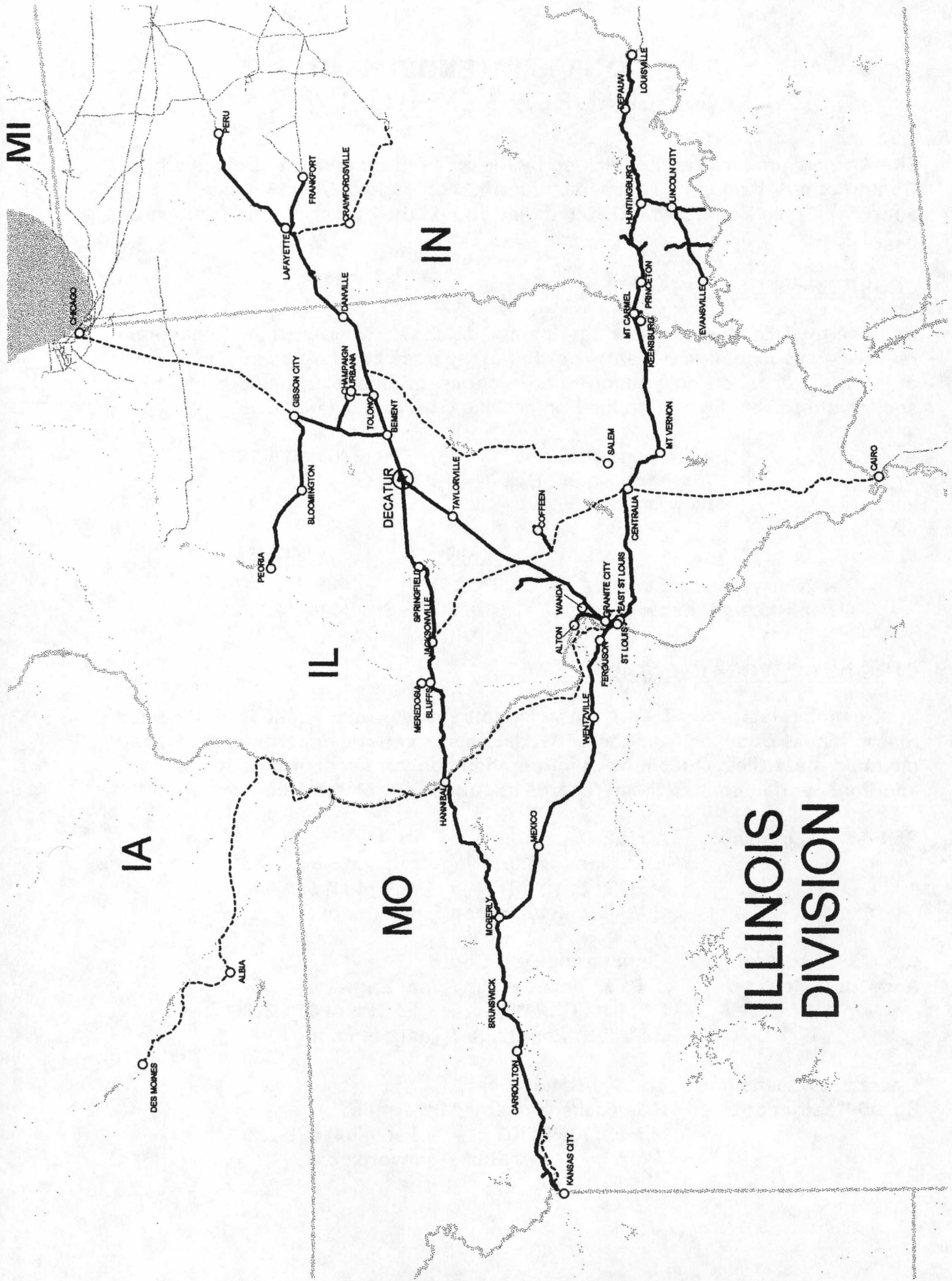
IN

IL

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ILLINOIS DIVISION



ILLINOIS DIVISION

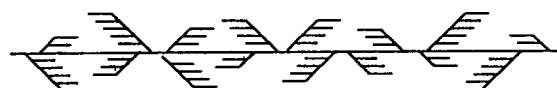
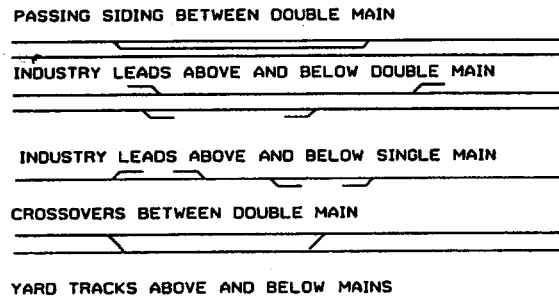
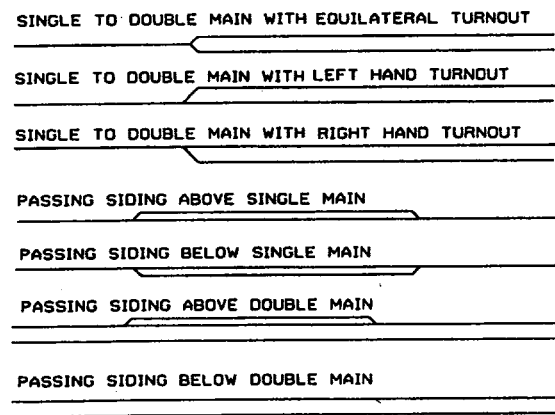
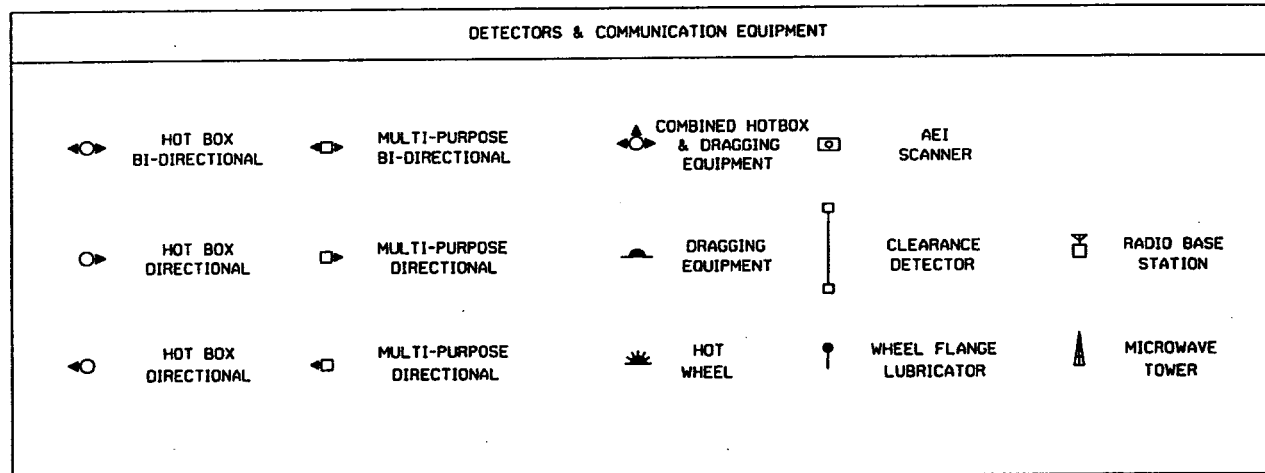
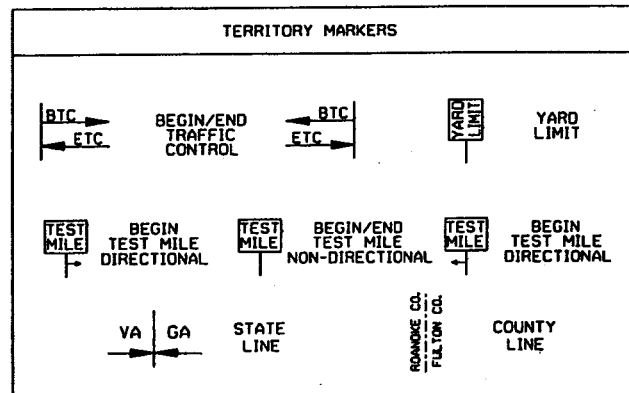
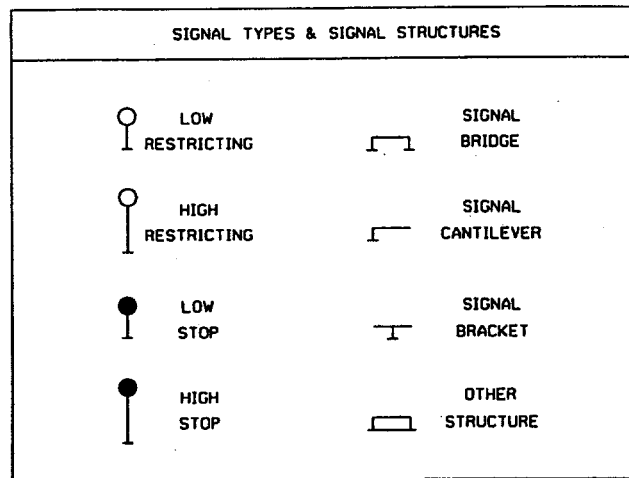
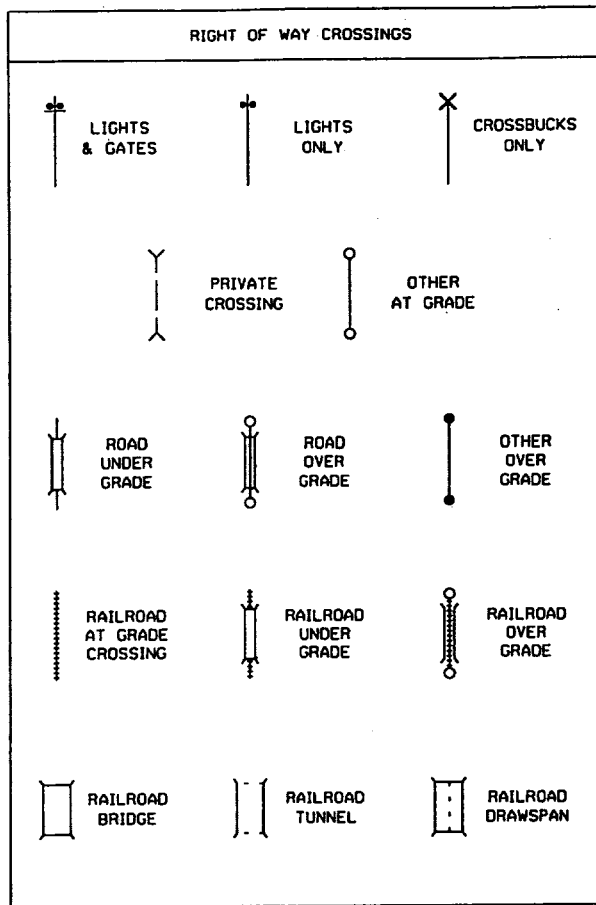
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AW&W TRACK OPERATED BY ILLINOIS DIVISION

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TRACK CHART SYMBOL LEGEND



03/09/2005

LAFAYETTE

001

PERU-DECATUR

ILLINOIS

D205

5322'

MAINTENANCE

T&S-08/01
S-08/03

RAIL

69NW132S
69NW132STRAFFIC
DENSITY MGT26.9(56.4)
29.5

V-3A-IN

S
E → W
NTRACK
LAYOUTWEST PERU
09068BTC
ETCYARD
LIMIT

BEGIN LAKE DIVISION

LINE SEGMENT

7930

CURVATURE

0.6R
0.4R
1.2R
0.4R
0.50
0.50
0.50
0.50

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00
+0.10
+0.07

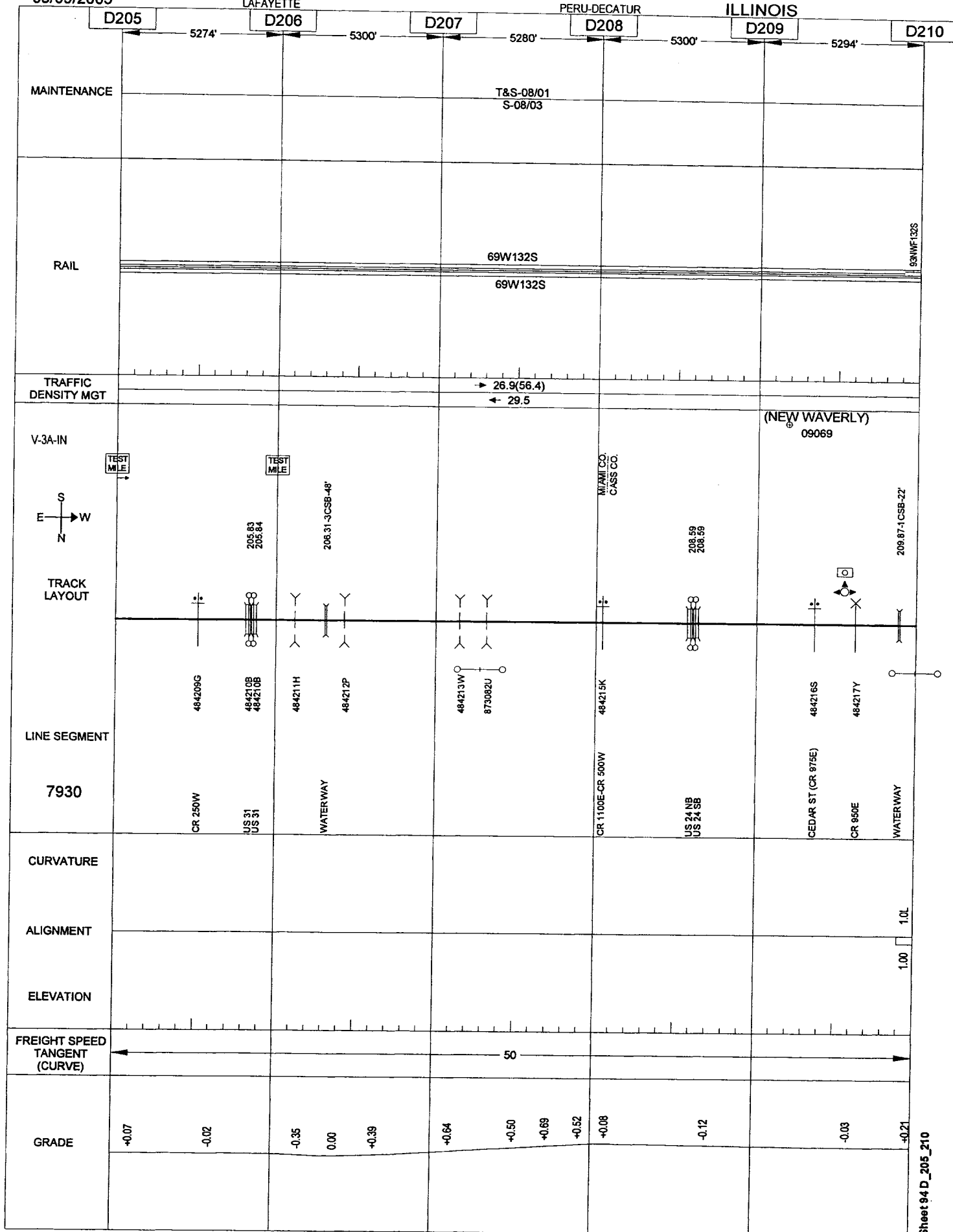
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002

LAFAYETTE

PERU-DECATUR

ILLINOIS

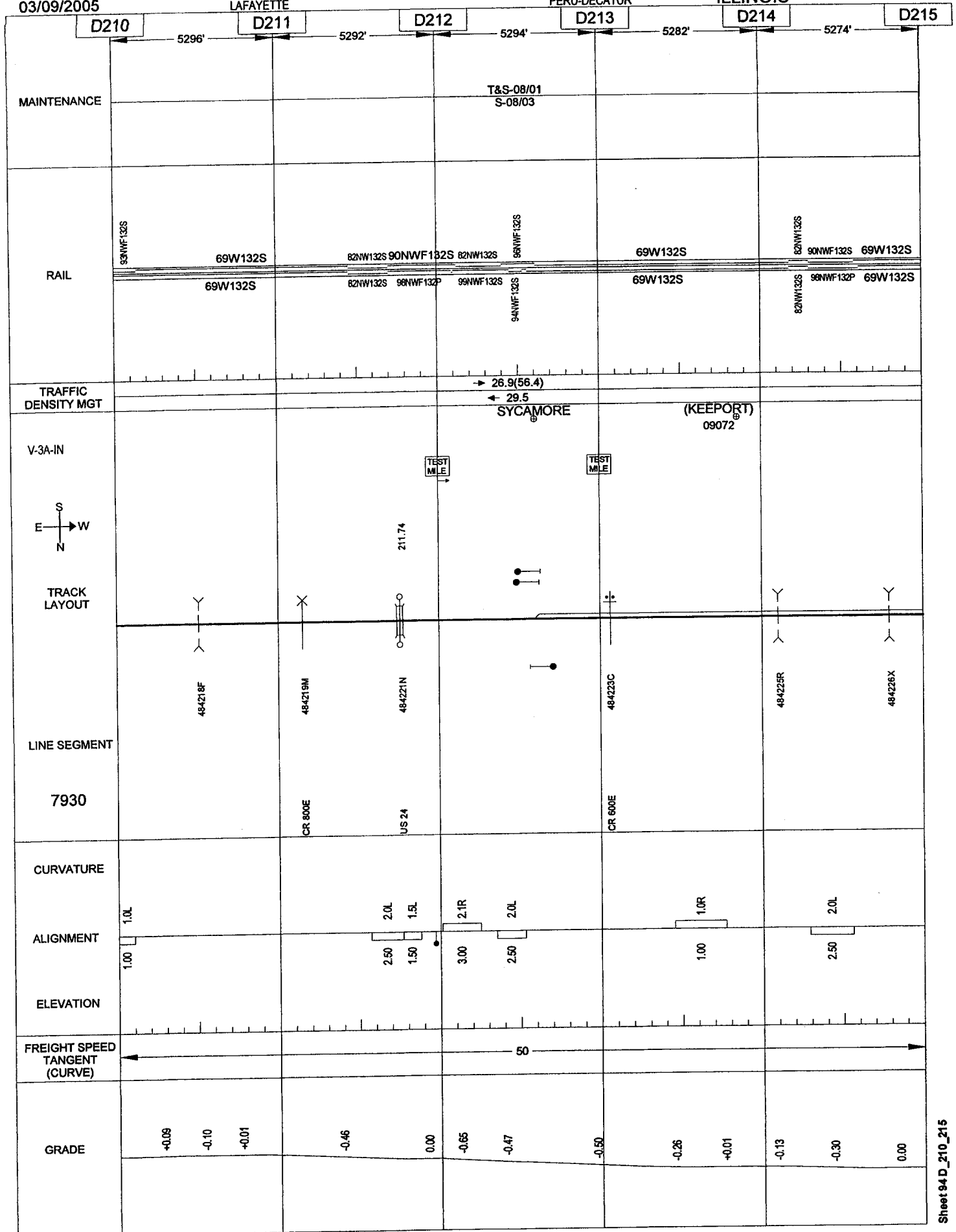


03/09/2005

LAFAYETTE

PERU-DECATUR

ILLINOIS



13/09/2005

004

LAFAYETTE

PERU-DECATUR

ILLINOIS

D215

D216

D217

D218

D219

D220

5290'

5262'

5199'

5198'

5198'

MAINTENANCE

T&S-08/01
S-08/03

RAIL

69W132S

98NWF132P

69W132S

98NWF132S

69W132S

81N132S

88N132P

81N132S

88N132P

74NW132S

69W132S

04NWF132S

69W132S

98NWF132S

69W132S

81N132S

04NWF132P

88N132P

81N132S

74NW132S

TRAFFIC
DENSITY MGT→ 26.9(56.4)
← 29.5→ 27.2(57.0)
← 29.8

V-3A-IN

DANES
09070

18TH STREET

LOGANSPORT
09071CASS CO.
LOGANSPORT CORP.S
E → W
NTRACK
LAYOUT

484227E

484229T

218.79-4TGO-552(99)

218.92

219.05-4TGB-411'

219.65

LINE SEGMENT

7930

POTTAWATOMIE RD

18TH ST

WSRY M-WSRY

WABASH RIVER, ROAD

3RD ST

WABASH RIVER

CICOTT ST

CURVATURE

ALIGNMENT

2.0R

1.8R

5.1L

4.5L

2.5L

ELEVATION

2.50

2.50

1.50

1.00

1.00

WEIGHT SPEED
TANGENT
(CURVE)

50

25

50

GRADE

0.00

+0.23

+0.16

-0.09

-0.33

-0.19

-0.24

-0.09

0.00

-0.25

+0.70

+0.04

-0.15

0.00

+0.57

+0.88

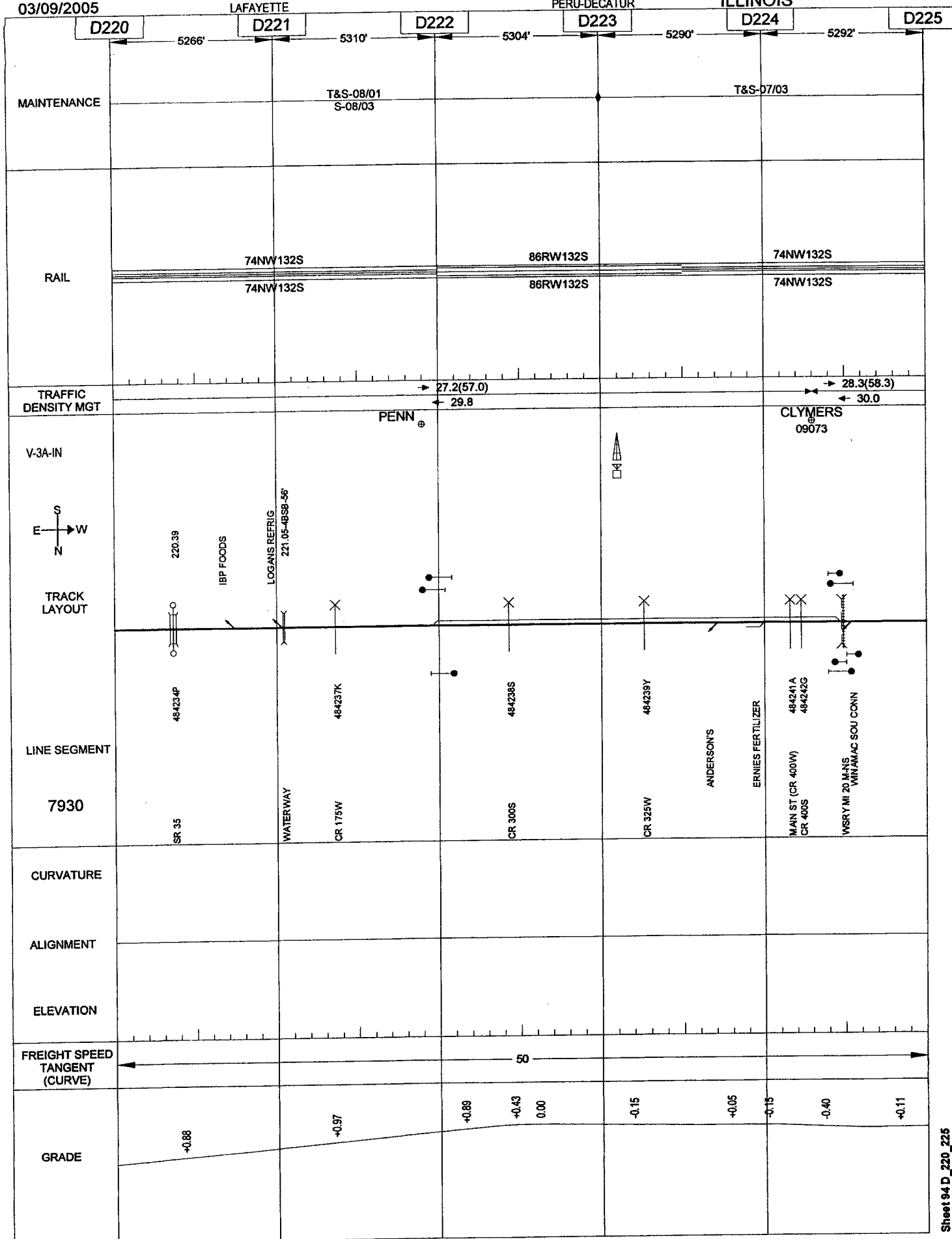
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LAFAYETTE

PERU-DECATUR

ILLINOIS



03/09/2005

006

LAFAYETTE

PERU-DECATUR

ILLINOIS

D225

D226

D227

D228

D229

D230

5296'

5294'

5290'

5280'

5294'

MAINTENANCE

T&S-07/03

RAIL

74NW132S

74NW132S

TRAFFIC
DENSITY MGT

→ 28.3(58.3)

← 30.0

(BURROWS)
09075TEST
MILETEST
MILE

V-3A-IN

TRACK
LAYOUT

LINE SEGMENT

7930

484243N

484244V

484245C

484246J

484247R

484248X

CR 500W

CR 1000N

CR 150E

WASHINGTON-CR 100E

MADISON ST

MERIDIAN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.11

-0.14

-0.08

-0.22

0.00

+0.14

0.00

-0.24

-0.46

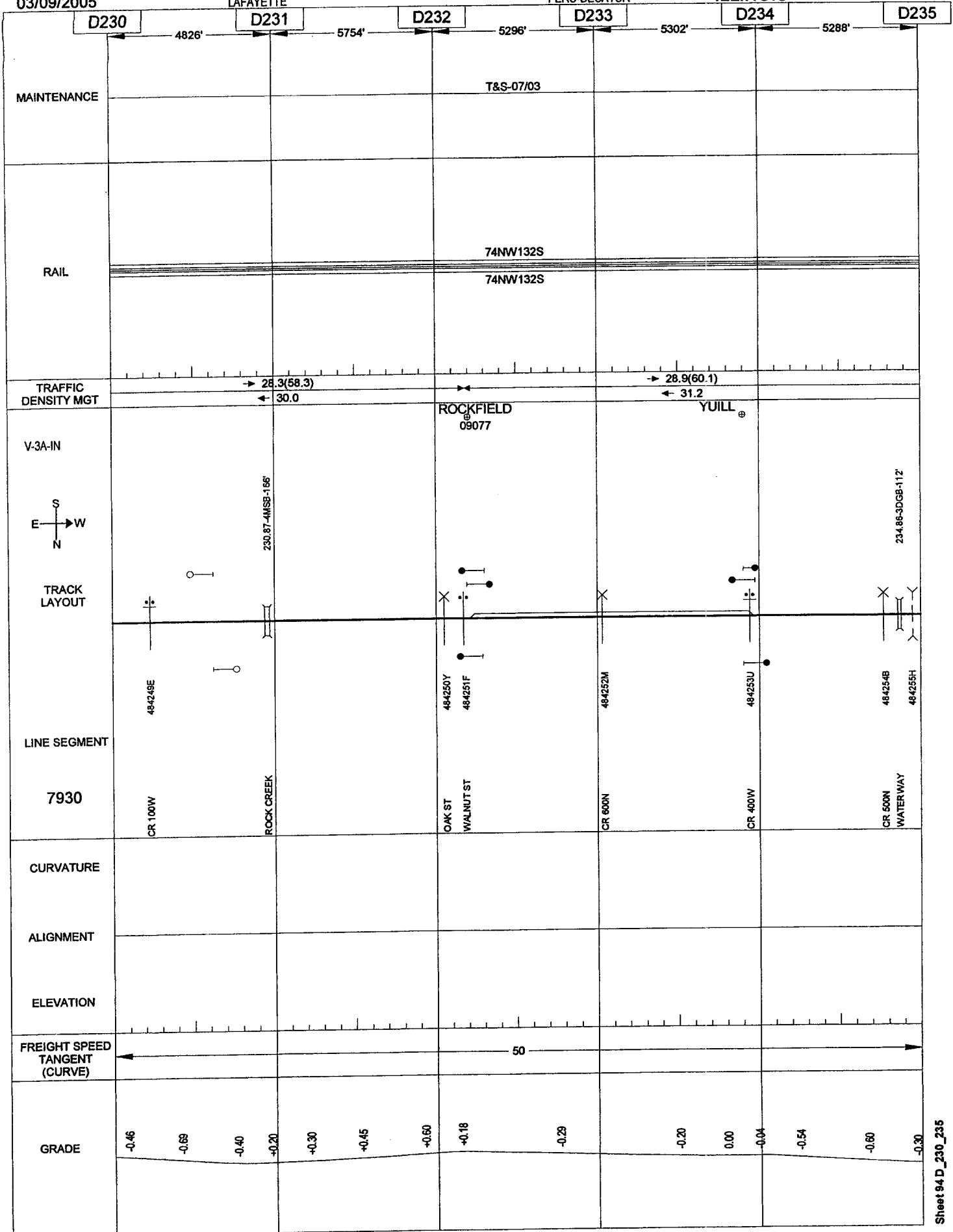
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PERU-DECATUR

ILLINOIS



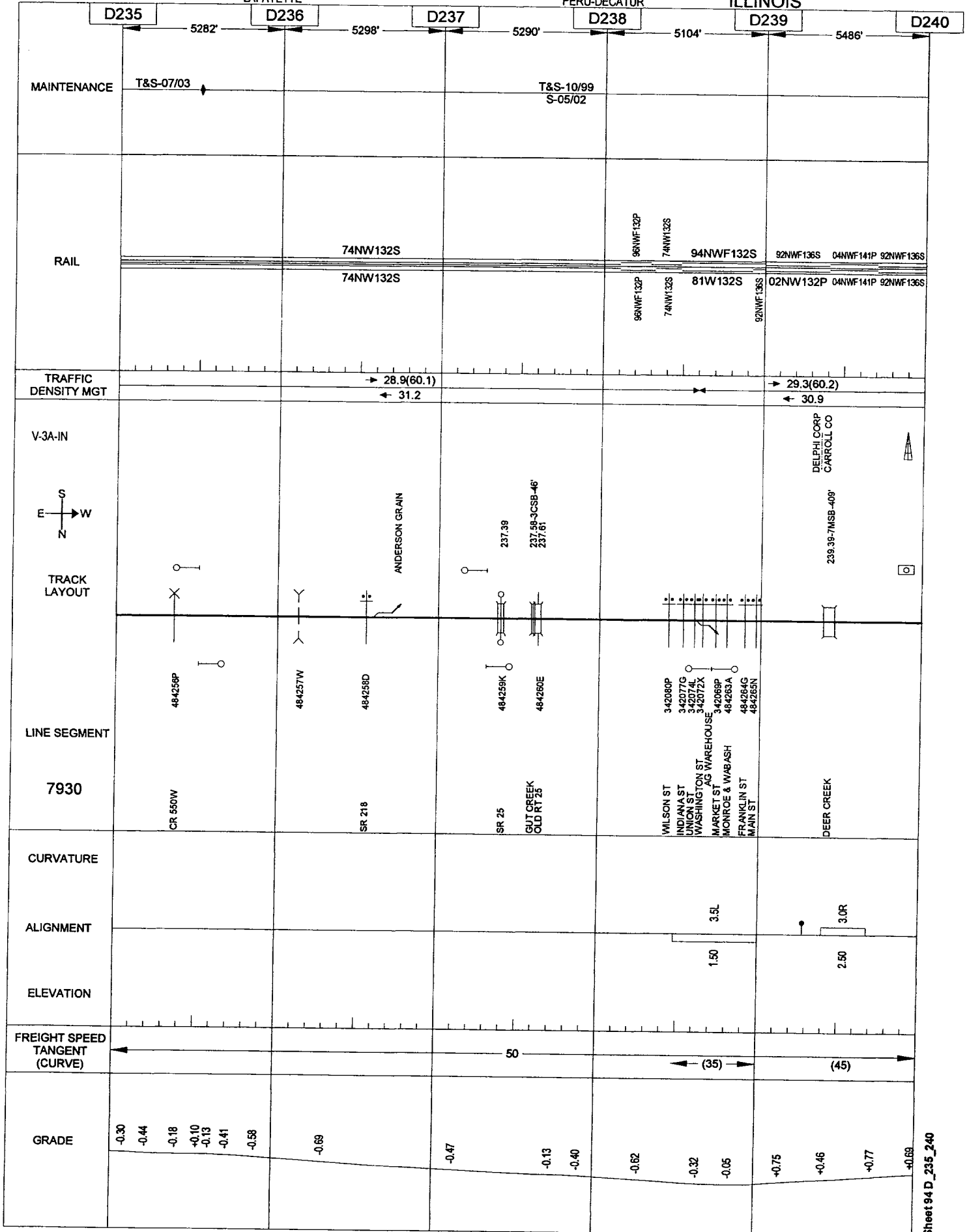
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008

LAFAYETTE

PERU-DECATUR

ILLINOIS



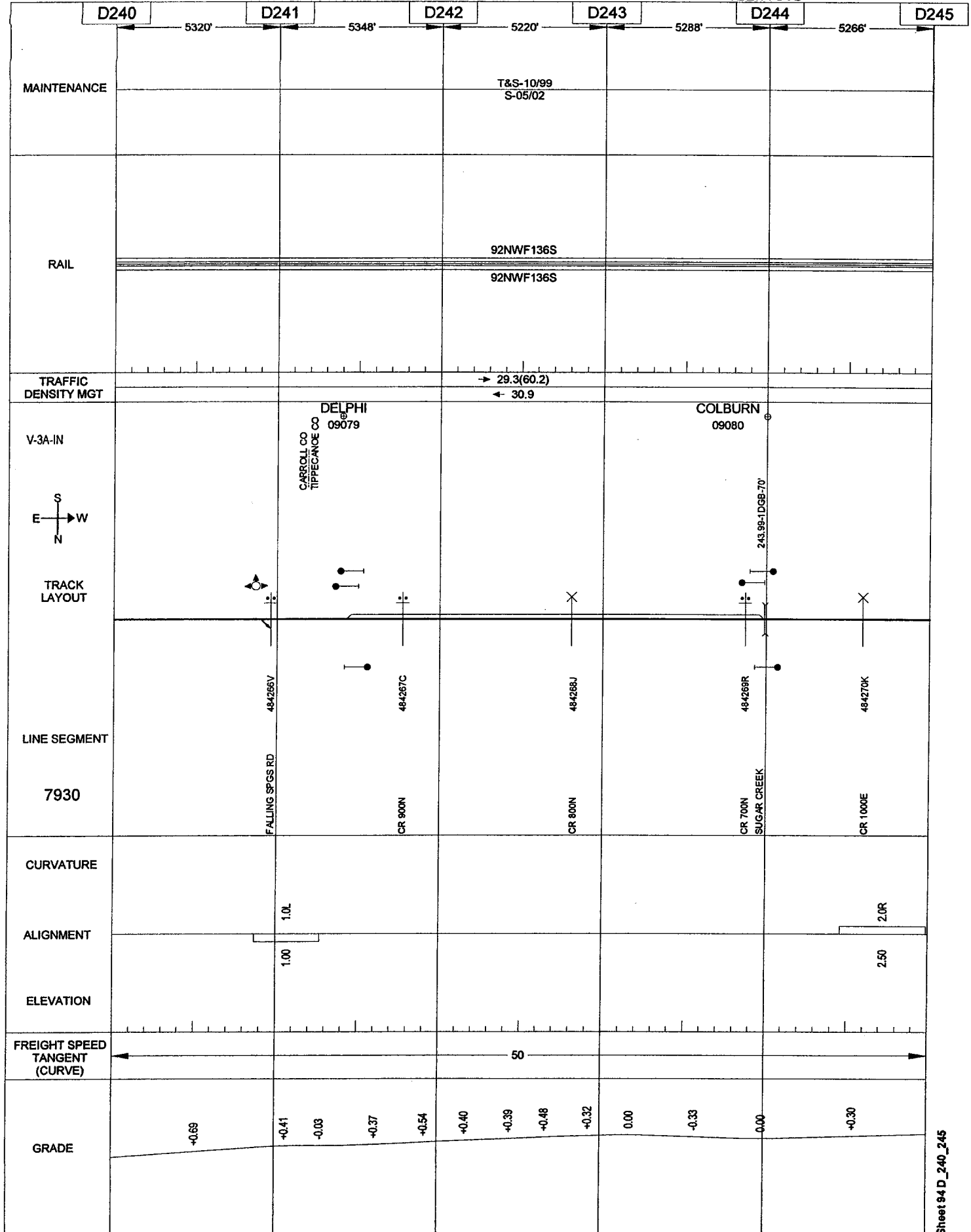
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009

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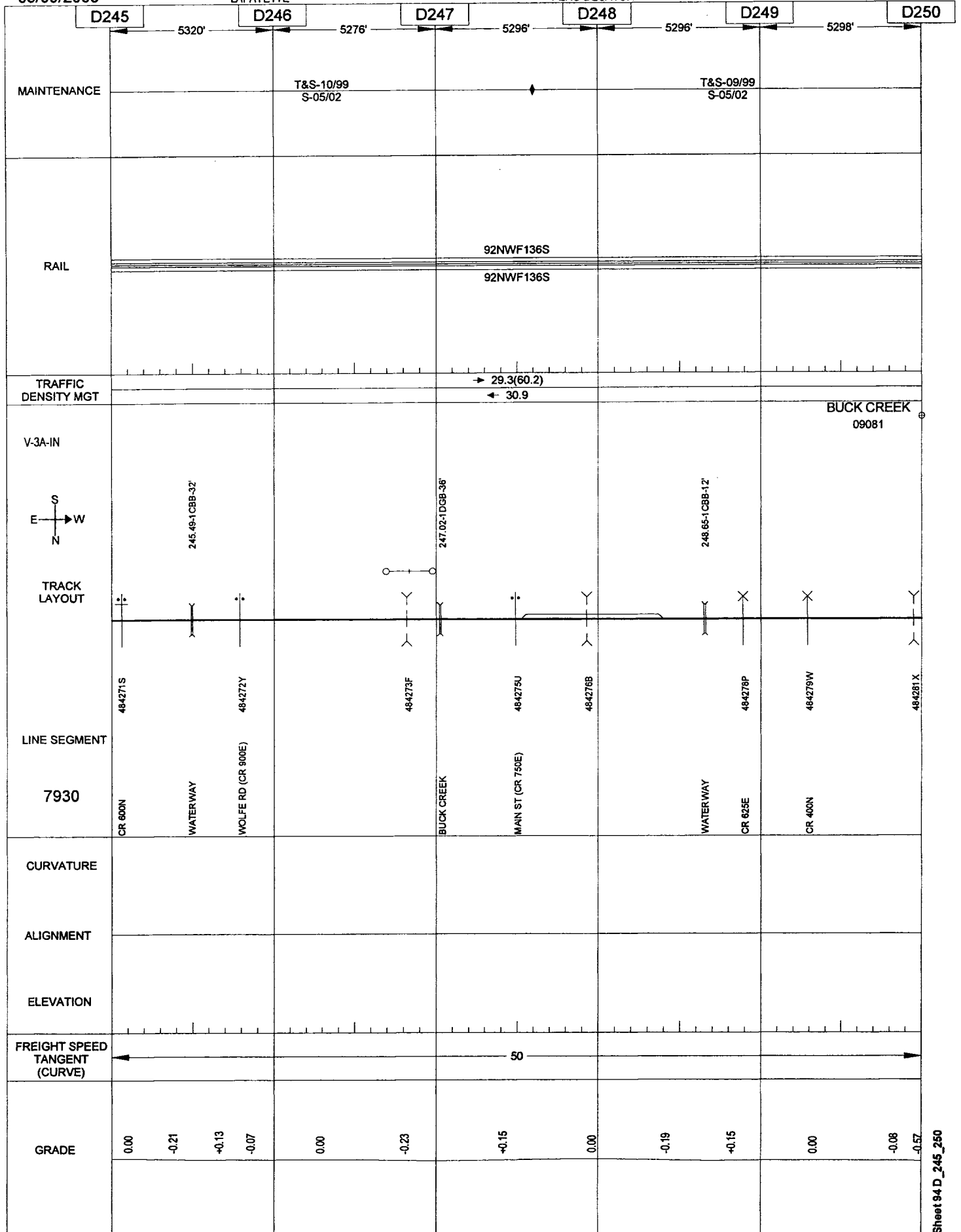


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LAFAYETTE

PERU-DECATUR

ILLINOIS



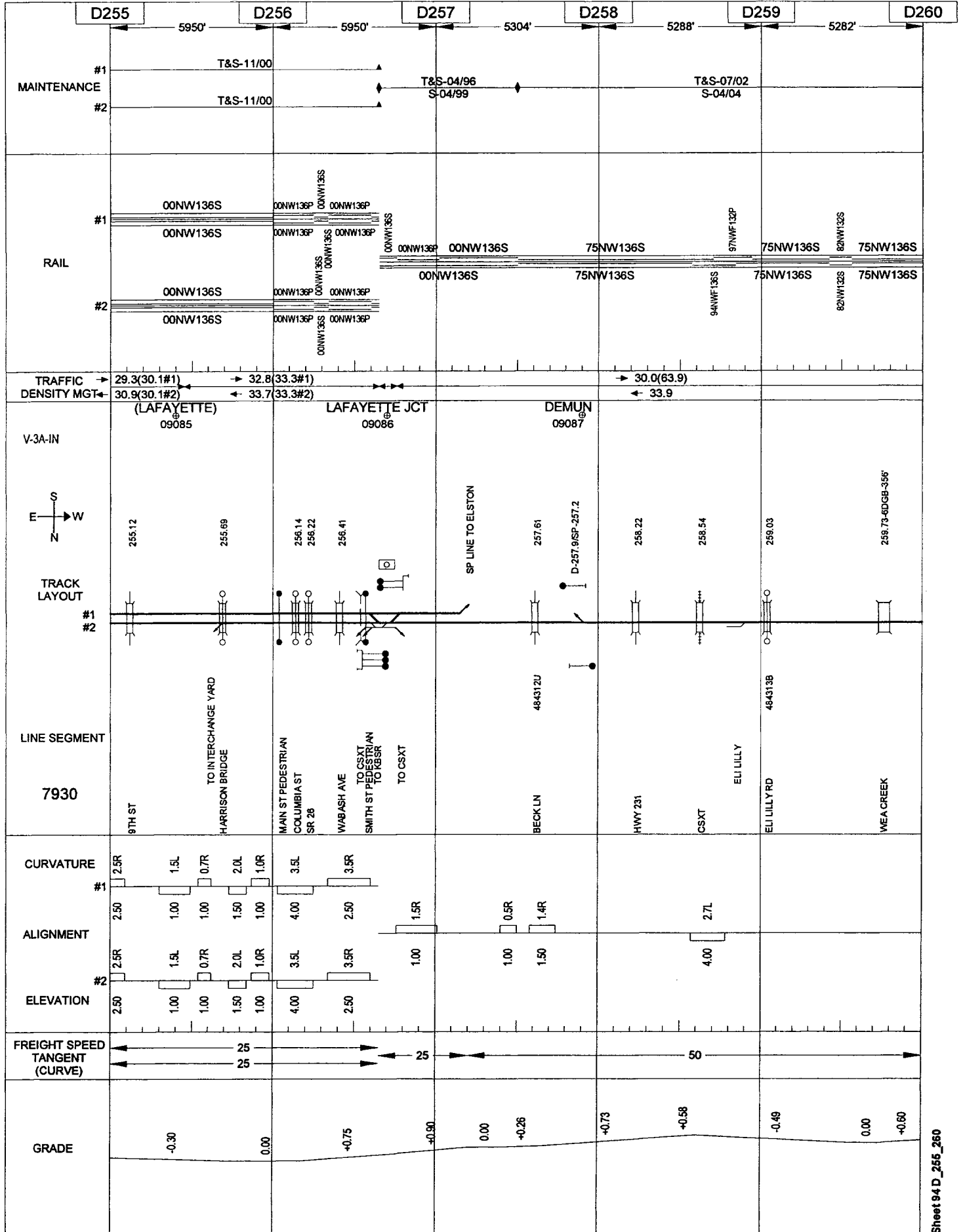
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LAFAYETTE

PERU-DECATUR

ILLINOIS



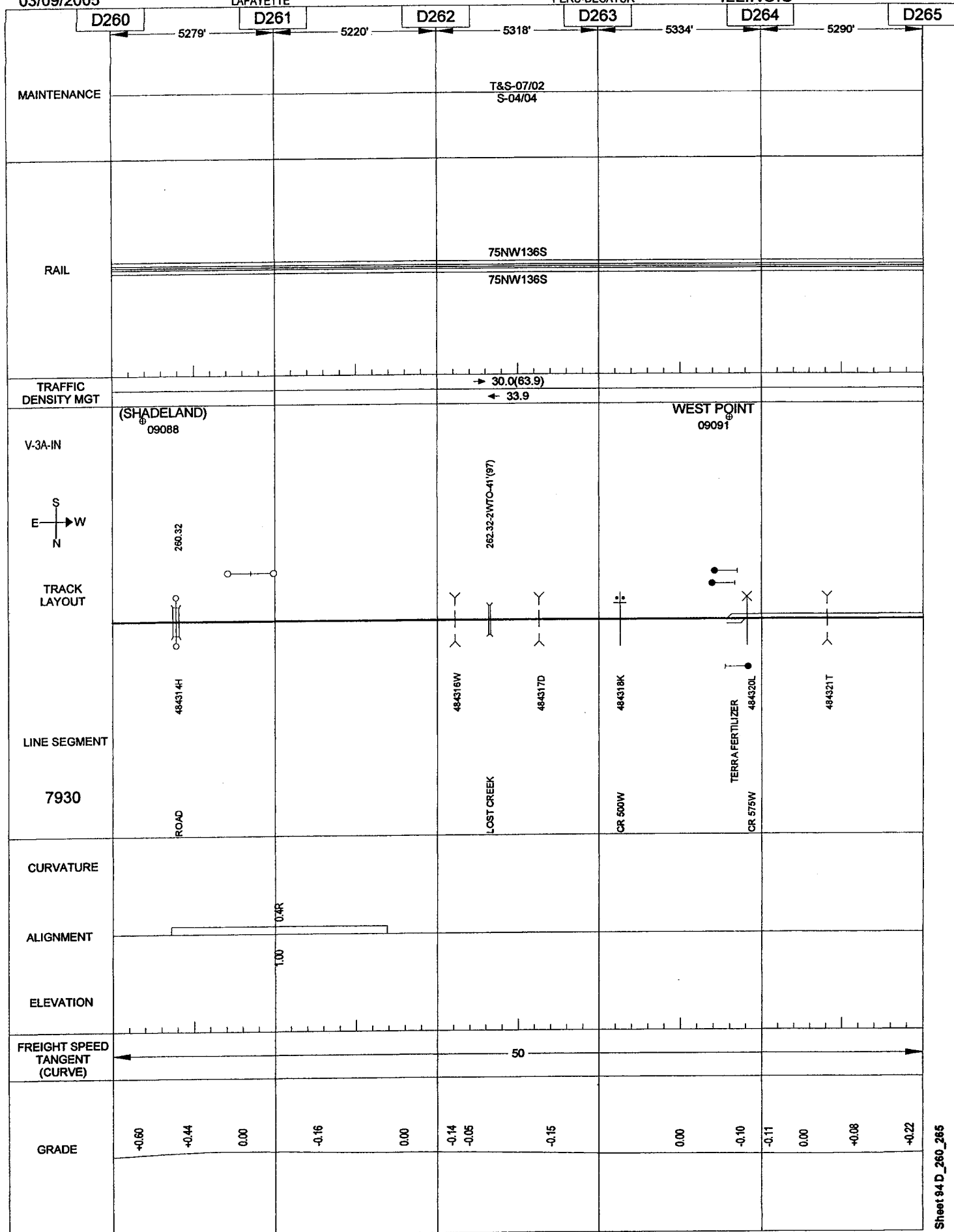
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013

LAFAYETTE

PERU-DECATUR

ILLINOIS



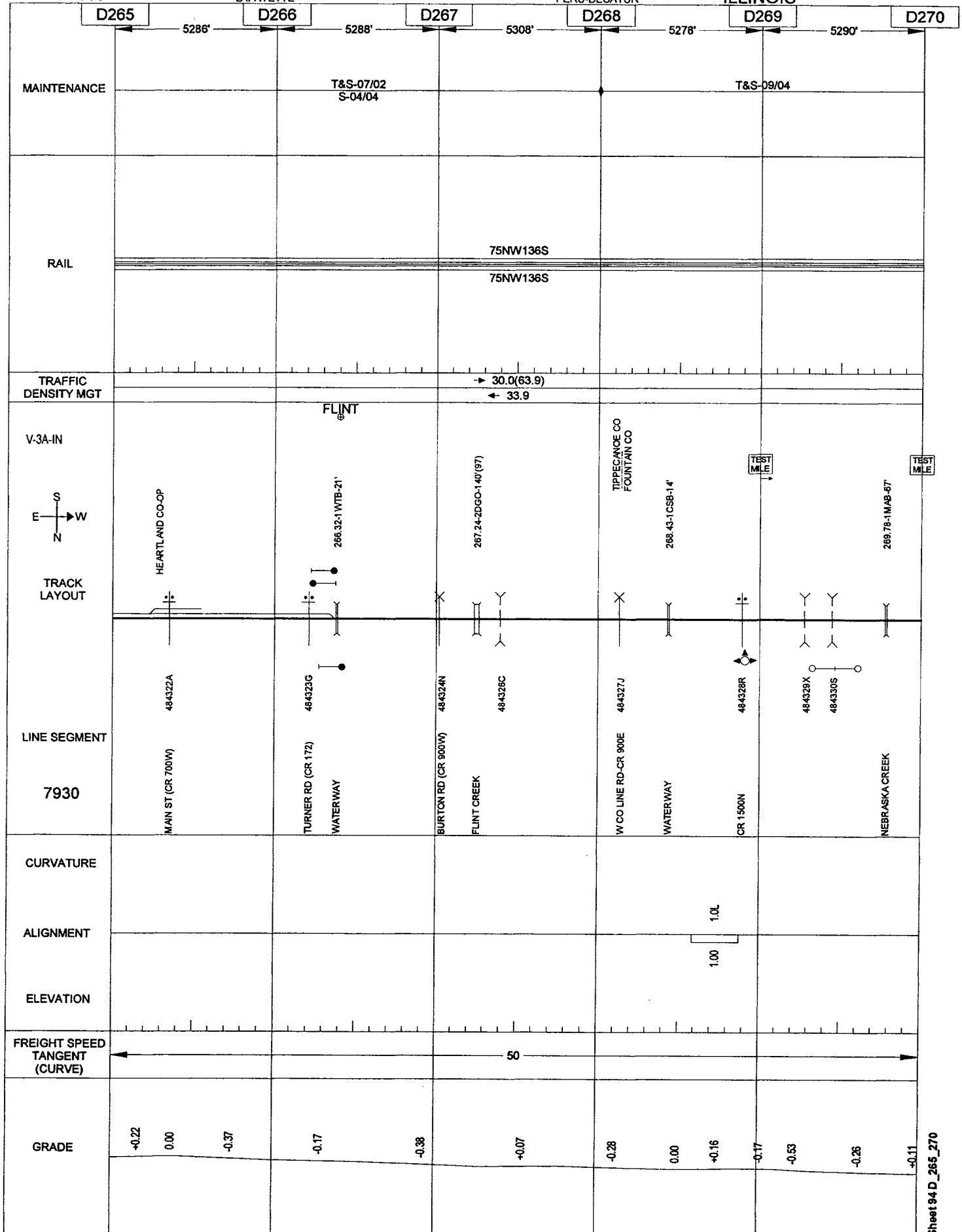
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LAFAYETTE

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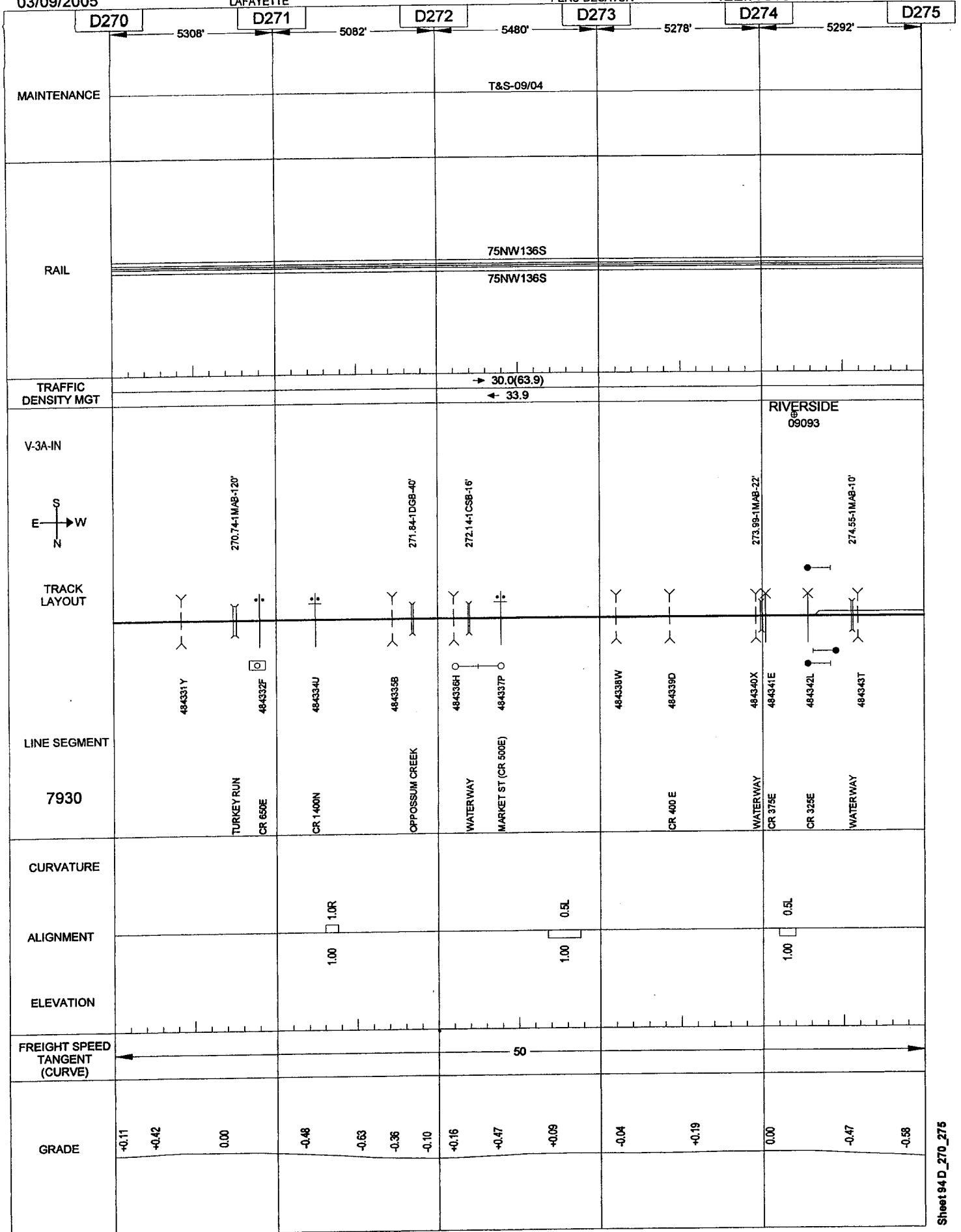


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LAFAYETTE

PERU-DECATUR

ILLINOIS



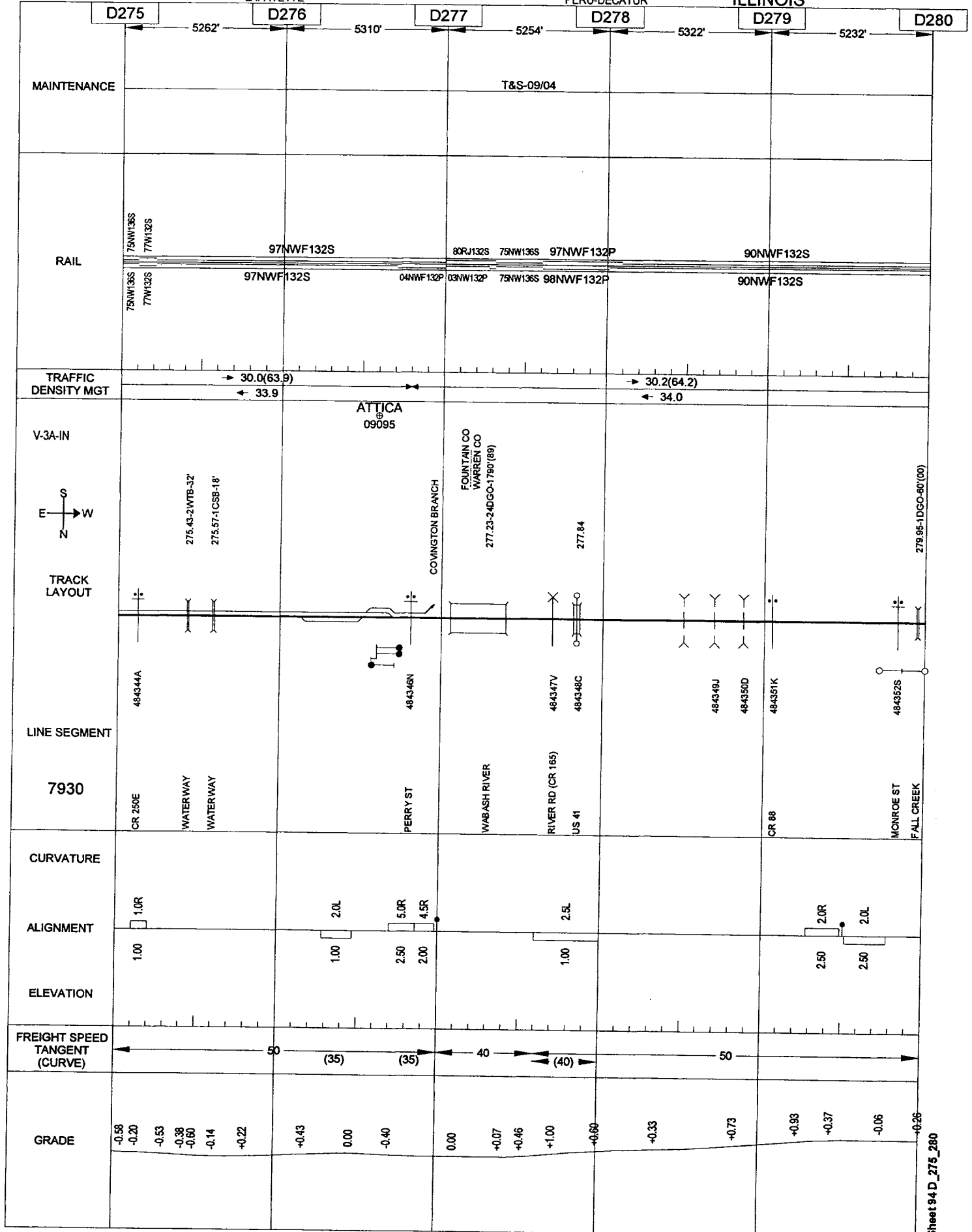
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016

LAFAYETTE

PERU-DECATUR

ILLINOIS



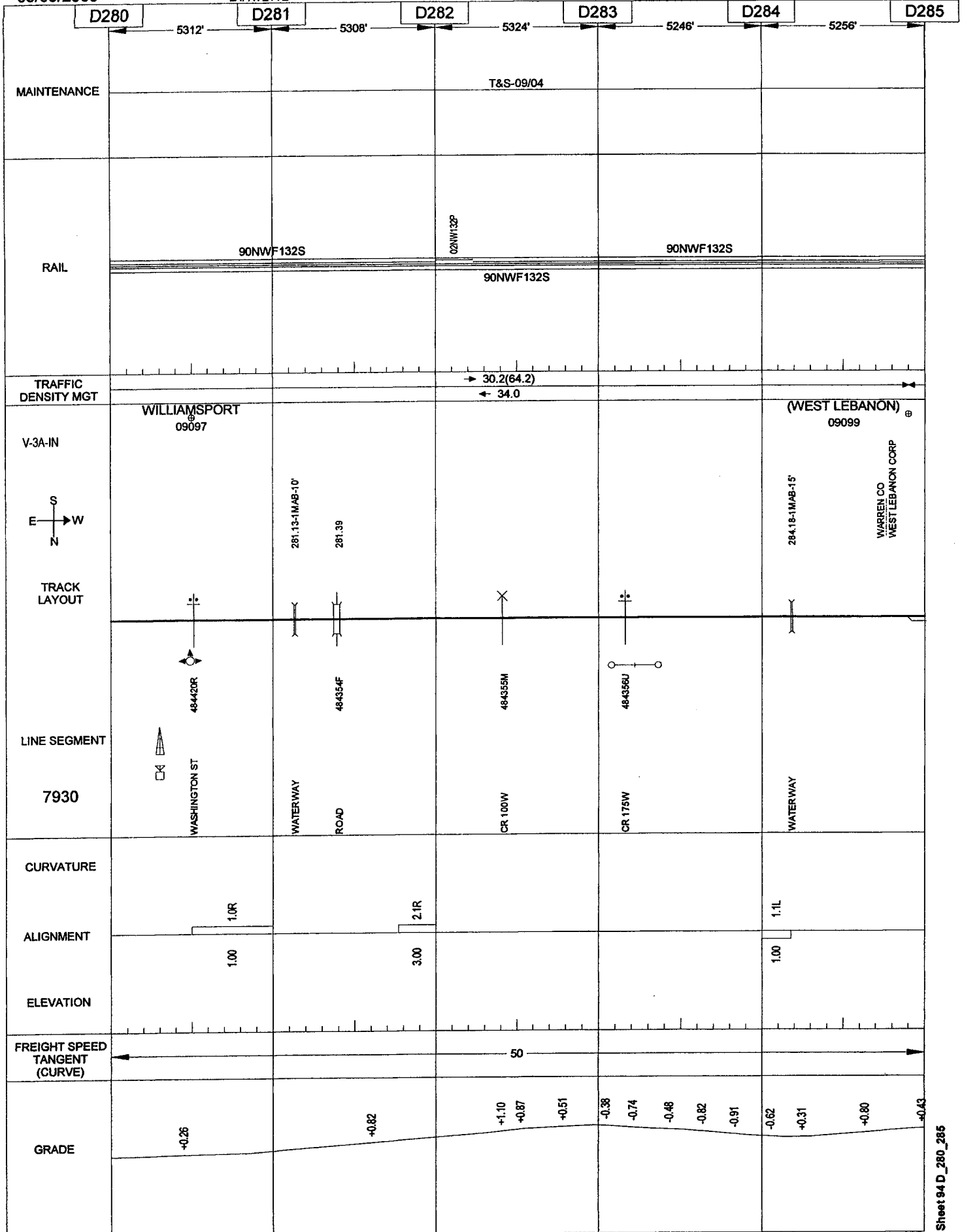
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LAFAYETTE

PERU-DECATUR

ILLINOIS



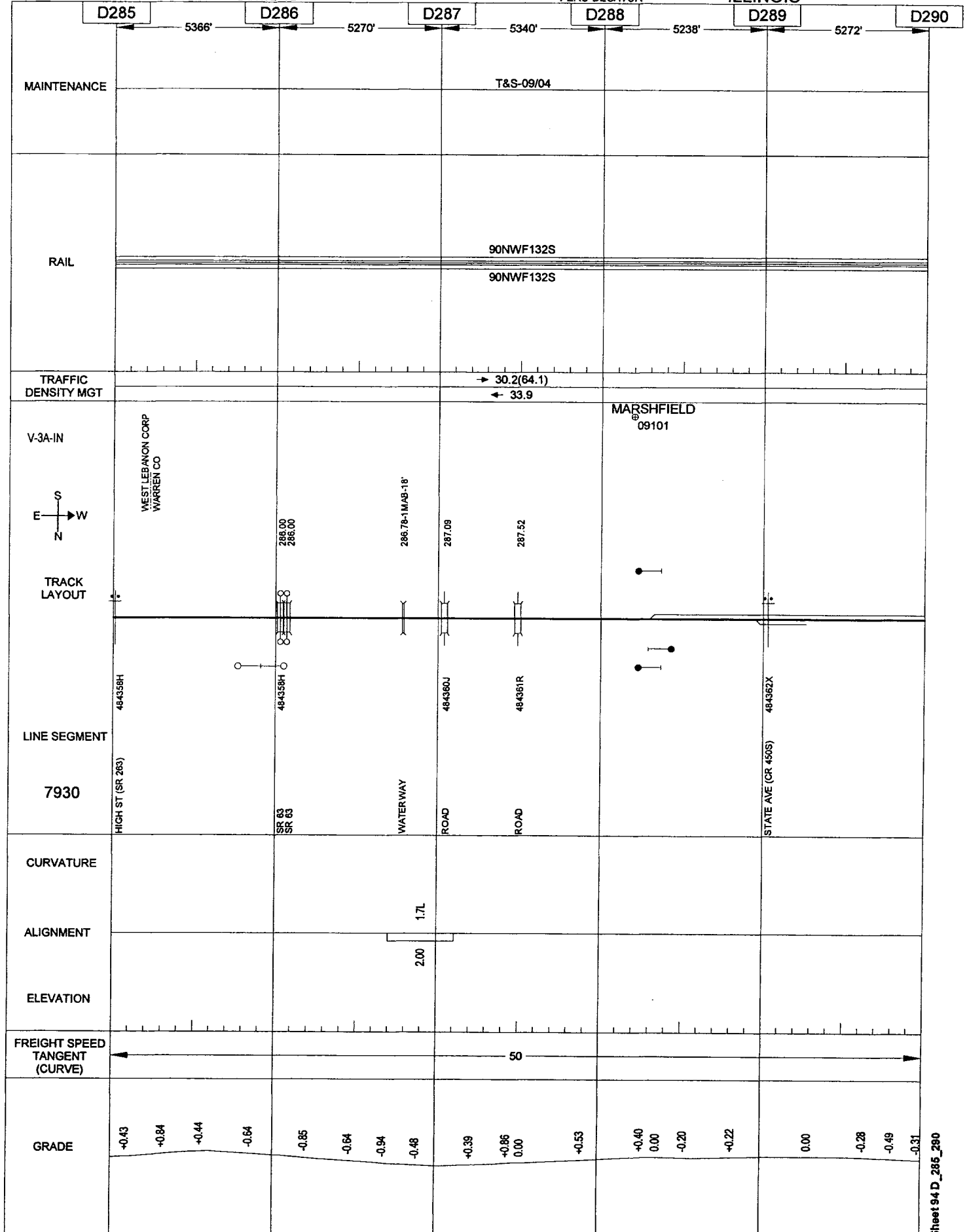
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018

LAFAYETTE

PERU-DECATUR

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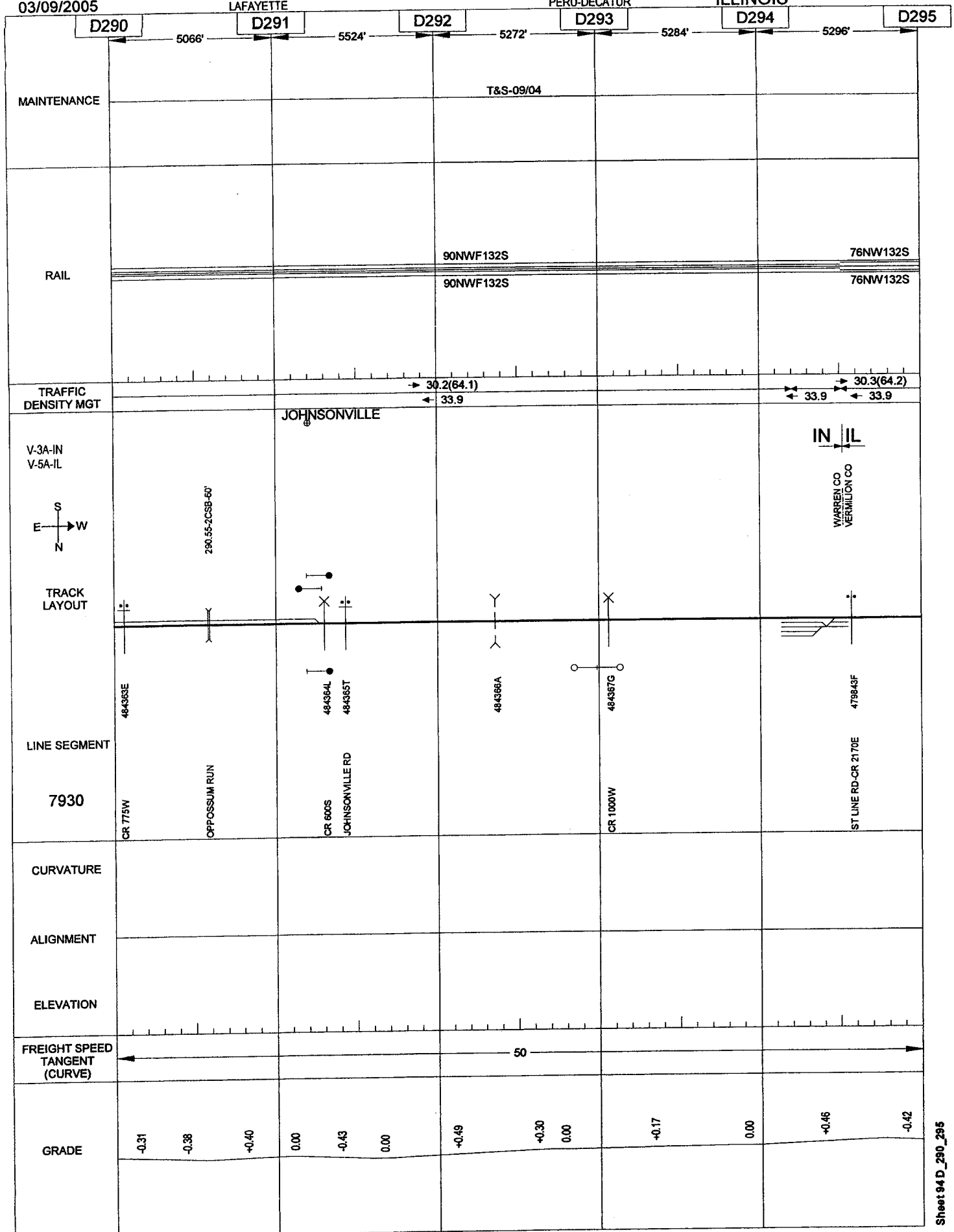


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LAFAYETTE

PERU-DECATUR

ILLINOIS



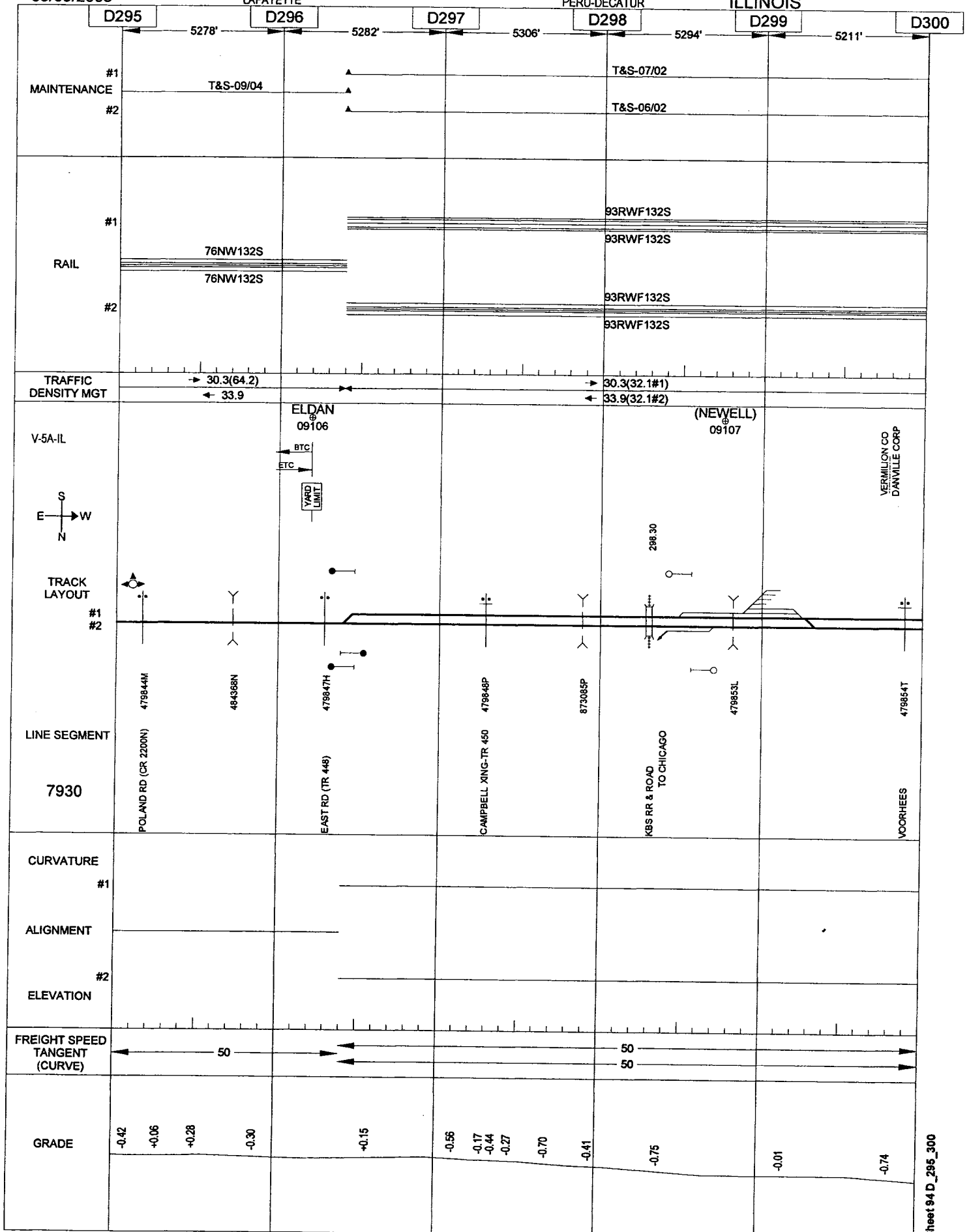
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020

LAFAYETTE

PERU-DECATUR

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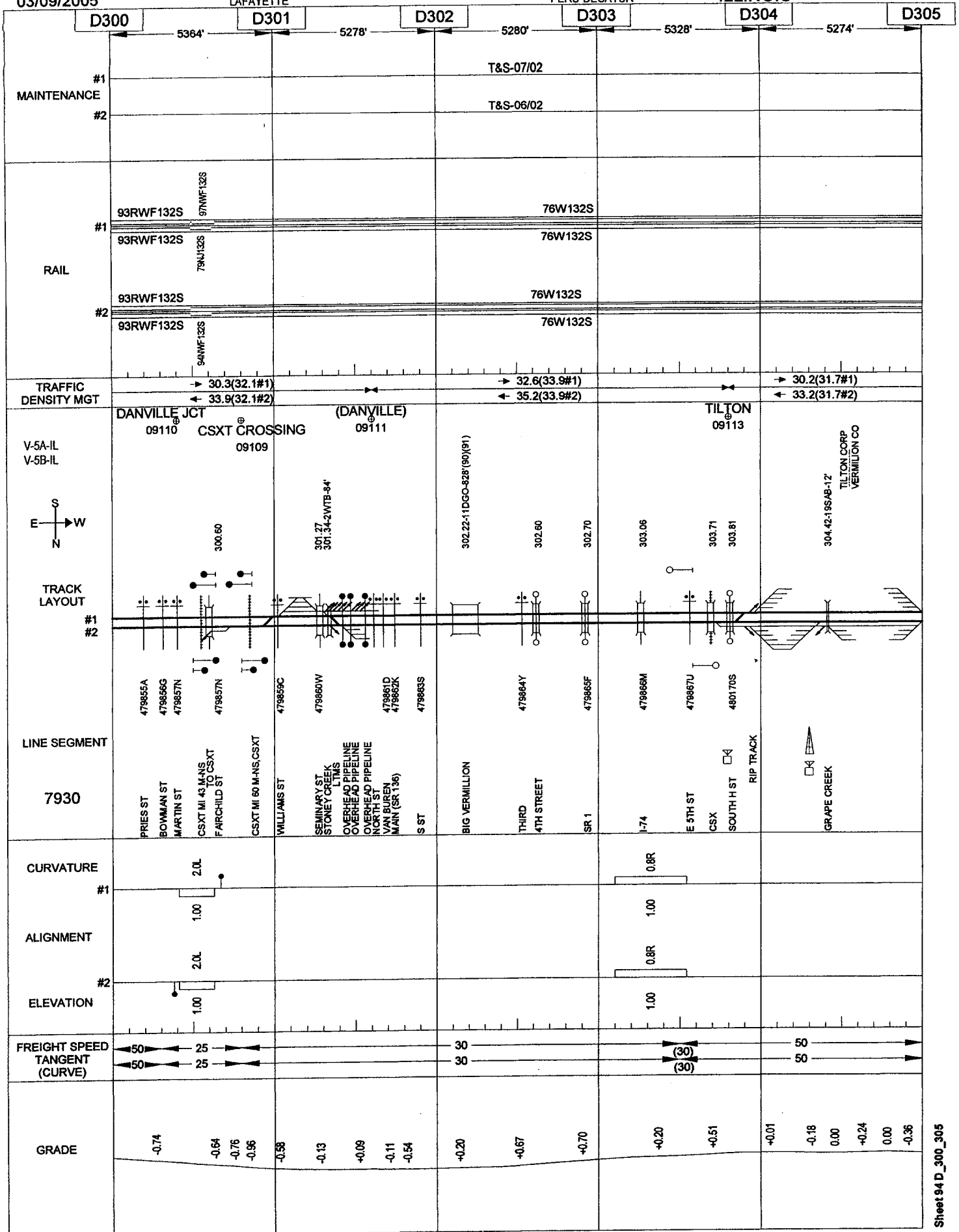


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ILLINOIS

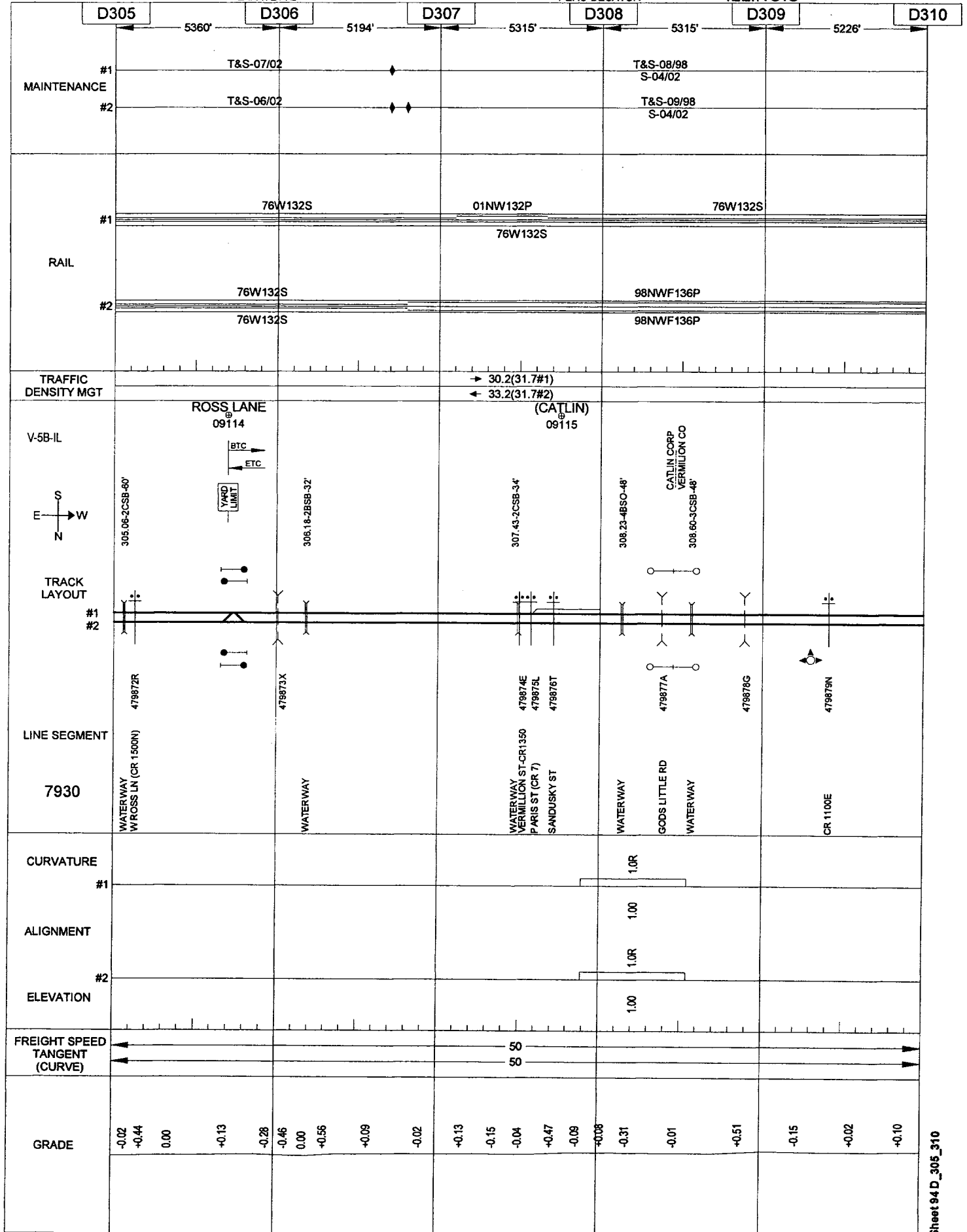


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PERU-DECATUR

ILLINOIS



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LAFAYETTE

PERU-DECATUR

ILLINOIS

	D310	D311	D312	D313	D314	D315
	5352'	5232'	5320'	5314'	5304'	
MAINTENANCE						
#1		T&S-08/98 S-04/02			T&S-08/98 S-06/01	
#2		T&S-09/98 S-04/02				
RAIL						
#1	76W132S	76W132S	86NWF132S		86NWF132S	
#2	98NWF136P	98NWF136P	97NWF132S		86NWF132S	
TRAFFIC DENSITY MGT						
		→ 30.2(31.7#1) ← 33.2(31.7#2)			→ 30.2(63.4) ← 33.2	
V-5B-IL				RYAN 09116	(FAIRMONT) 09117	
TRACK LAYOUT						
#1						
#2						
LINE SEGMENT						
7930	CAMP DRAKE RD-1020 E WATERWAY	WATERWAY	CR 800 E WATERWAY	CR 750 E	CR 680 E	PARK ST-CR 600 E MAIN ST-CR 580 E
CURVATURE						
#1						
ALIGNMENT						
#2						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50	50	50	
GRADE	-0.10 -0.25 -0.17 -0.33	0.00 -0.15 -0.02 -0.42	-0.08 -0.36	-0.10 -0.11	0.00	-0.12 0.00 -0.43 -0.74 -0.15 -0.37 -0.21

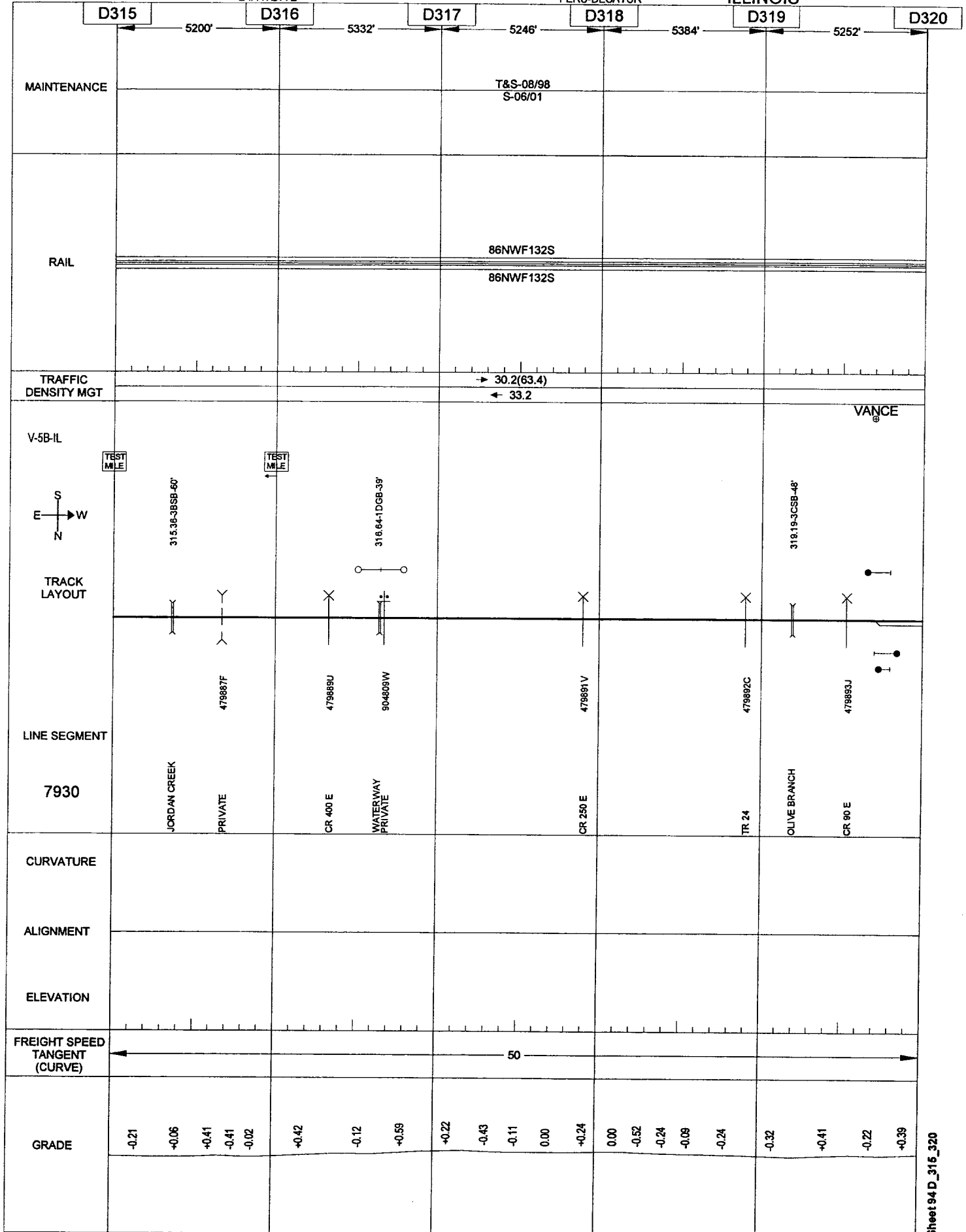
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024

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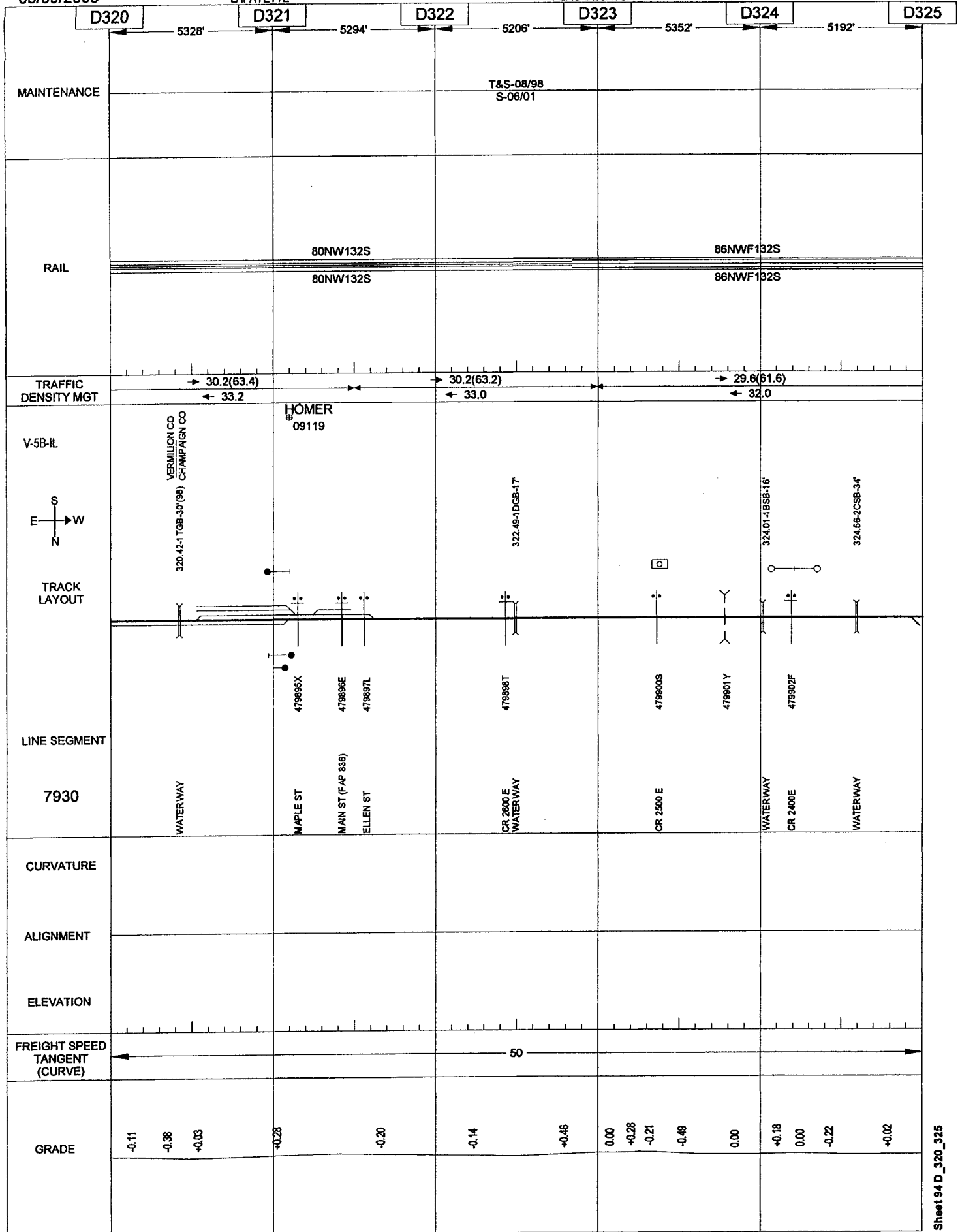


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PERU-DECATUR

ILLINOIS



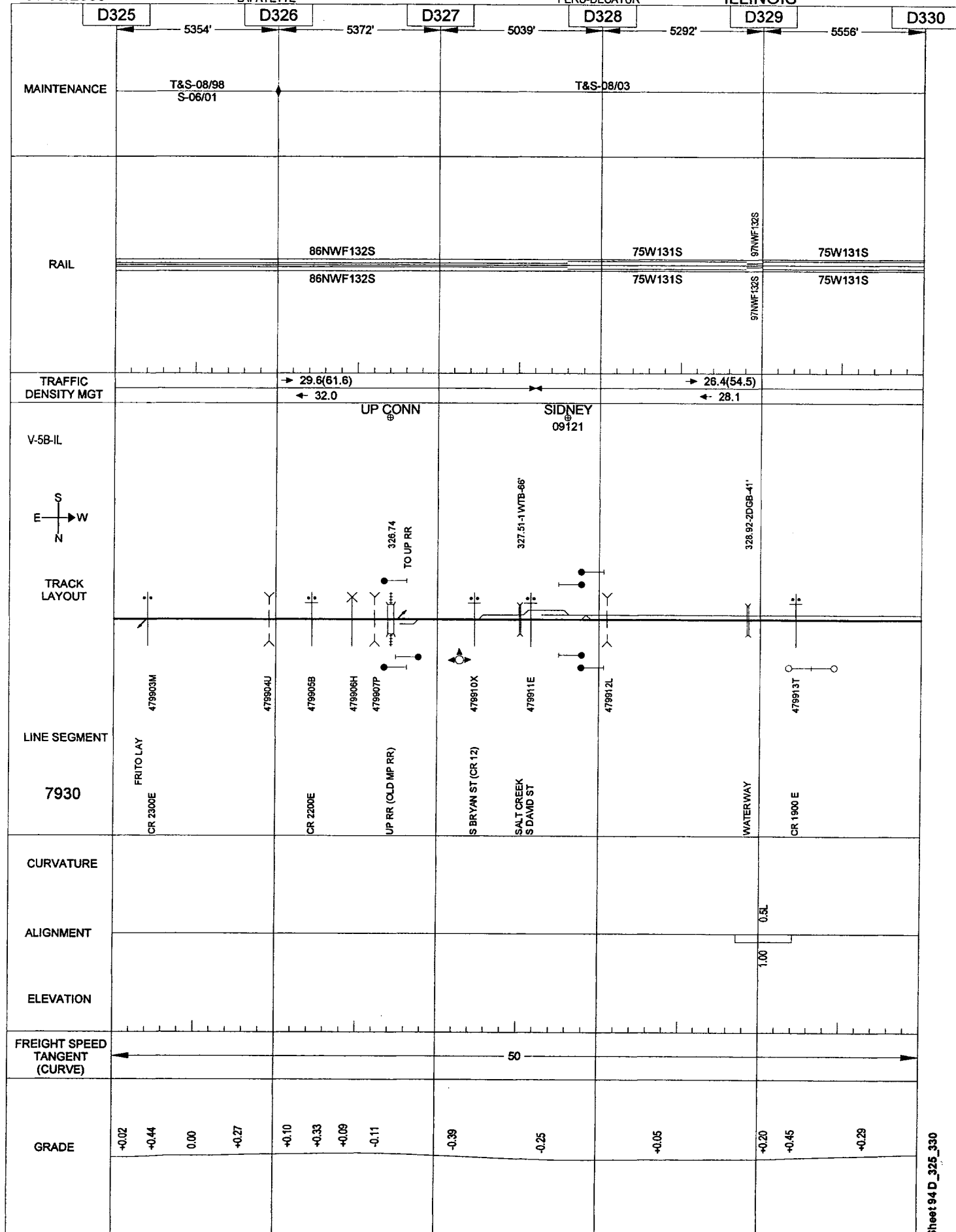
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026

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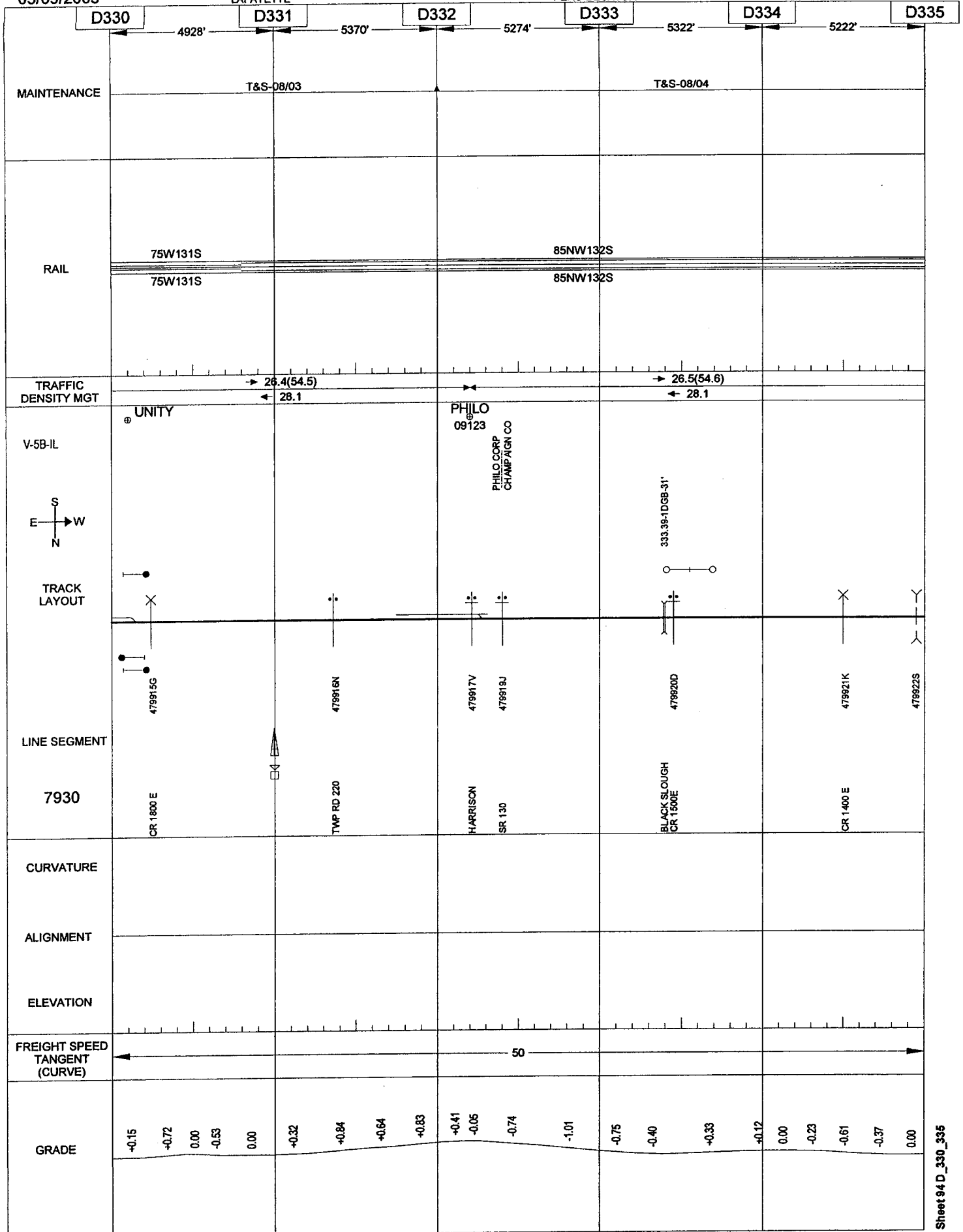


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LAFAYETTE

PERU-DECATUR

ILLINOIS



03/09/2005

028

LAFAYETTE

PERU-DECATUR

ILLINOIS

D335

D336

D337

D338

D339

D340

5342'

5190'

5322'

5070'

5582'

MAINTENANCE

T&S-08/04

RAIL

85NW132S

97NW132S

85NW132S

97NW132S

85NW132S

TRAFFIC
DENSITY MGT

→ 26.5(54.6)

← 28.1

MARTIN

TOLONO

09125

→ 25.4(51.7)

← 26.3

DAWN

V-5B-IL



TRACK
LAYOUT

335.01-2B-SO-71(01)

CHAMPAIGN CO
TOLONO CORP

TOLONO CORP
CHAMPAIGN CO

LINE SEGMENT

7930

EMBARASS RIVER

479923Y

TR 255

479925M

TR 154

479926U

ELIZABETH ST

479927B

BOURNE ST

479929P

IC RB 60 M-IC

338.09

US 45

479930J

CR 1000 E

479932X

CR 900 E

479933E

CR 900 E

CURVATURE

ALIGNMENT

ELEVATION

1.00
0.8R

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

+0.39

+0.25

+0.54

+0.22

+0.63

+0.43

+0.03

-0.06

+0.25

+0.05

-0.31

-0.61

-0.72

-0.39

-0.72

-0.44

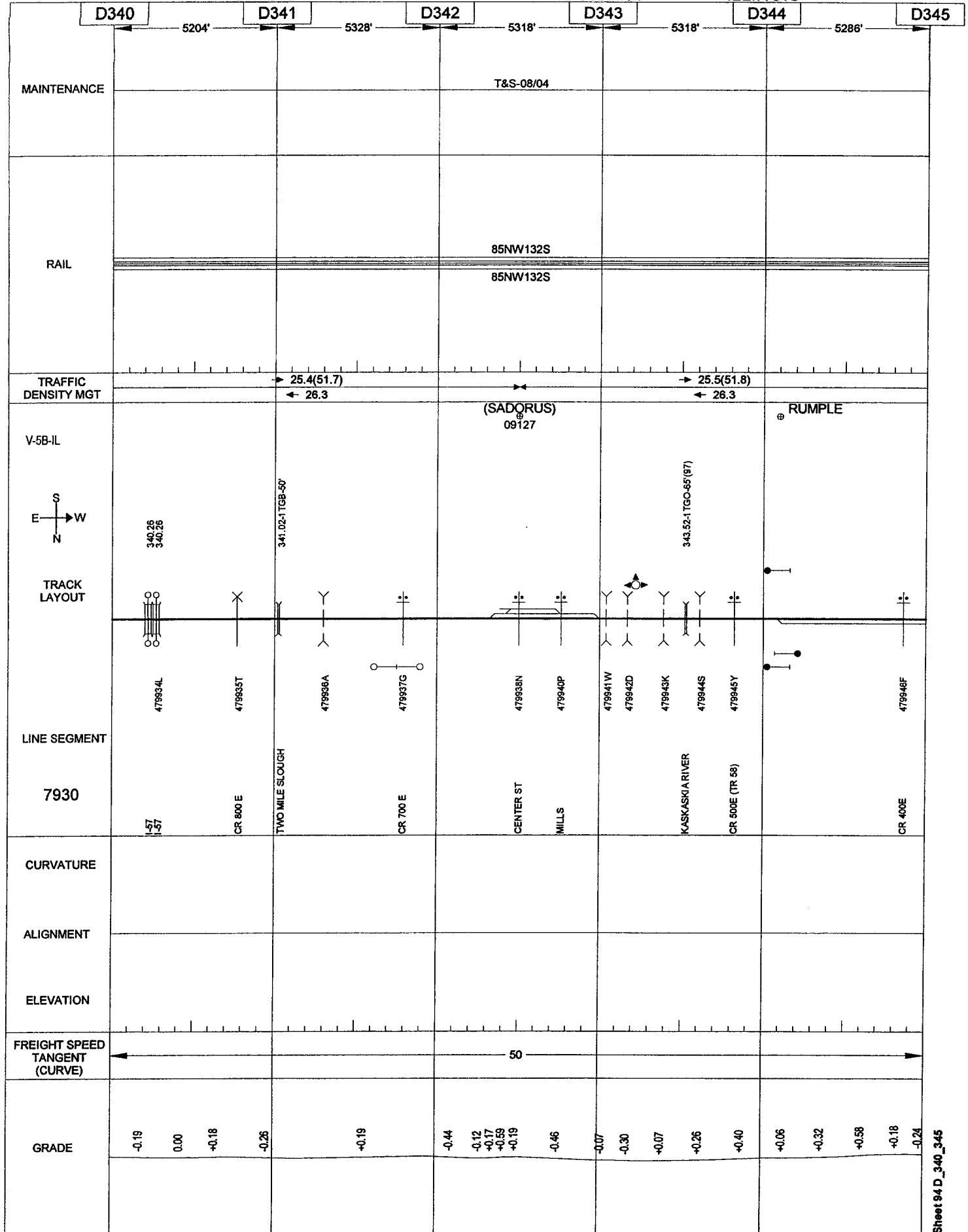
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LAFAYETTE

PERU-DECATUR

ILLINOIS



ILLINOIS

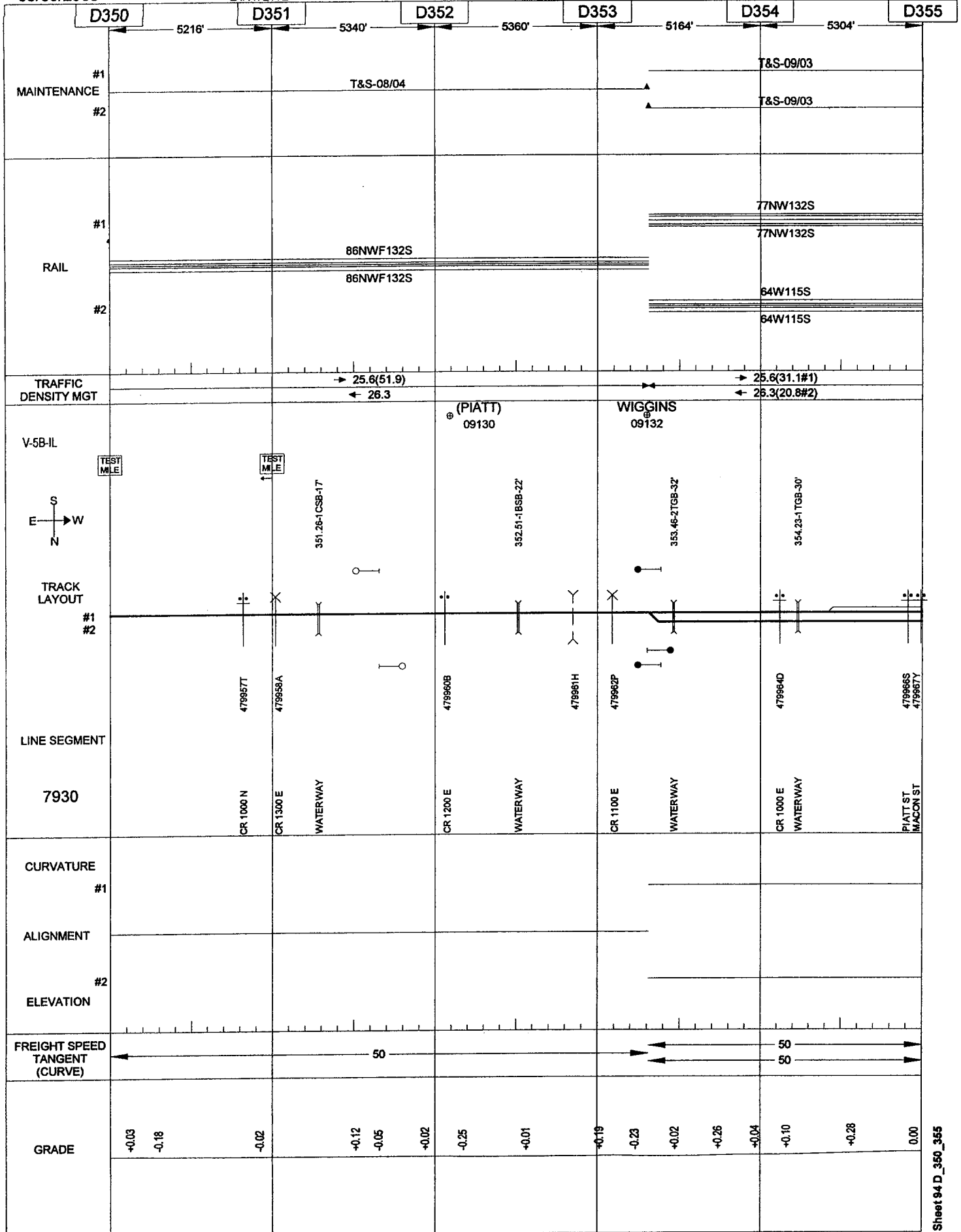
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LAFAYETTE

PERU-DECATUR

ILLINOIS



03/09/2005

032

LAFAYETTE

PERU-DECATUR

ILLINOIS

	D355	D356	D357	D358	D359	D360
	5318'	5338'	5232'	5278'	5044'	
MAINTENANCE						
#1			T&S-09/03			
#2			T&S-09/03			
RAIL						
#1			77NW132S			
#2			77NW132S			
	64W115S		91NWF132S			
	64W115S		91NWF132S			
TRAFFIC DENSITY MGT	→ 25.6(31.1#1) ← 26.3(20.8#2)		→ 31.7(36.4#1) ← 29.0(24.3#2)			
V-5B-IL	BEMENT 09131		VEECH 09134		(MILMINE) 09133	
TRACK LAYOUT						
#1						
#2						
LINE SEGMENT	479569M SANGAMON ST D-355.86-C-153.11	479156A CR 750 E		358.87-1BSB-24' WATERWAY	479157G CR 500 E	479159V
7930 7932						
CURVATURE						
#1						
ALIGNMENT						
#2						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50 → 45 50 → 45		50 50			
GRADE	-0.11 -0.02 +0.13 0.00	+0.13 0.00 +0.10 +0.25 +0.43	+0.25 -0.02 +0.44	+0.21 -0.10 0.00 +0.20	+0.46 -0.03 -0.13	+0.09

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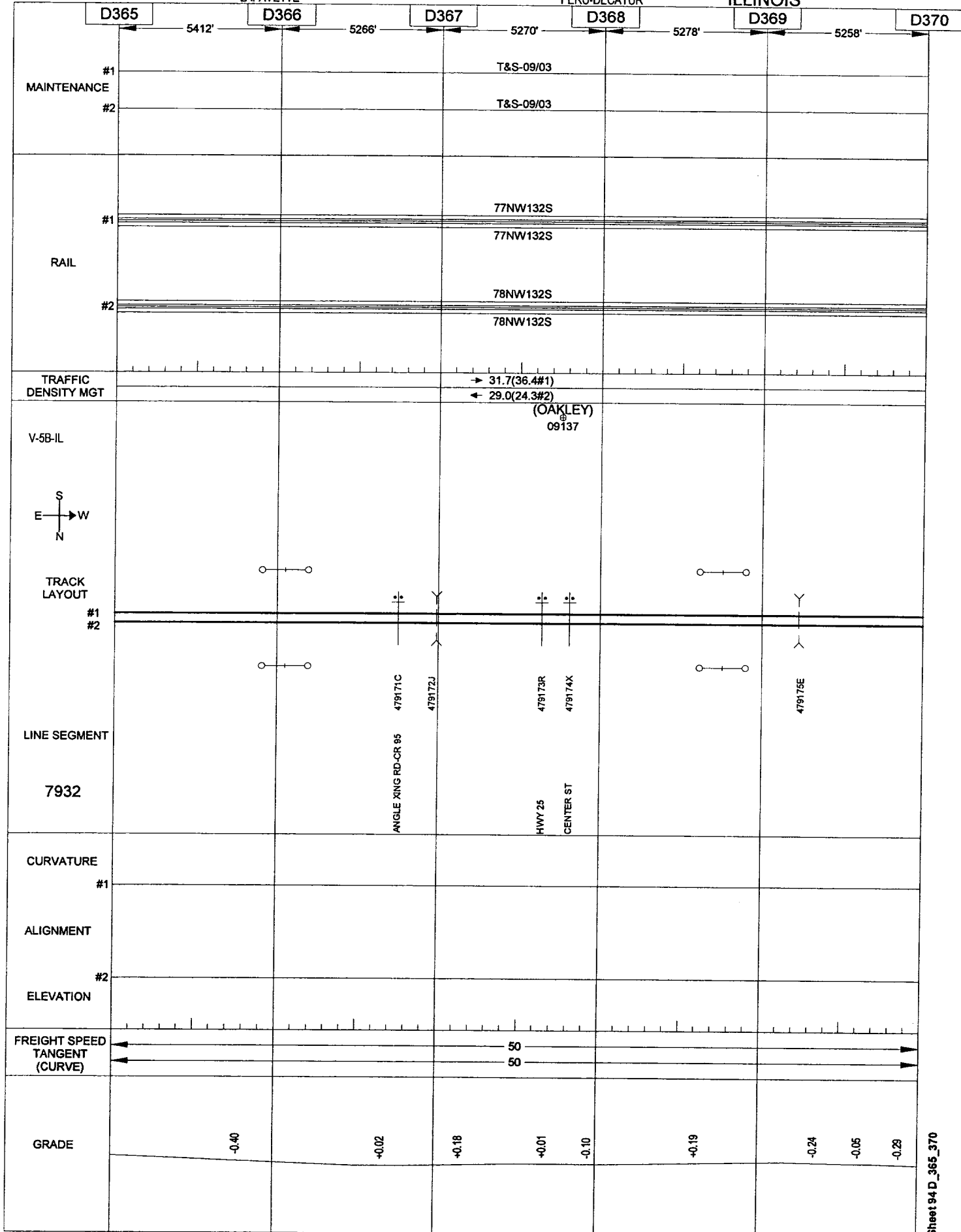
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034

LAFAYETTE

PERU-DECATUR

ILLINOIS



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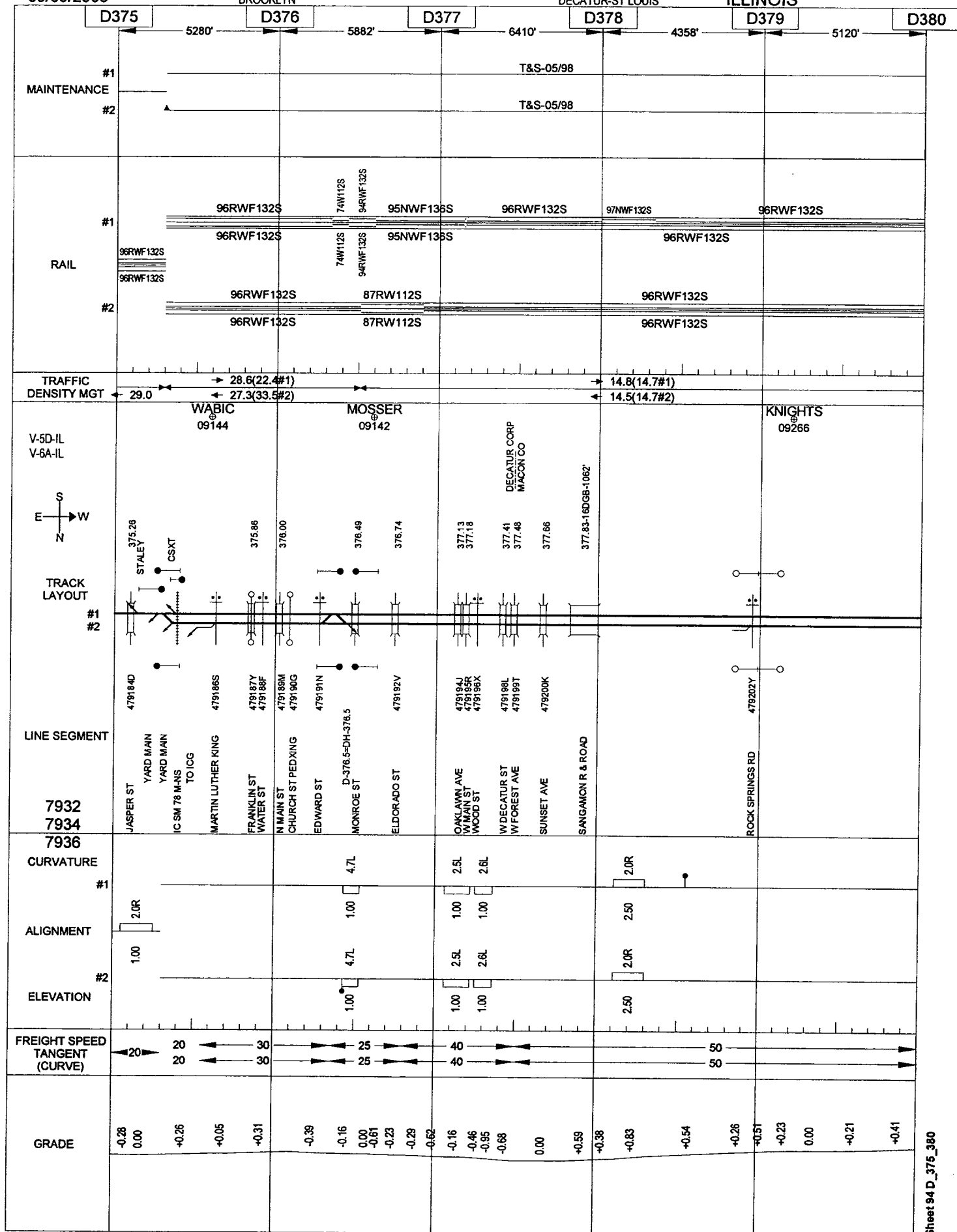
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036

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

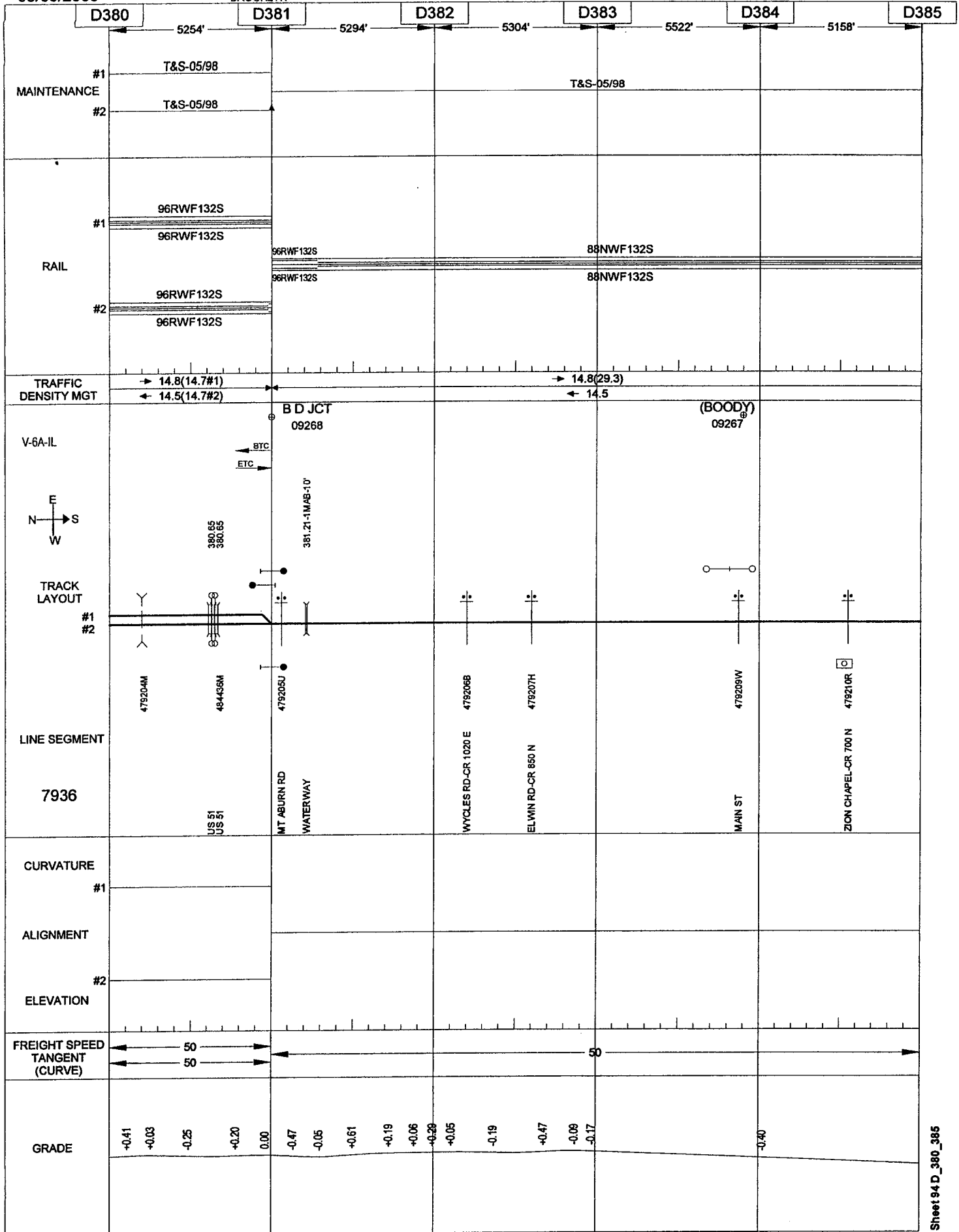


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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



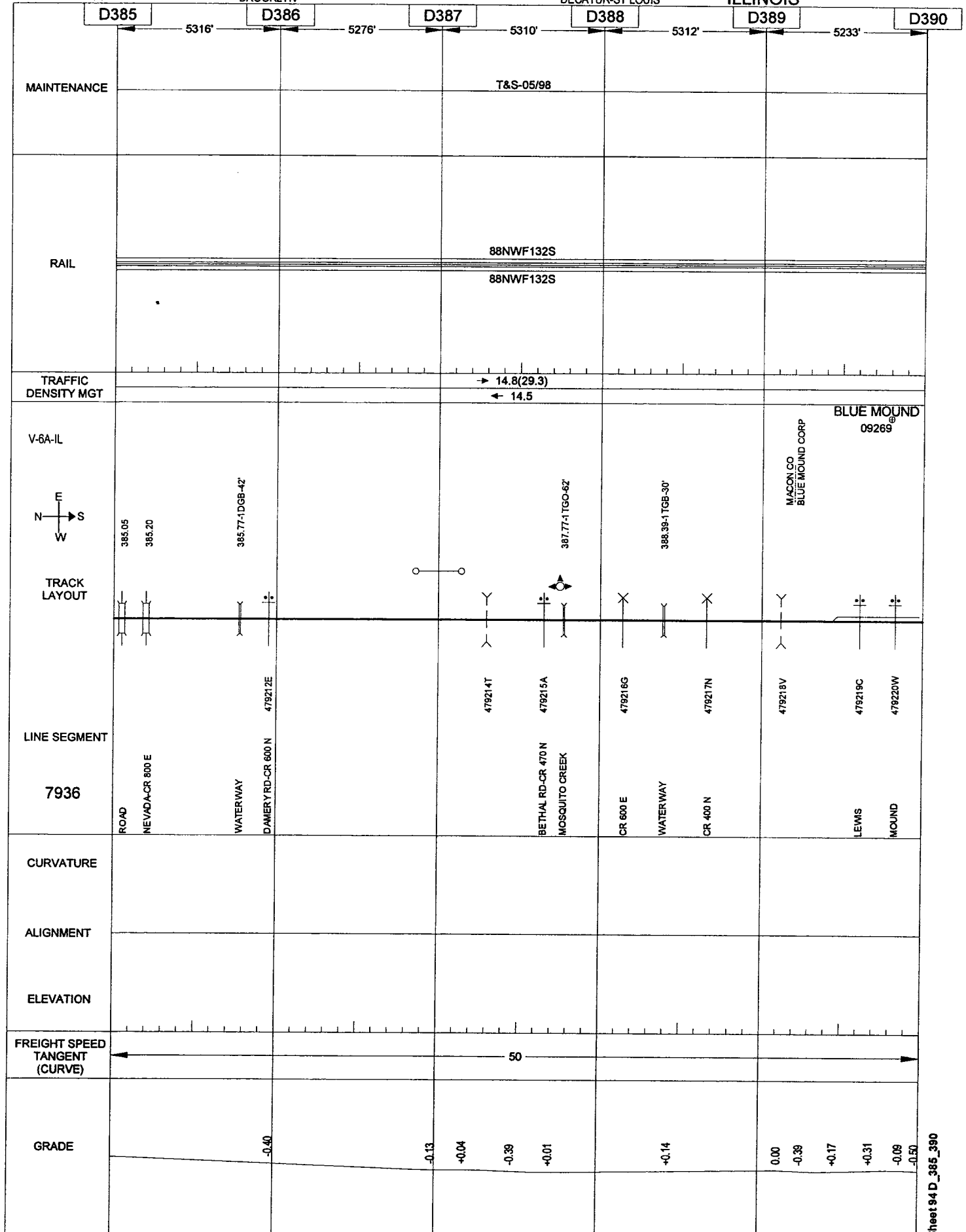
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038

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

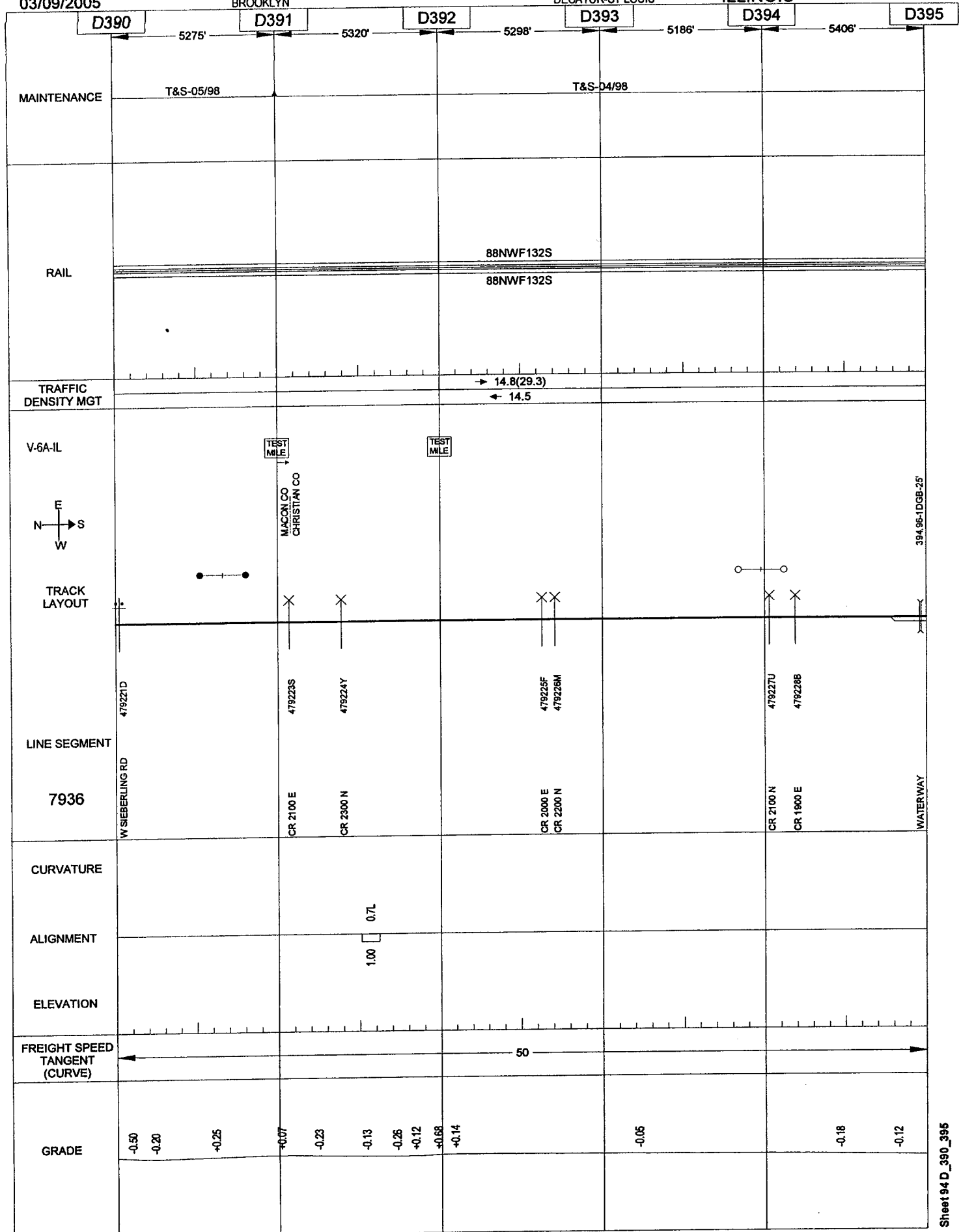


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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



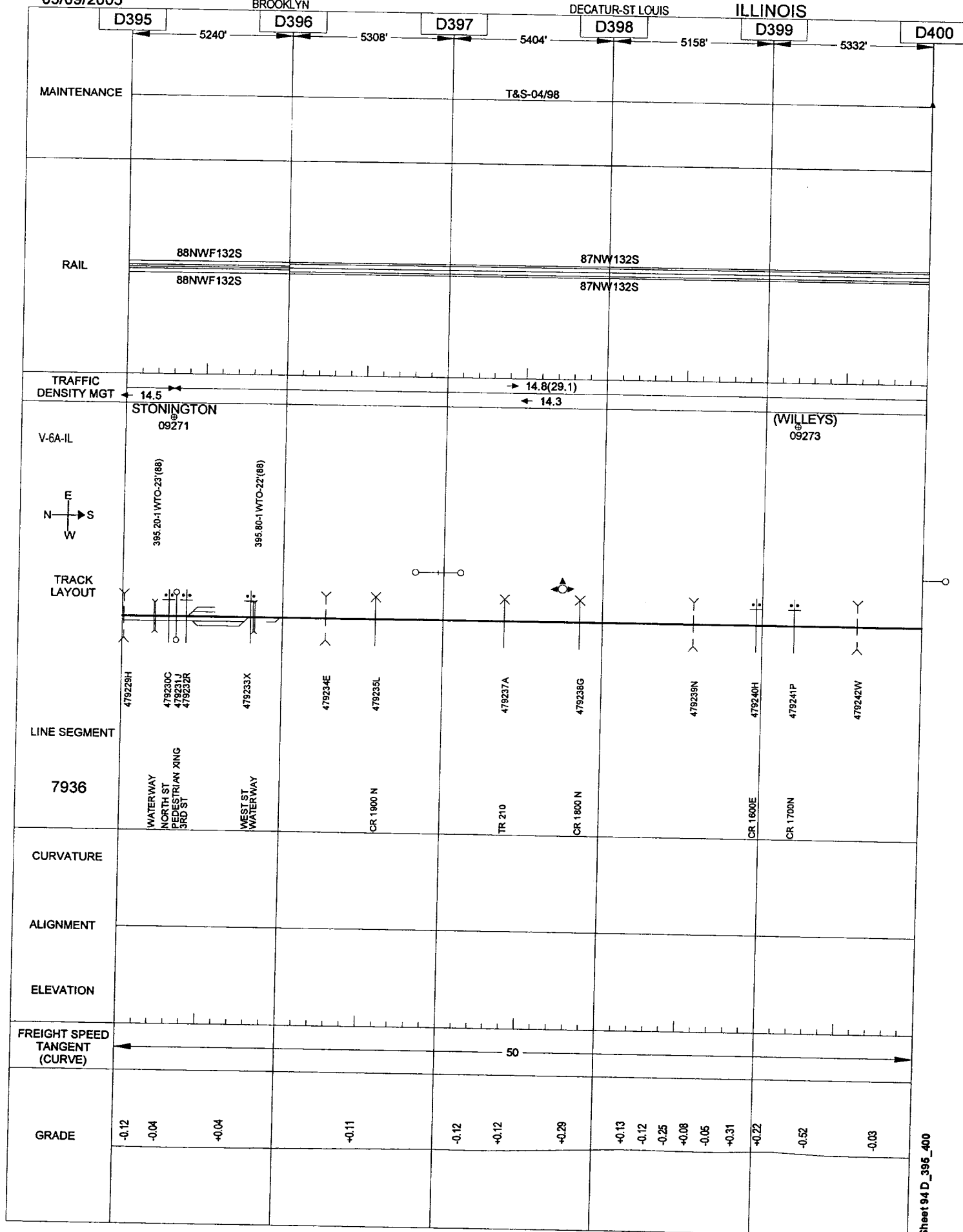
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040

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



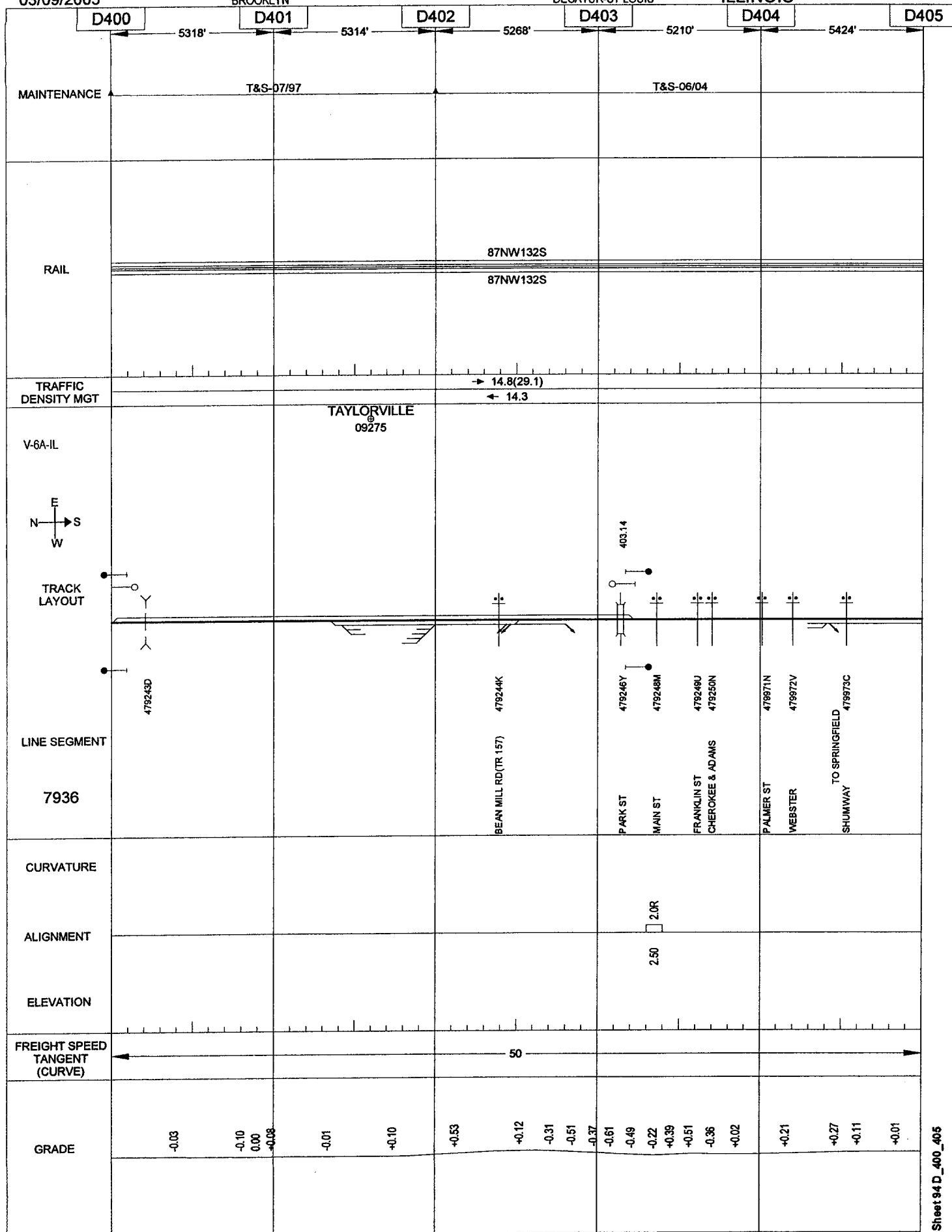
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041

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



03/09/2005

042

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

D405

D406

D407

D408

D409

D410

5256'

5304'

5242'

5308'

5272'

MAINTENANCE

T&S-06/04

RAIL

87NW132S

87NW132S

TRAFFIC
DENSITY MGT

→ 14.8(29.1)

← 14.3

V-6A-IL

TRACK
LAYOUTTEST
MILETEST
MILE

405.92

407.78-JDGO-304'

LINE SEGMENT

7936

479975R

479978L

479979T

479980M

479981U

479982B

479983H

479984P

479985W

HOUSTON

SR 48

S FORK SANGAMON

CR 940 E

MOUNDS-CR 800 E

CURVATURE

ALIGNMENT

2.50

2.00

1.00

ELEVATION

2.0L

1.7R

1.0L

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.01

-0.21

-0.34

-0.09

-0.41

-0.62

-0.45

+0.24

-0.65

-0.85

-0.24

-0.17

+0.39

-0.86

+0.16

-0.01

+0.08

+0.21

-0.02

-0.15

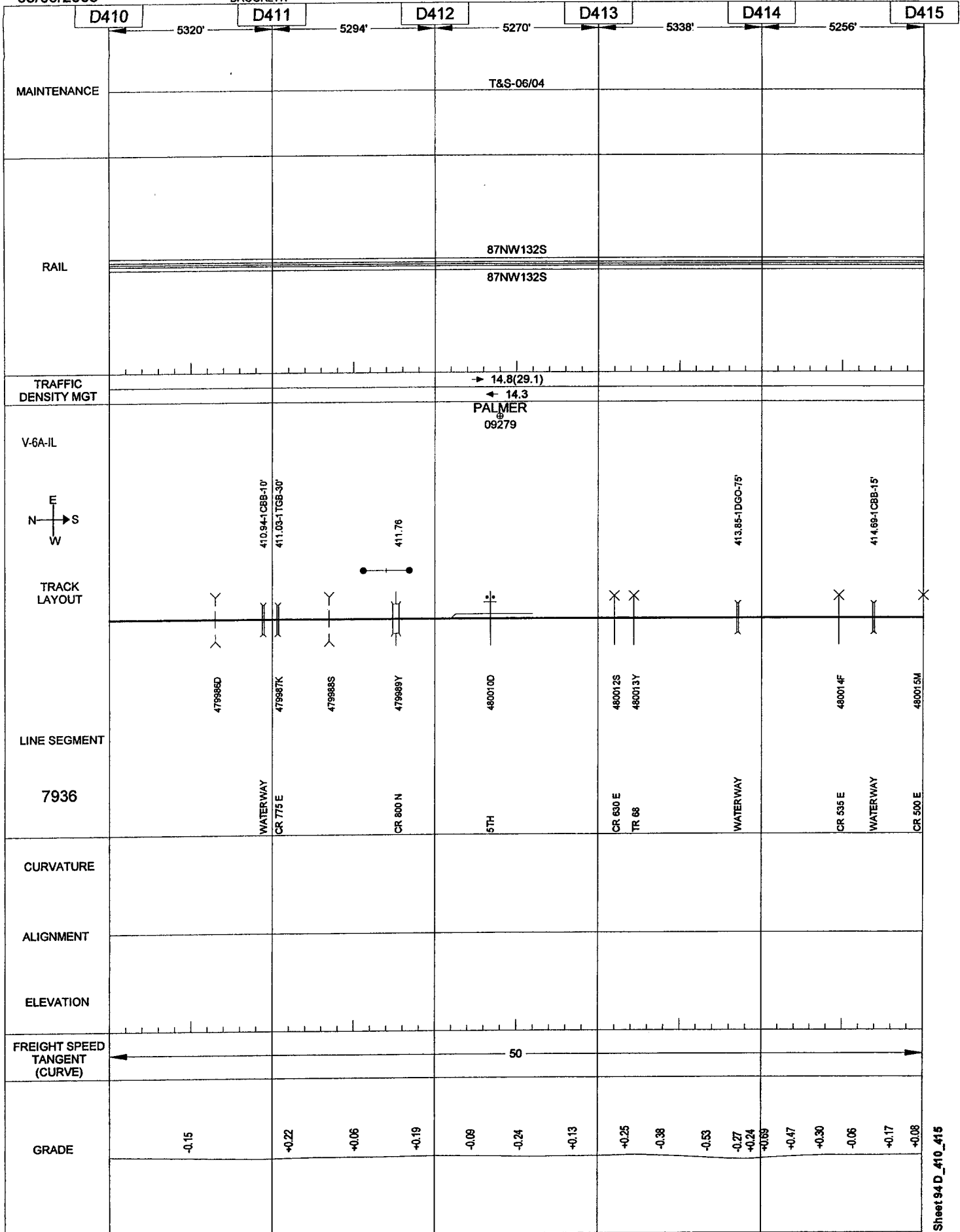
Sheet 94 D_405_410

03/09/2005

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



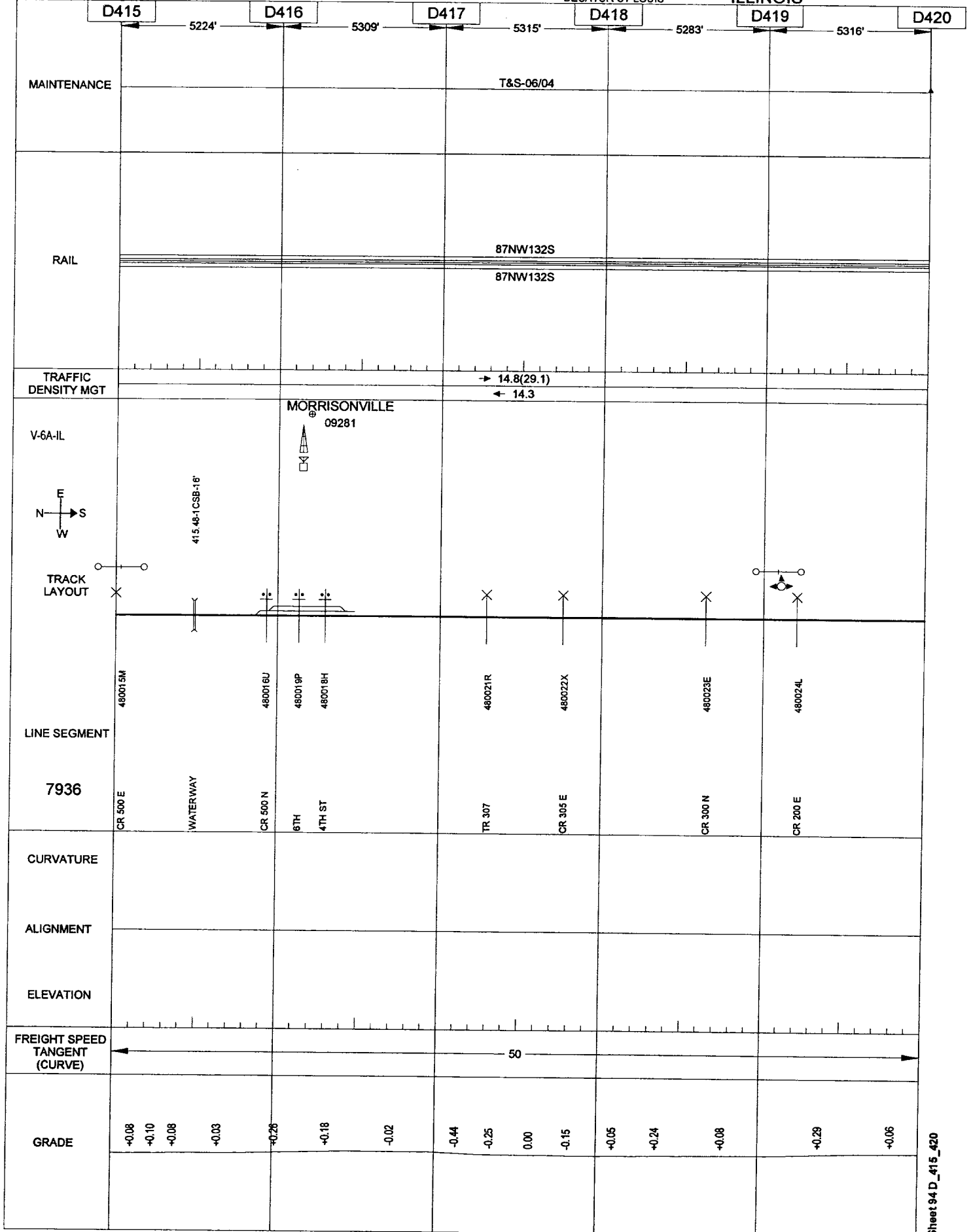
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044

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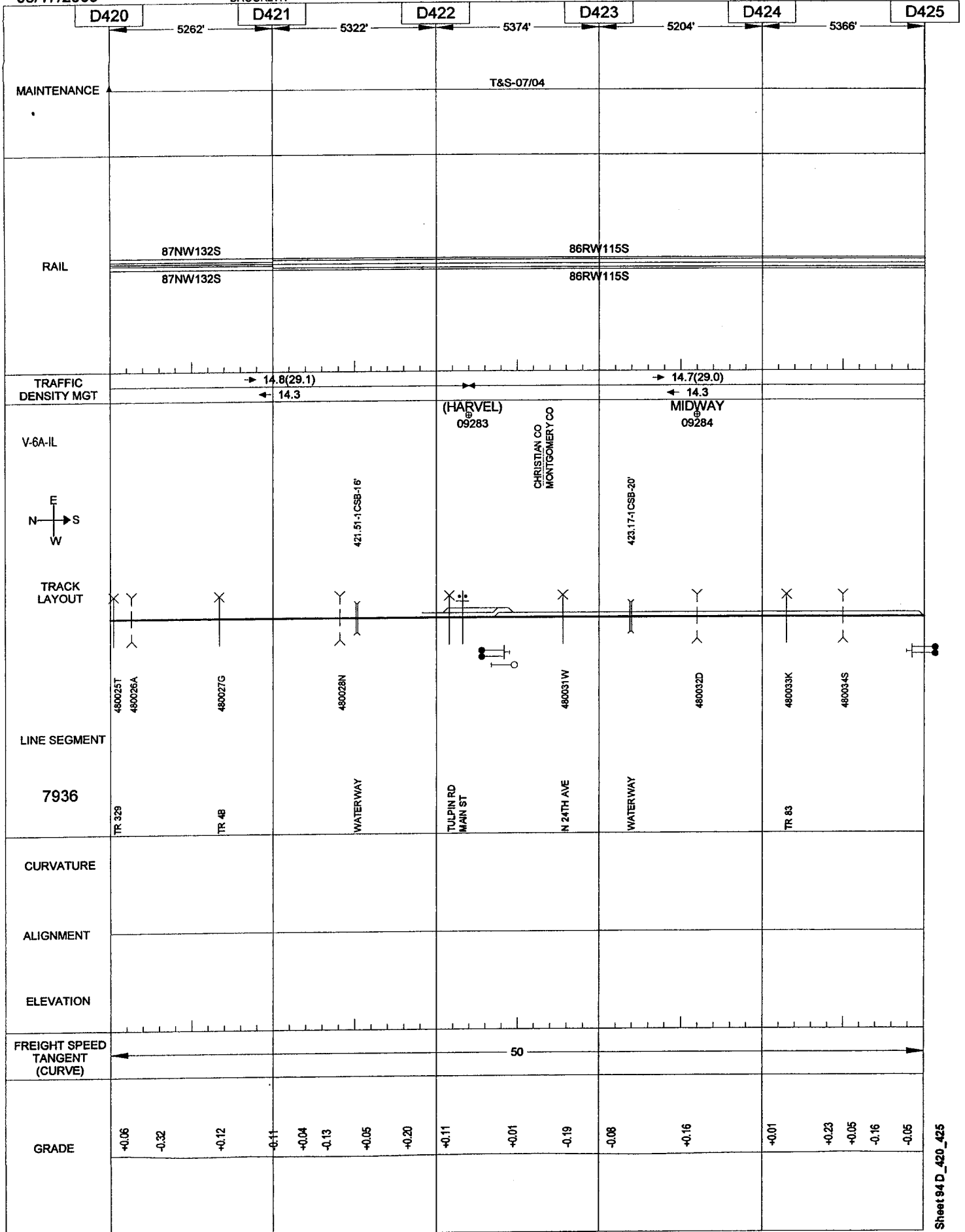


03/17/2005

BROOKLYN

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ILLINOIS



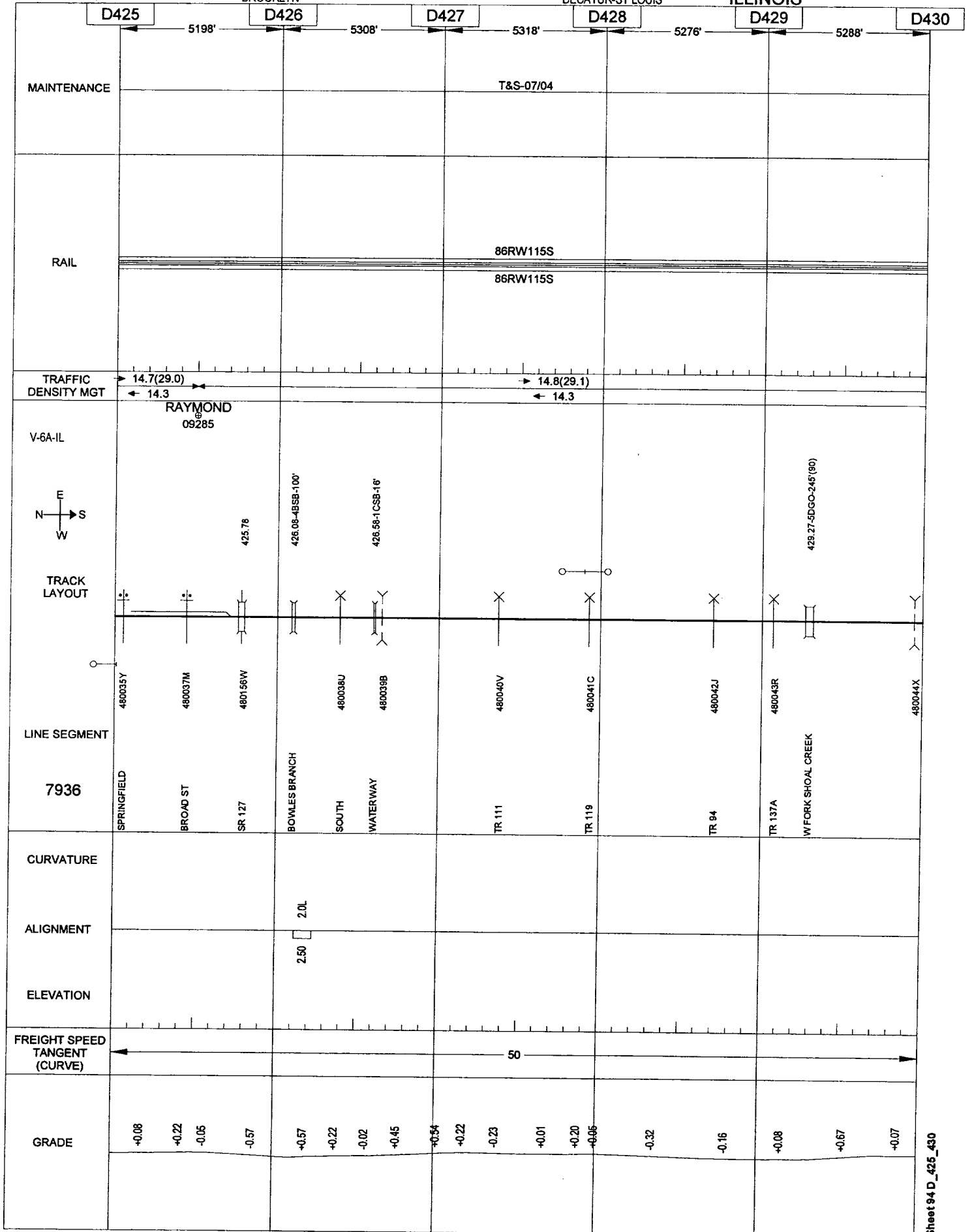
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046

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ILLINOIS



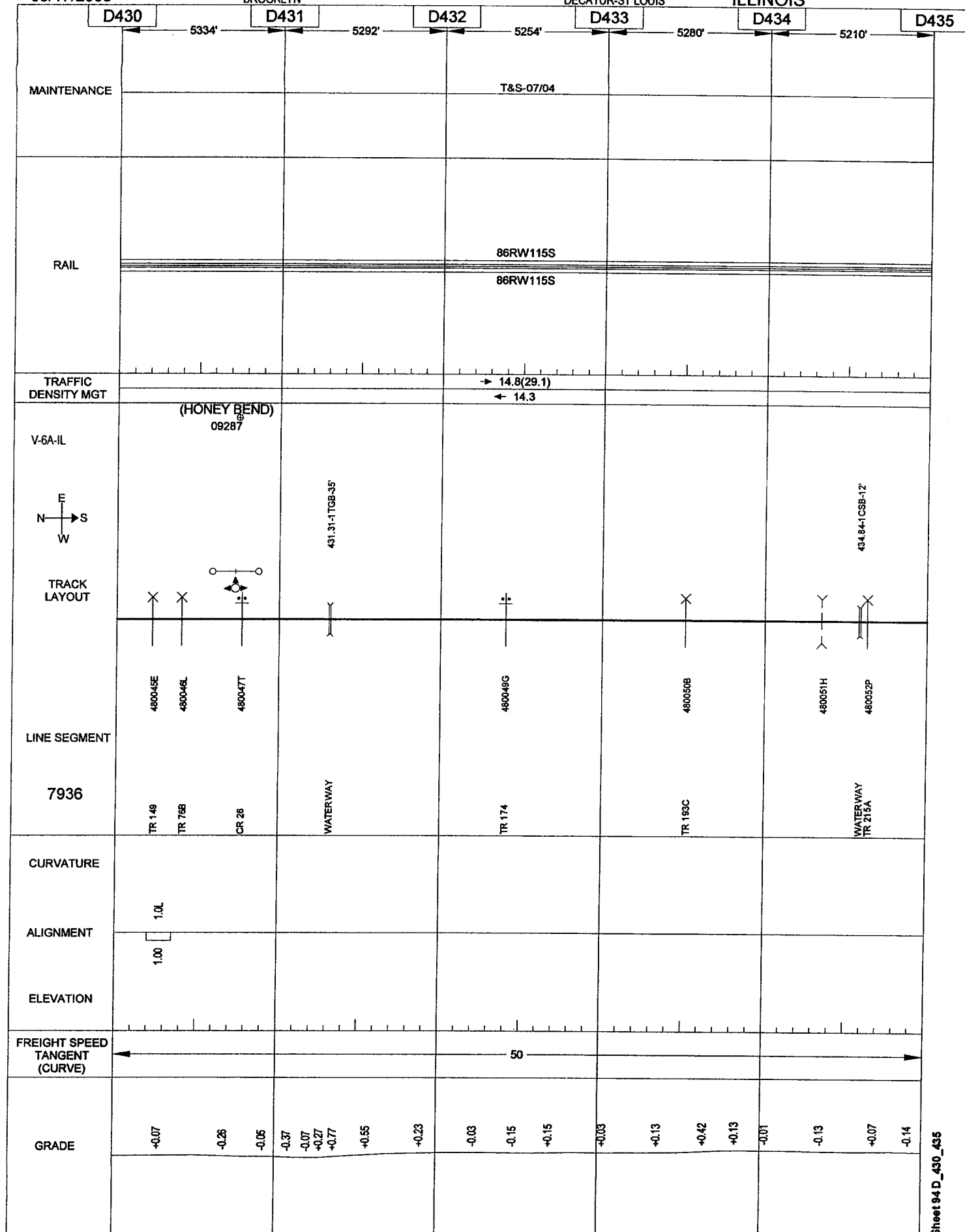
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047

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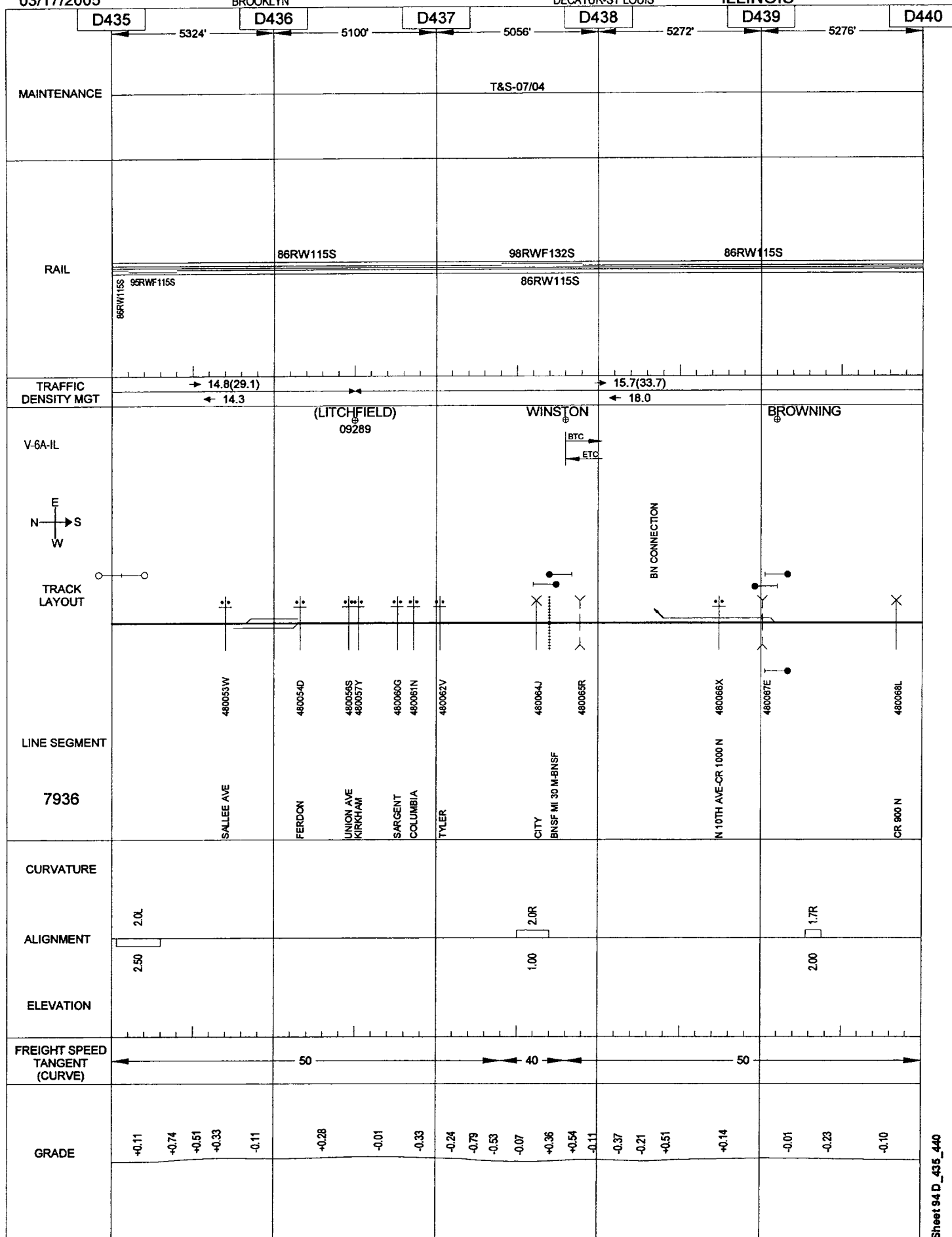


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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



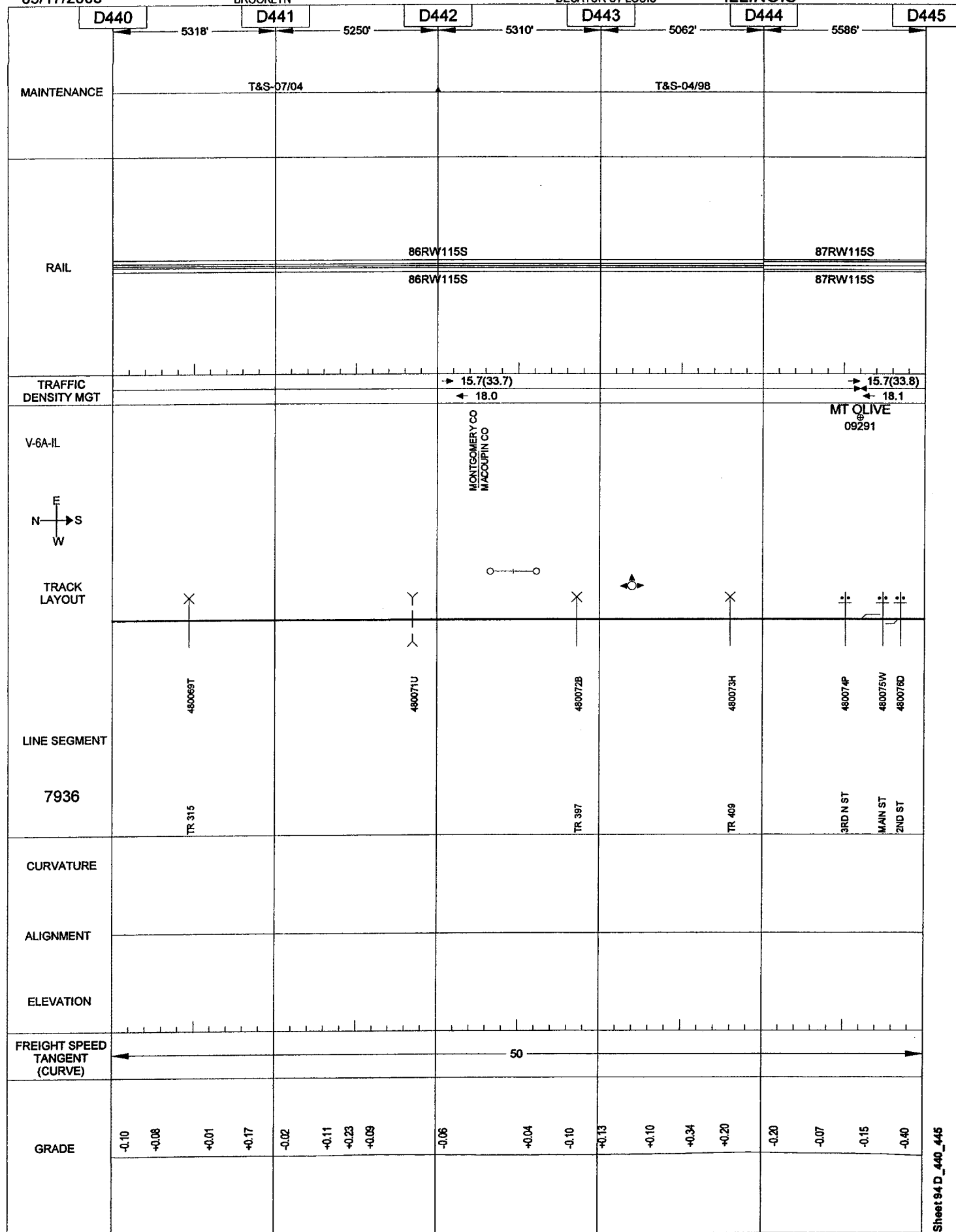
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049

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ILLINOIS

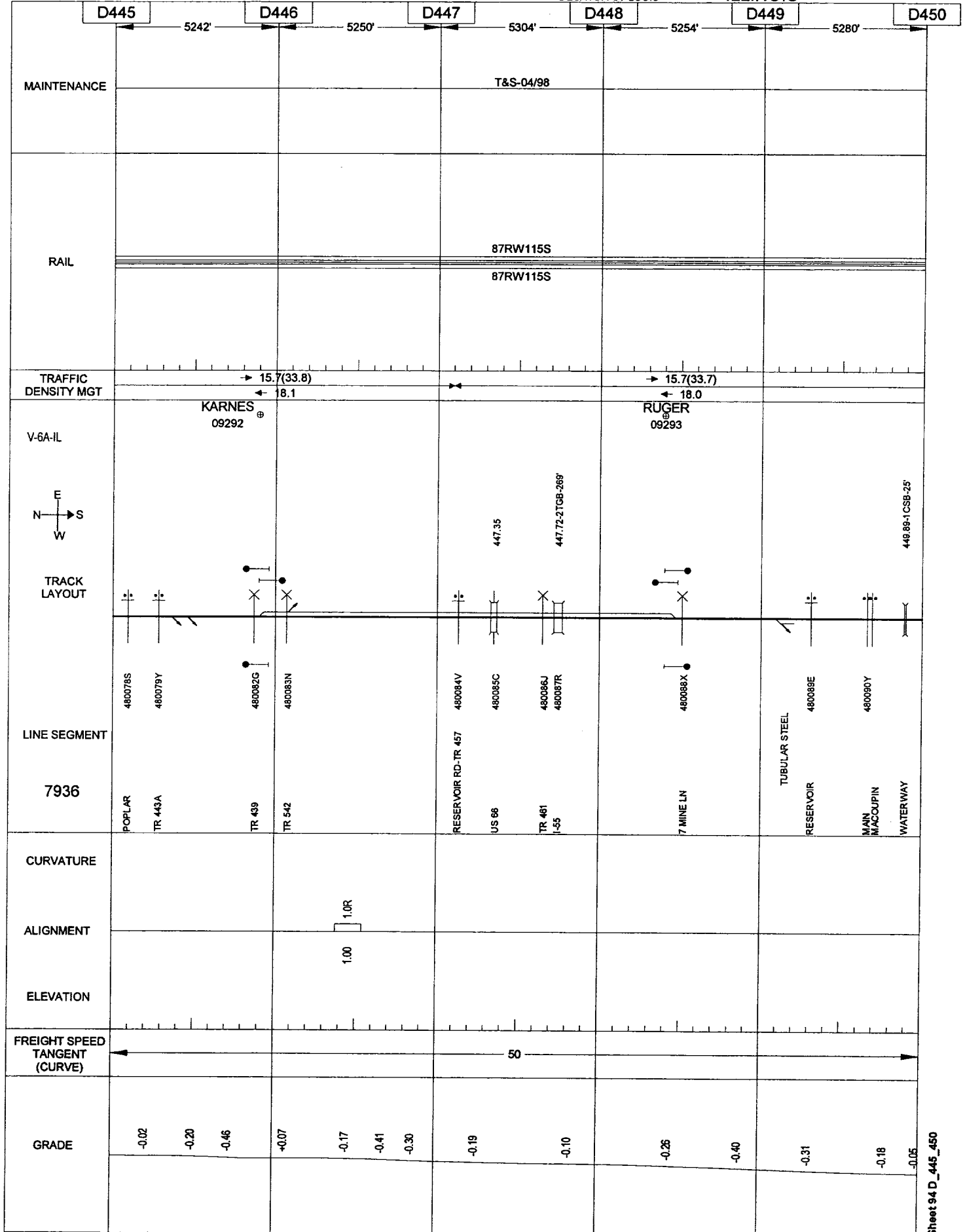


03/09/2005

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

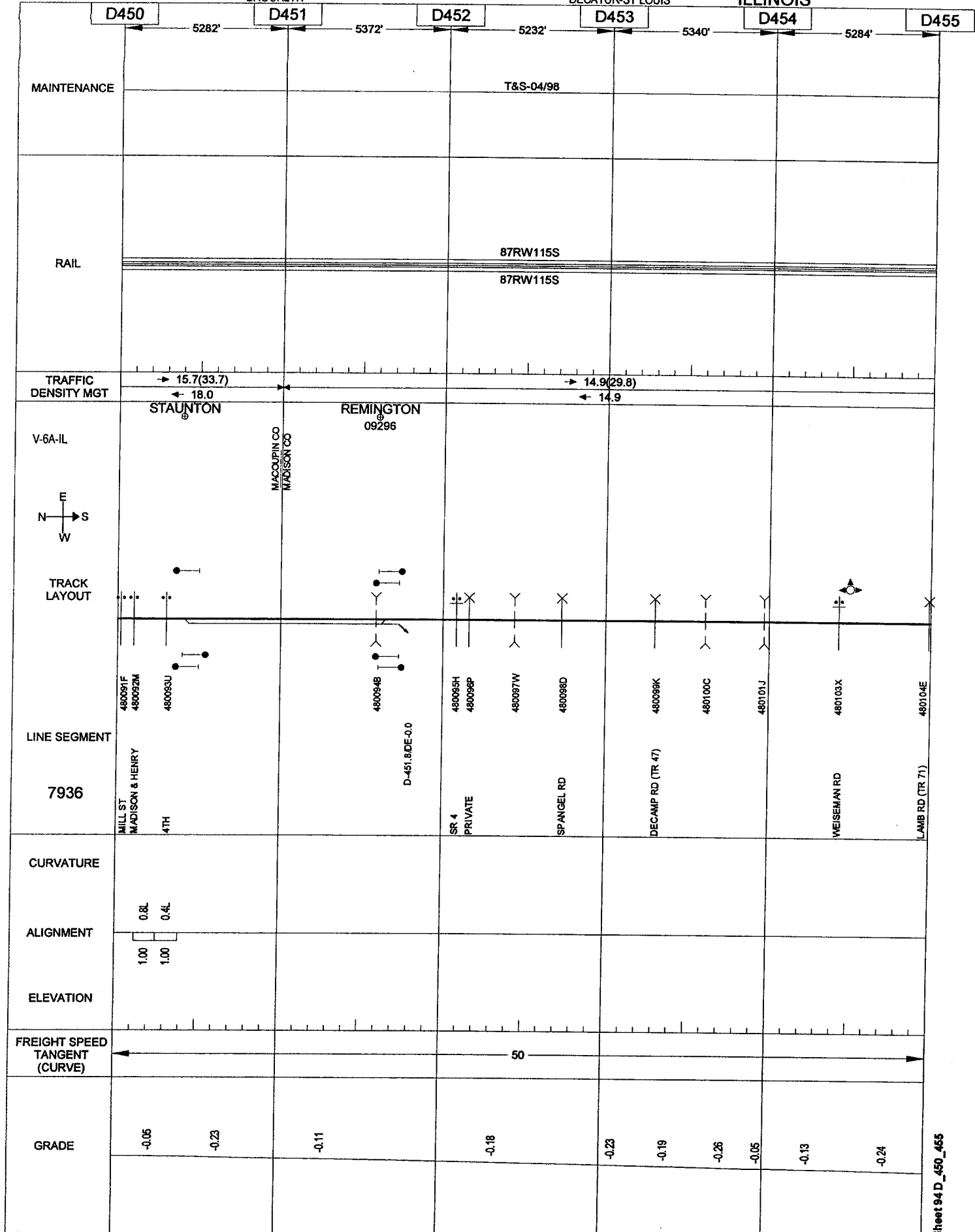


03/09/2005

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS

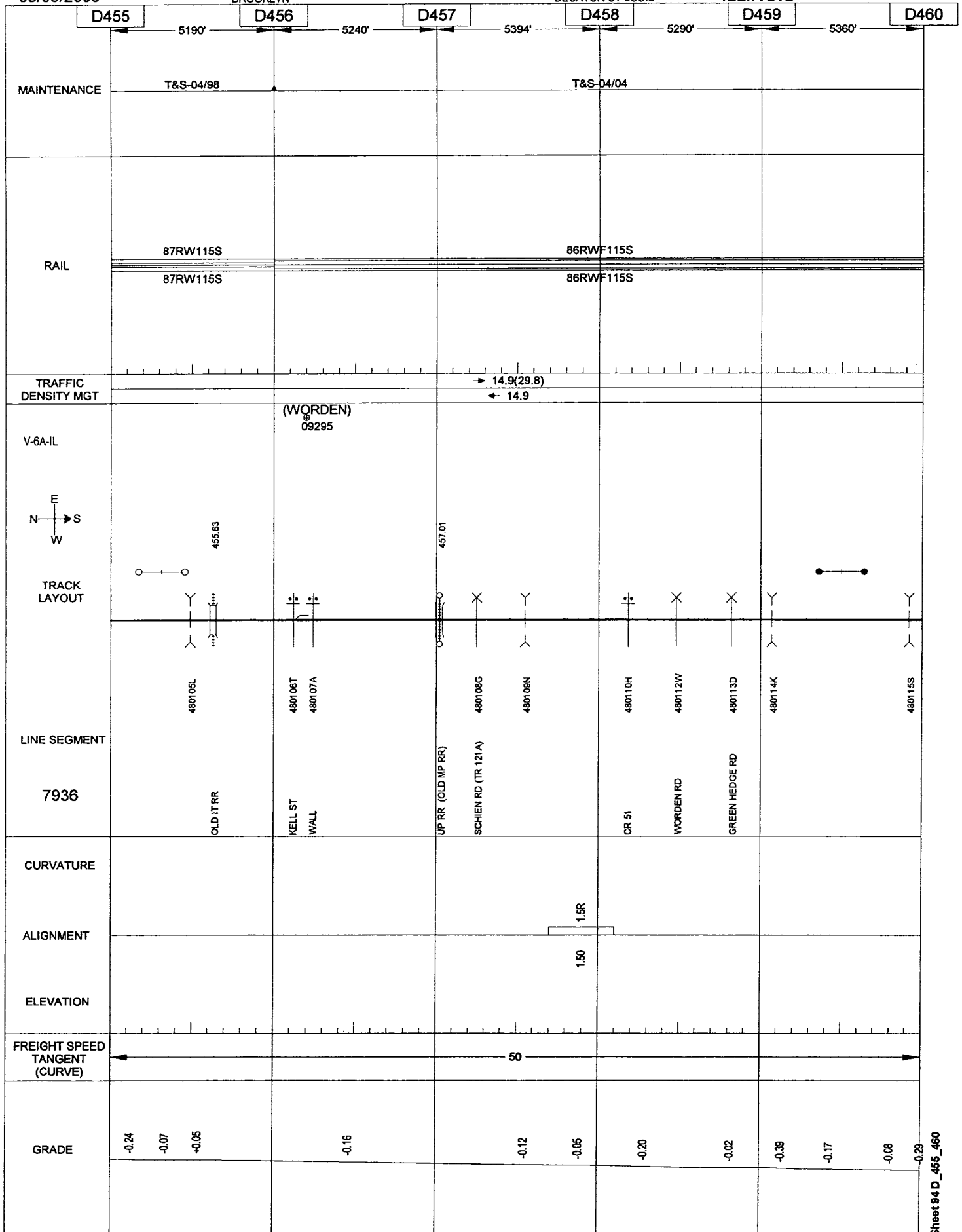


03/09/2005

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DECATUR-ST LOUIS

ILLINOIS



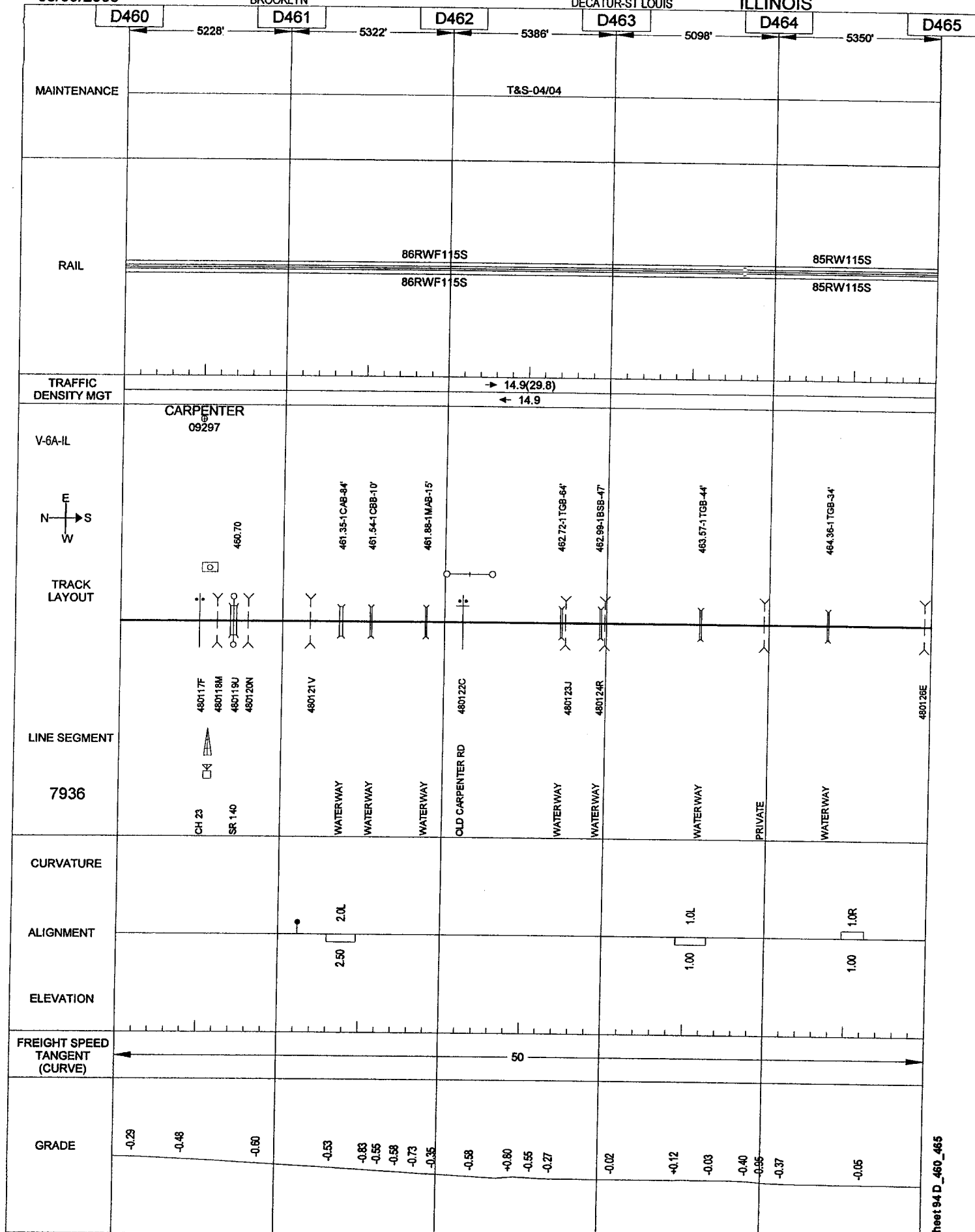
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ILLINOIS

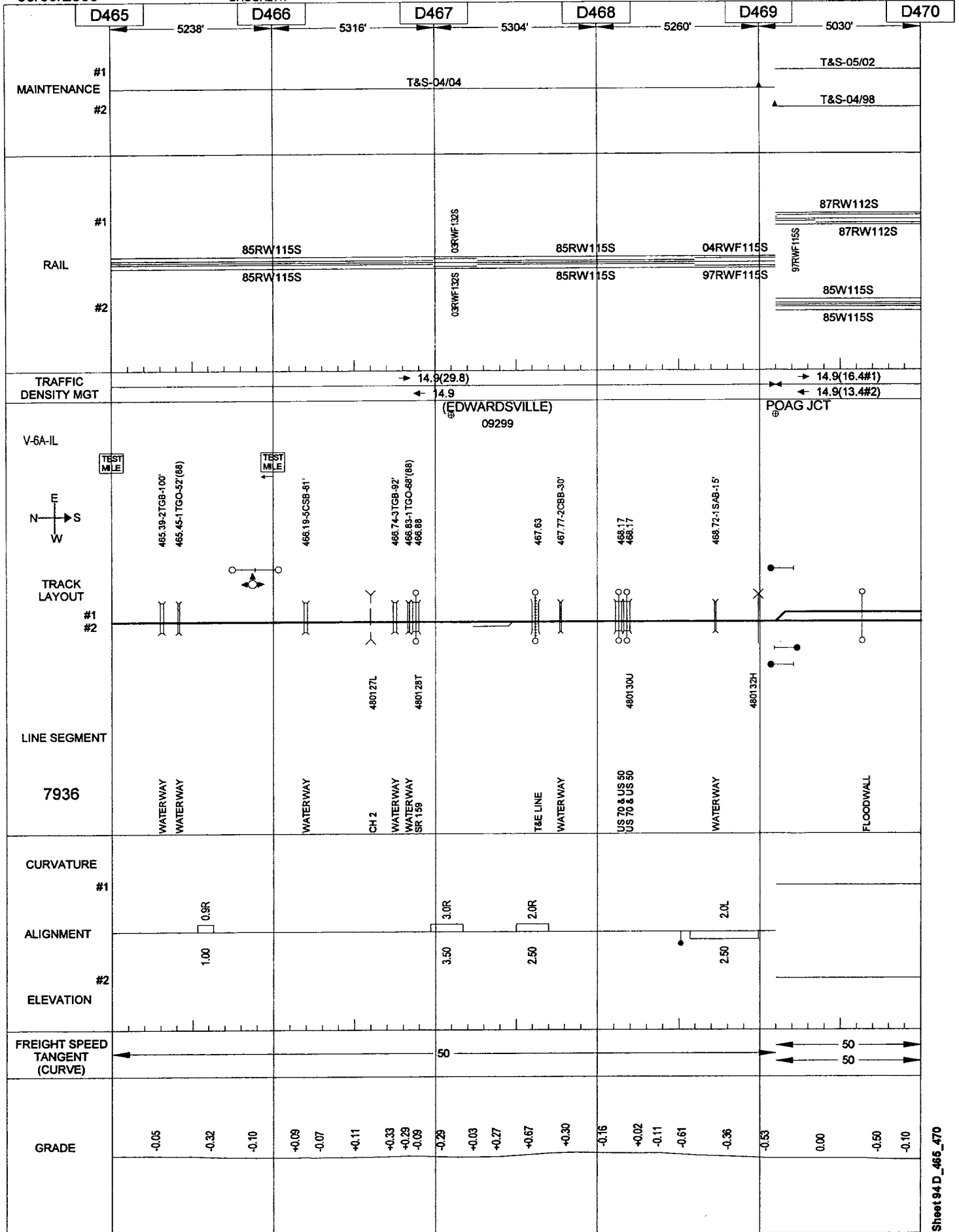


03/09/2005

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ILLINOIS

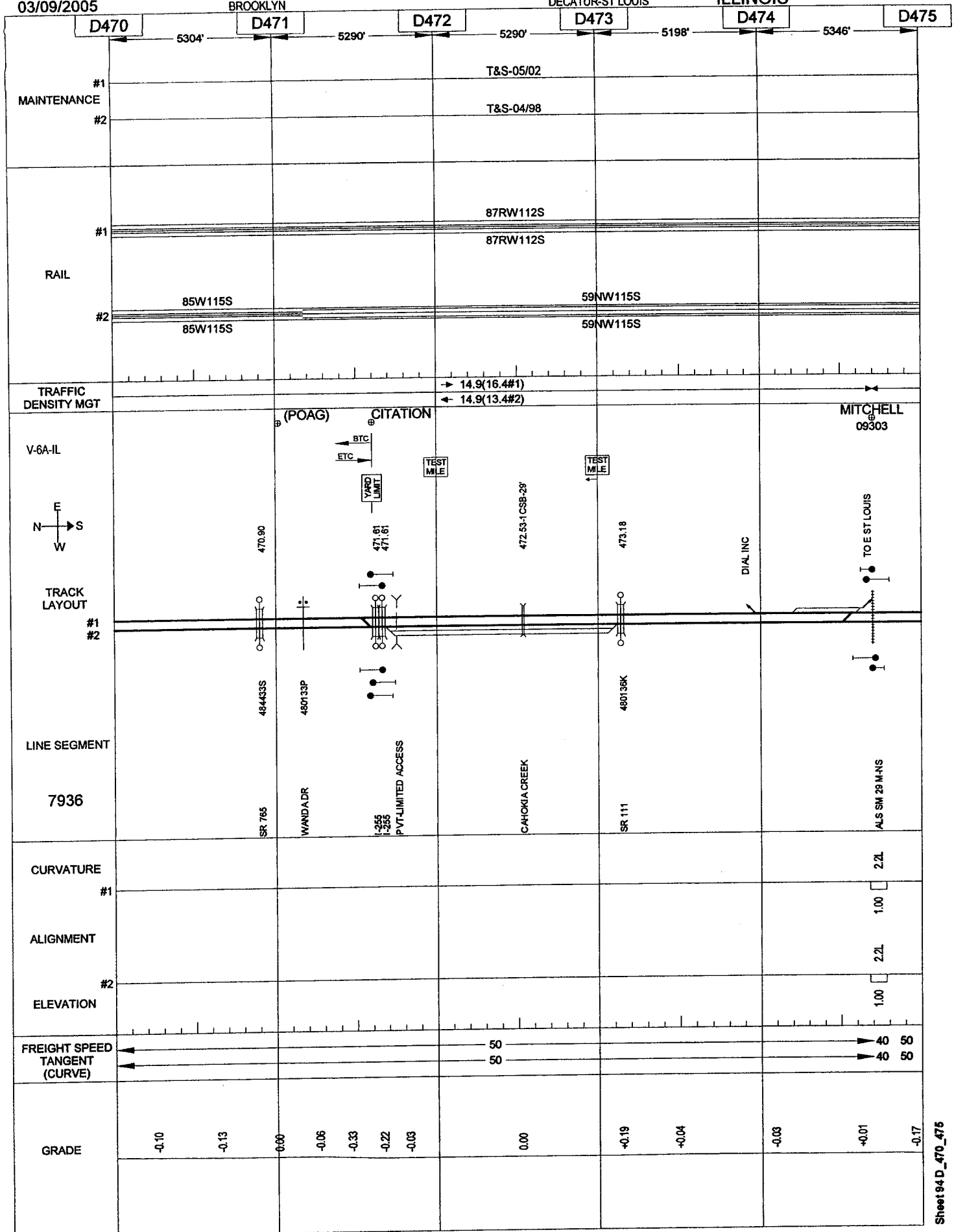


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DECATUR-ST LOUIS

ILLINOIS



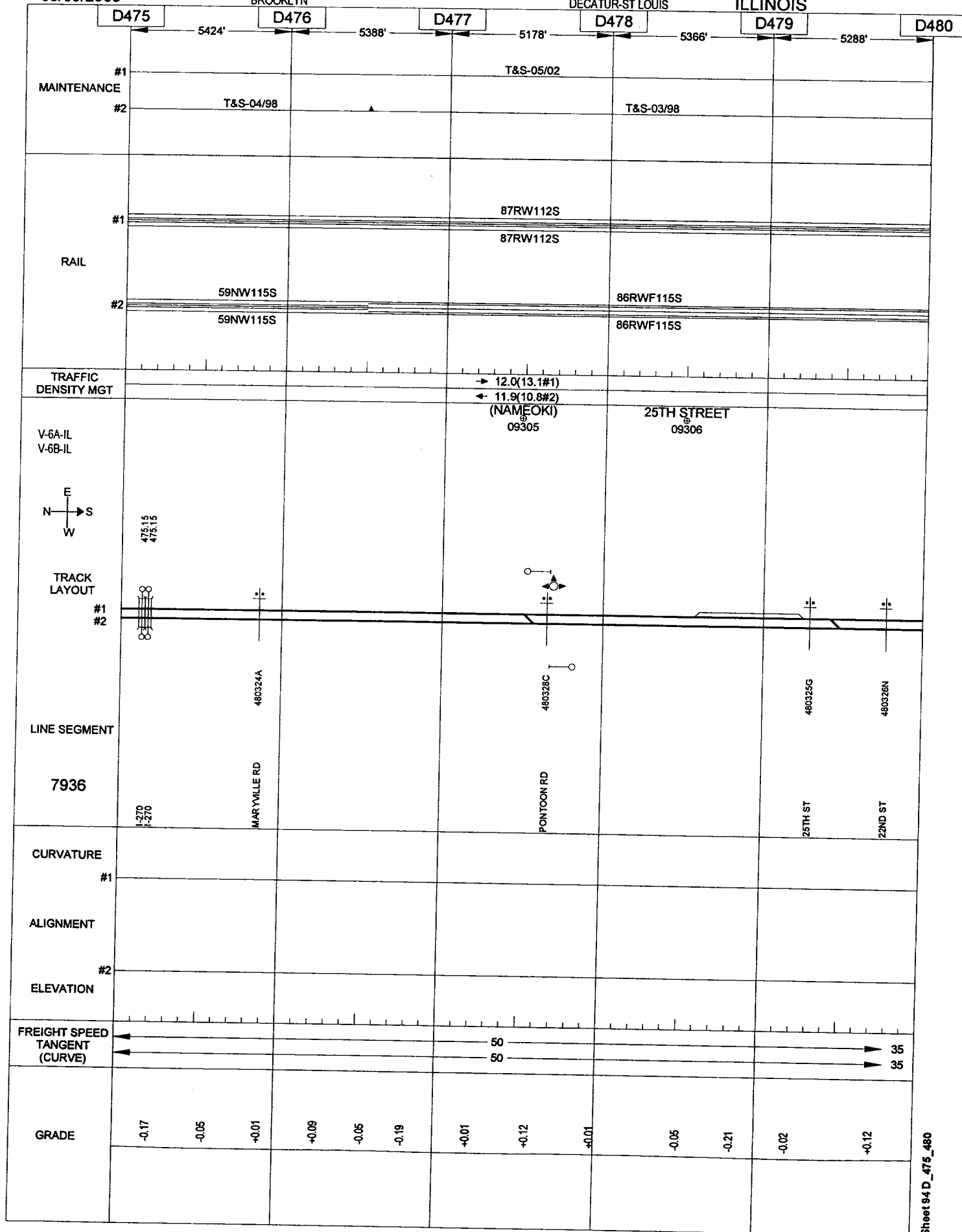
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056

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ILLINOIS

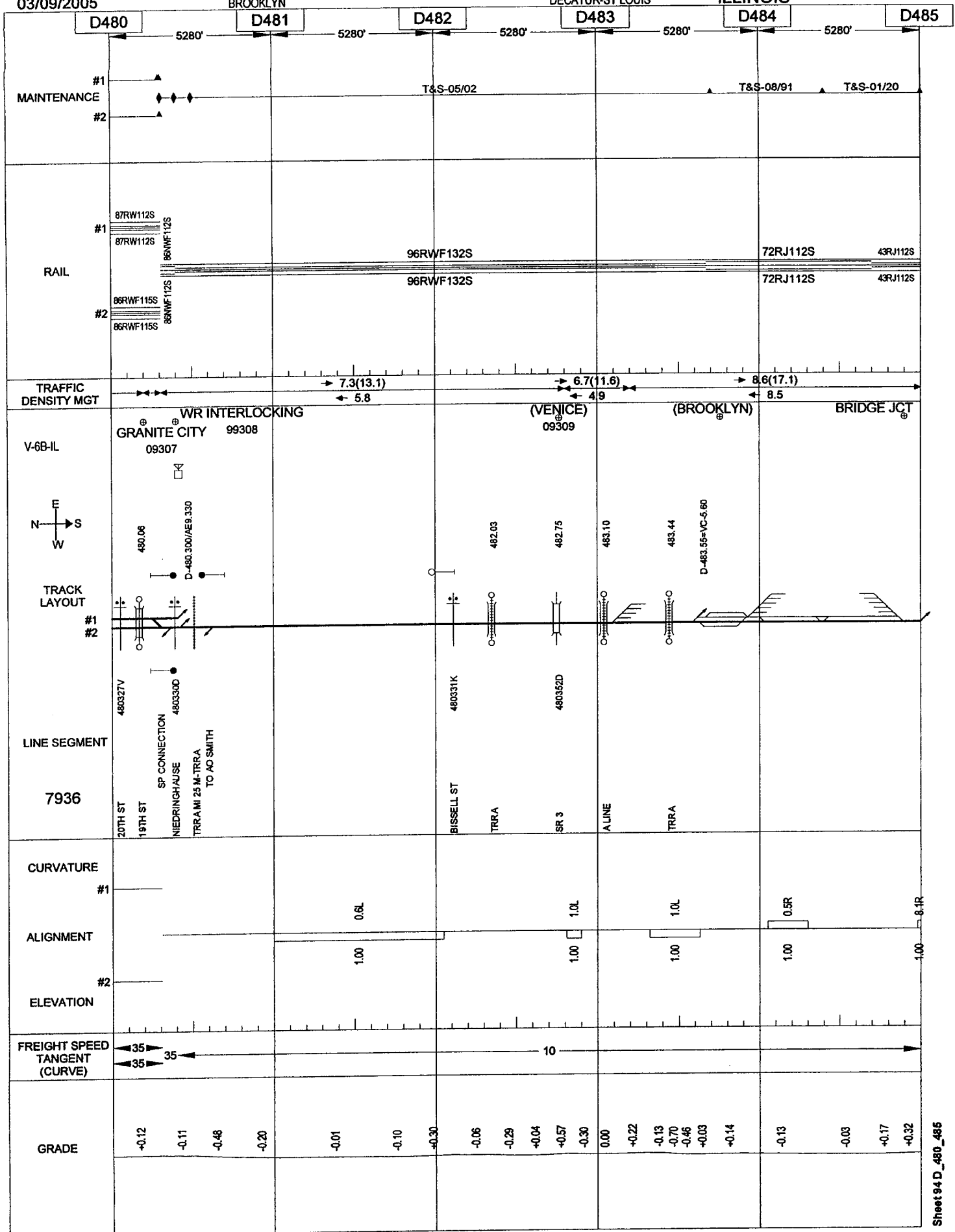


03/09/2005

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



03/09/2005

058

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH377

DH378

DH379

DH380

5280'

5124'

5462'

5316'

MAINTENANCE

T&S-06/00
S-09/03

T&S-06/94
S-09/03

RAIL

59R112S
59R112S

69W112S

69W112S

76W132S

76W132S

TRAFFIC
DENSITY MGT

13.7(26.5)
12.8

V-7A-IL

MOSSER
09142

S
E → W
N

TRACK
LAYOUT

378.74

377.24

378.03-388-227'

379.38-1 CBB-10'

LINE SEGMENT

8010

DH-378.5+D-376.5

479252C

479253J

479254R

479255X

479256E

VAN DYKE ST

OAKLAND

FAIRVIEW BLVD

STEPHENS CREEK

MOFFIT LN

SUNNYSIDE
WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

-0.14

+0.07

+0.34

-0.13

-0.65

-0.45

-0.17

+0.29

+0.91

+1.24

+0.75

+0.63

+0.23

-0.65

-0.51

+0.76

+0.85

+0.63

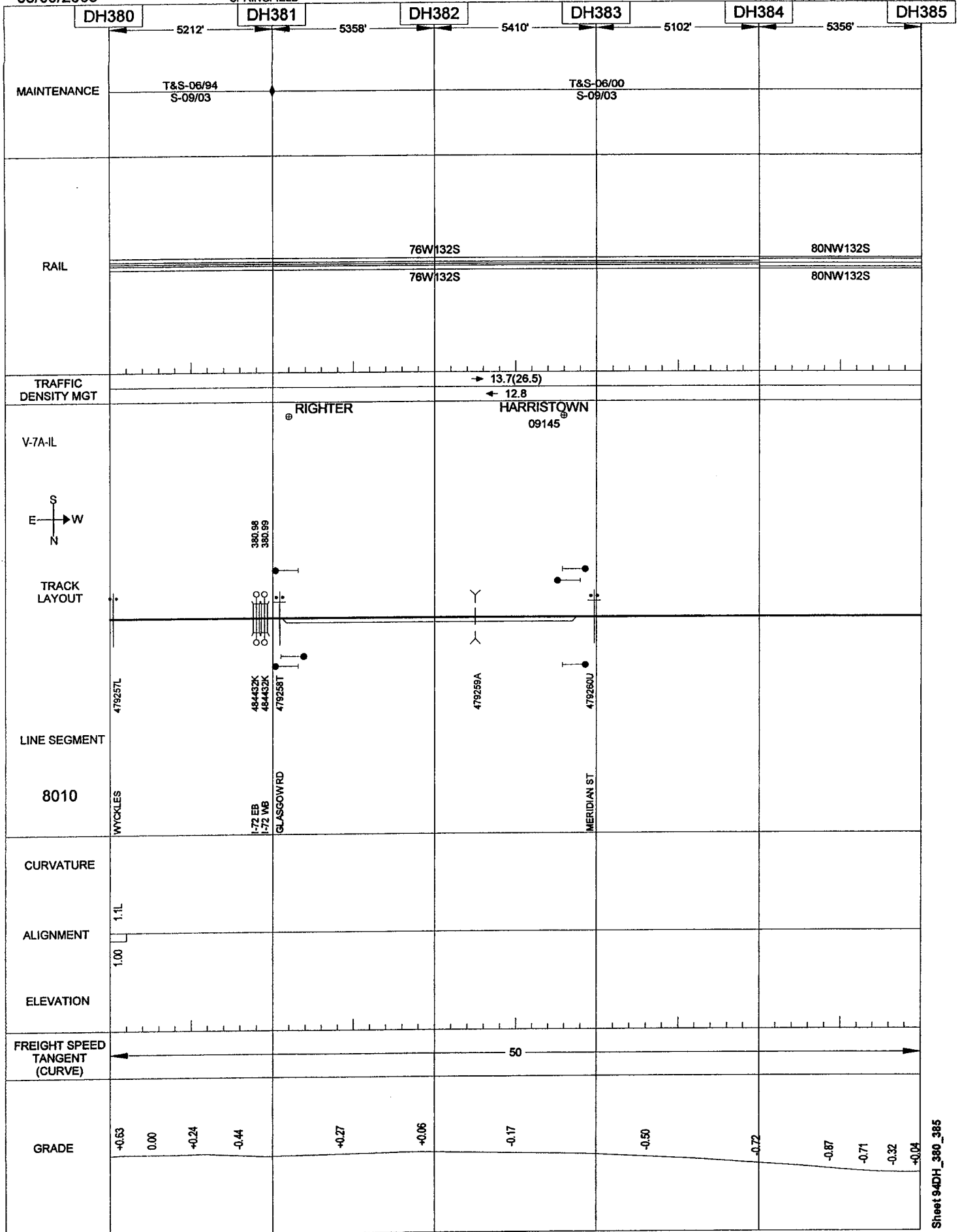
Sheet 94DH_375_380

03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



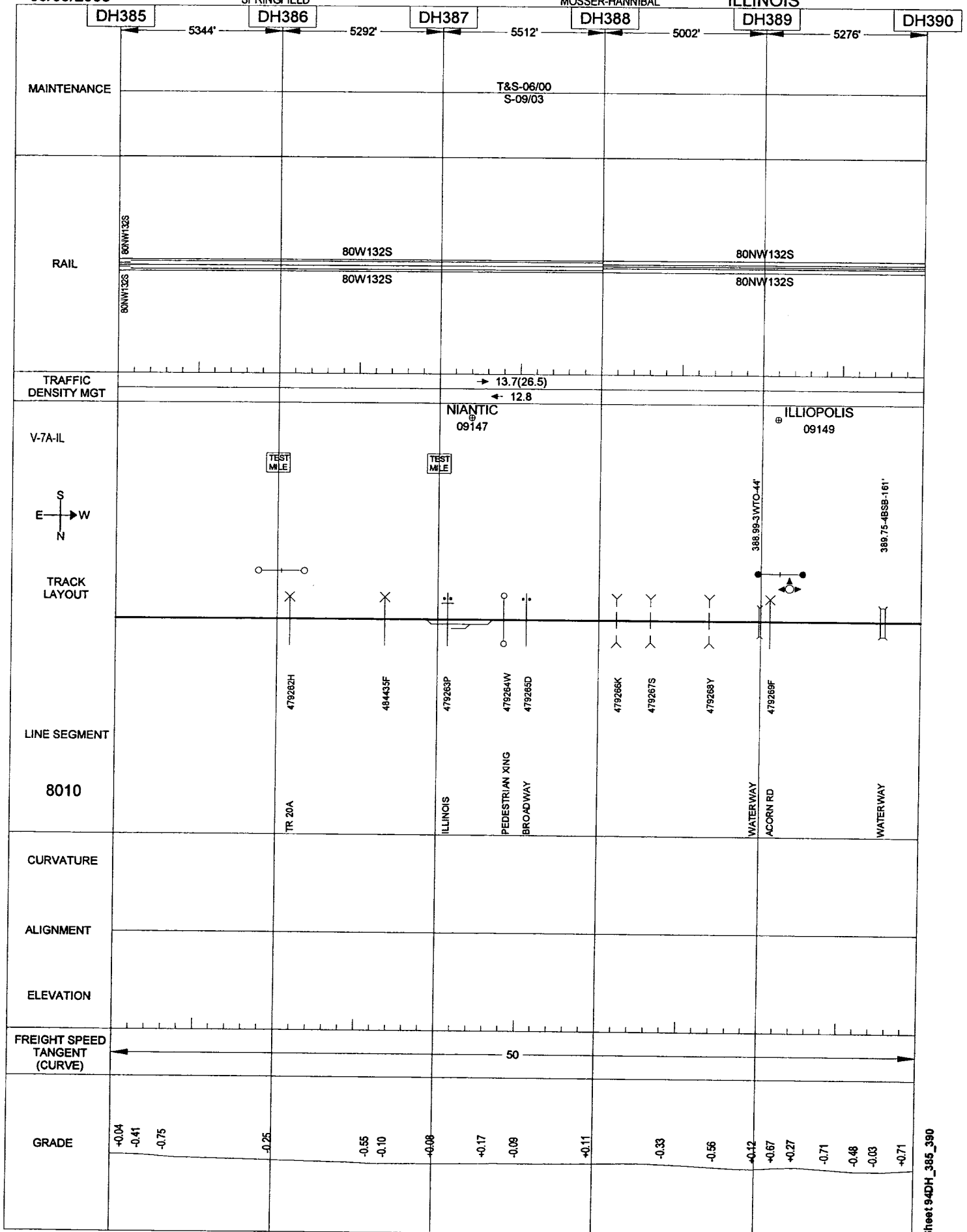
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060

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS




03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

	DH390	DH391	DH392	DH393	DH394	DH395
	5354'	5270'	5276'	5242'	5316'	
MAINTENANCE			T&S-06/00 S-09/03			
RAIL			80NW132S 80NW132S			
TRAFFIC DENSITY MGT			→ 13.7(26.5) ← 12.8			
V-7A-IL					DEKALB	
						
TRACK LAYOUT						
LINE SEGMENT						
8010						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			50			
GRADE	+0.71 +0.36 +0.07 -0.02	+0.22 -0.12	+0.08 -0.06 -0.42 -0.06 +0.40	-0.04 +0.02 -0.03	+0.06 -0.35 -0.09	+0.07

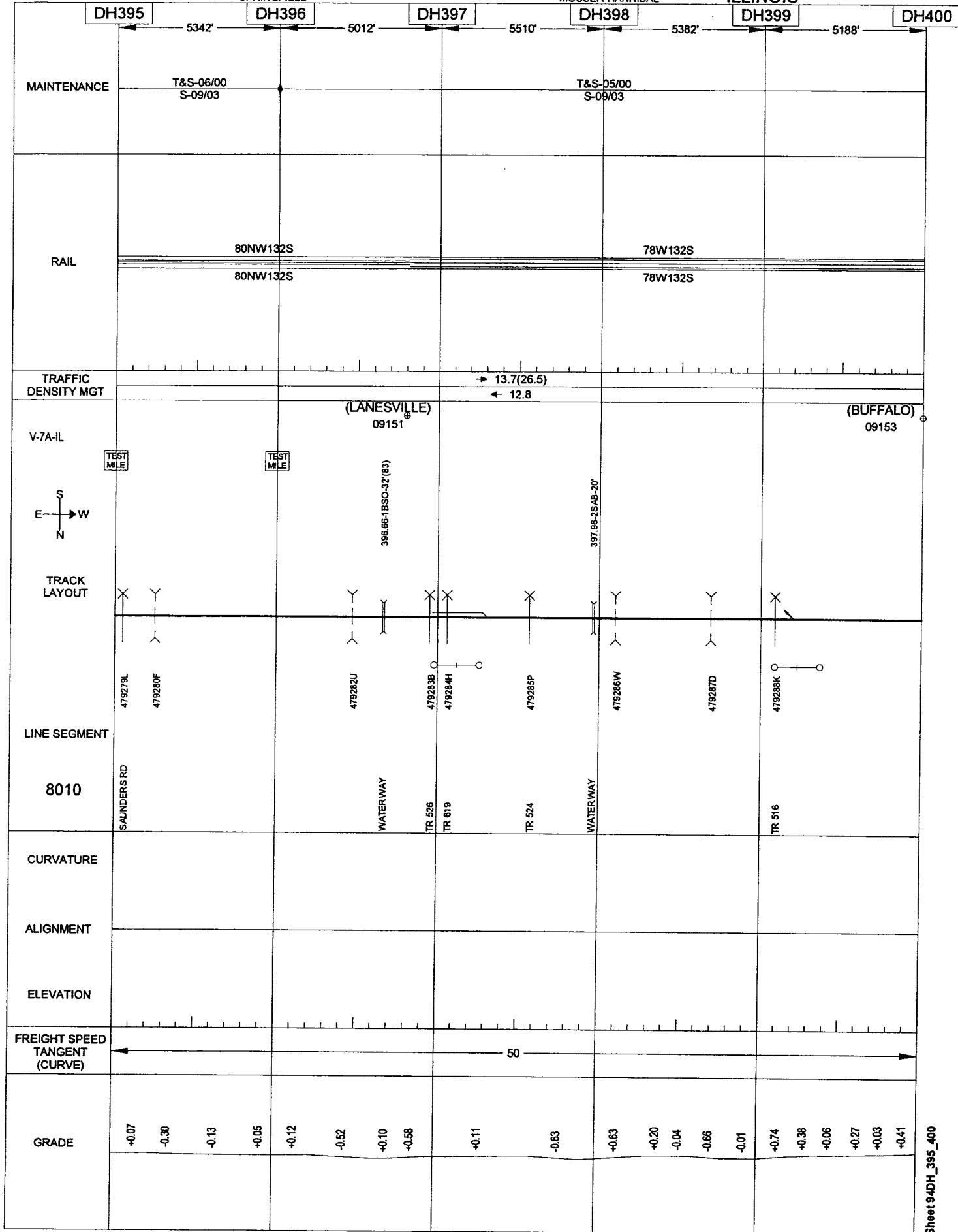
03/09/2005

062

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

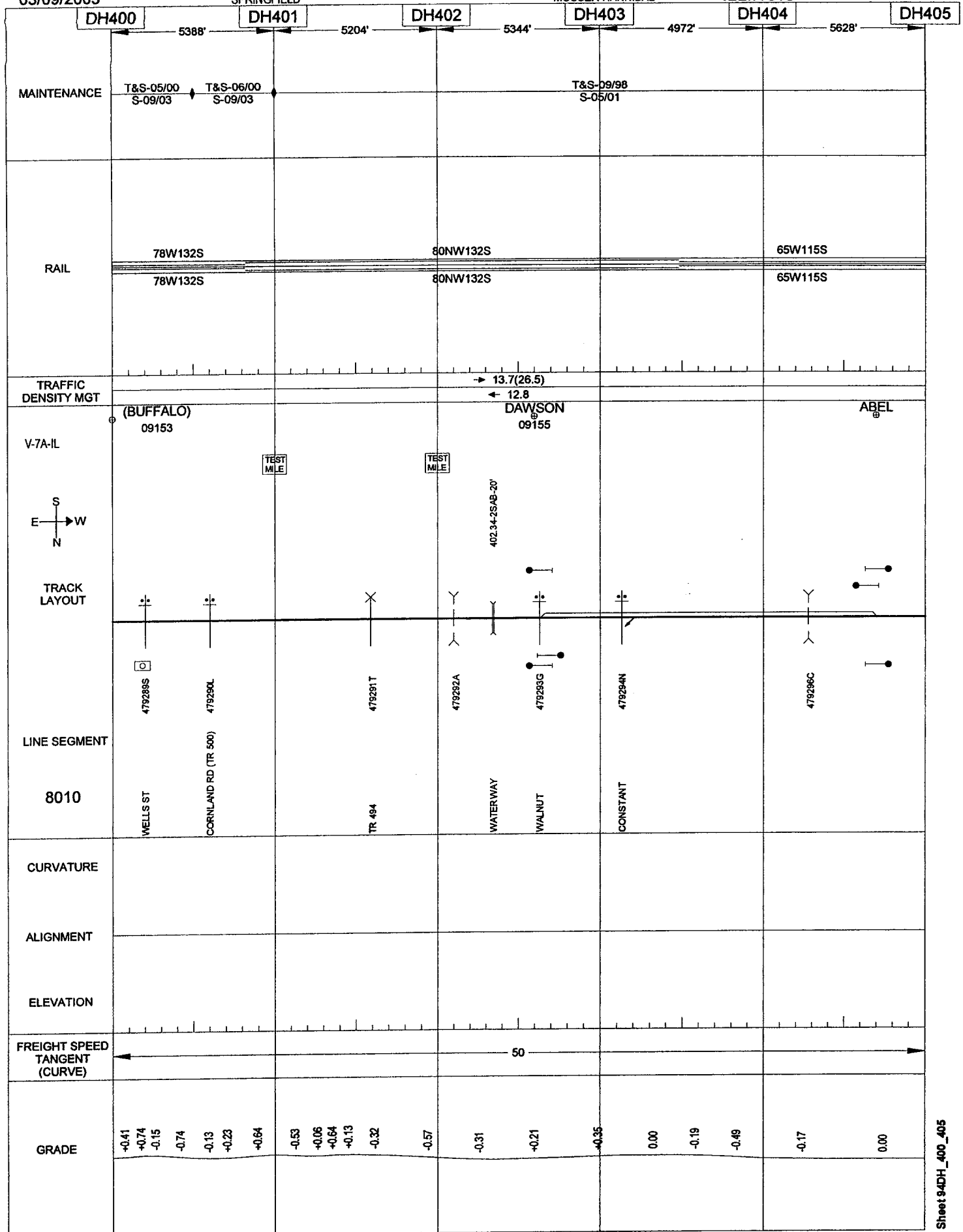


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



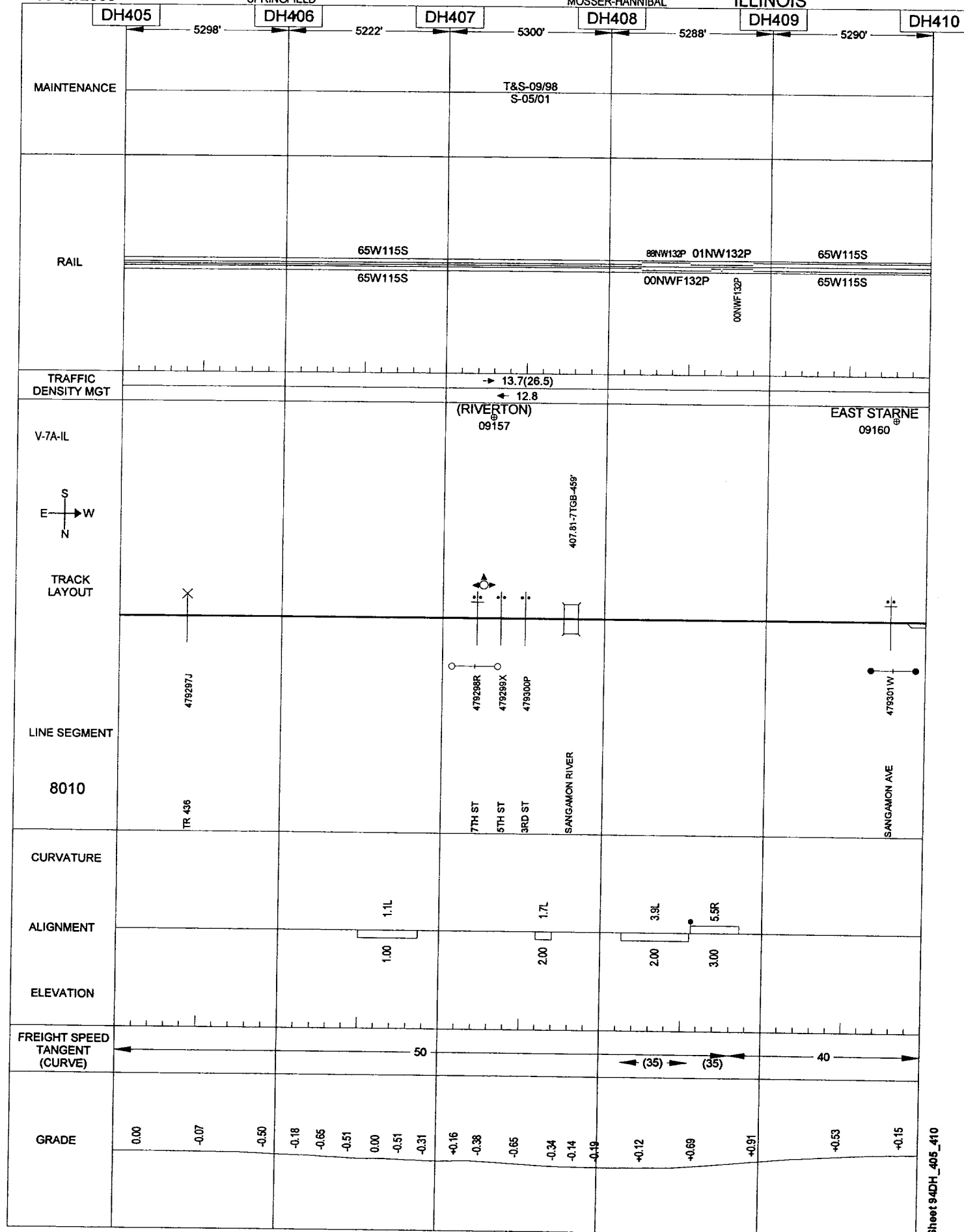
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064

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



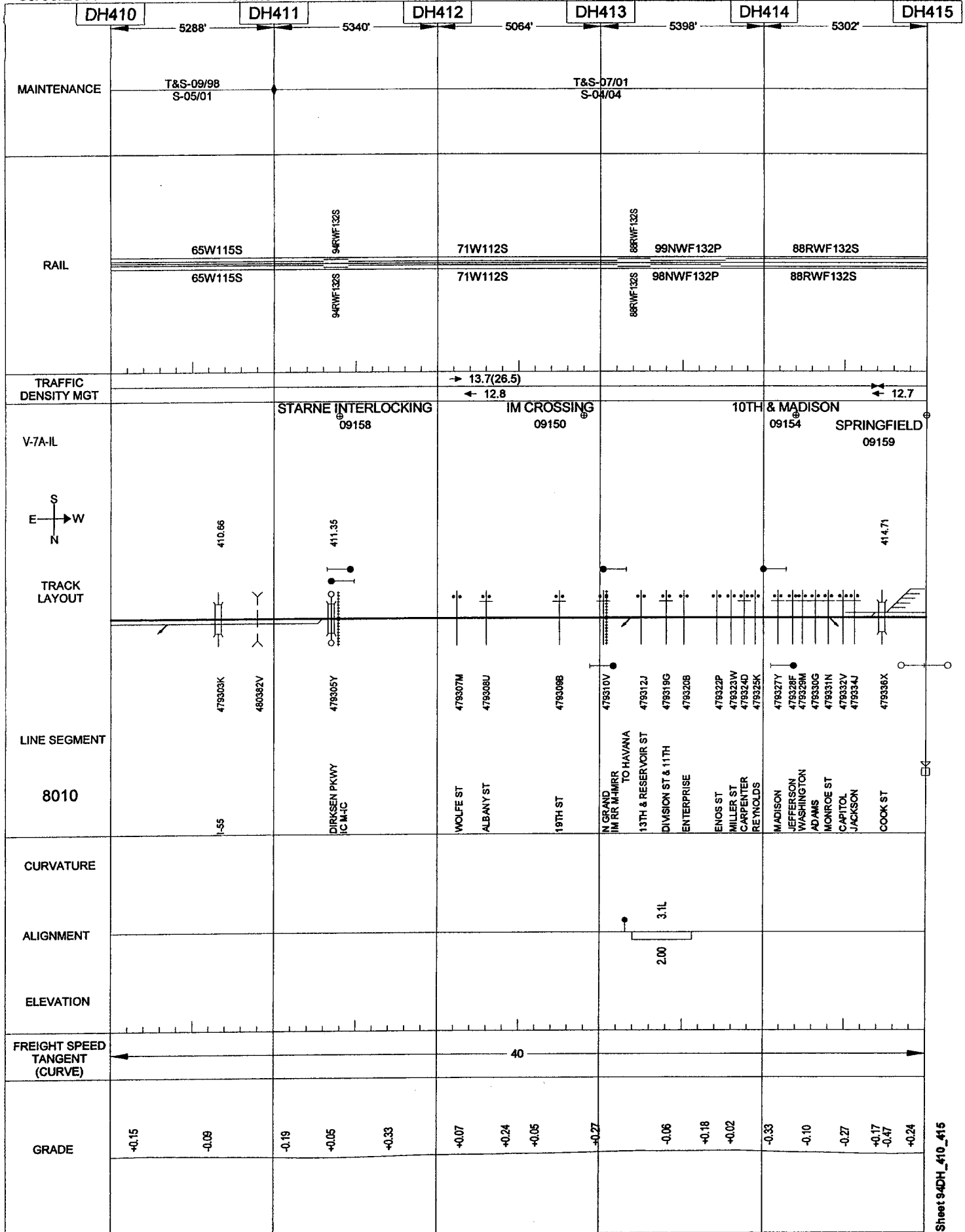
03/09/2005

065

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



03/09/2005

066

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH415

DH416

DH417

DH418

DH419

DH420

5280'

6494'

6494'

6494'

6494'

6494'

6494'

6494'

MAINTENANCE

T&S-07/01
S-04/04T&S-10/94
S-10/03

RAIL

88RWF132S

94RWF112S
94RWF132S

94NWF132S

94NWF136S

94NWF132S

88RWF132S

94RWF112S
94RWF132S

94NWF132S

94NWF136S

94NWF132S

TRAFFIC
DENSITY MGT→ 13.7(26.4)
← 12.7

V-7A-IL

SPRINGFIELD
09159

CN CONNECTION

ILES
09161HAZEL DELL
09156W. END SIDING
09163KC JCT
09164S
E → W
NTRACK
LAYOUT

LINE SEGMENT

8010

479337E

479338L

479340M

479342B

479343H

UP TO CHICAGO

STANFORD ST

915859F

915860A

915861G

915861G

VETERANS PKWY

VETERANS PKWY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0R

0.6R

2.2L

1.0R

1.6R

1.0R

1.00

1.00

3.00

1.00

2.00

1.00

40

40

40

40

40

40

50

50

50

50

50

50

+0.24

-0.14

-0.17

-0.30

0.00

0.00

0.00

-0.13

-0.13

-0.13

-0.13

+0.17

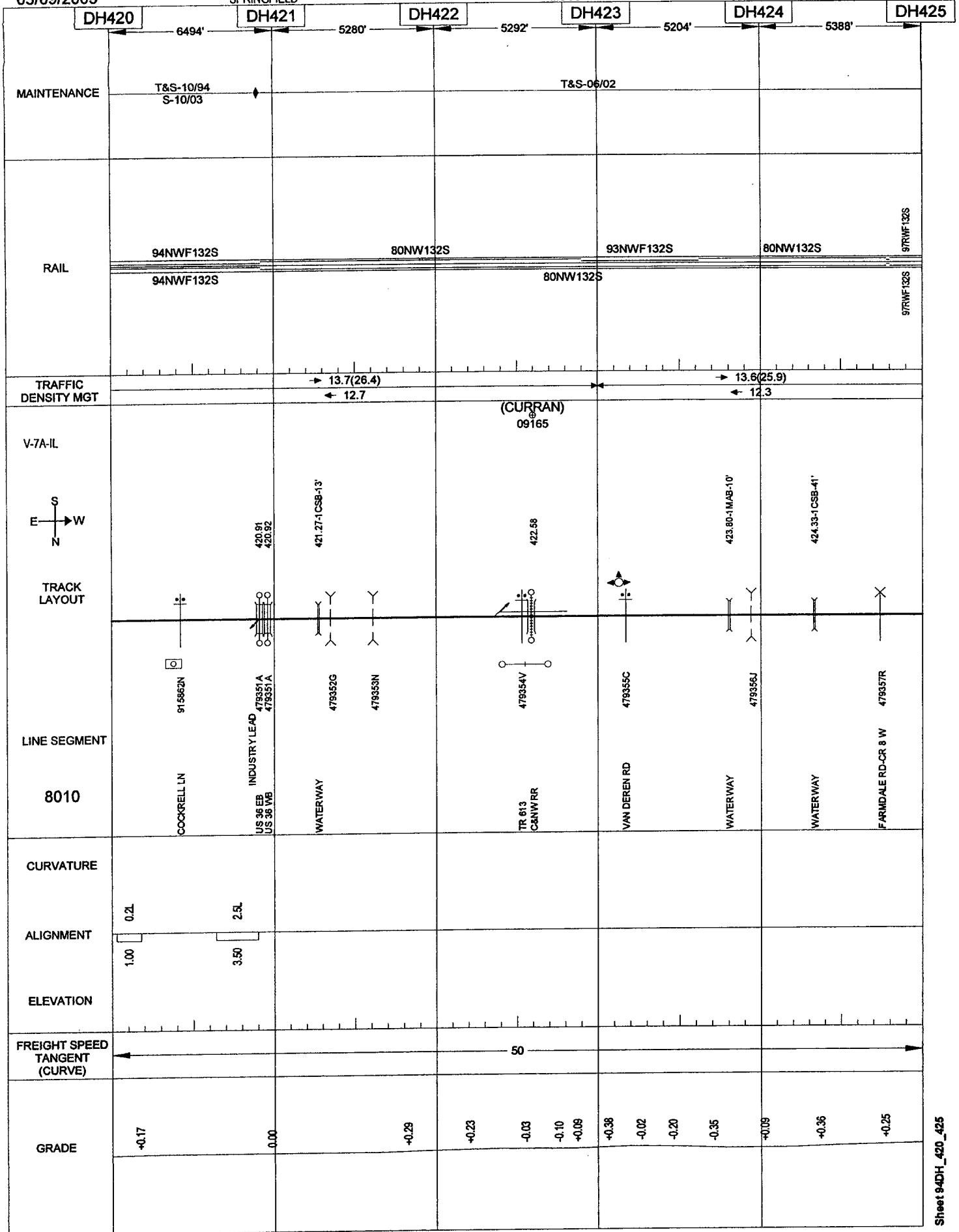
Sheet 94DH_415_420

03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



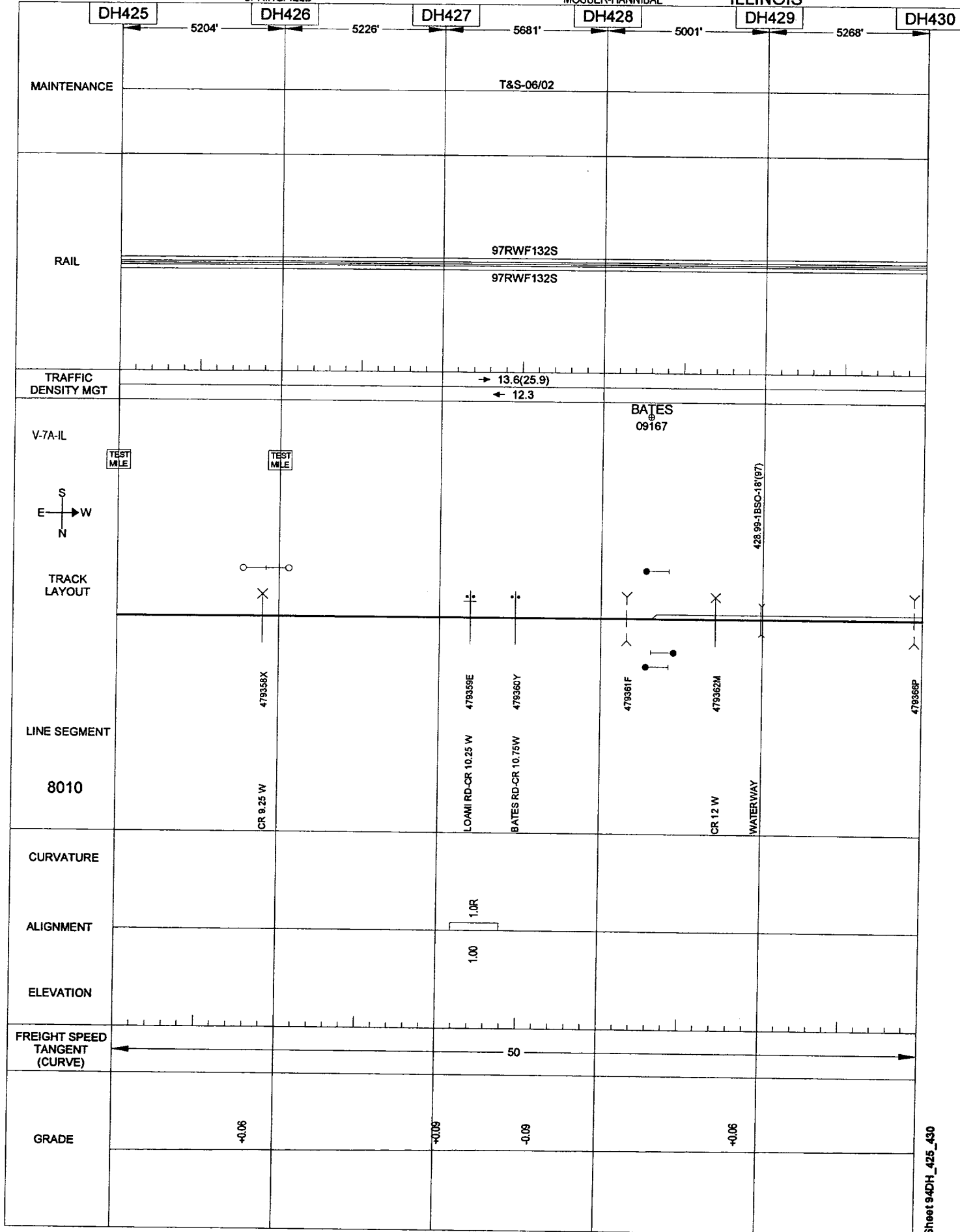
03/09/2005

068

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

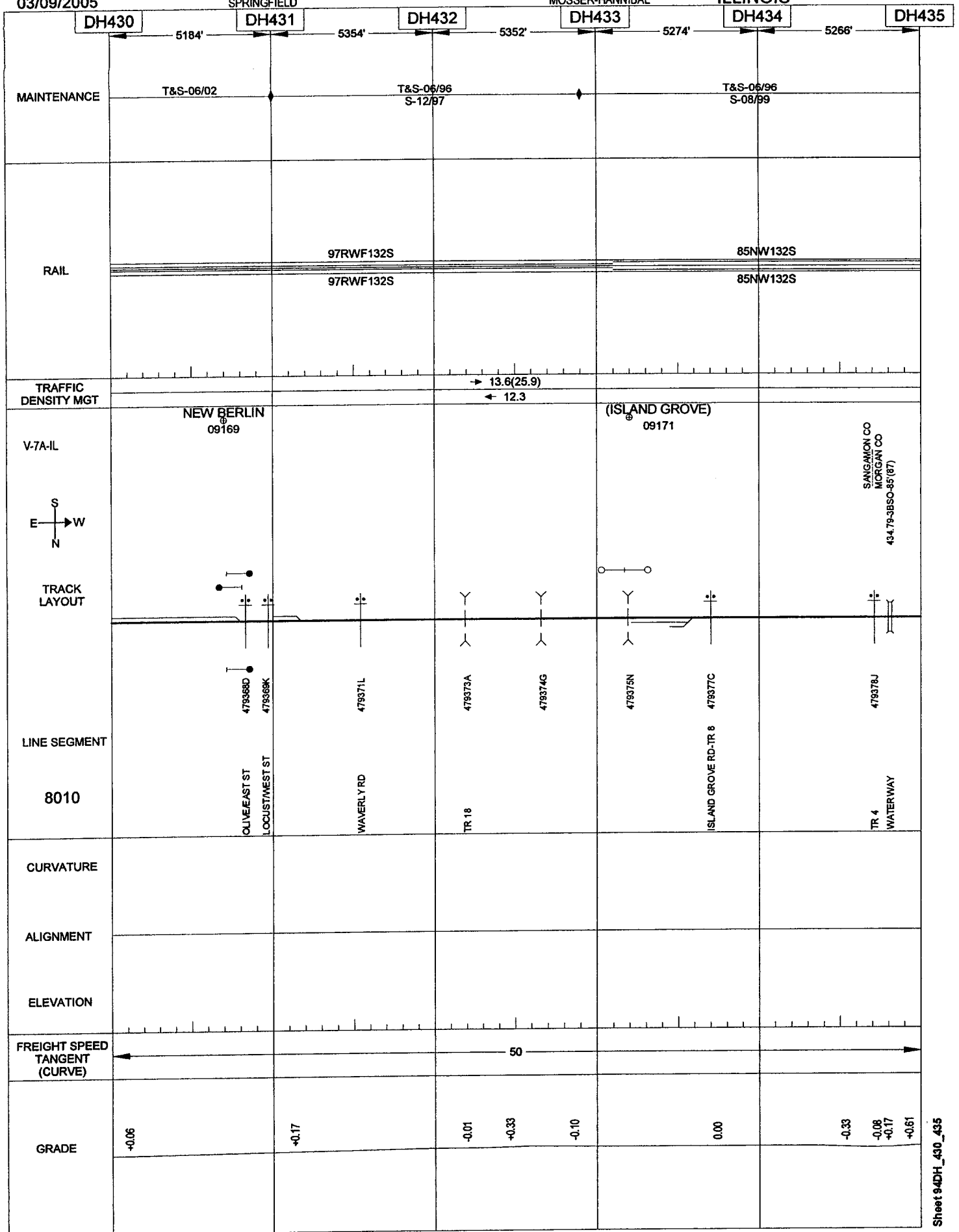


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



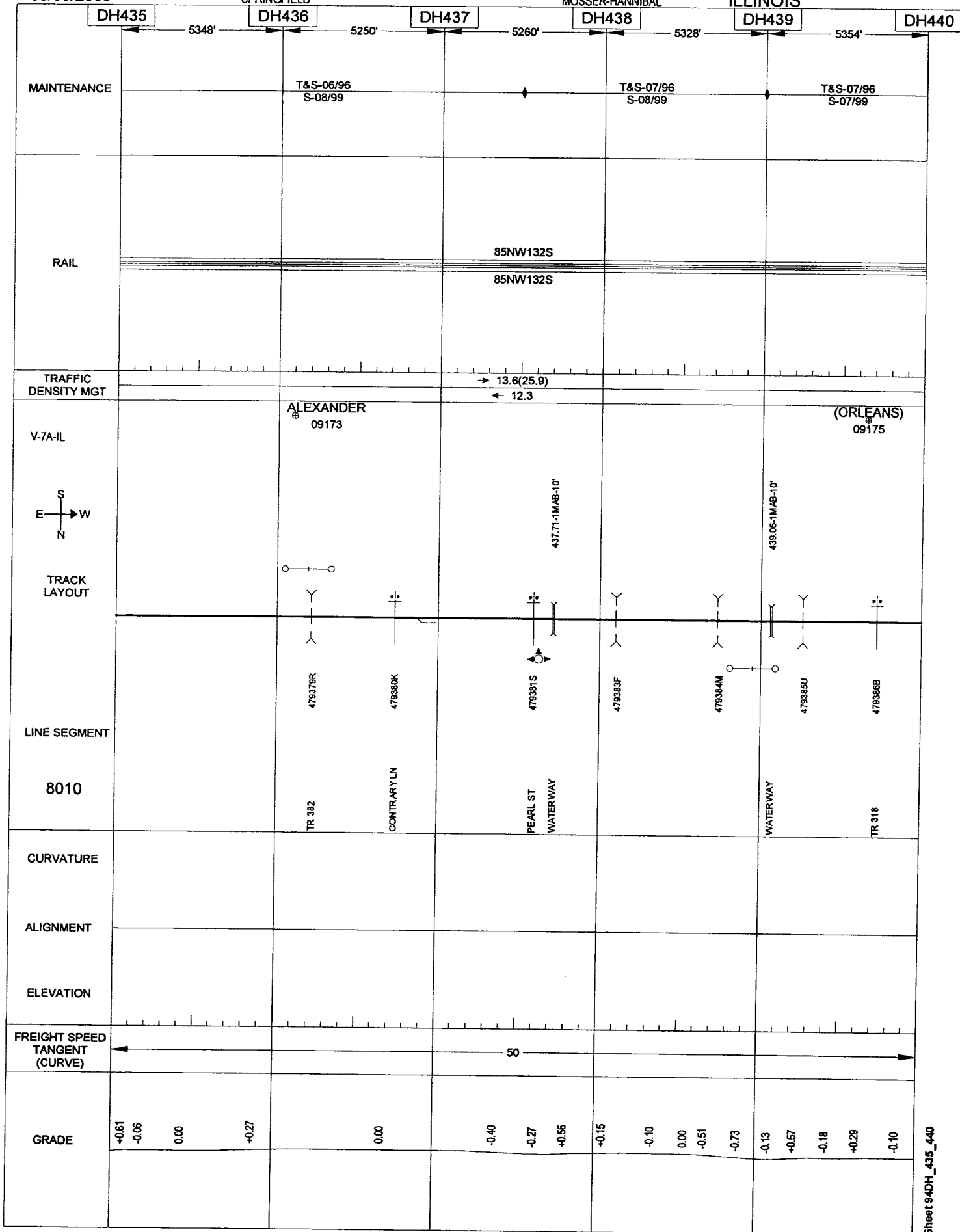
03/09/2005

070

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

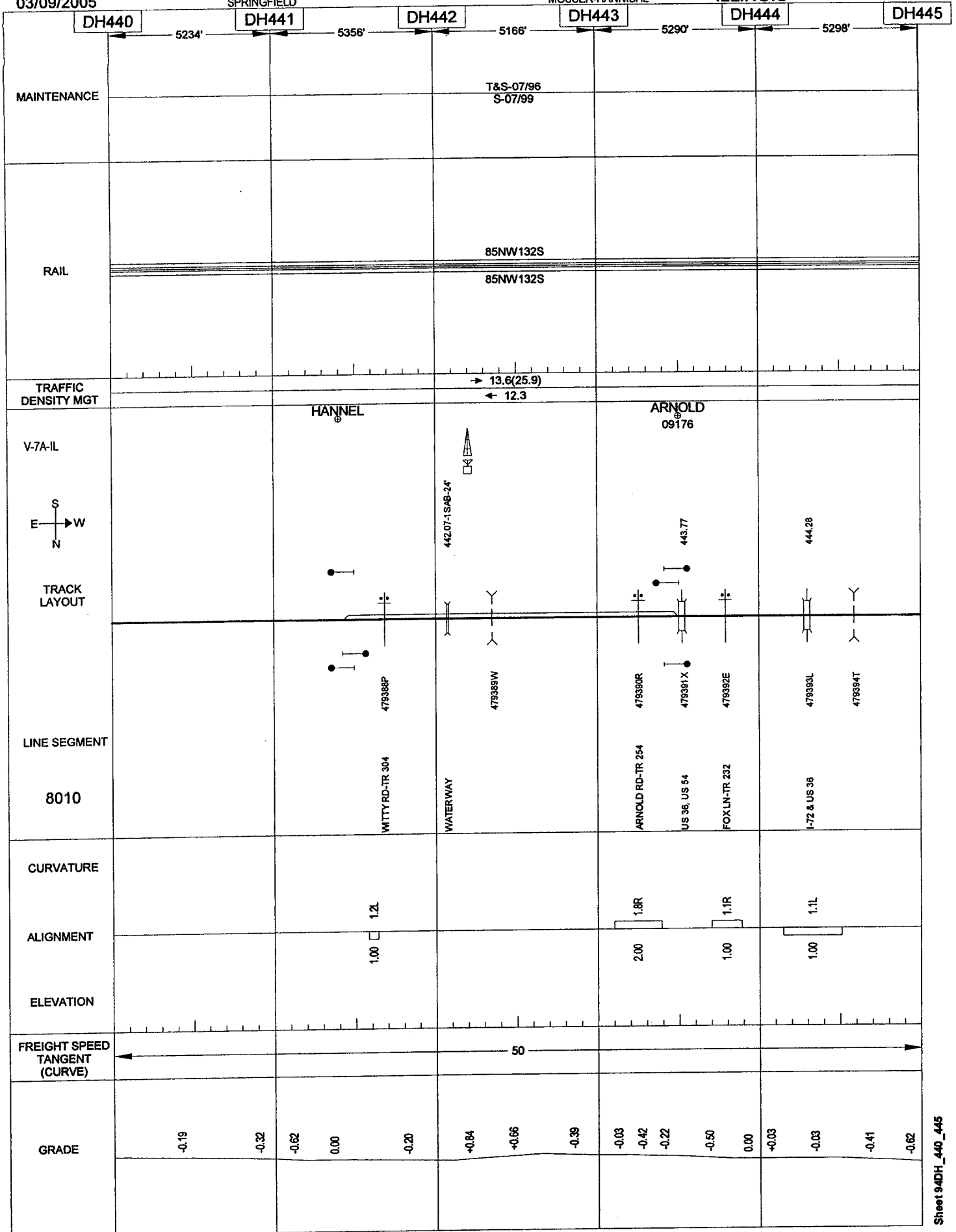


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



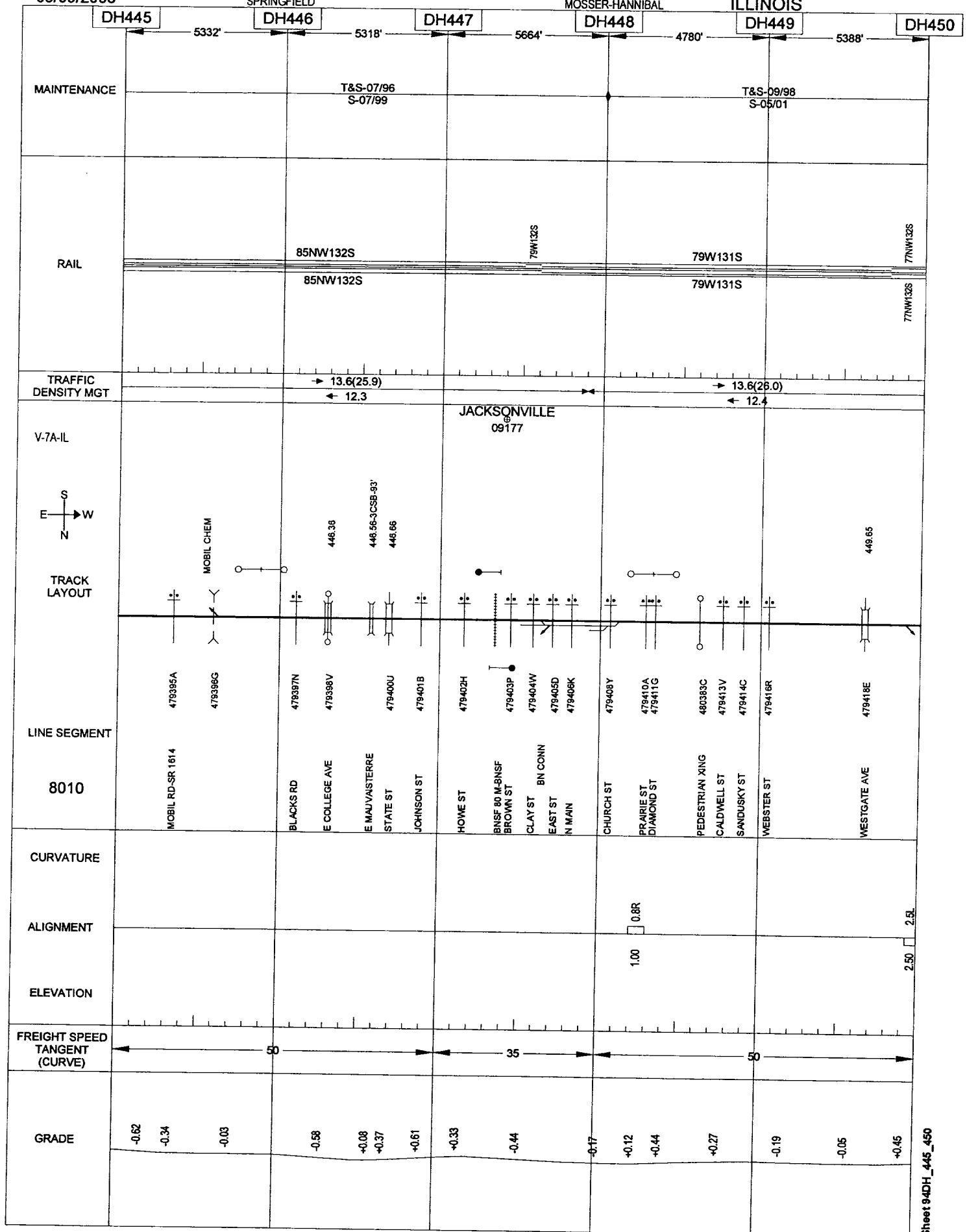
03/09/2005

072

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

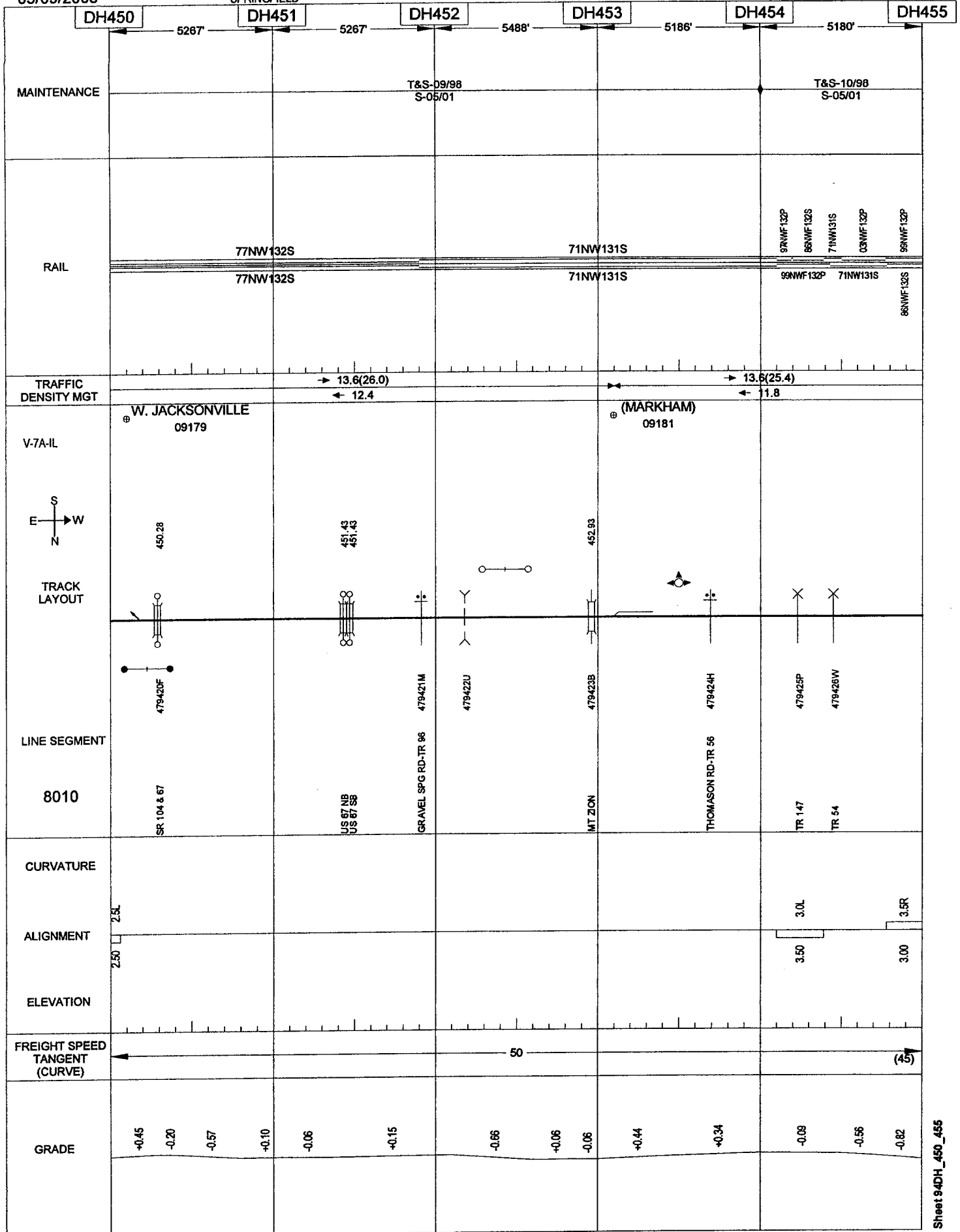


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



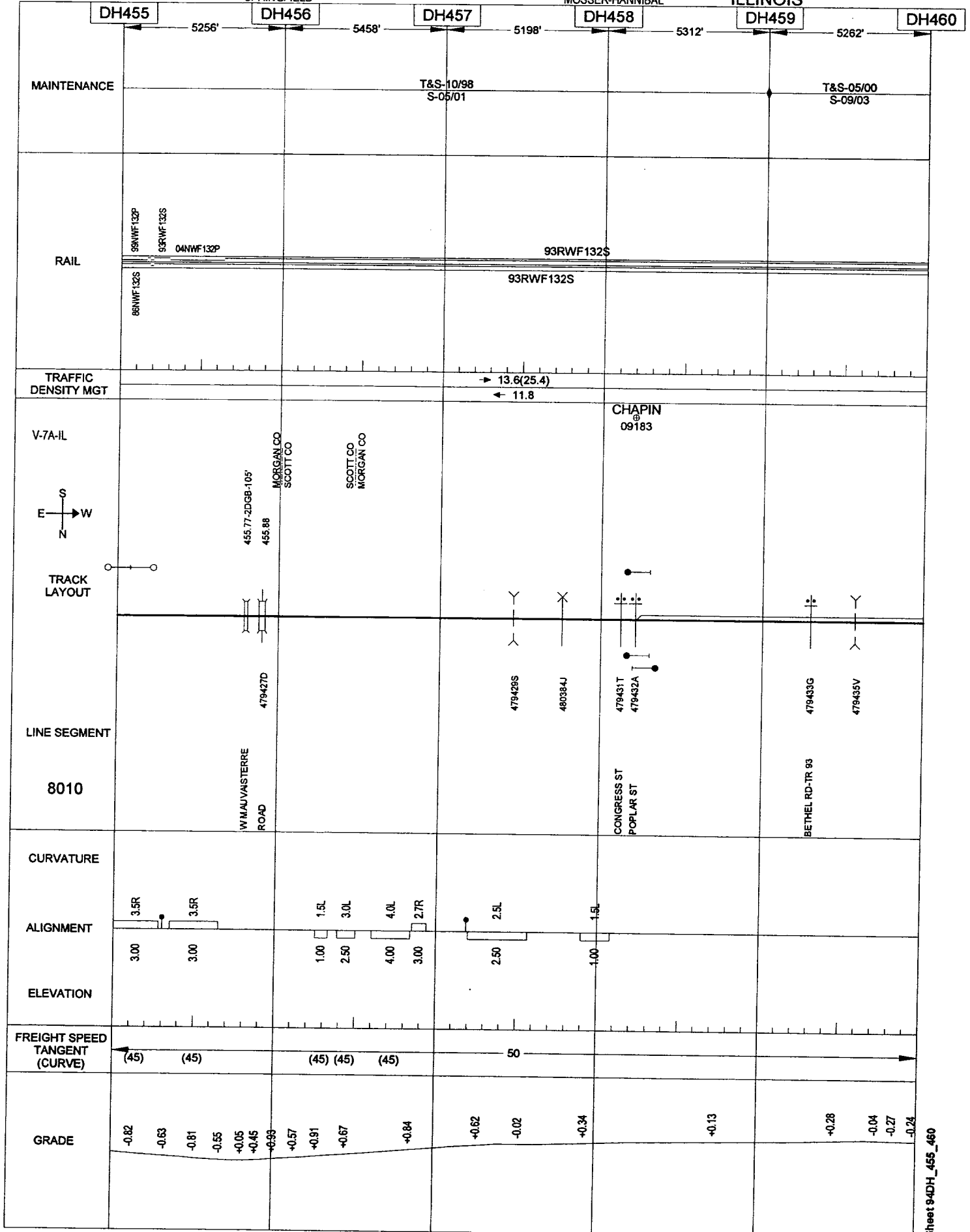
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074

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

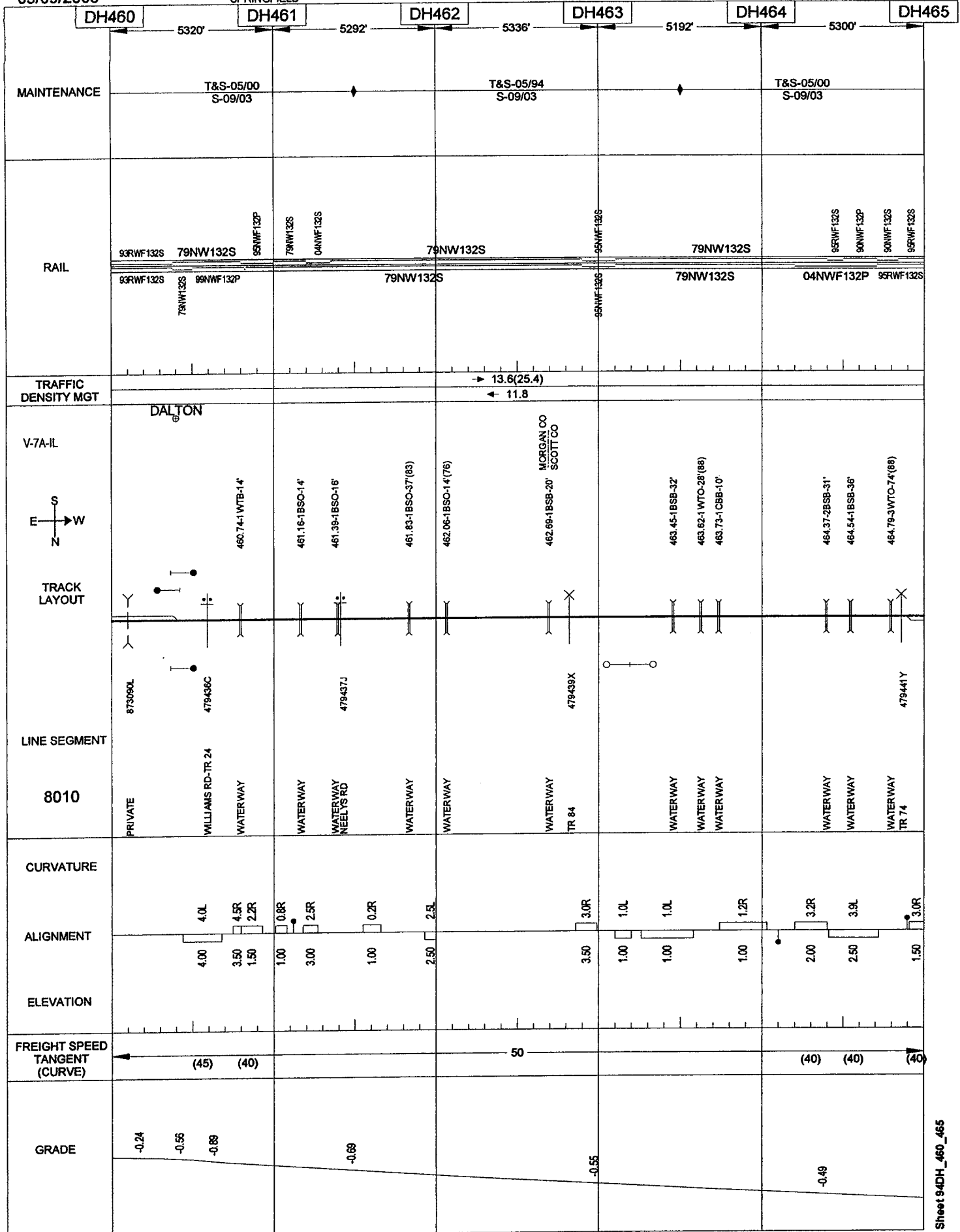


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



03/09/2005

076

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH465

DH466

DH467

DH468

DH469

DH470

5344'

5202'

5280'

5346'

5396'

MAINTENANCE

T&S-05/00
S-09/03

RAIL

95RWF132S

92NWF132S

95RWF132S

95RWF132S

92NWF132S

95RWF132S

04NWF132P

95RWF132S

TRAFFIC
DENSITY MGT→ 13.6(25.4)
← 11.8→ 13.4(25.0)
← 11.6→ 13.1(23.6)
← 10.5

V-7A-IL

BLUFFS YARD
09189BLUFFS
09189NAPLES
09241S
E
N
WTRACK
LAYOUT

465.32-1 WTO-22'(64)

466.14-4BSB-144'

467.37-1 WTO-28'(01)

479442F
479443M
479445B
WATERWAY
ROGERS
BRADY
BLUFF ST (SR 100)479446H
DH-466.04=N-466.03
WATERWAY479447P
TR 52479846B
CLARK ST

OVERHEAD PIPELINE

LINE SEGMENT

8010

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

3.0R
1.501.5R
1.002.5L
1.002.0L
1.502.0L
2.00

(40)

(40)

(40)

50

-0.49

-0.69

-0.44

-0.19

+0.75

-0.41

-0.26

0.00

-0.01

-0.31

-0.02

-0.19

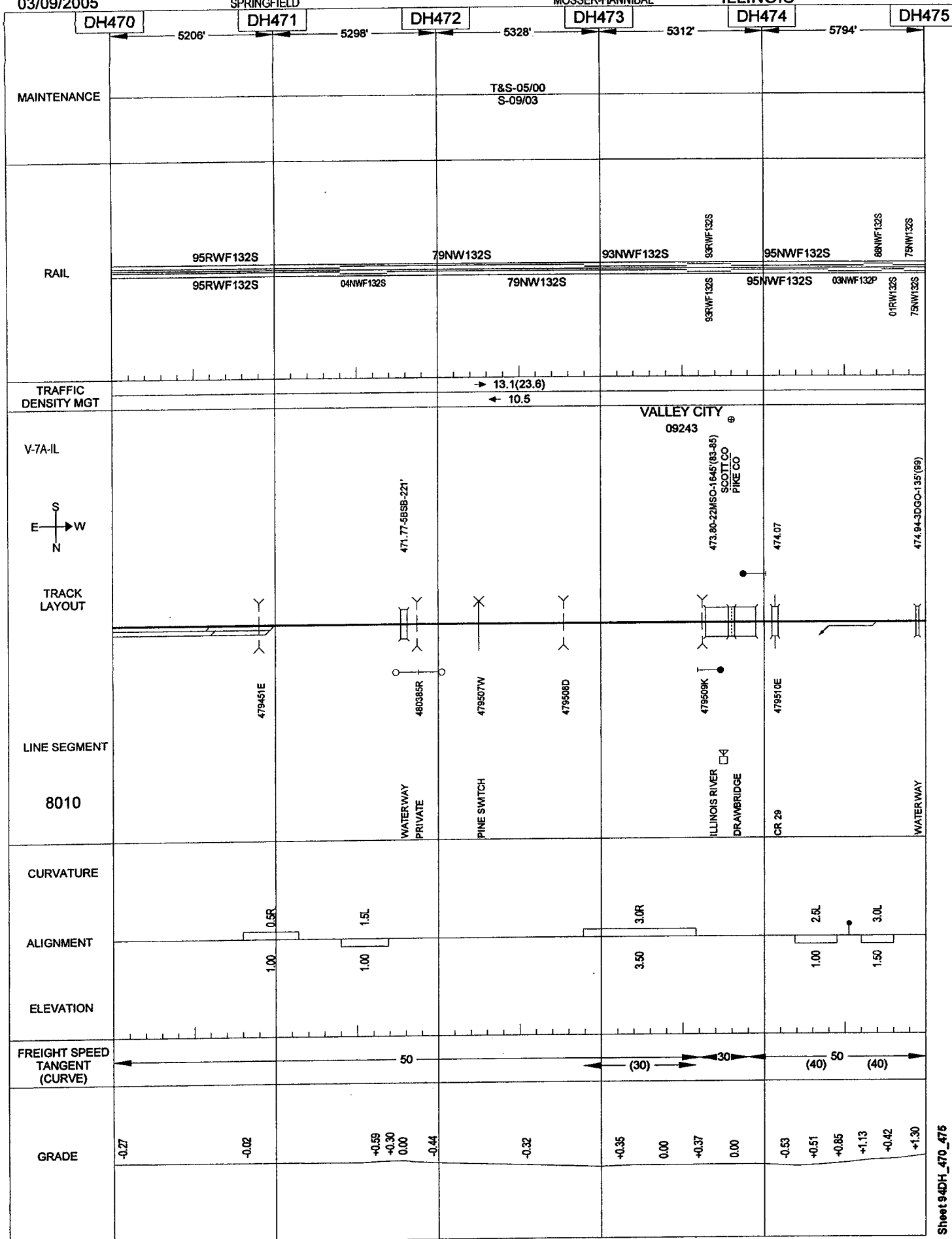
Sheet 94DH_465_470

03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



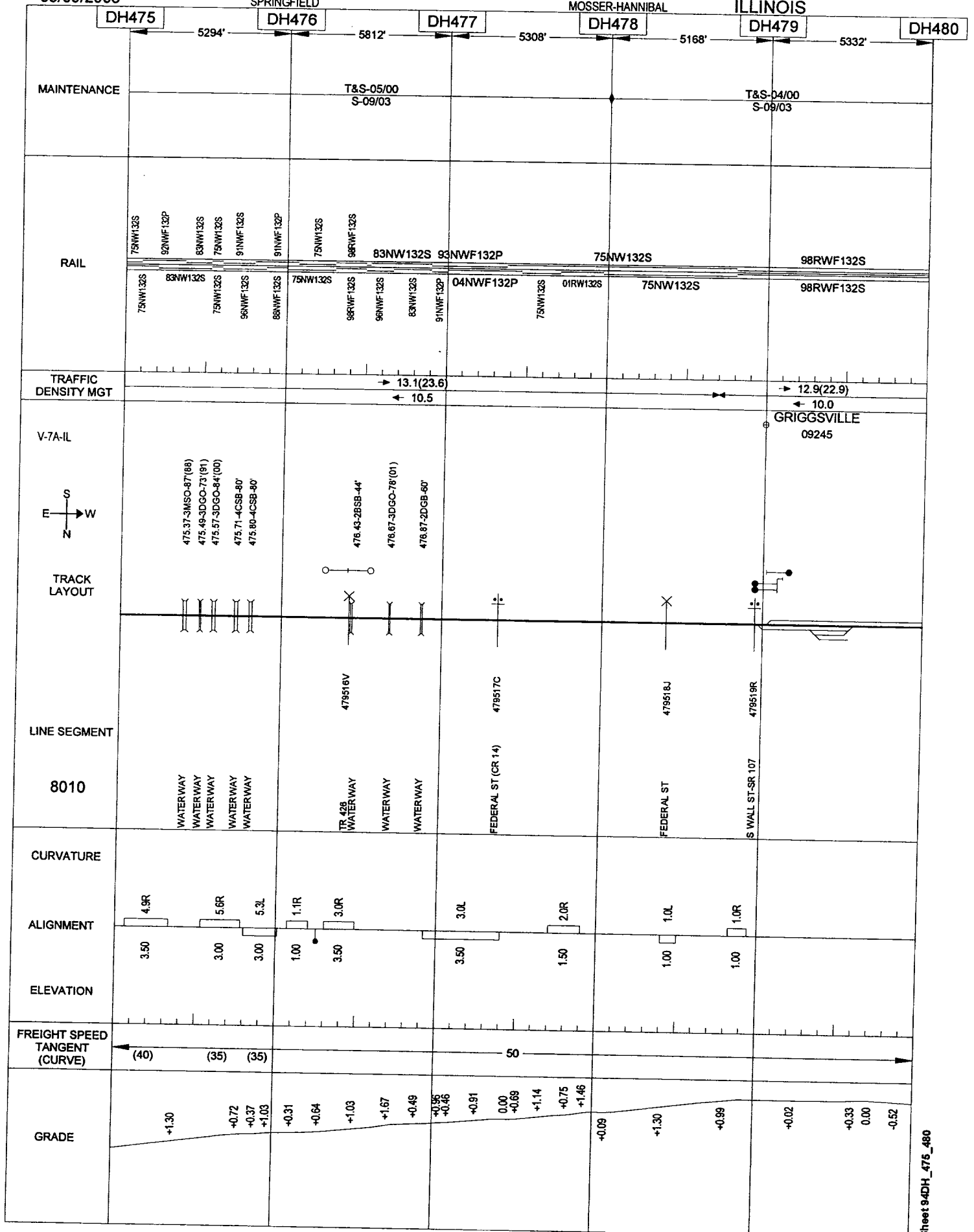
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078

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

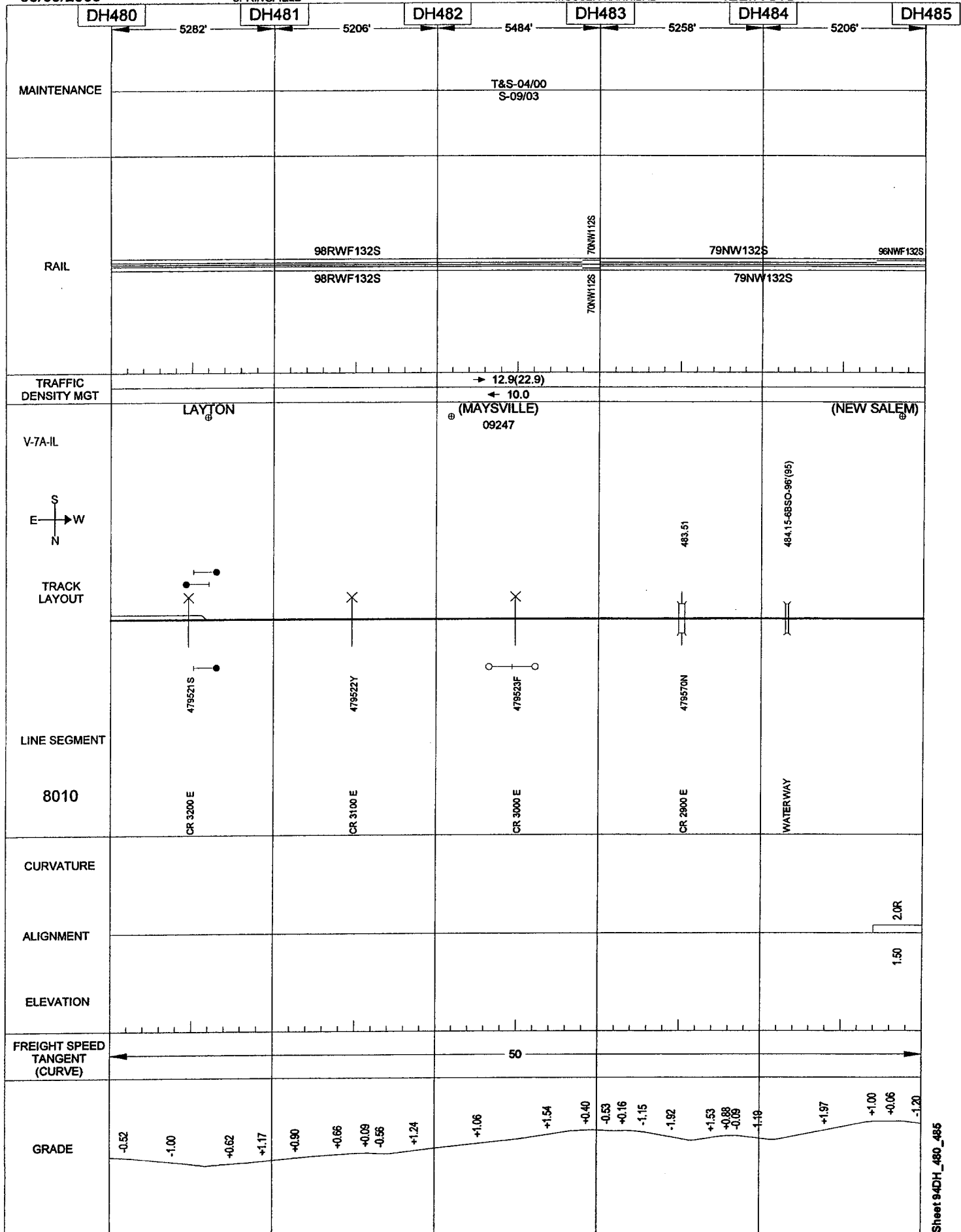


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



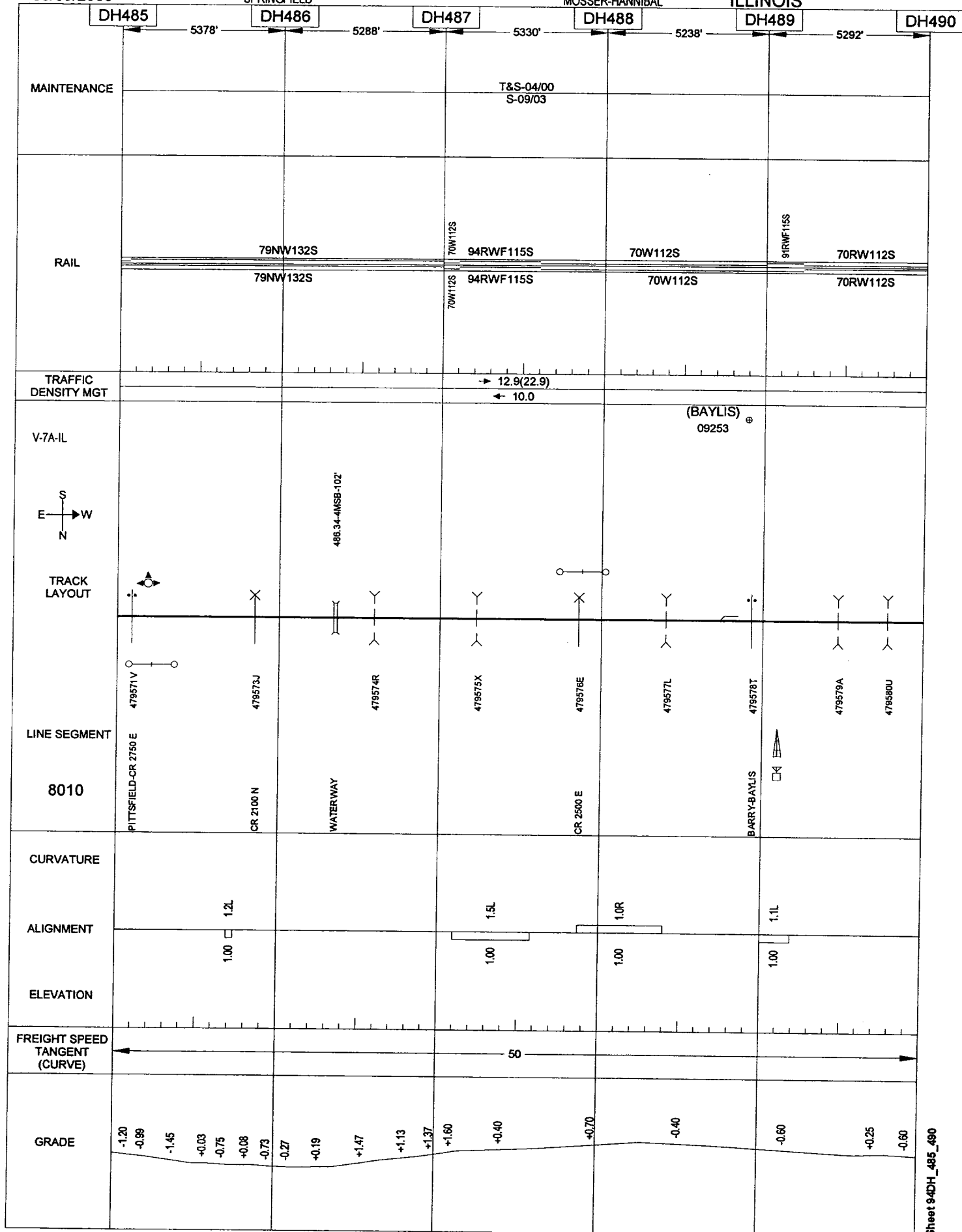
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080

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

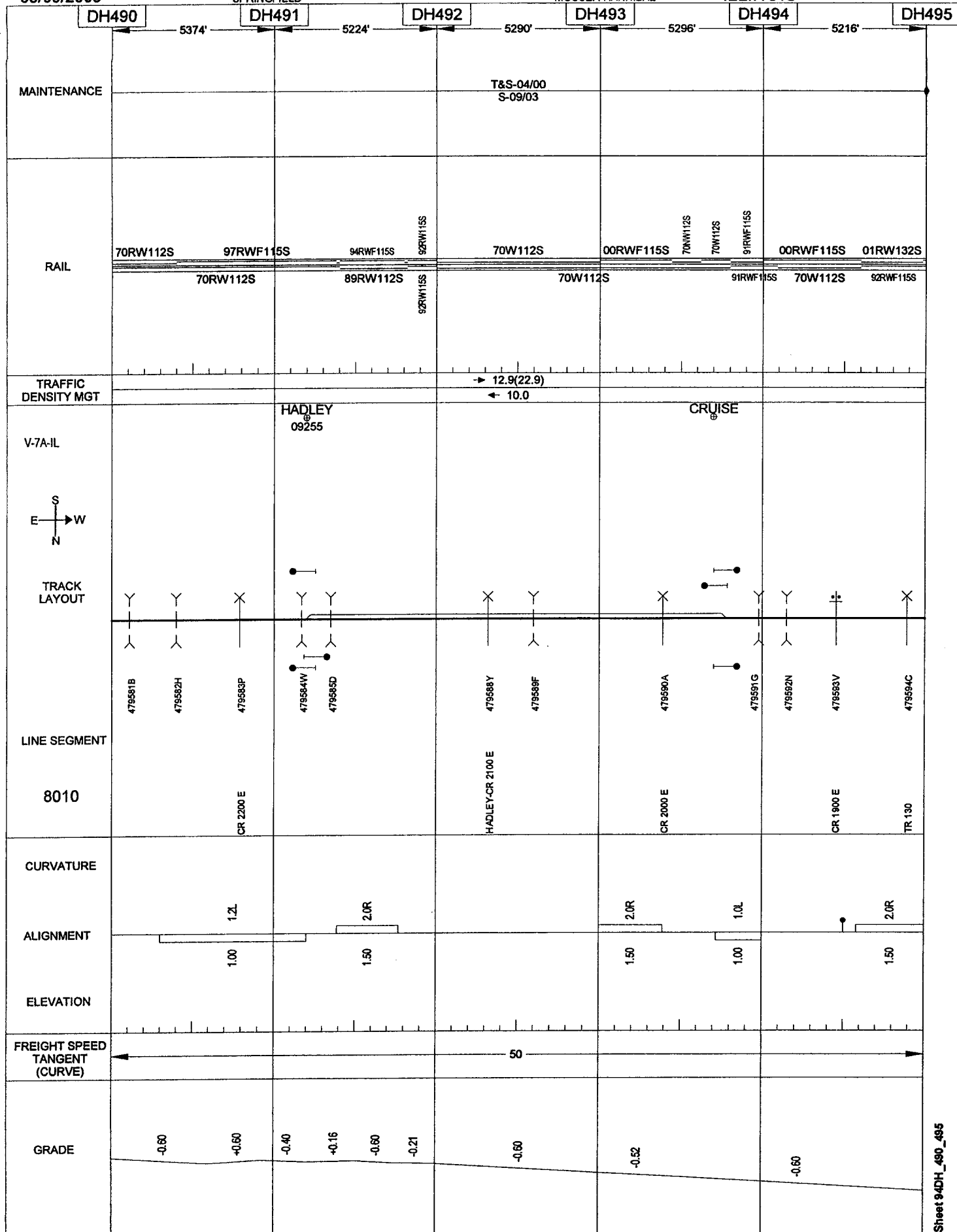


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



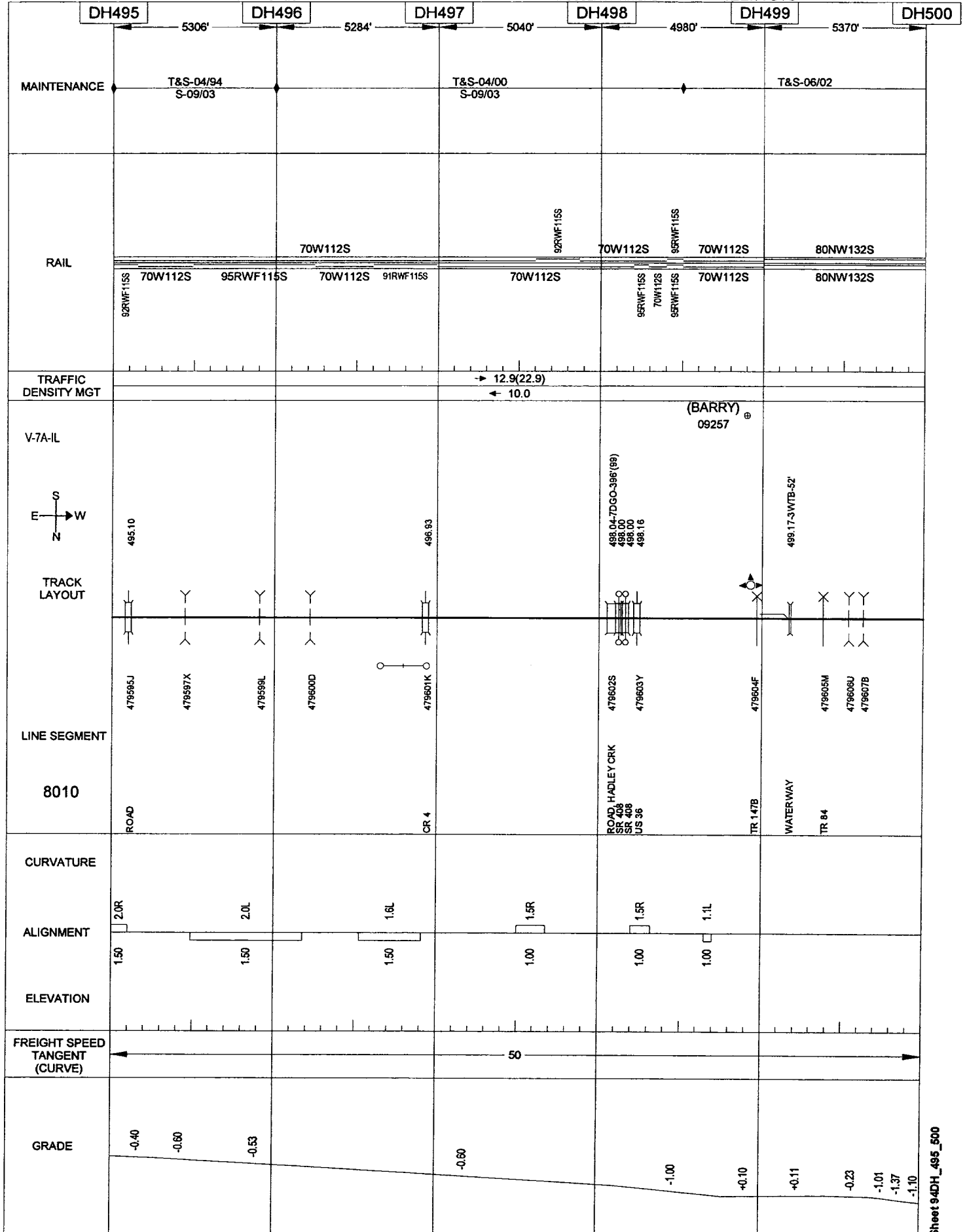
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082

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

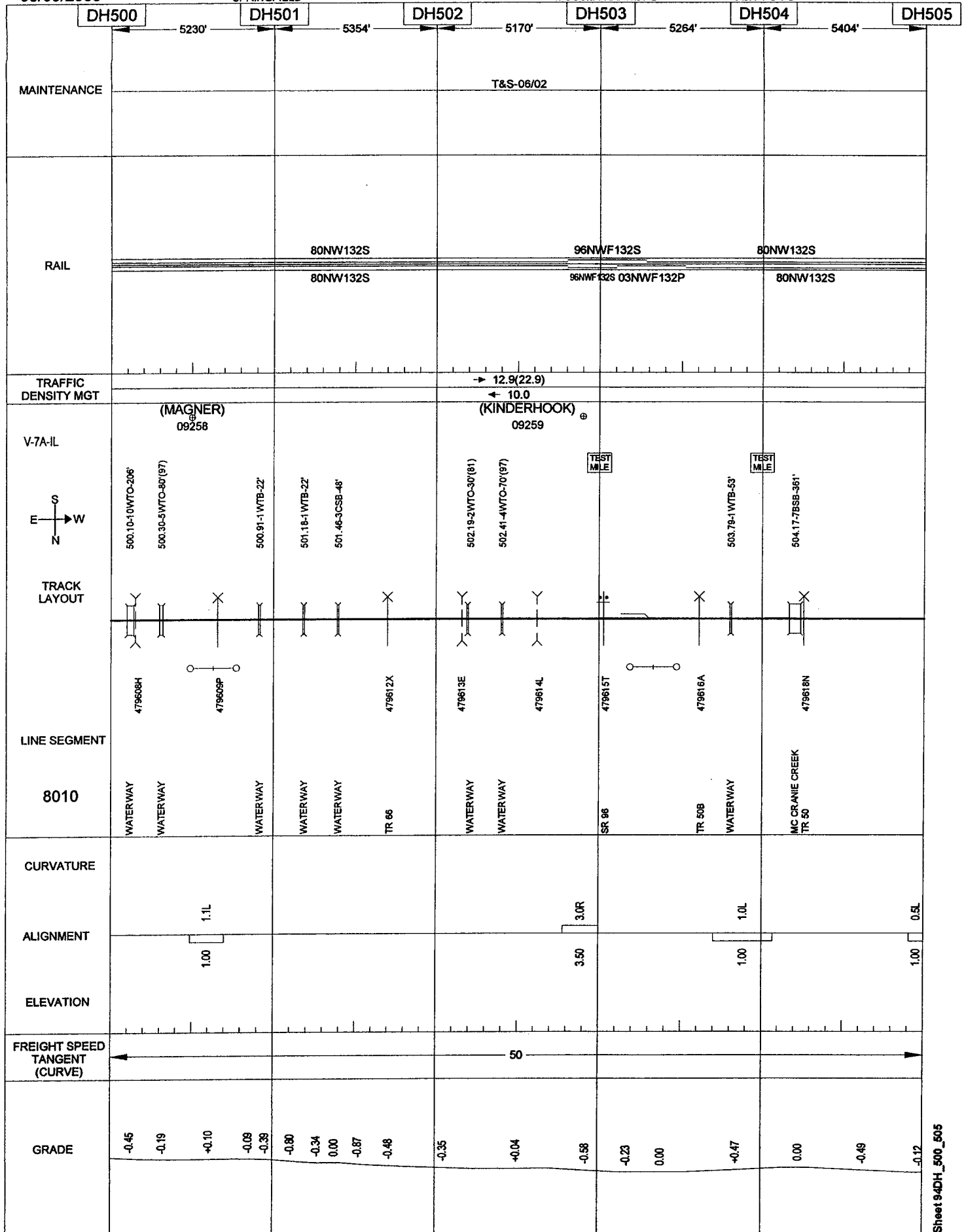


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



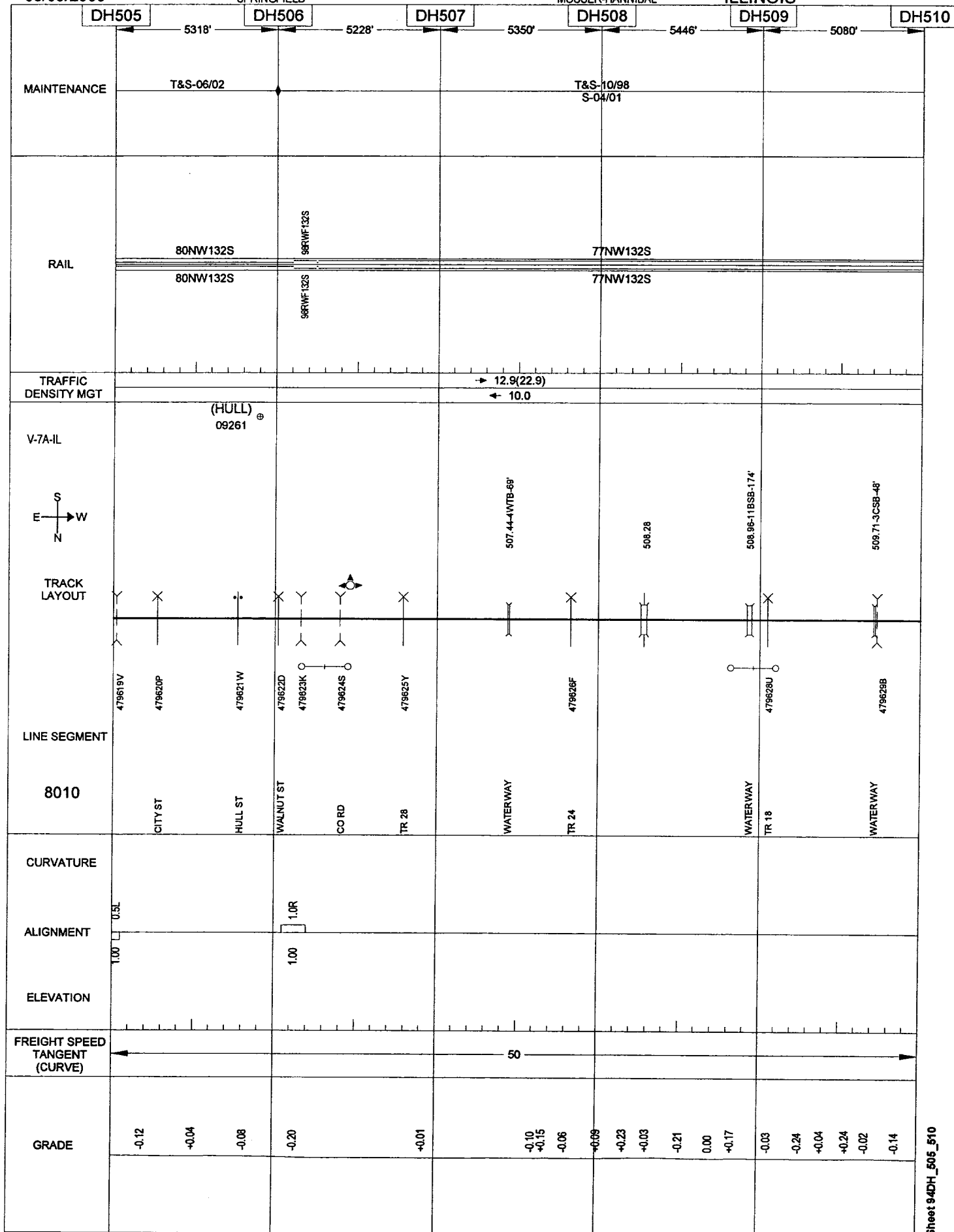
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084

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

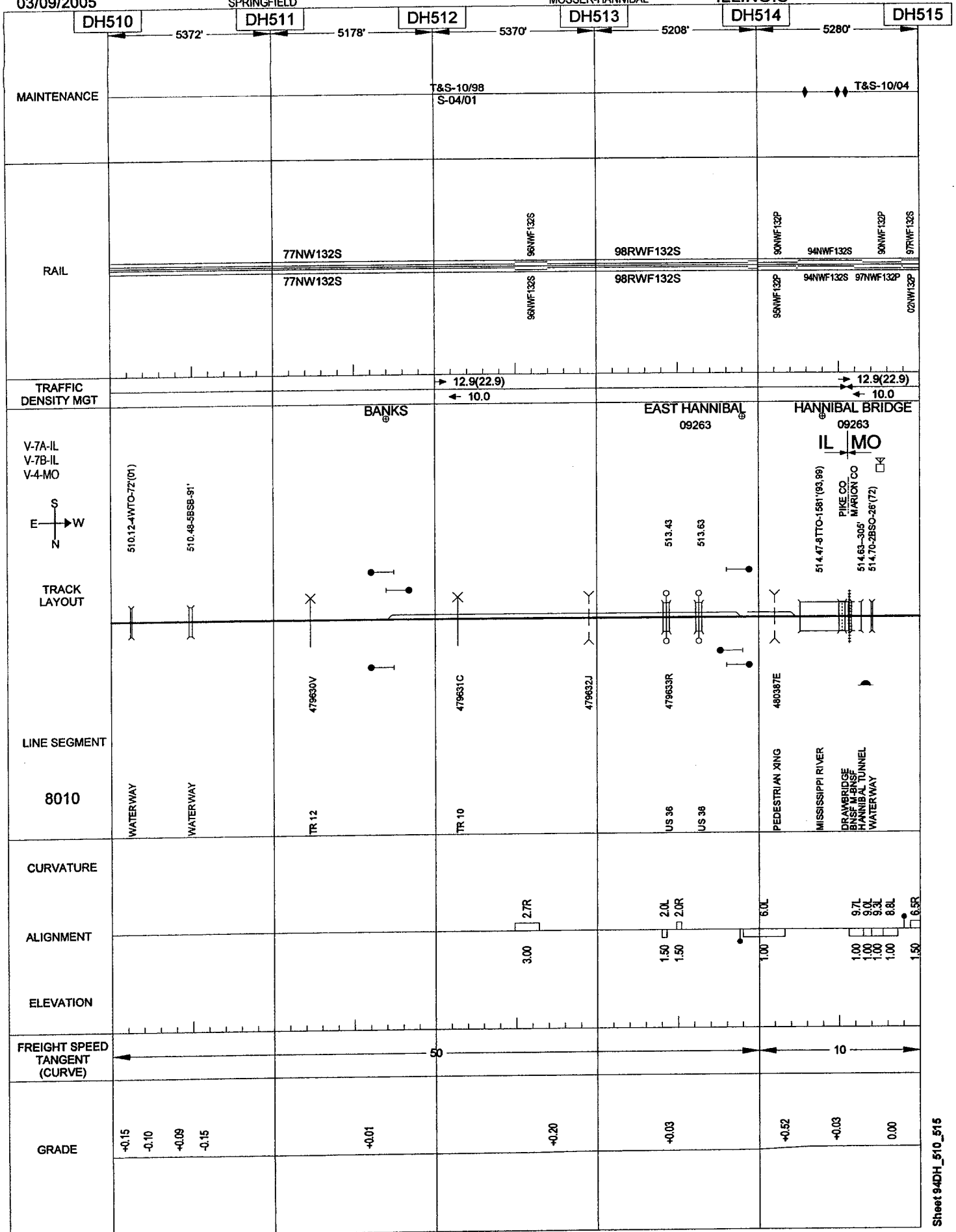


03/09/2005

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



03/09/2005

086

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH515

5280'

MAINTENANCE

T&S-10/04 ▲

RAIL

97RWF132S
71RWF132S
02NWF132P
97RWF132S
71RWF132S
92NWF132P
71RWF132S

TRAFFIC
DENSITY MGT

12.9(22.9)
10.0

BNSF CONN (HANNIBAL)
09265

V-4-MO

S
E → W
N

TRACK
LAYOUT

514.98
BN CONNECTION
BN CONNECTION
480601G
480377Y

LINE SEGMENT

8010

US 36
BRIDGE ST
FERRY ST
DH-515.49-H-0.0

CURVATURE

ALIGNMENT

ELEVATION

6.5R
3.4L
2.0R
1.50
1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10 → 20
(10)

GRADE

0.00

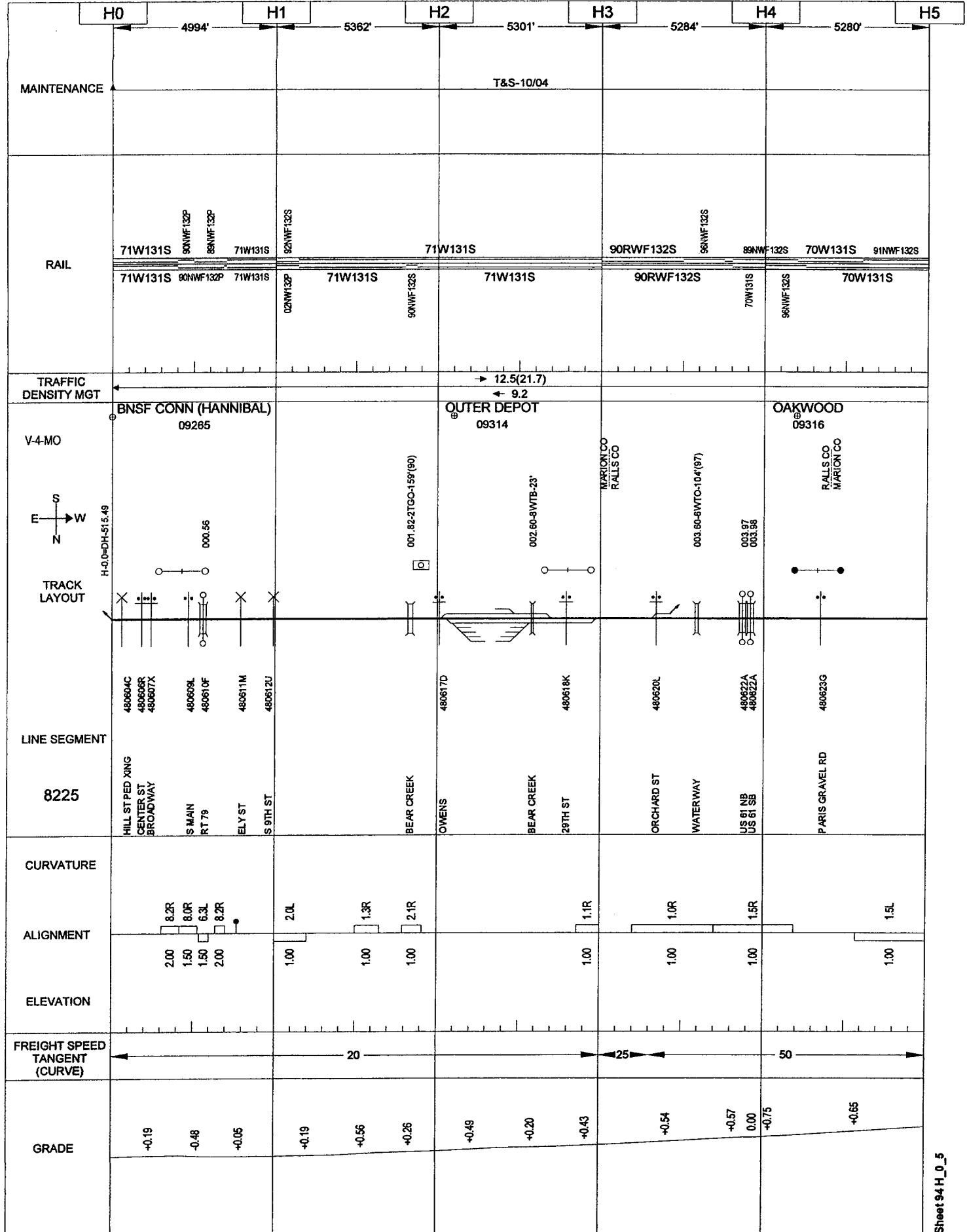
03/09/2005

087

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



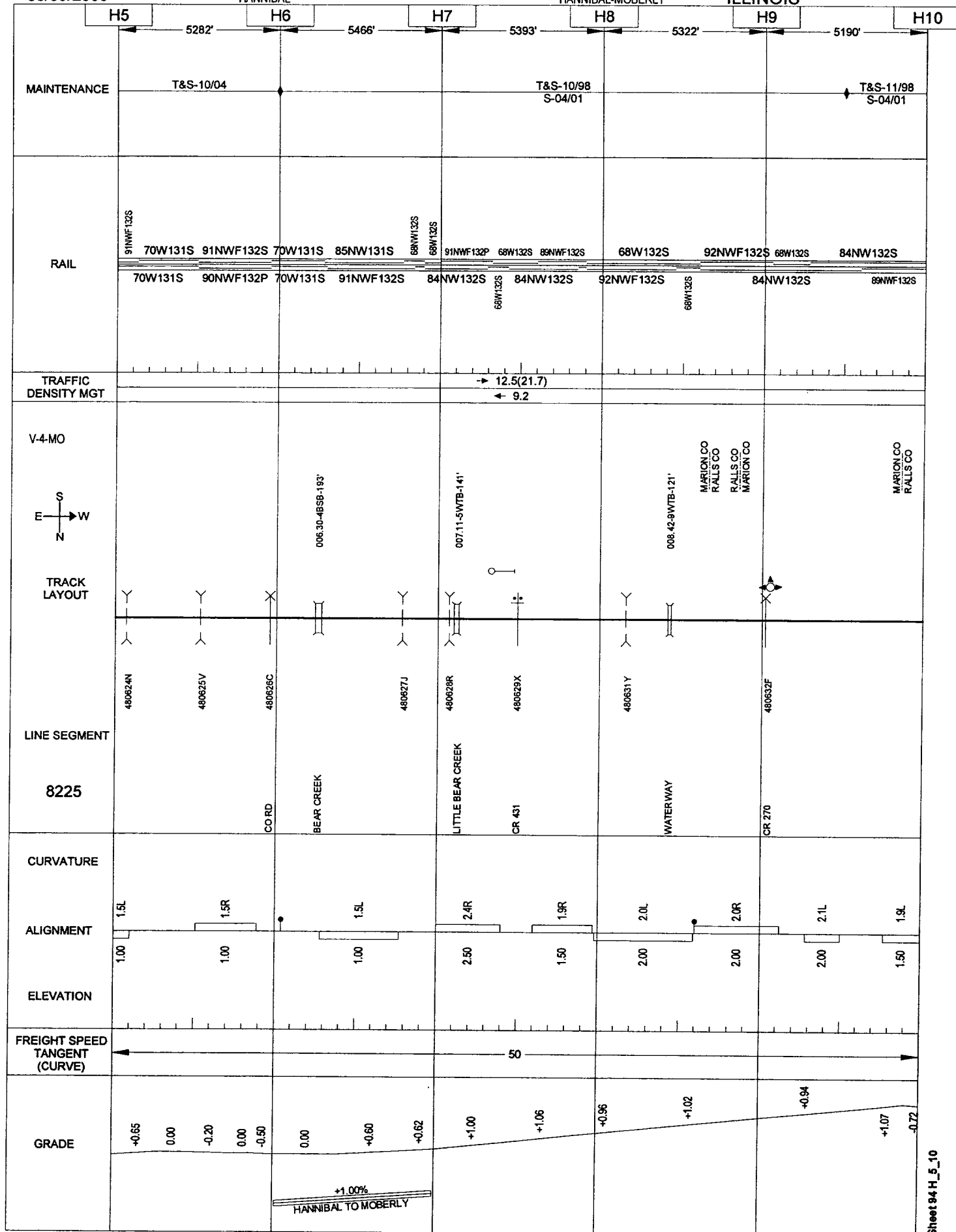
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088

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



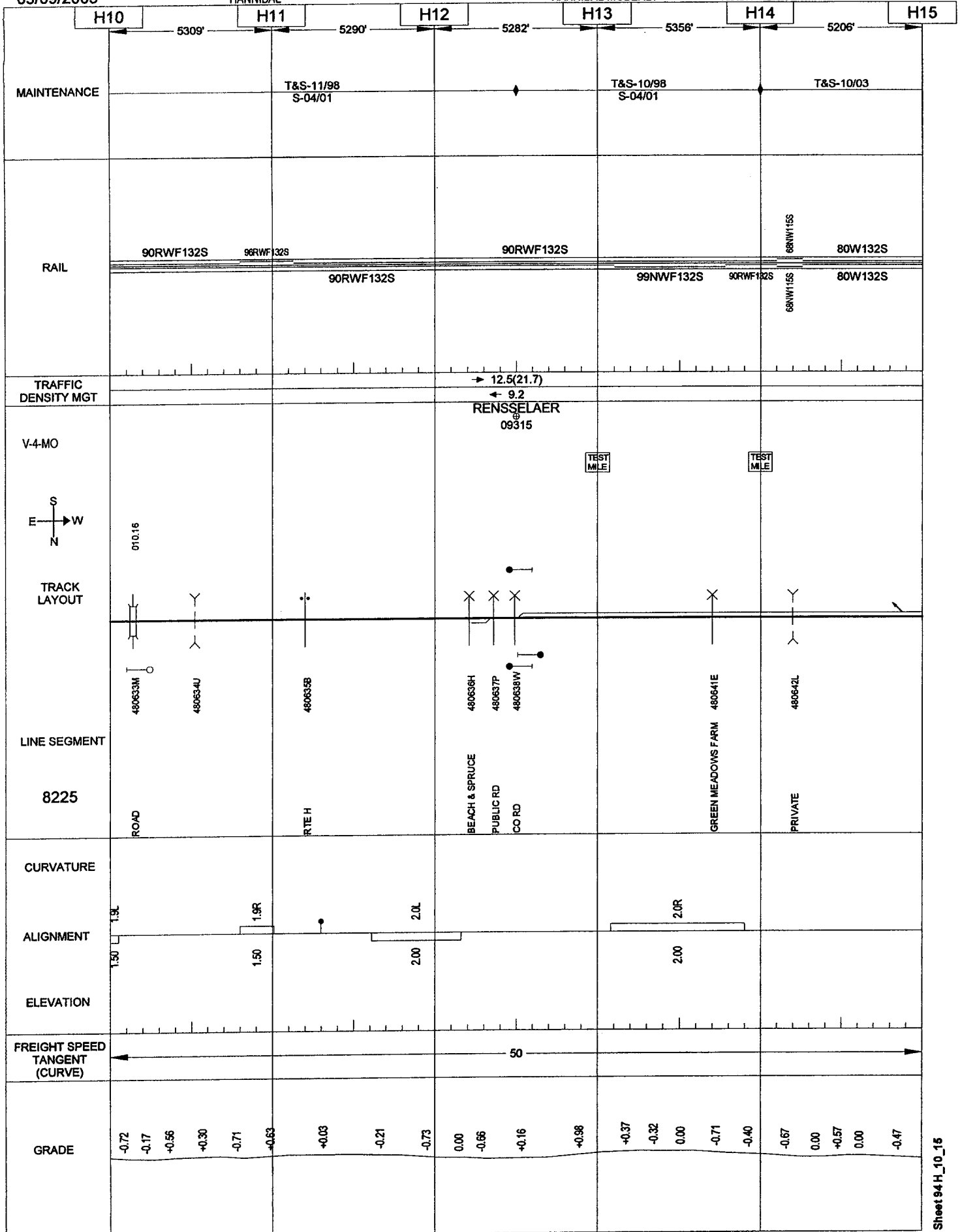
03/09/2005

089

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



03/09/2005

090

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS

H15

H16

H17

H18

H19

H20

5312'

5226'

5314'

5324'

5264'

MAINTENANCE

T&S-10/03

RAIL

80W132S

80W132S

TRAFFIC
DENSITY MGT→ 12.5(21.7)
← 9.2

V-4-MO

HUNTINGTON
09317(HASSARD)
09319S
E → W
NTRACK
LAYOUT

018.18-1DGE-30'

018.50

LINE SEGMENT

8225

480644A

480645G

480646N

480647V

480648J

480650D

480651K

480652S

SR DD

WATERWAY

CO RD

ROUTE J

CO RD

CO RD

CURVATURE

ALIGNMENT

0.9L
1.001.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.14

+0.53

-1.00

-1.14

+1.01

0.00

-0.52

0.00

-0.41

0.00

-0.79

+0.18

0.00

-0.12

-0.03

-0.11

ILLINOIS

Sheet 94 H_20_25

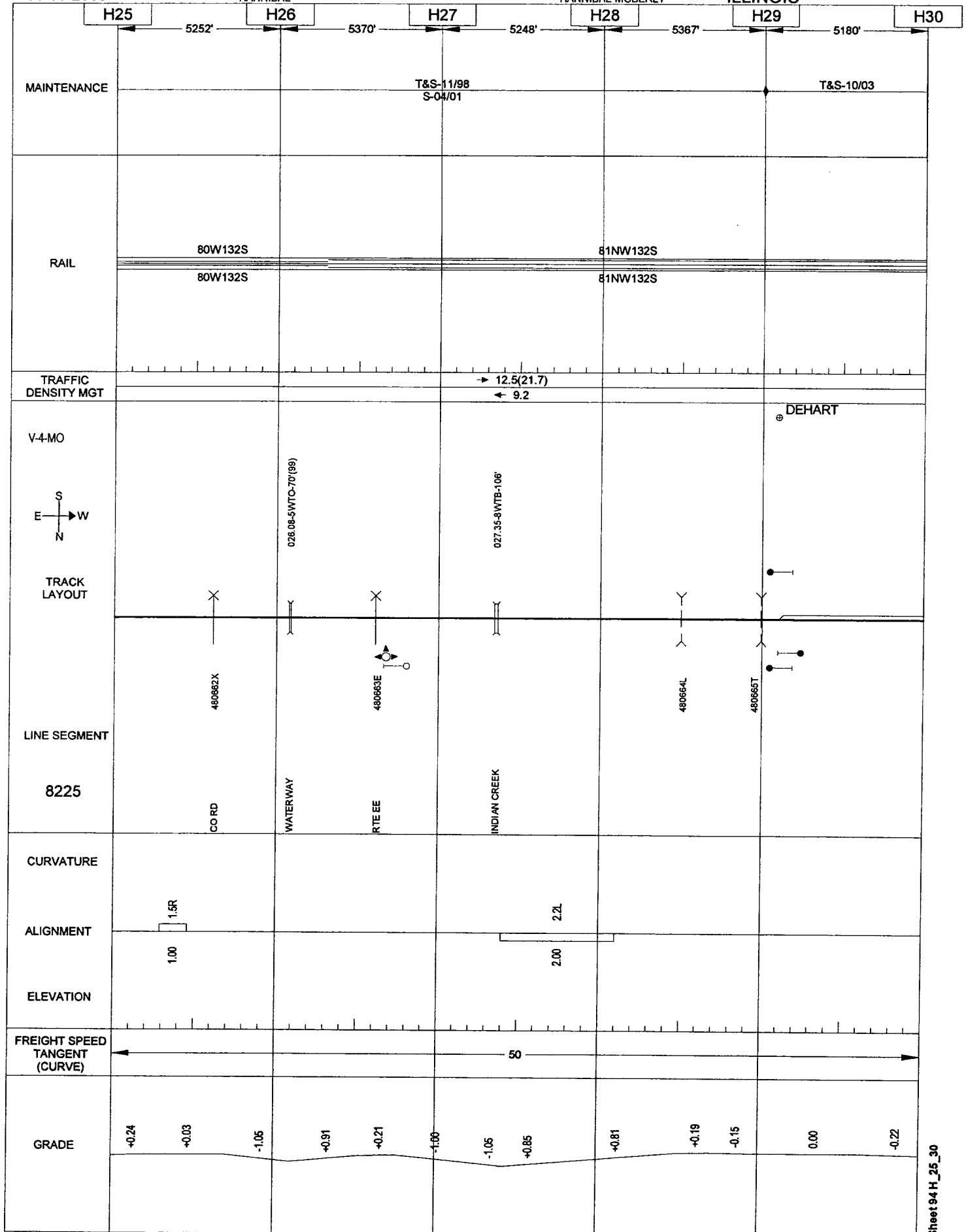
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092

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS

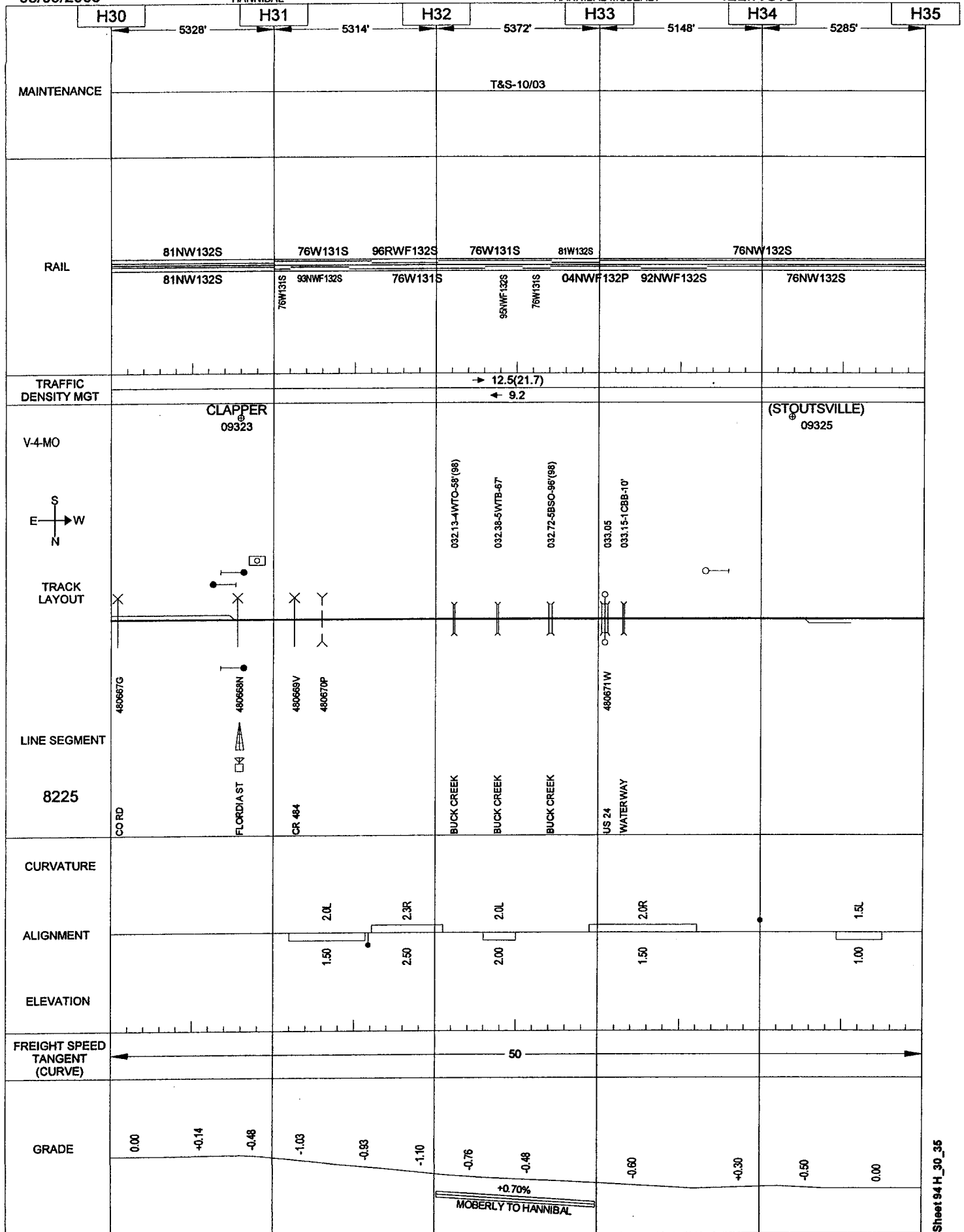


03/09/2005

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



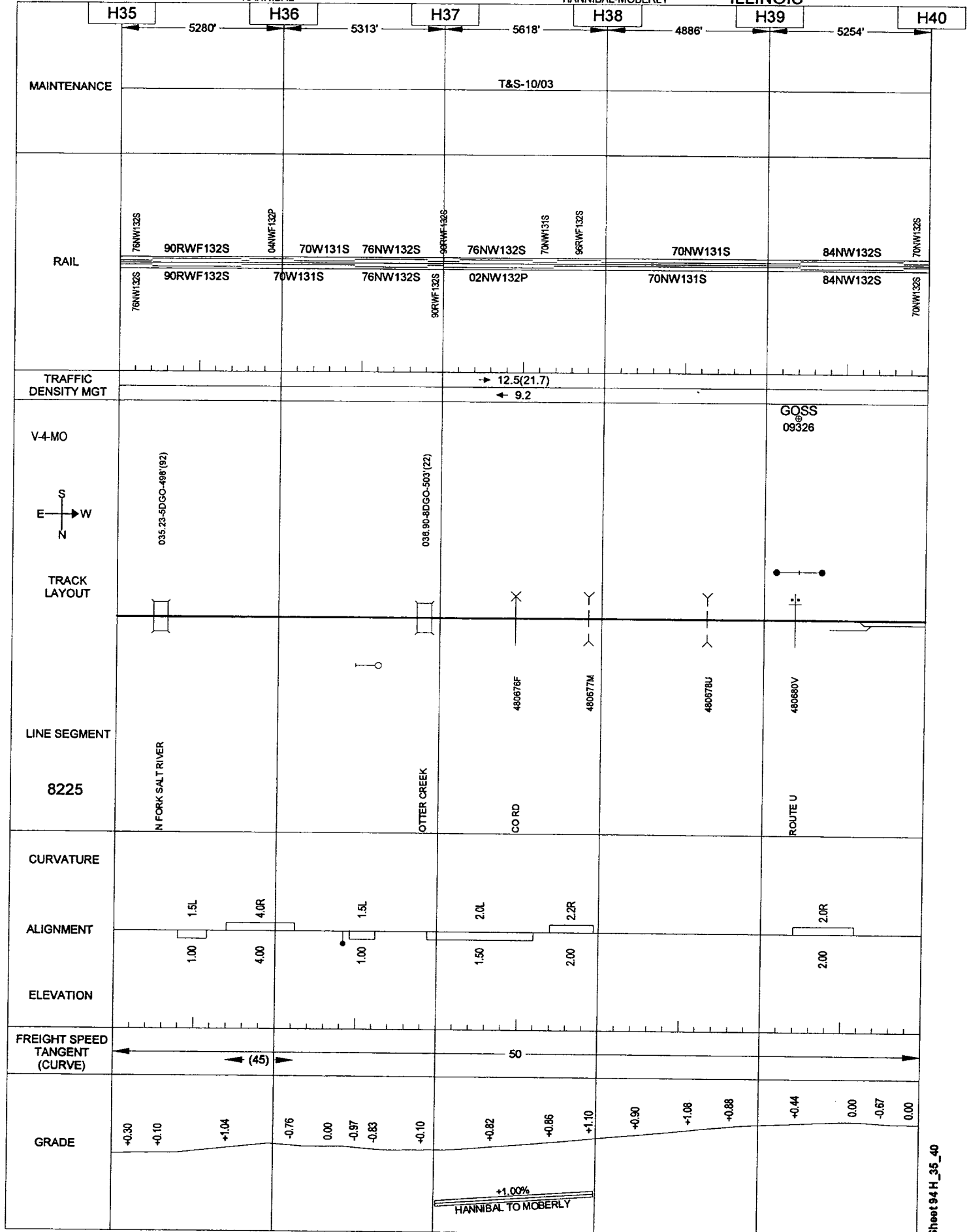
03/09/2005

094

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



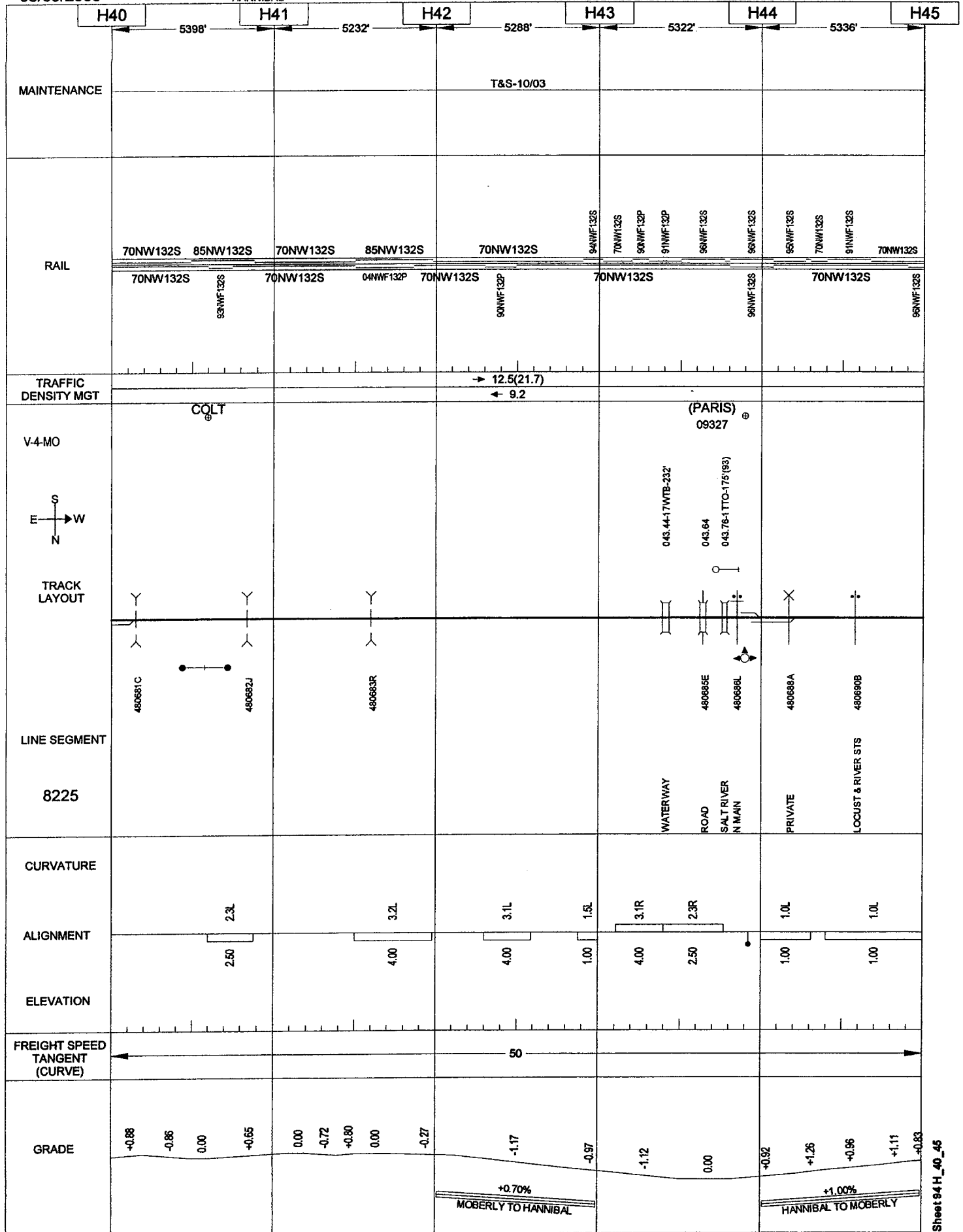
03/09/2005

095

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



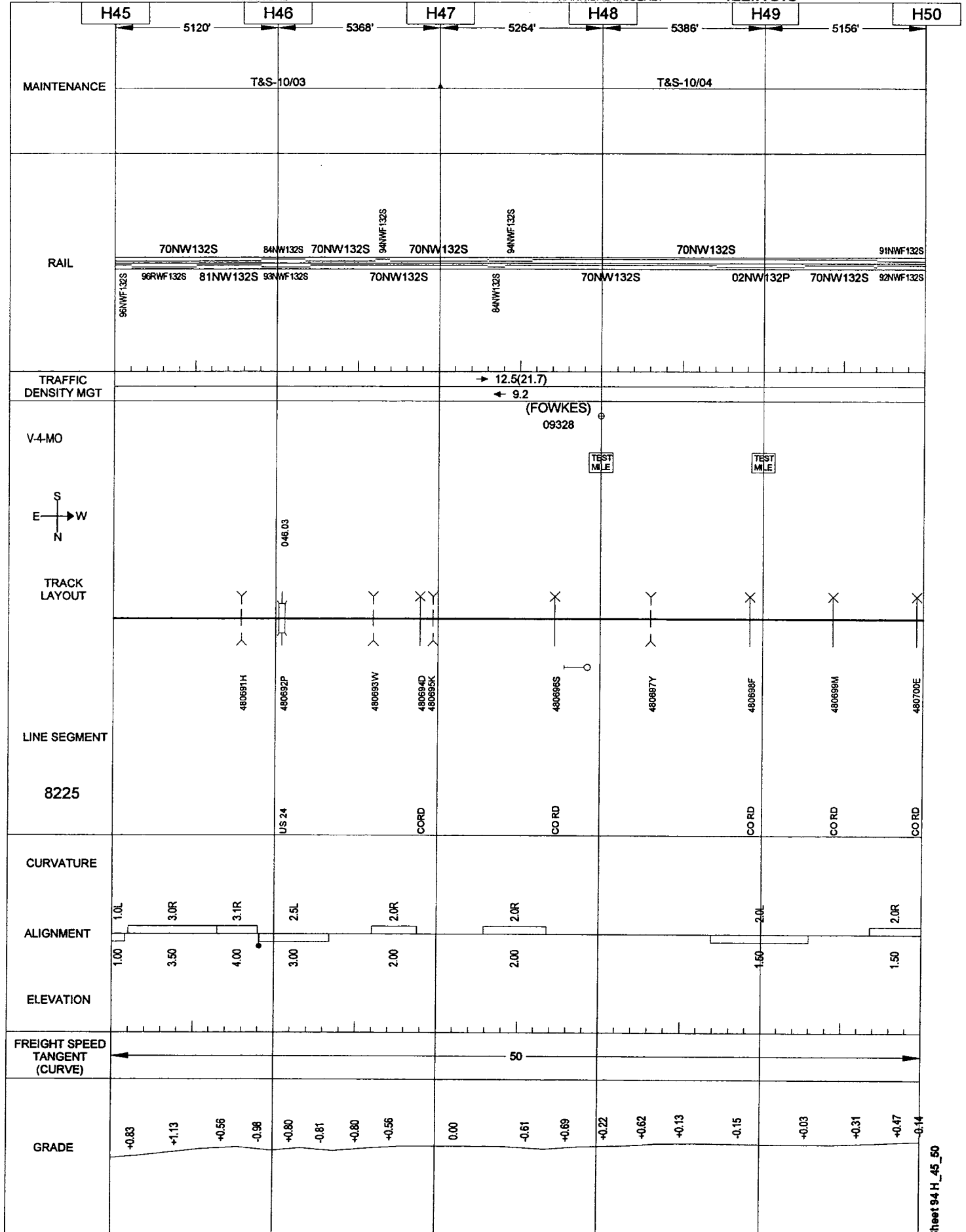
03/09/2005

096

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ILLINOIS

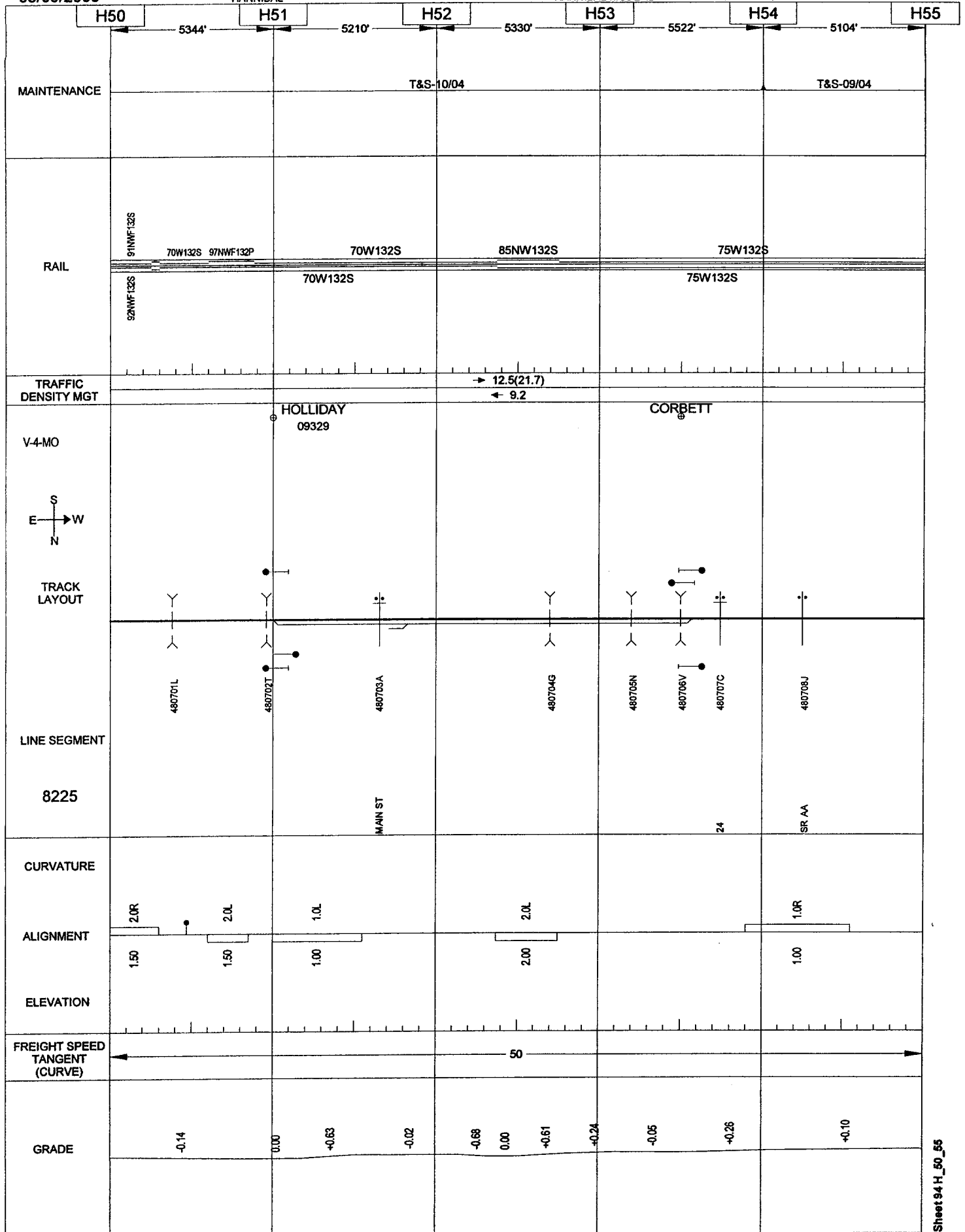


03/09/2005

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



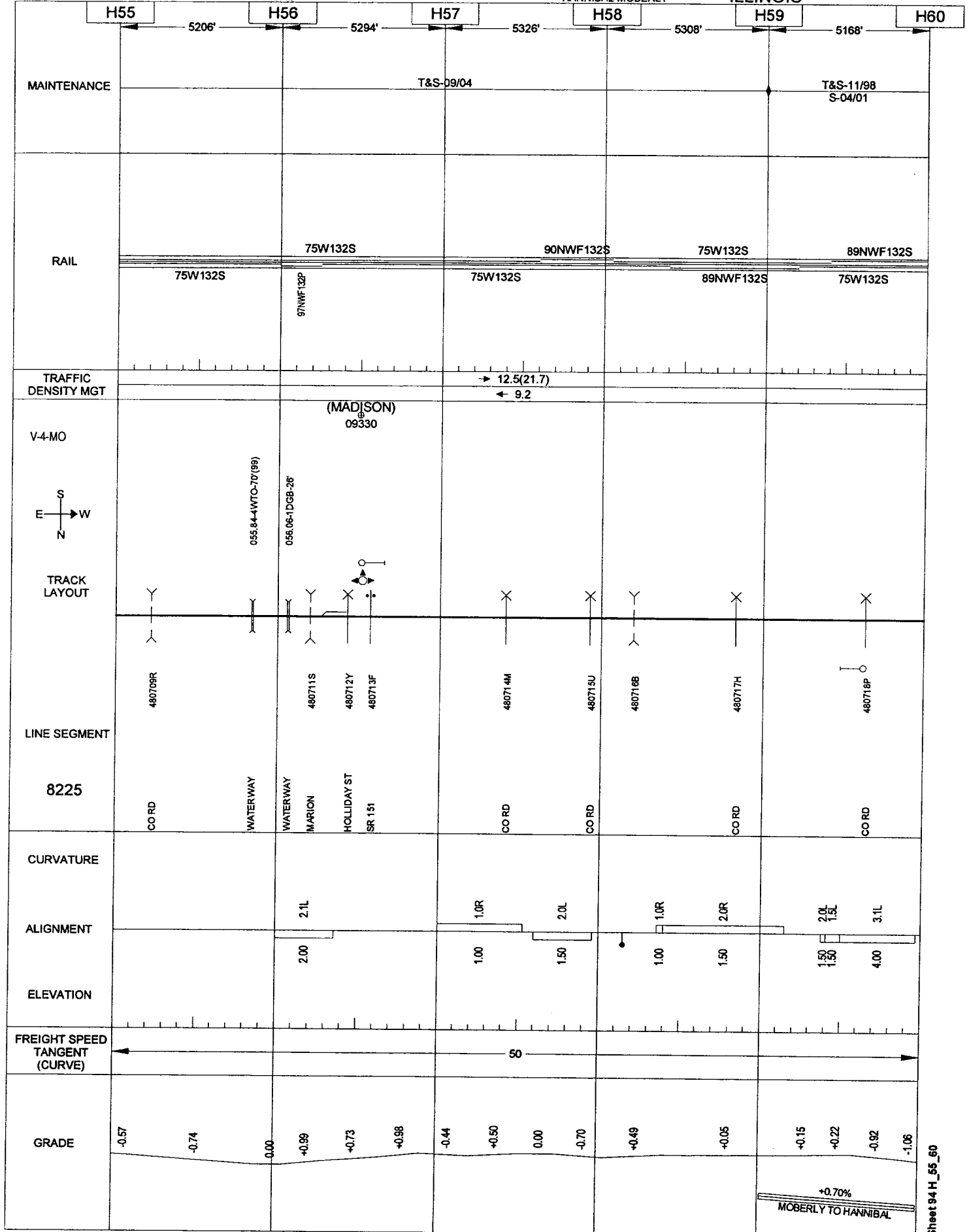
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098

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ILLINOIS

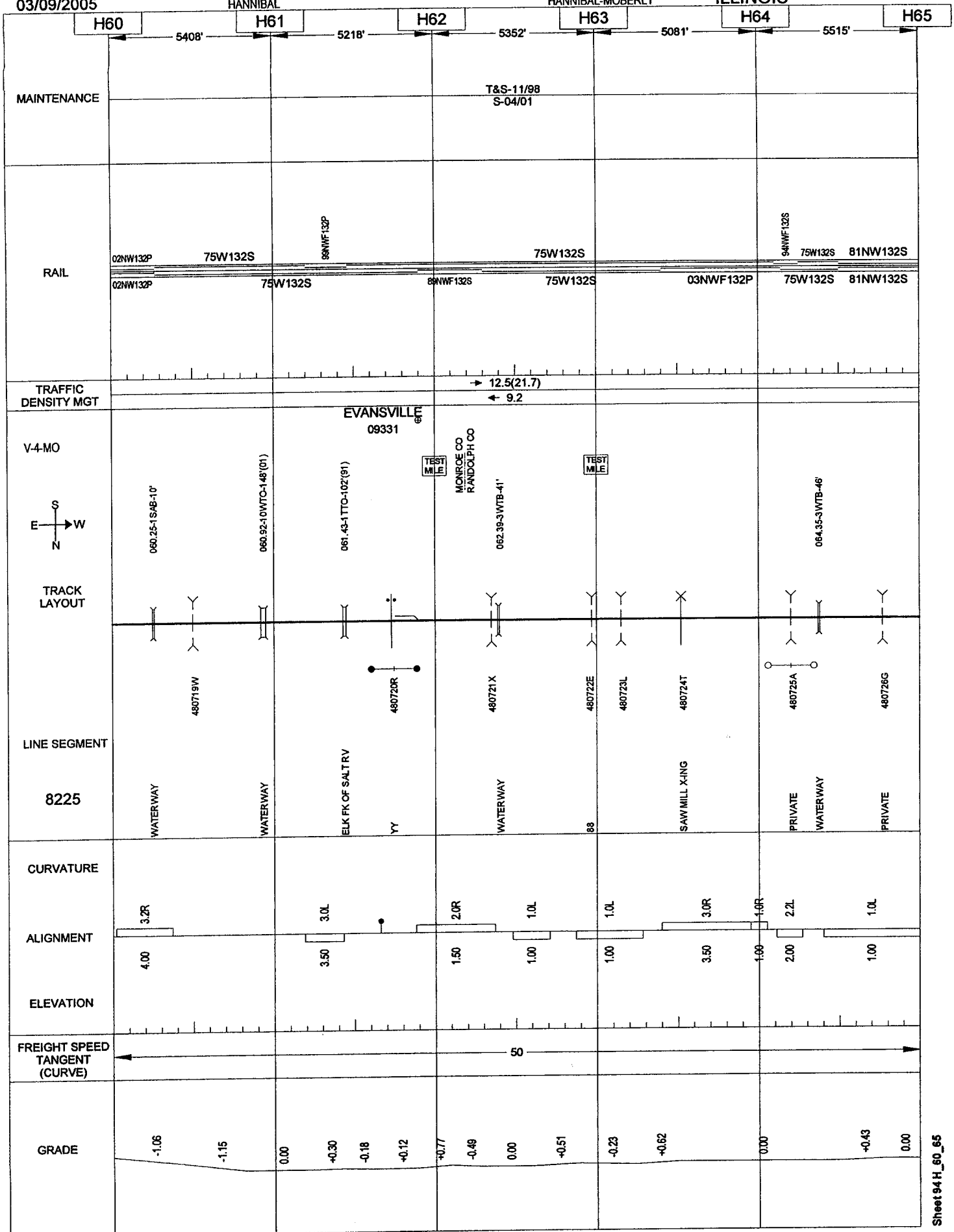


03/09/2005

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



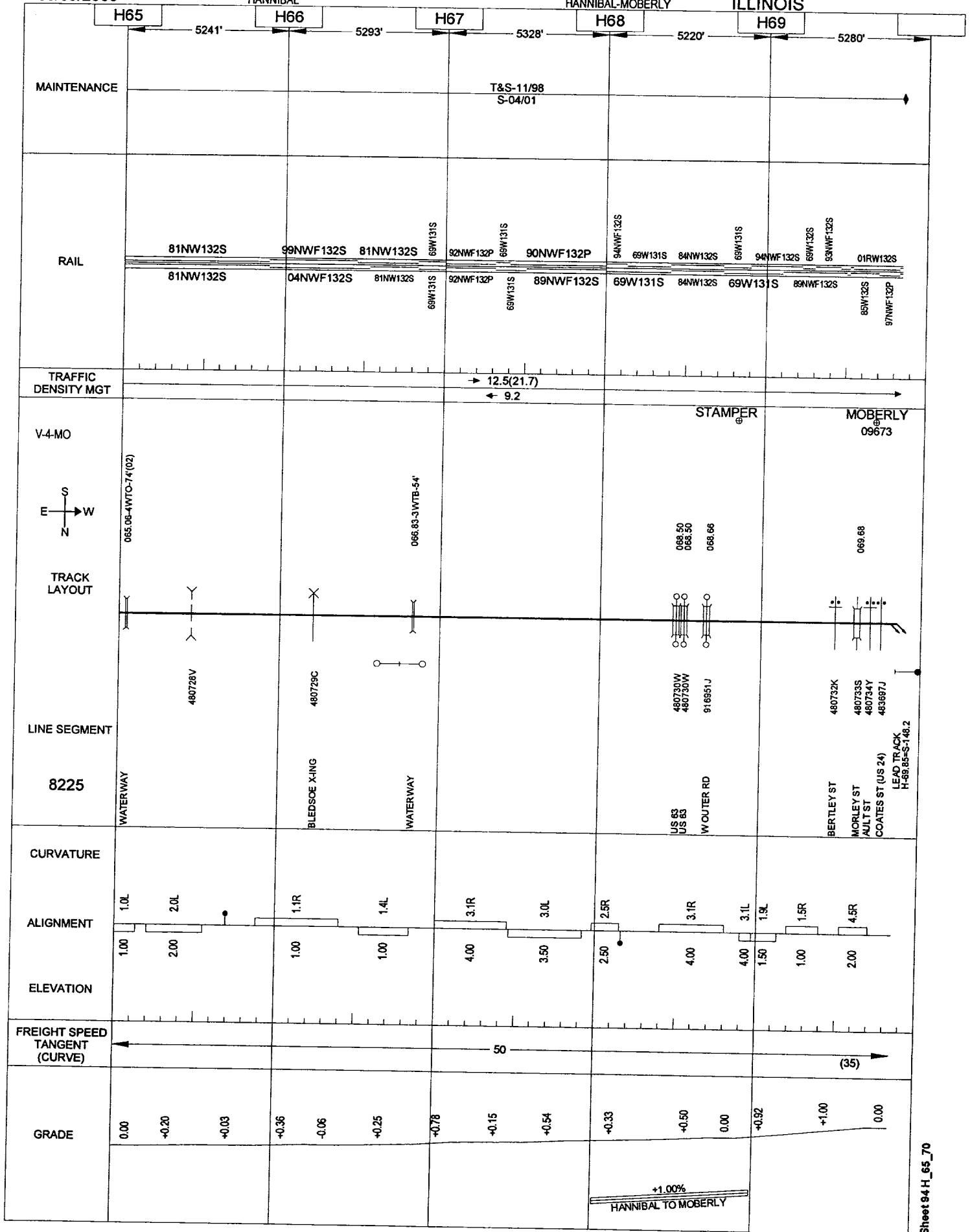
03/09/2005

100

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



03/09/2005

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS

S3

S4

S5

2800'

5280'

MAINTENANCE

T&S-01/20

RAIL

**RJF090S

**RJF090S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

BRANCH ST INTERLOCK

S
E → W
NTRACK
LAYOUT

TERRA CONNECTION

YARD
LIMIT

002.22

LINE SEGMENT

7950

480208L

480210M

480211U

480212B

480213H

480214P

480215W

480216D

480217K

480218S

480219Y

480220T

BRANCH

TERRA M-TERRA

BUCHANAN

ANGELROD

2ND ST

DESTREHAN

MALINCKRODT

SALISBURY

BROADWAY

BREMEN

ANGELICA

PENROSE

FERRY ST

DOUGLAS ST

TERRA M-TERRA

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.25

-0.46

-0.14

-0.03

-0.11

+0.01

+0.14

0.00

10

0.00

10.0R

1.00

1.1L

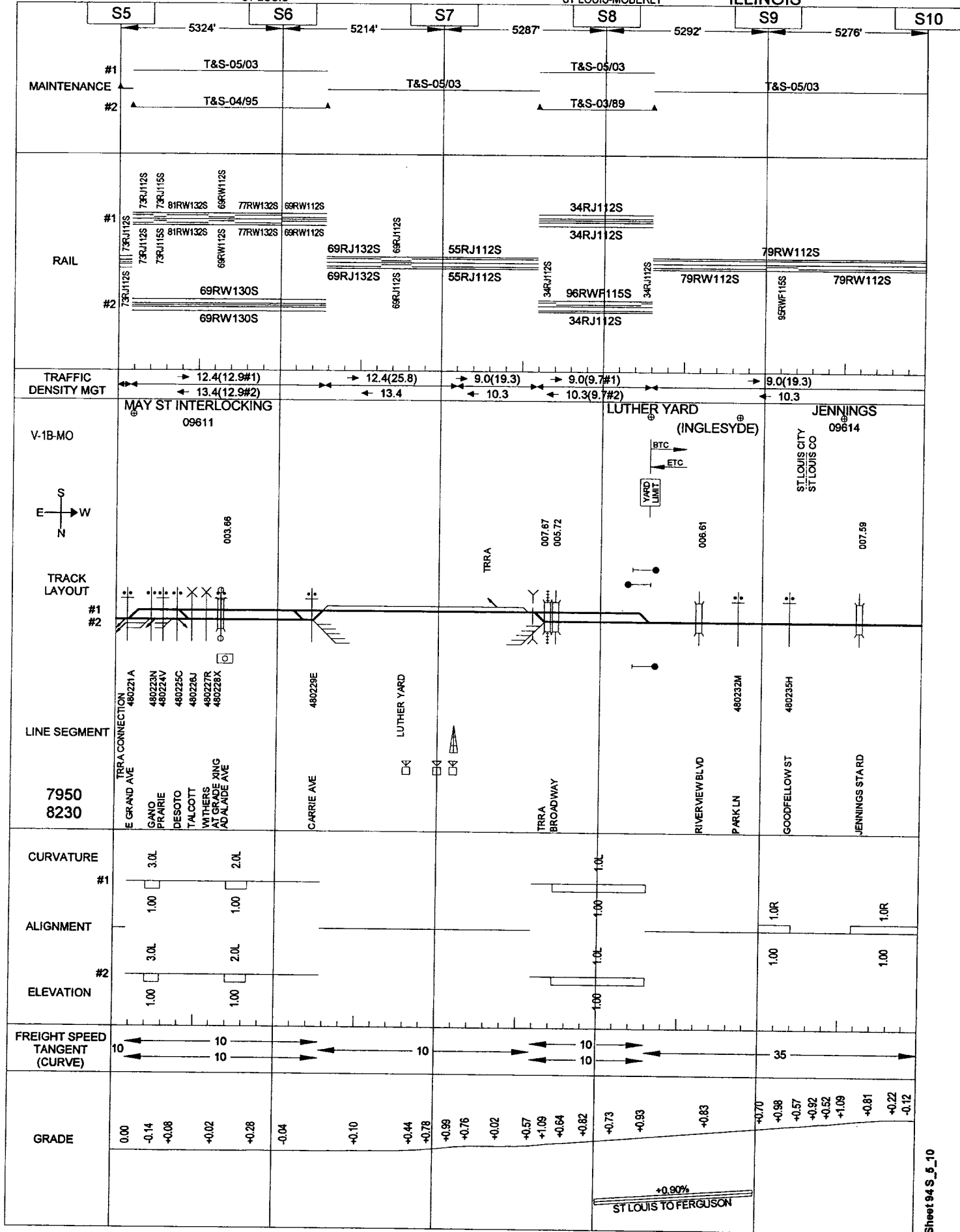
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102

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



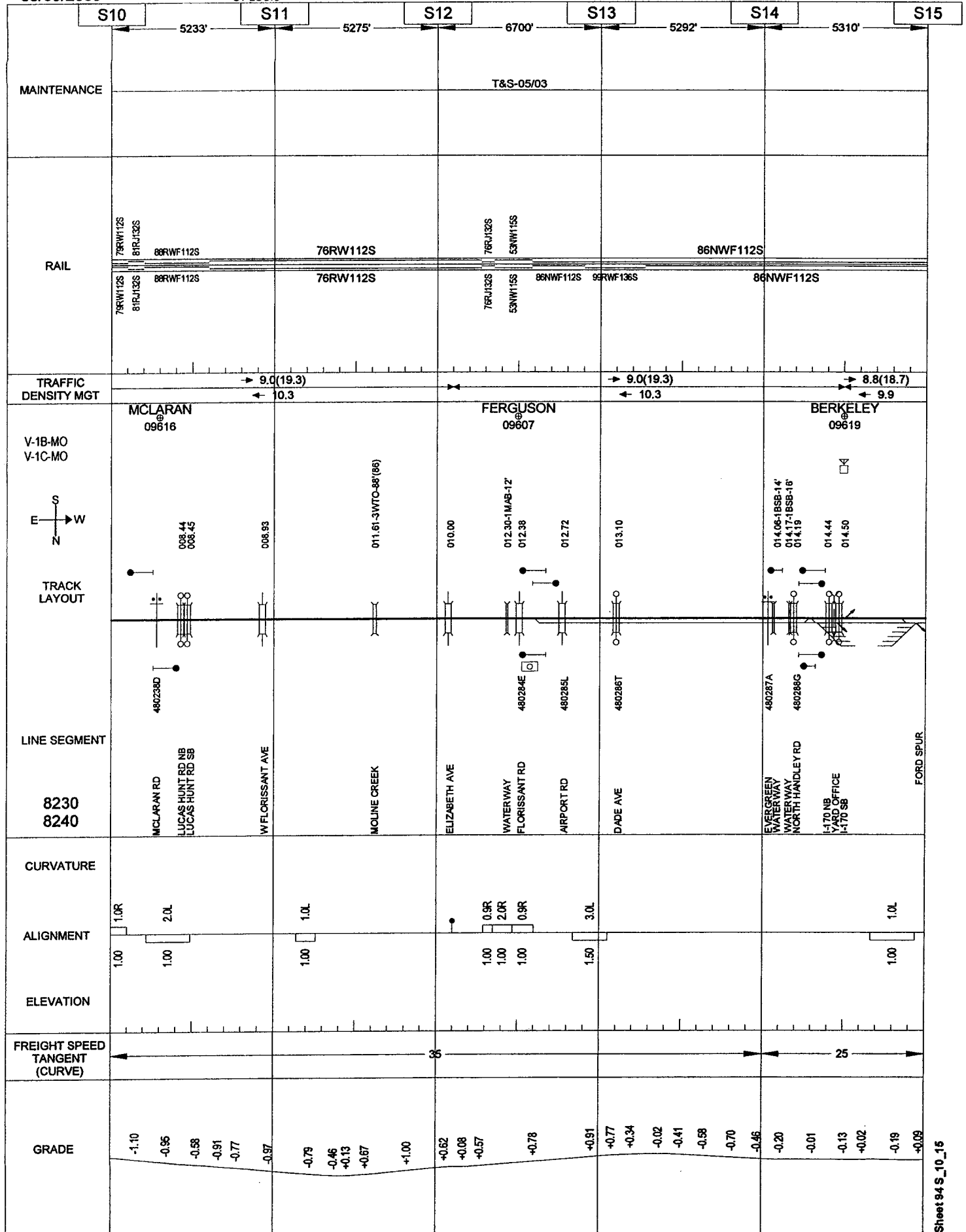
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103

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ILLINOIS



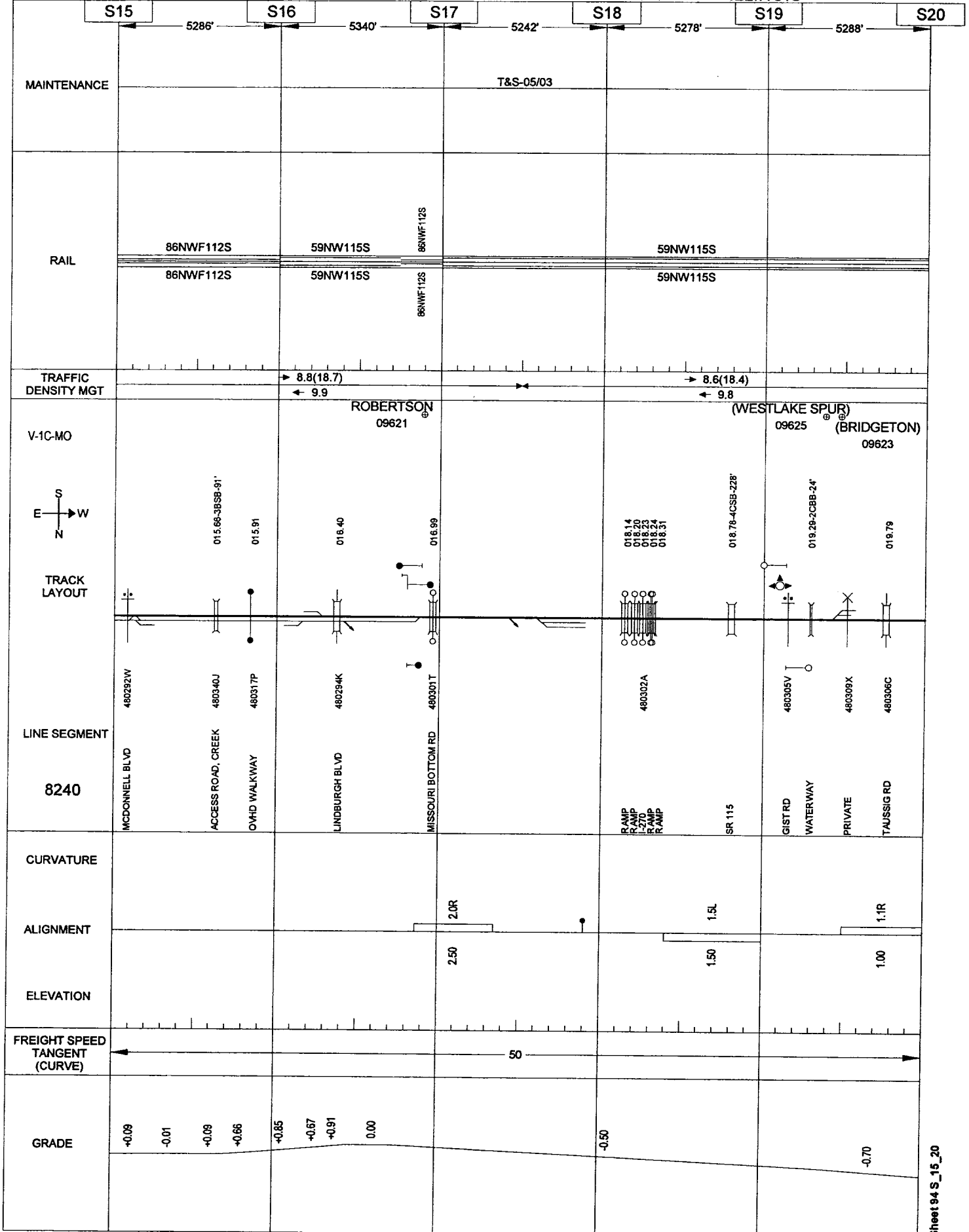
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104

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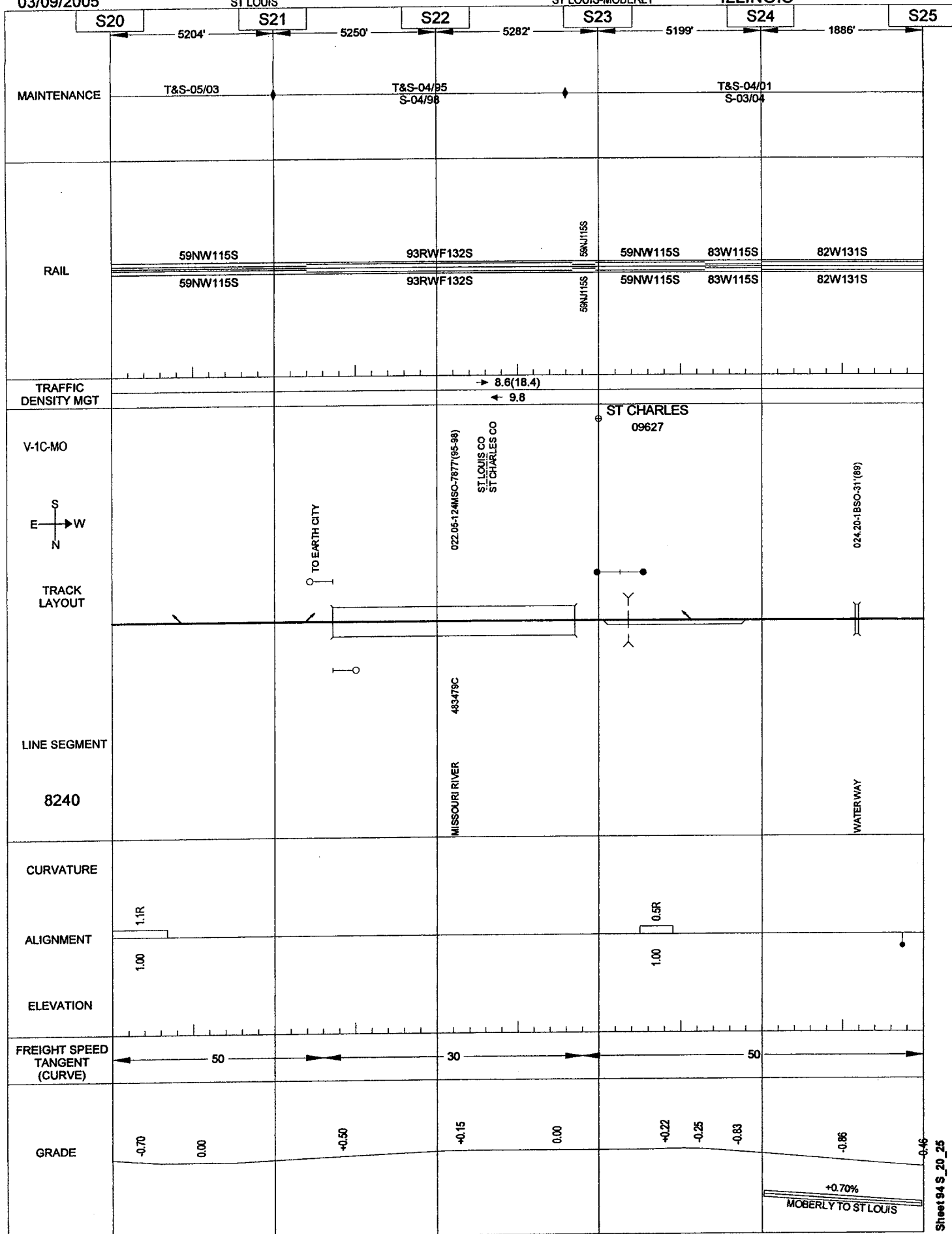


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ILLINOIS



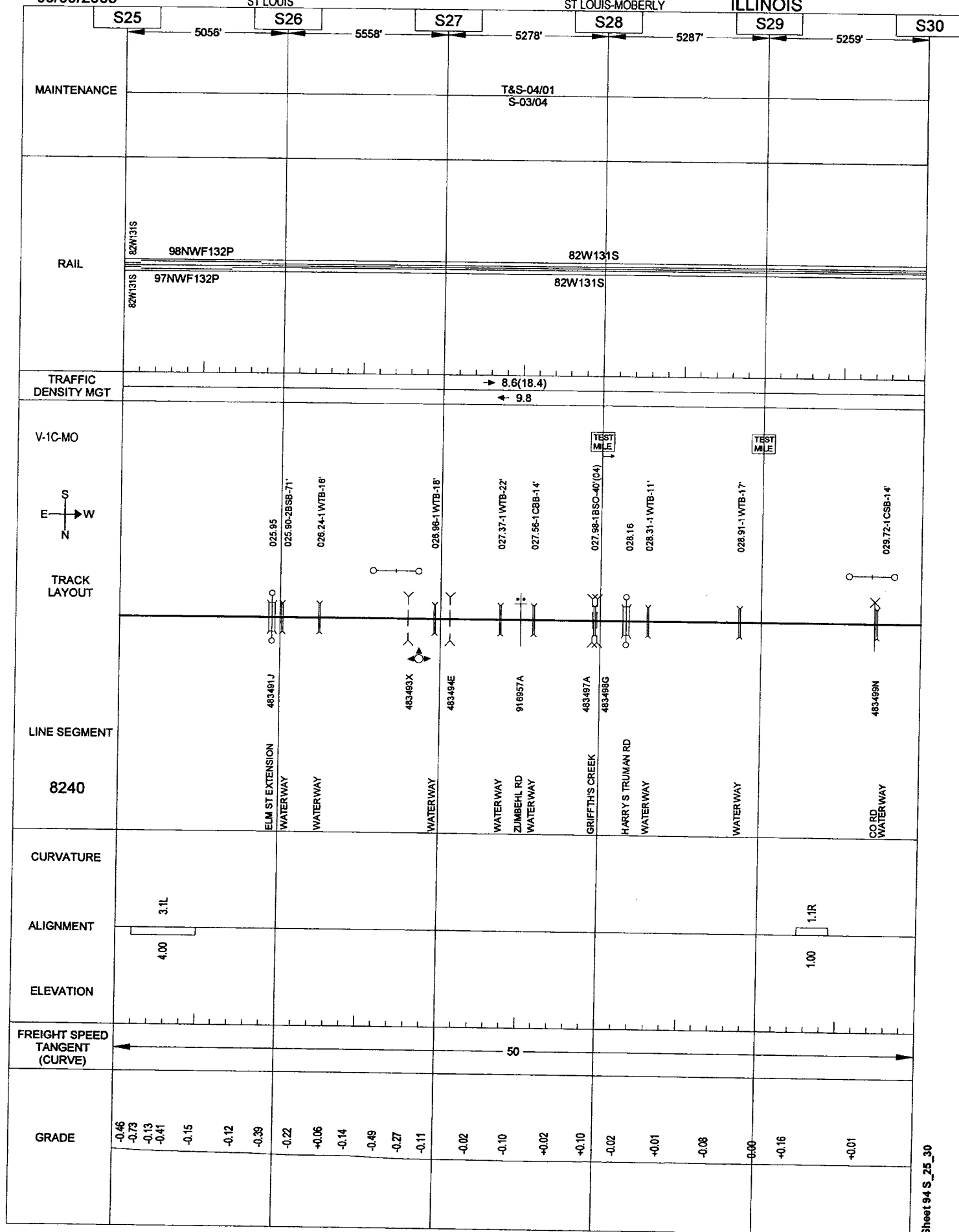
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106

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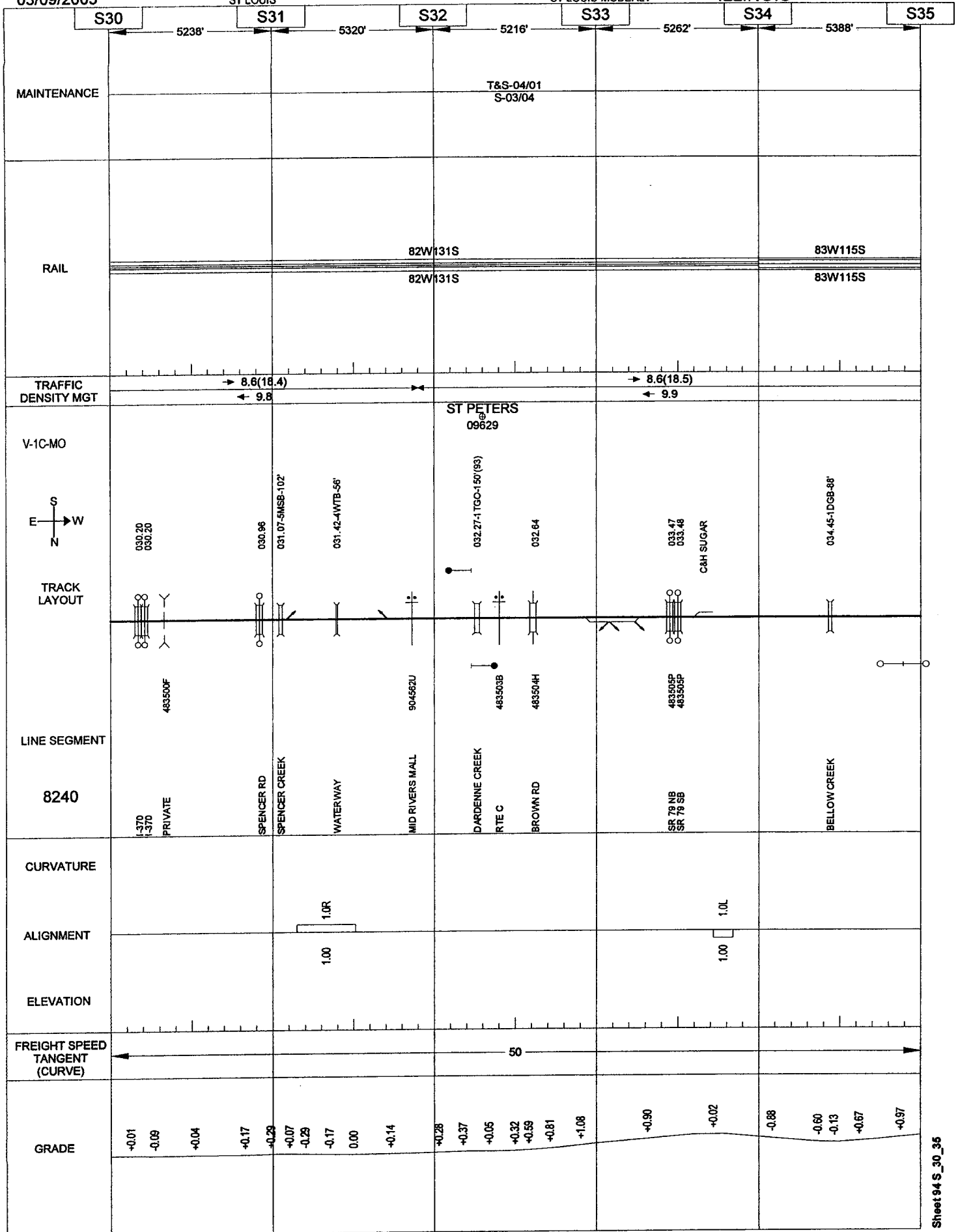


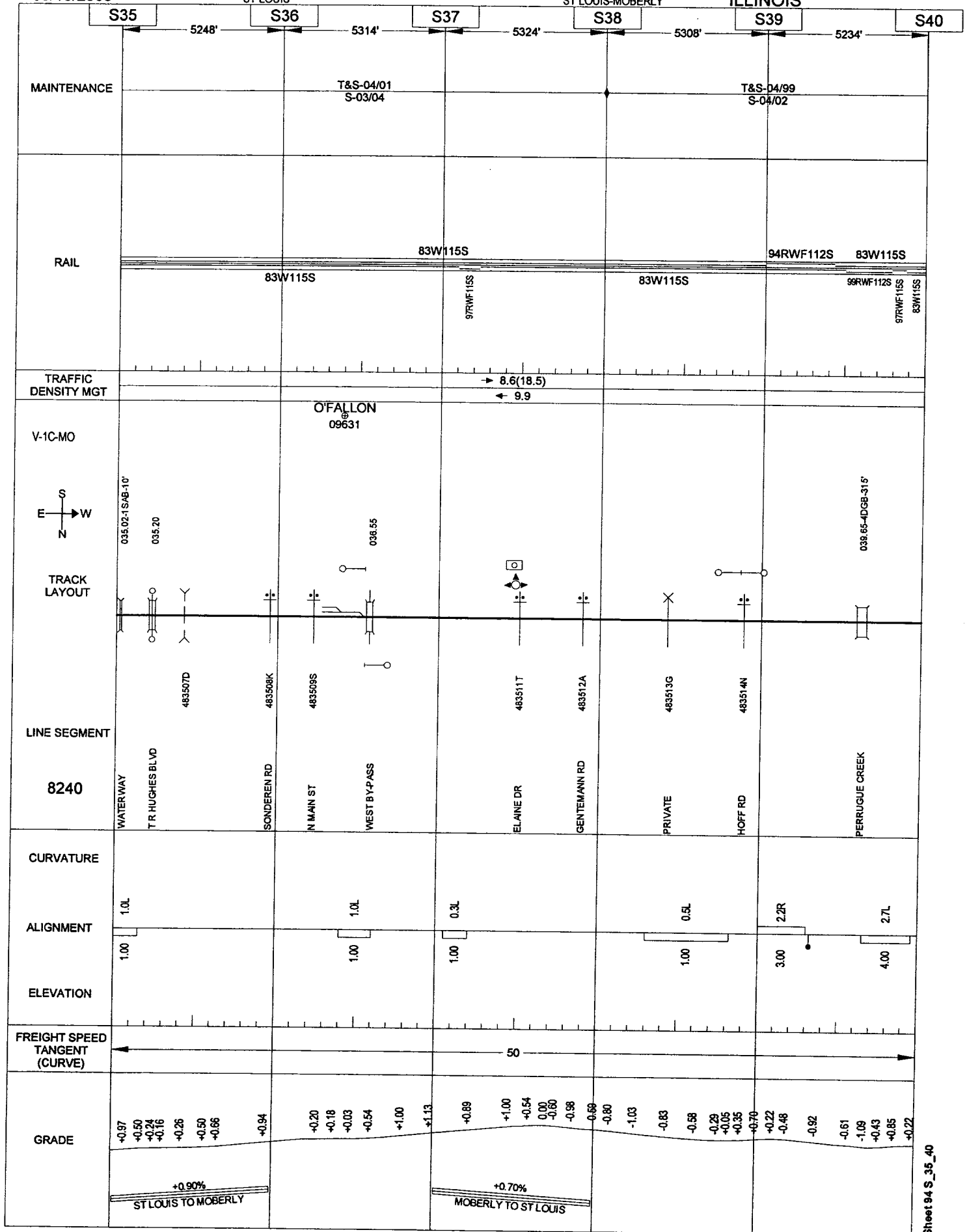
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ILLINOIS



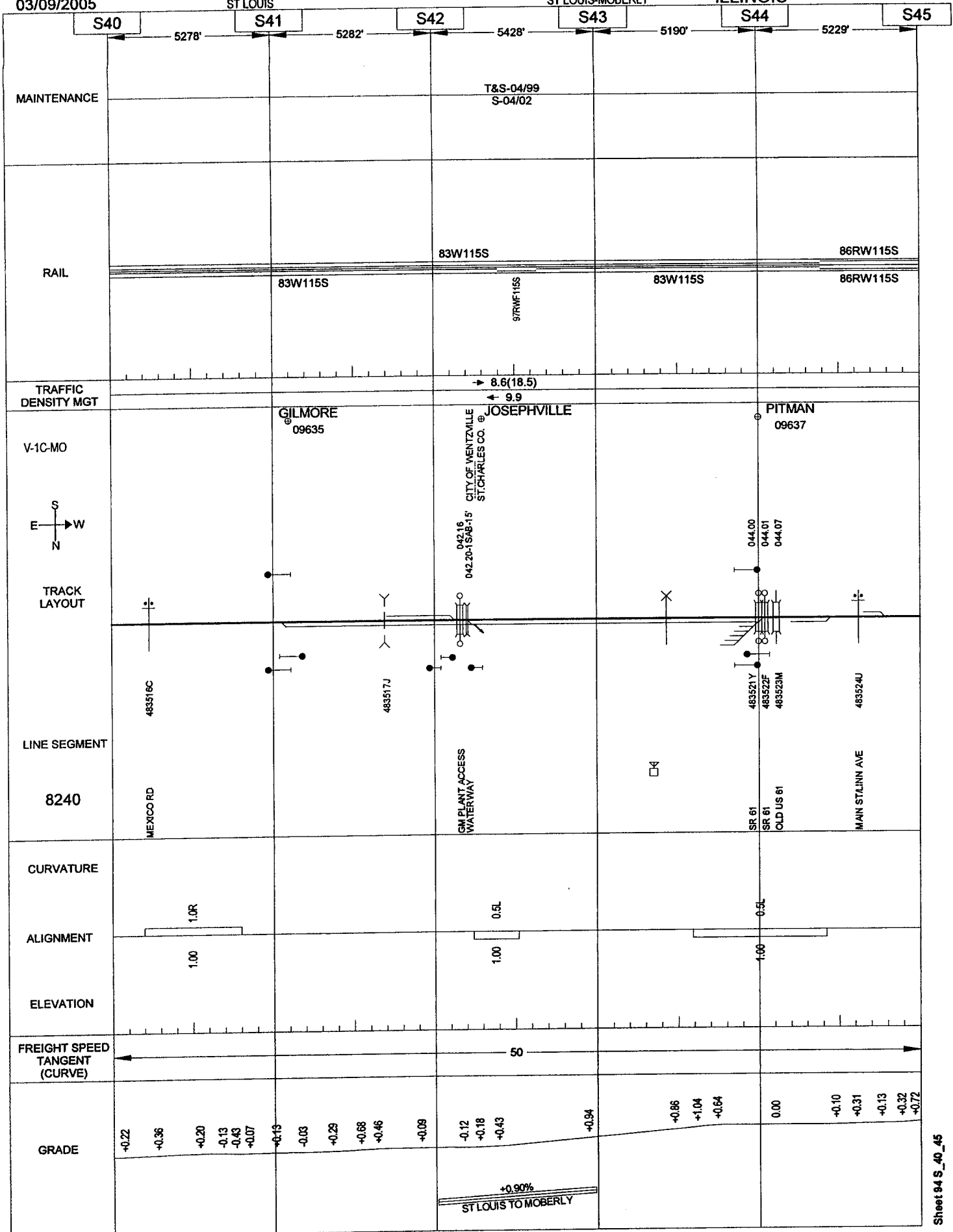


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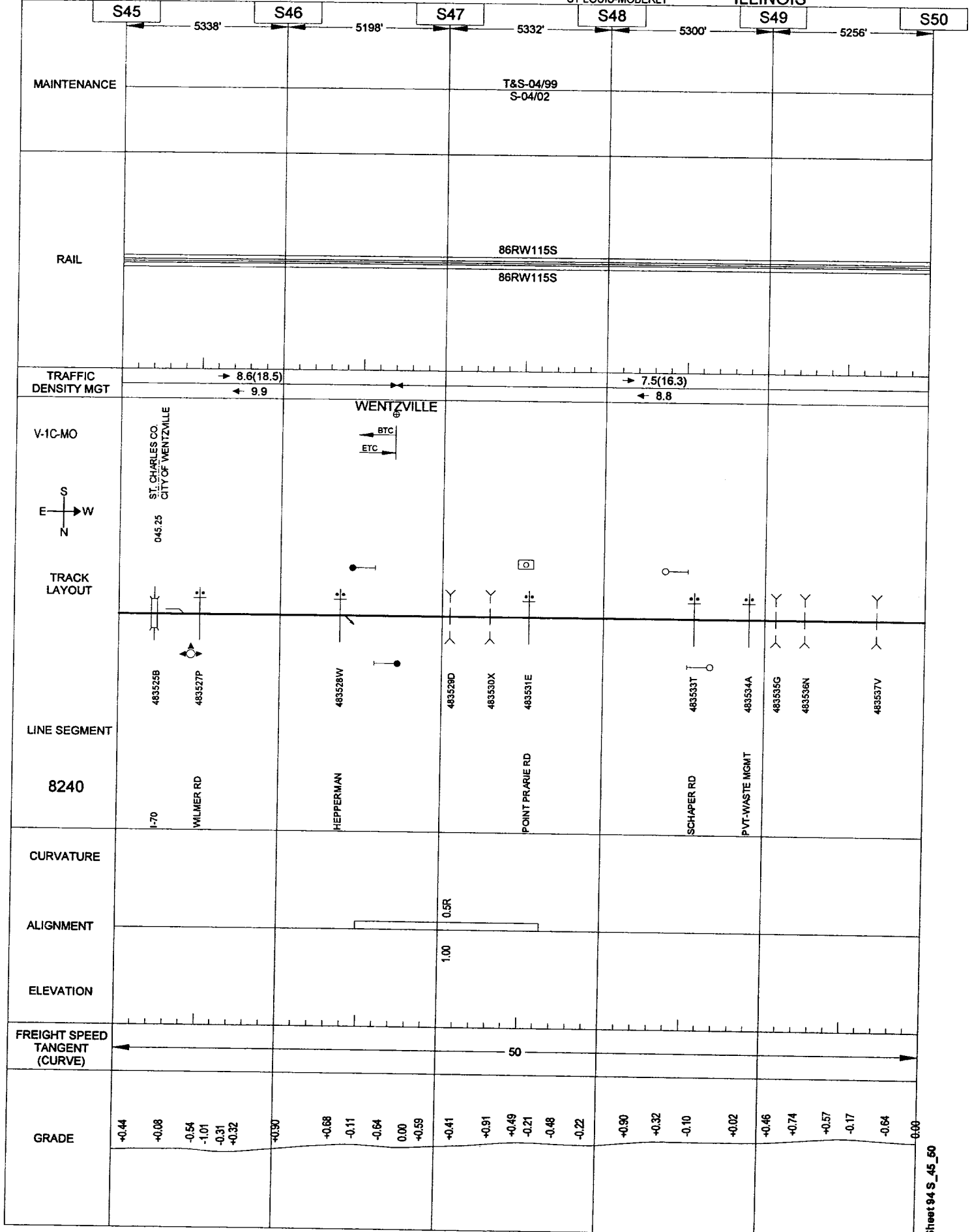
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110

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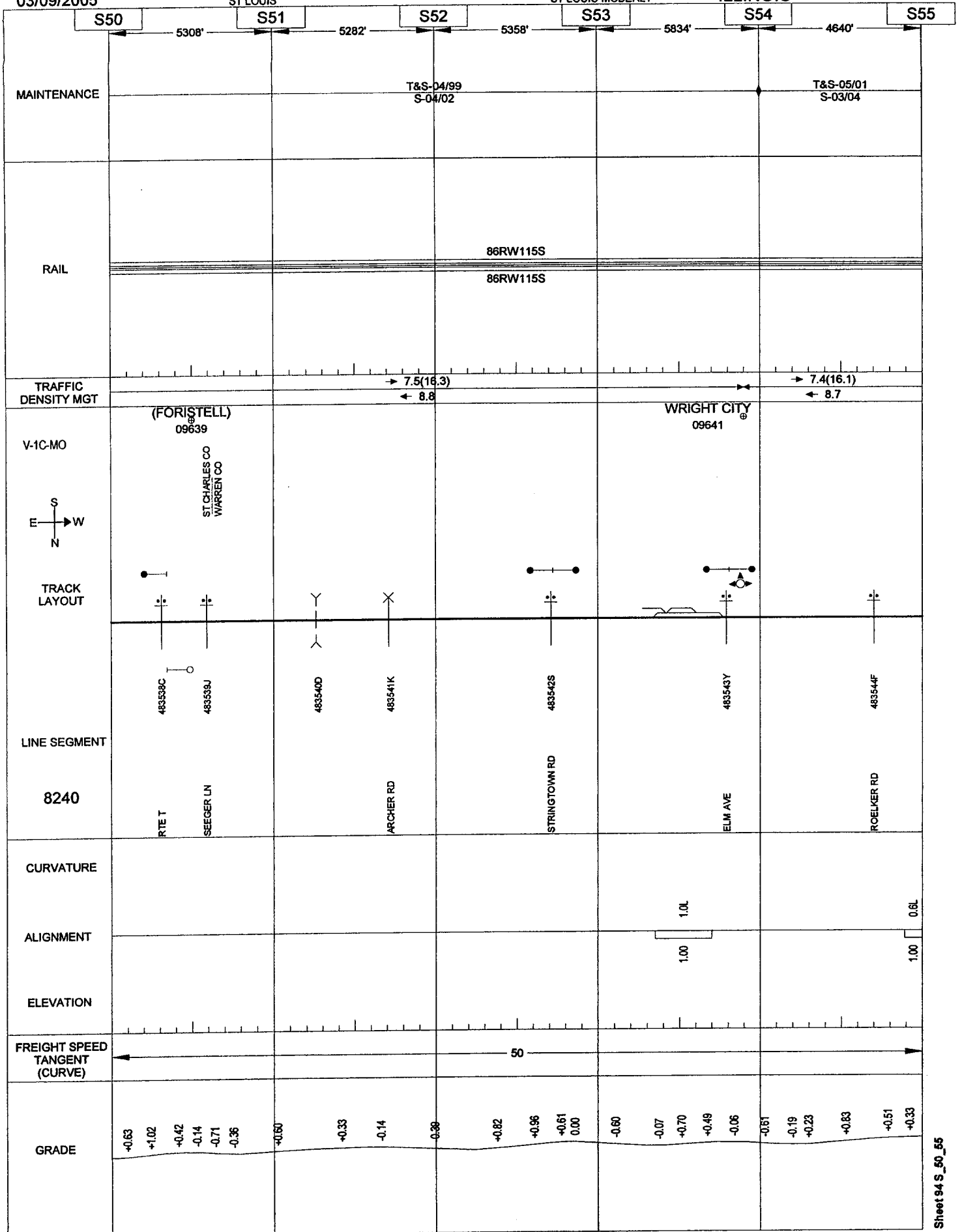


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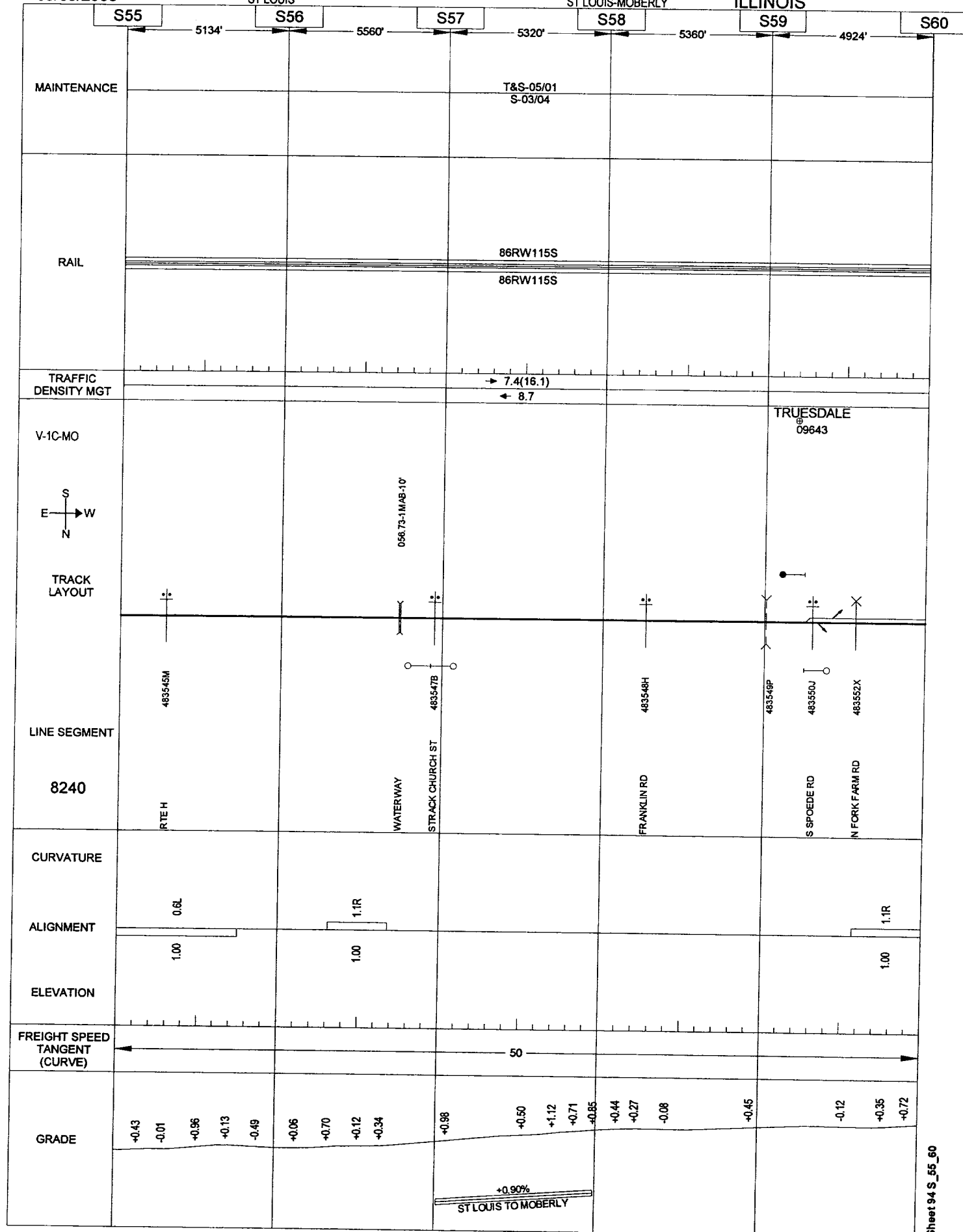
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112

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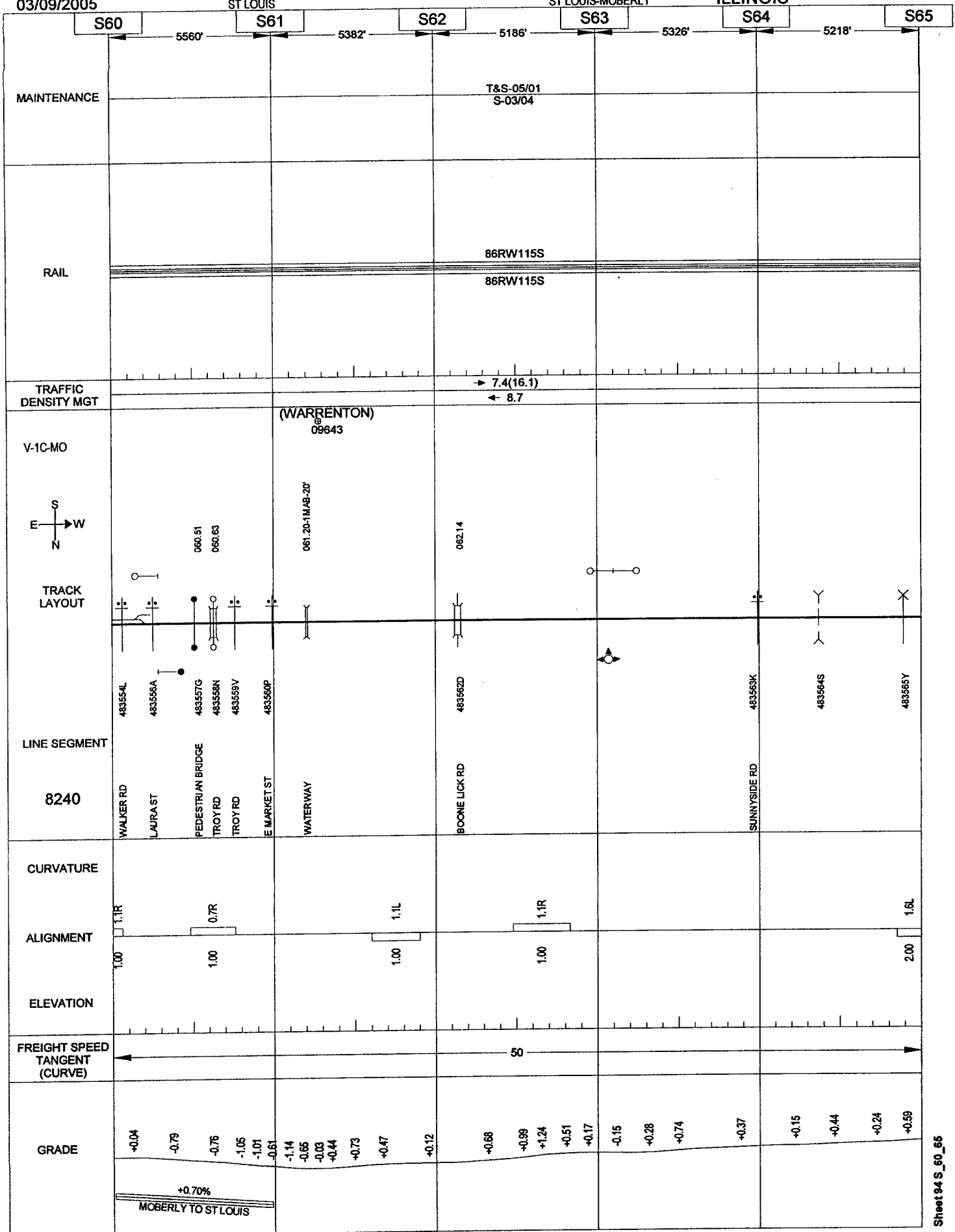


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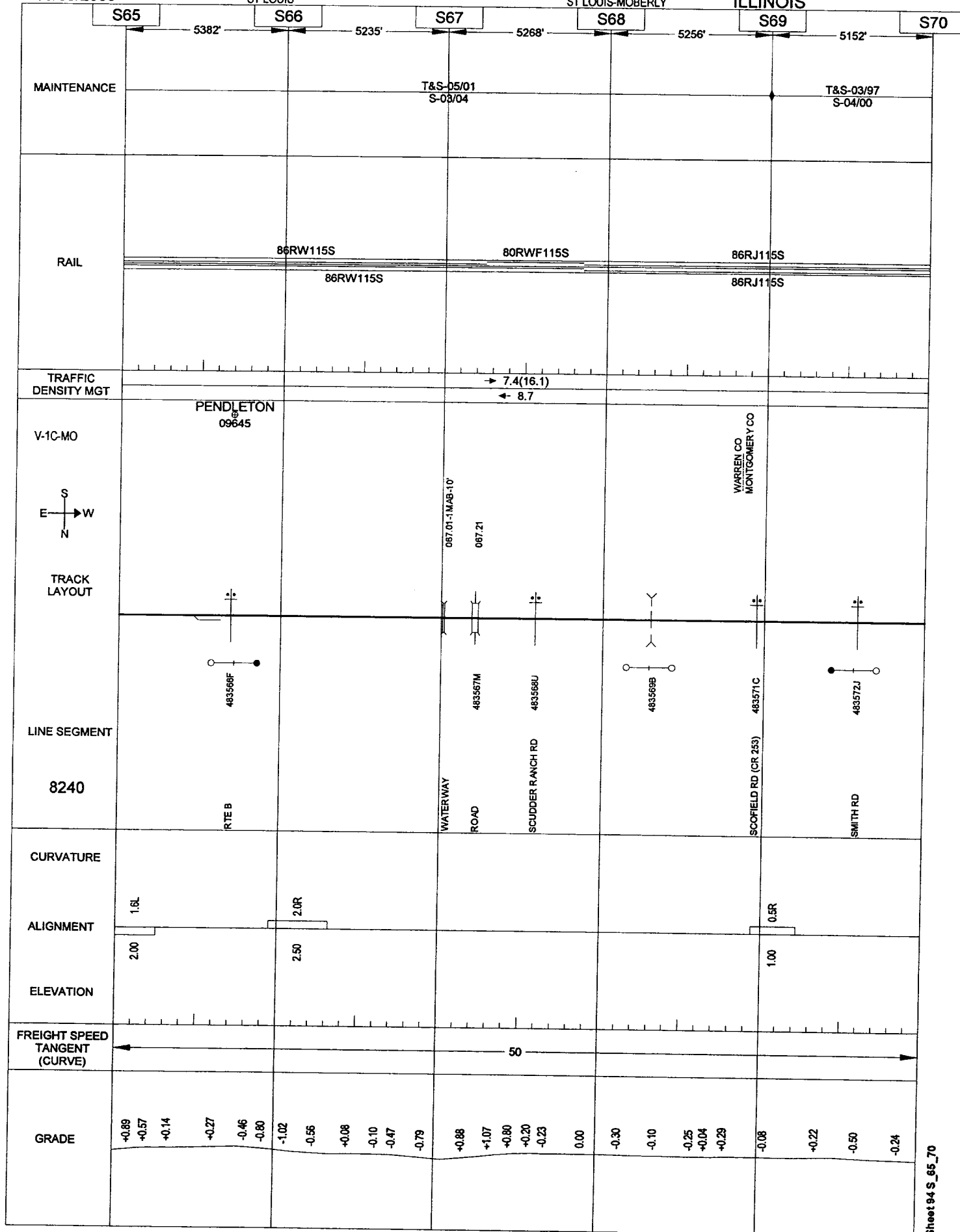
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114

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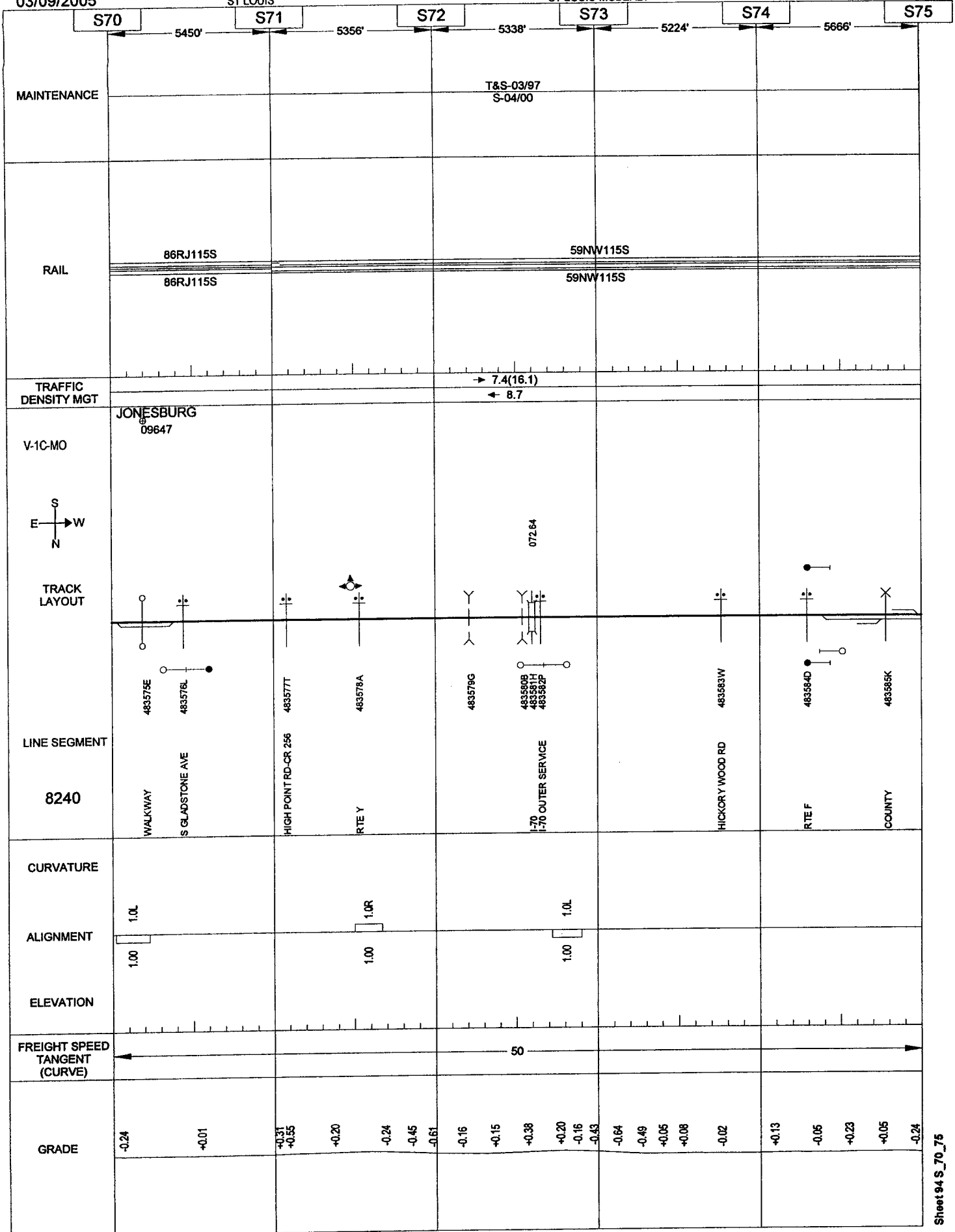


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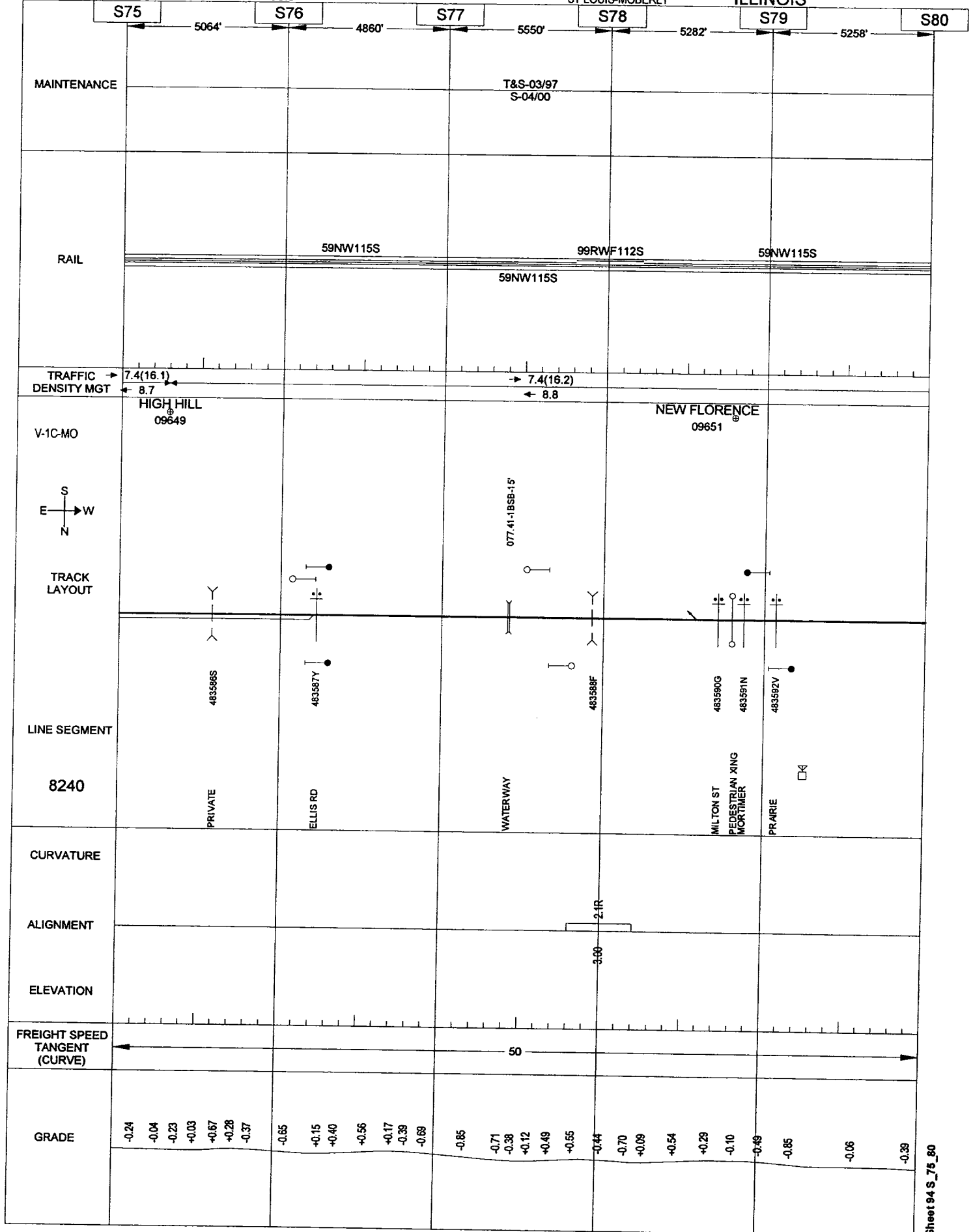
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116

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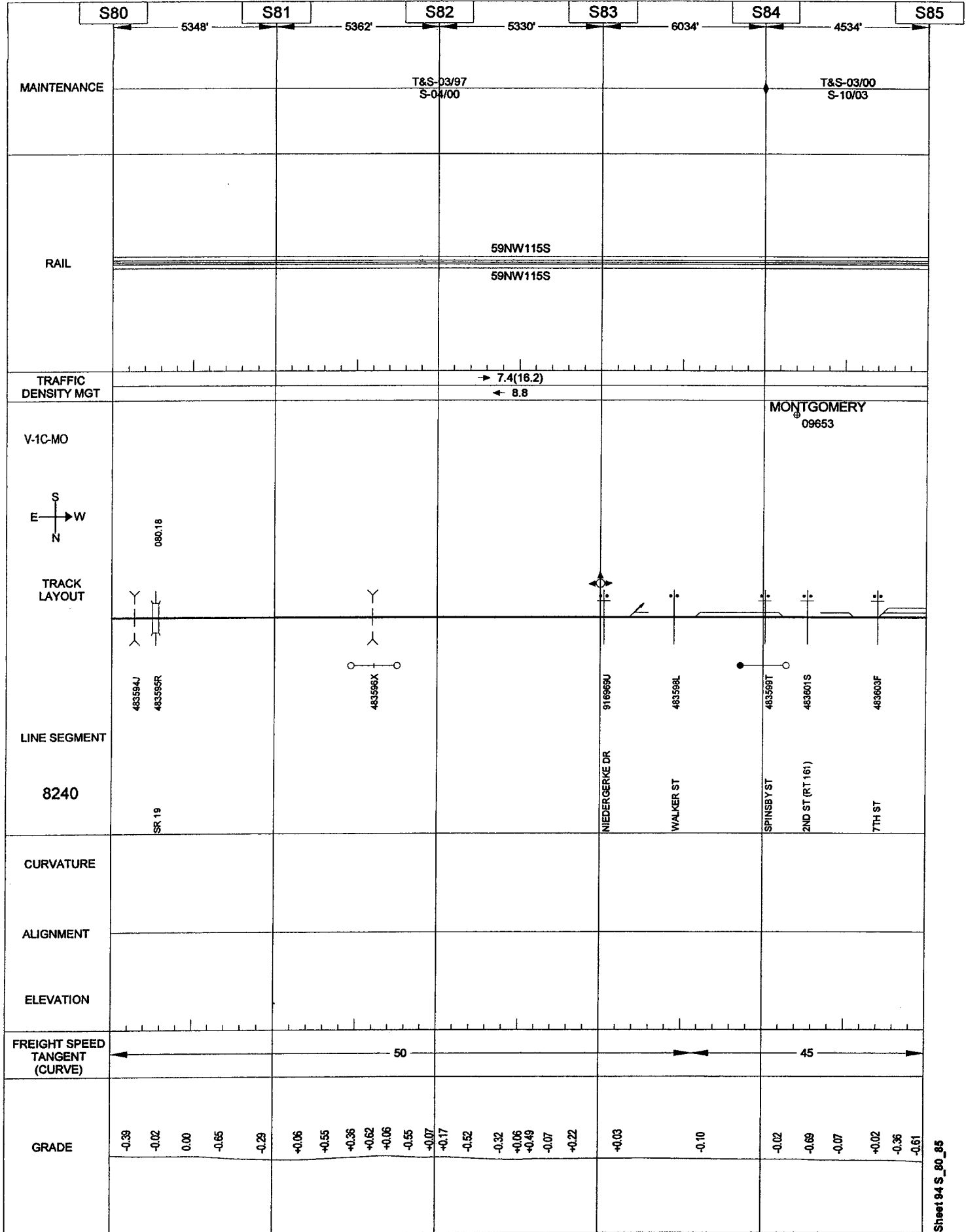


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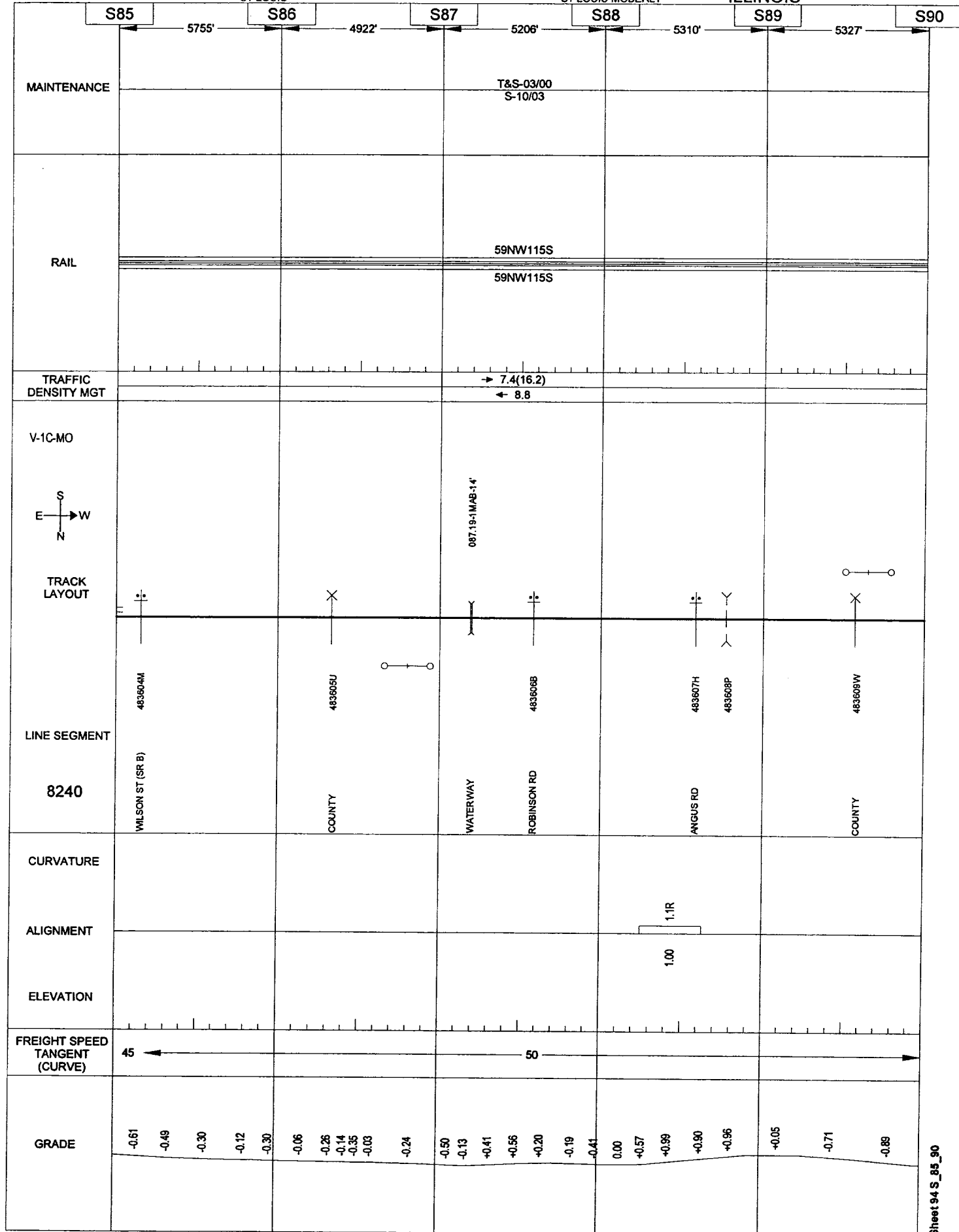


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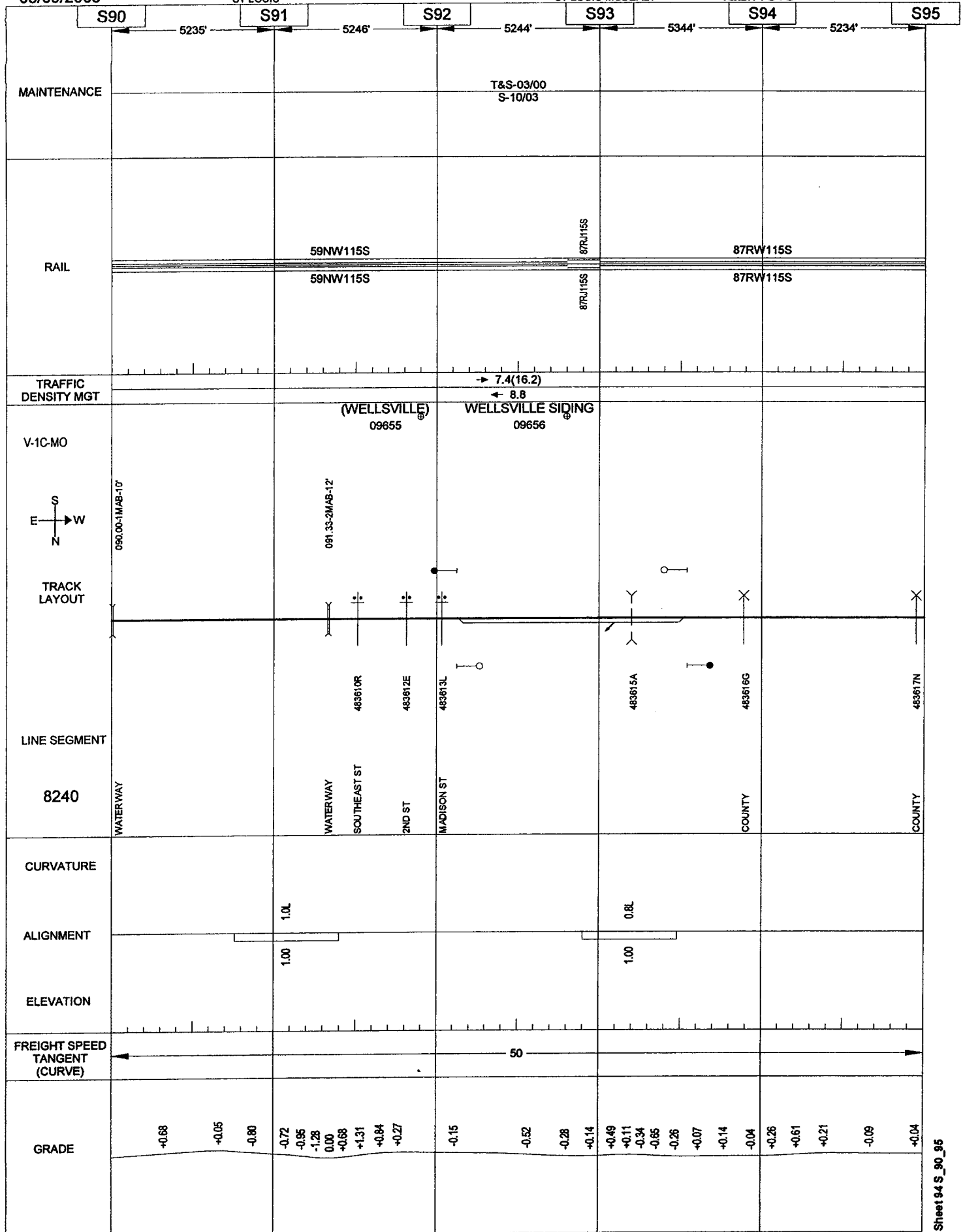


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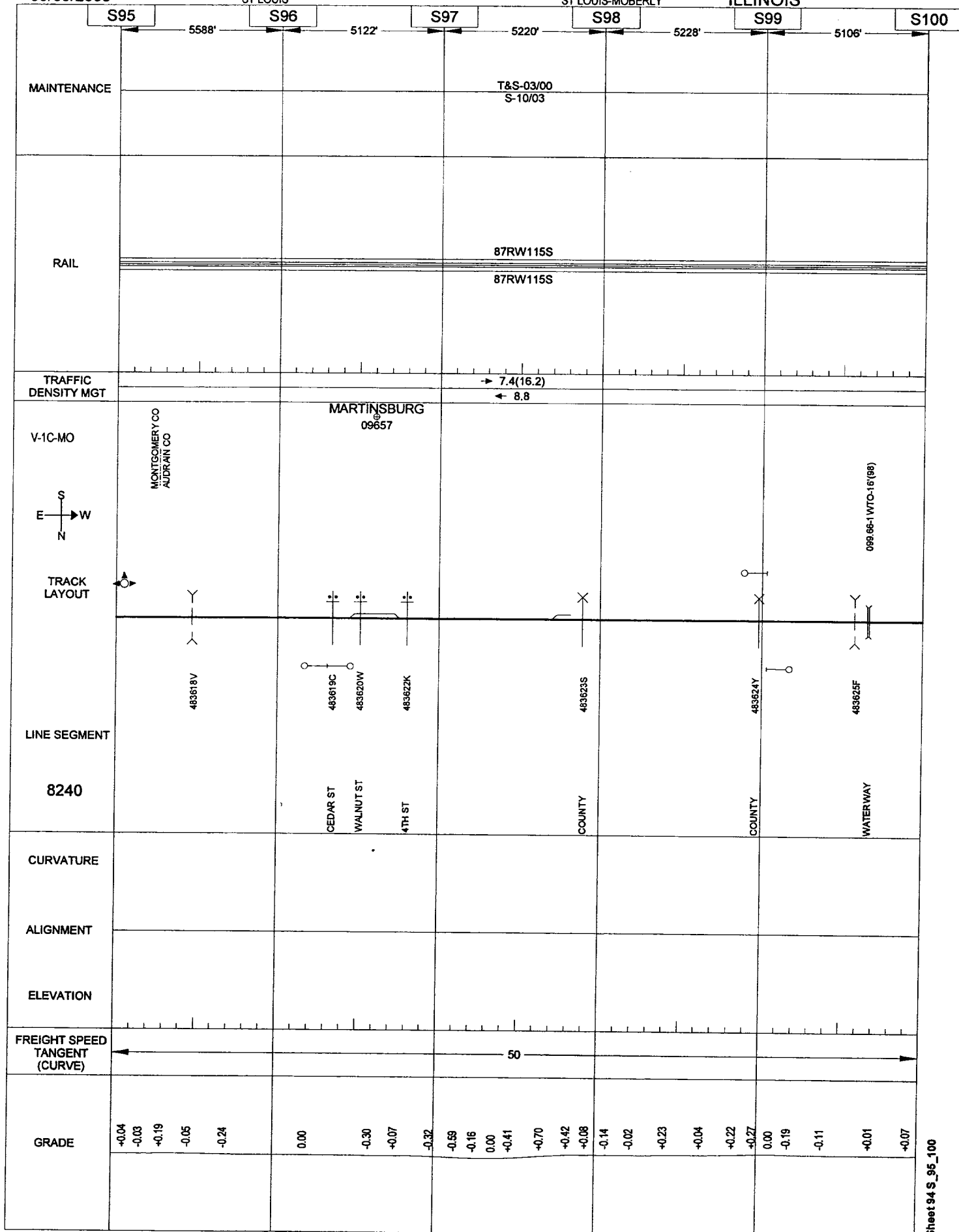
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120

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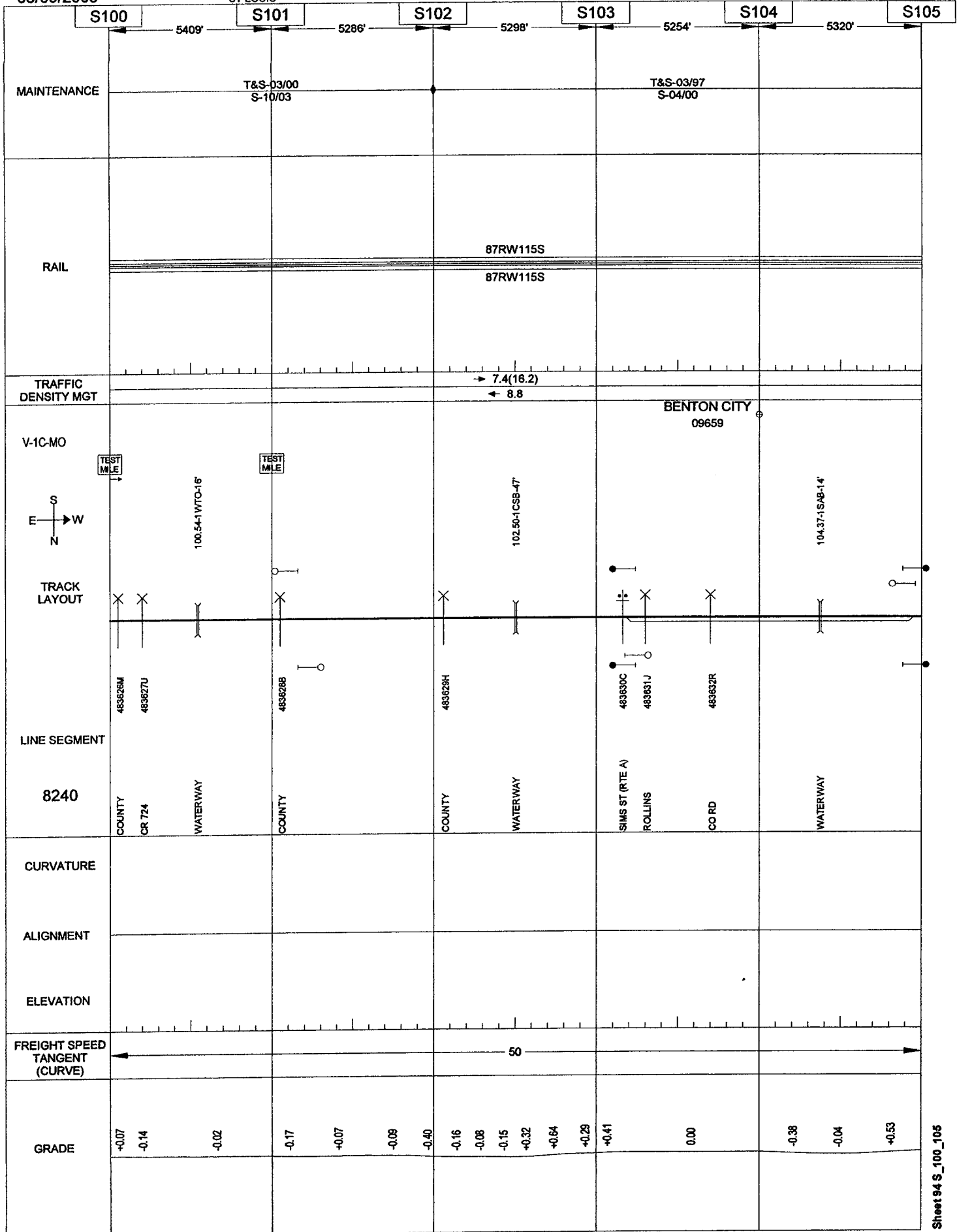


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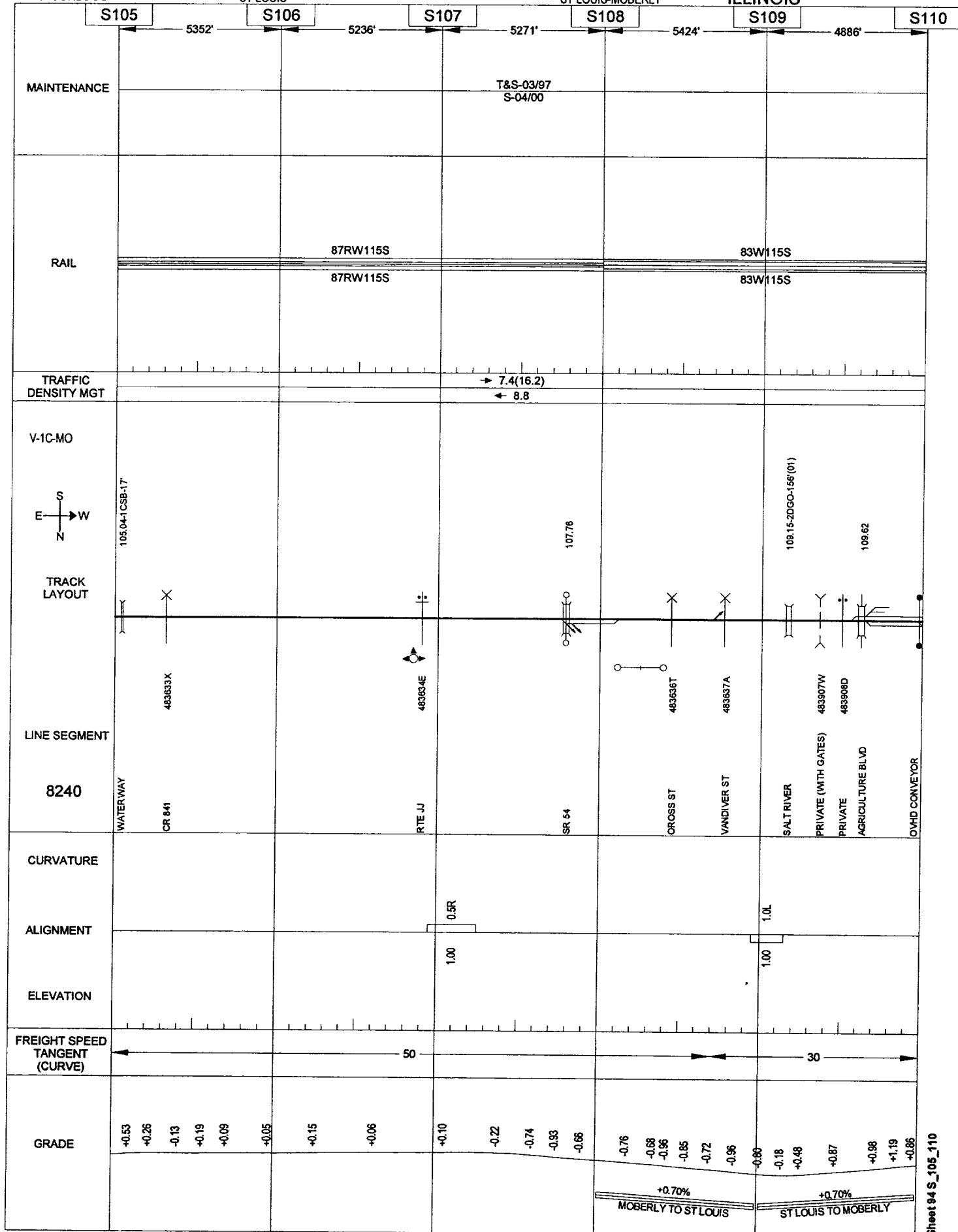
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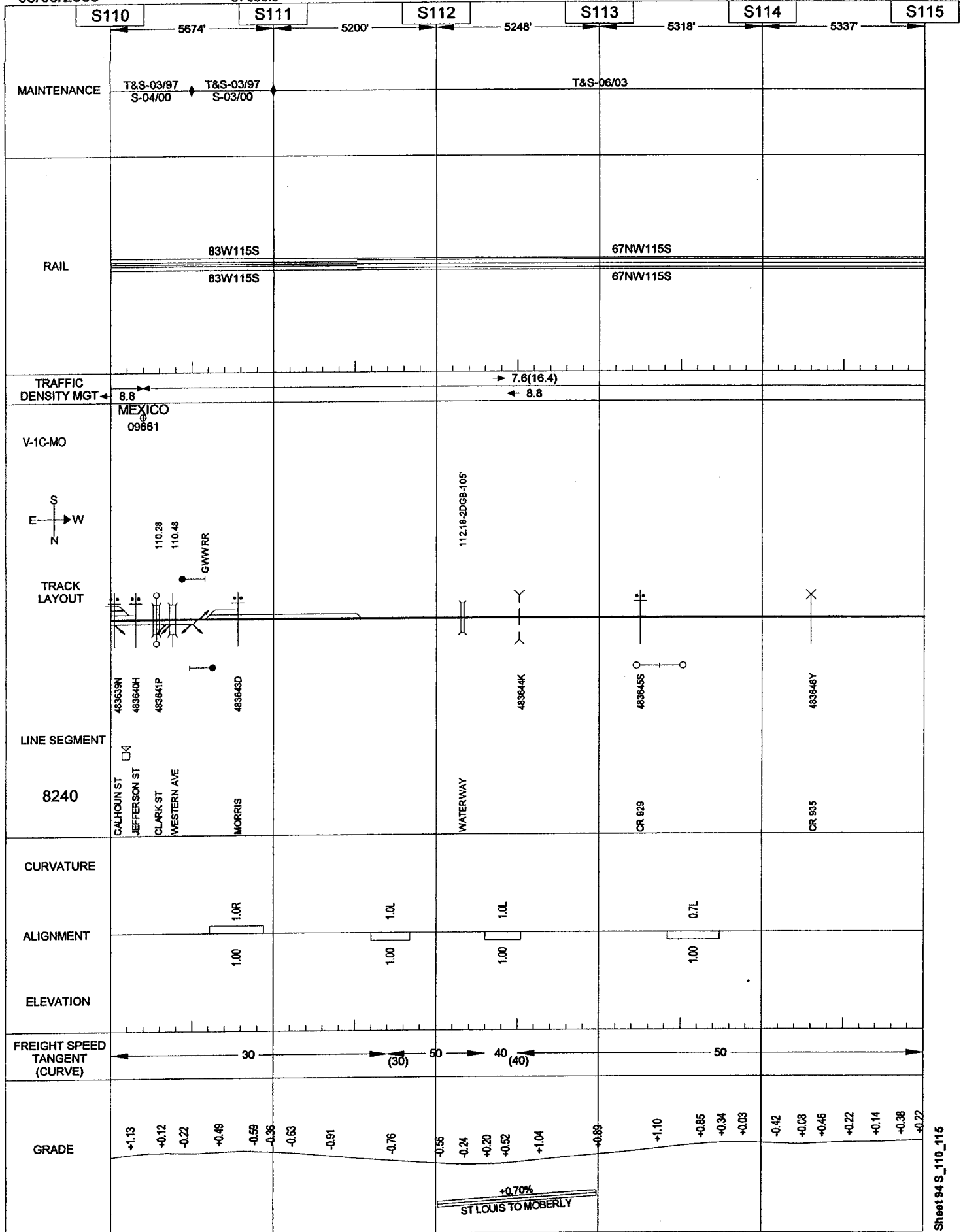


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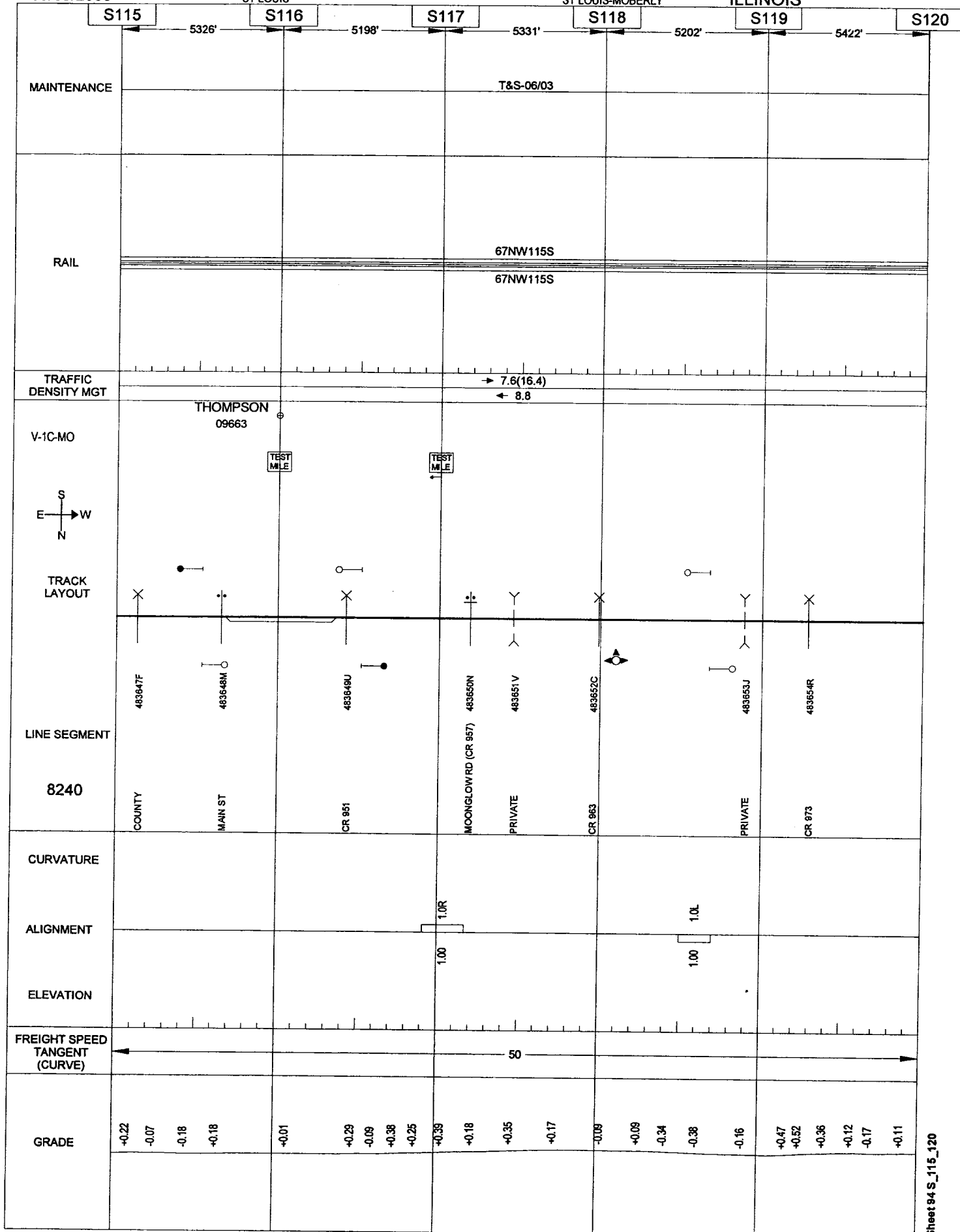
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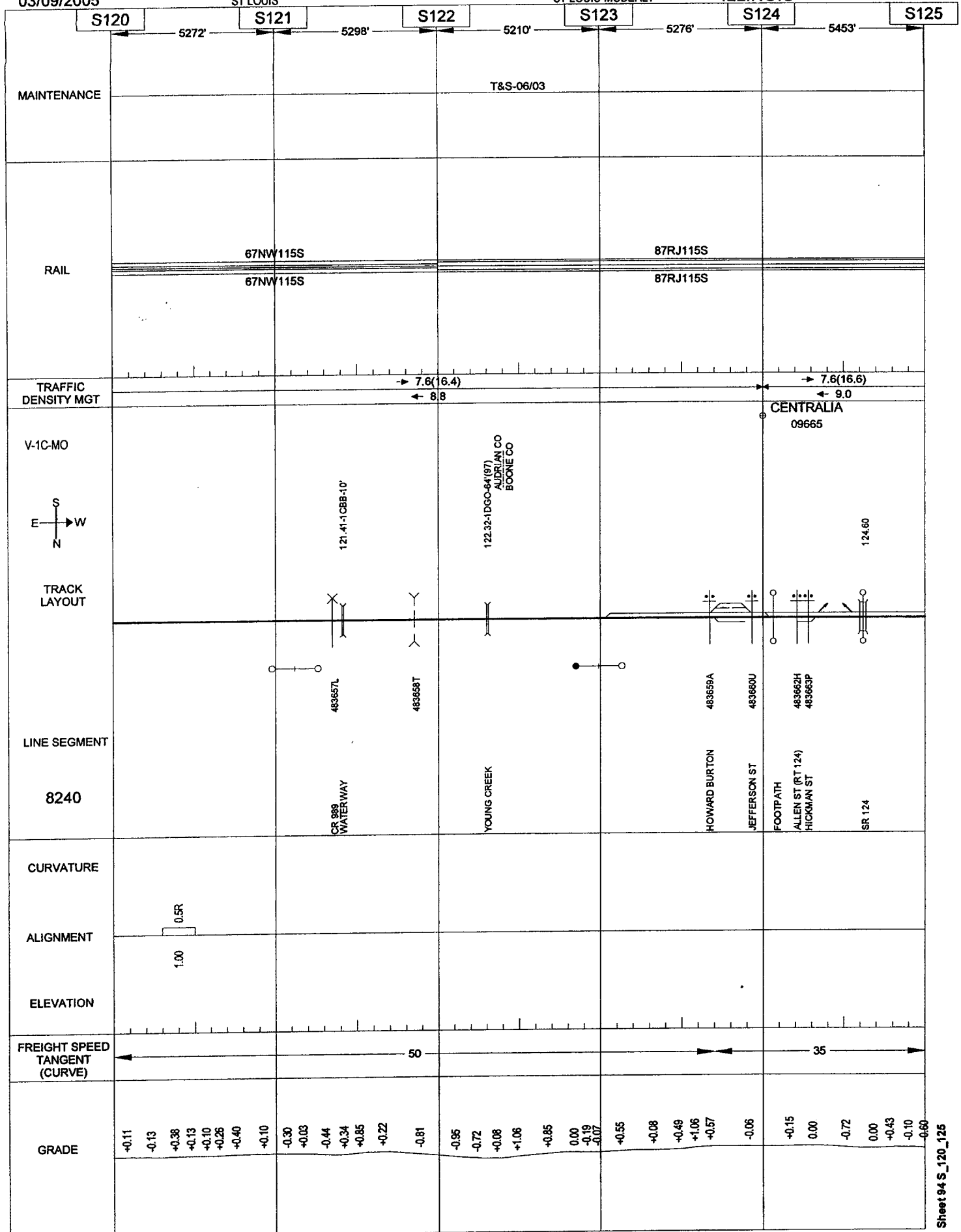


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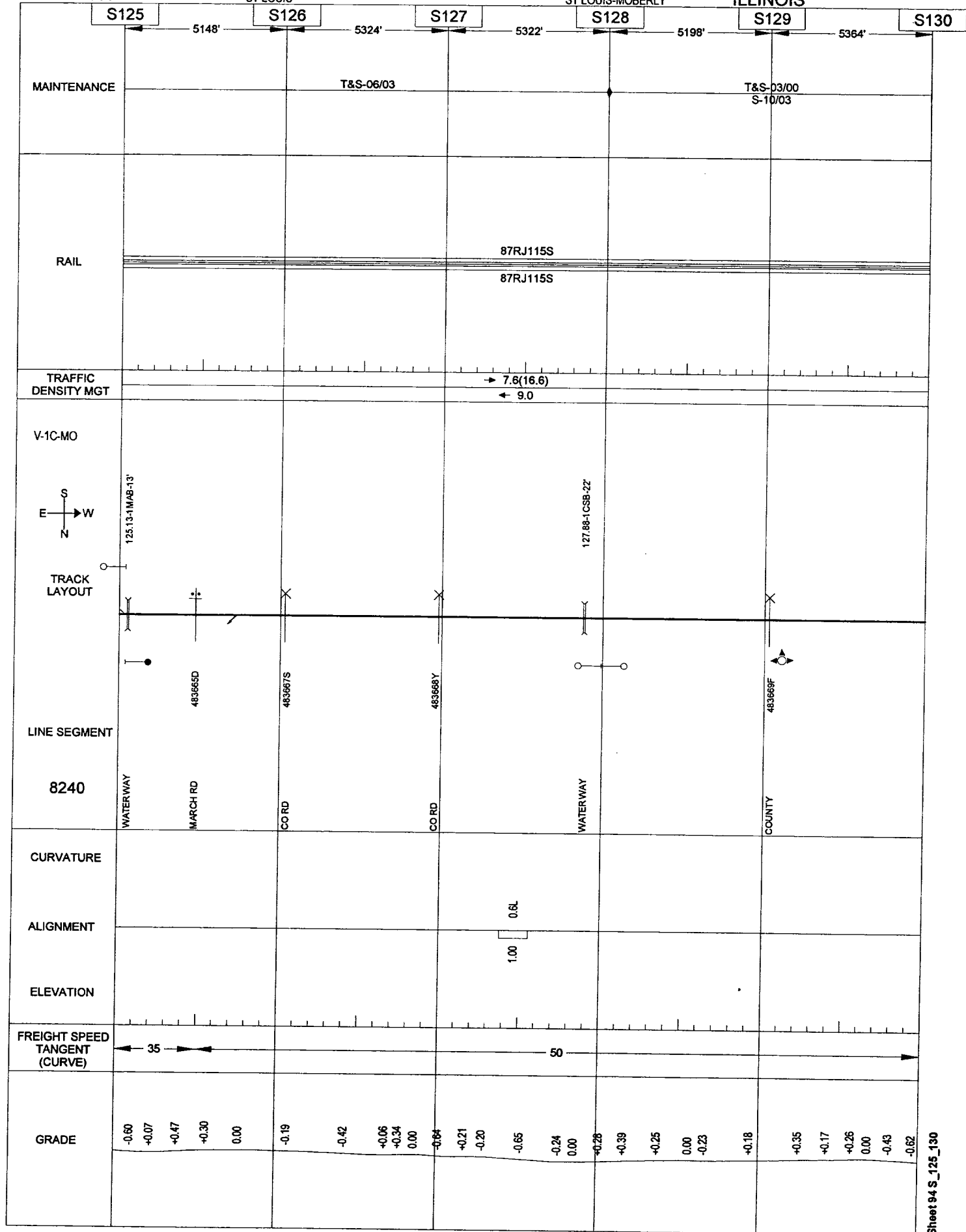
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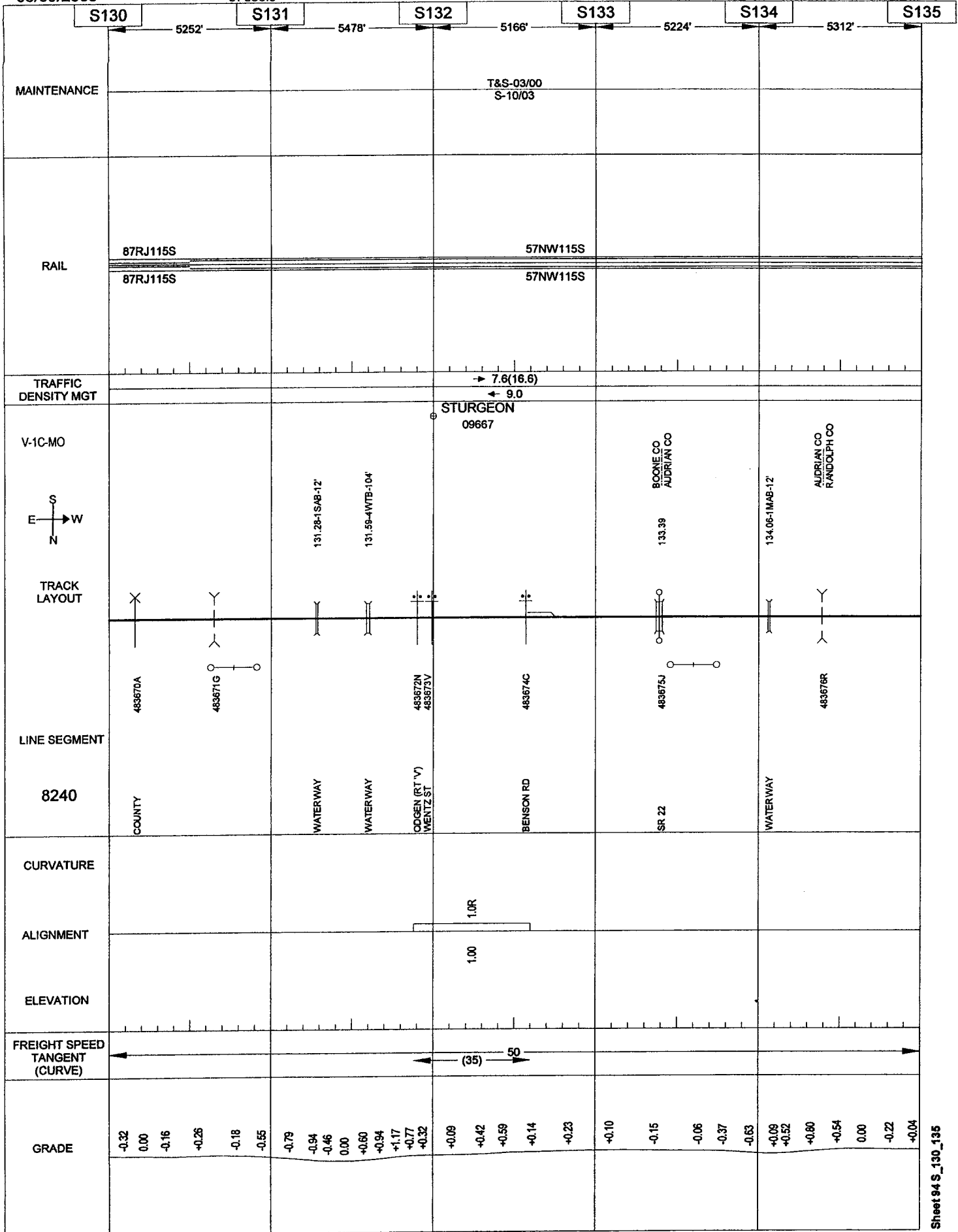


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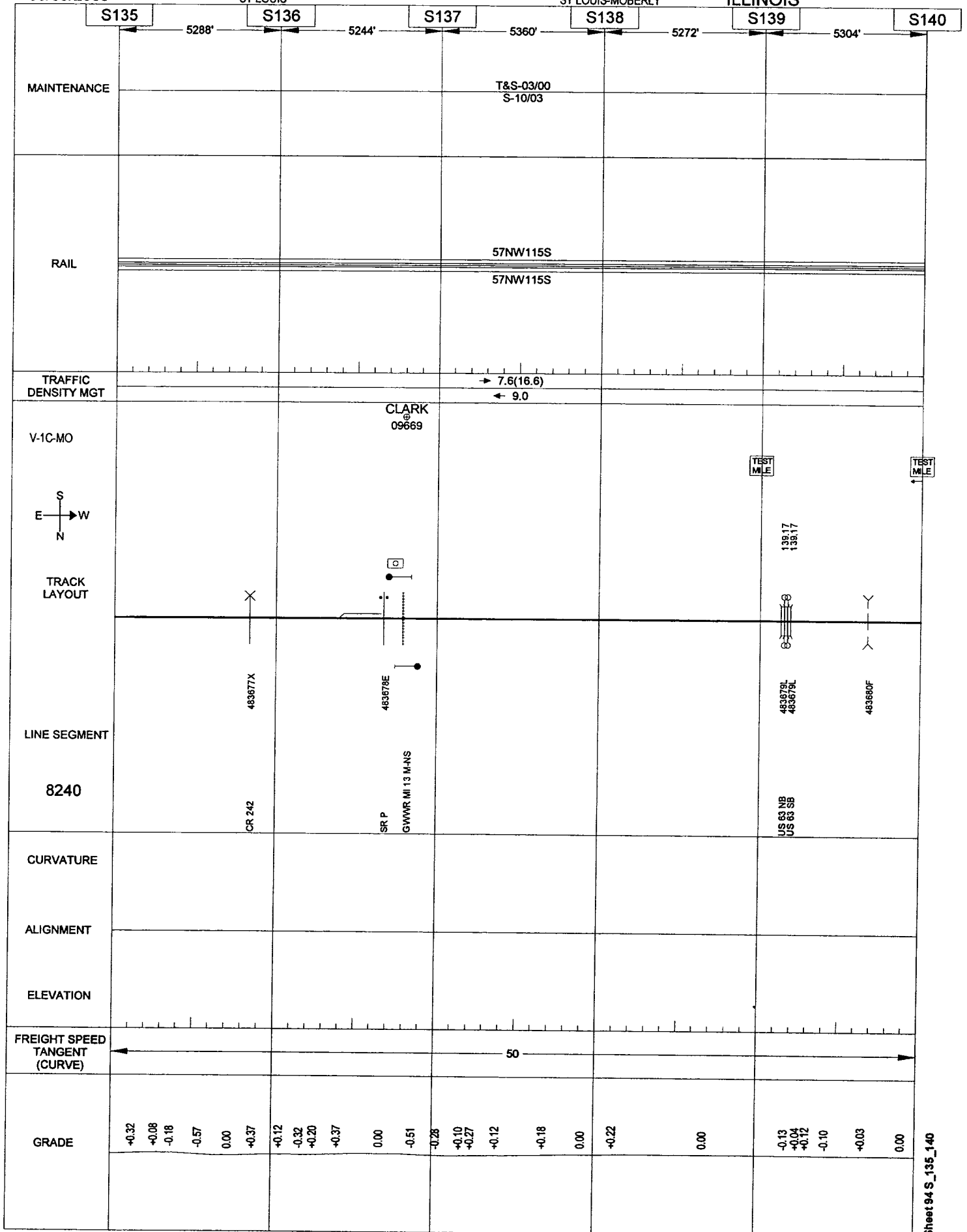
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128

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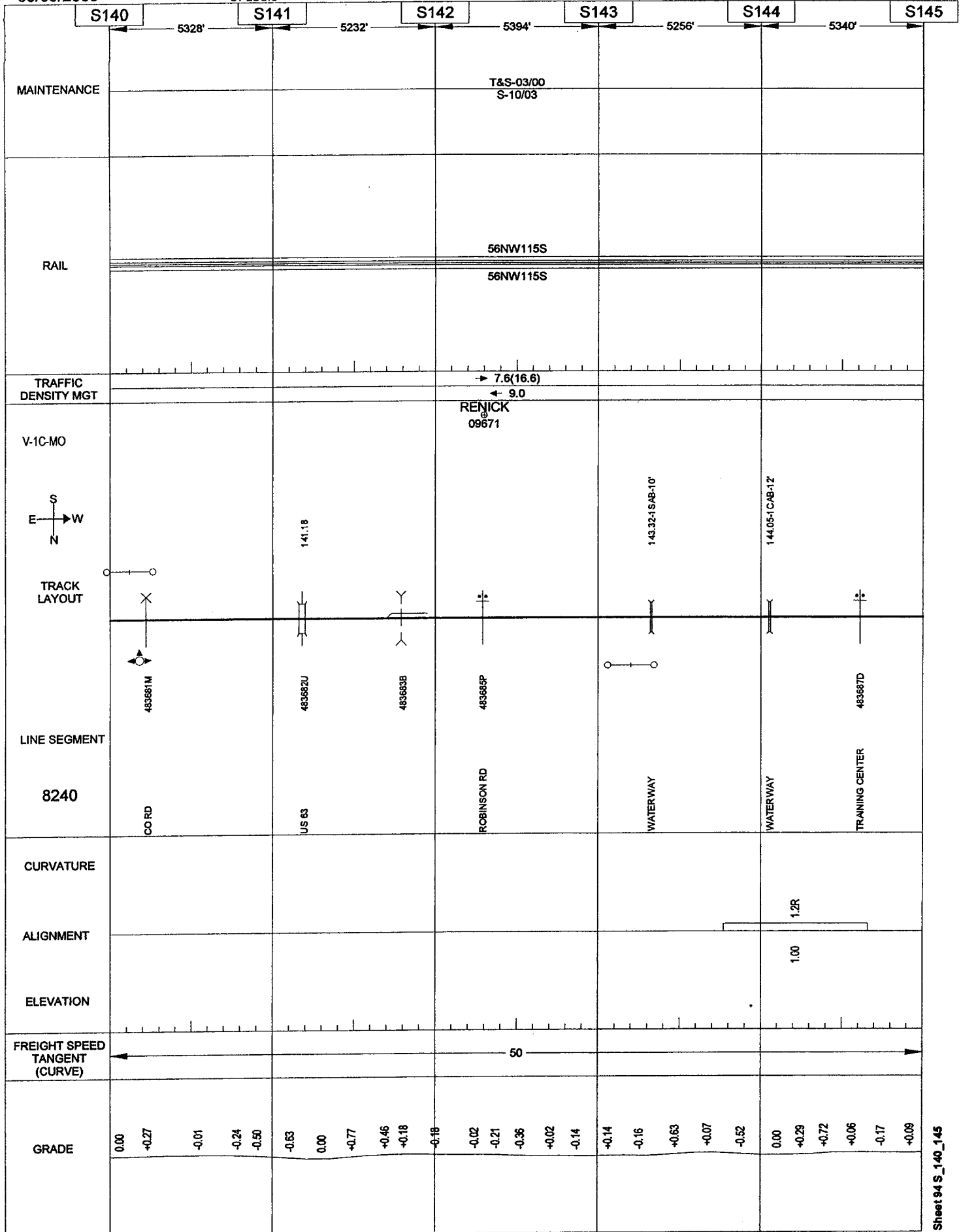


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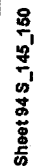
ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



ILLINOIS

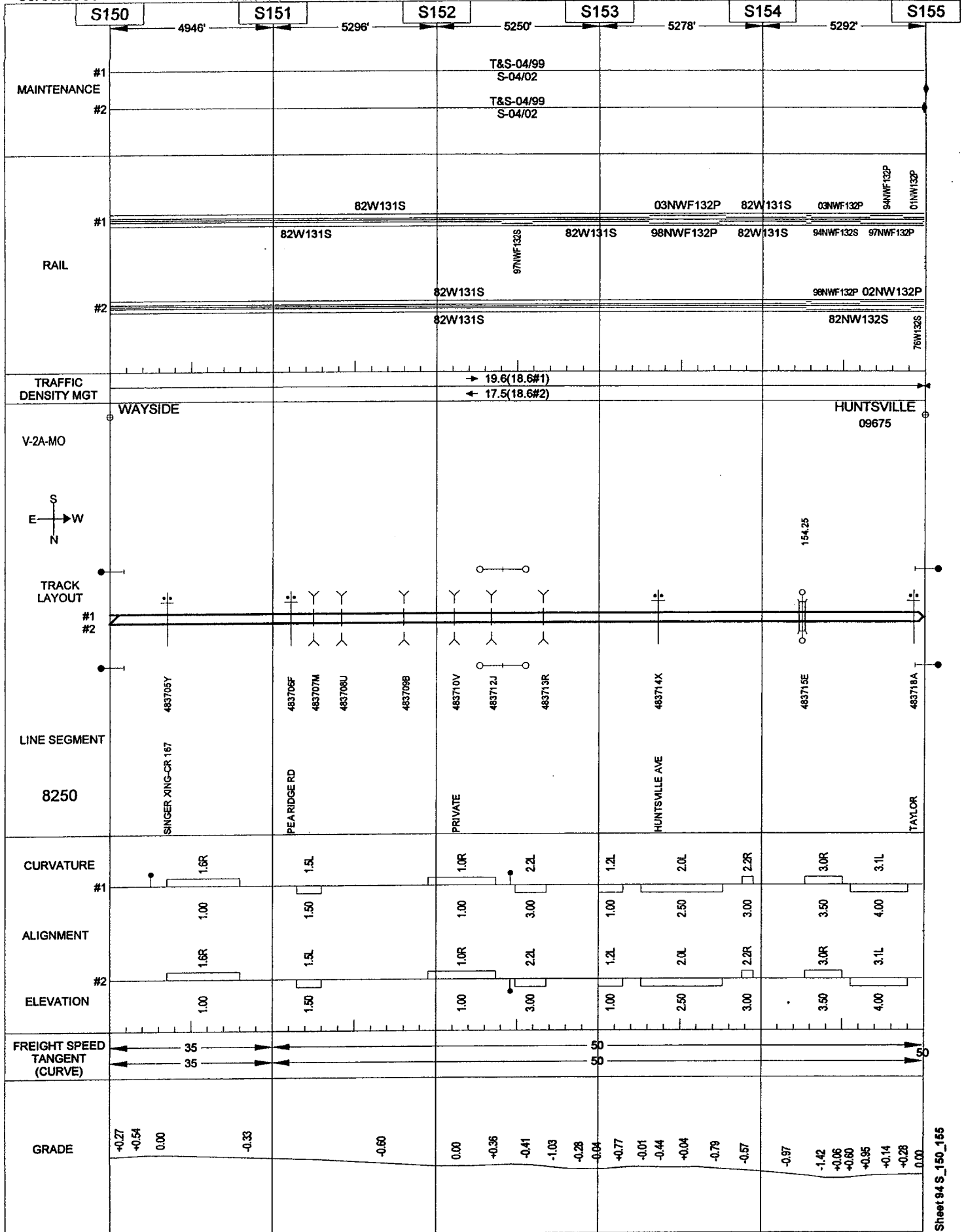


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



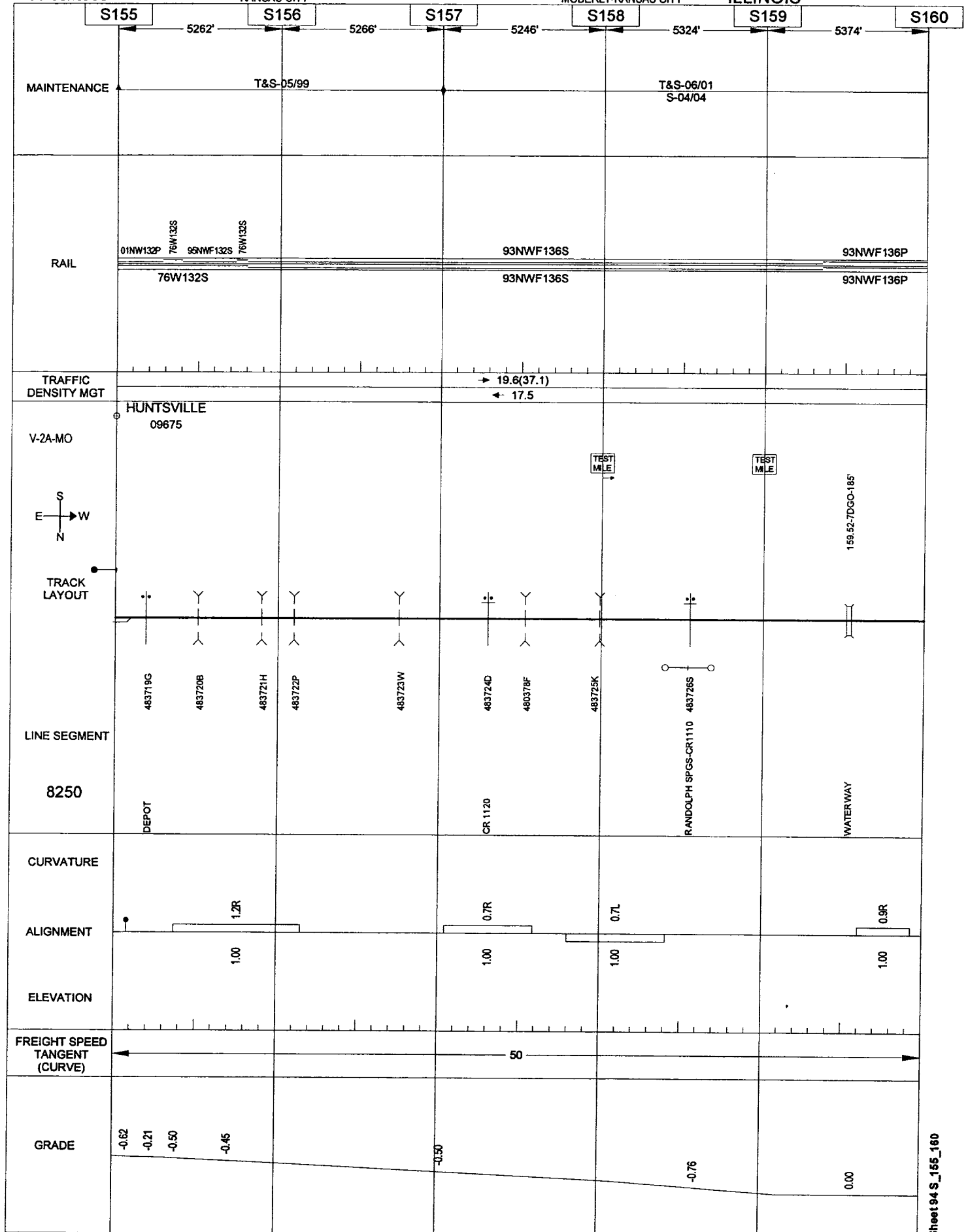
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132

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

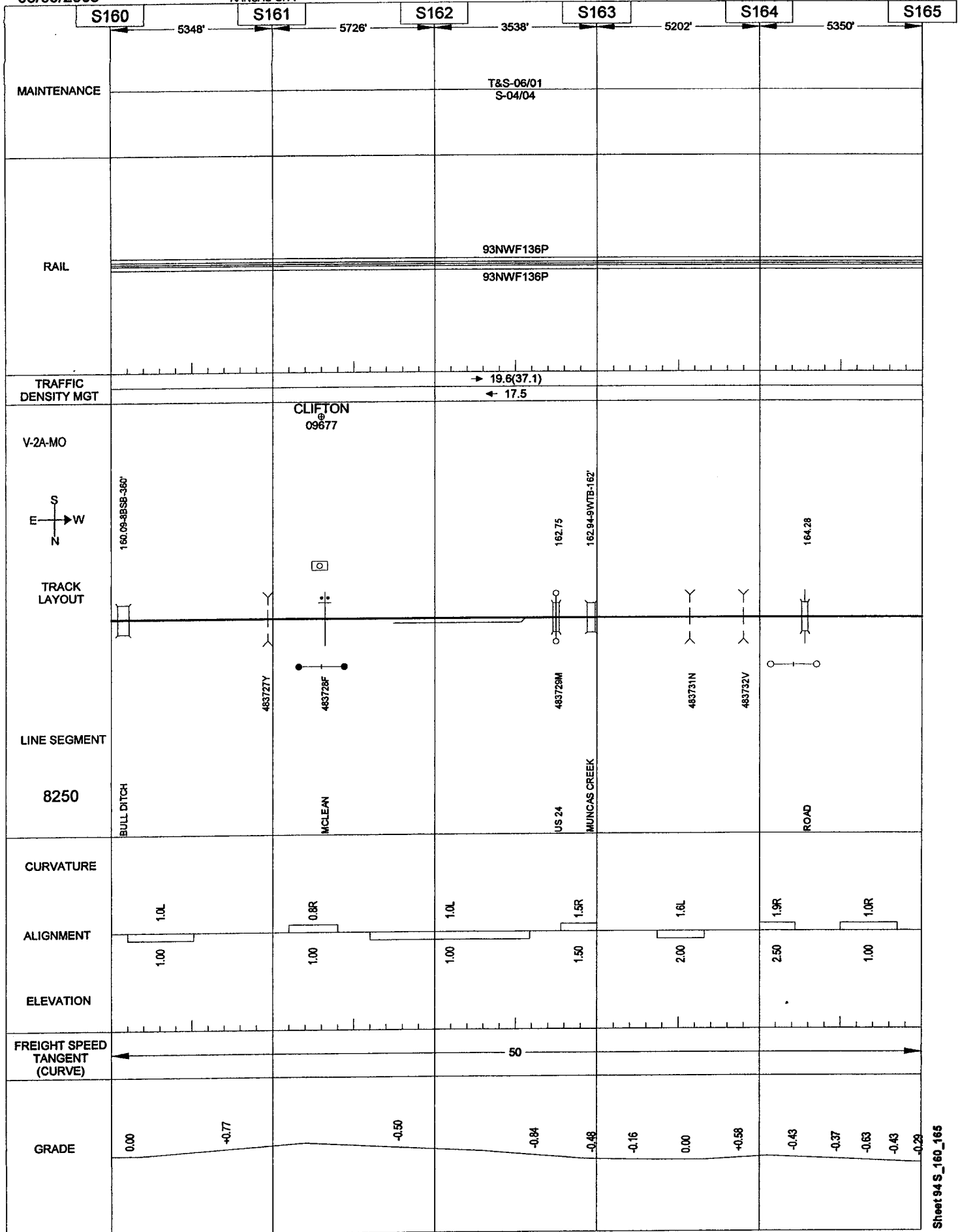


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



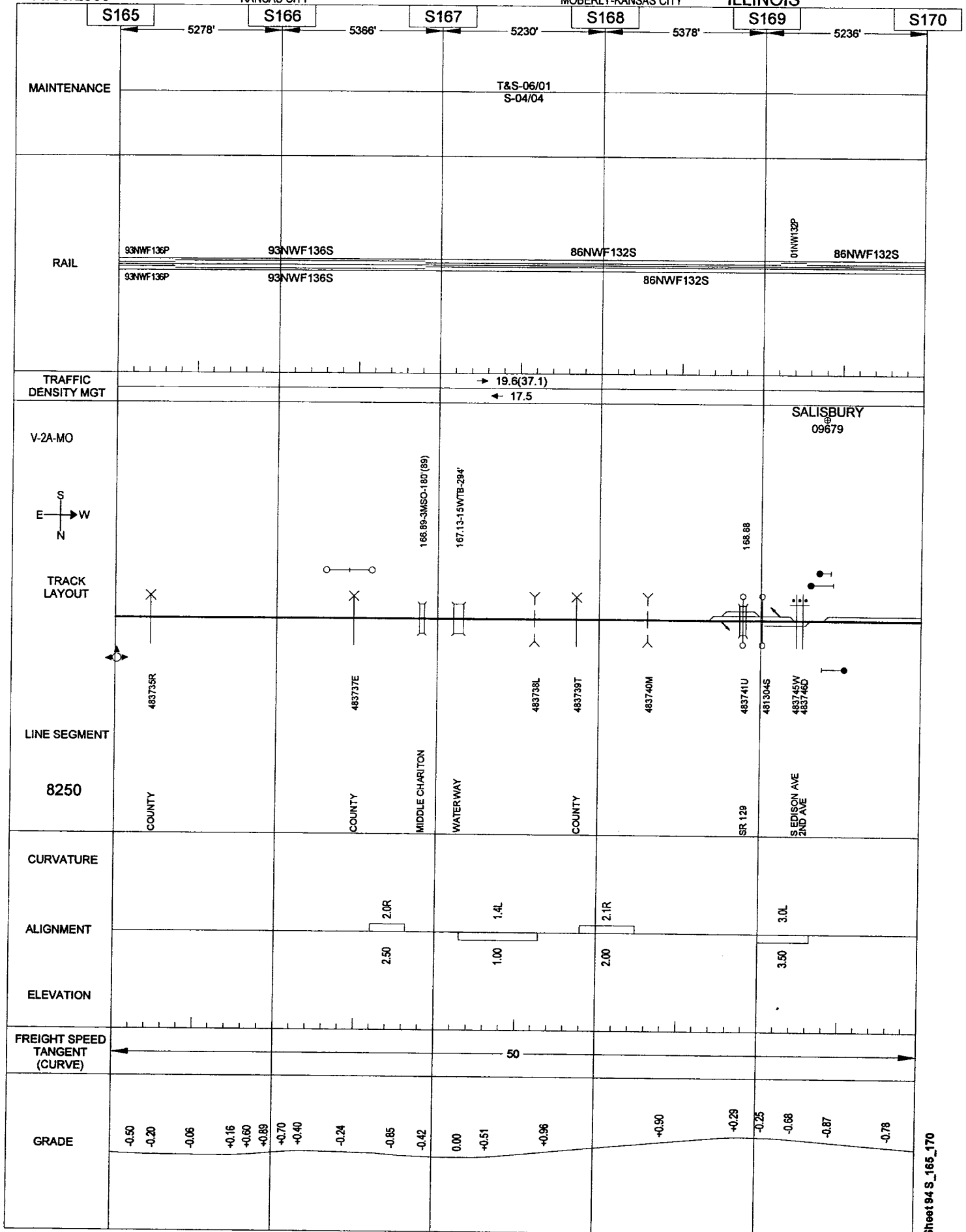
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134

KANSAS CITY

MOBERLY-KANSAS CITY

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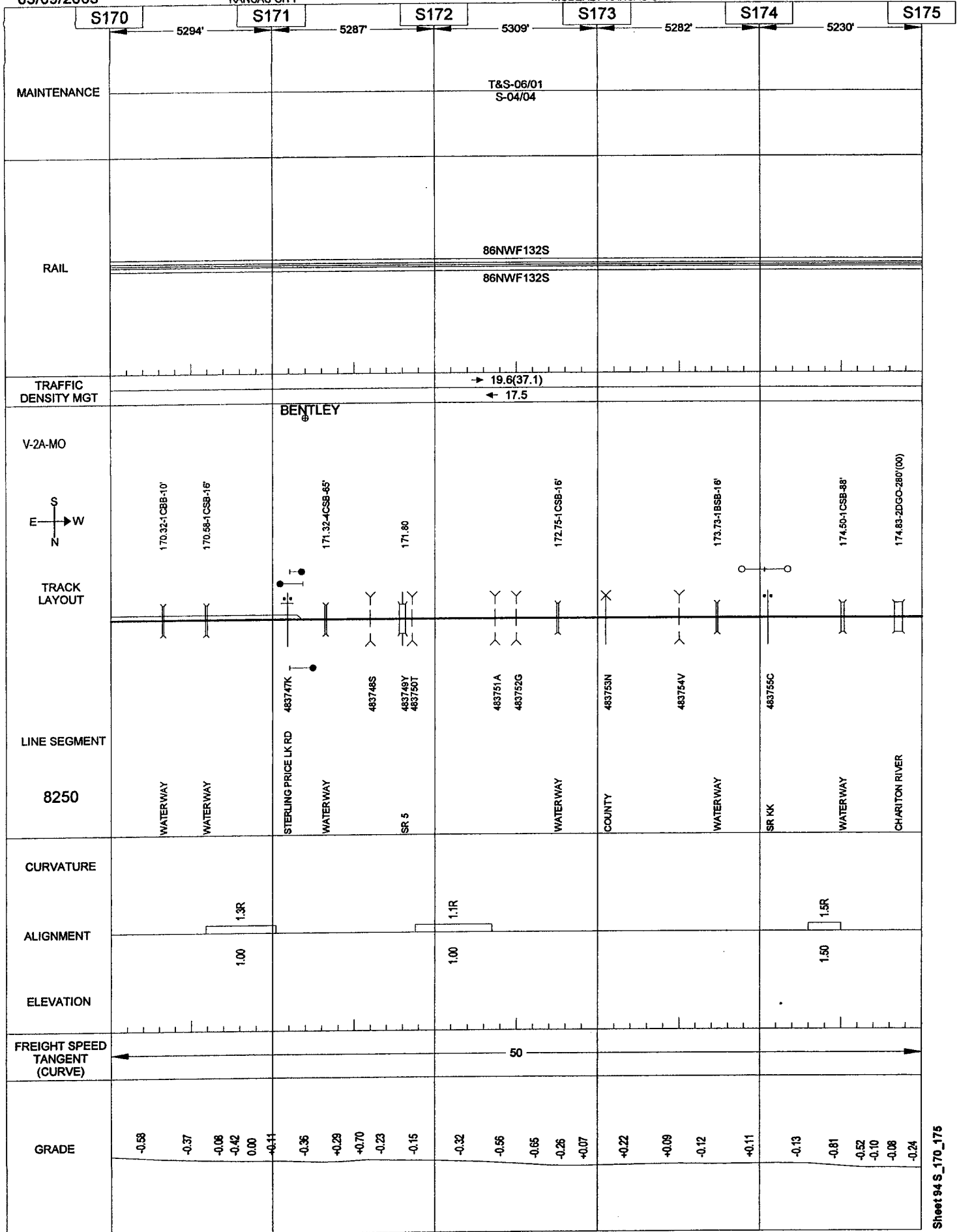


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



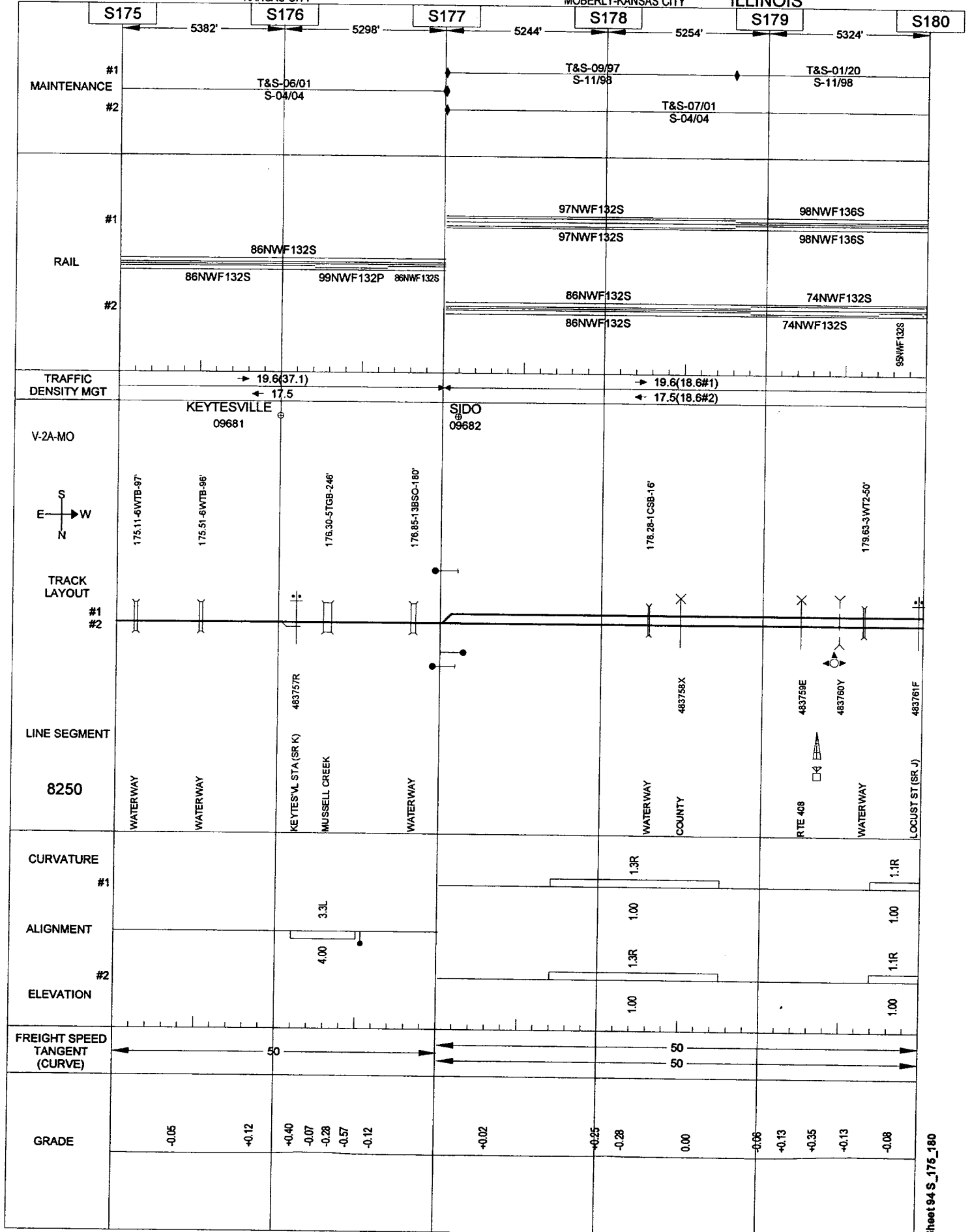
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136

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



Sheet 94 S_180_185

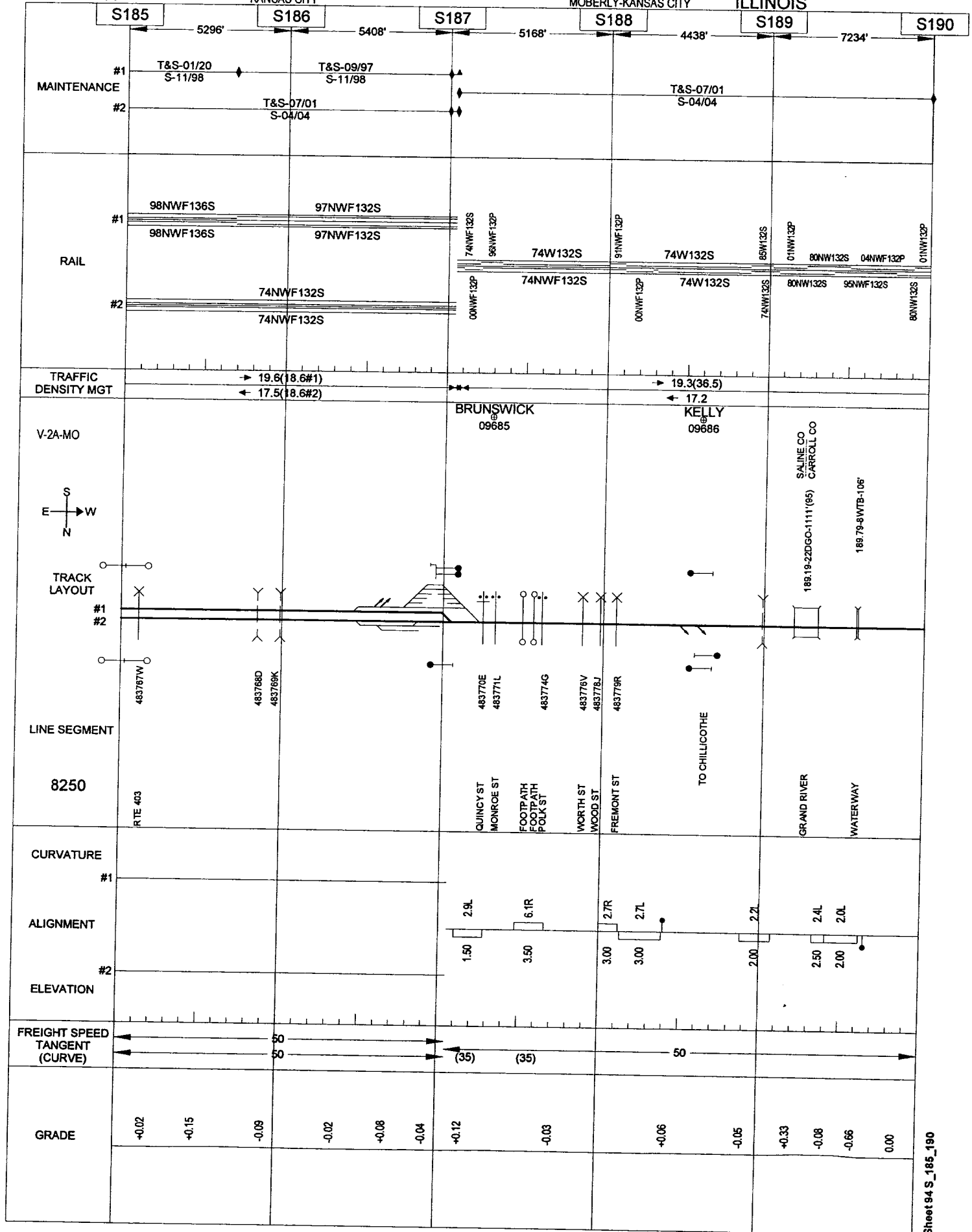
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138

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

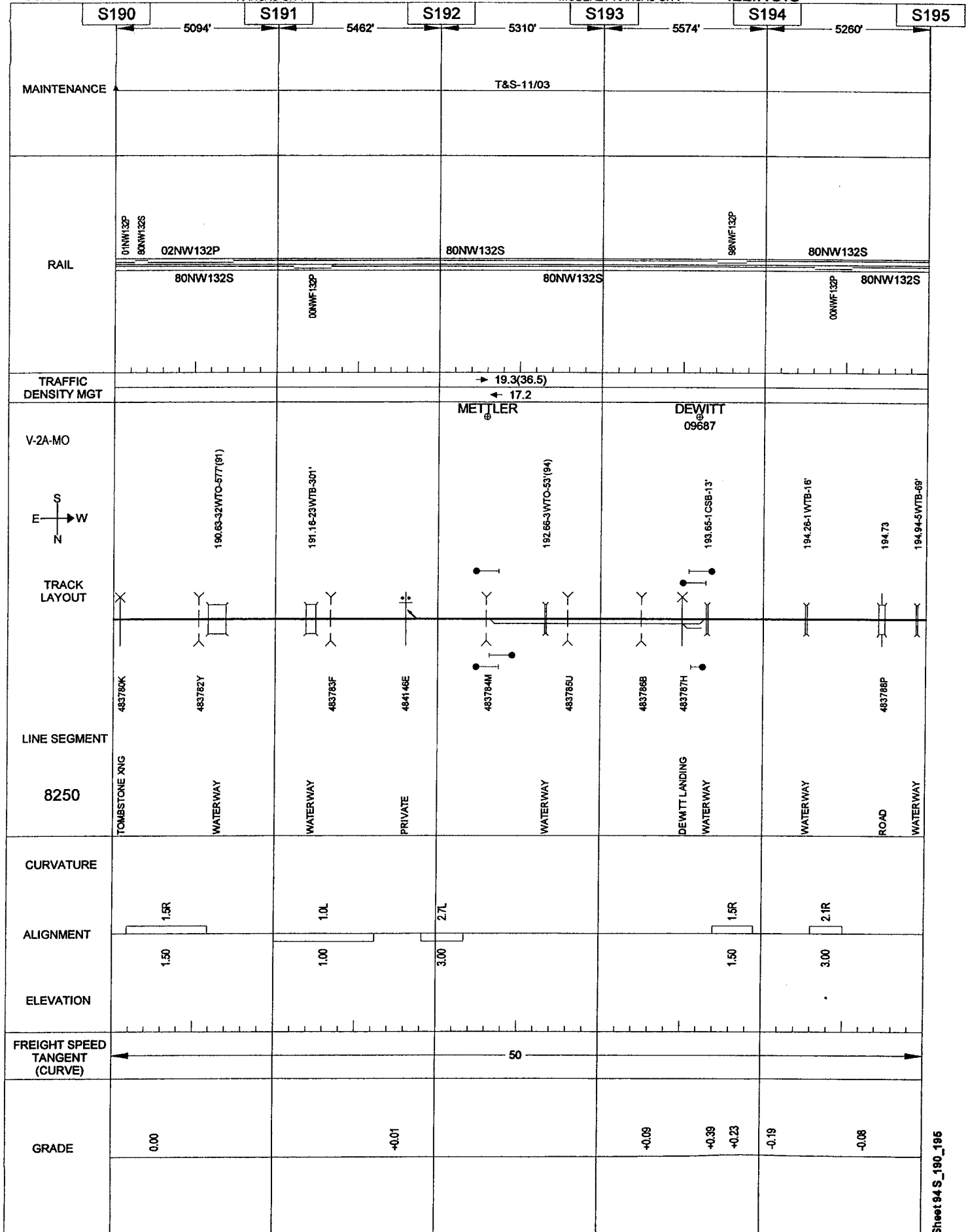


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



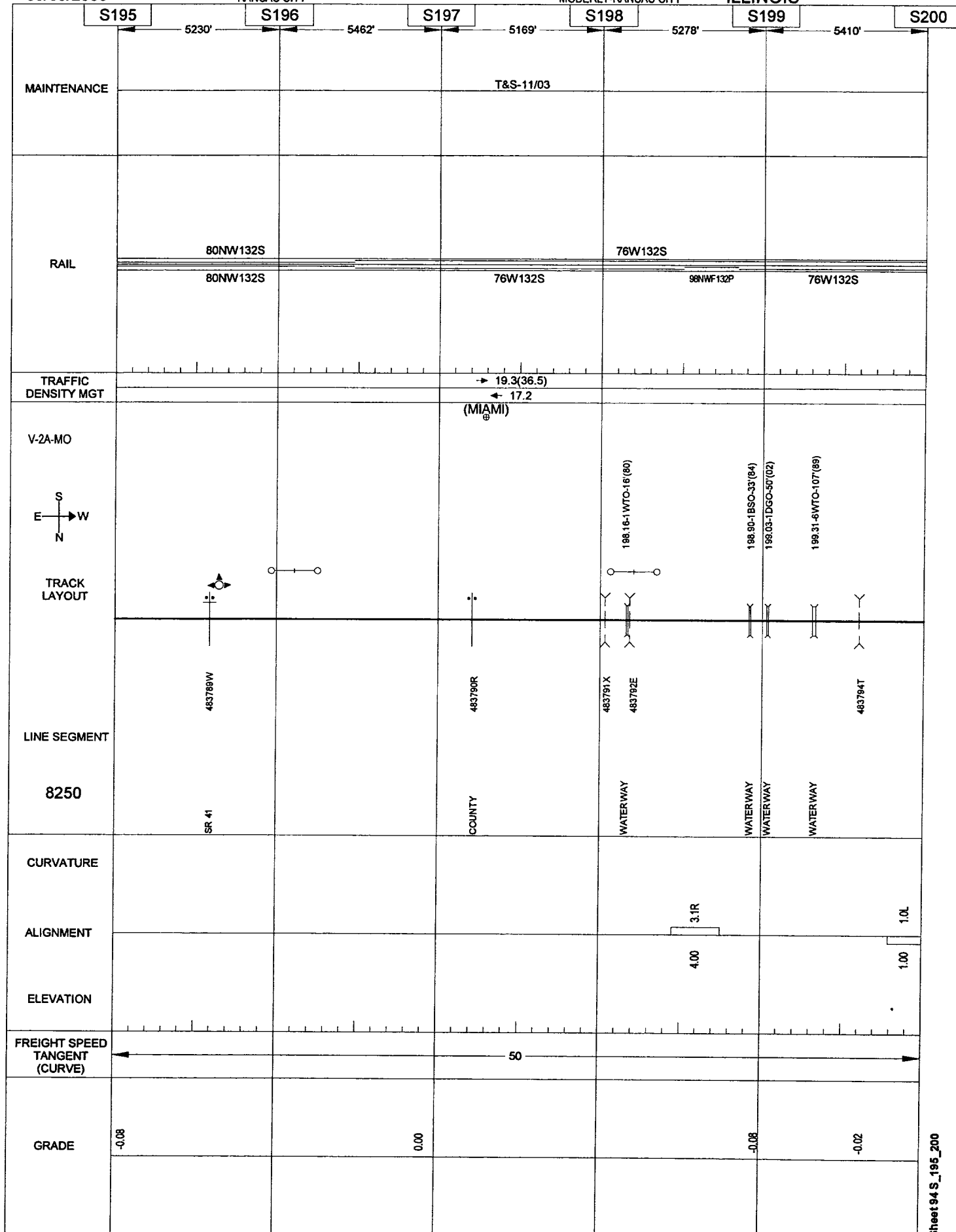
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140

KANSAS CITY

MOBERLY-KANSAS CITY

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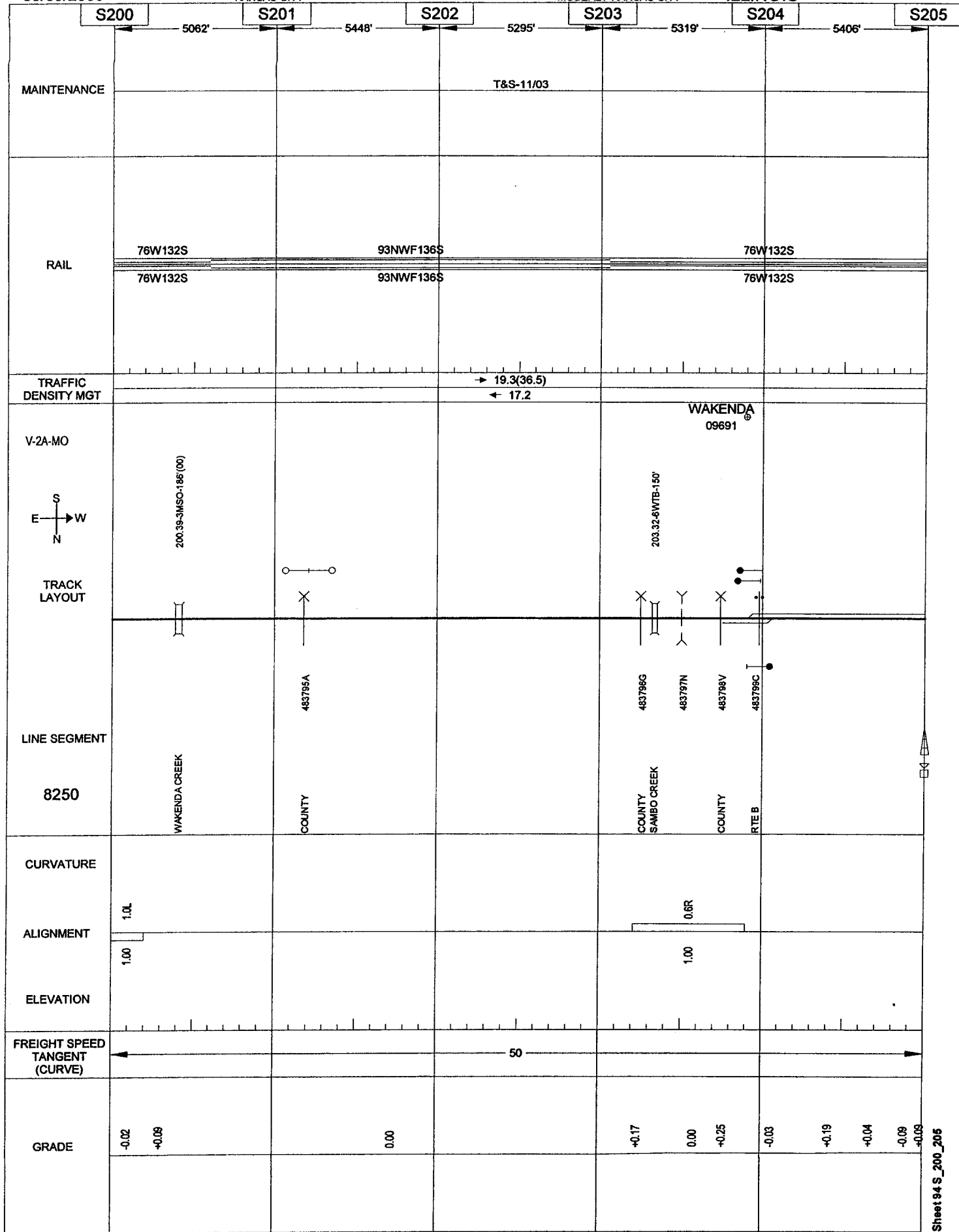


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



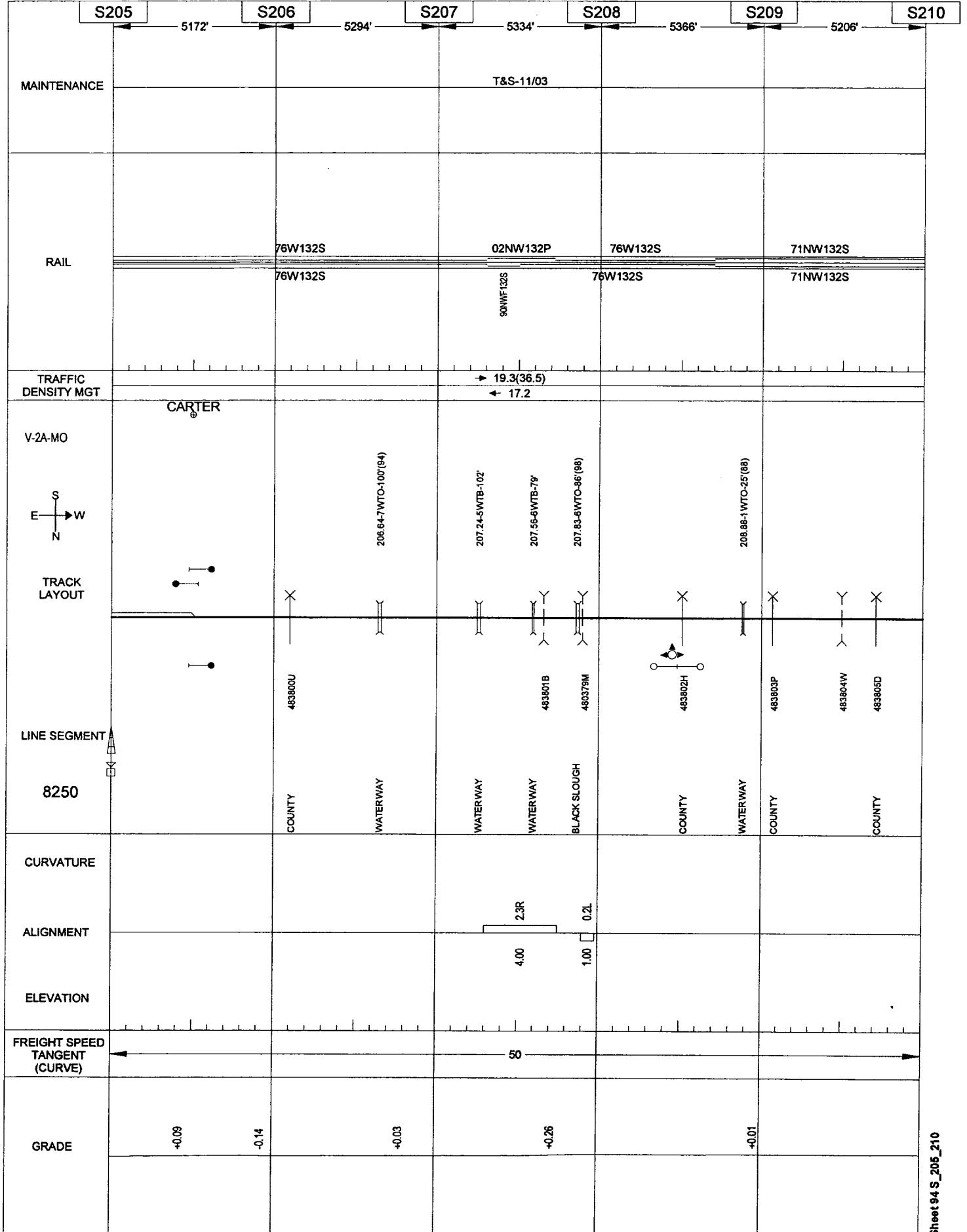
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142

KANSAS CITY

MOBERLY-KANSAS CITY

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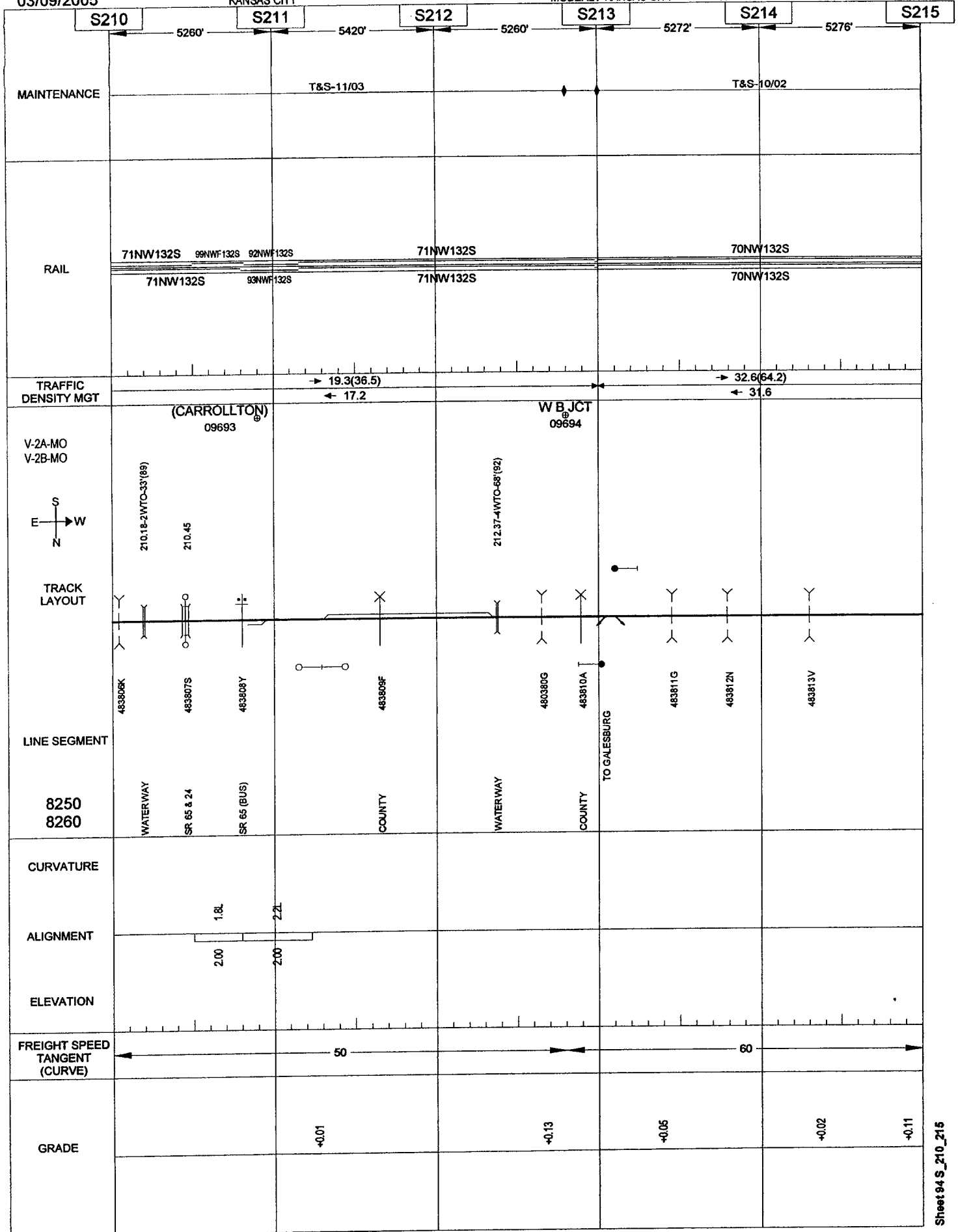


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



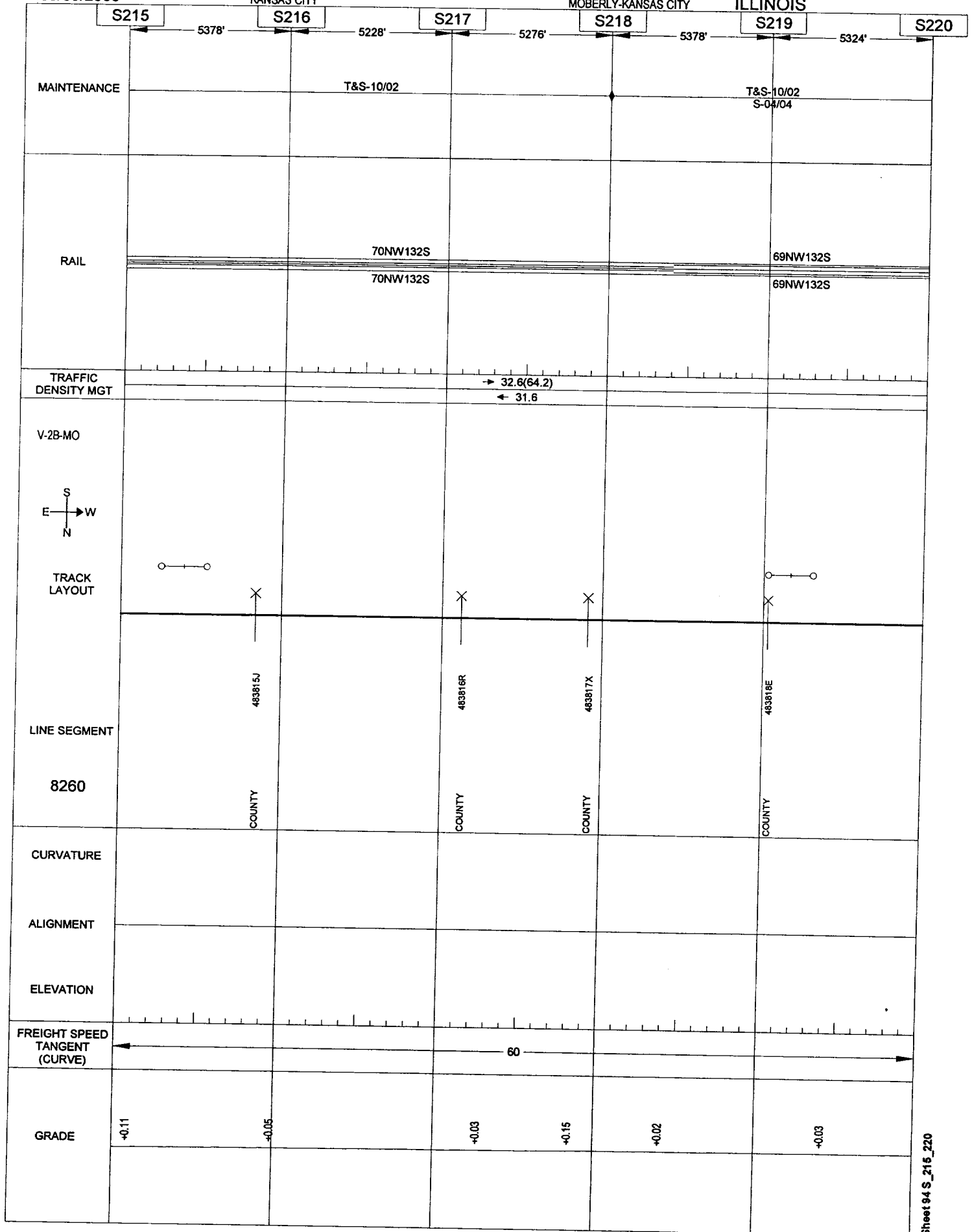
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144

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS

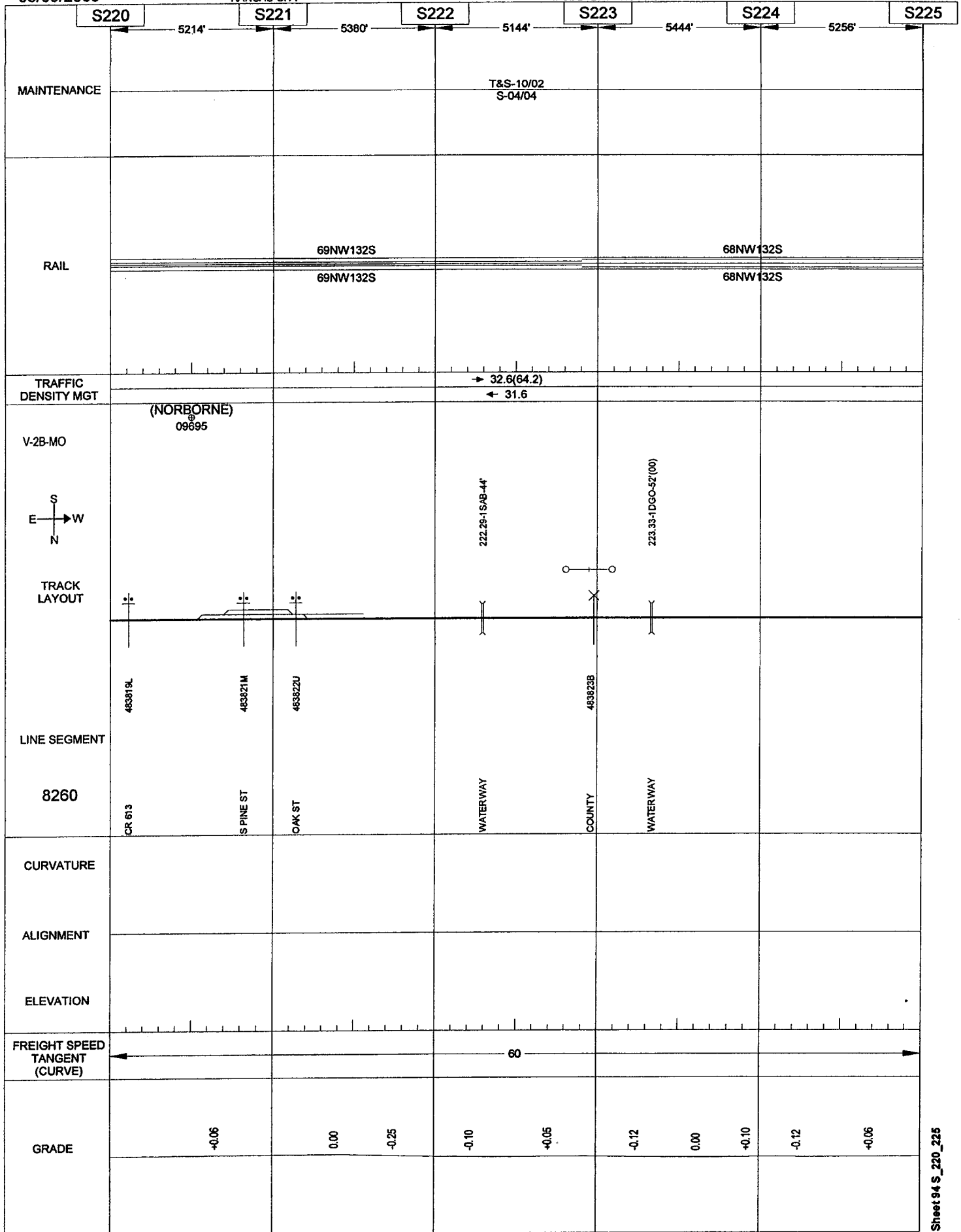


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



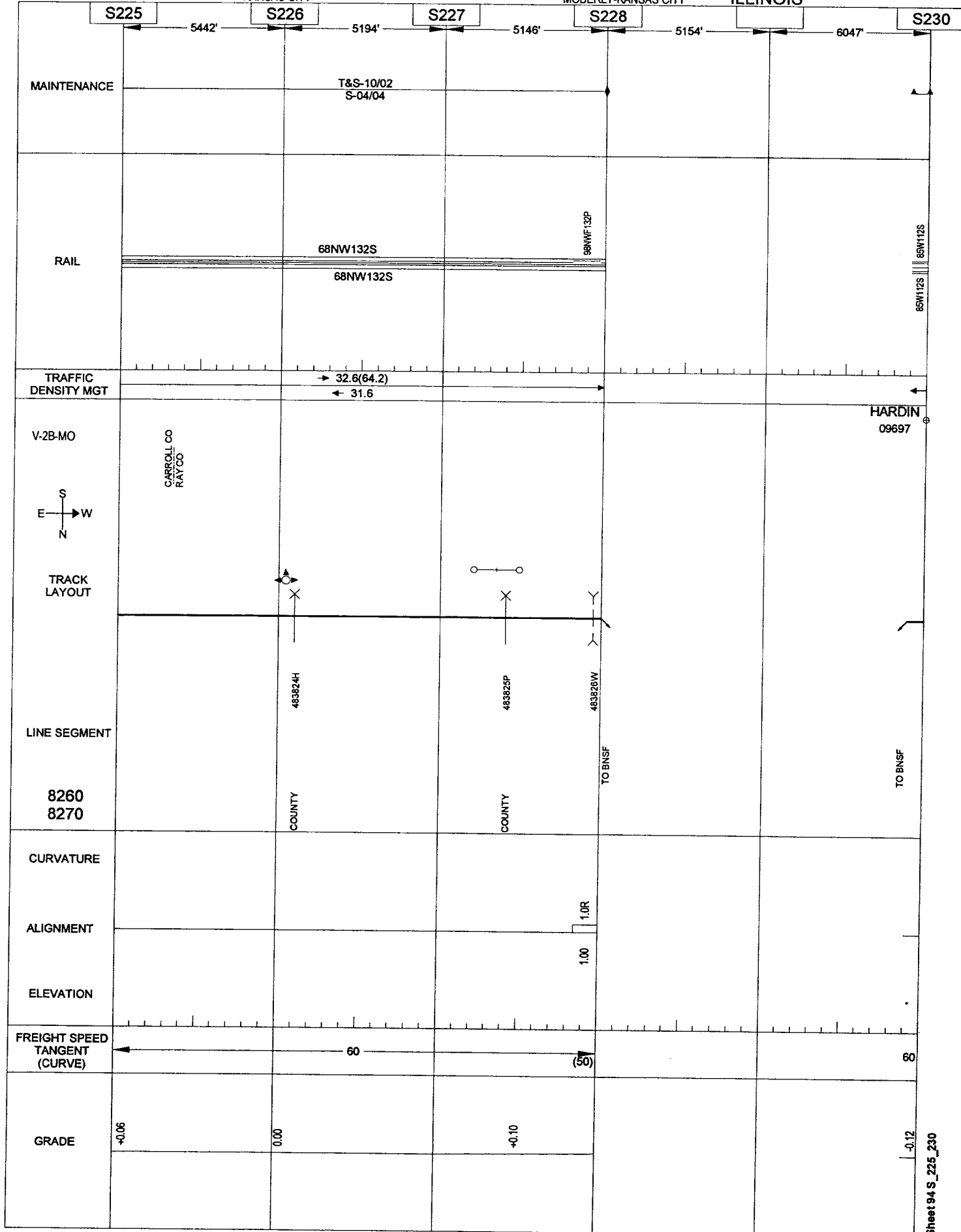
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KANSAS CITY

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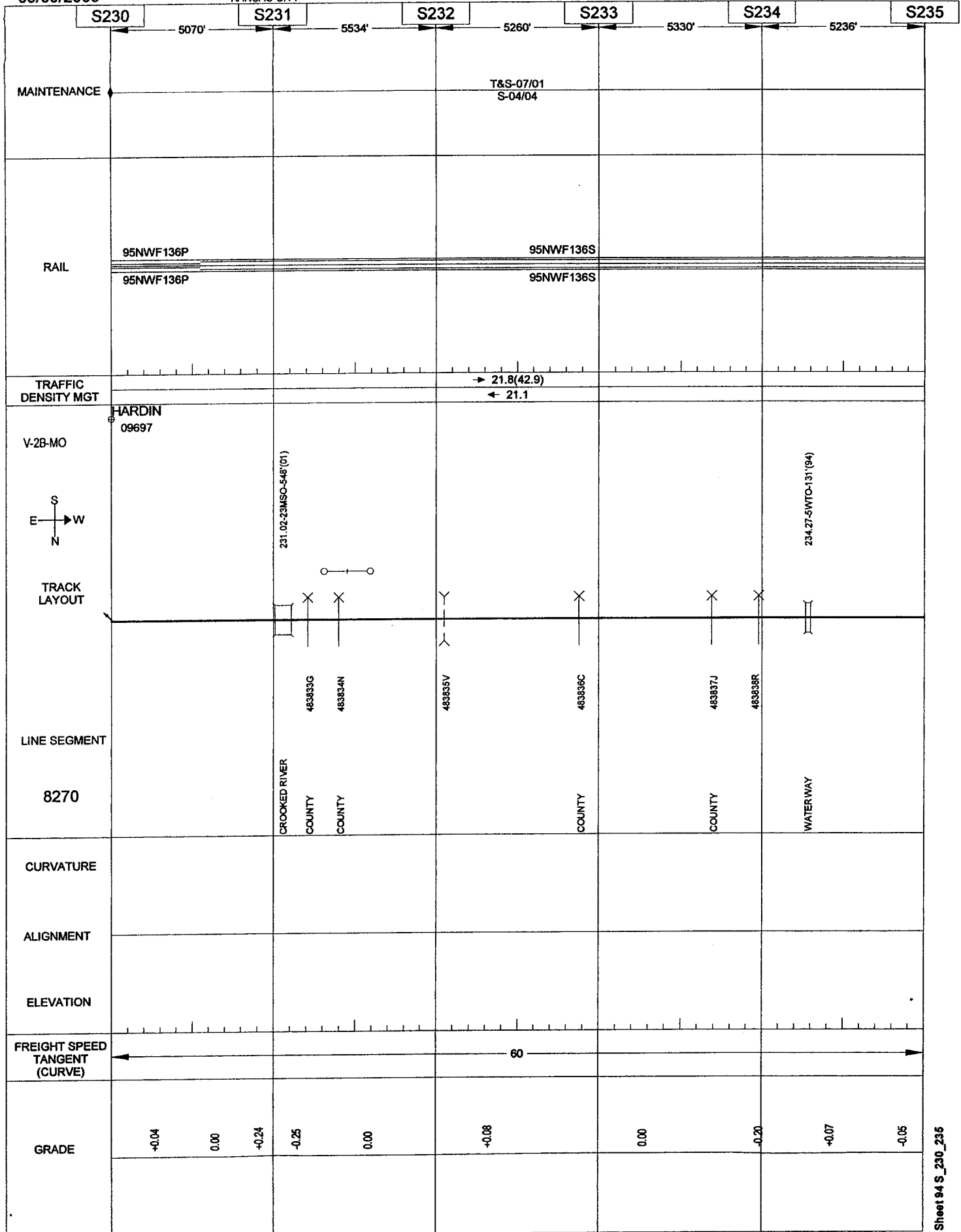


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KANSAS CITY

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ILLINOIS



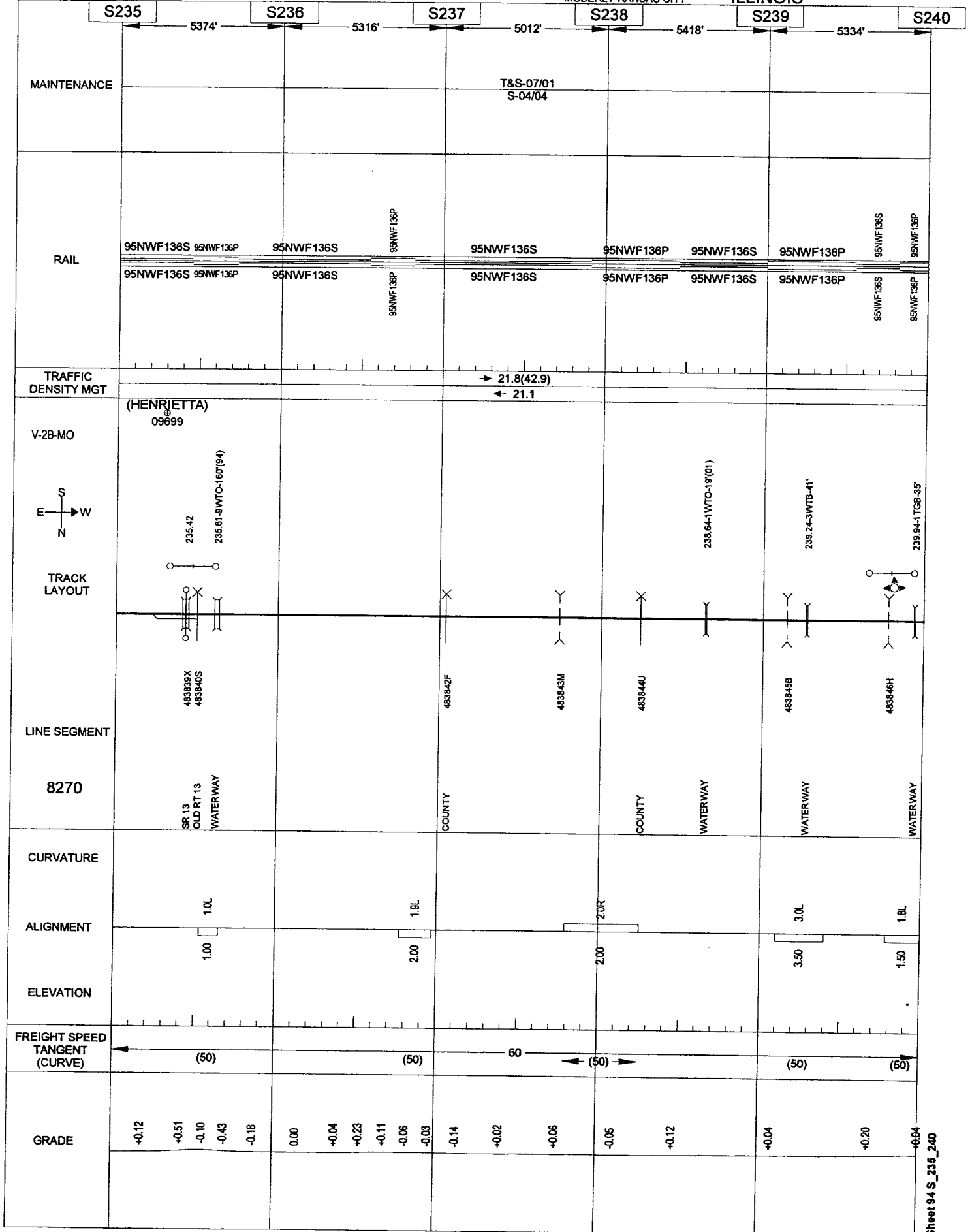
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148

KANSAS CITY

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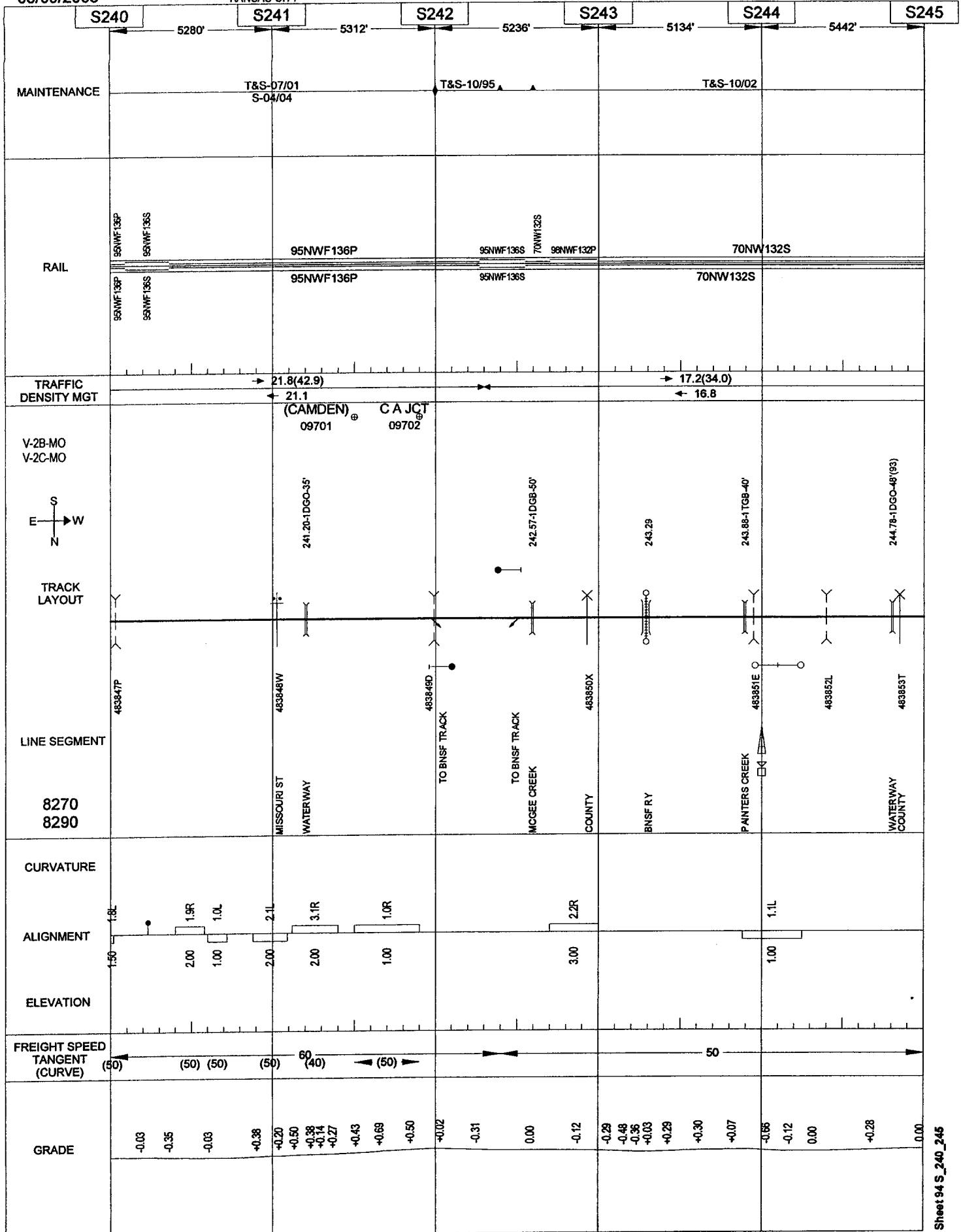


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KANSAS CITY

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ILLINOIS



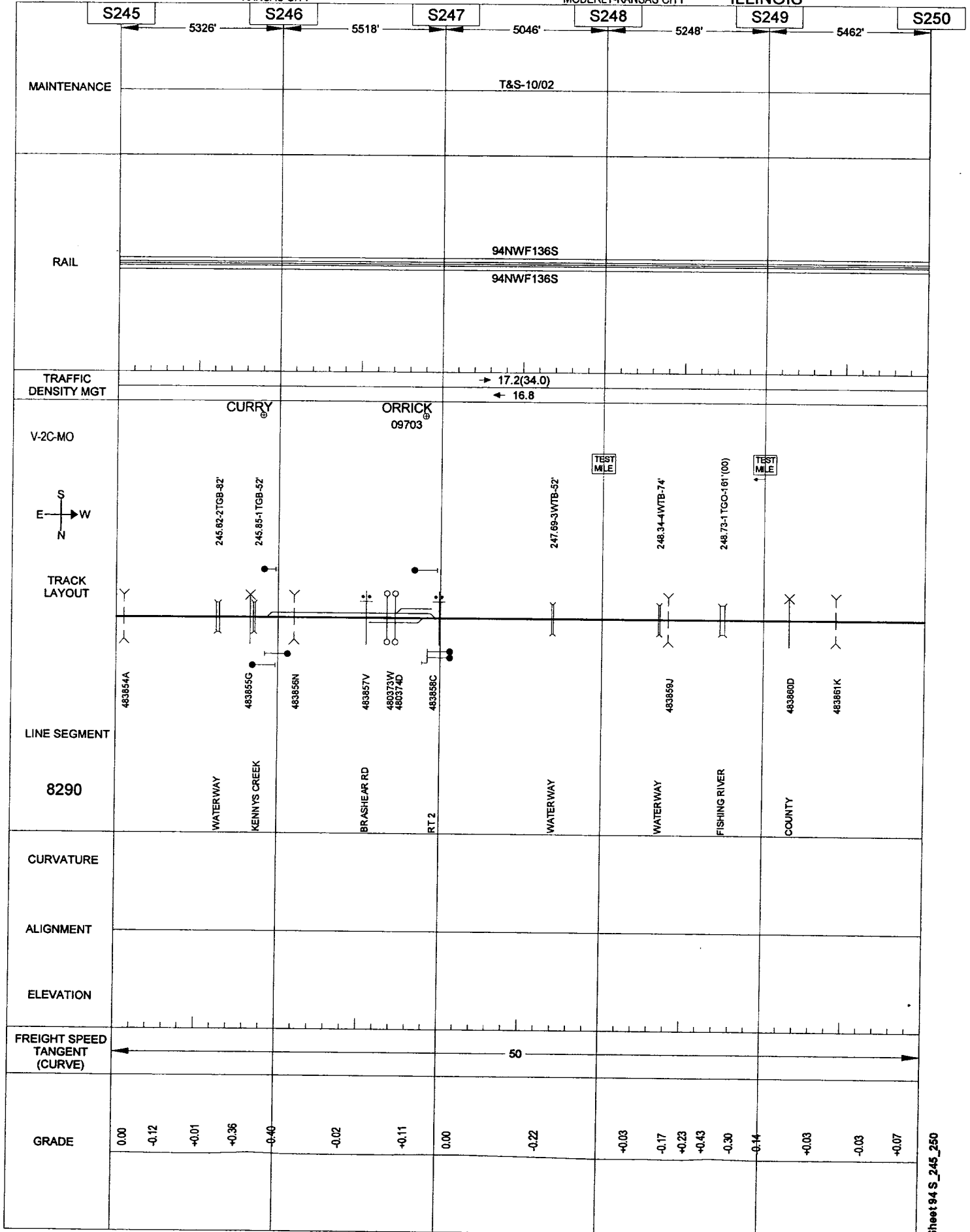
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150

KANSAS CITY

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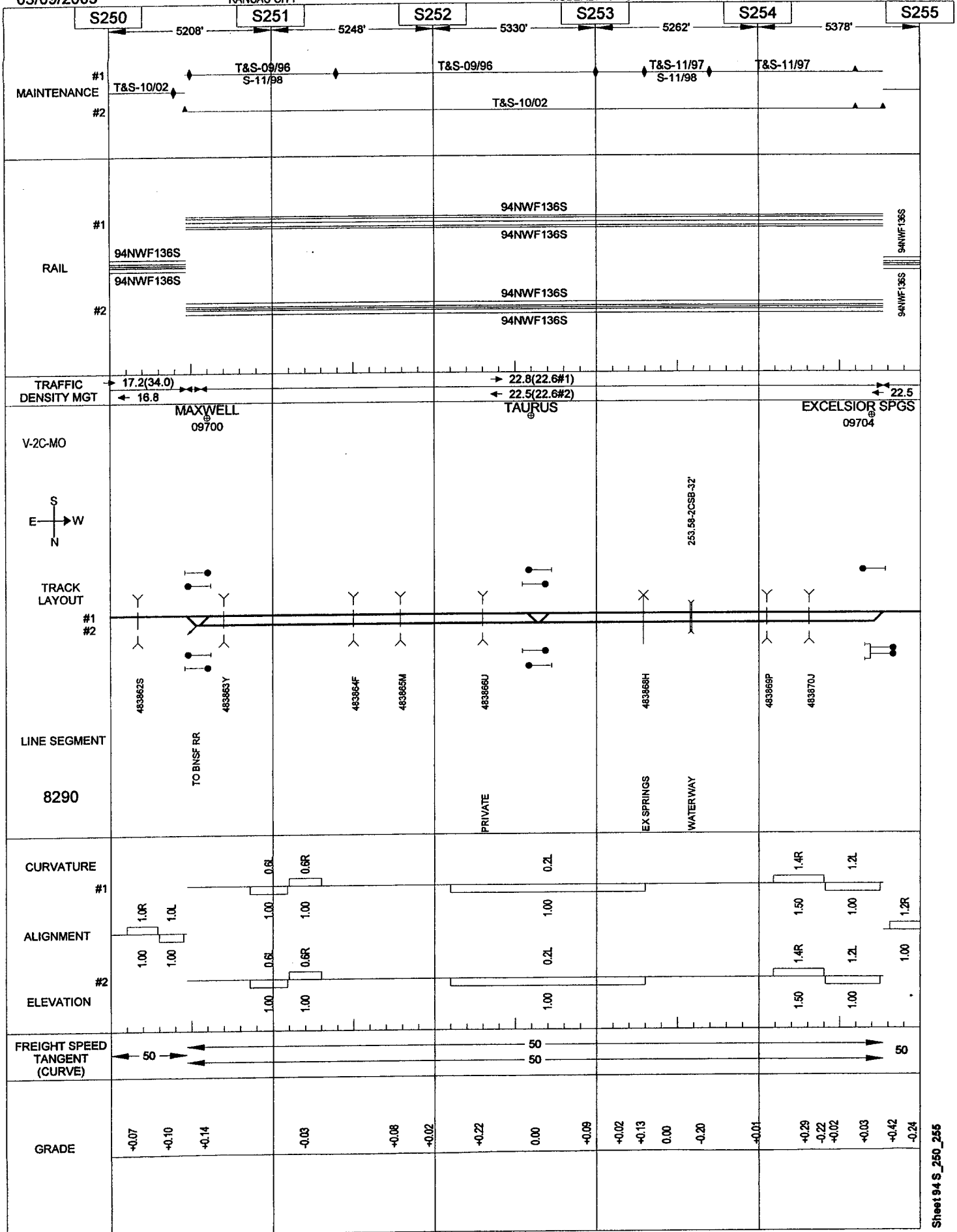


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KANSAS CITY

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ILLINOIS



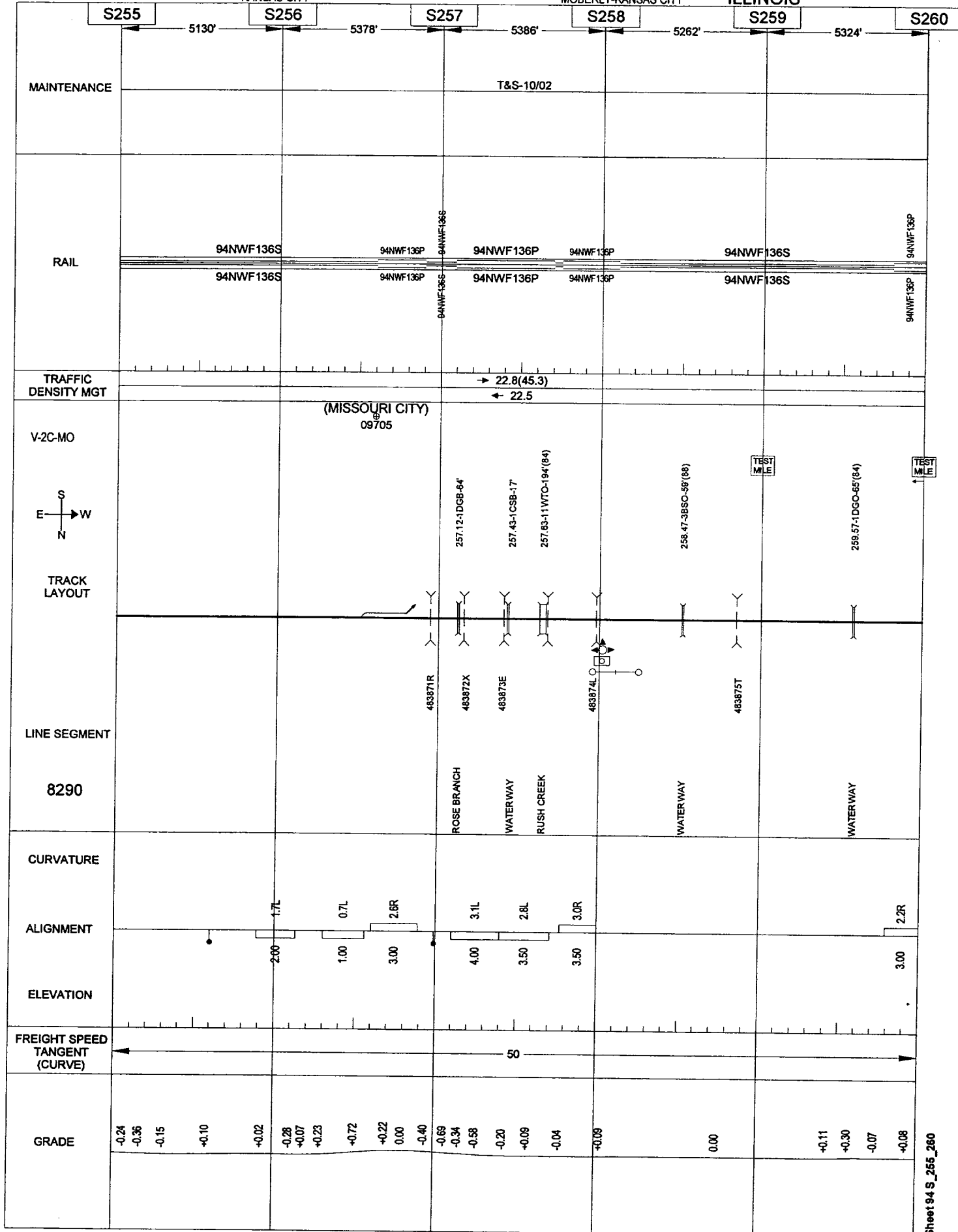
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152

KANSAS CITY

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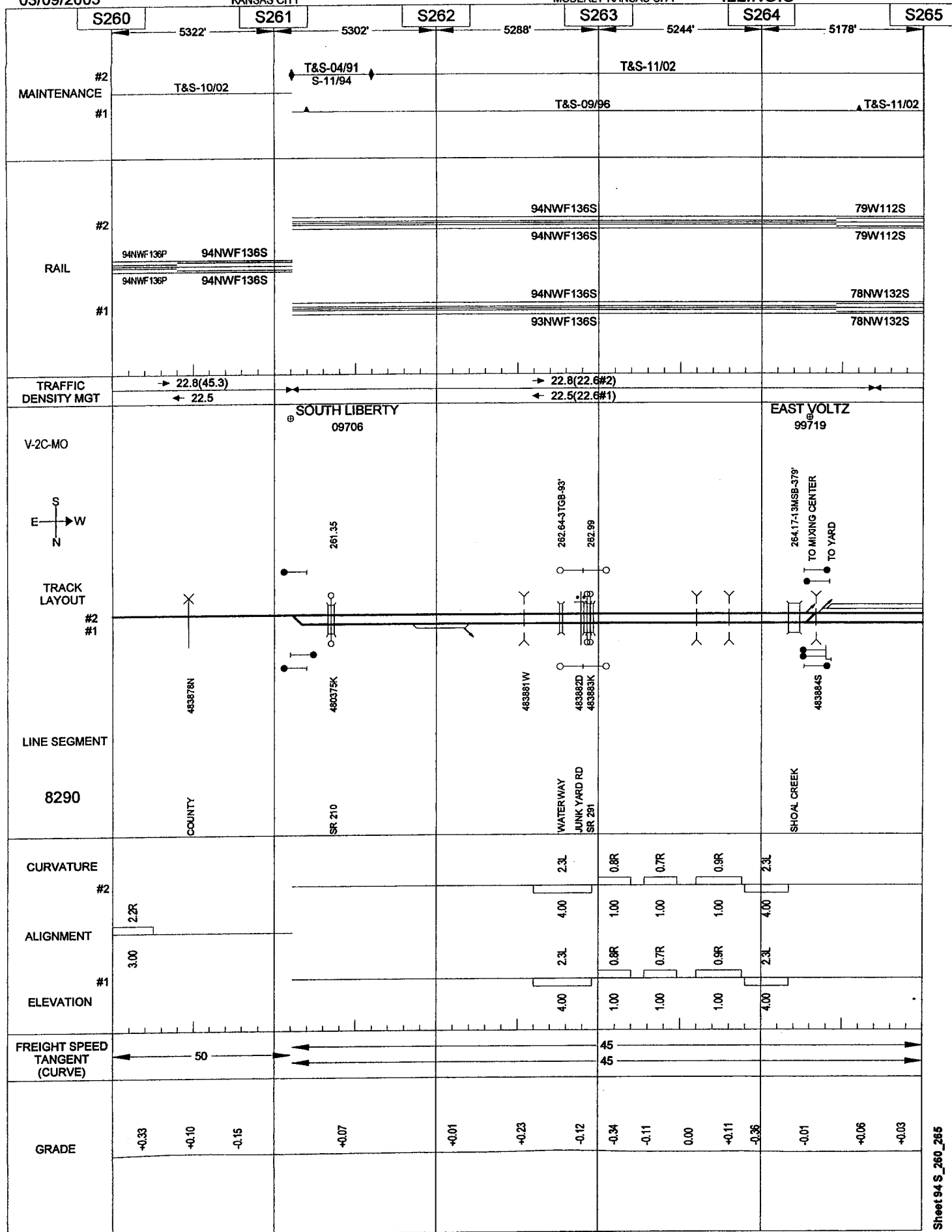


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



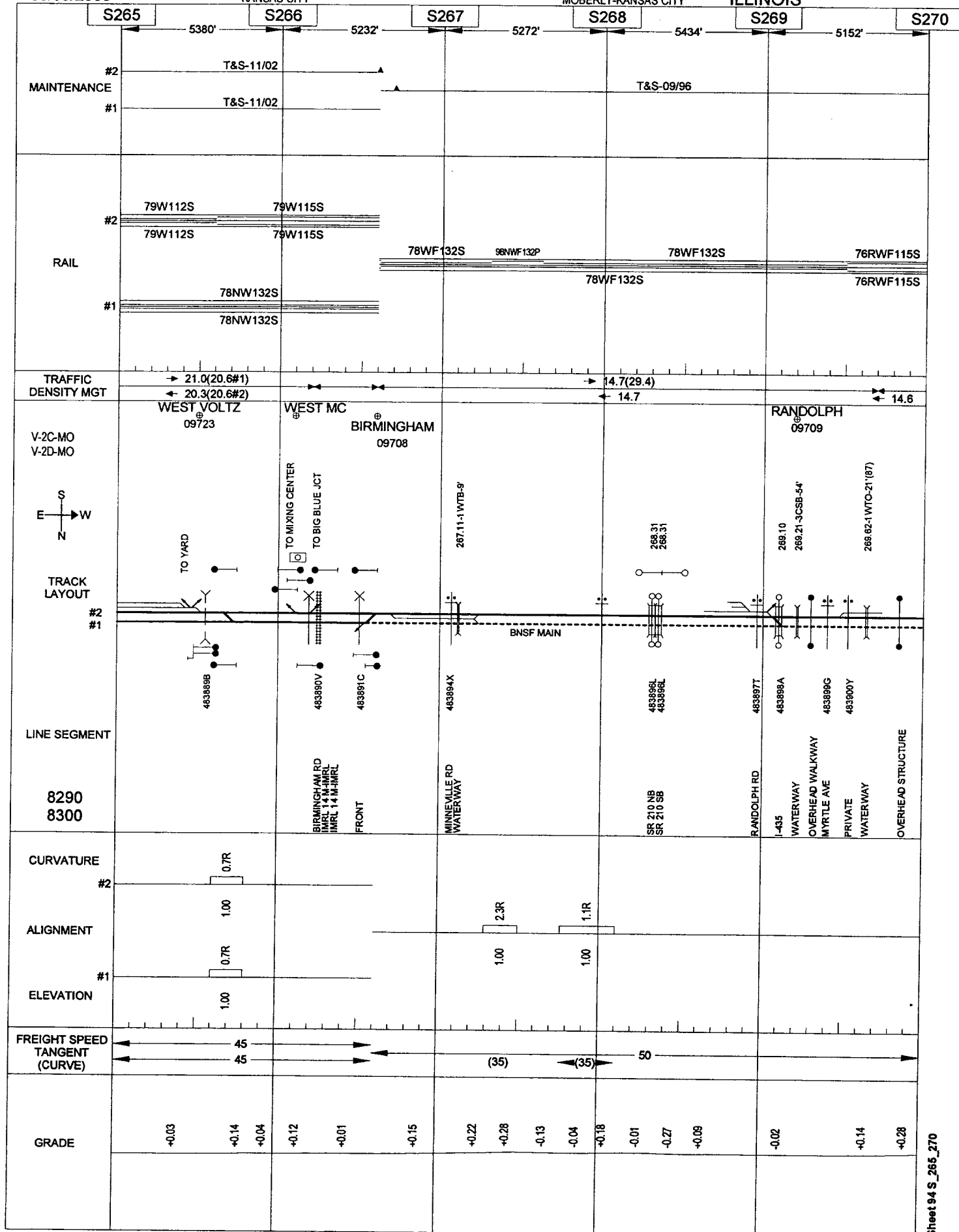
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154

KANSAS CITY

MOBERLY-KANSAS CITY

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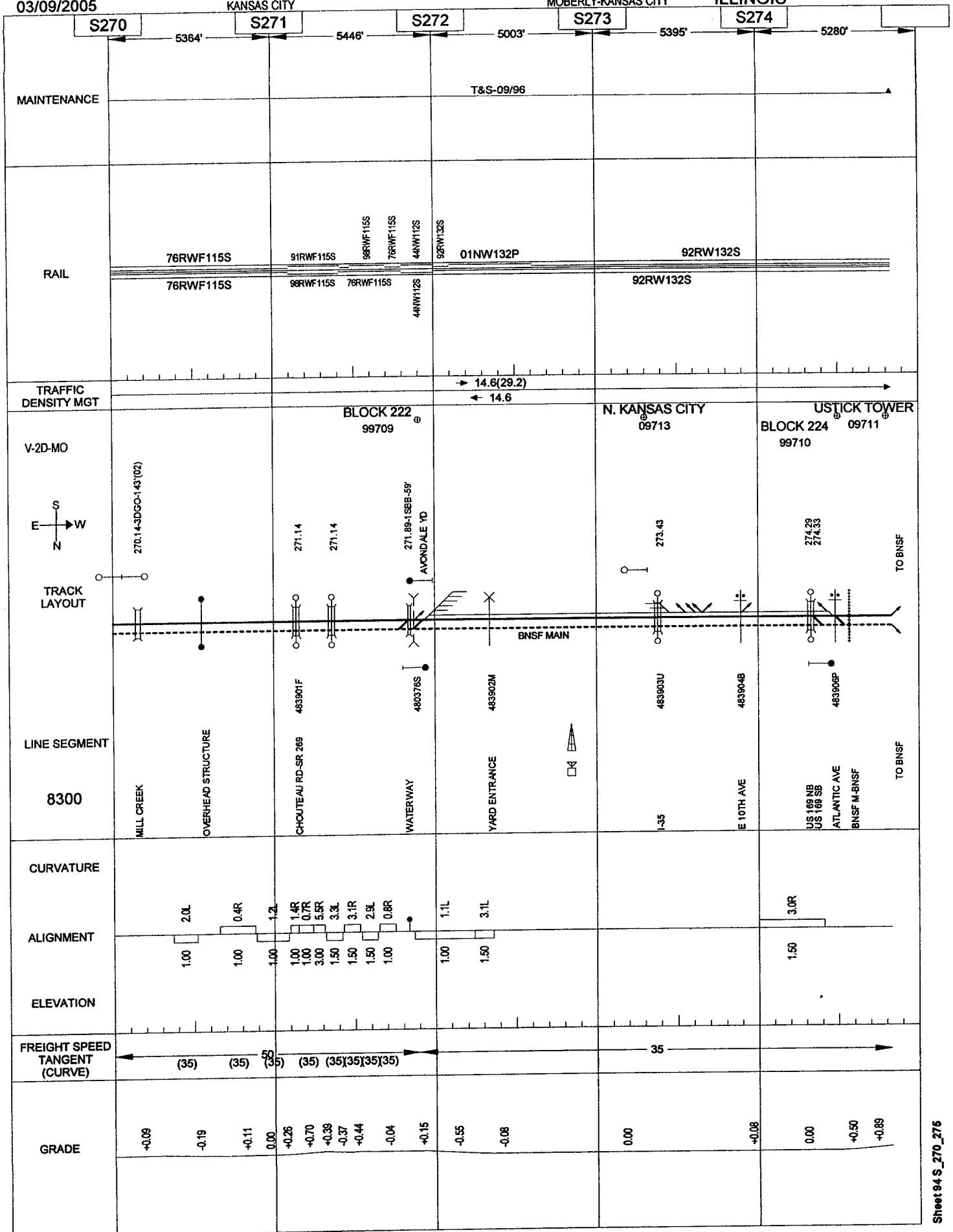


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KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



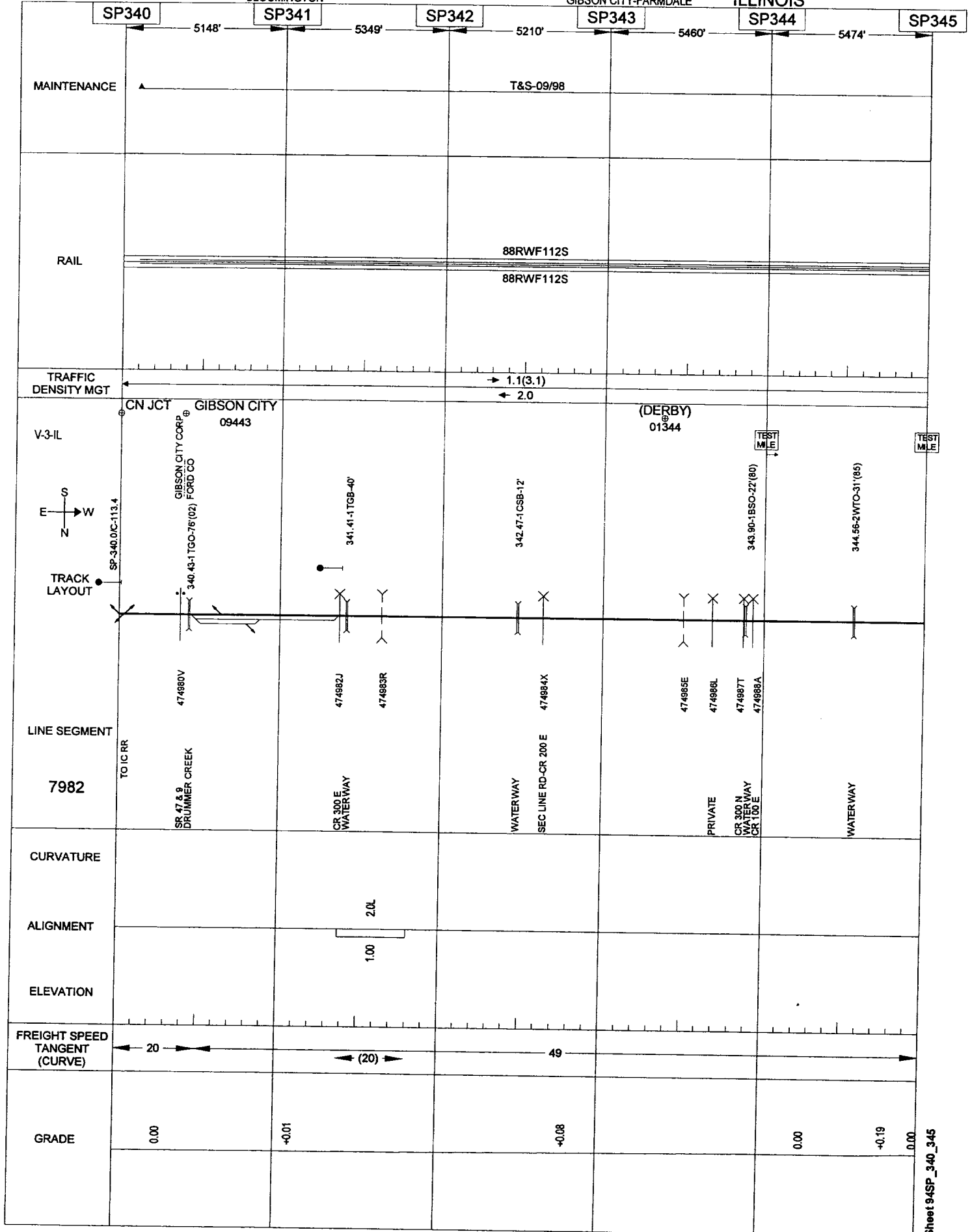
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156

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

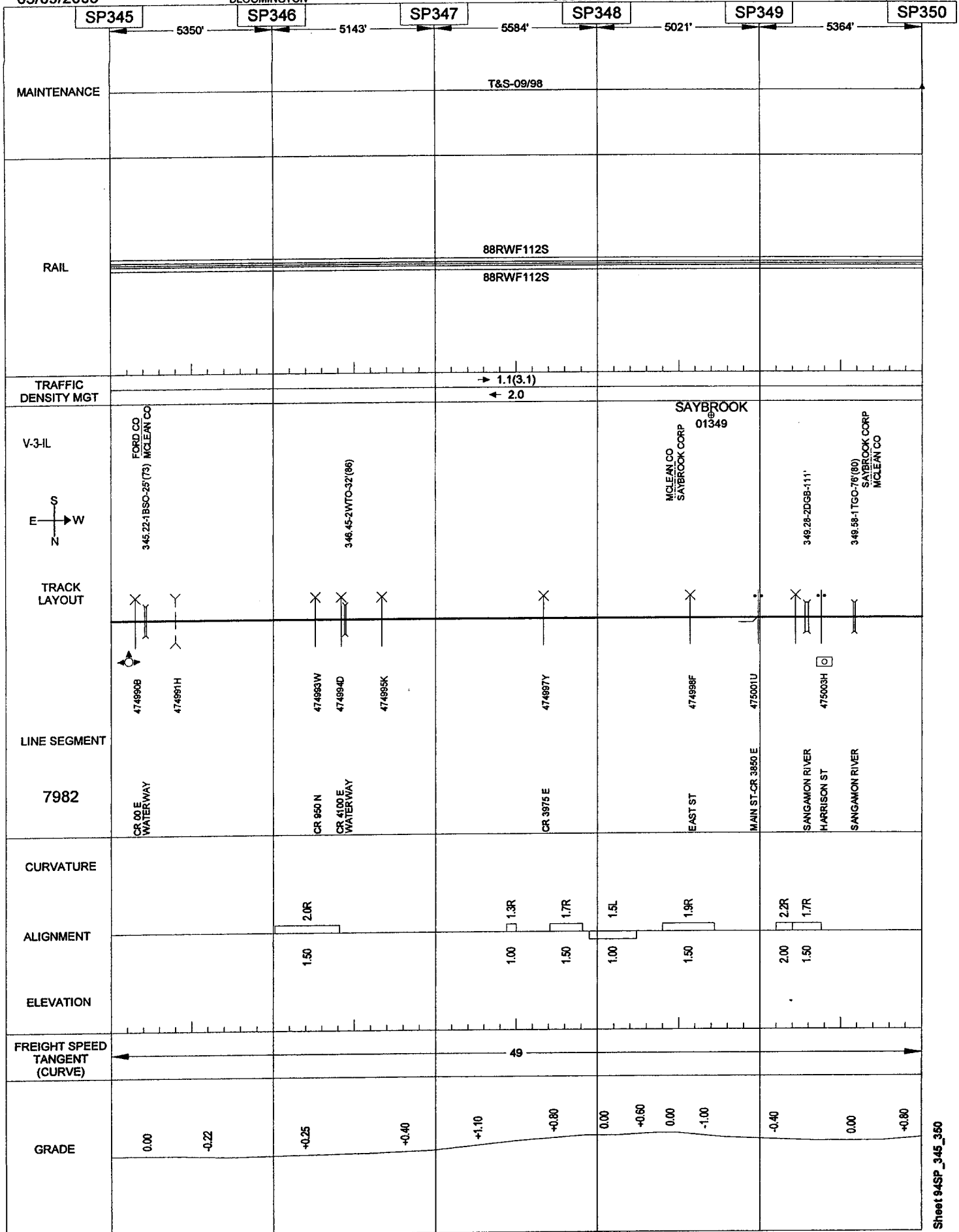


03/09/2005

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



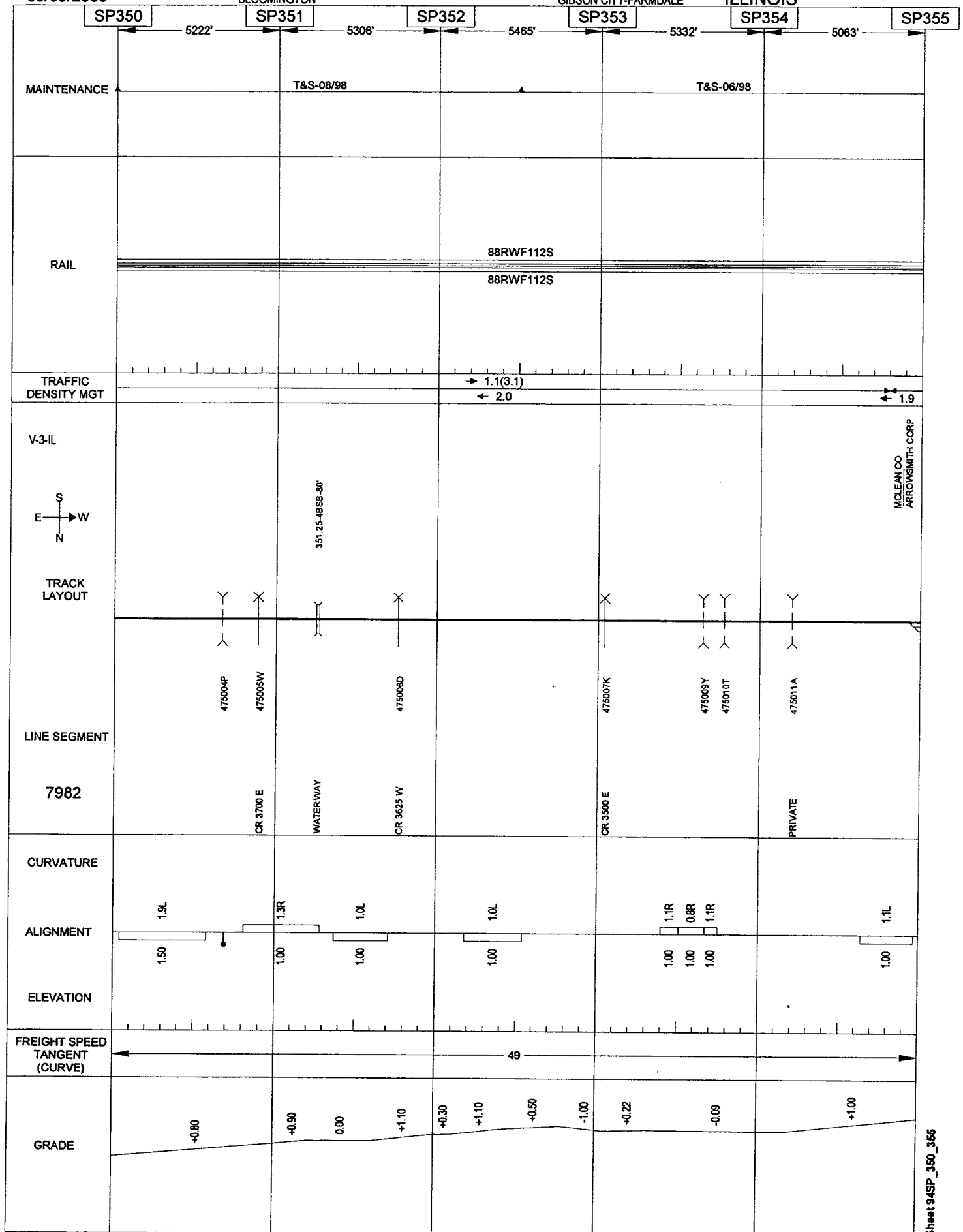
03/09/2005

158

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

MCLEAN CO
ARROWSMITH CORP

03/09/2005

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

	SP355	SP356	SP357	SP358	SP359	SP360
	5350'	5356'	5180'	5167'	5480'	
MAINTENANCE			T&S-06/98			
RAIL			88RWF112S	88RWF112S		
TRAFFIC DENSITY MGT			→ 1.1(3.0) ← 1.9			
V-3-IL	ARROWSMITH 01355				ELLSWORTH 01359	
	ARROWSMITH CORP. MCLEAN CO.				MCLEAN CO. ELLSWORTH CORP.	ELLSWORTH CORP. MCLEAN CO.
TRACK LAYOUT	+	X	X	Y	Y	+
LINE SEGMENT	475012G	475013N	475014V	475015C	475016J	475017R
7982	MAIN ST-CR 3300 E	CR 3200 E	CR 3025 E			CR 2850 E
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	+1.00 0.00 -0.40 +0.22 -0.30 -0.24 0.00 +0.21 +0.05 +0.30					

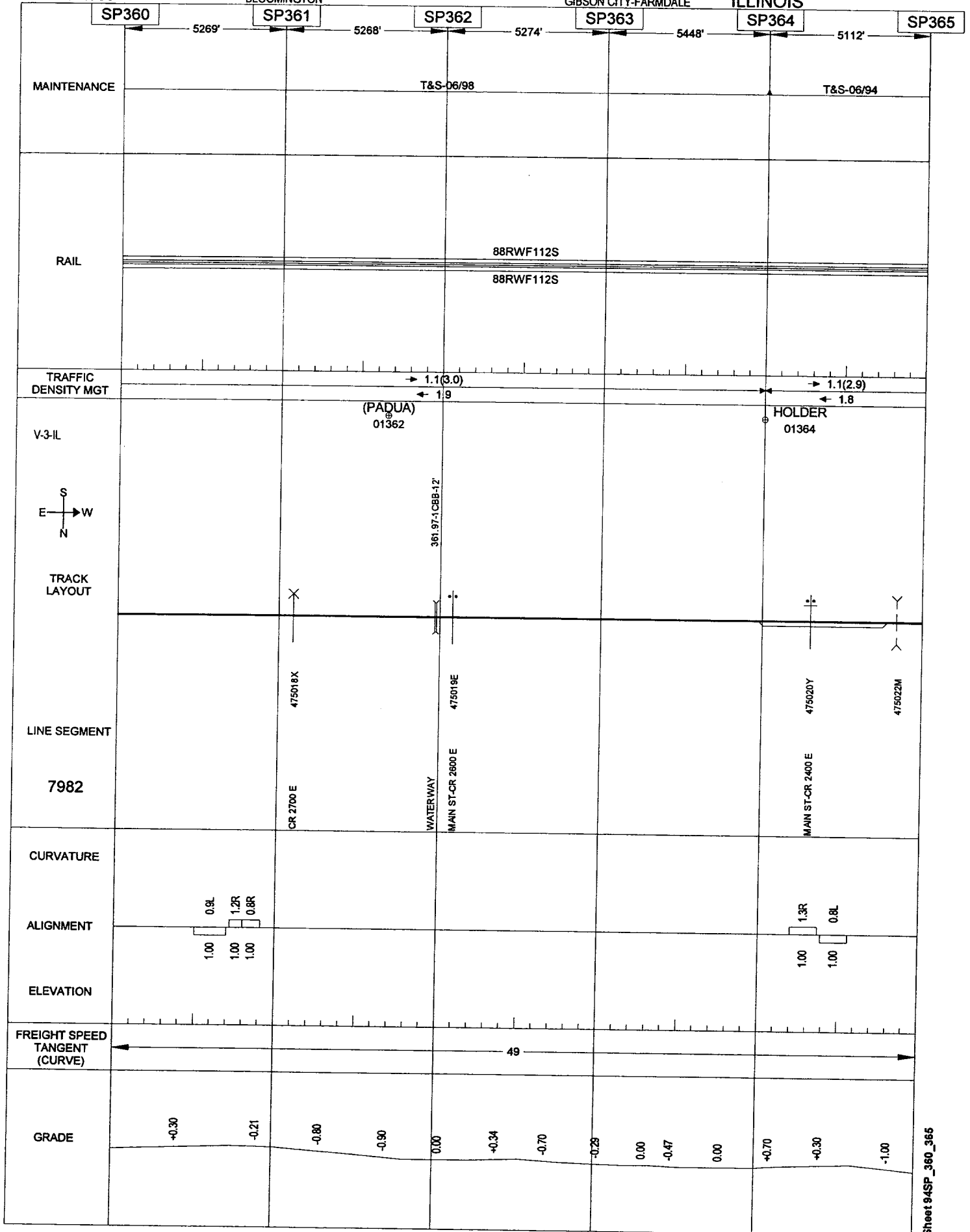
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160

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

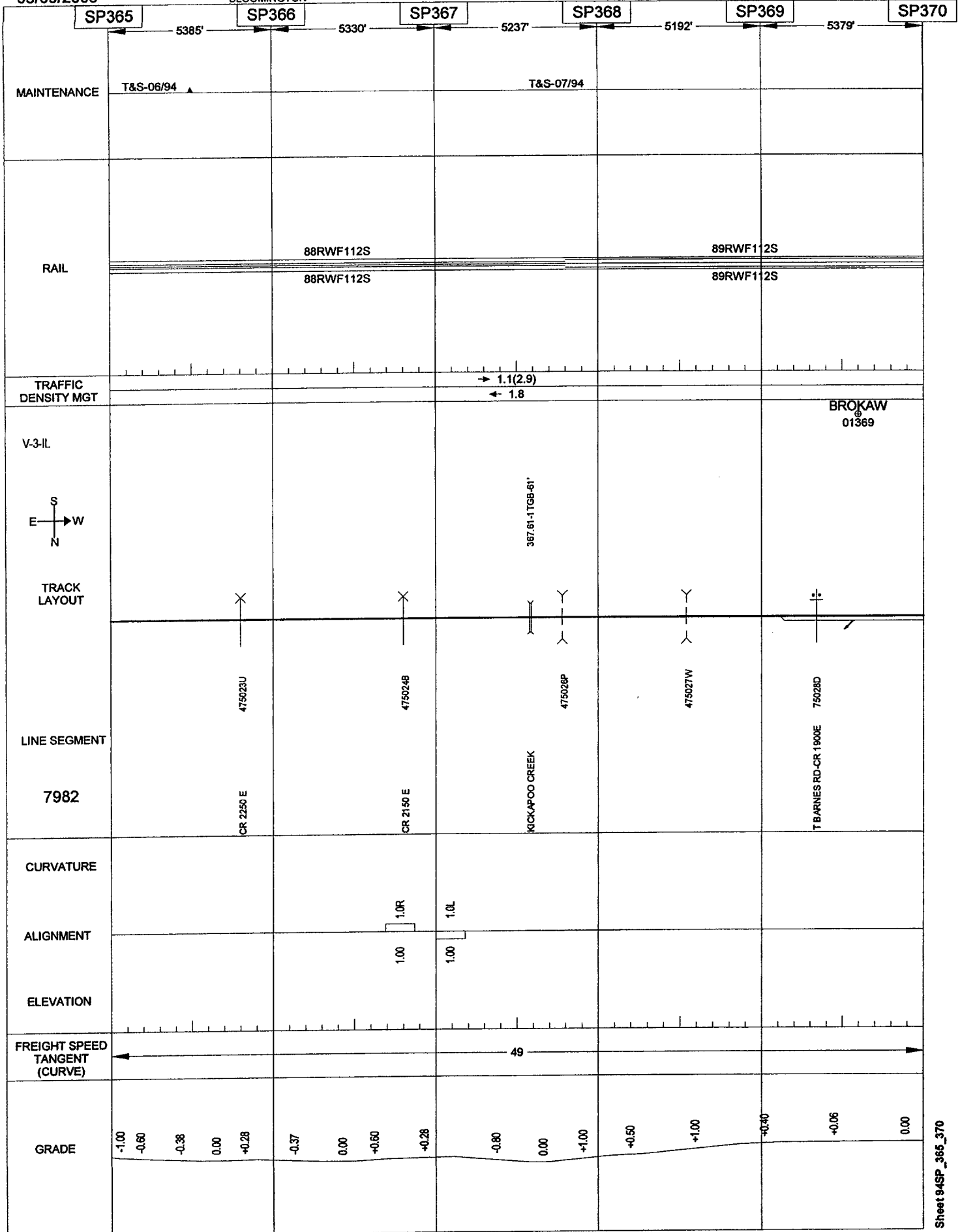


03/09/2005

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



03/09/2005

162

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

SP370

SP371

SP372

SP373

SP374

SP375

5256'

5229'

5363'

5141'

5613'

MAINTENANCE

T&S-07/94

RAIL

89RWF112S

89RWF132S

89RWF112S

89RWF132S

TRAFFIC
DENSITY MGT

→ 1.1(2.9)

← 1.8

V-3-IL

DEAN
01374BLOOMINGTON
01375S
E → W
NTRACK
LAYOUT

TO DANVILLE

MCLEAN CO
BLOOMINGTON CORP

LINE SEGMENT

7982

475029K

475030E

371.85-3DCO-74(96)

372.32-3WTO-39(02)

475031L

475032T

475033A

475036V

475037C

475038J

475039R

475040K

CR 1800 E

WATERWAY

WATERWAY

US 150

BUNN ST
US 55

LAFAYETTE ST

LINCOLN ST

GRIDLEY ST

OAKLAND AVE

EAST ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.9R

1.00

1.1R

1.00

1.0L

1.00

1.1R

1.00

3.9R

2.50

2.5L

1.00

2.4R

1.00

2.0R

1.00

2.4R

1.00

1.7L

1.00

3.1L

1.00

2.0L

1.00

49

(40)

(40)

20

0.00

+0.22

-1.00

0.00

-0.70

0.00

-0.40

0.00

+1.00

-0.27

+1.00

+0.28

-0.19

+0.30

0.00

-1.10

-1.30

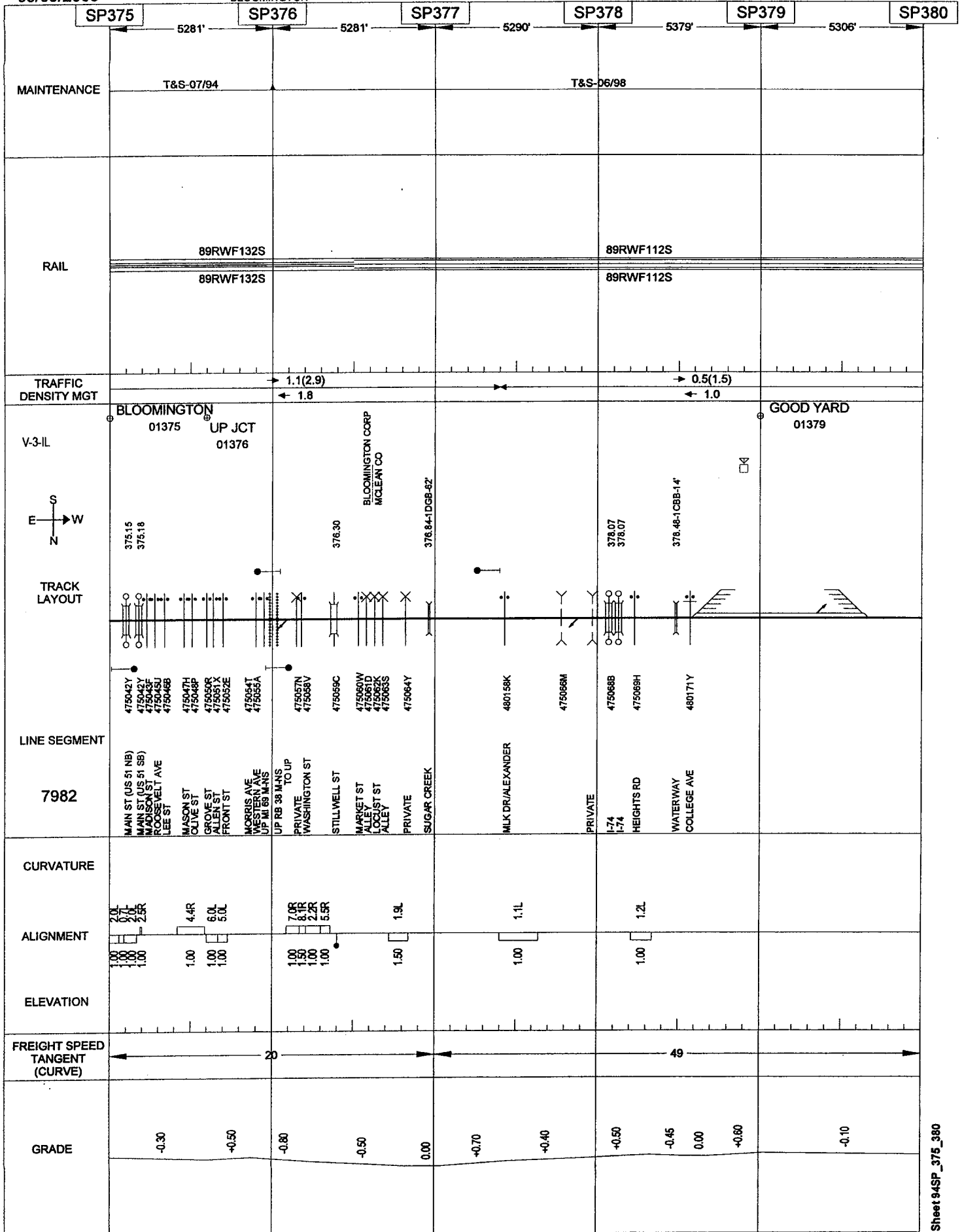
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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



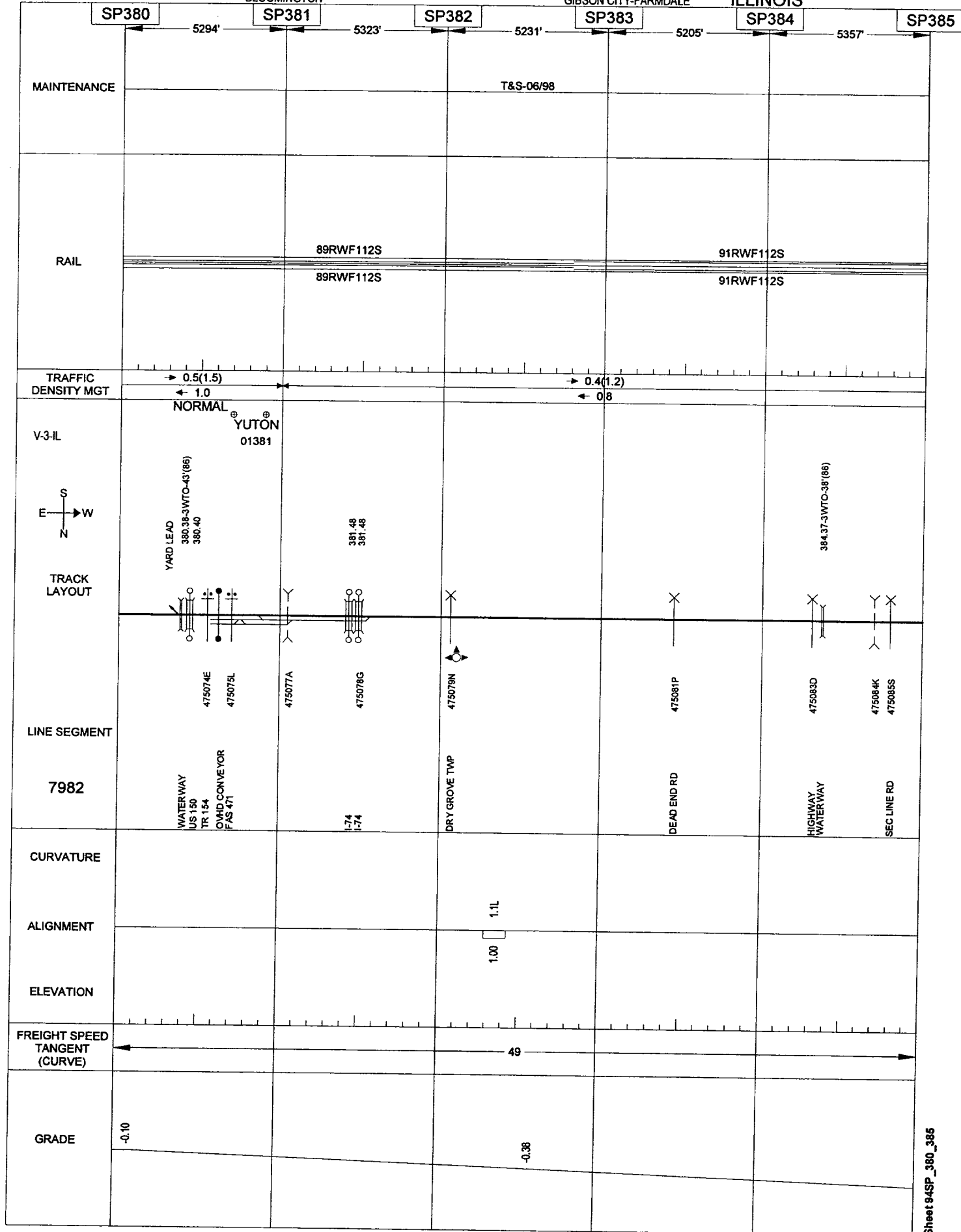
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164

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

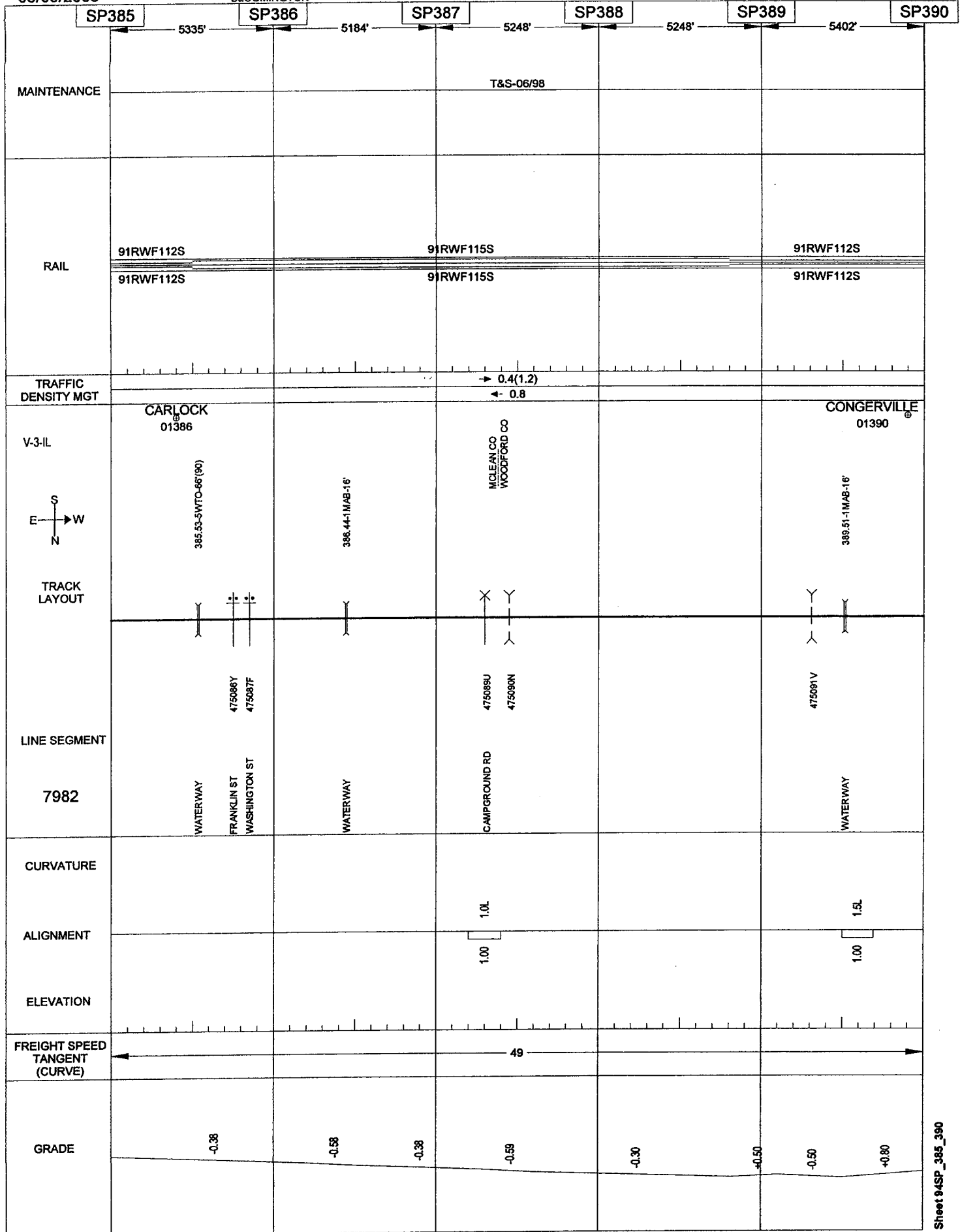


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



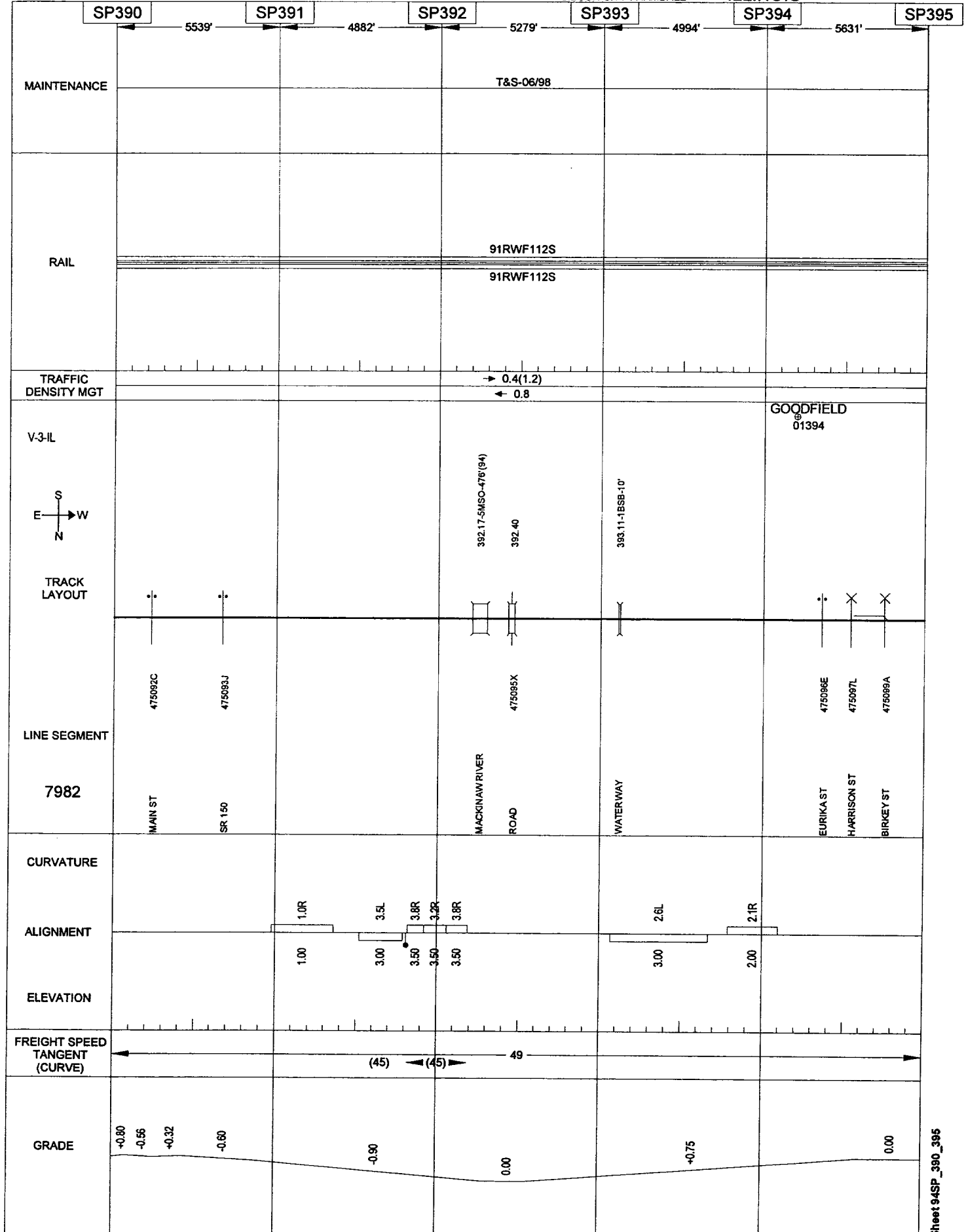
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166

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

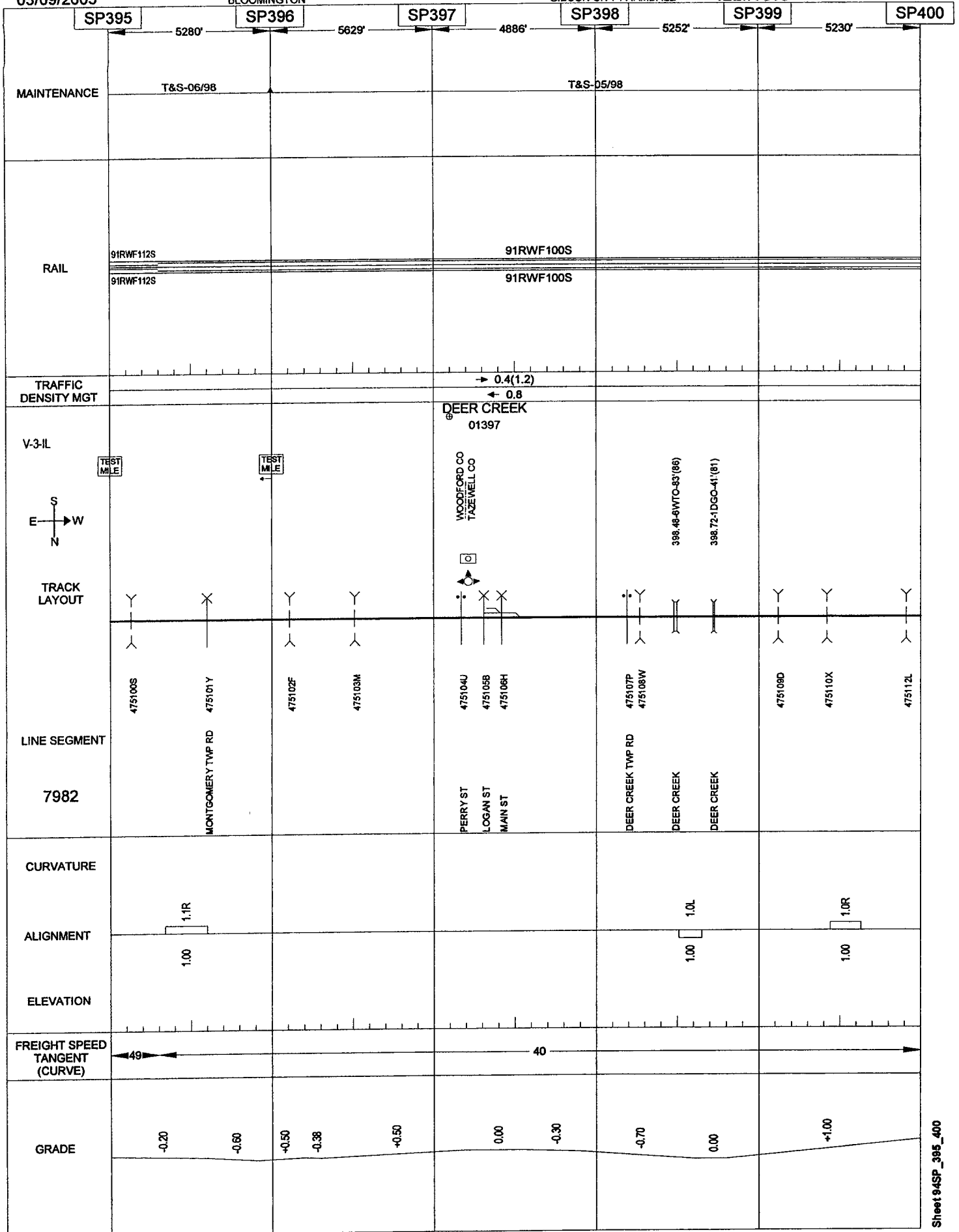


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



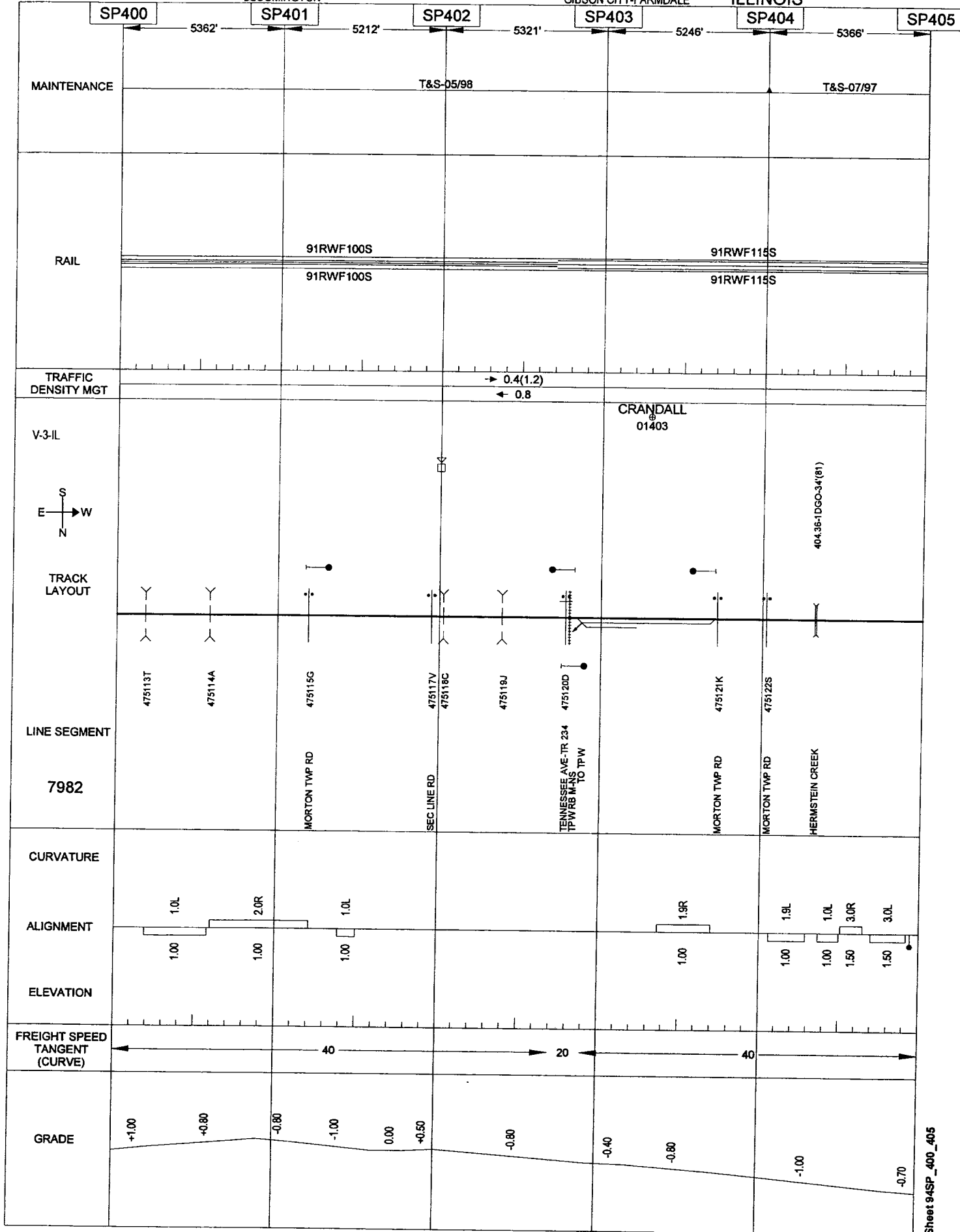
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168

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

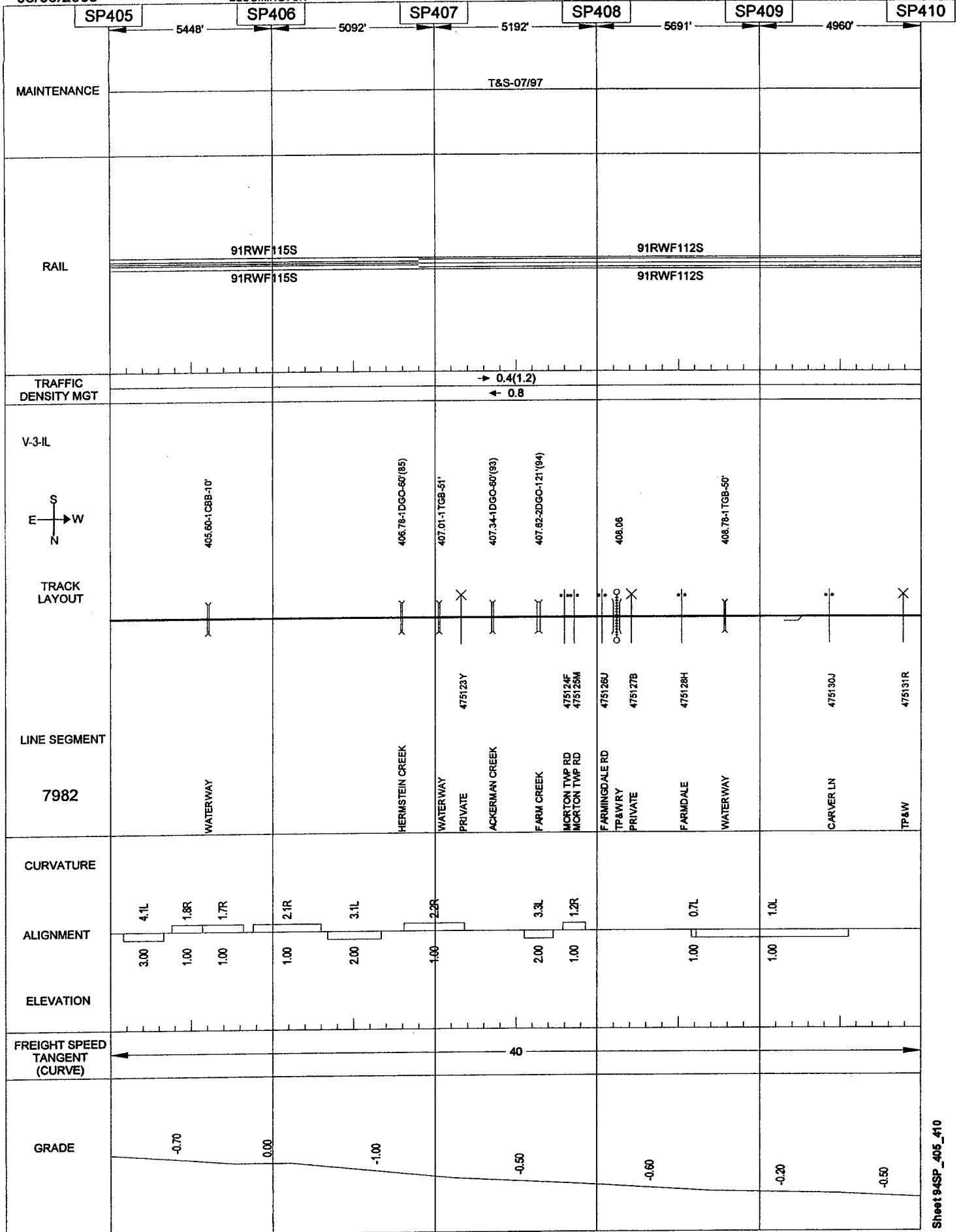


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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



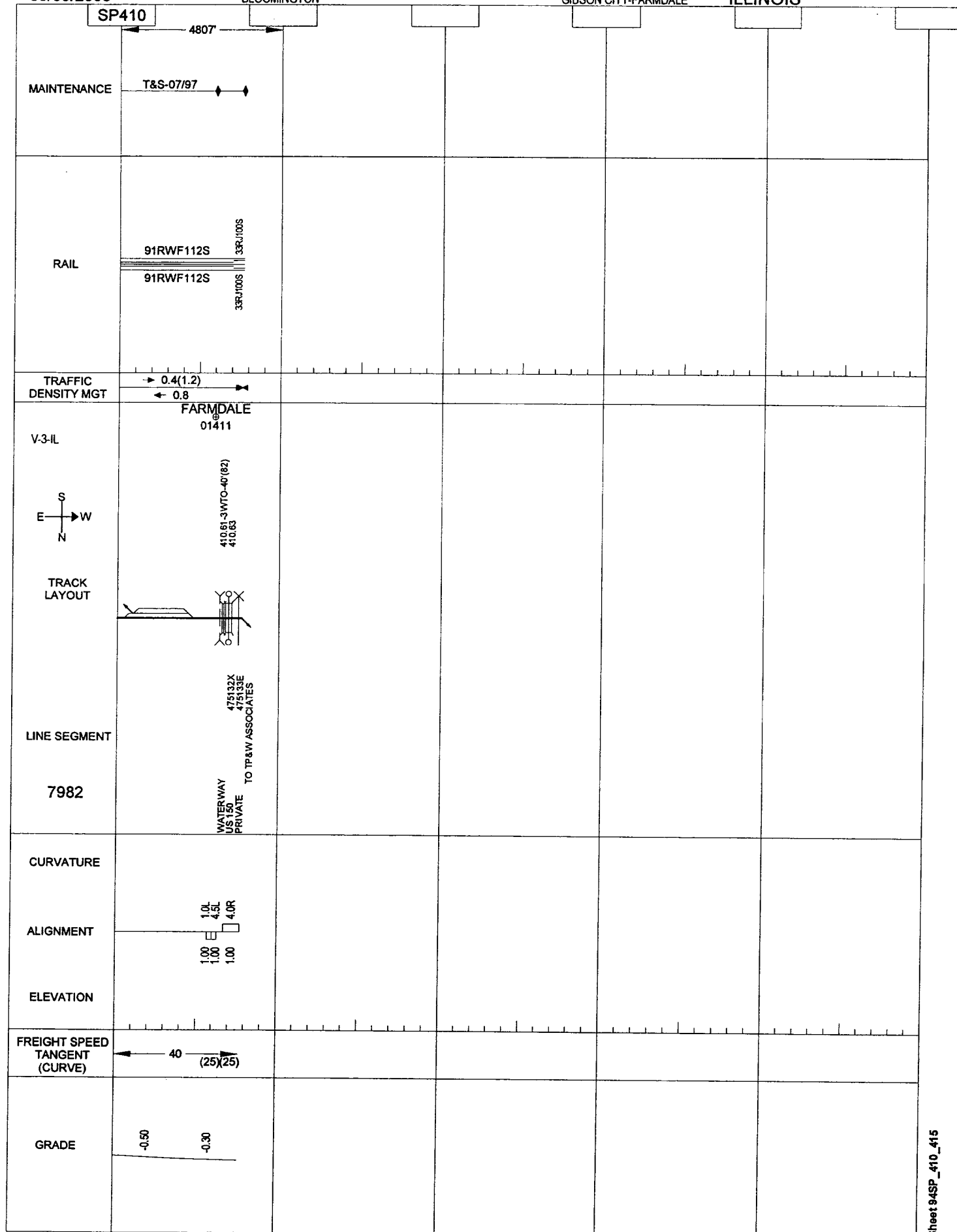
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170

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS

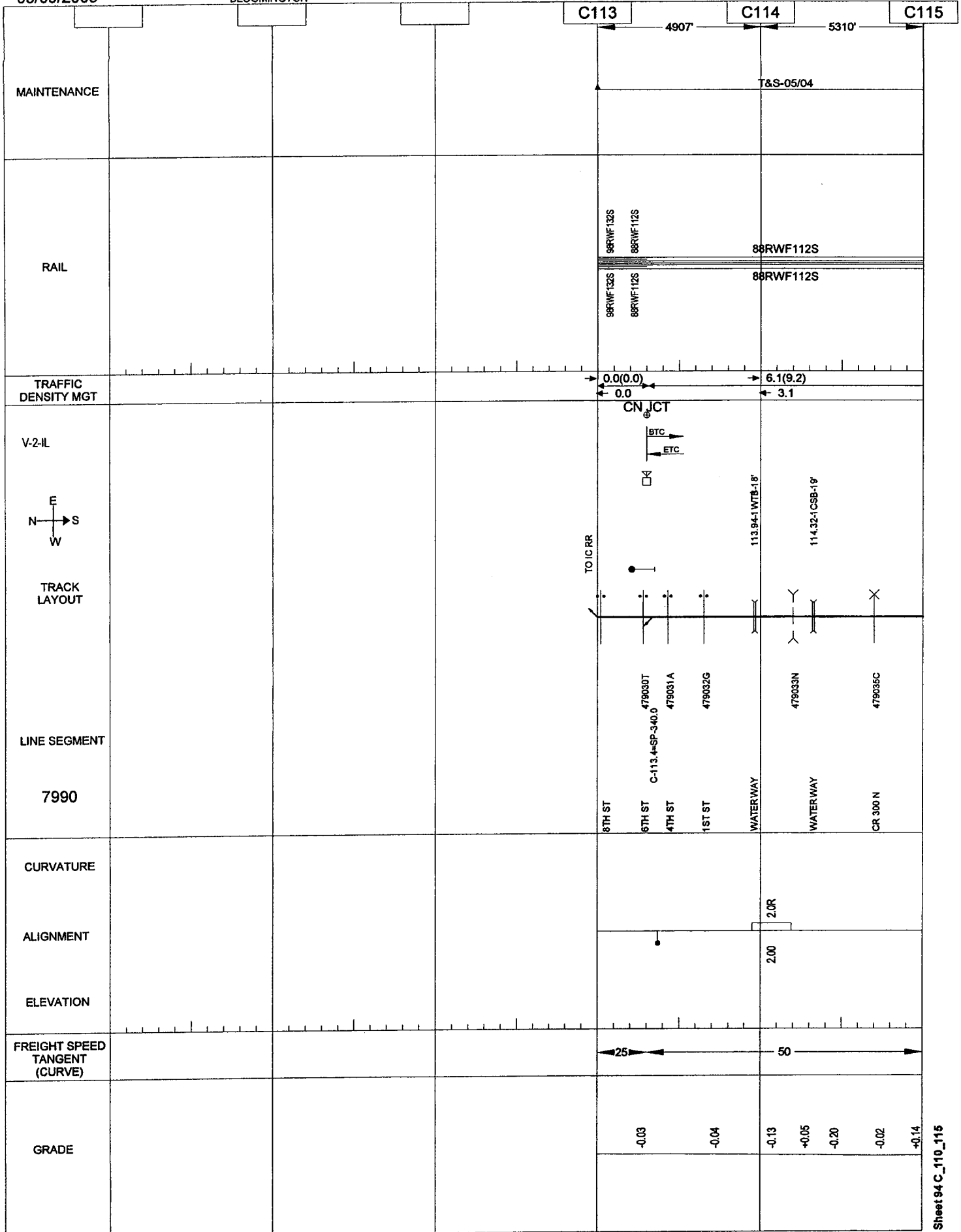


03/09/2005

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



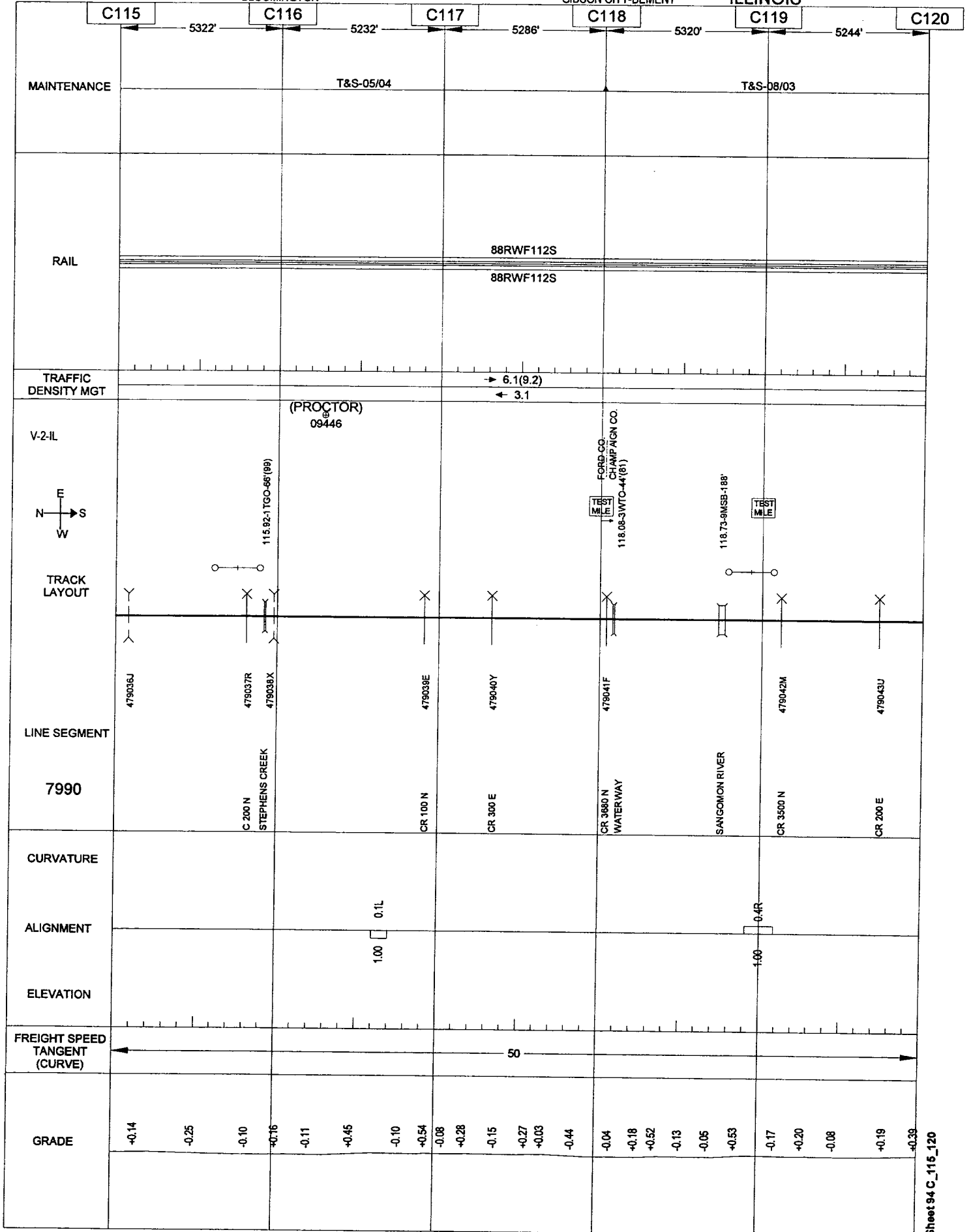
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172

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

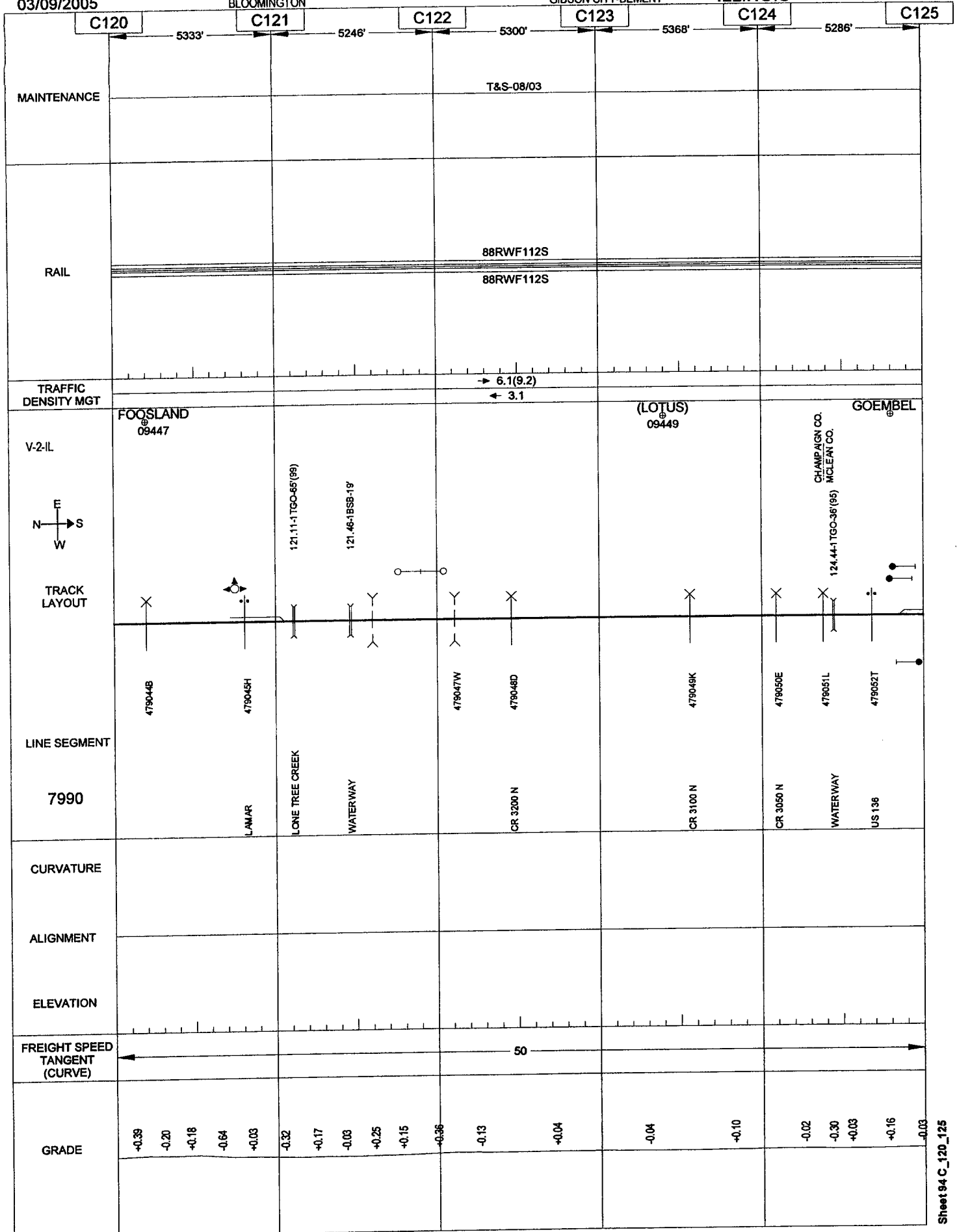


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



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174

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

C125

C126

C127

C128

C129

C130

5300'

5248'

5236'

5304'

5374'

MAINTENANCE

T&S-08/03

RAIL

88RWF112S

88RWF112S

87RW112S

TRAFFIC
DENSITY MGT

→ 6.1(9.2)
← 3.1

V-2-IL

OSMAN
09451

(BLUE RIDGE)
09453

MCLEAN CO.
PLATT CO.

128.38-1559-17'

128.08

N
E
S
W

TRACK
LAYOUT

LINE SEGMENT

7990

479053A

479055N

479057C

479058J

479059R

479060K

OSMAN RD

WATERWAY

CR 4100 E

CR 3300 N

COUNTY ROAD

FAS 465

CURVATURE

ALIGNMENT

ELEVATION

1.1L

1.1R

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.03

-0.11

-0.28

-0.14

-0.15

-0.71

-0.03

-0.49

-0.42

-0.66

-0.46

0.00

-0.40

Sheet 94 C_125_130

Sheet 94 C_130_135

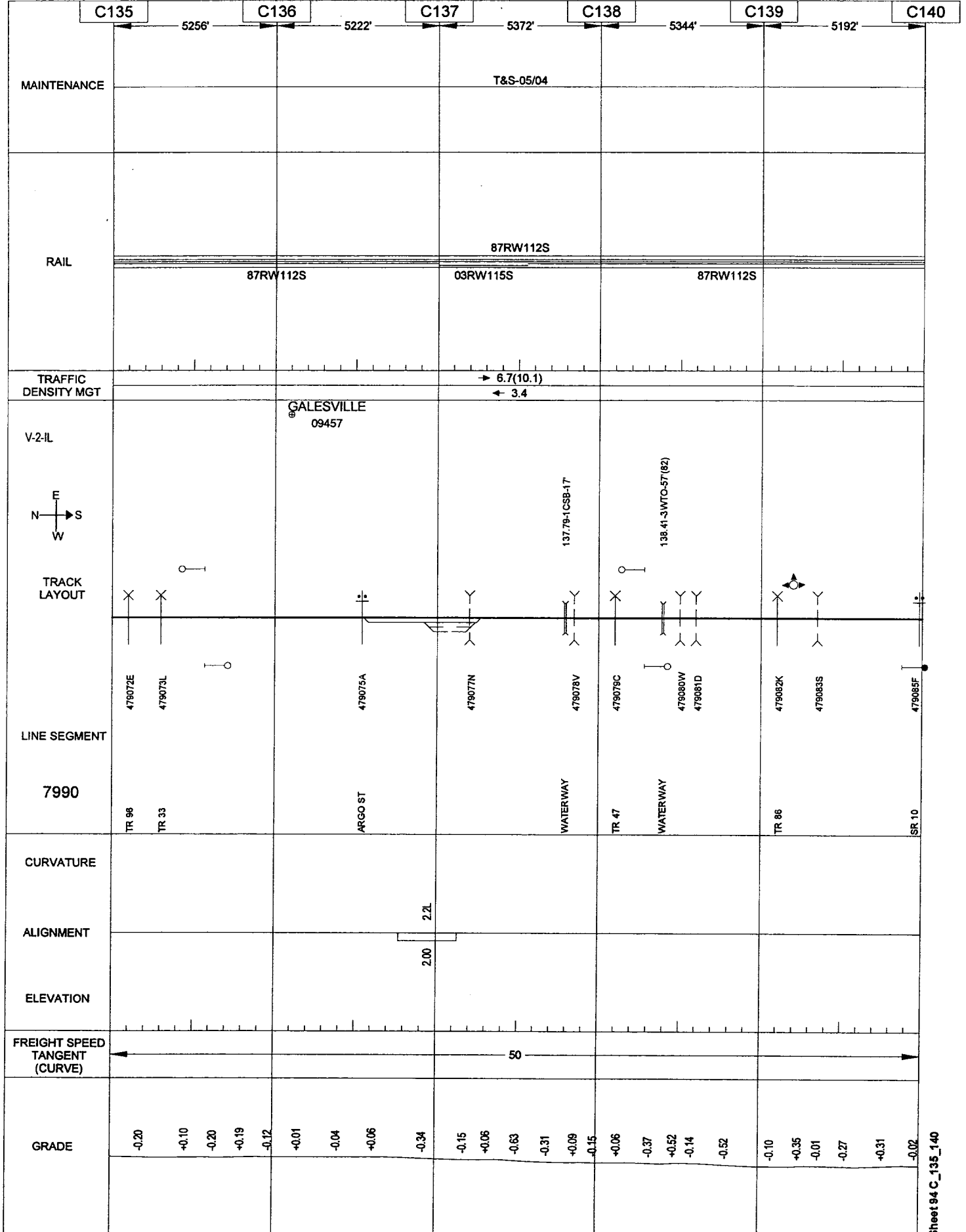
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176

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

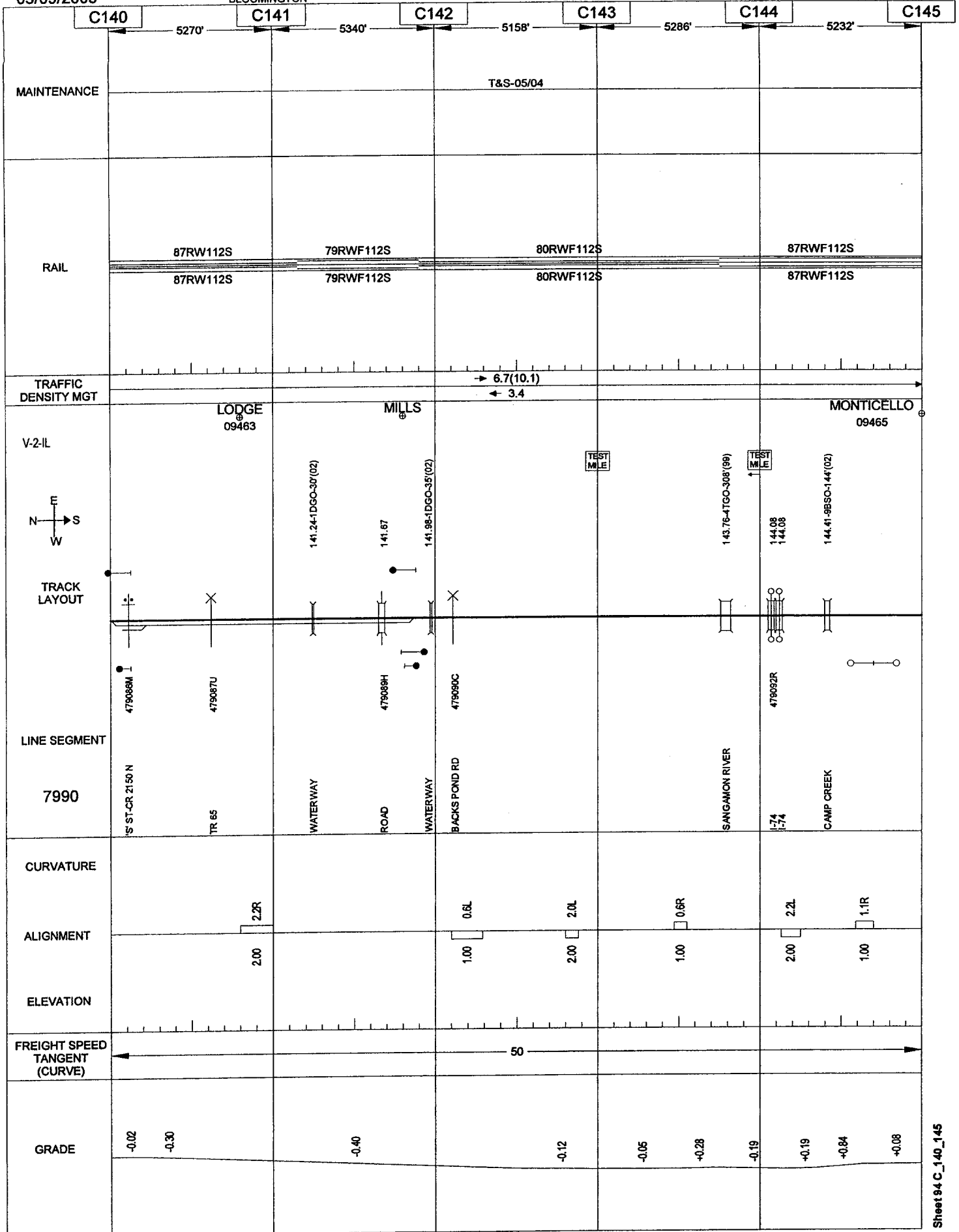


03/09/2005

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



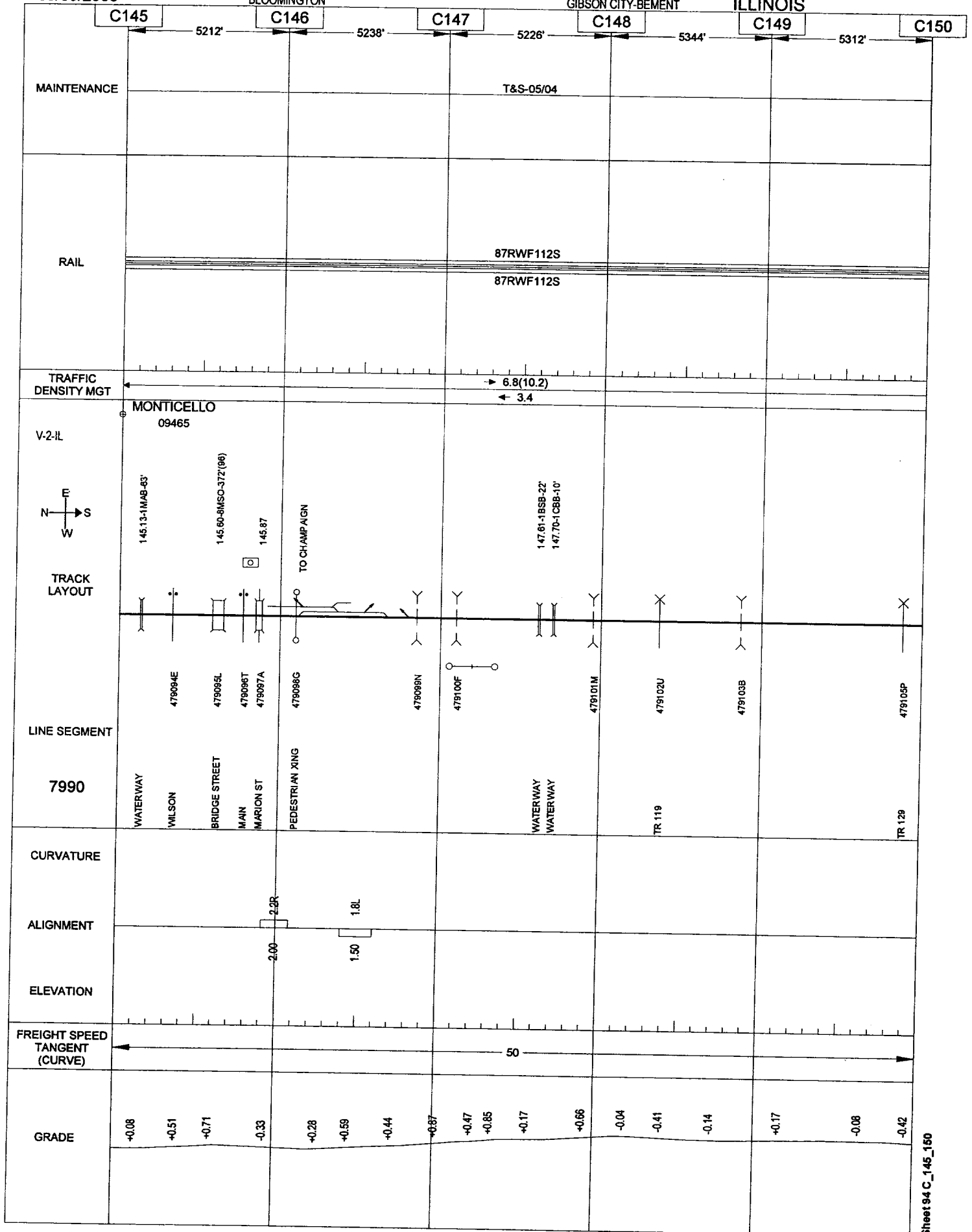
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178

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

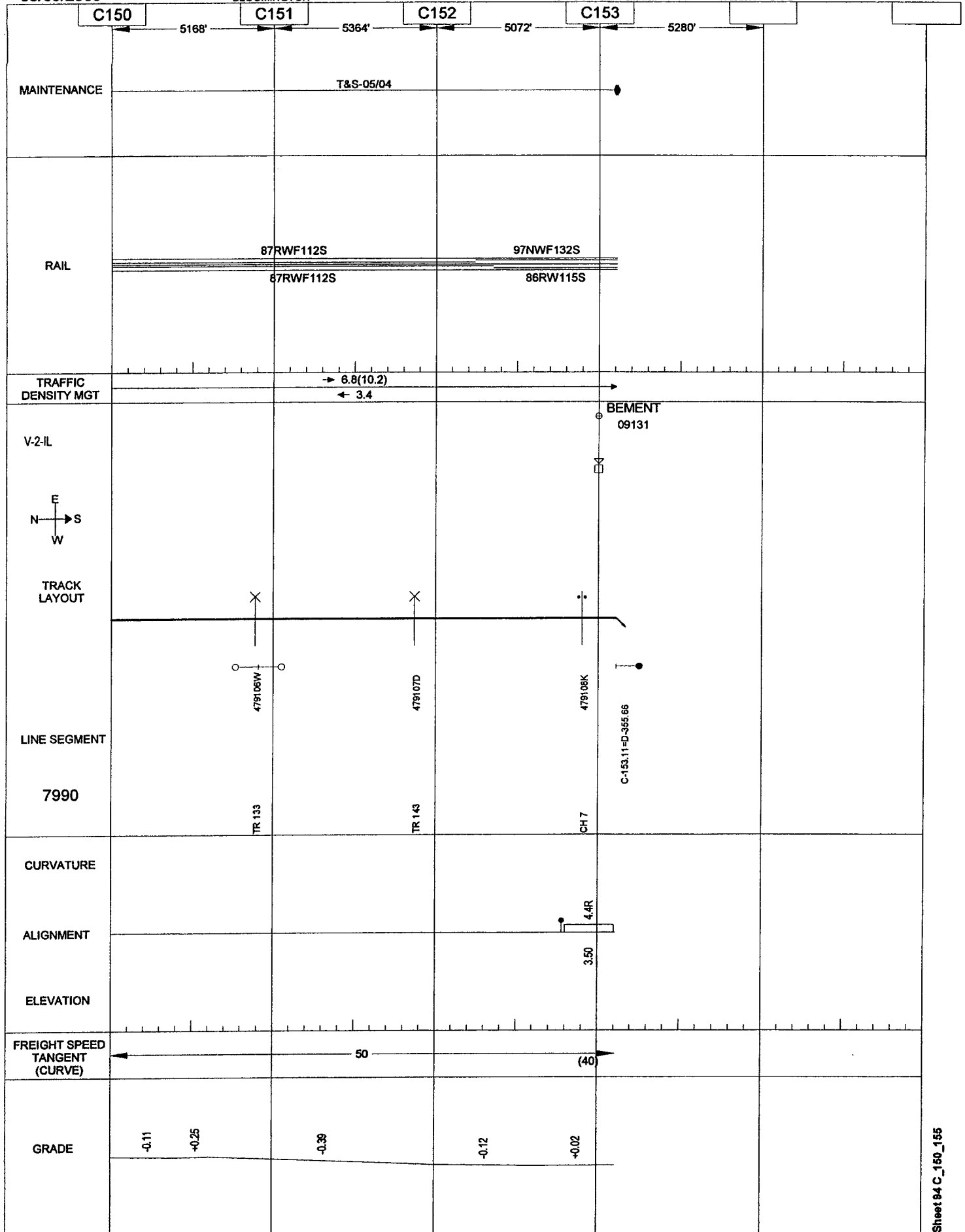


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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



03/09/2005

BLOOMINGTON

180

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)
← 0.2

URBANA
⑨

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

8140

543236S

MAPLE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.76

-0.86

-0.24

+0.26

Sheet 94UM_25_30

Sheet 94UM_30_35

03/09/2005

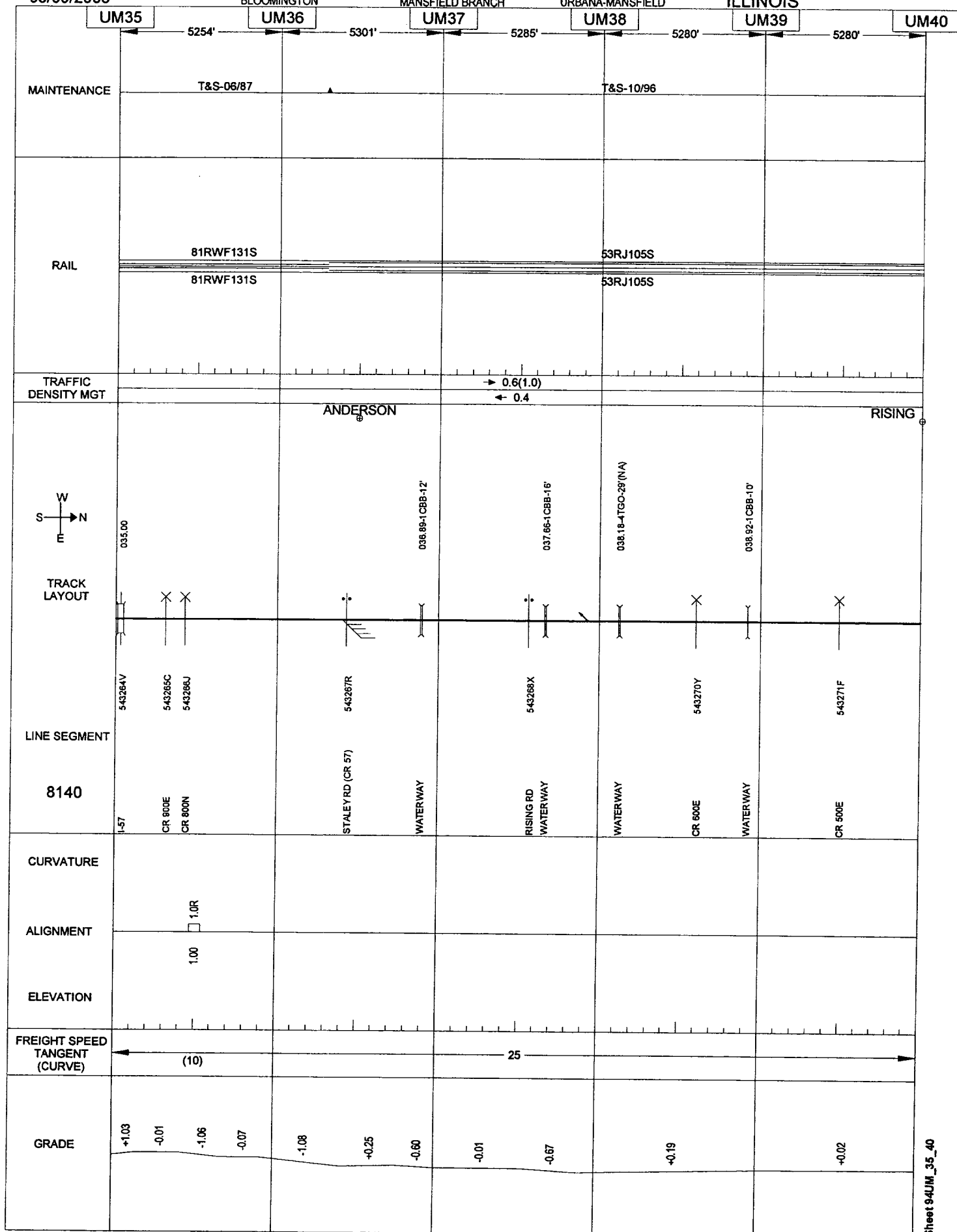
182

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



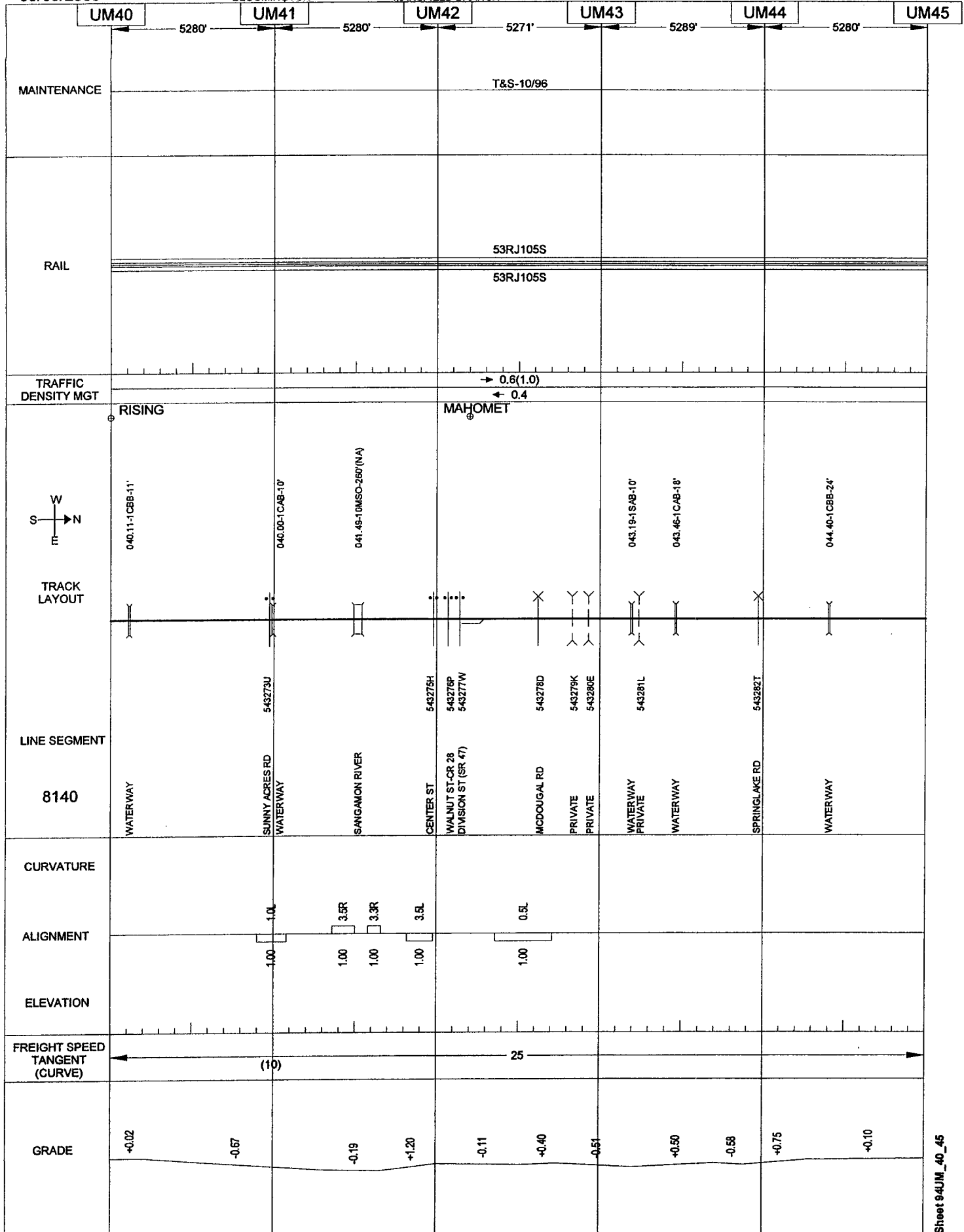
03/09/2005

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS



ILLINOIS

UM47

— 4752'

T&S-10/96

RAIL

53RJ105S

53RJ105S

TRAFFIC
DENSITY MGT

→ 0.6(1.0)
← 0.4

MANSFIELD

TRACK LAYOUT

LINE SEGMENT

8140

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.10

-0.20

+0.83

10

Sheet 94UM_45_50

03/09/2005

FRANKFORT

185
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

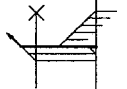
55N115S
77W131STRAFFIC
DENSITY MGT4.0(10.2)
6.2

CSXT CROSSING

V-7-IN

TRACK
LAYOUT

BEGIN LAKE DIVISION



474750U

ROSSVILLE AVE

LINE SEGMENT

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15'

GRADE

0.00

03/09/2005

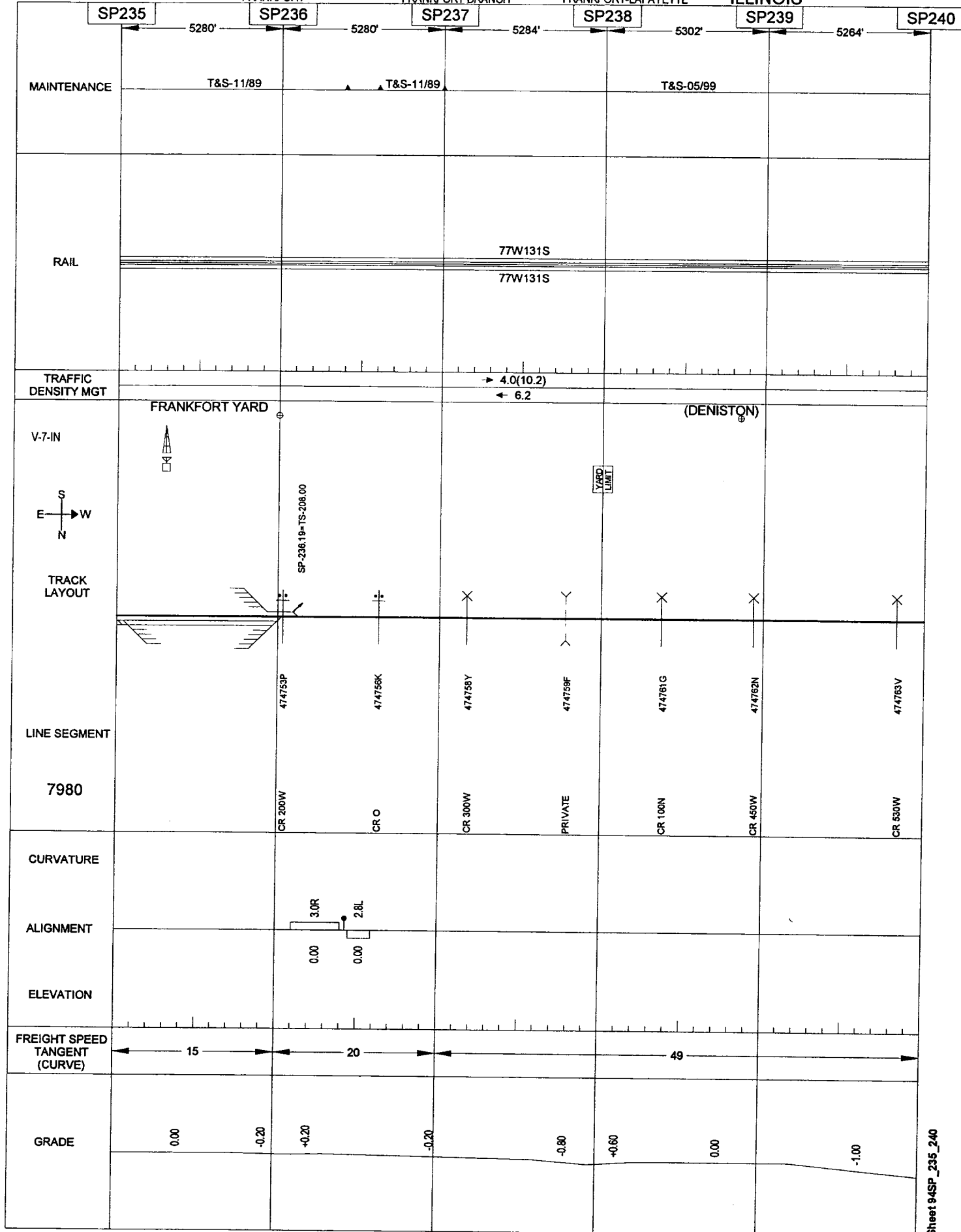
186

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



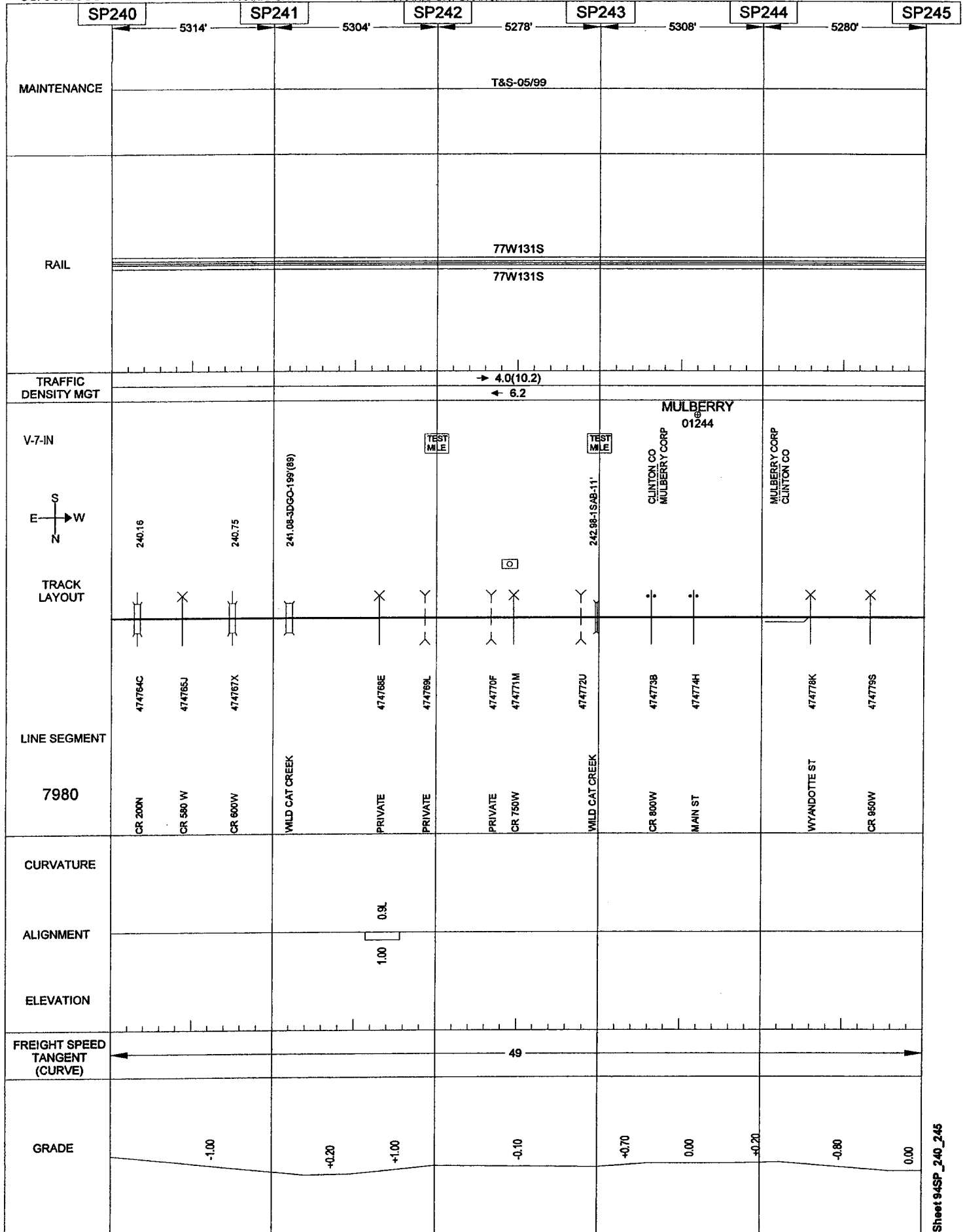
03/09/2005

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/09/2005

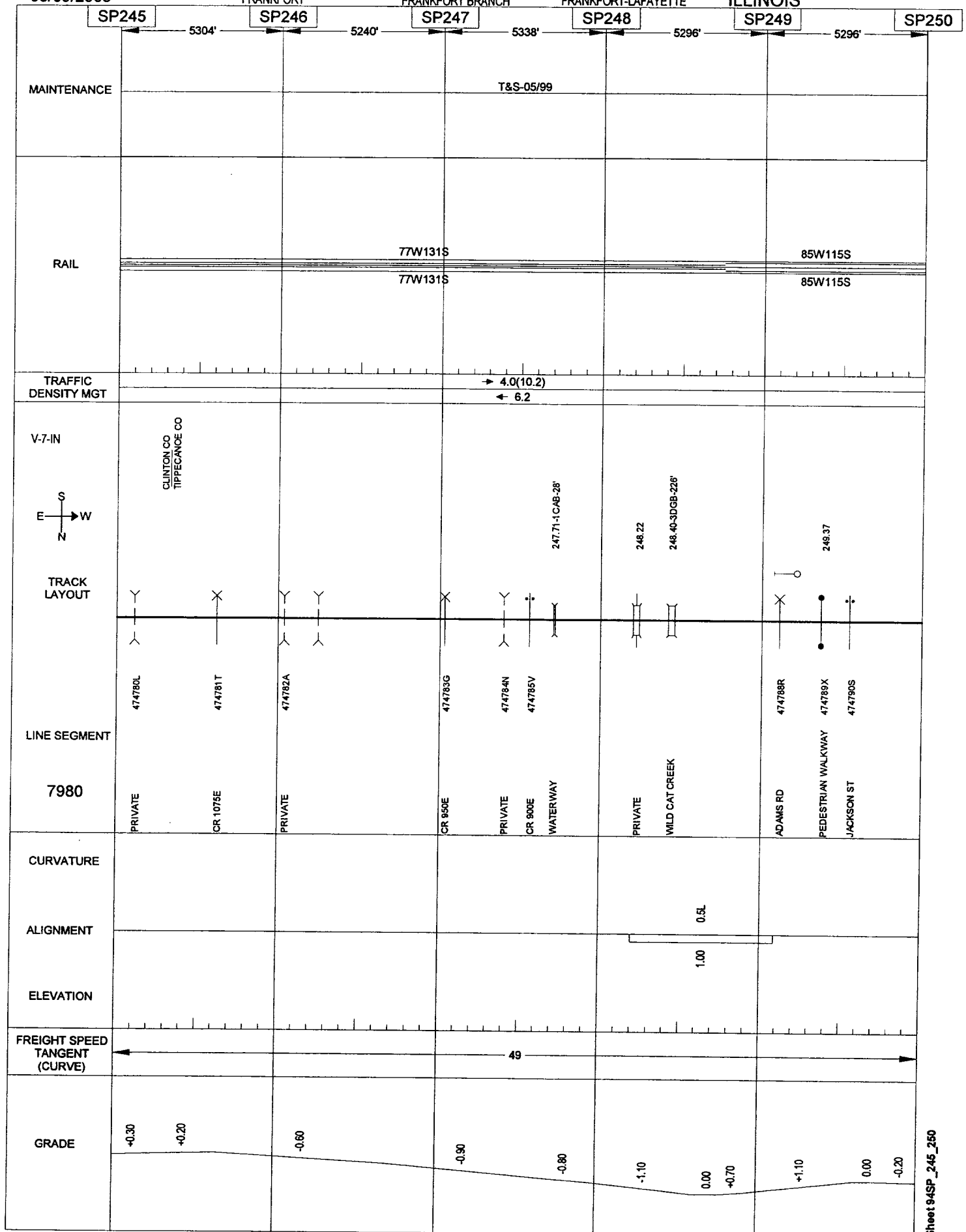
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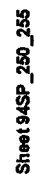
FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS





03/09/2005

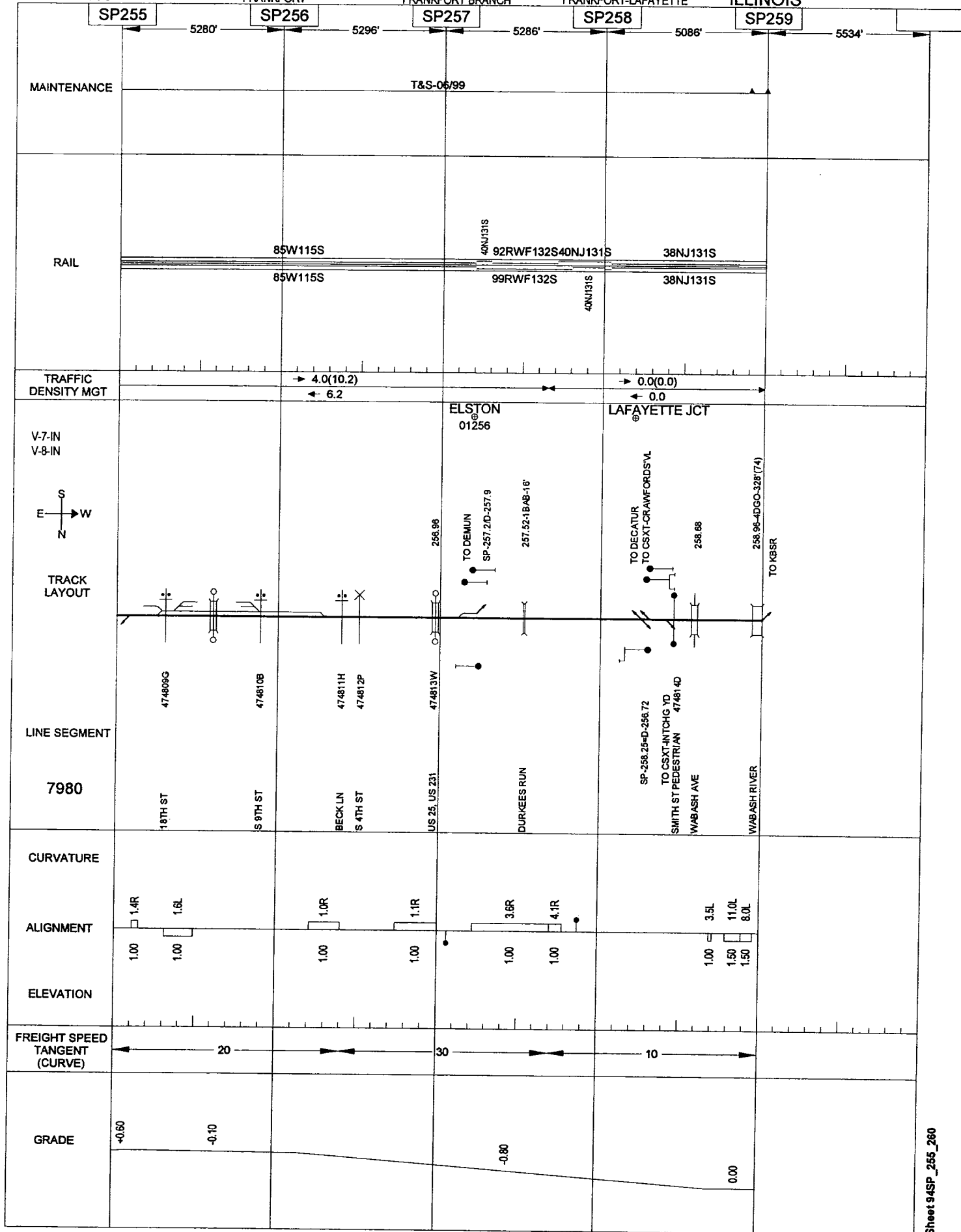
190

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/16/2005

SOUTHERN WEST

191

E ST LOUIS-PRINCETON

ILLINOIS

4W

5W

5308'

5308'

MAINTENANCE

T&S-01/20

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

RAIL

36RJ130S

36RJ130S

8RJ132S
8RJ132STRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

→ 11.5(20.1)

← 8.6

V-94-IL(SR)

N
W — E
STRACK
LAYOUT

COAPMAN WEST

VC BELT

SOUTHERN CROSSING
EAST ST LOUIS
093104.67-W=VC-0.00
TO TERMINAL RR

LINE SEGMENT

8235

15TH ST

15TH ST

TRRA 85 N-TRRA
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

20

GRADE

0.00

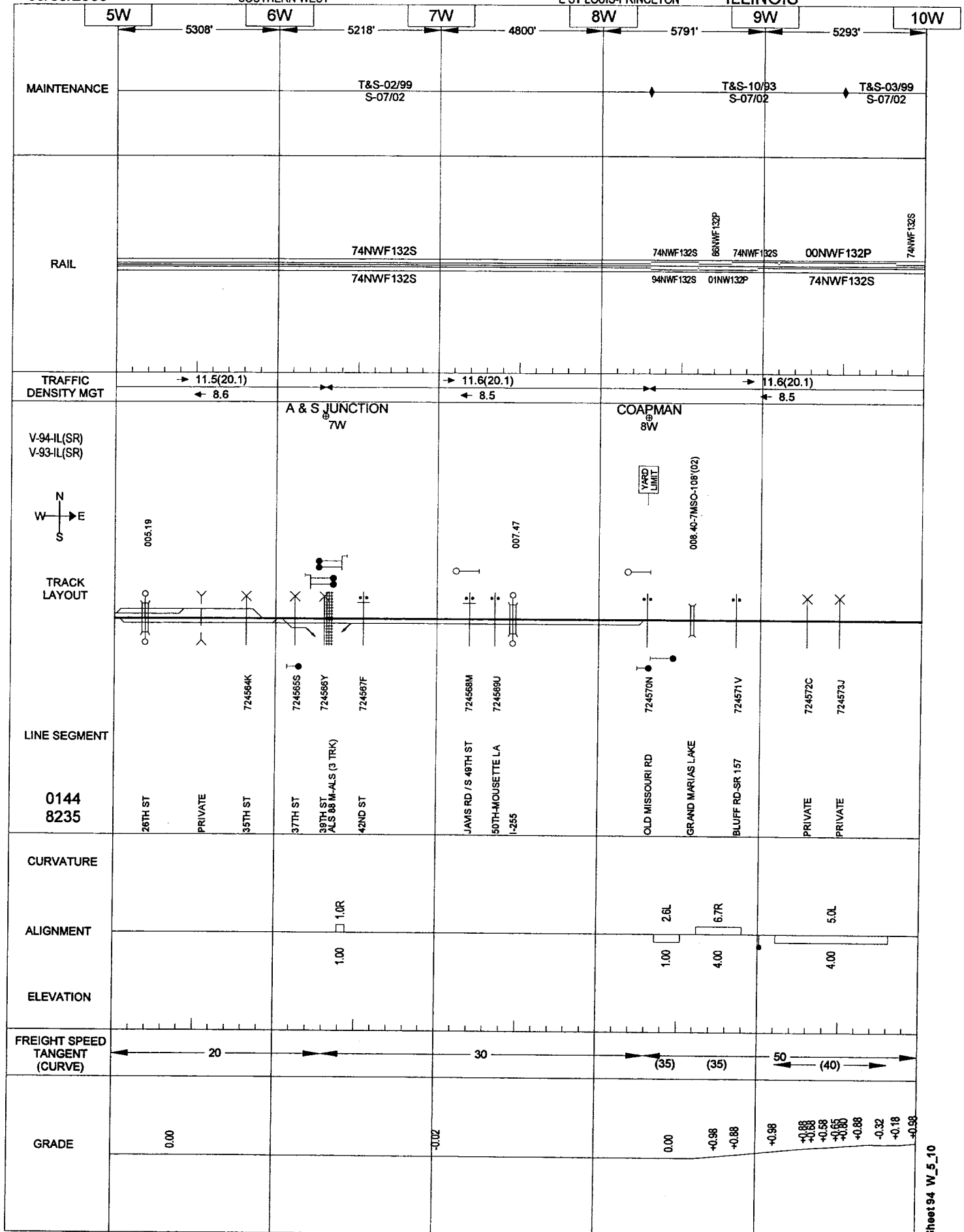
03/09/2005

192

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

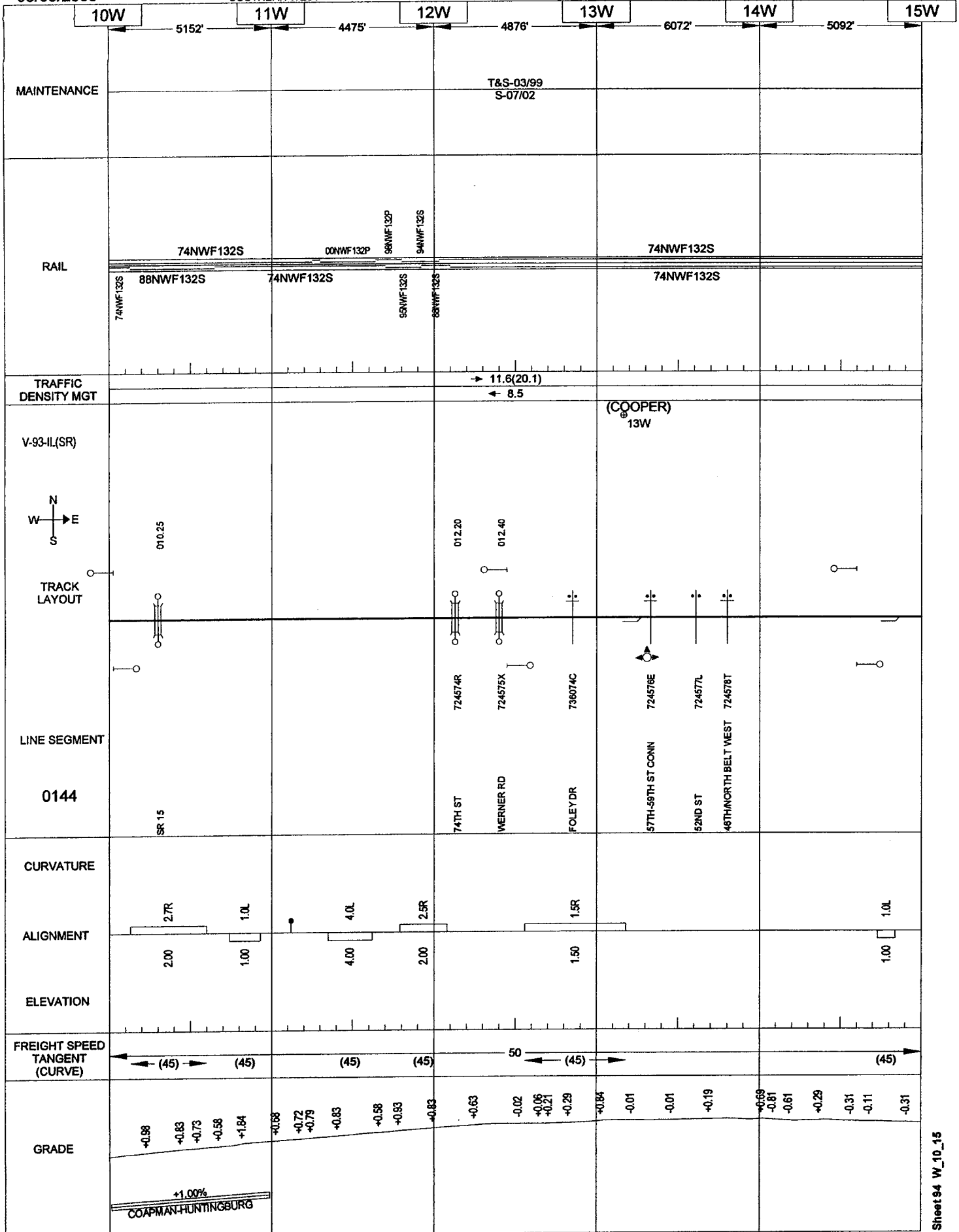


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



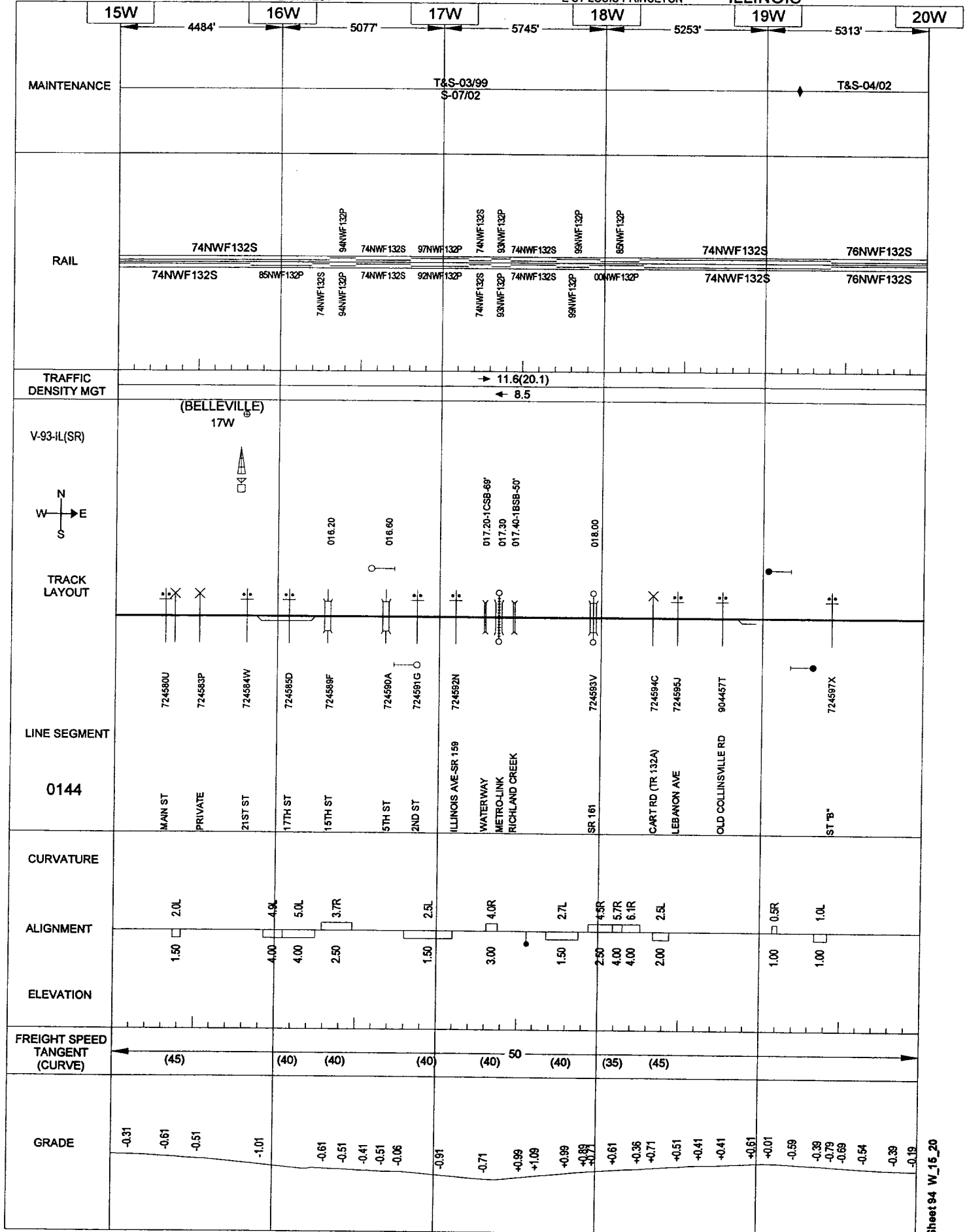
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194

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

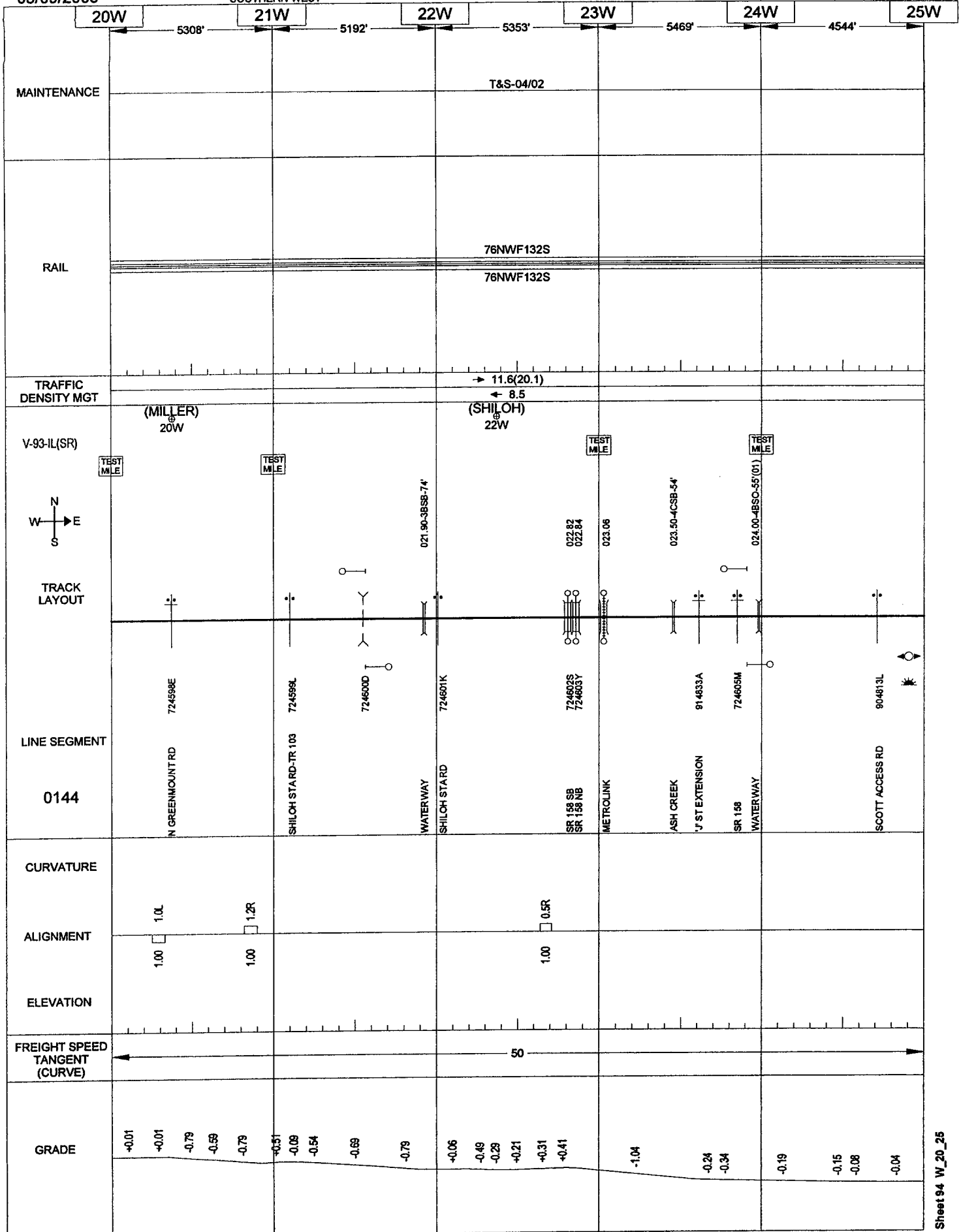


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



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196

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

25W

26W

27W

28W

29W

30W

5770'

5388'

5293'

5278'

5298'

MAINTENANCE

T&S-04/02

RAIL

76NWF132S

76NWF132S

TRAFFIC
DENSITY MGT

→ 11.6(20.1)

← 8.5

V-93-IL(SR)

(SCOTT AFB)
24WTRACK
LAYOUT

025.80-7BSB-141'

026.00-7BSO-183'(99)

026.40-1BSB-221'

LINE SEGMENT

0144

724608U

724607B

724609P

724610J

724611R

724612X

724613E

724614L

SUPERIOR ST

SOUTH DR

WATERWAY

SILVER CREEK

WATERWAY

SR 4

CHRIST RD

MCH SHOP RD (TR 266)

EMIG RD

SR 161

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.04

-0.19

-0.54

-0.74

-0.04

+0.16

+0.56

+0.76

+0.76

+0.96

-0.04

+0.36

+0.21

+0.46

+0.31

+0.46

+0.51

+0.56

+0.26

+0.16

+0.23

+0.30

+0.48

-0.04

-0.19

-0.54

-0.74

-0.04

+0.16

+0.56

+0.76

+0.76

+0.96

-0.04

+0.36

+0.21

+0.46

+0.31

+0.46

+0.51

+0.56

+0.26

+0.16

+0.23

+0.30

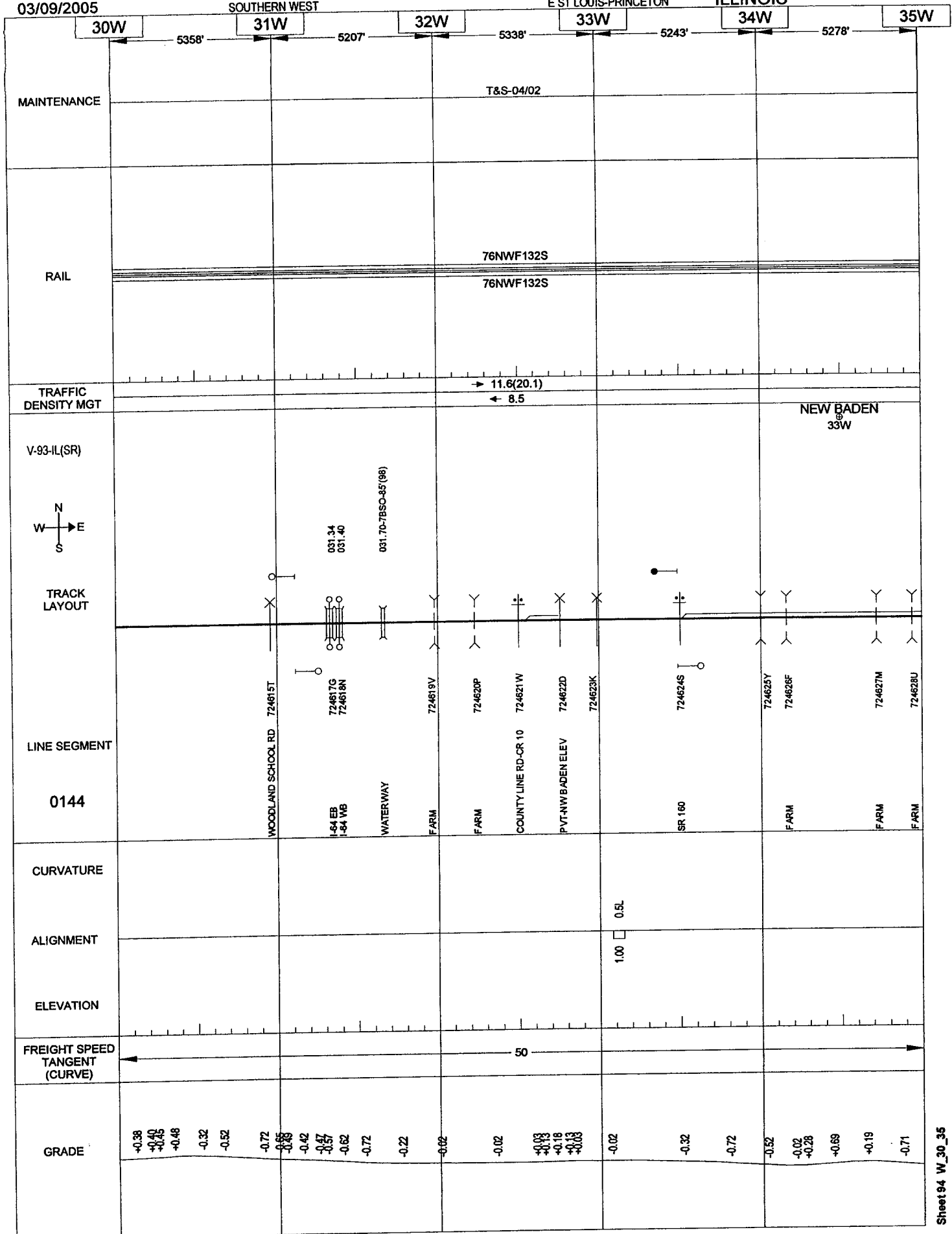
+0.48

03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



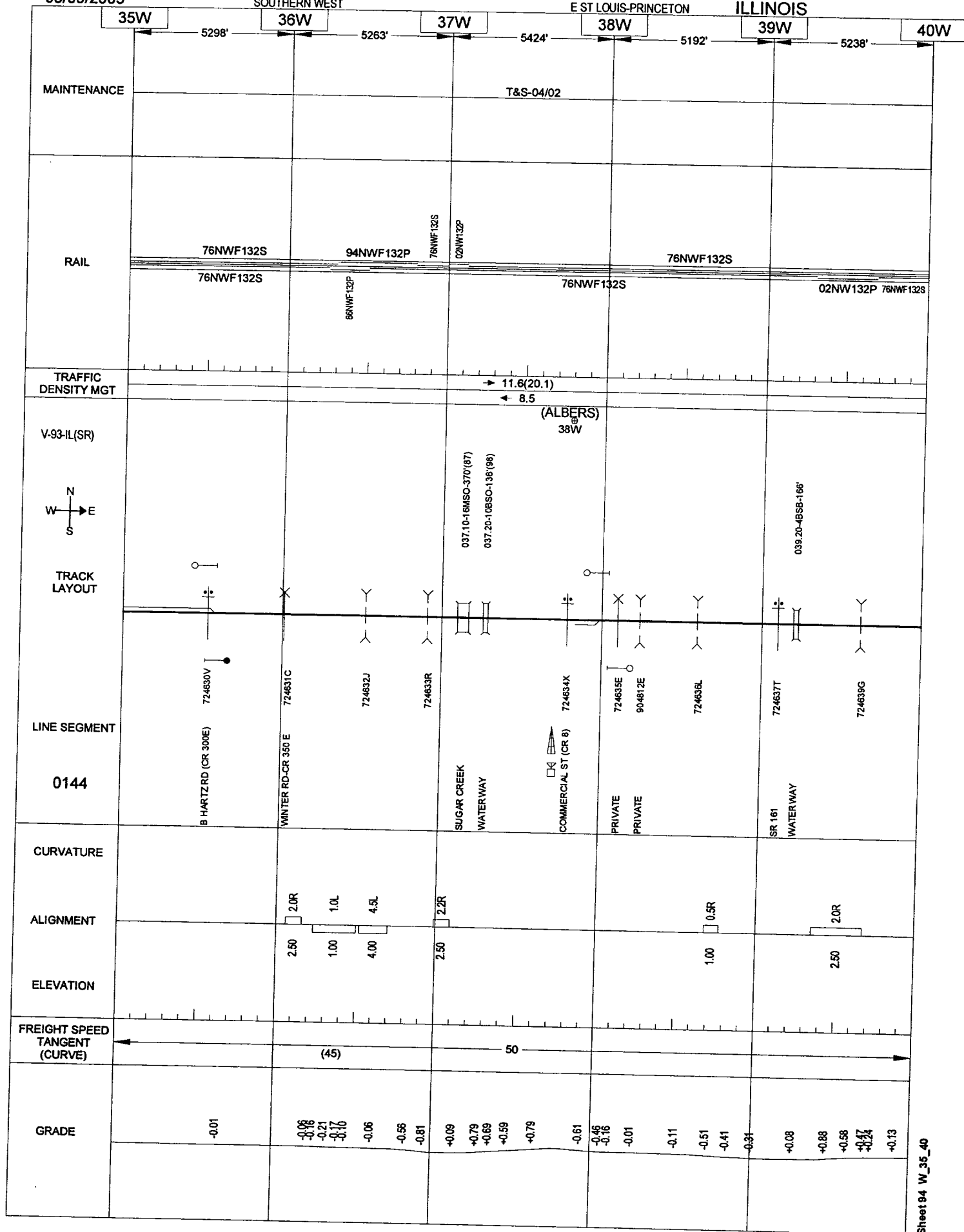
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198

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

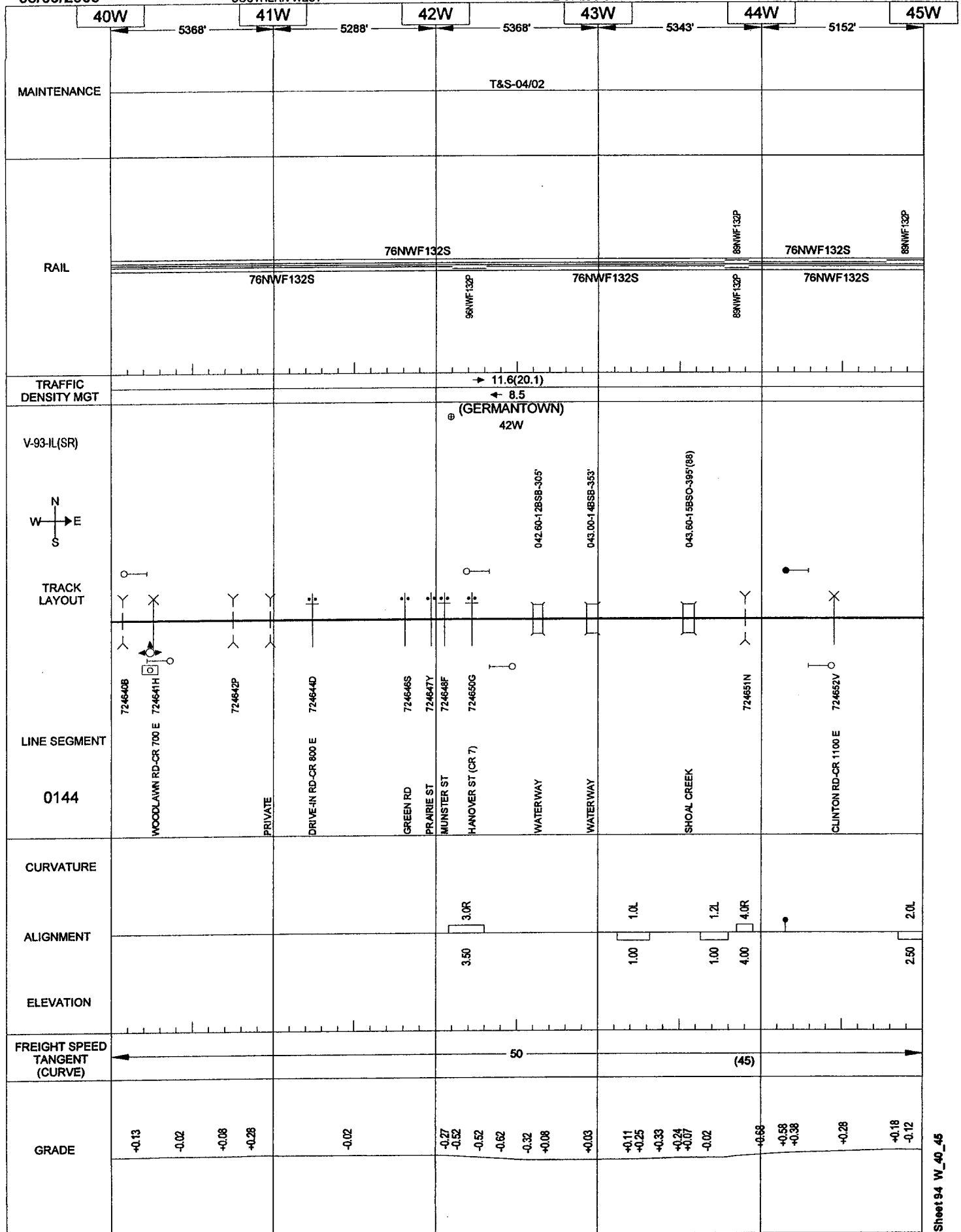


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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



ILLINOIS

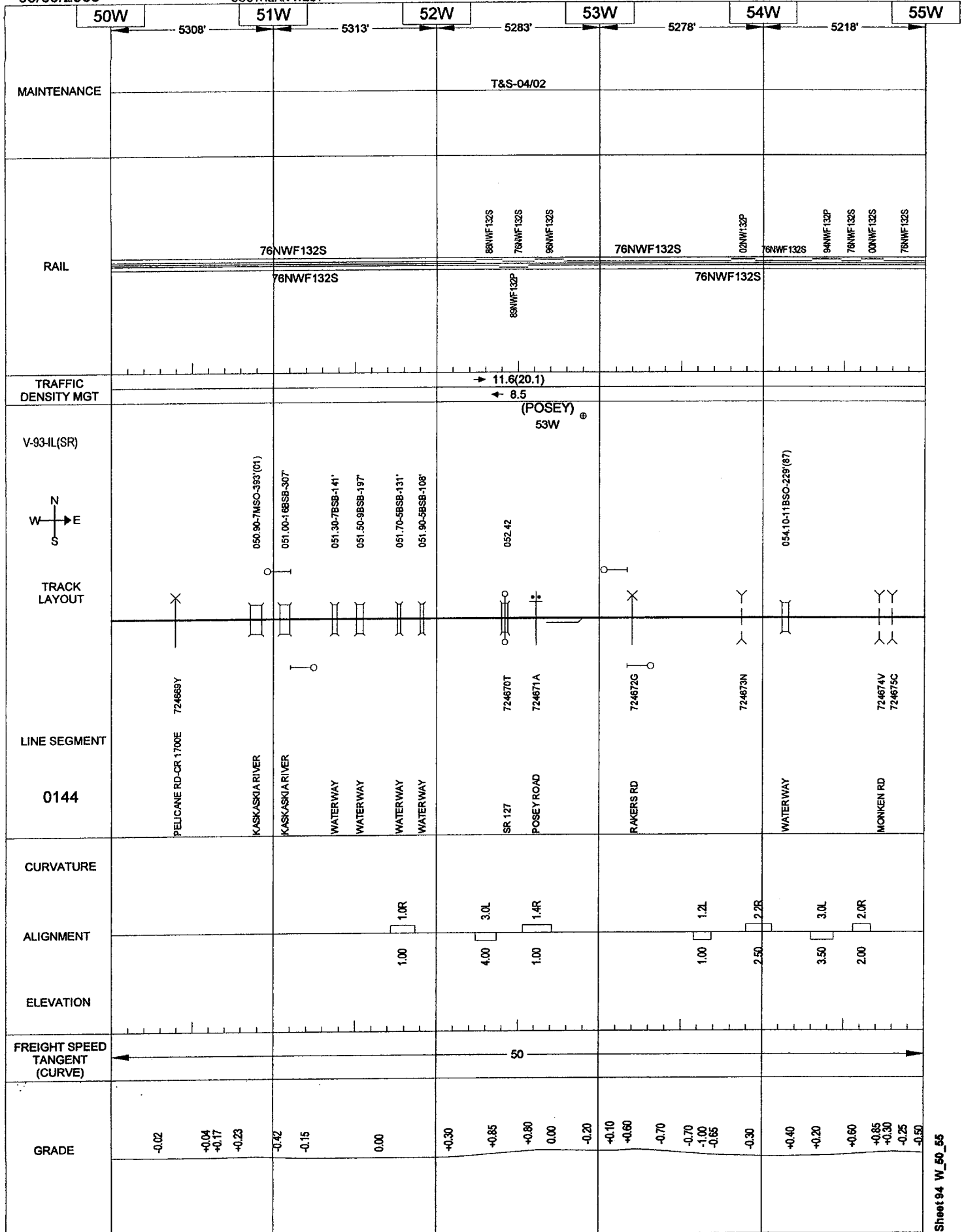
		45W	46W	47W	48W	49W	50W
		5293'	5283'	5268'	5268'	5278'	
MAINTENANCE		T&S-04/02					
RAIL		88NWF 132P	76NWF 132S	90NWF 132P	76NWF 132S		
TRAFFIC DENSITY MGT				11.6(20.1)	8.5		
V-93-IL(SR)			(BARTELSON) 47W				
TRACK LAYOUT							
LINE SEGMENT		RED FOX RD-CR 1150 E	ILLINOIS ST	SLANT RD	PRIVATE	WATERWAY	WATERWAY
0144		724653C	724657E	724661U	724663H	724665W	724668S
CURVATURE		2.0L		1.0R	4.0L	1.0L	
ALIGNMENT		2.50		1.00	4.00	1.00	
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)				50	(45)	(45)	
GRADE		-0.32	-0.62	-0.02	-0.82	-0.02	

03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



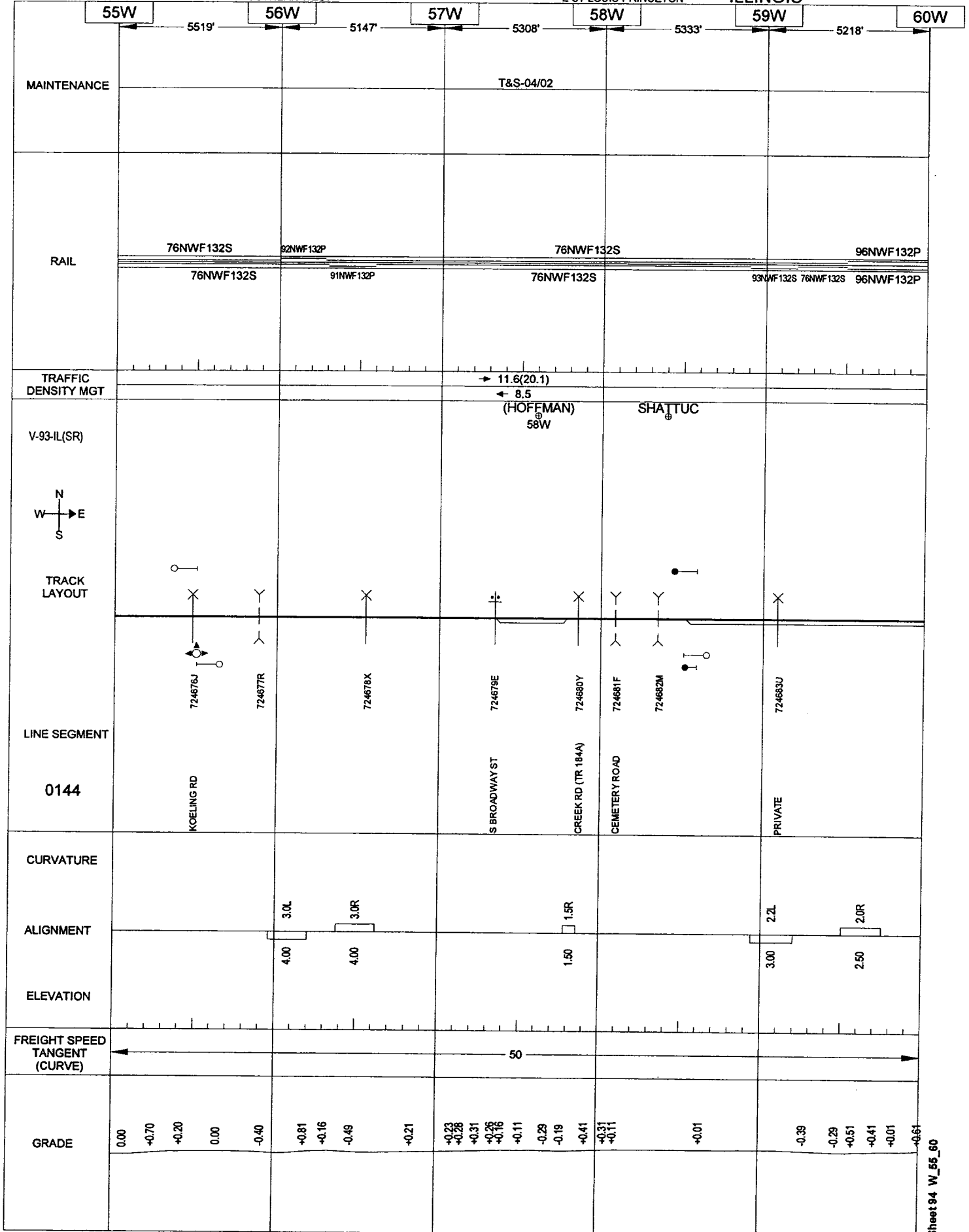
03/09/2005

202

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

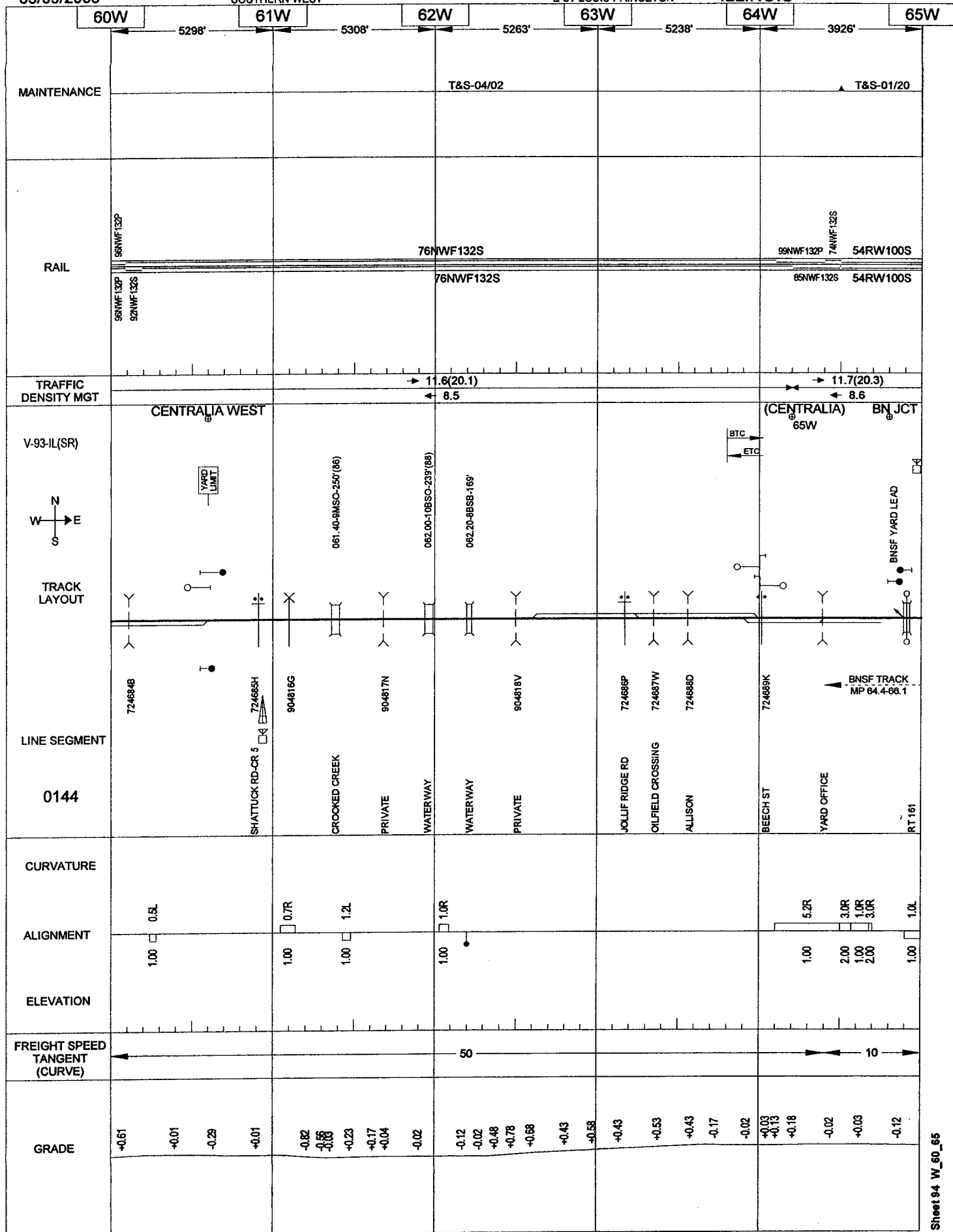


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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



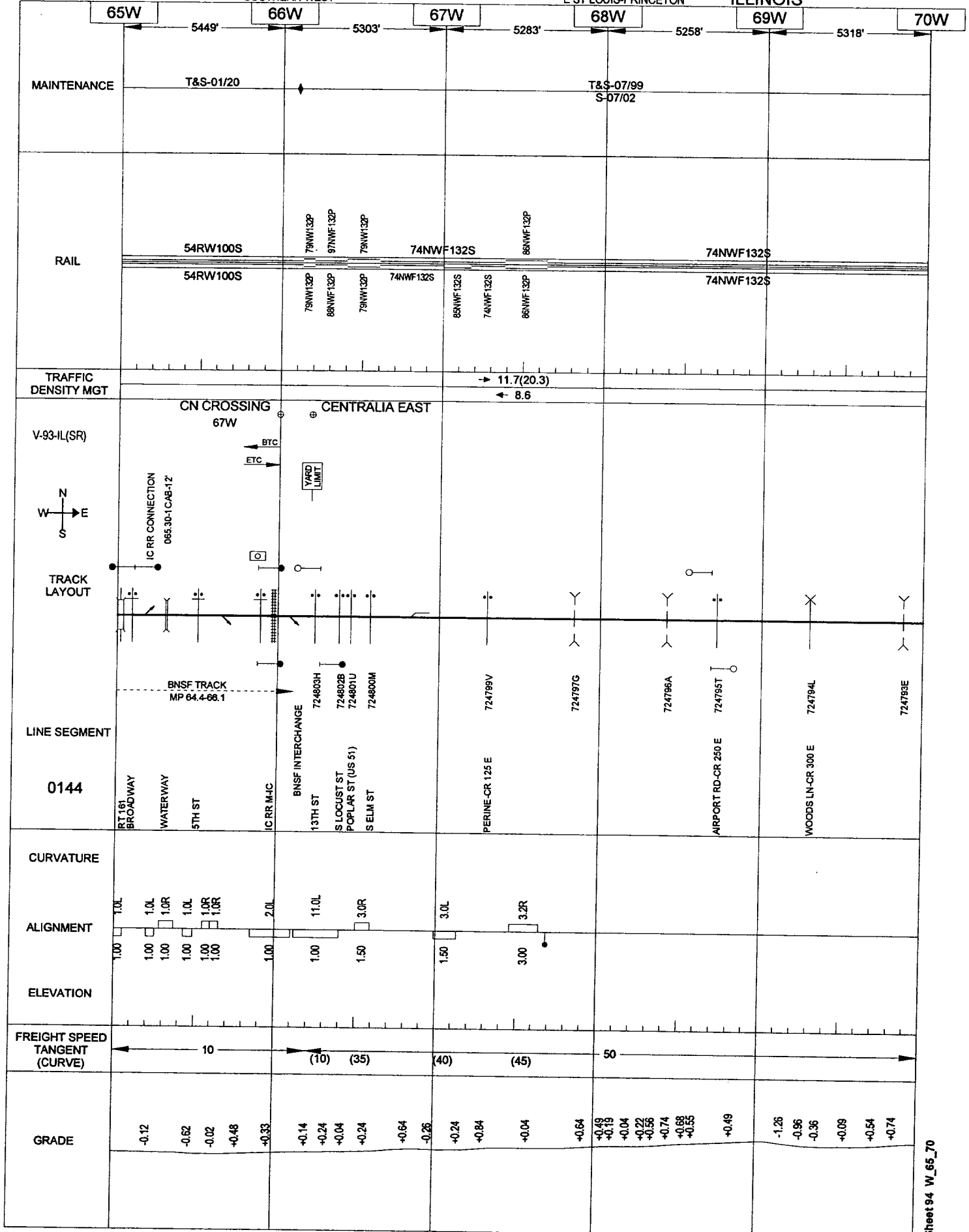
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204

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

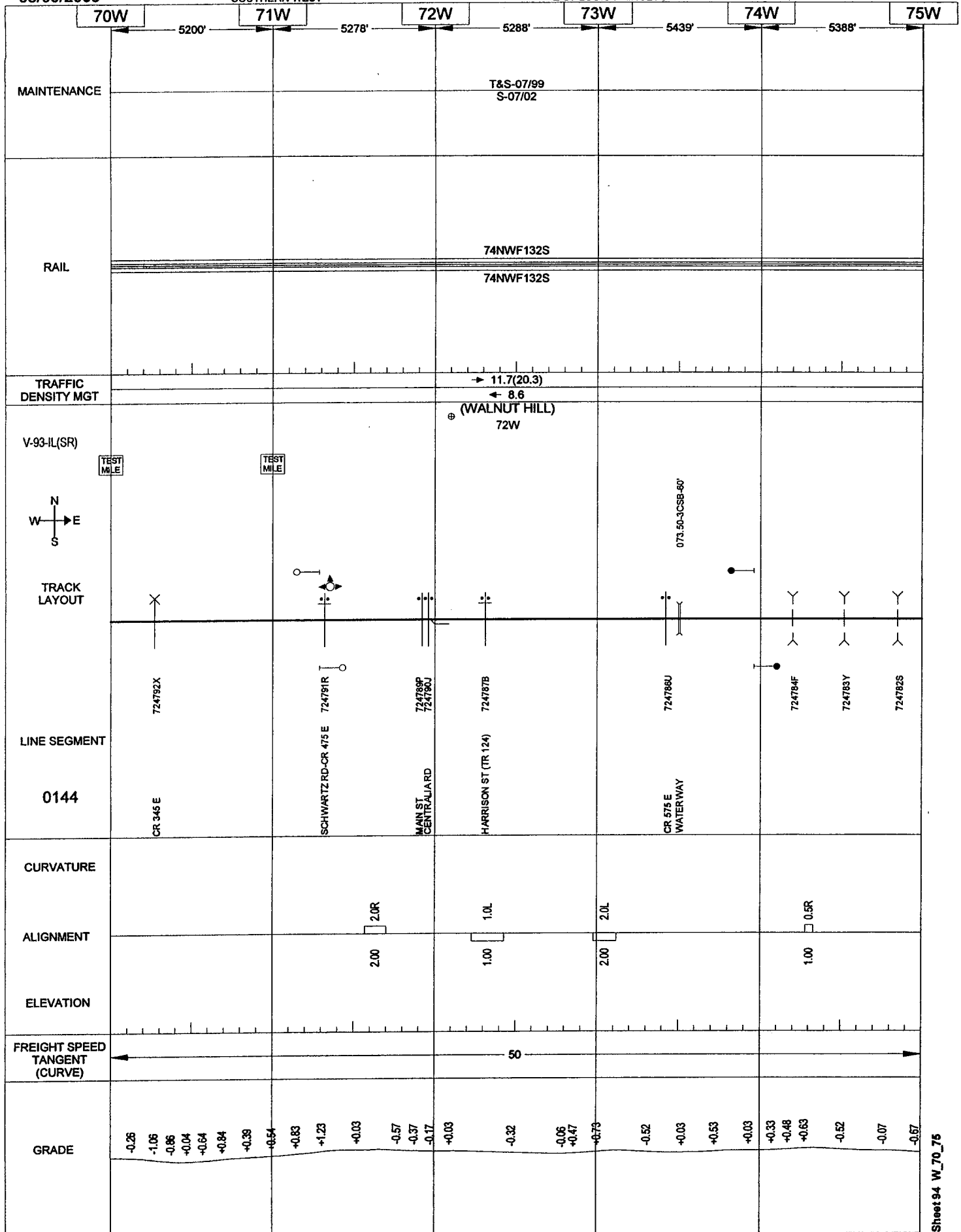


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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



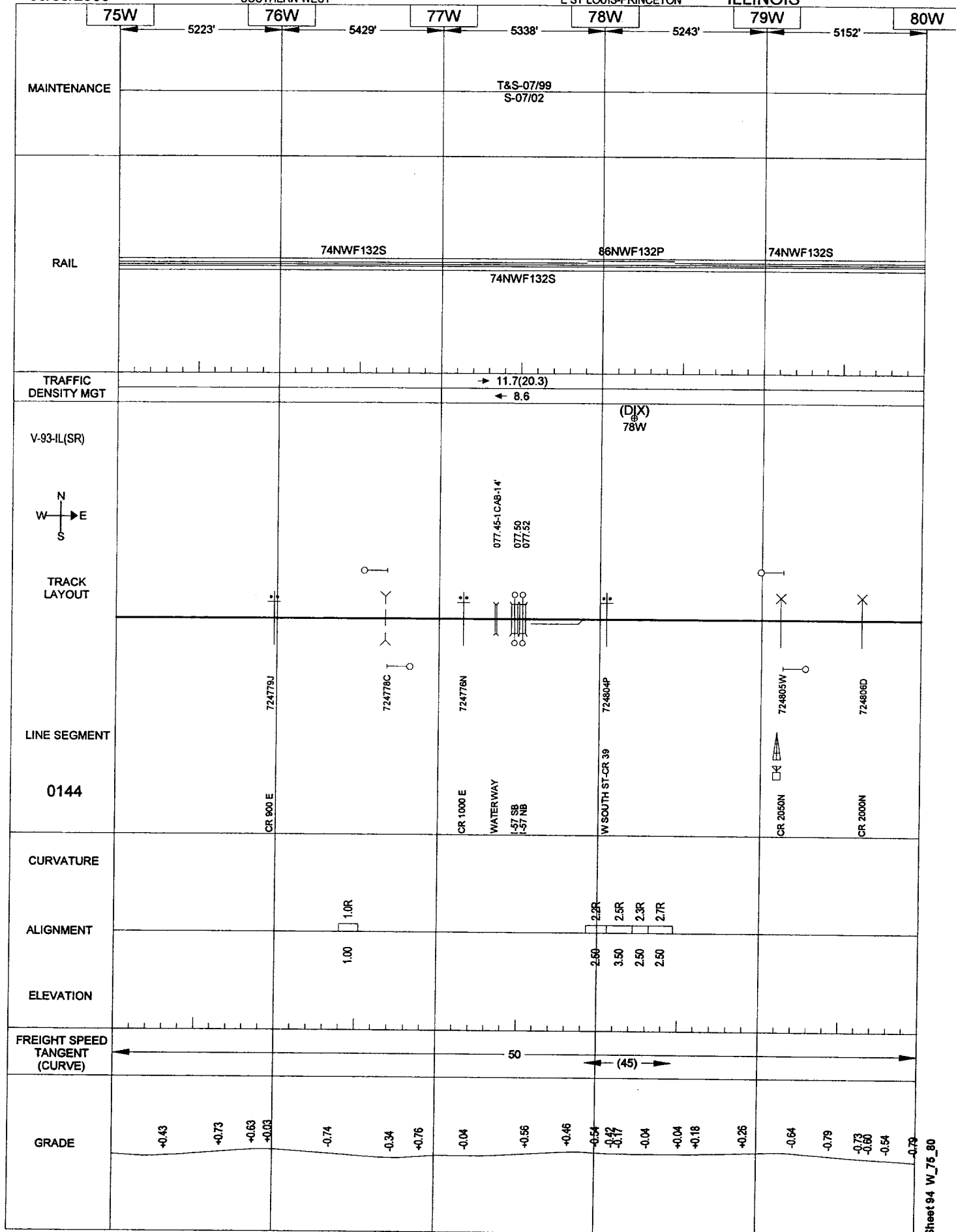
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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



Sheet 94 W 80 85

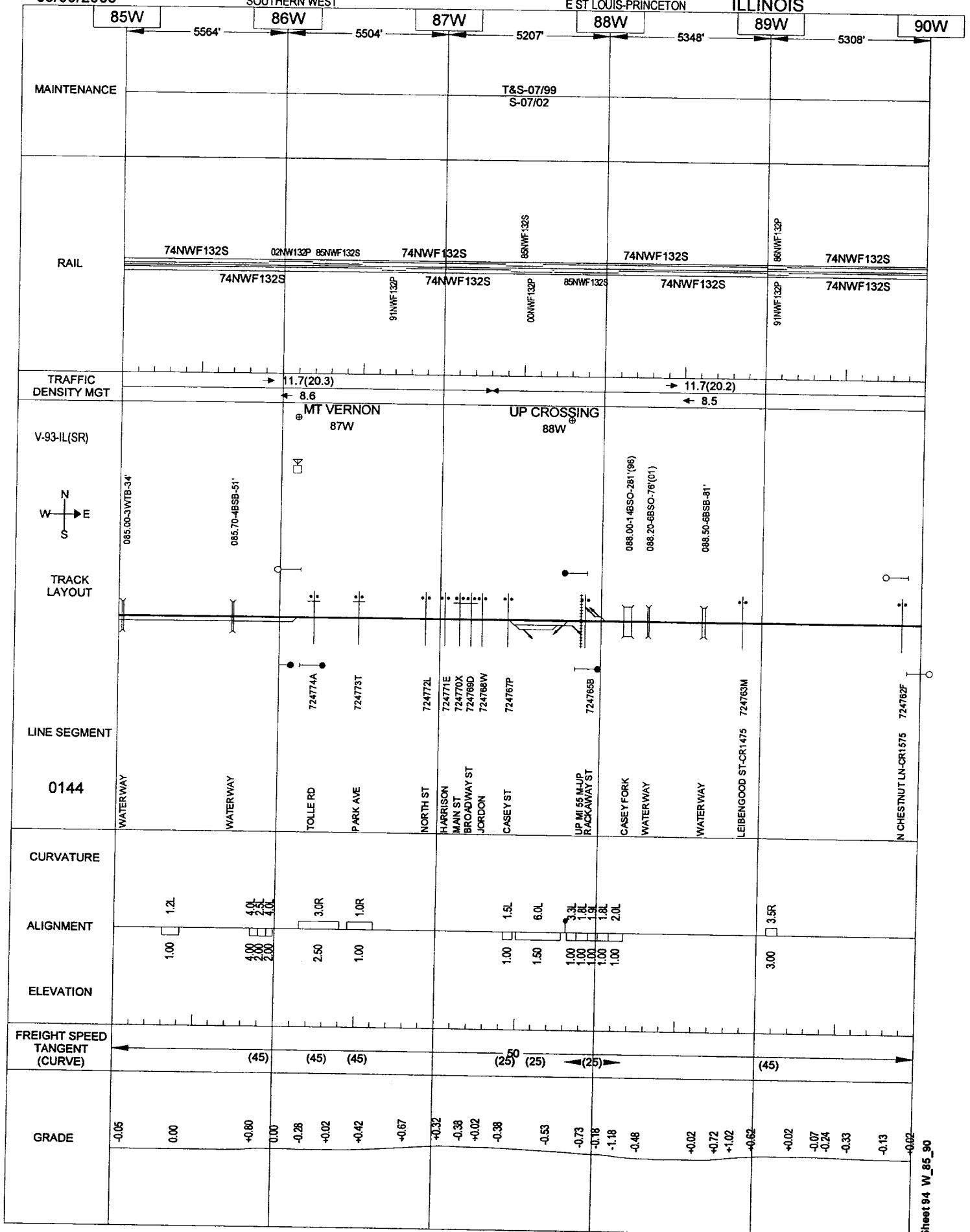
03/09/2005

208

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



Sheet 94 W_90_95

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210

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

95W

96W

97W

98W

99W

100W

5378'

5273'

5298'

5479'

5172'

MAINTENANCE

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

RAIL

74NWF132S

74NWF132S

74NWF132S

90NWF132S

74NWF132S

TRAFFIC
DENSITY MGT

→ 11.7(20.2)
← 8.5

V-93-IL(SR)

(BLUFORD)
96W

N
W → E
S

TRACK
LAYOUT

096.90

LINE SEGMENT

0144

724755V

724754N

724753G

724752A

724751T

724750L

724749S

CR 2100E

S ELM ST (CR 8)

SOUTH AVE

ICG RR

MAIN ST (CR 2275E)

S EAST ST (CR 2300E)

CR 2400 E

CR 100 E

CURVATURE

ALIGNMENT

1.5L

3.5R

0.3L

ELEVATION

1.00

3.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

(45) 50

GRADE

-0.80

0.00

-0.10

+0.88

-0.90

-0.60

-0.30

0.00

+0.50

+0.90

+0.60

-0.30

+0.55

+0.20

-0.10

-0.93

-0.33

+0.07

-0.43

-0.13

-0.33

-1.13

+0.67

+1.07

+0.37

+0.47

-0.63

-1.18

4.32

-1.39

-1.73

+1.87

+0.47

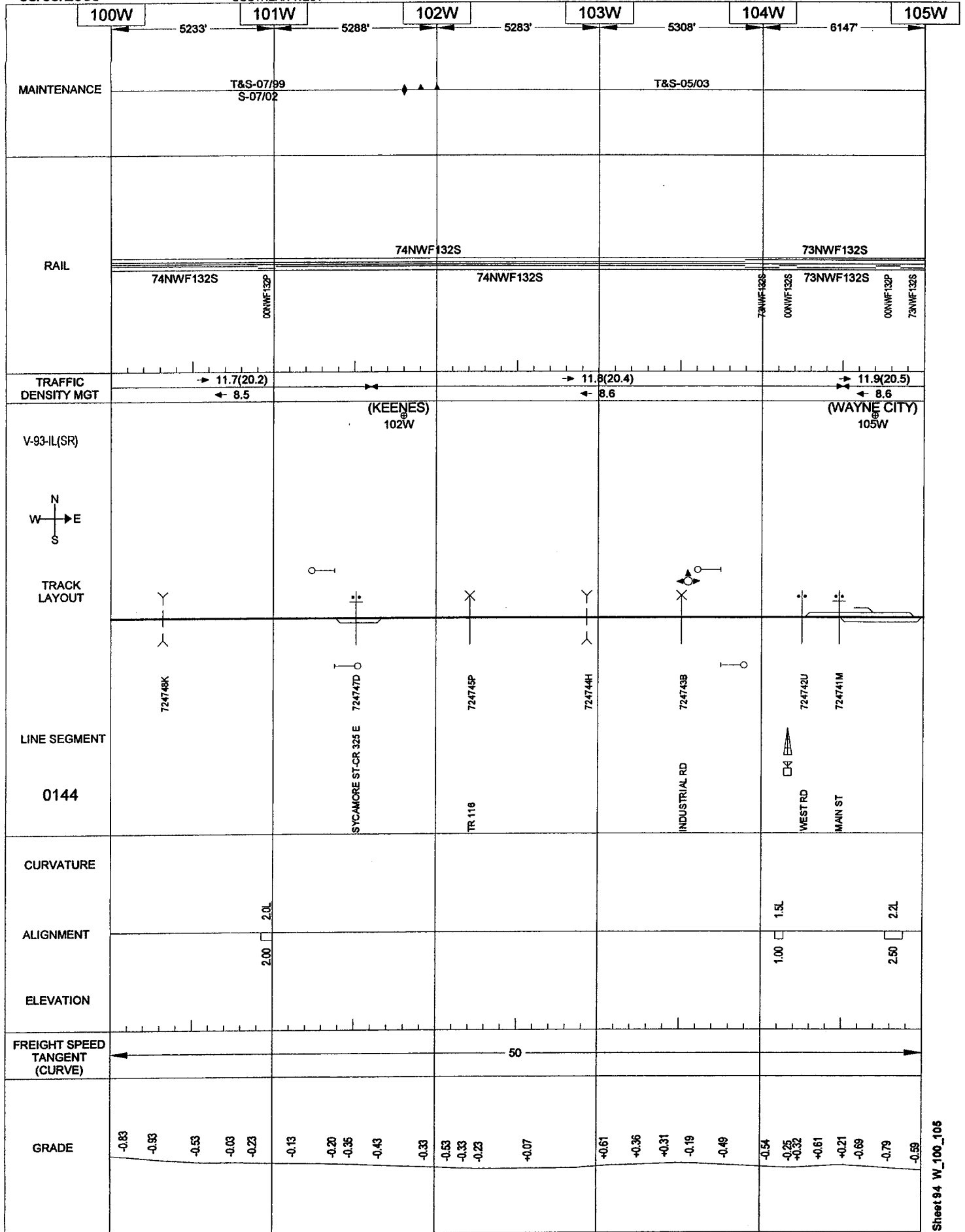
+0.07

03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



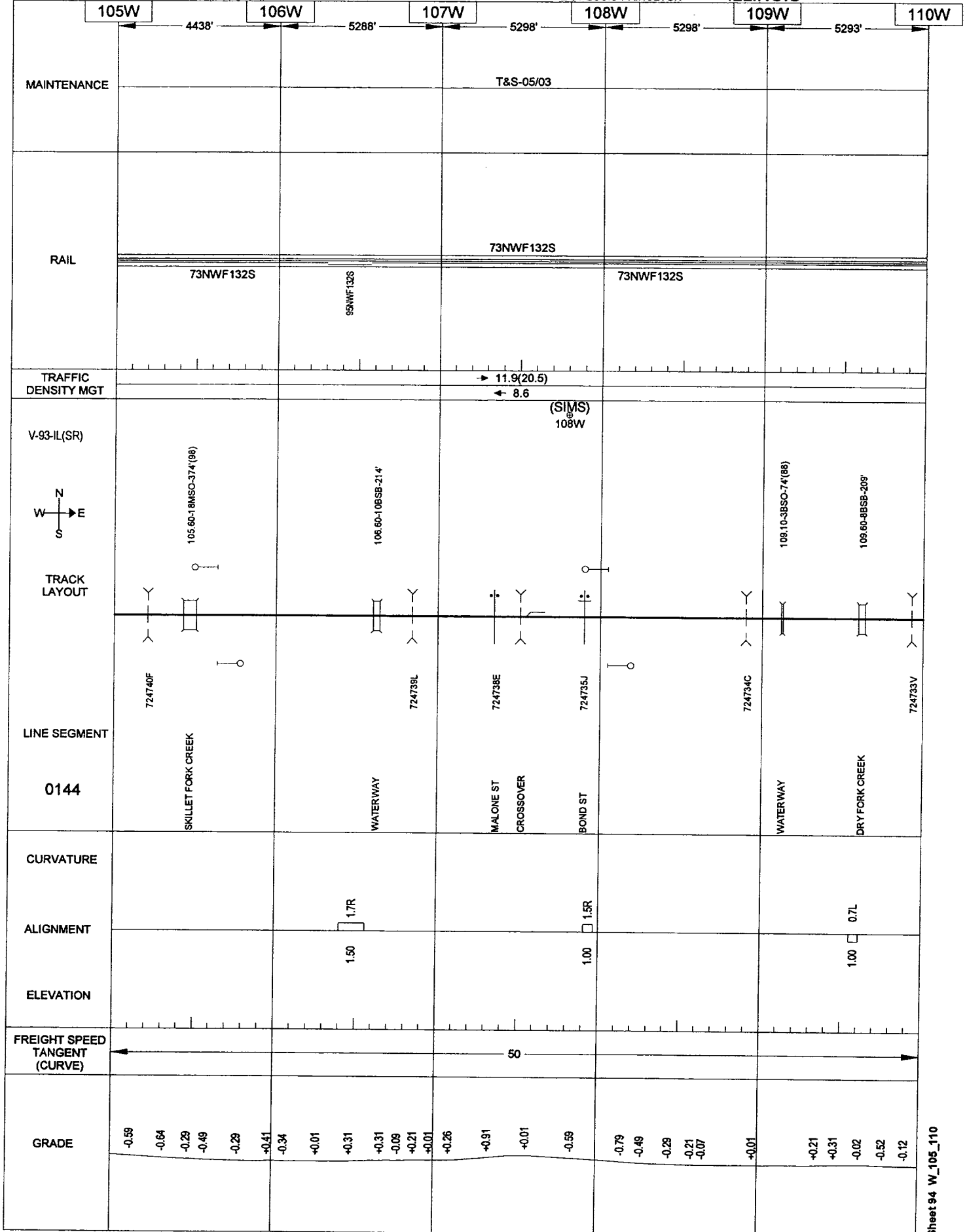
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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



Sheet 94 W_110_115

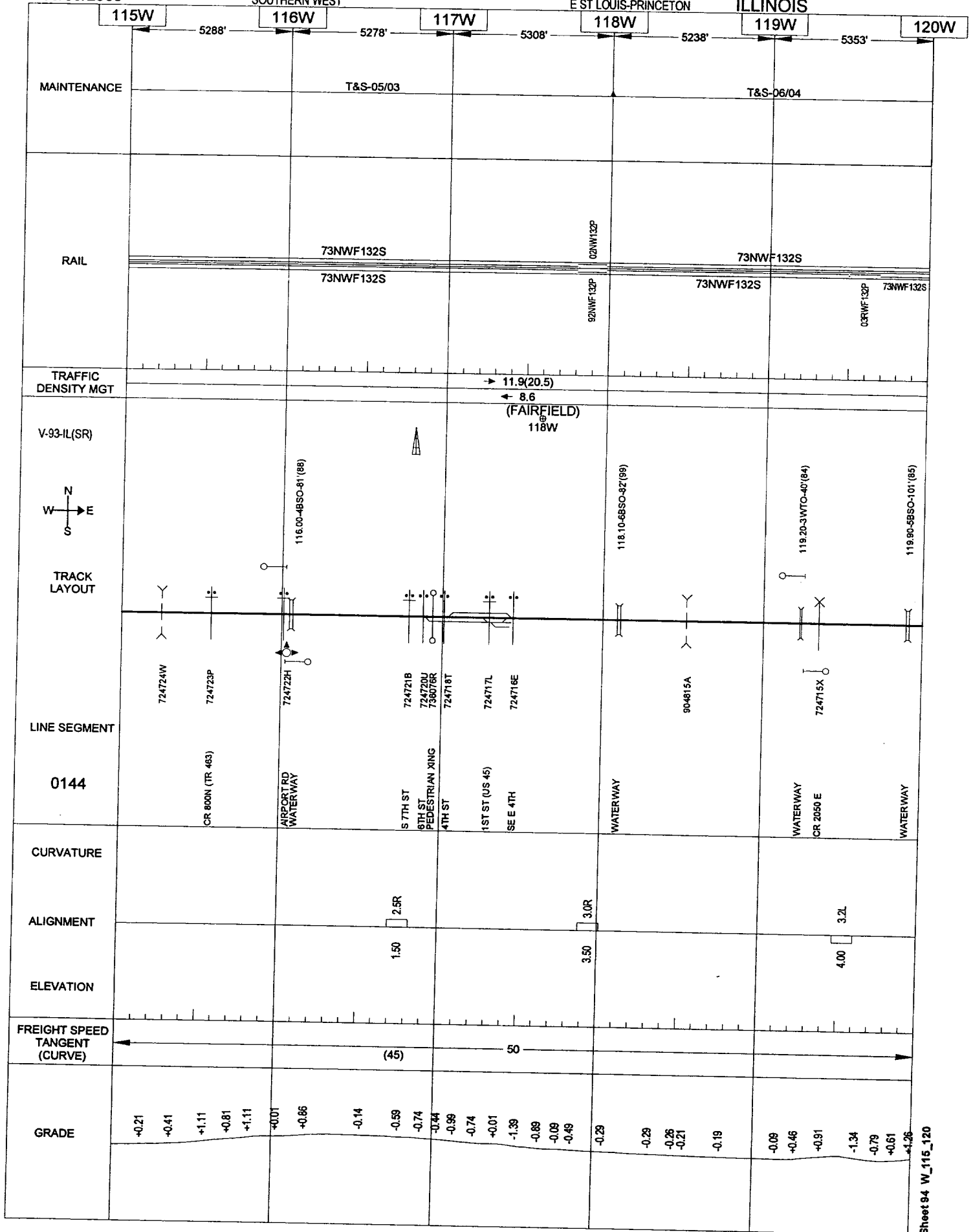
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214

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

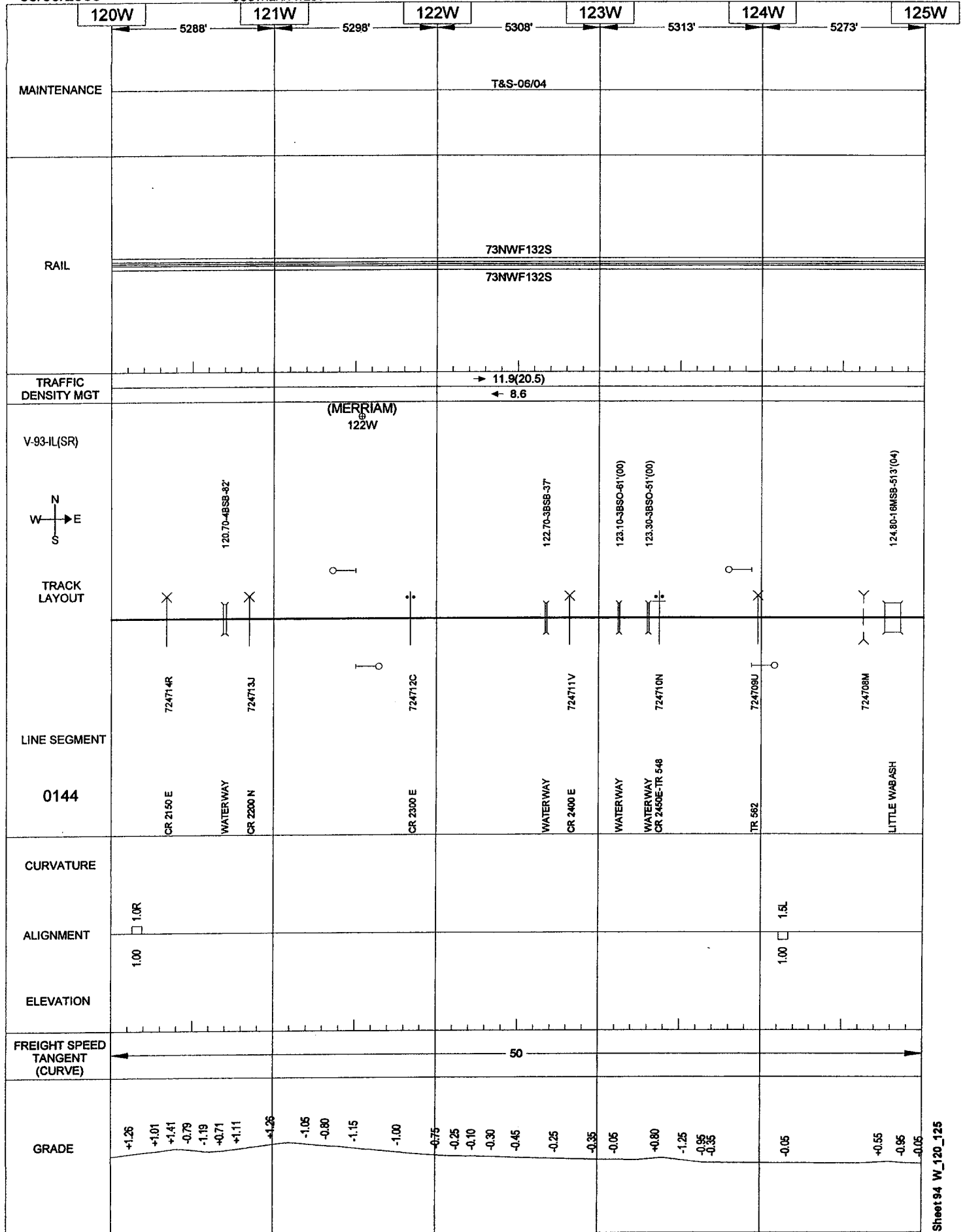


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

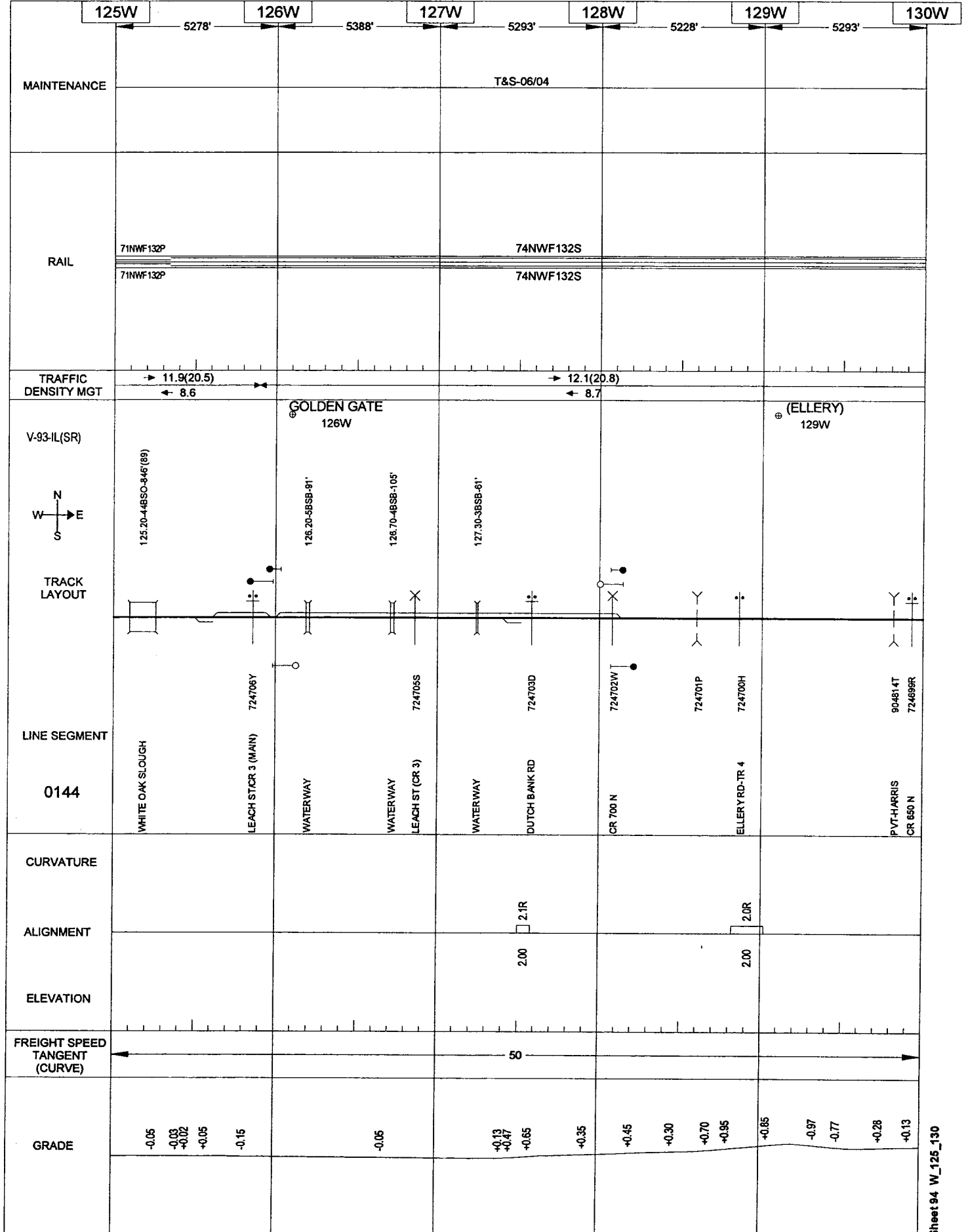


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

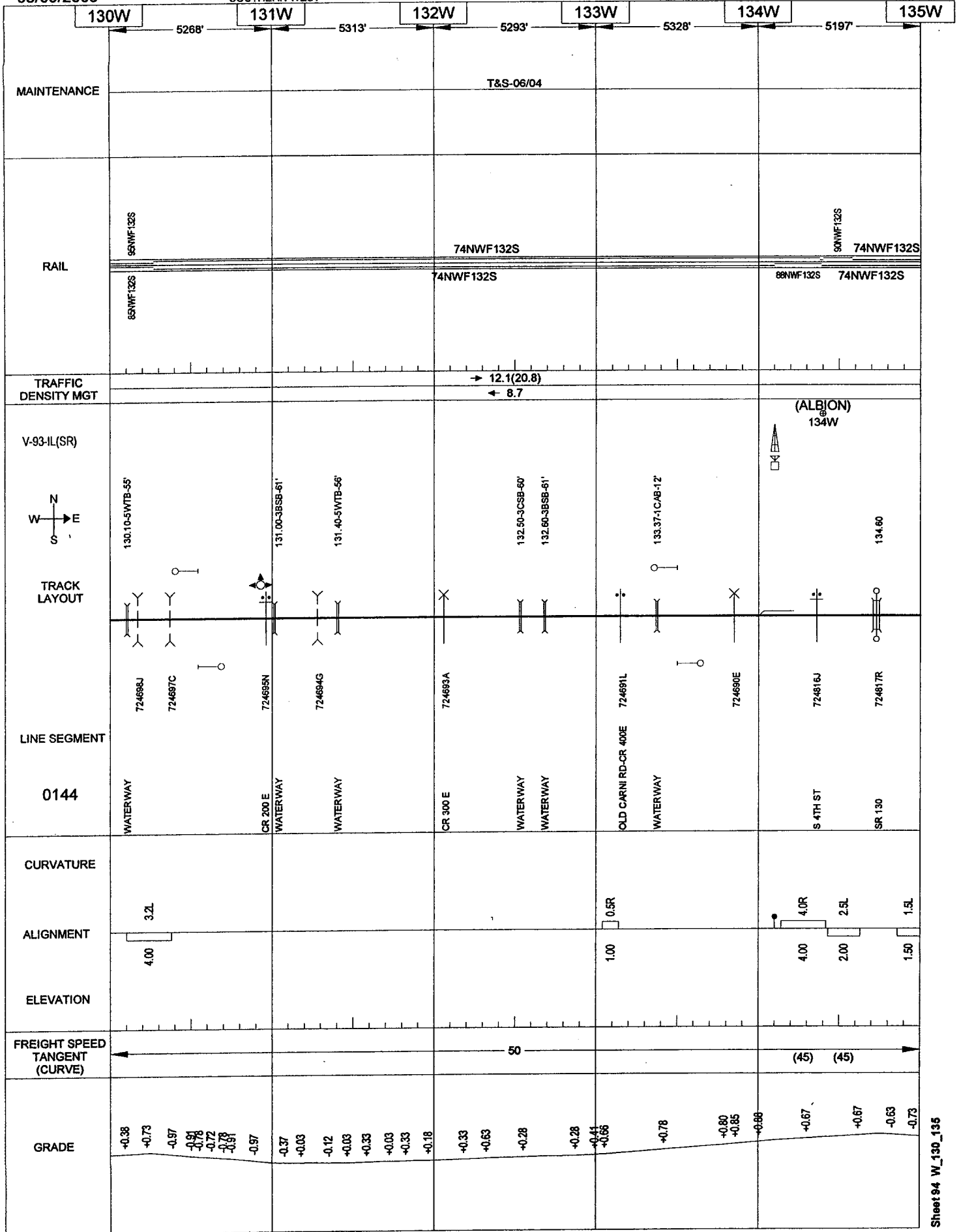


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



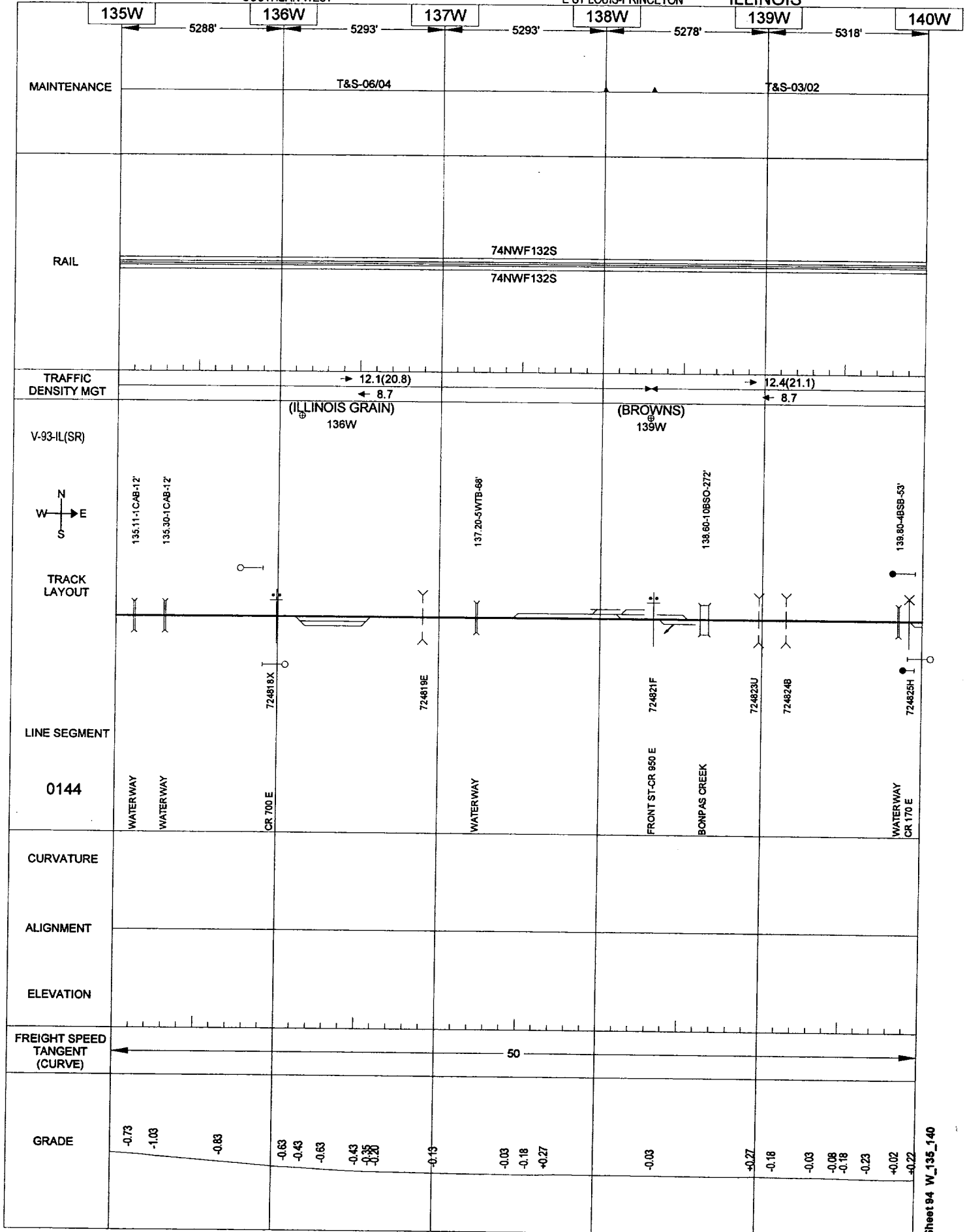
03/09/2005

218

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

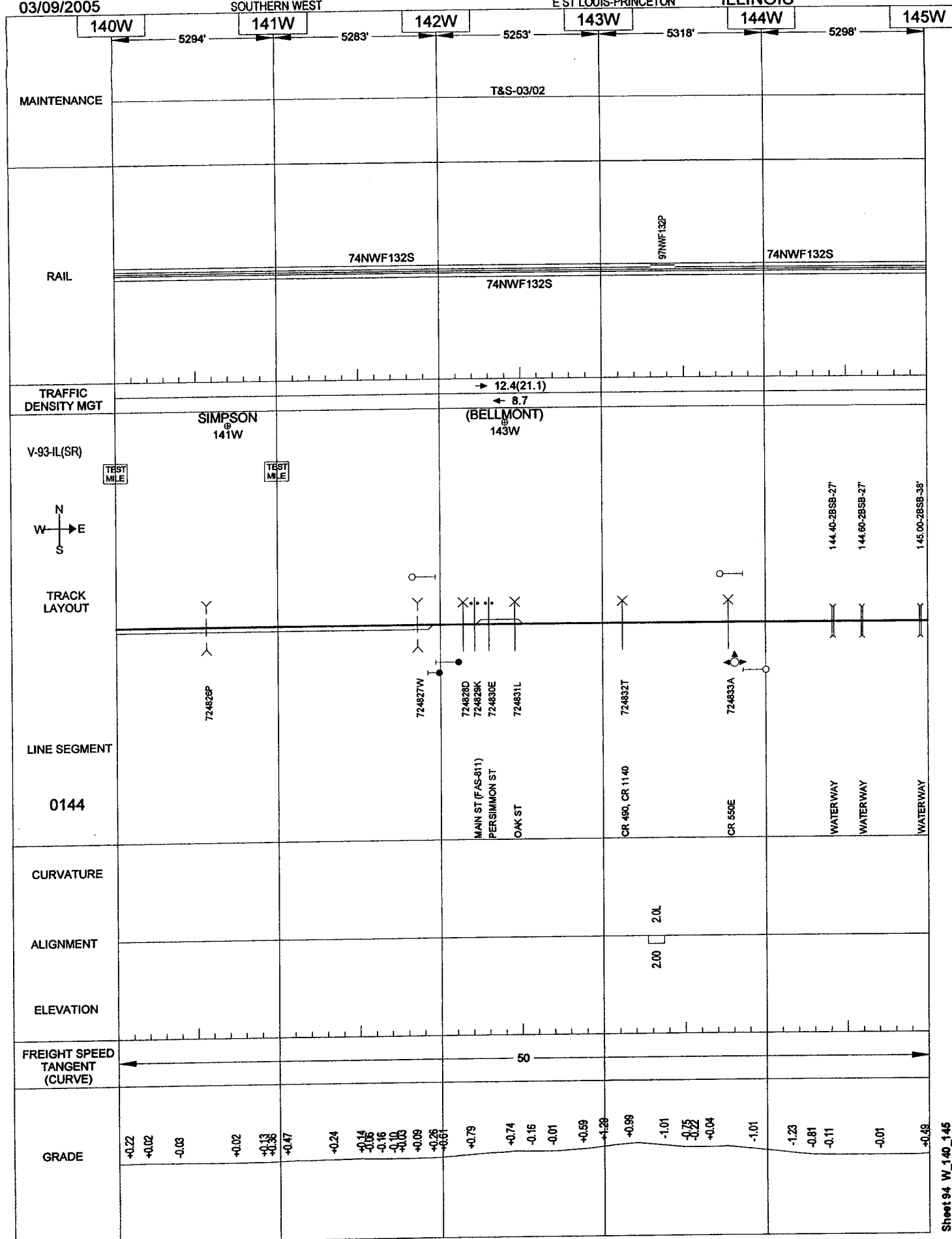


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



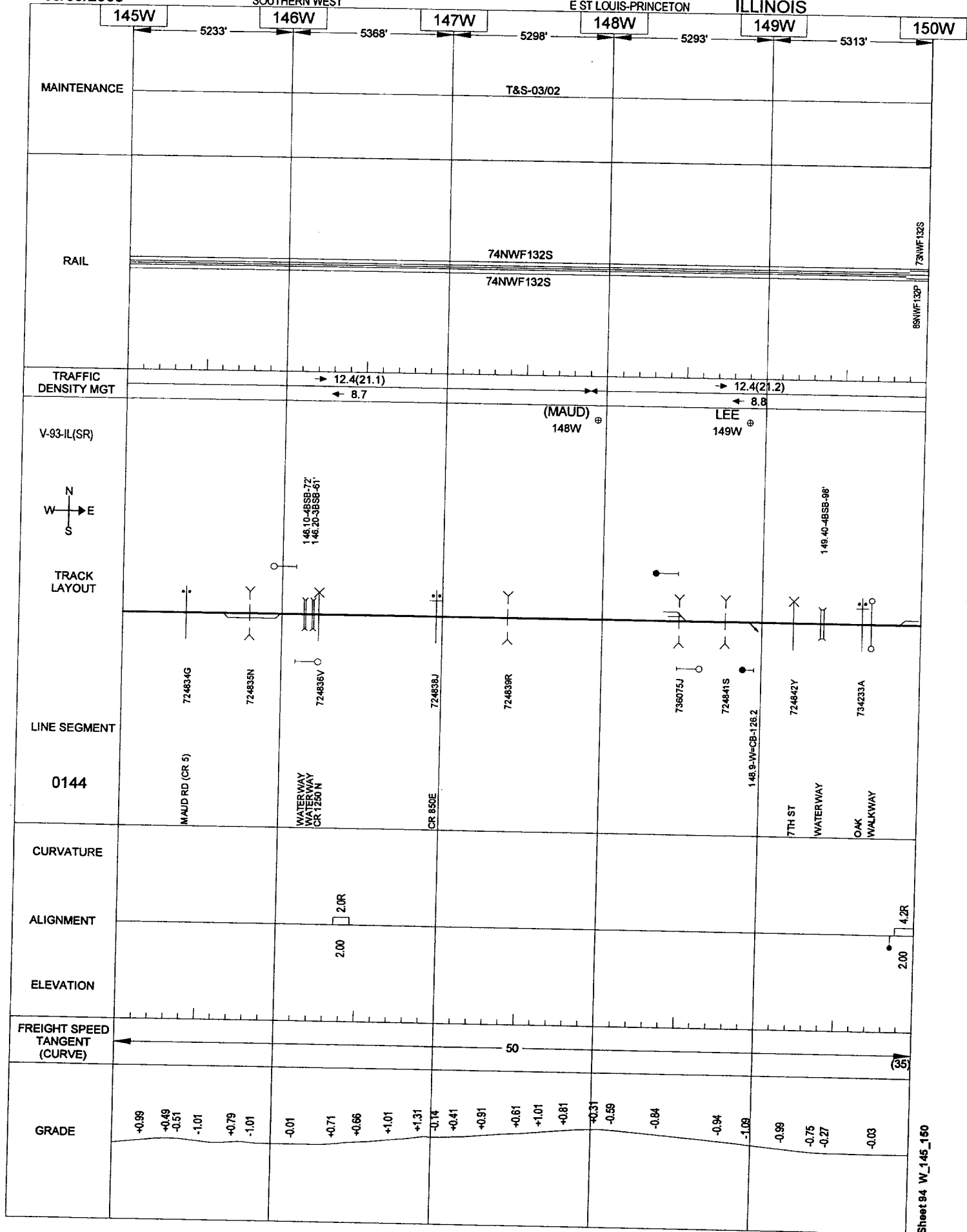
03/09/2005

220

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

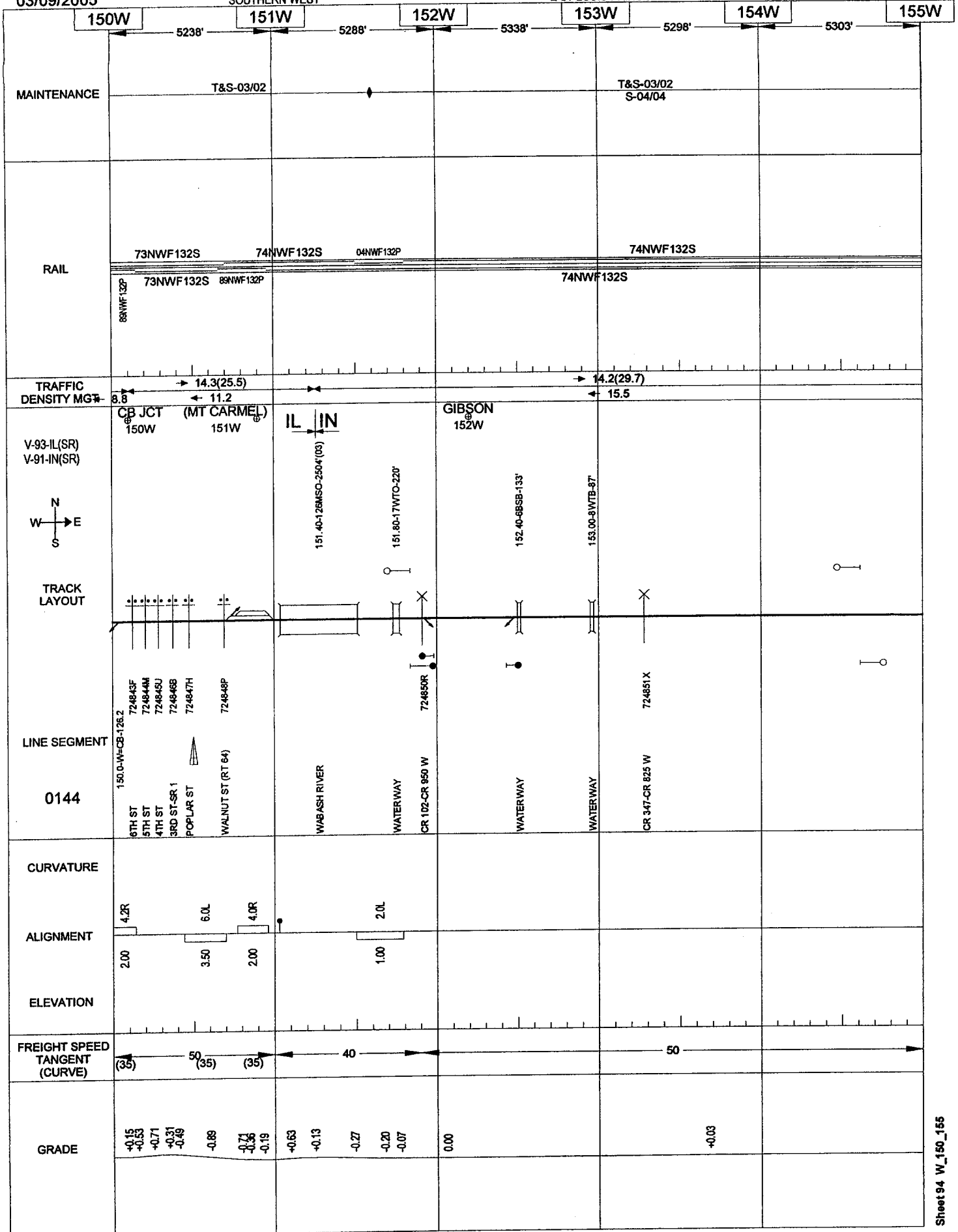


03/09/2005

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



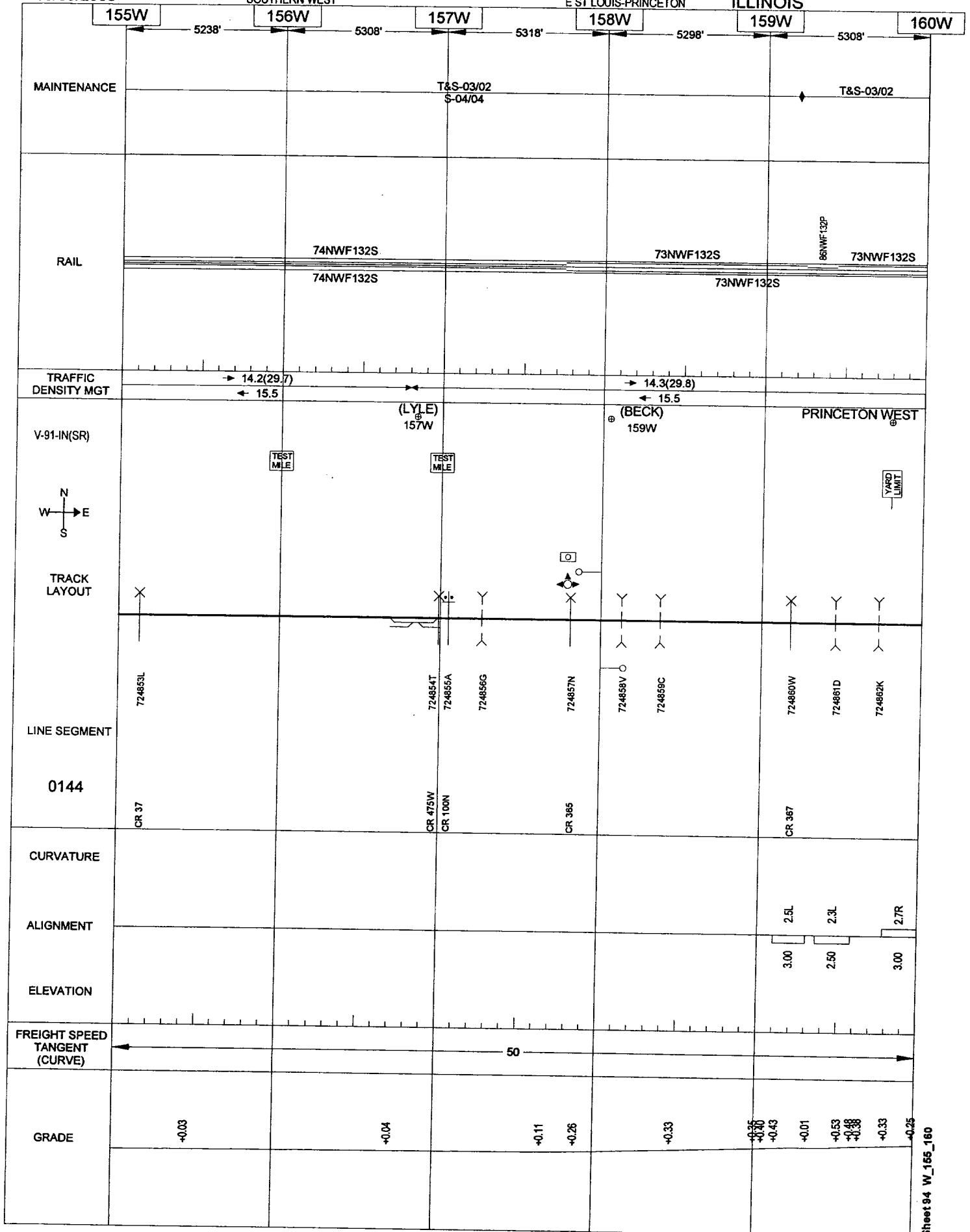
03/09/2005

222

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS

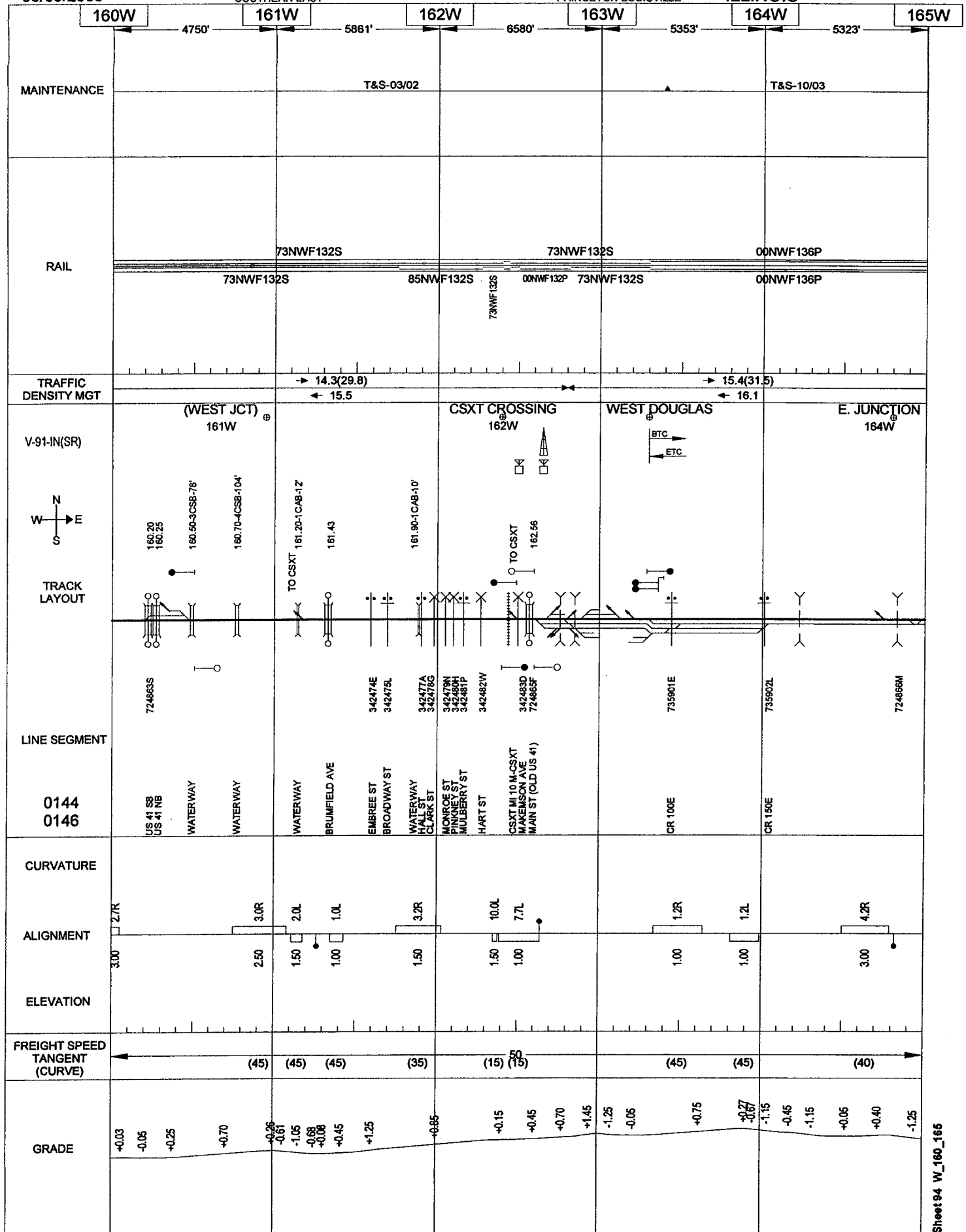


03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



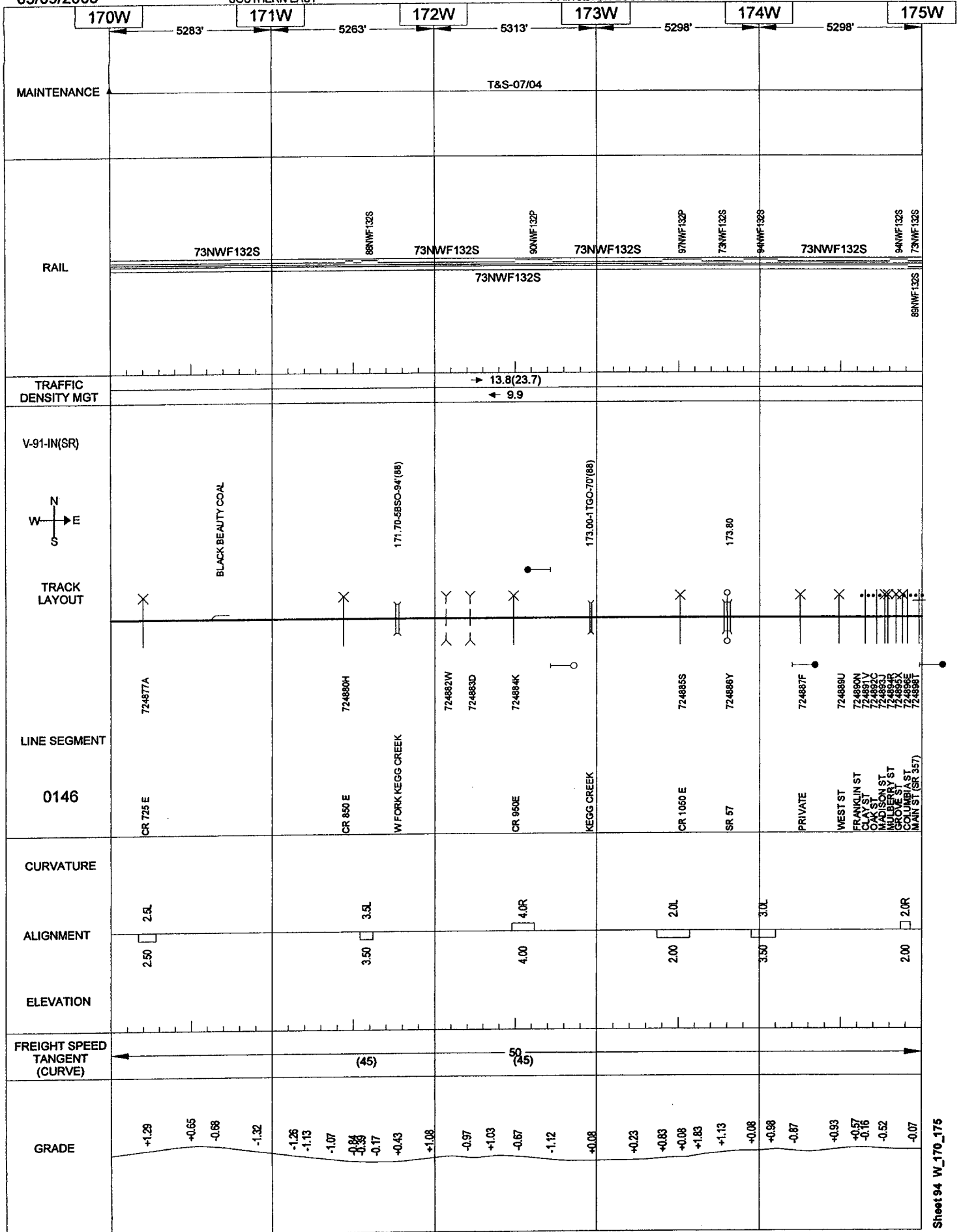
Sheet 94 W_165_170

03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



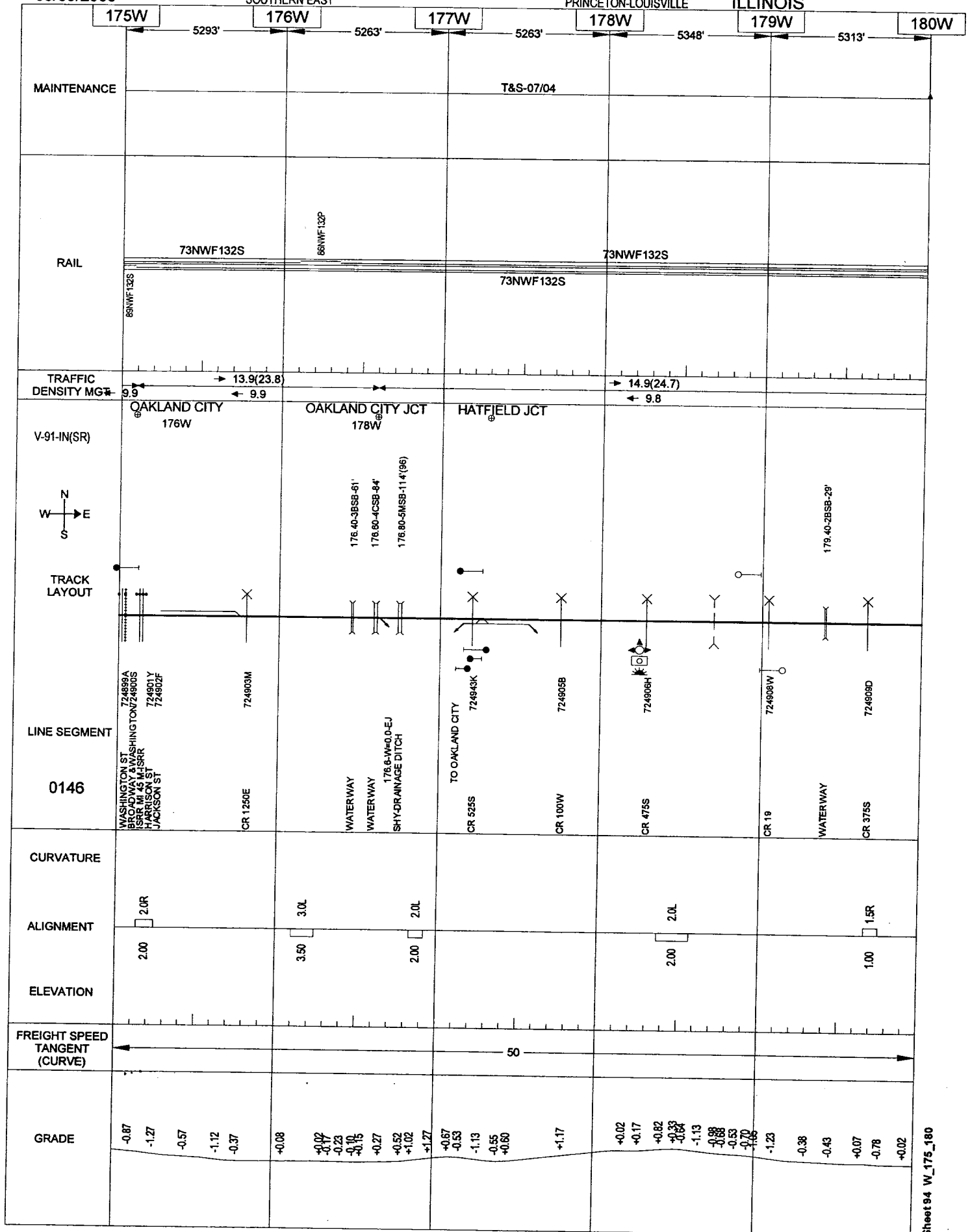
03/09/2005

226

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



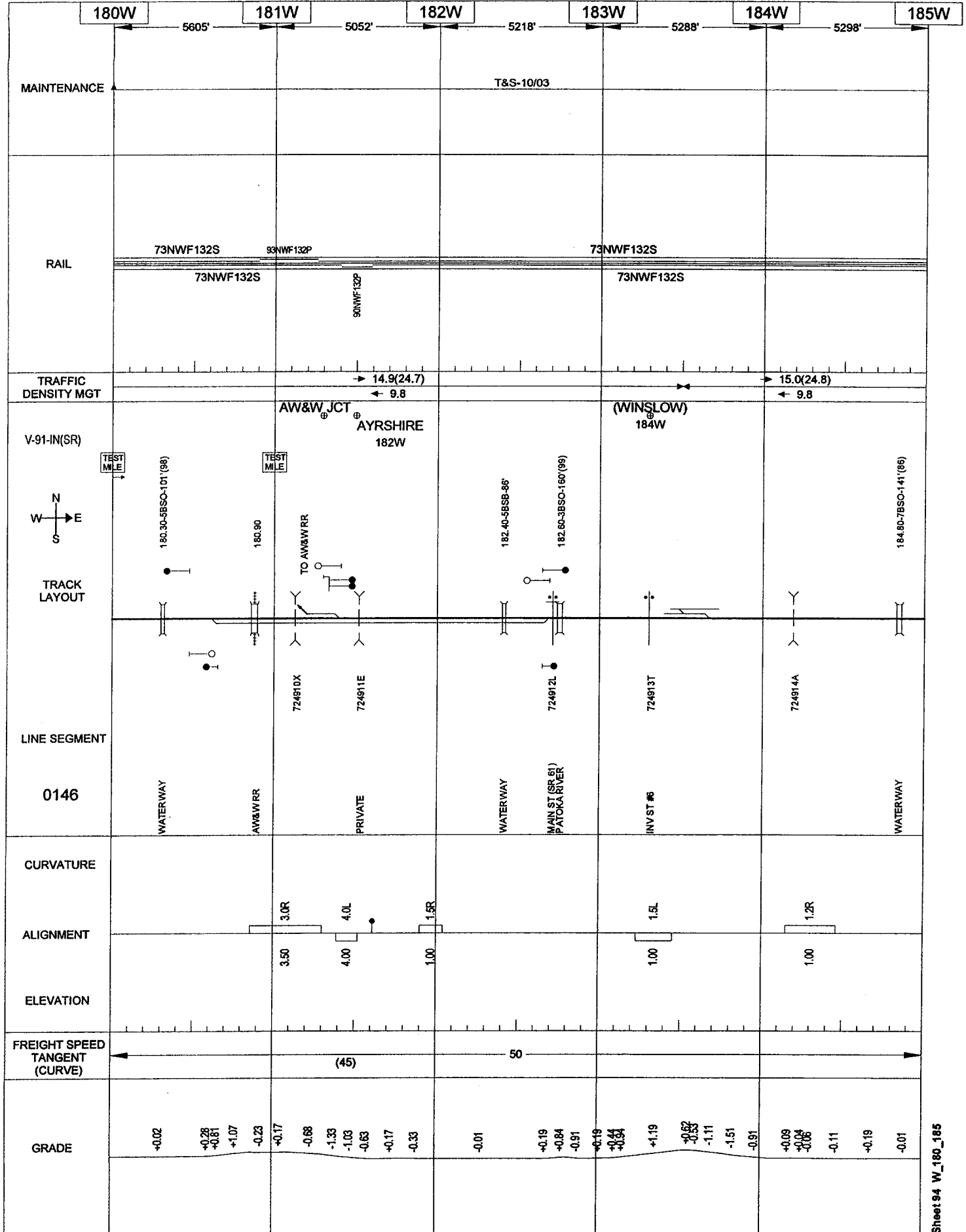
03/09/2005

SOUTHERN EAST

227

PRINCETON-LOUISVILLE

ILLINOIS



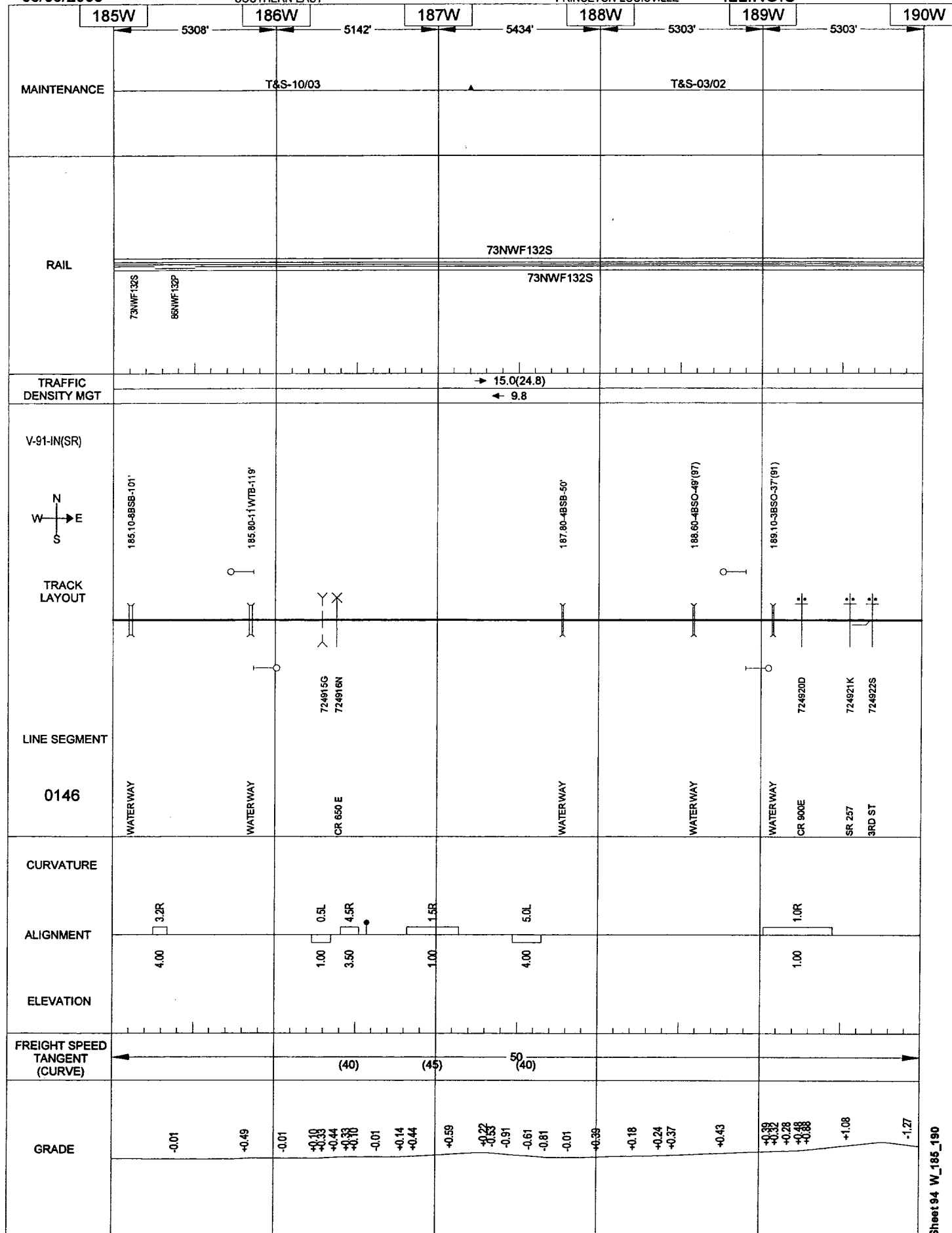
03/09/2005

228

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

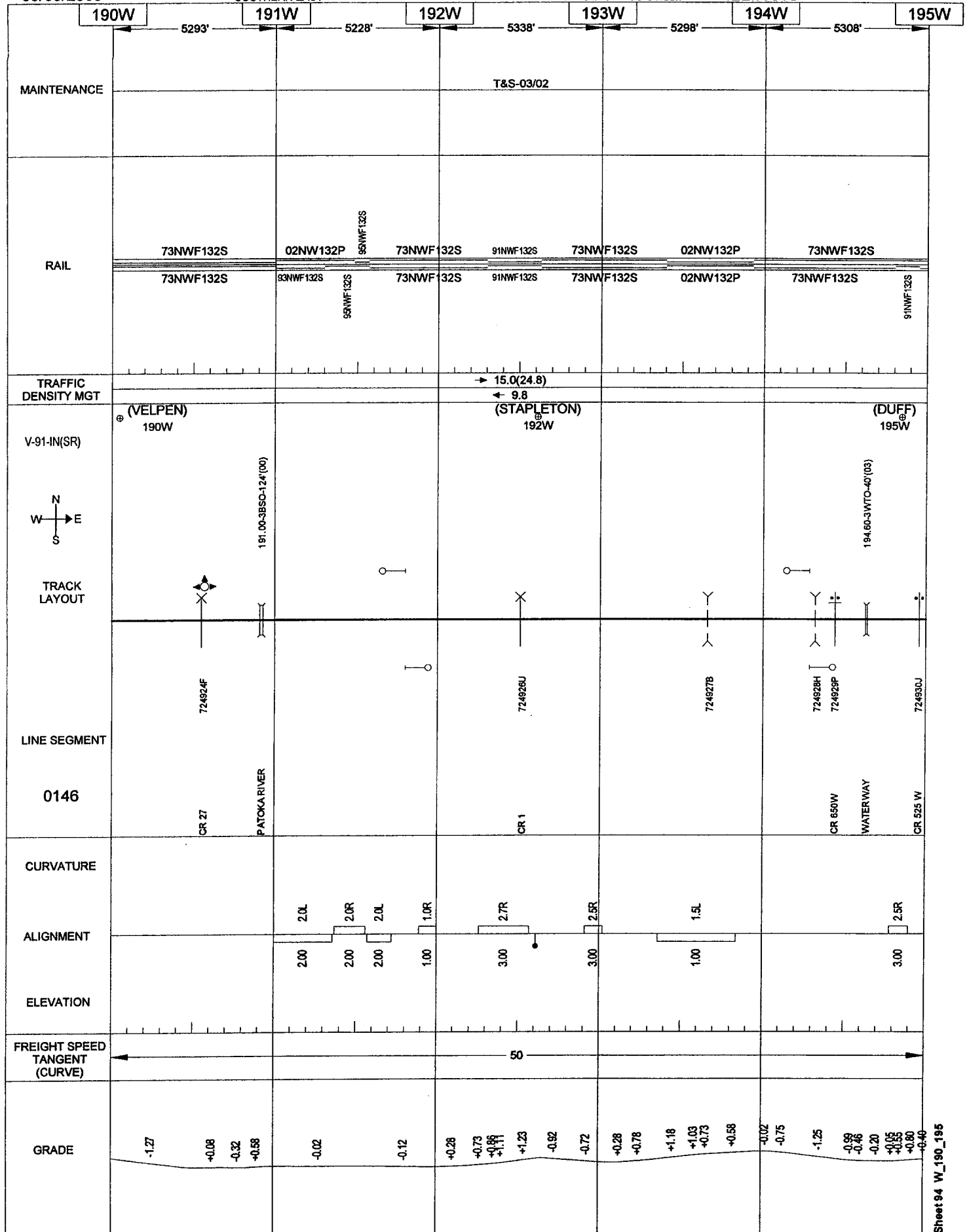


03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



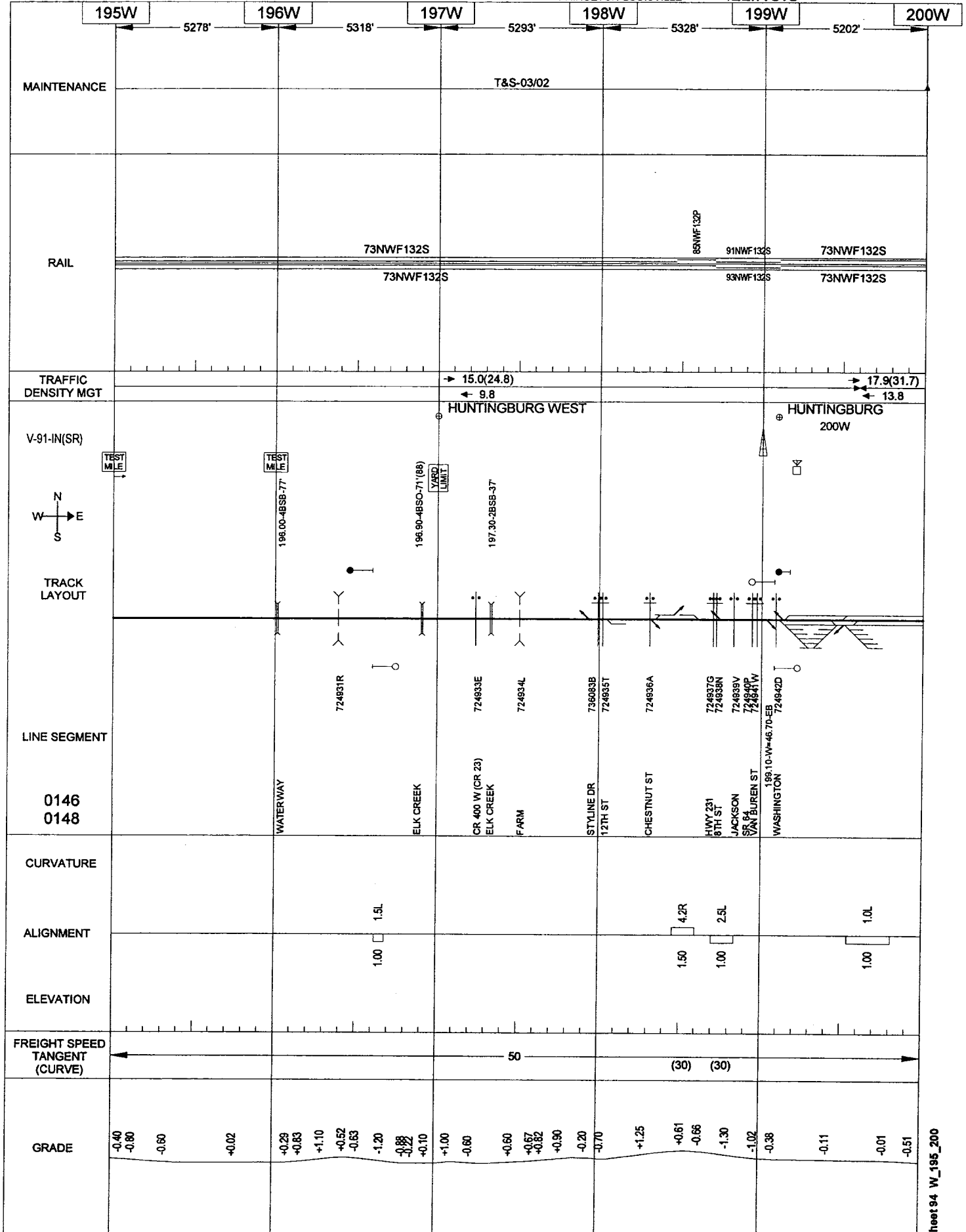
03/09/2005

230

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



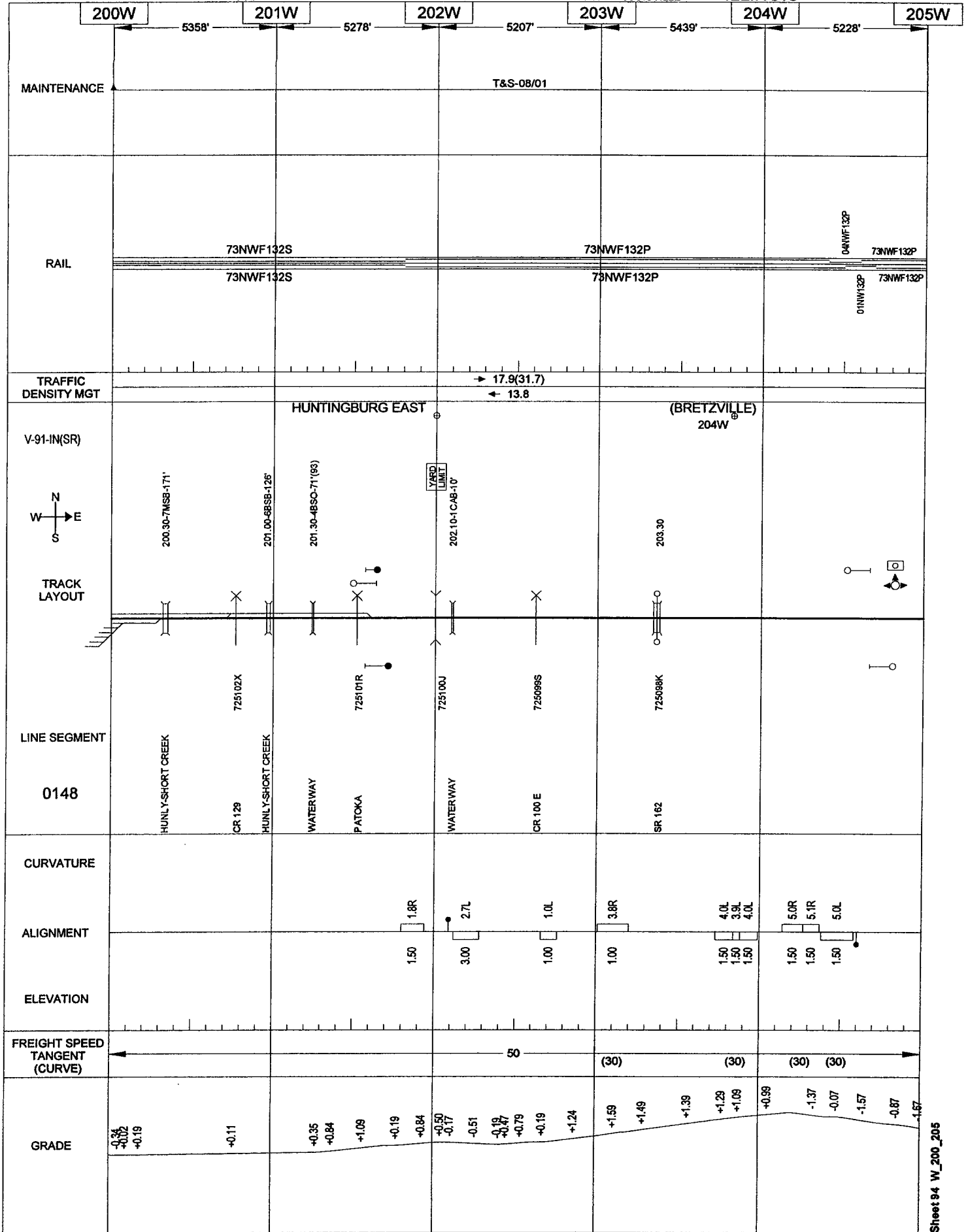
03/09/2005

231

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

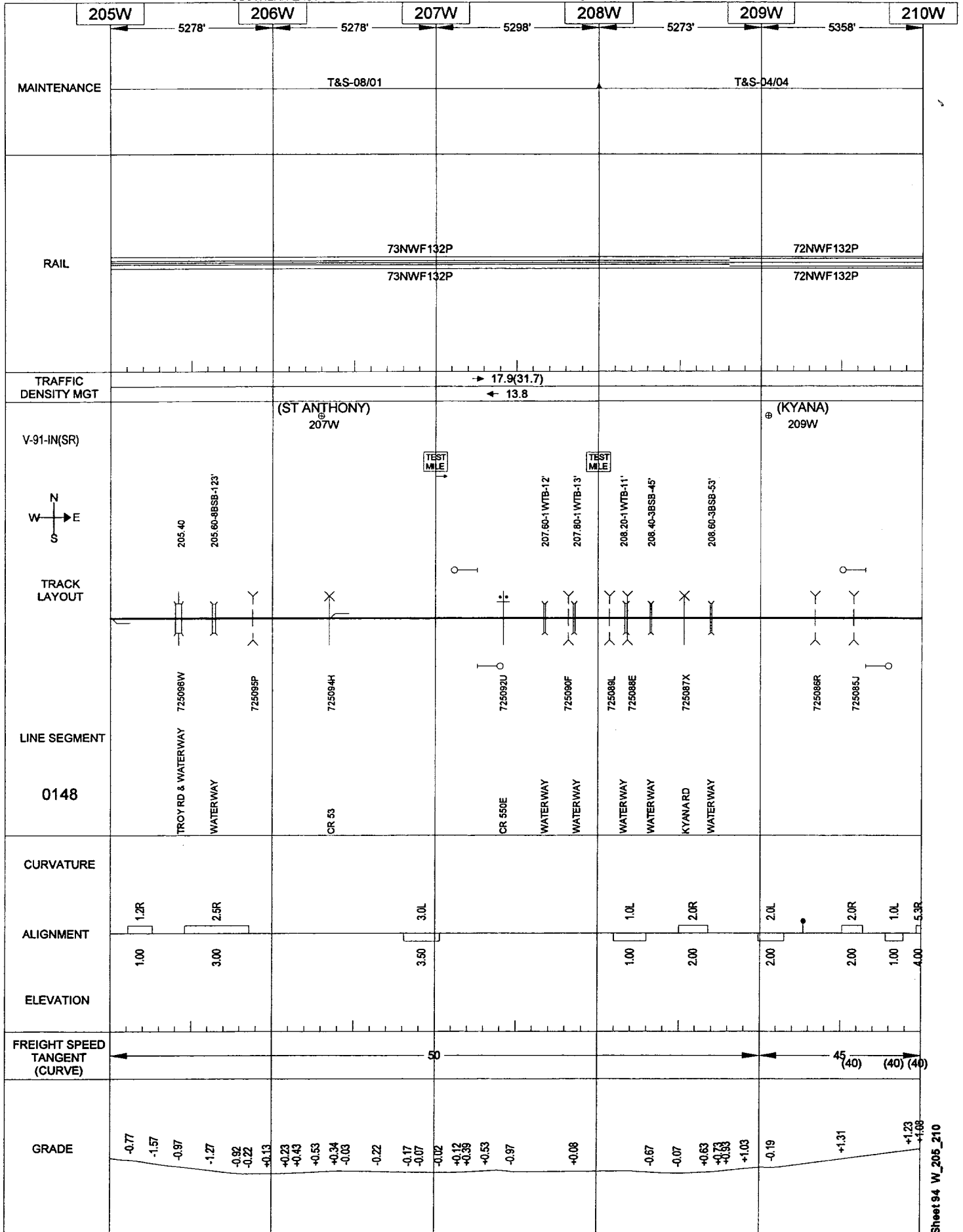


03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

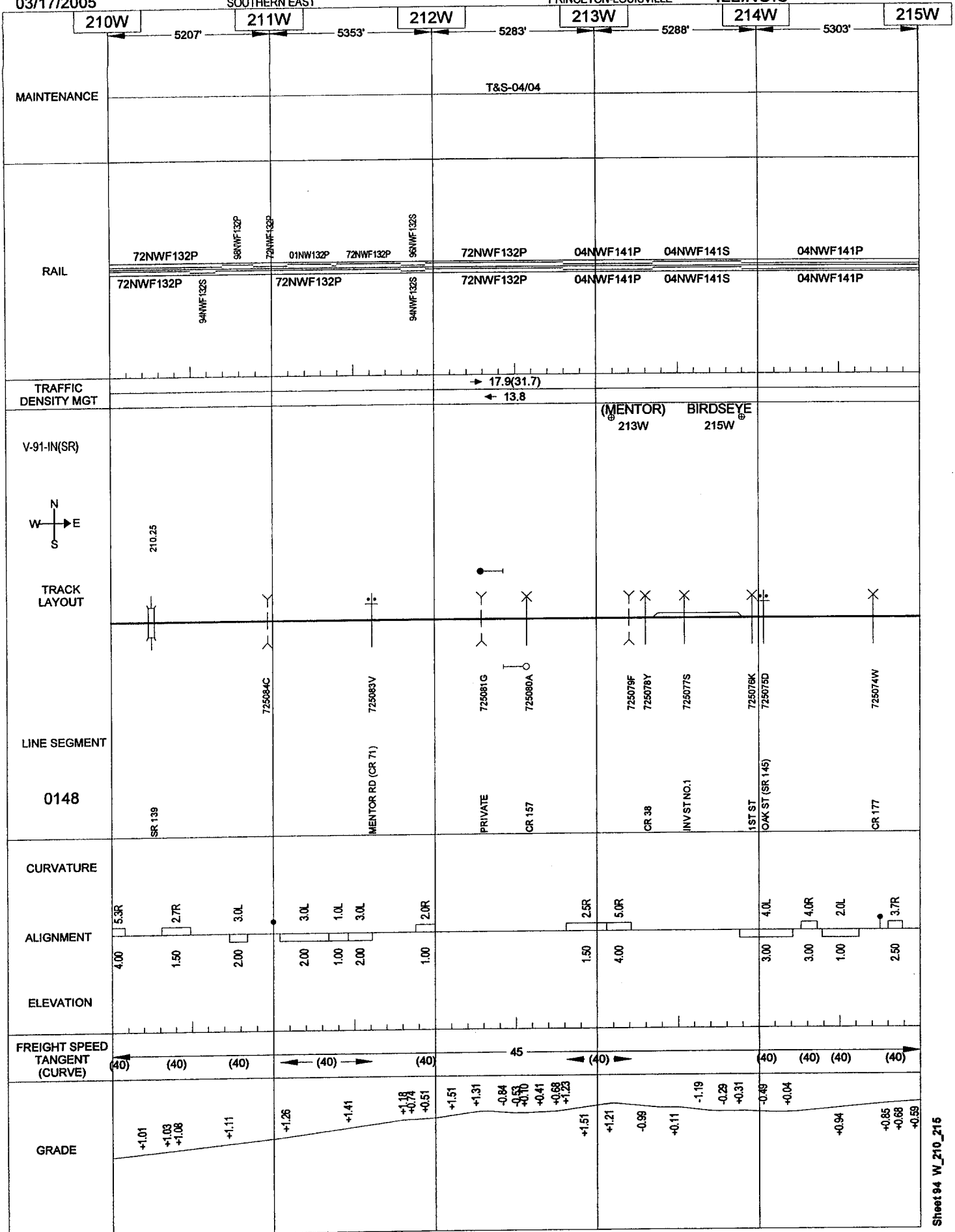


03/17/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



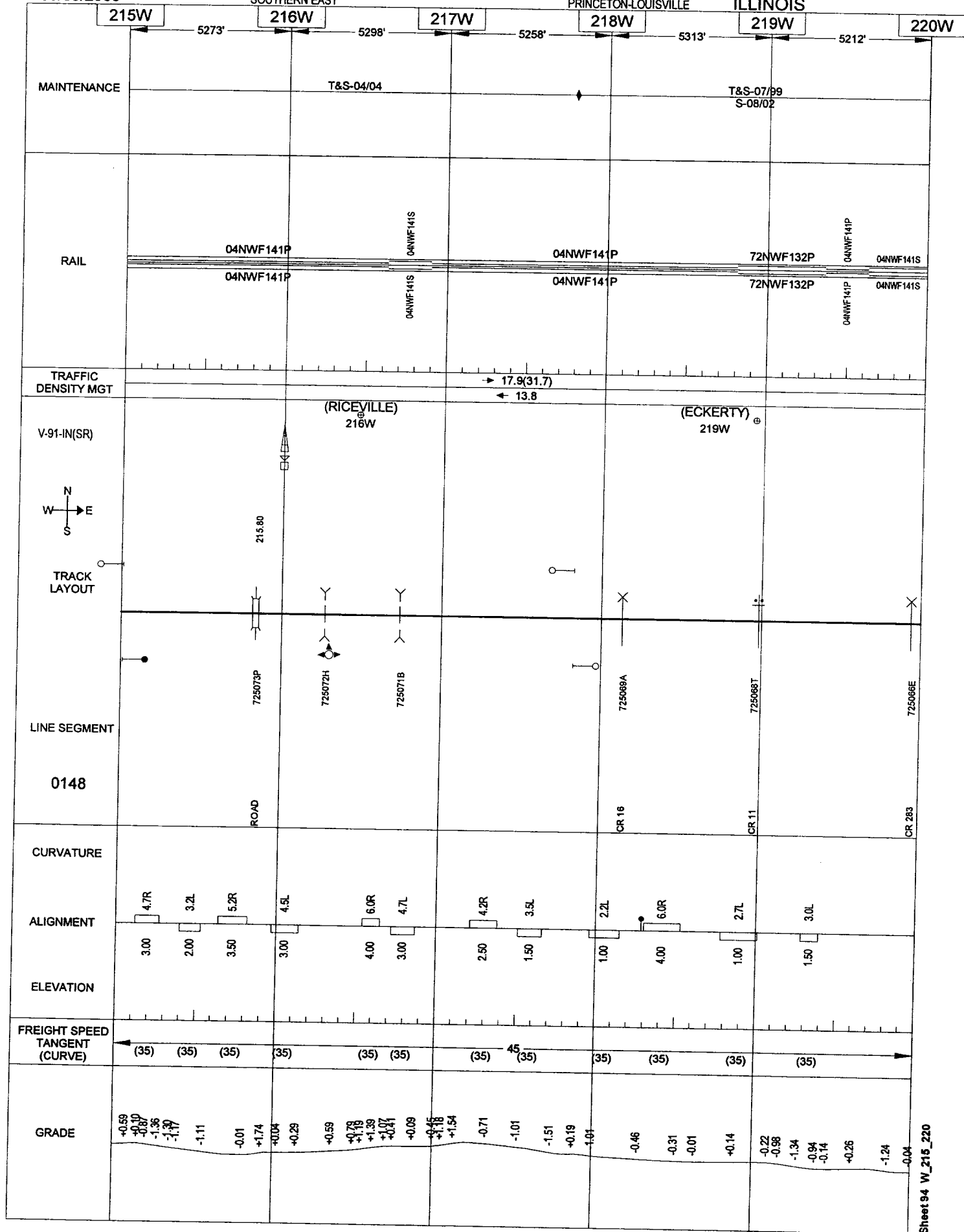
03/09/2005

234

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

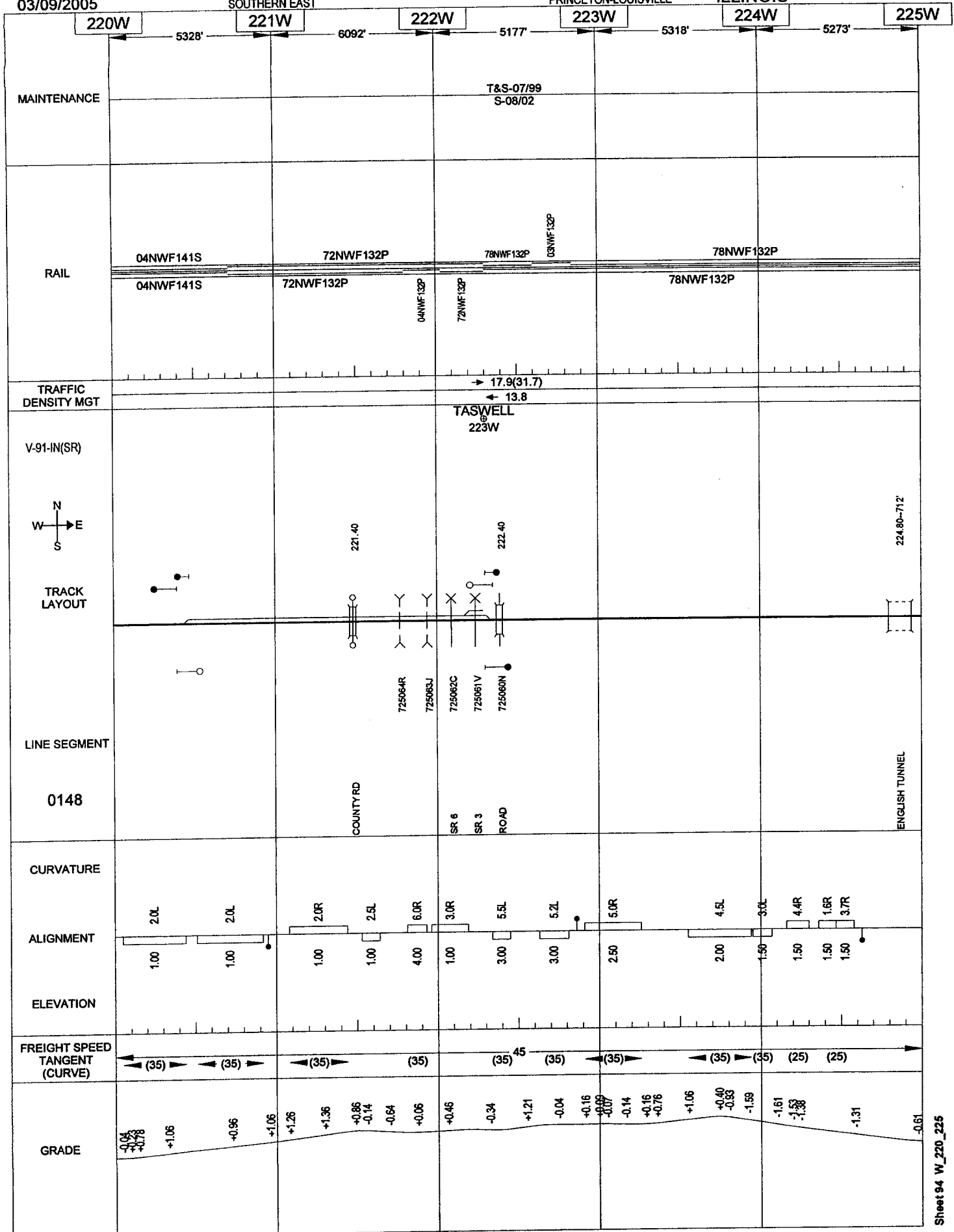


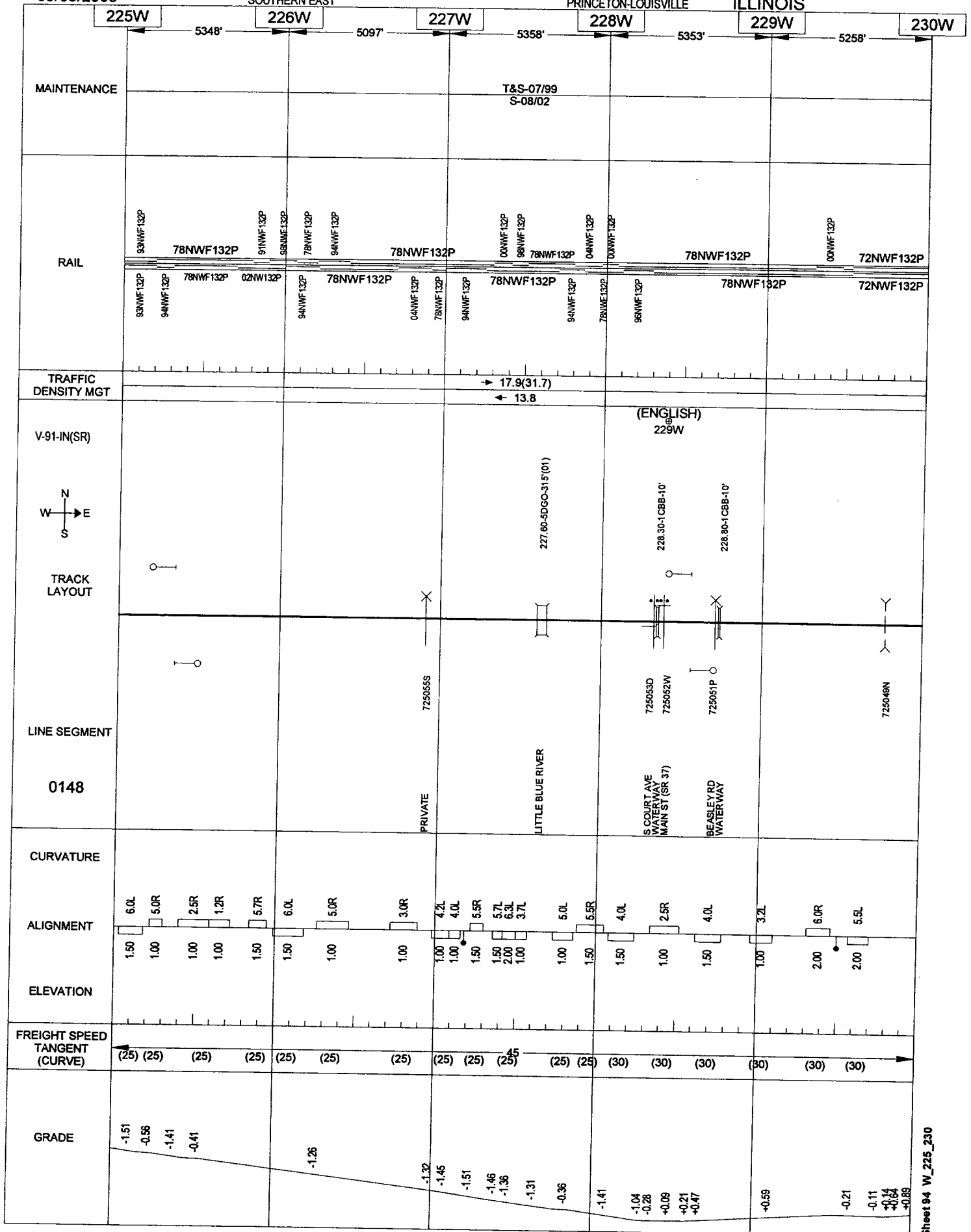
03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS





Sheet 94 W_230_235

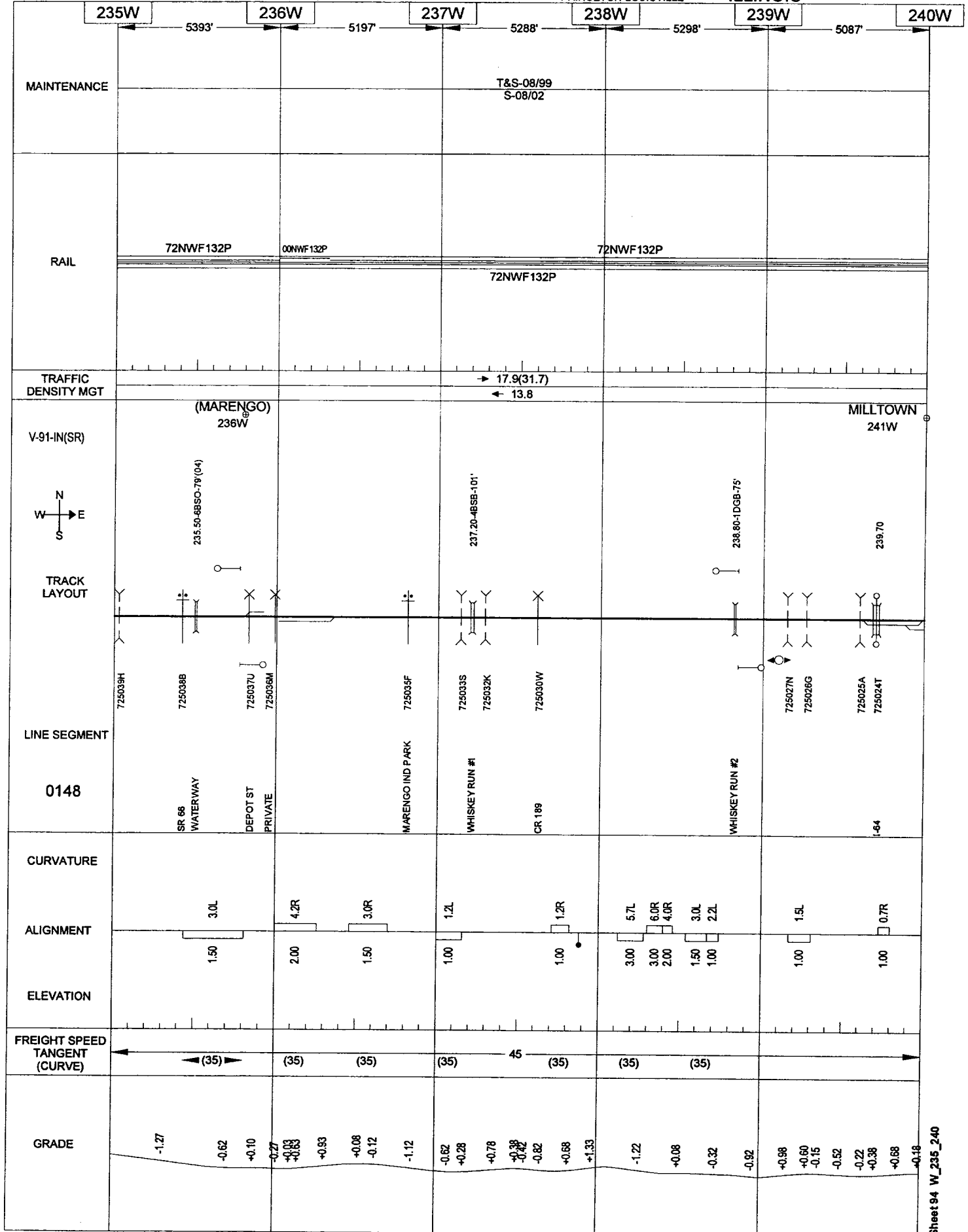
03/09/2005

238

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

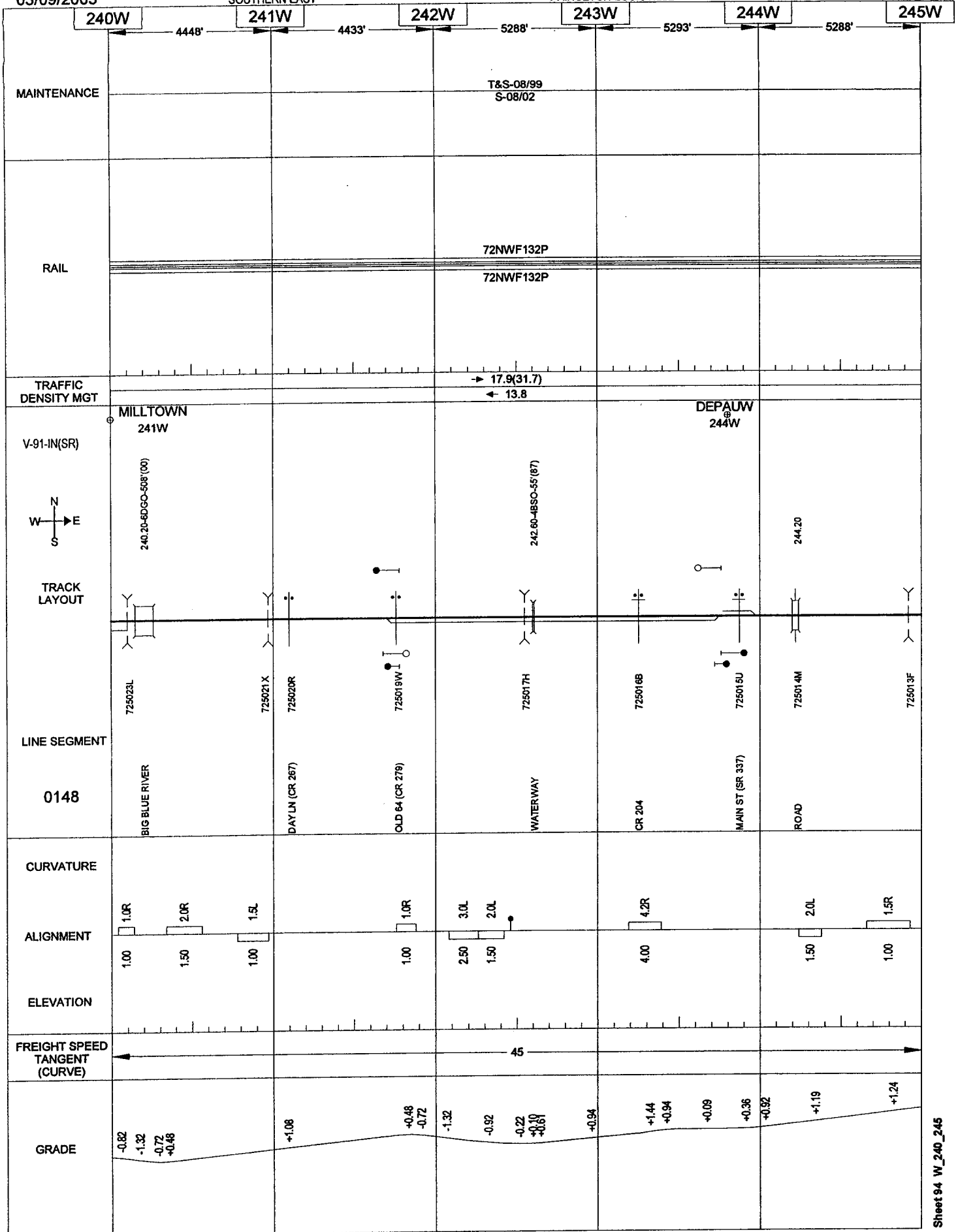


03/09/2005

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



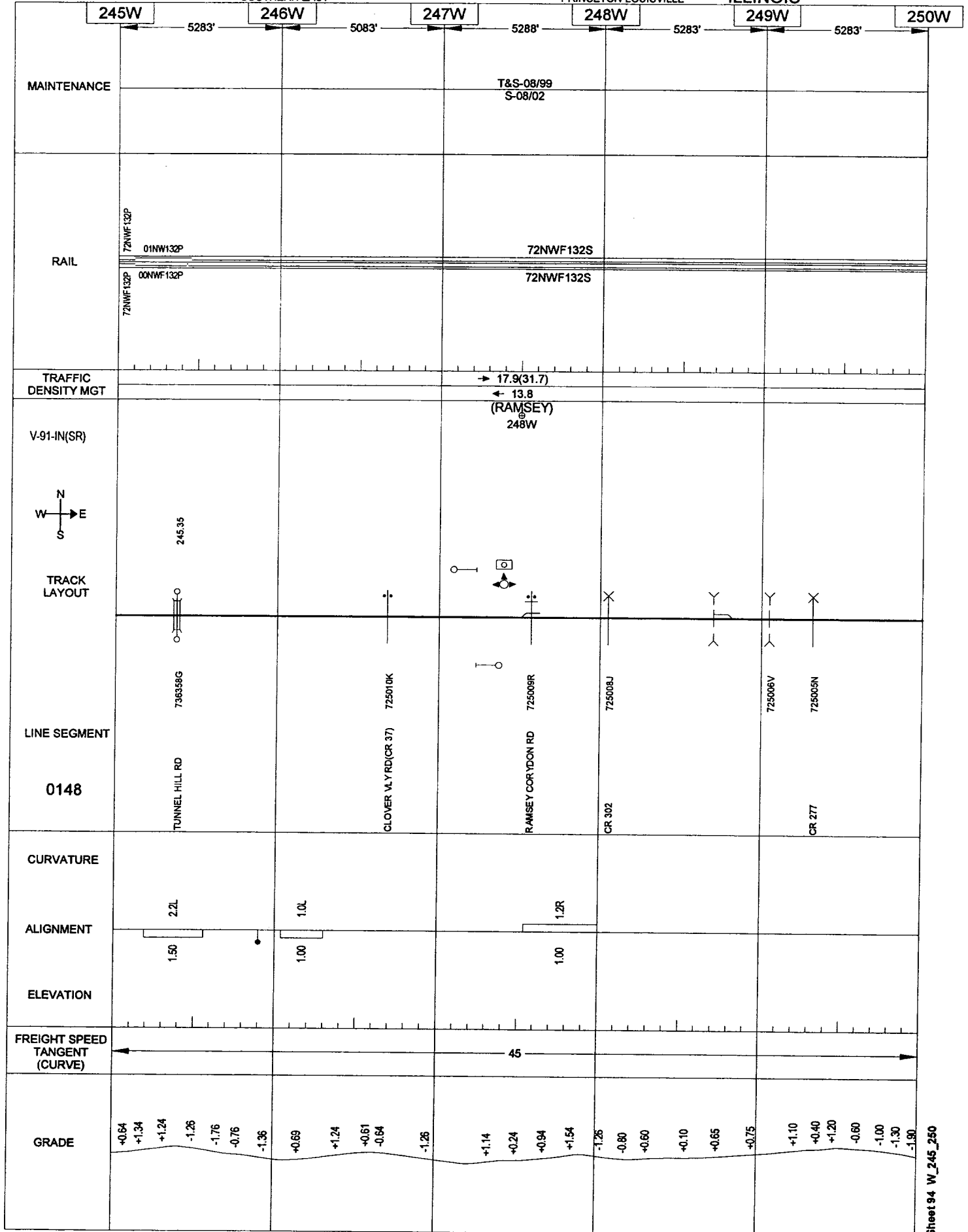
03/09/2005

240

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

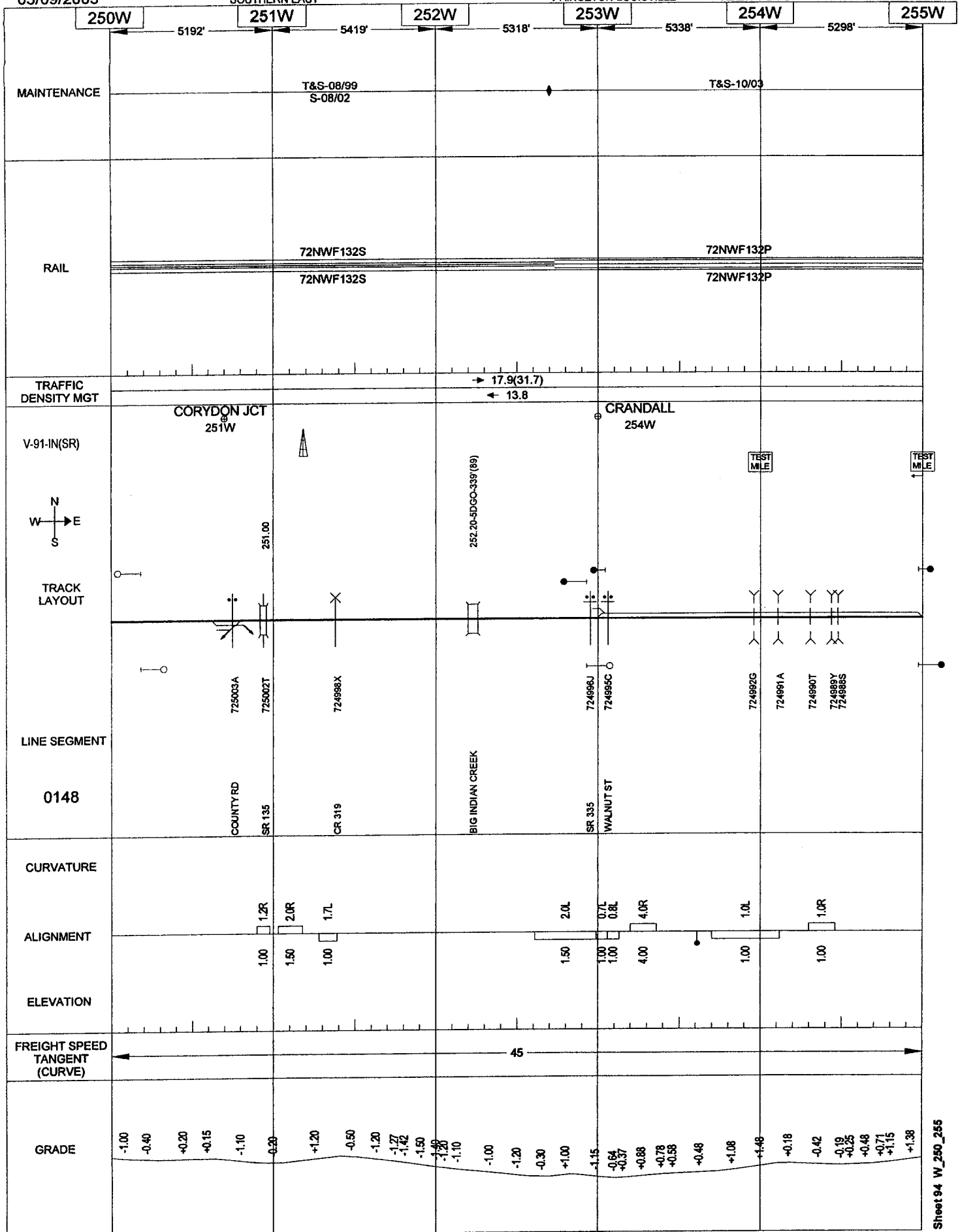


03/09/2005

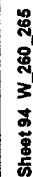
SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



Sheet 94 W_255_260



03/09/2005

244

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS

265W

266W

267W

268W

5187'

5409'

5328'

1584'

MAINTENANCE

T&S-10/03

RAIL

72NWF132P

72NWF132P

TRAFFIC
DENSITY MGT

→ 17.9(31.7)

← 13.8

V-91-IN(SR)

(PUBLIC)

267W

NEW ALBANY

268W

TATEM

269W

BTC
ETC

BEGIN CENTRAL DIV

N
W → E
S

TRACK
LAYOUT

265.20-4BSO-50'(04)
265.40-4BSO-71'(03)
265.80-3BSO-74'(03)

724963W
724962P
724961H

267.20

267.60

724958A

724957T

724956L

LINE SEGMENT

0148

WATERWAY
HIGHWAY RD
WATERWAY
WILLIAMS LN
WATERWAY

RIVER RD (SR 111)

W10TH ST

1-84

PEDESTRIAN XING

6TH ST

CURVATURE

ALIGNMENT

ELEVATION

1.00 1.5R

1.00 2.2L

1.50 6.7L

1.00 4.5R

1.00 2.0L

1.00 2.0L

1.00 2.5R

1.00 2.5R

1.00 1.2L

1.00 5.0R

FREIGHT SPEED
TANGENT
(CURVE)

(30)

(30)

45

(25)

(25)

(25)

(25)

(25)

(25)

(25)

(15)

GRADE

-1.11

-0.98

-0.73

-0.61

-0.51

-0.20

0.00

+1.05

-0.65

-0.10

-0.65

+0.10

+0.38

+0.08

-0.05

-0.40

0.00

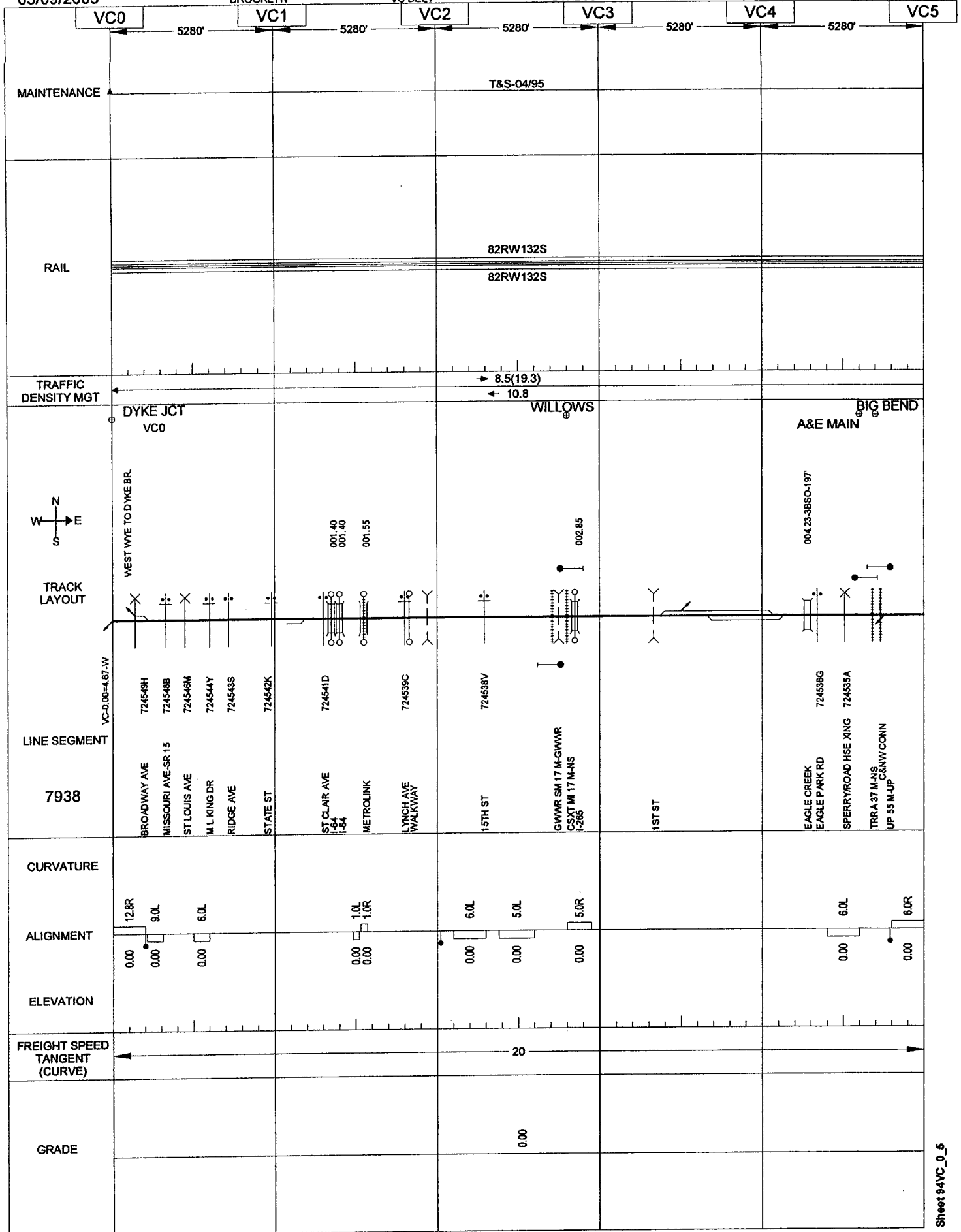
03/09/2005

BROOKLYN

VC BELT

DYKE JCT-BROOKLYN

ILLINOIS



03/09/2005

246

BROOKLYN

VC BELT

DYKE JCT-BROOKLYN

ILLINOIS

VC5

5280'

MAINTENANCE

T&S-04/95

RAIL

82RW132S

82RW132S

TRAFFIC
DENSITY MGT

→ 8.5(19.3)
← 10.8

VC BELT JCT
(BROOKLYN)

N
W — E
S

TRACK
LAYOUT

LINE SEGMENT

7938

2ND ST/ADAMS ST-SR 3 724534T

VC-5.60=D-483.55

CURVATURE

6.0R

ALIGNMENT

0.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

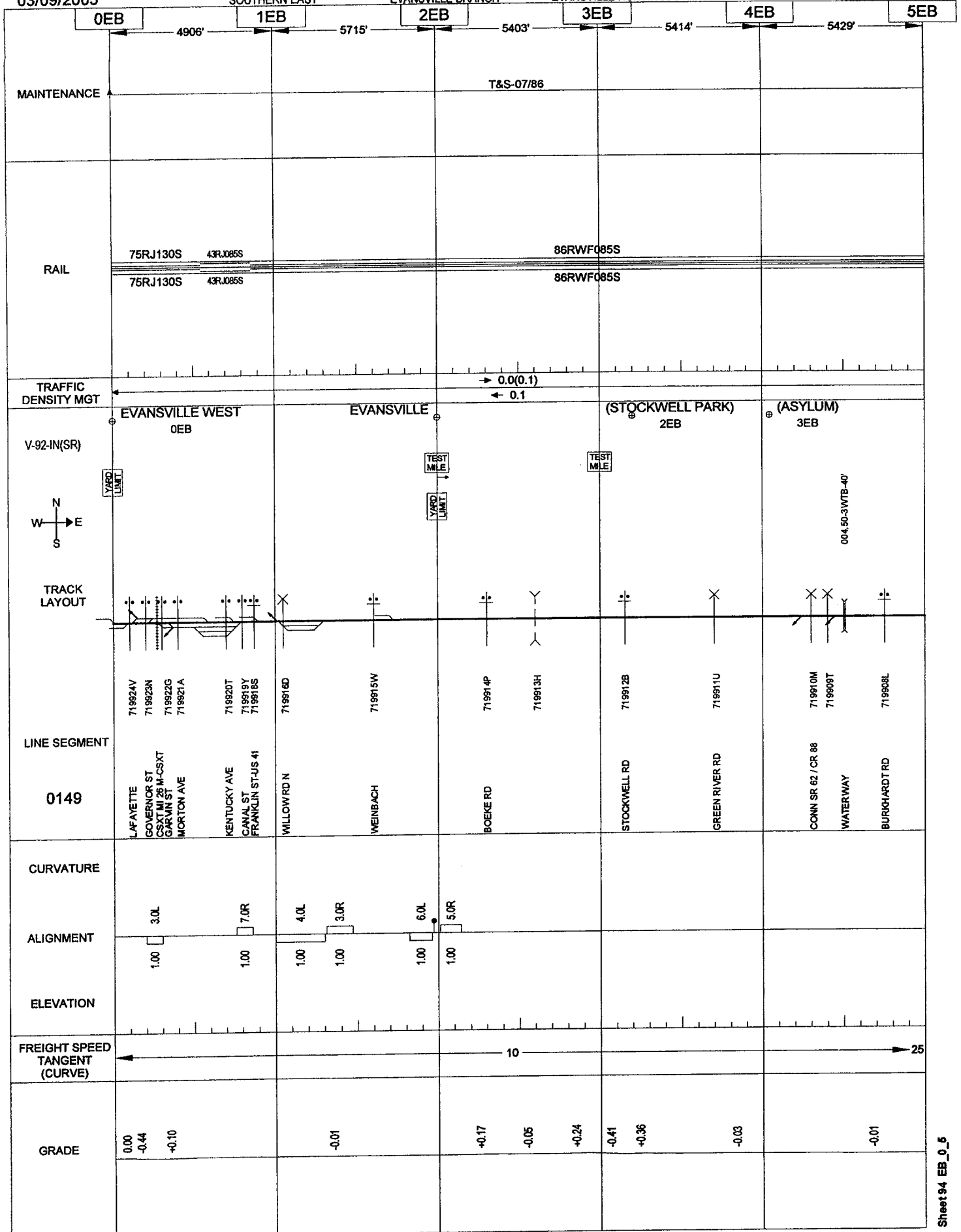
03/09/2005

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/09/2005

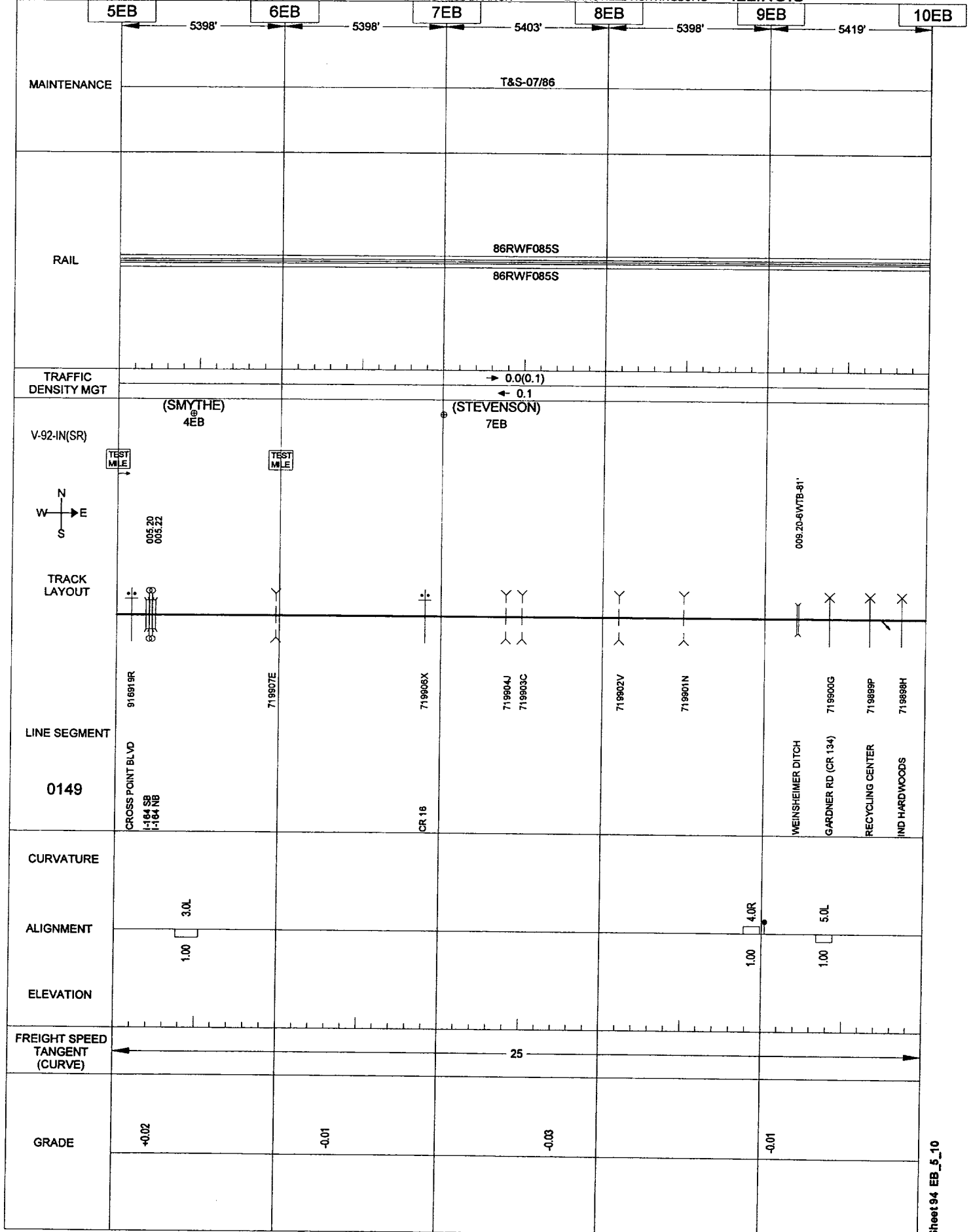
248

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



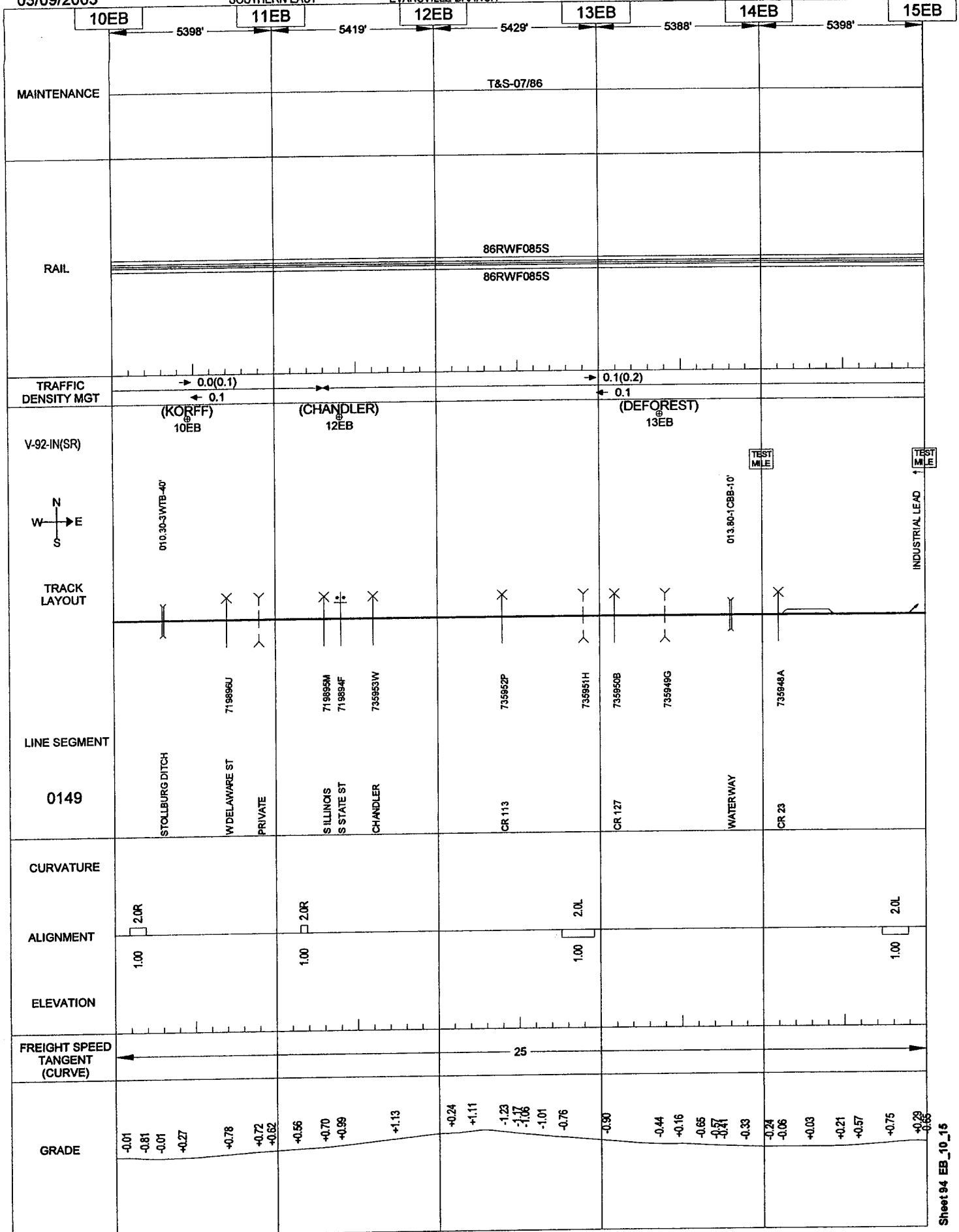
03/09/2005

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/14/2005

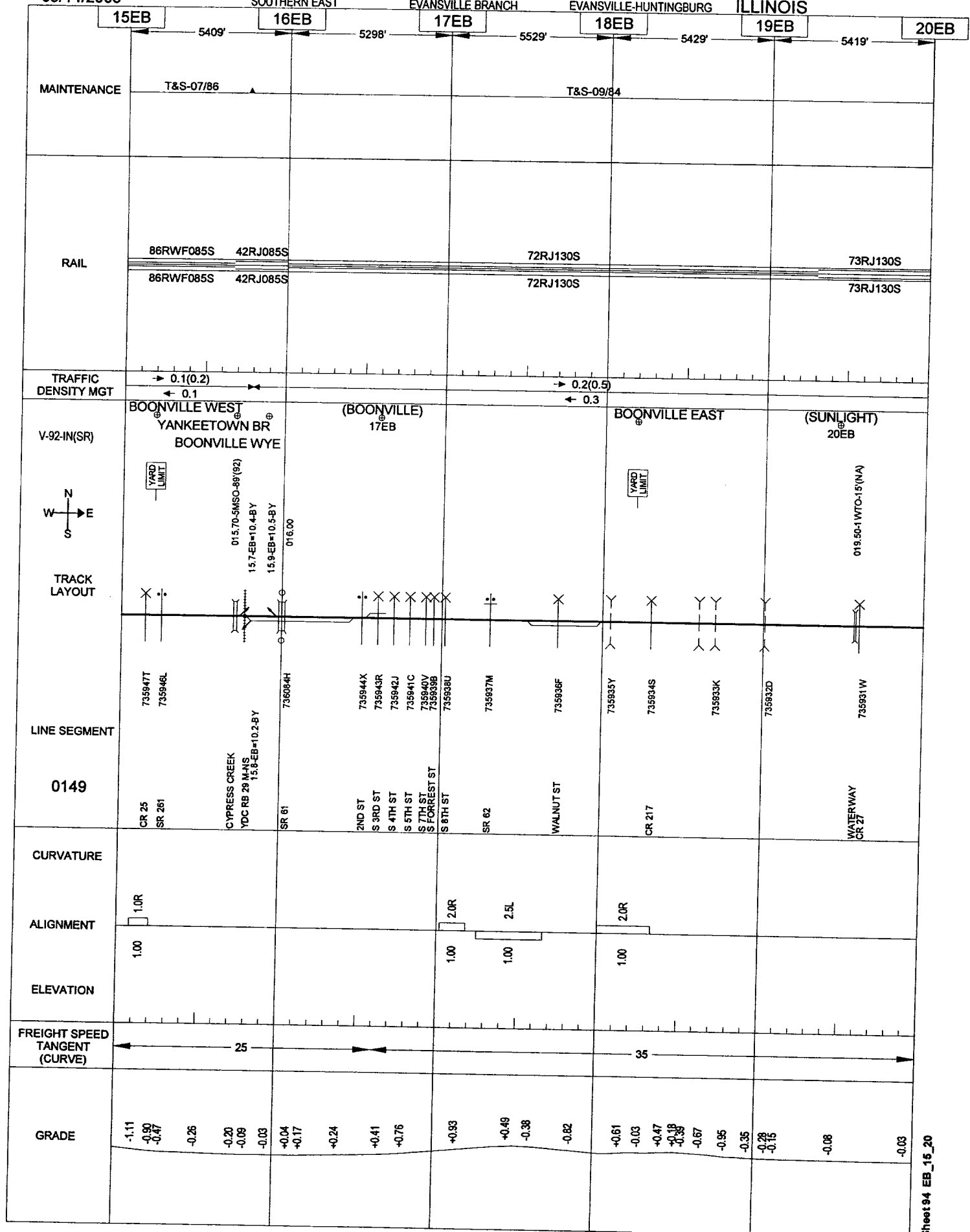
250

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



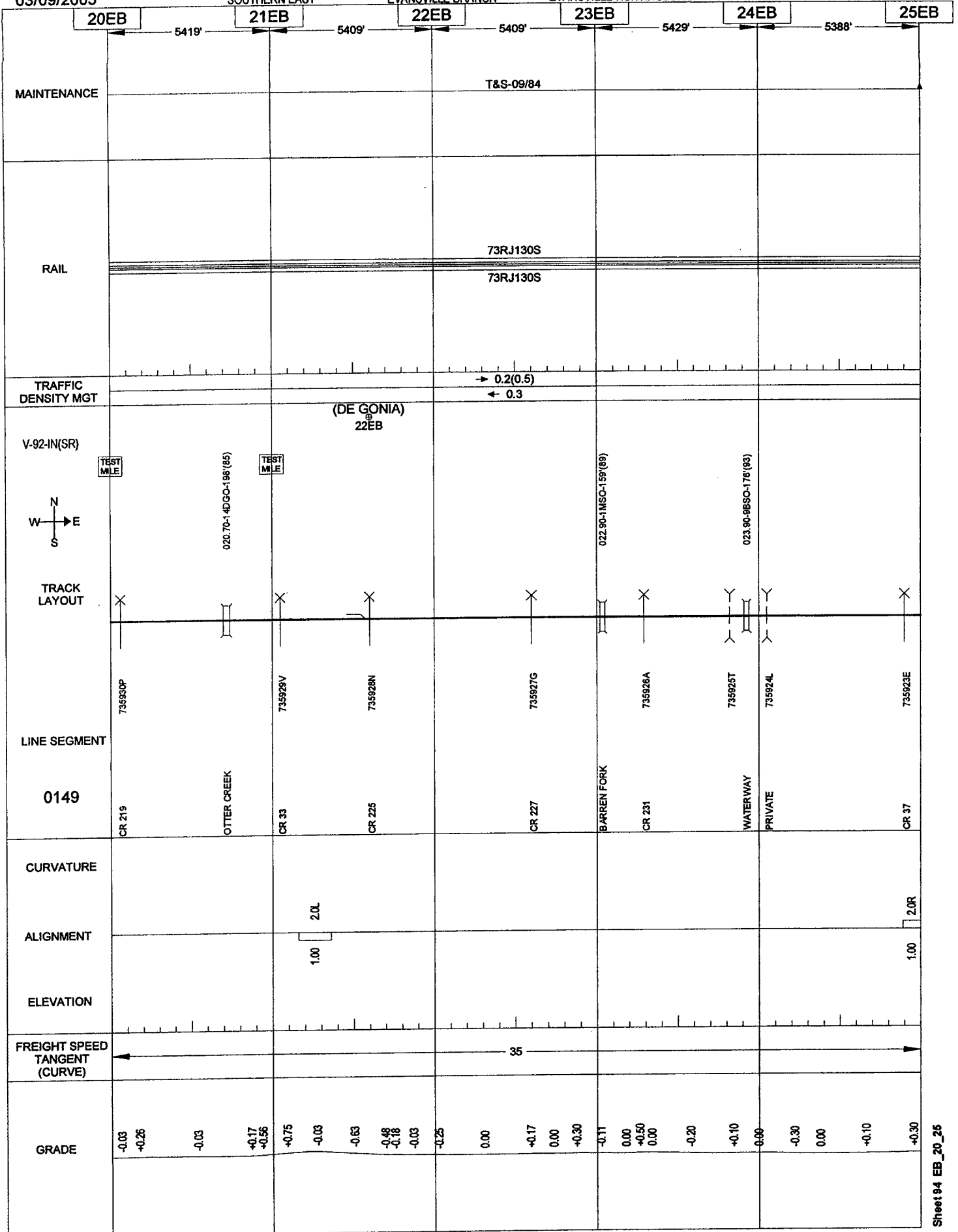
03/09/2005

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/09/2005

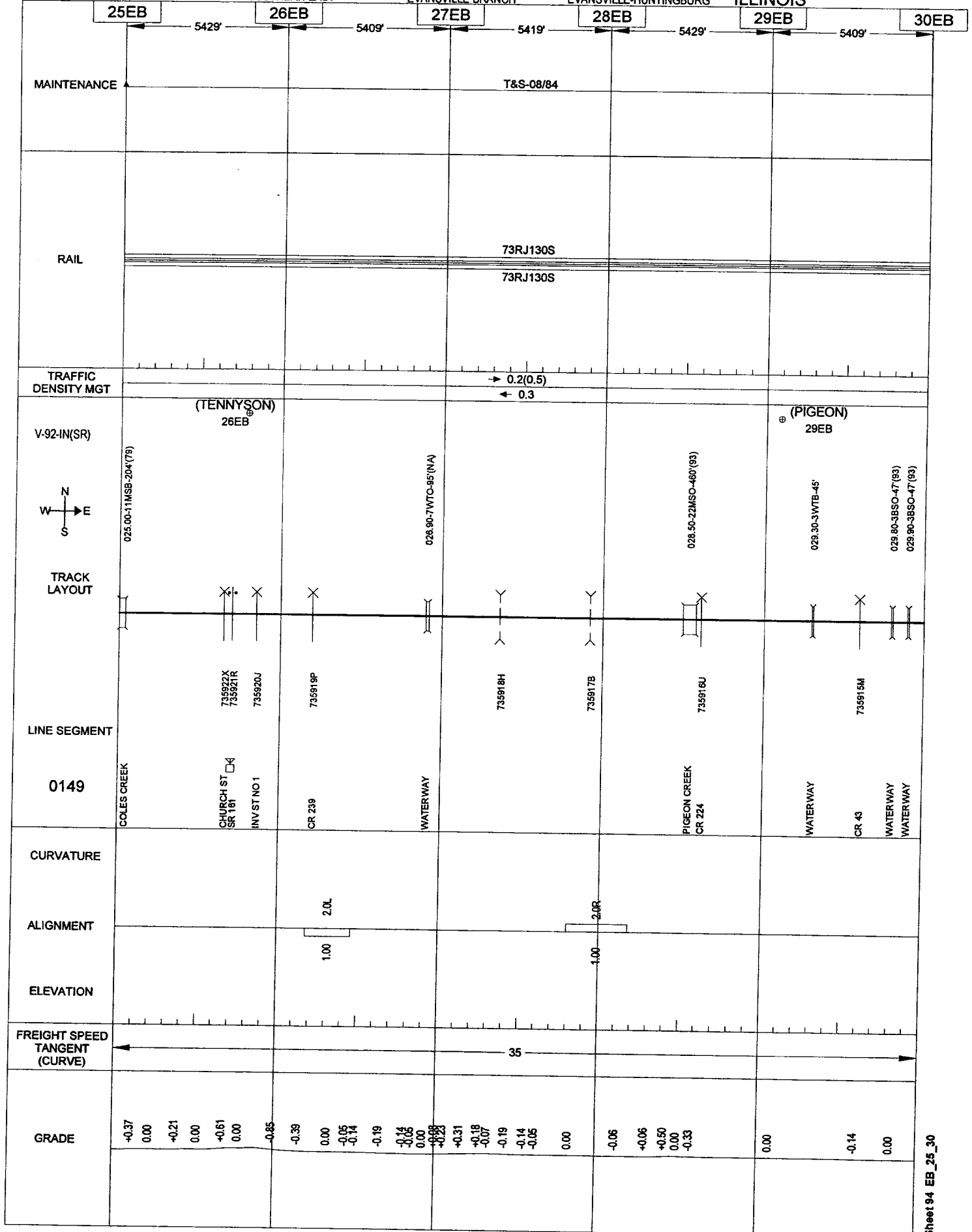
252

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



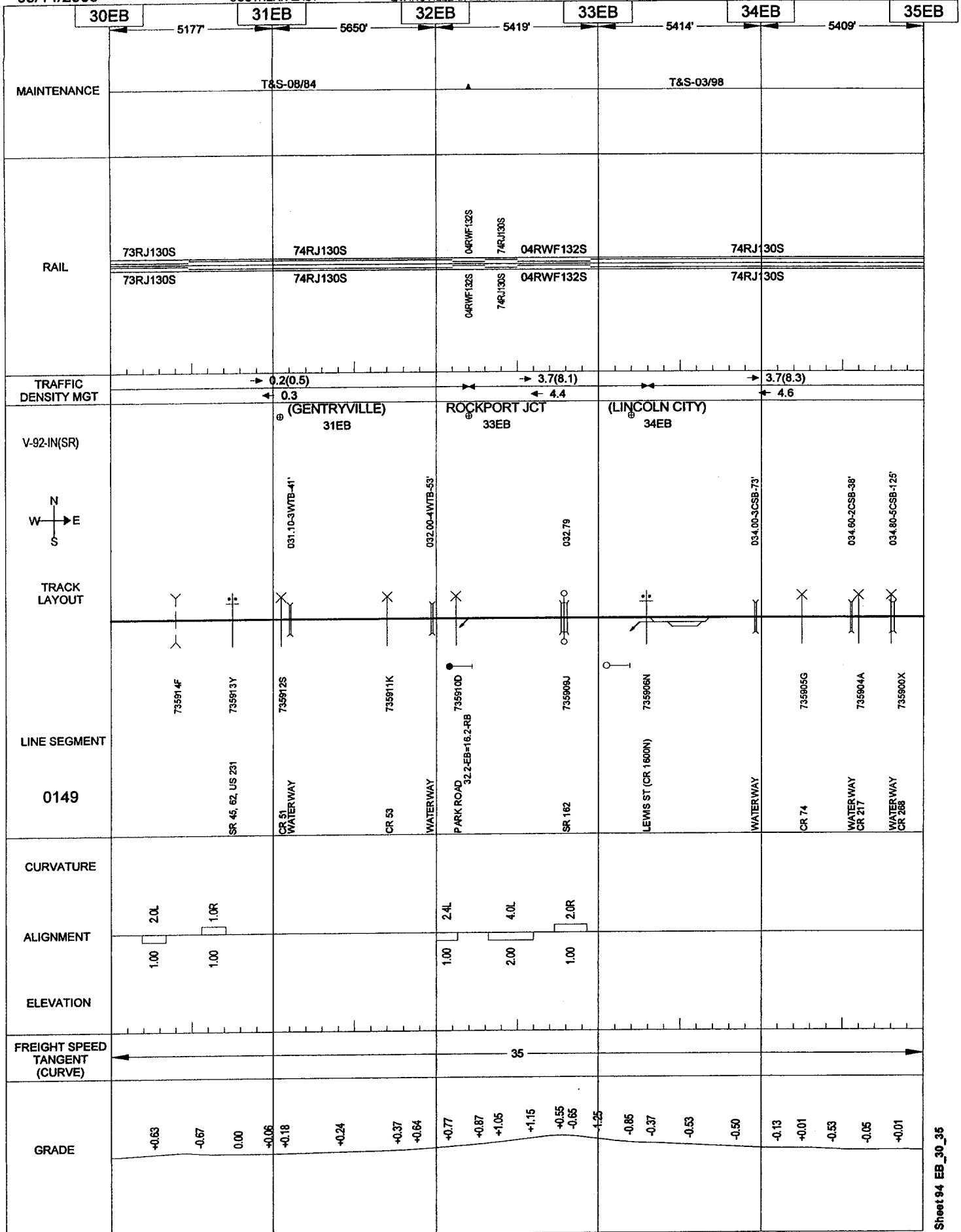
03/14/2005

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/17/2005

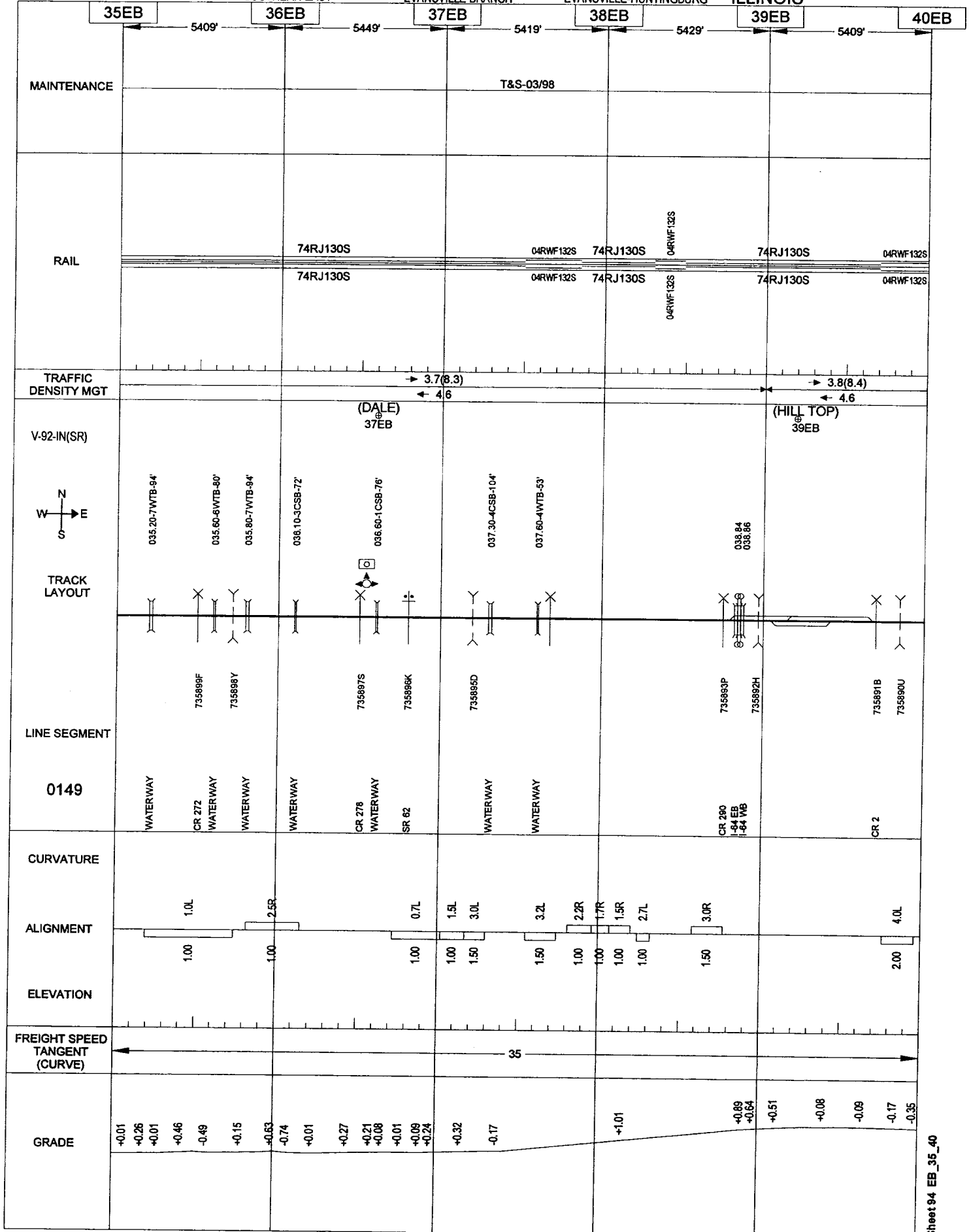
254

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



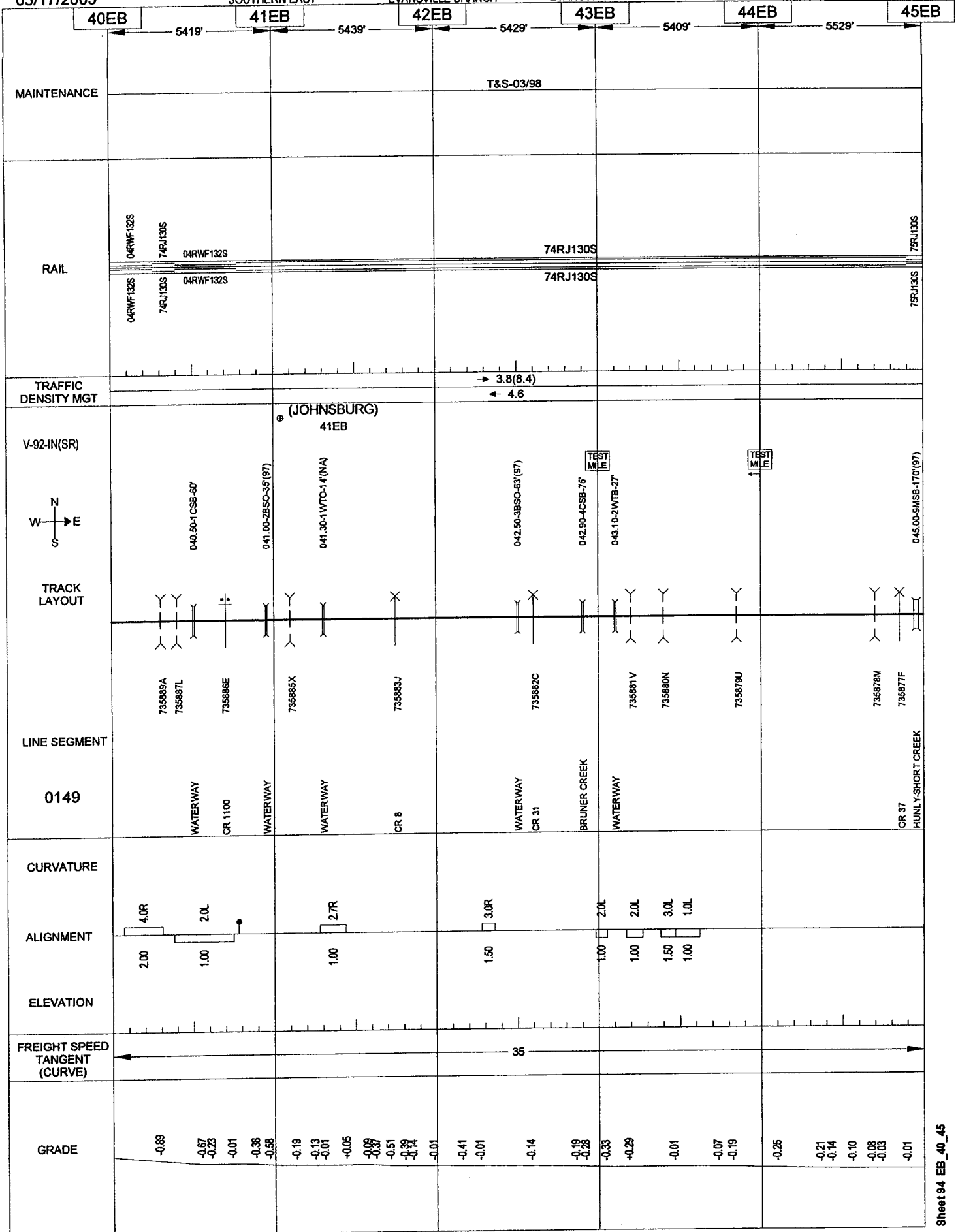
03/17/2005

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/09/2005

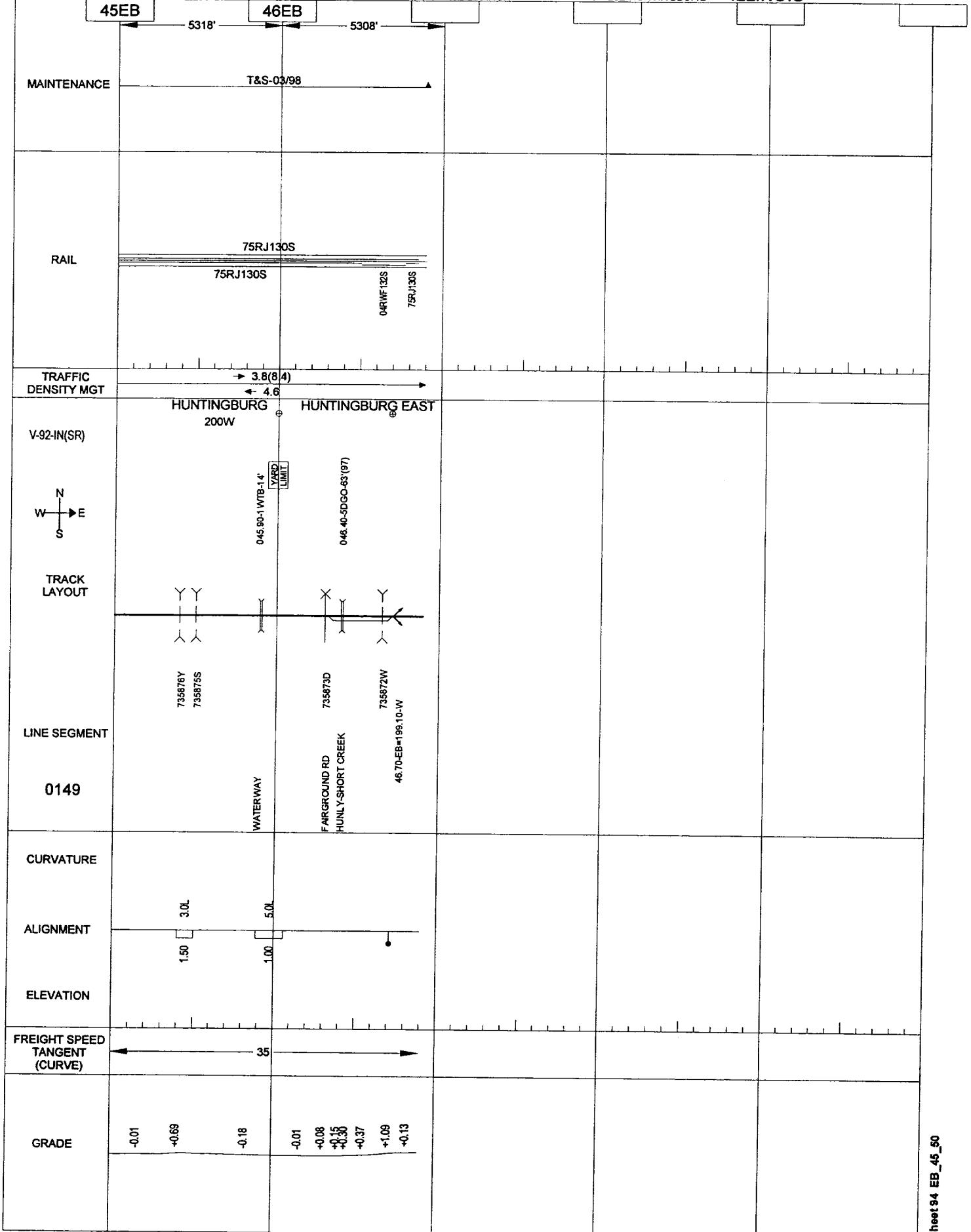
256

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



03/16/2005

SOUTHERN EAST

257
YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

	0BY	1BY	2BY	3BY	4BY	5BY
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT				→ 0.2(0.4) ← 0.2		
WARRICK 10BY						
<div>W S—N E</div> 000.39 TRACK LAYOUT						
LINE SEGMENT						
0150	CR 800S PRIVATE WATERWAY	SR 96	CR 650S	EBLE RD-CR 550S	KAISER RD-CR 500S	PRIVATE
						ADDINGTON RD-CR 400S
						PRIVATE
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

03/09/2005

258

SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

5BY

6BY

7BY

8BY

9BY

10BY

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.2(0.4)
← 0.2

W
S — N
E

TRACK
LAYOUT

008.69

LINE SEGMENT

0150

CR 300S

CR 300W

PURSLEYRD

SR 61

PRIVATE

PRIVATE
WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

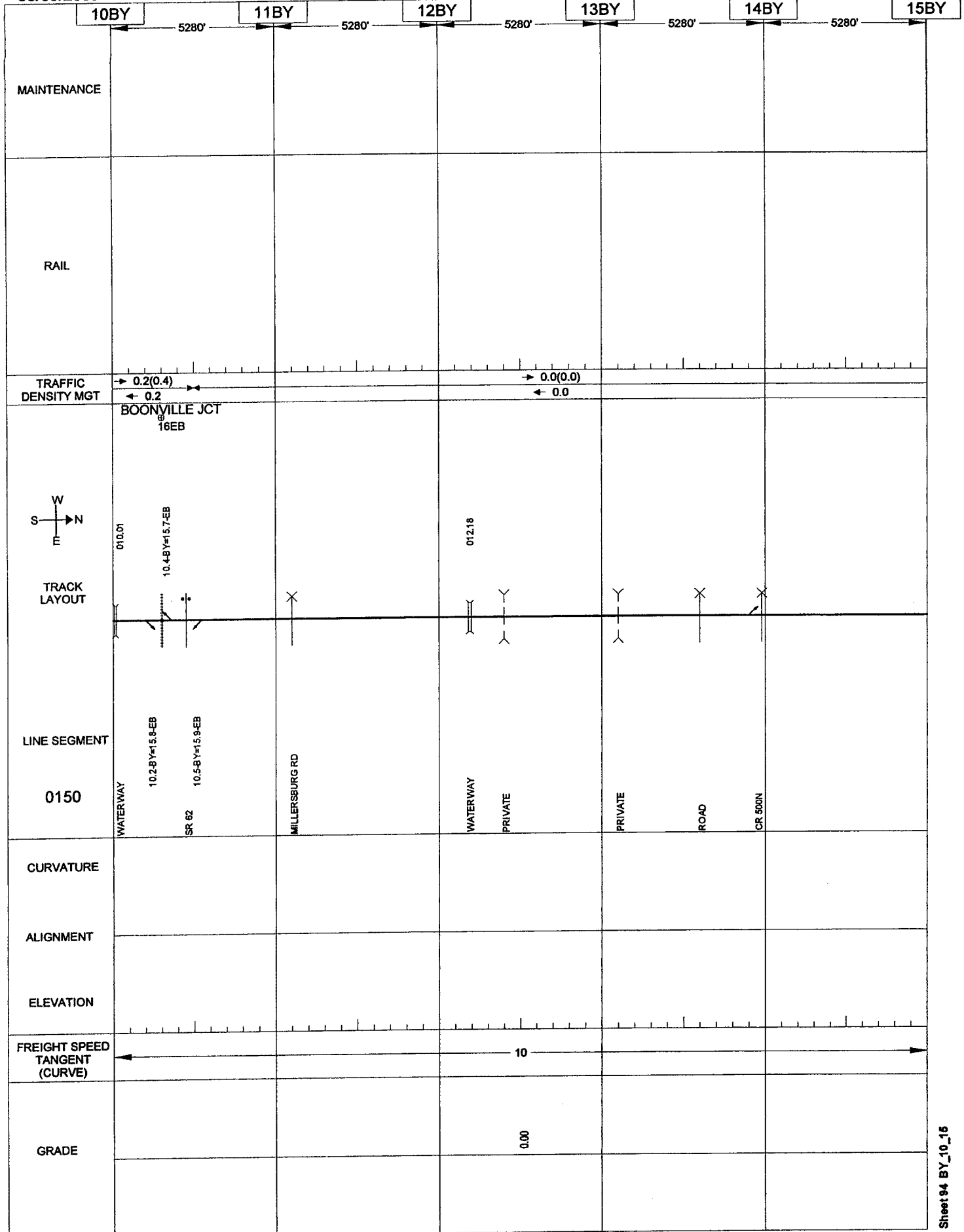
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SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



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260

SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

15BY

16BY

17BY

18BY

19BY

20BY

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

EBY
17BY

W
S — N
E

TRACK
LAYOUT

Y
Y

X
|

X
|

X
|

LINE SEGMENT

0150

PRIVATE

CR 600N

TURPIN HILL RD

CR 800N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

Sheet 94 BY 15_20

03/09/2005

SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

20BY

21BY

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

LINVILLE MINE
21BY

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

0150

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/09/2005

SOUTHERN EAST

262

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

4RB

5RB

5280'

5280'

MAINTENANCE

T&S-12/58

RAIL

22RJF075S

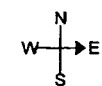
22RJF075S

TRAFFIC
DENSITY MGT

3.5(7.6)

4.1

V-92A-IN(SR)

TRACK
LAYOUTAEP
8'(ROCK HILL)
12RB

004.30-3WTB-41'

LINE SEGMENT

0153

735852K

735853S

735854Y

AEP

WATERWAY
CR 75E

CR 400N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.07

0.00

+0.07

-0.40

+0.05

03/09/2005

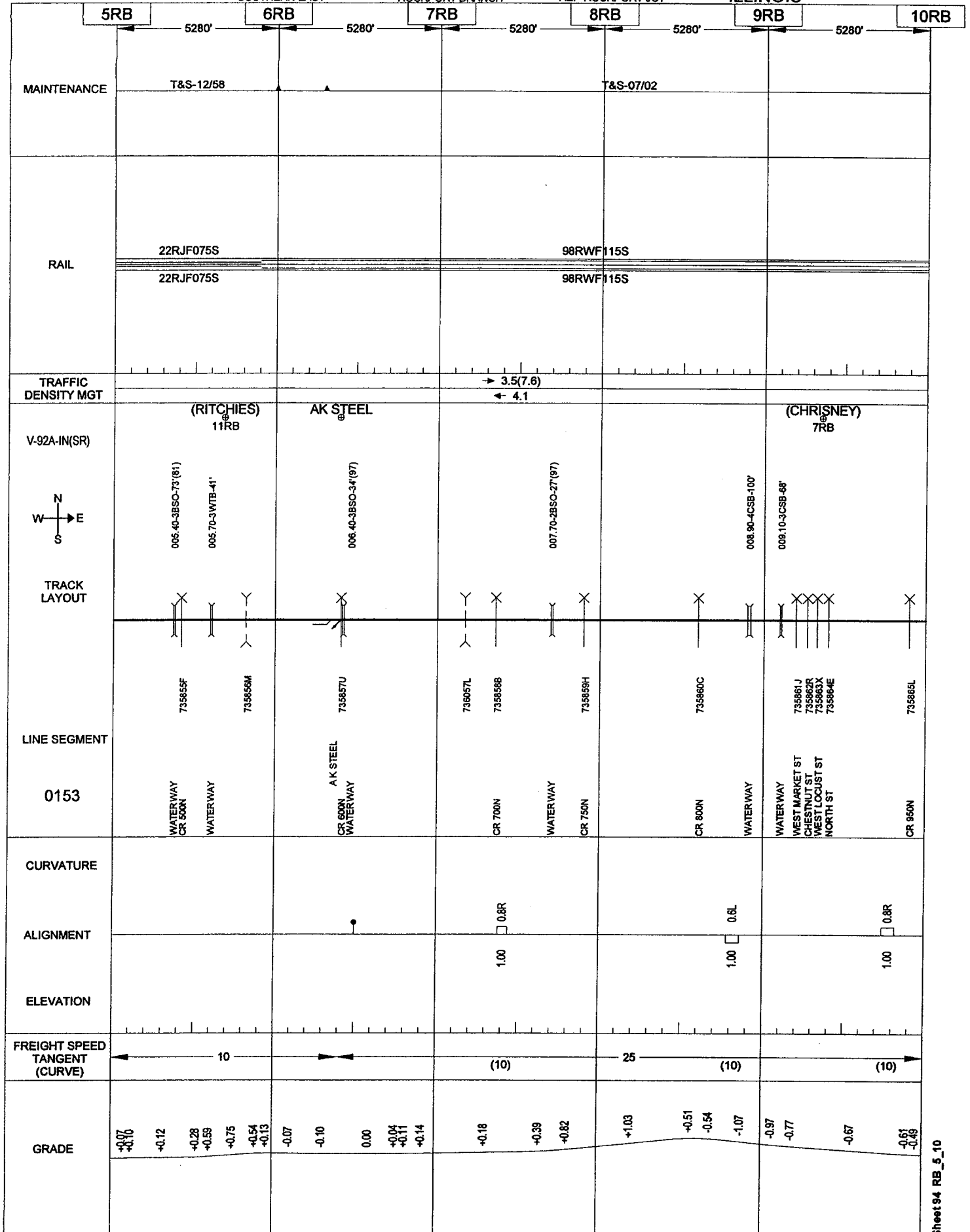
263

SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



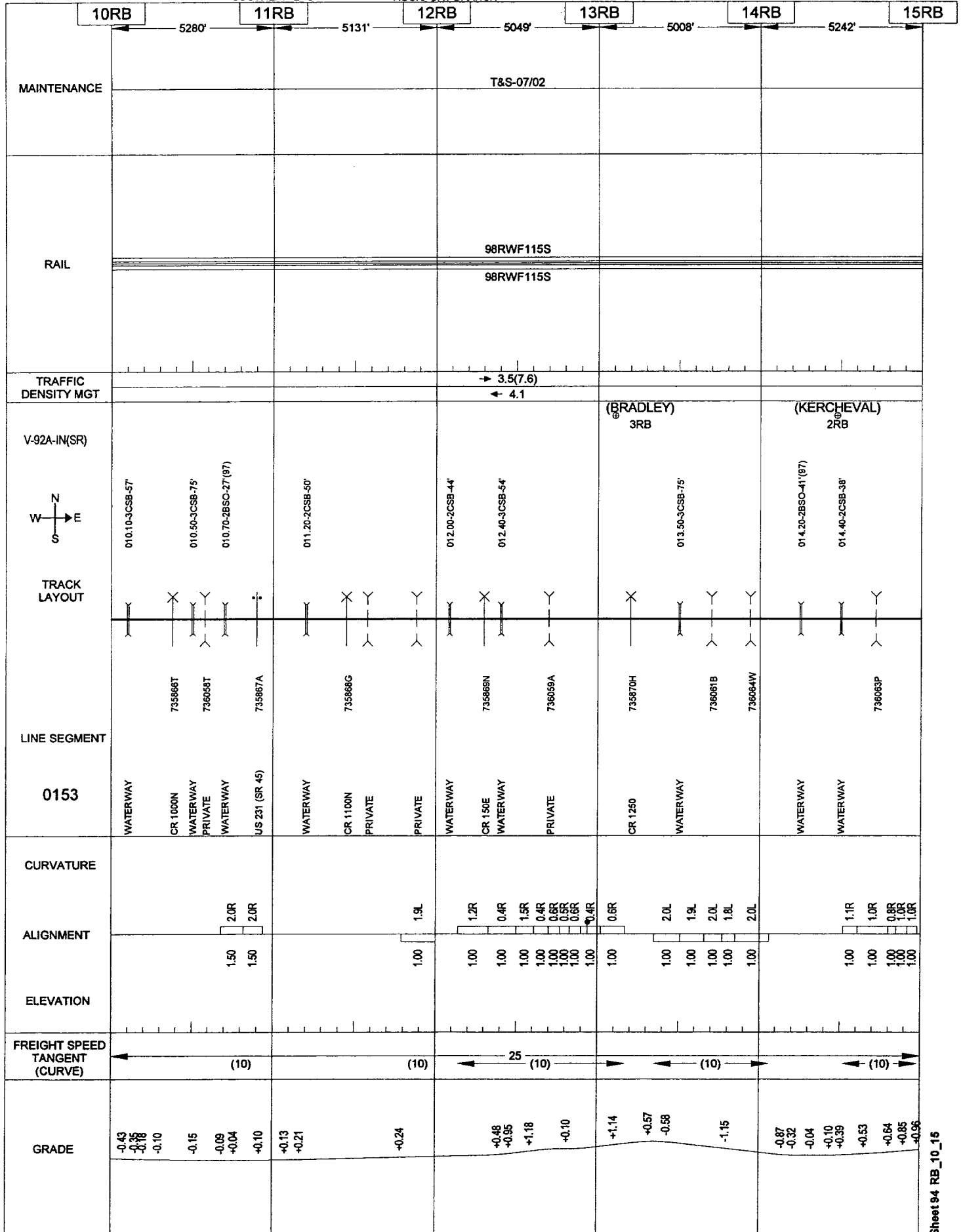
03/09/2005

SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



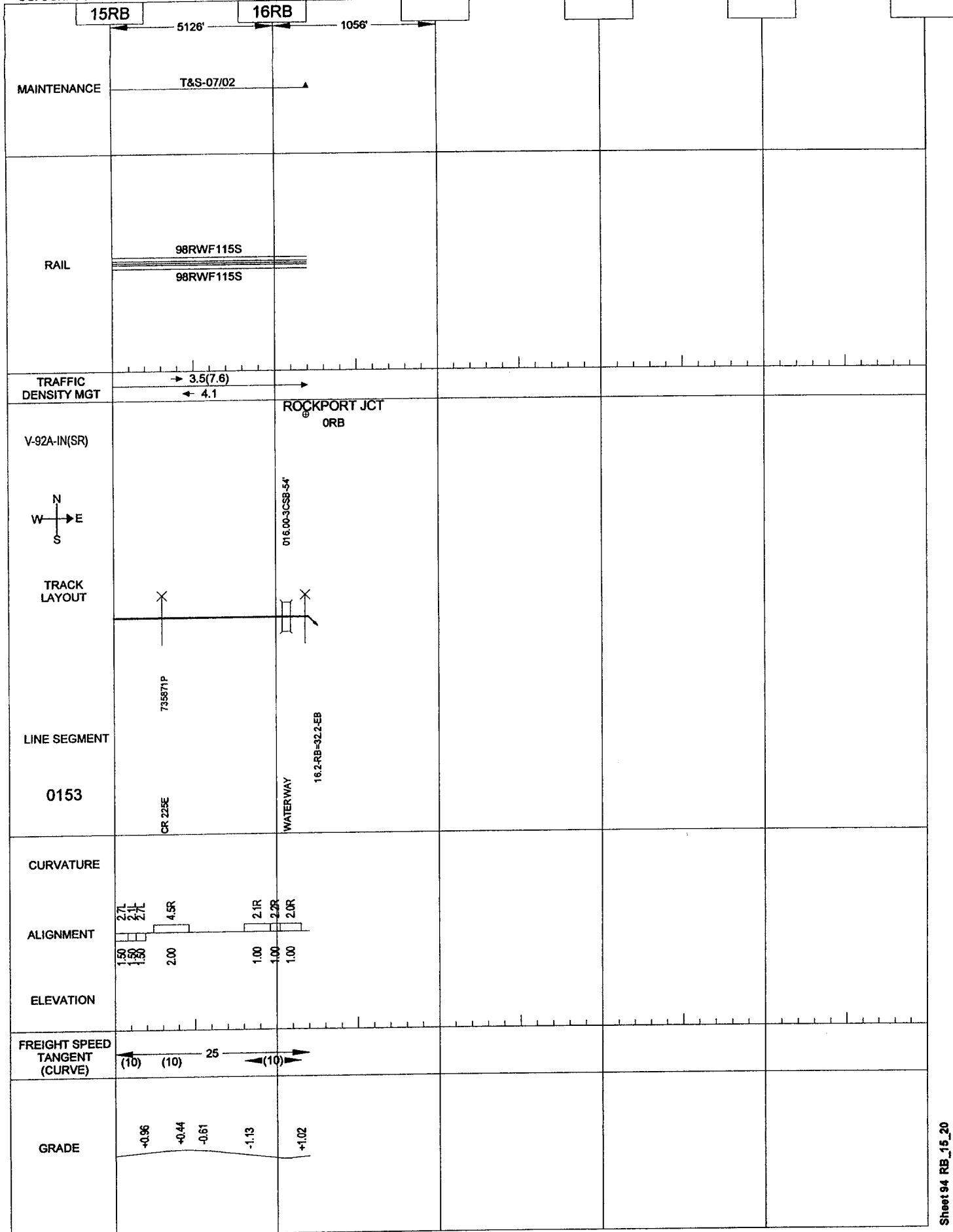
03/09/2005

SOUTHERN EAST

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



03/09/2005

266

SOUTHERN WEST

CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS

CB127

CB128

CB129

CB130

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/03

RAIL

38RJ130S
38RJ130S

**RJ105S
**RJ105S

TRAFFIC
DENSITY MGT

0.7(2.8)

V-93-IL(SR)

S
E — W
N

TRACK
LAYOUT

CB JCT
150W

PSI LEAD EAST
CB0

PSI LEAD WEST

YARD
LIMIT

CB-126.2=150.0-W

127.31

TO PSI

129.38-1-CAB-12'

LINE SEGMENT

0517

542631X

OAK ST

SR 1

542634T

COUNTY ROAD

542635A

WATERWAY
COUNTY ROAD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

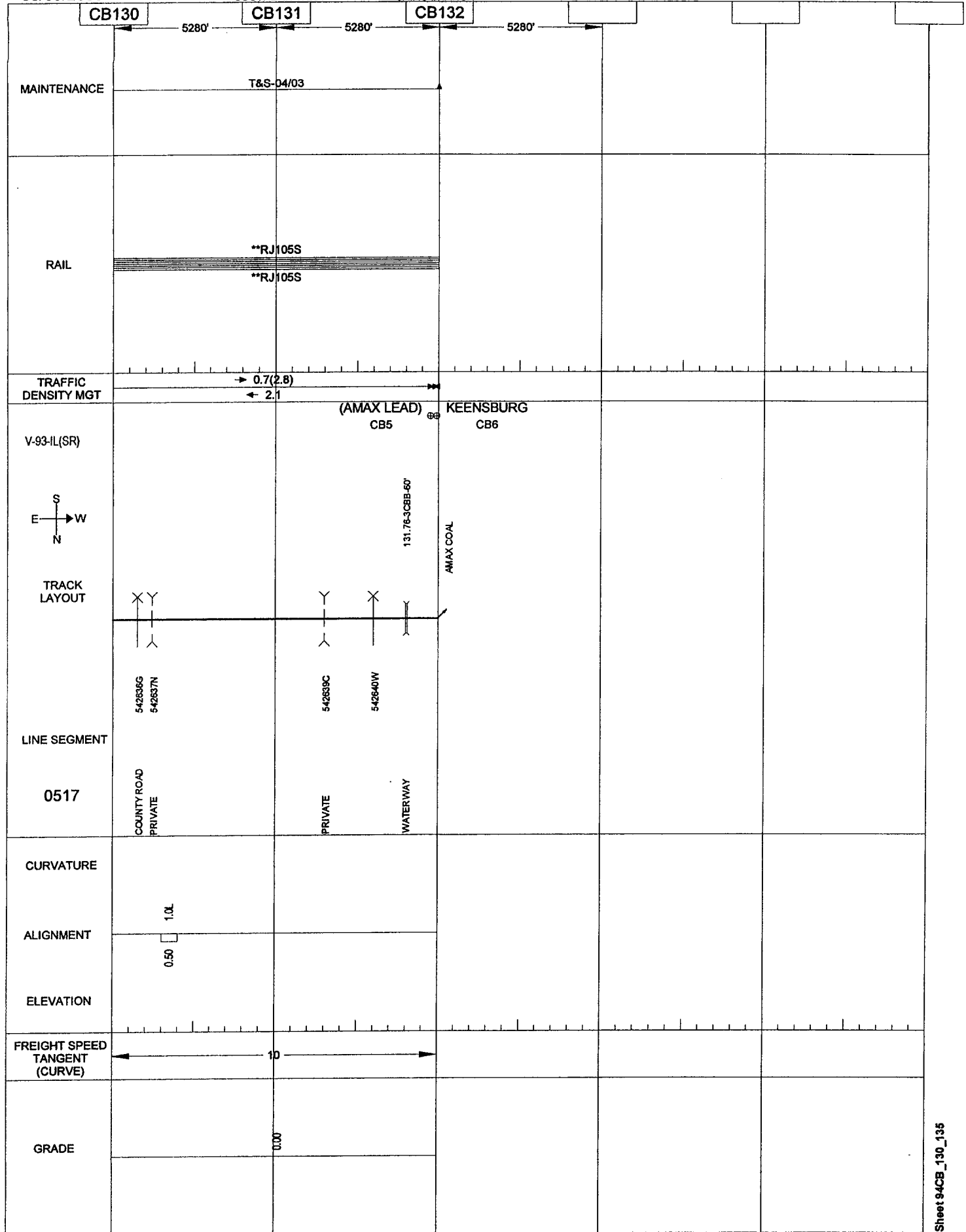
03/09/2005

SOUTHERN WEST

CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS



03/09/2005

MADISON

268

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS395

MAINTENANCE

5287'

T&S-03/93

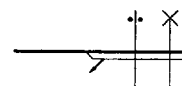
RAIL

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

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
 ← 0.0

S
 E → W
 N

TRACK
LAYOUTCOFFEEN
02395

LINE SEGMENT

476338M
 476337U

8030

SR 185
 2ND ST

CURVATURE

ALIGNMENT

ELEVATION

2.1L
 1.00

FREIGHT SPEED
TANGENT
(CURVE)

← 30 →

GRADE

+0.30
 +0.70
 +0.37
 0.00
 -0.29

Sheet 94/TS_390_395

03/09/2005

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS400

TS395

TS396

TS397

TS398

TS399

5324'

MAINTENANCE

T&S-03/93

T&S-03/99

RAIL

31NJ112S

31NJ112S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0→ 1.0(4.7)
← 3.7S
E → W
NTRACK
LAYOUTCOFFEEN CORP
MONTGOMERY CO398.59-1CBB-18'
398.66-3CBB-42'

LINE SEGMENT

8030

C.I.P. S. ROAD

476338B
476338H
476344E
476340CSUBWAY
SHOAL CREEK

476346L

476346T

476347A
476346G

476348N

476350H

TR 234

TR 405
TR 232

TR 439

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

0.00
-0.23
0.00
-0.13
0.00
-0.20
0.00
-0.250.00
-0.95
-1.14
0.00

-0.97

+0.13
0.00
0.00
+0.20
0.000.00
+0.13
0.00
+0.20
0.00
-0.08
-0.230.00
-0.12-0.04
-0.30
0.00

03/09/2005

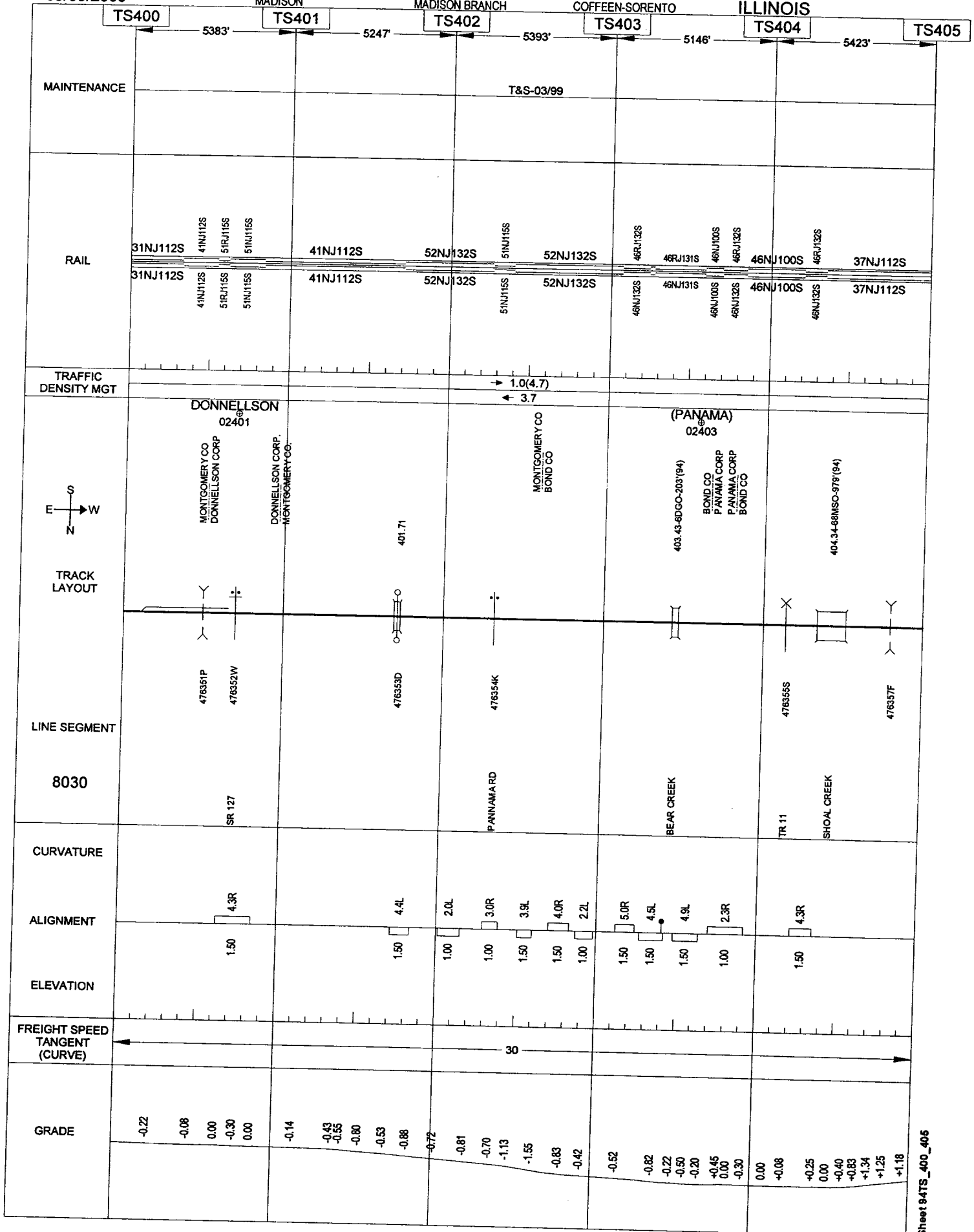
270

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



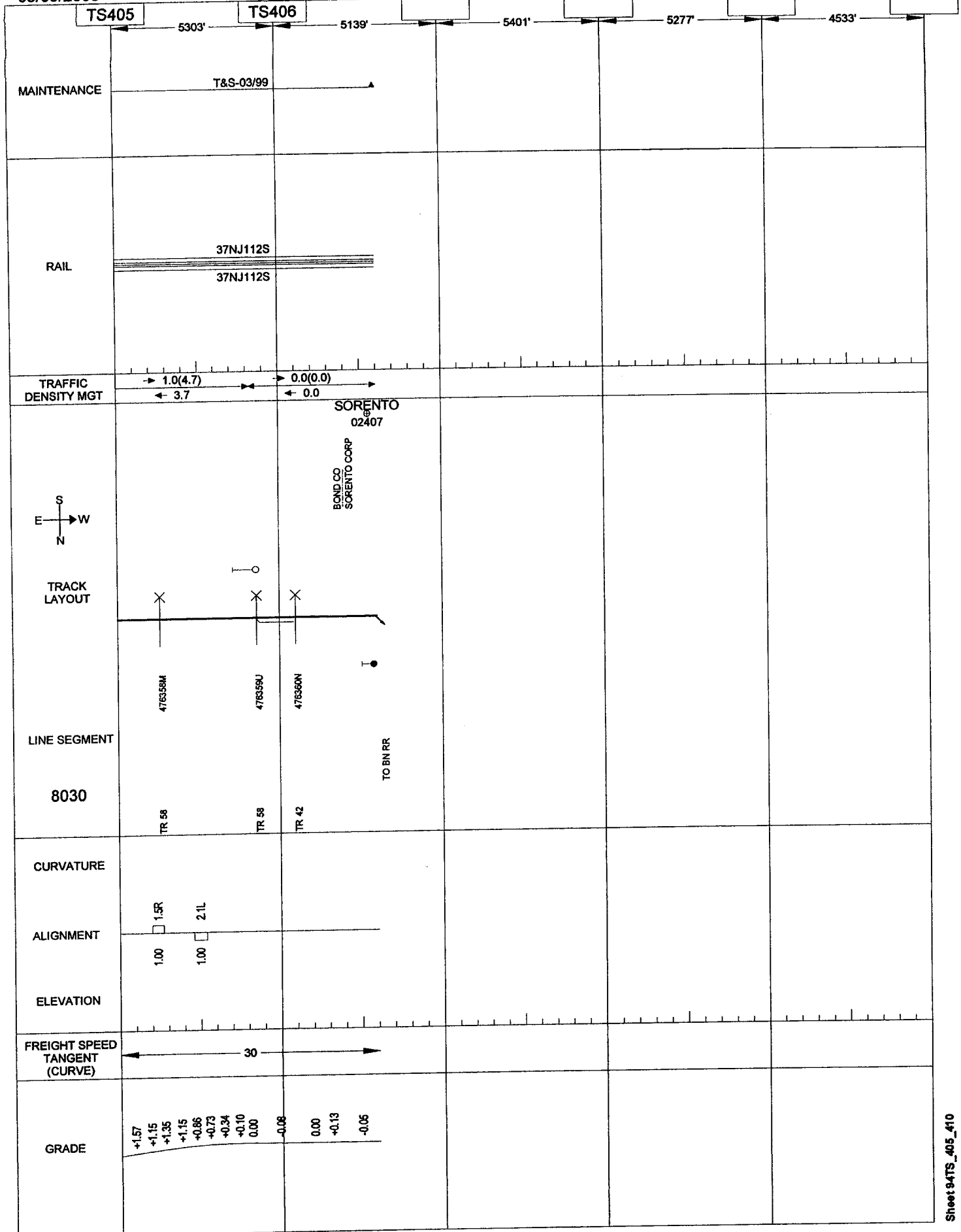
03/09/2005

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



03/09/2005

272

MADISON

MADISON BRANCH

A&S TOWER-MB CONNECTION

ILLINOIS

TS446

TS447

5030'

5650'

5280'

MAINTENANCE

T&S-12/88

RAIL

48RJ12S

39RJ090S

53RJ112S

38RJ12S

39RJ090S

53RJ112S

TRAFFIC
DENSITY MGT

2.2(6.5)
4.3

2.8(5.1)
2.3

A&S
02445

CNW MADISON YD
02447

S
E → W
N

TRACK
LAYOUT

446.99

LINE SEGMENT

8038

US 67 TO LUTHER

CURVATURE

ALIGNMENT

2.0R
1.00
2.0L
1.00

2.0R
1.00
2.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

(15)(15)

(15)(15)(15)

GRADE

0.00

-0.13

0.00

-0.12

0.00

-0.09

0.00

-0.10

Sheet 94TS_445_450

03/09/2005

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

→ 6.3(13.8)
← 7.5

BRIDGE JCT

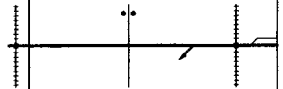
STOCK YD XOYER
VC BELT
(BROOKLYN)

W
S → N
E

TRACK
LAYOUT

LINE SEGMENT

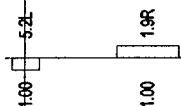
8170



CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/09/2005

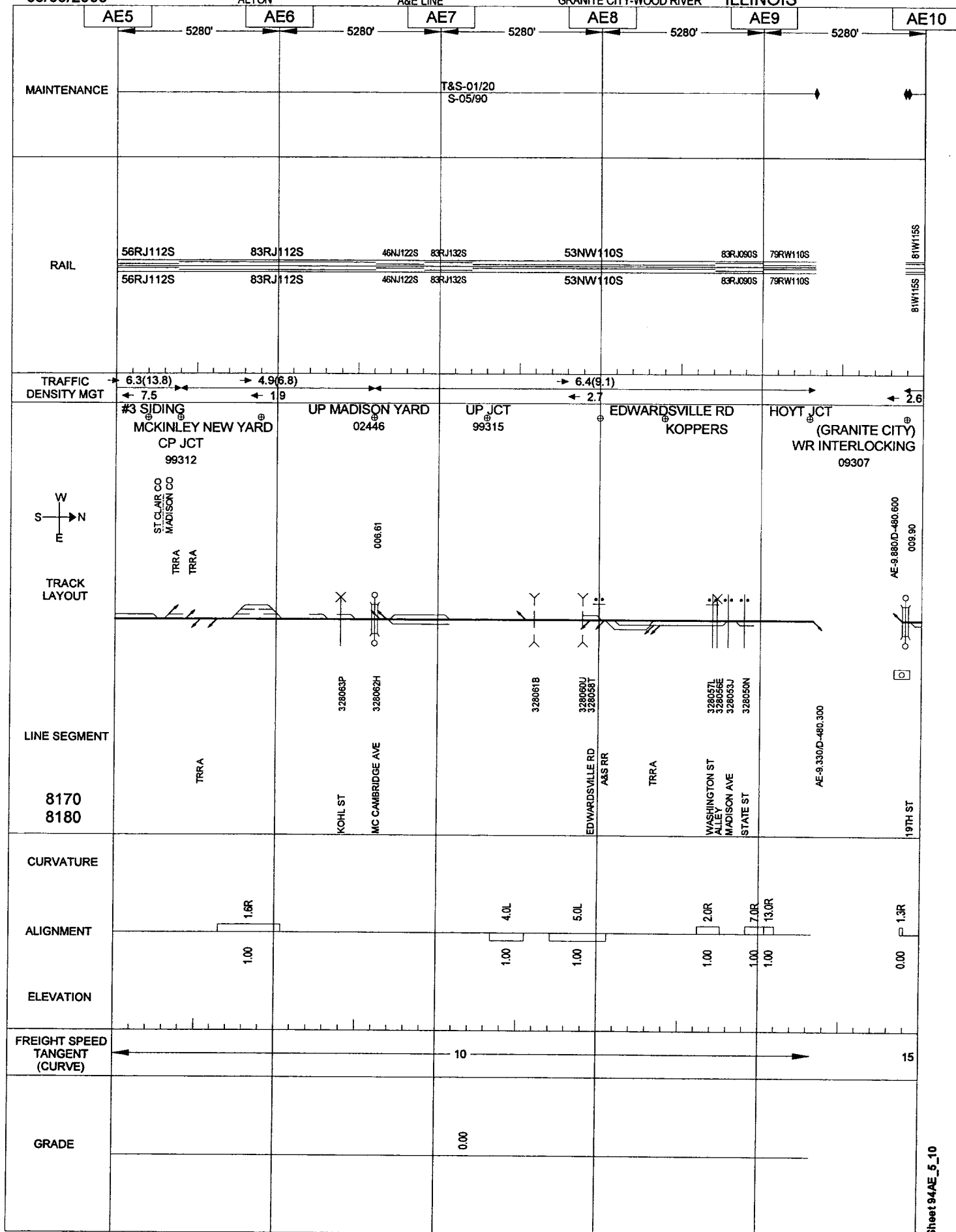
274

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



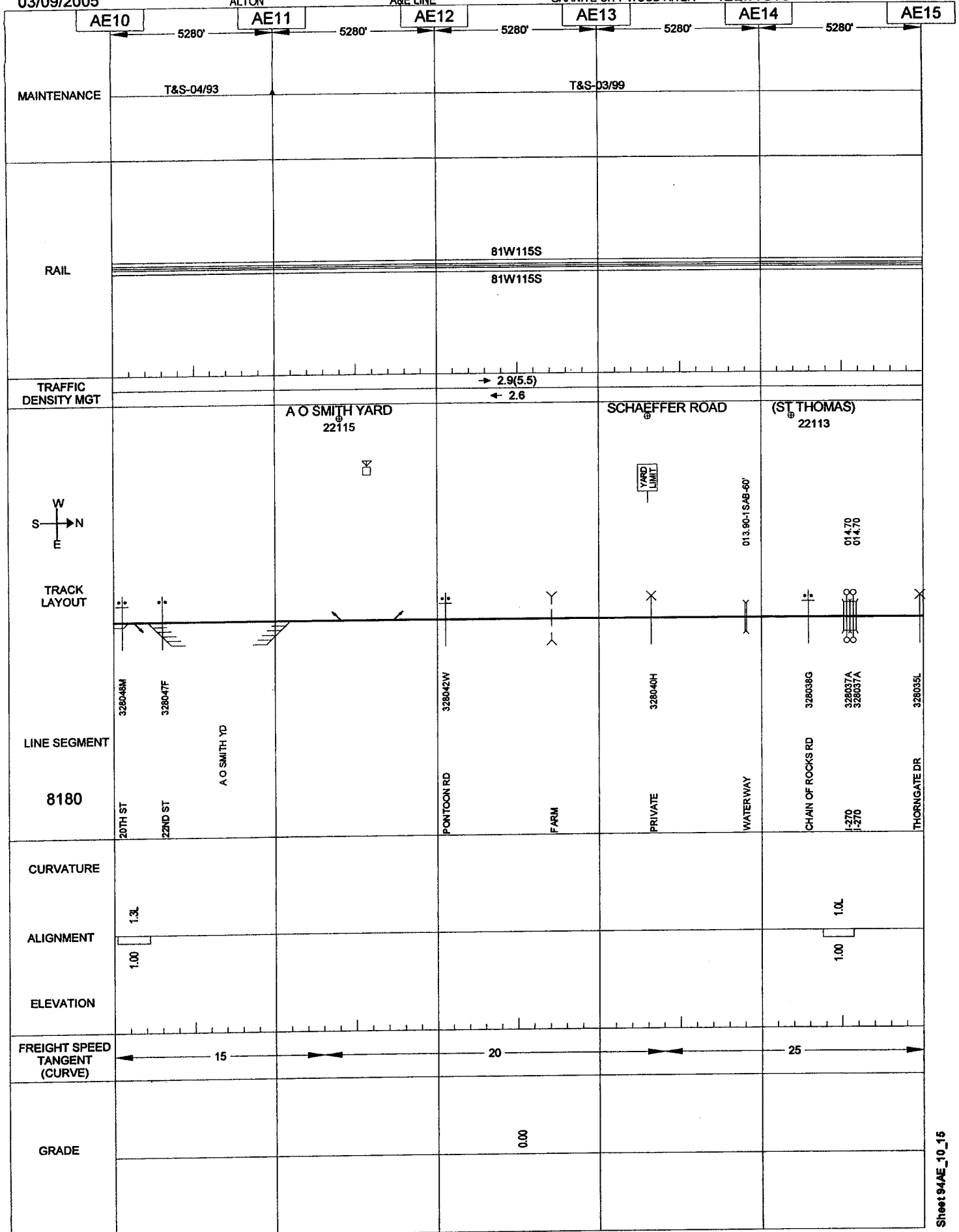
03/09/2005

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



03/09/2005

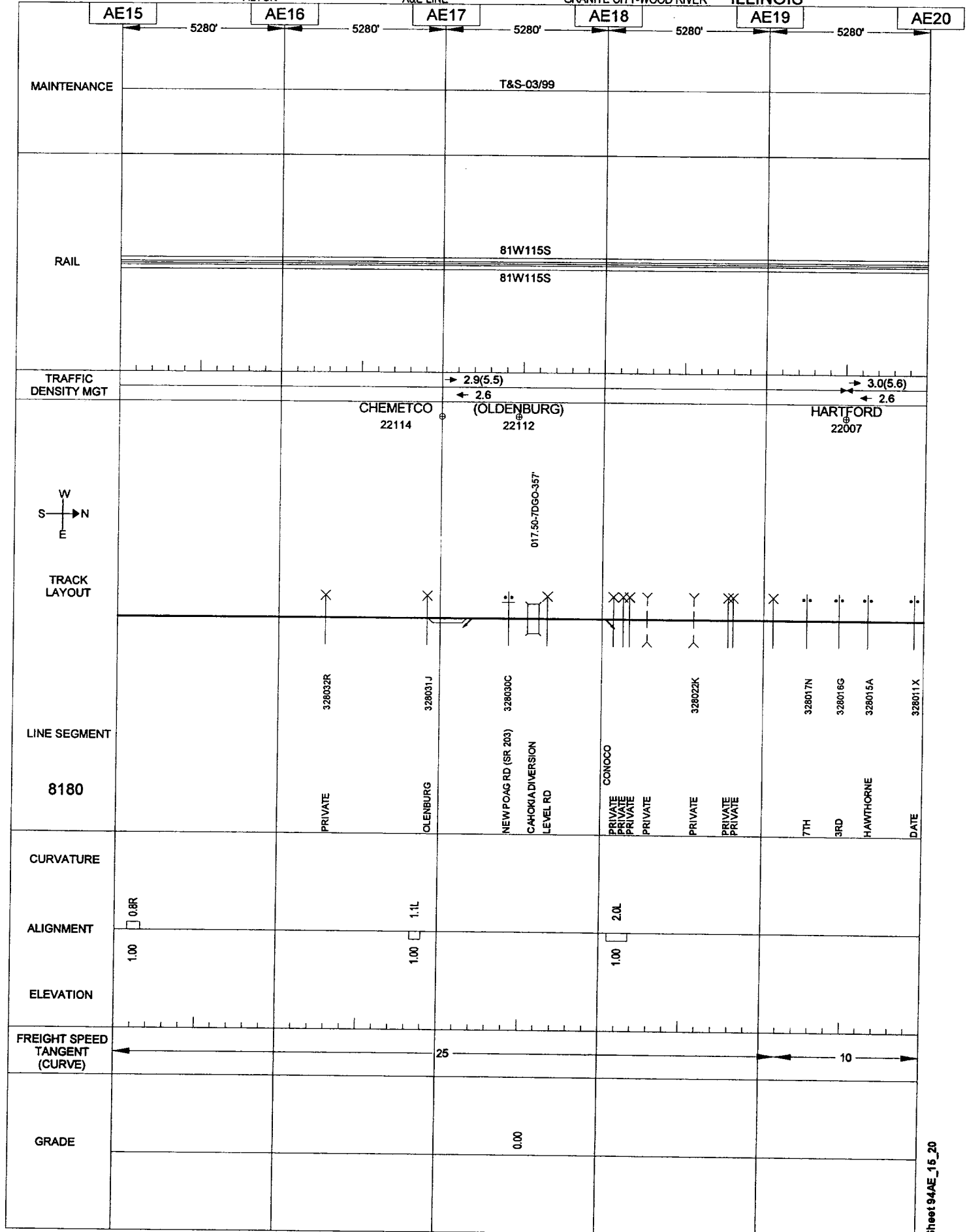
276

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



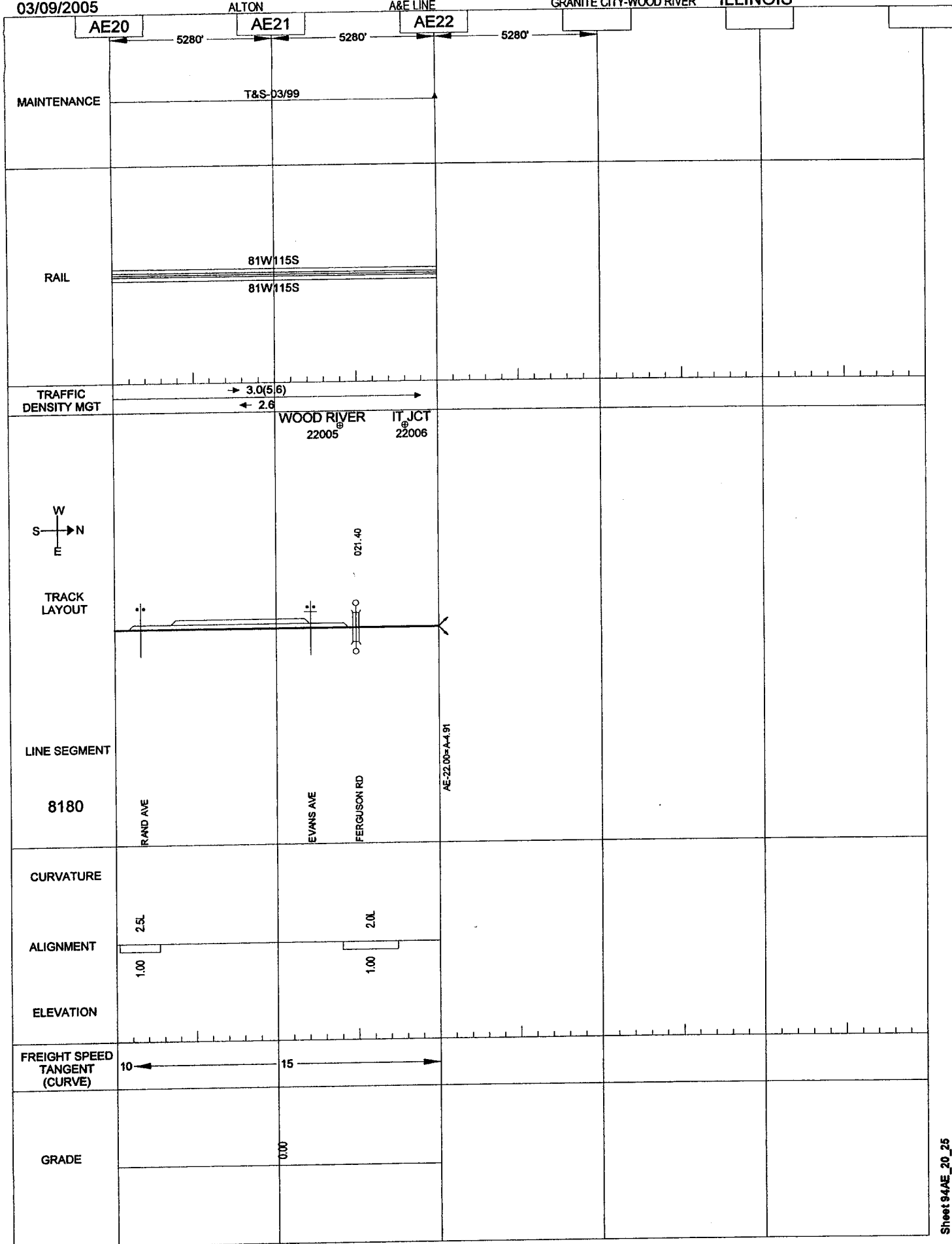
03/09/2005

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS



03/09/2005

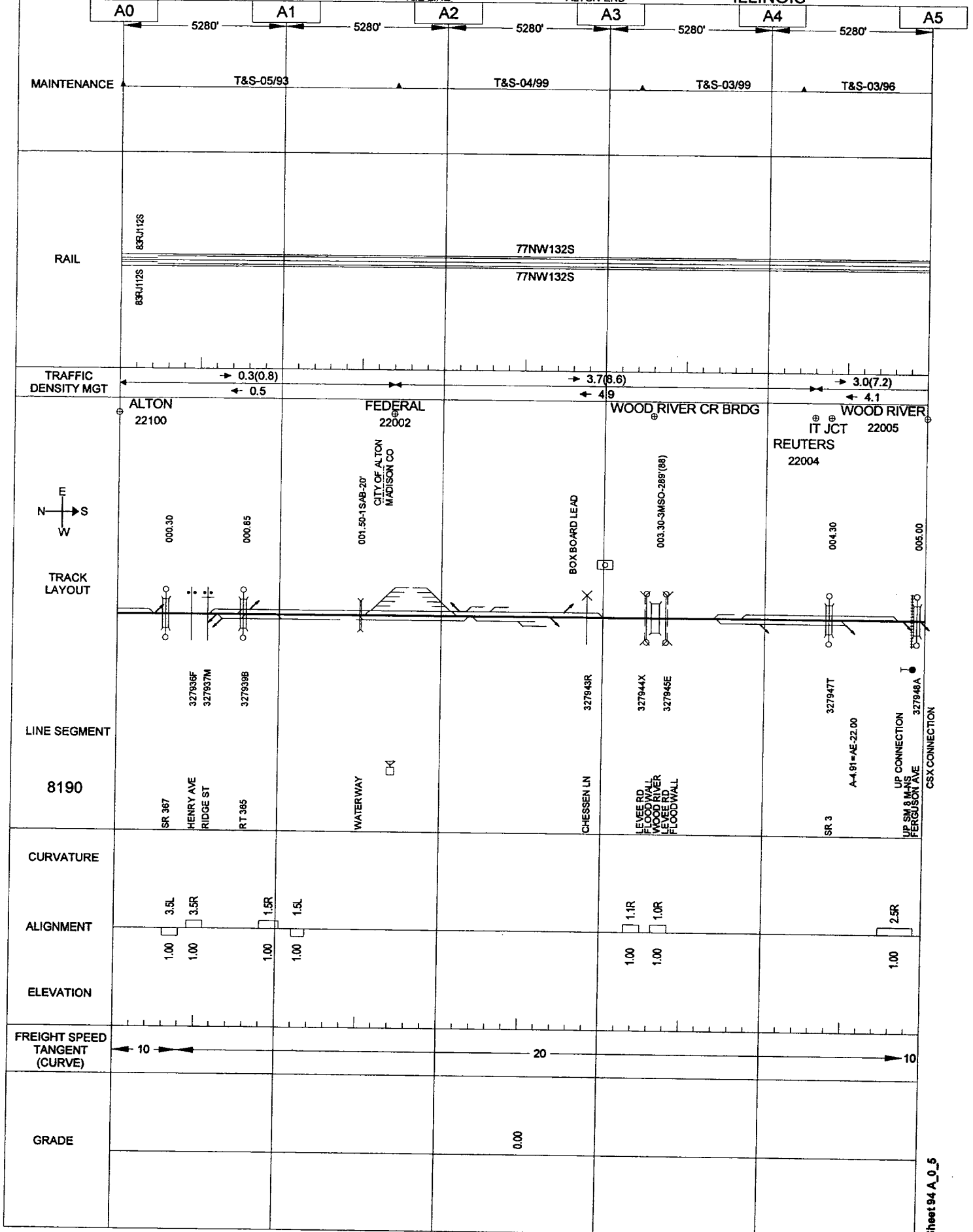
278

ALTON

T&E LINE

ALTON-END

ILLINOIS



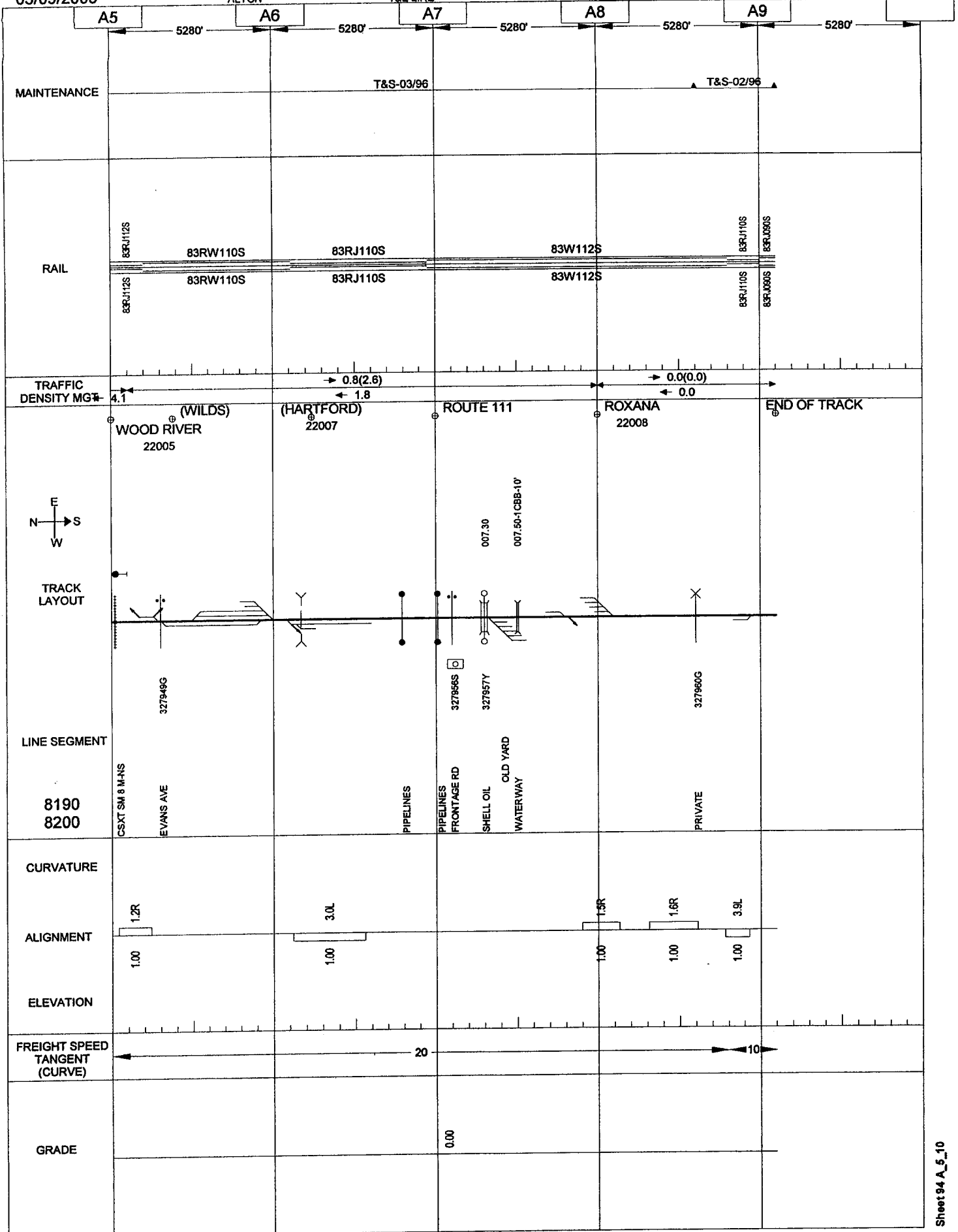
03/09/2005

ALTON

T&E LINE

ALTON-END

ILLINOIS



03/09/2005

280

LAFAYETTE

LAFAYETTE UNION

EAST YARD-MAIN STREET

ILLINOIS

LU0

LU1

LU2

LU3

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

22RJ090S

22RJ090S

TRAFFIC
DENSITY MGT

⊕ LAFAYETTE



TRACK
LAYOUT

LINE SEGMENT

8002

873112J

873113R

BEECH DR

873115E
873116L

UNION ST

873118A

CONCORD RD (US 52)

873120B

SOUTH ST

873121H

KOSSUTH ST

873122P

MAIN ST

873123W

MAIN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/09/2005

LAFAYETTE

281

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

277.68-1WTO-15'(36)



LINE SEGMENT

7960

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

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

03/09/2005

282

DECATUR TERMINAL

IT MAIN

DECATUR(IT-DECATUR(NW)

ILLINOIS

IT42

IT43

IT44

IT45

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

83RWF132S

83RWF132S

TRAFFIC
DENSITY MGT

⊕ (DECATUR ITC)
22540

E
N → S
W

TRACK
LAYOUT

TO NORTH YARDS

LINE SEGMENT

8120

PARKS WAREHOUSE

22ND ST

328525D

328524W

27TH ST

32ND ST

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

328516E

BRUSH COLLEGE RD

PRIVATE

328515X

PRIVATE

328514R

PRIVATE

328512C

PRIVATE

328513J

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

0.00

GRADE


03/09/2005

DECATUR TERMINAL

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

	IT45	5280'					
MAINTENANCE	T&S-01/20 ▲						
RAIL	83RWF132S 83RWF132S						
TRAFFIC DENSITY MGT	(DECATUR) 09141						
 TRACK LAYOUT							
LINE SEGMENT 8120	IT-45.45=D-372.41						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

03/14/2005

284

DECATUR TERMINAL

IT BELT

NORTH JCT-DECATUR

ILLINOIS

BL5

5280'

T&S-01/20

**RJ056S

**RJ056S

TRAFFIC
DENSITY MGT

(NORTH JCT)

E
N — S
W

TRACK
LAYOUT



LINE SEGMENT

8214

WOODFORD ST
TO WABIC

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

Sheet 94BL_0_5

03/09/2005

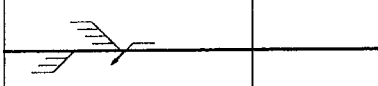
285

DECATUR TERMINAL

IT BELT

NORTH JCT-DECATUR

ILLINOIS

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

03/09/2005

286

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M466

M467

M468

M469

M470

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

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

RAIL

75RJ100S
75RJ100S

75W100S
75W100S

84W132S
84W132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

→ 1.3(2.5)
← 1.2

→ 0.1(0.2)
← 0.1

V-8-IL

BLUFFS
09189

S
E → W
N

TRACK
LAYOUT

M-466.03-DH-466.04

466.65-1 TCO-60(70)

466.18-3 TCO-107(04)

SCOTT CO
MORGAN CO

LINE SEGMENT

8150

479466F

479467M

479468U

479460V

479461C

479462J

WOLF RUN
NAPLES RD

WATERWAY
PRIVATE

TR 1

TR 79

CURVATURE

ALIGNMENT

ELEVATION

1.0R
1.00

2.0R
1.00

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

0.00

Sheet 94 M_465_470

03/09/2005

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M470

M471

5280'

5280'

MAINTENANCE

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

RAIL

84W090S

84W080S

44RJ080S

42RJ090S

44RJ080S

TRAFFIC
DENSITY MGT

→ 0.1(0.2)

← 0.1

→ 0.0(0.0)

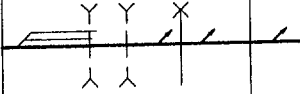
← 0.0

MEREDOSIA
09191

V-8-IL

S
E → W
N

TRACK
LAYOUT



479433R

479494X

479485E

LINE SEGMENT

8150

TR 28

FAST 608

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 25

→ 10

GRADE

0.00

03/09/2005

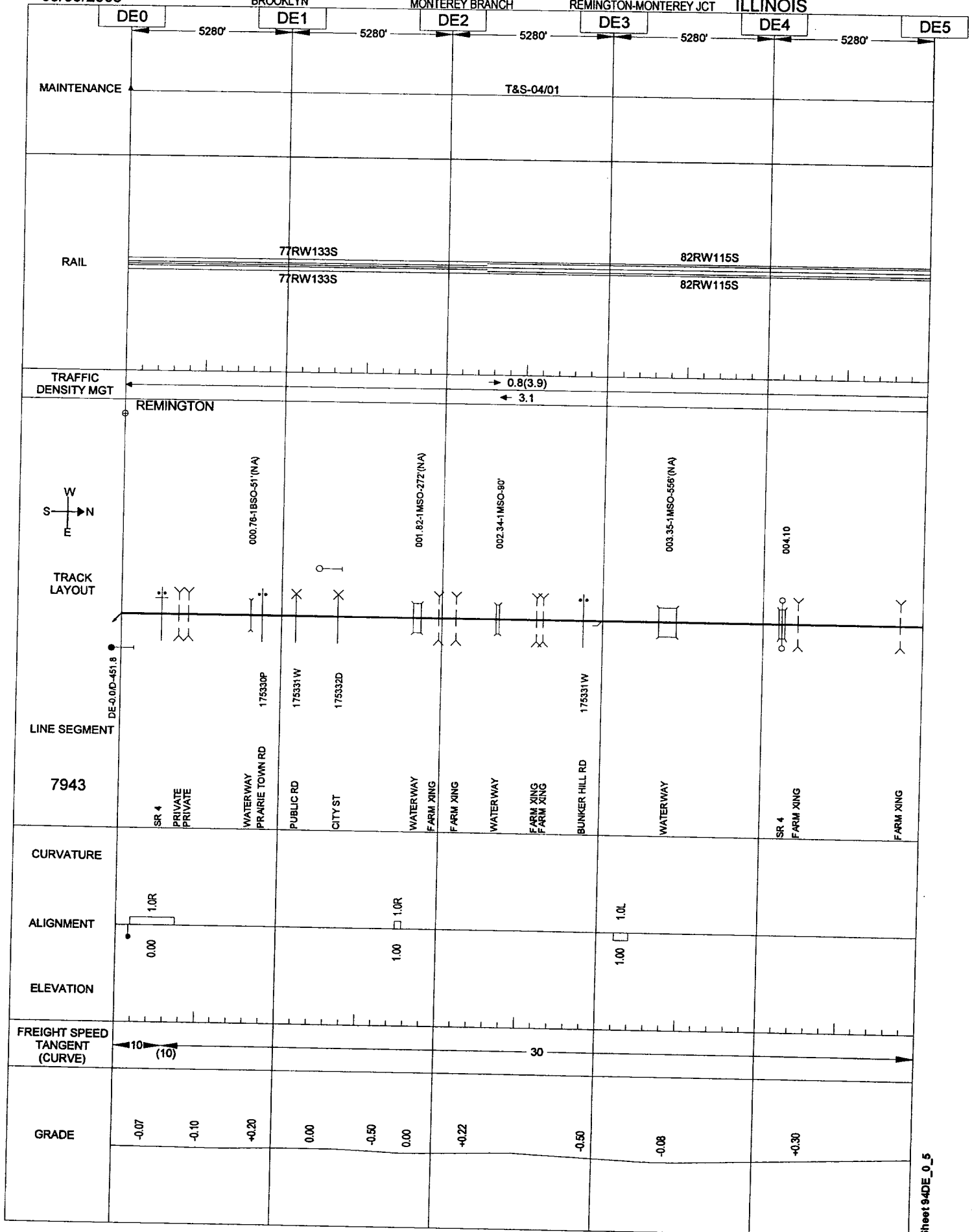
288

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



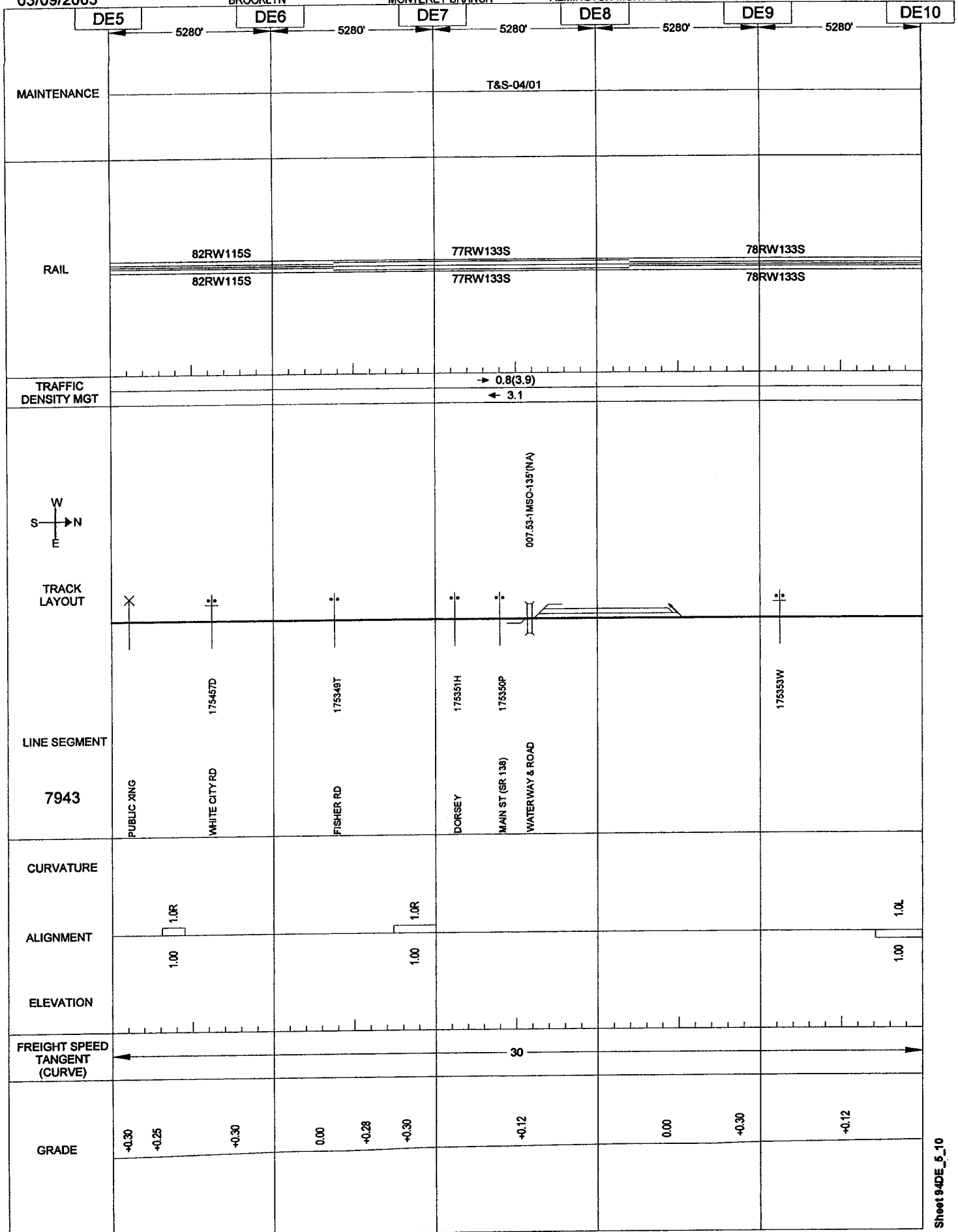
03/09/2005

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



03/09/2005

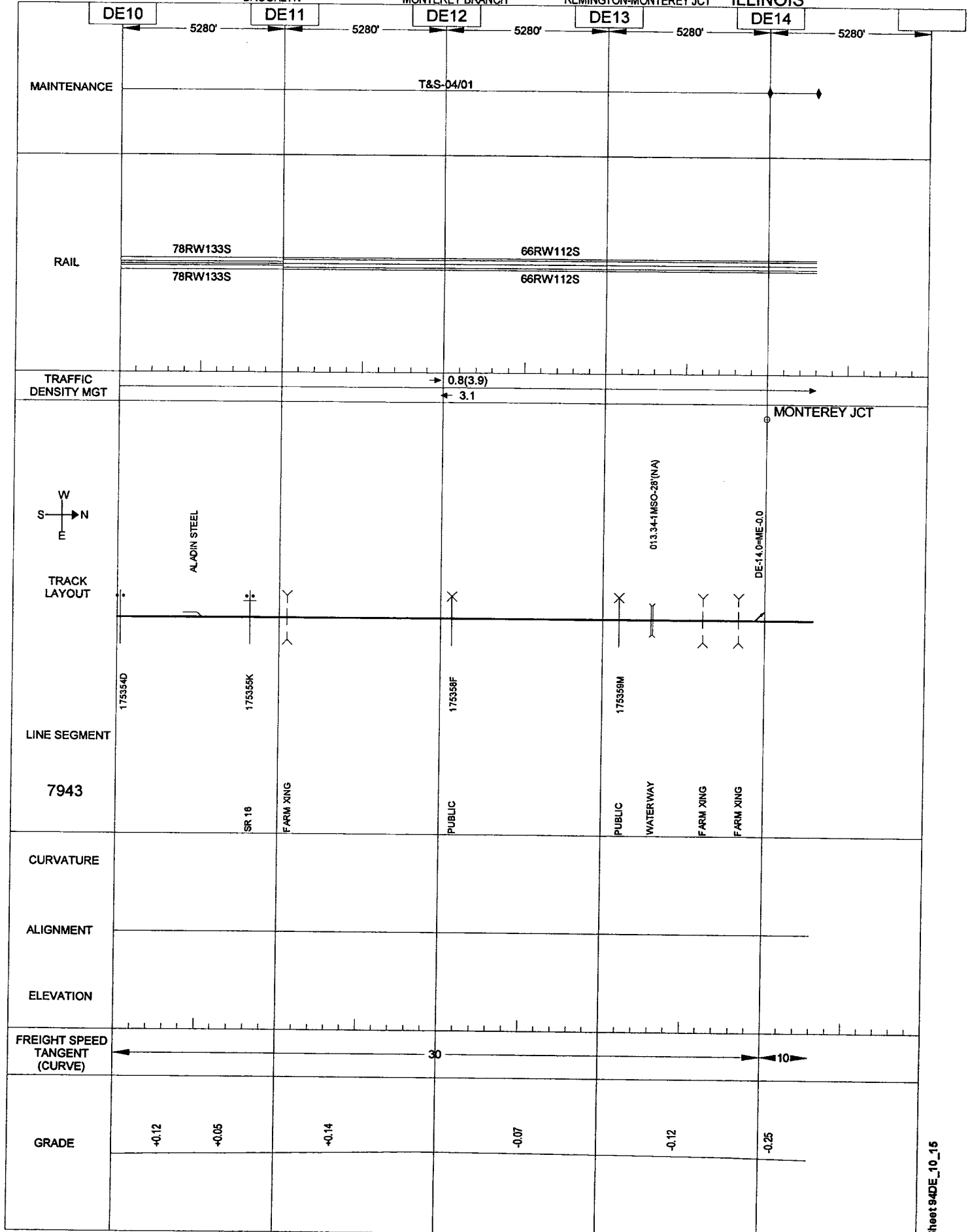
290

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



03/09/2005

291

BROOKLYN

MONTEREY MINE

MONTEREY JCT-EXXON

ILLINOIS

ME0

ME1

ME2

ME3

ME4

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/99

RAIL

99RW115S

99RW115S

TRAFFIC
DENSITY MGT

0.8(3.9)
← 3.1

MONTEREY JCT

EXXON
19296

S
E → W
N

ME-0.0-DE-14.0

TRACK
LAYOUT

002.00-SWTO-64(N/A)

LINE SEGMENT

7944

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

1.0L

1.0R

1.00

1.00

1.00

0.00

25

03/09/2005

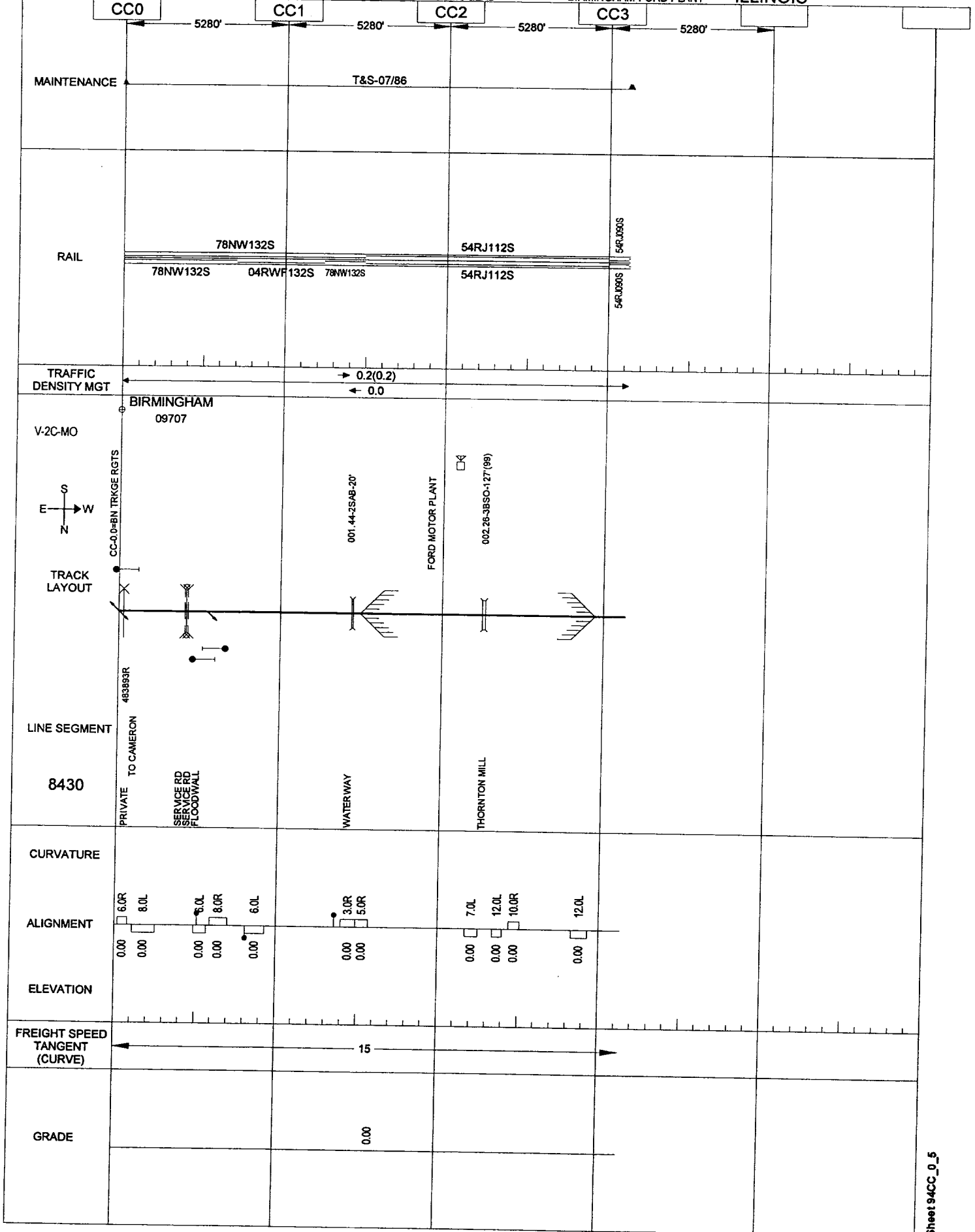
292

KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



03/09/2005

MOULTON

BRANCH

MOBERLY

ILLINOIS

SD149

SD150

5280'

5290'

T&S-10/79

T&S-05/85

MAINTENANCE

RAIL

71RJ12S
71RJ12S

43RJ112S

43RJ112S

44RJ09S
44RJ09S

84W112S

84W112S

TRAFFIC
DENSITY MGT

V-5-MO



TRACK
LAYOUT

SD-148.1/S-148.34

148.61

480430H
480431P
480432W
480433D

SPARKS AVE
NORTH AVE
US 24
FOWLER LN

LINE SEGMENT

8330

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

40

GRADE

+0.28
-0.19

0.00

+0.23

0.00

-0.32

-0.35

03/09/2005

294

MOULTON

BRANCH

MOBERLY

ILLINOIS

SD150

5272'

MAINTENANCE

T&S-08/85

RAIL

84W112S

84W112S

TRAFFIC
DENSITY MGT

V-5-MO

S
E → W
N

TRACK
LAYOUT

150.01-3WTO-43(86)

MOBERLY
09673YARD
LIMIT

LINE SEGMENT

8330

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.26 +0.07 -0.08 +0.02

03/09/2005

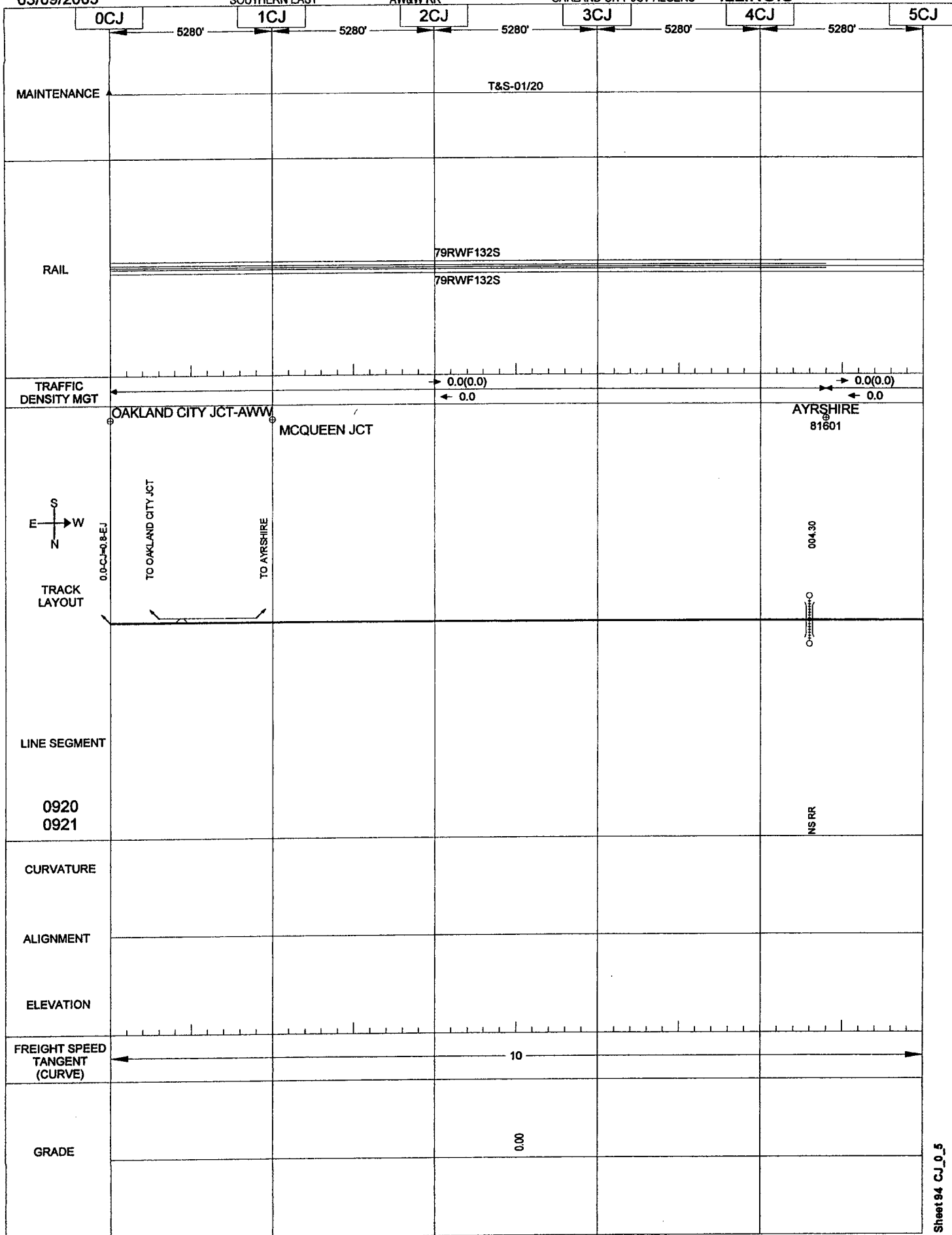
SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS

295



03/09/2005

296

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS

	5CJ	6CJ	7CJ	8CJ	9CJ	10CJ
	5280'		5280'		5280'	
MAINTENANCE	T&S-01/20					
RAIL						
TRAFFIC DENSITY MGT			→ 0.0(0.0) ← 0.0			
<div><div>S</div><div>E → W</div><div>N</div></div> <div>TRACK LAYOUT</div>			WINSLOW-AWW			
LINE SEGMENT						
0921						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

Sheet 94 CJ_5_10

03/09/2005

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS

	10CJ	5280'	11CJ	5280'	12CJ			
MAINTENANCE								
RAIL								
TRAFFIC DENSITY MGT	<div style="text-align: center;"> → 0.0(0.0) ← 0.0 </div>							
<div style="text-align: center;"> S E — W N </div>	<div style="text-align: center;"> ALGERS 81602 </div>							
TRACK LAYOUT								
LINE SEGMENT	<div style="display: flex; justify-content: space-between;"> <div>LOOP TRACK RETURN</div> <div>END LOOP (RETURN)</div> </div>							
0921								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	<div style="text-align: center;"> ← 10 → </div>							
GRADE	<div style="text-align: center;">0.00</div>							

03/09/2005

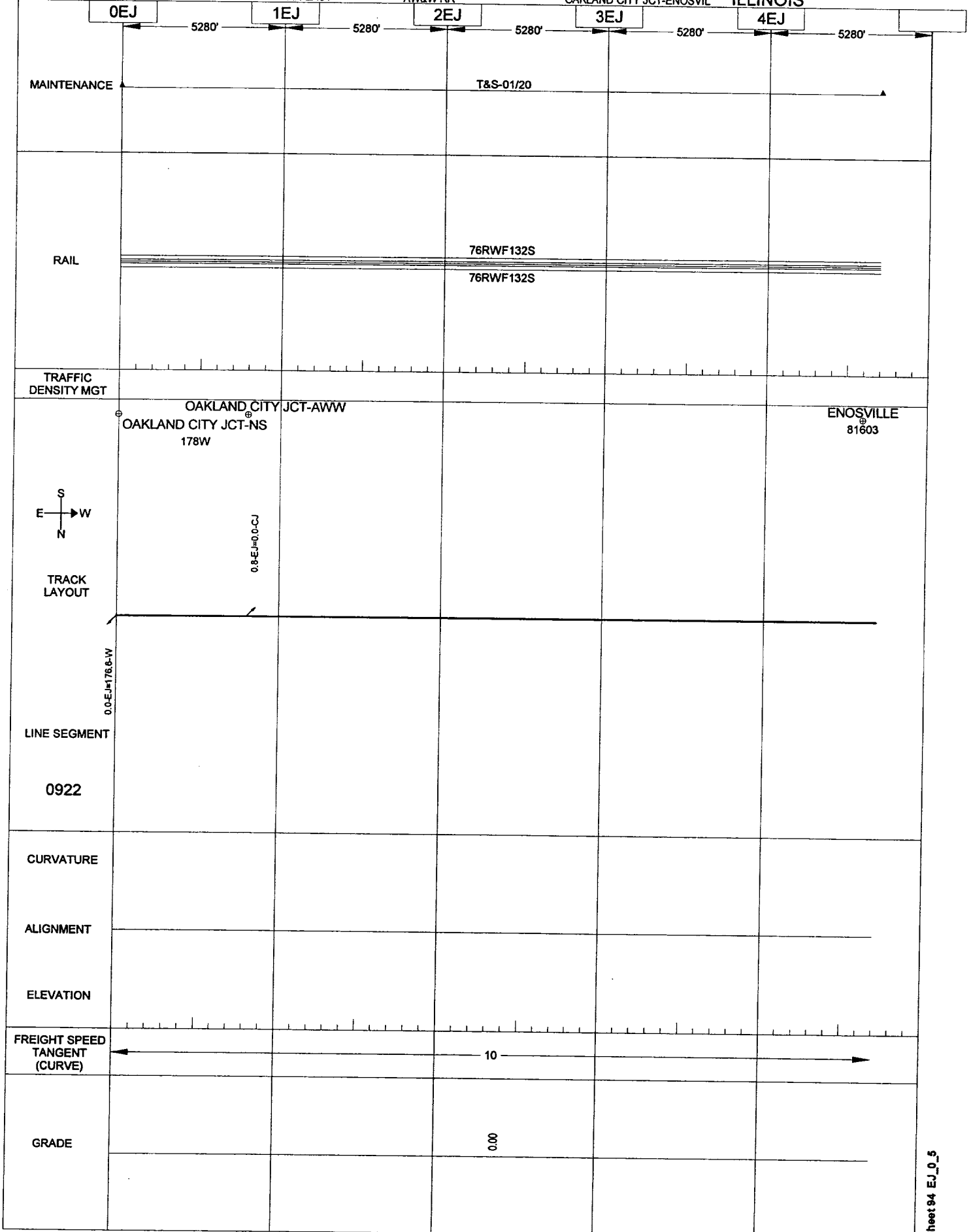
298

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ENOSVIL

ILLINOIS



-

-

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 bridges, 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: Owning 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.
 - Milepost equations 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 is given along mains.

Freight Speed Section -

Curve and tangent speed limits are 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 TYPE CODES

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

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

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	014.25-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	2004
216	125.10-W	125.20	01	1989
221	151.04-W	151.40	01	2003
224	169.93-W	169.90	01	2004

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225	171.76-W	171.70	01	1988
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	2003
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	2004
238	235.50-W	235.50	01	2004
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	2004
244	265.44-W	265.40	01	2003
244	265.79-W	265.80	01	2003
244	267.20-W	267.20	01	2003
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	1999
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

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54	D-465.41	465.45	01	1988
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	2004
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	2004
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

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281	CB-277.69	277.69	01	1936
292	CC-002.25	002.26	01	1999
288	DE-000.81	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	2004
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

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169	SP-407.35	407.34	01	1993
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