



**NORFOLK  
SOUTHERN**

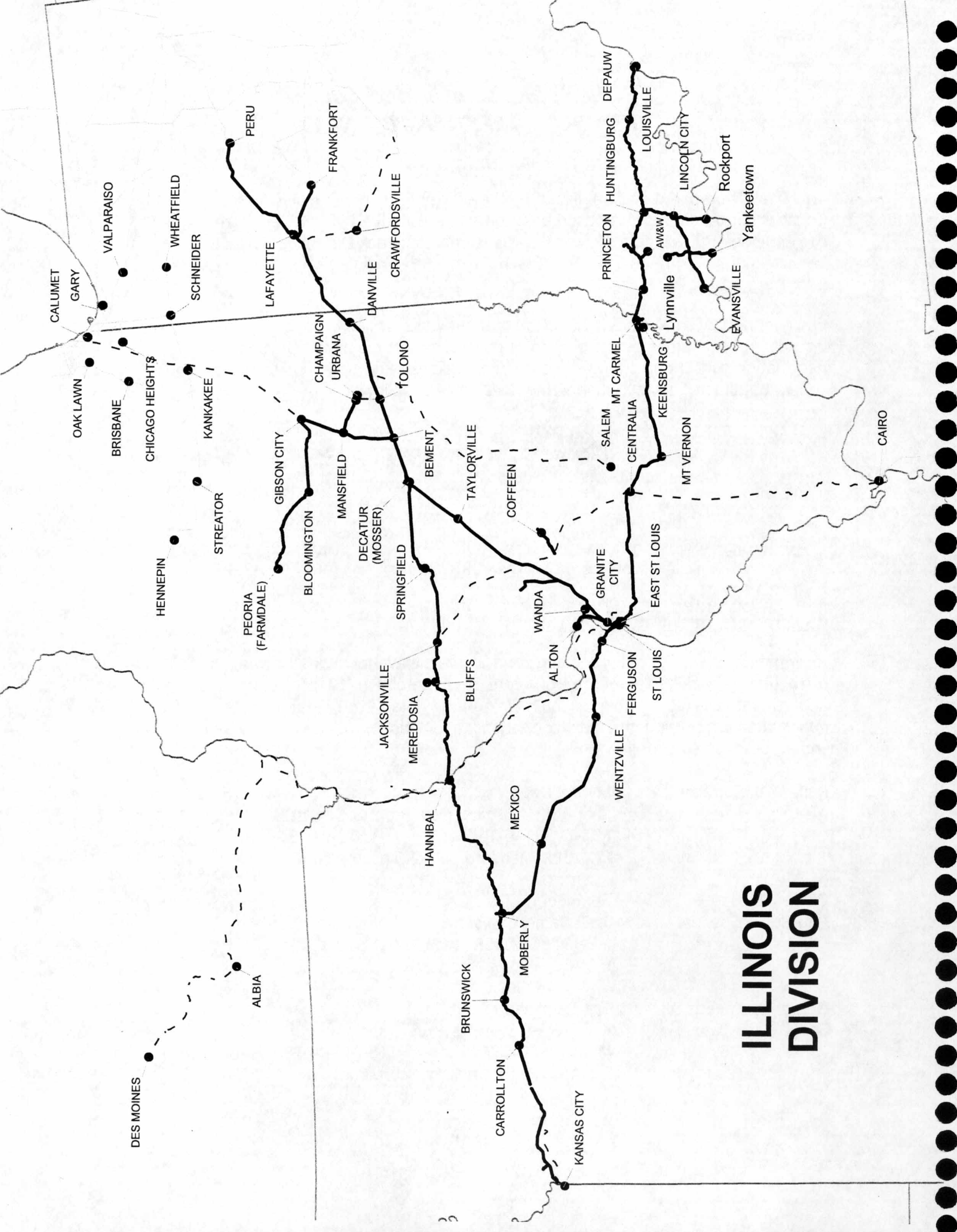
# **Illinois Division**

**2007**

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).

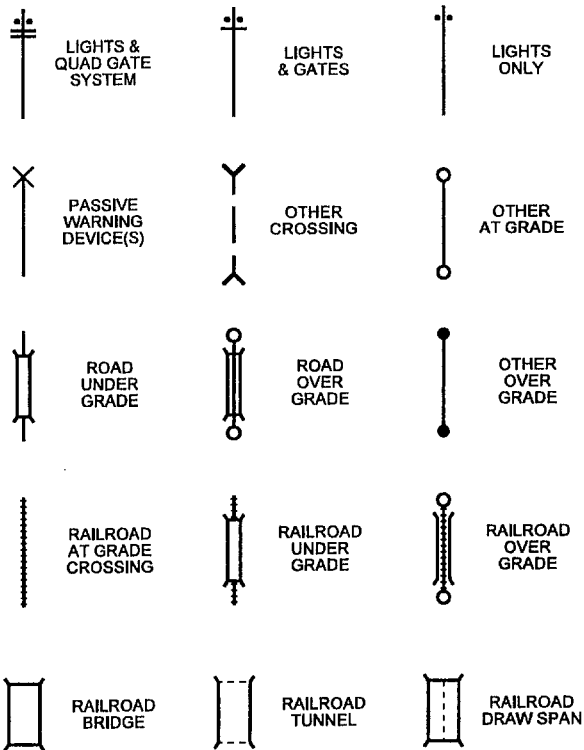
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# ILLINOIS DIVISION

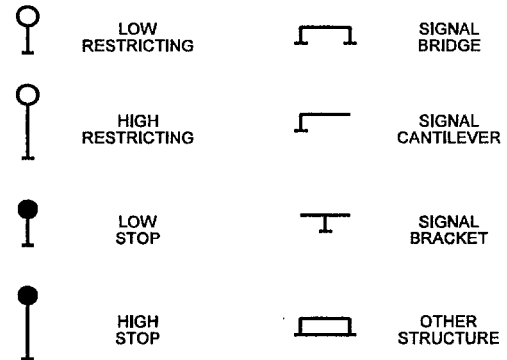


## TRACK CHART SYMBOL LEGEND

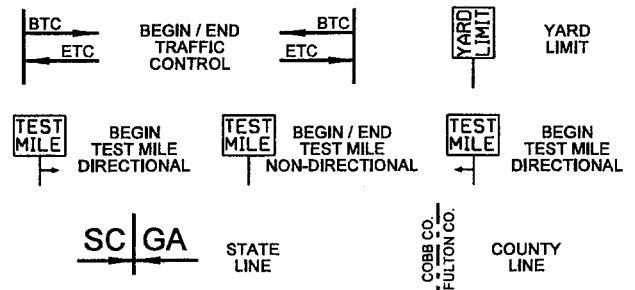
### RIGHT OF WAY CROSSINGS



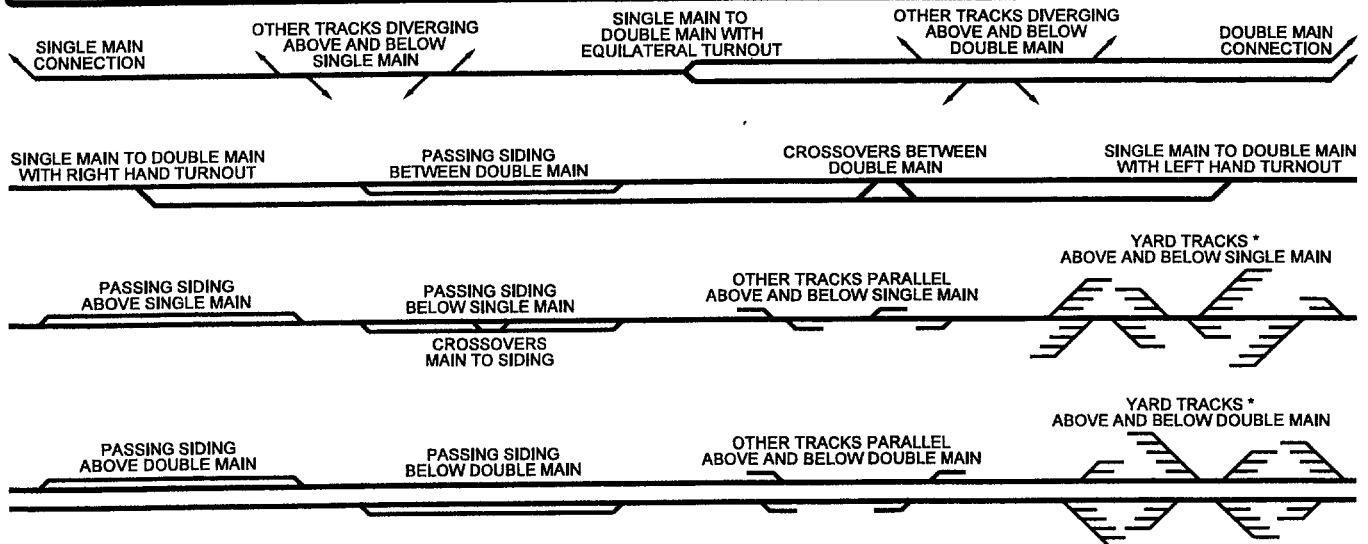
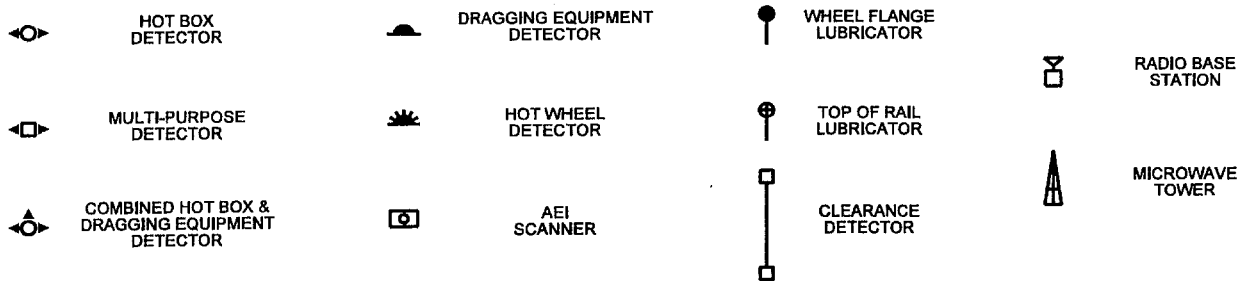
### SIGNAL TYPES & SIGNAL STRUCTURES



### TERRITORY MARKERS



### TRACK & COMMUNICATION EQUIPMENT



\*YARD TRACK SYMBOLS MAY BE USED TO INDICATE MULTIPLE TRACKS TOO COMPLEX TO SHOW IN DETAIL



## ILLINOIS DIVISION

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01/30/2007

LAFAYETTE

001

PERU-DECATUR

ILLINOIS

D205

5322'

MAINTENANCE

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

RAIL

69NW132S  
69NW132STRAFFIC  
DENSITY MGT25.0(52.6)  
27.6

V-3A-IN

S  
E → W  
N

WEST PERU

09068

BTC  
ETCYARD  
LIMIT

BEGIN LAKE DIVISION

TRACK  
LAYOUT

LINE SEGMENT

7930

CURVATURE

ALIGNMENT

ELEVATION

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

50

GRADE

0.00  
-0.10  
+0.07



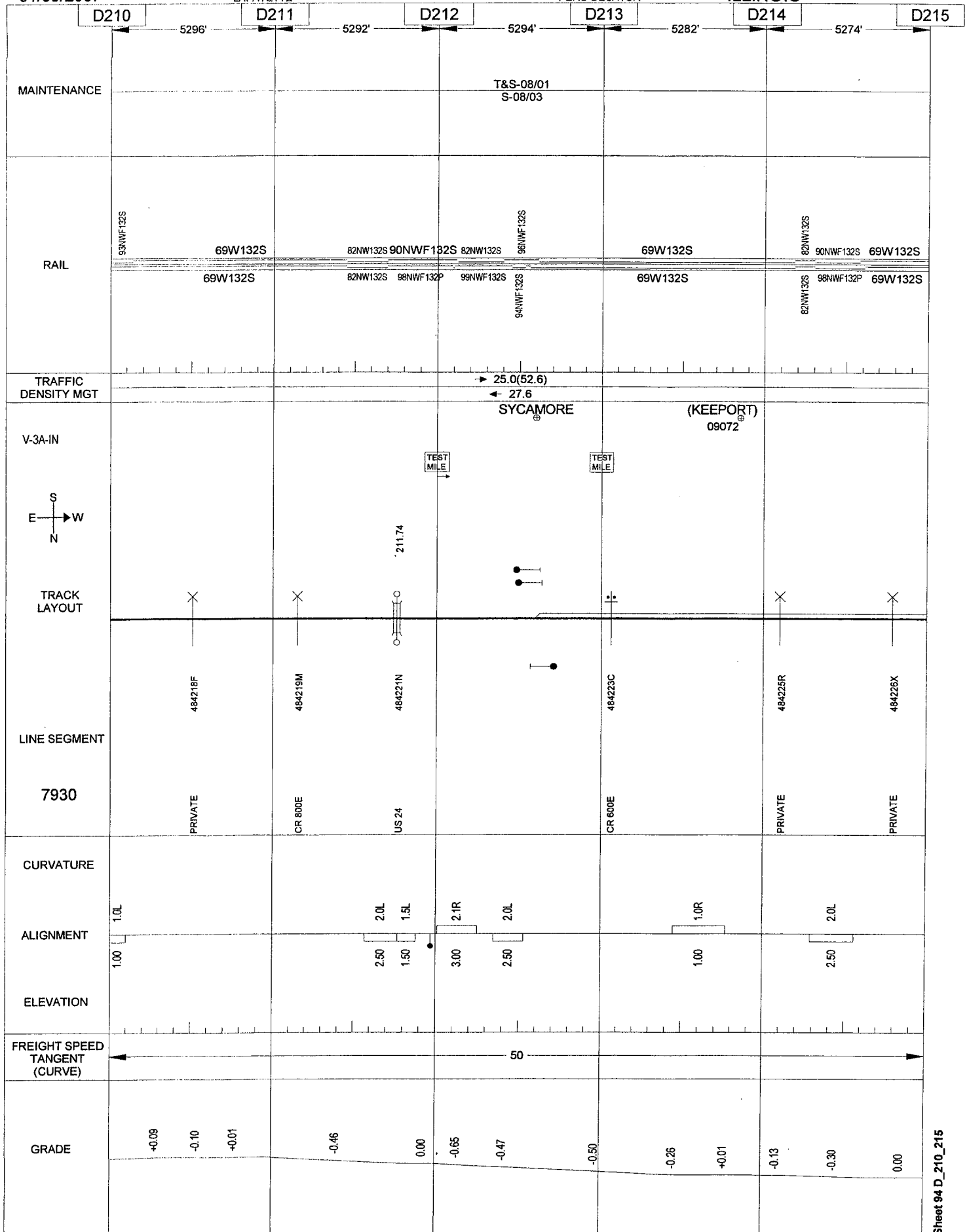
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003

LAFAYETTE

PERU-DECATUR

ILLINOIS



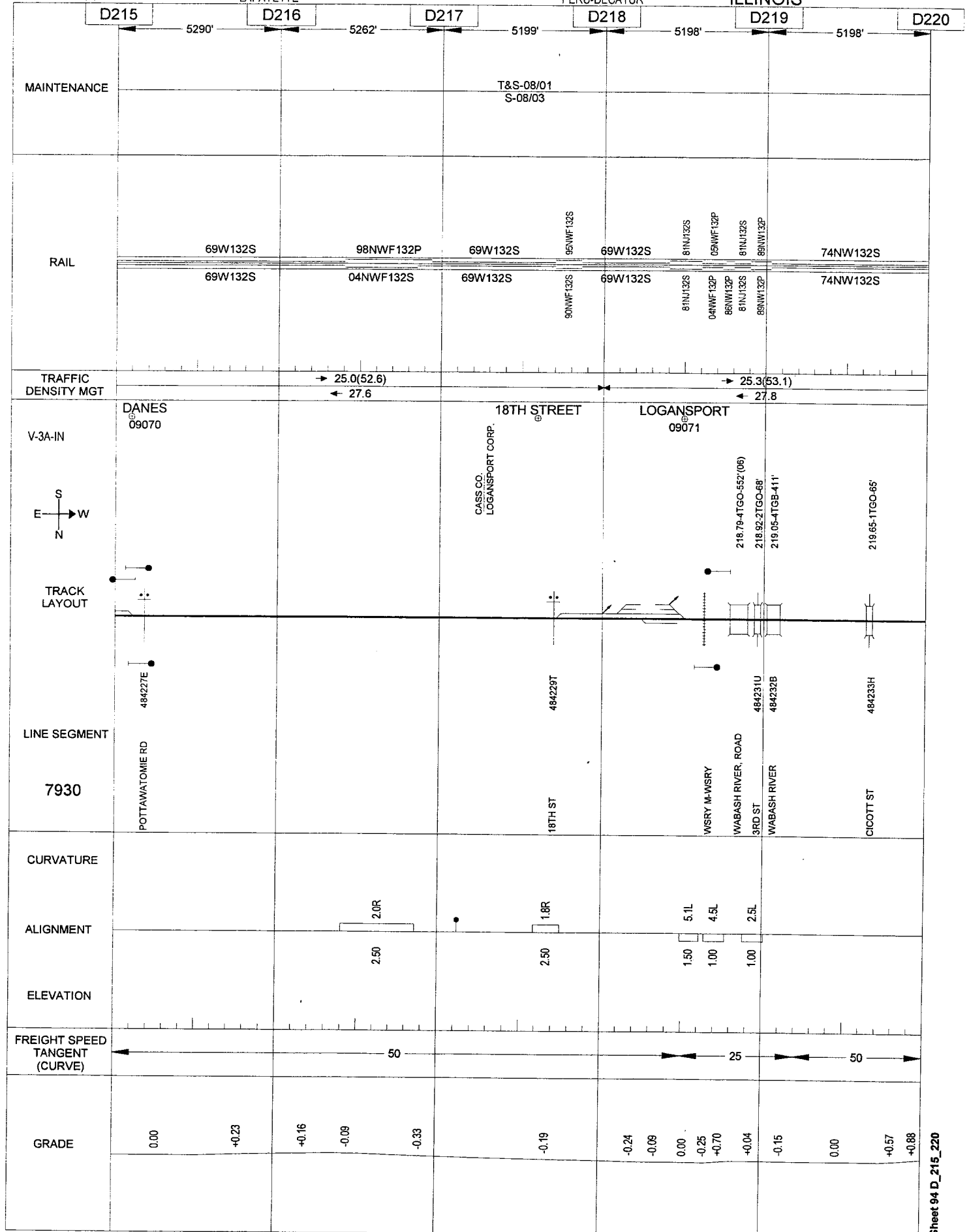
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004

LAFAYETTE

PERU-DECATUR

ILLINOIS





01/30/2007

005

LAFAYETTE

PERU-DECATUR

ILLINOIS

D220

D221

D222

D223

D224

D225

5266'

5310'

5304'

5290'

5292'

MAINTENANCE

T&S-08/01  
S-08/03T&S-07/03  
S-08/06

RAIL

74NW132S

86RW132S

74NW132S

74NW132S

86RW132S

74NW132S

TRAFFIC  
DENSITY MGT→ 25.3(53.1)  
← 27.8→ 26.5(54.6)  
← 28.1

V-3A-IN

PENN

CLYMERS  
09073S  
E → W  
NTRACK  
LAYOUT

220.39

IBP FOODS

LOGANS REFRIG  
221.05-48SB-56'

484237K

PENN

484238S

CLYMERS

484239Y

484241A

484242G

484243H

484244I

484245J

484246K

484247L

484248M

484249N

484250O

484251P

484252Q

484253R

484254S

LINE SEGMENT

7930

SR 35

WATERWAY

CR 175W

CR 300S

CR 325W

ANDERSON'S

ERNIES FERTILIZER

MAIN ST (CR 400W)

CR 400S

WSRY MI 20 M-NS

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

WINAMAC SOU CONN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

+0.88

+0.97

+0.89

+0.43

0.00

-0.15

+0.05

-0.15

-0.40

+0.11

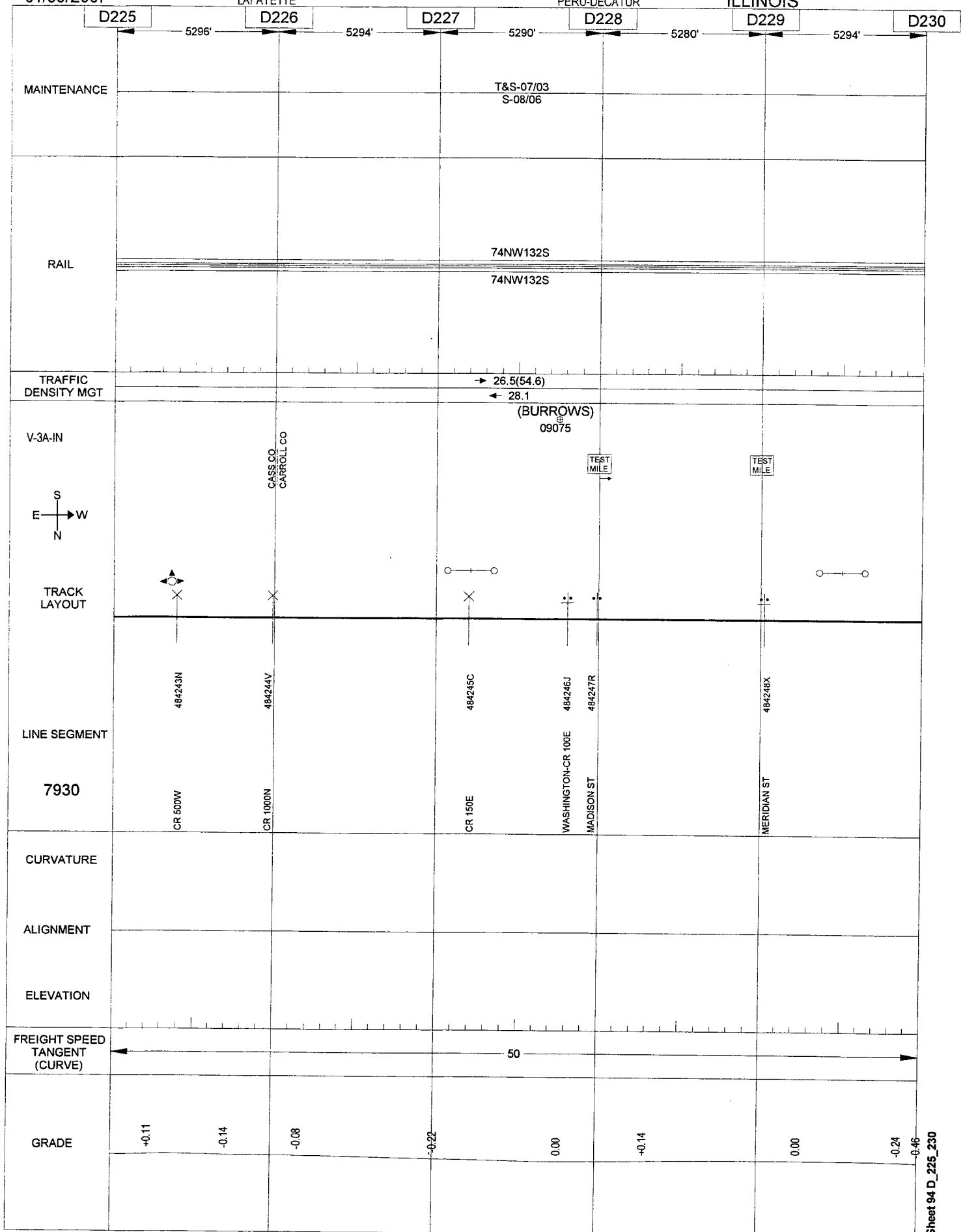
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006

LAFAYETTE

PERU-DECATUR

ILLINOIS



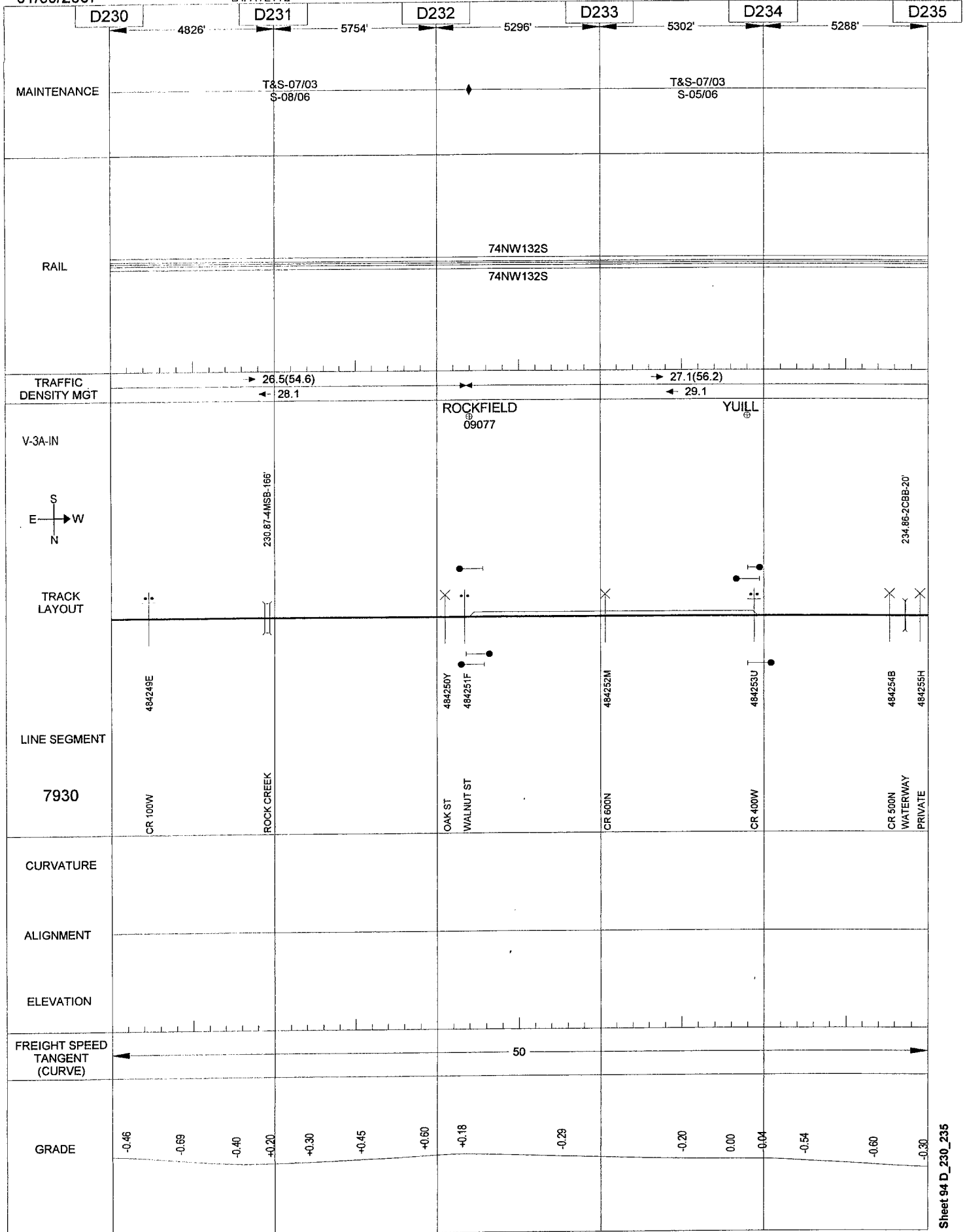
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LAFAYETTE

007

PERU-DECATUR

ILLINOIS



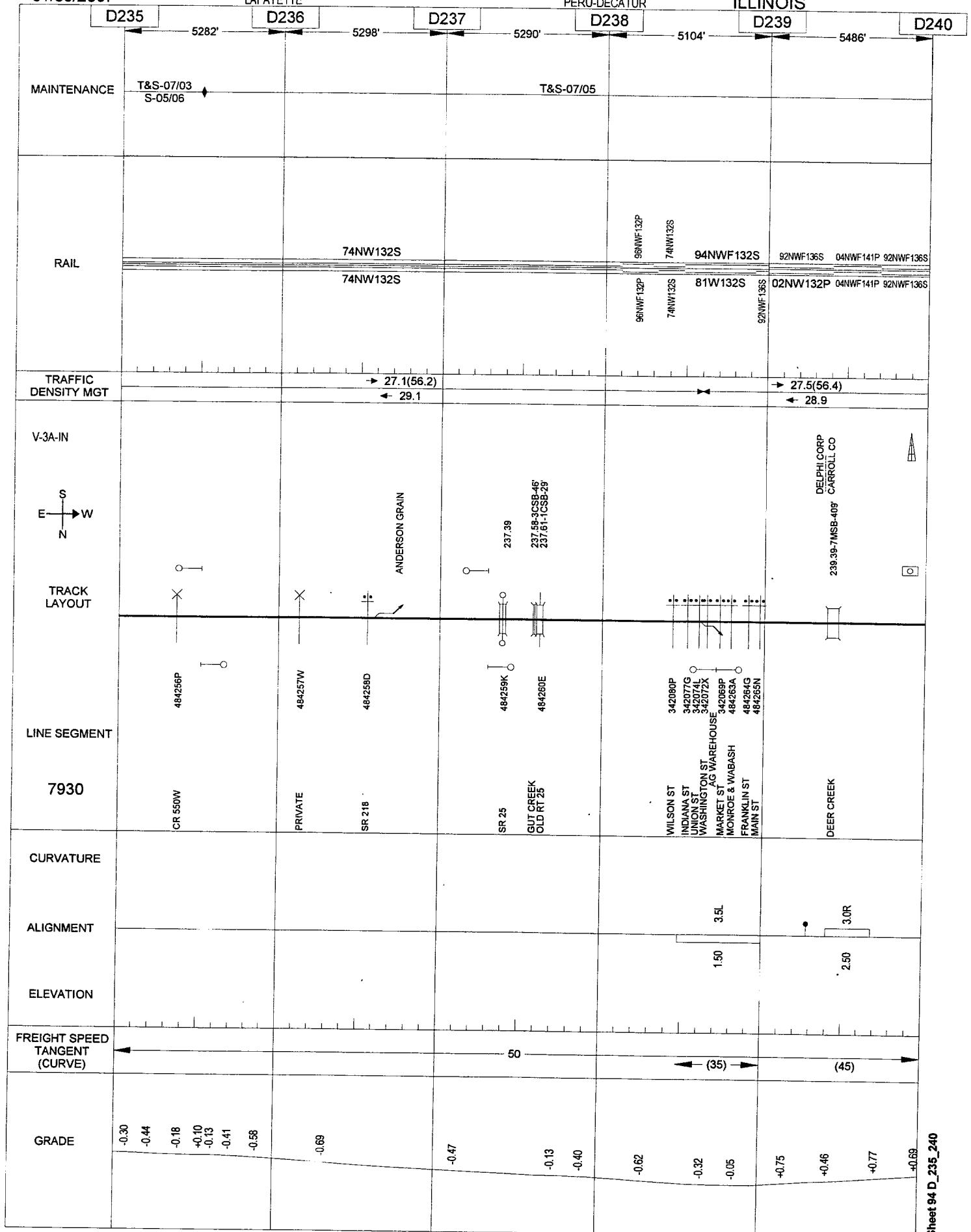
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008

LAFAYETTE

PERU-DECATUR

ILLINOIS







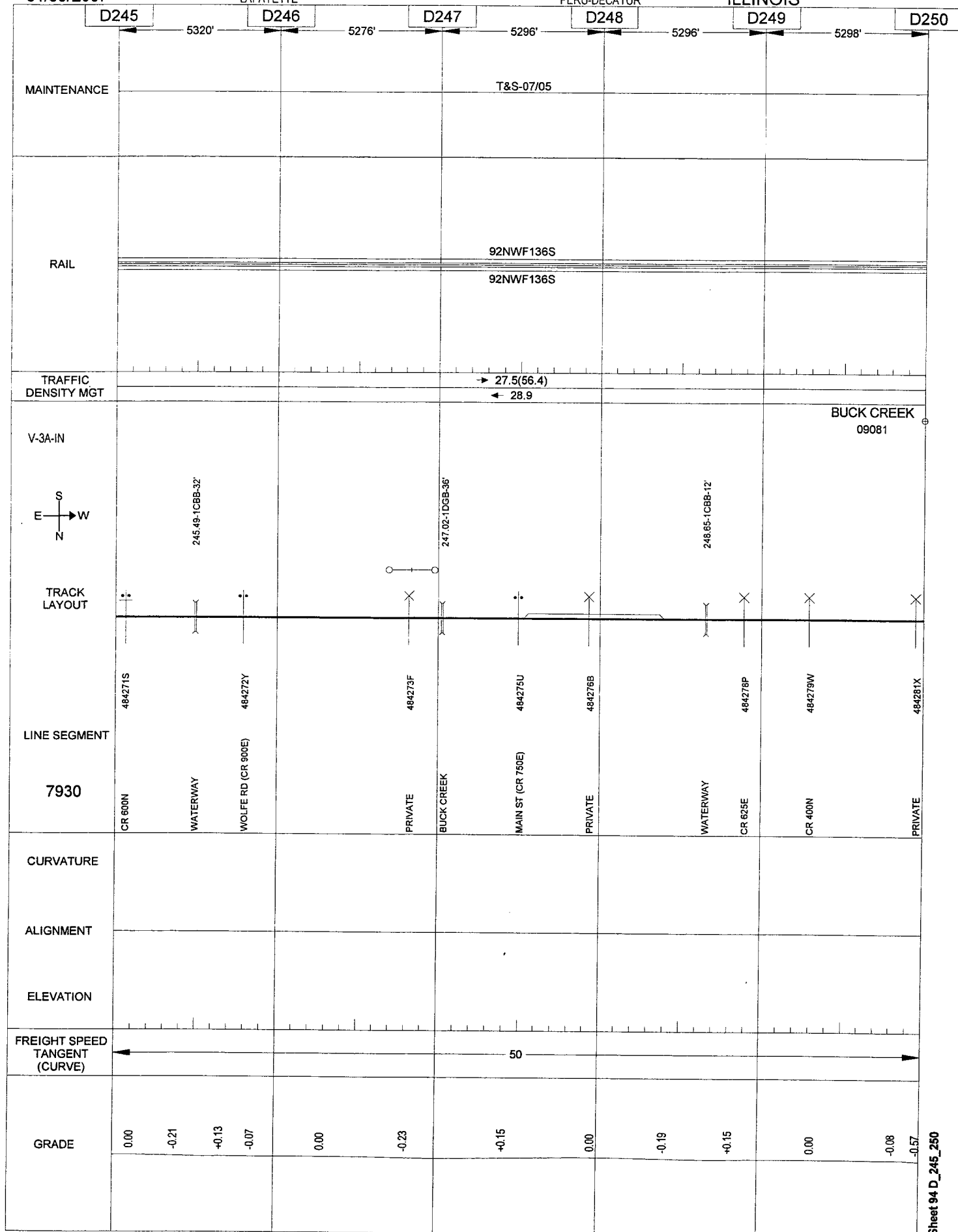
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010

LAFAYETTE

PERU-DECATUR

ILLINOIS



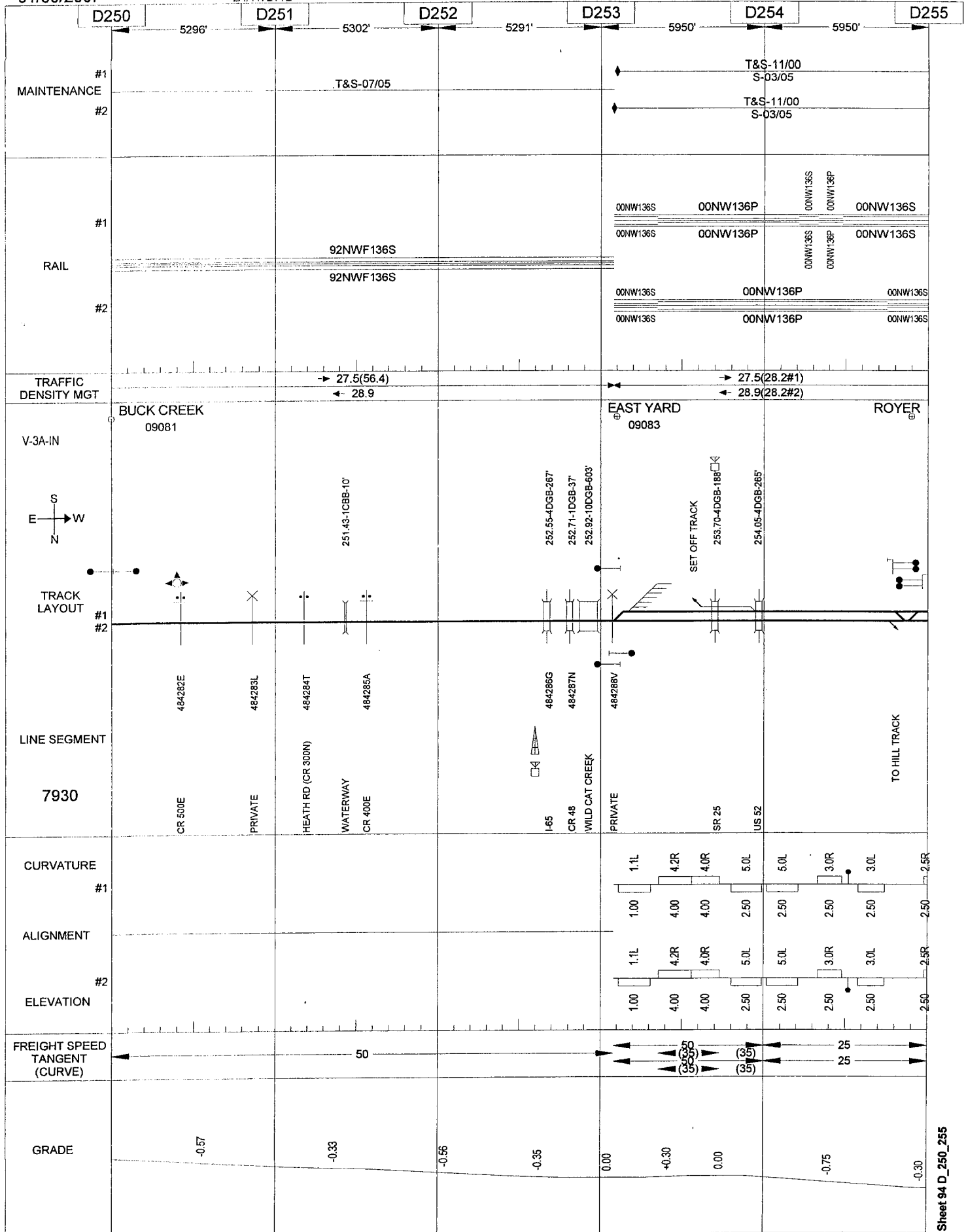
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LAFAYETTE

011

PERU-DECATUR

ILLINOIS



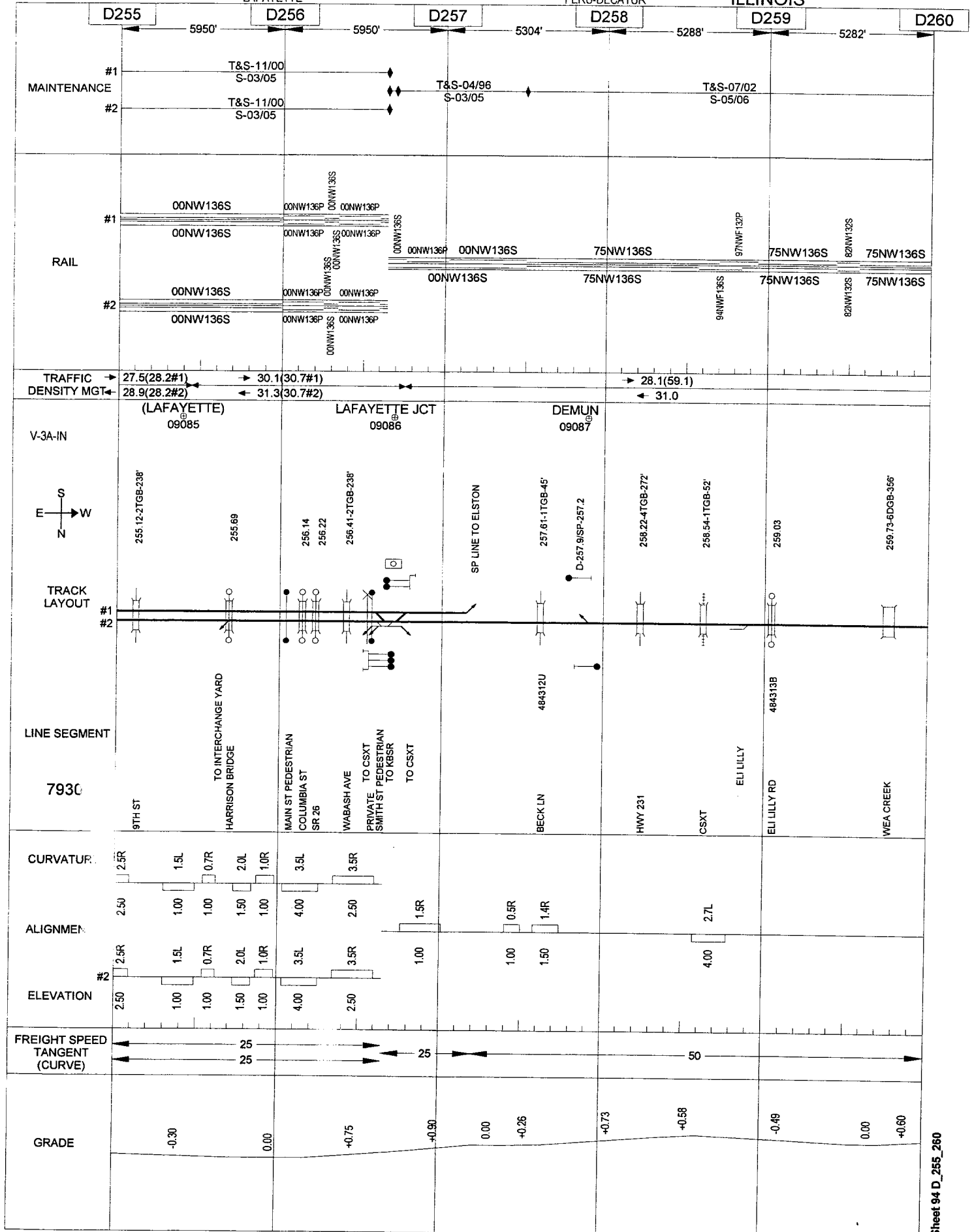
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012

LAFAYETTE

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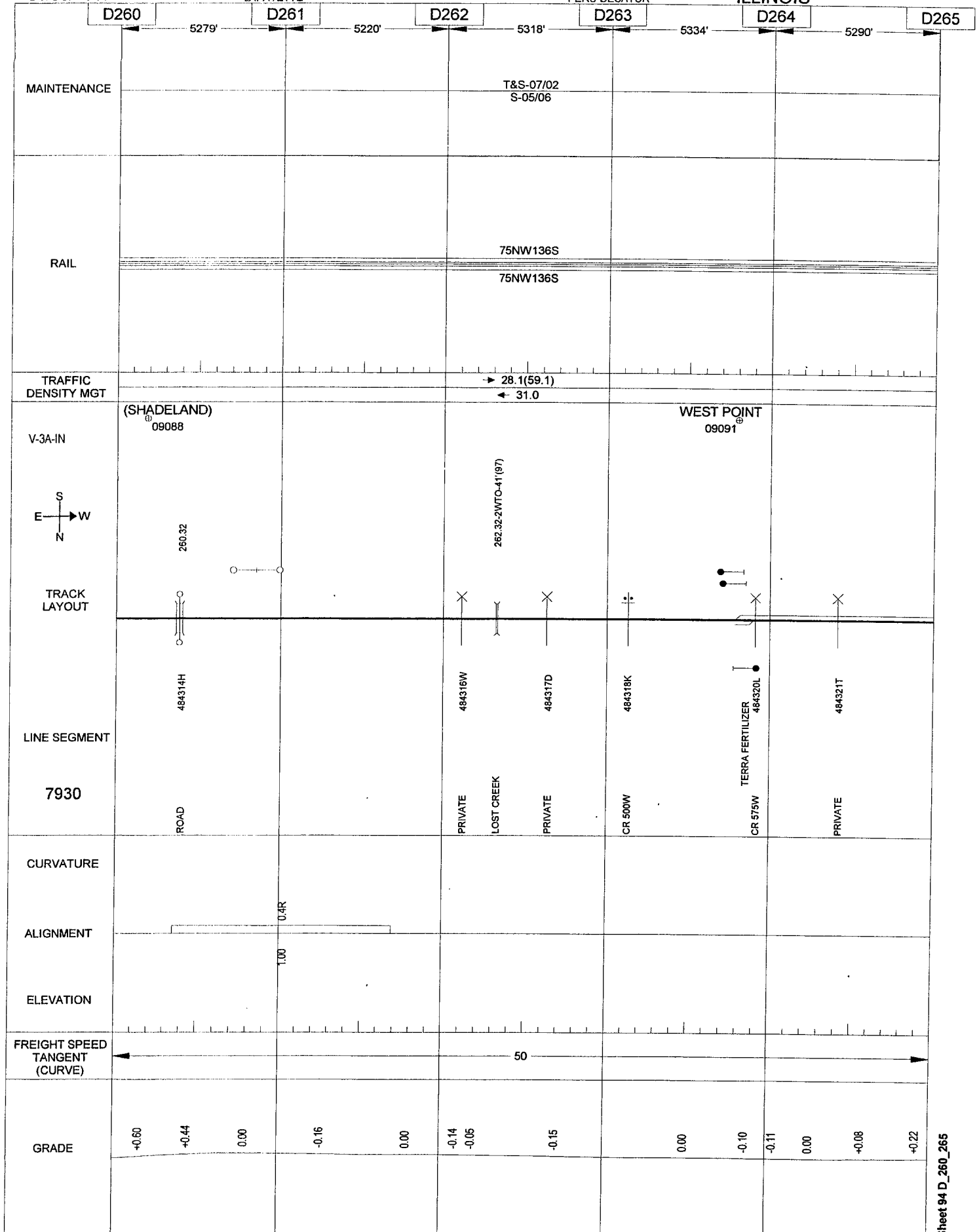
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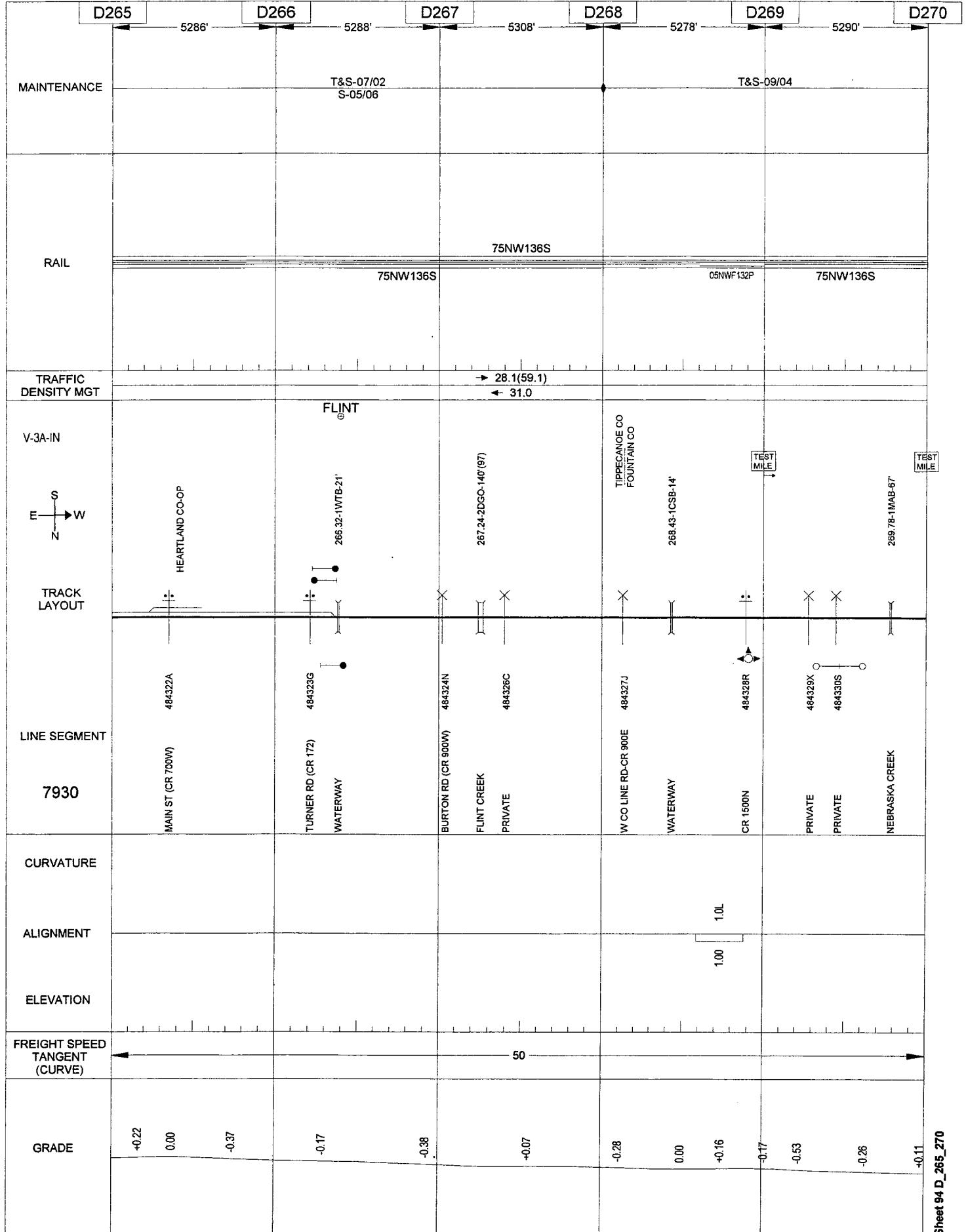
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PERU-DECATUR

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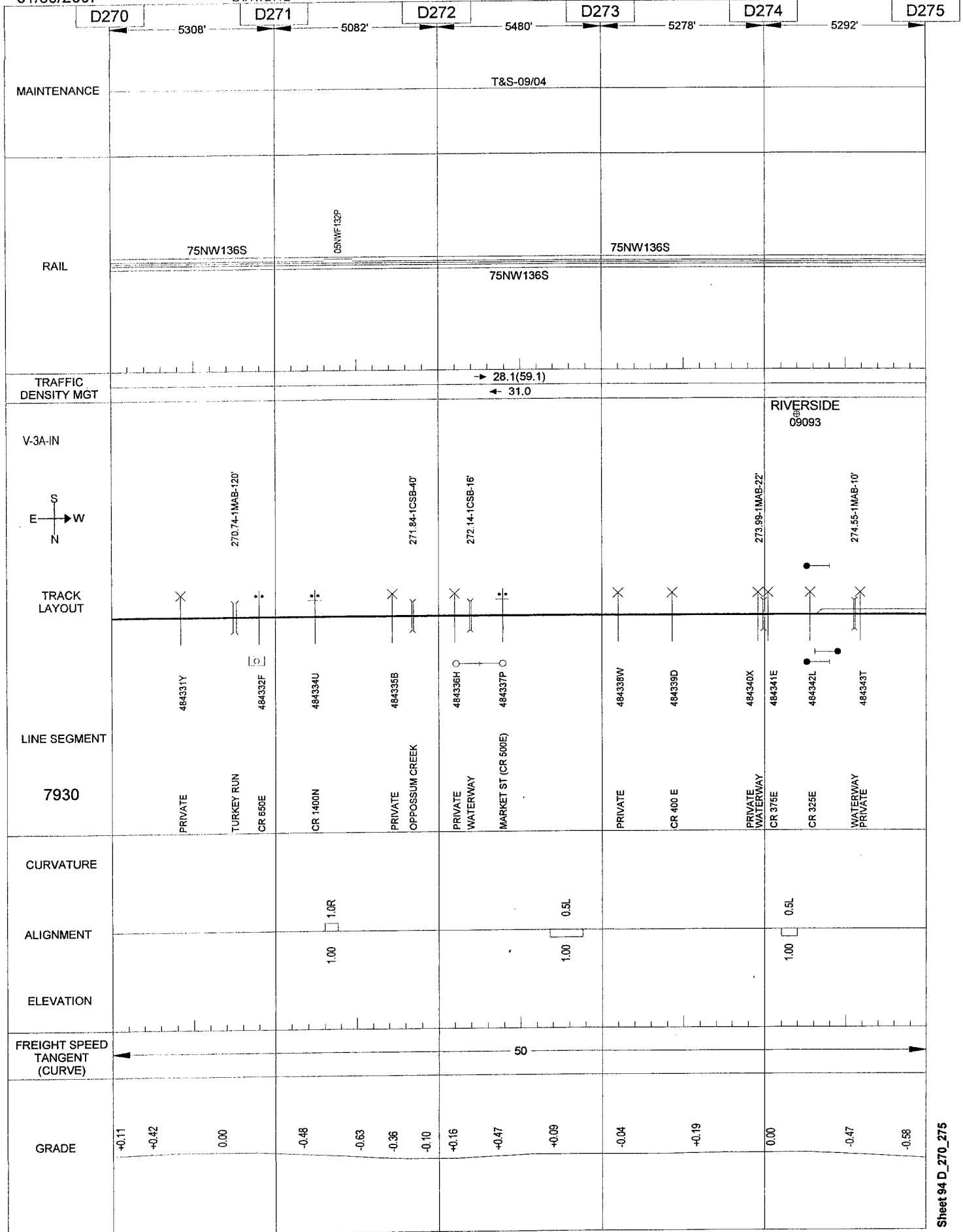
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LAFAYETTE

015

PERU-DECATUR

ILLINOIS



ILLINOIS

D280

— 5232

T&S-09/04

90NWF132S

9

→ 28.5(59.6)

ATTICA  
⊕  
09095

**FOUNTAIN CO**  
**WARREN CO**  
**277.23-24DGO-1790' (89)**

275.43-1CBB-30'

COVINGTON BRANCH

## TRACK LAYOUT

LINE SEGMENT

7930

## CURVATURE

## ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

50  
2.0R

	0.58
	2.20
	.53
	.38
	.60
	.14
	.22
	.43
	.00
	.40
	.0
	.07
	.46
	.00
	.60
	.33
	+0.73
	+0.93
	+0.37
	-0.06
	-0.26

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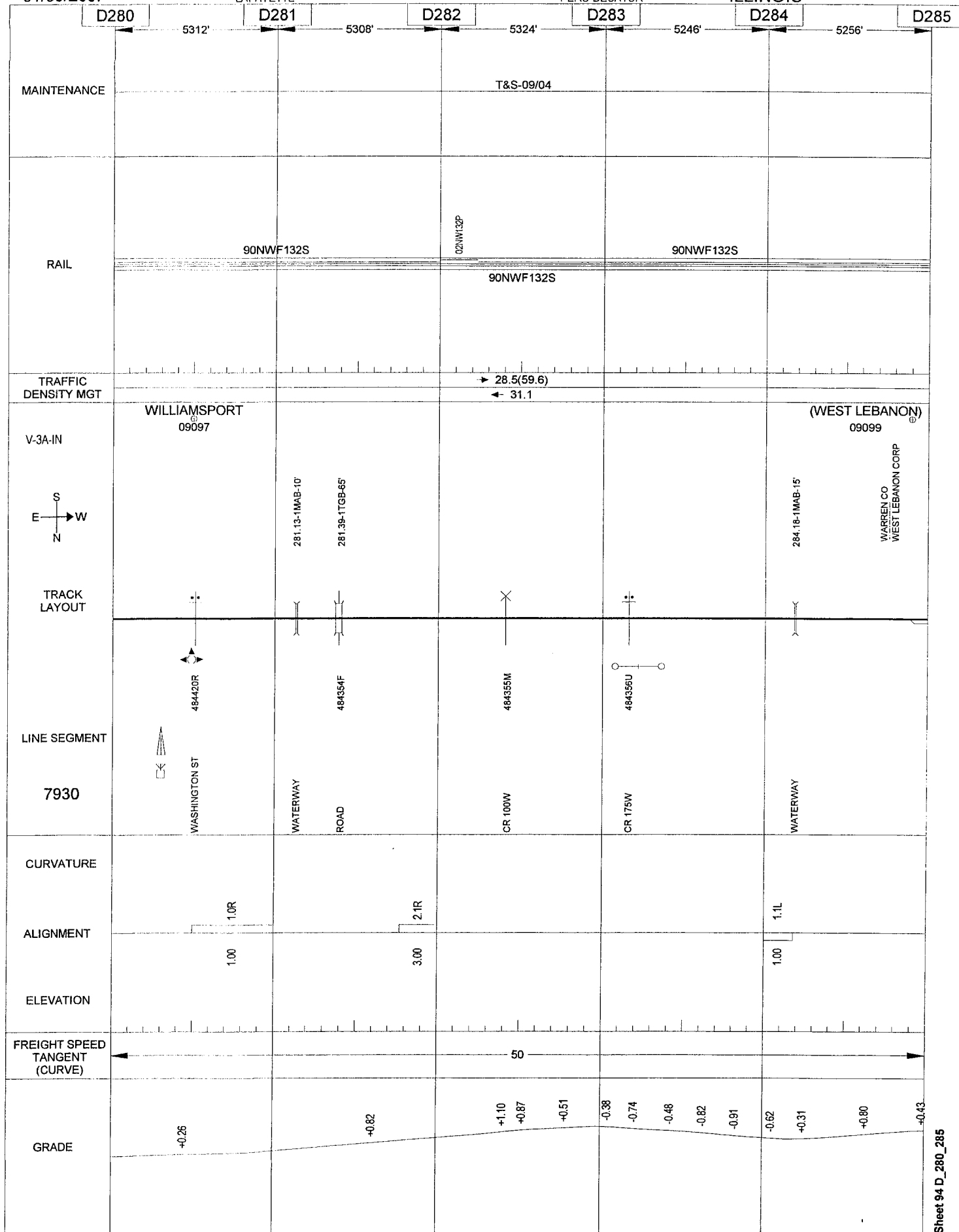
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017

LAFAYETTE

PERU-DECATUR

ILLINOIS



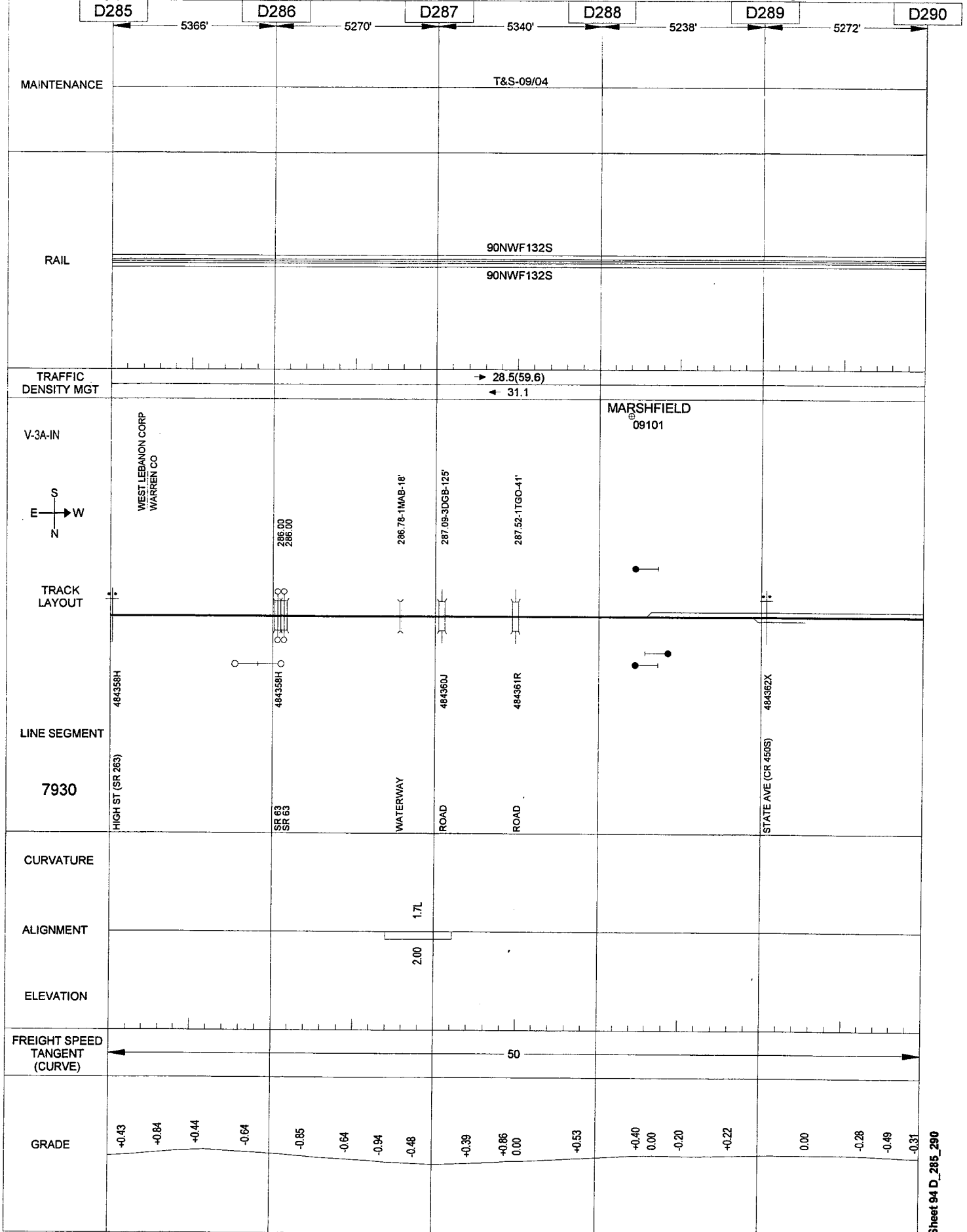
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018

LAFAYETTE

PERU-DECATUR

ILLINOIS



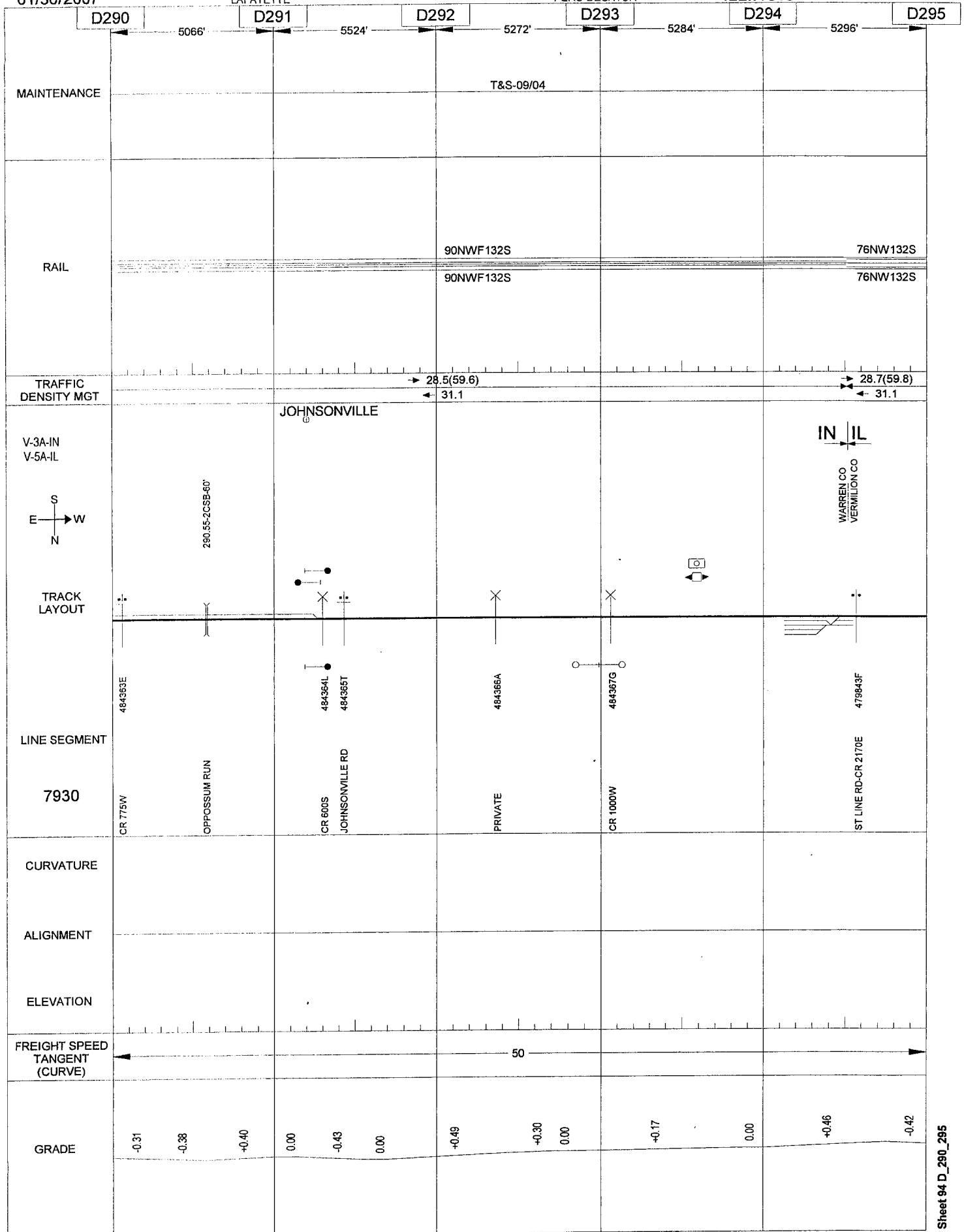
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019

LAFAYETTE

PERU-DECATUR

ILLINOIS





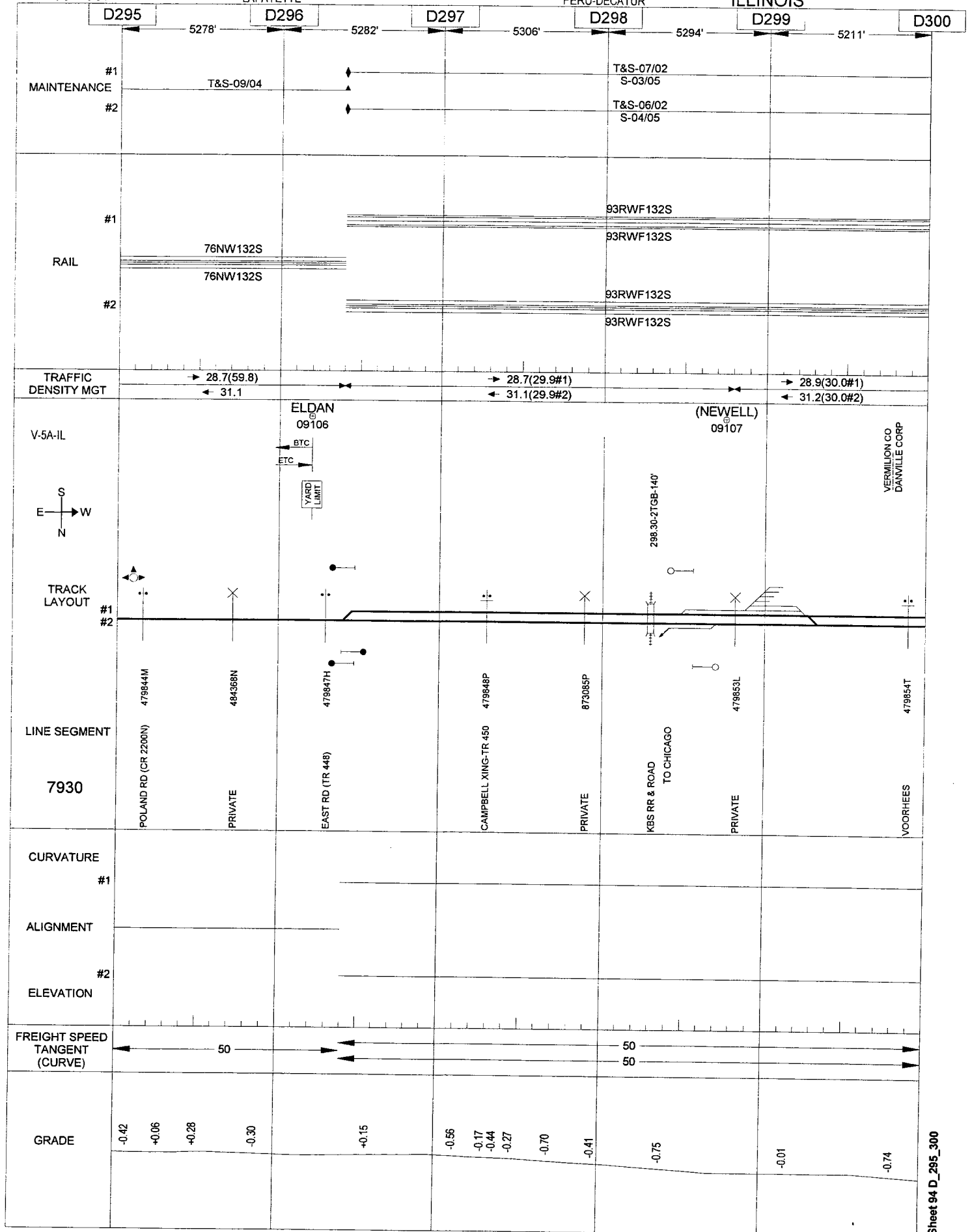
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020

LAFAYETTE

PERU-DECATUR

ILLINOIS



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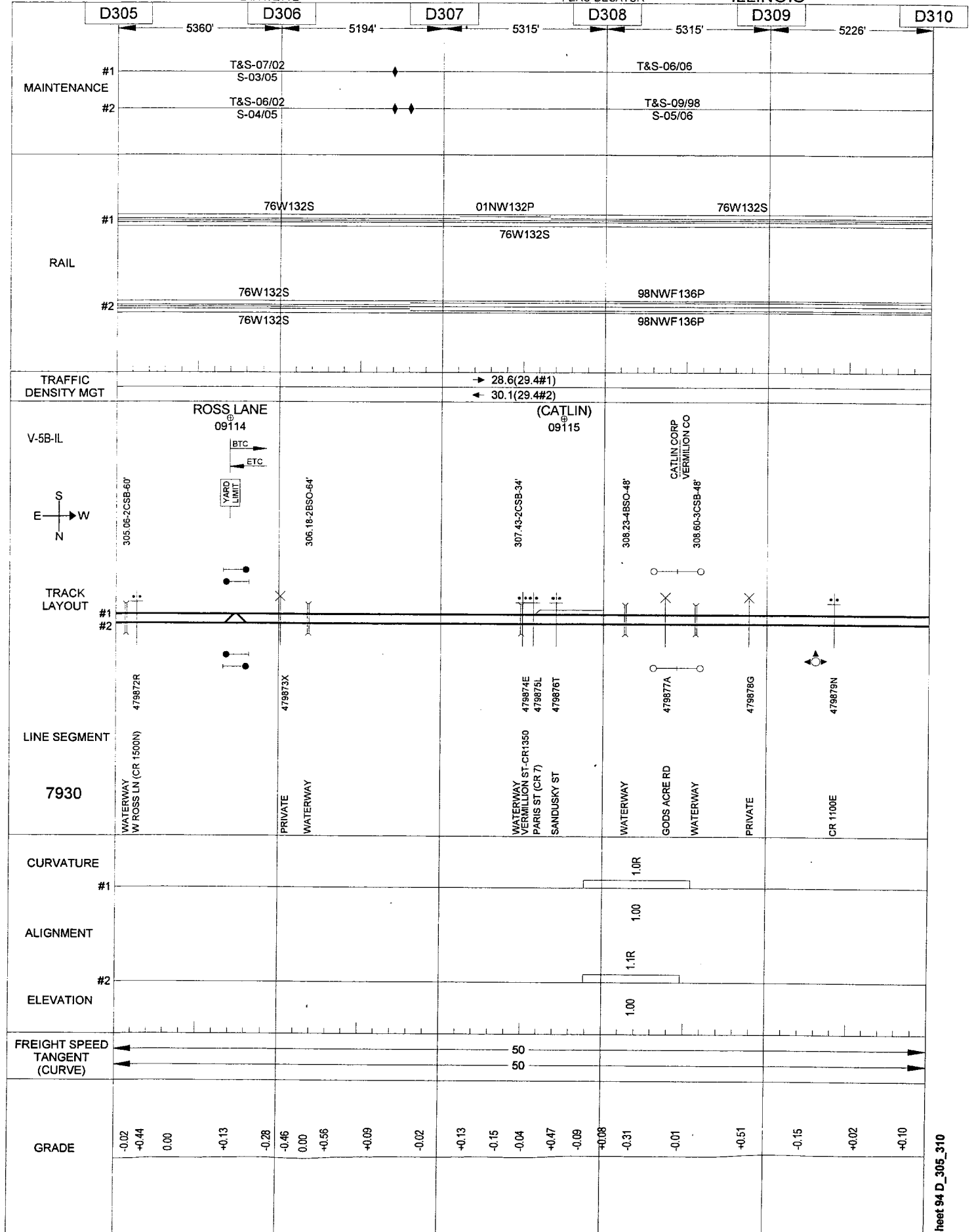
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022

LAFAYETTE

PERU-DECATUR

ILLINOIS



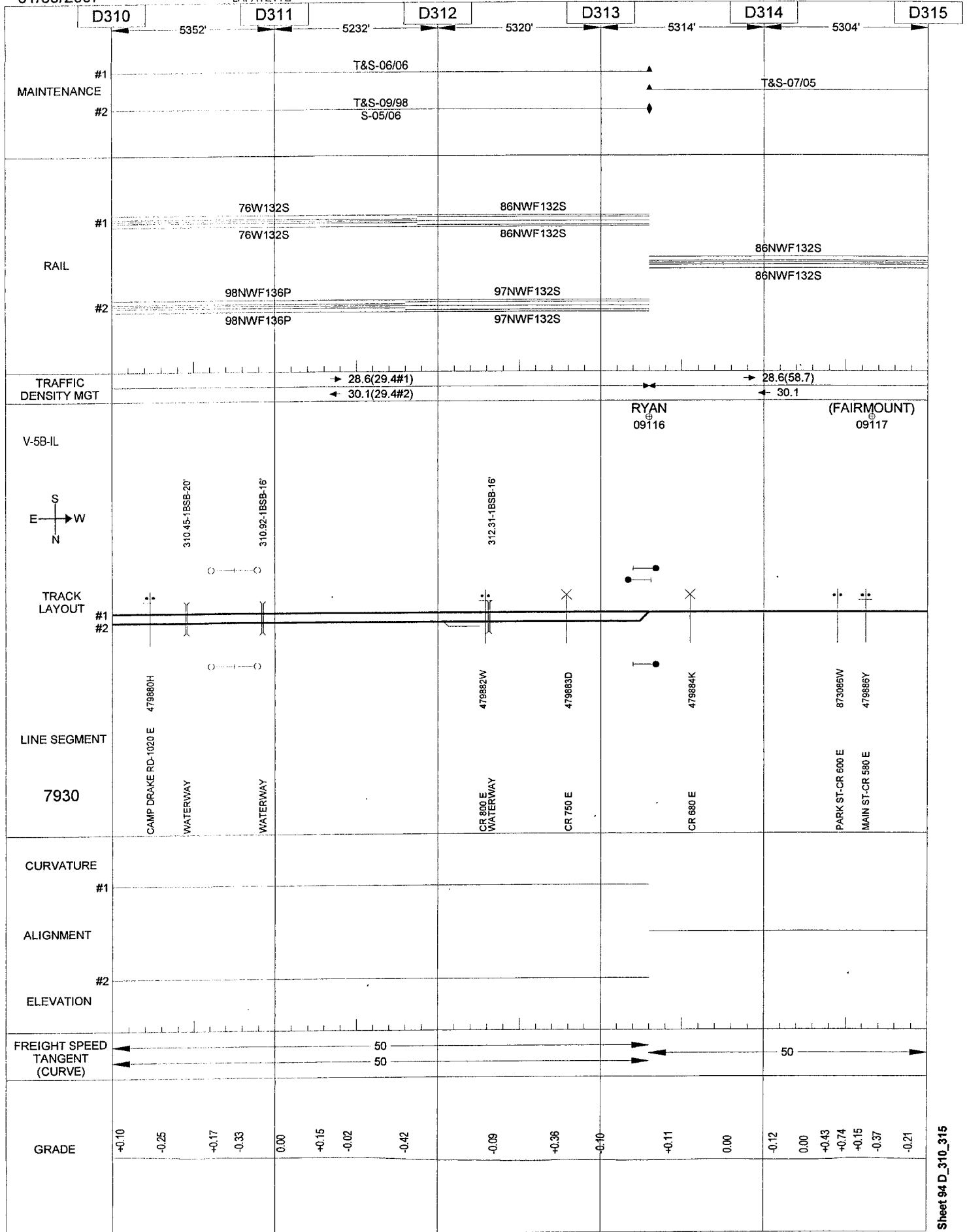
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PERU-DECATUR

ILLINOIS



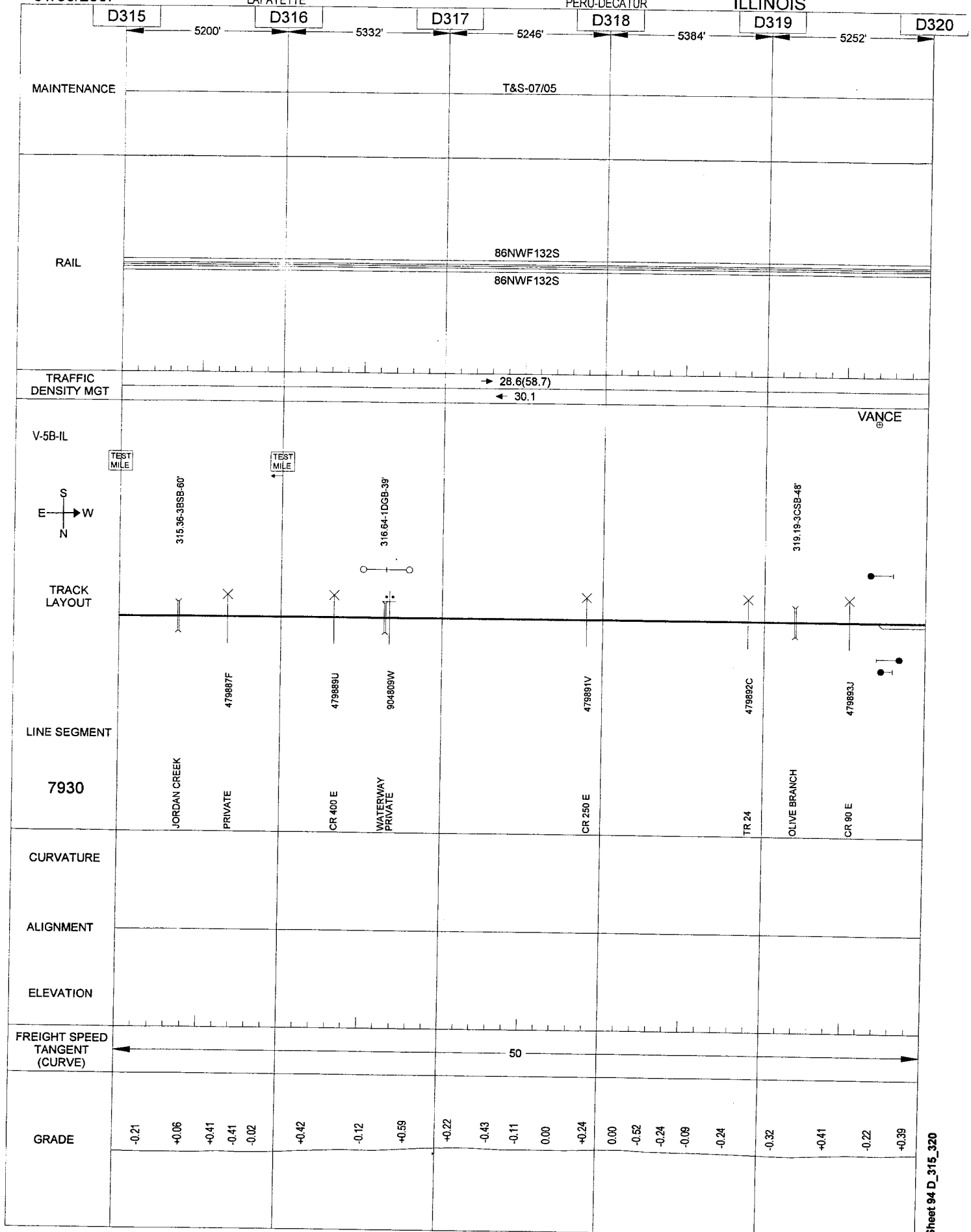
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024

LAFAYETTE

PERU-DECATUR

ILLINOIS



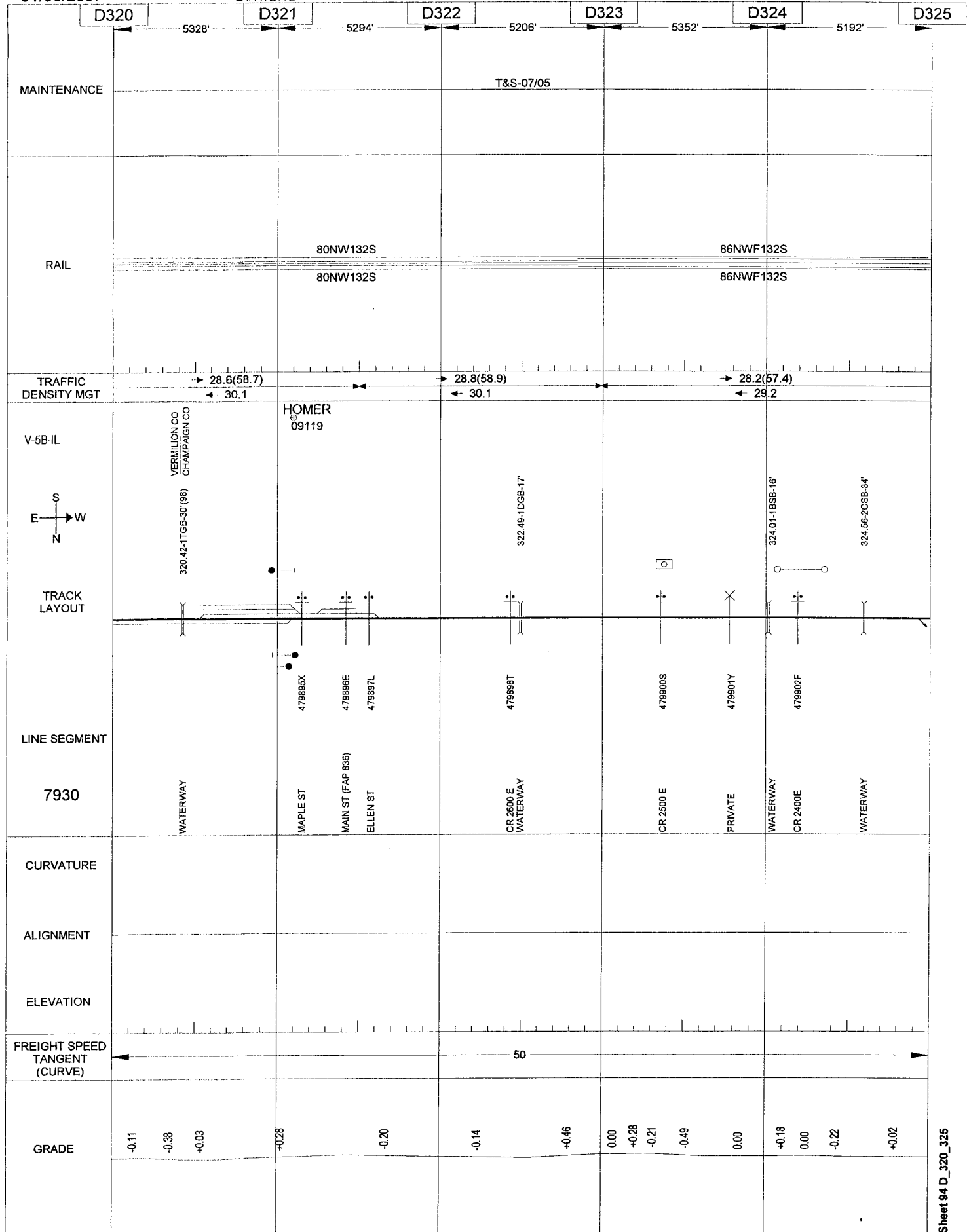
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LAFAYETTE

025

PERU-DECATUR

ILLINOIS



01/30/2007

LAFAYETTE

026

PERU-DECATUR

ILLINOIS

D325

D326

D327

D328

D329

D330

5354'

5372'

5039'

5292'

5556'

MAINTENANCE

T&amp;S-07/05

T&amp;S-08/03

RAIL

86NWF132S

75W131S

75W131S

86NWF132S

75W131S

75W131S

97NWF132S

TRAFFIC  
DENSITY MGT→ 28.2(57.4)  
← 29.2→ 25.1(50.7)  
← 25.6

V-5B-IL

UP CONN

SIDNEY  
09121S  
E → W  
NTRACK  
LAYOUT326.74-1TGB-45'  
TO UP RR

327.51-1WTB-66'

328.92-1CBB-40'

LINE SEGMENT

7930

FRITO LAY  
CR 2300EPRIVATE  
479904UCR 2200E  
479905BPRIVATE  
479906HPRIVATE  
479907P

UP RR (OLD MP RR)

479910X

S BRYAN ST (CR 12)

SALT CREEK  
S DAVID ST

479911E

PRIVATE  
479912L

WATERWAY

CR 1900 E  
479913T

CURVATURE

ALIGNMENT

ELEVATION

0.5L  
1.00FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

+0.02  
+0.44  
0.00  
+0.27+0.10  
+0.33  
+0.09  
-0.11-0.39  
-0.25

+0.05

+0.20  
+0.45  
+0.29

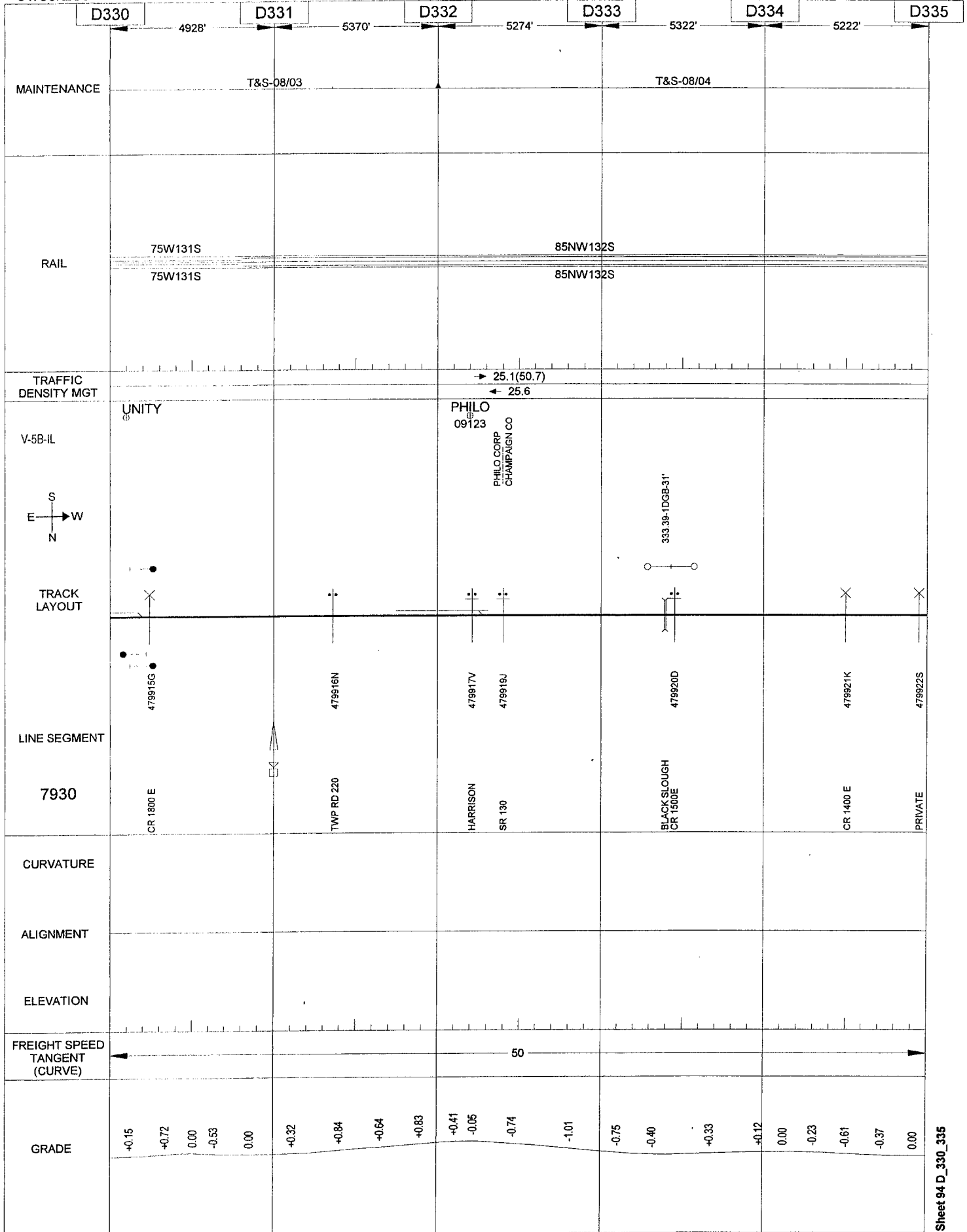
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027

LAFAYETTE

PERU-DECATUR

ILLINOIS





ILLINOIS

D340

— 5582'

T&S-08/04  
S-05/05

85NW132S

→ 25.2(50.9)

← 25.7

DAWN

335.01-2BSO-71'(01)

7930

ELEVATION

— 50

Sheet 94 D\_335\_340

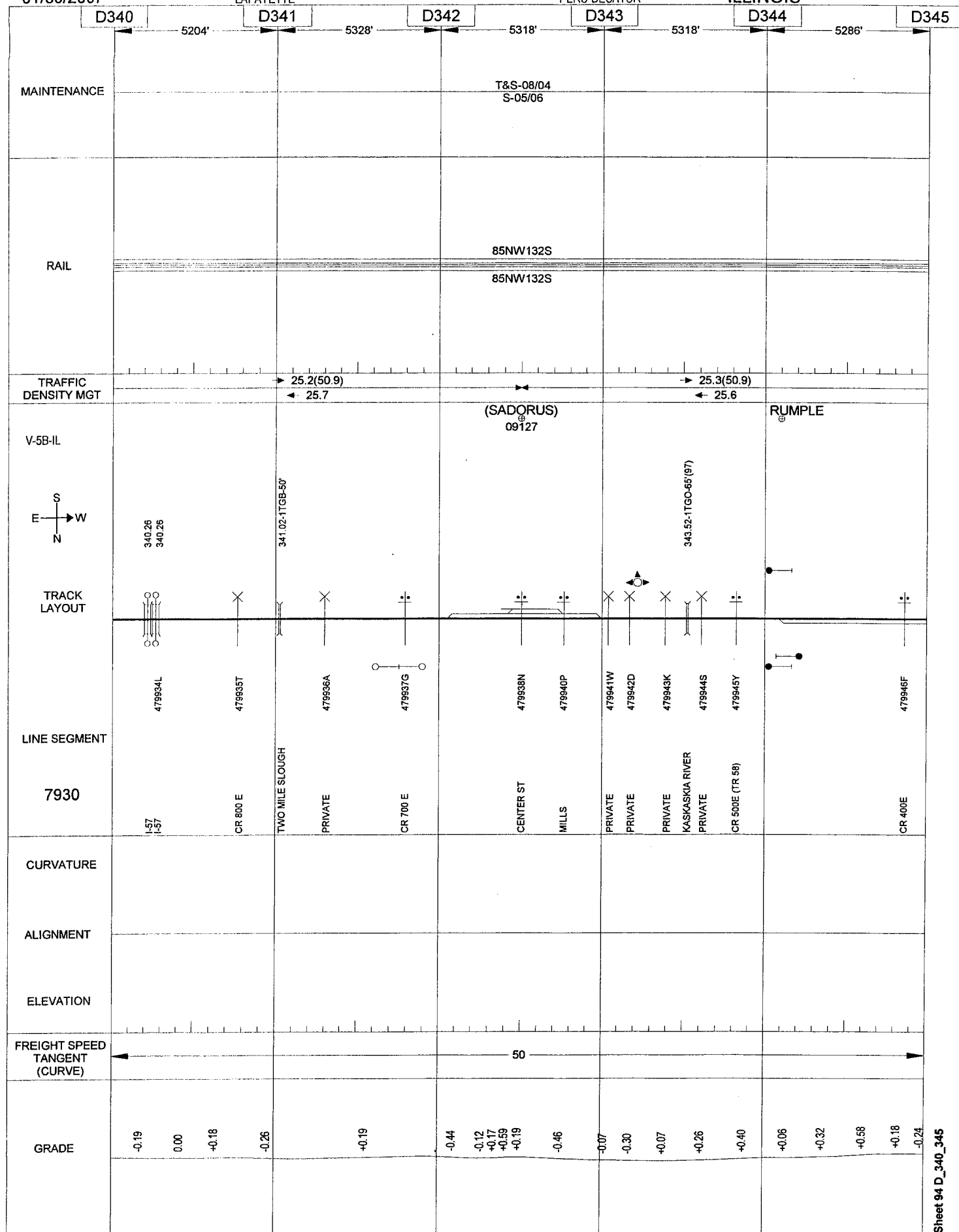
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029

LAFAYETTE

PERU-DECATUR

ILLINOIS



ILLINOIS

D350

520

T&S-08/04  
S-05/06

86NWF132S

86NWF132S

→ 25.4(51.1)  
← 25.7

(IVESDALE)  
09129

346.41-1TGO-50'(93)

348.40-1TGO-50'(97)

CHAMPAIGN CO  
PIATT CO

349.97-3TGB-73'

## TRACK LAYOUT

LINE SEGMENT

7930

## CURVATURE

## ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

- 50

GRADE

-0.24

-0.02

 $\pm 0.3$  $\pm 0.1$ 

-0.18

0.00

-0.50

0.05

21.13

-0.03

-0.25

0.30

L14

Sheet 94 D\_345\_350

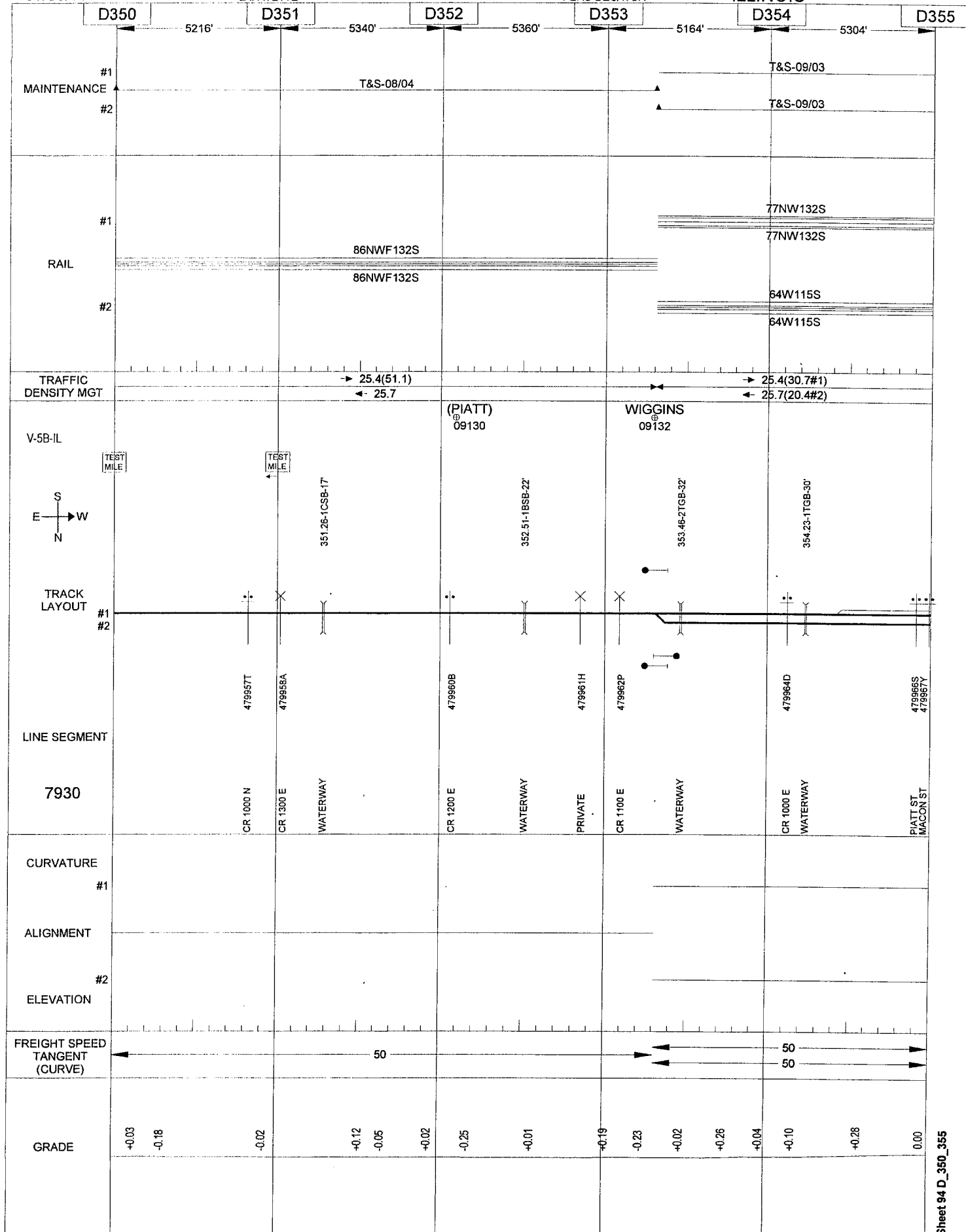
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031

LAFAYETTE

PERU-DECATUR

ILLINOIS



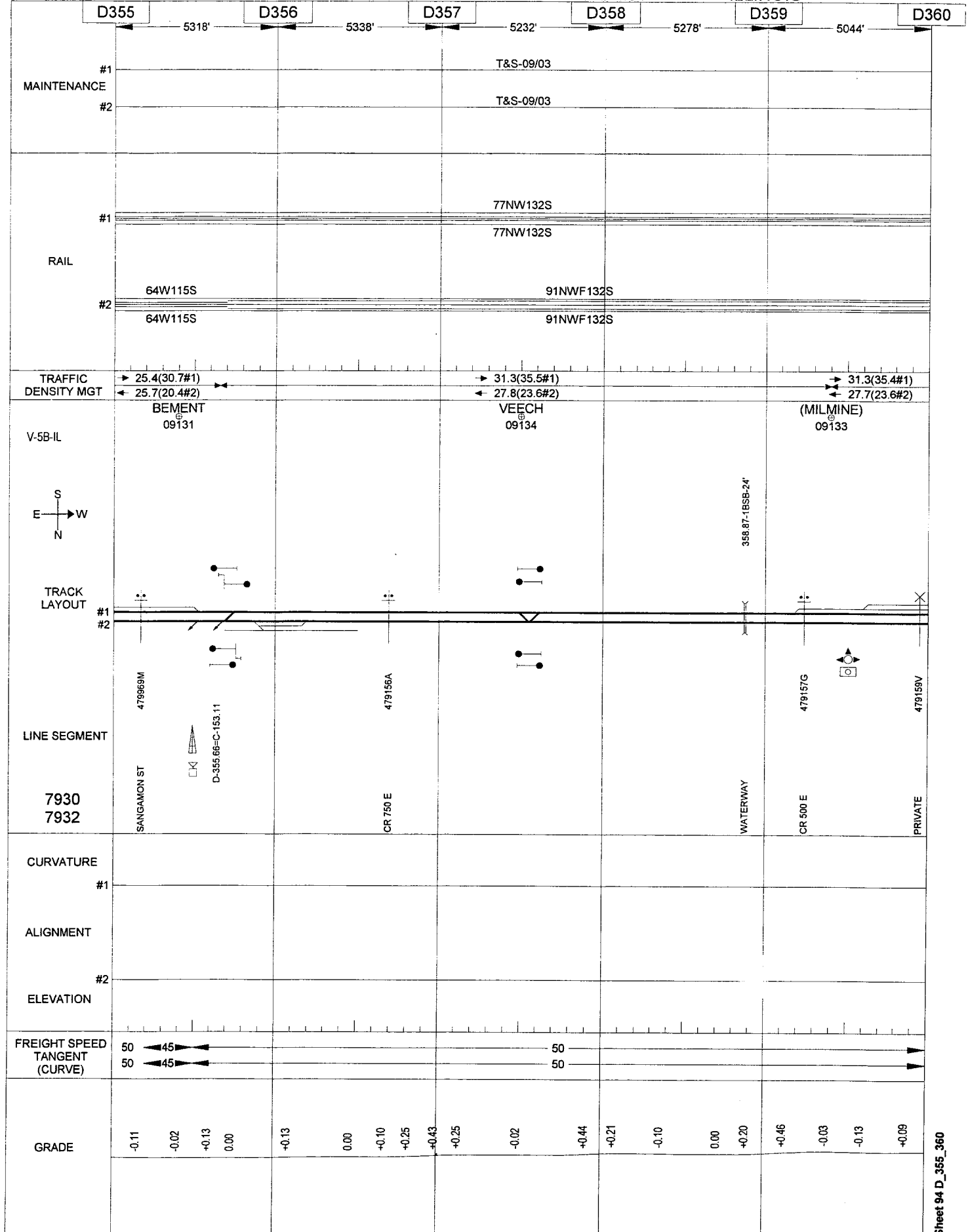
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032

LAFAYETTE

PERU-DECATUR

ILLINOIS



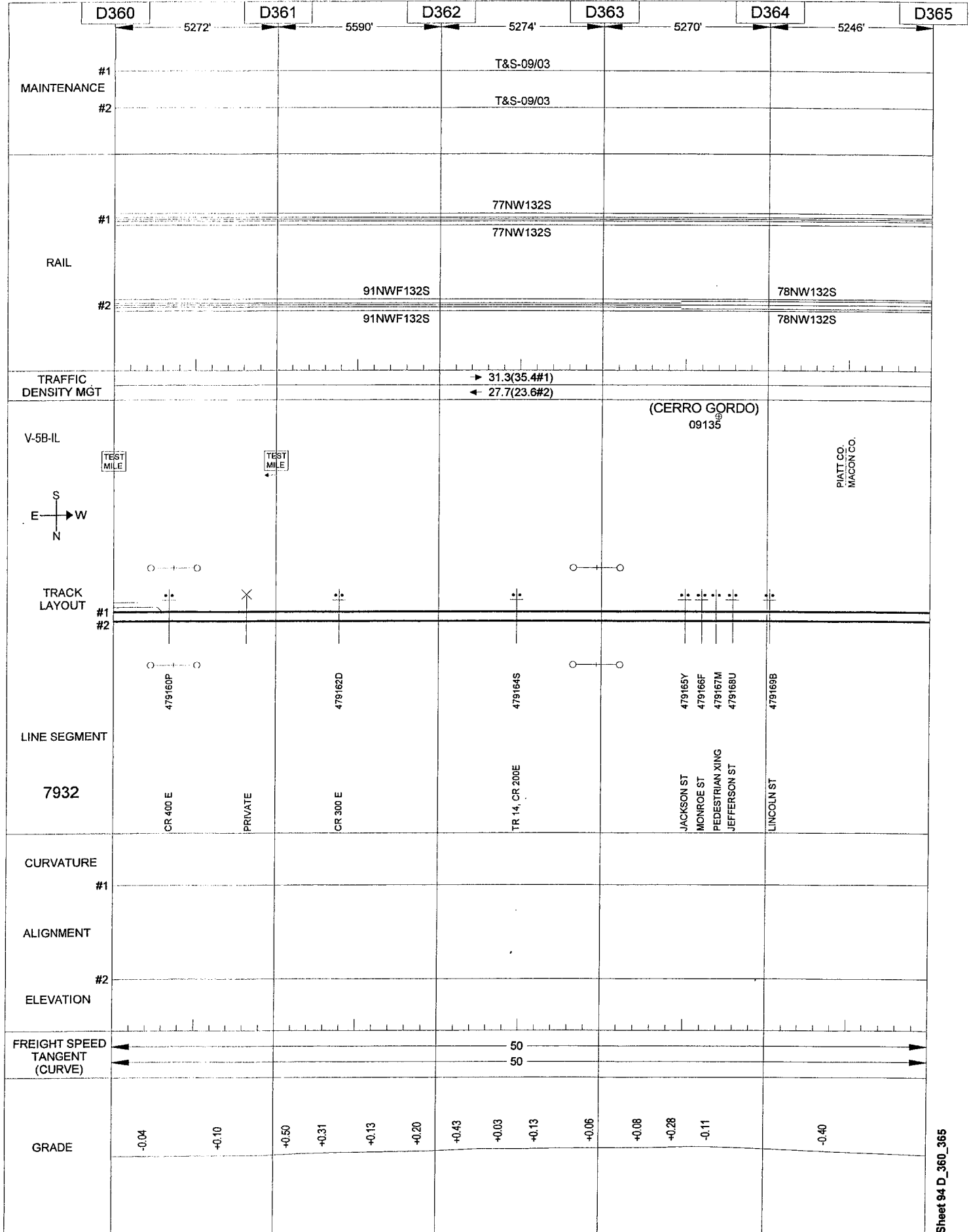
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LAFAYETTE

033

PERU-DECATUR

ILLINOIS



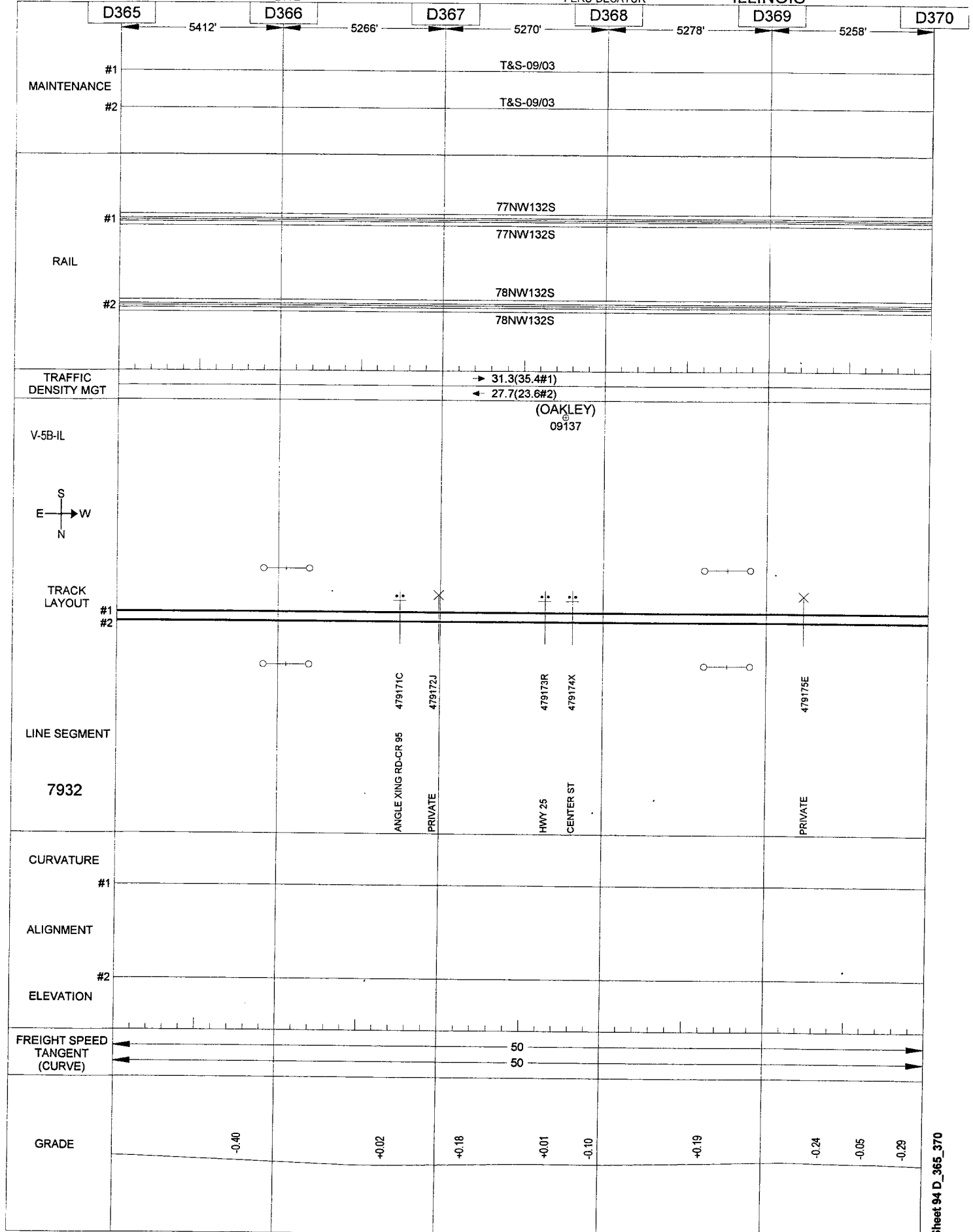
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034

LAFAYETTE

PERU-DECATUR

ILLINOIS







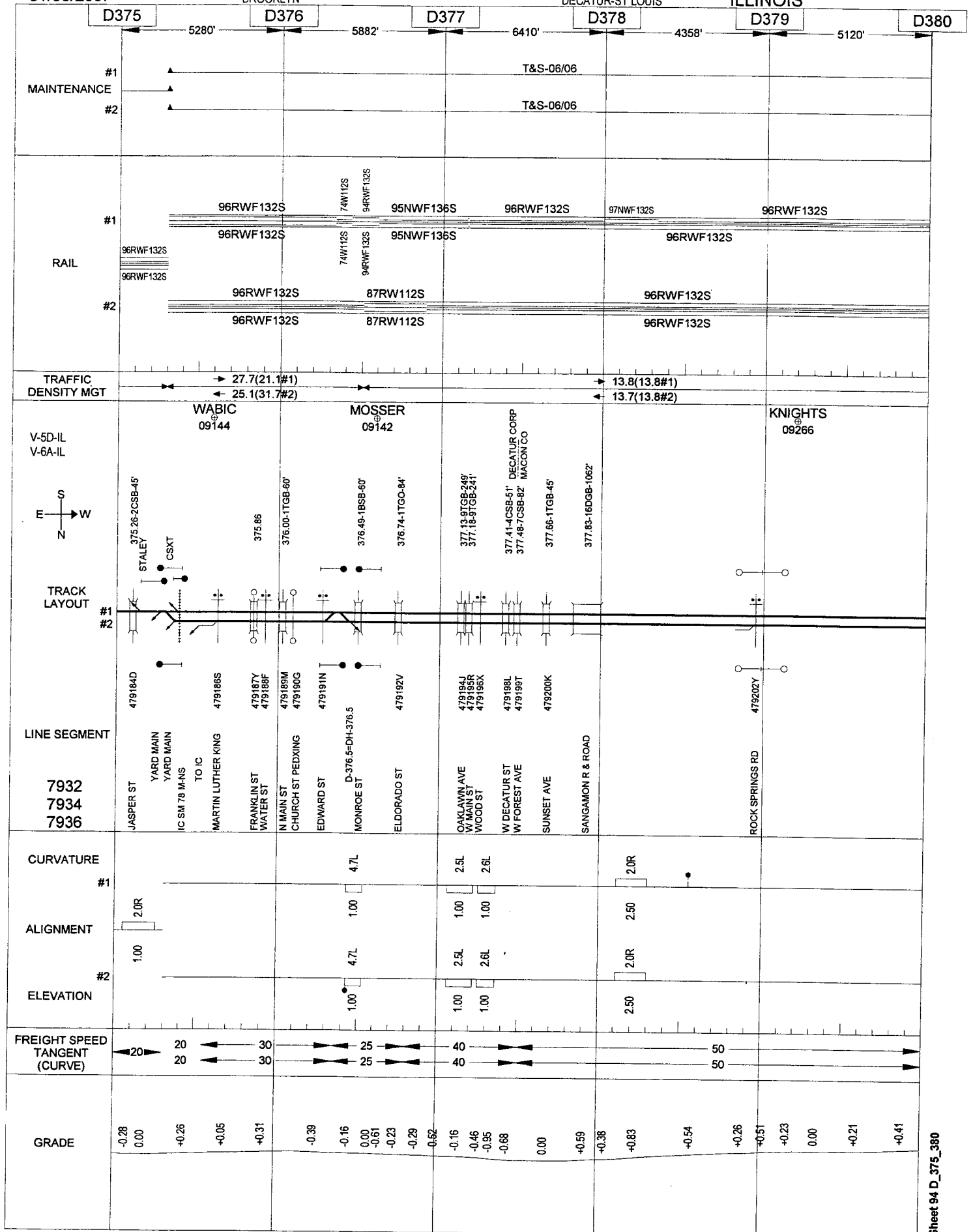
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036

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



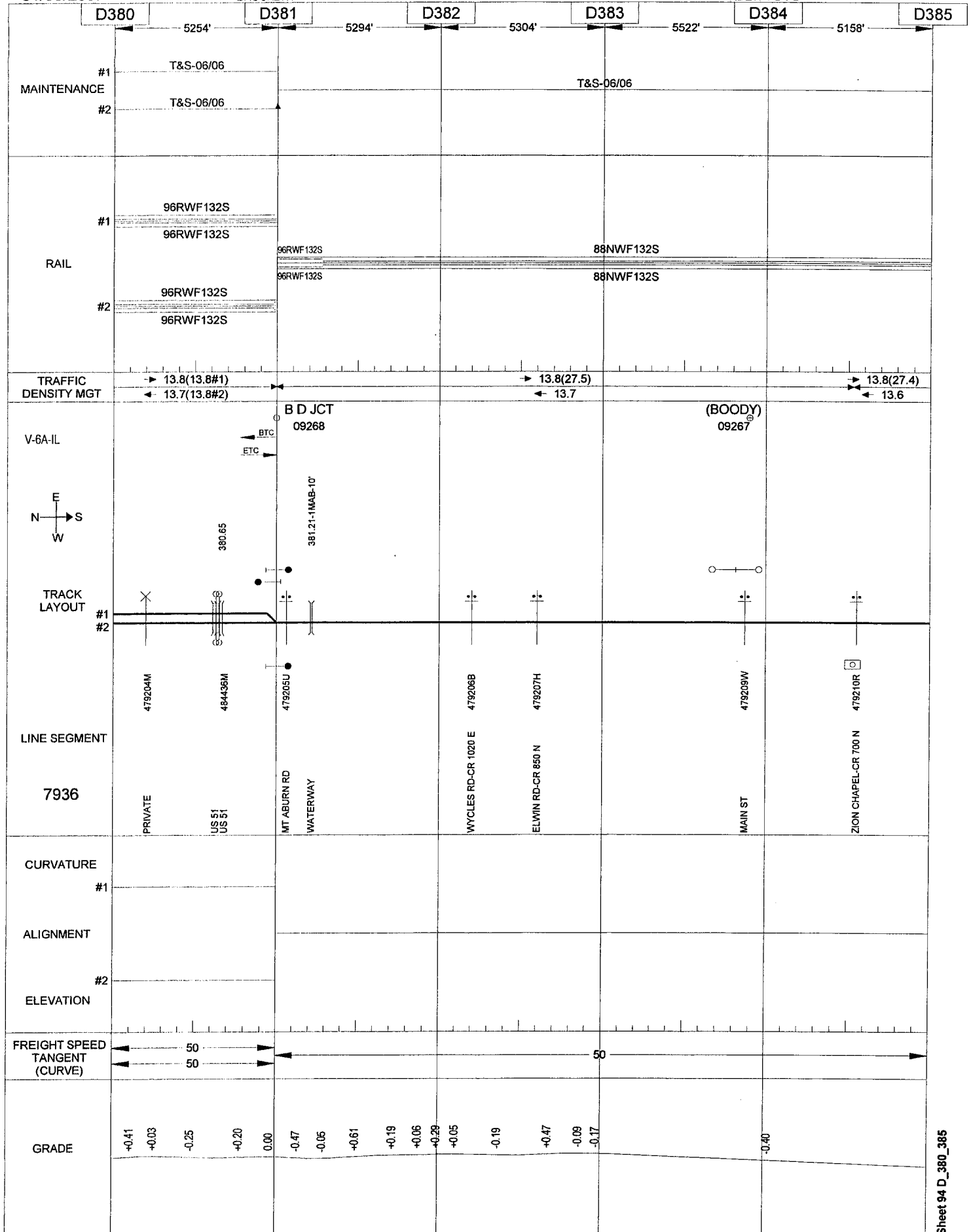
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BROOKLYN

037

DECATUR-ST LOUIS

ILLINOIS



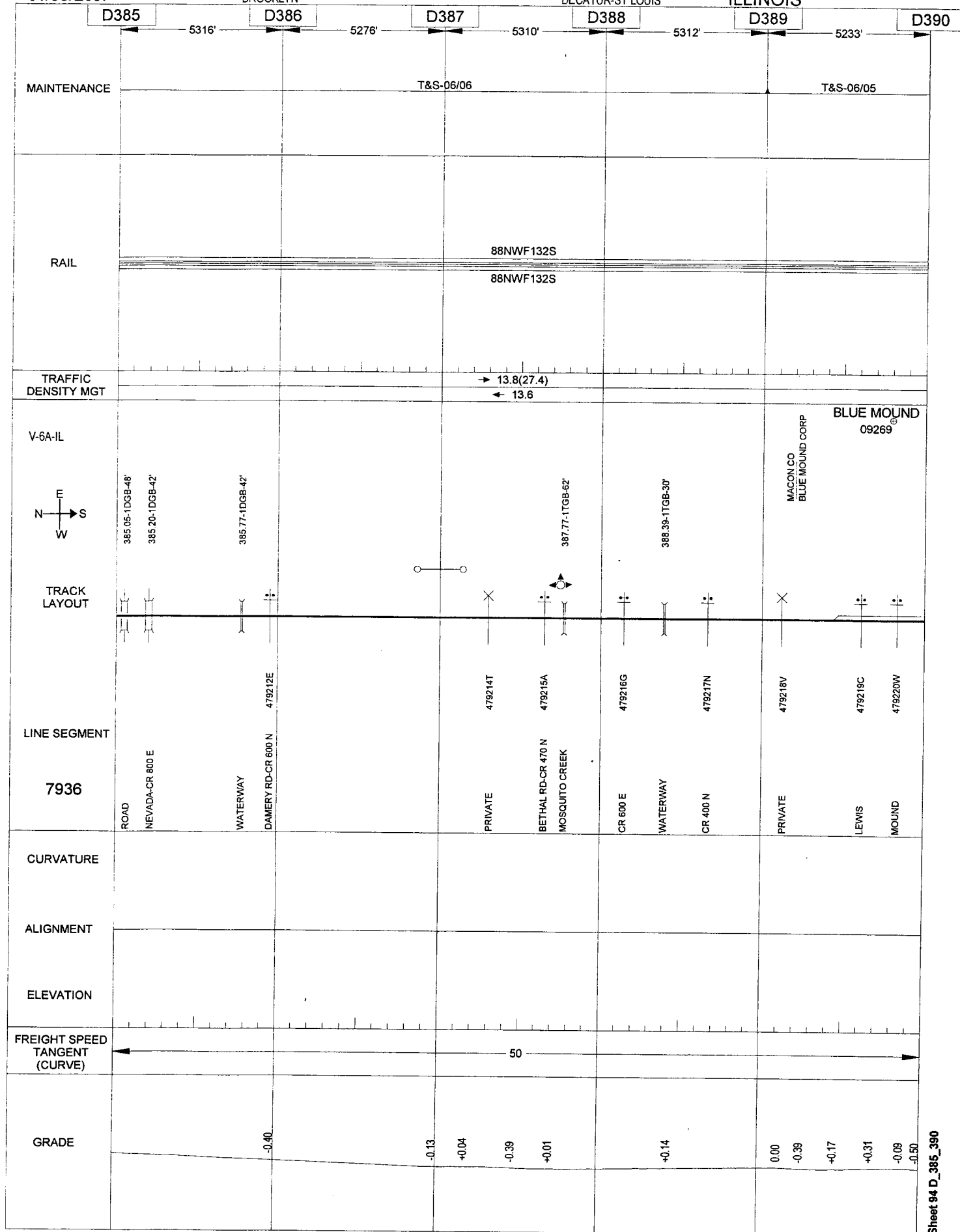
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038

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



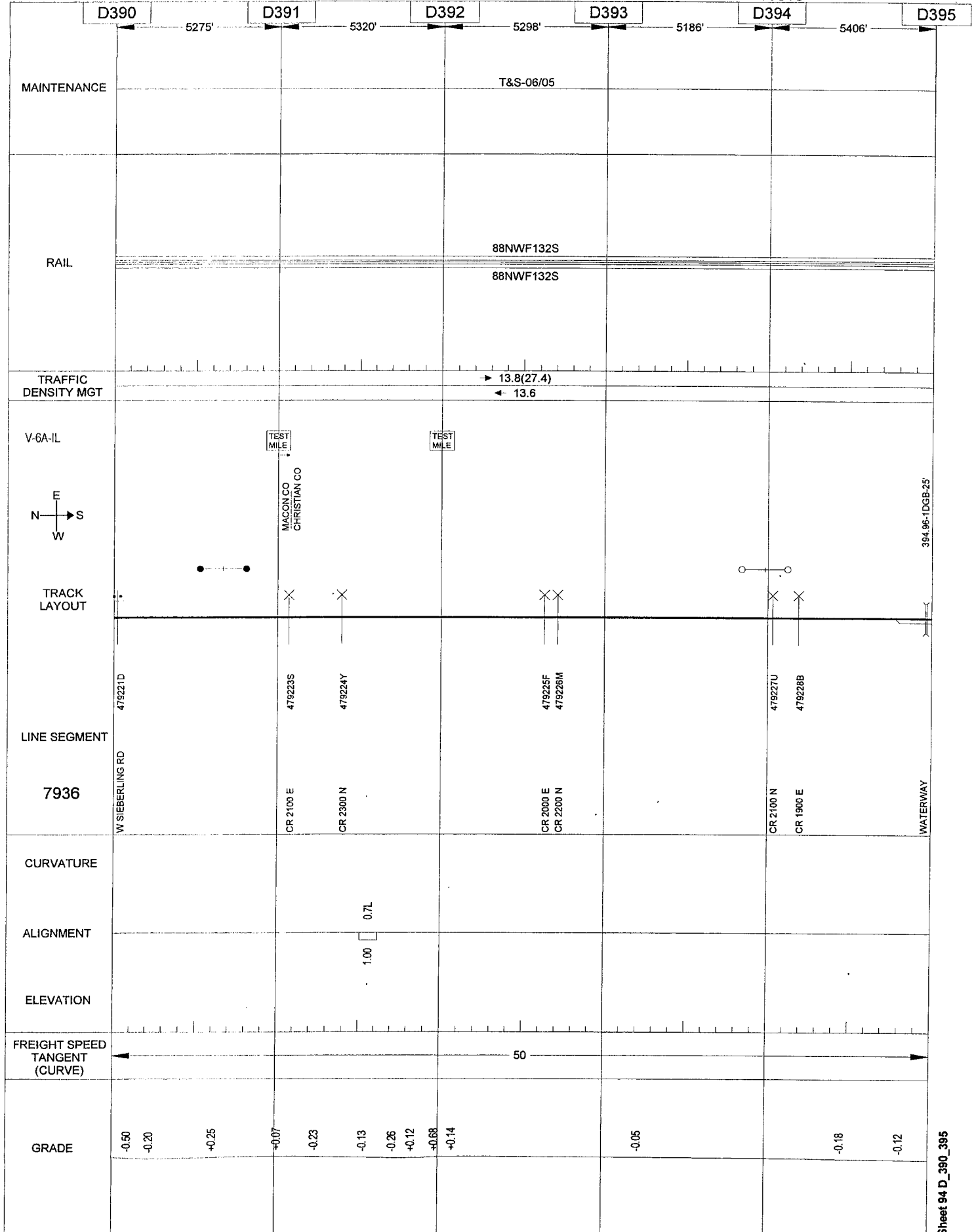
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BROOKLYN

039

DECATUR-ST LOUIS

ILLINOIS



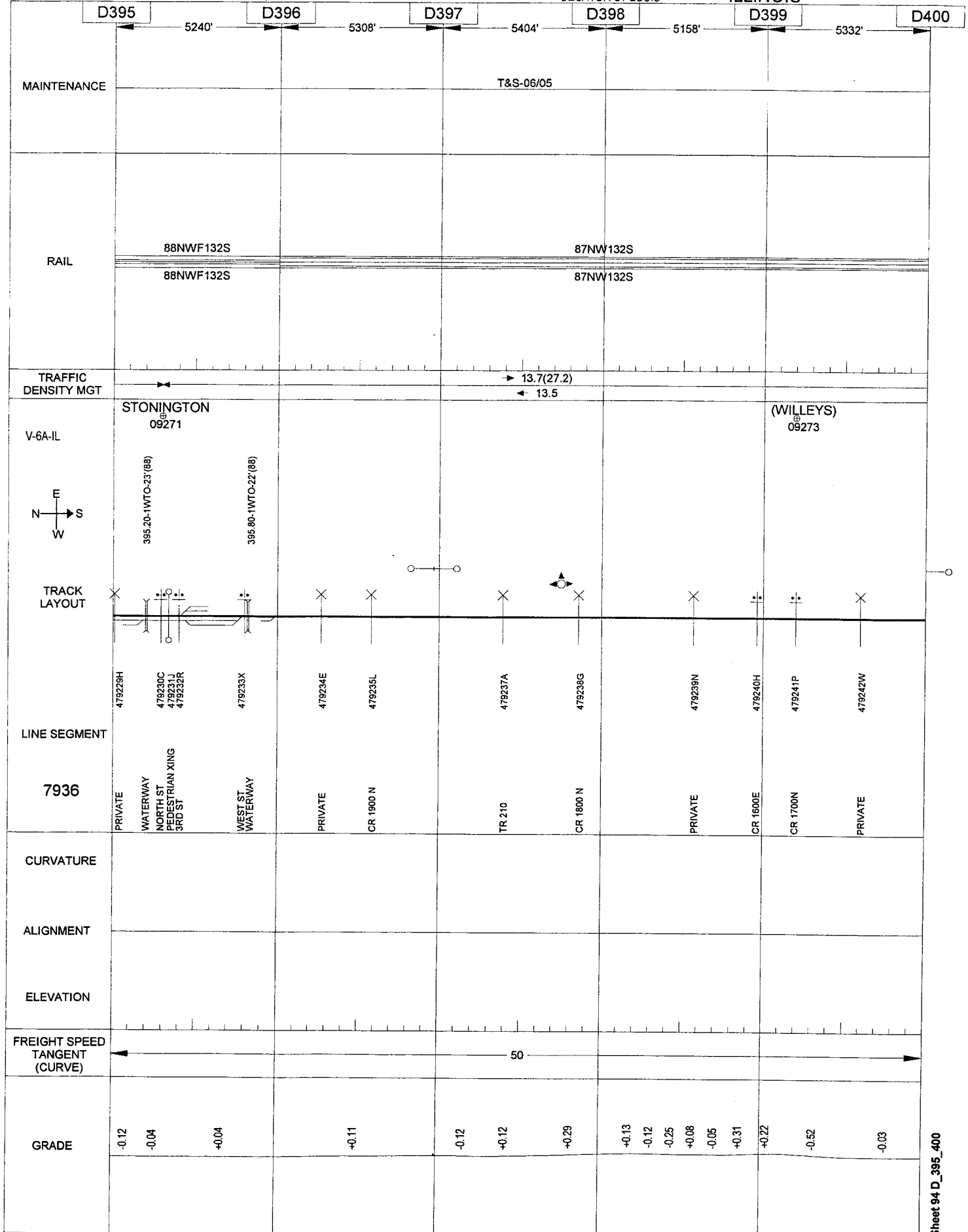
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040

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



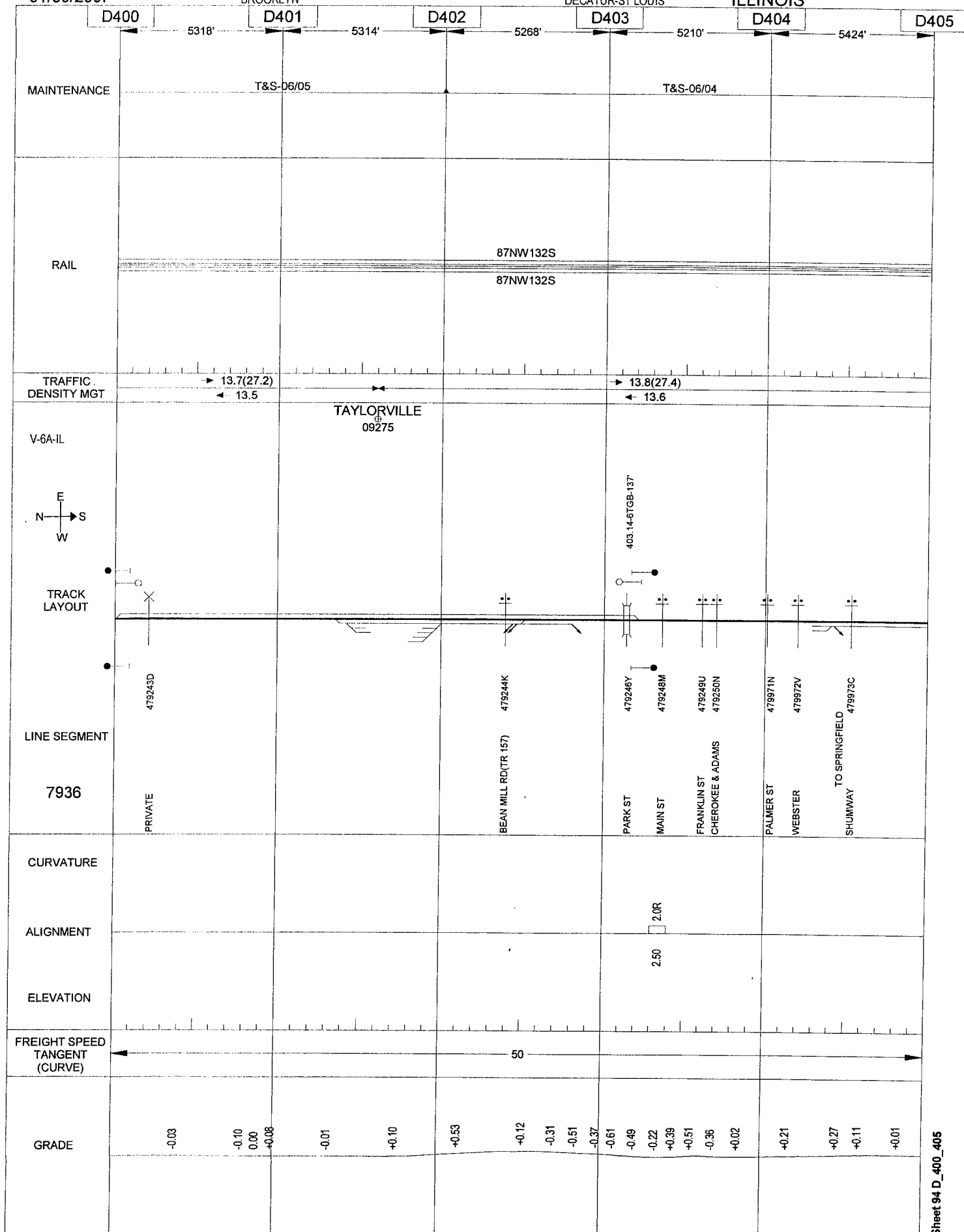
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041

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



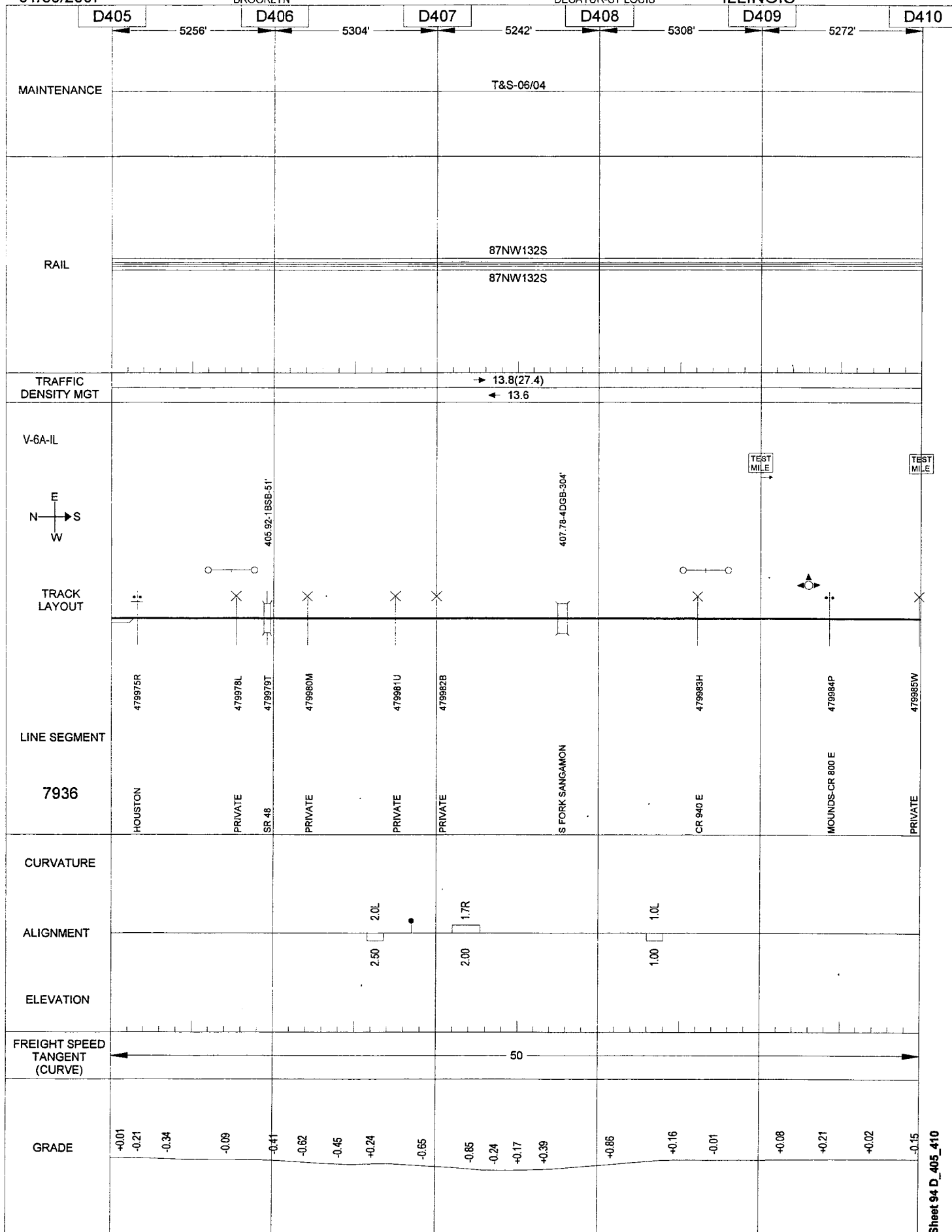
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042

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



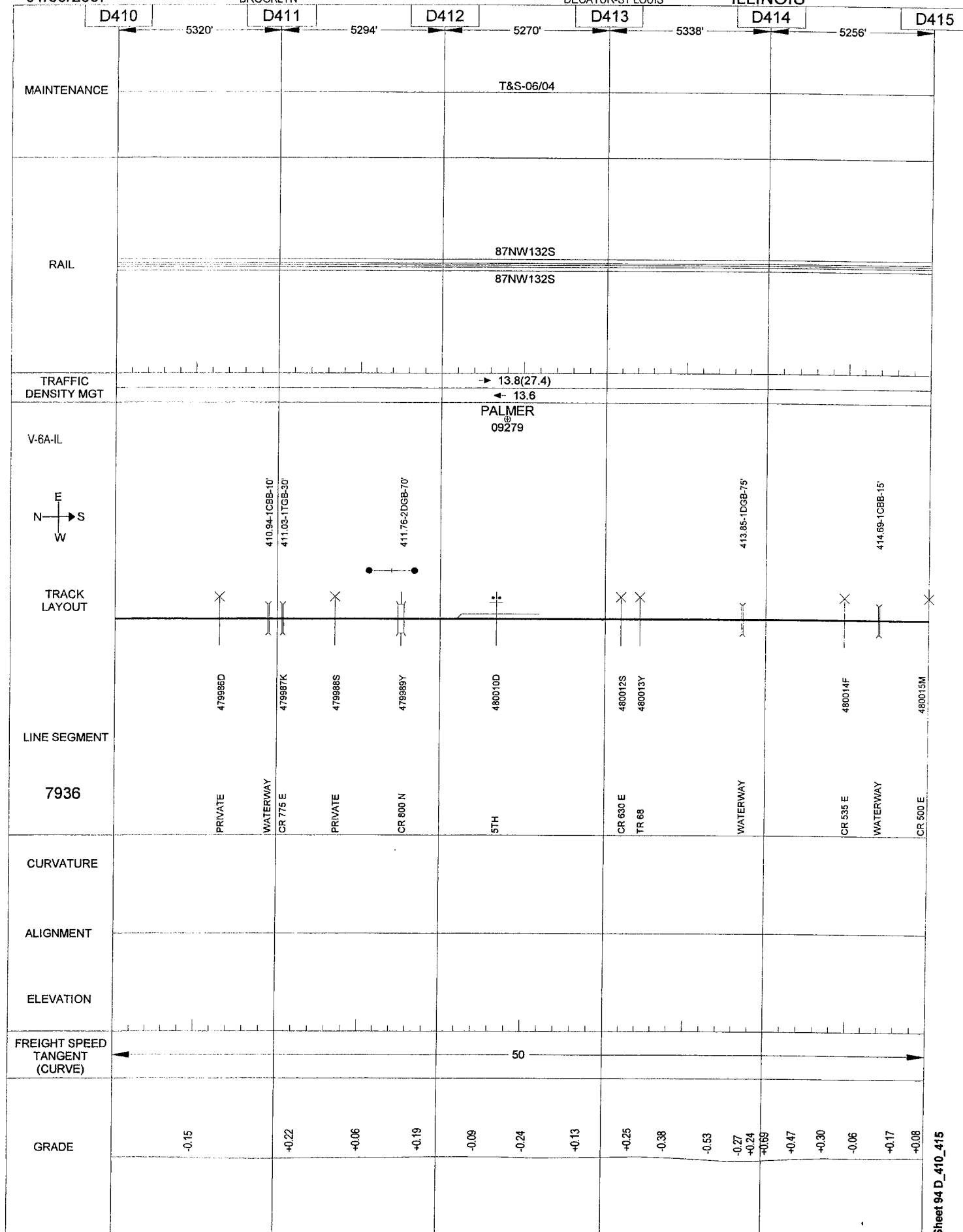
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BROOKLYN

043

DECATUR-ST LOUIS

ILLINOIS





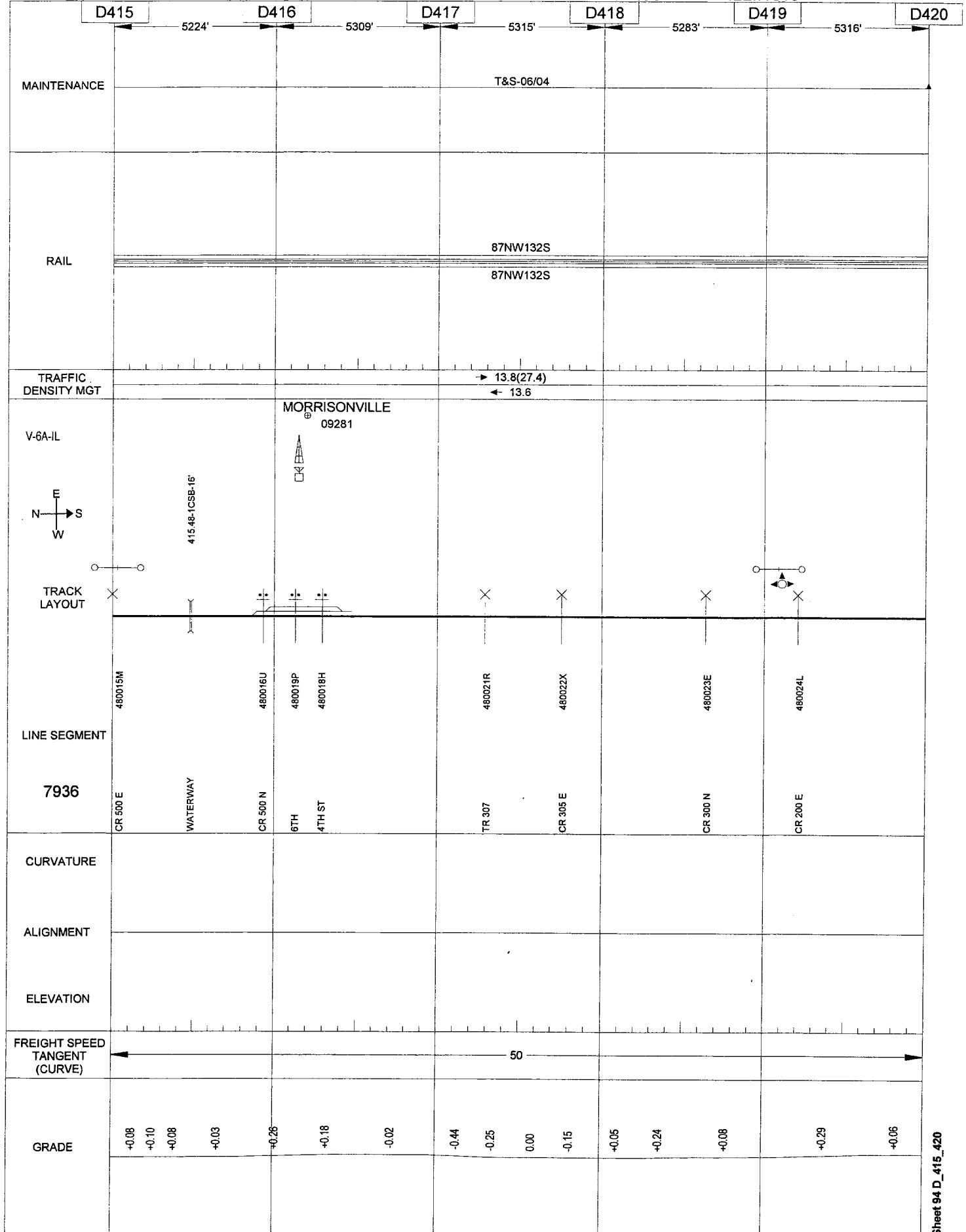
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DECATUR-ST LOUIS

ILLINOIS



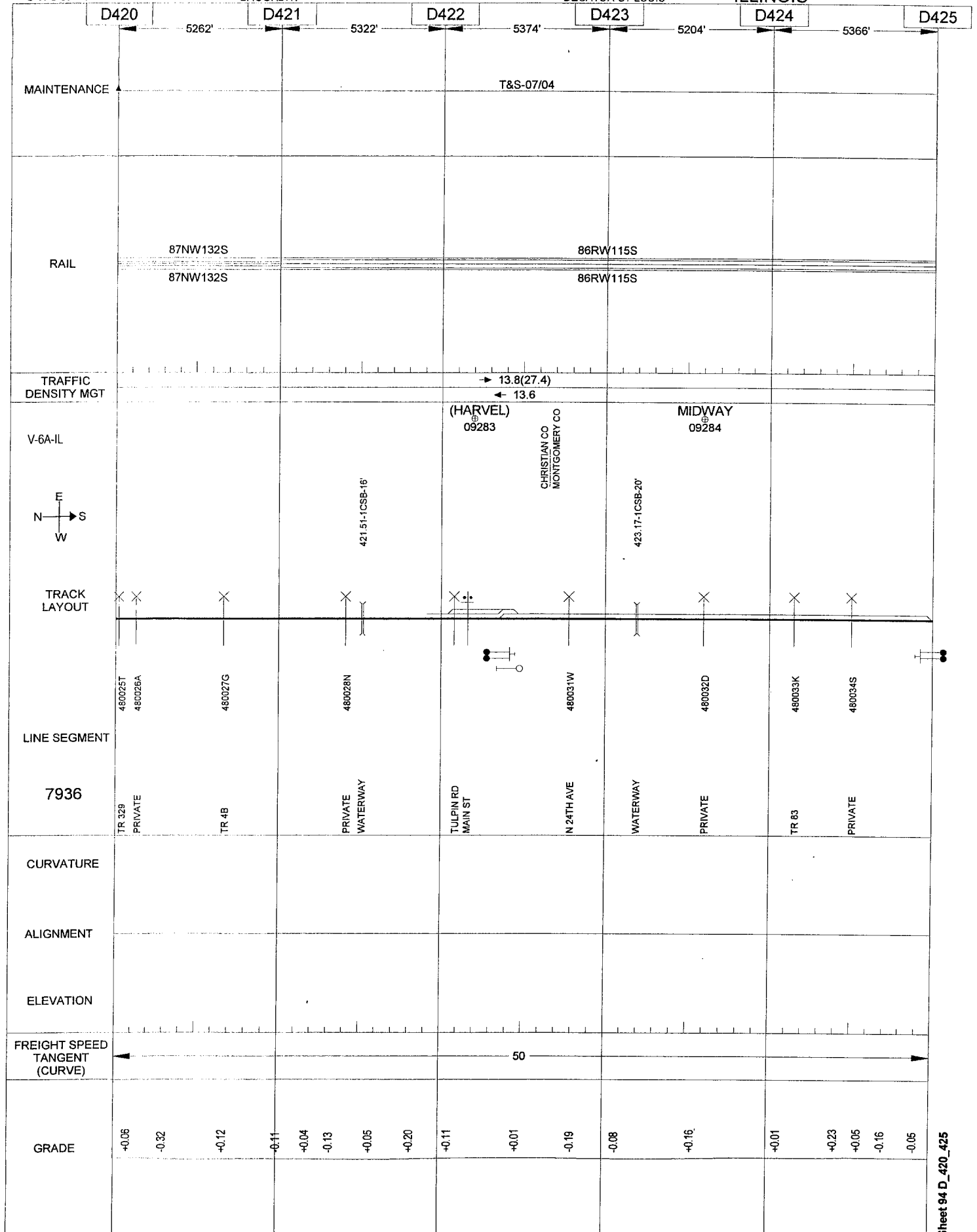
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BROOKLYN

045

DECATUR-ST LOUIS

ILLINOIS



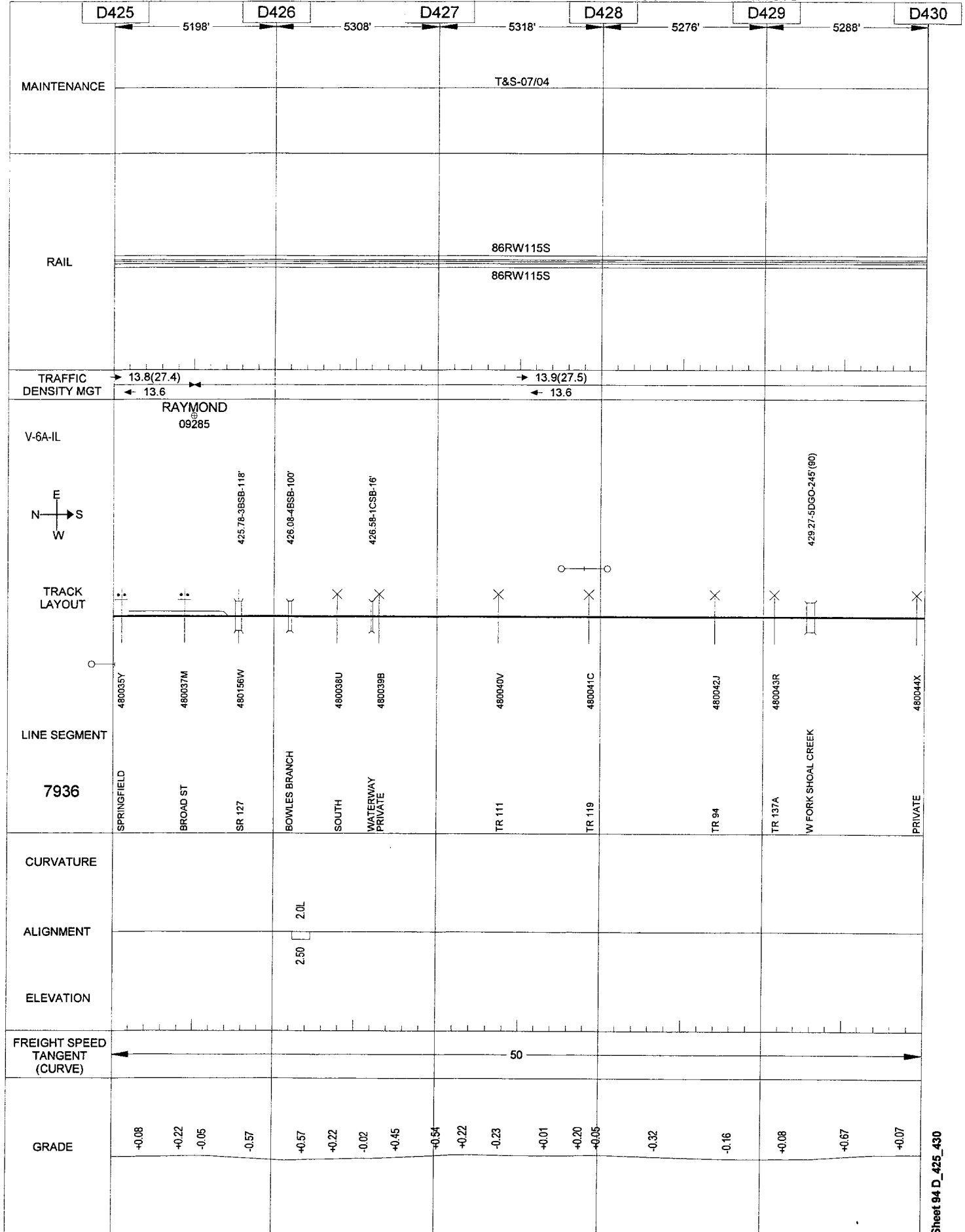
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046

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



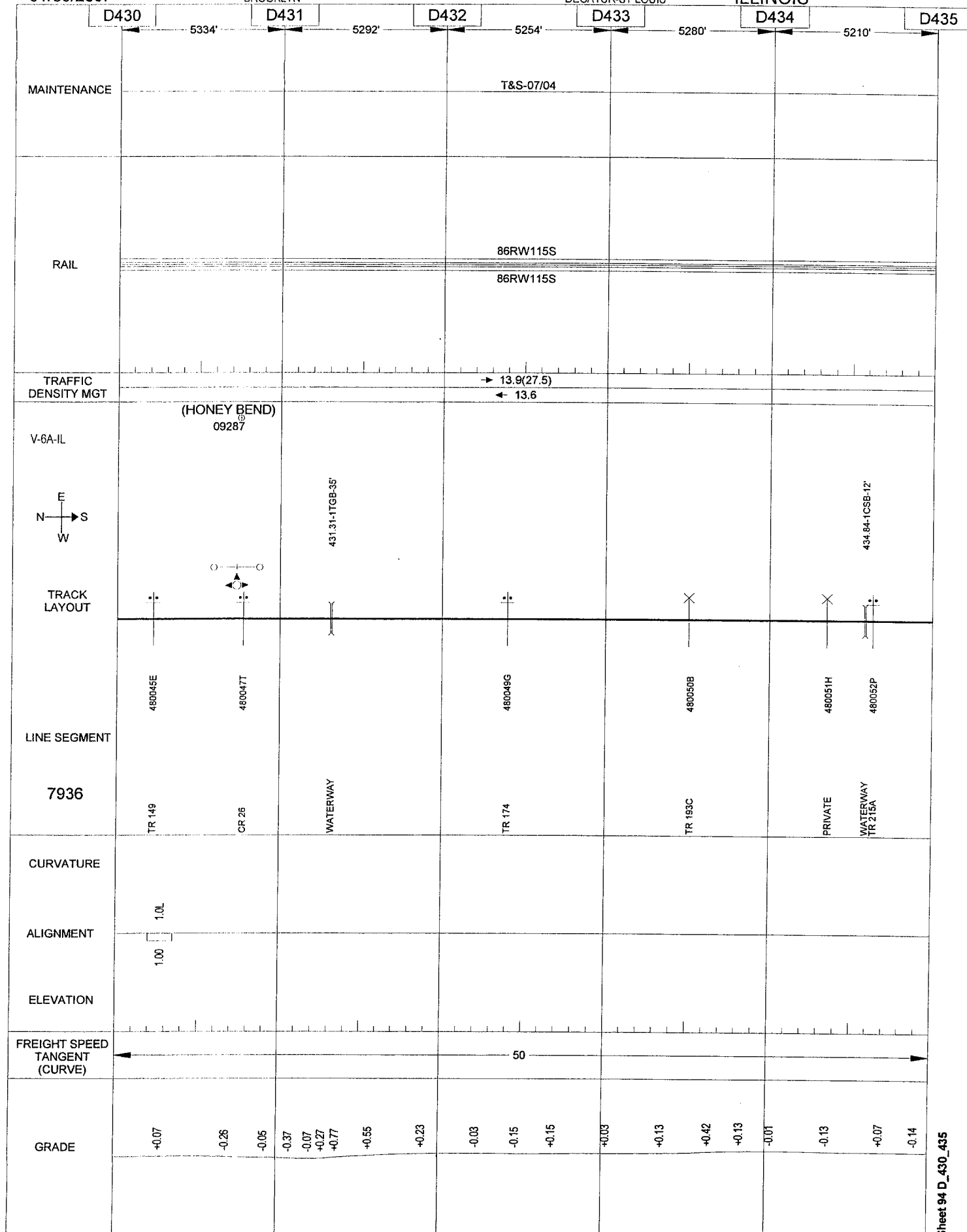
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BROOKLYN

047

DECATUR-ST LOUIS

ILLINOIS



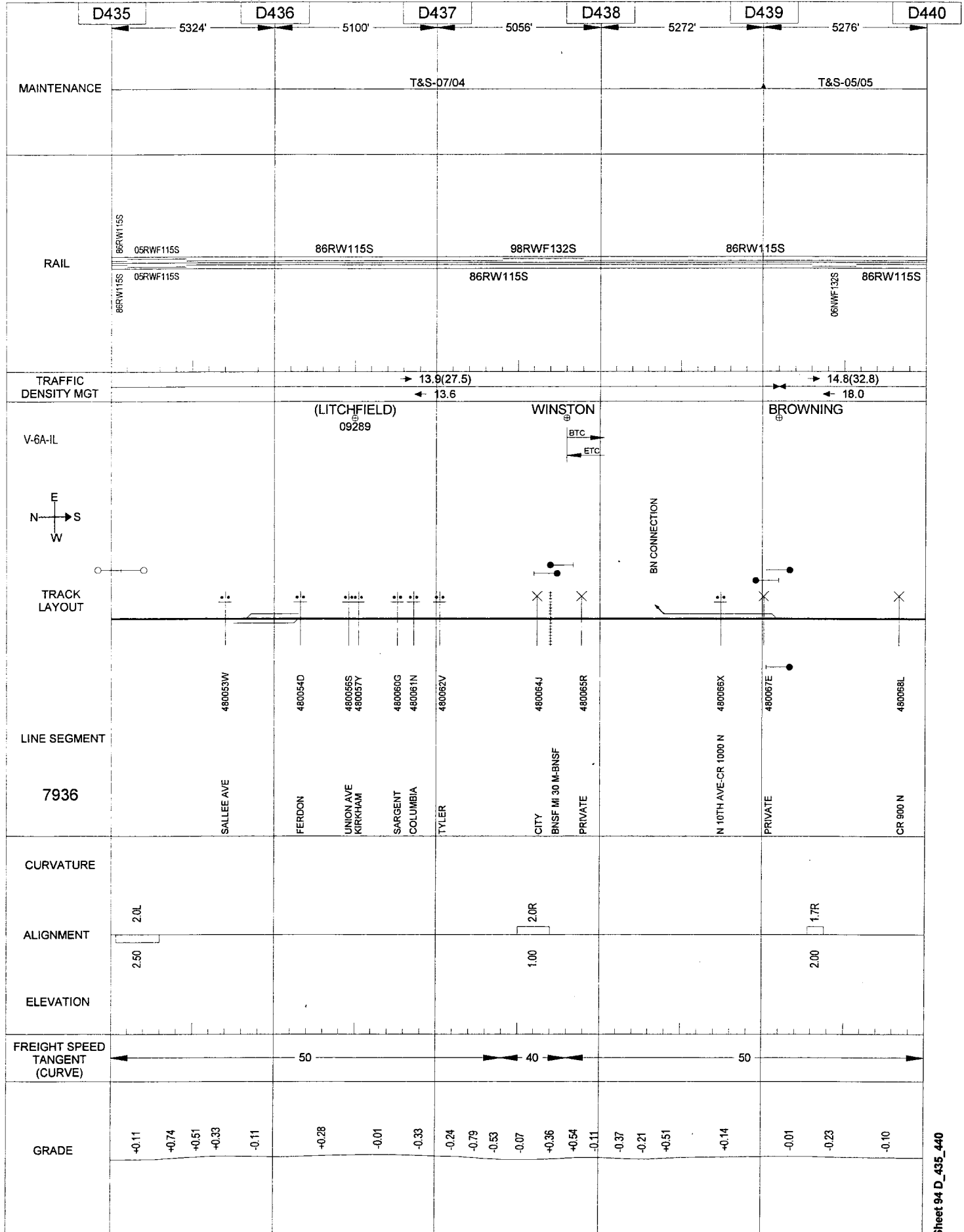
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BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



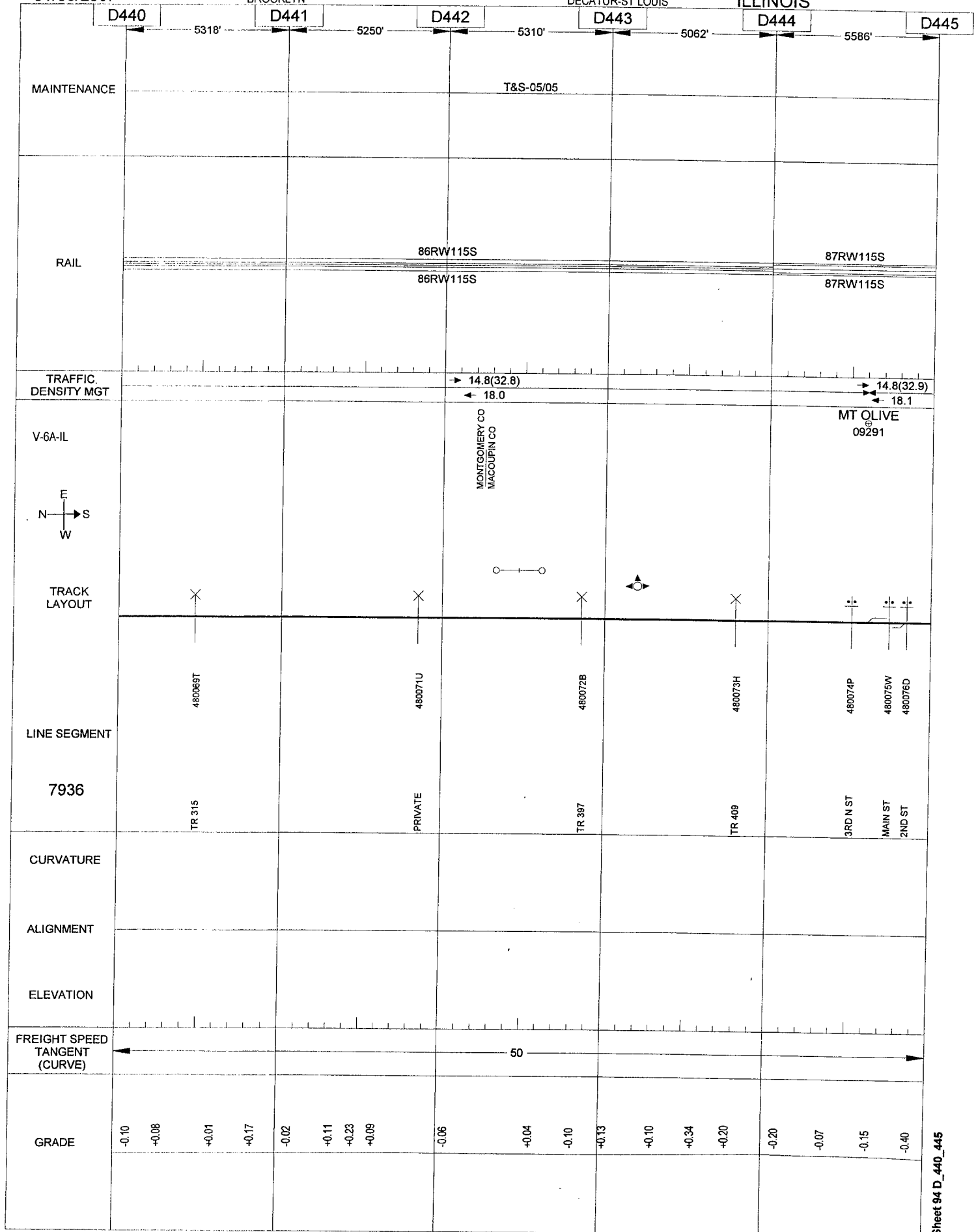
01/30/2007

049

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



	D445	D446	D447	D448	D449	D450
MAINTENANCE	T&S-05/05					
RAIL	87RW115S 87RW115S					
TRAFFIC DENSITY MGT	→ 14.8(32.9) ← 18.1		→ 14.8(32.8) ← 18.0		→ 15.0(33.2) ← 18.2	
V-6A-IL	KARNES 09292		RUGER 09293			
TRACK LAYOUT						
LINE SEGMENT	7936		7936		7936	
CURVATURE						
ALIGNMENT	1.00 1.0R					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	-0.02 -0.20 -0.46	+0.07 -0.17 -0.41 -0.30	-0.19 -0.10	-0.26 -0.40	-0.31 -0.18	-0.05

Sheet 94 D\_445\_450

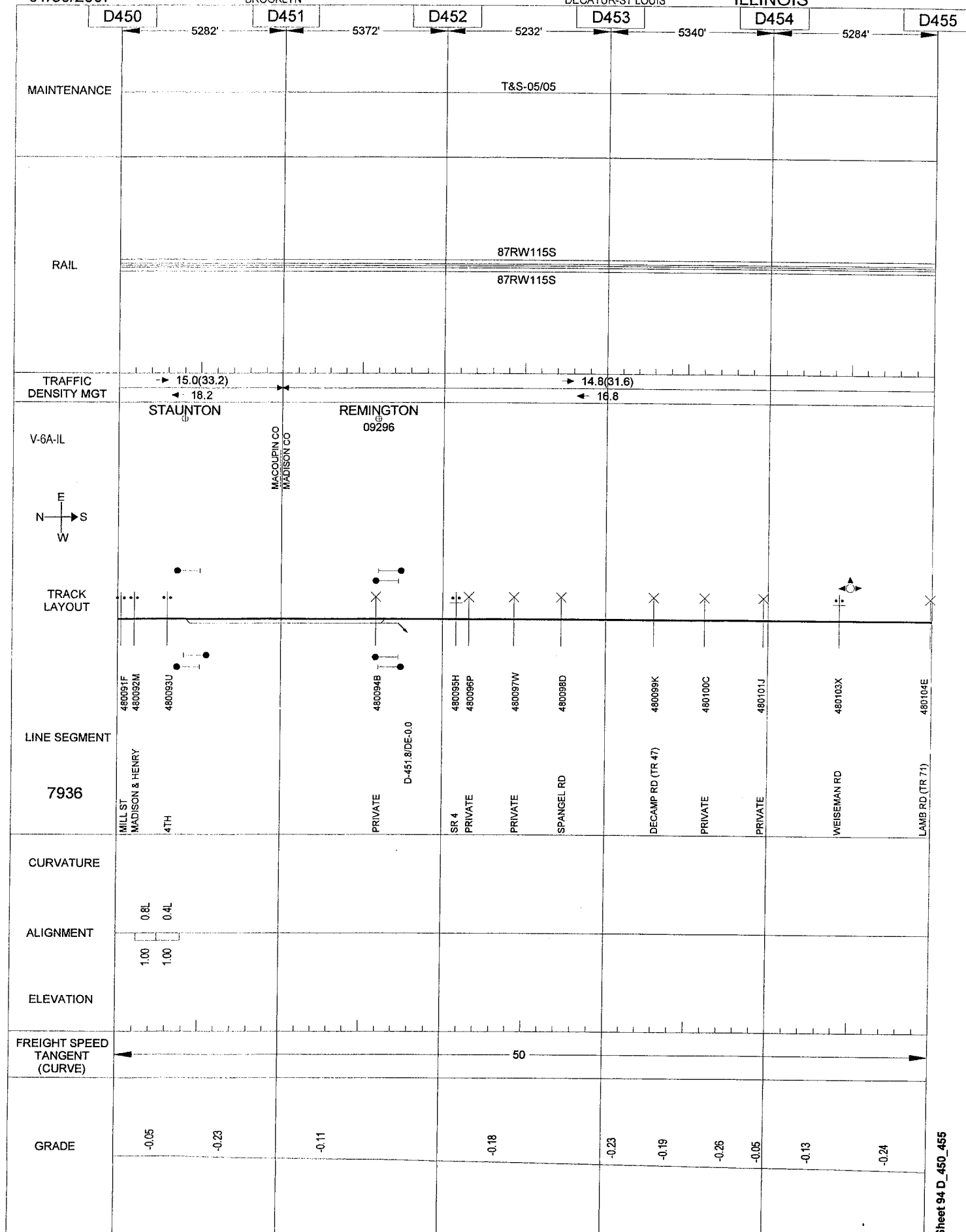
01/30/2007

BROOKLYN

051

DECATUR-ST LOUIS

ILLINOIS





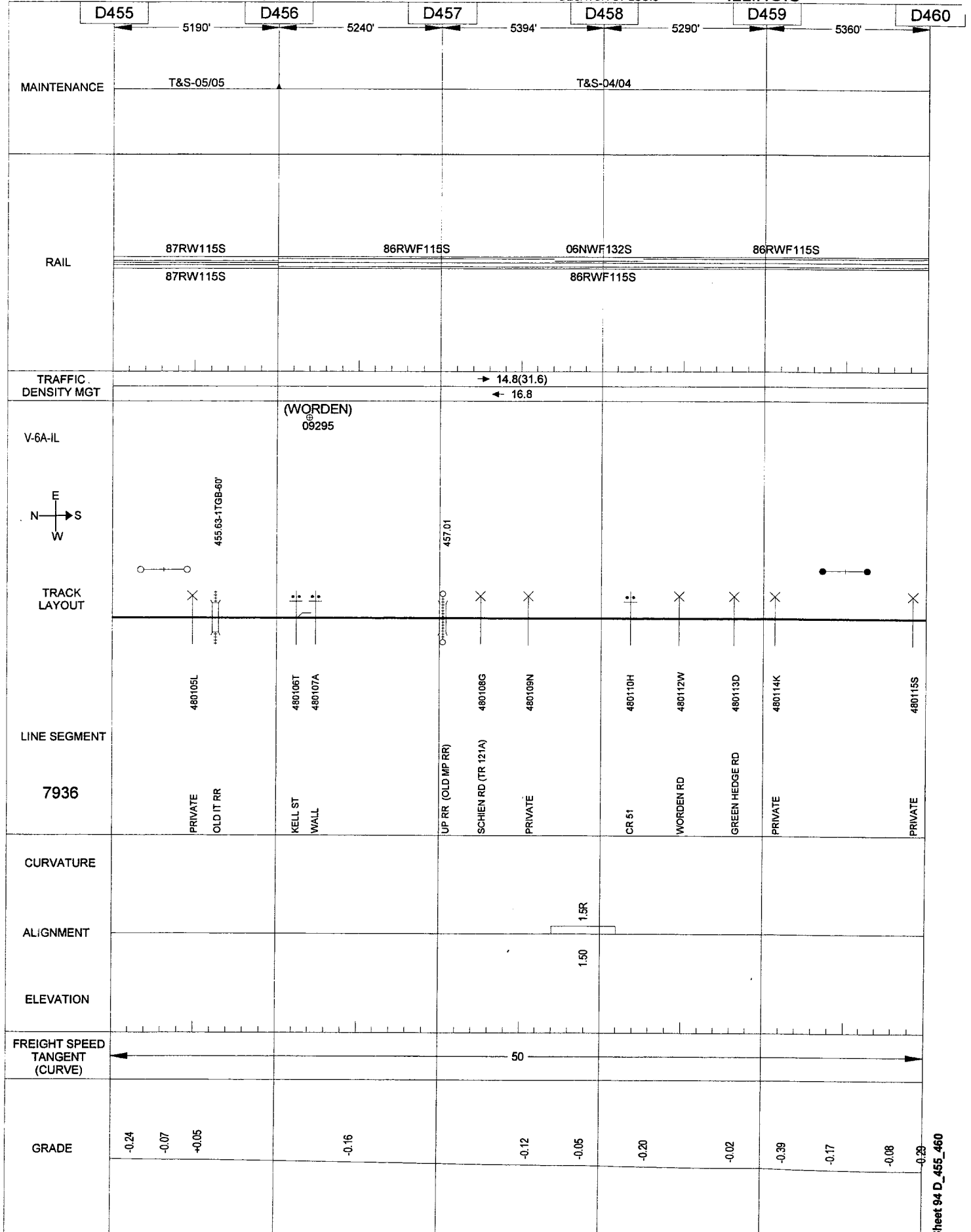
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052

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



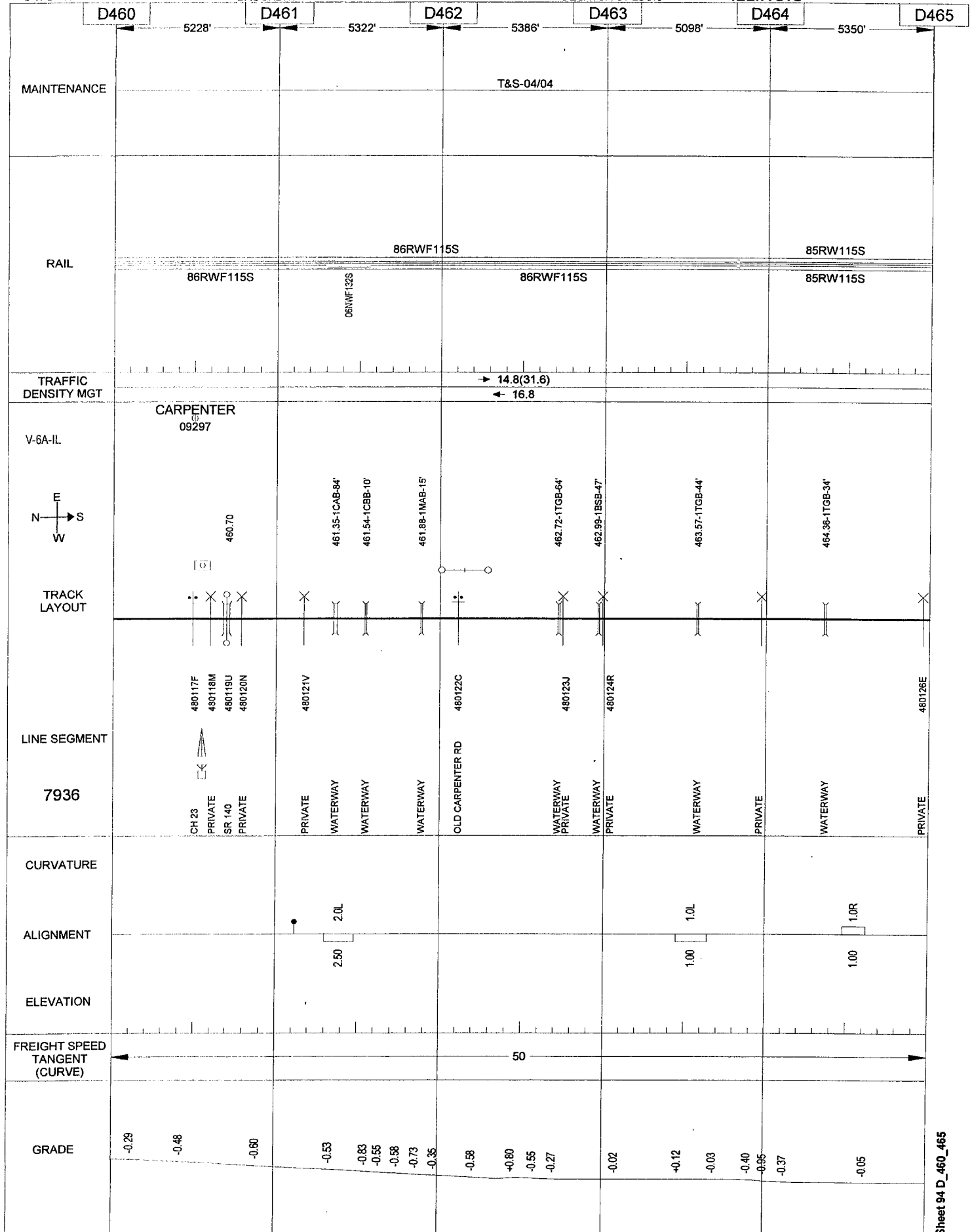
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BROOKLYN

053

DECATUR-ST LOUIS

ILLINOIS



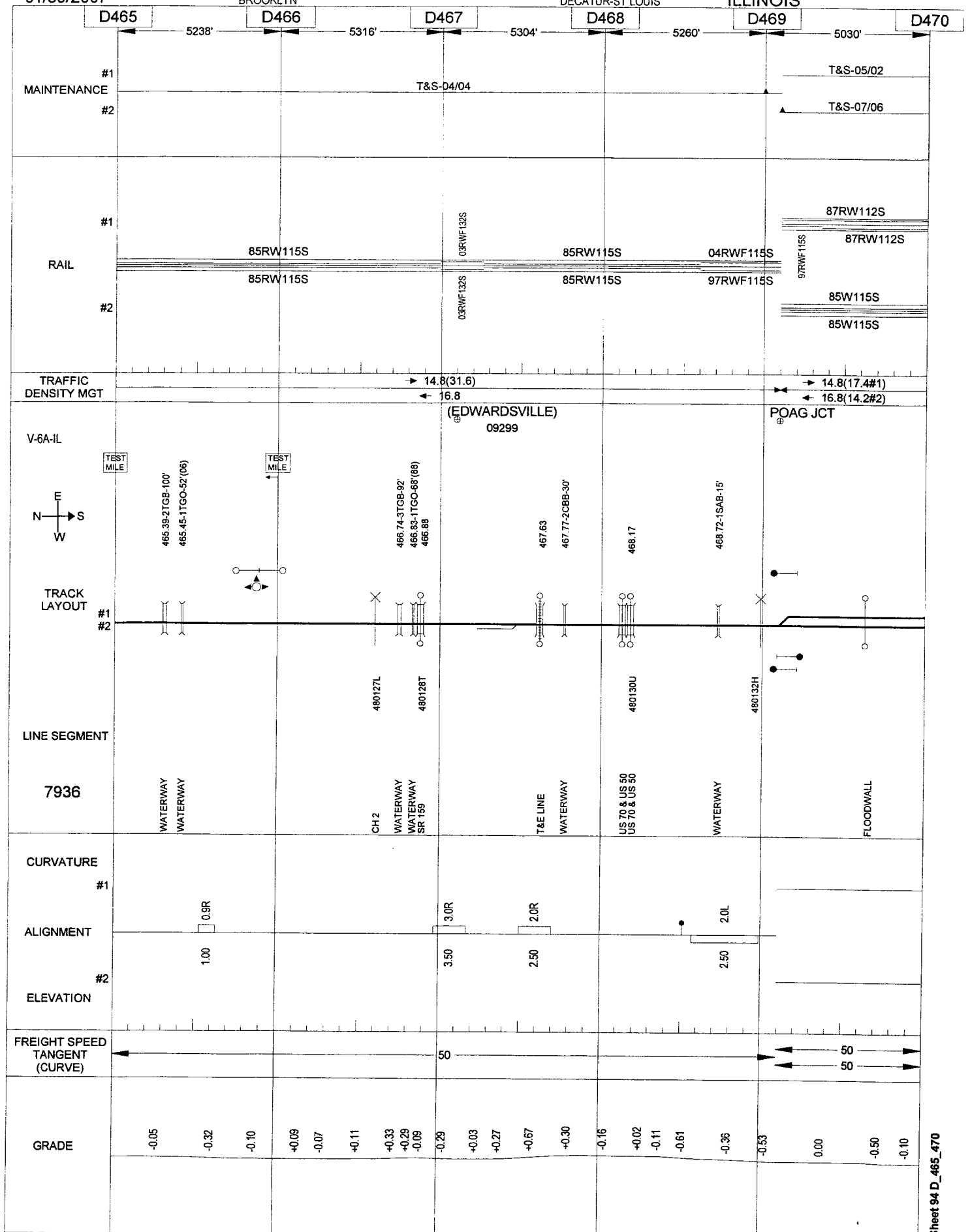
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054

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



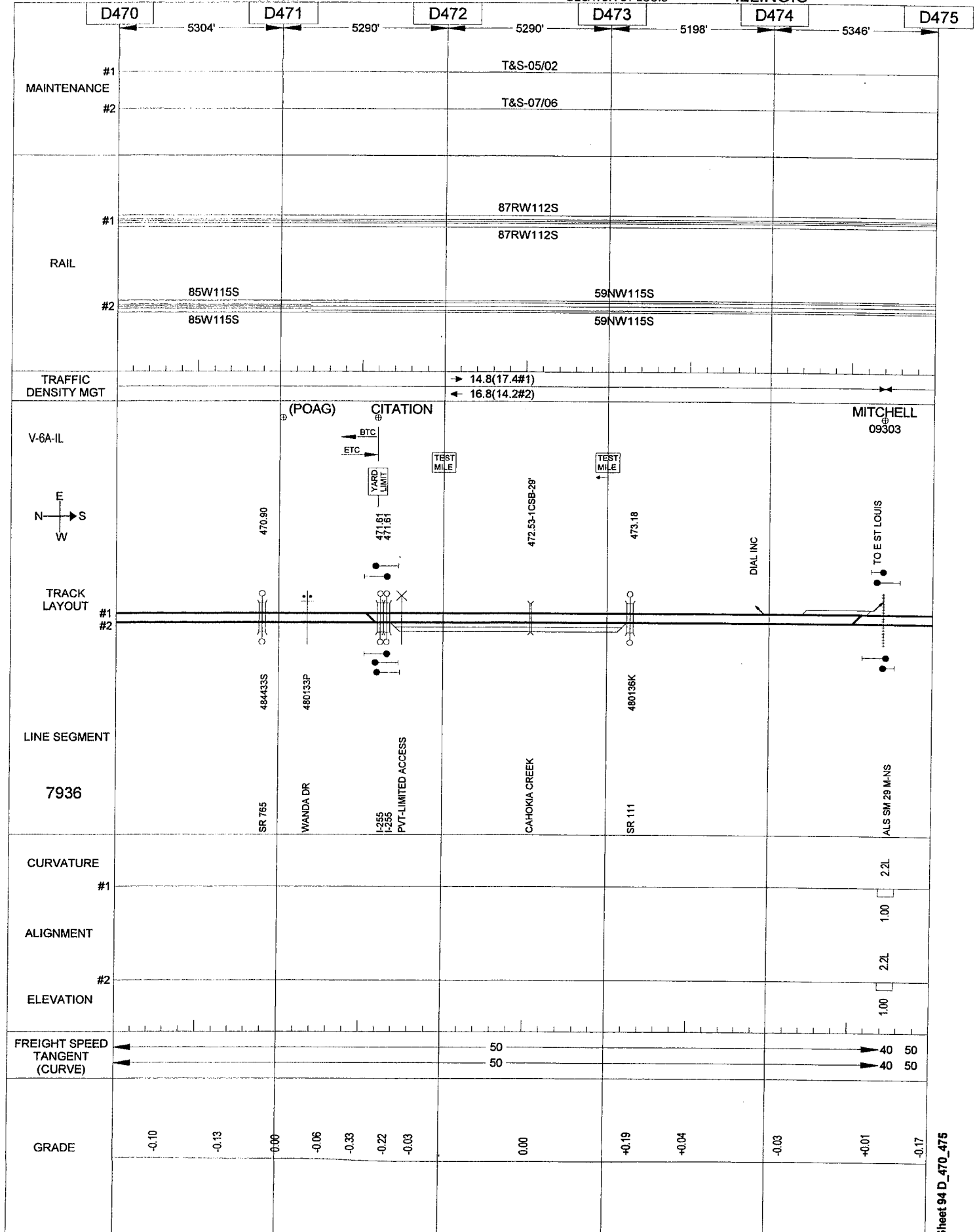
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055

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DECATUR-ST LOUIS

ILLINOIS



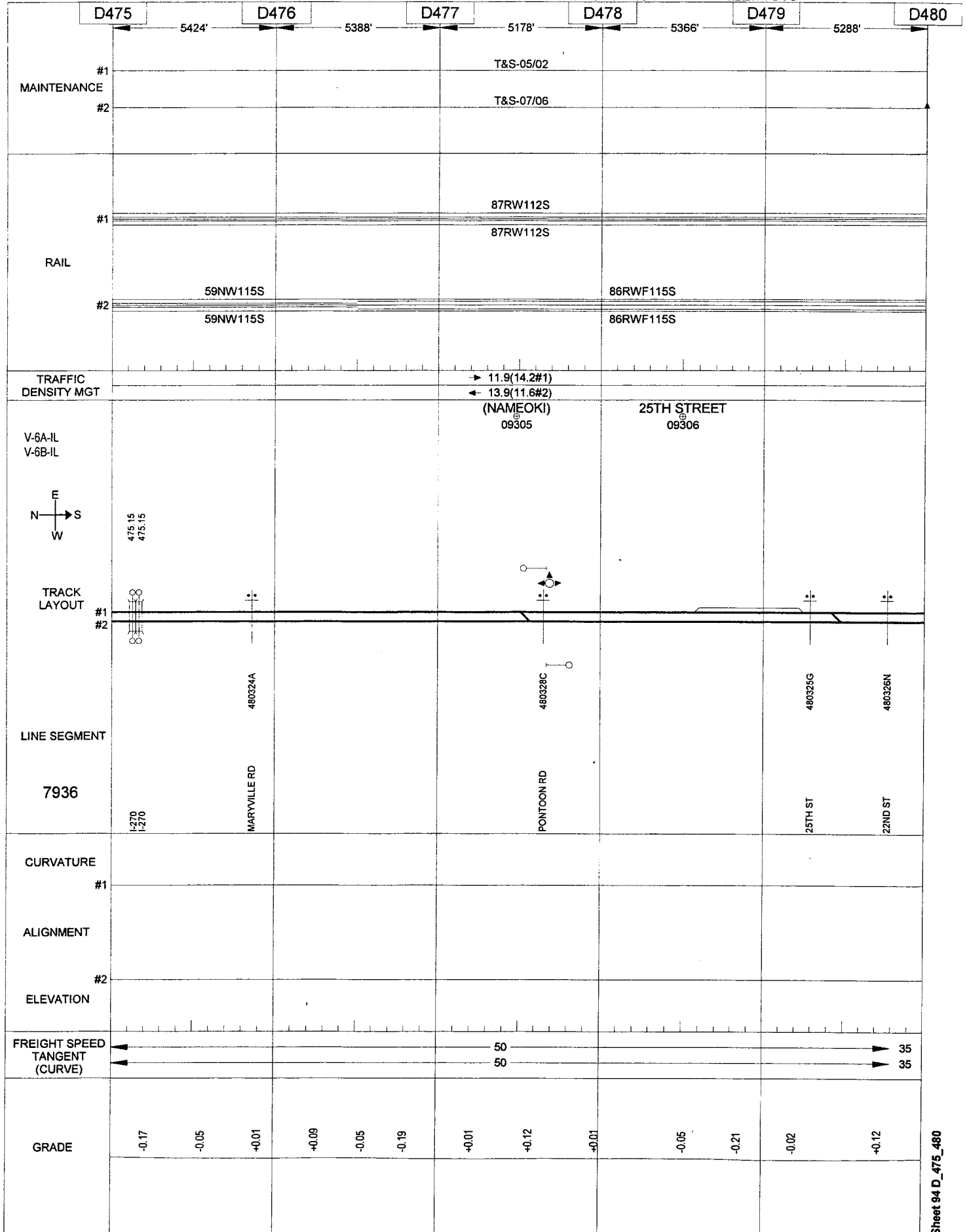
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056

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



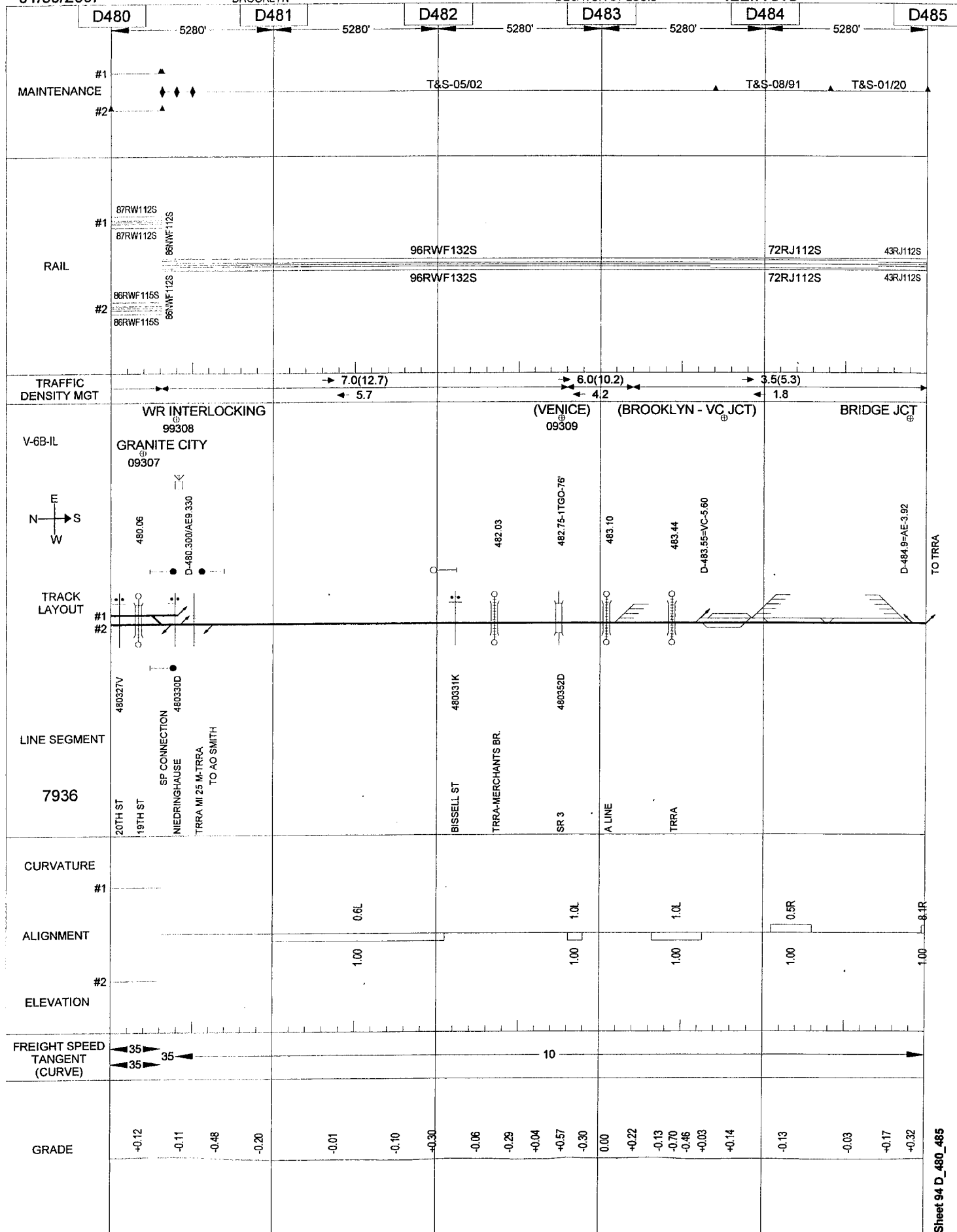
01/30/2007

057

BROOKLYN

DECATUR-ST LOUIS

ILLINOIS



01/30/2007

058

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS

DH377

DH378

DH379

DH380

5280'

5124'

5462'

5316'

MAINTENANCE

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

T&S-06/00

RAIL

50R112S  
50R112S

69W112S

76W182S

69W112S

76W182S

TRAFFIC  
DENSITY MGT

13.9(25.3)

11.4

V-7A-IL

MOSSER  
09142



TRACK  
LAYOUT

376.74-3MSO-85'

377.24-1TGB-74'

378.03-3BBS-227'

379.38-1CBB-10'

LINE SEGMENT

8010

DH-376 S-D-376 S

479252C

479253J

479254R

479255X

479256E

VAN DYKE ST

OAKLAND

FAIRVIEW BLVD

STEPHENS CREEK

MOFFIT LN

SUNNYSIDE  
WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

1.1R

1.00

1.1L

1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

0.00

-0.14

+0.07

+0.34

-0.13

-0.65

-0.45

-0.17

+0.23

+0.91

+1.24

-0.75

+0.63

+0.23

-0.65

-0.51

-0.76

+0.85

+0.63

Sheet 94DH\_375\_380

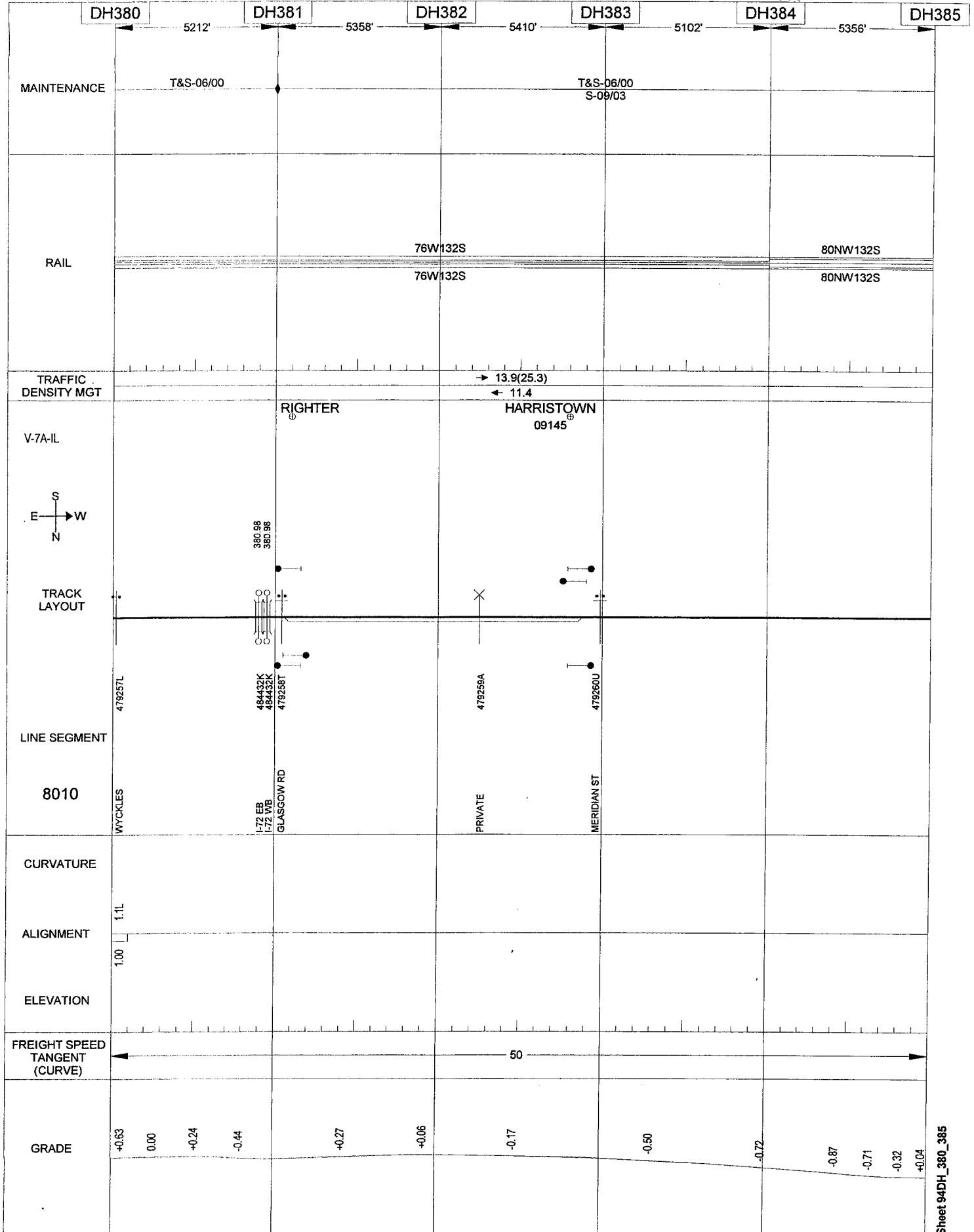
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059

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS





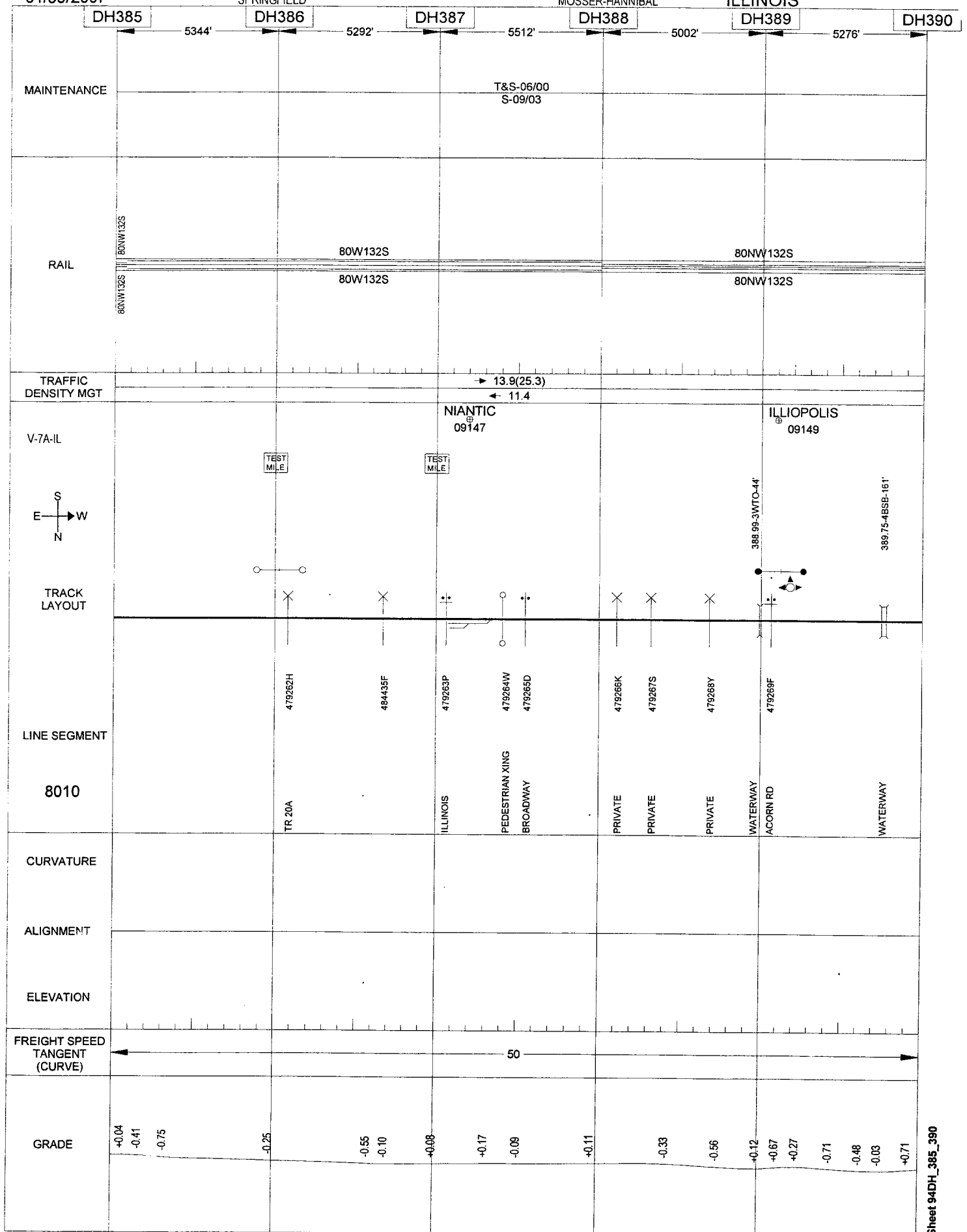
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060

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



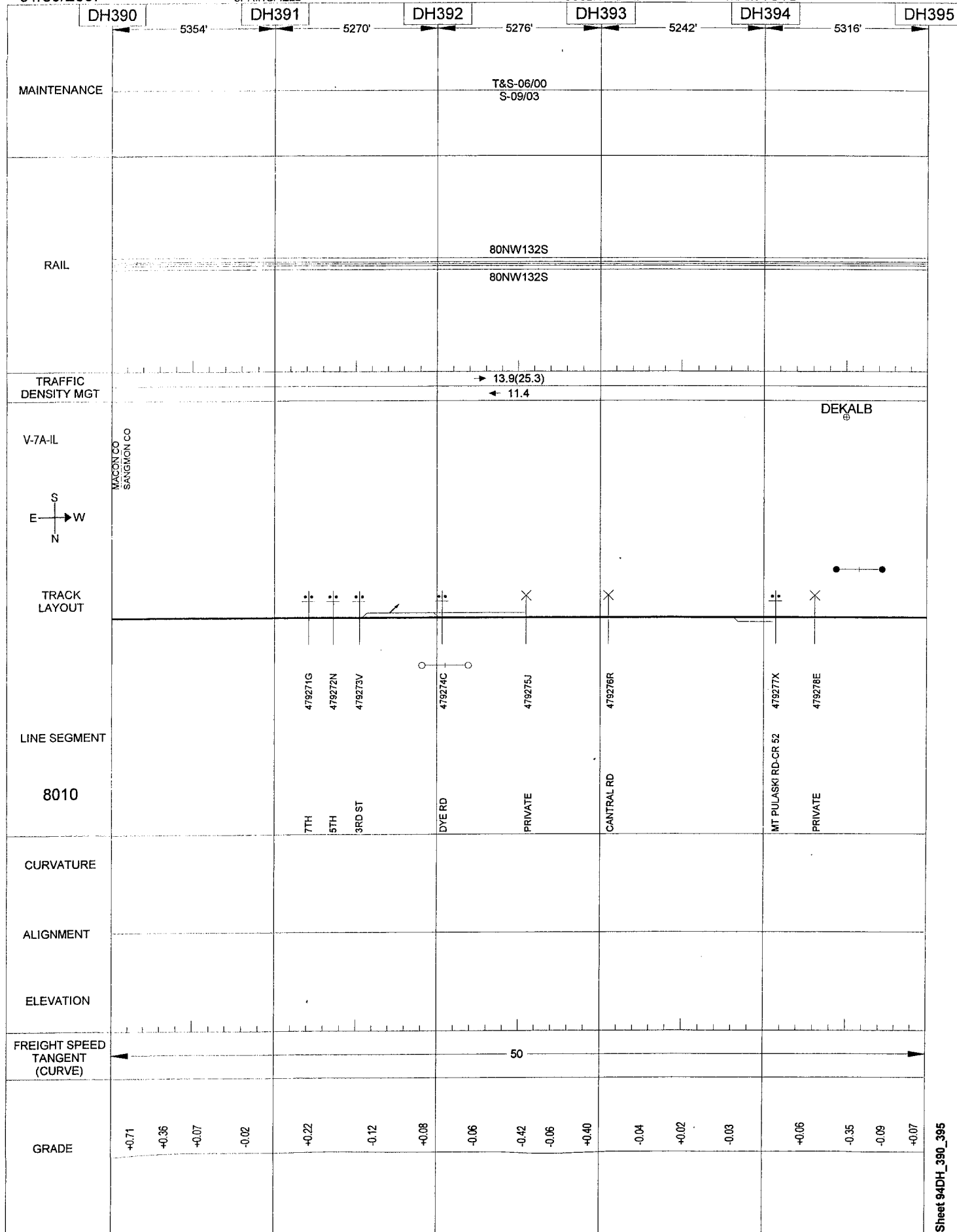
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061

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



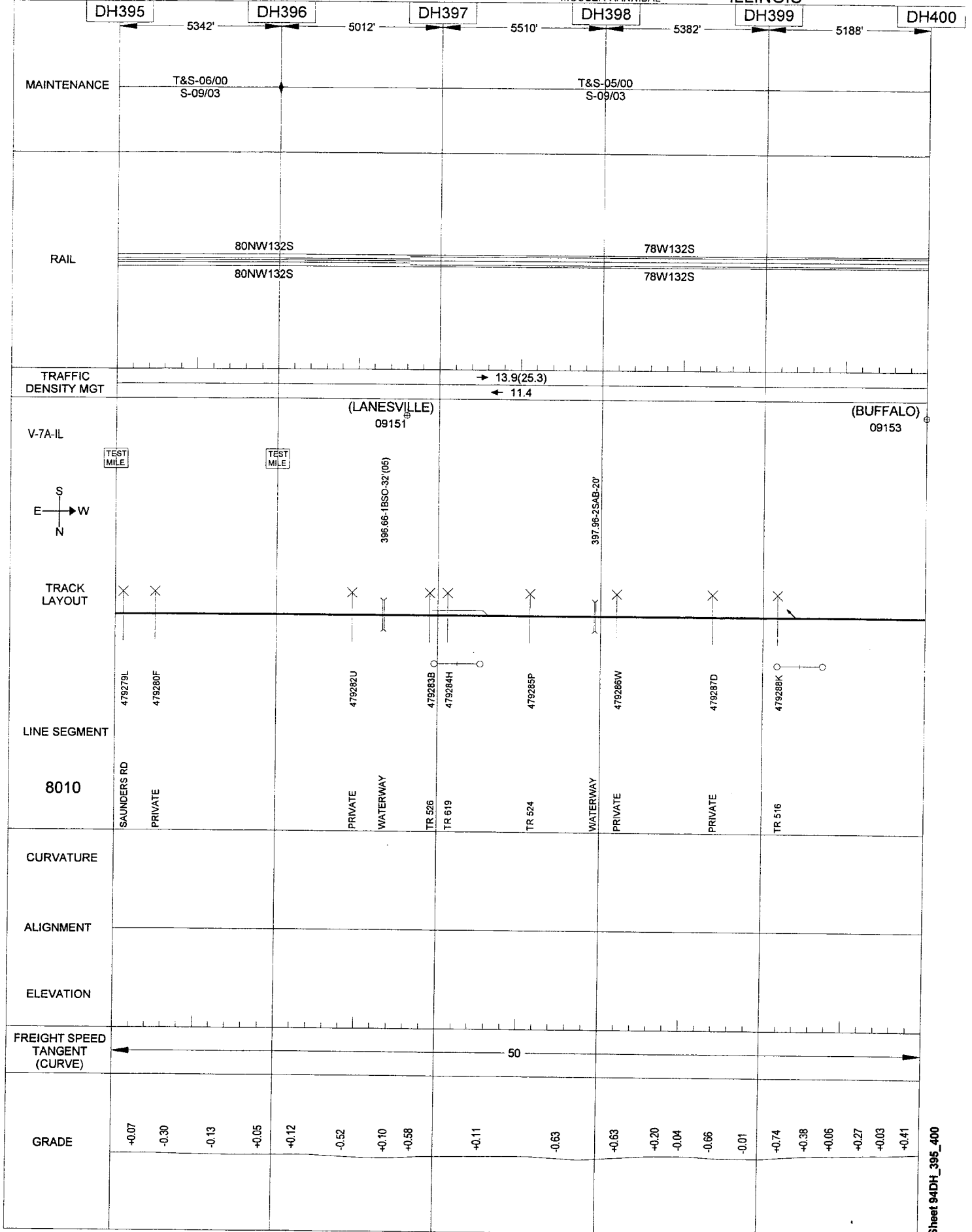
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062

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



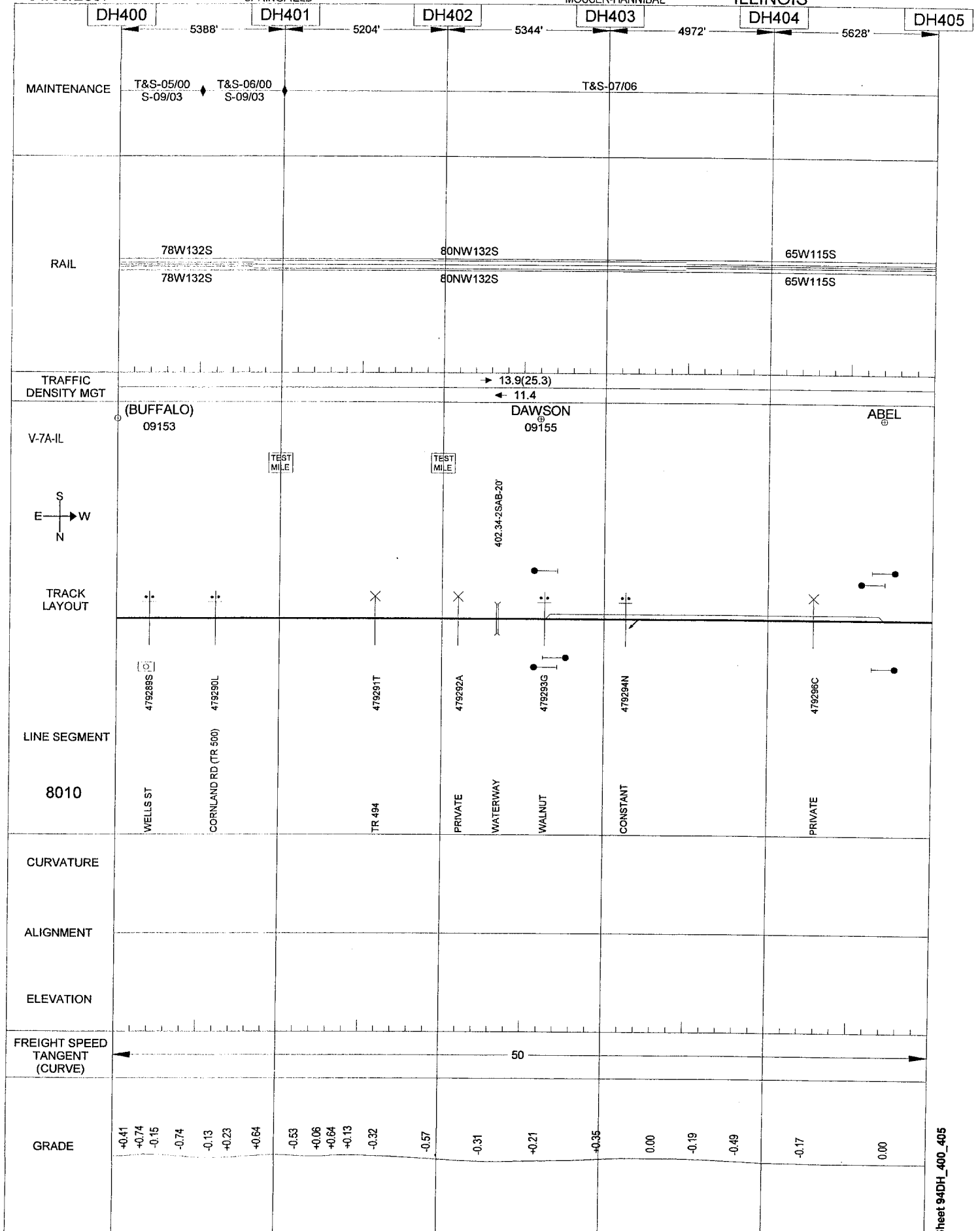
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063

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



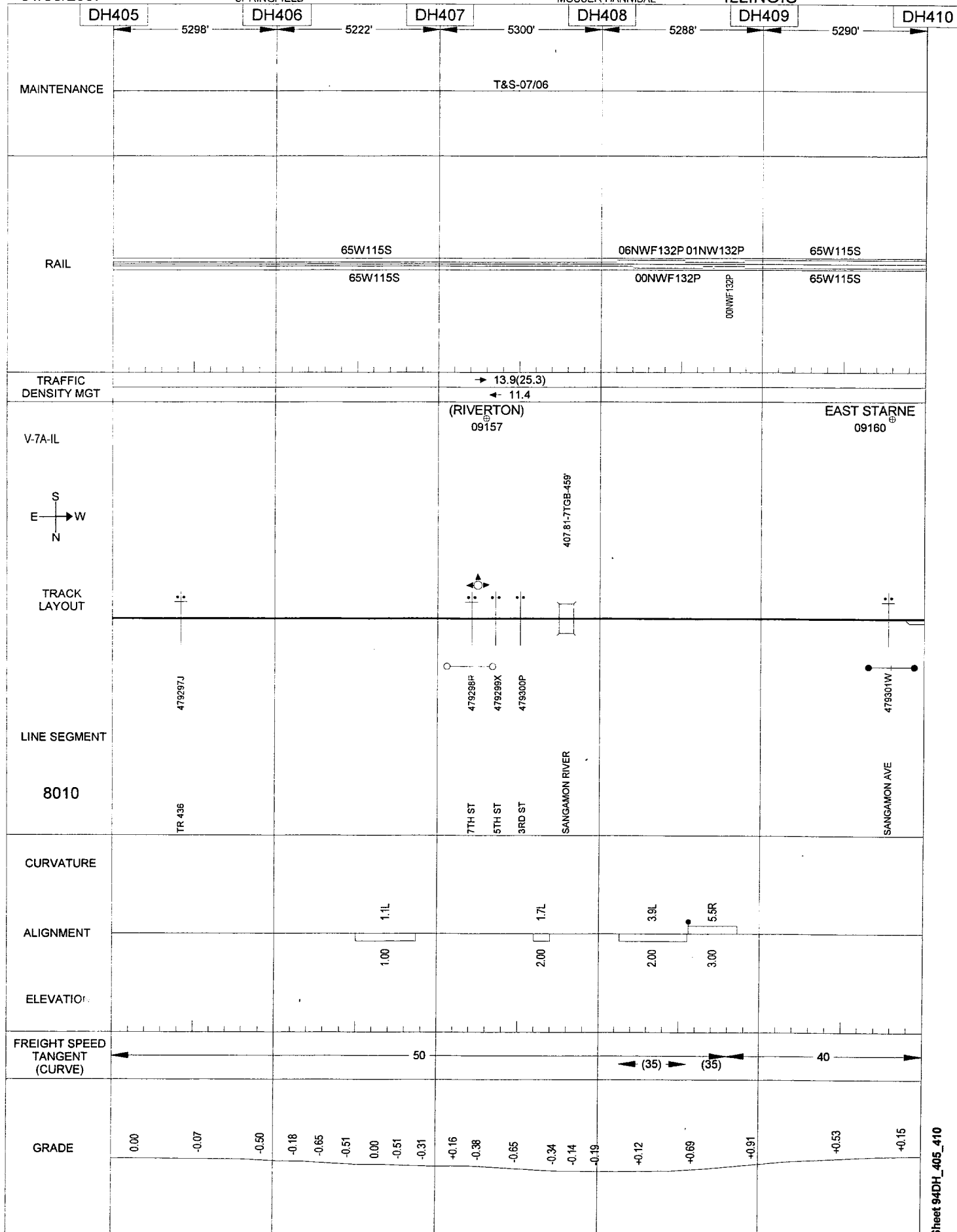
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064

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



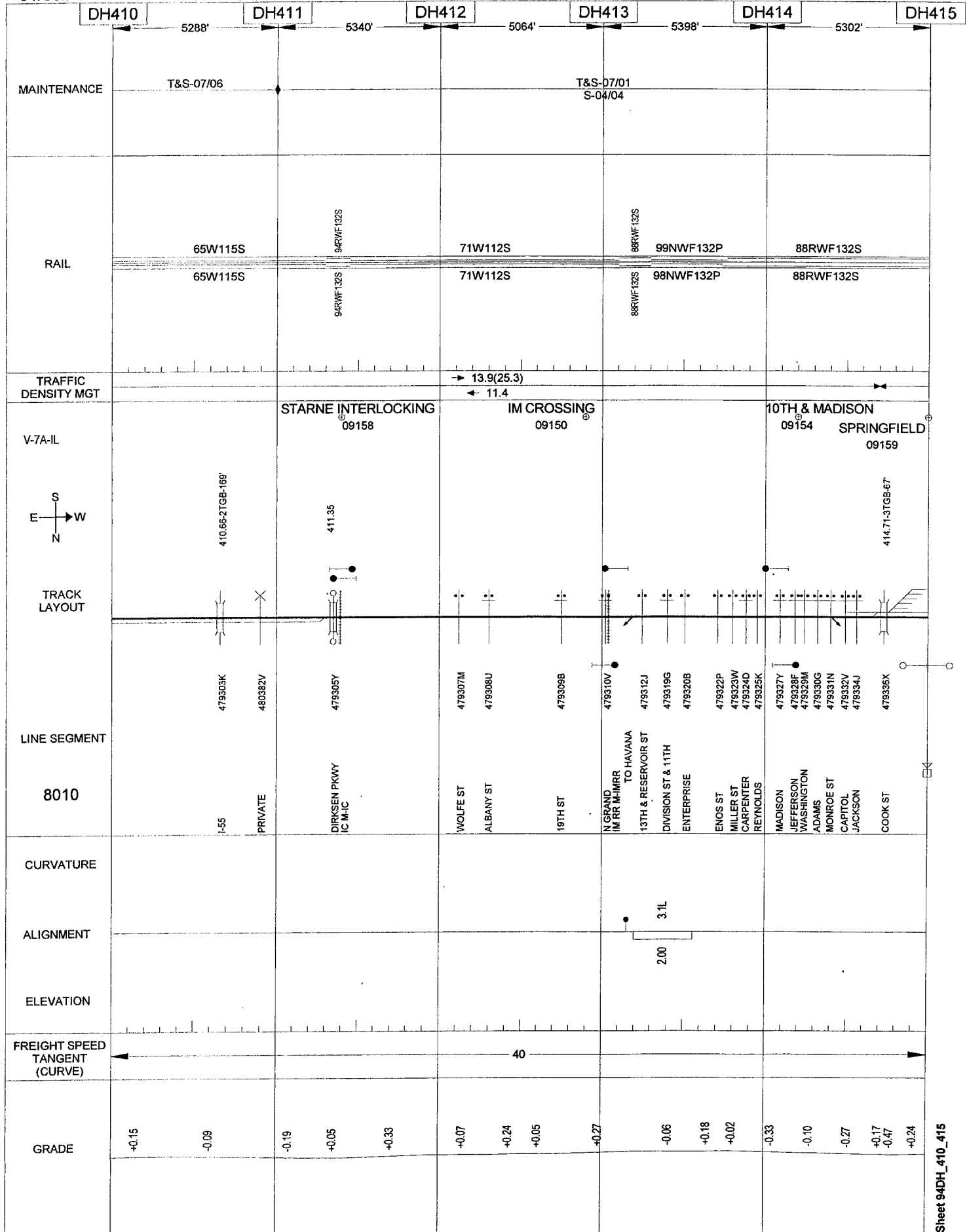
01/30/2007

SPRINGFIELD

065

MOSSER-HANNIBAL

ILLINOIS



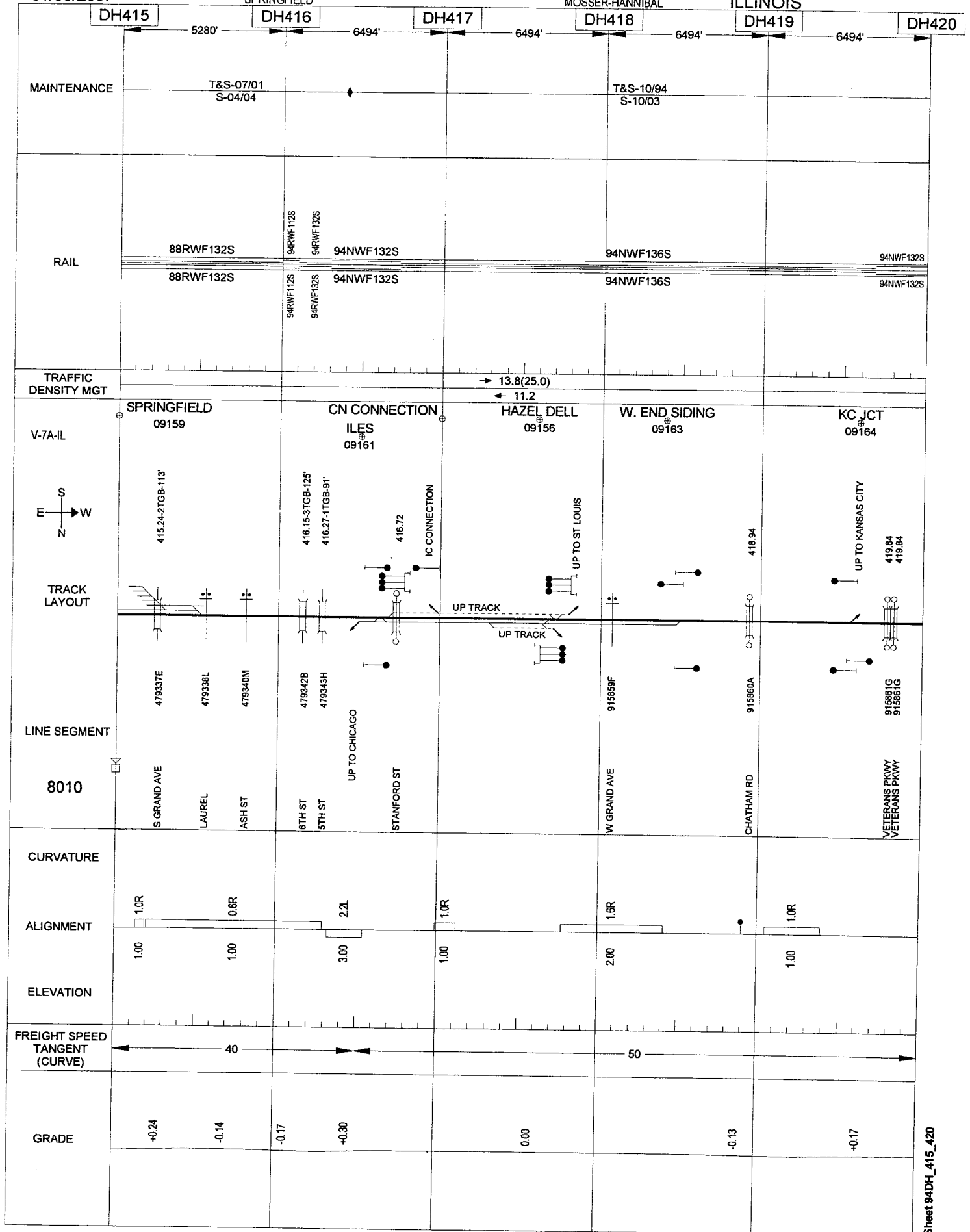
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066

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



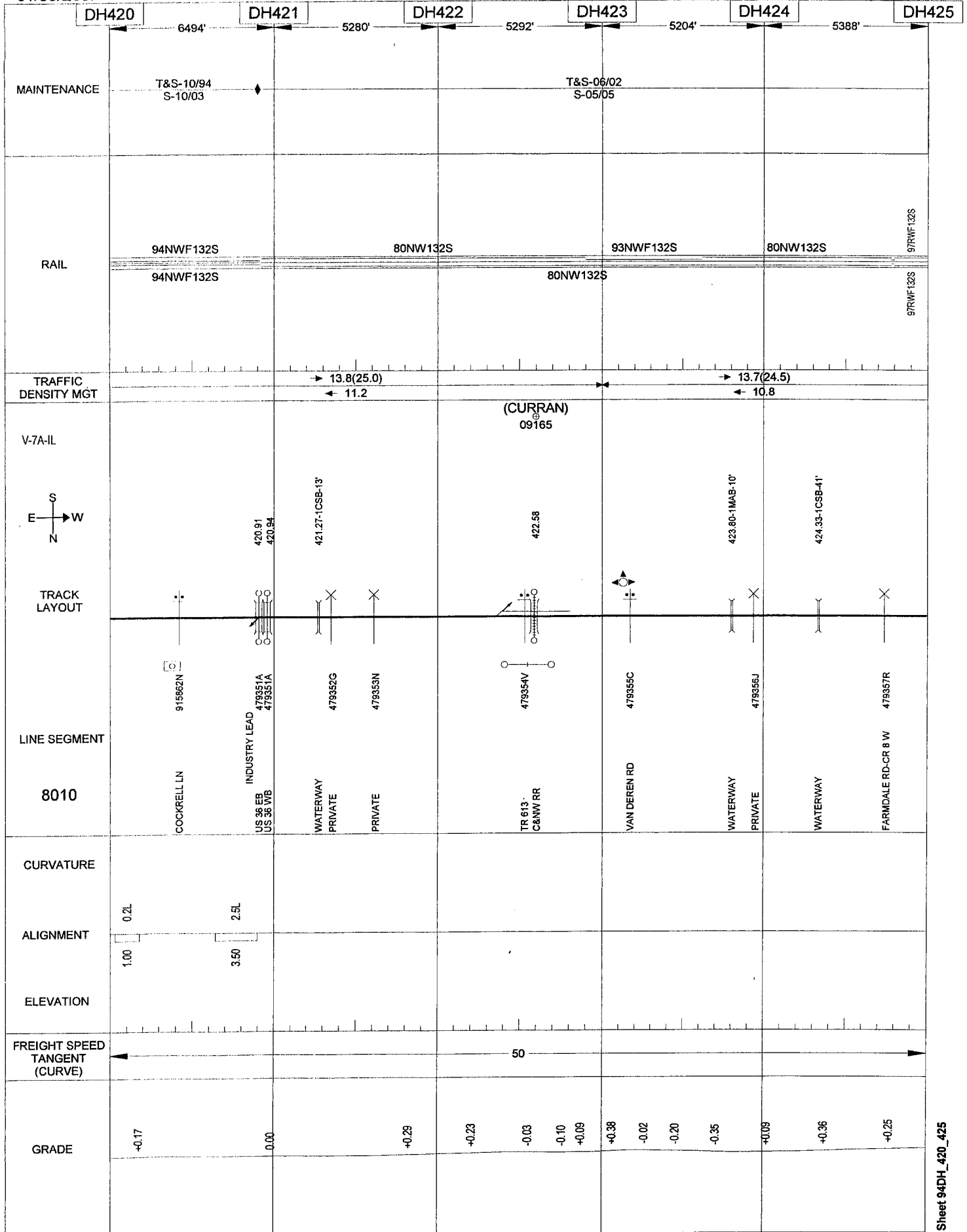
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067

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS





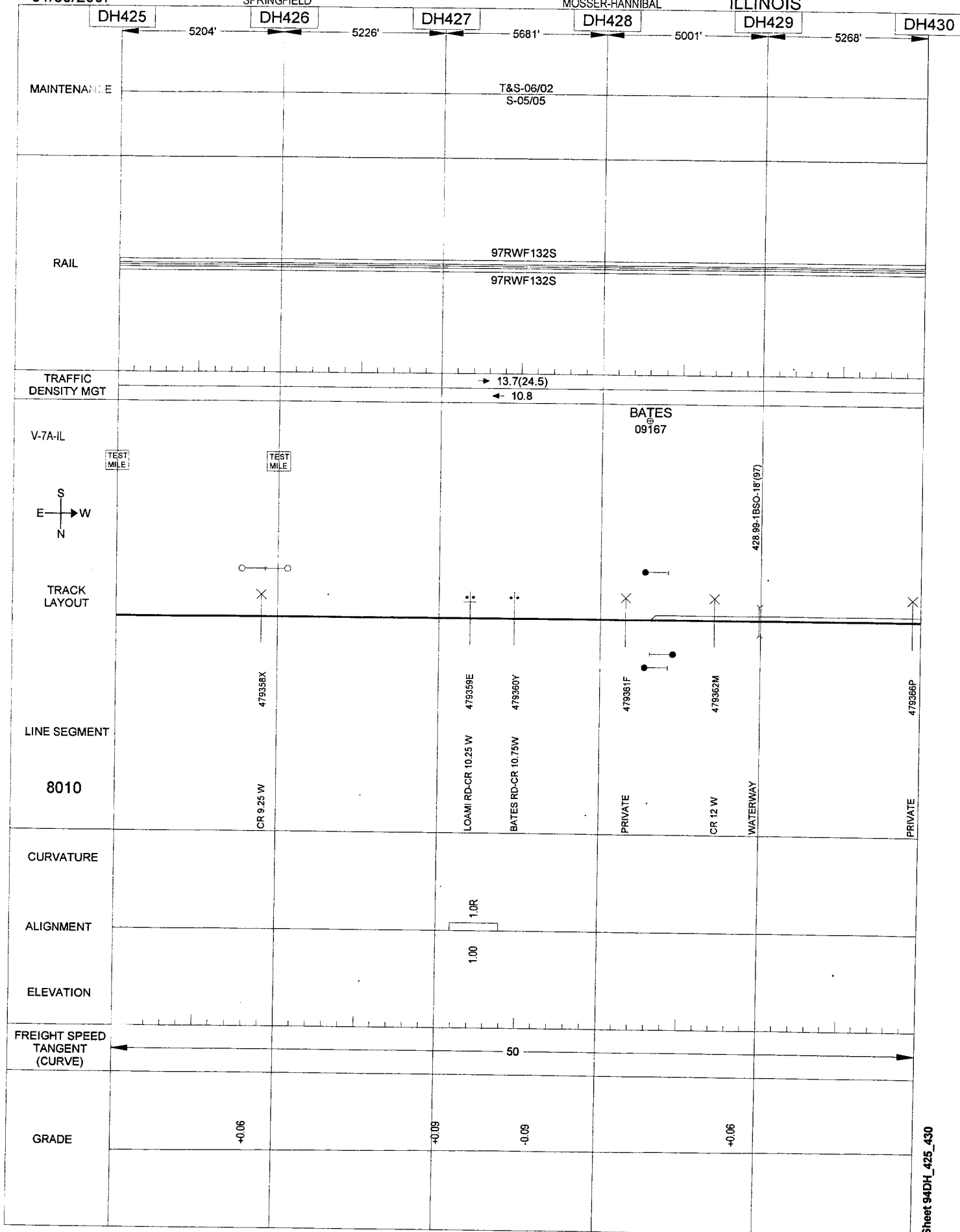
01/30/2007

068

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



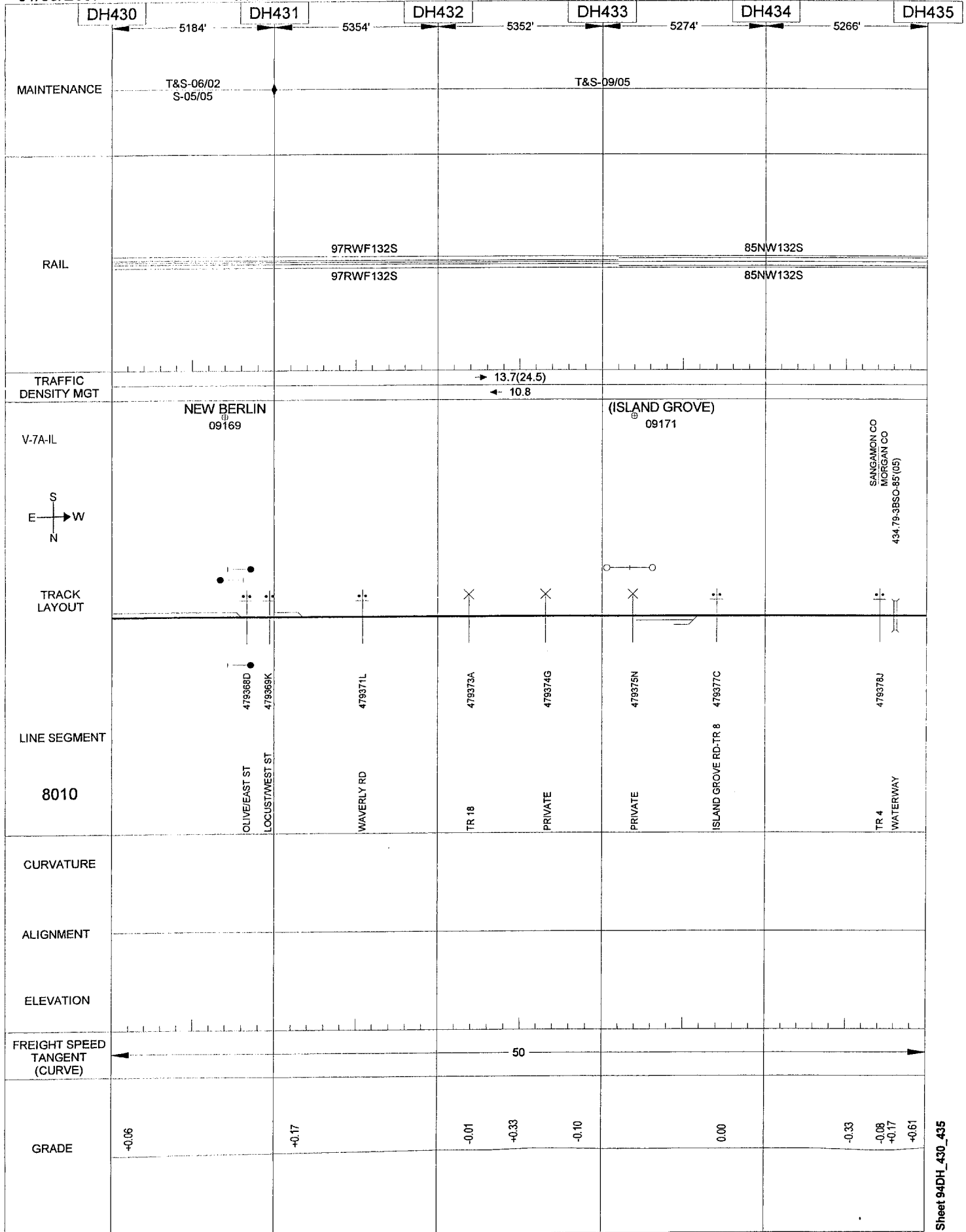
01/30/2007

SPRINGFIELD

069

MOSSER-HANNIBAL

ILLINOIS



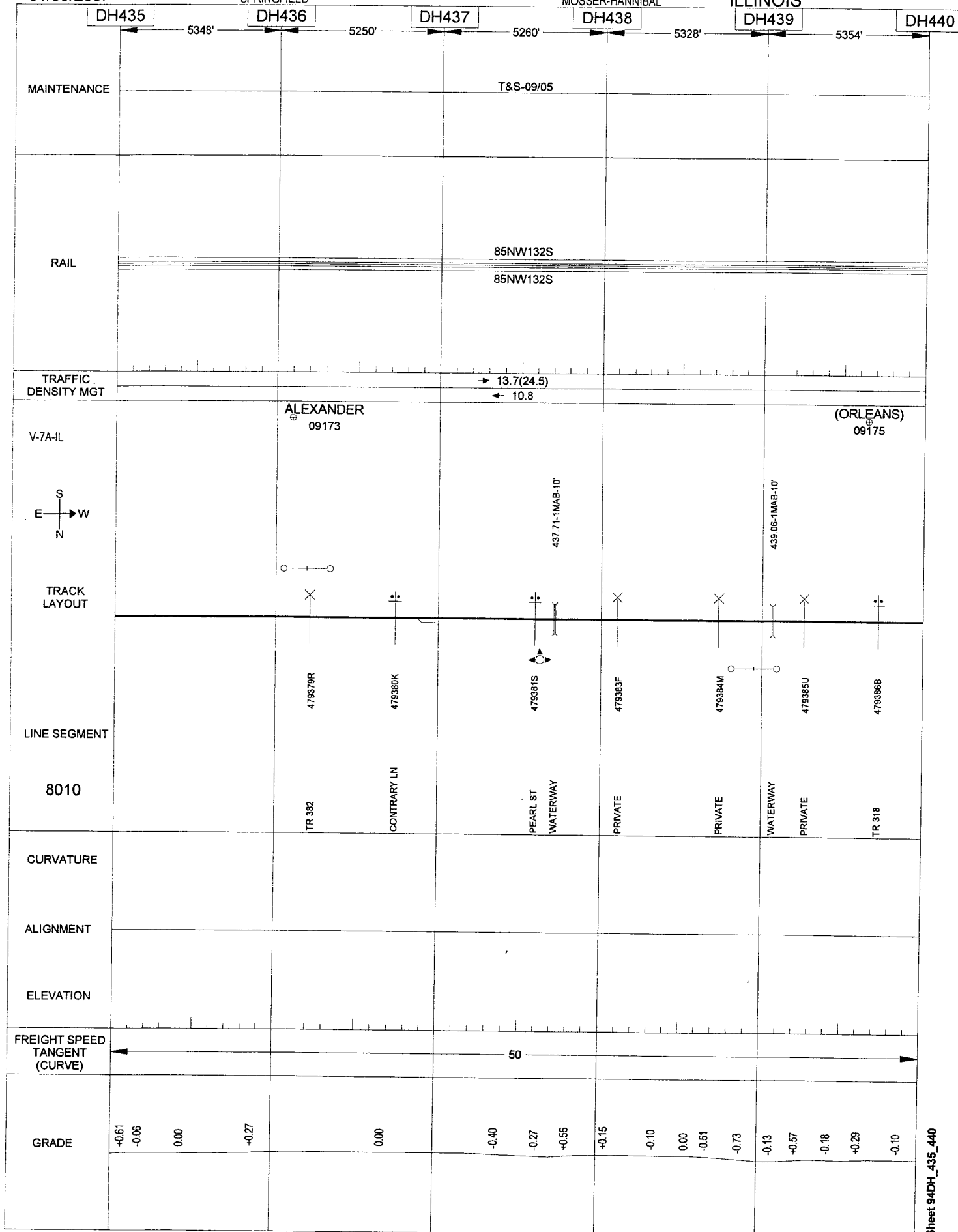
01/30/2007

070

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



01/30/2007

SPRINGFIELD

071

MOSSER-HANNIBAL

ILLINOIS

DH440

DH441

DH442

DH443

DH444

DH445

5234'

5356'

5166'

5290'

5298'

MAINTENANCE

T&amp;S-09/05

RAIL

85NW132S

85NW132S

TRAFFIC  
DENSITY MGT

→ 13.7(24.5)

← 10.8

V-7A-IL

HANNEL

ARNOLD  
09176

442.07-1SAB-24'

443.77-1TGB-118'

444.28-2TGB-212'

TRACK  
LAYOUT

LINE SEGMENT

8010

WITTY RD-TR 304

WATERWAY

PRIVATE

ARNOLD RD-TR 254

US 36, US 54

FOX LN-TR 232

I-72 &amp; US 36

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

-0.19

-0.32

-0.62

0.00

-0.20

+0.84

-0.66

-0.39

-0.03

-0.42

-0.22

-0.50

0.00

+0.03

-0.03

-0.41

-0.62

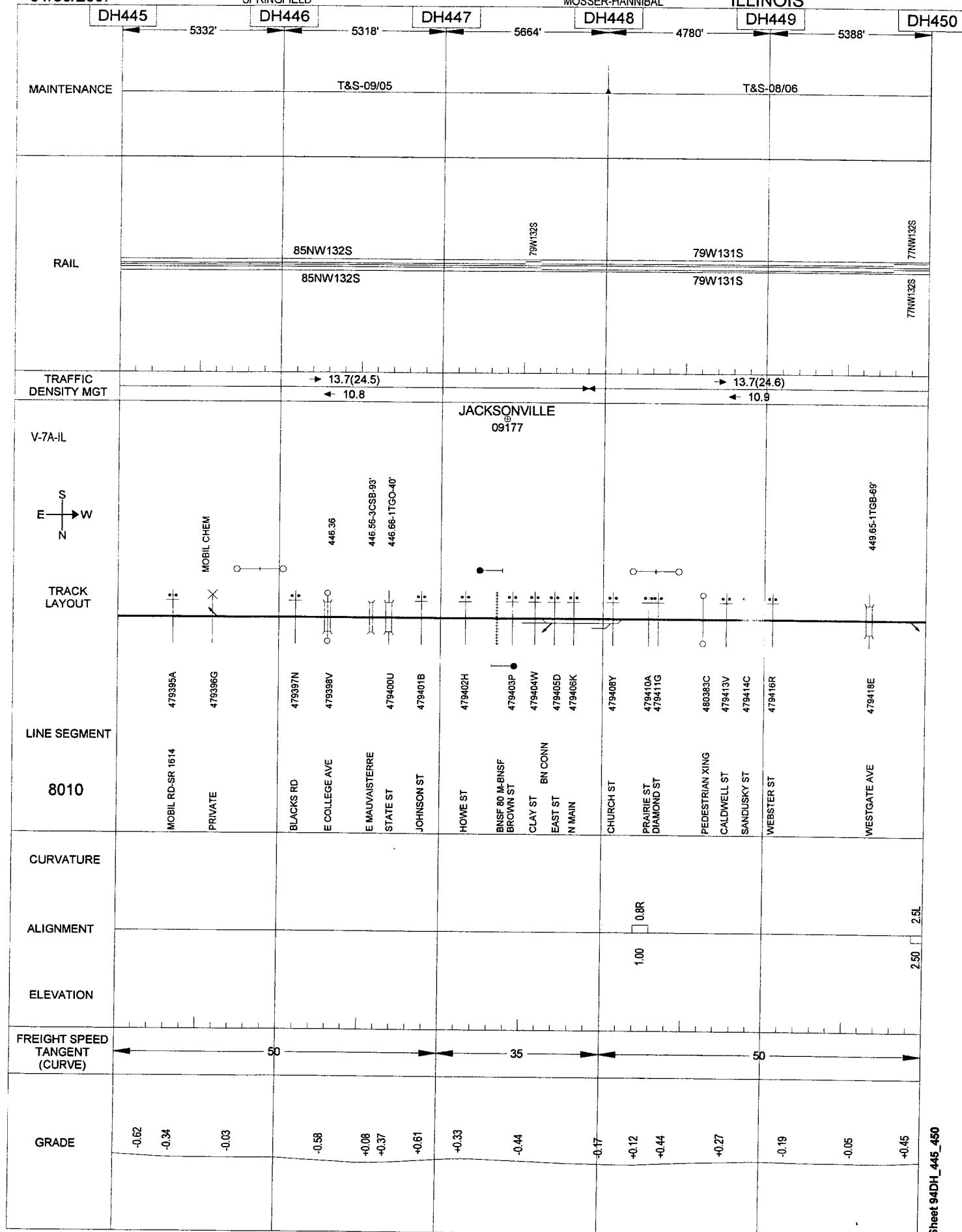
01/30/2007

072

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



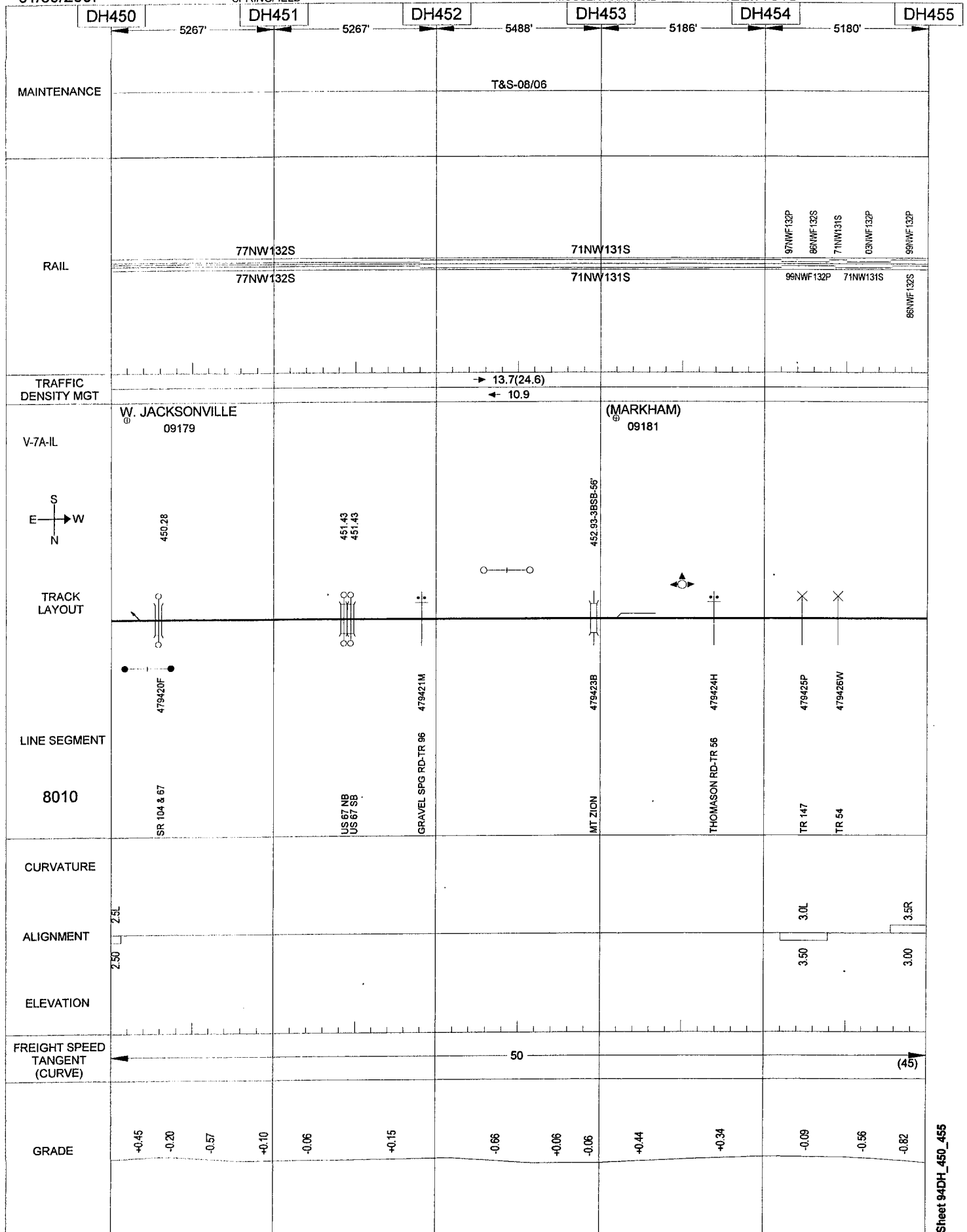
01/30/2007

073

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



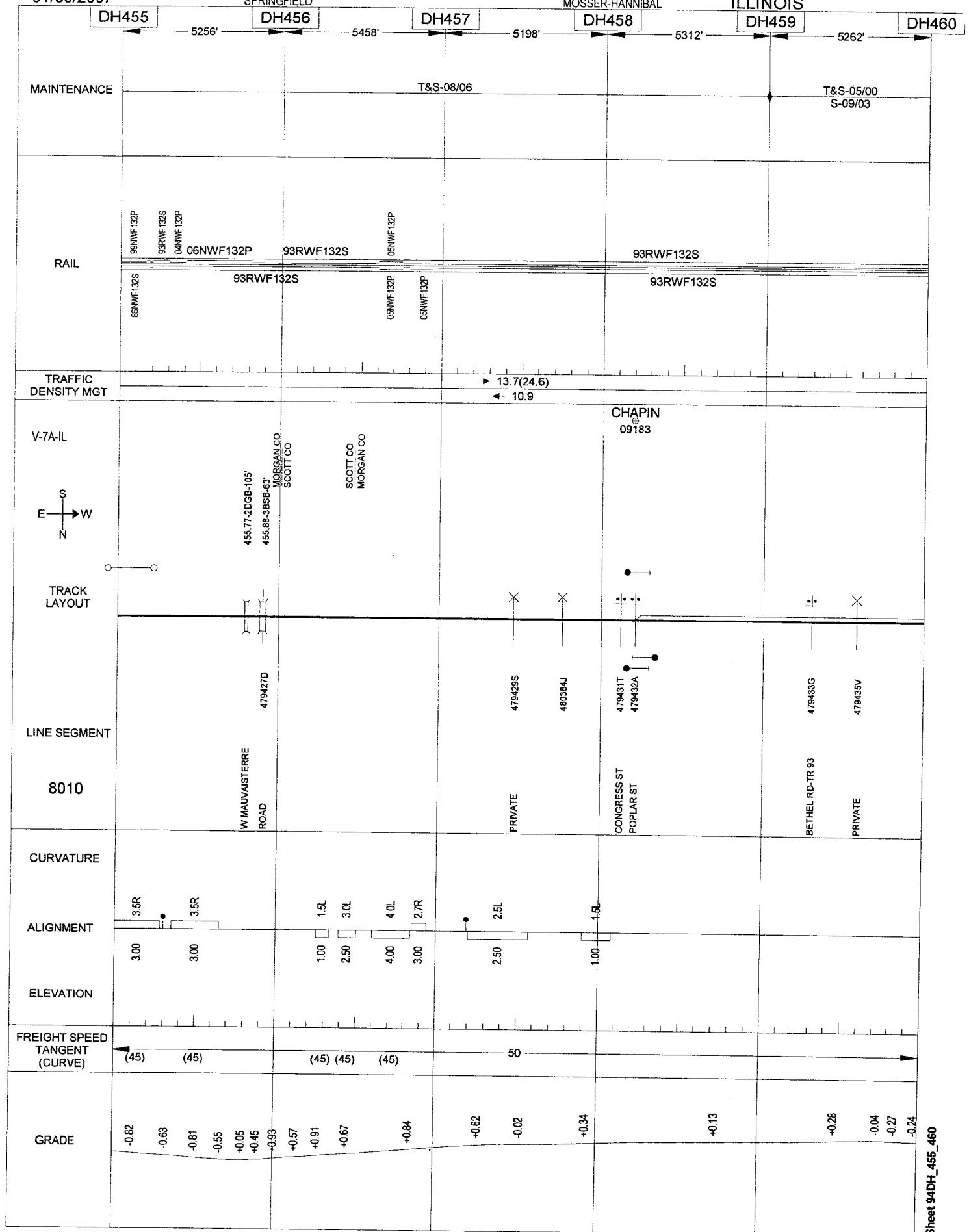
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074

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



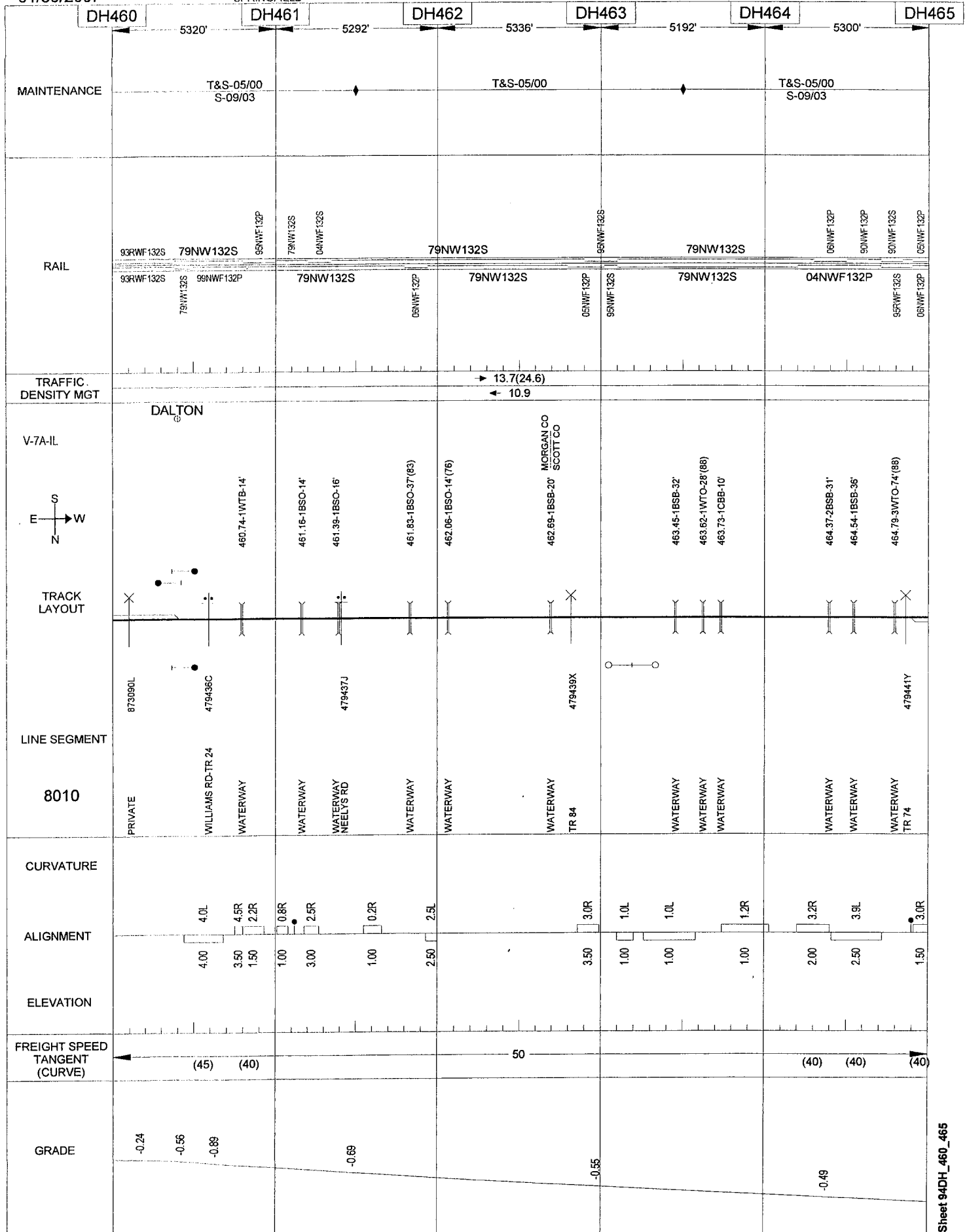
01/30/2007

075

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS





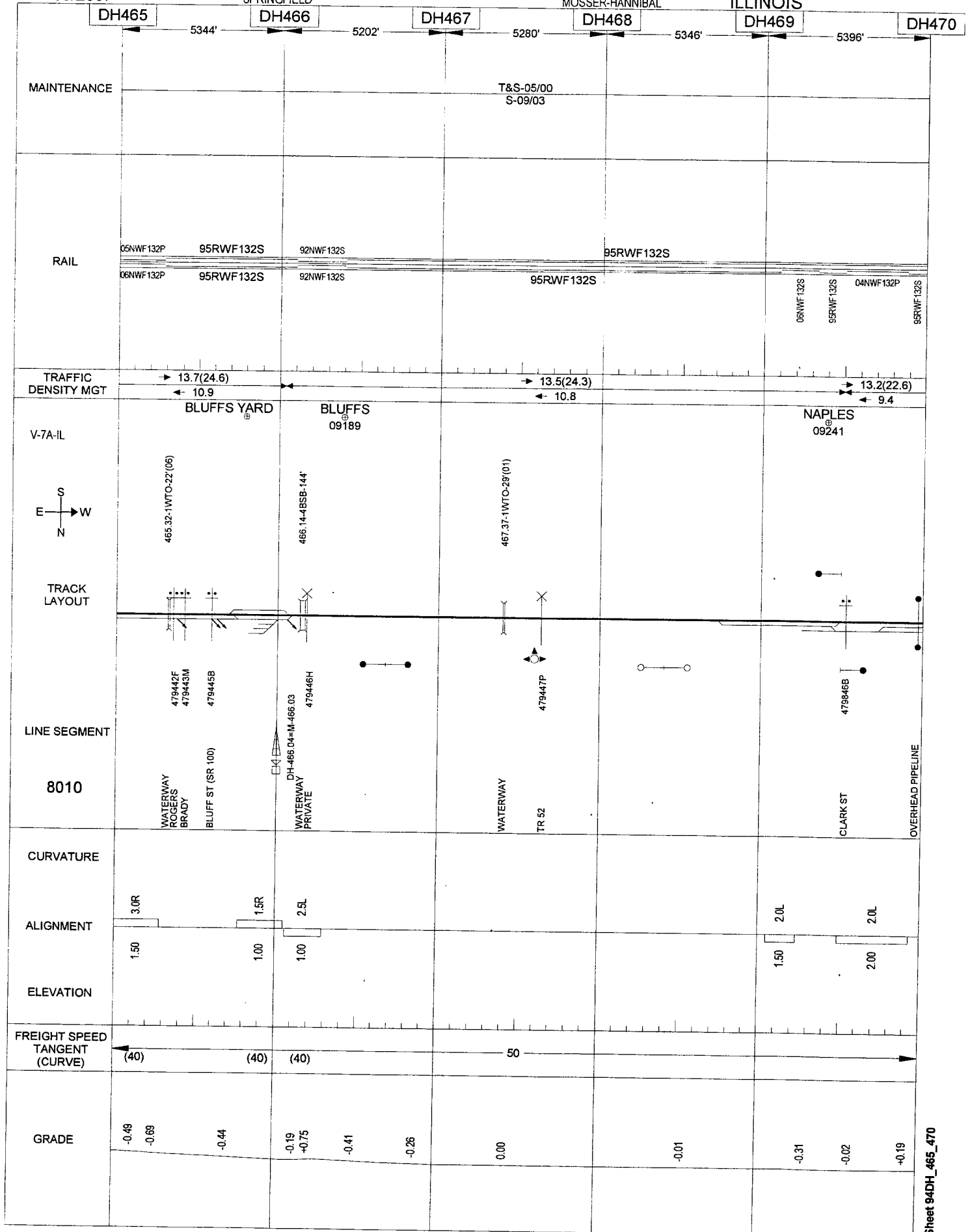
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076

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



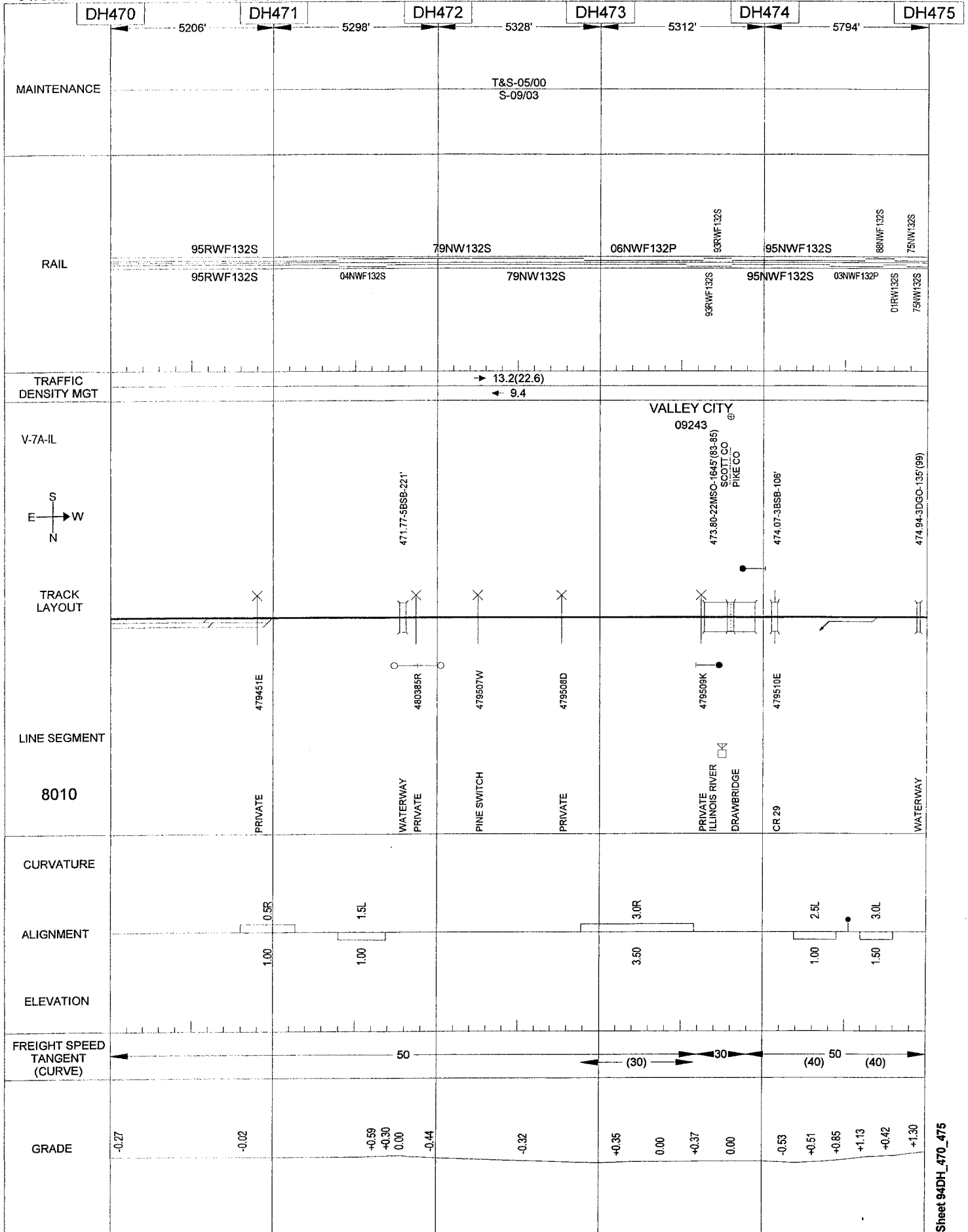
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077

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



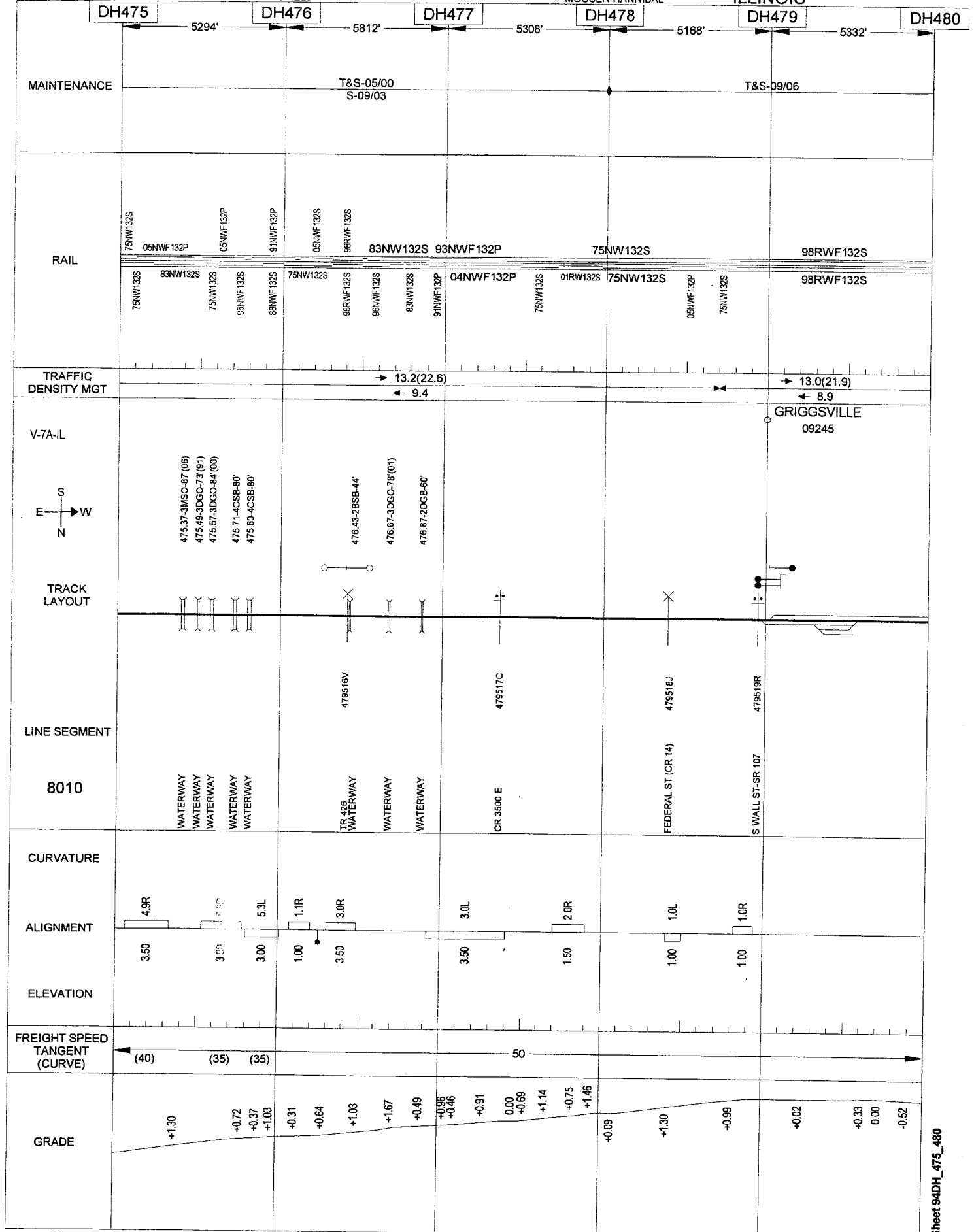
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078

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



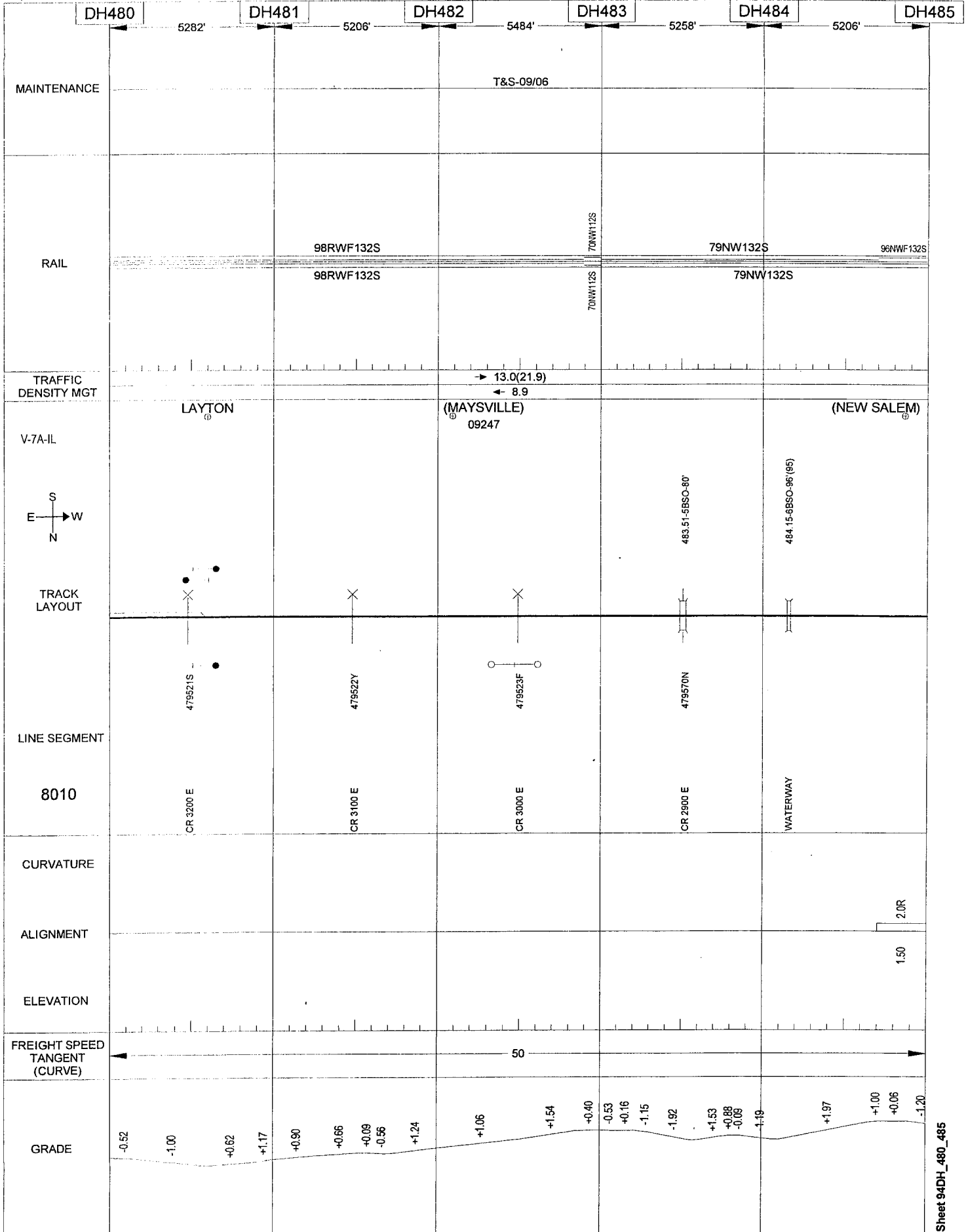
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079

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



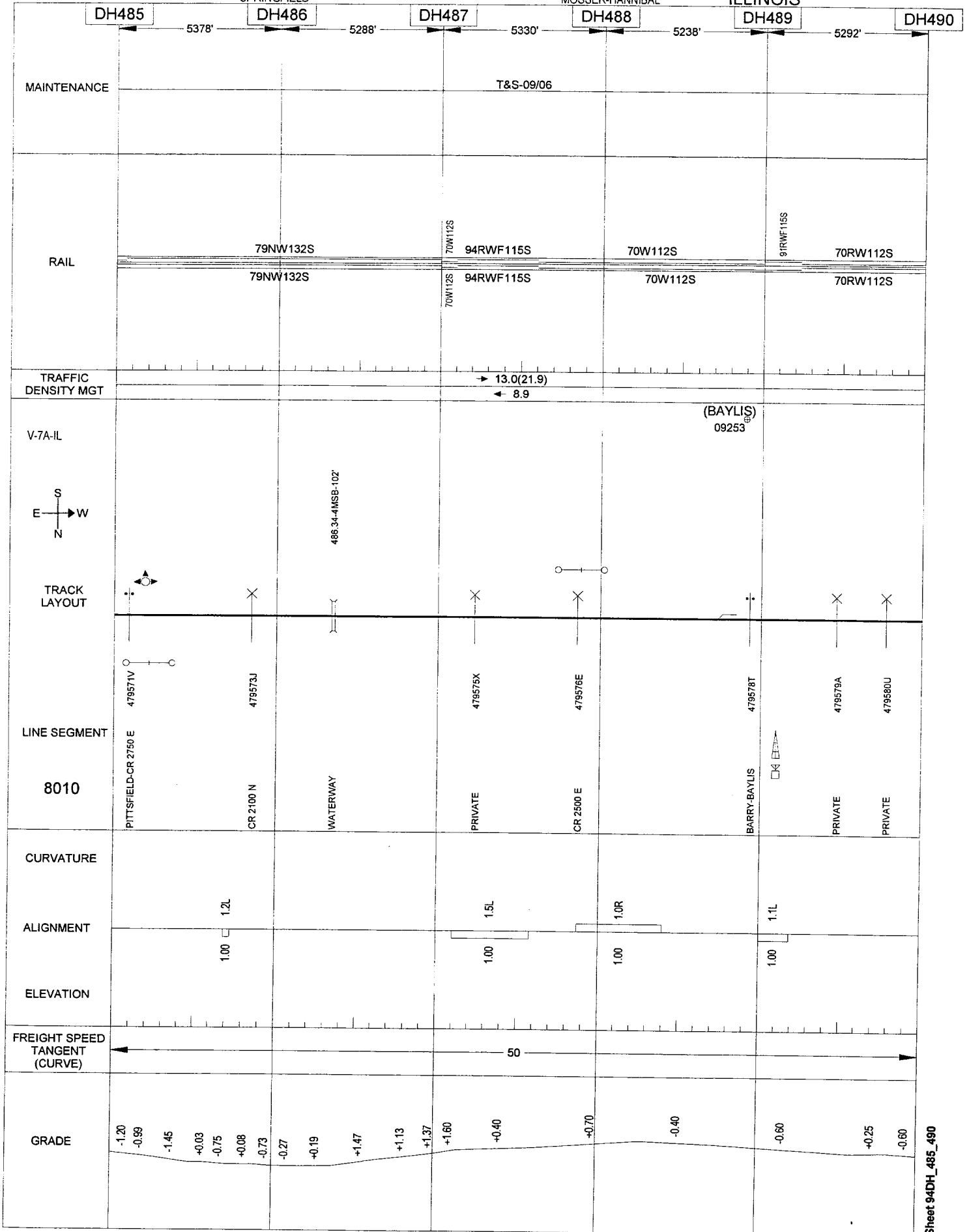
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080

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



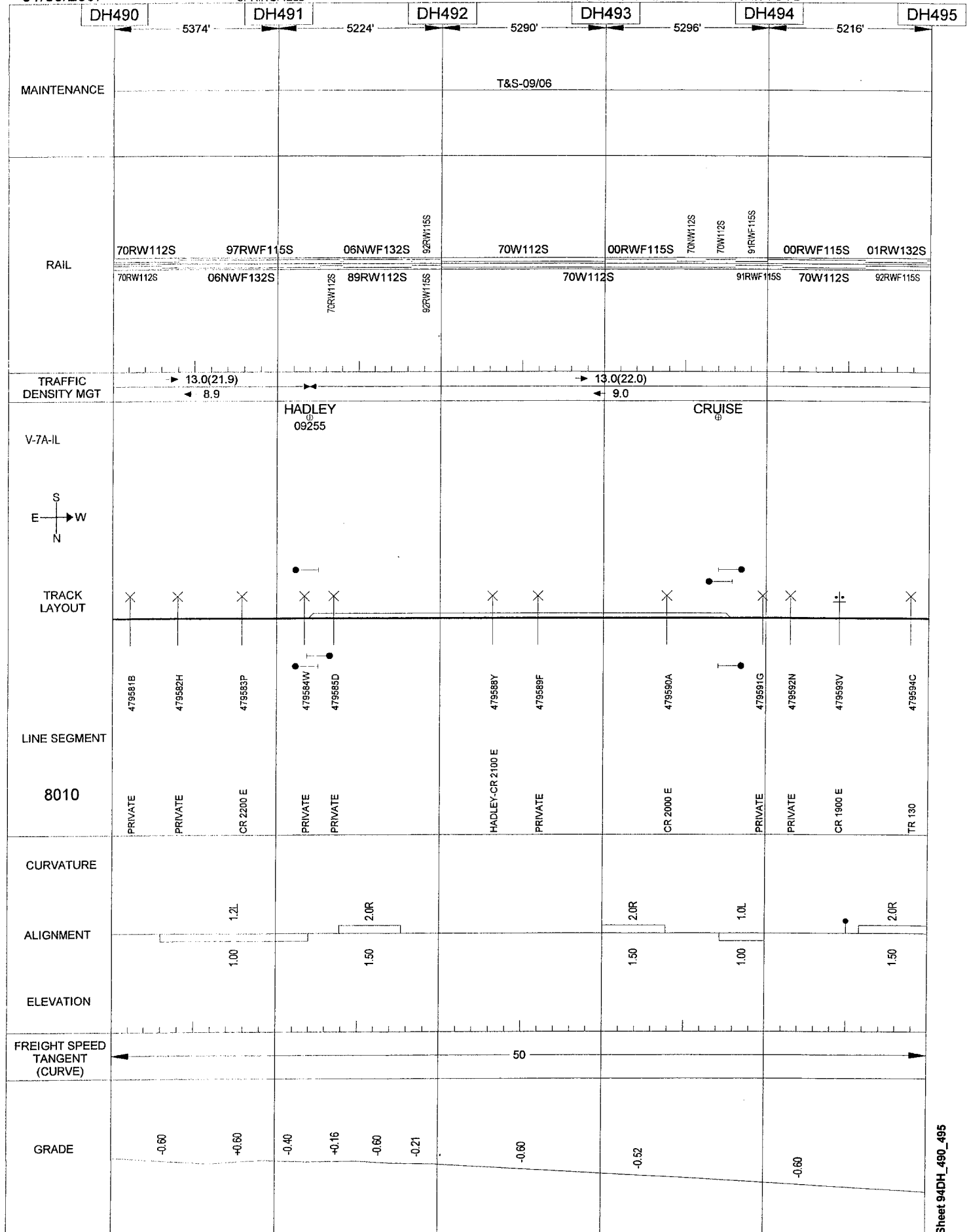
01/30/2007

081

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS





01/30/2007

SPRINGFIELD

083

MOSSER-HANNIBAL

ILLINOIS

DH500

DH501

DH502

DH503

DH504

DH505

5230'

5354'

5170'

5264'

5404'

MAINTENANCE

T&S-06/02  
S-05/05

RAIL

80NW132S

96NWF132S

80NW132S

80NW132S

96NWF132S 03NWF132P

80NW132S

TRAFFIC  
DENSITY MGT→ 13.0(22.0)  
← 9.0

V-7A-IL

(MAGNER)  
09258(KINDERHOOK)  
09259S  
E → W  
N

500.10-10WTO-206'

500.30-5WTO-80'(97)

500.91-1WTB-22'

501.18-1WTB-22'

501.46-3CSB-48'

502.19-2WTO-30'(81)

502.41-4WTO-70'(97)

TEST  
MILE

503.79-1WTB-53'

TEST  
MILE

504.17-7BSB-361'

TRACK  
LAYOUT

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

LINE SEGMENT

479608H

479609P

479612X

479613E

479614L

479615T

479616A

479618N

8010

WATERWAY  
PRIVATE

WATERWAY

WATERWAY

WATERWAY

WATERWAY

TR 66

PRIVATE  
WATERWAY

WATERWAY

PRIVATE

SR 96

TR 50B

WATERWAY

MC CRANIE CREEK  
TR 50

CURVATURE

ALIGNMENT

ELEVATION

1.1L  
1.003.0R  
3.501.0L  
1.000.5L  
1.00FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

-0.45

-0.19

-0.10

-0.09

-0.39

-0.80

-0.34

0.00

-0.87

-0.48

-0.35

+0.04

-0.58

-0.23

0.00

+0.47

0.00

-0.49

-0.12



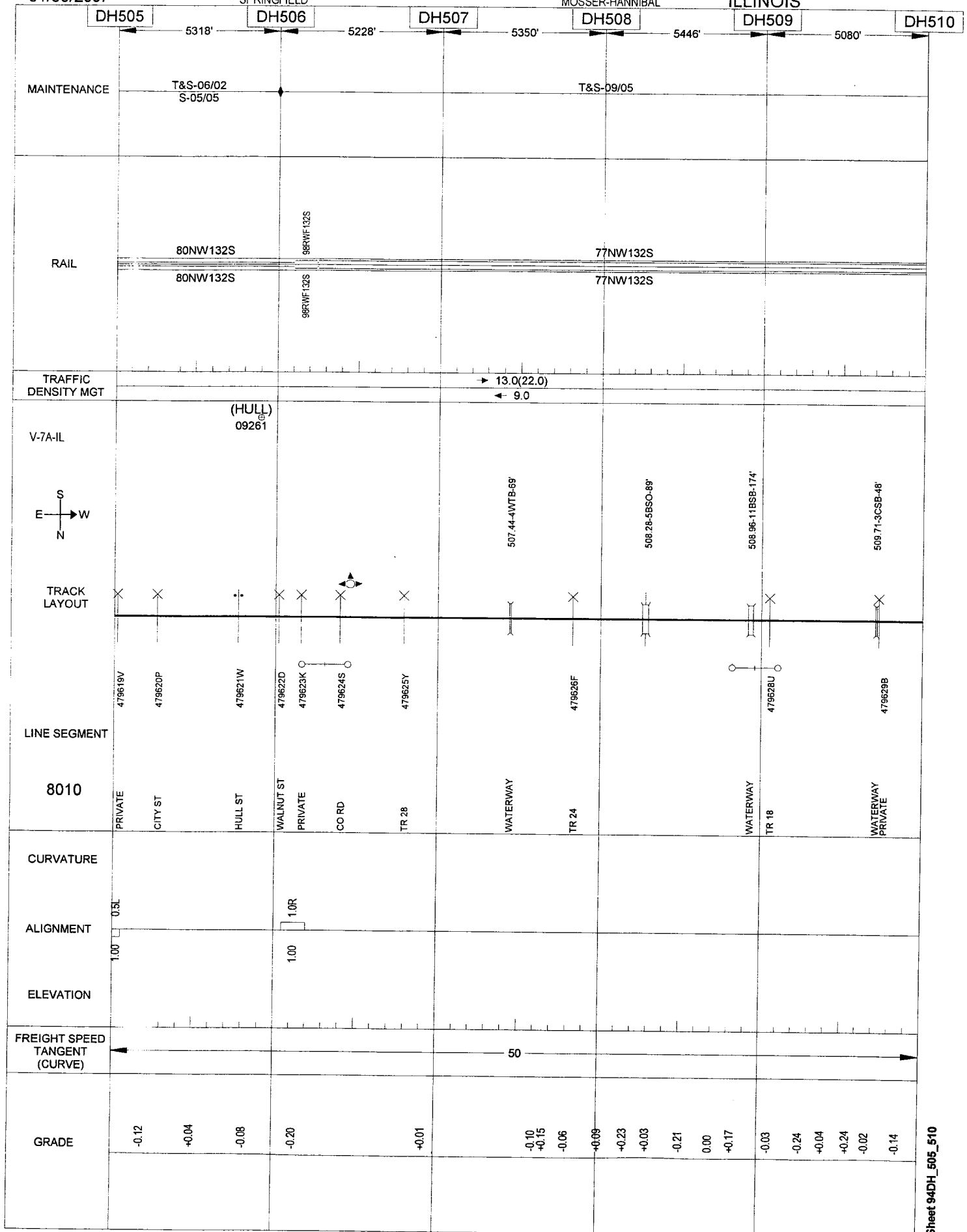
01/30/2007

084

SPRINGFIELD

MOSSER-HANNIBAL

ILLINOIS



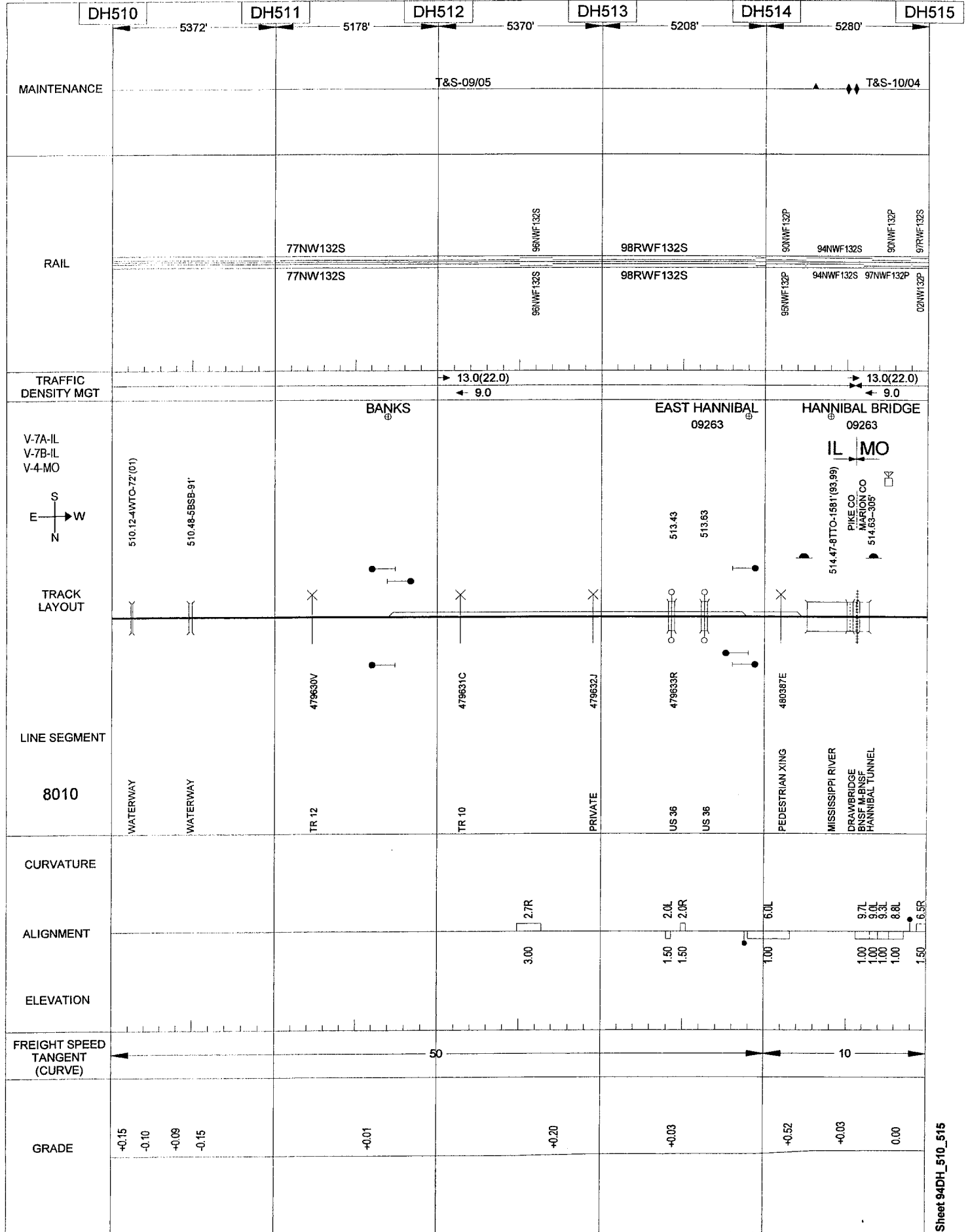
01/30/2007

SPRINGFIELD

085

MOSSER-HANNIBAL

ILLINOIS



01/30/2007

SPRINGFIELD

086

MOSSER-HANNIBAL

ILLINOIS

DH515

5280'

MAINTENANCE

T&S-10/04

RAIL

97RWF132S  
71RWF132S  
06RWF132S  
02NWF132P  
97RWF132S  
71RWF132S  
92NWF132P  
06NWF132S

TRAFFIC  
DENSITY MGT

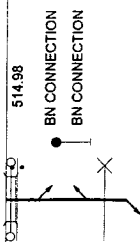
13.0(22.0)  
9.0

V-4-MO

BNSF CONN (HANNIBAL)  
09265

S  
E — W  
N

TRACK  
LAYOUT



LINE SEGMENT

8010

480601G  
480377Y  
DH-515 49-H-0.0  
US 36 BRIDGE ST  
FERRY ST

CURVATURE

ALIGNMENT

6.5R  
1.50  
3.4L  
1.00  
2.0R  
1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10 — 20 —  
(10)

GRADE

0.00

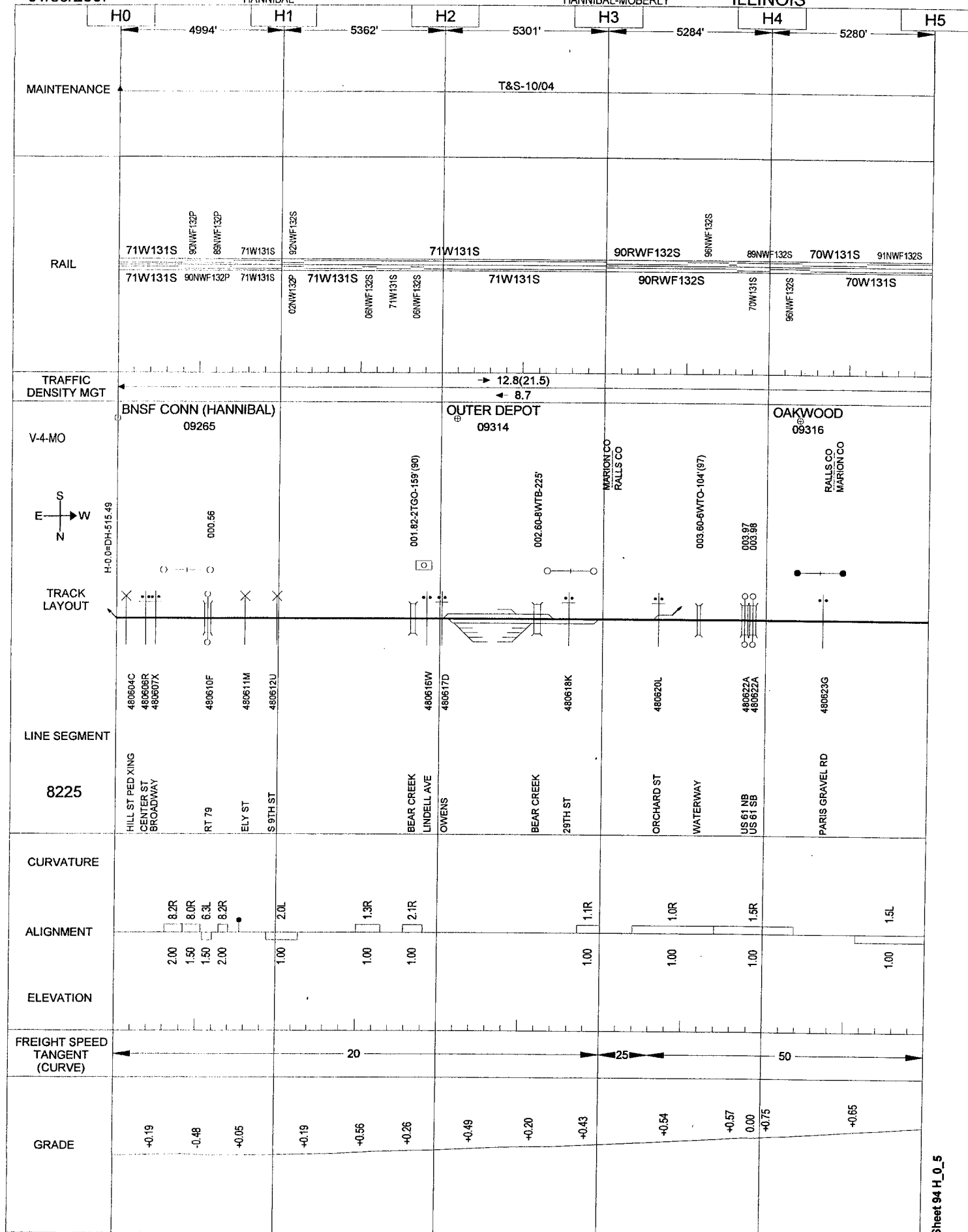
01/30/2007

087

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



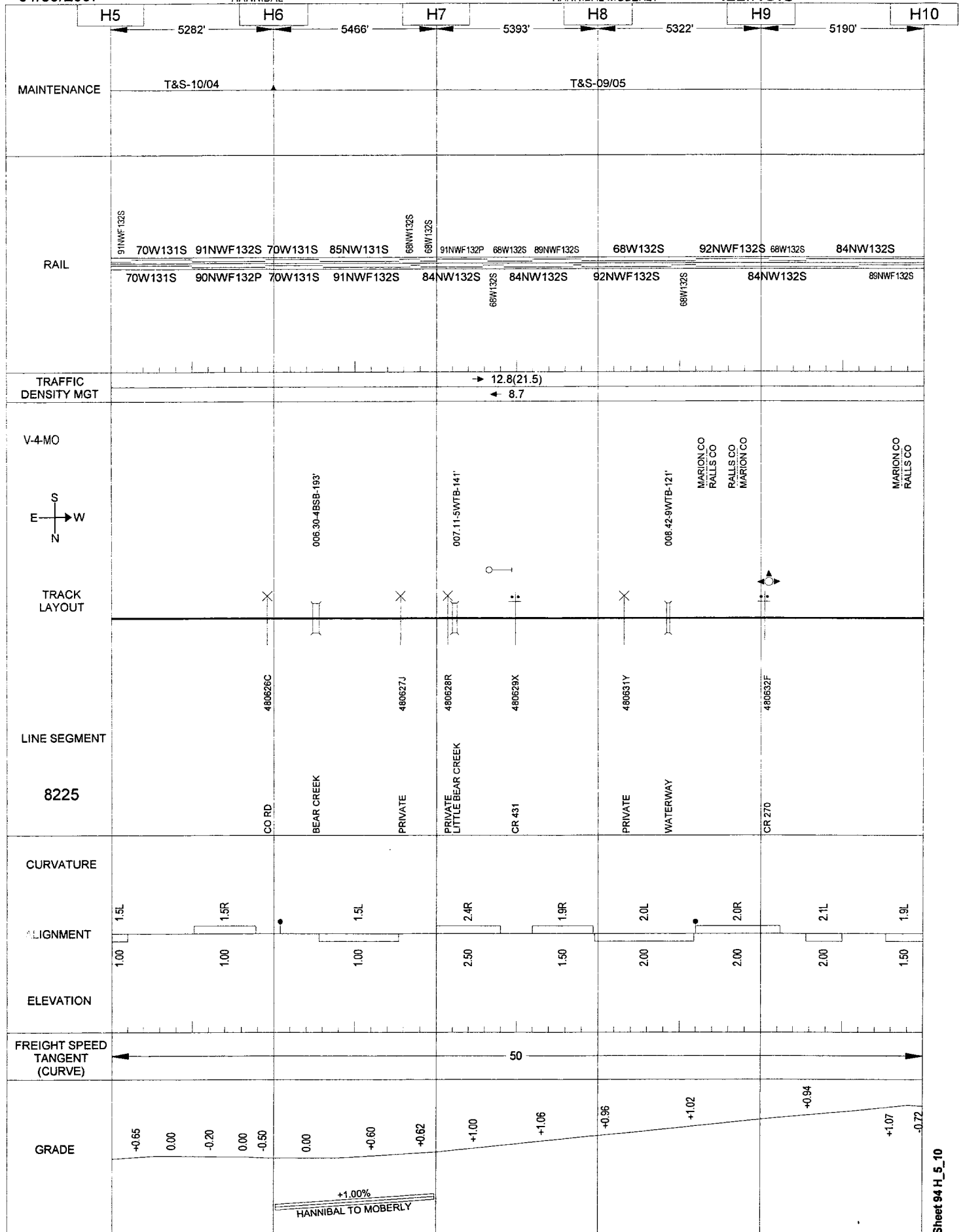
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088

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



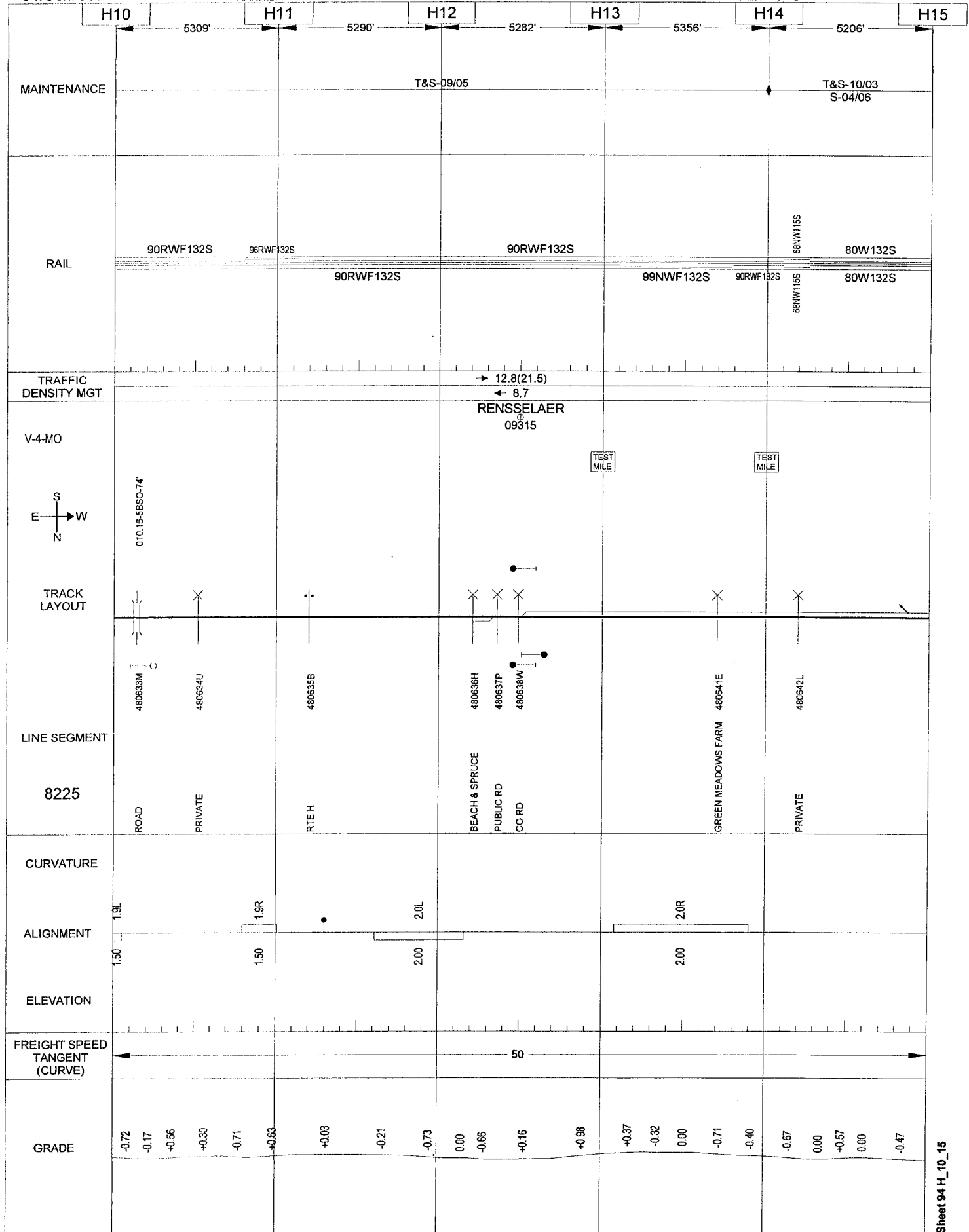
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089

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



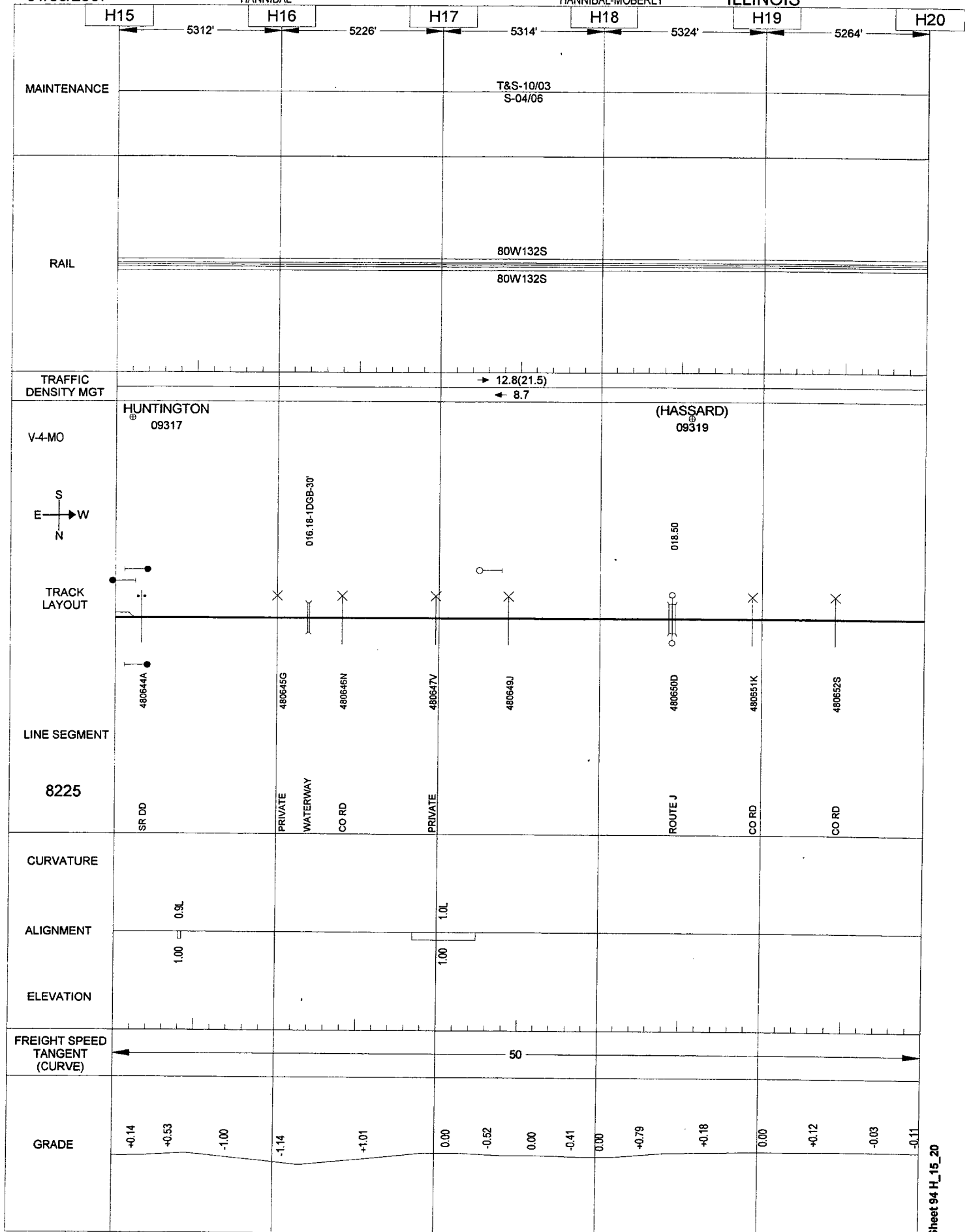
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090

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



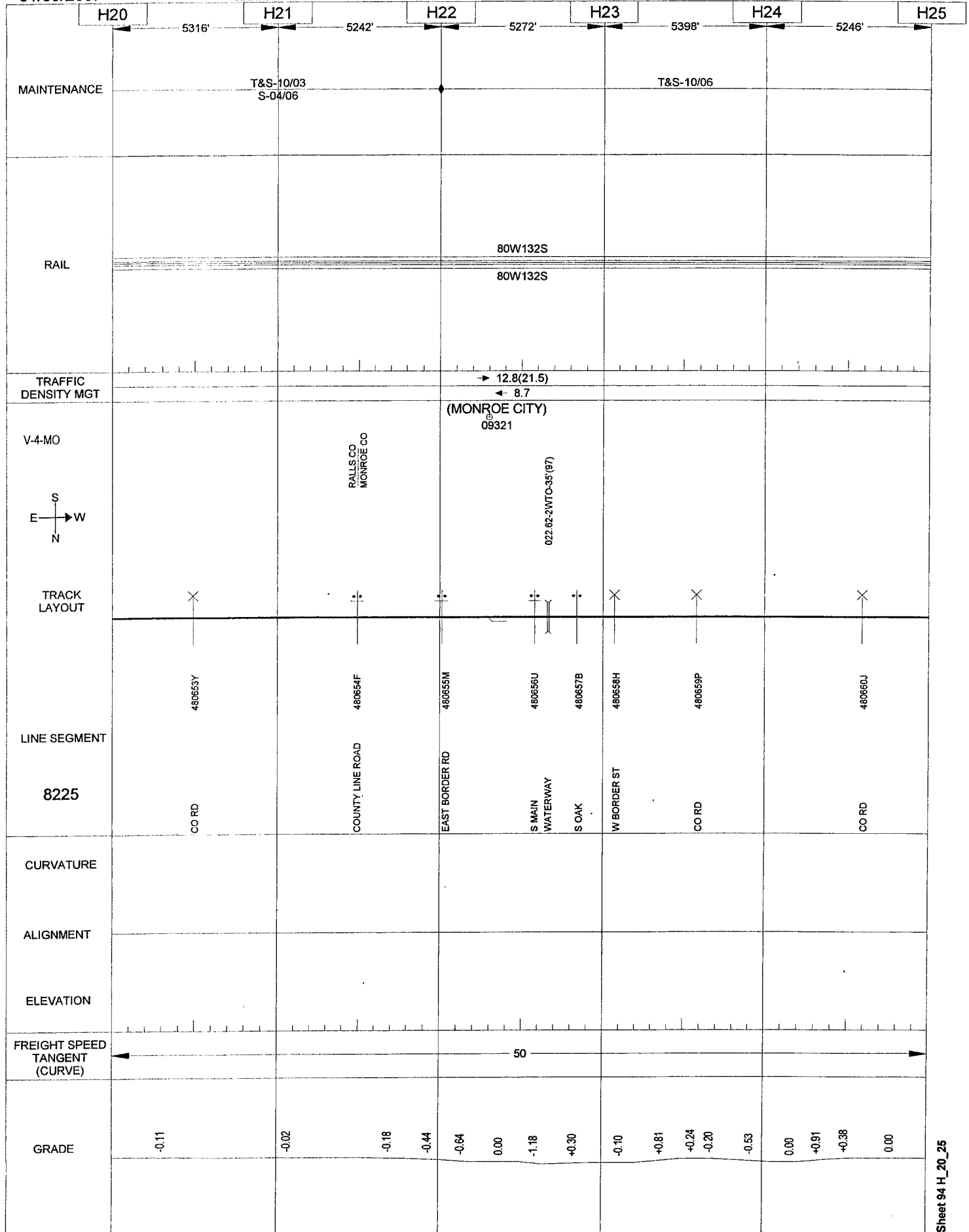
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091

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS





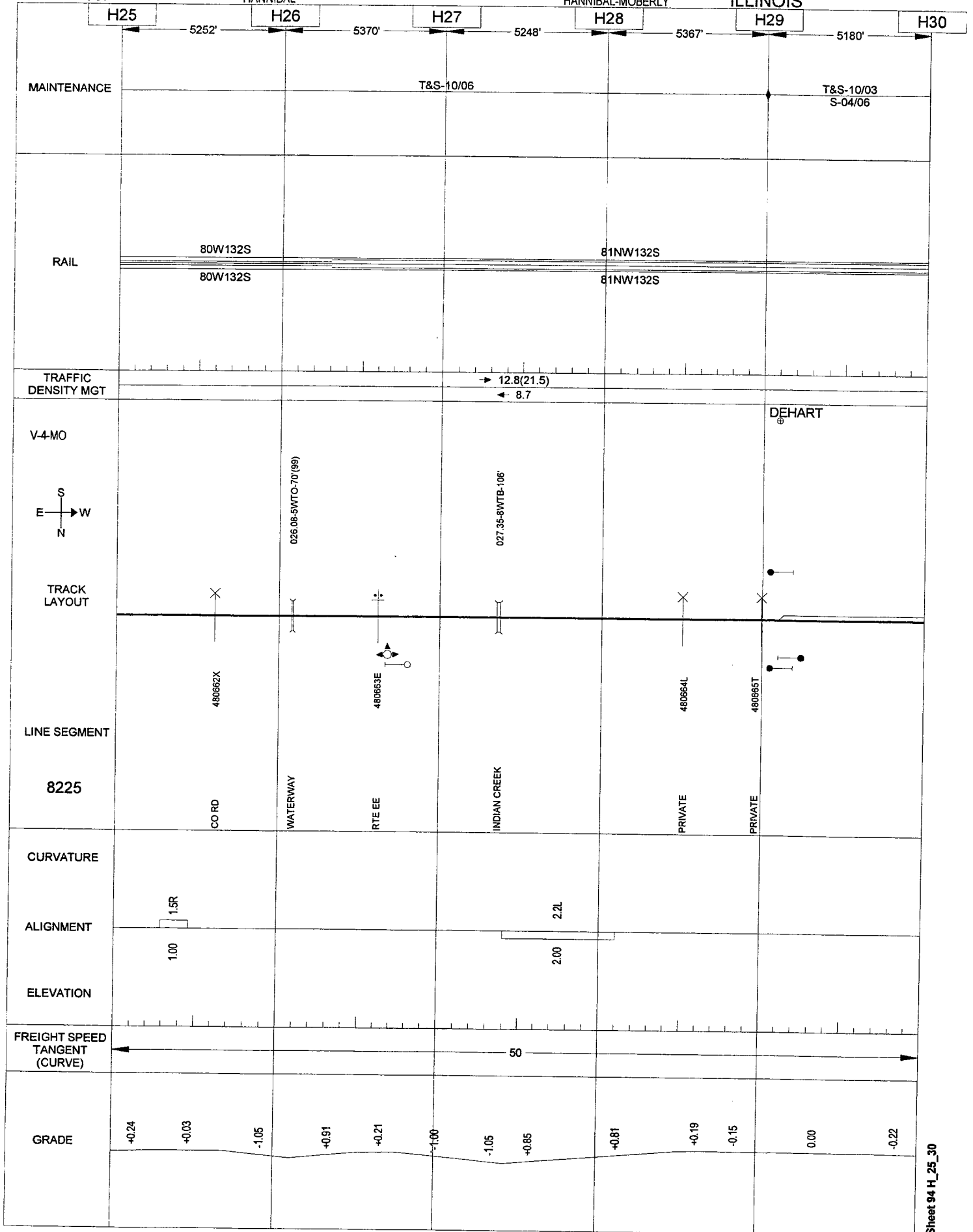
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092

HANNIBAL

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ILLINOIS



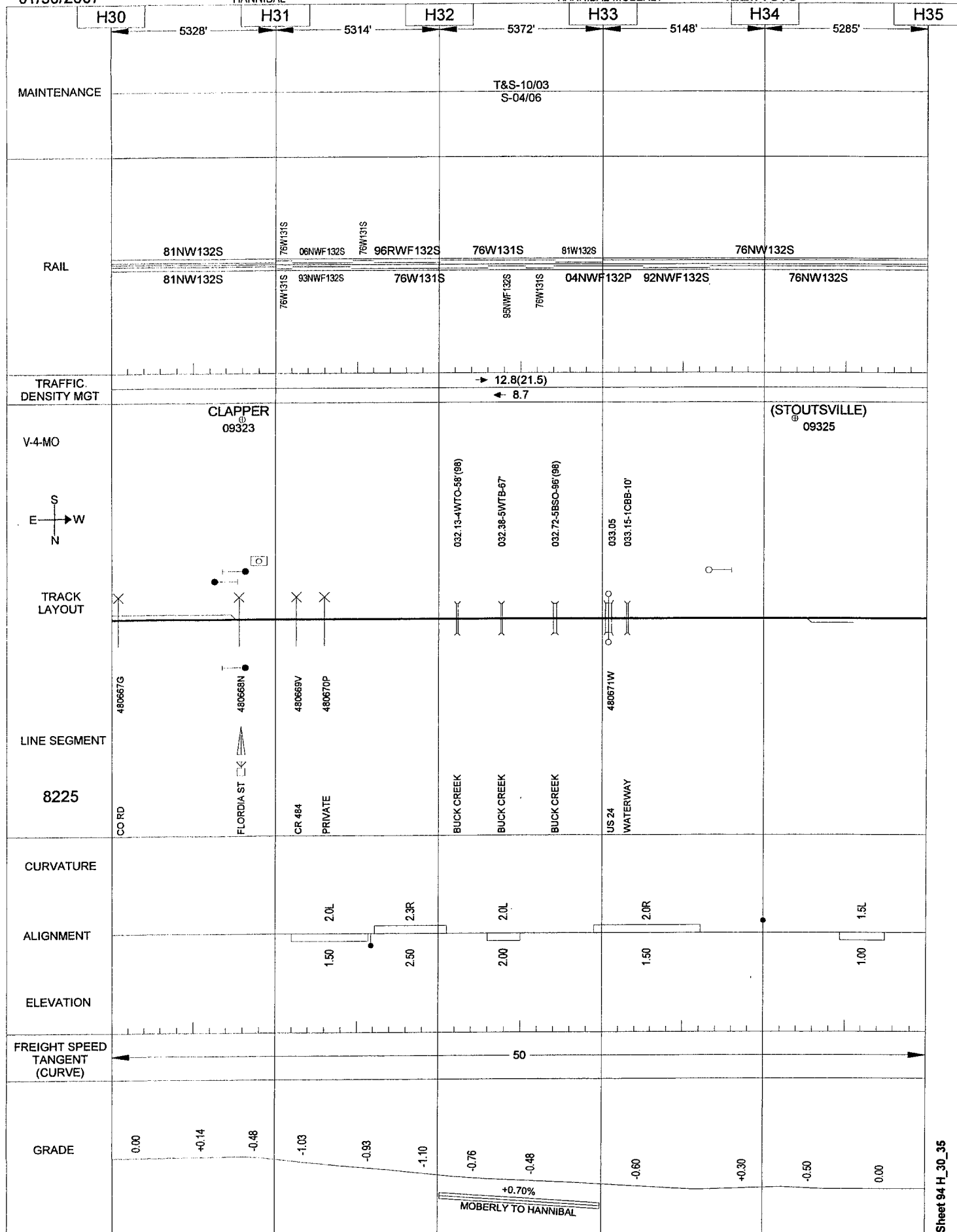
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093

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



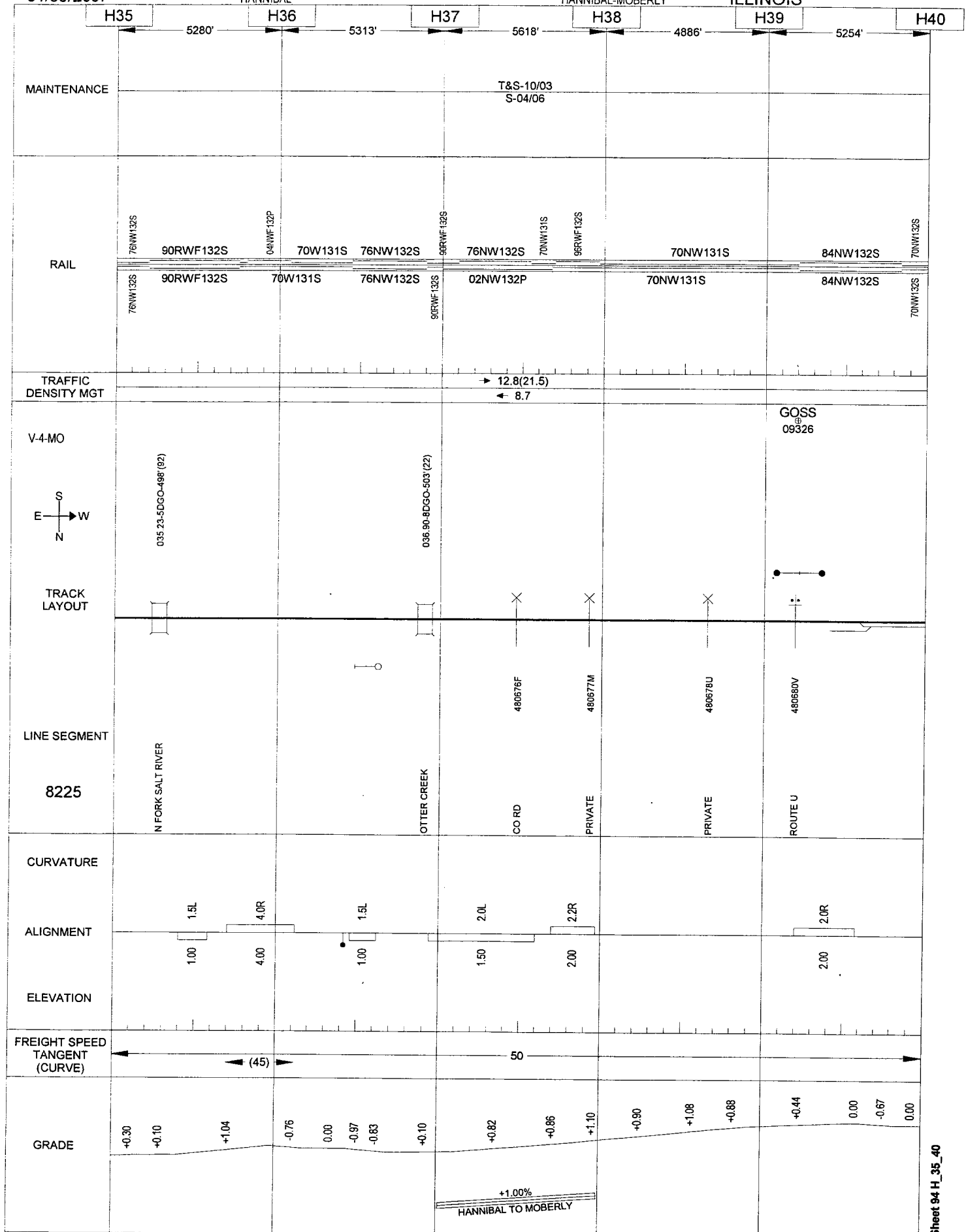
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094

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



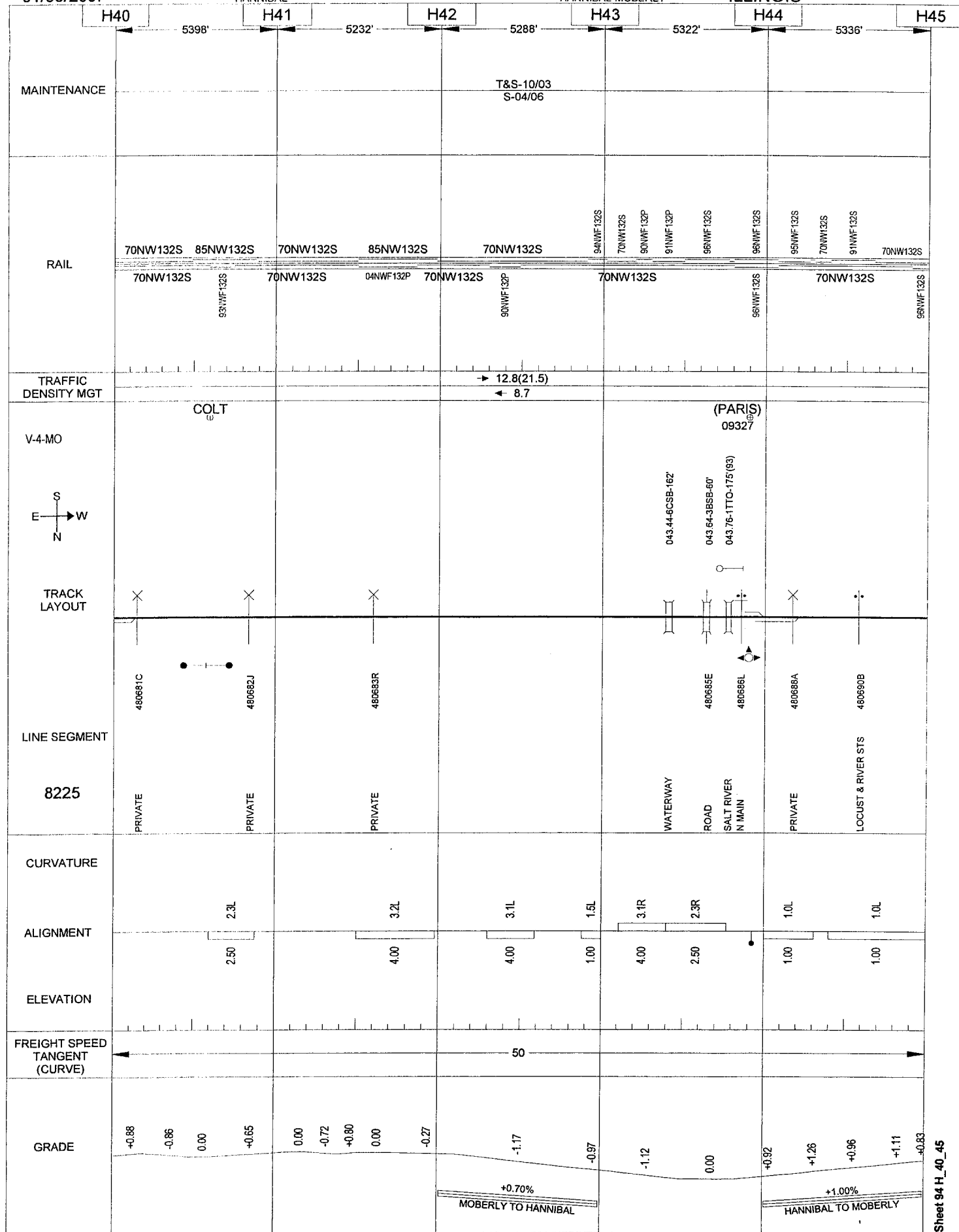
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095

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



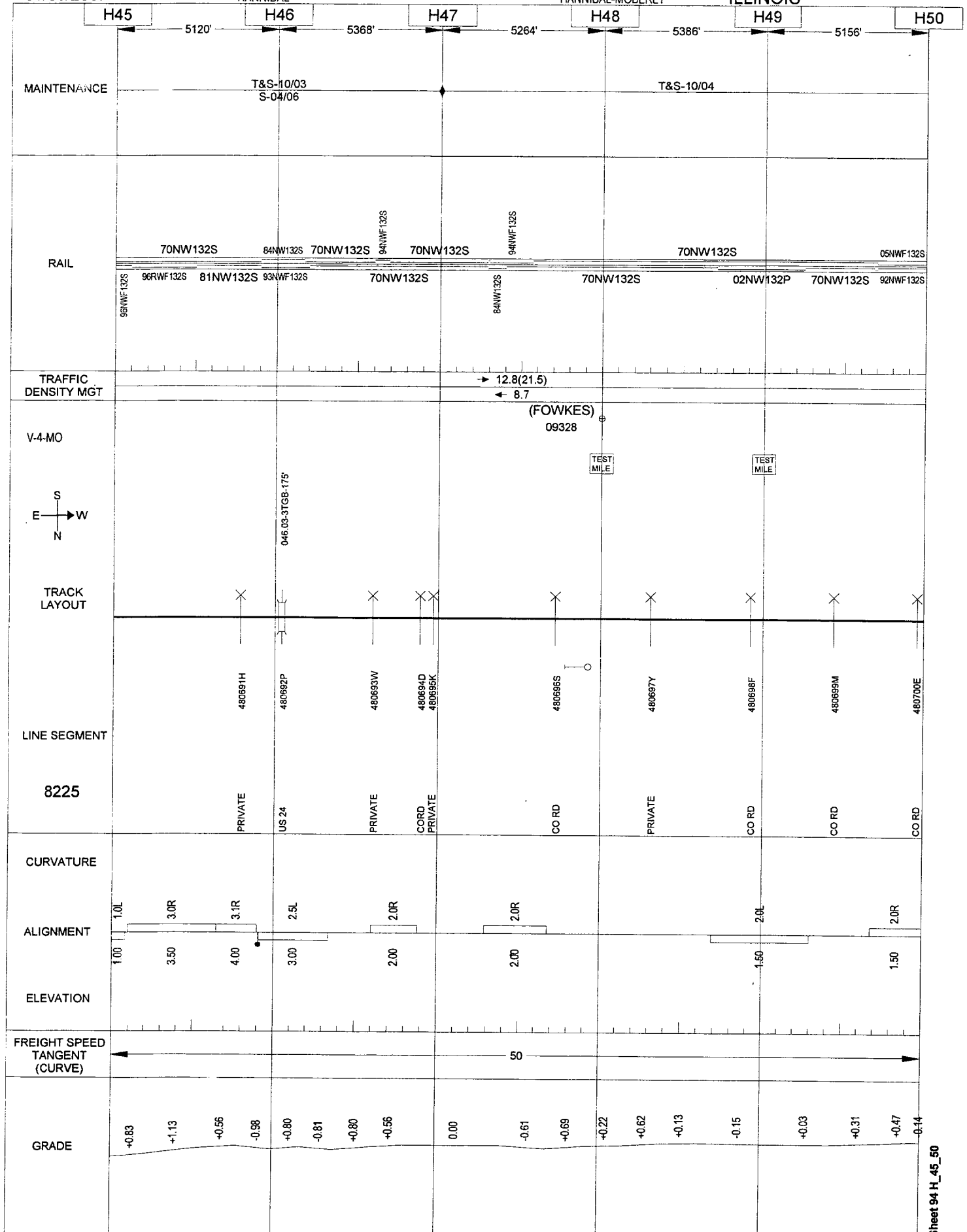
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096

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



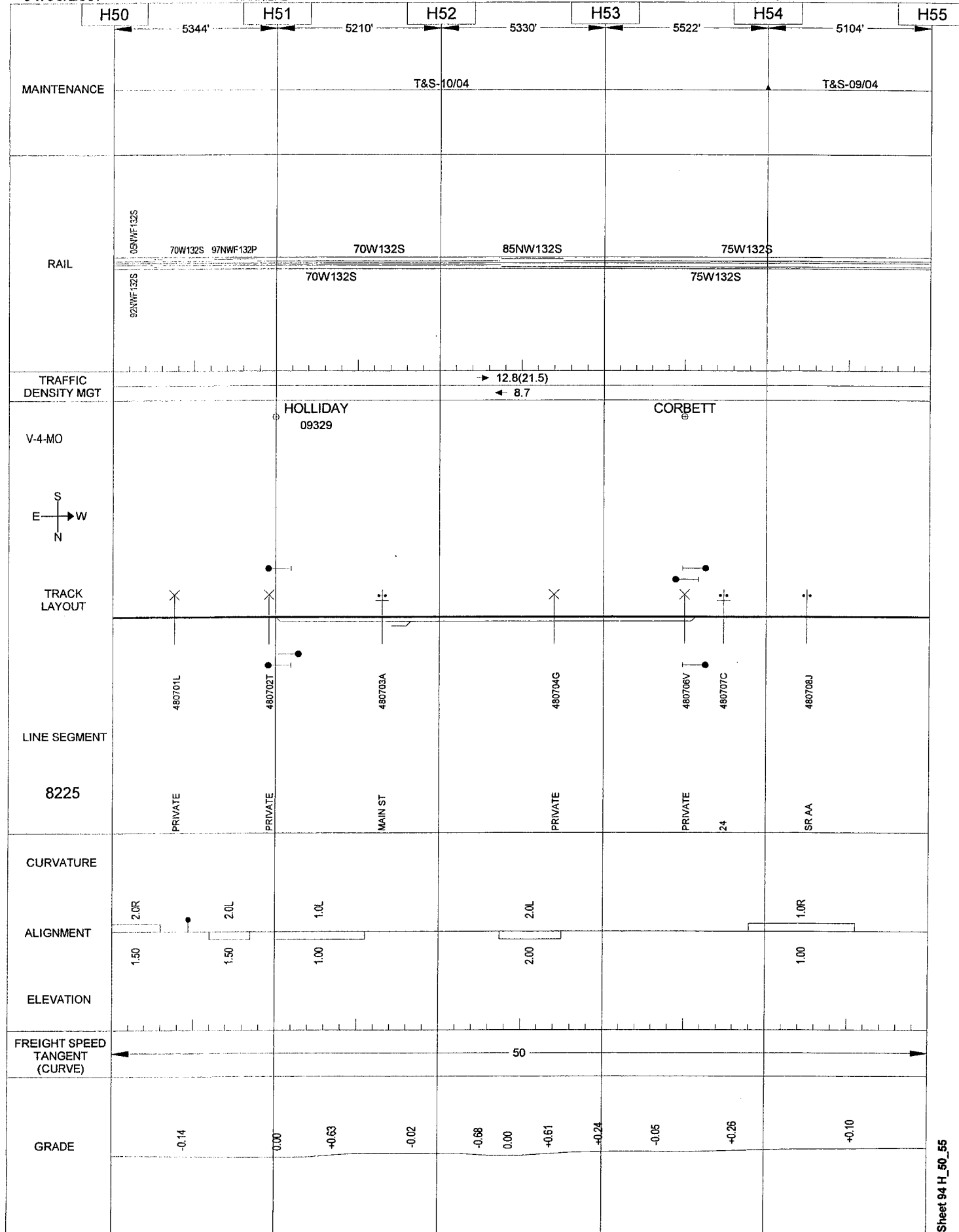
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097

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



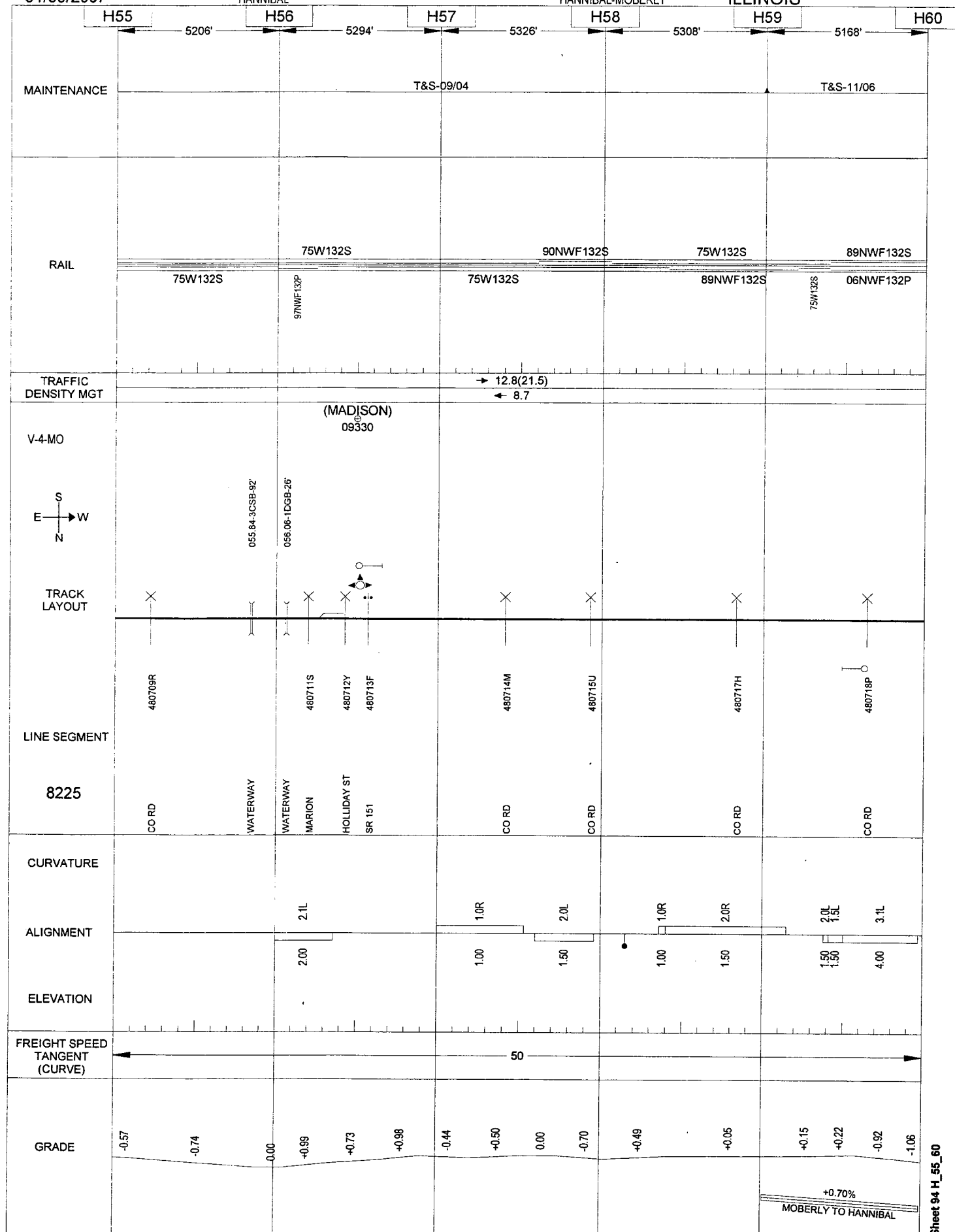
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098

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



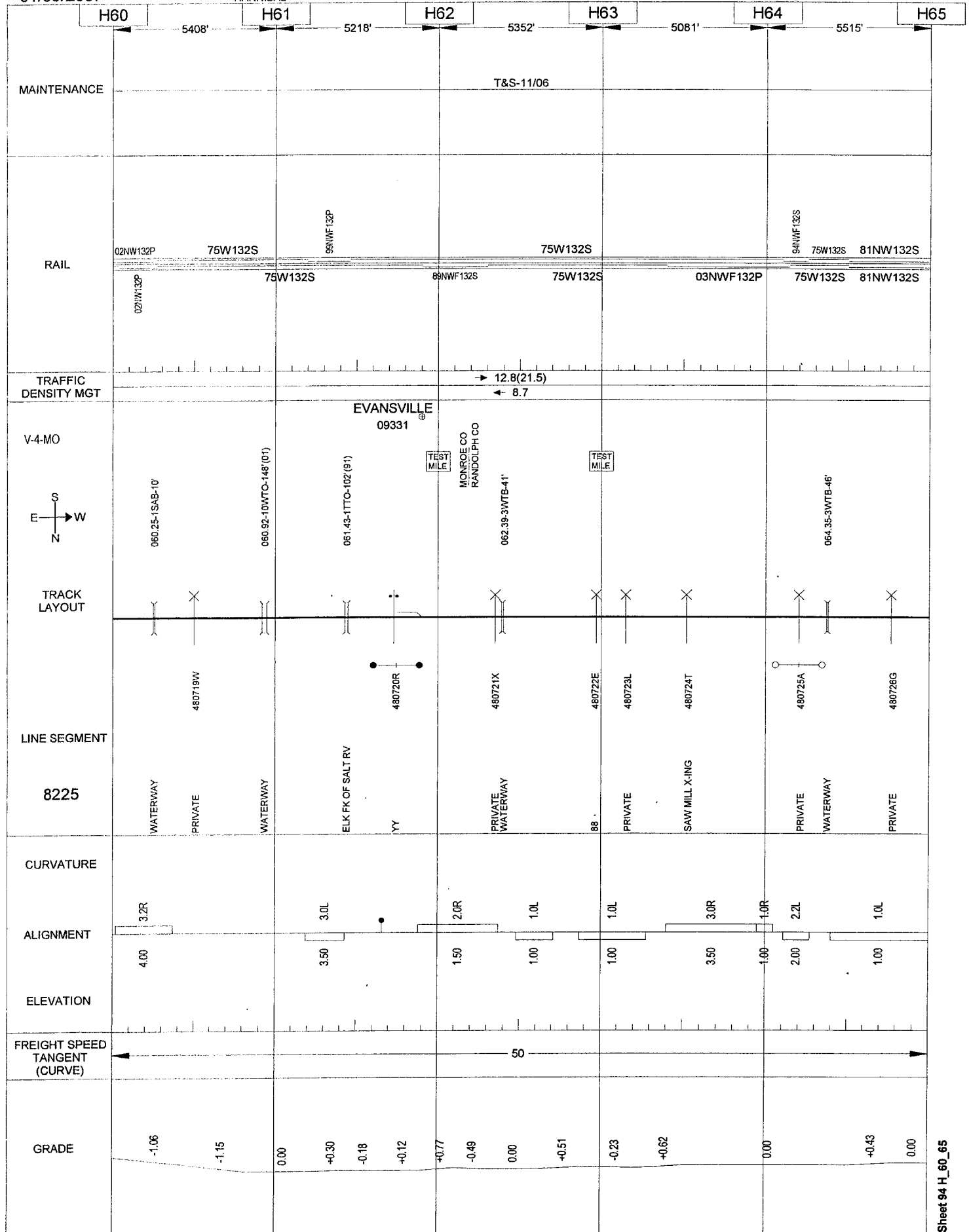
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099

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS





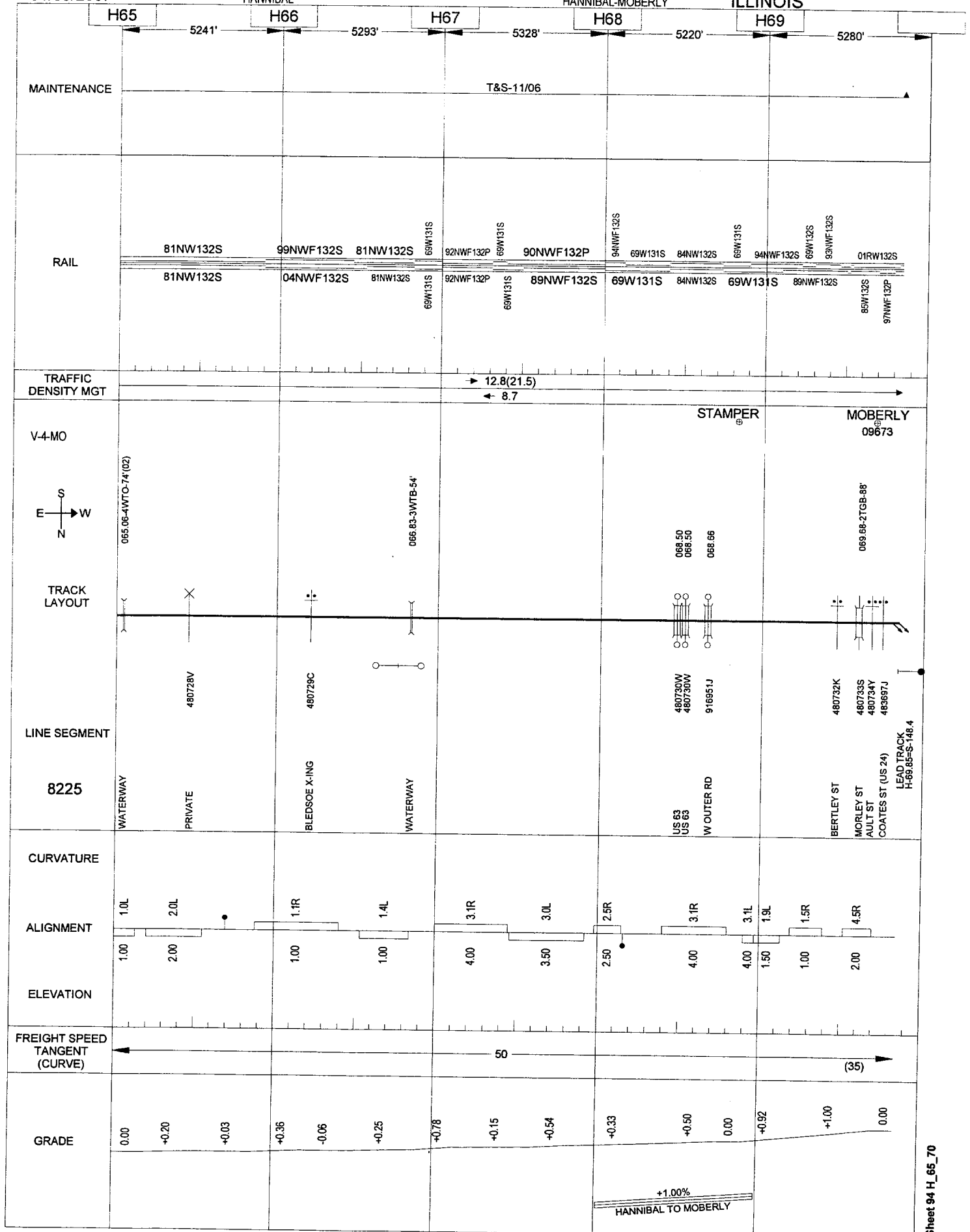
01/30/2007

100

HANNIBAL

HANNIBAL-MOBERLY

ILLINOIS



01/30/2007

ST LOUIS

101

ST LOUIS-MOBERLY

ILLINOIS

S3

2800'

S4

5280'

S5

MAINTENANCE

T&amp;S-01/20

RAIL

\*\*RJF090S

\*\*RJF090S

TRAFFIC  
DENSITY MGT

→ 0.0(0.0)

← 0.0

BRANCH ST INTERLOCK

S  
E → W  
NTRACK  
LAYOUT

TRRA CONNECTION

YARD  
LIMIT

004.22

LINE SEGMENT

7950

480208L

BRANCH

480210M

BUCHANAN

480211U

ANGELRODT

480212B

2ND ST

480213H

DESTREHAN

480214P

MULLICKRODT

480215W

SALUSKEY

480222L

MCKINLEY BRIDGE

480216D

BREMEN

480217K

ANGELICA

480218S

PENROSE

480219Y

FERRY ST

480220T

DOUGLAS ST

TRRA RE M-TRRA

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

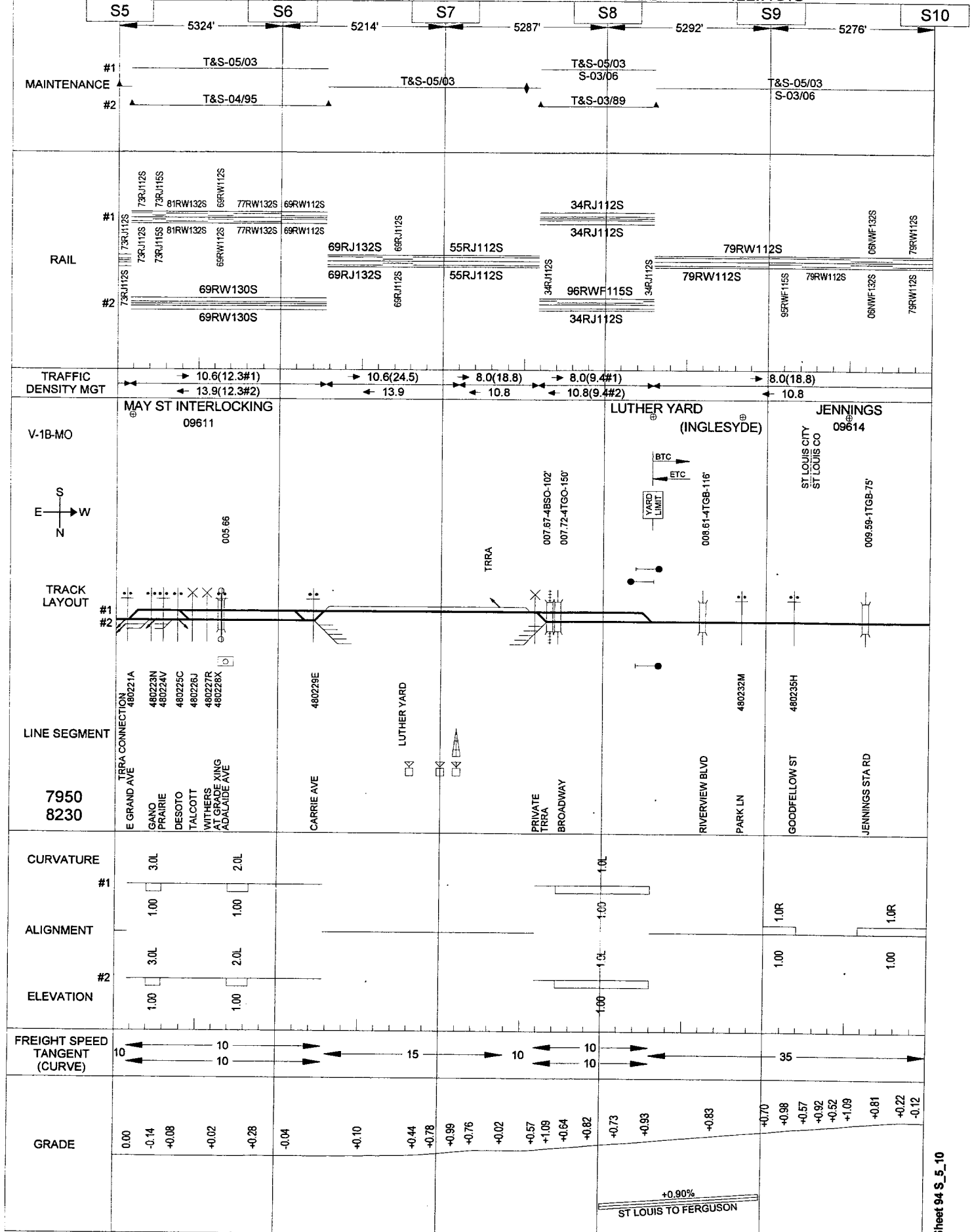
01/30/2007

102

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



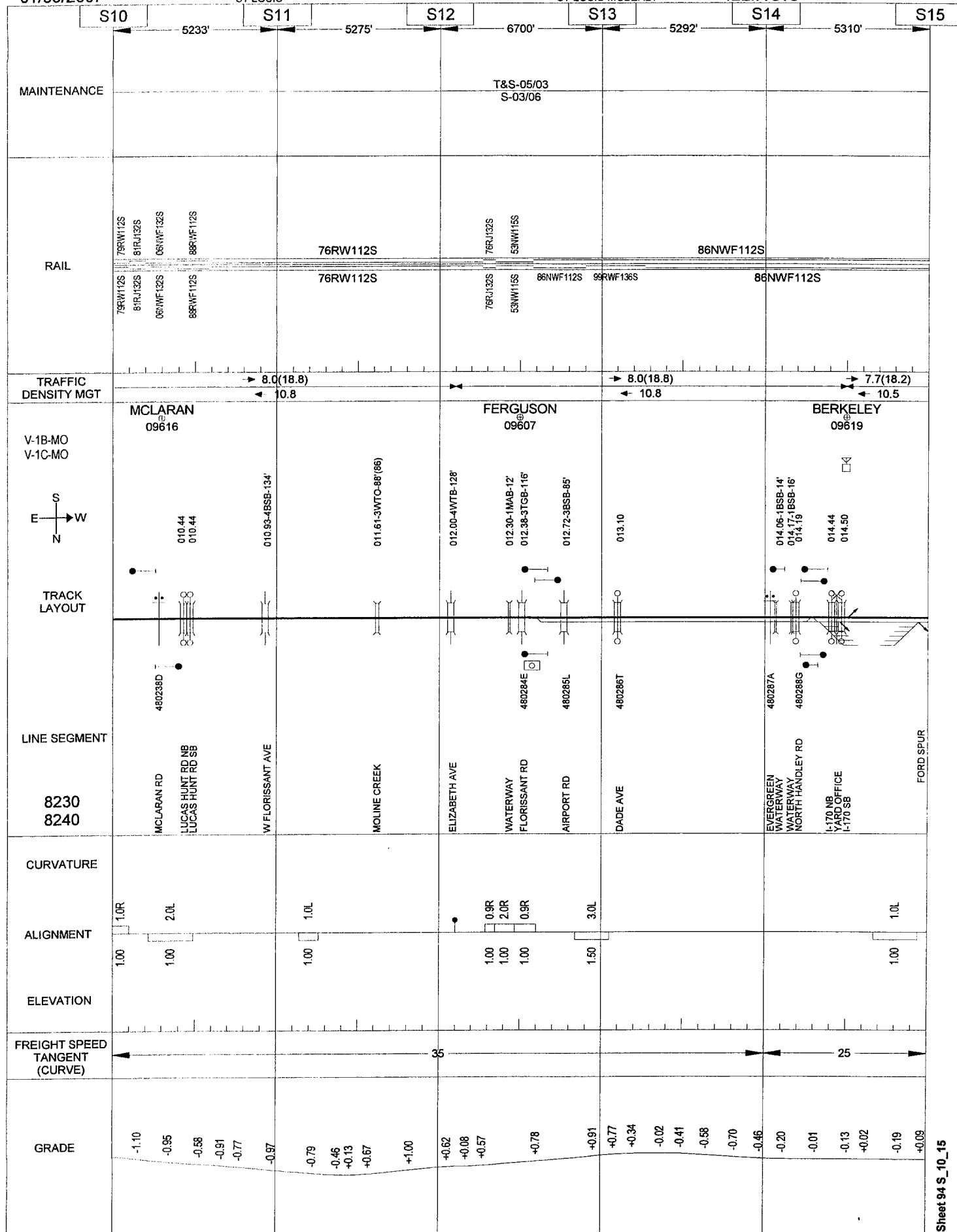
01/30/2007

ST LOUIS

103

ST LOUIS-MOBERLY

ILLINOIS



01/30/2007

ST LOUIS

104

ST LOUIS-MOBERLY

ILLINOIS

S15

S16

S17

S18

S19

S20

5286'

5340'

5242'

5278'

5288'

MAINTENANCE

T&S-05/03  
S-03/06

RAIL

86NWF112S

59NW115S

86NWF112S

59NW115S

59NW115S

TRAFFIC  
DENSITY MGT→ 7.7(18.2)  
← 10.5→ 7.6(18.0)  
← 10.4

V-1C-MO

ROBERTSON  
09621(BRIDGETON)  
09623(WESTLAKE SPUR)  
09625

015.66-3BSB-91'

016.40-1TGB-60'

016.99

018.14  
018.20  
018.23  
018.24  
018.31

018.76-4CSB-228'

019.29-2CSB-24'

019.79-1TGB-48'

TRACK  
LAYOUT

LINE SEGMENT

8240

MCDONNELL BLVD  
480292WACCESS ROAD, CREEK  
480340JLINDBURGH BLVD  
480294KMISSOURI BOTTOM RD  
480301T

480302A

480305V

480309X

480306C

CURVATURE

ALIGNMENT

1.0L  
1.00  
1.00  
1.0R

2.0R

1.5L  
1.50

1.1R

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

+0.09  
-0.01  
+0.09  
+0.66  
+0.65  
+0.67  
+0.91  
0.00

-0.50

-0.70

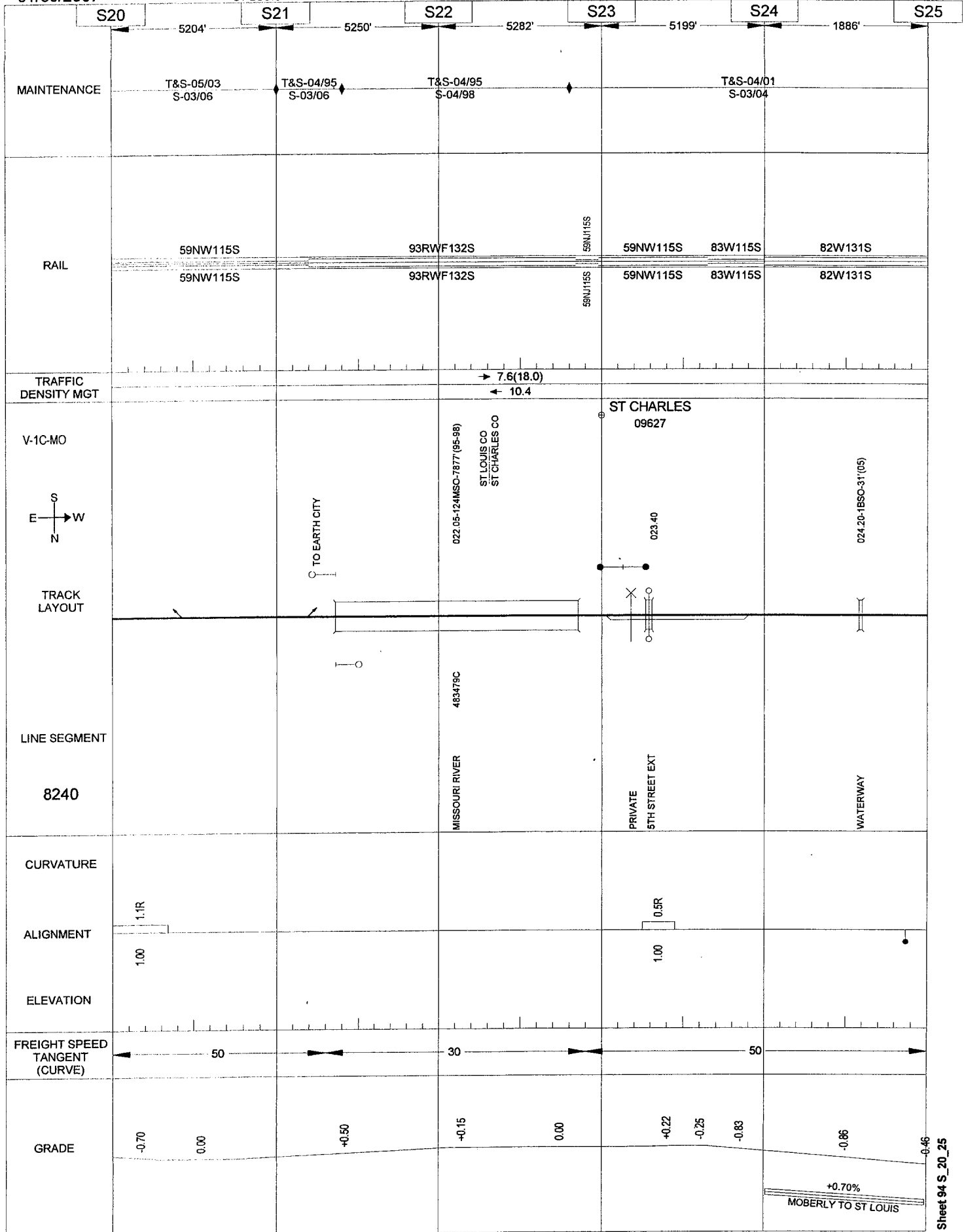
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105

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



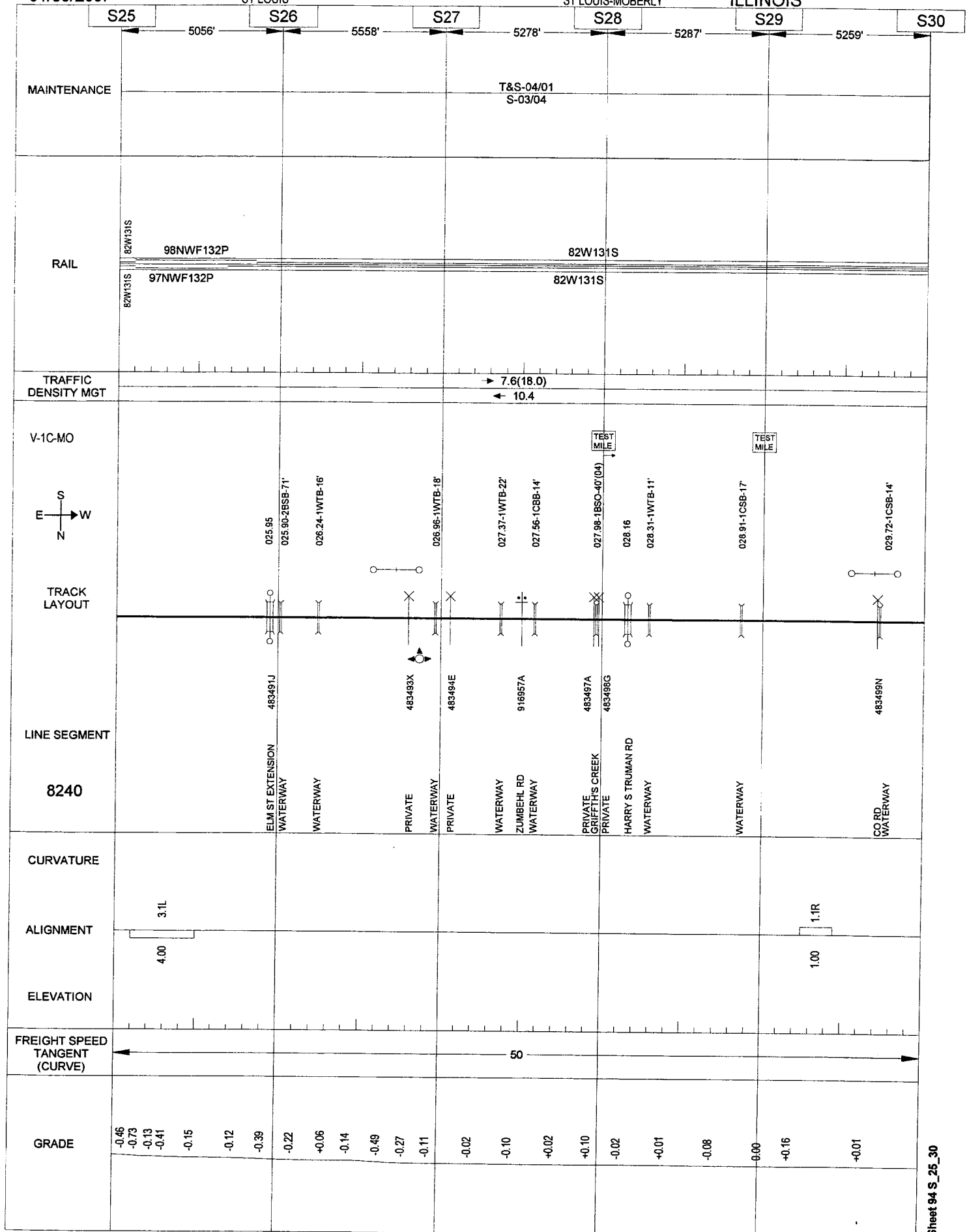
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106

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ILLINOIS



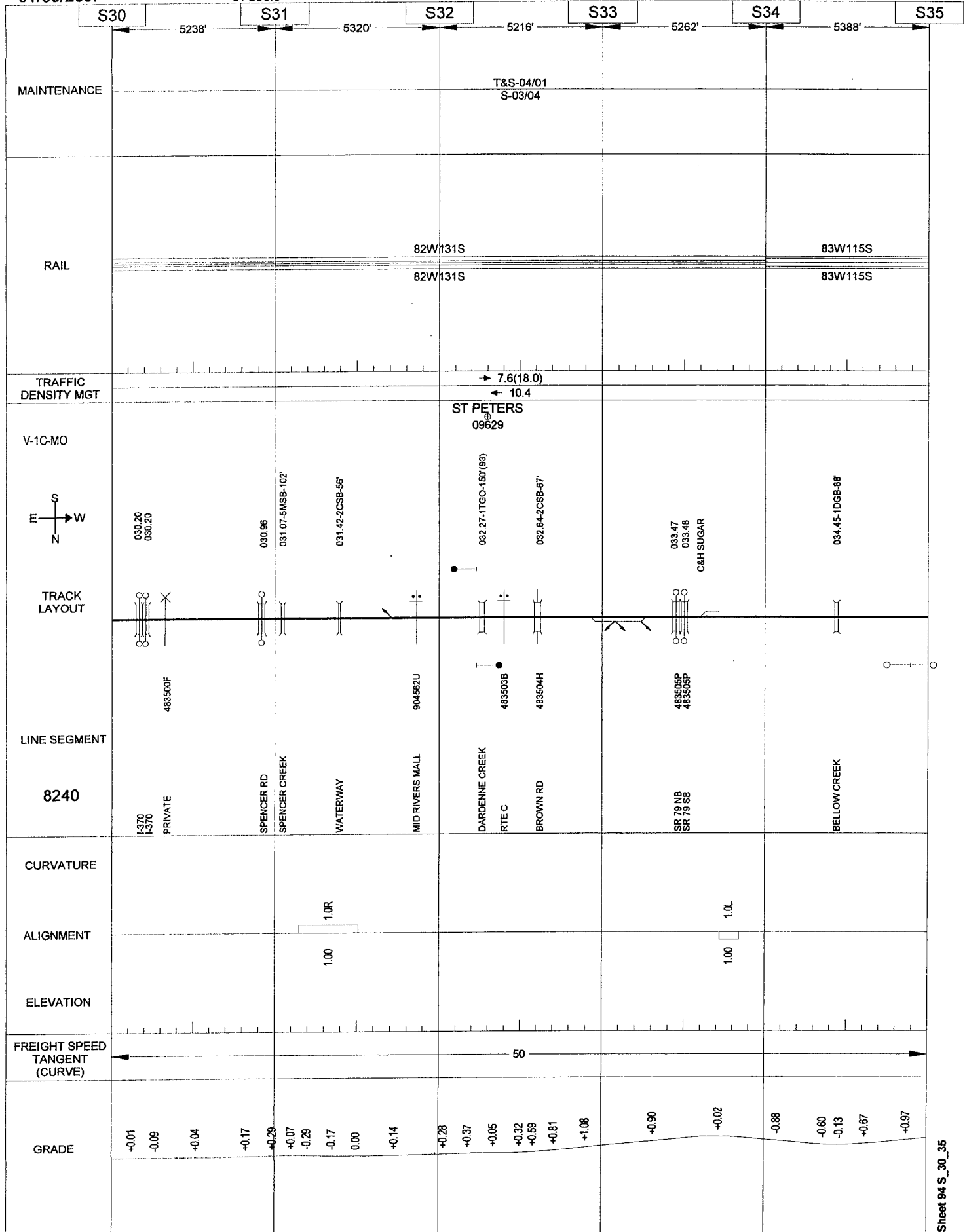
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107

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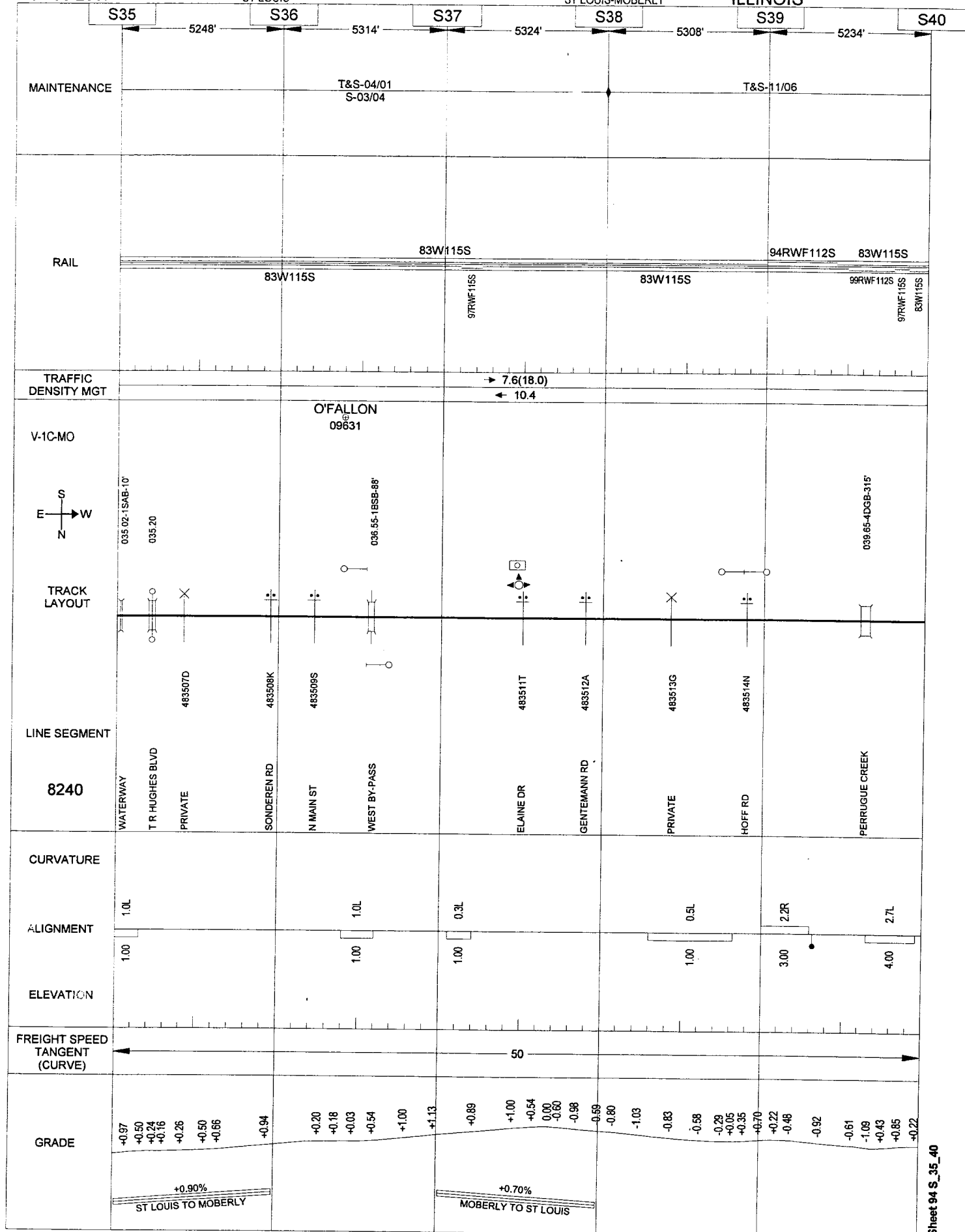
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108

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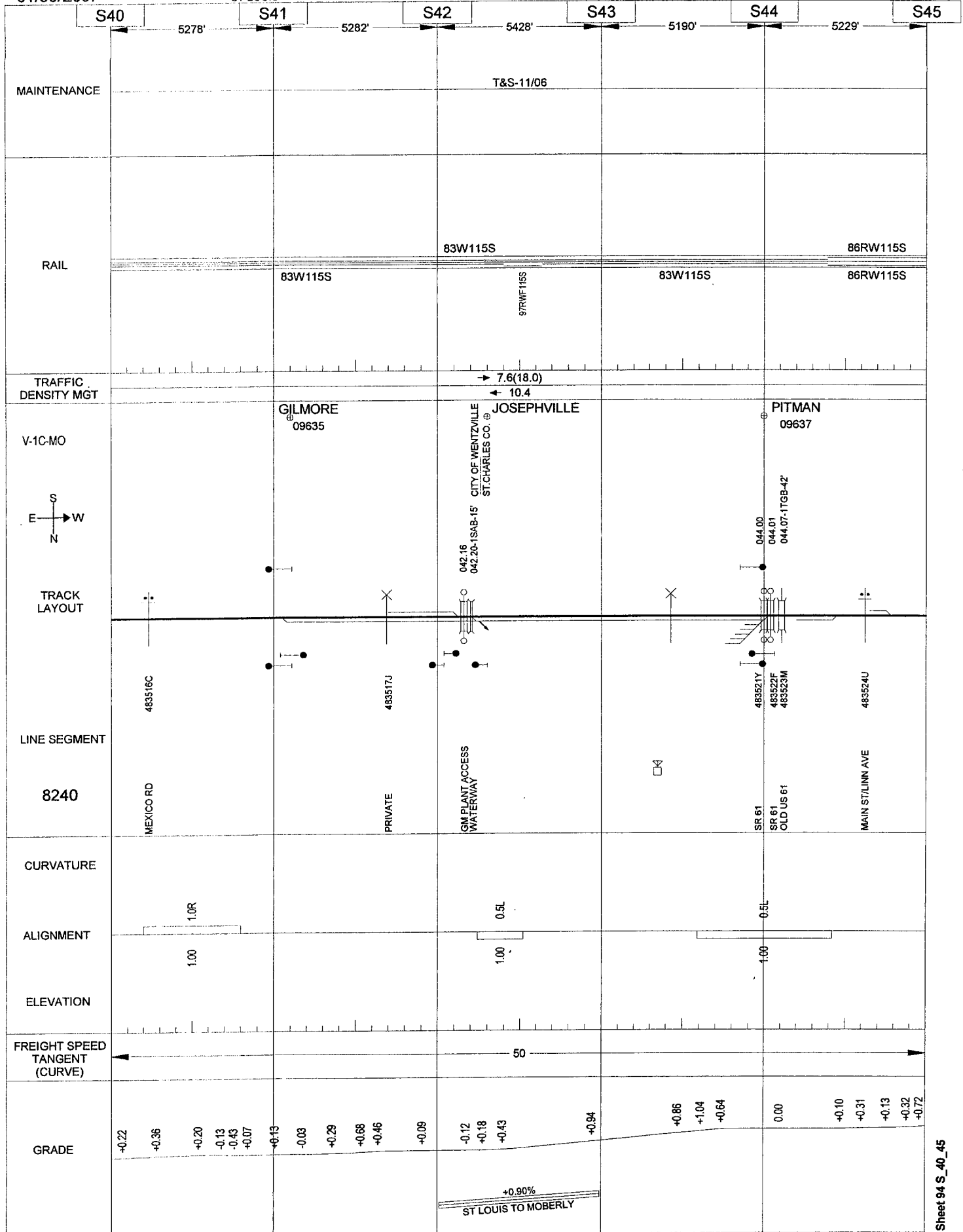
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109

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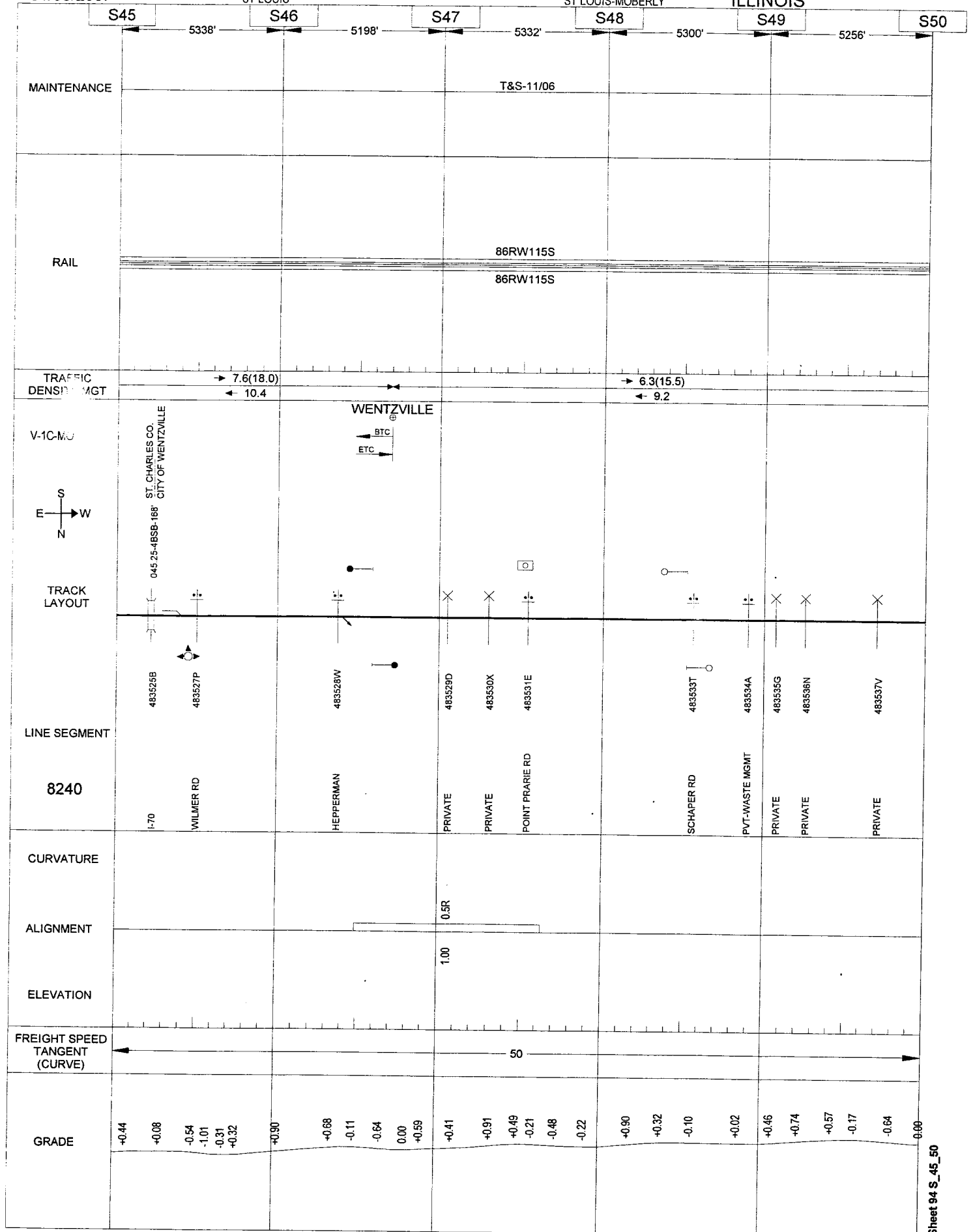
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110

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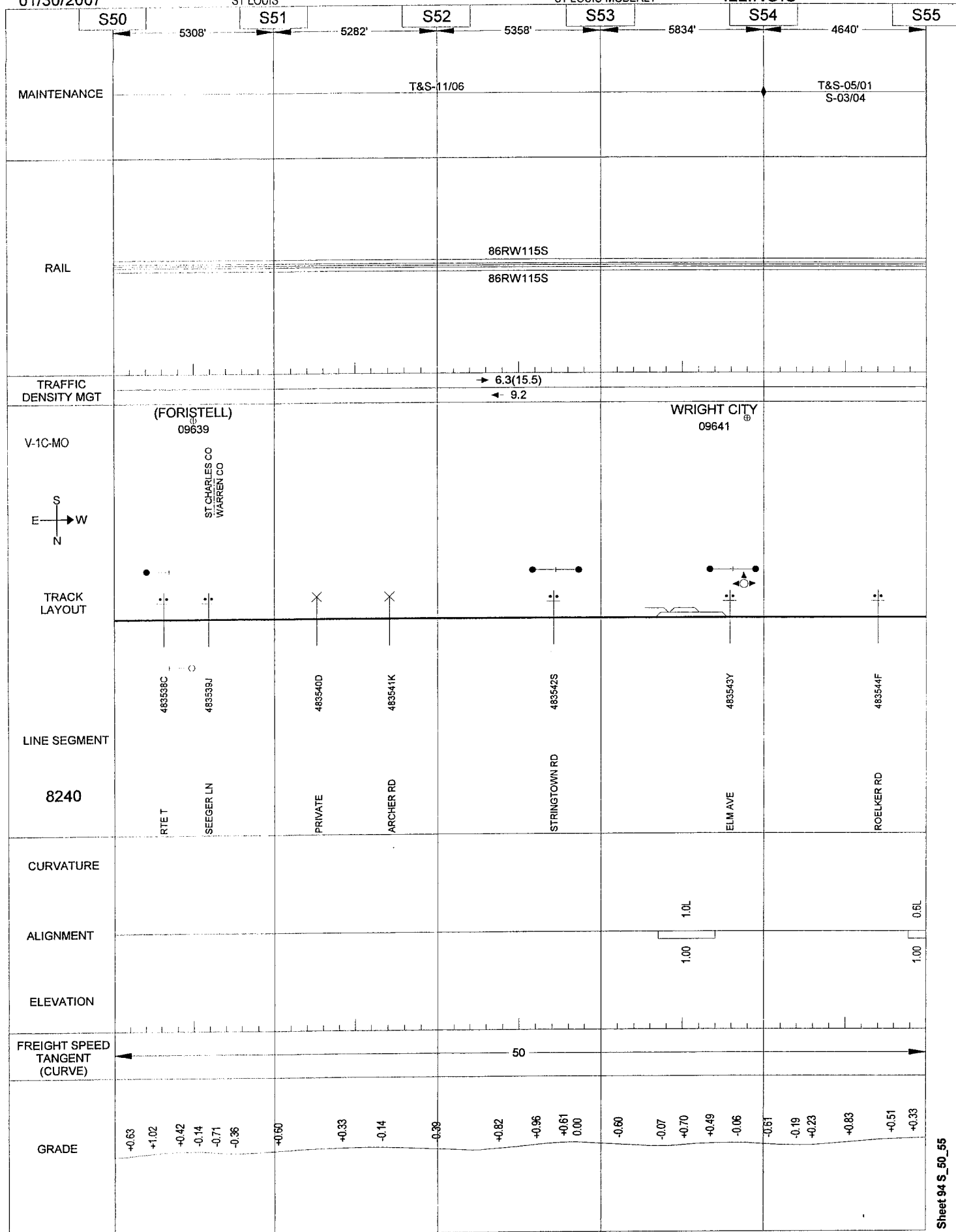
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ST LOUIS

111

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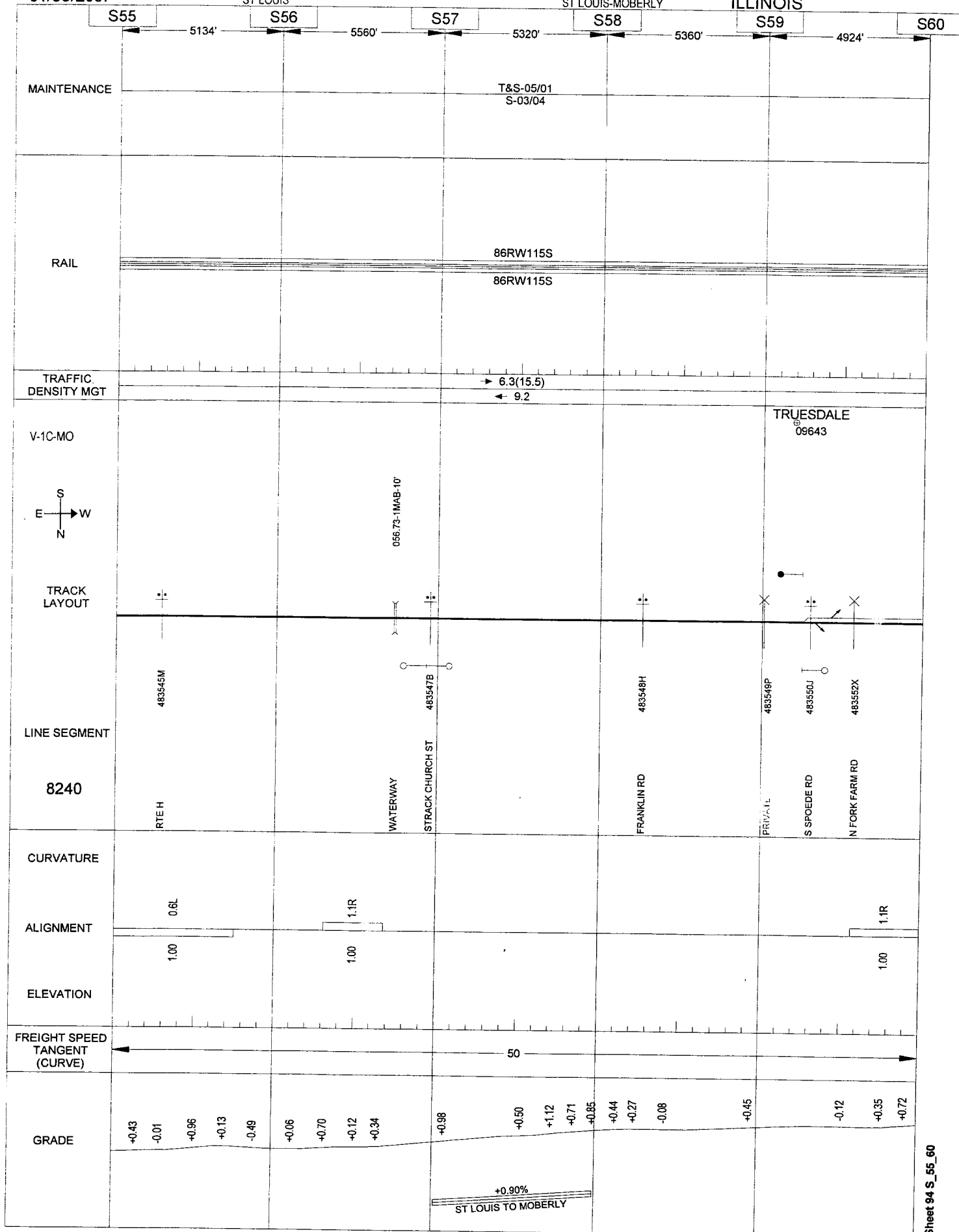
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112

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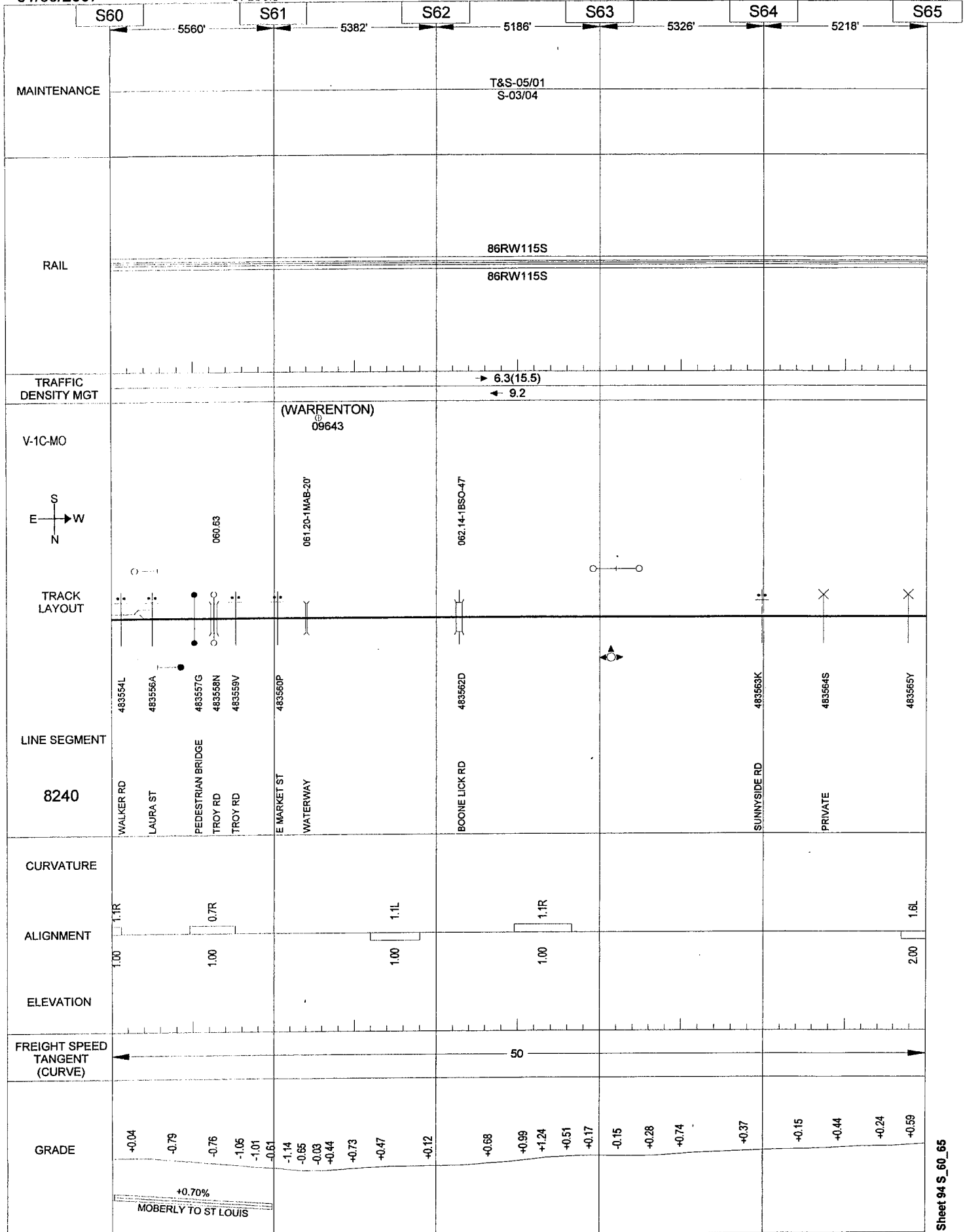
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ST LOUIS

113

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ILLINOIS



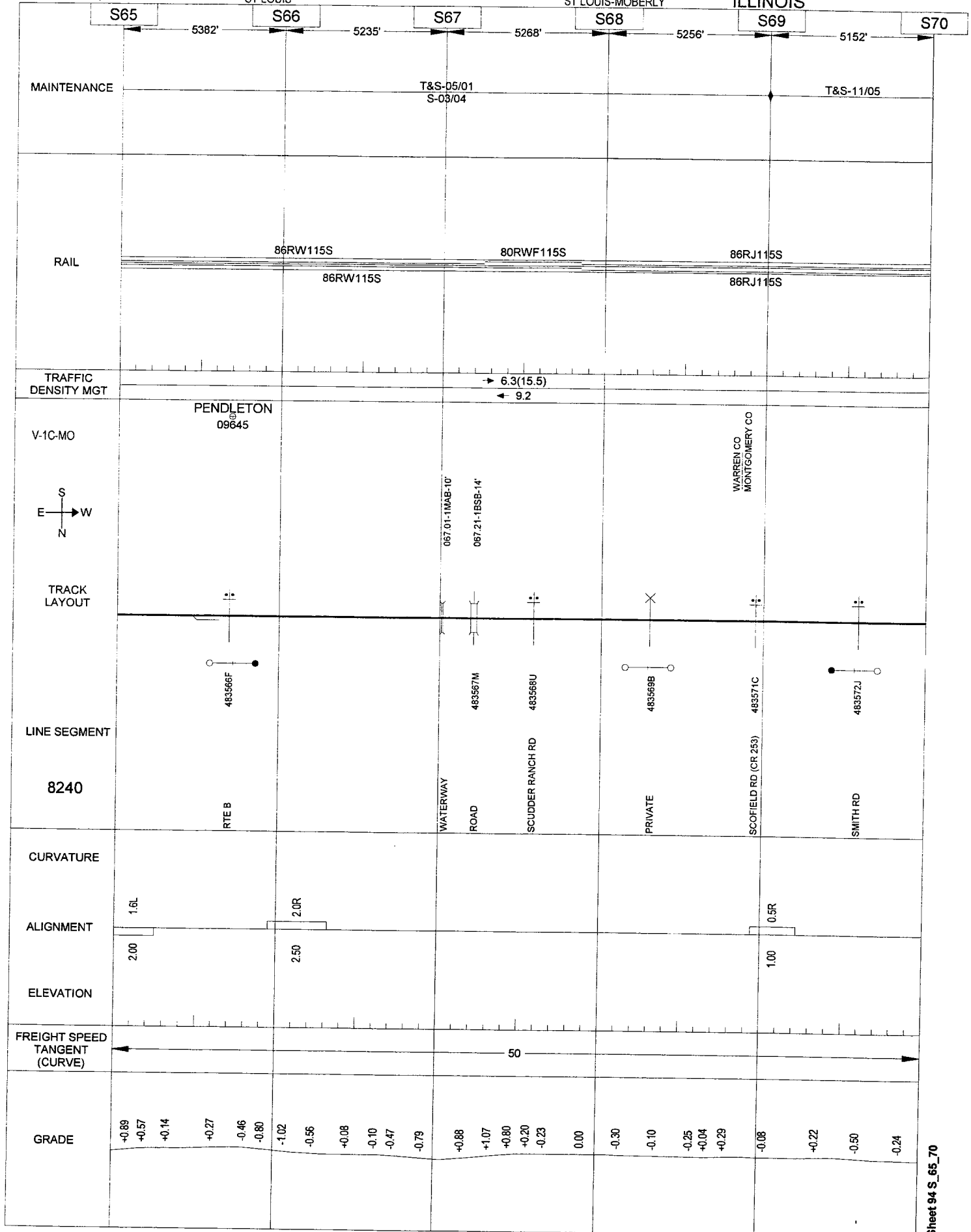
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114

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ILLINOIS



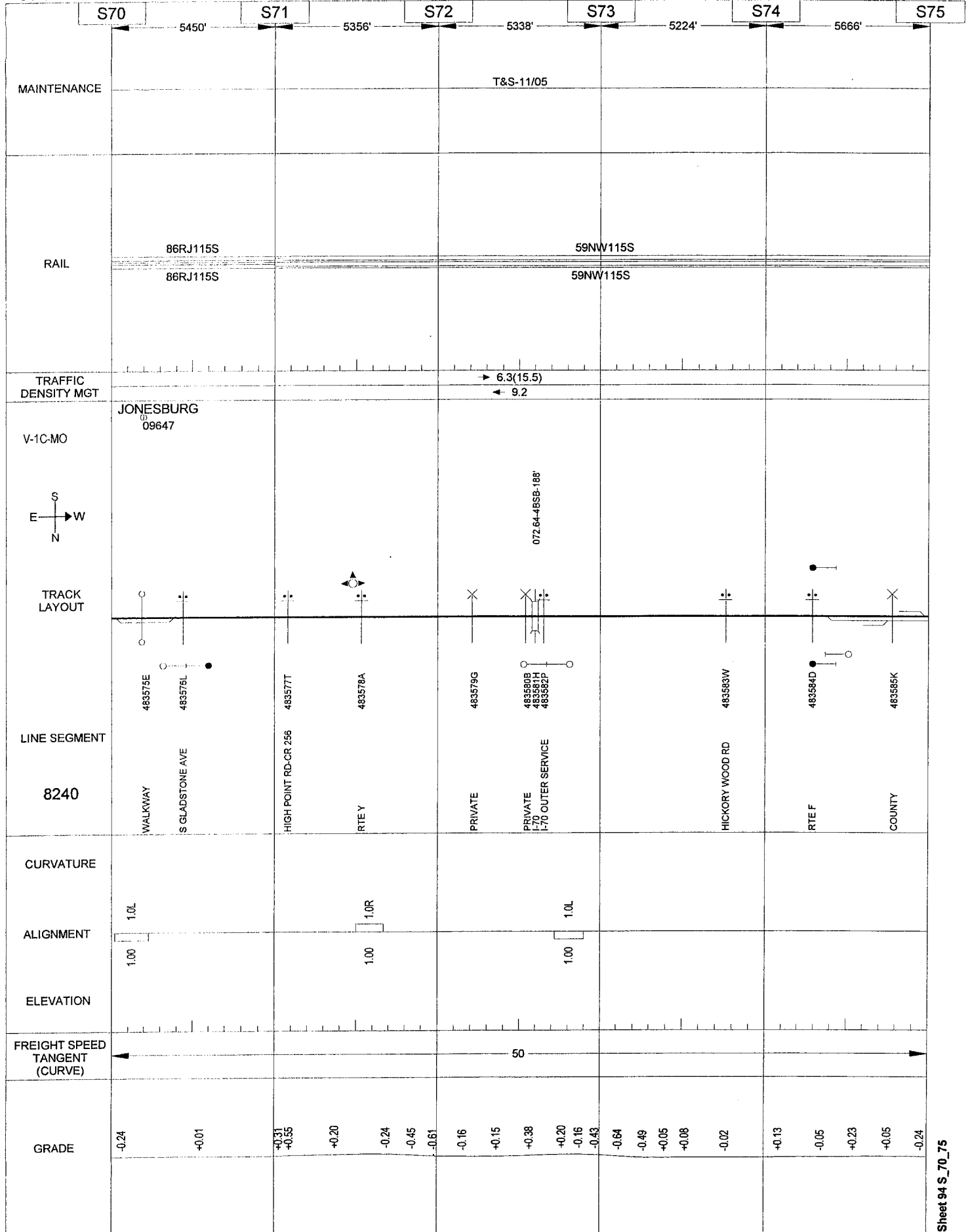
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ST LOUIS

115

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ILLINOIS





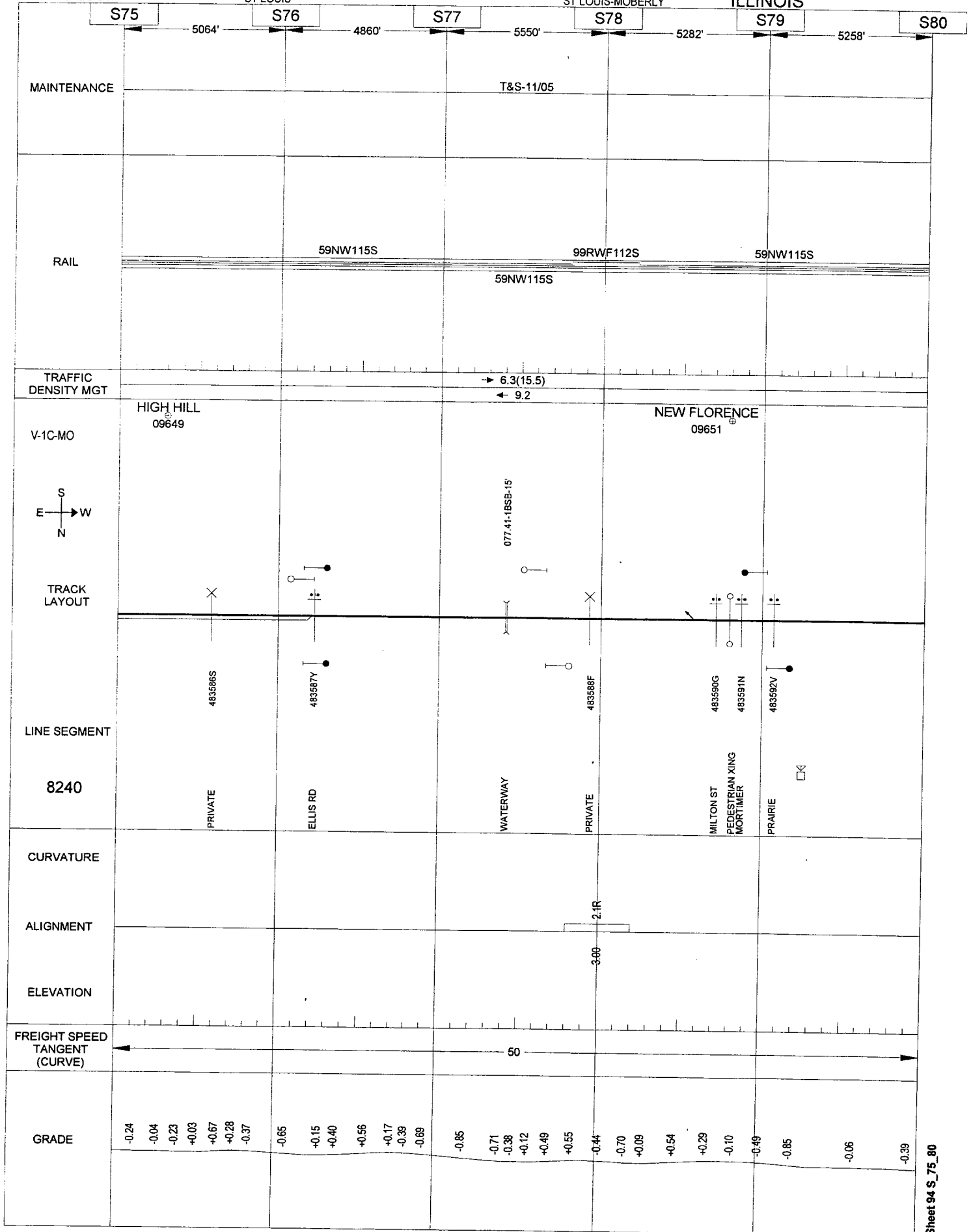
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116

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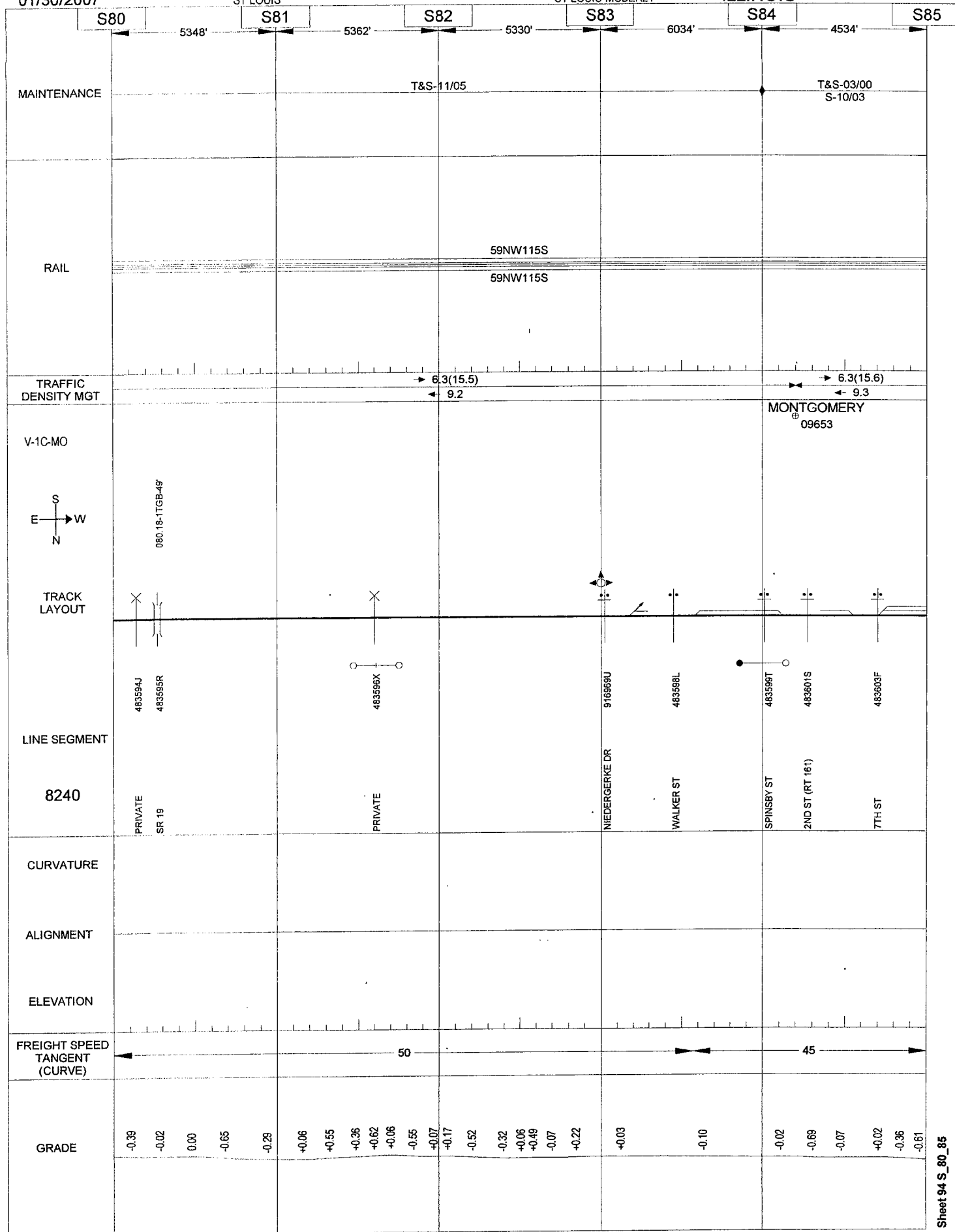
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117

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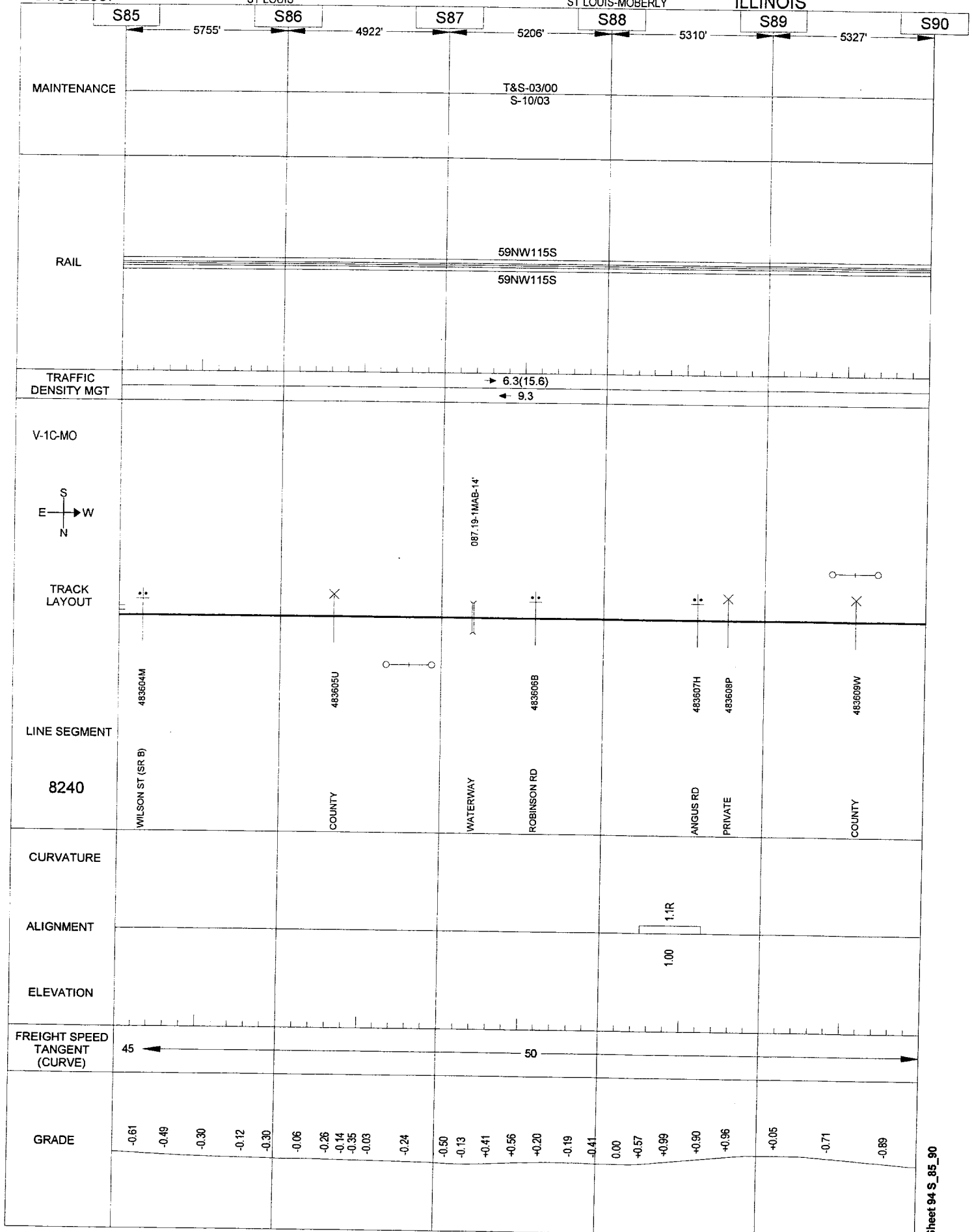
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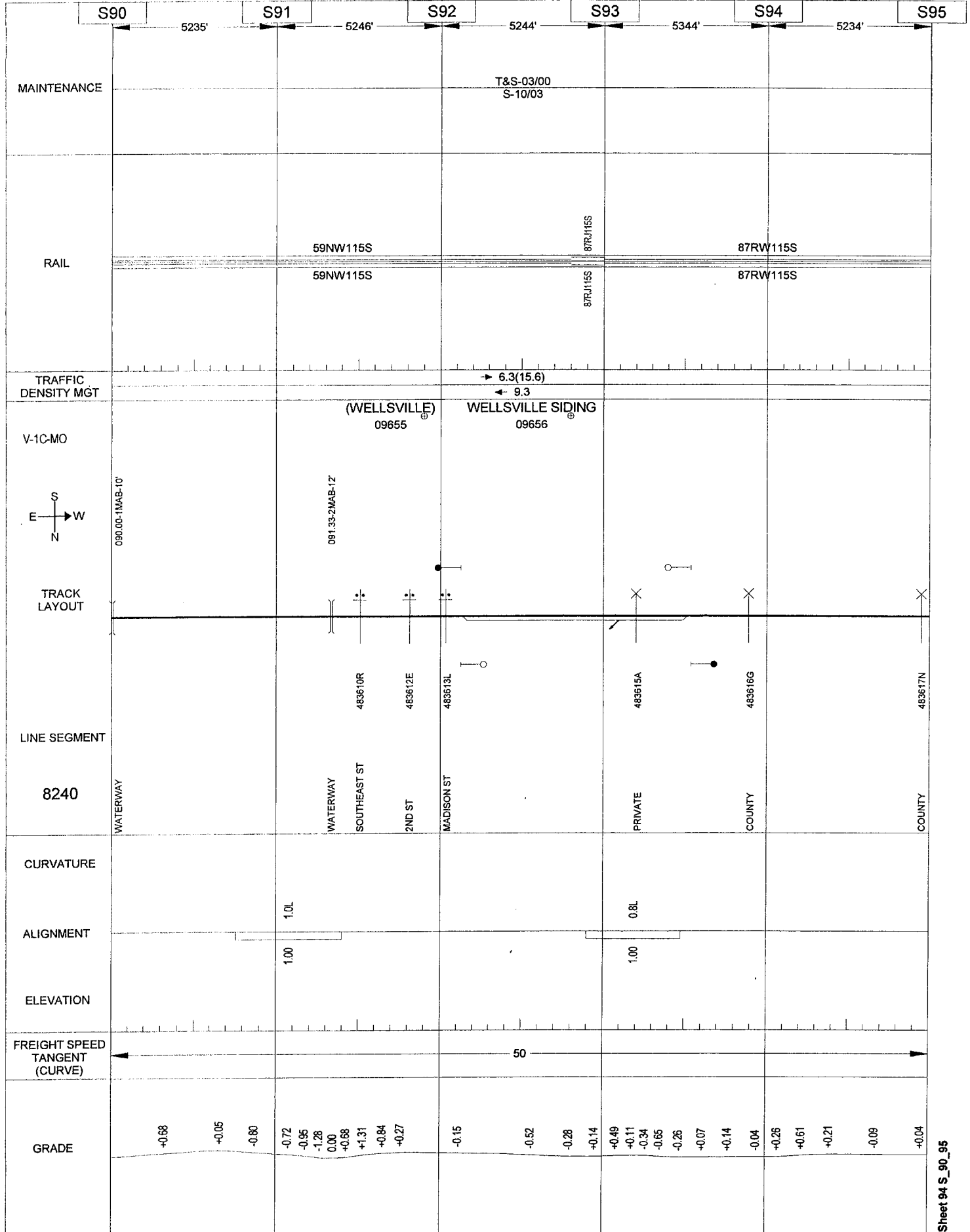
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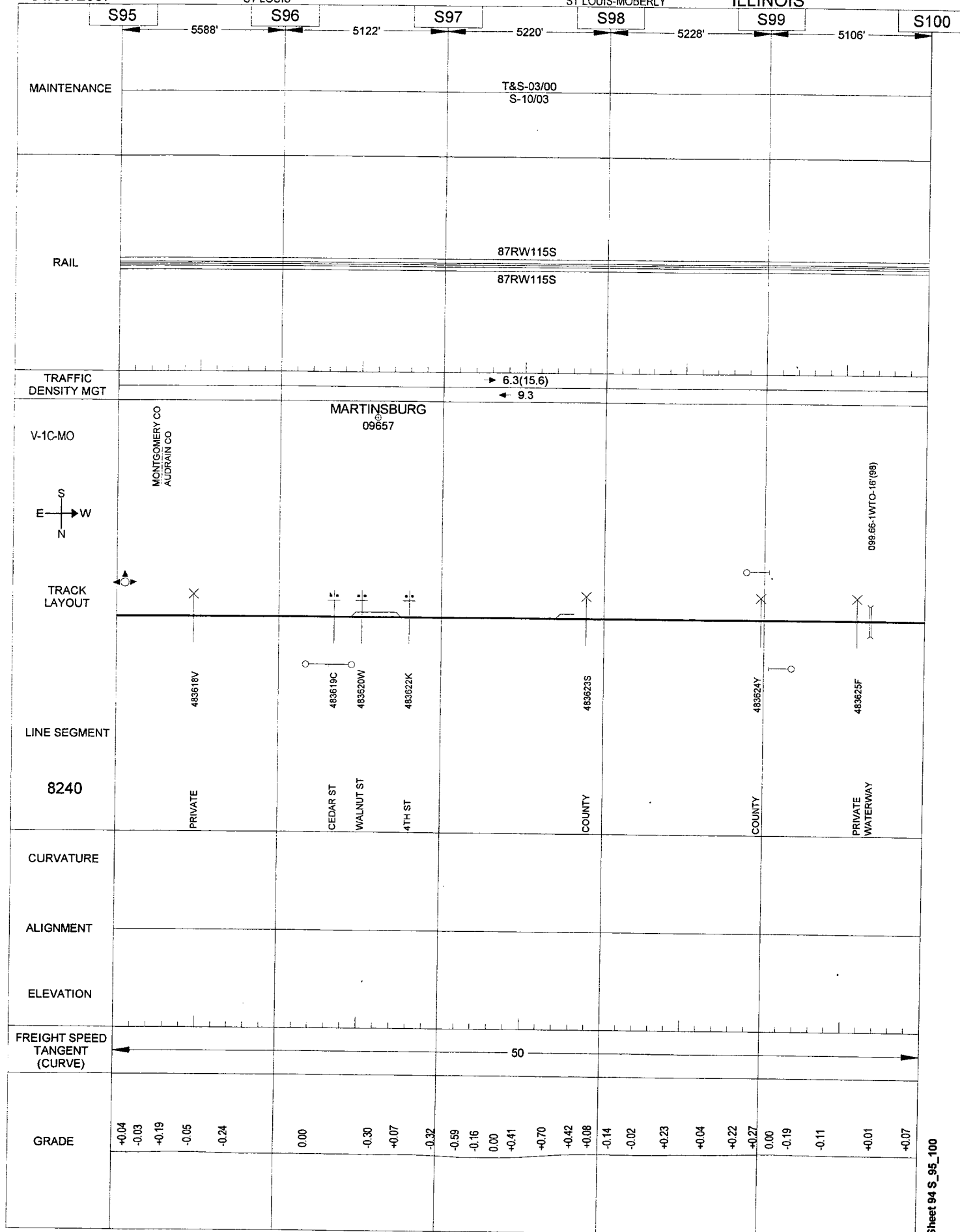
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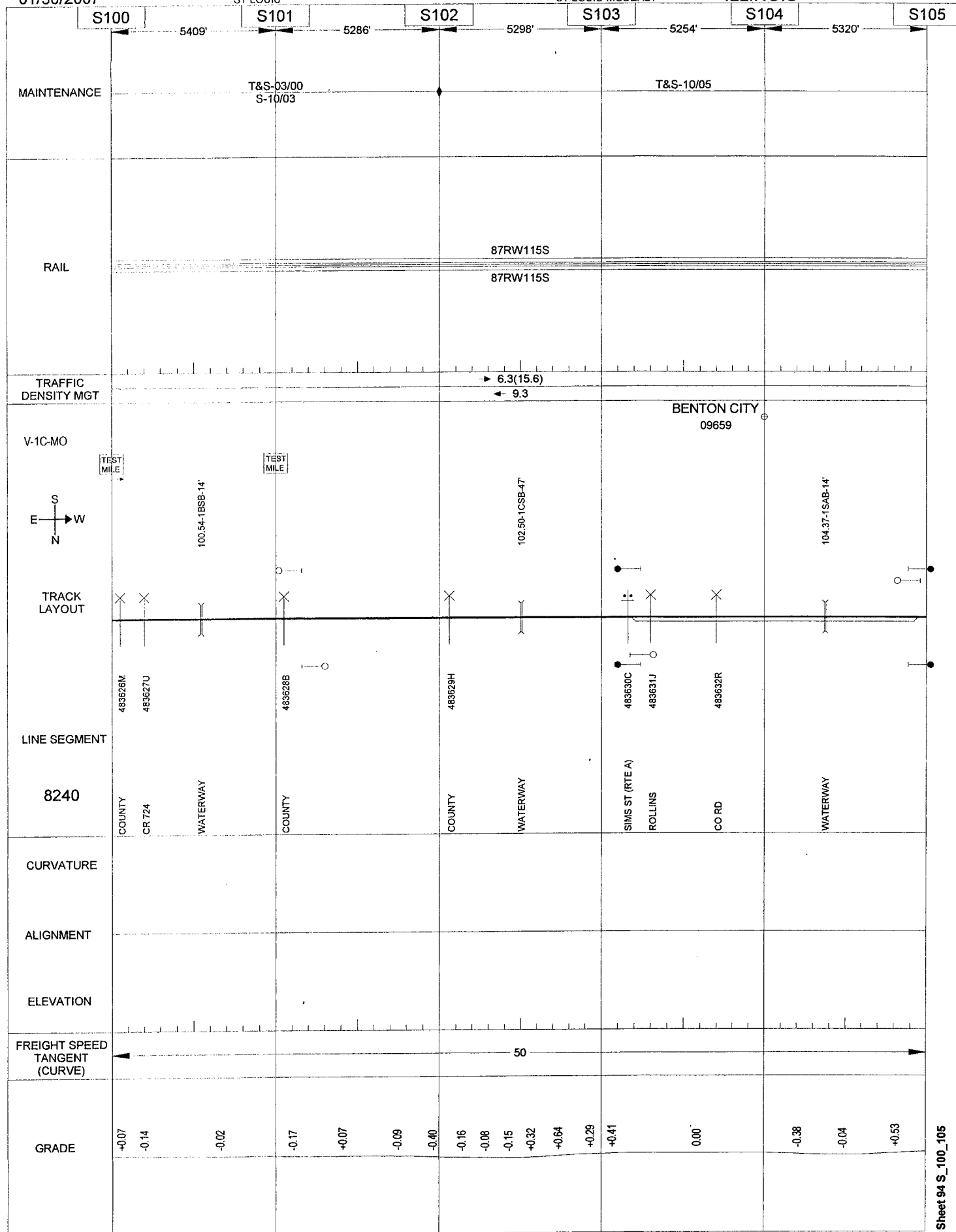
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ST LOUIS

121

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ILLINOIS



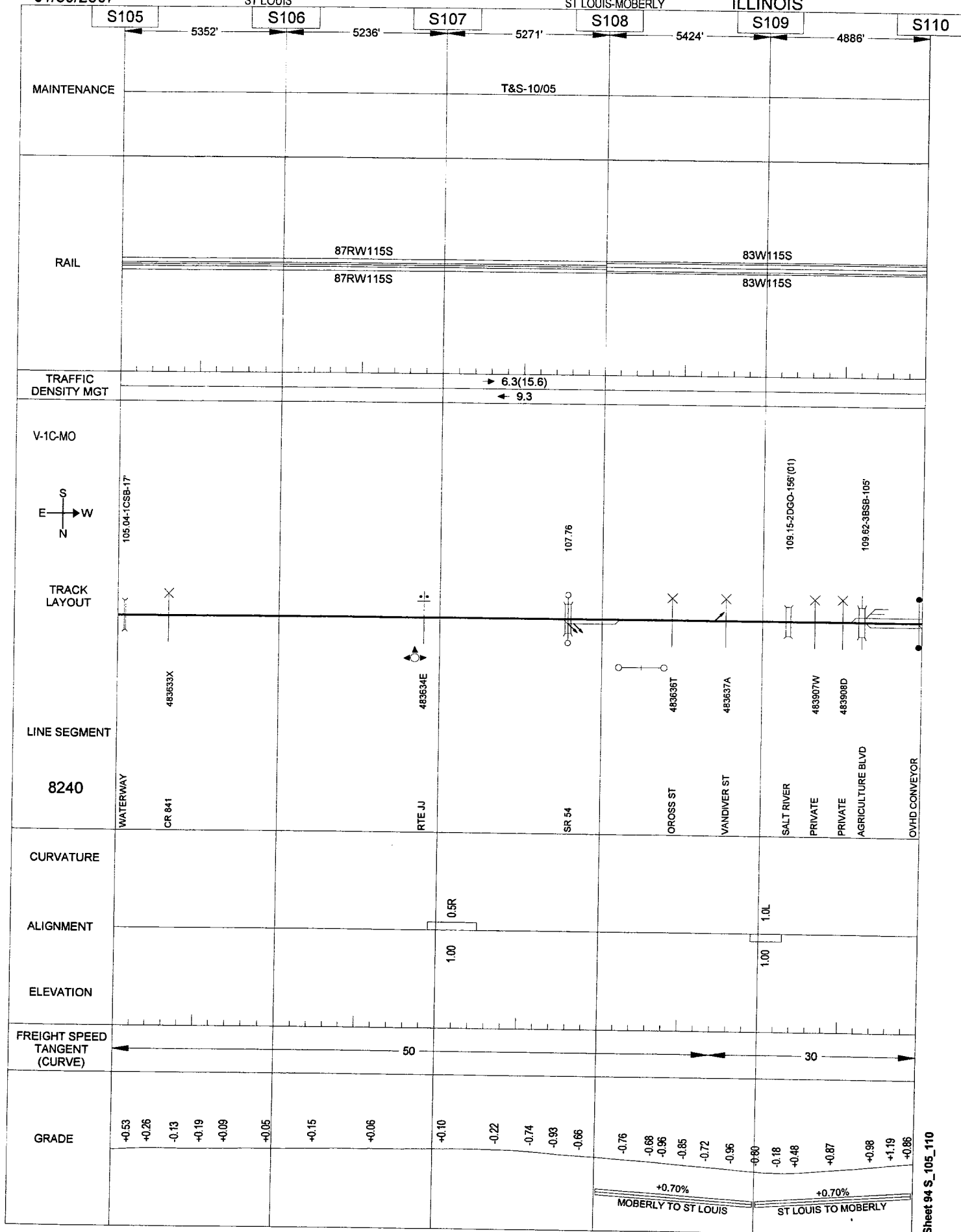
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122

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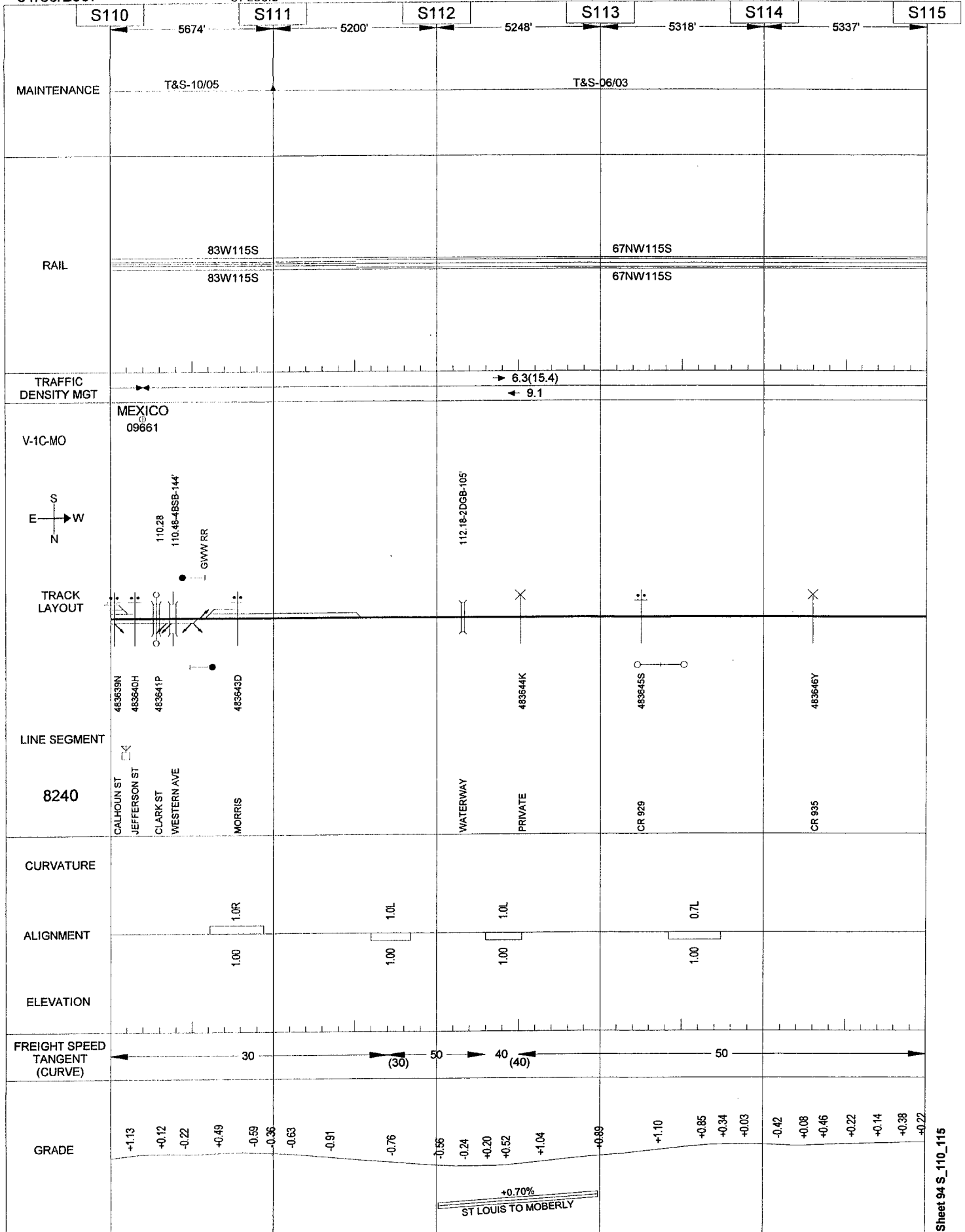
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123

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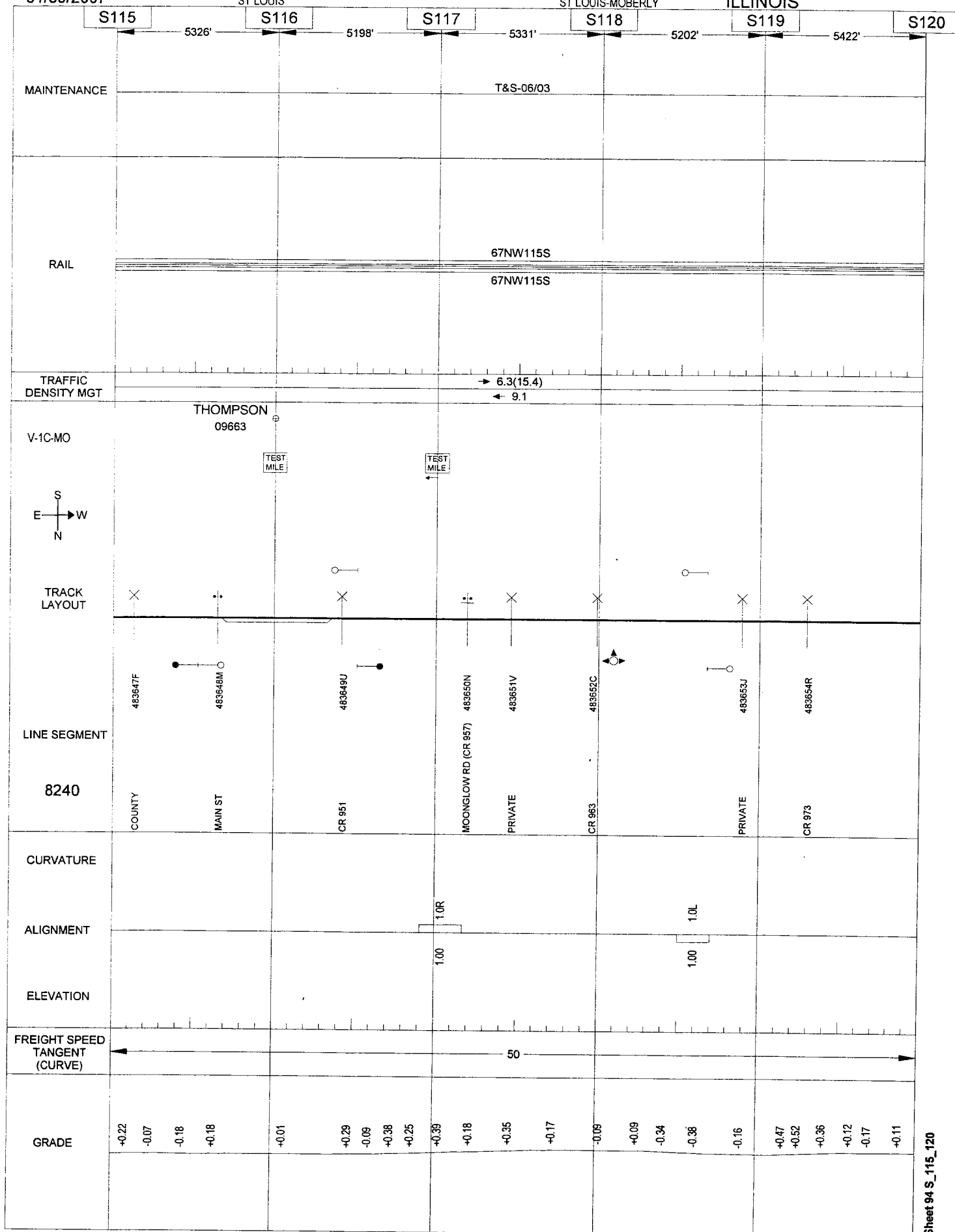
01/30/2007

124

ST LOUIS

ST LOUIS-MOBERLY

ILLINOIS



S125

S125

- 5453'

T&S-06/03

87RJ115S

→ 6.4(15.8)

**CENTRALIA**  
09665

124.60

CD 42A

0.5R  
1.00

1.00

35



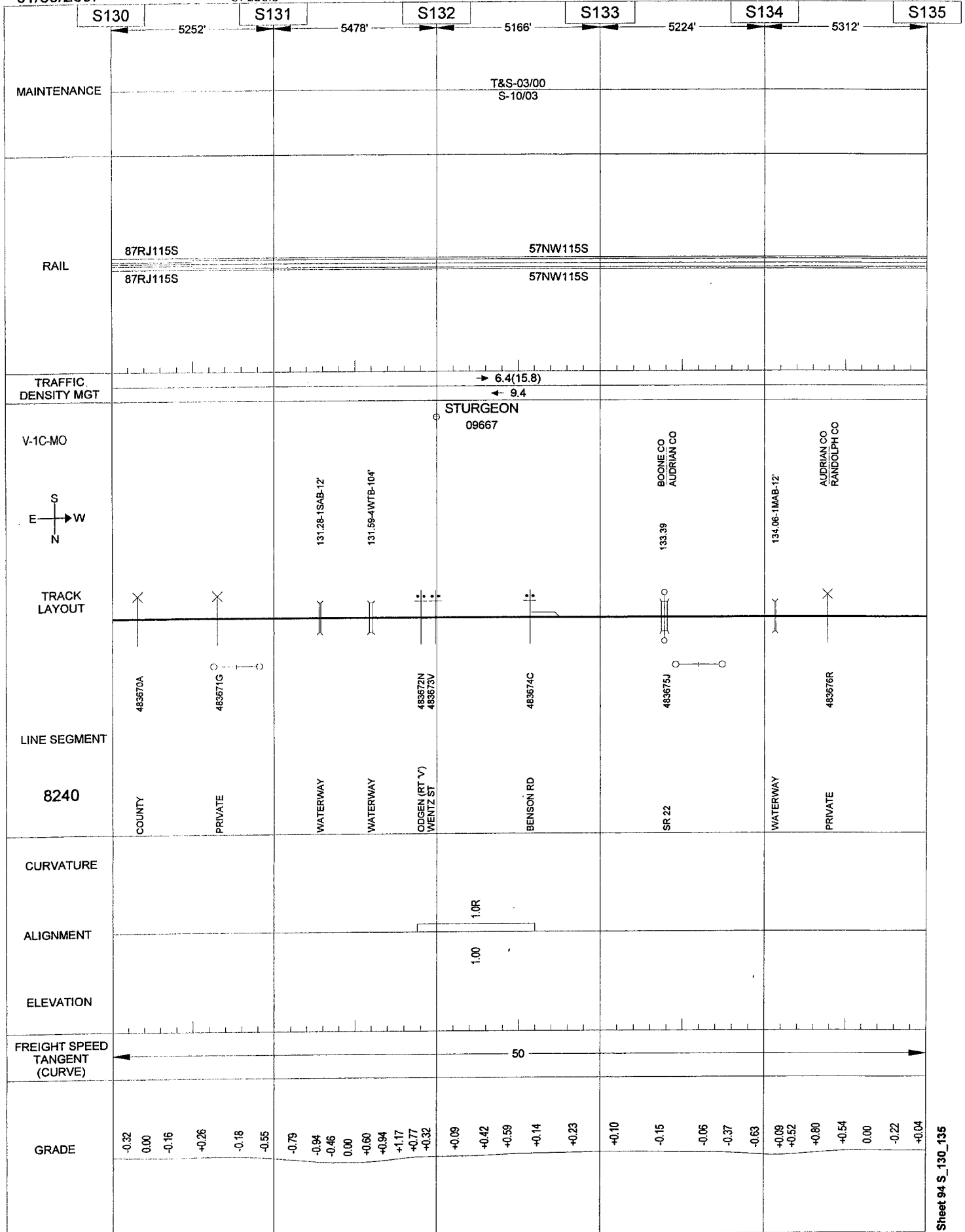
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127

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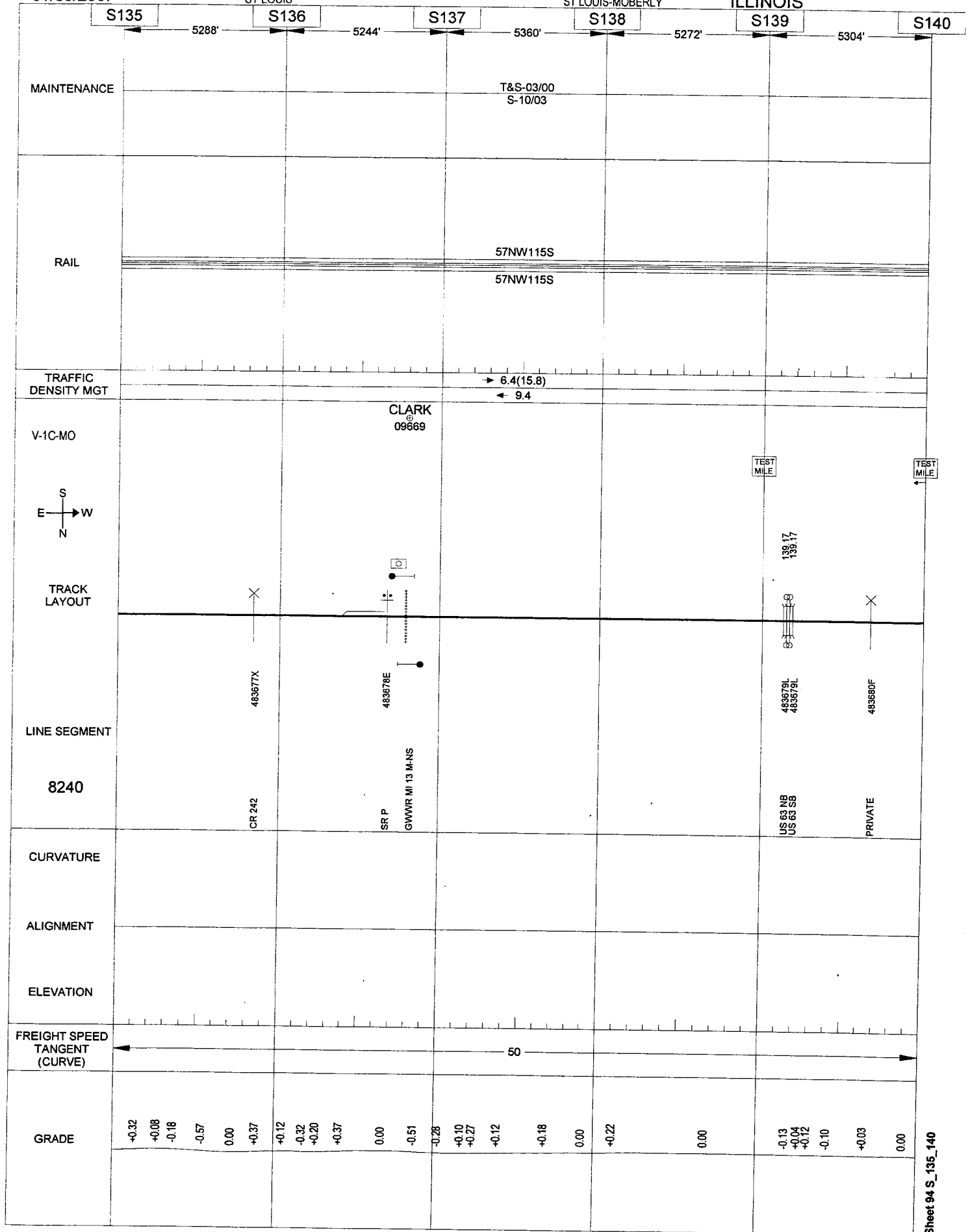
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ST LOUIS

128

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ILLINOIS



Sheet 94 S\_140\_145

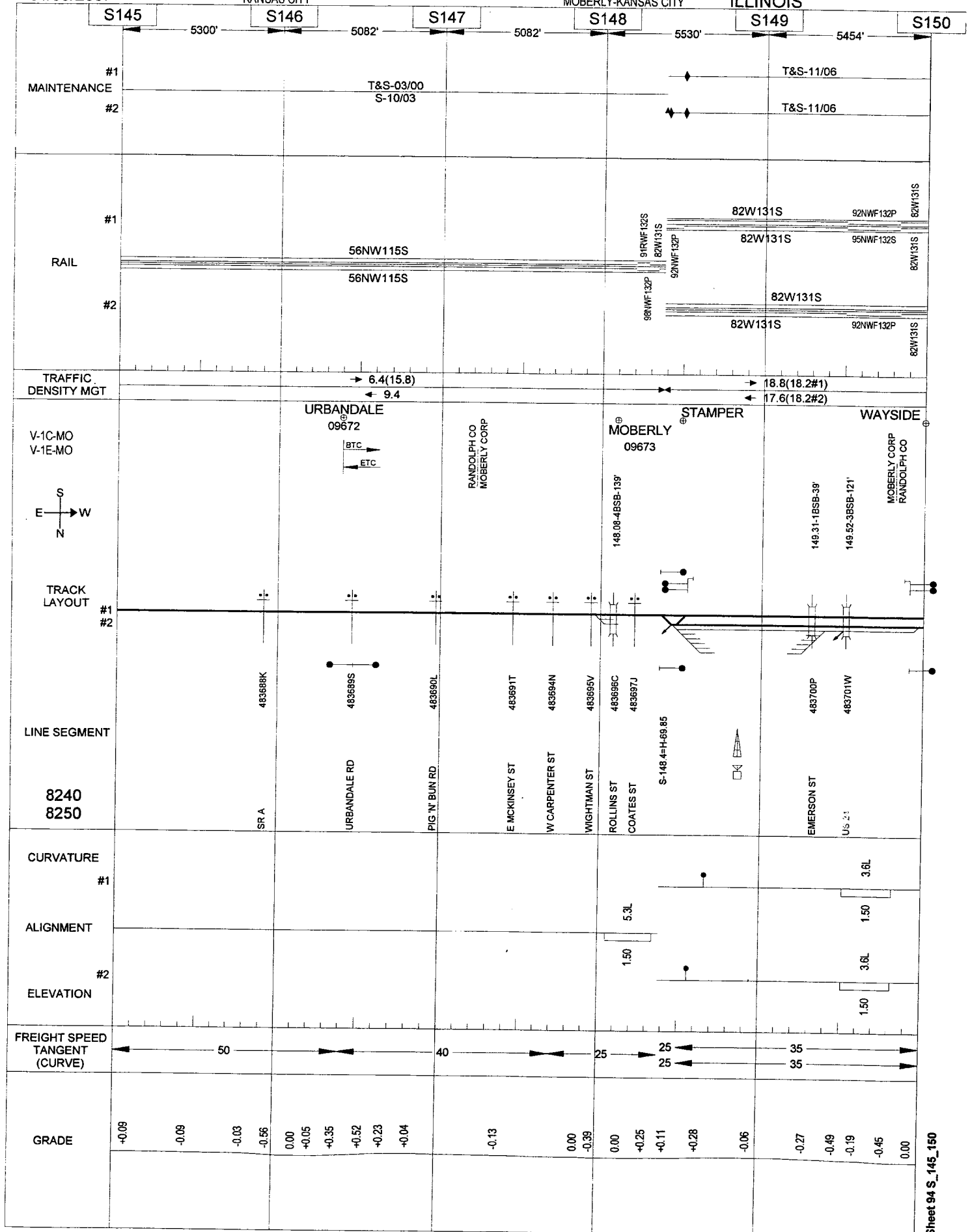
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130

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



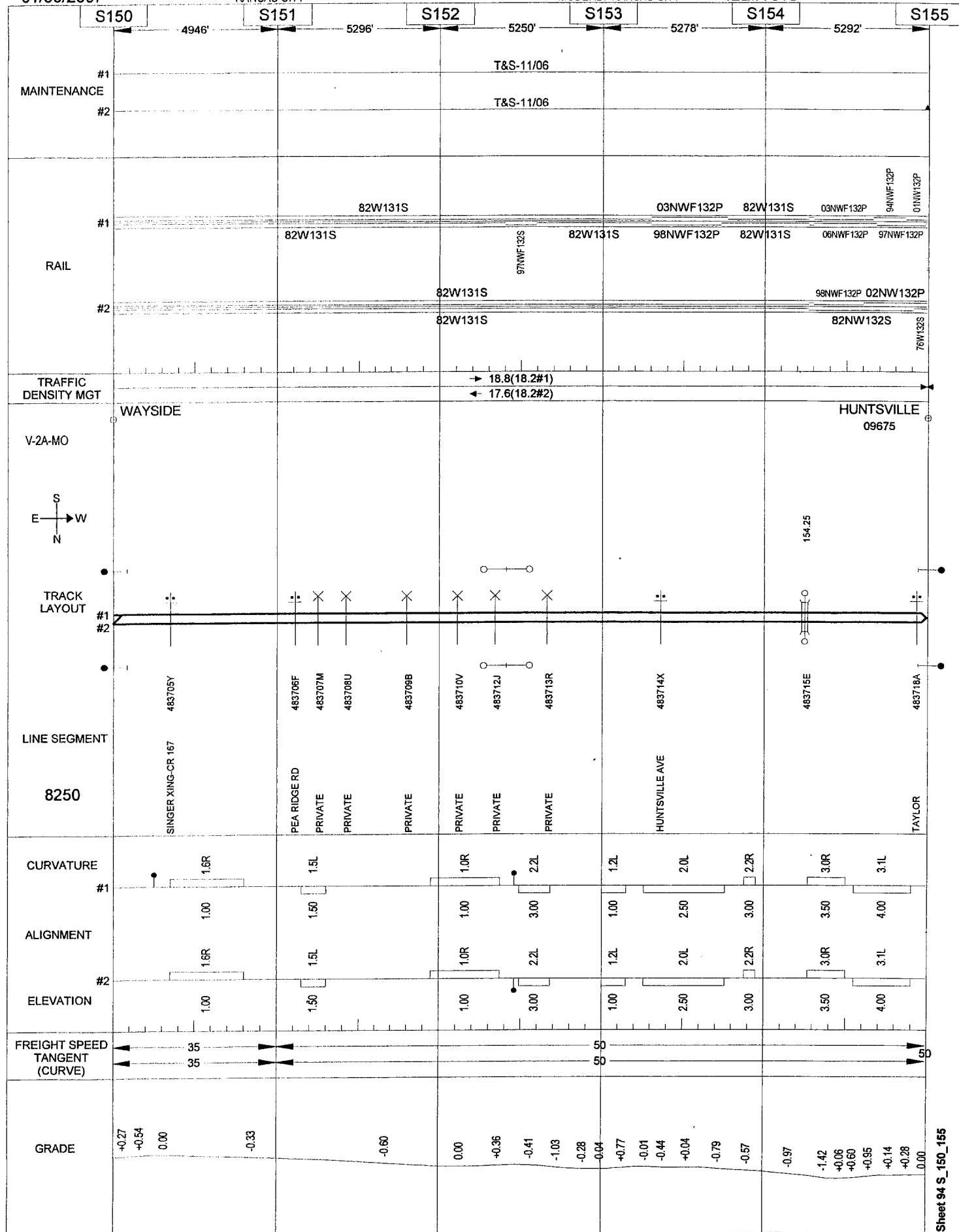
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131

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS





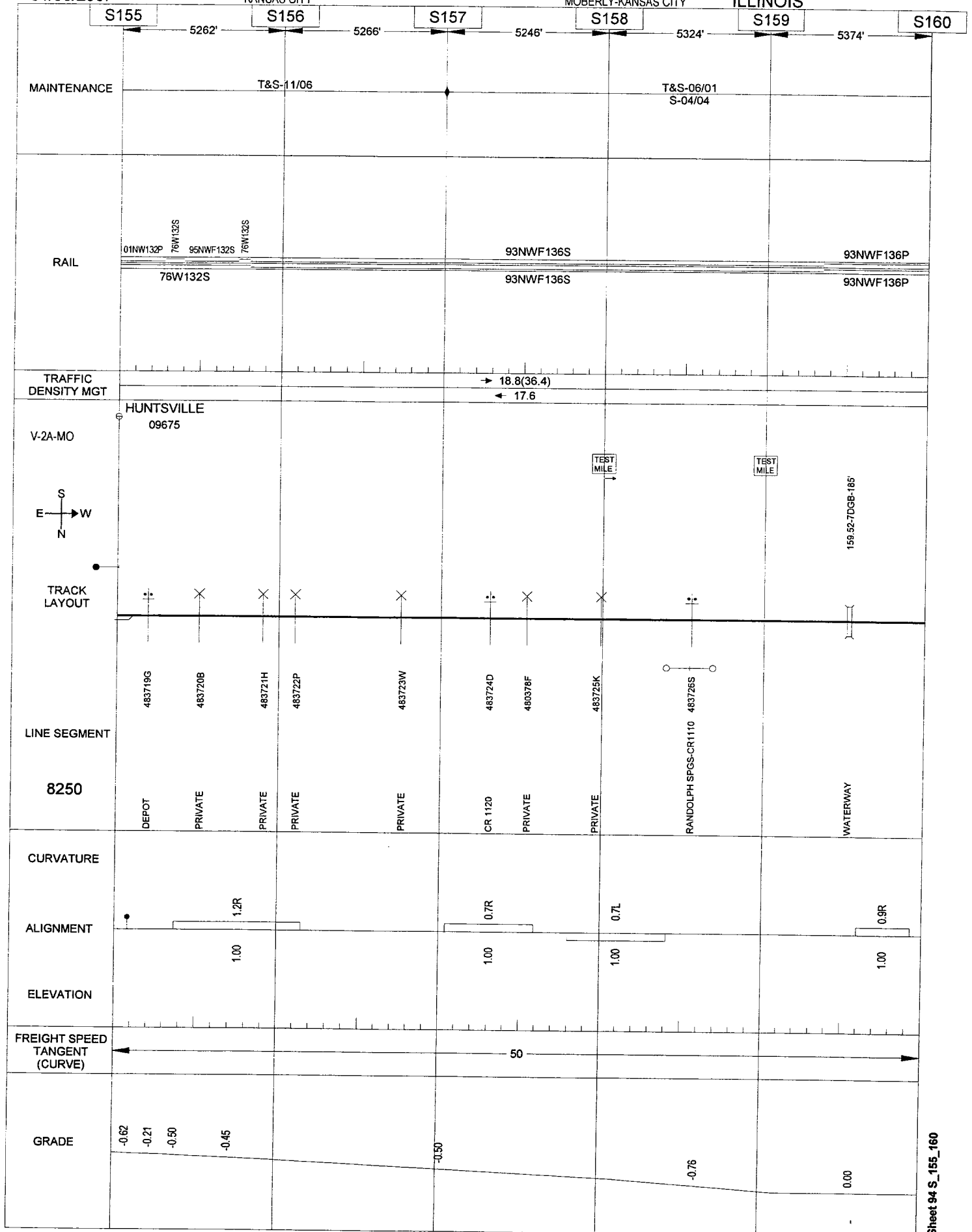
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132

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



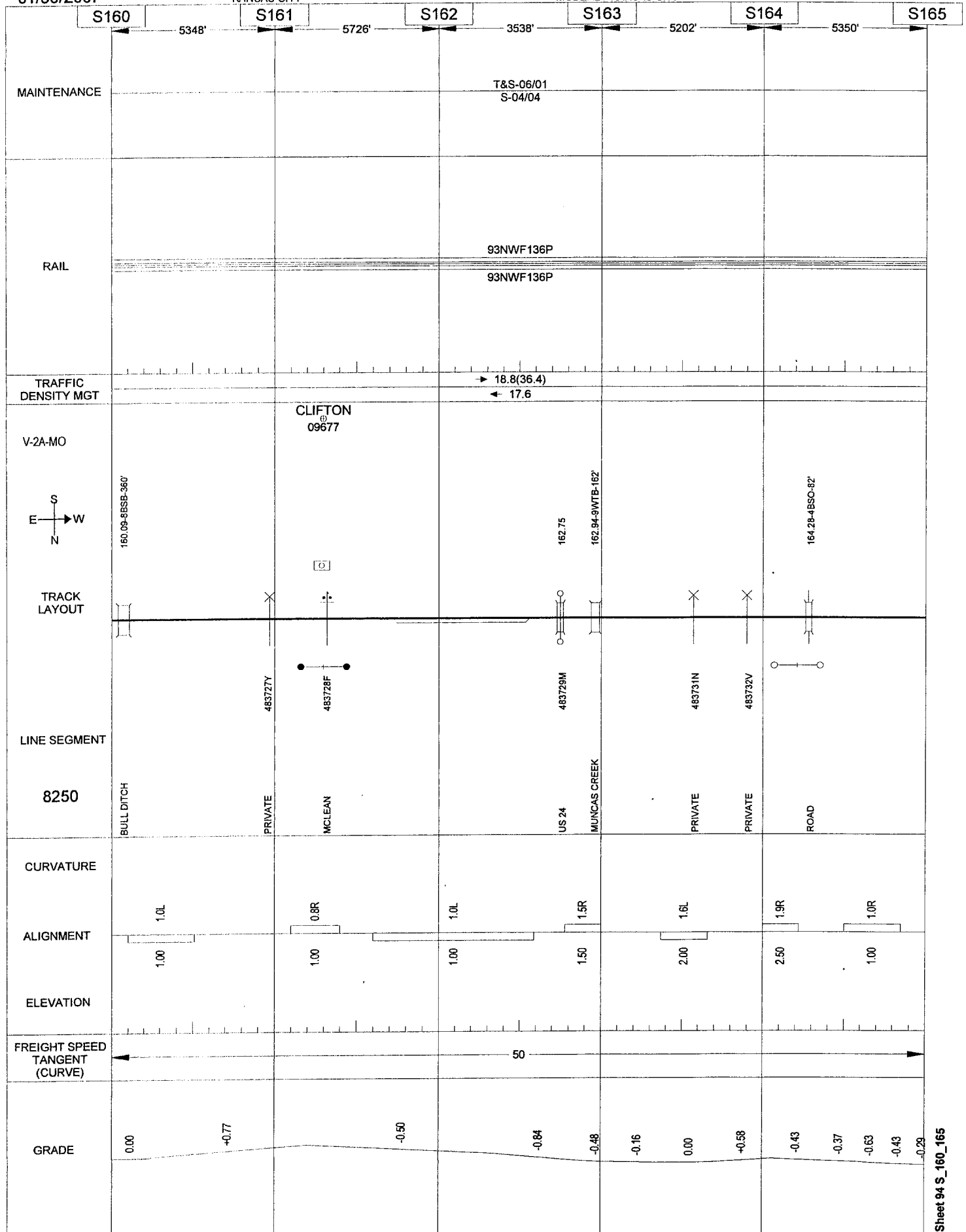
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KANSAS CITY

133

MOBERLY-KANSAS CITY

ILLINOIS



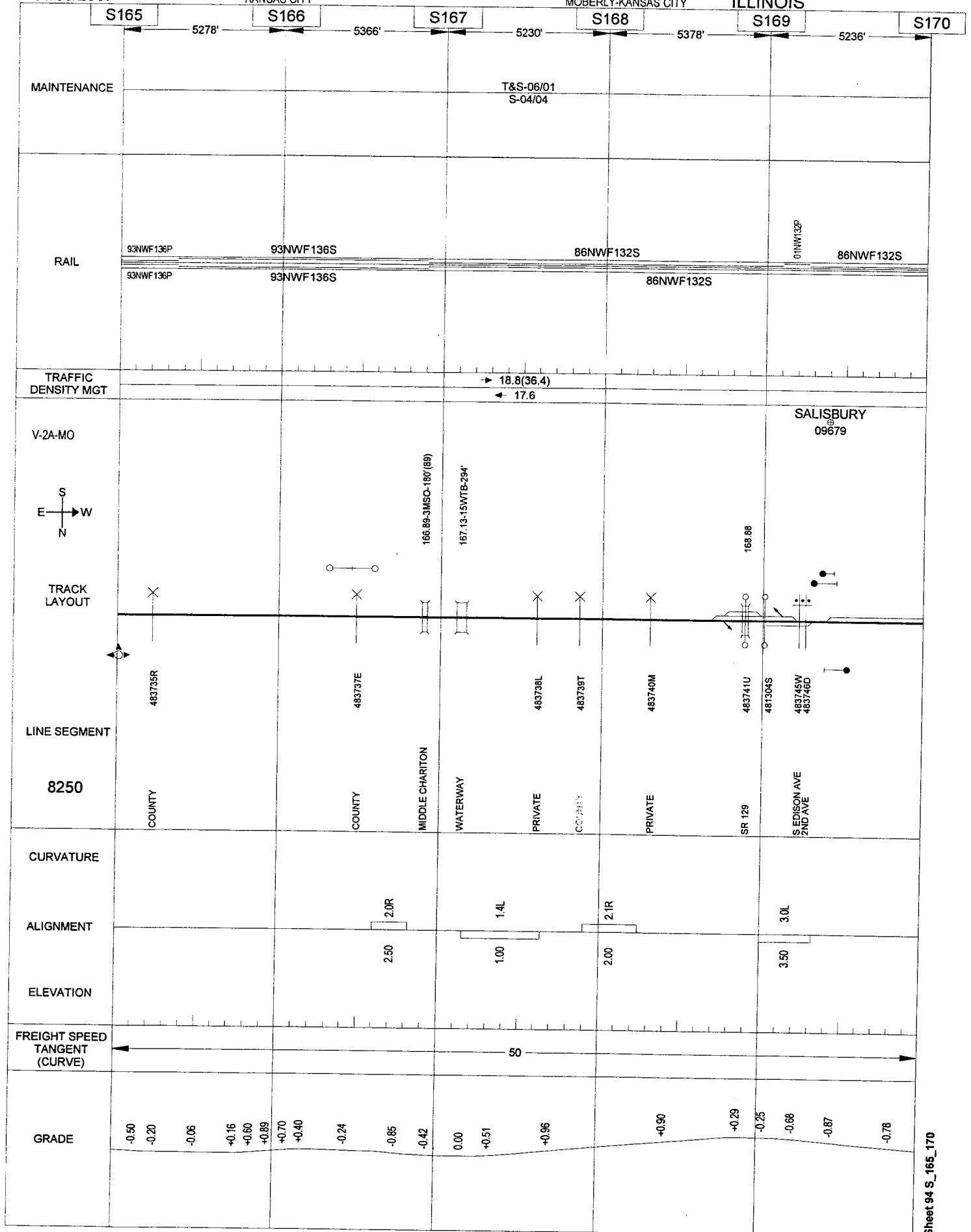
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134

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



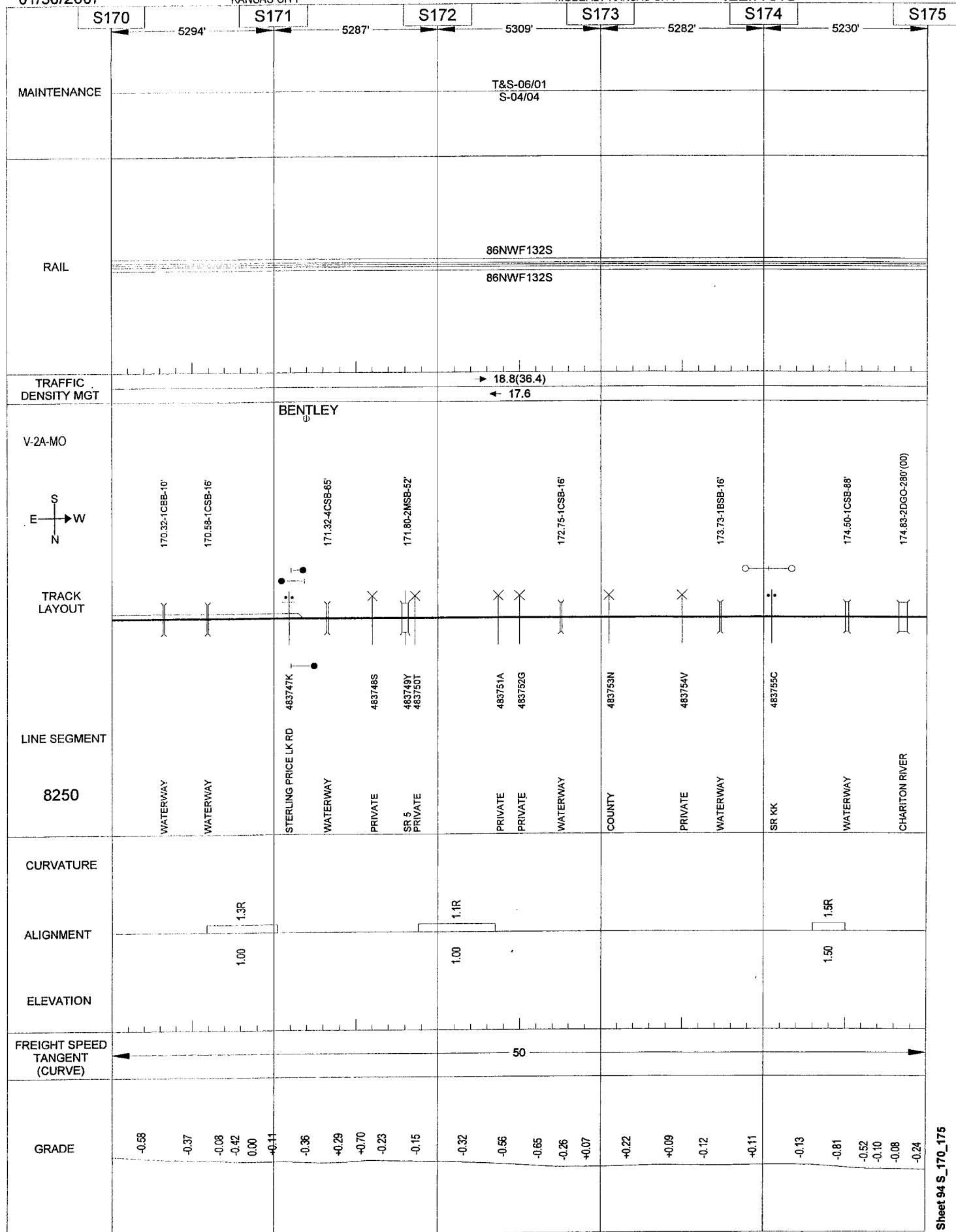
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KANSAS CITY

135

MOBERLY-KANSAS CITY

ILLINOIS



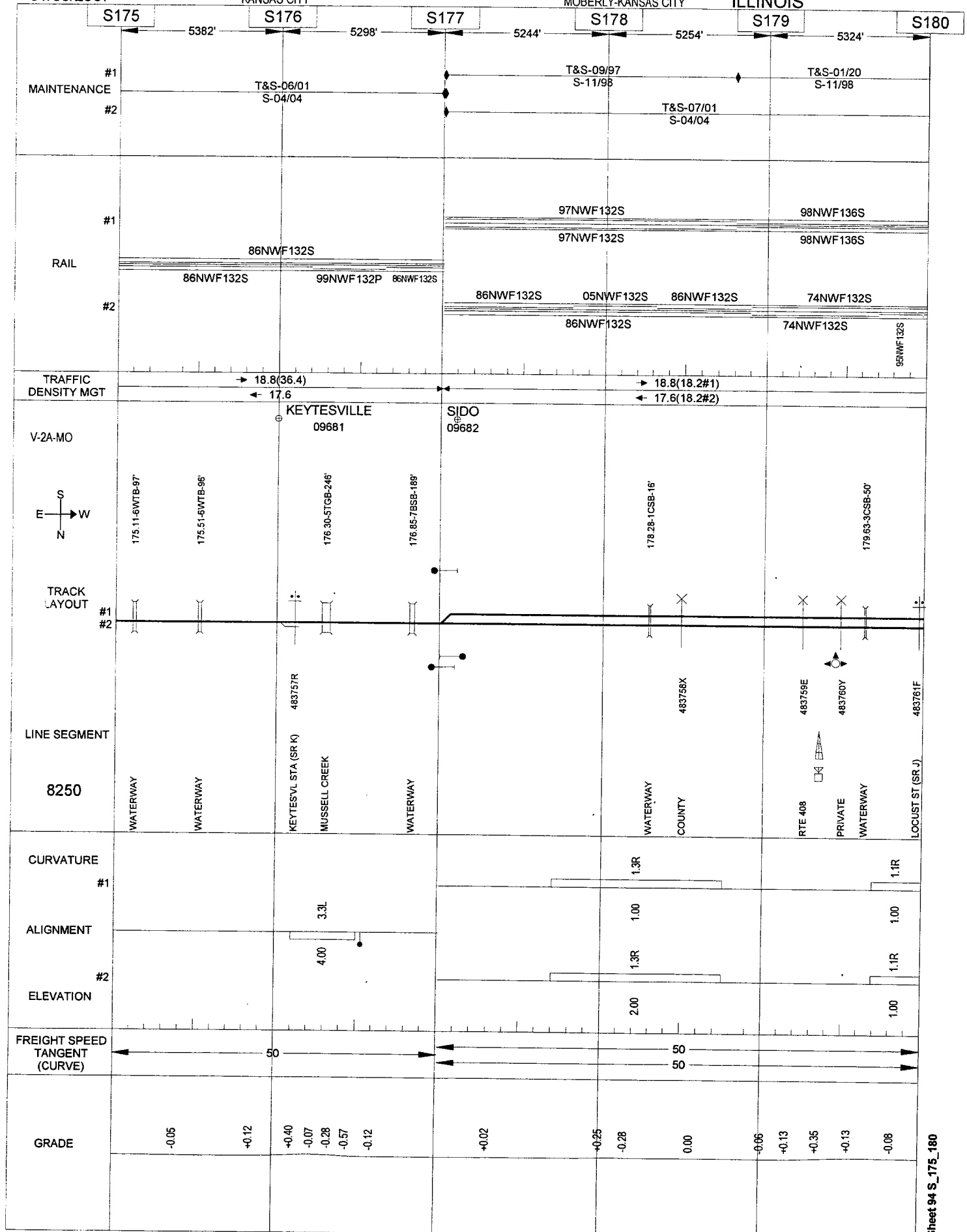
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136

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



Sheet 94 S\_180\_185

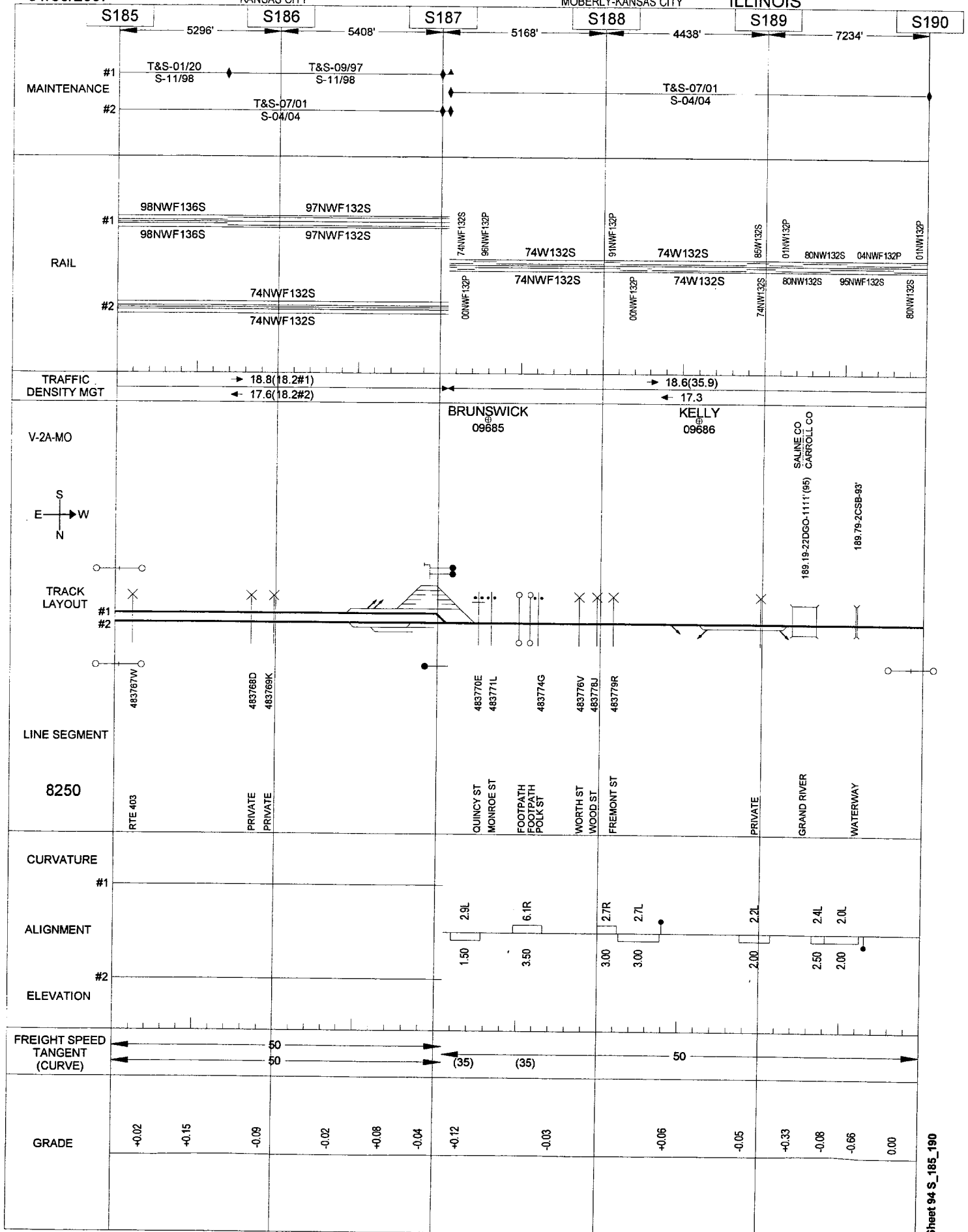
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138

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



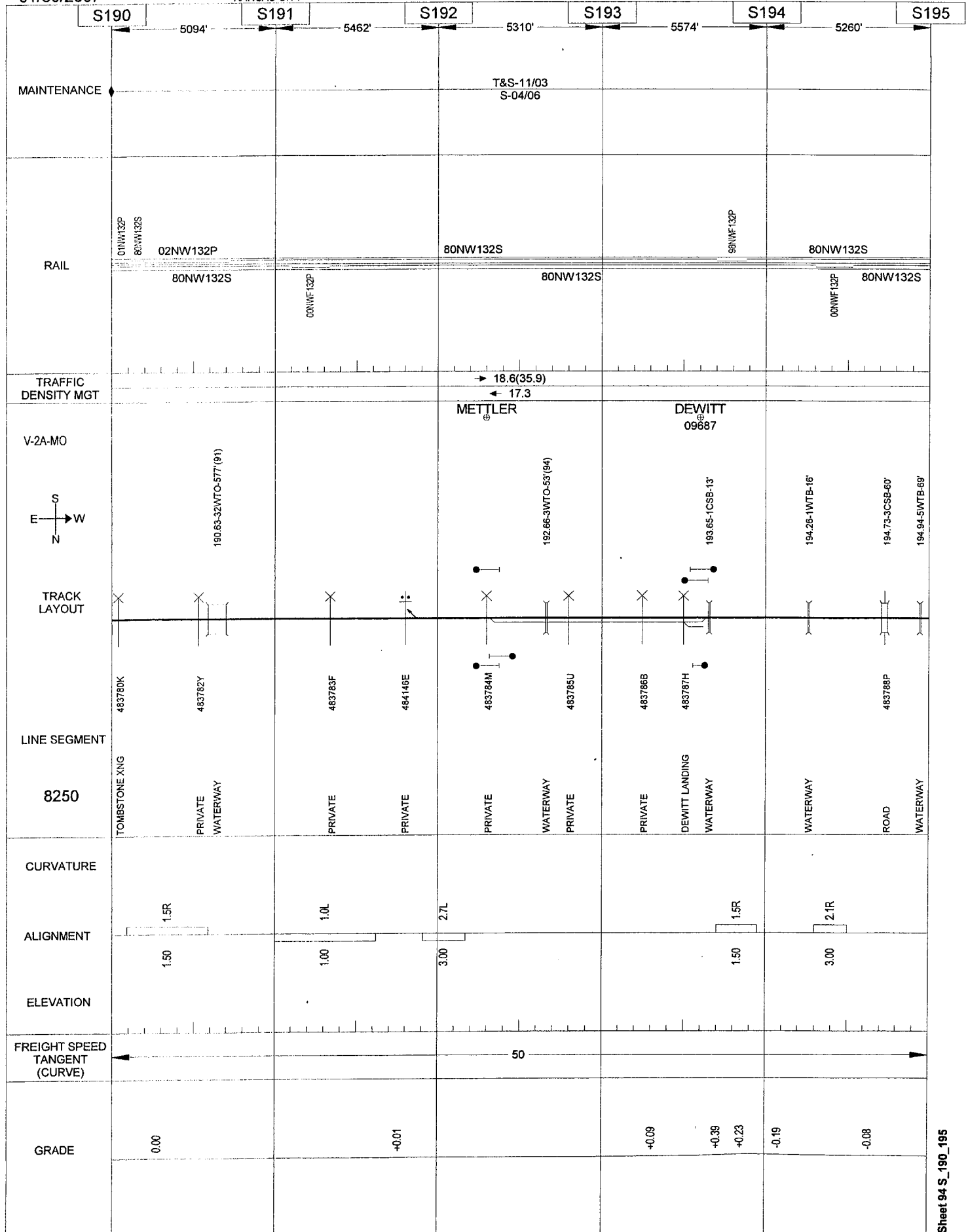
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KANSAS CITY

139

MOBERLY-KANSAS CITY

ILLINOIS





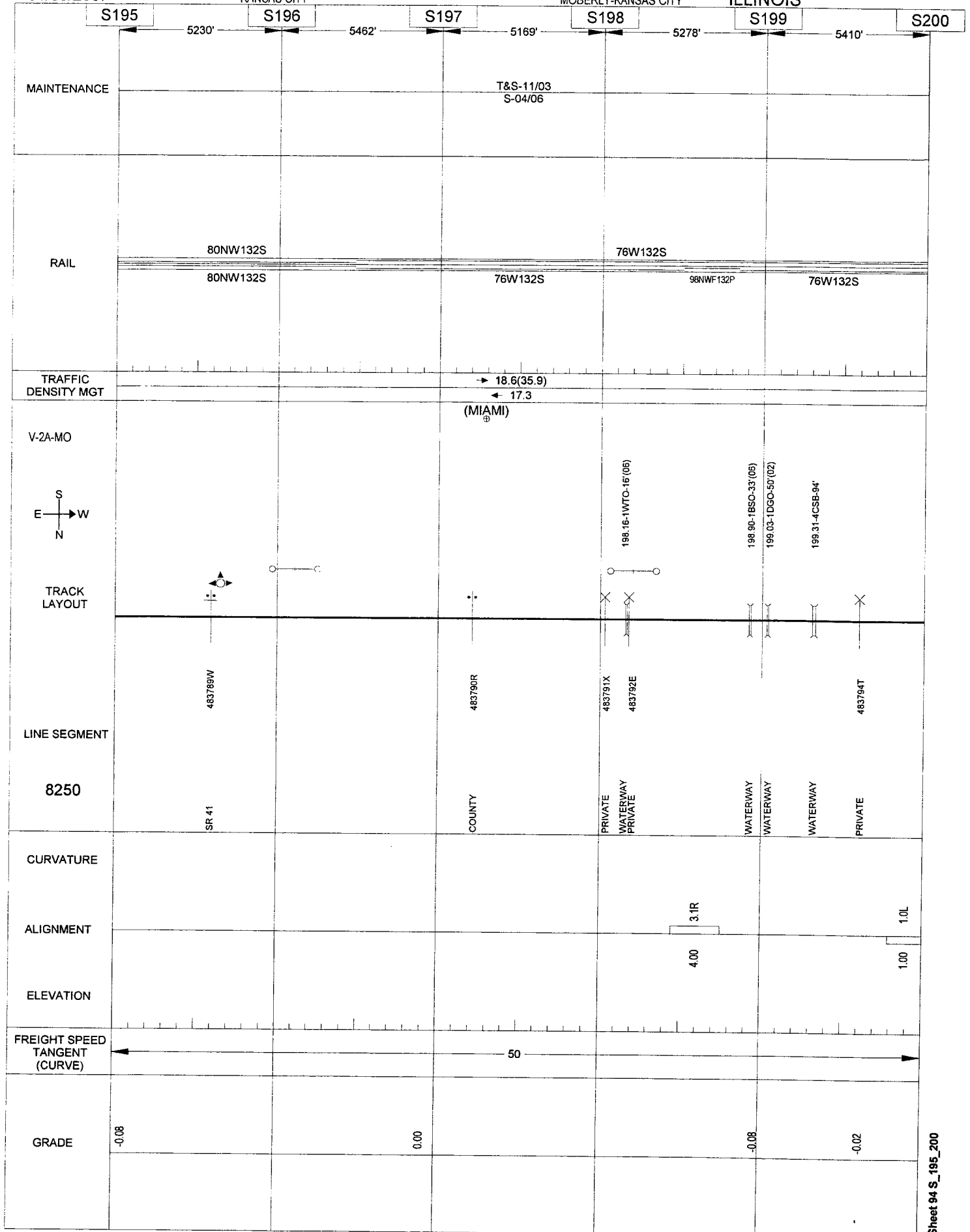
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140

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



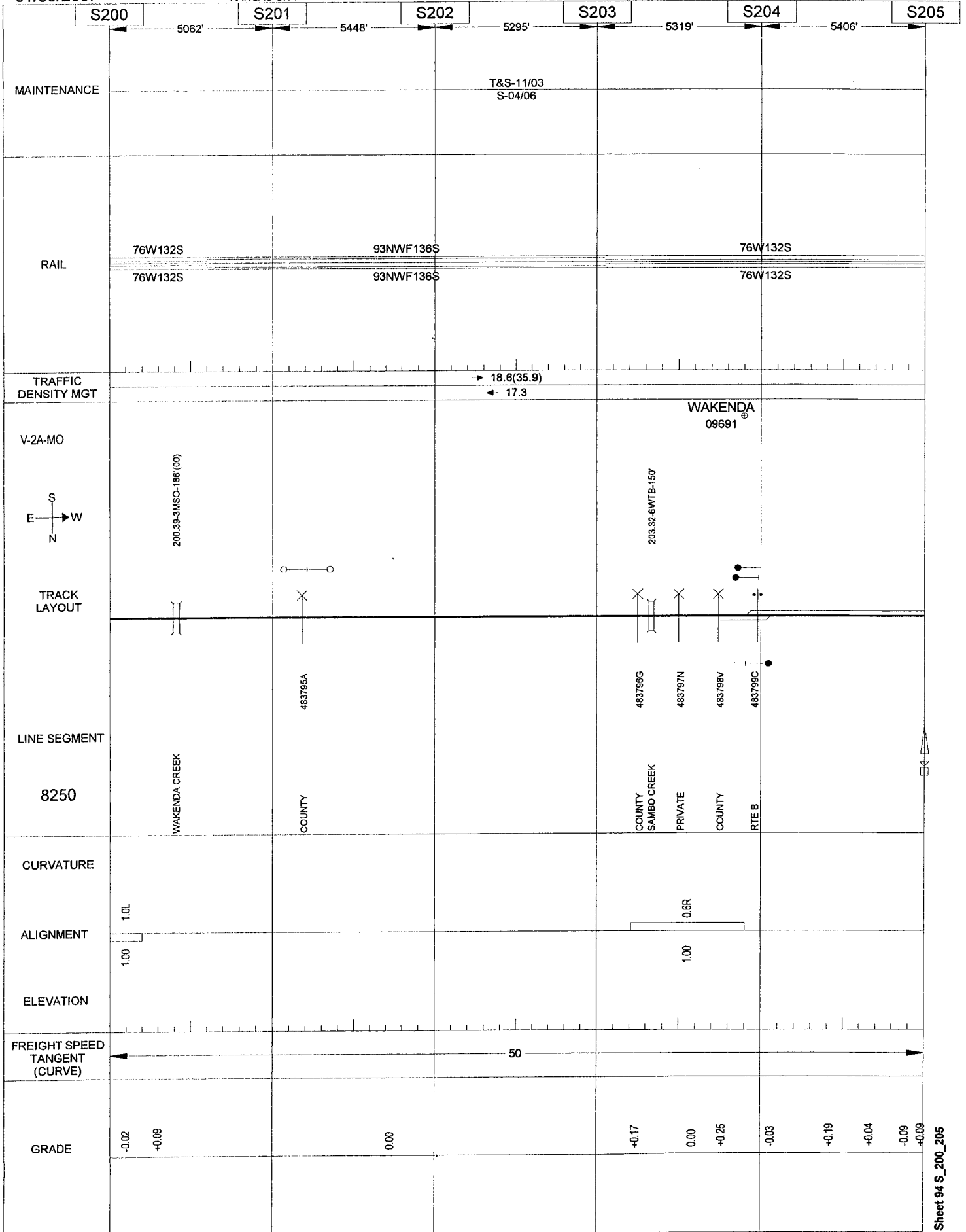
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141

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



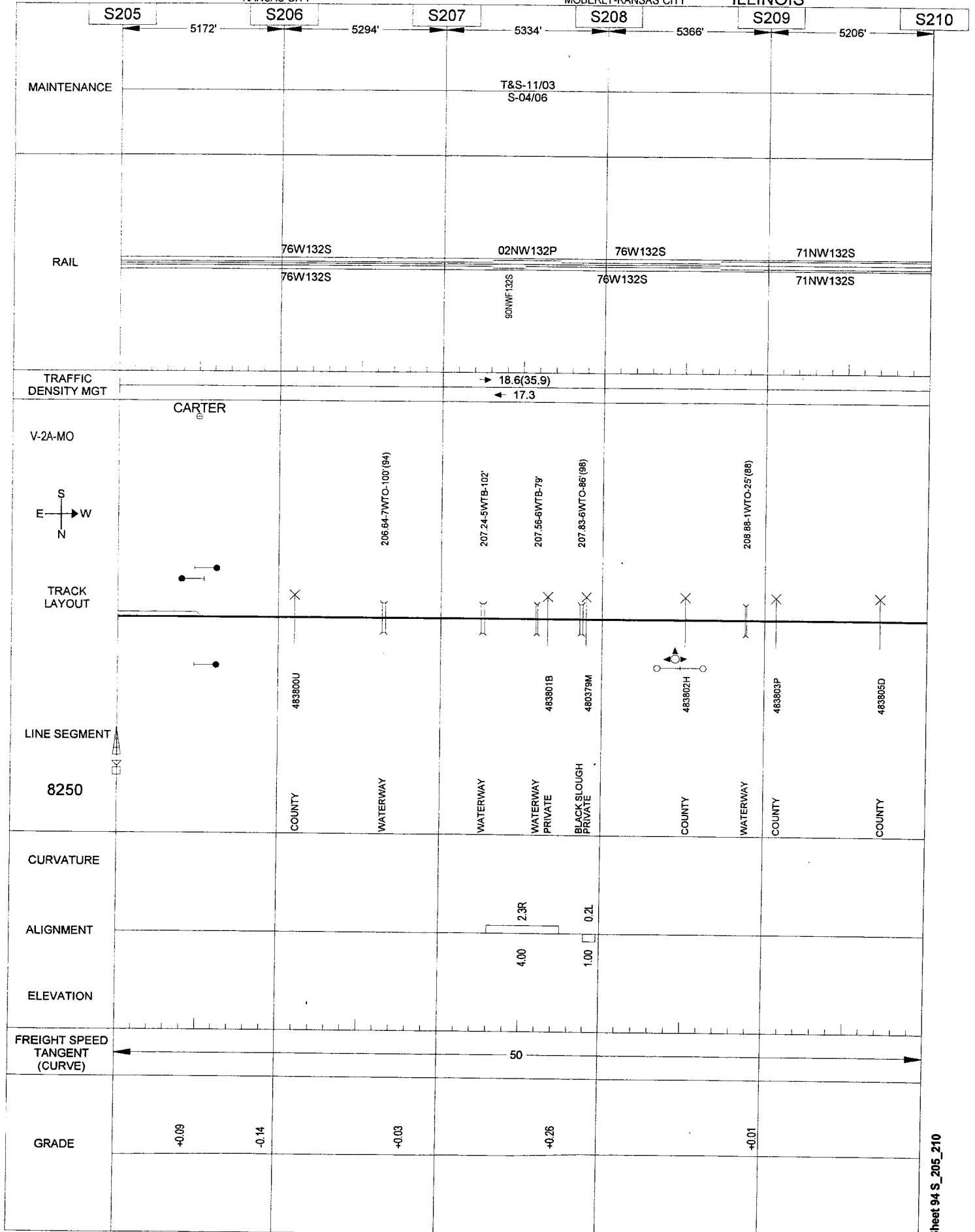
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142

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



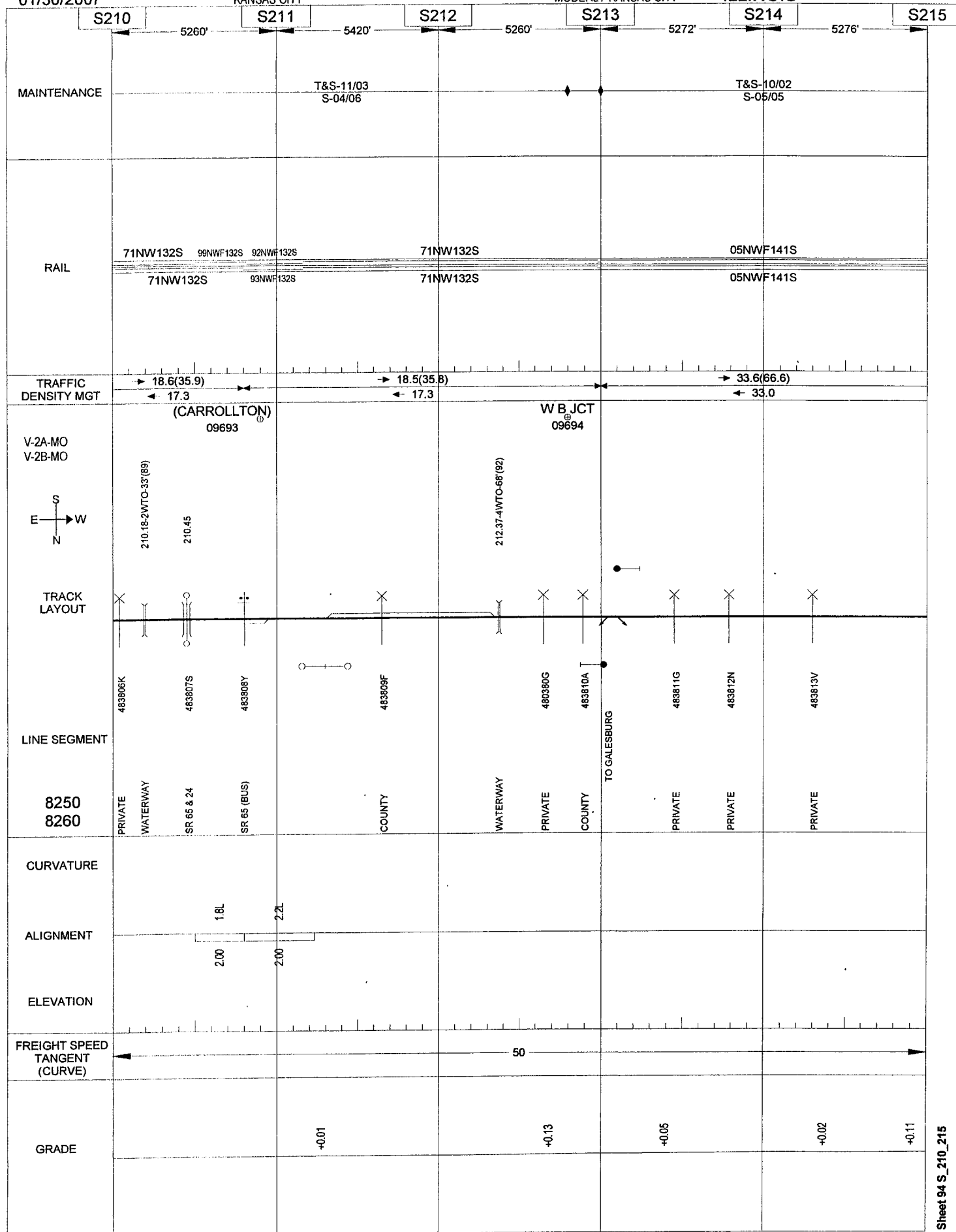
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KANSAS CITY

143

MOBERLY-KANSAS CITY

ILLINOIS



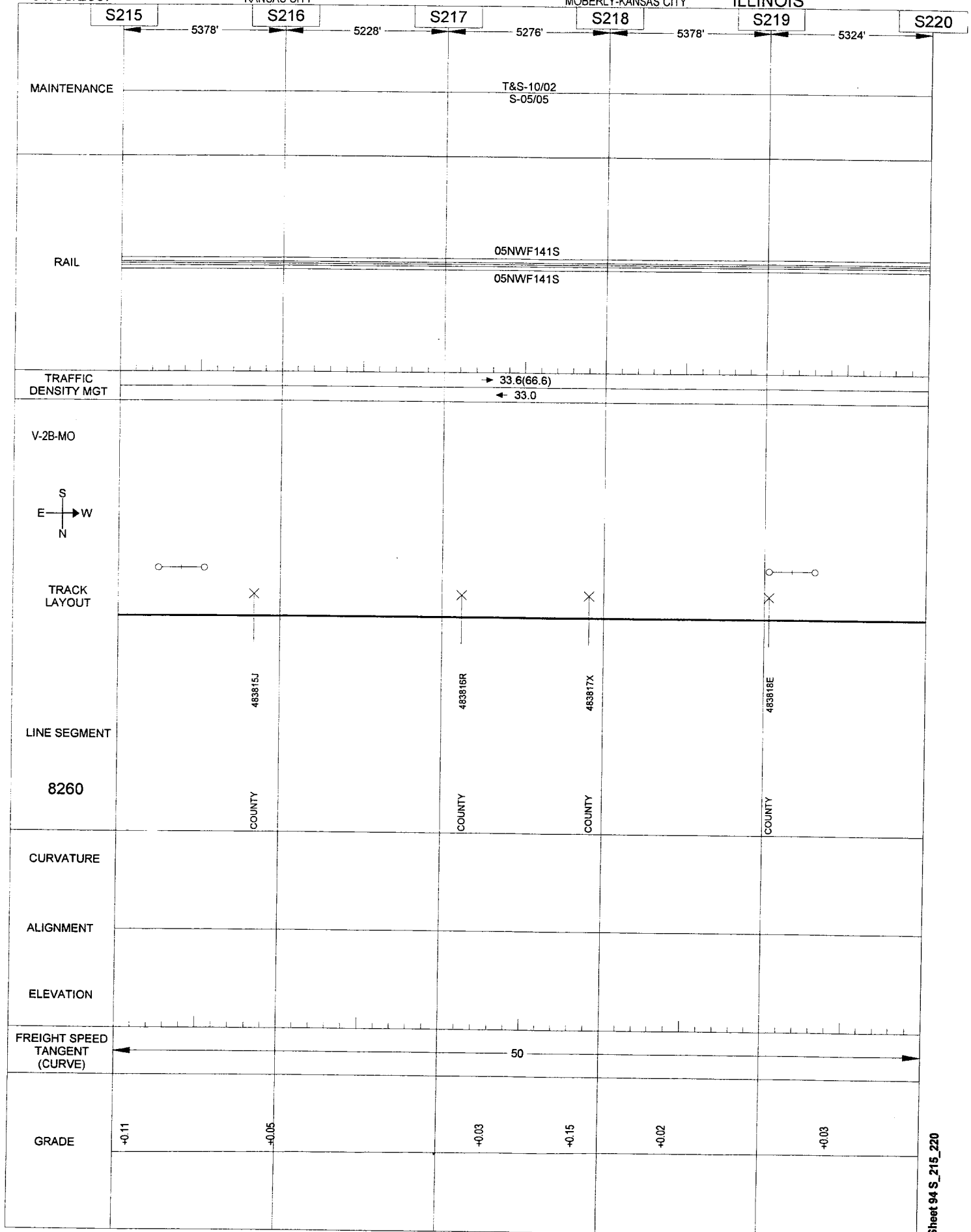
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144

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



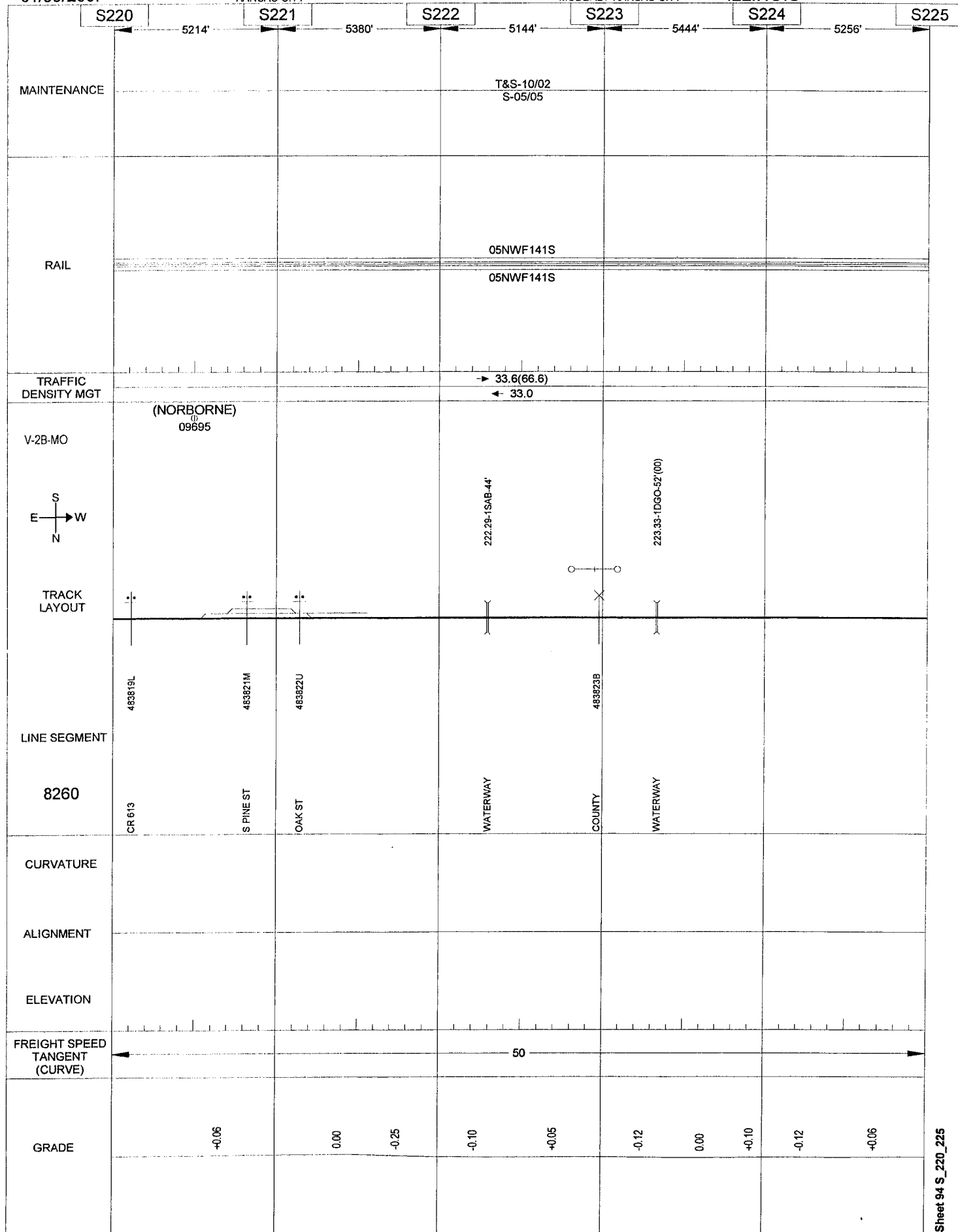
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KANSAS CITY

145

MOBERLY-KANSAS CITY

ILLINOIS



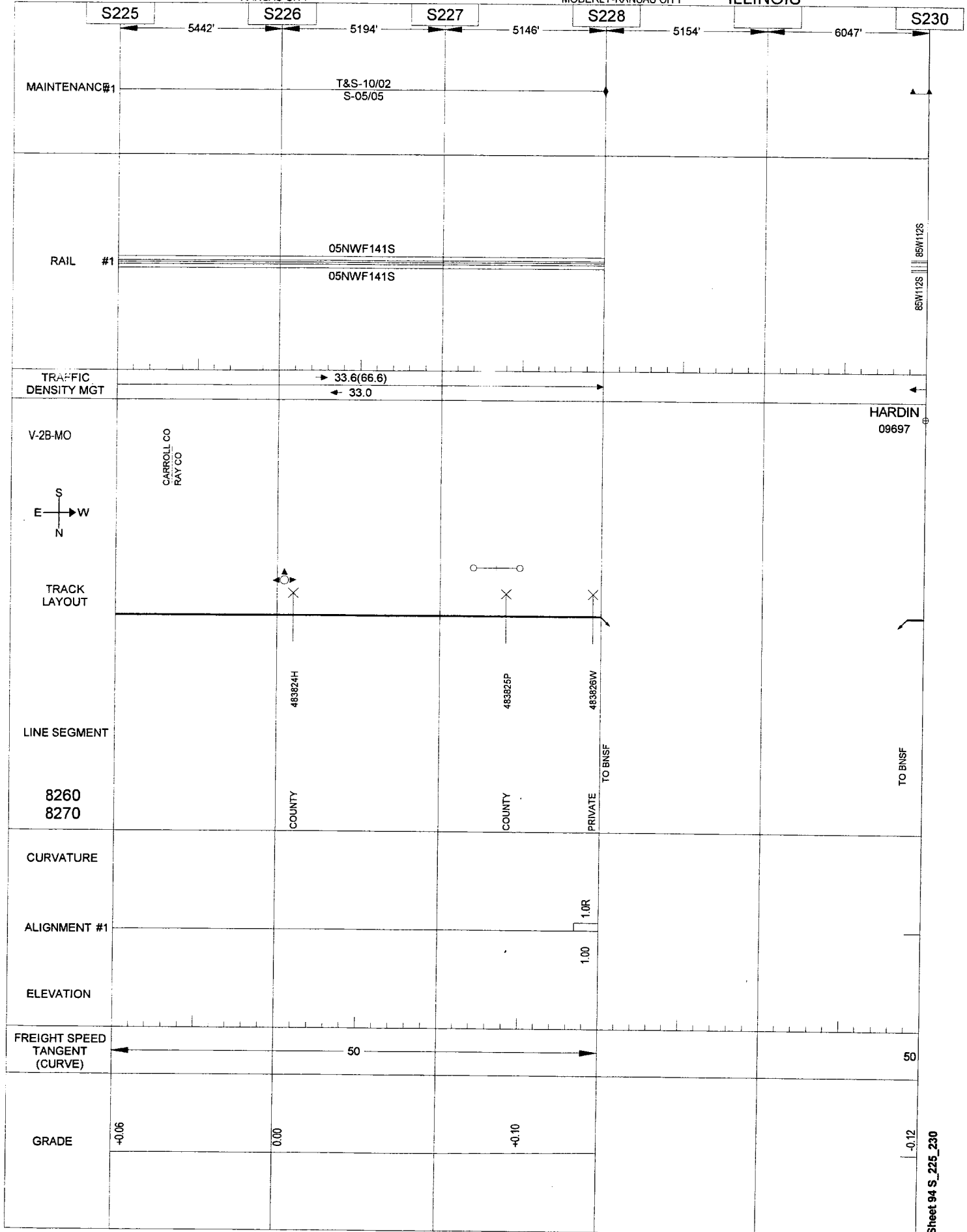
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146

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



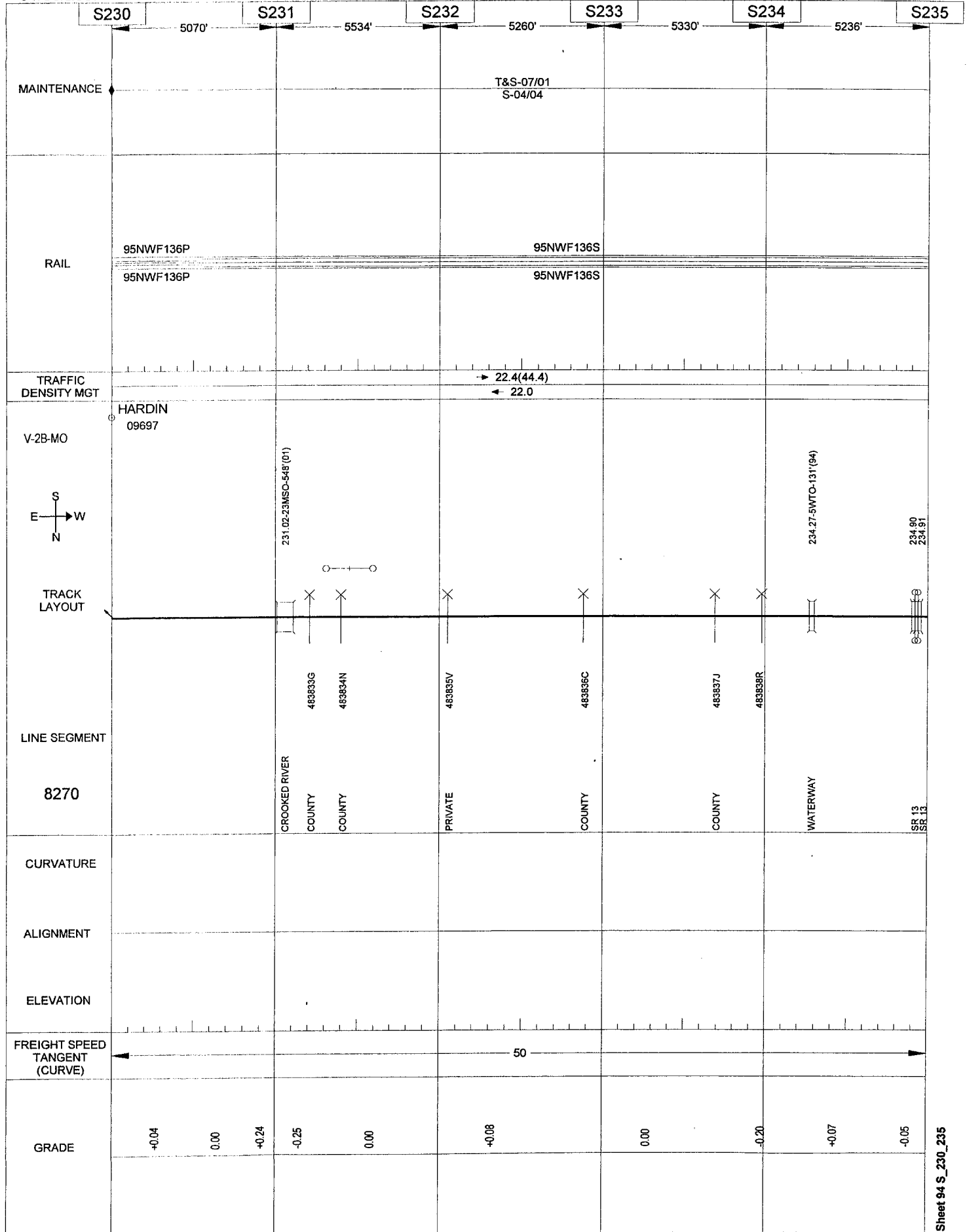
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KANSAS CITY

147

MOBERLY-KANSAS CITY

ILLINOIS





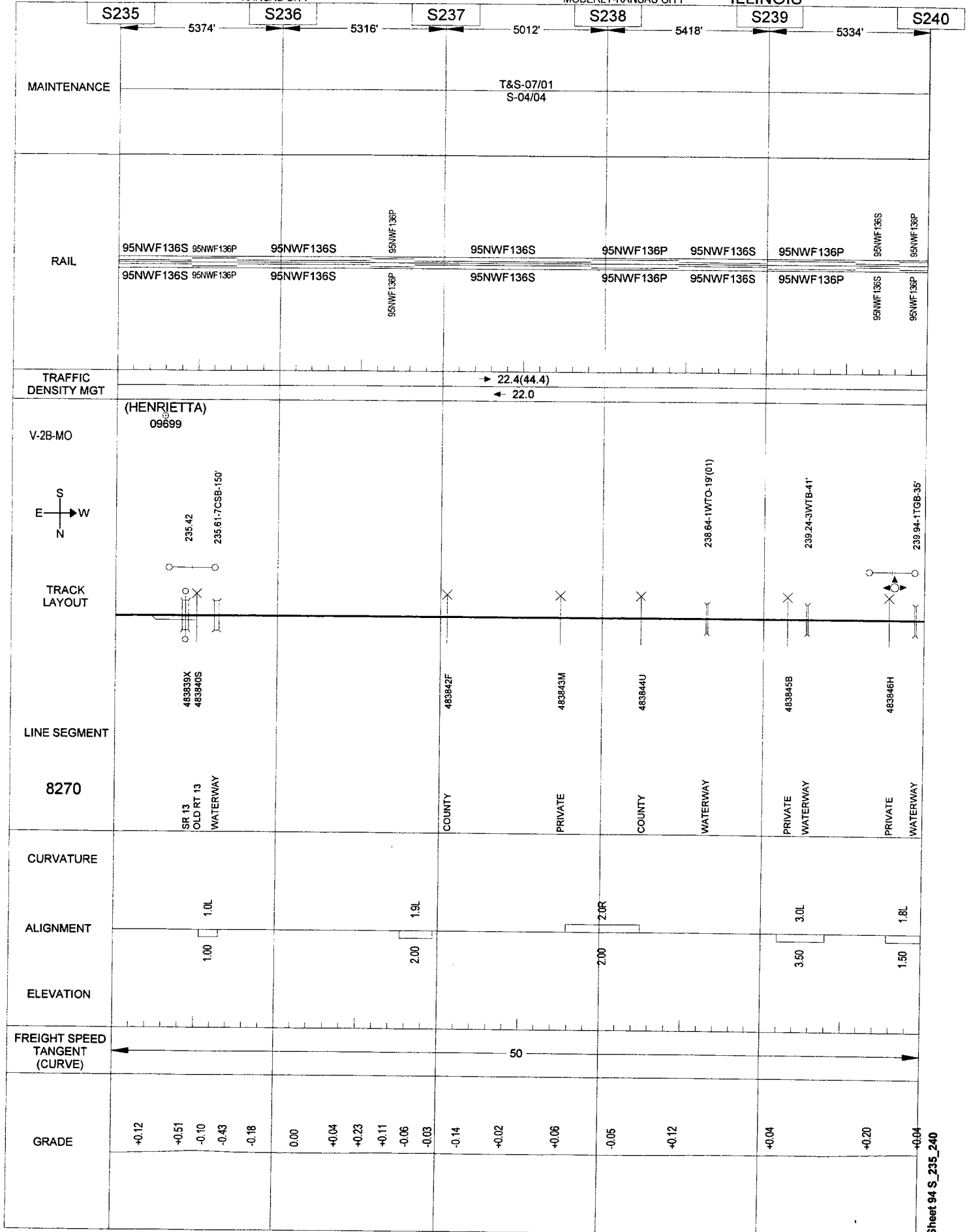
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148

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



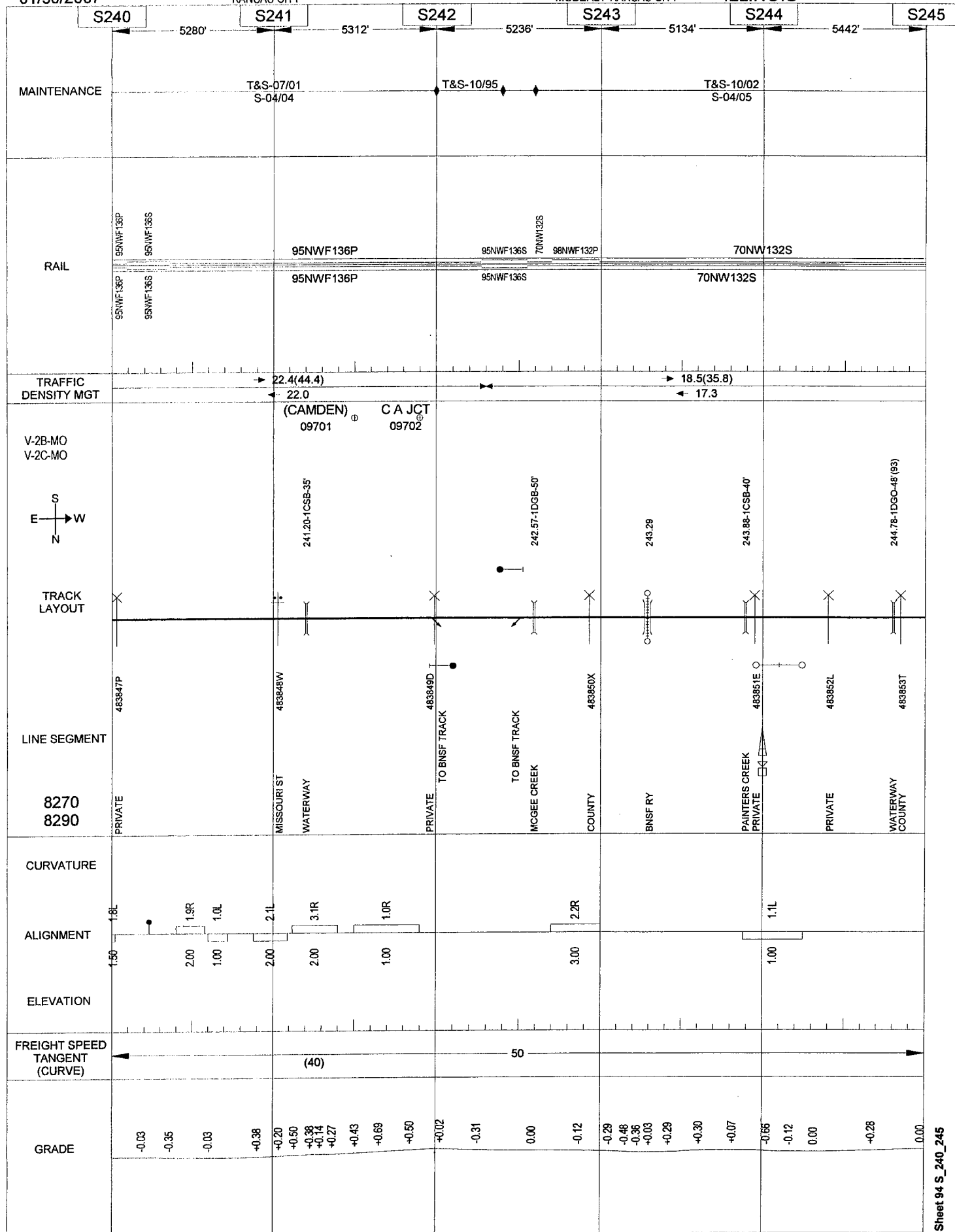
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149

KANSAS CITY

MOBERLY-KANSAS CITY

ILLINOIS



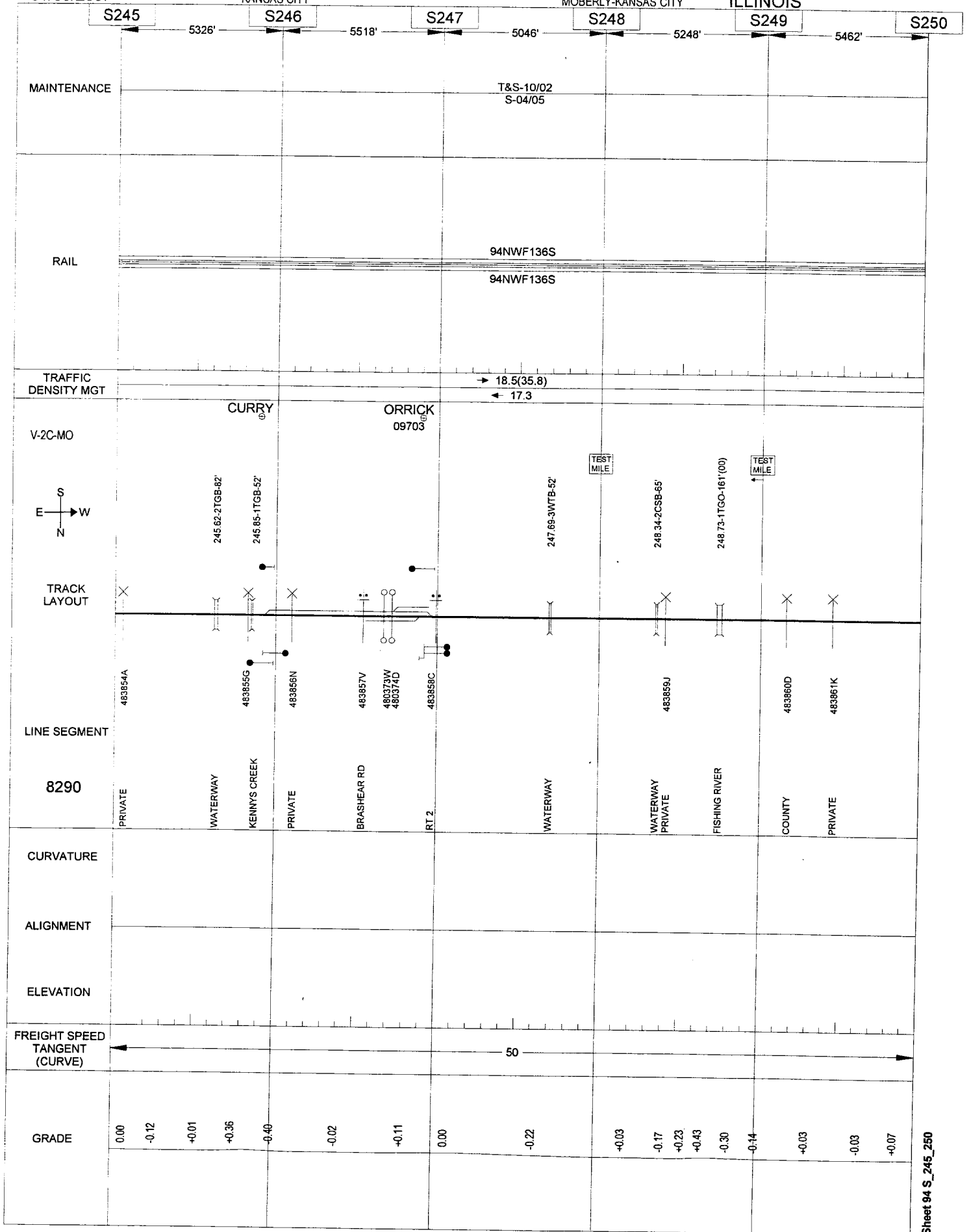
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KANSAS CITY

150

MOBERLY-KANSAS CITY

ILLINOIS



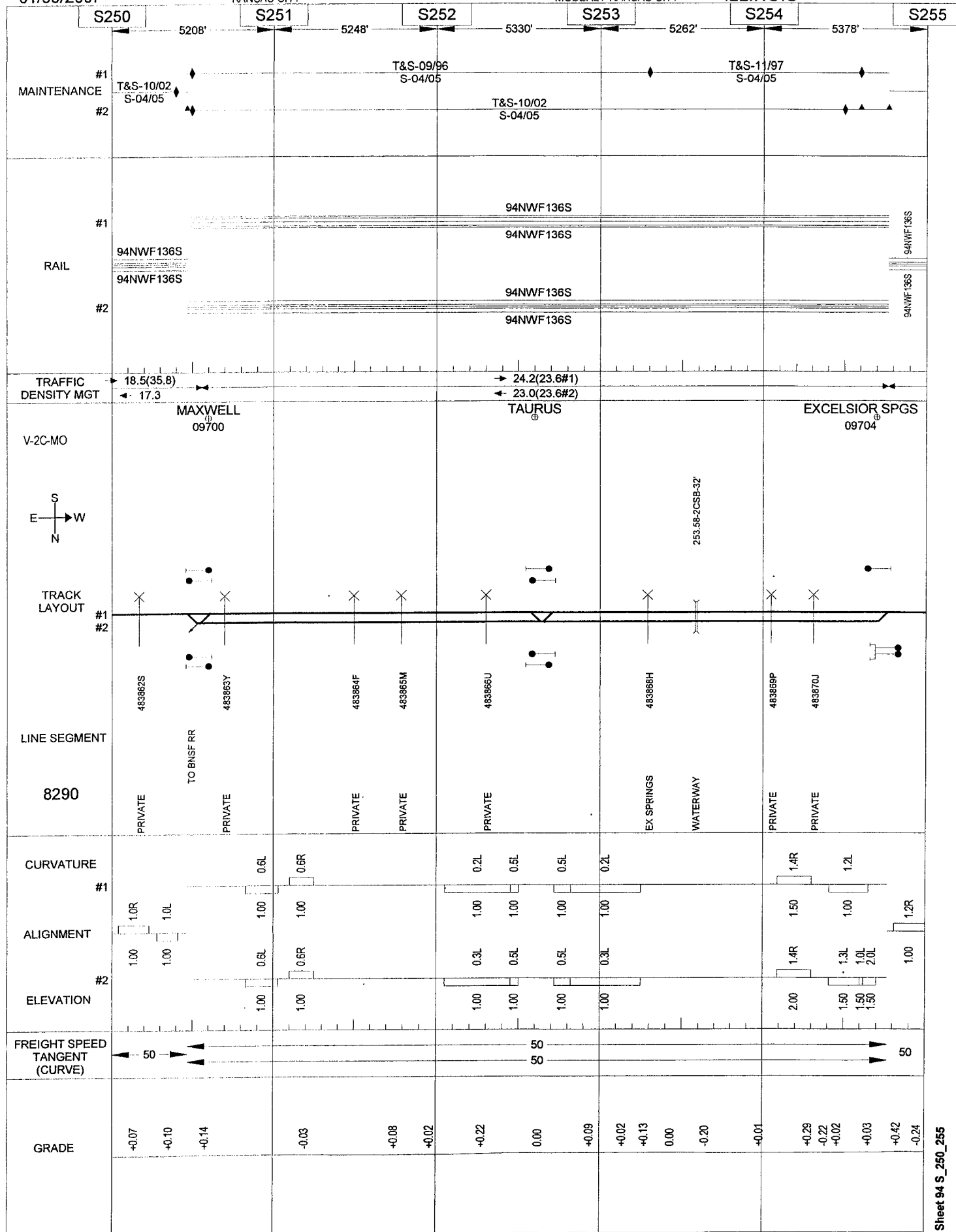
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151

KANSAS CITY

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ILLINOIS



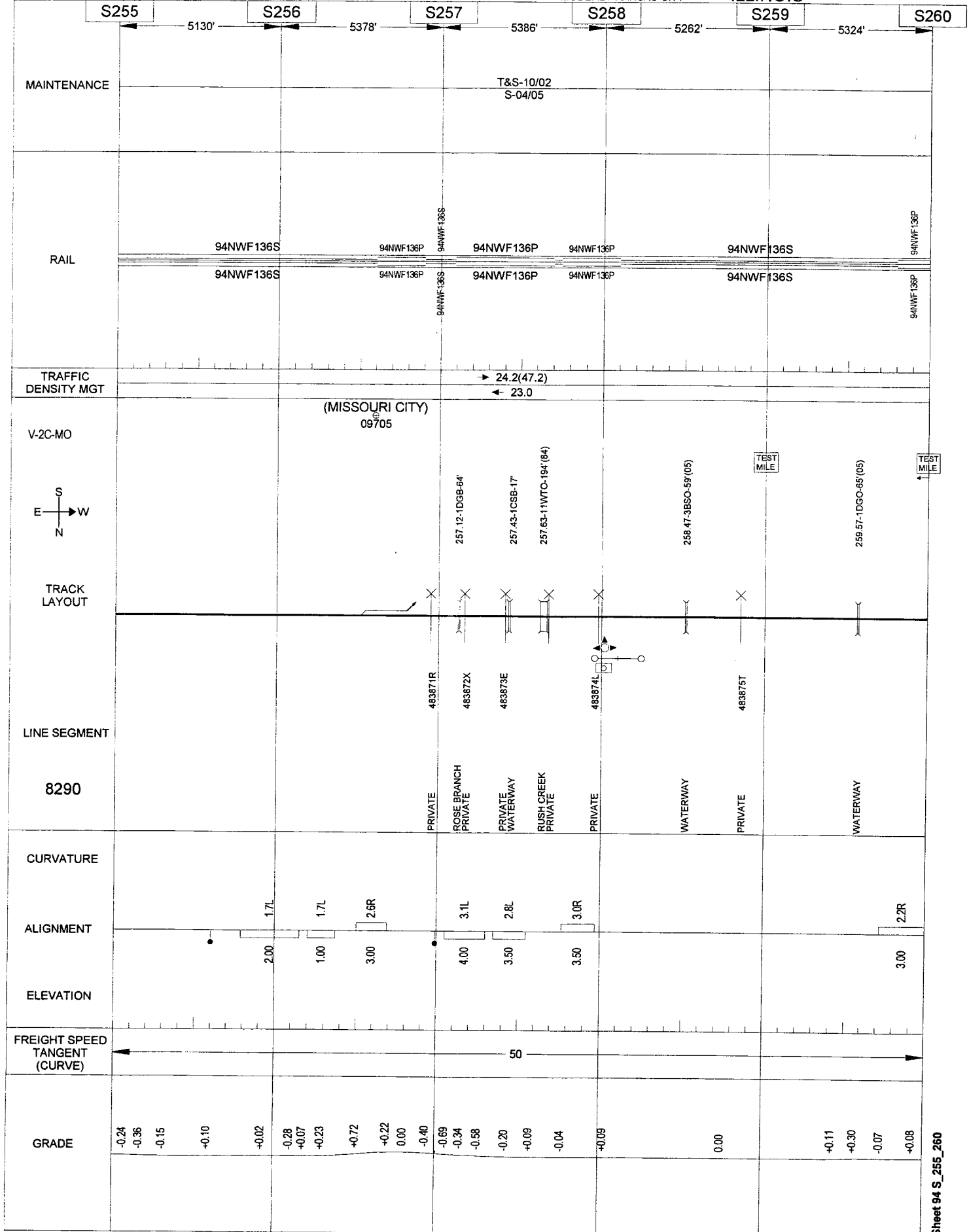
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152

KANSAS CITY

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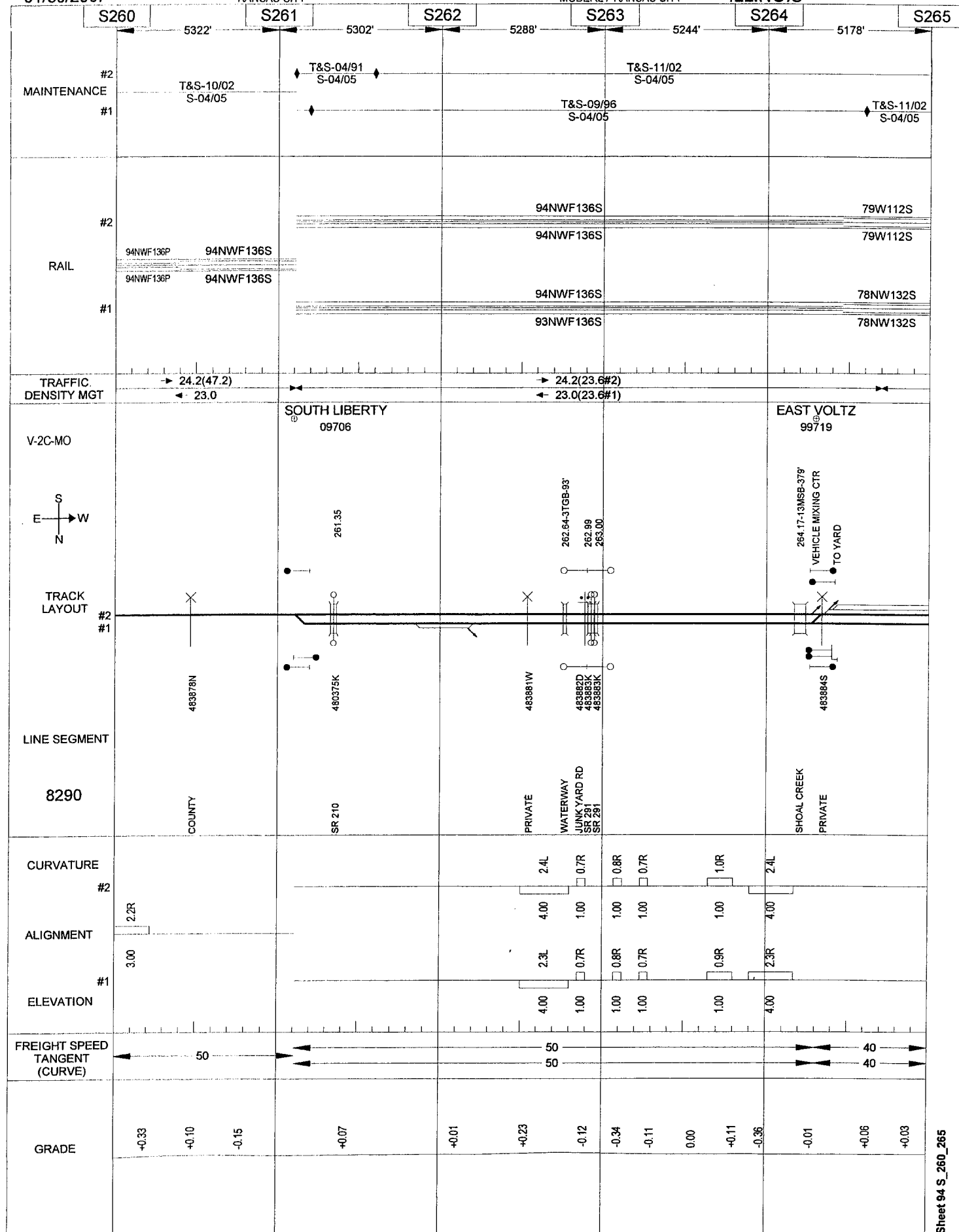
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153

KANSAS CITY

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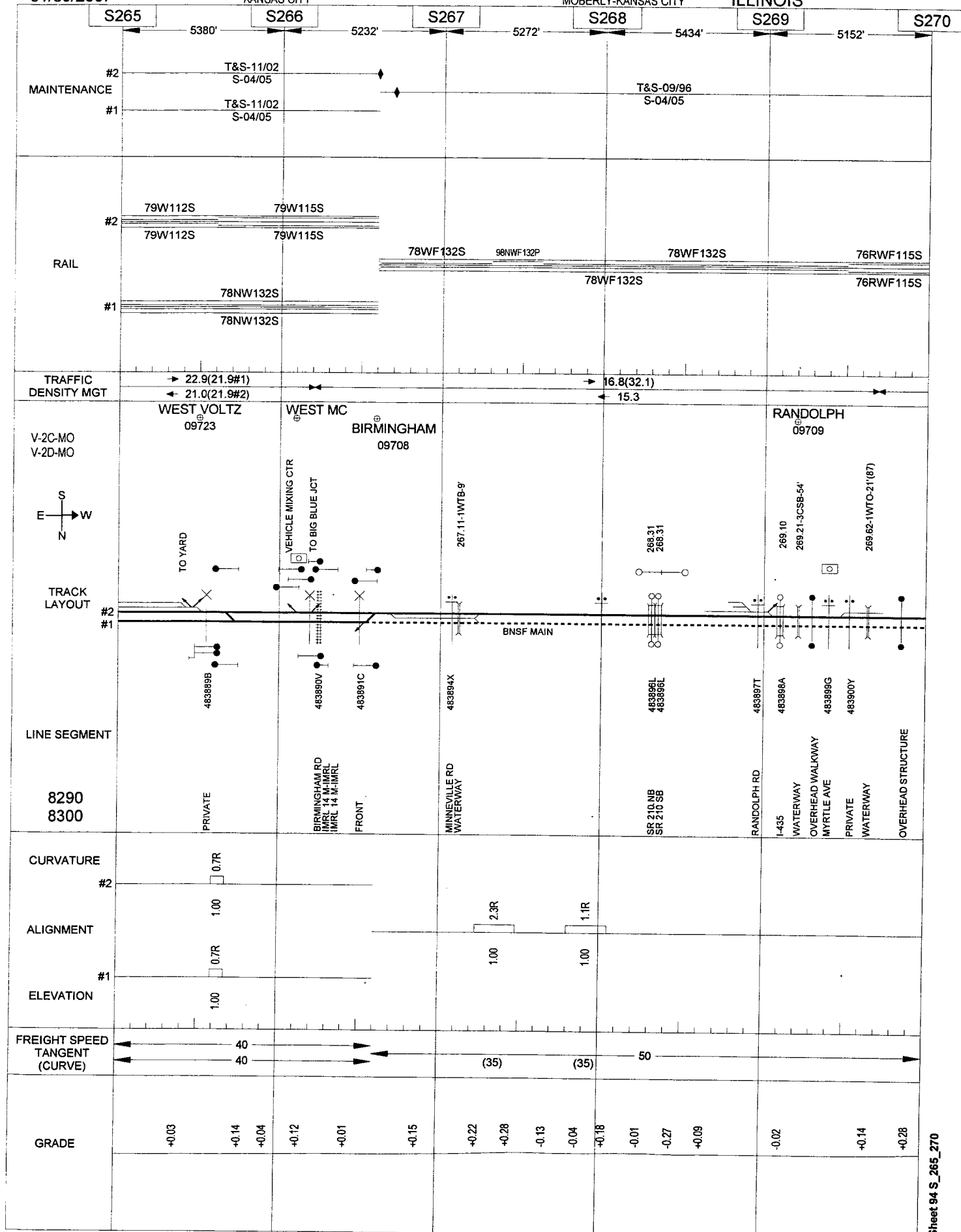
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KANSAS CITY

154

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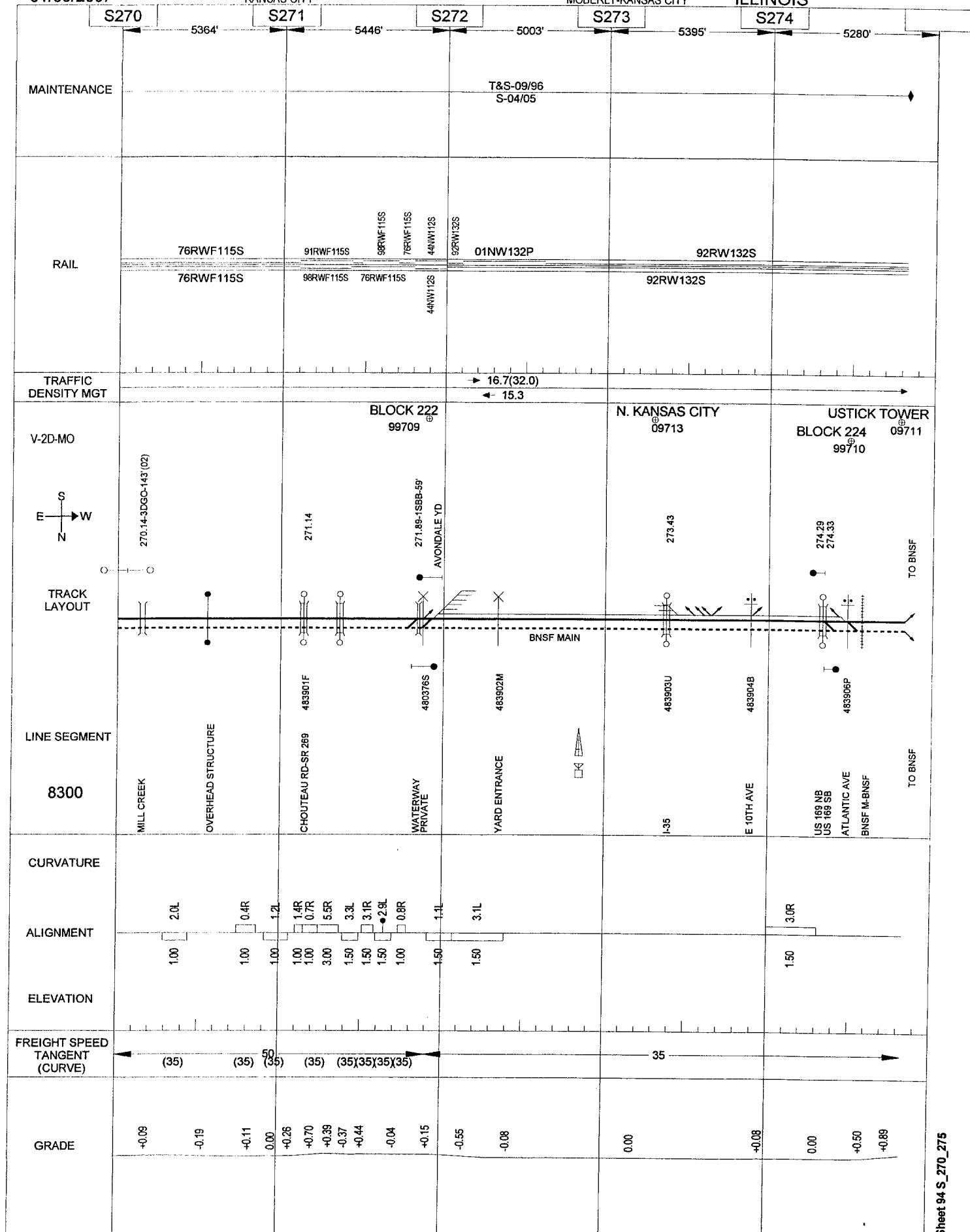
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KANSAS CITY

155

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ILLINOIS





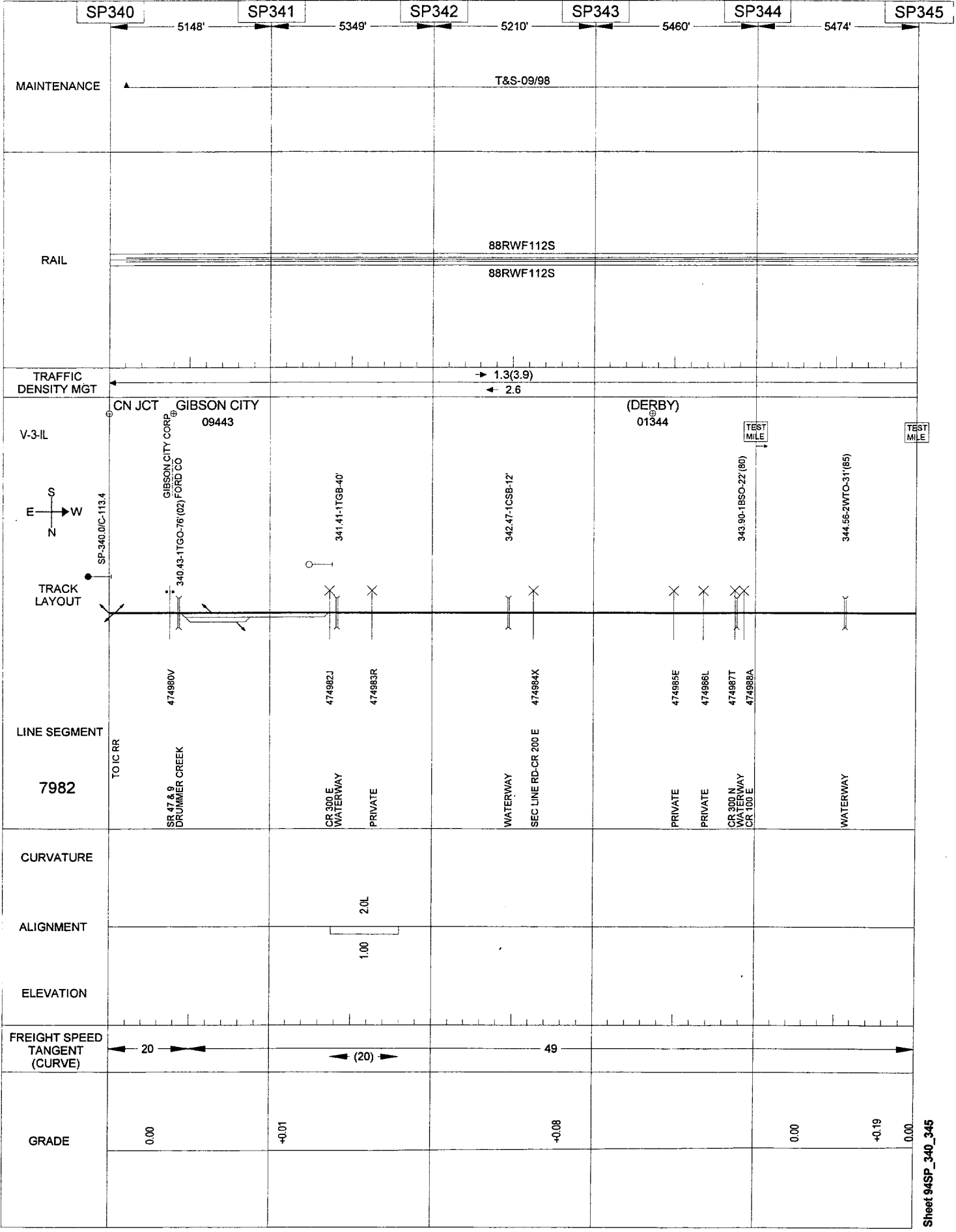
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BLOOMINGTON

156

GIBSON CITY-FARMDALE

ILLINOIS



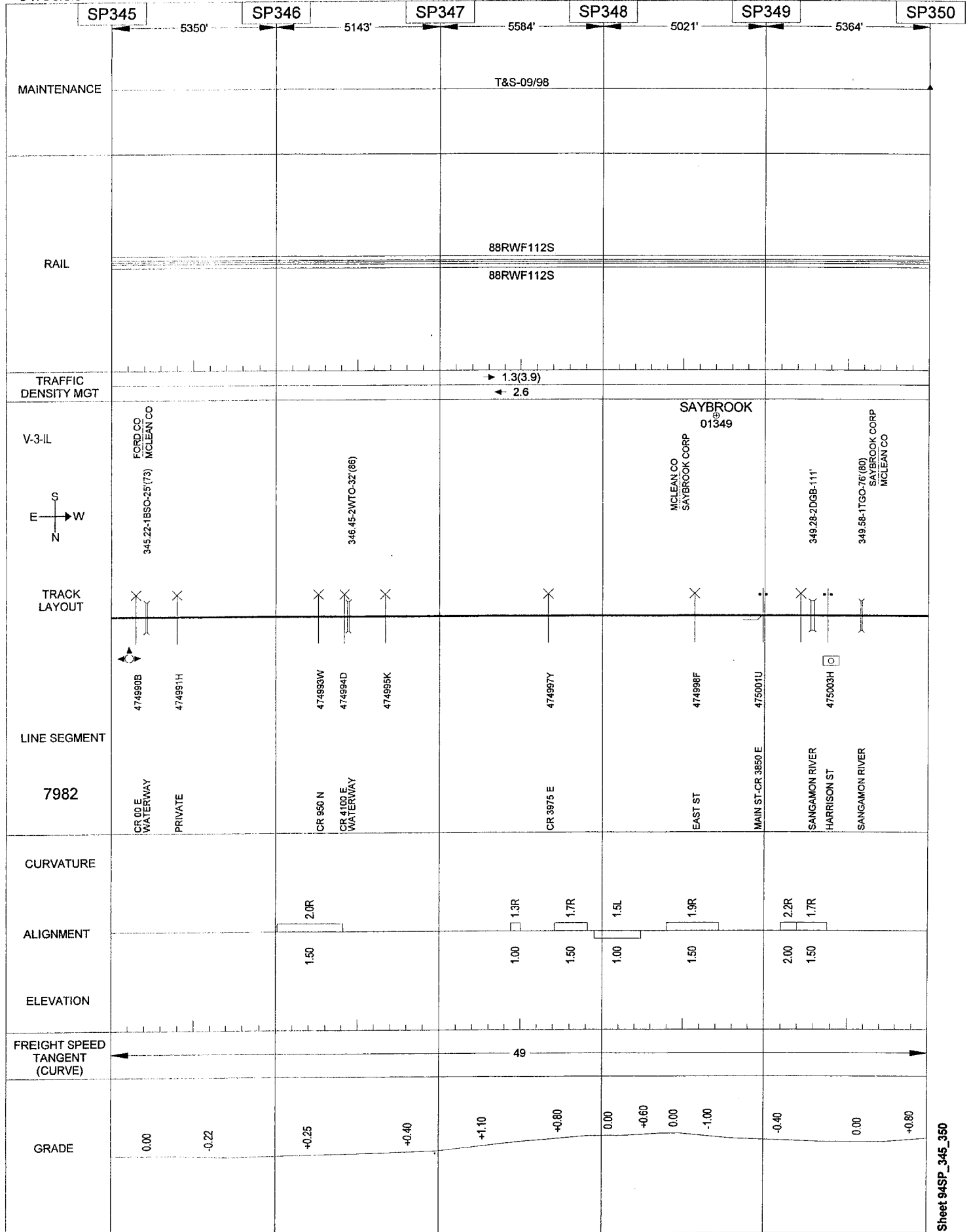
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BLOOMINGTON

157

GIBSON CITY-FARMDALE

ILLINOIS



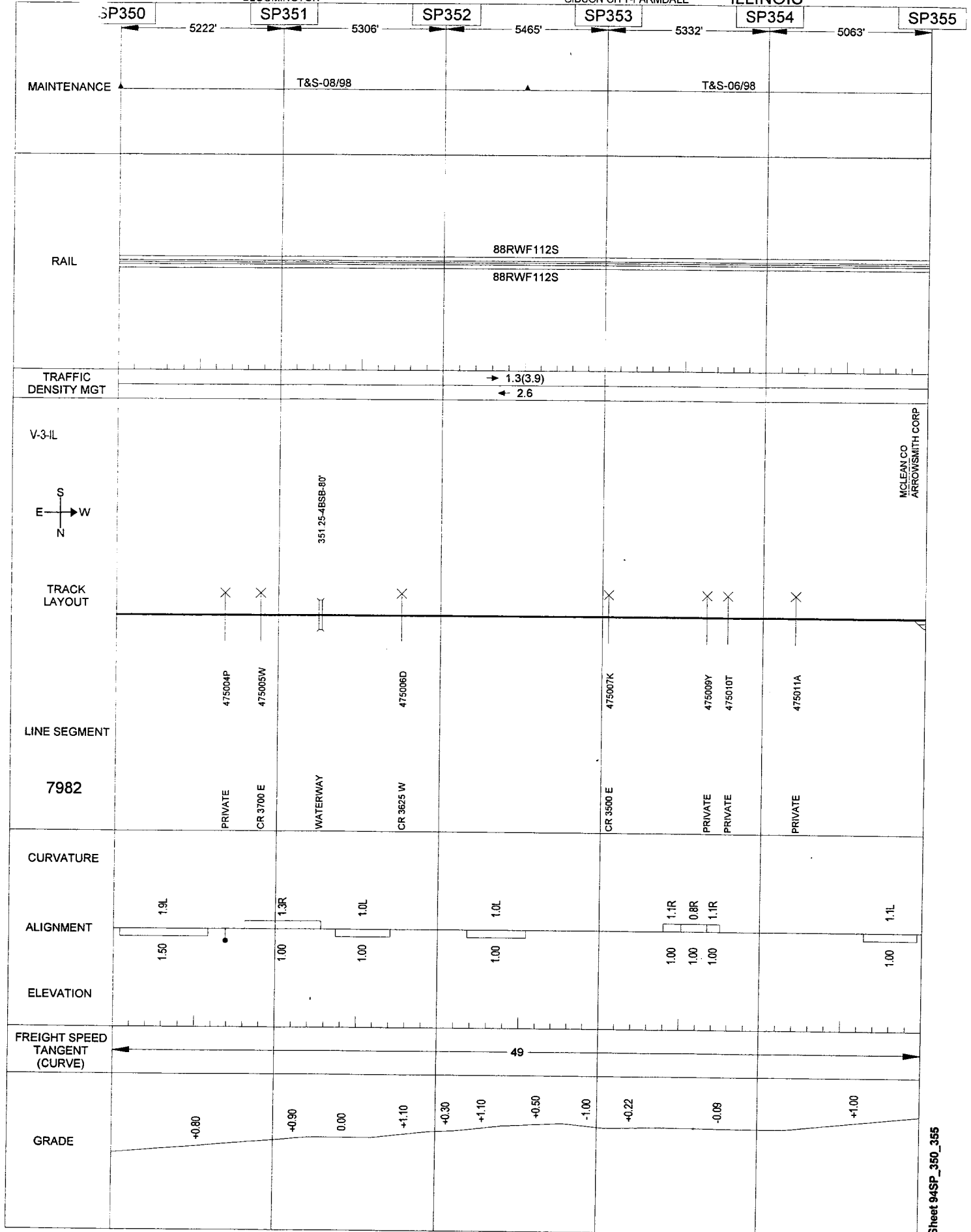
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158

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



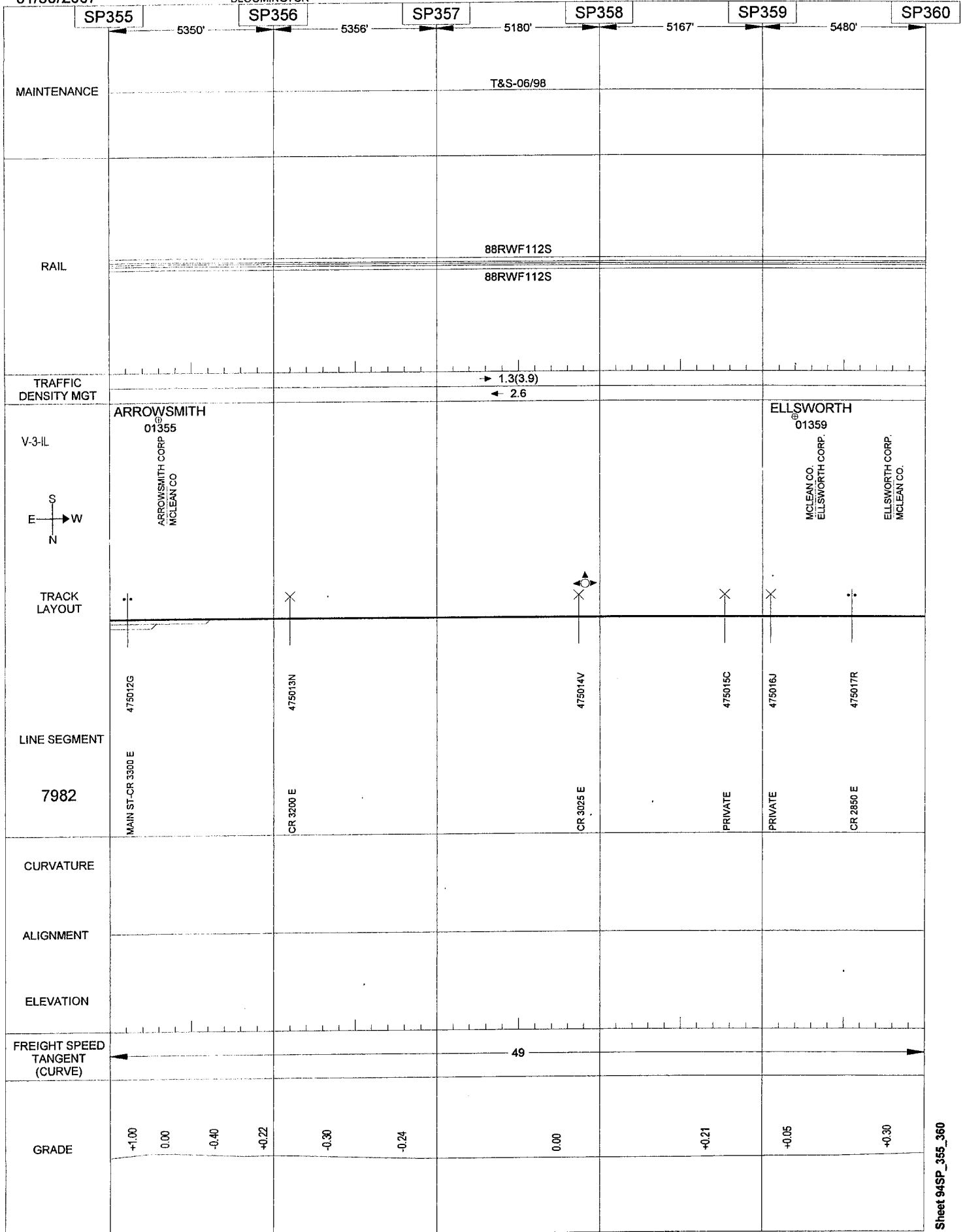
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BLOOMINGTON

159

GIBSON CITY-FARMDALE

ILLINOIS



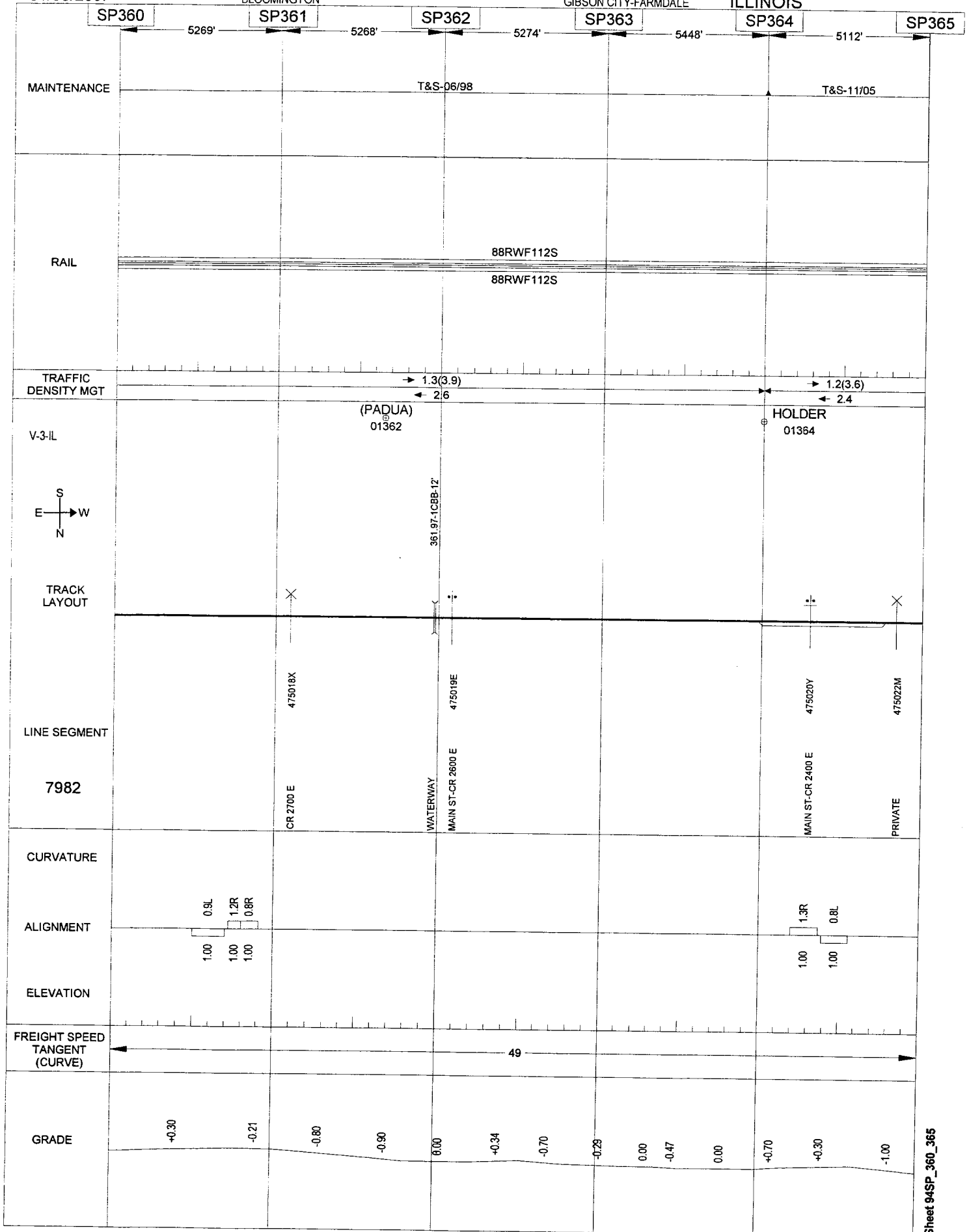
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160

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



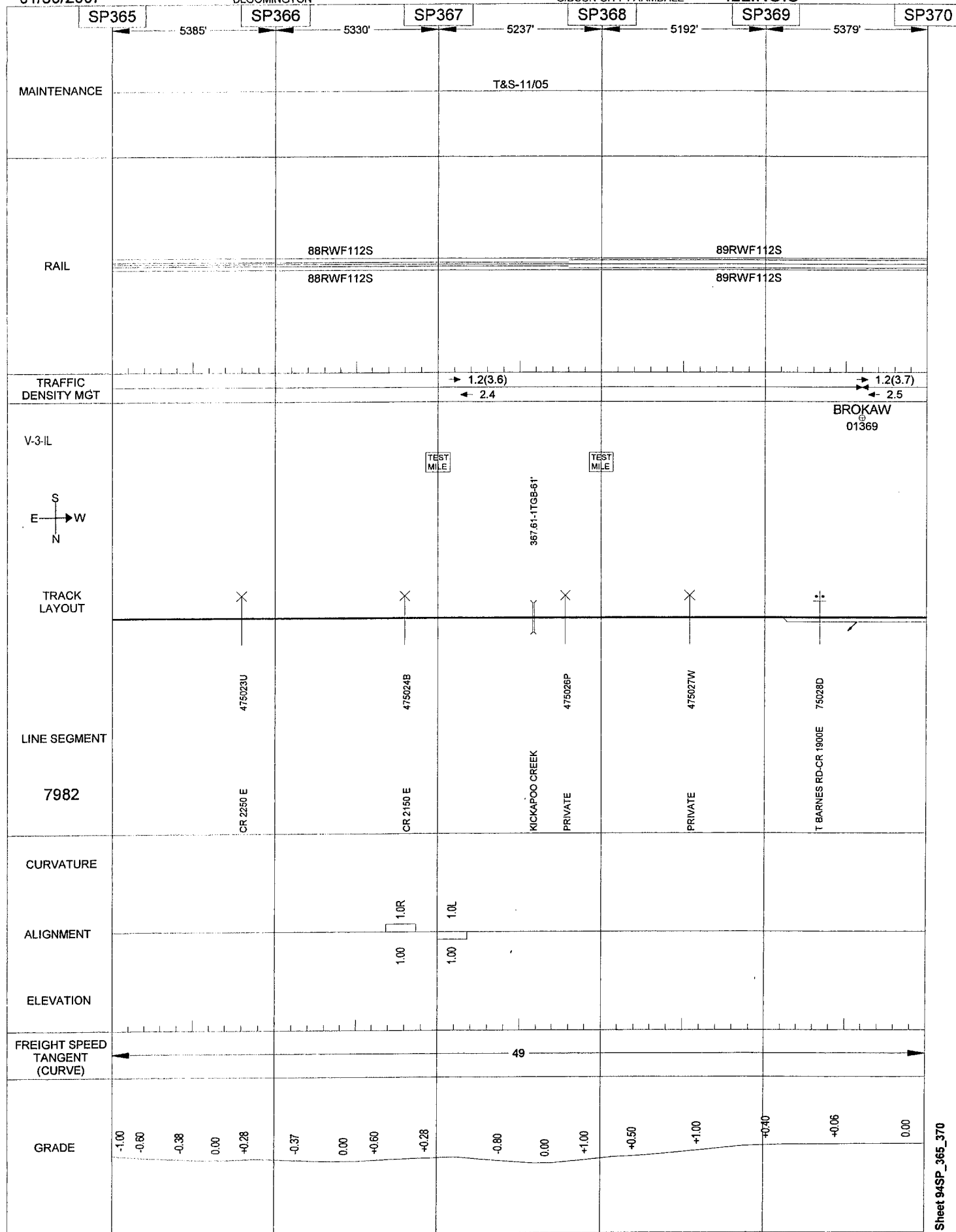
01/30/2007

BLOOMINGTON

161

GIBSON CITY-FARMDALE

ILLINOIS



01/30/2007

BLOOMINGTON

162

GIBSON CITY-FARMDALE

ILLINOIS

SP370

SP371

SP372

SP373

SP374

SP375

5256'

5229'

5363'

5141'

5613'

MAINTENANCE

T&amp;S-11/05

RAIL

89RWF112S

89RWF132S

89RWF112S

89RWF132S

TRAFFIC  
DENSITY MGT→ 1.2(3.7)  
← 2.5→ 1.3(3.8)  
← 2.5

V-3-IL

DEAN  
01374BLOOMINGTON  
01375TRACK  
LAYOUT

371.85-3DGC-74(96)

372.32-3WTC-39(02)

TO DANVILLE

373.84

MCLEAN CO  
BLOOMINGTON CORP

LINE SEGMENT

7982

475029K

475030E

475031L

475032T

475033A

475036V

475037C

475038J  
475039R  
475040K

CR 1800 E

PRIVATE

WATERWAY

WATERWAY

US 150

BUNN ST

US 55

LAFAYETTE ST

LINCOLN ST

GRIDLEY ST  
OAKLAND AVE  
EAST ST

CURVATURE

ALIGNMENT

0.9R  
1.001.1R  
1.001.0L  
1.001.1R  
1.003.9R  
2.502.5L  
1.002.4R  
1.002.0R  
1.002.4R  
1.001.7L  
1.003.1L  
1.002.0L  
1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

49

(40)

(40)

20

GRADE

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

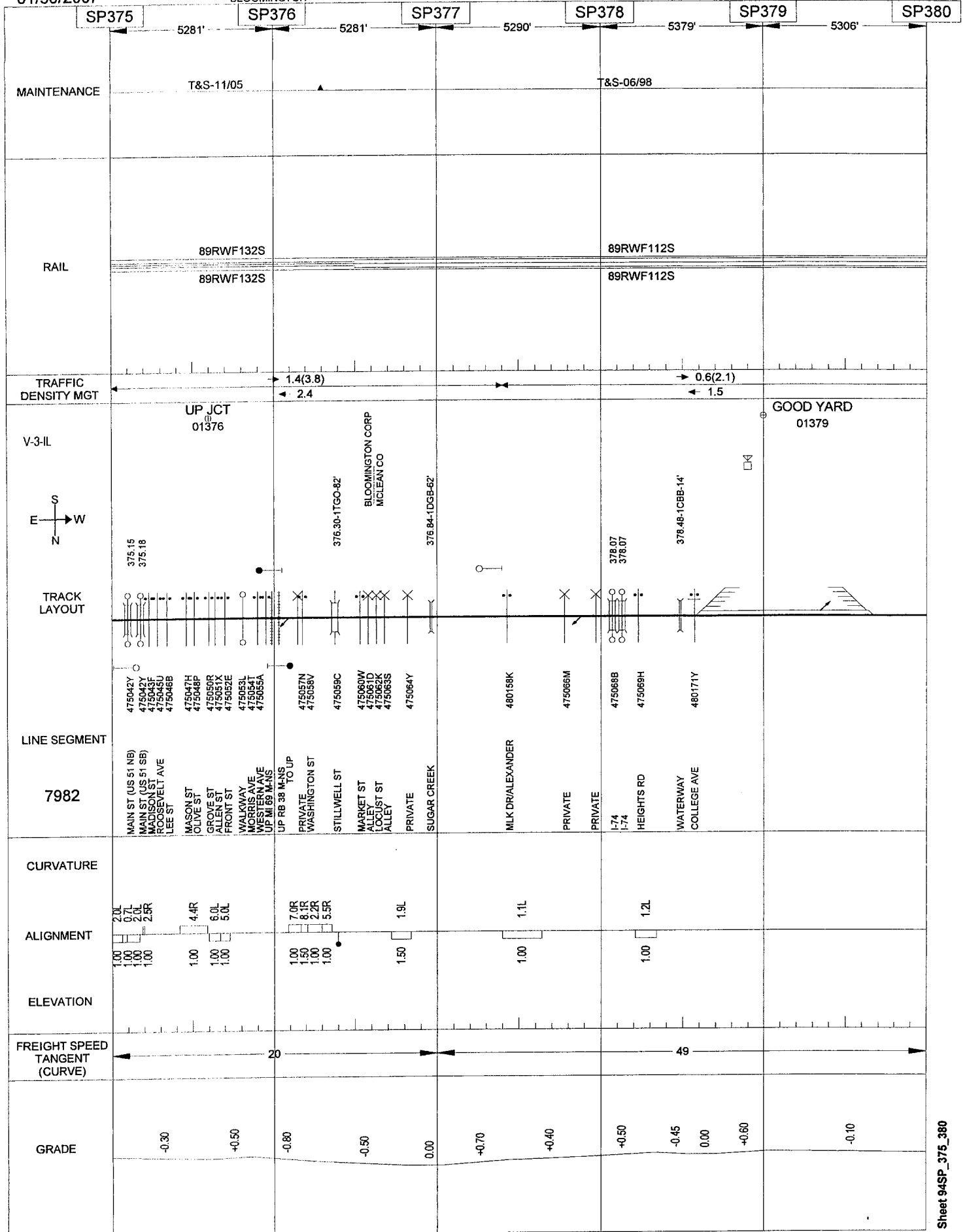
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BLOOMINGTON

163

GIBSON CITY-FARMDALE

ILLINOIS





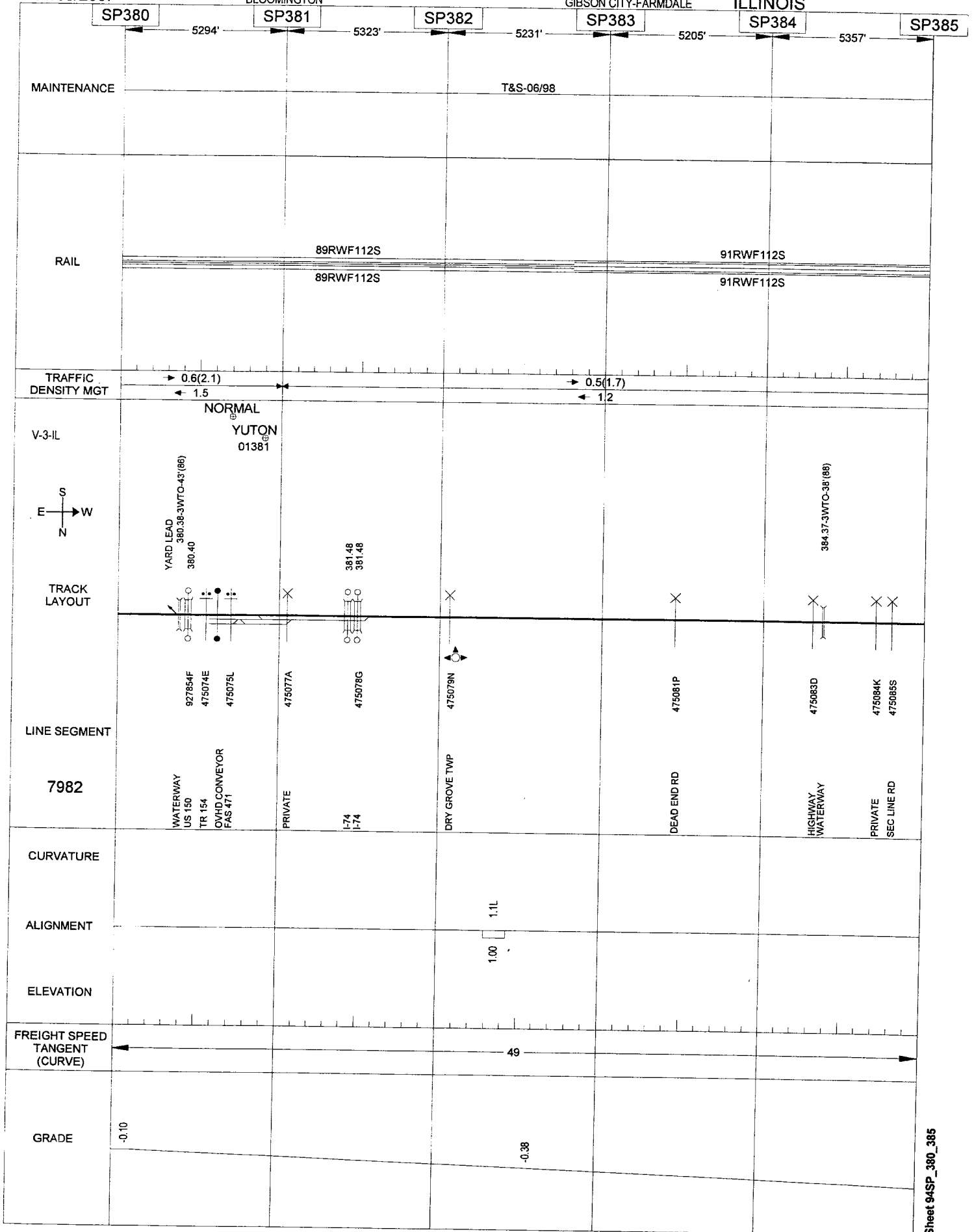
01/30/2007

164

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



01/30/2007

BLOOMINGTON

165

GIBSON CITY-FARMDALE

ILLINOIS

SP385

SP386

SP387

SP388

SP389

SP390

5335'

5184'

5248'

5248'

5402'

MAINTENANCE

T&amp;S-06/98

RAIL

91RWF112S

91RWF115S

91RWF112S

91RWF112S

91RWF115S

91RWF112S

TRAFFIC  
DENSITY MGT

→ 0.5(1.7)

← 1.2

V-3-IL

CARLOCK  
01386CONGERVILLE  
01390

S

E → W

N

385.53-5WTC-66(90)

386.44-1MAB-16'

MCLEAN CO  
WOODFORD CO

389.51-1MAB-16'

TRACK  
LAYOUT

LINE SEGMENT

7982

WATERWAY

FRANKLIN ST

WASHINGTON ST

WATERWAY

CAMPGROUND RD

PRIVATE

PRIVATE

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

49

GRADE

-0.38

-0.58

-0.38

-0.59

-0.30

-0.50

-0.50

+0.80

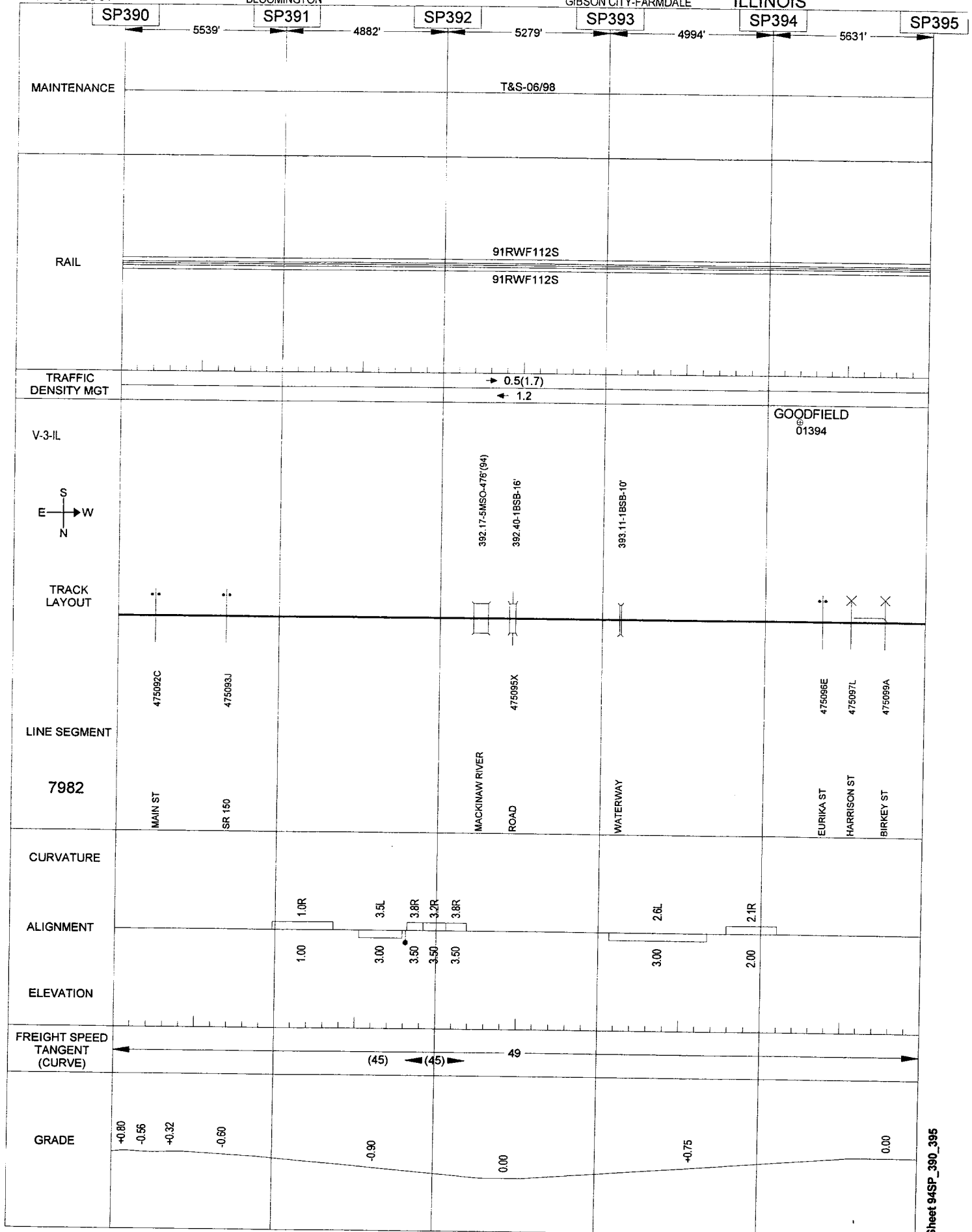
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166

BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



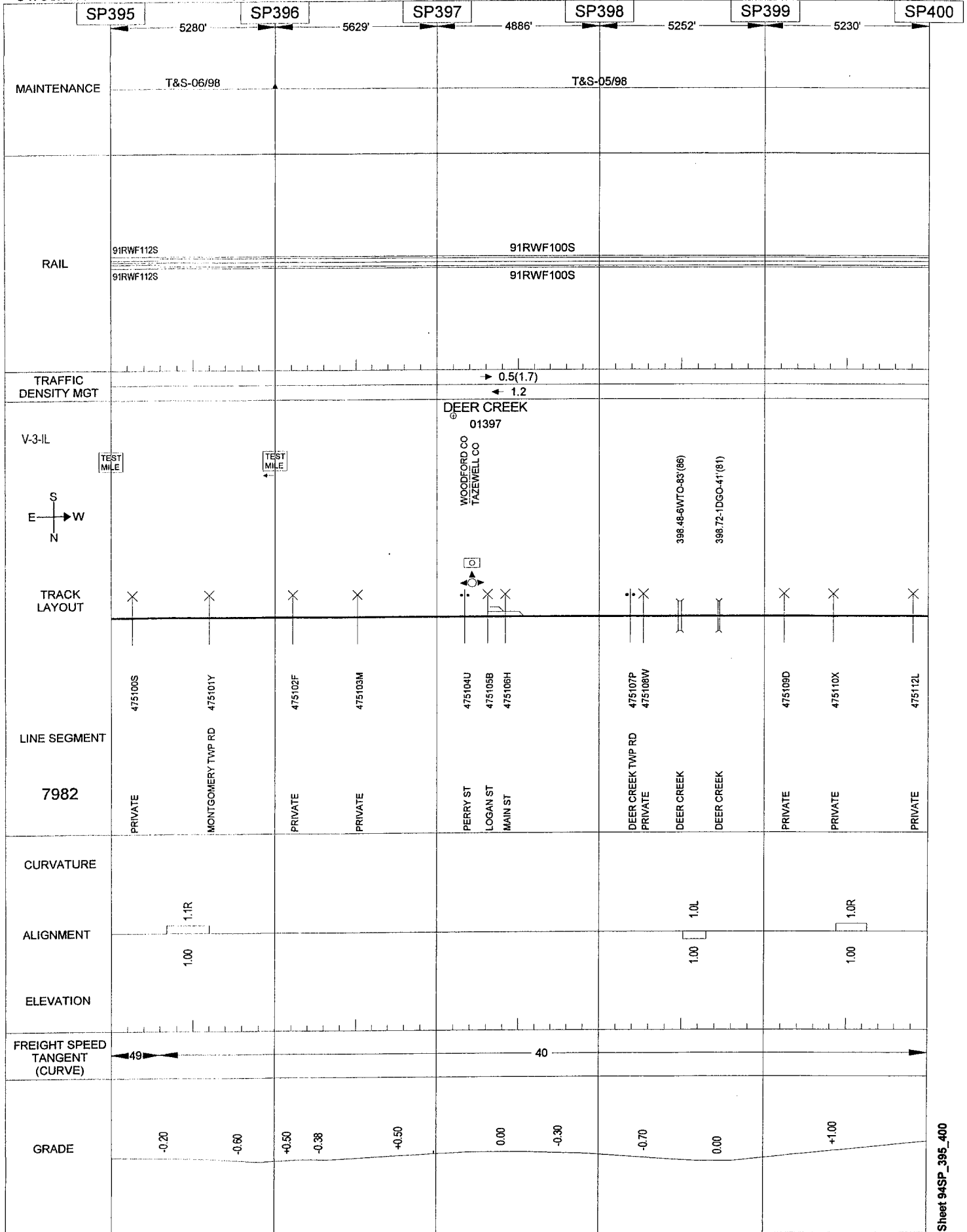
01/30/2007

BLOOMINGTON

167

GIBSON CITY-FARMDALE

ILLINOIS



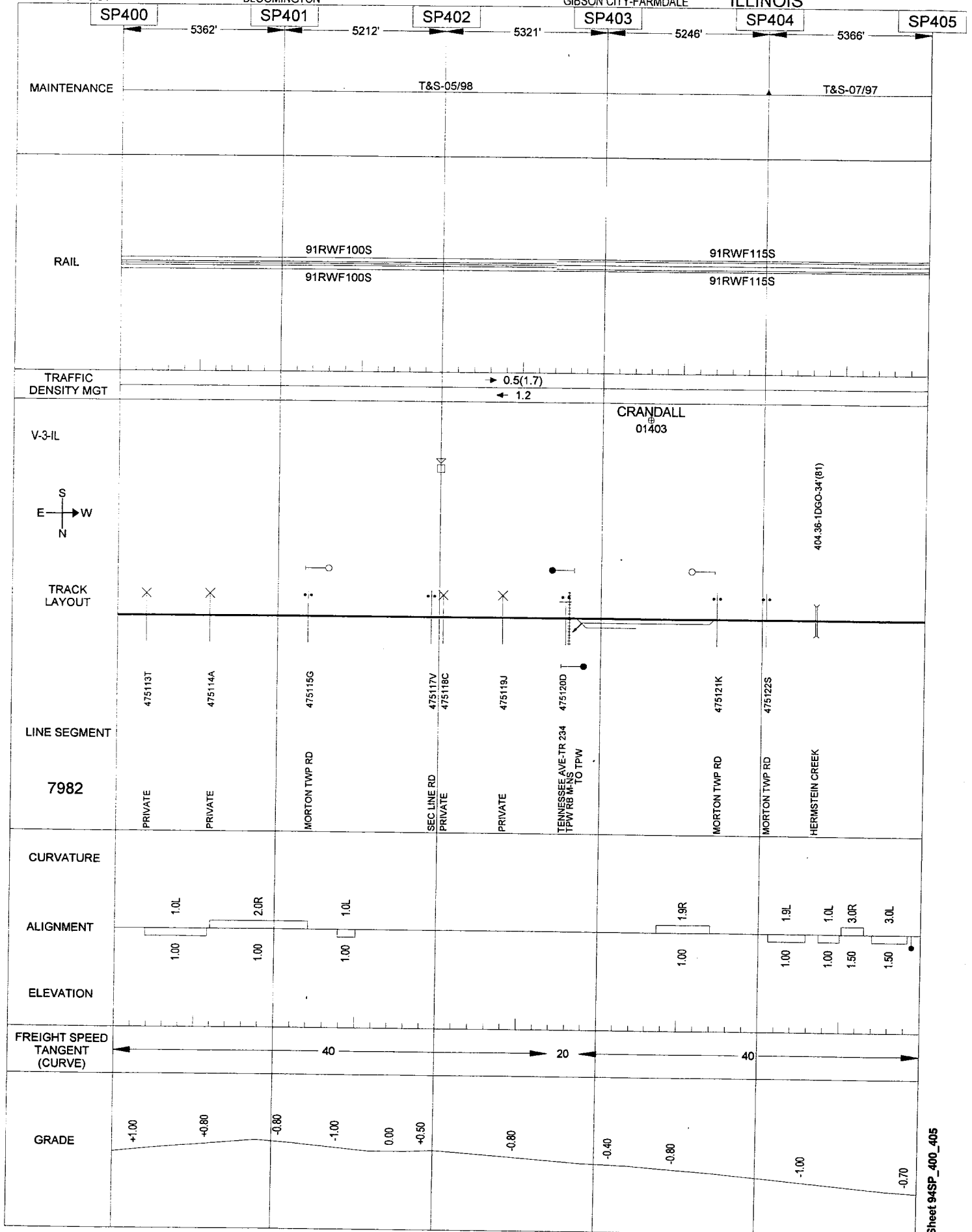
01/30/2007

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BLOOMINGTON

GIBSON CITY-FARMDALE

ILLINOIS



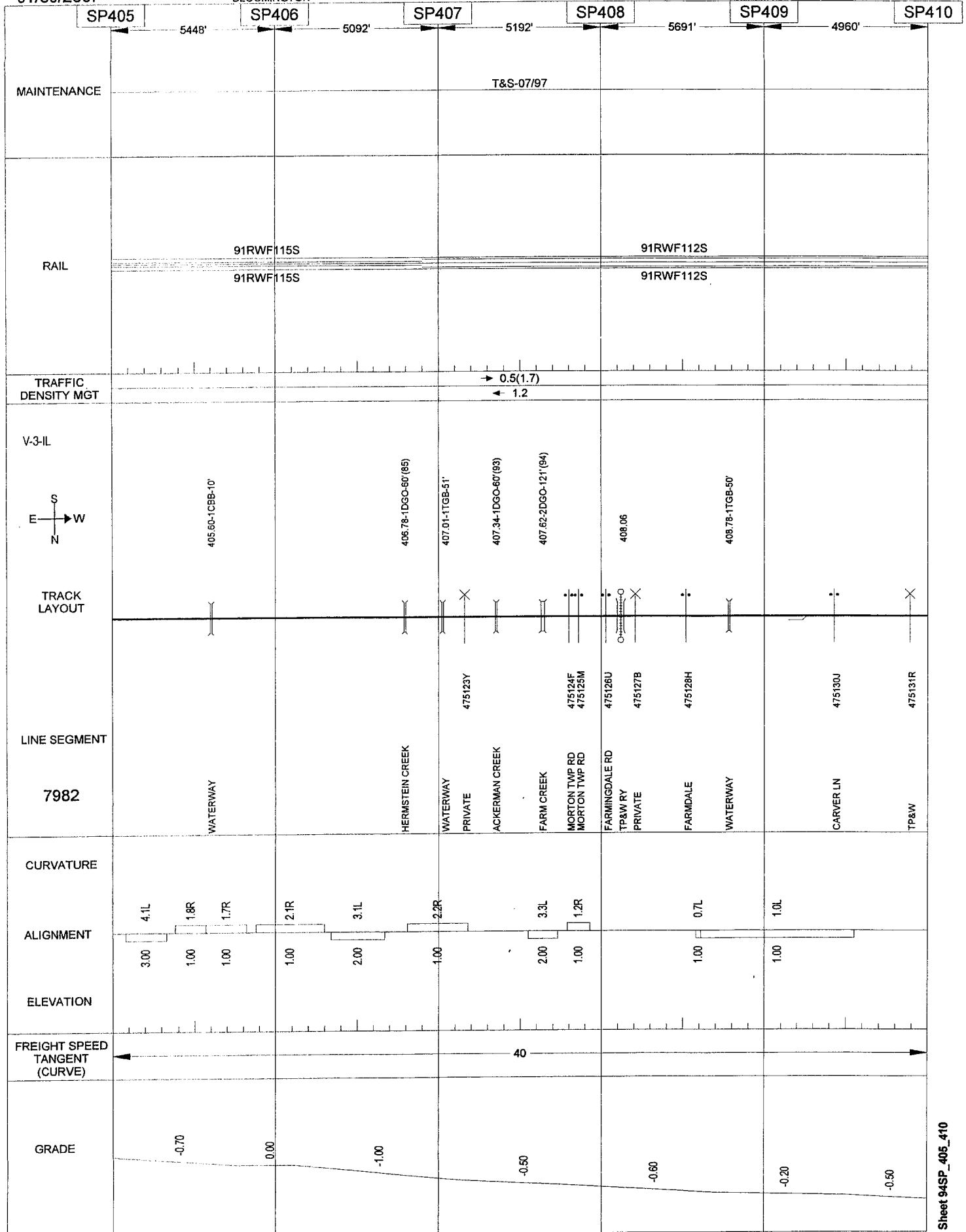
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GIBSON CITY-FARMDALE

ILLINOIS



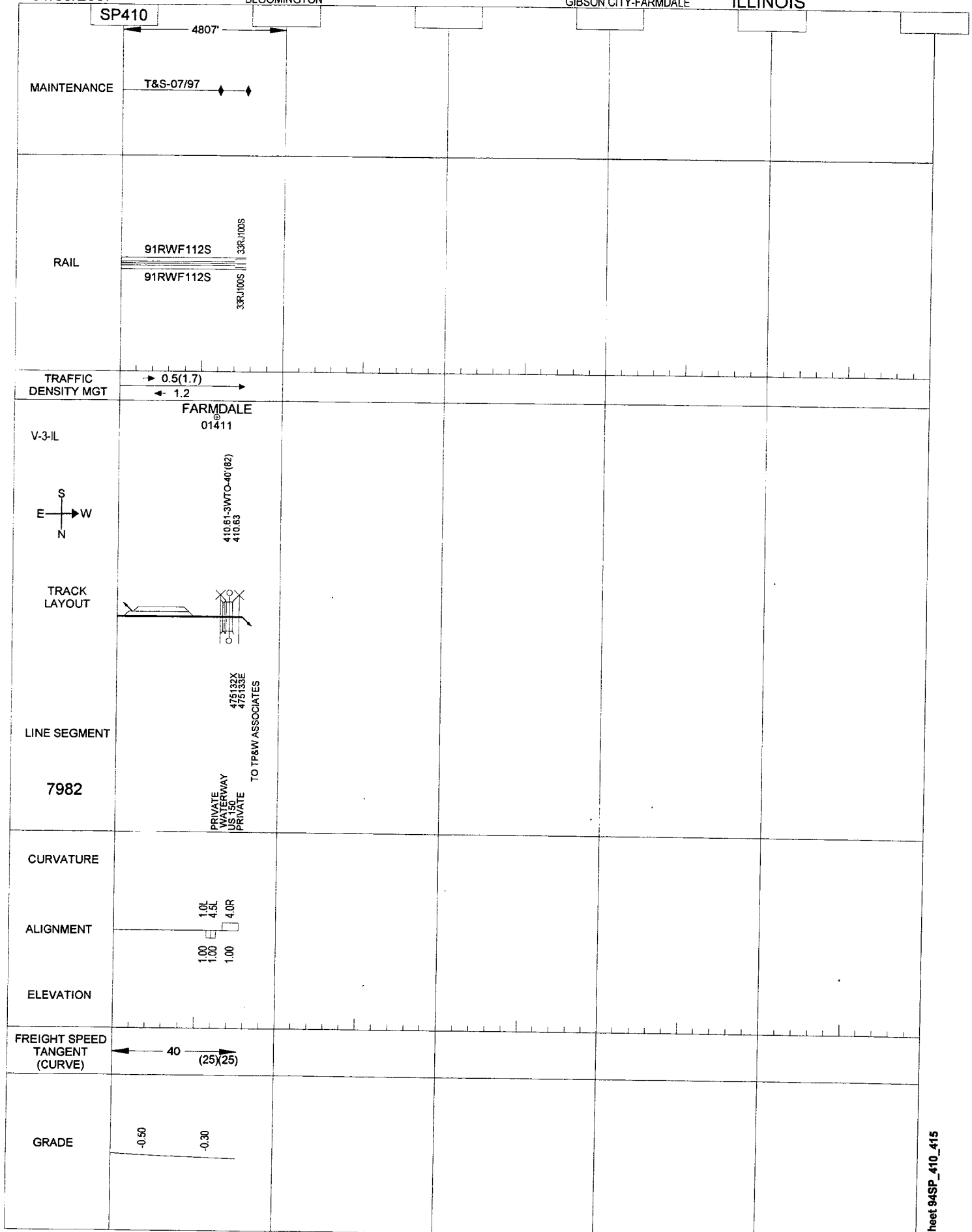
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GIBSON CITY-FARMDALE

ILLINOIS



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BLOOMINGTON

171

GIBSON CITY-BEMENT

ILLINOIS

C113

C114

C115

4907'

5310'

MAINTENANCE

T&amp;S-05/04

RAIL

98RWF132S  
98RWF132S

88RWF112S

88RWF112S

TRAFFIC  
DENSITY MGT0.0(0.0) 6.3(9.0)  
0.0 2.7E  
N → S  
WTRACK  
LAYOUTCN JCT  
BTC  
ETC

TO IC RR

113.94-1WTB-18'

114.32-1CSB-19'

LINE SEGMENT

7990

8TH ST

6TH ST

4TH ST

1ST ST

WATERWAY

PRIVATE  
WATERWAY

CR 300 N

479030T  
C-113.4-SP-340.0

479031A

479032G

479033N

479035C

CURVATURE

ALIGNMENT

ELEVATION

1.0L

2.0R

1.00

2.00

FREIGHT SPEED  
TANGENT  
(CURVE)

25

50

GRADE

-0.03

-0.04

-0.13

+0.05

-0.20

-0.02

+0.14



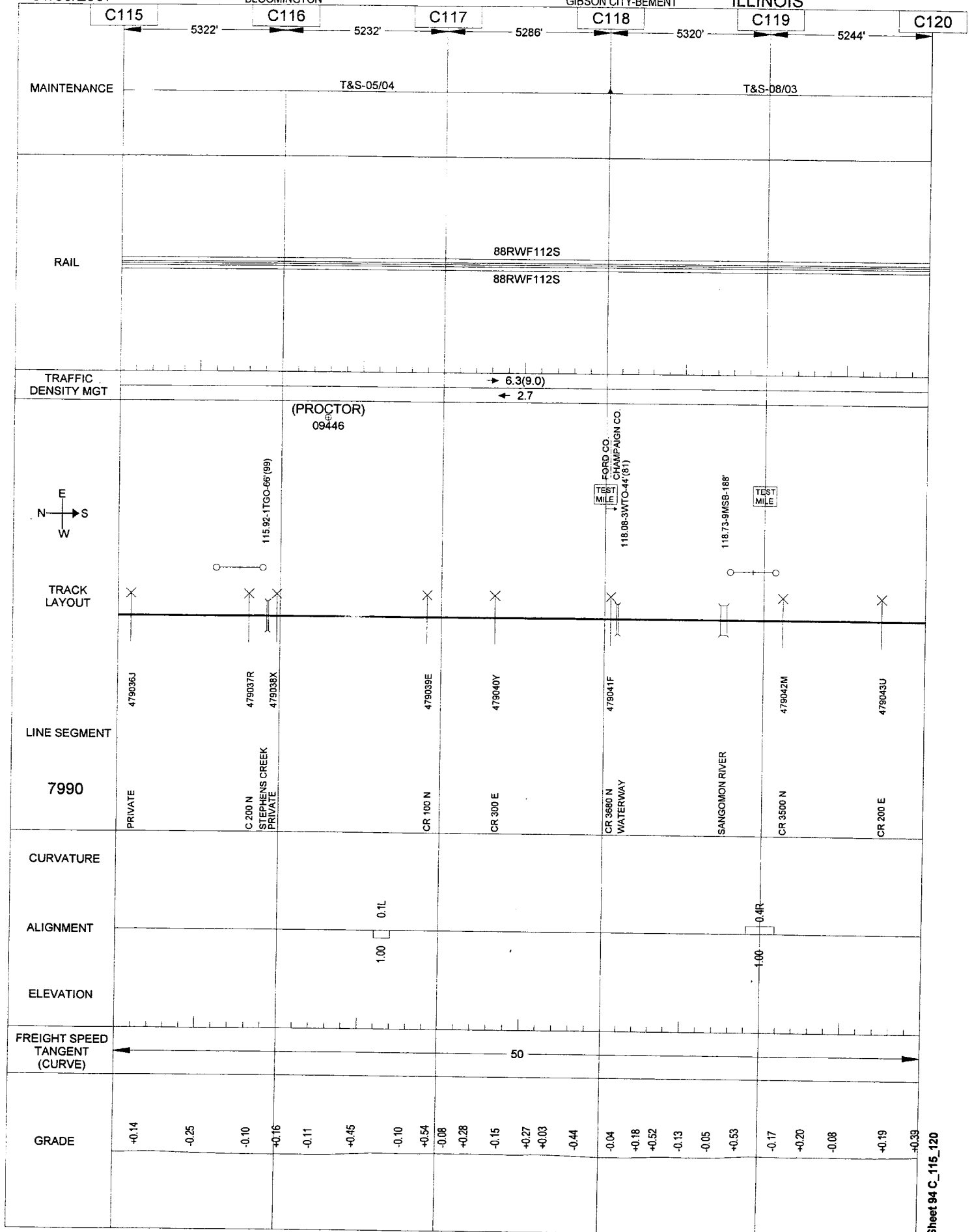
01/30/2007

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GIBSON CITY-BEMENT

ILLINOIS



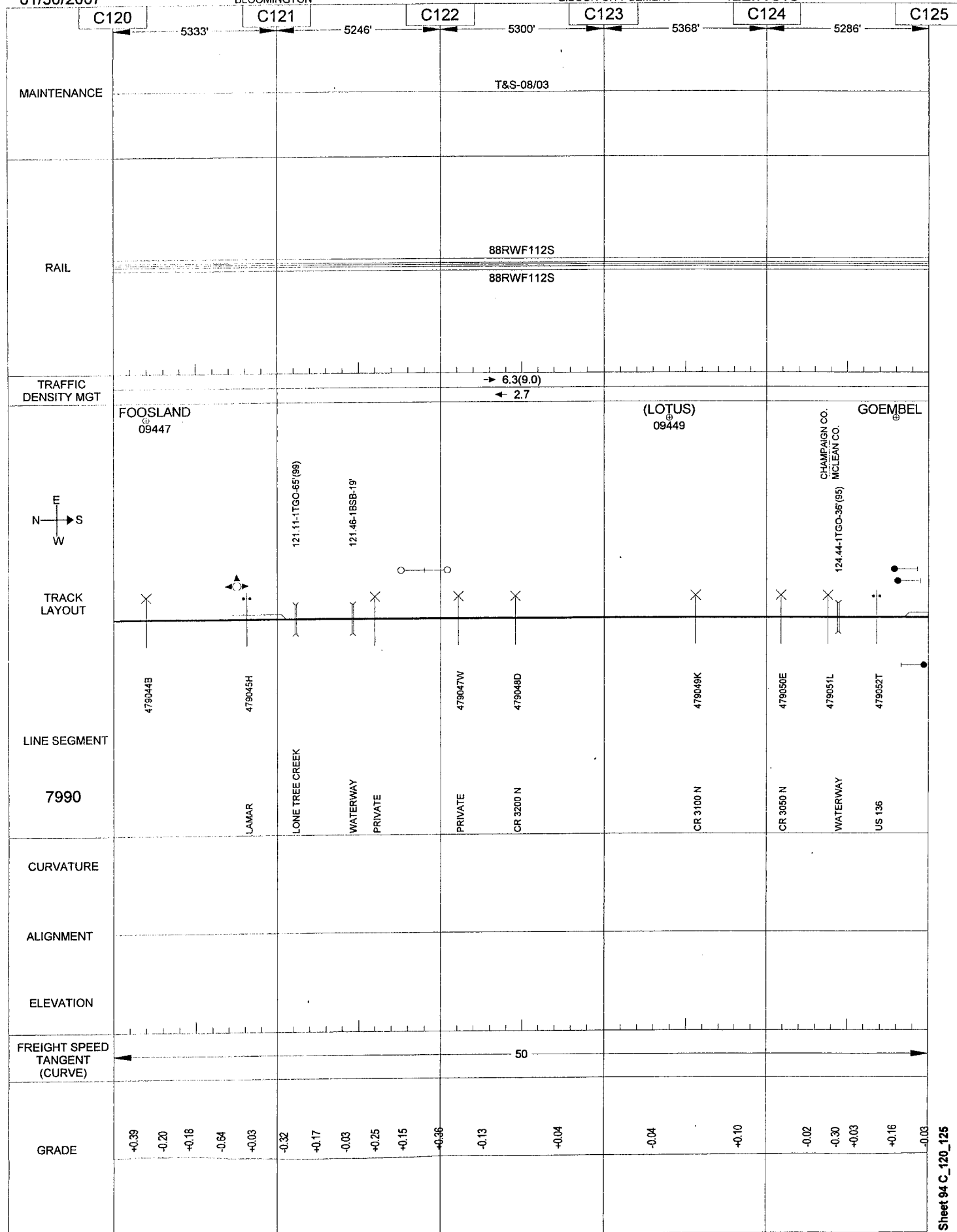
01/30/2007

BLOOMINGTON

173

GIBSON CITY-BEMENT

ILLINOIS



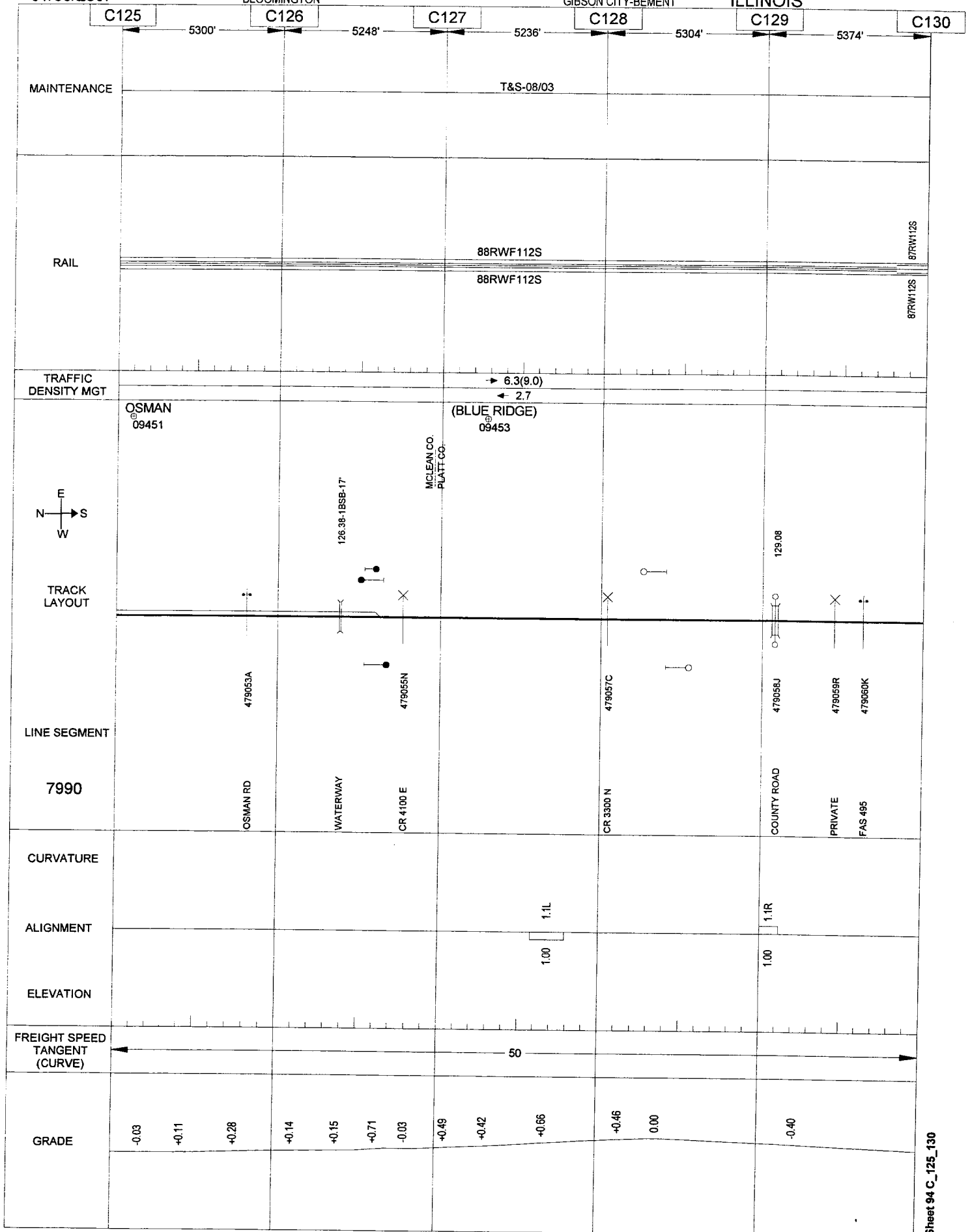
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174

BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS



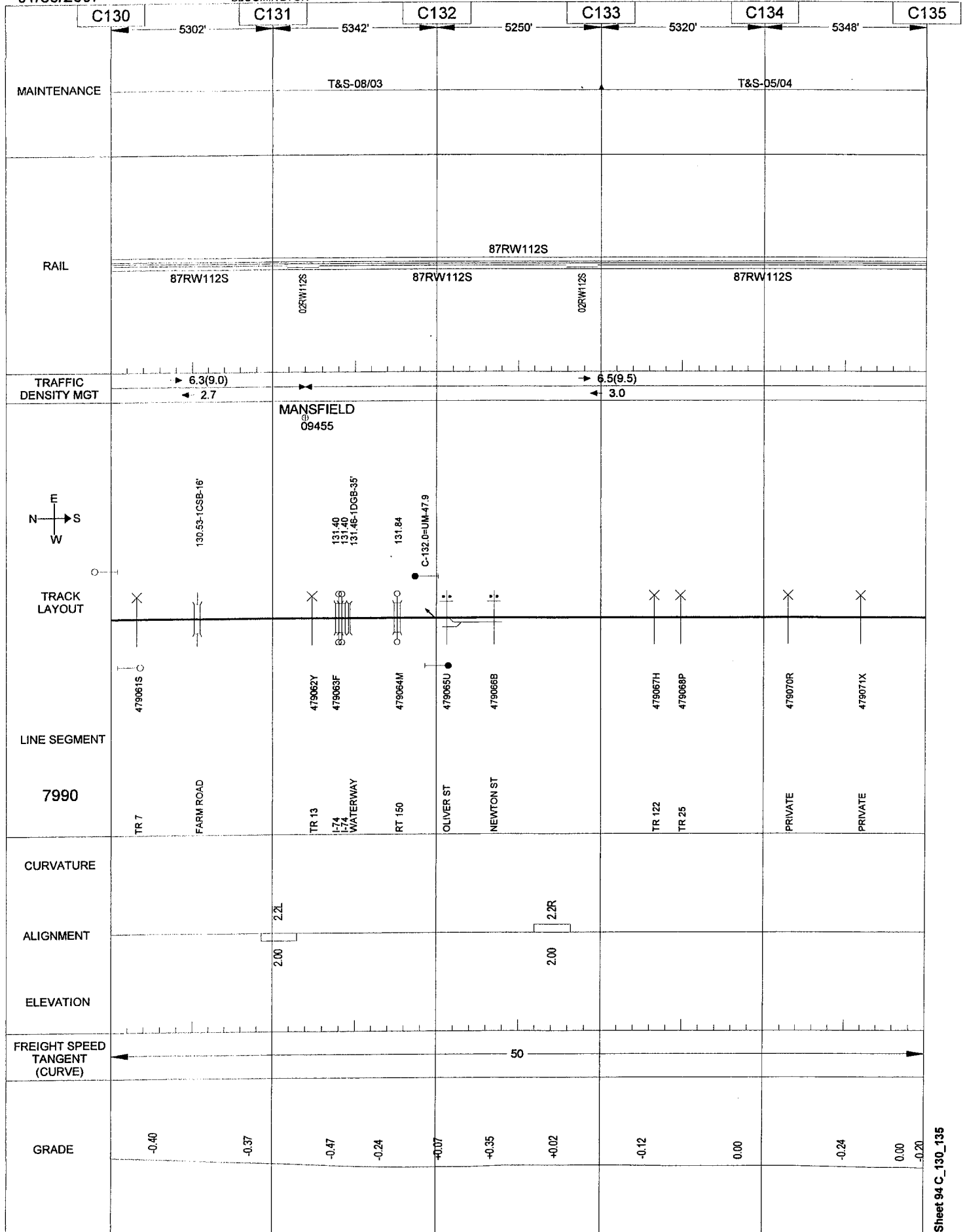
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175

GIBSON CITY-BEMENT

ILLINOIS



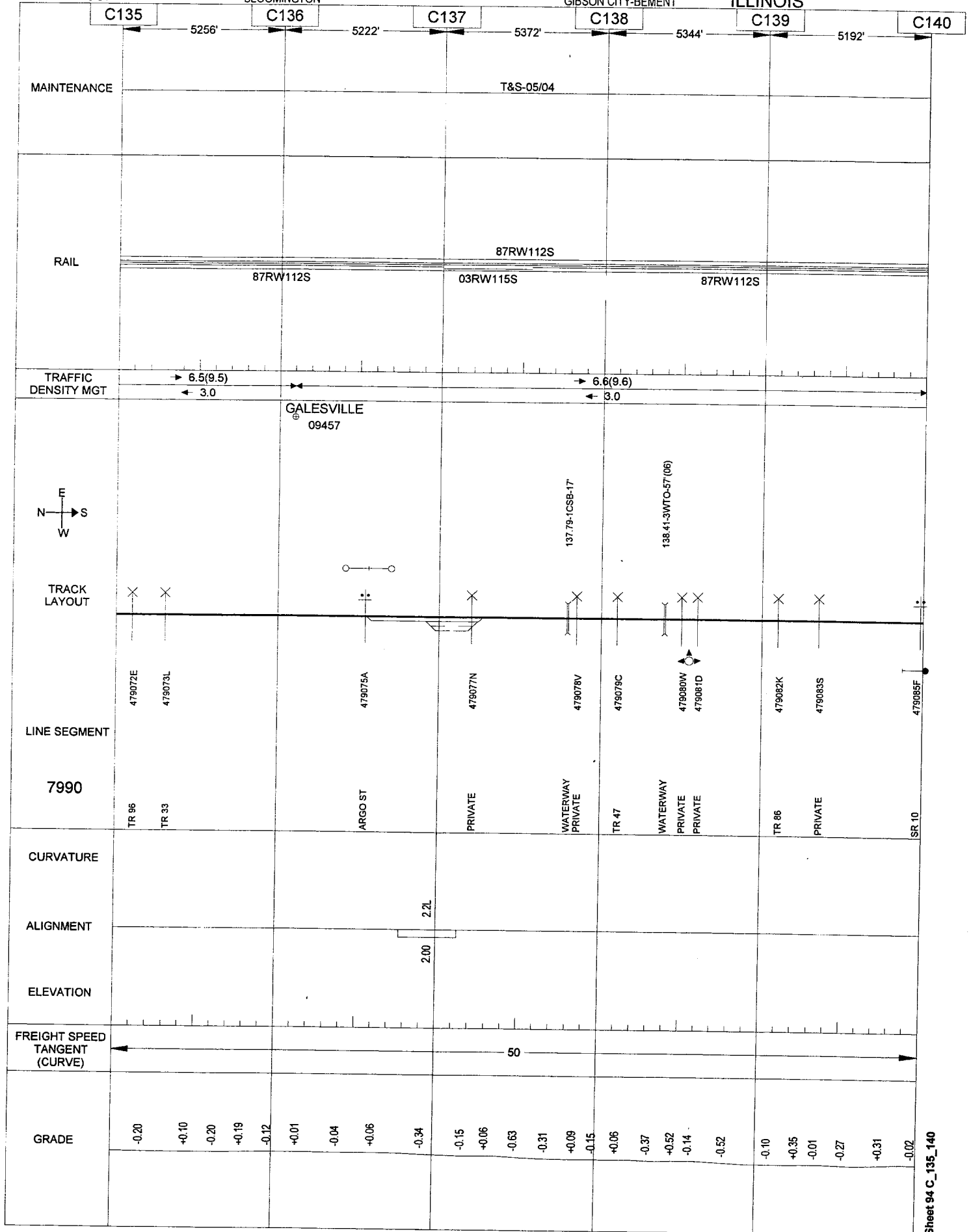
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GIBSON CITY-BEMENT

ILLINOIS



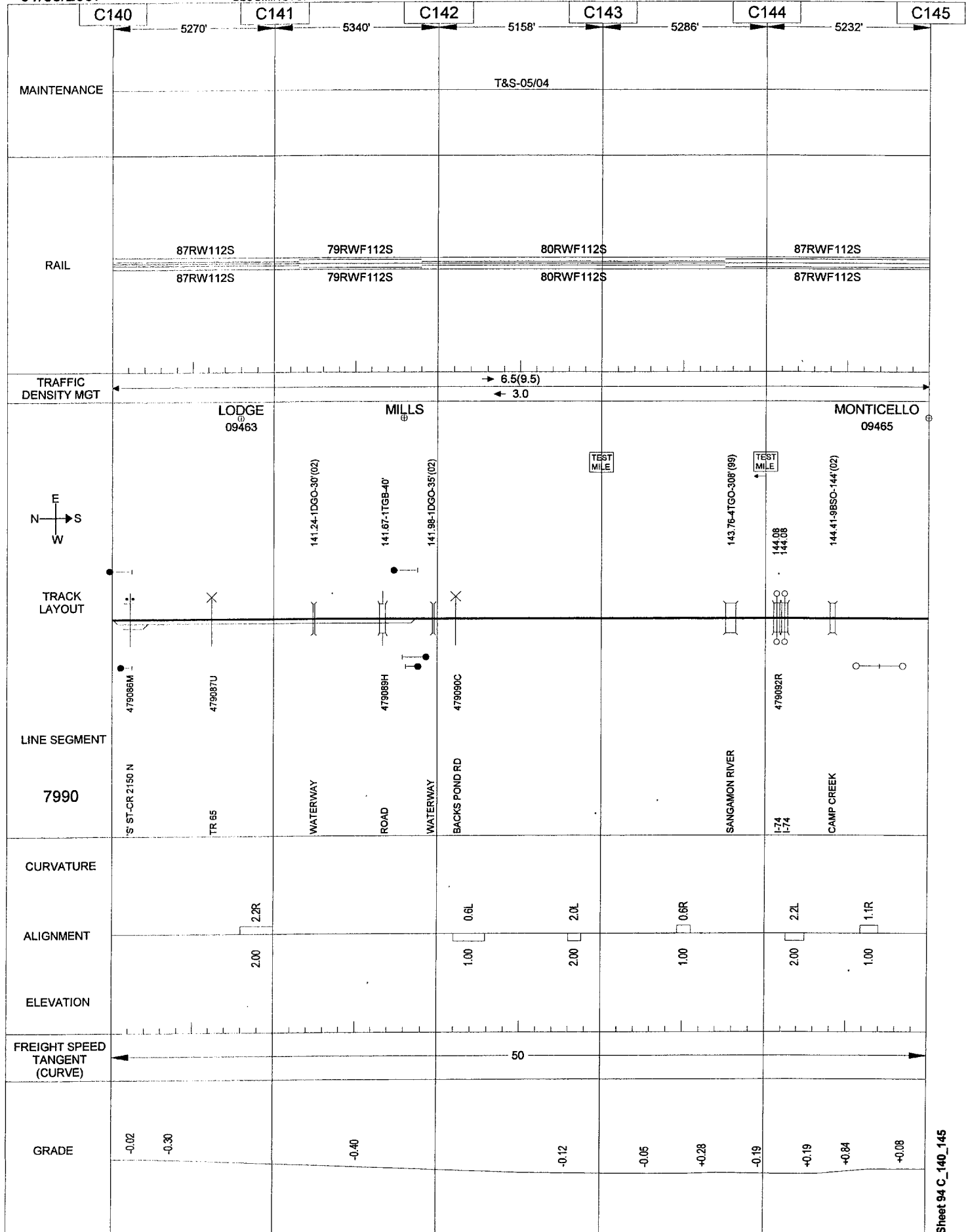
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GIBSON CITY-BEMENT

ILLINOIS



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BLOOMINGTON

GIBSON CITY-BEMENT

ILLINOIS

C145

C146

C147

C148

C149

C150

5212'

5238'

5226'

5344'

5312'

MAINTENANCE

T&amp;S-05/04

RAIL

87RWF112S

87RWF112S

TRAFFIC  
DENSITY MGT→ 6.7(9.7)  
← 3.0MONTICELLO  
09465

145.13-1MAB-63'  
145.60-8MSO-372 (96)  
145.87-1TGO-35'

TO CHAMPAIGN

147.61-1BSB-22'  
147.70-1CSB-10'

TRACK  
LAYOUT

LINE SEGMENT

7990

WATERWAY  
WILSON  
BRIDGE STREET  
MAIN  
MARION ST

479094E  
479095L  
479096T  
479097A

479098G  
PEDESTRIAN XING

479099N  
PRIVATE

479100F  
PRIVATE

WATERWAY  
WATERWAY  
PRIVATE

479101M  
PRIVATE

479102U  
TR 119

479103B  
PRIVATE

479105P  
TR 129

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

-0.08 -0.51 +0.71 -0.33 -0.28 -0.59 +0.44 -0.87 +0.47 +0.85 +0.17 +0.66 -0.04 -0.41 -0.14 +0.17 -0.08 -0.42

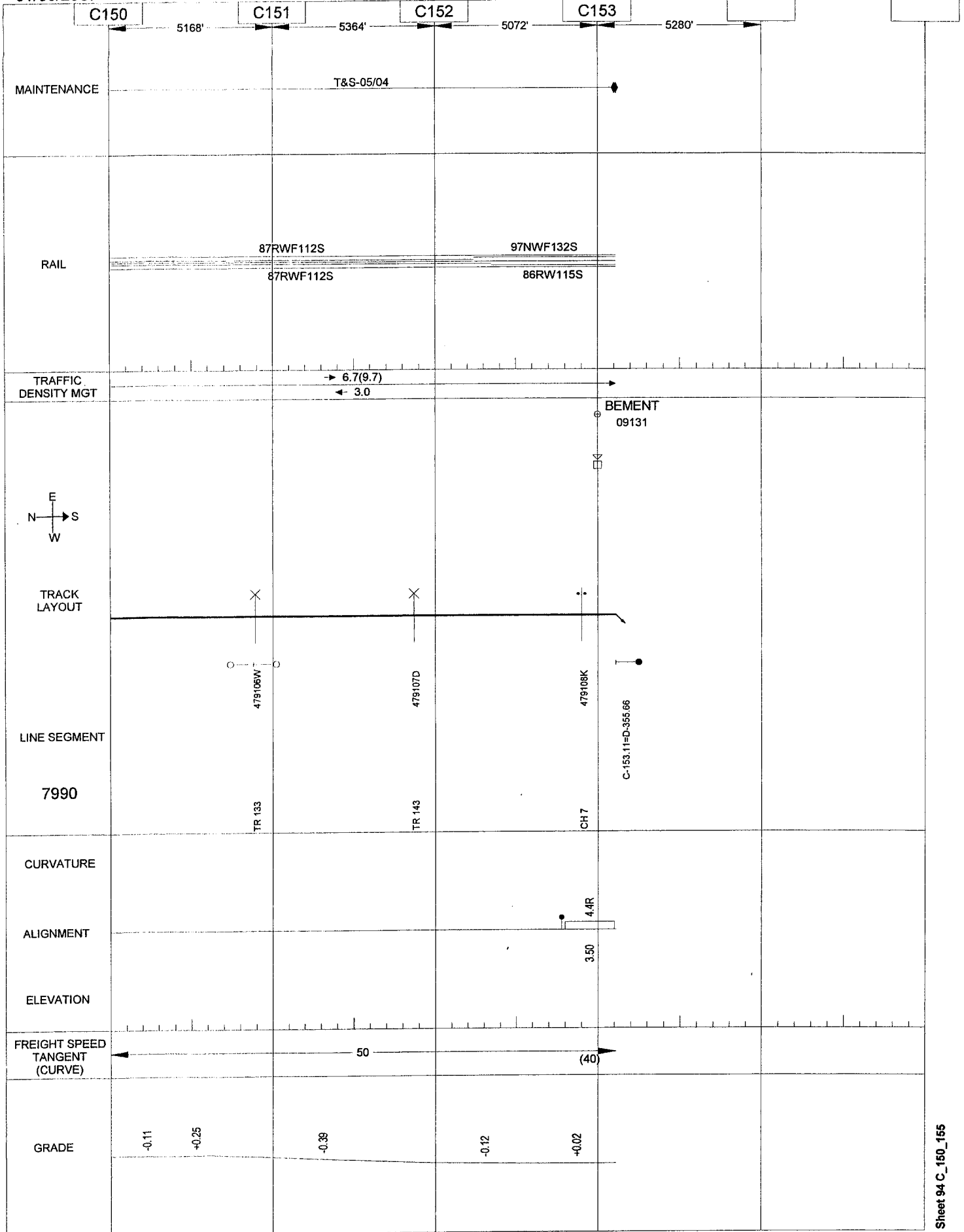
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BLOOMINGTON

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GIBSON CITY-BEMENT

ILLINOIS





01/30/2007

BLOOMINGTON

180

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM29

UM30

2640'

5281'

MAINTENANCE

T&S-06/87

RAIL

53RJ105S

53RJ105S

TRAFFIC  
DENSITY MGT

→ 0.0(0.1)  
← 0.1

URBANA  
⊕

W  
S —+— N  
E

TRACK  
LAYOUT

LINE SEGMENT

8140

543236S

MAPLE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

← 10 →

GRADE

+0.76   -0.56   -0.24   +0.26

01/30/2007

BLOOMINGTON

181  
MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM30

UM31

UM32

UM33

UM34

UM35

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-06/87

RAIL

53RJ105S

81RWF131S

53RJ105S

81RWF131S

TRAFFIC  
DENSITY MGT

0.0(0.1)

0.1

0.2(0.4)

0.2

IC CROSSING

PROSPECT ST

030.06-3BSB-92'

030.43-2CBB-32'

031.89-1CBB-16'

034.38-1CBB-15'

TRACK  
LAYOUT

LINE SEGMENT

8140

VINE ST

BROADWAY ST

WATERWAY

RACE ST

PEDESTRIAN WALKWAY

COLER ST

BUSEY ST

UNIVERSITY AVE-US 45

LINCOLN AVE

543240G

543241N

543242V

543243C

543244J

543245R

543246X

543247E

543248L

543249T

543250M

543251U

543252B

543254P

543255W

543256D

543257K

543258S

543259Y

543260T

543261A

543262G

543263N

543264J

543265L

543266P

543267R

543268T

543269V

543270X

543271Z

543272B

543273D

543274F

543275H

543276J

543277L

543278N

543279P

543280R

543281T

543282V

543283X

543284Z

543285B

543286D

543287F

543288H

543289J

543290L

543291N

543292P

543293R

543294T

543295V

543296X

543297Z

543298B

543299D

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

25

GRADE

+0.26

-0.27

-0.06

+0.50

+0.26

-0.19

+1.03

01/30/2007

182

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM35

UM36

UM37

UM38

UM39

UM40

5254'

5301'

5285'

5280'

5280'

MAINTENANCE

T&amp;S-06/87

T&amp;S-10/96

RAIL

81RWF131S

53RJ105S

81RWF131S

53RJ105S

TRAFFIC  
DENSITY MGT

→ 0.2(0.4)

← 0.2

ANDERSON

RISING

035.00-4TGB-233'

036.89-1CBB-12'

037.66-1CBB-16'

038.18-4TGO-29'(NA)

038.92-1CBB-10'

TRACK  
LAYOUT

543264V

543265C

543266J

543267R

543268X

543270Y

543271F

LINE SEGMENT

8140

I-57

CR 900E

CR 800N

STALEY RD (CR 57)

WATERWAY

RISING RD

WATERWAY

WATERWAY

CR 600E

WATERWAY

CR 500E

CURVATURE

ALIGNMENT

1.00

1.0R

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

(10)

25

GRADE

+1.03

-0.01

-1.06

-0.07

-1.08

+0.25

-0.80

-0.01

-0.67

-0.19

+0.02

01/30/2007

BLOOMINGTON

183

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM40

UM41

UM42

UM43

UM44

UM45

5280'

5280'

5271'

5289'

5280'

MAINTENANCE

T&amp;S-10/96

RAIL

53RJ105S

53RJ105S

TRAFFIC  
DENSITY MGT→ 0.2(0.4)  
← 0.2

RISING

MAHOMET

W  
S → N  
E

040.11-1CBB-11'

040.00-1CAB-10'

041.49-10MSO-260'(06)

043.19-1SAB-10'

043.46-1CAB-18'

044.40-1CBB-24'

TRACK  
LAYOUT

LINE SEGMENT

8140

WATERWAY

SUNNY ACRES RD  
WATERWAY

SANGAMON RIVER

CENTER ST

WALNUT ST-CR 28

DIVISION ST (SR 47)

MCDOUGAL RD

PRIVATE

PRIVATE

WATERWAY  
PRIVATE

WATERWAY

SPRINGLAKE RD

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

(10)

25

GRADE

-0.02

-0.67

-0.19

+1.20

-0.11

+0.40

-0.51

+0.50

-0.58

+0.75

-0.10

01/30/2007

184

BLOOMINGTON

MANSFIELD BRANCH

URBANA-MANSFIELD

ILLINOIS

UM45

UM46

UM47

5240'

5320'

4752'

MAINTENANCE

T&S-10/96

RAIL

53RJ105S

53RJ105S

TRAFFIC  
DENSITY MGT

→ 0.2(0.4)  
← 0.2

MANSFIELD  
⊕

W  
S — N  
E

TRACK  
LAYOUT

543283A

046 93-3CBB-48'

UM-47.9=C-132.0

LINE SEGMENT

8140

CR 1500E

WATERWAY

543286V

543288J

543289R

PRIVATE

MCKINLEY AVE

MAIN ST

WASHINGTON ST

CURVATURE

ALIGNMENT

ELEVATION

10.0L  
1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

25

10

GRADE

+0.10

-0.20

+0.83

0.00

01/30/2007

FRANKFORT

185  
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55W15S  
77W131S  
55W15S  
77W131S

TRAFFIC  
DENSITY MGT

3.8(9.4)  
5.6

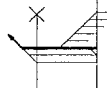
CSXT CROSSING

V-7-IN



BEGIN LAKE DIVISION

TRACK  
LAYOUT



474750U

LINE SEGMENT

ROSSVILLE AVE

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

15

GRADE

0.00

01/30/2007

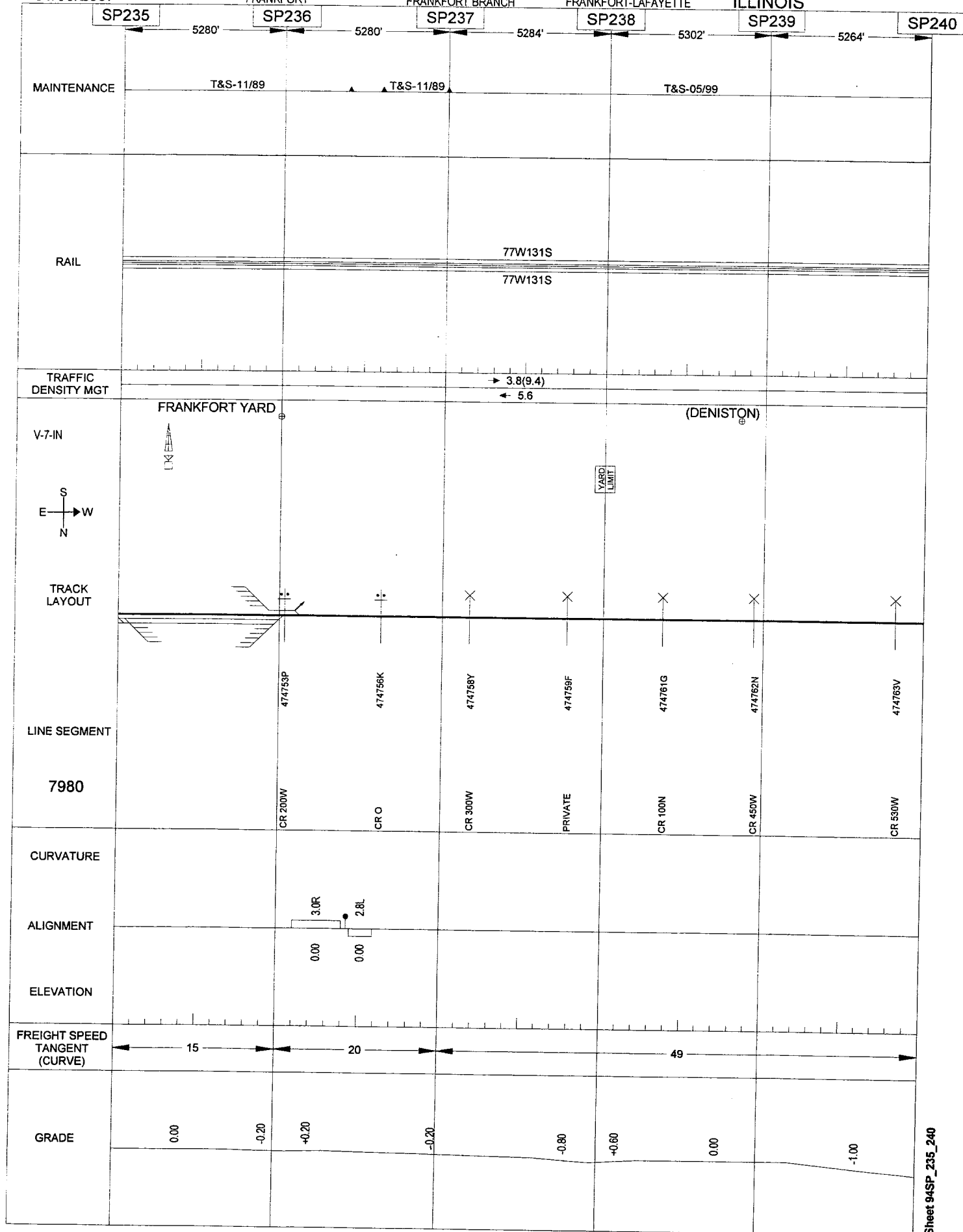
186

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



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FRANKFORT

187  
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP240

SP241

SP242

SP243

SP244

SP245

5314'

5304'

5278'

5308'

5280'

MAINTENANCE

T&amp;S-05/99

RAIL

77W131S

77W131S

TRAFFIC  
DENSITY MGT→ 3.8(9.4)  
← 5.6

V-7-IN



240.16-1TGO-69'

240.75-6WTB-79'

241.08-3DGO-199' (89)

TEST  
MILETEST  
MILE

242.98-1SAB-11'

MULBERRY  
01244CLINTON CO  
MULBERRY CORPMULBERRY CORP  
CLINTON COTRACK  
LAYOUT

LINE SEGMENT

7980

474764C

474765J

474767X

474768E

474769L

474770F

474771M

474772U

474773B

474774H

474778K

474779S

CR 200N

CR 550 W

CR 600W

WILD CAT CREEK

PRIVATE

PRIVATE

PRIVATE

CR 750W

PRIVATE  
WILD CAT CREEK

CR 800W

MAIN ST

WYANDOTTE ST

CR 950W

CURVATURE

ALIGNMENT

0.9L  
1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

49

GRADE

-1.00

+0.20

+1.00

-0.10

+0.70

0.00

+0.20

-0.80

0.00



01/30/2007

188

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP245

SP246

SP247

SP248

SP249

SP250

5304'

5240'

5338'

5296'

5296'

MAINTENANCE

T&S-05/99

RAIL

77W131S

85W115S

77W131S

85W115S

TRAFFIC  
DENSITY MGT

→ 3.8(9.4)  
← 5.6

V-7-IN

CLINTON CO  
TIPPECANOE CO



247.71-1CAB-28'

248.22

248.40-3DGB-225'

TRACK  
LAYOUT

LINE SEGMENT

7980

474780L  
PRIVATE

474781T  
CR 1075E

474782A  
PRIVATE

PRIVATE

474783G  
CR 950E

474784N  
PRIVATE

474785V  
CR 900E

WATERWAY

PRIVATE

WILD CAT CREEK

474788R  
ADAMS RD

474789X  
PEDESTRIAN WALKWAY

474790S  
JACKSON ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

49

GRADE

-0.30

-0.20

-0.60

-0.90

-0.80

-1.10

0.00

+0.70

+1.10

0.00

-0.20

Sheet 94SP\_245\_250

01/30/2007

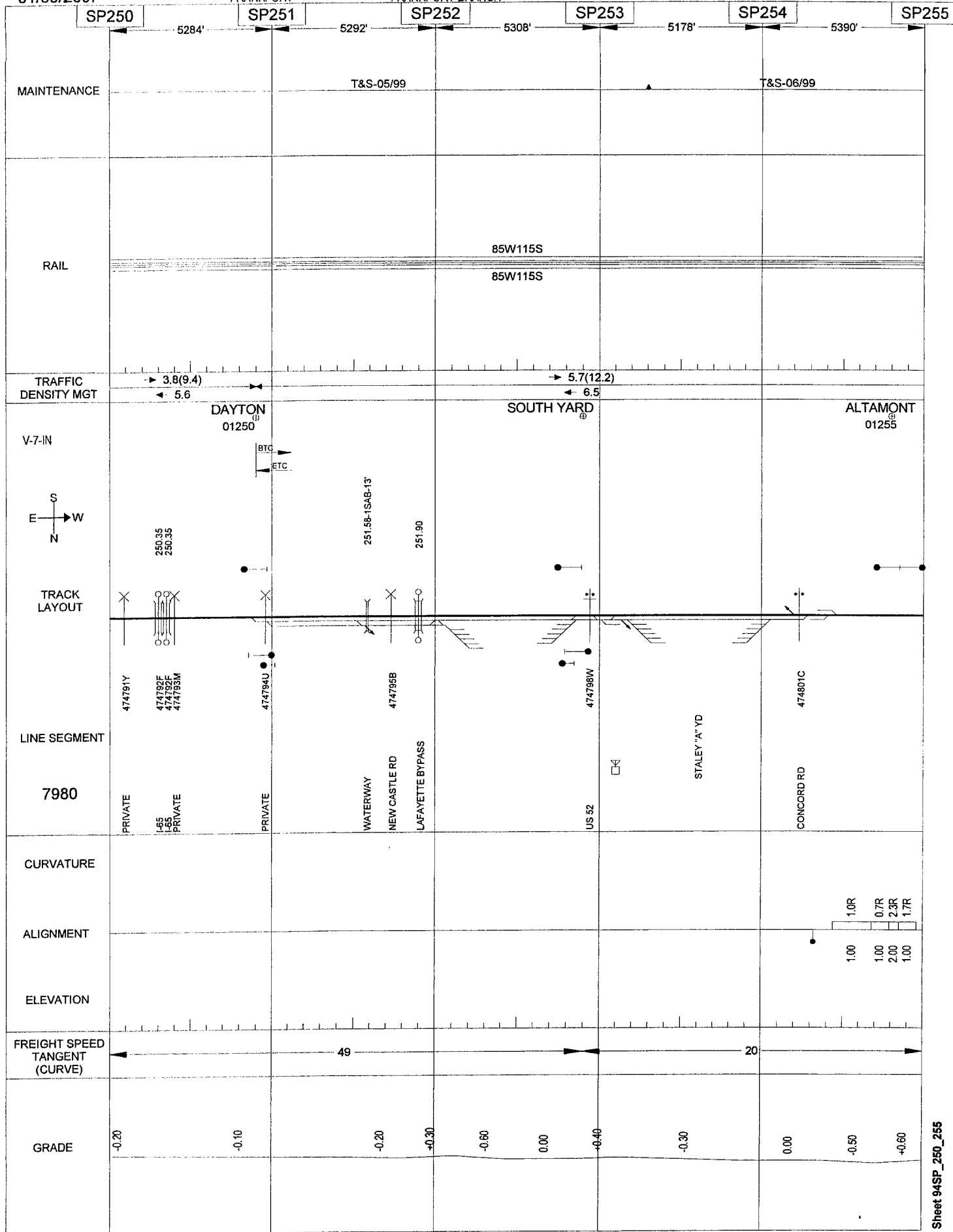
189

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



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190

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP255

SP256

SP257

SP258

SP259

5280'

5296'

5286'

5086'

5534'

MAINTENANCE

T&S-06/99

RAIL

85W115S

40NJ131S

92RWF132S40NJ131S

38NJ131S

85W115S

99RWF132S

40NJ131S

38NJ131S

TRAFFIC  
DENSITY MGT

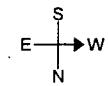
→ 5.7(12.2)  
← 6.5

→ 0.0(0.0)  
← 0.0

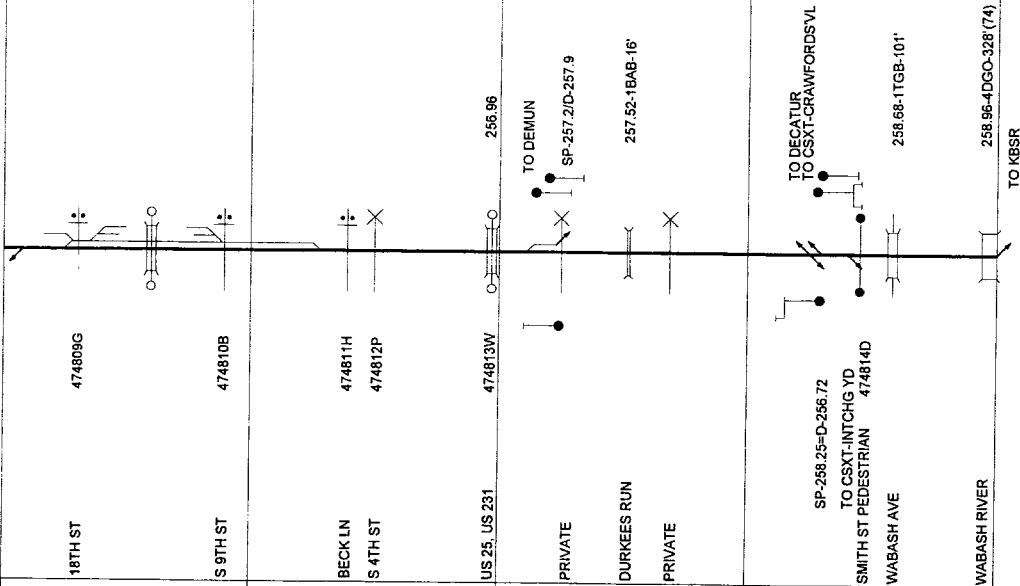
V-7-IN  
V-8-IN

ELSTON  
01256

LAFAYETTE JCT



TRACK  
LAYOUT



LINE SEGMENT

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

1.00 1.4R 1.00 1.6L

1.00 1.0R 1.00 1.1R

1.00 3.6R 1.00 4.1R

1.00 3.5L 1.50 11.0L 1.50 8.0L

20

30

10

+0.60

-0.10

-0.80

0.00

01/30/2007

SOUTHERN WEST

191

E ST LOUIS-PRINCETON

ILLINOIS

4W

5W

5280'

5308'

MAINTENANCE

T&S-11/20

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

RAIL

36RJ130S

80RJ132S

36RJ130S

80RJ132S

TRAFFIC  
DENSITY MGT

0.0(0.0)

11.2(19.2)

0.0

8.0

V-94-IL(SR)



TRACK  
LAYOUT

COAPMAN WEST

VC BELT

SOUTHERN CROSSING  
EAST ST LOUIS  
09310

WYE  
4.67-W=VC-0.00

TO TERMINAL RR

DYKE BRANCH

LINE SEGMENT

8235

15TH ST

17TH ST

TRRA 85 M-TRRA  
PRIVATE  
PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

20

GRADE

0.00

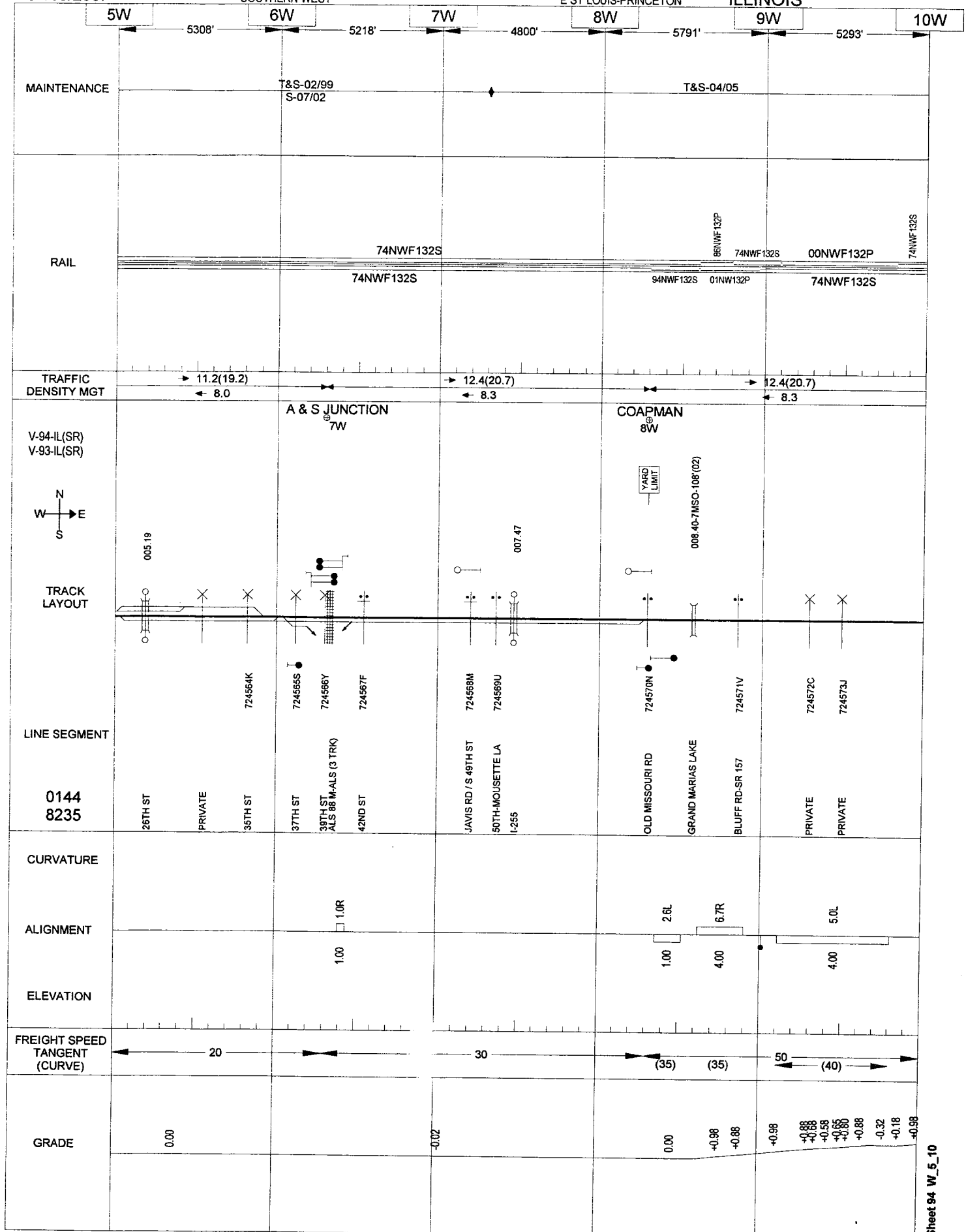
01/30/2007

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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



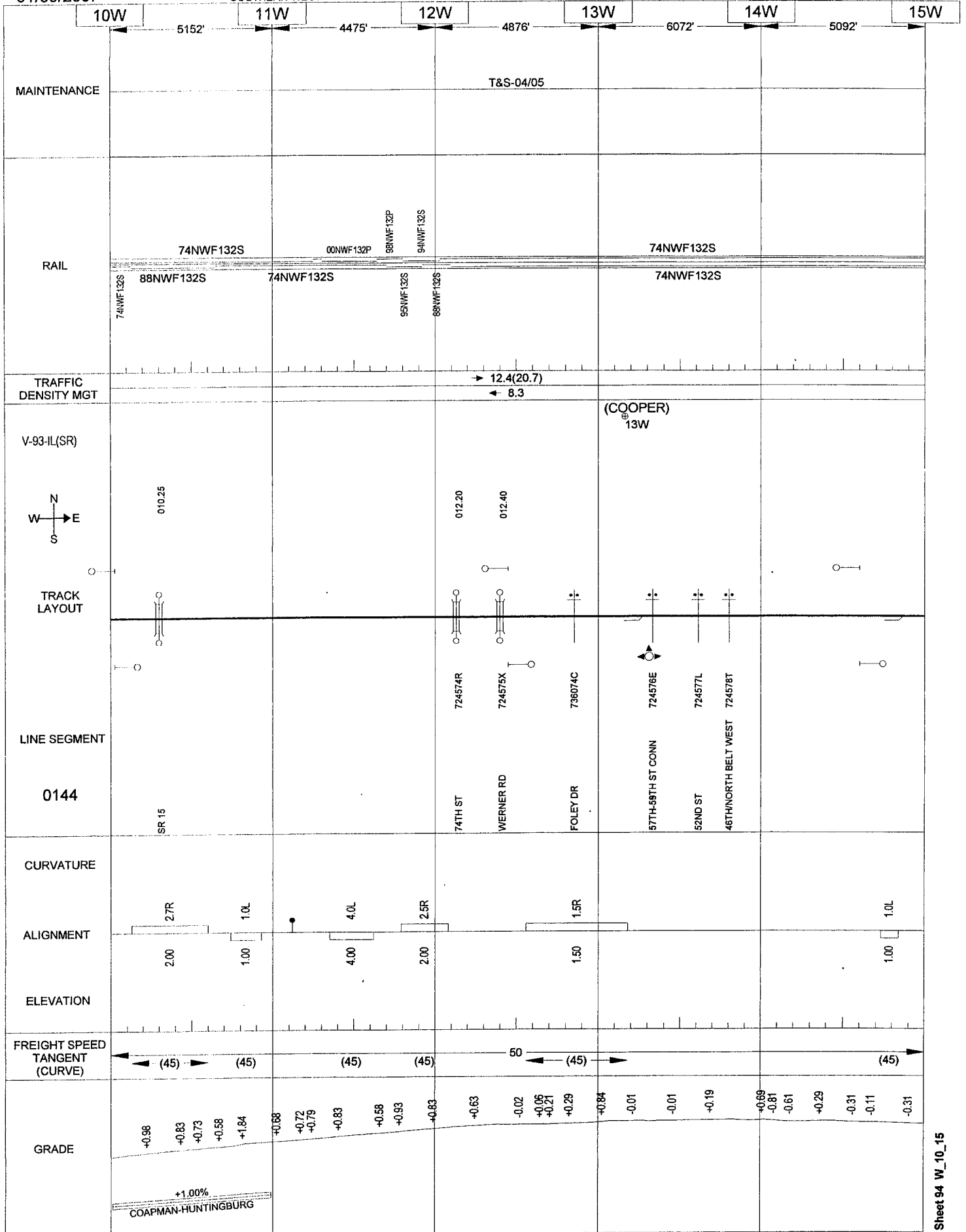
01/30/2007

SOUTHERN WEST

193

E ST LOUIS-PRINCETON

ILLINOIS



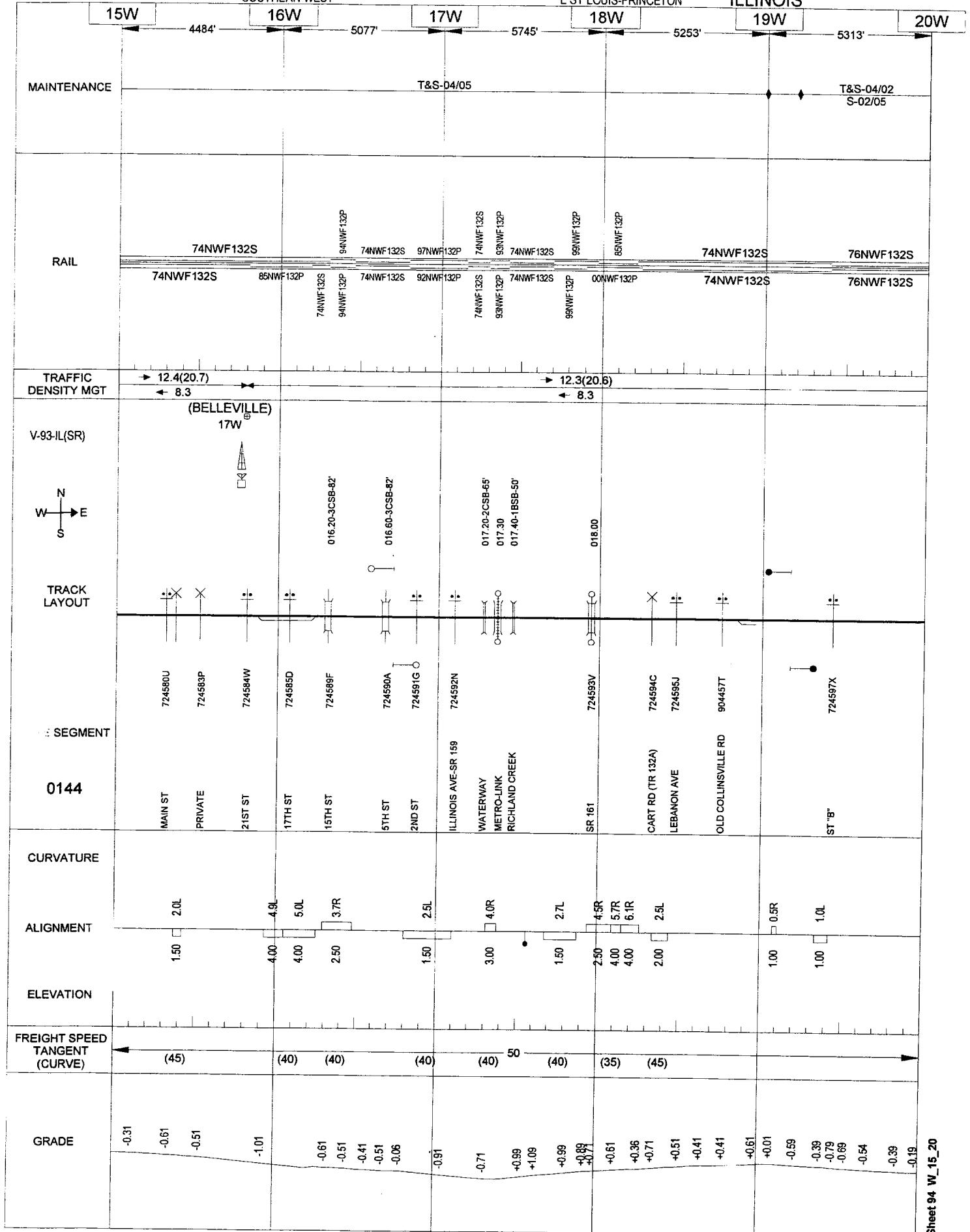
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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



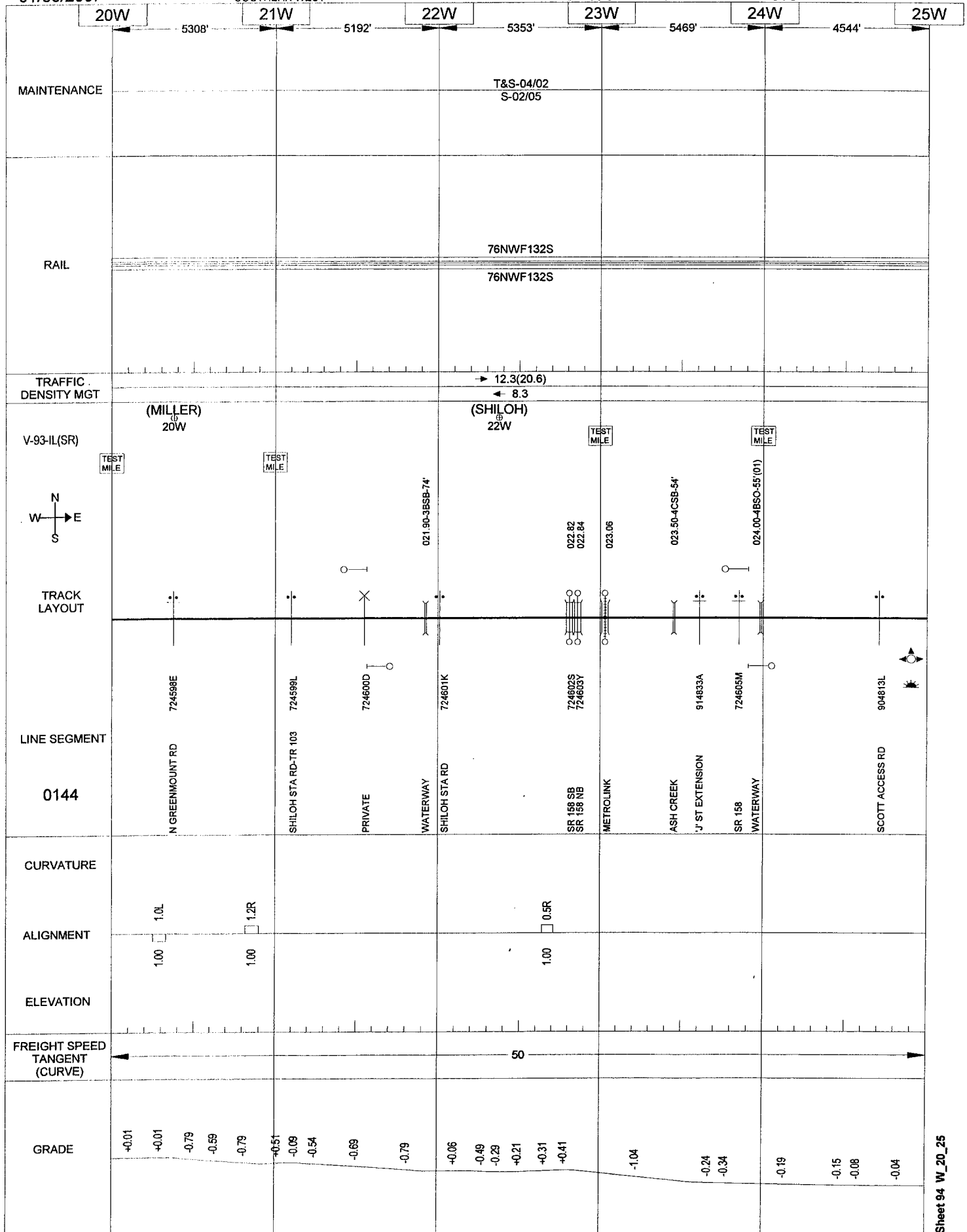
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SOUTHERN WEST

195

E ST LOUIS-PRINCETON

ILLINOIS





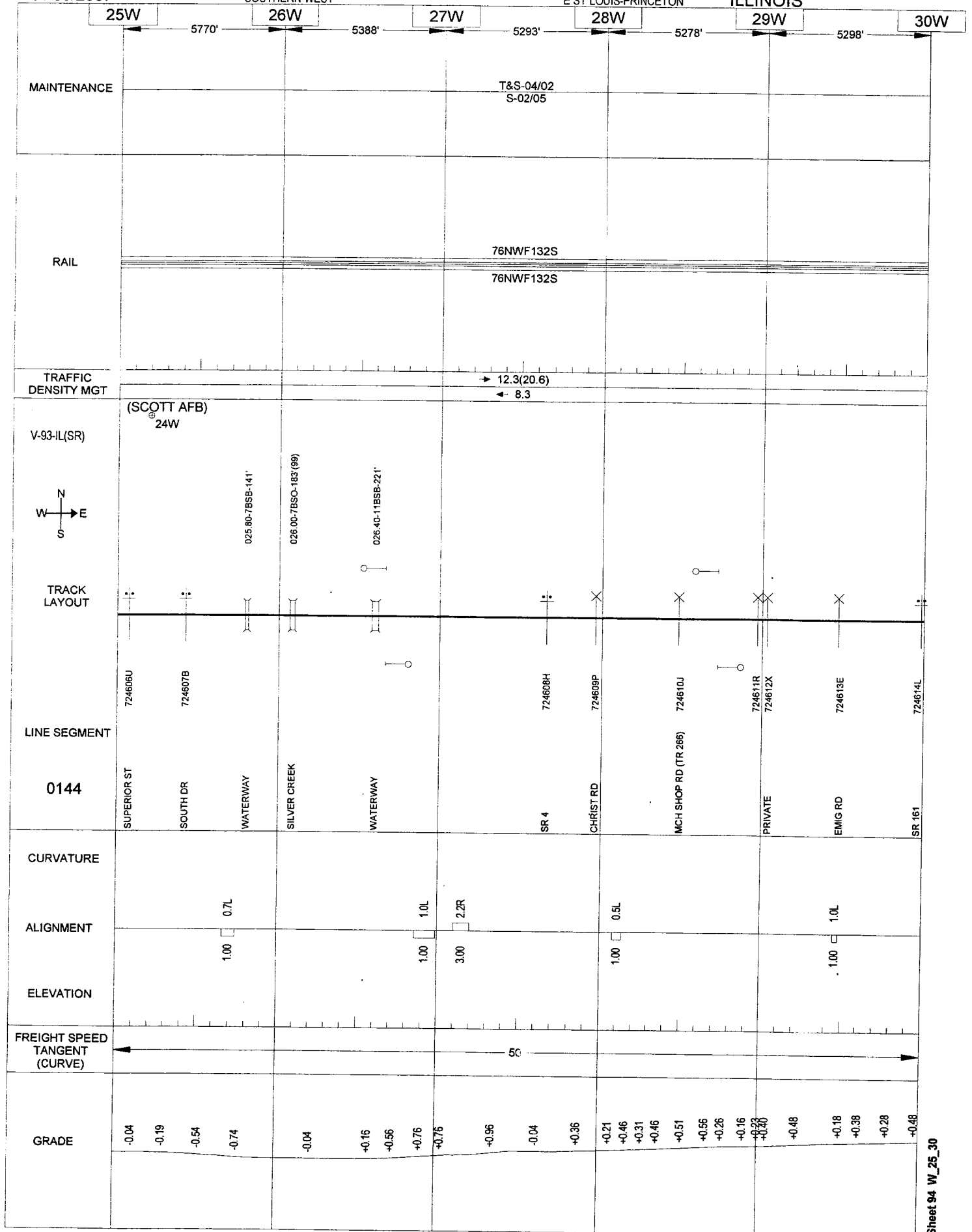
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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



01/30/2007

SOUTHERN WEST

197

E ST LOUIS-PRINCETON

ILLINOIS

30W

31W

32W

33W

34W

35W

5358'

5207'

5338'

5243'

5278'

MAINTENANCE

T&S-04/02  
S-02/05

RAIL

76NWF132S

76NWF132S

TRAFFIC  
DENSITY MGT→ 12.3(20.6)  
← 8.3NEW BADEN  
33W

V-93-IL(SR)

TRACK  
LAYOUT

LINE SEGMENT

0144

031.34  
031.40

031.70-7850-85'(98)

WOODLAND SCHOOL RD 724615T

724617G  
724618N1-64 EB  
1-64 WB

WATERWAY

724619V  
FARM724620P  
FARM724621W  
COUNTY LINE RD-CR 10724622D  
PVT-NW BADEN ELEV

724623K

724624S  
SR 160724625Y  
PRIVATE724626F  
FARM724627M  
FARM724628U  
FARM

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

50

GRADE

+0.38  
+0.40  
+0.46  
+0.48-0.32  
-0.52-0.72  
-0.55  
-0.48  
-0.42  
-0.47  
-0.57  
-0.62  
-0.72

-0.22

-0.02

-0.02

+0.03  
+0.18  
+0.13  
+0.03

-0.02

-0.32

-0.72

-0.52

-0.02  
+0.28  
+0.69  
+0.19

-0.71

1.00 □ 0.5L

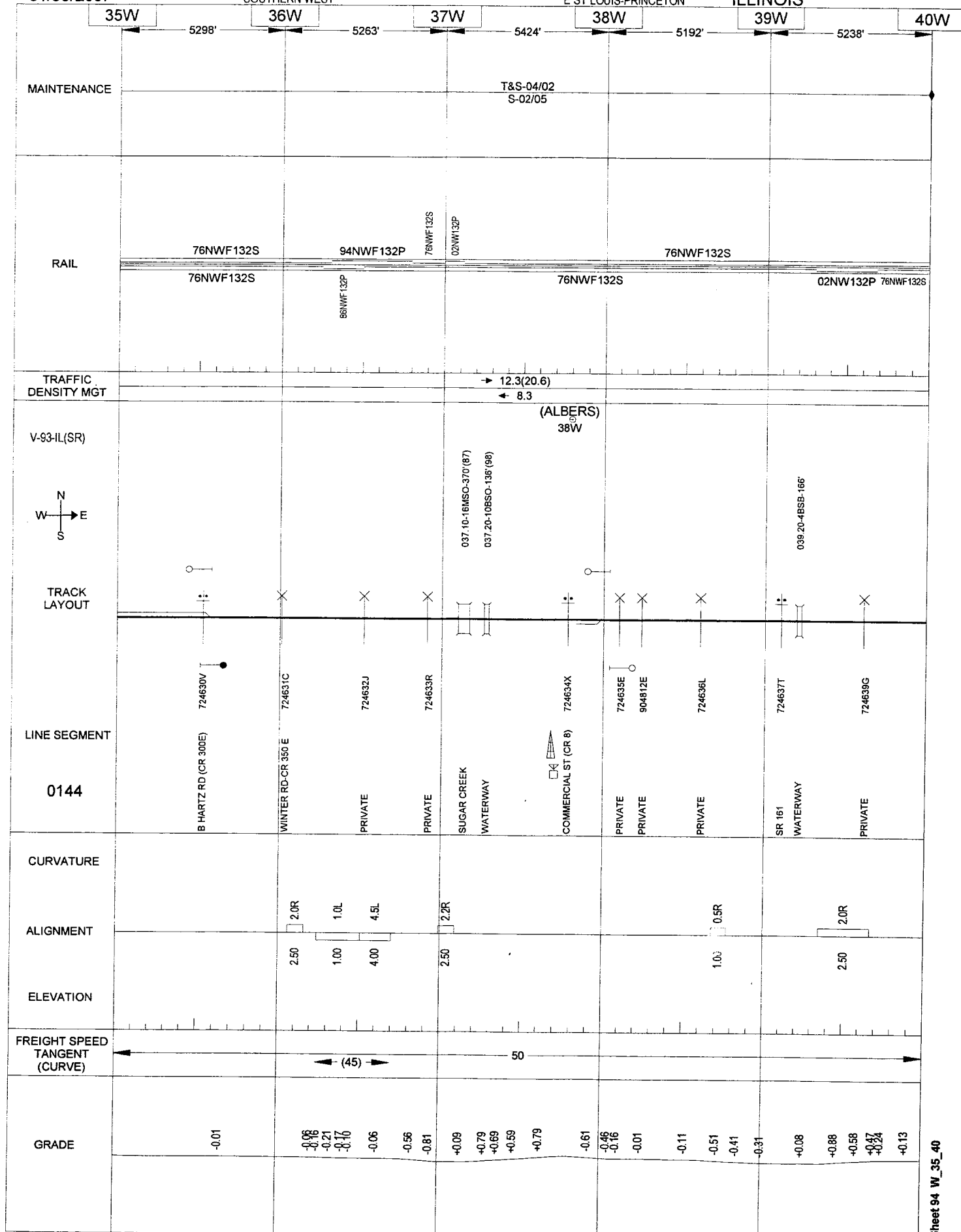
01/30/2007

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SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



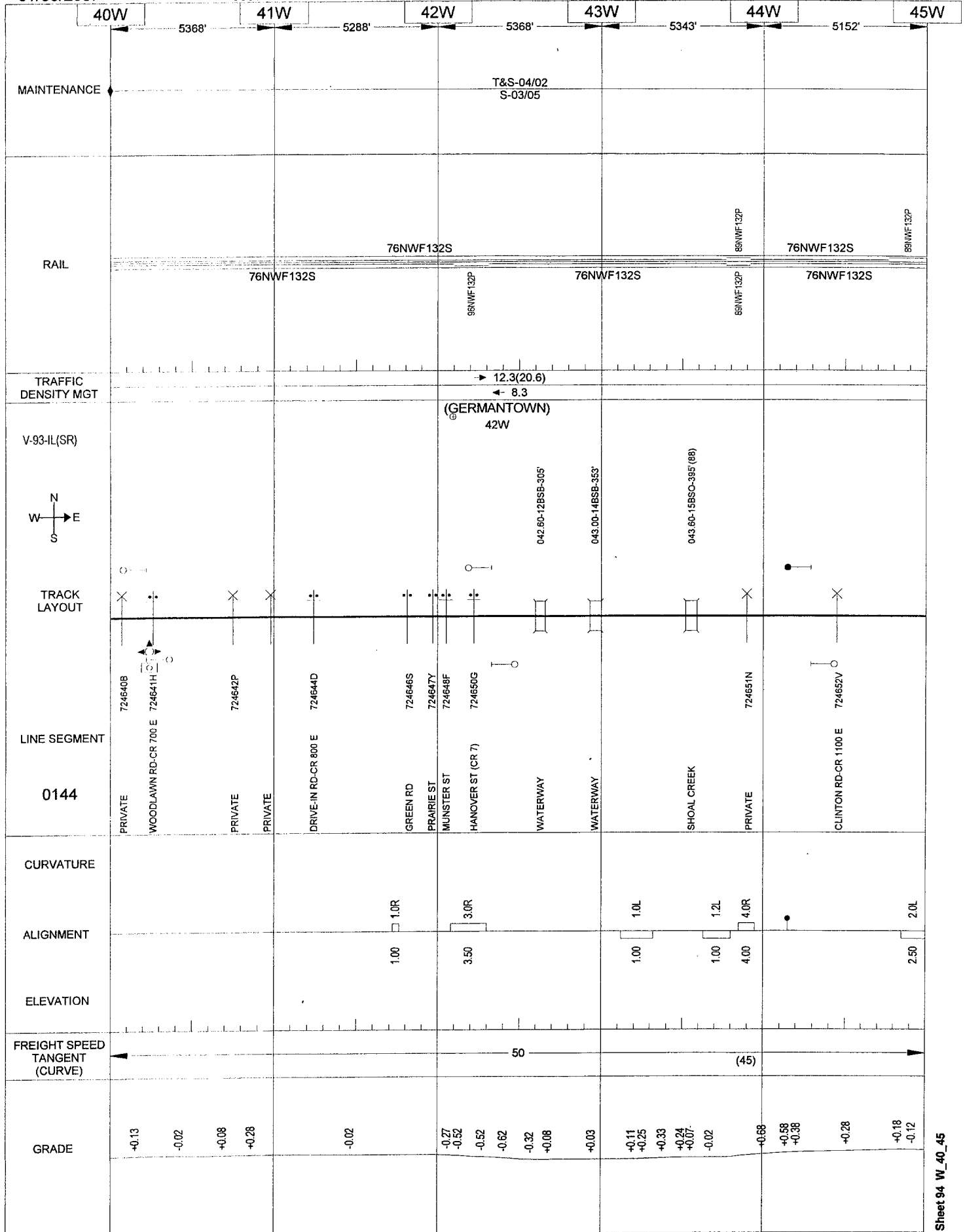
01/30/2007

199

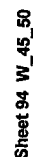
SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



ILLINOIS



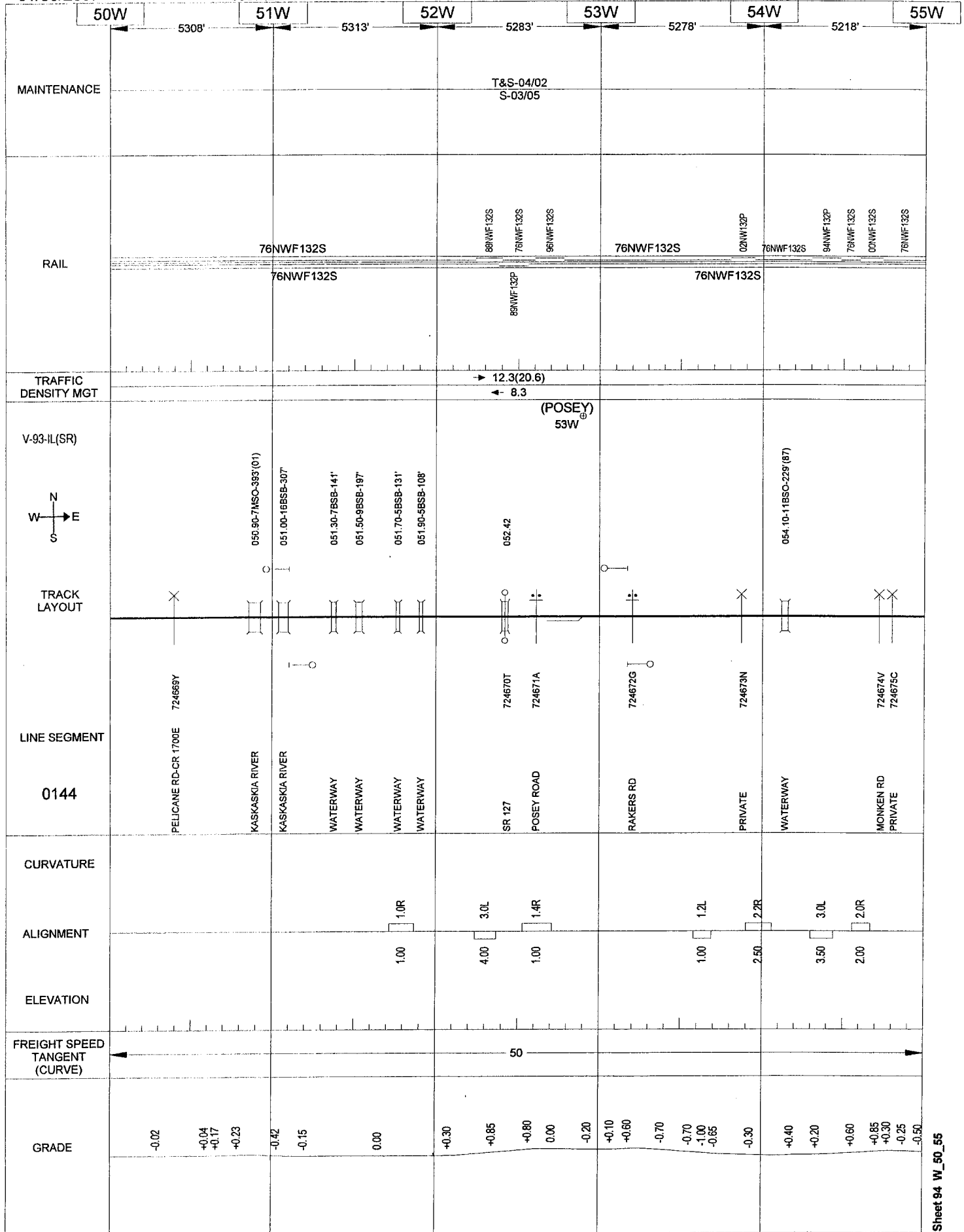
01/30/2007

SOUTHERN WEST

201

E ST LOUIS-PRINCETON

ILLINOIS



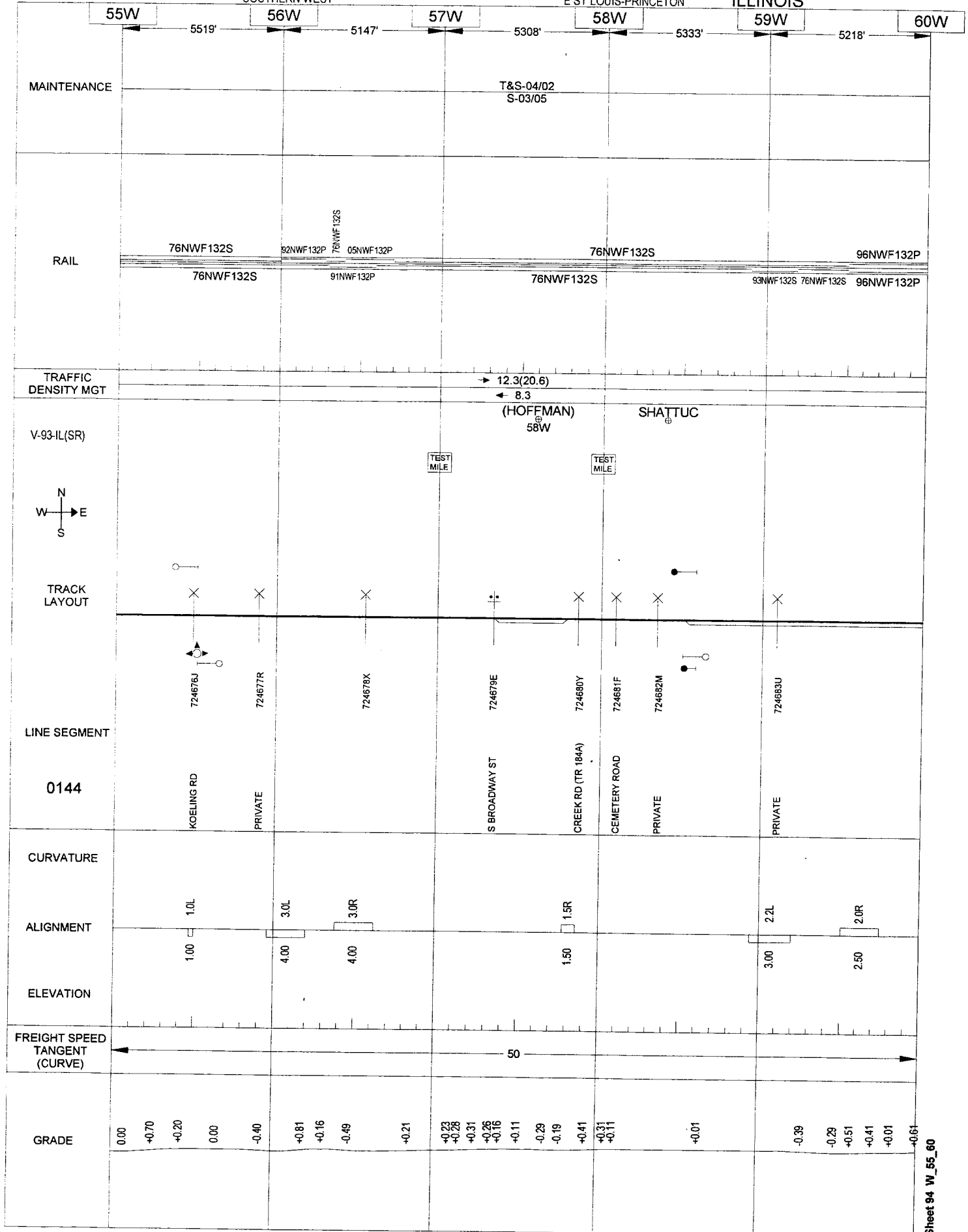
01/30/2007

202

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



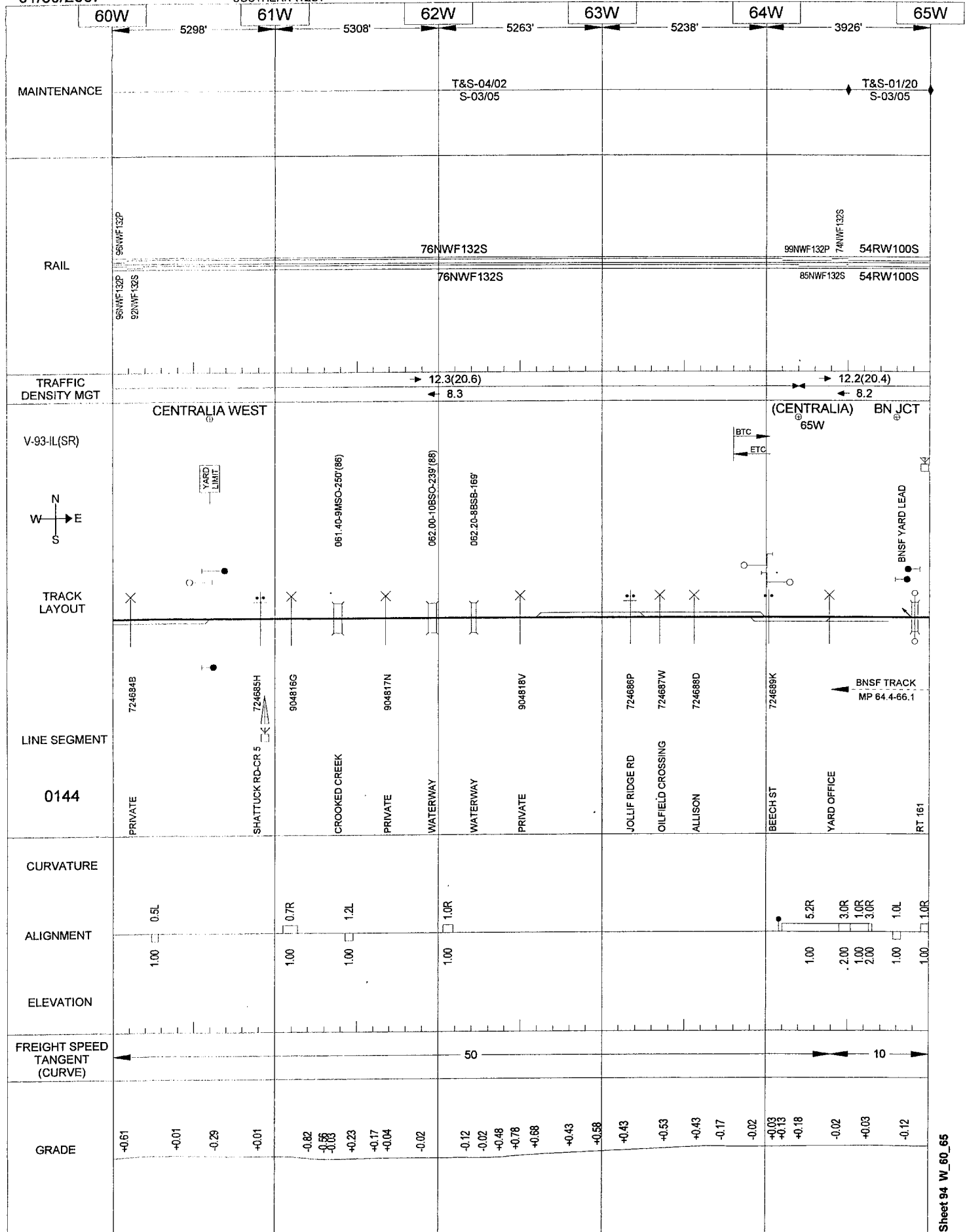
01/30/2007

SOUTHERN WEST

203

E ST LOUIS-PRINCETON

ILLINOIS





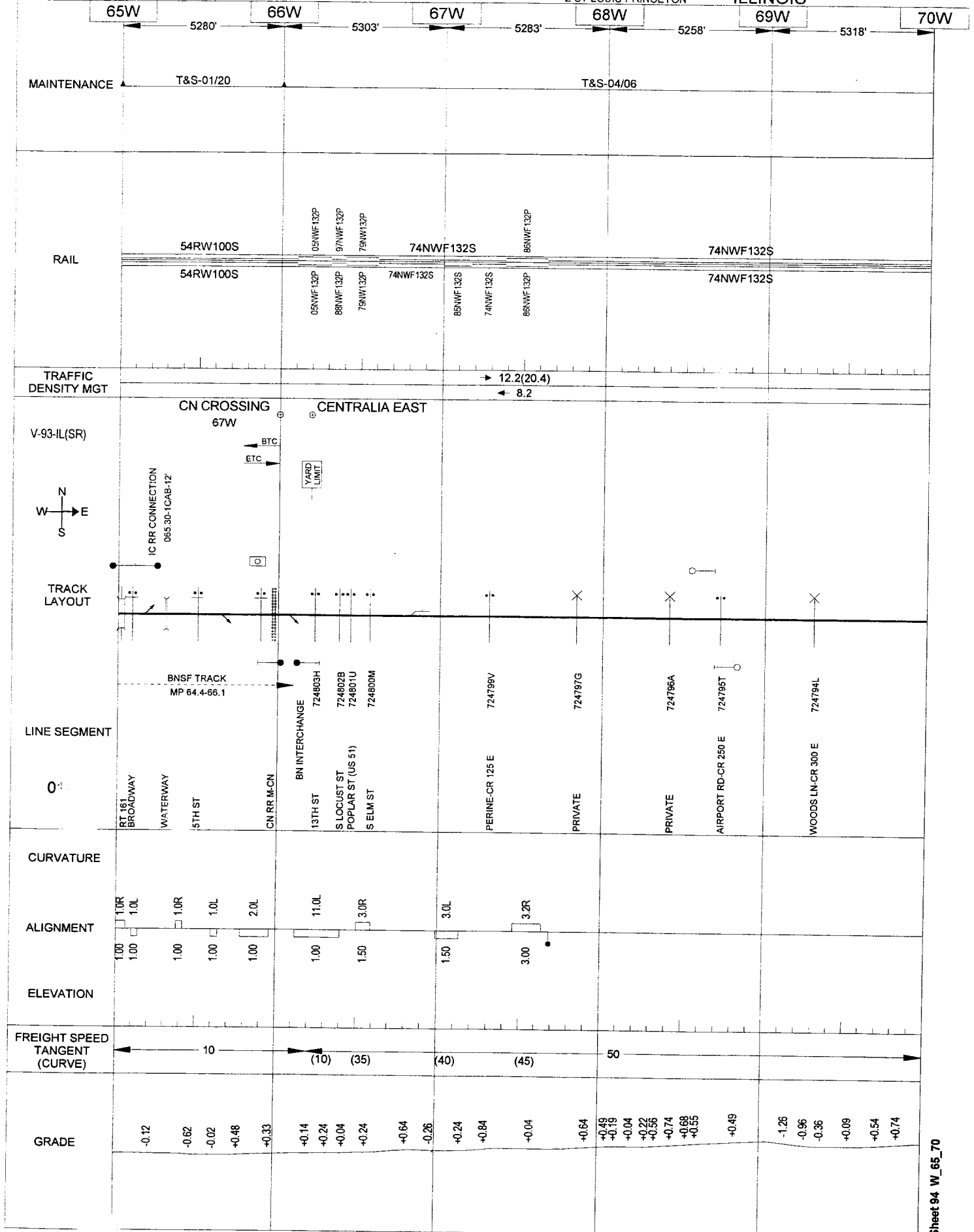
01/30/2007

204

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



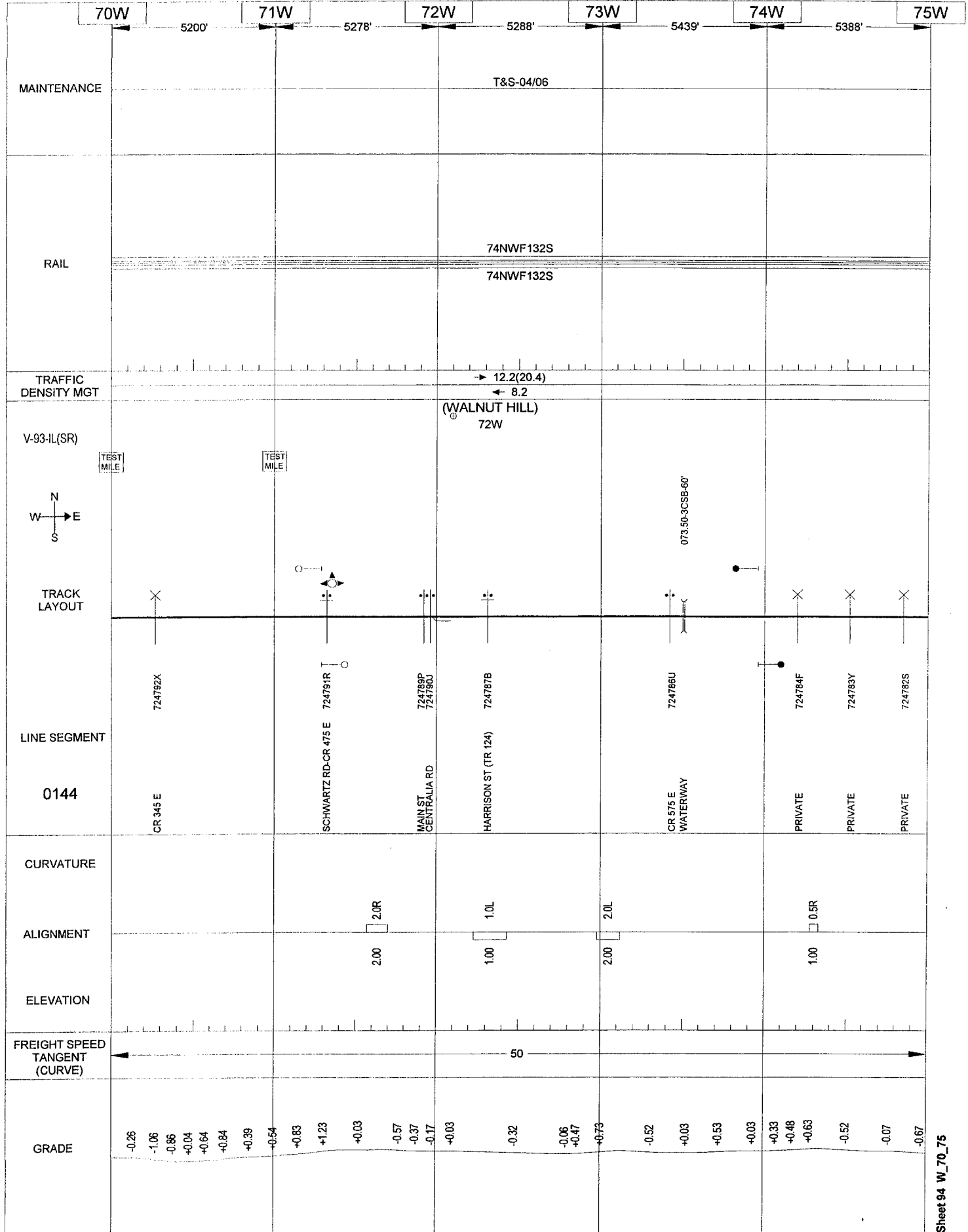
01/30/2007

SOUTHERN WEST

205

E ST LOUIS-PRINCETON

ILLINOIS



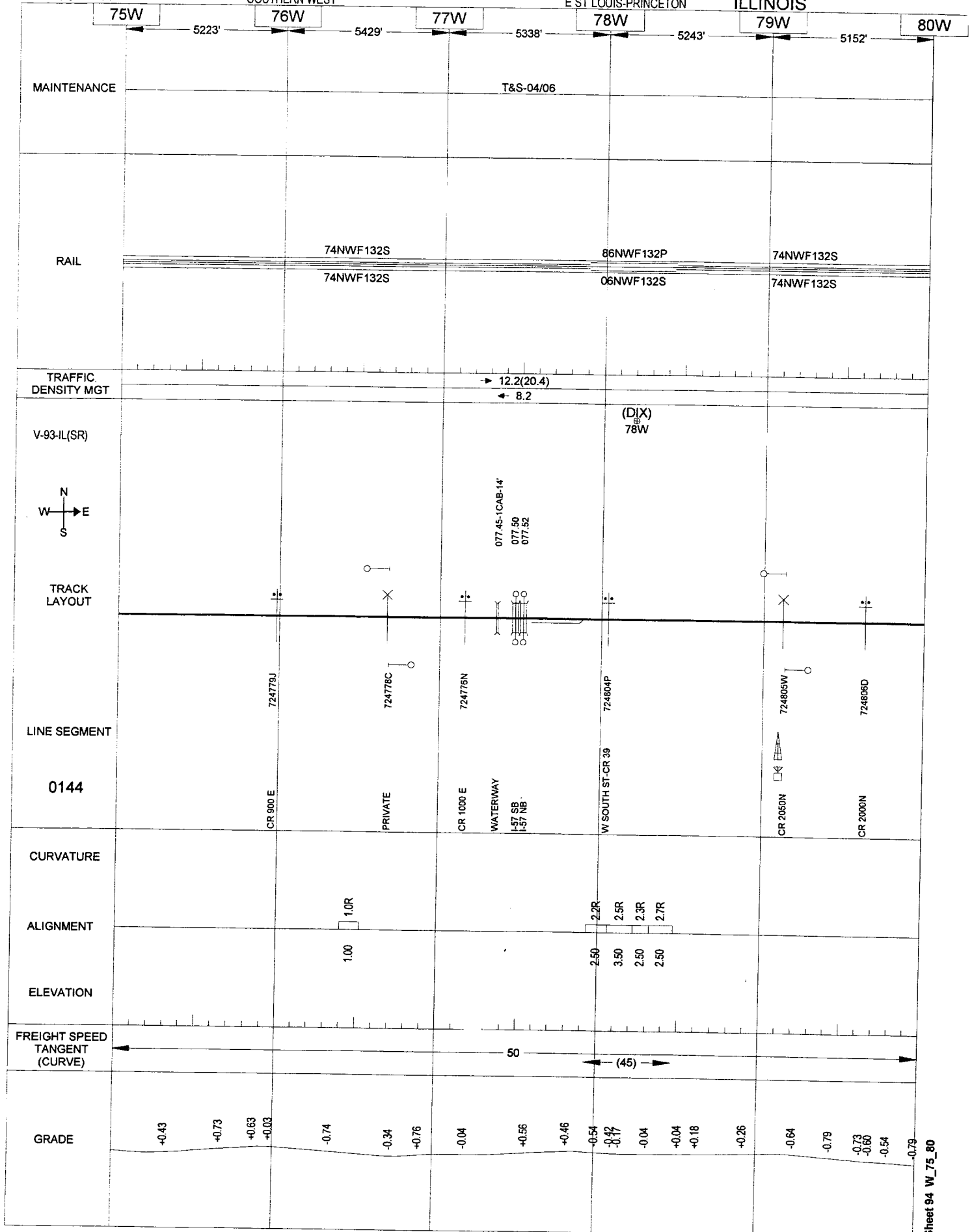
01/30/2007

SOUTHERN WEST

206

E ST LOUIS-PRINCETON

ILLINOIS



85W

— 5353

T&S-04/06

74NWF132S

74NWF132S

8.2

(IDLEWOOD)  
83W

V-93-IL(SR)



## TRACK LAYOUT

LINE SEGMENT

0144

## CURVATURE

## ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

1

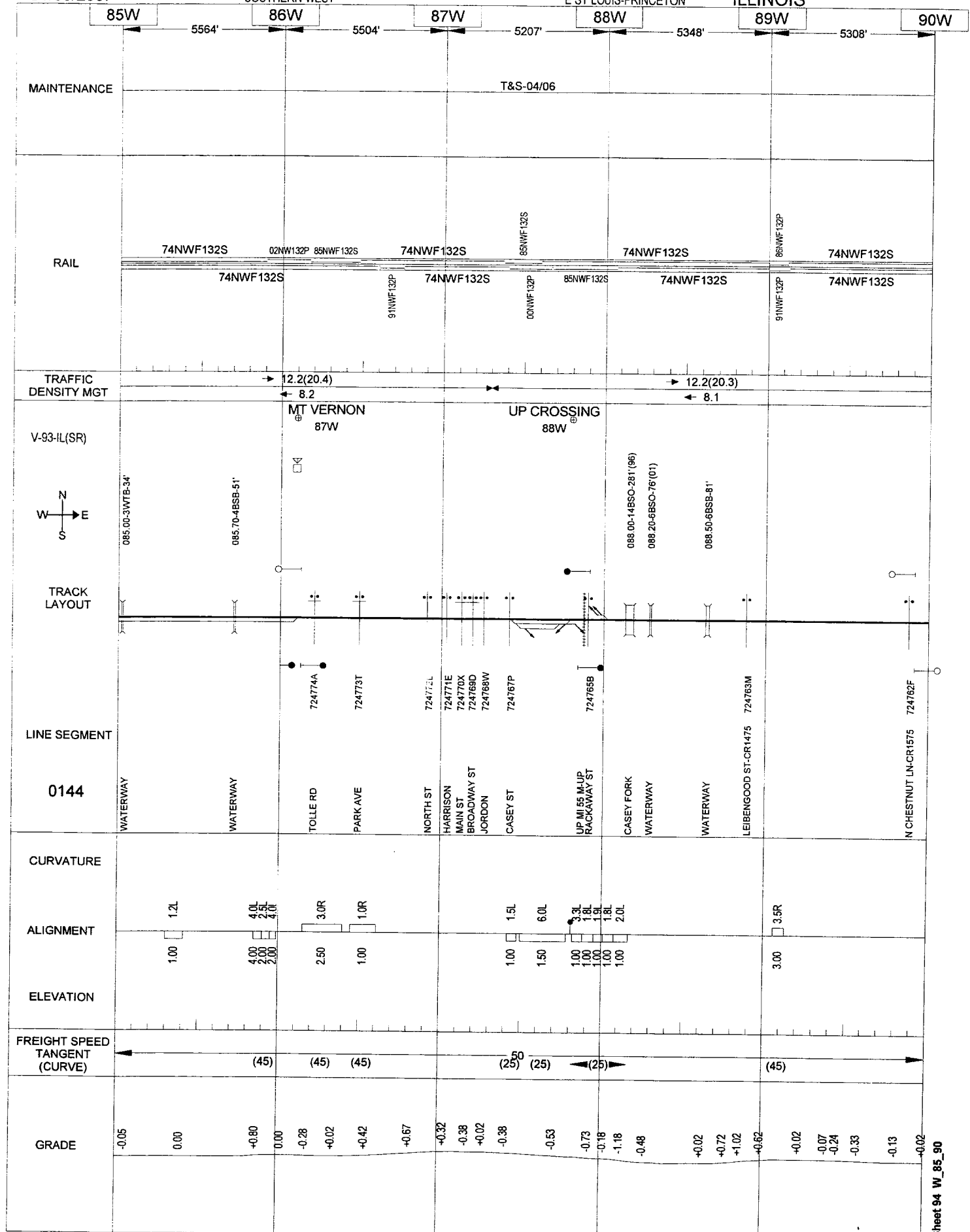
01/30/2007

208

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



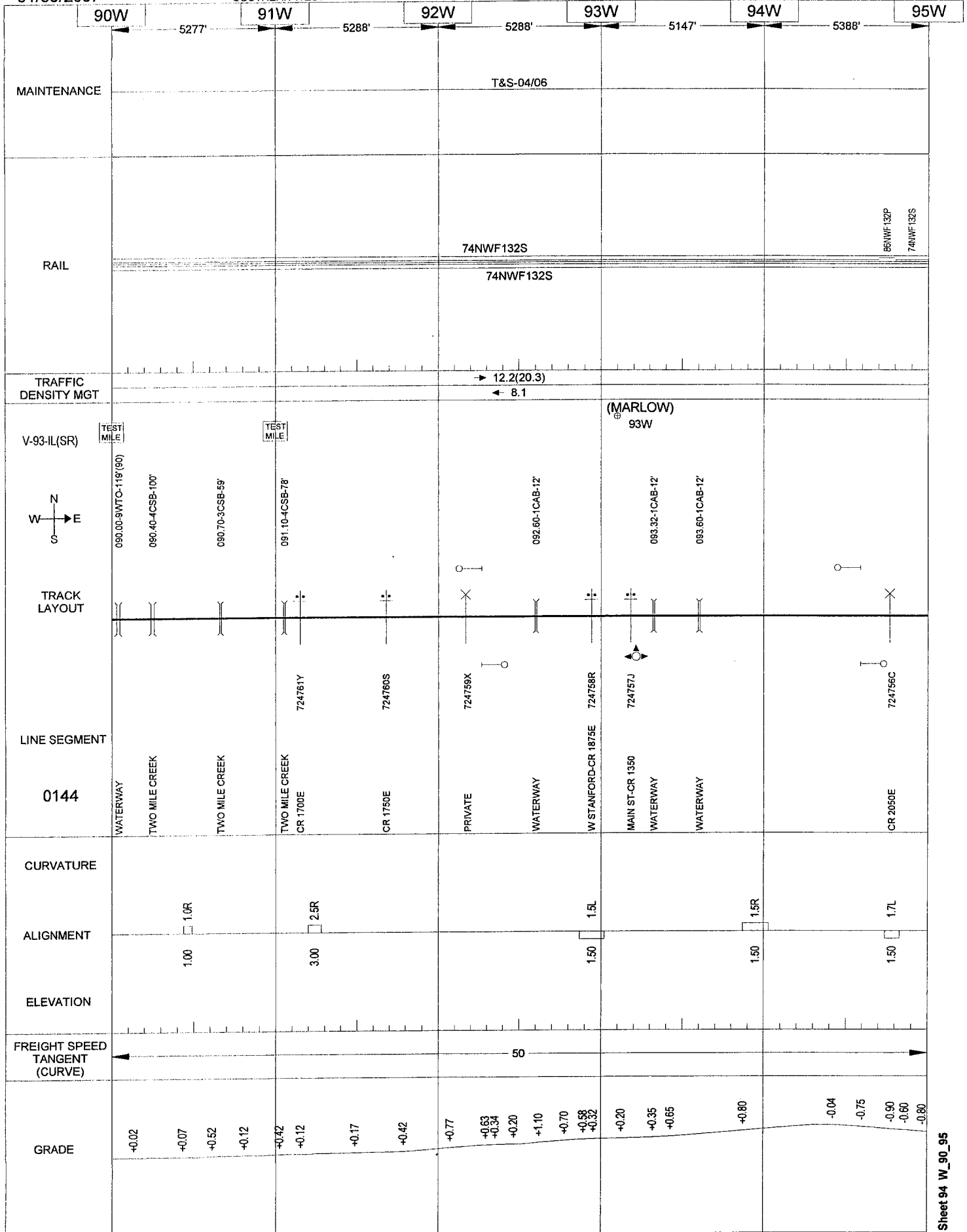
01/30/2007

SOUTHERN WEST

209

E ST LOUIS-PRINCETON

ILLINOIS



01/30/2007

SOUTHERN WEST

210

E ST LOUIS-PRINCETON

ILLINOIS

95W

96W

97W

98W

99W

100W

5378'

5273'

5298'

5479'

5172'

MAINTENANCE

T&amp;S-04/06

RAIL

74NWF132S

88NWF132P

74NWF132S

74NWF132S

90NWF132S

74NWF132S

TRAFFIC  
DENSITY MGT

12.2(20.3)

8.1

V-93-IL(SR)

(BLUFORD)  
96WTRACK  
LAYOUT

096.90-2TGO-78'

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

ELEVATION

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

-0.33

-0.33

+0.07

-0.43

-0.13

-0.33

-1.13

+0.67

+1.07

+0.37

+0.47

-0.63

-1.18

-1.32

-1.59

-1.73

+1.87

+0.47

+0.07

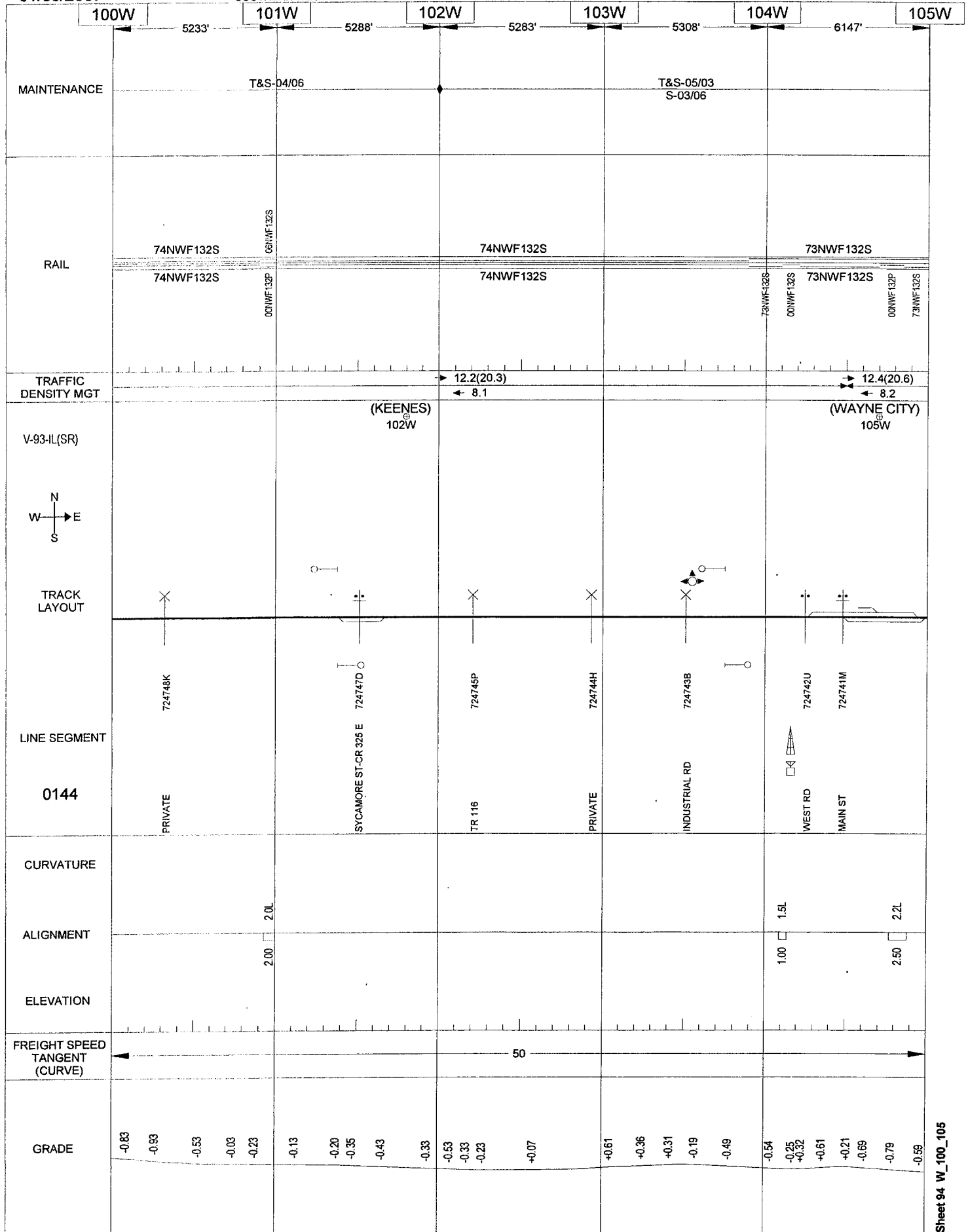
01/30/2007

211

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS





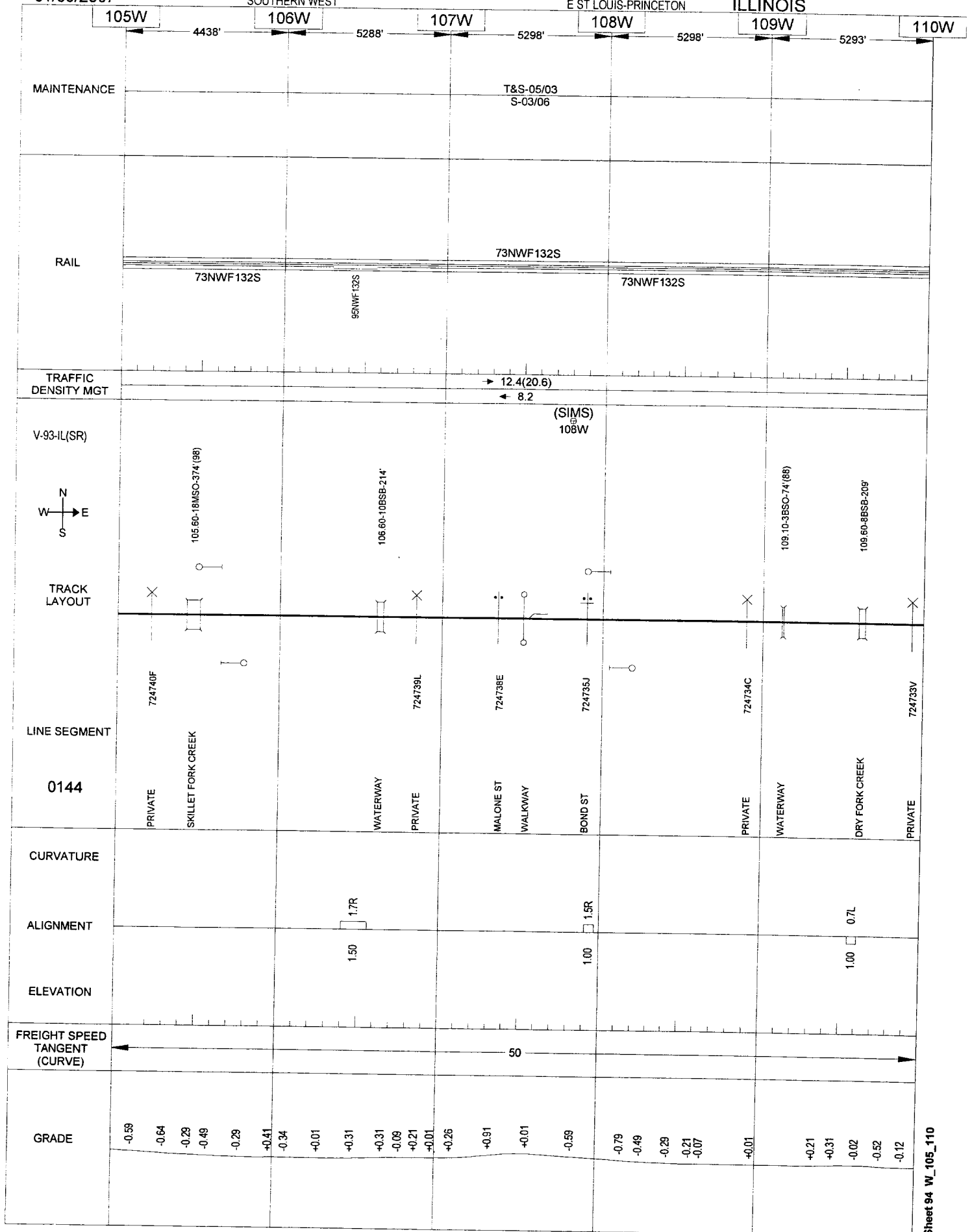
01/30/2007

SOUTHERN WEST

212

E ST LOUIS-PRINCETON

ILLINOIS



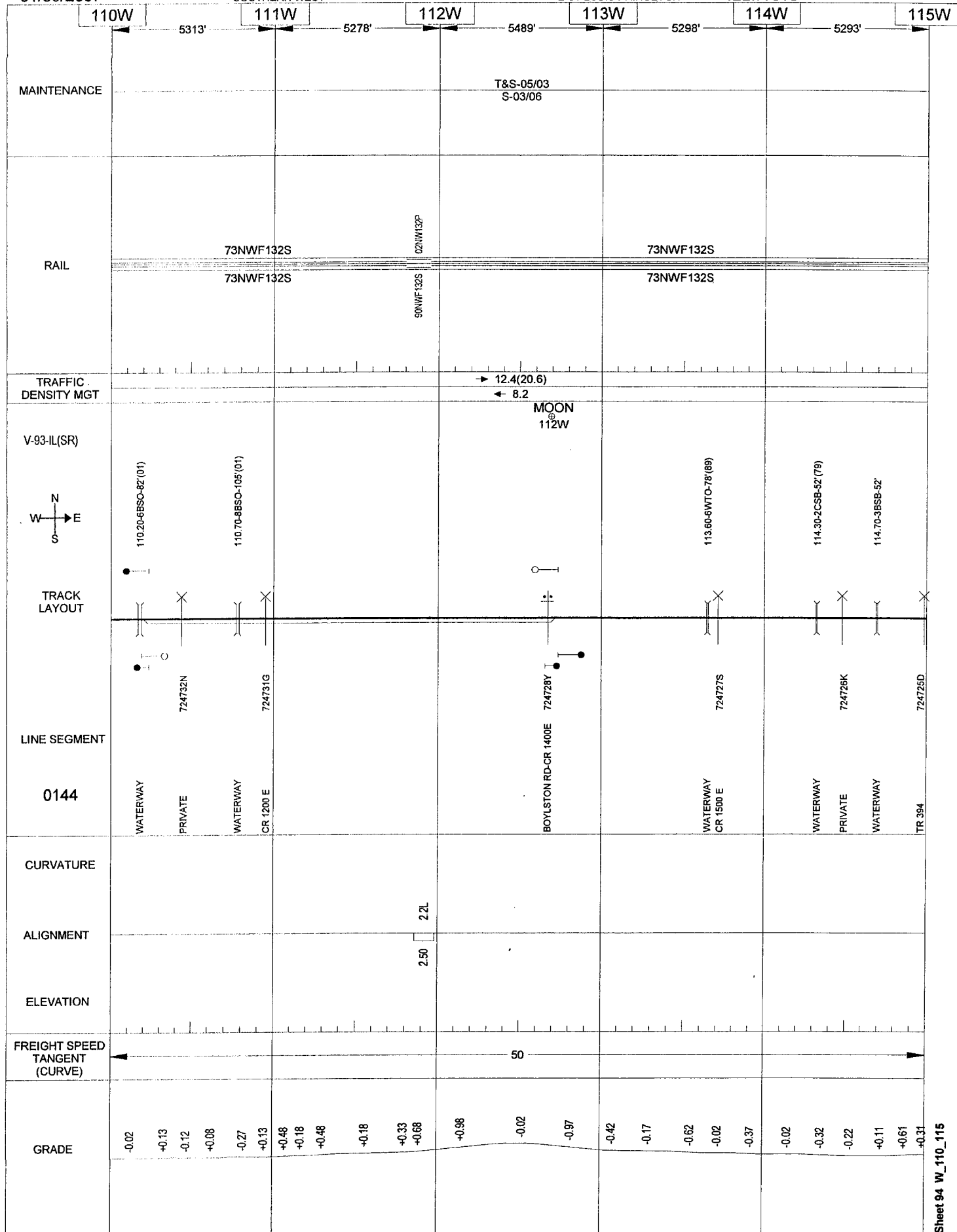
01/30/2007

213

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



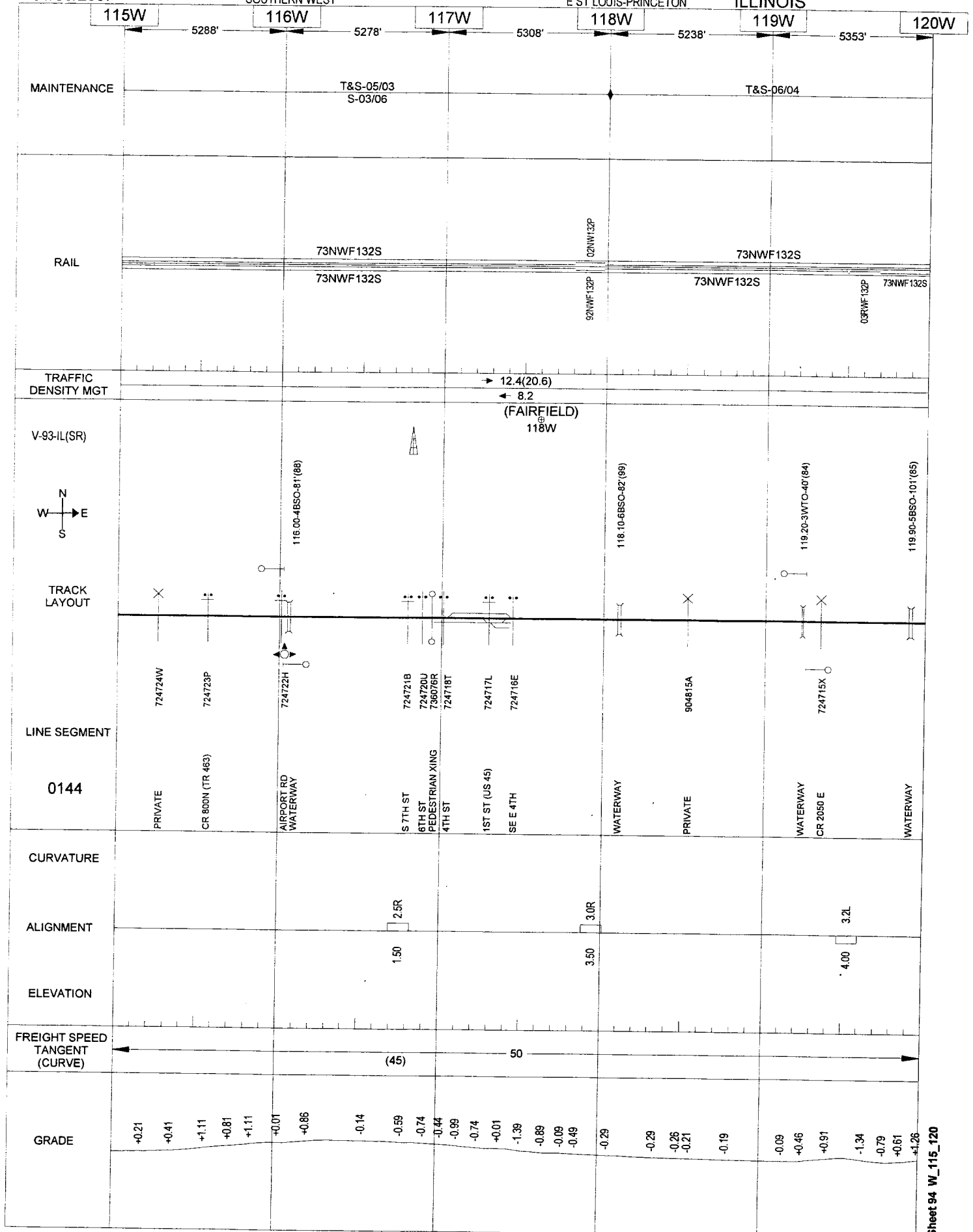
01/30/2007

214

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



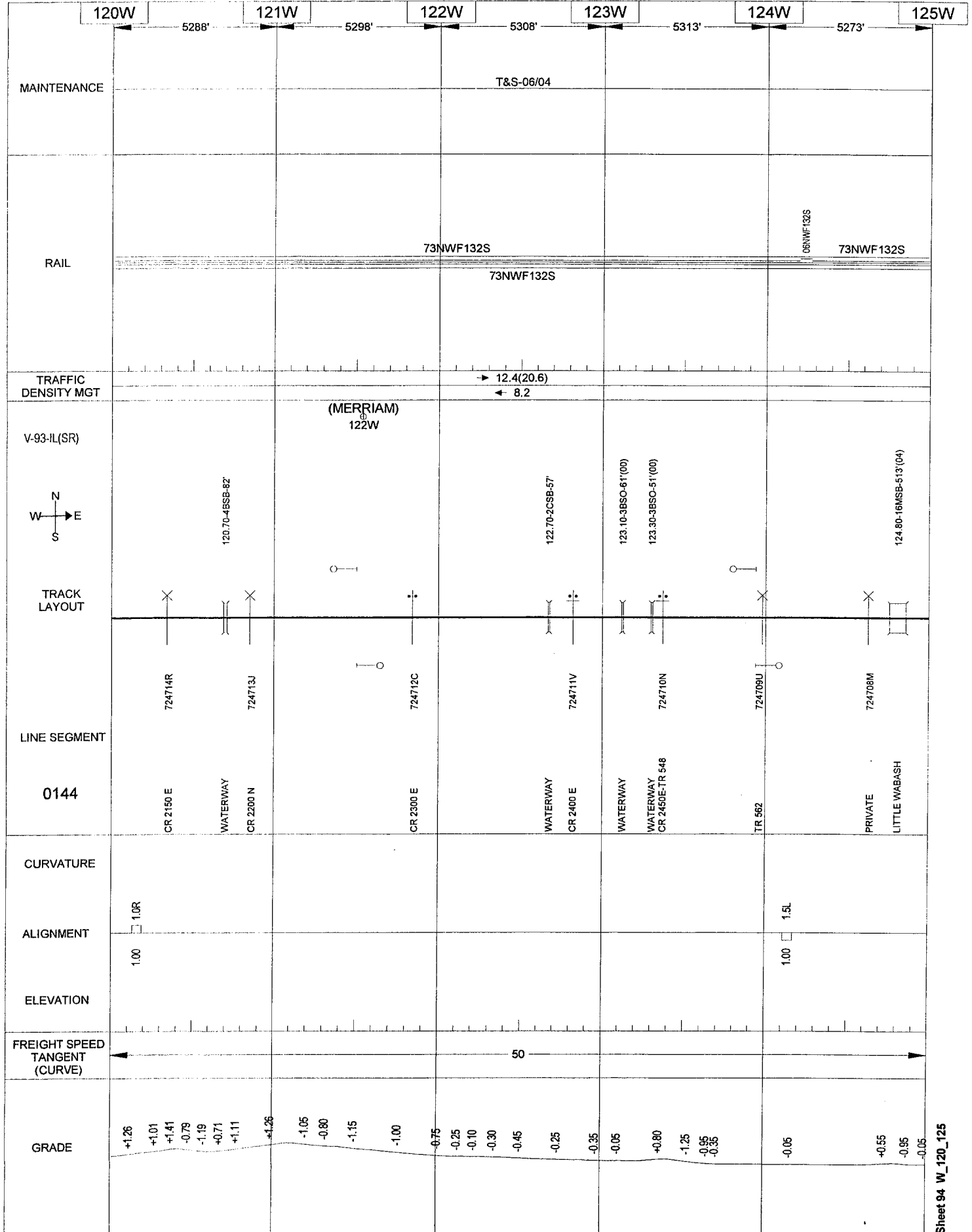
01/30/2007

SOUTHERN WEST

215

E ST LOUIS-PRINCETON

ILLINOIS



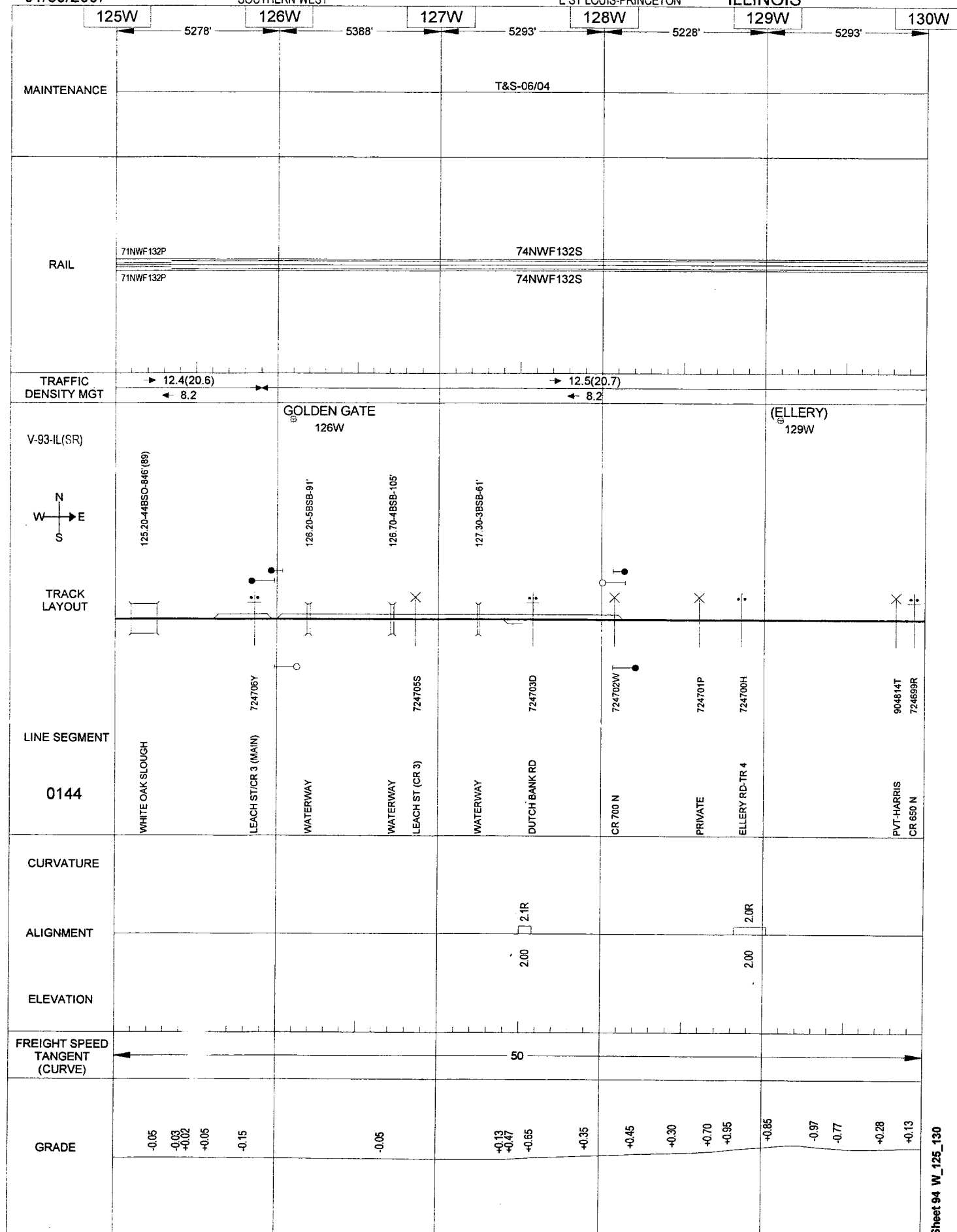
01/30/2007

SOUTHERN WEST

216

E ST LOUIS-PRINCETON

ILLINOIS



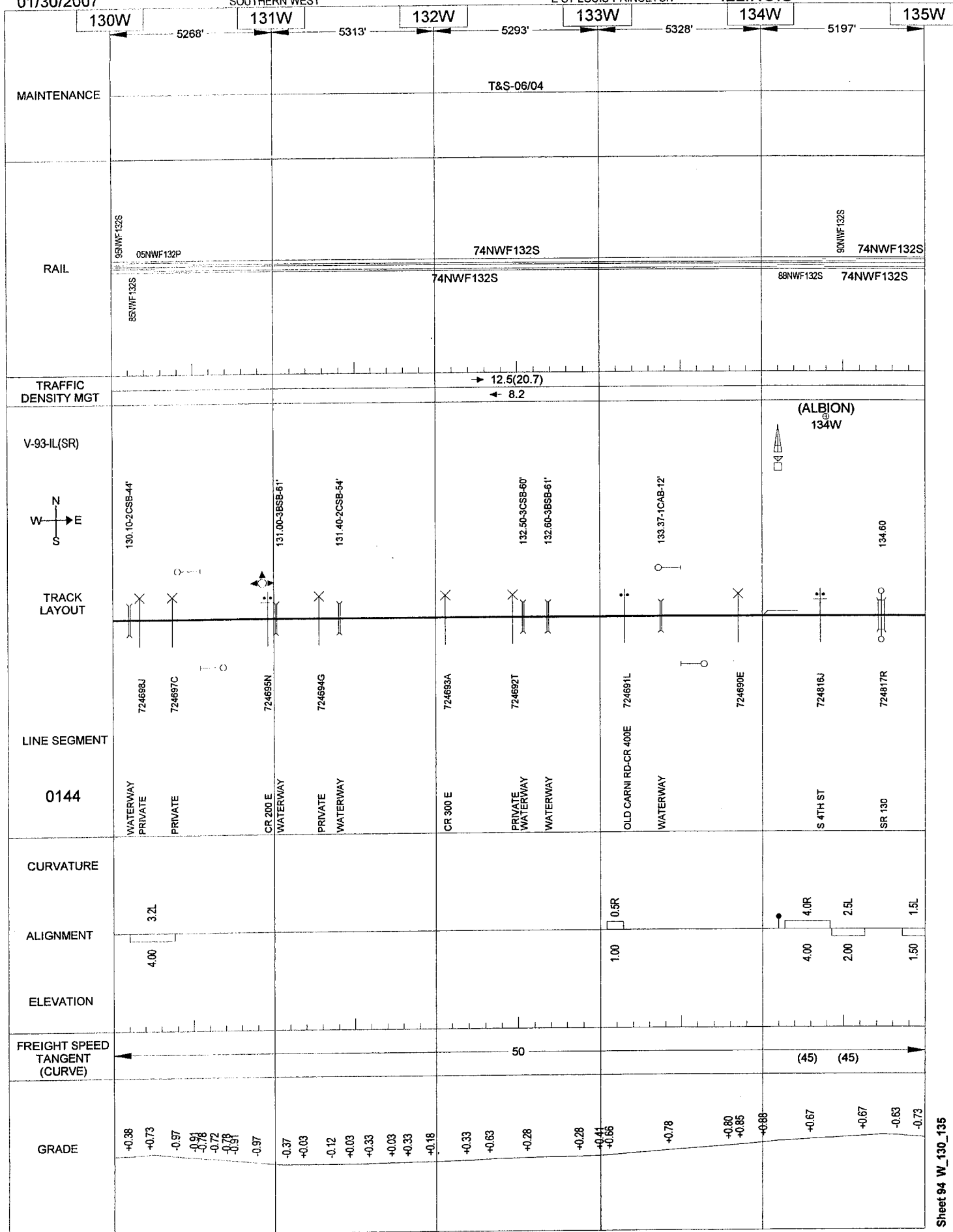
01/30/2007

SOUTHERN WEST

217

E ST LOUIS-PRINCETON

ILLINOIS



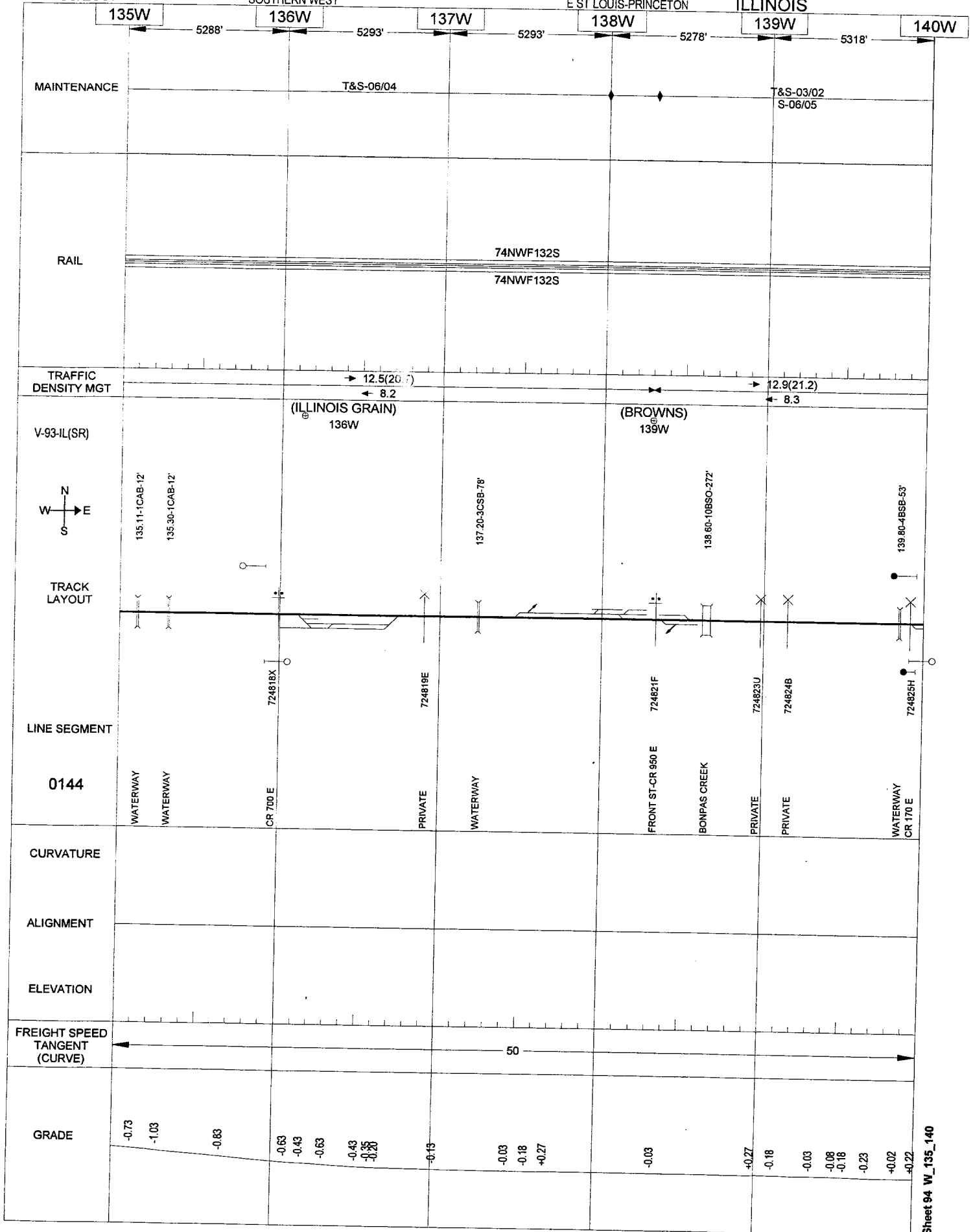
01/30/2007

218

SOUTHERN WEST

E ST LOUIS-PRINCETON

ILLINOIS



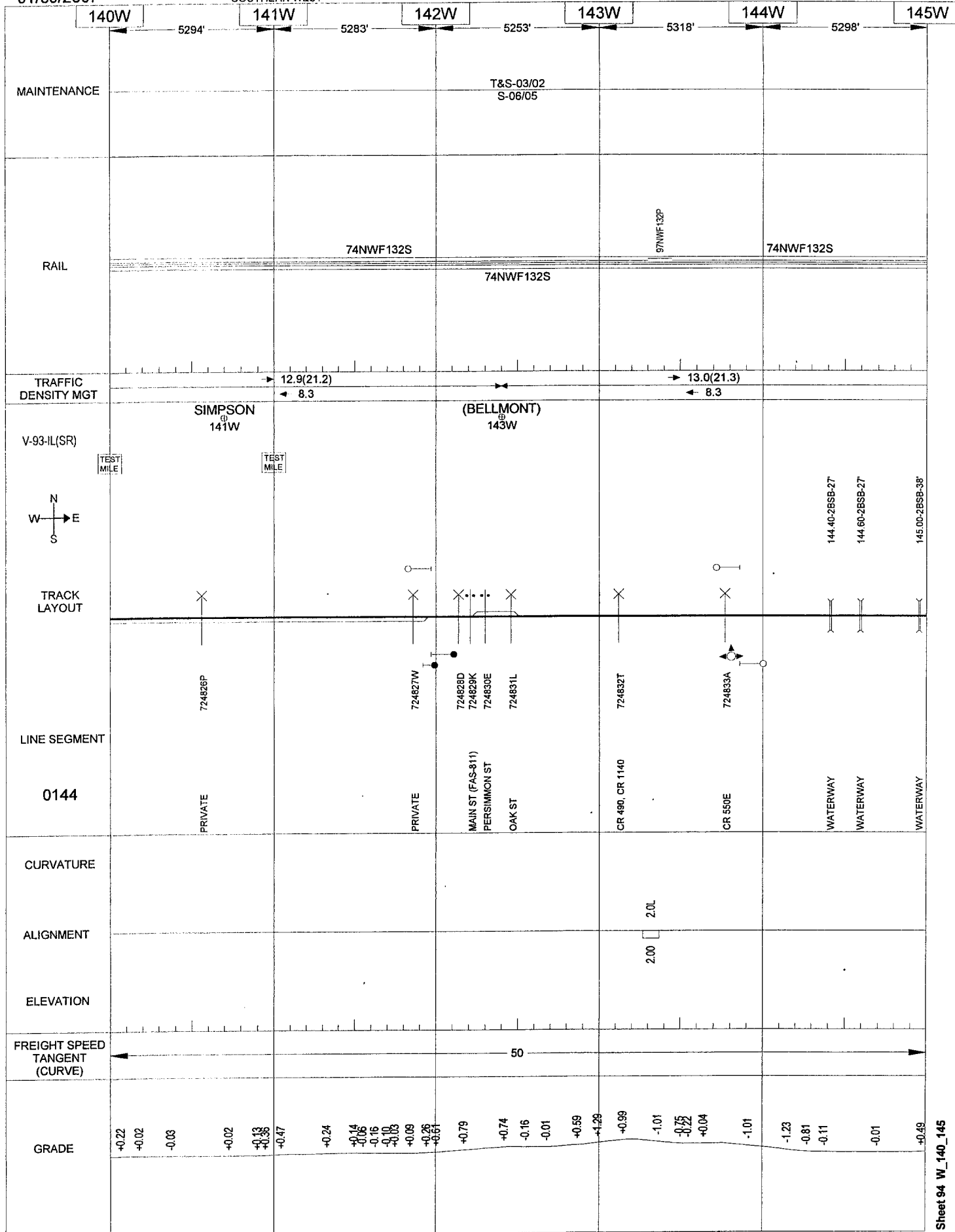
01/30/2007

SOUTHERN WEST

219

E ST LOUIS-PRINCETON

ILLINOIS





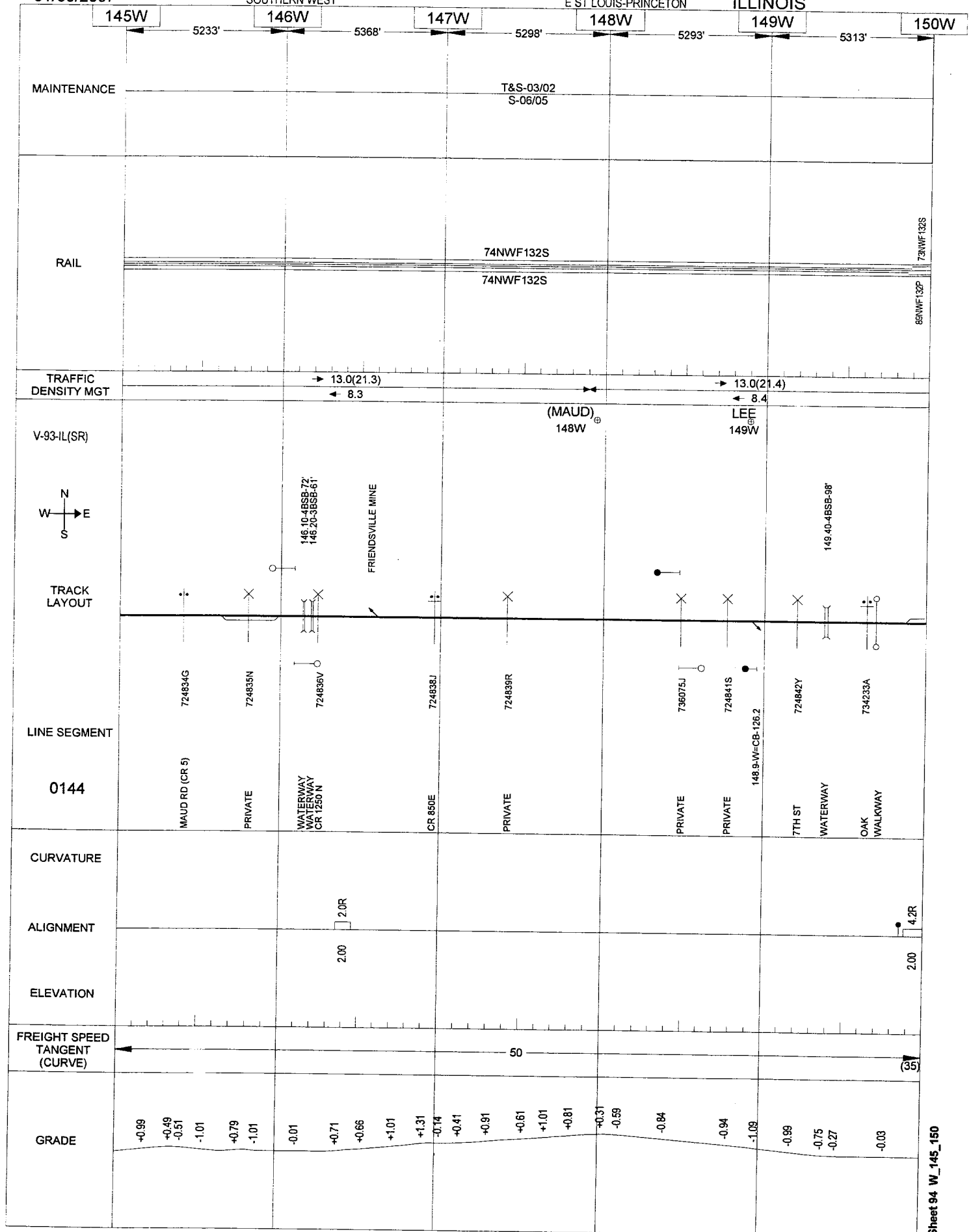
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SOUTHERN WEST

220

E ST LOUIS-PRINCETON

ILLINOIS



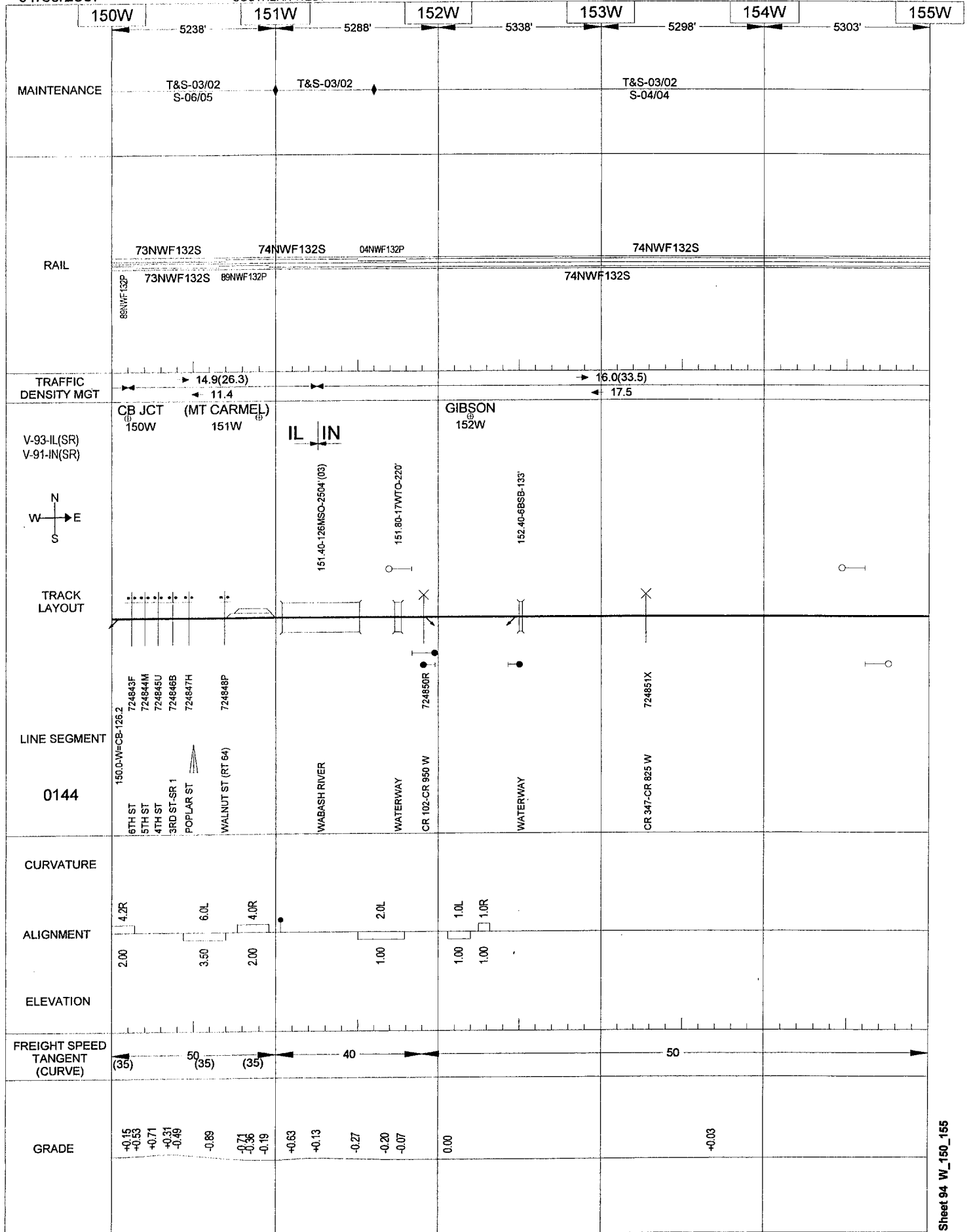
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SOUTHERN WEST

221

E ST LOUIS-PRINCETON

ILLINOIS



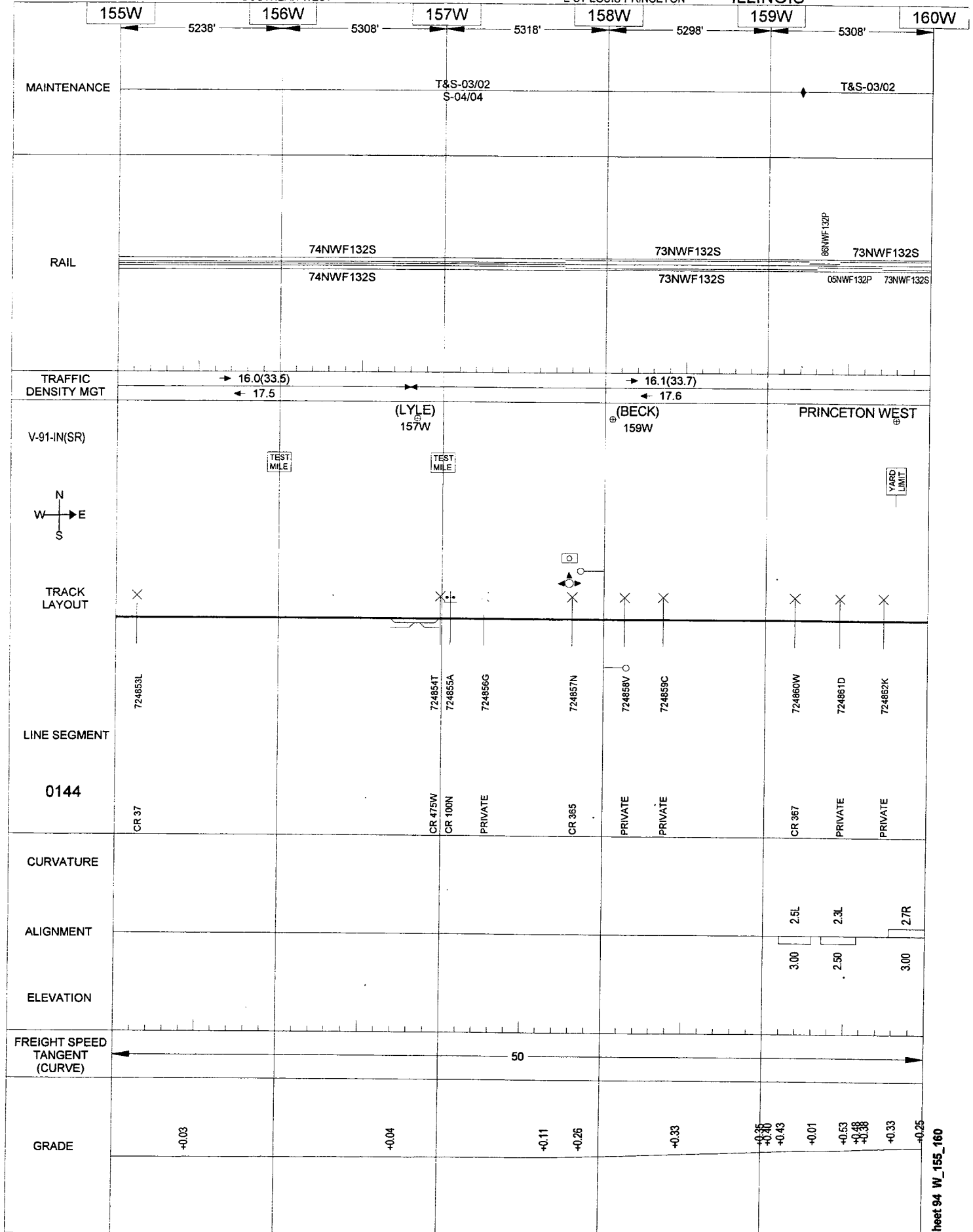
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SOUTHERN WEST

222

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ILLINOIS



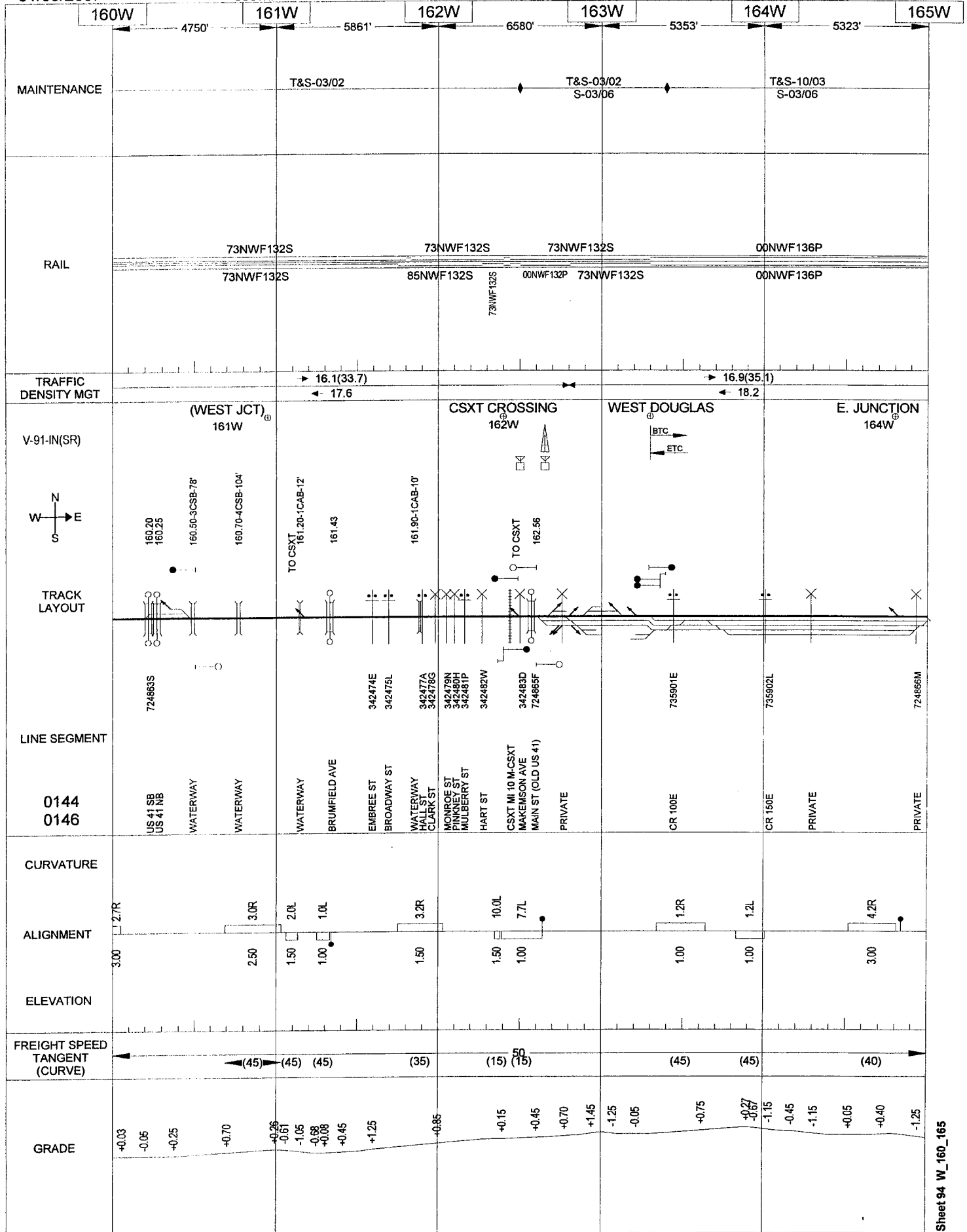
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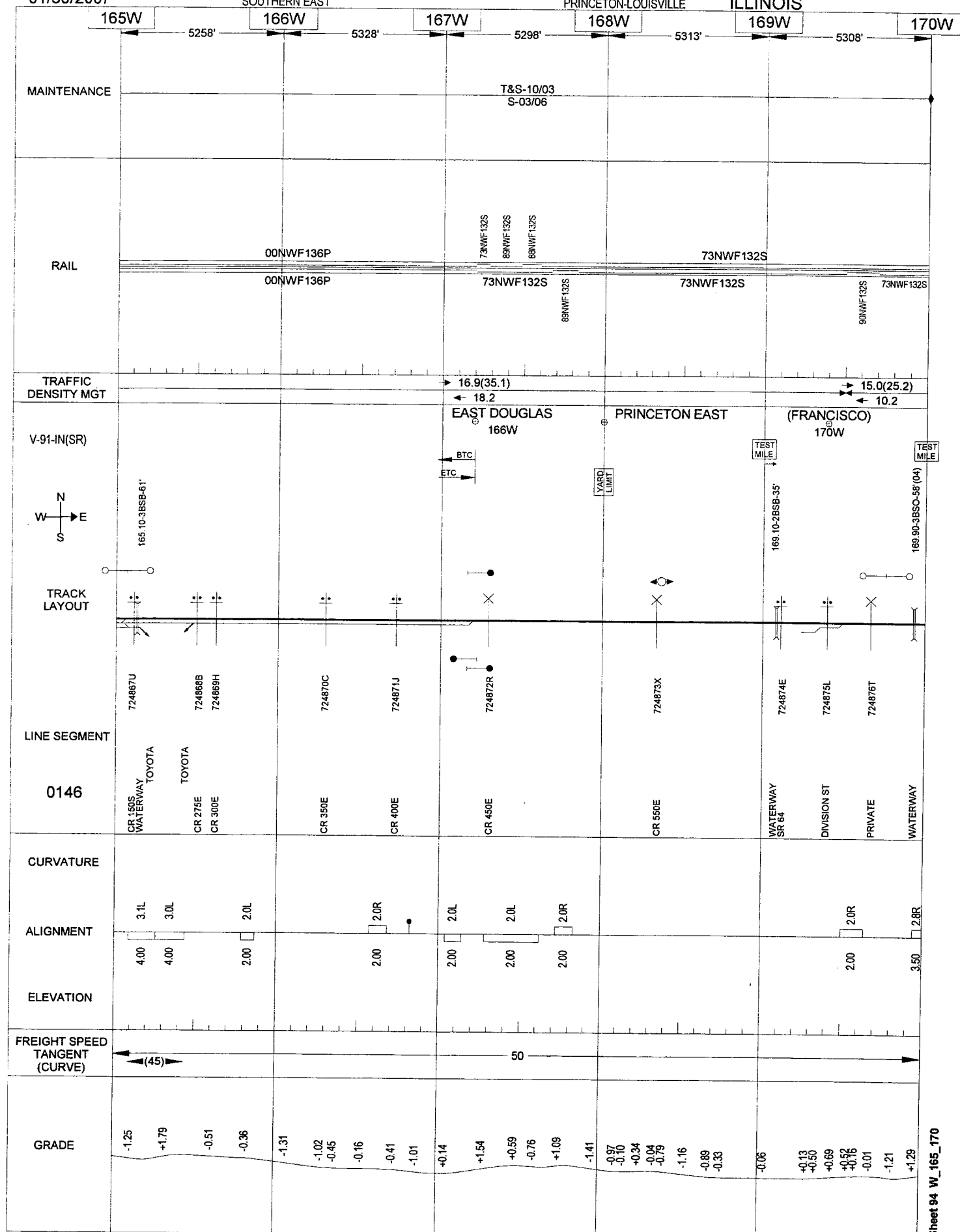
SOUTHERN EAST

223

PRINCETON-LOUISVILLE

ILLINOIS





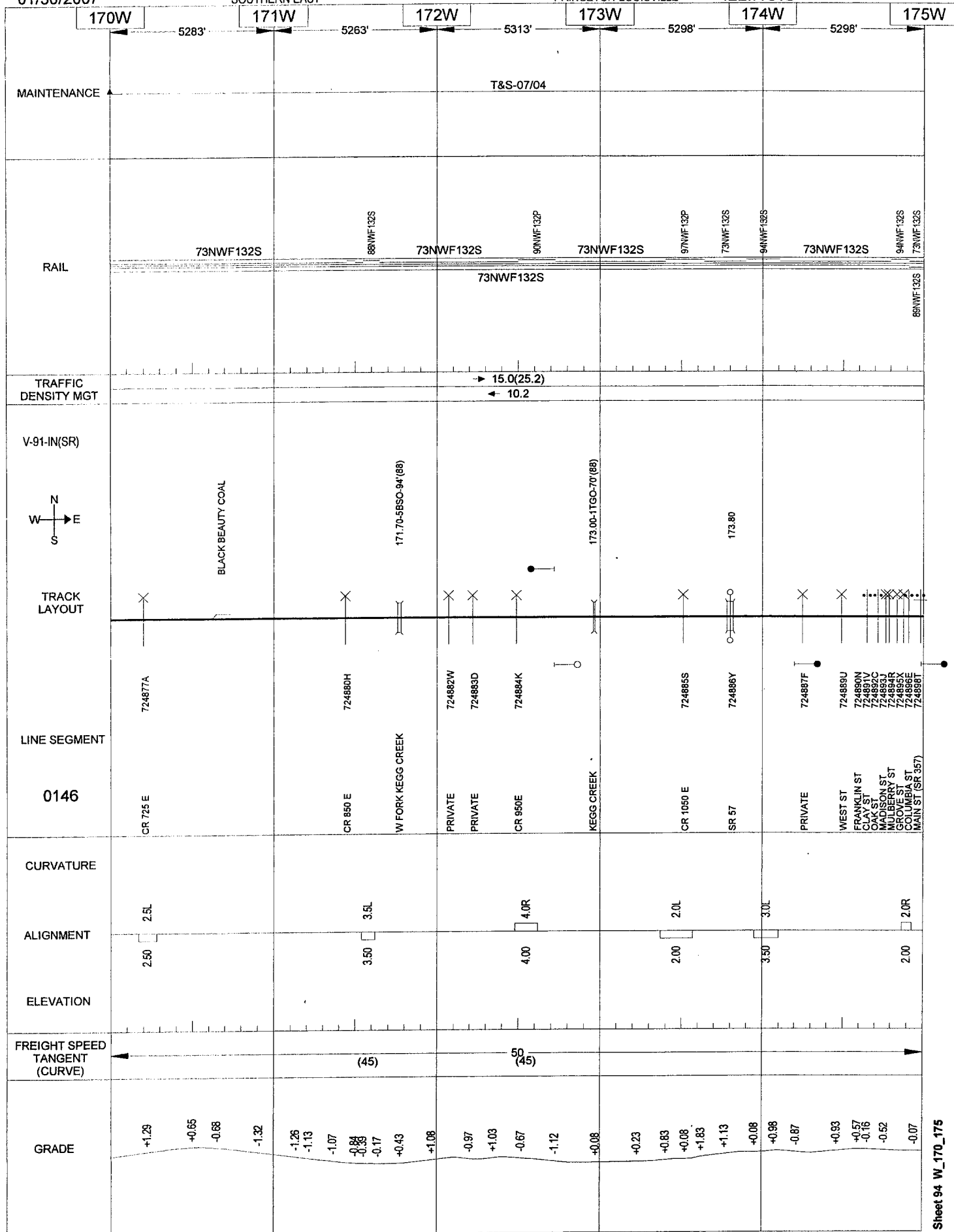
01/30/2007

SOUTHERN EAST

225

PRINCETON-LOUISVILLE

ILLINOIS



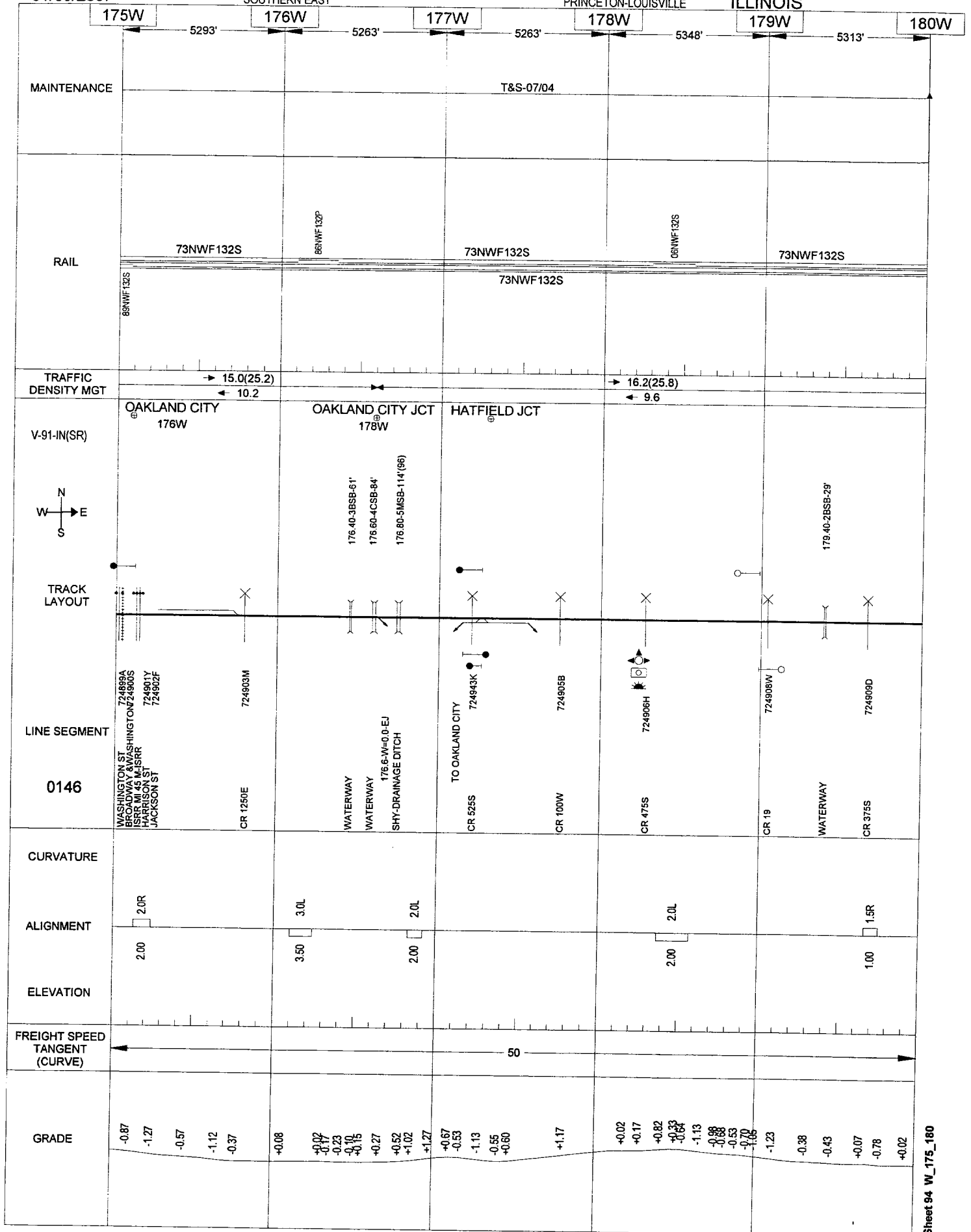
01/30/2007

SOUTHERN EAST

226

PRINCETON-LOUISVILLE

ILLINOIS



01/30/2007

SOUTHERN EAST

227

PRINCETON-LOUISVILLE

ILLINOIS

180W

181W

182W

183W

184W

185W

5605'

5052'

5218'

5288'

5298'

MAINTENANCE

T&amp;S-10/03

RAIL

73NWF132S

93NWF132P

73NWF132S

73NWF132S

93NWF132P

73NWF132S

TRAFFIC  
DENSITY MGT→ 16.2(25.8)  
← 9.6

V-91-IN(SR)

AW&W JCT<sup>⊕</sup>  
AYRSHIRE<sup>⊕</sup>  
182W(WINSLOW)<sup>⊕</sup>  
184WTEST  
MILETEST  
MILETRACK  
LAYOUT

180.30-5BSO-101'(98)

180.90-1BSO-23'

181.40-W=4.50-CJ

182.40-5BSB-86'

182.60-3BSO-160'(99)

184.80-7BSO-141'(66)

724910X

724911E

724912L

724913T

724914A

LINE SEGMENT

0146

WATERWAY

AW&amp;W RR

PRIVATE

PRIVATE

WATERWAY

MAIN ST (SR 61)  
PATOKA RIVER

INV ST #6

PRIVATE

WATERWAY

CURVATURE

ALIGNMENT

3.0R

4.0L

1.5R

1.5L

1.2R

ELEVATION

3.50

4.00

1.00

1.00

1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

(45)

50

GRADE

+0.02

+0.28

+0.81

+1.07

-0.23

+0.17

-0.88

-1.33

-1.03

-0.63

+0.17

-0.33

-0.01

+0.19

+0.84

-0.91

+0.19

+0.44

+0.64

+1.19

+0.62

-0.53

-1.11

-1.51

-0.91

+0.09

+0.04

-0.06

-0.11

+0.19

-0.01



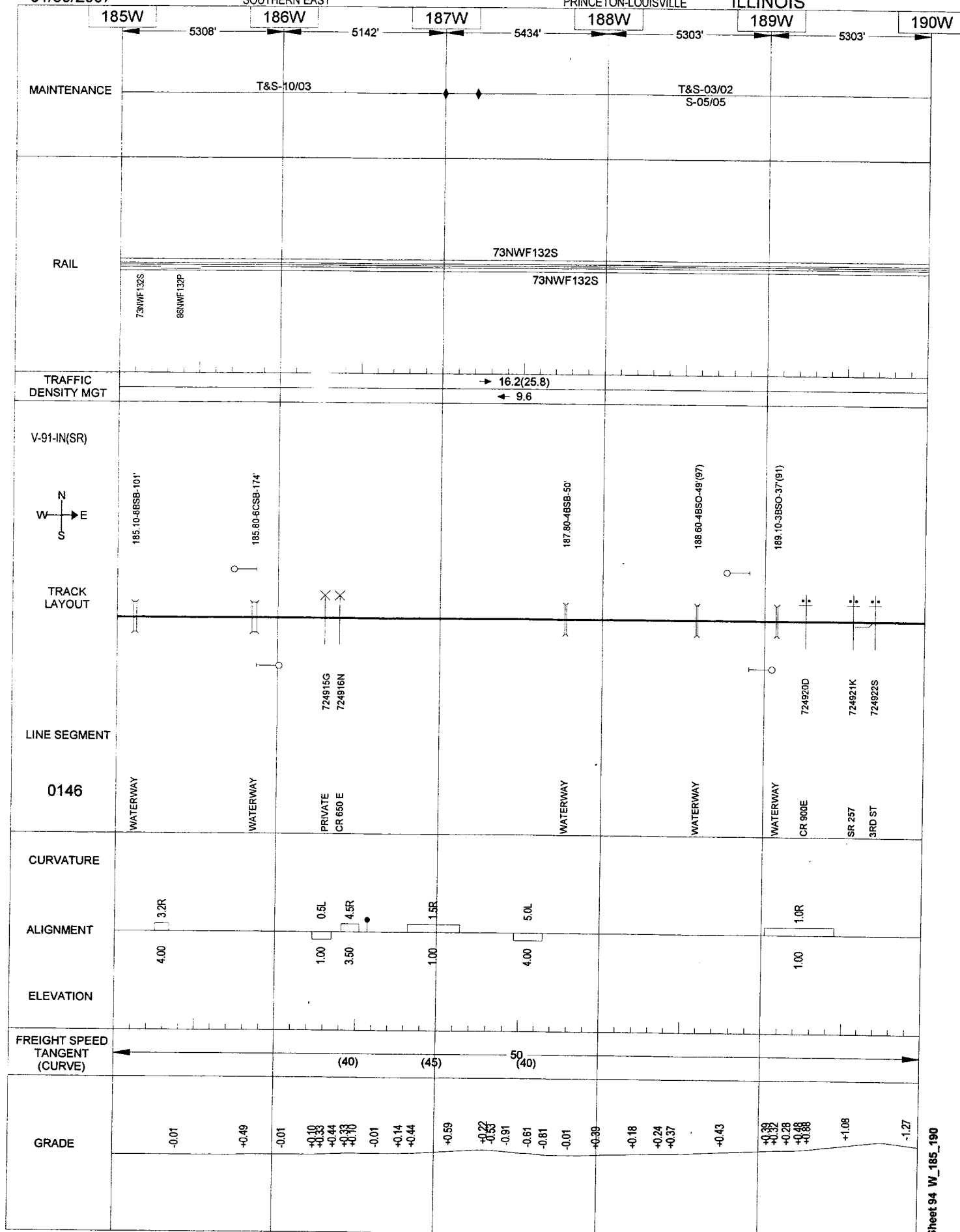
01/30/2007

228

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



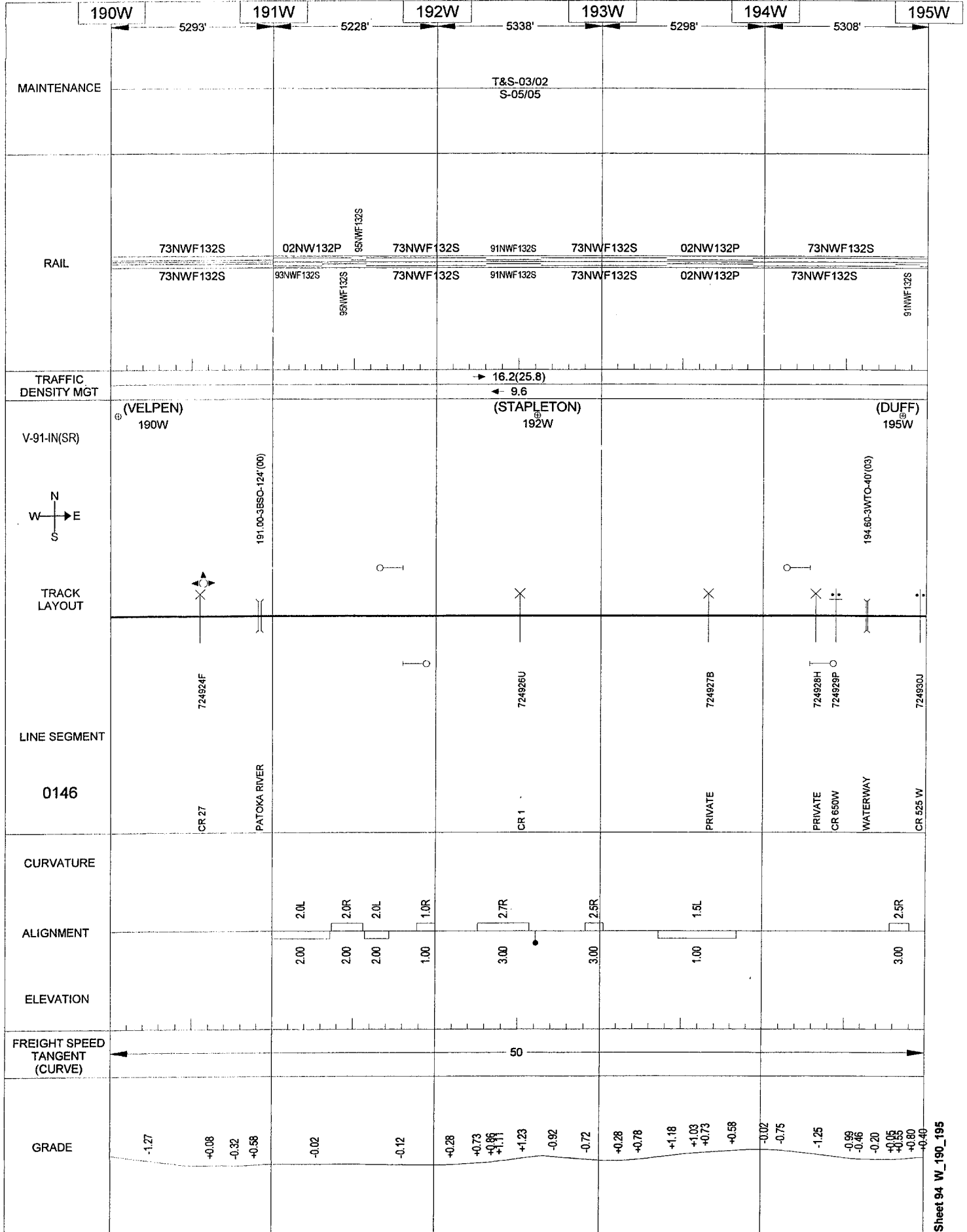
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SOUTHERN EAST

229

PRINCETON-LOUISVILLE

ILLINOIS



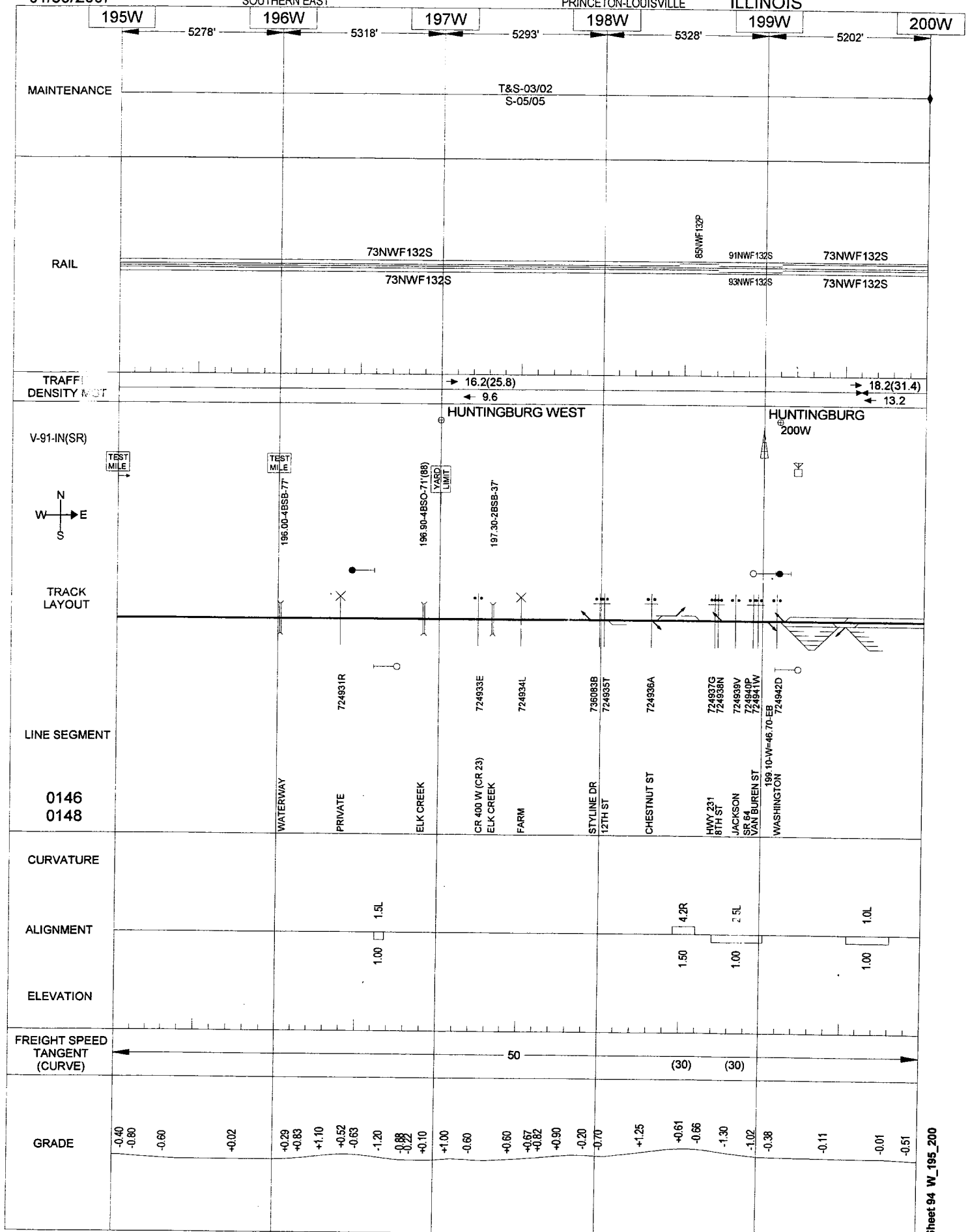
01/30/2007

230

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



01/30/2007

SOUTHERN EAST

231

PRINCETON-LOUISVILLE

ILLINOIS

200W

201W

202W

203W

204W

205W

5358'

5278'

5207'

5439'

5228'

MAINTENANCE

T&amp;S-08/01

RAIL

73NWF132S

73NWF132P

04NWF132P

73NWF132P

73NWF132S

73NWF132P

05NWF132P

73NWF132P

01NWF132P

73NWF132P

TRAFFIC  
DENSITY MGT→ 18.2(31.4)  
← 13.2

V-91-IN(SR)

HUNTINGBURG EAST

(BRETZVILLE)  
204W

200.30-7MSB-171'

201.00-5BSB-125'

201.30-4BSO-71'(93)

202.10-1CAB-10'

203.30

TRACK  
LAYOUT

LINE SEGMENT

0148

HUNLY-SHORT CREEK

CR 129

HUNLY-SHORT CREEK

WATERWAY

PATOKA

PRIVATE WATERWAY

CR 100 E

SR 162

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

-0.34  
-0.02  
-0.19

-0.11

+0.35

+0.84

+1.09

-0.19

-0.84

+0.50

-0.17

-0.51

-0.19

+0.47

+0.79

-0.19

+1.24

+1.59

+1.49

+1.39

+1.29

+1.09

+0.99

-1.37

-0.07

-1.57

-0.87

-1.67

1.50

1.8R

3.00

2.7L

1.00

1.0L

1.00

3.8R

1.50

4.0L

1.50

3.9L

1.50

4.0L

1.50

5.0R

1.50

5.1R

1.50

5.0L

50

(30)

(30)

(30)

(30)

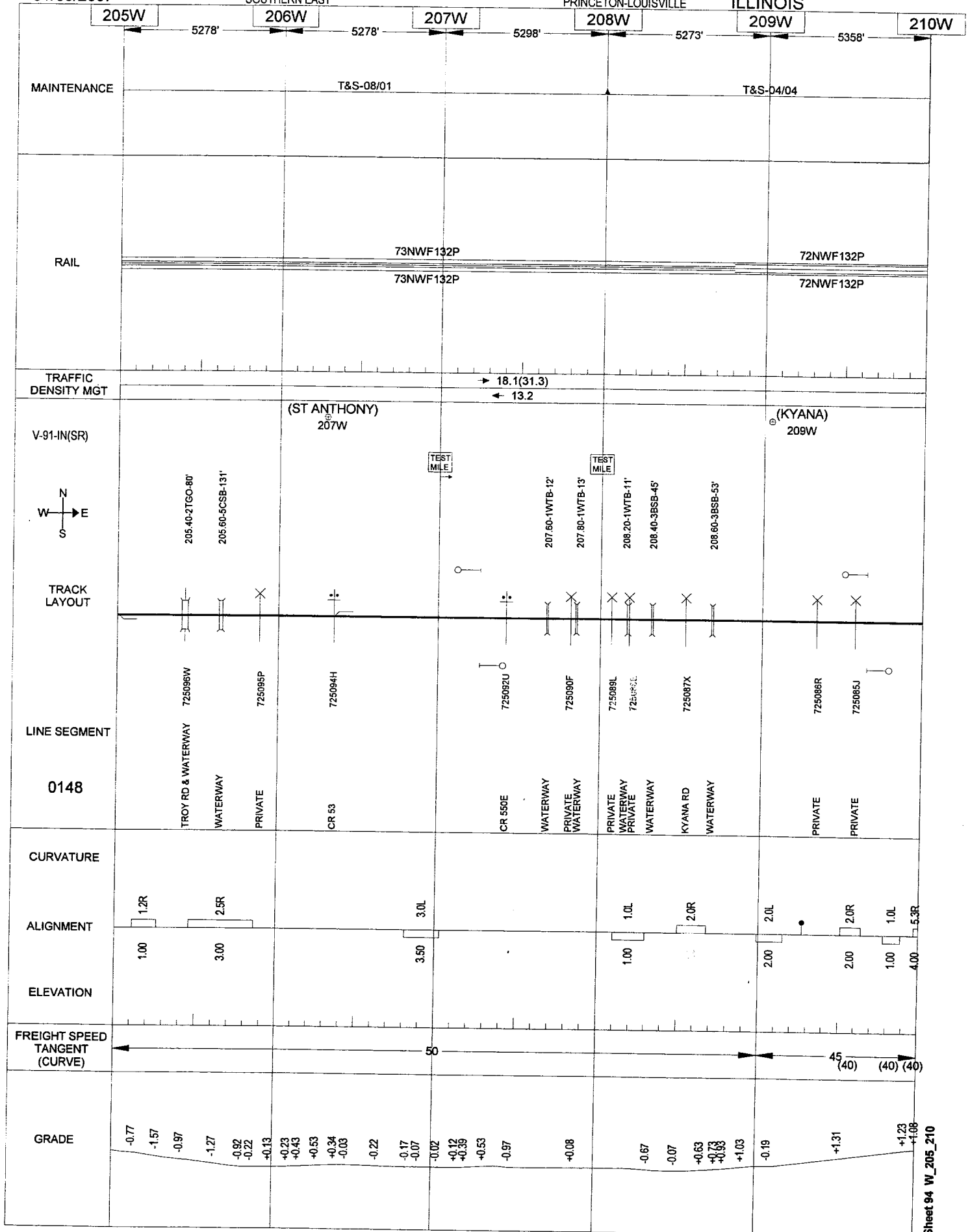
01/30/2007

232

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



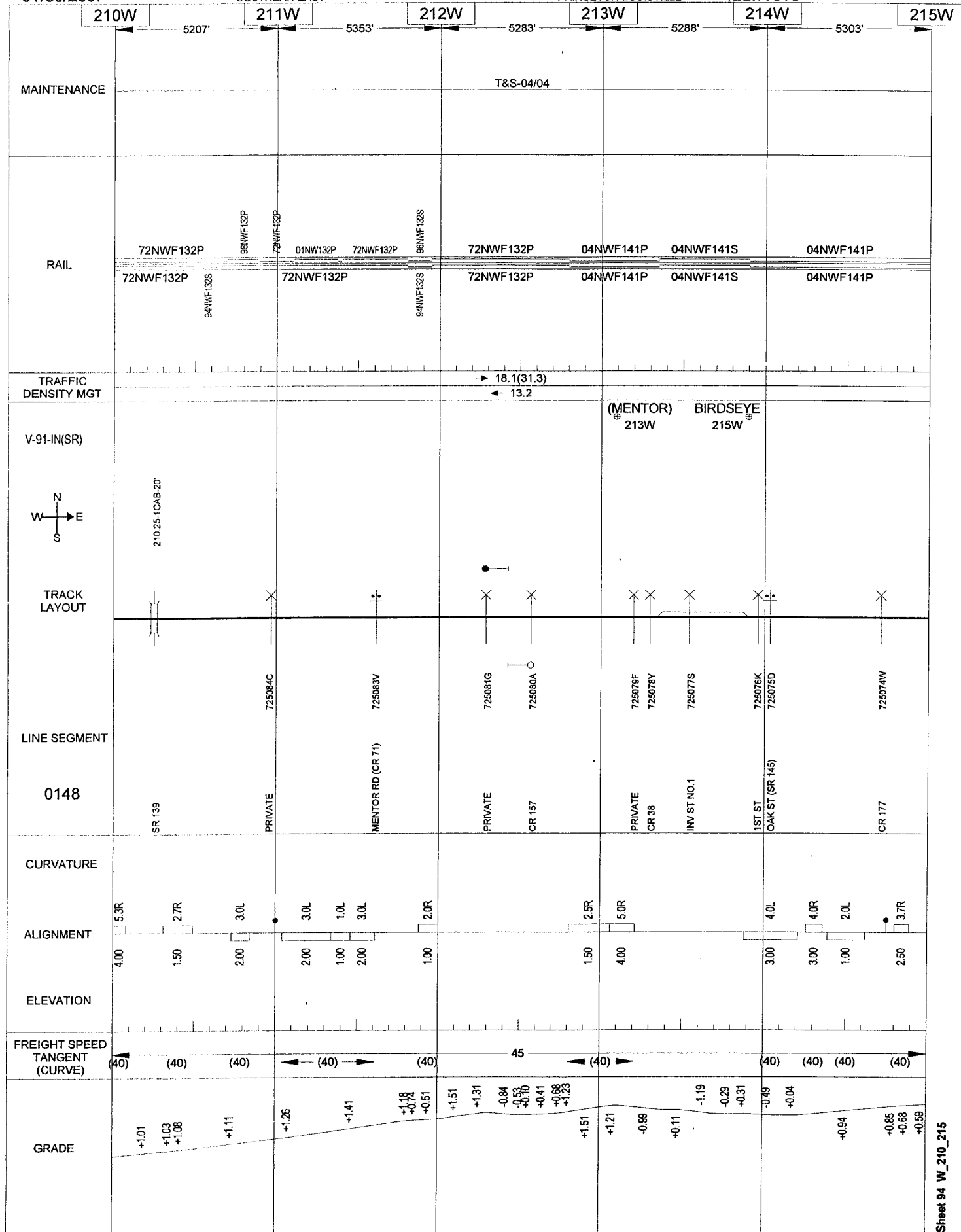
01/30/2007

SOUTHERN EAST

233

PRINCETON-LOUISVILLE

ILLINOIS



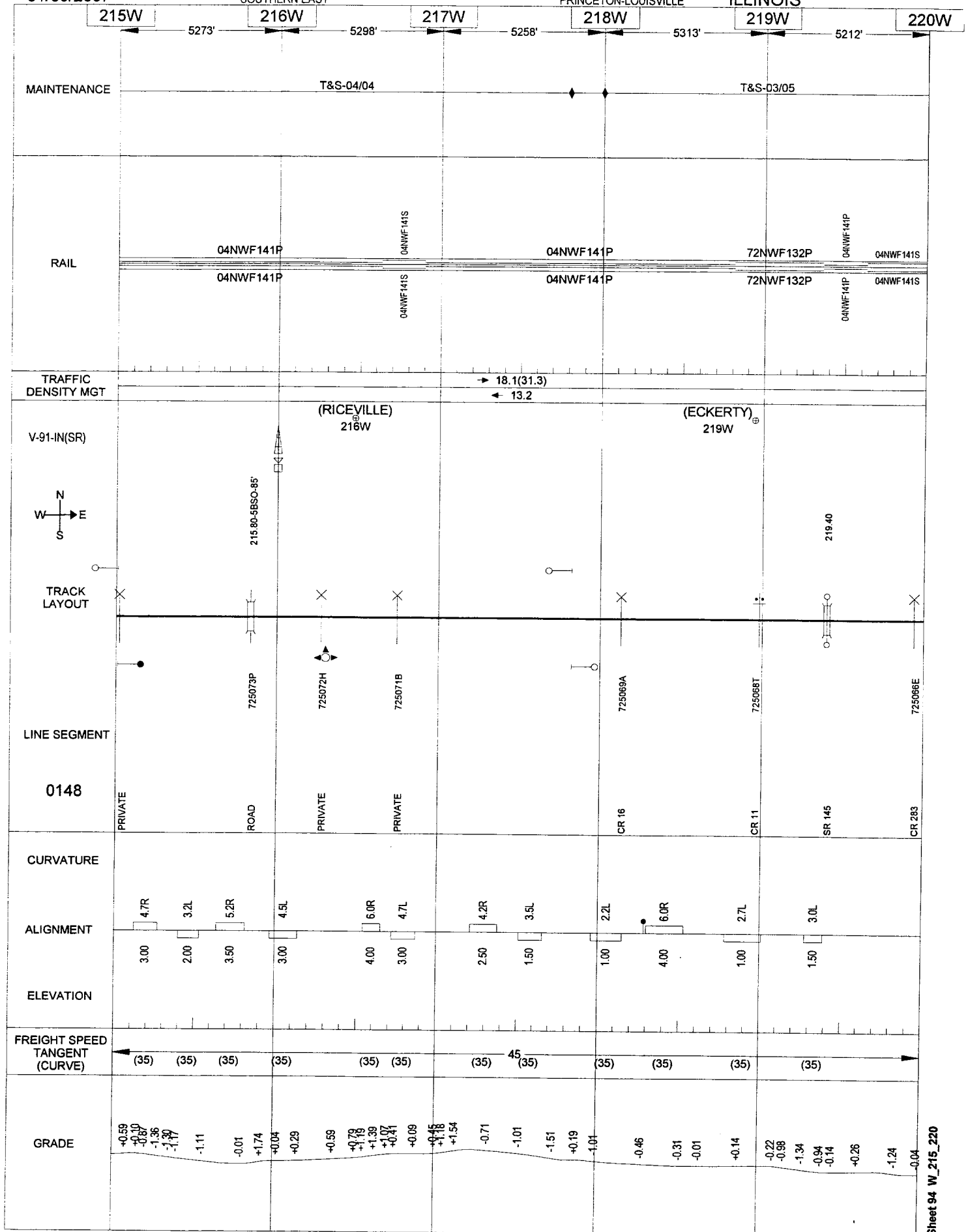
01/30/2007

234

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



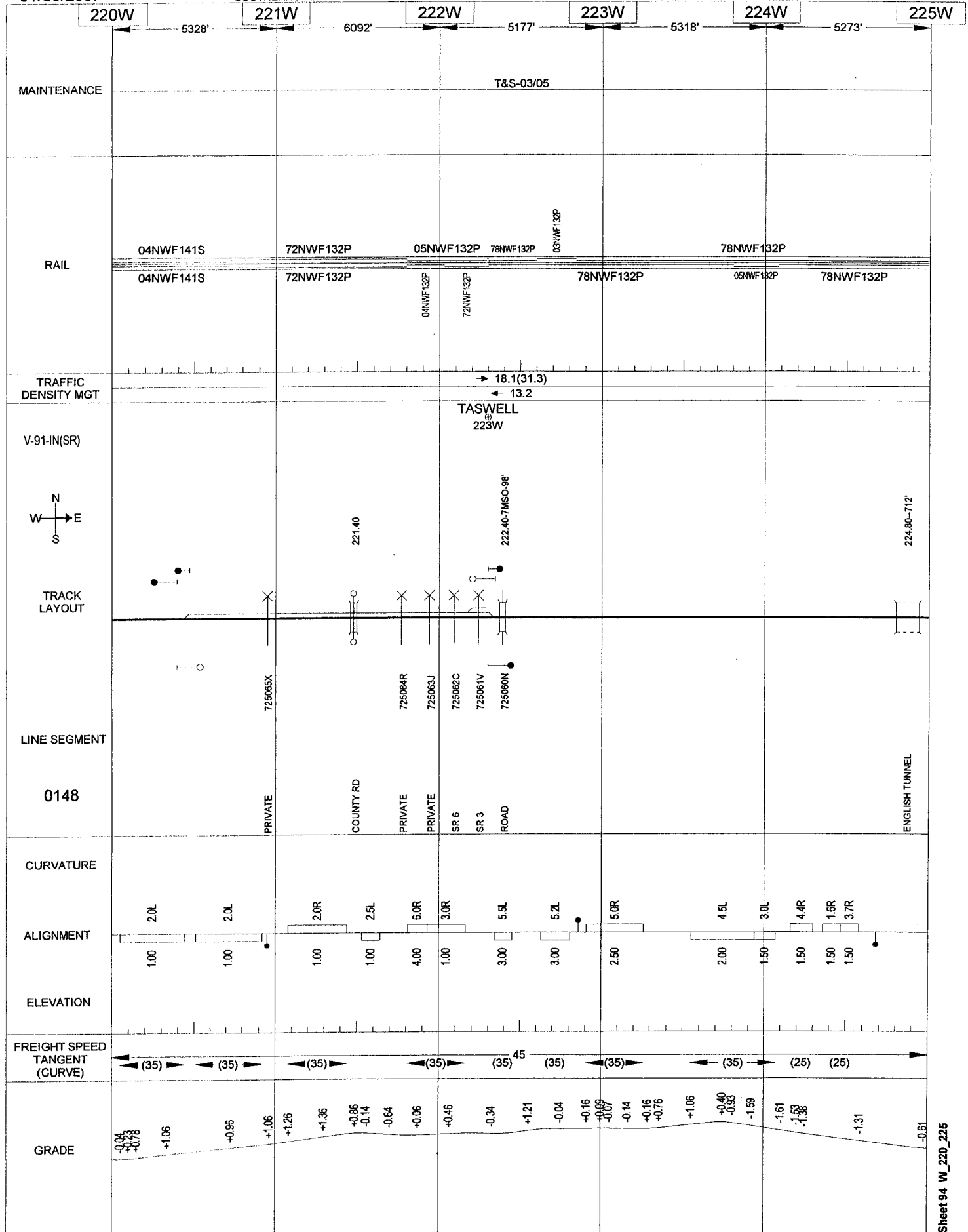
01/30/2007

SOUTHERN EAST

235

PRINCETON-LOUISVILLE

ILLINOIS





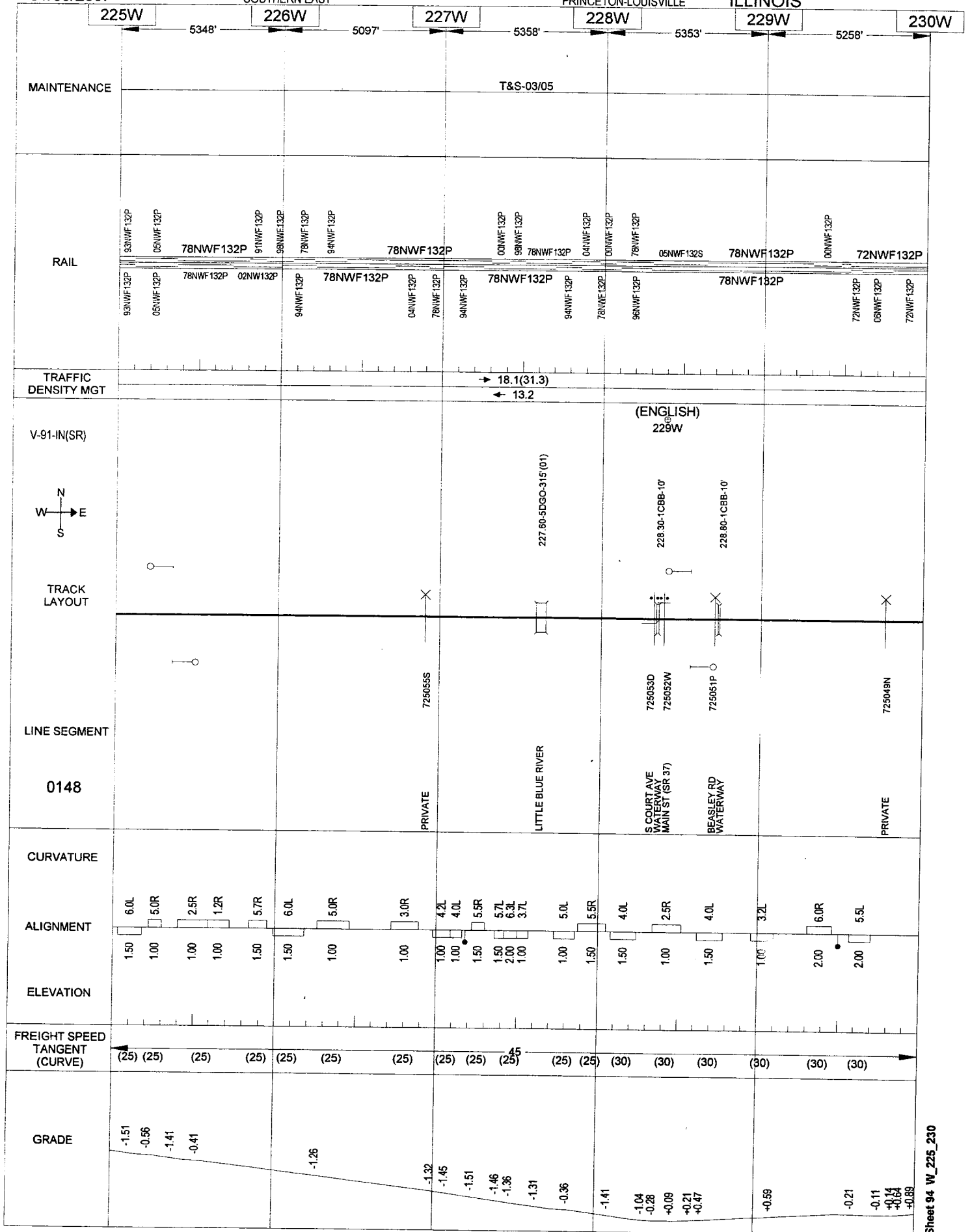
01/30/2007

236

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



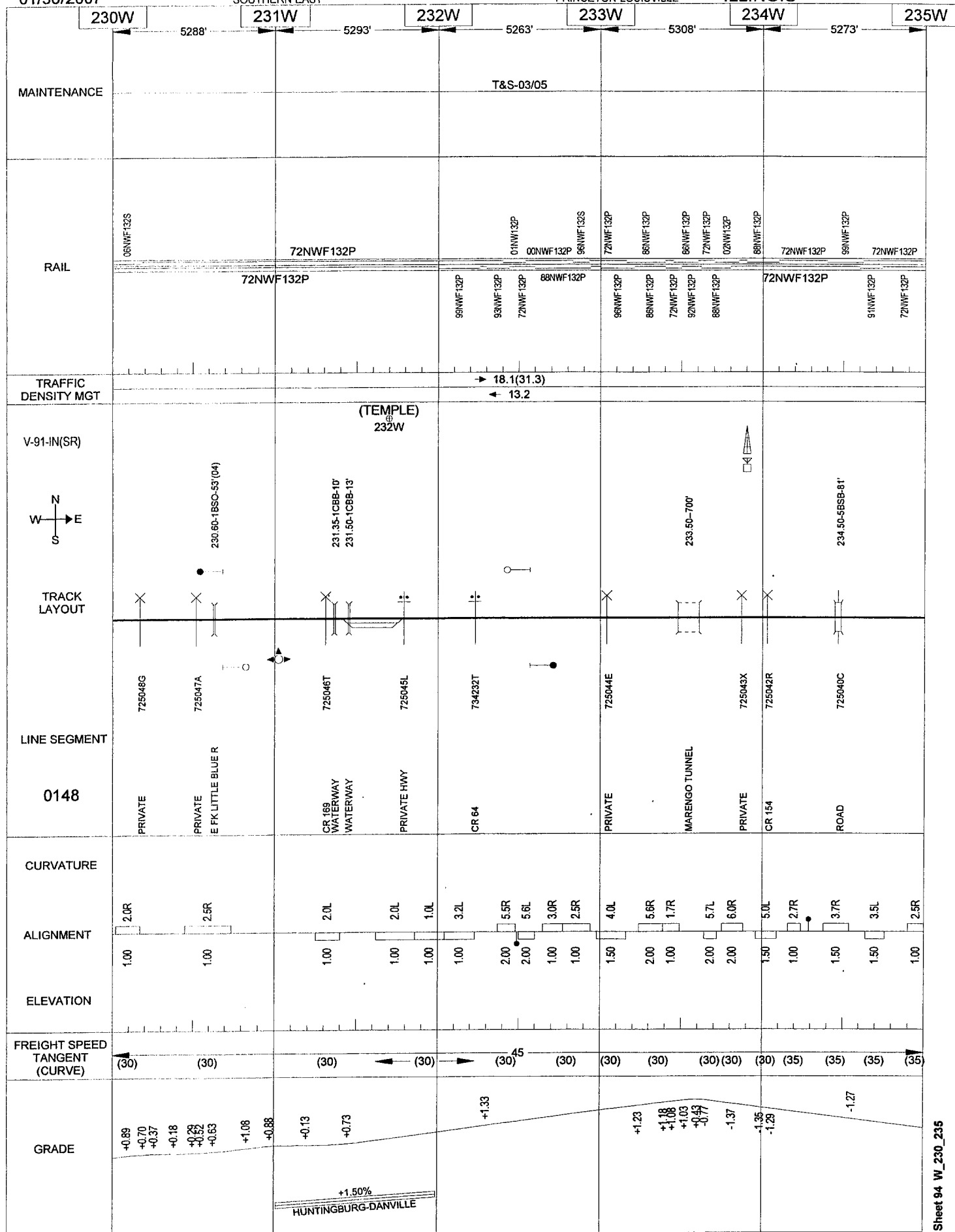
01/30/2007

SOUTHERN EAST

237

PRINCETON-LOUISVILLE

ILLINOIS



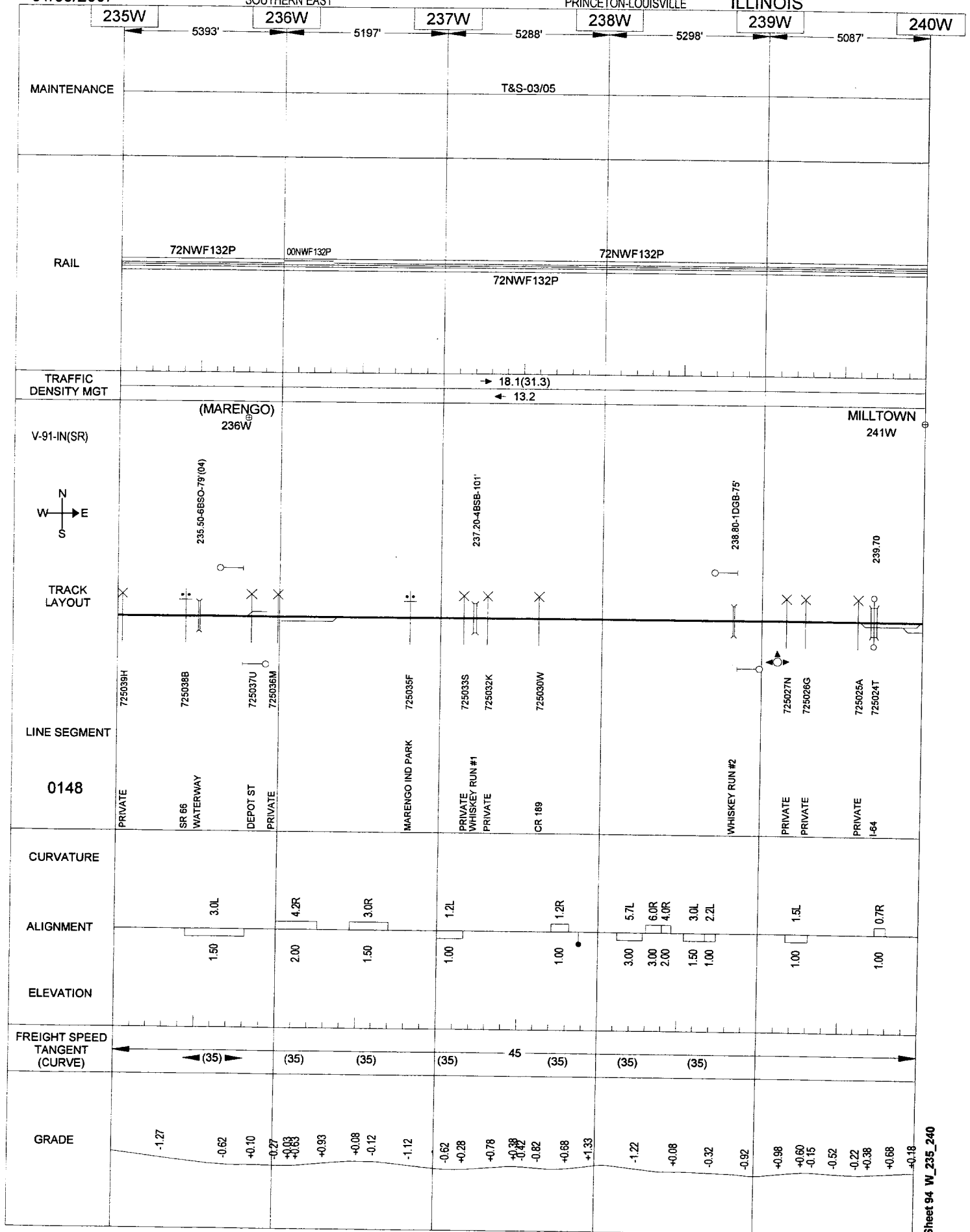
01/30/2007

238

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



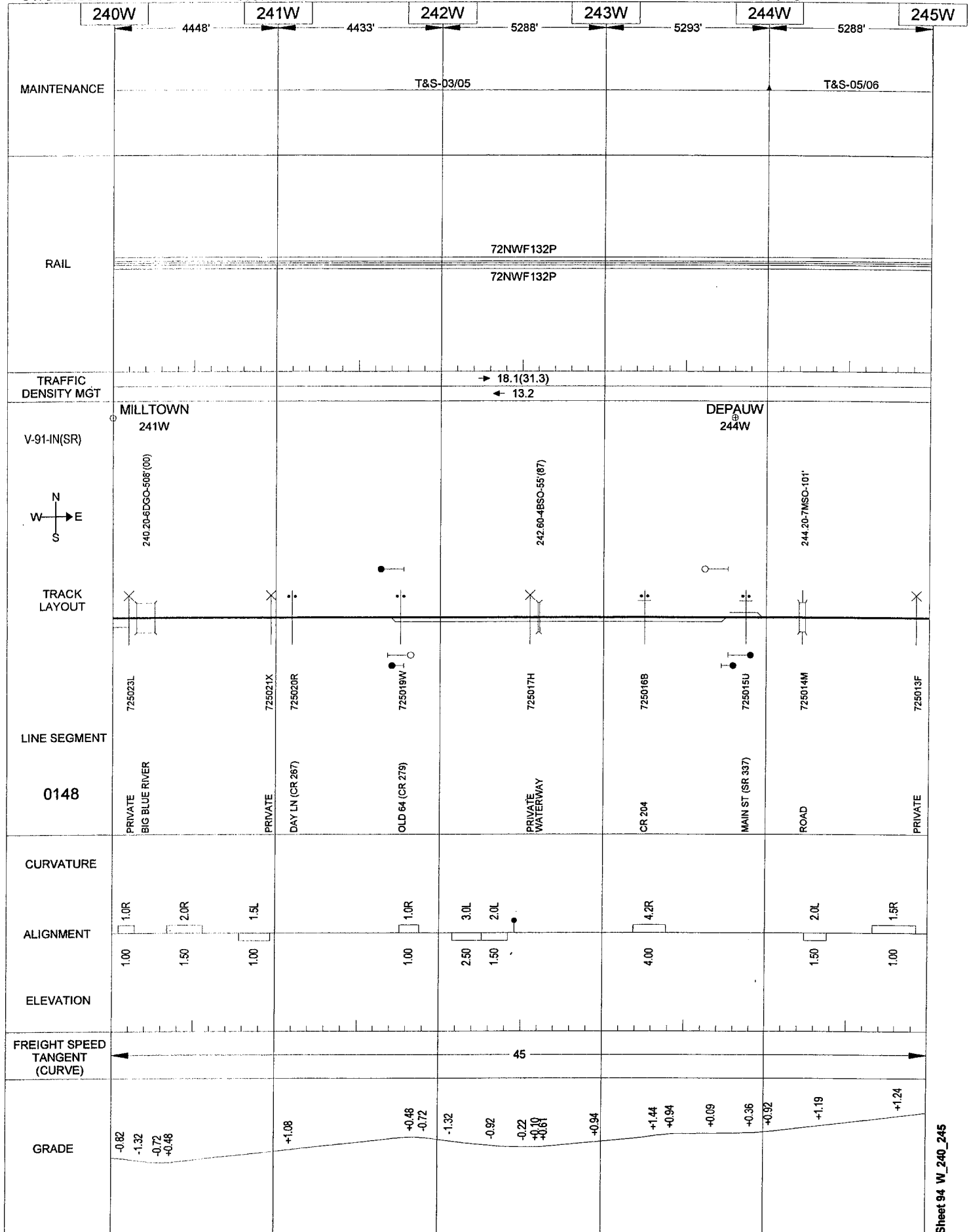
01/30/2007

SOUTHERN EAST

239

PRINCETON-LOUISVILLE

ILLINOIS



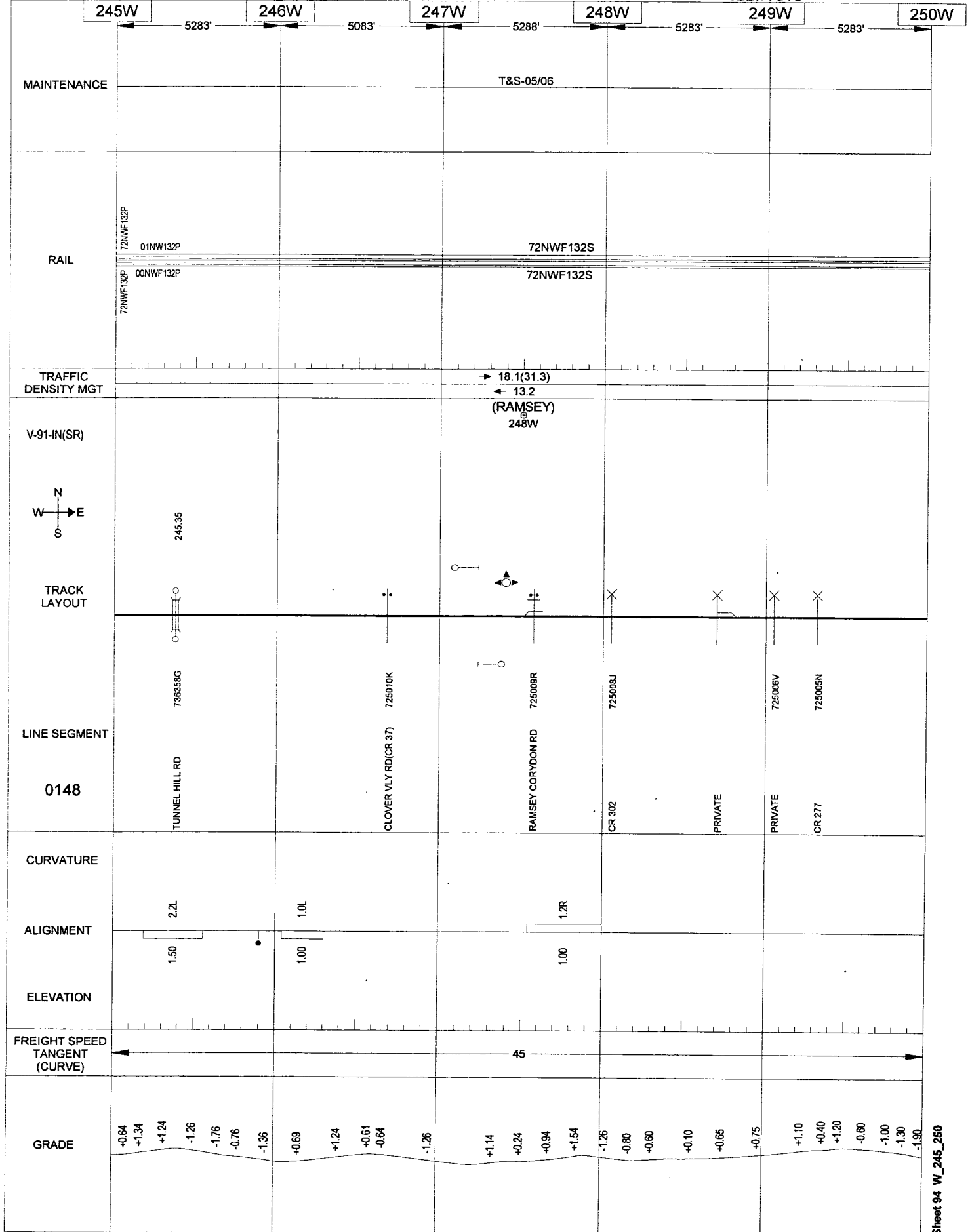
01/30/2007

240

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



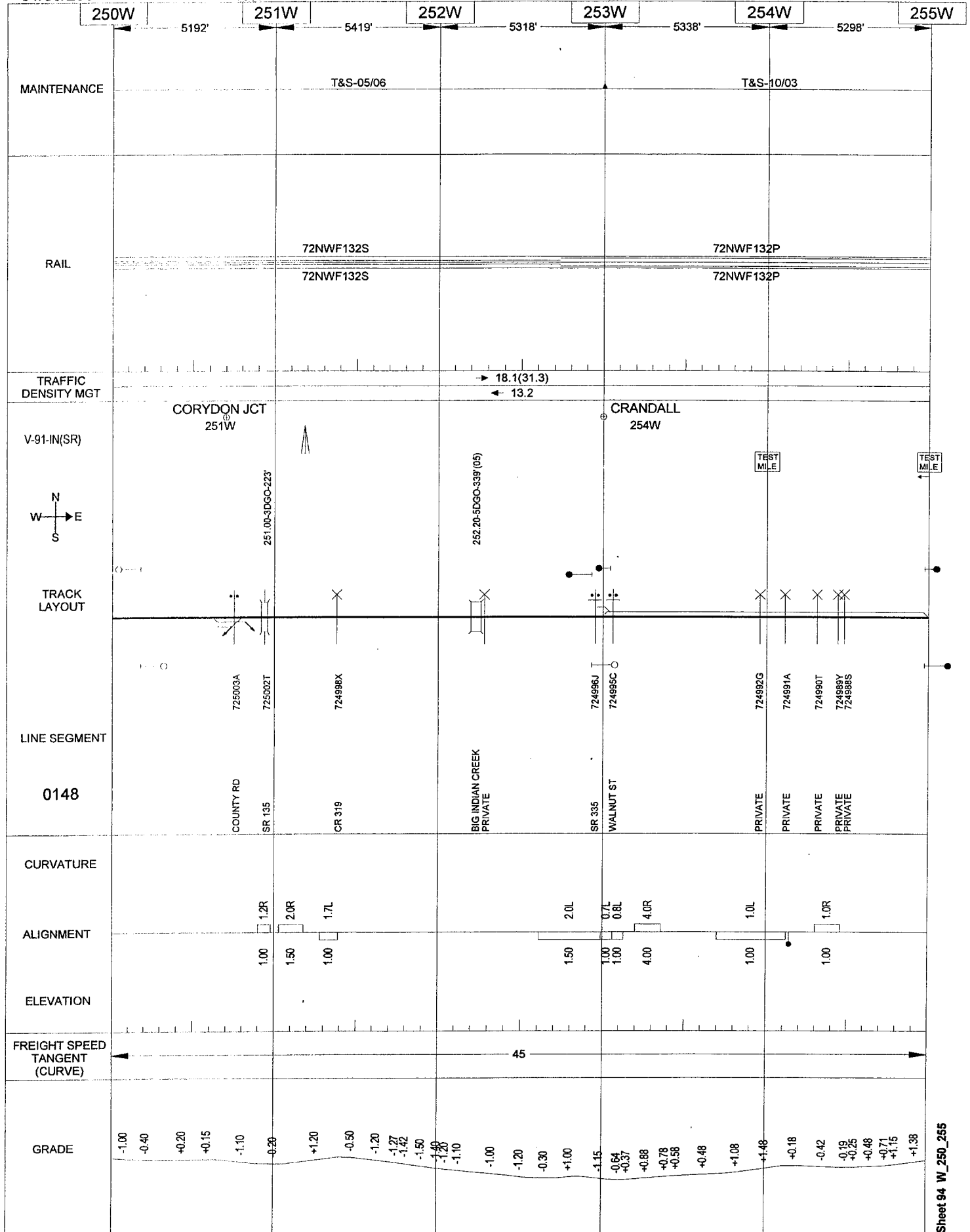
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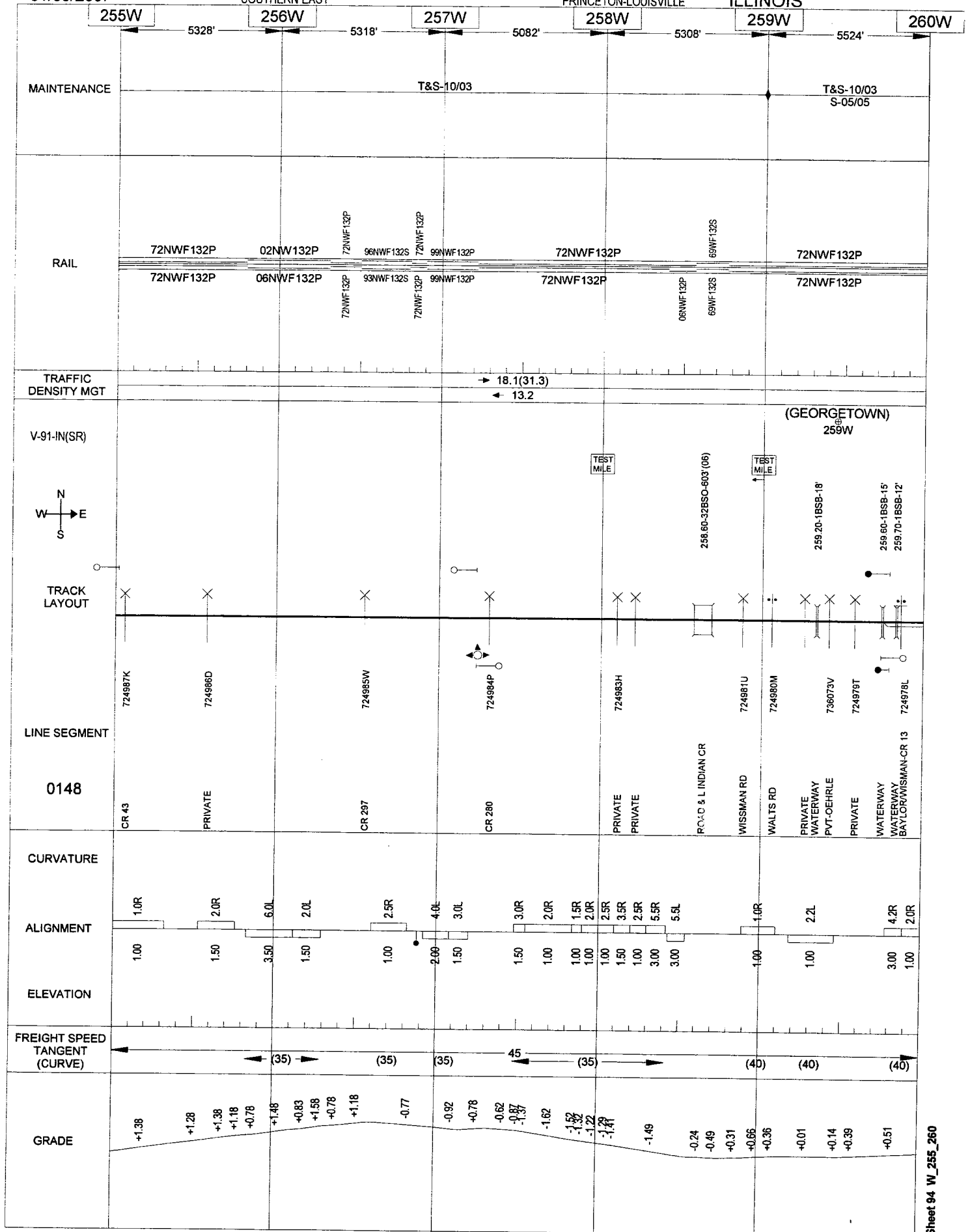
SOUTHERN EAST

241

PRINCETON-LOUISVILLE

ILLINOIS





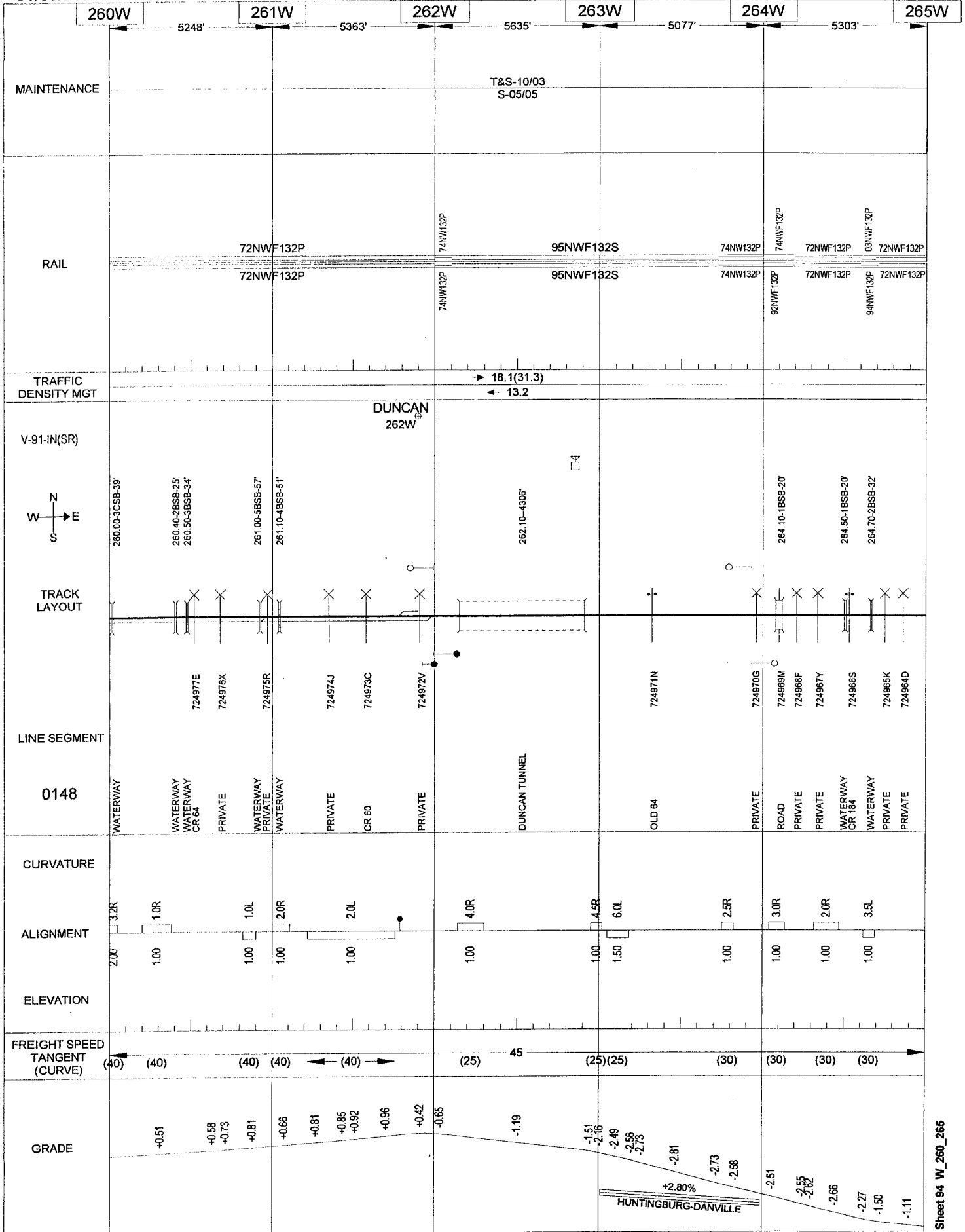
01/30/2007

SOUTHERN EAST

243

PRINCETON-LOUISVILLE

ILLINOIS





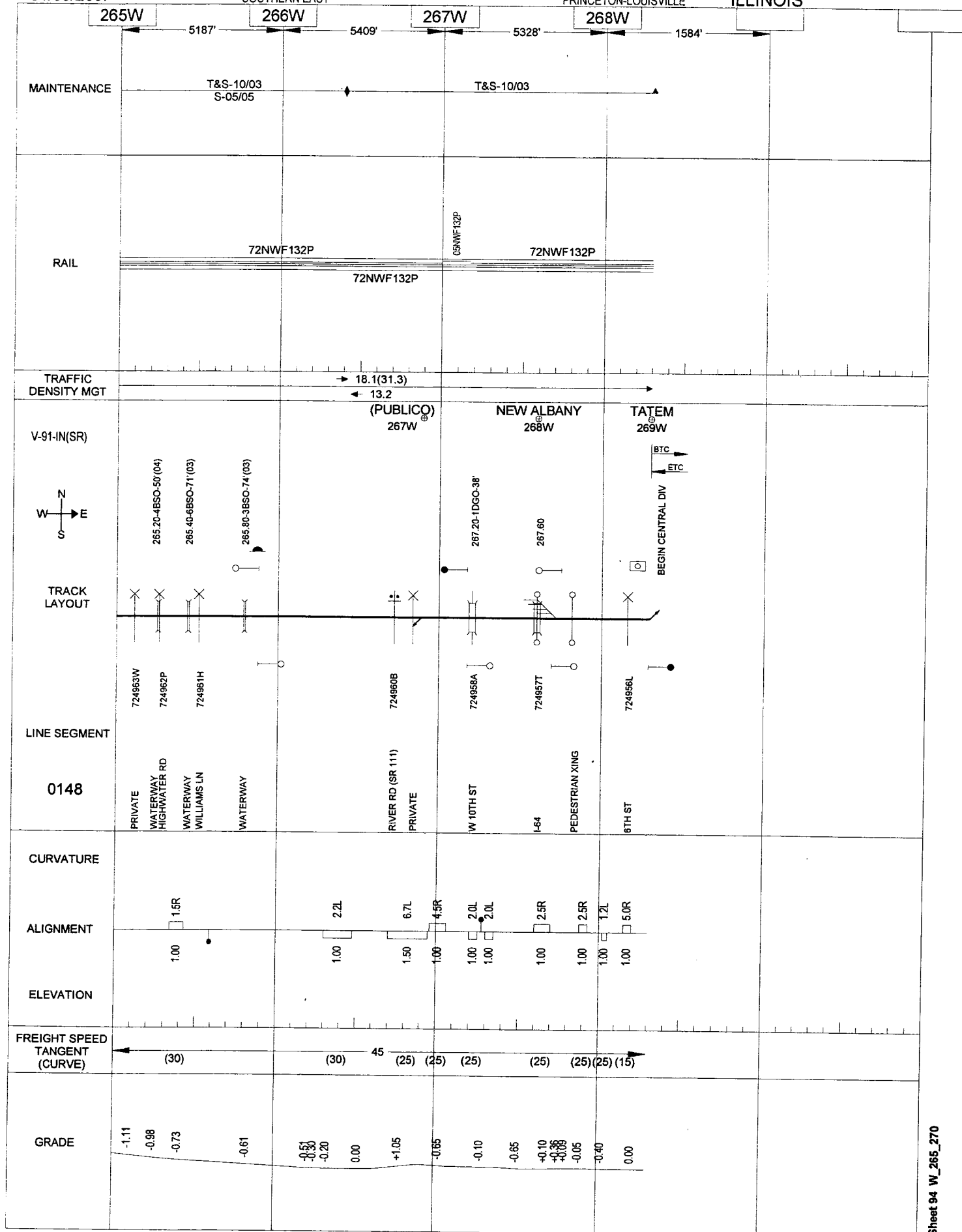
01/30/2007

244

SOUTHERN EAST

PRINCETON-LOUISVILLE

ILLINOIS



01/30/2007

BROOKLYN

245  
VC BELT

DYKE JCT-BROOKLYN

ILLINOIS

VCC

VC

VC.

VC

VC

VC5

5280'

5280'

- 5280'

5280

— 5280

## MAINTENANCE

T&amp;S-04/95

RAIL

82RW132S

82RW132S

## TRAFFIC DENSITY MGT

→ 2.8(5.7)

## WILLOWS

A&E MAIN  
BIG BEND

DYKE JCT  
VC0

WEST WYE TO DYKE BR.

## TRACK LAYOUT

VC-0.00=4.67-W

LINE SEGMENT

7938

## CURVATURE

## ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

01/30/2007

BROOKLYN

246

VC BELT

DYKE JCT-BROOKLYN

ILLINOIS

VC5

5280'

MAINTENANCE

T&amp;S-04/95

RAIL

82RW132S

82RW132S

TRAFFIC  
DENSITY MGT→ 2.8(5.7)  
← 2.9VC BELT JCT  
(BROOKLYN)N  
W — E  
STRACK  
LAYOUT

X

LINE SEGMENT

7938

2ND ST/ADAMS ST-SR 3 724534T

VC-5.60=D-483.55

CURVATURE

ALIGNMENT

6.0R  
0.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

← 20 →

GRADE

0.00



01/30/2007

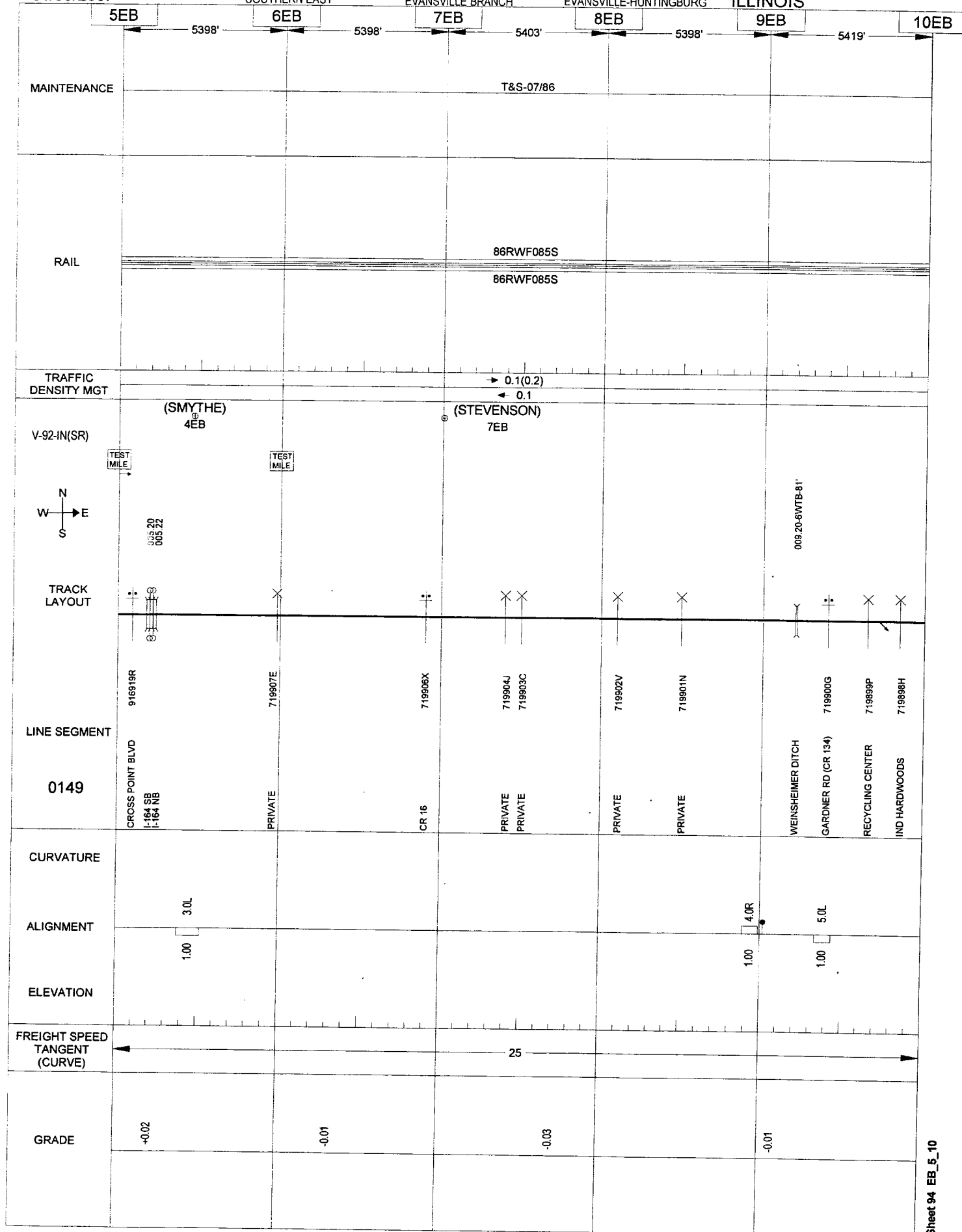
248

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

SOUTHERN EAST

249  
EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

10EB

11EB

12EB

13EB

14EB

15EB

5398'

5419'

5429'

5388'

5398'

MAINTENANCE

T&amp;S-07/86

RAIL

86RWF085S

86RWF085S

TRAFFIC  
DENSITY MGT→ 0.1(0.2)  
← 0.1

V-92-IN(SR)

(KORFF)  
10EB(CHANDLER)  
12EB(DEFOREST)  
13EBN  
W → E  
S

010.30-3WTB-40'

013.80-1CBB-10'

INDUSTRIAL LEAD

TRACK  
LAYOUT

LINE SEGMENT

0149

719896U  
W DELAWARE ST  
PRIVATE719895M  
719894F  
S ILLINOIS  
S STATE ST735953W  
CHANDLER735952P  
CR 113735951H  
PRIVATE735950B  
CR 127735949G  
PRIVATE735948A  
WATERWAY  
CR 23

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

2.0R

2.0R

2.0L

2.0L

25

GRADE

-0.01

-0.81

-0.01

-0.27

+0.78

+0.72

+0.62

+0.56

+0.70

+0.99

+1.13

+0.24

+1.11

-1.23

-1.17

-1.06

-1.01

-0.76

-0.90

-0.44

+0.16

-0.65

-0.57

-0.41

-0.33

-0.24

-0.06

+0.03

+0.21

+0.57

+0.75

+0.29

-0.66

01/30/2007

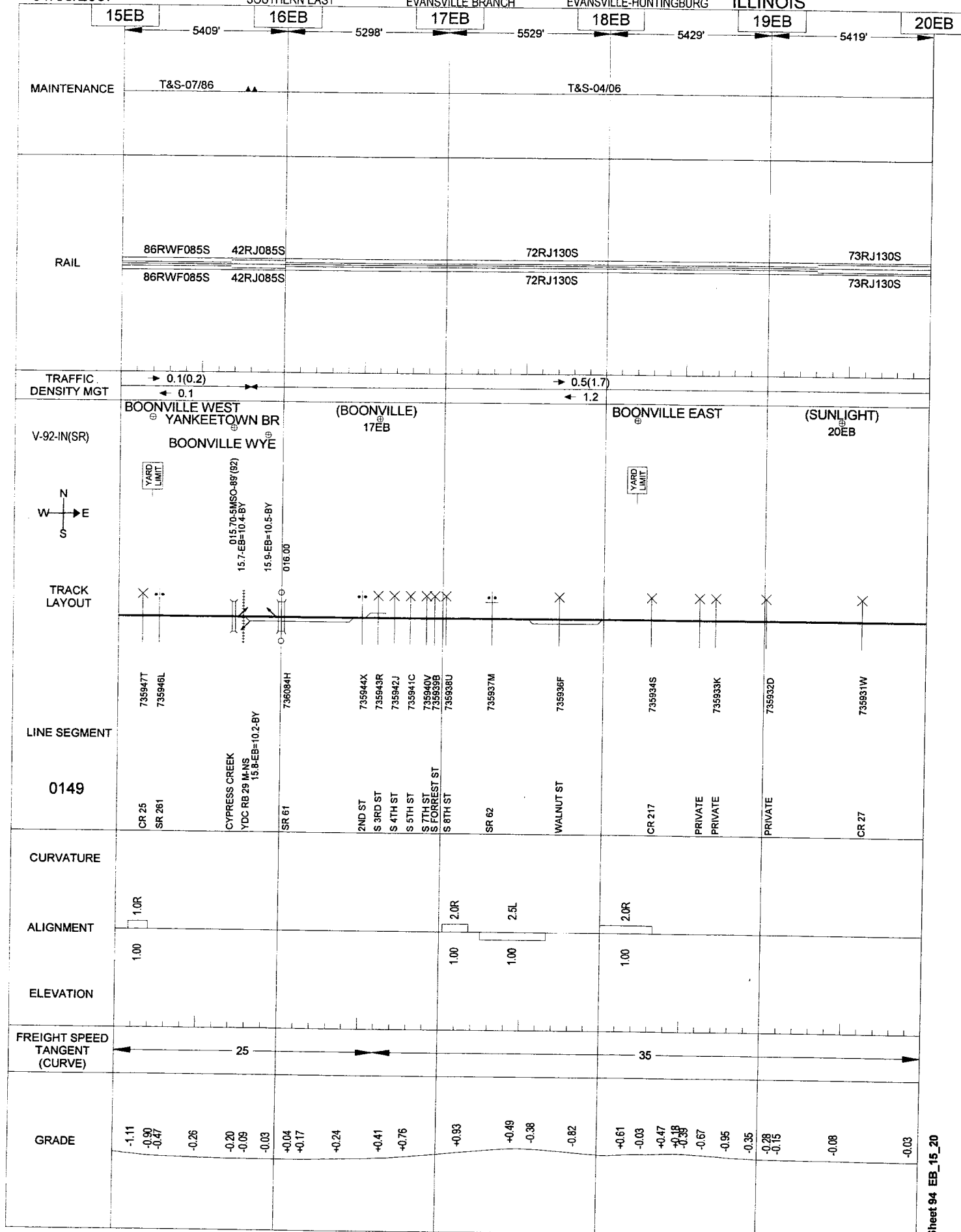
SOUTHERN EAST

250

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

SOUTHERN EAST

251  
EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

20EB

21EB

22EB

23EB

24EB

25EB

5419'

5409'

5409'

5429'

5388'

MAINTENANCE

T&amp;S-04/06

RAIL

73RJ130S

73RJ130S

TRAFFIC  
DENSITY MGT→ 0.5(1.7)  
← 1.2

V-92-IN(SR)

(DE GONIA)  
22EBTEST  
MILETEST  
MILE

020.70-14DGO-198' (85)

022.90-1MSO-159' (89)

023.90-98SO-176' (93)

TRACK  
LAYOUT

LINE SEGMENT

0149

735930P

CR 219

OTTER CREEK

735929V

CR 33

735928N

CR 225

735927G

CR 227

735926A

CR 231

BARREN FORK

735925T

PRIVATE

WATERWAY

735924L

PRIVATE

735923E

CR 37

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

35

GRADE

-0.03  
+0.26

-0.03

+0.17  
+0.56

+0.75

-0.03

-0.63

-0.48  
-0.18

-0.03

-0.25

0.00

+0.17

0.00

+0.30

-0.11

0.00

+0.50  
0.00

-0.20

+0.10

0.00

-0.30

0.00

+0.10

+0.30



01/30/2007

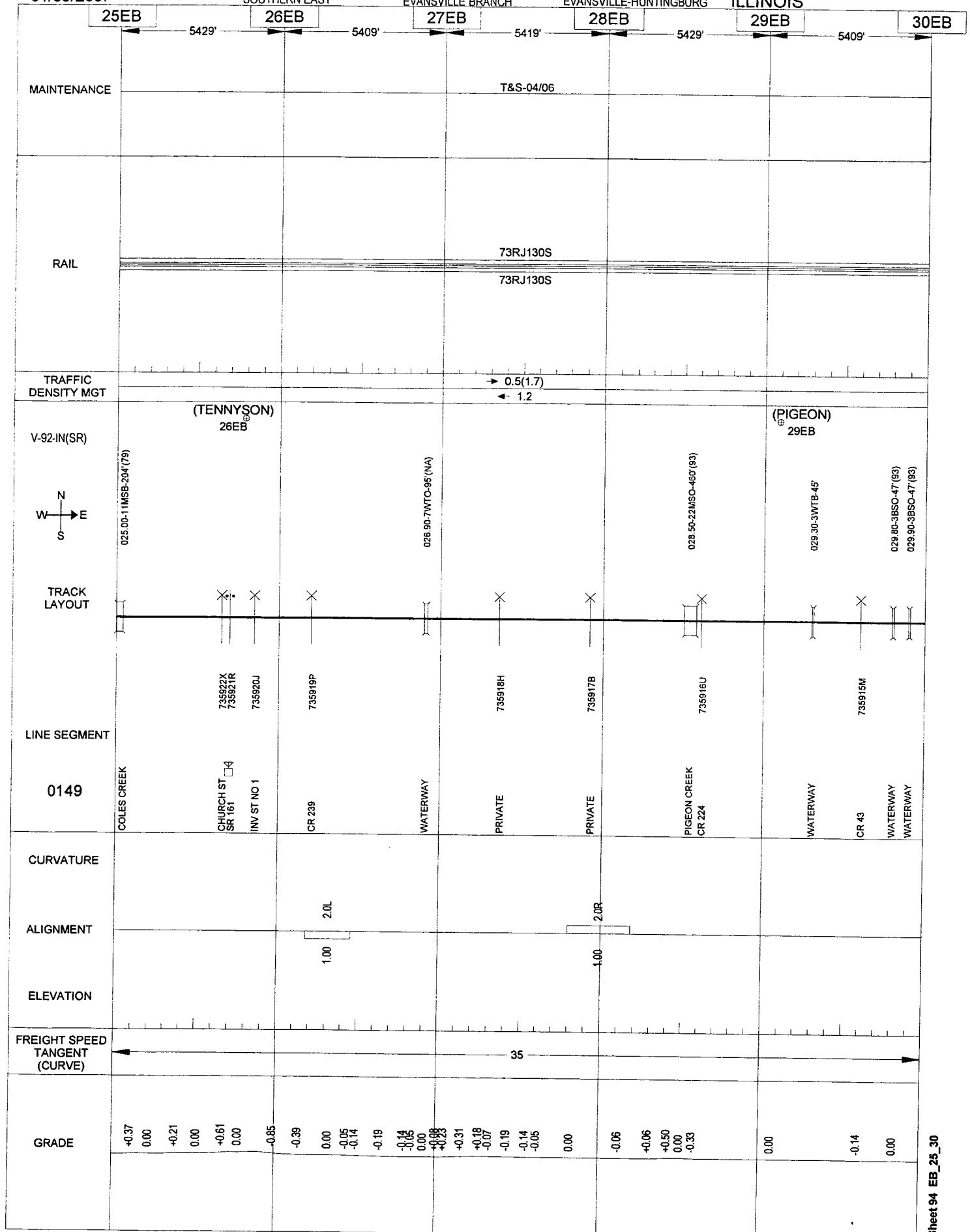
252

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

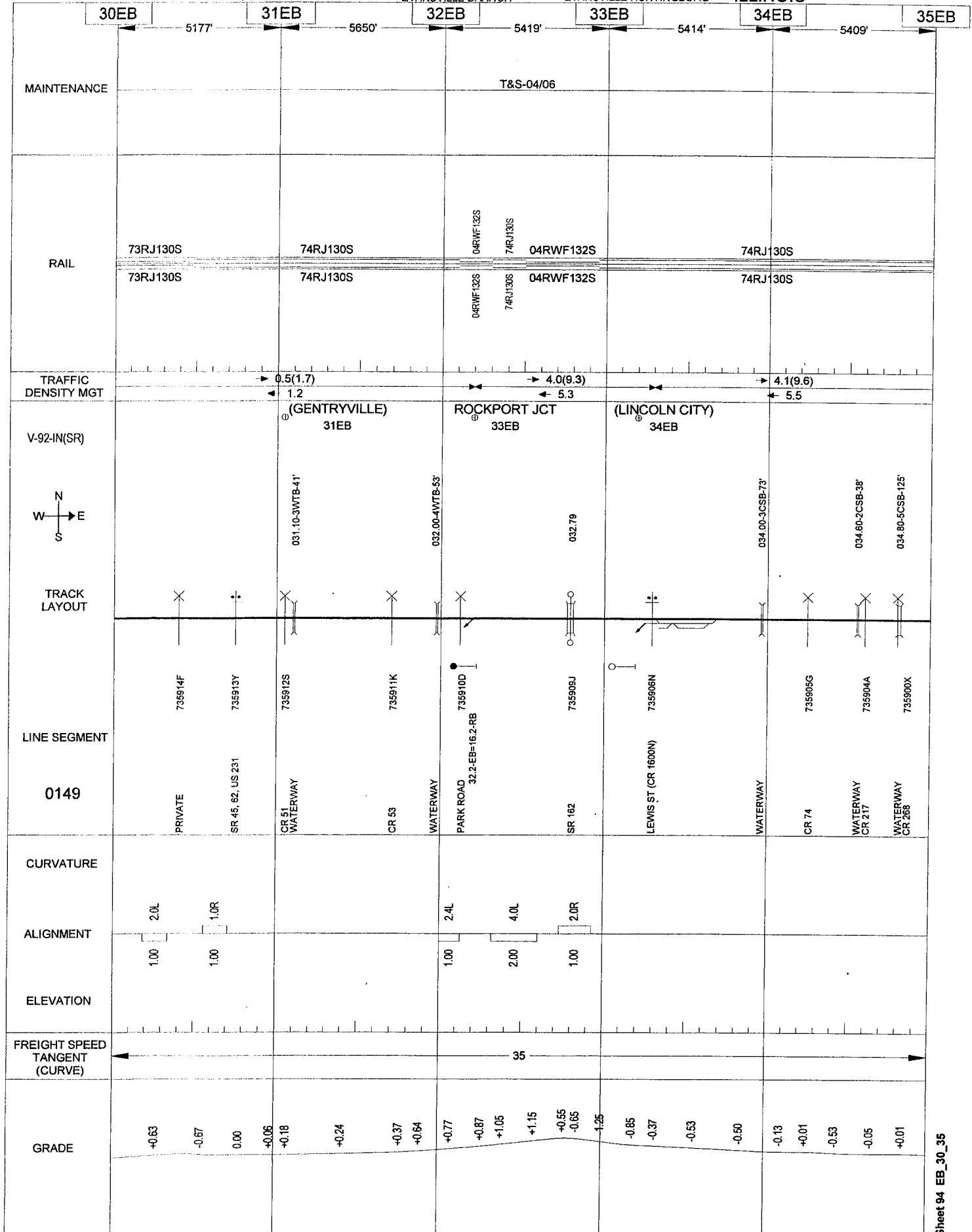
SOUTHERN EAST

253

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

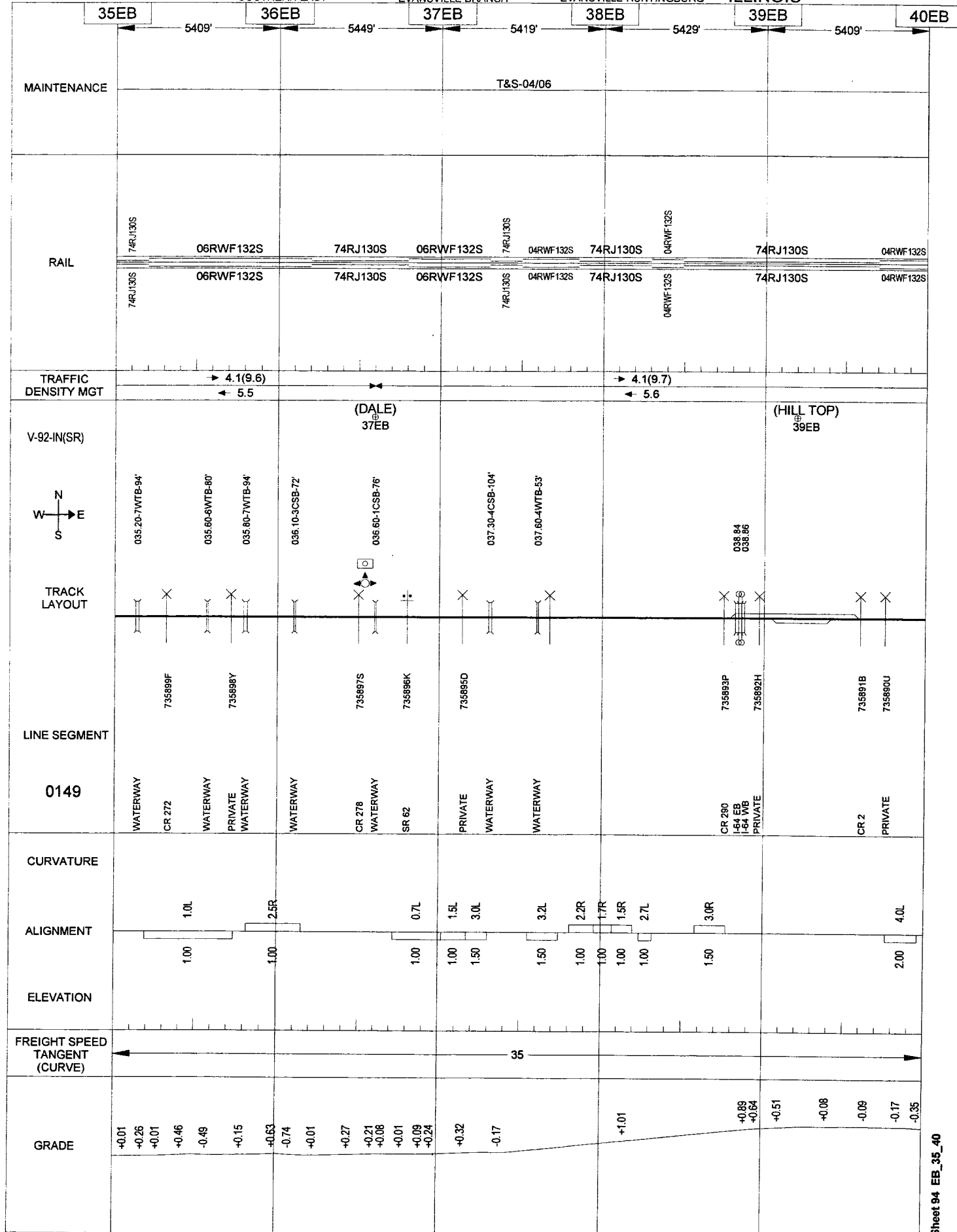
254

SOUTHERN EAST

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

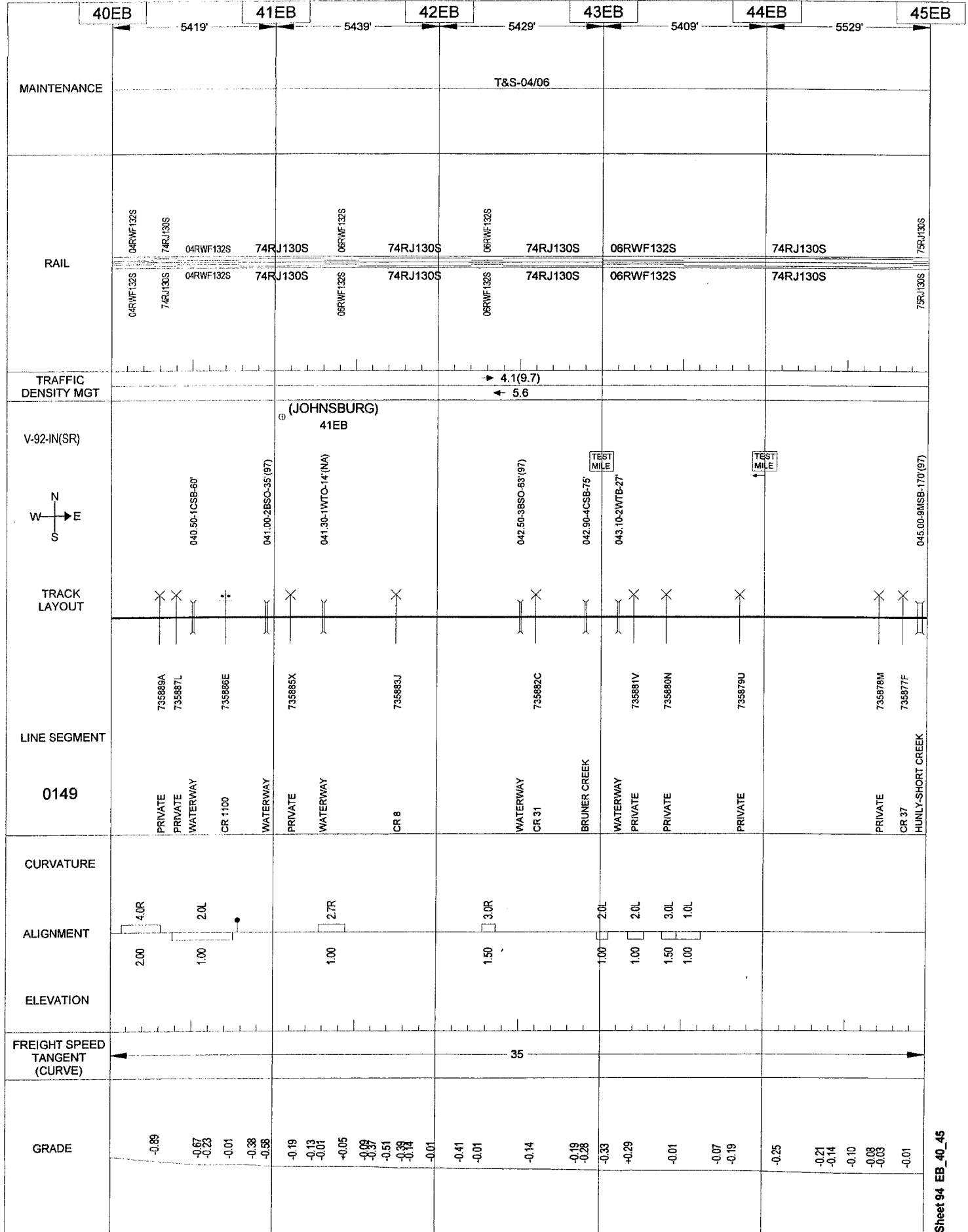
SOUTHERN EAST

255

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS



01/30/2007

SOUTHERN EAST

256

EVANSVILLE BRANCH

EVANSVILLE-HUNTINGBURG

ILLINOIS

45EB

46EB

5318'

5308'

MAINTENANCE

T&amp;S-04/06

RAIL

75RJ130S

06RWF132S

75RJ130S 06RWF132S

75RJ130S

75RJ130S

75RJ130S 06RWF132S

75RJ130S

04RWF132S

75RJ130S

TRAFFIC  
DENSITY MGT

→ 4.1(9.7)

← 5.6

HUNTINGBURG  
200W

HUNTINGBURG EAST

V-92-IN(SR)



045.90-1WTC-14(06)

YARD

LIMIT

046.40-5DGO-63(97)

TRACK  
LAYOUT

LINE SEGMENT

0149

735876Y

735875S

735873D

735872W

PRIVATE

PRIVATE

WATERWAY

FAIRGROUND RD

HUNLY-SHORT CREEK

PRIVATE

46.70-EB-199.10-W

CURVATURE

ALIGNMENT

3.0L

1.50

5.0L

1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

35

GRADE

-0.01

+0.69

-0.18

-0.01

+0.08

+0.15

+0.30

+0.37

+1.09

+0.13

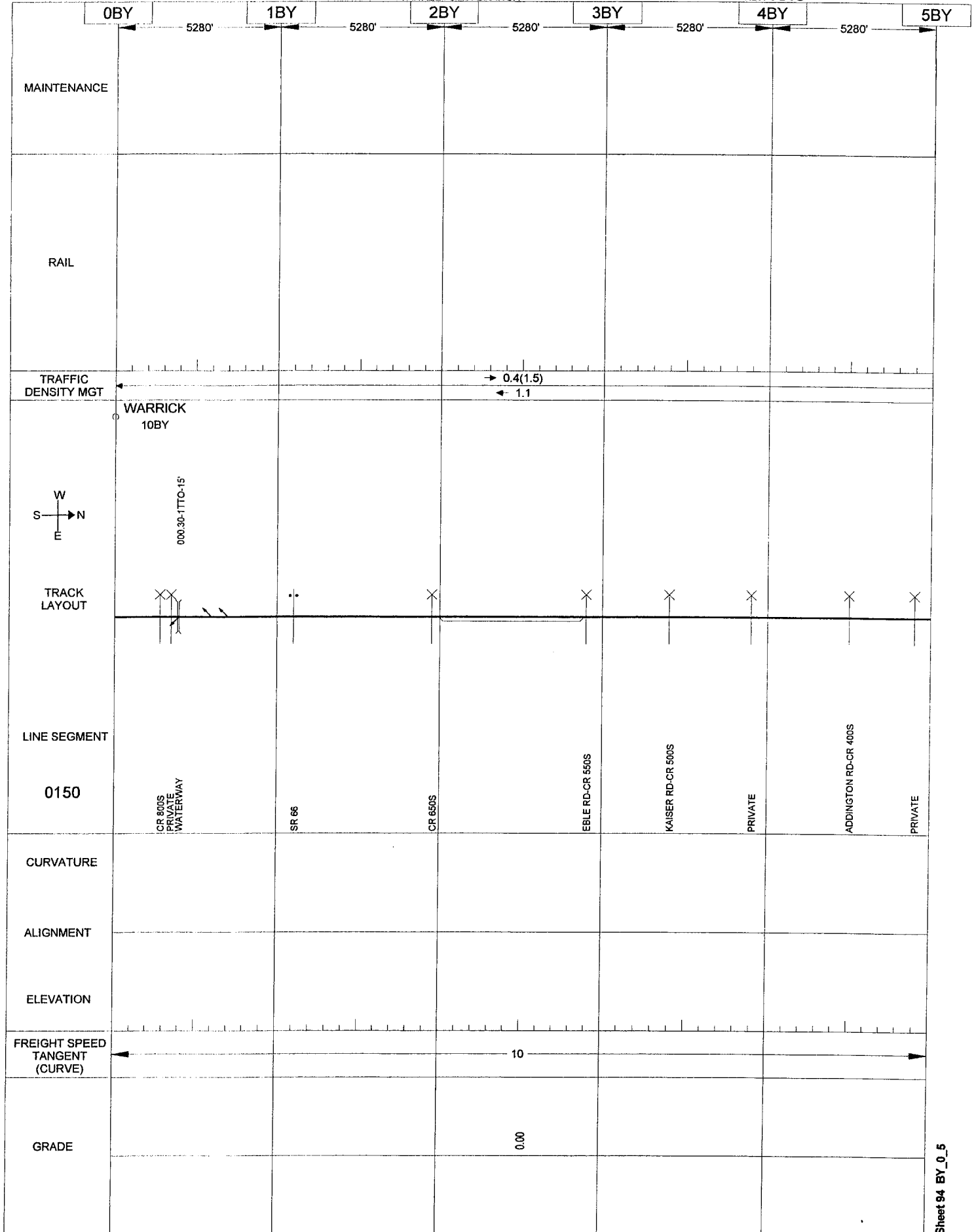
01/30/2007

SOUTHERN EAST

257  
YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS



01/30/2007

258

SOUTHERN EAST

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

	5BY	6BY	7BY	8BY	9BY	10BY
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT			→ 0.4(1.5) ← 1.1			
<div> <div>W</div> <div>S — N</div> <div>E</div> </div>					008 60-355B-46'	
TRACK LAYOUT	X		X	X	X	X
LINE SEGMENT						
0150	CR 300S		CR 300W	PURSLEY RD	SR 61	PRIVATE
					PRIVATE WATERWAY	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE			0.00			

01/30/2007

SOUTHERN EAST

259

YANKEETOWN BRANCH

YANKEETOWN-LYNNVILLE MIN

ILLINOIS

10BY

11BY

12BY

13BY

14BY

15BY

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT0.4(1.5)  
1.10.0(0.0)  
0.0BOONVILLE JCT  
16EBW  
S → N  
E

010.10-4TTO-55'

10.4-BY=15.7-EB

012.10-8TTO-92'

TRACK  
LAYOUT

LINE SEGMENT

0150

WATERWAY

10.2-BY=15.8-EB

10.5-BY=15.9-EB

SR 62

MILLERSBURG RD

WATERWAY

PRIVATE

PRIVATE

ROAD

CR 500N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00



01/30/2007

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

X

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

01/30/2007

SOUTHERN EAST

261  
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

01/30/2007

SOUTHERN EAST

262

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

4RB

5RB

5280'

5280'

MAINTENANCE

T&amp;S-12/58

RAIL

22RJF075S

22RJF075S

TRAFFIC  
DENSITY MGT

→ 3.5(7.7)

← 4.2

V-92A-IN(SR)

AEP

(ROCK HILL)  
12RBN  
W — E  
S

004 30-3WTB-41'

TRACK  
LAYOUT

LINE SEGMENT

0153

735852K

735853S

AEP

CR 350N

WATERWAY  
CR 75E

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.07

0.00

+0.07

-0.40

+0.05

01/30/2007

SOUTHERN EAST

263

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

5RB

6RB

7RB

8RB

9RB

10RB

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-12/58

T&amp;S-03/98

T&S-03/98  
S-03/06

RAIL

22RJF075S

22RJF075S

98RWF115S

98RWF115S

TRAFFIC  
DENSITY MGT→ 3.5(7.7)  
← 4.2

V-92A-IN(SR)

(RITCHIES)  
11RB

AK STEEL

(CHRISNEY)  
7RBN  
W → E  
S

005.40-3BSO-73'(81)

005.70-3WTB-41'

006.40-3BSO-34'(97)

007.70-2BSO-27'(97)

008.90-4CSB-100'

009.10-3CSB-68'

TRACK  
LAYOUT

735855F

735855M

735857U

736057L

735858B

735859H

735860C

735861J

735862R

735863X

735864E

735865L

LINE SEGMENT

0153

WATERWAY  
CR 500N

WATERWAY

PRIVATE

AK STEEL  
CR 800N  
WATERWAY

PRIVATE

CR 700N

WATERWAY

CR 750N

CR 800N

WATERWAY

WATERWAY

WEST MARKET ST

CHESTNUT ST

WEST LOCUST ST

NORTH ST

CR 950N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

(10)

25

(10)

(10)

GRADE

+0.07

+0.10

+0.12

+0.28

+0.59

+0.75

+0.54

+0.13

-0.07

-0.10

0.00

+0.04

+0.11

+0.14

-0.18

-0.39

-0.82

+1.03

+0.51

-0.54

-1.07

-0.97

-0.77

-0.67

-0.61

-0.49

01/30/2007

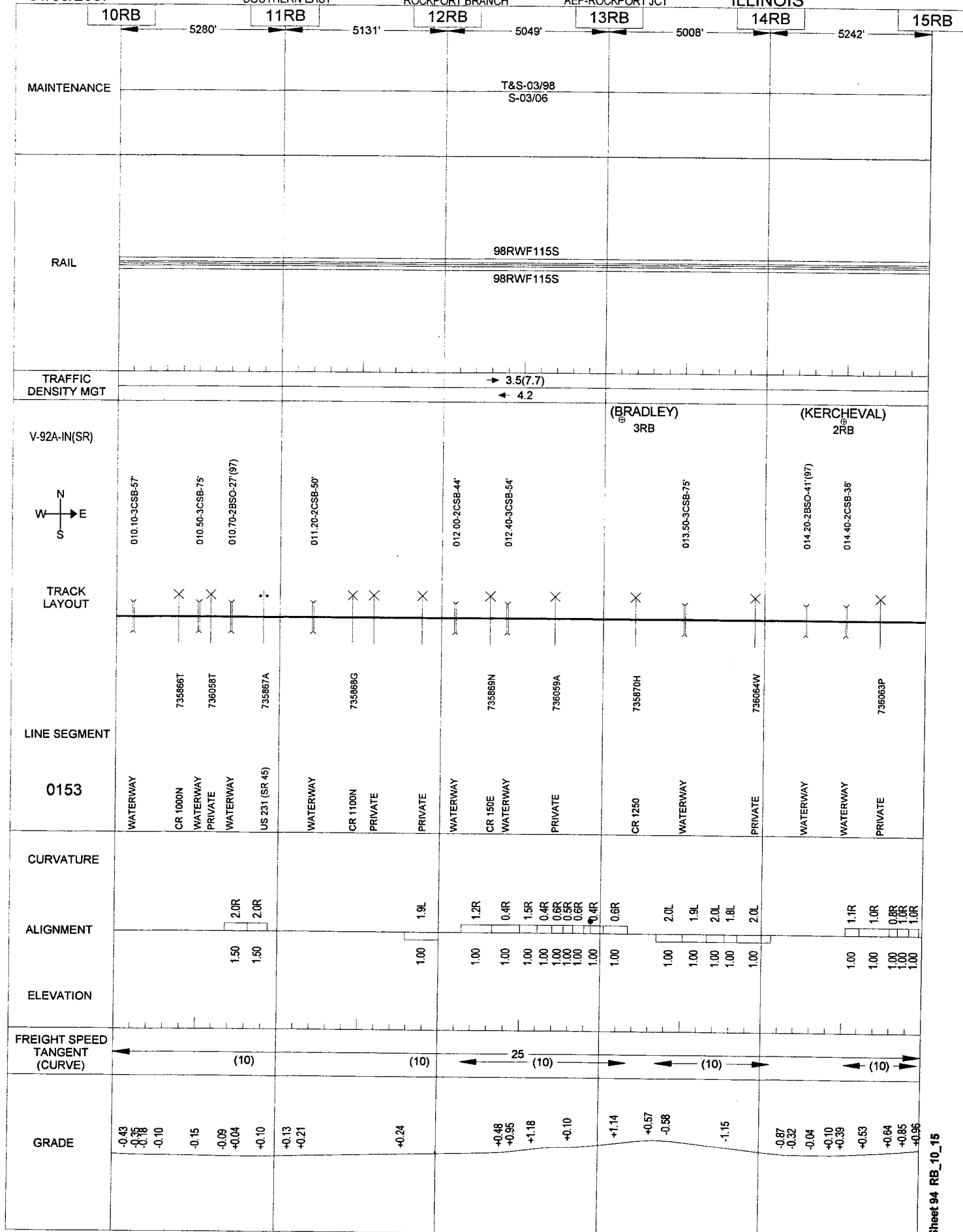
SOUTHERN EAST

264

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS



01/30/2007

SOUTHERN EAST

265

ROCKPORT BRANCH

AEP-ROCKPORT JCT

ILLINOIS

15RB

16RB

5126'

1056'

MAINTENANCE

T&S-03/98  
S-03/06

RAIL

98RWF115S

98RWF115S

TRAFFIC  
DENSITY MGT→ 3.5(7.7)  
← 4.2

V-92A-IN(SR)

ROCKPORT JCT  
ORBN  
W → E  
S

016.00-3CSB-54'

TRACK  
LAYOUT

735871P

16.2RB-32.2EB

LINE SEGMENT

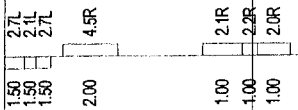
0153

CR 225E

WATERWAY

CURVATURE

ALIGNMENT



ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

(10) (10) 25 (10)

GRADE

+0.96  
+0.44  
-0.61  
-1.13  
+1.02

01/30/2007

SOUTHERN WEST

266

CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS

CB127

CB128

CB129

CB130

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/03

RAIL

38RJ130S

\*\*RJ105S

38RJ130S

\*\*RJ105S

TRAFFIC  
DENSITY MGT

0.4(1.8)  
1.4

V-93-IL(SR)

CB JCT  
150W

PSI LEAD EAST  
CBO

PSI LEAD WEST



TRACK  
LAYOUT

YARD  
LIMIT  
CB-126.2=150.0-W

127.31

TO PSI

129.38-1CAB-12'

LINE SEGMENT

0517

CB-126.2=148.9-W

542631X

OAK ST

542634T

SR 1

542634T

COUNTY ROAD

542635A

WATERWAY  
COUNTY ROAD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

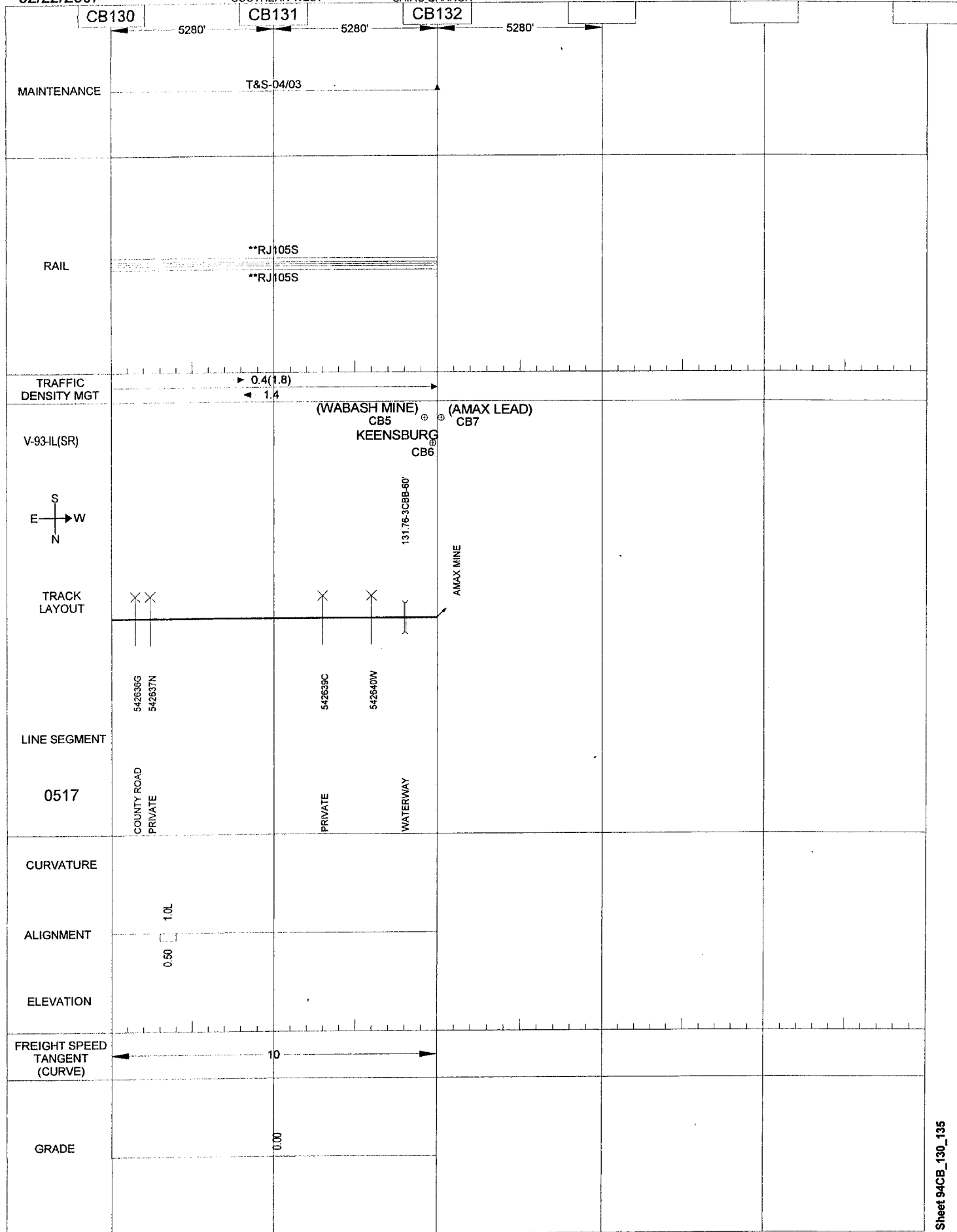
02/22/2007

SOUTHERN WEST

267  
CAIRO BRANCH

MT CARMEL - KEENSBURG

ILLINOIS





01/30/2007

MADISON

268  
MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS395

5287'

T&S-03/93

MAINTENANCE

RAIL

46RJ131S 51NJ115S 31NJ12S  
46RJ131S 51NJ115S 31NJ12S

TRAFFIC  
DENSITY MGT

→ 0.0(0.0)  
← 0.0

S  
E → W  
N

COFFEEN  
02395

TRACK  
LAYOUT



LINE SEGMENT

476336M  
476337U

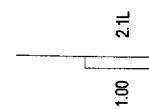
8030

SR 185  
2ND ST

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED  
TANGENT  
(CURVE)

← 30 →

GRADE

+0.30  
+0.70  
+0.37  
0.00  
-0.29

Sheet 94TS\_390\_395

01/30/2007

269

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS395

TS396

TS397

TS398

TS399

TS400

5247'

5362'

5256'

5179'

5324'

MAINTENANCE

T&amp;S-03/93

T&amp;S-03/99

RAIL

31NJ112S

31NJ112S

TRAFFIC  
DENSITY MGT0.0(0.0)  
0.01.0(5.4)  
4.4S  
E → W  
NCOFFEEN CORP  
MONTGOMERY CO

TO AMEREN

396.59-1CBB-16'  
396.66-3CBB-42'TRACK  
LAYOUT

LINE SEGMENT

8030

476338B

476339H

476345L

476346T

476347A  
476348G

476349N

476350H

C.I.P.S. ROAD

PRIVATE

SUBWAY  
SHOAL CREEK

PRIVATE

TR 234

TR 405  
TR 232

PRIVATE

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  
-0.06  
-0.230.00  
-0.12-0.04  
-0.30  
0.00

01/30/2007

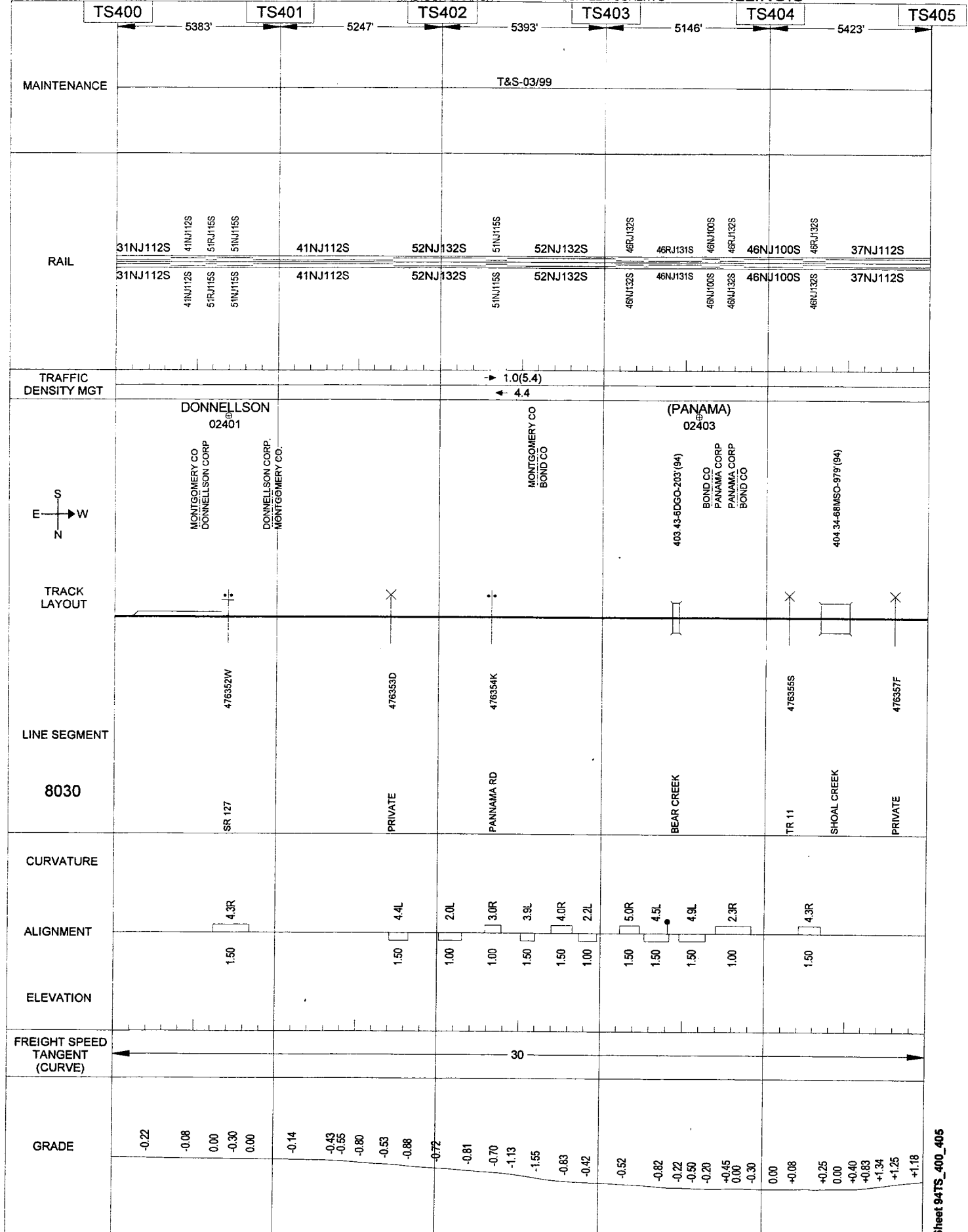
MADISON

270

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS



01/30/2007

271

MADISON

MADISON BRANCH

COFFEEN-SORENTO

ILLINOIS

TS405

TS406

5303'

5139'

5401'

5277'

4533'

MAINTENANCE

T&amp;S-03/99

RAIL

37NJ112S

37NJ112S

TRAFFIC  
DENSITY MGT→ 1.0(5.4)  
← 4.4→ 0.0(0.0)  
← 0.0SORENTO  
02407BOND CO  
SORENTO CORPS  
E → W  
NTRACK  
LAYOUT

X

X

X

476358M

476359U

476360N

LINE SEGMENT

8030

TR 58

TR 58

TR 42

TO BN RR

CURVATURE

ALIGNMENT

1.00 1.5R

1.00 2.1L

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

30

GRADE

+1.57  
+1.15  
+1.35  
+1.15  
+0.86  
+0.73  
+0.34  
+0.10  
0.00  
-0.08  
0.00  
+0.13  
-0.05

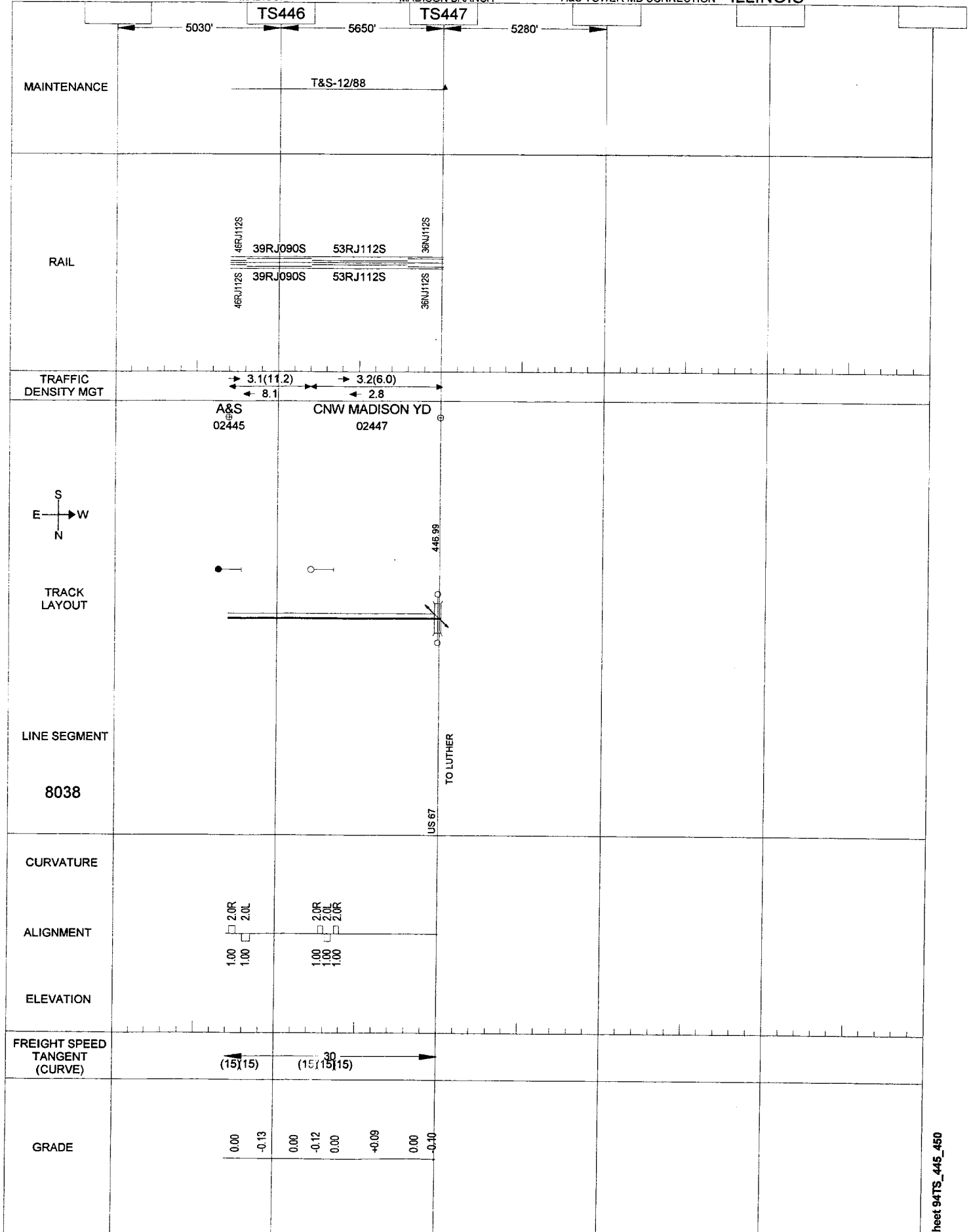
01/30/2007

MADISON

272  
MADISON BRANCH

A&S TOWER-MB CONNECTION

ILLINOIS



01/30/2007

ALTON

273  
A&E LINE

BRIDGE JCT-GRANITE CITY

ILLINOIS

AE4

AE5

5280'

5280'

MAINTENANCE

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

RAIL

44NJ090S

56RJ112S

44NJ090S

56RJ112S

TRAFFIC  
DENSITY MGT→ 0.1(0.2)  
← 0.1BRIDGE JCT  
09310 ⊕

STOCK YD XOVER

VC BELT ⊕  
(BROOKLYN)  
09312 ⊕

AE-4.88-VC-4.76

W  
S → N  
ETRACK  
LAYOUT

LINE SEGMENT

8170

AE-3.92-D-484.9  
PRIVATE

328065D

2ND ST (SR 3)

TRRA

NS RB 35

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)5.2L  
1.001.9R  
1.00

10

GRADE

0.00

01/30/2007

274

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS

AE5

AE6

AE7

AE8

AE9

AE10

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

56RJ112S

83RJ112S

46NJ122S

83RJ132S

53NW110S

83RJ090S

79RW110S

56RJ112S

83RJ112S

46NJ122S

83RJ132S

53NW110S

83RJ090S

79RW110S

81W115S

TRAFFIC  
DENSITY MGT

0.1(0.2)

2.9(2.9)

5.1(6.0)

0.1

0.0

0.9

#3 SIDING  
MCKINLEY NEW YARD  
CP JCT  
99312

UP MADISON YARD  
02446

UP JCT  
99315

EDWARDSVILLE RD  
KOPPERS

HOYT JCT  
99317

WR INTERLOCKING  
99308

W  
S  
N  
E

ST CLAIR CO  
MADISON CO

005.70

006.61

TRRA

TRRA

TRACK  
LAYOUT

LINE SEGMENT

8170  
8180

TRRA

IT RR

328063P

328062H

328061B

328060U  
328058T

328057L  
328056E

328053J

328050N

AE-9.330/D-480.300

AE-9.890/D-480.600

009.91

19TH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

1.6R

1.00

4.0L

1.00

5.0L

1.00

2.0R

1.00

7.0R

1.00

13.0R

1.00

1.3R

0.00

10

15

0.00

01/30/2007

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS

275

AE10

AE11

AE12

AE13

AE14

AE15

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-04/93

T&S-03/99

RAIL

81W115S

81W115S

TRAFFIC  
DENSITY MGT

→ 3.9(6.9)

← 3.0

GRANITE CITY  
22116

A O SMITH YARD  
22115

SCHAEFFER ROAD

(ST THOMAS)  
22113

W  
S → N  
E

TRACK  
LAYOUT

328048M

328047F

A O SMITH YD

328042W

328040H

0'13.90-1SAB-50'(05)

328038G

014.70

014.70

328037A

328037A

328035L

LINE SEGMENT

8180

20TH ST

22ND ST

PONTOON RD

FARM

PRIVATE

WATERWAY

CHAIN OF ROCKS RD

1-270

1-270

THORNGATE DR

CURVATURE

1.3L

ALIGNMENT

1.00

ELEVATION

1.0L

1.00

FREIGHT SPEED  
TANGENT  
(CURVE)

15

20

25

GRADE

0.00



01/30/2007

276

ALTON

A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS

AE15

AE16

AE17

AE18

AE19

AE20

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

5-03/99

RAIL

81W115S

81W115S

TRAFFIC  
DENSITY MGT

3.9(6.9)

3.0

4.1(7.2)

3.1

CHEMETCO  
22114

(OLDENBURG)  
22112

HARTFORD  
22007

017-50-7DOO-357(90)

W  
S — N  
E

TRACK  
LAYOUT

LINE SEGMENT

8180

328032R

328031J

328030C

328022K

328017N

328016G

328015A

328011X

PRIVATE

OLENBURG

NEW POAG RD (SR 203)  
CAHOKIA DIVERSION  
LEVEL RD

CONOCO

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

7TH

3RD

HAWTHORNE

DATE

CURVATURE

ALIGNMENT

0.8R

1.00

1.1L

1.00

2.0L

1.00

1.0R

1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25

10

GRADE

0.00

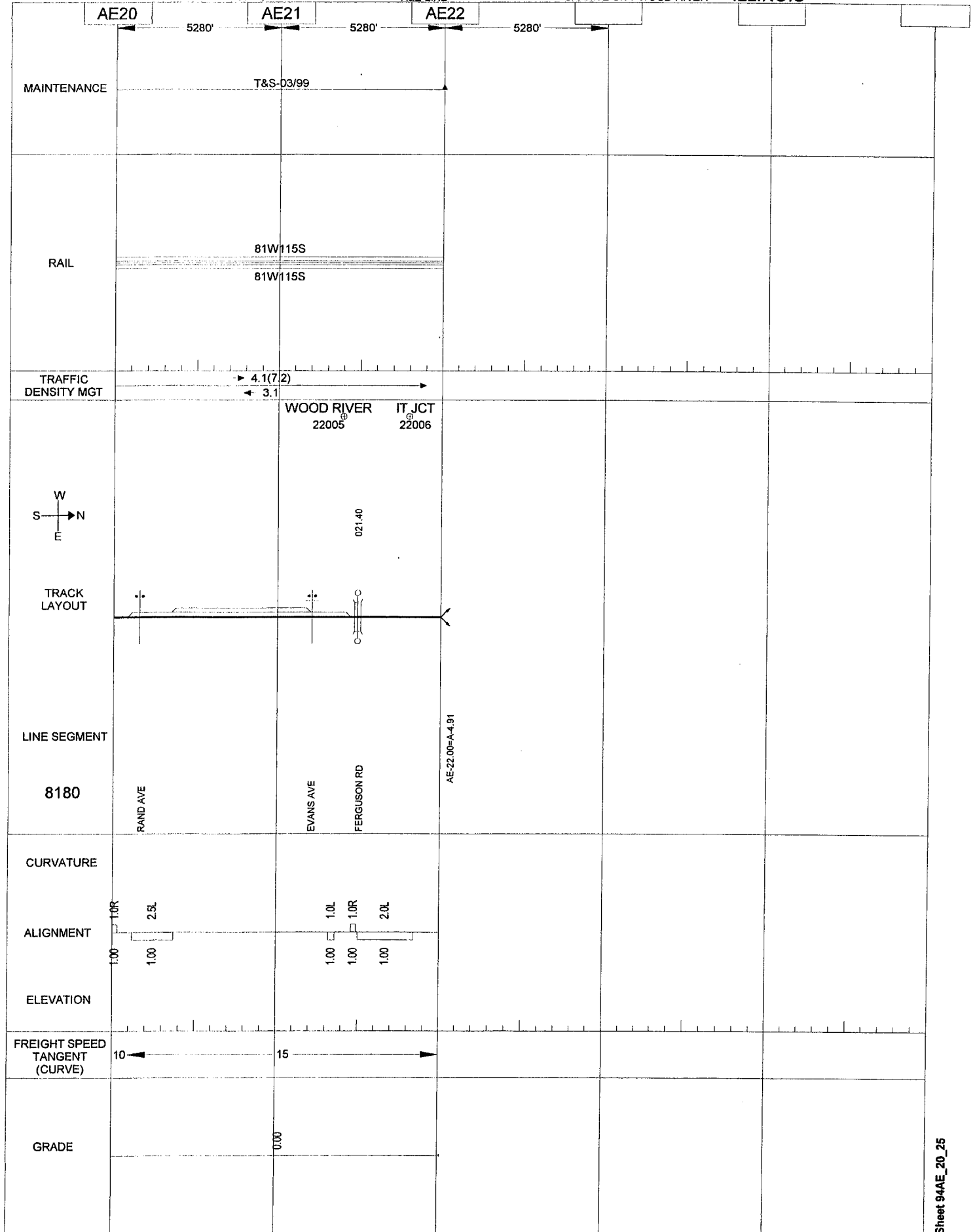
01/30/2007

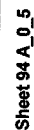
ALTON

277  
A&E LINE

GRANITE CITY-WOOD RIVER

ILLINOIS





01/30/2007

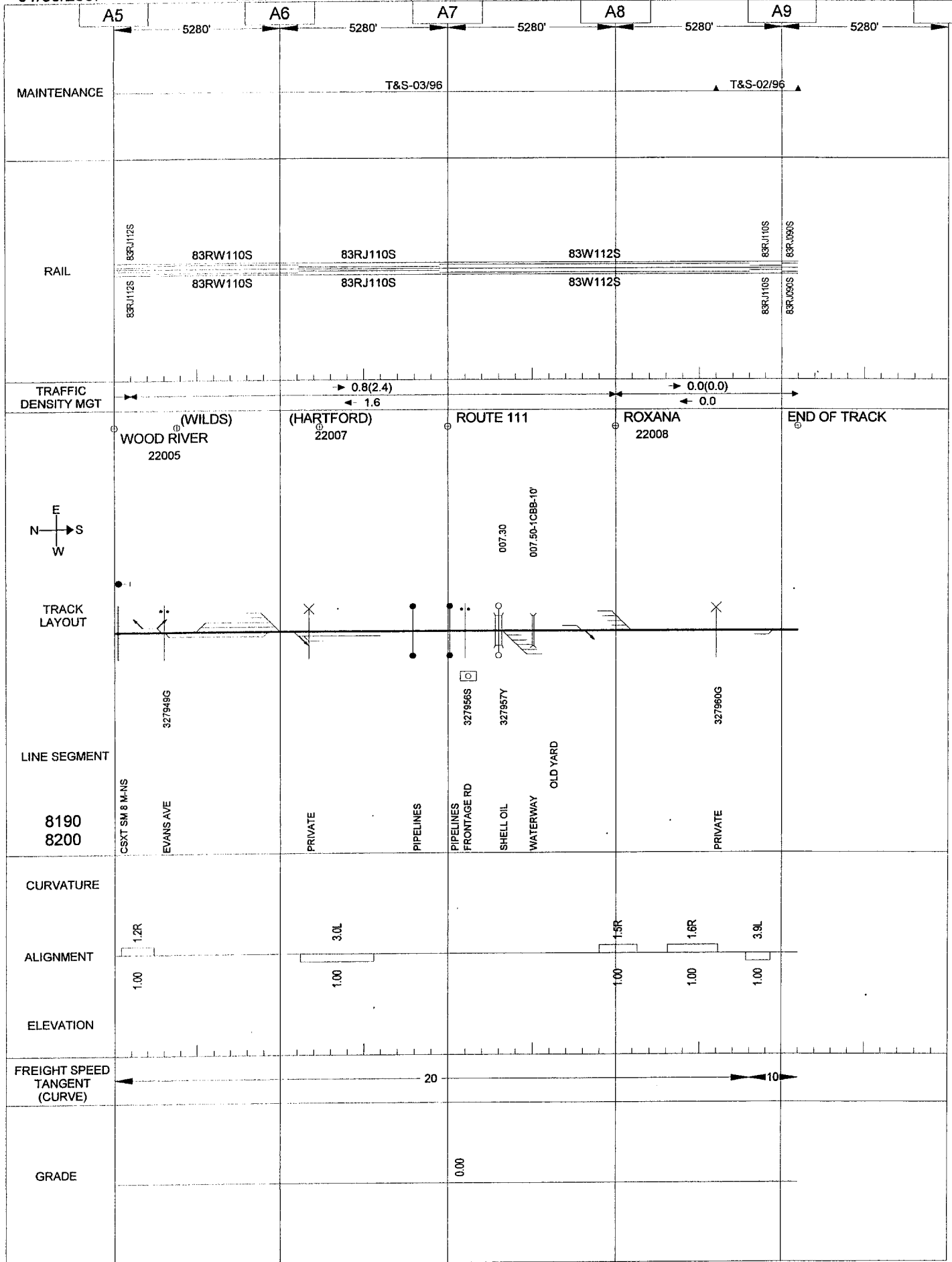
279

ALTON

T&E LINE

ALTON-END

ILLINOIS



01/30/2007

280

LAFAYETTE

LAFAYETTE UNION

EAST YARD-MAIN STREET

ILLINOIS

LU0

LU1

LU2

LU3

5280'

5280'

5280'

MAINTENANCE

T&S-05/06

RAIL

22RJ090S

22RJ090S

TRAFFIC  
DENSITY MGT

LAFAYETTE



TRACK  
LAYOUT

X

..

X

..

..

..

..

X

X

873112J

873113R

873115E

873116L

873118A

873120B

873121H

873122P

873123W

LINE SEGMENT

8002

BEECH DR

PRIVATE  
UNION ST

CONCORD RD (US 52)

SOUTH ST

KOSSUTH ST

PRIVATE

MAIN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

01/30/2007

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



277.69-1WTO-15(36)

TRACK  
LAYOUT



LINE SEGMENT

7960

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

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

01/30/2007

282

DECATUR TERMINAL

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT42

IT43

IT44

IT45

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-07/06

RAIL

83RWF132S

83RWF132S

TRAFFIC  
DENSITY MGT

(DECATUR ITC)  
22540



TRACK  
LAYOUT

TO NORTH YARDS

043.10-5MSO-107

044.10-1BSB-52

LINE SEGMENT

8120

PARKS WAREHOUSE

27TH ST

328525D

328524W

328523P

328516E

328515X

328514R

328512C

328513J

328511B

328510A

328509Z

328508Y

328507X

328506W

328505V

328504U

328503T

328502S

328501R

328500Q

328499P

328498O

328497N

328496M

328495L

328494K

328493J

328492I

328491H

328490G

328489F

328488E

328487D

328486C

328485B

328484A

328483Z

328482Y

328481X

328480W

328479V

328478U

328477T

328476S

328475R

328474Q

328473P

328472O

328471N

328470M

328469L

328468K

328467J

328466I

328465H

328464G

328463F

328462E

328461D

328460C

328459B

328458A

328457Z

328456Y

328455X

328454W

328453V

328452U

328451T

328450S

328449R

328448Q

328447P

328446O

328445N

328444M

328443L

328442K

328441J

328440I

328439H

328438G

328437F

328436E

328435D

328434C

328433B

328432A

328431Z

328430Y

328429X

328428W

328427V

328426U

328425T

328424S

328423R

328422Q

328421P

328420O

328419N

328418M

328417L

328416K

328415J

328414I

328413H

328412G

328411F

328410E

328409D

328408C

328407B

328406A

328405Z

328404Y

328403X

328402W

328401V

328400U

328399T

328398S

328397R

328396Q

328395P

328394O

328393N

328392M

328391L

328390K

328389J

328388I

328387H

328386G

328385F

328384E

328383D

328382C

328381B

328380A

328379Z

328378Y

328377X

328376W

328375V

328374U

328373T

328372S

328371R

328370Q

328369P

328368O

328367N

328366M

328365L

328364K

328363J

328362I

328361H

328360G

328359F

328358E

328357D

328356C

328355B

328354A

328353Z

328352Y

328351X

328350W

328349V

328348U

328347T

328346S

328345R

328344Q

328343P

328342O

328341N

328340M

328339L

328338K

328337J

328336I

328335H

328334G

328333F

328332E

328331D

328330C

328329B

328328A

328327Z

328326Y

328325X

328324W

328323V

328322U

328321T

328320S

328319R

328318Q

328317P

328316O

328315N

328314M

328313L

328312K

328311J

328310I

328309H

328308G

328307F

328306E

328305D

328304C

328303B

328302A

328301Z

328300Y

328299X

328298W

328297V

328296U

328295T

328294S

328293R

328292Q

328291P

328290O

328289N

328288M

328287L

328286K

328285J

328284I

328283H

328282G

328281F

328280E

328279D

328278C

328277B

328276A

328275Z

328274Y

328273X

328272W

328271V

328270U

328269T

328268S

3

01/30/2007

283

DECATUR TERMINAL

IT MAIN

DECATUR(IT)-DECATUR(NW)

ILLINOIS

IT45

5280'

MAINTENANCE

T&amp;S-07/06 ▲

RAIL

83RWF132S

83RWF132S

TRAFFIC  
DENSITY MGT(DECATUR)  
09141E  
N → S  
W

[O]

TRACK  
LAYOUT

LINE SEGMENT

8120

IT-45.45=D-372.41

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

← 10 →

GRADE

0.00



01/30/2007

DECATUR TERMINAL

284  
IT BELT

NORTH JCT-DECATUR

ILLINOIS

BL5

5280'

T&S-01/20

\*\*RJ056S

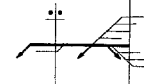
\*\*RJ056S

TRAFFIC  
DENSITY MGT

(NORTH JCT)



TRACK  
LAYOUT



LINE SEGMENT

8214

WOODFORD ST  
TO WABIC

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

01/30/2007

DECATUR TERMINAL

IT BELT

NORTH JCT-DECATUR

ILLINOIS

285

BL5

BL6

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

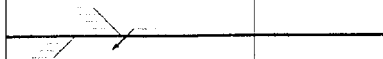
\*\*RJ056S

\*\*RJ056S

TRAFFIC  
DENSITY MGT



TRACK  
LAYOUT



LINE SEGMENT

8214

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

01/30/2007

286

SPRINGFIELD

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M466

M467

M468

M469

M470

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-09/06

RAIL

75RJ100S

75W100S

84W132S

75RJ100S

75W100S

84W132S

TRAFFIC  
DENSITY MGT

0.0(0.0)

1.5(3.0)

0.1(0.2)

0.0

1.5

0.1

V-8-IL

BLUFFS  
09189



M-466 03=DH-466 04

466 66-1TGO-60(70)

468 16-3TGO-107(04)

SCOTT CO  
MORGAN CO

YARD  
LIMIT

TRACK  
LAYOUT

LINE SEGMENT

8150

479486F

479487M

479488U

479490V

479491C

479492J

PRIVATE

WOLF RUN  
NAPLES RD

PRIVATE

WATERWAY  
PRIVATE

TR 1

TR 79

CURVATURE

ALIGNMENT

1.0R

2.0R

1.00

1.00

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25

GRADE

0.00

01/30/2007

SPRINGFIELD

287

MEREDOSIA BRANCH

BLUFFS-MEREDOSIA

ILLINOIS

M470

M471

5280'

5280'

MAINTENANCE

T&S-09/06

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

479493R  
479494X  
479495E

LINE SEGMENT

8150

PRIVATE

TR 28

FAS1608

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

← 25

→ 10

GRADE

0.00

01/30/2007

288

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS

DE0

DE1

DE2

DE3

DE4

DE5

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-04/01

RAIL

77RW133S

82RW115S

77RW133S

82RW115S

TRAFFIC  
DENSITY MGT

→ 0.4(1.9)

← 1.5

REMINGTON

W  
S → N  
E

000.76-1BSO-51'(NA)

001.82-1MSO-272'(NA)

003.35-1MSO-556'(NA)

004.10

TRACK  
LAYOUT

DE-0.0/D-451.8

914836V

175327G

175328N

175330P

175331W

175332D

175334S

175335Y

175336F

175337M

175338U

175339B

175341C

175342J

175344X

LINE SEGMENT

7943

SR 4

PRIVATE

PRIVATE

WATERWAY  
PRAIRIE TOWN RD

OXFORD RD

6TH ST

WINDY HILL RD

FARM XING

FARM XING

FARM XING

FARM XING

BUNKER HILL RD

CAHOKIA CREEK

SR 4

FARM XING

FARM XING

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)1.0R  
0.001.0R  
1.001.0L  
1.00

10

30

GRADE

-0.07

-0.10

+0.20

0.00

-0.50

0.00

+0.22

-0.50

-0.08

+0.30

01/30/2007

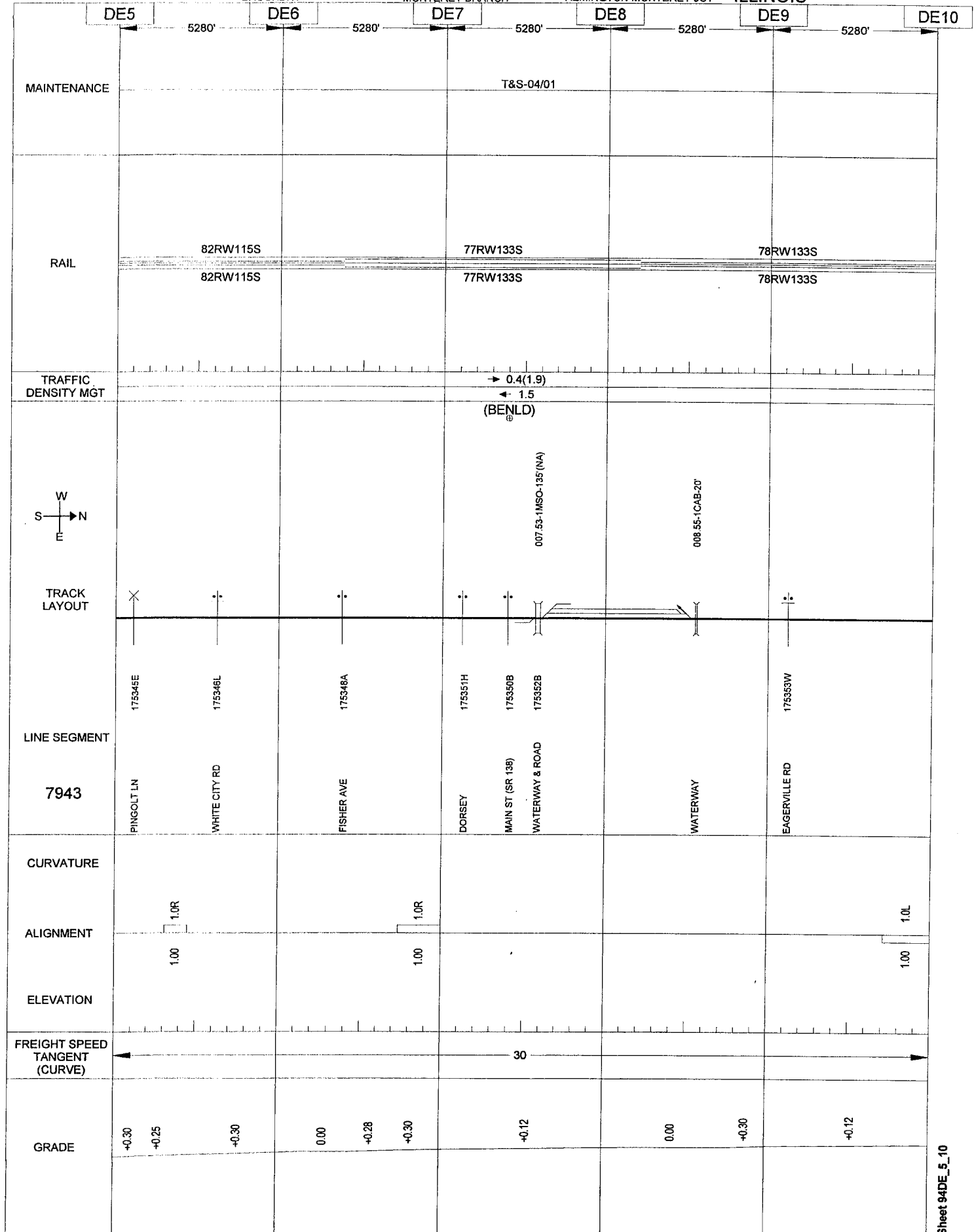
BROOKLYN

289

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



01/30/2007

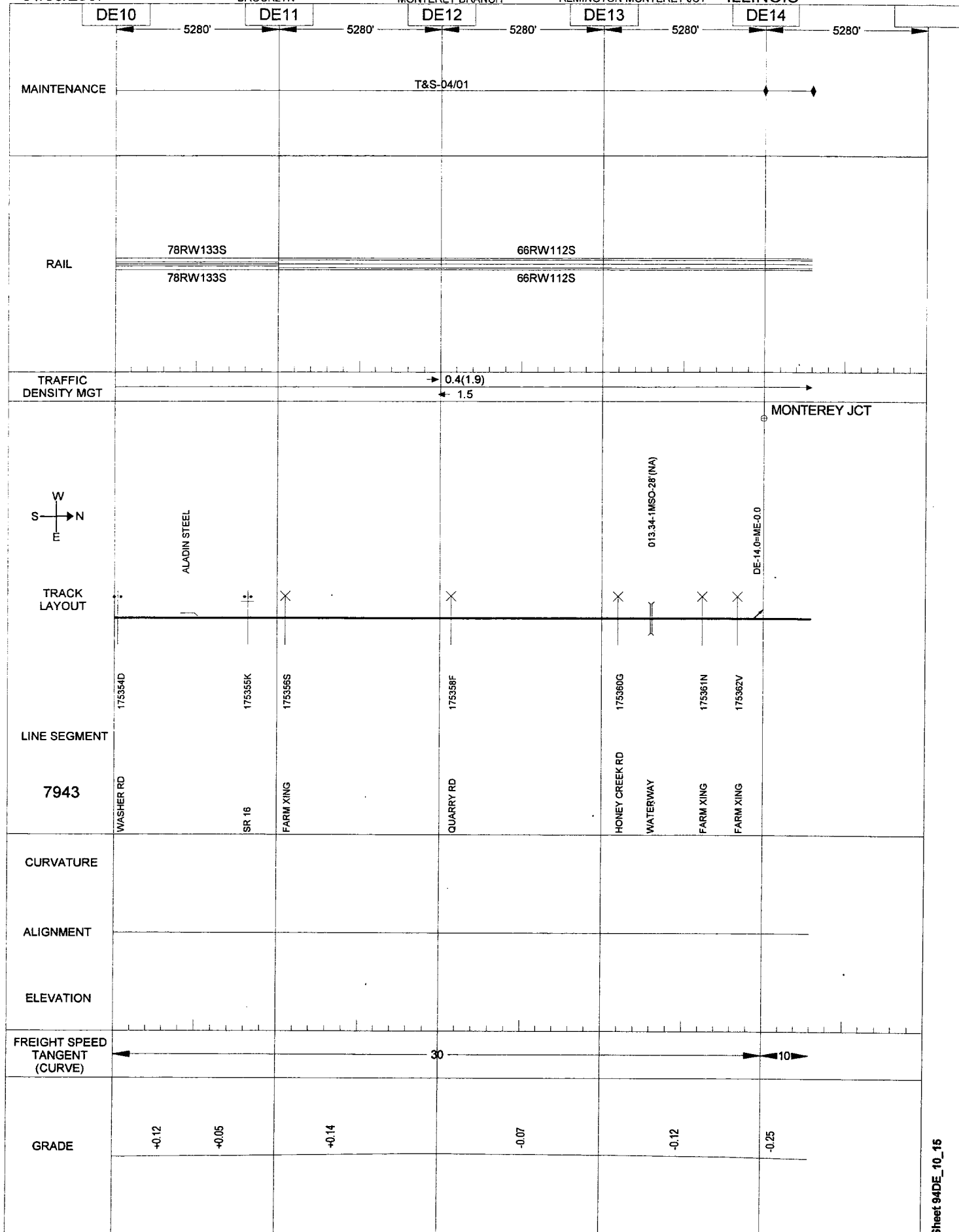
290

BROOKLYN

MONTEREY BRANCH

REMINGTON-MONTEREY JCT

ILLINOIS



01/30/2007

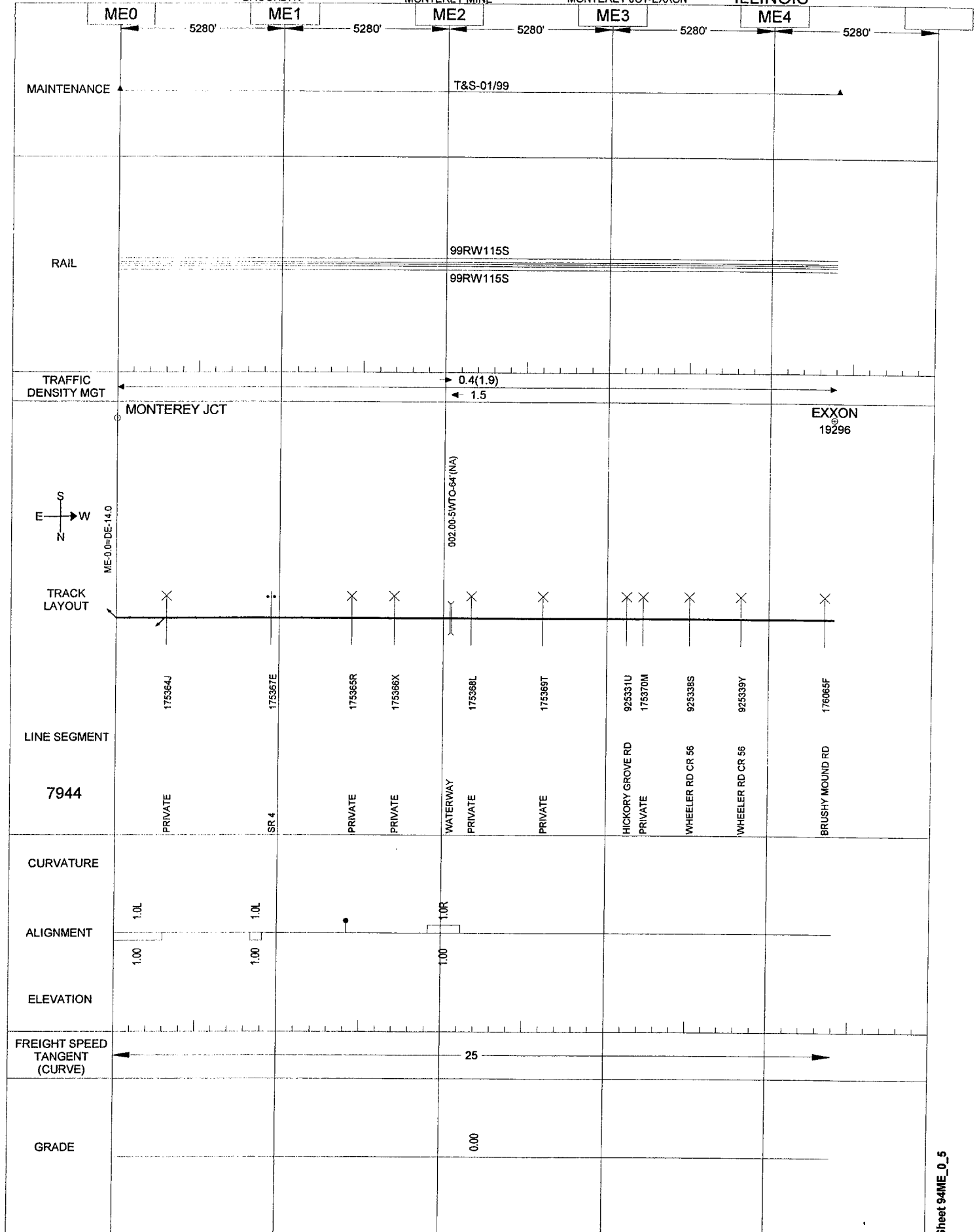
BROOKLYN

291

MONTEREY MINE

MONTEREY JCT-EXXON

ILLINOIS





01/30/2007

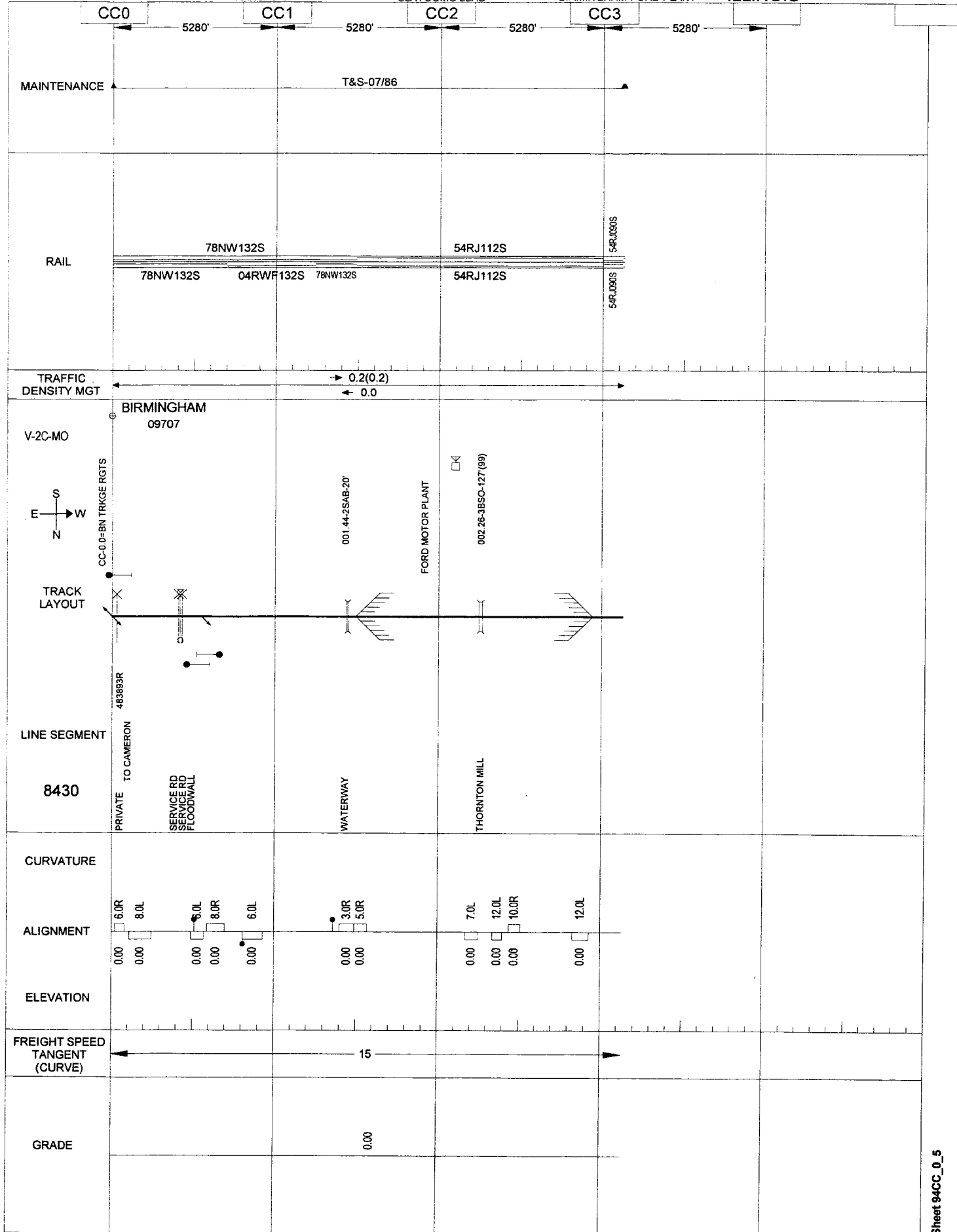
292

KANSAS CITY

CLAYCOMO LEAD

BIRMINGHAM-FORD PLANT

ILLINOIS



01/30/2007

MOULTON

293  
BRANCH

MOBERLY

ILLINOIS

SD149

SD150

5280'

5290'

MAINTENANCE

T&amp;S-10/79

T&amp;S-05/85

RAIL

71RJ112S  
71RJ112S

43RJ112S

43RJ112S

44RJ090S  
44RJ090S

84W112S

84W112S

TRAFFIC  
DENSITY MGT

V-5-MO

TRACK  
LAYOUT

SD-148.1/S-148.34

149.61

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

01/30/2007

MOULTON

294  
BRANCH

MOBERLY

ILLINOIS

SD150

5272'

MAINTENANCE

T&S-08/85

RAIL

84W112S

84W112S

TRAFFIC  
DENSITY MGT

V-5-MO

MOBERLY  
09673



150 01-3WTO-43 (86)

YARD  
LIMIT

TRACK  
LAYOUT

LINE SEGMENT

8330

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

40

GRADE

-0.26  
+0.07  
-0.08  
+0.02

01/30/2007

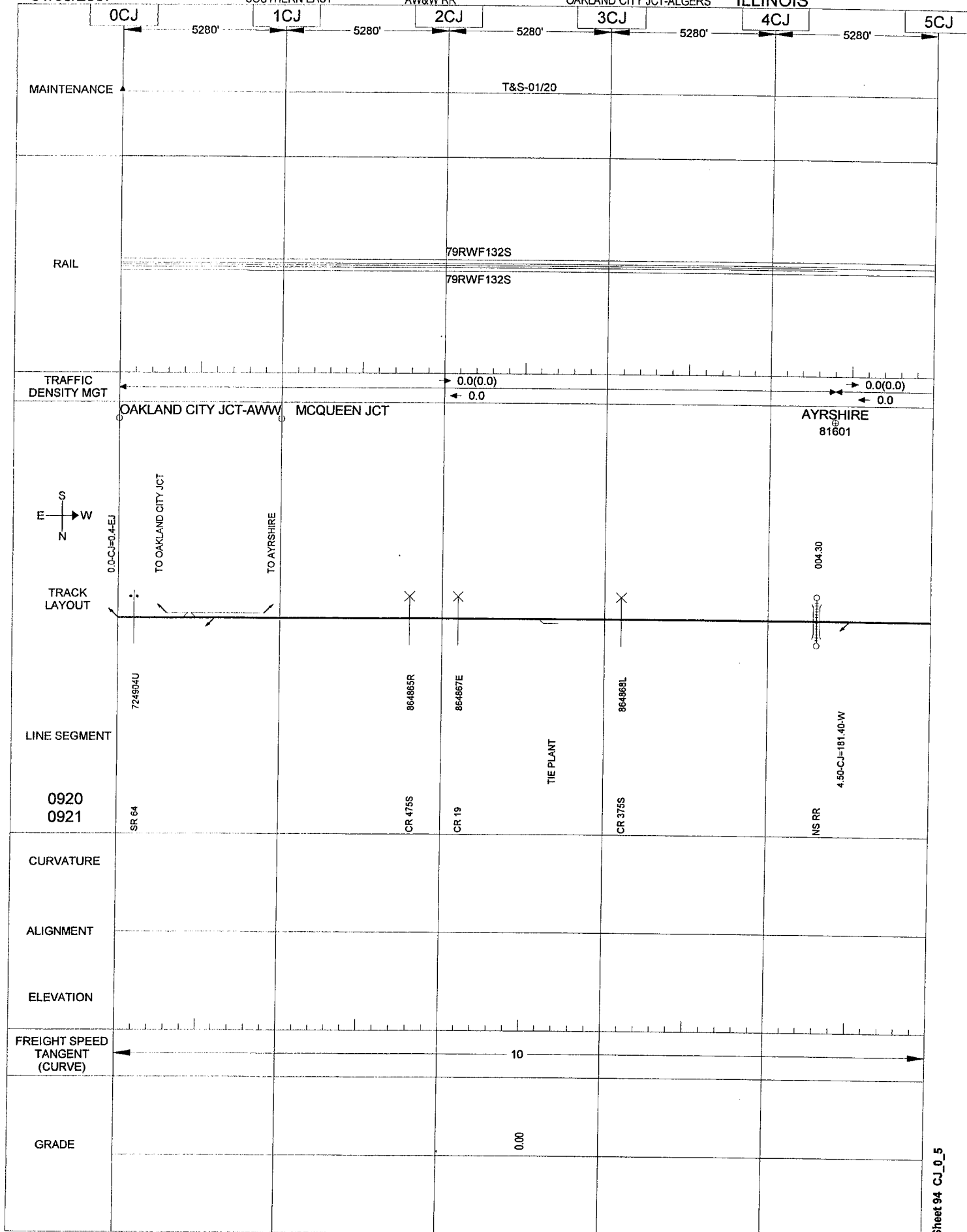
295

SOUTHERN EAST

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS



01/30/2007

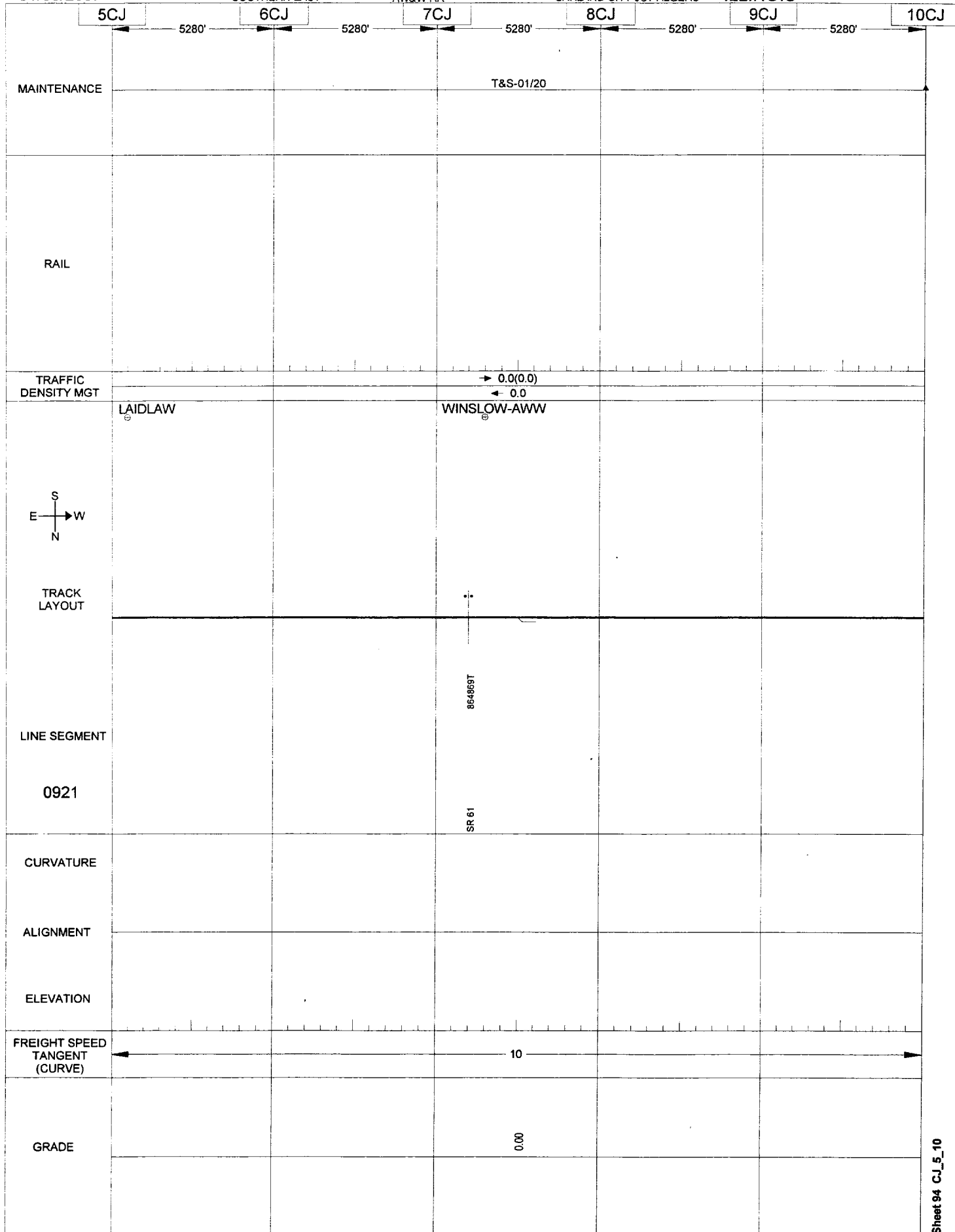
SOUTHERN EAST

296

AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS



01/30/2007

SOUTHERN EAST

297  
AW&W RR

OAKLAND CITY JCT-ALGERS

ILLINOIS

10CJ

5280'

11CJ

5280'

12CJ

MAINTENANCE

RAIL

TRAFFIC  
DENSITY MGT

0.0(0.0)  
0.0

ALGERS  
81602

S  
E → W  
N

TRACK  
LAYOUT

LINE SEGMENT

0921

LOOP TRACK RETURN

END LOOP (RETURN)

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

01/30/2007

SOUTHERN EAST

298  
AW&W RR

OAKLAND CITY JCT-ENOSVIL

ILLINOIS

0EJ

1EJ

2EJ

3EJ

4EJ

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

76RWF132S

76RWF132S

TRAFFIC  
DENSITY MGT

OAKLAND CITY JCT-AWW  
OAKLAND CITY JCT-NS  
178W

ENOSVILLE  
81603

S  
E → W  
N

0.4-EJ=0.0-CJ

TRACK  
LAYOUT

0.0-EJ=176.6-W

864870M

864872B

LINE SEGMENT

0922

SR 64

ISRR

TO ISRR

SR 61

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

- [illegible]

$\gamma_{\text{max}} = \beta_{\text{max}}$

$\text{H}_2\text{N}-\text{CH}_2-\text{CH}_2-\text{NH}_2$   
 $\text{H}_2\text{N}-\text{CH}_2-\text{CH}_2-\text{CH}_2-\text{NH}_2$   
 $\text{H}_2\text{N}-\text{CH}_2-\text{CH}_2-\text{CH}_2-\text{CH}_2-\text{NH}_2$



### 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. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. 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, length, and superelevation for each main. Note: Representation is now provided for both tracks 1 and 2. In prior volumes representation was provided for track 1 only. In double track sections track 2 was only a copy of track 1 and did not necessarily represent actual conditions.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail 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**

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

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

**Type of Bridge Structure**

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

**Deck Construction**

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

TABLE 3  
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
250	015.70-EB	015.70	01	1992
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	045.90-EB	045.90	01	2006
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
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	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
225	171.76-W	171.70	01	1988
225	172.96-W	173.00	01	1988

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
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
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	2005
242	258.58-W	258.60	01	2006
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	2006
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	2006
4	D-218.96	218.92	01	1989
4	D-219.65	219.65	01	1992
13	D-262.32	262.32	01	1997
14	D-267.24	267.24	01	1997
16	D-277.06	277.23	01	1989
16	D-279.95	279.95	01	2000
21	D-302.10	302.22	01	1990
21	D-302.10	302.22	02	1991
25	D-320.42	320.42	01	1998
28	D-335.01	335.01	01	2001
29	D-343.52	343.52	01	1997
30	D-346.41	346.41	01	1993
30	D-348.40	348.40	01	1997
36	D-376.74	376.74	BOTH	1987
40	D-395.20	395.20	01	1988
40	D-395.82	395.80	01	1988
46	D-429.27	429.27	01	1990
54	D-465.41	465.45	01	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
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	2005
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
140	S-198.16	198.16	01	2006
140	S-198.92	198.90	01	2006
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-248.73	248.73	01	2000
152	S-257.63	257.63	01	1984
152	S-258.51	258.47	01	2005
152	S-259.57	259.57	01	2005
154	S-269.64	269.62	01	1987
155	S-270.14	270.14	01	2002
275	AE-013.90	013.90	01	2005
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
58	DH-376.74	376.74	01	1997
62	DH-396.66	396.66	01	2005
68	DH-428.99	428.99	01	1997
69	DH-434.80	434.79	01	2005
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	2006
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	2006
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-508.28	508.28	01	2004
85	DH-510.12	510.12	01	2001
85	DH-514.26	514.47	01	1999
			01	1993
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-241.08	241.08	01	1989
190	SP-258.94	258.96	01	1974
156	SP-340.43	340.43	01	2002
156	SP-343.88	343.90	01	1980
156	SP-344.56	344.56	01	1985
157	SP-345.21	345.22	01	1973
157	SP-346.44	346.45	01	1986
157	SP-349.58	349.58	01	1980
162	SP-371.80	371.85	01	1996
162	SP-372.30	372.32	01	2002
163	SP-376.38	376.30	01	1990
164	SP-380.38	380.38	01	1986
164	SP-384.37	384.37	01	1988
165	SP-385.53	385.53	01	1990
166	SP-392.21	392.17	01	1994
167	SP-398.48	398.48	01	1986
167	SP-398.72	398.72	01	1981
168	SP-404.33	404.36	01	1981
169	SP-406.79	406.78	01	1985
169	SP-407.35	407.34	01	1993
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	2006
245	VC-004.26	004.23	01	1986