

235

234

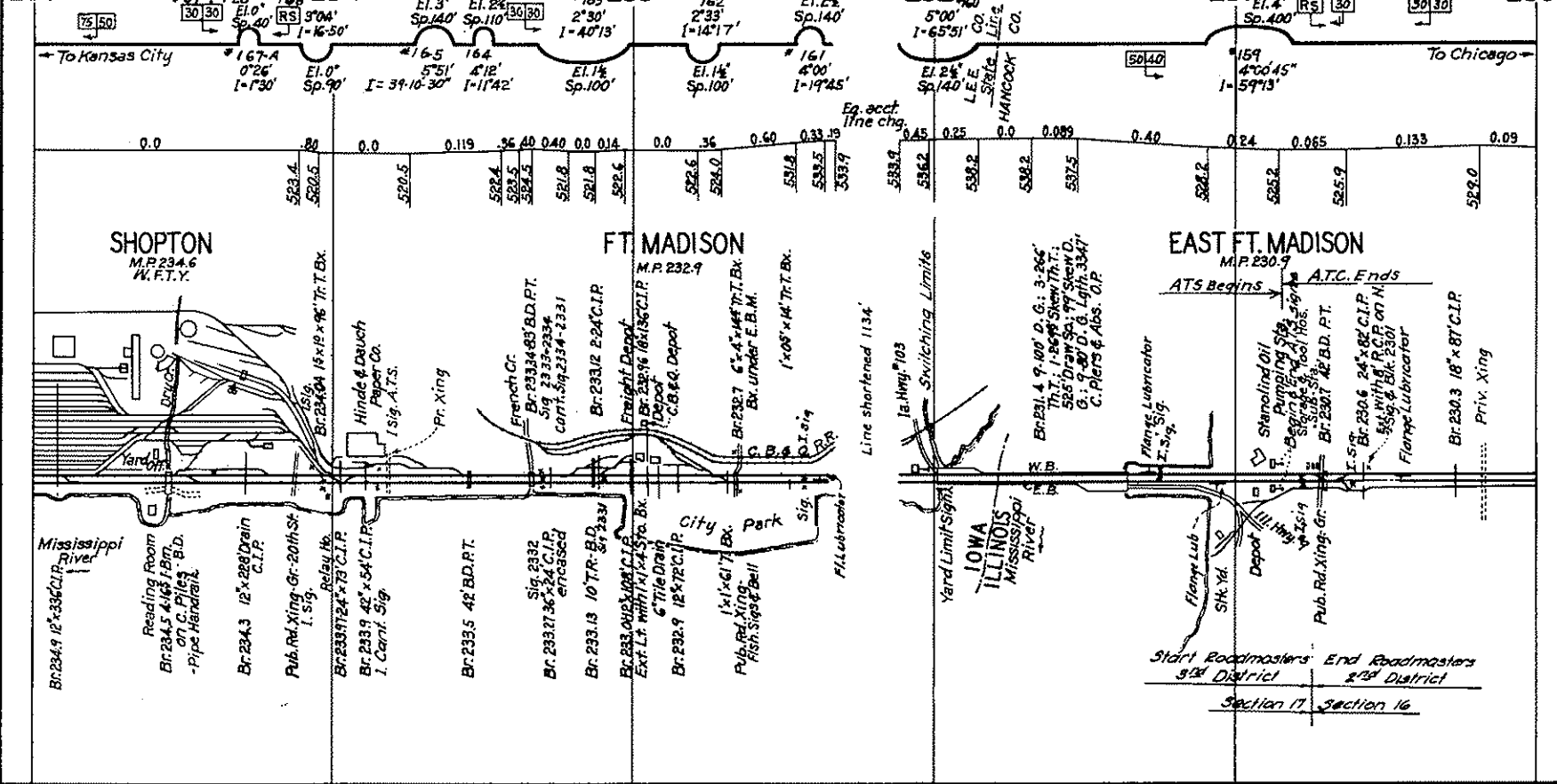
233

Automatic Train Stop And

232 Traffic Control System

231

230



Start Roadmasters End Roadmasters
 5th District 2nd District
 Section 17 Section 16

230

229

228 Automatic Train Control 227

Traffic Control System.

226

225

48

← To Kansas City

To Chicago →

0.09 0.0 0.6 0.53 0.0 0.32 0.36 0.0 0.24 0.0 0.19 0.0 0.20

527.3 527.3 528.0 531.2 531.2 537.3 527.3 527.3 533.3 533.3 539.3 536.8 536.8 532.4

Blk. 229.5A
Br. 229.7 2-36" x 80' C.I.P. ext. both ends with 8' R.C.P.
Br. 229.6 24" x 84' C.I.P. ext. with 8' R.C.P. both ends
Br. 229.4 10' x 5' x 49' R.C. Bx.
Blk. 229.1
Br. 229.3 30' D. G. on Msy.-B.D.

Br. 229.07 48" x 54' C.I.P.
Pr. Xing

Pr. Xings
Br. 228.7 30' D. G. on C.
Br. 228.6 18" x 68' C.I.P.
Pr. Xing

Blk. 228.1
Br. 228.2 48" x 42' and 18" x 42' C.I.P.

Pr. Xing
Pr. Xing

W. Village Limit
Spillman Cr.
Pr. Xing
Blk. 227.1
Br. 227.1 2-48" D. G. on Msy.-B.D.

PONTOOSUC
M.R. 226.6
Pub. Rd. Xing-Gn.
Pub. Rd. Xing-Gn.
Br. 226.5 48" x 126' C.I.P.
Sta. sign
Miss. River
Blk. 226.1-A

E. Village Limit
Br. 226.1 48" x 60' C.I.P.

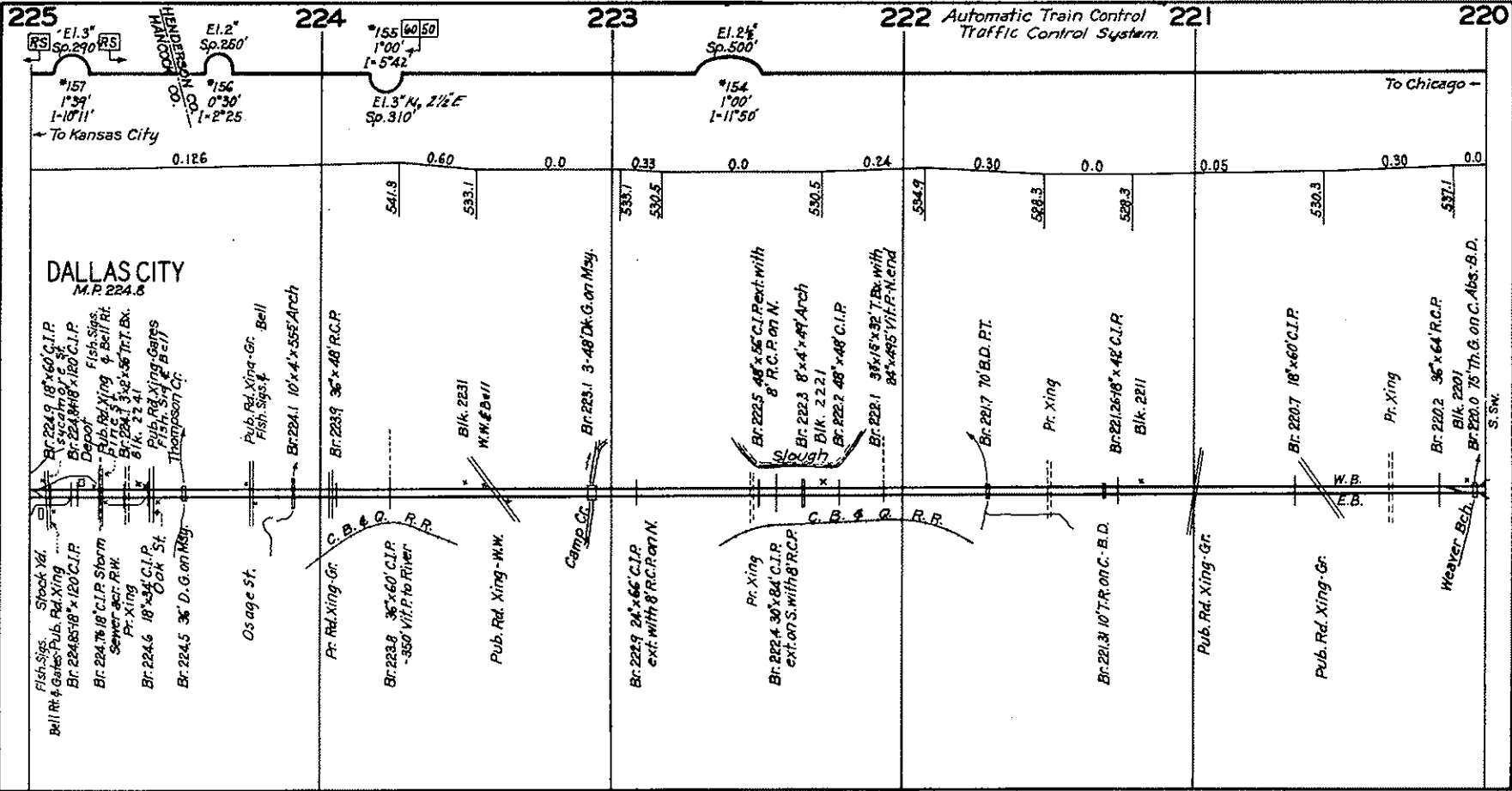
Br. 225.8 48" x 60' C.I.P.
Blk. 225.3
Br. 225.7 2-48" x 48' C.I.P.
Br. 225.5 48" x 72' C.P.

Br. 225.3 48" x 42' C.I.P. ext. both ends with 8' R.C.P.
Pr. Xing
Blk. 225.1-A
Br. 225.2 36" x 78' C.I.P.
Br. 225.0 10' B.D. T.R. on C.

State Hwy. 95
A.T.S.
Pub. Rd. Xing-Gn.

E1. 3 1/2"
Sp. 310'
158'
1'30"
1-8'15"30"

60 50



DALLAS CITY
M.P. 224.8

Stock Yd.
Fish Sigs.
Bell Rt. & Gates - Pub. Rd. Xing
Br. 224.85 18" x 120' C.I.P.
Depot
Fish Sigs.
Br. 224.78 18" C.I.P. Storm
Sewer - ac. R.W.
Pr. Xing
Br. 224.6 18" x 48' C.I.P.
Oak St.
Br. 224.5 36" D.G. on Mz.
Thompson Cr.
Pub. Rd. Xing - Gr. Bell
Fish Sigs. &
Br. 224.1 10' x 4' x 55' Arch
Br. 223.9 36" x 48' R.C.P.
C.B. & Q. R.R.
Pr. Rd. Xing - Gr.
Br. 223.8 36" x 60' C.I.P.
- 350 V.I.F. to River
Pub. Rd. Xing - W.W.
Camp Cr.
Br. 223.1 3-48' Dk. G. on Mz.
Slough
Br. 222.5 48" x 56" C.I.P. ext. with
8" R.C.P. on N.
Br. 222.3 8' x 4' x 48' Arch
Blk. 222.1
Br. 222.2 48" x 48' C.I.P.
Br. 222.1 36" x 32" T.B. with
84" x 48" V.I.F. - bend
Br. 221.7 70' B.D. P.T.
Pr. Xing
Br. 221.26 18" x 48' C.I.P.
Blk. 221
Pub. Rd. Xing - Gr.
Br. 220.7 18" x 60' C.I.P.
W.B.
E.B.
Pr. Xing
Br. 220.2 36" x 64' R.C.P.
Blk. 2201
Br. 220.0 75' Th. G. on C. Abs. - B.D.
Weaver Sch.
S. Sw.

El. 1.3
Sp. 290
El. 2
Sp. 260
El. 2 1/2
Sp. 500
El. 2 1/4
Sp. 500

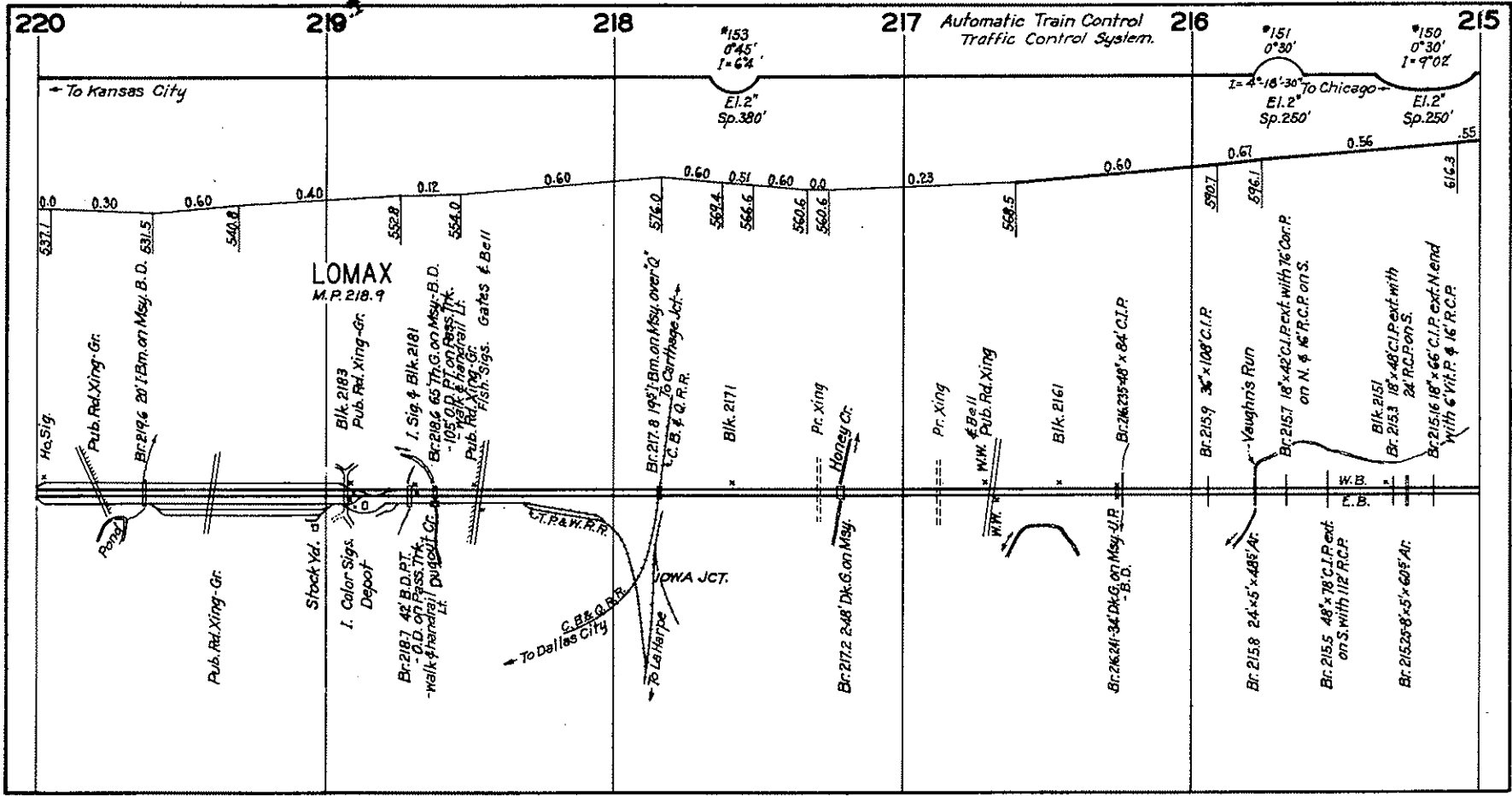
0.126 0.60 0.0 0.33 0.0 0.24 0.30 0.0 0.05 0.30 0.0

541.9 533.1 533.7 530.5 530.5 524.9 528.3 528.3 530.3 537.1

To Kansas City To Chicago -

Automatic Train Control Traffic Control System

225 224 223 222 221 220



220

219

218

217

216

215

← To Kansas City

To Chicago →

#153
0°45'
I = 6%

#151
0°30'
I = 4'-16'-30"

#150
0°30'
I = 9'02"

El. 2"
Sp. 390'

El. 2"
Sp. 250'

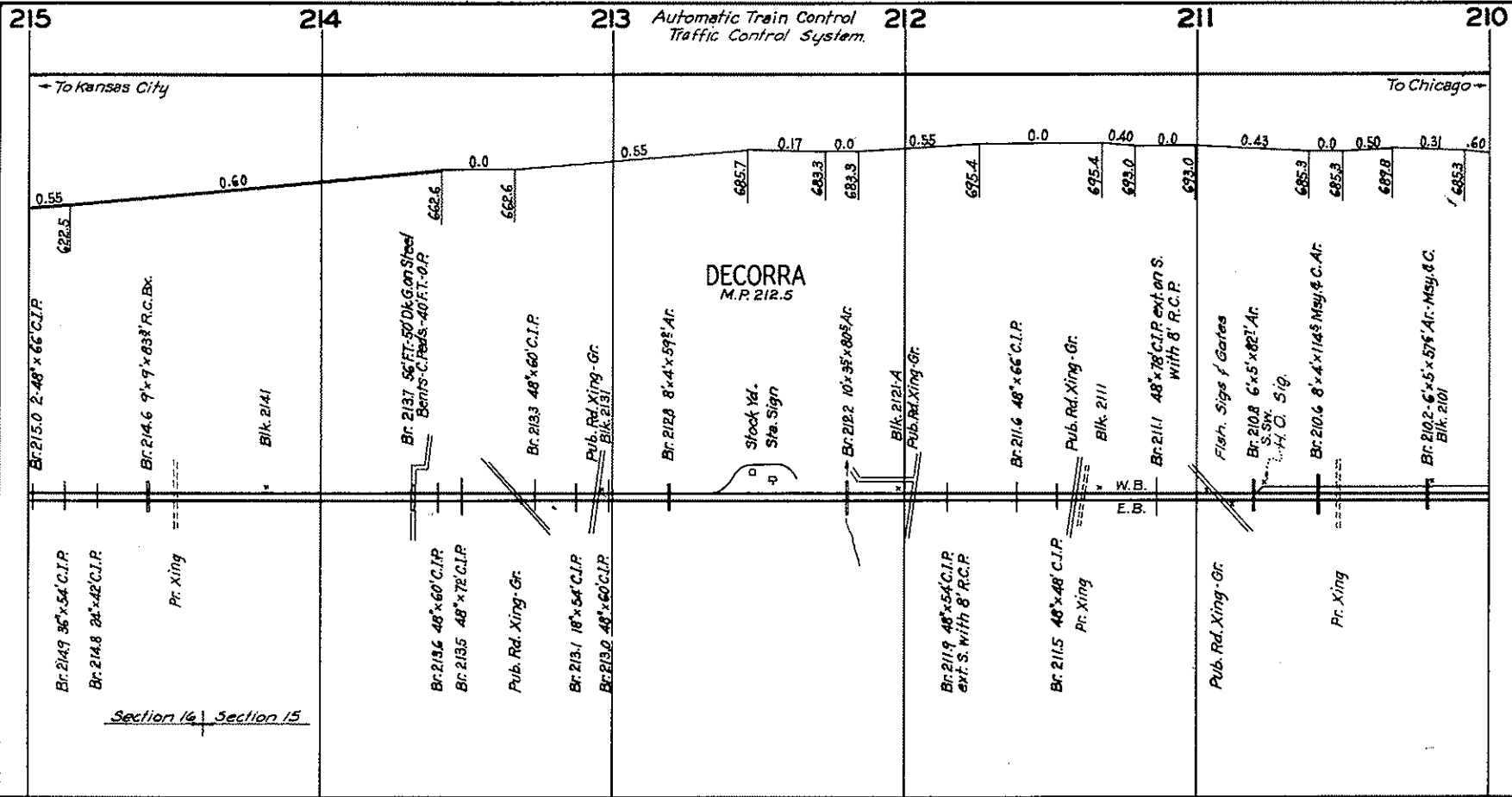
0.0 0.30 0.60 0.40 0.12 0.60 0.60 0.51 0.60 0.8 0.23 0.60 0.61 0.56 0.55

537.7 531.5 540.8 552.8 554.0 574.0 562.4 566.6 560.6 560.6 568.5 570.7 576.1 616.3

LOMAX
M.P. 218.9

Ho. Sig.
Pub. Rd. Xing - Gr.
Br. 219.6 20' E.M. on Msy. B.D. 531.5
540.8
Pub. Rd. Xing - Gr.
Blk. 2183
Pub. Rd. Xing - Gr.
I. Color Sigs. Depot
Br. 2187 42' B.D.P.T. - O.D. on Pass. Trk - walk & handrail dugout Gr. - Lt.
I. Sig. & Blk. 2181
Br. 218.6 65' Th. G. on Msy. B.D. - 105' O.D. P.T. on Pass. Trk - walk & handrail
Pub. Rd. Xing - Gr.
Fish Sigs. Gates & Bell
C.B. & Q. R.R.
To LaHarpe
To Dallas City
L.P. & W. R.R.
LOMA JCT.
Pr. Xing
Honey Cr.
Pr. Xing
W.W.
W.W.
Blk. 2171
Blk. 2161
Br. 217.2 2-48' Dk-G. on Msy.
Br. 216.241-344 Dk-G. on Msy. - B.D.
Br. 215.9 36' x 108' C.I.R.
Vaughn's Run
Br. 215.7 18' x 42' C.I.P. ext. with 16' Cor.P. on N. & 16' R.C.P. on S.
Br. 215.1 18' x 48' C.I.P. ext. with 16' R.C.P. on S.
Br. 215.16 18' x 66' C.I.P. ext. - N. end with 6' Vit. P. & 16' R.C.P.
W.B.
E.B.
Br. 215.5 48' x 78' C.I.P. ext. on S. with 112' R.C.P.
Br. 215.25-8'-5' x 60' A.C.
Br. 215.8 24' x 5' x 48' A.C.

Automatic Train Control
Traffic Control System.



Br. 215.0 2'-48" x 66" C.I.P.

Br. 214.9 36" x 54" C.I.P.

Br. 214.8 24" x 42" C.I.P.

Br. 214.6 9" x 9" x 833' R.C. Bx.

Pr. Xing

Blk. 2141

Br. 213.7 56" FT. 50" Dk. G. on Steel
Bents-C. Rads. 40 FT. - O.P.

Br. 213.6 48" x 60" C.I.P.

Br. 213.5 48" x 72" C.I.P.

Pub. Rd. Xing - Gr.

Br. 213.3 48" x 60" C.I.P.

Br. 213.1 18" x 54" C.I.P.

Br. 213.0 48" x 60" C.I.P.

Pub. Rd. Xing - Gr.
Blk. 2131

Br. 212.8 8" x 4" x 593' Ar.

Br. 212.2 10" x 95" x 805' Ar.

Blk. 2121-A
Pub. Rd. Xing - Gr.

Br. 211.9 48" x 54" C.I.P.
ext. S. with 8' R.C.P.

Br. 211.6 48" x 66" C.I.P.

Br. 211.5 48" x 48" C.I.P.

Pr. Xing

Pub. Rd. Xing - Gr.

Blk. 2111

Br. 211.1 48" x 78" C.I.P. ext. on S.
with 8' R.C.P.

Pub. Rd. Xing - Gr.

Fish. Sign f Gates

Br. 210.8 6" x 5" x 821' Ar.

S. Sign
H. C. Sign

Br. 210.6 8" x 4" x 1145' May. R.C. Ar.

Pr. Xing

Br. 210.2 6" x 5" x 574' Ar. - May. R.C.
Blk. 2101

622.5

0.60

0.0

0.55

685.7

0.17

0.0

683.3

682.3

0.55

675.4

0.0

0.40

675.4

673.0

0.0

673.0

0.43

685.3

0.0

685.3

0.50

687.8

0.31

685.3

0.60

Section 14 | Section 15

210

209

208

Automatic Train Control
Traffic Control System.

207

206

205

44

← To Kansas City

To Chicago →

0.60 0.60 0.0 0.20 0.60 0.0 0.60 0.60 0.0 0.60 0.0 0.60 0.60 0.125

667.3 673.3 673.3 667.3 657.3 657.3 683.1 666.3 666.3 715.5

STRONGHURST

M.P. 208.9

Pr. Xing

Pr. Xing

W. Village Limit
Br. 209.5 18' x 85' x
125' A.C.

Fish Sign & Gates
I. Sig. & Blk. 209.1
Br. 209.0 24' x 114' C.I.P.
ext. with 38' V.T.R. Lt.

Pub. Rd. Xing. Gr.

Fish. Signs & Gates
Pub. Rd. Xing. Gr.

Depot
I. Sig. & Blk. 208.1
Br. 208.7 24' x 90' C.I.P.
Br. 208.6 35' 1' Blm. on C.
- U.P.

Br. 208.8 18' x 132' C.I.P.
SHK. Yd.

State Hwy. '94

Br. 208.5 8' x 4'
x 118' C. A.C.

Spring Bch.

Pub. Rd.

E. Village Limit

H.O. Sig.
S.S.W.

Br. 208.2 14' x 8' x 120' C. A.C.

Pr. Xing

Br. 207.8 18' x 48' C.I.P.

Pr. Xing

Br. 207.7 24' x 54' C.I.P. ext.
8' N. end with R.C.P.
- Blk. 207.1

Pr. Xing

Br. 207.2 24' x 60' C.I.P. ext.
8' both ends with R.C.P.

Pr. Xing

Br. 207.0 12' x 6' x 91' Msy. Ar.
ext. 151' on S. with C.

Br. 206.8 20' x 8' x 110' A.C.

Middle Cr.

Br. 206.4 18' x 114' C.I.P.

Blk. 206.1
Br. 206.5 24' 1' Blm. on Msy. U.P. B.D.

Br. 206.2 48' x 152' R.C.P.

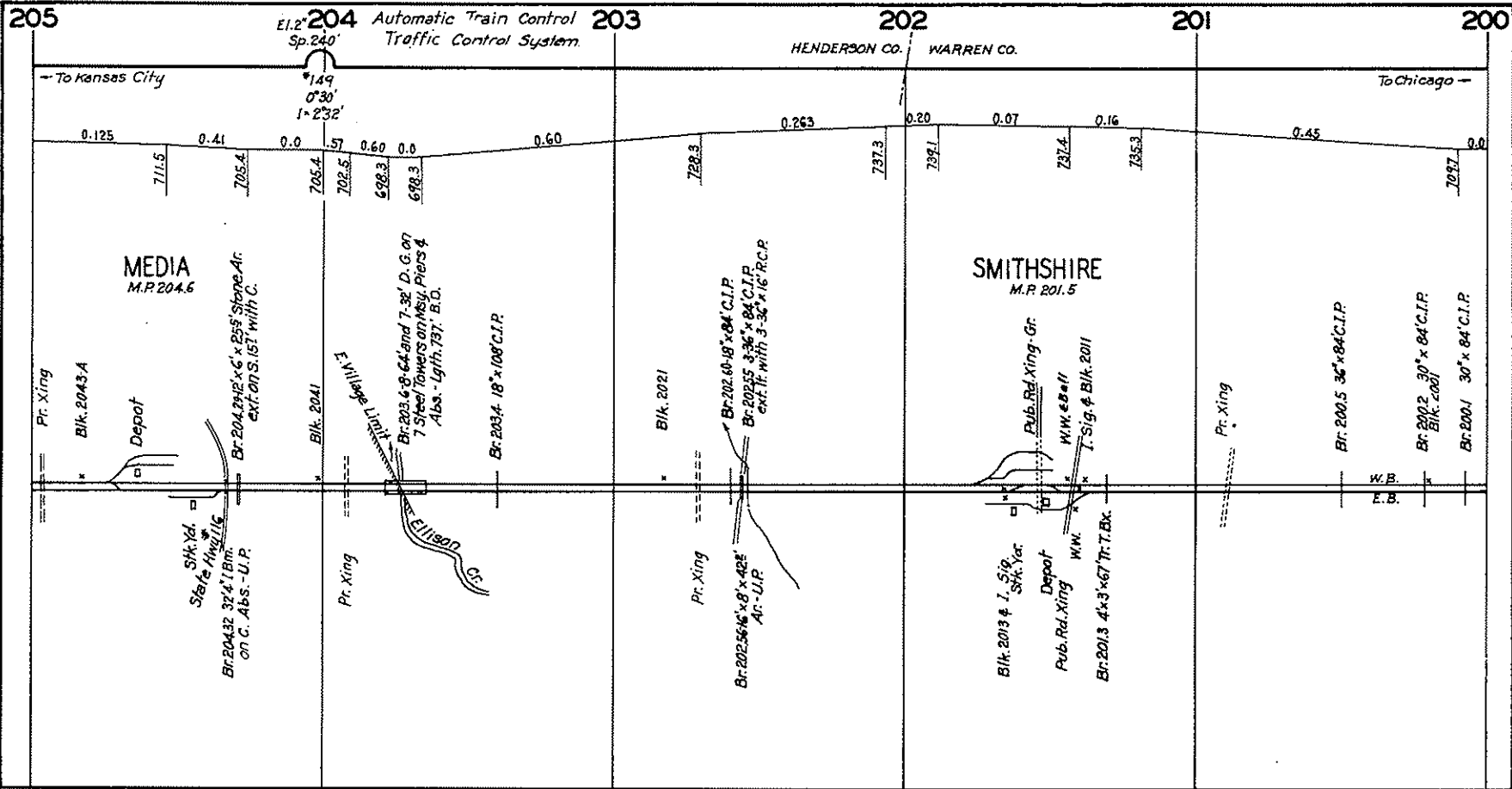
Br. 206.0 24' x 90' C.I.P. ext.
8' both ends with R.C.P.

Br. 205.8 24' x 90' C.I.P. ext.
8' on S. with R.C.P.

Pub. Rd. Xing. W.W.

W. Village Limit - Media
Blk. 205.1

W.B.
E.B.



200

199

198

Automatic Train Control
Traffic Control System.

197

196

195

42

← To Kansas City

To Chicago →

7097.7

0.273

0.0

0.236

0.0

0.31

0.216

0.14

0.60

701.3

701.3

710.3

710.3

716.3

726.3

736.8

Pub. Rd. Xing Flash Sig. Gates & Bell
Br. 199.7 12'x6'x66' Arch

Br. 199.4 36'x72' C.I.P.
Br. 199.3 30'x66' C.I.P.

Br. 199.0 98' RT-B.D.

H.B. Det. Bd.
Pub. Rd. Xing - Bell

Br. 198.4 10'x4'x26'7 1/2" Arch
ext. 15' 9 1/2" N. with C.

Br. 197.8 24'x54' C.I.P. with
8' R.C.P. both ends

Pub. Rd. Xing - Gr.

Shelter Shed

Br. 196.7 12'x66' C.I.P. ext with 6'x14' Vit.R.
N. and 6'x28' S. end.
Br. 196.1

Br. 196.3 18'x42' C.I.P.

Br. 195.2 42'x88' R.C.P.

Pr. Xing

Pr. Xing

Br. 197.5 2-36'x56' Cor.F.

Pub. Rd. Xing - Gr.

Pr. Xing

Pub. Rd. Xing - Gr.

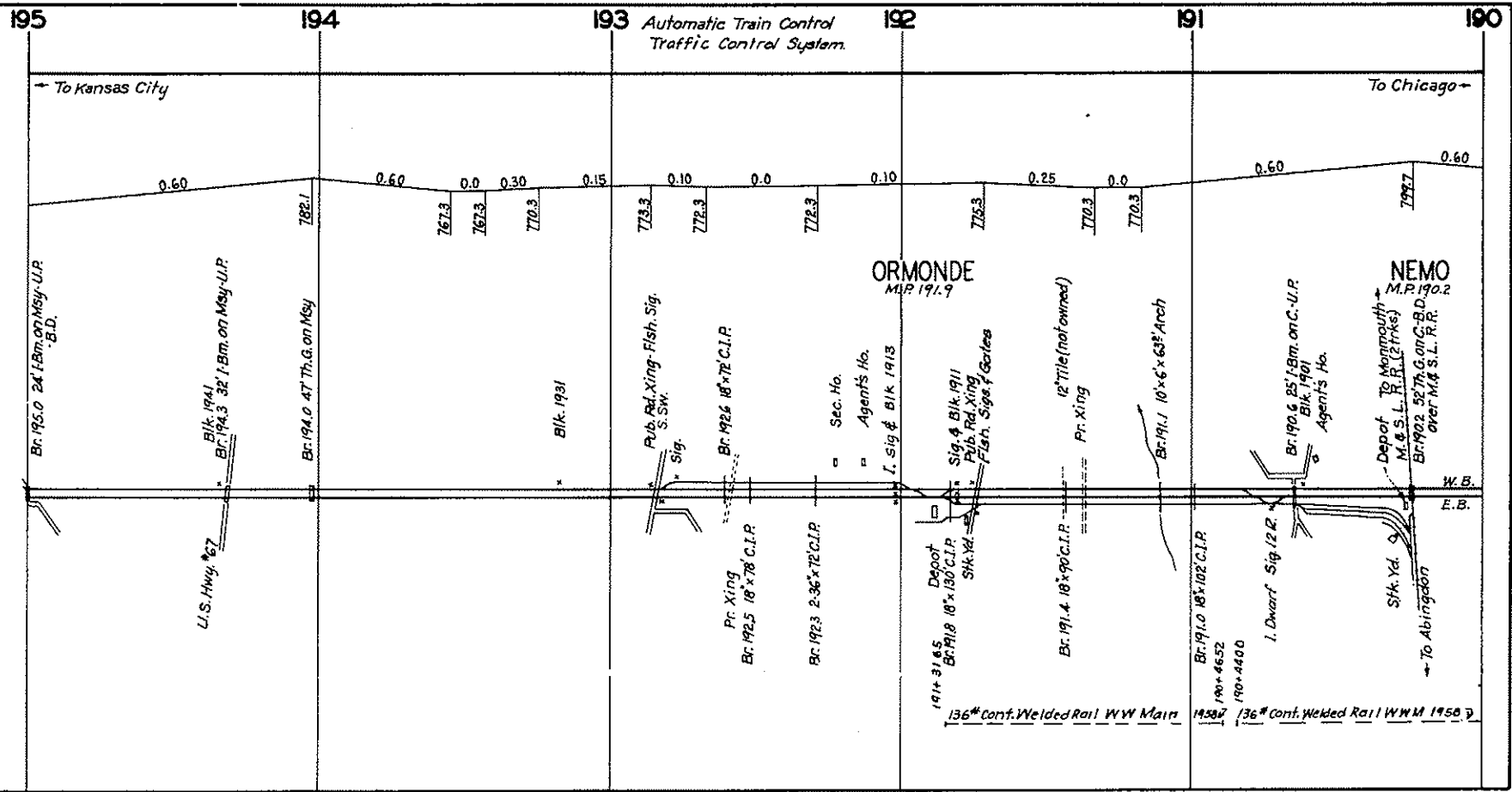
Br. 195.1

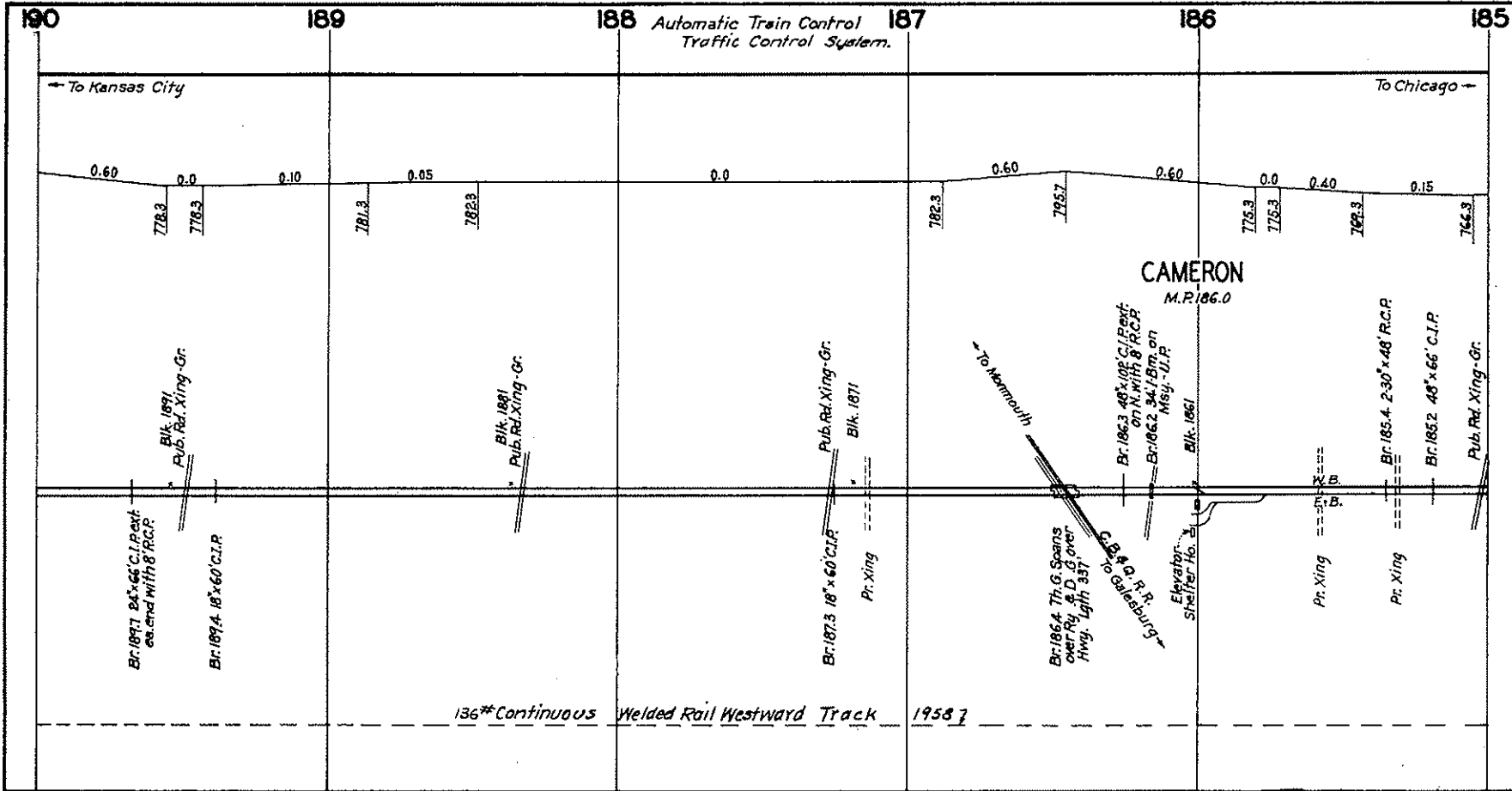
W.B.
E.B.

Pub. Rd. Xing - Gr.

PONEMAH
M.P. 197.1

Section 15 | Section 14





← To Kansas City

To Chicago →

Automatic Train Control Traffic Control System.

CAMERON

M.P. 186.0

→ To Memphis

→ To Galveston

136** Continuous Welded Rail Westward Track 1958 7

Br. 1897 24' x 66' C.I.P. ext. on end with 8' R.C.P.

Br. 1894 18' x 60' C.I.P.

Blk. 1891 Pub. Rd. Xing - Gr.

Blk. 1881 Pub. Rd. Xing - Gr.

Br. 1873 18' x 60' C.I.P. Pub. Rd. Xing - Gr.

Blk. 1871

Pr. Xing

Br. 1864 Th. G. Spans over N.Y. & D. G. over Hwy. Lgth 337

Br. 1863 48' x 108' C.I.P. ext. on N. with 8' R.C.P.

Br. 1862 34.78m. on Misy. - U.P.

Blk. 1861

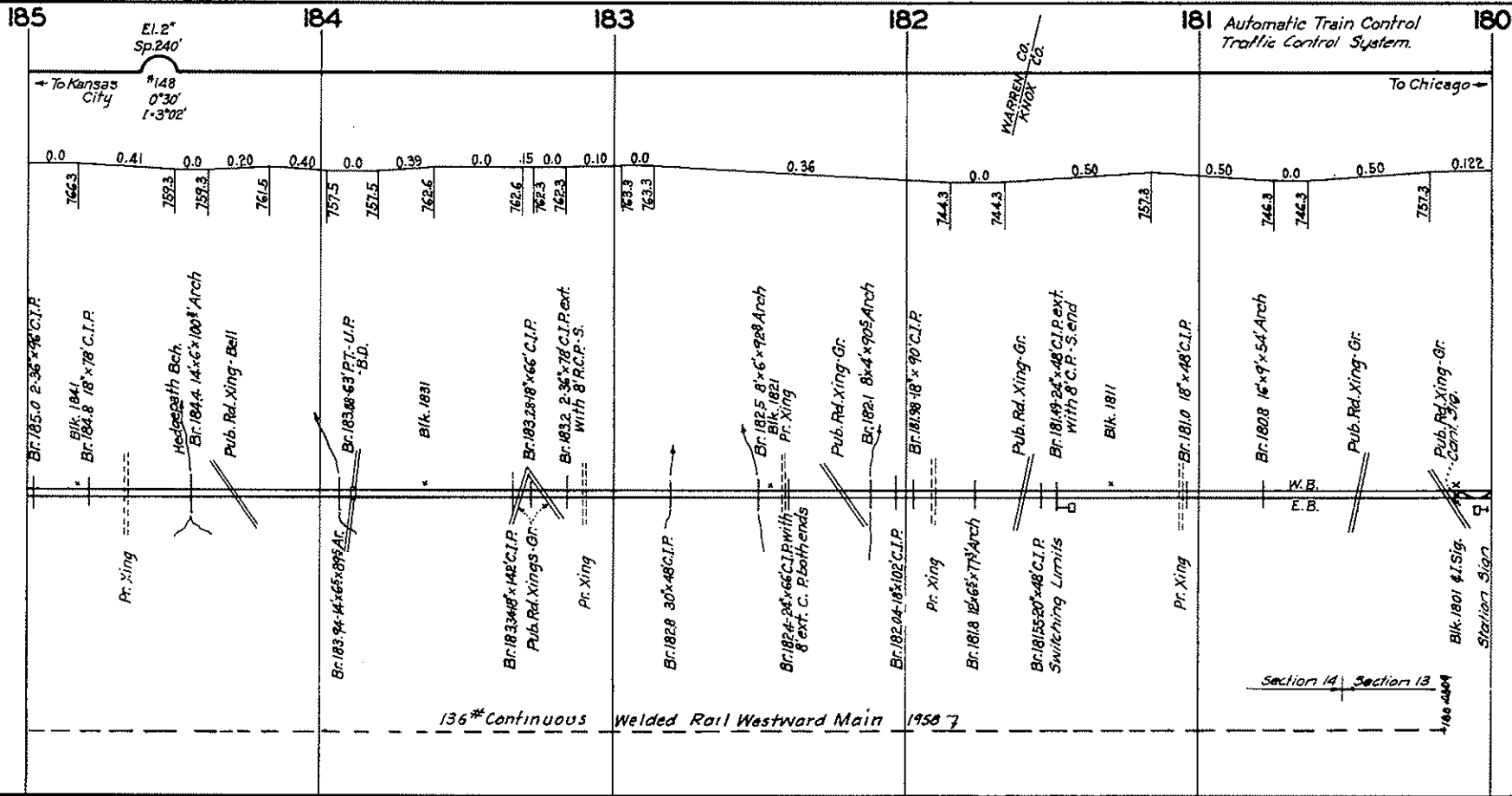
Elevator Shelter No. 2

Pr. Xing

Br. 185.4 2.30' x 48' R.C.P.

Br. 1852 48' x 66' C.I.P.

Pub. Rd. Xing - Gr.



El. 2'
Sp. 240'
→ To Kansas City
*148
0'30'
1+37.02

Automatic Train Control
Traffic Control System.

To Chicago →

0.0 0.41 0.6 0.20 0.40 0.0 0.39 0.0 0.15 0.0 0.10 0.0 0.36 0.0 0.50 0.50 0.0 0.50 0.122

Br. 185.0 2-36 x 76 C.I.P.
Blk. 1841
Br. 184.8 18 x 78 C.I.P.
Hedgepath Ch.
Br. 184.4 14 x 6 x 100 1/2 Arch
Pub. Rd. Xing-Gr.
Pr. Xing
Br. 183.96 14 x 65 x 89 1/2 AF
Br. 183.40 63 PT. U.P. B.D.
Blk. 1831
Br. 183.28 18 x 66 C.I.P.
Br. 183.2 2-36 x 78 C.I.P. ext. with 8' R.C.P.-S.
Pr. Xing
Br. 183.3 30 x 48 C.I.P.
Br. 182.5 8 x 6 x 9 1/2 Arch
Blk. 1821
Pr. Xing
Pub. Rd. Xing-Gr.
Br. 182.1 8 x 4 x 90 1/2 Arch
Br. 181.98 18 x 90 C.I.P.
Pr. Xing
Br. 181.8 18 x 65 x 7 1/2 Arch
Pub. Rd. Xing-Gr.
Br. 181.50 24 x 48 C.I.P. Switching Lurnis
Br. 181.0 18 x 48 C.I.P.
Pr. Xing
Br. 180.8 16 x 9 x 54 Arch
W.B.
F.B.
Pub. Rd. Xing-Gr.
Blk. 1801 4 I. Sig.
Station Sign

136# Continuous Welded Rail Westward Main 1950 7

Section 14 Section 13

185-1804

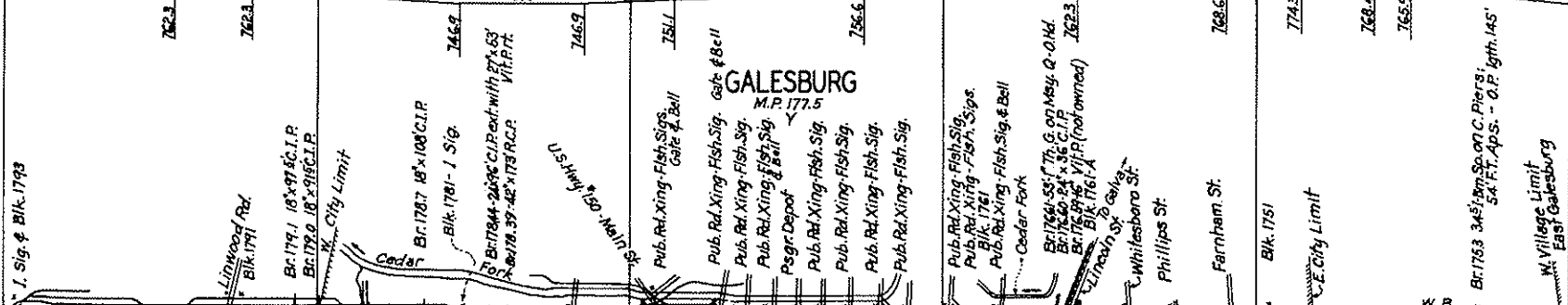
Traffic Control System

To Kansas City

To Chicago

Speed 45-20 over Street Xings between Br. 176.61 and Main St.

0.122 0.0 0.44 0.0 0.28 0.17 0.16 0.25 0.45 0.50 0.42 0.60



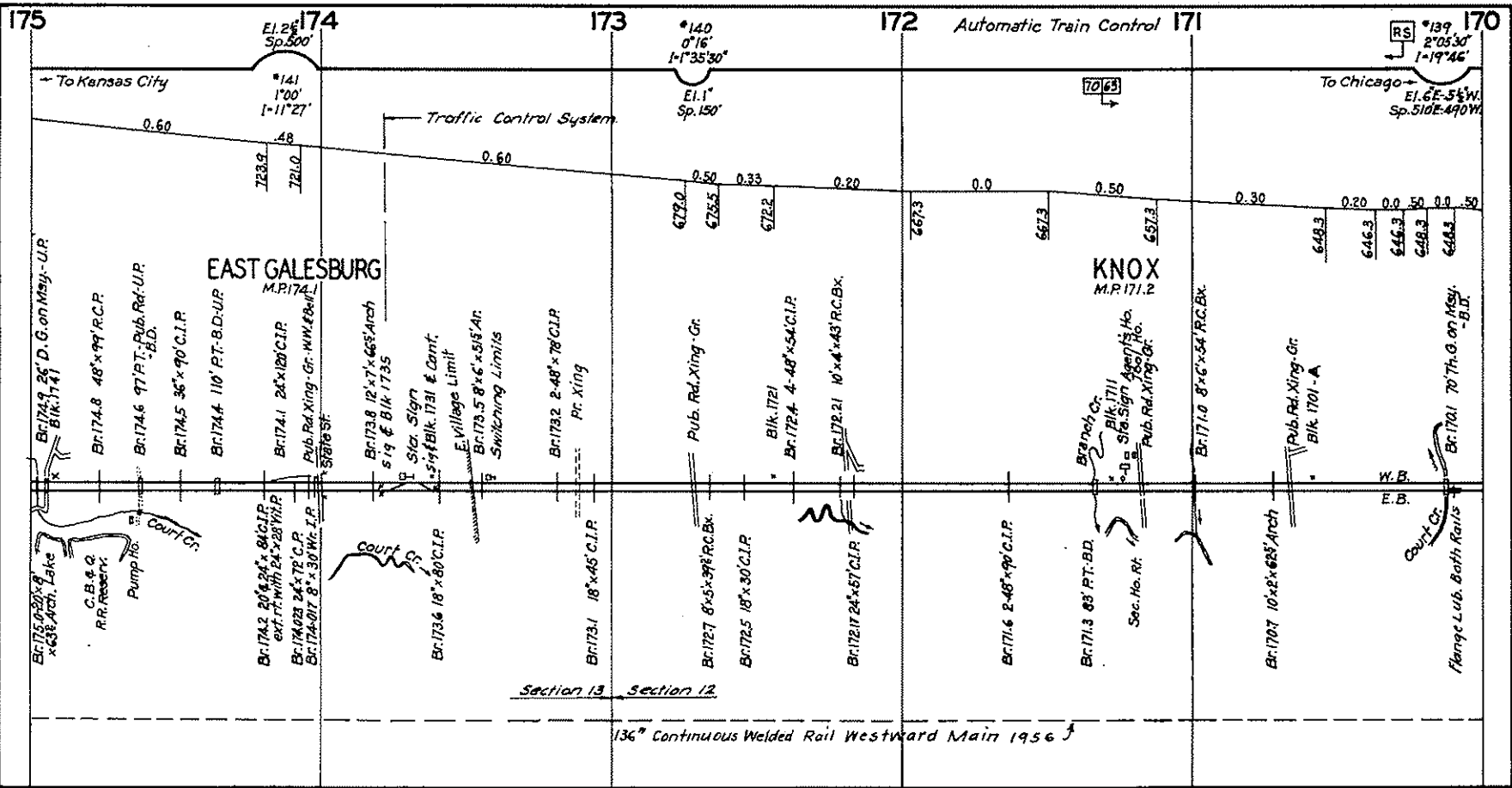
179+500 136* Cont. Welded Rail W.W.M. 1958 J

178+283.5 C.B. & Q. cont. S. SW. For Joint Trks. see C.E.O.T. 125556

177+500 136* Continuous Welded Rail Westward Main 1956 J

179+500 136* Cont. Welded Rail W.W.M. 1958 J

177+500 136* Continuous Welded Rail Westward Main 1956 J



175

174

173

172

171

170

To Kansas City

To Chicago

Automatic Train Control

EAST GALESBURG
M.P. 174.1

KNOX
M.P. 171.2

Section 13 Section 12

136" Continuous Welded Rail Westward Main 1956

E.I. 24
Sp. 500'

*140
0°16'
1-1°35'30"
E.I. 1
Sp. 150'

RS *139
2°05'30"
1-1°19'46"
E.I. 5 1/2 W.
Sp. 510 E. 490 W.

*141
1°00'
1-11°27'

0.60

723.9
721.0

Traffic Control System

0.60

0.50

0.33

0.20

0.0

0.50

0.30

0.20

0.0

0.50

0.0

0.50

672.0

673.5

672.2

667.3

667.3

657.3

648.3

646.3

646.3

648.3

648.3

Br:174.9 26' D.G. on M.Sy.-U.P.
Blk:174.1

Br:174.8 48' x 99' R.C.P.

Br:174.6 97' P.T. Pub. Rd. U.P.
-B.D.

Br:174.5 36' x 90' C.I.P.

Br:174.4 110' P.T.-B.D.-U.P.

Br:174.1 24' x 120' C.I.P.

Pub. Rd. Xing. Gr. W.W. & Bx. U.P.
5816 St.

Br:173.8 12' x 7' x 66' Arch
519 & Blk 173.5

Star Sign
519 & Blk 173.1

E. Village Limit
Bl:173.5 8' x 6' x 51' Ar.
Switching Limits

Br:173.2 2-48' x 78' C.I.P.
P.C. Xing

Br:173.1 18' x 45' C.I.P.

Pub. Rd. Xing. Gr.
Bl:172.7 8' x 5' x 99' R.C.B.X.

Br:172.5 18' x 30' C.I.P.

Blk:172.1
Br:172.4 4-48' x 54' C.I.P.

Br:172.2 10' x 4' x 43' R.C.B.X.
Br:172.17 24' x 67' C.I.P.

Br:171.6 2-48' x 90' C.I.P.

Br:171.3 83' P.T.-B.D.

Branch Cr.
Blk:171.1
Sta. Sign Agency Ho.
Pub. Rd. Xing. Gr.

Br:171.0 8' x 6' x 54' R.C.B.X.

Br:170.7 10' x 2' x 62' Arch

Pub. Rd. Xing. Gr.
Blk 170.1 - A

W.B.
E.B.

Br:170.1 70' Th.G. on M.Sy.
-B.D.
Change Lub. Bath Rails

Br:175.0 20' x 8'
x 63' Arch. Lake

C.B. & Q.
R.R. Reservoir

Pump Ho.

Court Cr.

Br:174.2 20' x 24' x 84' C.I.P.
ext. Ft. with 24' x 28' V.I.P.

Br:174.0 24' x 78' C.P.

Br:174.0 17' x 30' W. I.P.

Br:173.6 18' x 80' C.I.P.
Court Cr.

Court Cr.

170

169

168

167

166

165

El. 5 1/2' Sp. 470'
 El. 5 1/4' W. 6'E. Sp. 530 W. 500'E.
 Sp. 470
 Traffic Control System Automatic Train Control
 *135 2'27' 1-23°08'
 *134 2'04' 1-18°43'30"
 El. 5 1/2' Sp. 470 W. 530'E.

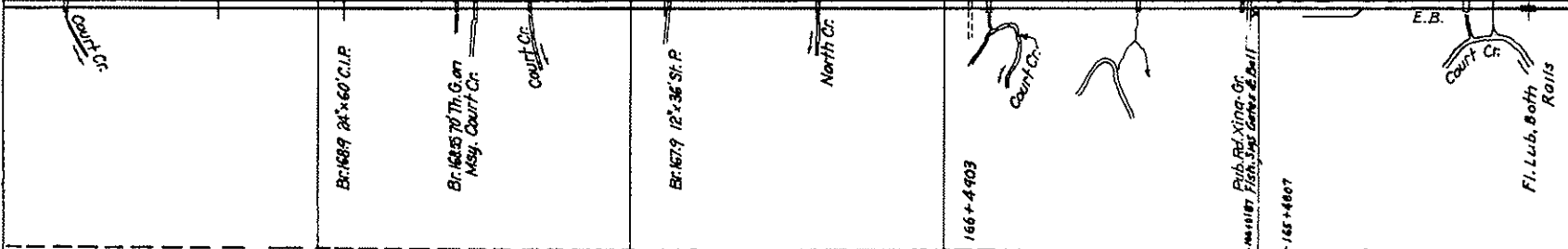
To Kansas City *186 2'06' 1-2°00'
 *137 2'06' 1-19°31'
 *136 2'07' 1-19°38'30"
 *135 2'27' 1-23°08'
 To Chicago *134 2'04' 1-18°43'30"
 El. 5 1/2' Sp. 470 W. 530'E.

0.0 0.45
 0.0 0.10
 0.48 0.60
 0.145 0.50
 0.15 0.08

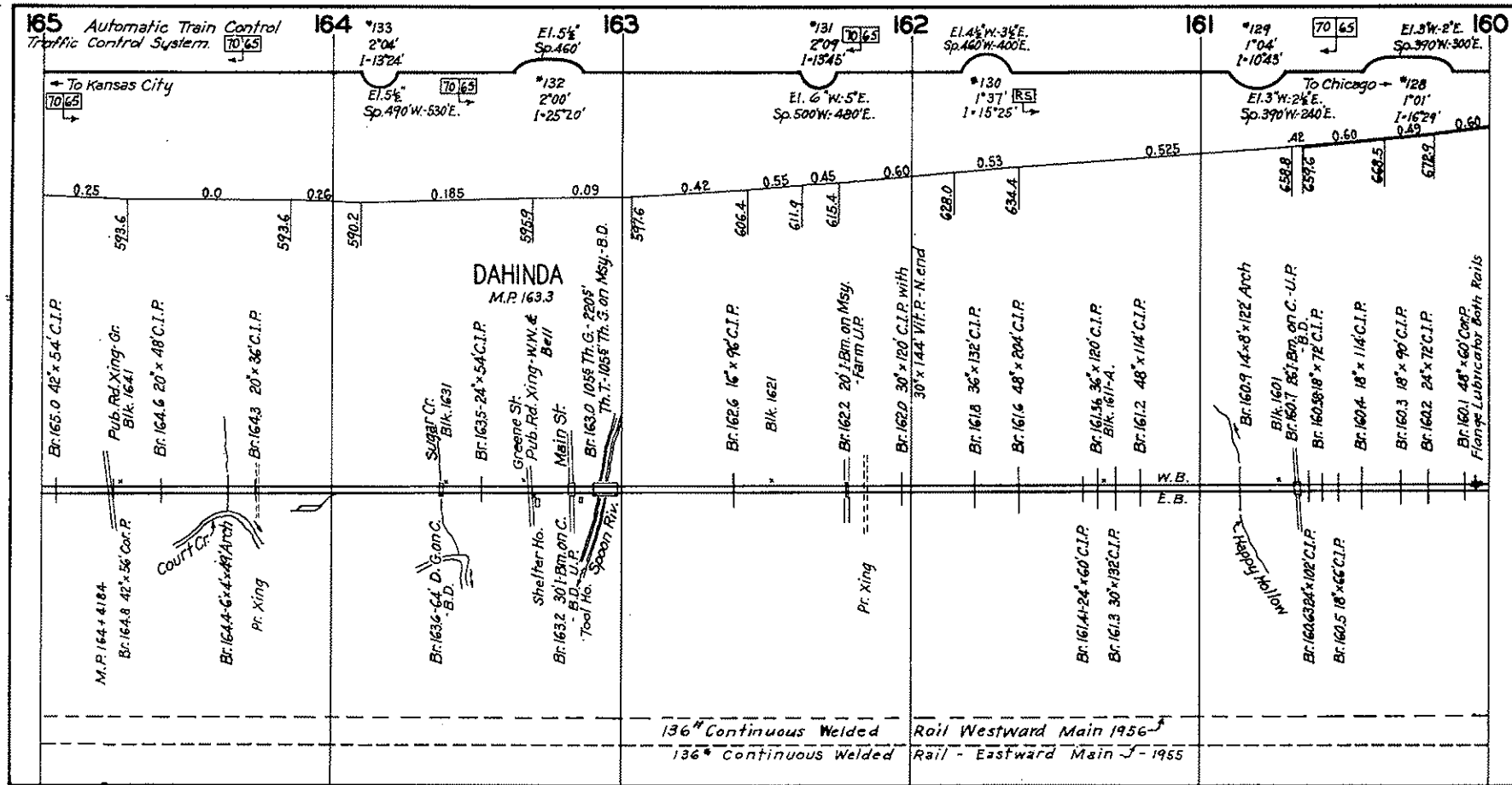
644.3 644.3 635.3
 632.3 627.1 619.3
 614.3 608.3
 599.3 597.3

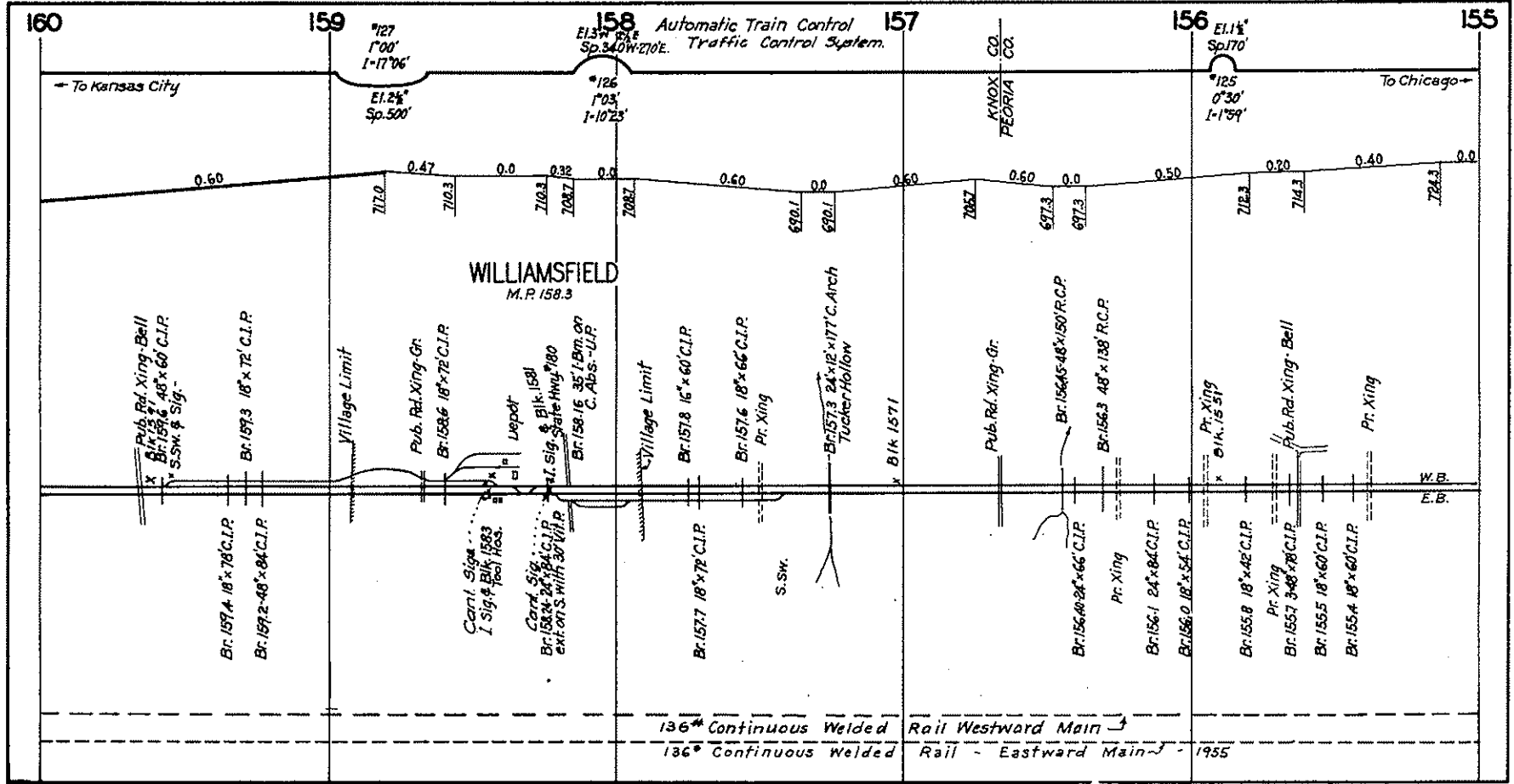
Br. 167.8 64' Th. G. on Msy. B.D.
 x Bk. 1671
 Br. 169.3 42' x 78' C.L.P.
 Br. 168.9 24' x 60' C.L.P.
 Br. 168.25 70' Th. G. on Msy. Court Cr.
 Br. 168.3 70' Th. G. on Msy. Bk. 1681
 Pub. Rd. Xing. Cr.
 Br. 167.9 12' x 36' St. P.
 North Cr.
 Br. 167.4 96' D. G. on Msy.
 x Bk. 1671
 Pr. Xing
 Br. 166.9 64' Th. G. on Msy.
 Br. 166.4 65' P.T. B.D.
 Pub. Rd. Xing. Cr.
 Br. 166.0 42' P.T. B.D.
 Sheller Ho. Bk. 1651
 W.B.
 E.B.
 Br. 165.33-98' P.T. B.D.
 Br. 165.25-6' x 4' x 68' Arch
 Fl. Lub. Both Rails

APPLETON
M.P. 165.9



136* Continuous Welded Rail
 Westward Main 1956
 136* Continuous Welded Rail Eastward Main 1956





160

159

158

157

156

155

→ To Kansas City

To Chicago →

WILLIAMSFIELD
M.P. 158.3

Automatic Train Control
Traffic Control System.

KNOX
PEORIA
CO. CO.

Pub. Rd. Xing - Bell
Br. 159.6 48' x 60' C.I.P.
S.W. & Sig.

Br. 157.3 18' x 72' C.I.P.
Br. 157.2 48' x 84' C.I.P.

Village Limit

Pub. Rd. Xing - Gr.
Br. 158.6 18' x 72' C.I.P.

Leopdt
Carb. Sig.
I. Sig. & Blk. 158.3
Br. 158.2 24' x 84' C.I.P.
ext. on S. with 30' V.I.P.

Village Limit

Br. 157.8 16' x 60' C.I.P.
Br. 157.6 18' x 66' C.I.P.
Pr. Xing
S.W.

Br. 157.3 24' x 12' x 177' C. Arch
Tucker Hollow

Br. 157.1

Pub. Rd. Xing - Gr.

Br. 156.4 48' x 150' R.C.P.
Br. 156.3 48' x 138' R.C.P.
Pr. Xing

Br. 156.1 24' x 84' C.I.P.
Br. 156.0 18' x 54' C.I.P.

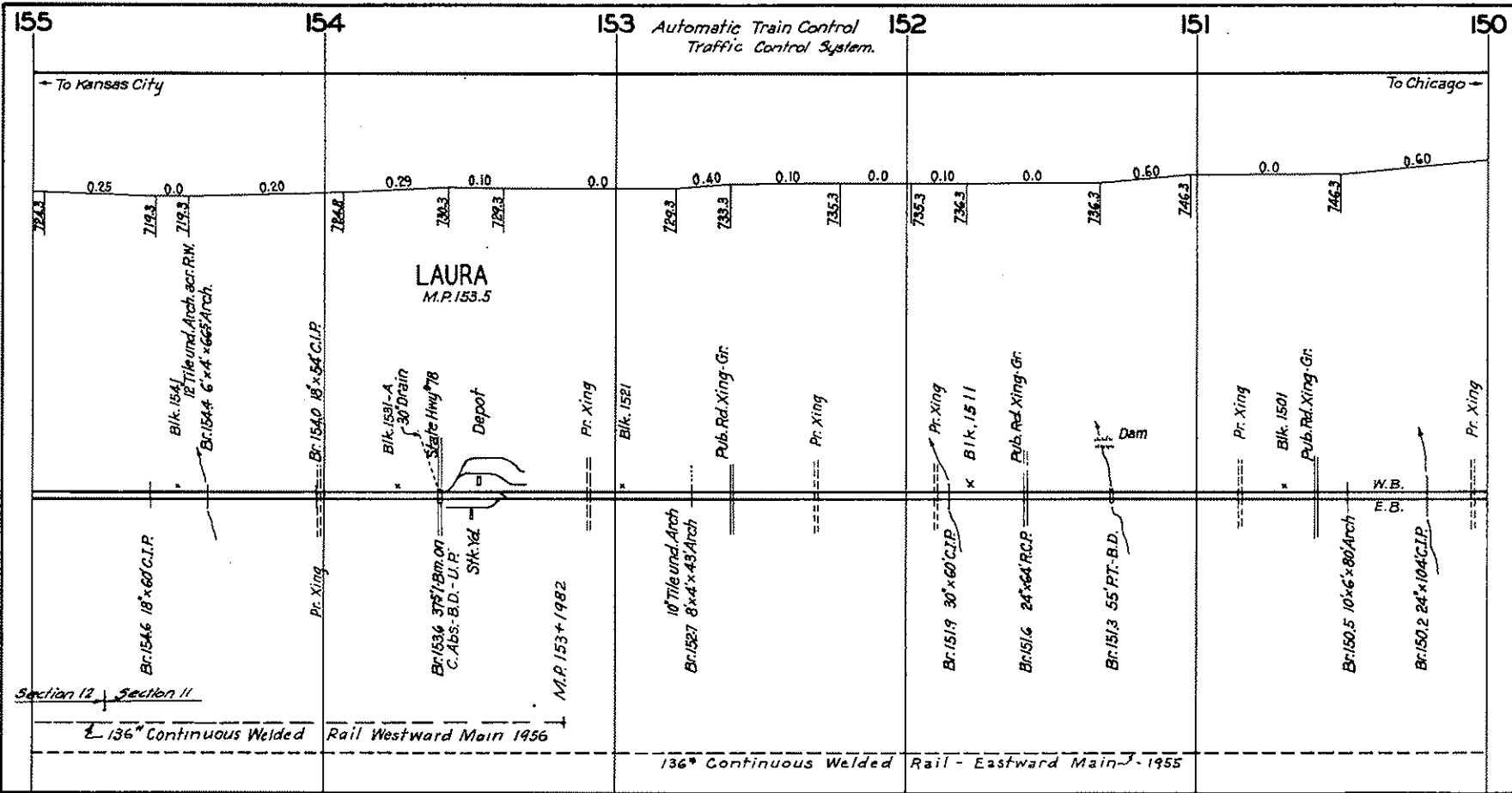
Pr. Xing
Br. 155.8 18' x 42' C.I.P.
Pub. Rd. Xing - Bell
Br. 155.7 348' x 78' C.I.P.
Br. 155.5 18' x 60' C.I.P.
Br. 155.4 18' x 60' C.I.P.

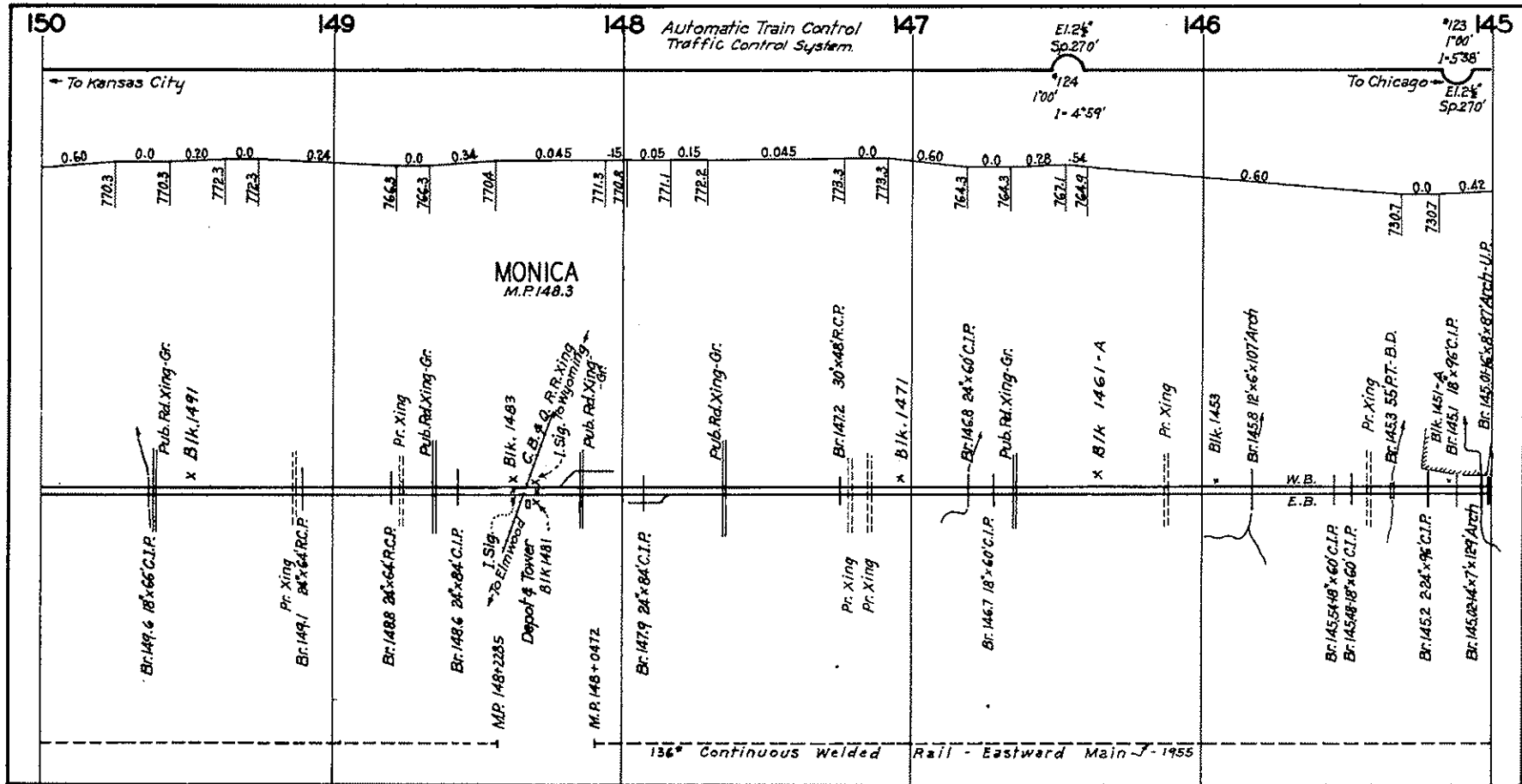
Pr. Xing

136" Continuous Welded
136" Continuous Welded

Rail Westward Main
Rail - Eastward Main

1955





145 144 143 142 141 140

Automatic Train Control
Traffic Control System

← To Kansas City

To Chicago →

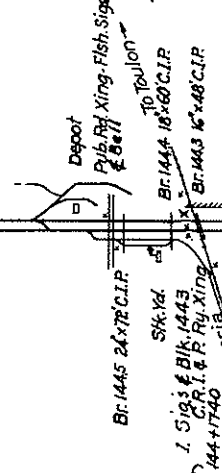
El. 2¹/₂
Sp. 250'
*122
0°30'
1-3°50'45"

El. 3¹/₂E; El. 2¹/₂W
Sp. 420'
*121
1°02'
1-14°16"

0.42 0.20 0.60 0.00 0.60 0.60 0.00 0.60 0.60 0.54 0.00 0.54 0.60 0.60

PRINCEVILLE

M.P. 144.7



Br: 144.0-18'x54' C.I.P.

Br: 143.6 24'x72' C.I.P.

Br: 143.5 20'x8'x75' Arch

Pr. Xing
x Blk. 143.1

Br: 142.9 30'x72' C.I.P.

Br: 142.5-24'x72' C.I.P. -50.

Br: 142.2 20'x66' C.I.P.

Br: 142.1 18'x60' C.I.P.

Blk. 141.3

Pub. Rd. Xing - Gr.

Br: 141.3 36'x72' C.I.P.

Blk. 141.1 - A

Pr. Xing

Br: 140.8 18'x36' C.I.P.

Pr. Xing

State Hwy. 79

Br: 140.5-36' D. G. on C.-U.P.

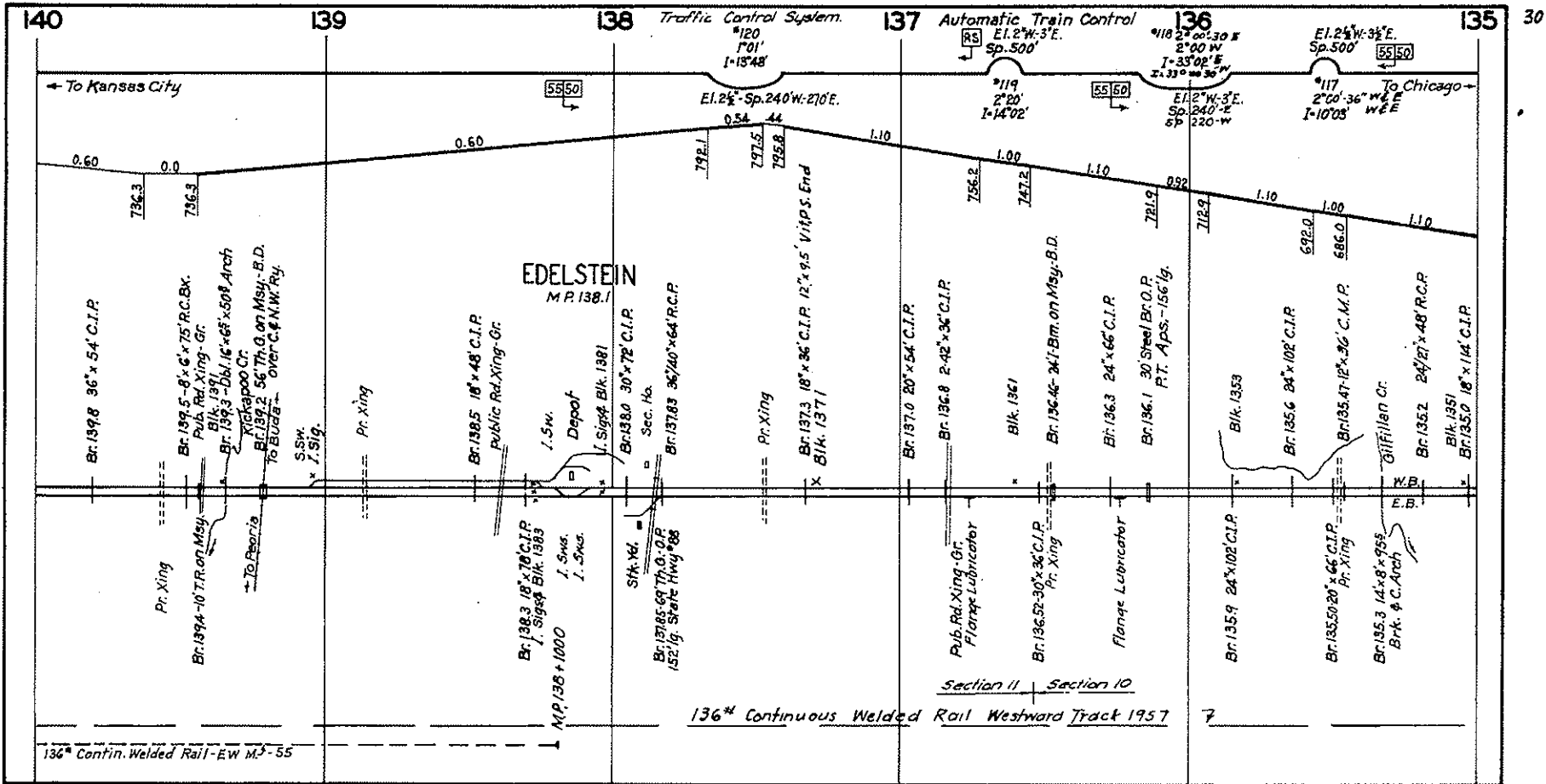
Blk. 140.1 - B.D.

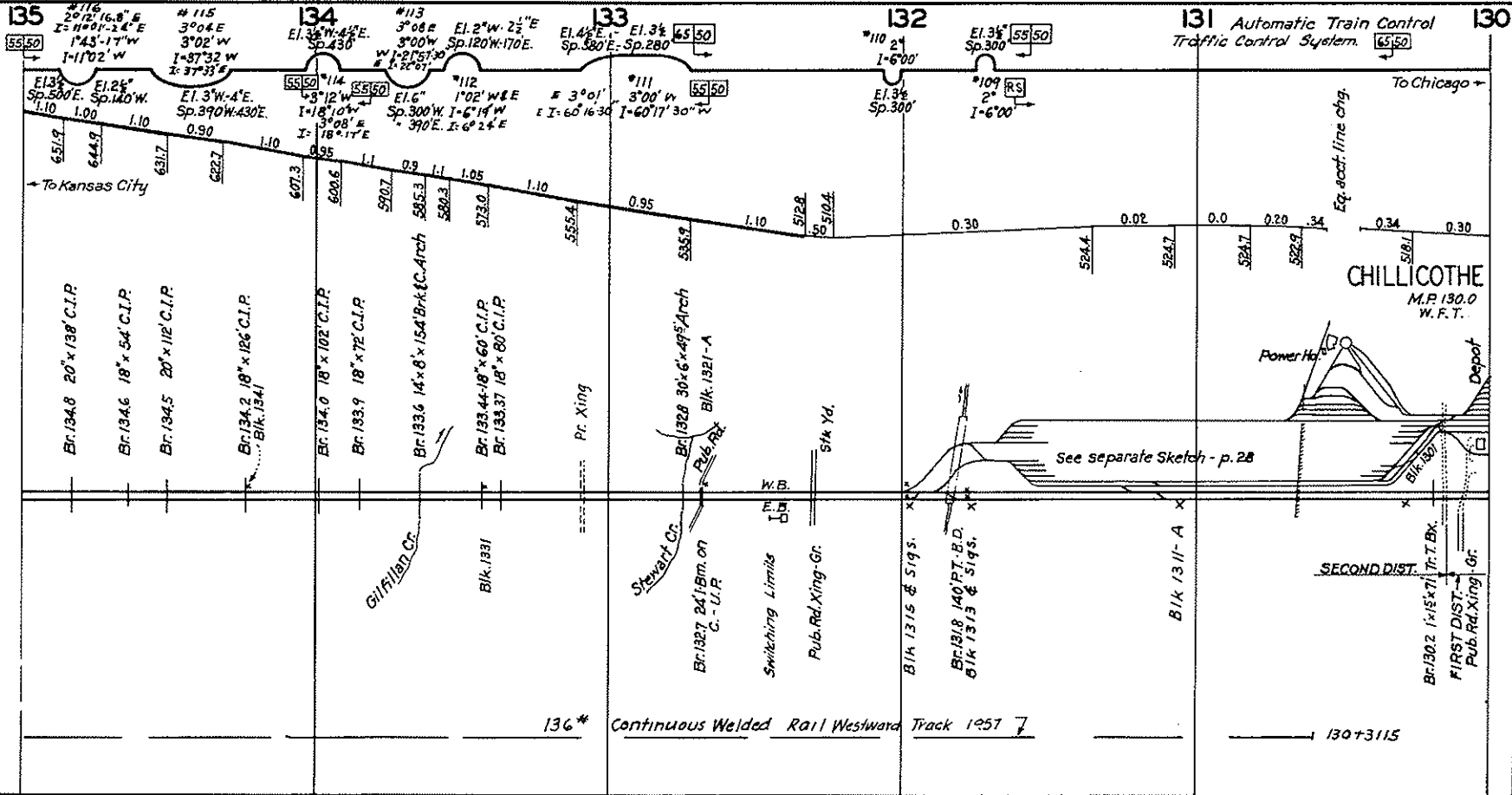
Br: 140.4-18'x36' C.I.P.

W.B.
E.B.

136* Continuous Welded Rail Westward Main 1957

136* Continuous Welded Rail - Eastward Main - 1955

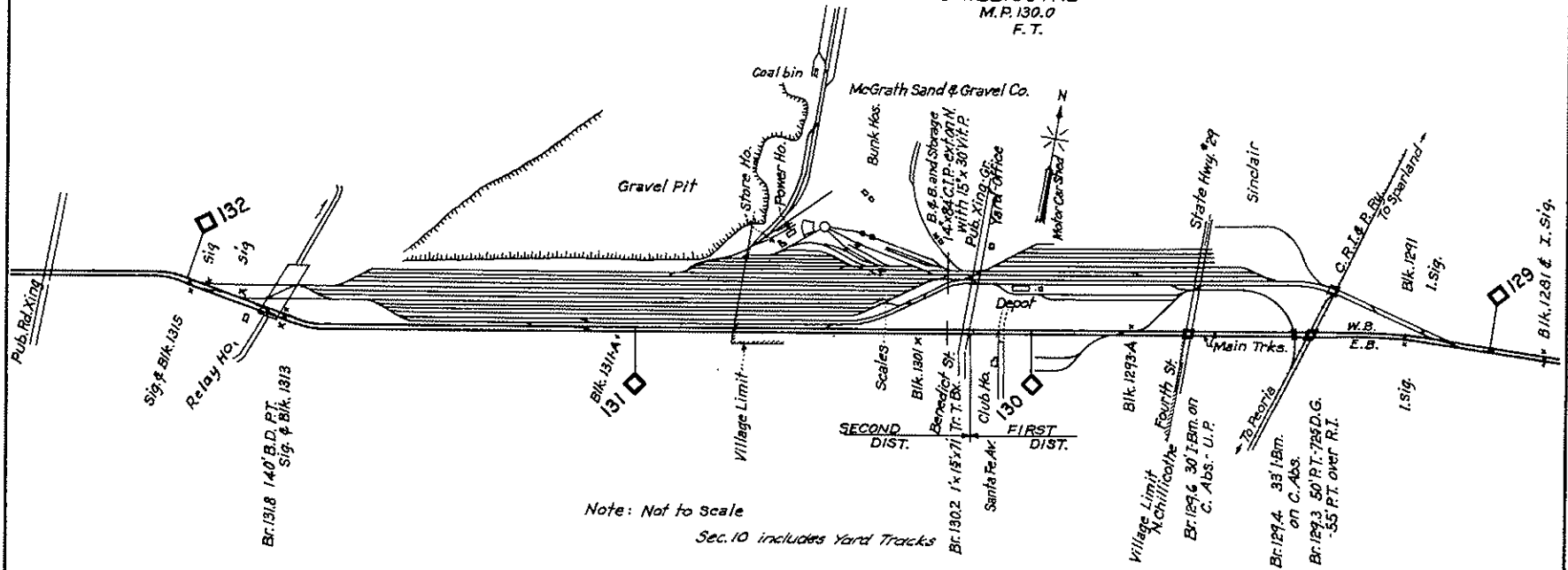




← To Kansas City

Automatic Train Control
Traffic Control System. To Chicago →

CHILLICOTHE
M.P. 130.0
F.T.



Note: Not to scale

Sec. 10 includes Yard Tracks

Longest Track = 273 cars
 Shortest Track = 3 "
 Total Car Capacity = 2697 "

CHILLICOTHE YARD
CHILLICOTHE, ILL.