

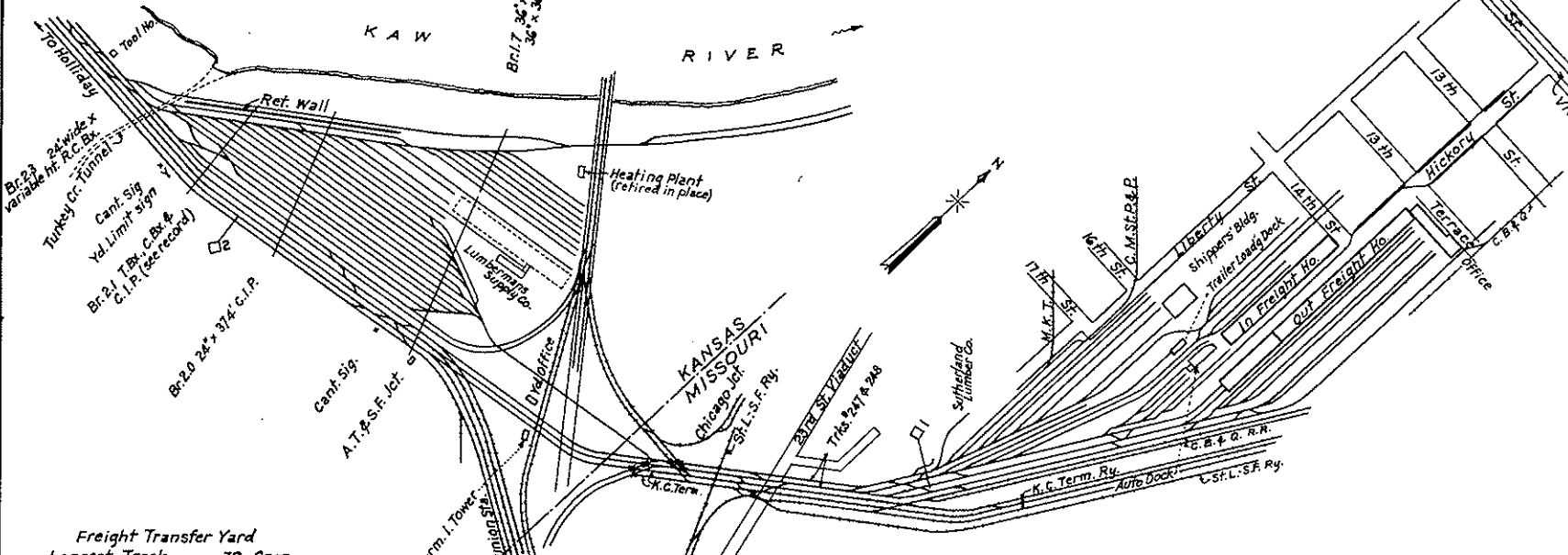
Freight House Yard  
 Longest Track 76 Cars  
 Shortest Track 2 Cars  
 Total Car Capacity 794 Cars

Freight Transfer Yard  
 Longest Track 79 Cars  
 Shortest Track 10 Cars  
 Total Car Capacity 895 Cars

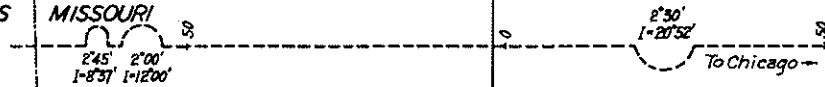
Interlocking  
 K. C. Term. Ry.

Note: Not to Scale

KANSAS CITY YARD



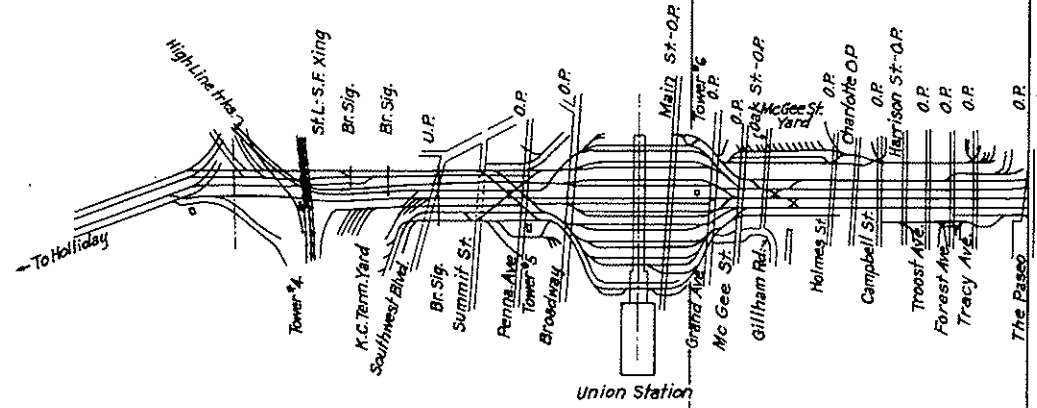
WYANDOTTE CO. MISSOURI  
KANSAS

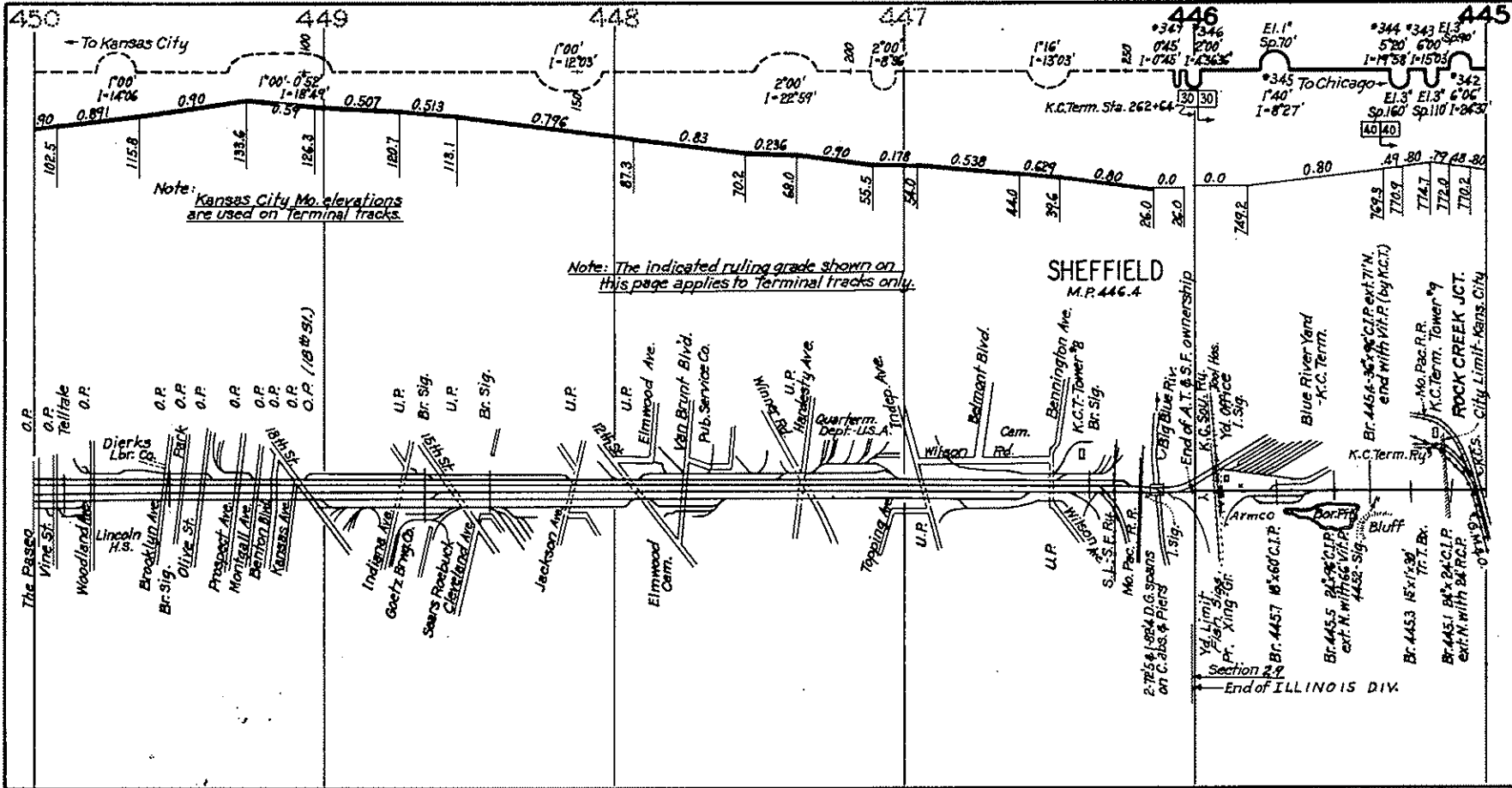


27.4	30	.10	.06	0.12	1.359	0.46	.668	0.545	0.0	0.773	0.87	0.742	.87	0.90
28.3	28.7	29.3	28.7	47.9	54.5	50.0	55.9	55.9	63.5	71.3	80.8	77.3		

A.T. & S.F. JCT.  
M.P. 1.7

KANSAS CITY  
M.P. 451.17  
- M.P. 0.34





450

449

448

447

446

445

To Kansas City

To Chicago

Note: Kansas City Mo. elevations are used on terminal tracks.

Note: The indicated ruling grade shown on this page applies to terminal tracks only.

SHEFFIELD  
M.P. 446.4

The Basco  
Vine St.  
O.P.  
Telltale  
O.P.

Woodland Ave.  
O.P.  
Lincoln Hs.  
O.P.

Brocklyn Ave.  
Br. Sig.  
Olive St.  
O.P.

Prospect Ave.  
Morrill Ave.  
Benning Blvd.  
O.P.

Kansas Ave.  
O.P.  
Indiana Ave.  
O.P.

Goetz Bldg Co.  
U.P.  
Sears Roebuck  
Cleveland Ave.  
U.P.

Jackson Ave.  
U.P.  
Elmwood Corn.  
U.P.

Van Buren Blvd.  
Pub. Service Co.  
U.P.

Municipal  
U.P.  
Hendery Ave.  
U.P.

Quarterm. Dept. U.S.A.  
Wilson Rd.  
U.P.

Belmont Blvd.  
Cam.  
Bennington Ave.  
U.P.

K.C.T. Tower 'B'  
Wilson Ave.  
U.P.

S.L.S.E. Riv.  
Mo. Pac. R.R.  
U.P.

Armco  
Blue River Yard  
-K.C. Term.

Rock Creek Jct.  
K.C. Term. Tower 'A'  
K.C. Term. Tower 'B'

Rock Creek Jct.  
K.C. Term. Tower 'C'  
K.C. Term. Tower 'D'

Rock Creek Jct.  
K.C. Term. Tower 'E'  
K.C. Term. Tower 'F'

Rock Creek Jct.  
K.C. Term. Tower 'G'  
K.C. Term. Tower 'H'

Rock Creek Jct.  
K.C. Term. Tower 'I'  
K.C. Term. Tower 'J'

Rock Creek Jct.  
K.C. Term. Tower 'K'  
K.C. Term. Tower 'L'

Rock Creek Jct.  
K.C. Term. Tower 'M'  
K.C. Term. Tower 'N'

Rock Creek Jct.  
K.C. Term. Tower 'O'  
K.C. Term. Tower 'P'

Rock Creek Jct.  
K.C. Term. Tower 'Q'  
K.C. Term. Tower 'R'

Rock Creek Jct.  
K.C. Term. Tower 'S'  
K.C. Term. Tower 'T'

Rock Creek Jct.  
K.C. Term. Tower 'U'  
K.C. Term. Tower 'V'

Yd. Limit

Pr. Xing 'G'

Section 2-7

End of ILLINOIS DIV.

2-7E15 & 1984 D.G. spans on C. abs. & Piers

Br. 445.5 20'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.5 15'x15' Tr. Tr. Bx.

Br. 445.1 8'x24' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

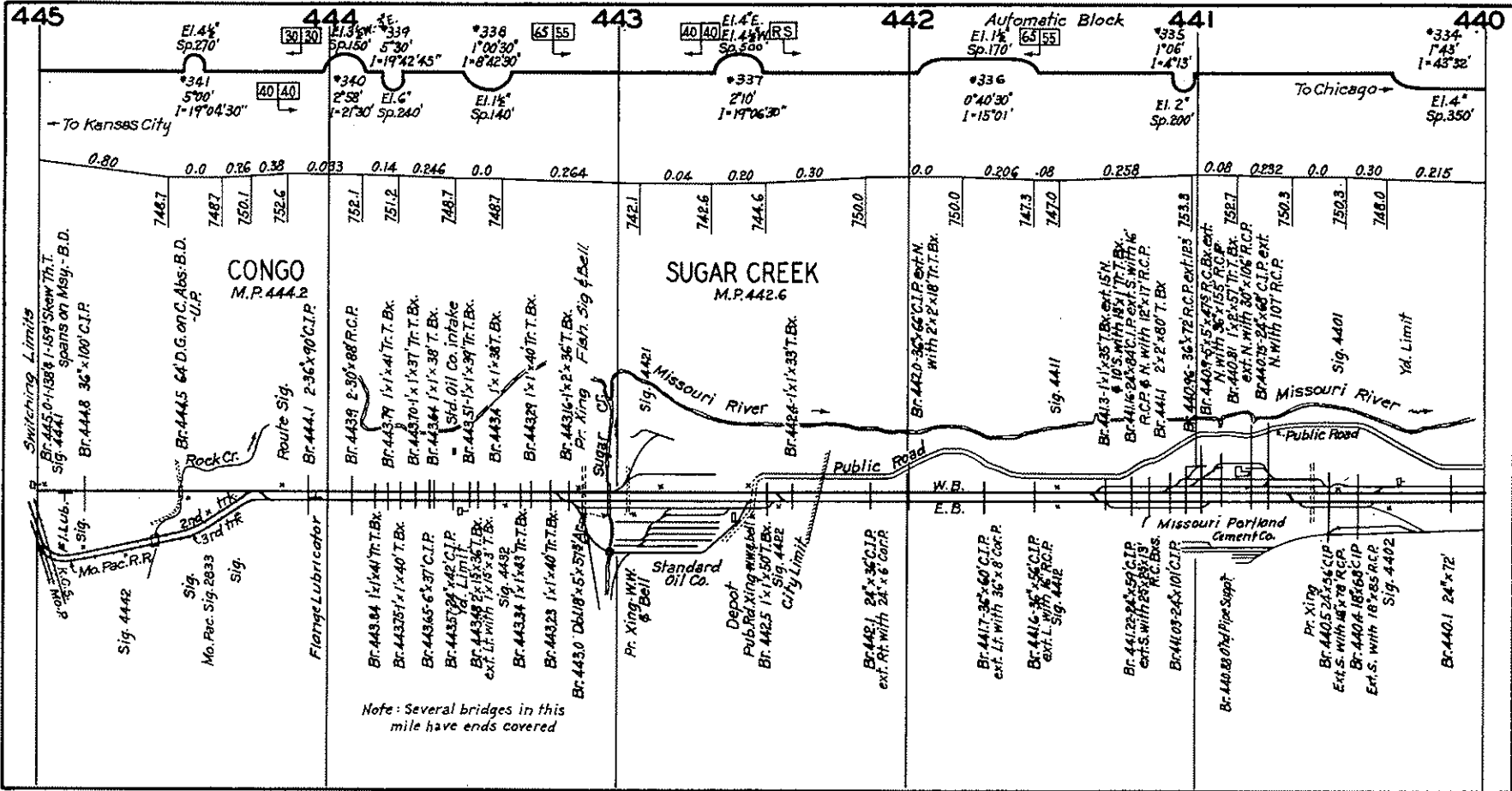
Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.

Br. 445.4 30'x60' C.I.P. ext. N. with 24' R.C.P.



Note: Several bridges in this mile have ends covered

440<sup>334</sup>

439<sup>333</sup>

438

437

436

Automatic Block

435

1°45' 1-43'32"

45 45

\*332 El.5' 0°57'30" Sp.200 1-5'67'30"

El.4' Sp.210 1°55'55"

El.6' Sp.240 1°29'40'30"

\*327 0°31' 1-4'00"

\*326 1°34'30" 1-1'87'30"

\*325 0°04' 1-0'74"

To Kansas City  
El. 4' 65'55" Sp.350'

El. 4' Sp.310'

\*331 3'16" Sp.150' 1-18'42'30"

\*330 3'12" Sp.150' 1-24'21'30"

\*329 6'06" El.6' Sp.240' 1-37'27"

El.1 1/2" Sp.140'

El.3 1/2" Sp.540'

To Chicago

-.215 0.30 0.10 0.42 0.0 0.53 0.0 0.46 0.0 0.217 0.082 .30 .315 0.208 0.0 0.366 0.234 0.333 0.013 0.026

742.5

740.1

739.0

736.5

736.5

739.9

738.9

736.5

736.5

746.0

747.0

745.9

745.8

741.6

741.6

737.4

733.4

731.1

730.1

### COURTNEY

M.P. 439.4

Stk. Yd.  
Old Channel Mill Co.  
Bunk Ho.  
U.S. Hwy. B P1  
Potato Ho. Tool Ho.  
Depot University  
County Rd.  
Pub. Rd. Xing. W. & S. Lt.  
Sig. 4391  
Bells Rd. & Lt.  
Fertilizer Storage Tank  
BR-4391 70 Th.G. on Abs. B.D.

Flange Lubricator  
Pr. Xing  
Sig. 4382  
Flange Lubricator

BR-438.6 36"x56" R.C.P.

BR-438.3 18"x66" C.I.P.

BR-438.2 24"x96" C.I.P. ext. Lt. S. end with 2-18" Cor.P.  
Pr. Xing  
BR-438.1 36"x65" C.I.P.

BR-438.0 24"x42" C.I.P. ext. Rt. with 24"x16" Cor.P.

BR-437.8 12"x80" R.C.P.

BR-437.7 24"x42" C.I.P. ext. Lt. Flange Lubricator  
Flange Lubricator  
BR-437.4 36"x78" C.I.P.

BR-437.5 1/2"x35" T.Bx

BR-437.3 1/2"x35" T.Bx

BR-437.2 36"x96" C.I.P.

BR-437.057 1/2"x52" T.Bx

BR-436.9 1/2"x45" T.Bx

BR-436.8 24"x72" C.I.P.

BR-436.7 18"x75" C.I.P.

BR-436.6 12"x78" C.I.P.

BR-436.5 12"x90" C.I.P.

BR-436.4 24"x90" C.I.P.

BR-436.3 12"x90" C.I.P.

BR-436.2 12"x90" C.I.P.

BR-436.1 12"x90" C.I.P.

BR-436.0 12"x90" C.I.P.

BR-435.9 12"x90" C.I.P.

BR-435.8 12"x90" C.I.P.

BR-435.7 12"x90" C.I.P.

BR-435.6 12"x90" C.I.P.

BR-435.5 12"x90" C.I.P.

BR-435.4 12"x90" C.I.P.

### ETON

M.P. 436.5

1"x1'x45" T.Bx. covered  
BR-437.11 1/2"x56" T.Bx.  
BR-437.055 1/2"x50" T.Bx.  
BR-437.0 30"x60" C.I.P.  
BR-436.86 1/2"x60" T.Bx.  
BR-436.7 18"x75" C.I.P.  
BR-436.70 1/2"x75" T.Bx.  
BR-436.59 12"x84" C.I.P.  
Section No.  
Sig. Route

Pr. Xing

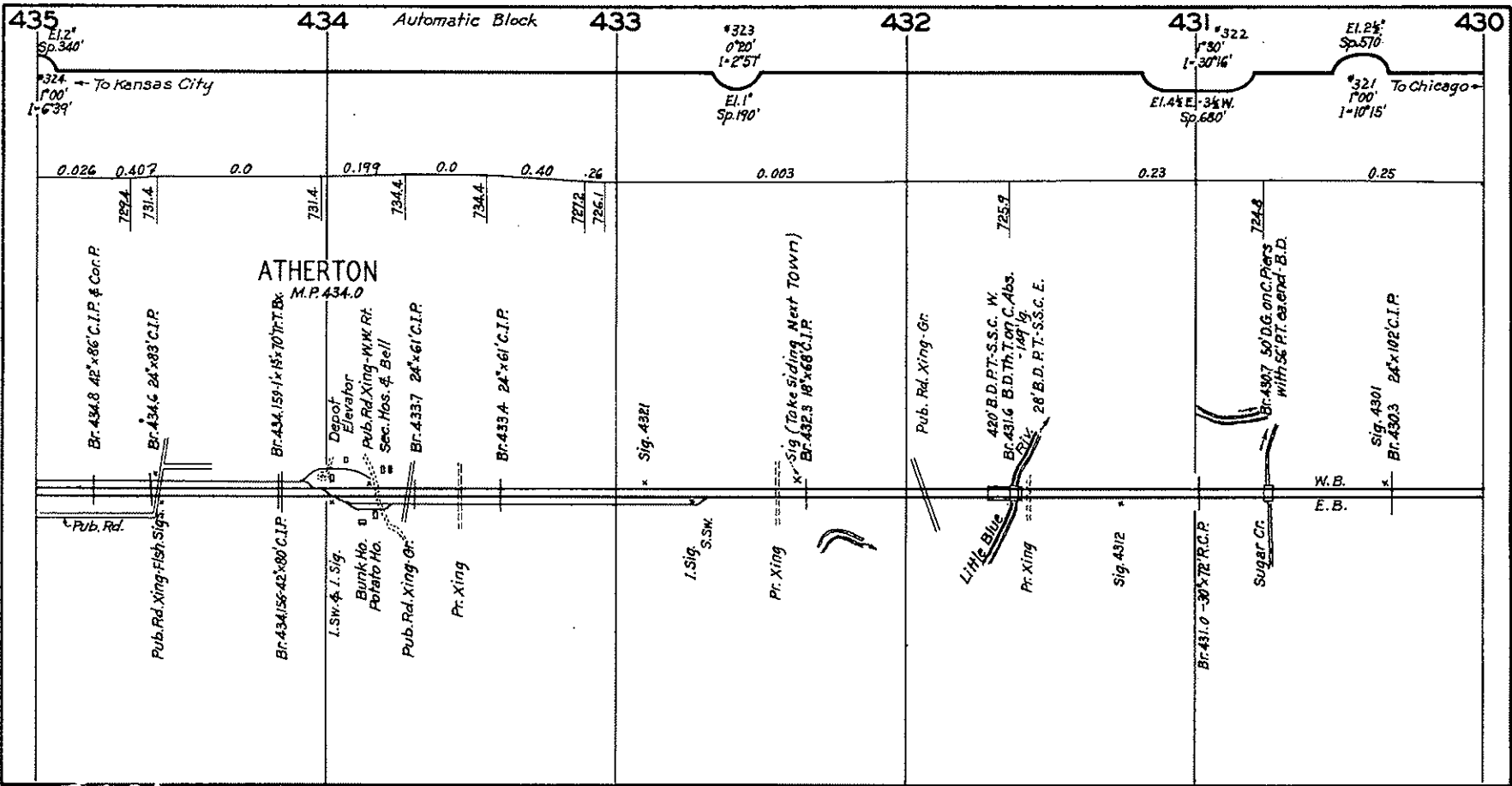
W.B.  
E.B.

BR-435.4 30" I.B.M. on C. Piers with 28" P.T. ca. end - B.D. s.w. sig. 4351

Pub. Rd. Xing Gr.

No. 200 R.R. to Lake City

91



430

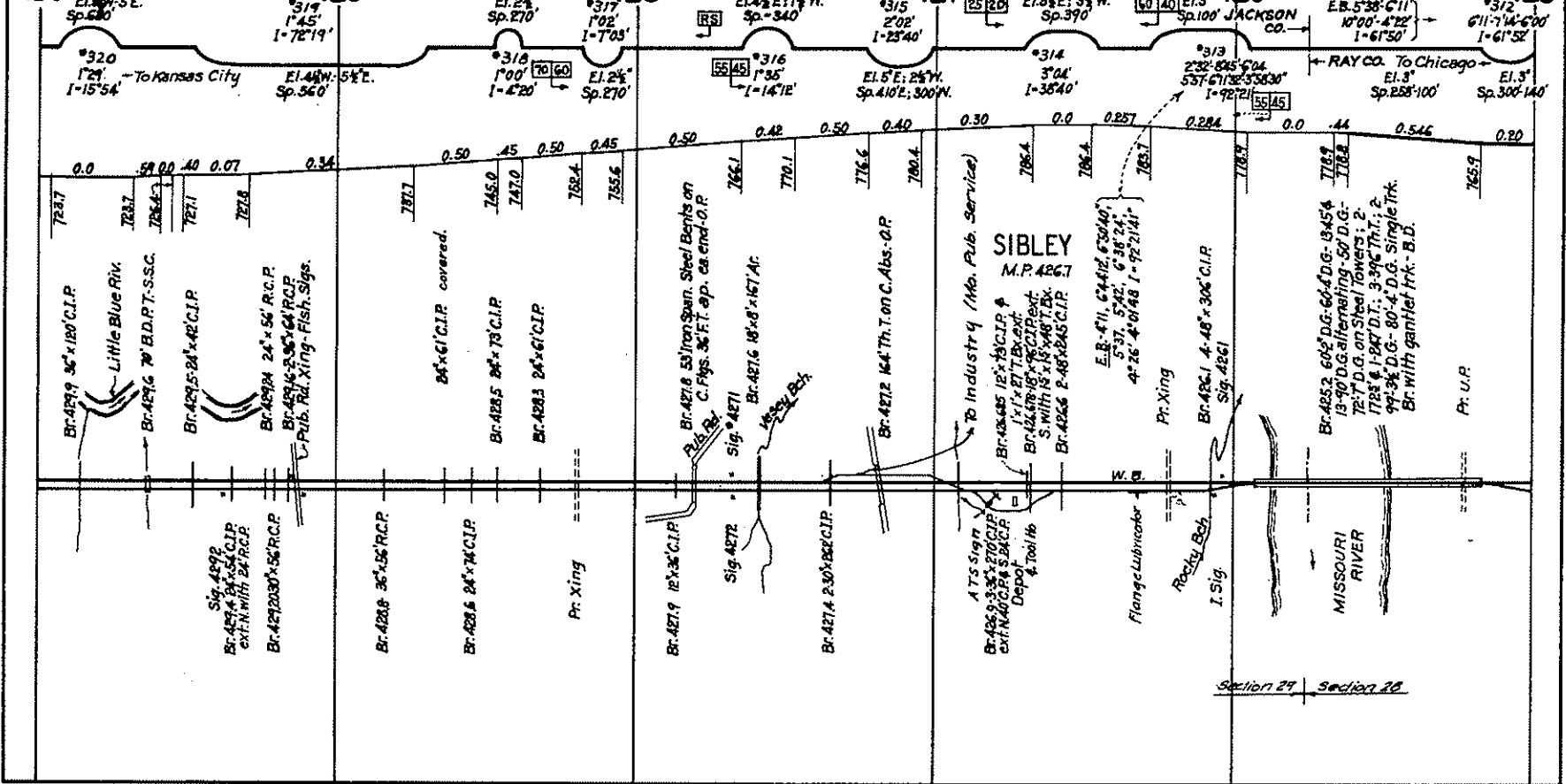
Automatic Block 429

428

427

426

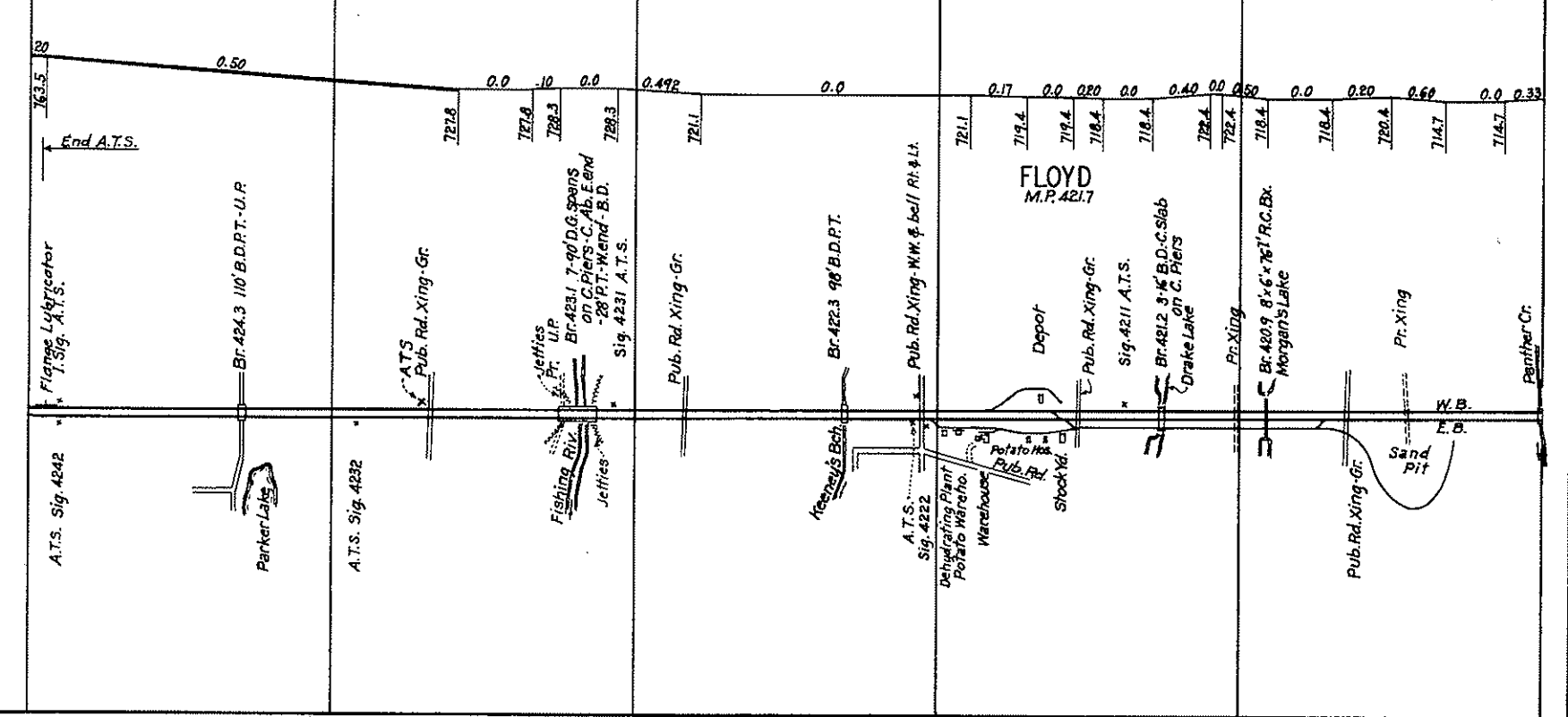
425



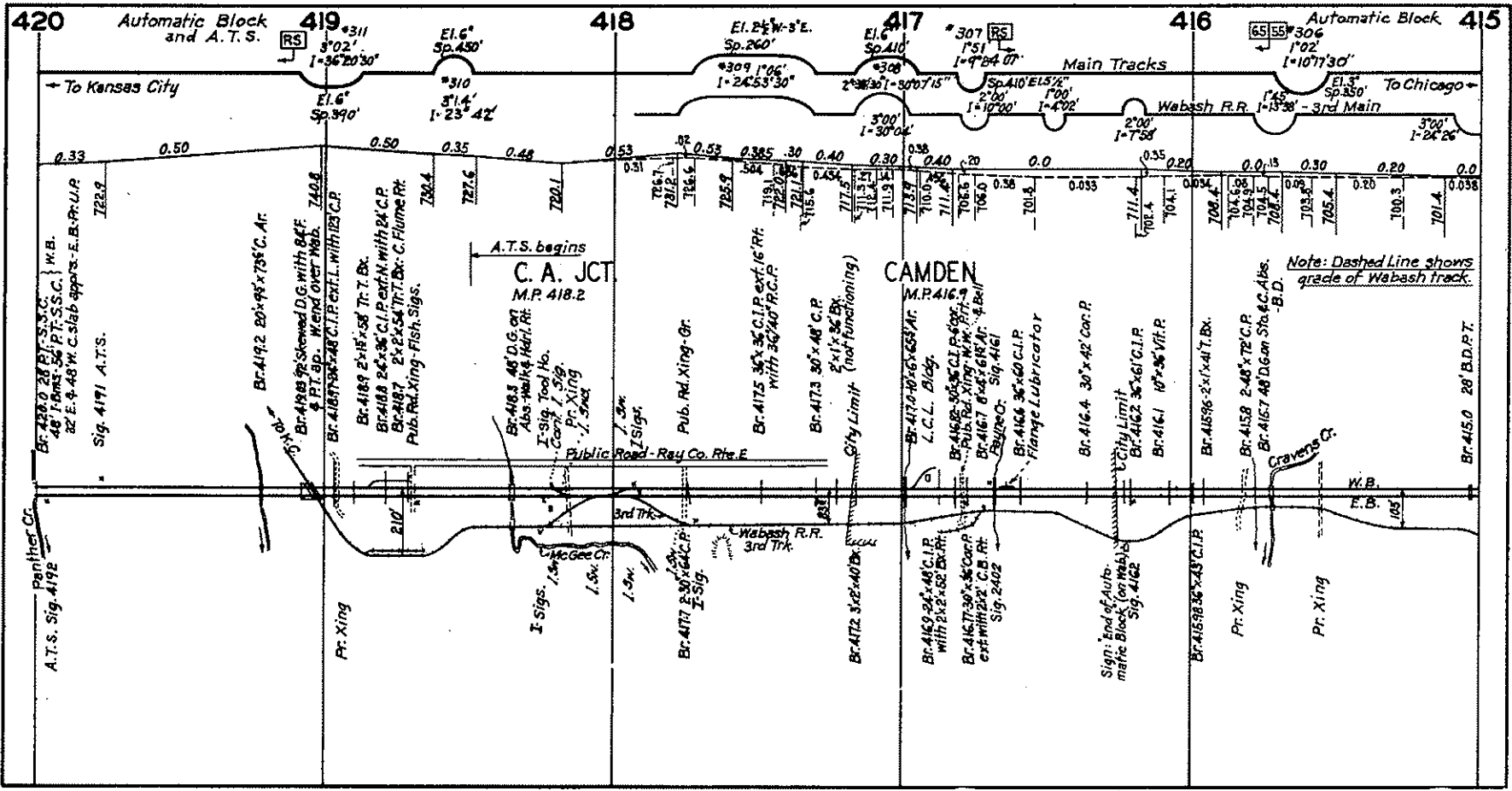
Section 29 | Section 28

425 Automatic Block and 422 Automatic Train Stop 421

To Kansas City To Chicago







420

Automatic Block and A.T.S.

419

418

417

416

415

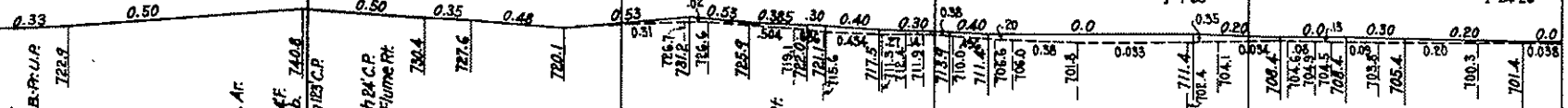
Automatic Block

To Kansas City

Main Tracks

Wabash R.R. - 3rd Main

To Chicago



A.T.S. begins  
C.A. JCT  
M.P. 418.2

CAMDEN  
M.P. 416.9

Note: Dashed Line shows grade of Wabash track.

Parthen Cr.  
A.T.S. Sig. 419.2

Pr. Xing

I. Sigs.  
1.5x  
1.5x

Br. 417.7 2'x10' C.I.P.  
I. Sigs.

Br. 417.2 3'x2'x40' Bx.  
I. Sigs.

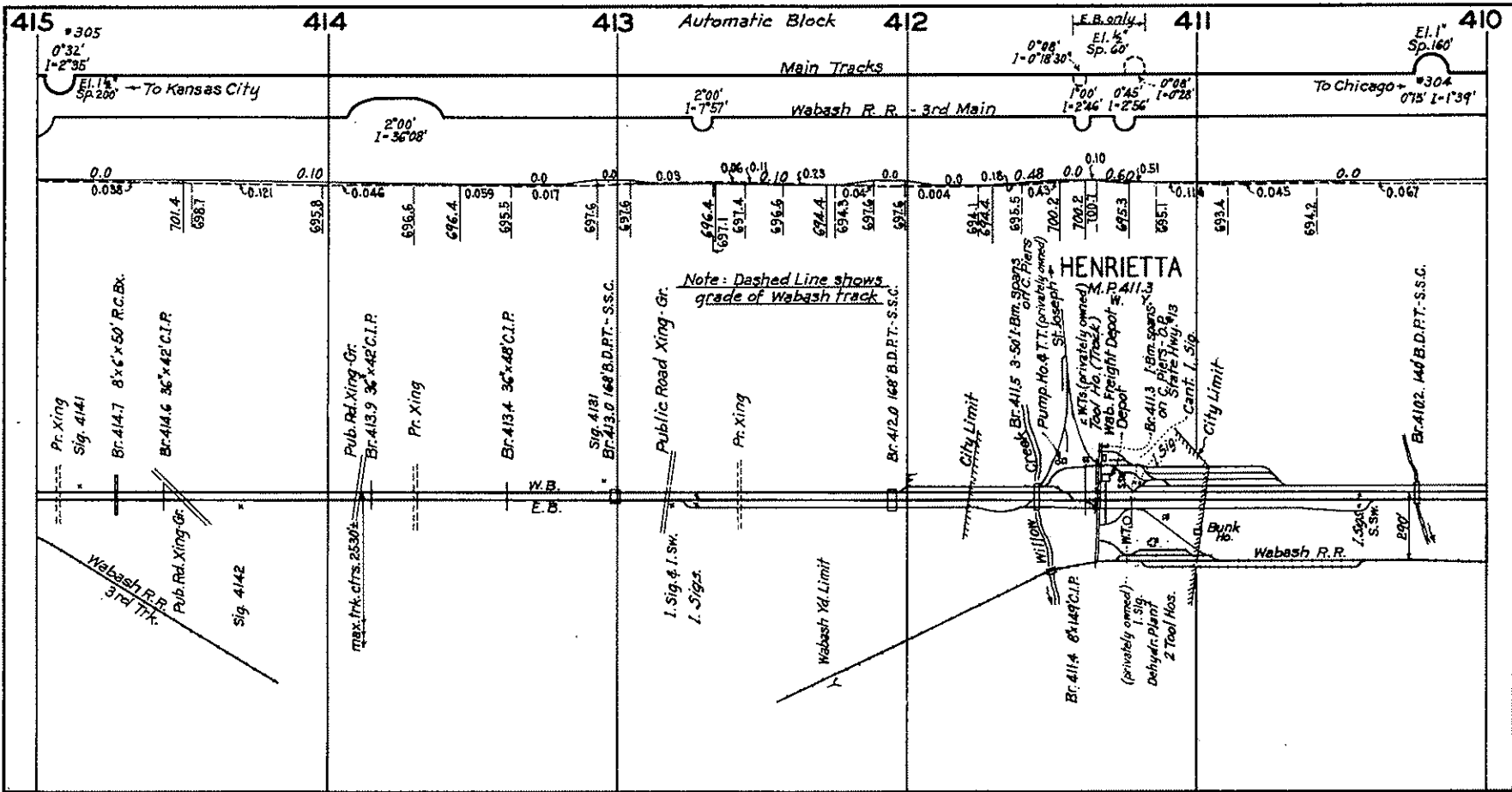
Br. 416.9 2'x14' C.I.P. with 2'x2'x60' Bx.  
Br. 416.7 3'x3'x60' C.I.P. with 2'x2'x60' Bx.  
Br. 416.7 6'x6'x48' Ar. & Bell  
I. Sigs. 2402

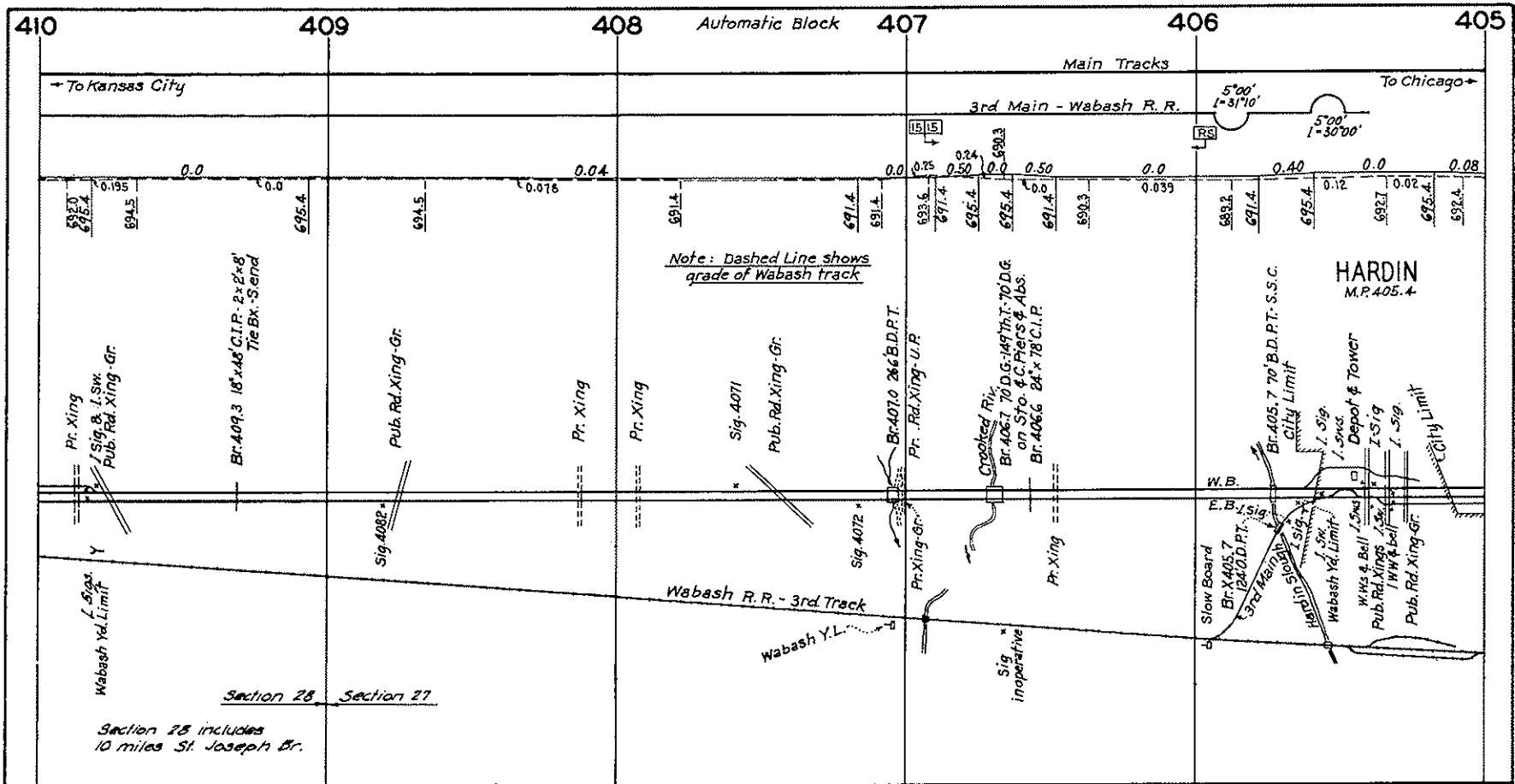
Sign: End of Automatic Block (on Wabash) Sig. 416.2

Pr. Xing

Pr. Xing

Br. 415.0 28' B.D.P.T.





Automatic Block

410

409

408

407

406

405

→ To Kansas City

Main Tracks

To Chicago →

3rd Main - Wabash R. R.

5°00' 1-3/10'

5°00' 1-30/100'

0.0      0.0      0.04      0.0      0.75      0.24      0.50      0.0      0.50      0.0      0.039      0.40      0.0      0.08

692.0  
691.4  
694.5  
695.4  
694.5  
691.4  
691.4  
693.6  
697.4  
695.4  
695.4  
691.4  
690.3  
692.2  
691.4  
695.4  
692.7  
695.4  
692.4

Note: Dashed Line shows grade of Wabash track

HARDIN  
M.P. 405.4

Pr. Xing  
I Sig. B. I. S.W.  
Pub. Rd. Xing - Gr.

BR. 409.3 18' x 45' C.I.P. - 2' x 2' x 8'  
Tie Bx. - S. end

Pub. Rd. Xing - Gr.

Pr. Xing

Pr. Xing

Sig. 4071

Pub. Rd. Xing - Gr.

BR. 407.0 2x6 B.D.P.T.  
Pr. Rd. Xing - U.P.

Crooked Riv.  
BR. 406.7 To D.G. 149 Th. T. 70 D.G.  
on Sto. & C. Piers & Abs.  
BR. 406.6 24' x 18' C.I.P.

Pr. Xing

BR. 405.7 70' B.D.P.T. S.S.C.  
City Limit

Depot & Tower

I. Sig.

I. Sigs.

I. Sig.

I. Sig.

I. Sig.

I. Sig.

Wabash Yd. Limit

Section 28    Section 27

Section 28 includes 10 miles St. Joseph Br.

Wabash R.R. - 3rd Track

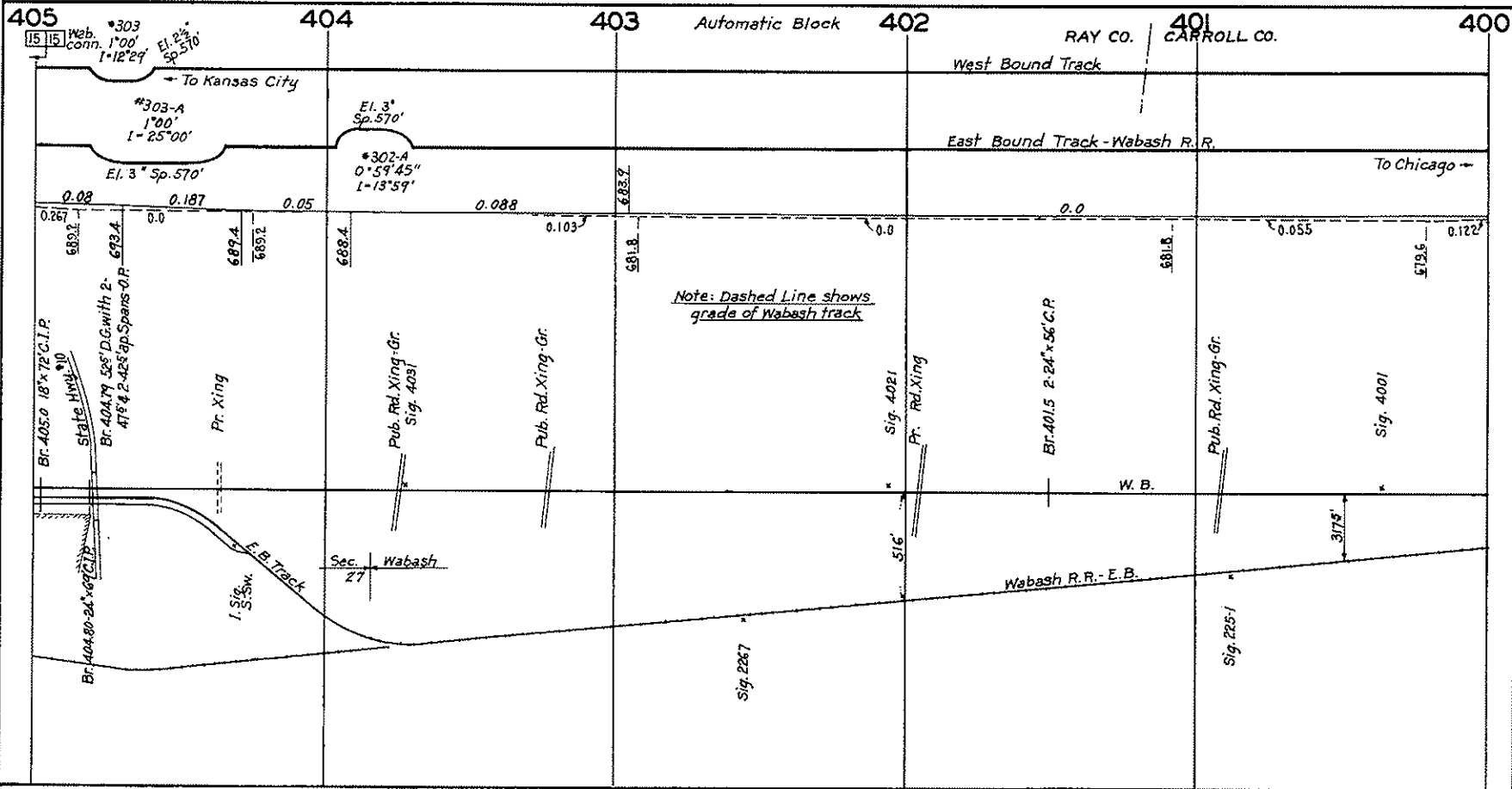
Wabash Y.L.

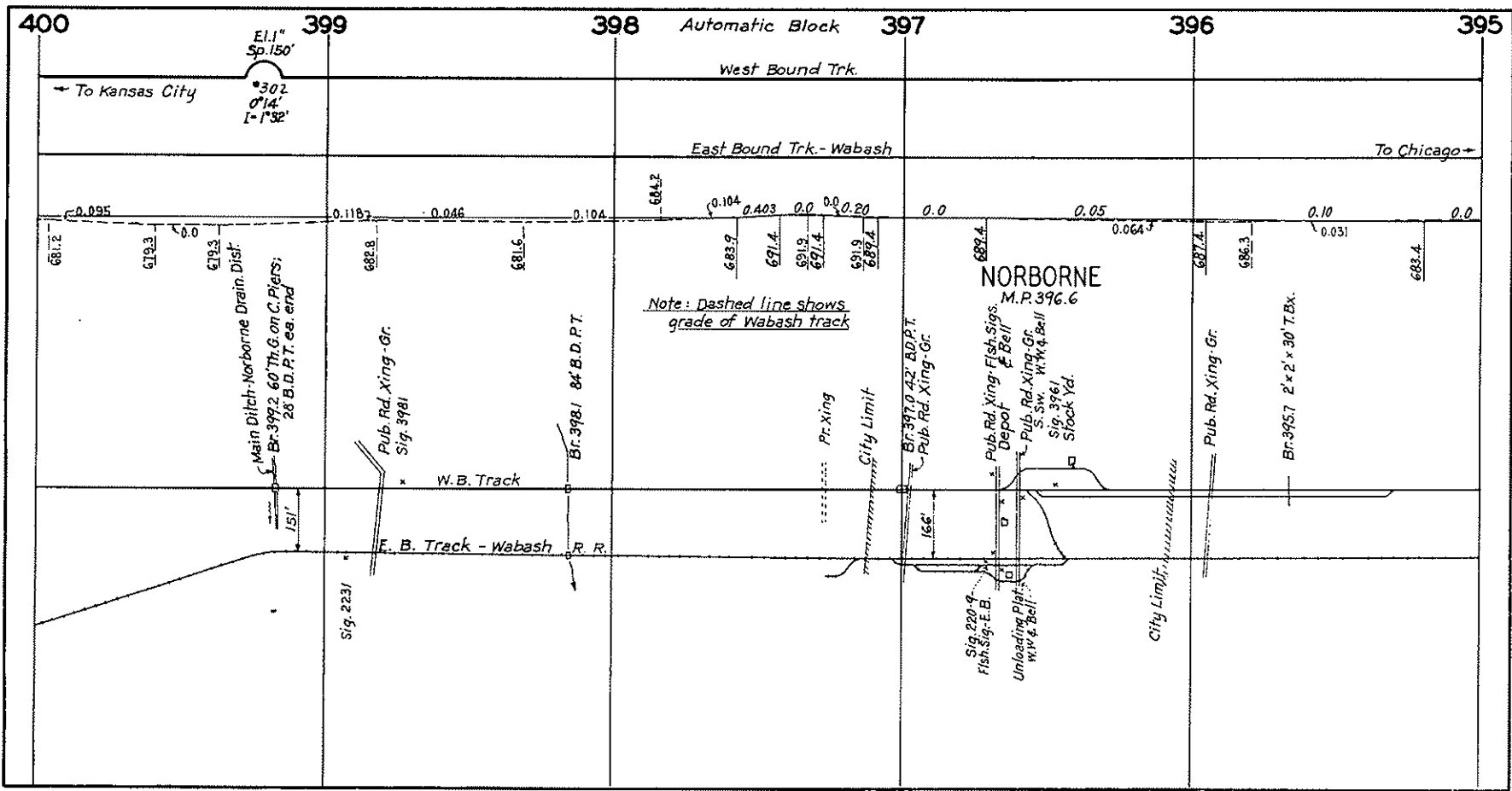
Sig. \*  
Inoperative

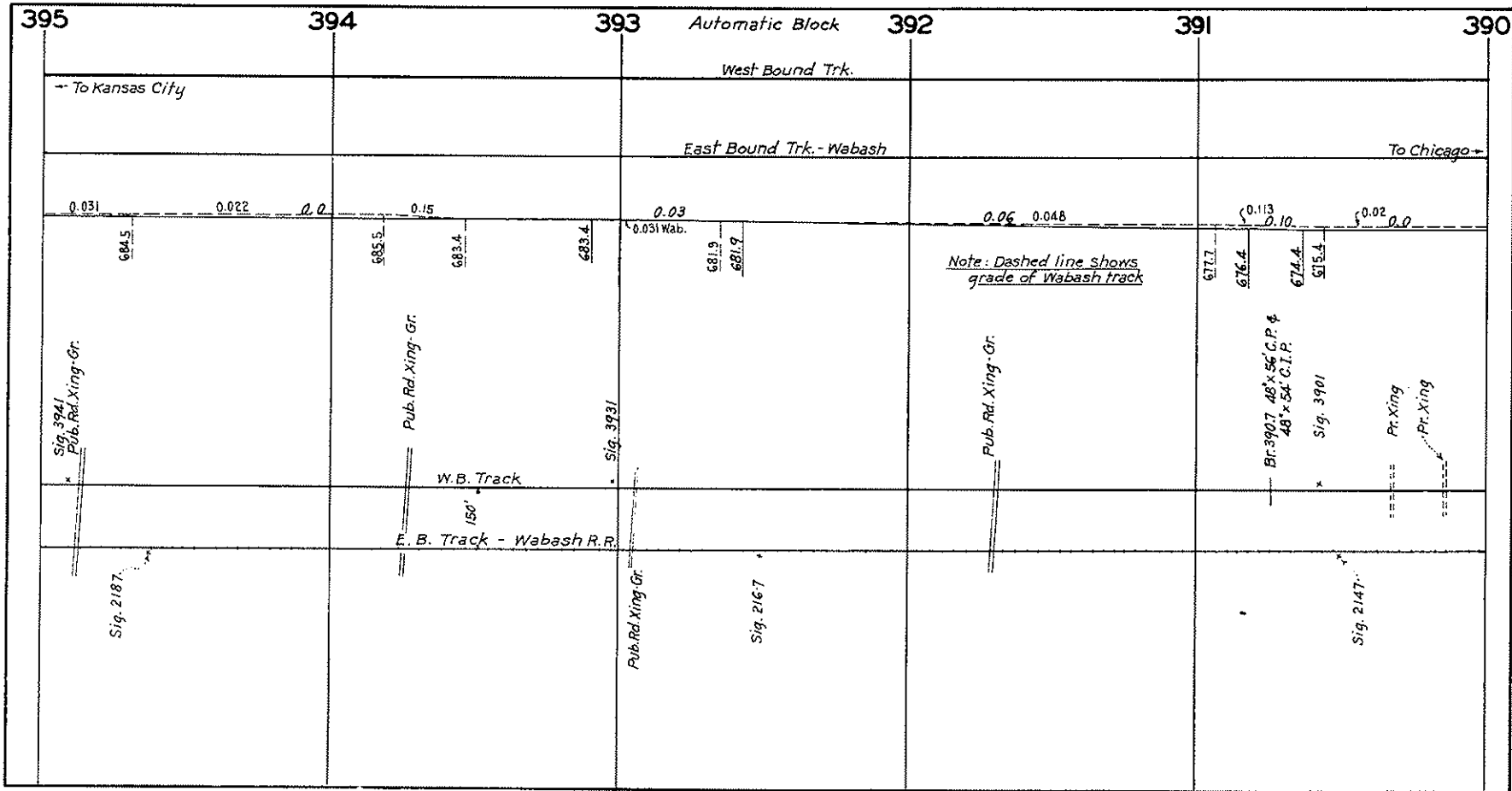
Slow Board  
BR. X 405.7  
24' C.D.P.T.

W.B.  
E. B. I. Sig.  
HARDIN STATION  
Wabash Yd. Limit

W. W. & Bell  
Pub. Rd. Xing  
I. W. & Bell  
Pub. Rd. Xing Gr.







- To Kansas City

Wabash R.R.

West Bound Trk.

East Bound Trk.

To Chicago ->



Note: Dashed line shows grade of Wabash track.

W.B. JCT.  
M.P. 388.7

CARROLLTON  
M.P. 386.4  
W.

E.B. Track - Wabash R.R.

State Hwy. No. 10

Section 2 7  
E.B.

Sig. 2147

I. Sig.  
I. Sw.

Pr. Xings  
I. Sig.  
I. Sw.

End Traffic Control System

Pub. Rd. Xing Gr.

end A.T.S.

I. Sw.

Sig. Br. 1 Sp. 1/3

Br. 388.2 B.D.P.T. 42' lg.  
- S.S.C. on E.B.

Pr. Xing

Br. 387.2 B.D.P.T. - 48' E.B.  
490' W.B. Overflow U.P.

Pub. Rd. Xing Gr.

Br. 386.4 B.D.P.T. 84' B.D.P.T.  
124' Th. T. 84' B.D.P.T. ap.

Tool Ho. Depot

Main St. Elevator

Slough

Standley Bldg.  
Br. 386.0-69 B.D.P.T.

U.S. Hwy. 65

Br. 385.9 63 Th. G.  
over Trks.; 70' R.C. ap.  
both ends - O.P.

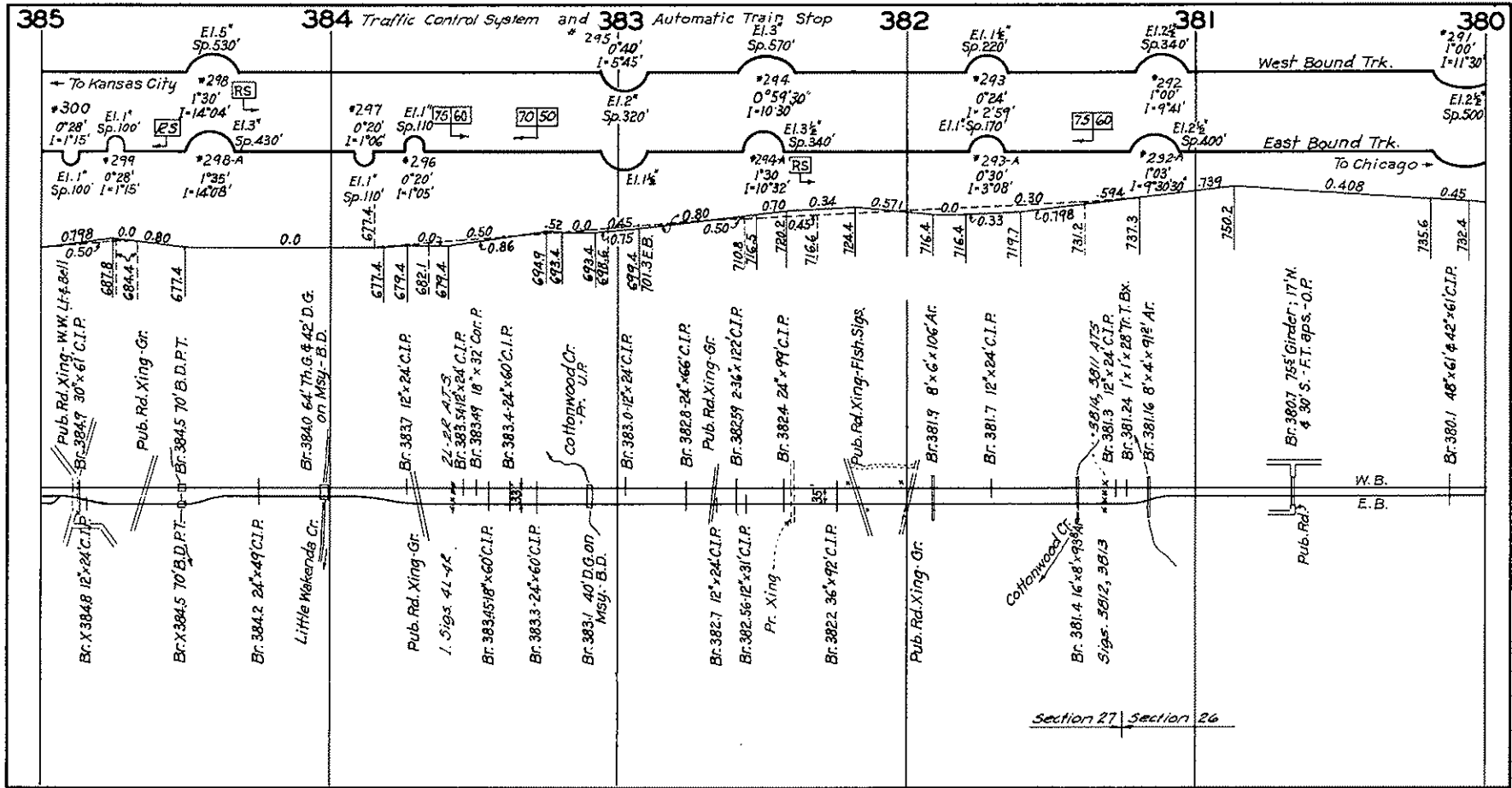
City Limit

W.B.

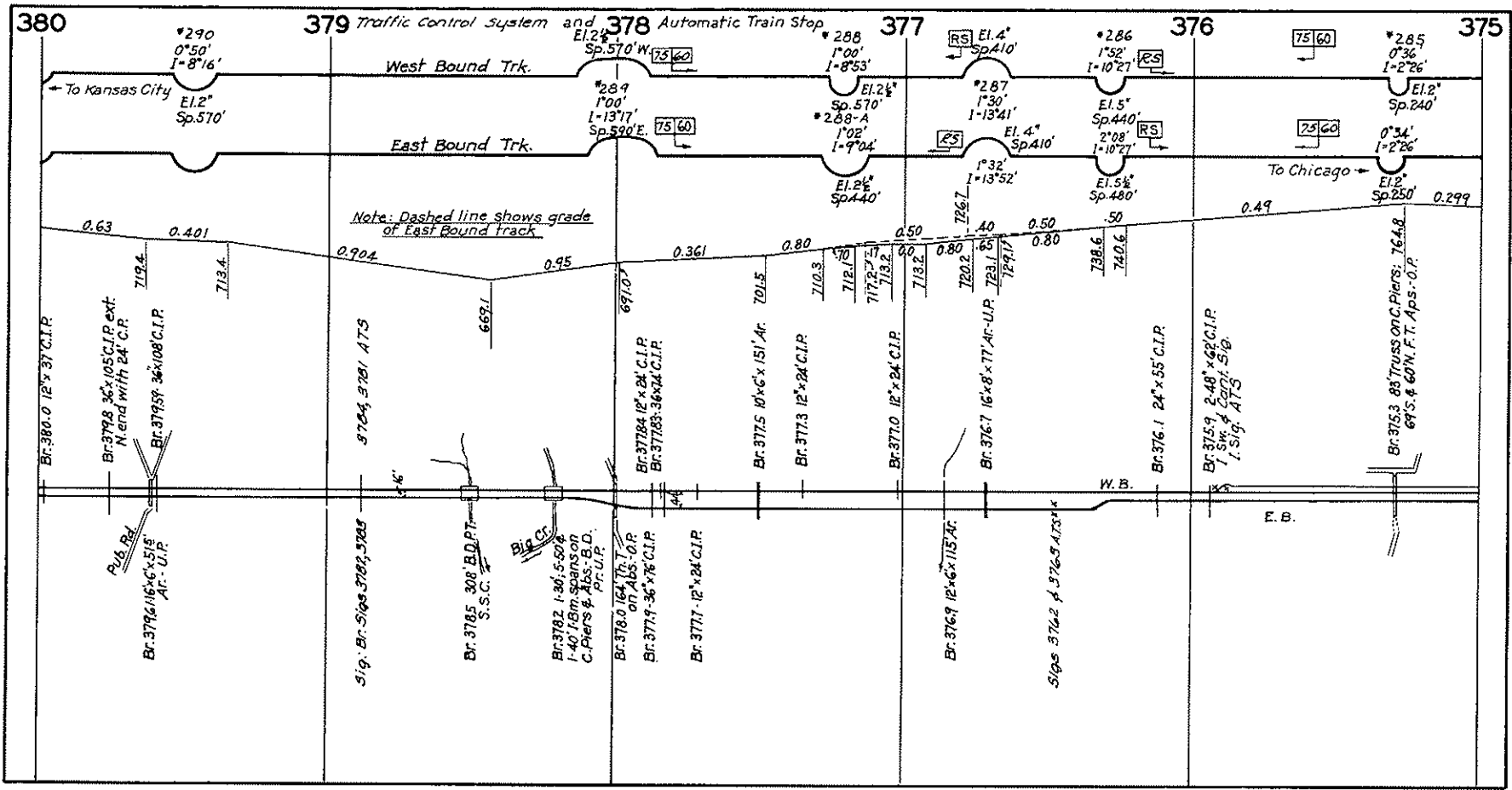
Br. 385.2 3-78 2-74 Multi-plate Pipes

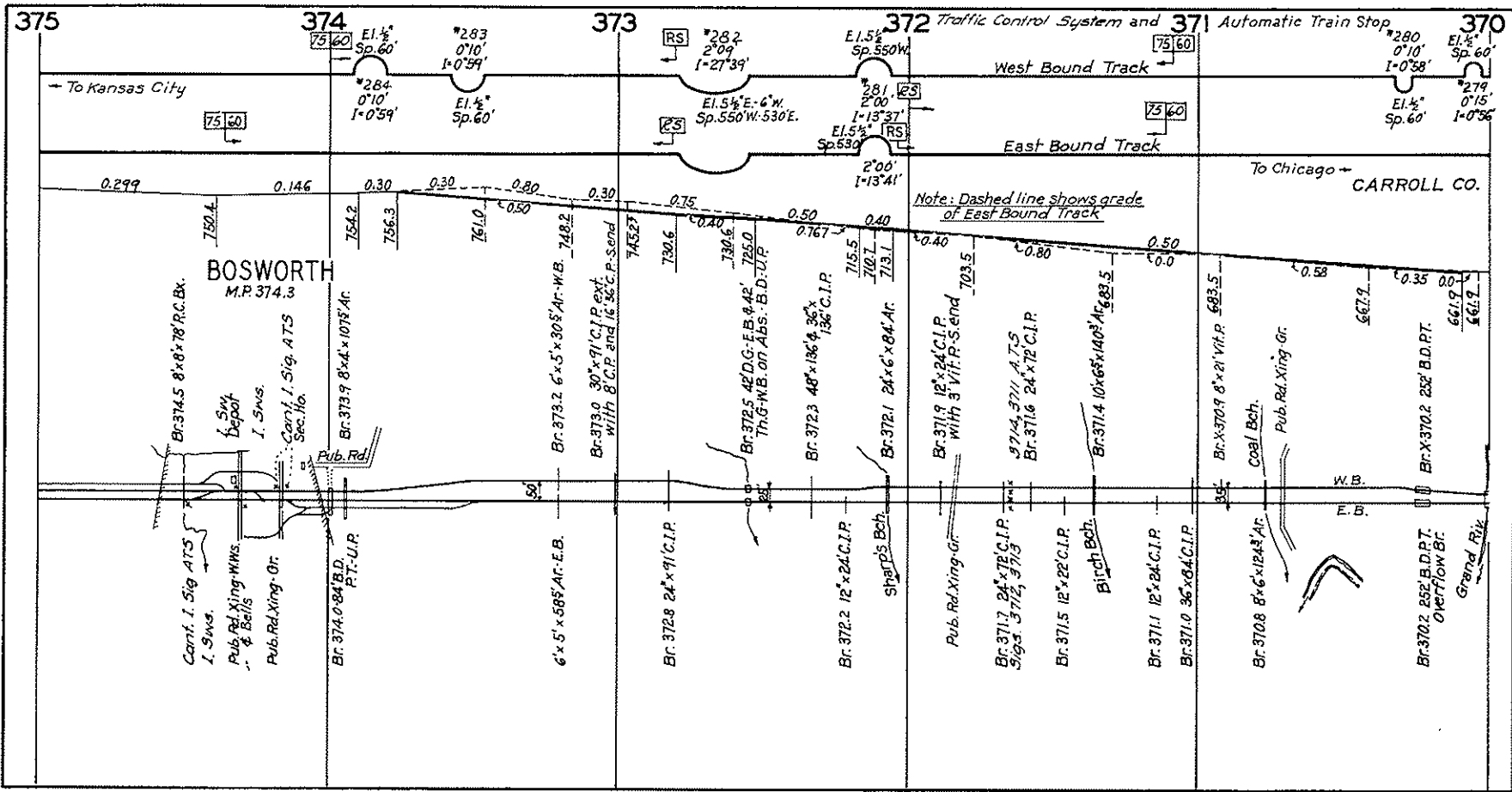
70 50

0.02 0.0 0.10 0.05 0.0 0.20 0.0 0.20 0.0 333 0.0 375 0.0 0.0 33 0.0 40 0.0 0.798 0.50









370

369

368

Traffic Control System and 367 Automatic Train Stop

366

365

CHARITON CO.

→ To Kansas City

To Chicago →

0.0 0.127

0.0

0.109

0.0

0.496

0.491

661.9

661.0

661.0

661.6

661.6

682.5

Br. 369.9 3149' Th. T. spans  
ON 2 Abs. & 2 Piers. B.D.  
Tchies

369.9 369.9 AT3

Br. 369.5 595' B.D.P.T.

Br. 369.1 980' B.D.P.T.  
Overflow Br.

Br. 368.8 56' B.D.P.T. E. sp. S.S.C.  
2-105' Th. G. on C. Piers. 112  
B.D.P.T. N. sp. S.S.C.

Sec. Ho.

DEAN LAKE  
M.P. 368.1

Shore & P.O. Snyder, Mo

Scales  
Pub. Rd. Xing - Gr.  
Br. 368.2 18' x 165' C.I.P.  
Grain loader  
Depot

Corp. Line

Pub. Rd. Xing - Gr.

Br. 367.4 24' x 61' C.I.P.

Pub. Rd. Xing - Gr.

Br. 366.4 48' x 42' C.I.P.  
366.4, 366.1 AT3

Sig. Br. Sig. 366.3, 366.3

Br. 365.9 54 1/2' Th. G. on Skew  
Abs. - U.P.

To Sumner

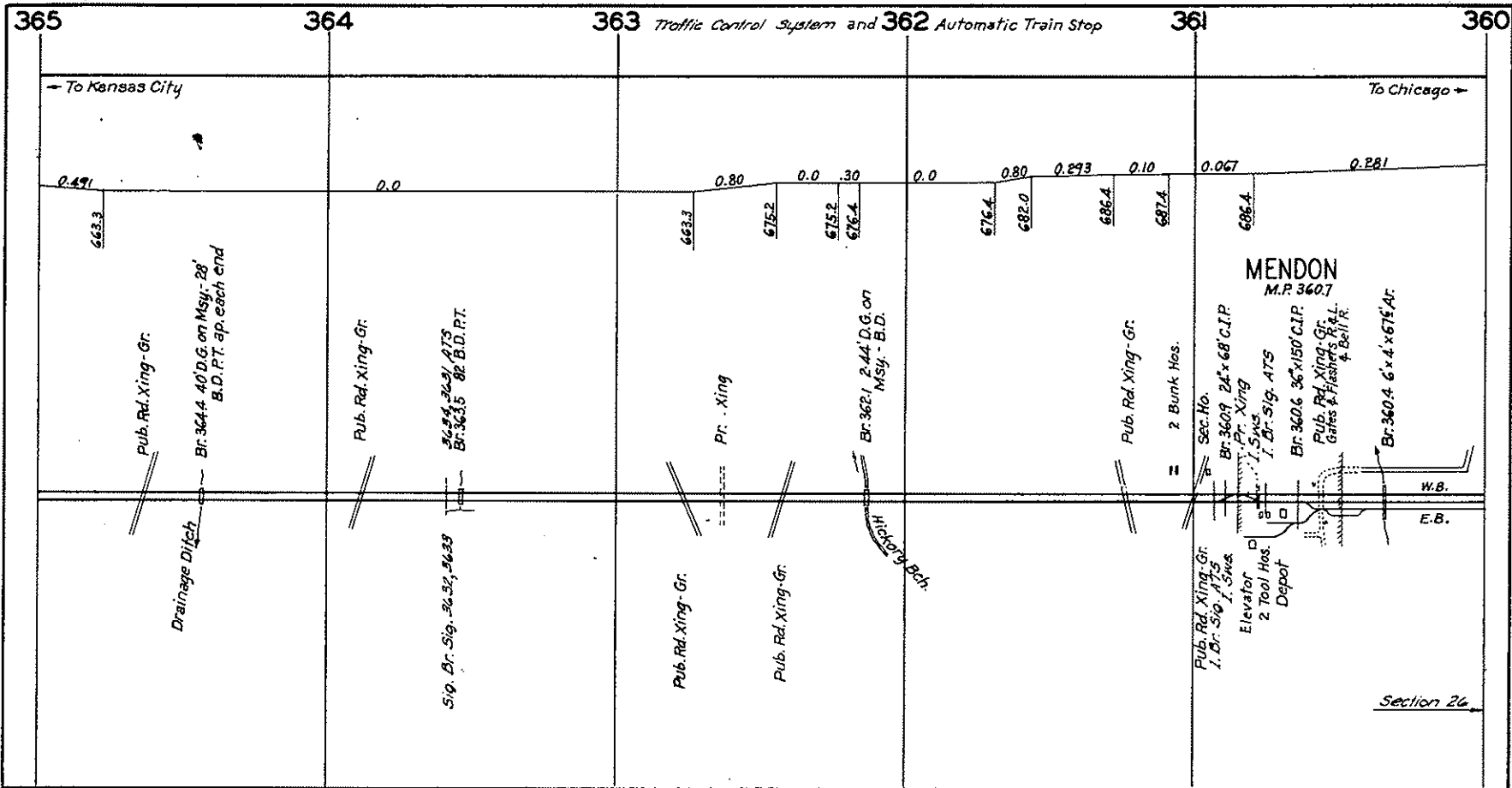
Mabash R.R.  
To Brunswick

Br. 365.1 24' x 114' C.I.P.

W.B.  
E.B.

Grand Riv.

Dean Lake



360

359

358

Traffic Control System and 357 Automatic Train Stop

356

355

#277  
0°30'  
1-4°20'

← To Kansas City  
El. 2'E; 1½"W.  
Sp. 250

To Chicago →



Br. 3598 24'x11' C.I.P.

Br. 3596 14'x6'x45' Arc

Pub. Rd. Xing - WNS & Bell

Section 25

Pr. Xing

Yellow Cr.  
Br. 3583 24' B.D.P.T.  
Sig. Br. Sig. 3582, 3581 AT-S

Pr. Xing

Pr. Xing

Pr. Xing

State Hwy. #11

Br. 357.0 5 R.C. G. spans 176'lg. 0.P.

Pr. Xing

Br. 356.8 84' B.D.P.T.

Br. 356.7 12x7'x48' Arc

Sig. Br. Sig. 3552, 3553  
Pr. Xing

Br. 355.8 56' B.D.P.T.

W.B.  
E.B.

Br. 355.6 70' B.D.P.T.

