

Shortest Track 8 cars
 Longest Track 115 cars
 Total Car Capacity 1799 cars

Note: Not to Scale

MARCELINE YARD
 MARCELINE, MO.

MARCELINE
 M.P. 347.3
 W.F. Y.

Former Frt Ho. Sold
 To MFA
 Calif. Ave.
 Lunch Rm.
 Depot & Freight Ho.

Howel Ave. Fish Sigs. & Bell
 Gr. King

Note: Coal Chute, and Sand
 Plant are retired

Former location of
 Round Ho. & T.

Round Ho. Foreman
 & Yard Office

Stock Yard

Machine Shop

Sand Pl.

Coa. Ch.

Tool Ho.

Tool Ho.

E.B. Main

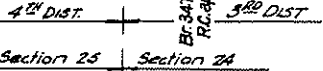
W.B. Main

Kansas Ave.

County Line

To Kansas City

To Chicago



Reserv.
 Br. 348.4 36' x 204' C.T.P.
 with 32 C.P. S. end

Br. 348.1 1x18'x31' B.R.

X 348

Br. 347.6 74' Pony lattice T-40'
 R.C. sp. each end - C. File Piers
 - C.P.

Br. 347.37-7x9'x585' Cor.P.
 pedestrian U.P.

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City

I. S.W.

I. S.W.

C.E.B.

Pub. Rd. King

I. S.W.

W.B. Main

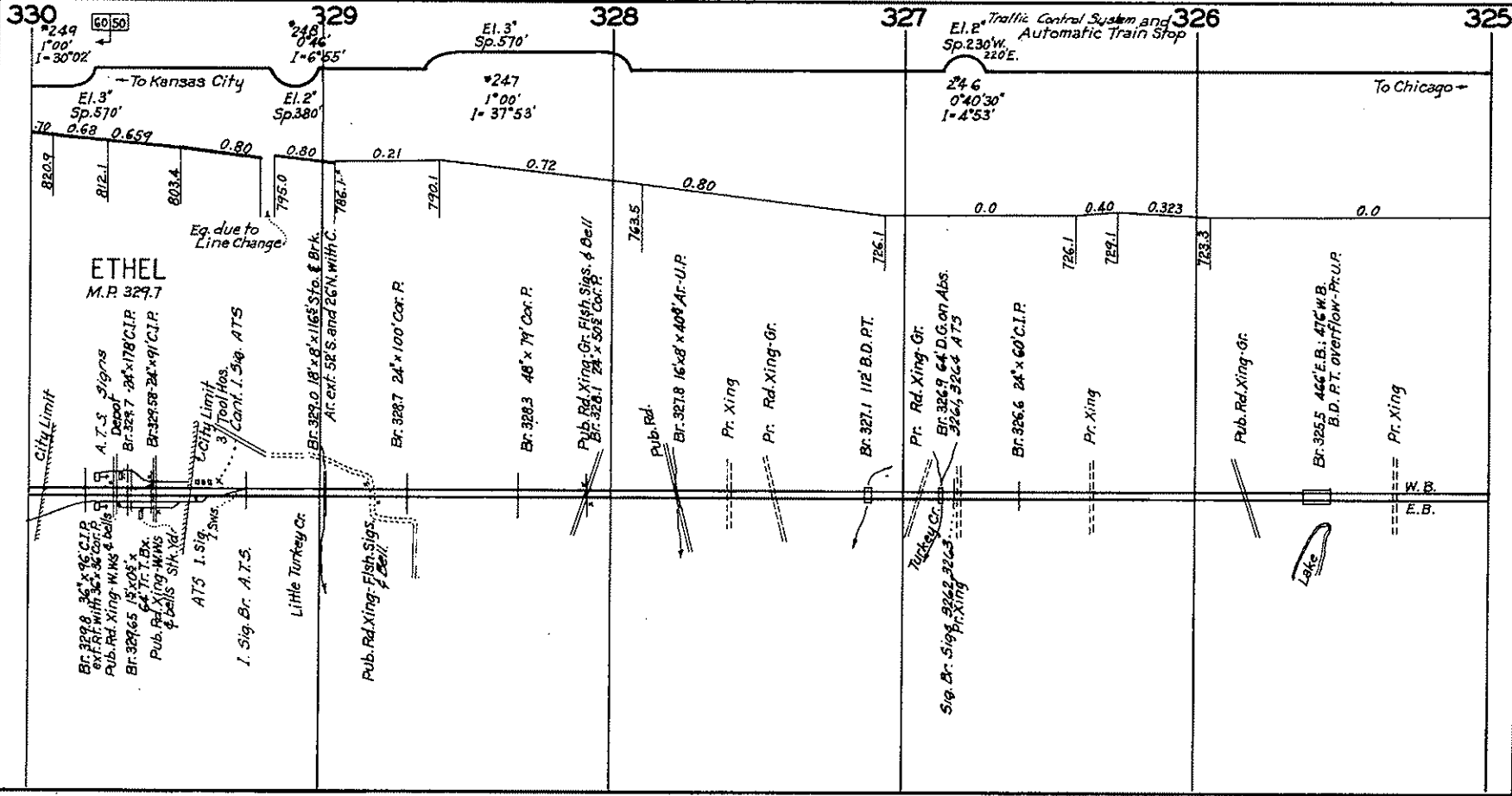
Br. X 348.8

C.E.B.

Gr

S. continuation

To Kansas City



330
*249
1"00'
1-30'02"

329
*248
1"04'
1-6'55"

328
El. 3'
Sp. 570'

327
El. 2'
Sp. 230'w,
220'E.

326
El. 2'
Sp. 230'w,
220'E.

325

To Kansas City

To Chicago

770 0.68 0.659 0.80 0.80 0.21 0.72 0.80 0.0 0.40 0.323 0.0

ETHEL
M.P. 329.7

Eg. due to
Line Change

City Limit

City Limit

Br. 329.8 36' x 96' C.I.P.
ex.F.R. with 36' x 36' Cor.P.
Pub. Rd. Xing- W.W.B. & Ball's
Br. 329.7 24' x 178' C.I.P.
Br. 329.58 24' x 91' C.I.P.
Pub. Rd. Xing- W.W.B.
& Ball's S.W. Rd.

1. Sig. Br. A.T.S.

Little Turkey Cr.

Pub. Rd. Xing- Fish Sigs.
& Ball's

Br. 328.3 48' x 74' Cor.P.

Pub. Rd. Xing- Gr. Fish Sigs. & Ball's
Br. 328.1 24' x 50 1/2' Cor.P.

Pub. Rd.
Br. 328.7 24' x 100' Cor.P.

Pr. Xing

Pr. Rd. Xing- Gr.

Br. 327.1 112' B.D. P.T.

Pr. Rd. Xing- Gr.
Tuckey Cr.

50' Br. 326.6 24' x 60' C.I.P.
Pr. Xing
Sig. Br. 326.6 226' x 32' Pr. Xing

Br. 326.6 24' x 60' C.I.P.

Pr. Xing

Pub. Rd. Xing- Gr.

Lake

Br. 325.5 466' E.B.; 476' W.B.
B.D. P.T. overflow-Pr.U.P.

Pr. Xing

W.B.
E.B.

320

319

318

317

316

315

Traffic Control System and Automatic Train Stop

El. 2 1/2' Sp. 410E; 420'W.

*241 1°30' 1-17°37'30"

To Kansas City
Equation due To Line Change

*243 1°00' 1-42°34'
El. 2 1/2' E. 3' W. Sp. 570

*242 1°01' 1-8°14'

El. 5 1/2' Sp. 680'

To Chicago

851.7
851.7

0.78

0.83

0.542

0.50

0.111

0.75

0.0

0.798

0.228

0.0

0.44

0.788

0.477

0.796

0.0

Br. 3197 8'x4'x1908' Ac.

Br. 3195 24'x130' R.C.P.
Br. 3194 30'x250' R.C.P.

Br. 3193 8'x8'x340' R.C.Bx.

Br. 3188 2.36'x147' C.I.P. ext. 120'
07 S. & 24 on N. With 2.36' R.C.P.

Br. 3186 18'x106' C.I.P. ext. on L.
with 16' R.C.P.

Br. 3185 65' Lathes G. on P.
56' P.T. ap. ea. end O.R.

3184, 3181 A.T.S.
Br. 3182 36'x106' C.I.P.
& 36'x74' V.I.P. Rt.

Br. 3180 8'x4'x994' Ac.

Pr. Xing

Richland Cr.
Br. 3174 Dbl. 24'x12'
x 794' Ac.

Br. 3172 36'x112' C.I.P.

Pub. Rd. Xing-Gr.

Buck Cr.
Br. 3167 12'x6'x146' Ac.

Pr. Xing

Br. 3164 56'x108' C.I.P.
ext. on Rt. with 36'x12' Cor. P.

Br. 3160 36'x108' C.I.P.

Pub. Rd. Xing-Gr.
Sig. Br. 3159 3151, 3153

3151, 3154 A.T.S.

Pr. Xing

Br. 3155 24'x48' C.I.P.

Br. 3154 18'x60' C.I.P.

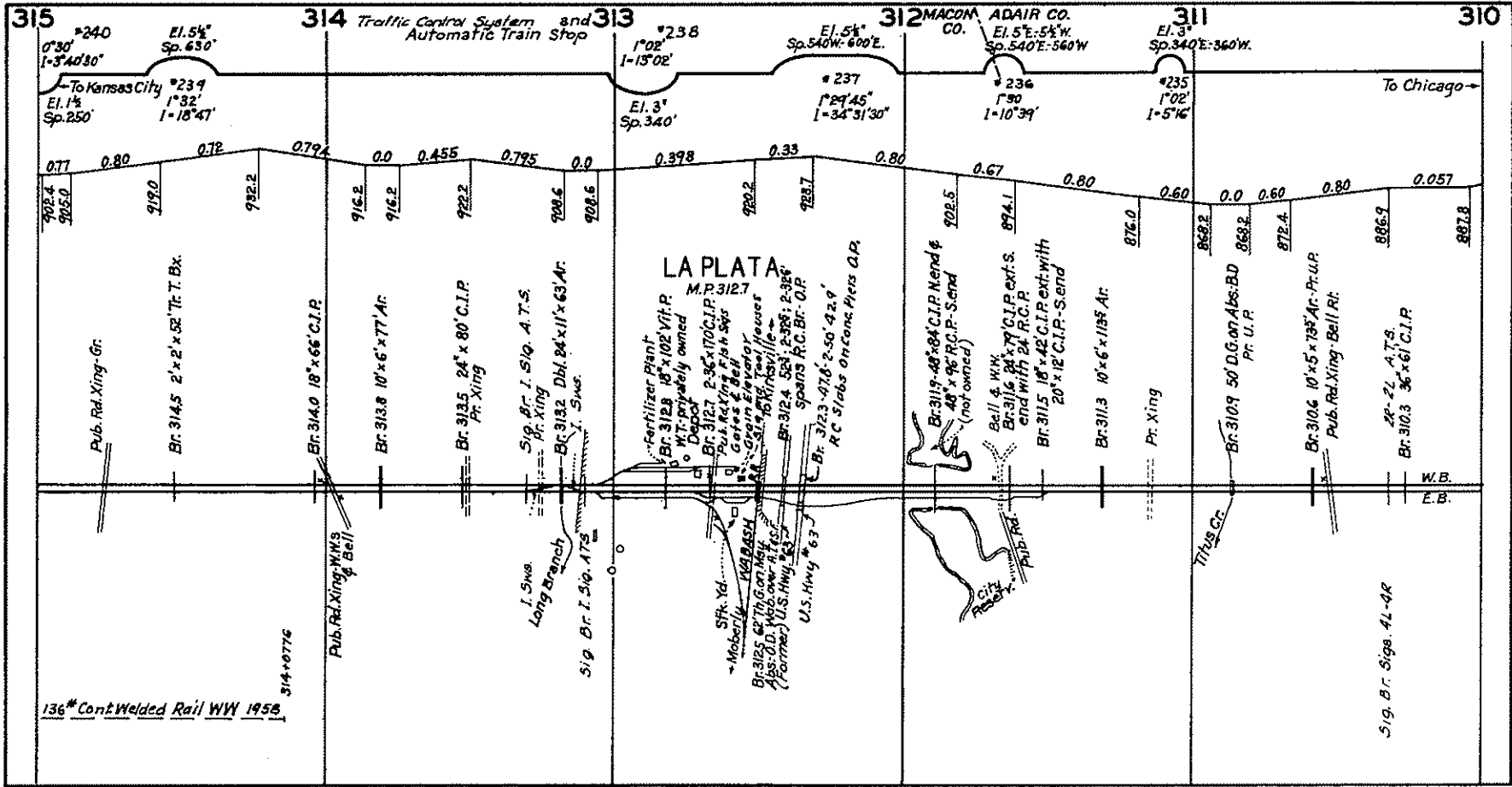
Pr. Xing

E. Fk. Chariton Riv.
Br. 3150 Dbl. 32'x10'x1035' Ac.

W.B.
E.B.

Section 23 | Section 22

136# Continuous Welded Rail Westward Main Track 1958



315

#240
 0°30' 1-3°40'30"
 El. 5.4° Sp. 630'

314 Traffic Control System and Automatic Train Stop

313 #238
 1°02' 1-13°02'
 El. 3' Sp. 340'

312 MACOM CO. #237
 El. 5.4° Sp. 540'W: 600'E.
 1°29'45" 1-34°31'30"

311 ADAIR CO. #236
 El. 5.7°E: 5.5°W. Sp. 540'E: 560'W
 1°30' 1-10°39'

310 #235
 El. 3' Sp. 340'E: 360'W.
 1°02' 1-5°16'

-To Kansas City #239
 El. 1.4° Sp. 250' 1°32' 1-18°41'

To Chicago ->

0.77 0.80 0.72 0.794 0.0 0.455 0.795 0.0 0.398 0.33 0.80 0.67 0.80 0.60 0.0 0.60 0.80 0.057

902.4 905.0 919.0 932.2 915.2 915.2 922.2 908.6 908.6 922.2 923.7 902.5 874.1 876.0 868.2 868.2 872.4 866.9 867.8

Pub. Rd. Xing-Gr.

Br. 314.5 2' x 2' x 52' Tr. T. Bx.

Br. 314.0 18' x 66' C.I.P.

Br. 313.8 10' x 6' x 77' Ar.

Br. 313.5 24' x 80' C.I.P.
 Pr. Xing

Sig. Br. 1. Sig. A.T.S.
 Pr. Xing

Br. 313.2 Dbl. 24' x 11' x 63' Ar.
 I. SWS

LA PLATA
 M.P. 312.7
 Fertilizer Plant
 Br. 312.8 18' x 102' V.I.P.
 M.T. privately owned
 Depot
 Br. 312.7 2-36' x 170' C.I.P.
 Pub. Xing Fish Sps
 Gates & Bell
 Grain Elevator
 Br. 312.6 52' x 116' V.I.P.
 Br. 312.4 52' x 398' 2-326'
 Spains R.C. Br. C.I.P.
 Br. 312.3 -47.8' x 2-50' 42.9'
 RC Slabs on conc. Piers C.P.

Br. 311.9 -48' x 84' C.I.P. Nend & 48' x 95' R.C.P. - Sand (not owned)

Bell & W.W.
 Br. 311.6 24' x 79' C.I.P. ext. S. end with 24' R.C.P.
 Br. 311.5 18' x 42' C.I.P. ext. with 20' x 12' C.I.P. - Sand

Br. 311.3 10' x 6' x 115' Ar.

Pr. Xing

Br. 310.9 50' D.G. on Abs. B.D. Pr. U.P.

Br. 310.6 10' x 5' x 73' Ar. - Pr. U.P.
 Pub. Rd. Xing - Bell Rt.

24' x 24' A.T.S.
 Br. 310.3 36' x 61' C.I.P.

136# Cont. Welded Rail WW 1958

314+0776

Sig. Br. Signs. 4L-4R

W.B.
 E.B.

Traffic Control System and Automatic Train Stop

*234
1°30'
I-28°19'
El. 5 1/2
Sp. 670 W.
680 E.

*233
1°00'
I-11°02'30"
El. 3°
Sp. 500 W.
570 E.

*232
1°00'
I-25°03'
El. 3°
Sp. 570'

0.80 0.84 0.83 0.69 0.60 0.80 0.80 0.0 0.80 0.0 0.60 0.0 0.60 0.0 0.216 0.645 0.80

710.5 894.6 888.5 860.7 853.5 879.1 873.5 873.5 886.3 886.3 900.7 900.7 898.9 898.9 895.5 899.5

Br: 309.9 6'x4'x48' A/c
Br: 309.4 237'x49'x37' 3/16"m spans on 2 C. & T. pile piers - O.P.
Br: 309.1 48'x74' C.I.P. ext: 24' L. and 16' R. with R.C.P.
Br: 308.9 24'x81' C.I.P. r: 24'x88' R.C.P. It.
Br: 308.8 48'x144' R.C.P.
Pr. Xing
Br: 308.4 8'x8'x77' R.C.B.
Pub. Rd. Xing Gr.
Beat Cr.
Br: 307.9 Dbl. 315'x12'x88' A/c
Pub. Rd.
Br: 307.6 40' long TR. benches on C. 41.7 FT. aps - O.P.
Br: 307.3 248'x93' C.I.P. 307.4, 307.1 A.T.S.
Br: 307.1 14'x65'x135' A/c
Sig. Br. Signs 307.2, 307.5
Pub. Rd. Xing Gr.
Br: 306.6 3'x48'x198' C.I.P.
City Limit
Freight Ho. - l.c.l. Shelter
Pub. Rd. Xing Gr.
Br: 306.2 50' Tr. G. with 46' N. FT. & 33' S. FT. aps - O.P.
City Limit
Surratt Cr.
Br: 305.9 10'x5'x97' A/c
Pr. Xing
Br: 305.45 2'x36'x74' C.I.P.
Br: 305.33 24'x99' C.I.P.
Br: 305.27 24'x37' C.I.P.
Br: 305.50 18'x81' C.I.P.
Pub. Rd.
W.B.
E.B.
Br: 305.1 34' G. over Tr. As - 42N. and 56 S. FT. aps.

GIBBS
M.P. 306.4

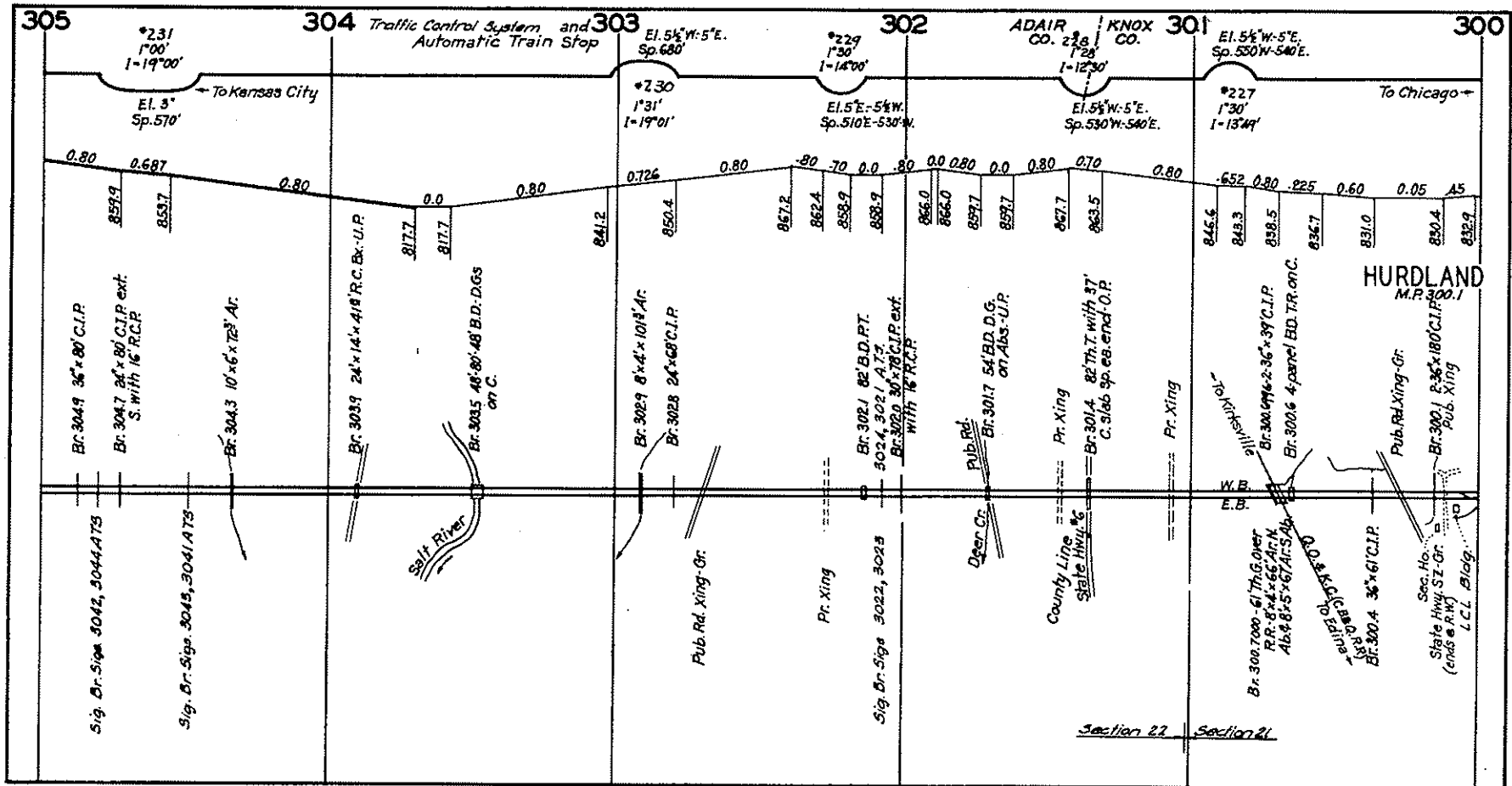
To Kansas City

To Chicago

Route 5E

City Limit

Pub. Rd.



305

304

Traffic Control System and Automatic Train Stop

303

El. 5 1/2 W-5 E. Sp. 680'

302

ADAIR CO. 2 1/2

KNOX CO.

301

El. 5 1/2 W-5 E. Sp. 550 W-540 E.

300

*231
1'00'
1-19'00'

To Kansas City

El. 3'
Sp. 570'

*730
1'31'
1-19'01'

El. 5 1/2 W-5 1/4 W.
Sp. 510 E-530 W.

El. 5 1/2 W-5 E.
Sp. 530 W-540 E.

*227
1'30'
1-13'49'

To Chicago

0.80

0.687

0.80

0.0

0.80

0.726

0.80

0.80

0.70

0.0

0.80

0.0

0.80

0.0

0.30

0.70

0.80

0.652

0.80

0.225

0.60

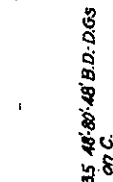
0.05

Br. 3049 36'x80' C.I.P.

Br. 3047 24'x80' C.I.P. ext. S. with 16' R.C.P.

Br. 3043 10'x6'x125' Ar.

Br. 3039 24'x14'x418' R.C. Br. U.P.



Br. 3035 48'x80'x48' B.D. D.Gs on C.

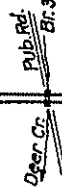
Br. 3029 8'x4'x1013' Ar.

Br. 3028 24'x68' C.I.P.

Br. 3021 82'x1013' B.D. RT.

3024, 3021 A.T.S.

Br. 3020 30'x78' C.I.P. ext. with 16' R.C.P.



Br. 3017 54' B.D. D.G. on Abs. U.P.

Pr. Xing

Br. 3014 82' Th. T. with 37' C. slab sp. ea. end. O.P.

Pr. Xing

Br. 3009 26'x36'x39' C.I.P.

Br. 3006 4-panel B.D. T.R. on C.

HURDLAND
M.P. 300.1

Pub. Rd. Xing-Gr.

Br. 3001 236'x180' C.I.P. Pub. Xing

Sig. Br. Sigs. 3042, 3044 A.T.S.

Sig. Br. Sigs. 3045, 3041 A.T.S.

Pub. Rd. Xing-Gr.

Pr. Xing

Sig. Br. Sigs. 3022, 3023

County Line State Hwy. %

Section 22

Section 21

Br. 3007 2000-61' Th. G. over R.R. 8'x4'x66' Ar. X. Abs. 8'x5'x67' Ar. S. 24'

Br. 3004 36'x61' C.I.P.

Sec. Ho. State Hwy. S.Z. Gr. (ends R.W.) L.C.L. Blag.

300

299

298

297

296

295

El. 5 1/4"
Sp. 670' W. 680' E.

*225
1°30'
I-34°53'

El. 3"
Sp. 480' W. 680' E.

*223
0°58'
I-11°74'

*222
1°30'
I-48°47'

Traffic Control System and
Automatic Train Stop

→ To Kansas City

*226
1°30'
I-28°20'

To Chicago →

El. 5 1/4" W 5" E.
Sp. 680'

0.80 0.0 0.0

0.412

0.267 0.0

0.04

0.32

0.126 0.453

.20

0.0

0.126 0.0 .80

0.0 .75 .80

826.5
826.5
825.7

825.7

803.3
803.3

803.3
803.3

803.7

788.0

785.5

780.5

779.5

779.5

777.2

777.2

777.2

777.2

777.2

777.2

777.2

Br. 299.8 84' B.D.R.T. S.S.C.

Br. 299.6 3-48" x 74' C.I.P.
ext. Rt. with 88' C.P.

Br. 299.2 30' x 56' R.C.P.

Br. 298.9 Dbl. 4' x 4' x 102' T.T. Ex.

Br. 298.7 48" x 64' R.C.P.

Br. 298.6 24' x 80' R.C.P.

Pub. Rd. Xing-Gr. Fish. Sigs.
Gates & Bell Rtg. Lt. 206.3

Br. 298.4 10' x 3' x 405' Ar.

Br. 298.16 42" x 44' C.I.P. ext.
16" H. & 16" S. with R.C.P.

Br. 297.9 30' x 72' R.C.P.

Br. 297.8 30' x 64' R.C.P.

Br. 297.7 48" x 44' C.I.P. ext.
on S. with 84' R.C.P.

Br. 297.5 48" x 56' C.I.P. ext.
on N. with 56' R.C.P.

Br. 296.9 48" x 44' C.I.P.

Long Branch, 296.1, 296.4 A.T.S.

Br. 296.5 3-48" x 62' C.I.P.

Pub. Rd. Xing-Gr.

Br. 295.8 48" x 74' C.I.P. ext.
on S. with 88' R.C.P.

Br. 295.7 2-64' D.G. on msy.

Pub. Rd. Xing-Gr.

Br. 295.2 8' x 8' x 49' Ar.
Pt. U.P.

Sig Br. Sig. 299.2, 299.3
299.4, 299.6

Br. 299.0 48' B.D. 19m.
on C. Piers. 28' B.D.
P.T. ea. end.

Br. 298.22 48' 7 lbs.
on Abs.-B.D.

Pub. Rd. Xing-Gr.

Pr. Xing

Br. 297.3 24' x 48' R.C.P.

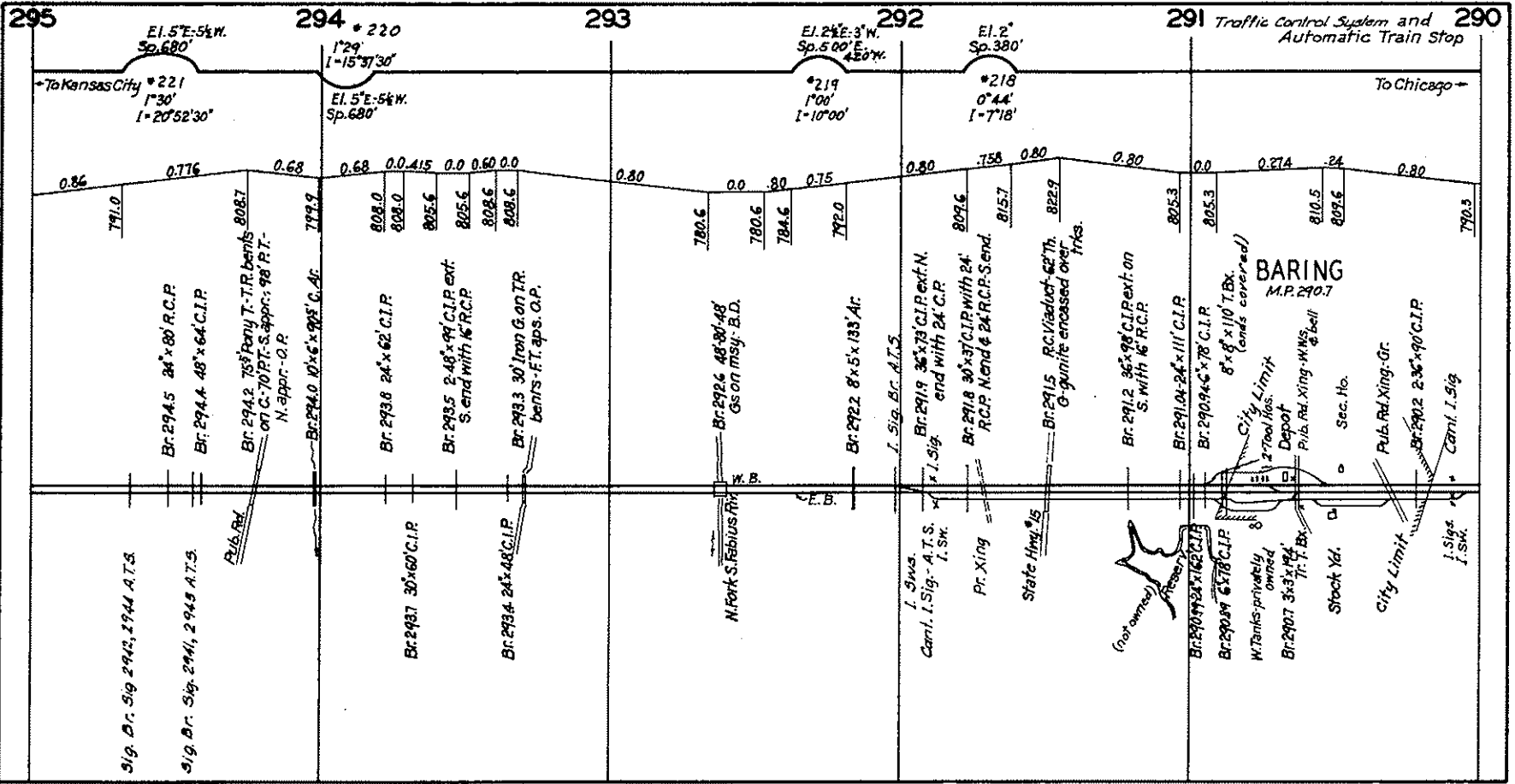
Br. 297.0 64' Th. G.
on msy. B.D. 19m. ea. end.

Sig Br. Sig. 296.2, 296.3

Br. 295.2 48" x 56' C.I.P.
ext. with 32' R.C.P. S end

S. part S. 1/2 Sec. 14

W.B.
E.B.



Sig. Br. Sig. 2942, 2944 A.T.S.

Sig. Br. Sig. 2941, 2945 A.T.S.

Pub. Rd.

791.0

Br. 294.5 24' x 80' R.C.P.
Br. 294.4 48' x 64' C.I.P.

808.7

Br. 294.2 73' Pony T-T.R. bents
on C-70 PT-S. appx; 98' P.T.-
N. appx - O.P.

0.68

799.9

Br. 294.0 10' x 6' x 90' C. Ar.

0.68

808.0

808.0

Br. 293.8 24' x 62' C.I.P.

0.0 0.415

805.5

805.5

Br. 293.5 2-48' x 44' C.I.P. ext.
S. end with N.R.C.P.

0.0 0.60 0.0

808.6

808.6

Br. 293.3 30' Iron G. on TR.
bents - FT. abs. O.P.

0.80

780.5

780.5

Br. 292.2 8' x 5' x 133' Ar.
Gs on msy. B.D.

784.6

784.6

792.0

792.0

Br. 291.9 36' x 73' C.I.P. ext. N.
end with 24' C.R.

0.80

809.6

815.7

815.7

Br. 291.8 30' x 37' C.I.P. with 24'
R.C.P. Mend & 24' R.C.P. S. end.

0.80

822.9

822.9

Br. 291.5 RC Viaduct - 62' Th.
G-gunitic enclosed over
trks.

0.80

805.3

805.3

Br. 291.2 36' x 98' C.I.P. ext. on
S. with 16' R.C.P.

0.0

810.5

809.6

810.5

809.6

Br. 291.0 24' x 111' C.I.P.

0.274

810.5

809.6

810.5

Br. 290.9 6' x 8' x 110' T.B.X.
(lands covered)

0.24

810.5

809.6

810.5

809.6

Br. 290.7 3' x 3' x 194' T.T. B.X.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

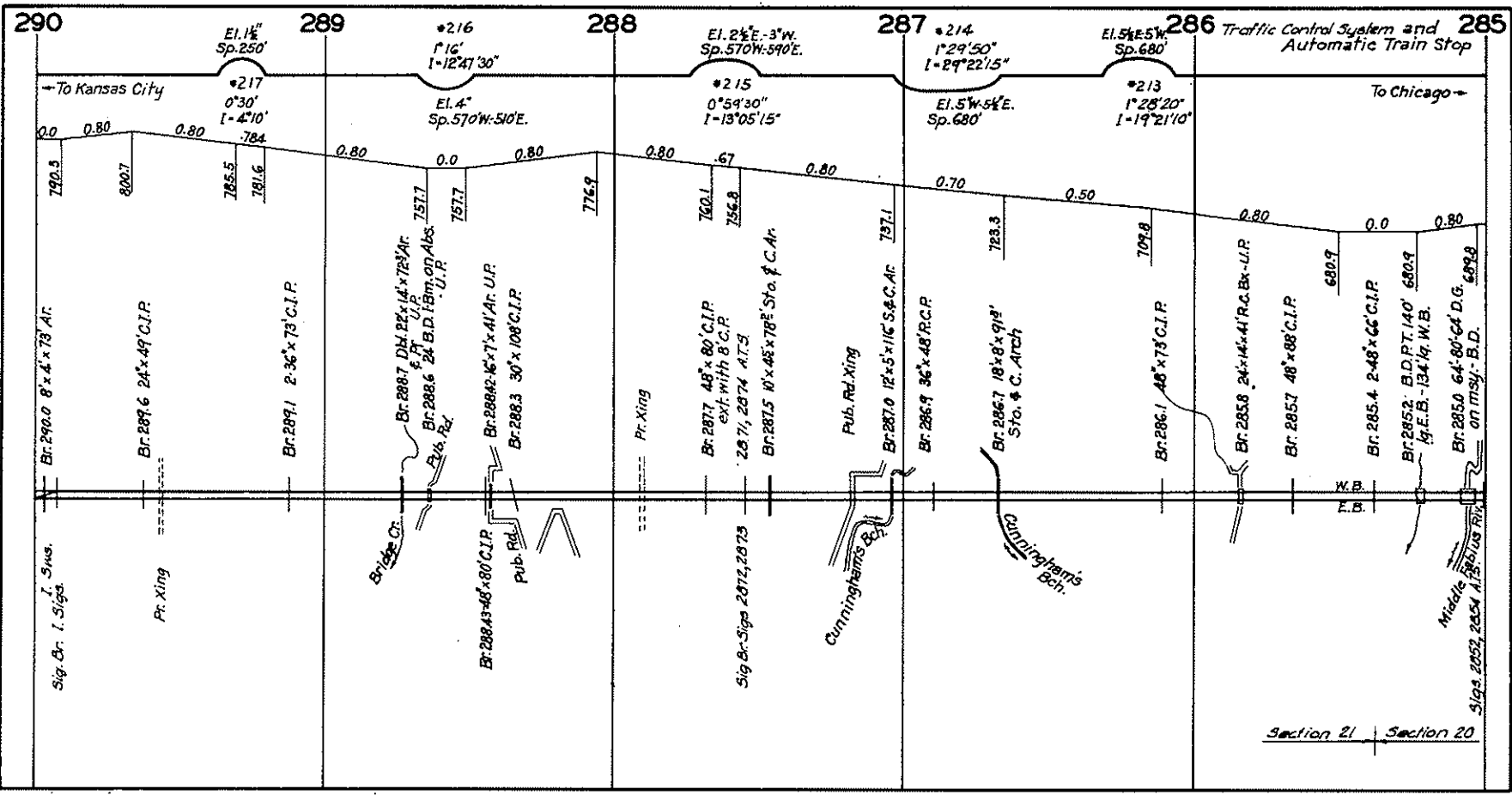
790.3

Br. 290.2 2-36' x 90' C.I.P.

0.80

790.3

790.3



Section 21 | Section 20

285

*212
1°29'50"
1-35°26'15"
El. 5 1/2"
Sp. 680'

284

*211
1°29'50"
1-35°11'30"
El. 5 1/2"
Sp. 680'

283

*210
1°29'
1-14°40'30"
El. 5 1/2"
Sp. 680'

282

*209
1°29'15"
1-24°05'30"
El. 5 1/2"
Sp. 540'

281

*206
1°00'
1-12°11'30"
El. 3"
Sp. 540'

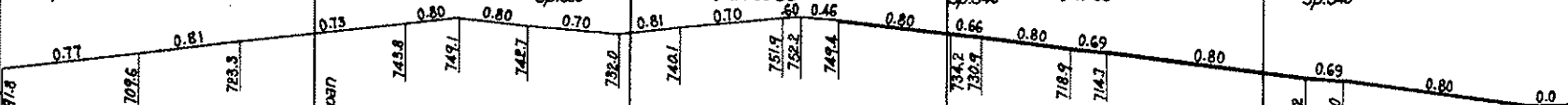
280

60

Traffic Control System and Automatic Train Stop

To Kansas City

To Chicago



Middle Fabius Riv.

Pr. Xing

Smith Branch

Long Branch

City Limit

City Limit

RUTLEDGE
M.P. 282.6

L.C.L. O'Leary

Well

Sigs. 284, 2843 A.T.S.

Br. 284.2 20'x10'x107 1/2 Ac.

Br. 284.0 24'x131' C.I.P.

Br. 283.9 84' S. Ft. Ap. - 40' Iron span on C. peds. - 56' N. Ft. Ap. - O.P.

Br. 283.7 36'x60' C.I.P.

Pub. Rd.
Br. 283.2 6'x8'x65' Ar. U.P.

Br. 283.0 28'x12'x117' Ac.

Pub. Rd. Xing - M.W. & Bell - both sides
Br. 282.8 24'x64' C.P.

Br. 282.6 30'x190' C.I.P.

Tool Ho.
Br. 282.4 2-36'x157' C.I.P.

Br. 282.1 42' Ft. Ap. - 73' Old T.T. G. - 63' Ft. Ap. - O.P.

Sig. Br. Sigs. 281.2, 281.3
281, 281.4

Pub. Rd.

Br. 281.7 8'x5'x555' Ac.

281 + 3200

Br. 281.5 12'x6'x70 1/2' Ar. Pr. U.P.

Br. 281.2 18'x80' C.I.P.

Br. 281.0 3-48'x68' C.I.P.

Pub. Rd. Xing - W.W. & Bell - S.

280 + 3384

W.B.
E.B.

136 * Cont. Welded Rail W.W.M. 1958

Traffic Control System and Automatic Train Stop
El. 1 1/2 Sp. 170 Sp. 570 E. 220 W.

*203
1°30'08"
1-39°26'10"
El. 5 1/2"
Sp. 570'

*202
0°59'30"
1-15°24'15"
El. 3"
Sp. 570'

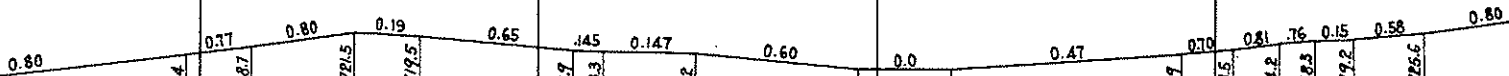
El. 3"
Sp. 540'
*201
0°59'30"
1-11°25'30"

*205
0°30'
1-5°14'30"

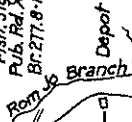
*204
1°30'
1-19°45'10"
El. 5 1/2"

To Chicago →

← To Kansas City



GORIN
M.P. 277.6



Br: 279.9 22' B.D. RT.
Br: 279.7 64' 80" 64' D.G.
C. Abs. & Piers - B.D.

279.1 279.2 279.3
279.4 A.T.S.
Sig. Br. Signs

Pr. Xing
Br: 279.1 84' B.D. RT. Pr. U.P.

Br: 278.8 24' x 56' C.P.

Br: 278.42 24' x 72' C.I.P.
278 + 1/8 89

Br: 278.2 24' x 64' R.G.P.

Pub. Rd. Xing - Gr.

Br: 277.9 56' B.D. RT. S.S.C.
Footwalk & Handrails
- both sides

Br: 277.7 36' x 196' C.I.P.

Br: 277.5 36' x 58' C.I.P. ext.
40' N. and 88' S. with C.P.

Resery.
Privately owned

Br: 277.0 8' x 4' x 57' Ar. Sto. & C.

Br: 276.8 64' D.G. B.D.
Sig. Br. 1. Sig. A.T.S.

Br: 276.6 04' 12' x 72' C.I.P.
Pub. Rd. Xing - Gr.

Br: 276.3 56' B.D. RT. 64' D.G.
on 2 C. Piers - 56' B.D. RT.

Br: 276.1 36' x 108' C.I.P.

Br: 276.0 2-36' x 84' C.I.P.

Br: 275.7 84' x 72' C.I.P.

Br: 275.5 10' x 55' x 81' Ar.
- Pr. Rd. U.P.

Br: 275.3 2-30' x 84' C.I.P.

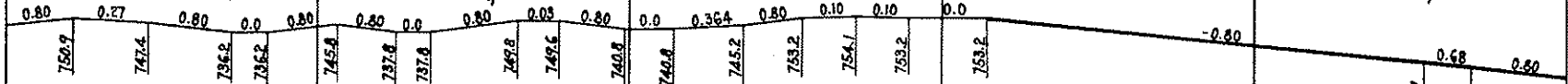
W.B.
E.B.

136* Cont. Welded Rail WMM 1952

To Kansas City

*200
+30'
1-15'40"
El. 54'
Sp. 680'

To Chicago



Br: 274.6 30'x55' C.I.P.
 Br: 274.5 43'PT-48'D.G. Steel/
 ben's ONC-41'RT- O.P.

Br: 274.2 14'x7'x18' Af.

Sig. Br: Sig. 274.2, 274.3 - 274.1, 274.4 A.T.S.

Pr. X'ing

Br: 273.7 5-48'x124' C.I.P.

Pub. Rd. X'ing-Gr.
 Br: 273.42 24x82 C.I.P.
 Pr: Stock U.P.

Br: 273.0 2-36'x62' C.I.P.

Resery
 abandoned
 Pr. owned

Pr. X'ing

Br: 272.6 24'x102' C.I.P.

Pub. Rd. X'ing-Gr.
 Tool. Hos.
 Bell & WIRE
 W.T. privately owned
 Depot
 Pub. Rd. X'ing-Gr.
 Pub. Rd. X'ing-Gr.

WYACONDA
 M.P. 272.3

City Limit

Sec. Ho.

Pub. Rd. X'ing-Gr.

City Limit

Sig. Br: Sig. 270.2, 271.5 - 271.1, 271.4 A.T.S.

Br: 271.4 36'x60' C.I.P.

Br: 271.0 2-36'x144' C.I.P. ext.
 S. WITH 24' C.H.

Pub. Rd. O.P.

Br: 270.9 48'RT-39' G
 WITH IR. legs-42' RT-O.P.

Br: 270.7 2-36'x202' C.P.

Br: 270.6 30'x78' C.I.P. ext.s.
 with 16' C.P.

Pr. X'ing

Br: 270.4 30'x110' C.I.P.

W.B.
 E.B.

Br: 270.1 36'x78' & 48'x78' C.I.P.

265

264 Traffic Control System and 263 Automatic Train Stop

262

261

260

56

El. 2' Sp. 320'

*195
1'00'
1-27'48"

El. 3' Sp. 570'

*194
1'00'10"
1-34'01'15"

To Kansas City
*196
0'59"
1-5'04"

El. 3' Sp. 570'

To Chicago

74 0.0 0.80 0.75 0.0 0.80 0.0 0.80 0.60 0.79 0.75 0.773 0.75 0.79 0.75

697.3

697.3

706.9

711.3

711.3

697.2

697.2

698.5

706.3

675.6

654.1

642.6

616.4

601.5

Br. 264.9-4'x78'x575' Ar.
Br. 264.8-6'x8'x392' Ar-U.P.
Cont. I. Sig. A.T.S.

Pub. Rd. Xing - Gr

Br. 264.3 42'x43' C.I.P.
with 24' C.P. ext. - N. end
& 18' Cor. P. ext. - S. end
Pr. Xing

Br. 263.9 Dbl. 16'x8'x83' Ar.
Dr. Dbl. 14'x14' R.C. Bx. ext. Lt. 32' lg.

Sec. Ho.
Br. 263.5 2-375'-49' 75'
2-375' R.C. spans - O.P.

Pub. Rd. Xing - Gr.
A.T.S.
Br. 263.2 2-36'x200' Cor. P.
I. Sig. A.T.S.
Br. 263.1 24'x60' Cor. P.
-To Kansas City
-To Memphis
Toal. Ho.

MEDILL
M.P. 263.1

Cont. I. Sig. x I. Sig. A.T.S.

Line shortened 2684'
acct. Line Change - 1951

Br. 261.74 36'x98' Cor. P.
Br. 261.70-16'x60' Cor. P.
Br. 261.66-8'x8'x61' R.C. Bx.

Br. 261.4 30'x78' Cor. P.

Br. 260.7 36'x206' Cor. P.

Br. 260.5 Dbl. 16'x12'1/2'
x 212' R.C. Bx.

Br. 260.2 18'x130' C.I.P.
& Cor. P.

Little Honey Cr.
I. Sig.
Iris...

Cont. I. Sig.

Honey Cr.

Sec. Ho.
Br. 263.5 2-375'-49' 75'
2-375' R.C. spans - O.P.

Pub. Rd. Xing - Gr.
A.T.S.
Br. 263.2 2-36'x200' Cor. P.
I. Sig. A.T.S.
Br. 263.1 24'x60' Cor. P.
-To Kansas City
-To Memphis
Toal. Ho.

Cont. I. Sig. x I. Sig. A.T.S.

Pub. Rd. Xing Fish Sigs & Bell
Br. 261.69-18'x14' Cor. P.

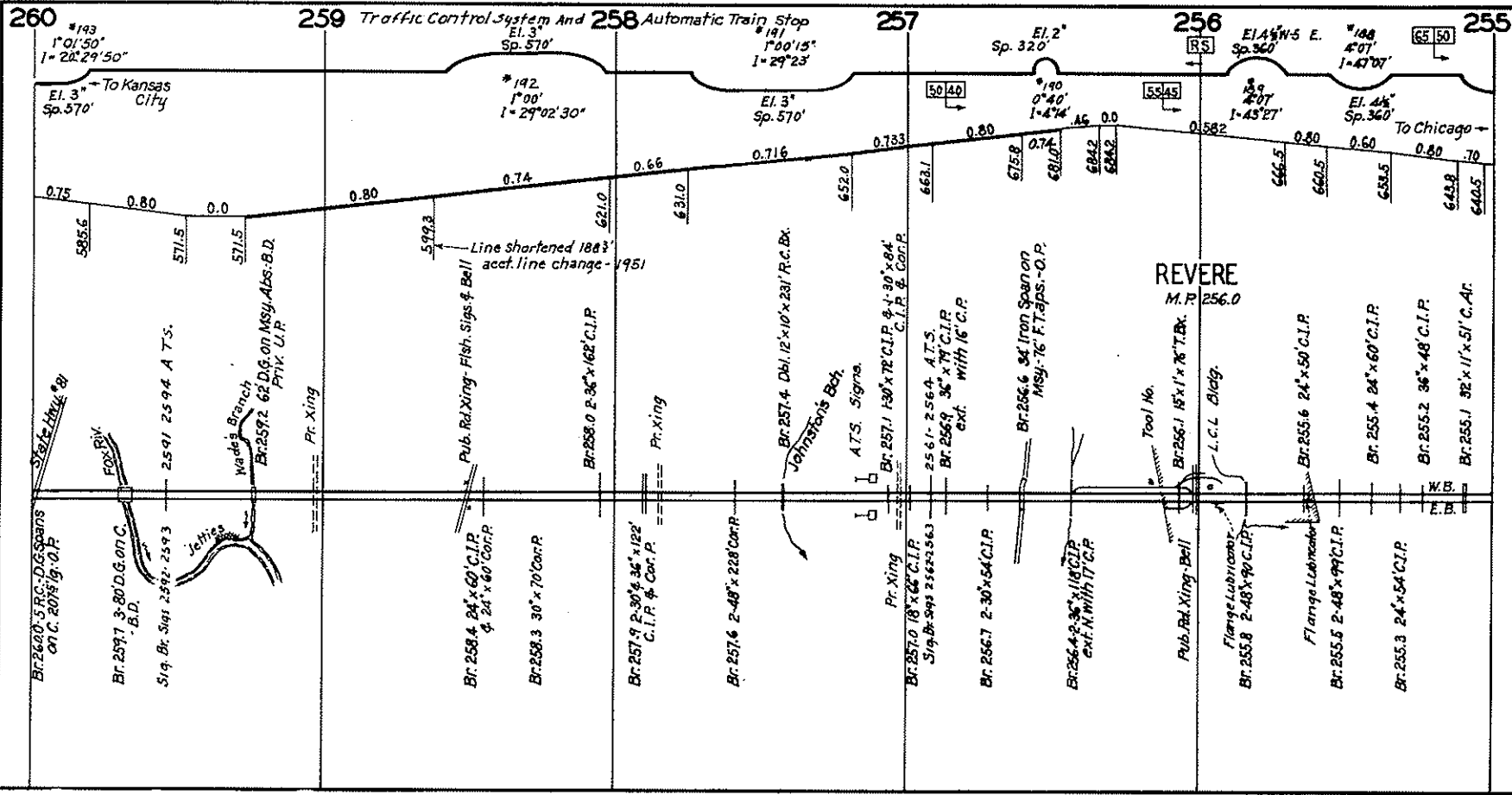
Br. 261.5 34'x83' Cor. P.
ext. with 56'x16' C.P. Lt.

Br. 261.0 Dbl. 54'x202' Cor. P.

Hartness Bch.

Pr. U.P.

Br. 260.1 30'x64' C.I.P.
ext. with 20' Cor. P. Lt.



260
 *193
 1° 01' 50"
 1 = 20° 29' 50"

259 Traffic Control System And 258 Automatic Train Stop
 El. 3'
 Sp. 570'

257
 *191
 1° 00' 15"
 1 = 29° 23'

256
 El. 4 1/2" E.
 Sp. 360'
 *188
 4° 01'
 1 = 47° 07'

255

El. 3' → To Kansas City
 Sp. 570'

El. 3'
 Sp. 570'

El. 4 1/2"
 Sp. 360'

To Chicago →

0.75 0.80 0.0 0.80 0.74 0.66 0.716 0.733 0.80 0.74 0.0 0.582 0.80 0.60 0.80 0.70

598.5.6 571.5 571.5 599.3 621.0 631.0 652.0 663.1 675.8 681.0 684.2 684.2 646.5 640.5 633.5 643.8 640.5

Line shortened 188'3' acct. line change - 1951

Br. 257.4 Obl. 12' x 10' x 231' R.C. Bx.

Br. 256.6 34' Iron Span on MSy. 76' F.T. Sps. - O.P.

REVERE
 M.P. 256.0

Br. 262.0 5-R.C. D.G. Spans on C. 20' x 19' O.P.

Br. 257.7 3-80' D.G. on C. - B.D.

Sig. Br. Sigs. 2592. 2593

Jethies

Wade's Branch
 Br. 259.2 62' D.G. on MSy. Abs. - B.D. PTK. U.P.

Pr. Xing

Br. 258.4 24' x 60' C.I.P. & 24' x 60' Cor.P.

Br. 258.3 30' x 70' Cor.P.

Br. 257.9 2-30' x 36' x 162' C.I.P. & Cor.P.

Br. 257.6 2-48' x 228' Cor.P.

Pr. Xing
 Br. 257.0 18' x 66' C.I.P. Sig. Br. Sigs. 2562. 563

Br. 256.7 2-30' x 54' C.I.P.

Br. 256.4 2-36' x 118' C.I.P. ext. N. with T.C.P.

Pub. Rd. Xing - Bell

Flange Lubricator
 Br. 255.8 2-48' x 90' C.I.P.

Flange Lubricator
 Br. 255.5 2-48' x 99' C.I.P.

Br. 255.3 24' x 54' C.I.P.

N.B.
 P.B.

Pub. Rd. Xing - Fish, Sigs. & Bell

Br. 258.0 2-36' x 162' C.I.P.

Pr. Xing

Johnston's Bch.
 A.T.S. Signa.

Br. 257.1 1-30' x 78' C.I.P. & 30' x 84' C.I.P. & Cor.P.

256.1 - 256.4 A.T.S.
 Br. 256.9 36' x 77' C.I.P. ext. with 16' C.P.

Tool No.

Br. 256.1 15' x 1' x 76' T. Bx.

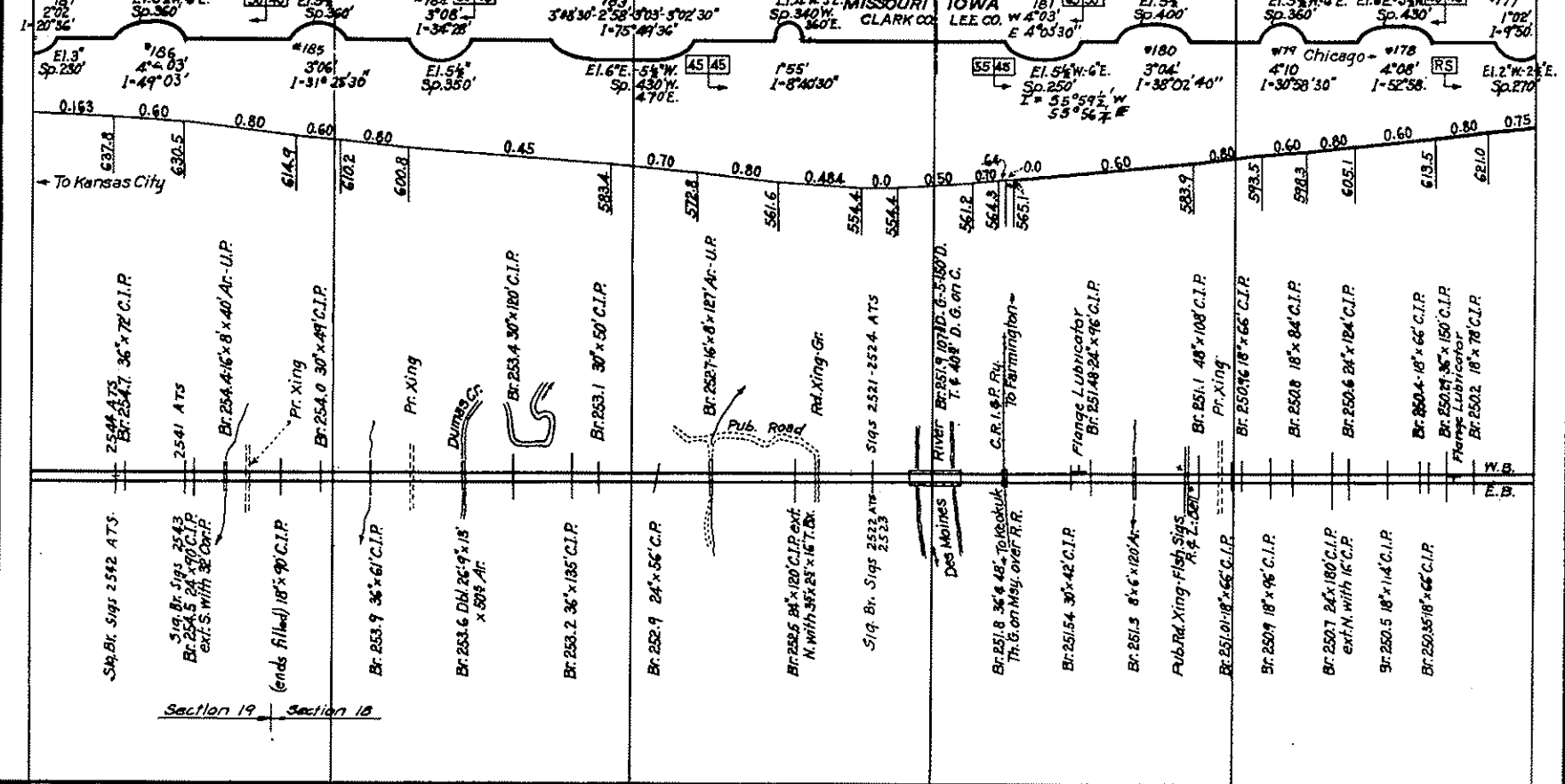
L.C.L. Bldg.

Br. 255.6 24' x 50' C.I.P.

Br. 255.4 24' x 60' C.I.P.

Br. 255.2 36' x 48' C.I.P.

Br. 255.1 32' x 11' x 51' C. Ar



Section 19 Section 18

245

244

243

242

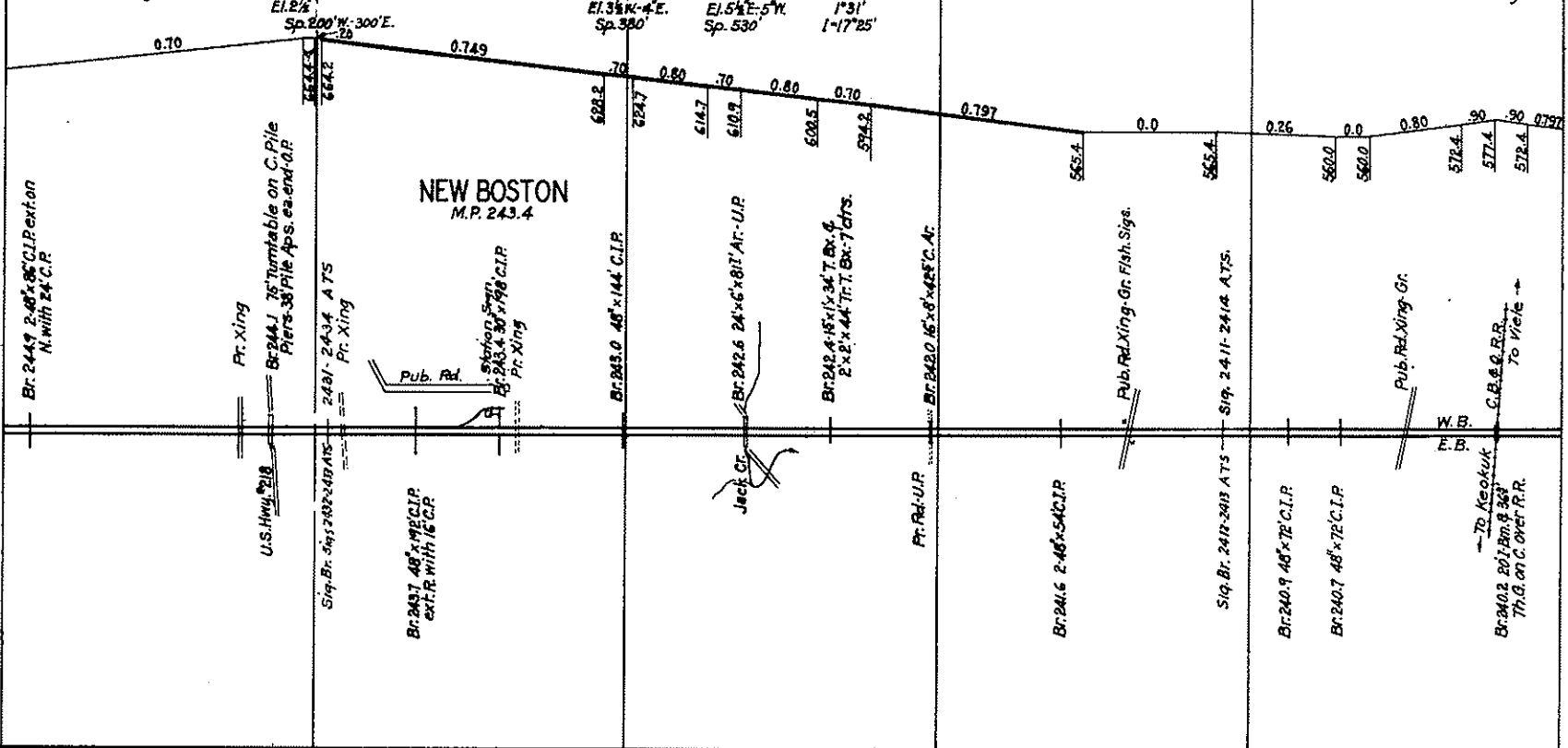
241

240

52

→ To Kansas City

To Chicago →



NEW BOSTON
M.P. 243.4

Traffic Control System and Automatic Train Stop

Br. 244.9 2.48' x 85' C.I.P. ext'n N. with 24 C.P.

Pr. Xing

Br. 244.1 75' turntable on C. Pile Piers-38 Pile Aps. ea. end Q.R.

Sig. Br. 243.0-243.4 ATS

Br. 243.7 48' x 144' C.I.P. ext'n R. with 16 C.P.

Pub. Rd.

Station 571.4

Pr. Xing

Br. 243.0 48' x 144' C.I.P.

Jack Cr.

Br. 242.6 24' x 6' x 81' Ar-U.P.

Br. 242.4 15' x 34' T. Bx. @ 2' x 2' x 44' Tr. T. Bx. 7 dtrs.

Pr. Rd-U.P.

Br. 242.0 16' x 8' x 45' C. Ar.

Br. 241.6 2.48' x 54' C.I.P.

Pub. Rd. Xing - Gr. Flash. Sigs.

Sig. Br. 240.7-240.8 ATS

Br. 240.9 48' x 72' C.I.P.

Br. 240.7 48' x 72' C.I.P.

Pub. Rd. Xing - Gr.

W.B.
E.B.

→ To Keokuk
Br. 240.2 20 1/2' Bm. @ 363'
Th.G. on C. over R.R.

C.B. & Q.R.R.
To Vicks →

0.70

0.749

0.70

0.80

0.70

0.80

0.70

0.797

0.0

0.26

0.0

0.80

0.90

0.90

0.797

E. 1.2' x Sp. 200' W. 300' E.

E. 1.3' x W. 4' E. Sp. 380'

E. 1.5' x E. 5' W. Sp. 530'

E. 1.5' x E. 5' W. Sp. 630'

170
1°16'
1-6°59'30"

171
1°27'
1-9°35"

169
1°31'
1-17°25"

0°58'
1-5°18'

628.2

624.7

614.7

610.9

608.5

594.2

565.4

560.0

560.0

572.4

571.4

572.4

664.2

664.2

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

243.1-243.4 ATS

Automatic Train Stop And Traffic Control System

RS 168 WB 168 EB
1°00'30" 1°01'
I = 16°17' I = 16°20'30"

To Kansas City

To Chicago

El. 1 1/2" Sp. 140'
El. 2 1/4" Sp. 270'

0.797

0.0

0.37

0.05

0.74

0.60

0.0

18' x 102' C.I.P. (ends covered)

Br. 239.7 16' x 65' x 555' C. At. - U.P.

U.S. Hwy. 67
By 23852 R.C. Slab on I. Beams On 1/4"

534.0

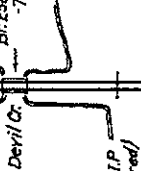
Br. 238.8 14' FT. 70' D. G. 220 Th. T.
- 70' D. G. - 14' FT. C. PIP'S B.D.

534.0

531.4

Sigs # 2381-2382-2383-2384 A.T.S.

Pub. Rd. Xing. Gr.



18' x 48' C.I.P. (ends covered)

Sig. BY

Switching Limits

Br. 238.0 30' x 45' C. I.P.

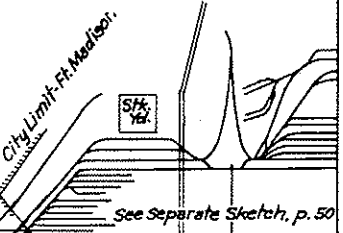
California Chem. Co.

Pub. Rd. Xing. Gr. Fish Signs of Galena

Y.B.
E.B. x

I. 3/4 A.T.S. I. Cant. Sig.
Br. 236.3 56' B.D. RT. S.S.C.

I. Sig. I. Dwarf. Sig.
I. 3/4



See Separate Sketch, p. 50

Standing Water

Br. 235.5 80' Th. G.
264' Th. T.; P.T. ops.

Br. 235.2 12' x 280' C.I.P. drain

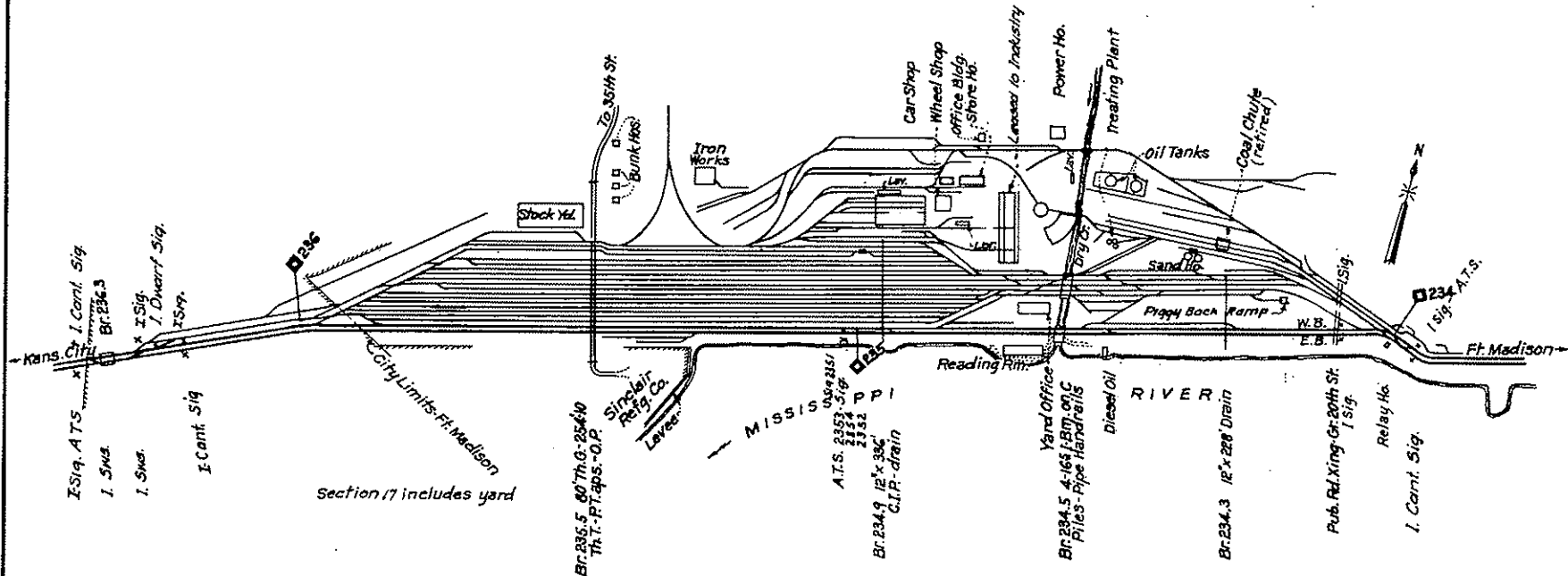
Mississippi River
Sinclair Refg. Co.
Br. Sig. 2351

Section 16 | Section 17

SHOPTON

M.P. 234.6

N. F. T. Y.



Longest Track 170 Cars
 Shortest Track 10 Cars
 Total Car Capacity 3493 Cars

Section 17 includes yard

Br. 235.5 60' Th. G. 254-10
 Th. T. P. Taps. - O.P.

Sinclair
 Ref. Co.
 Lacey

MISSISSIPPI

A.T.S. 2353-51g
 2353
 2352
 2351
 C.I.F. - drain

Br. 234.5 4'-66" I.B.M. 07C
 Piles - Pipe Handrails

Br. 234.3 12' x 208' Drain

Pub. Rd. Xing Gr. 20th St
 I. Sig.

SHOPTON YARD
 FT. MADISON, IOWA

Note: Not to scale