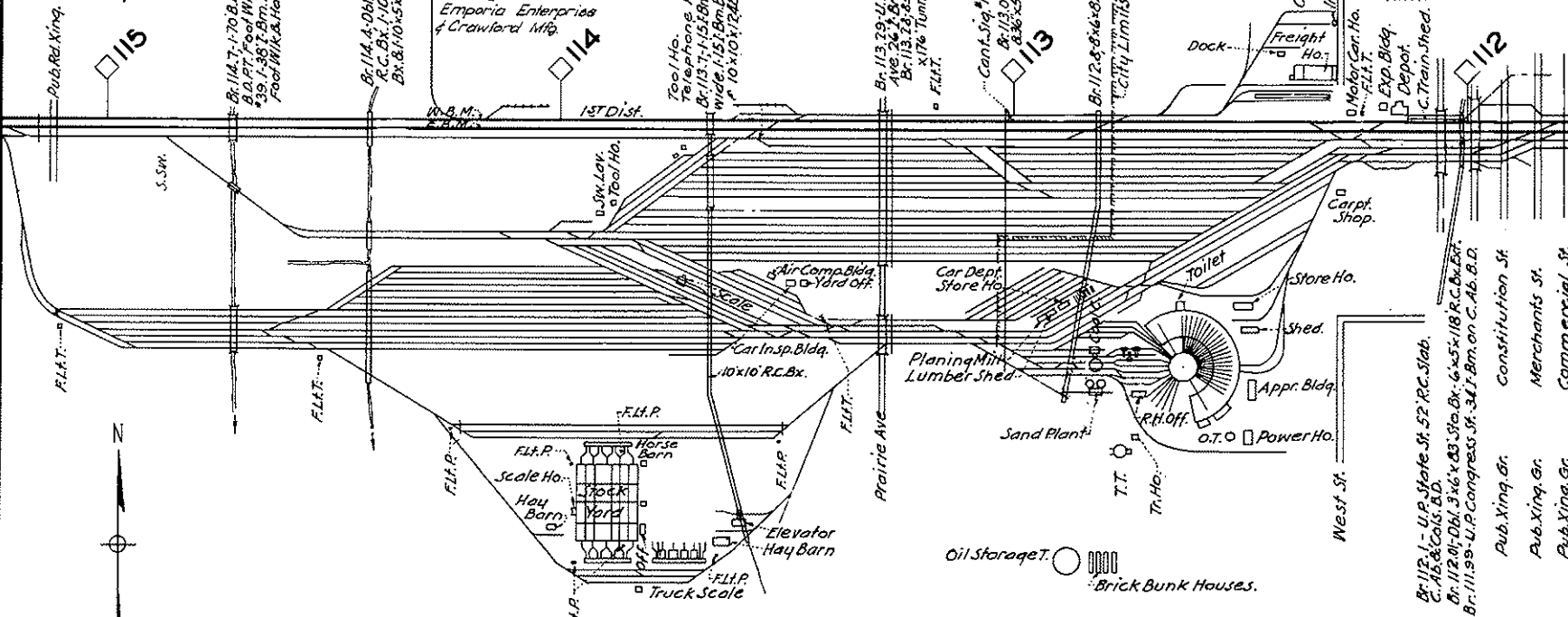


← To Newton

To Topeka →

MERRICK
M.P. 115.30
Interlocking.

EMPORIA
M.P. 112.13
W.F.T.Y.



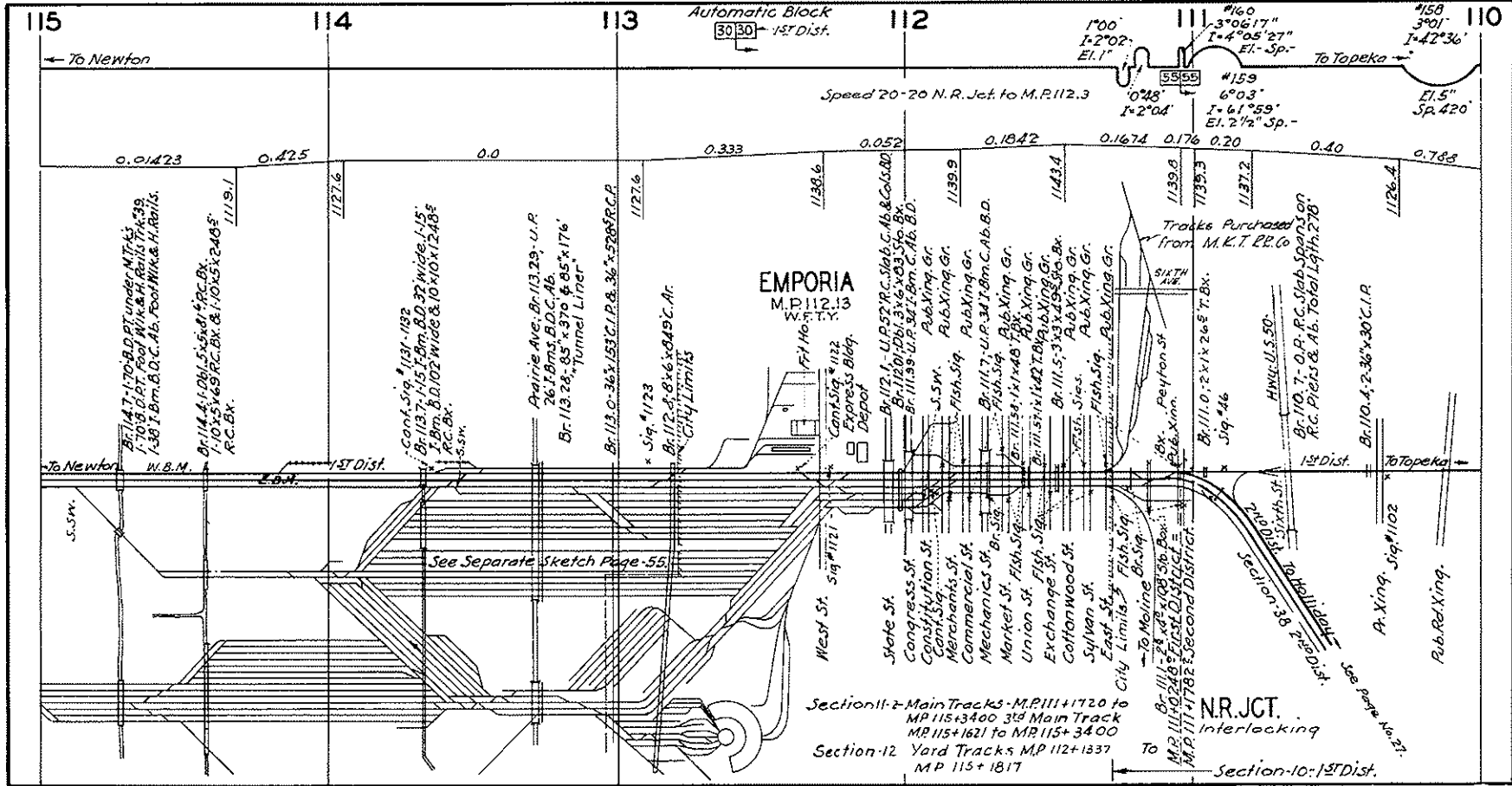
Longest Track = 444 Cars
 Shortest Track = 2 Cars
 Total Car Capacity = 4930 Cars

Note:
 Not to scale.

EMPORIA YARD
 EMPORIA, KANS.

Br. 112-1 - U.P. State St. 52' R.C. Slab.
 C. 115 & 116 S.D.
 Br. 112-4 - Dbl. 3 1/2 x 28' Sfo. Br. 6' x 5' x 18' R.C. Br. Ext.
 Br. 111-99 - U.P. Congress St. 34' 1' Br. on C. Ab. B.D.

Brick Bunk Houses.



115

114

113

112

111

110

Automatic Block
30 30
1st Dist.

← To Newton

To Topeka →

Speed 20-20 N.R. Jct. to M.P. 112.3

0.01473

0.425

0.0

0.333

0.052

0.1842

0.1674

0.176

0.20

0.40

0.783

Br. 114.7-170.9 D.P.T. under MTK's
1-70.9 D.P.T. Foot Walk & H. Rails Trk. 39
1-38 T. Brm. B.D.C. Ab. Foot Walk & H. Rails.
Br. 114.4-128.6 5.5x8.8 R.C. Bx.
1-70.9 5.6x9 R.C. Bx. & 1-10.5 3.2x4.8 5'
R.C. Bx. 1119.1

Cont. Sig. # 1131-1132
Br. 113.7-115 T. Brm. B.D. 37' wide, 1.15'
T. Brm. B.D. 102' wide & 10 x 10 x 12.48 5'
R.C. Bx. 1119.1

Prairie Ave. Br. 113.29- U.P.
26 T. Brms. B.D.C. Ab.
Br. 113.28- 85' x 370' 6.85' x 176'
Tunnel Liner

Br. 112.0-36 2x153 C.T.P. & 36' x 228 R.C.P.
1127.6
x Sig. # 1123
Br. 112.4-8 6 x 6 49 C. Ar.
City Limits

EMPORIA
MO.
M.P. 112.3

City Hall
Express Bldg.
Depot

Br. 112.1- U.P. 52 R.C. Slab C. 16 & 60 S. 80'
Br. 112.0 126.1 8.5 x 20.3 5' 6" Bx.
Br. 111.99- U.P. 34 T. Brm. C. Ab. B.D.
Pub. Xing. Gr.
J.S.W.
Fish. Sig.
Pub. Xing. Gr.

Br. 111.7- U.P. 34 T. Brm. C. Ab. B.D.
Fish. Sig.
Pub. Xing. Gr.
Br. 111.57-114.2 T. B.Y. 6 x 10 8' Bx.
Br. 111.5 3' x 3' 4.9 8' Bx.
Fish. Sies.
Pub. Xing. Gr.

Br. 111.0- 2' x 1' x 2' 6" 7' Bx.
Fish. Sig.
Pub. Xing. Gr.
Br. 111.0- 2' x 1' x 2' 6" 7' Bx.
Sig. 46

Br. 110.7- O.P. R.C. Slab Spans on
R.C. Piers & Ab. Total Lath. 278'
Pub. Xing.
Br. 110.4- 2-36' x 30' C.I.R.
1126.4

Tracks Purchased
from M.K.T. RR. Co.
SIXTH AVE.
Br. 110.7- O.P. R.C. Slab Spans on
R.C. Piers & Ab. Total Lath. 278'
Pub. Xing.
Br. 110.4- 2-36' x 30' C.I.R.
1126.4

Br. 110.7- O.P. R.C. Slab Spans on
R.C. Piers & Ab. Total Lath. 278'
Pub. Xing.
Br. 110.4- 2-36' x 30' C.I.R.
1126.4

Br. 110.7- O.P. R.C. Slab Spans on
R.C. Piers & Ab. Total Lath. 278'
Pub. Xing.
Br. 110.4- 2-36' x 30' C.I.R.
1126.4

Br. 110.7- O.P. R.C. Slab Spans on
R.C. Piers & Ab. Total Lath. 278'
Pub. Xing.
Br. 110.4- 2-36' x 30' C.I.R.
1126.4

To Newton

W.B.M.

E.B.M.

1st Dist.

See Separate Sketch Page 55

West St. Sig. # 1121

Shake St.

Congress St.

Commercial St.

Mechanics St.

Market St.

Union St.

Exchange St.

Cottonwood St.

Sylvan St.

East St.

City Limits

To Maine Br. Sig.

Section 11-2 Main Tracks - M.P. 111+1720 to
M.P. 115+3400 3rd Main Track
M.P. 115+1621 to M.P. 115+3400

Section 12 Yard Tracks M.P. 112+1837
M.P. 115+1817

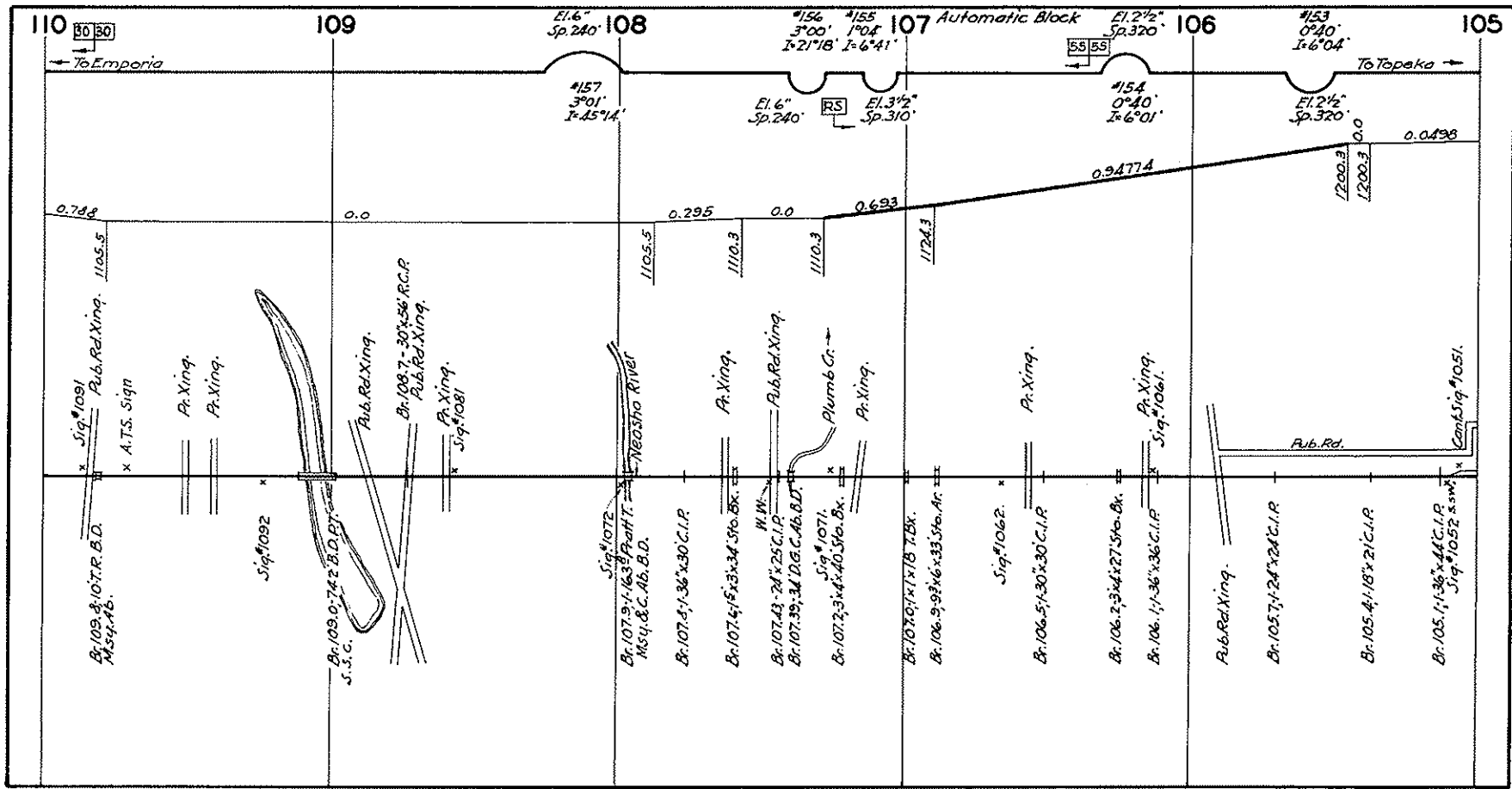
To
M.P. 111.0- 2' x 1' x 2' 6" 7' Bx.
M.P. 111.0- 2' x 1' x 2' 6" 7' Bx.
M.P. 111.0- 2' x 1' x 2' 6" 7' Bx.

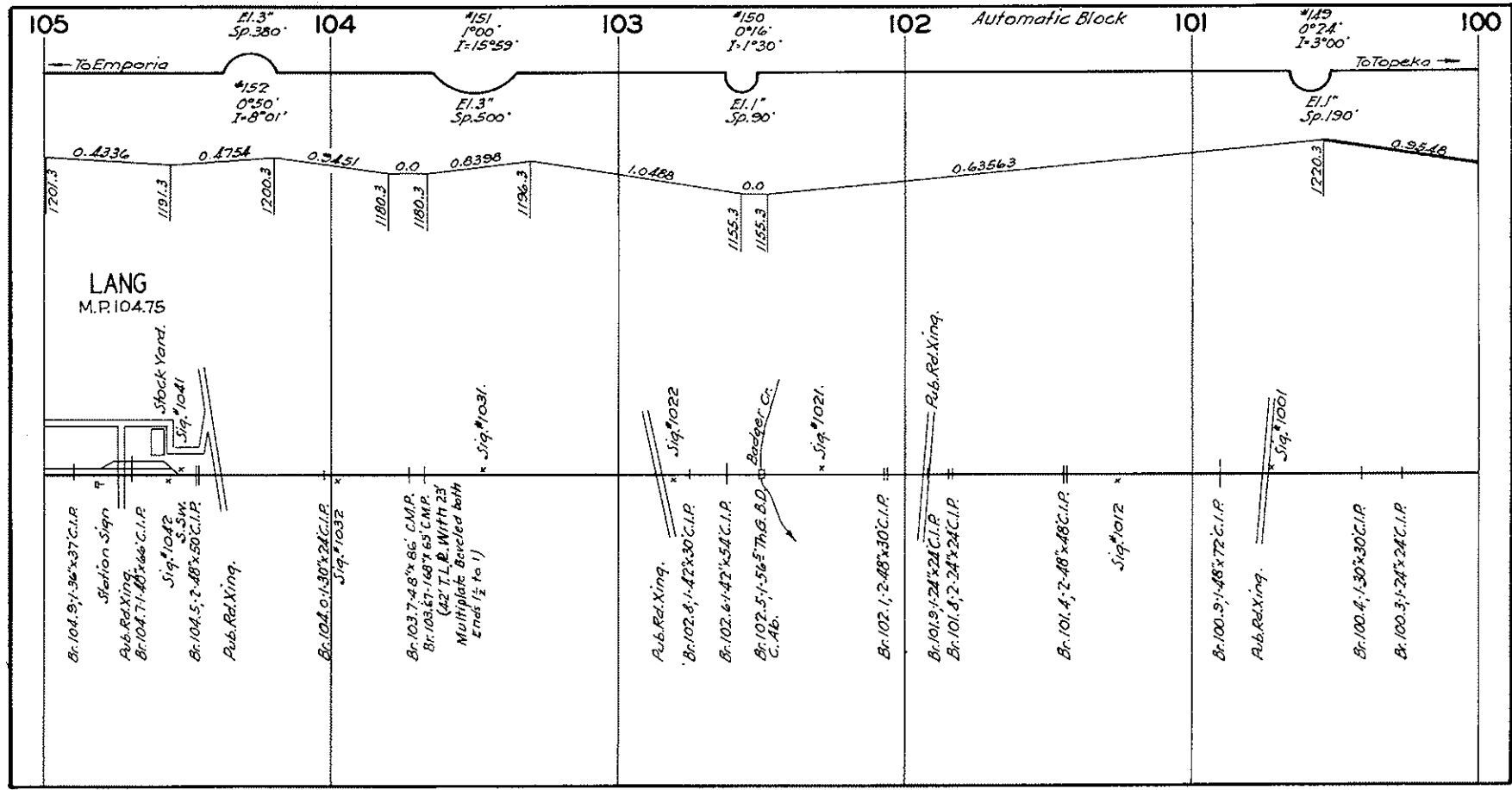
Section 10-1st Dist.

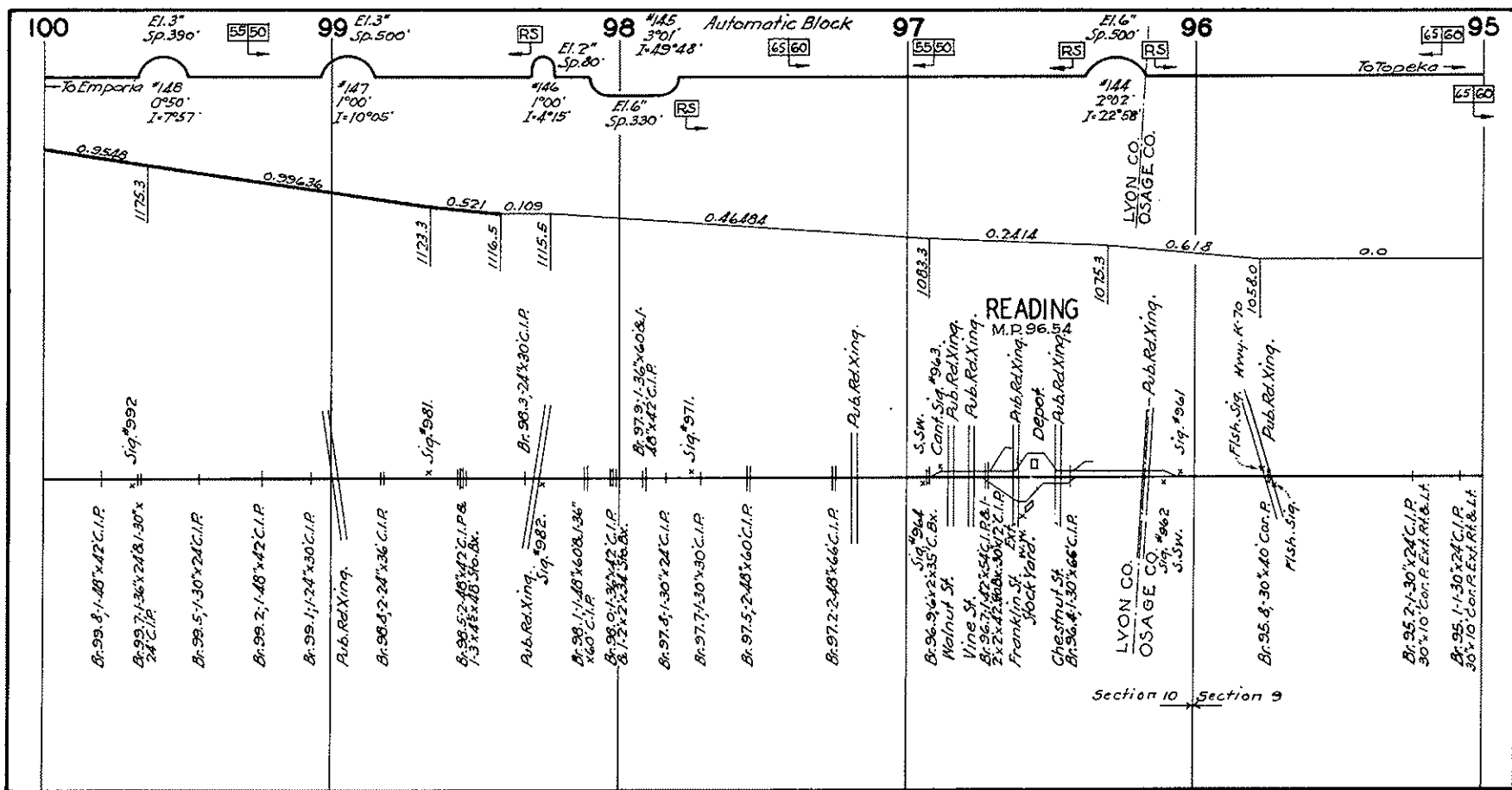
Pub. Red Xing.

See Page No. 27

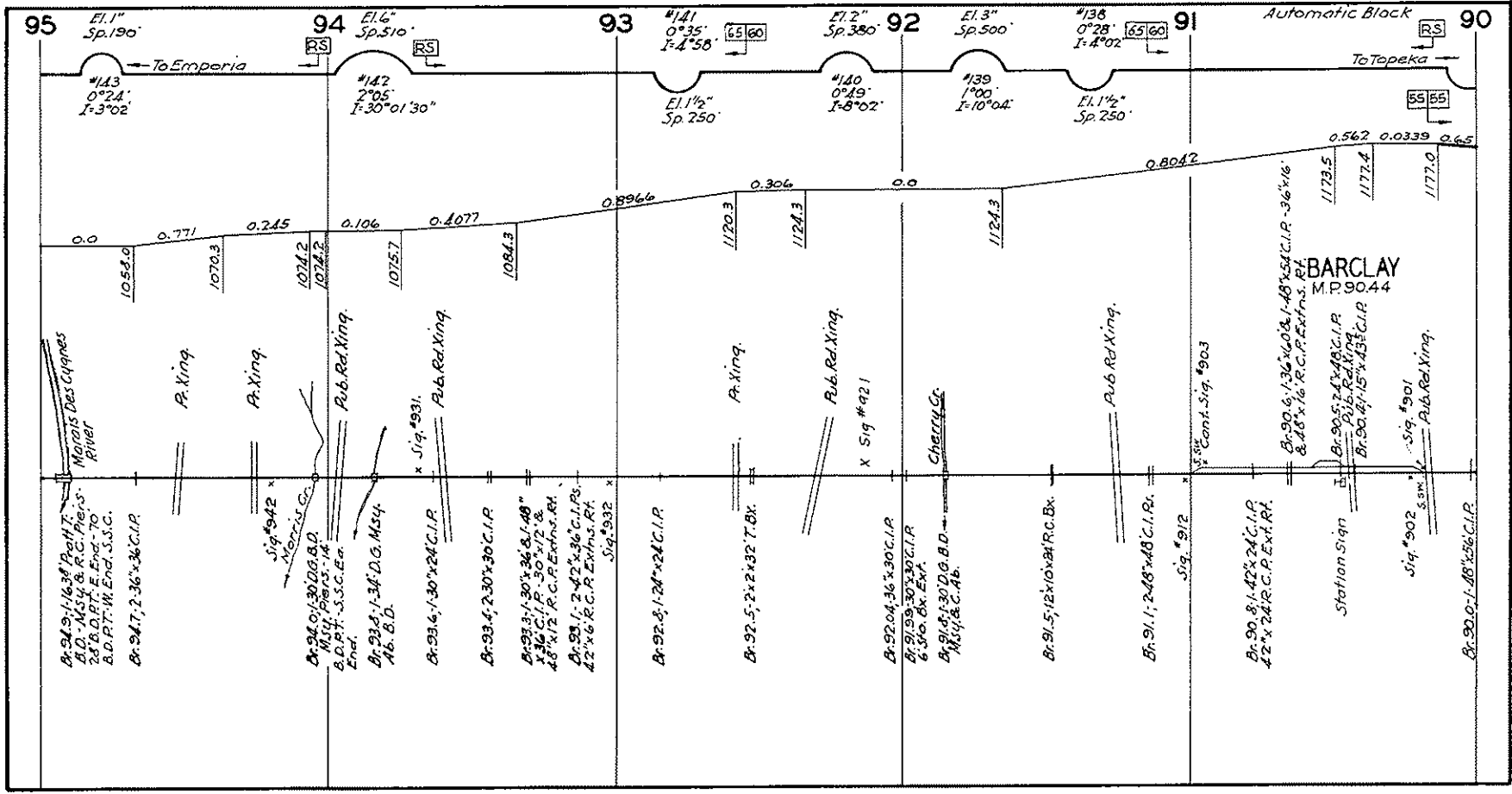
N.R. JCT.
Interlocking

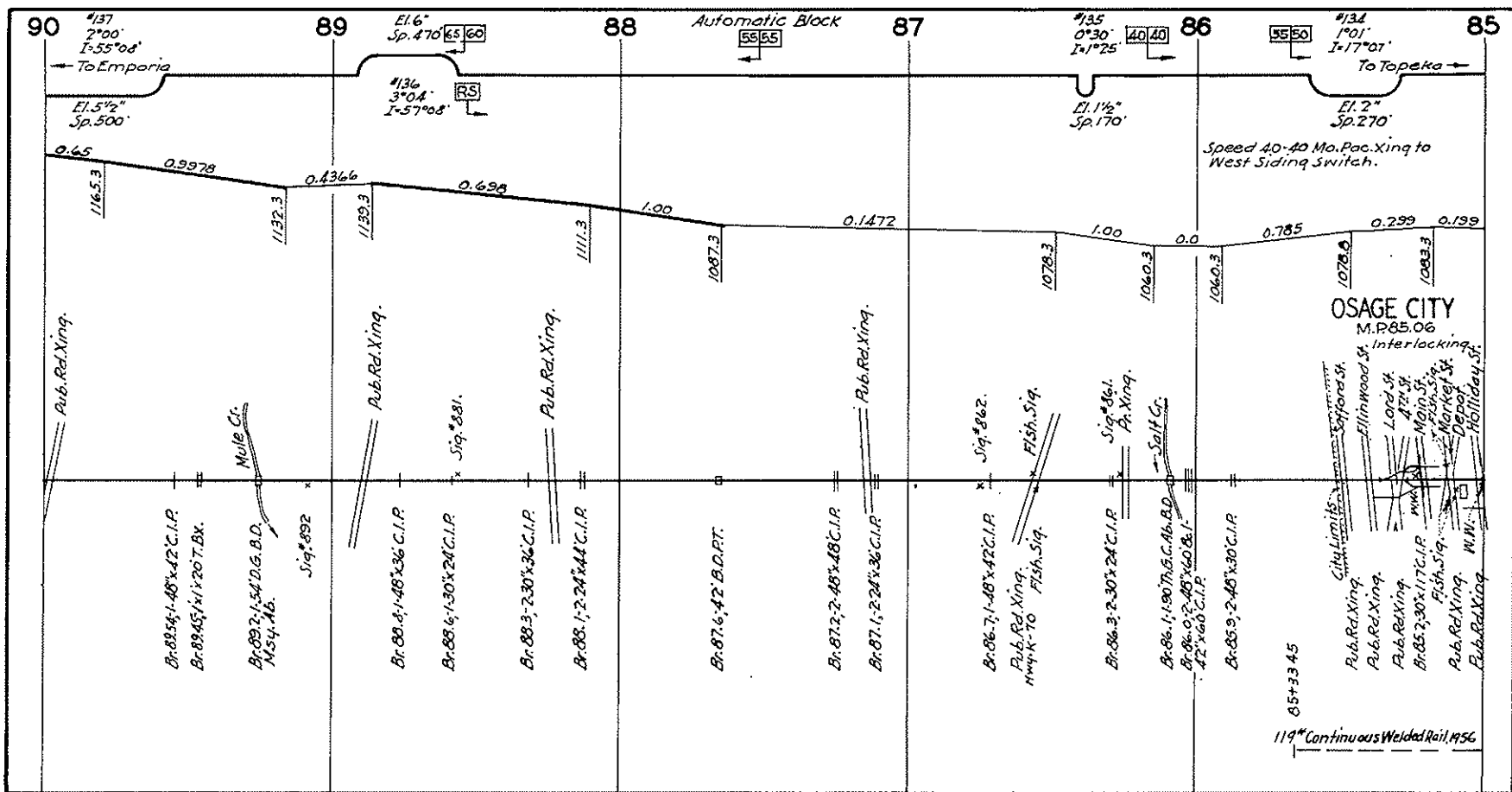






Section 10 Section 9





119" Continuous Welded Rail, 1956

85+33.45

OSAGE CITY
M.P. 85.06

interlocking:
Safford St
Fillinwood St
Lord St
47th St
Main St
Fish St
Market St
Depot
Holiday St

Speed 40-40 Mo. Pac. Xing to West Siding Switch.

Automatic Block

El. 2°
Sp. 270'

El. 11 1/2°
Sp. 170'

El. 6°
Sp. 470'

El. 5 1/2°
Sp. 500'

To Topeka →

← To Emporia

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Mule Cr.

Br. 88.54-1.48 x 42 C.I.P.
Br. 89.45-1 x 20 T.Bx.

Br. 89.2-1.54 D.G. B.D.
M.Sy. Ab.

Sig. #892

Br. 88.4-1.48 x 36 C.I.P.

Br. 88.6-1.30 x 24 C.I.P.

Br. 88.3-2.30 x 36 C.I.P.

Br. 88.1-2.24 x 41 C.I.P.

Br. 87.6-42' B.D.P.T.

Br. 87.2-2.48 x 48 C.I.P.

Br. 87.1-2.24 x 36 C.I.P.

Br. 86.7-1.48 x 42 C.I.P.

Pub. Rd. Xing.
M.W.K. TO Fish. Sig.

Fish. Sig.

Br. 86.3-2.30 x 24 C.I.P.

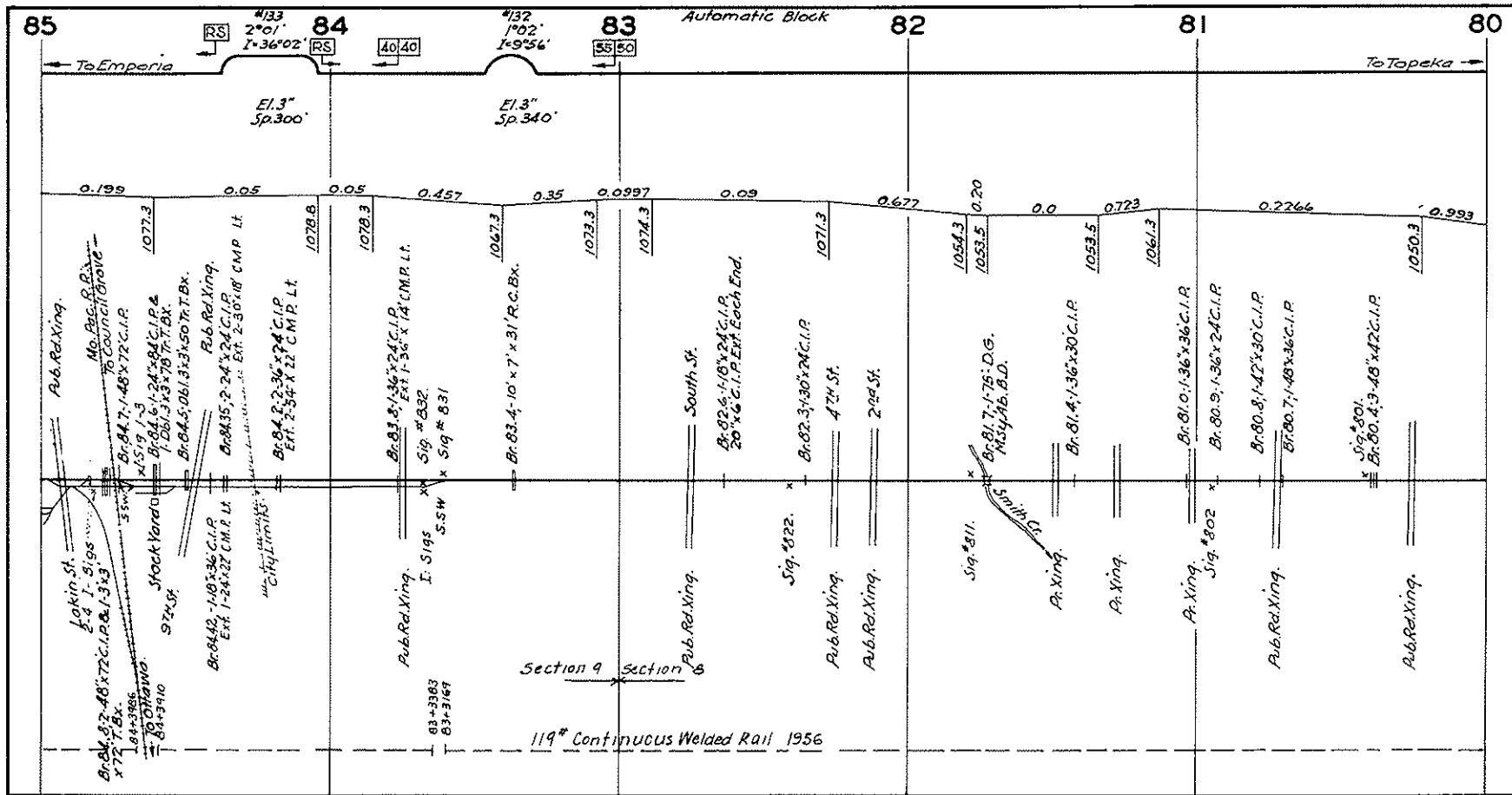
Sig. #861
Pr. Xing.

Salt Cr.

Br. 86.1-1.90 Th. B.C. Ab. B.D.
Br. 86.0-2.48 x 60 B.I.
42' x 60 C.I.P.

Br. 85.9-2.40 x 30 C.I.P.

City Limits
Pub. Rd. Xing.
Pub. Rd. Xing.
Pub. Rd. Xing.
Br. 85.2-30 x 117 C.I.P.
Fish. Sig.
Pub. Rd. Xing.
Pub. Rd. Xing.
M.W.



85

84

83

82

81

80

To Emporia

To Topeka

Automatic Block

E1.3" Sp. 300'

E1.3" Sp. 340'

0.199

0.05

0.05

0.457

0.35

0.0997

0.09

0.677

0.20

0.0

0.723

0.2266

0.993

1077.3

1078.8

1078.3

1067.3

1073.3

1074.3

1071.3

1054.3

1053.5

1053.5

1061.3

1050.3

Pub. Rel. Xing.

Mo. Pac. R.R. Council Grove -

Br. 84.7-1-48'x72' C.I.P.

Br. 84.6-1-24'x84' C.I.P. & 1-26'x3'x78' Tr. Bx.

Br. 84.5-06'1.8'x3'x50' Tr. Bx.

Br. 84.35-2-24'x24' C.I.P.

Ext. 2-30'x18' CMP Lt.

Br. 84.2-2-36'x24' C.I.P.

Ext. 2-54'x22' CMP Lt.

Br. 83.5-1-36'x24' C.I.P.

Ext. 1-36'x14' CMP Lt.

Sig. #832.

Sig. #831.

Br. 83.4-10'x7'x31' R.C. Bx.

South St.

Br. 82.6-1-18'x24' C.I.P.

20'x6' C.I.P. EXT. EACH END.

Br. 82.3-1-30'x24' C.I.P.

47' St.

2-24' Sf.

Br. 81.7-1-75' D.G.

MSY AB. B.D.

Br. 81.4-1-36'x30' C.I.P.

Br. 81.0-1-36'x36' C.I.P.

Br. 80.9-1-36'x24' C.I.P.

Br. 80.8-1-42'x30' C.I.P.

Br. 80.7-1-48'x36' C.I.P.

Sig. #801.

Br. 80.4-3-48'x42' C.I.P.

Jakin St.

2-4' I-Sigs

Br. 84.8-2-48'x72' C.I.P. & 1-3'x3'x72' Tr. Bx.

Stock Yard

Br. 84.2-1-10'x36' C.I.P.

Ext. 1-24'x27' CMP Lt.

City Limits

Pub. Rel. Xing.

I-Sigs

S.S.W. x Sig. #831

Section 9 Section 8

Pub. Rel. Xing.

Sig. #822.

Pub. Rel. Xing.

Pub. Rel. Xing.

Sig. #811.

Smith Cr.

A. Xing.

A. Xing.

A. Xing.

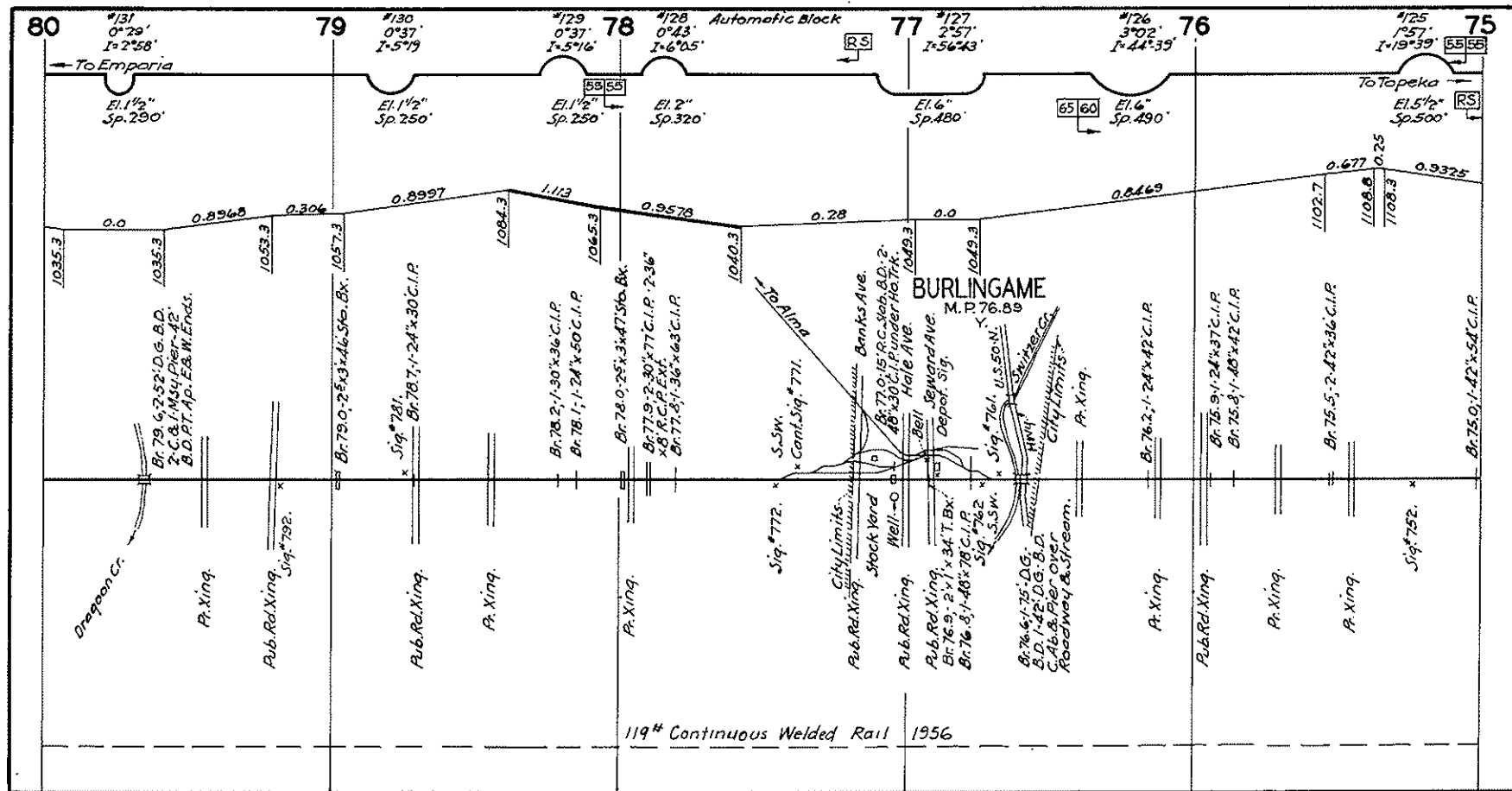
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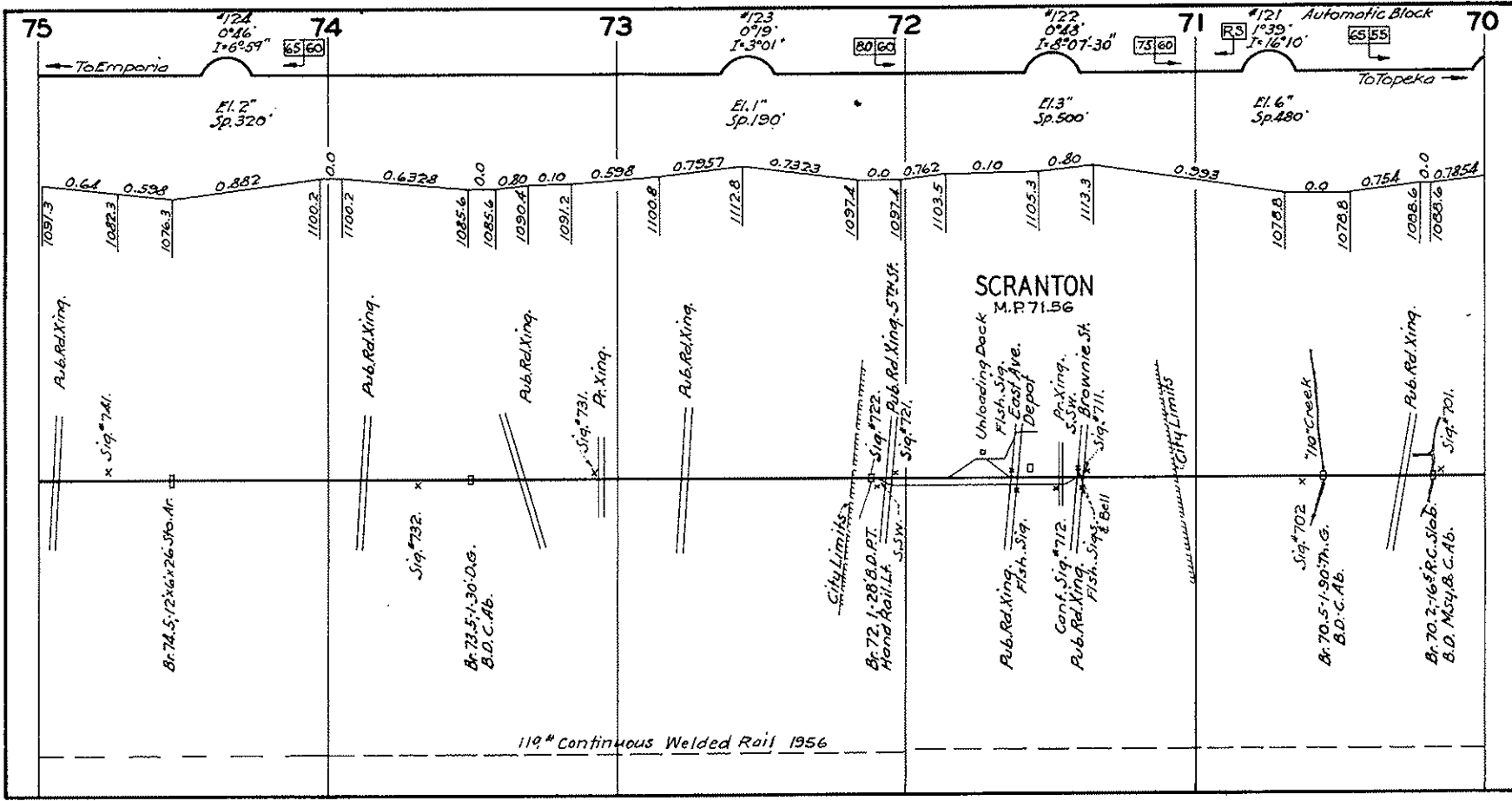
Pub. Rel. Xing.

Pub. Rel. Xing.

83-3383
83-3167

119# Continuous Welded Rail 1956





75

74

73

72

71

70

To Emporia

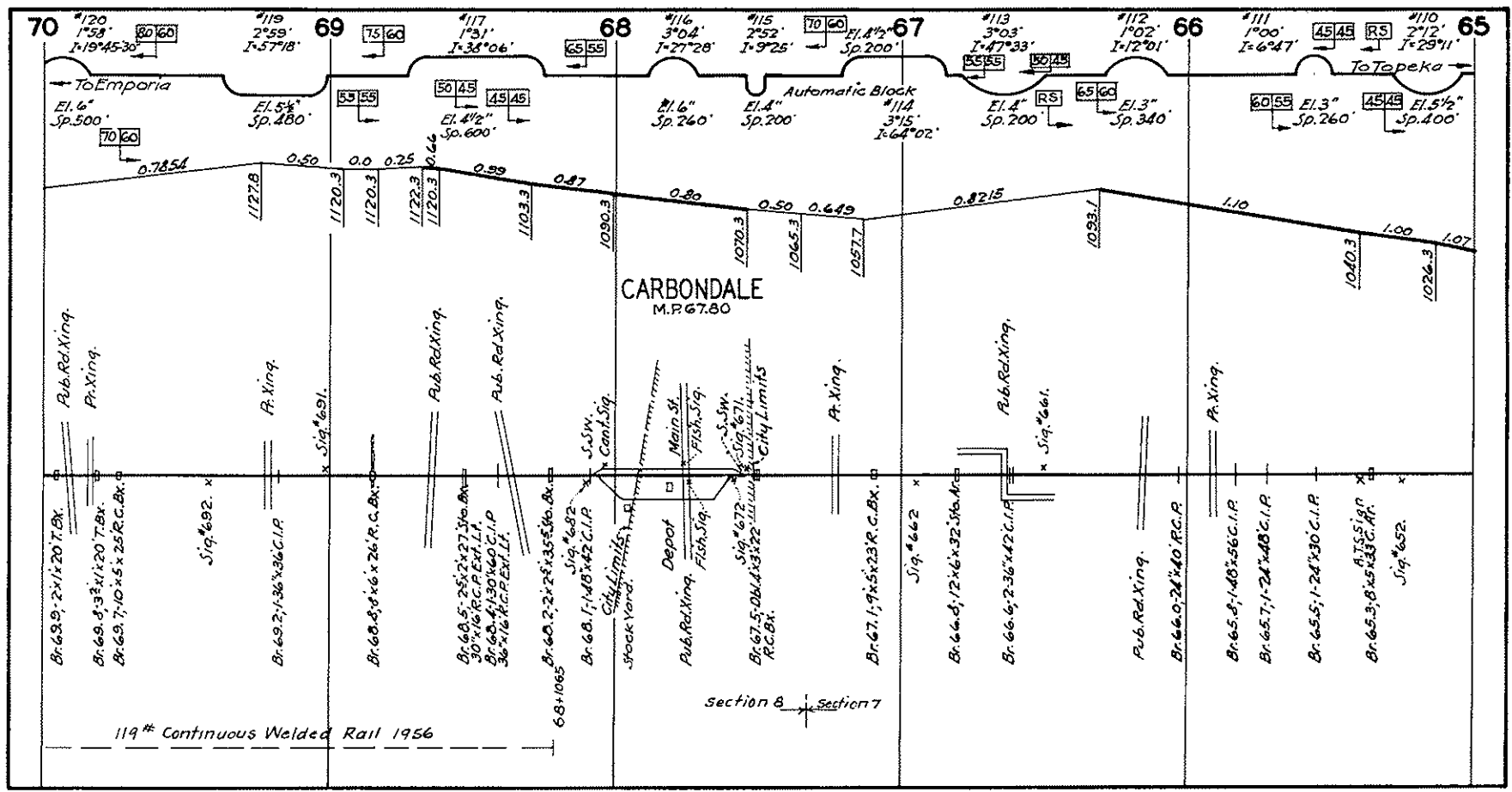
To Topeka

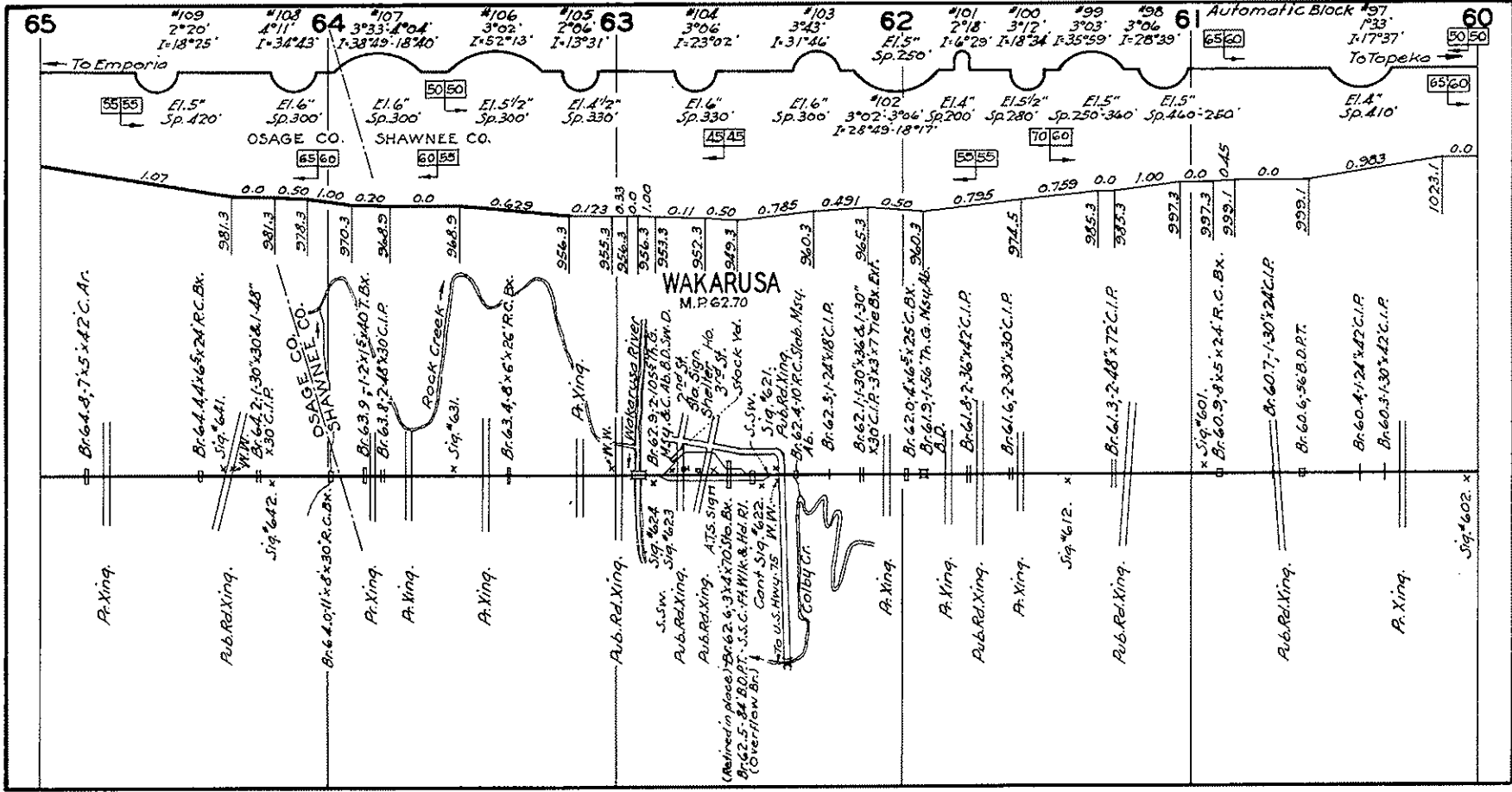
0.64 0.598 0.882 0.0 0.6328 0.0 0.80 0.10 0.598 0.7957 0.7323 0.0 0.762 0.10 0.80 0.993 0.0 0.754 0.0 0.7854

1097.3 1082.3 1076.3 1100.2 1100.2 1085.6 1085.6 1090.4 1091.2 1100.8 1112.8 1097.4 1097.4 1103.5 1105.3 1113.3 1078.8 1078.8 1088.6 1088.6

SCRANTON
M.P. 71.56

119" Continuous Welded Rail 1956





65

64

63

62

61

60

#109
2°20'
I-18°25'

#108
4°11'
I-34°43'

#107
3°33' 4°04'
I-38°19' 18°40'

#106
3°02'
I-52°13'

#105
2°06'
I-13°31'

#104
3°06'
I-23°02'

#103
3°43'
I-31°46'

#102
E1.5"
Sp.250'

#101
1°6'29"
I-18°24'

#100
3°12'
I-35°59'

#99
3°03'
I-28°39'

498
3°06'
I-17°37'

Automatic Block #97
I-17°37'

E1.5"
Sp.420'

E1.6"
Sp.300'

E1.6"
Sp.300'

E1.5 1/2"
Sp.300'

E1.4 1/2"
Sp.330'

E1.6"
Sp.300'

E1.4"
Sp.200'

E1.5 1/2"
Sp.280'

E1.5"
Sp.460-250'

1.07

0.0

0.50

1.00

0.20

0.0

0.629

0.173

0.33

1.00

0.11

0.50

0.785

0.491

0.50

0.795

0.759

0.0

1.00

0.0

0.45

0.0

0.983

0.0

1023.1

Br. 64.1, 8.7, 5 x 42 C.I.P.

Br. 64.4, 4 x 6 x 24 R.C.Bx.
x Sig #61.
W.W.
Br. 64.2, 1.30 x 30 & 1.48 x 30 C.I.P.

Br. 63.9, 1.2 x 16 x 40 T.Bx.
Br. 63.8, 2.48 x 30 C.I.P.

Rock Creek
x Sig #63.

Br. 63.4, 8 x 6 x 26 R.C.Bx.

Wakarusa River
Br. 62.9, 2.10 x 18 x 6
M.Y., A.C., Ab. 8.0 S.W.D.
200 St.
Shelley Ho.
300 St.
Stock Yd.
S.W.
S19 #21.
Pub. Rd. Xing.
Br. 62.4, 10 R.C. Stab. Mast.
Ab.
Br. 62.5, 1.24 x 18 C.I.P.

Br. 62.1, 1.30 x 36 & 1.30 x 30 C.I.P.
x 30 C.I.P. 3 x 3 x 7 T.Bx. Bx.

Br. 62.0, 4 x 6 x 25 C.Bx.
Br. 61.9, 1.56 Th. G. Mast. Ab.
D.P.

Br. 61.8, 2.36 x 42 C.I.P.

Br. 61.6, 2.30 x 30 C.I.P.

Br. 61.3, 2.48 x 72 C.I.P.

Br. 60.9, 8 x 5 x 24 R.C.Bx.
x Sig #60.
Br. 60.7, 1.30 x 24 C.I.P.

Br. 60.6, 56 B.D.P.T.

Br. 60.4, 1.24 x 42 C.I.P.
Br. 60.3, 1.30 x 42 C.I.P.

Sig #62.
x

A. Xing.

Pub. Rd. Xing.

A. Xing.

A. Xing.

A. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

A. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

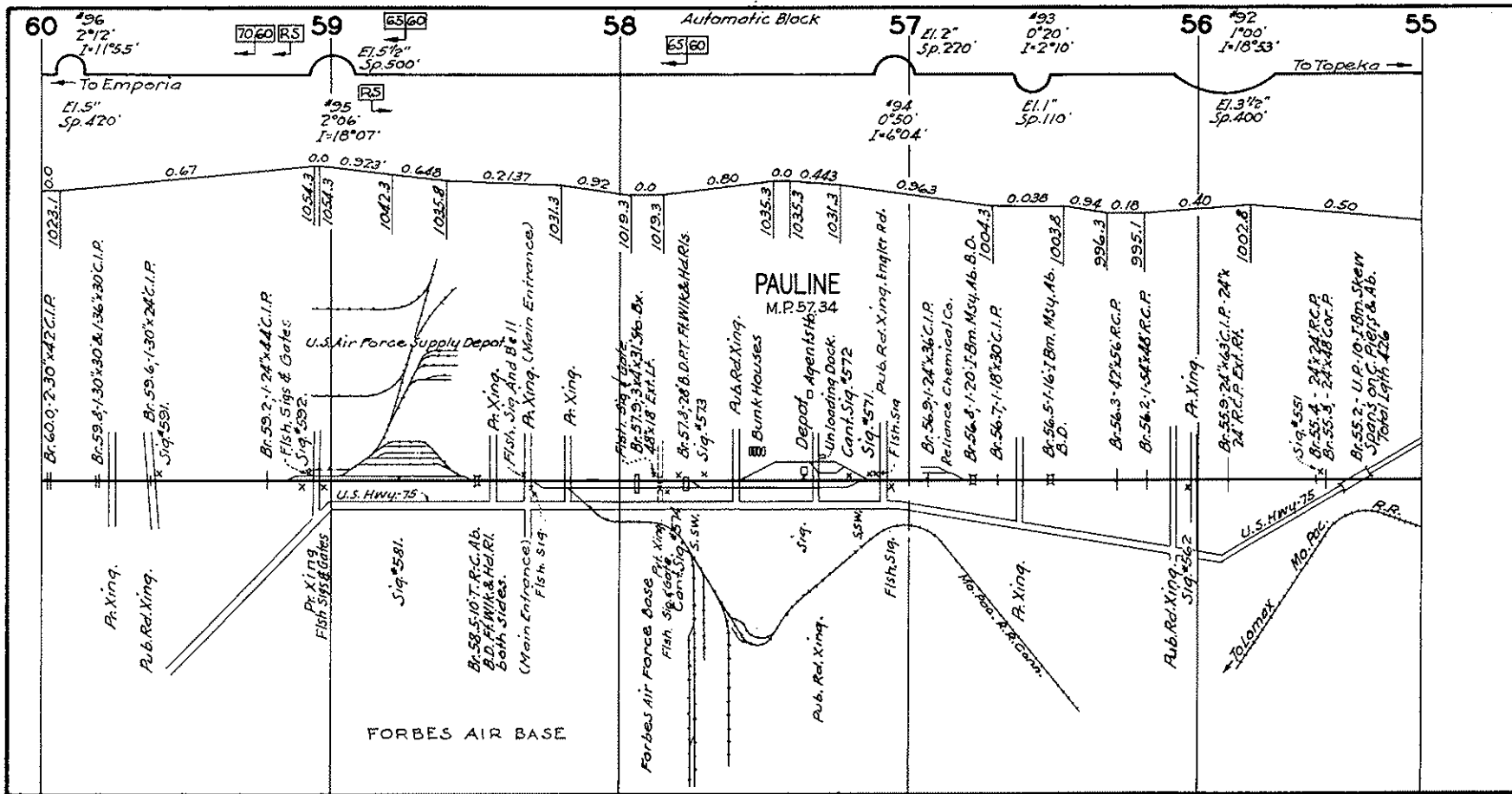
A. Xing.

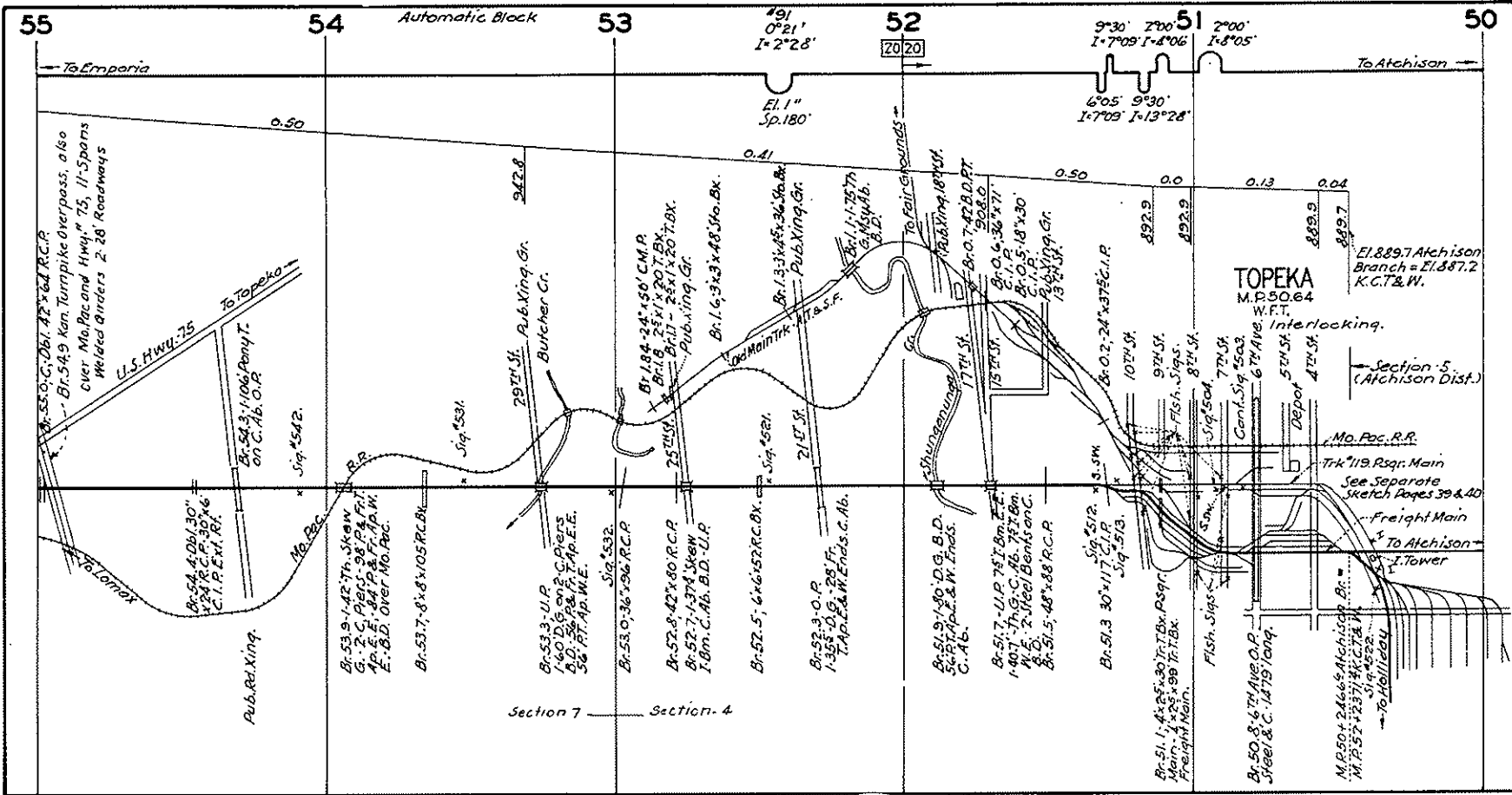
Pub. Rd. Xing.

Pub. Rd. Xing.

Pub. Rd. Xing.

A. Xing.





Automatic Block

55

54

53

52

51

50

To Emporia

To Atchison

Br. 55.0: C. Dbt. 42'x64' R.C.R.
 over Mo. Pac. and Hwy. 75, 11' Spans
 Welded Girders 2' 28" Roadways
 U.S. Hwy. 75
 To Topeka

Br. 54.3: 1106' Penny T.
 on C. Ab. O.P.
 Sig. 4542

Br. 54.9: 1.42'x17' Skew
 G. 2' C. Piers 98' P.A. Ft.
 A.P. E. 84' P.A. Ft. P.W.
 E. B.D. over Mo. Pac.

Br. 53.3: U.P.
 4'0" Skew
 56' FT. P.A. W.E.

Br. 53.9: 36'x96' R.C.R.
 Sig. 4531

Br. 52.1: 1.80'x40' R.C.R.
 25' U.S.F.

Br. 52.2: 1.374' Skew
 1.8m. C. Ab. B.D. U.P.

Br. 52.5: 6'x6' 52' R.C.Bx
 Sig. 4521

Br. 51.7: U.P. 75' Bn. T.E.
 1-40' 7' H.G. C. Ab. 75' Bn.
 N.E. 2' Wheel Benkson C.
 Br. 51.5: 48'x88' R.C.R.

Br. 184: 24'x50' C.M.P.
 Br. 18: 2.5'x1'x20' Bx
 Br. 17: 2.5'x1'x20' Bx
 Pub. Xing Gr.

Br. 1.6: 3'x3'x48' Sfo. Bx.

Br. 1.3: 3'x45'x36' Sfo. Bx.
 Pub. Xing Gr.

Br. 1.1: 1'x75' H.
 6'x54' Ab.
 B.D.

Br. 0.7: 7'x28' D.P.T.
 268.0
 Br. 0.6: 36'x77'
 Br. 0.5: 18'x30'
 Pub. Xing Gr.
 13'x4' S.F.

Br. 51.9: 1.40'x7' Skew
 Sig. 4513

Br. 51.7: 1.42'x17' Skew
 Sig. 4512

Br. 51.3: 30'x11' C.I.P.
 Sig. 4513

Br. 51.1: 4'x45' 30" T.Bx Rsgc
 4'x45' 30" T.Bx
 Freight Main

Br. 50.8: 6'x74' Ave. O.P.
 Street & C. 14' 179' Long

M.P. 50.2466 Atchison Br.
 M.P. 52' 237' 46' C.T. & W.
 Sig. 4522
 To Holleiday

Br. 0.2: 24'x375' C.I.P.
 1074' St.

974' St.

674' Ave
 774' St.

674' Ave
 574' St.

474' St

Br. 50.8: 6'x74' Ave. O.P.
 Street & C. 14' 179' Long

M.P. 50.2466 Atchison Br.
 M.P. 52' 237' 46' C.T. & W.
 Sig. 4522
 To Holleiday

TOPEKA
 M.P. 50.64
 x F.T.
 Interlocking

Mo. Pac. R.R.
 Trk 119 Rsq. Main
 See Separate
 Sketch Pages 39 & 40

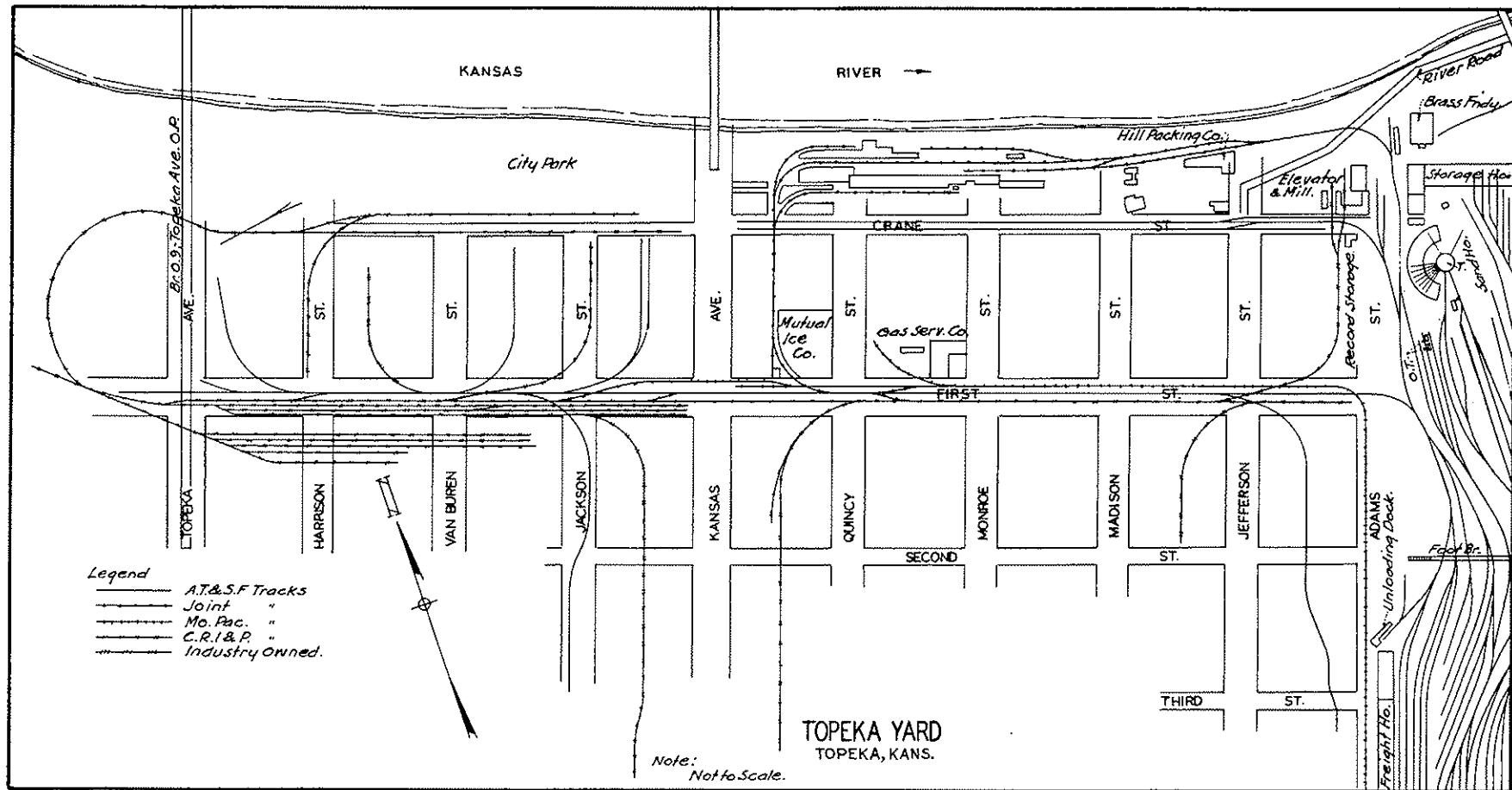
Freight Main
 To Atchison
 Tower

Br. 50.8: 6'x74' Ave. O.P.
 Street & C. 14' 179' Long

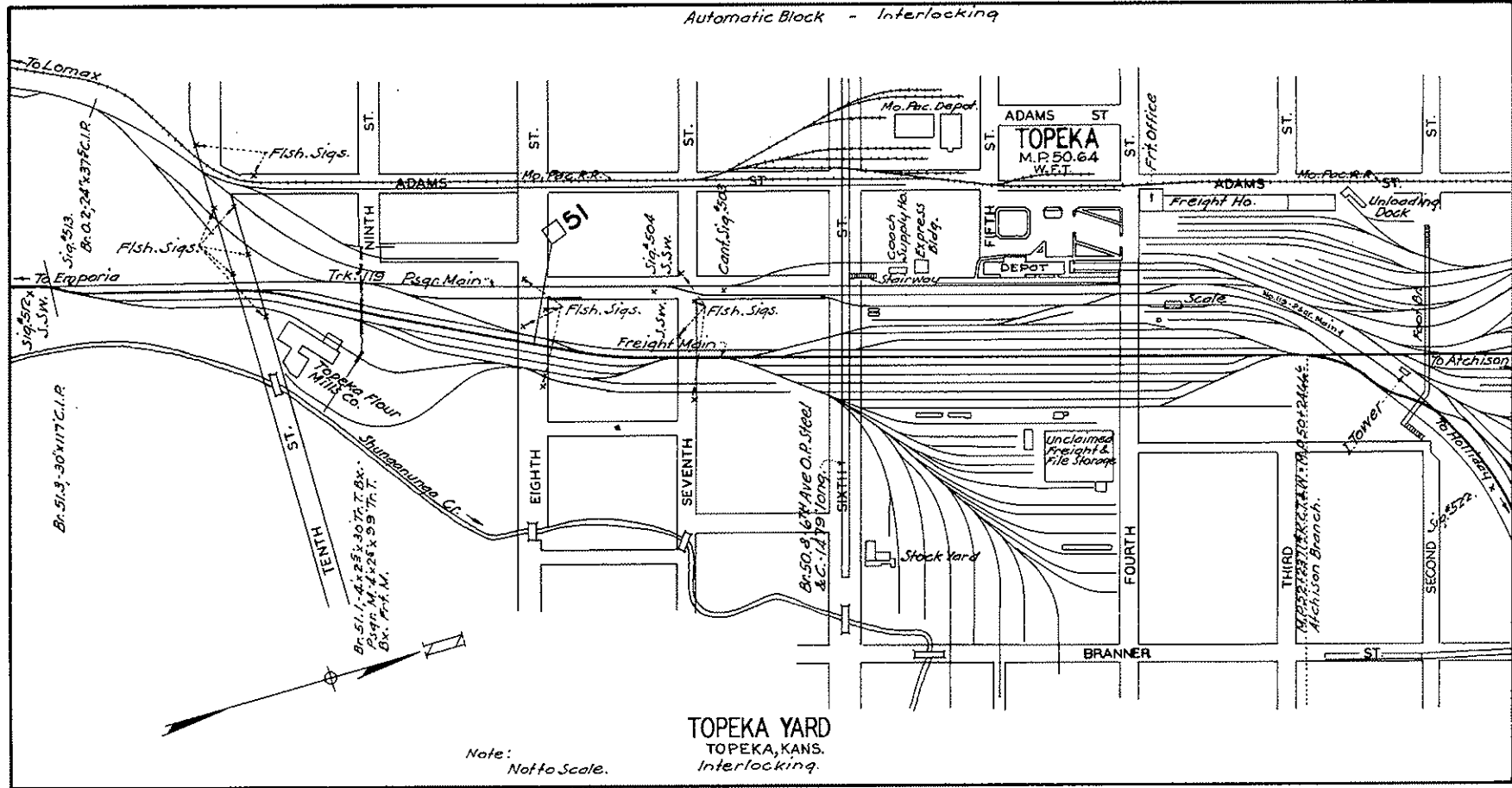
Section 7 Section 4

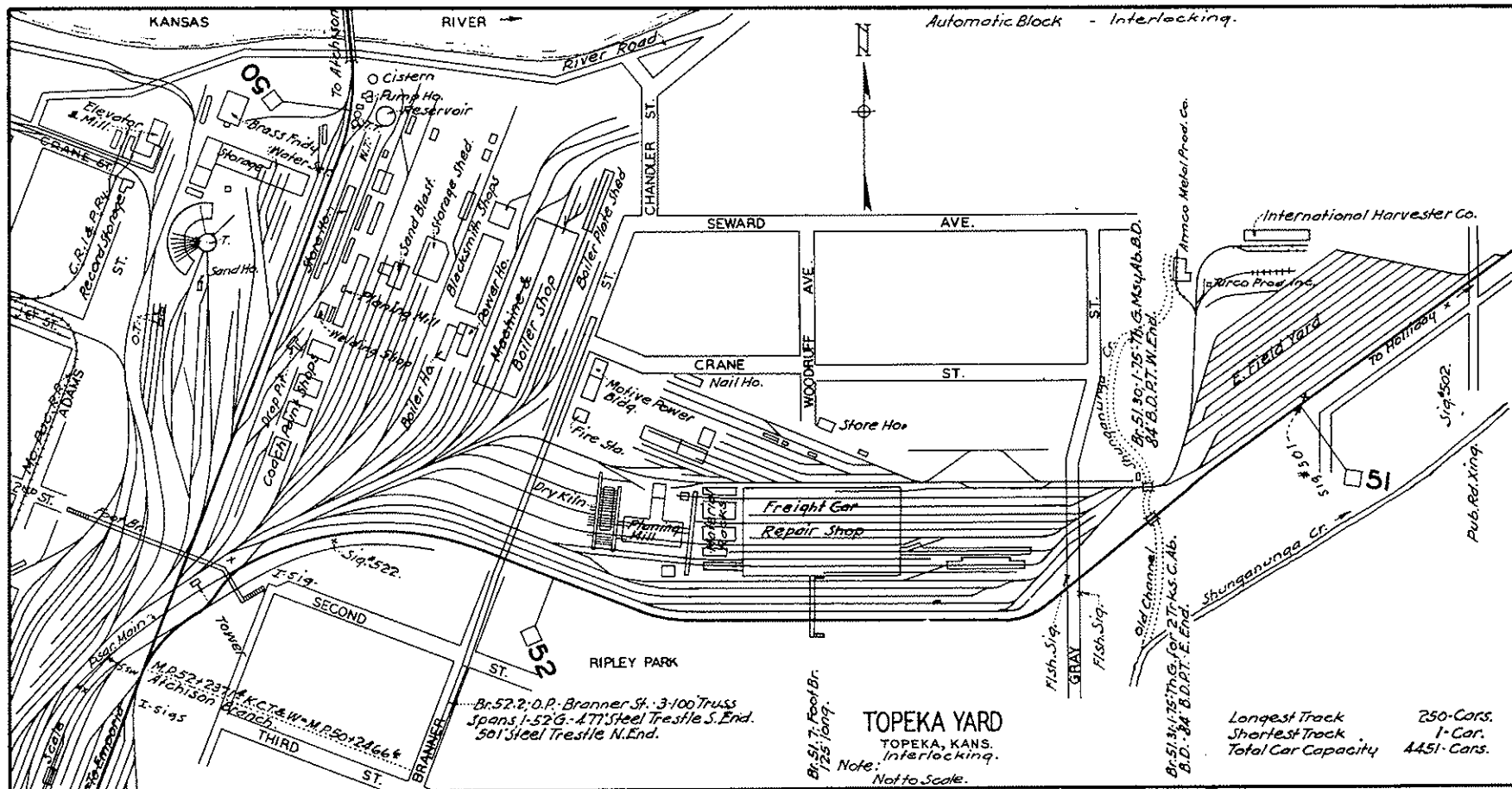
El. 889.7 Atchison Branch = El. 887.2 K.C.T. & W.

Section 5 (Atchison Dist.)



Automatic Block - Interlocking





Automatic Block - Interlocking.

TOPEKA YARD
 TOPEKA, KANS.
 Interlocking.
 Note:
 Not to Scale.

Longest Track 250-Cars.
 Shortest Track 1-Car.
 Total Car Capacity 4451-Cars.

Br. 52, 2, O.P. Branner St. 3-100 Truss
 Spans 1-52 G. - 471' Steel Trestle S. End.
 501' Steel Trestle N. End.

Br. 51, 7, Foot Br.
 125' long.

Br. 51, 3, 1-75' Tr. G. for 2 Tr. Kas. C. Ab.
 B.D. 84' B.D. P.T. E. End.

Br. 51, 40, 1-75' Tr. G. Msy. Ab. B.D.
 84' B.D. P.T. W. End.

BRASS FRIDY WATER SHED
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

KANSAS
 RIVER
 RIVER ROAD
 CHANDLER ST.
 SEWARD AVE.
 CRANE ST.
 WOODRUFF AVE.
 GRAY ST.
 BRANNER ST.
 SECOND ST.
 THIRD ST.
 BRASS FRIDY WATER SHED
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

TOPEKA
 CISTERN
 PUMP HO.
 RESERVOIR
 STORAGE
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

TOPEKA
 CISTERN
 PUMP HO.
 RESERVOIR
 STORAGE
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

TOPEKA
 CISTERN
 PUMP HO.
 RESERVOIR
 STORAGE
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

TOPEKA
 CISTERN
 PUMP HO.
 RESERVOIR
 STORAGE
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

TOPEKA
 CISTERN
 PUMP HO.
 RESERVOIR
 STORAGE
 SAND HO.
 PLANTING SHED
 BOILER HO.
 BLACKSMITH SHOP
 BOILER HO.
 MACHINE & BOILER SHOP
 BOILER PLATE SHOP
 STORE HO.
 MOBILE POWER
 NAIL HO.
 FIRE SHED
 DRY KILN
 PLANNING MILL
 REPAIR SHOP
 FREIGHT CAR

86 Comp. Reverse. 2°22' I=3°10' → To Topeka

52 85 84 83 Automatic Block 50
 2°43' I=3°06' 2°50' I=3°25' 1°12' I=3°50' → To Holiday

12°30'-15°00'-7°30' 5°00'-12°43' El. 4" El. 5" El. 3"
 I=16°26' I=15°00' I=6°22' I=39°05' I=15°59' Sp 230' Sp 260' Sp 270'
 El. 0" El. 0" El. 0"
 Sp. Sp. Sp.

0.0	0.08	0.18	0.06	0.19	0.39	0.0	0.35	0.16	0.10	0.21	0.05	0.14	0.04	0.11	0.03	0.08
-----	------	------	------	------	------	-----	------	------	------	------	------	------	------	------	------	------

887.2	887.2	885.8	884.0	883.4	884.6	887.7	887.7	883.8	883.0	882.5	881.3	880.8	880.3	880.6	881.1	881.0	880.1
-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

El. 887.2 K.C.T. & W. =
 El. 889.7 Atchison Branch.

Armo Metal Products Co.
 International Harvester Co.
 A B & T Grain Co.

la Turco Prod. Inc.
 A T S Sigs
 Potato Dock
 Pub. Rel. Xing.
 Pub. Rel. Xing.

Field Yard

To Holiday

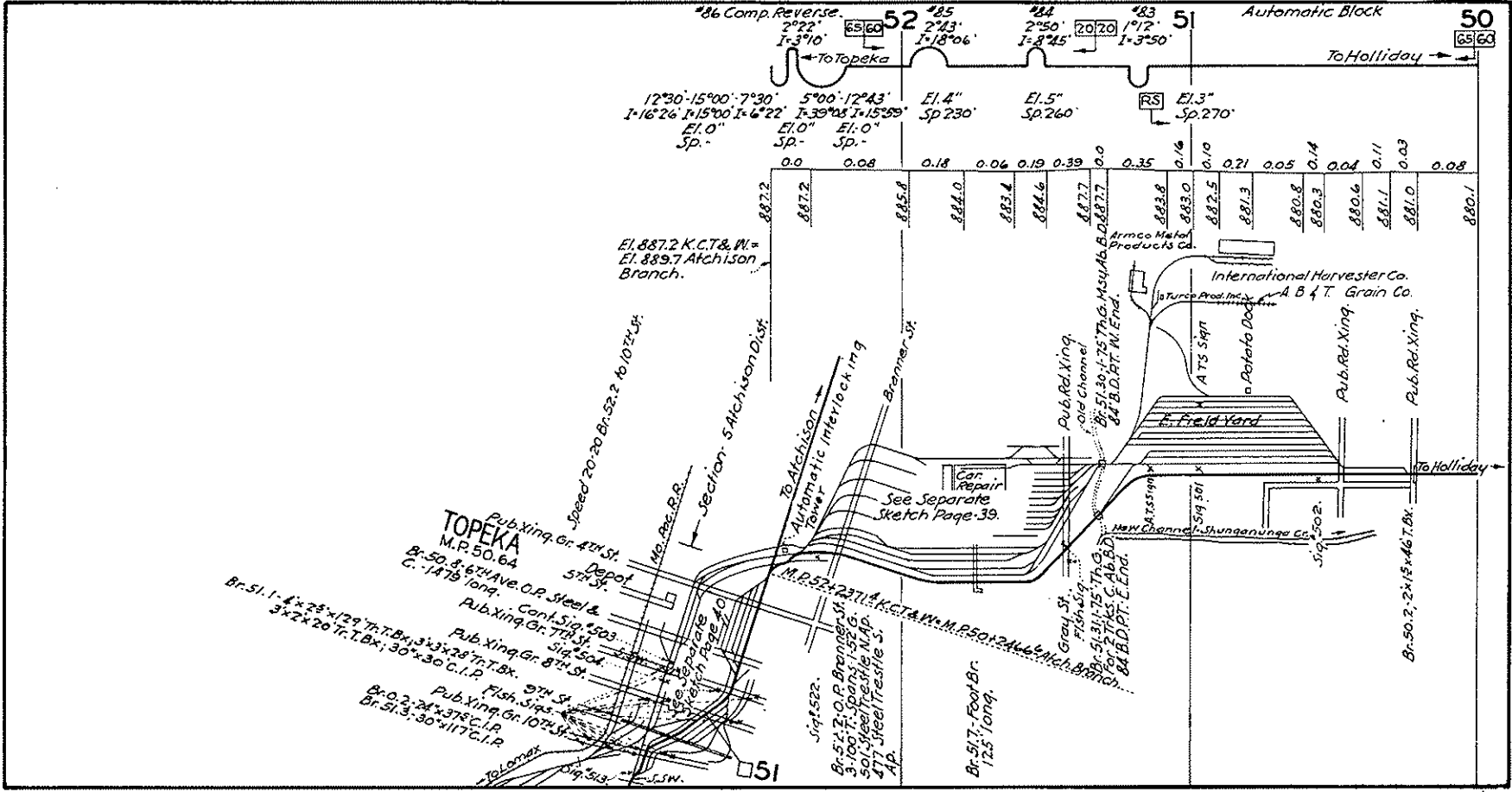
To Atchison
 Automatic Interlock Trq
 Brenner St
 Section 5 Atchison Dist.
 Mr. Rec. P.R.
 Speed 20-20 Br. 32.2 to 10 24 St.

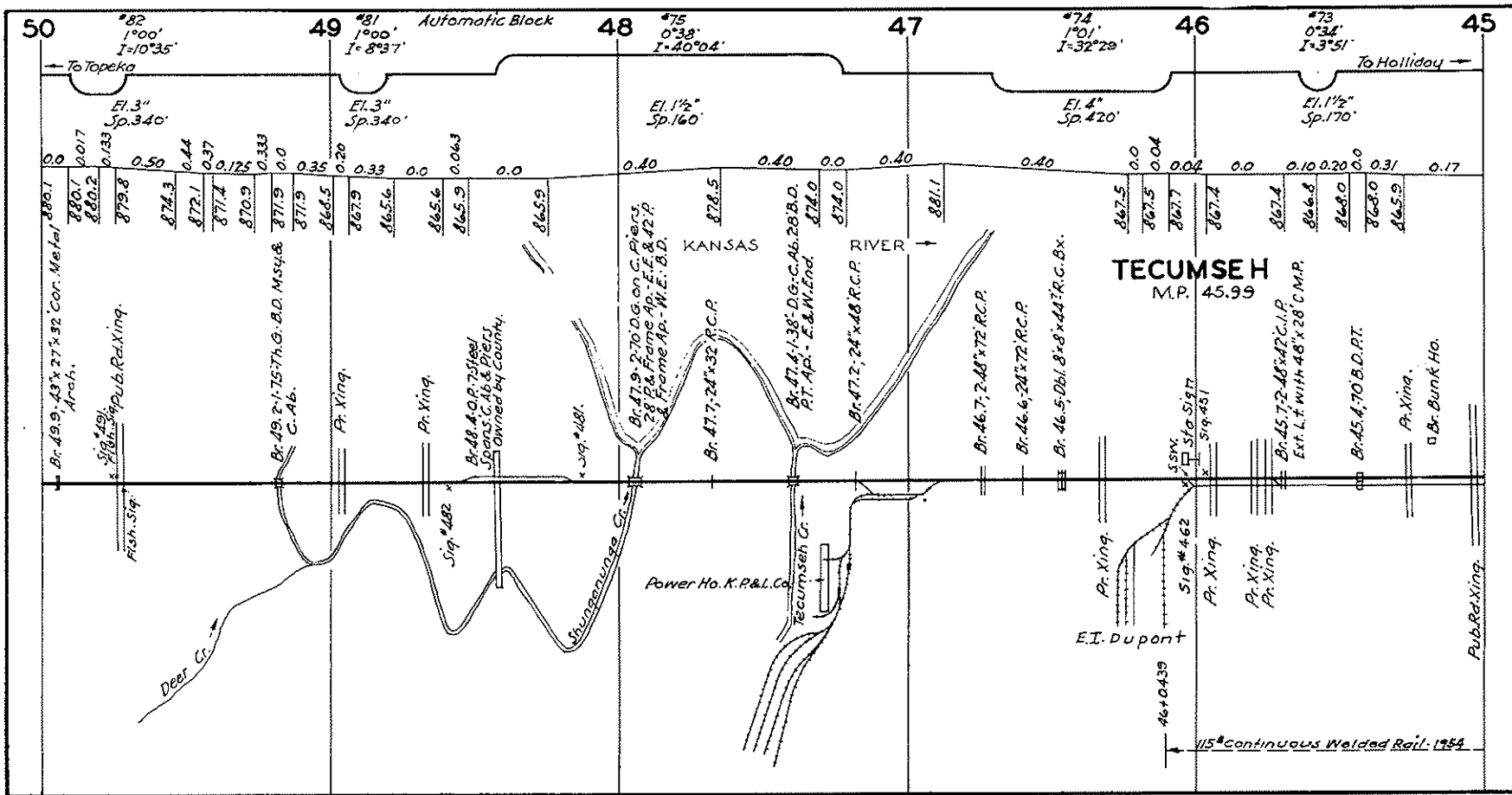
Car. Repair
 See Separate Sketch Page 39.

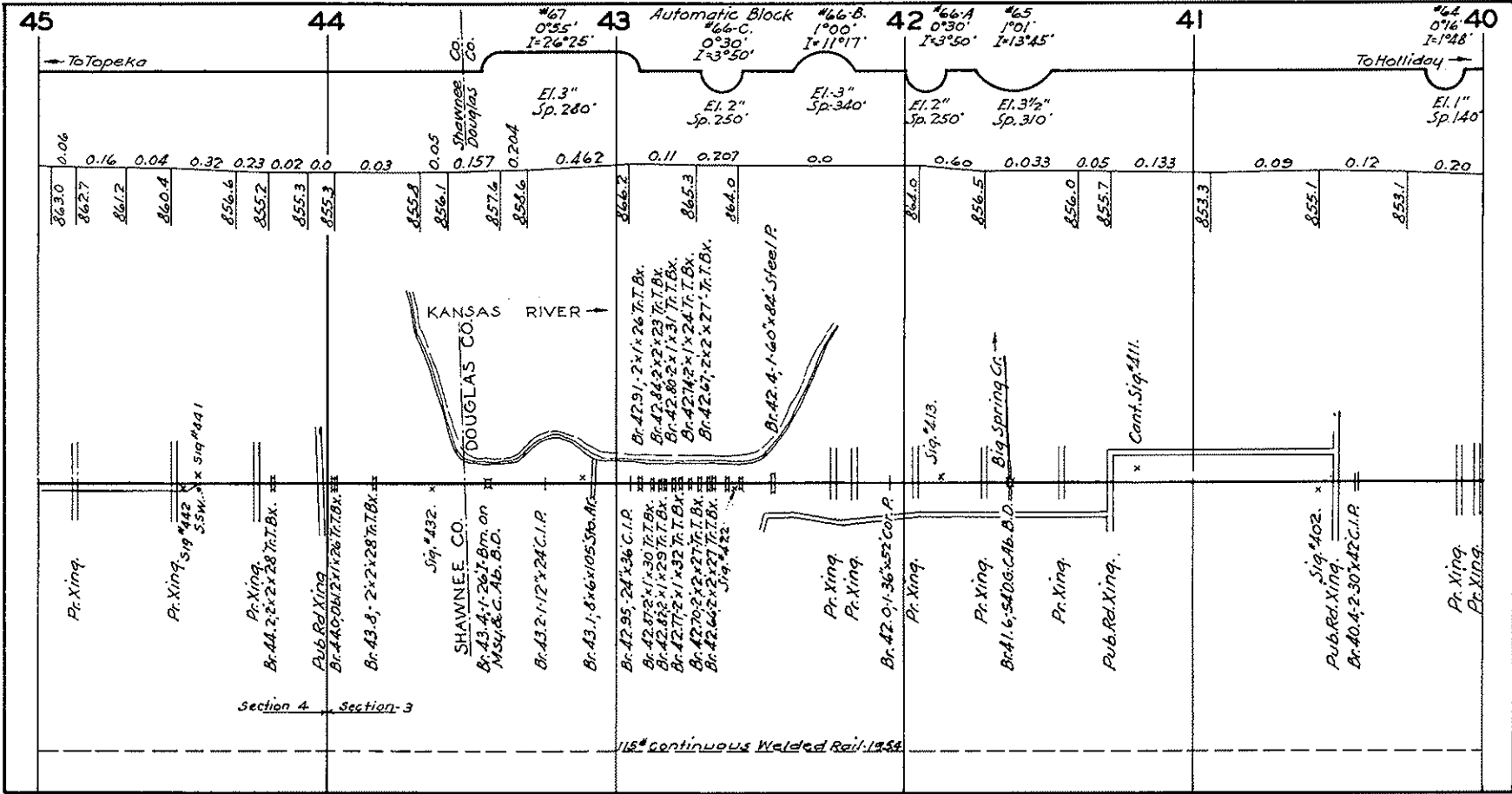
TOPEKA
 M.P. 50.64
 Br. 50.3, 674 Ave. O.P. Steel & C. 1478 long.

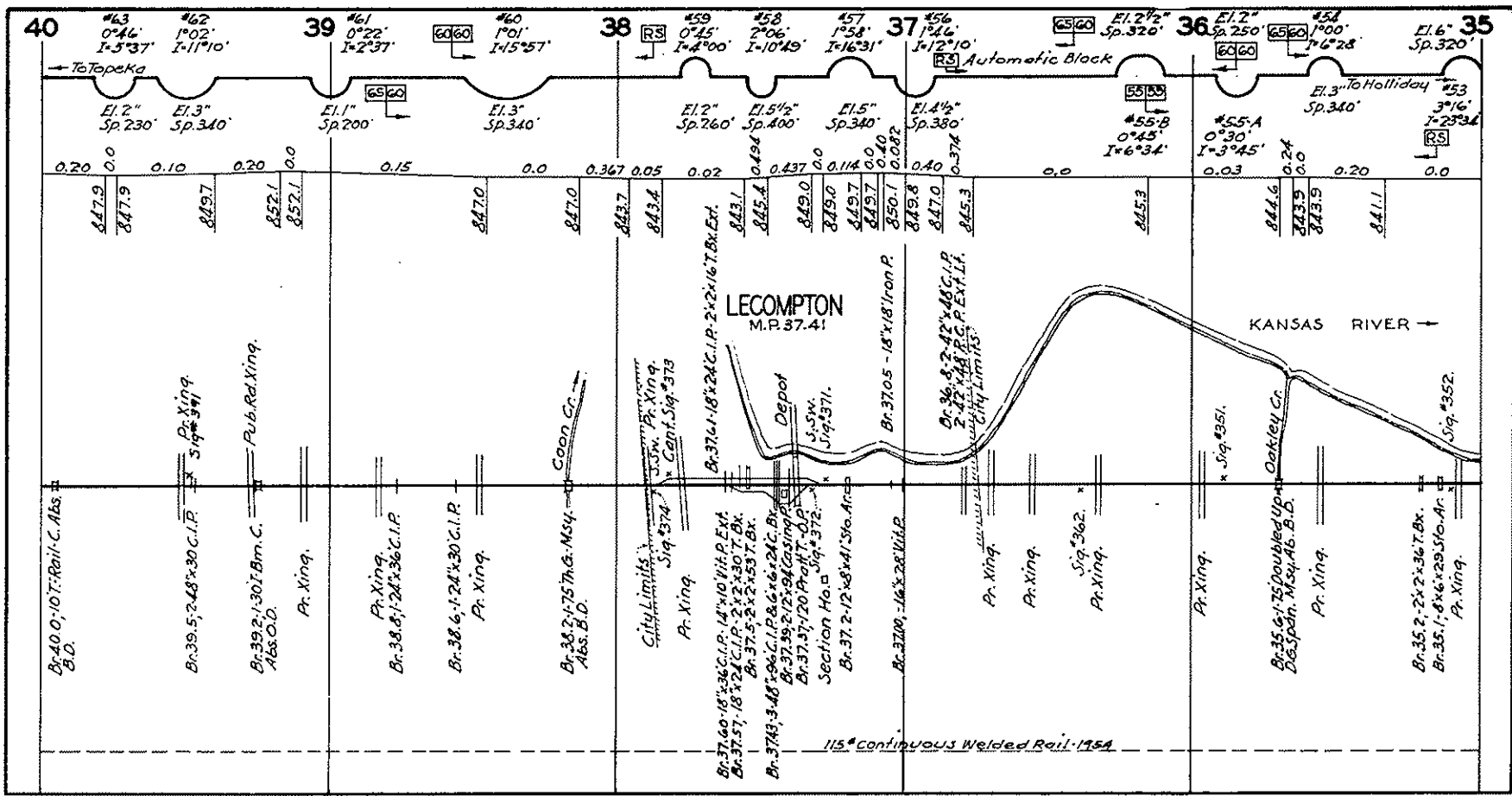
Pub. Xing. Gr. 4th St.
 Depot 5th St.
 Conf. Sig. 503
 Pub. Xing. Gr. 7th St.
 Pub. Xing. Gr. 8th St.
 9th St
 Pub. Xing. Gr. 10th St.
 Fish. Sigs
 Br. 0.2, 24' x 37' C.I.P.
 Br. 51.3, 30' x 117' C.I.P.

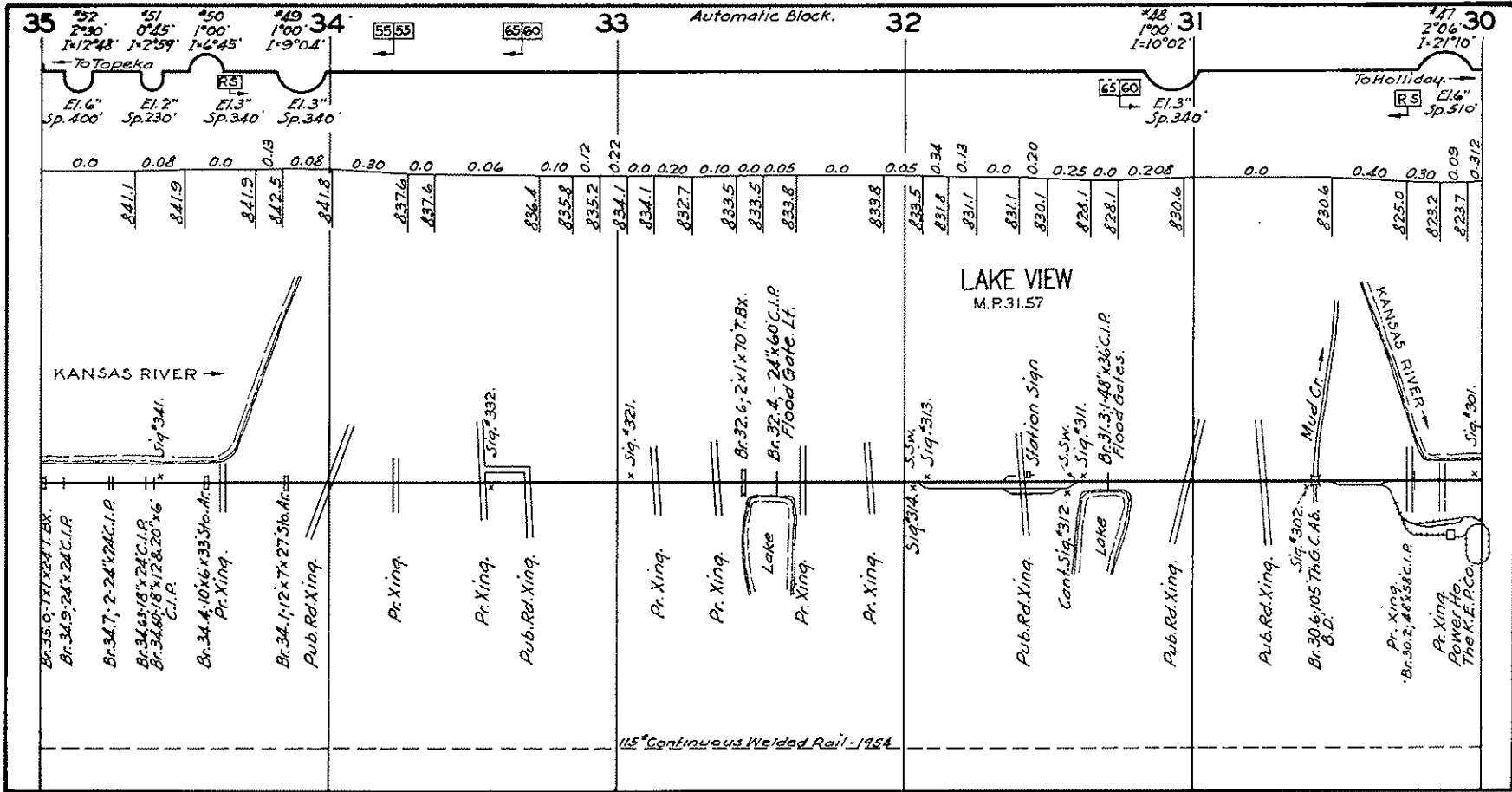
M.P. 52.2271 K.C.T. & W. M.P. 50.2466 Atch. Branch.
 Sig. 522.
 Br. 51.7, O.P. Brenner St.
 3' 100' L. Span, 1-32' G.
 50' Steel Trussing, N.P.
 47' Steel Trussing S.
 AP.
 Pub. Rel. Xing.
 Old Channel
 Br. 51.30, 1-75' Tr. G.
 Br. 51.30, 1-75' Tr. G.
 84' B.D.P.T. N. End.
 84' B.D.P.T. S. End.
 Gray St
 Fish. Sig.
 Br. 51.31, 125' Tr. G.
 Br. 51.31, 125' Tr. G.
 46' B.D.P.T. N. End.
 46' B.D.P.T. S. End.
 New Channel, Shunganungo Co.
 Sig. 502.
 Br. 50.2, 24' x 15' 46' T.Bx.
 Br. 51.7, Foot Br. 125' long.

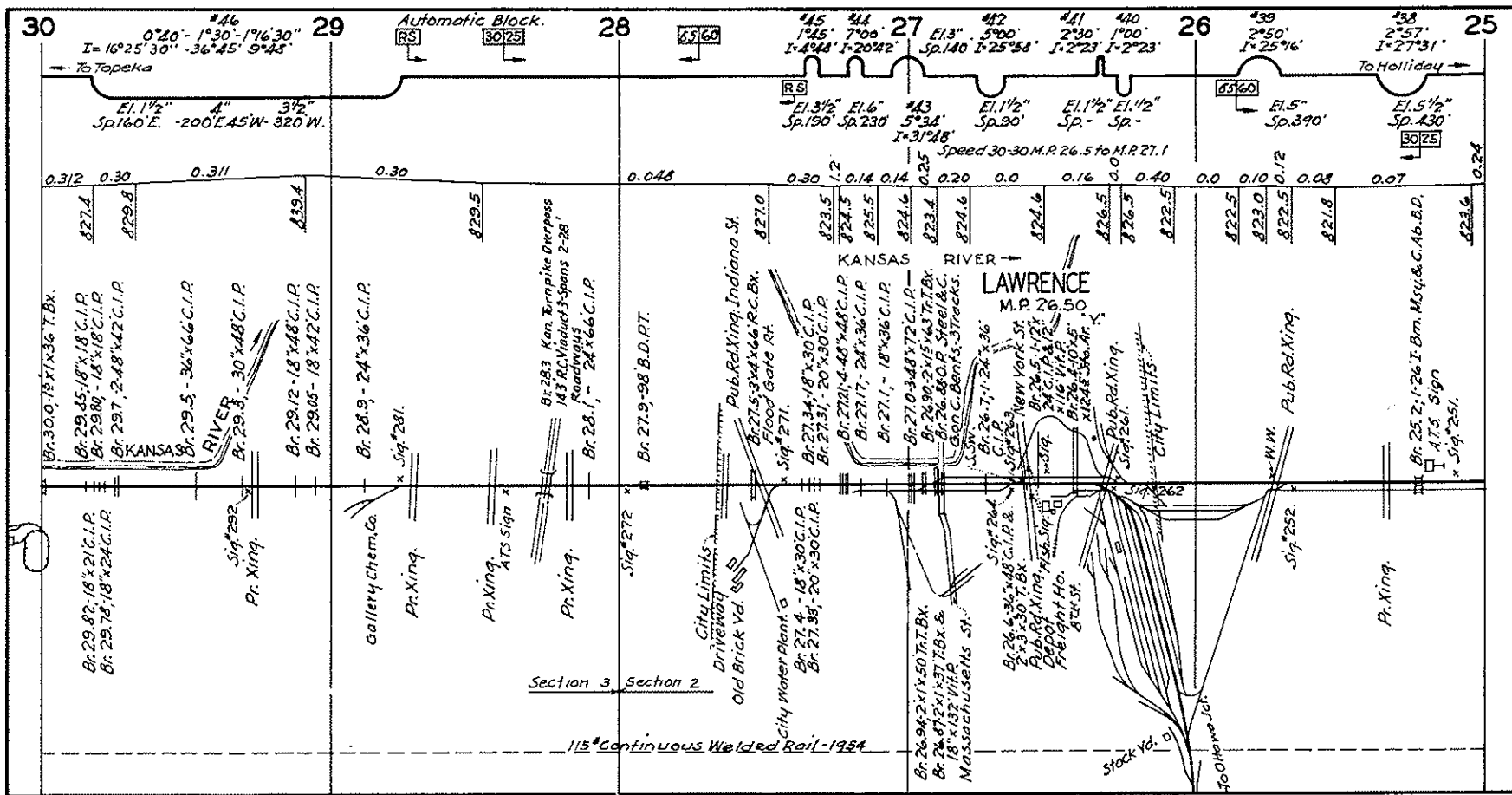


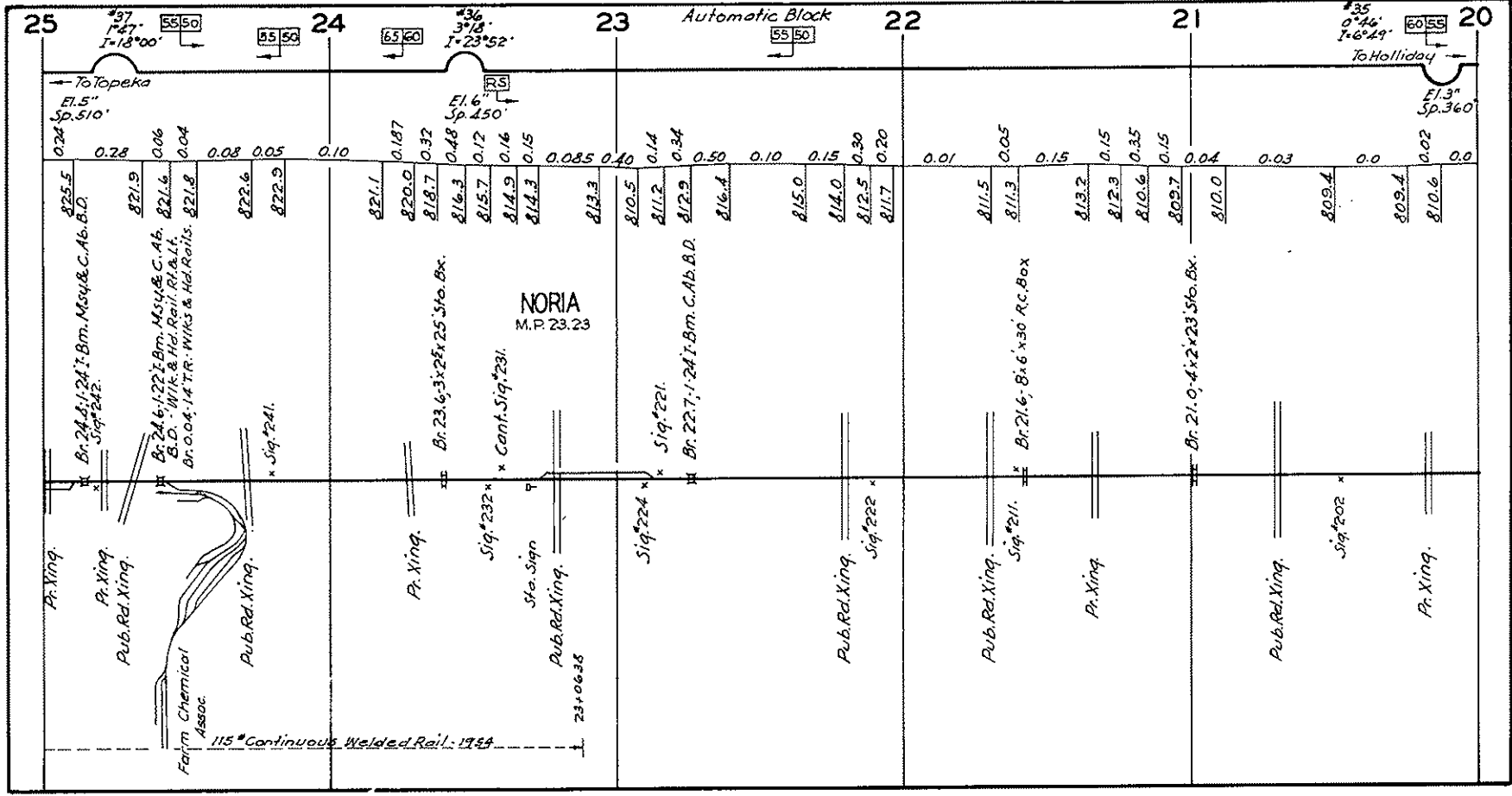












25

24

23

22

21

20

Automatic Block

To Topeka
El. 5"
Sp. 510'

El. 6"
Sp. 450'

El. 3"
Sp. 360'

NORIA
M. P. 23.23

Pr. Xing.

Pr. Xing.

Pub. Red. Xing.

Pub. Red. Xing.

Pr. Xing.

Sig. #232 *

Sta. Sign

Pub. Red. Xing.

23+0635

Sig. #224 *

Pub. Red. Xing.

Sig. #222 *

Pub. Red. Xing.

Sig. #211 *

Pr. Xing.

Pub. Red. Xing.

Sig. #202 *

Pr. Xing.

37
1°47'
I=18°00'

55 50

65 60

36
3°18'
I=23°52'

55 50

35
0°46'
I=6°49'

60 55

To Holiday

115' Continuous Welded Rail - 1954

825.5

821.9

821.6

821.8

822.6

822.9

821.1

820.0

818.7

816.3

815.7

814.9

814.3

813.3

810.5

811.2

812.9

816.4

815.0

814.0

812.5

811.7

811.5

811.3

813.2

812.3

810.6

809.7

810.0

809.4

809.4

810.6

0.24

0.28

0.06

0.04

0.08

0.05

0.10

0.187

0.32

0.48

0.12

0.16

0.15

0.085

0.40

0.14

0.34

0.50

0.10

0.15

0.30

0.20

0.01

0.05

0.15

0.15

0.35

0.15

0.04

0.03

0.0

0.02

0.0

Br. 24.5, 1-24.1 Bm. Msy & C. Ab. B.D.
Sig. #242.

Br. 24.6, 1-22.1 Bm. Msy & C. Ab. B.D.
B.D. WIK & Hd. Rail. R.I. & L.I.
Br. 0.04, 1-4 TR. WIKS & Hd. Rails.

* Sig. #241.

Br. 23.6, 3-25.25 Sta. Bx.

* Cont. Sig. #231.

* Sig. #221.

Br. 22.7, 1-24.1 Bm. C. Ab. B.D.

* Br. 21.6, 8x6 x30 R.C. Box

Br. 21.0, 4x2 x23.56 Bx.

