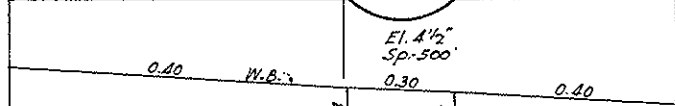


X-87 Traffic Reversal A.T.S X-86 85-W.B. 2°04' I=34°30' X-85

←To Emporia W.B. To Kansas City →



Dr. X-86-5-6x3x3 Ar.

Pub. Rd. Xing.
Pr. Xing.

Br. X-86-1-10x6x87 Ar.

Section-32 W.B.
Sig. 852
Pr. Xing.

W.B. 240 Dist.
Sig. 851

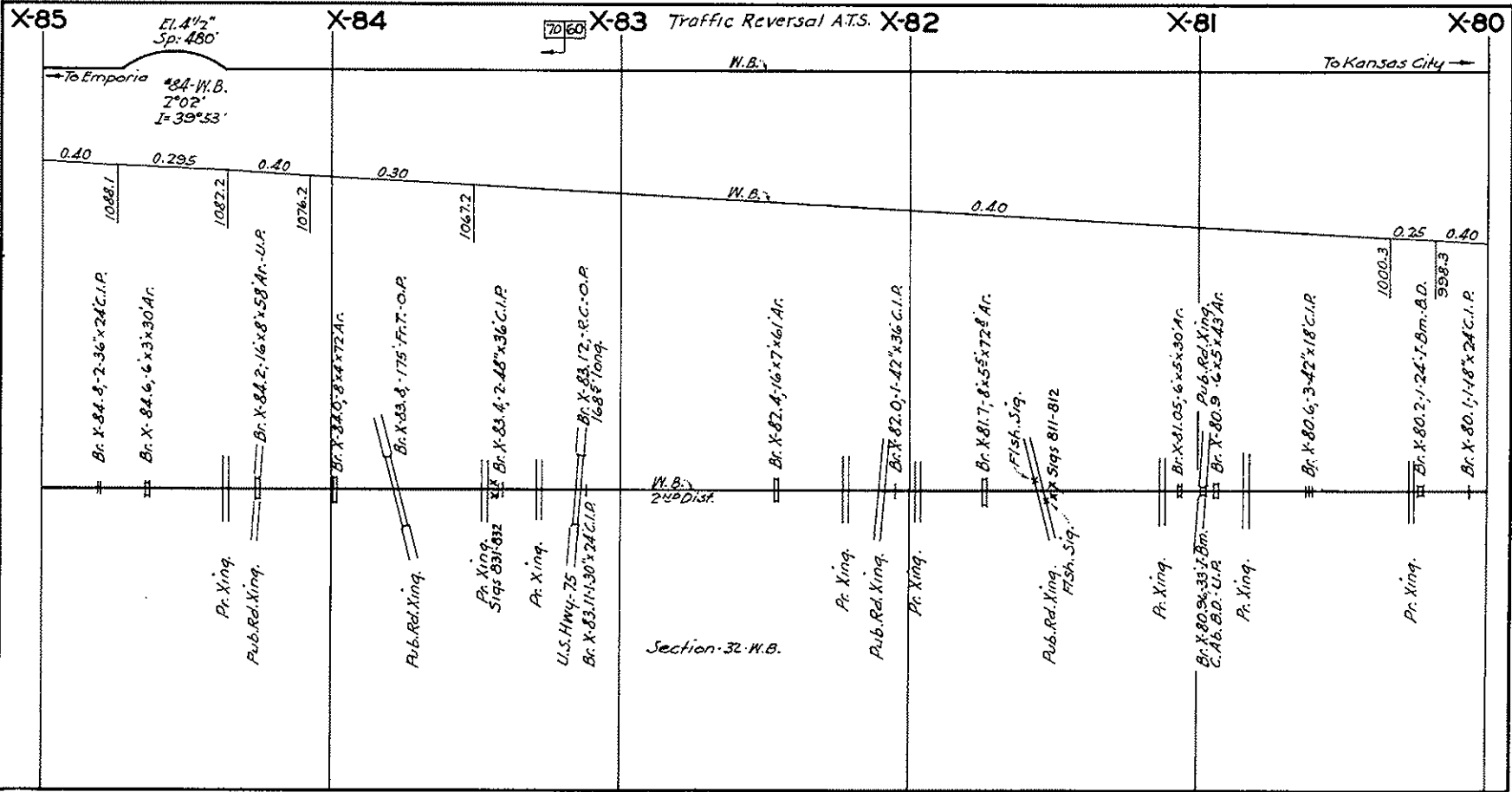
Br. X-85-5-6x3x319 DbI. Ar.

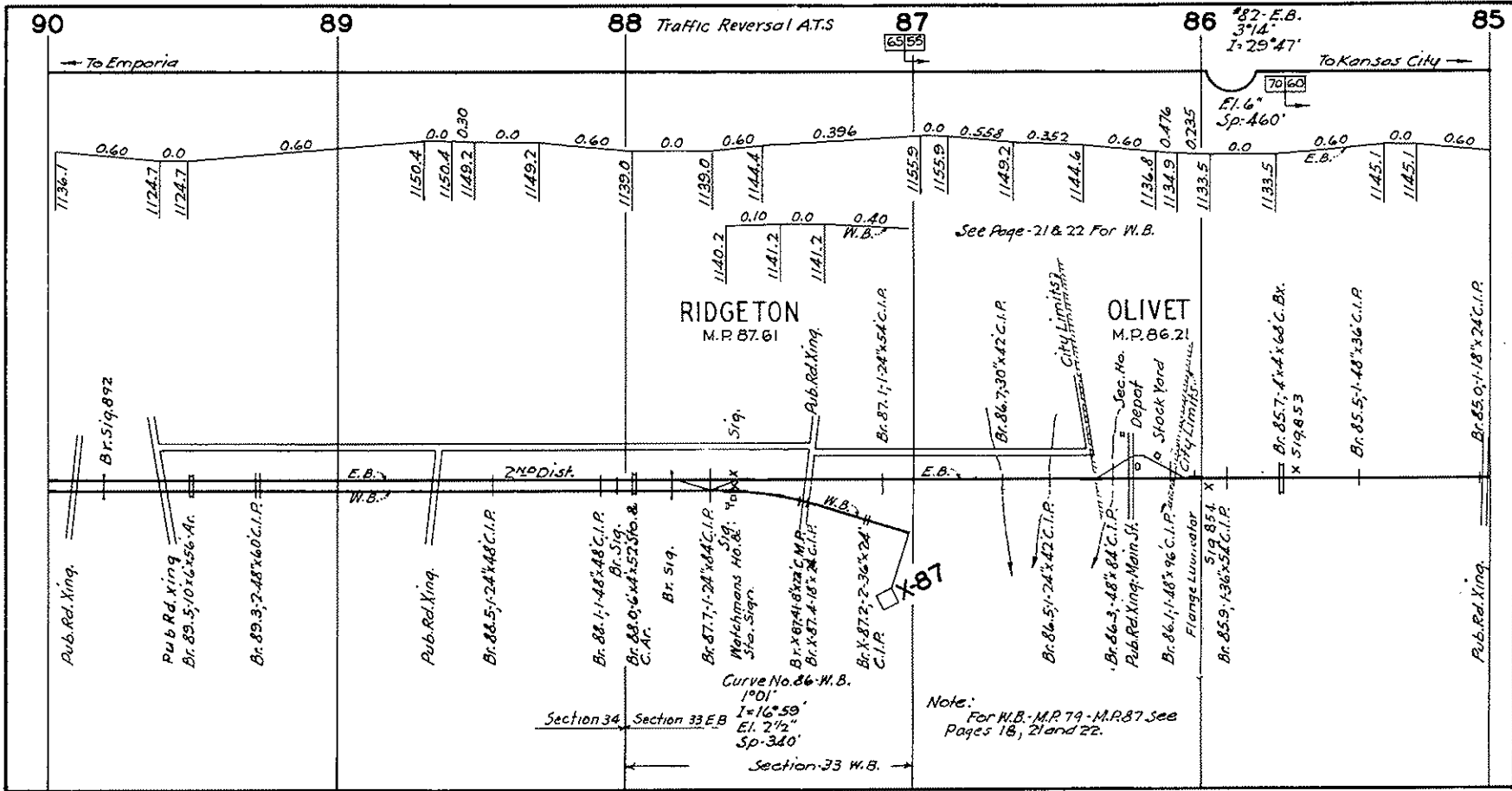
Pr. Xing.
Br. X-85-28-24 T.Bm.
C. Ab. B.D. U.P.

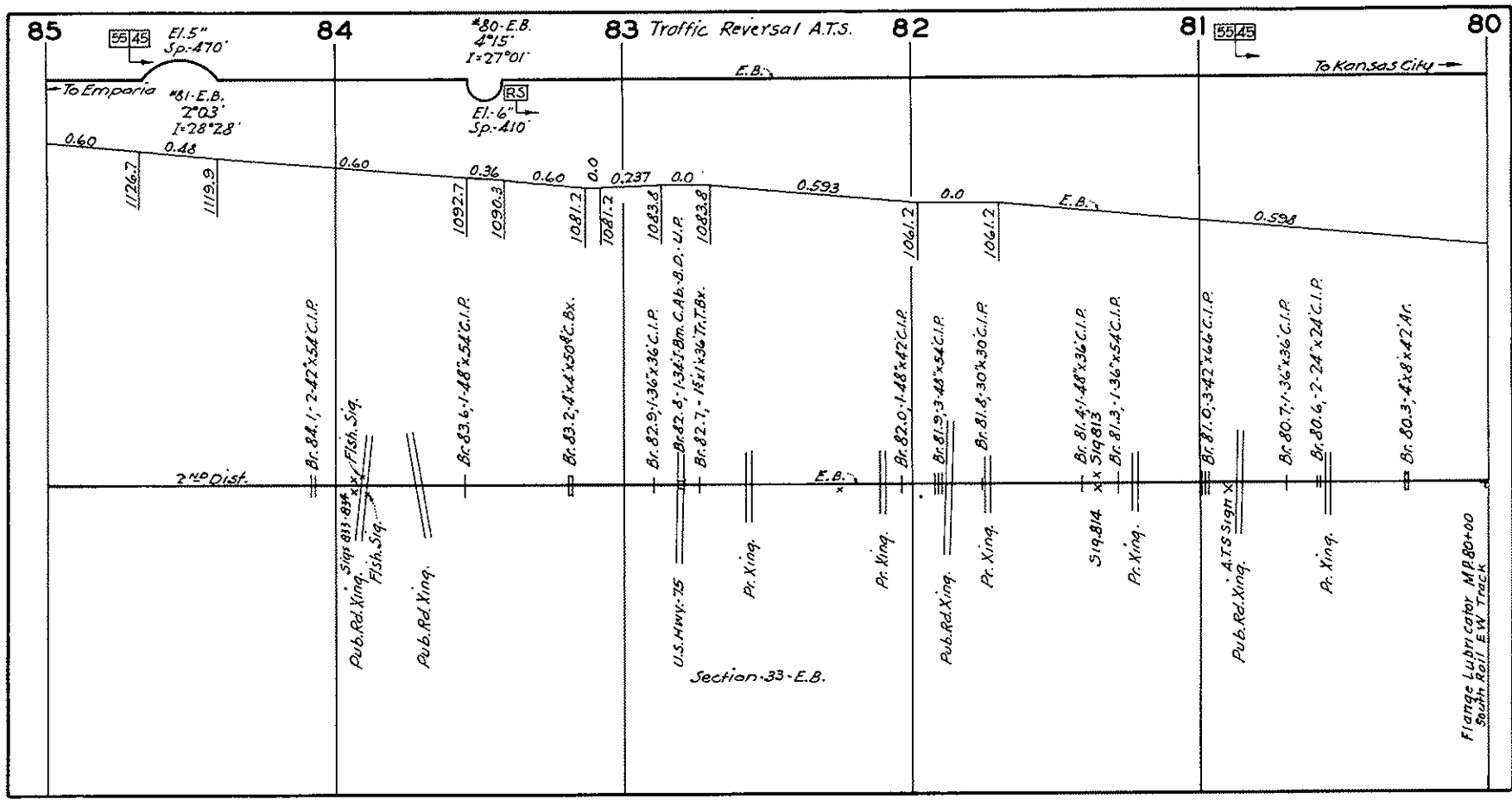
Pub. Rd. Xing.
Br. X-85-27-2-36x54 C.I.P.

Pr. Xing.
Br. X-85-0-1-30x36 C.I.P.

Continued on p. 20







85

84

83

82

81

80

5548 El. 5.5" Sp. 470"

*80-E.B. 4"15' I=27'01"

*81-E.B. 2"03' I=28'28'

RS El. 6" Sp. 410"

E.B.

To Kansas City

To Emporia

0.60

0.48

0.60

0.36

0.60

0.0

0.237

0.0

0.593

0.0

E.B.

0.598

1126.7

1119.9

1092.7

1090.3

1081.2

1081.2

1083.6

1083.8

1061.2

1061.2

Br. 84.1; 2-42 x 54 C.I.P.

Pub. Rd. Xing. Sig. Fish. Sig.

Pub. Rd. Xing.

Br. 83.6; 1-48 x 54 C.I.P.

Br. 83.2; 4 x 4 x 50 8' C. Bx.

Br. 82.9; 1-36 x 36 C.I.P.

Br. 82.5; 1-36 J. Bm. C. A. b. B. D. U.P.

Br. 82.7; 1-18 x 1-36 Tr. T. Bx.

Pr. Xing.

Pr. Xing.

Br. 82.0; 1-48 x 42 C.I.P.

Pub. Rd. Xing. Br. 81.9; 3-48 x 54 C.I.P.

Pr. Xing.

Br. 81.5; 30 x 30 C.I.P.

Br. 81.4; 1-48 x 36 C.I.P.

Sig. 814 x Sig. 813

Br. 81.3; 1-36 x 54 C.I.P.

Pr. Xing.

Br. 81.0; 3-42 x 46 C.I.P.

Pub. Rd. Xing. A.T.S. Sight X

Br. 80.7; 1-36 x 36 C.I.P.

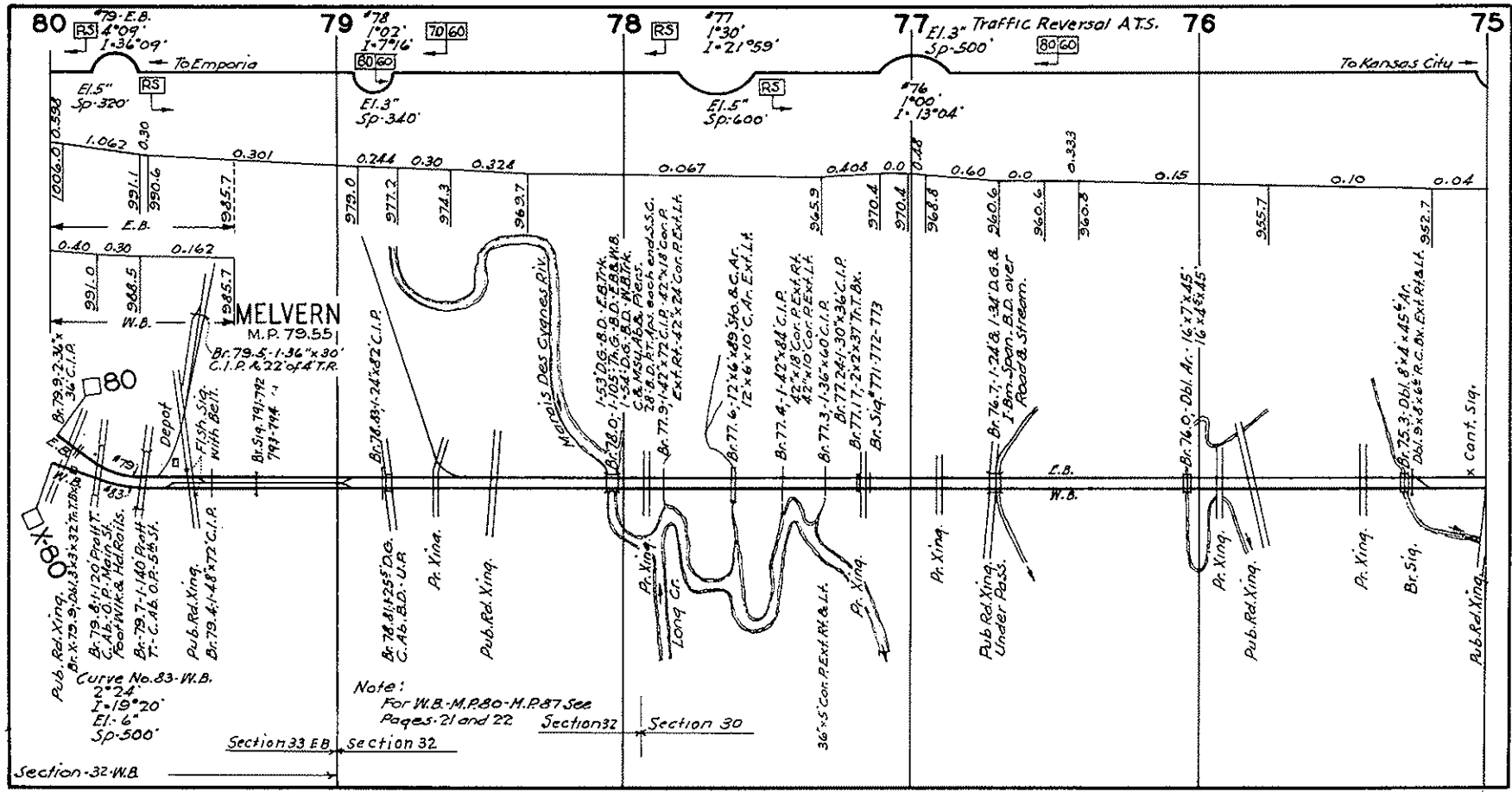
Pr. Xing.

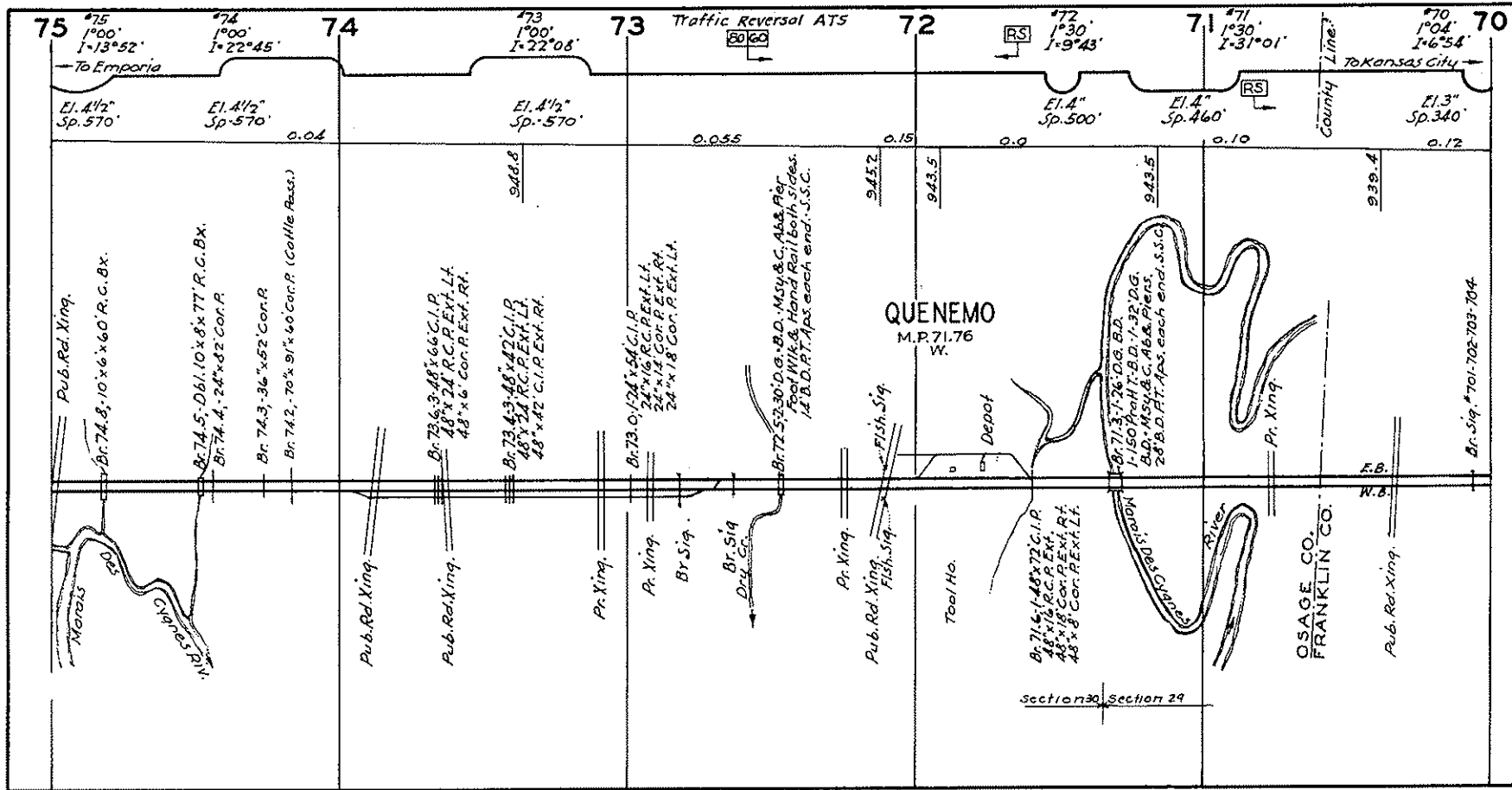
Br. 80.6; 2-24 x 24 C.I.P.

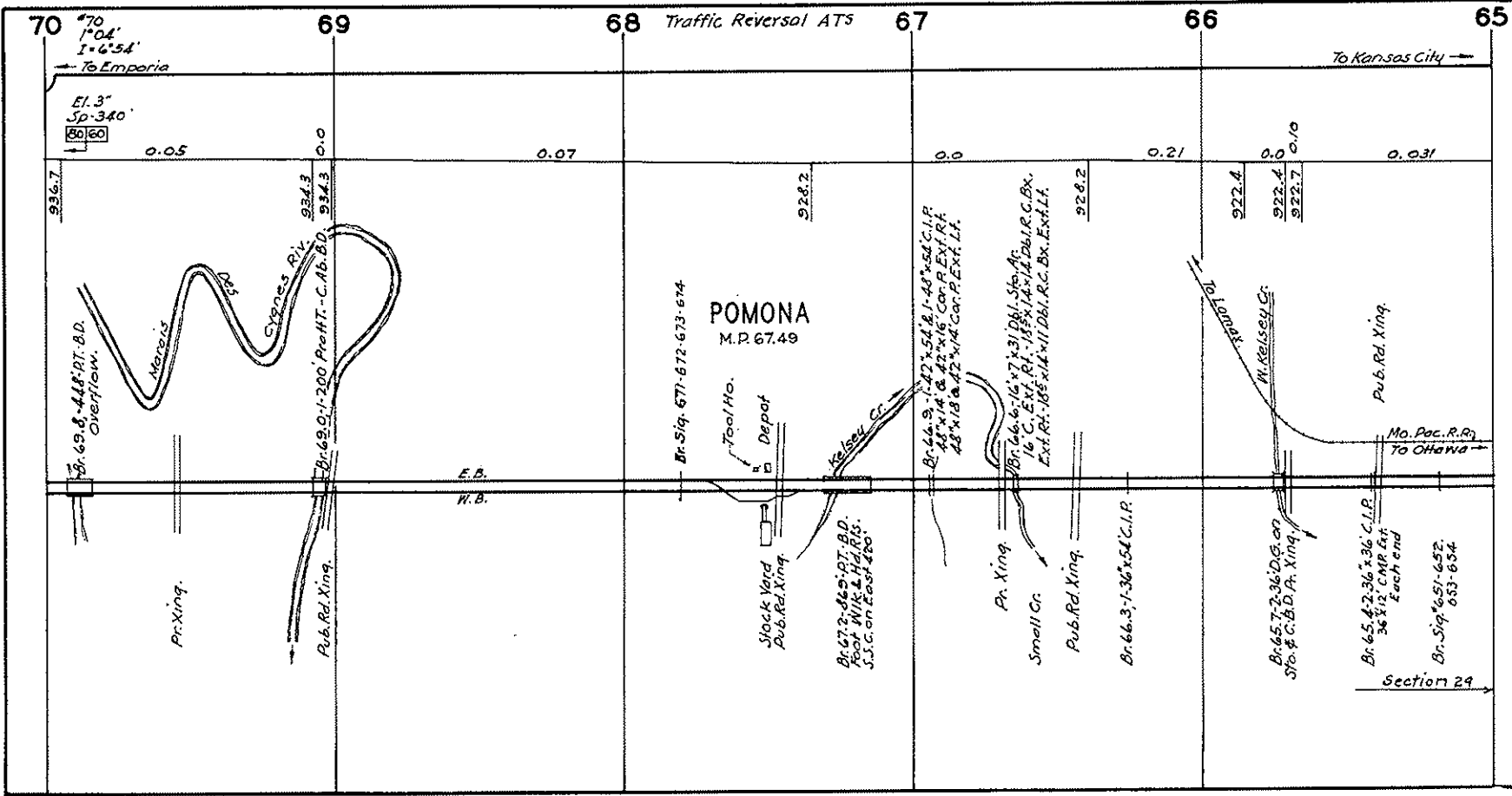
Br. 80.3; 4 x 8 x 42 A.C.

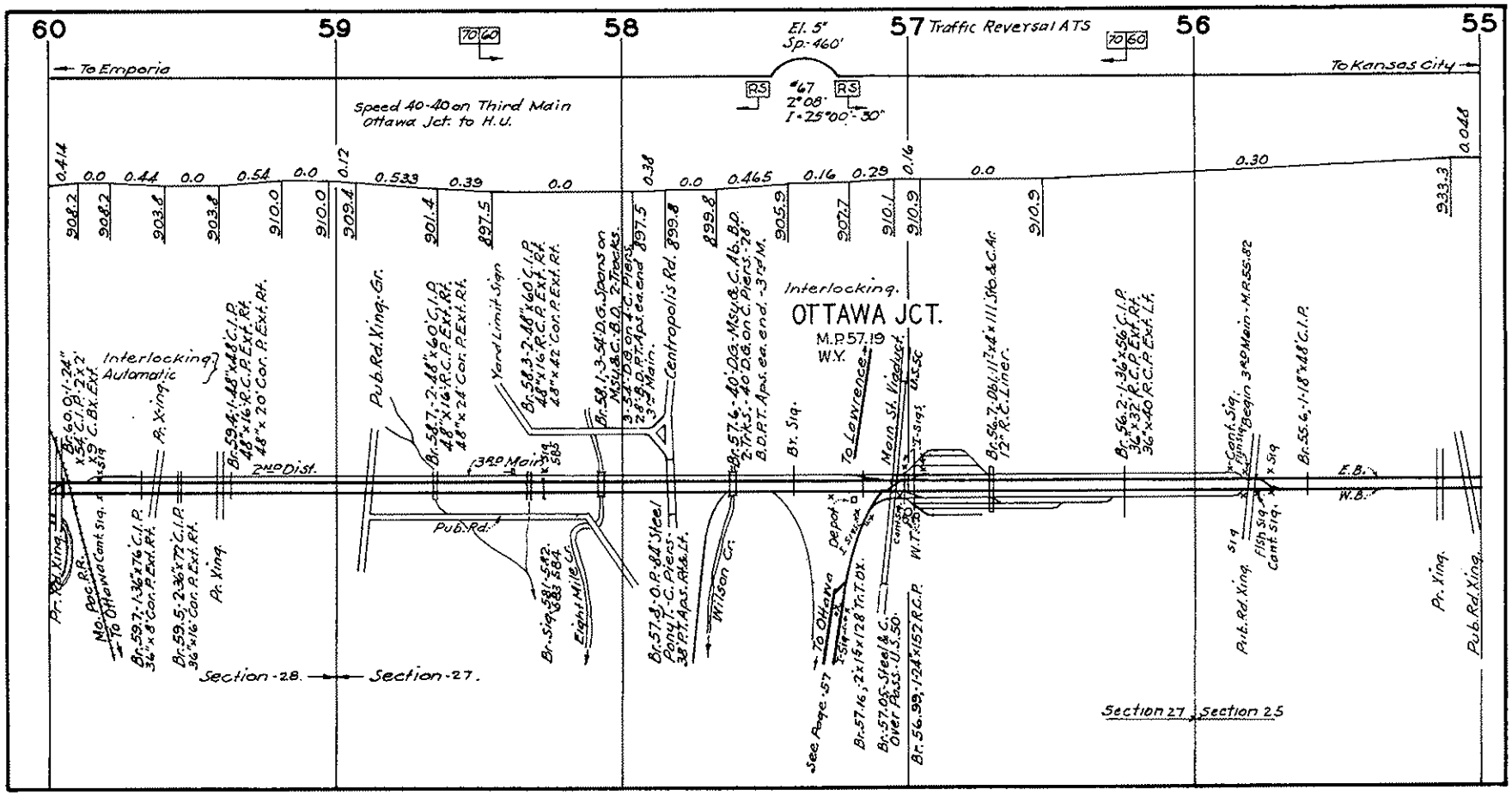
Section 33-E.B.

Flange Lubricator MP 80+00 South. Rail. E.W. Track









60

59

58

57

56

55

→ To Emporia

→ To Kansas City

Speed 40-40 on Third Main
Ottawa Jct. to H.U.

El. 5'
Sp: 460'

RS #67
2'08"
I-25'00"-30"

0.414
0.0
0.44
0.0
0.54
0.0
0.12
0.533
0.39
0.0
0.38
0.0
0.465
0.16
0.29
0.16
0.0
0.30
0.048
933.3

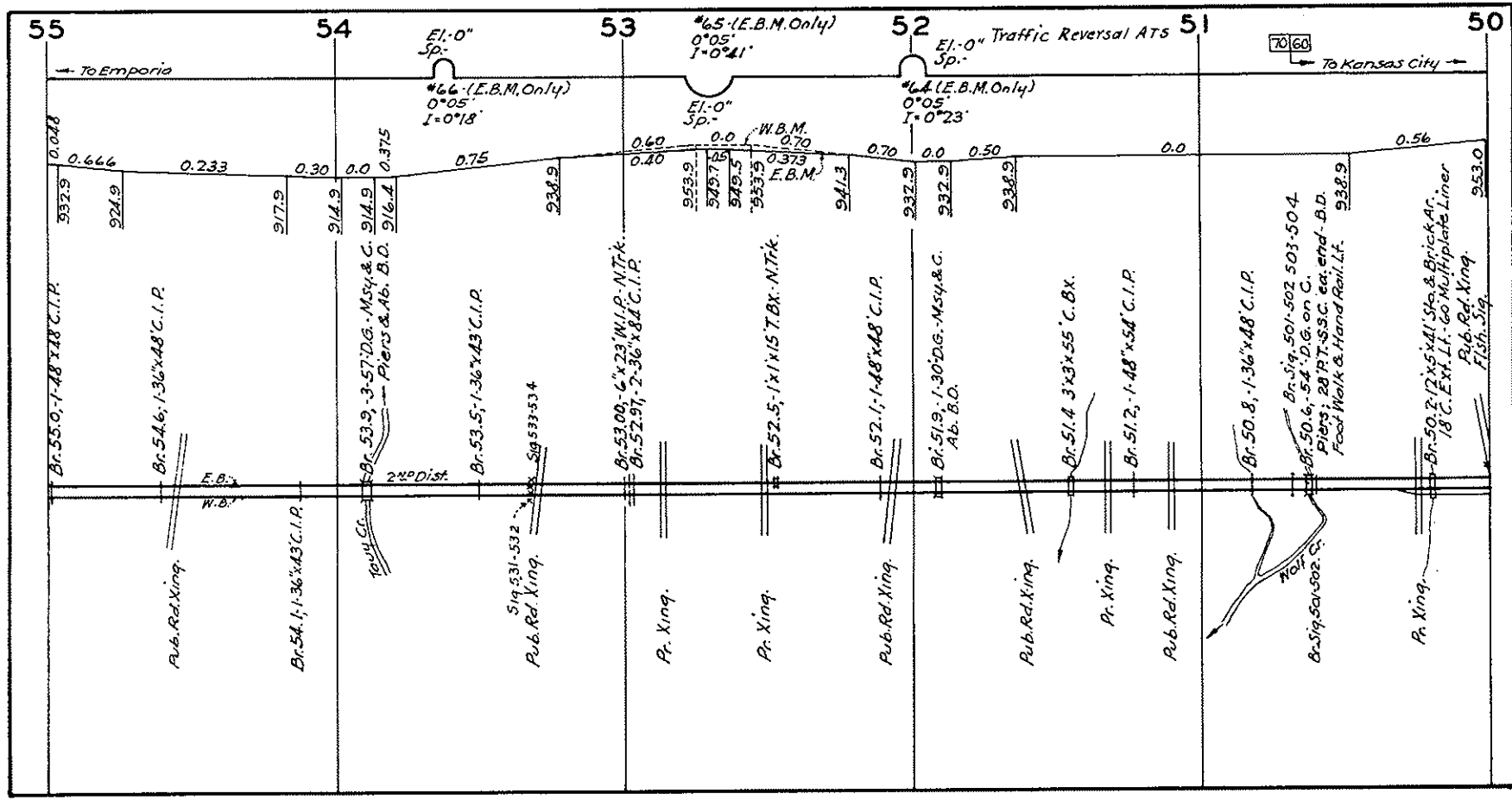
908.2
908.2
903.8
903.8
910.0
910.0
909.4
901.4
897.5
905.9
299.8
207.7
910.1
910.9
910.9
933.3

Br. 60, 01'-24" x 54' C.I.P. 2' x 2' x 5/8" C.B.X. EXT.
Interlocking Automatic
A. Xing.
Br. 59, 4'-14 1/2" x 48' C.I.P. 18" x 16" R.C.P. EXT. RT.
48" x 20" Cor. R. EXT. RT.
2ND DIST.
Pub. Rd. Xing. Gr.
Br. 57, 7'-2 1/2" x 60' C.I.P. 18" x 16" R.C.P. EXT. RT.
48" x 24" Cor. R. EXT. RT.
Yard Limit Sign
Br. 58, 3'-7 1/2" x 60' C.I.P. 18" x 16" R.C.P. EXT. RT.
48" x 42" Cor. R. EXT. RT.
Br. 59, 1'-3 1/2" x 26' Spans on MSUB C. B.D. 2 Trunks. 3'-2" DB on 4" C. Trunks. 2 1/2" x 1/2" Pins ea. end 897.5 3"-Main.
Centropolis Rd. 899.8
Br. 57, 4'-0" x 84' Steel Pany 1'-C. Piers 38 FT. As. Ab. Lt.
Wilson Cr.
Br. 57, 6'-40" MSUB C. Ab. B.D. 2 Trks. 40 DB on C. Piers, 28" B.D. RT. Apr. ea. end. -3' 1/2" M.
Br. Sig.
Interlocking OTTAWA JCT. M.P. 57.19 W.X.
To Lawrence
Main St. Viaduct
Br. 56, 7'-0 1/2" x 11' 3/4" x 11' 3/4" & C. Ac. 12" R.C. Limer.
Br. 56, 2'-1 3/4" x 56' C.I.P. 36" x 37" R.C.P. EXT. RT. 36" x 40" R.C.P. EXT. LT.
Br. Cont. Sig. 519
Fish Sig. 519
Cont. Sig. 519
Pub. Rd. Xing. 519
Br. 55, 6'-1 1/2" x 48' C.I.P.
E.B.
W.B.
Pr. Xing.
Pub. Rd. Xing.

Section -28. Section -27.

Section 27 Section 25

See Page 57
To Ottawa
Br. 57, 16'-2 1/2" x 19' x 128 Tr. T. DR.
Br. 57, 05' Steel & C. Over Pass: U.S. 50.
Br. 56, 99'-12 1/2" x 152 R.C.P. W.T. 28'



55

54

53

52

51

50

To Emporia

To Kansas City

El. -0' Sp.

#65 (E.B.M. Only)
0+05
1+02.41

El. -0' Traffic Reversal ATS
Sp.

#66 (E.B.M. Only)
0+05
1+01.18

El. -0' Sp.

#67 (E.B.M. Only)
0+05
1+02.23

0.048
0.666
0.233
0.30
0.0
0.375
0.75
0.40
0.60
0.53.9
0.70
0.70
0.0
0.50
0.0
0.56
932.9
924.9
917.9
914.9
914.9
916.4
238.9
953.9
949.7
949.5
953.9
941.3
932.9
932.9
938.9
953.0

Br. 55.0, 1-48'x48' C.I.P.
Pub. Red. Xing.
Br. 54.6, 1-36'x48' C.I.P.
Br. 54.1, 1-36'x43' C.I.P.
Br. 53.9, 3-57' D.G. - Msy. & C. Piers & Ab. B.D.
Br. 53.5, 1-36'x43' C.I.P.
Br. 53.0, 6'x23' W.I.P. - N.Trk.
Br. 52.9, 2-36'x48' C.I.P.
Br. 52.5, 1'x15' 7.8x N.Trk.
Br. 52.1, 1-48'x48' C.I.P.
Br. 51.9, 1-30' D.G. - Msy. & C. Ab. B.D.
Br. 51.4, 3'x3'x55' C.Bx.
Br. 51.2, 1-48'x54' C.I.P.
Br. 50.8, 1-36'x48' C.I.P.
Br. 50.6, 54' D.G. on C. Piers, 28' P.T. - S.S.C. ext. end - B.D. Foot Walk & Hand Rail. Lt.
Br. 50.2, 7-17'x5'x41' Sto. & Brick Ar. 18' C. Ext. Lt. - 60' Multiple Liner Fish. Sig.

E.B.
W.B.

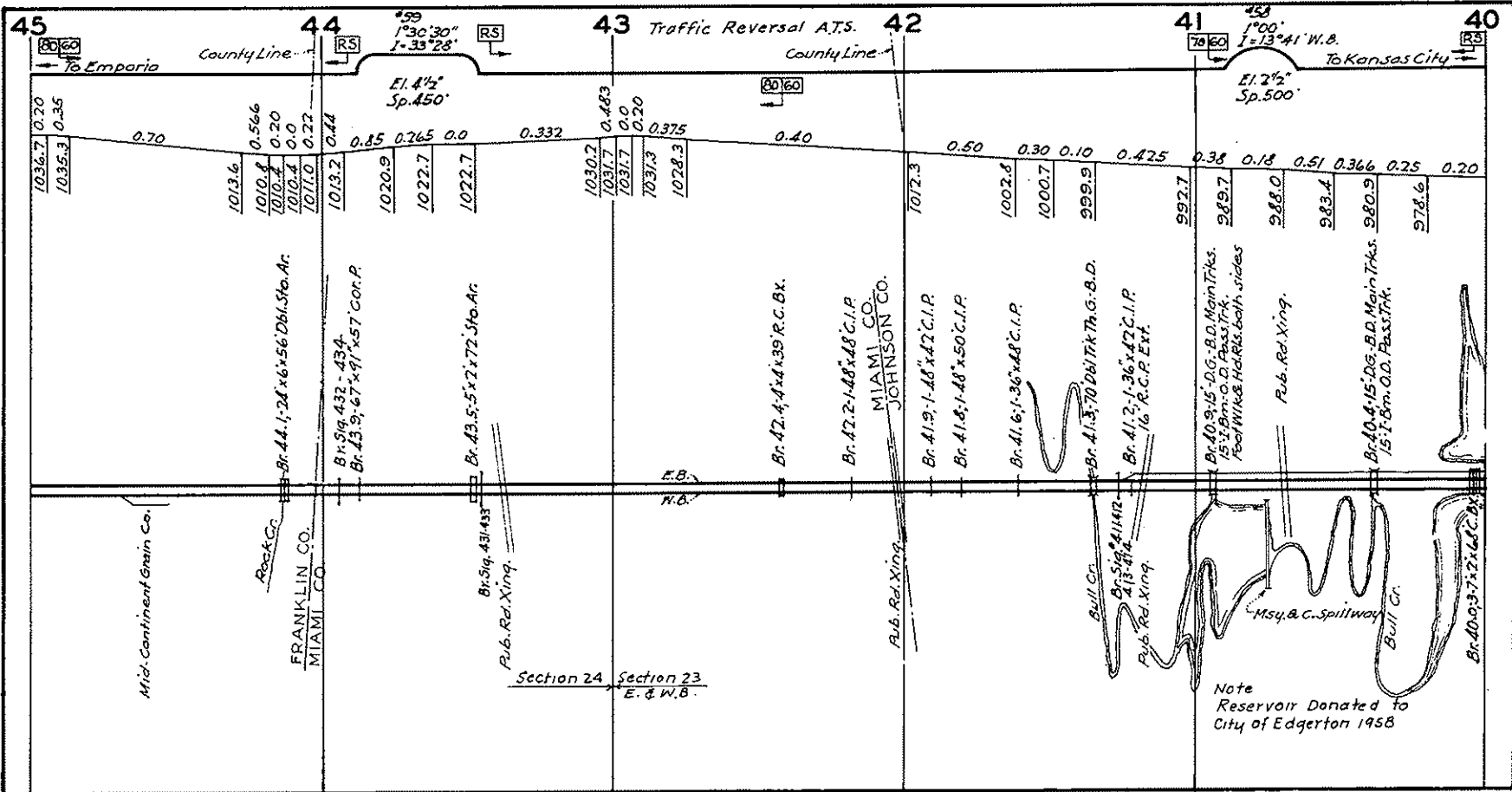
2nd Dist.
Mud Cr.

519.531-532
Pub. Red. Xing.

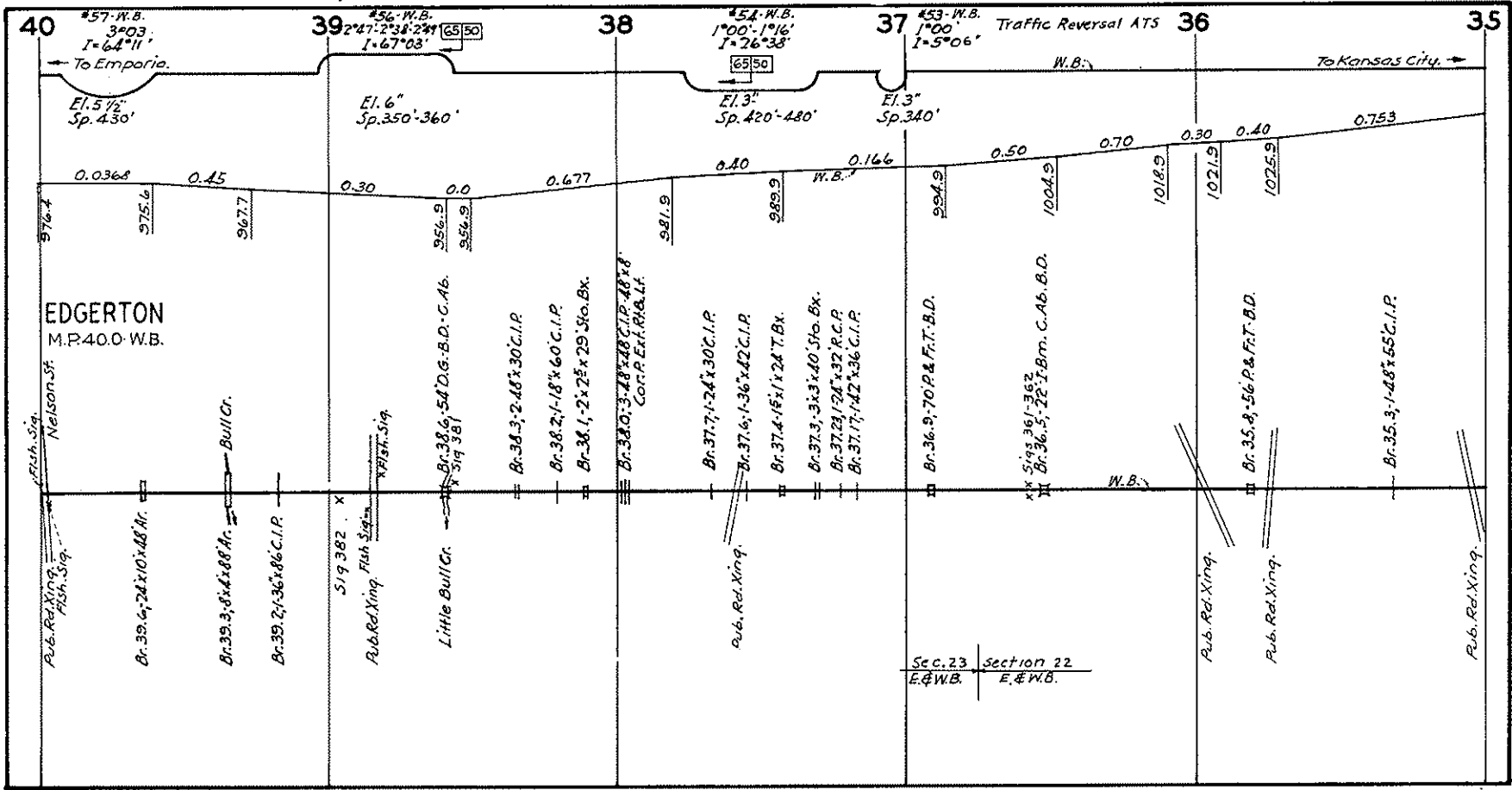
Wolf

B. Sig. 501-502

Pub. Red. Xing.
Fish. Sig.



Note
Reservoir Donated to
City of Edgerton 1958



40 #57-W.B.
3°03'
I=64°11'
To Emporio.

39 #56-W.B.
2°47'23.8" 2°29"
I=67°03' [65]50

38 #54-W.B.
1°00' 1°16'
I=26°38' [65]50

37 #53-W.B.
1°00'
I=5°06' Traffic Reversal ATS

35 10.

El. 5 1/2"
Sp. 430'

El. 6"
Sp. 350'-360'

El. 3"
Sp. 420'-480'

El. 3"
Sp. 340'

0.0368

0.45

0.30

0.0

0.677

0.40

0.166

0.50

0.70

0.30

0.40

0.753

976.4

975.6

967.7

956.9
956.9

981.9

989.9

994.9

1004.9

1018.9

1021.9

1025.9

EDGERTON
M.P.40.0 W.B.

Pub. Rd. Xing.
Fish. Sig.
Nelson St.

Br. 39.6, 24x10x48 Ar.

Br. 39.3, 8x4x88 Ar. Bull Cr.

Br. 39.2, 1-36x86 C.I.P.

Sign 382 X
Pub. Rd. Xing.
Fish. Sig.

Pub. Rd. Xing.
Fish. Sig.

Little Bull Cr.
Br. 38.6, 54 D.G. B.D. C.A.B.
X Sign 381

Br. 38.3, 2-48x30 C.I.P.

Br. 38.2, 1-18x60 C.I.P.

Br. 38.1, 2x2 1/2 x 29 Sto. Bx.

Br. 38.0, 3-48x48 C.I.P. 48x8"
Cor. P. Ext. Rk. & Lt.

Br. 37.7, 1-24x30 C.I.P.

Br. 37.6, 1-36x42 C.I.P.

Br. 37.4, 1-18x1x24 T. Bx.

Br. 37.3, 3x3x40 Sto. Bx.

Br. 37.2, 1-24x32 R.C.P.

Br. 37.1, 1-42x36 C.I.P.

Br. 36.9, 70 P. & Fr. T. B.D.

XX Sign 361-363
Br. 36.5, 22 I. Bm. C.A.B. B.D.

W.B.

Pub. Rd. Xing.
Br. 35.8, 56 P. & Fr. T. B.D.

Pub. Rd. Xing.

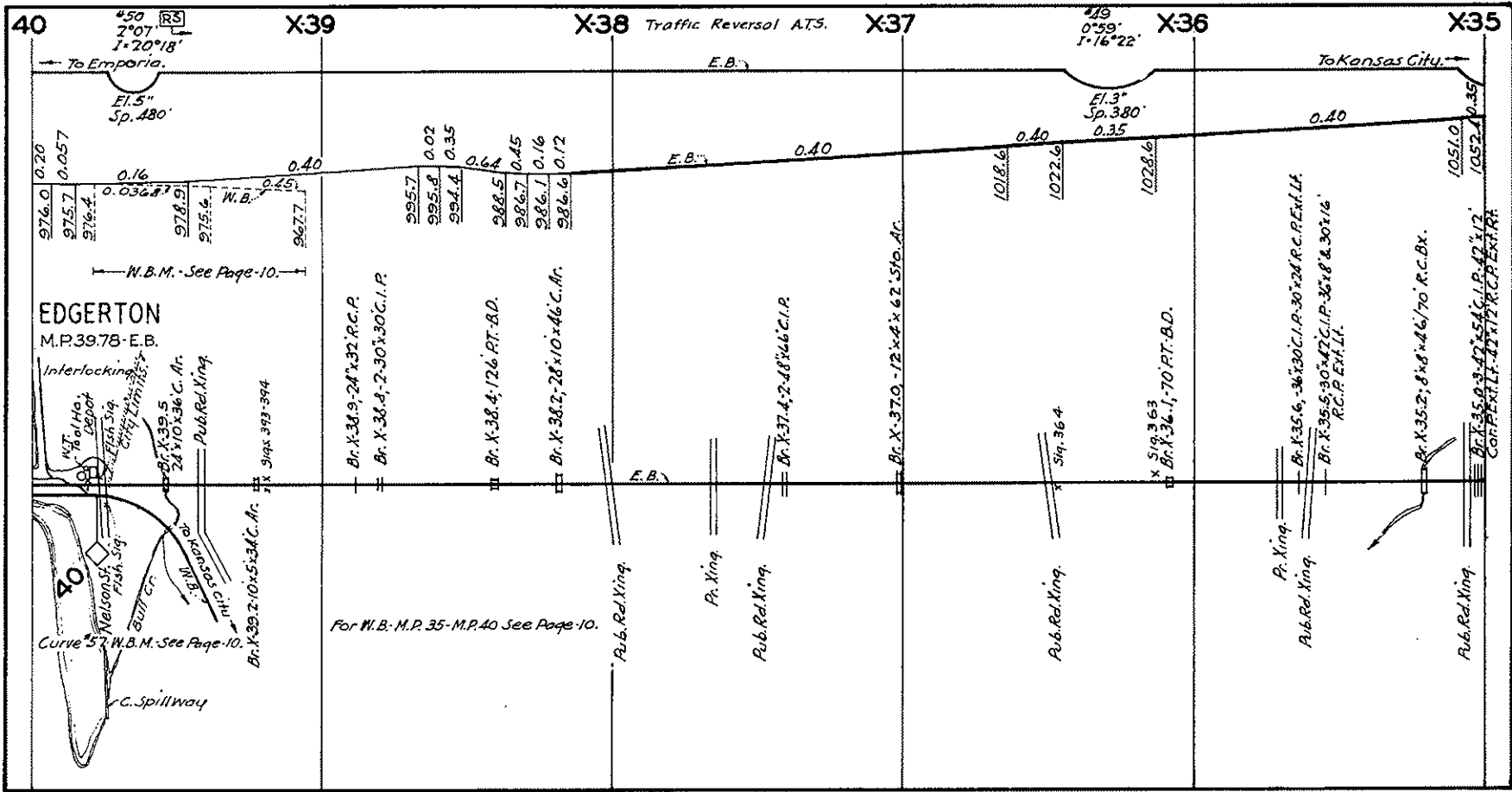
Br. 35.3, 1-48x55 C.I.P.

Pub. Rd. Xing.

Sec. 23
E. & W.B. | Section 22
E. & W.B.

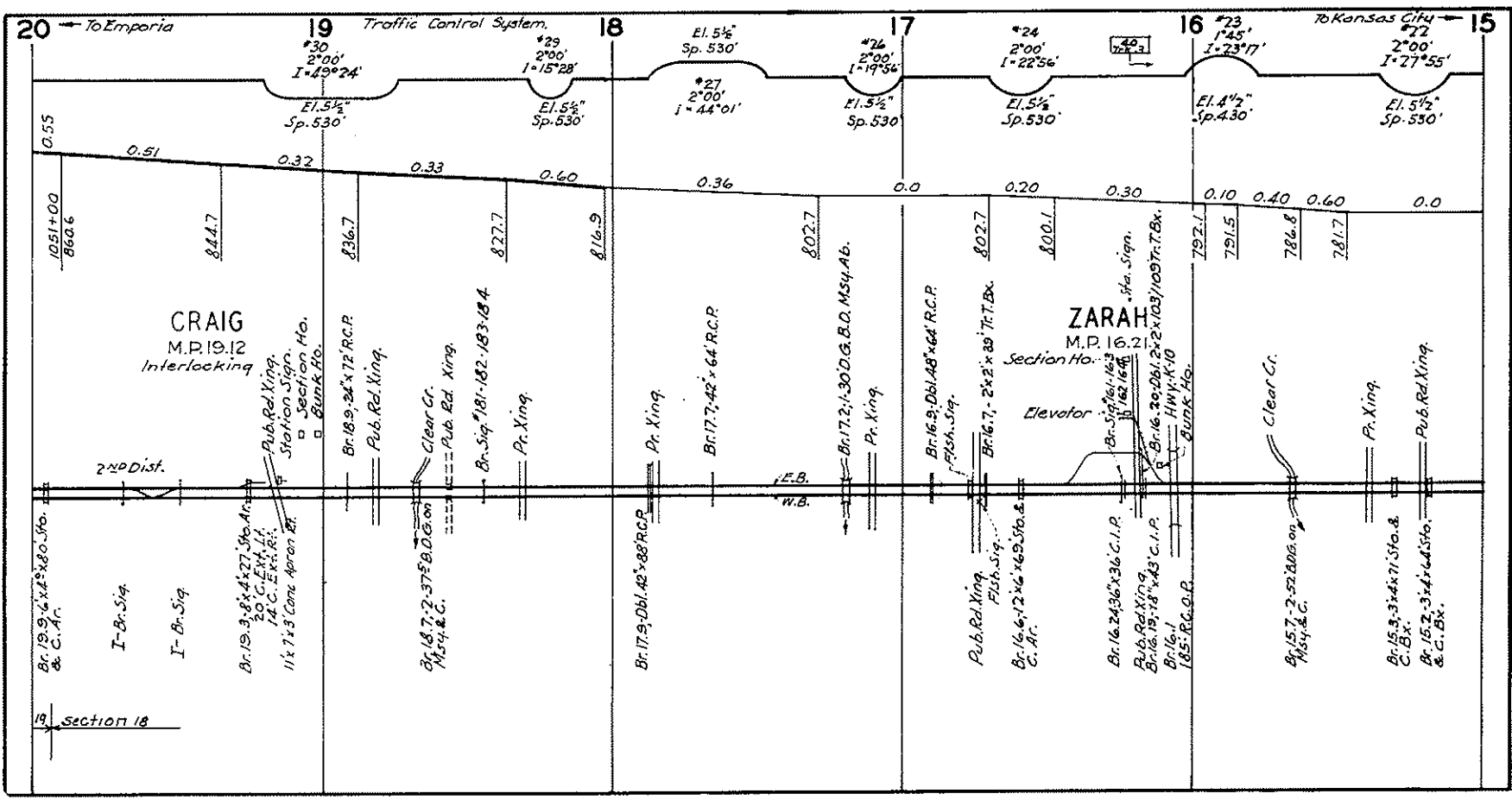
W.B.

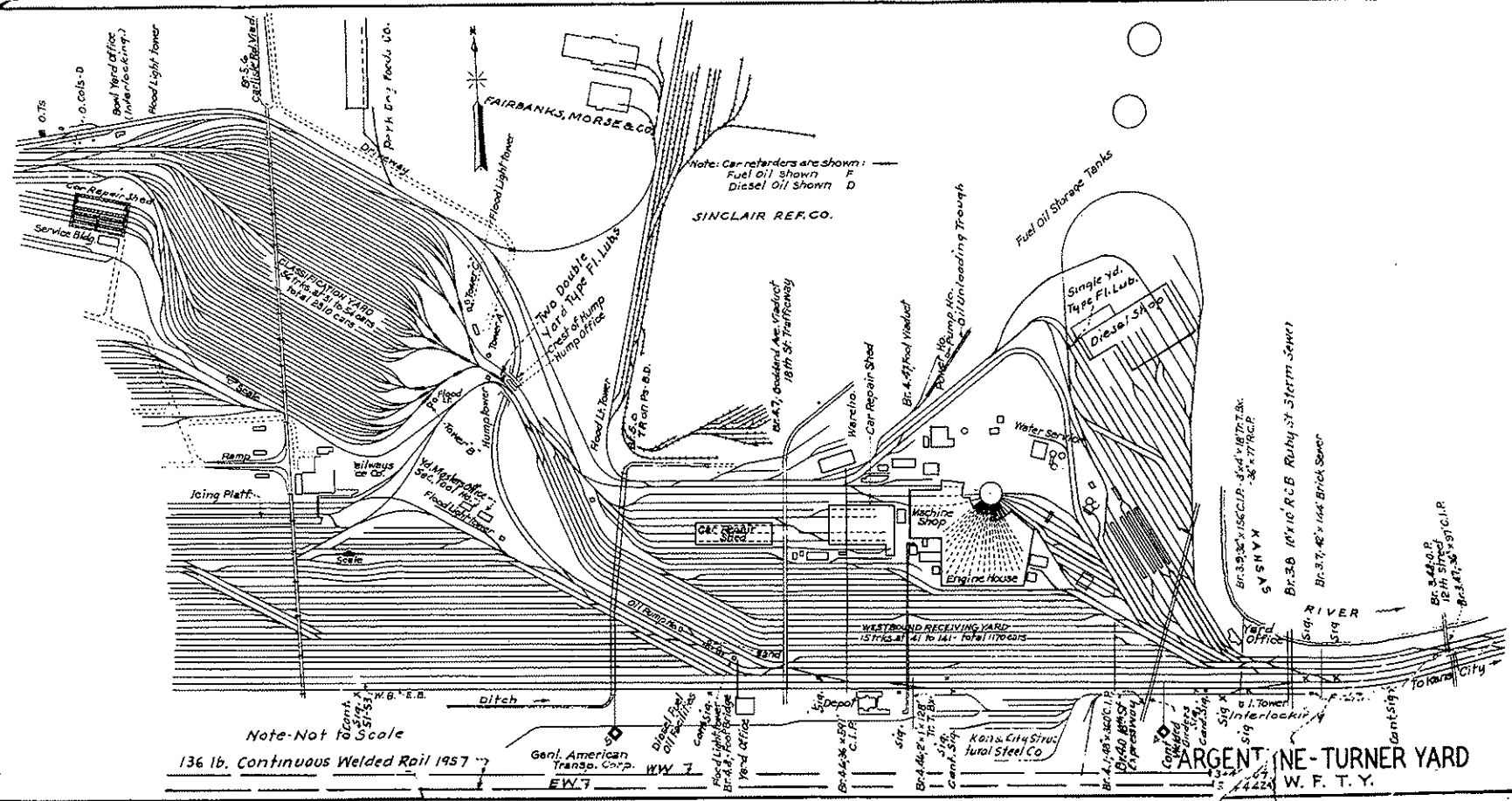
To Kansas City.



For W.B. - M.P. 35 - M.P. 40 See Page 10.

Br. X-35.0, 3-47' x 54' C.I.P. 42' x 12' CONCRETE EXH. LT. R.C.P. EXH. LT.





Note: Car tenders are shown:
 Fuel Oil Shown F
 Diesel Oil Shown D

SINCLAIR REF. CO.

Note-Not to Scale

136 lb. Continuous Welded Rail 1957

Genl. American
 Transp. Corp.
 WY 7

ARGONNE-TURNER YARD
 W. F. T. Y.

BR-3.3, 30' x 150' C.I.P. - 36" x 117' 7 1/2" Bk.
 S Y S N V Y - 36" x 117' 7 1/2" Bk.

BR-3.8, 10' x 10' A.C.B. Rubby St. Storm Sewer
 BR-3.7, 40' x 144" Brick Sewer

BR-2.4, 40' x 12' Bk. 12th Street
 BR-4.7, 36' x 97' C.I.P.

WESTBOUND RECEIVING YARD
 157' x 30' AT 41' To 141' 10" x 117' 7 1/2" CARS

Two Double
 V-6's & 2 Type
 F. L. Lub.
 Hump office

Fuel Oil Storage Tanks

Single Yd.
 Type F. L. Lub.
 Diesel Shop

Car Repair Shop

Oil Unloading Trough

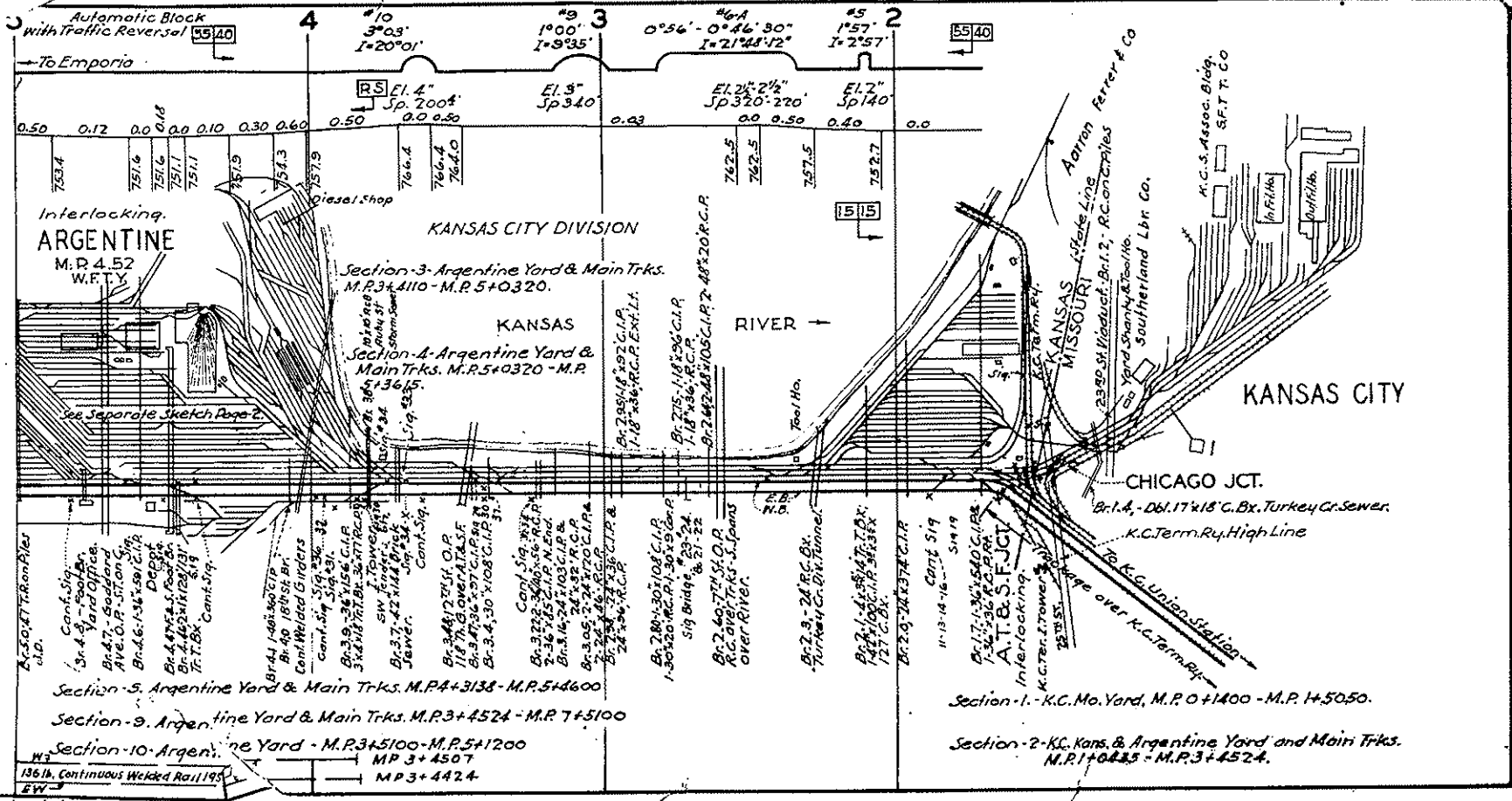
Machine Shop
 Engine House

Depot

Kaiser City Struc.
 tural Steel Co

ARGONNE-TURNER YARD
 W. F. T. Y.

ARGONNE-TURNER YARD
 W. F. T. Y.



Automatic Block
With Traffic Reversal

To Emporia

$\#10$ $3^{\circ}03'$ $I=20^{\circ}01'$
 $\#9$ $1^{\circ}00'$ $I=9^{\circ}35'$
 $0^{\circ}56' - 0^{\circ}46' 30''$ $I=21^{\circ}44' 12''$
 $\#6A$ $1^{\circ}57'$ $I=2^{\circ}57'$
 $\#5$ $1^{\circ}57'$ $I=2^{\circ}57'$

0.50 0.12 0.0 0.0 0.10 0.30 0.60 0.50 0.03 0.0 0.50 0.40 0.0
 733.4 751.6 751.6 751.1 751.9 754.3 757.9 766.4 766.4 764.0 762.5 762.5 757.5 752.7

Interlocking
ARGENTINE
M.P. 4.52
W.F.T.Y.

KANSAS CITY DIVISION

Section-3-Argentine Yard & Main Trks.
M.P. 3+4110 - M.P. 5+0320.

KANSAS

Section-4-Argentine Yard & Main Trks.
M.P. 5+0320 - M.P. 5+3615.

RIVER

KANSAS MISSOURI

KANSAS CITY

CHICAGO JCT.

Br. 30-ET Iron Pier
 Cont. Sig.
 Br. 4-9 - Pool Br.
 Yard Office.
 Br. 4-7 - Goddard
 Ave. O.P. Station
 Br. 4-6 - 136' x 50' C.I.P.
 Depot
 Br. 4-5 - 136' x 50' C.I.P.
 Br. 4-4 - 136' x 50' C.I.P.
 Tr. T. Bx
 Cont. Sig.
 Br. 4-1 - 485' x 60' C.I.P.
 Br. 4-0 - 187' x 56' Br.
 Cont. Welded Girders
 Cont. Sig.
 Br. 3-9 - 334' x 156' C.I.P.
 3 x 4' x 16' Tr. Bx. 30' x 170' C.P.
 SW Tower
 Br. 3-7 - 42' x 114' 30' x 170' C.I.P.
 Br. 3-6 - 42' x 114' 30' x 170' C.I.P.
 Cont. Sig.
 Br. 3-4 - 121' x 51' C.P.
 118' Tr. G. over A.T. & S.F.
 Br. 3-3 - 136' x 50' C.I.P.
 Br. 3-4 - 30' x 108' C.I.P.
 Cont. Sig.
 Br. 3-2 - 340' x 56' R.C.P.
 2-36' x 45' C.I.P. N. End.
 Br. 3-1 - 24' x 103' C.I.P. &
 24' x 82' R.C.P.
 Br. 3-0 - 2' x 24' x 170' C.I.P.
 2' x 24' x 170' C.I.P.
 24' x 82' R.C.P.
 Br. 2-9 - 30' x 108' C.I.P.
 1-30' x 20' MC. R. 1-30' x 9' C.P.
 Sig. Bldg. 21-22
 Br. 2-8 - 60' x 74' C.P.
 60' x 74' C.P.
 over River.
 Br. 2-7 - 24' x 6' Bx.
 Turkey Cr. Div. Tunnel.
 Br. 2-6 - 42' x 58' Tr. T. Bx.
 1-42' x 103' C.I.P. 30' x 170' C.I.P.
 121' C.D.B.
 Br. 2-5 - 24' x 6' C.P.
 Cont. Sig.
 11-13-14-16
 514 19
 Br. 1-7 - 30' x 540' C.I.P.
 1-36' x 36' R.C.P.
 A.T. & S.F. JCT.
 Interlocking.
 K.C. Term. Tower.
 25' x 55'.

Br. 2-9 - 24' x 6' Bx.
 Turkey Cr. Div. Tunnel.
 Br. 2-6 - 42' x 58' Tr. T. Bx.
 1-42' x 103' C.I.P. 30' x 170' C.I.P.
 121' C.D.B.
 Br. 2-5 - 24' x 6' C.P.
 Cont. Sig.
 11-13-14-16
 514 19
 Br. 1-7 - 30' x 540' C.I.P.
 1-36' x 36' R.C.P.
 A.T. & S.F. JCT.
 Interlocking.
 K.C. Term. Tower.
 25' x 55'.

Section-5-Argentine Yard & Main Trks. M.P. 4+3138 - M.P. 5+4600
 Section-9-Argentine Yard & Main Trks. M.P. 3+4524 - M.P. 7+5100
 Section-10-Argentine Yard - M.P. 3+5100 - M.P. 5+1200
 MP 3+4507
 MP 3+4424
 136' x 50' Continuous Welded Rail 195
 W.F.T.Y.
 EW

Section-1-K.C. Mo. Yard, M.P. 0+1400 - M.P. 1+5050.
 Section-2-K.C. Kans. & Argentine Yard and Main Trks.
 M.P. 1+0425 - M.P. 3+4524.

Aaron Ferrer & Co.
 Kansas Missouri
 2385 St. W. Roadcut, Br. 1-2, R.C. on C.P. Piles
 Yard Shanty & Tool Ho.
 Southernland Lbr. Co.

K.C. Assoc. Bldg. S.F.T. Co.

In F.H. Ho.
 Out H.H.

Br. 1-4 - 66' x 18' C. Bx. Turkey Cr. Sewer.
 K.C. Term. Ry. High Line
 To K.C. Union Station
 over K.C. Term. Ry.