

To Chanute →

NEW SALEM

M.R. 238.7

132 SH CWR 6-1982

McCOOK ROCK

1980

1979

1985

86

RAIL

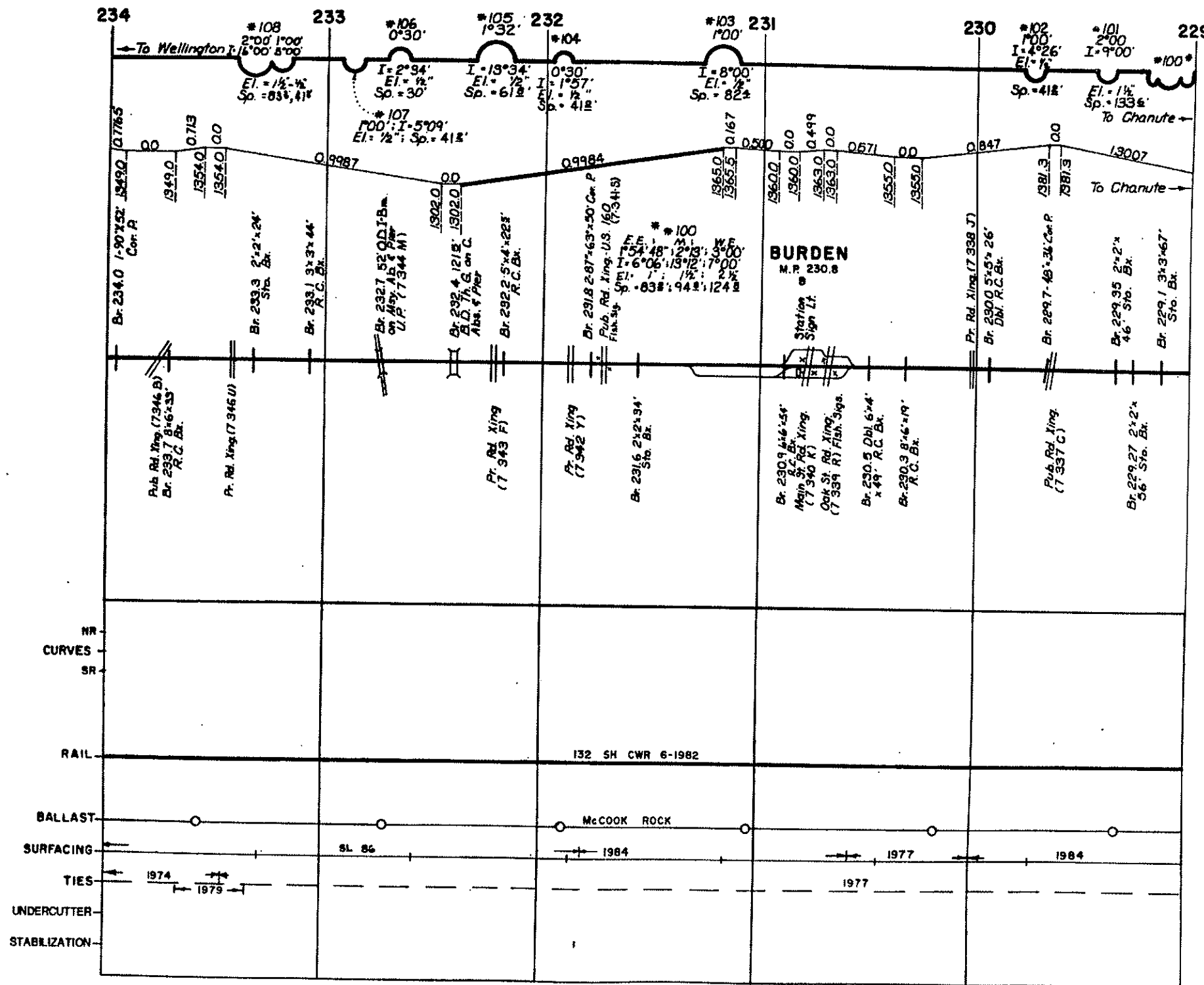
BALLAST

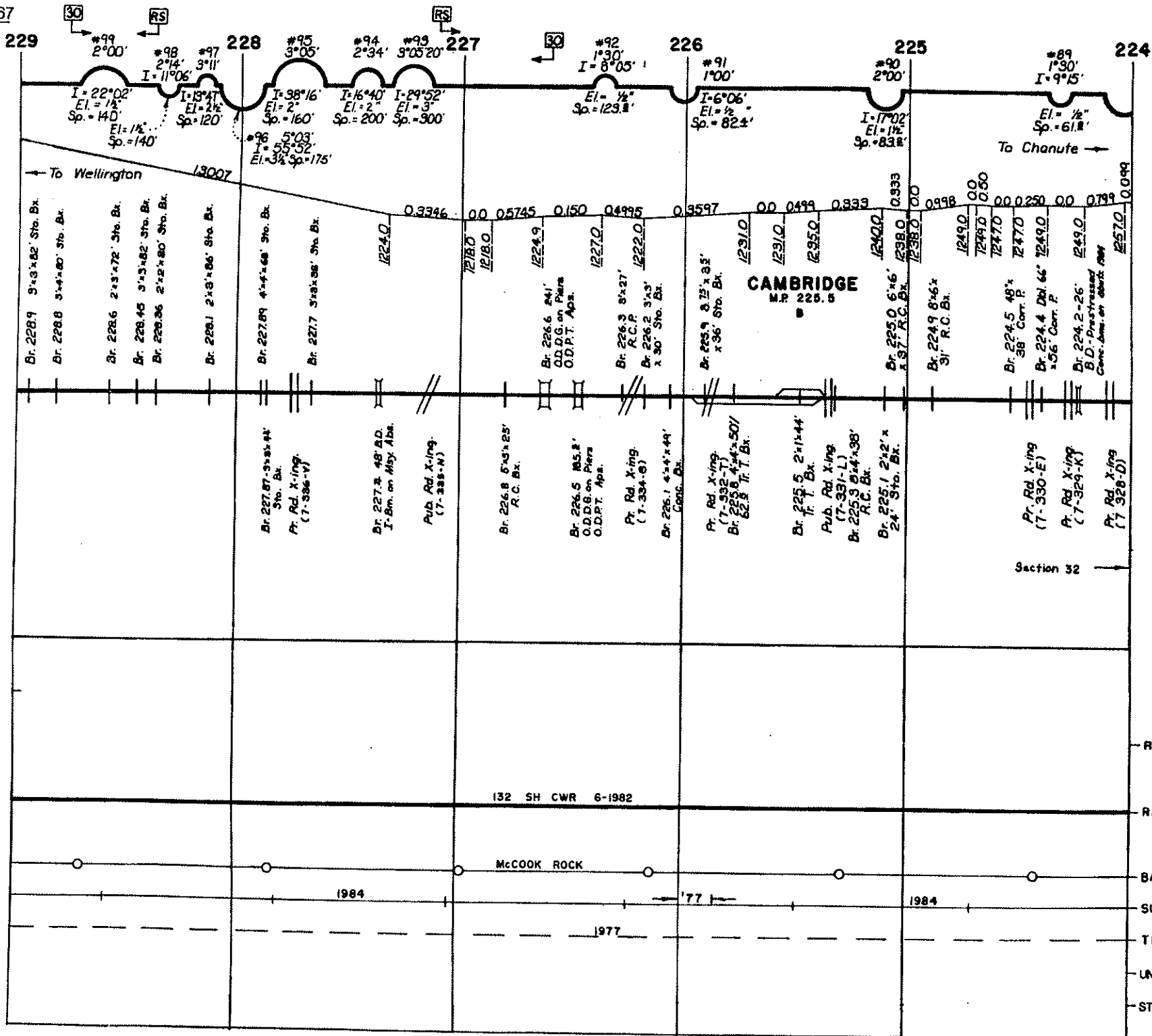
SURFACING

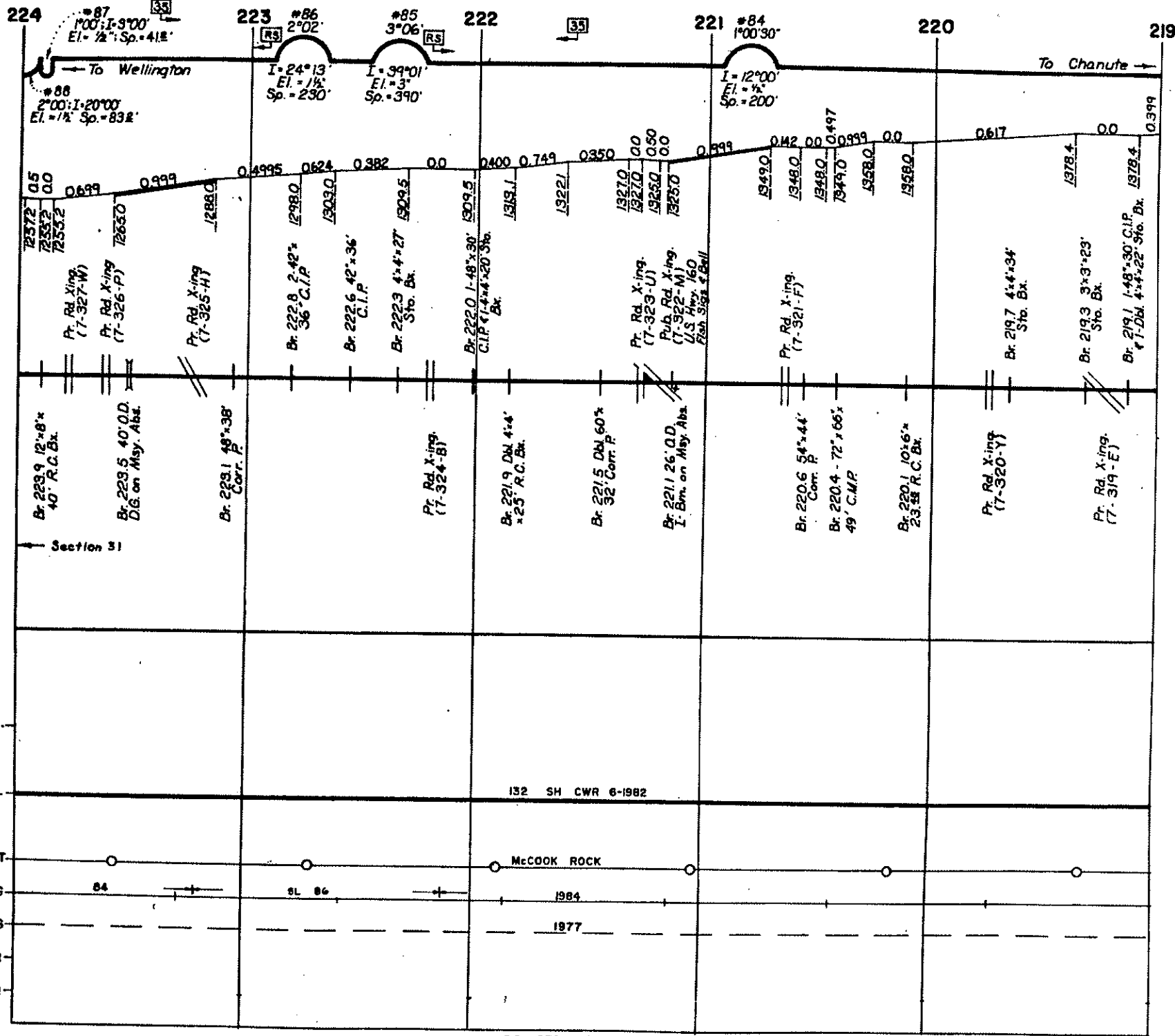
TIES

UNDERCUTTER

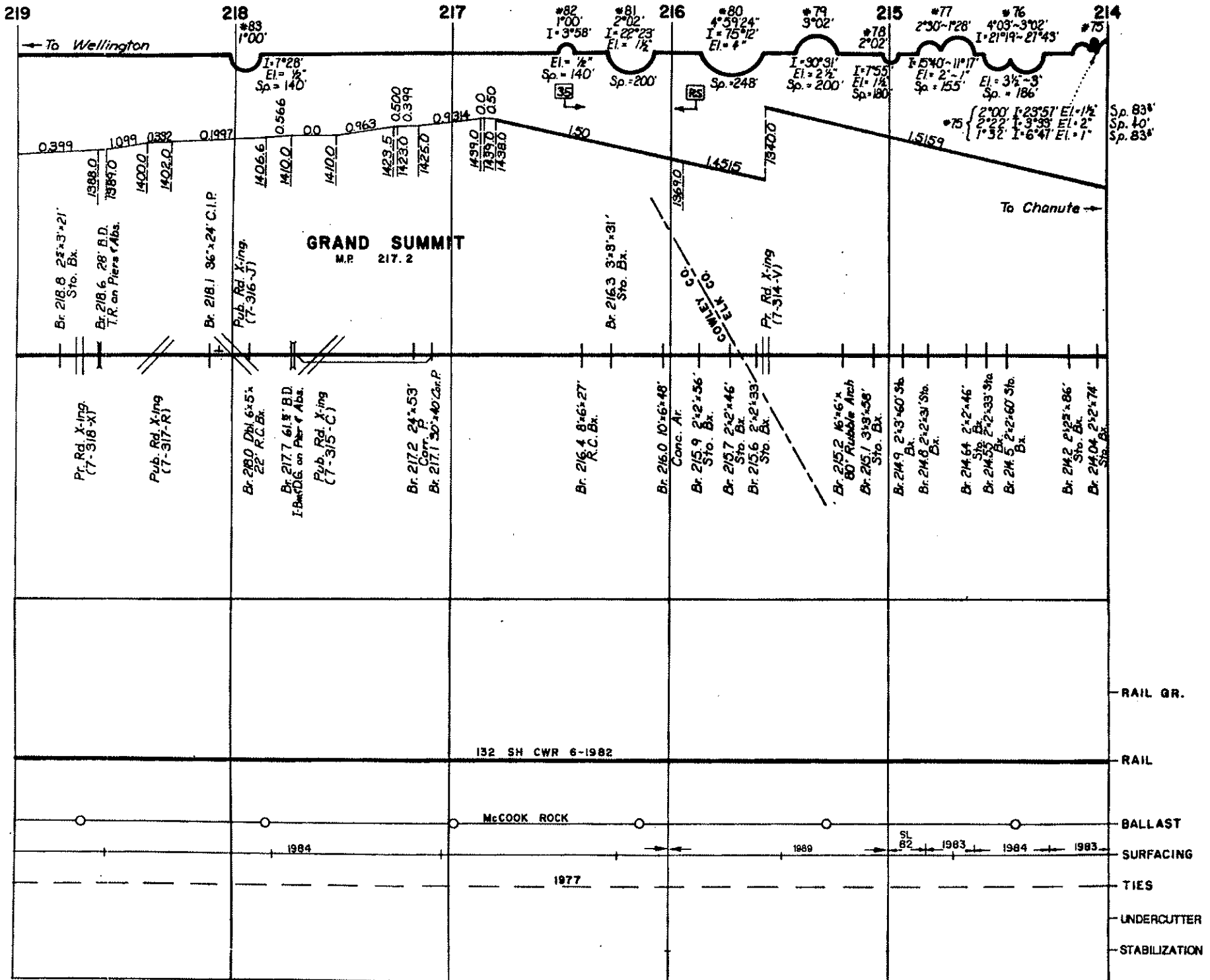
STABILIZATION

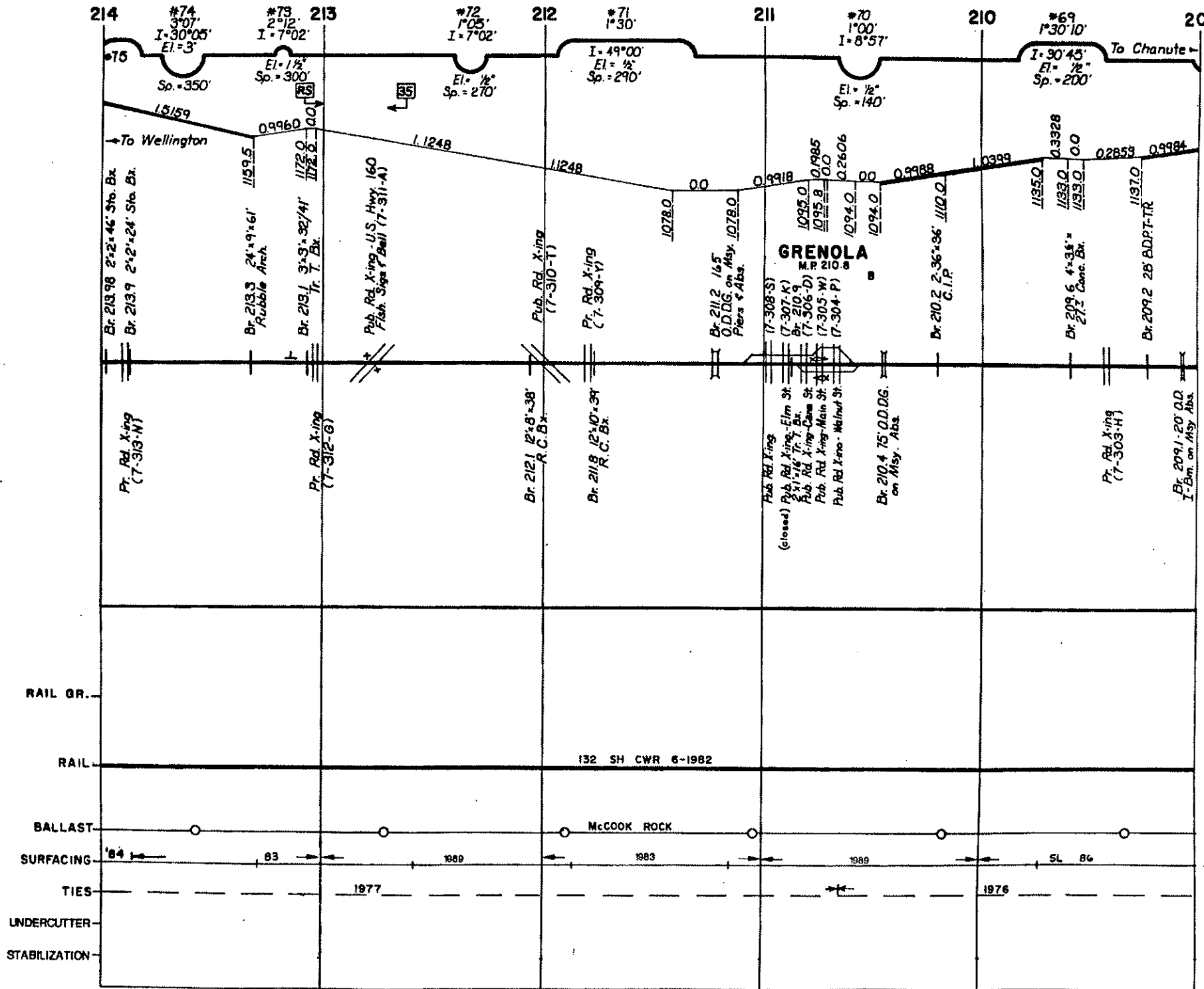


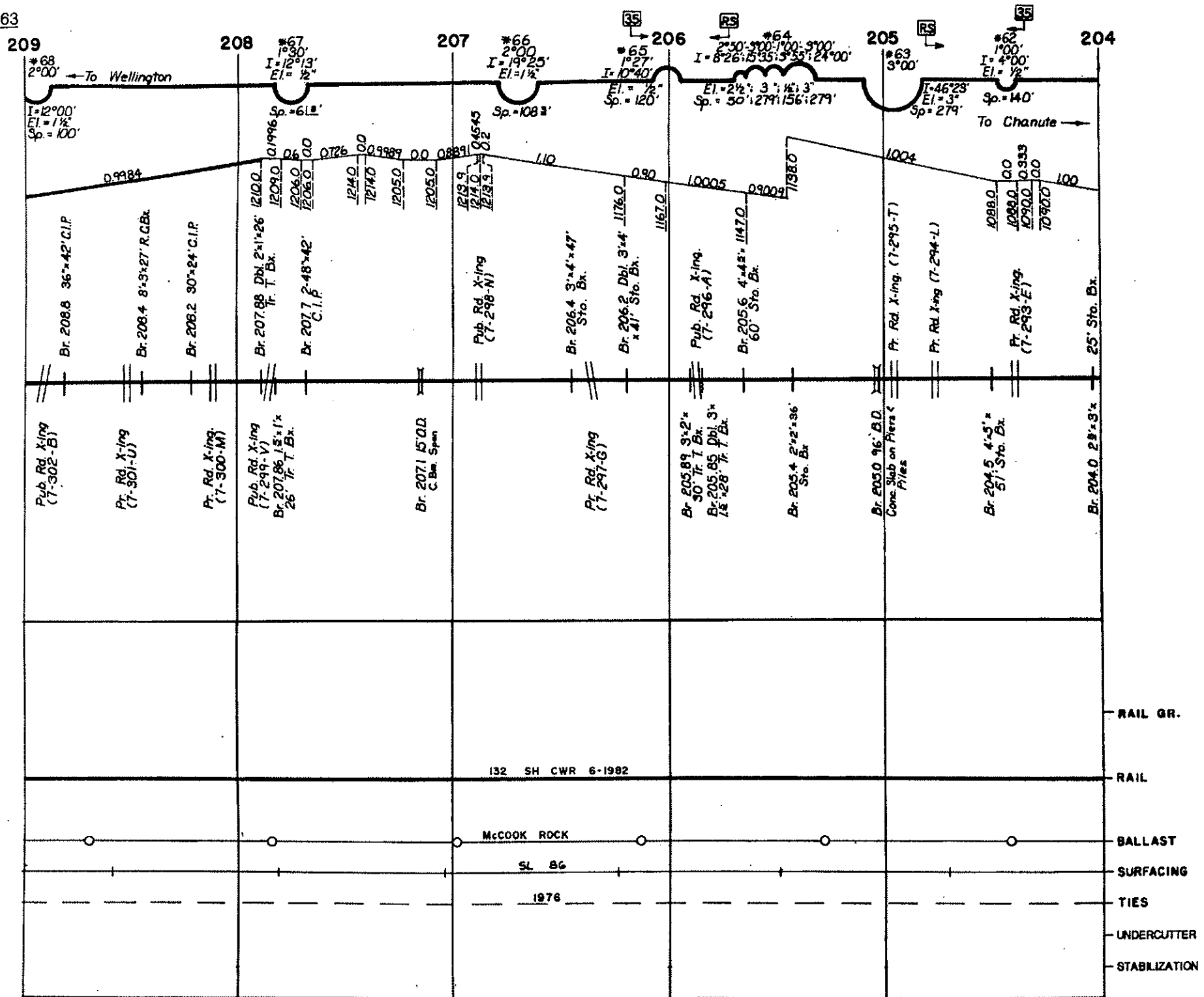


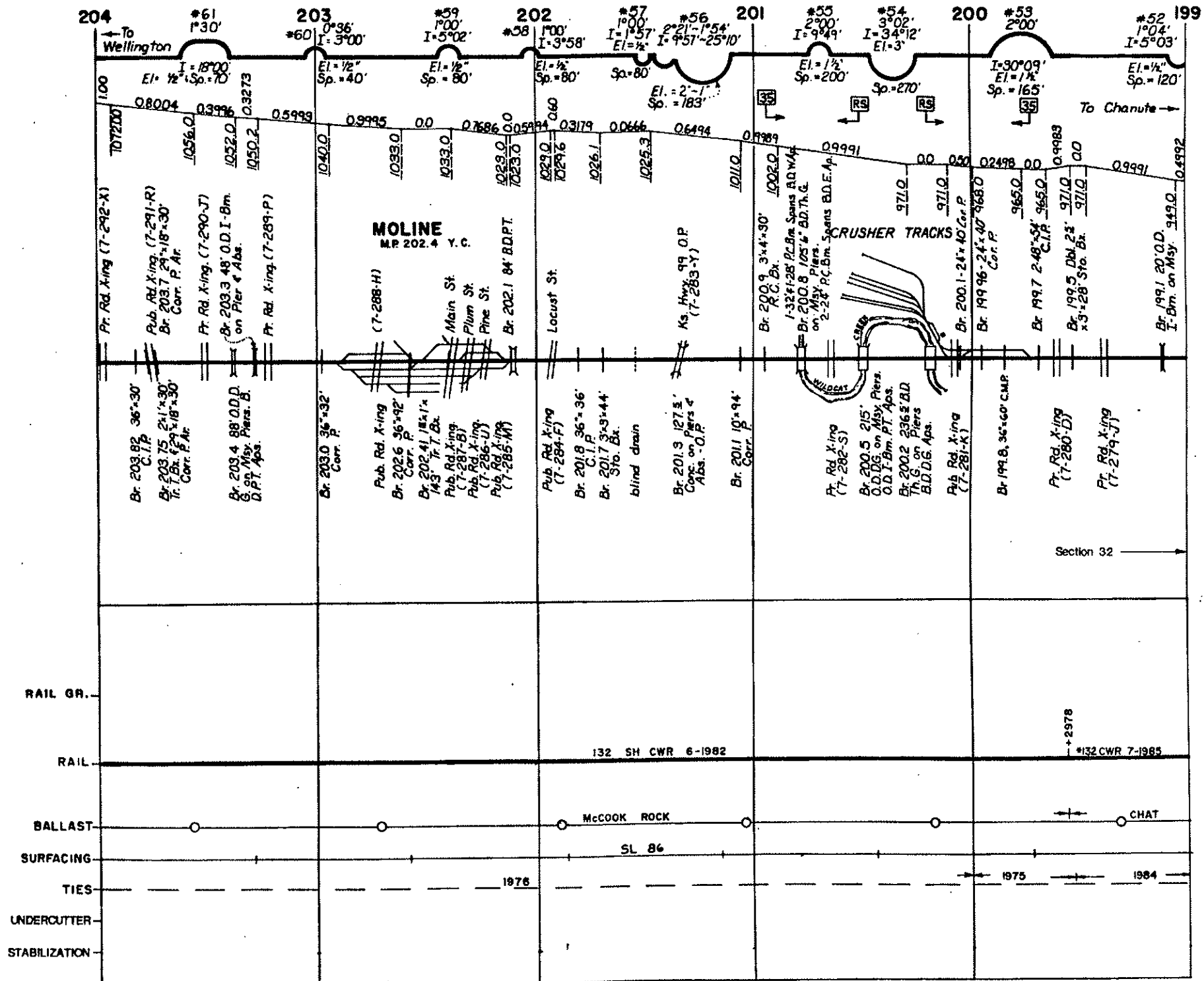


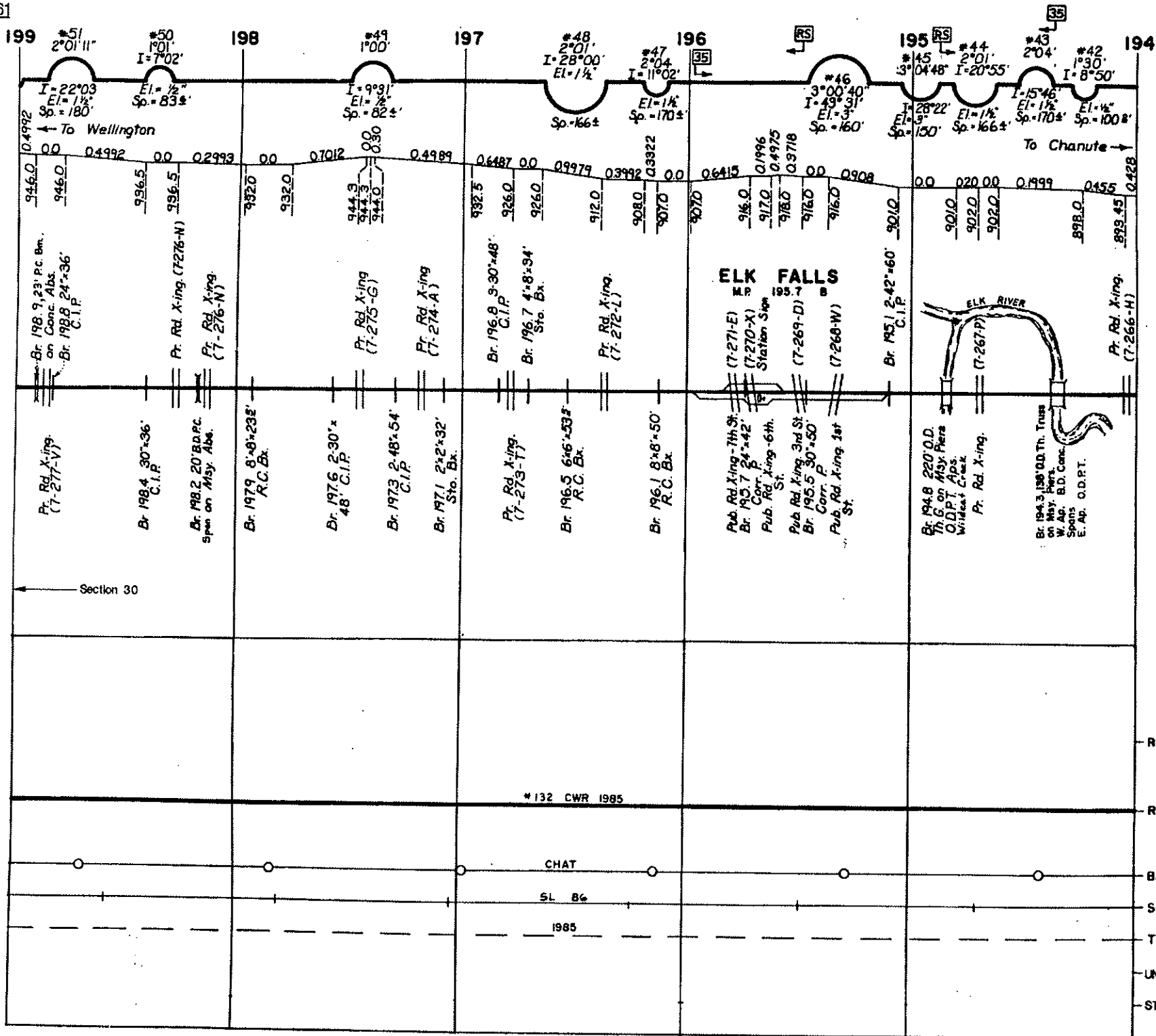
REVISED 8-90











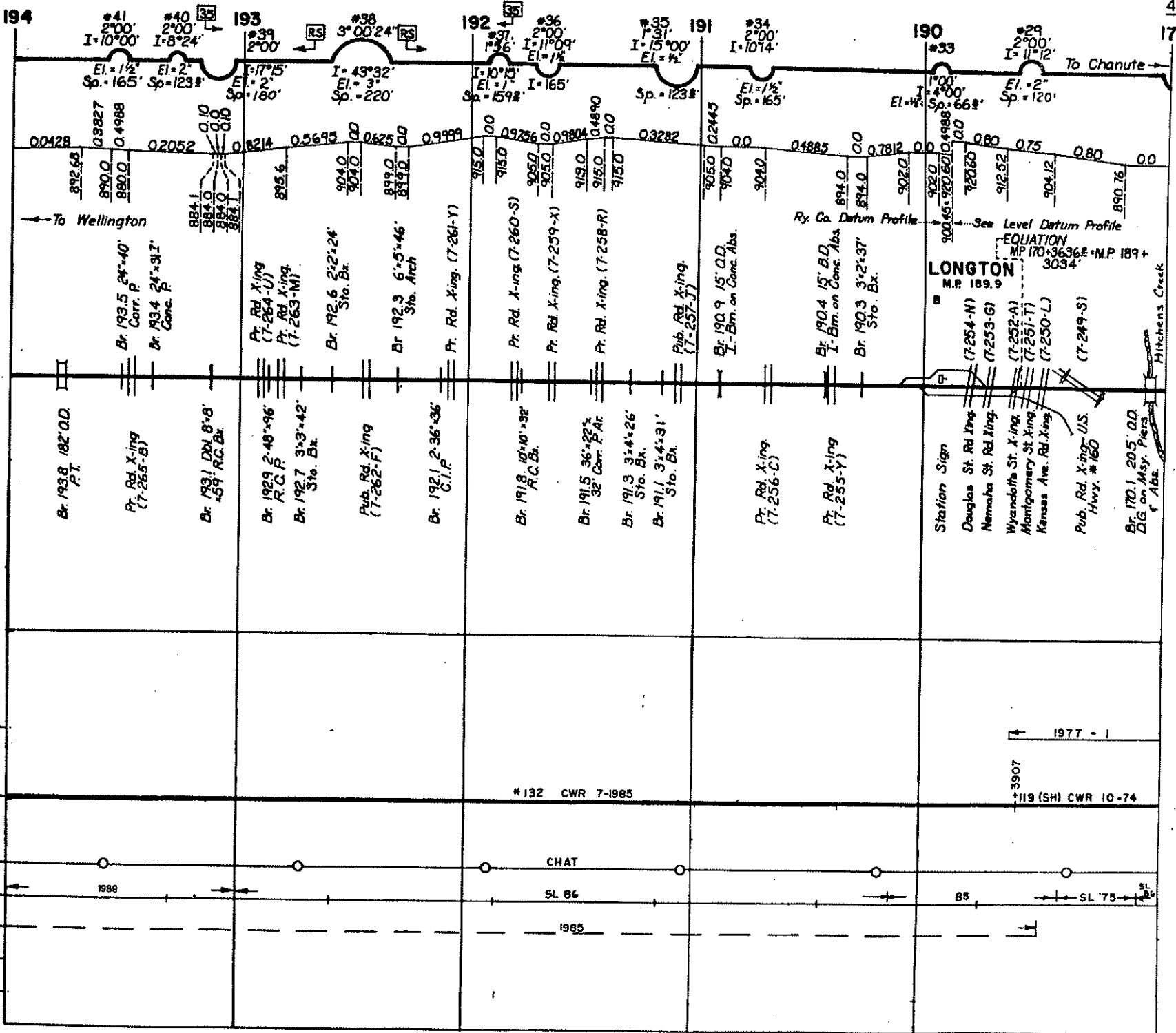
ELK FALLS

* 132 CWR 1985

CHAT

SL 86

1985



RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1977 - 1

3907

*119 (SH) CWR 10-74

*132 CWR 7-1985

CHAT

SL 86

1985

85

SL 75

86

LONGTON
M.P. 189.9
EQUATION
MP 170+3636 ± M.P. 189 +
3034

Hitchens Creek

Pub. Rd. X-ing US Hwy. #160
Br. 170.1 205' O.D. DG on M.Sy. Piers f Abs.

Pub. Rd. X-ing (7-249-S)

Kansas Ave. Rd. X-ing (7-250-L)

Montgomery St. X-ing (7-251-T)

Wyandolfs St. X-ing (7-252-A)

Nemaha St. Rd. X-ing (7-253-G)

Douglas St. Rd. X-ing (7-254-N)

Ry. Co. Datum Profile
See Level Datum Profile

Br. 190.3 3'x2'x37' Sto. Bx.

Br. 190.4 15' B.D. I-Bm. on Conc. Abs.

Br. 190.9 15' O.D. I-Bm. on Conc. Abs.

Pub. Rd. X-ing (7-257-J)

Br. 191.1 3'x4'x31' Sto. Bx.

Br. 191.3 3'x4'x26' Sto. Bx.

Br. 191.5 36'x22'x32' Corr. P. Ar.

Pr. Rd. X-ing (7-258-R)

Pr. Rd. X-ing (7-259-X)

Pr. Rd. X-ing (7-260-S)

Pr. Rd. X-ing (7-261-Y)

Br. 192.3 6'x5'x46' Sto. Arch

Br. 192.6 2'x2'x24' Sto. Bx.

Pr. Rd. X-ing (7-264-U)

Pr. Rd. X-ing (7-263-M)

Pr. Rd. X-ing (7-262-F)

Br. 193.1 2'x8'x8' RC Bx.

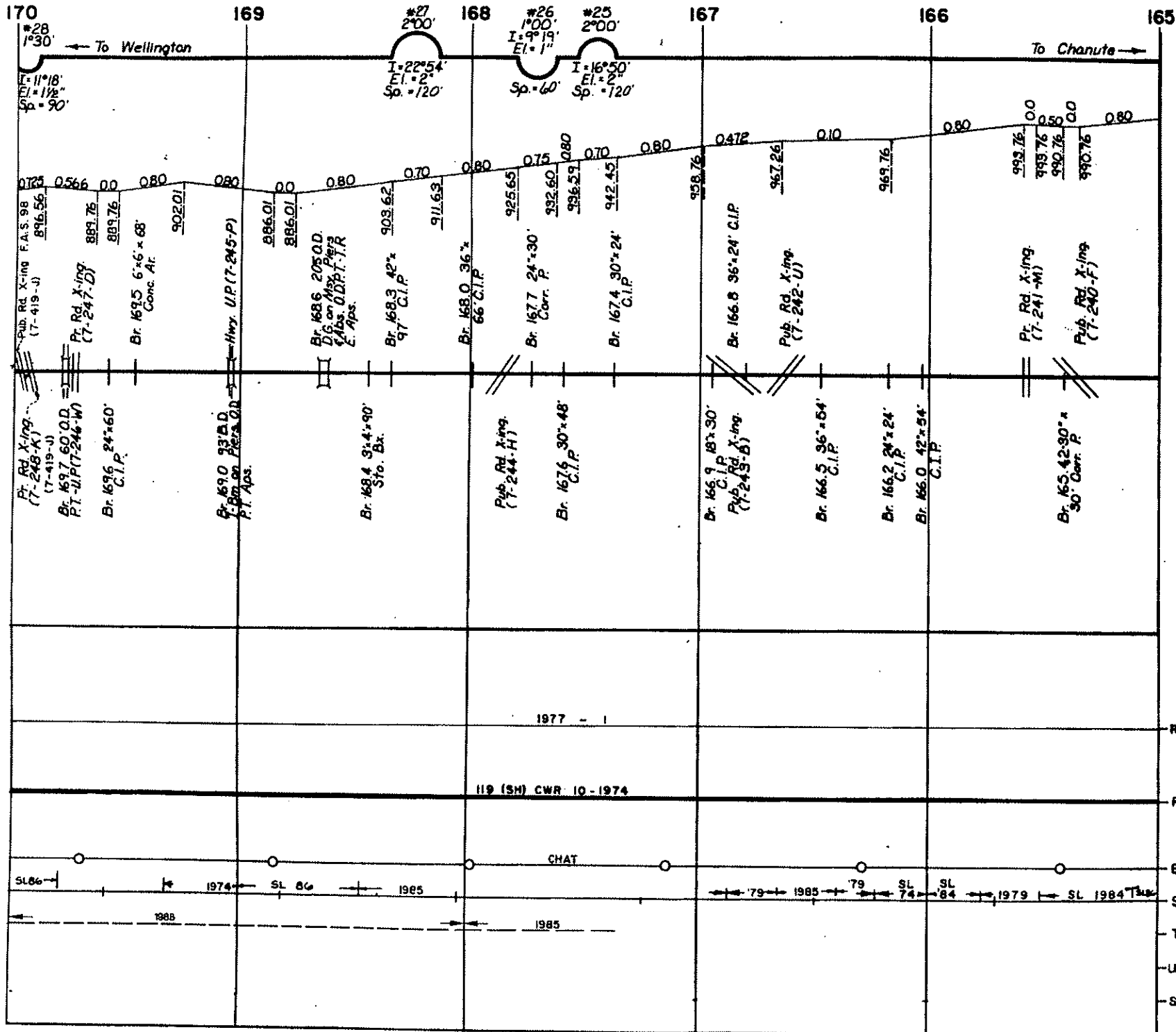
Br. 193.4 2'x3'x31' Conc. P.

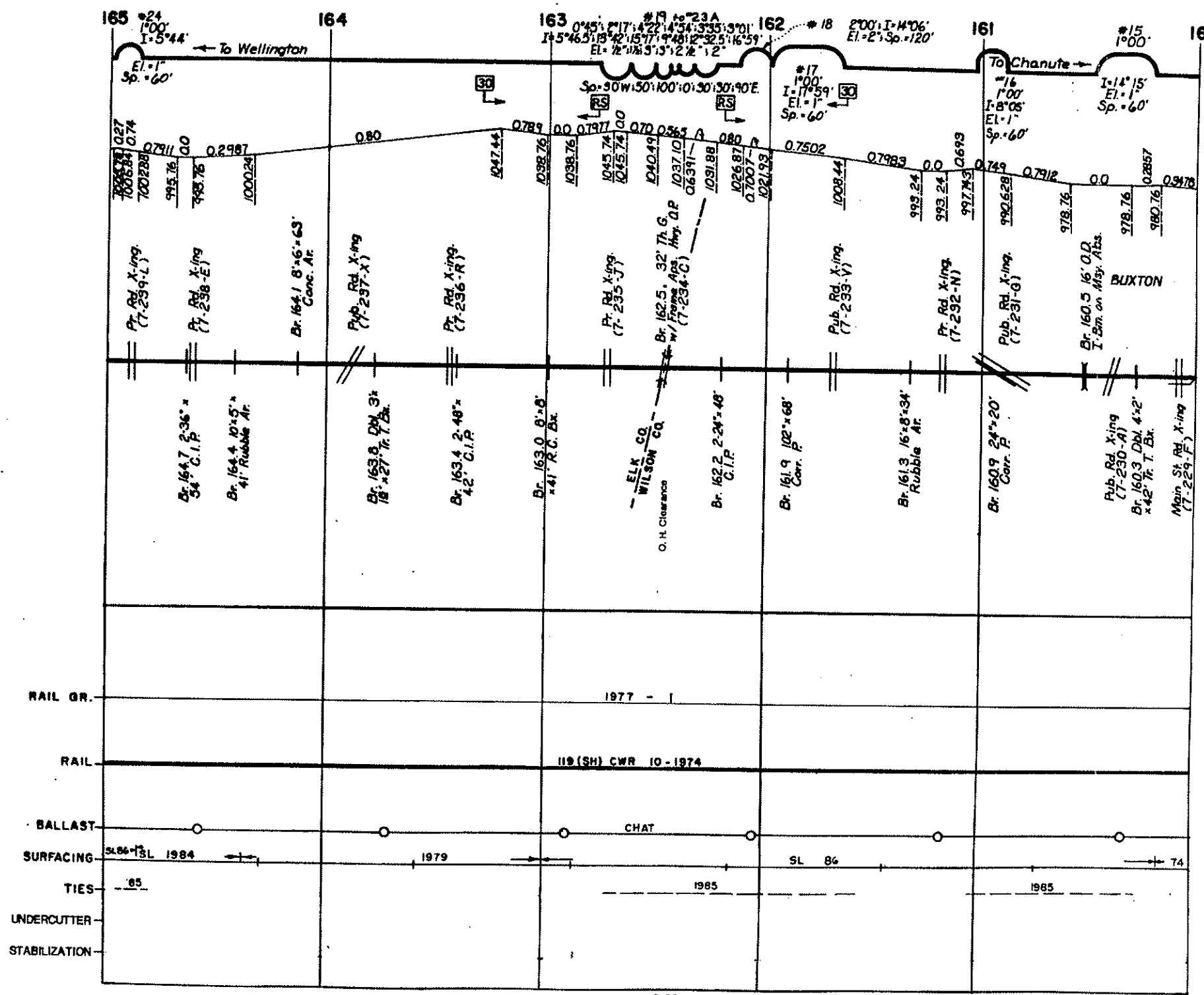
Br. 193.5 2'x4'x40' Corr. P.

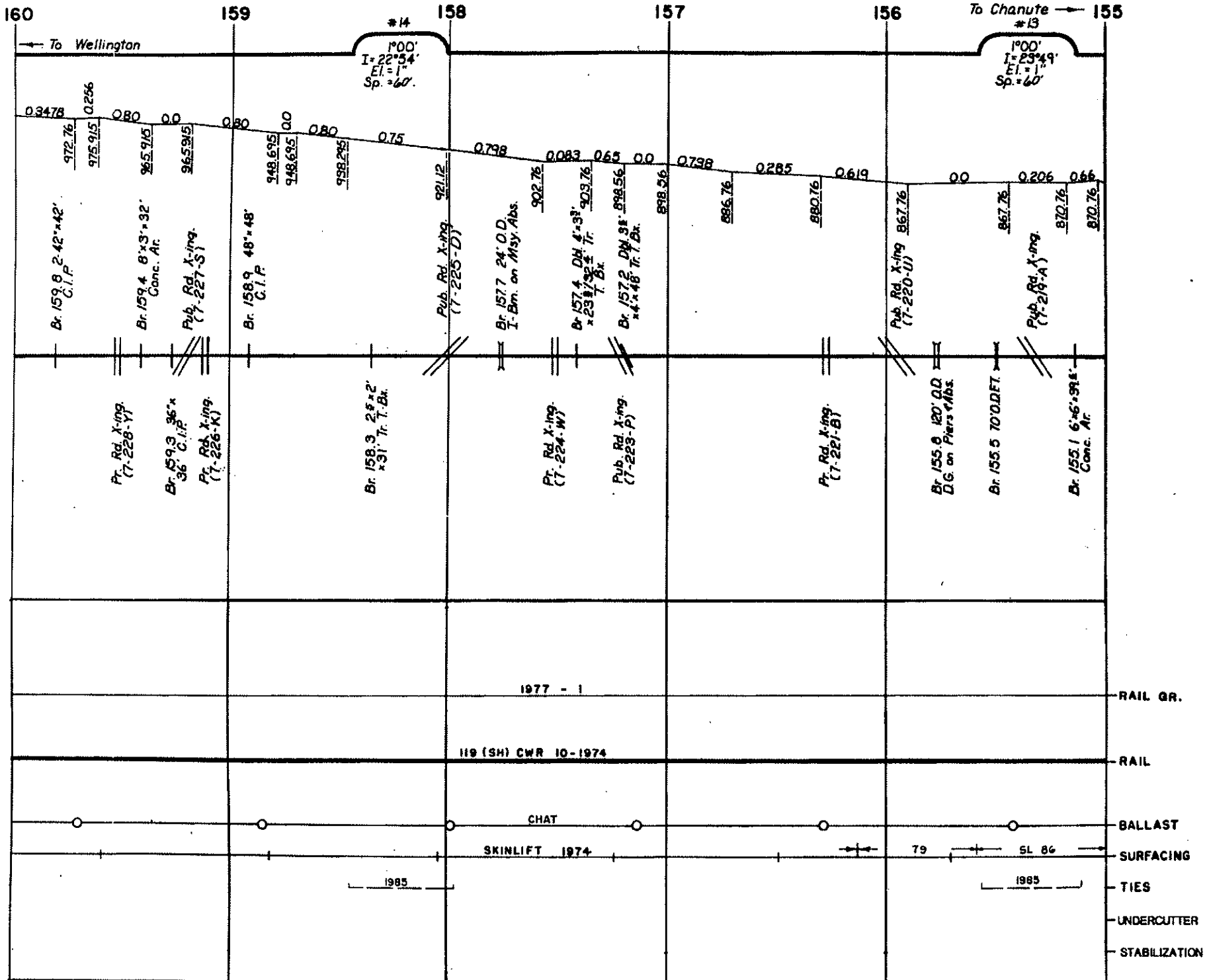
Br. 193.8 182' O.D. P.T.

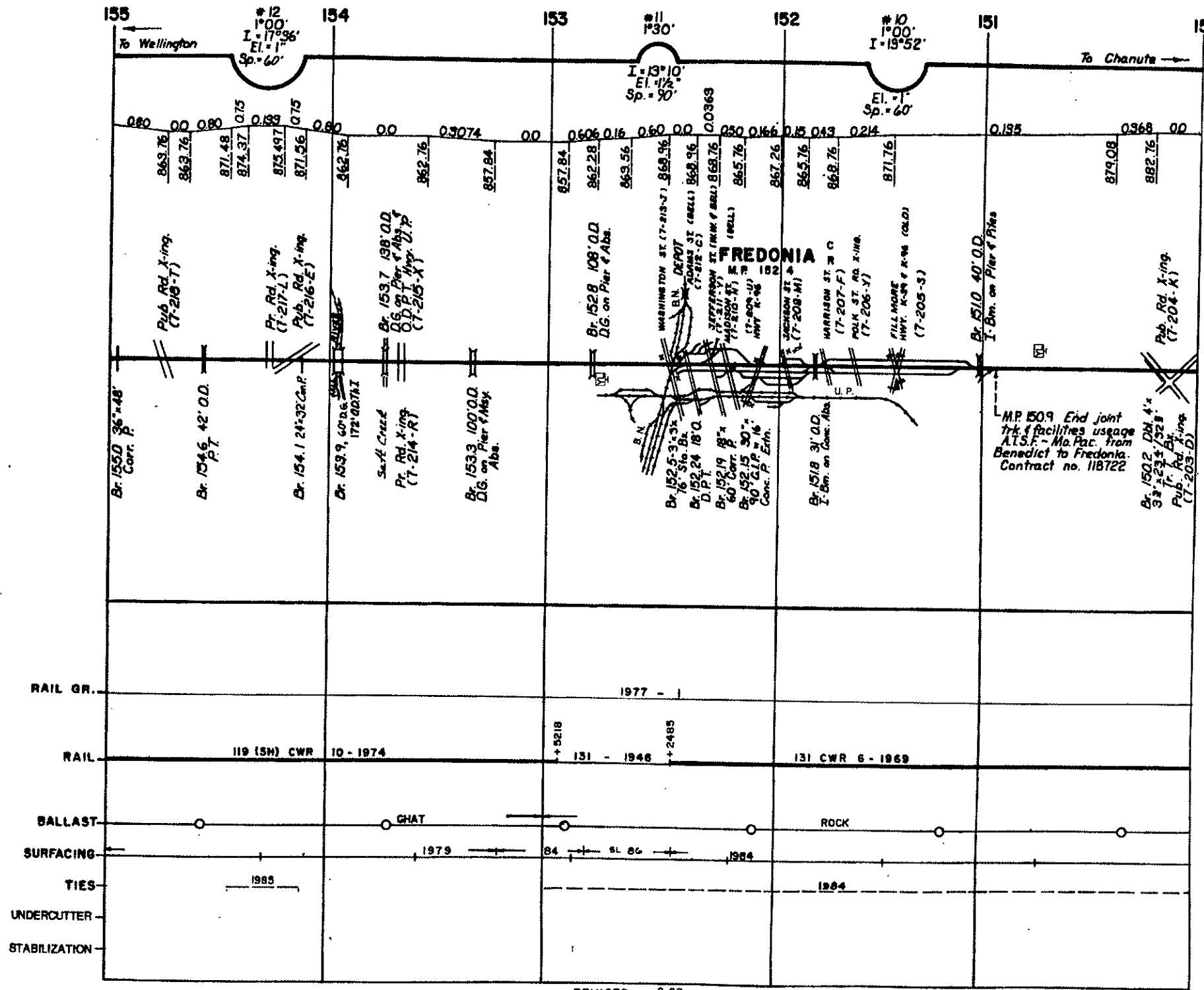
To Wellington

To Chanute









155 ← To Wellington

#12
I = 17°00'
El. = 17096'
Sp. = 60'

154

#11
I = 13°10'
El. = 17052'
Sp. = 90'

153

#10
I = 13°52'
El. = 17052'
Sp. = 60'

152

151

To Chanute →

0.80 0.00 0.80 0.75 0.33 0.75 0.80 0.00 0.3074 0.00 0.606 0.16 0.60 0.00 0.0369 0.50 0.166 0.15 0.43 0.214 0.135 0.368 0.00

863.76 863.76 871.48 874.37 873.497 871.26 862.76 862.76 857.84 857.84 862.28 863.56 859.96 859.96 868.76 865.76 867.26 865.76 868.76 871.76 879.08 882.76

Pub. Rd. X-ing (T-218-T)

Pub. Rd. X-ing (T-217-L)

Pub. Rd. X-ing (T-216-E)

Br. 153.7 138' O.D. D.G. on Pier & Abs. (T-215-X)

Br. 152.8 108' O.D. D.G. on Pier & Abs.

WASHINGTON ST. (T-218-T) B.N. DEPOT

ADAMS ST. (WELL) (T-212-C)

JEFFERSON ST. (WELL) (T-211-Y)

WASHINGTON ST. (WELL) (T-210-X)

HAY R. (T-209-U)

JACKSON ST. (T-208-M)

HARRISON ST. (T-207-F)

POLK ST. RD. X-ING. (T-206-V)

FULLMORE HWY. R-34 & R-36 (OLD) (T-205-S)

Br. 155.0 36' x 48' Corr. P.

Br. 154.6 42' O.D. P.T.

Br. 154.1 24' x 32' Corr. P.

Br. 153.9 60' x 6 1/2' 172' x 0.07142

South Creek

Pub. Rd. X-ing (T-214-R)

Br. 153.3 100' O.D. D.G. on Pier & Abs.

Br. 152.5 3' x 31' 76' x 51' D.A.

Br. 152.24 18' O.D.P.T.

Br. 152.19 18' x 60' Corr. P.

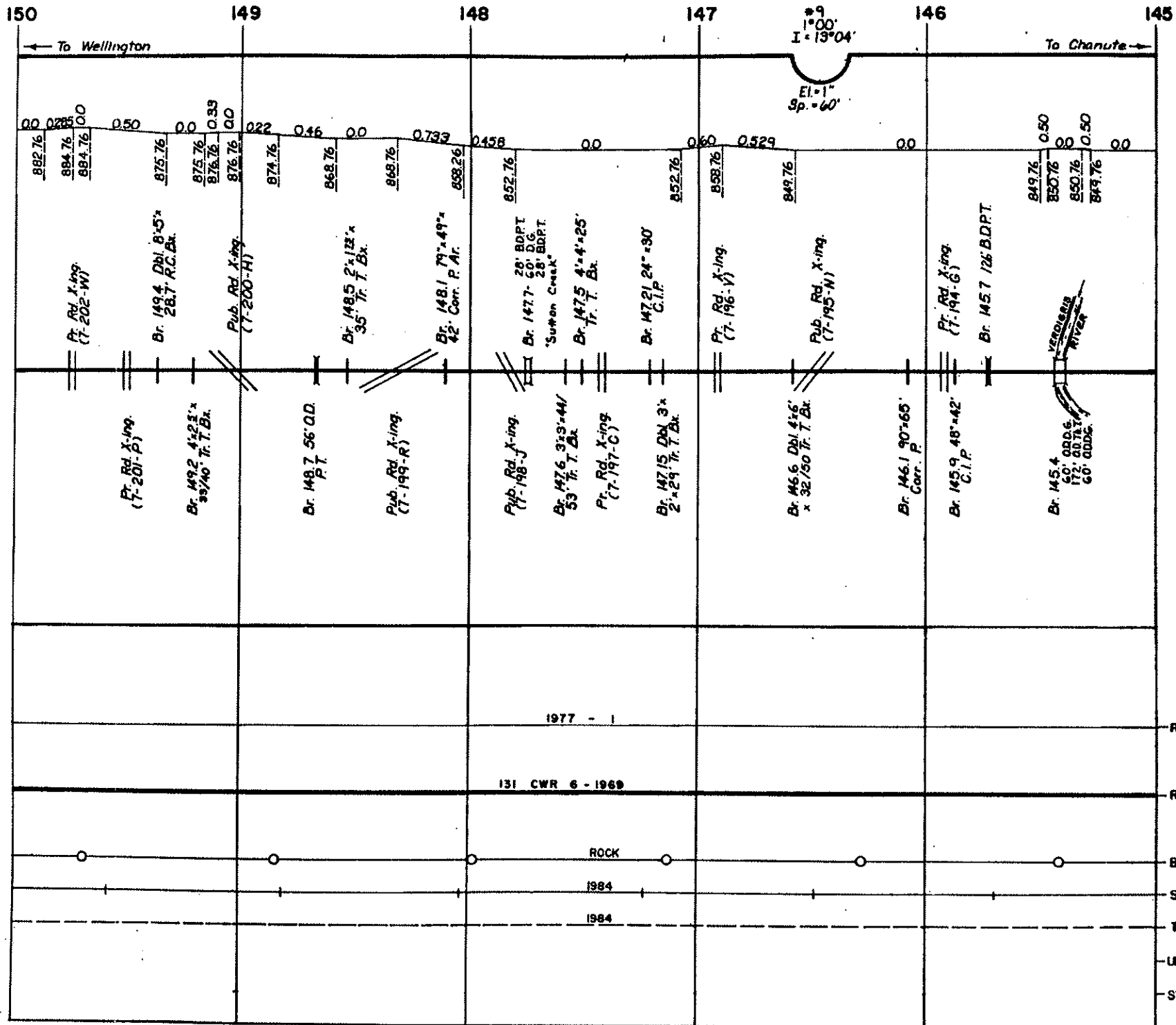
Br. 152.15 30' x 90' T.I.P. Conc. P. Extn.

Br. 151.8 31' O.D. I-Brm. on Conc. Abs.

Br. 150.2 44' x 32' x 32' x 32' Pub. Rd. X-ing (T-203-D)

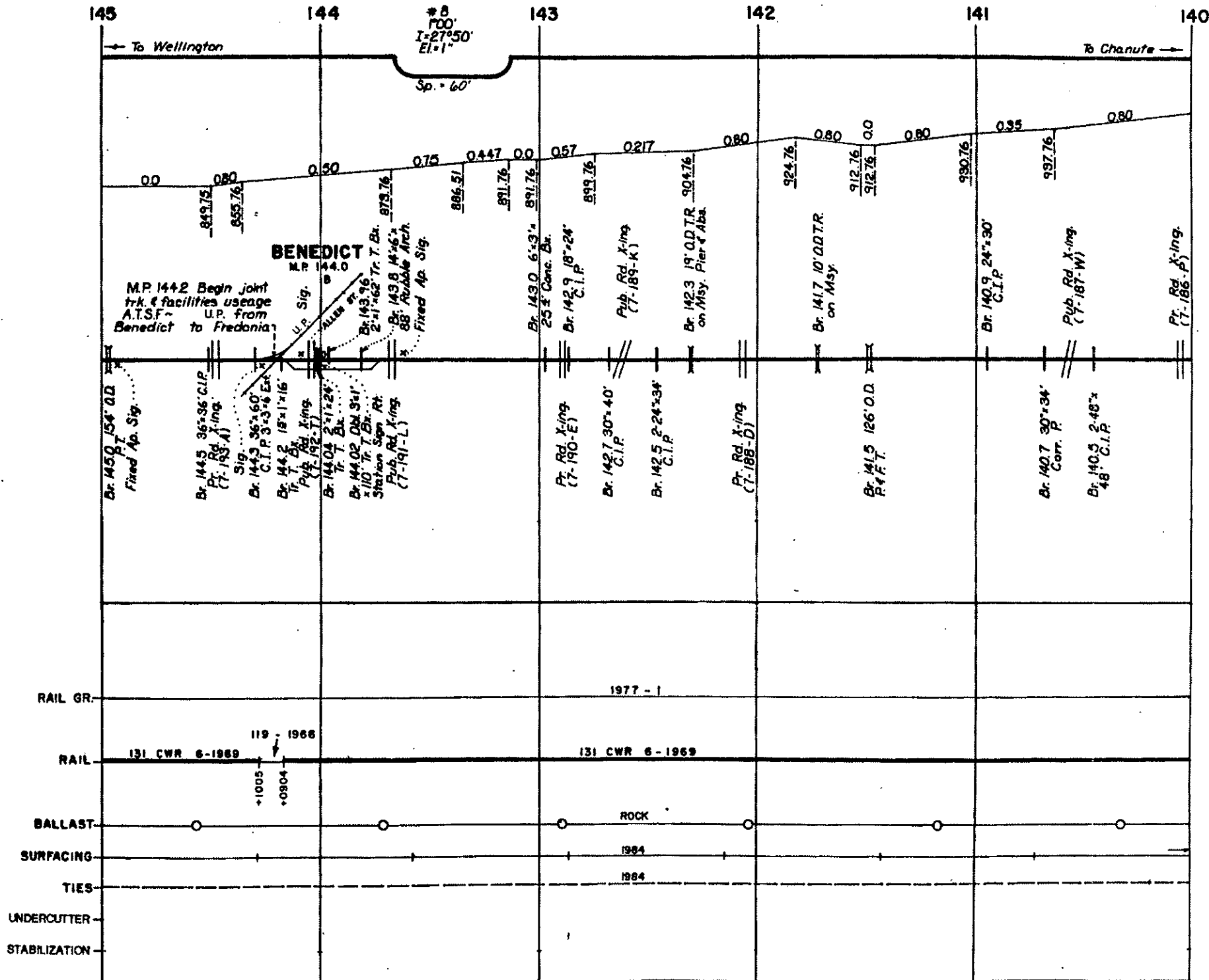
MP 150.9 End joint trk & facilities usage A.T.S.F. - Mo. Pac. from Benedict to Fredonia. Contract no. 118722

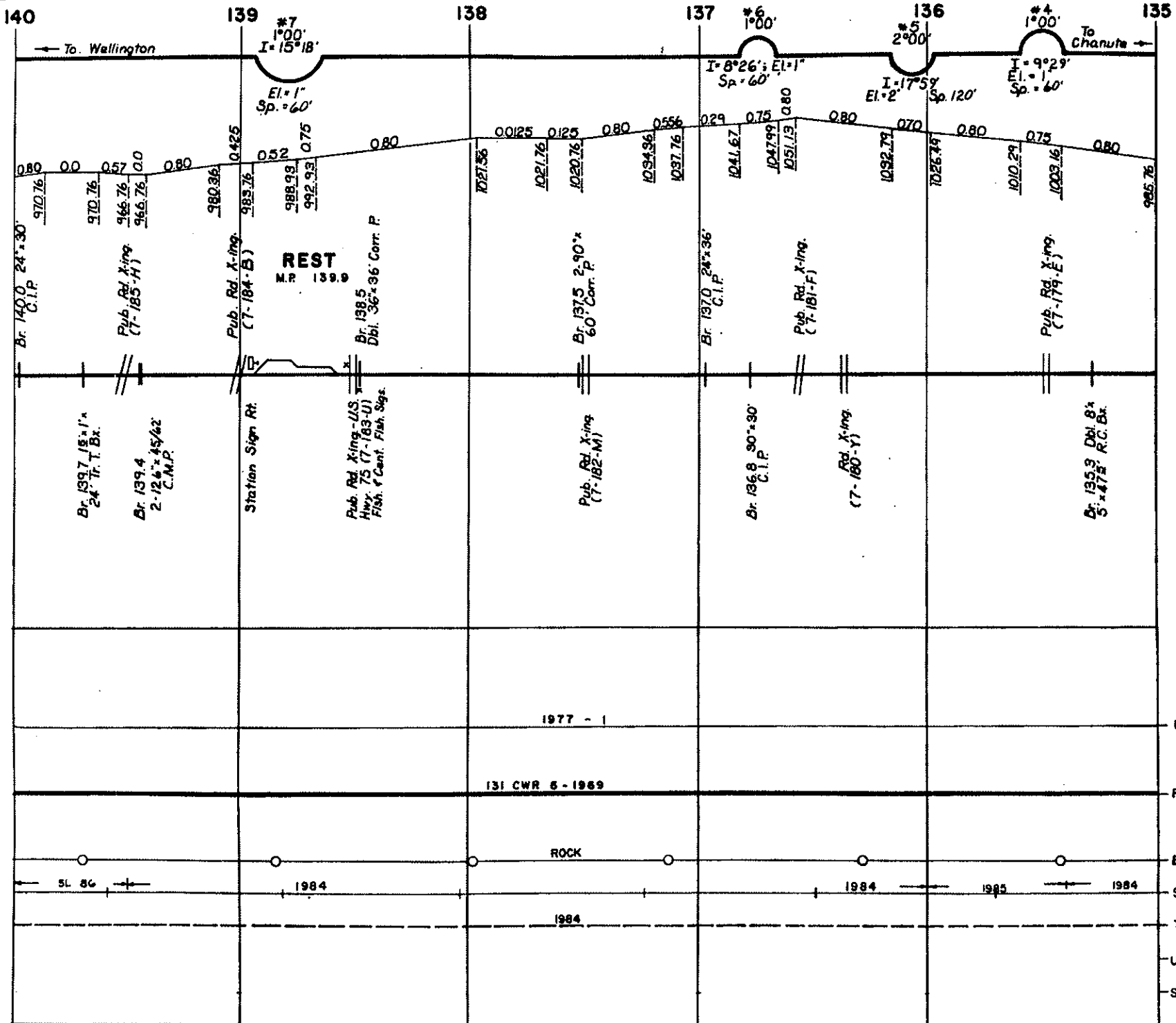
RAIL GR.				1977 -		
RAIL	119 (SH) CWR	10 - 1974	+5218	131 - 1946	+2485	131 CWR 6 - 1969
BALLAST		CHAT				ROCK
SURFACING		1979	84	81 86	1984	
TIES	1985					1984
UNDERCUTTER						
STABILIZATION						

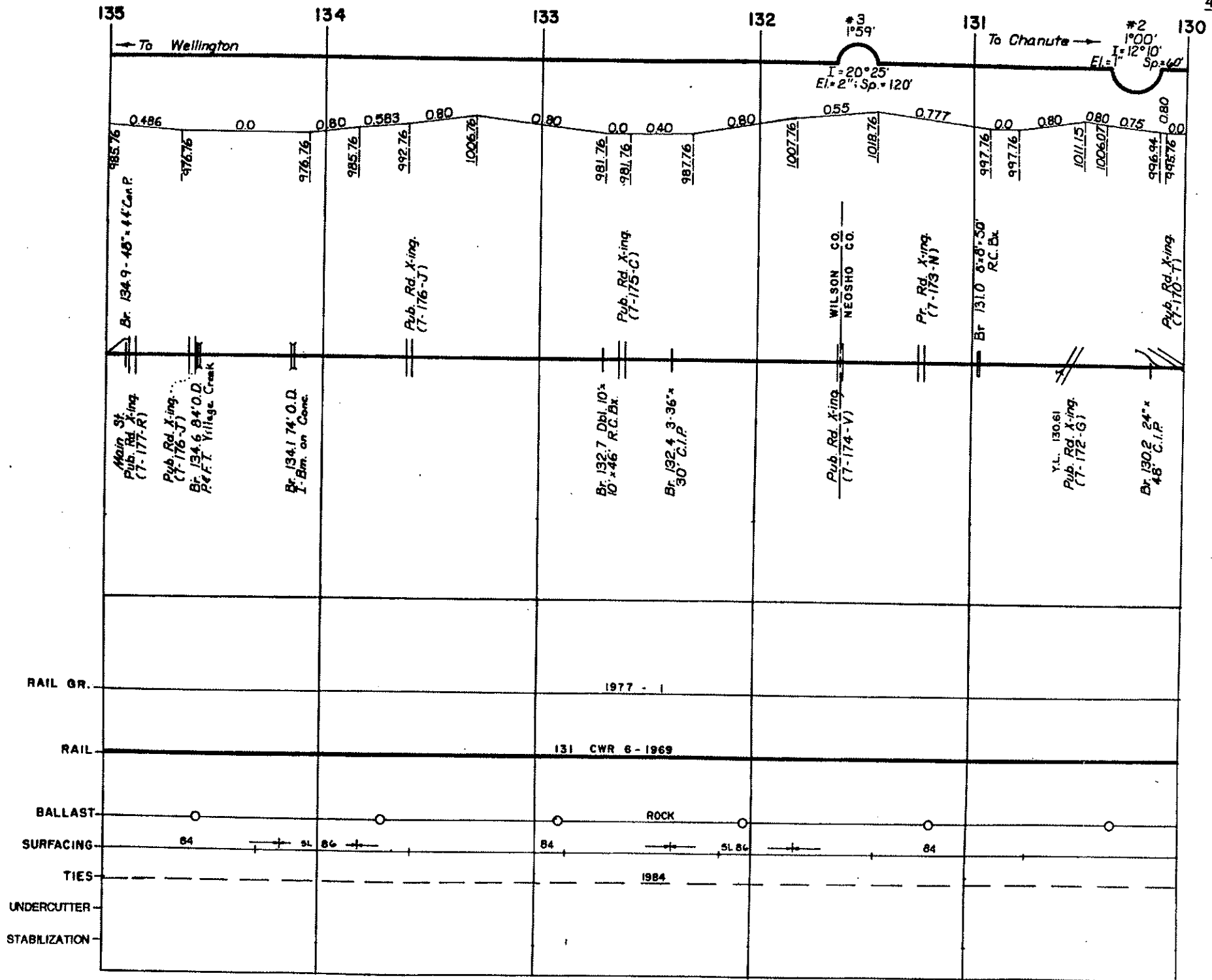


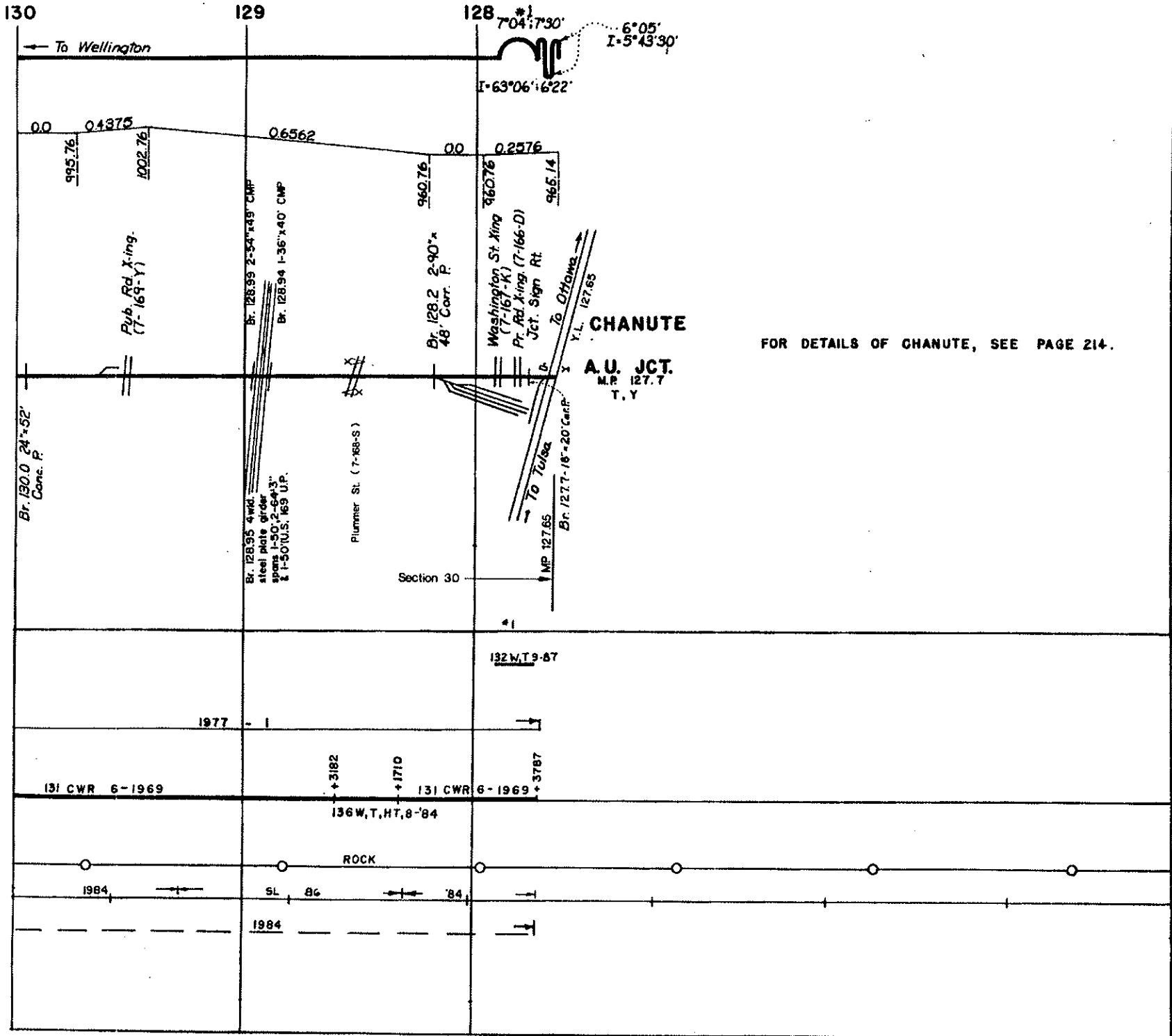
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1977 - 1
131 CWR 6 - 1989
ROCK
1984
1984









FOR DETAILS OF CHANUTE, SEE PAGE 214.

CHANUTE
A.U. JCT.
M.P. 127.7
T.Y.

- CURVES
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

Moline Subdivision

Chanute (M.P. 127.7) to Wellington (M.P. 267.6)

Intentionally Blank