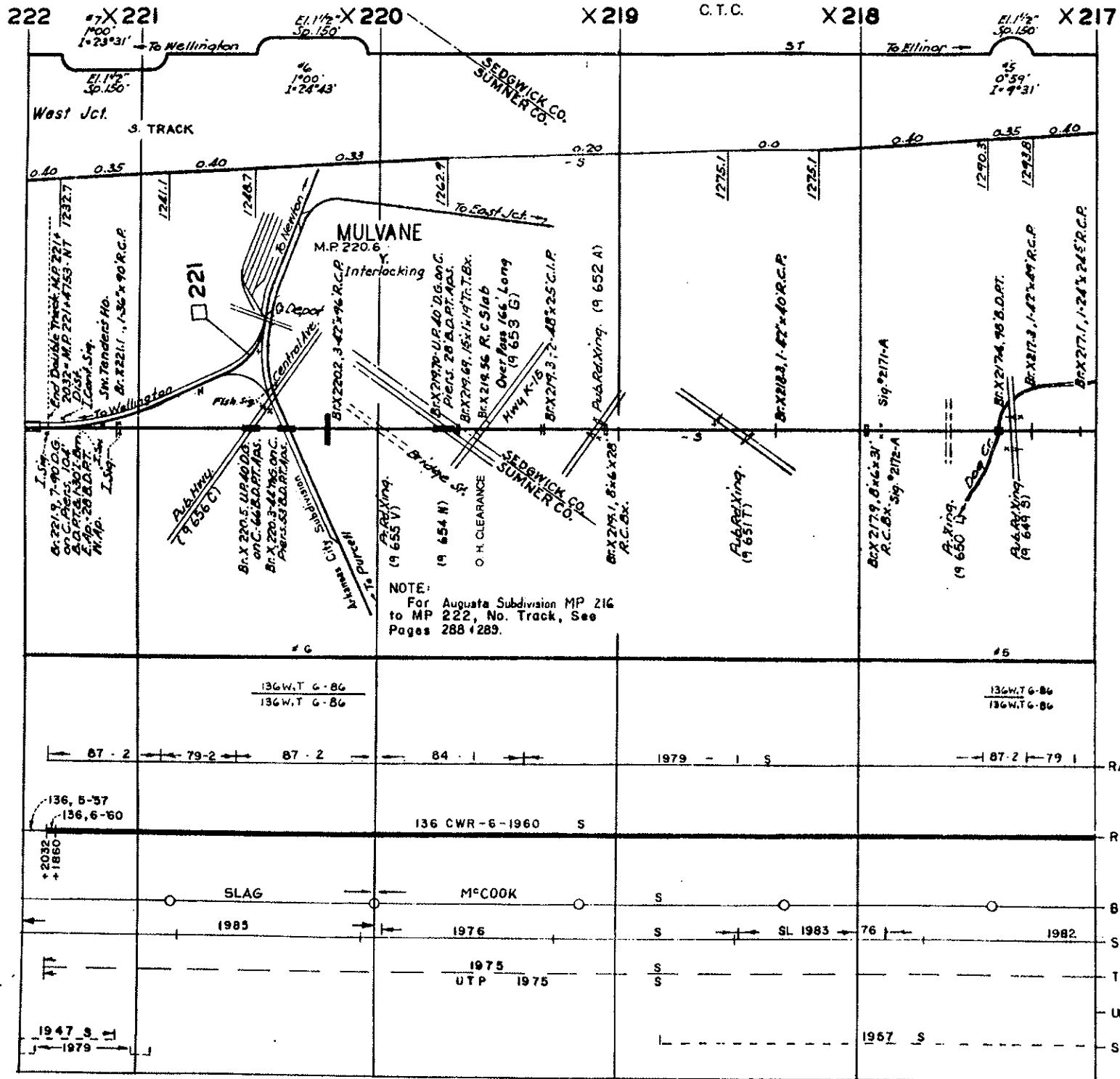
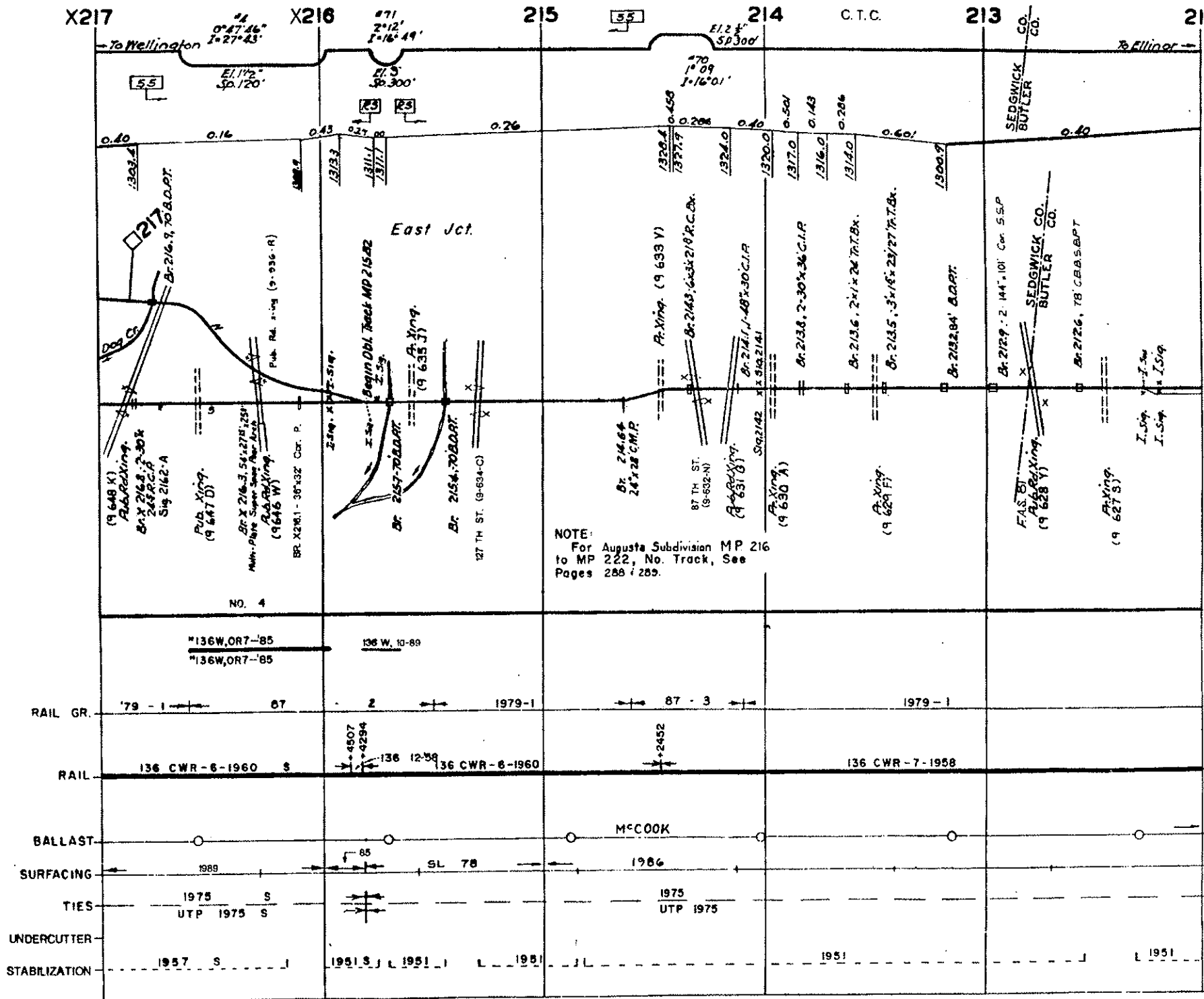
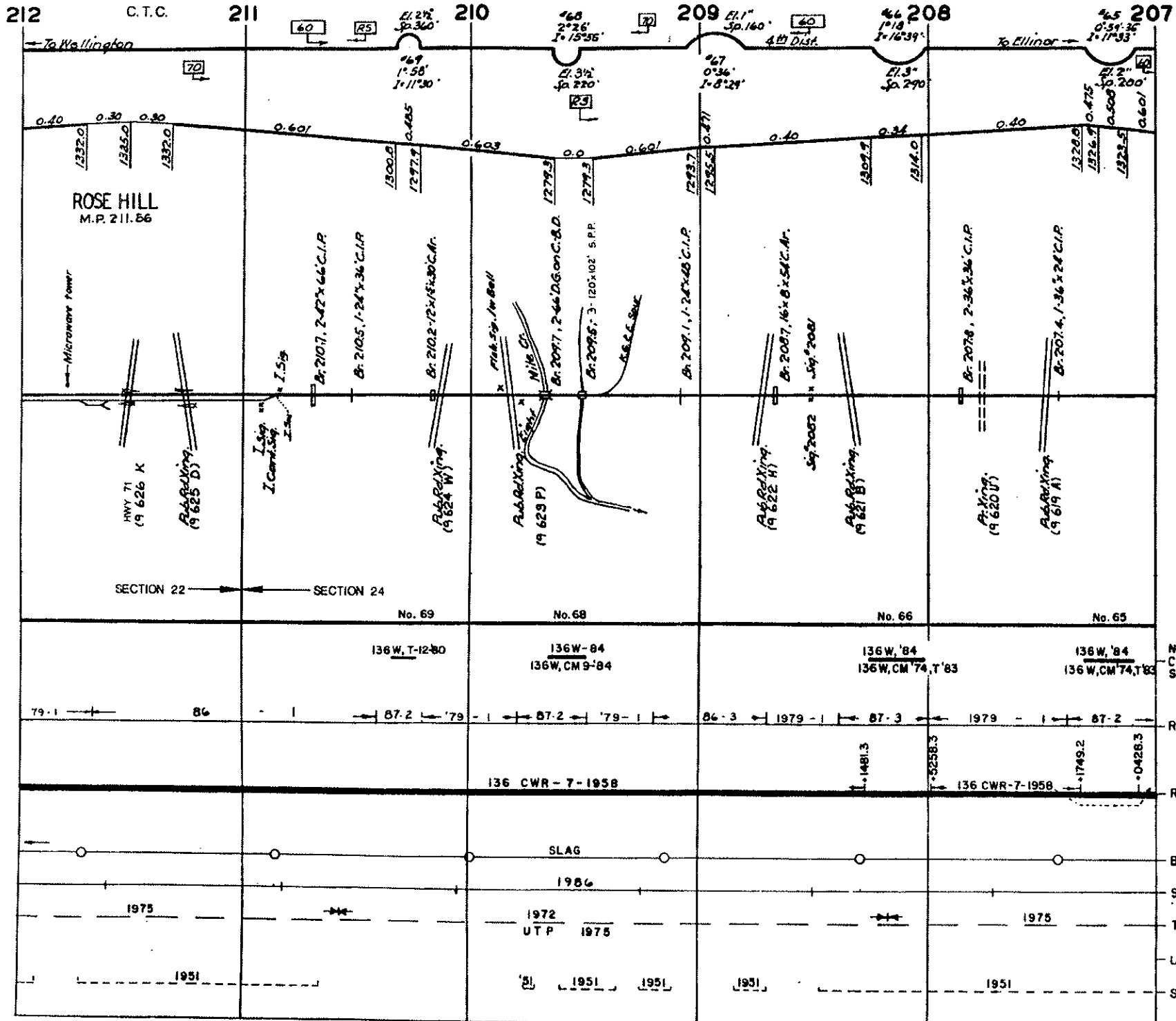


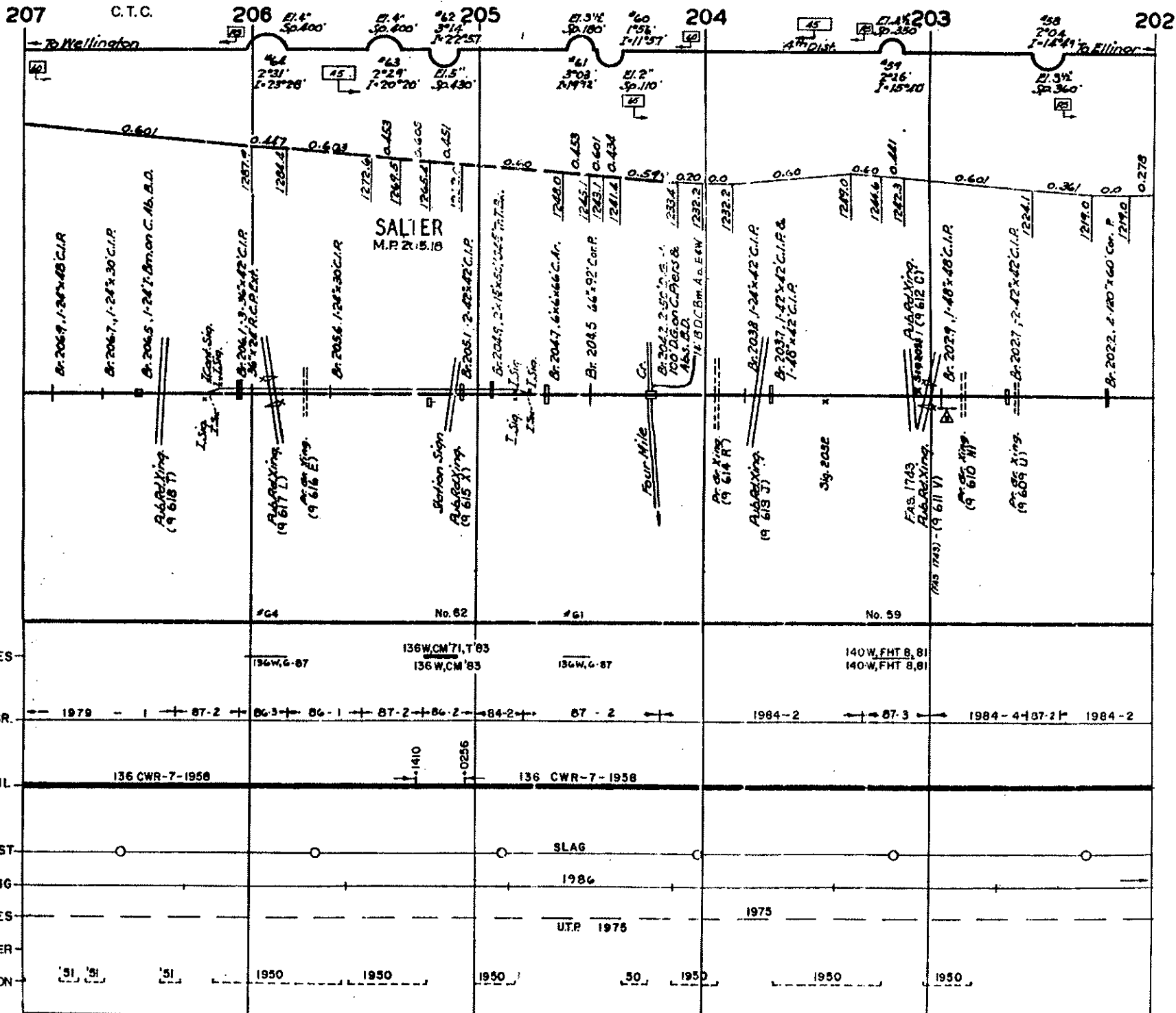
NOTE:
 For August Subdivision MP X216
 to MP X221, So. Track, See
 Pages 286 + 287.

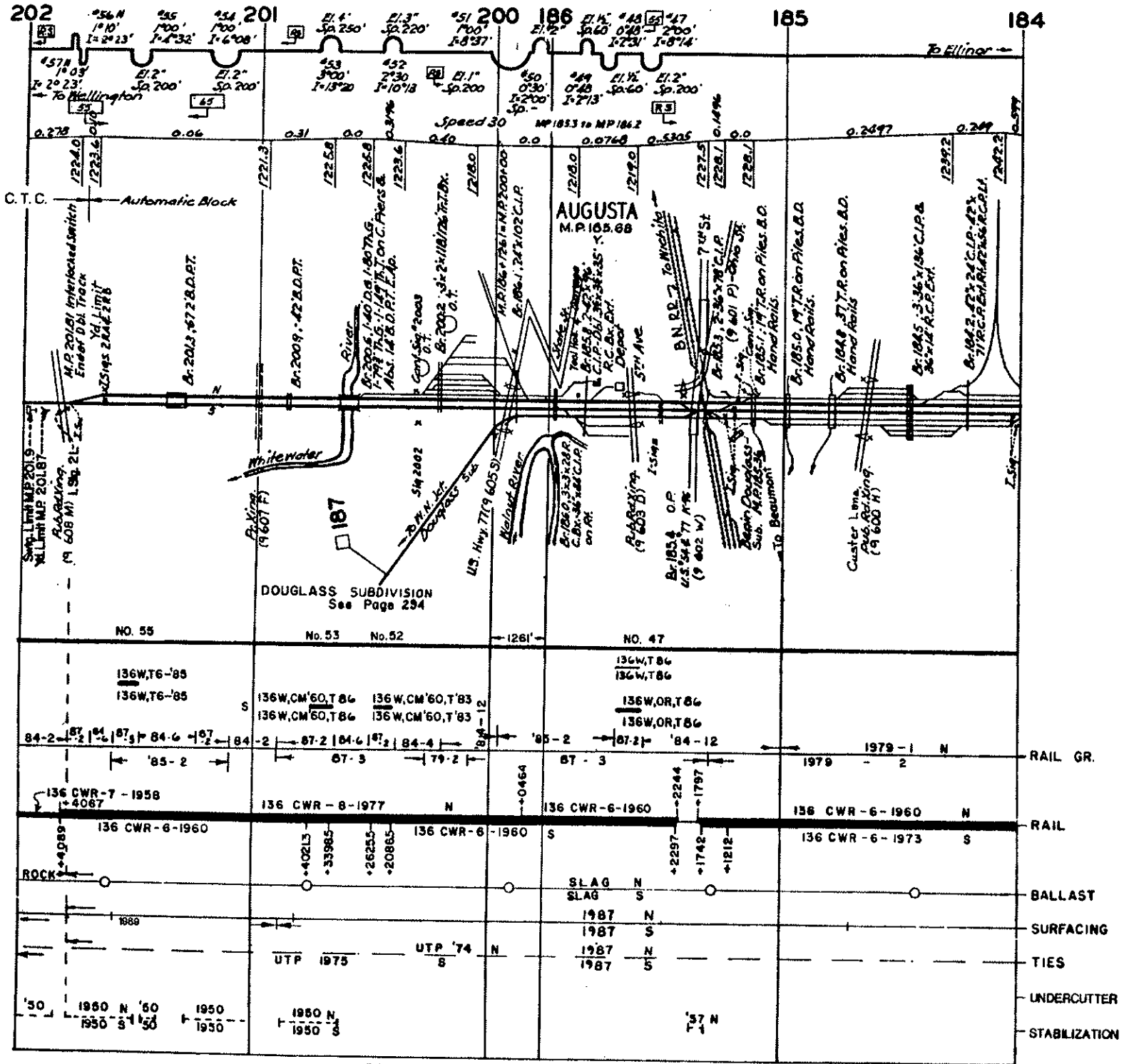
RAIL GR.	86			
RAIL		136 CWR-6-1973	N	136 CWR-6-1960
BALLAST		RAYFORD		SLAG
SURFACING	SL 1978	1980	N	SL 1978
TIES	UTP 1978	1988	N	
UNDERCUTTER				
STABILIZATION				1951

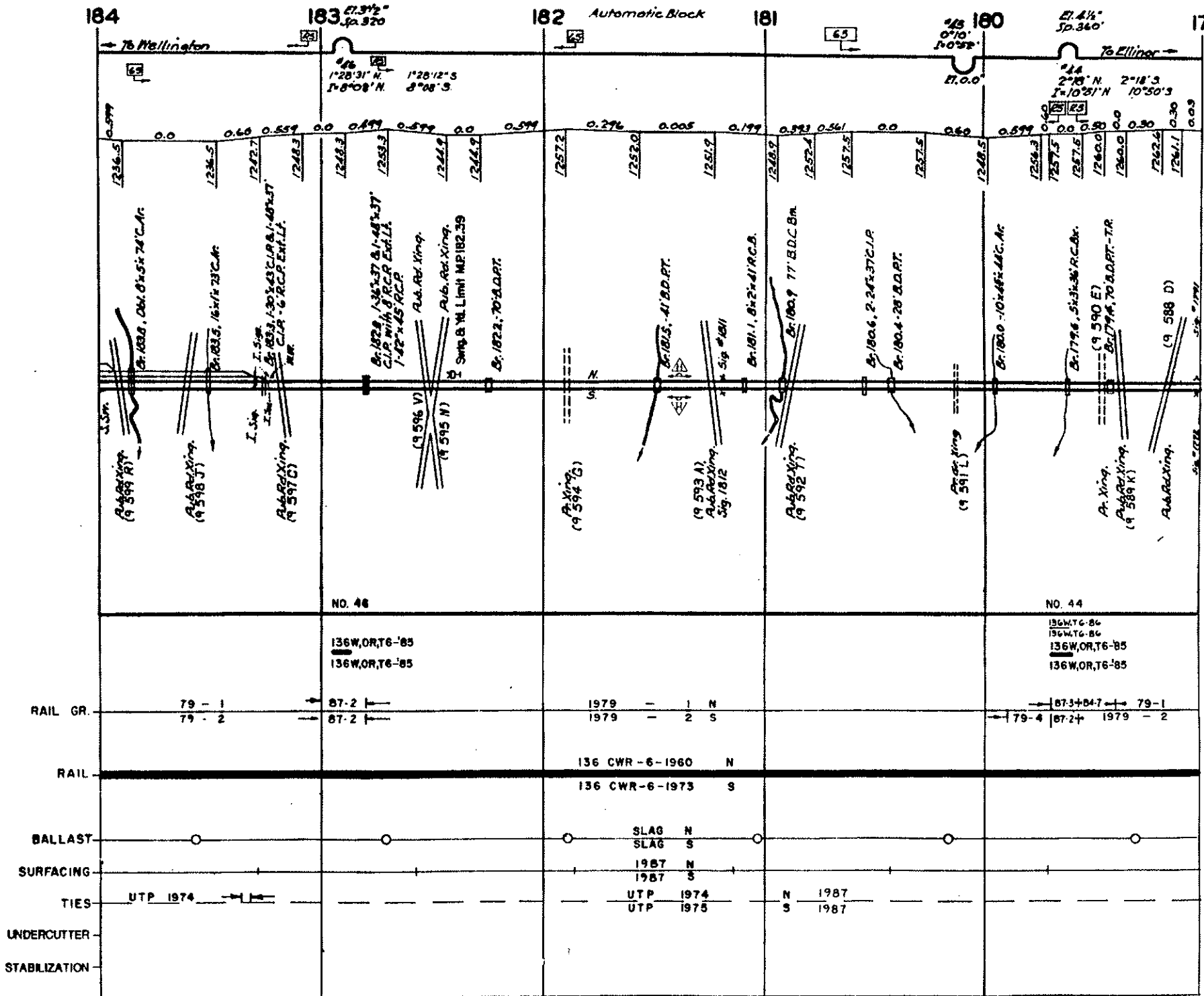




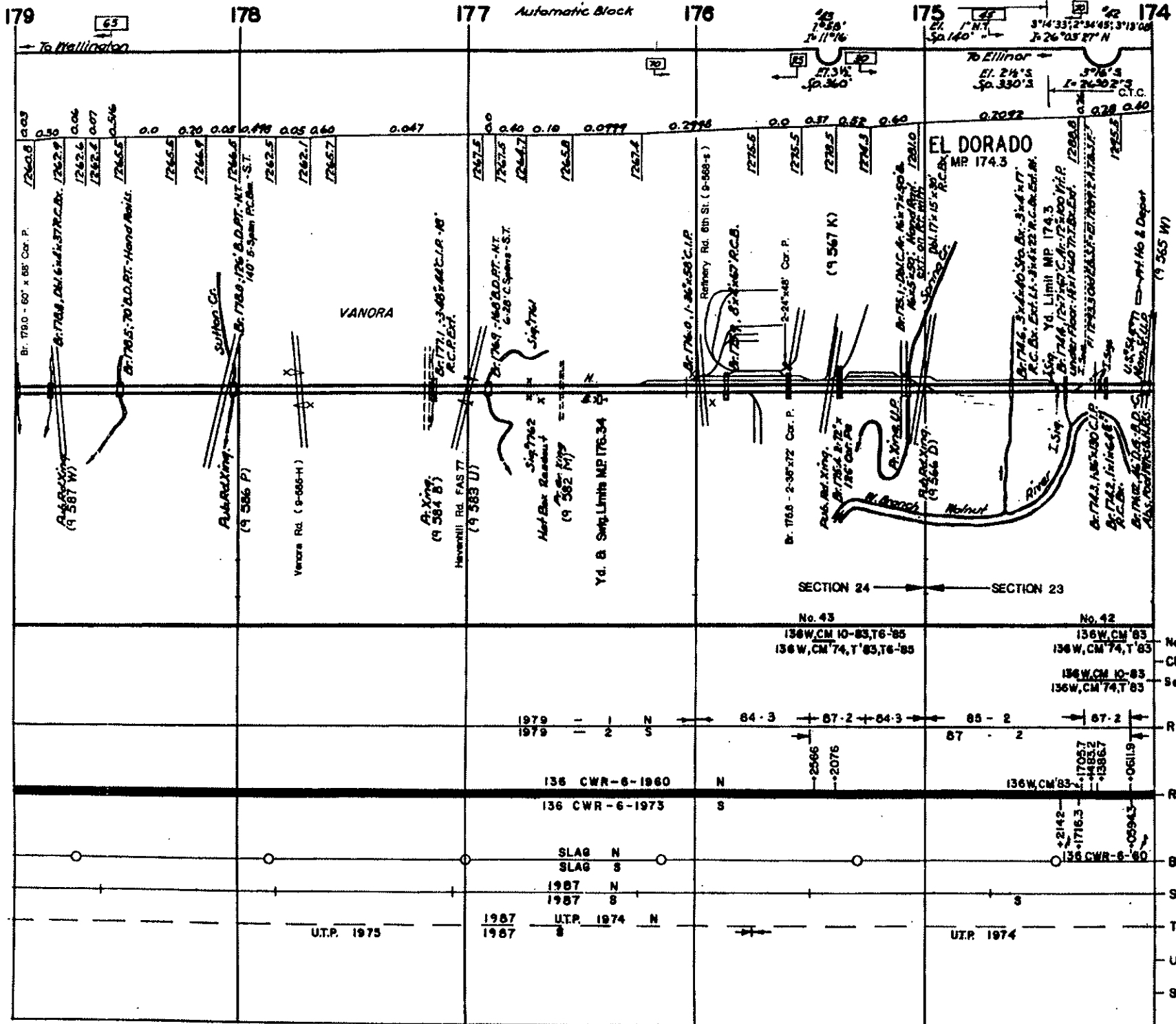


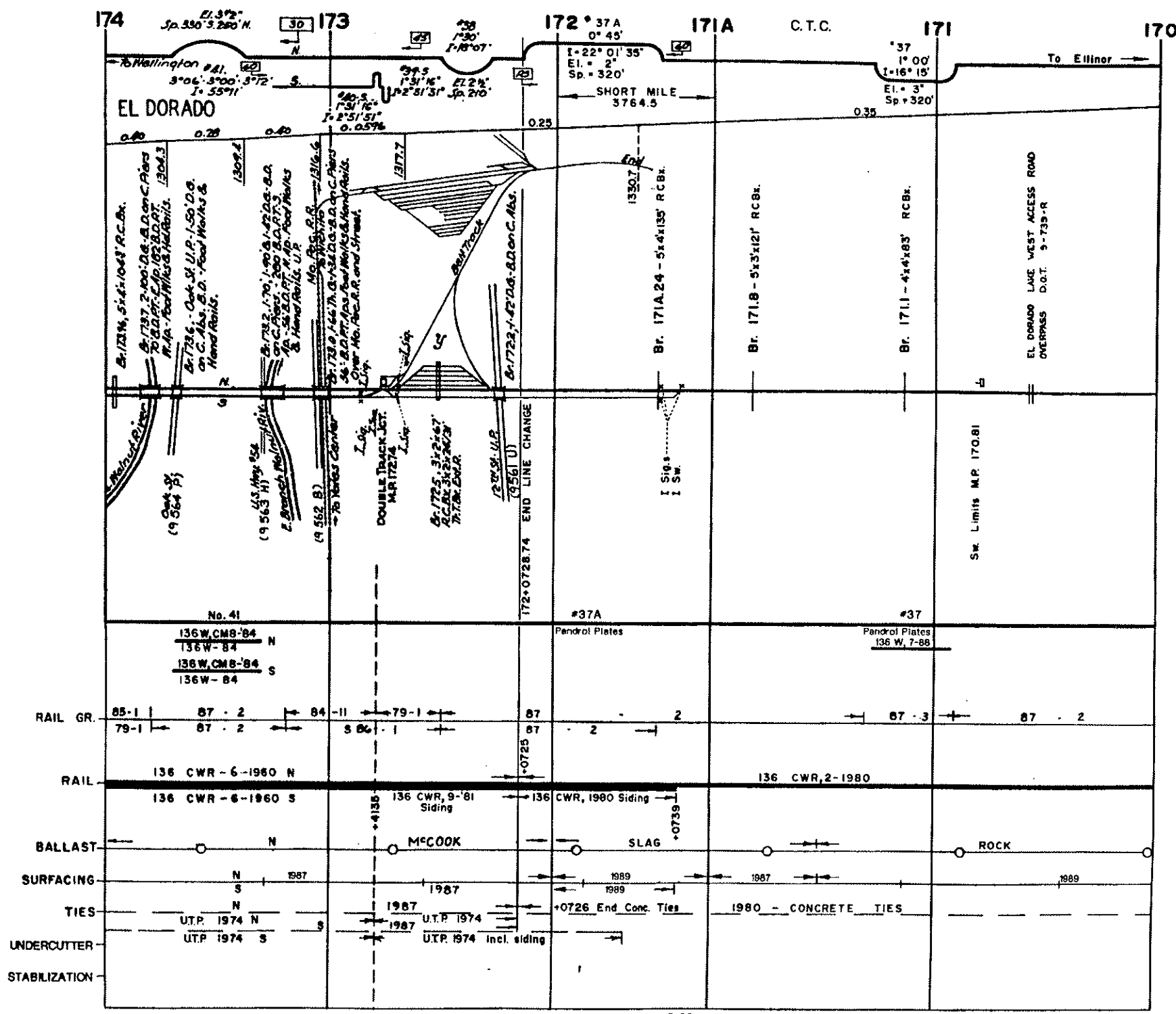


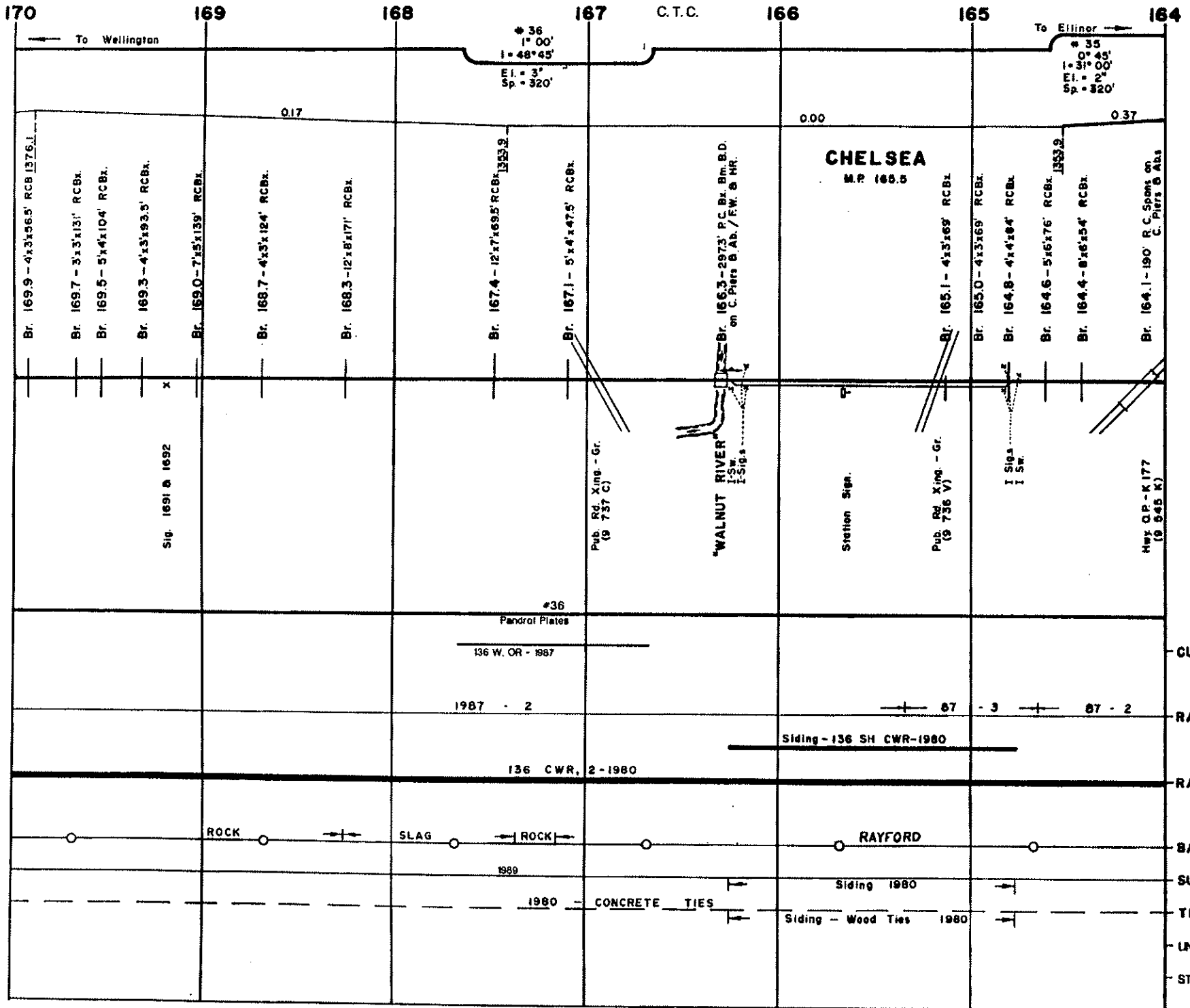


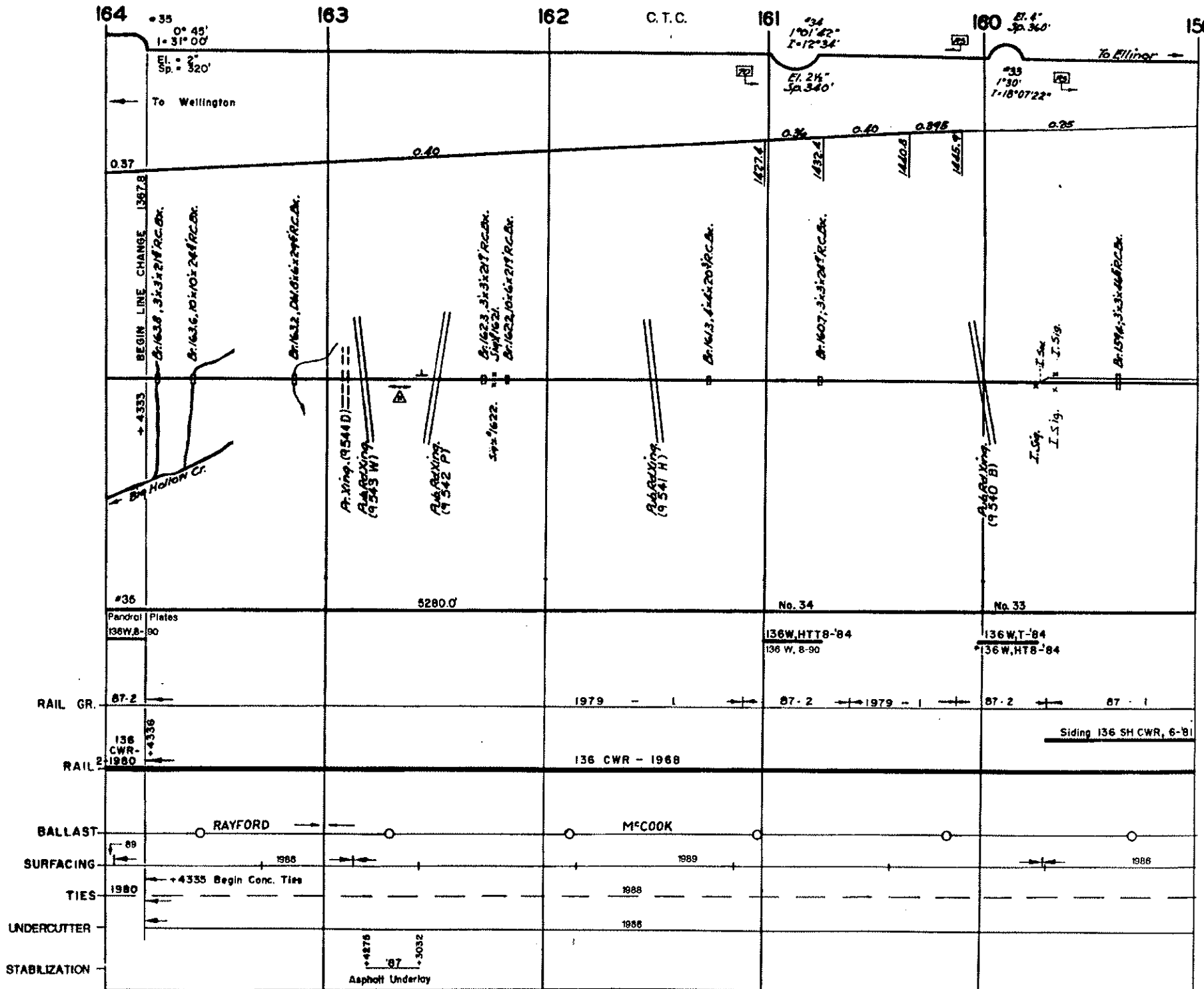


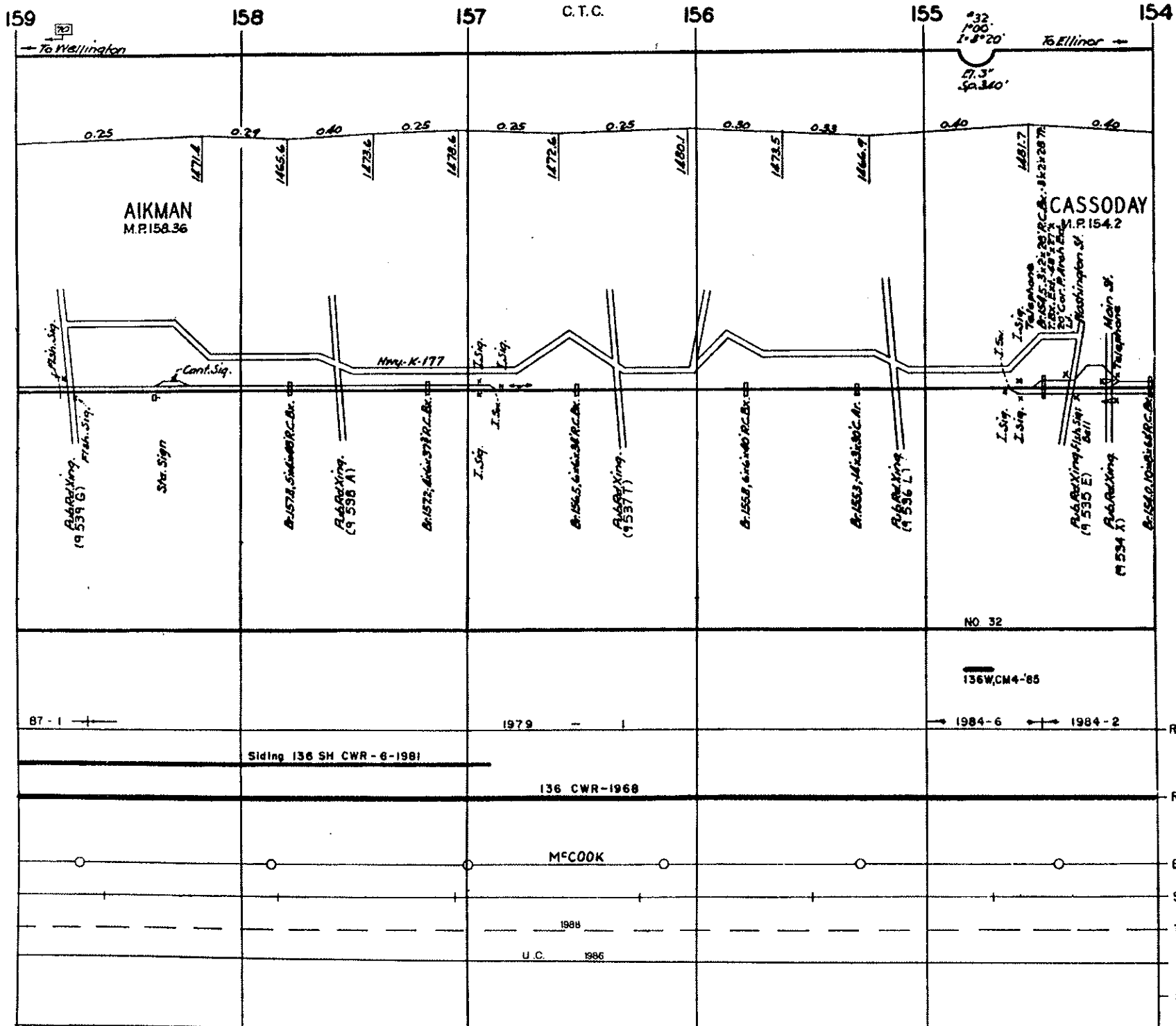
REVISED B-90

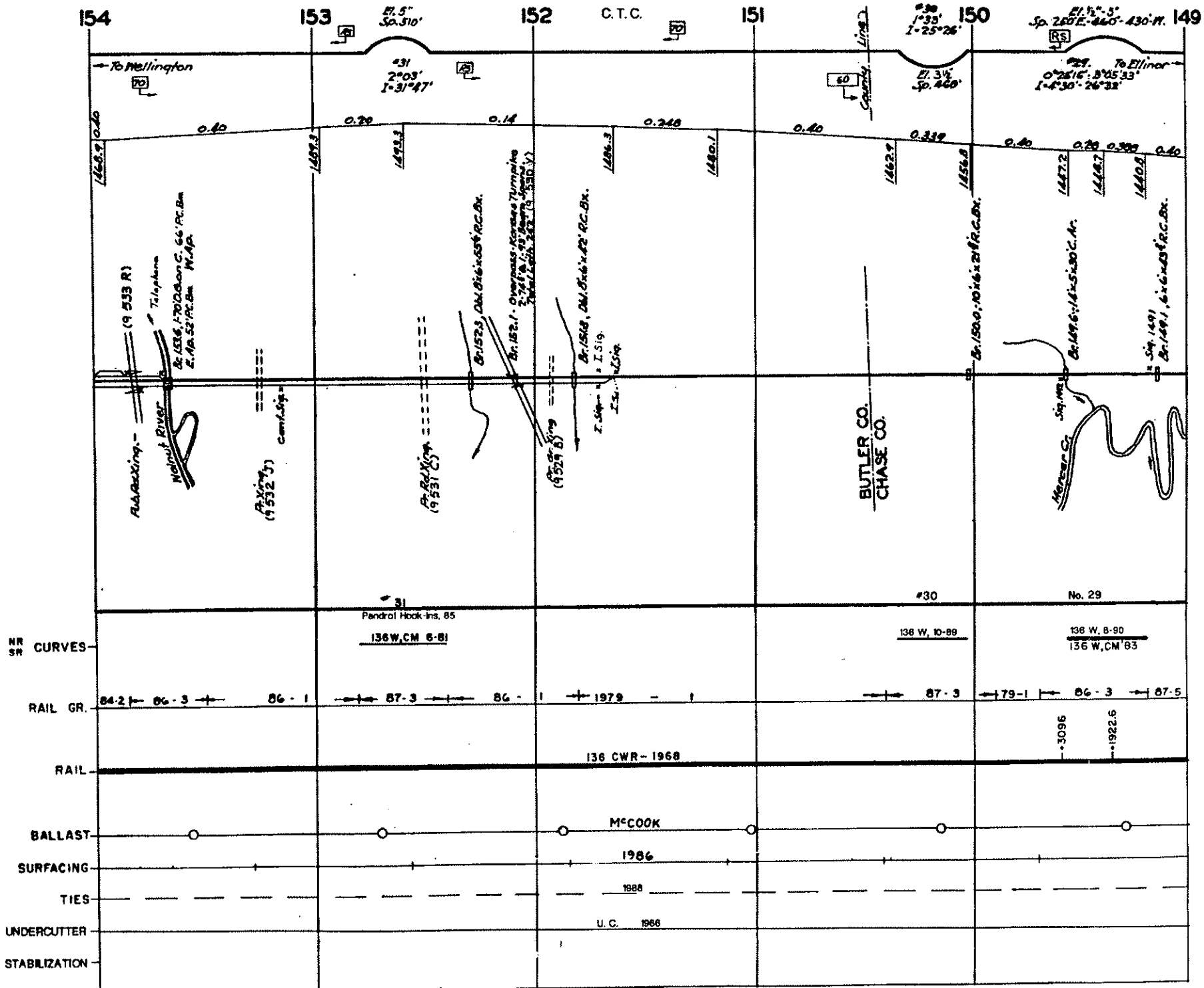












NR
SR CURVES

RAIL GR.

RAIL

BALLAST

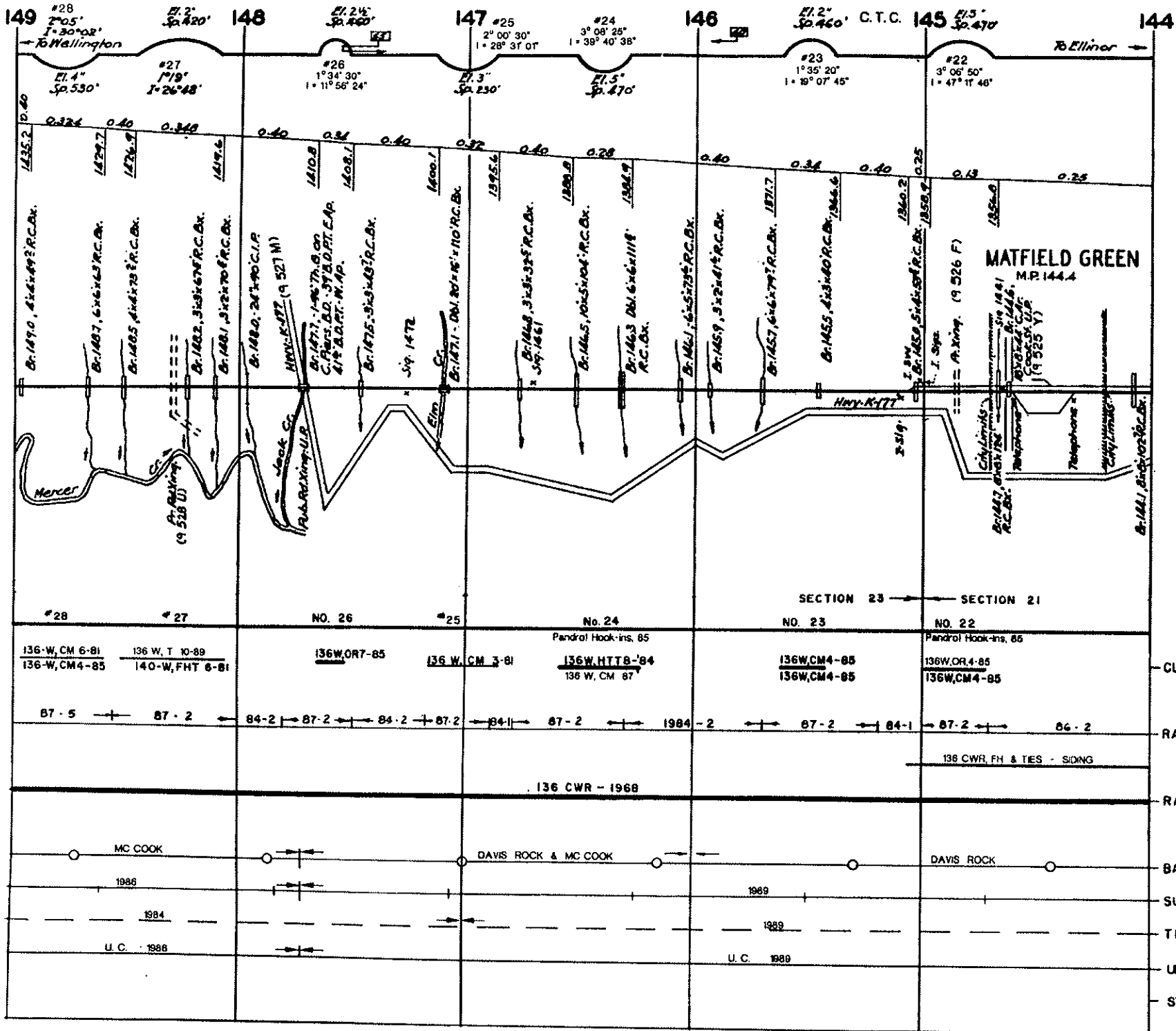
SURFACING

TIES

UNDERCUTTER

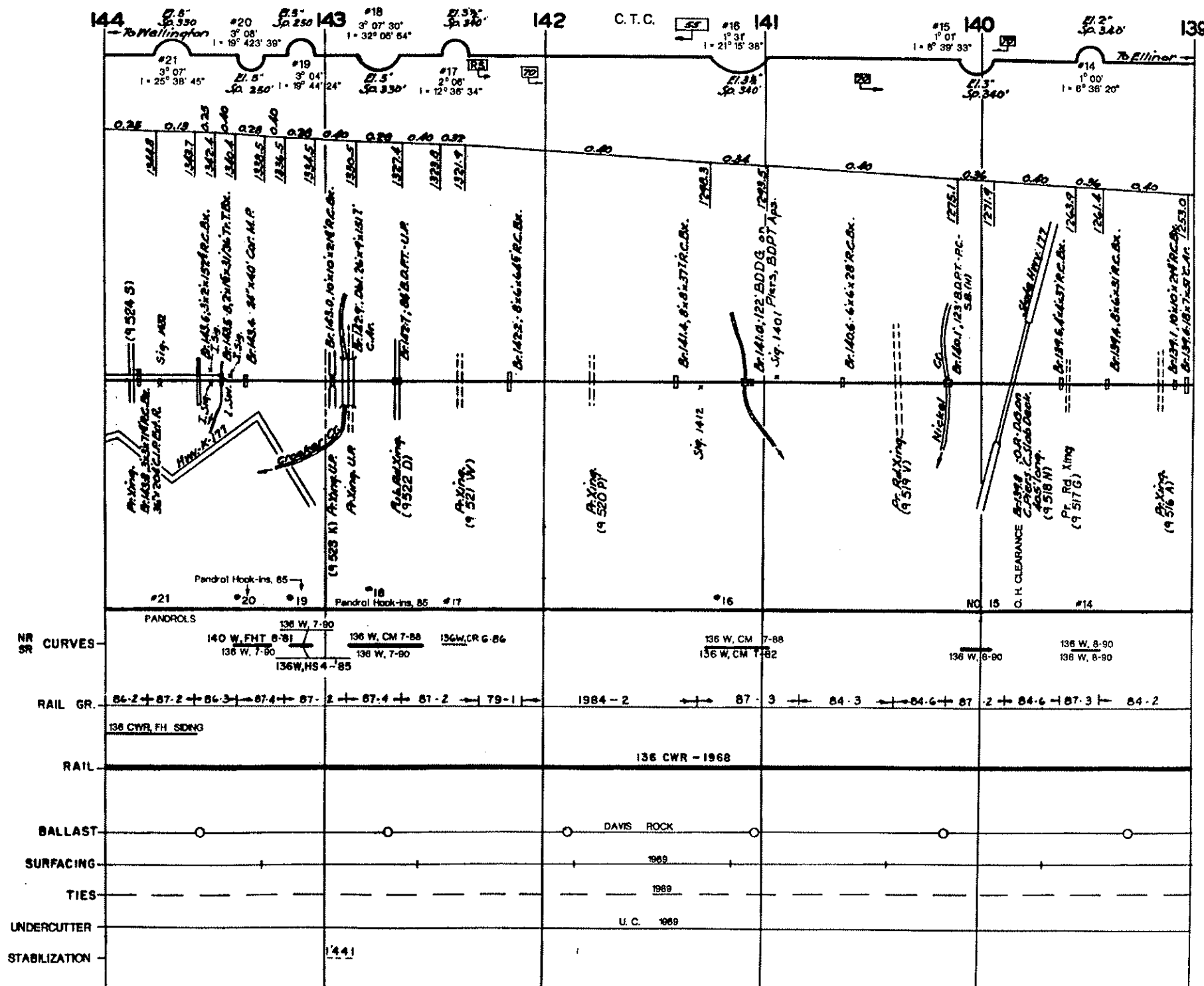
STABILIZATION

REVISED 8-90

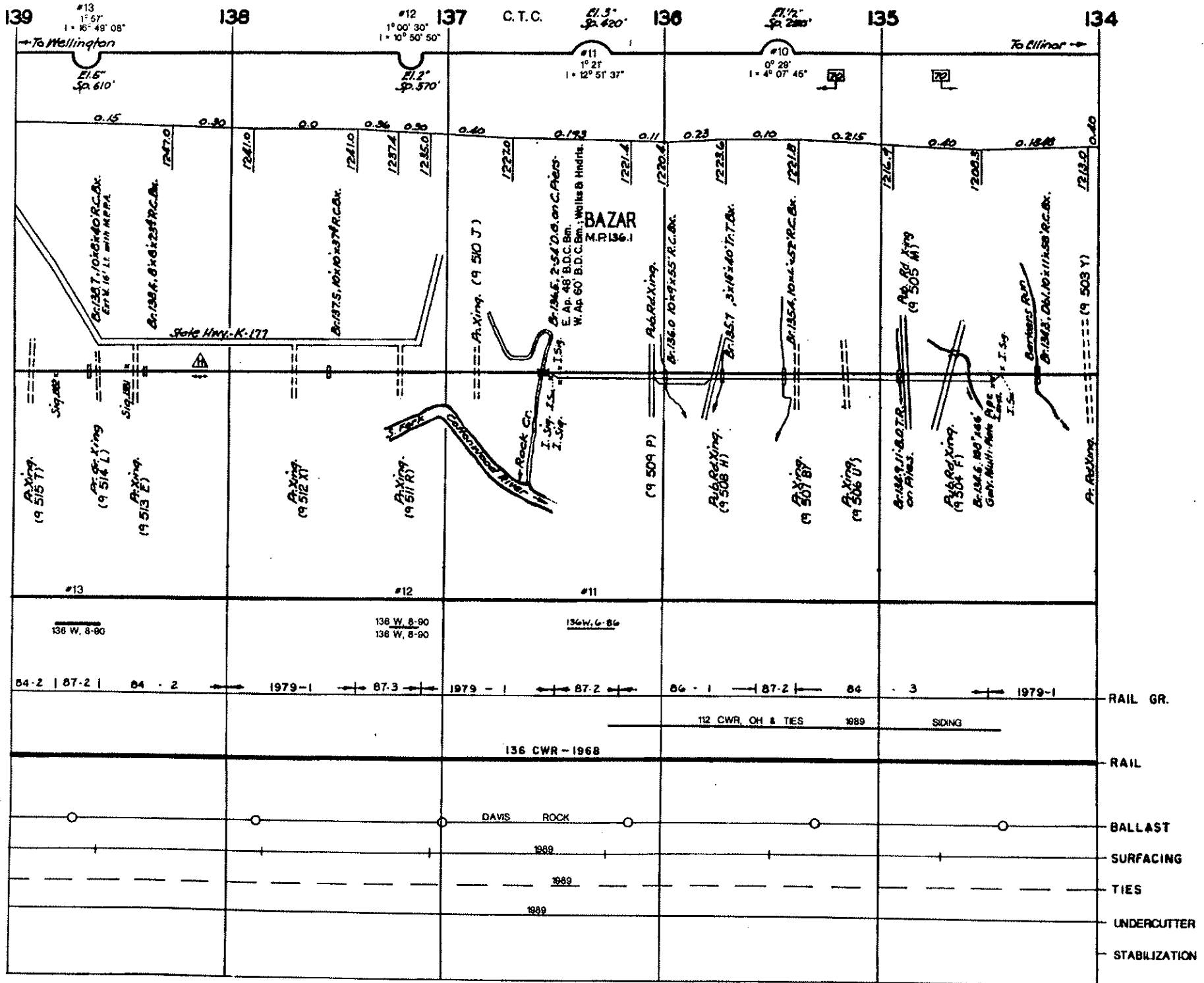


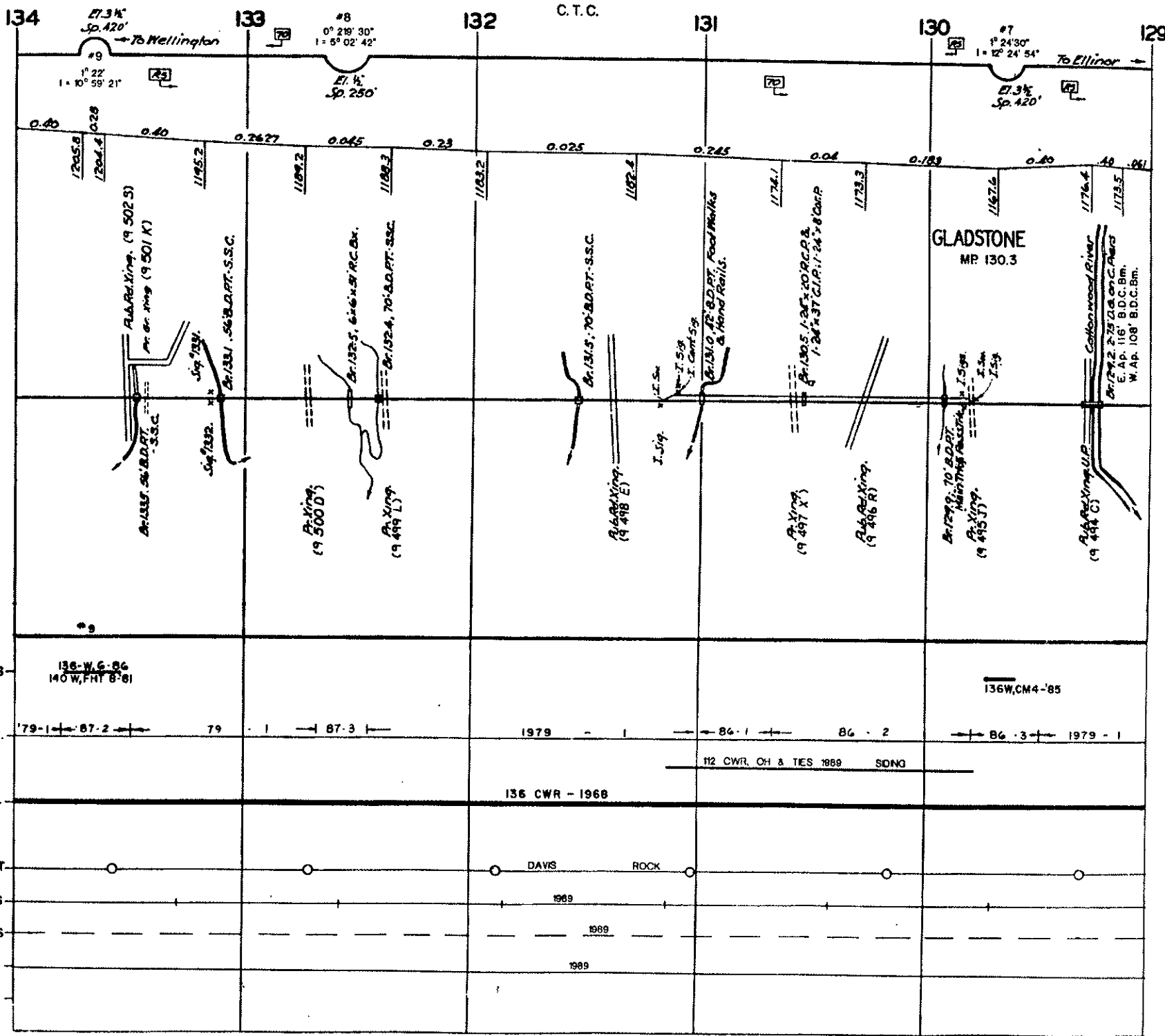
REVISED 8-90

CURVES NR SR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION

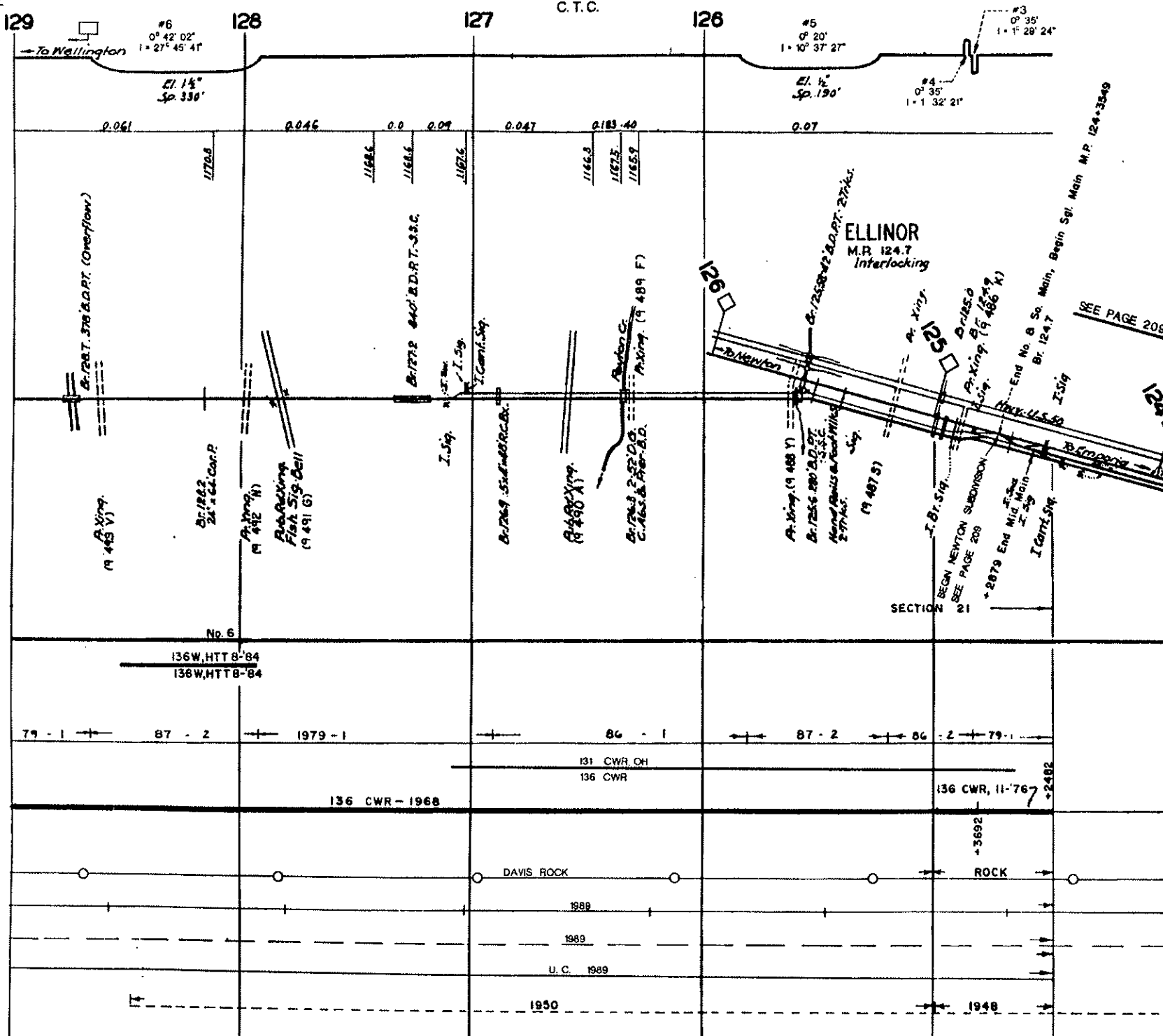


REVISED 8-90





REVISED 8-90

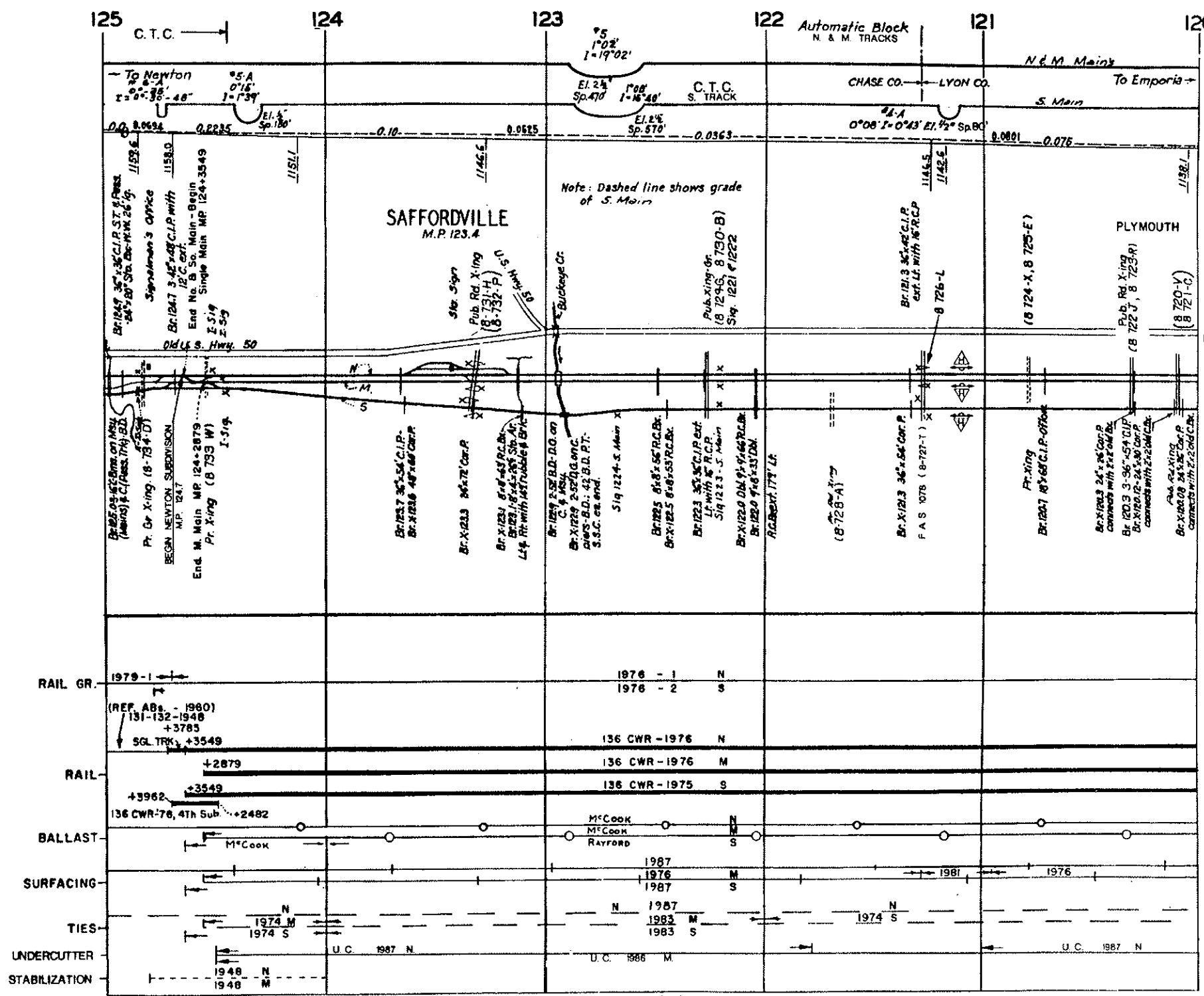


SEE PAGE 208

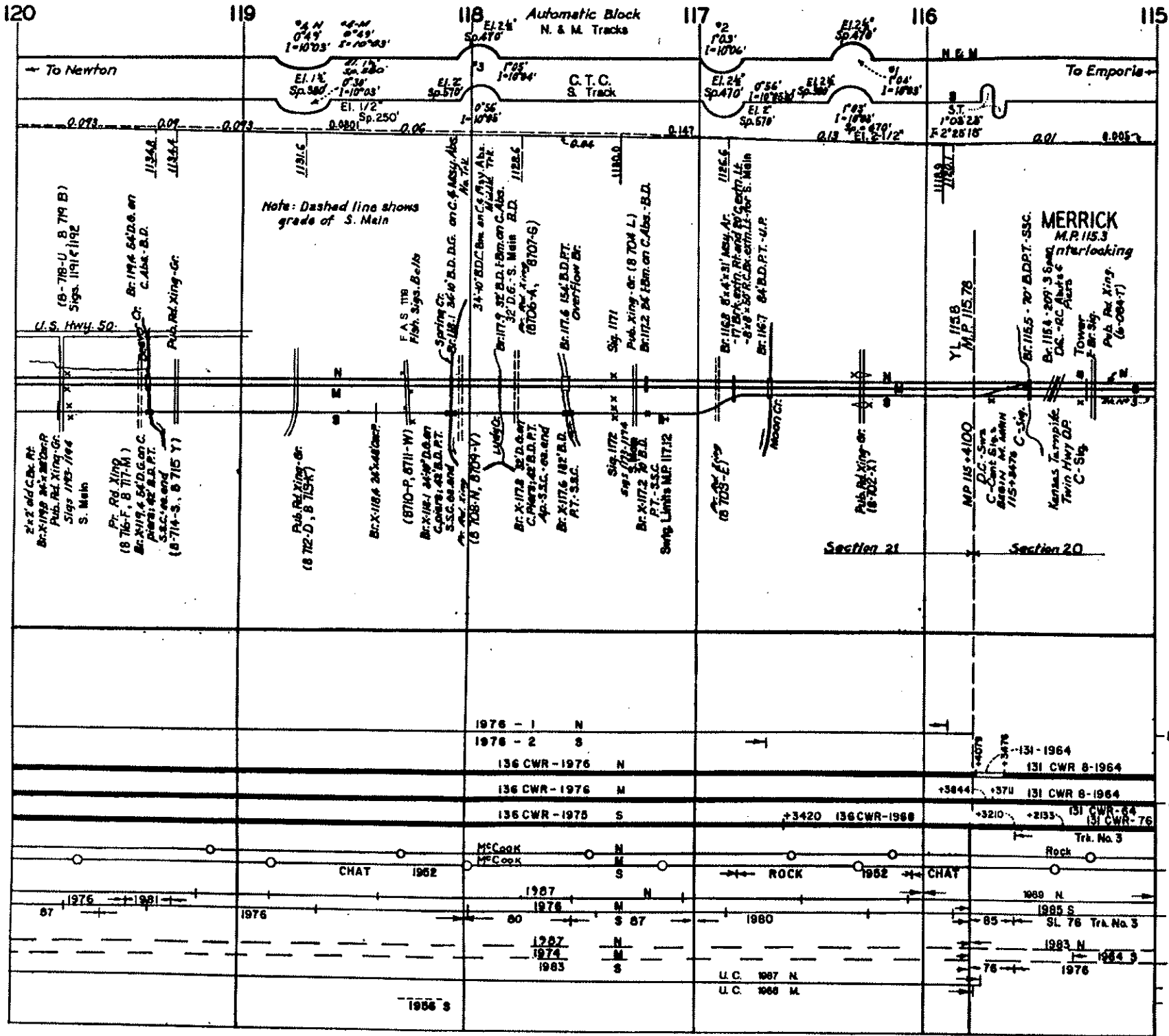
SECTION 21

79 - 1	87 - 2	1979 - 1	86 - 1	87 - 2	86 - 2	79 - 1
136W, HTTB-84		136W, HTTB-84		136 CWR, 11-76		+2482
136 CWR - 1968		131 CWR, OH		136 CWR		+3692
DAVIS ROCK		ROCK				
1989		1989		U.C. 1989		
1950		1948				

RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



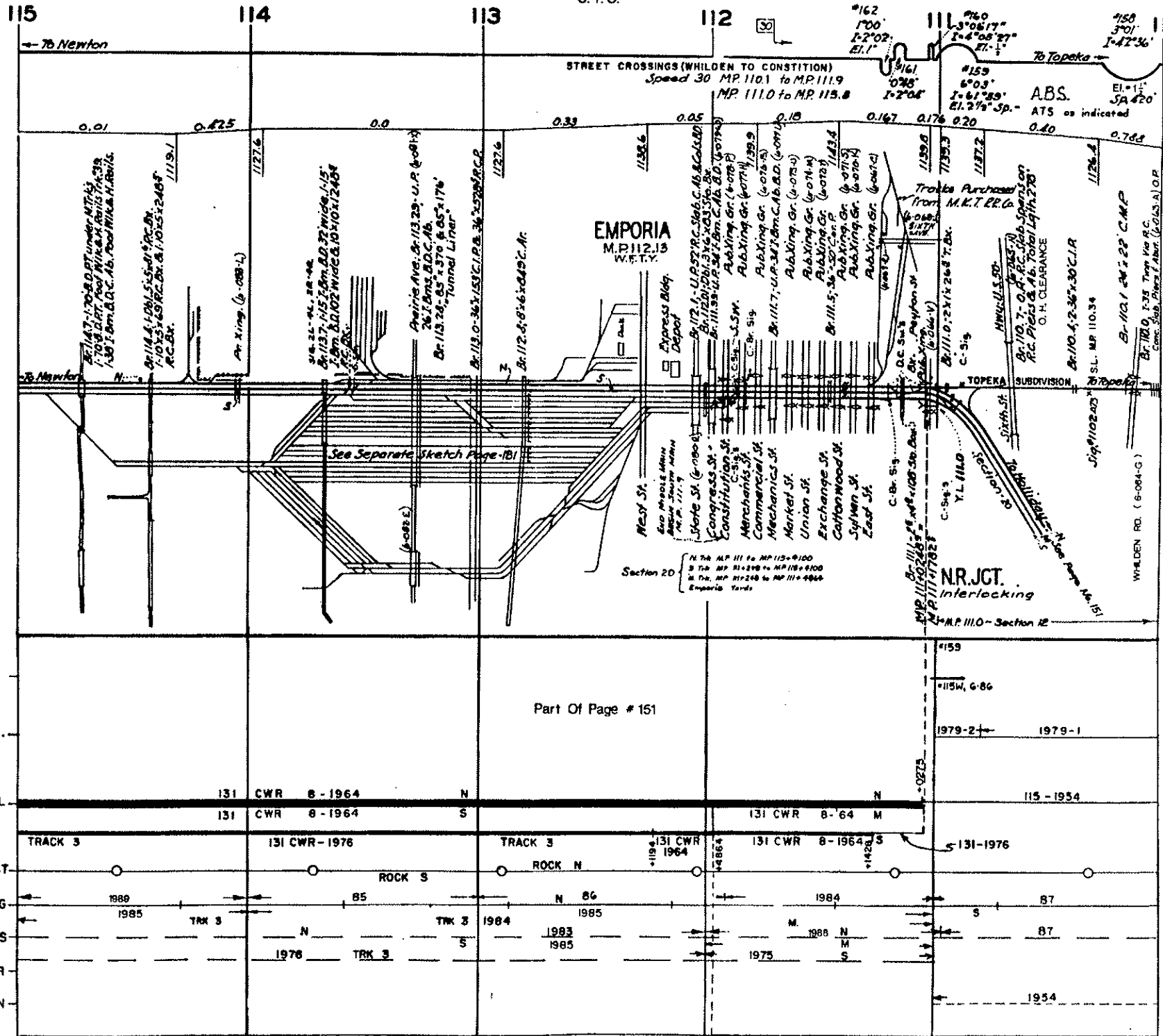
REVISED 8-90



1976 - 1	N		
1976 - 2	S		
136 CWR - 1976	N		
136 CWR - 1976	M		
136 CWR - 1975	S		
136 CWR - 1968	N		
131 CWR - 1964	N		
131 CWR - 1964	S		
131 CWR - 1964	N		
131 CWR - 1964	S		
131 CWR - 1964	N		
131 CWR - 1964	S		
131 CWR - 1964	N		
131 CWR - 1964	S		

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER STABILIZATION

Intentionally Blank



CURVES

RAIL GR.

RAIL

BALLAST

SURFACING

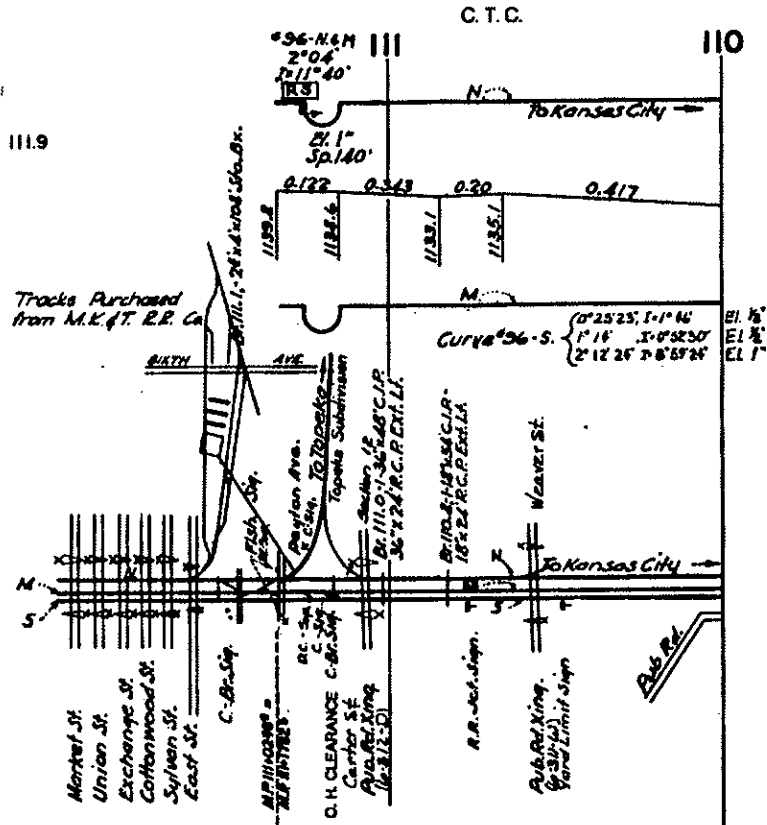
TIES

UNDERCUTTER

STABILIZATION

Part Of Page # 151

Speed 30 MPH M.P. 110.6 to M.P. 111.9
 (Weaver to Constitution)
 Street Crossings

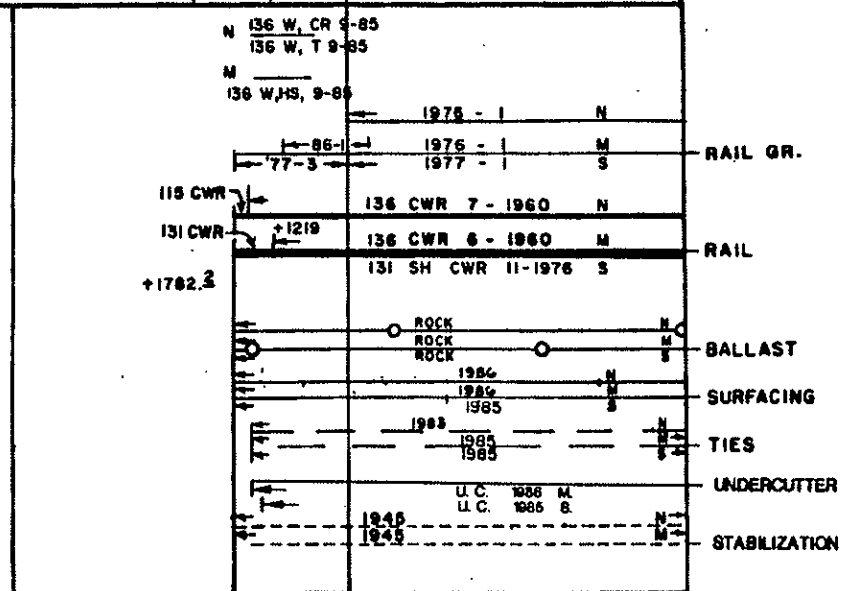


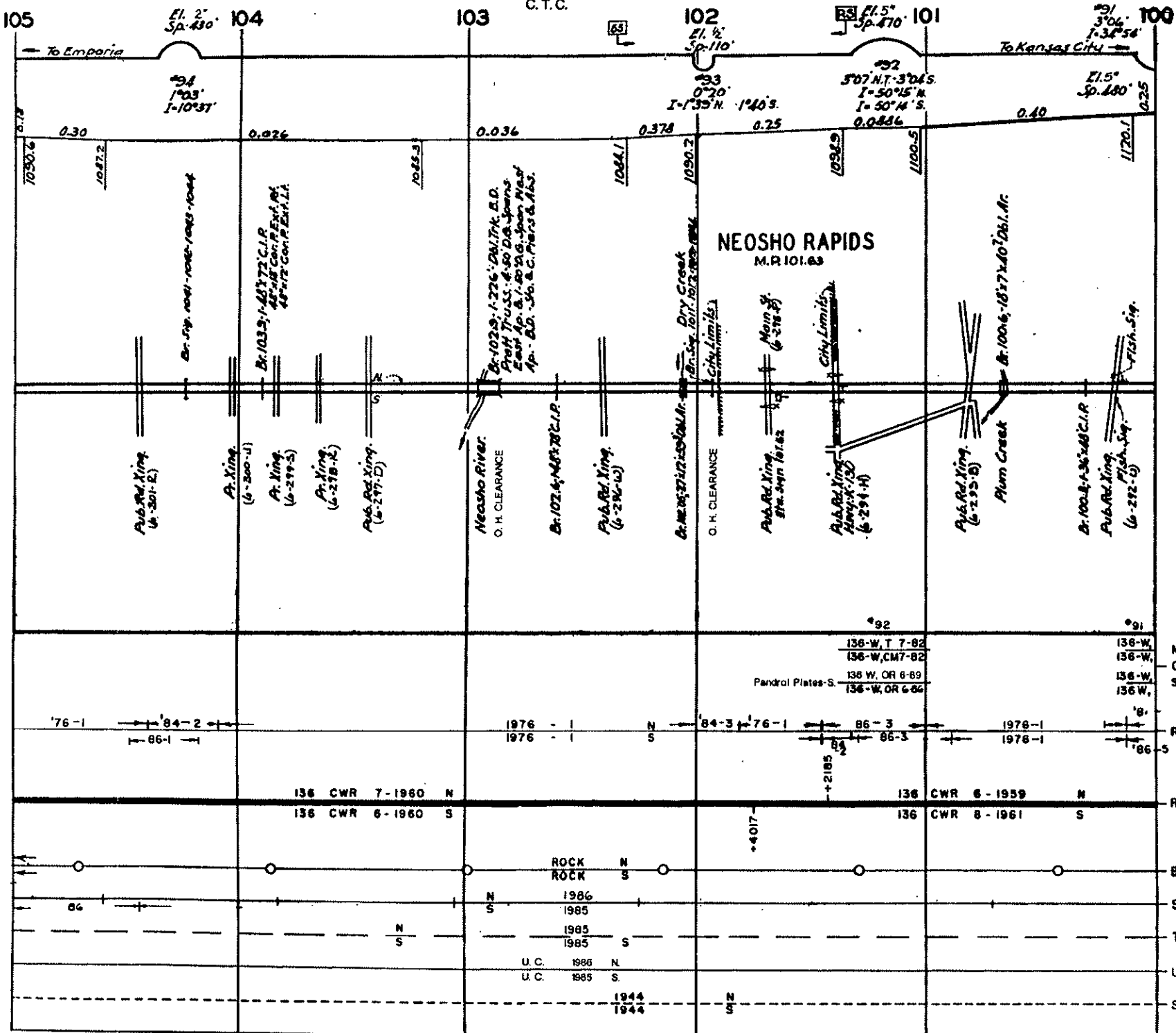
For Sketch - Emporia Yard - See Pages 180 and 181

NR JCT.

Section 20

Interlocking





REVISED 8-90

N. TRK. NR
 CURVES
 S. TRK. NR

RAIL GR.

RAIL

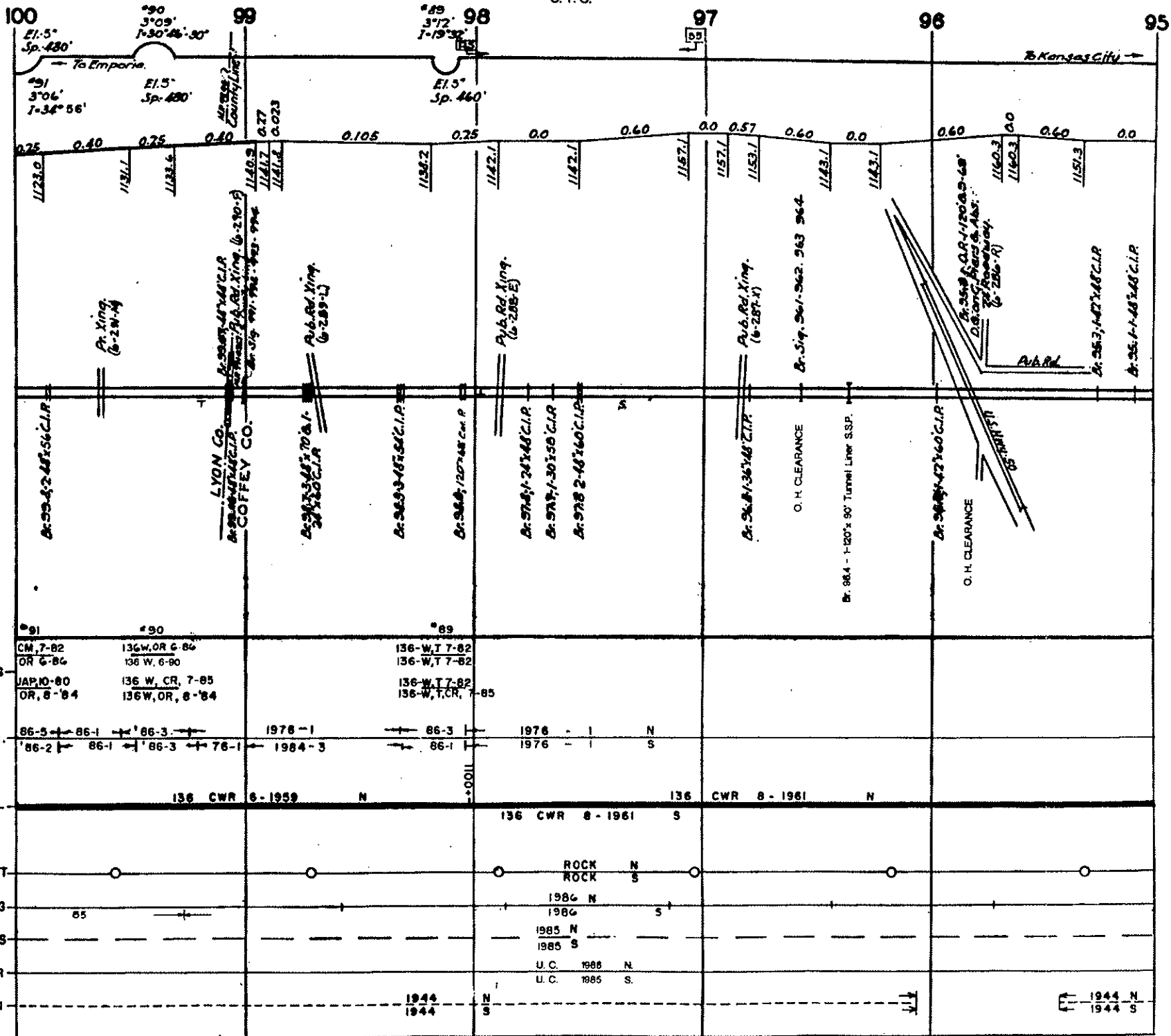
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



NR SRN. TRK.	CM, 7-82 OR 6-86	136W, OR 6-86 136 W, 6-90	136-W, T 7-82 136-W, T 7-82
NRS. TRK.	JAN 10-80 OR, 8-84	136 W, CR, 7-85 136W, OR, 8-84	136-W, T 7-82 136-W, T, CR, 7-85

RAIL OR.	86-5 - 86-1 - 86-3 - 76-1	1978-1	86-3 - 1976 - 1	N
RAIL	136 CWR 6-1959	N	136 CWR 8-1961	S
BALLAST			ROCK ROCK	N S
SURFACING	85		1986 N 1986 S	S
TIES			1985 N 1985 S	
UNDERCUTTER			U.C. 1986 N U.C. 1985 S	N S
STABILIZATION		1944 N 1944 S		1944 N 1944 S

X-85

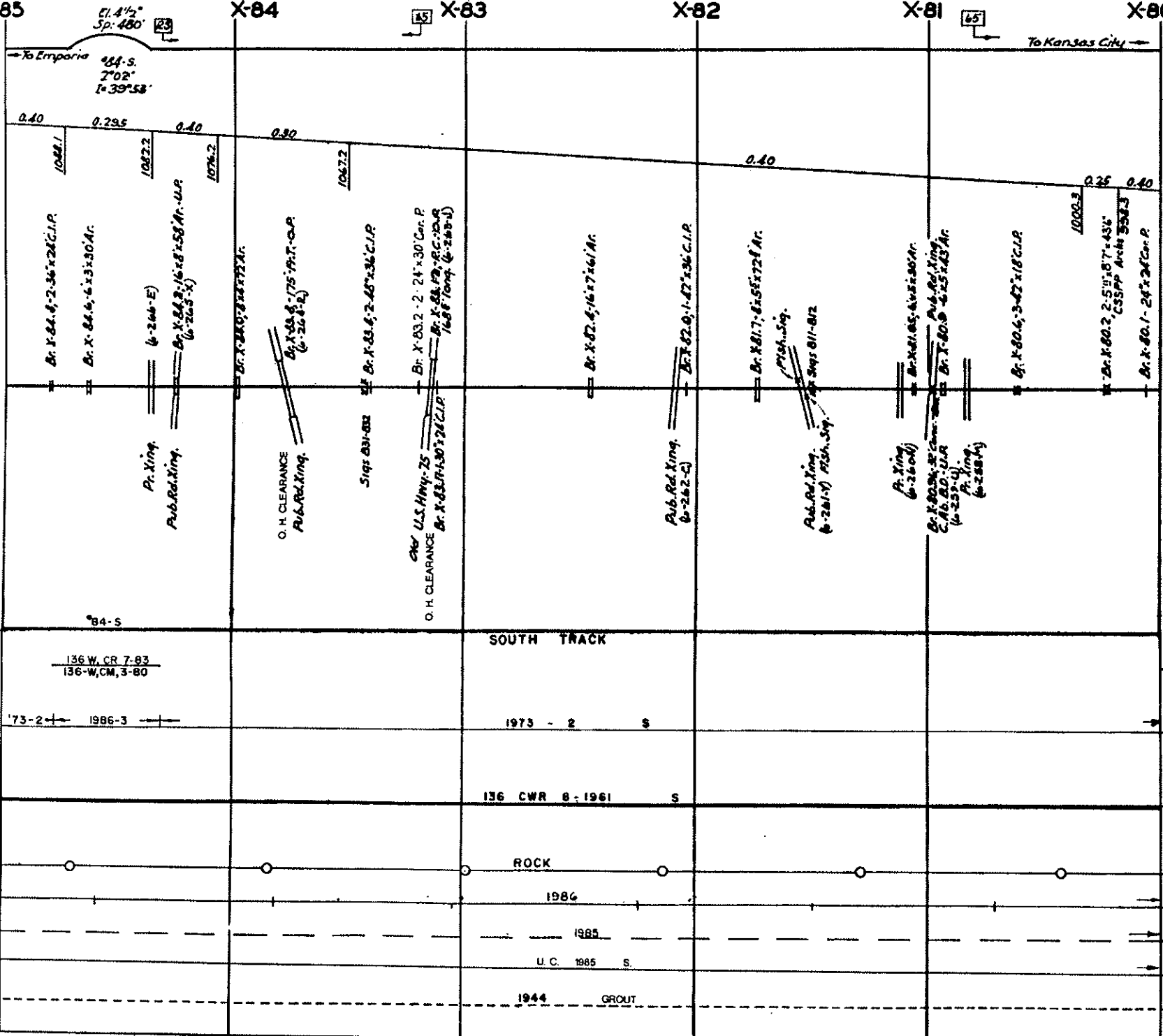
X-84

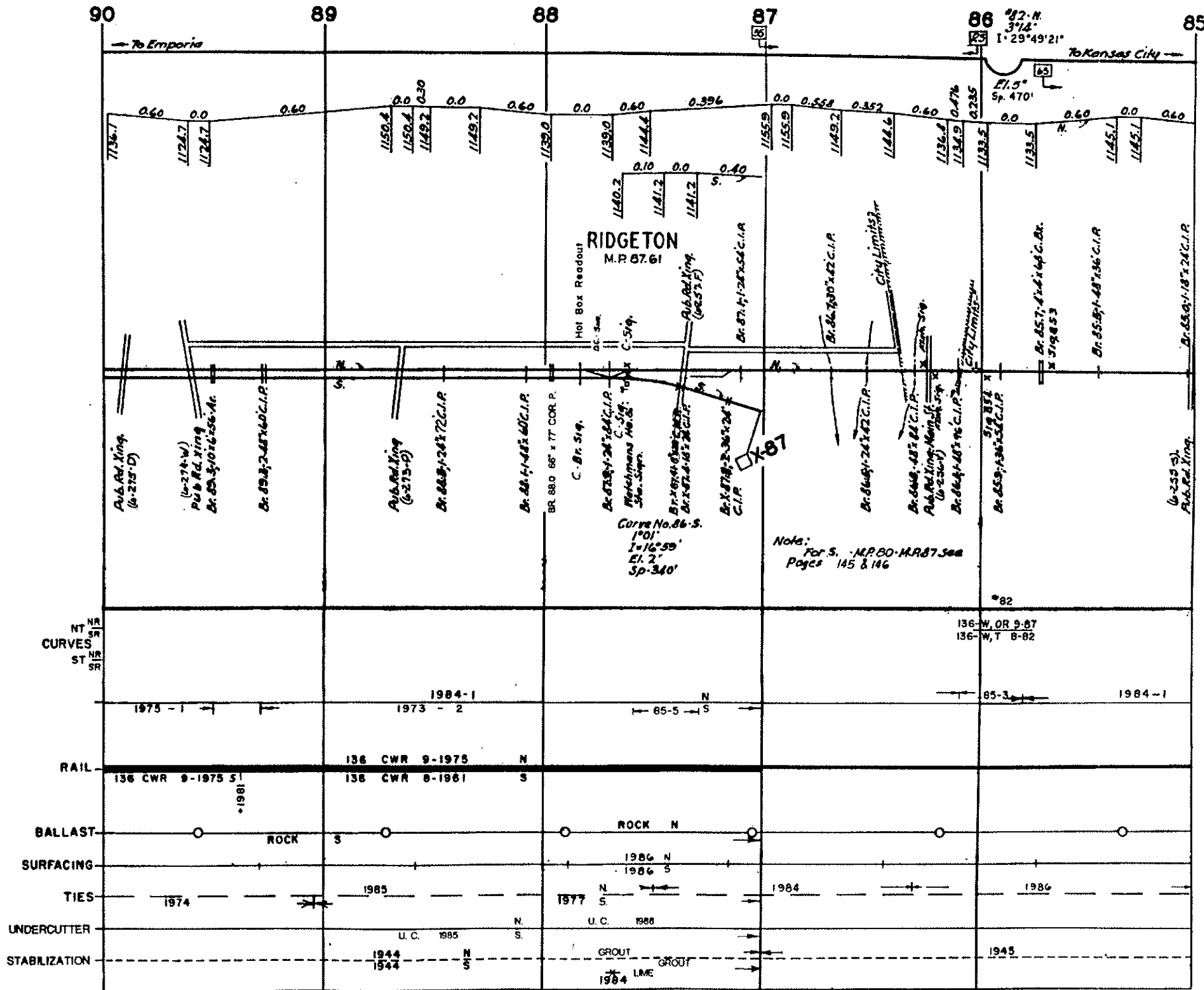
X-83

X-82

X-81

X-80



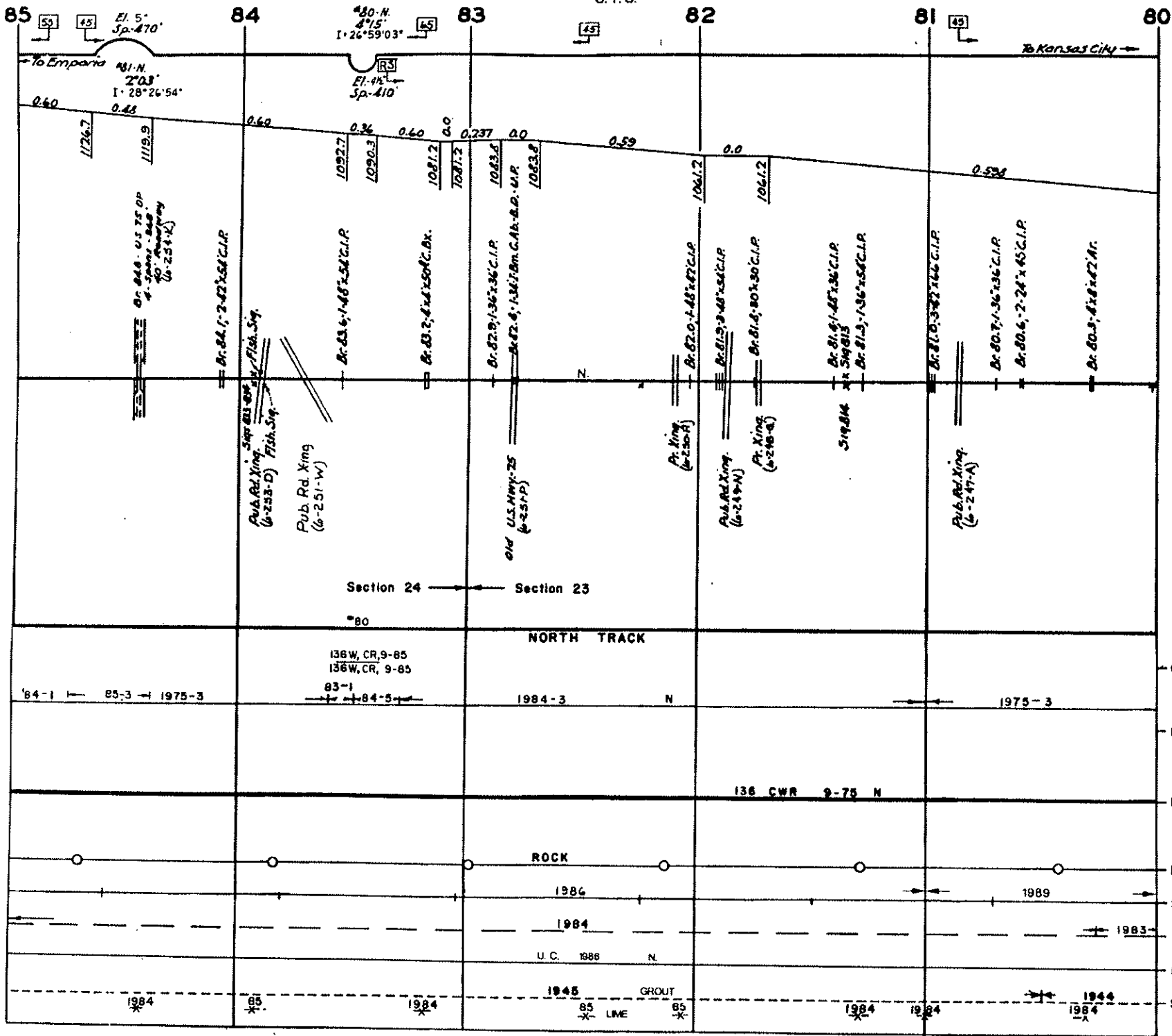


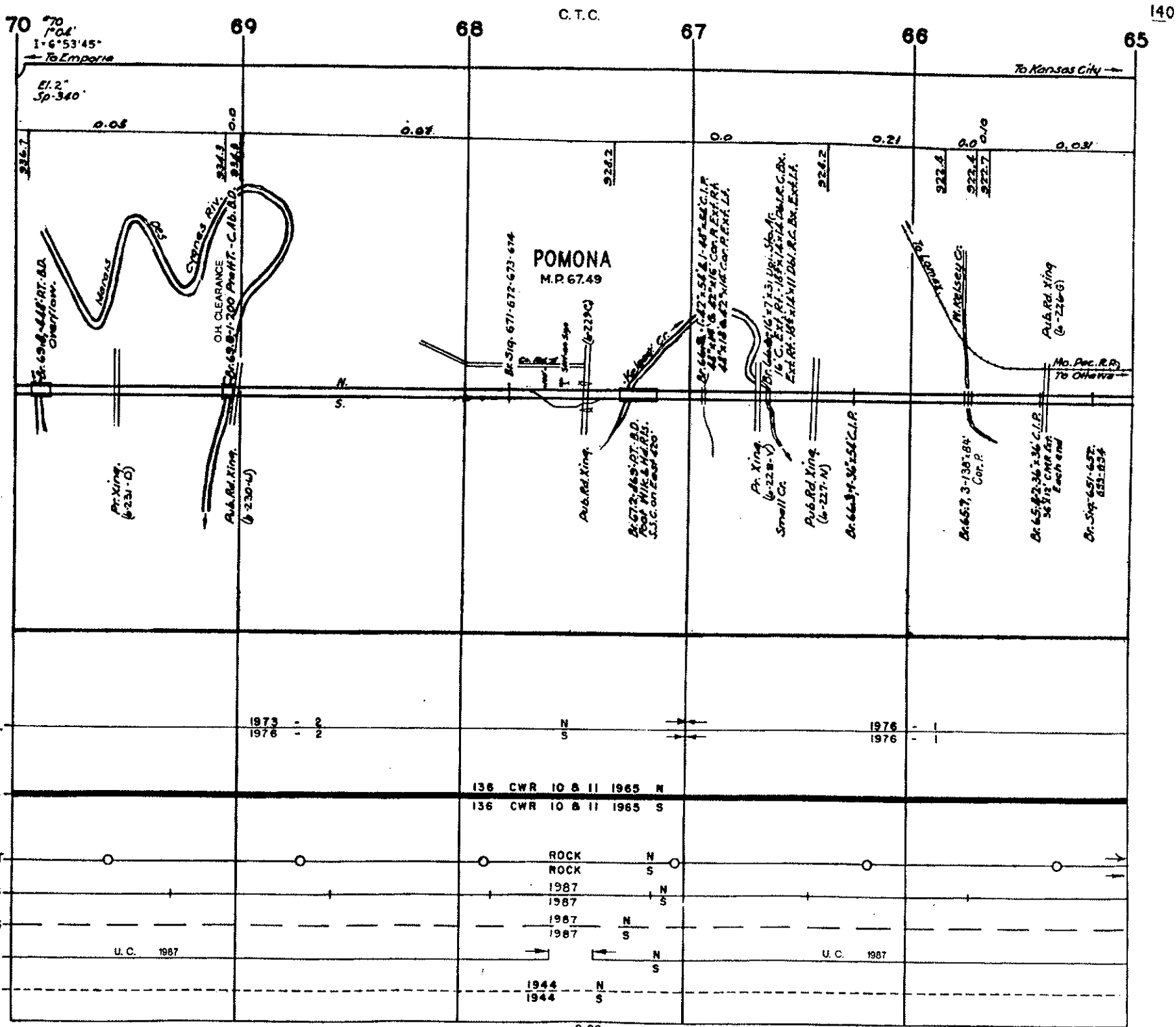
Note:
For S. - M.P. 80 - M.R. 87 See
Pages 145 & 146

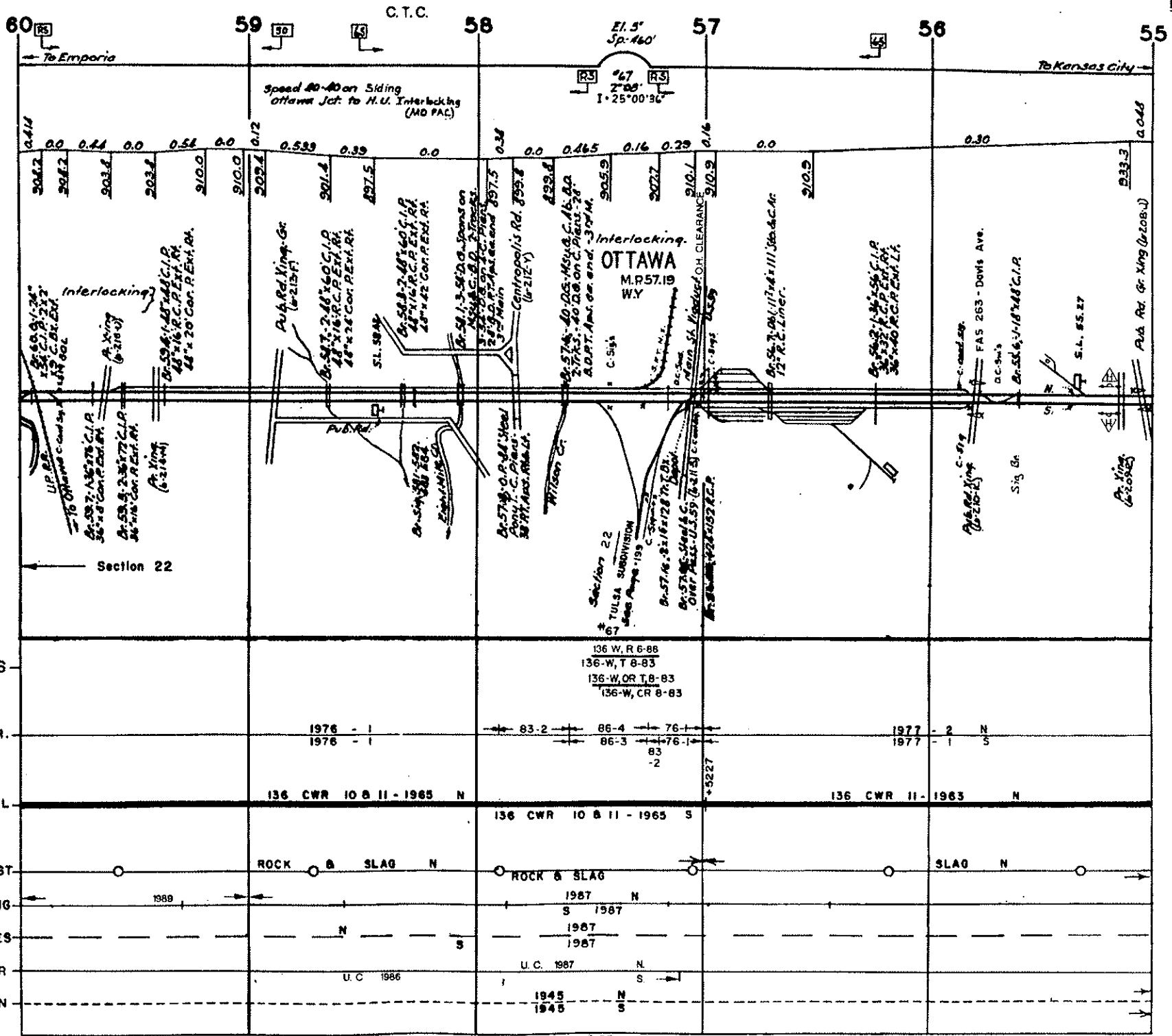
RIDGETON
M.P. 87.61

Curve No. 86-S
R=1001'
D=16° 59'
E.I. 2'
Sp. 340'

REVISED 8-90







NR N. TRK.
SR CURVES
NS S. TRK.
BR

RAIL GR.

RAIL

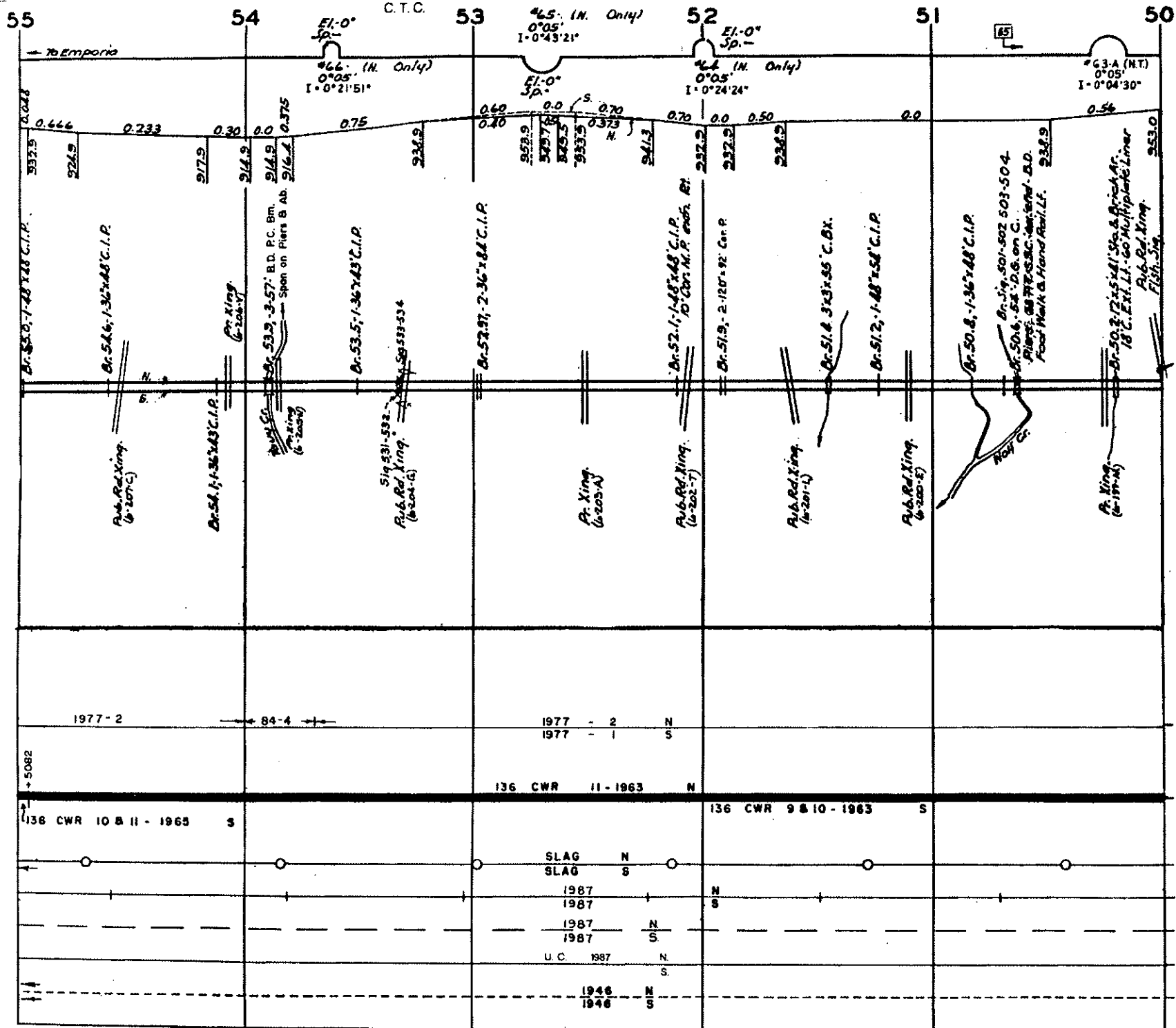
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



REVISED 8-90

1977 - 2

84 - 4

1977 - 2 N
1977 - 1 S

136 CWR 11 - 1963 N

136 CWR 9 & 10 - 1963 S

138 CWR 10 & 11 - 1963 S

SLAG N
SLAG S

1987 N
1987 S

1987 N
1987 S

U.C. 1987 N
S

1946 N
1946 S

RAIL GR.

RAIL

BALLAST

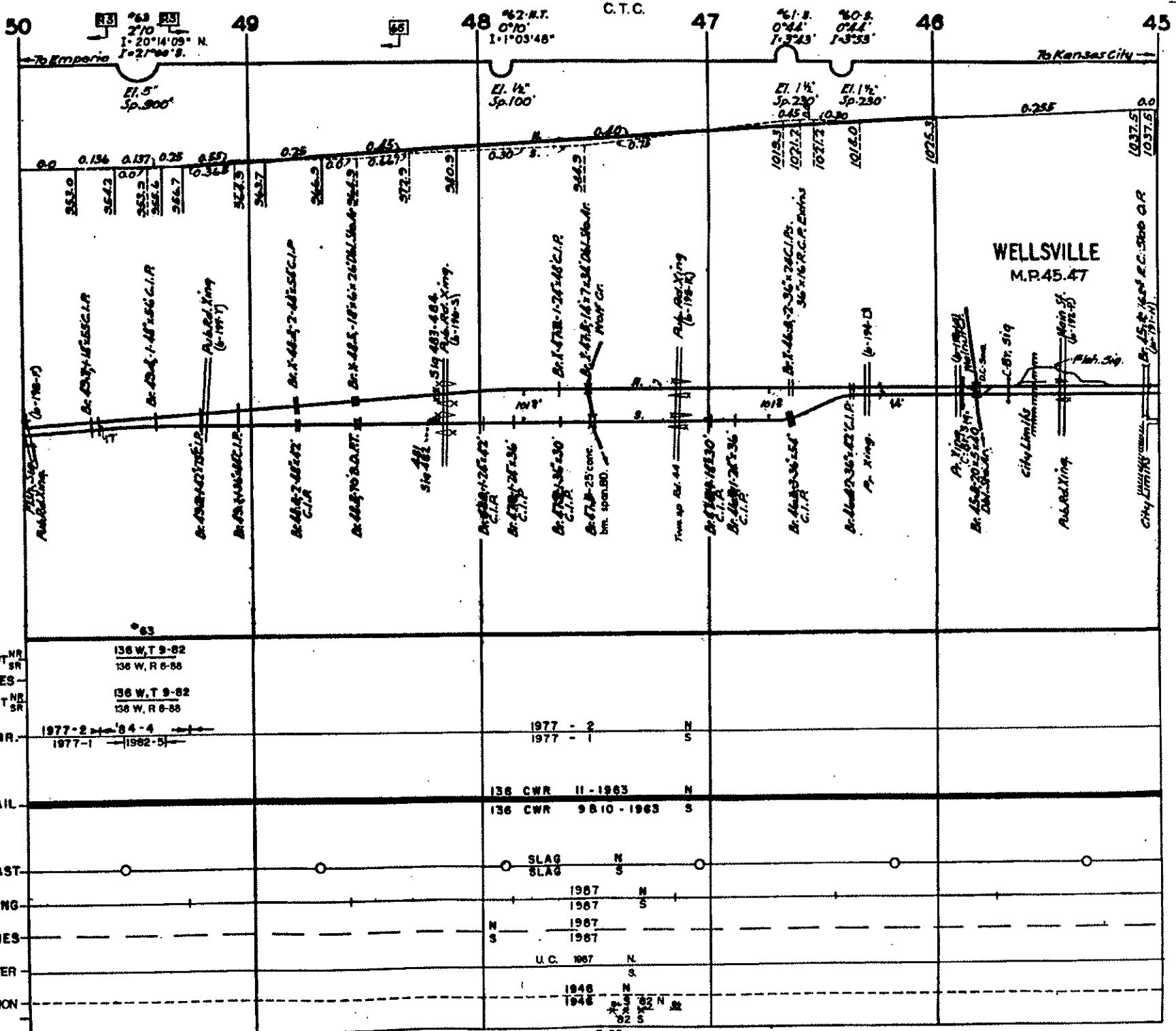
SURFACING

TIES

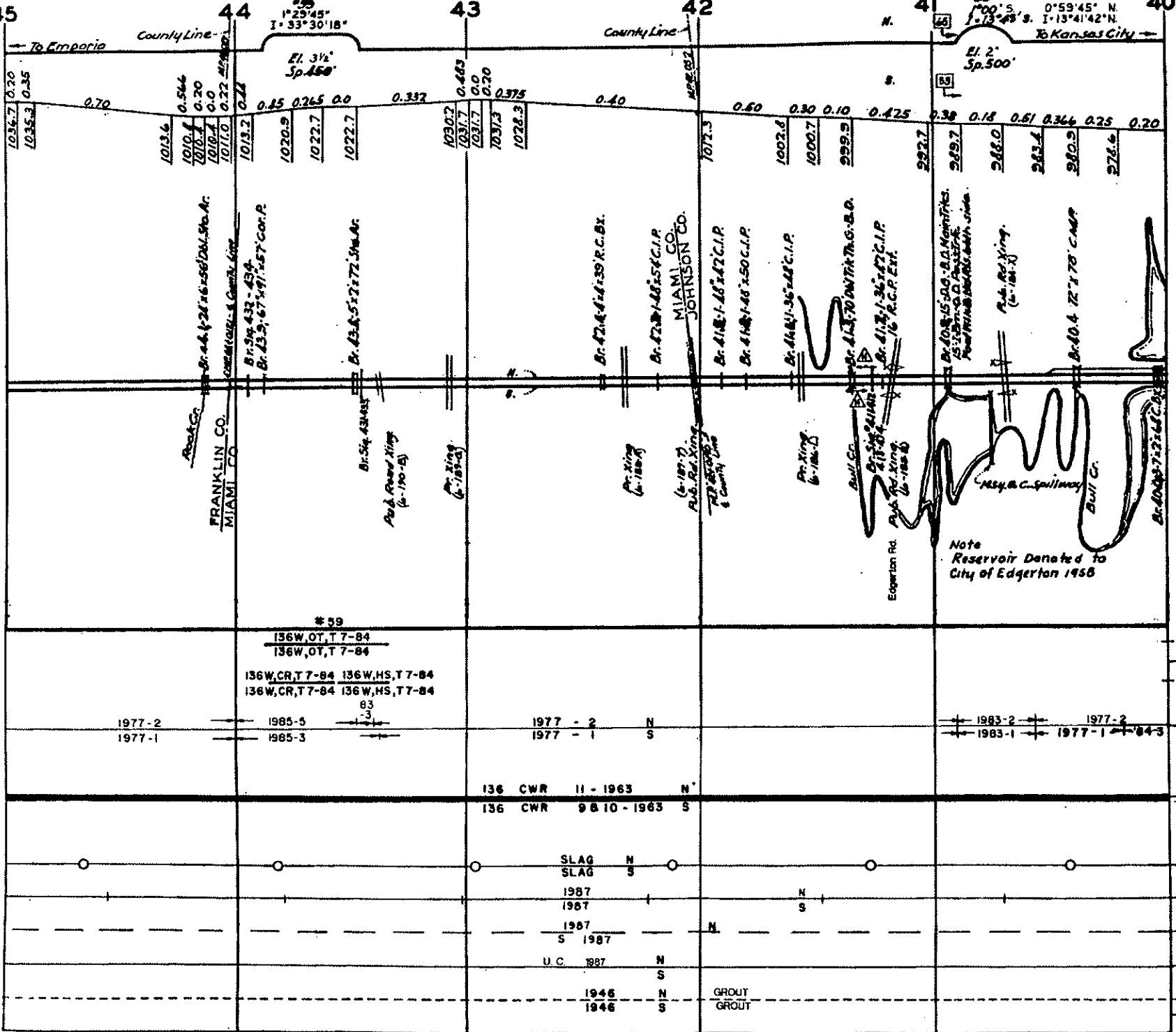
UNDERCUTTER

STABILIZATION

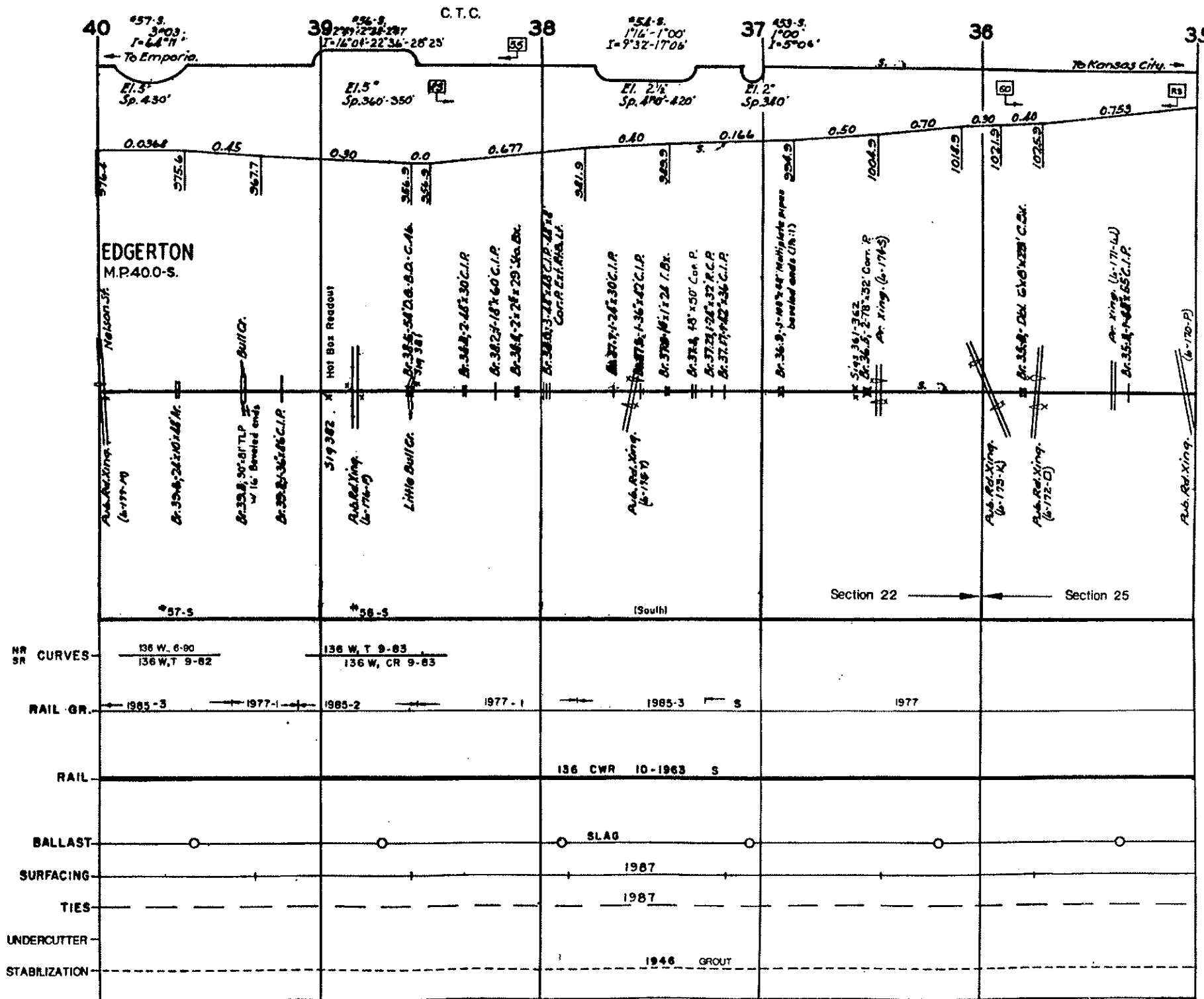
+5082

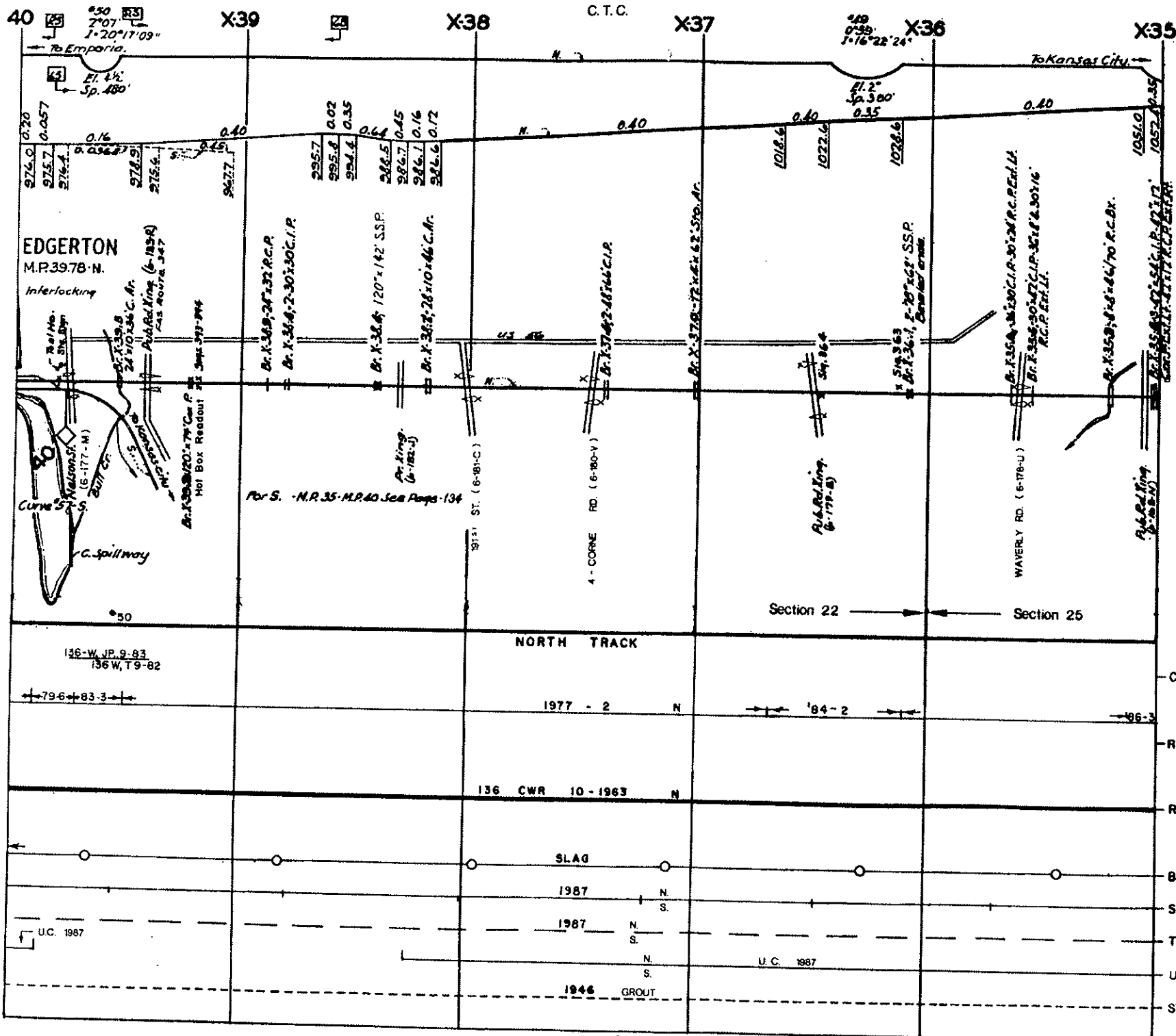


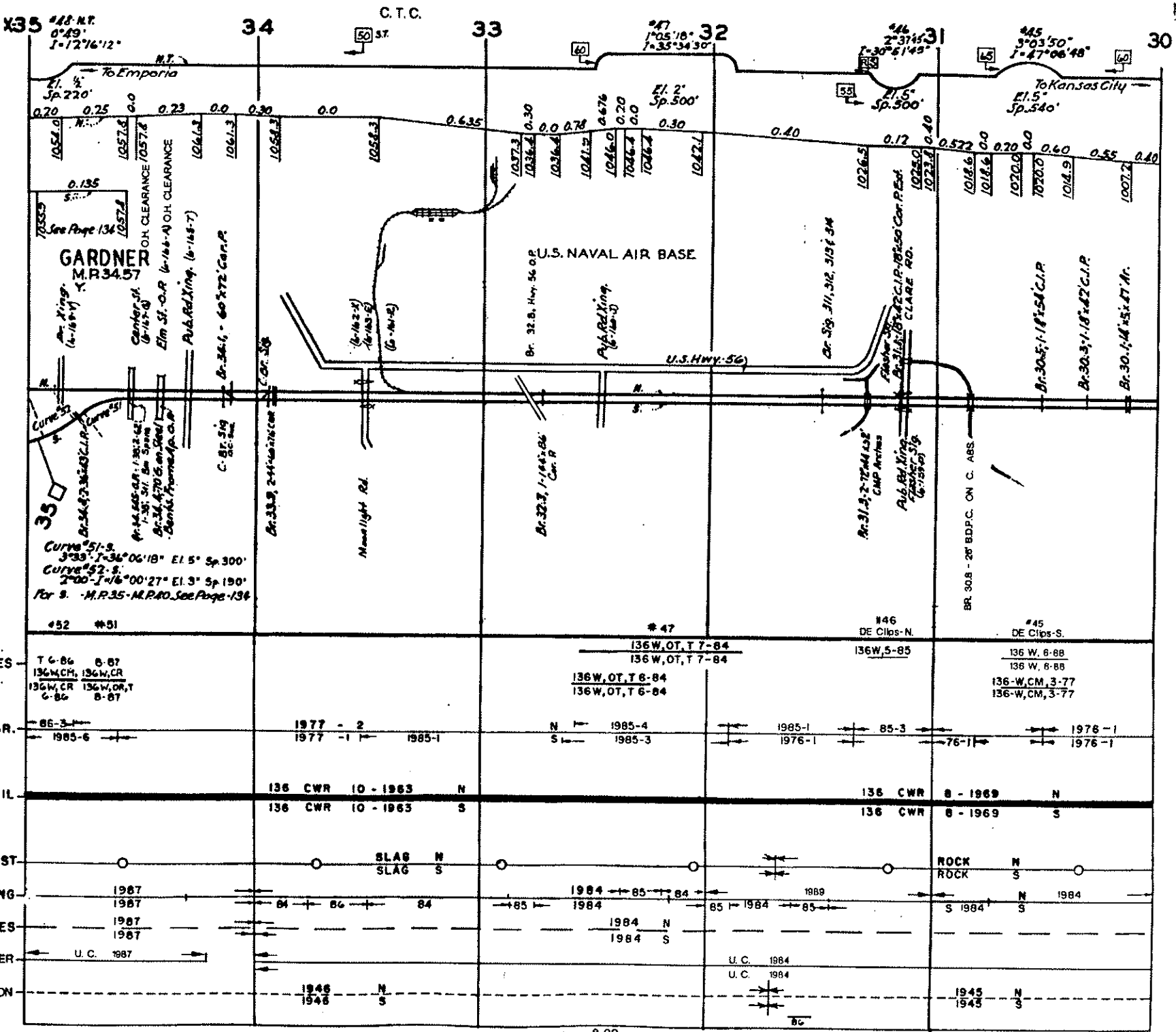
REVISED 5-66



No. Trk.	NR
SR	
CURVES	
So. Trk.	NR
SR	
RAIL GR.	
RAIL	
BALLAST	
SURFACING	
TIES	
UNDERCUTTER	
STABILIZATION	

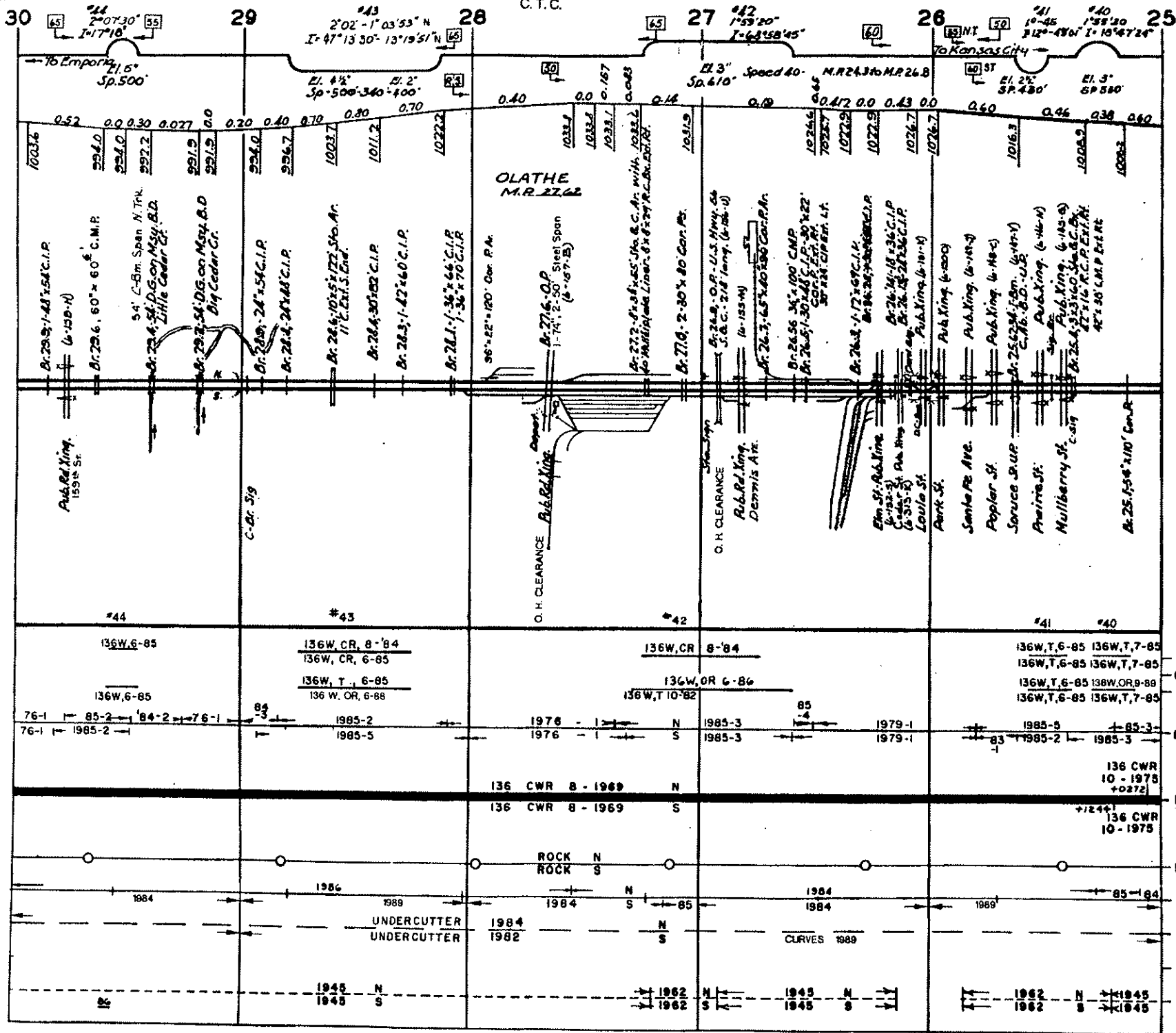


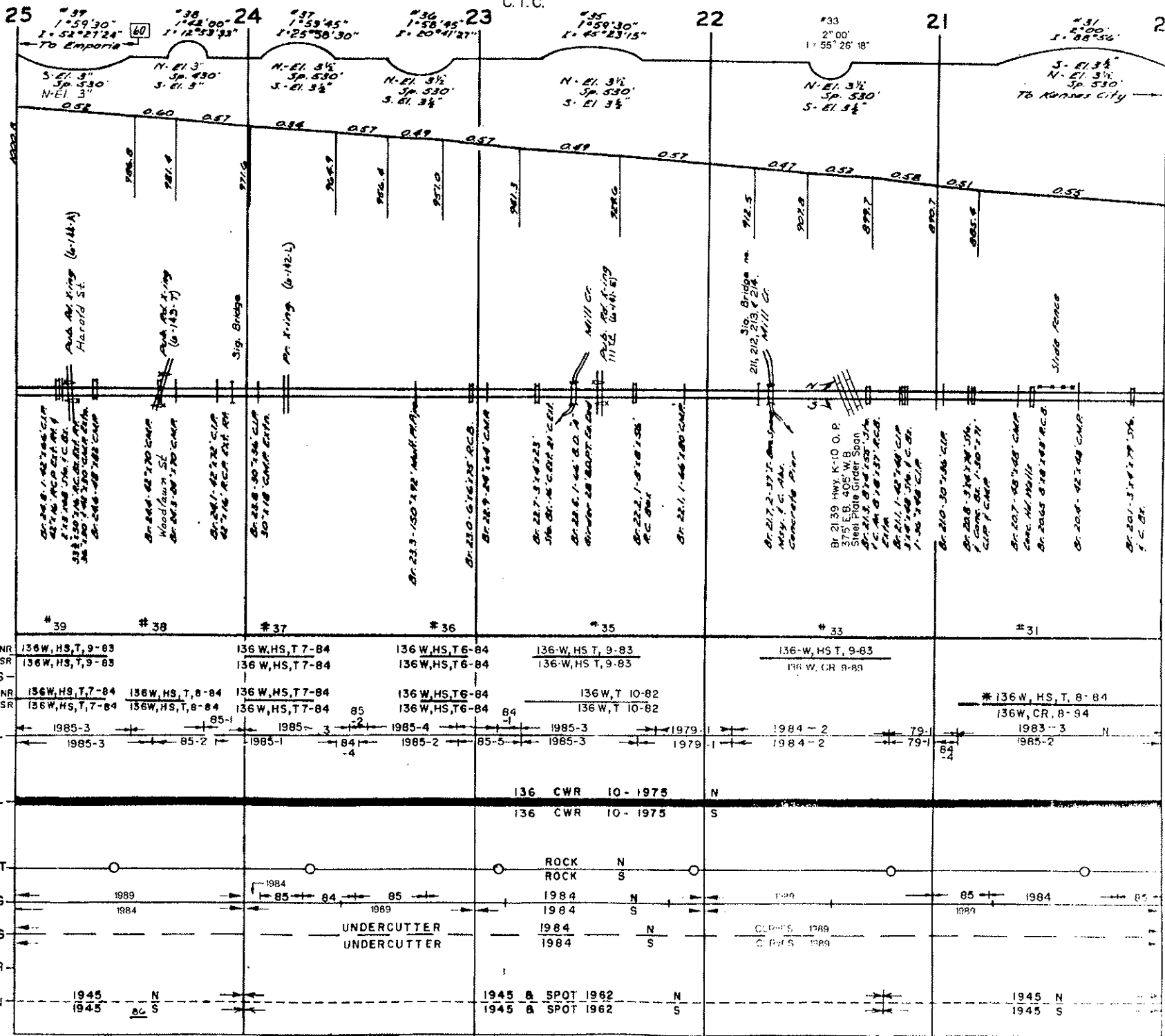


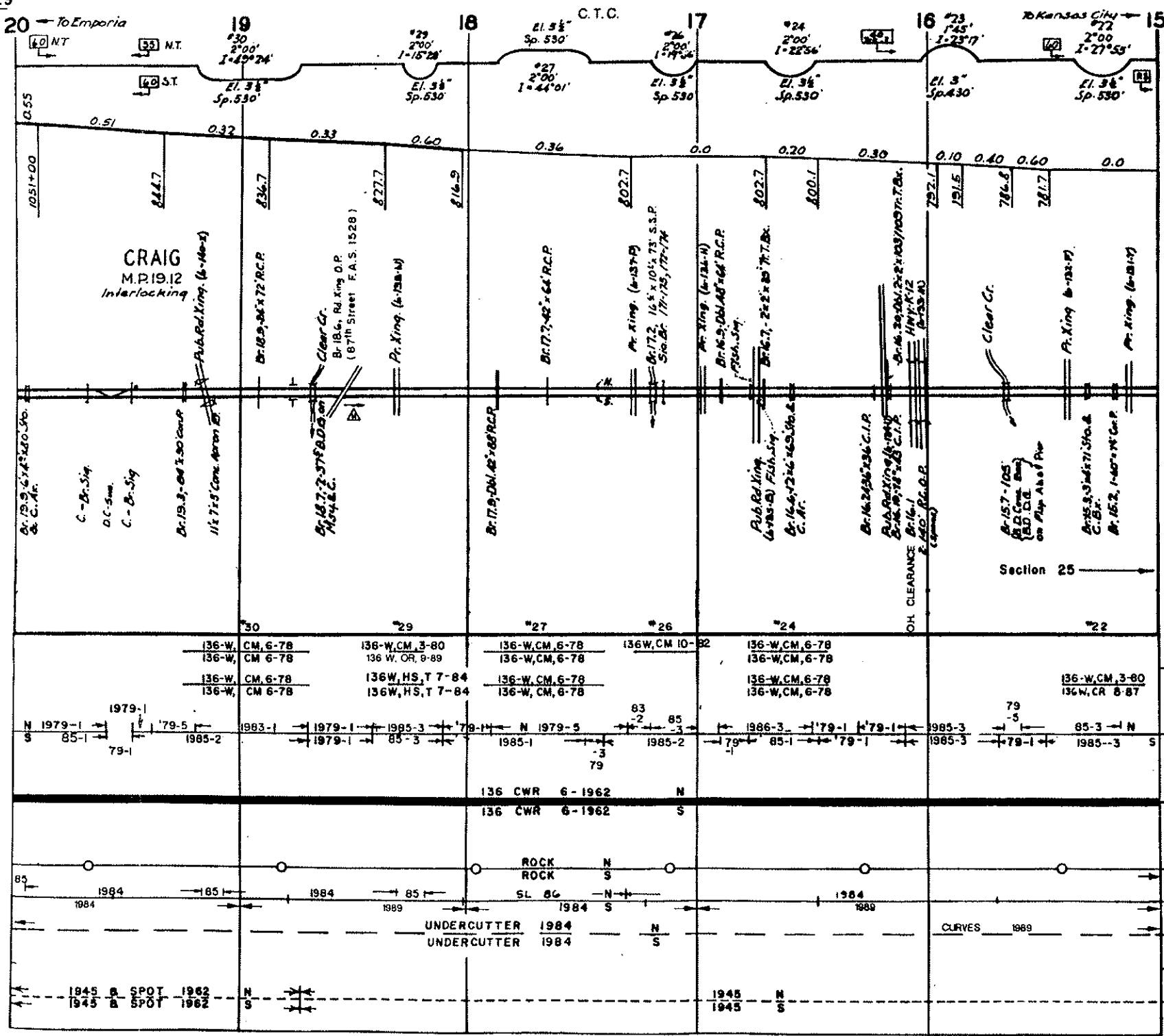


NR N. TRK.
SR CURVES
NR S. TRK.
SR

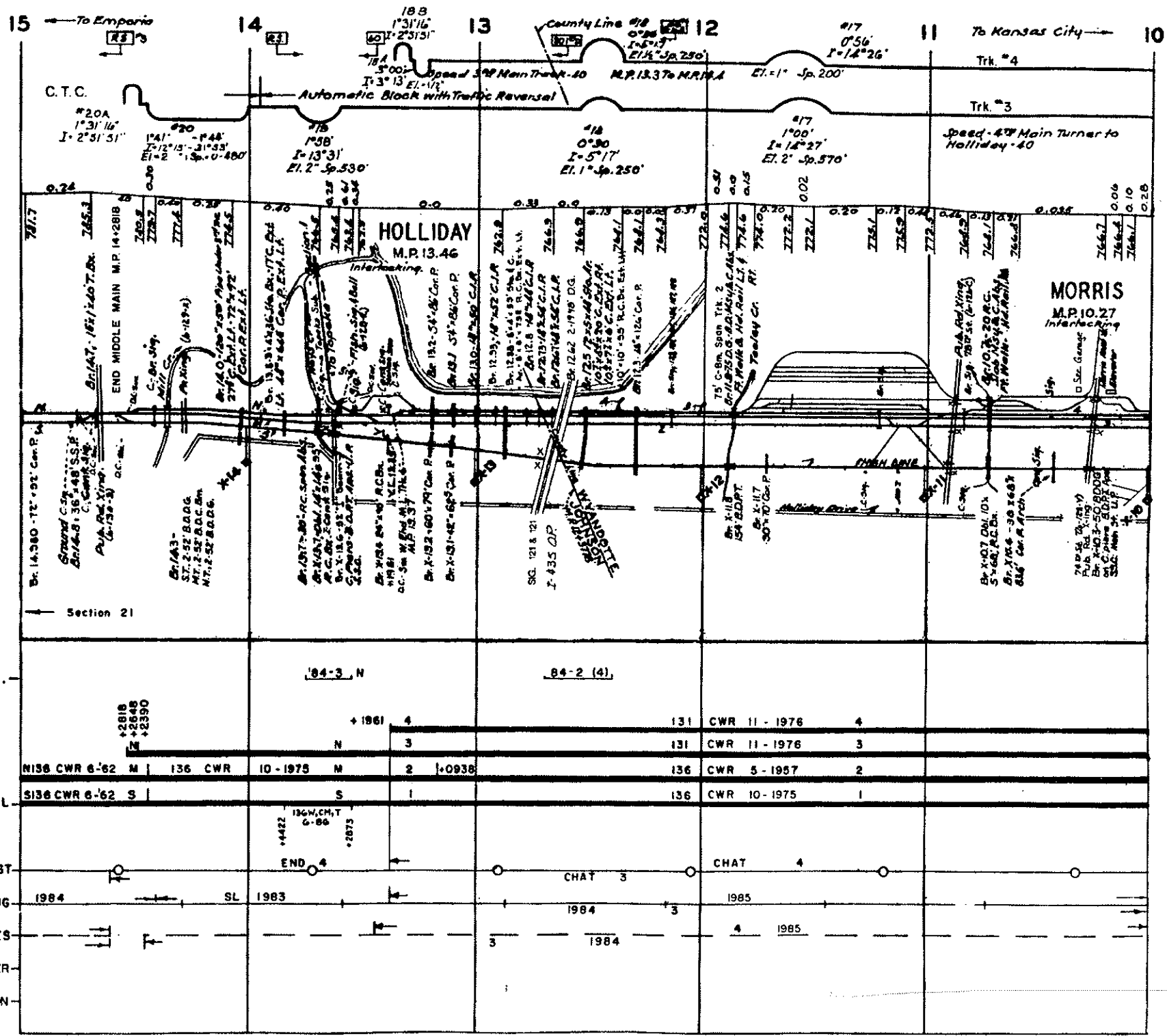
452	#51			#47		146	#45
T 6-86	0-87			136 W, OT, T 7-84		DE CLOS-N	DE CLOS-S
136 W, CR	136 W, CR			136 W, OT, T 7-84			
136 W, CR	136 W, CR, T			136 W, OT, T 6-84			136 W, CM, 3-77
0-86	0-87			136 W, OT, T 6-84			136 W, CM, 3-77
RAIL GR.	66-3	1977 - 2		N	1985-4	1985-1	85-3
	1985-6	1977 - 1	1985-1	S	1985-3	1976-1	76-1
RAIL		136 CWR 10 - 1963	N			136 CWR 8 - 1969	N
		136 CWR 10 - 1963	S			136 CWR 6 - 1969	S
BALLAST		SLAG N				ROCK N	
		SLAG S				ROCK S	
SURFACING	1987			1984	85	84	1989
	1987	64	66	84	85	1984	85
TIES	1987			1984	N		
	1987			1984	S		
UNDERCUTTER	U. C. 1987					U. C. 1984	
						U. C. 1984	
STABILIZATION		1946	N				
		1946	S				
							1945
							1945



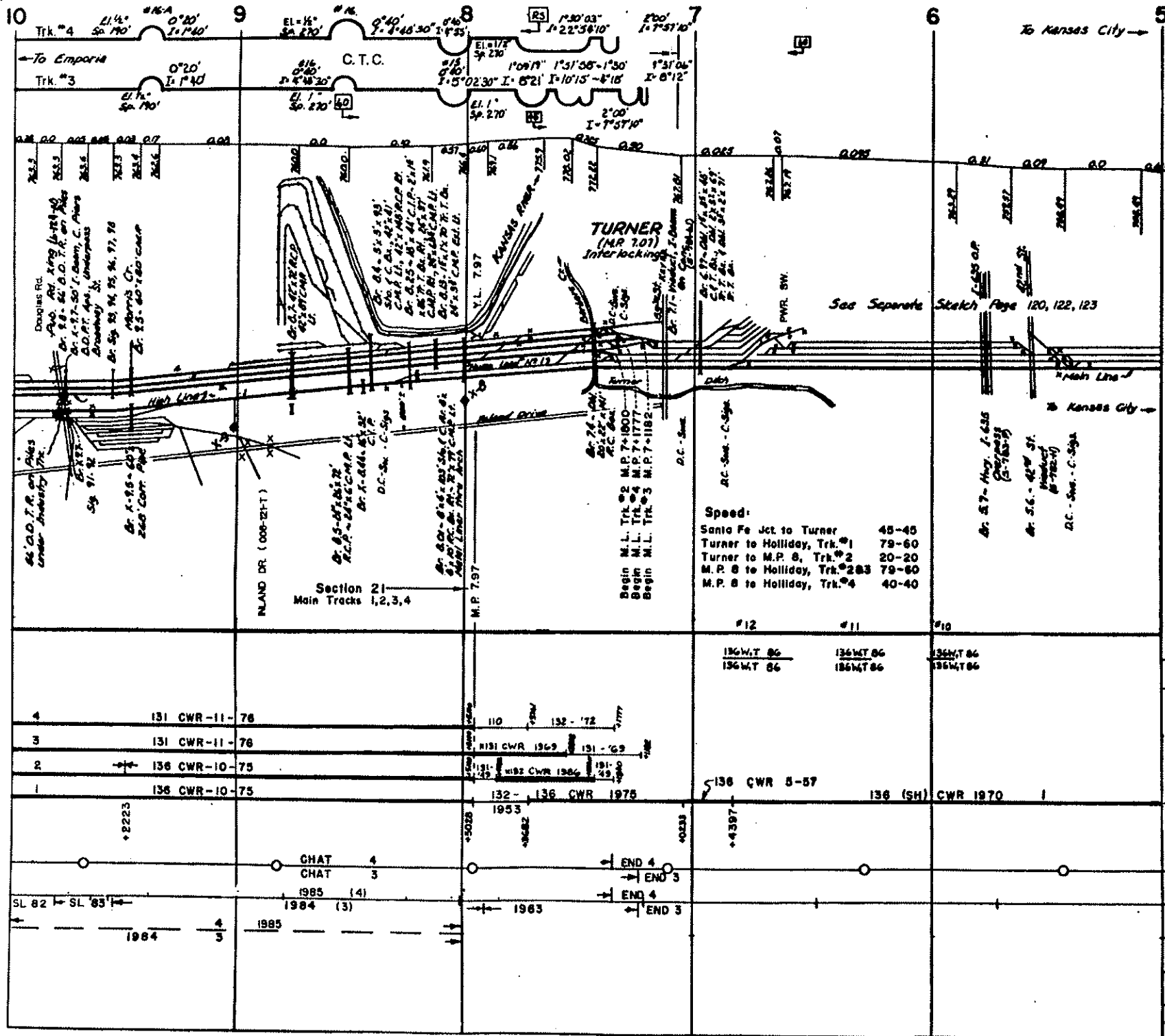




N. TRK. NR
 CURVES
 S. TRK. NR
 RAIL GR.
 RAIL
 BALLAST
 SURFACING
 TIES
 UNDERCUTTER
 STABILIZATION



REVISED _____



To Kansas City →

← To Emporia

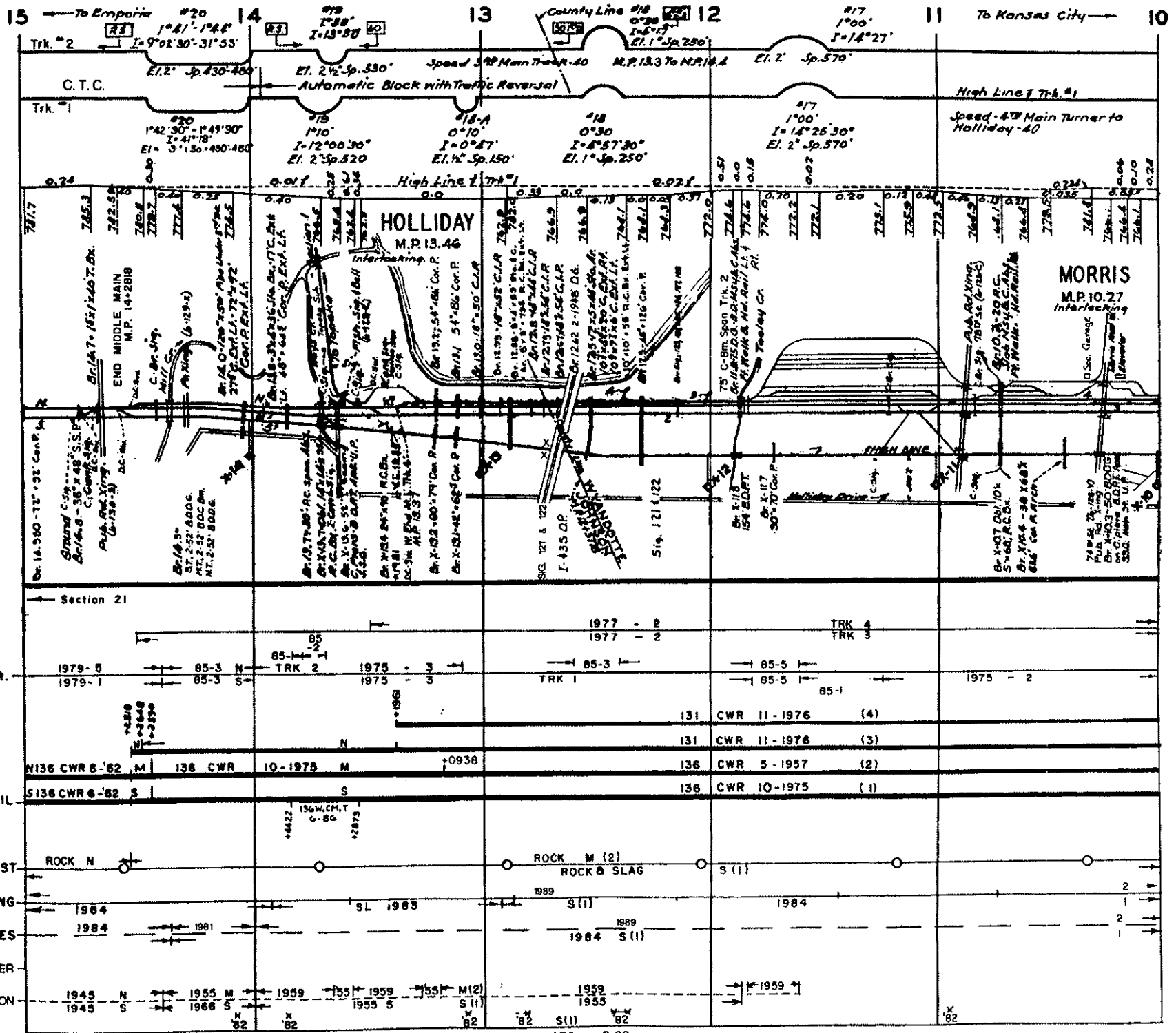
TURNER (M.P. 7.01)
Interlocking

See Separate Sketch Page 120, 122, 123

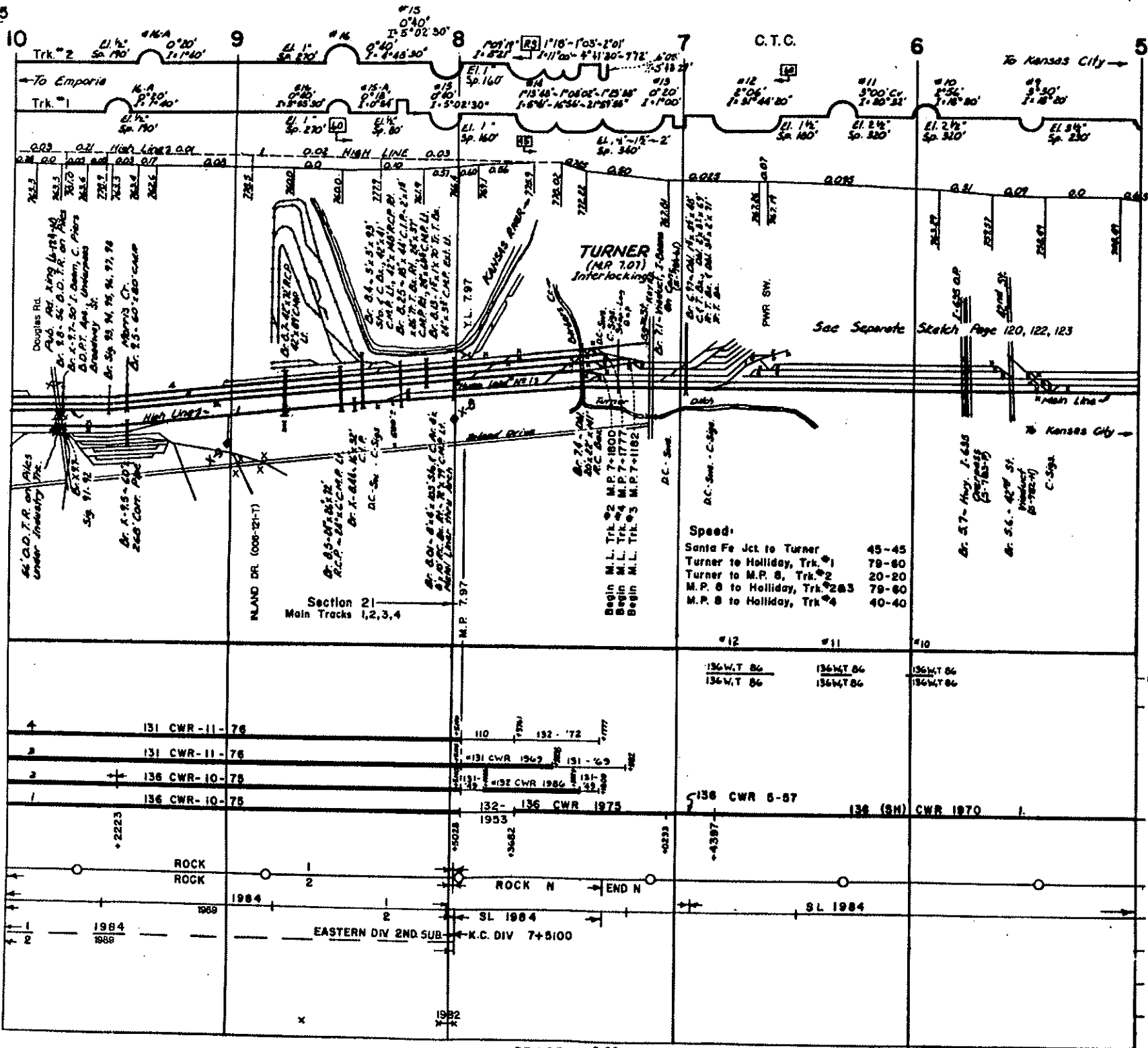
Speed:
 Sanio Fe Jct to Turner 45-45
 Turner to Holliday, Trk. #1 79-60
 Turner to M.P. 8, Trk. #2 20-20
 M.P. 8 to Holliday, Trk. #2 & 3 79-60
 M.P. 8 to Holliday, Trk. #4 40-40

Section 21
Main Tracks 1, 2, 3, 4

4	131 CWR-11-76	110	132-72	1177	136WT 86	136WT 86	136WT 86	136WT 86
3	131 CWR-11-76	111	131-69	1177				
2	136 CWR-10-75	112	131-69	1177				
1	136 CWR-10-75	113	132-72	1177	136 CWR 5-57		136 (SH) CWR 1970	1
		114	132-72	1177				
		115	132-72	1177				
		116	132-72	1177				
		117	132-72	1177				
		118	132-72	1177				
		119	132-72	1177				
		120	132-72	1177				
		121	132-72	1177				
		122	132-72	1177				
		123	132-72	1177				
		124	132-72	1177				
		125	132-72	1177				
		126	132-72	1177				
		127	132-72	1177				
		128	132-72	1177				
		129	132-72	1177				
		130	132-72	1177				
		131	132-72	1177				
		132	132-72	1177				
		133	132-72	1177				
		134	132-72	1177				
		135	132-72	1177				
		136	132-72	1177				
		137	132-72	1177				
		138	132-72	1177				
		139	132-72	1177				
		140	132-72	1177				
		141	132-72	1177				
		142	132-72	1177				
		143	132-72	1177				
		144	132-72	1177				
		145	132-72	1177				
		146	132-72	1177				
		147	132-72	1177				
		148	132-72	1177				
		149	132-72	1177				
		150	132-72	1177				
		151	132-72	1177				
		152	132-72	1177				
		153	132-72	1177				
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		195	132-72	1177				
		196	132-72	1177				
		197	132-72	1177				
		198	132-72	1177				
		199	132-72	1177				
		200	132-72	1177				



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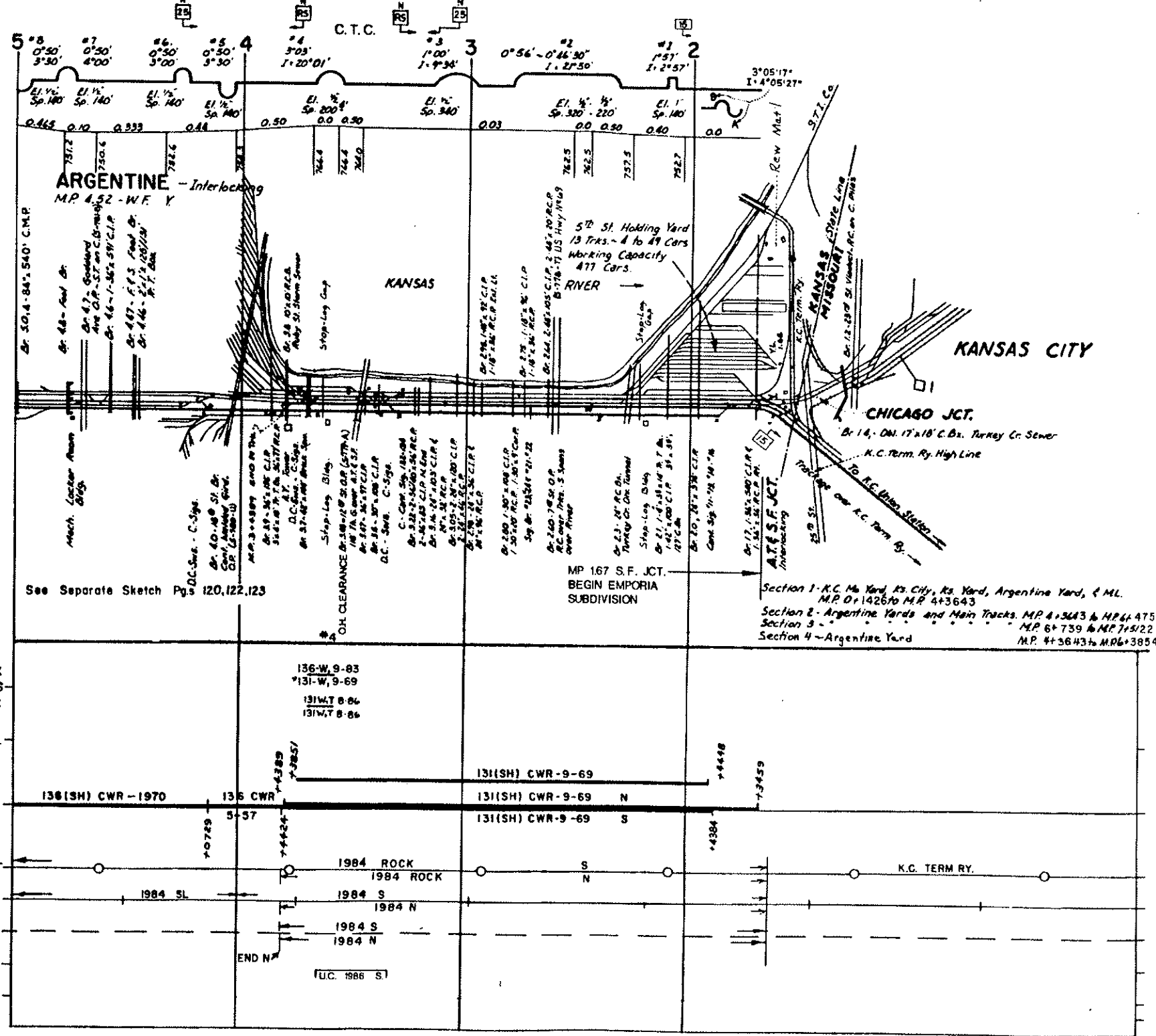


Speed:

Santa Fe Jct to Turner	45-45
Turner to Holliday, Trk #1	79-80
Turner to M.P. 8, Trk #2	20-20
M.P. 6 to Holliday, Trk #2 & 3	79-80
M.P. 8 to Holliday, Trk #4	40-40

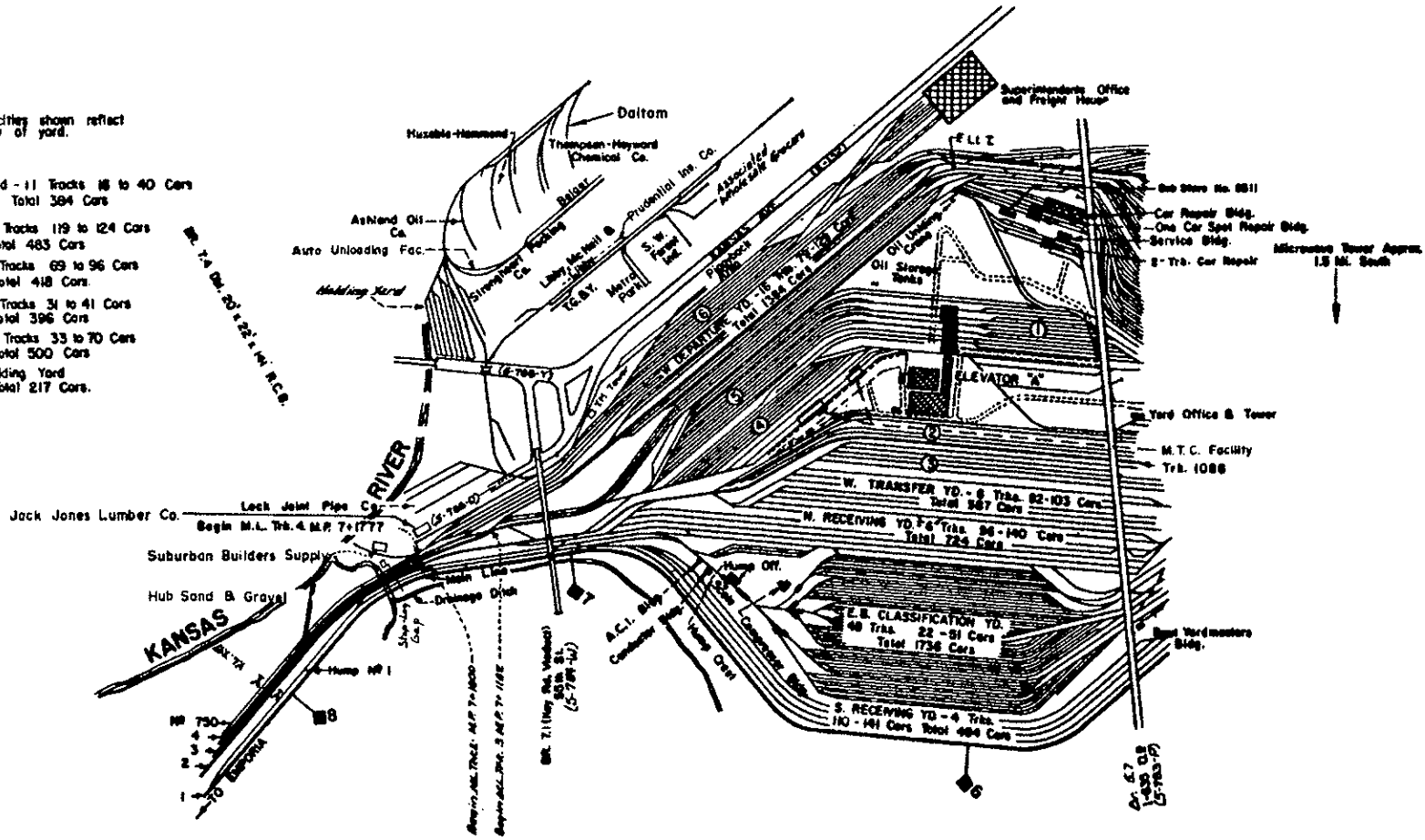
Section 21
Main Tracks 1, 2, 3, 4

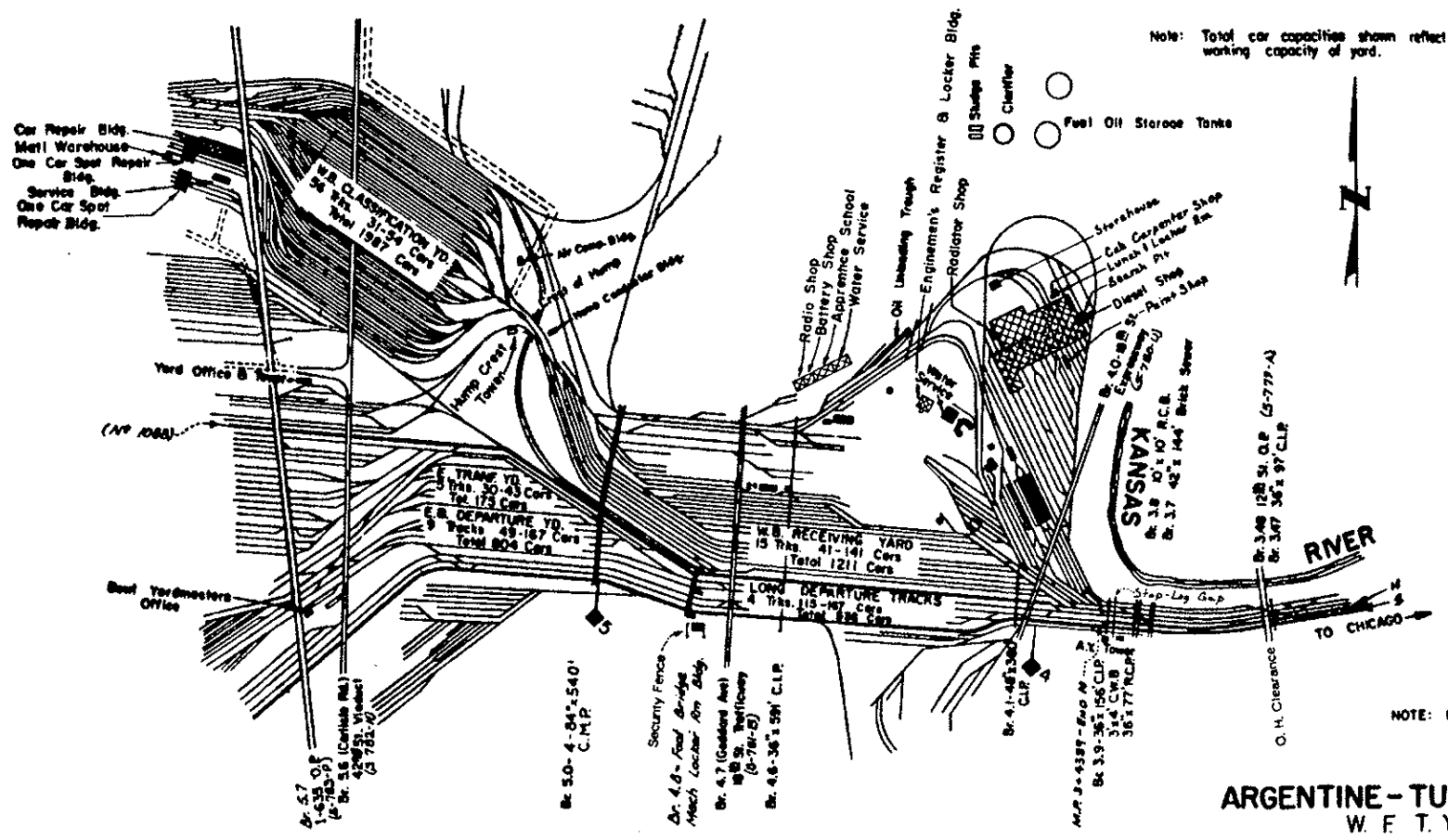
See Separate Sketch Page 120, 122, 123



Note: Total car capacities shown reflect working capacity of yard.

- ① East Elevator Yard - 11 Tracks 18 to 40 Cars
Total 384 Cars
- ② Receiving Yard - 4 Tracks 119 to 124 Cars
Total 483 Cars
- ③ Holding Yard - 5 Tracks 69 to 96 Cars
Total 418 Cars
- ④ Storage Yard - 11 Tracks 34 to 41 Cars
Total 396 Cars
- ⑤ Elevator Yard - 11 Tracks 33 to 70 Cars
Total 500 Cars
- ⑥ Freight House Holding Yard
Total 217 Cars.





Emporia Subdivision

A.T.& S.F. Jct. (M.P. 1.7) to Emporia (N.R. Jct., M.P. 111.3)