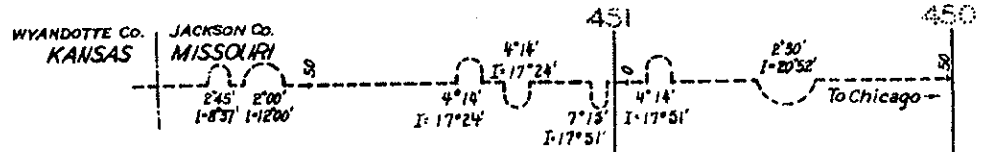


Freight House Yard  
 Longest Track 76 Cars  
 Shortest Track 2 Cars  
 Total Car Capacity 794 Cars

Freight Transfer Yard  
 Longest Track 79 Cars  
 Shortest Track 10 Cars  
 Total Car Capacity 895 Cars

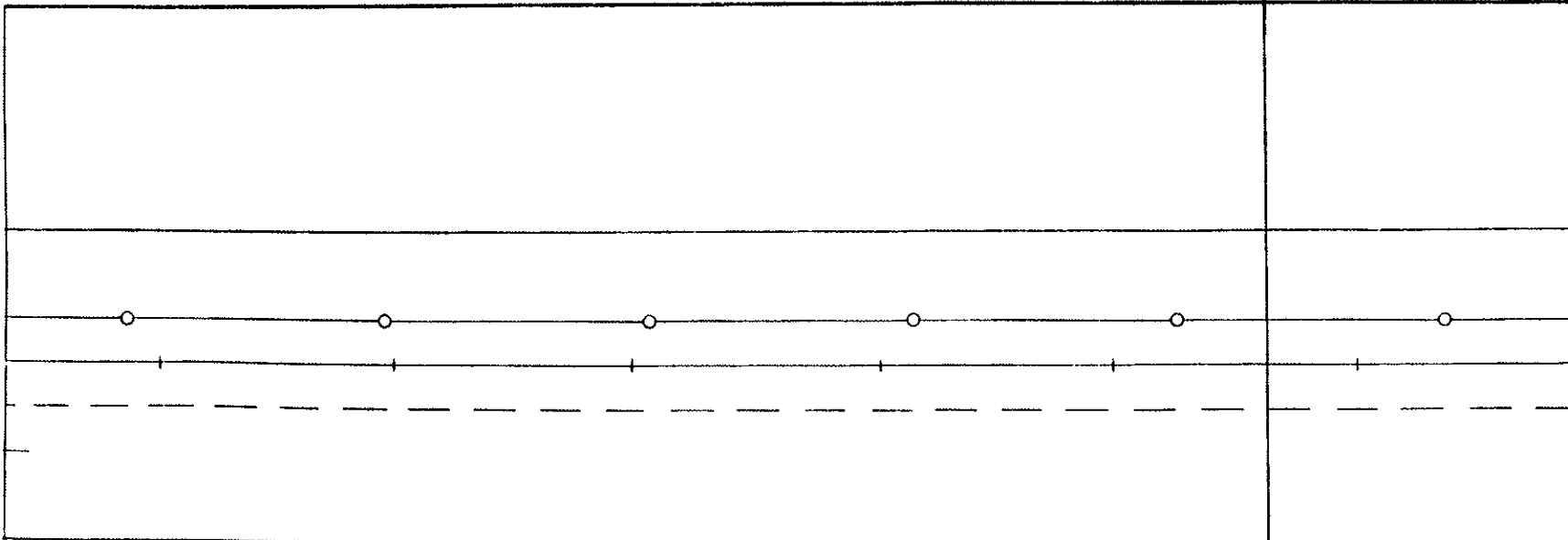
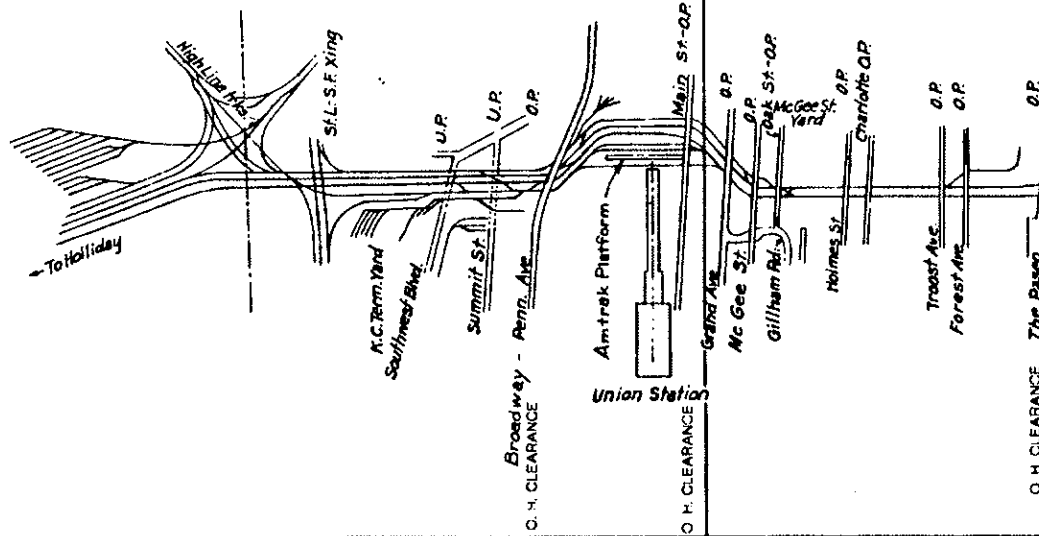
Note: Not to Scale

KANSAS CITY YARD



A.T. & S.F. JCT.  
M.P. 1.7

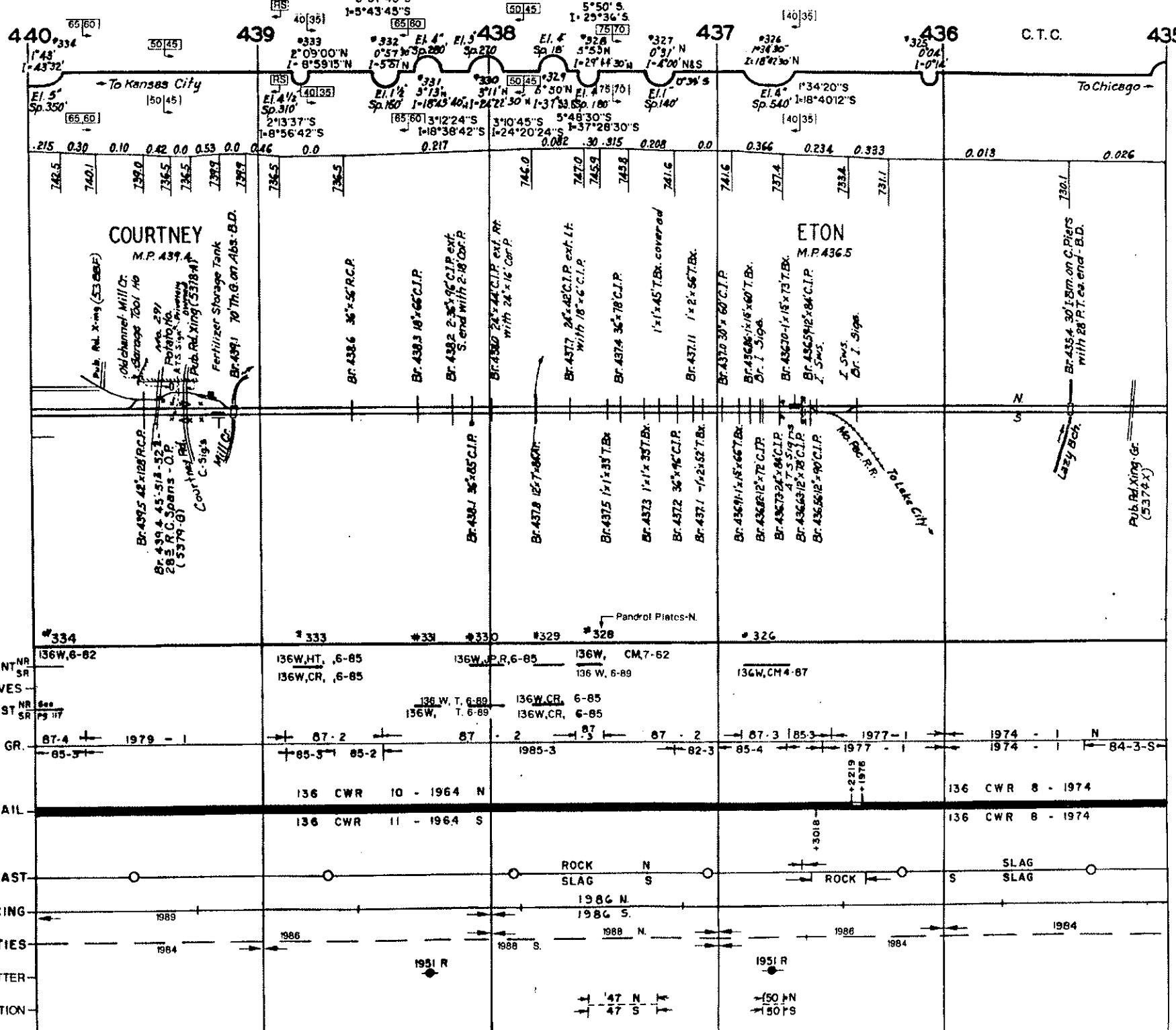
KANSAS CITY  
M.P. 451.17  
= M.P. 0.34

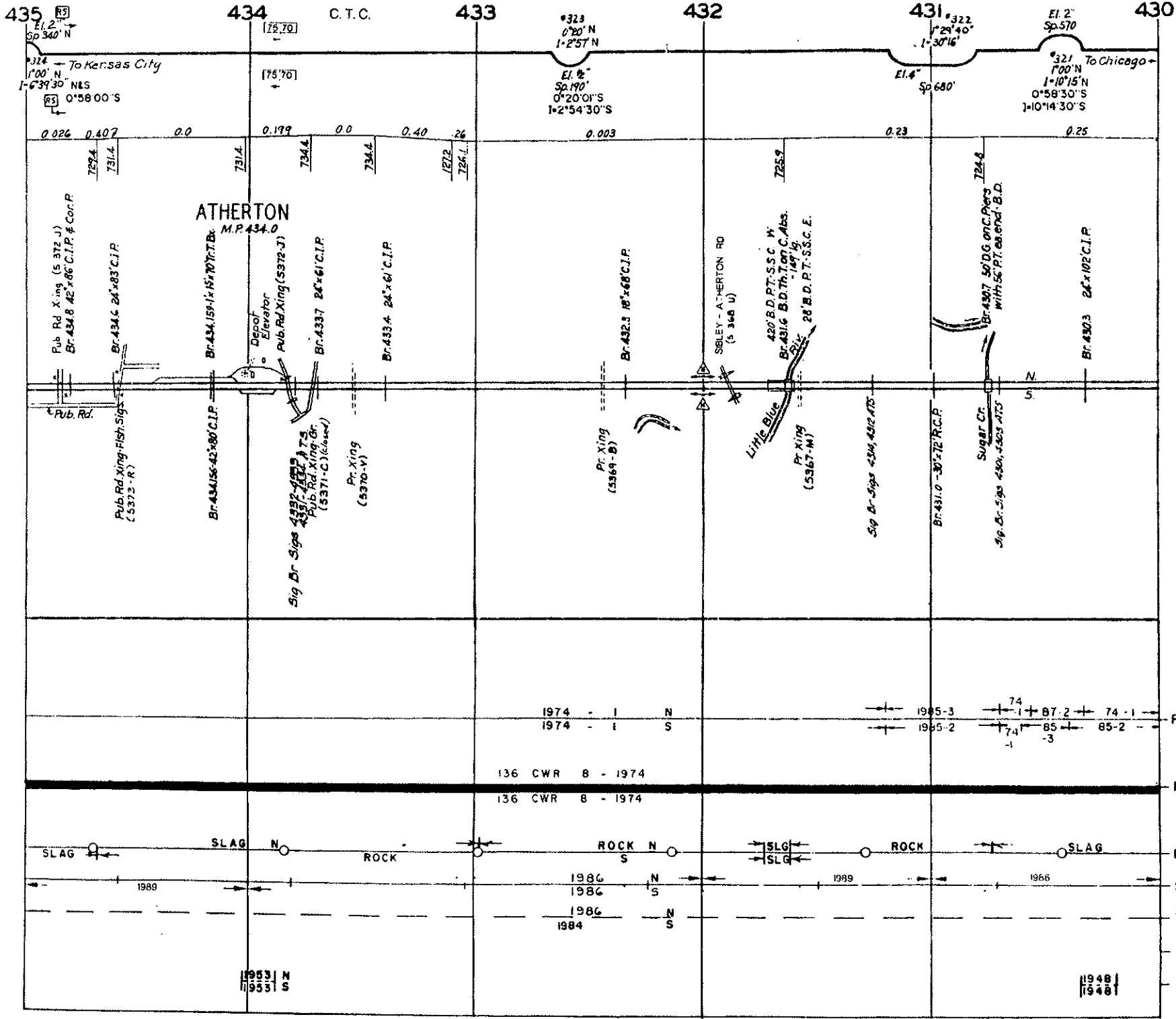






C.T.C.





435  
 El. 2' Sp. 340' N  
 324 To Kansas City  
 1'00' N  
 1-639'30" N&S  
 0°58'00" S

434  
 [75.70]  
 [75.70]  
 ↑

C.T.C.

433

323  
 0°20' N  
 1-2°57' N  
 El. 2'  
 Sp. 170'  
 0°20'0" S  
 1-2°54'30" S

432

322  
 1°24'40"  
 1-30'16"  
 El. 4'  
 Sp. 680'

321  
 1°00' N  
 1°10'15" N  
 0°58'30" S  
 1-10°14'30" S

430

To Chicago

### ATHERTON

M.P. 434.0

Depot Elevator

PUB. RD. XING (5372-J)

Br. 434.159-1-15-70 T.T. Br.

Br. 434.6 24'x83' C.I.P.

Br. 434.156-43'x80' C.I.P.

Br. 434.8 42'x86' C.I.P. & Cor.P.

Br. 434.4 24'x83' C.I.P.

Br. 434.4 24'x61' C.I.P.

Br. 433.7 24'x61' C.I.P.

Br. 433.4 24'x61' C.I.P.

Br. 432.3 18'x68' C.I.P.

Br. 430.3 24'x102' C.I.P.

Br. 430.7 50'DG ON C. Piers

With 56' P.T. on end B.D.

Pub. Rd. Xing Br. (5371-C) (closed)

Pr. Xing (5370-V)

Pr. Xing (5369-B)

Pr. Xing (5367-W)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

Pr. Xing (5367-E)

Pr. Xing (5367-N)

Pr. Xing (5367-S)

1974 - 1 N  
 1974 - 1 S

136 CWR 8 - 1974  
 136 CWR 8 - 1974

1985-3  
 1985-2  
 74  
 74-1  
 74-3  
 85-2  
 85-3

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

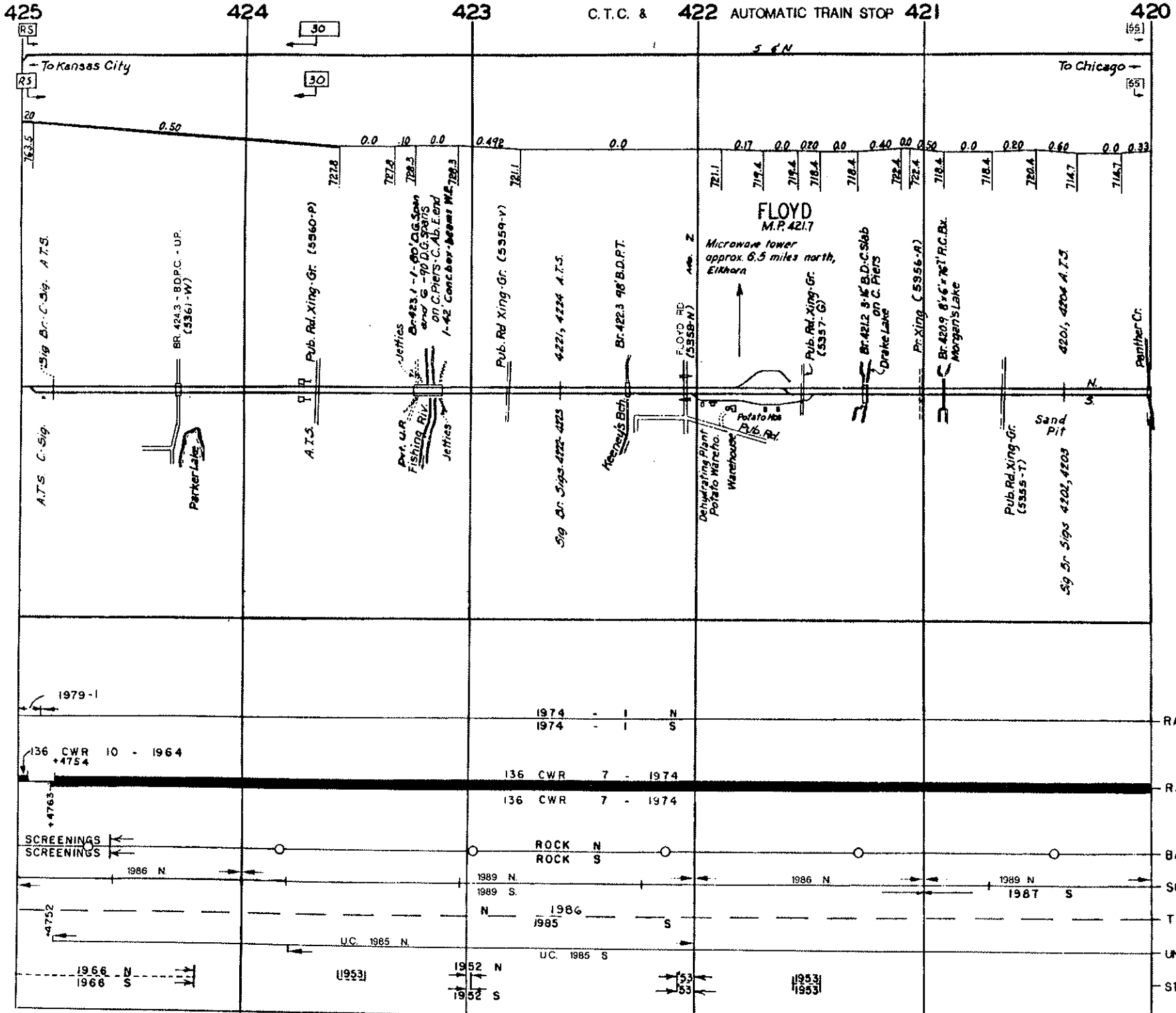
UNDERCUTTER

STABILIZATION

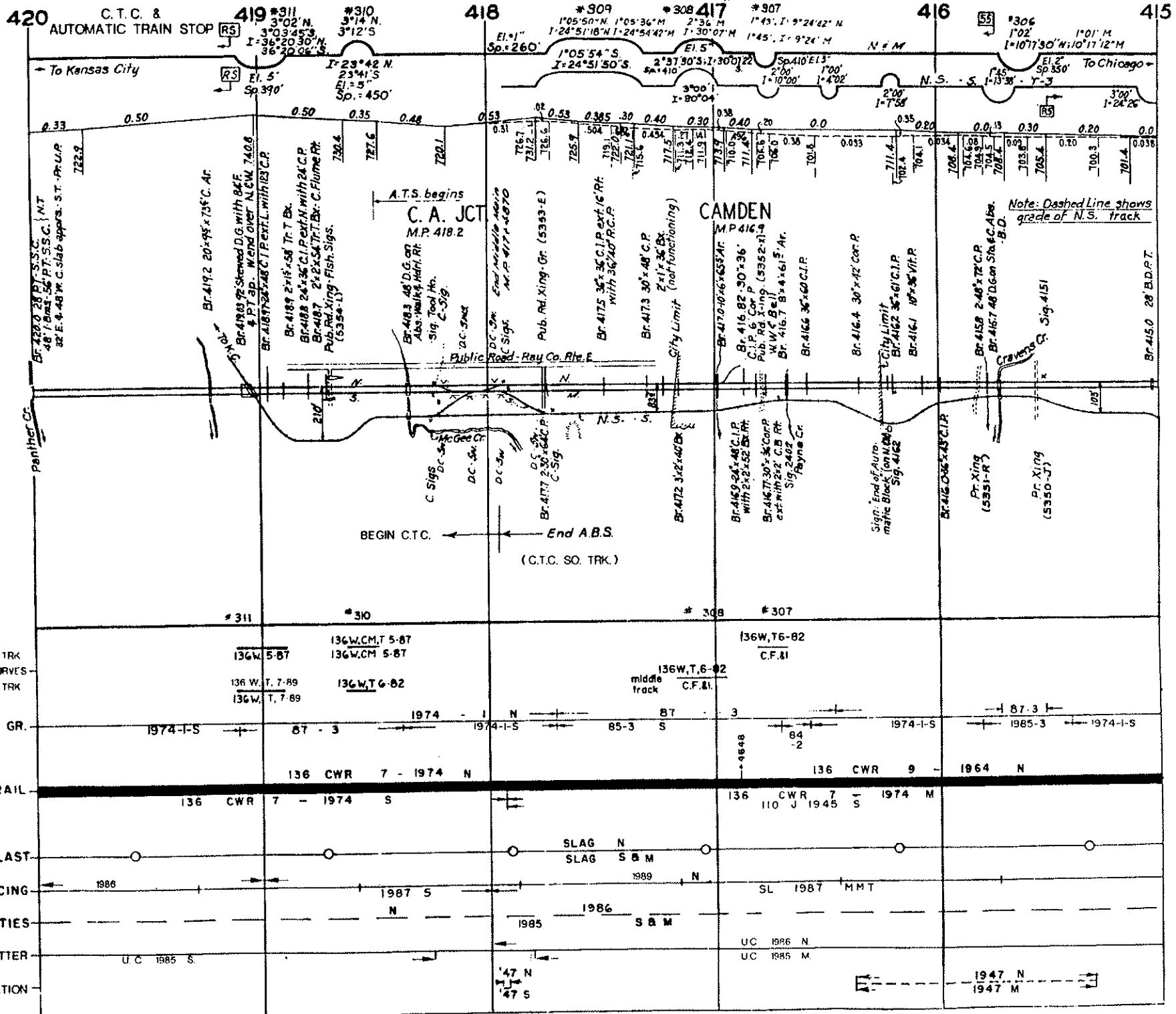
1953 N  
 1953 S

1948 N  
 1948 S









REVISED 7-88

AUTOMATIC BLOCK

420 C.T.C. & AUTOMATIC TRAIN STOP

419 #311 3°02'N 3°03'45'S I=36°20'30"N 36°20'06"S

#310 3°14'N 3°12'S I=23°42'N 23°41'S El. 5' Sp. 390'

418 #309 2°34'30"N 7°30'08'12"N 1°05'50"N 1°05'36"M 2°36'M I=24°51'18"N 1°24'54'42"M 1°30'07'M

#308 417 #307 2°34'30"N 7°30'08'12"N 1°45' I=9°24'42"N 1°45' I=9°24'42"N

416 #306 1°01'N 1°02' I=107°30'N 107°17'12"N 1°01'N 1°02' I=107°30'N 107°17'12"N

415

To Kansas City

To Chicago

0.50 0.50 0.35 0.48 0.53 0.53 0.385 30 0.40 0.30 0.38 0.40 0.20 0.0 0.35 0.20 0.0 0.15 0.30 0.20 0.0 0.038

A.T.S. begins  
C.A. JCT  
M.P. 418.2

CAMDEN  
M.P. 416.9

Note: Dashed Line shows grade of N.S. track

Br. 420.0 28 FT. S.S.C. 48' 18ms. 56 FT. S.S.C. 1 MT 82 E. 4.48 W. C. slab approx. ST. RR-U.P. 722.9

Br. 419.2 20x95x75 C. Ar.

Br. 418.8 2x18x58 Tr. T. Bx.

Br. 418.8 2x36' C.I.P. ext. N. with 24 C.P.

Br. 418.7 2x24x54 Tr. T. Bx. C. Flame Rt. Pub. Rd. Xing - Fish. Sigs. (5355-1)

Br. 418.3 48' D.G. on Abs. Walk & Hdr. Rt. Sig. Tool Ho. C. Sig.

DC. Spax

DC. Sp. End. Middle. Ave. N. C. Sigs. M.P. 418.4-4870

Pub. Rd. Xing - Gr. (5353-E)

Br. 417.5 3x36' C.I.P. ext. 16 Rt. With 36' 40' R.C.P.

Br. 417.3 30' x 48' C.P. 2' x 1' 36' Bx. City Limit (not functioning)

Br. 417.0 10' 46' x 63' 41' Ar.

Br. 416.82 30' x 36' C.I.P. 6 Cor P. Pub. Rd. Xing (5352-1) W.W.C. Bx. Br. 416.7 8' x 46' 5' Ar. Br. 416.6 36' x 60' C.I.P.

Br. 416.4 30' x 42' Cor. P.

City Limit

Br. 416.2 35' 6' C.I.P.

Br. 416.1 10' x 35' Vitr. P.

Br. 415.8 2.40' x 72' C.P.

Br. 415.7 48' D.G. on St. Ave. C.A. Bx. - B.D.

Crawlers Cr. Sig. 4151

Br. 415.0 28' B.D.P.T.

Public Road - Ray Co. Rte. E.

McGee Cr.

C. Sigs. DC. Sp. DC. Sp.

Br. 417.2 3' x 2' x 40' Bx.

Br. 415.9 24' x 48' C.I.P. with 2x2' 452 Bx. Rt.

Br. 415.7 30' x 36' Corp. ext. with 2x2' C.B. Rt. Sig. 2402

Rayne Cr.

Br. 416.5 24' x 48' C.I.P. with 2x2' 452 Bx. Rt.

Br. 416.2 35' 6' C.I.P.

Br. 416.1 10' x 35' Vitr. P.

Br. 415.8 2.40' x 72' C.P.

Br. 415.7 48' D.G. on St. Ave. C.A. Bx. - B.D.

Br. 415.0 28' B.D.P.T.

BEGIN C.T.C. ← End A.B.S. (C.T.C. SO. TRK.)

NR N. TRK  
SR CURVES  
NR S TRK  
SR

# 311  
136W, CM, T 5-87  
136W, CM 5-87  
136 W, T, 7-89  
136W, T, 7-89

# 310  
136W, CM, T 5-87  
136W, CM 5-87  
136W, T, 7-89  
136W, T, 7-89

# 308  
136W, T, 6-82  
middle track  
C.F. 81

# 307  
136W, T, 6-82  
C.F. 81

RAIL GR.	1974-I-S	87 - 3	1974 - I-S	85-3	87 - 3	1974-I-S	87-3
RAIL	136 CWR 7 - 1974 S	136 CWR 7 - 1974 N			136 CWR 7 - 1974 M	136 CWR 9 - 1964 N	
BALLAST			SLAG N SLAG S B M				
SURFACING	1986	1987 S	1989 N	1986 S B M	1987 MMT		
TIES			1985	1986			
UNDERCUTTER	UC 1985 S				UC 1986 N UC 1985 M		
STABILIZATION			47 N 47 S			1947 N 1947 M	





405

404

403

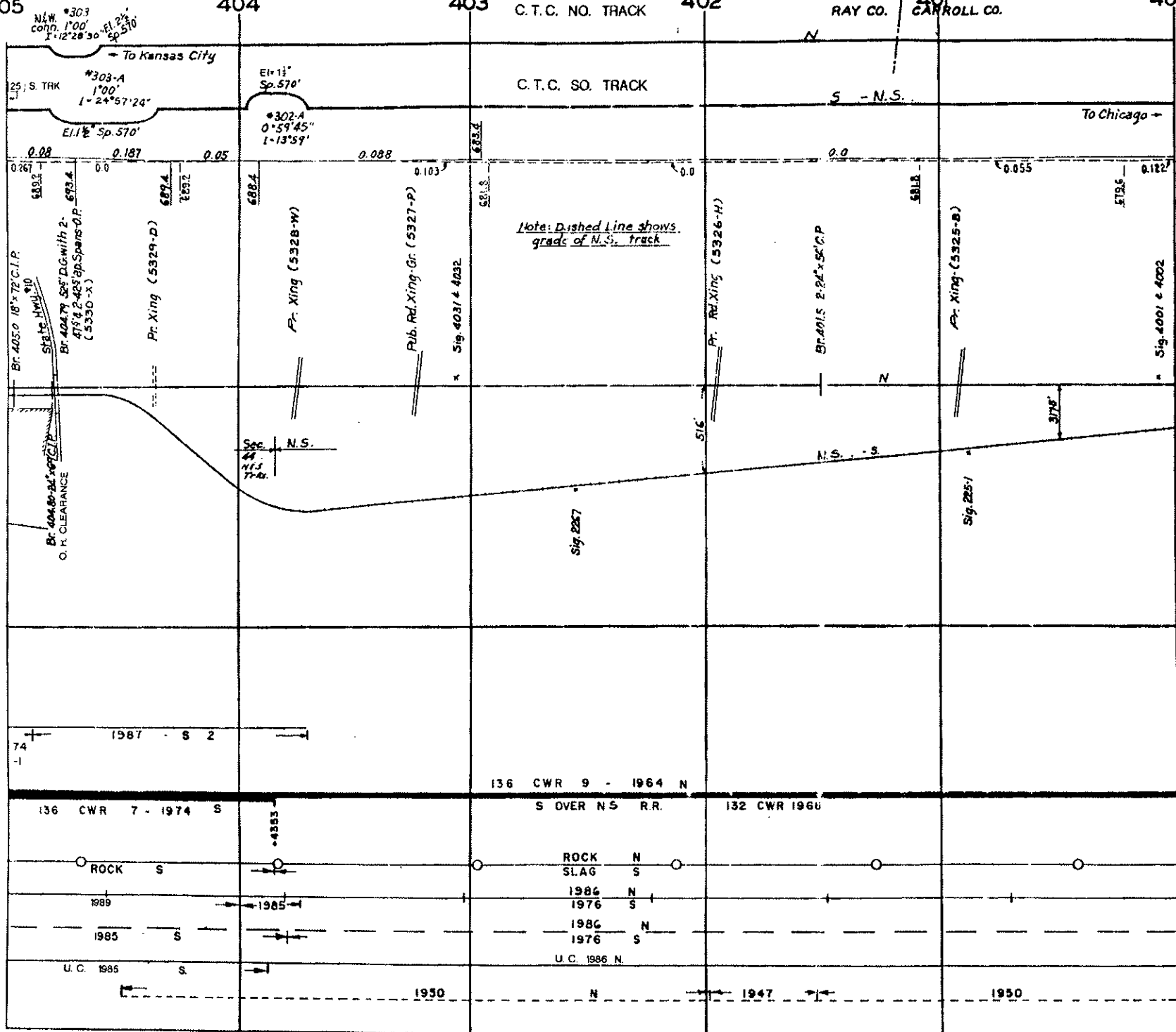
C.T.C. NO. TRACK

402

RAY CO.

401  
CARROLL CO.

400





395

394

393

C.T.C. NO. TRACK

392

391

390

-- To Kansas City

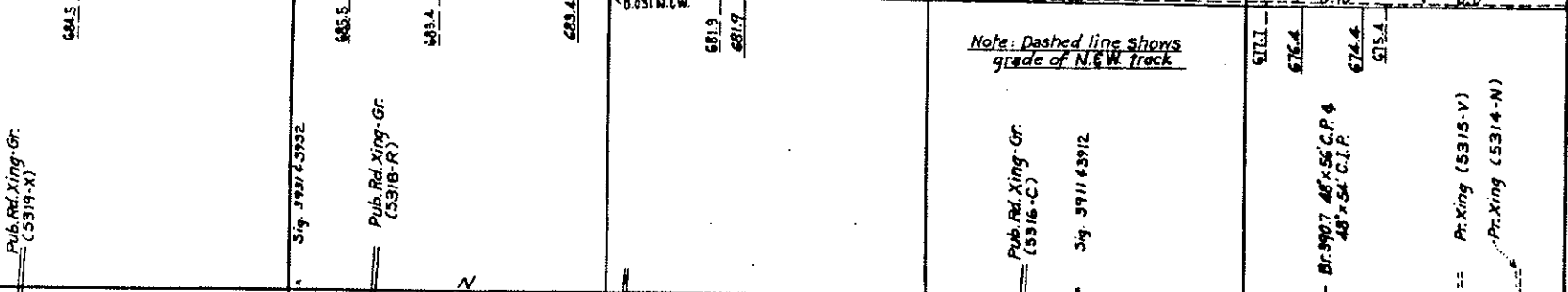
C.T.C. SO. TRACK

NO CURVES

NO CURVES

To Chicago--

0.031 0.022 0.0 0.15 0.03 0.06 0.048 0.113 0.10 0.02 0.0



Pub. Ref. Xing Gr. (5319-X)  
 Sig. 1921 (4-3) 52  
 Pub. Ref. Xing Gr. (5318-R)  
 Pub. Ref. Xing Gr. (5316-C)  
 Sig. 5911 (4-3) 12  
 Br. 3907 48° 56' C.P. 4  
 48° 54' C.I.P.  
 Pr. Xing (5315-V)  
 Pr. Xing (5314-N)



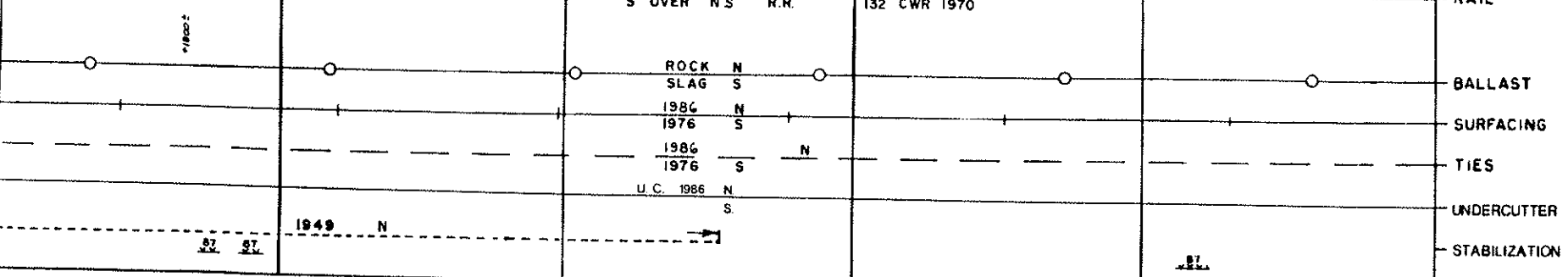
Sig. 2187  
 Pub. Ref. Xing Gr. (5317-J)  
 Sig. 2167  
 Sig. 2147

132 CWR 1969

136 CWR 9 - 1964 N

132 CWR 1970

S OVER NS R.R.



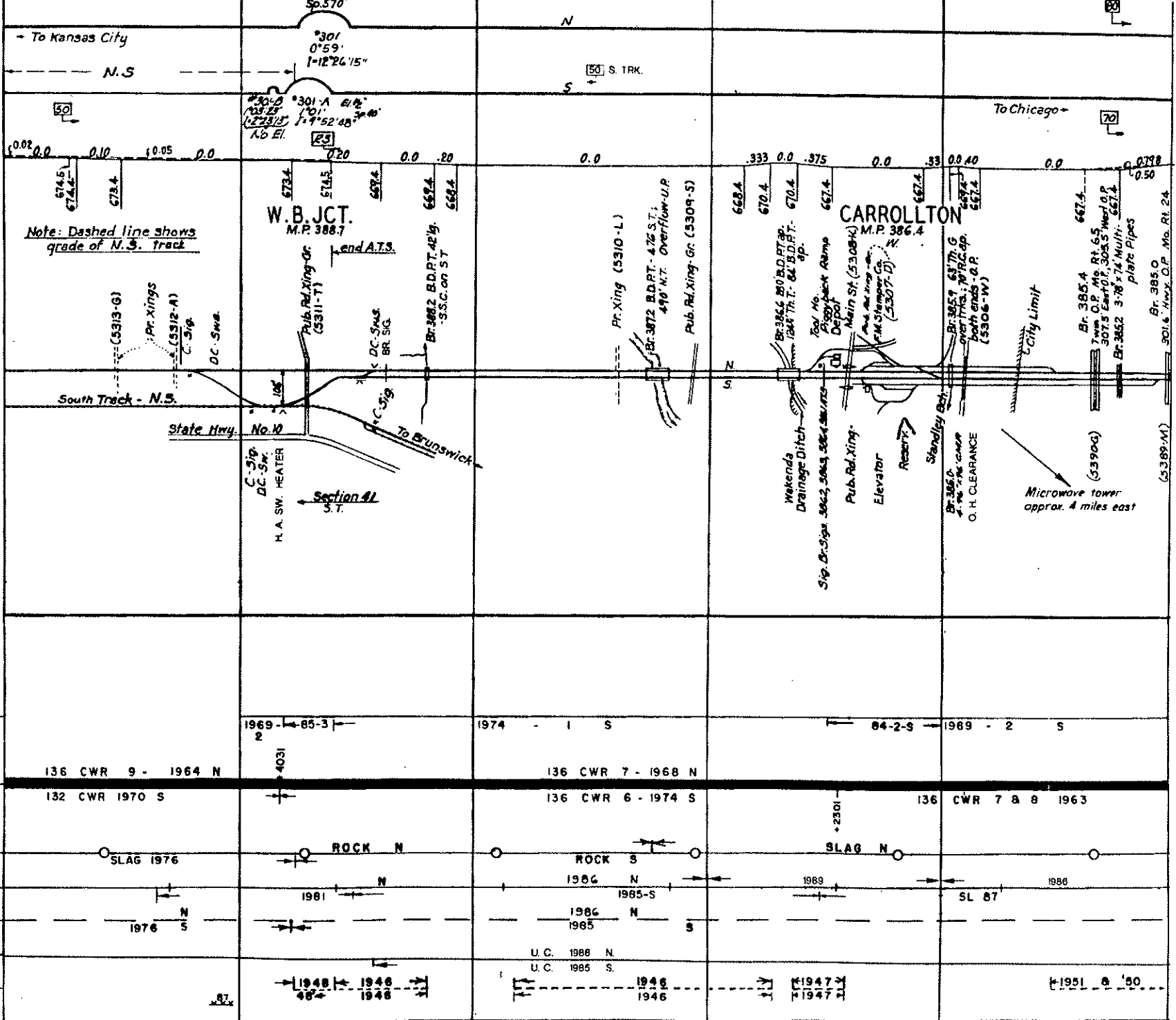
390

389

388

C.T.C. & 387 AUTOMATIC TRAIN STOP 386

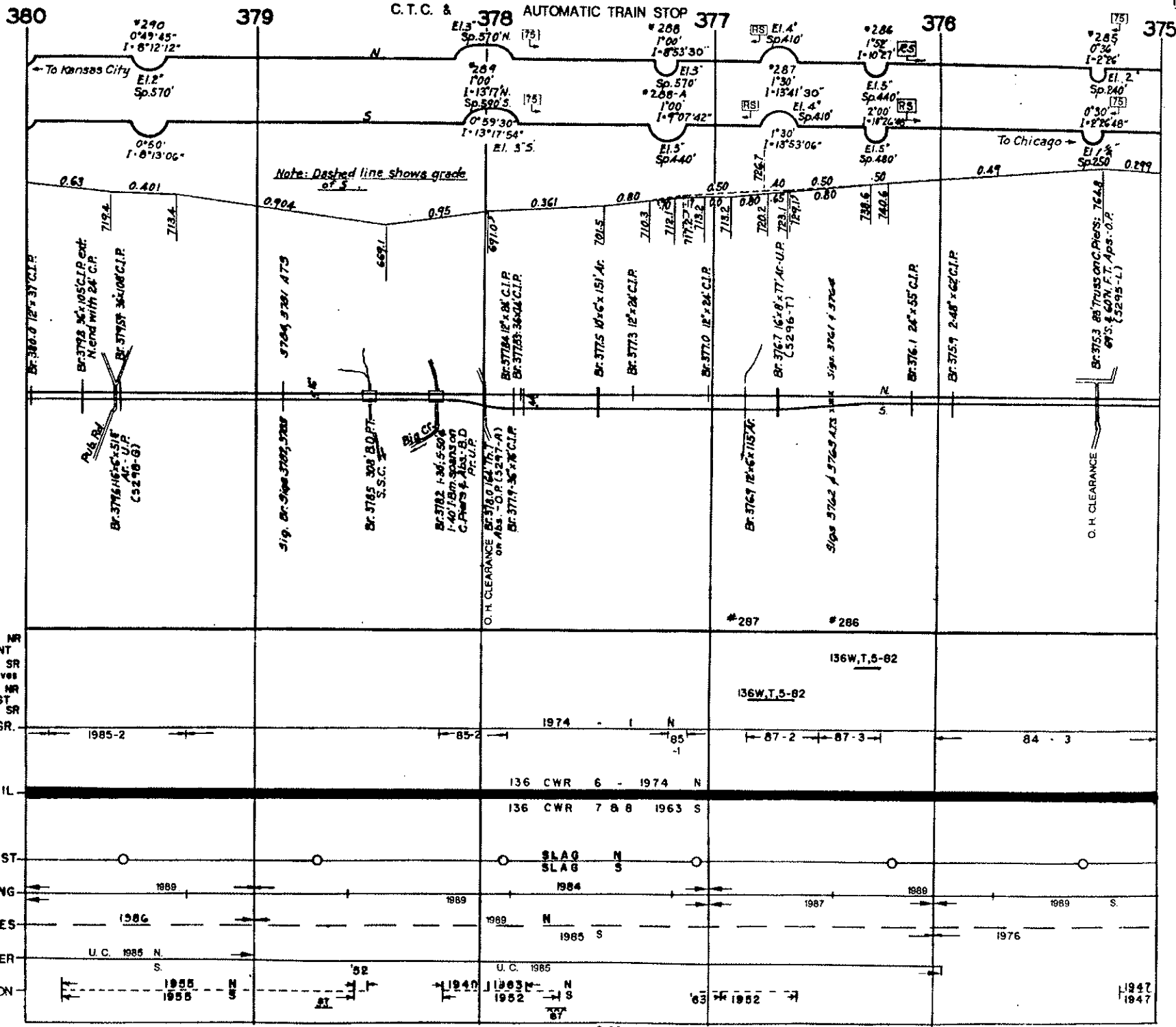
385



REVISED 8-90







NR  
NT  
SR  
Curves  
NR  
ST  
SR  
RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION

1985-2	85-2	1974	87-2	87-3	84-3
		136 CWR 6 - 1974 N			
		136 CWR 7 & 8 1963 S			
		SLAG SLAB N S			
1888	1889	1984	1987	1889	1889 S
1986		1989 N			1976
U.C. 1985 N		1985 S			
1955 1956	1947 1948	1952 1953	1981 1982		1947 1947

375

374

373

372

371

370

C.T.C. &

AUTOMATIC TRAIN STOP

- To Kansas City

To Chicago ->

CARROLL CO.

Note: Dashed line shows grade of 5-1

BOSWORTH  
M.P. 374.3

Br. 374.5 8x8x78' R.C. Bx.  
Garage Tool Ho.  
D.C. SWS.  
Pub. Rd. King. (5294-E)  
D.C. SWS.  
Carroll C. Sig. ATS

Br. 374.0 30' C. Bl.  
Sp. 550' C.I.P.  
(5292-R)

Br. 373.9 8x6x107' A.C.  
St. Hwy. #139

Br. 373.2 6x5x305' A.C. NT  
Br. 373.0 30'x91' C.I.P. ext.  
with 8' C.P. and 16' 3/4" C.P. send  
Shifted Load Detectors &  
Indicators, Both Trks.  
For Br. 369.9

6'x5'x585' A.C. ST  
Br. 372.8 24'x91' C.I.P.

Br. 372.2 12'x24' C.I.P.  
Shifted Bch.

Br. 371.9 12'x24' C.I.P.  
With 3' Vitr. P-Send  
Pub. Rd. King Gr.  
(5290-C)

Br. 371.7 24'x78' C.I.P.  
3' 10.5' 9' 7.2' 9' 7.2'  
Shifted Load Ind. & Light

Br. 371.5 12'x22' C.I.P.  
Shifted Bch.

Br. 371.1 12'x24' C.I.P.  
Br. 371.0 35'x24' C.I.P.

Br. 370.8 8'x6'x124' A.C.  
Coal Bch.  
Pub. Rd. King Gr.  
(5289-N)

Br. 370.2 25'x10' D.P.T.  
Overflow Bc.  
Grand Mill

#282

#281

Section 41

NR  
NT  
ST  
CURVES  
NR  
ST  
SR

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136W, T, S-82  
C.F. & L

136W, T, S-82  
136 W, 7-90

136W,  
1-5-82

84 3 S

87-2

1884 1 S

136 CWR 6 - 1974 N

136 CWR 7 & 8 1963 S

SL AG N  
SL AG S

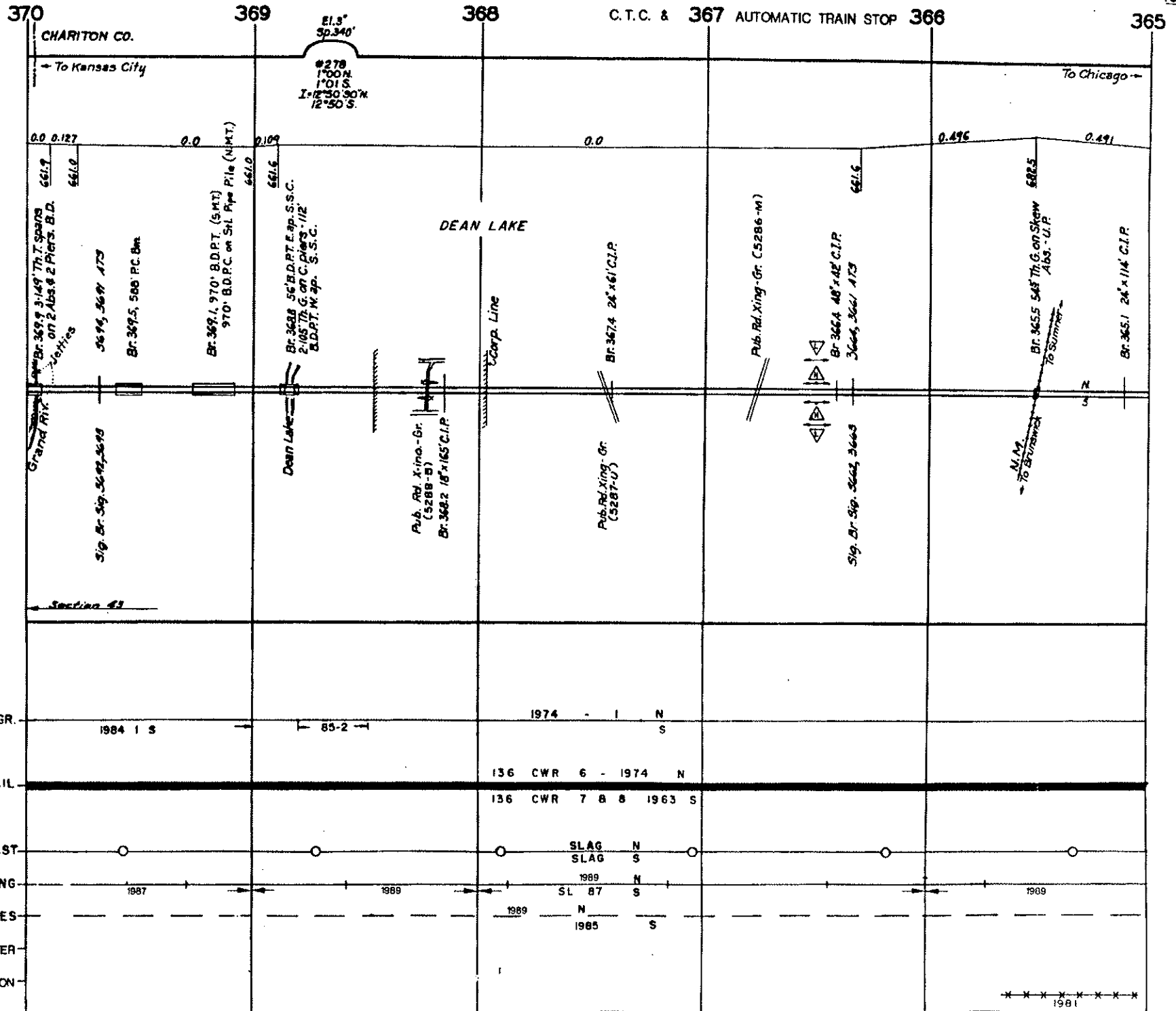
1989  
1989

1989

1985 N  
1985 S

R  
1958

1987



CHARITON CO.

To Kansas City

0.0 0.127

661.9  
661.0

Br. 369.9 3149 7th. Spans on 2 Abs & 2 Piers. B.D. Settles

3694, 5691 173

Br. 369.5, 500' P.C. Bm.

Br. 369.1, 970' B.D.P.T. (SMT) 970' B.D.P.C. on 5th. Pipe Pile (N.M.T.)

Br. 368.8 56' B.D.P.T.E. ap. S.S.C. 2-1/2" Th. G. on C. Piers - 112' B.D.P.T. N. ap. S.S.C.

Dean Lake Corp. Line

Pub. Rd. X-ing - Gr. (5288-B) Br. 368.2 18' x 15' C.I.P.

DEAN LAKE

Corp. Line

Pub. Rd. X-ing Gr. (5287-U)

Br. 367.4 24' x 16' C.I.P.

Pub. Rd. X-ing - Gr. (5286-W)

Br. 366.4 48' x 12' C.I.P.

Sig. Br. Sig. 366.5 366.5

Br. 365.5 548' Th. G. on Skew Abs. - U.P. M.M. To Br. 365.1 To Summit

Br. 365.1 24' x 14' C.I.P.

To Chicago

RAIL GR.

1984 I S

85-2

1974 - I N S

RAIL

136 CWR 6 - 1974 N

136 CWR 7 8 8 1963 S

BALLAST

SLAG N

SLAG S

SURFACING

1987

1989

1989

SL 87 N

SL 87 S

1989

TIES

1989 N

1985 S

UNDERCUTTER

STABILIZATION

1981

REVISED 8-90

365

364

363

C.T.C. &

362

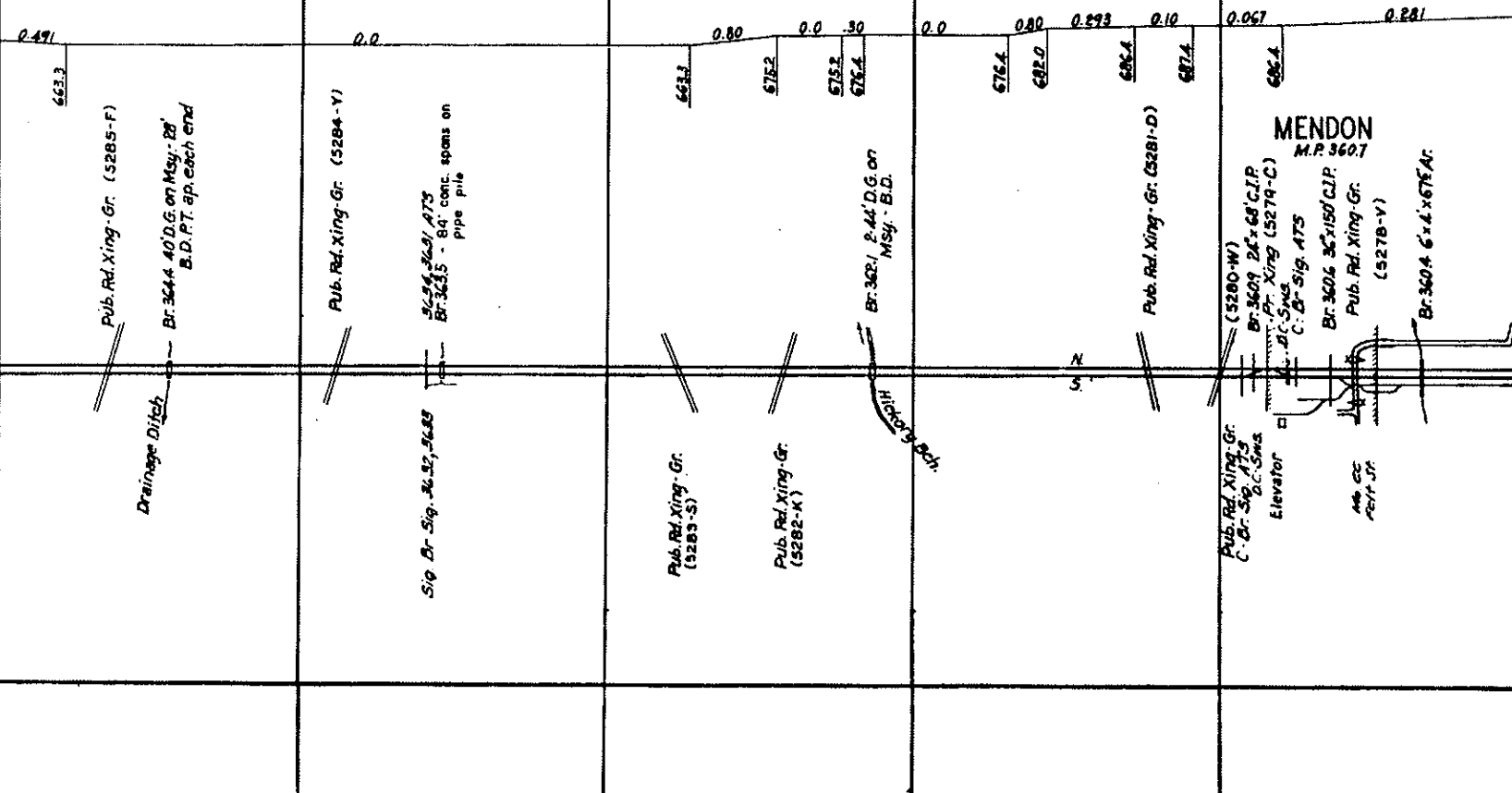
AUTOMATIC TRAIN STOP 361

360

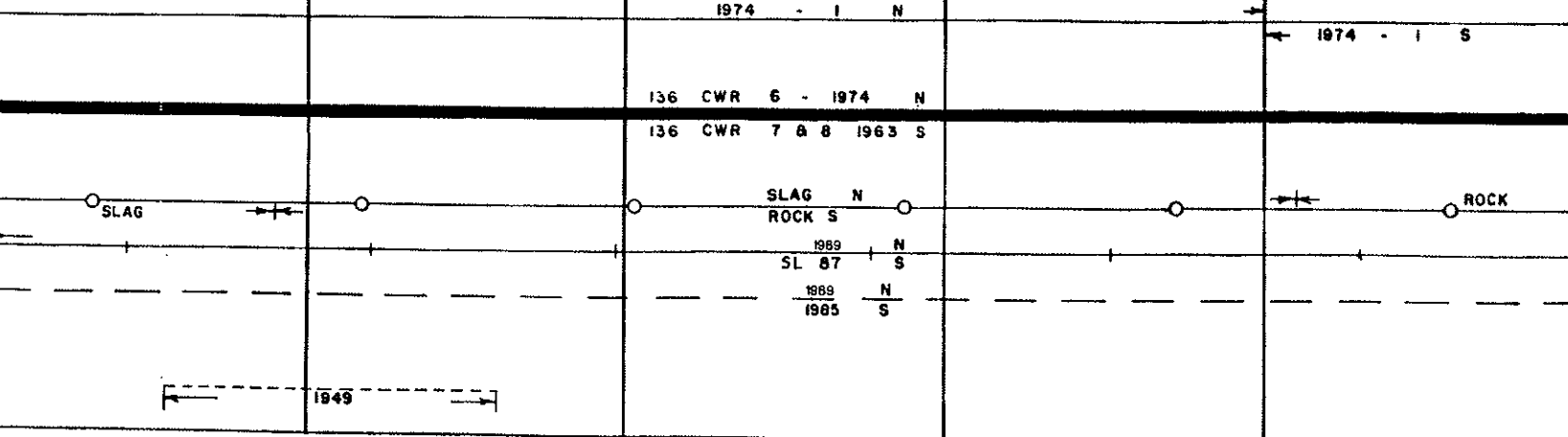
NO CURVES

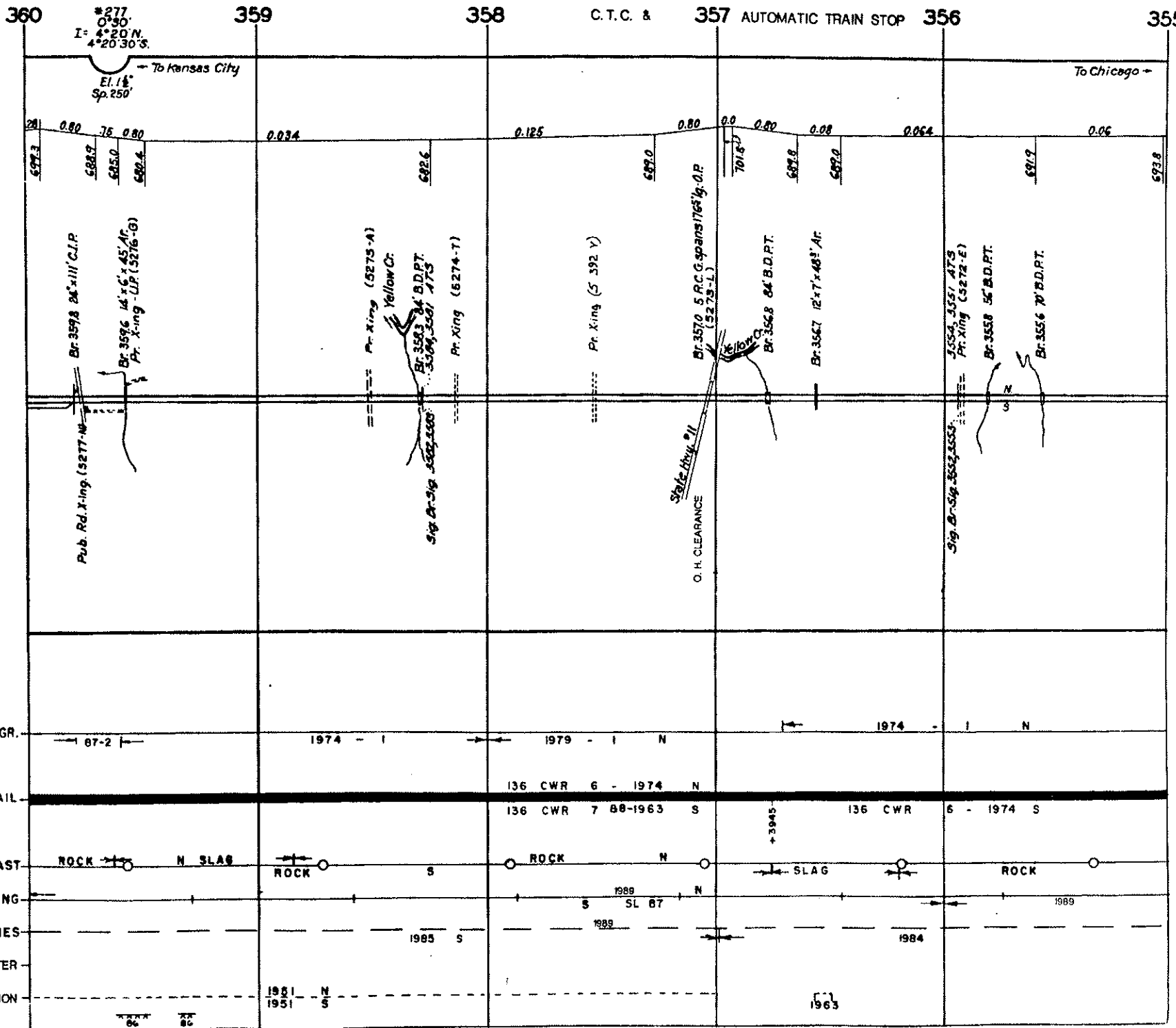
- To Kansas City

To Chicago ->



MENDON  
M.P. 360.7





REVISED 8-80

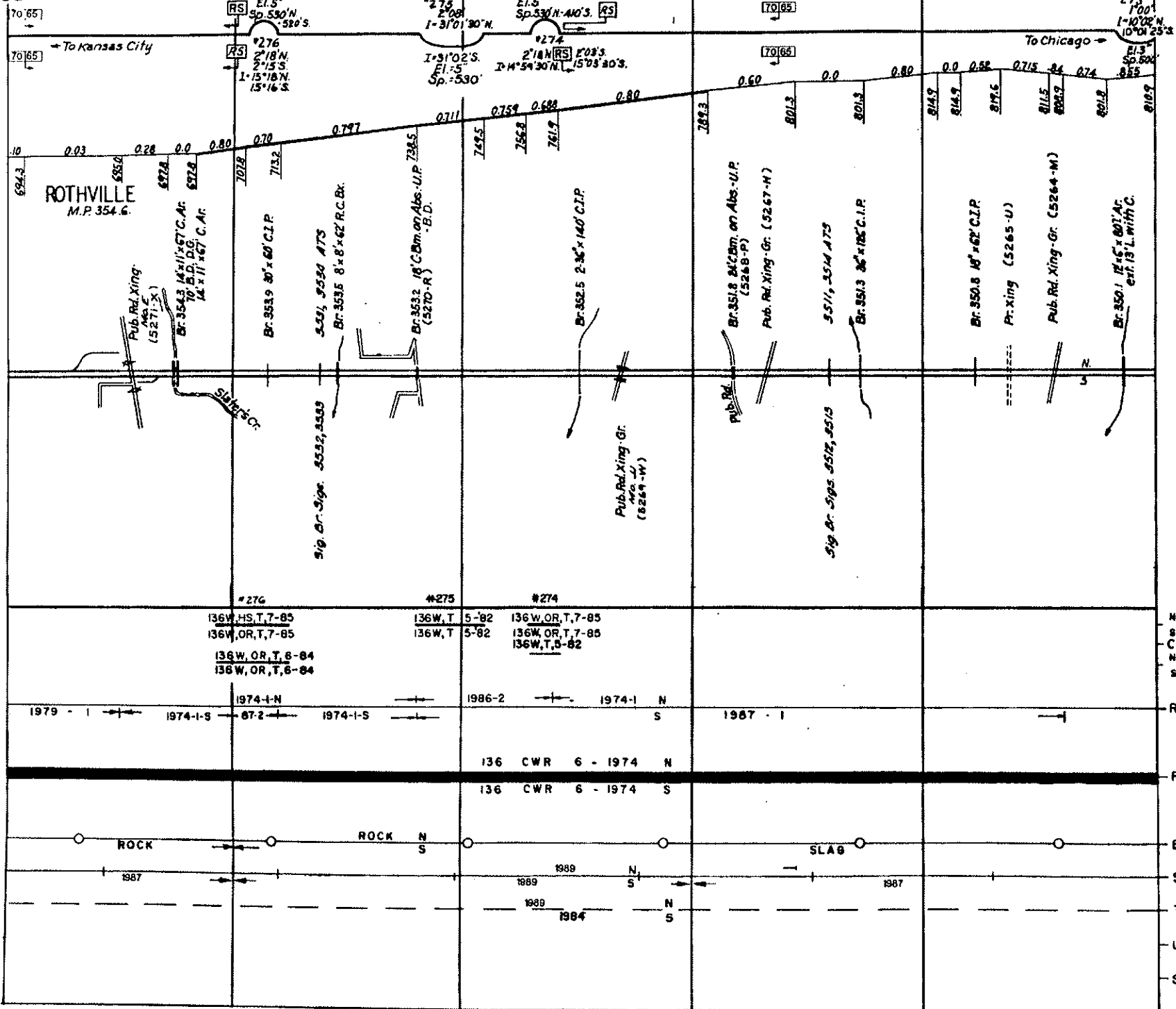
355

354

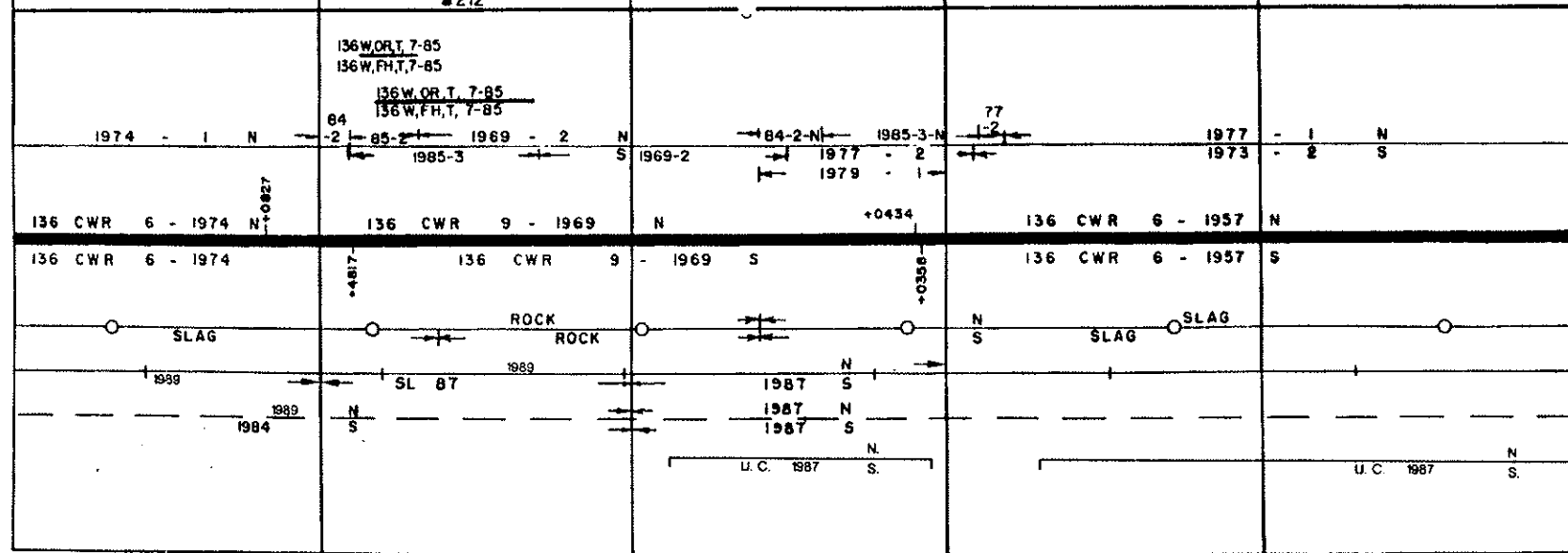
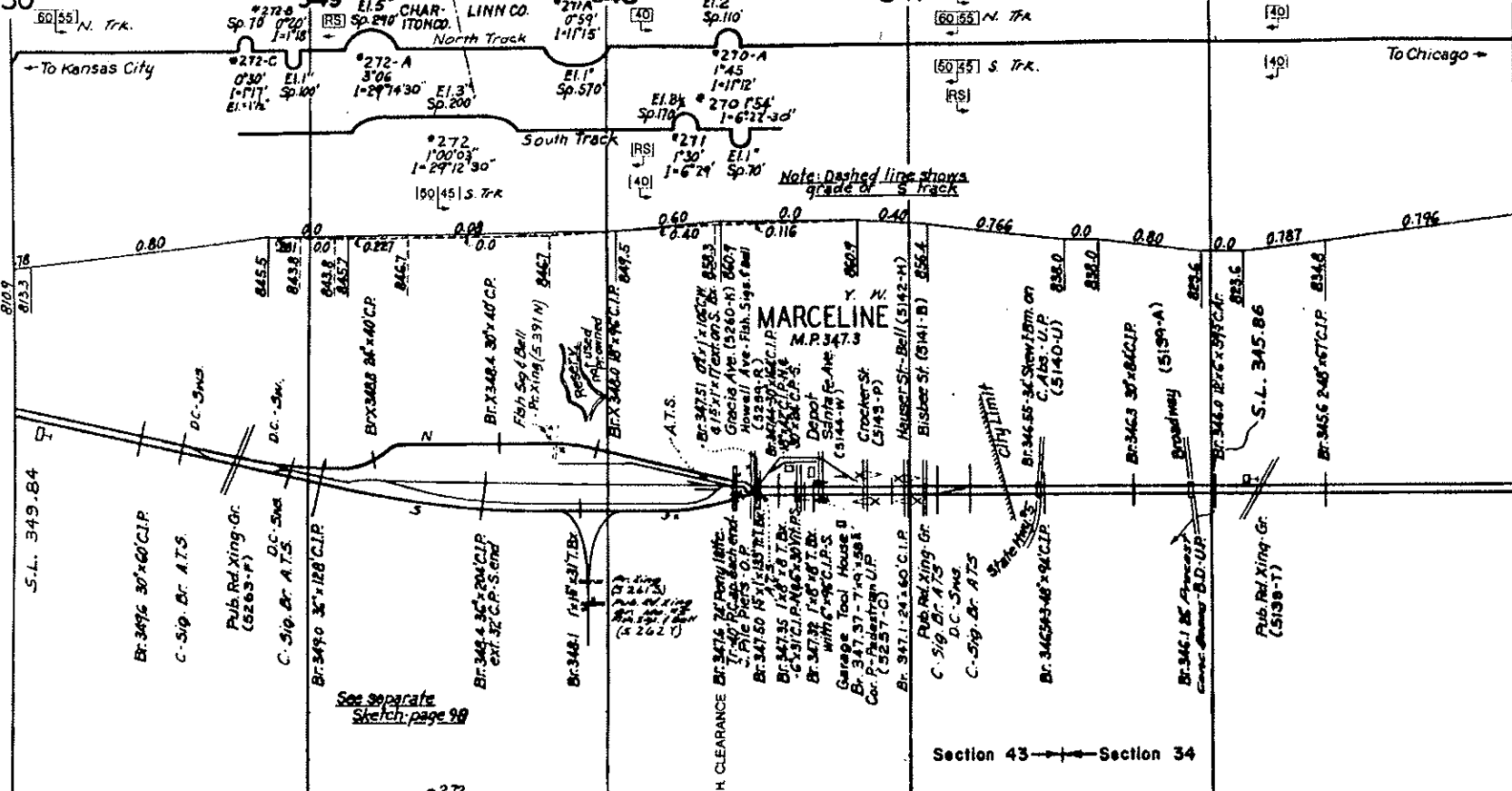
353

352

C.T.C. & 351 AUTOMATIC TRAIN STOP 350

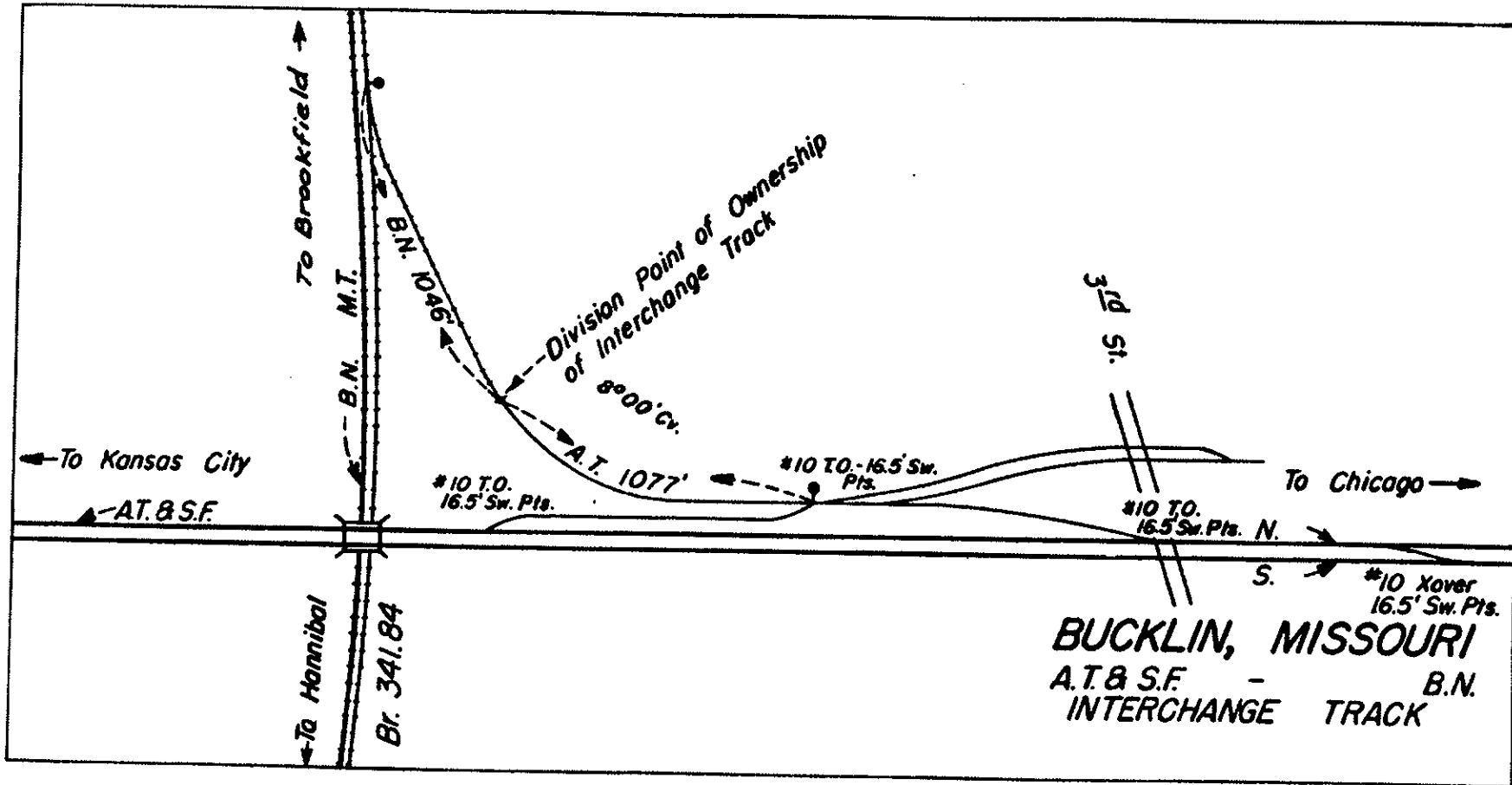


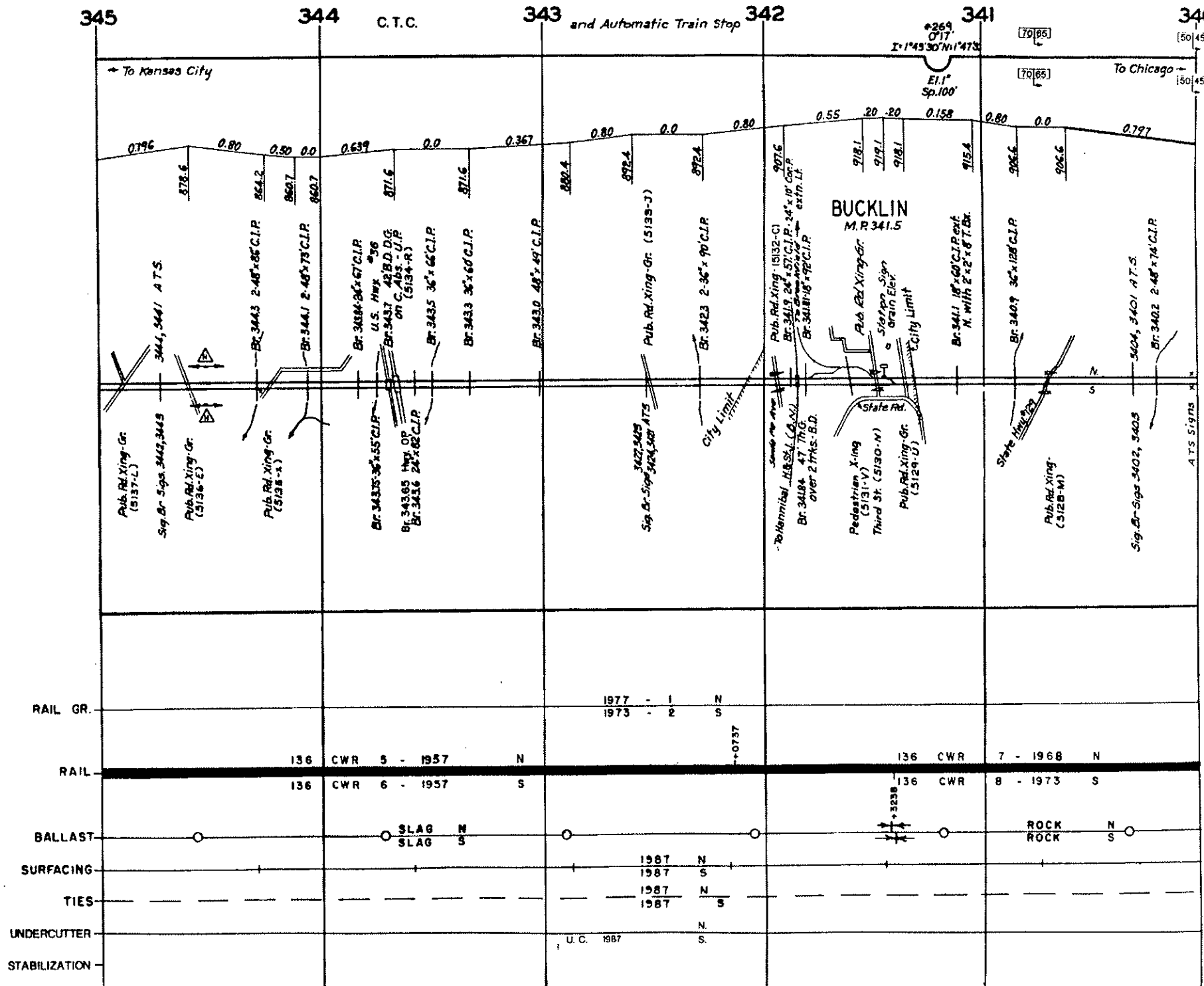






*Intentionally Blank*

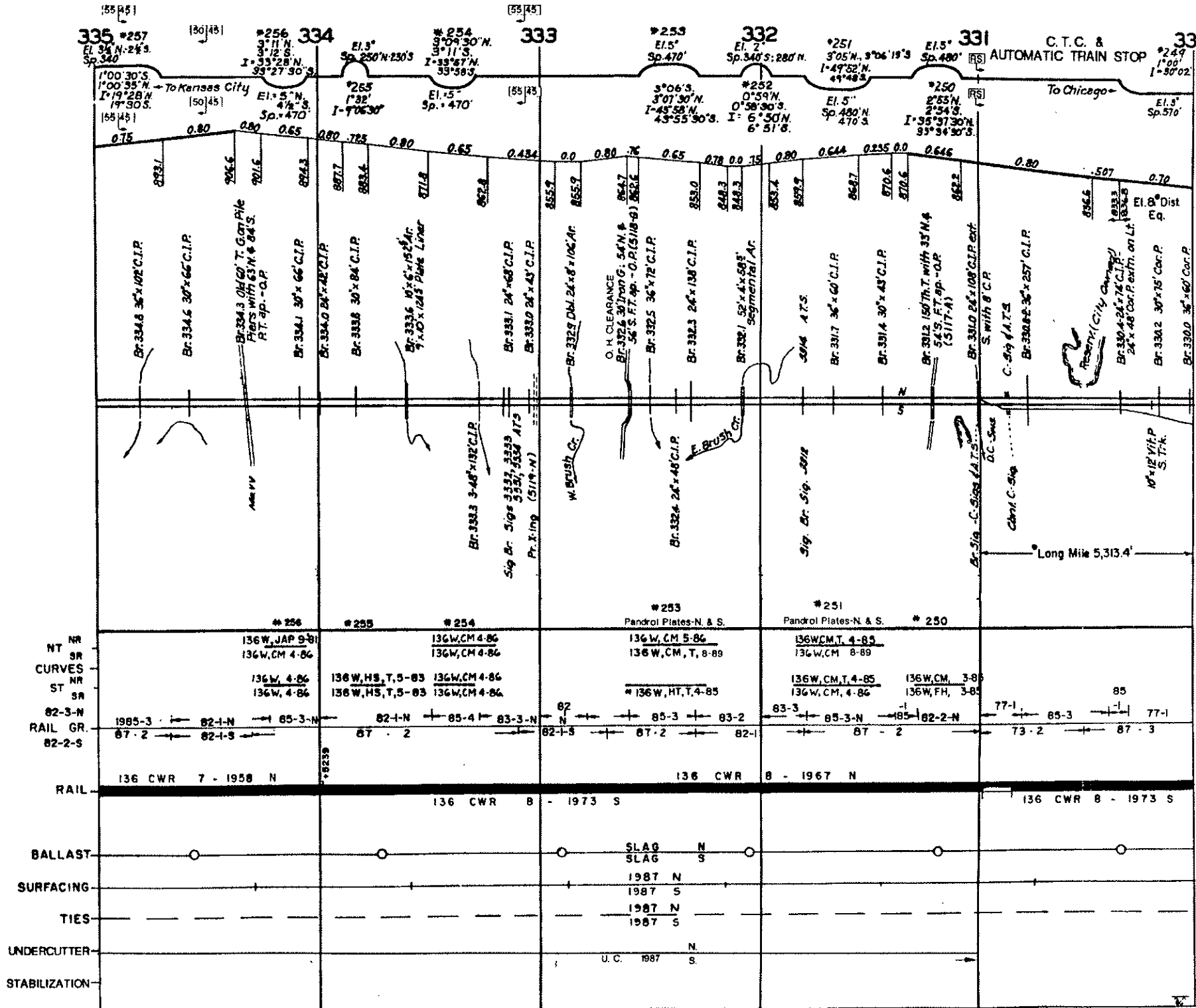




RAIL GR.				1977 - 1 N					
				1973 - 2 S					
RAIL		136	CWR 5 - 1957	N			136	CWR 7 - 1968	N
		136	CWR 6 - 1957	S			136	CWR 8 - 1973	S
BALLAST			SLAG N SLAG S					ROCK N ROCK S	
SURFACING					1987 N				
					1987 S				
TIES					1987 N				
					1987 S				
UNDERCUTTER					N				
					U.C. 1987 S				
STABILIZATION									

REVISED 8-90





155 45  
 335 #257  
 El. 34' N. 24' S.  
 Sp. 340  
 1'00' 30" S.  
 1'00' 35" N. - To Kansas City  
 1'19' 28" N.  
 1'19' 30" S.  
 155 45

180 45  
 #256  
 3' 11" N.  
 3' 12" S.  
 I = 33' 28" N.  
 33' 27' 30" S.  
 El. 5' N.  
 1' 32'  
 4' 7" S.  
 Sp. 470

334  
 El. 3' N.  
 Sp. 250' N-230' S  
 #255  
 1' 32'  
 I = 70' 30"  
 El. 5' N.  
 Sp. 470

55 45  
 333  
 El. 5' N.  
 Sp. 470

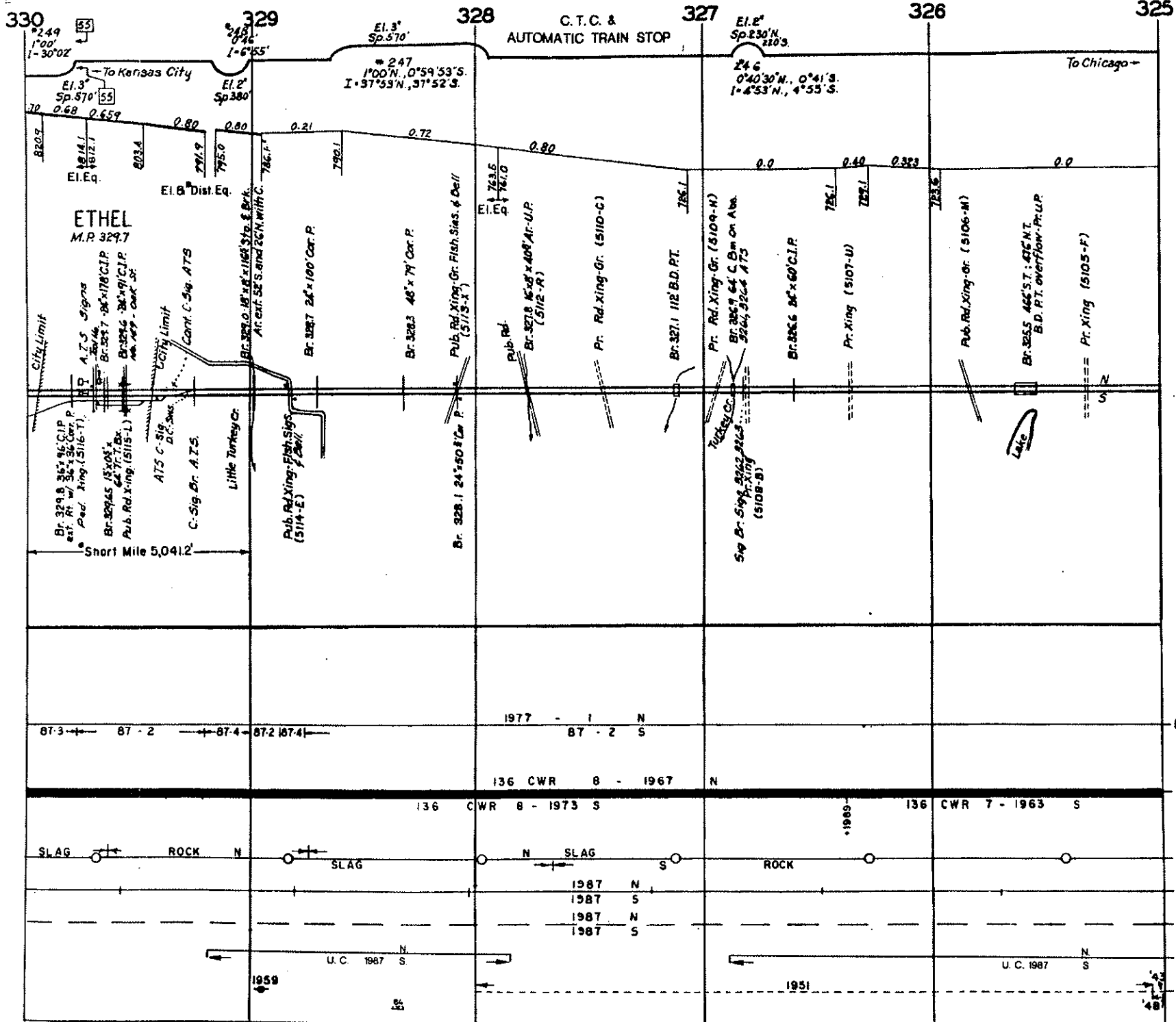
#253  
 El. 5' N.  
 Sp. 470  
 3' 06" S.  
 3' 07' 30" N.  
 1' 45' 58" N.  
 4' 55' 30" S.  
 I = 5' 50" N.  
 6' 51" S.

332  
 El. 2' N.  
 Sp. 340' S: 280' N.  
 #252  
 0' 59" N.  
 0' 58' 30" S.  
 I = 6' 50" N.  
 6' 51" S.

#251  
 3' 05" N., 3' 06' 15" S  
 1' 49' 52" N.  
 4' 48' S.  
 El. 5' N.  
 Sp. 480' N.  
 470' S.  
 #250  
 2' 55" N.  
 2' 54" S.  
 I = 35' 37' 30" N.  
 35' 34' 30" S.

C.T.C. &  
 AUTOMATIC TRAIN STOP  
 To Chicago -  
 #249  
 1' 00"  
 1' 30' 02"  
 El. 3' N.  
 Sp. 570'

NR		#256	#255	#254	#253	#251	#250
9R		136 W, JAP 9-81	136 W, CM 4-86	136 W, CM 4-86	136 W, CM 5-86	136 W, CM T, 4-85	136 W, CM 8-89
CURVES		136 W, CM 4-86	136 W, HS, T, 5-83	136 W, CM 4-86	136 W, CM, T, 8-89	136 W, CM, T, 4-85	136 W, CM, 3-89
NR		136 W, 4-86	136 W, HS, T, 5-83	136 W, CM 4-86	* 136 W, HT, T, 4-85	136 W, CM, 4-86	136 W, FH, 3-85
ST		136 W, 4-86	136 W, HS, T, 5-83	136 W, CM 4-86		136 W, CM, 4-86	
82-3-N		1985-3	82-1-N	85-3-N	82-1-N	85-4	83-3-N
RAIL GR.		87-2	82-1-S	87-2	82-1-S	87-2	82-1
82-2-S		87-2	82-1-S	87-2	82-1-S	87-2	82-1
RAIL		136 CWR 7 - 1958 N	136 CWR B - 1973 S	136 CWR B - 1967 N	136 CWR B - 1973 S	136 CWR B - 1973 S	136 CWR B - 1973 S
BALLAST				SLAG N	SLAG S		
SURFACING				1987 N	1987 S		
TIES				1987 N	1987 S		
UNDERCUTTER					N		
STABILIZATION					U.C. 1987 S		



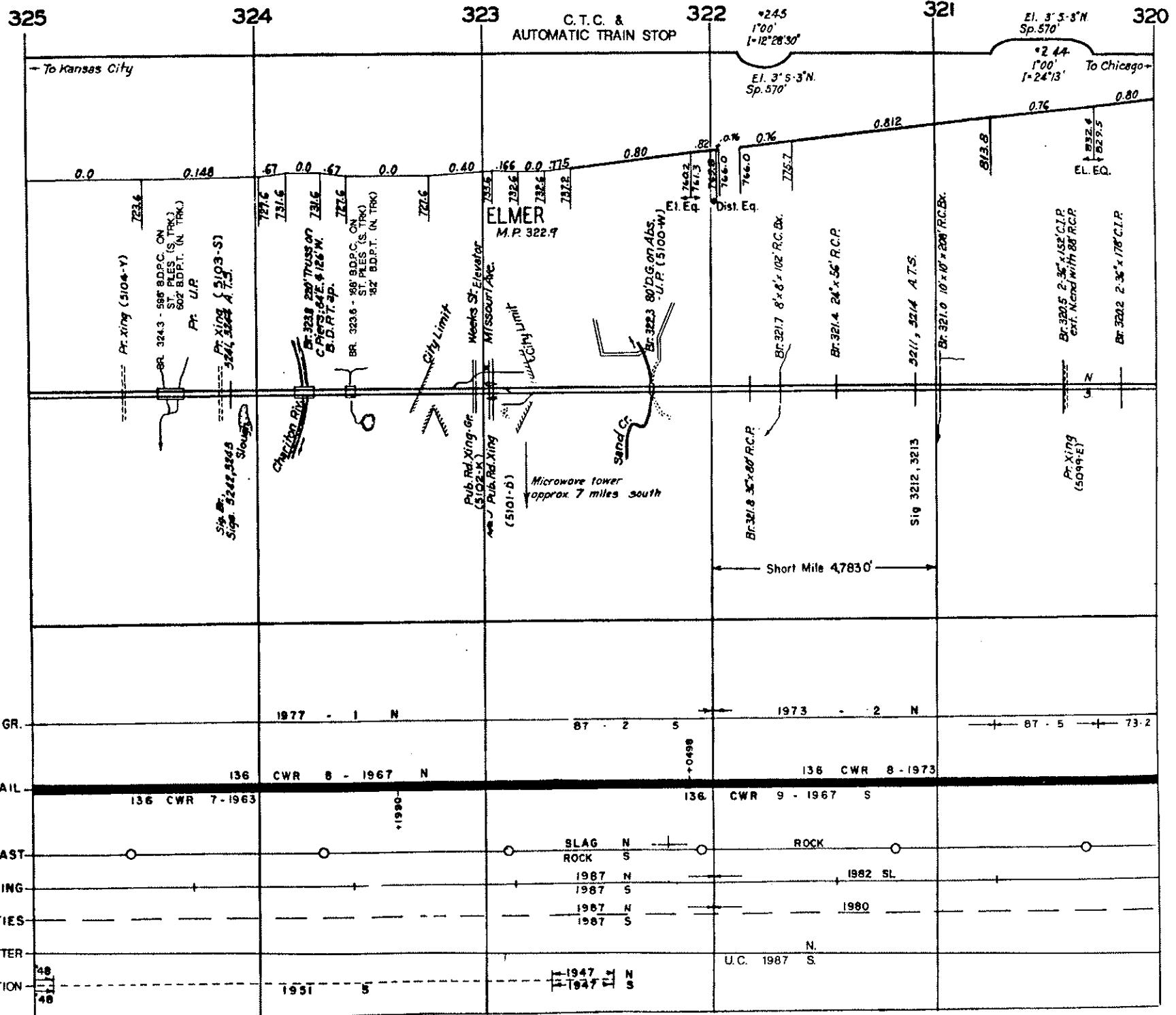
C.T.C. &  
AUTOMATIC TRAIN STOP

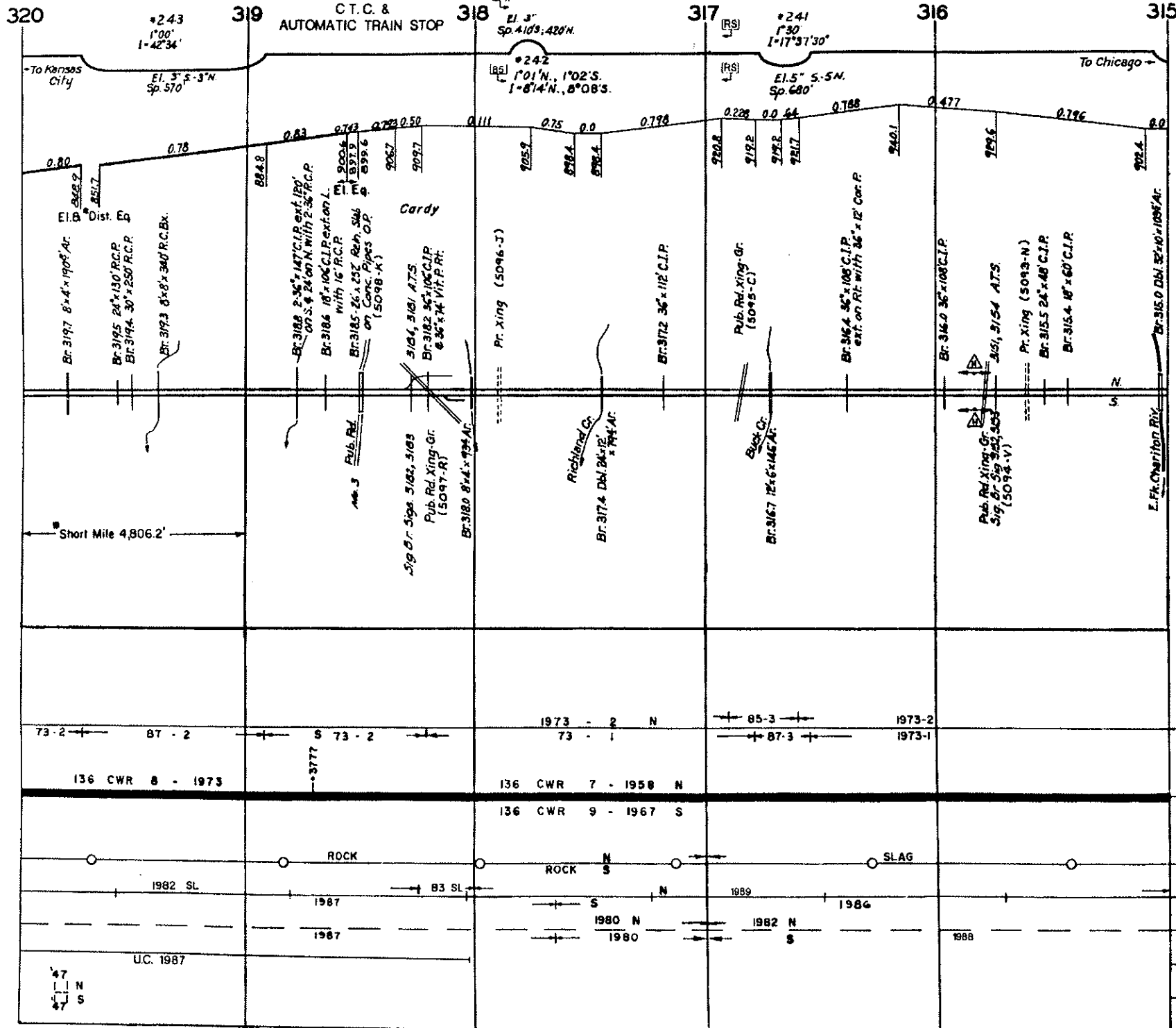
To Chicago →

ETHEL  
M.P. 329.7

Lake

RAIL GR.  
RAIL  
BALLAST  
SURFACING  
TIES  
UNDERCUTTER  
STABILIZATION



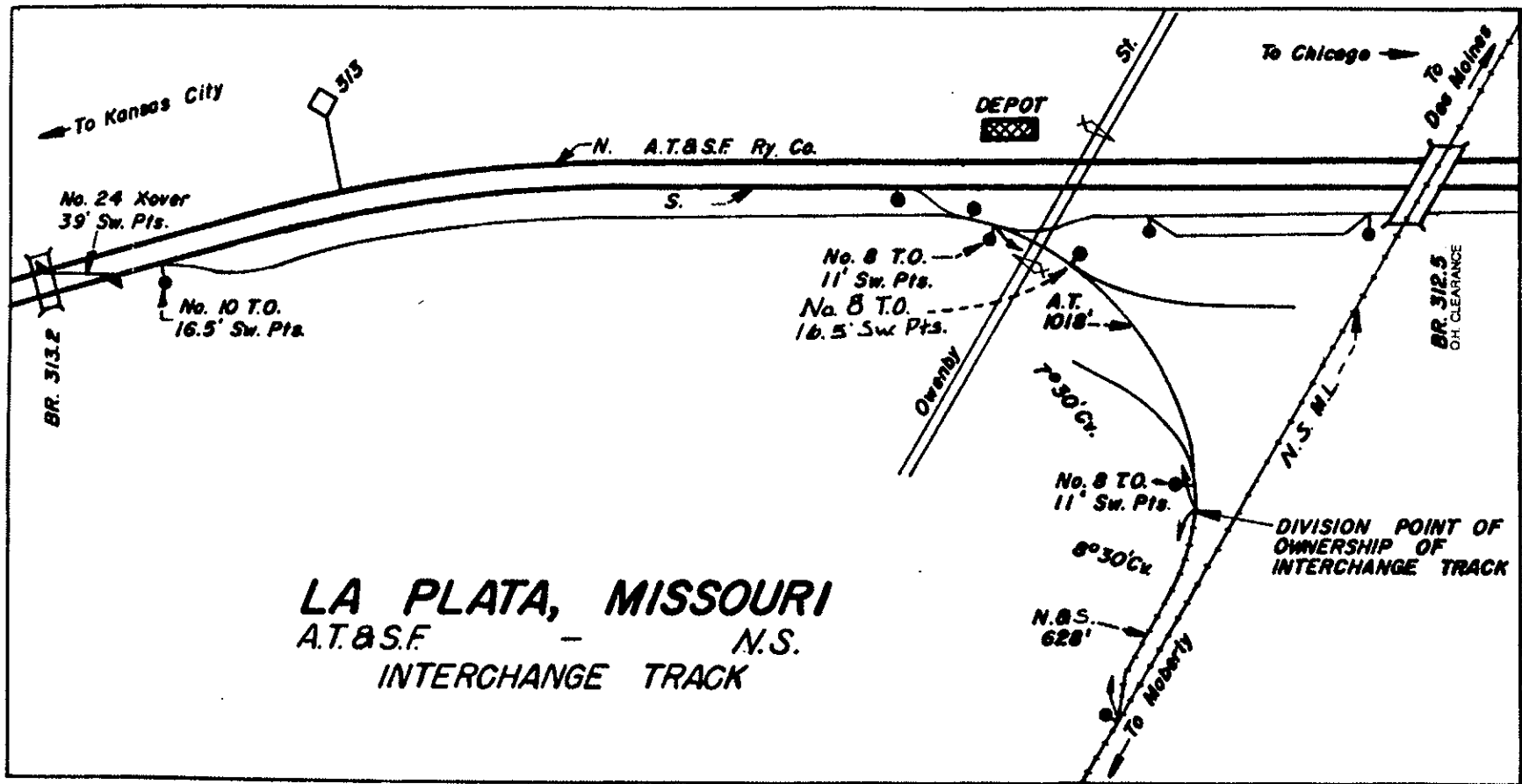


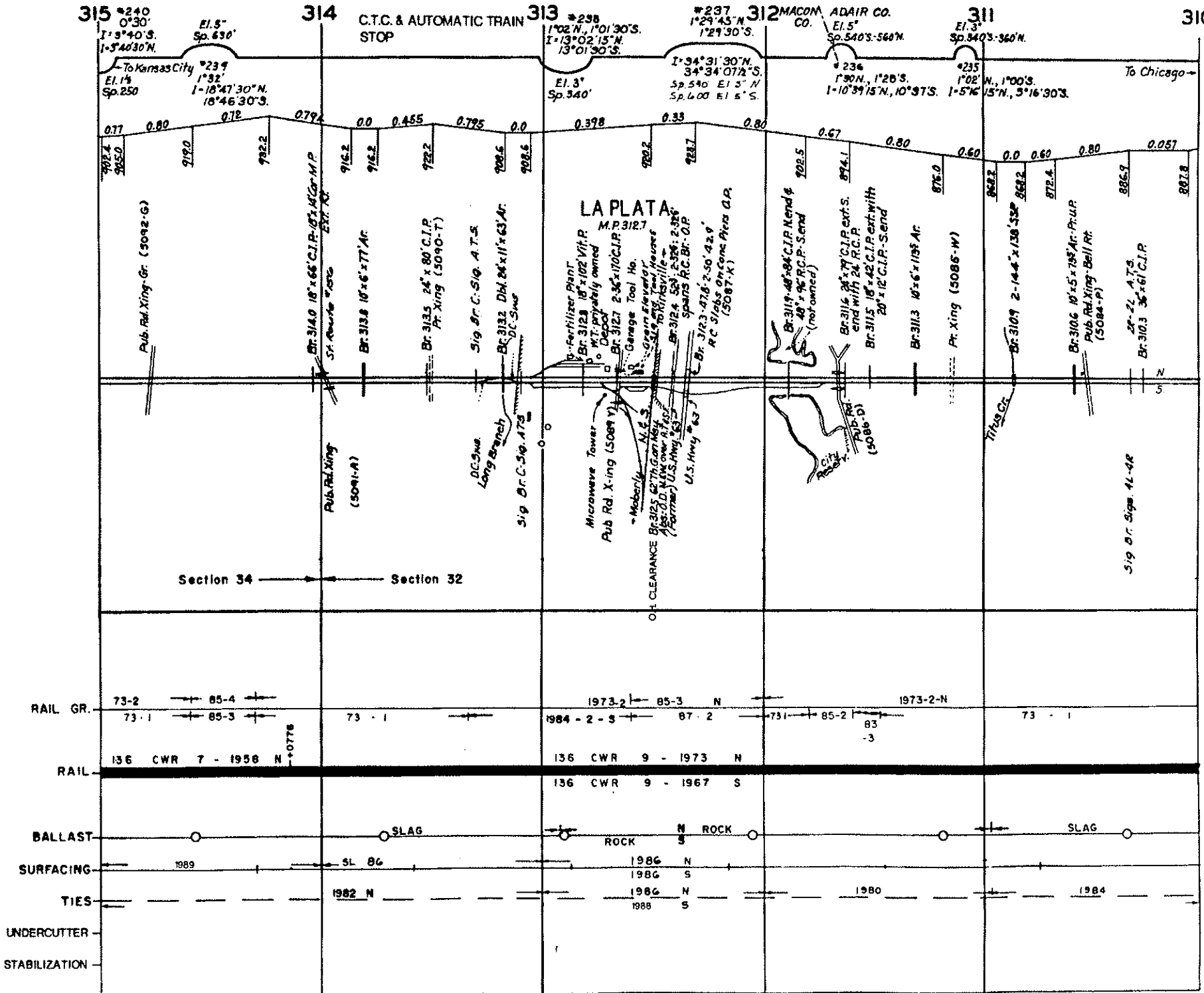
Short Mile 4.806.2'

73-2	B7-2	S 73-2	1973-2	N	85-3	1973-2	RAIL GR.
			73-1		87-3	1973-1	
136 CWR 8 - 1973			136 CWR 7 - 1958	N			RAIL
			136 CWR 9 - 1967	S			
1982 SL	ROCK	ROCK	ROCK	N	SLAG		BALLAST
		B3 SL		S			
	1987		1989		1986		SURFACING
			1980 N				
	1987		1980		1982 N		TIES
UC. 1987					S	1988	UNDERCUTTER
							STABILIZATION



*Intentionally Blank*





REVISED 8-90

310

309

308

307

306

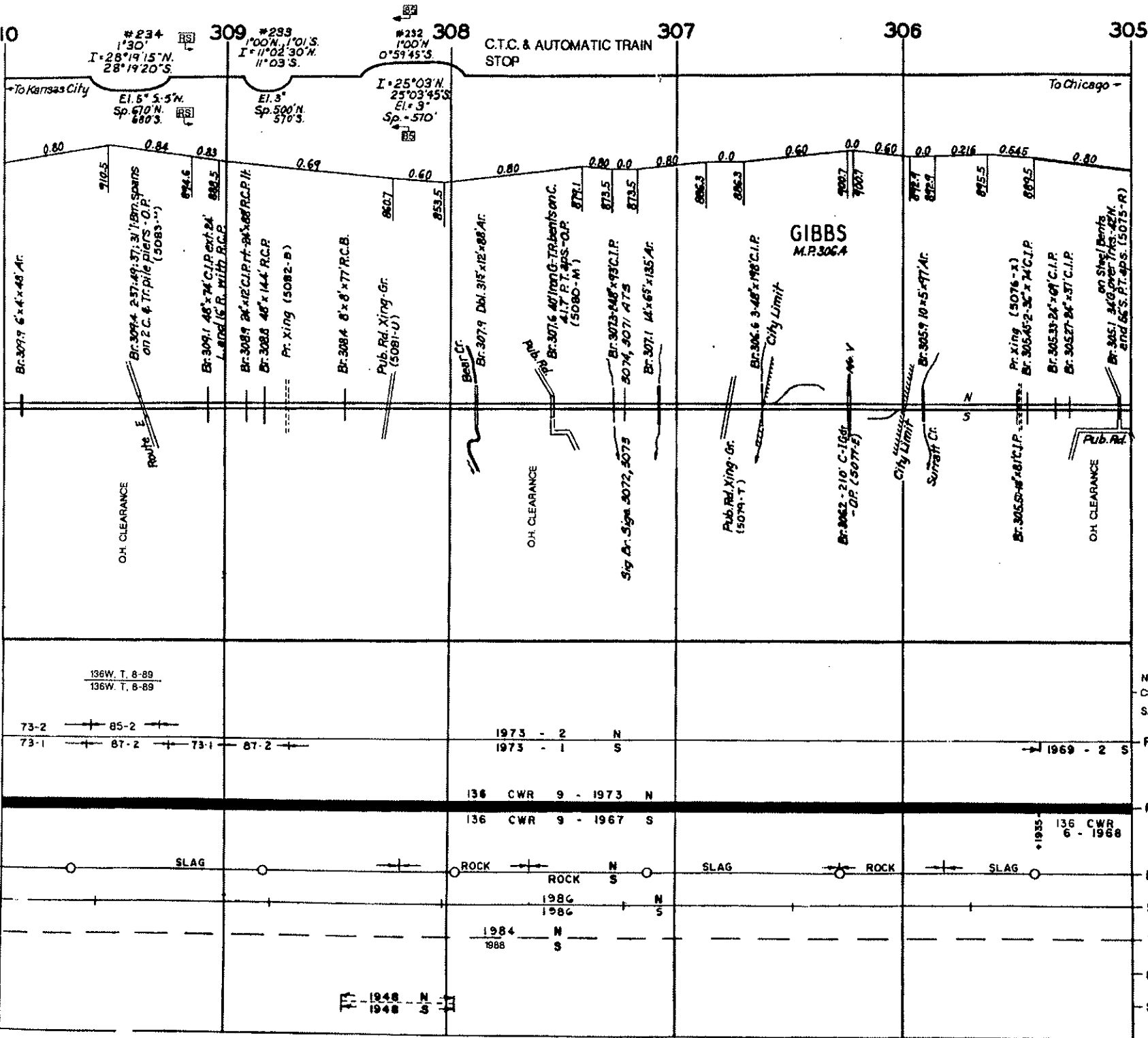
305

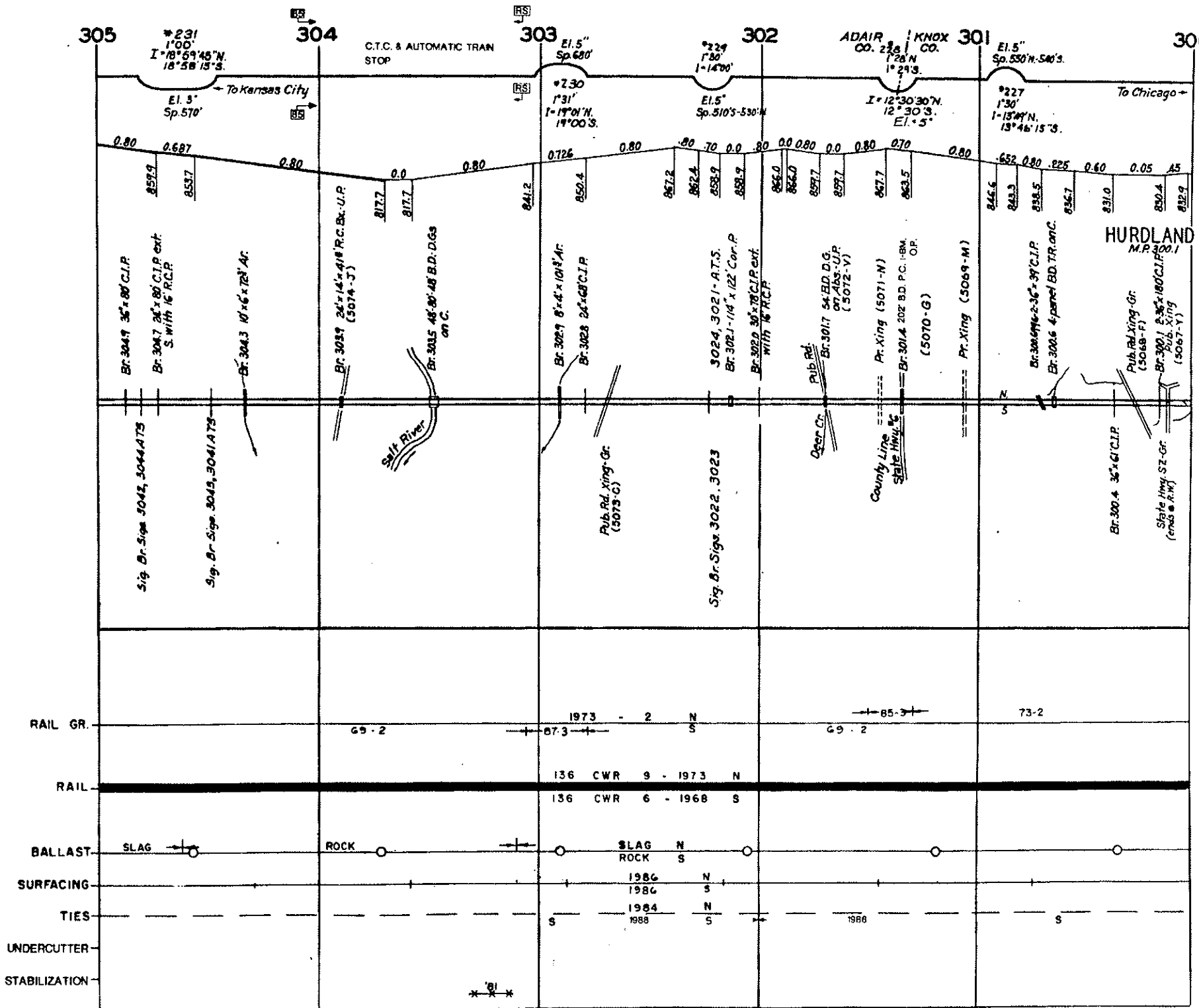
C.T.C. & AUTOMATIC TRAIN STOP

GIBBS  
M.P. 306.4

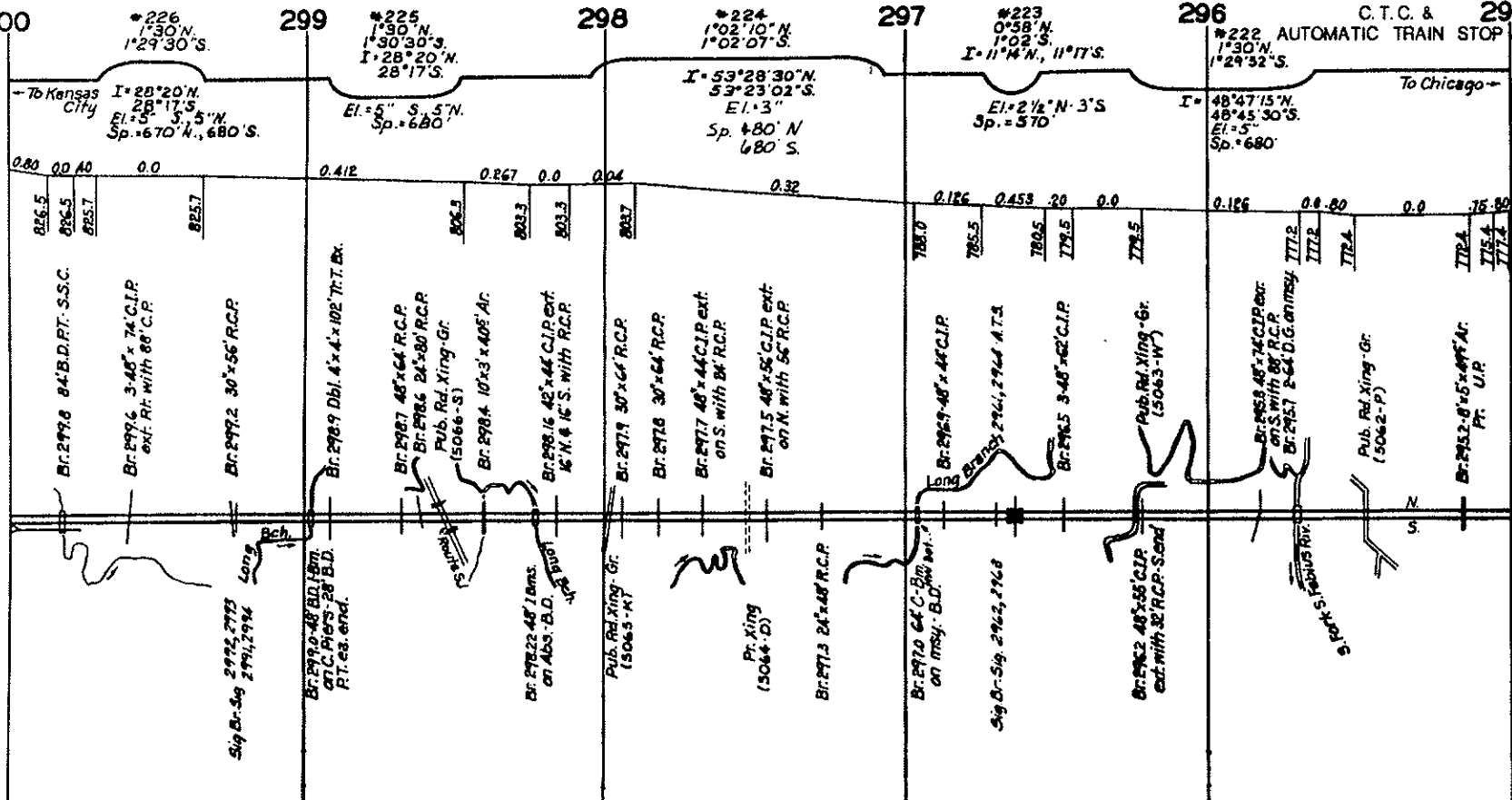
To Kansas City

To Chicago





REVISED 8-90



<p>136 W, CM, 4-85 136 W, CMT, 4-85</p>	<p>#225</p>	<p>136 W, MS, T, 5-83 136 W, T, 5-83 136 W, T, 8-89 136 W, T, 9-89</p>	<p>#222</p>	<p>136 W, MS, T, 5-83 136 W, T, 5-83 136 W, T, 8-89 136 W, T, 9-89</p>
<p>1969 - 2 S</p>	<p>87 - 2</p>	<p>1973 - 2 N 1973-1-5</p>	<p>1973 - 1 S 85-2-S</p>	<p>73-1</p>
<p>136 CWR 6 - 1968</p>	<p>136 CWR 7 - 1963 S</p>	<p>136 CWR 9 - 1973 N</p>	<p>136 CWR 7 - 1963 S</p>	<p>136 CWR 7 - 1963 S</p>
<p>N S</p>	<p>N S</p>	<p>N S</p>	<p>N S</p>	<p>N S</p>
<p>1986 N 1986 S</p>	<p>1984 N 1986 S</p>	<p>1986 N 1986 S</p>	<p>1984 N 1986 S</p>	<p>1984 N 1986 S</p>
<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>
<p>SLAG</p>	<p>SLAG</p>	<p>SLAG</p>	<p>SLAG</p>	<p>SLAG</p>
<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>	<p>ROCK</p>

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

11  
4  
8  
7  
8

295

294

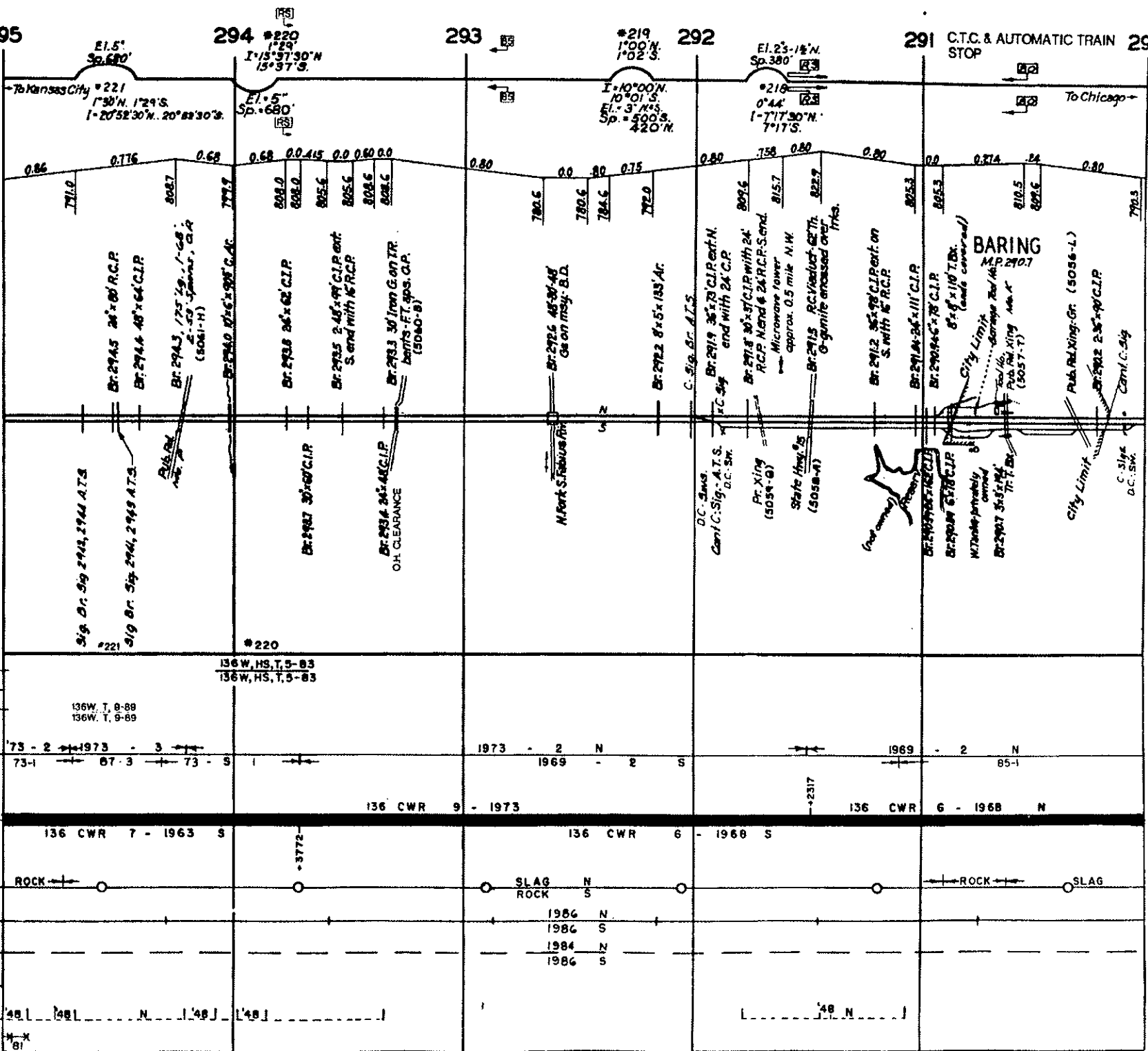
293

292

291

290

C.T.C. & AUTOMATIC TRAIN STOP



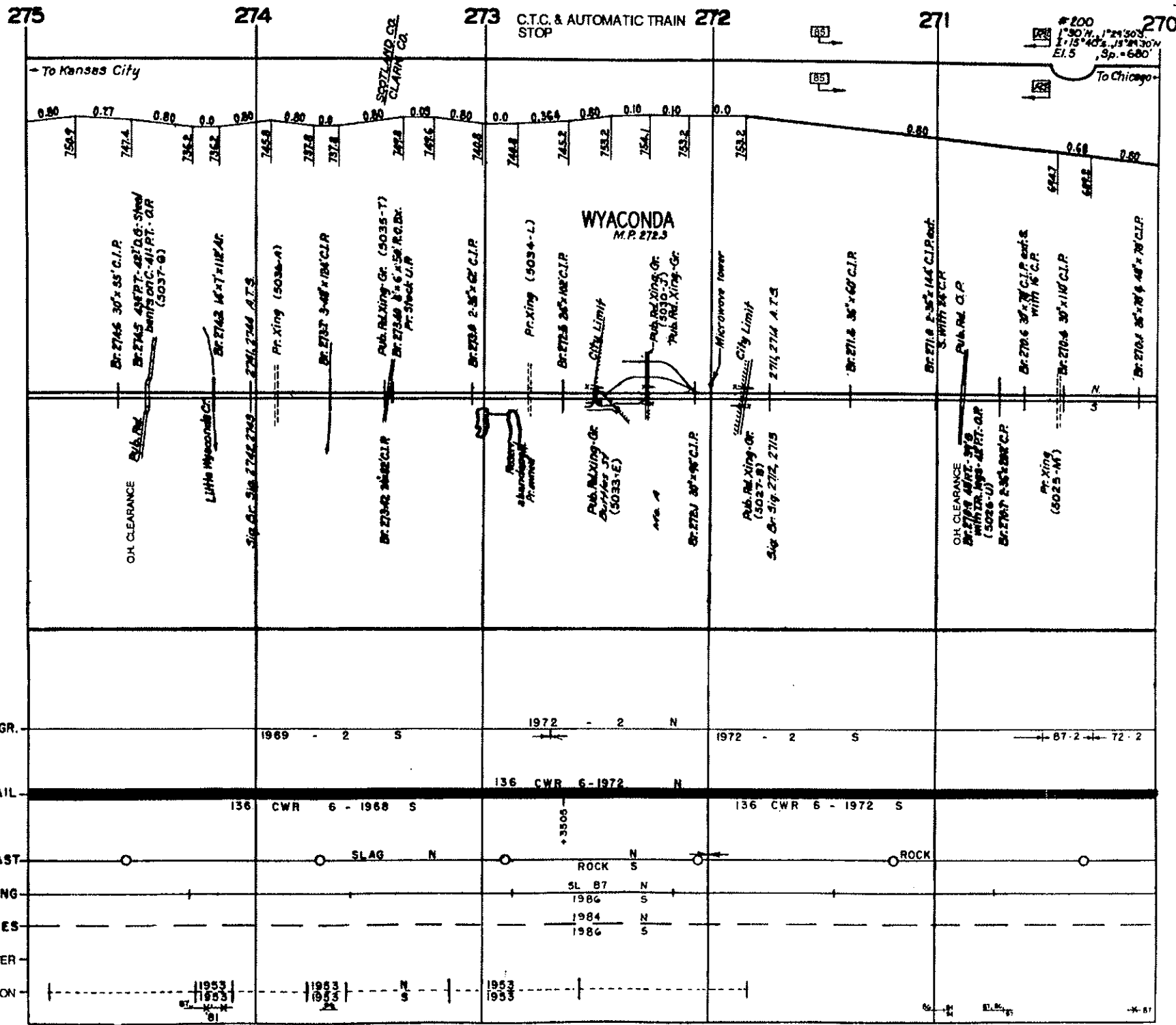
HR No. Trk	136 W, HS, T, 5-83
SR No. Trk	136 W, HS, T, 5-83
HR No. Trk	136 W, T, 8-88
SR No. Trk	136 W, T, 9-89
RAIL GR.	73-2 → 1973 - 3 → 73-9
RAIL	136 CWR 9 - 1973
BALLAST	ROCK
SURFACING	1986 N, 1986 S, 1984 N, 1986 S
TIES	---
UNDERCUTTER	---
STABILIZATION	48 L, 48 L, N, 48 J, 48 J











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C.T.C. & AUTOMATIC TRAIN STOP

To Kansas City

#200  
 1°30'N, 1°24'30"E  
 1°15'40"N, 1°24'30"E  
 El. 5, Sp. = 680'

To Chicago

WYACONDA  
M.P. 272.3

RAIL GR.		1969 - 2 S	1972 - 2 N	1972 - 2 S	87.2 - 72.2
RAIL		136 CWR 6 - 1968 S	136 CWR 6 - 1972 N	136 CWR 6 - 1972 S	
BALLAST		SLAG N	ROCK S	ROCK	
SURFACING			SL B7 N 1986 S		
TIES			1984 N 1986 S		
UNDERCUTTER					
STABILIZATION		1953 S	1953 S		

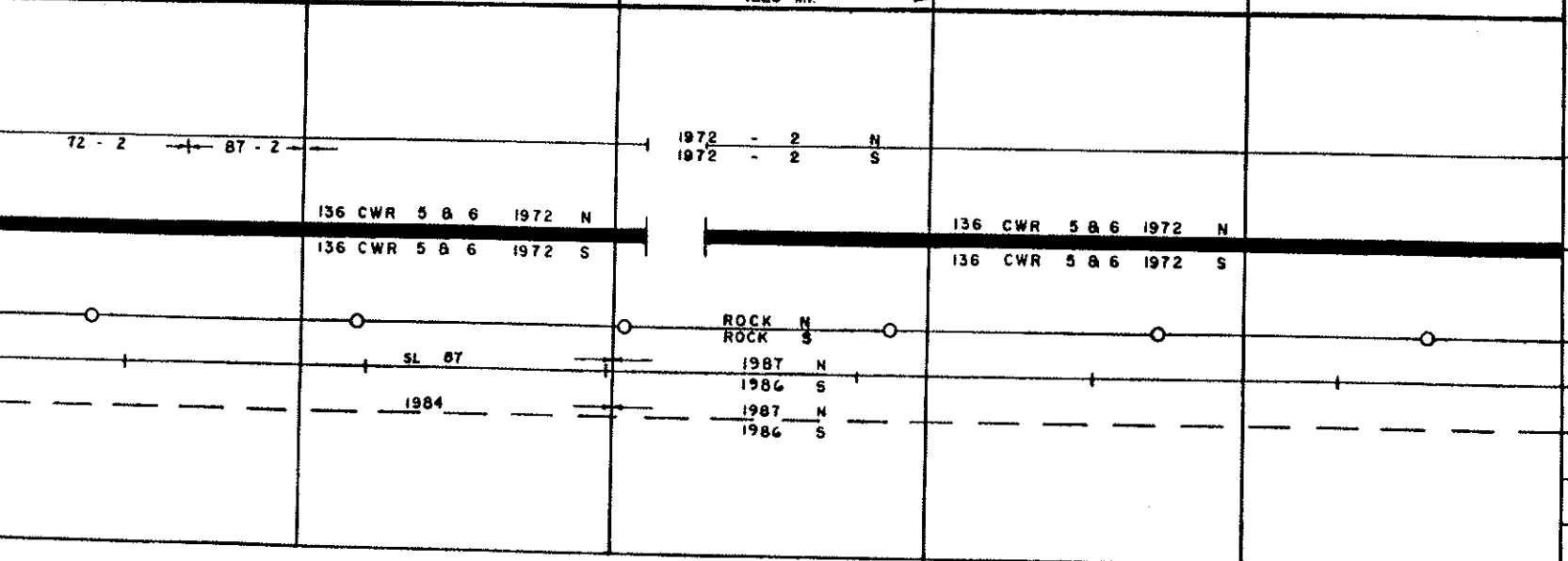
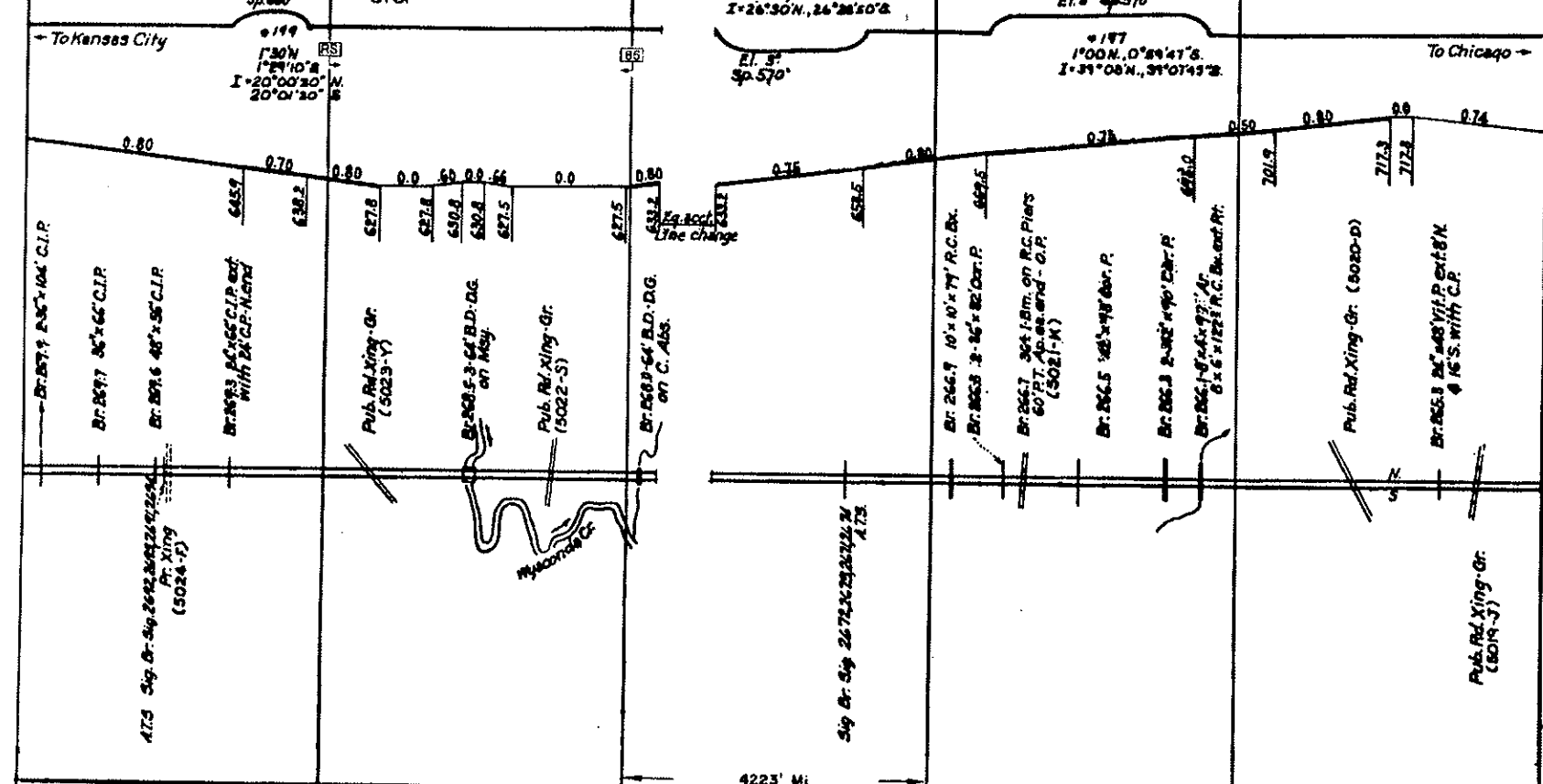
REVISED 8-90

269 C.T.C. & AUTOMATIC TRAIN STOP 268

267

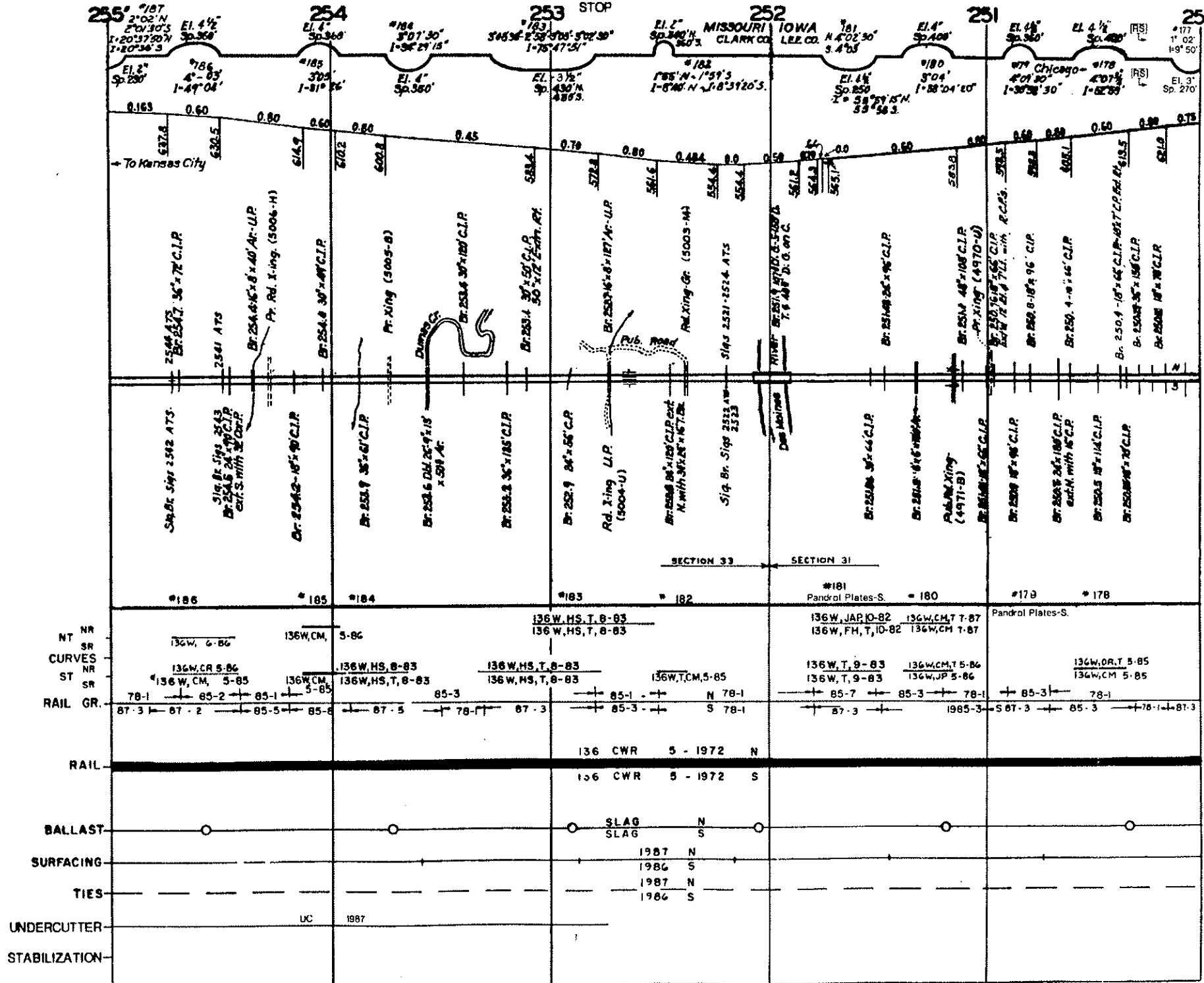
266

265











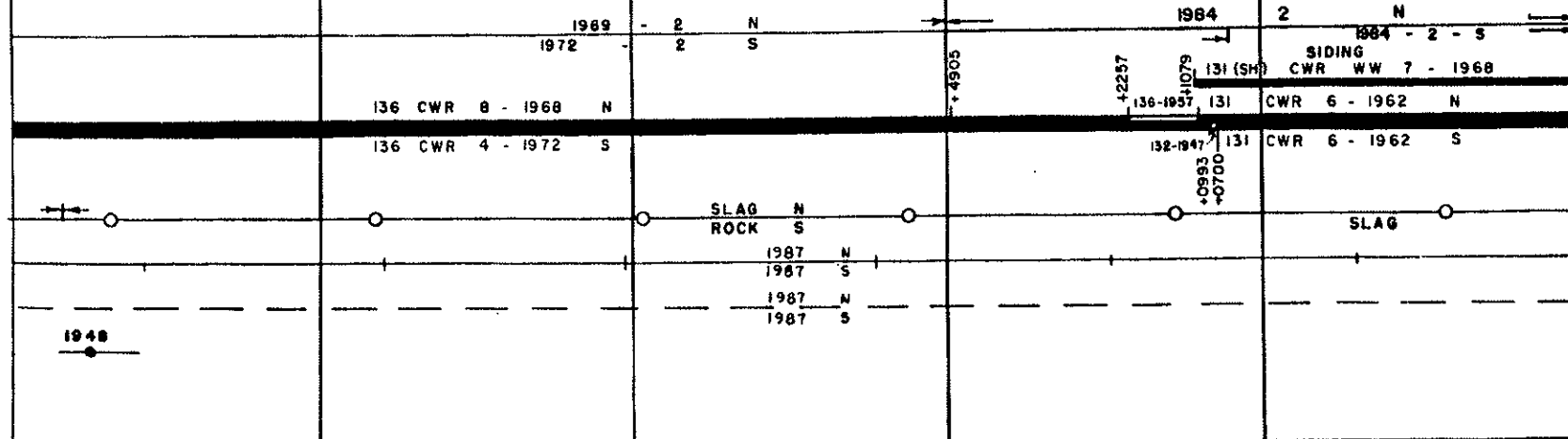
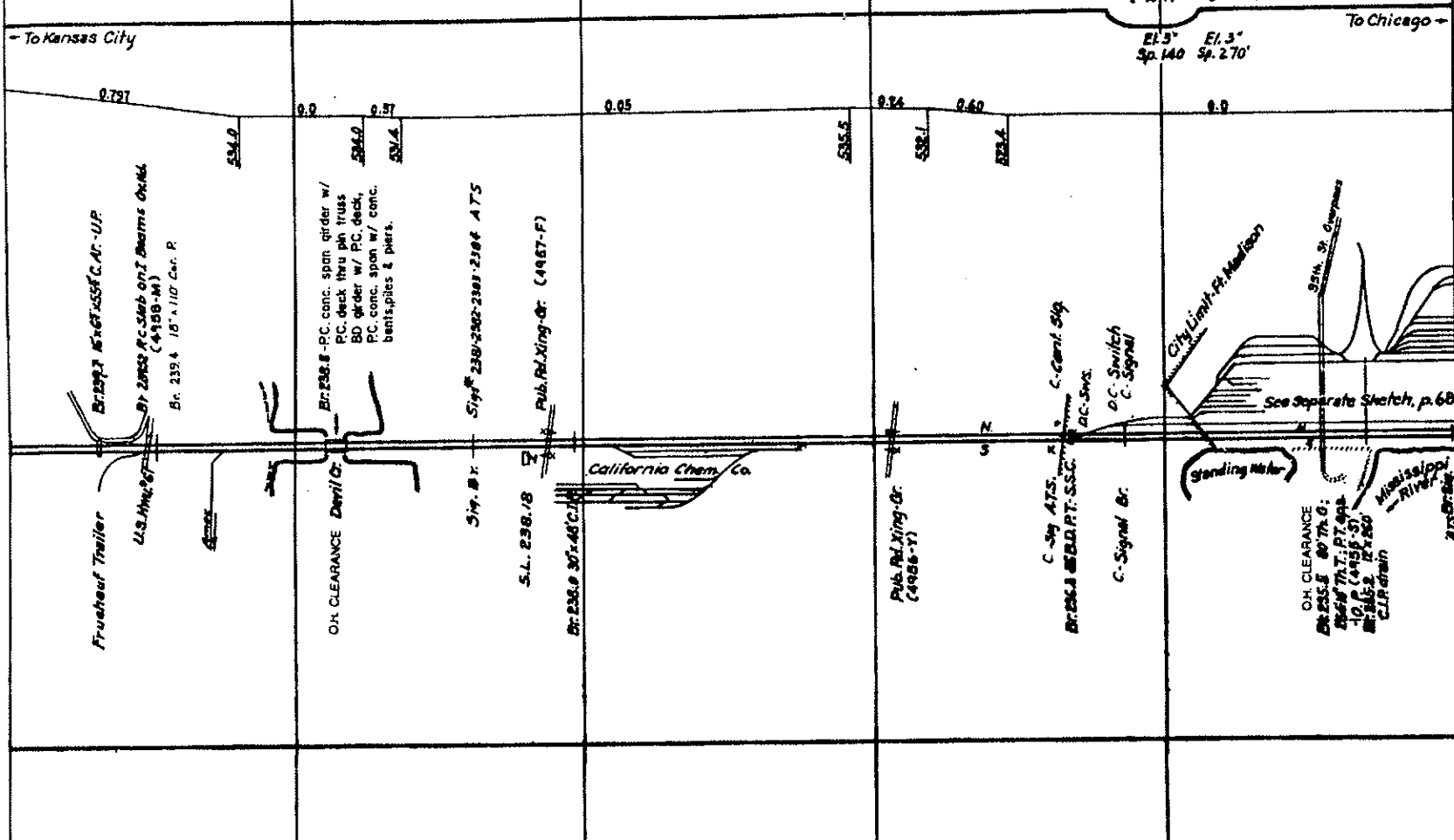




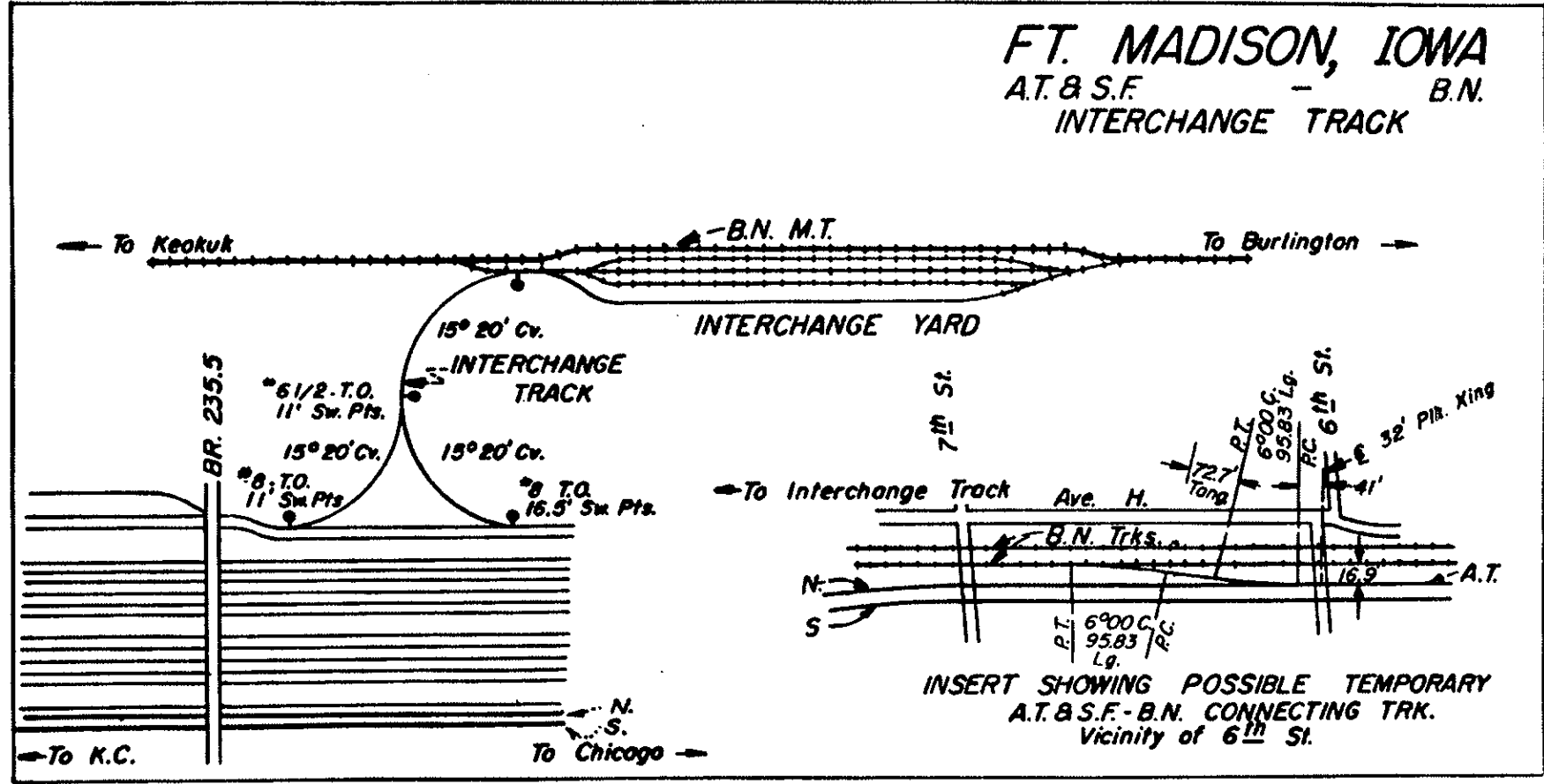
Automatic Train Stop And

C.T.C.

$175.4^{\circ}$  INT  
 $108.30^{\circ}$  POI  
 $1-16^{\circ}17'$   
 $160.3^{\circ}$  POI  
 $1-16^{\circ}20'30''$   
 El. 3' Sp. 140  
 El. 3' Sp. 270'



# FT. MADISON, IOWA A.T. & S.F. — B.N. INTERCHANGE TRACK



INSERT SHOWING POSSIBLE TEMPORARY  
A.T. & S.F. - B.N. CONNECTING TRK.  
Vicinity of 6<sup>th</sup> St.

# Marceline Subdivision

Ft. Madison (M.P. 234.3) to Sheffield (M.P. 446.0)