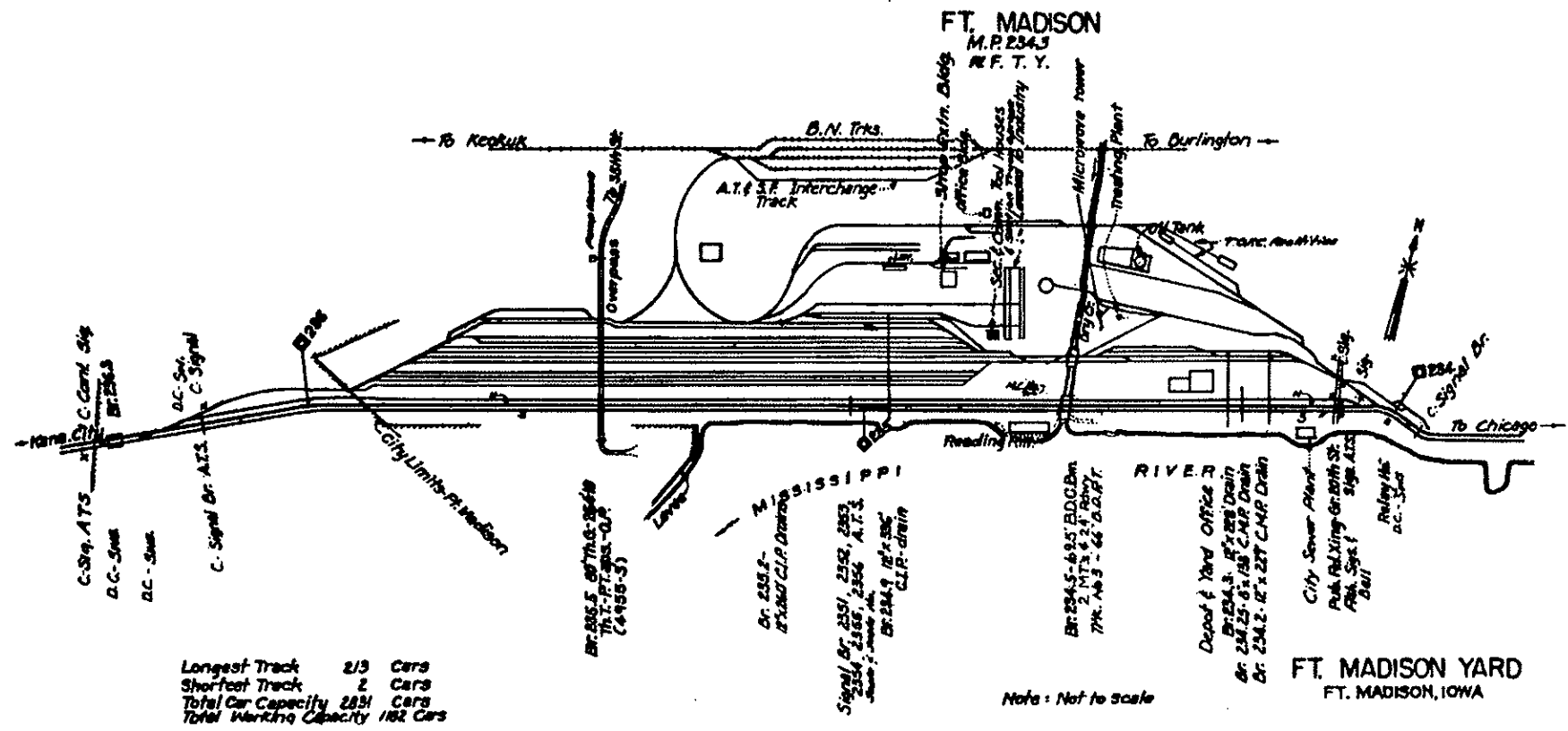


→ To Kansas City

To Chicago →

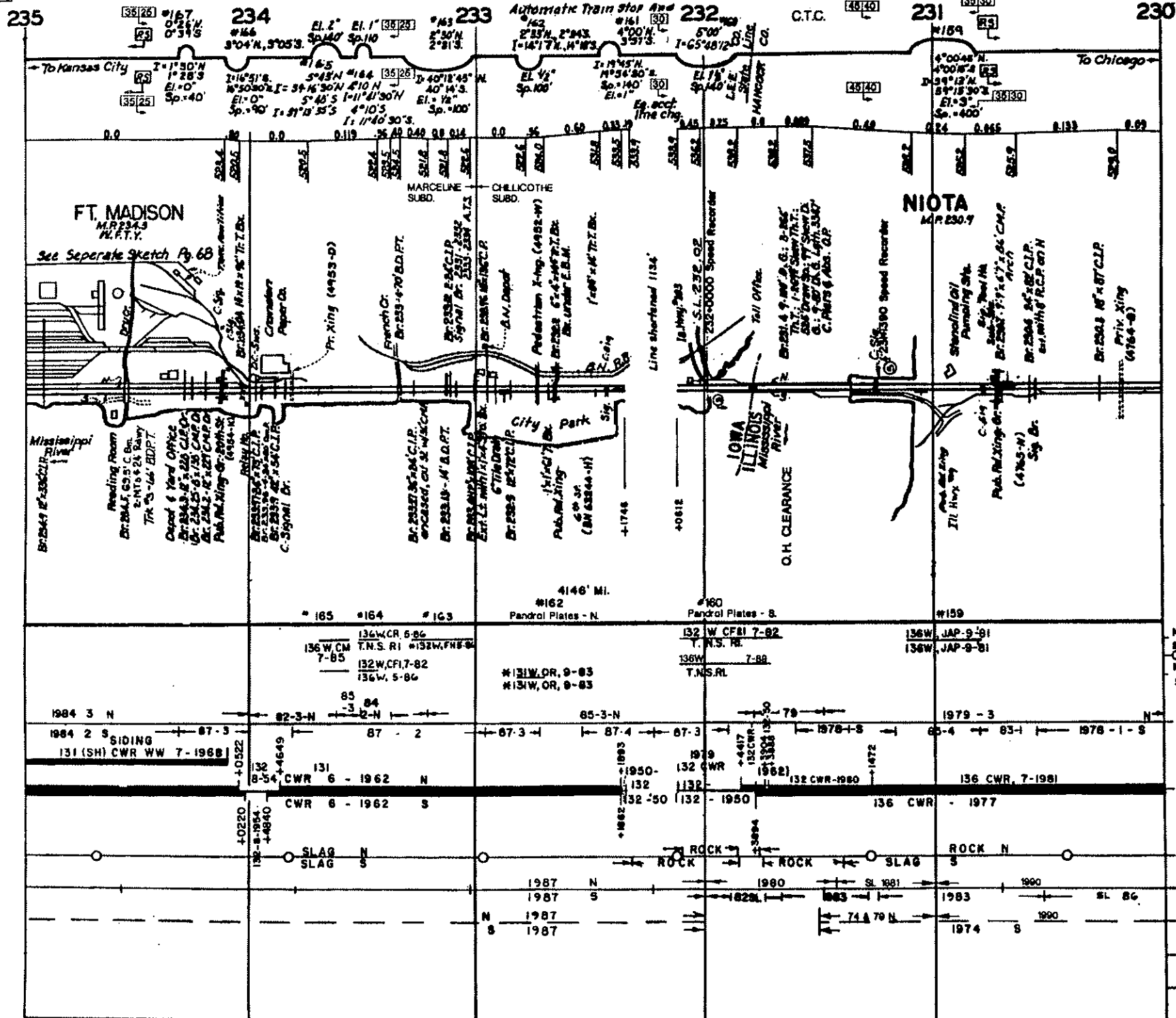
Begin A.T.S. ——— End A.T.S.



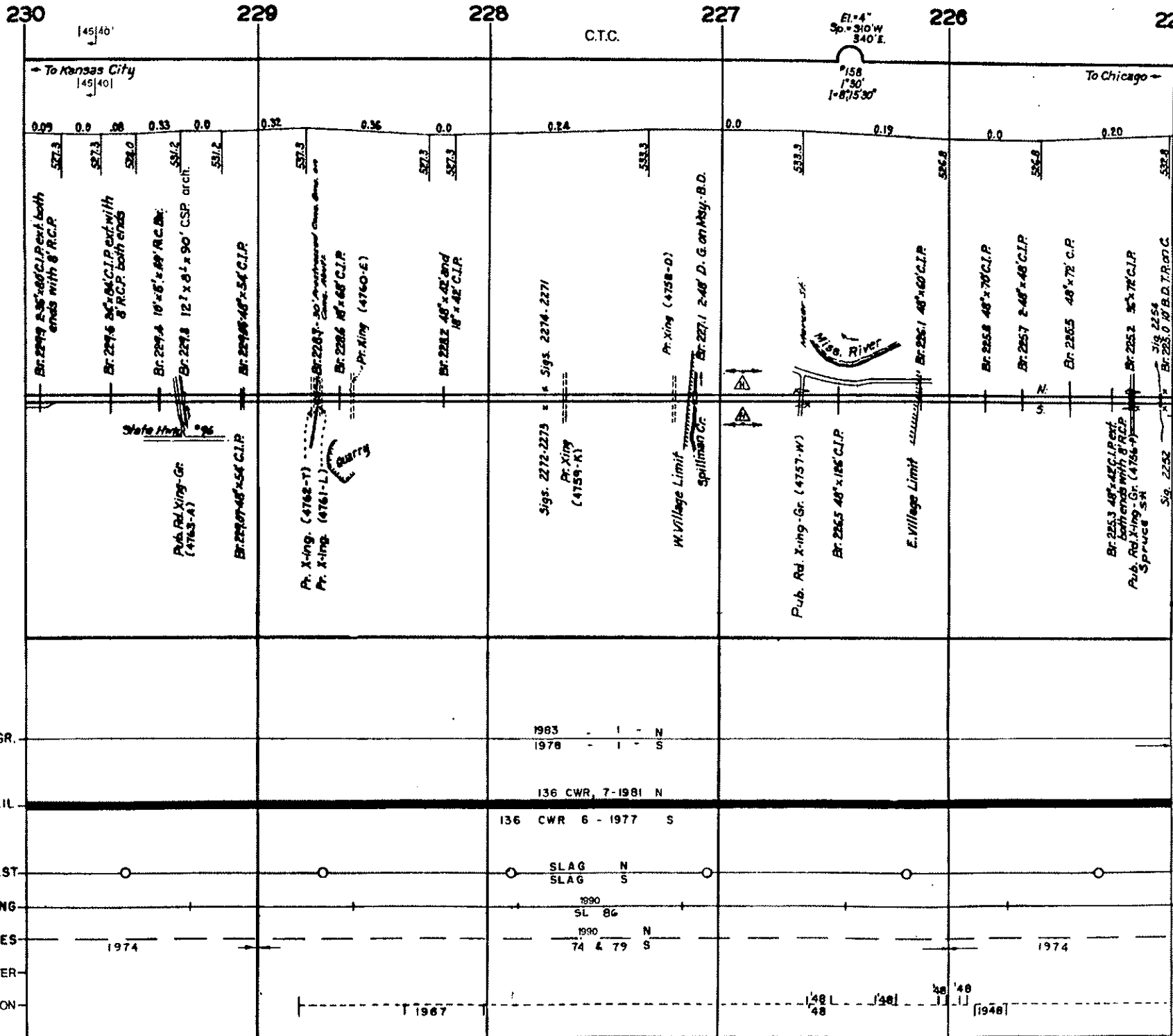
Longest Track 213 Cars
 Shortest Track 2 Cars
 Total Car Capacity 2831 Cars
 Total Working Capacity 1182 Cars

Note: Not to scale

FT. MADISON YARD
FT. MADISON, IOWA



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



RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

1983 - 1 - N
1978 - 1 - S

136 CWR, 7-1981 N

136 CWR 6 - 1977 S

SLAG N
SLAG S

1990
SL 8C

1990 N
74 & 79 S

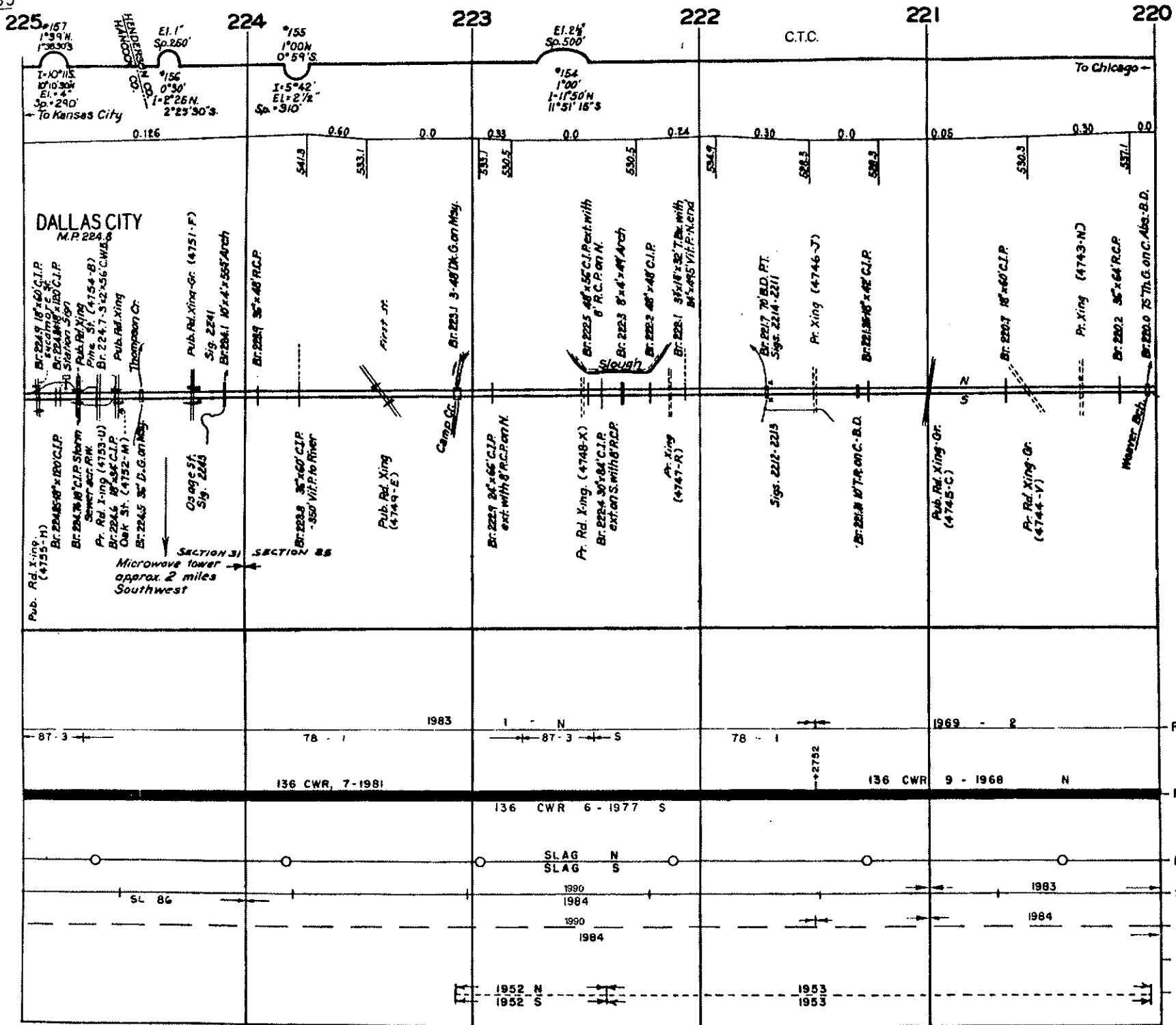
1974

1967

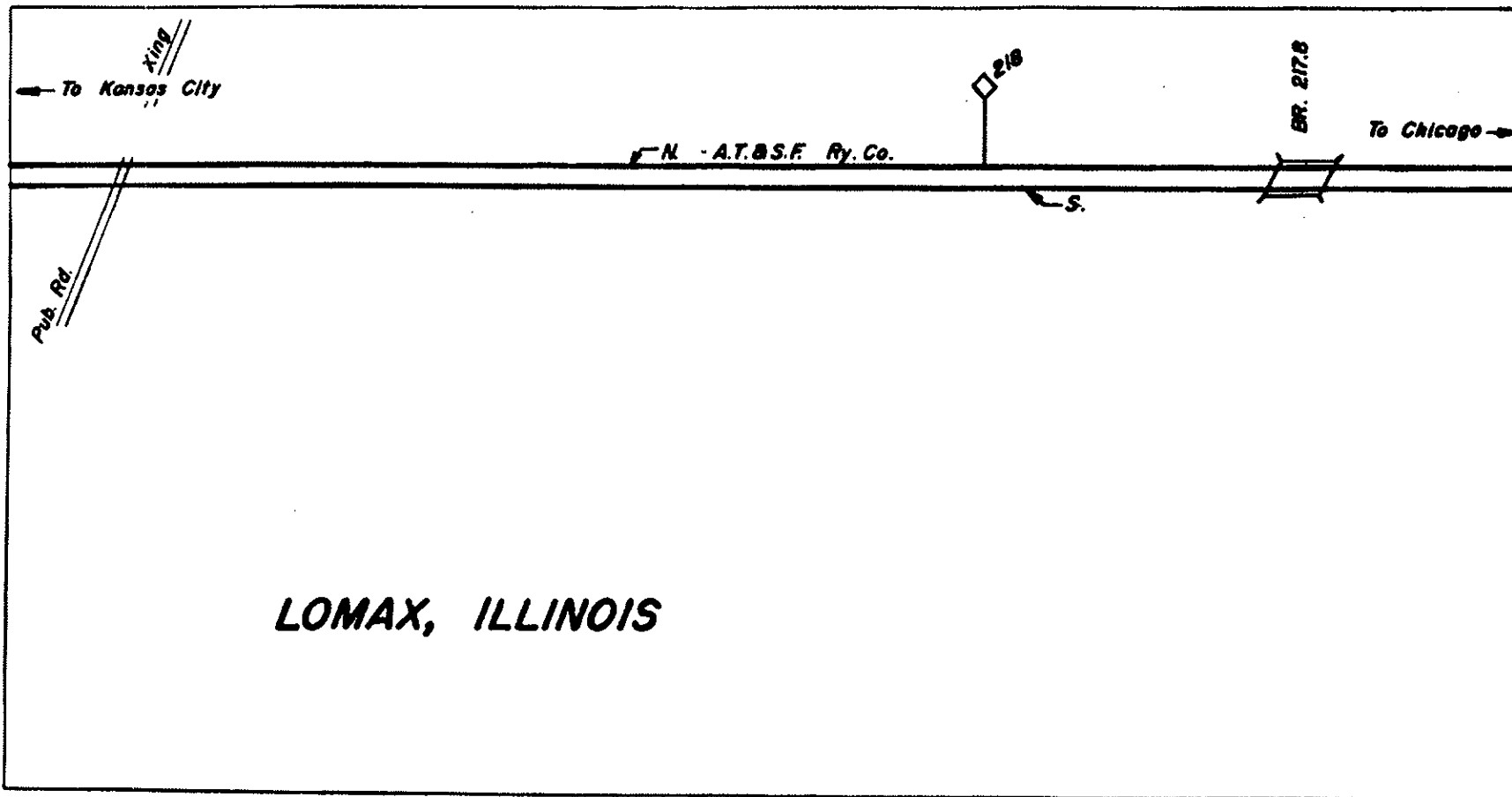
1948

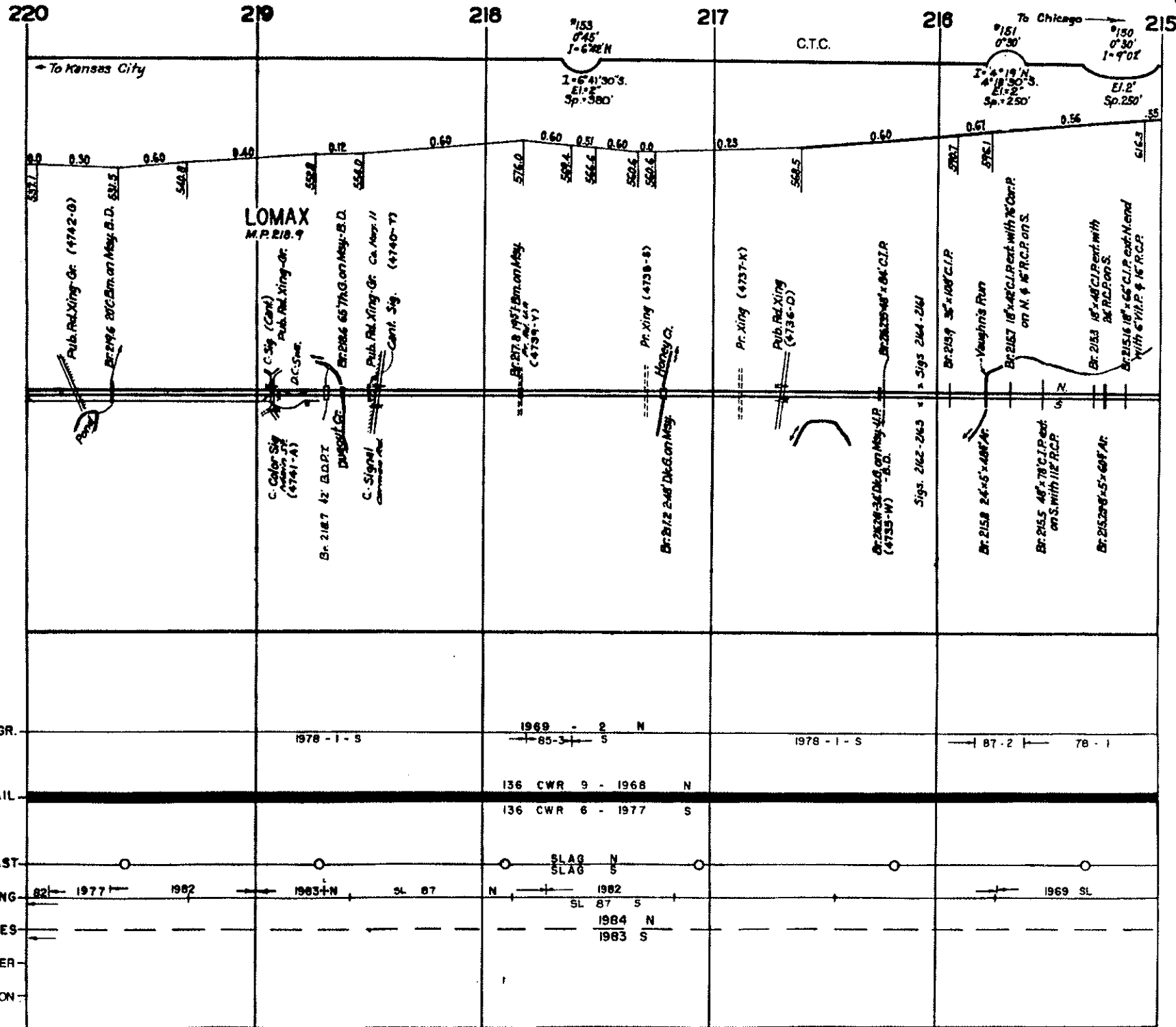
1948

1948



Intentionally Blank





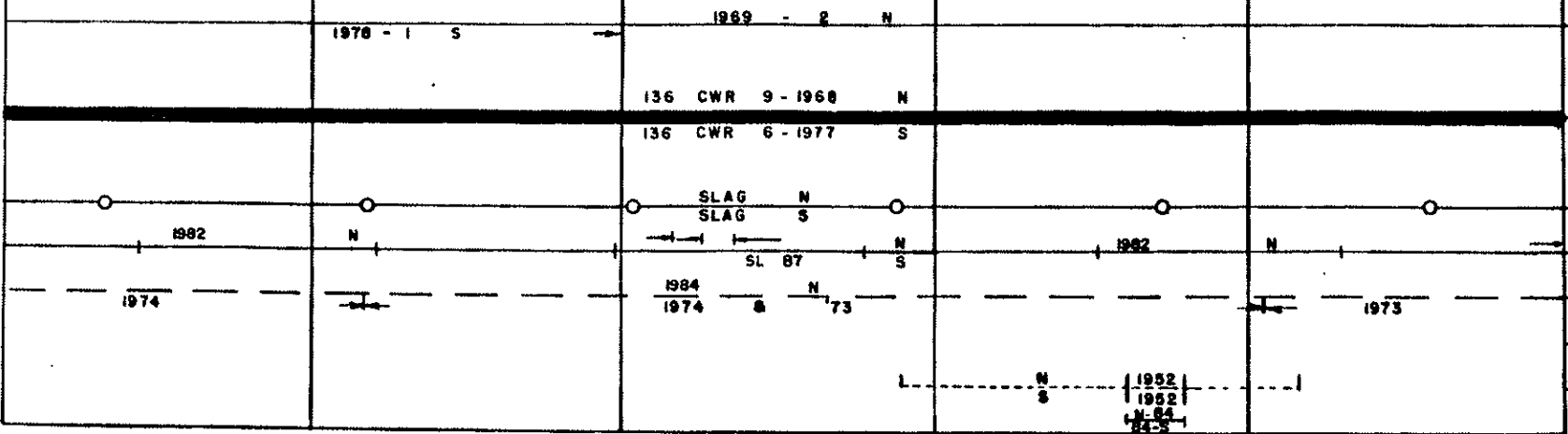
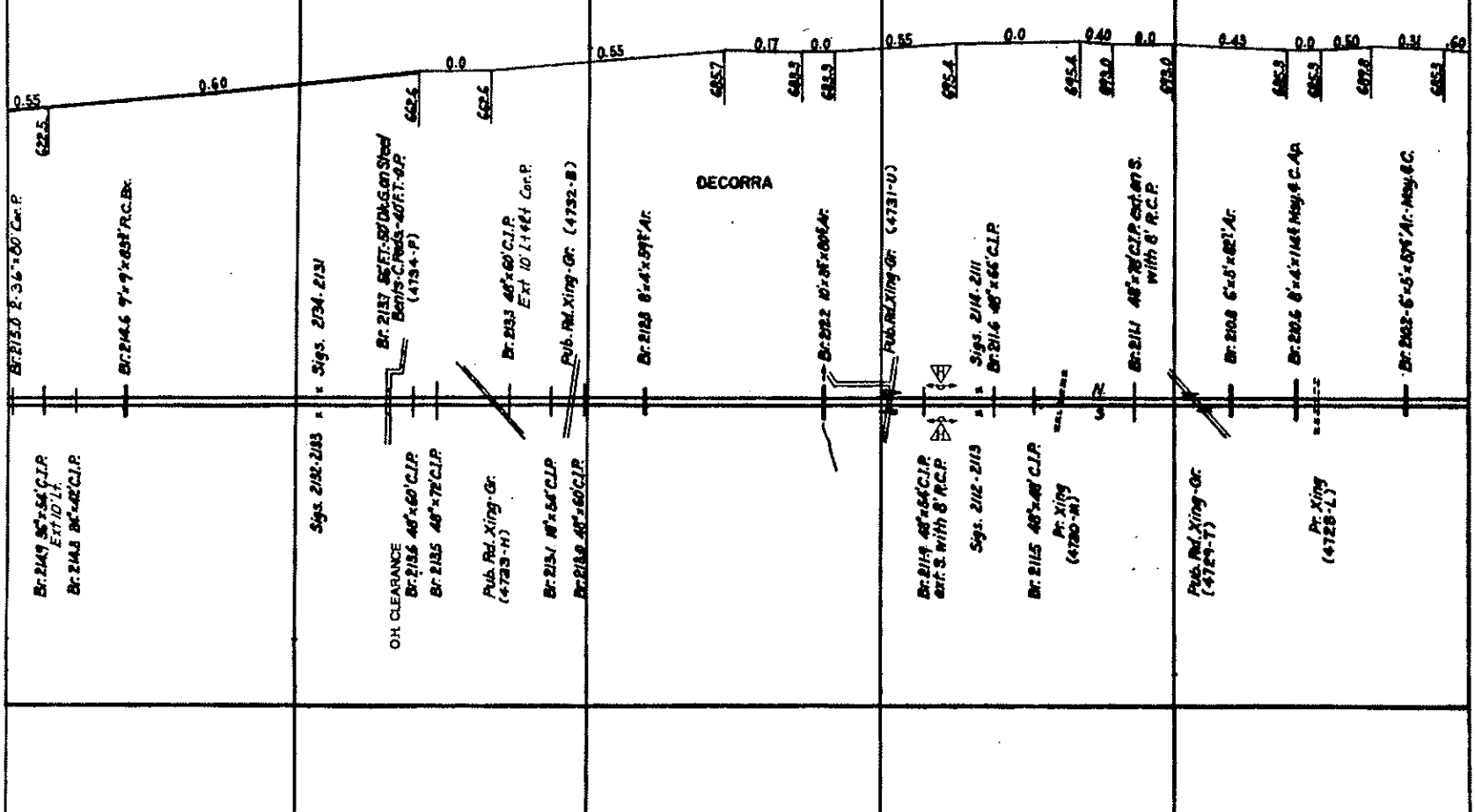
LOMAX
M.P. 218.9

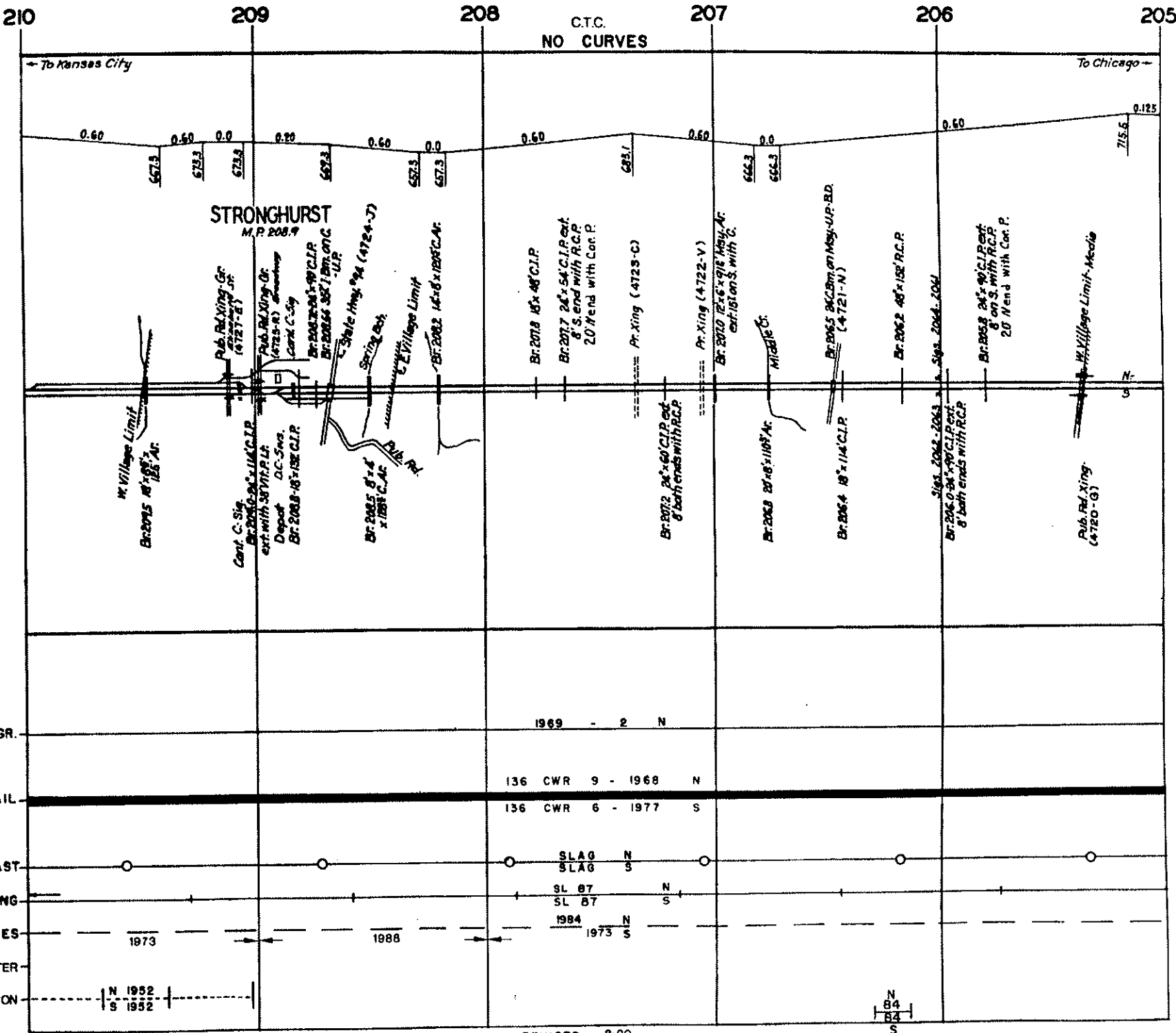
RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

215 214 213 212 211 210

C.T.C.
NO CURVES

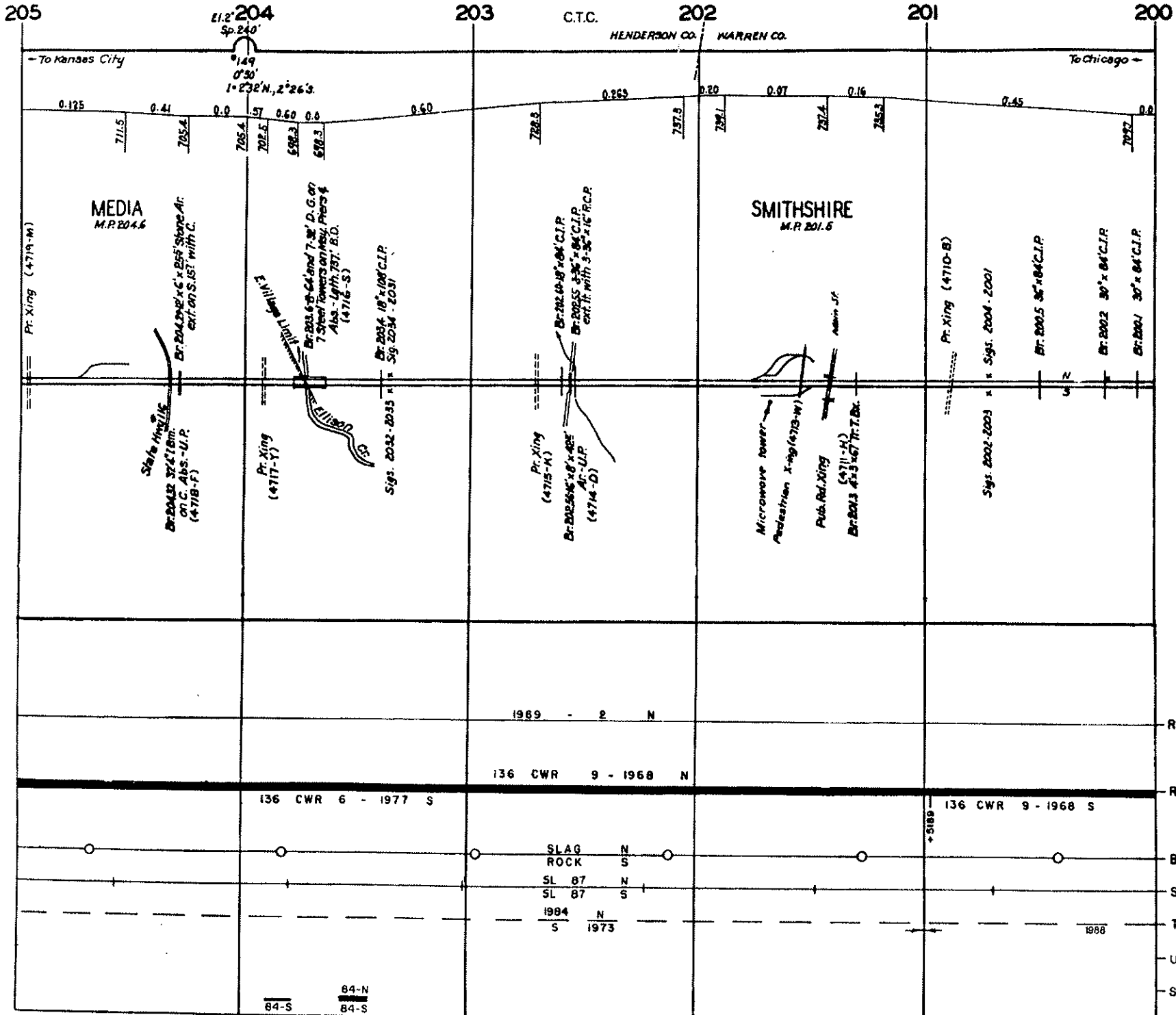
→ To Kansas City ← To Chicago →

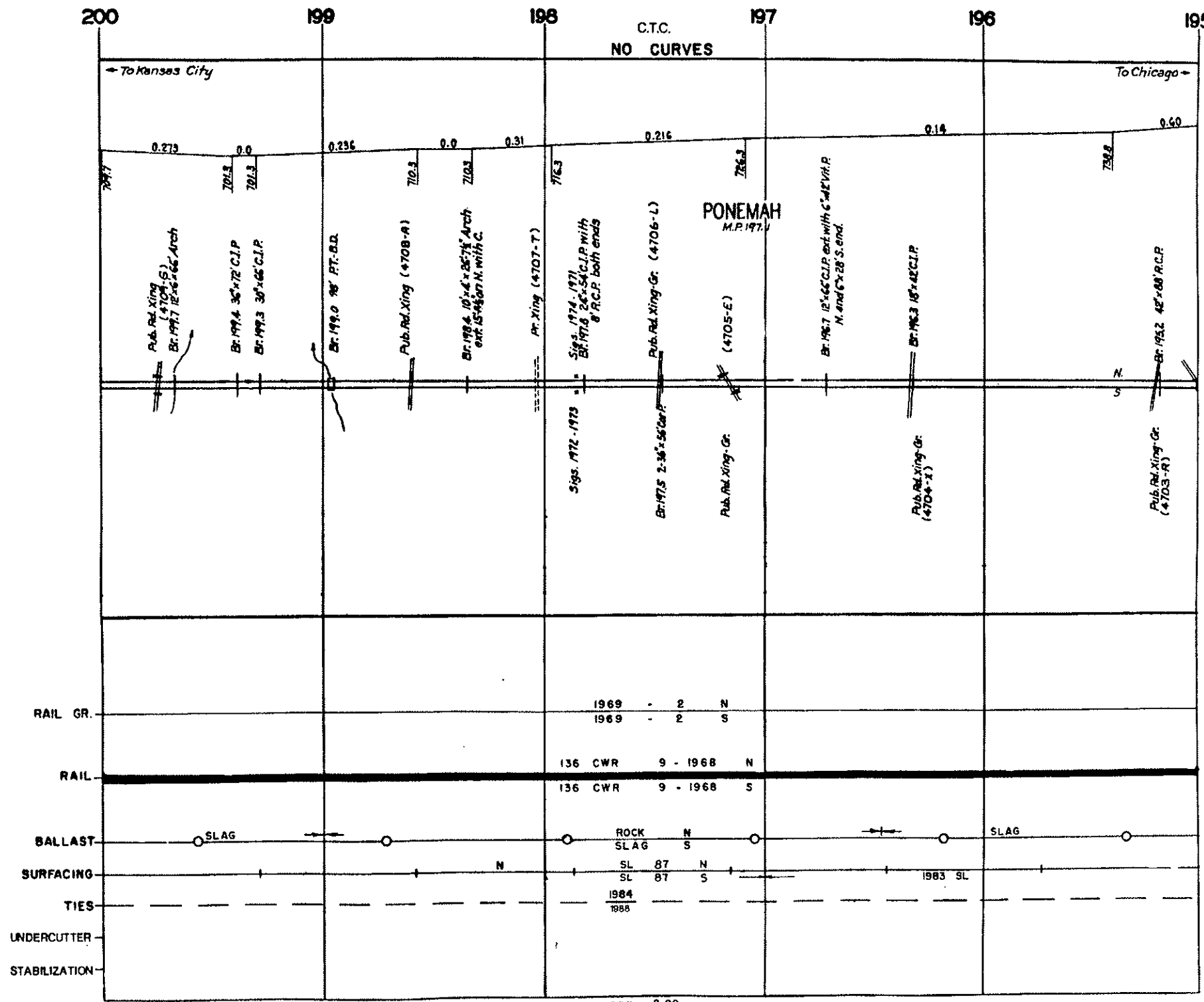




REVISED 8-90

N
B4
D4
S





195

194

193

192

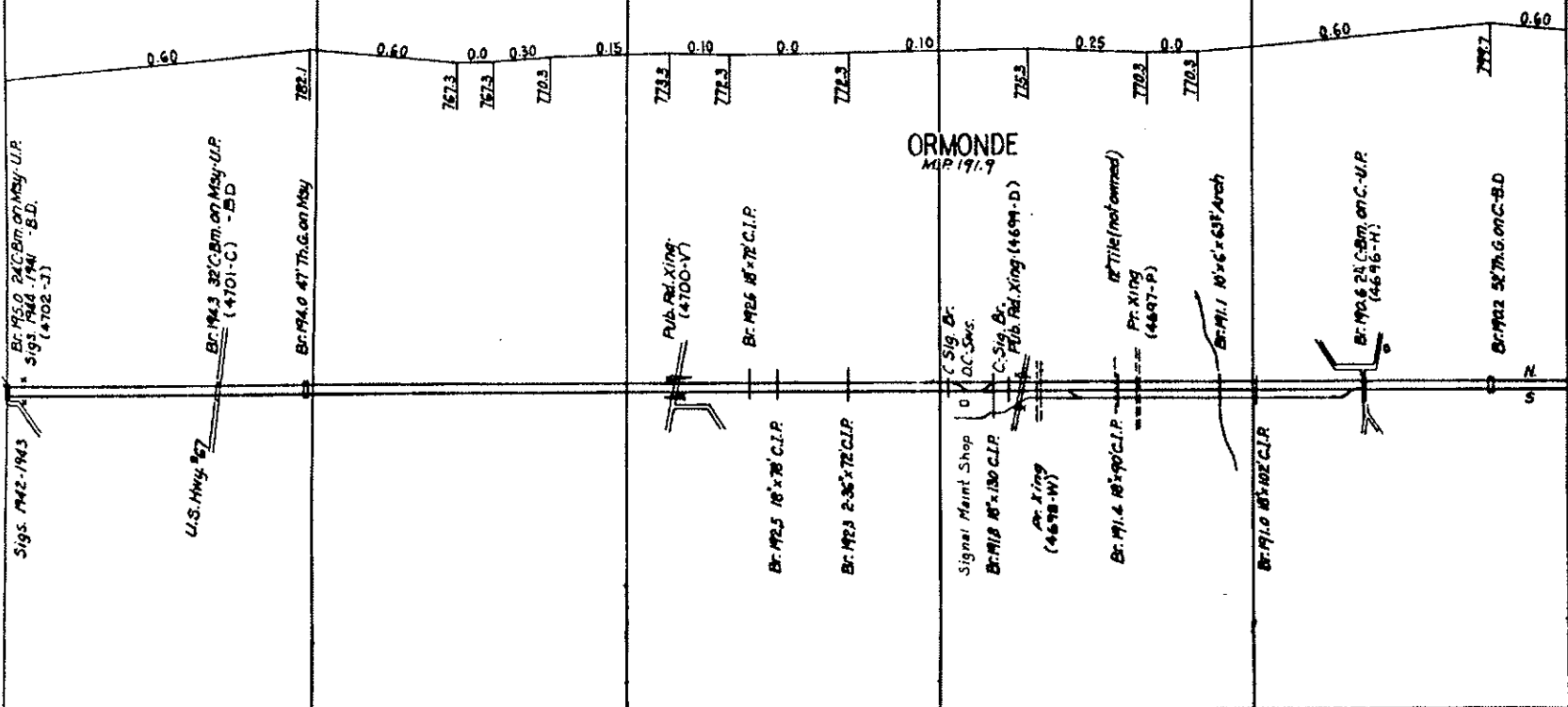
191

190

C.T.C.
NO CURVES

To Kansas City

To Chicago



1969 - 2 N
 1969 - 2 S

136 CWR 9 - 1968 N
 136 CWR 9 - 1968 S

3165

136 CWR N 8 - 1958

4522
 4400

136 CWR 8 - 1958

136 CWR 1986

RAIL GR.

RAIL

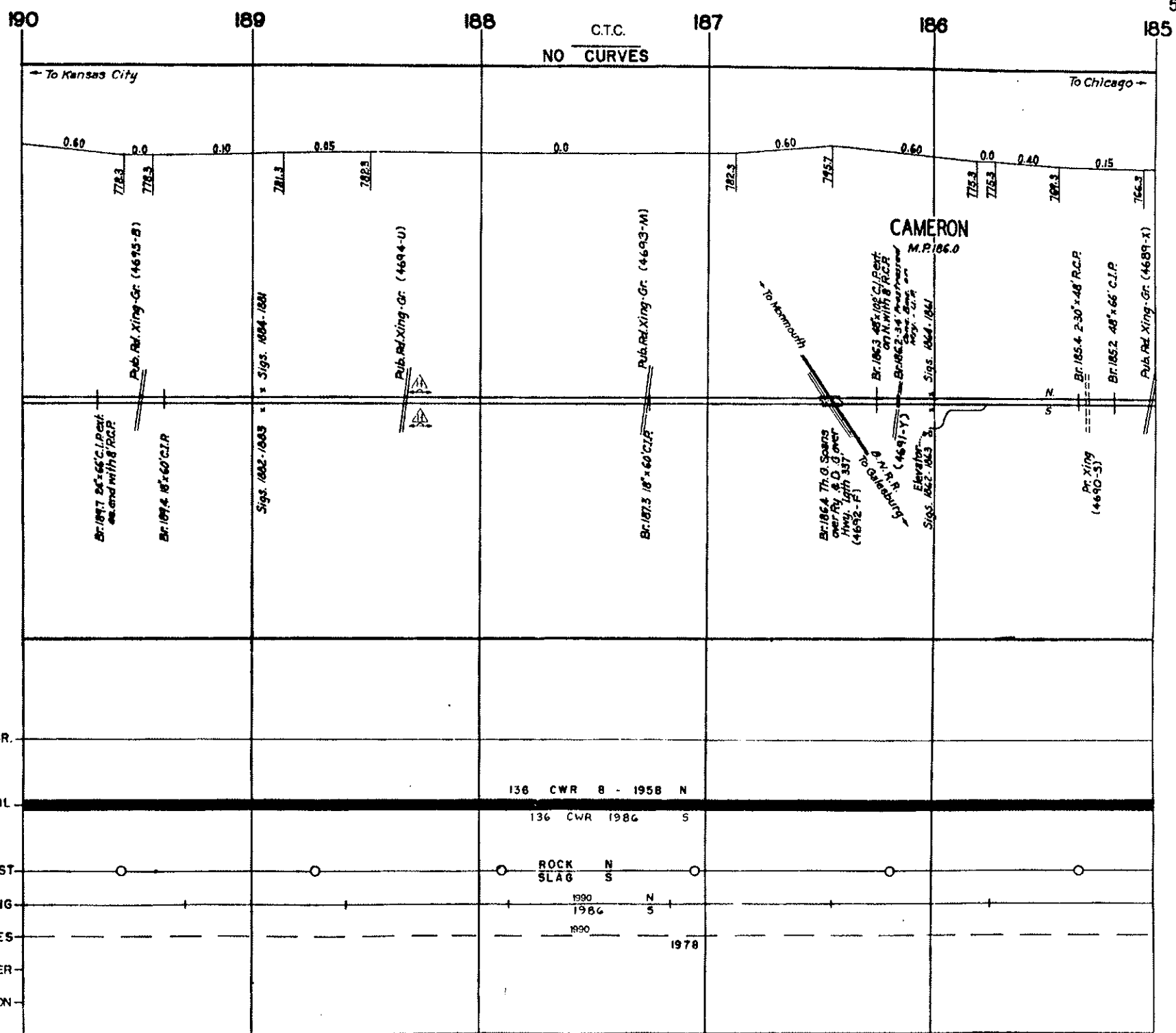
BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION



C.T.C.
NO CURVES

← To Kansas City

To Chicago →

CAMERON
M.P. 186.0

→ To Memphis

→ To Galveston

RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

136 CWR 8 - 1958 N

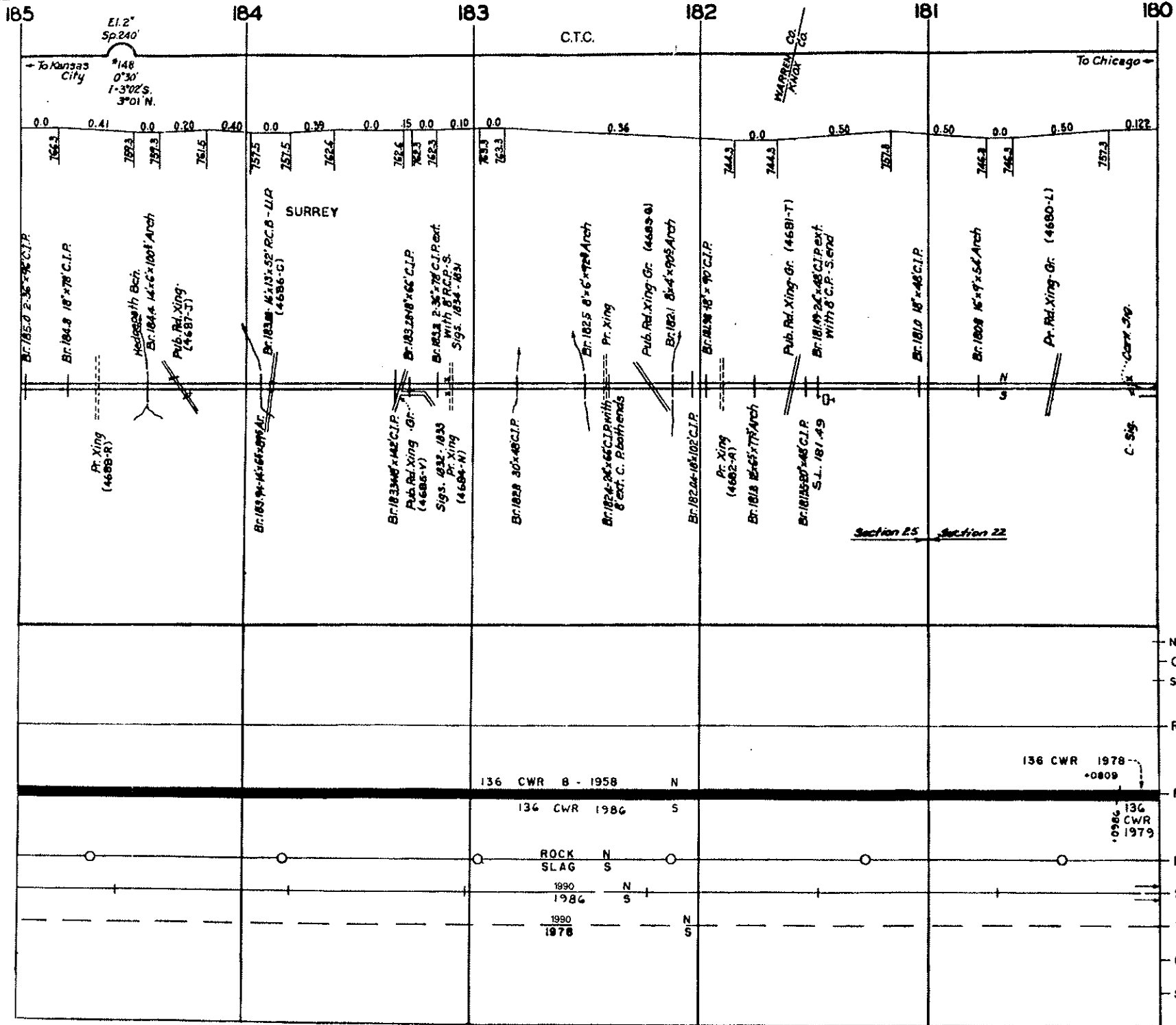
136 CWR 1986 S

ROCK N
SLAG S

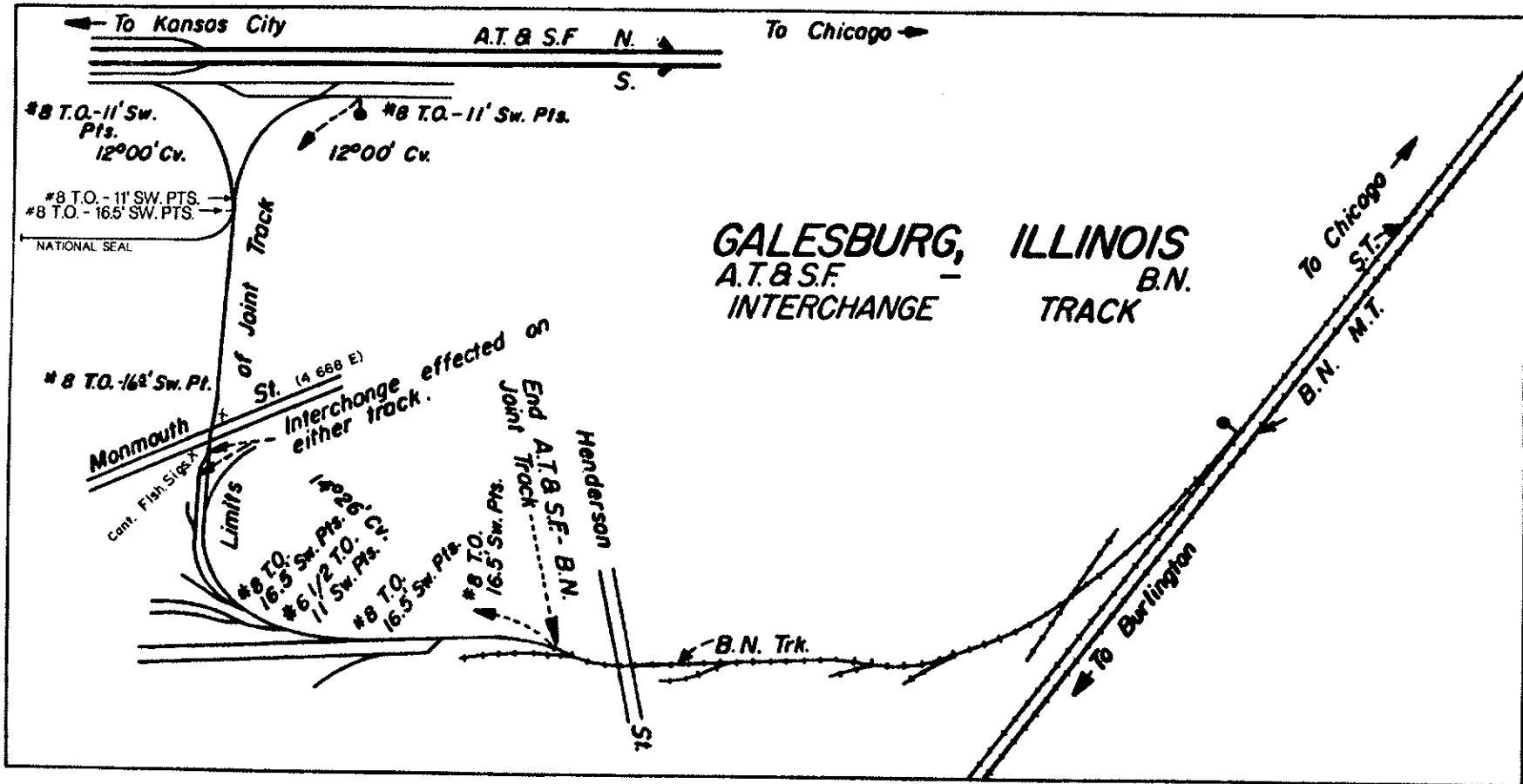
1990 N
1986 S

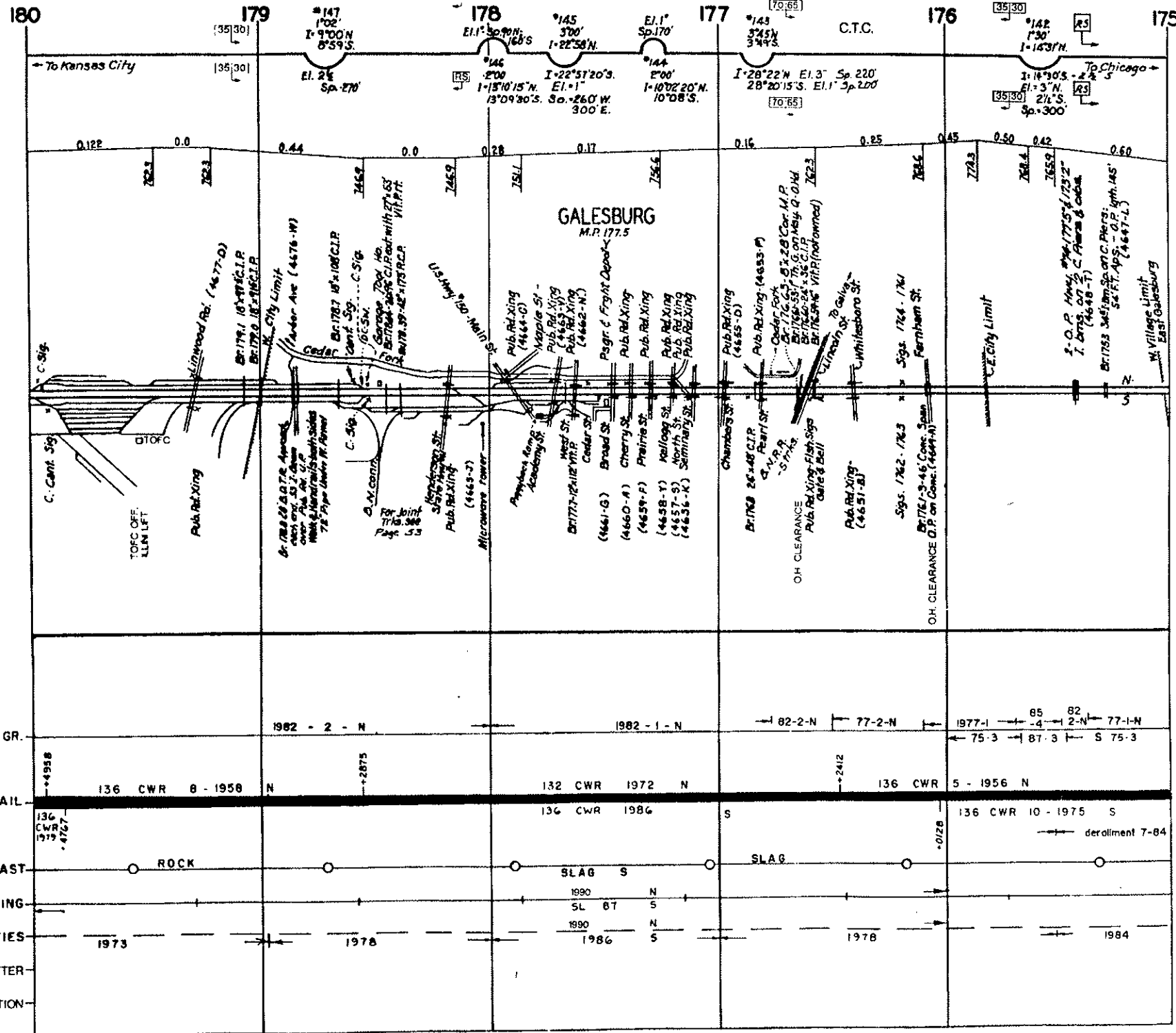
1990 N
1978 S

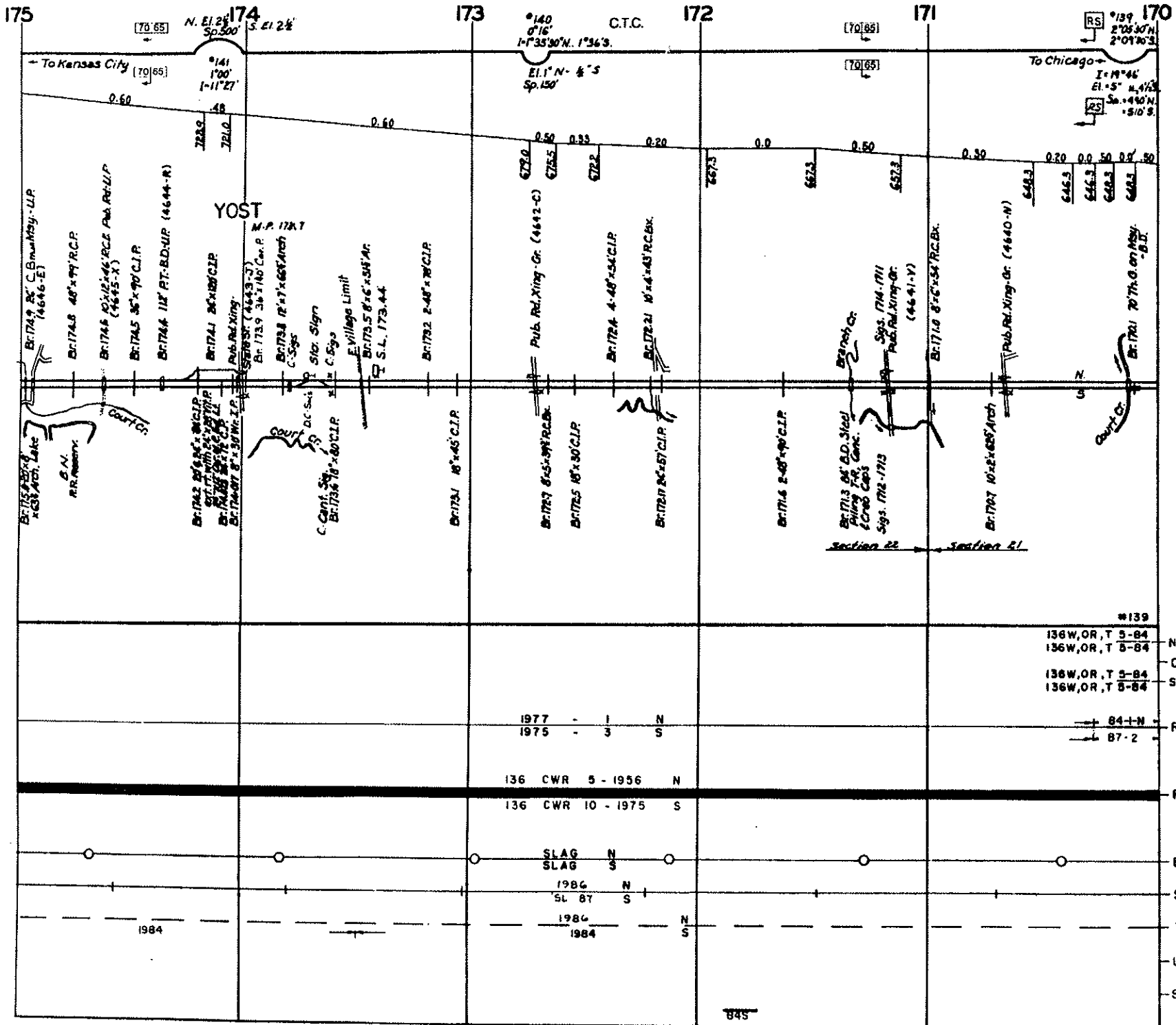
REVISED 8-90



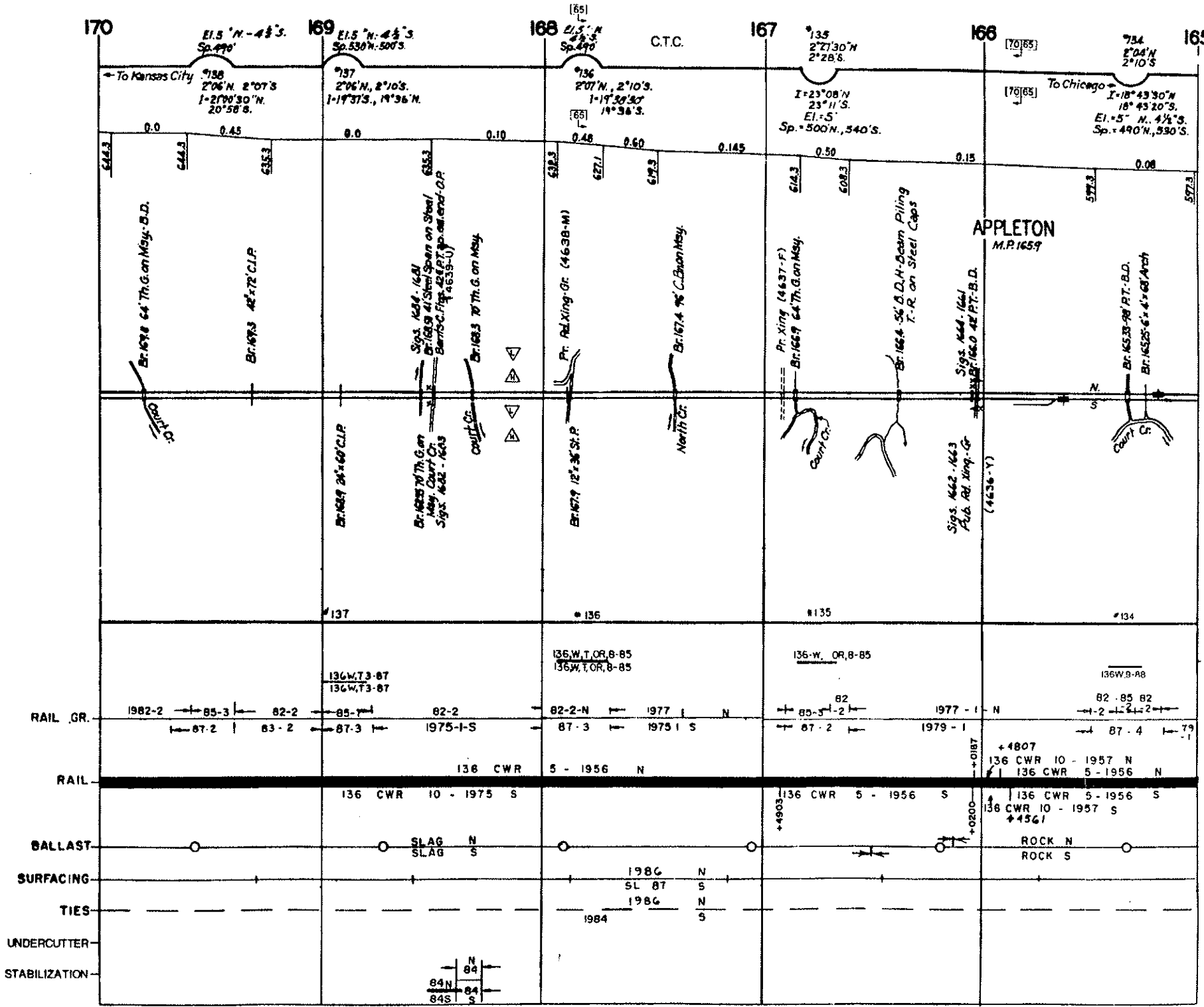
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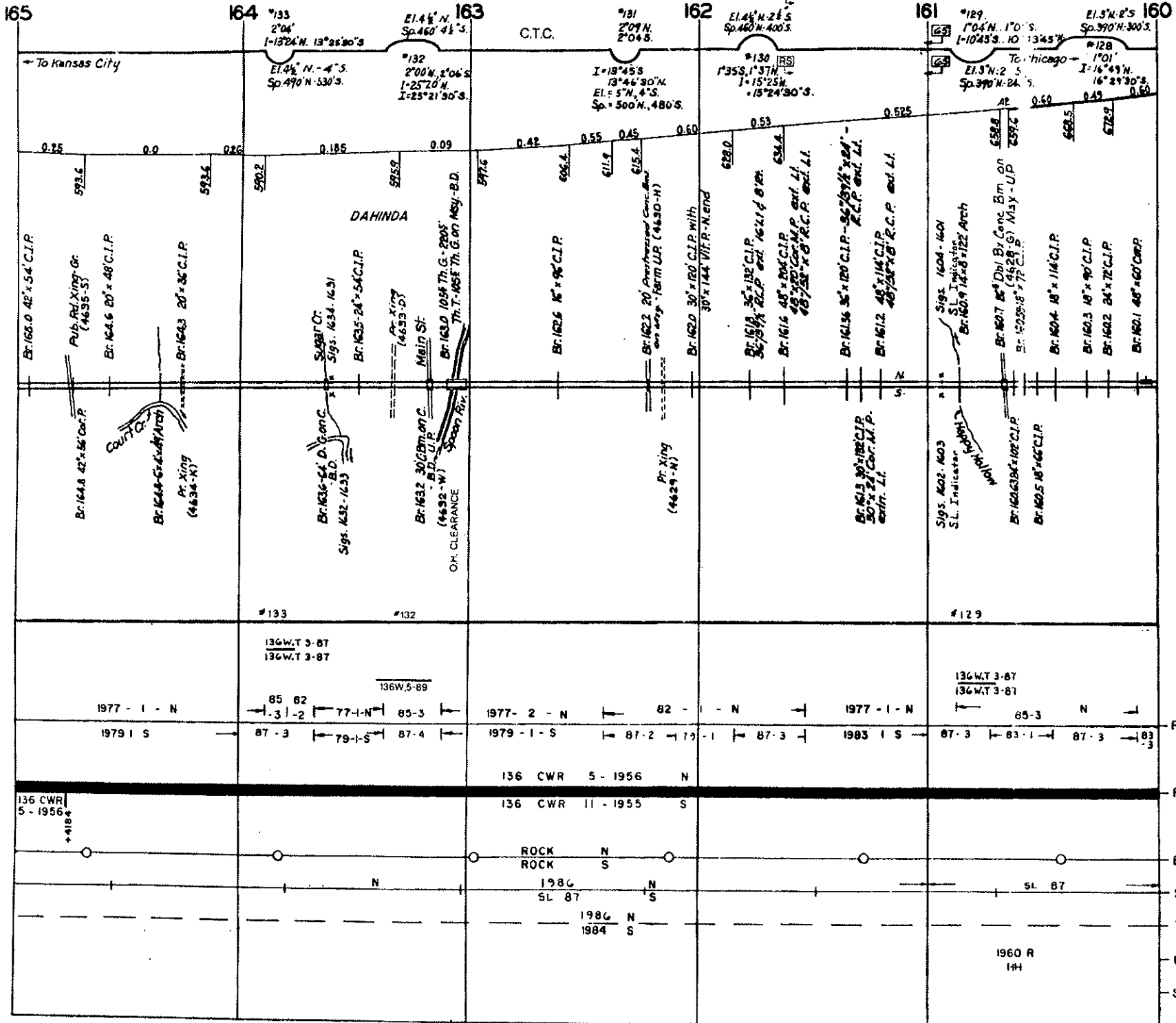


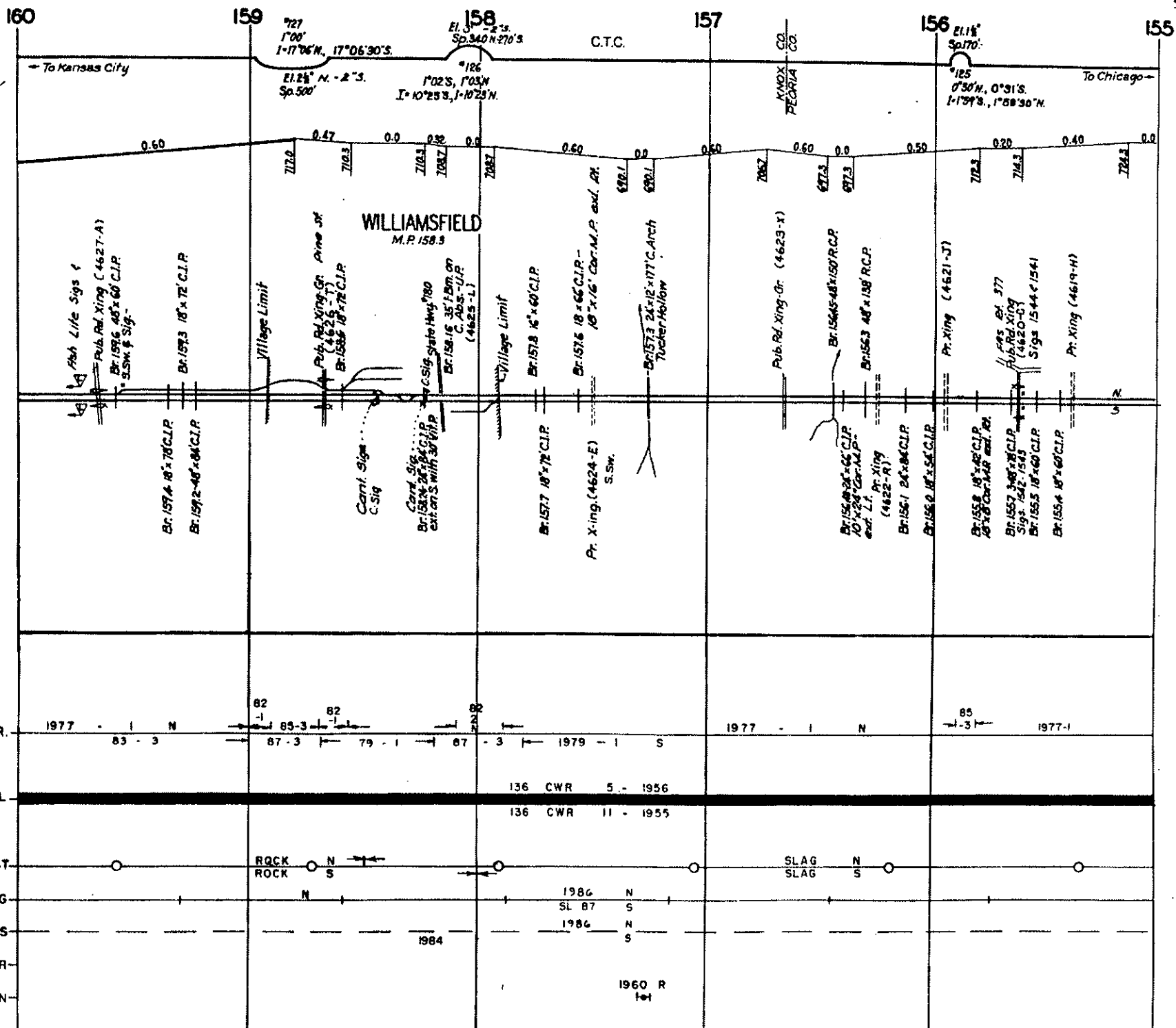




*139	
136W, OR, T 5-84	No. Trk. NR
136W, OR, T 5-84	SR
CURVES	
136W, OR, T 5-84	So. Trk. NR
136W, OR, T 5-84	SR
RAIL GR.	
84-N	
87-2	
RAIL	
136 CWR 5 - 1956	N
136 CWR 10 - 1975	S
BALLAST	
SLAG	N
SLAG	S
SURFACING	
1984	N
SL 87	S
TIES	
1984	N
1984	S
UNDERCUTTER	
STABILIZATION	







160

159

158

157

156

155

To Kansas City

To Chicago

C.T.C.

KNOX
PECORIA
CO.

WILLIAMSFIELD
M.P. 158.3

RAIL GR.

RAIL

BALLAST

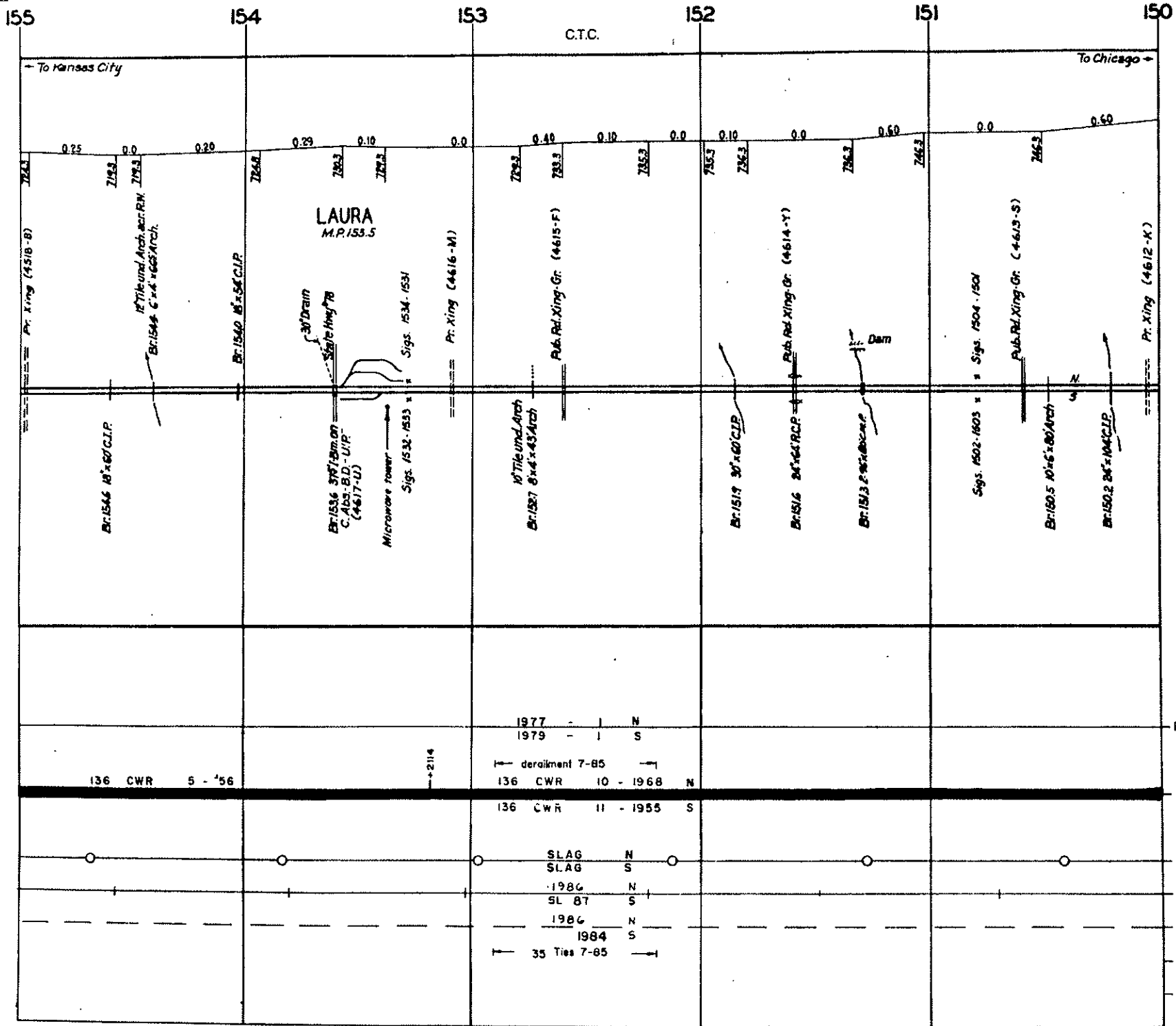
SURFACING

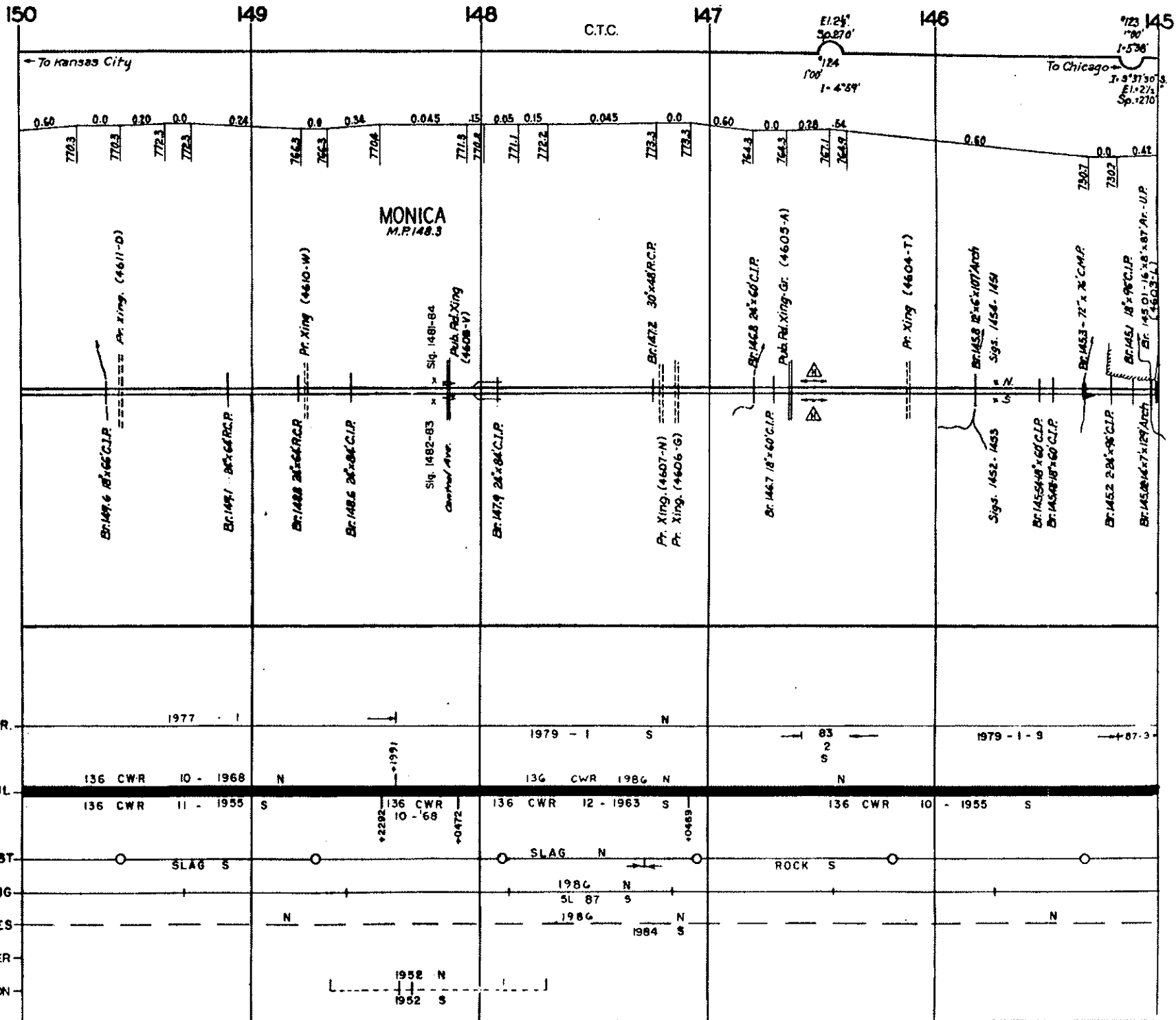
TIES

UNDERCUTTER

STABILIZATION

REVISED 8-90





REVISED 8-90

145

EL 2'S - 1' N
Sp 250'

143

C.T.C.

142

EL 3'S; EL - 3' N
Sp 420'

140

To Kansas City

To Chicago

*122
0°30'
1-530'45" N
9°30'30" S

*121
1°02' N, 1°03' S.
1-18°15'30" S
14°15' N.

0.42 0.20 0.60 0.0 0.60 0.60 0.60 0.60 0.50 0.60

PRINCEVILLE
M.P. 144.7

Pub. Rd. Xing.
(4602-E)
Br. 1444 18'x60' C.I.P.
Br. 1443 18'x48' C.I.P.

Br. 1445 24'x72' C.I.P.

Br. 1440 18'x54' C.I.P.

Br. 1436 24' Dbl. Bx. Cont. Bm. on
Br. 1435 20'x8'x75' Arch. N.Y.
(4601-X) U.P.
Sigs. 1432-1433

Sigs. 1434-1431
Pr. Xing (4600-R)

Br. 1429 30'x72' C.I.P.

Br. 1424 36'x66' C.I.P.

Br. 1425 24' Dbl. Bx. Cont. Bm. on Mays
(4598-V) - U.P.

Br. 1422 20'x66' C.I.P.
Br. 1421 18'x60' C.I.P.

Pr. Xing (4598-S)

Pub. Rd. Xing-Gr. (4597-K)

Br. 1413 24'x72' C.I.P.

Pr. Xing (4596-D)

Br. 1408 18'x36' C.I.P.
Sigs. 1404-1401
Pr. Xing (4595-W)

Sigs. 1402-1403

State Hwy. 2
Br. 1406 30'x72' C.I.P.
Br. 1404 18'x36' C.I.P.
Br. 1403 18'x36' C.I.P.
Br. 1402 18'x36' C.I.P. on C. U.P.
(4594-P)

85-3
83-1
1721

1977 - I N
1979 - I S

82
2
N
67.3

1977 I N

RAIL GR.

136 CWR 1986

136 CWR 6 - 1957 N

136 CWR 10 - 1955 S

RAIL

SLAG
ROCK
N
S

BALLAST

1986

1984
51 87
N
S

SURFACING

1986

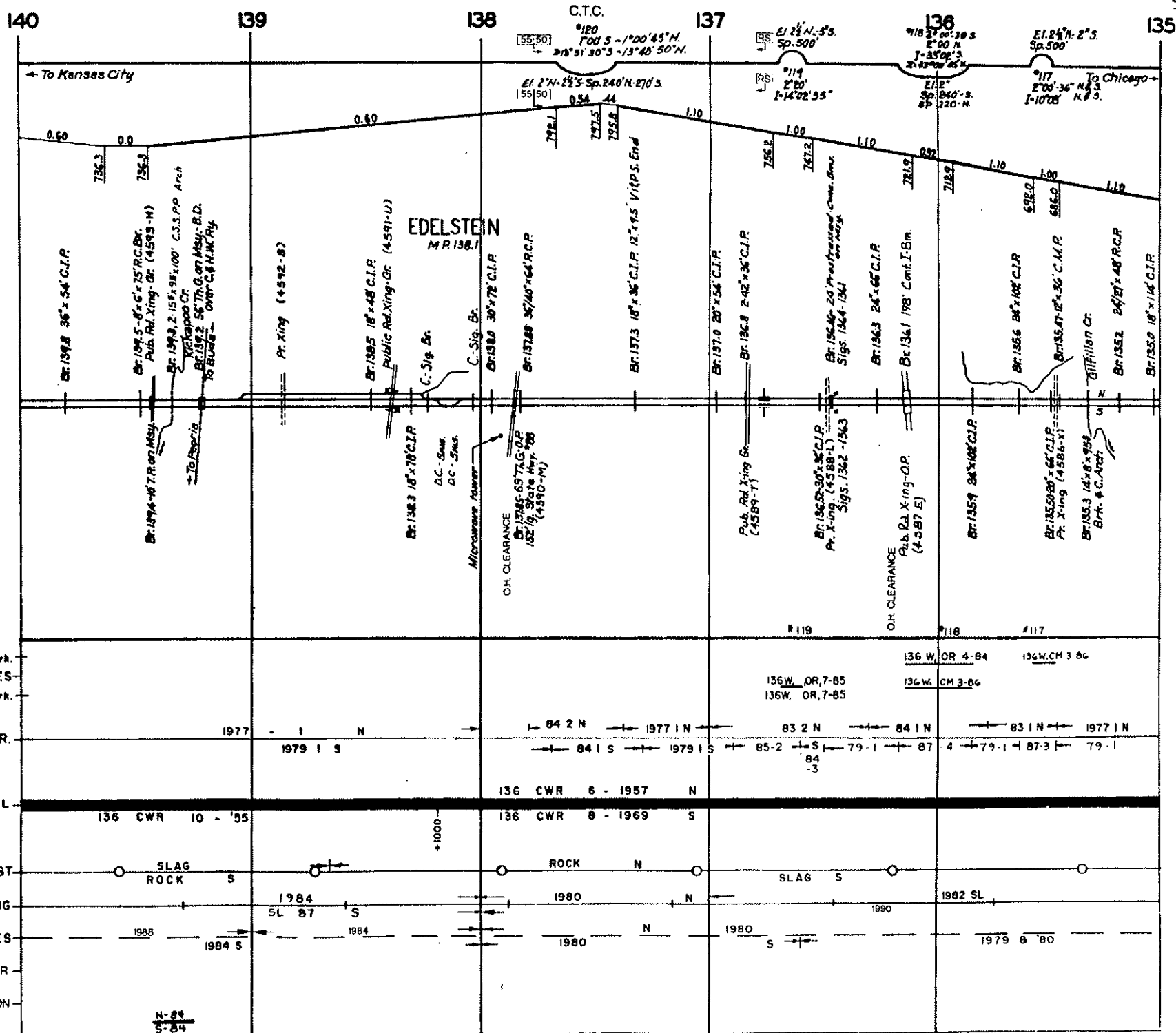
1984 S

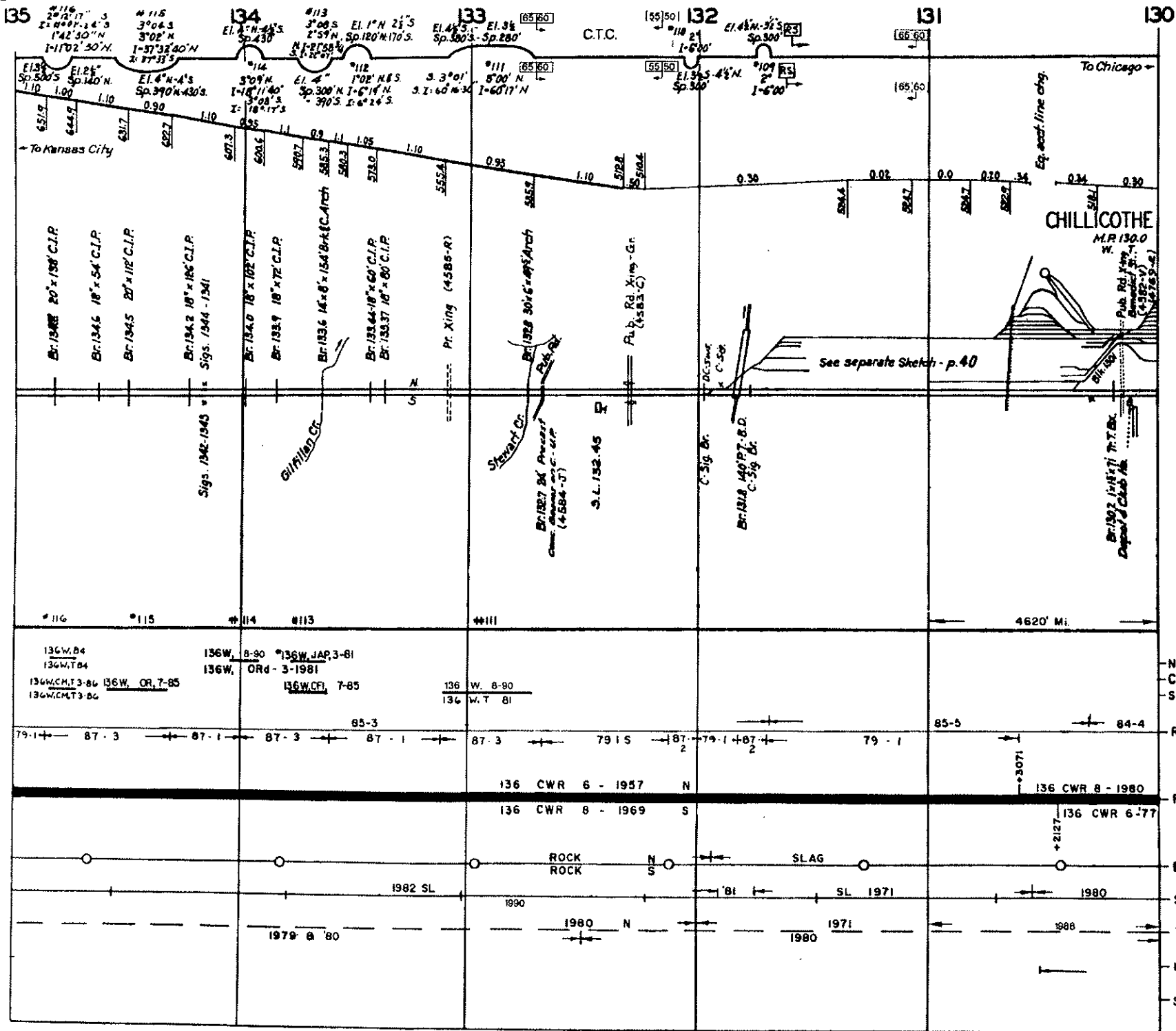
TIES

1952 N
1952 S

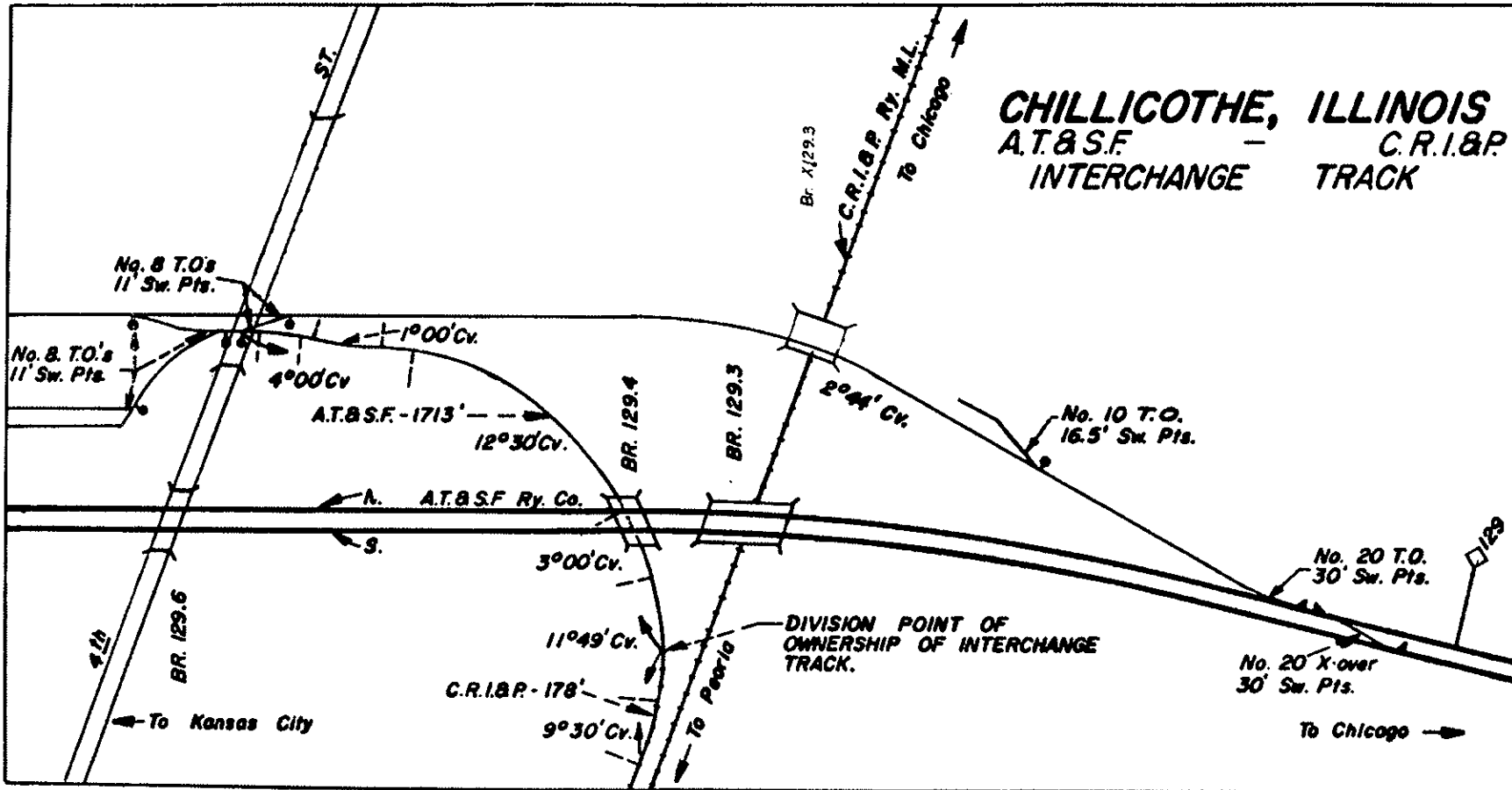
UNDERCUTTER

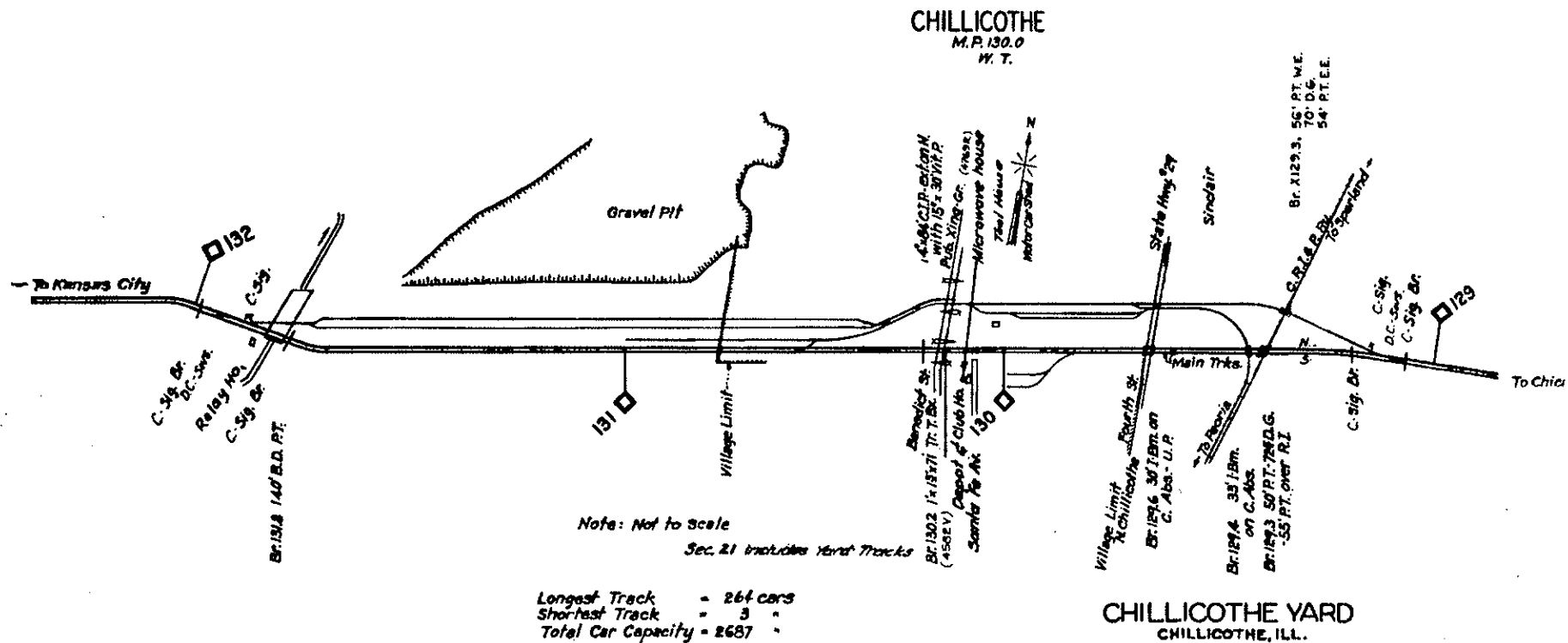
STABILIZATION

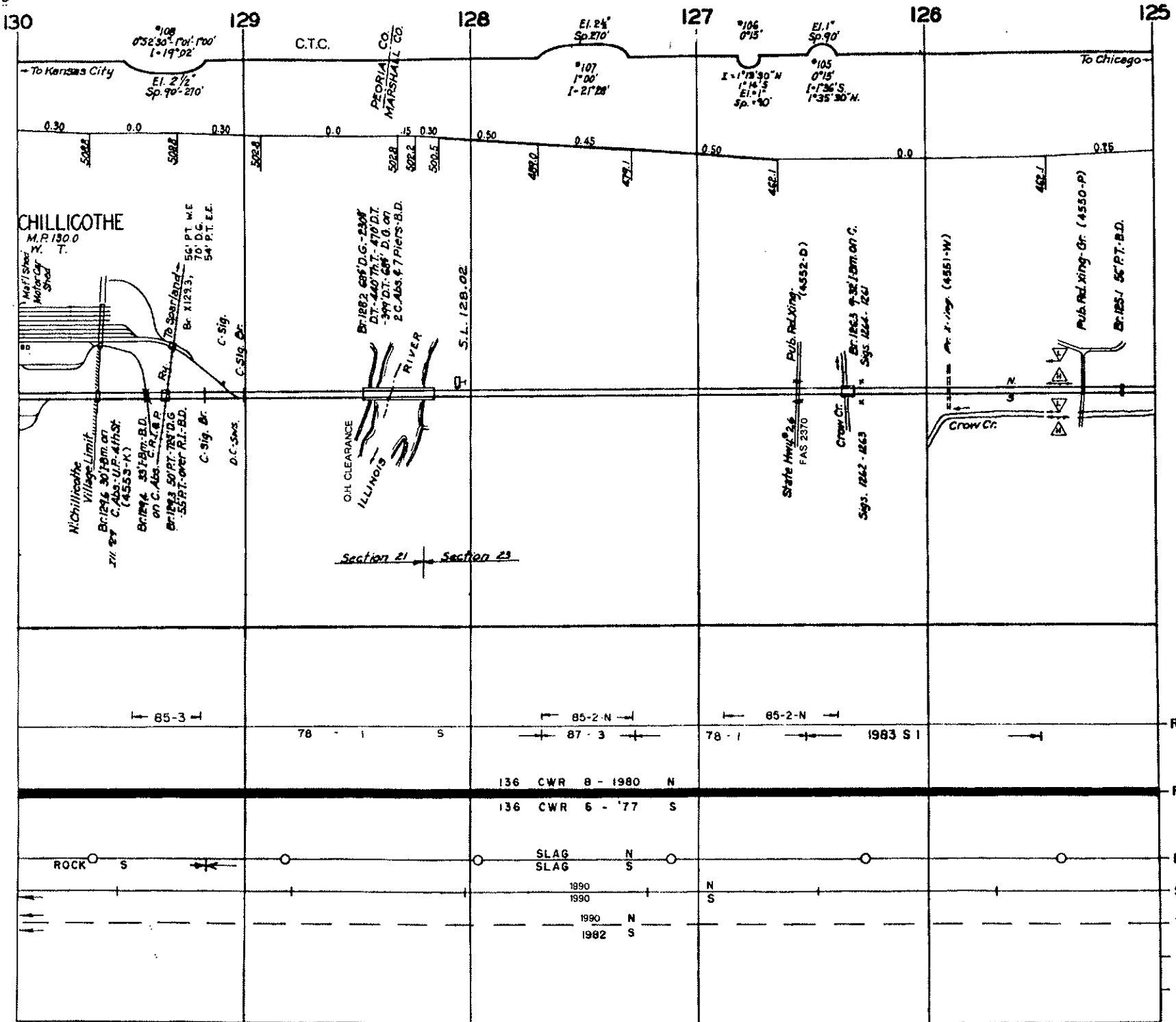


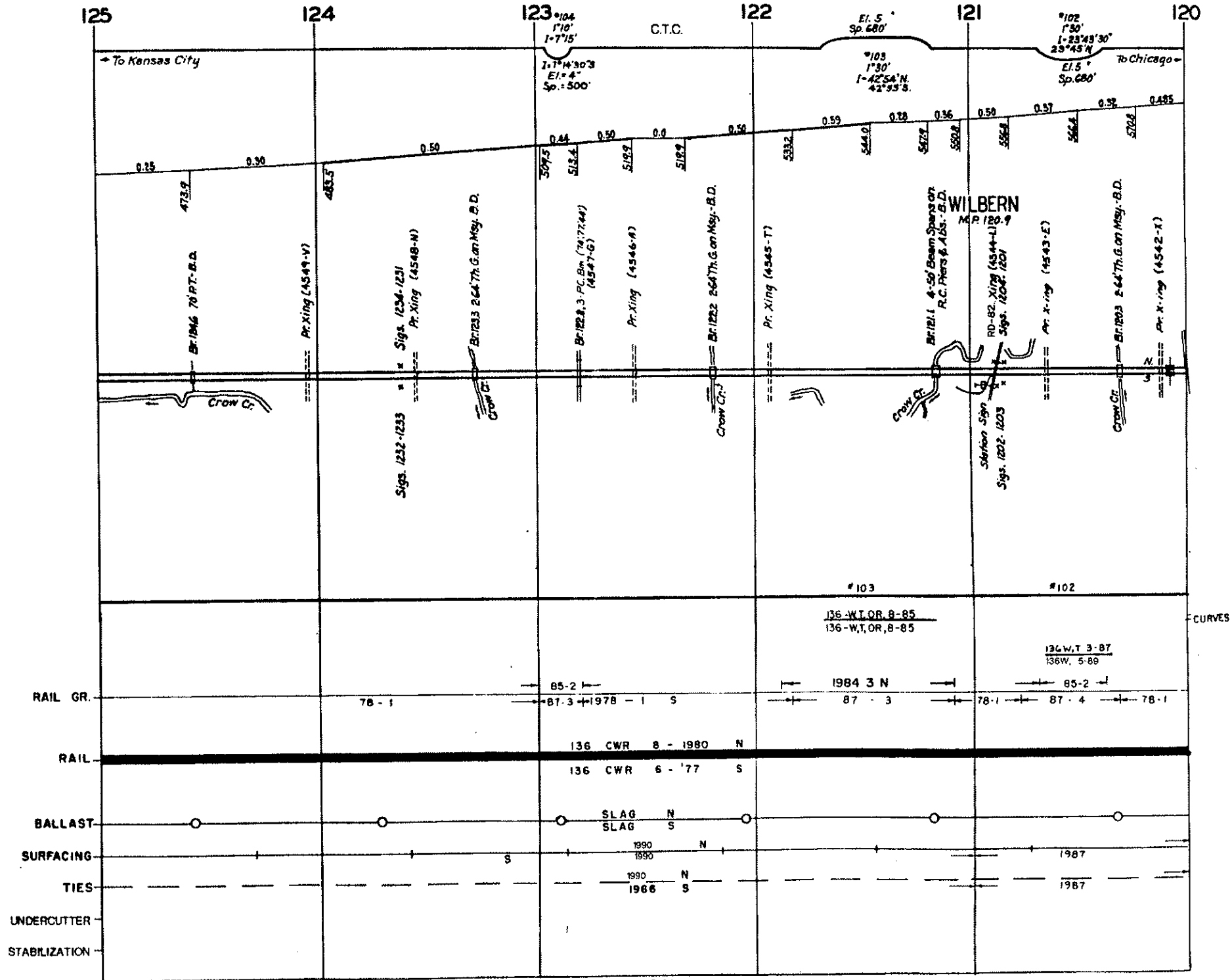


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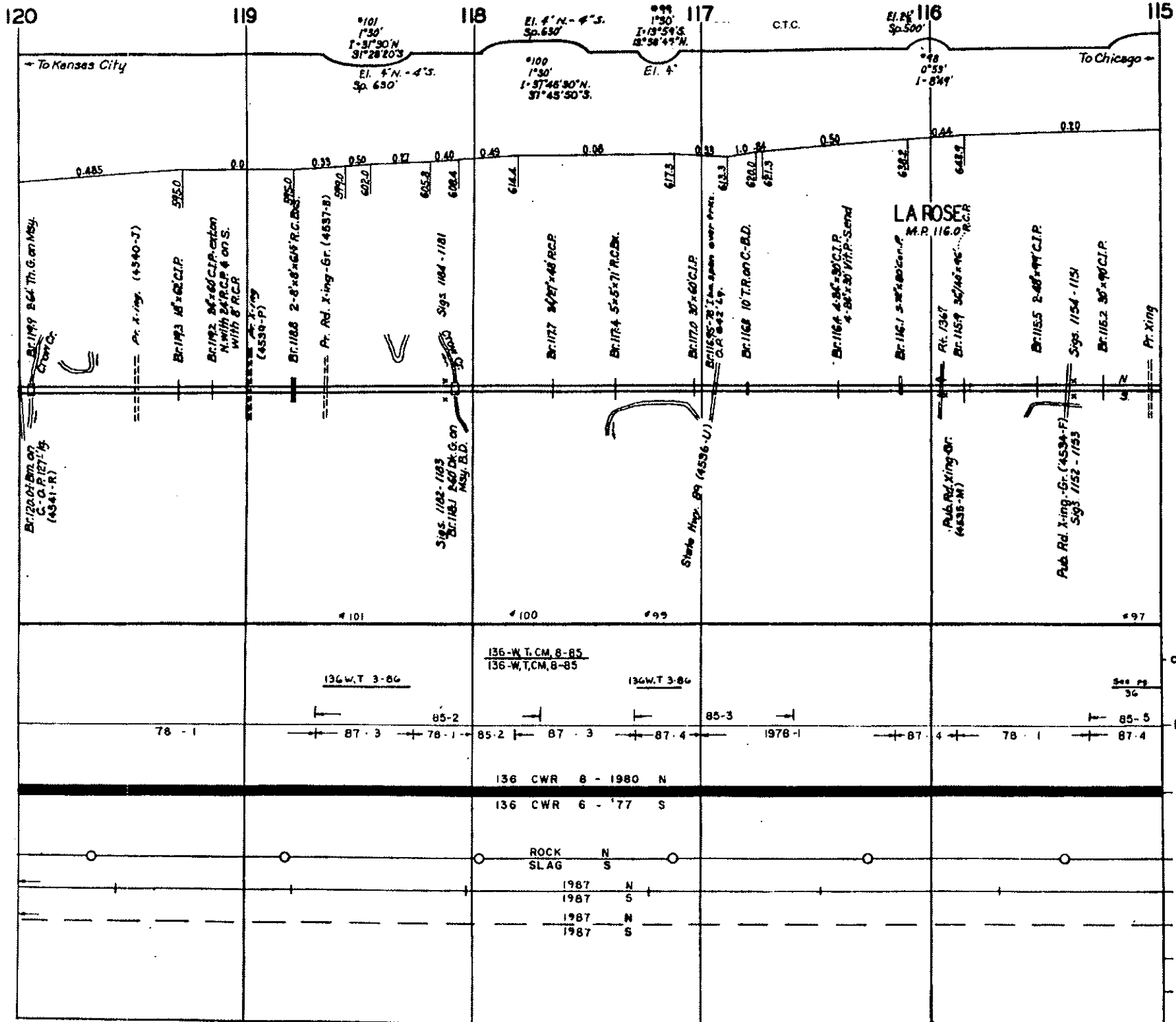


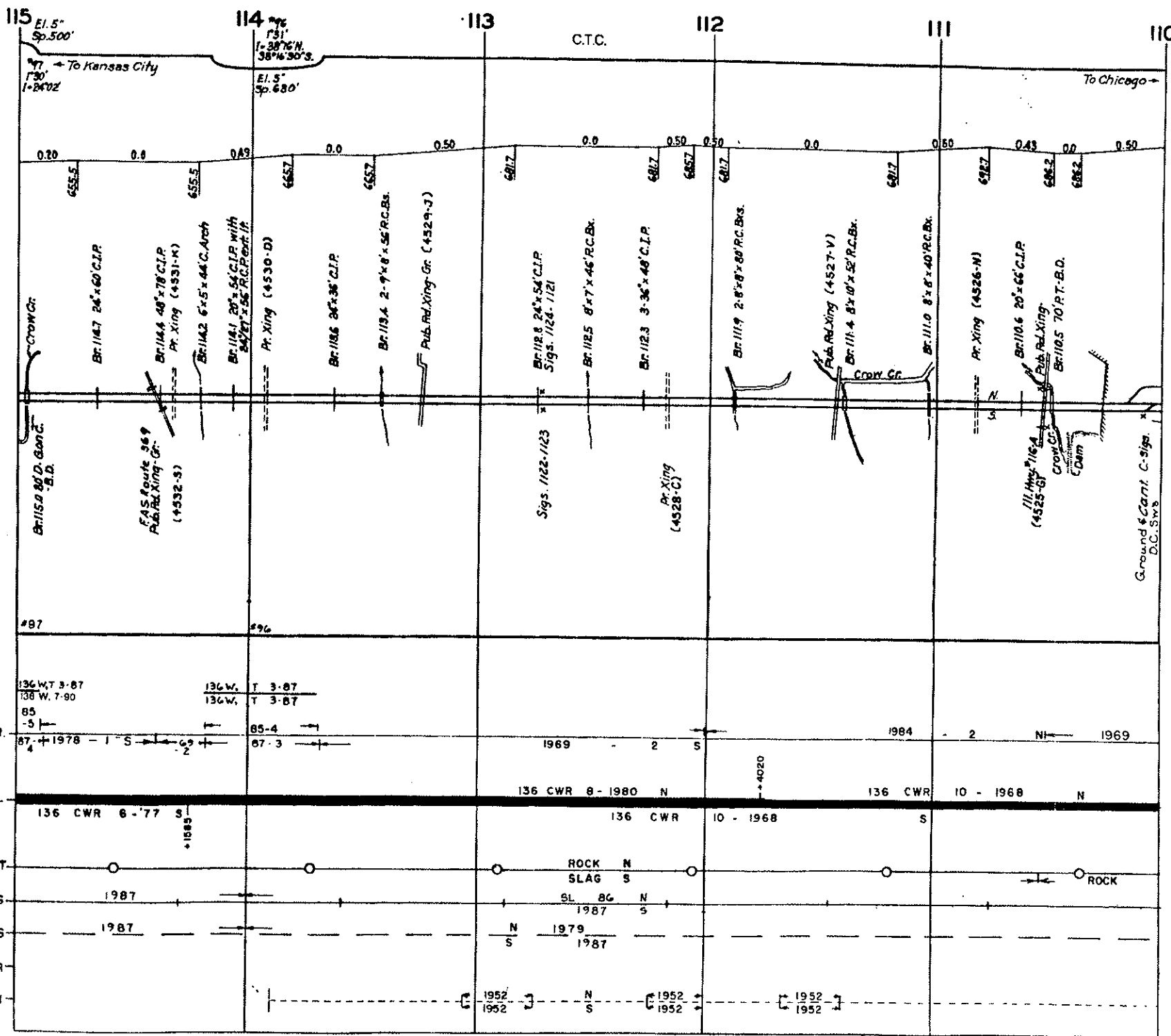




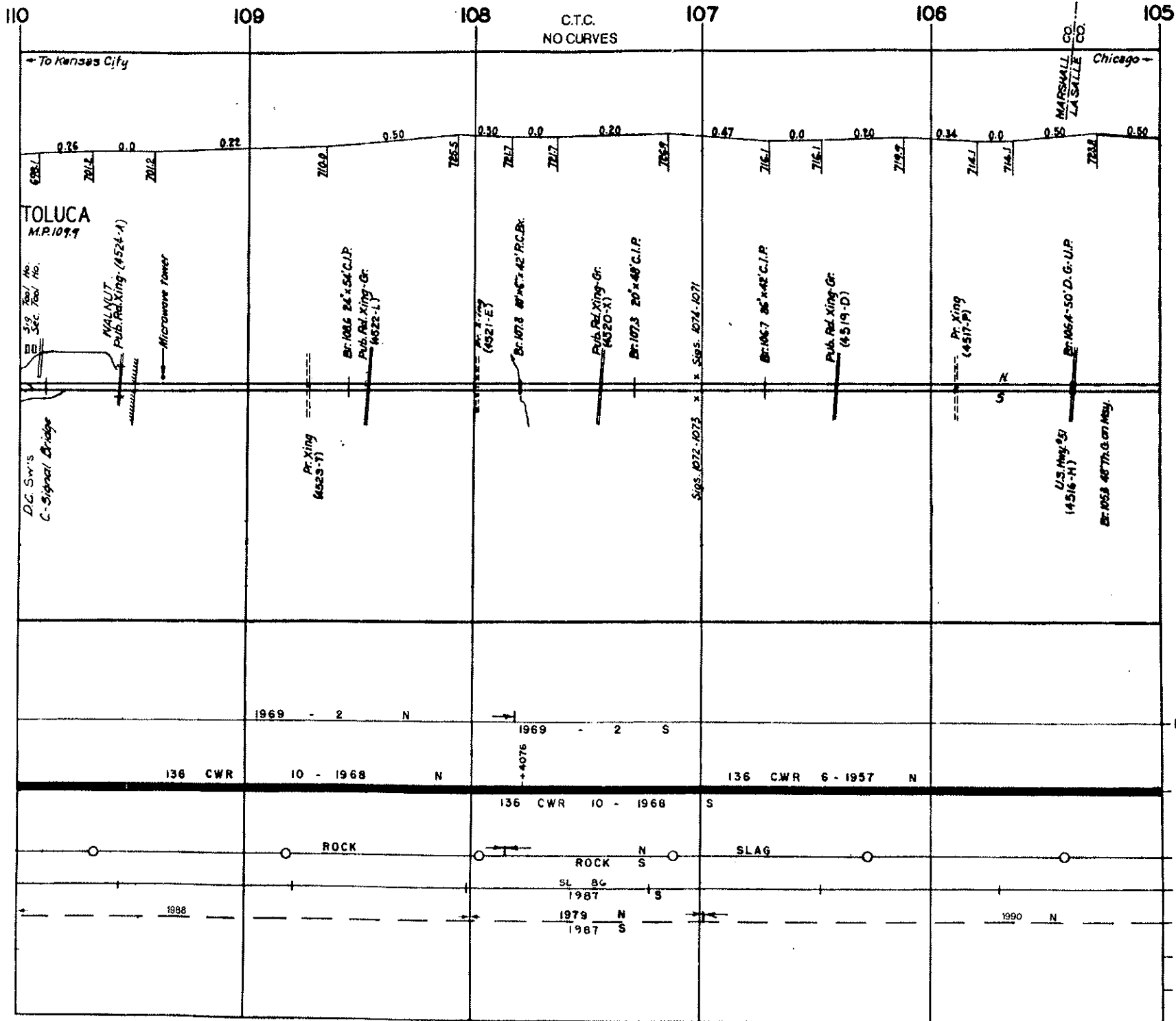


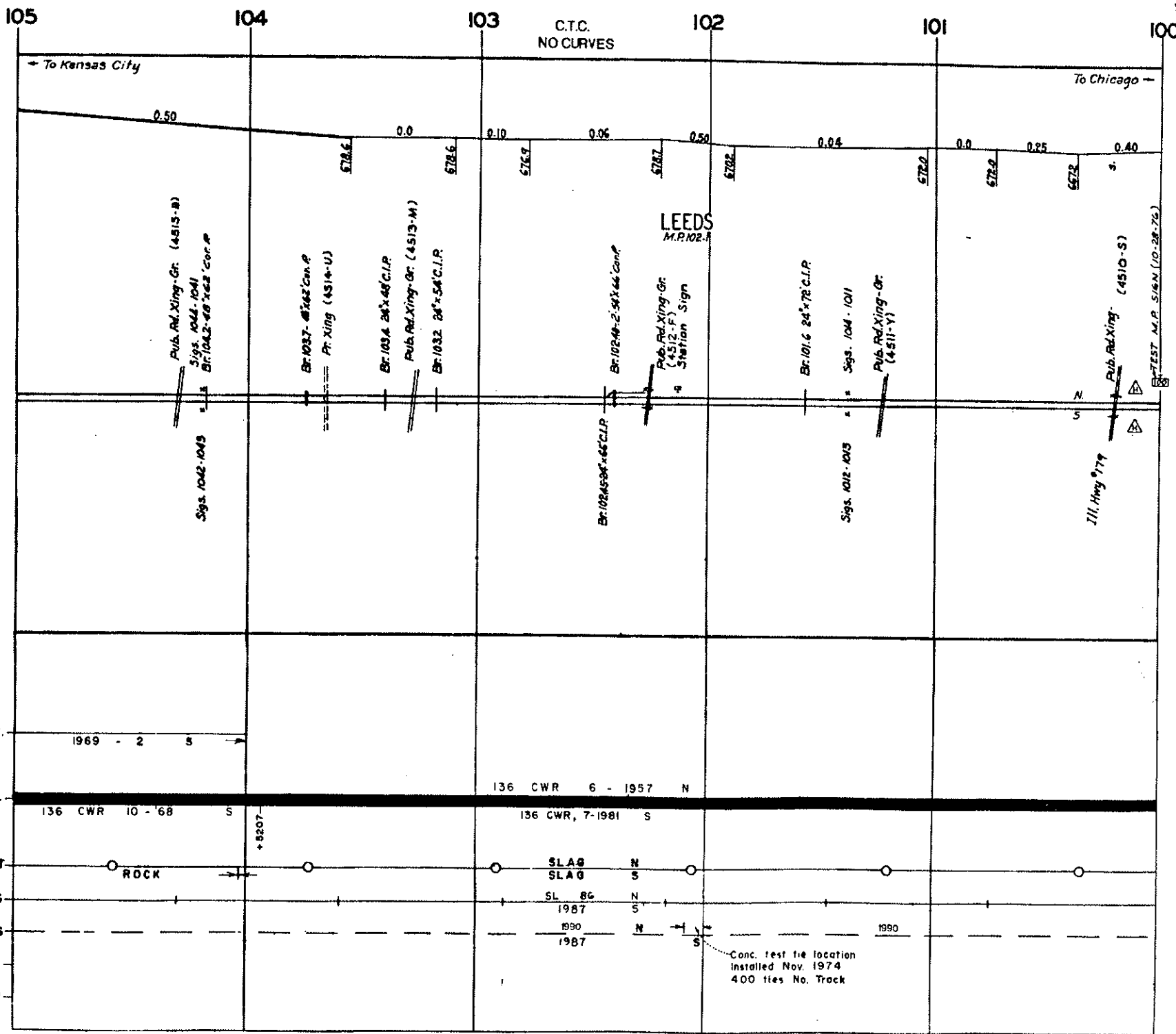
REVISED 8-90

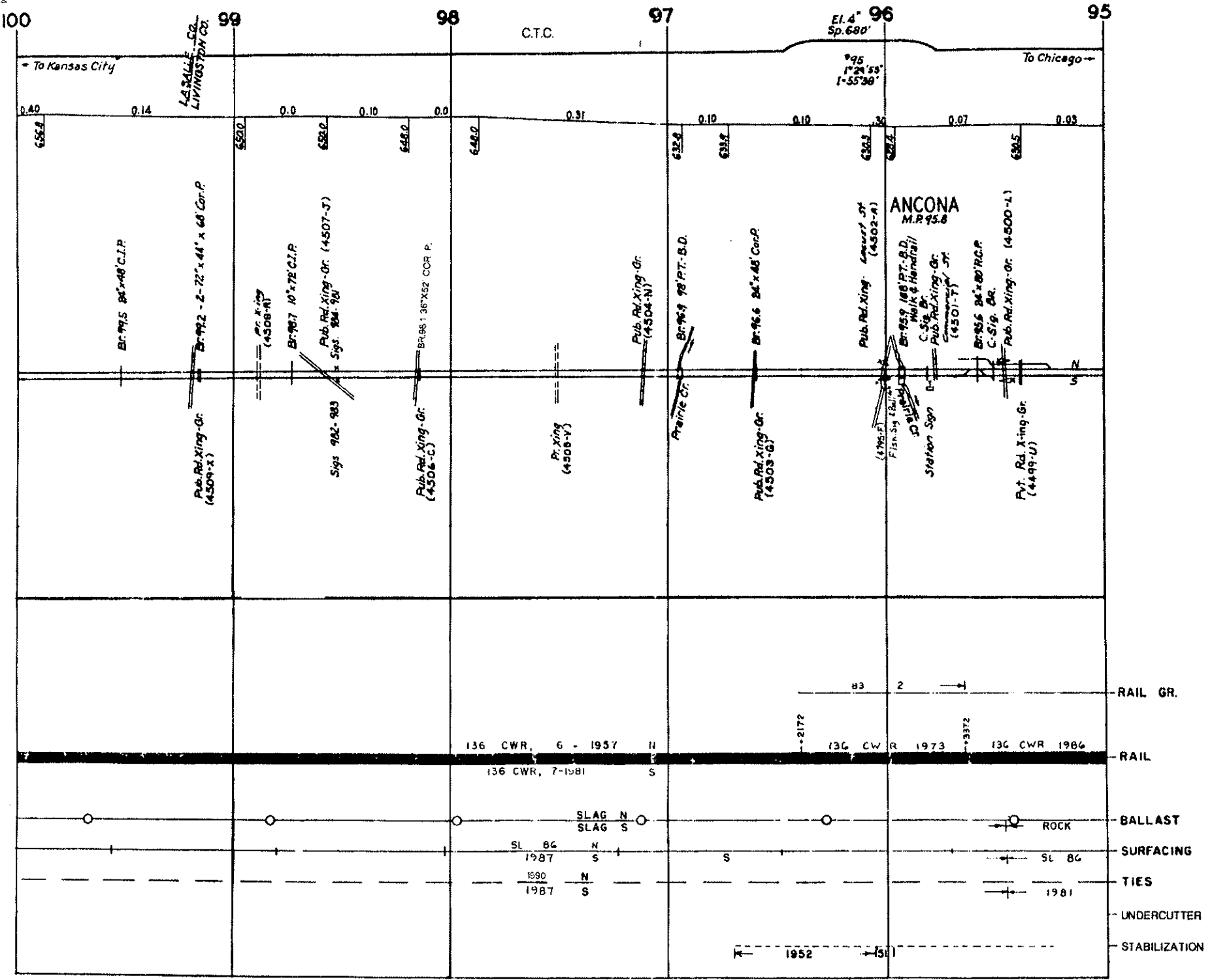


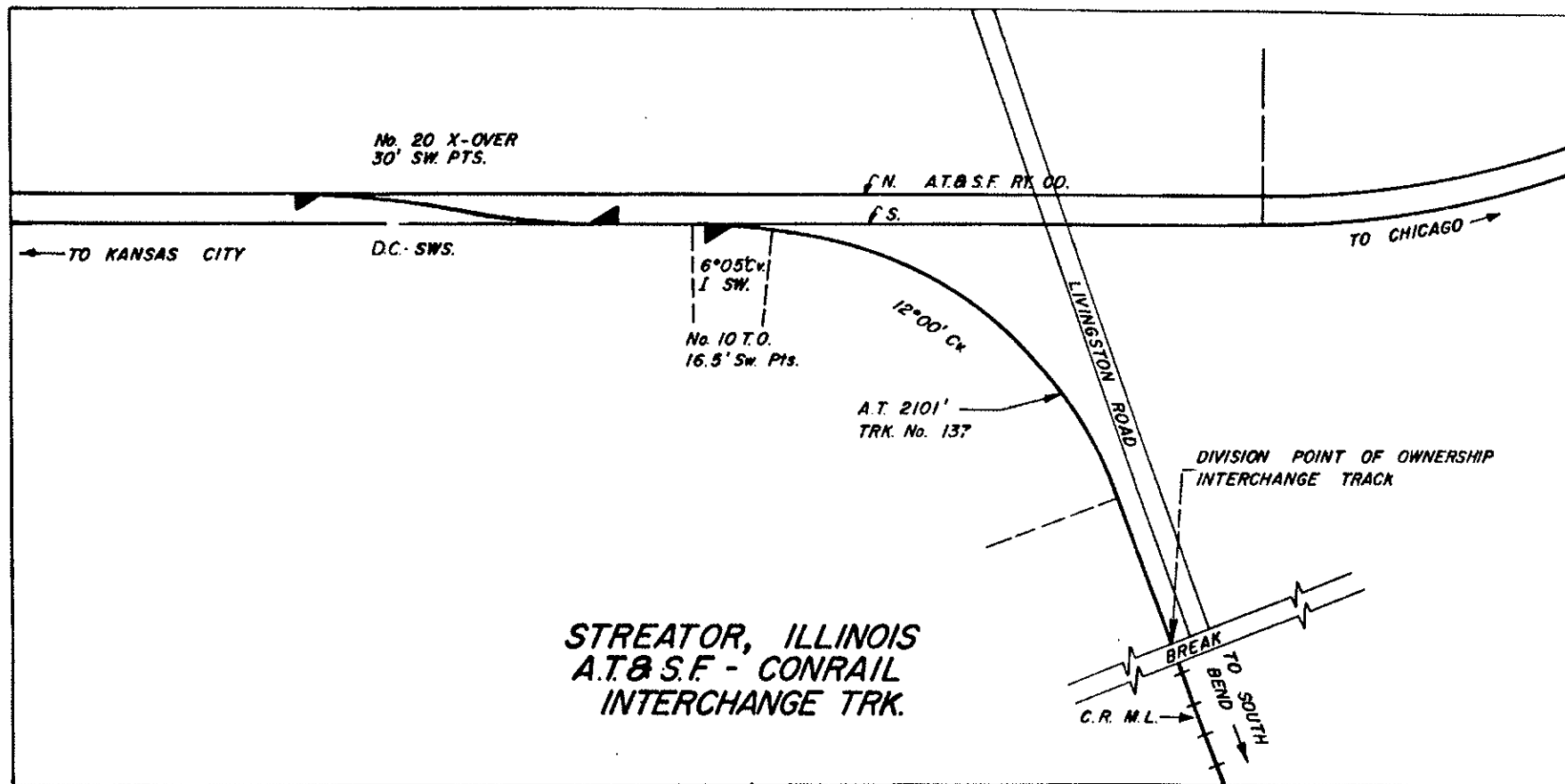


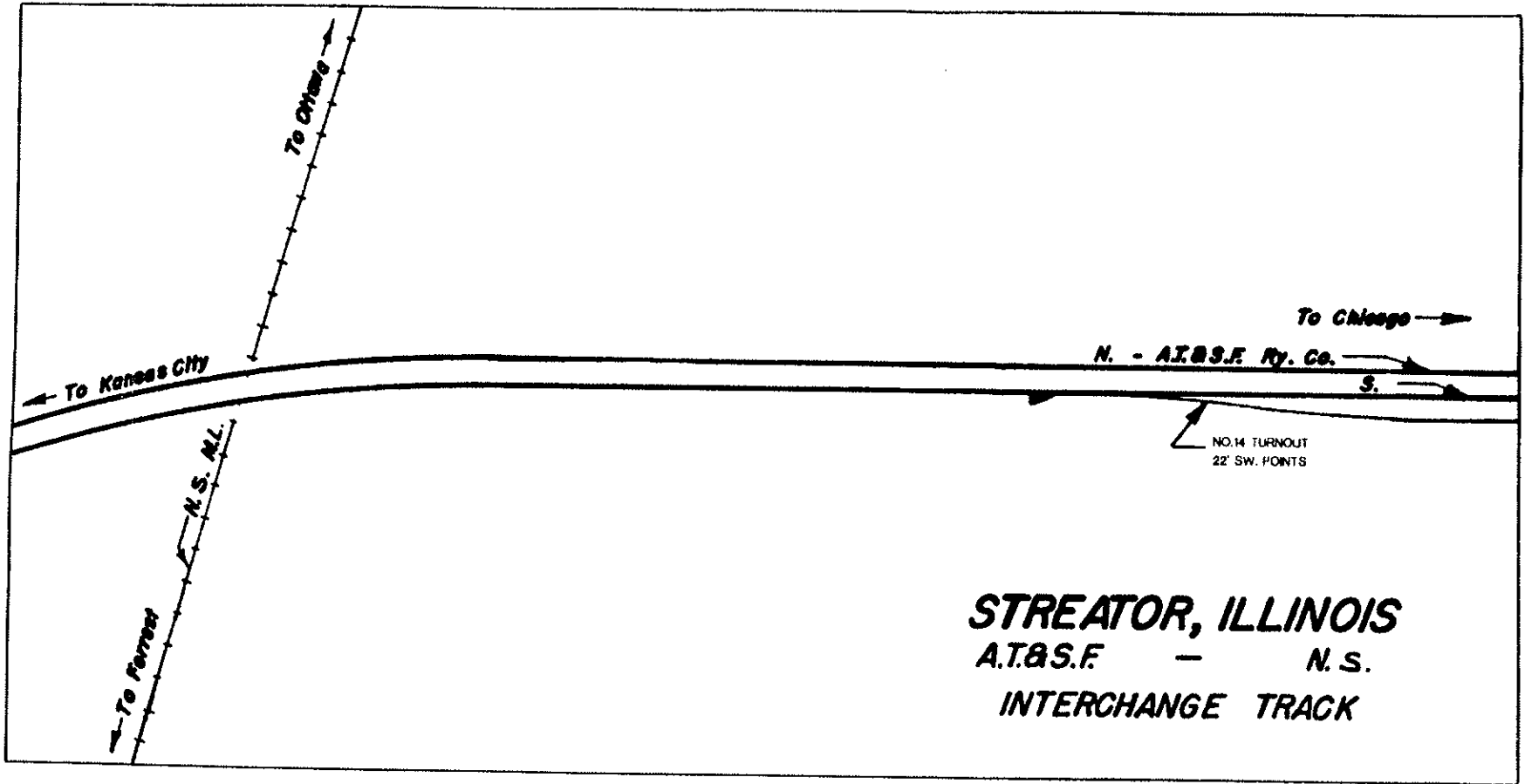
REVISED 8-90

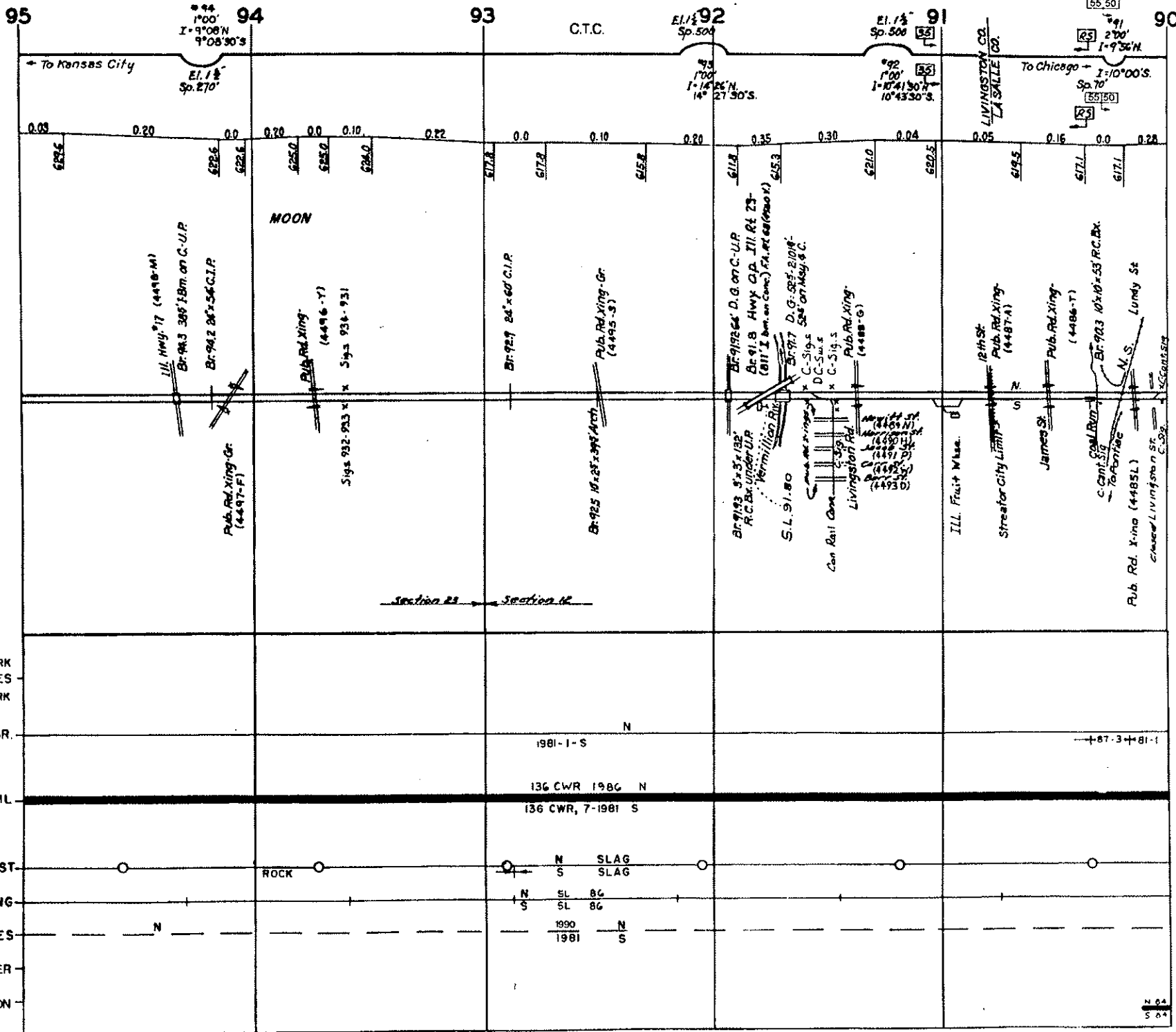






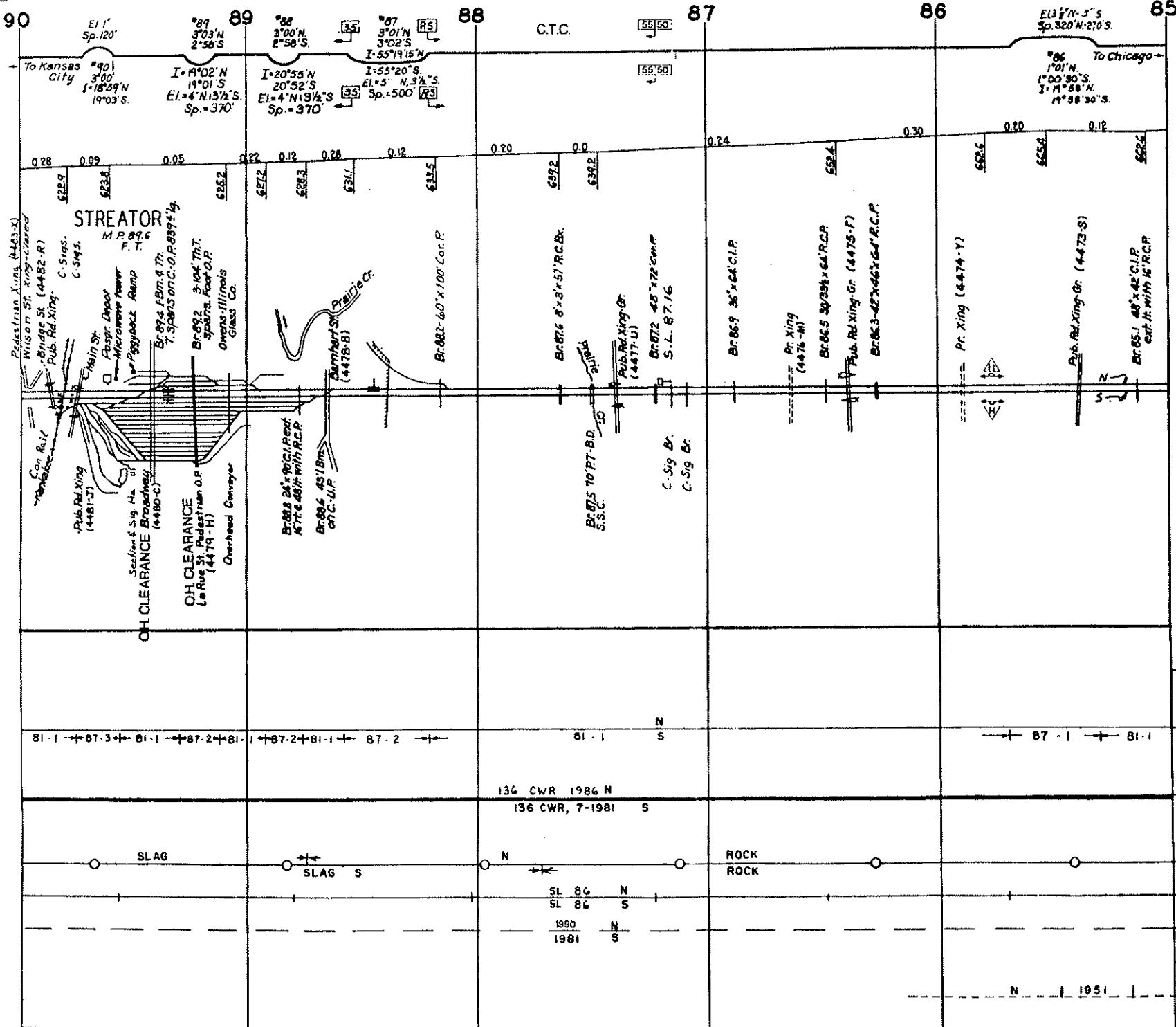






REVISED 8-90

N 04
S 84



N TRK NR
 SR
 CURVES NR
 S TRK SR

RAIL GR.

RAIL

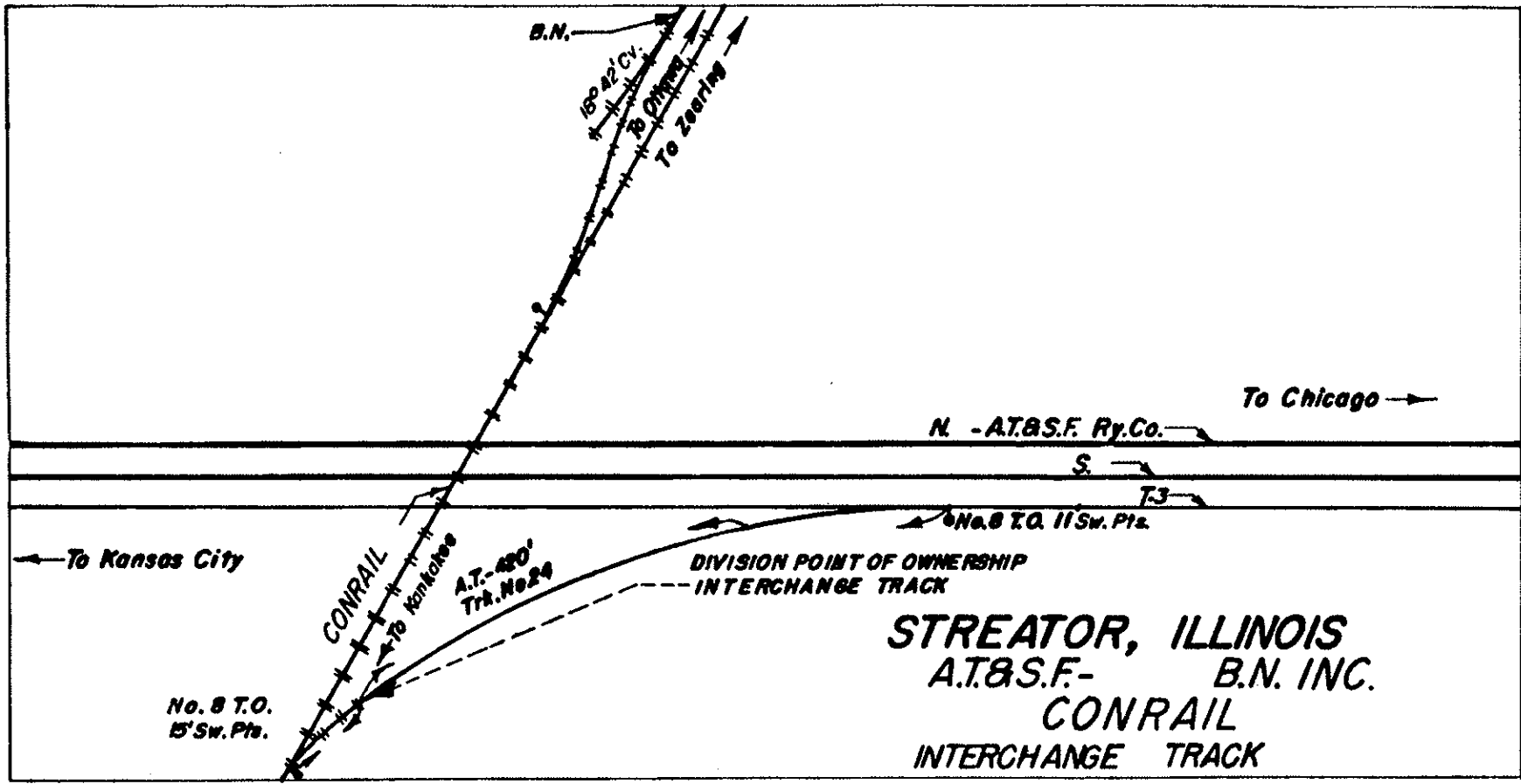
BALLAST

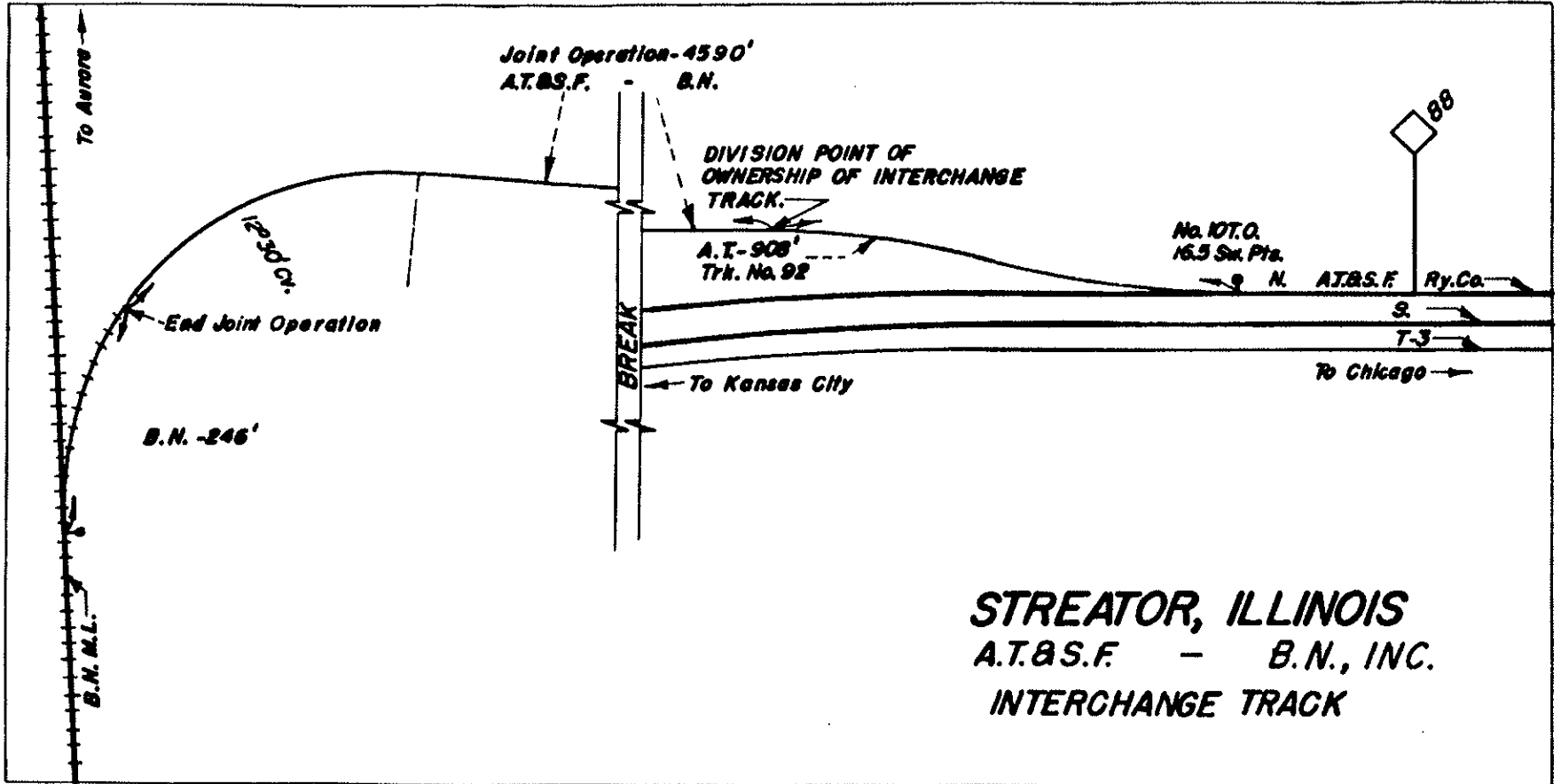
SURFACING

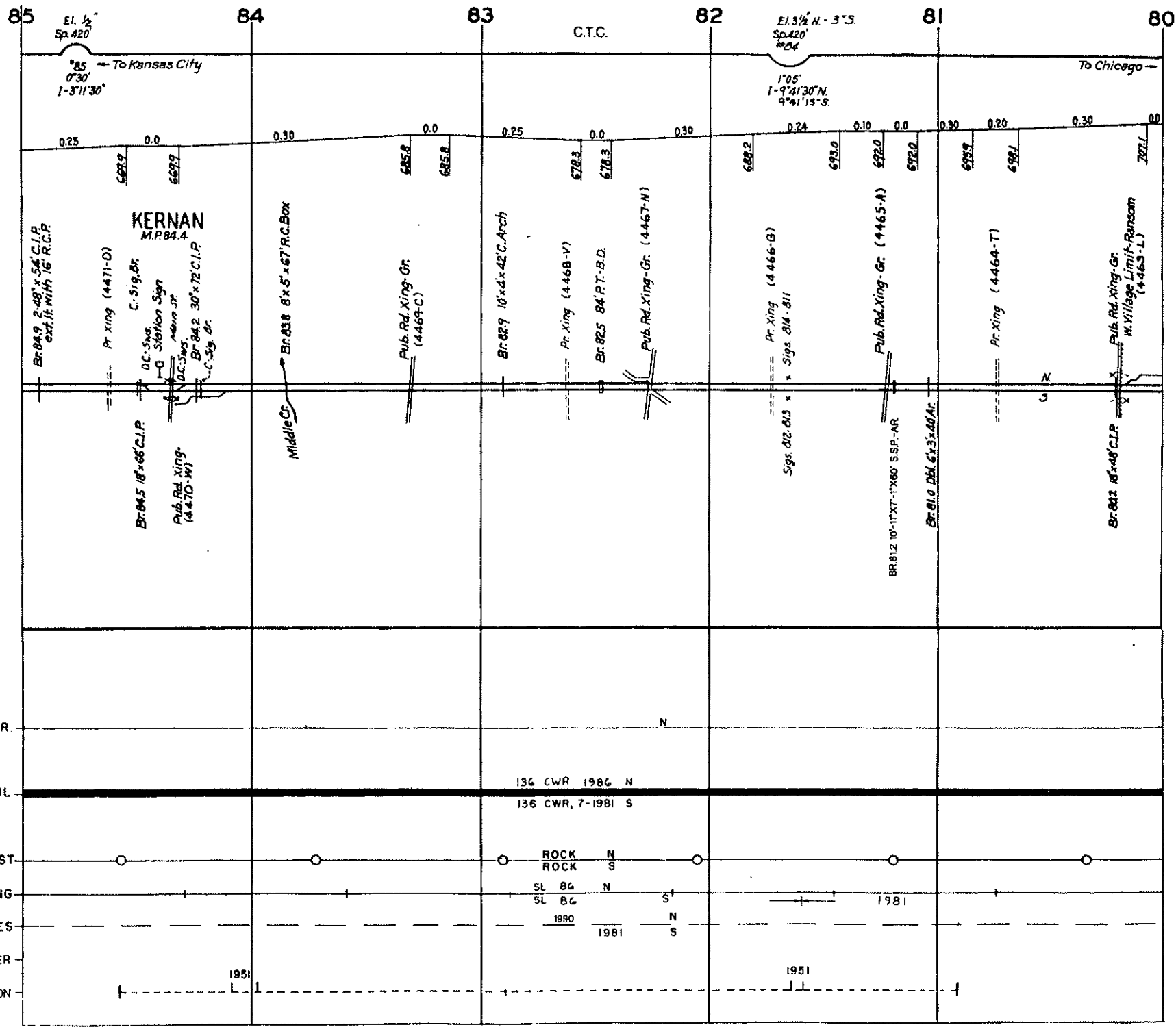
TIES

UNDERCUTTER

STABILIZATION







85

84

83

82

81

80

El. 1/2
Sp. 420

C.T.C.

El. 3 1/2 N - 3 S
Sp. 420
#2d

85
To Kansas City
0'30"
1-3'11'30"

To Chicago

0.25 0.0 0.30 0.0 0.25 0.0 0.30 0.24 0.10 0.0 0.30 0.20 0.30

KERNAN
M.P. 84.4

BR-84.9 2'-48" x 54" C.I.P.
ext. IF WITH 16 R.C.P.

Pr. Xing (4471-D)

C-519, Br.

D.C. SWS.

Station Sign

Main St

D.C. SWS.

BR-84.2 30' x 72' C.I.P.

C-519, Br.

BR-84.5 18' x 66' C.I.P.

Pub. Rd. Xing
(4470-W)

BR-83.8 8' x 5' x 67' R.C. BOX
Middle Cr.

Pub. Rd. Xing-Gr.
(4469-C)

BR-82.9 10' x 4' x 42' C. Arch

Pr. Xing (4468-V)

BR-82.5 84' P.T. B.D.

Pub. Rd. Xing-Gr. (4467-N)

Pr. Xing (4466-G)

Sigs. 612-613 x Sigs. 814-811

BR-81.2 10'-11" XT-1' x 60' S.S.P.-AR

Pub. Rd. Xing-Gr. (4465-A)

BR-81.0 DBL. 6' x 3' x 46' Ar.

Pr. Xing (4464-T)

BR-80.2 18' x 48' C.I.P.
Pub. Rd. Xing-Gr.
W. Village Limit-Ransom
(4463-L)

RAIL GR.

RAIL

BALLAST

SURFACING

TIES

UNDERCUTTER

STABILIZATION

136 CWR 1986 N

136 CWR, 7-1981 S

ROCK N
ROCK S

SL 84 N
SL 86 S

1990 N
1981 S

1951

1951

REVISED 8-90

80

E1.3' 79
Sp. 500'

78

C.T.C.

77

76

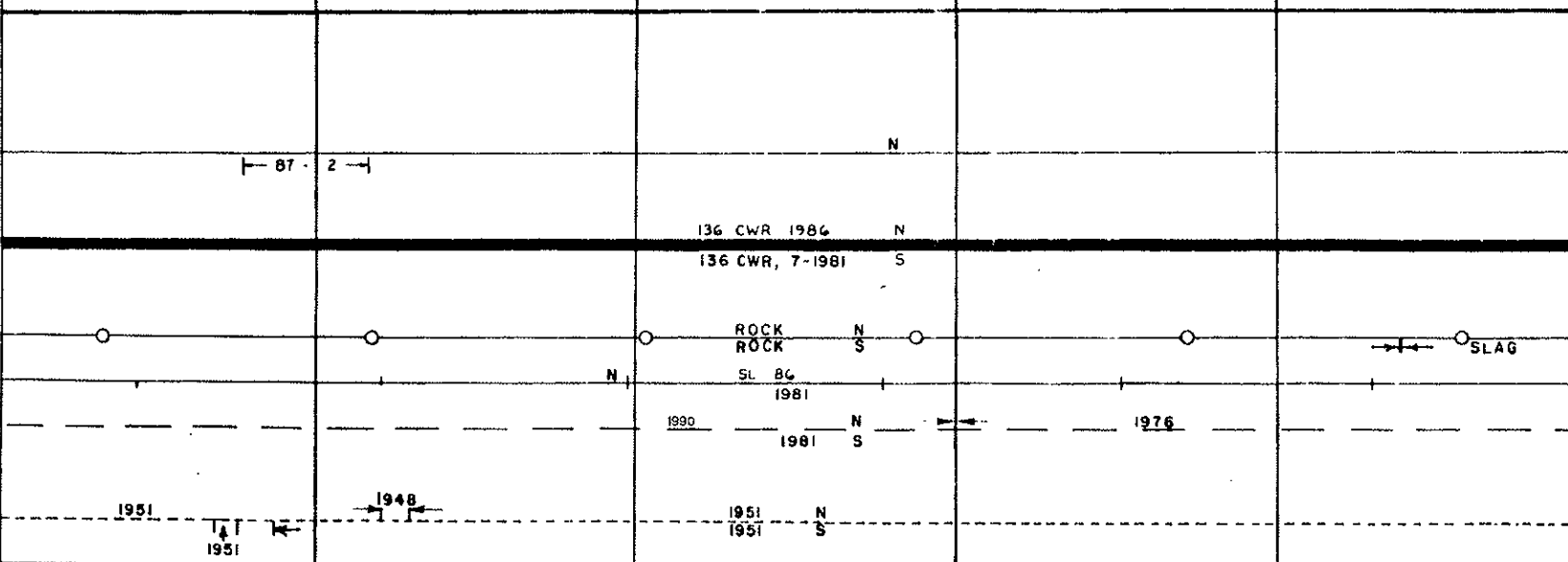
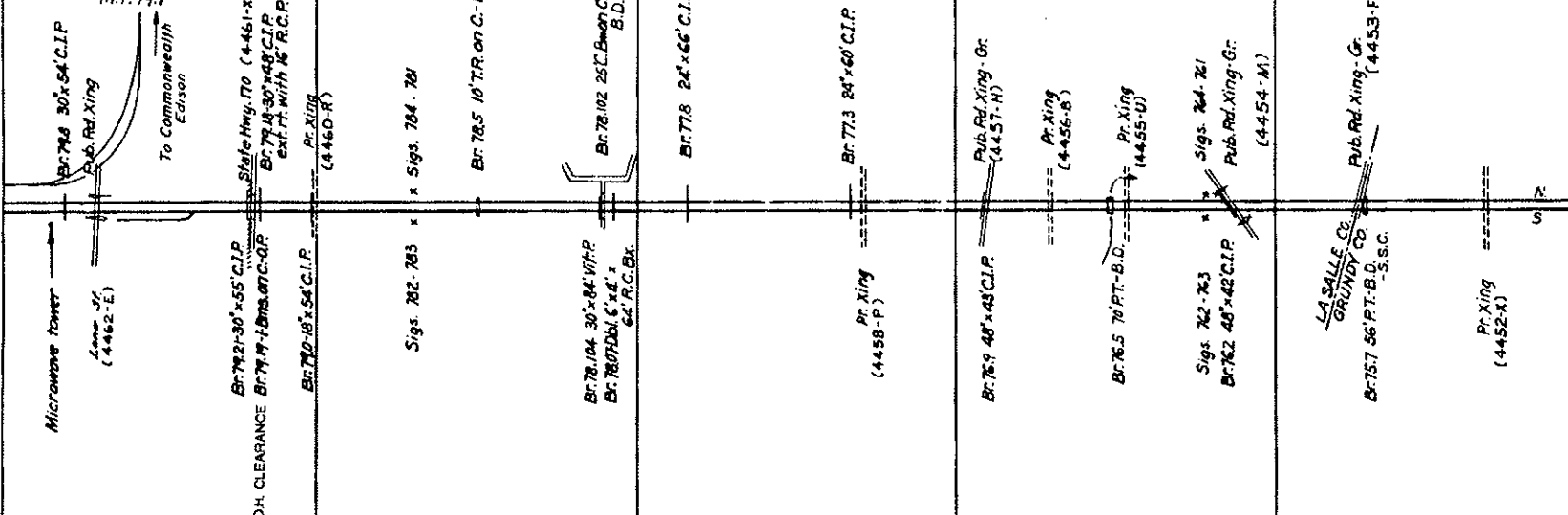
75

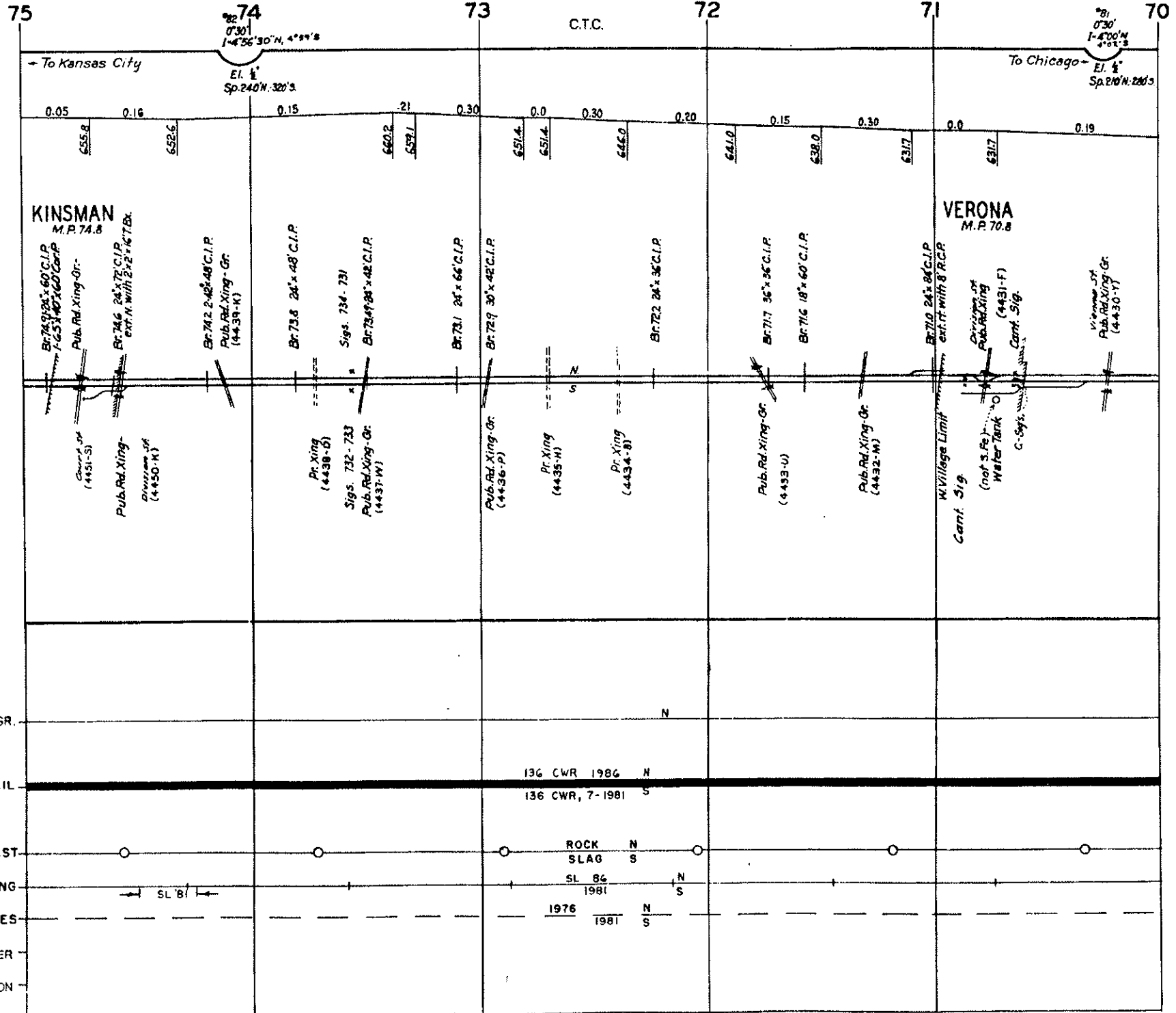
→ To Kansas City

To Chicago →

0.0 0.30 0.37 0.20 0.04 0.41 0.30 0.24 0.11 0.0 0.29 0.09 0.05

RANSOM
M.P. 79.7





70

69

68

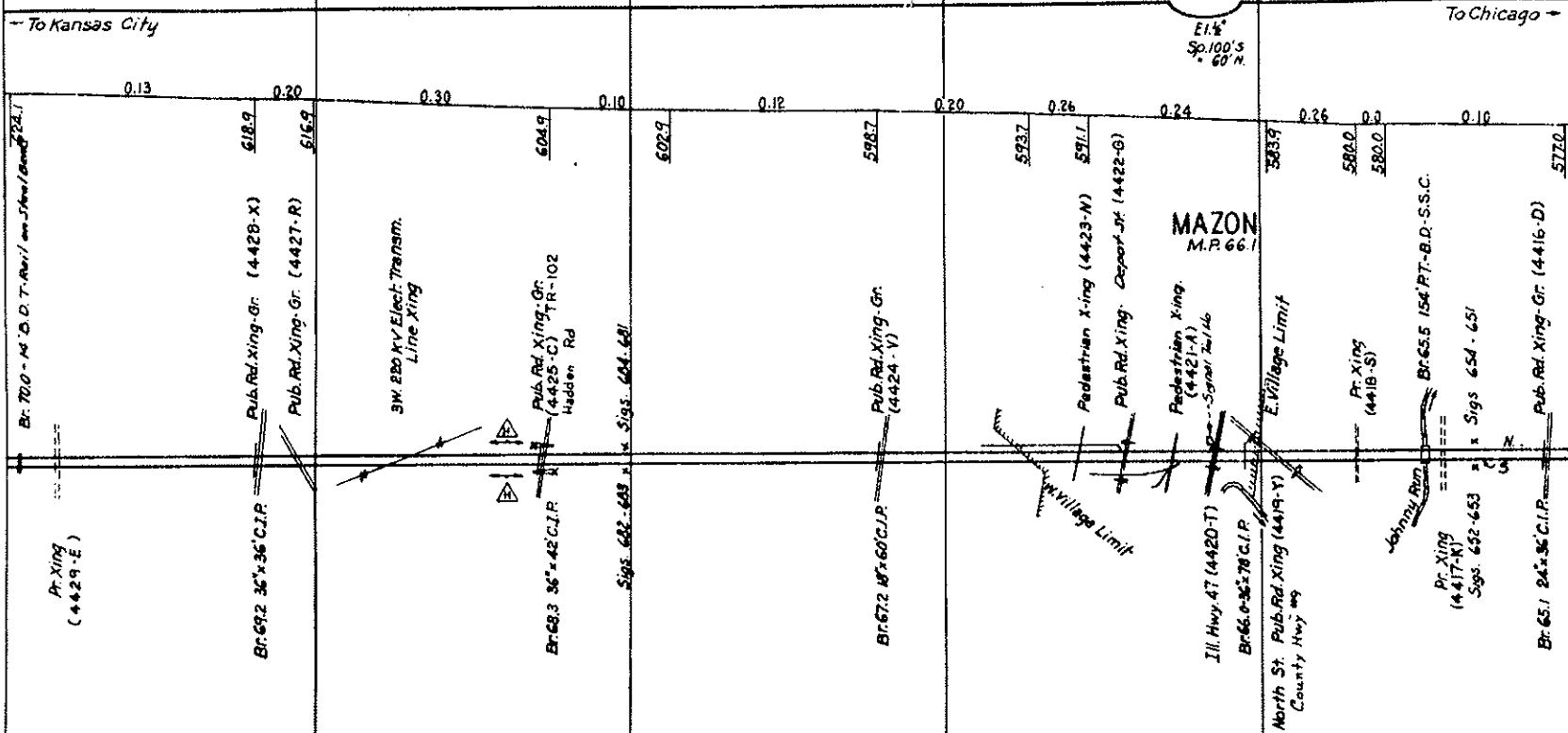
67

66

65

C.T.C.

80
0°10'
1-1°57'40" N 51°00' S
E.L. 1/2
Sp. 100'S
60' N.



136 CWR 1986 N

136 CWR, 7-1981 S

ROCK N S
SLAG

SL 86 N S
1981

1976 N S
1981

85-5 RAIL GR.

+1267
136 CWR
9-1985

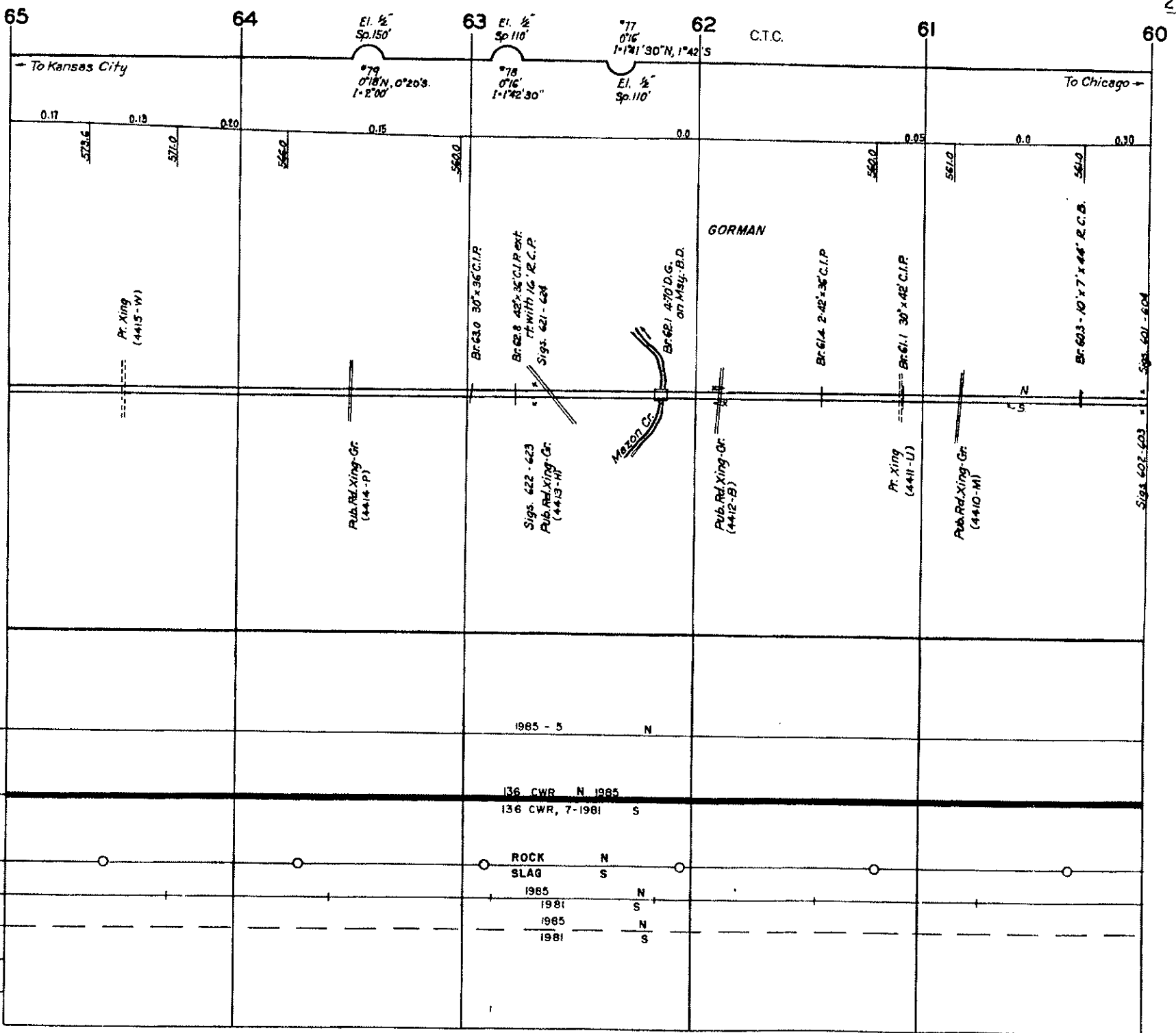
BALLAST

85 SURFACING

TIES

UNDERCUTTER

STABILIZATION



65

64

63

62

61

60

To Kansas City

To Chicago

C.T.C.

GORMAN

Mazon Cr.

Pub. Rd. Xing-Gr. (4414-P)

Pub. Rd. Xing-Gr. (4413-N)

Pub. Rd. Xing-Gr. (4412-B)

Pub. Rd. Xing-Gr. (4411-U)

Pub. Rd. Xing-Gr. (4410-M)

RAIL GR.

RAIL

BALLAST

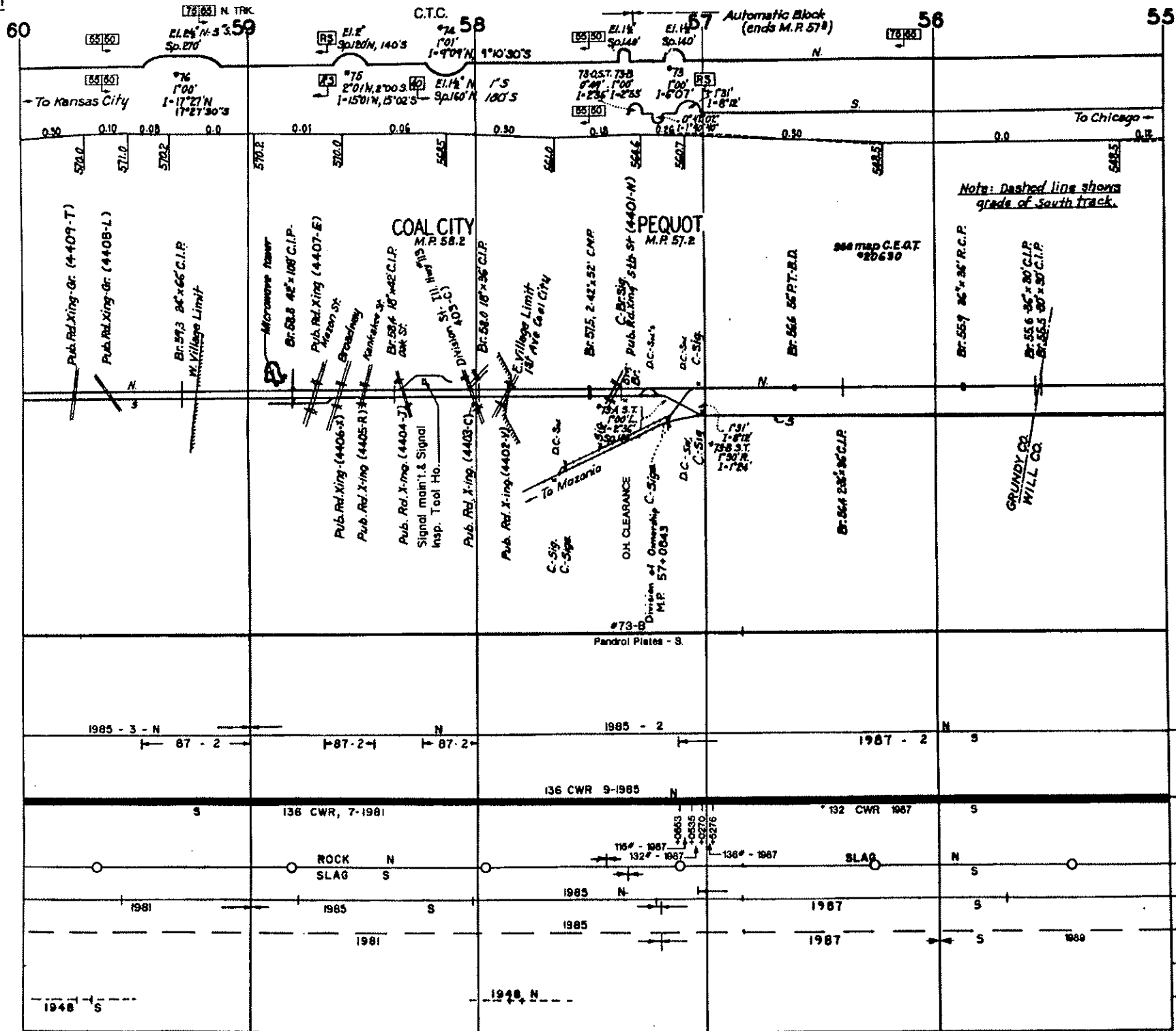
SURFACING

TIES

UNDERCUTTER

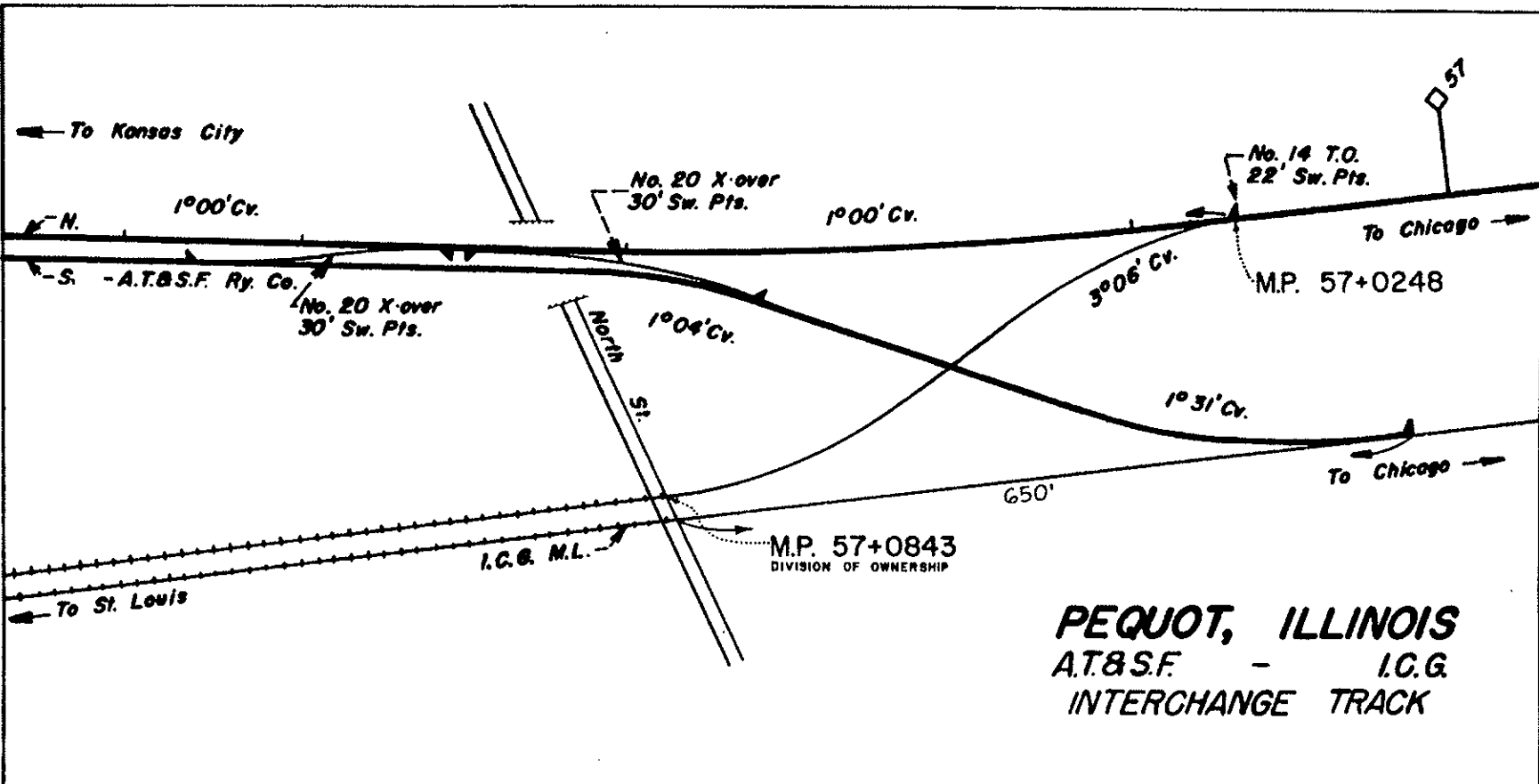
STABILIZATION

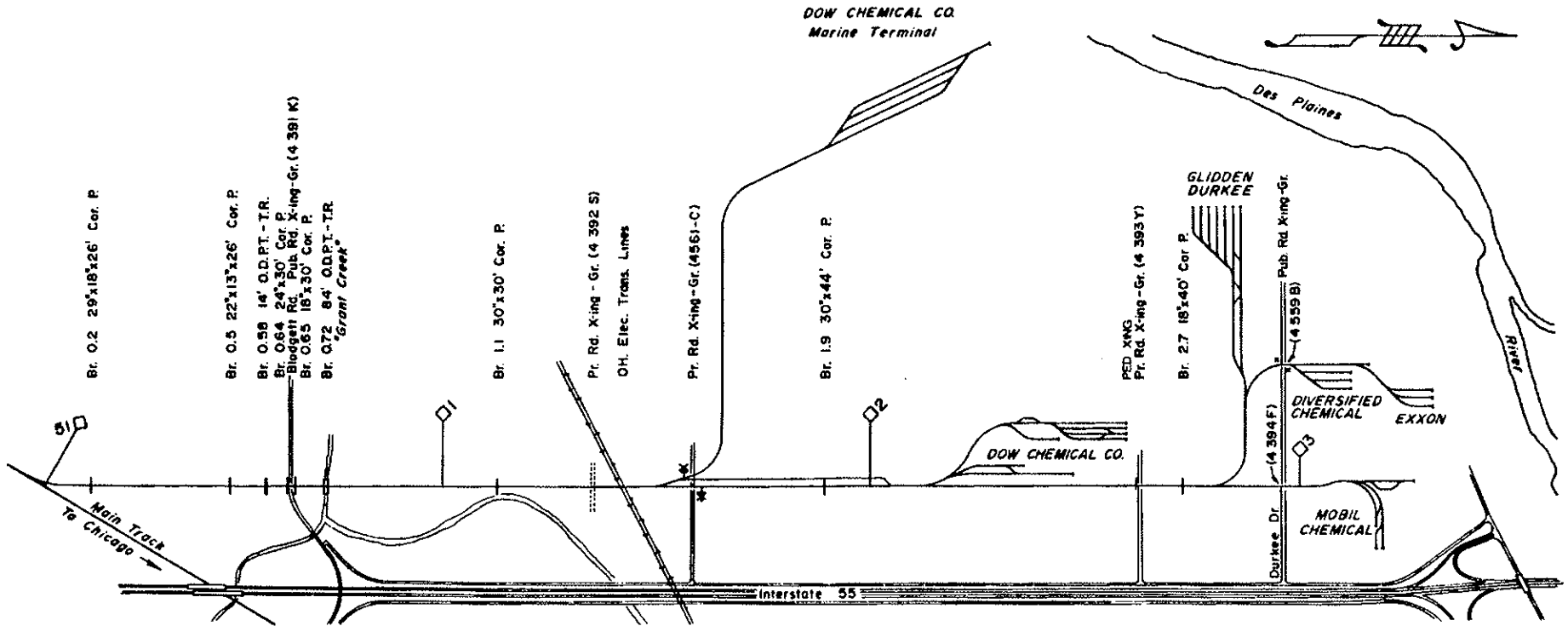
REVISED 8-90



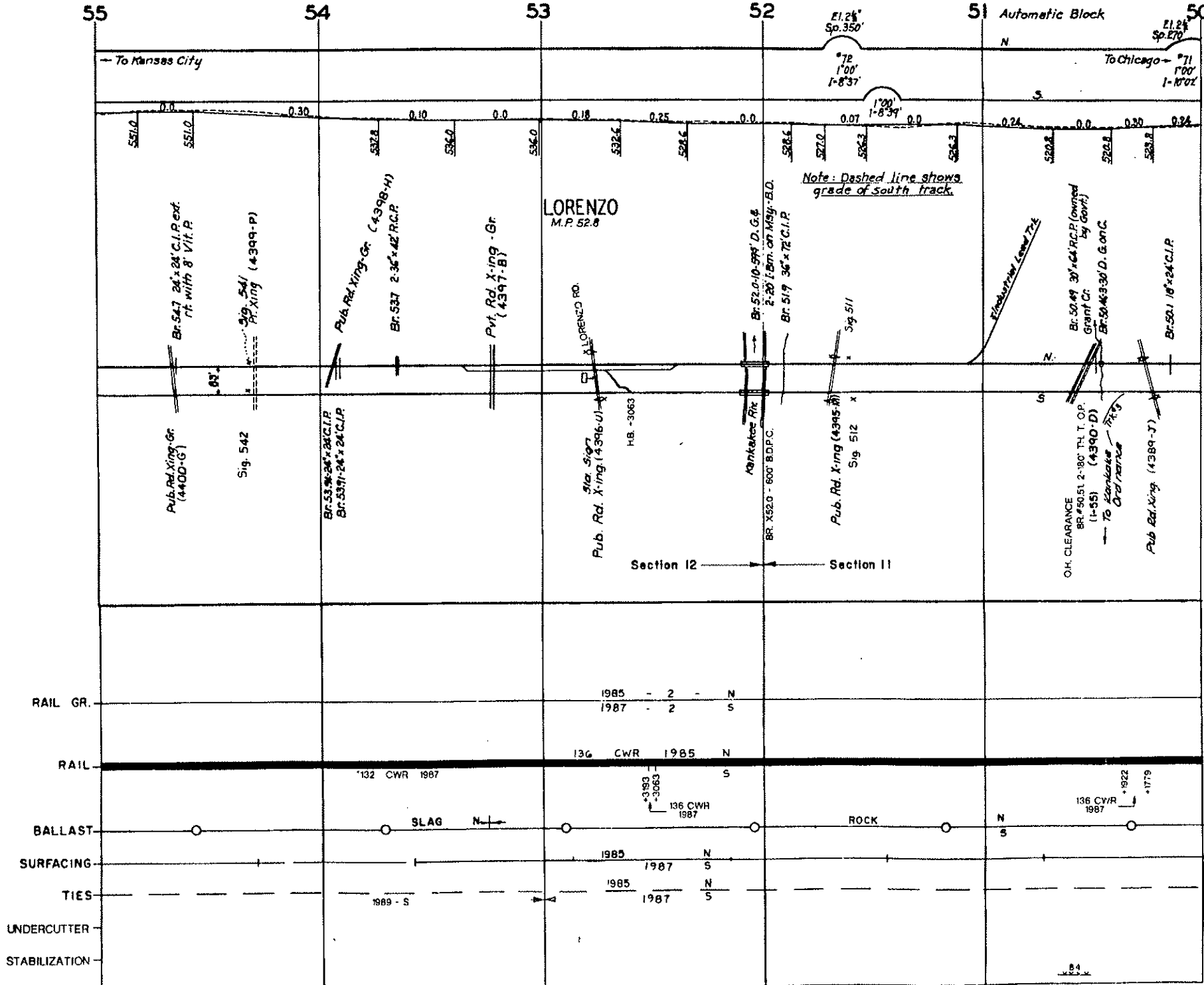
Note: Dashed line shows grade of south track.

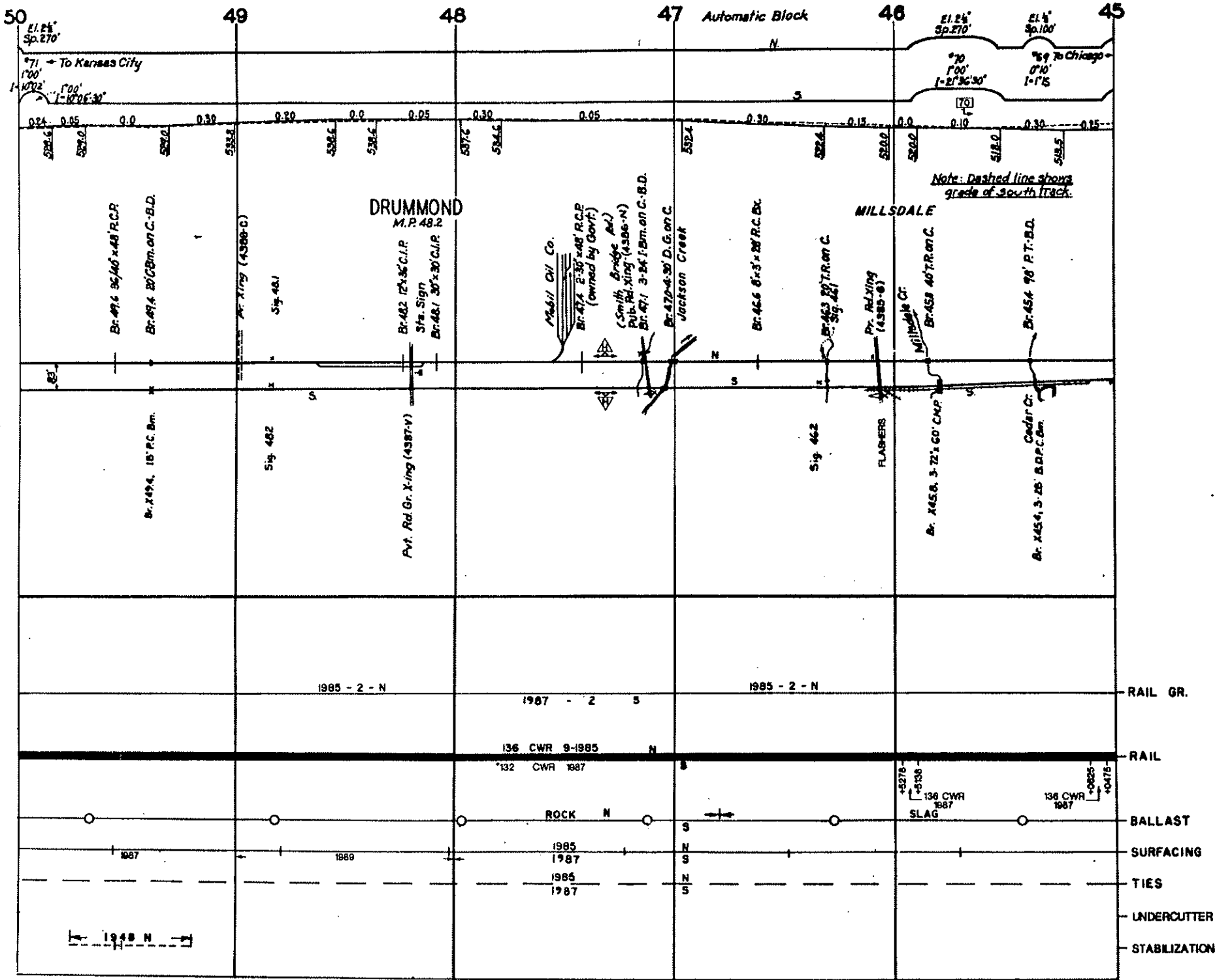
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION

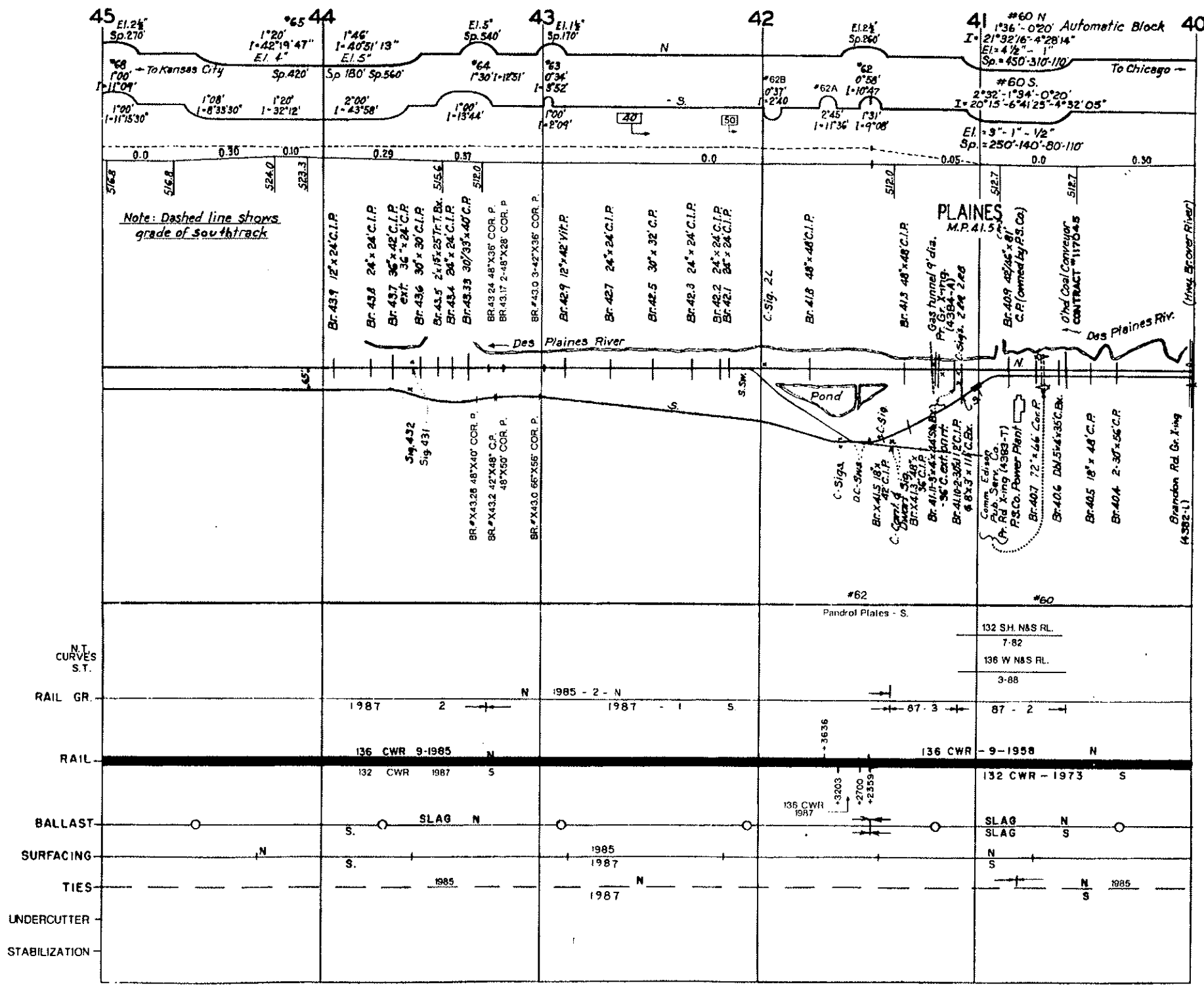


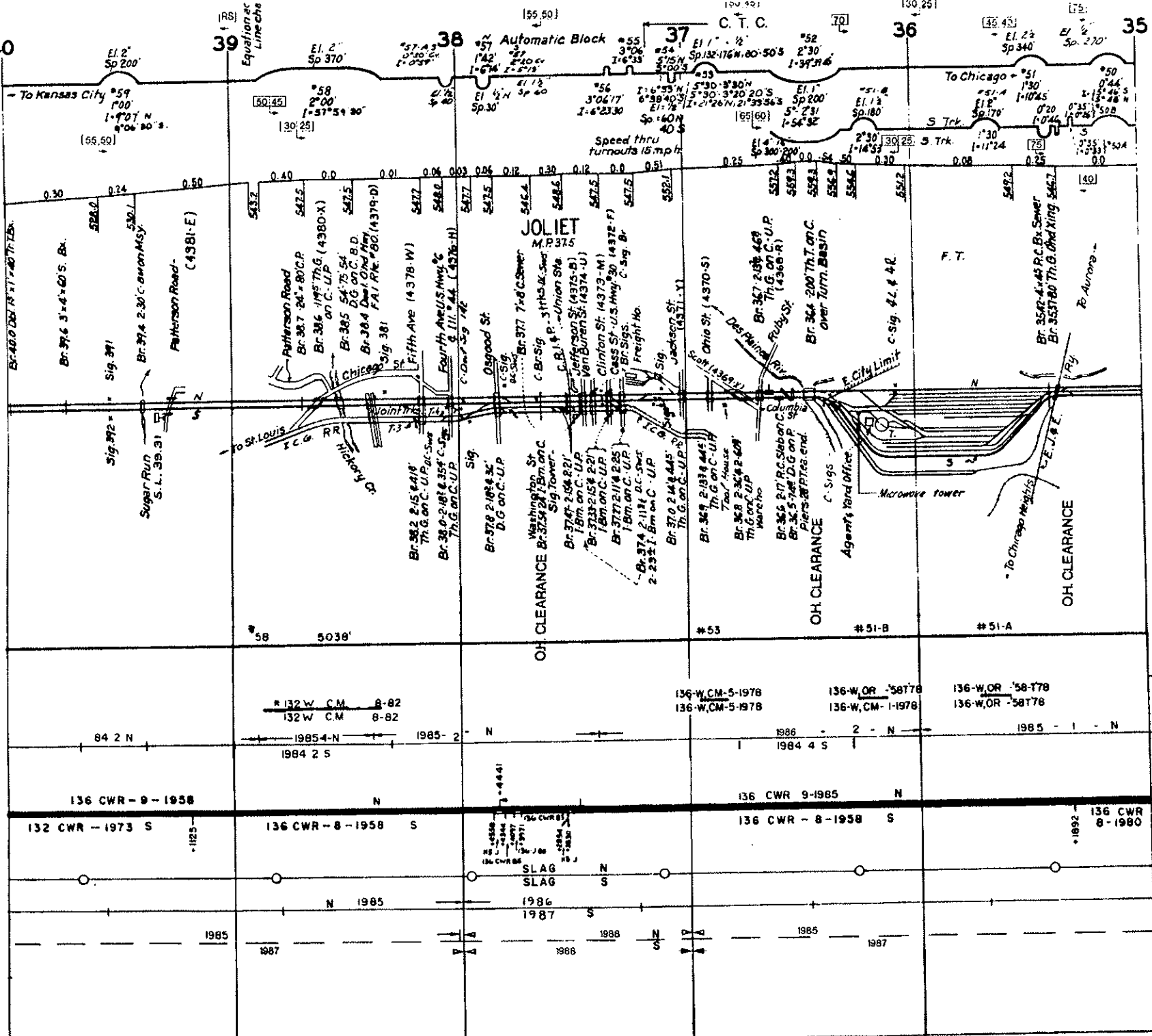


SANTA FE - JOLIET INDUSTRIAL AREA

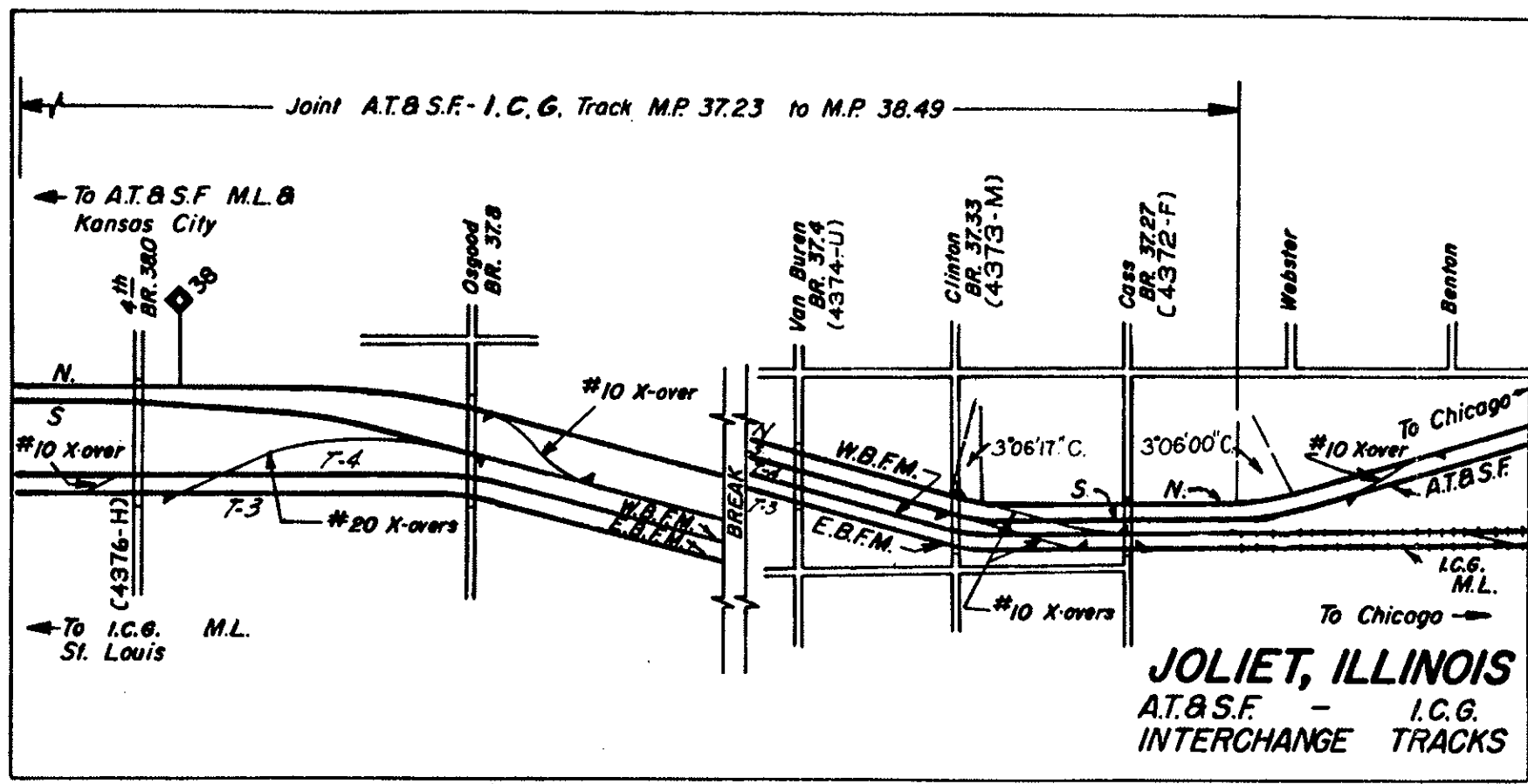


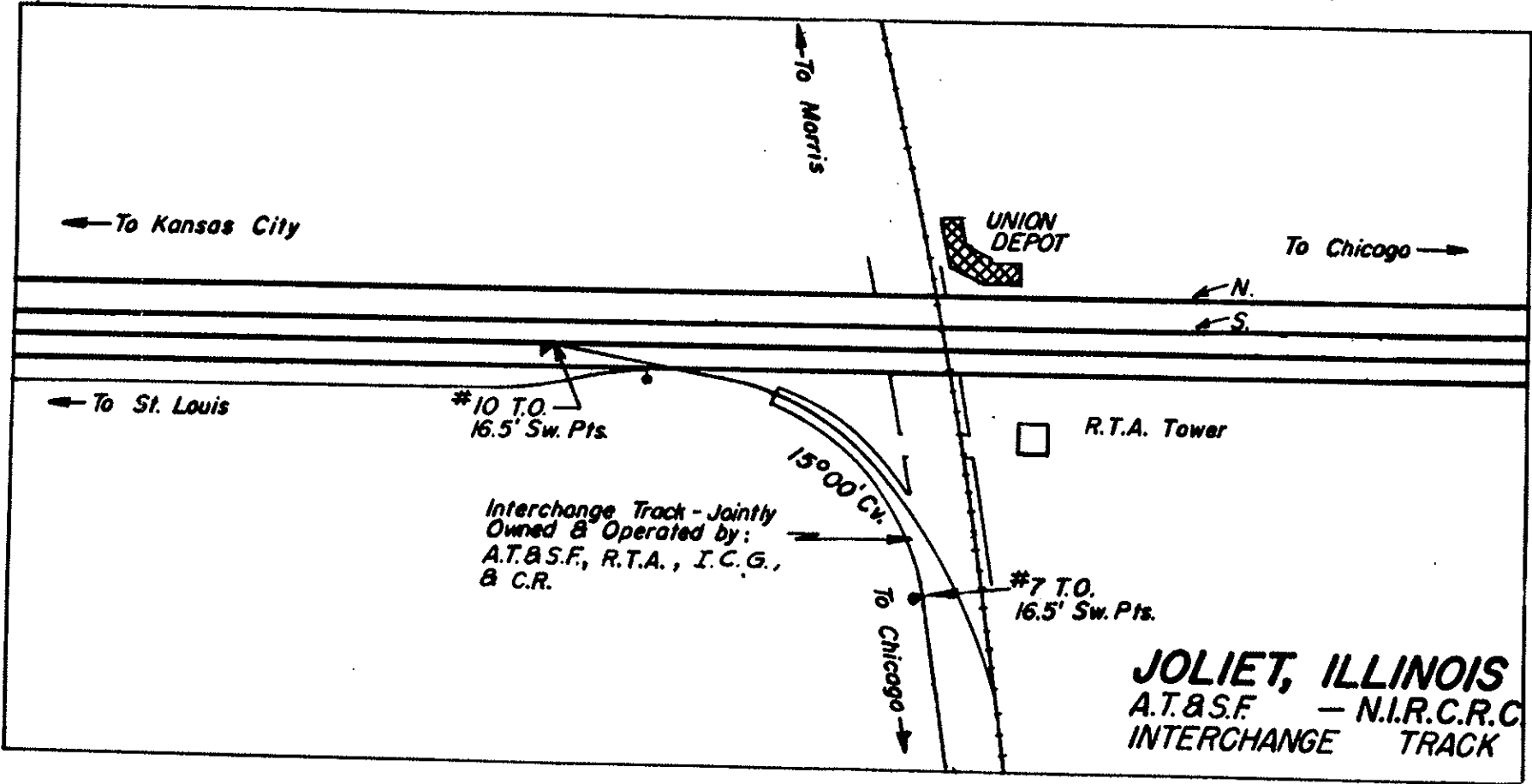


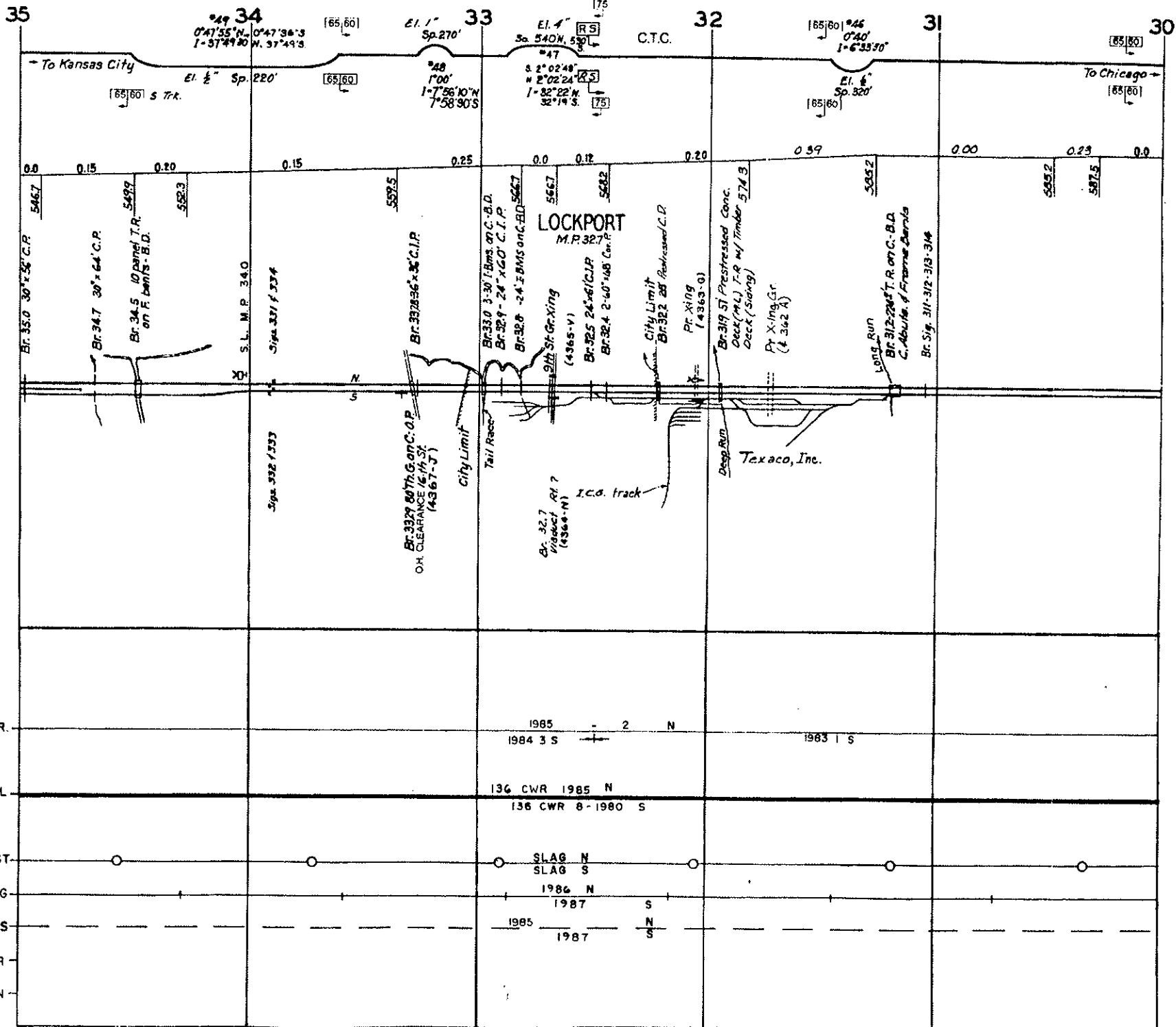




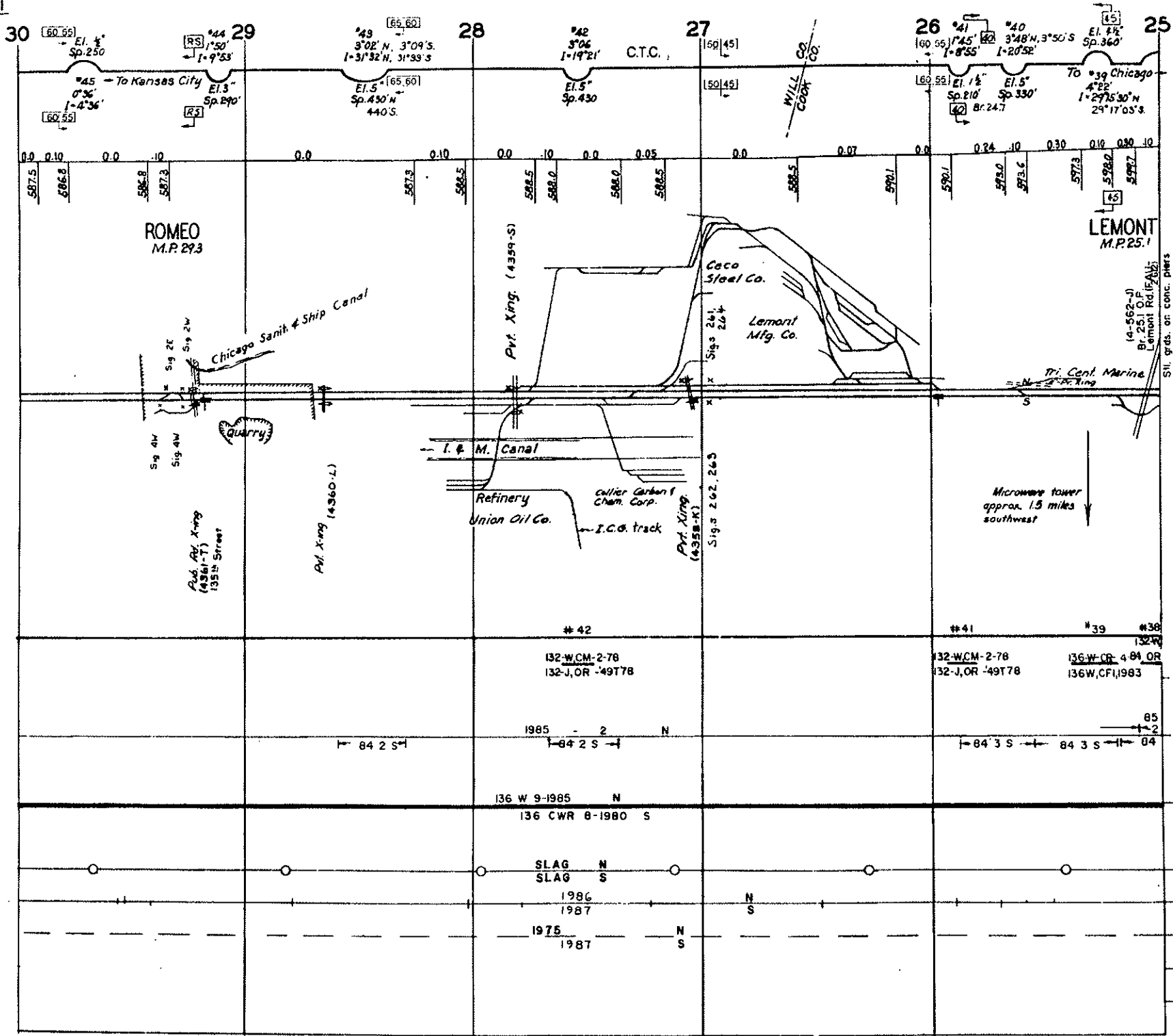
- N. TRK NR
- CURVES SR
- S. TRK NR
- RAIL GR.
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION





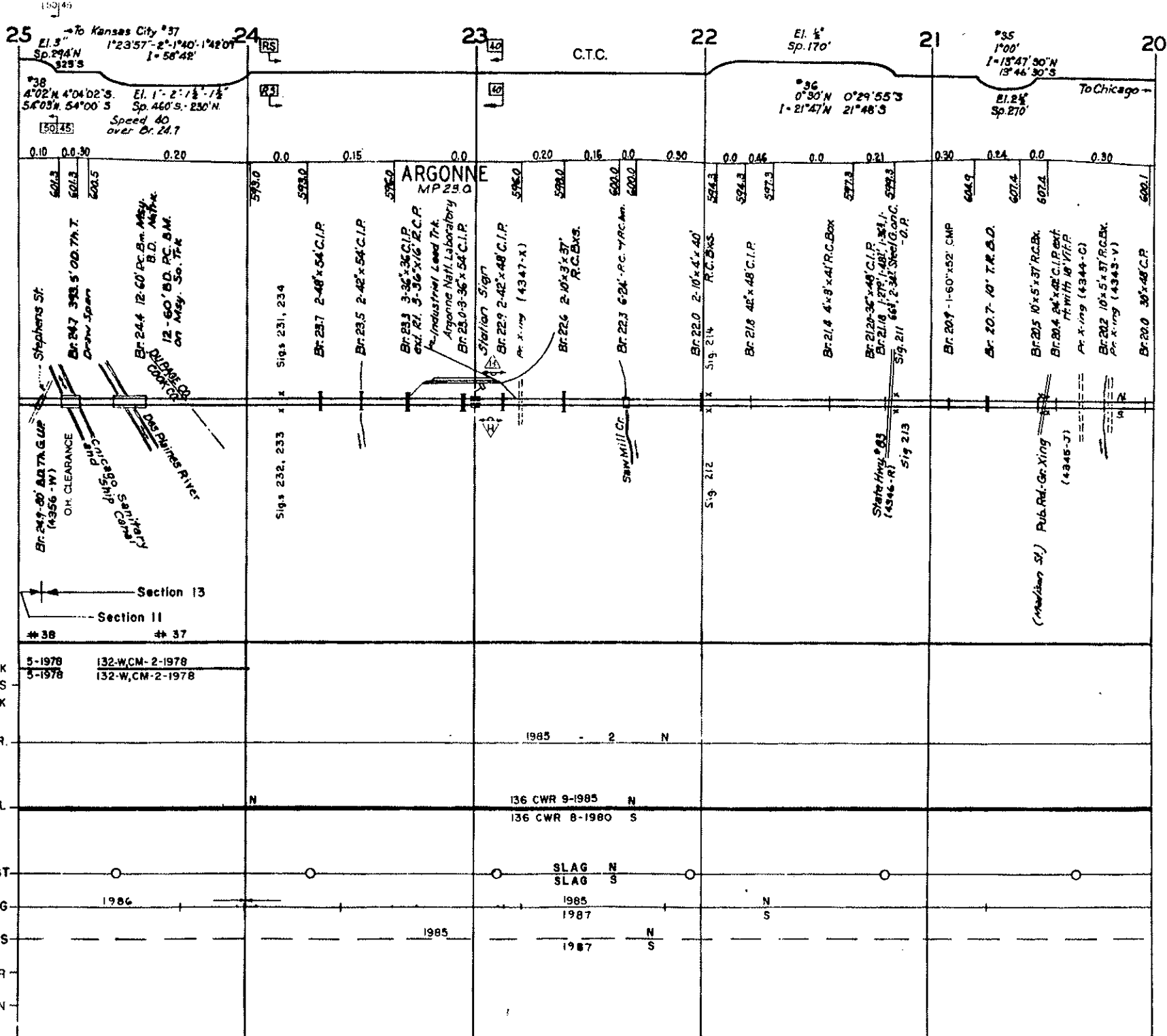


REVISED 8-90

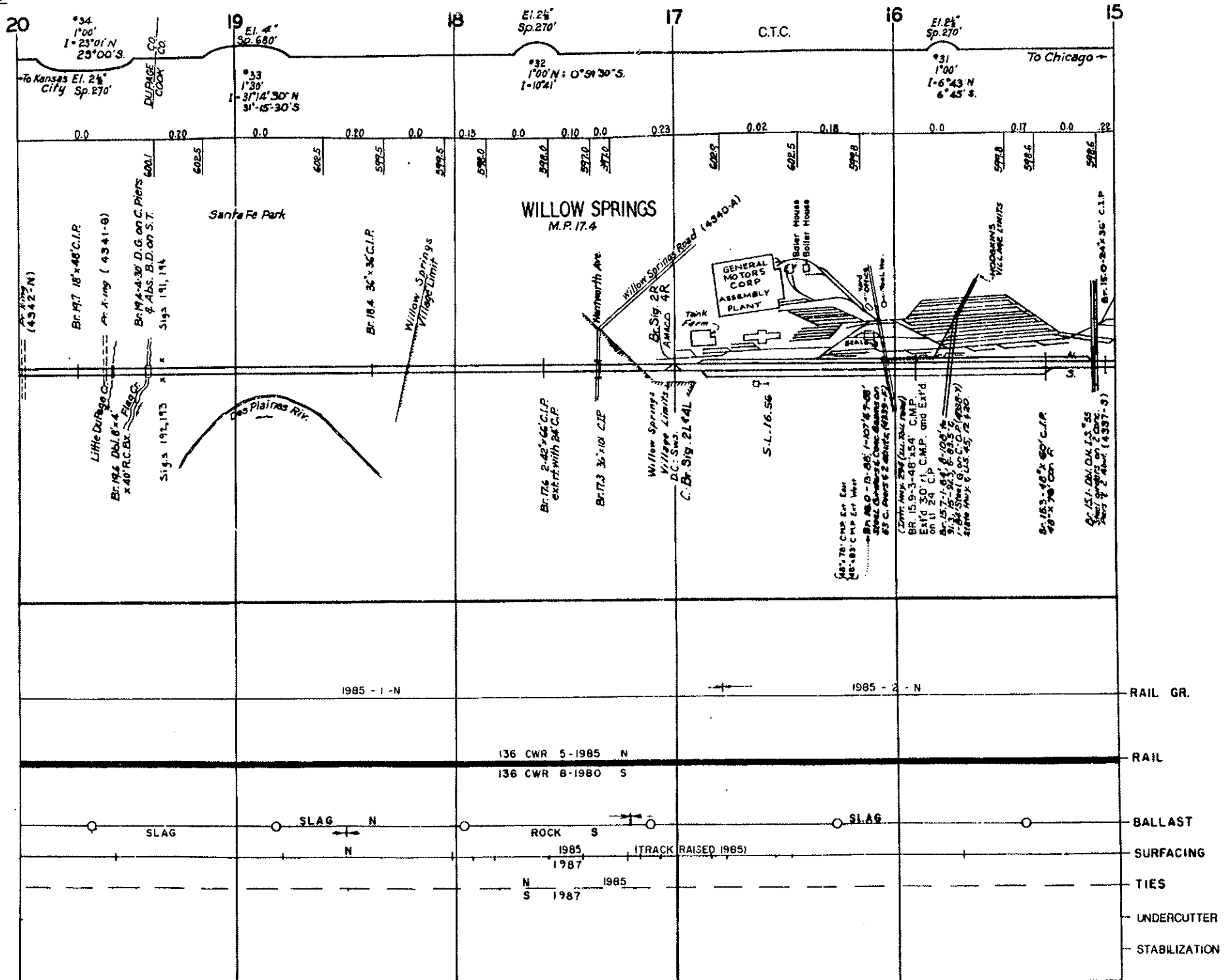


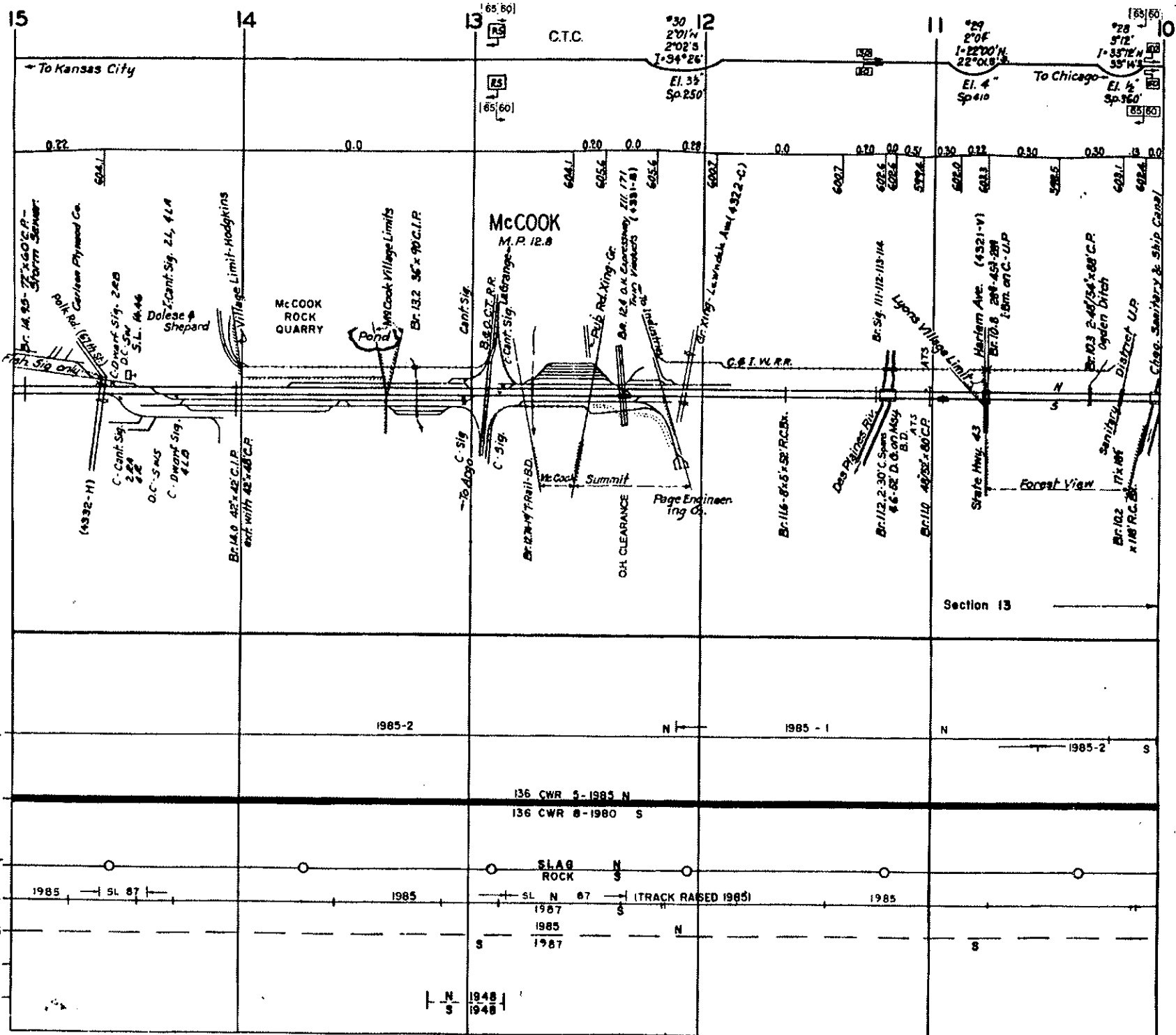
Stl. grids. or. conc. piers

- N. TRK NR
- SR
- CURVES NR
- SR
- RAIL GR. 85
- RAIL
- BALLAST
- SURFACING
- TIES
- UNDERCUTTER
- STABILIZATION



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NR N. TRK
 SR CURVES
 NR S. TRK
 SR

RAIL GR.

RAIL

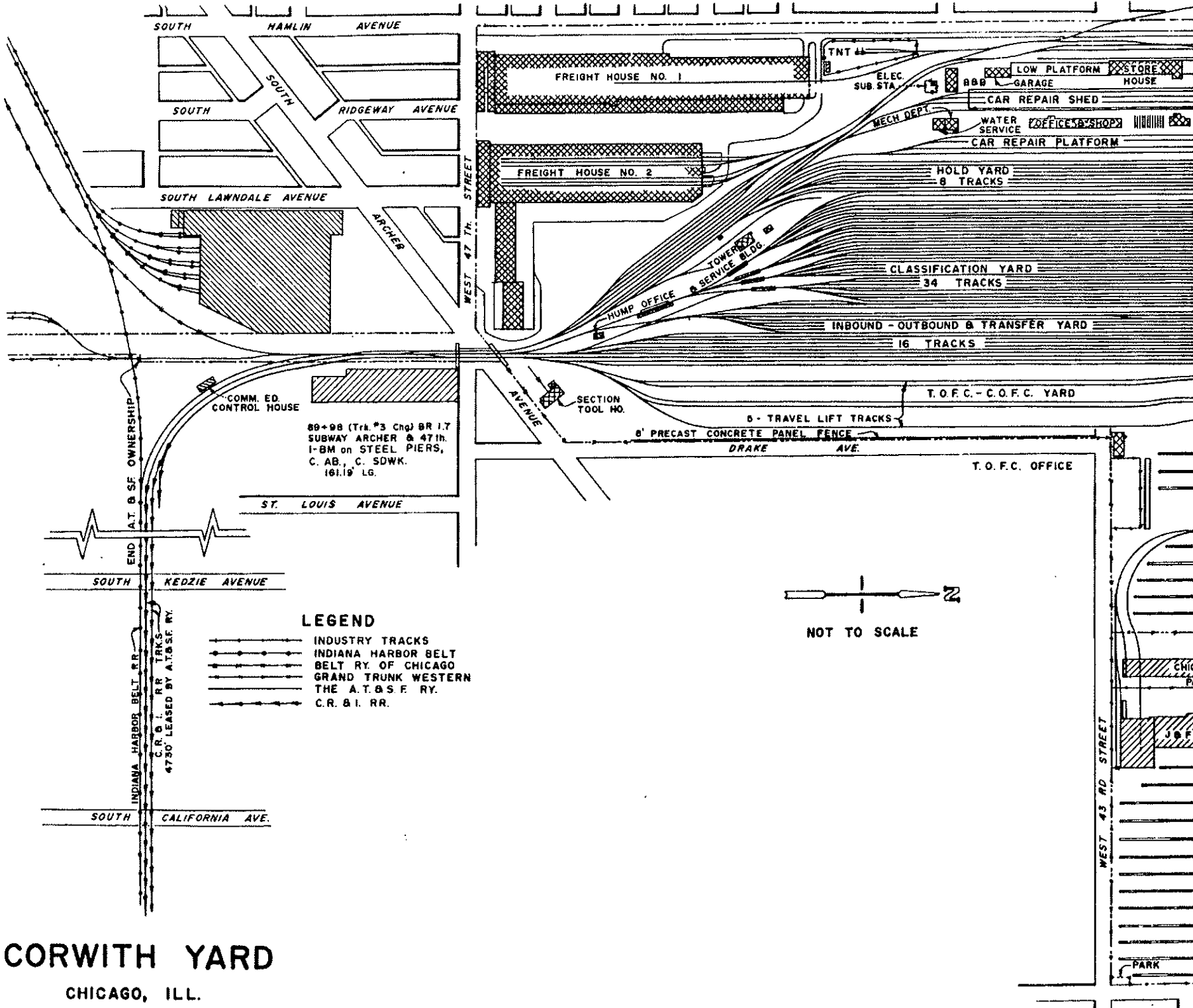
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SURFACING

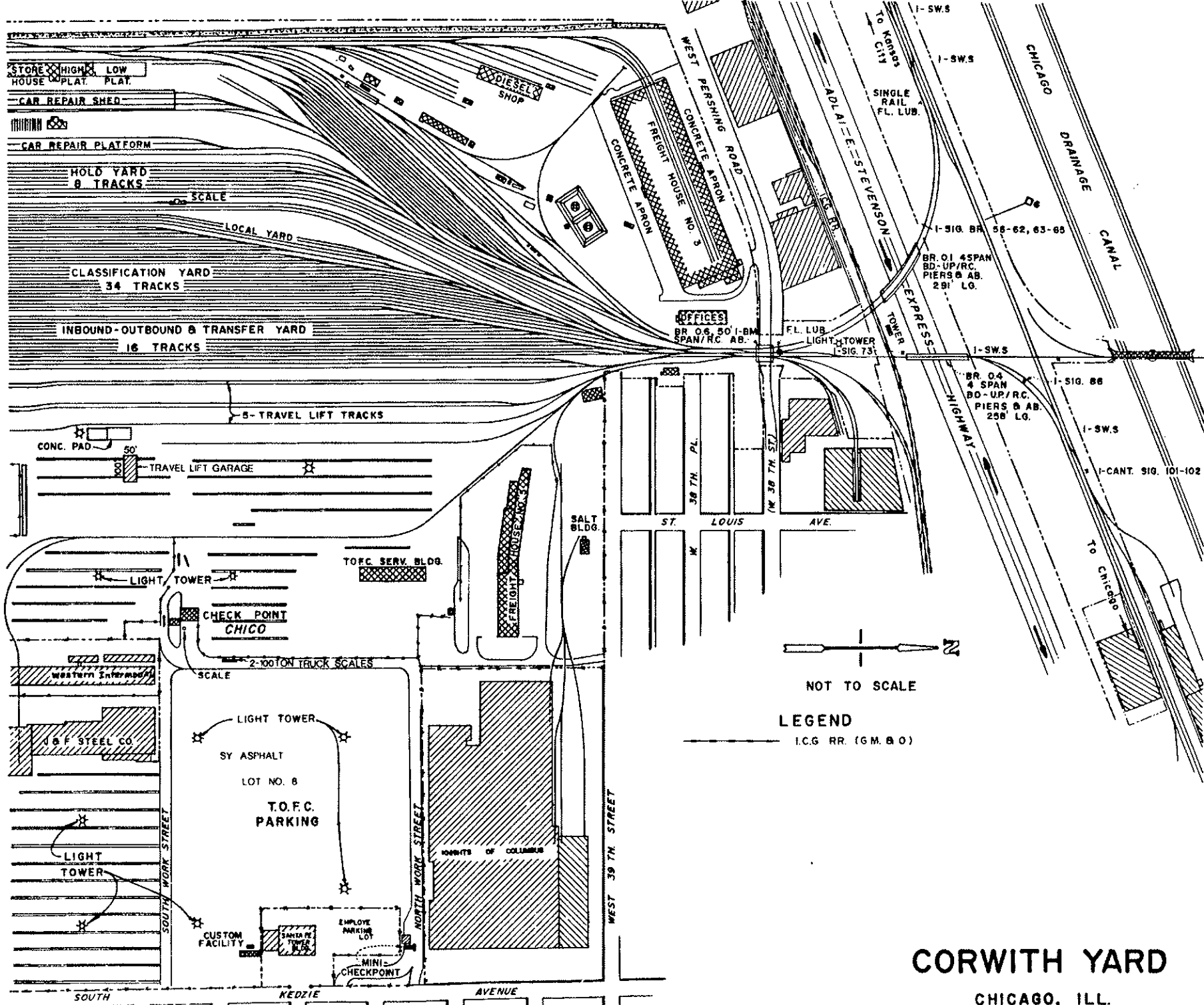
TIES

UNDERCUTTER

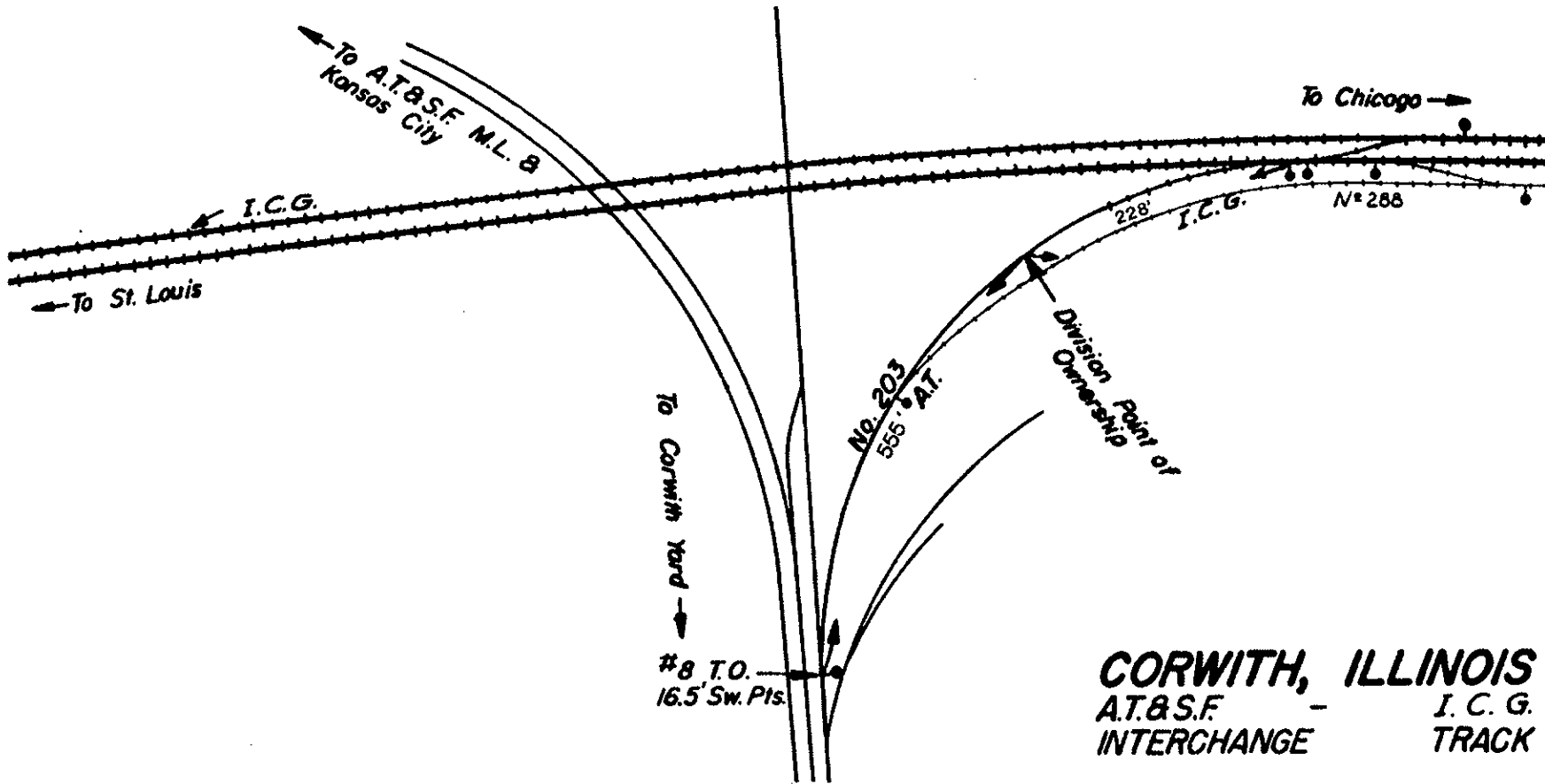
STABILIZATION

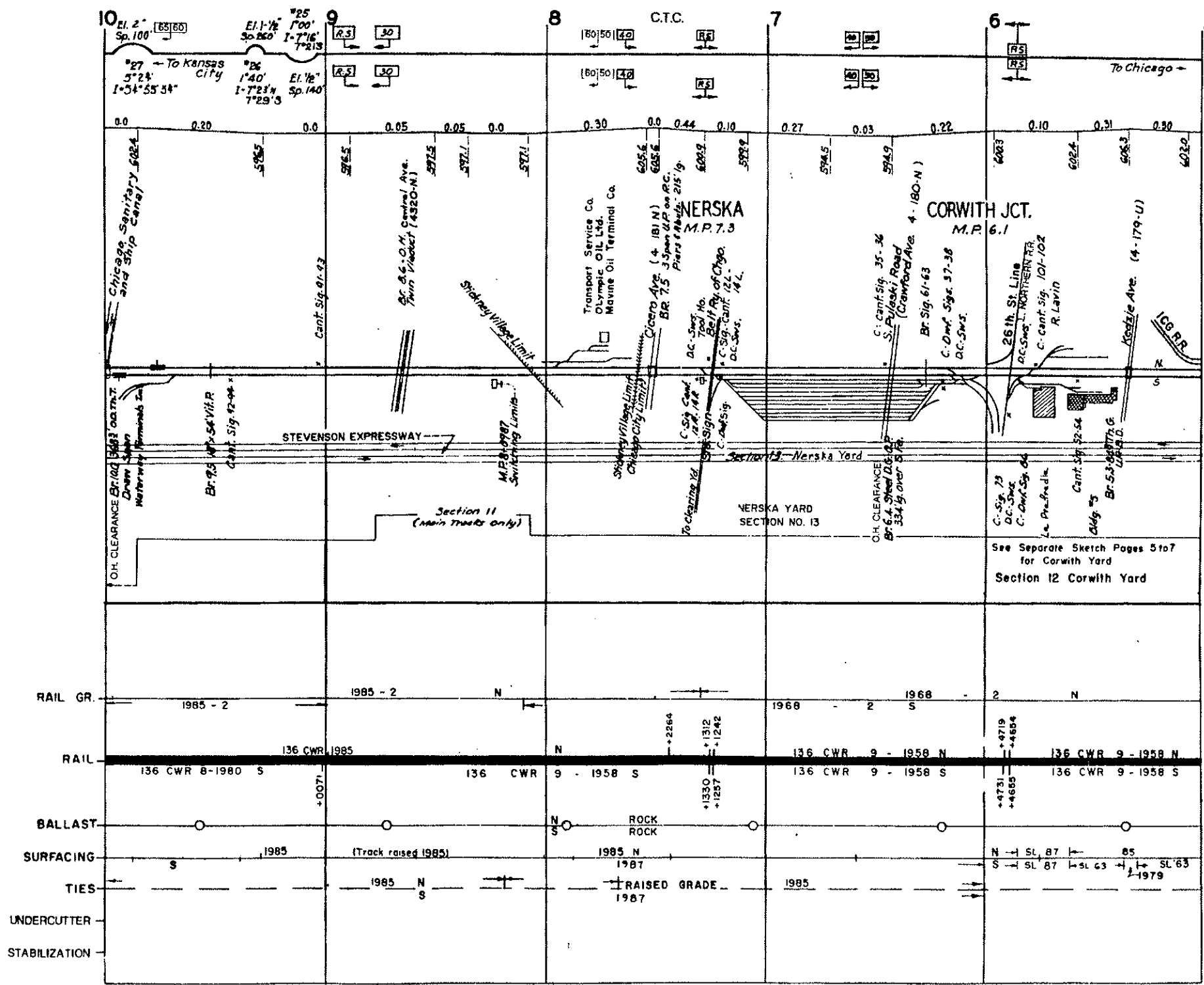


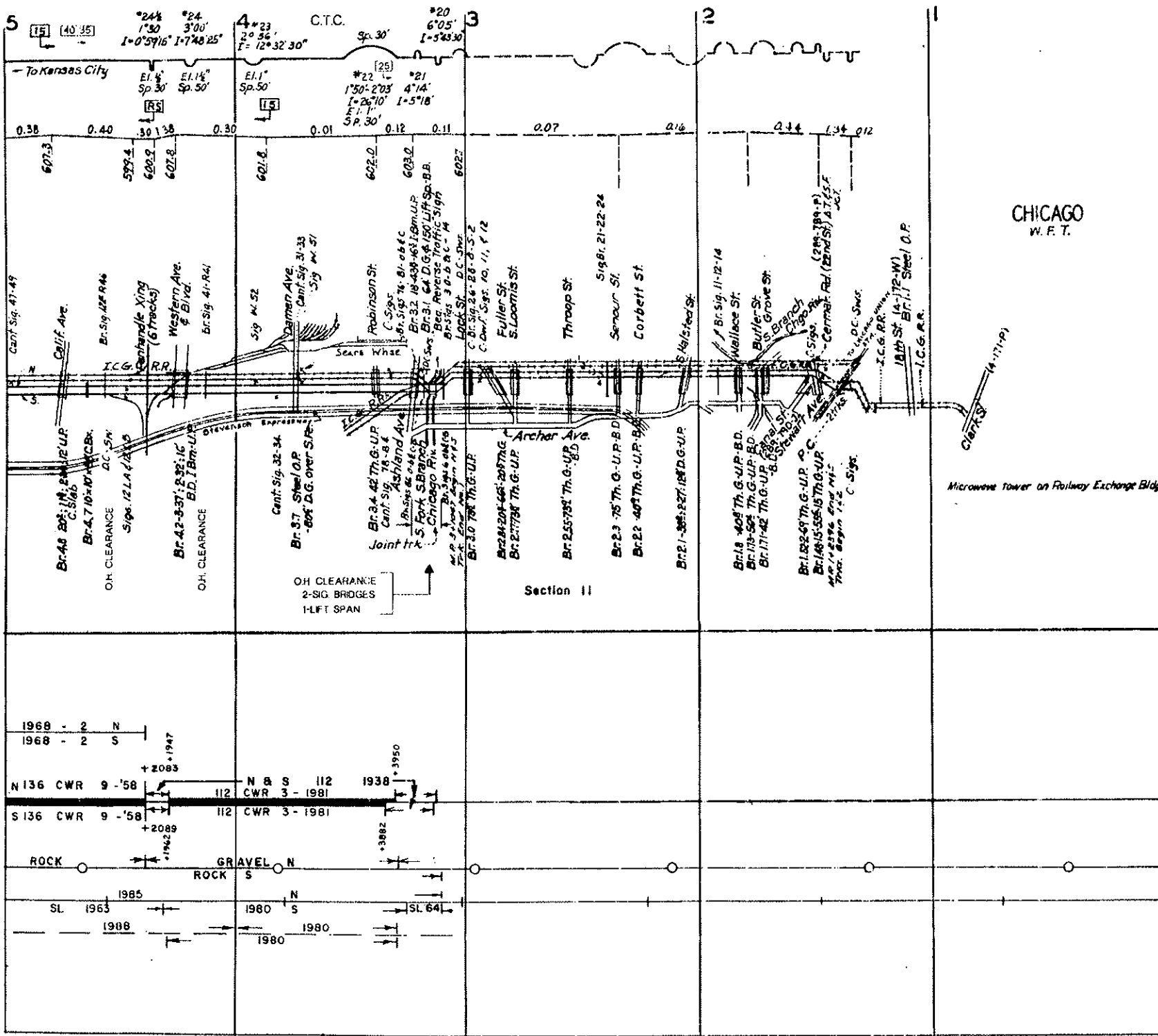
CORWITH YARD
CHICAGO, ILL.



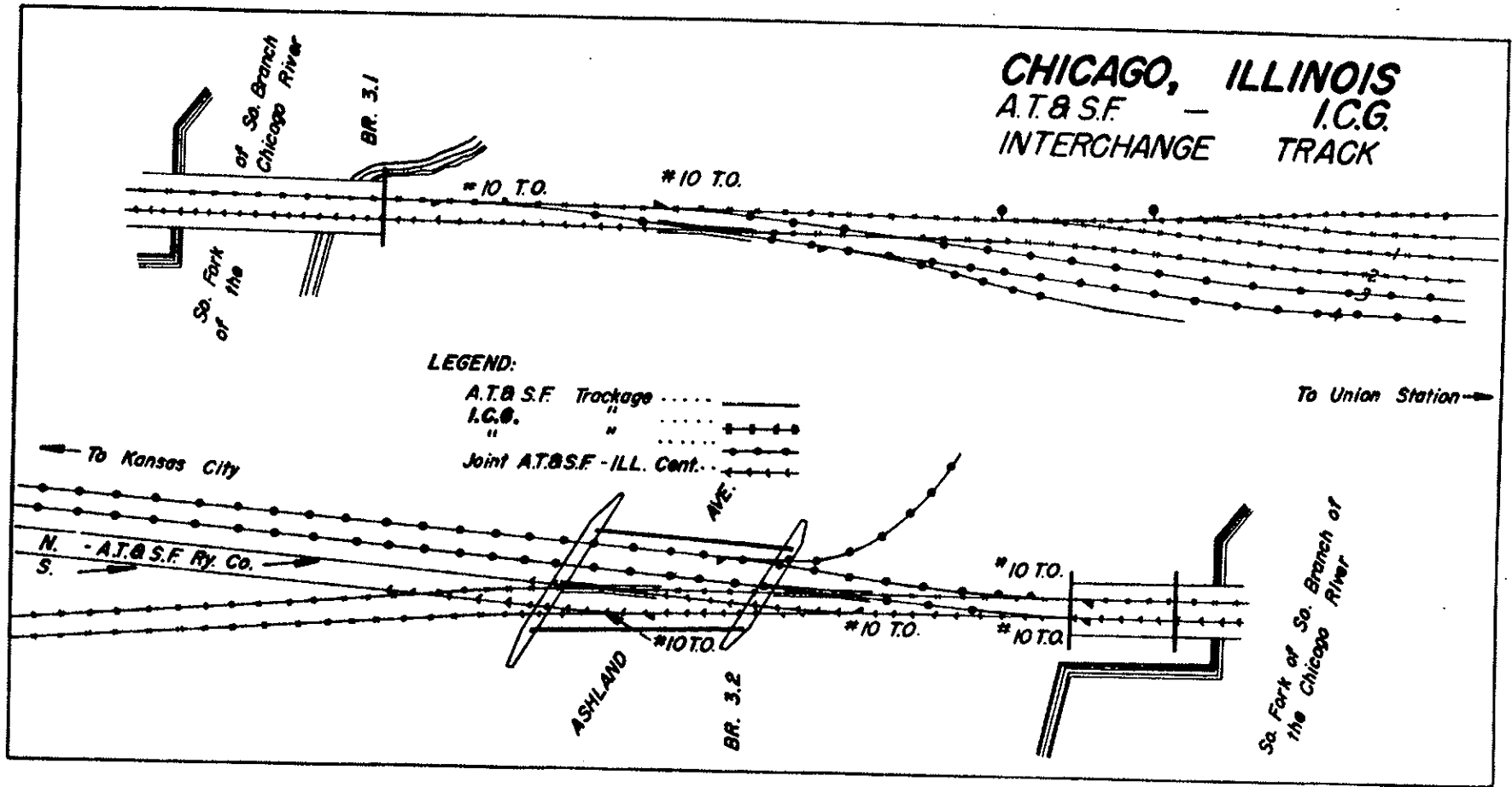
CORWITH YARD
CHICAGO, ILL.







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Chillicothe Subdivision

Chicago (M.P. 0.0) to Ft. Madison (M.P. 234.3)