

16th Subdivn
SPRINGFIELD DIV.

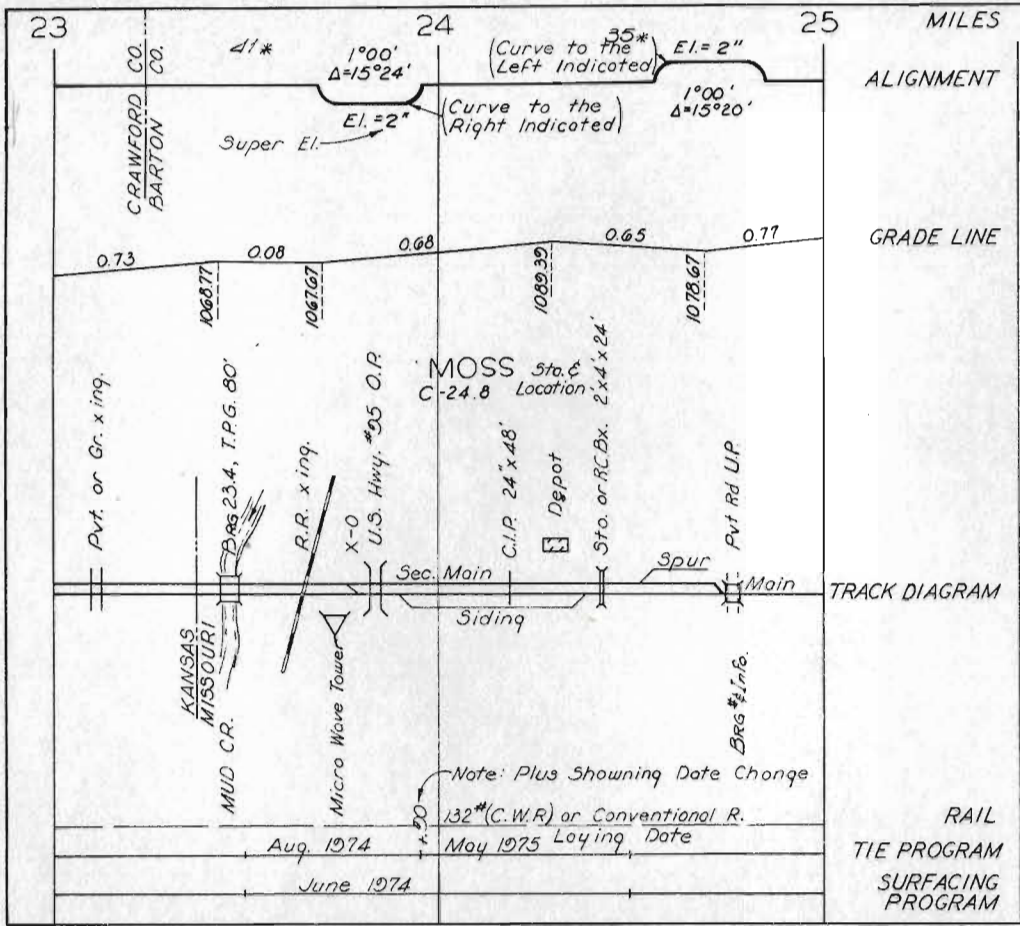


TRACK CHART

KANSAS CITY MO. TO FT. SCOTT, KS.

M.P. C-0.0 TO C-98.58

CORRECTED TO 1 MAY 1983



EXPLANATION

Scales— 1"=2640' — { Horizontal Scale for Profile
Alignment and Tracks
1"=200' — Vertical Scale for Profile

— Ascending Ruling Grades for District

Figures on Grade Lines are % Gradients.
Figures Below Grade Lines are Profile Base of Rail (or Above) Elevations in Feet.

X = All Types of Signals.

5043 Permanent Slow Speed Signs With

— Appropriate Speeds Shown.

⊠ Infrared Hot Box Detector

→ Dropping Equipment Detector (arrow or arrows denote direction protected.)

* Number of Poles Per Mile.

RAIL TIE PROGRAM SURFACING PROGRAM

ABBREVIATIONS

BRIDGES & DRAINAGE STRUCTURES

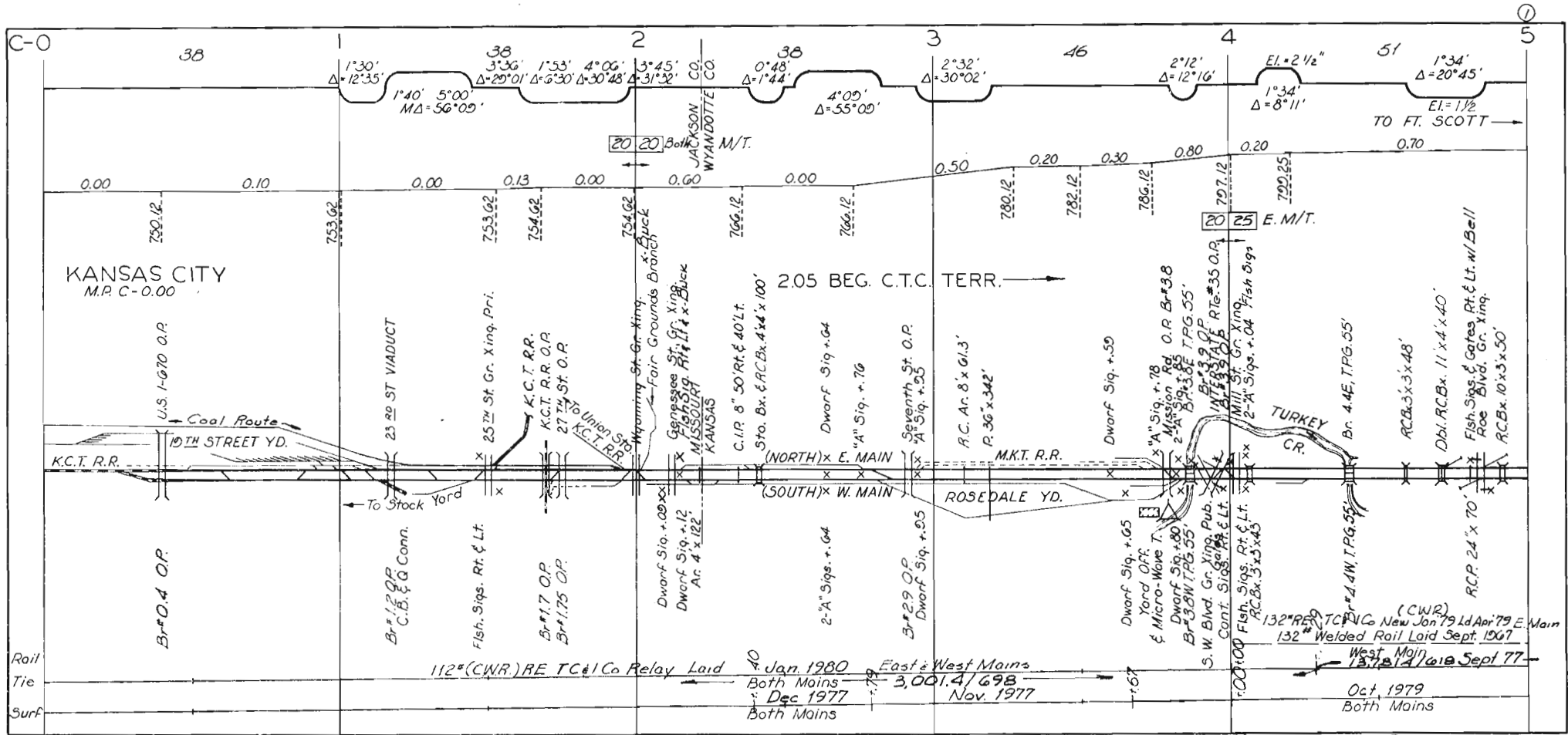
CULV.	CULVERT
AR.	ARCH
BX.	BOX
STO.	STONE
DBL.	DOUBLE
EXT.	EXTENSION
V.C.P.	VITRIFIED CLAY PIPE
C.I.P.	CAST IRON PIPE
C.M.P.	CORRUGATED METAL PIPE
R.C.P.	REINFORCED CONCRETE PIPE
M.P.P.	MULTI-PLATE PIPE
BR.	BRIDGE
O.D.F.T.	OPEN DECK FRAME TRESTLE
B.D.F.T.	BALLASTED DECK FRAME TRESTLE
O.D.P.T.	OPEN DECK PILE TRESTLE
B.D.P.T.	BALLASTED DECK PILE TRESTLE
I.B.S.	I-BEAM SPAN
I.B.C.E.	I-BEAMS, CONCRETE ENCASED
D.P.G.	DECK PLATE GIRDER
T.P.G.	THROUGH PLATE GIRDER
D.R.T.	DECK RIVETED TRUSS
T.R.T.	THROUGH RIVETED TRUSS
D.P.C.T.	DECK PIN CONNECTED TRUSS
T.P.C.T.	THROUGH PIN CONNECTED TRUSS
P.R.T.	PONY RIVETED TRUSS
R.C.S.	REINFORCED CONCRETE SPAN
P.S.C.S.	PRESTRESSED CONCRETE SPAN
L.J.I.P.	LOOSE JOINT IRON PIPE

MISCELLANEOUS

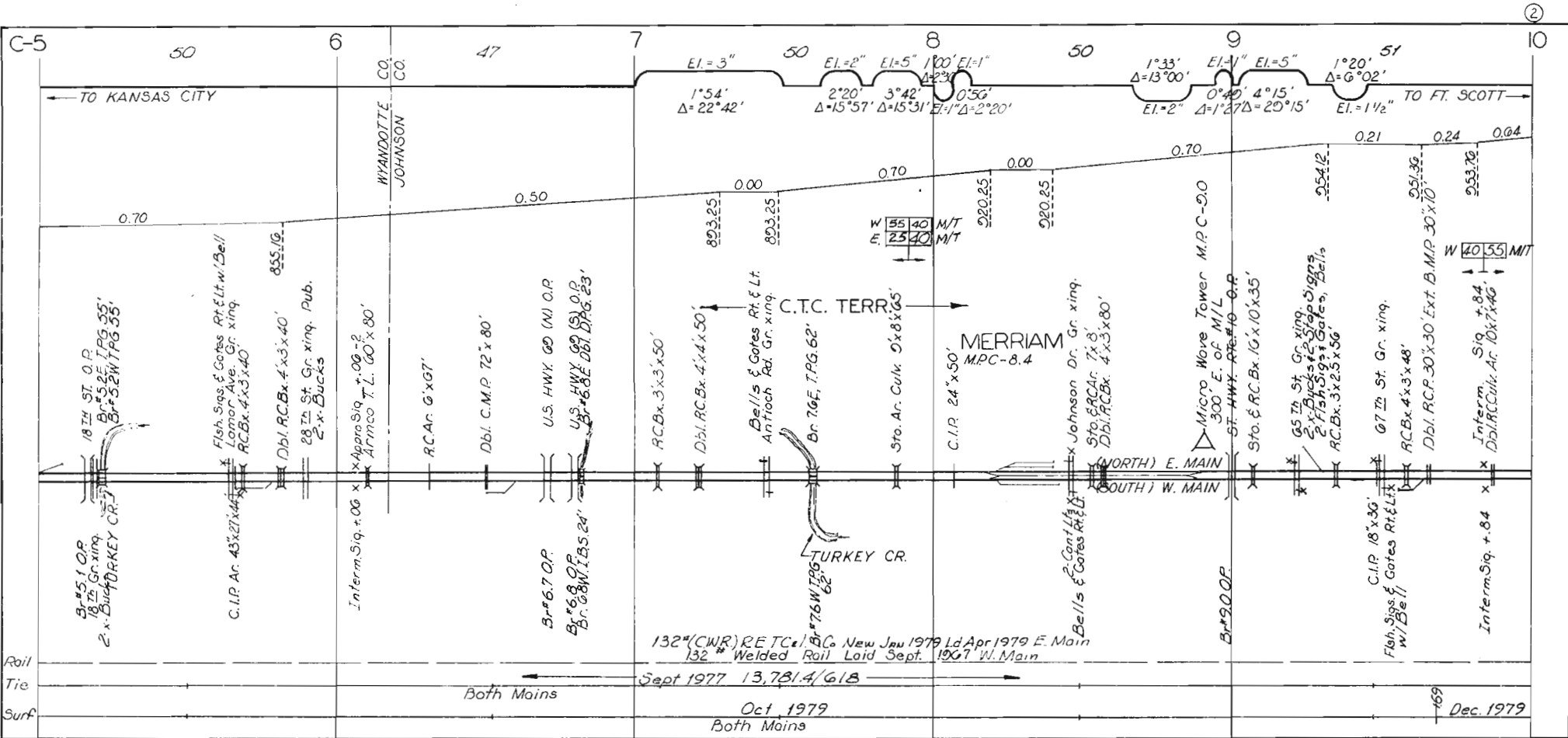
CR.	CREEK
RIV.	RIVER
CO.	COUNTY
HO.	HOUSE
LT.	LEFT
RT.	RIGHT
R.R.	RAILROAD
R.Y.	RAILWAY
O.P.	OVERPASS
U.P.	UNDERPASS
YD.	YARD
E.	EAST
W.	WEST
N.	NORTH
S.	SOUTH
ST.	STREET
AVE.	AVENUE
HWY.	HIGHWAY
RTE.	ROUTE
RD. X-ING	ROAD CROSSING
PUB.	PUBLIC
PVT.	PRIVATE
STA.	STATION
TRK.	TRACK
OFF.	OFFICE
JCT.	JUNCTION
CONN.	CONNECTION
FRT.	FREIGHT
IND.	INDUSTRY
M/T	MAIN TRACK
FLSH.	FLASHING
CANT.	CANTILEVER

(MISC. - CONT.)

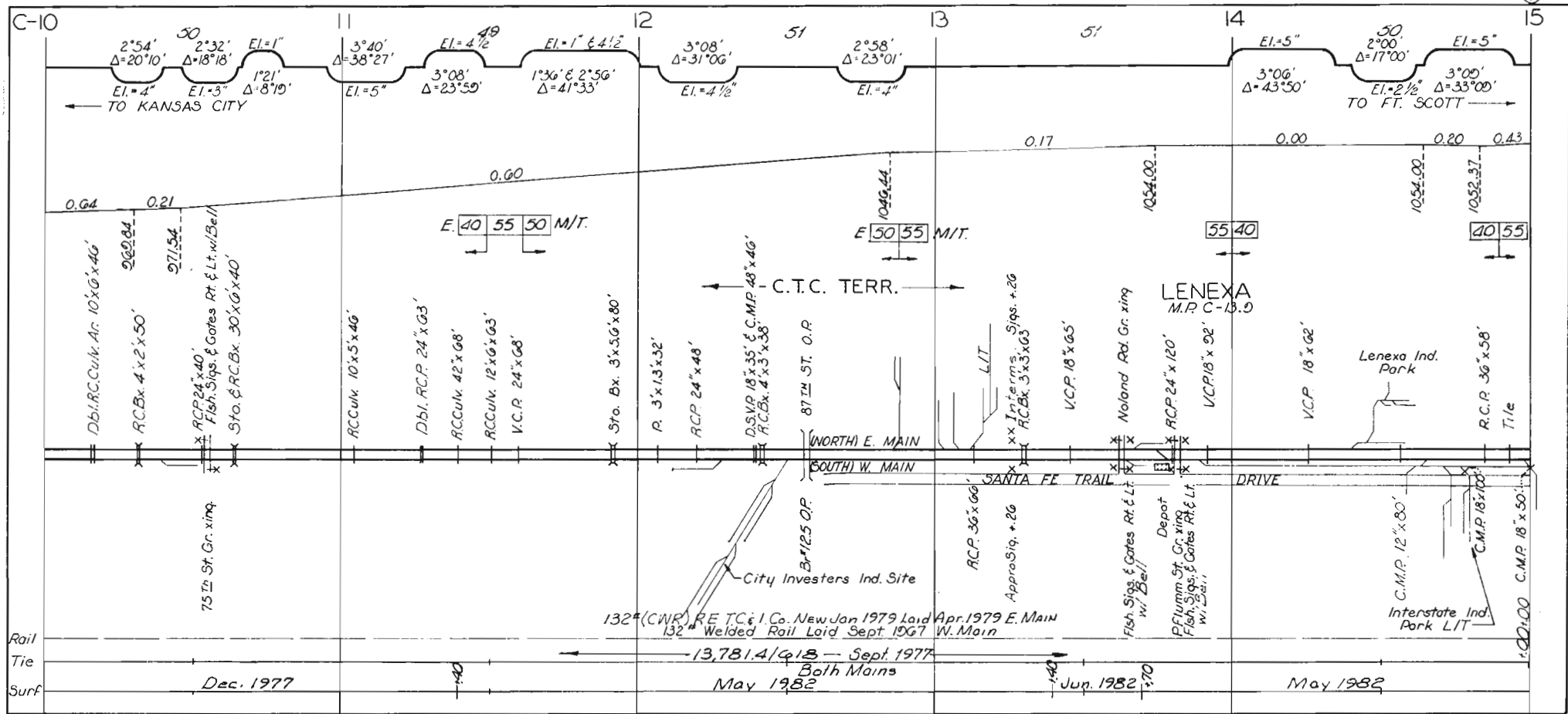
H.B. DET.	HOT BOX DETECTOR
SIG.	SIGNAL
D.E. DET.	DRAGGING EQUIPMENT DETECTOR
SURF.	SURFACING
C.T.C. TERR.	CENTRALIZED TRAFFIC CONTROL TERRITORY
C.W.R.	CONTINUOUS WELDED RAIL
INTER.	INTERLOCKING
GR.	AT GRADE
EL.	ELEVATION OF CURVES
Δ	DELTA OF CURVES
C.M.	CURVE MASTER

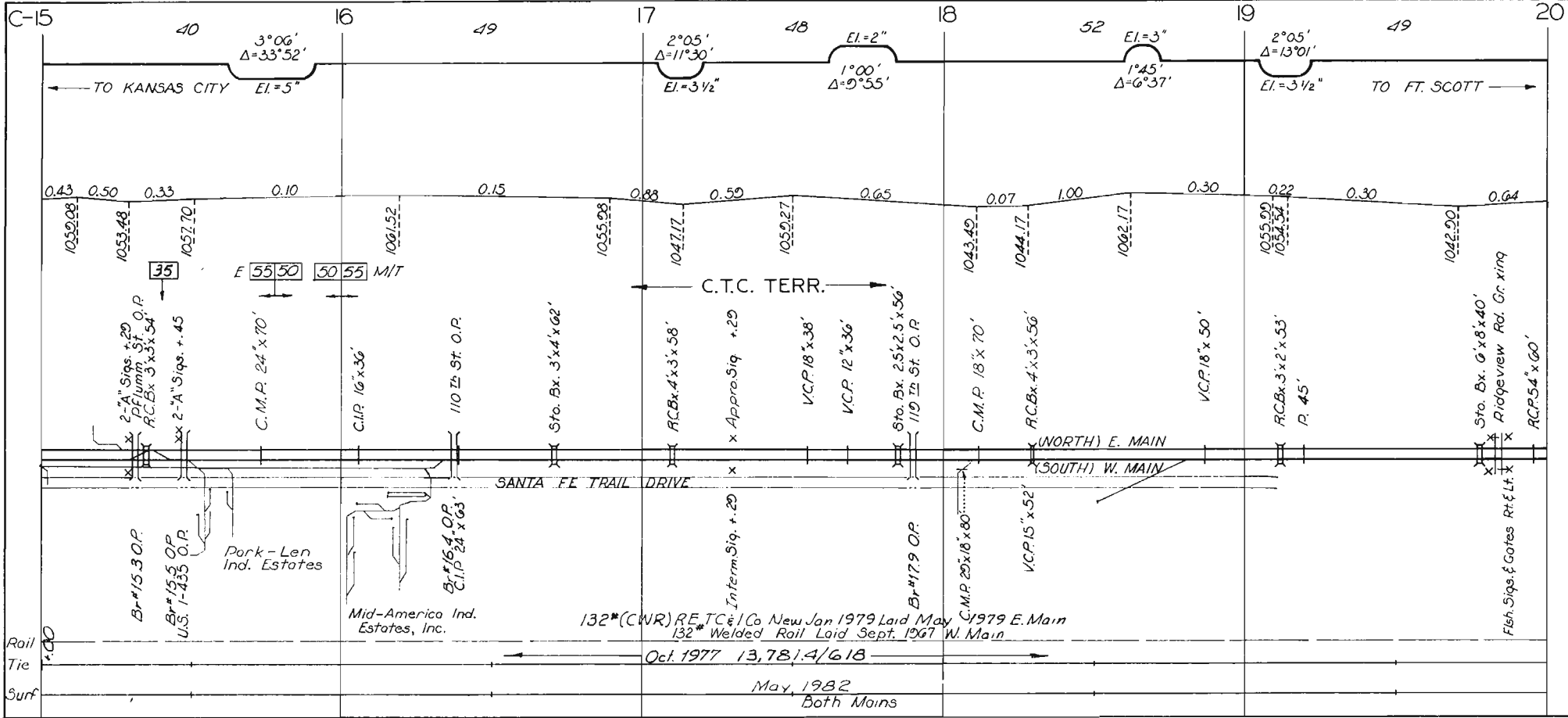


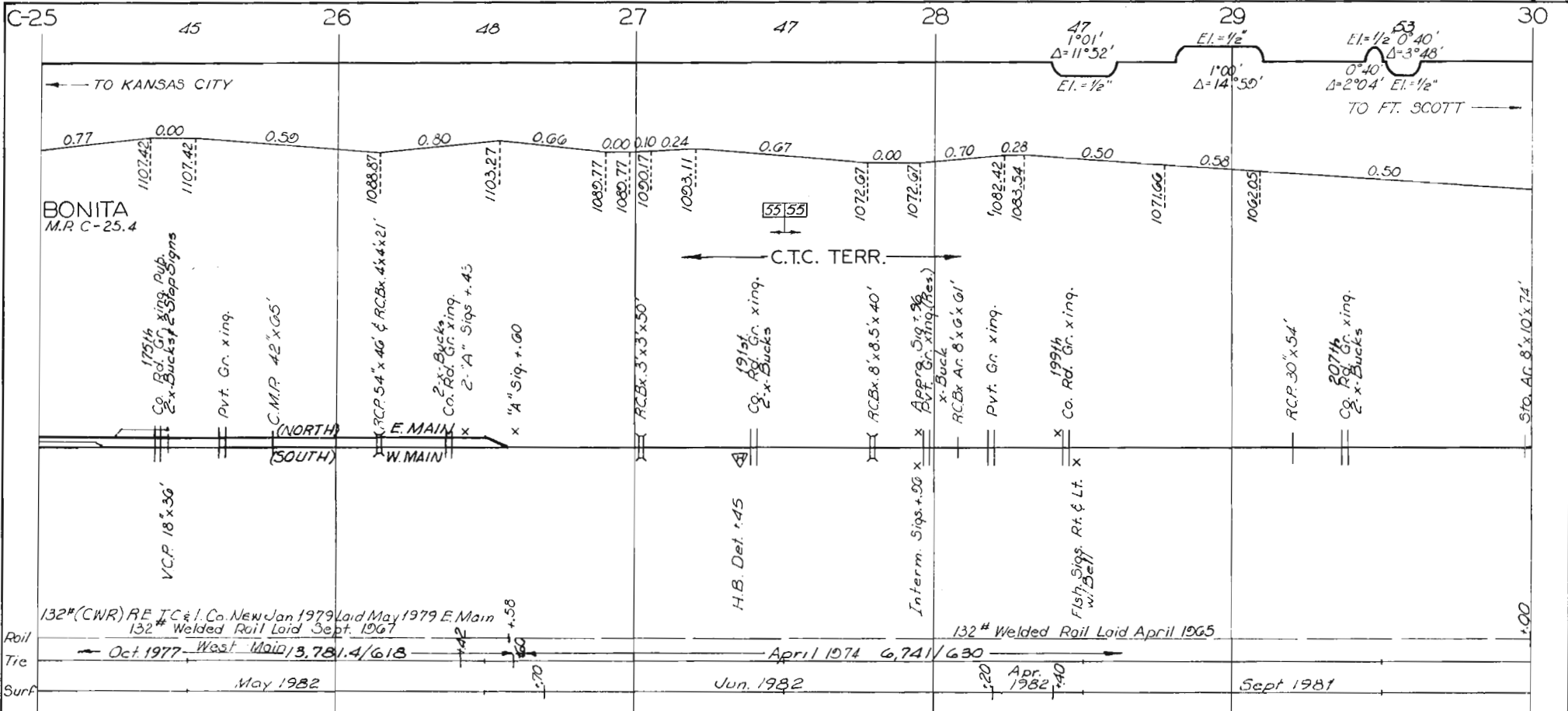
Rail	112° (CWR) RE TC #1 Co Relay Laid	40	Jan. 1980	East & West Mains
Tie			Both Mains	3,001.4 / 698
Surf			Dec 1977	Nov. 1977
			Both Mains	
				Oct. 1979
				Both Mains

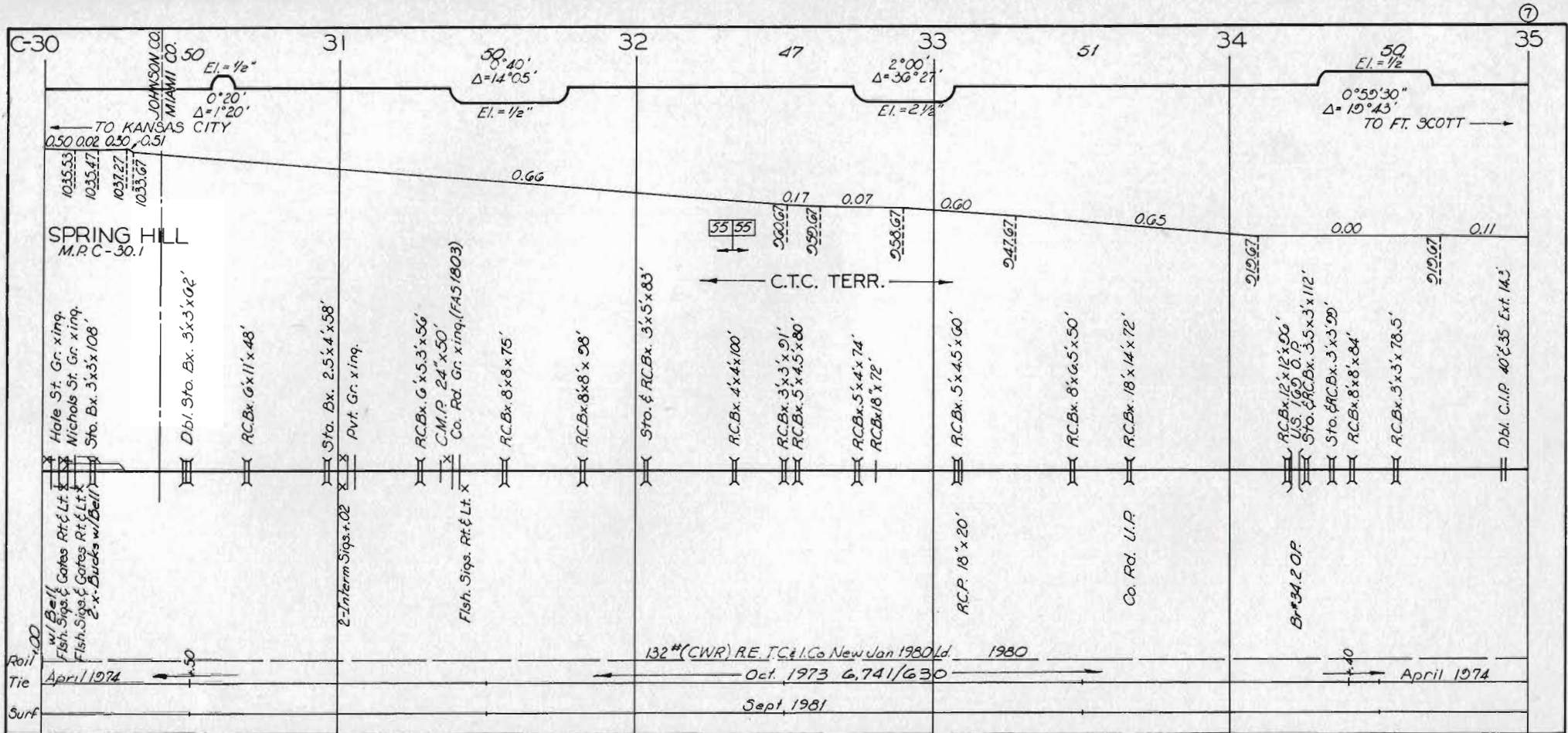


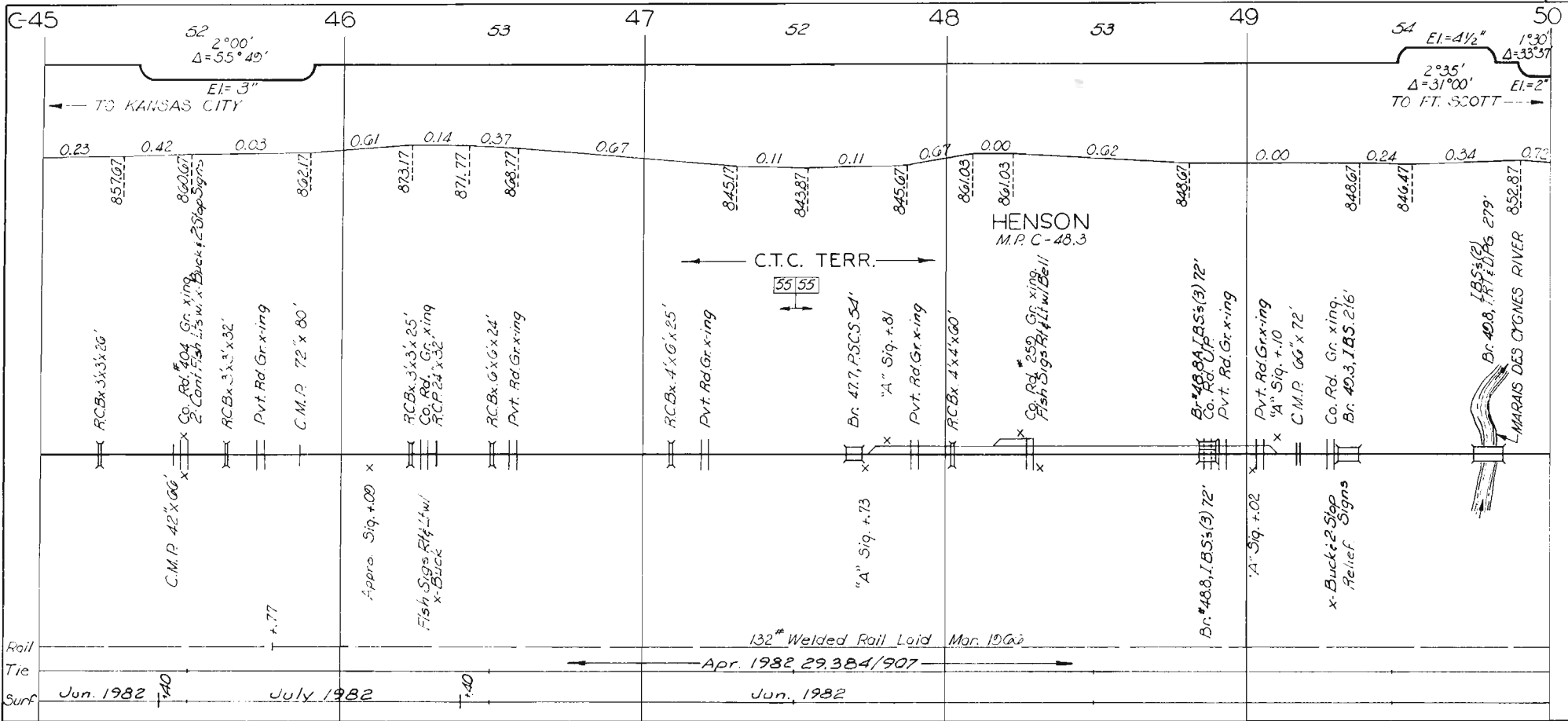
Rail Tie Surf
 Both Mains
 Sept 1977 13,781.4/618
 Oct. 1979 Both Mains
 Dec. 1979
 169











Rail Tie Surf
 Jun. 1982 +1.40 July 1982 +1.40 Jun. 1982
 Apr. 1982 29.384/907
 132" Welded Rail Laid Mar. 1960

G-50

51

51

52
EI. = 1 1/2"

52

53

53

51

54

54

55
EI. = 3 1/2"

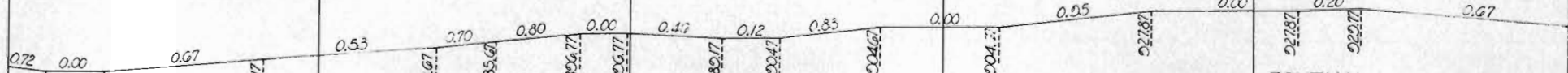
1°30'
Δ = 33°37'

EI. = 2"
← TO KANSAS CITY

0°25'
Δ = 40°57'

0°20'
Δ = 1°42'
EI. = 1/2"

2°32'
Δ = 56°43'
TO FT. SCOTT →



C.T.C. TERR.

55 55

FONTANA
M.P. 54.2

Br. 50.2, I.B.S. 01'

R.C.Bx. 6'x6'x32'
x 2-Appro. Signs. r.54

Hol. Box & D.E. Det.
Co. Rd. #1025 Gr. xing.
2 x Buck & Stop Signs

R.C.Bx. 24" x 32'

Co. Rd. Gr. xing.
R.C.Bx. 4'x4'x30'

R.C.Bx. 3'x3'x22'
Pvt. Rd. Gr. xing

R.C.Bx. 24" x 32'

Br. 52.3, B.D.P. & FT. 105'

Co. Rd. O.P.

Pvt. Rd. Gr. xing

CMP 90" x w/18' Ext
x x 2-A" Signs r.23

Pvt. Rd. Gr. xing

Pvt. Rd. Gr. xing
30' CMP

Co. Rd. Gr. xing. Pub.
x Buck & Stop Signs
Sto. Bx. 3'x3'x16'

Fish. Signs. Rt. & Lt. w/ Reif.
Dormant Rd. Gr. xing.

R.C.Bx. 2.5' x 3' x 30'

Co. Rd. Gr. xing.
x Buck & Stop Signs

Co. Rd. Gr. xing.
x A-Sig. r.51

r.57

Rail
Tie
Surf

Apr. 1982

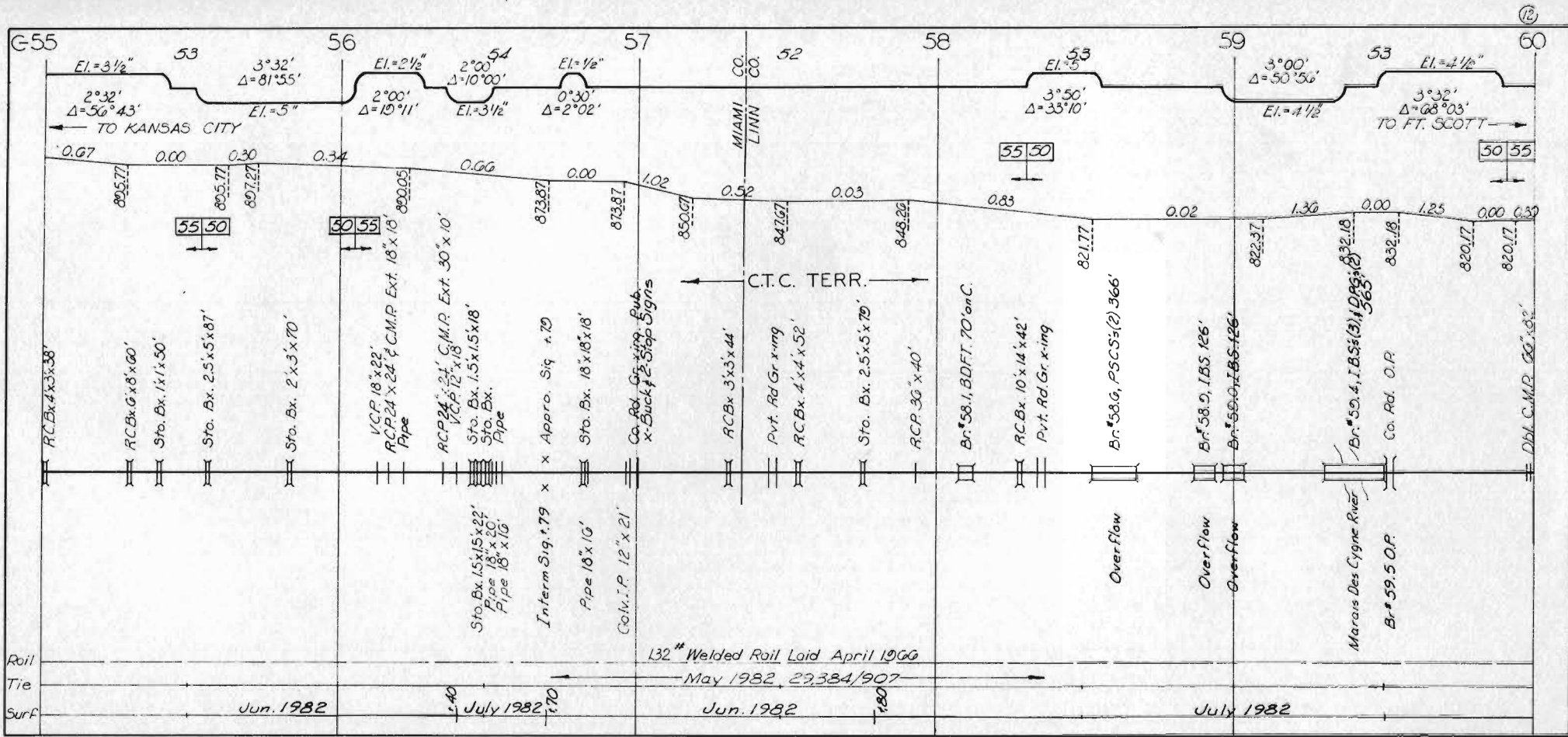
1980

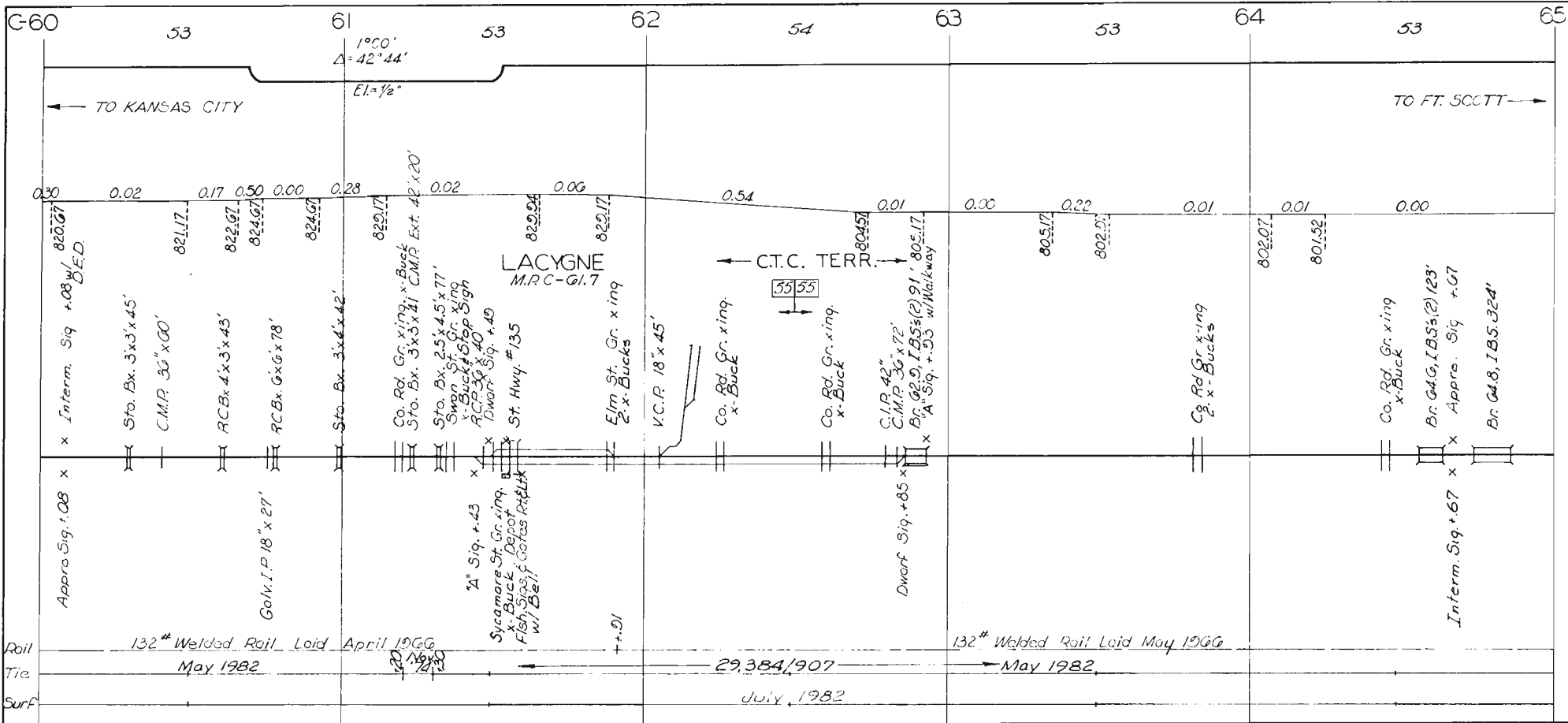
132# Welded Rail Laid Mar. 1900

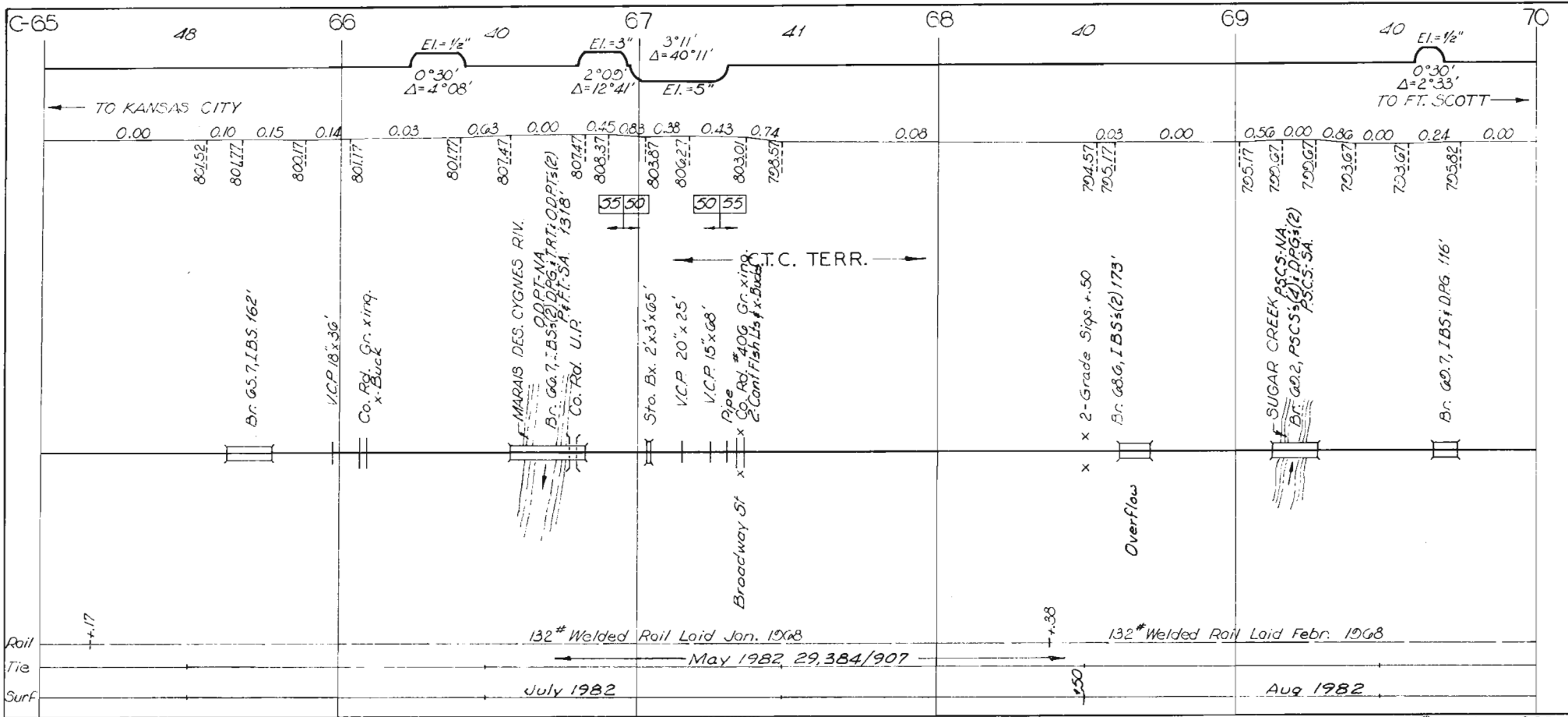
29, 35 & 1, 1907

July 1982

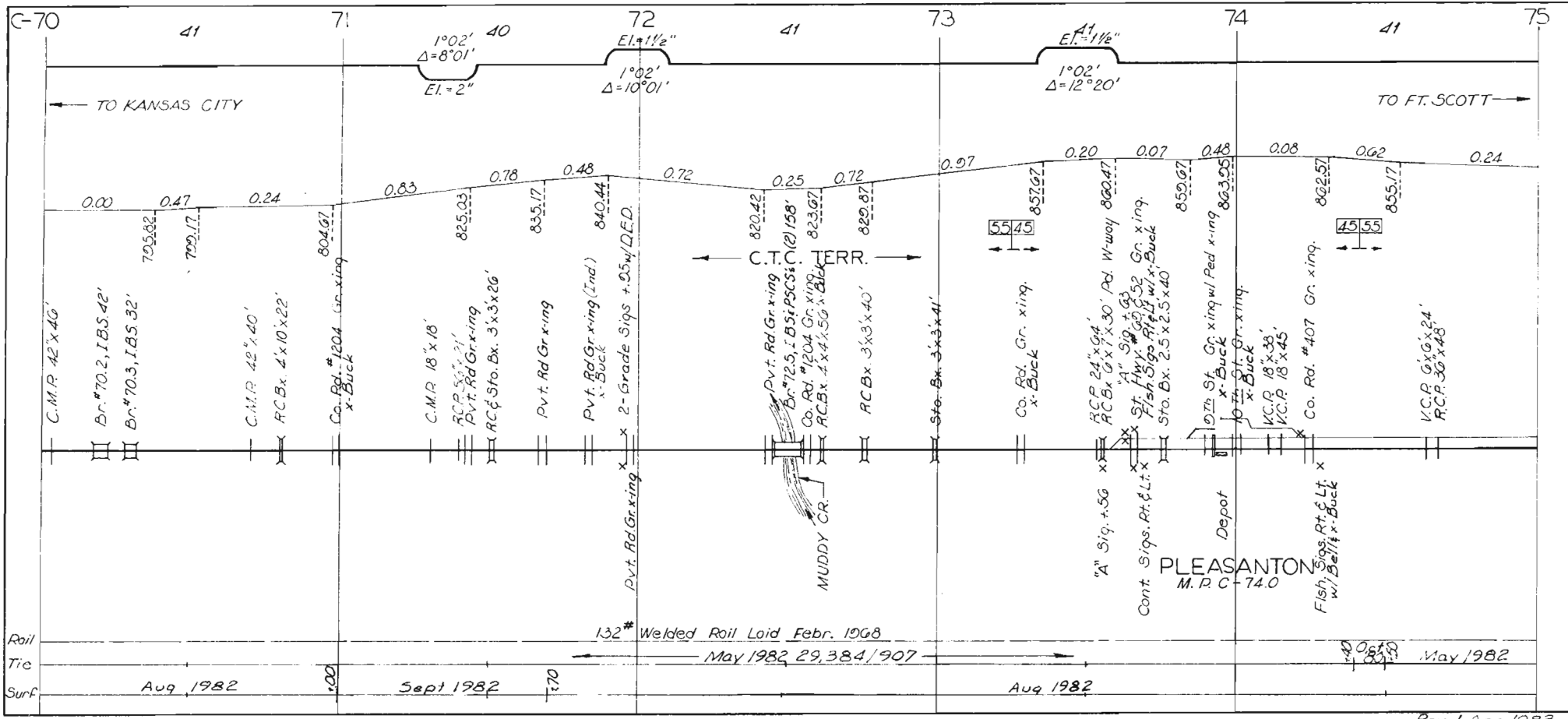
Jun. 1982







Rail Tie Surf
 +.17
 132# Welded Rail Laid Jan. 1968
 May 1982, 29,384/907
 July 1982
 +.38
 150
 132# Welded Rail Laid Febr. 1968
 Aug 1982



Rail
Tie
Surf

132* Welded Rail Laid Febr. 1968

May 1982 29,384,907

Aug 1982

Aug 1982

May 1982

