



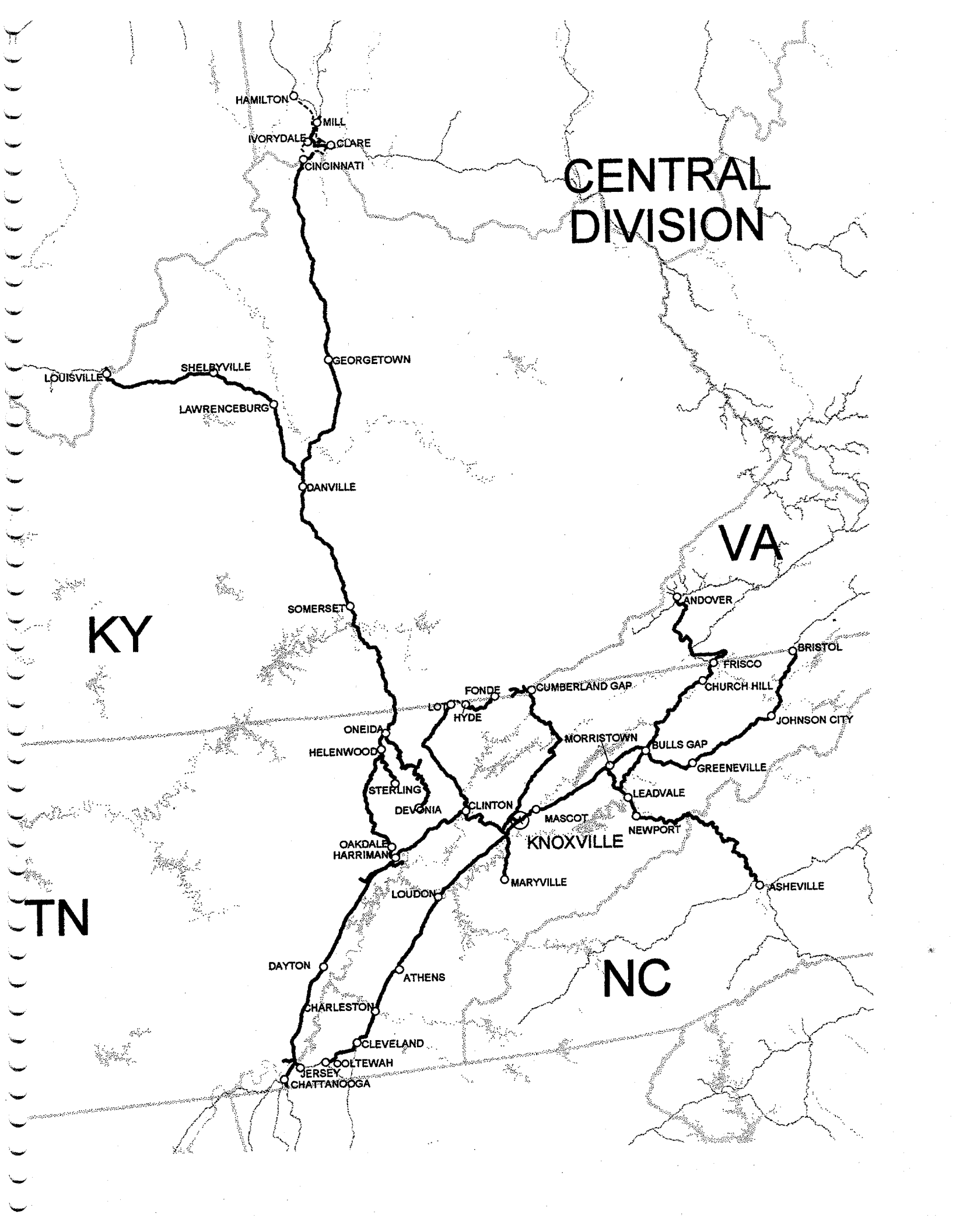
®

**NORFOLK
SOUTHERN**

Central Division

2001

CENTRAL DIVISION



2001 CHANGES

A NUMBER OF CHANGES HAVE TAKEN PLACE WHICH WILL AFFECT THE LOOK AND PRESENTATION OF THIS BOOK.

(1) THE FIRST PHASE OF A NEW GIS (*GEOGRAPHICAL INFORMATION SYSTEM*) BASED PLATFORM FOR CREATING THE TRACK CHART DIAGRAMS IS NOW IN PLACE. IT WILL LOOK VERY SIMILAR TO THE PREVIOUS SYSTEM BUT WILL ALLOW US TO INCORPORATE NEW FEATURES AND FLEXIBILITY IN FUTURE VERSIONS.

(2) PREVIOUS TRACK CHARTS HAVE BEEN CREATED FROM DATA FILES MAINTAINED BY ENGINEERING SYSTEMS. BEGINNING WITH THE 2001 BOOKS ONLY THE TRACK LAYOUT SECTION (CENTER PORTION OF PAGE) WILL BE GENERATED FROM ENGINEERING SYSTEMS FILES. MOST OF THE REMAINING PORTION OF THE DIAGRAM WILL BE CREATED FROM INFORMATION IN THE NEW CORPORATE DATABASE (CTRK). THIS IS SIGNICANT FOR THE FOLLOWING REASONS:

- QUESTIONS, UPDATE AND CORRECTION INFORMATION RELATED TO CTRK INFORMATION SHOULD NOT BE SENT TO ENGINEERING SYSTEMS. PLEASE REFER TO THE OPPOSITE PAGE FOR CONTACT SOURCES FOR THESE ITEMS.
- TIMETABLE OPERATING SPEEDS WILL CONTINUE TO BE DISPLAYED AS BEFORE. HOWEVER, SPEED RESTRICTIONS (OTHER THAN CURVE) WHICH COVER A RANGE WILL BE DISPLAYED AS THE OPERATING SPEED. ALSO, SPEEDS WILL NOW BE DISPLAYED FOR BOTH MAINS IN DOUBLE TRACK TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)
- CURVE SPEEDS WILL NOW BE DISPLAYED FOR EACH INDIVIDUAL CURVE (RATHER THAN FOR A RANGE) AND WILL DISPLAY FOR BOTH TRACKS IN DOUBLE MAIN TERRITORY. (PREVIOUSLY THEY WERE SUPPRESSED UNLESS DIFFERENT)

NOTE: CURVES ON SECOND MAIN TRACK WILL CONTINUE TO BE A COPY OF THE FIRST MAIN. THE ABILITY TO DISPLAY SECOND MAIN CURVES WILL BE INCORPORATED AS SOON AS POSSIBLE.

THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY

THIS BOOK IS PREPARED AND PUBLISHED BY THE OFFICE OF ENGINEERING SYSTEMS-ATLANTA AND IS BASED ON INFORMATION CONTAINED IN TWO DISTINCT DATABASE SOURCE FILES, (1) THE ENGINEERING SYSTEMS DATA FILE AND (2) THE CORPORATE TRACK DATABASE FILE (CTRK).

ENGINEERING SYSTEMS DATABASE:

ENGINEERING SYSTEMS MAINTAINS A DEPARTMENTAL DATABASE, WHICH IS USED TO GENERATE THE TRACK LAYOUT SECTION OR CENTER PORTION OF THE TRACK CHART DIAGRAM. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS SECTION SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE AS FOLLOWS.

**MAIL: ENGINEERING SYSTEMS
 99 SPRING ST. SW BOX # 139
 ATLANTA, GA 30303**

FAX: (404) 529-1311

MEMO: JCELLIOT PH. 529-1315

CTRK-NS CORPORATE DATABASE:

INFORMATION RELATED TO RAIL, T&S, SURFACING, CURVES, ELEVATION, SPEEDS AND SPEED RESTRICTIONS IS OBTAINED FROM THE CTRK DATABASE. VARIOUS DEPARTMENTS OWN AND MAINTAIN THESE FILES. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THESE RECORDS SHOULD BE DIRECTED AS FOLLOWS:

**RAIL, T&S, SURFACING: MW&S DEPT.
 E.P.HATTEN, ASST. MGR. PROG & SCHD.
 MEMO: EPHATTEN PH. 529-1456**

**CURVES, ELEVATIONS MW&S DEPT
AND CURVE SPEEDS: A.I.PATEL, SYSTEM TRACK ANALYST
 MEMO: AIPATEL PH. 527-2513**

**OPERATING SPEEDS AND TRANSPORTATION DEPT.
SPEED RESTRICTIONS: K.L.RICKS, SYSTEM MGR TRANS.
 MEMO: KLRICKS PH. 529-2298**

CENTRAL DIVISION

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Andover-Moccasin Gap		0.00 T	-	40.00 T	Appalachia	48
Moccasin Gap-Bulls Gap		40.00 TC	-	87.18 TC	Appalachia	56
Murphy Jct.-New Line	S	142.36	-	S 227.90	Knoxville	66
Bulls Gap-Leadvale		0.00 BL	-	16.89 BL	Knoxville	84
Sevier Yard-Coster		0.00 C0	-	7.93 C0	Knoxville	88
Knoxville-Lot		0.00 C	-	67.60 C	Knoxville	90
Hyde-Fonde		73.97 C	-	85.00 C	Knoxville	104
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Beverly-Cumberland Gap		5.76 CG	-	65.00 CG	Knoxville	114
Middlesboro-Cumberland Gap		215.18 CV	-	219.56 CV	Knoxville	126
Queensbury-Fork Ridge		216.00 MR	-	221.00 MR	Knoxville	127
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Knoxville-Maryville		0.00 KA	-	16.16 MS	Knoxville	131

FORMER KENTUCKY LINES

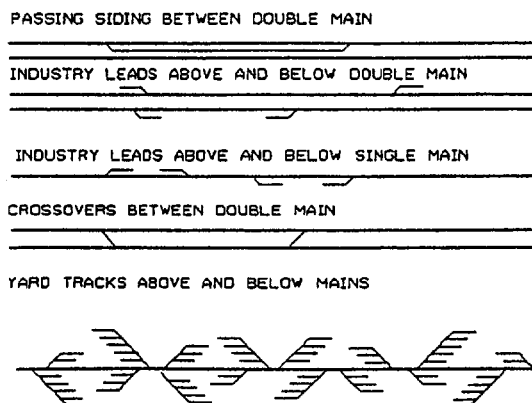
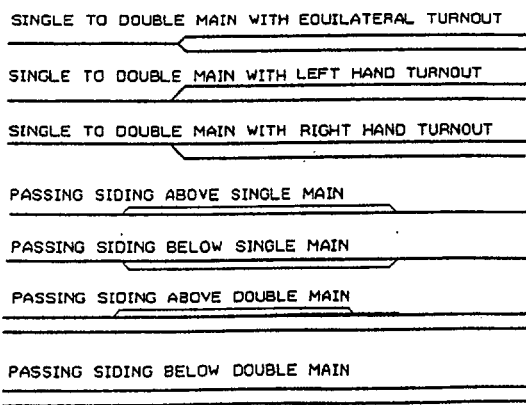
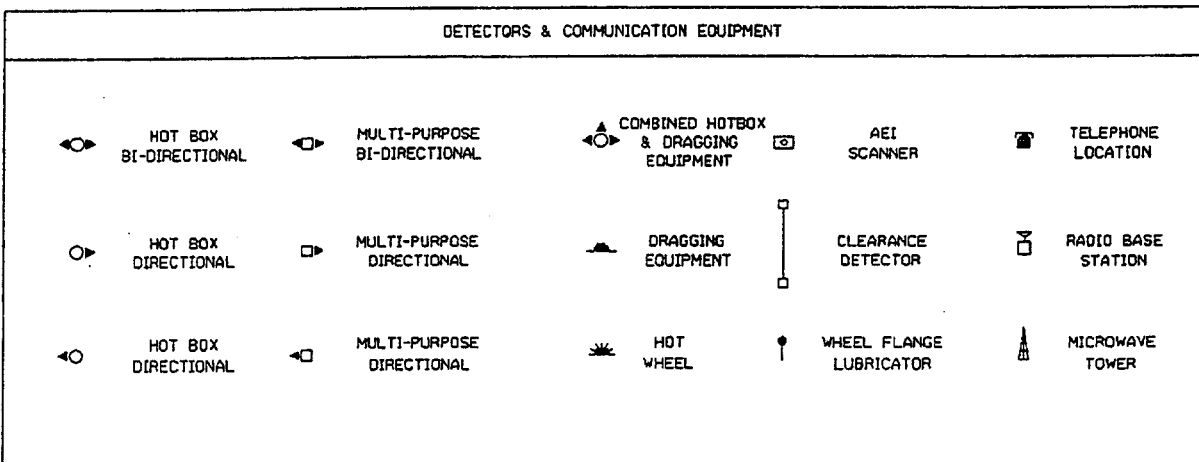
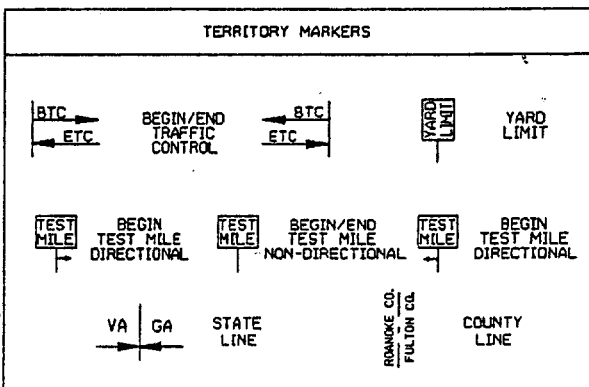
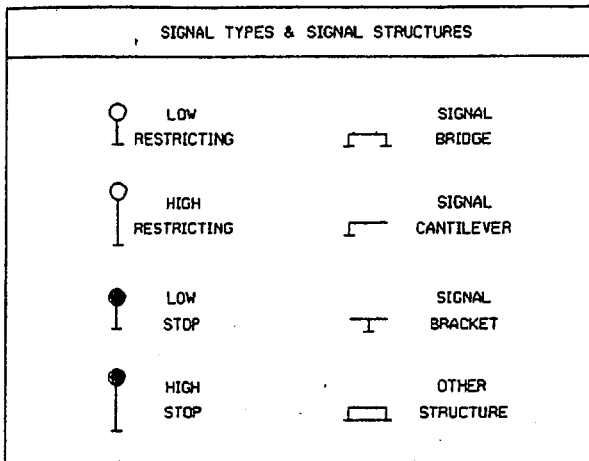
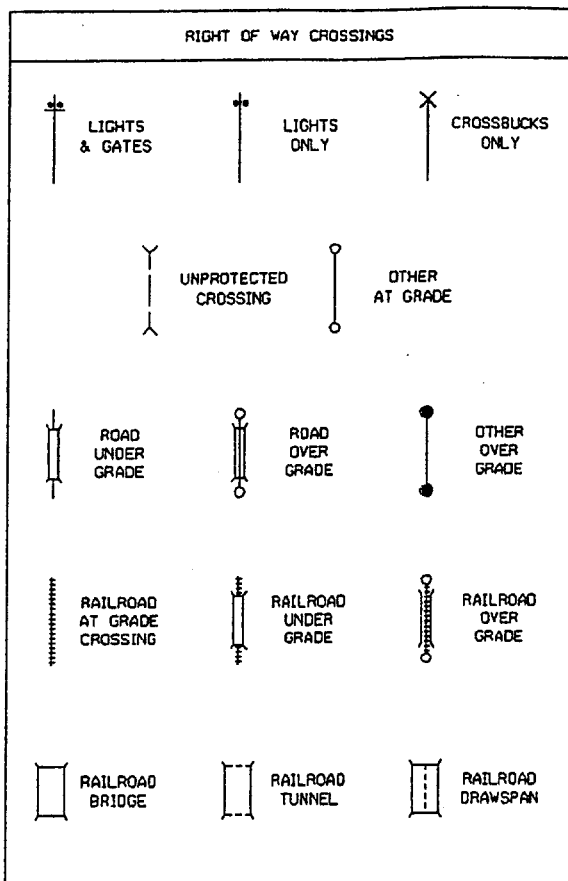
Cincinnati-Chattanooga		2.45	-	338.20	CNO&TP	135
Tenbridge-N. Chattanooga		0.00 CD	-	4.40 CD	CNO&TP	203
Alton-Chattanooga	C	445.40	-	C 448.00	Chattanooga Terminal	204
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Appalachia-St. Charles	TB	0.00	-	TB 25.50	Clinch Valley Ext.	249
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Explanation of Graphic Display Conventions

TRACK CHART SYMBOL LEGEND

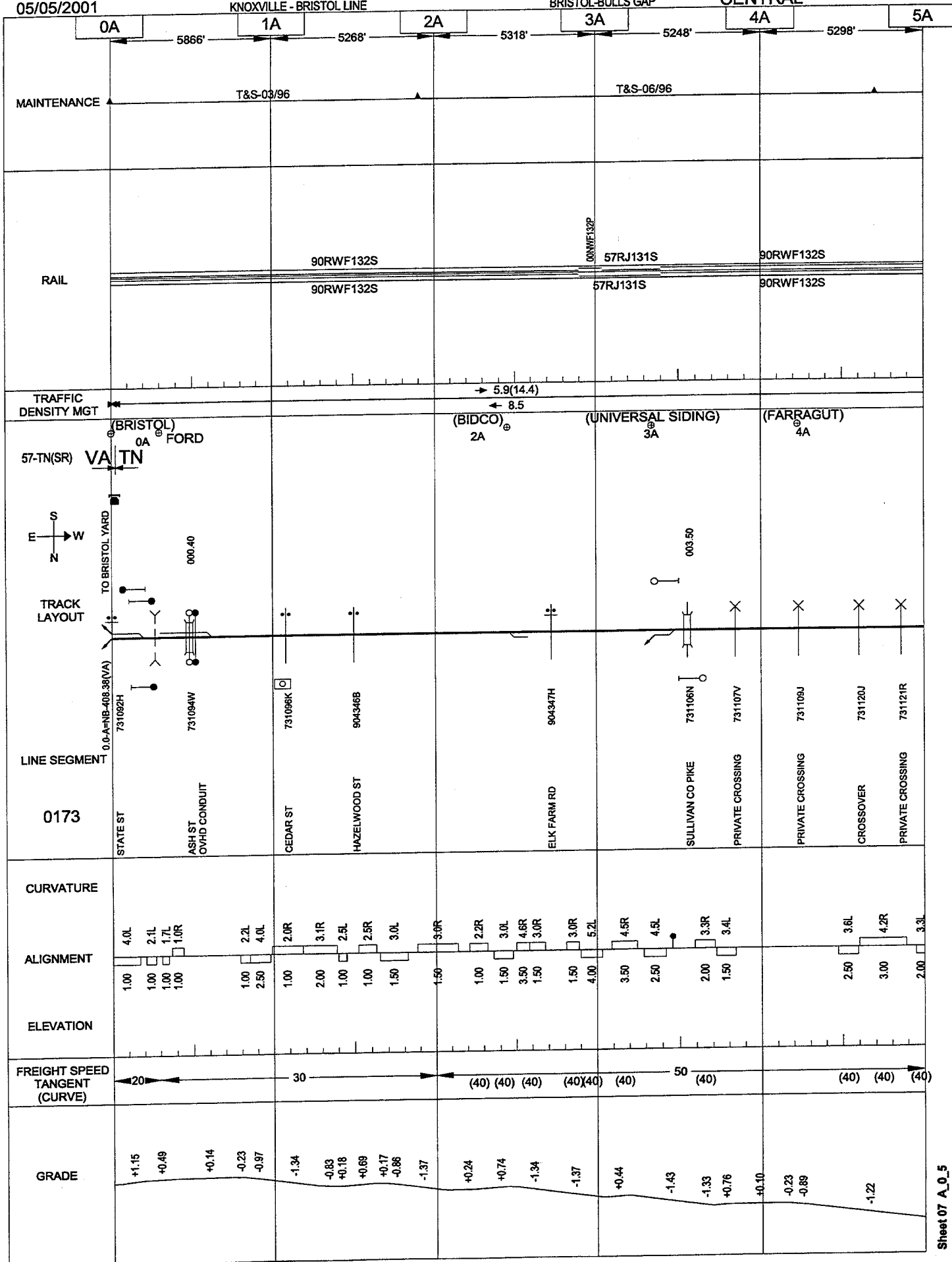


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BRISTOL-BULLS GAP

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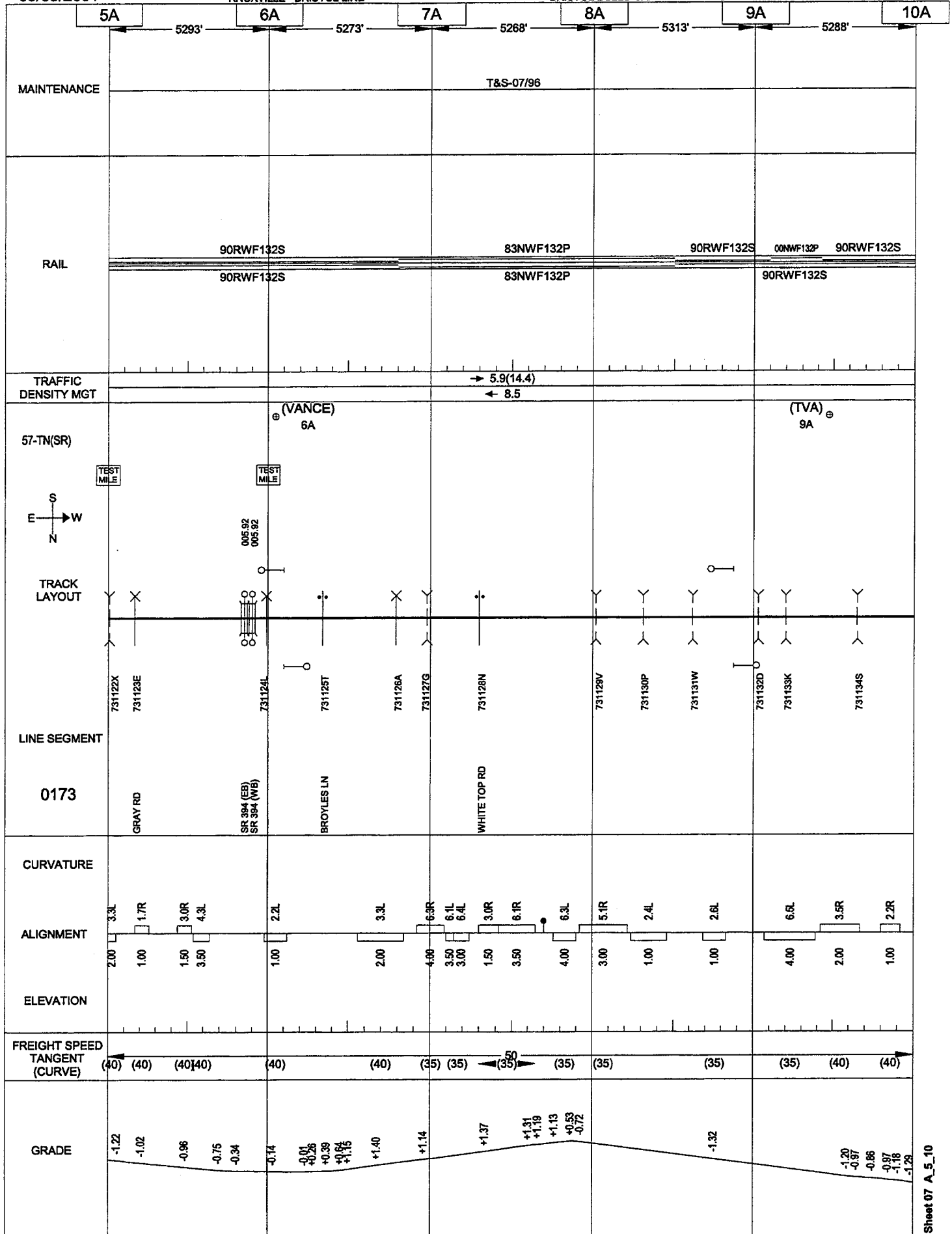


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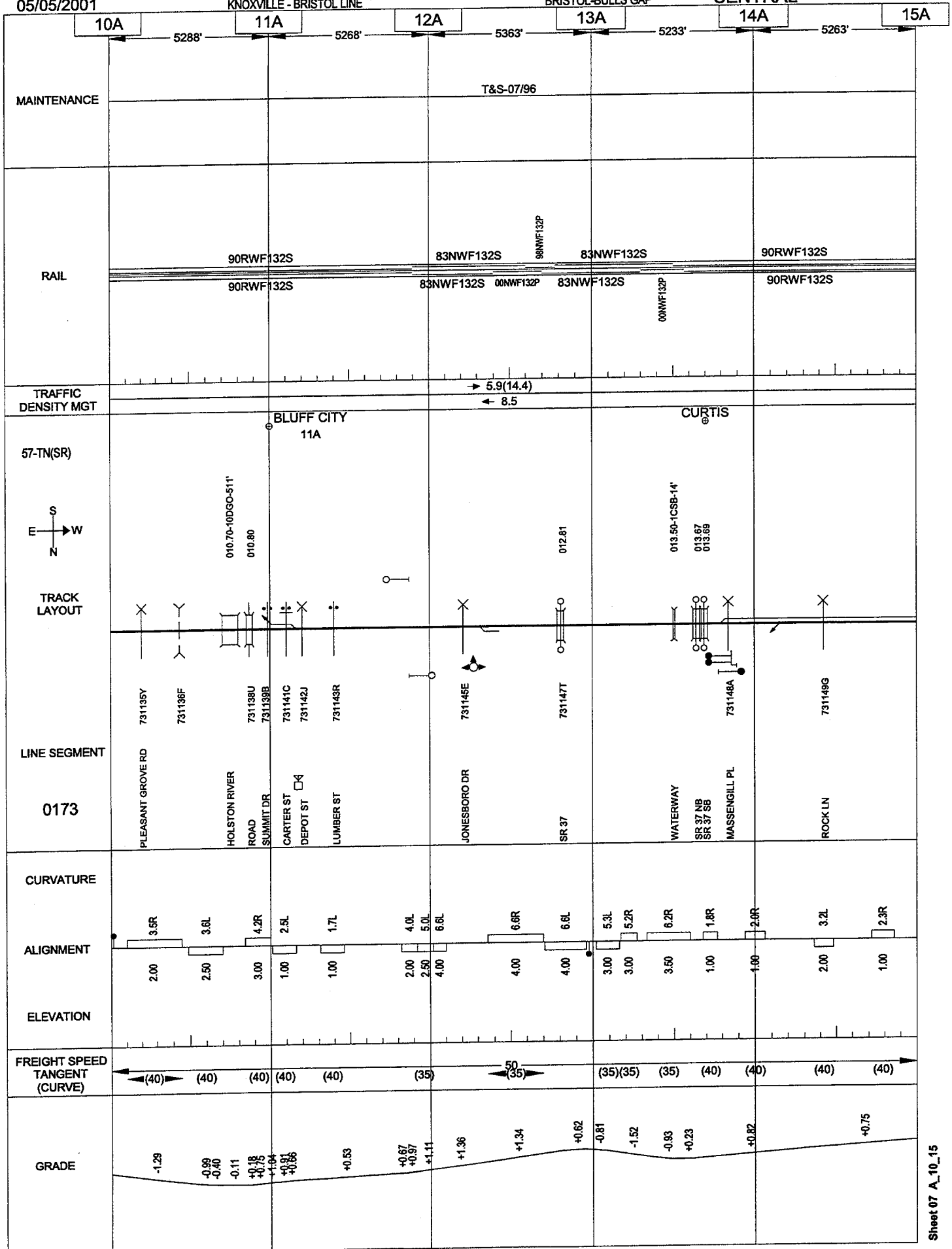


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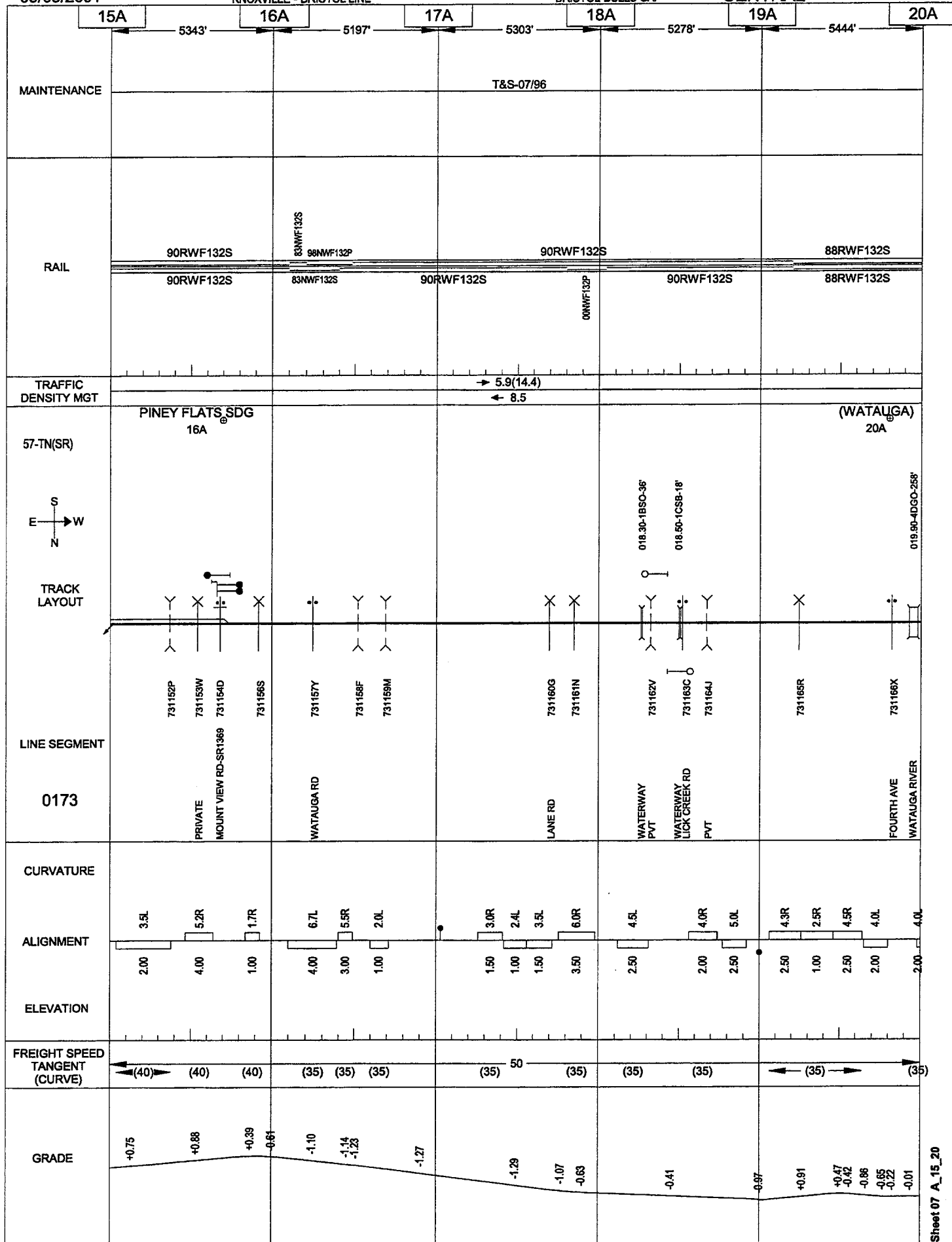


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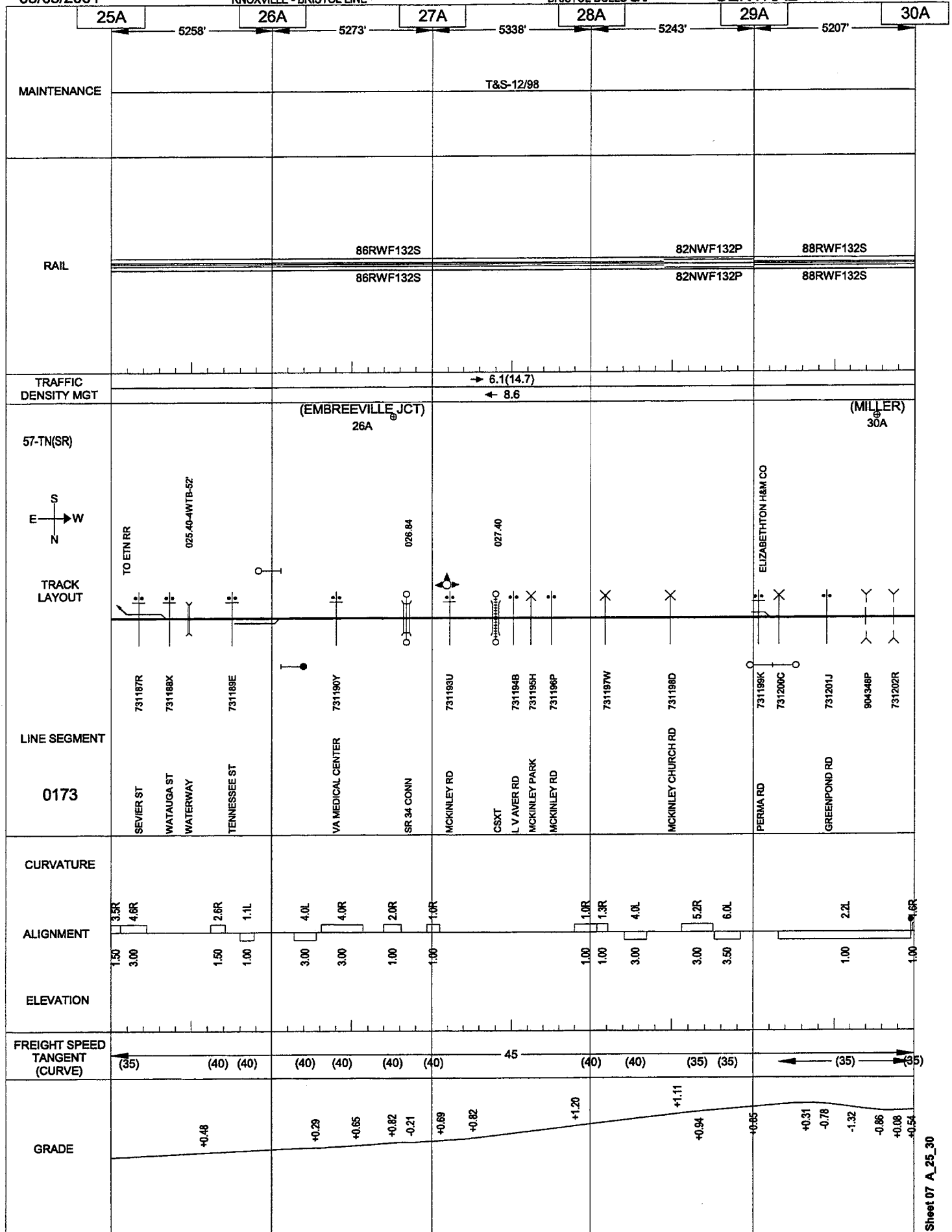
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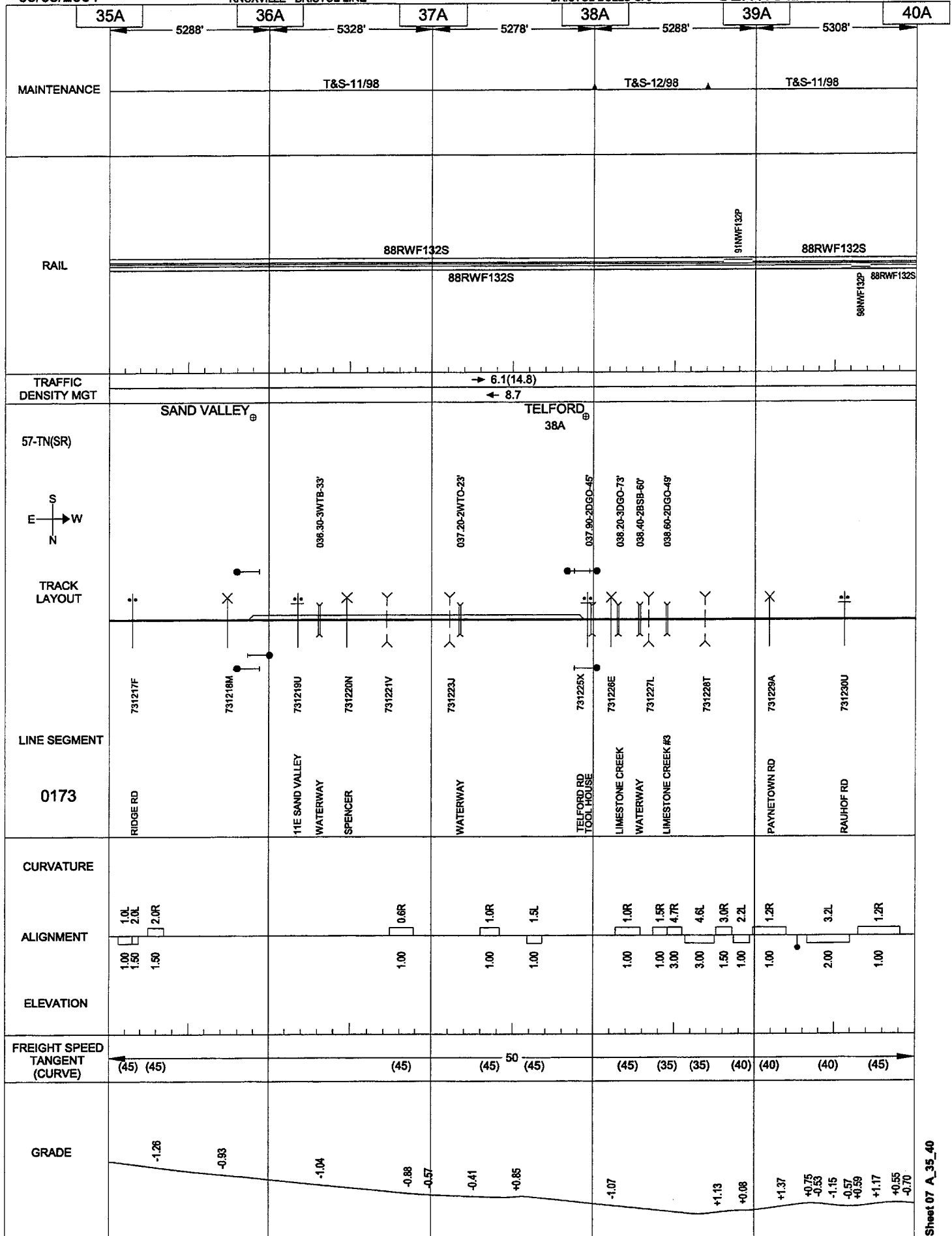
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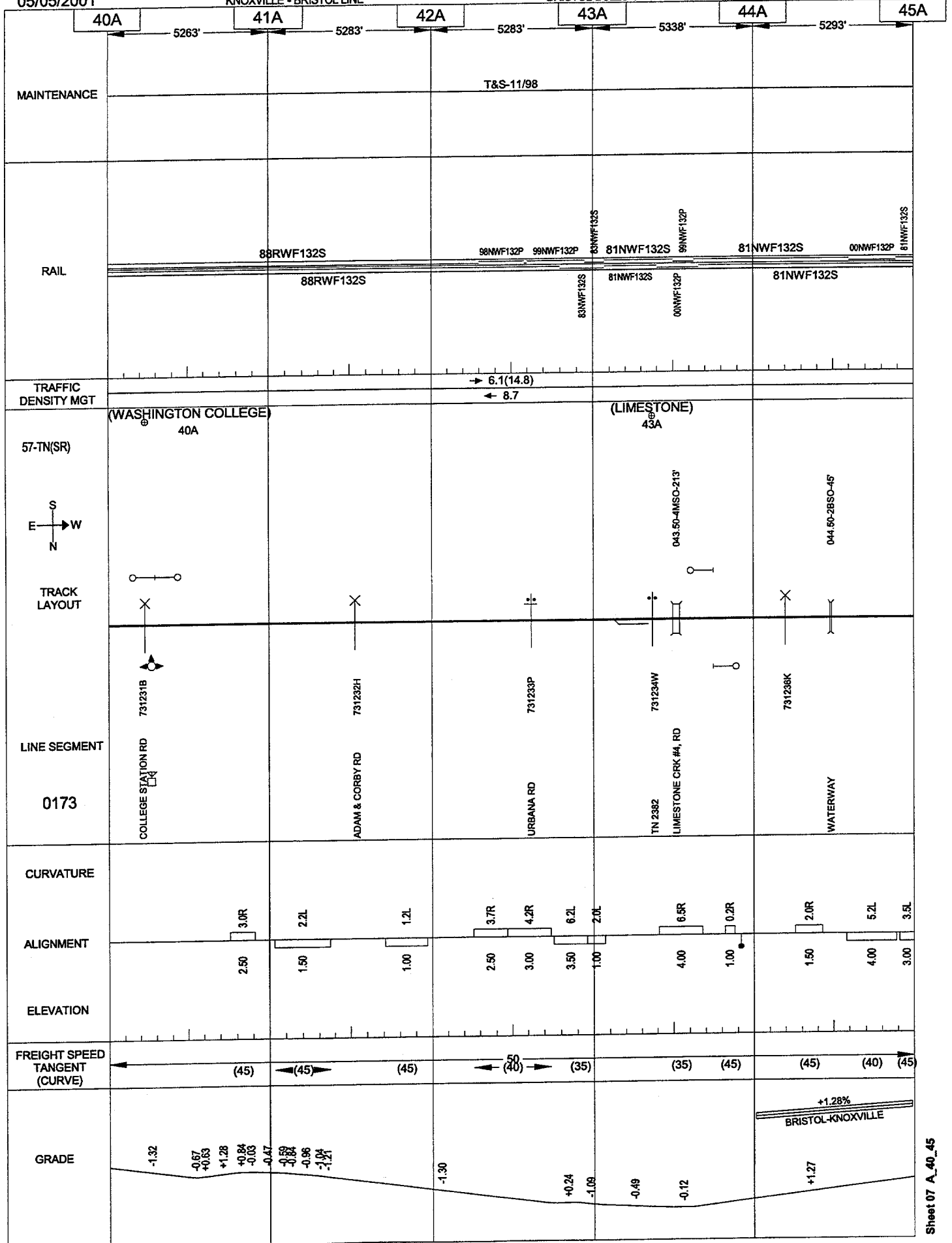


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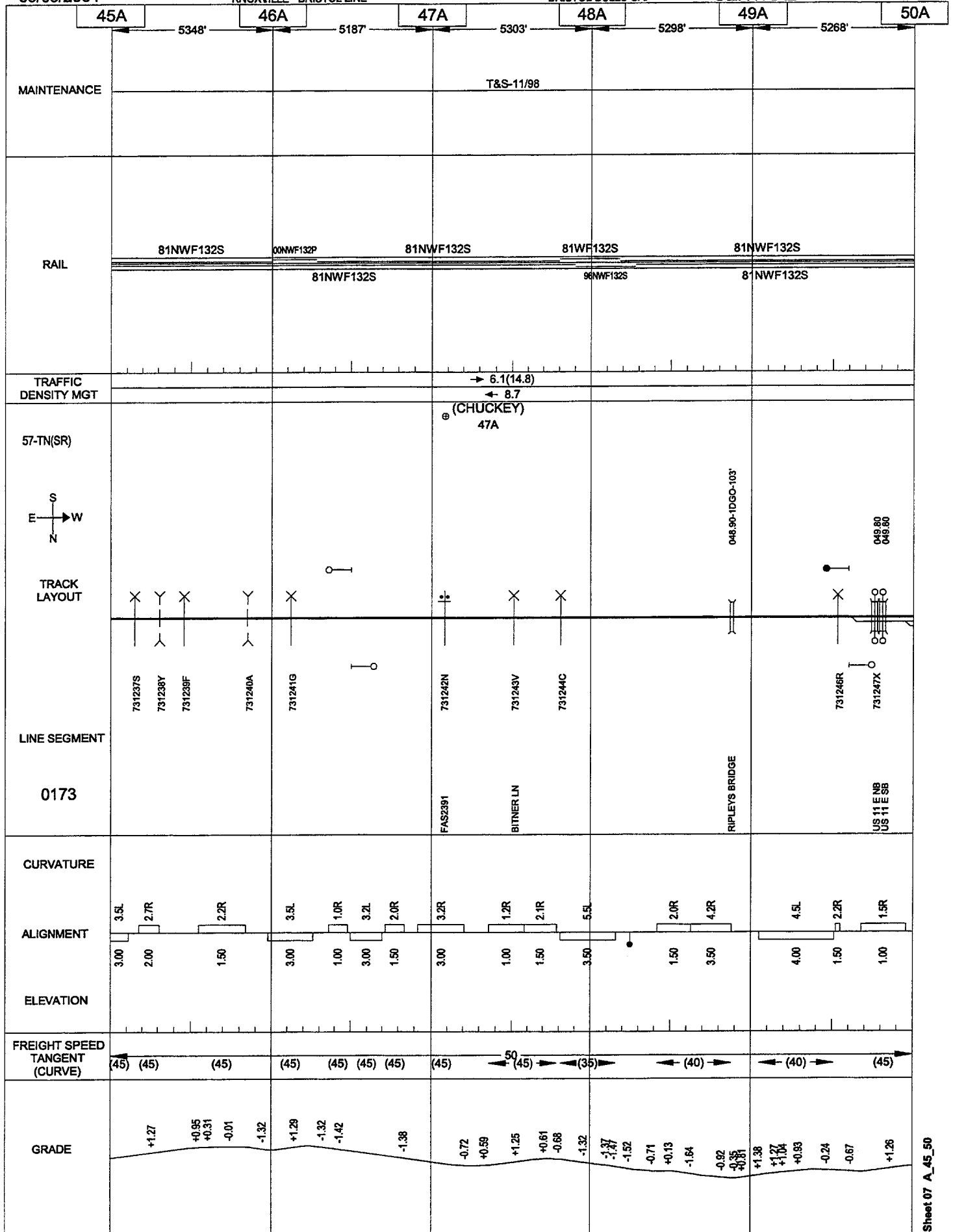


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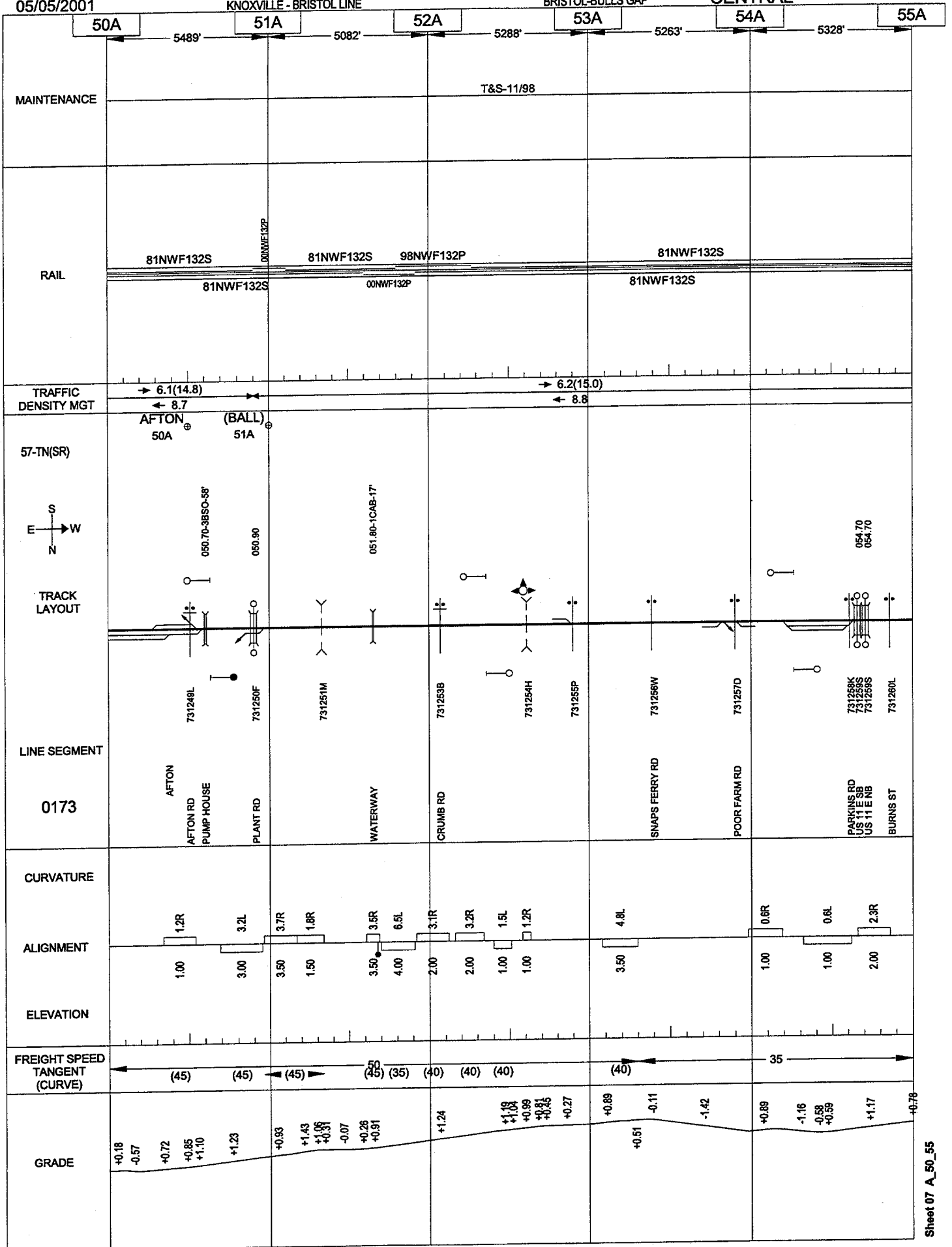


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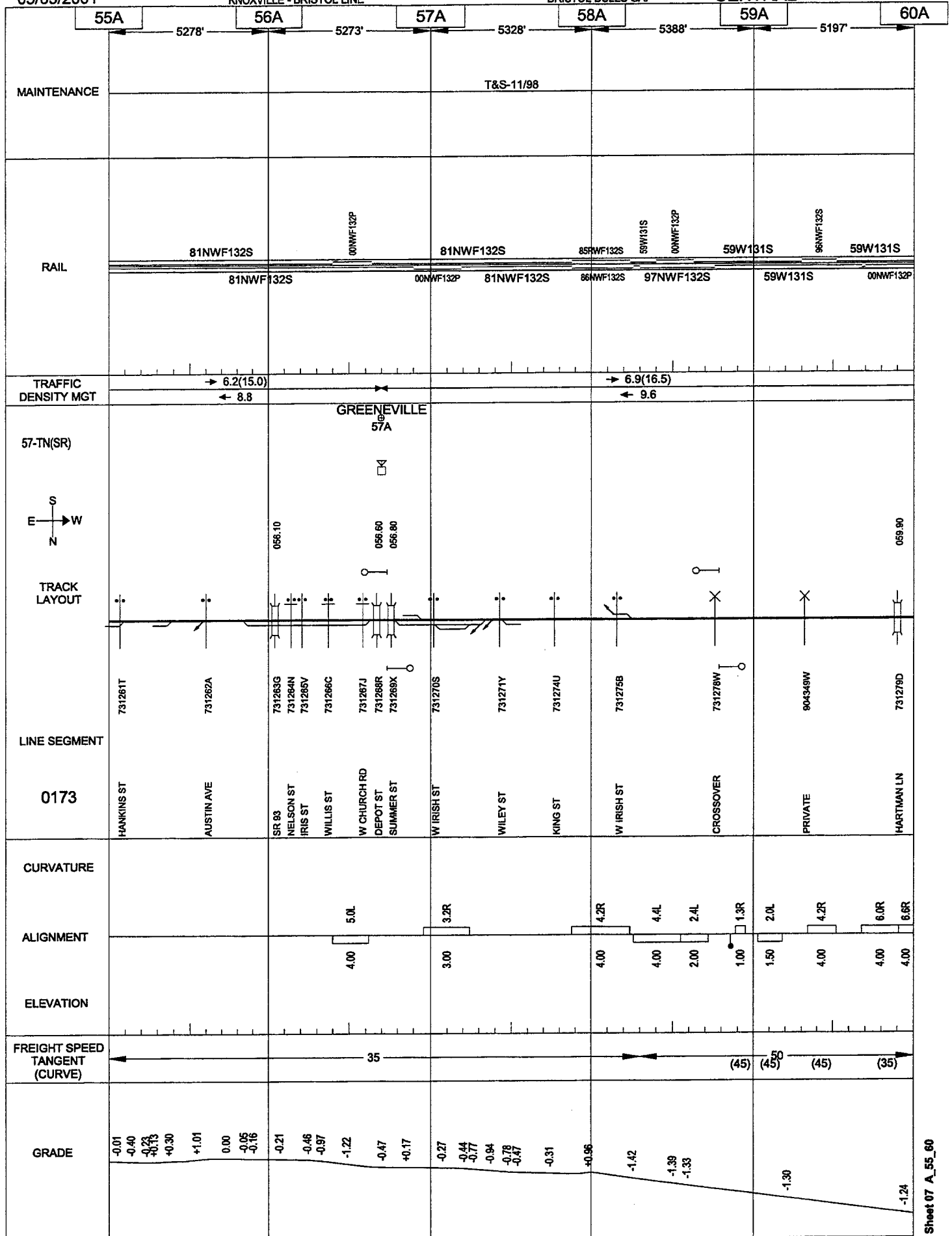


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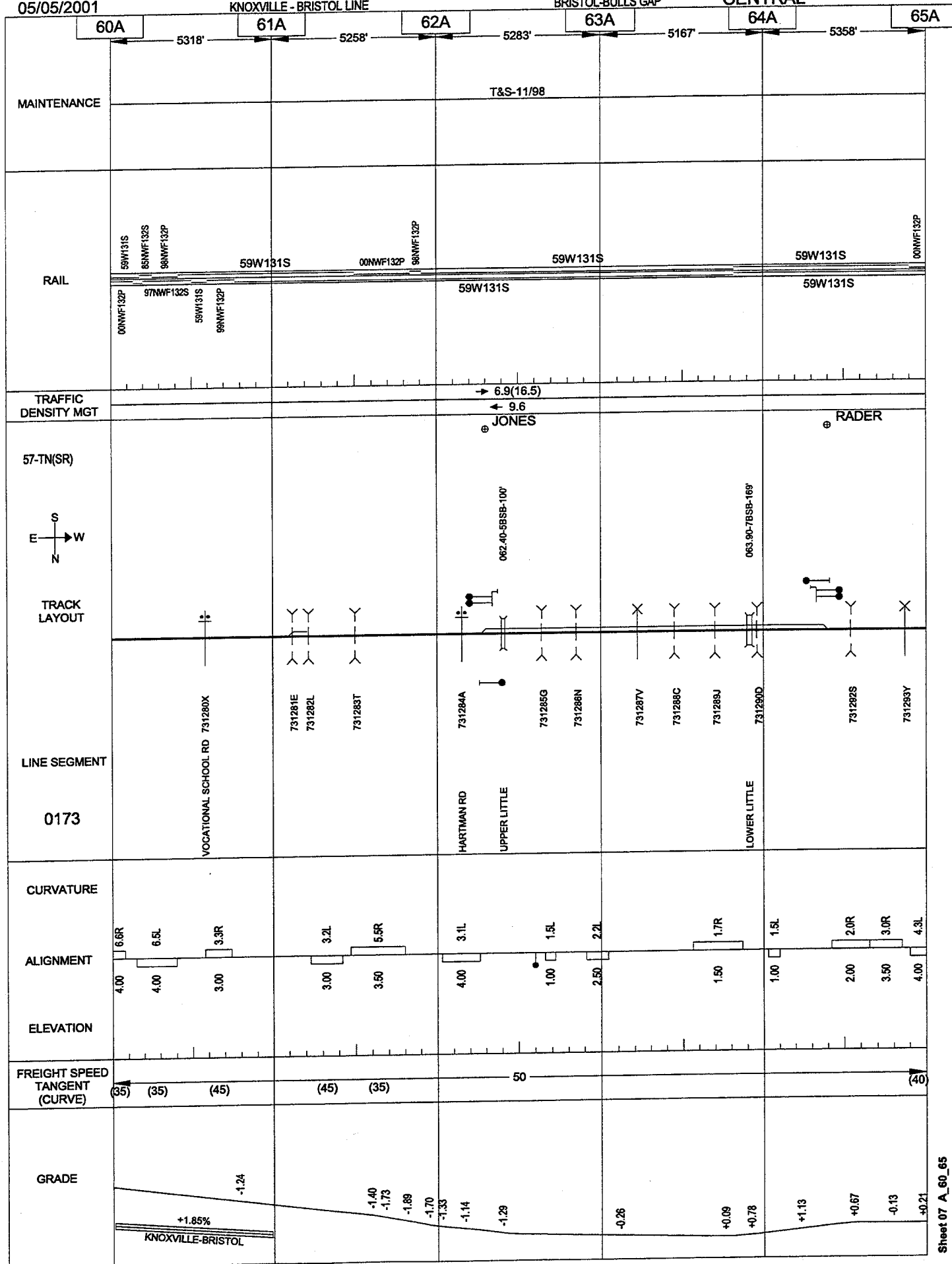


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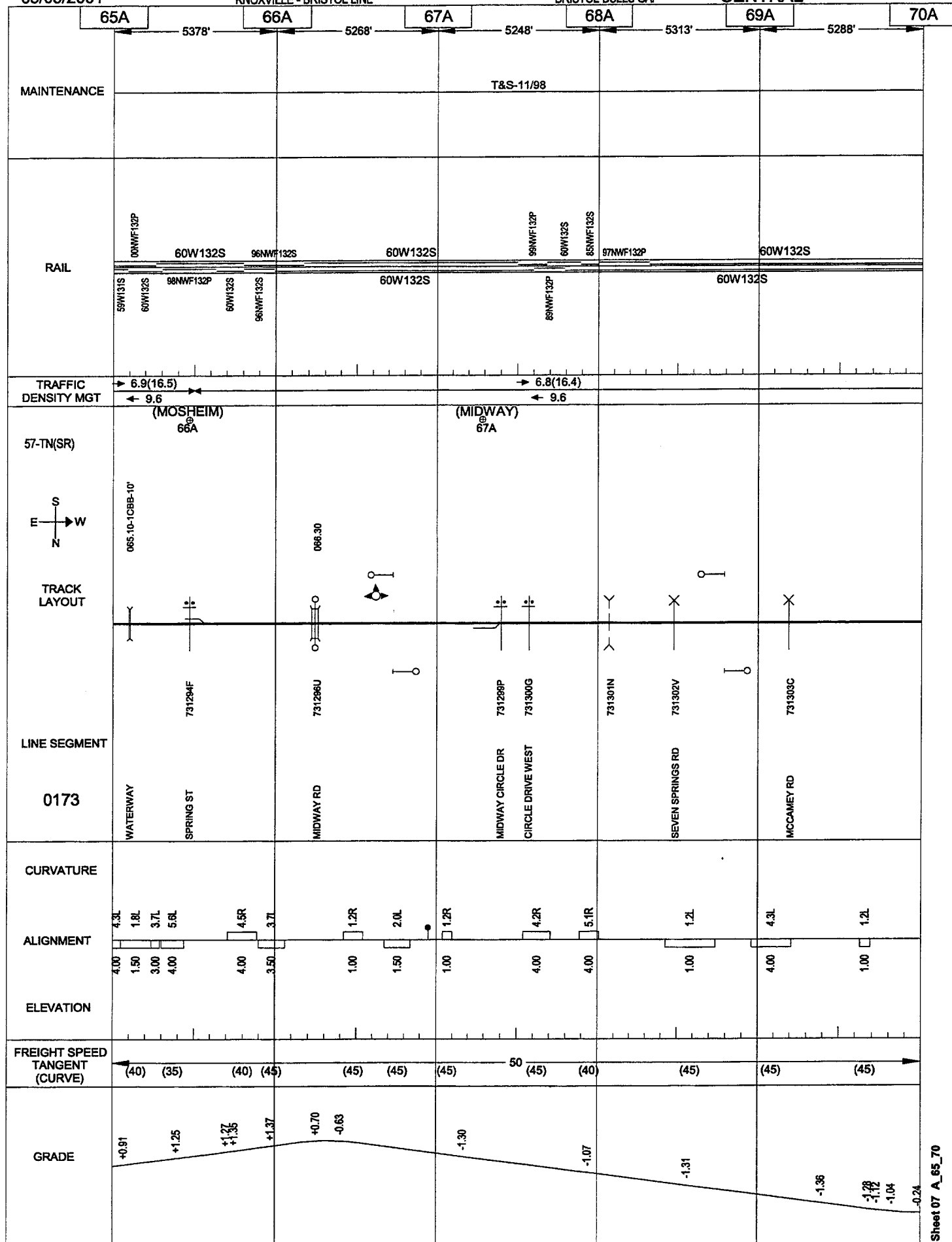


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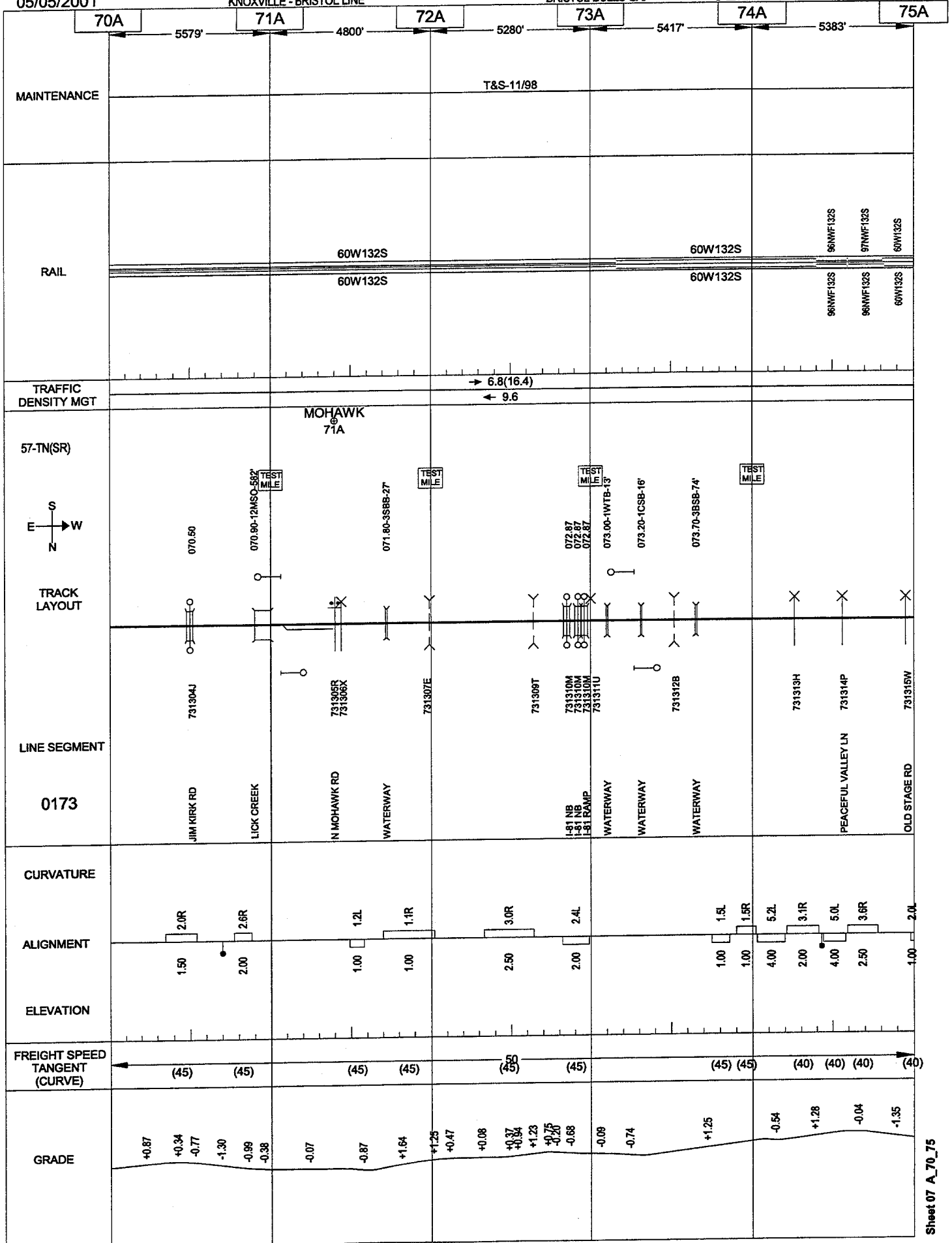


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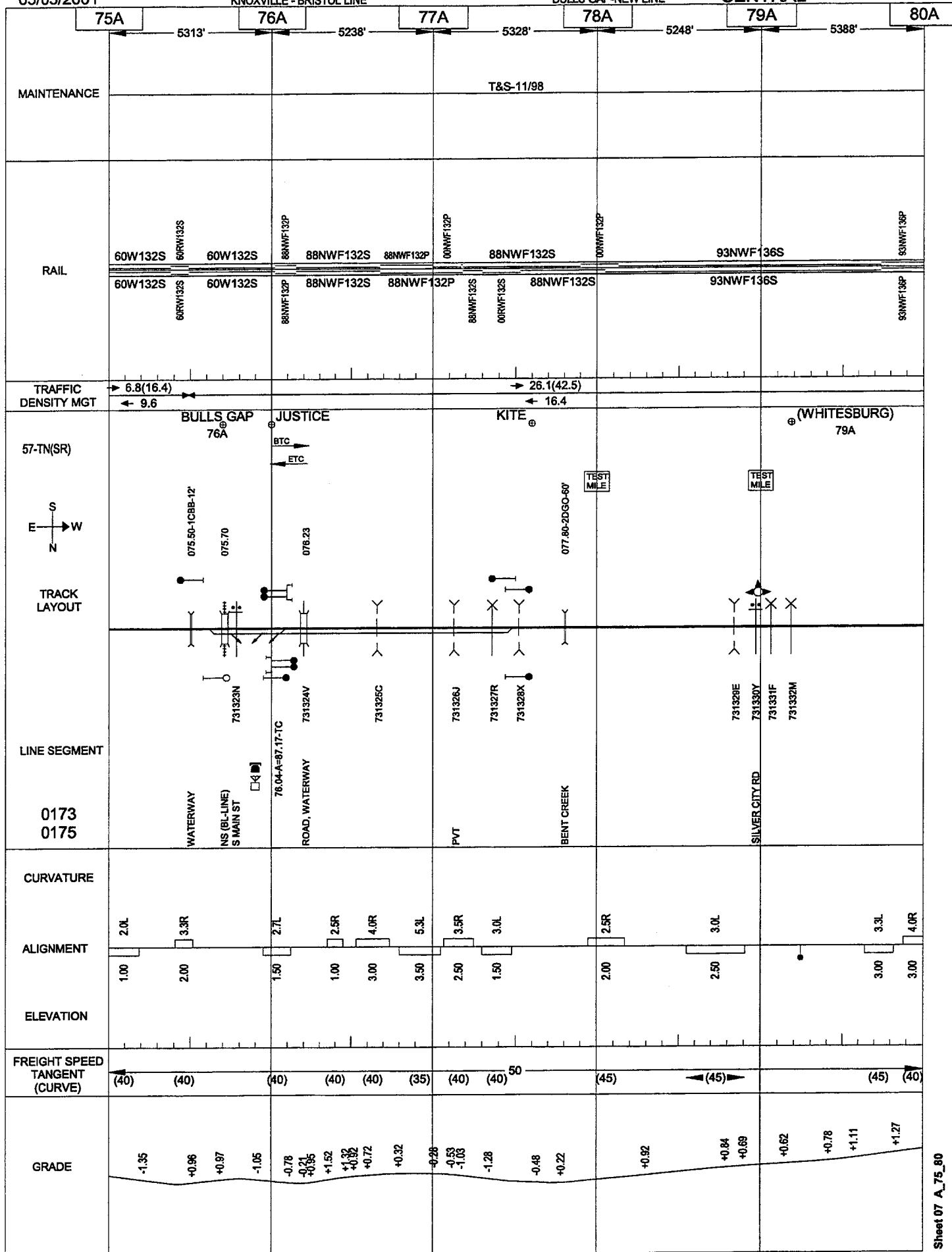


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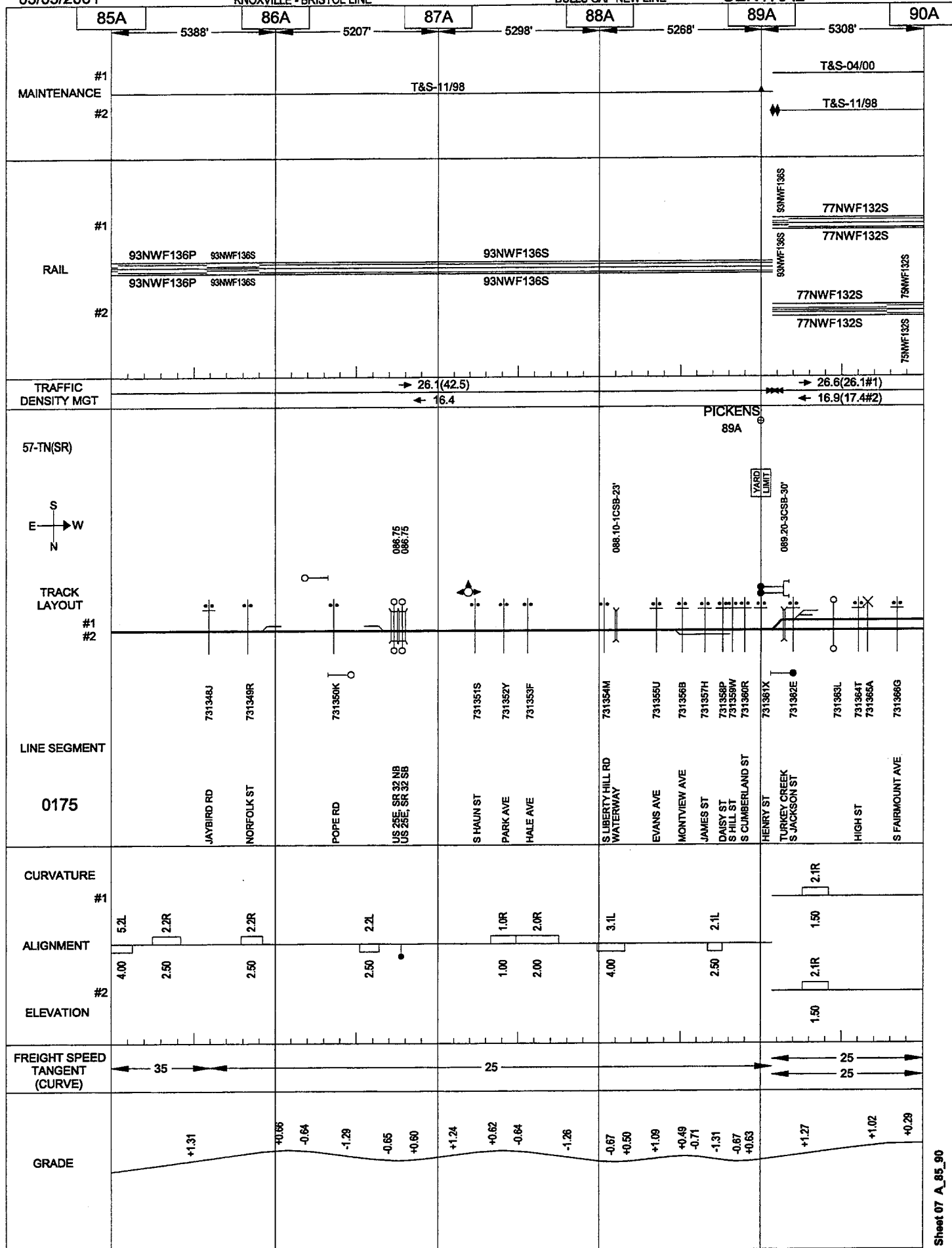
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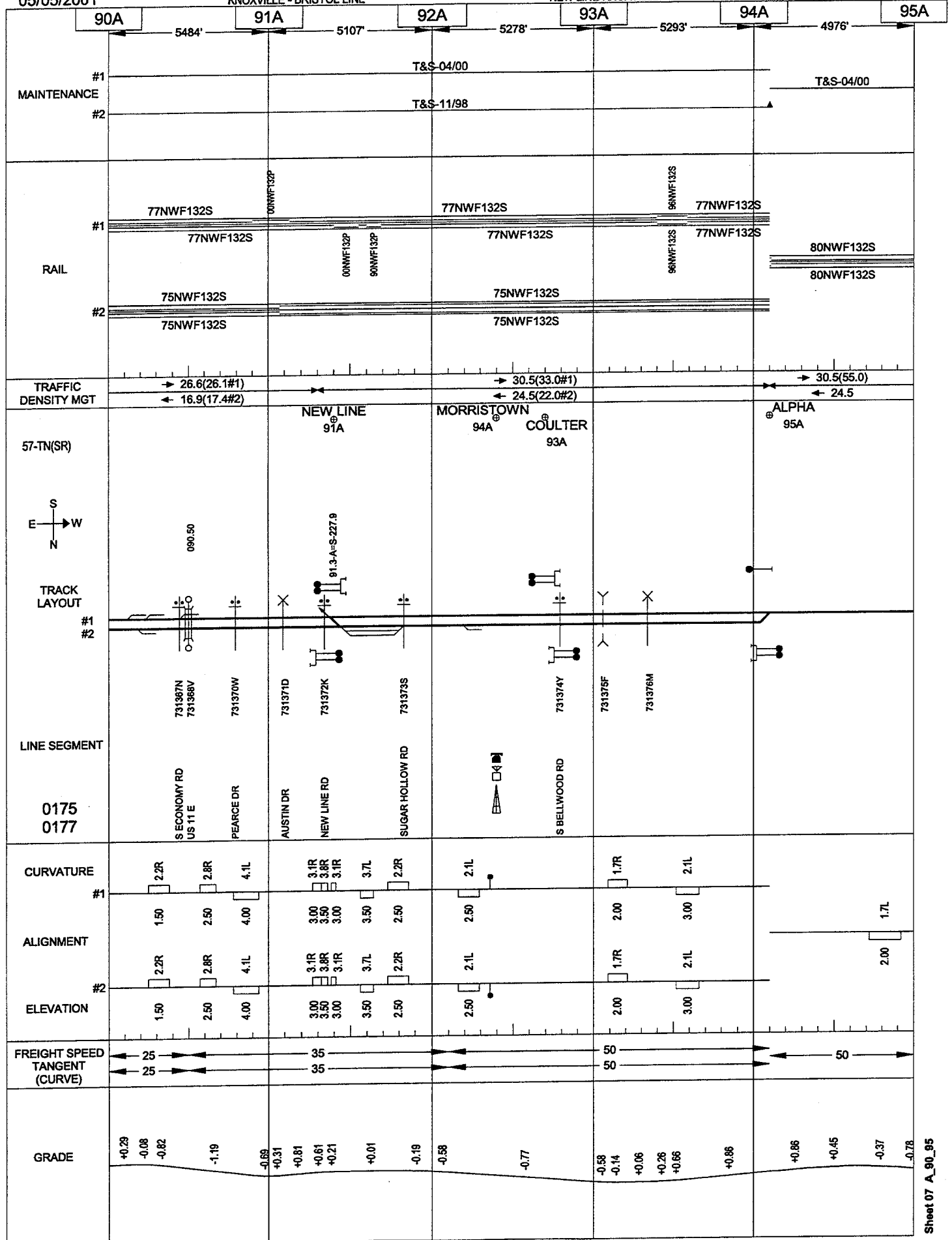


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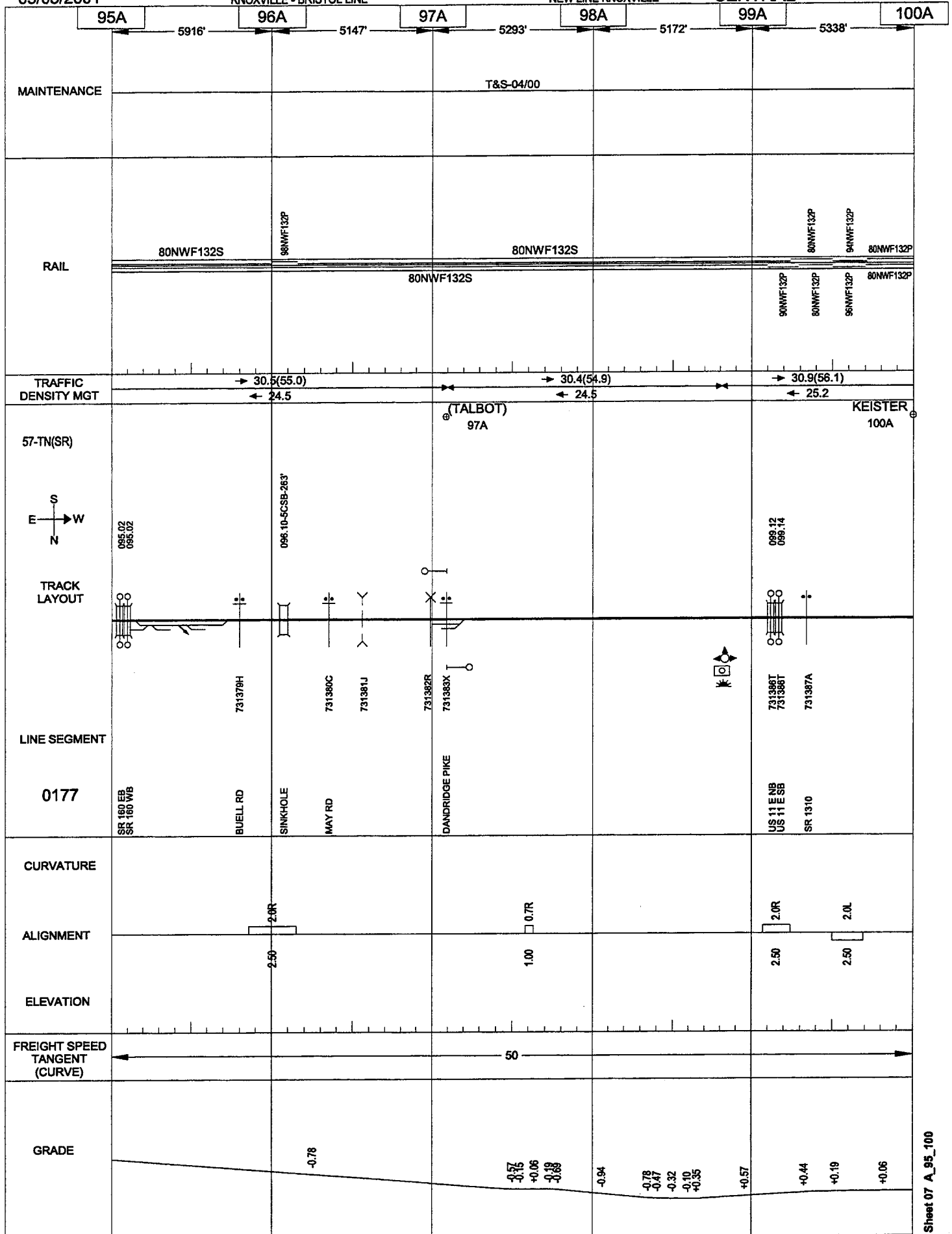


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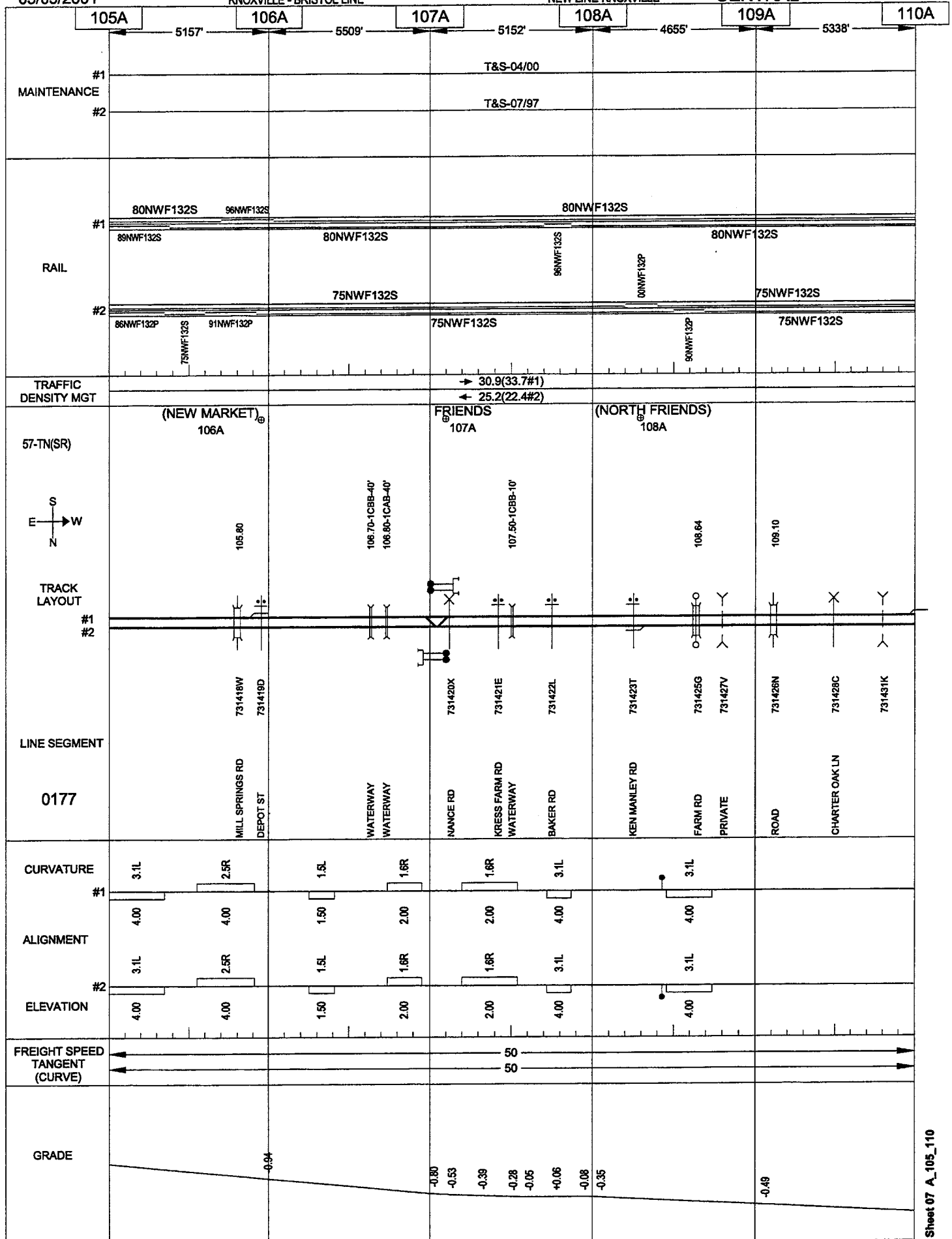


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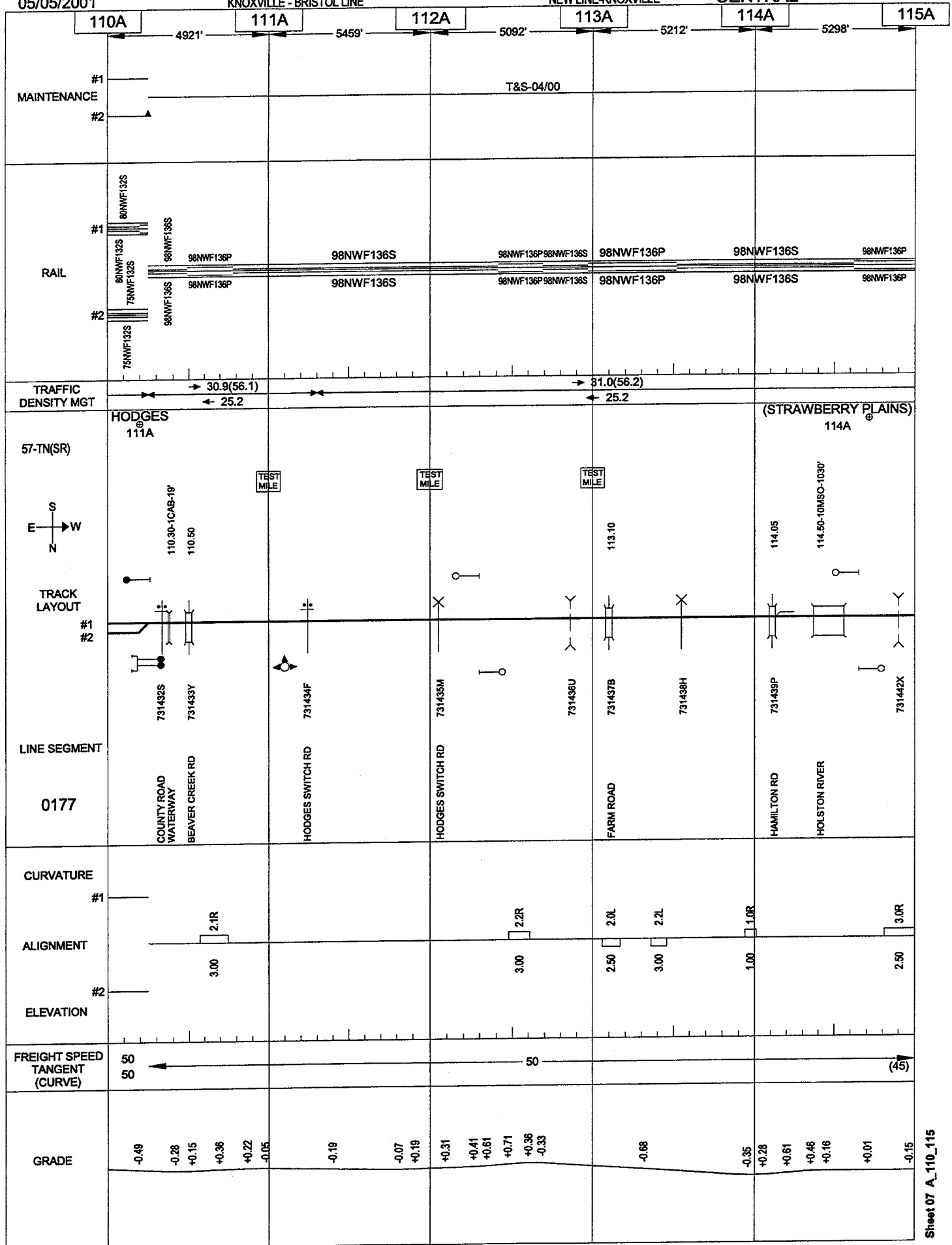


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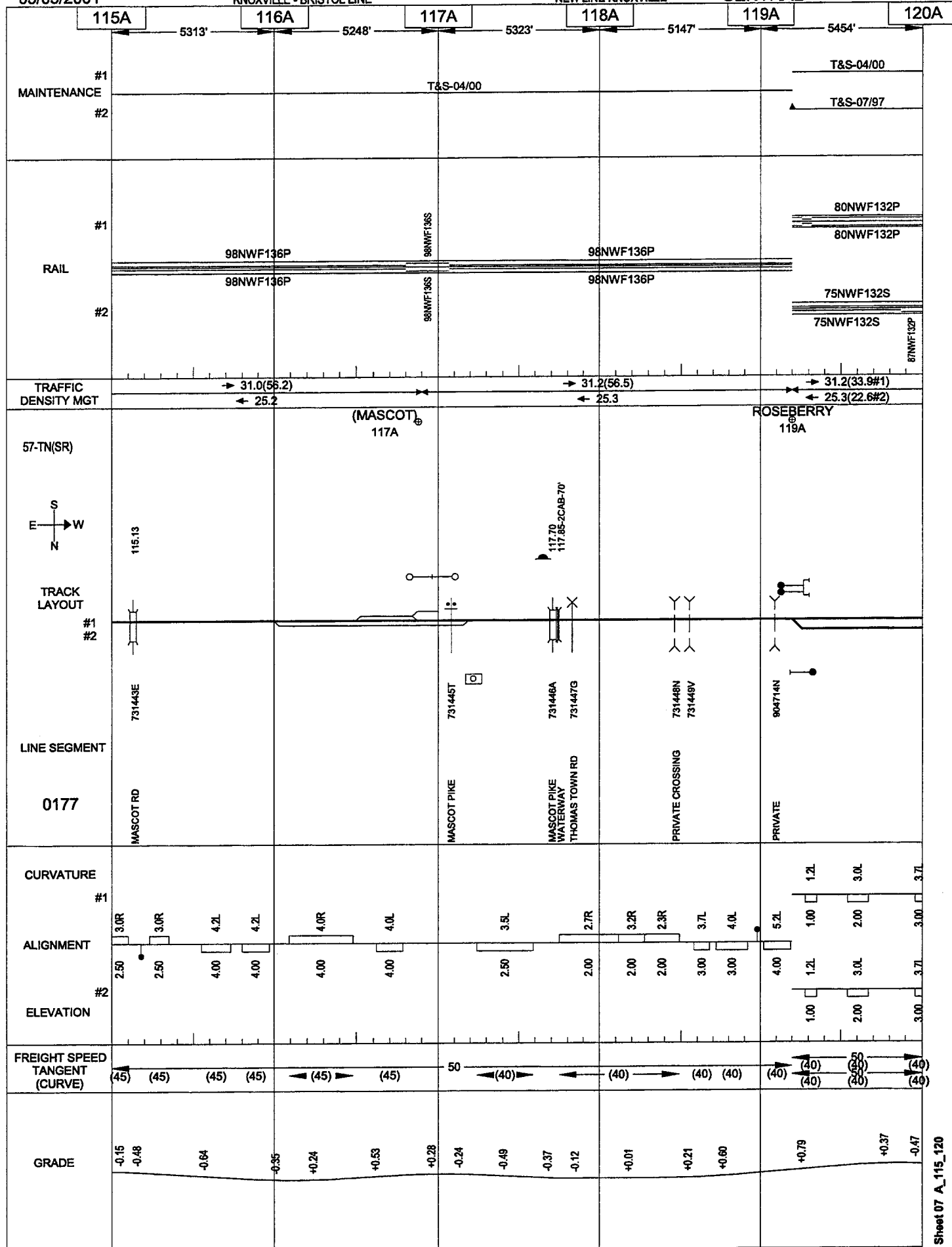


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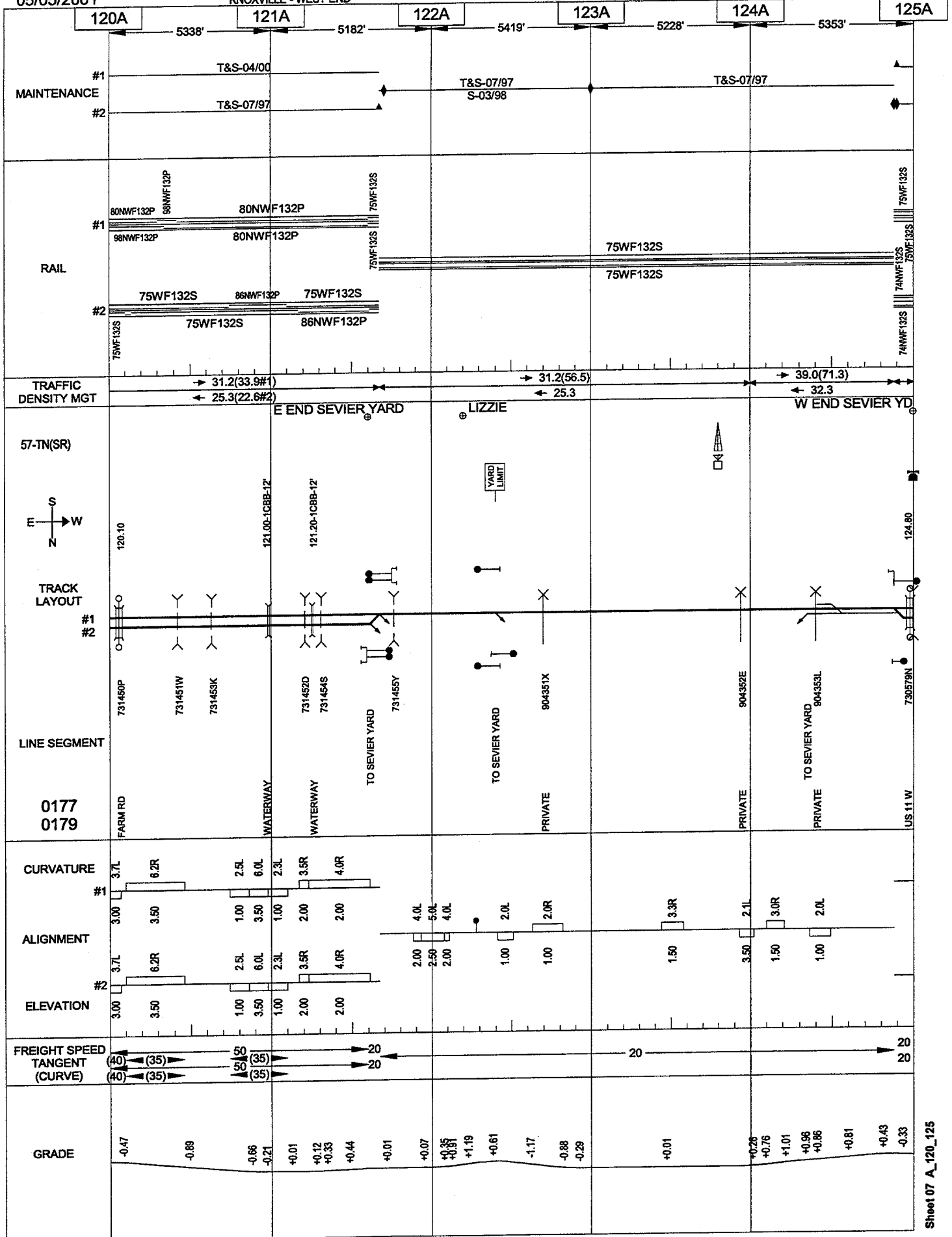


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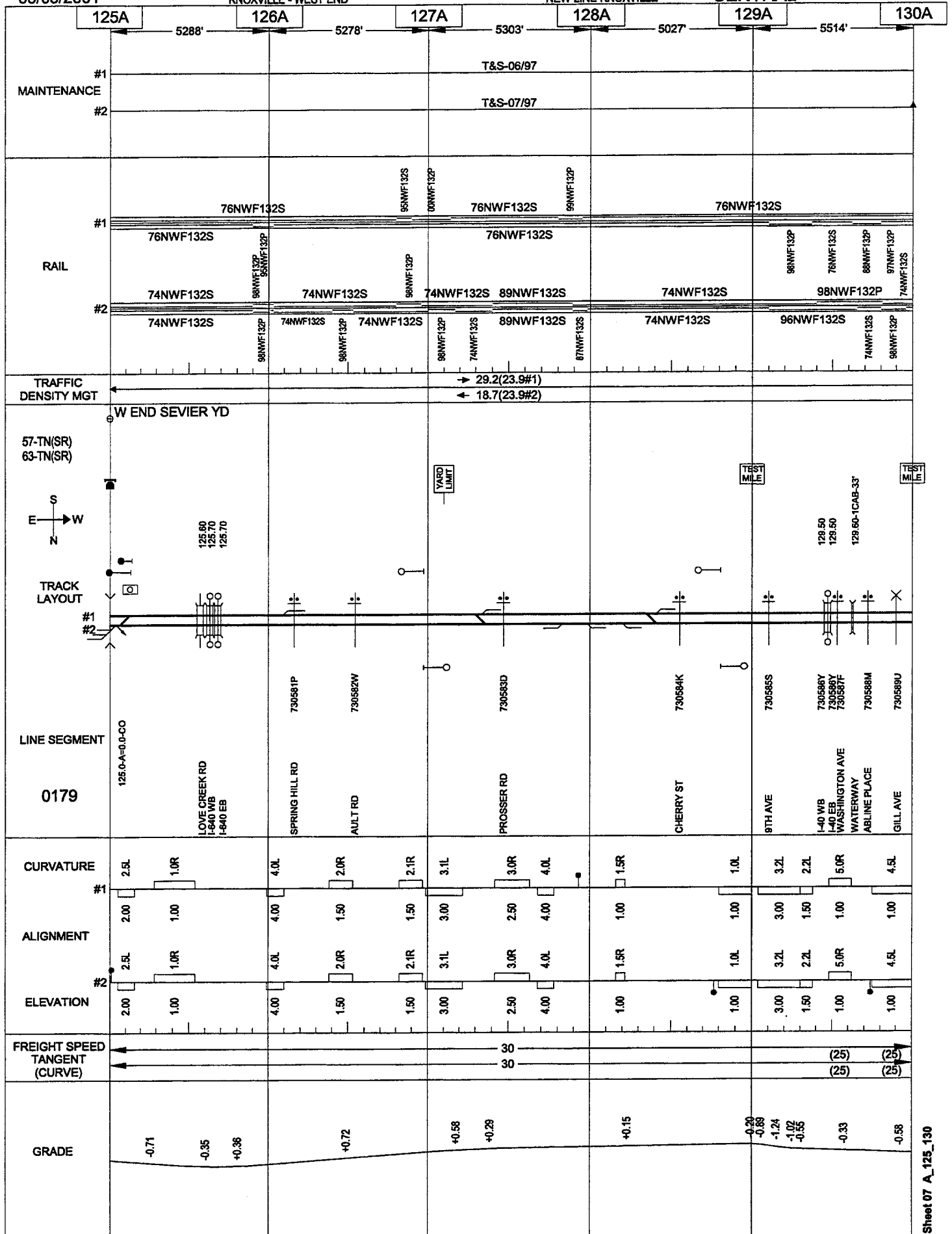


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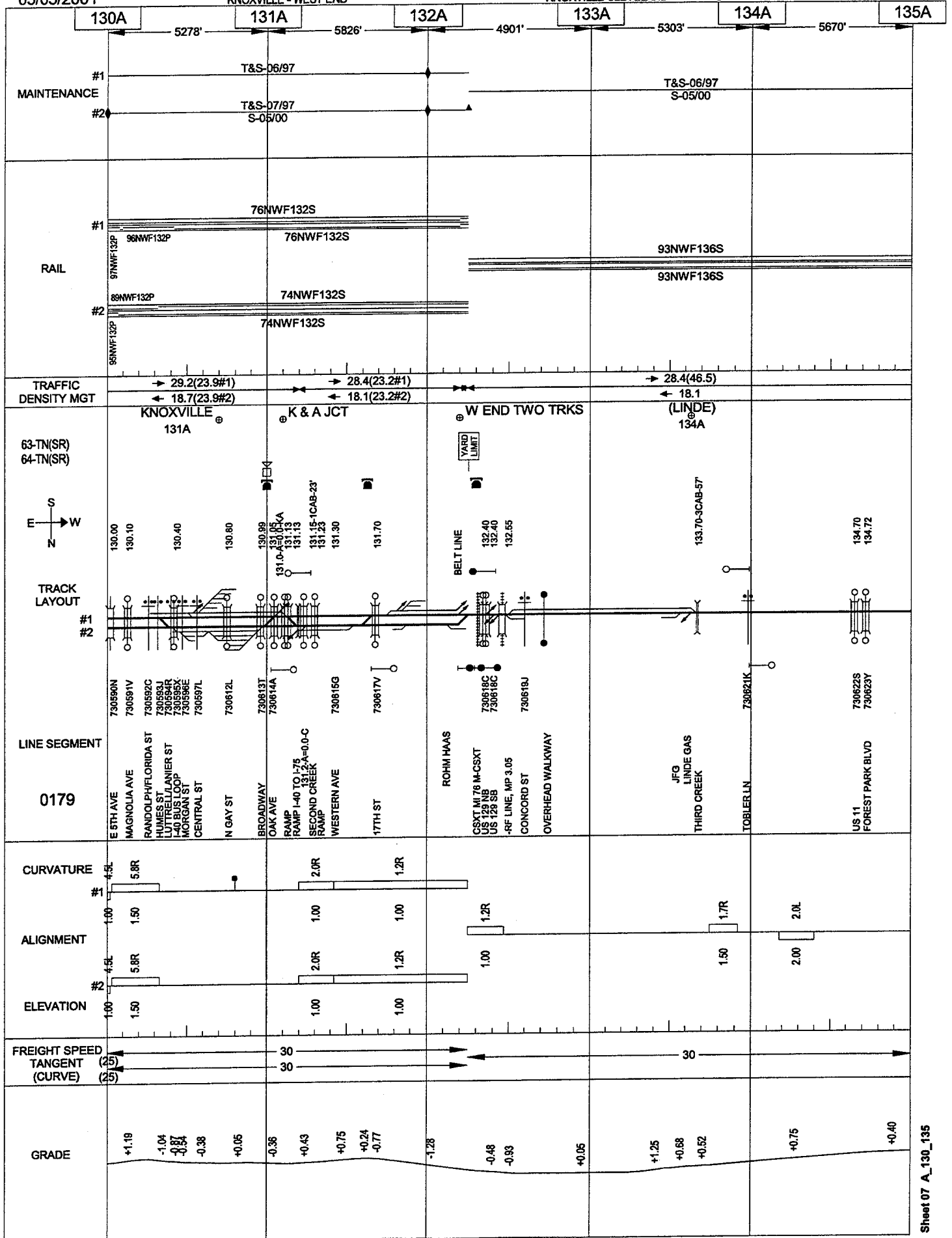


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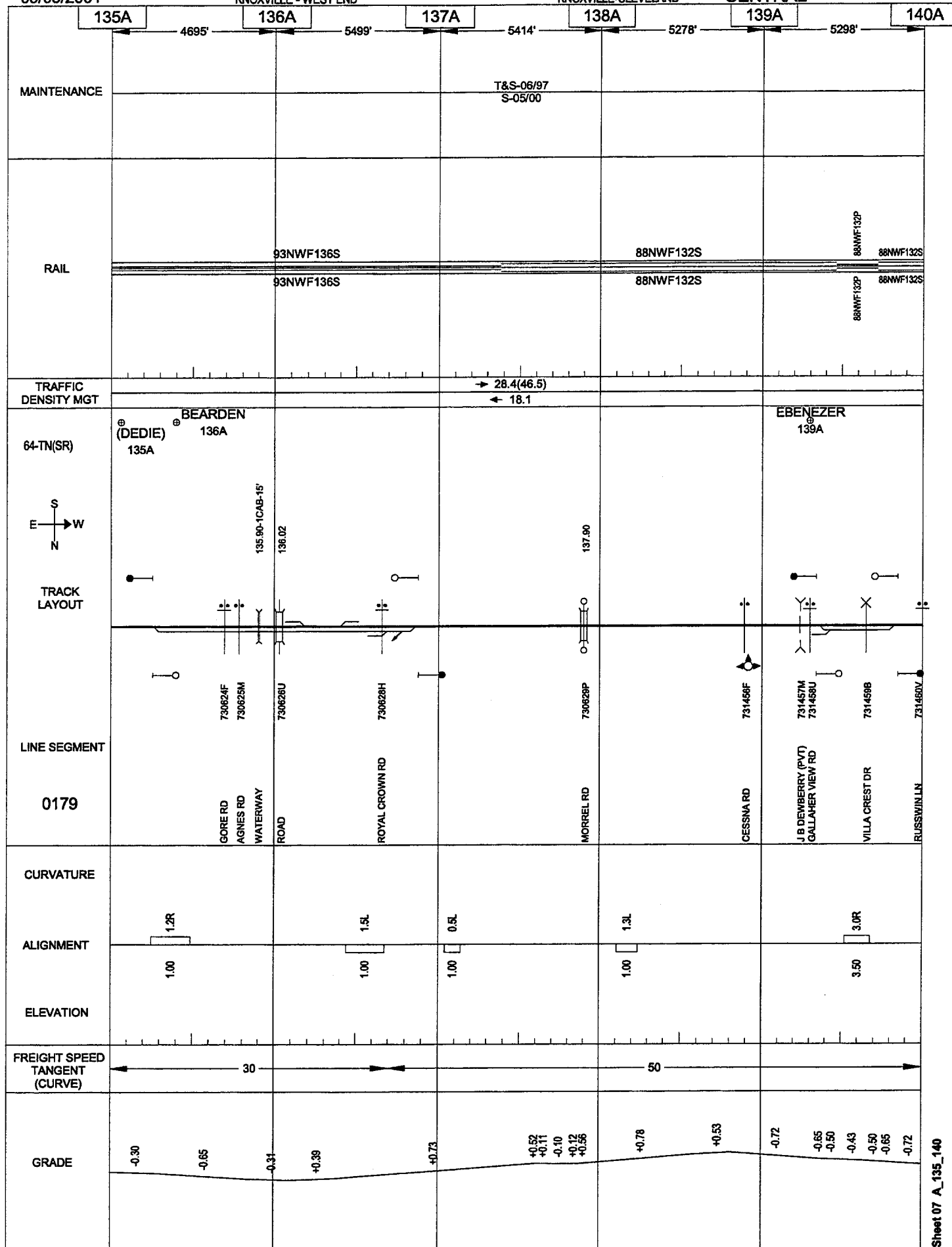


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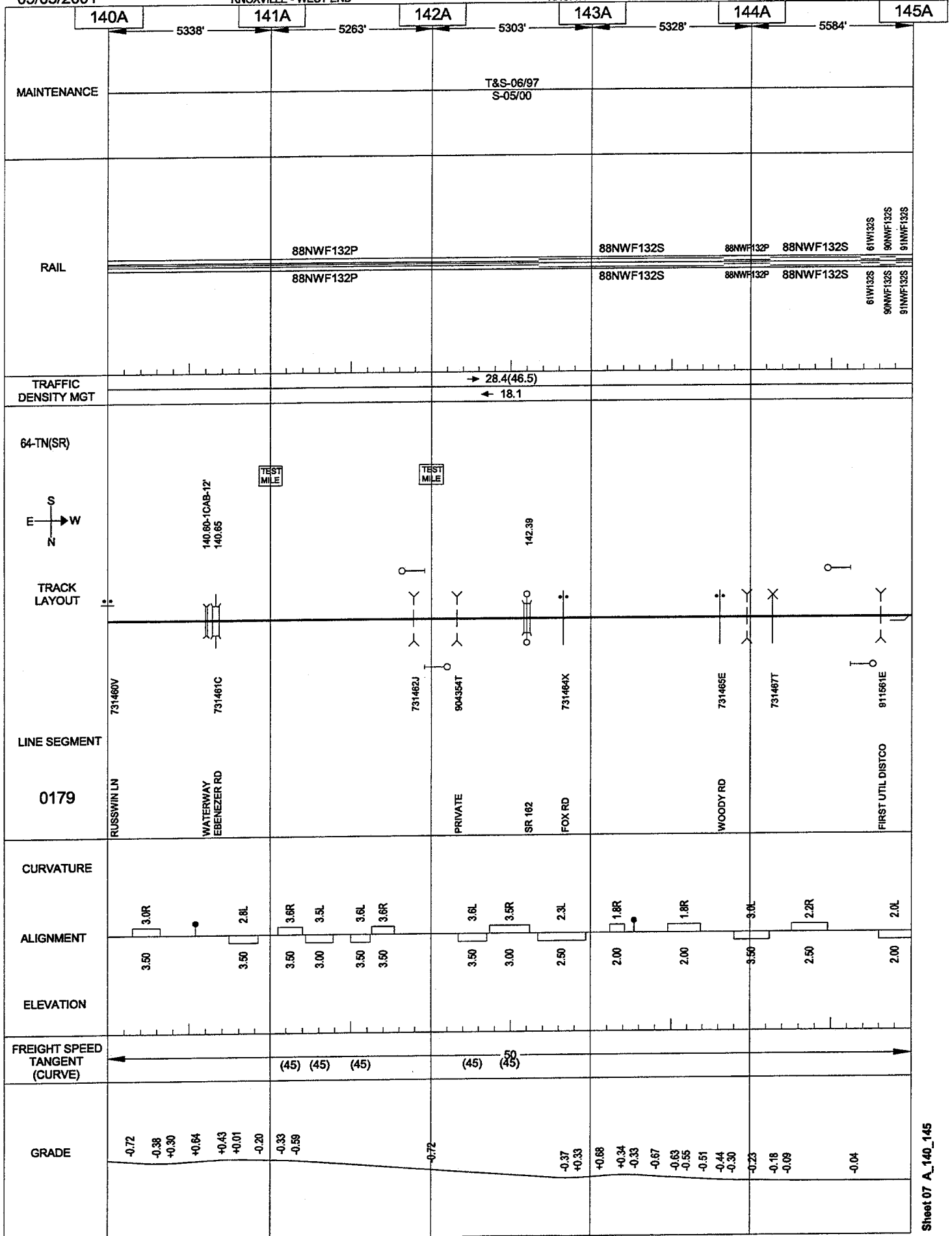


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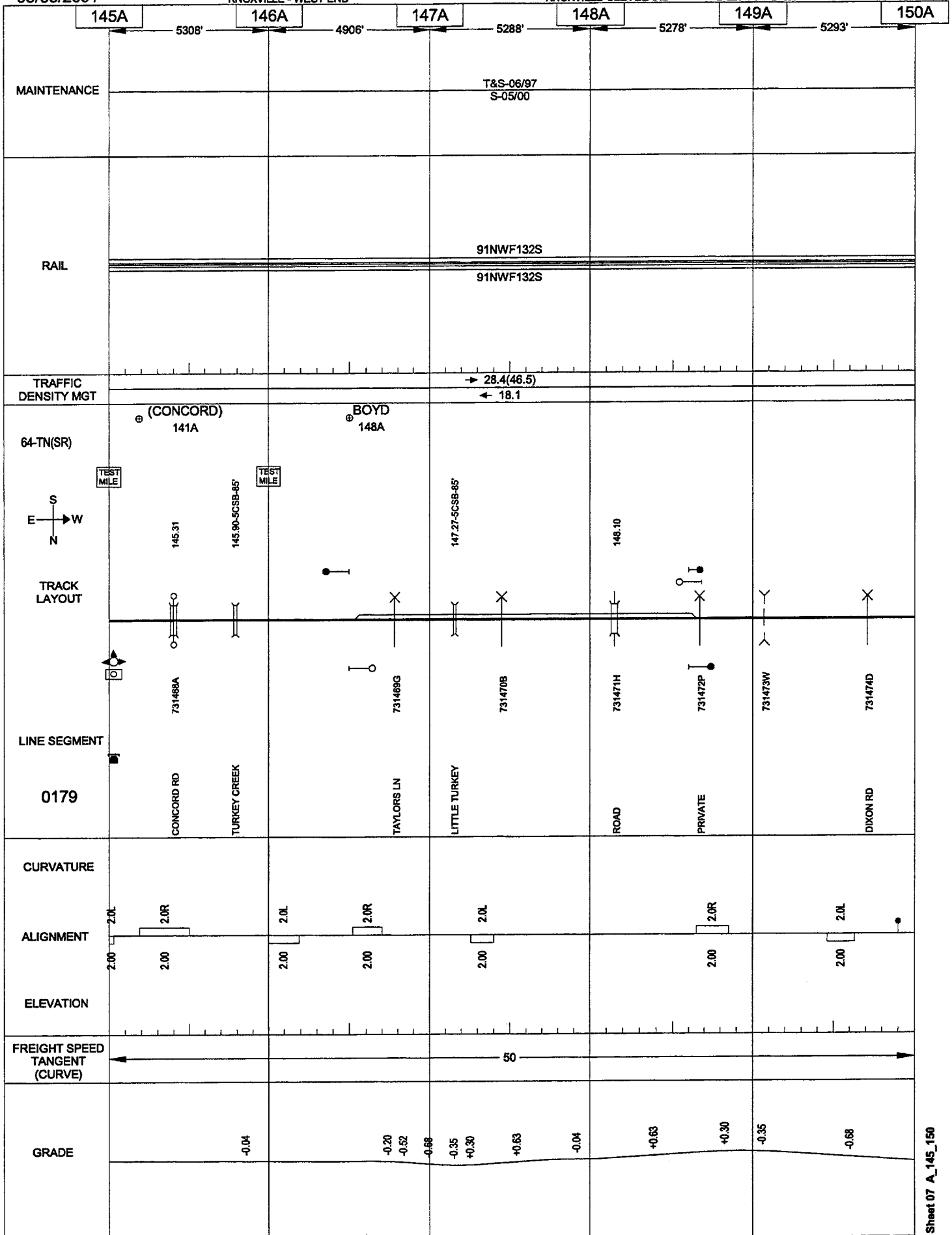


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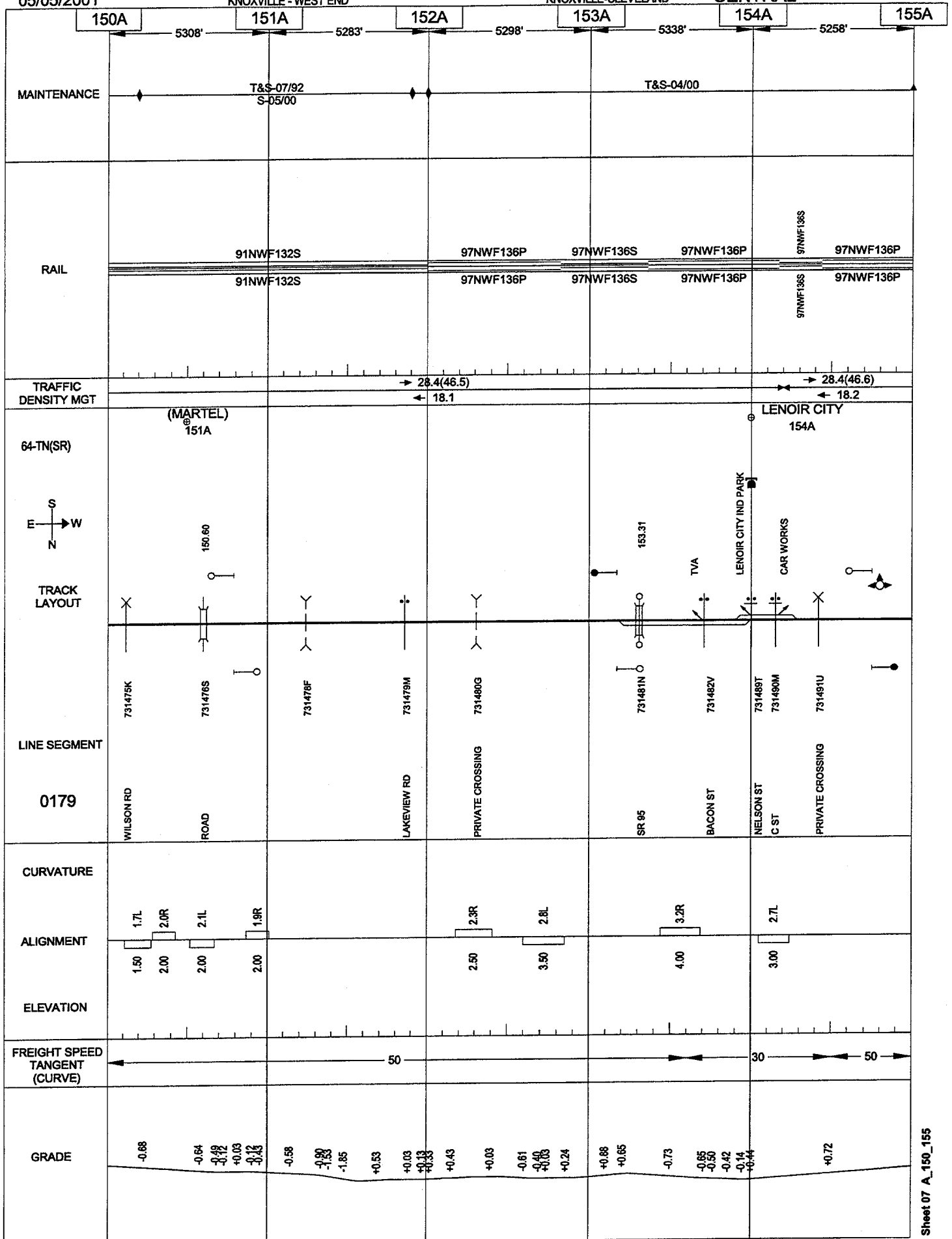


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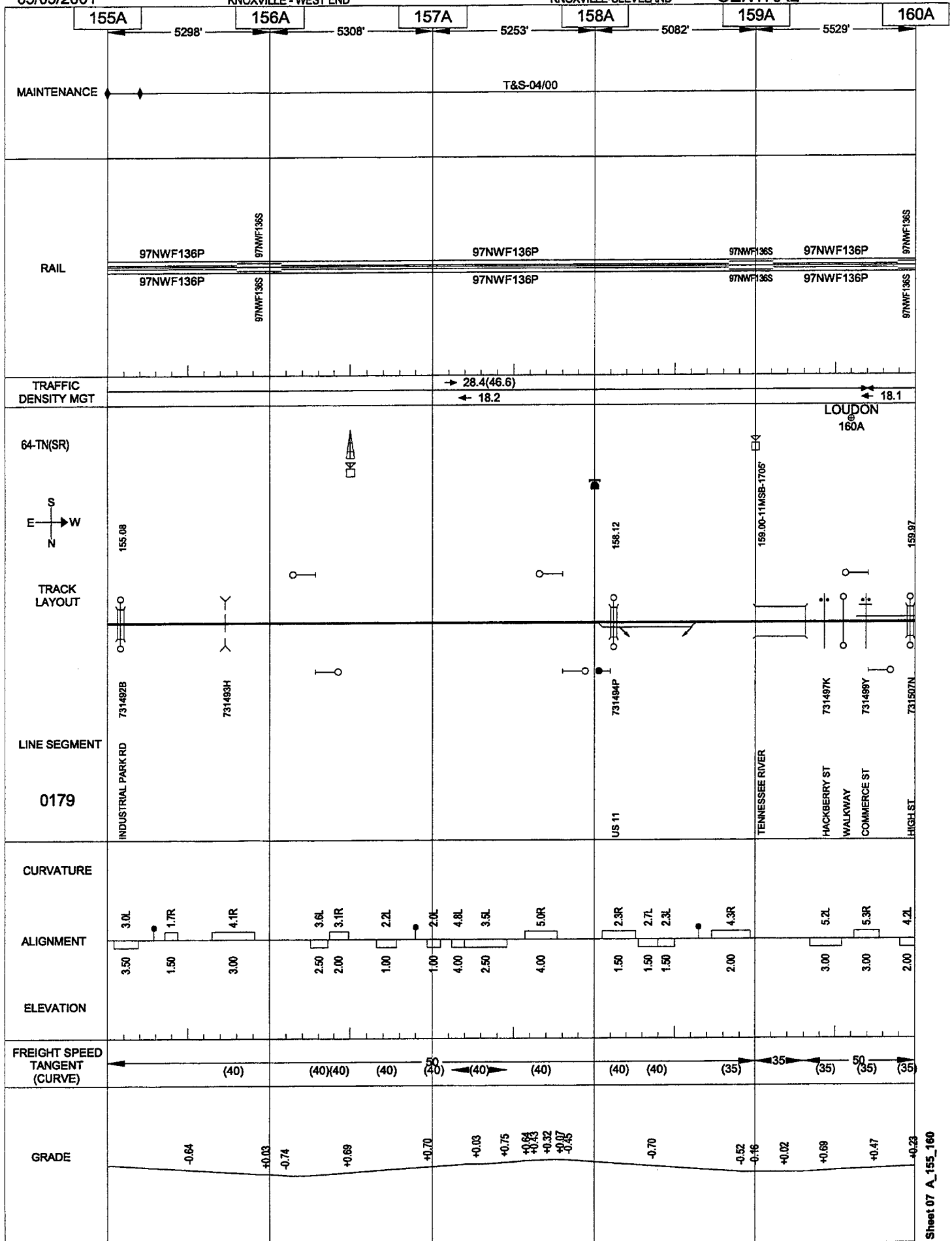


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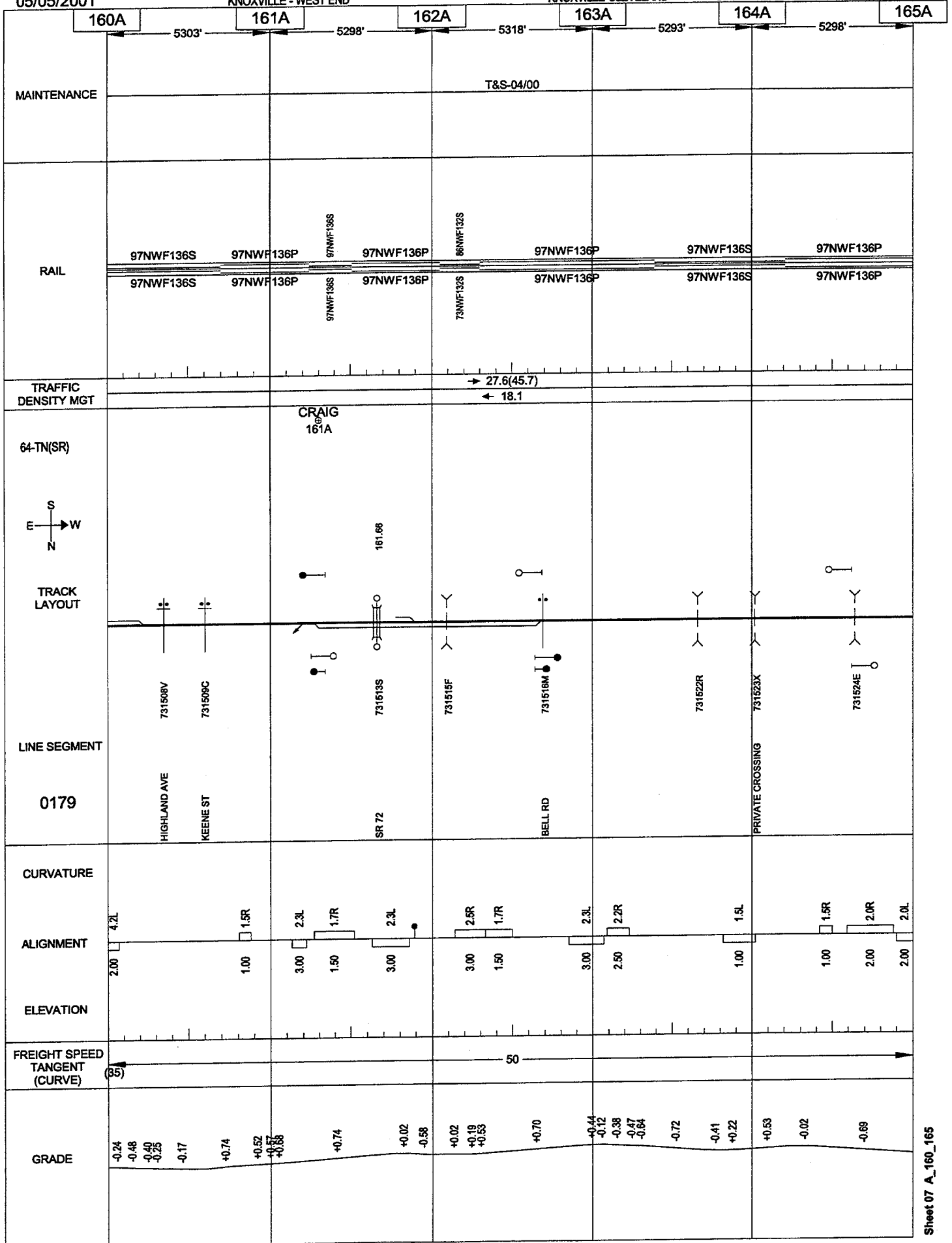


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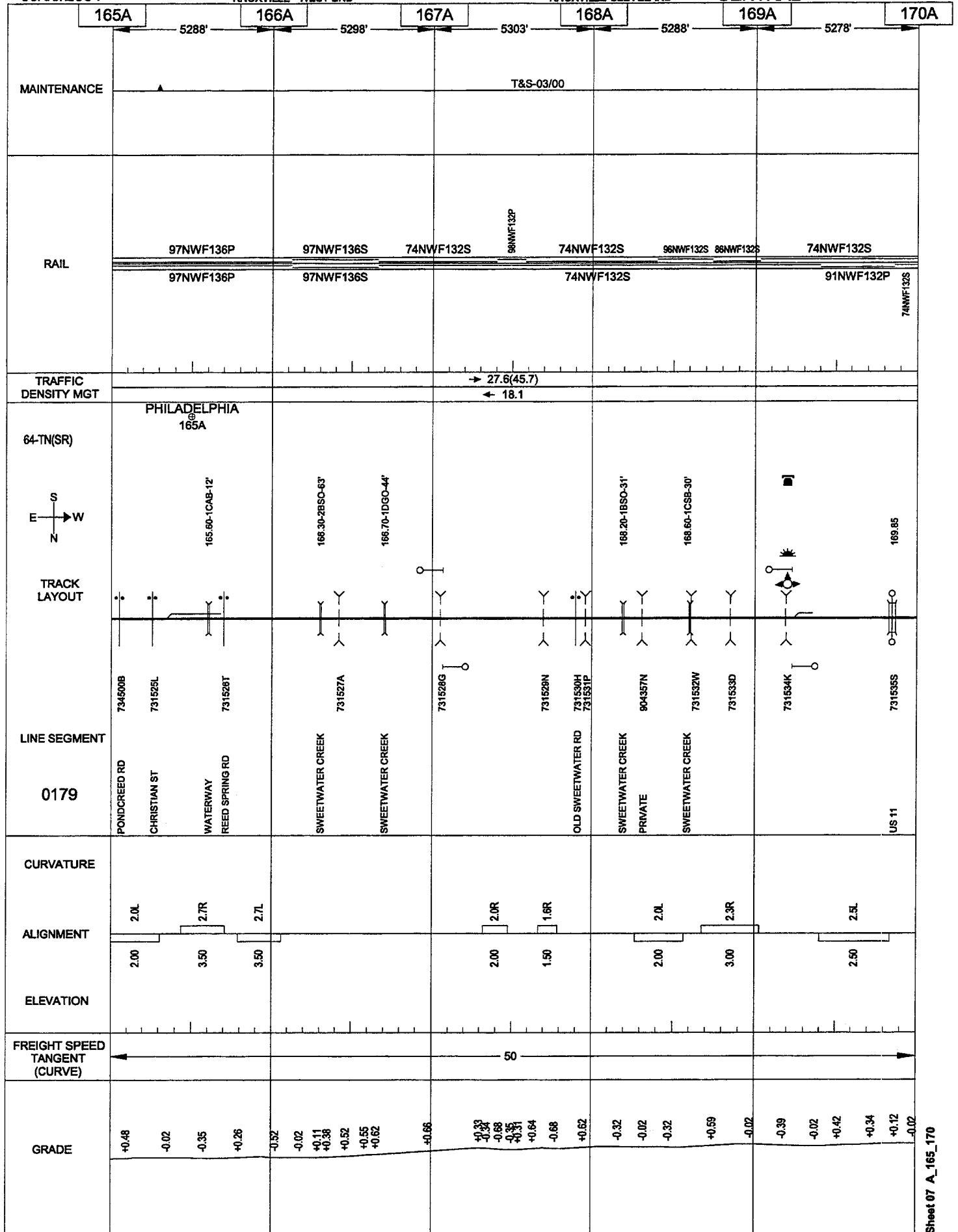


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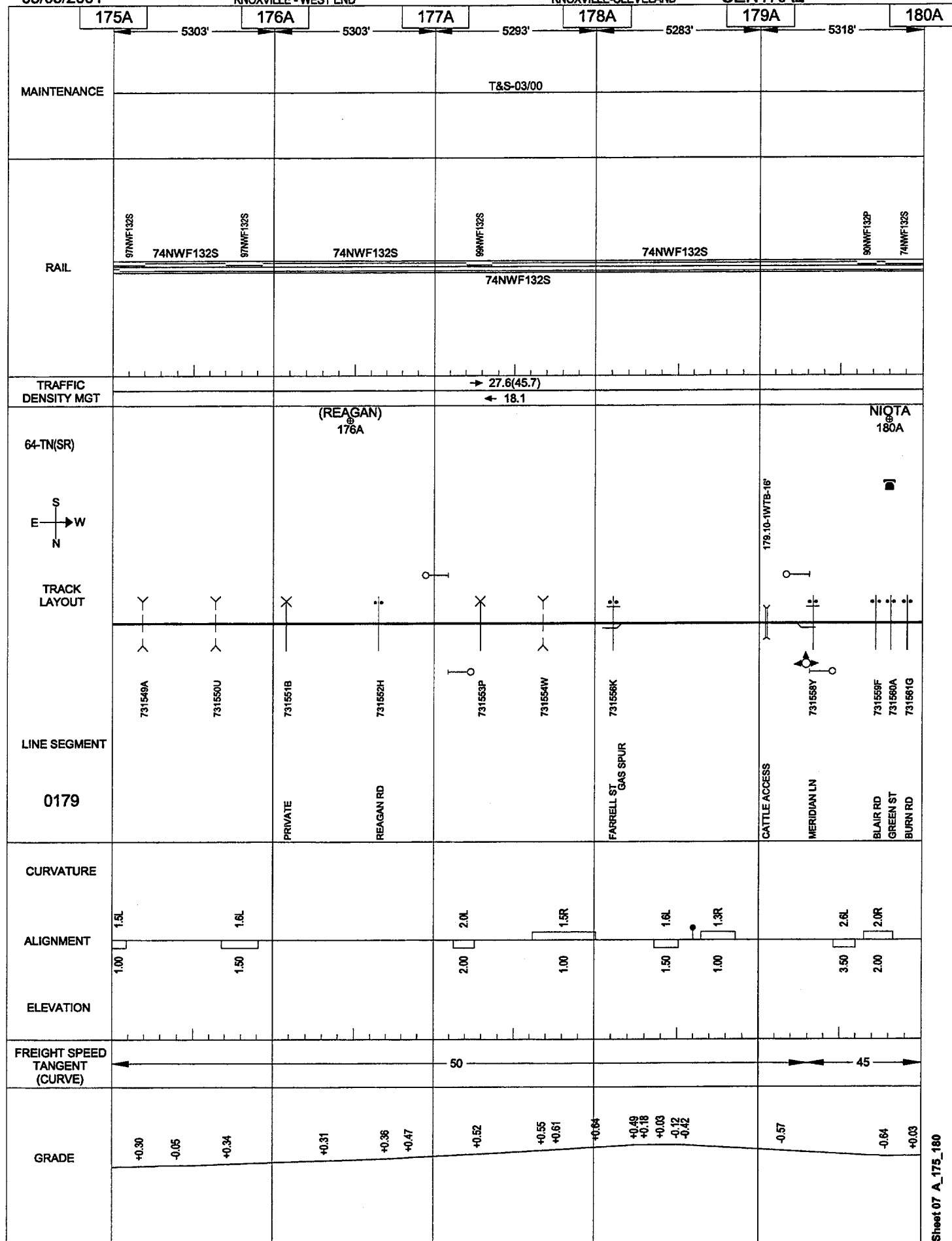
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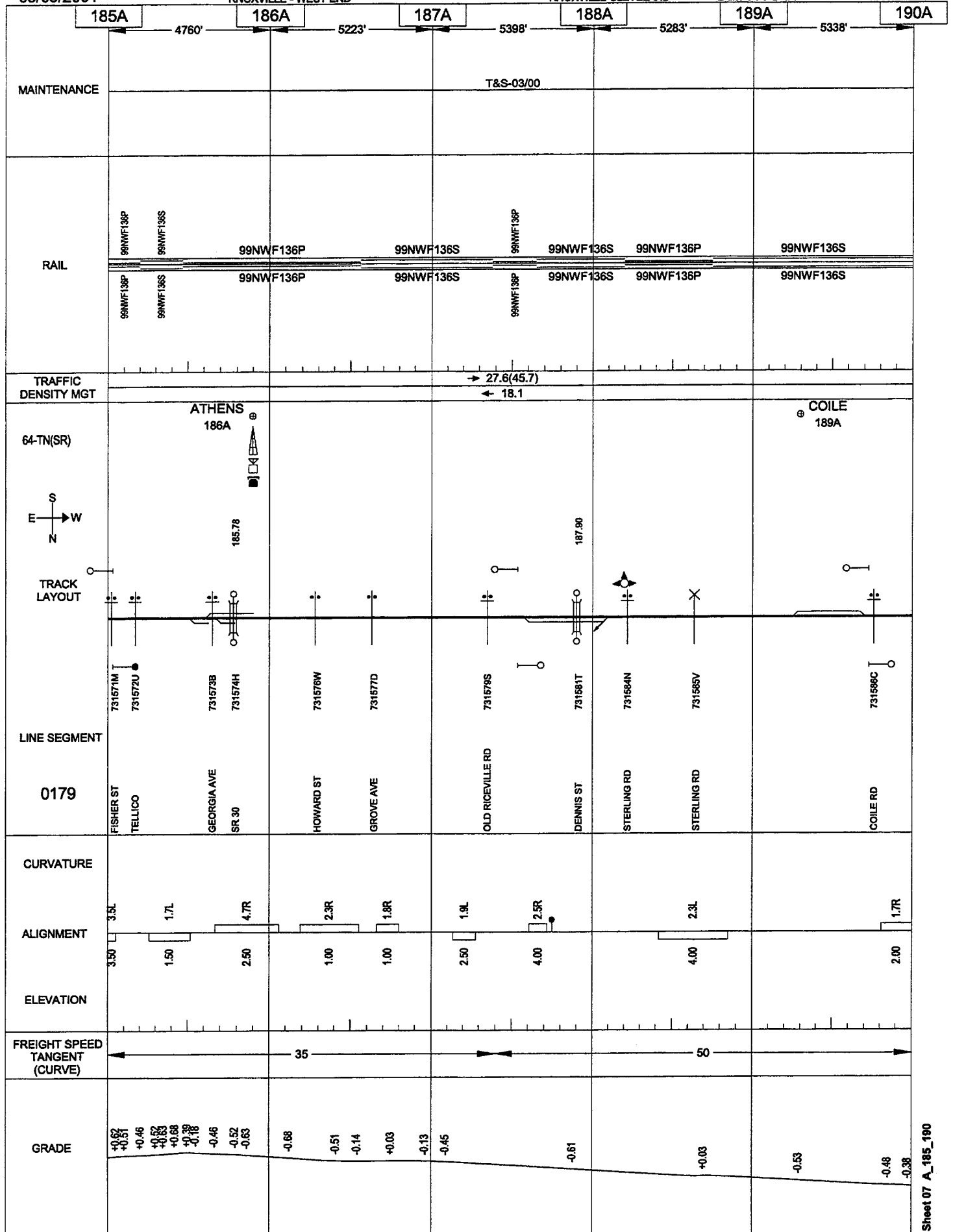
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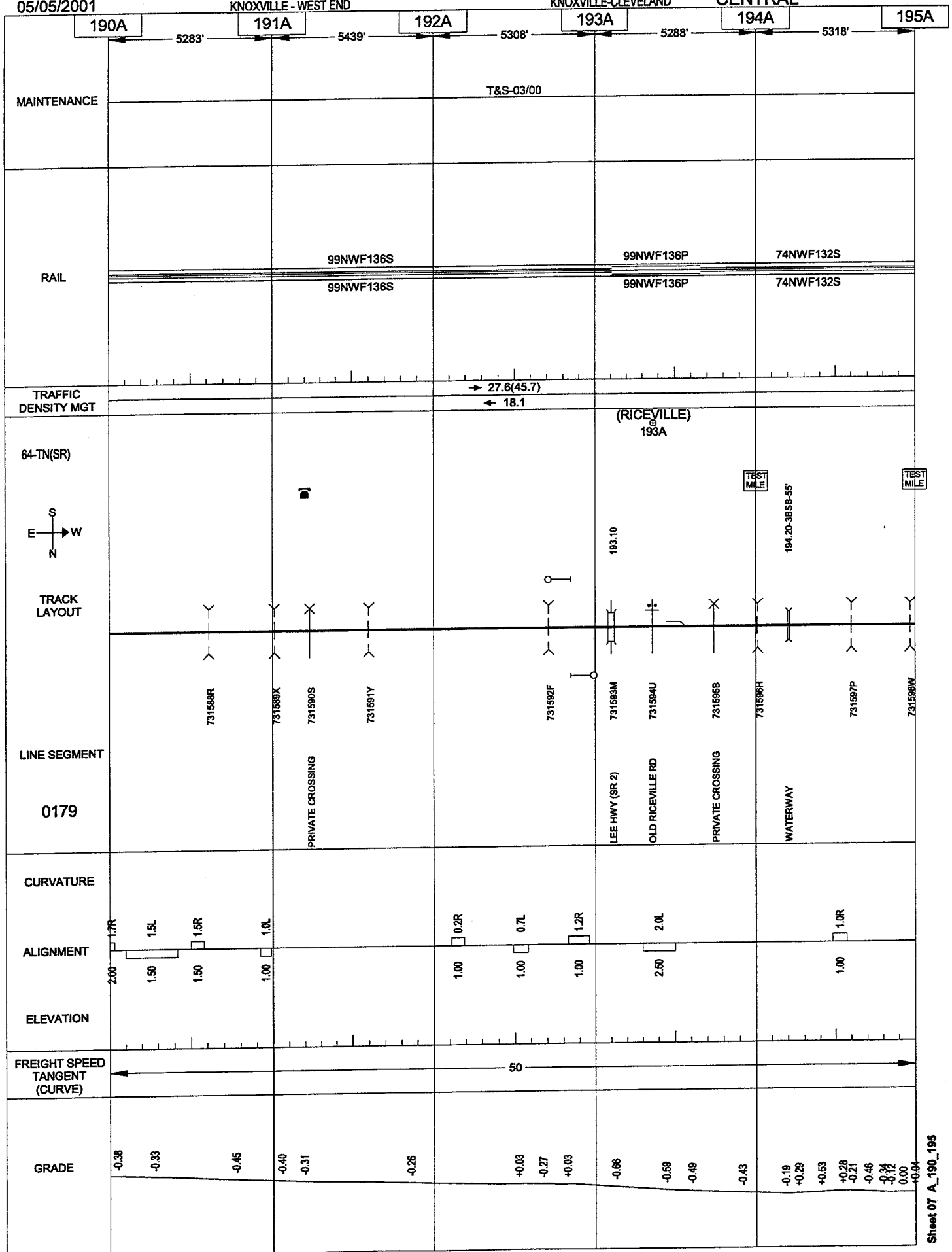


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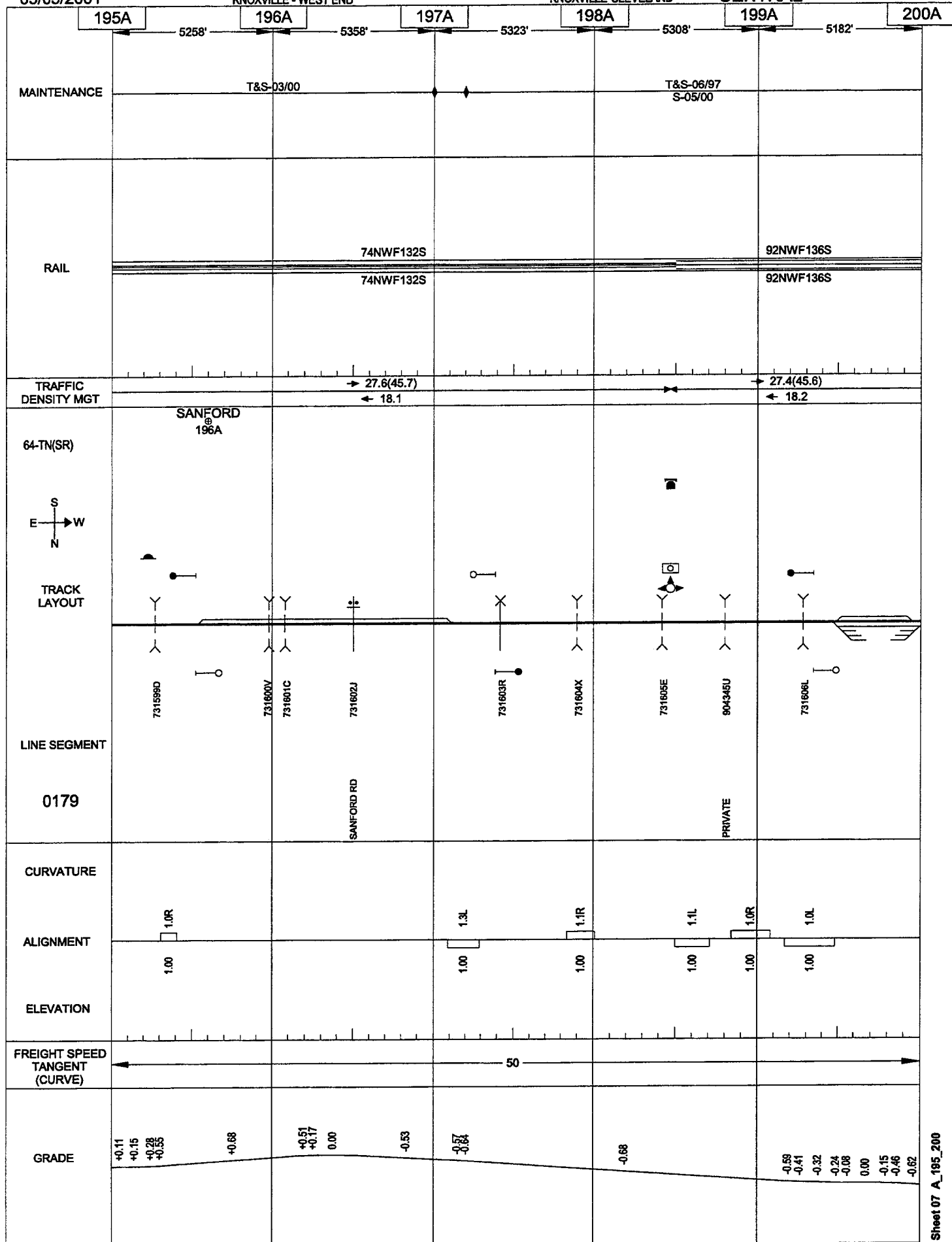


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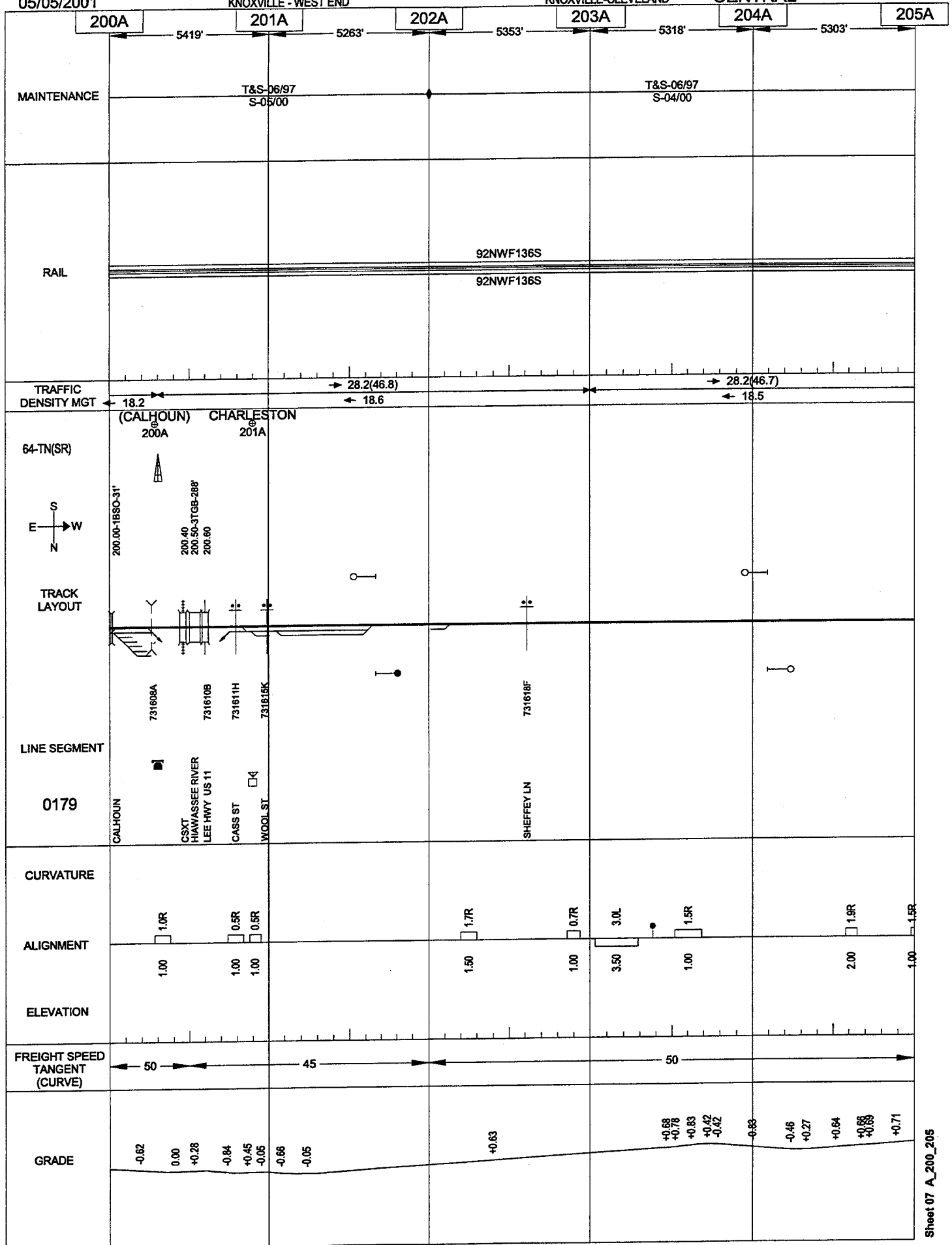


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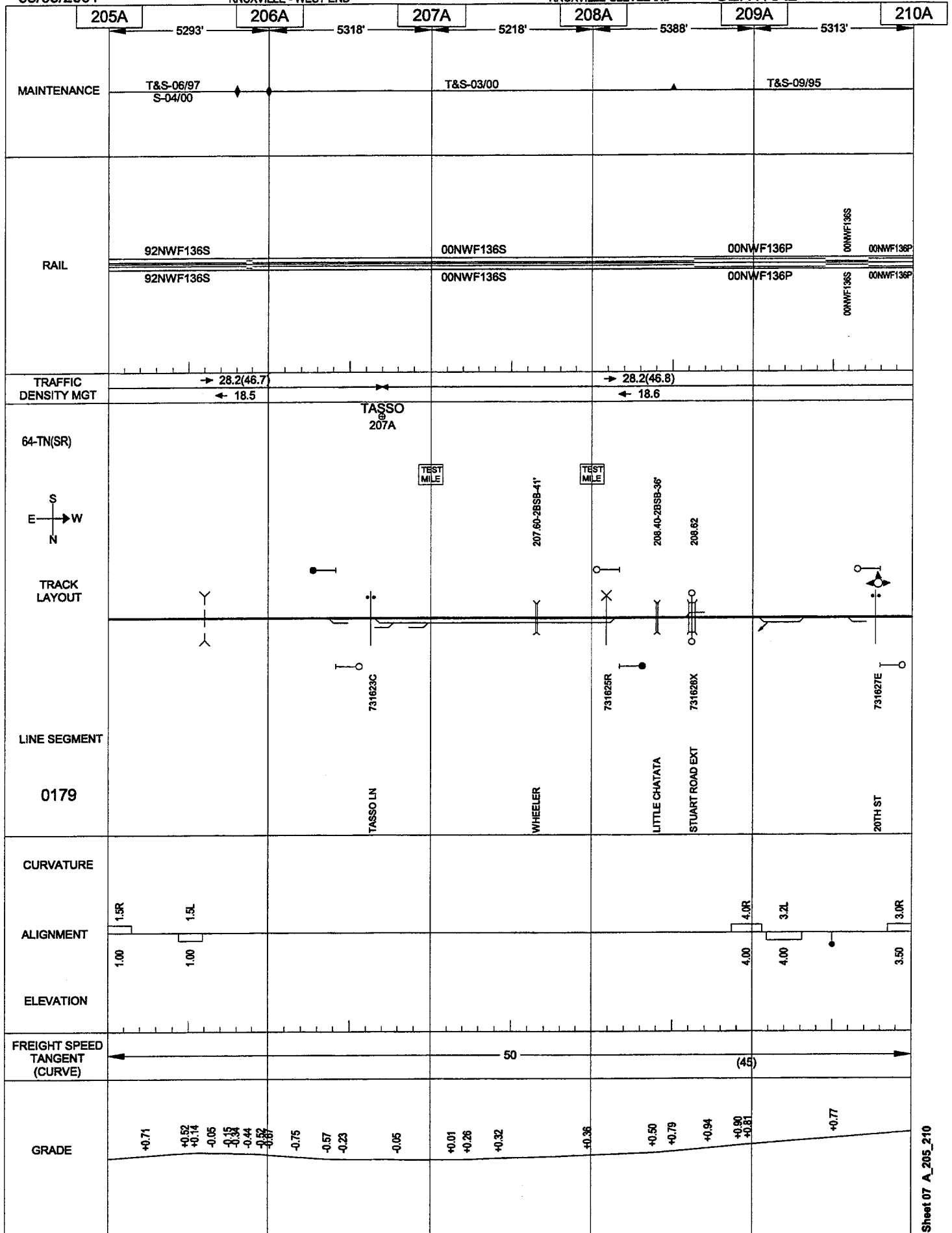


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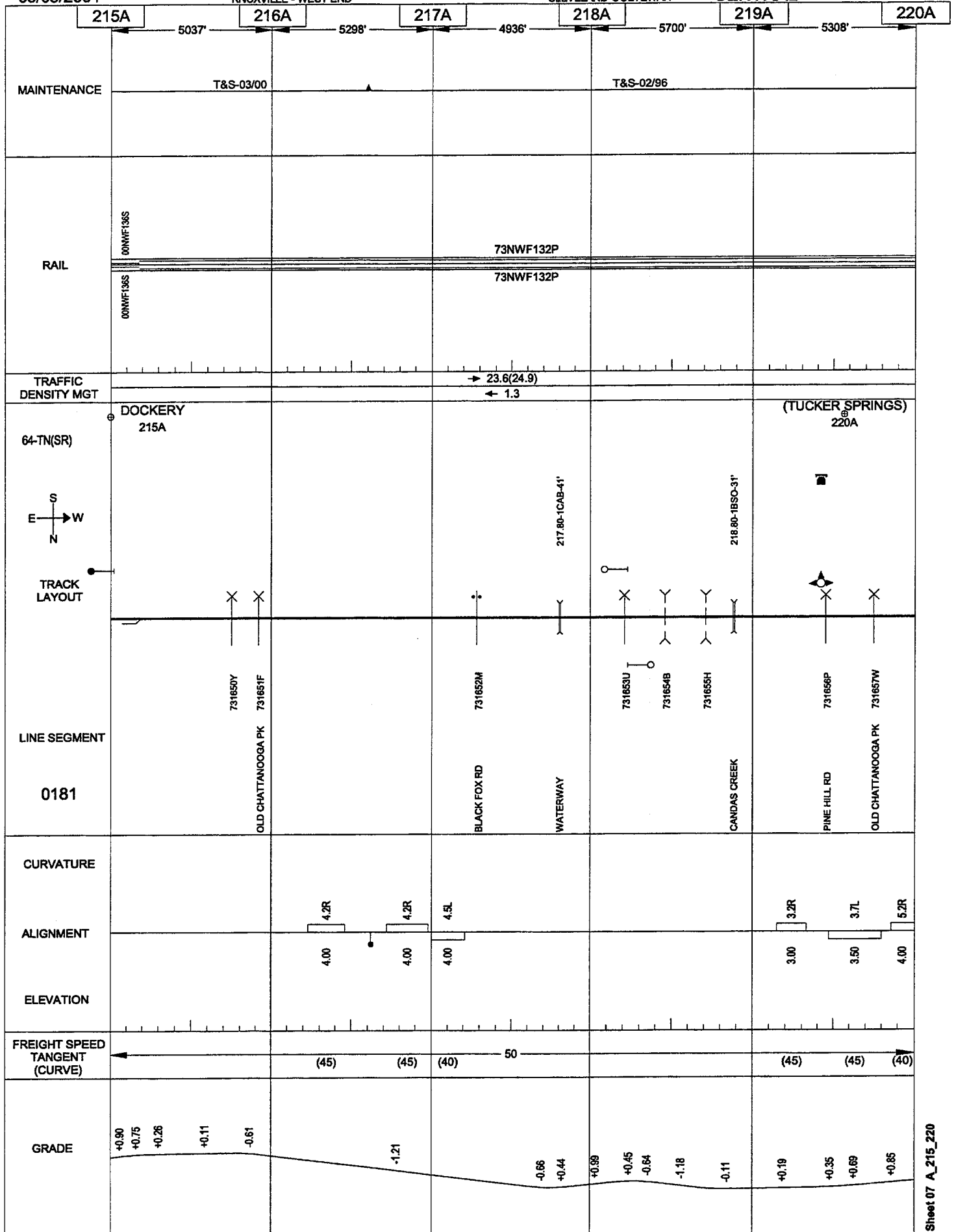
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CLEVELAND-OOLTEWAH

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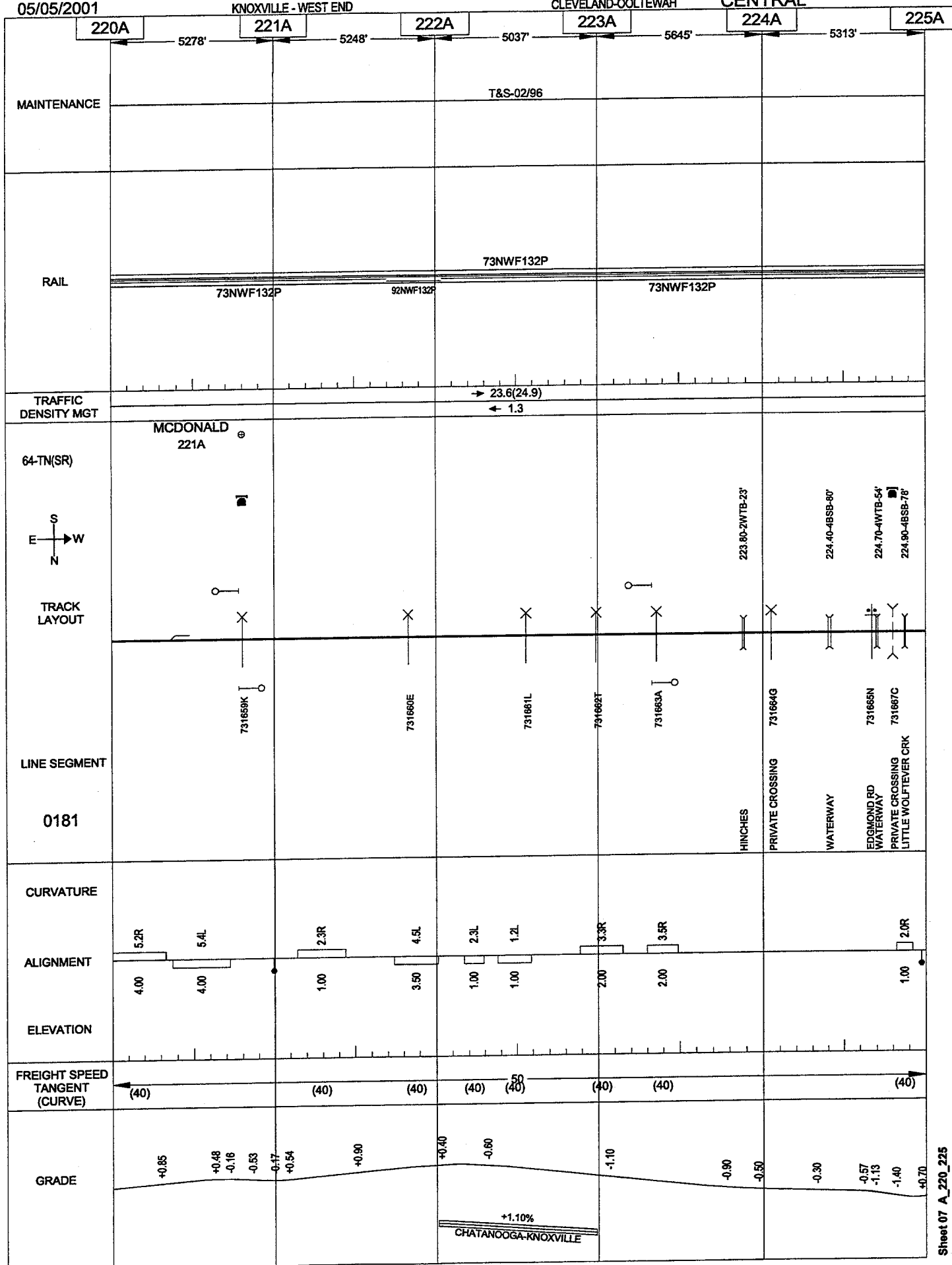


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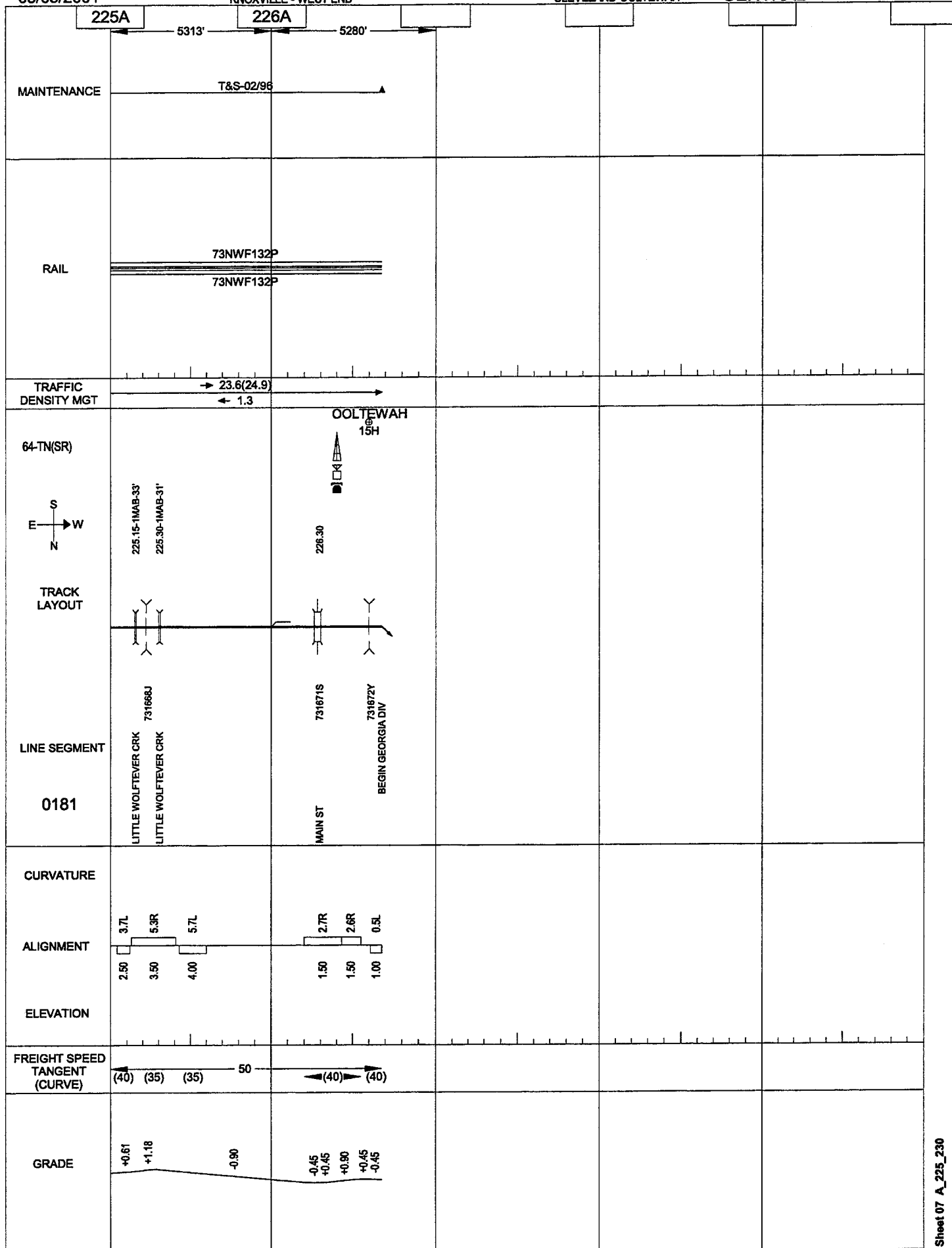


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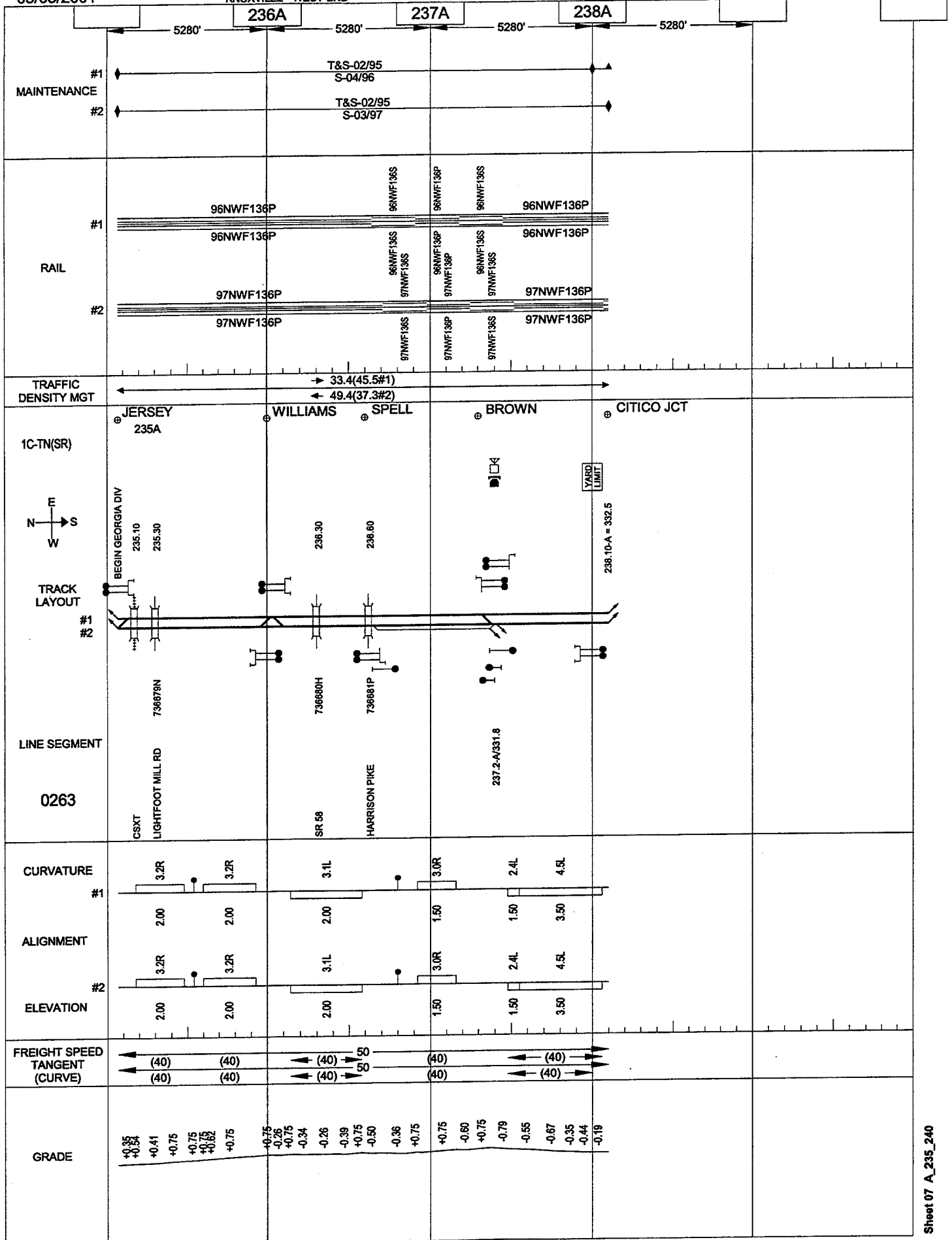


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KNOXVILLE - WEST END

JERSEY-CITICO JCT

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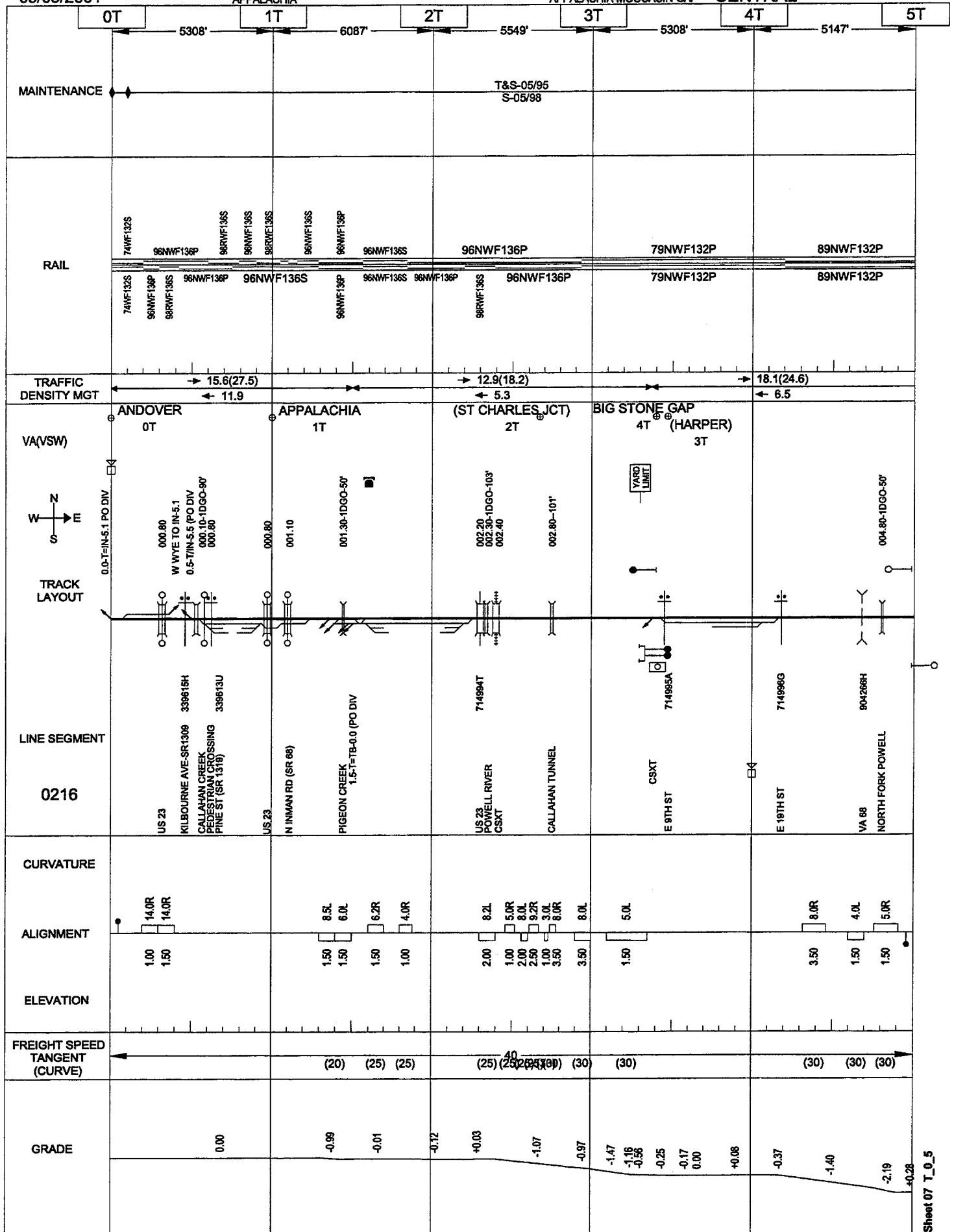


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APPALACHIA

APPALACHIA-MOCCASIN GAP

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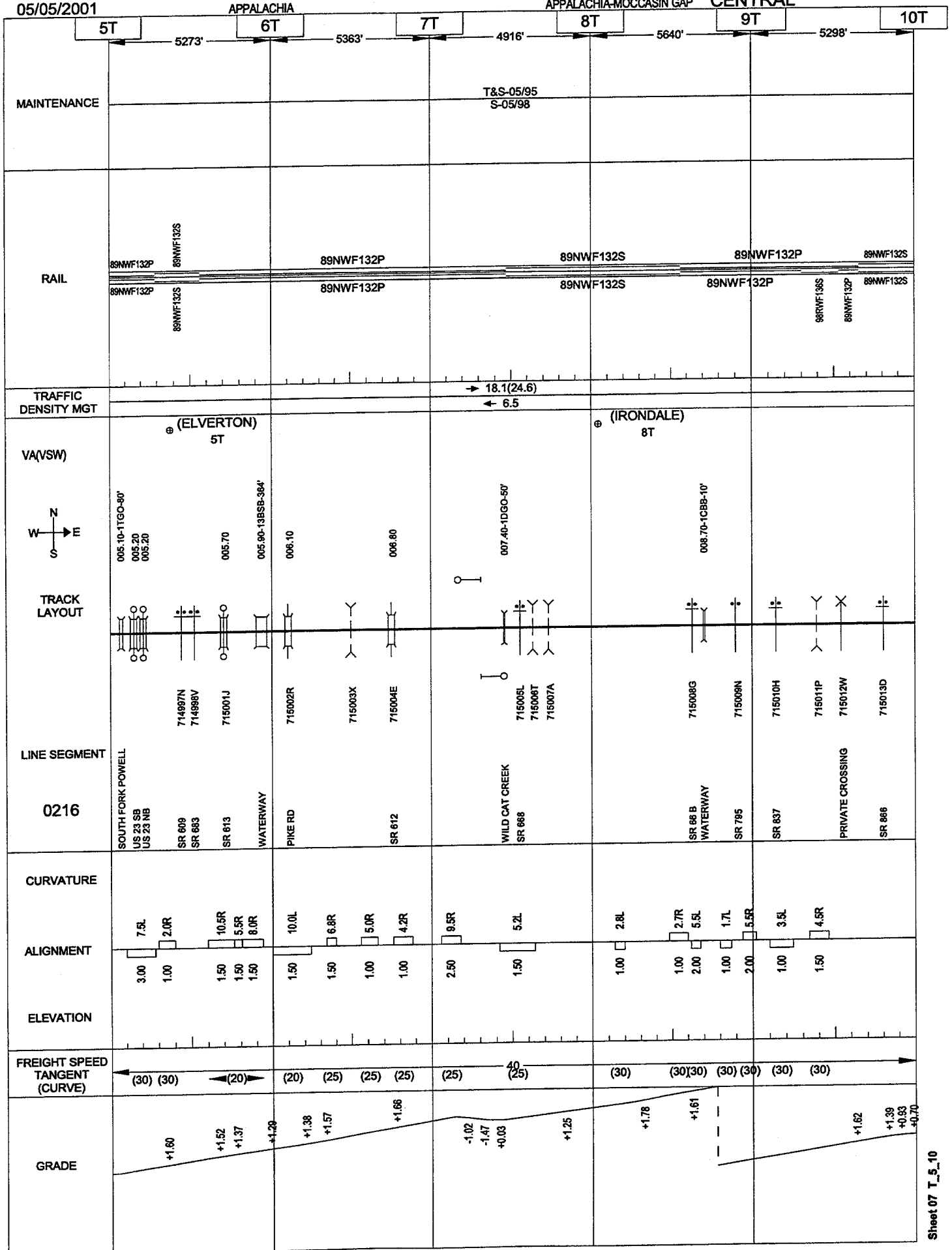


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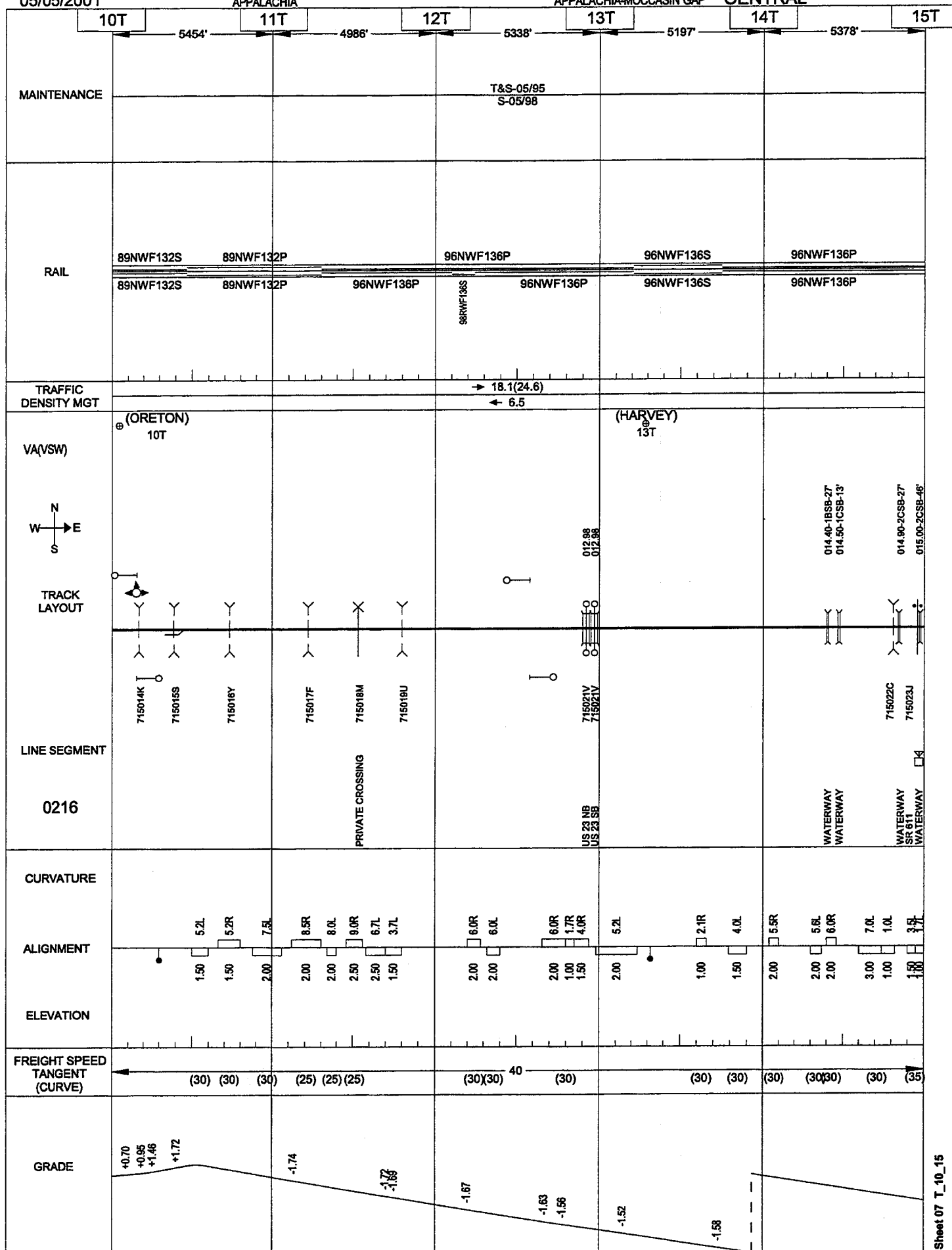


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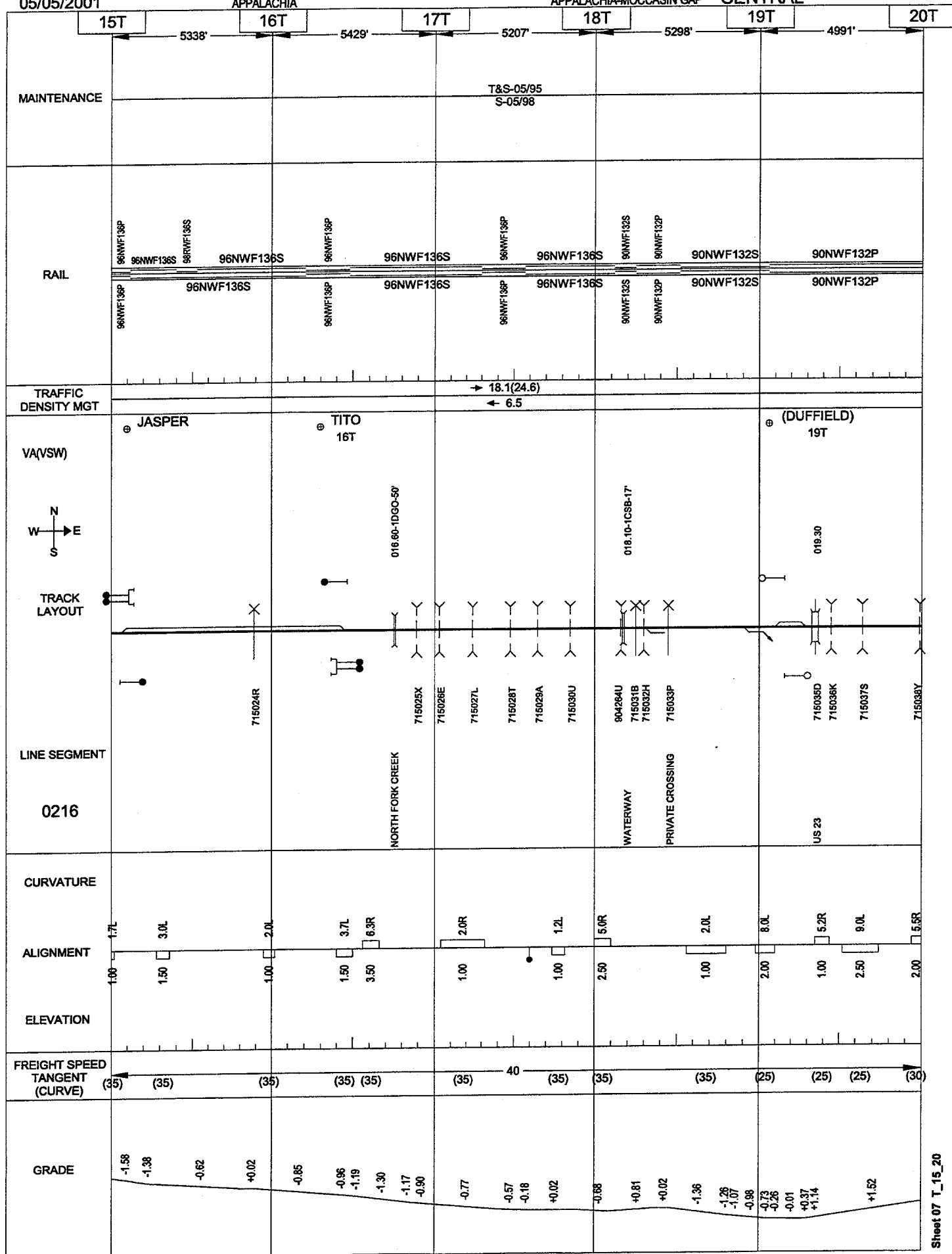


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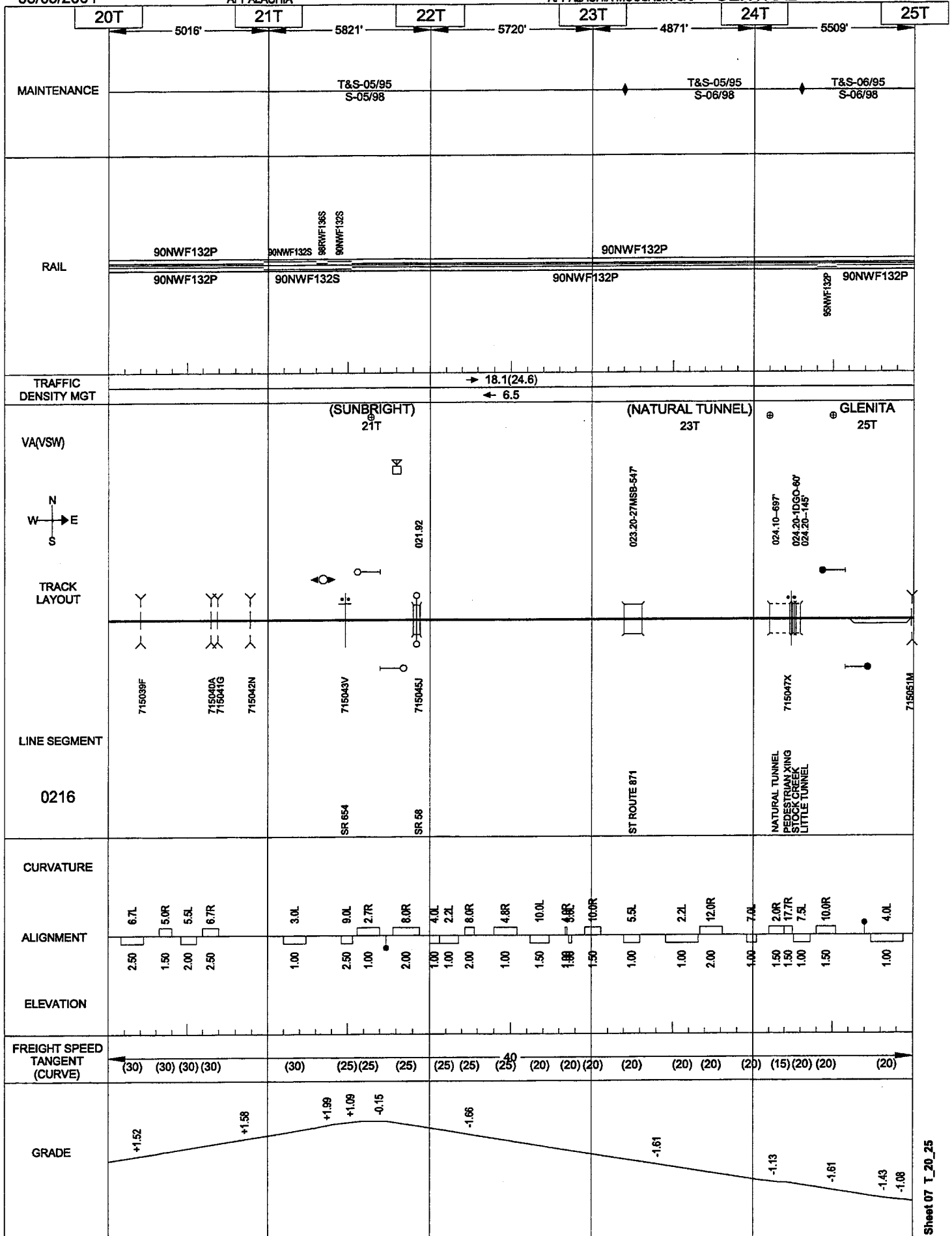


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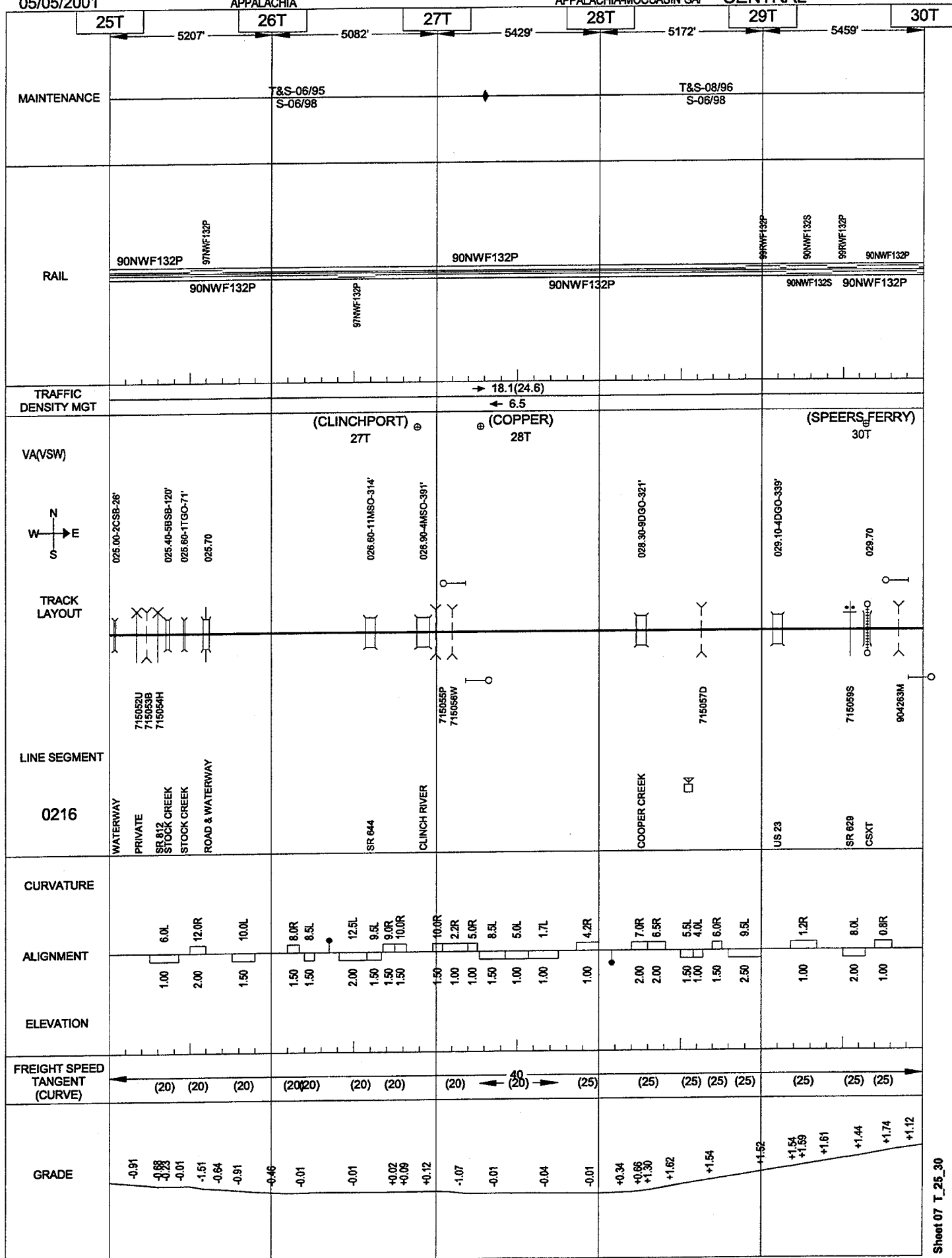


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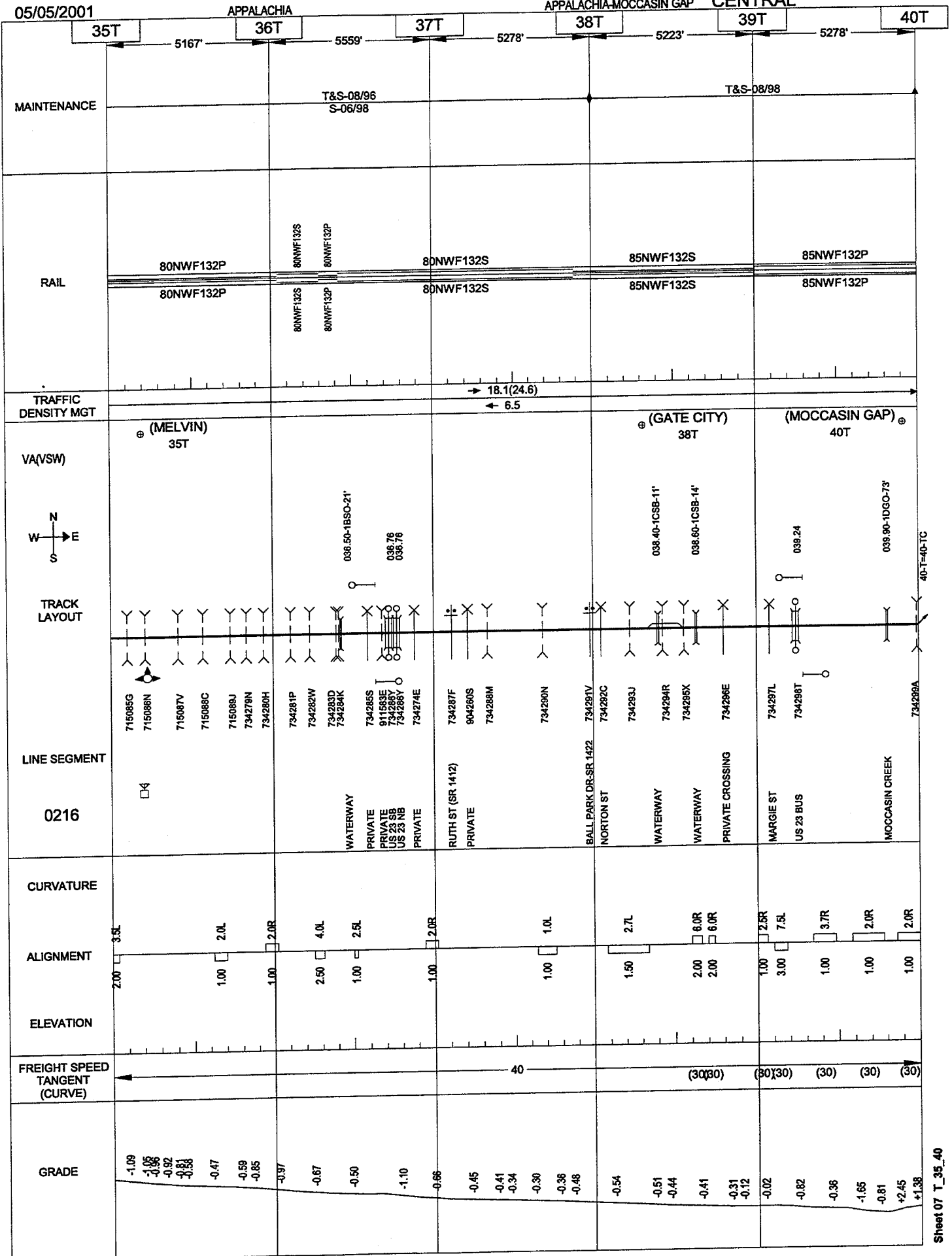
Sheet 07 T_30_35

05/05/2001

APPALACHIA

APPALACHIA-MOCCASIN GAP

CENTRAL

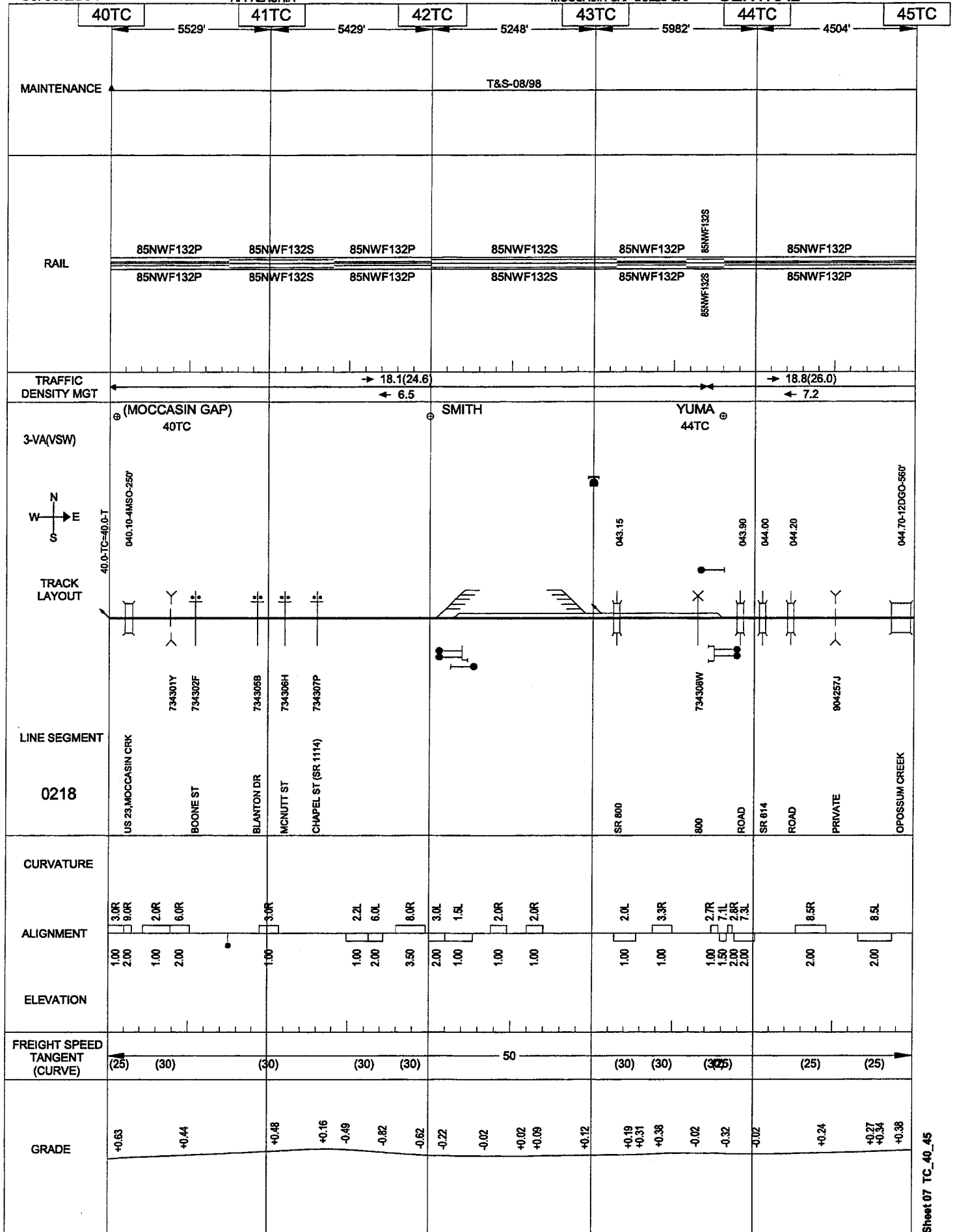


05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

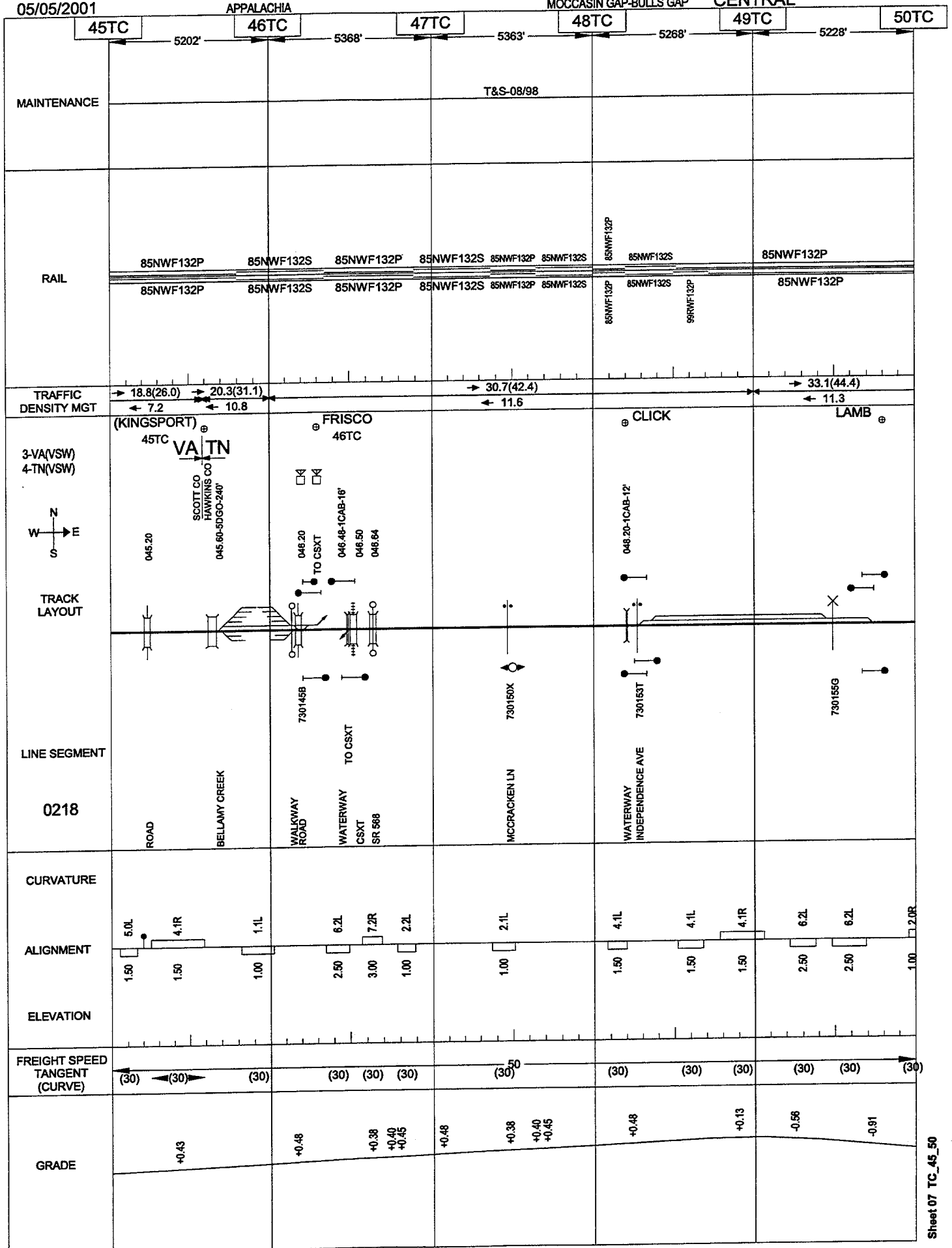


05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

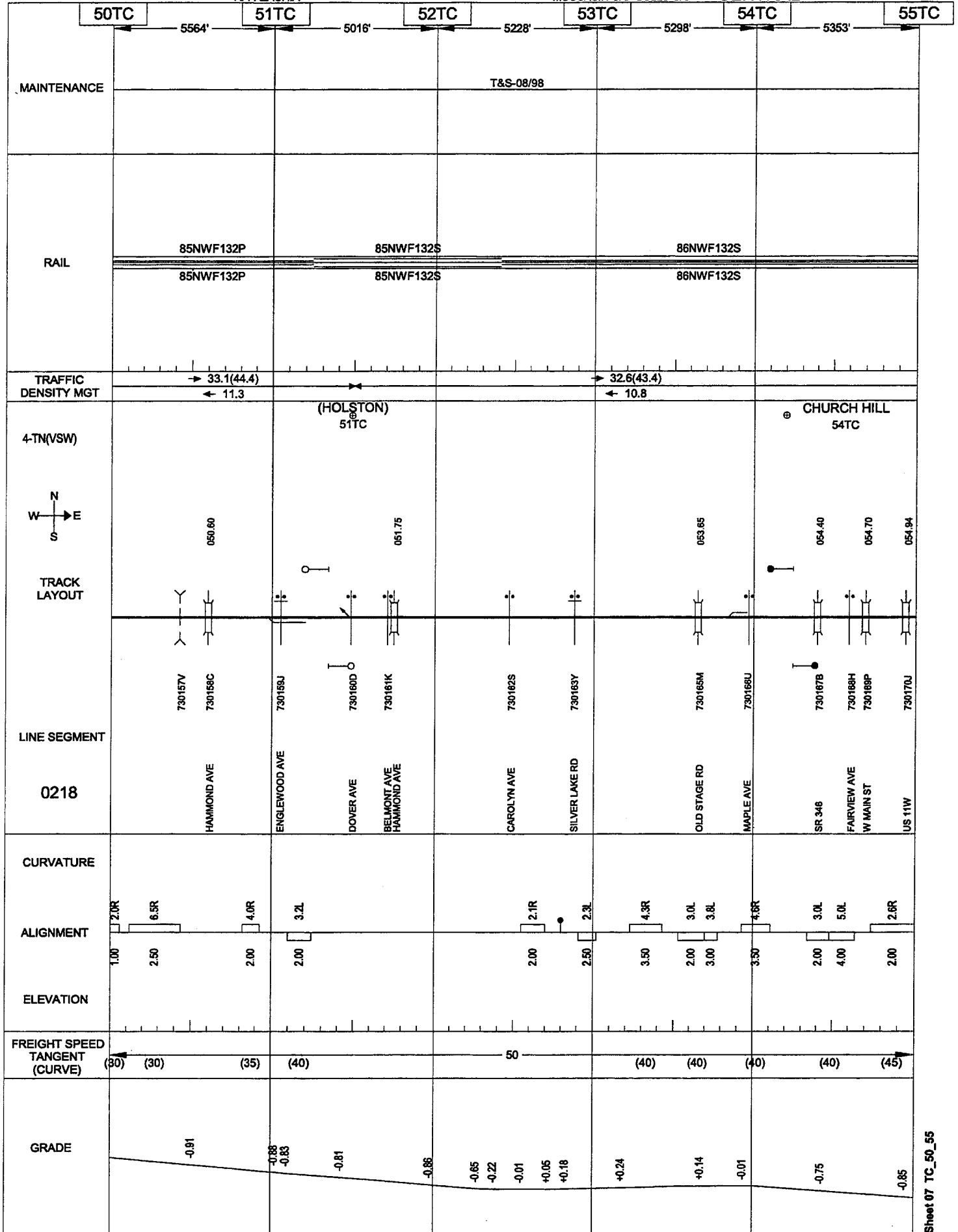


05/05/2001

APPALACHIA

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CENTRAL

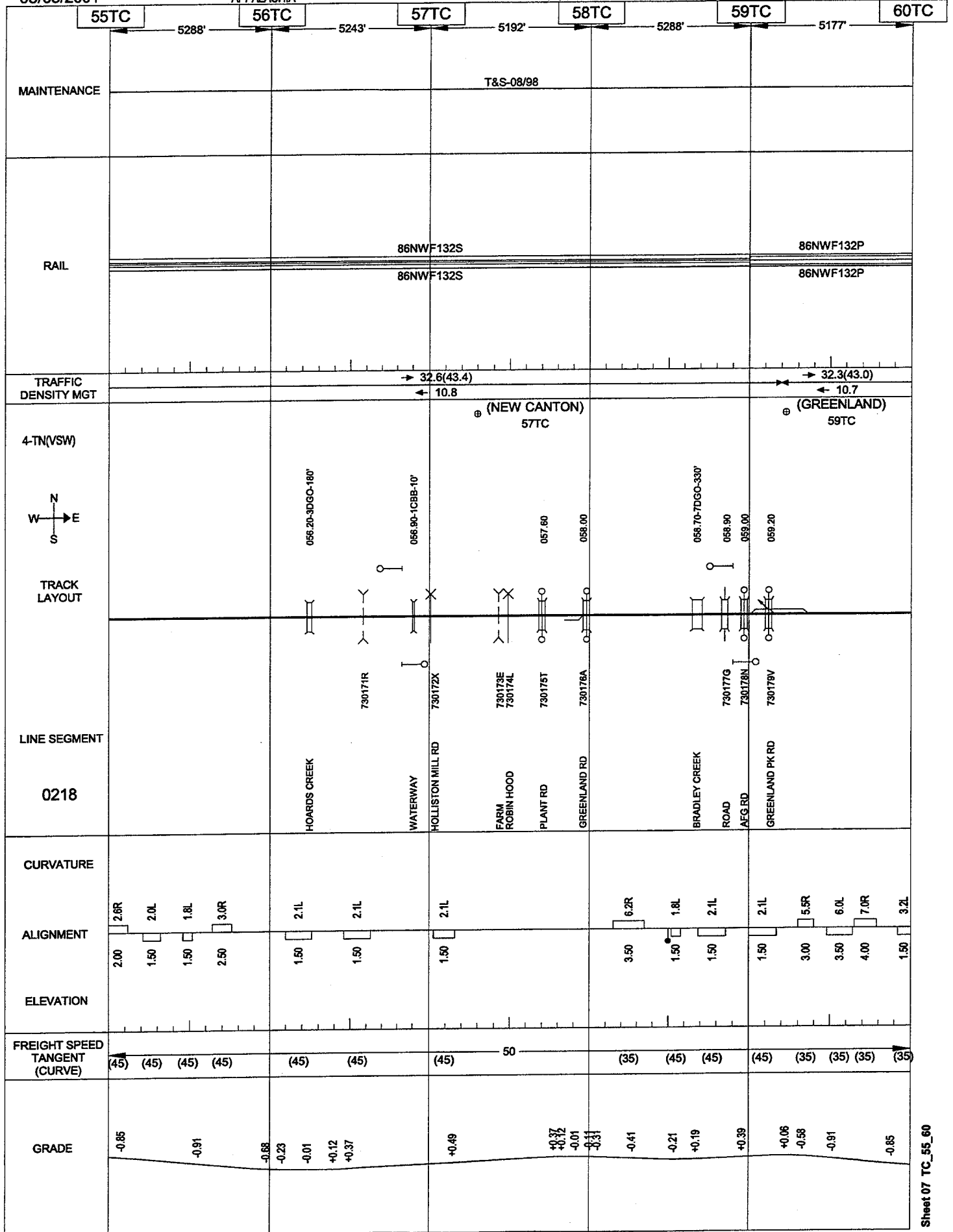


05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

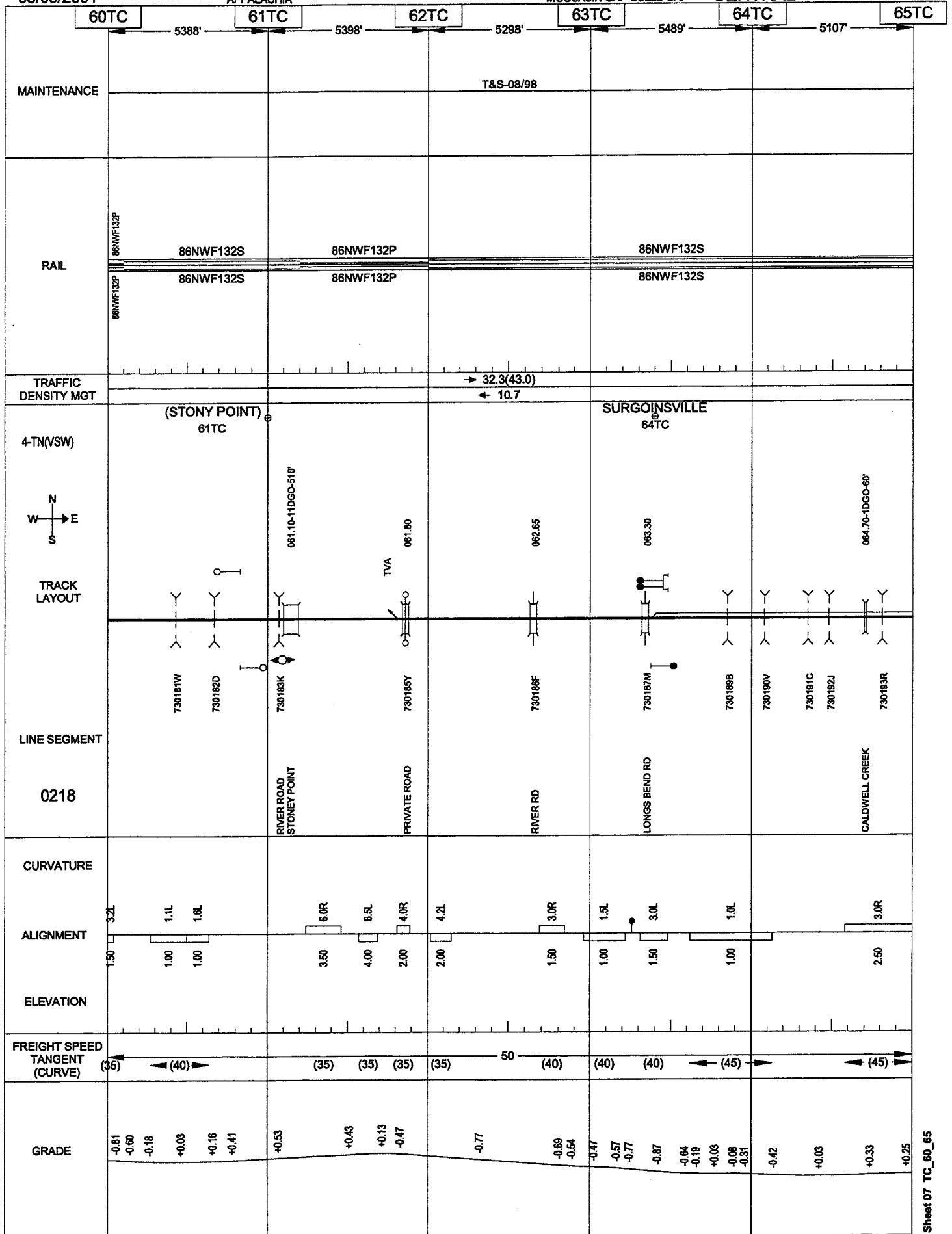


05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



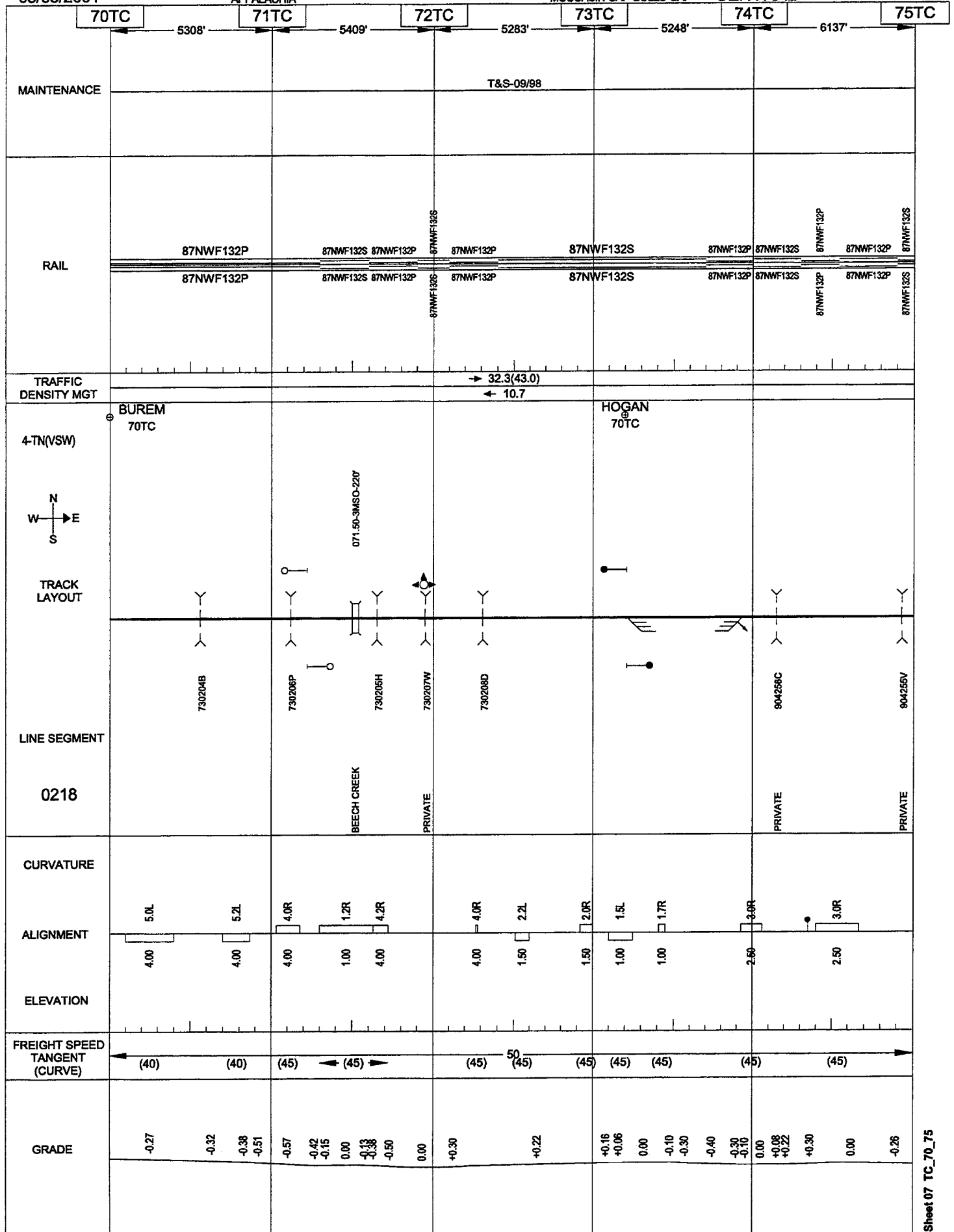
Sheet 07 TC_65_70

05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

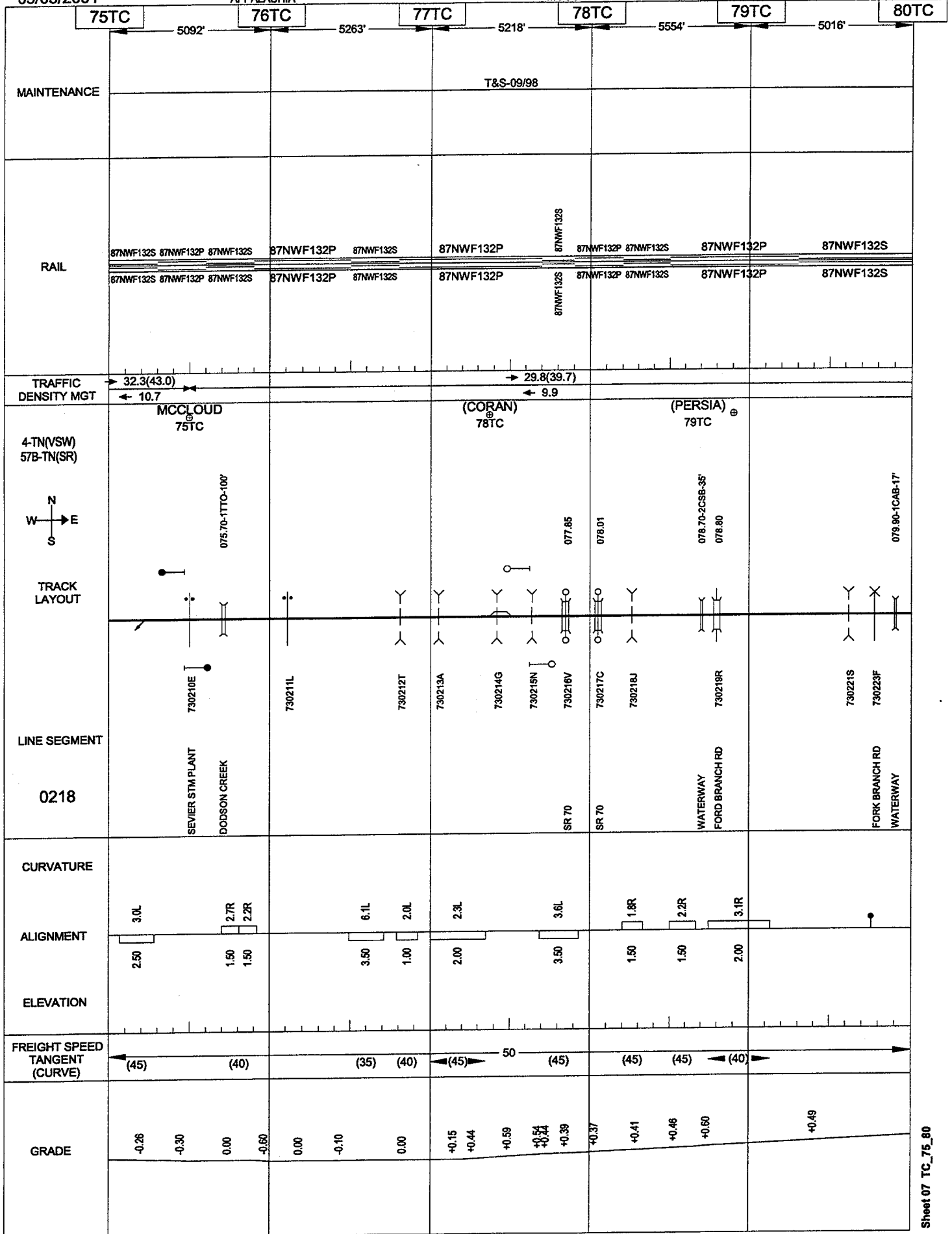


05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



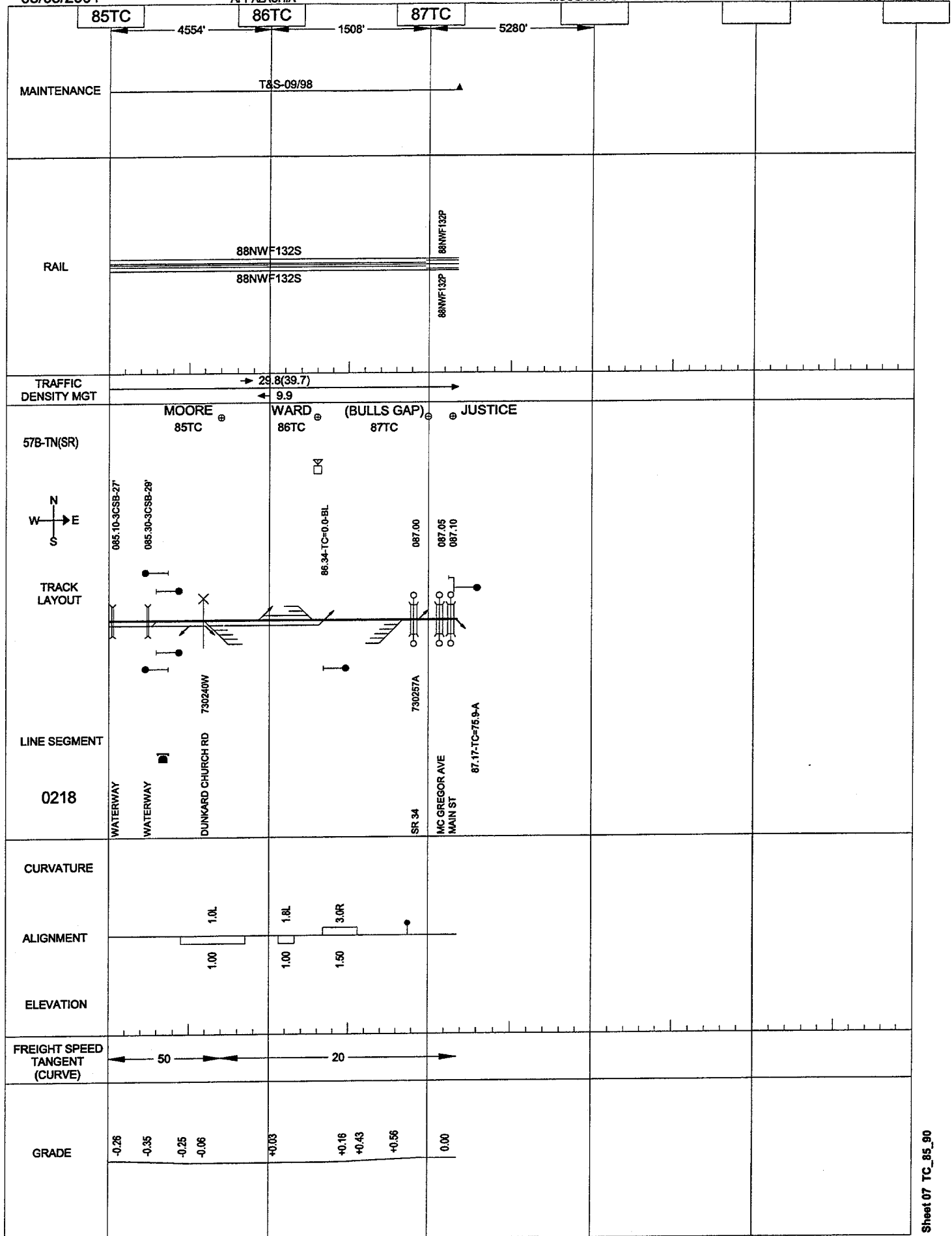
Sheet 07 TC_80_85

05/05/2001

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S143

S144

S145

5280'

5464'

5901'

#1
MAINTENANCE
#2

T&S-09/98

T&S-09/98

RAIL

#1
#2

81NWF132P

81NWF132P

81NWF132P

81NWF132P

77NWF132S

77NWF132S

TRAFFIC
DENSITY MGT

→ 7.2(12.9#1)

← 18.6(12.9#2)

33-NC(SR)

S
E → W
N

TRACK
LAYOUT

#1
#2

BEGIN PIEDMONT DIV

143.40

730298L

PEARSON BR RD

LINE SEGMENT

0165

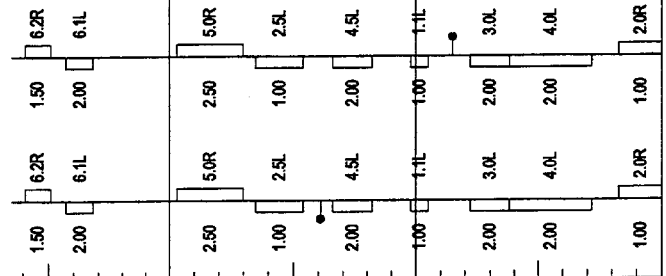
CURVATURE

#1

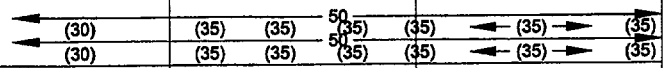
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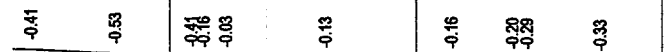
ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)



GRADE

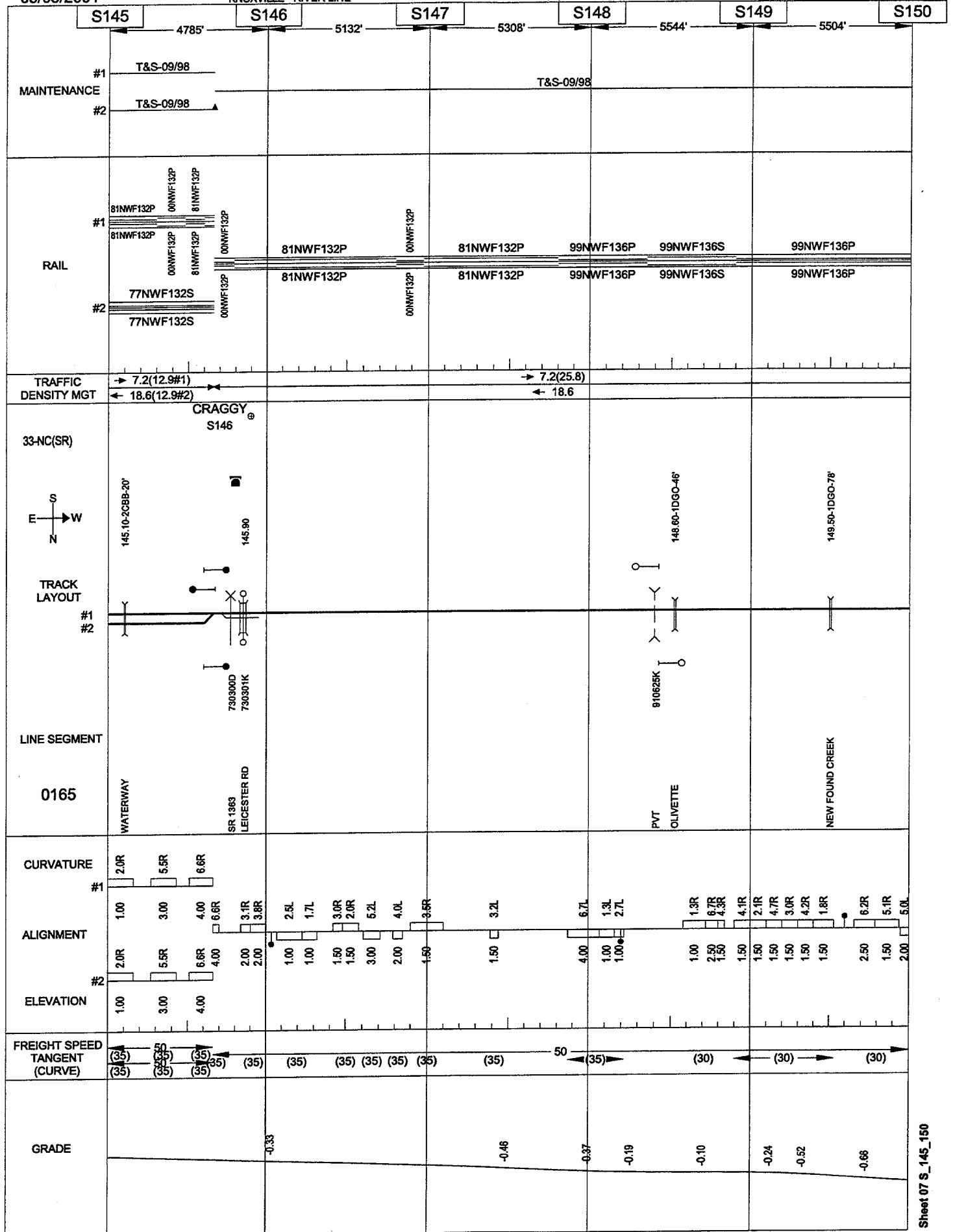


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



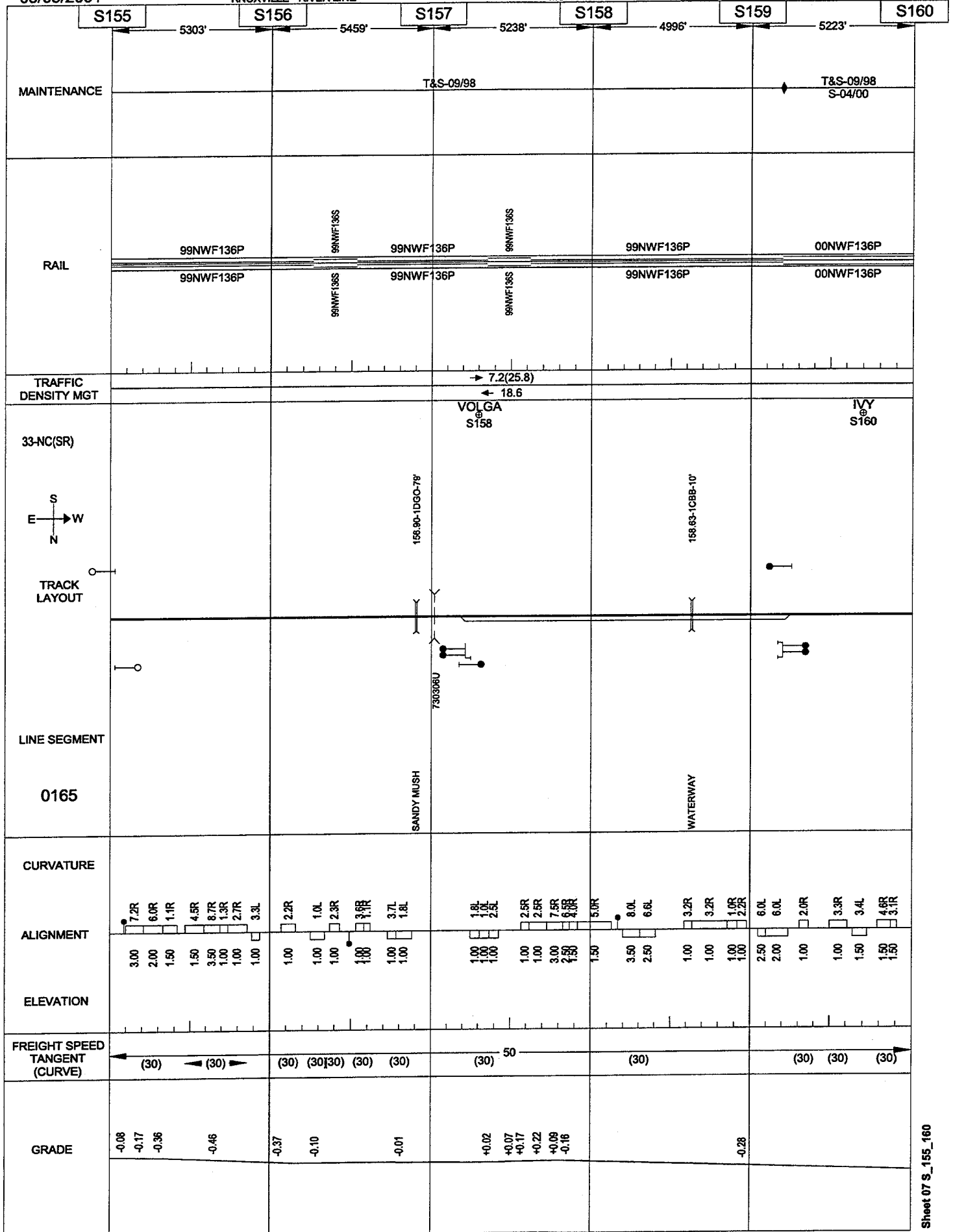
Sheet 07 S_150_155

05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

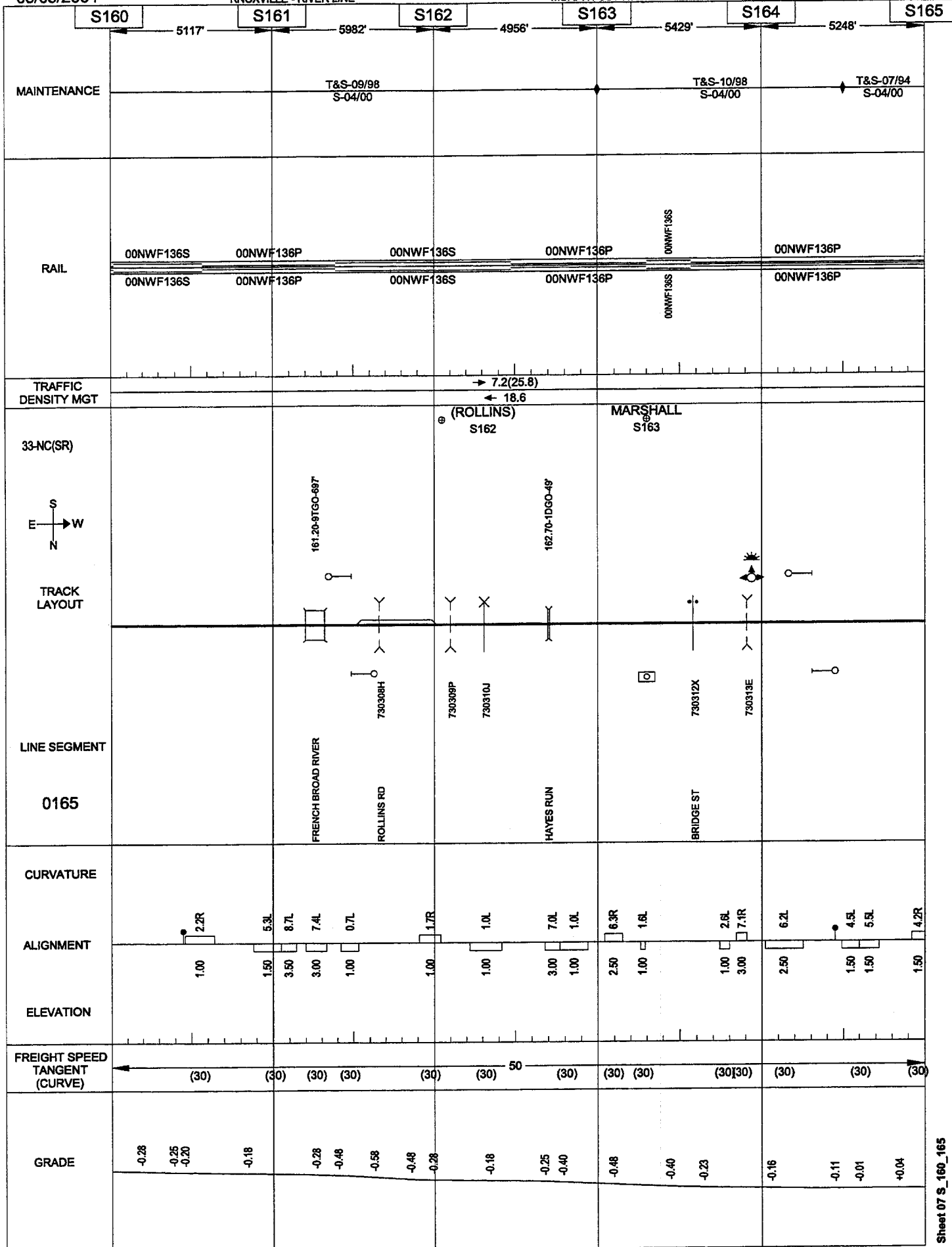


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



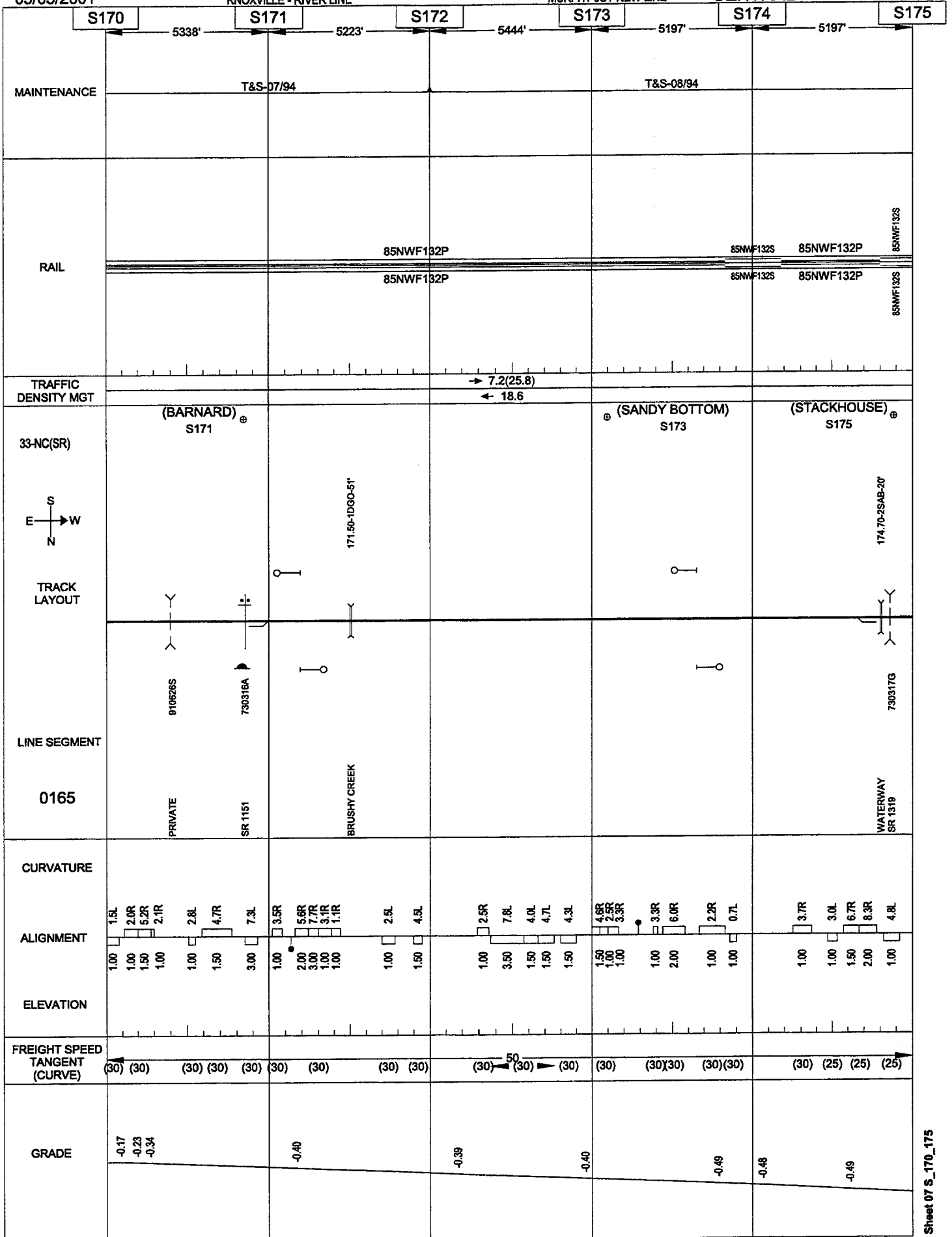
Sheet 07 S_165_170

05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

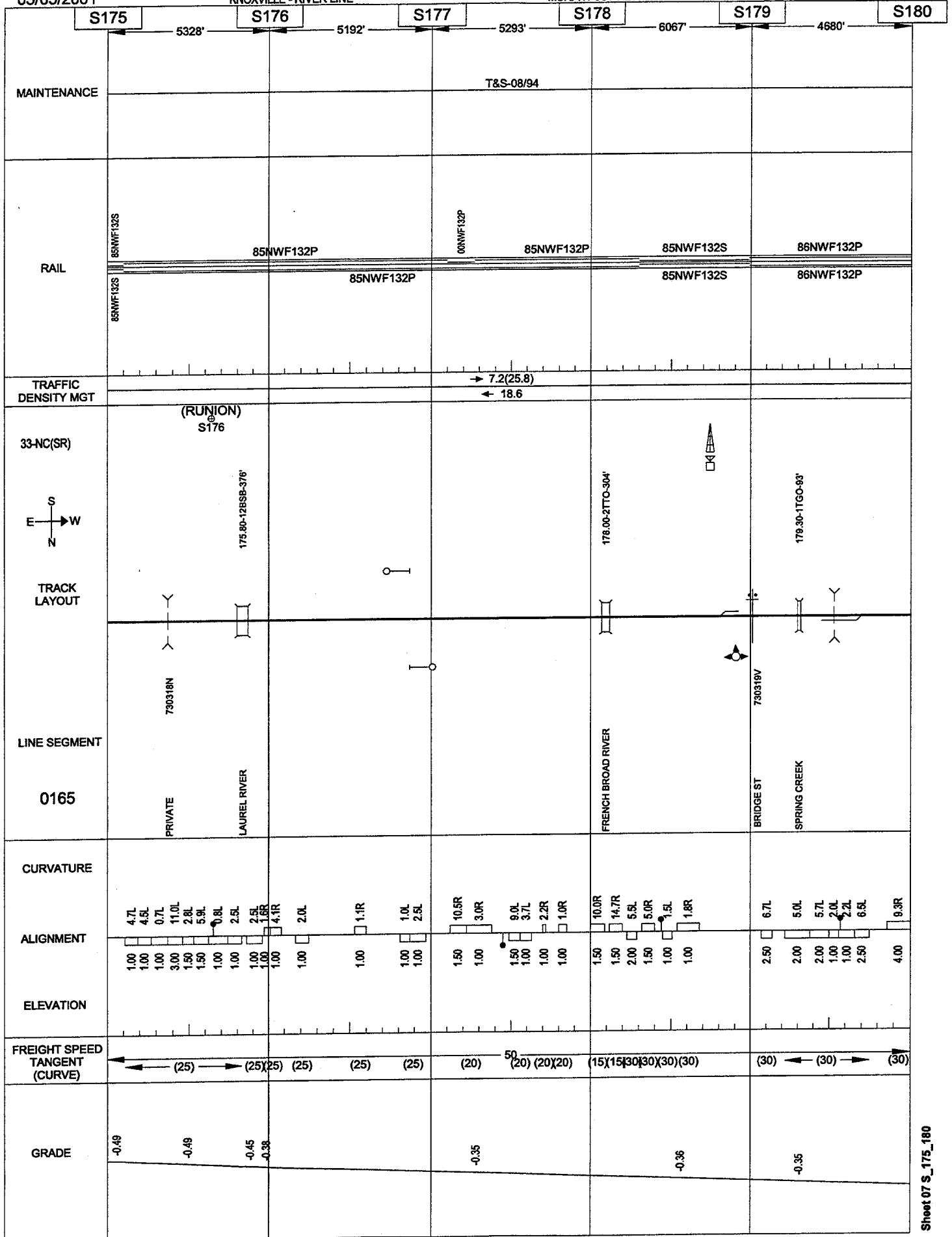


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

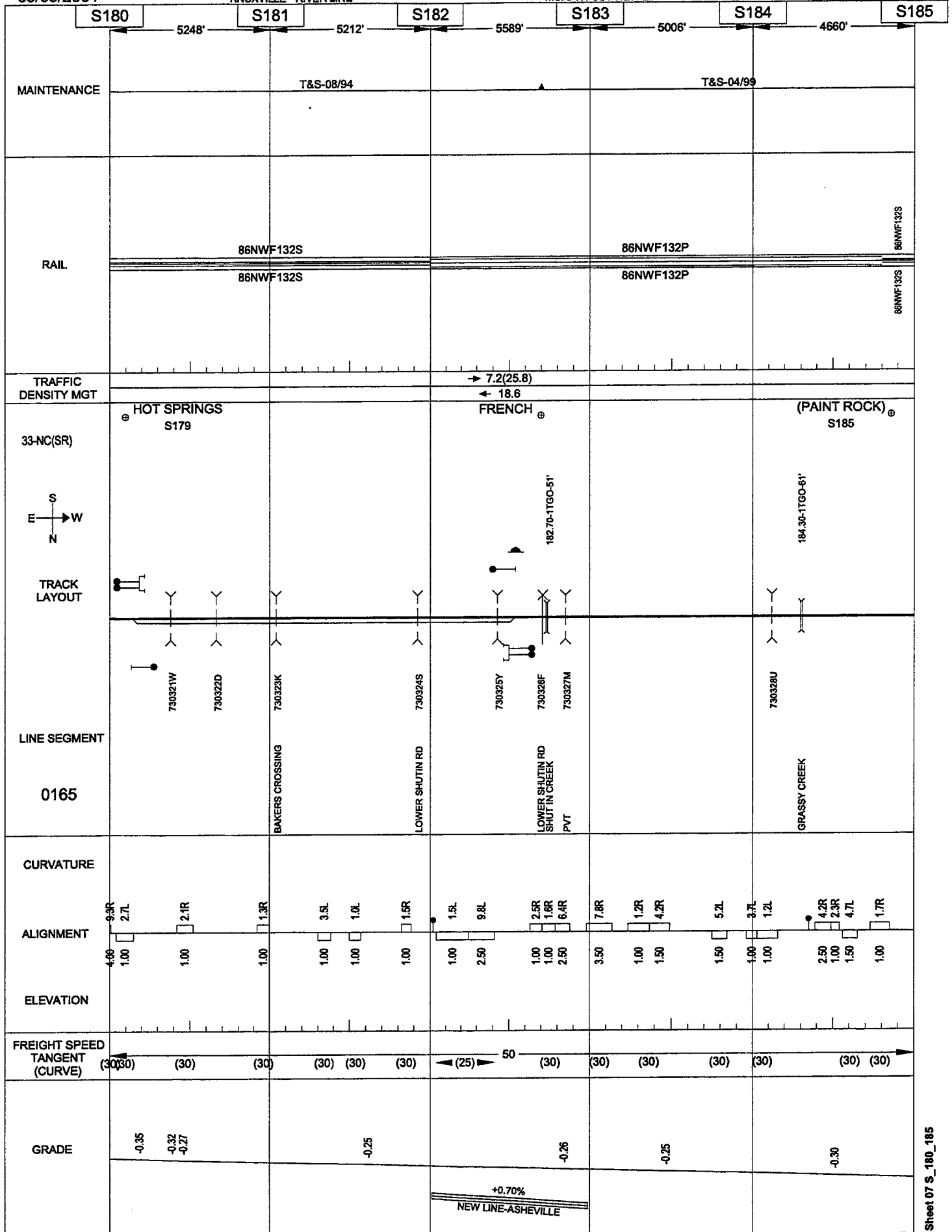


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

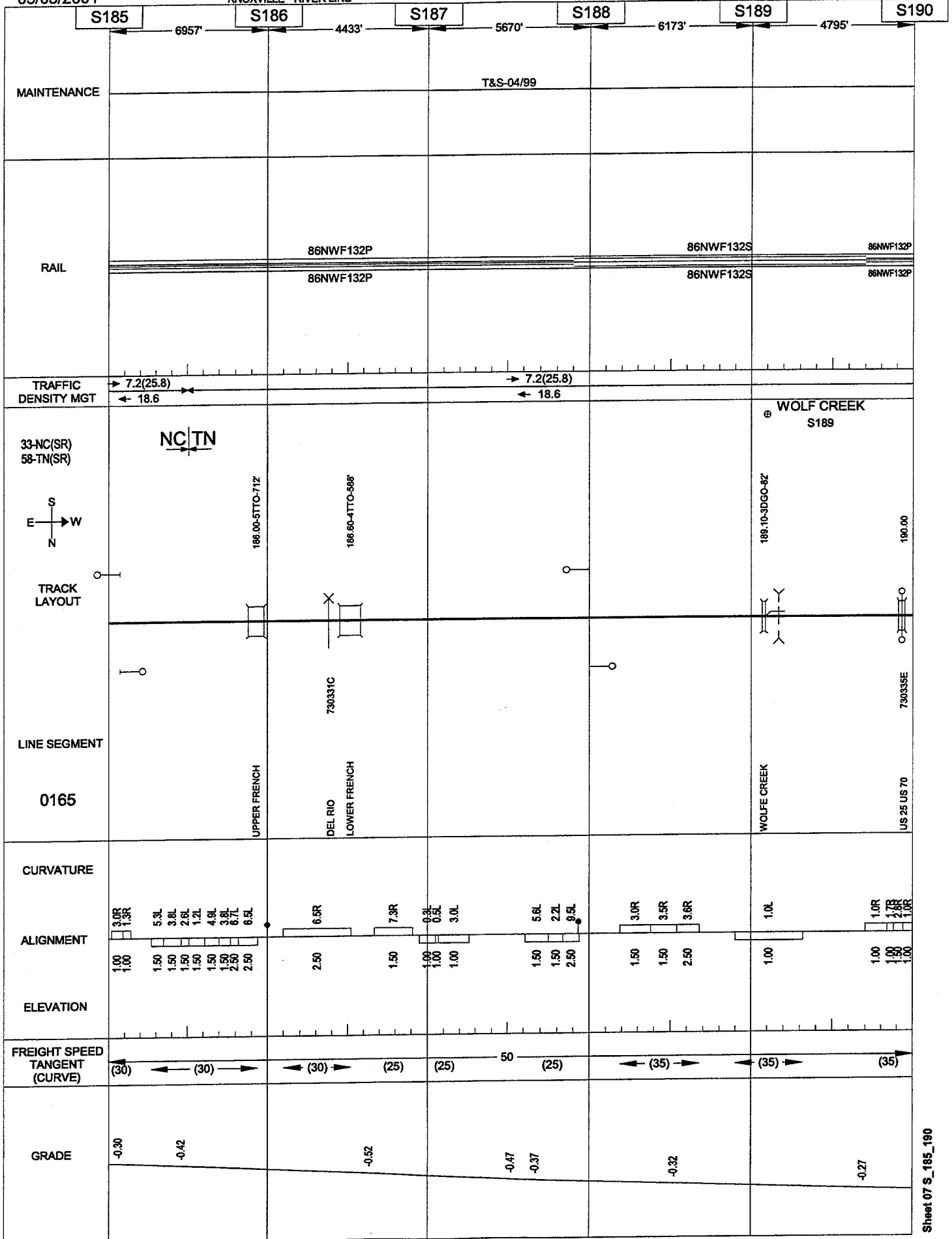


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

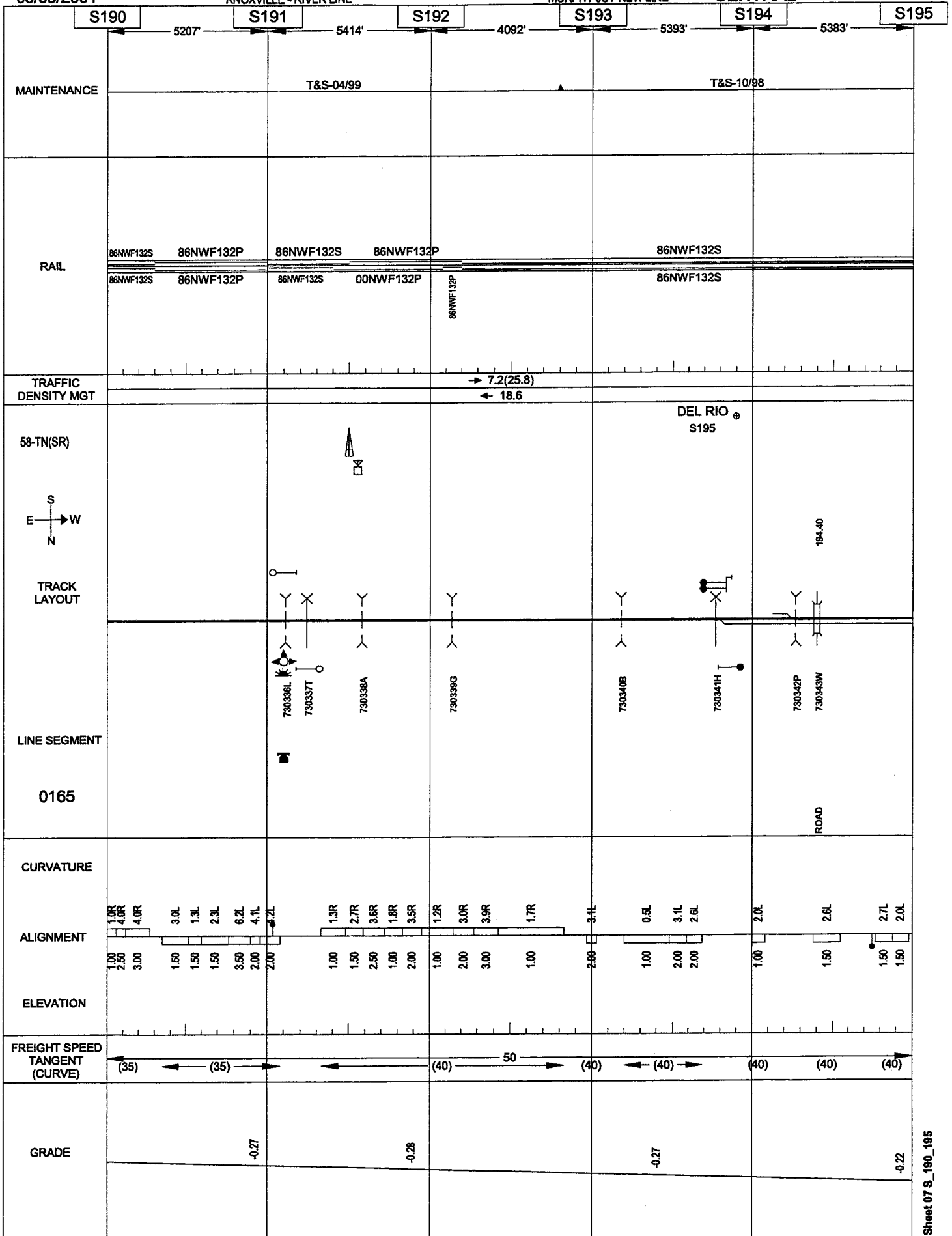


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

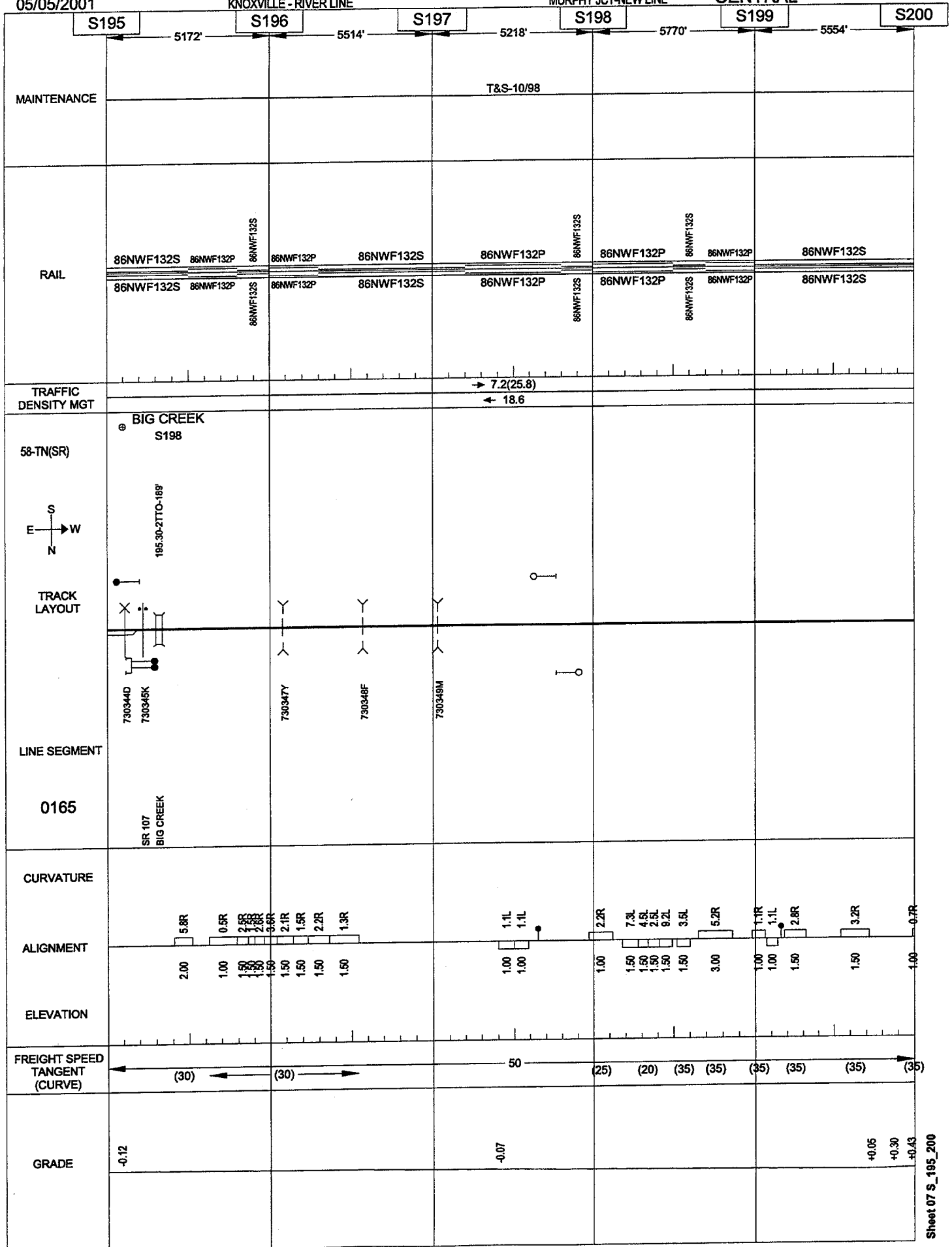


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

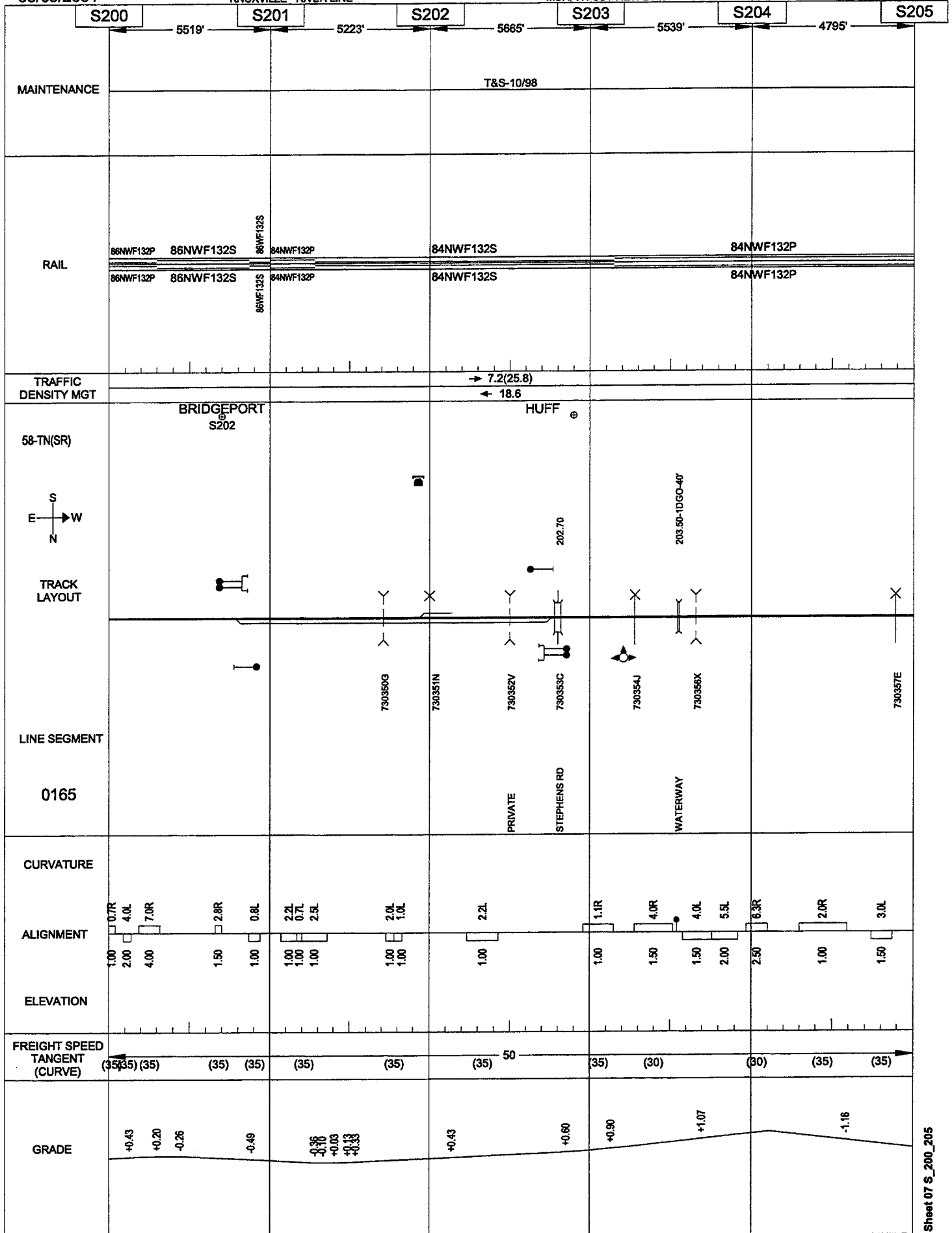


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

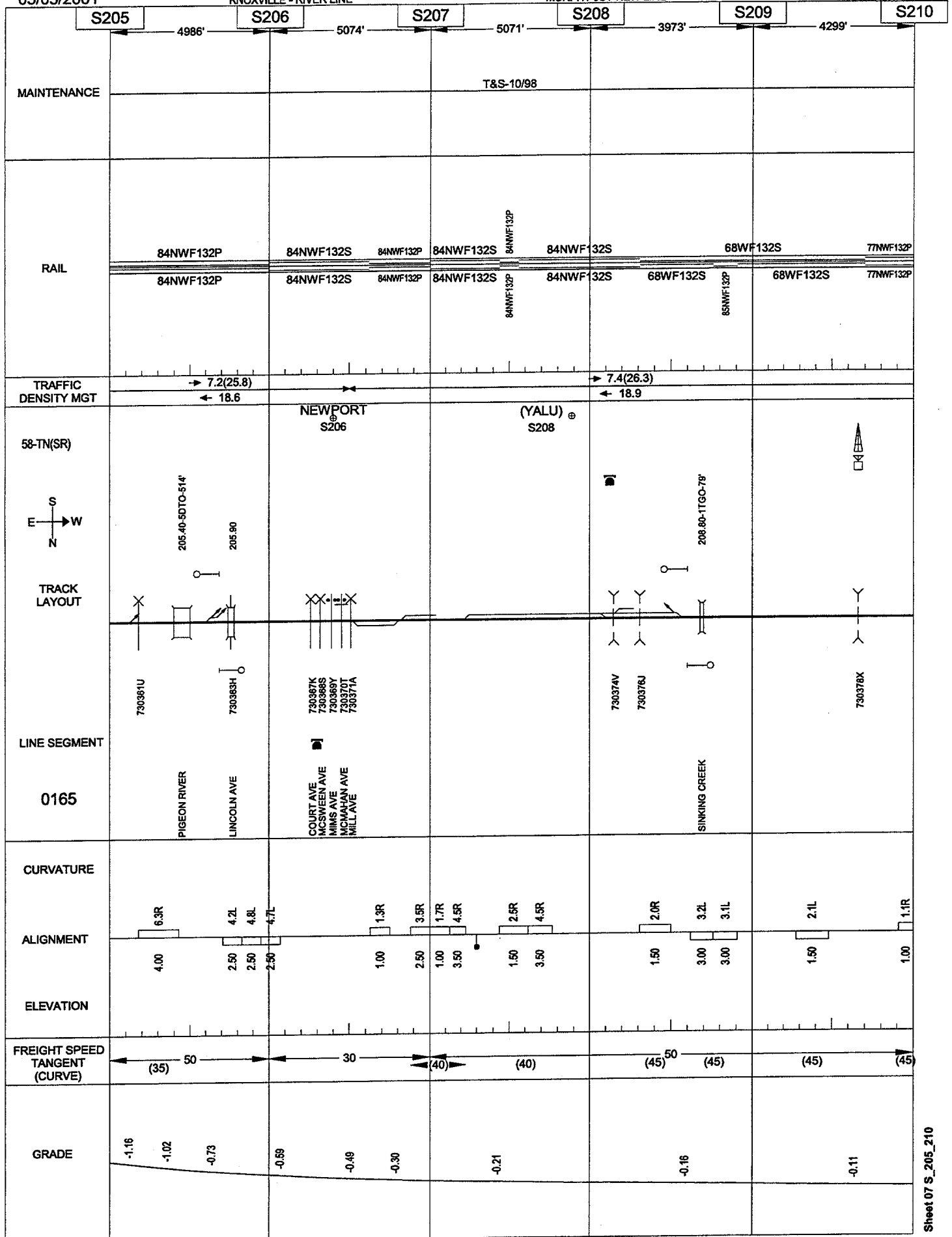


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

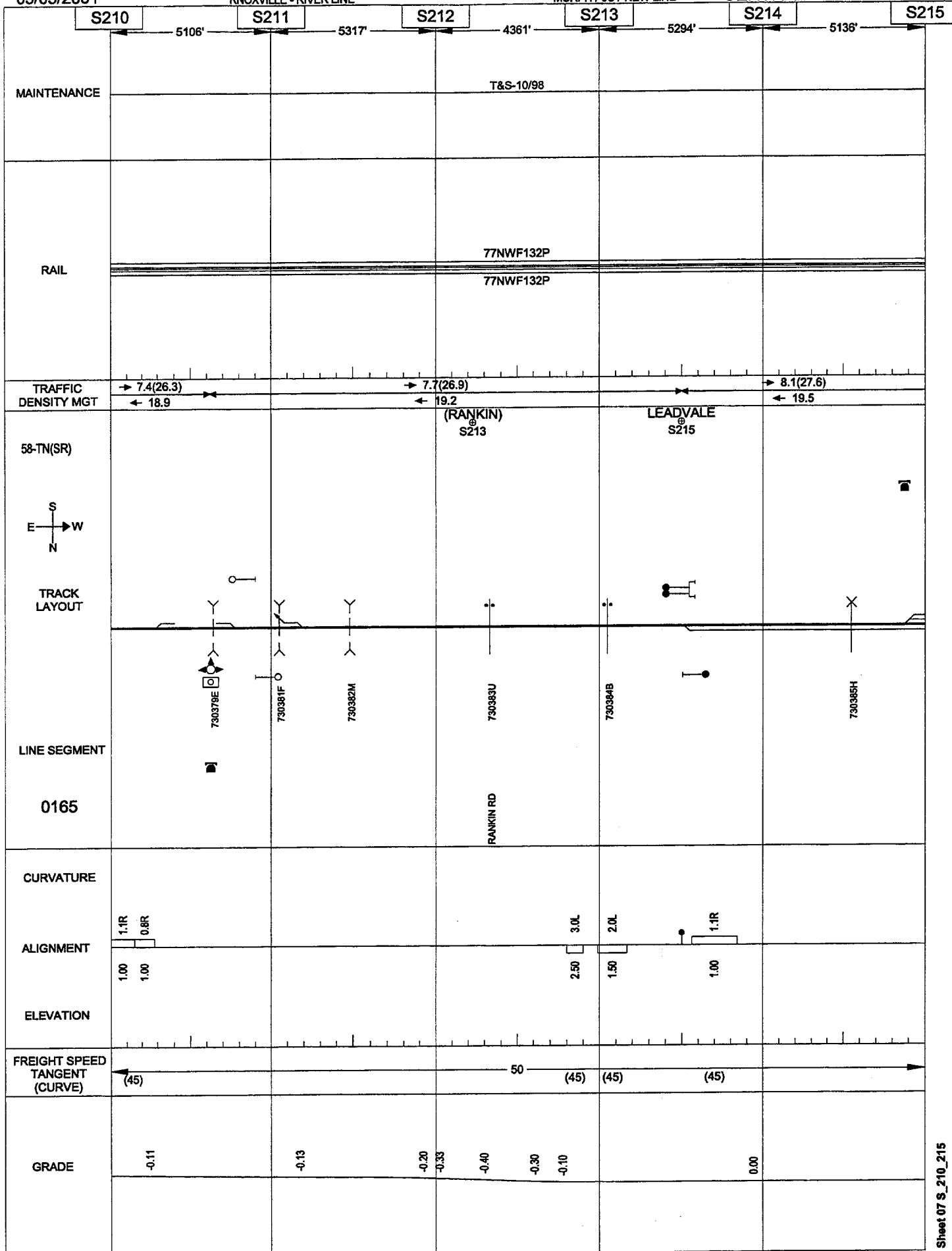


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

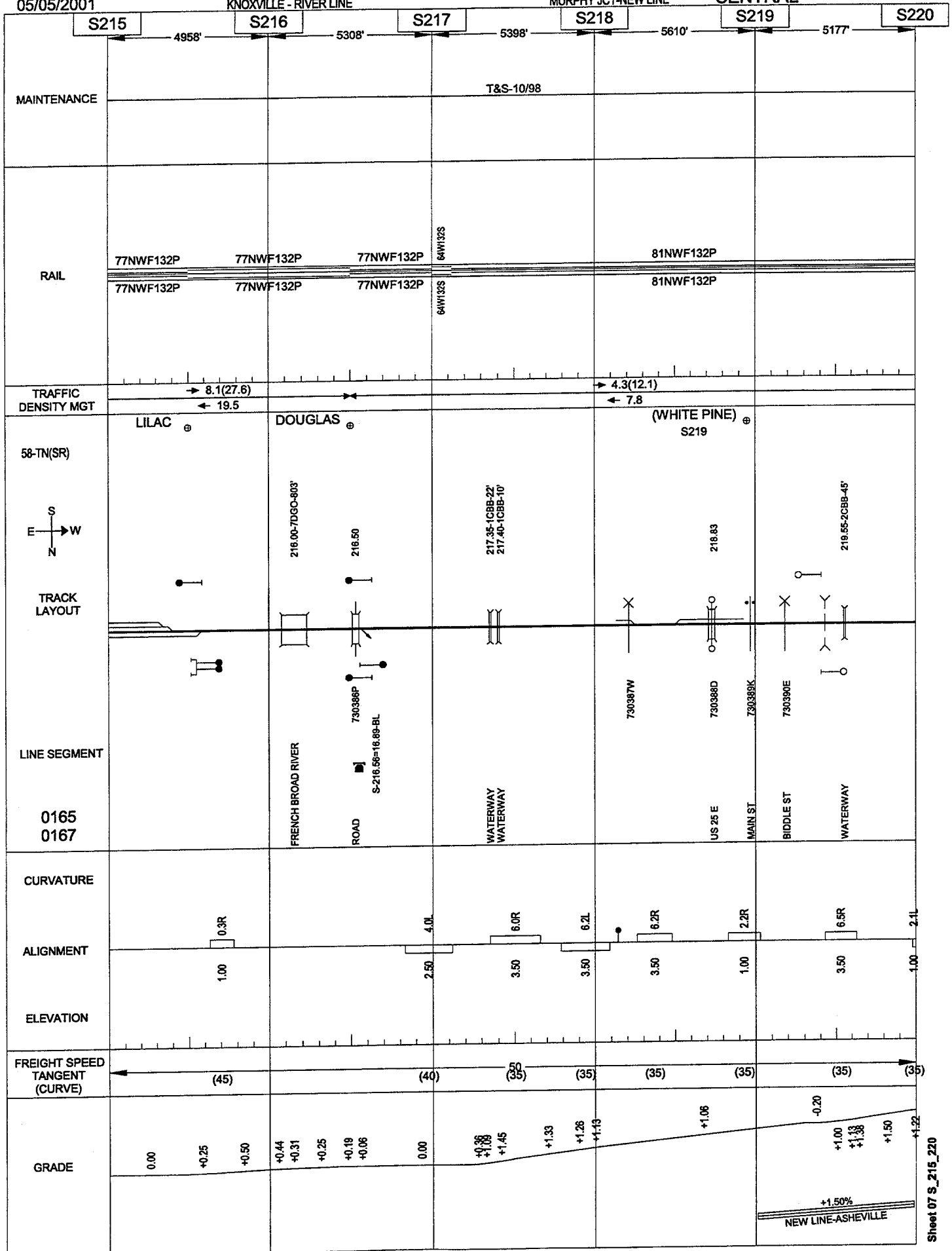


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

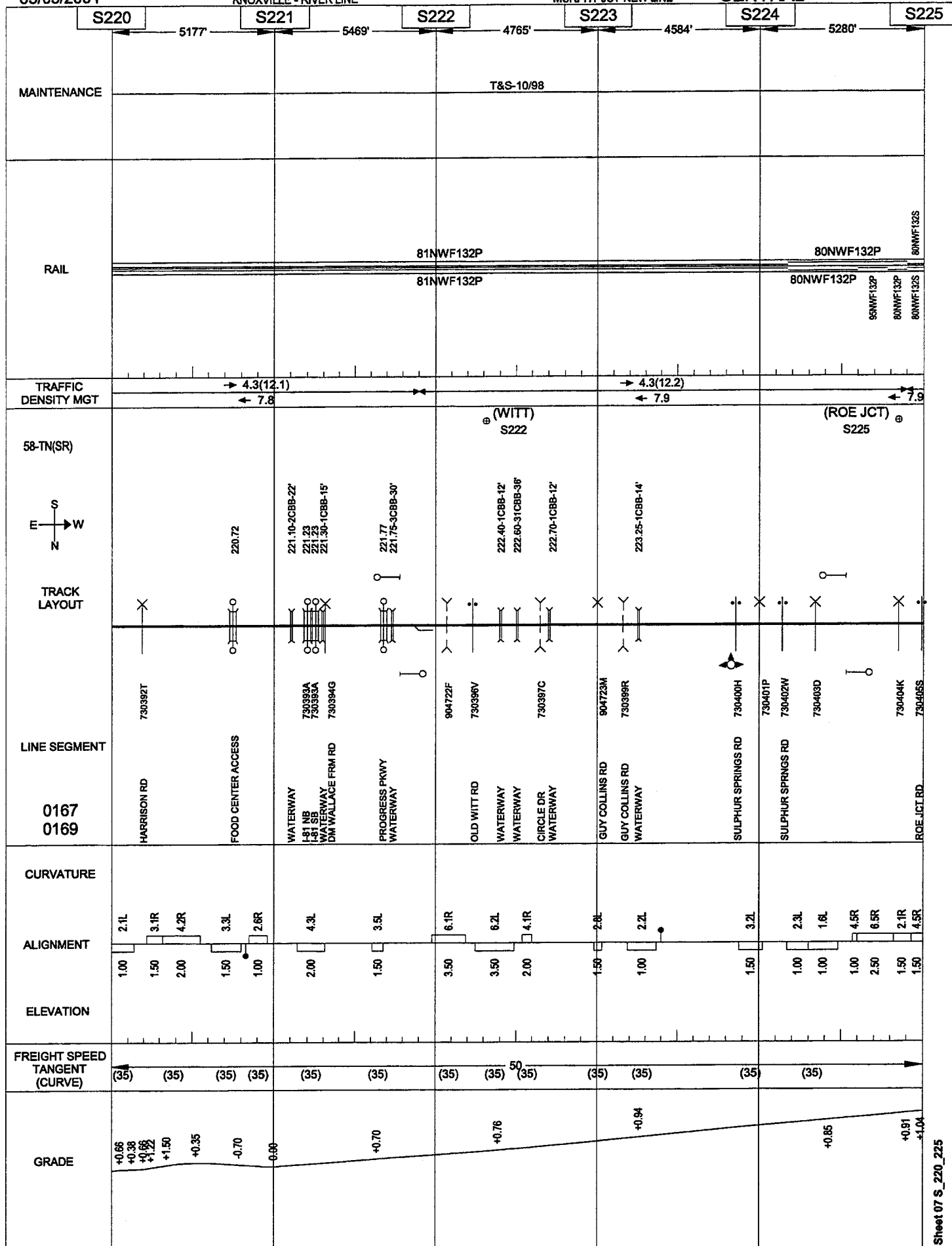


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

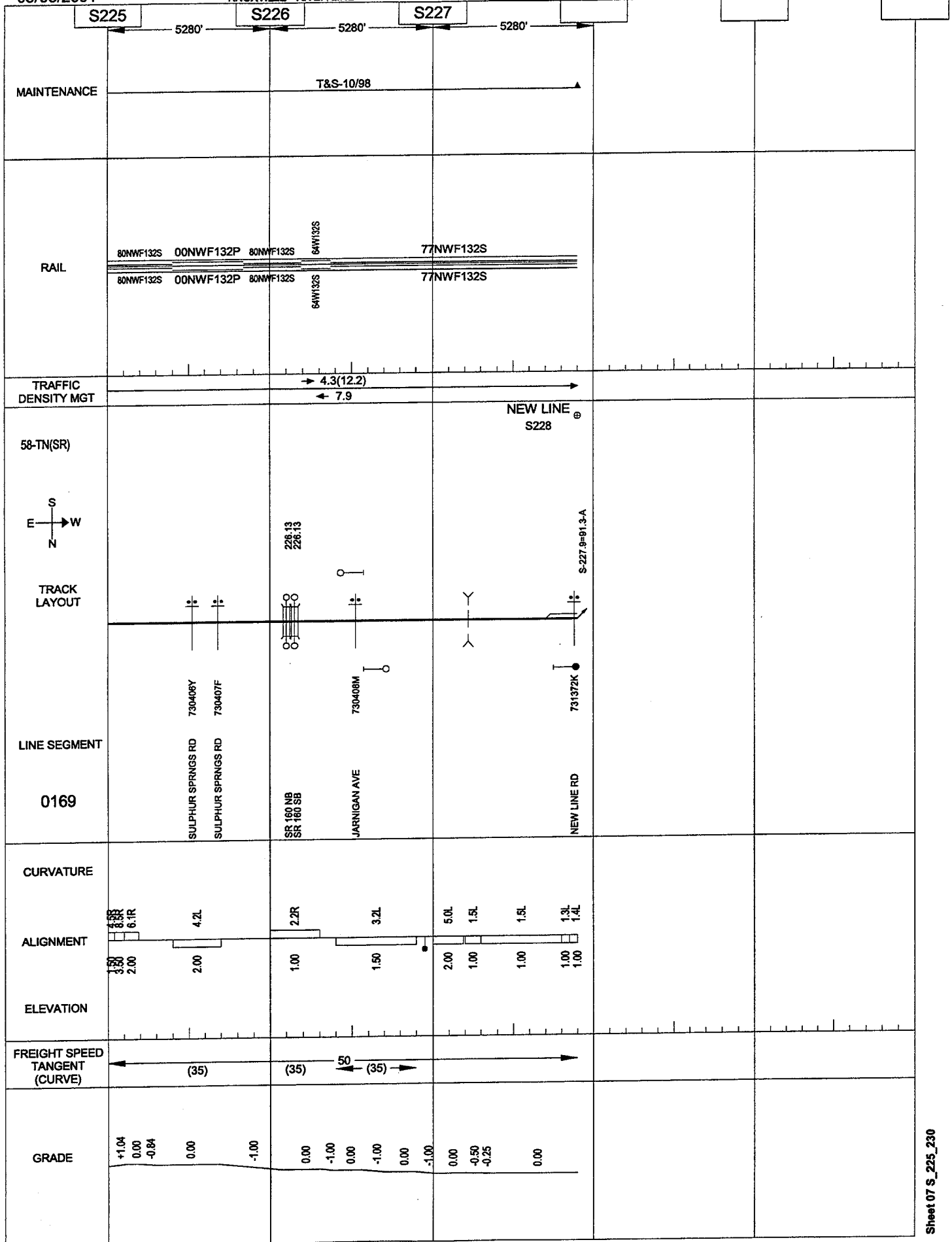


05/05/2001

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

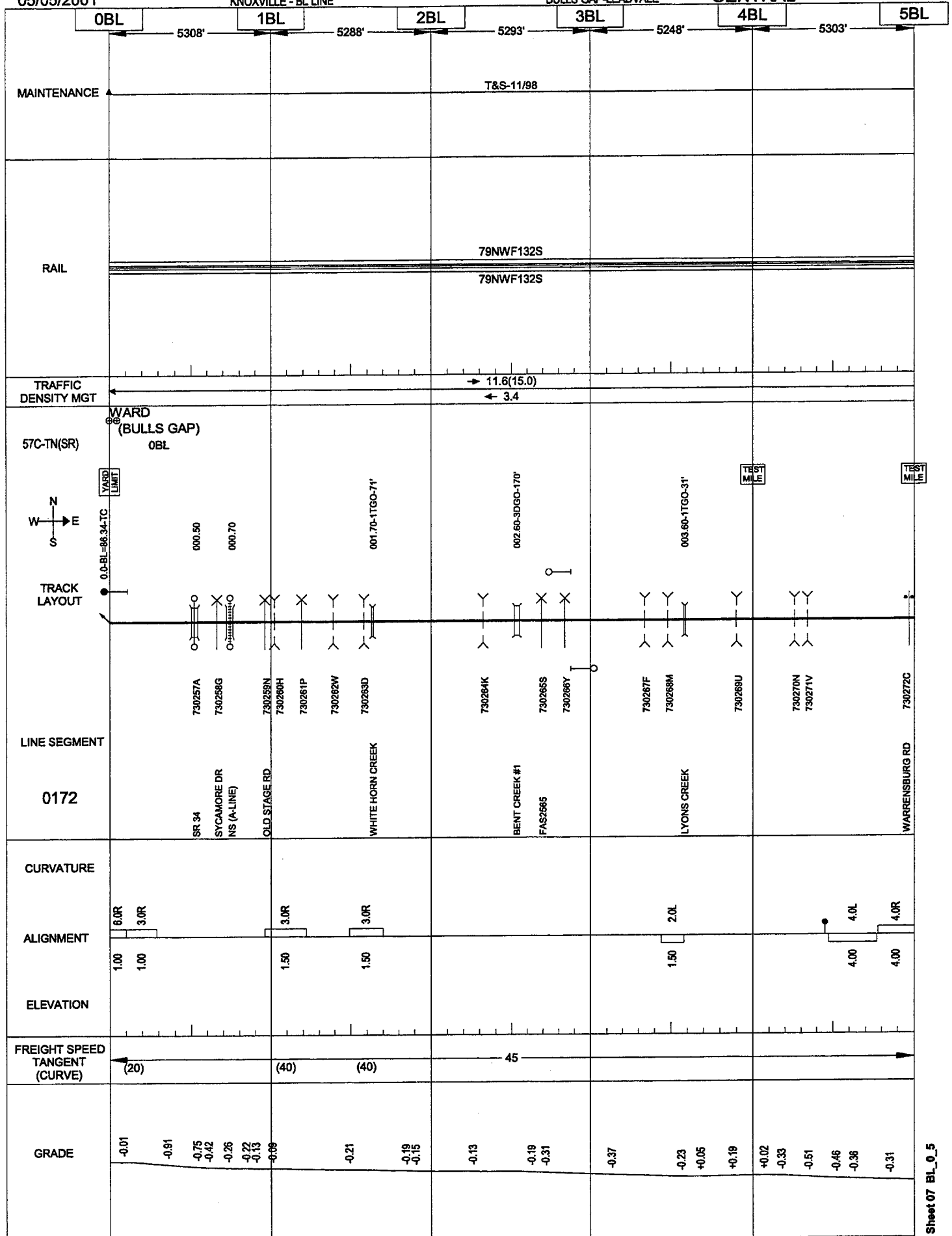


05/05/2001

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

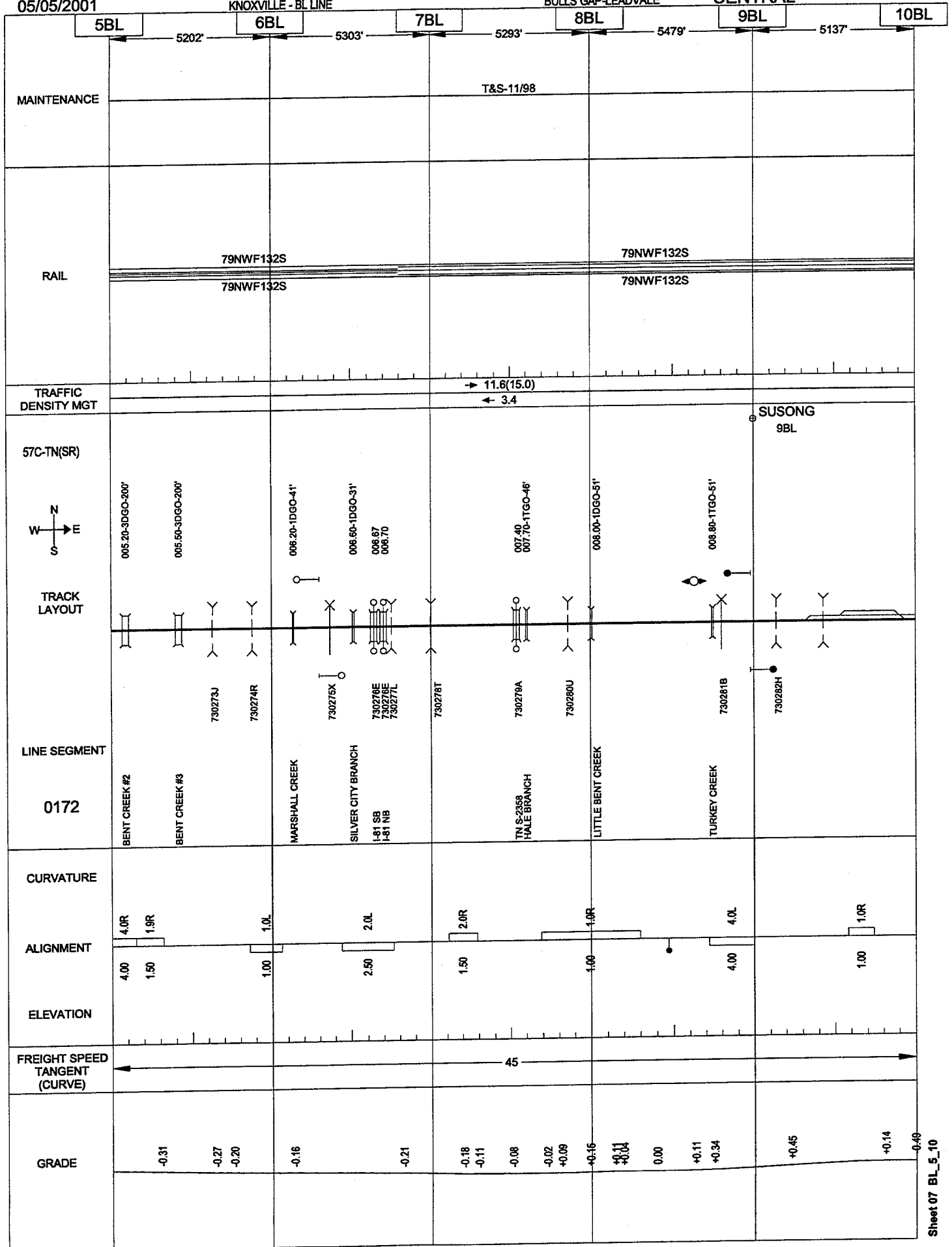


05/05/2001

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

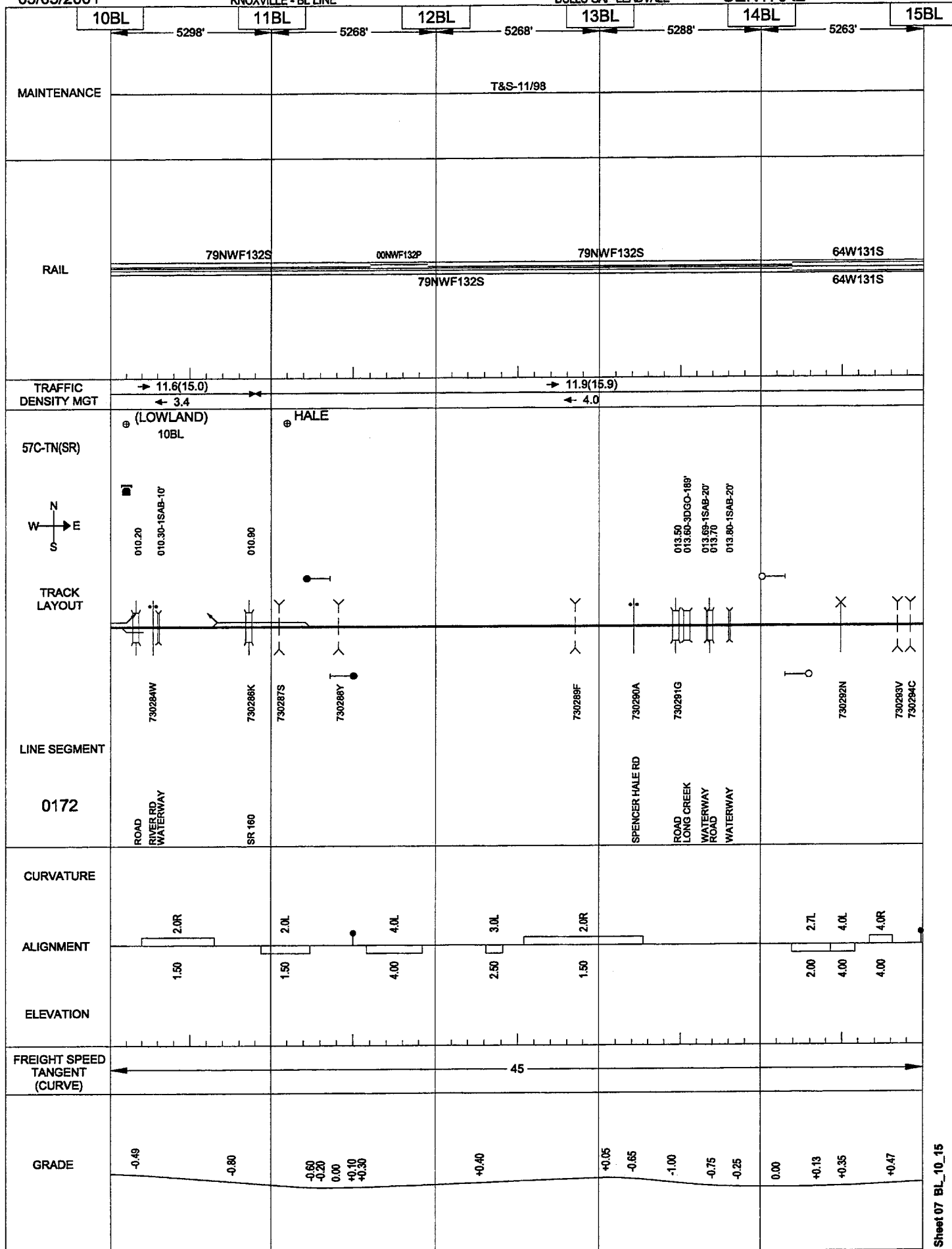


05/05/2001

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

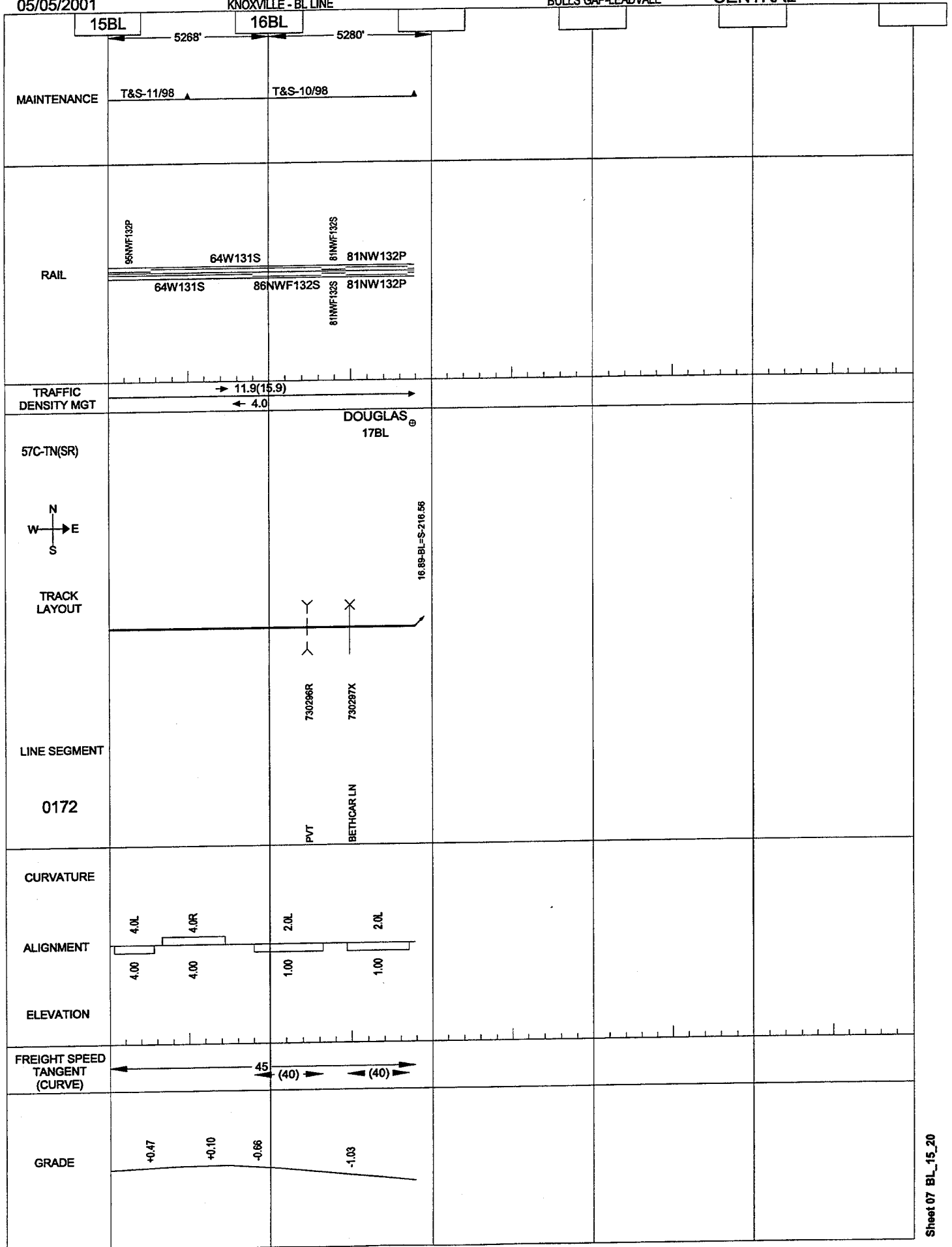


05/05/2001

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

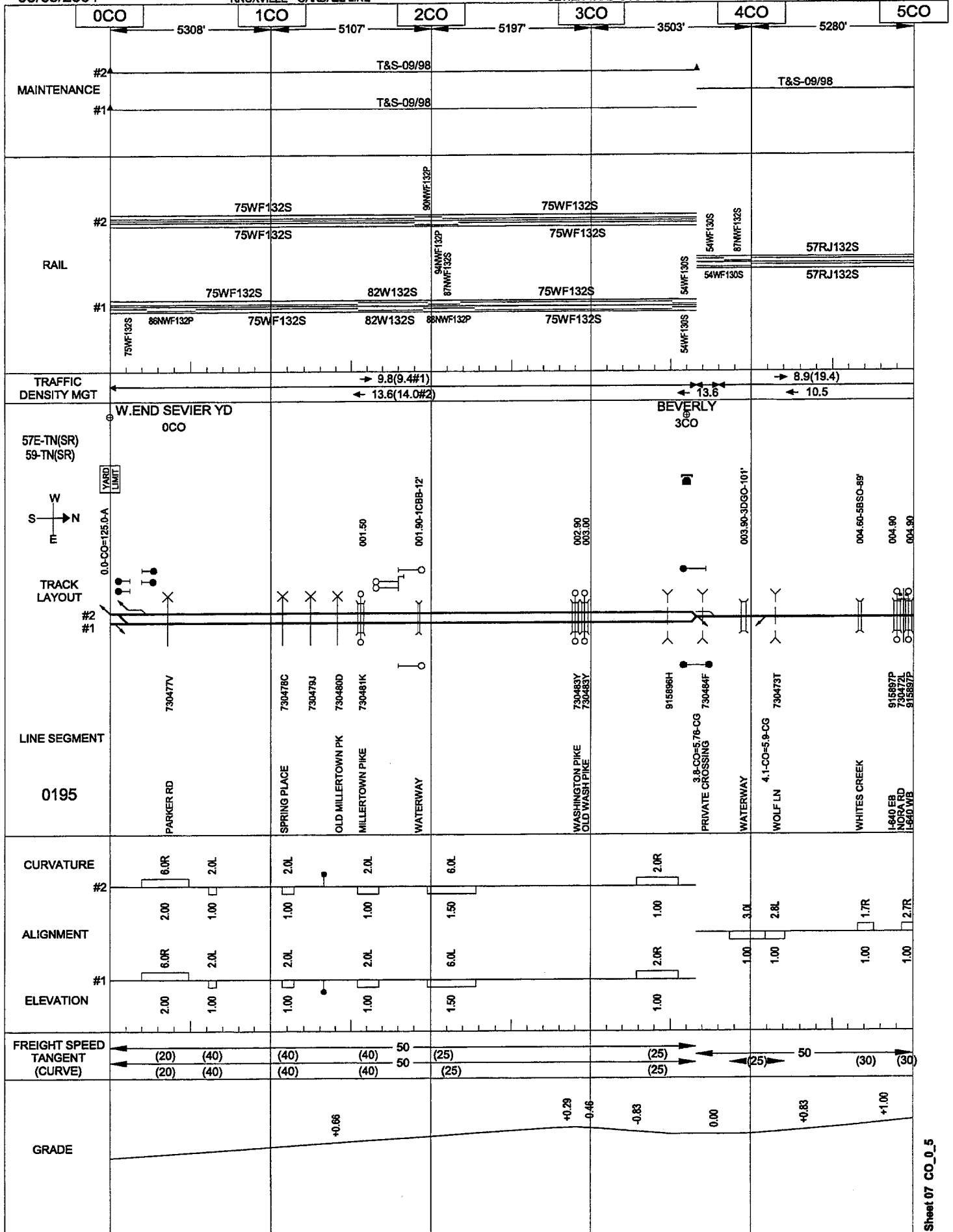


05/05/2001

KNOXVILLE - OAKDALE LINE

SEVIER YARD-COSTER

CENTRAL

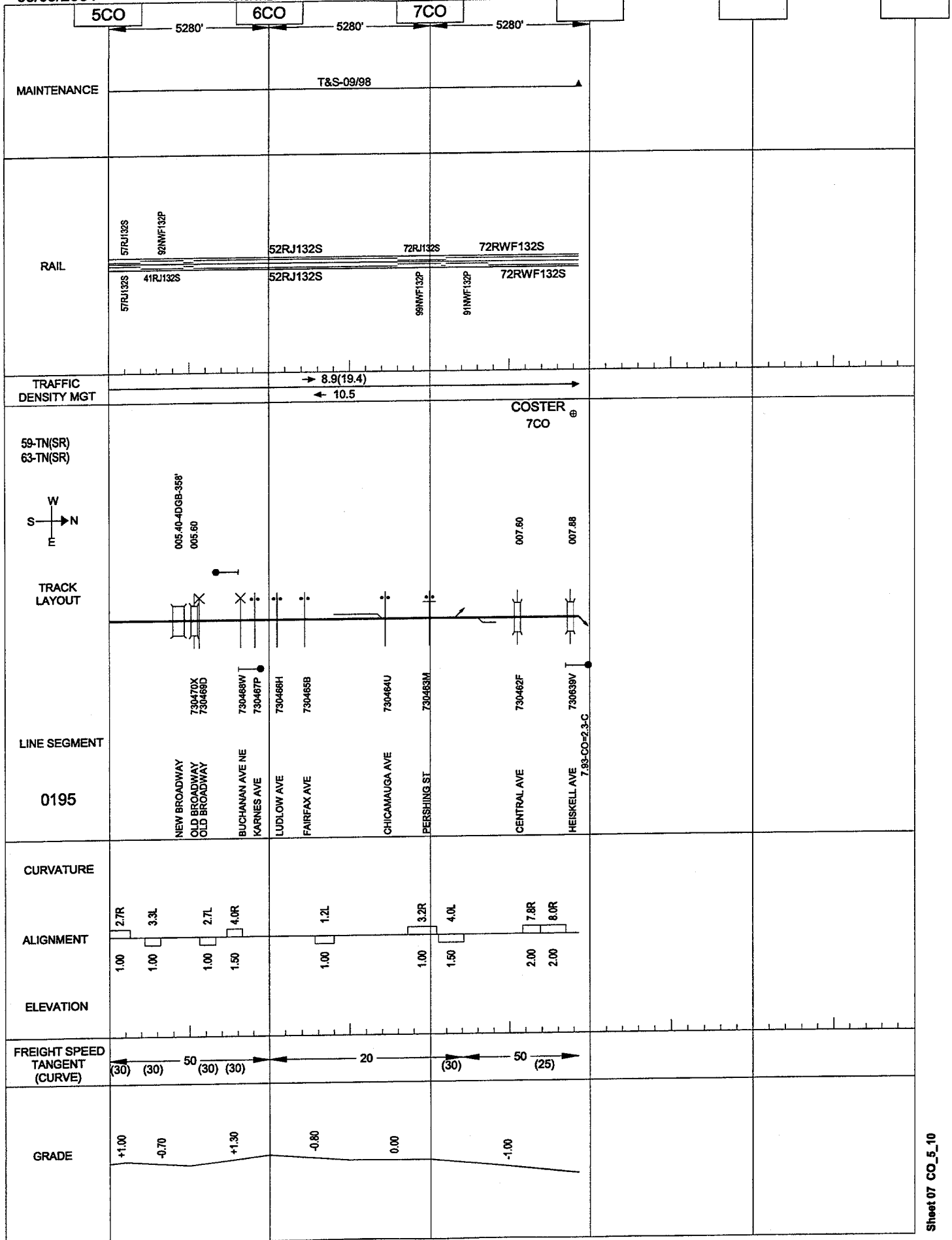


05/05/2001

KNOXVILLE - OAKDALE LINE

SEVIER YARD-COSTER

CENTRAL



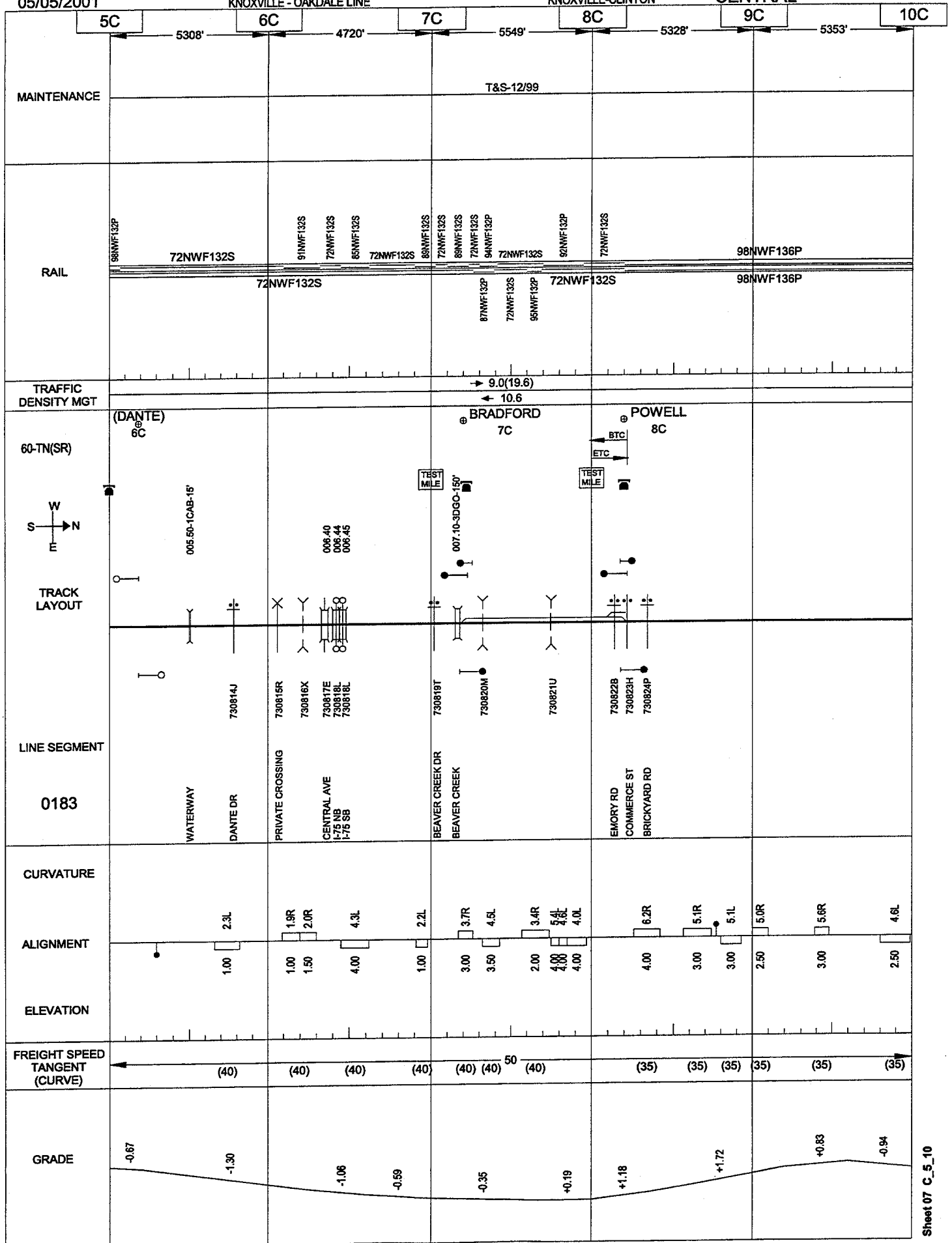


05/05/2001

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

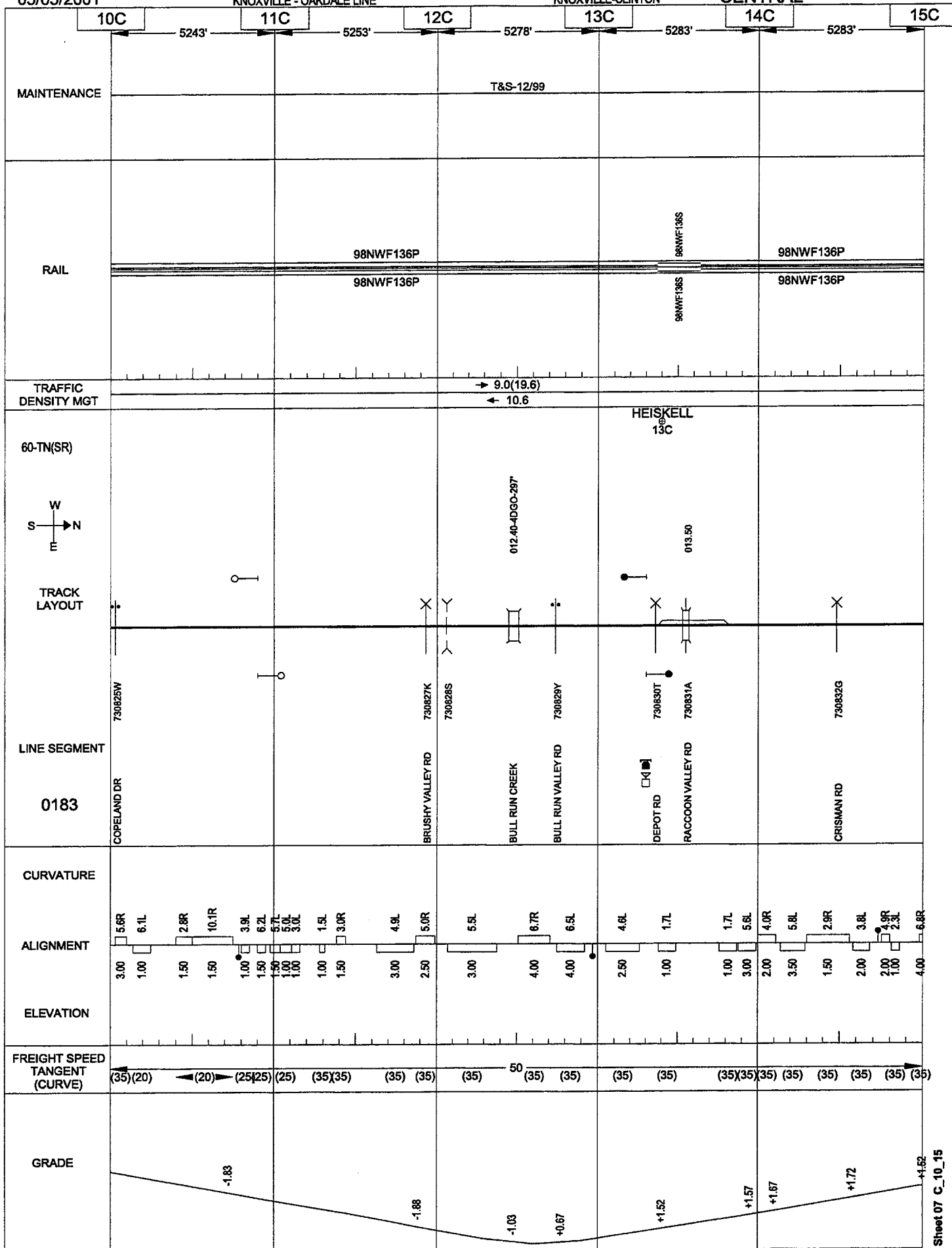


05/05/2001

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

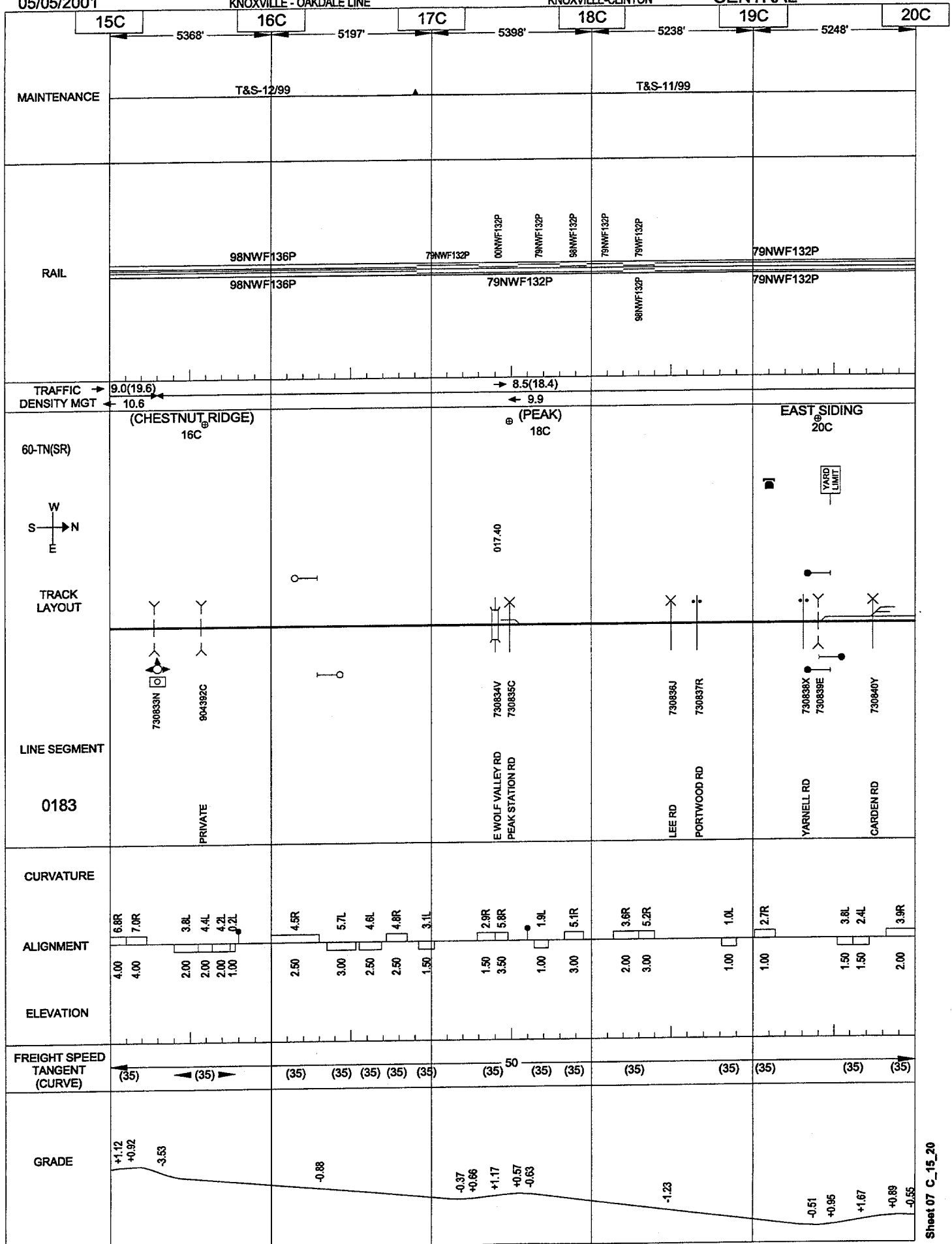


05/05/2001

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

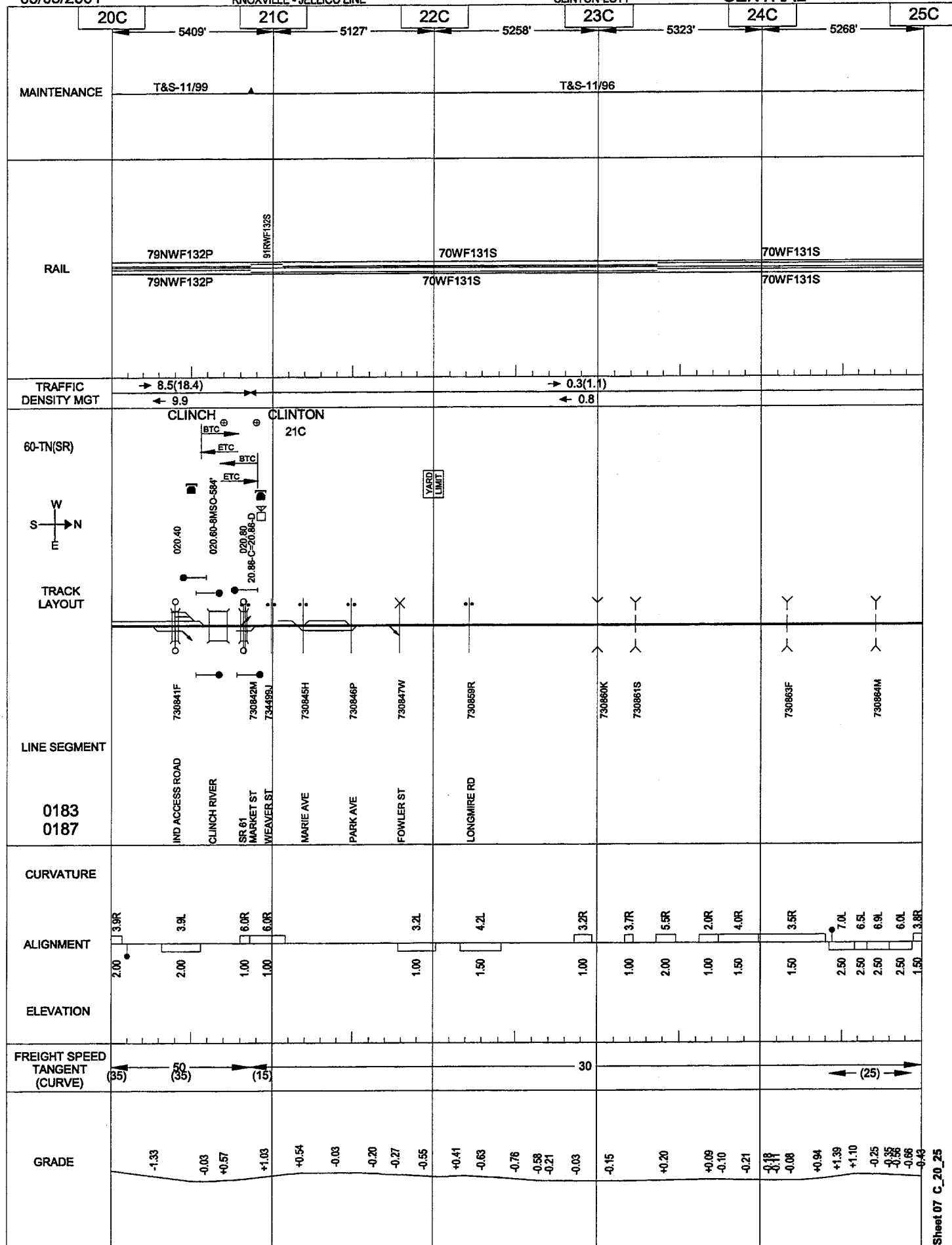


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

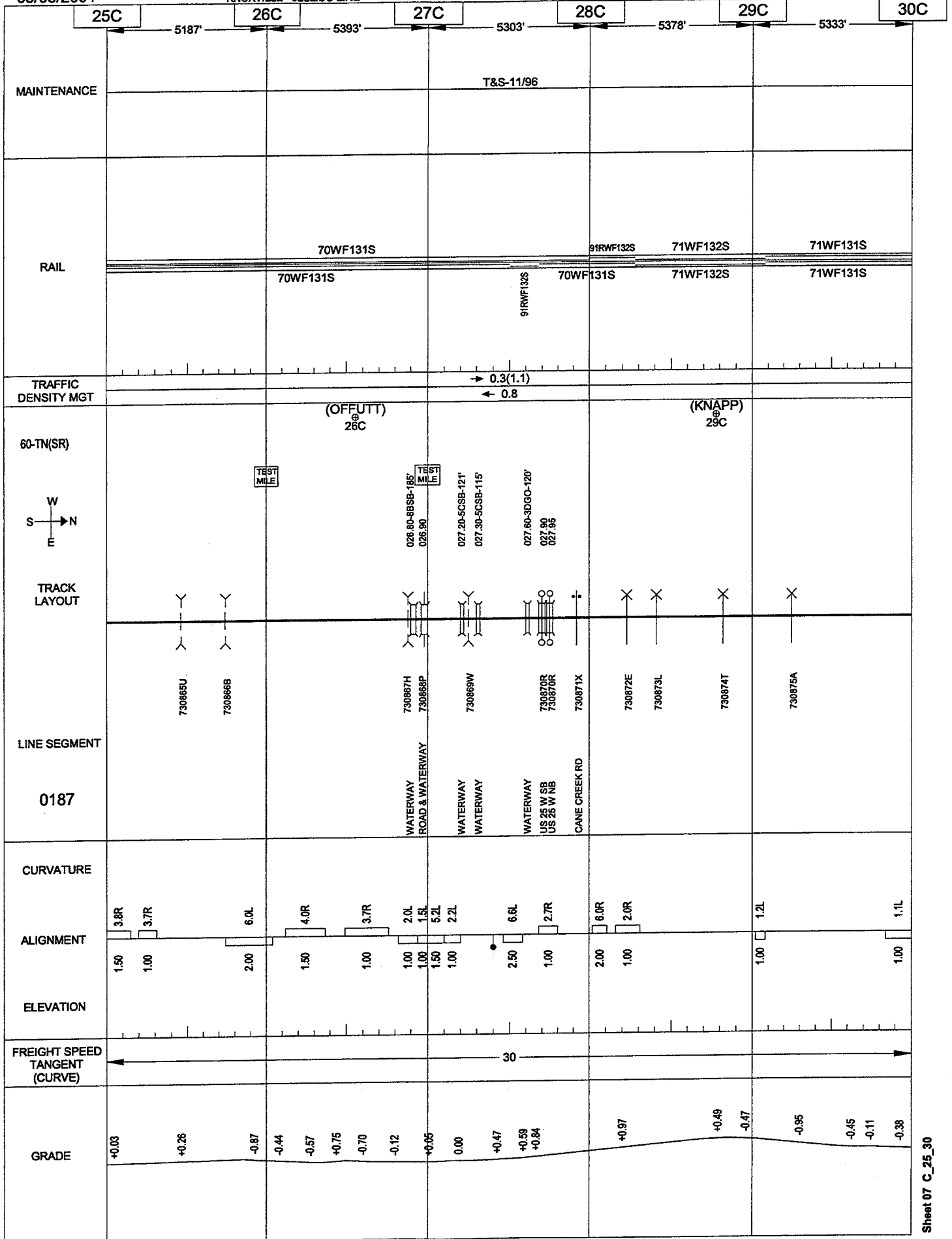


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

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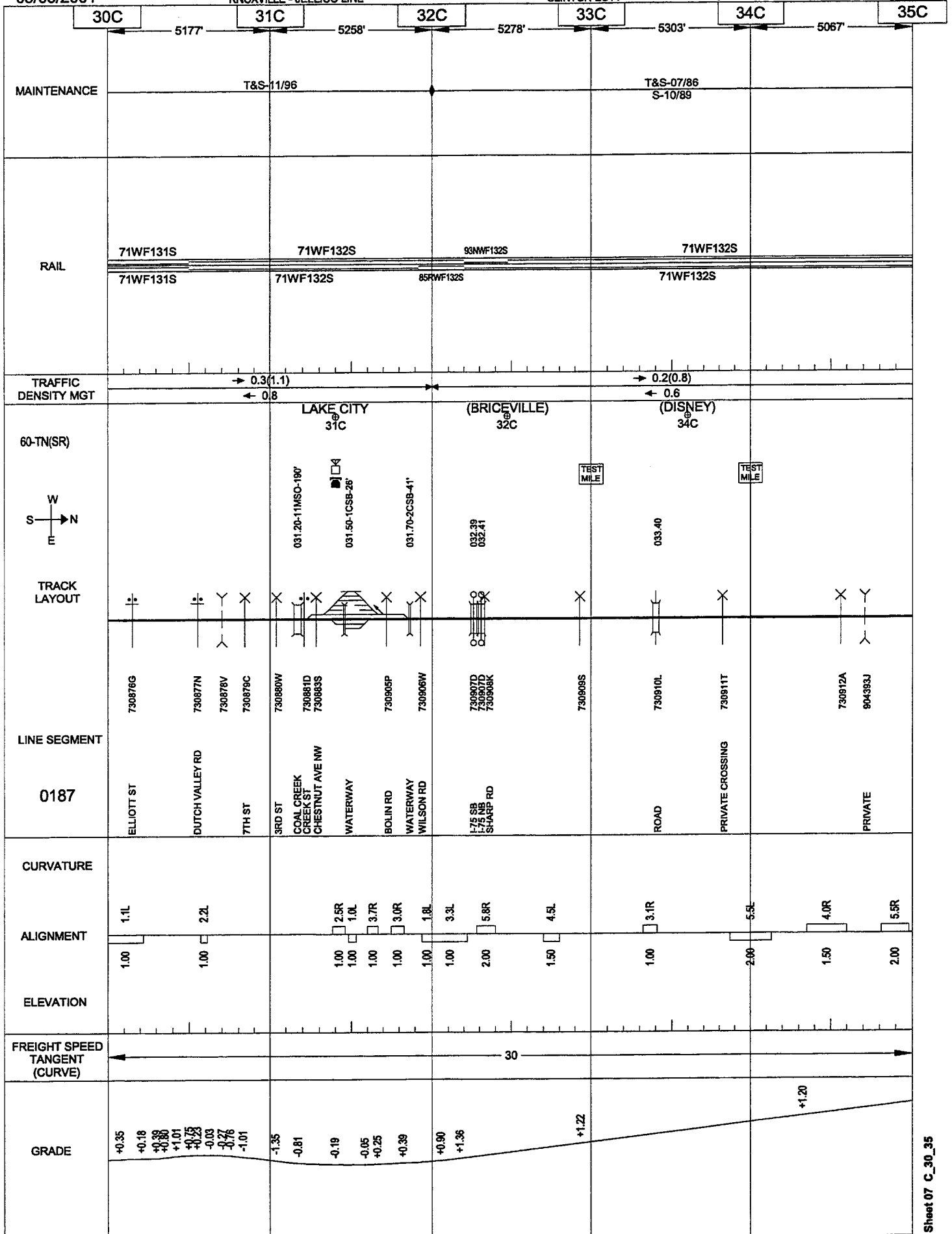


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

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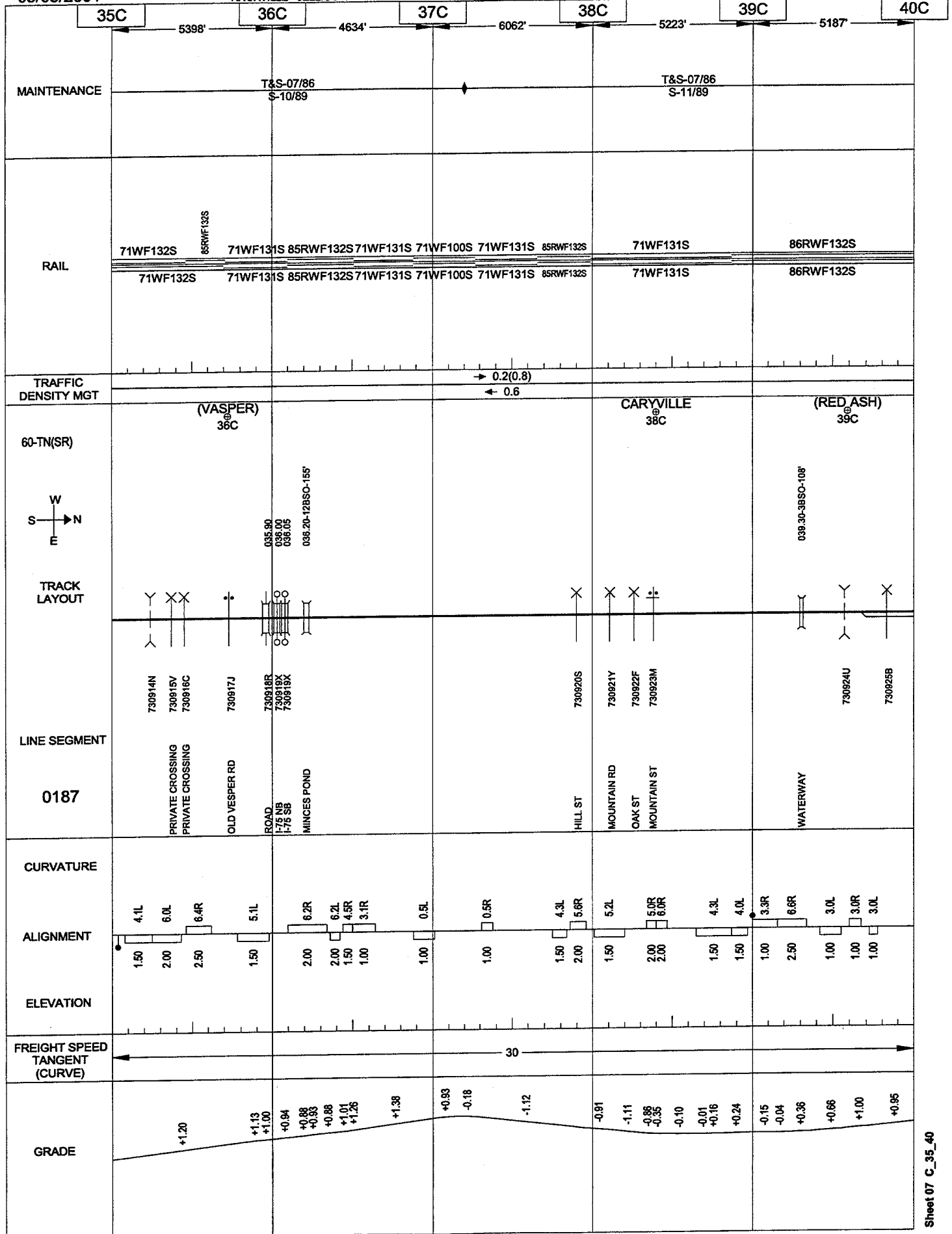


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

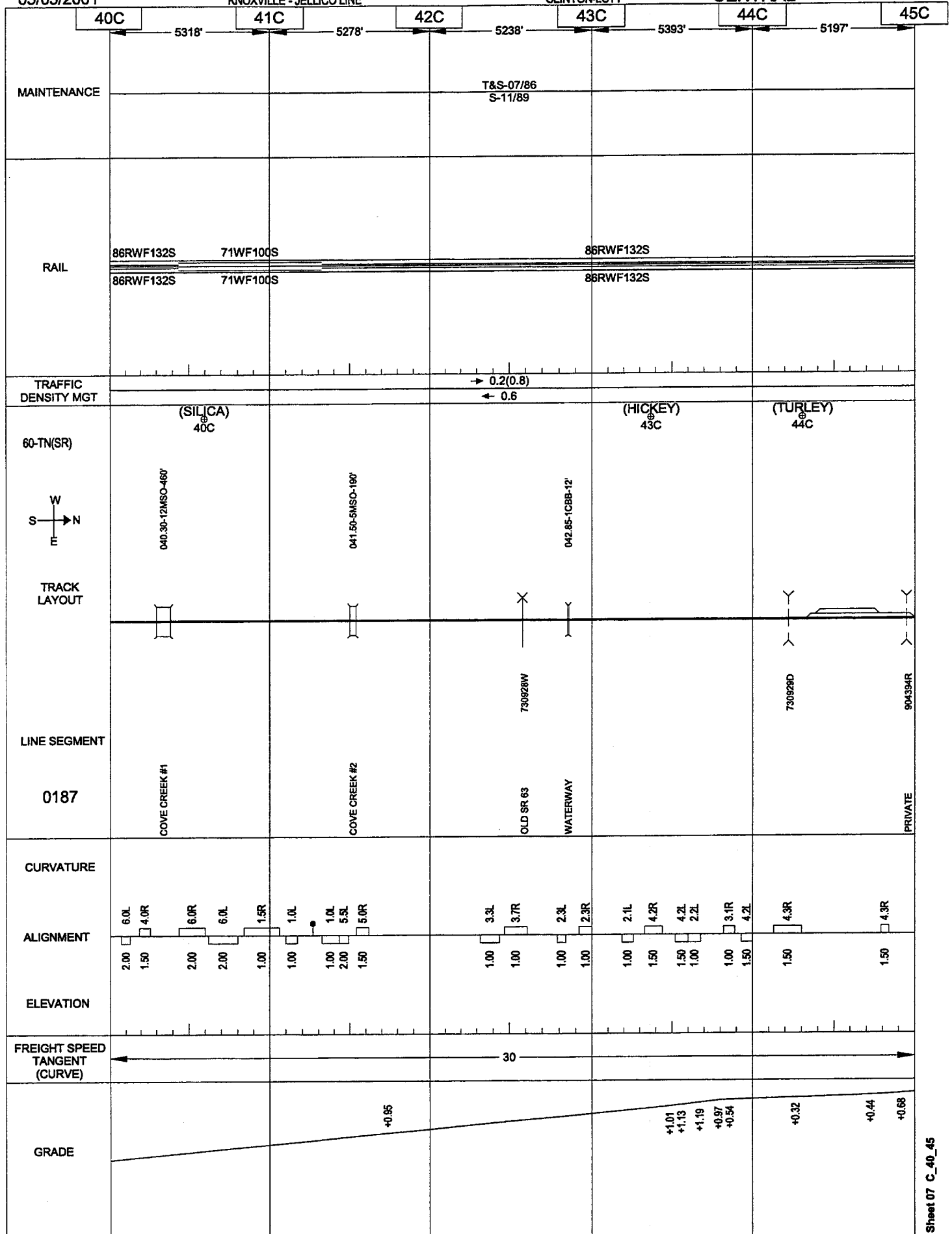


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL



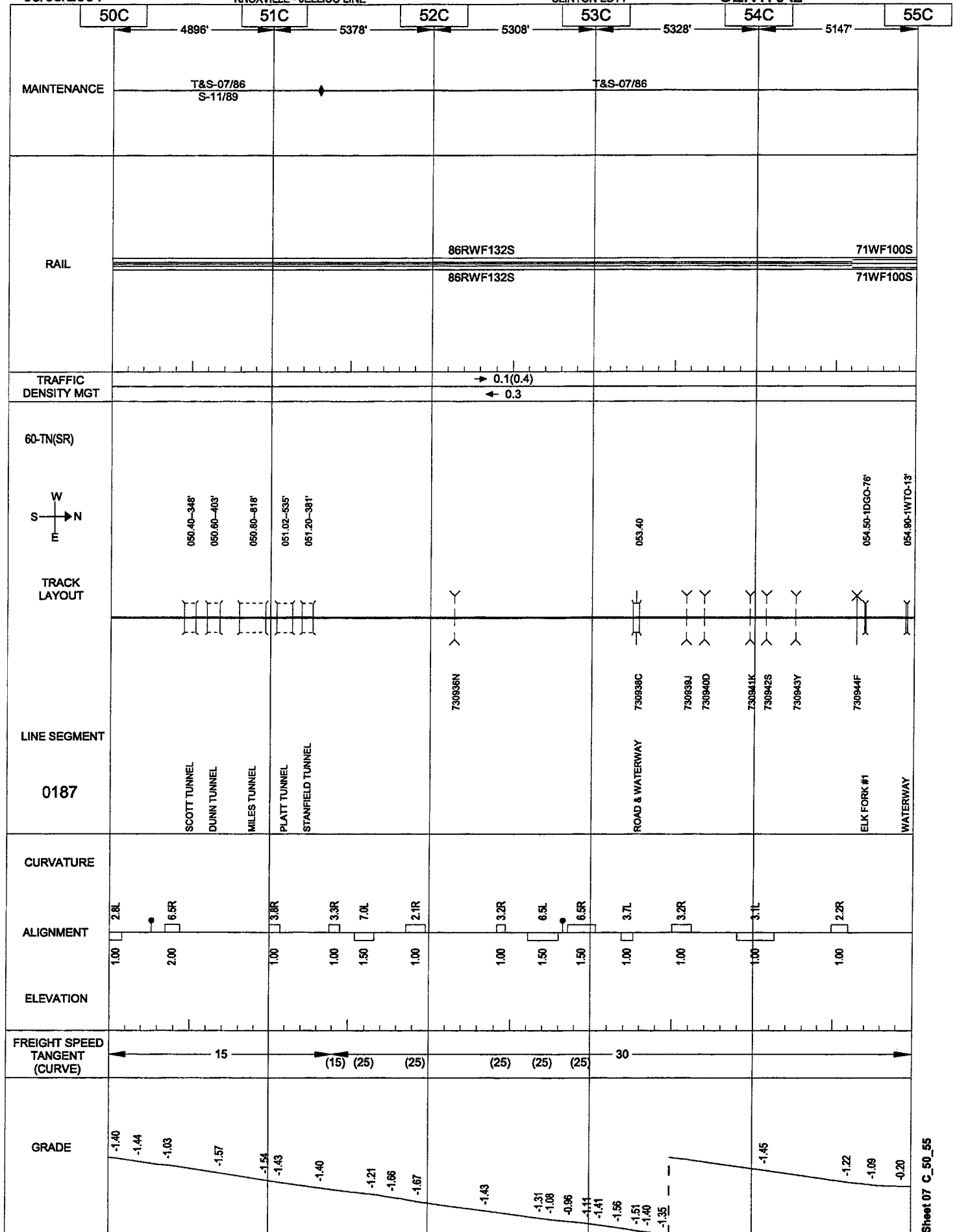
Sheet 07 C_45_50

05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

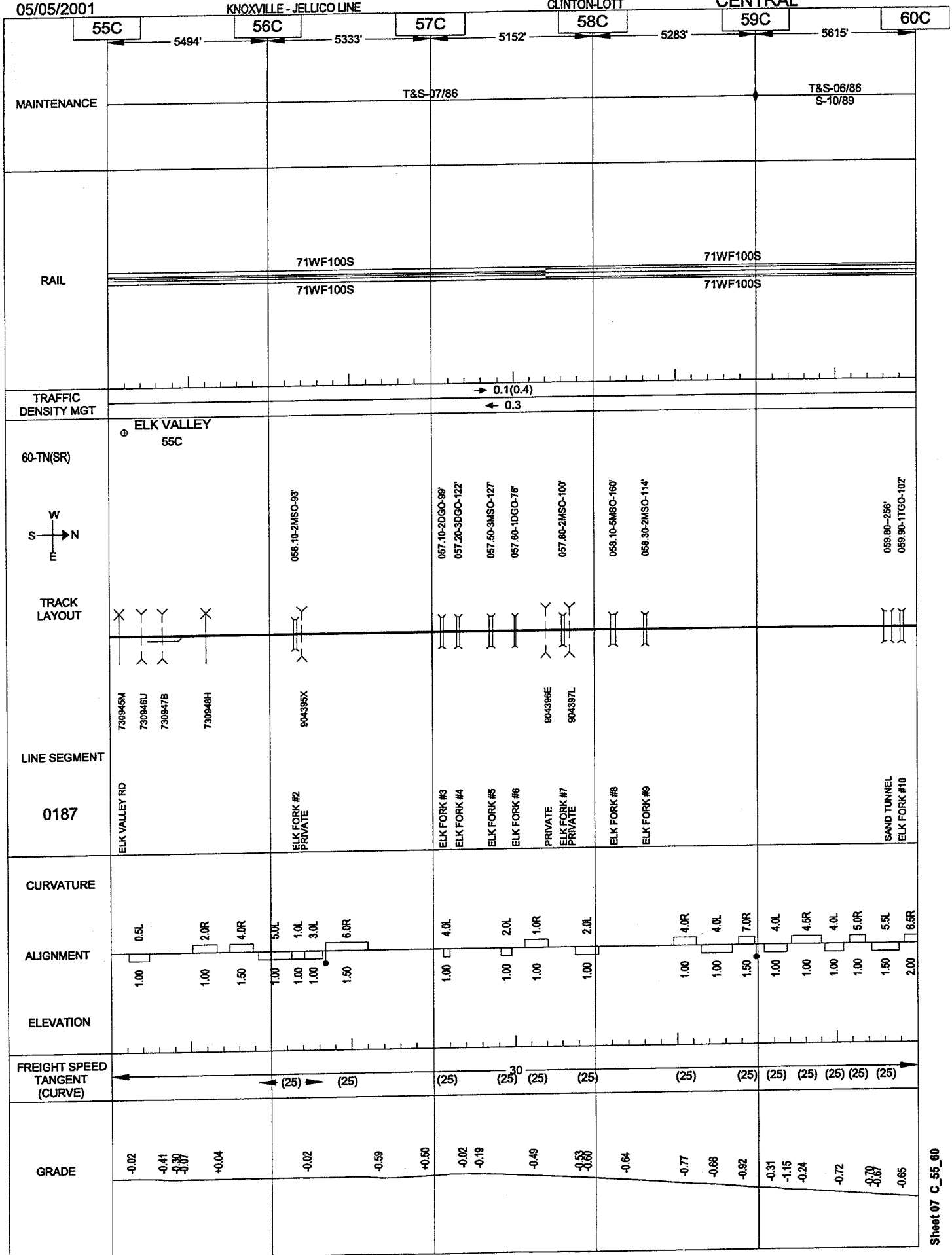


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

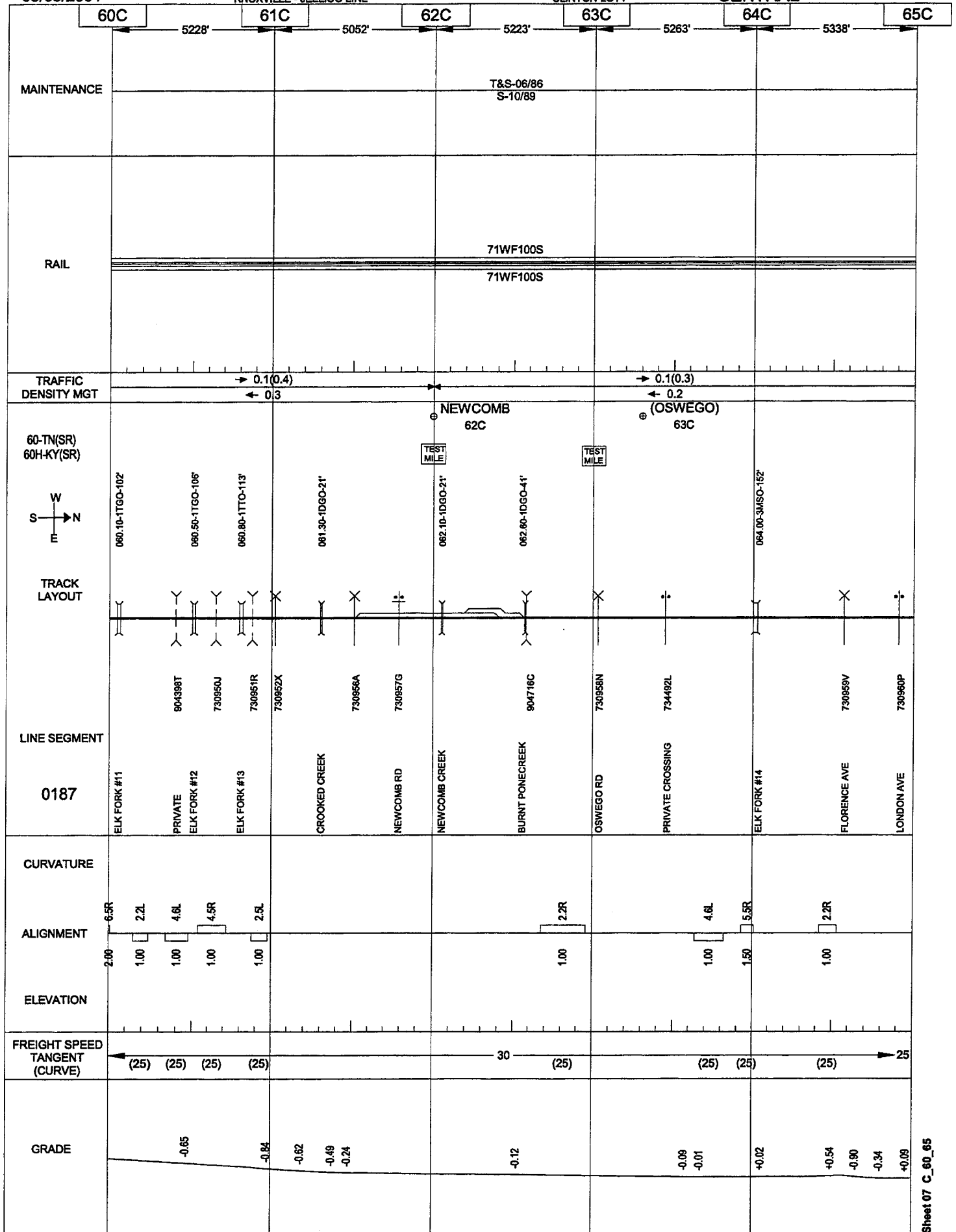


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

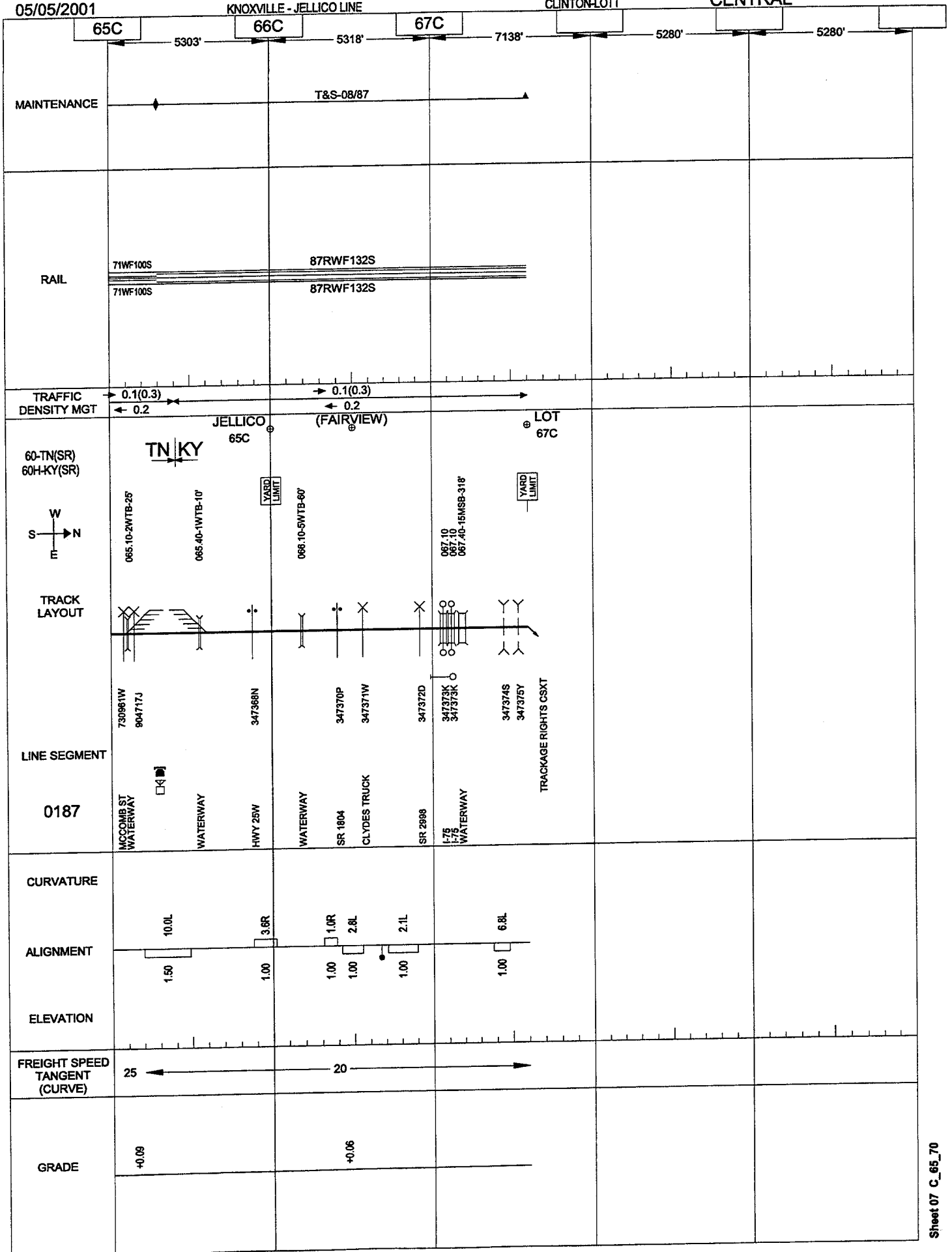


05/05/2001

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL

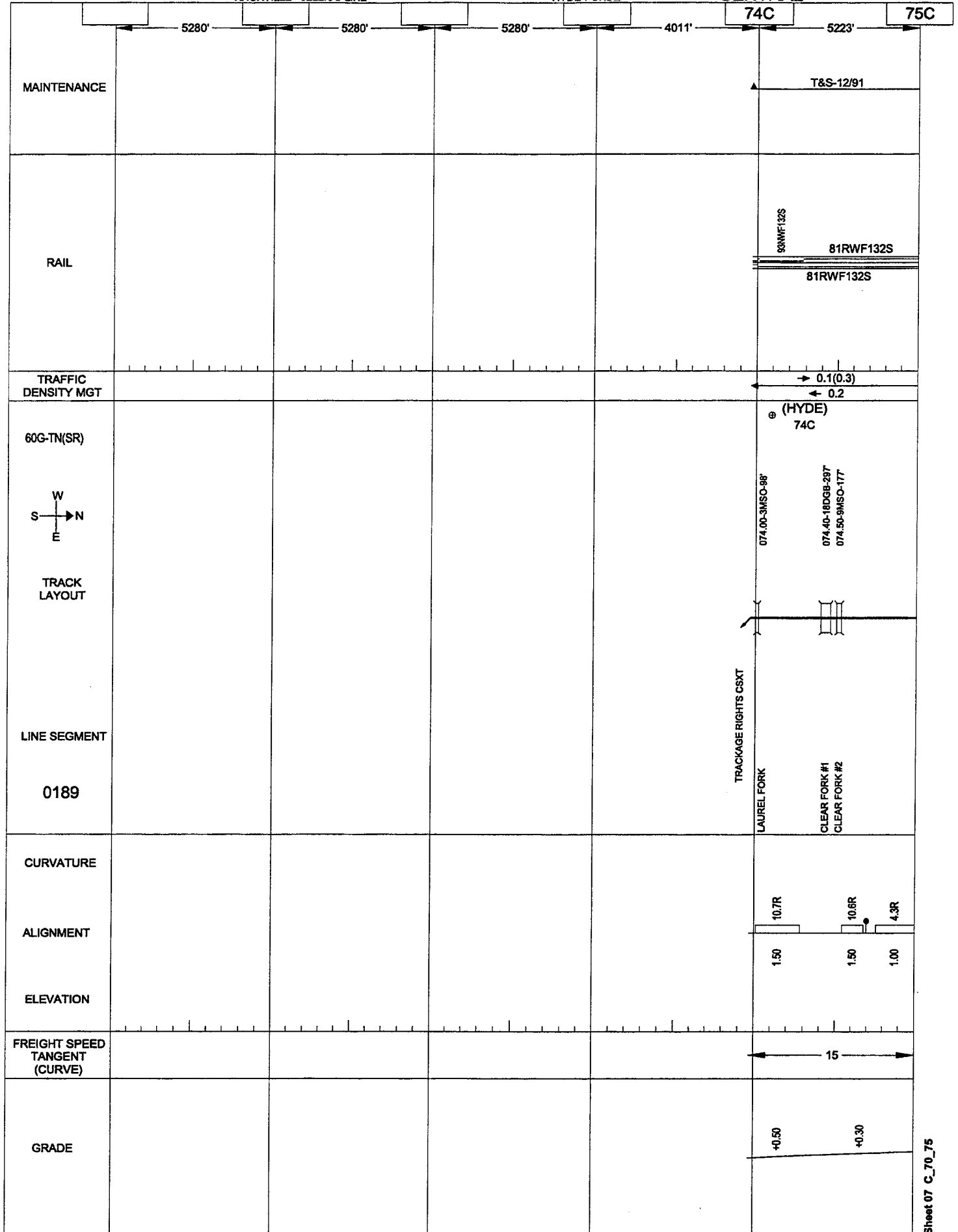


05/05/2001

KNOXVILLE - JELICO LINE

HYDE-FONDE

CENTRAL

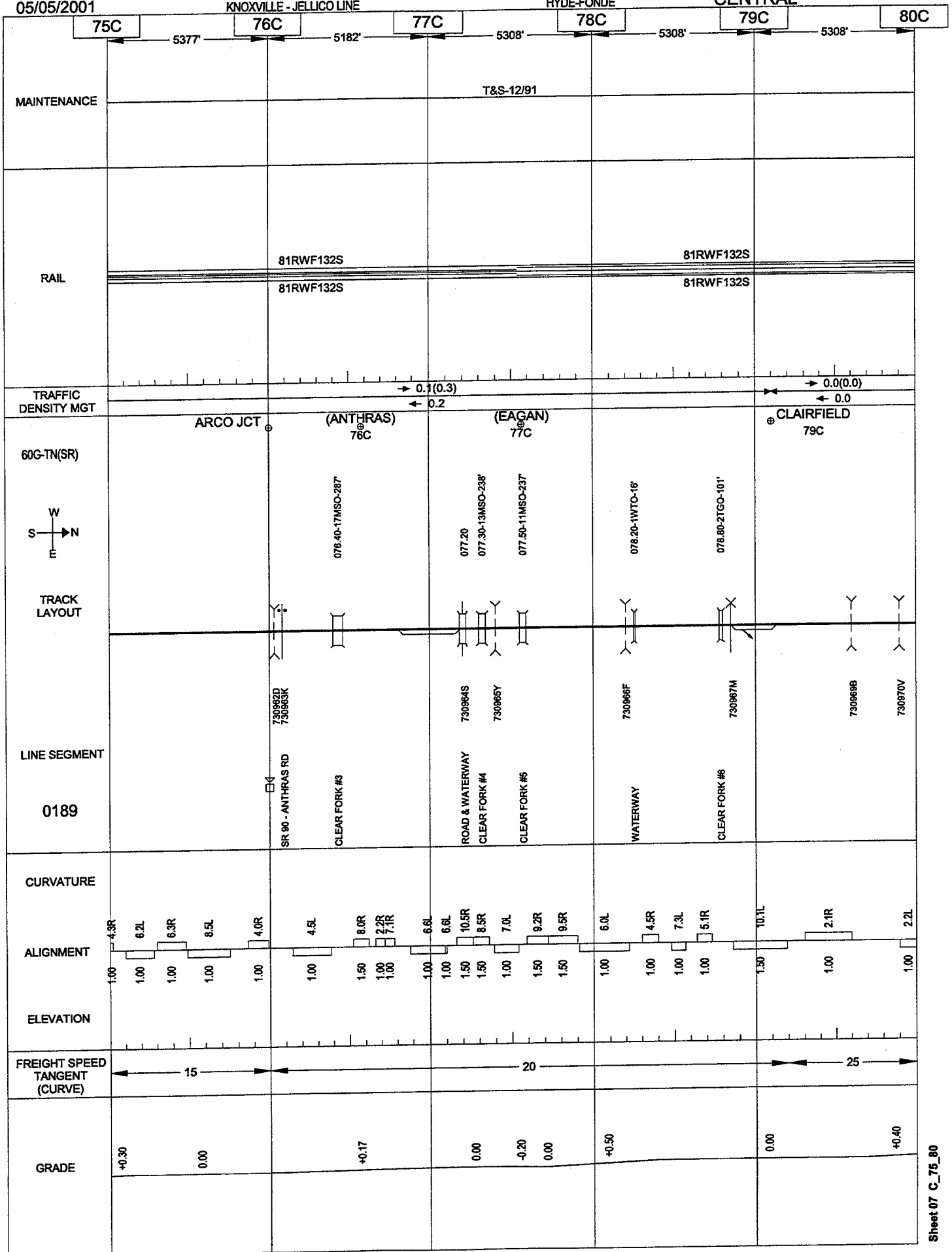


05/05/2001

KNOXVILLE - JELICO LINE

HYDE-FONDE

CENTRAL

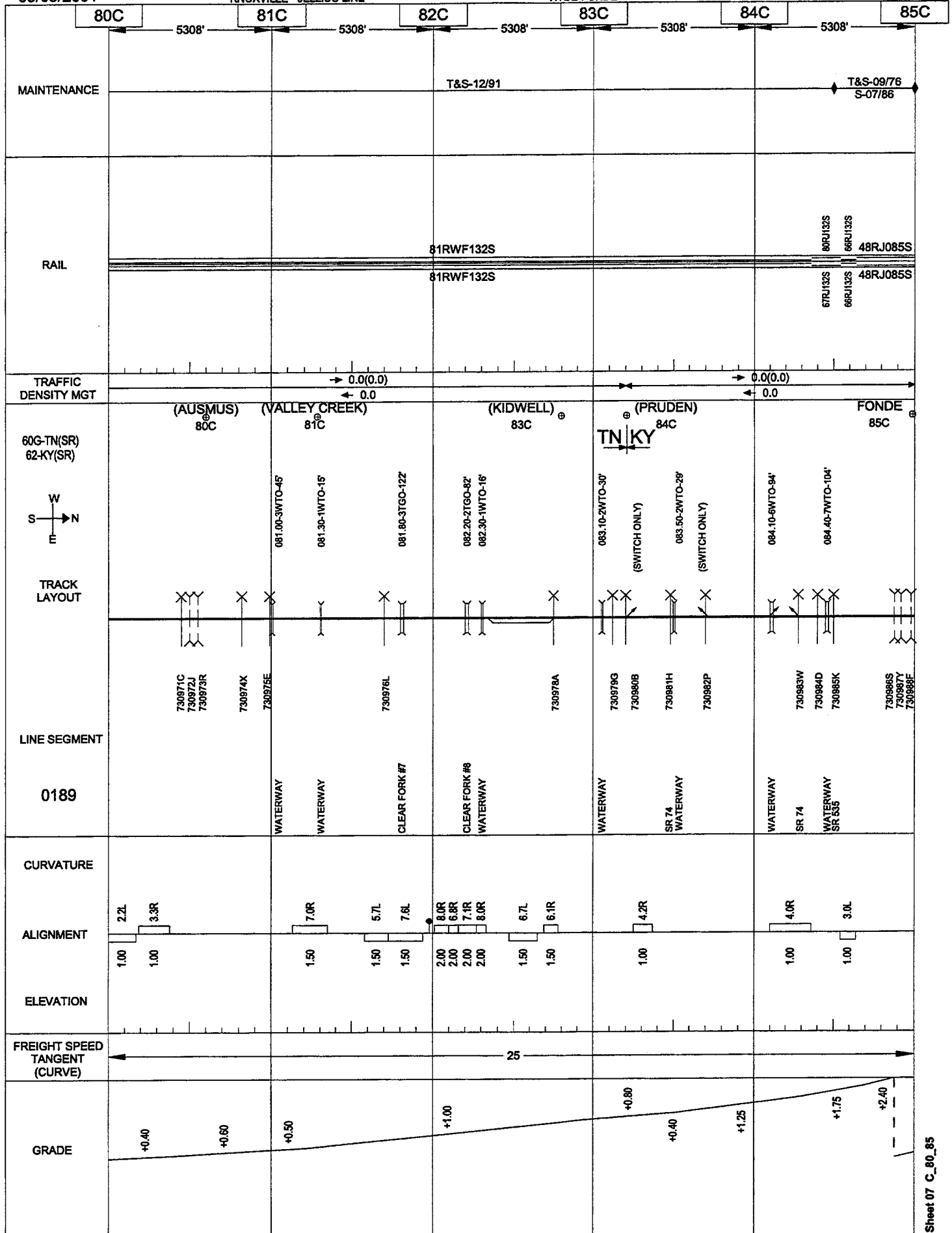


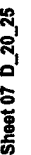
05/05/2001

KNOXVILLE - JELICO LINE

HYDE-FONDE

CENTRAL



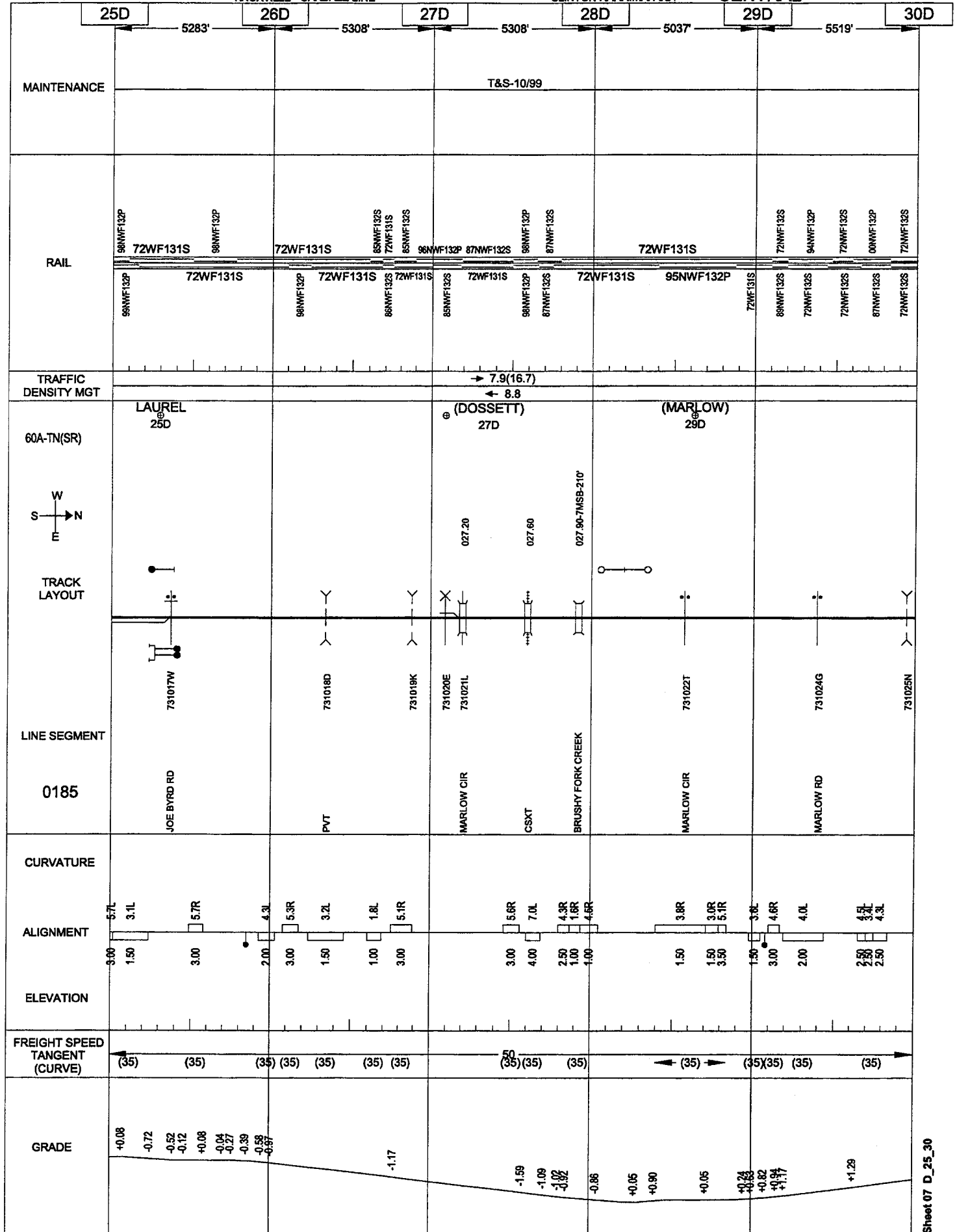


05/05/2001

KNOXVILLE - OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



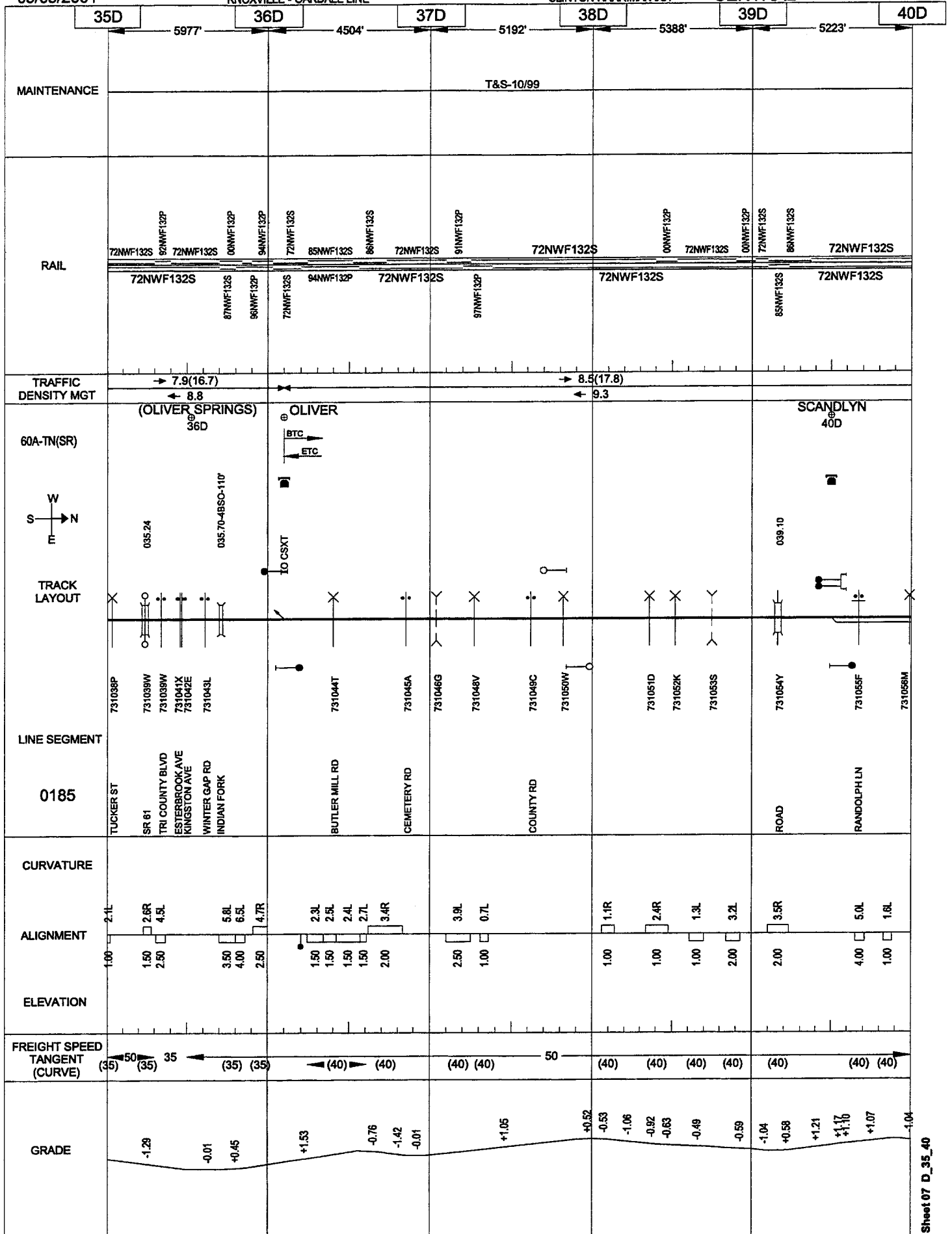
Sheet 07 D_30_35

05/05/2001

KNOXVILLE - OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



Sheet 07 D_40_45

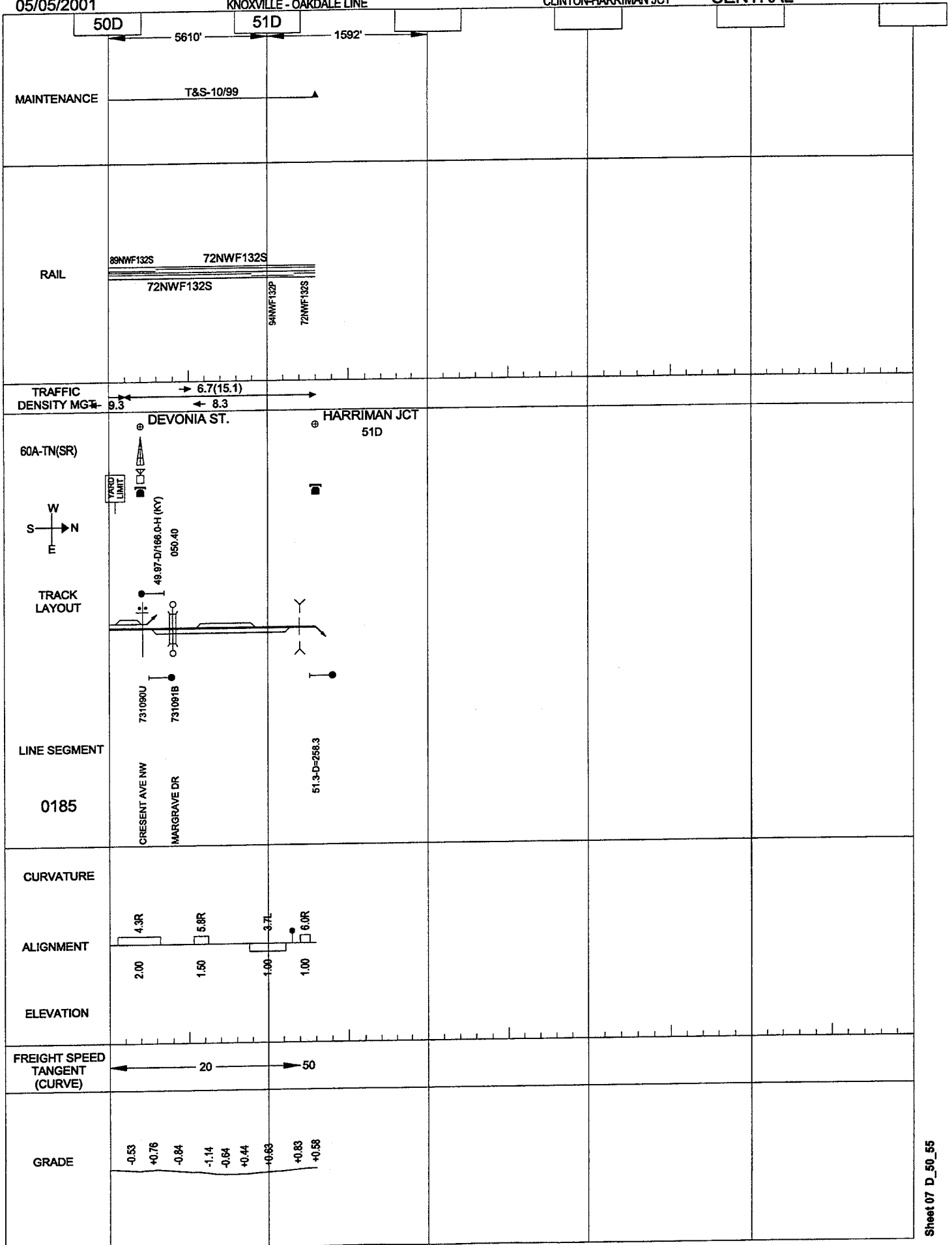
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05/05/2001

KNOXVILLE - OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

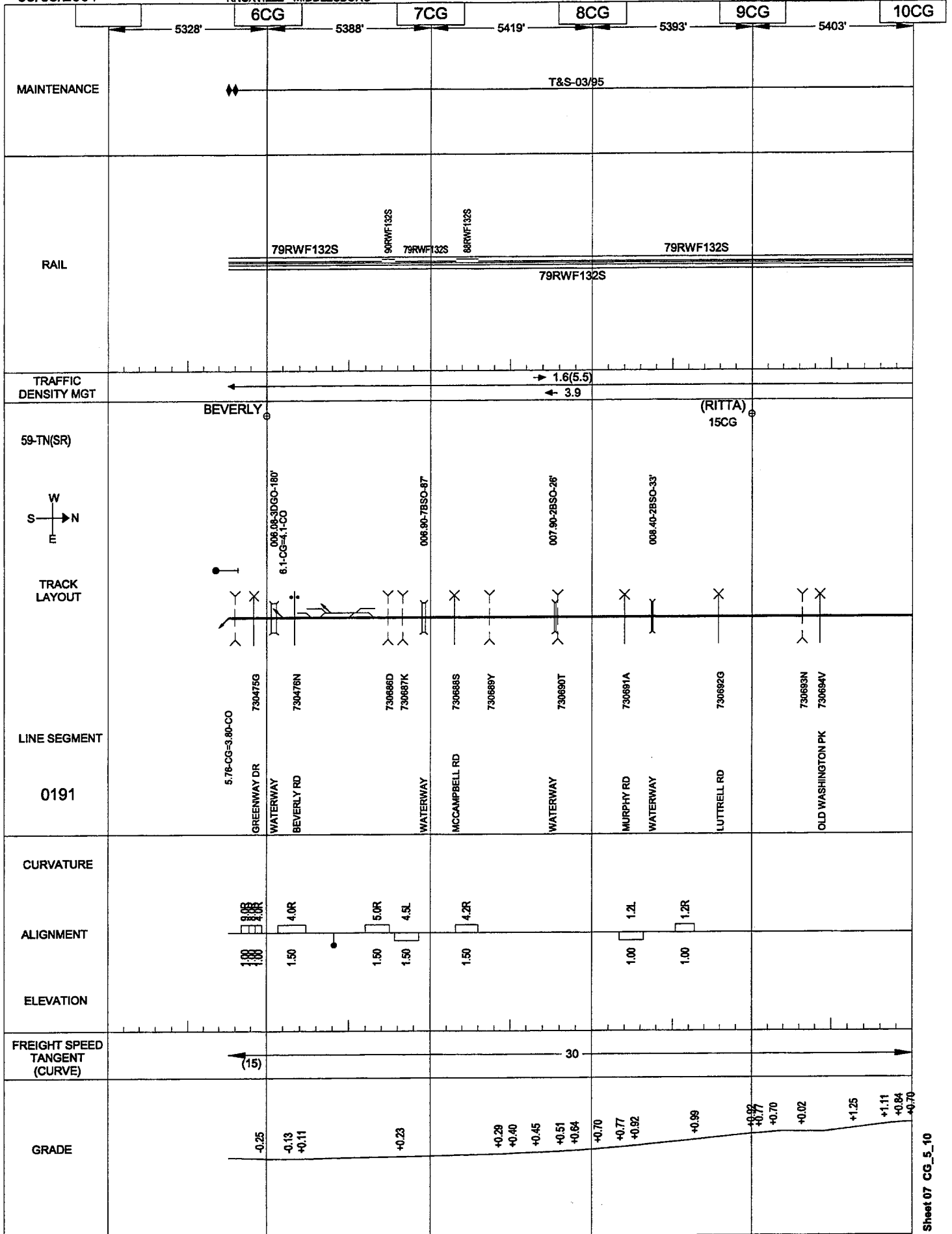


05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

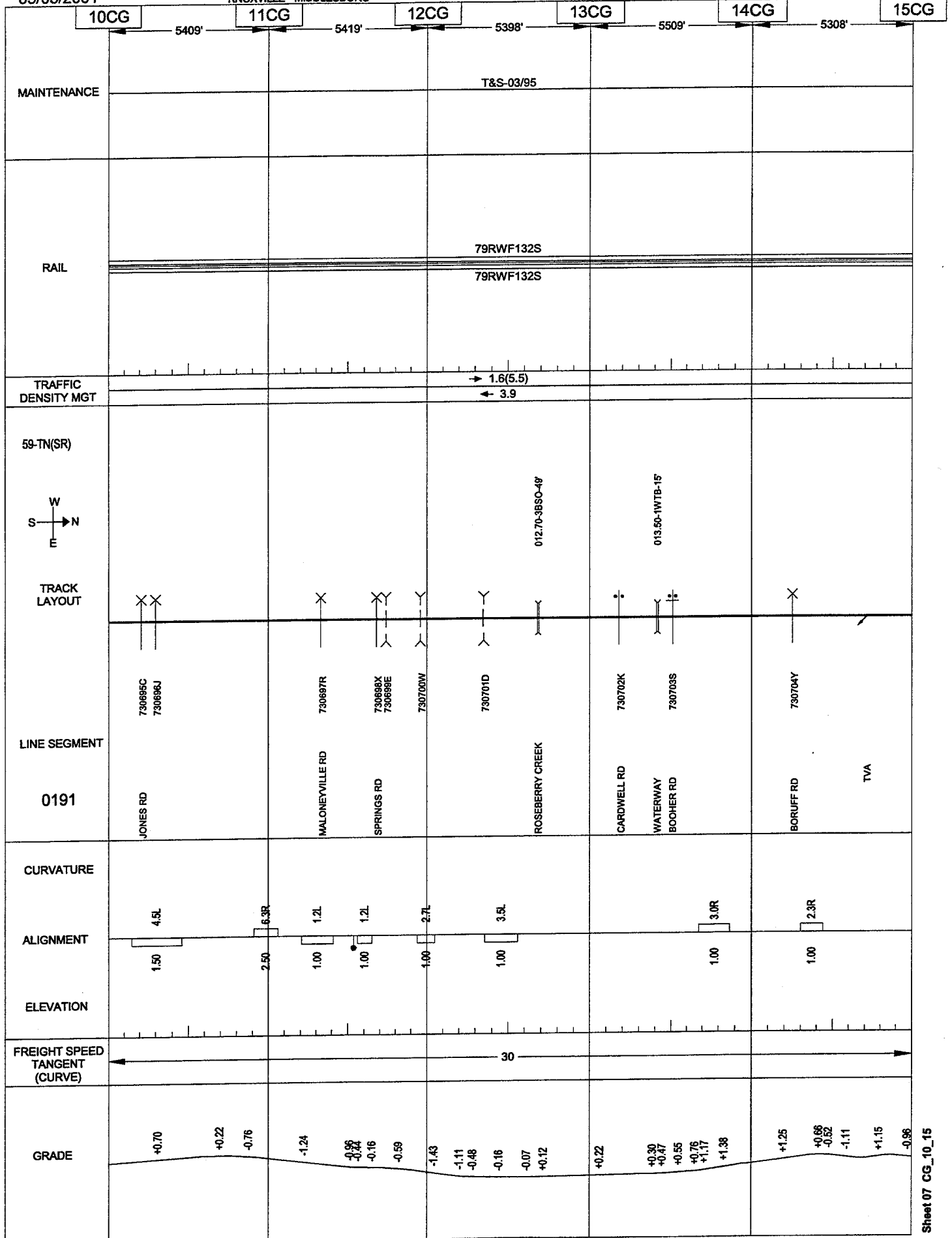


05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



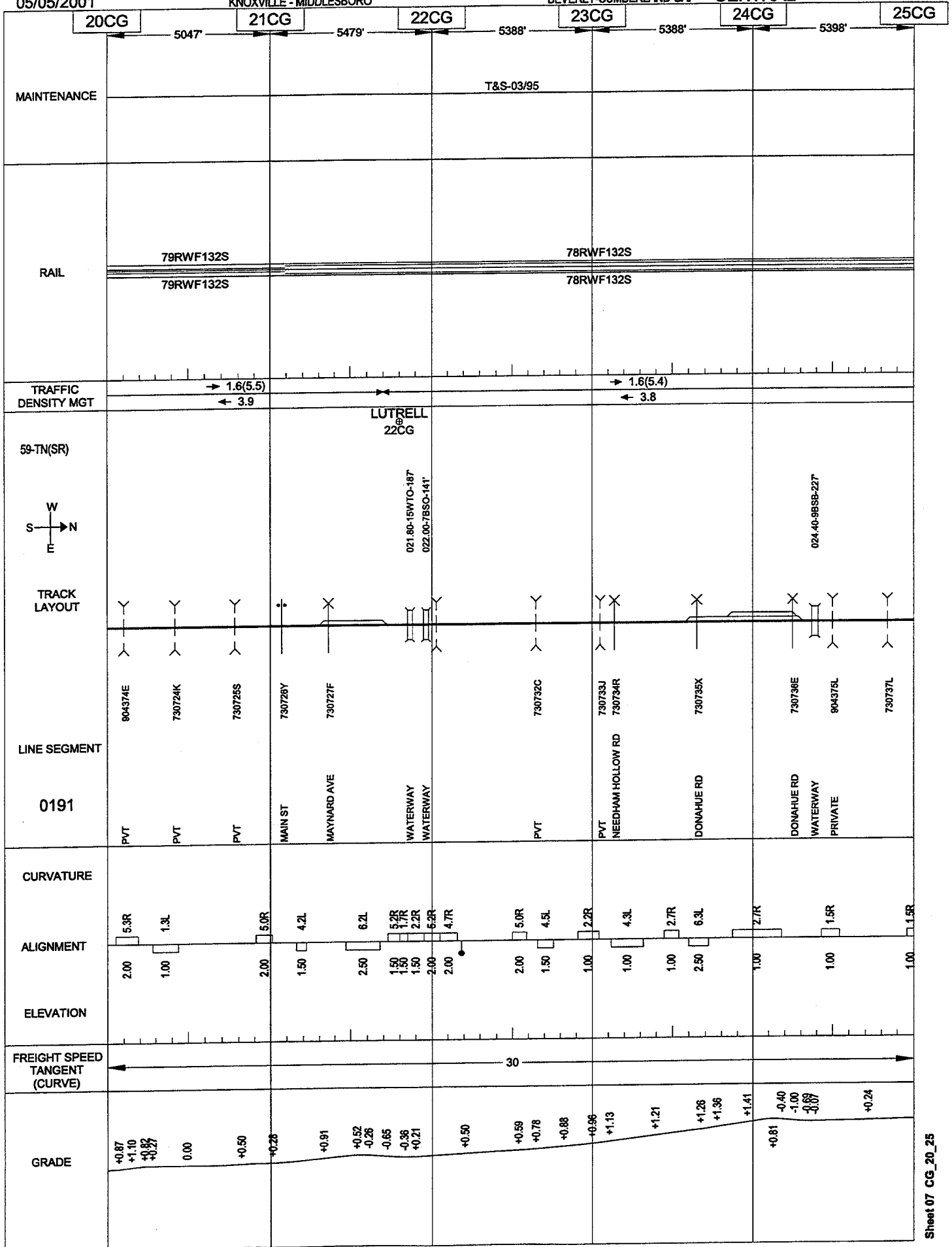
Sheet 07 CG_15_20

05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

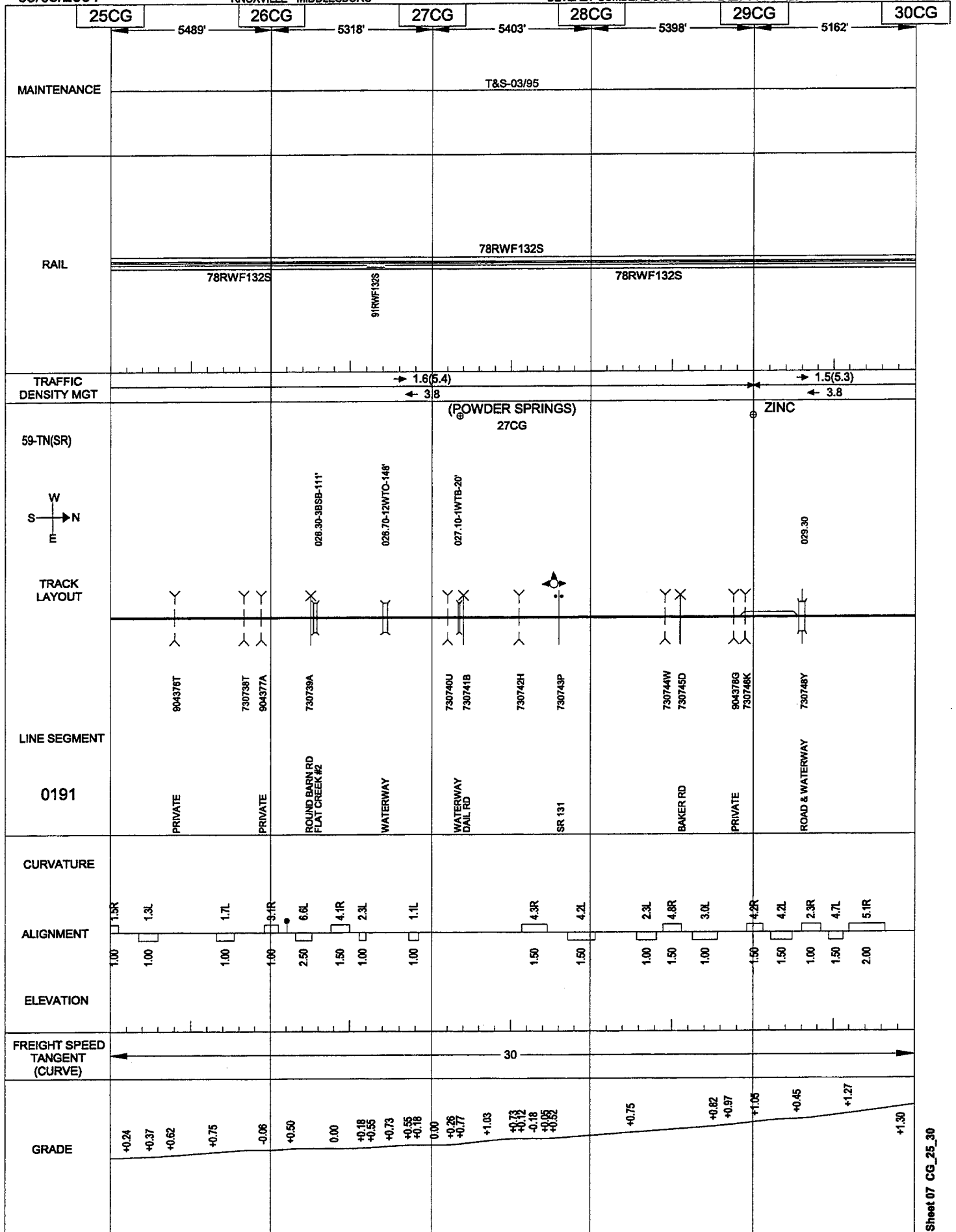


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

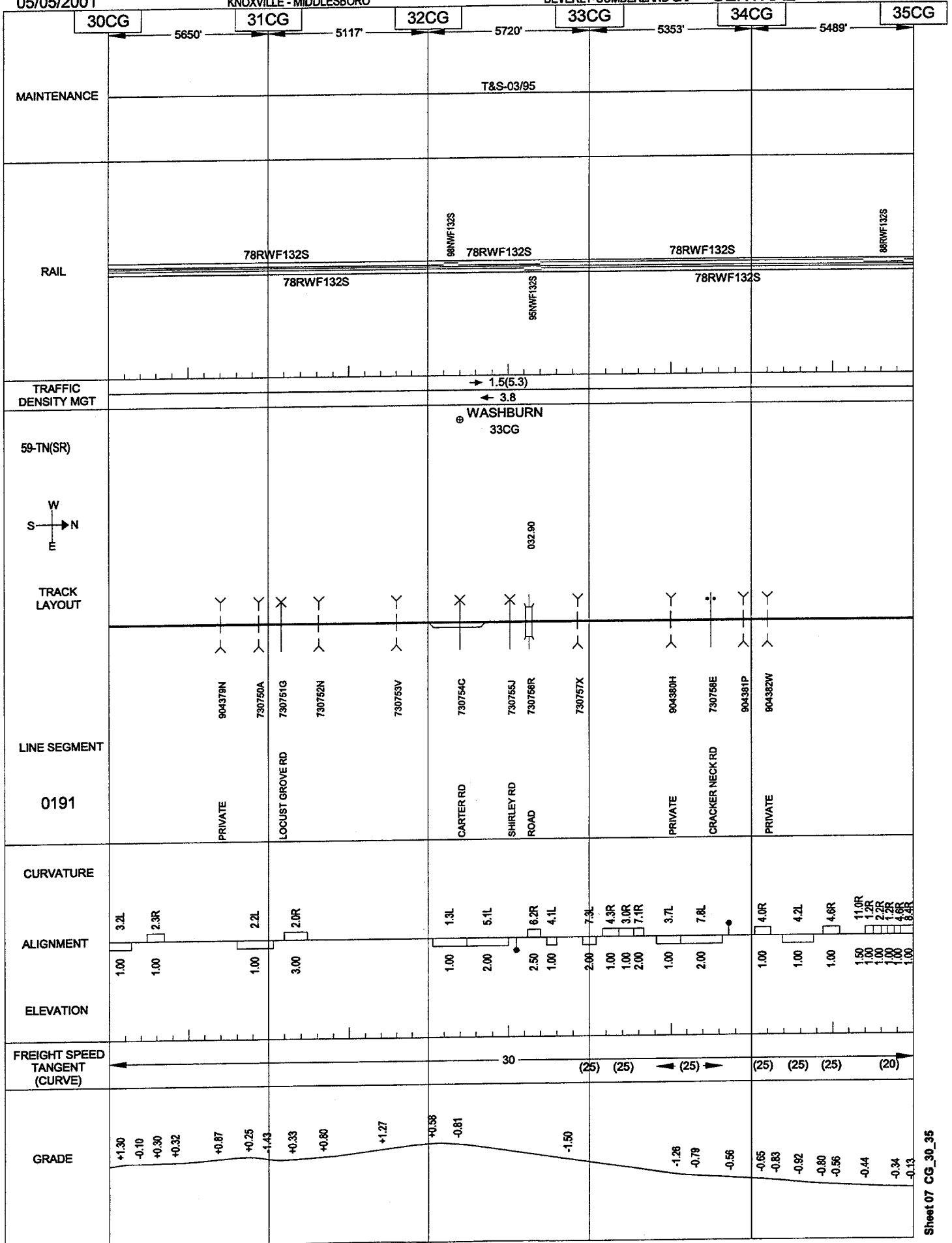


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

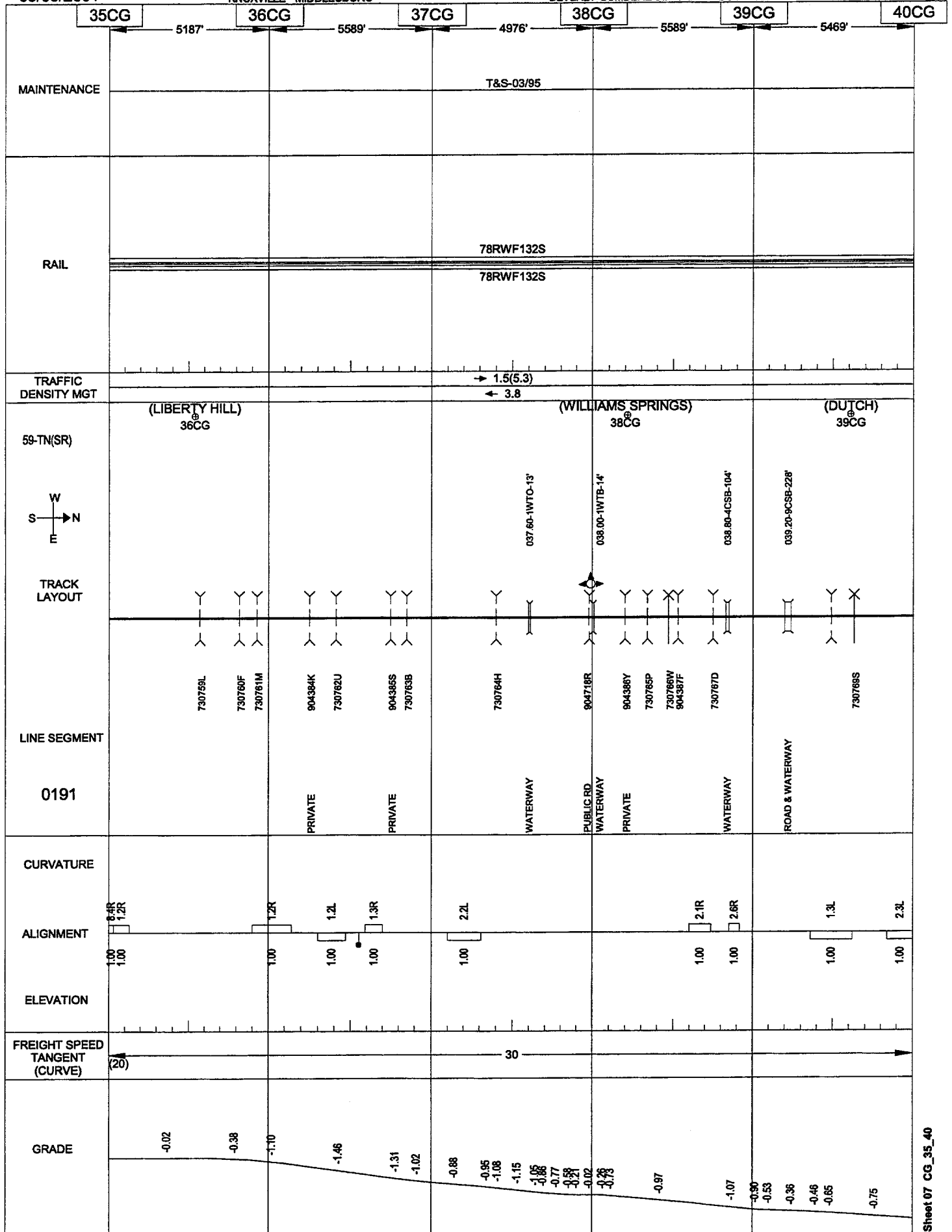


05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

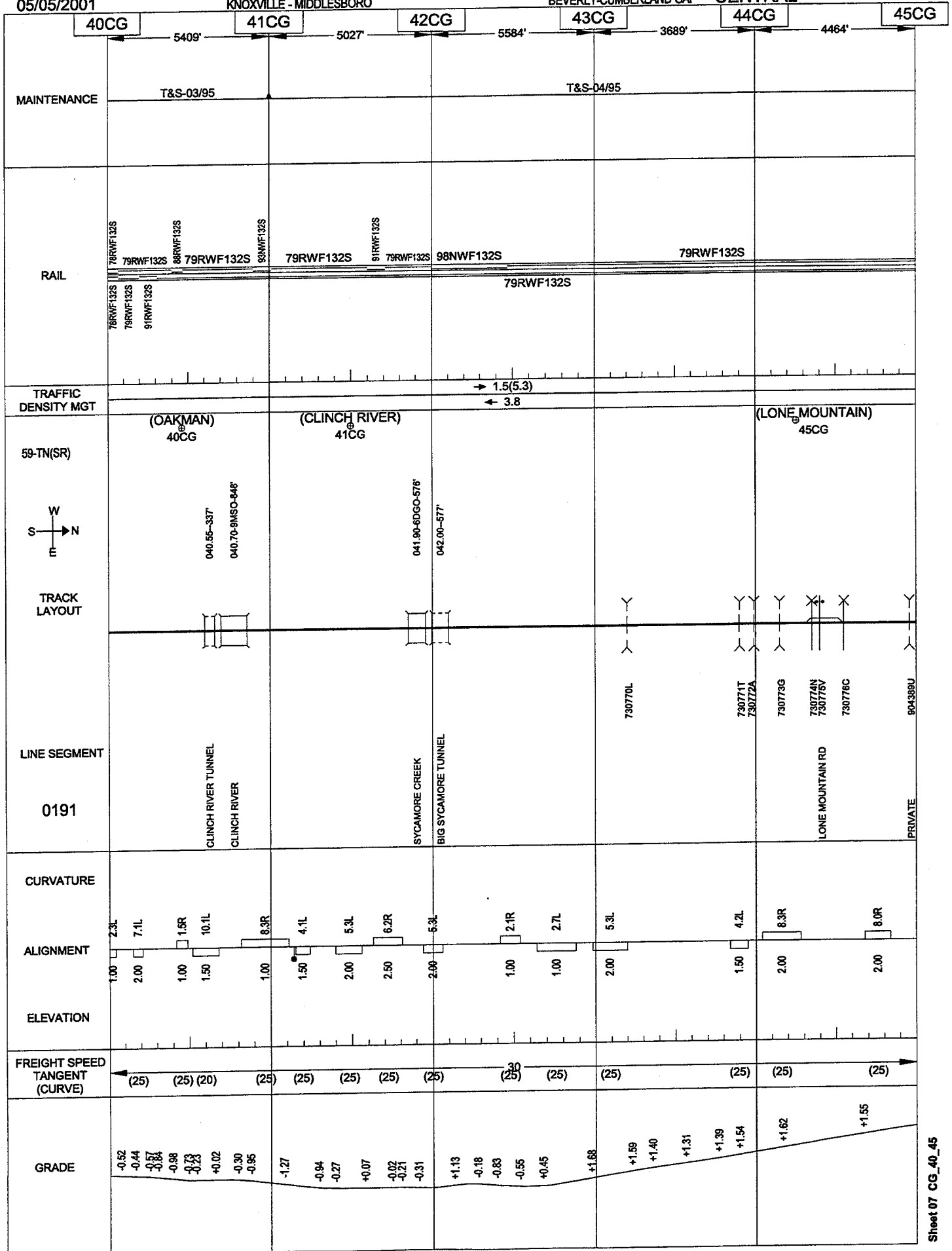


05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



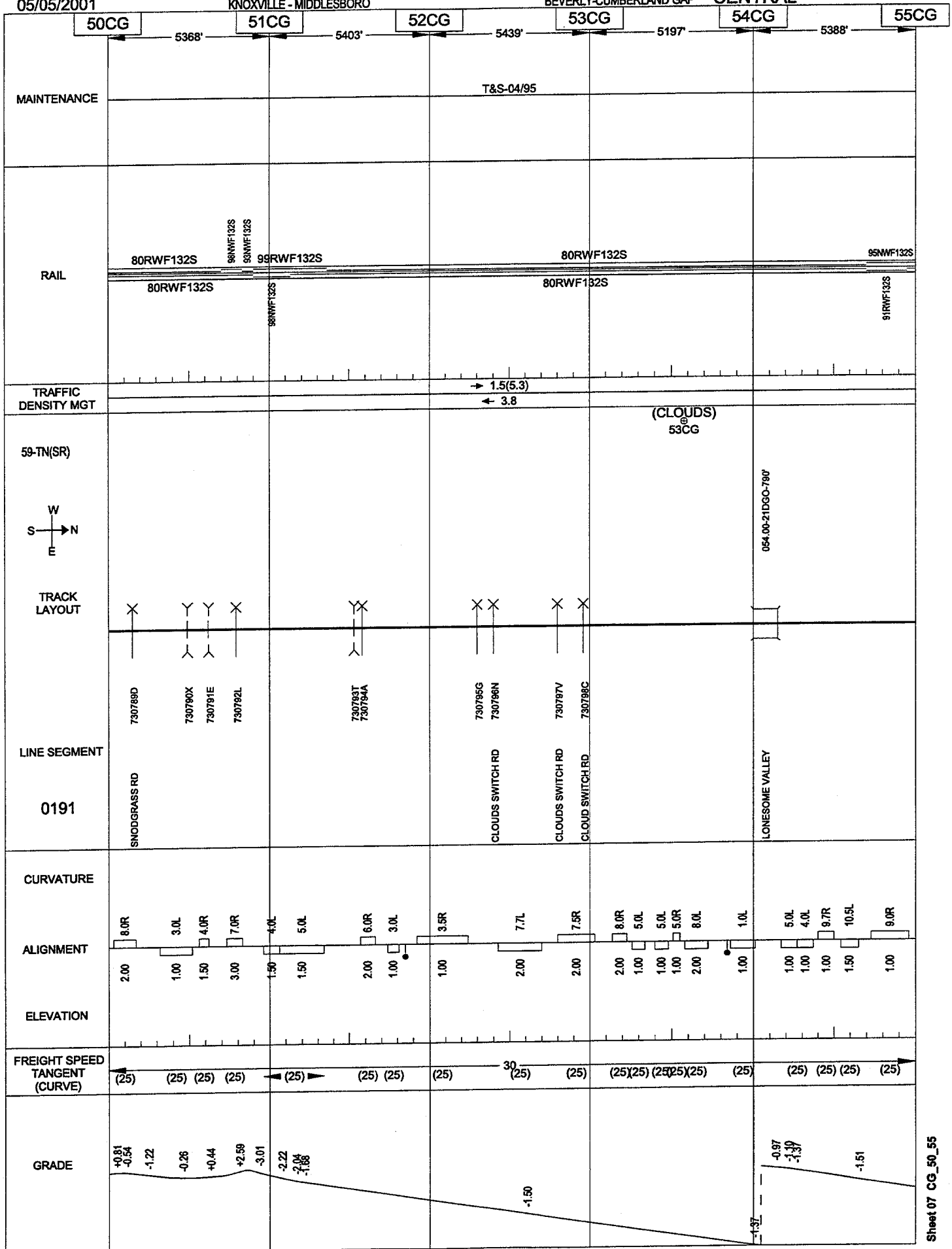
Sheet 07 CG_45_50

05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



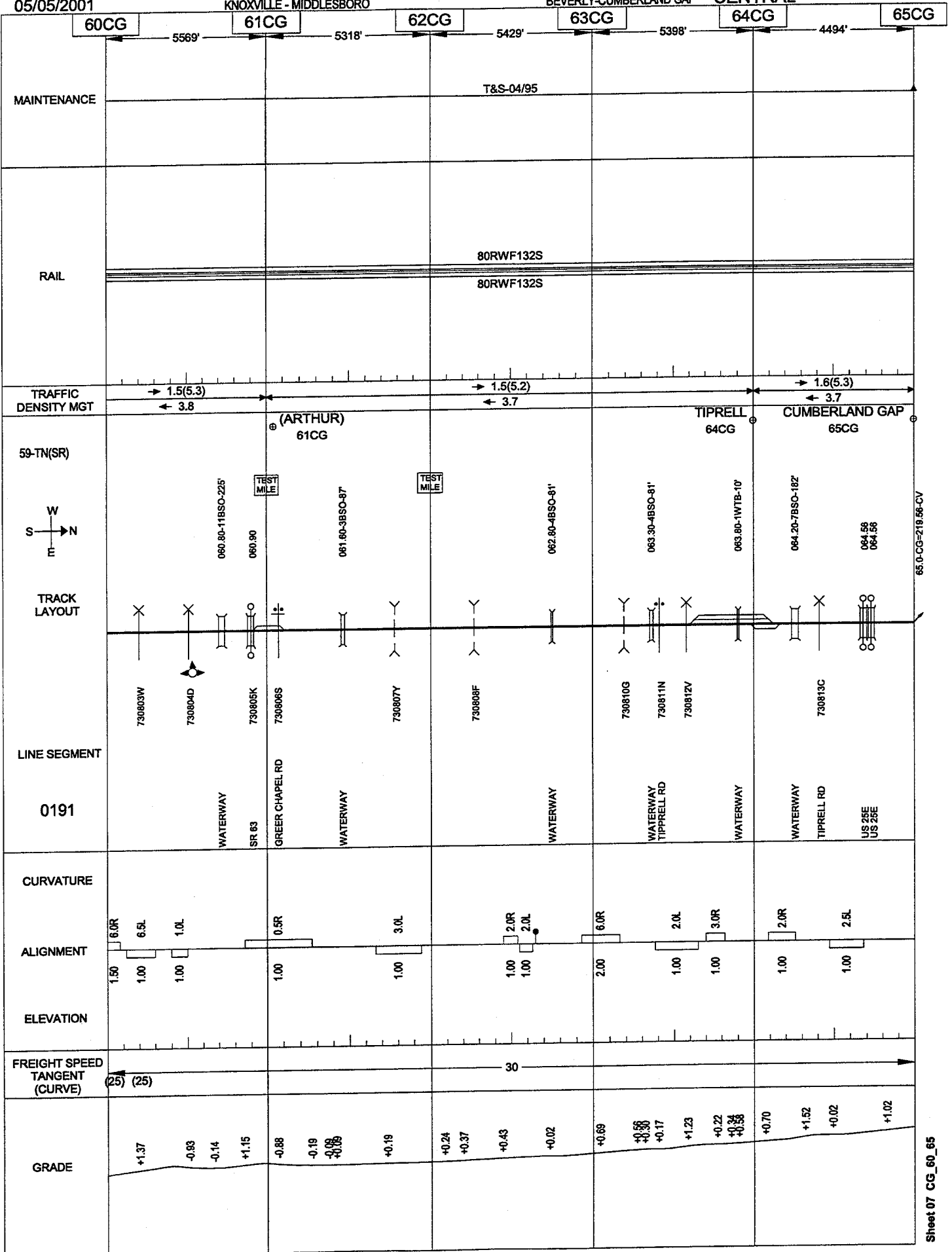
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05/05/2001

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

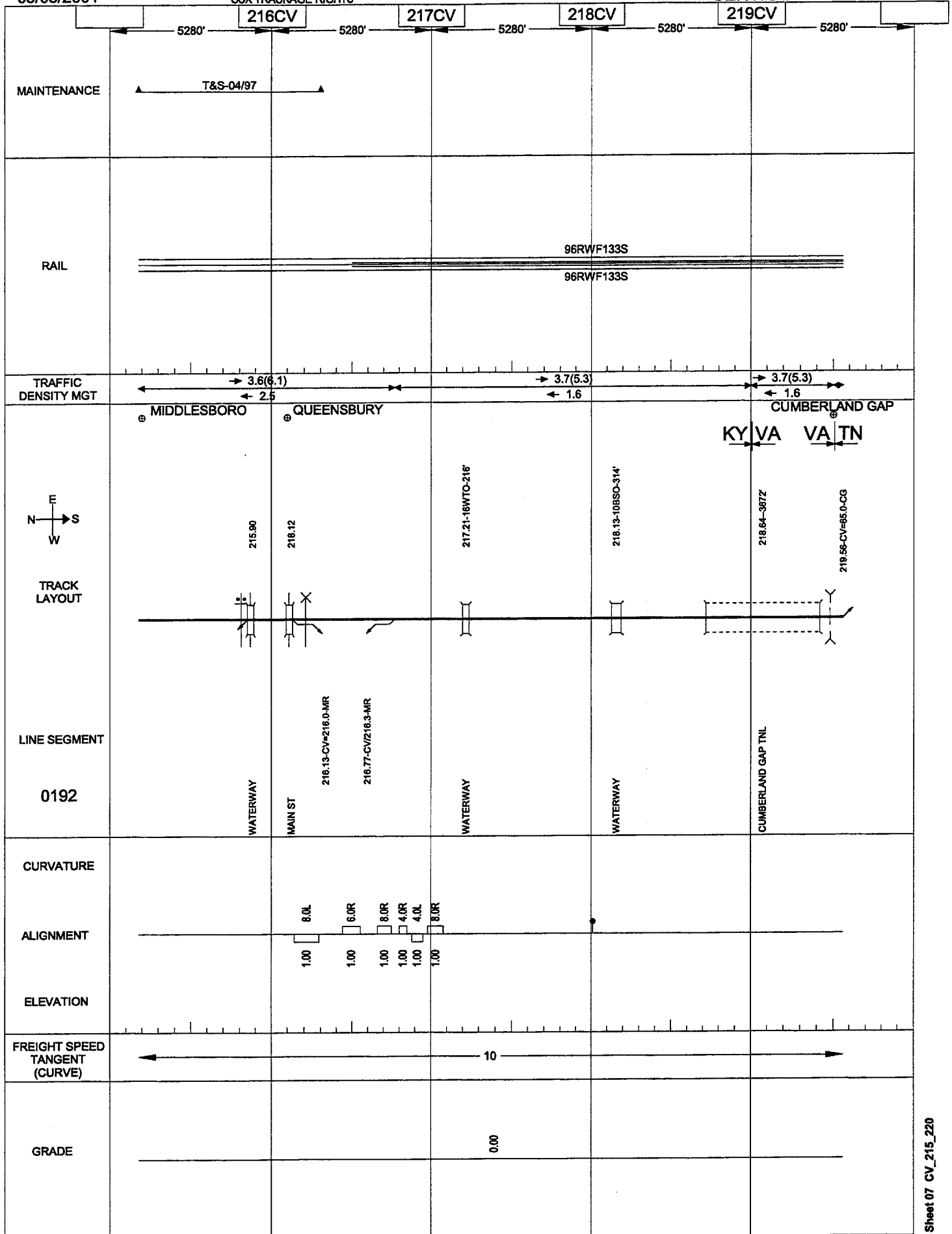


65.0 CG-219.58-CV

05/05/2001

CSX TRACKAGE RIGHTS

CENTRAL

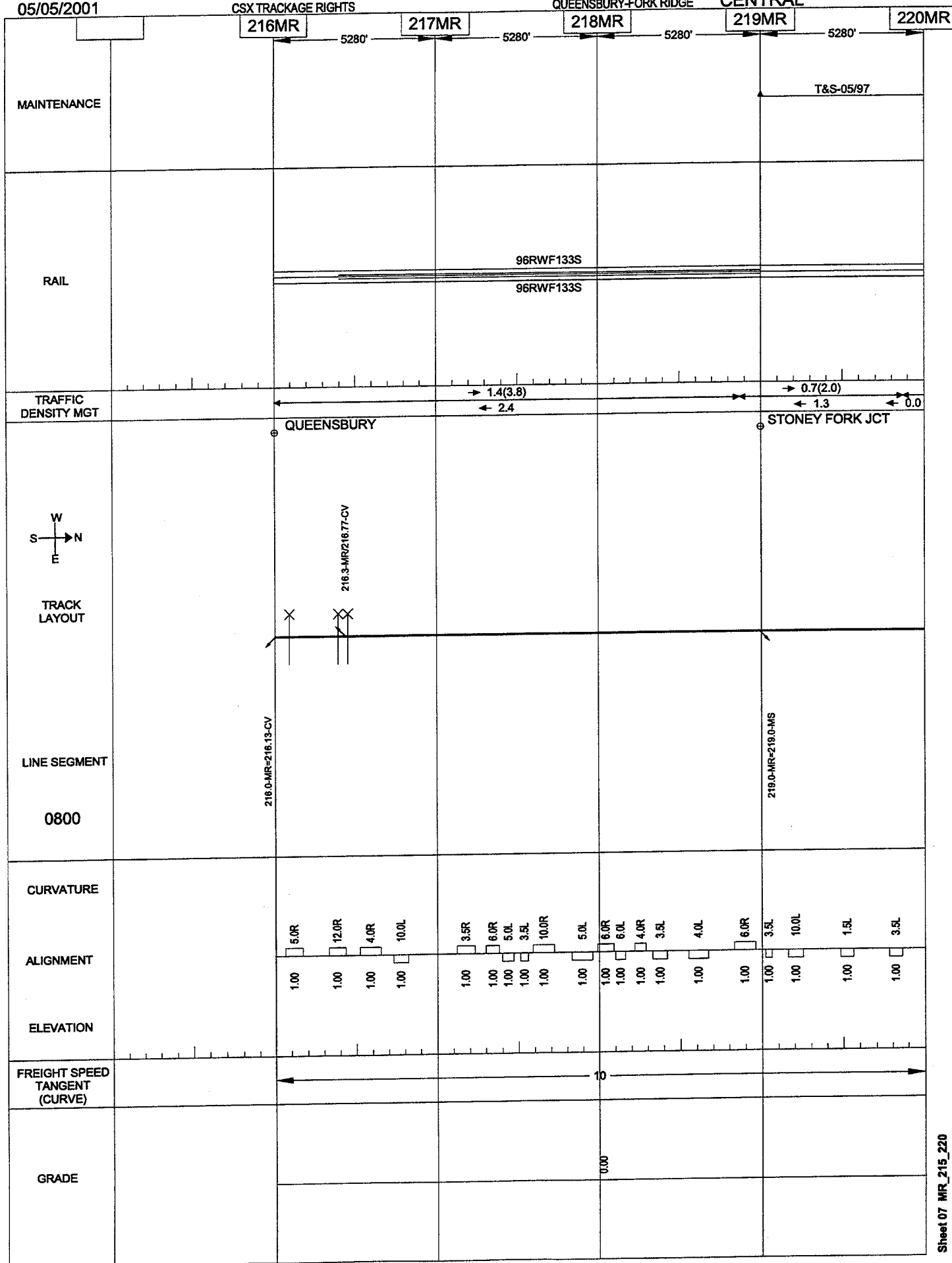


05/05/2001

CSX TRACKAGE RIGHTS

QUEENSBURY-FORK RIDGE

CENTRAL

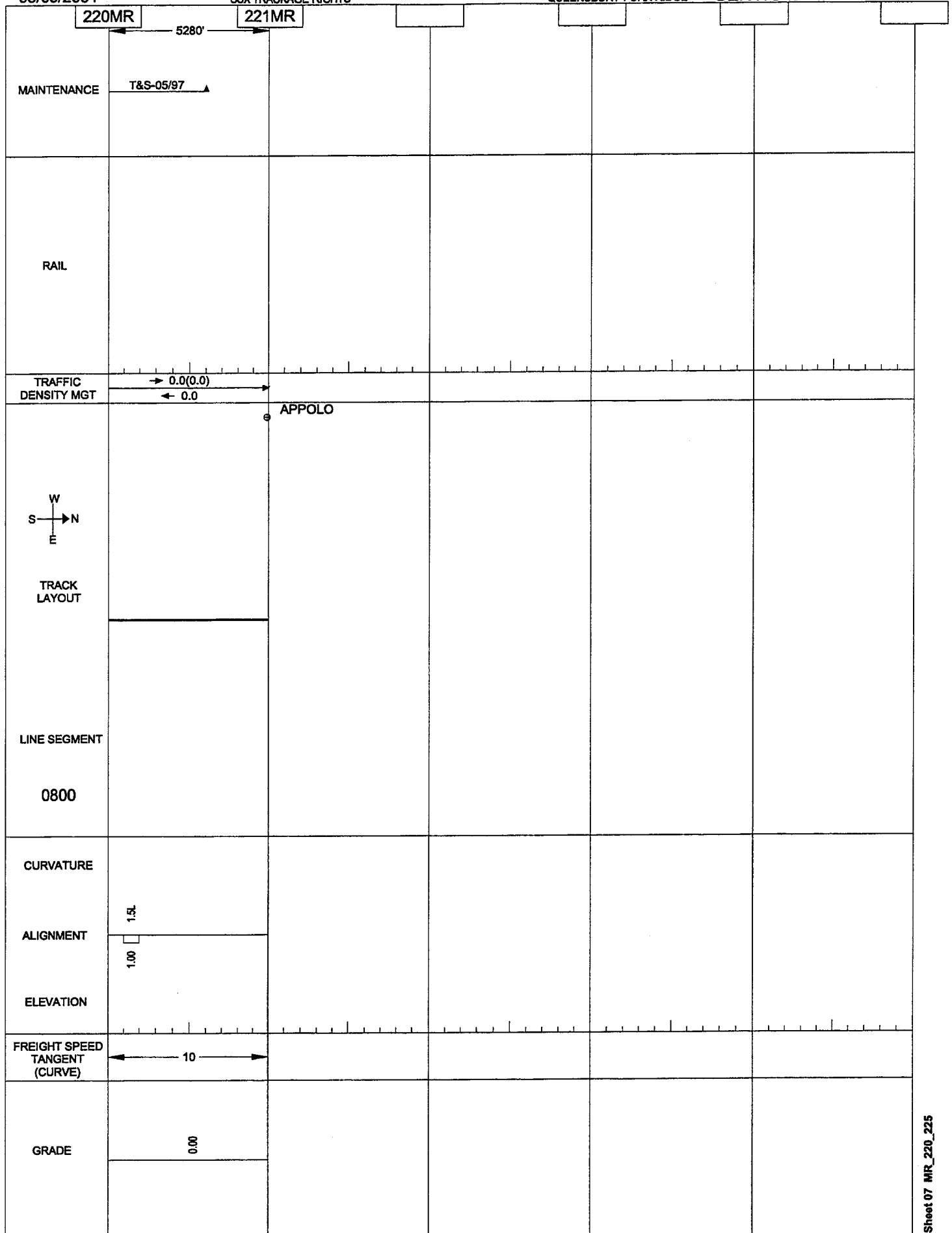


05/05/2001

CSX TRACKAGE RIGHTS

QUEENSBURY-FORK RIDGE

CENTRAL



05/05/2001

CSX TRACKAGE RIGHTS

STONEY FORK JCT-PIONEER

CENTRAL

219MS

220MS

5280'

MAINTENANCE

RAIL

96RWF132S

96RWF132S

TRAFFIC
DENSITY MGT

→ 0.7(1.9)
← 1.2

STONEY FORK JCT

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

0810

219.0-MS-219.0-MR

X

347347V

X

347350D

STONY FORK JCT RD

CURVATURE

ALIGNMENT

ELEVATION

5.5R	10.5R	3.5L	8.0L	2.0R
1.00	1.00	1.00	1.00	1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/05/2001

CSX TRACKAGE RIGHTS

STONE FORD JCT-PIONEER

CENTRAL

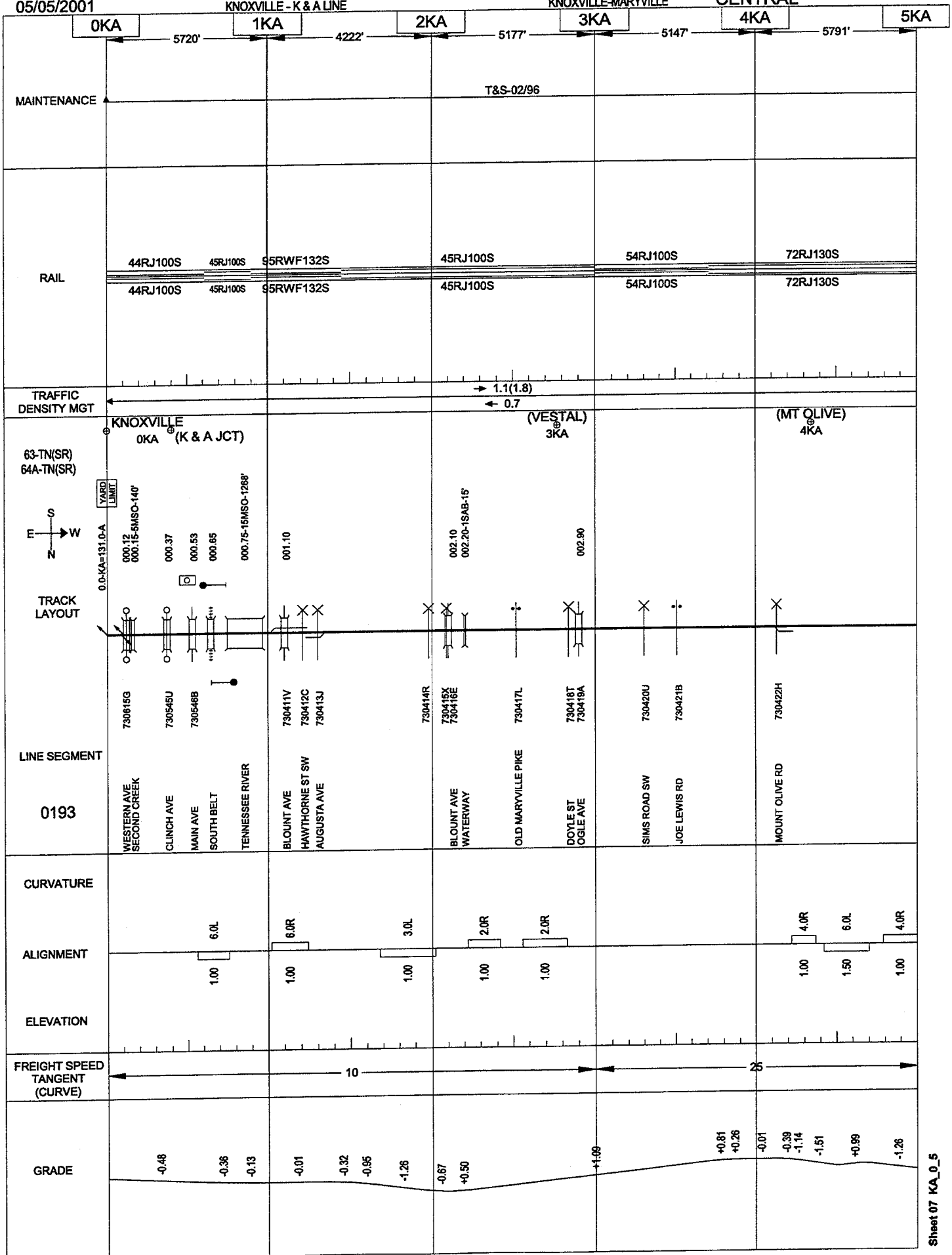
	220MS	5280'	221MS	5280'					
MAINTENANCE									
RAIL	96RWF132S 96RWF132S		96RWF133S 96RWF133S						
TRAFFIC DENSITY MGT	→ 0.7(1.9) ← 1.2		← 0.0						
TRACK LAYOUT			BELL COUNTY						
LINE SEGMENT									
0810									
CURVATURE									
ALIGNMENT	1.00	4.0R	1.00	1.6R	1.00	2.5L	1.00	2.7R	1.00
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)			10						
GRADE			0.00						

05/05/2001

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

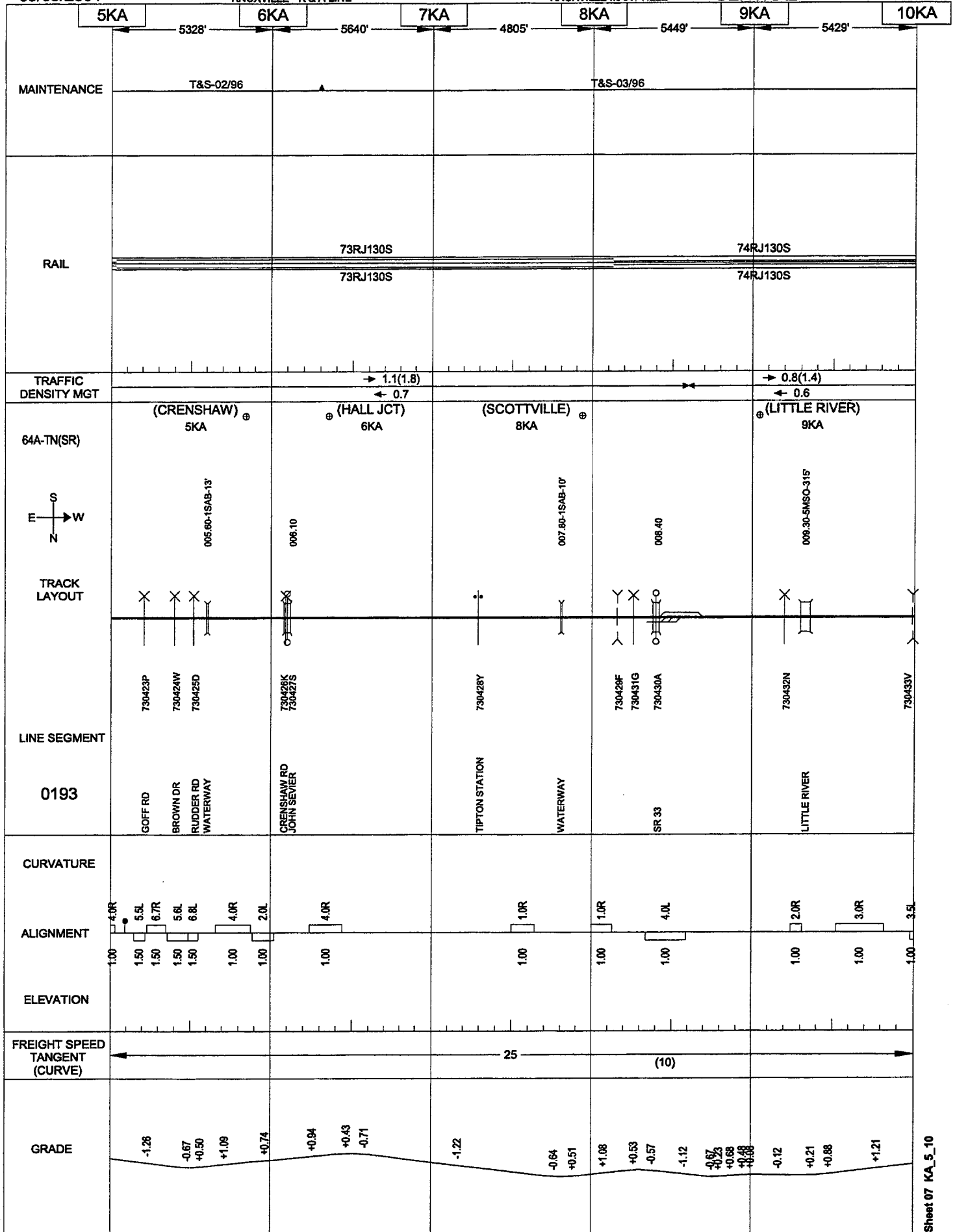


05/05/2001

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

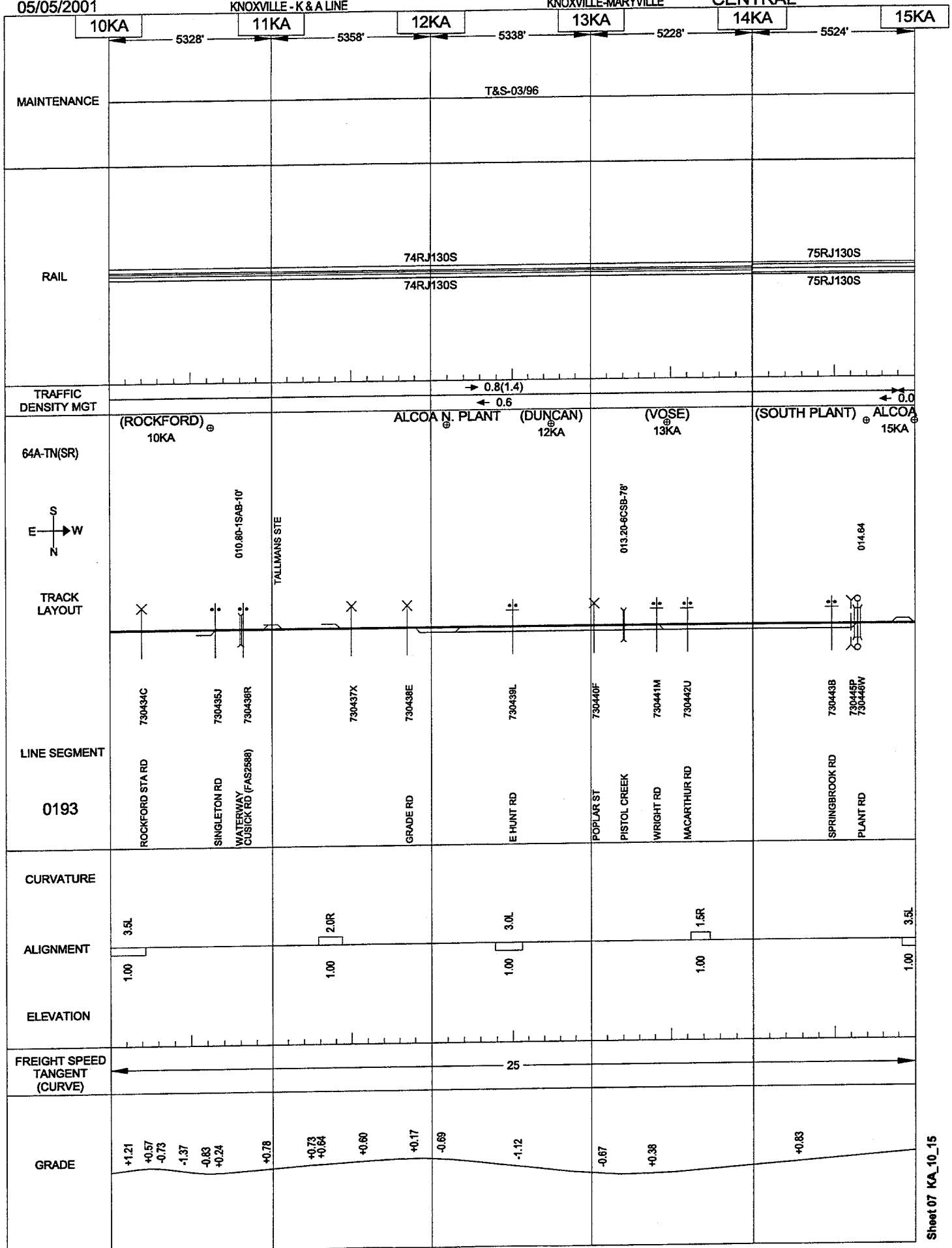


05/05/2001

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

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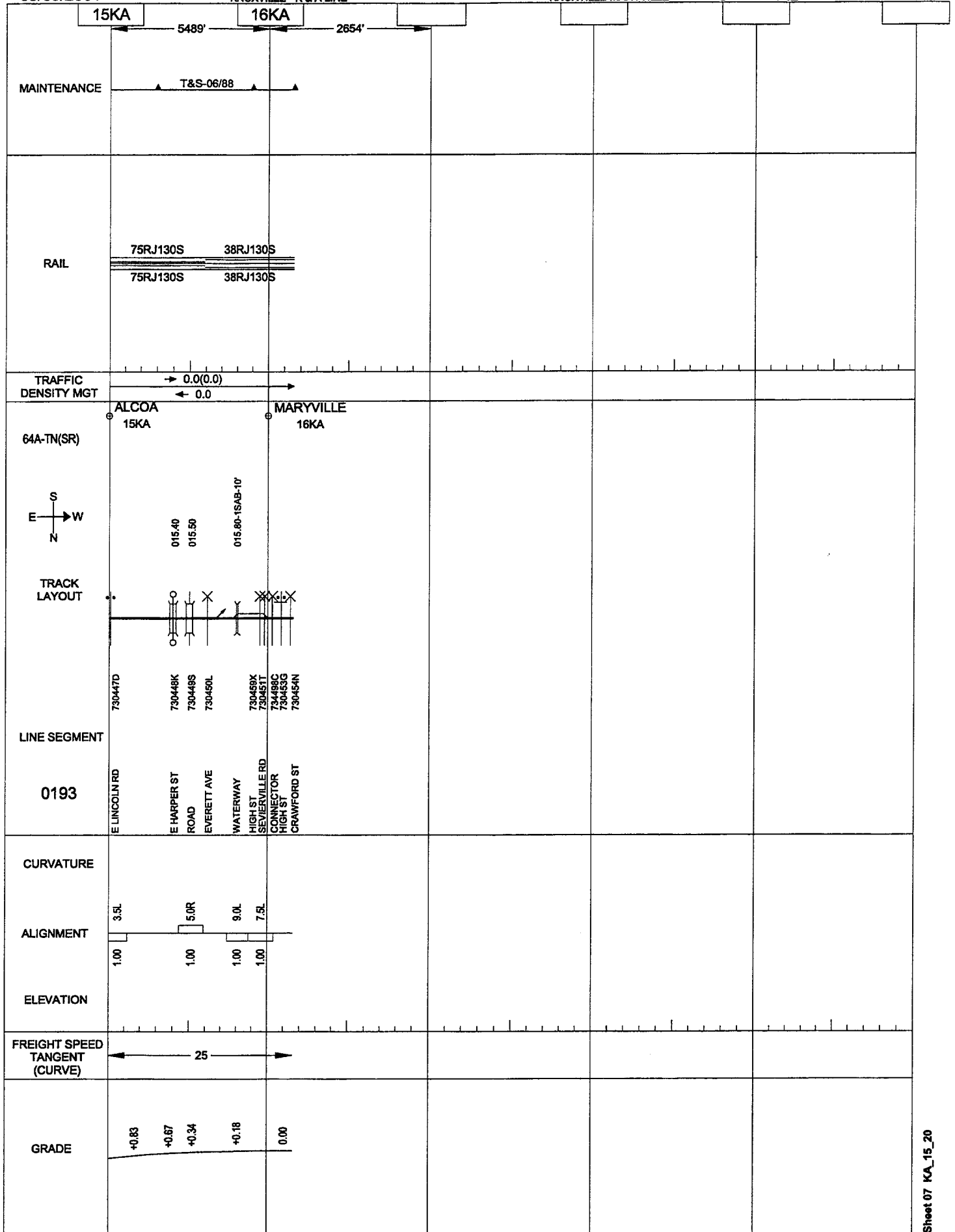


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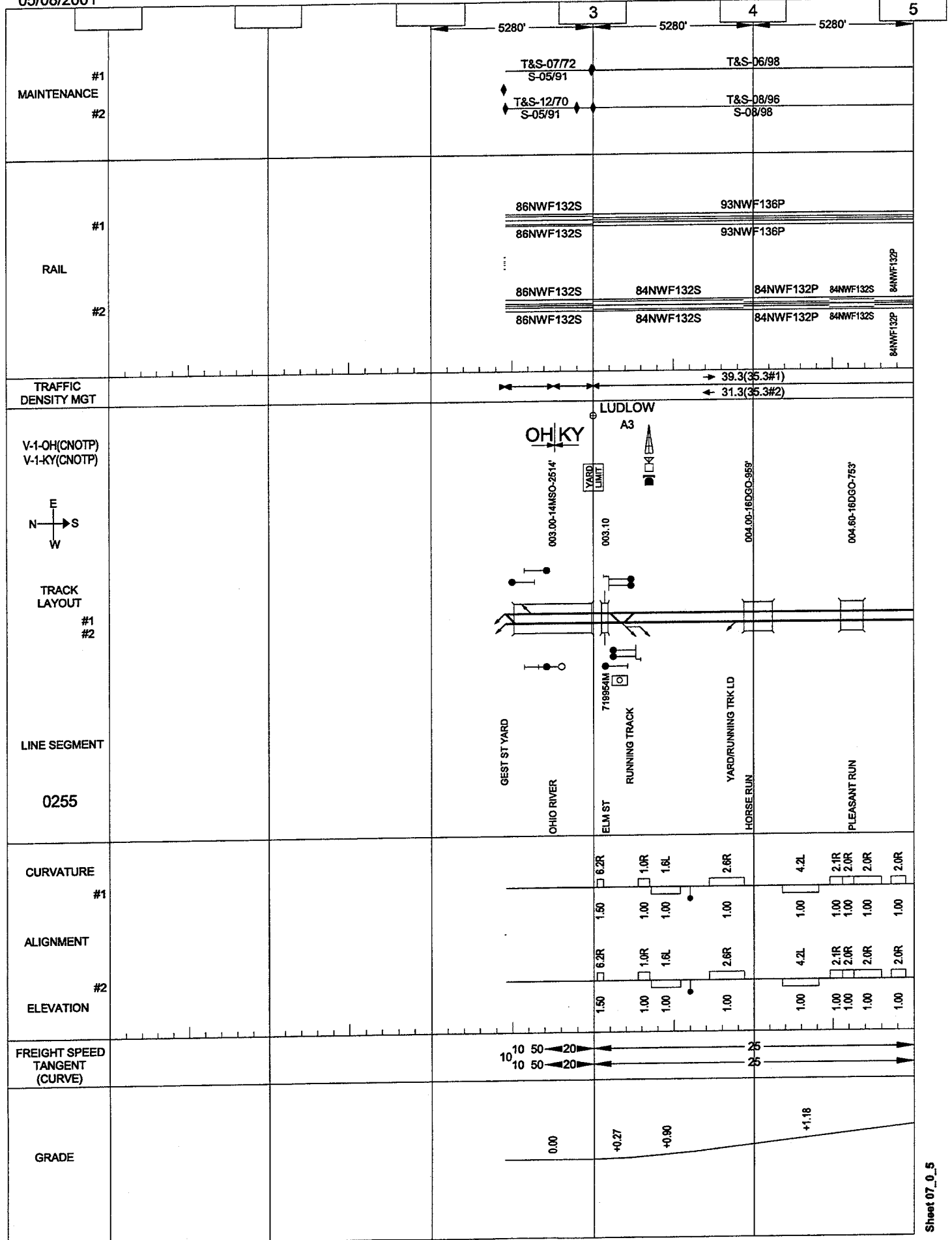
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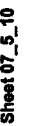


05/08/2001

CINCINNATI-DANVILLE

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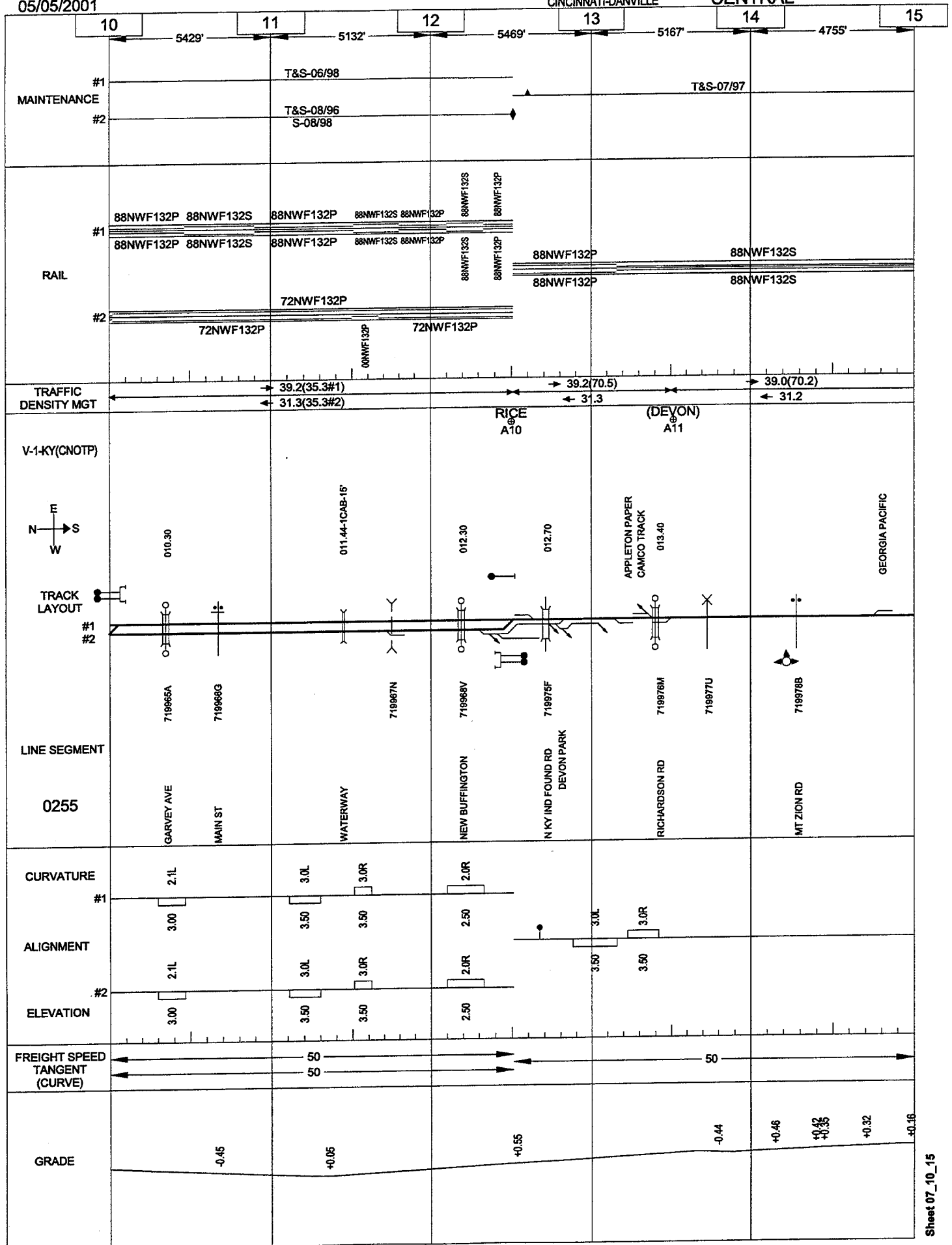




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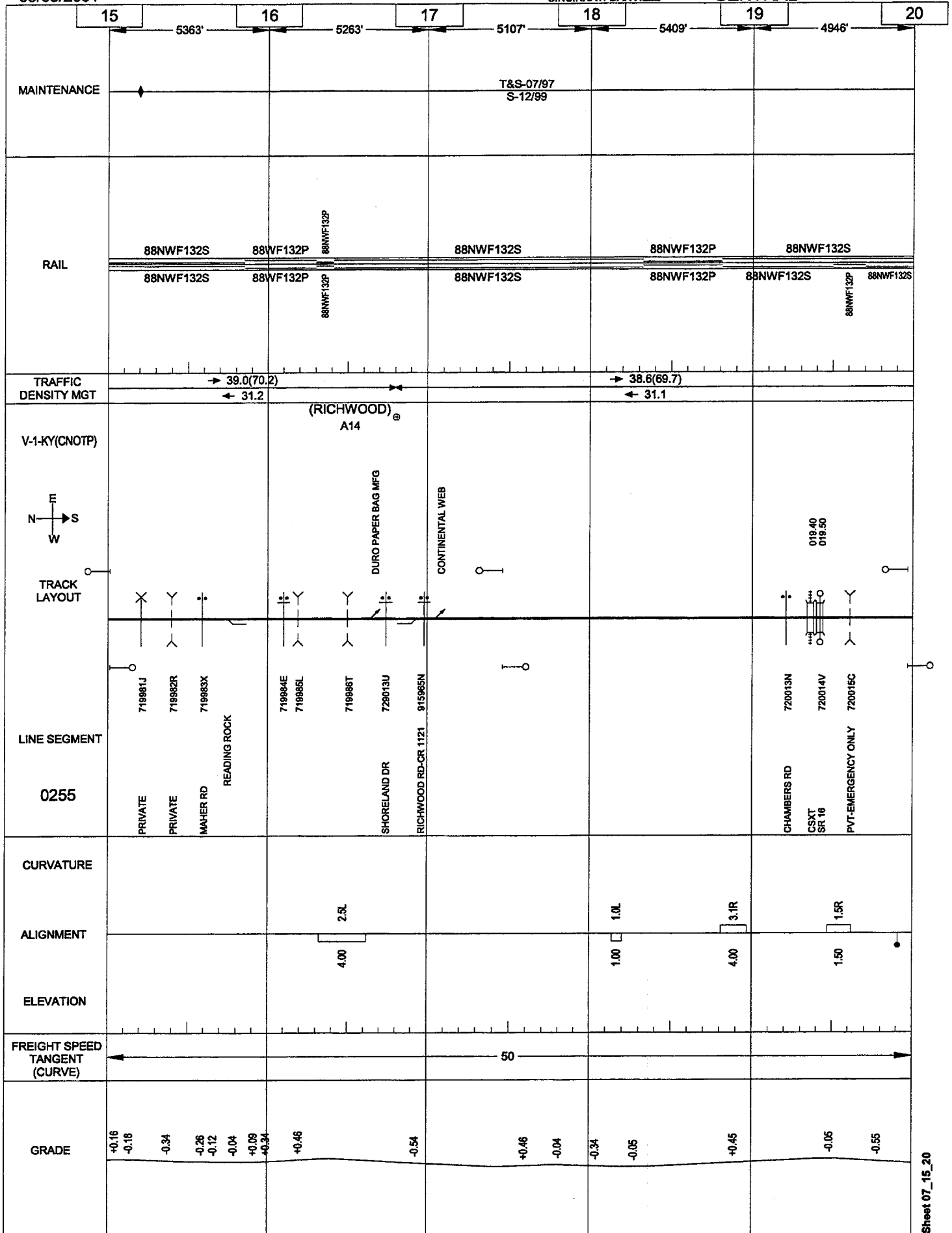
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05/05/2001

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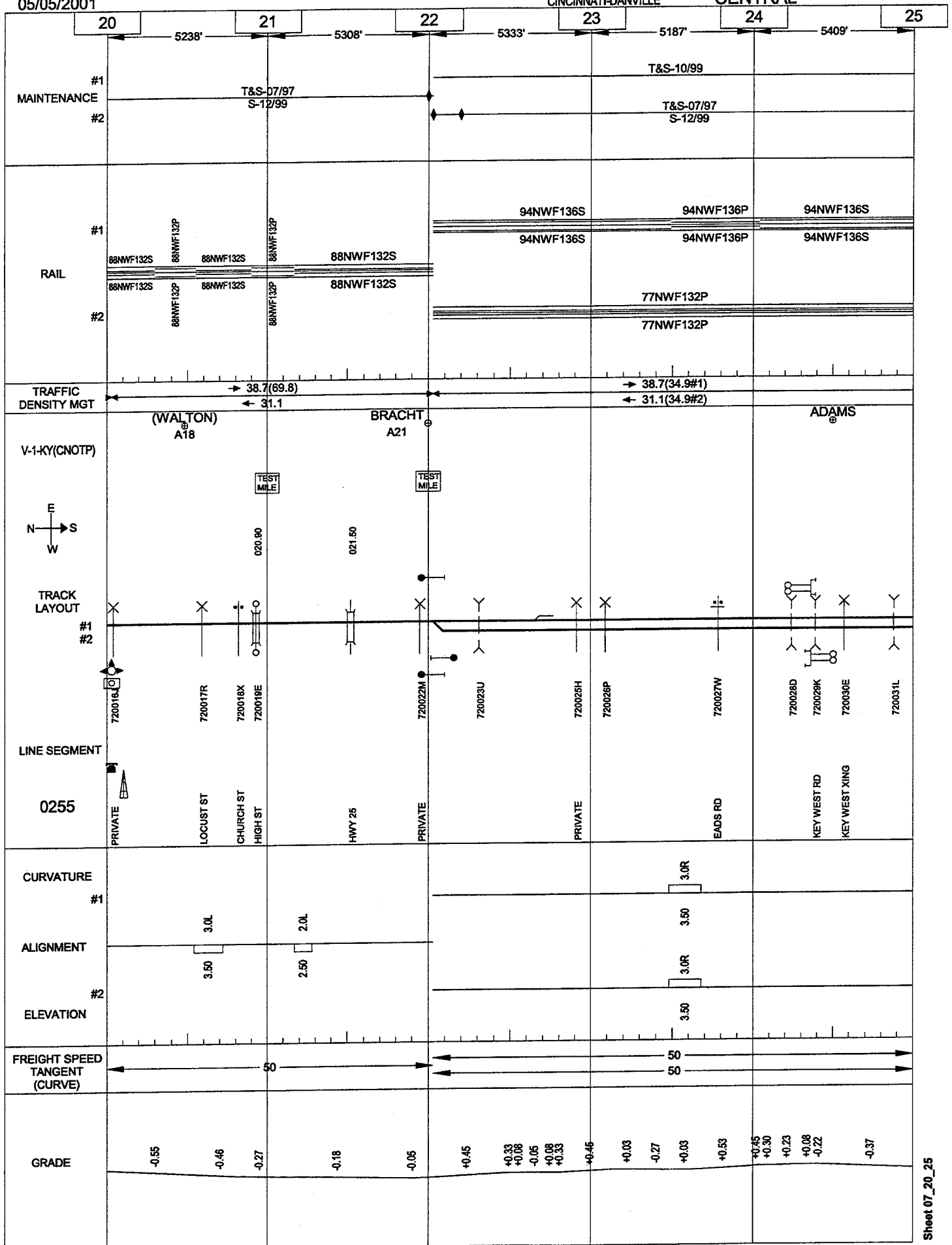
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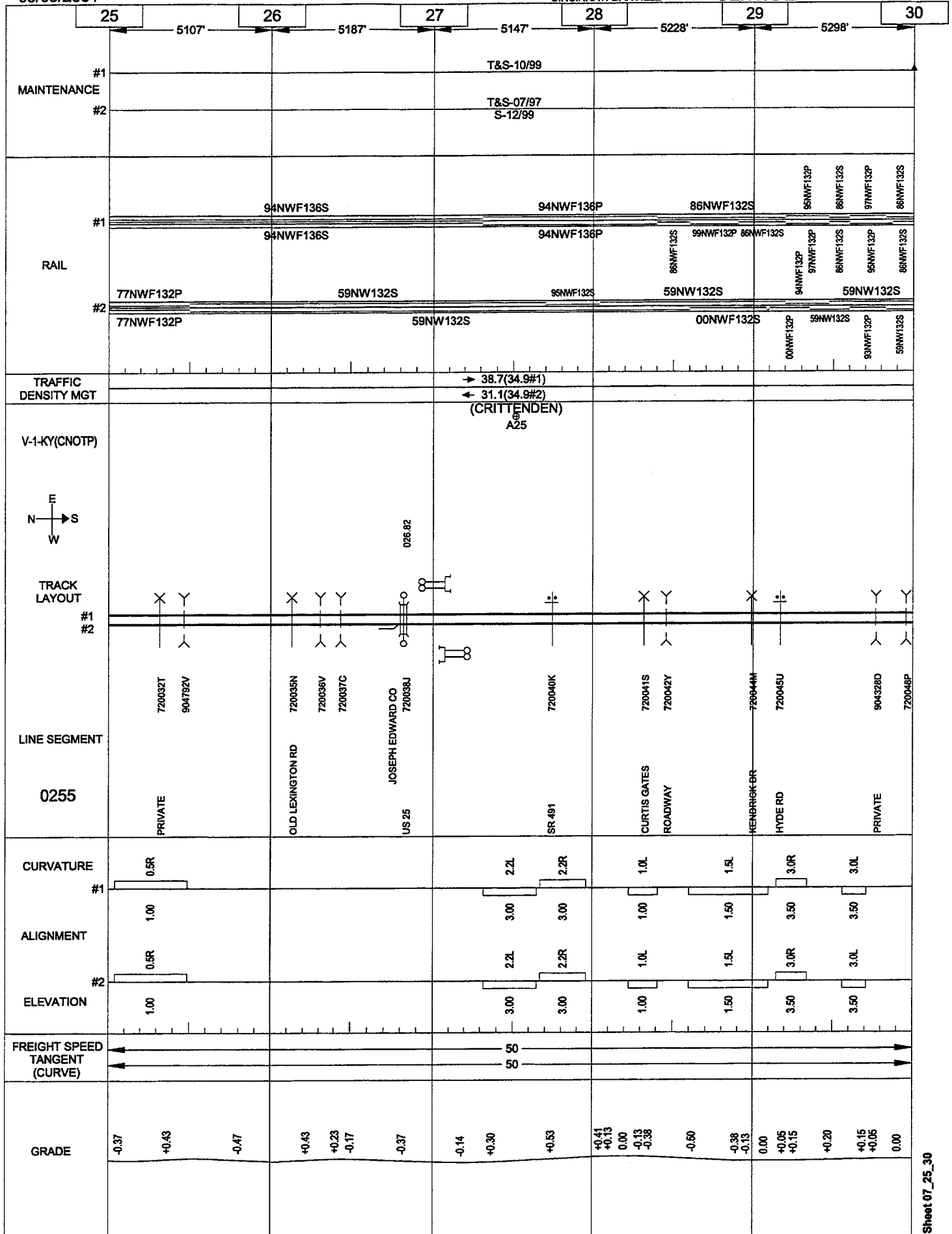
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05/05/2001

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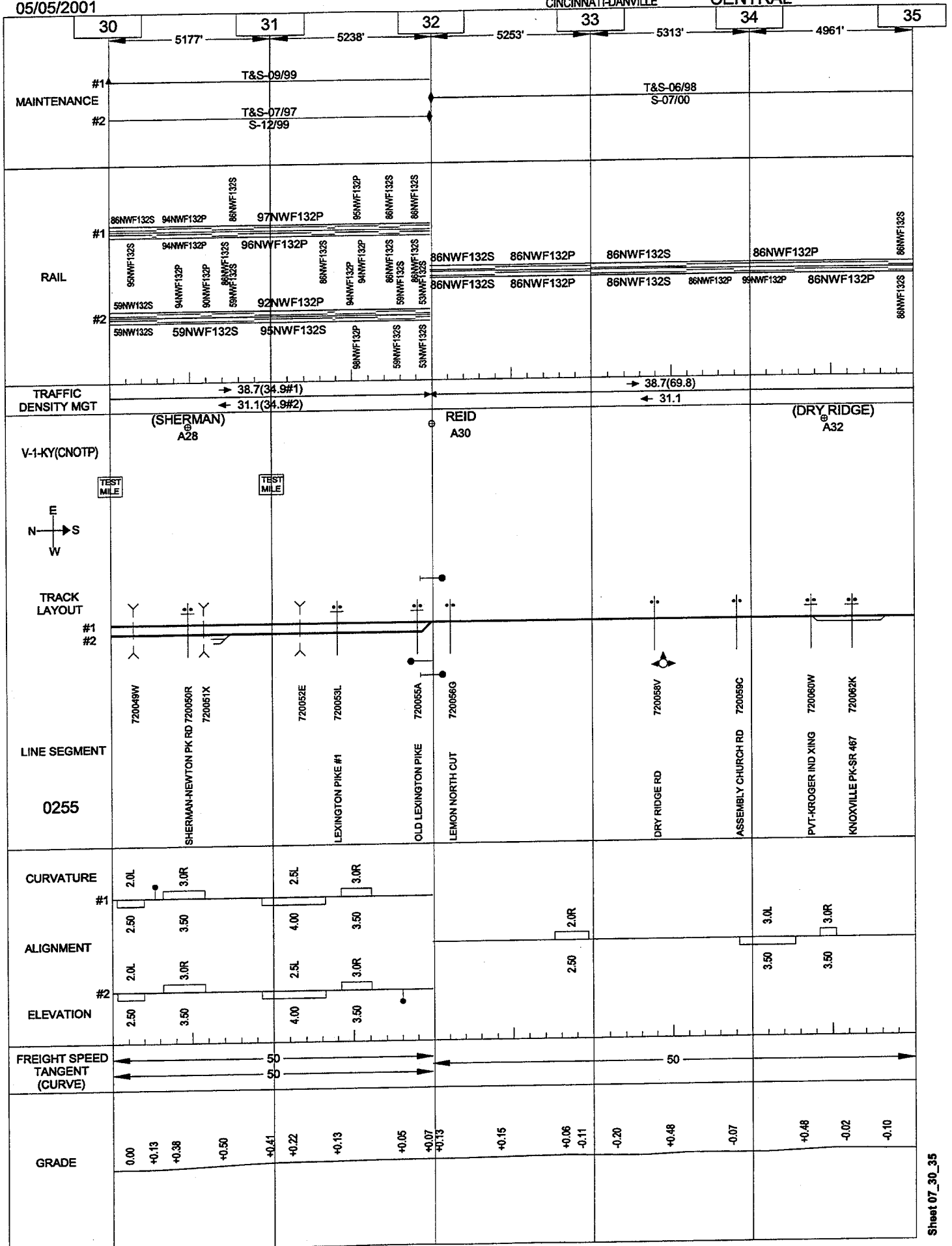
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05/05/2001

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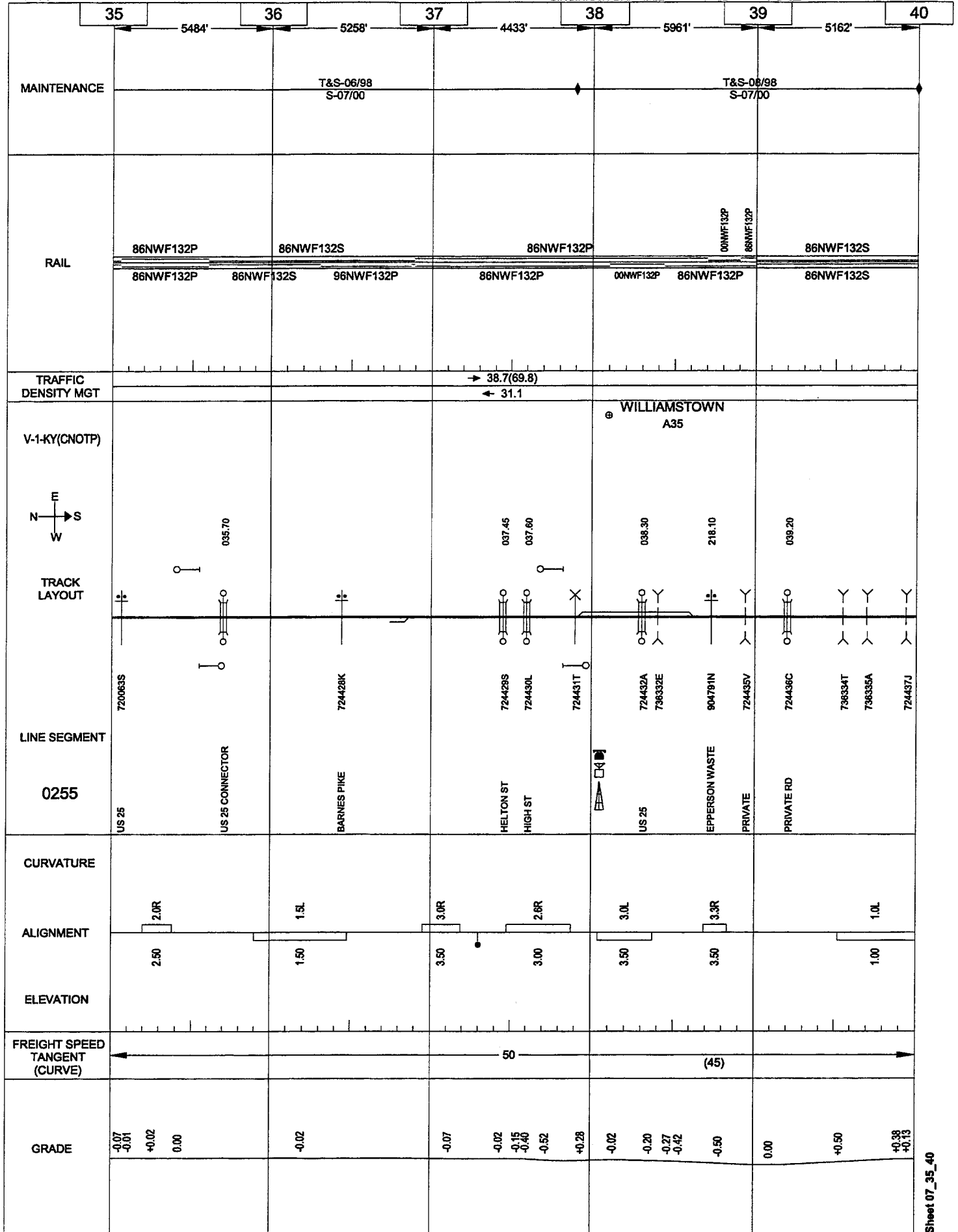
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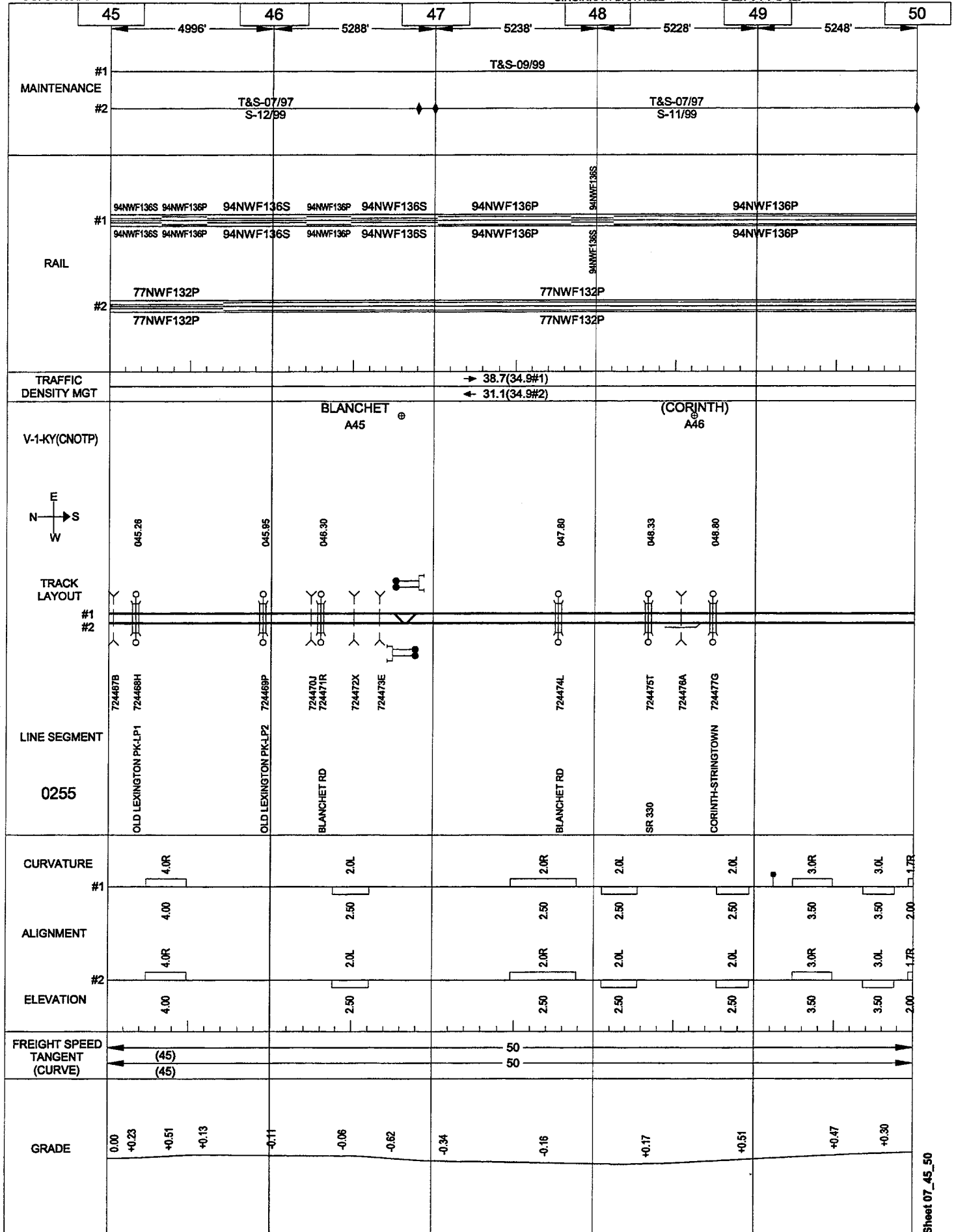




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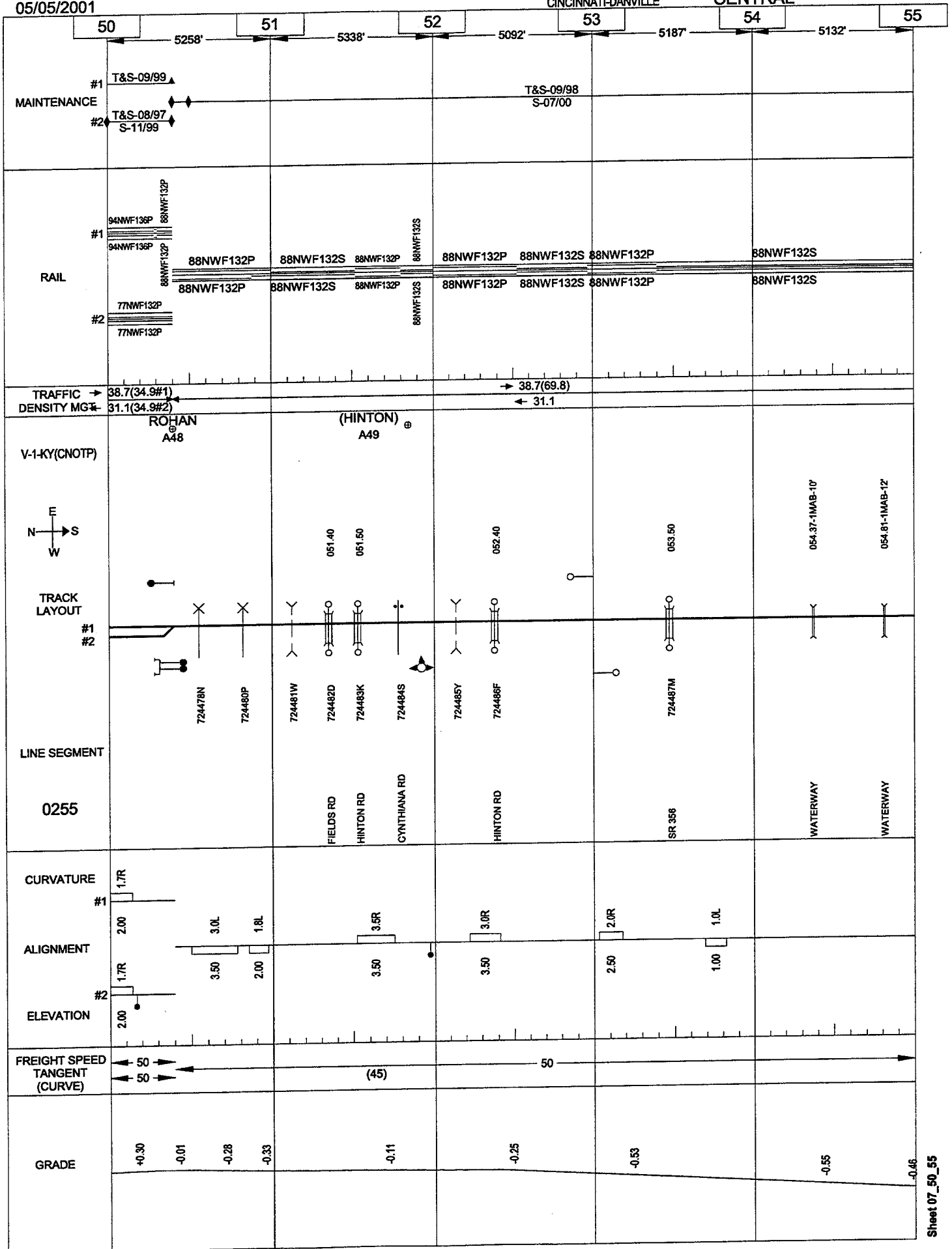
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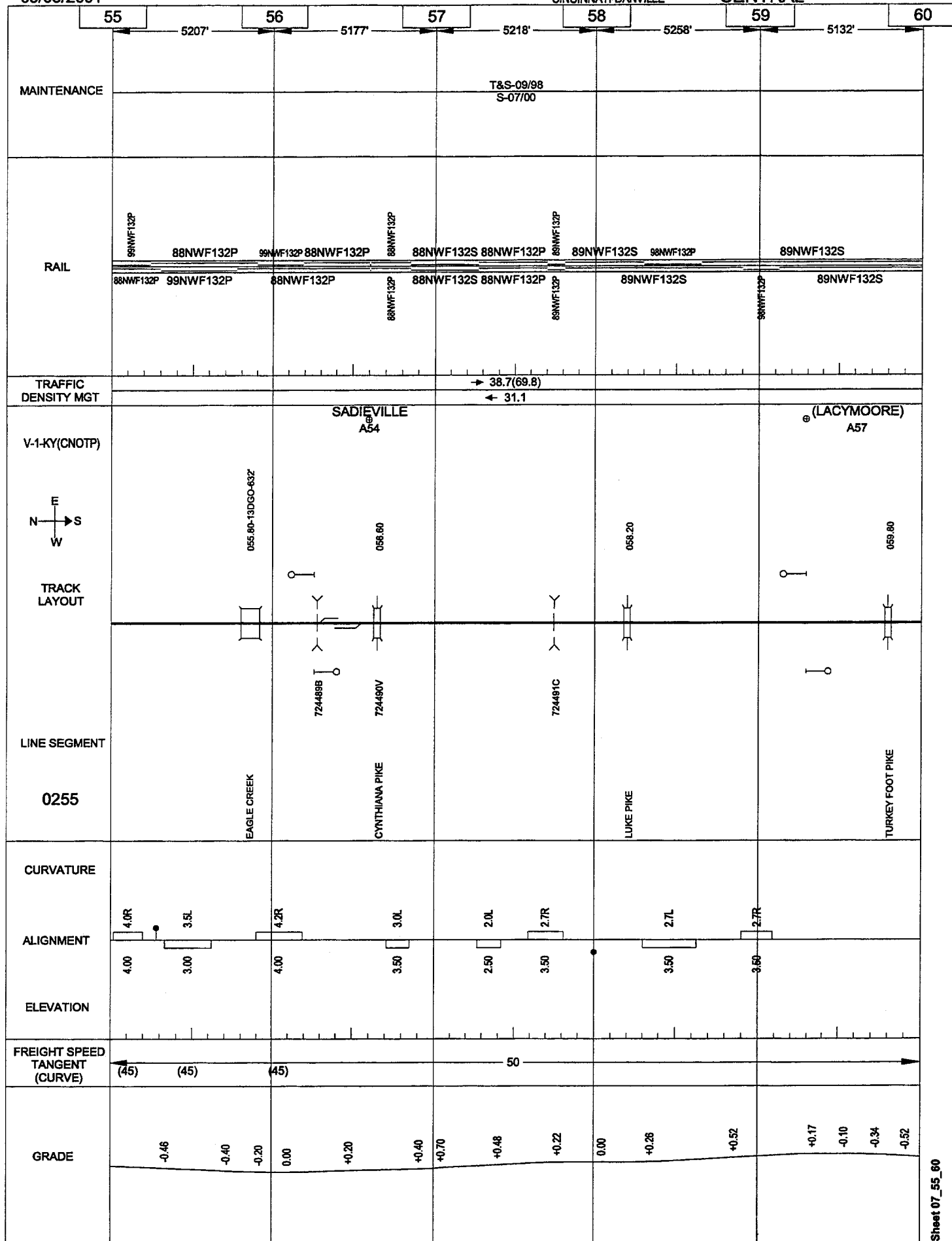
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05/05/2001

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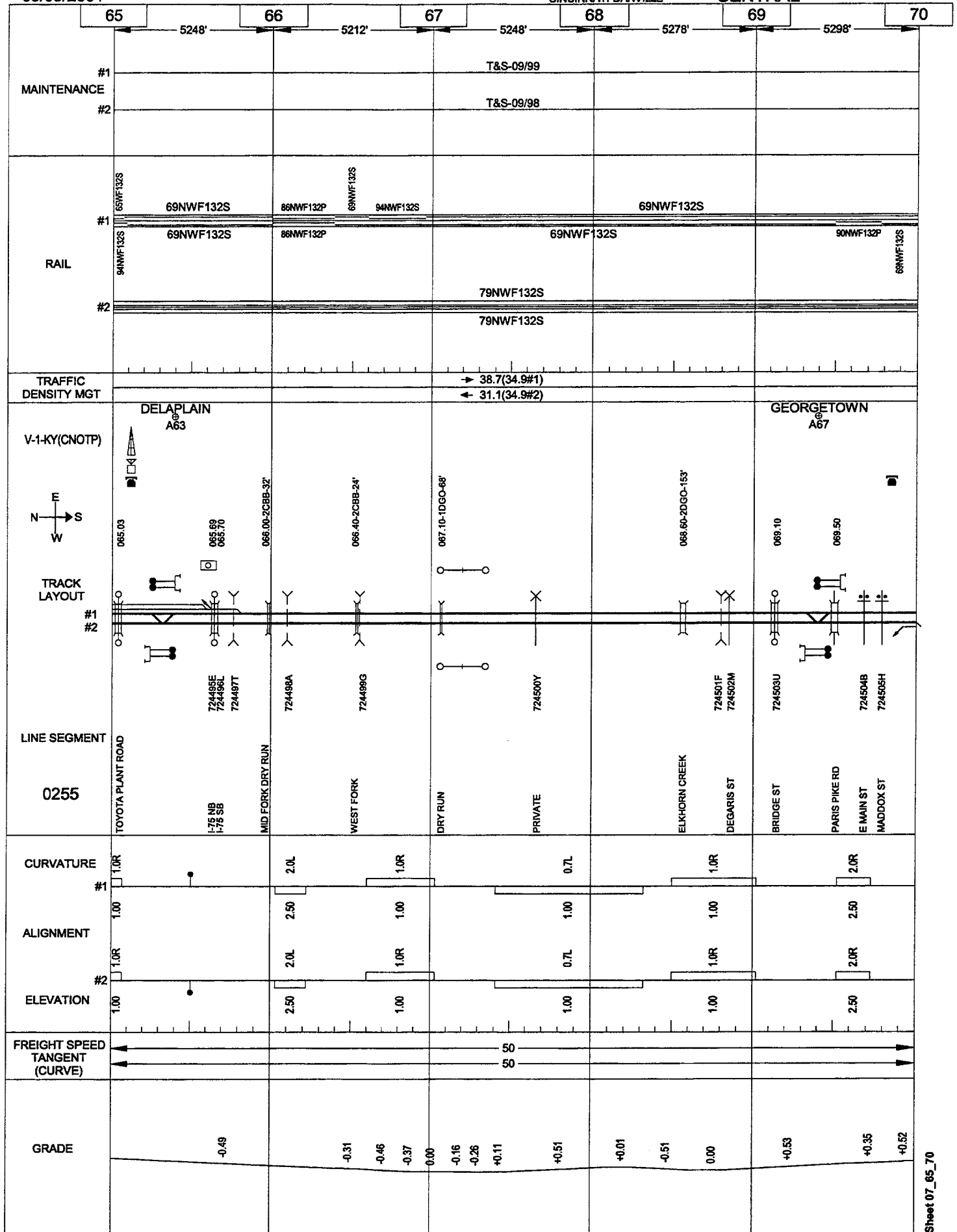


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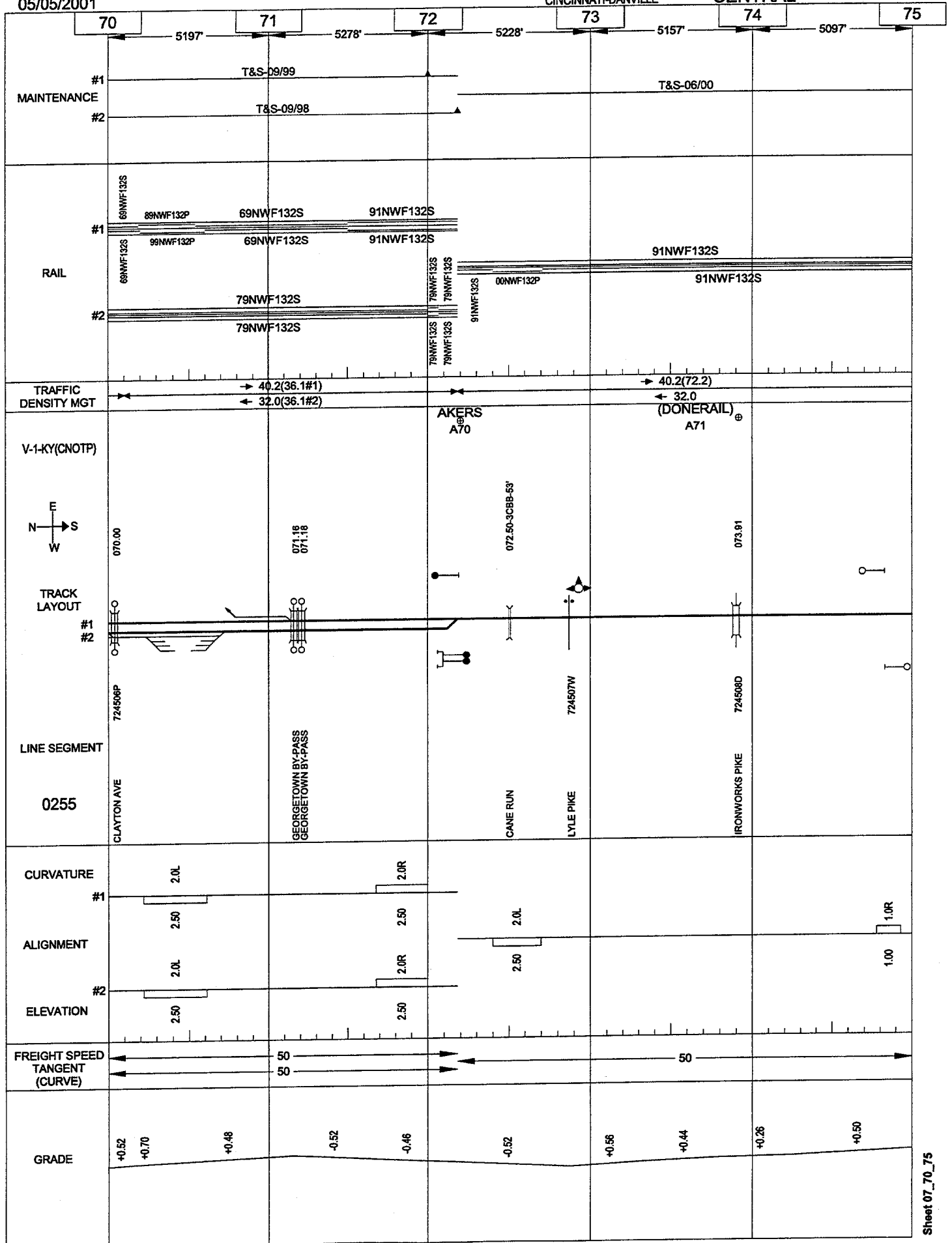
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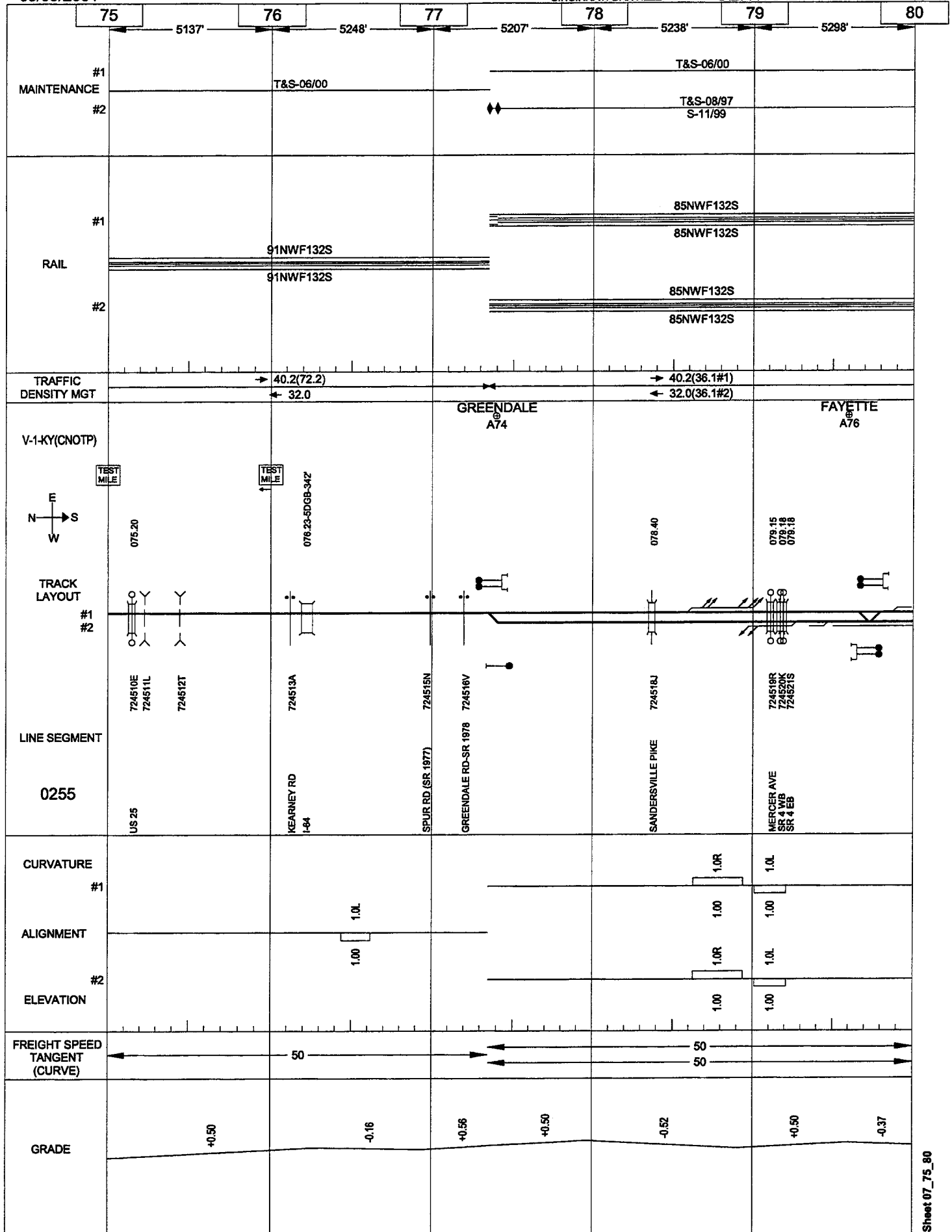
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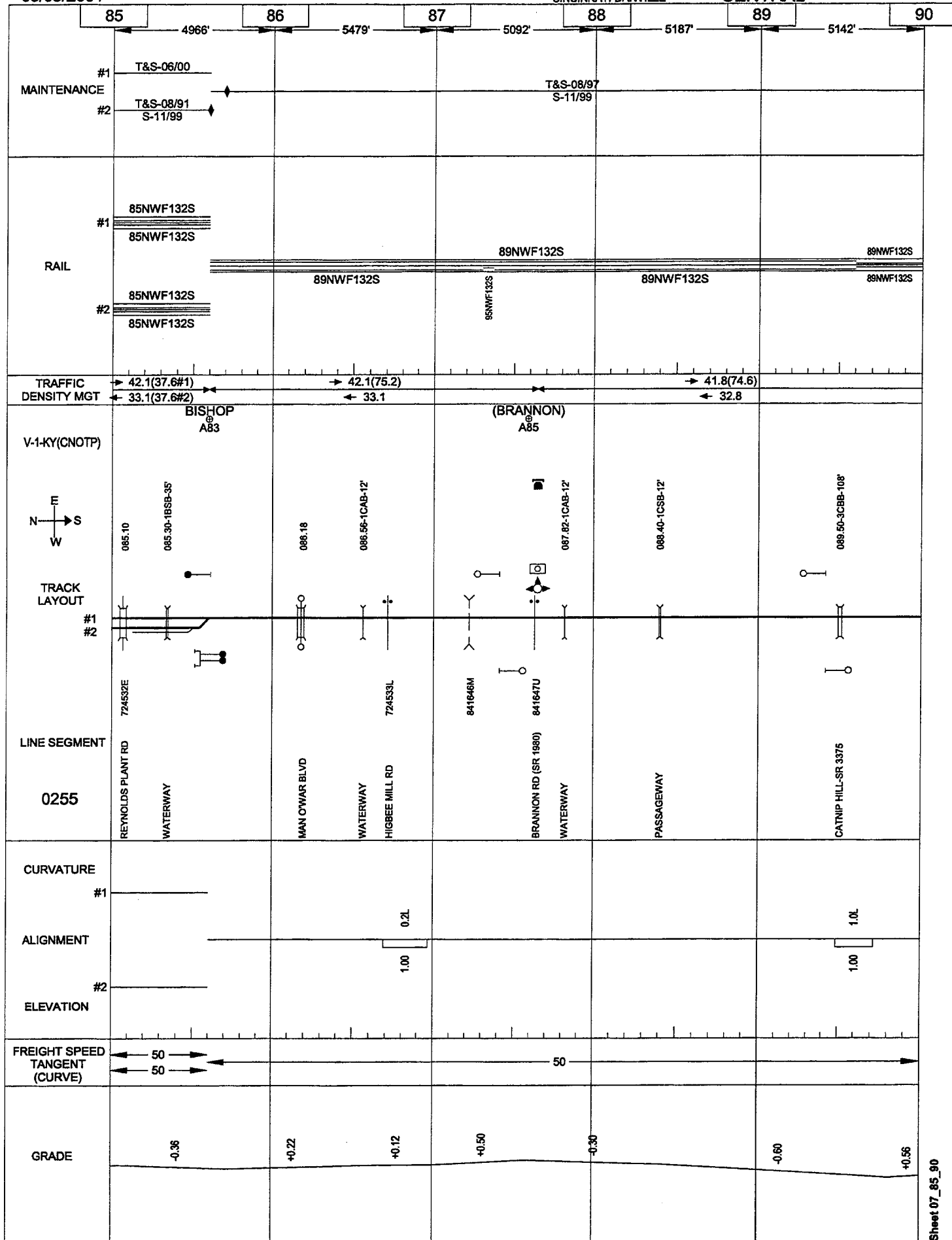
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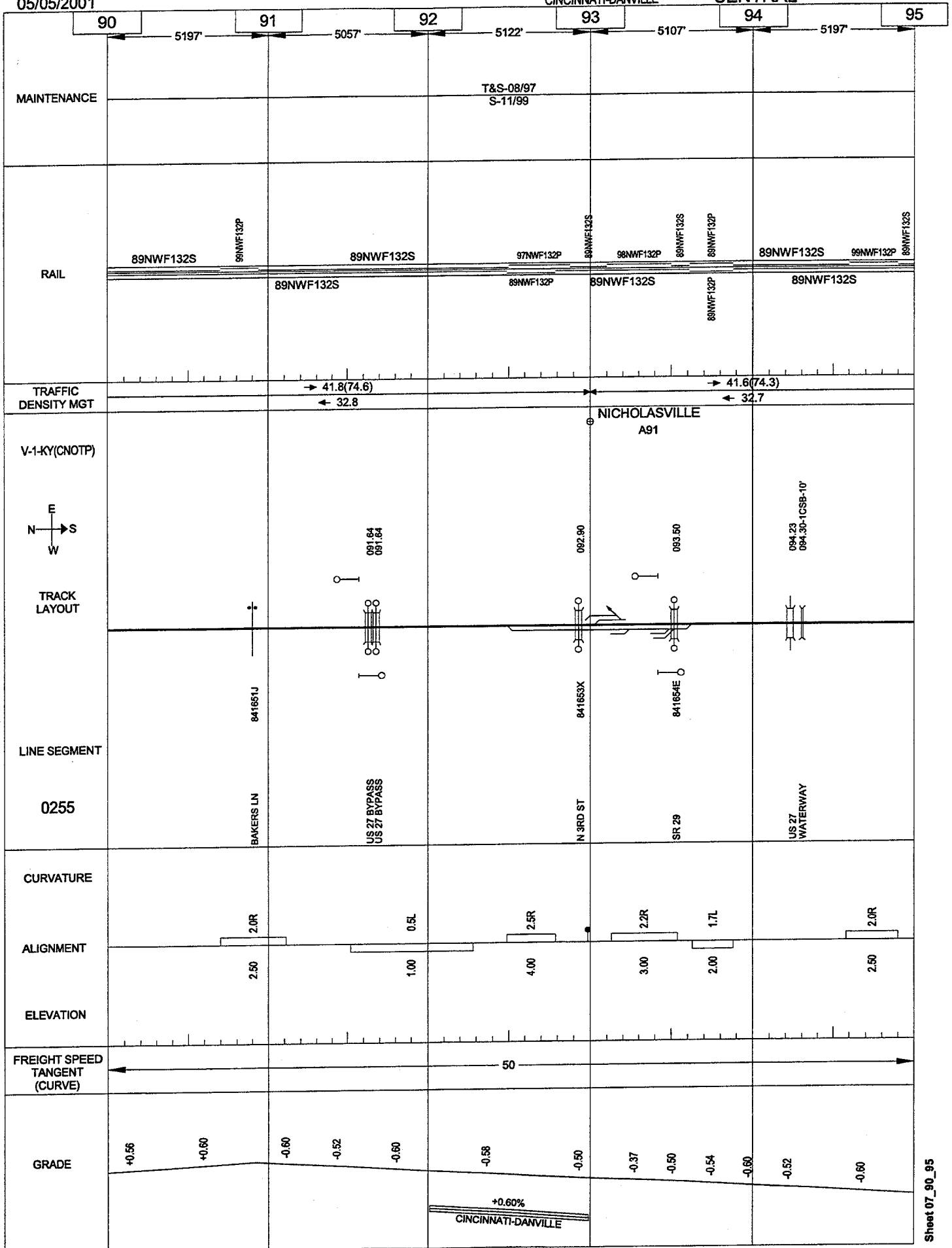
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05/05/2001

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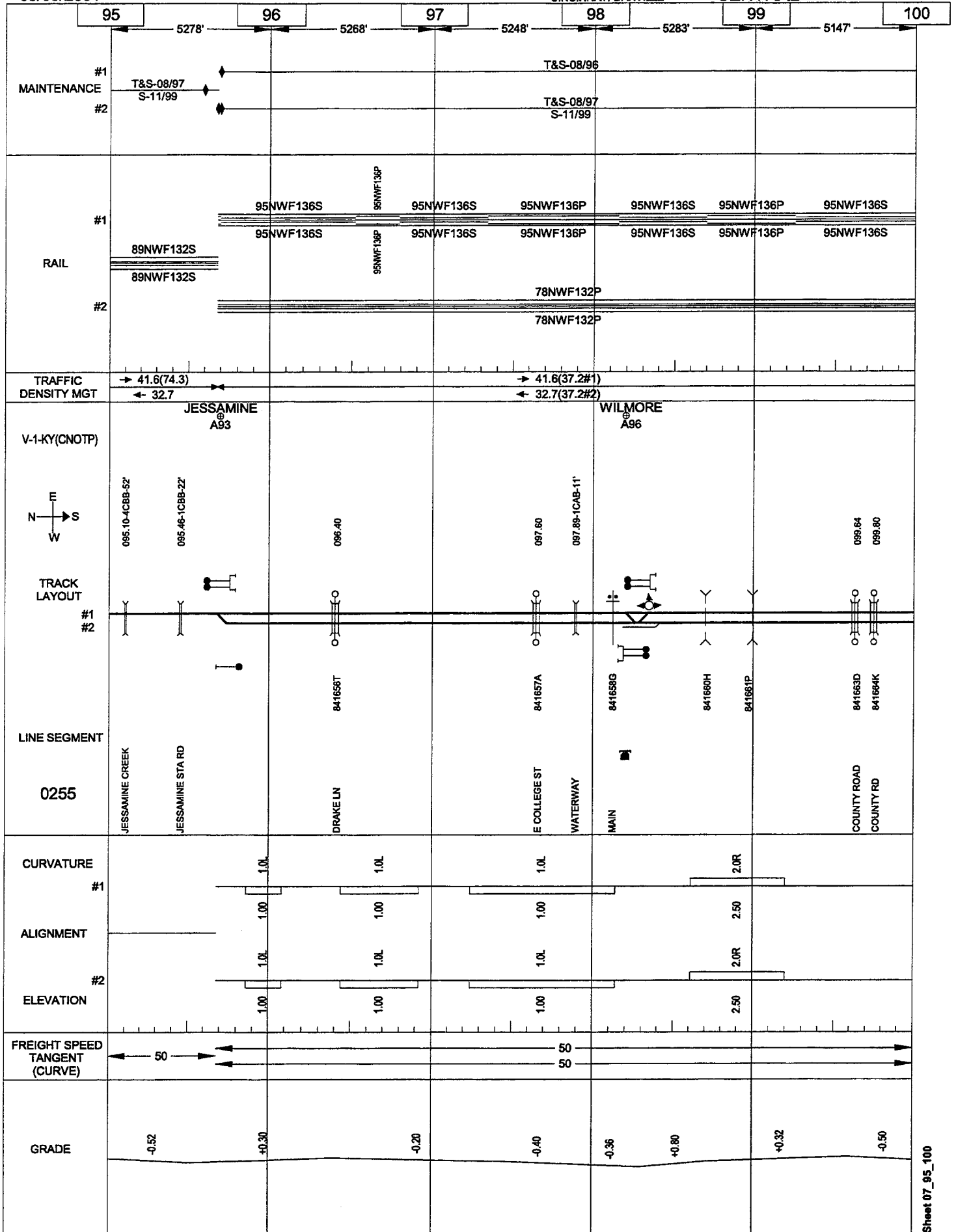
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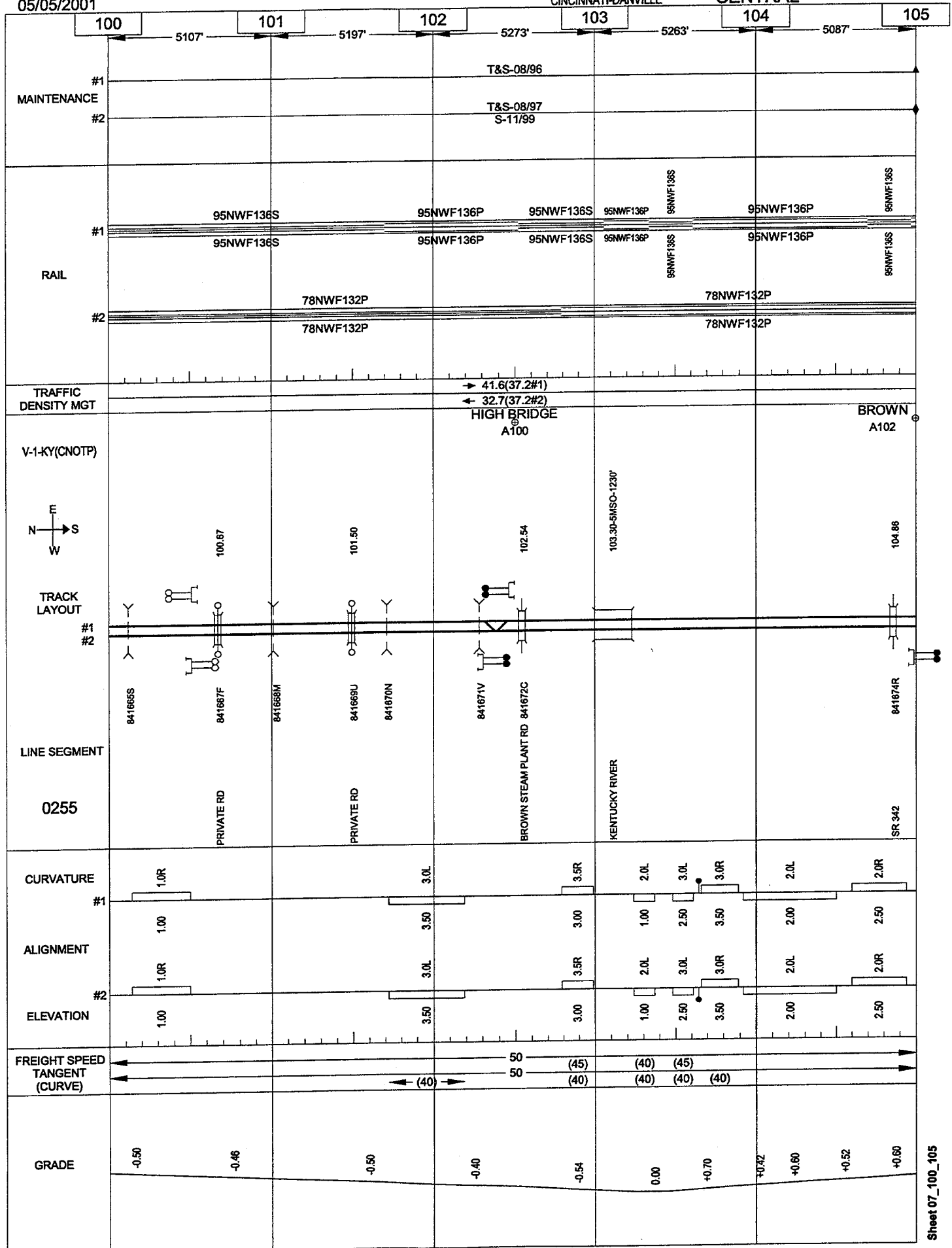
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05/05/2001

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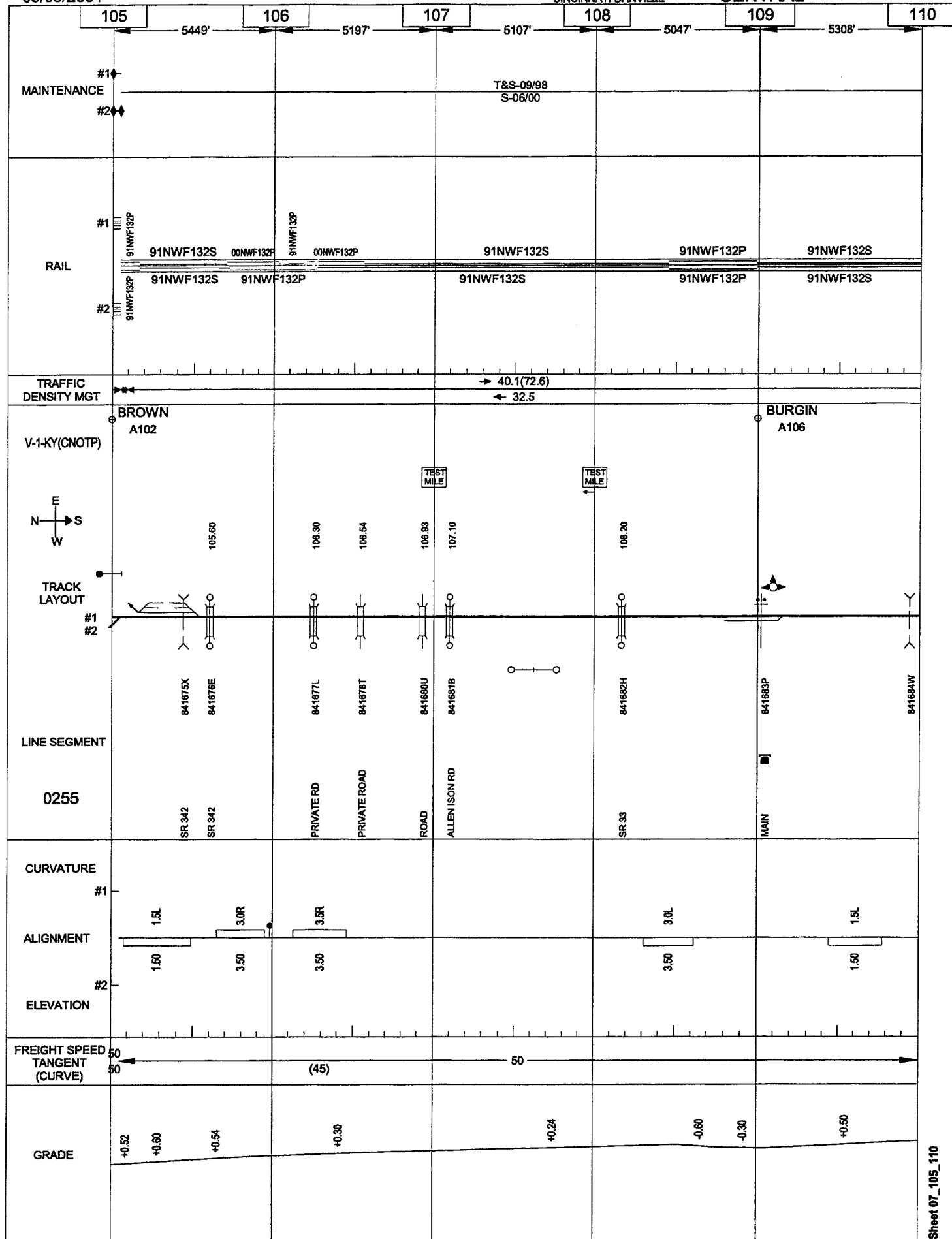
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05/05/2001

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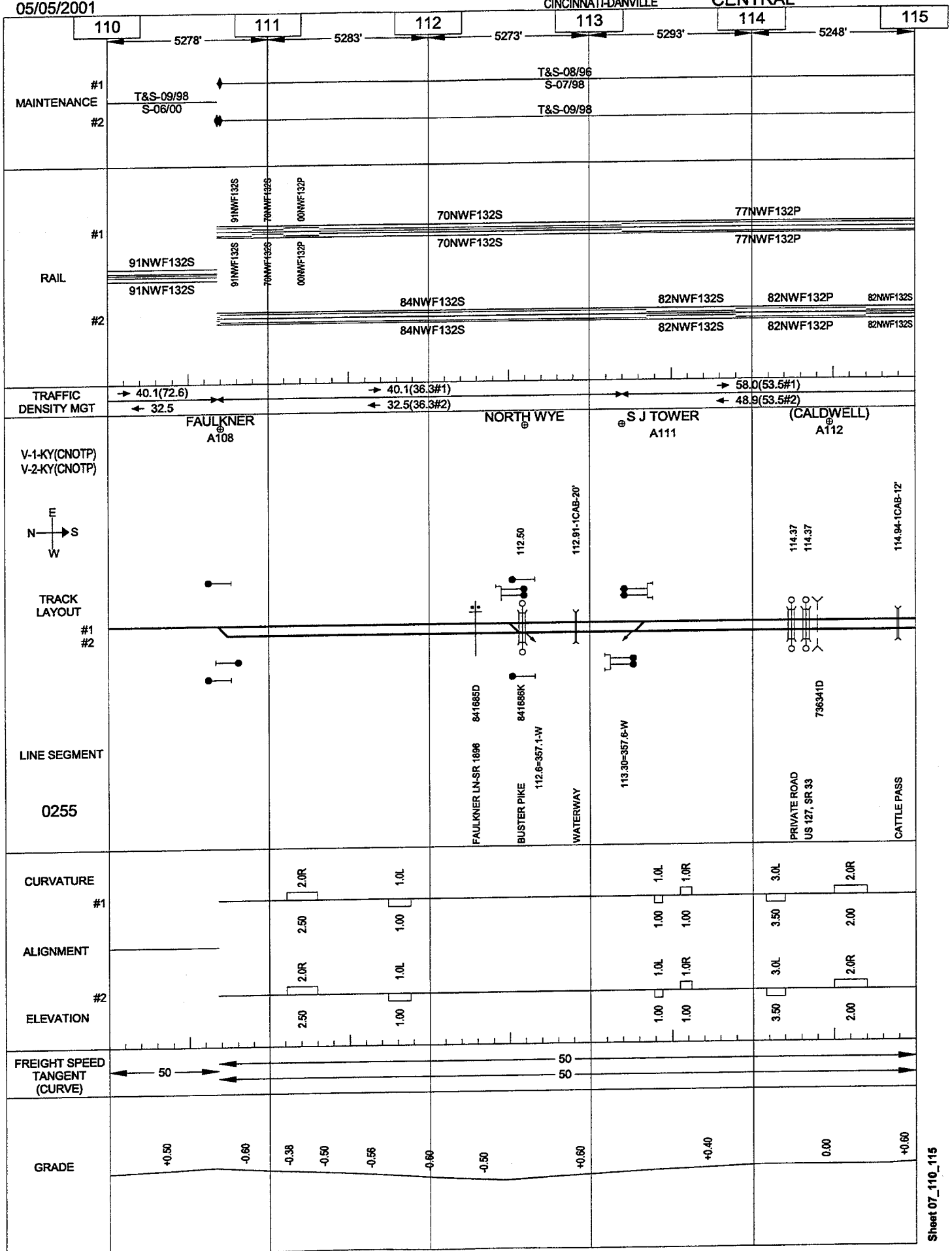
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05/05/2001

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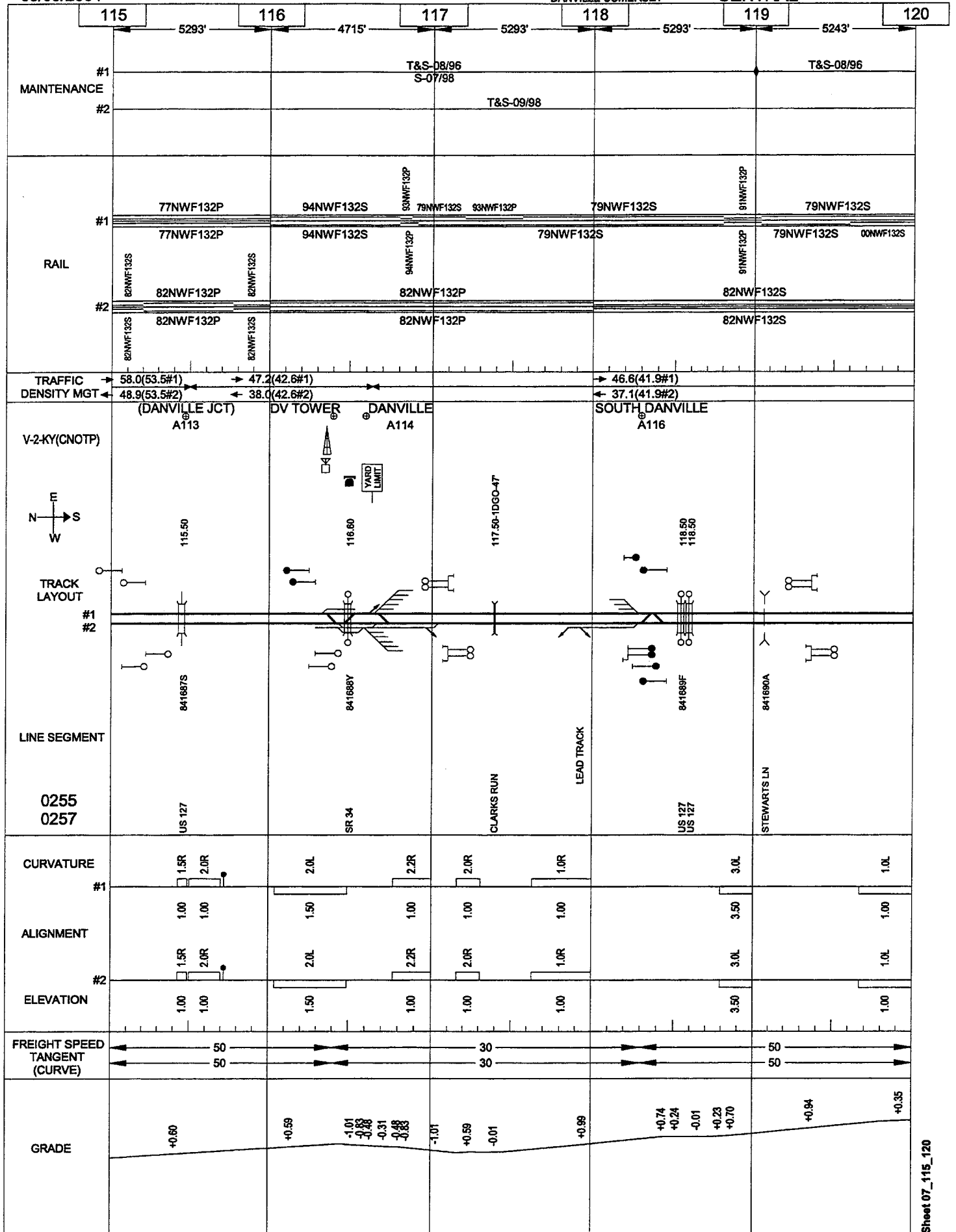
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05/05/2001

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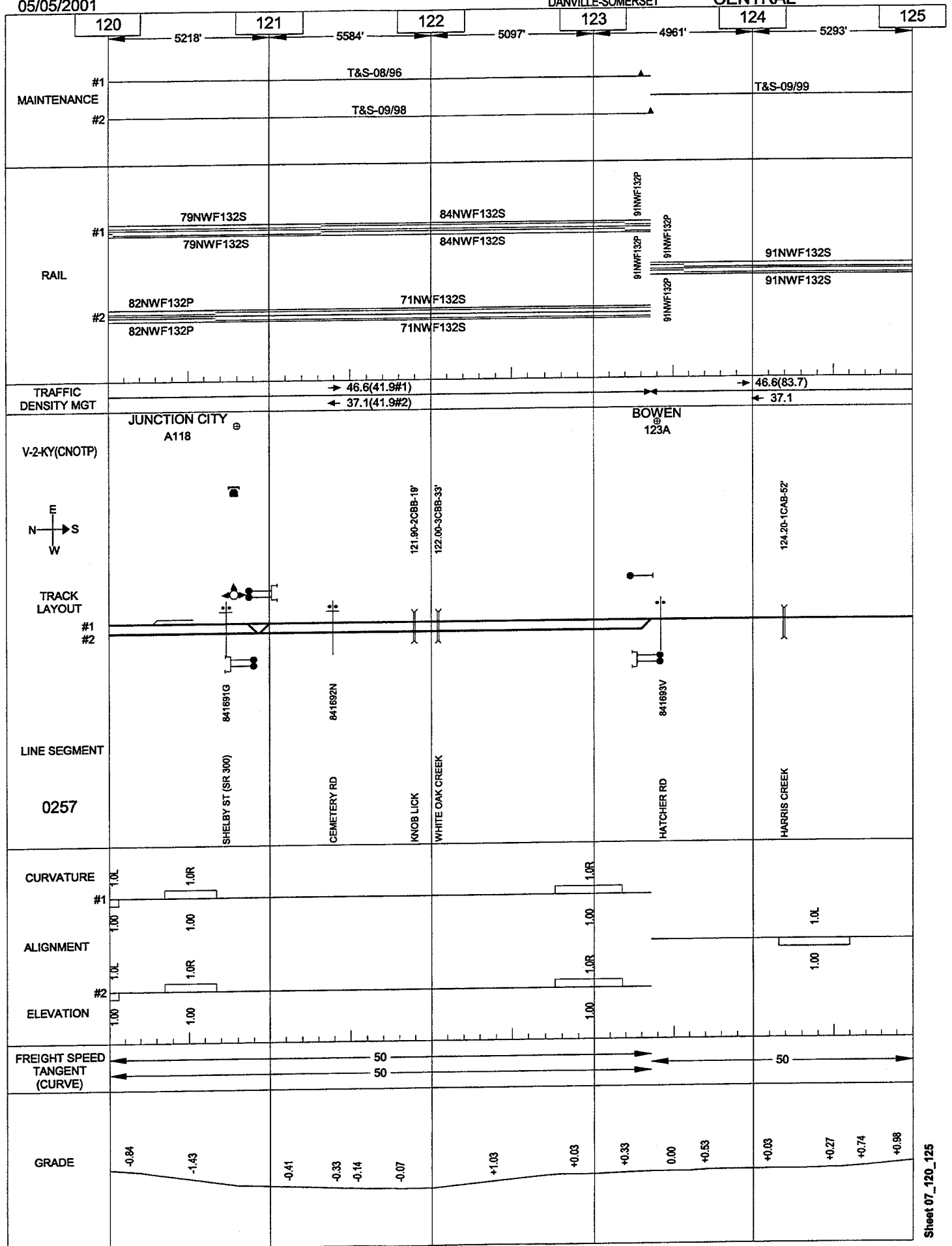
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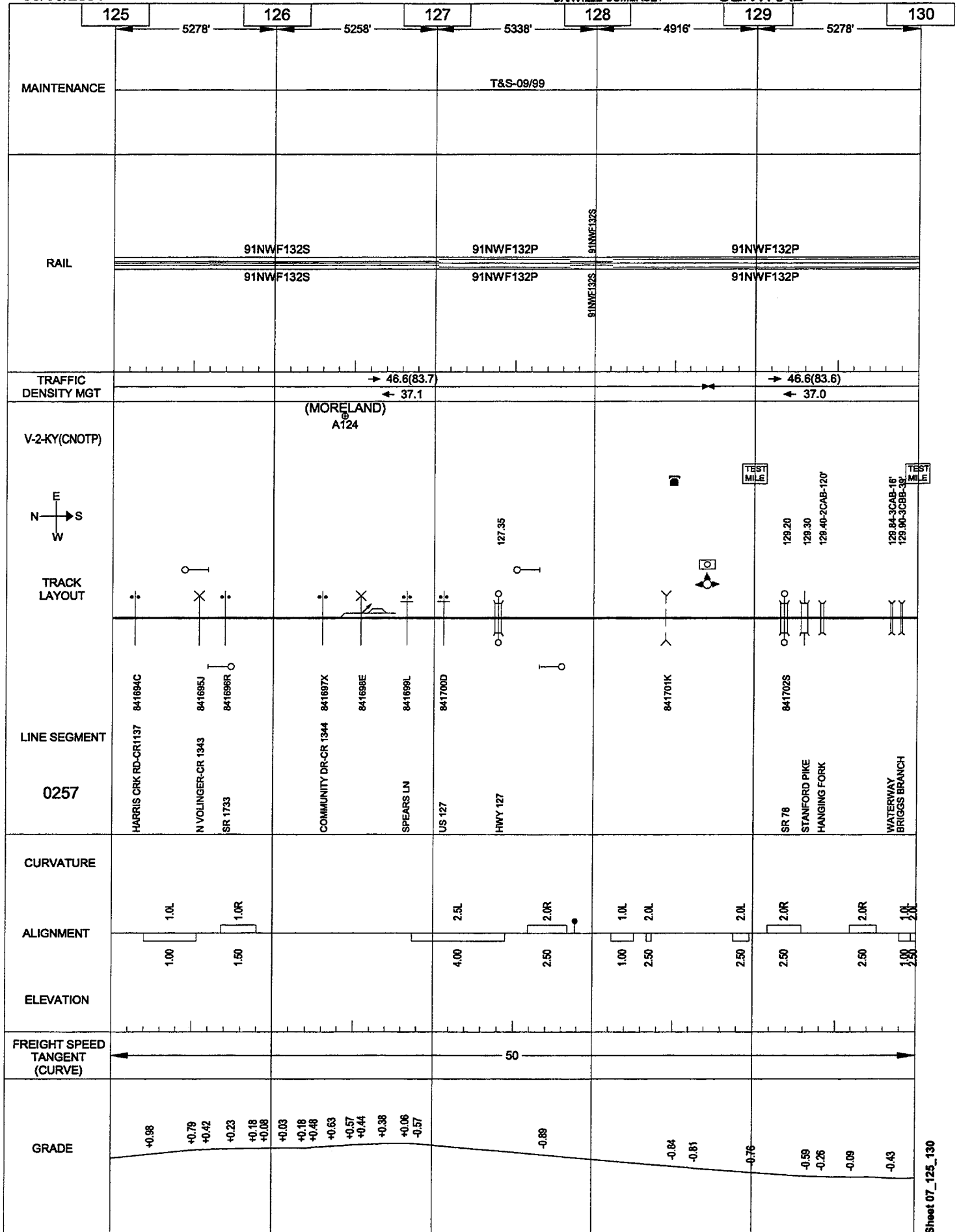
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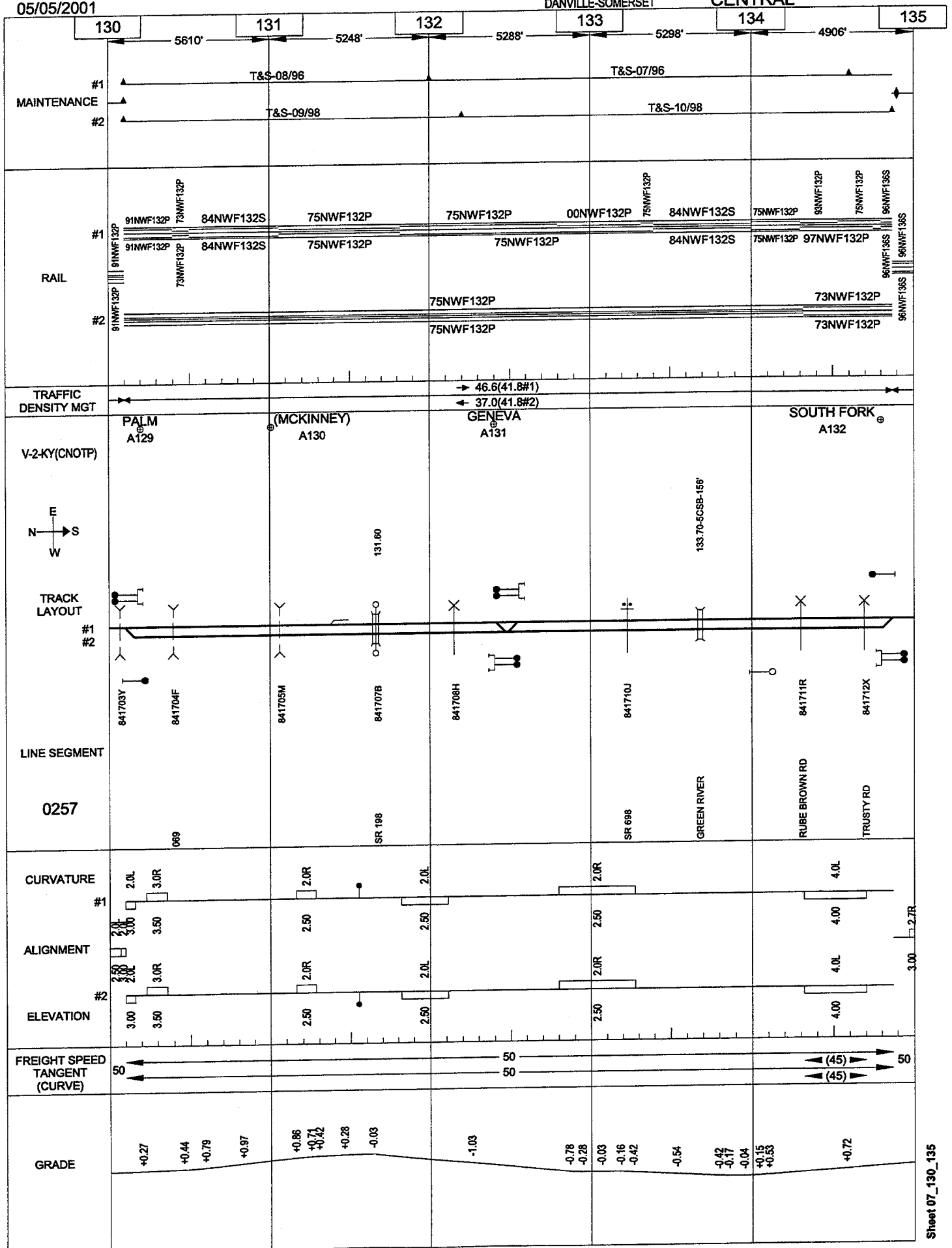
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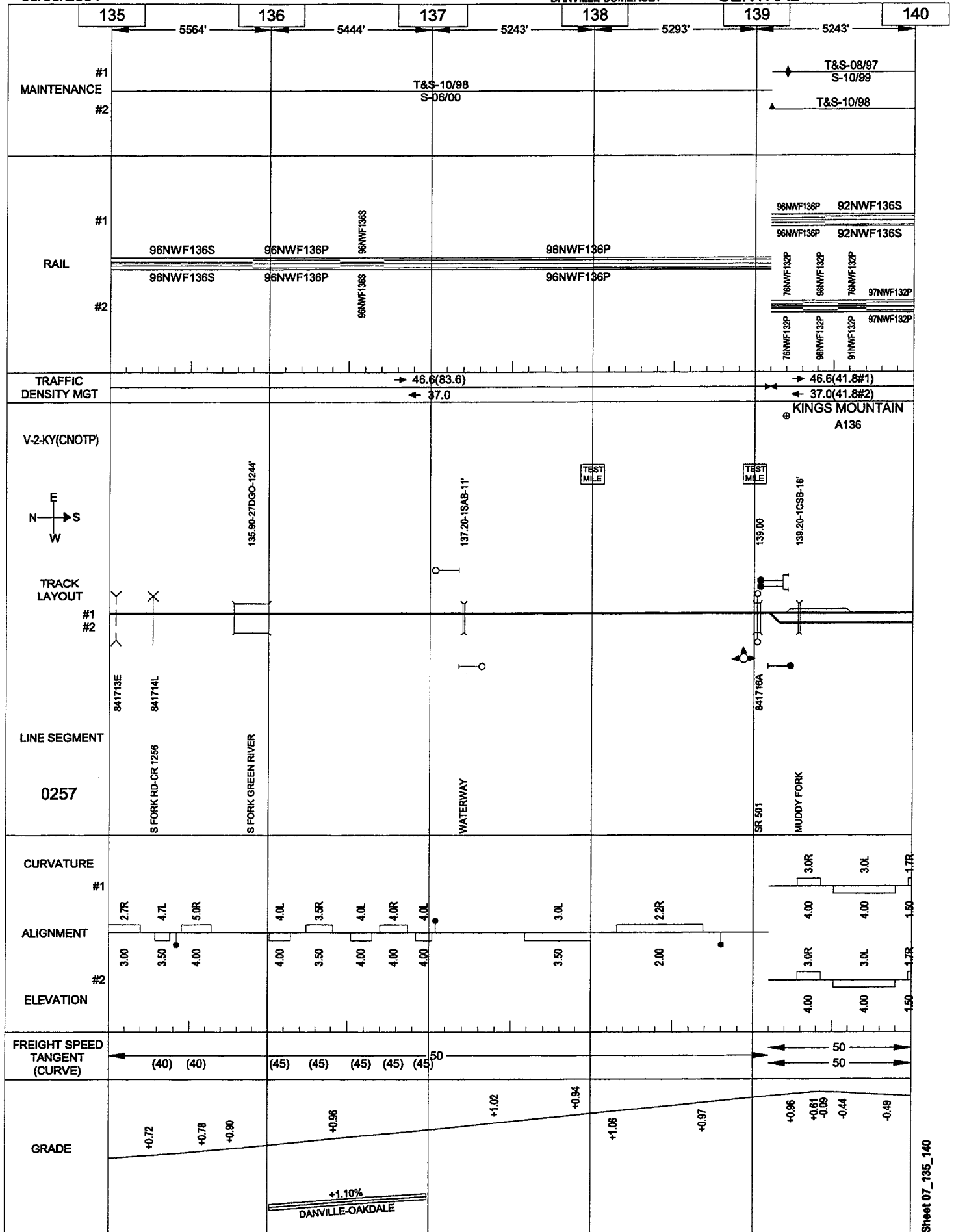
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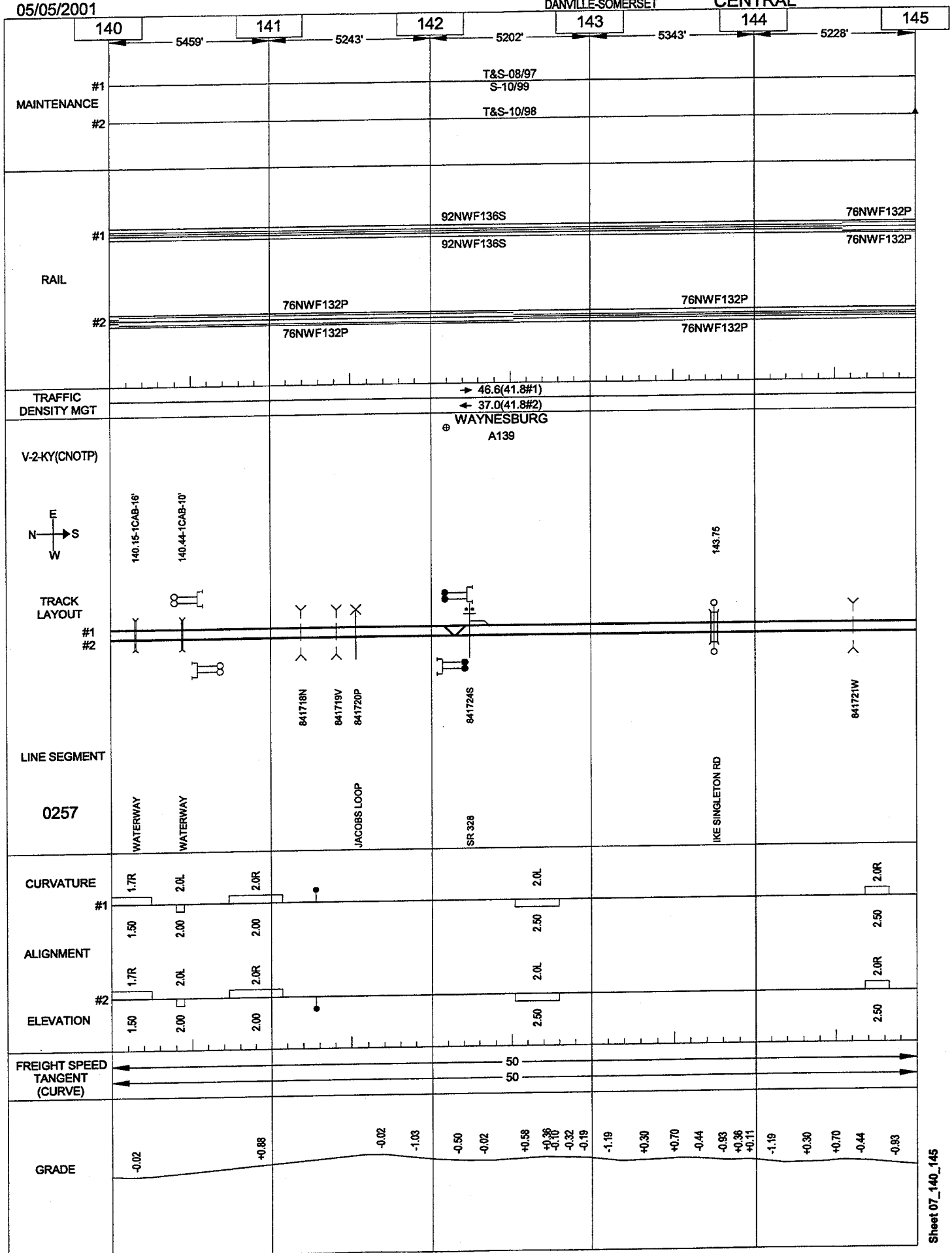
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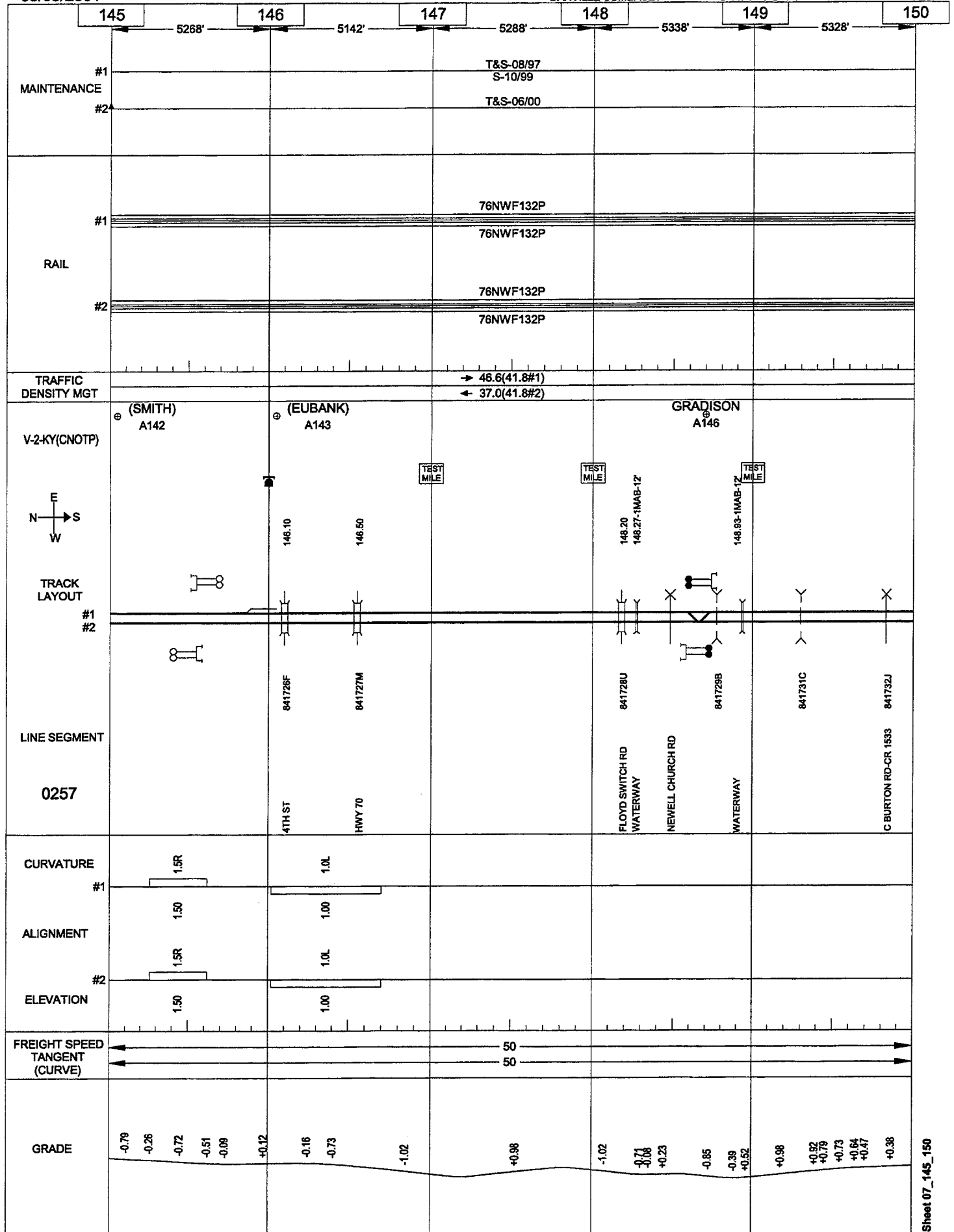
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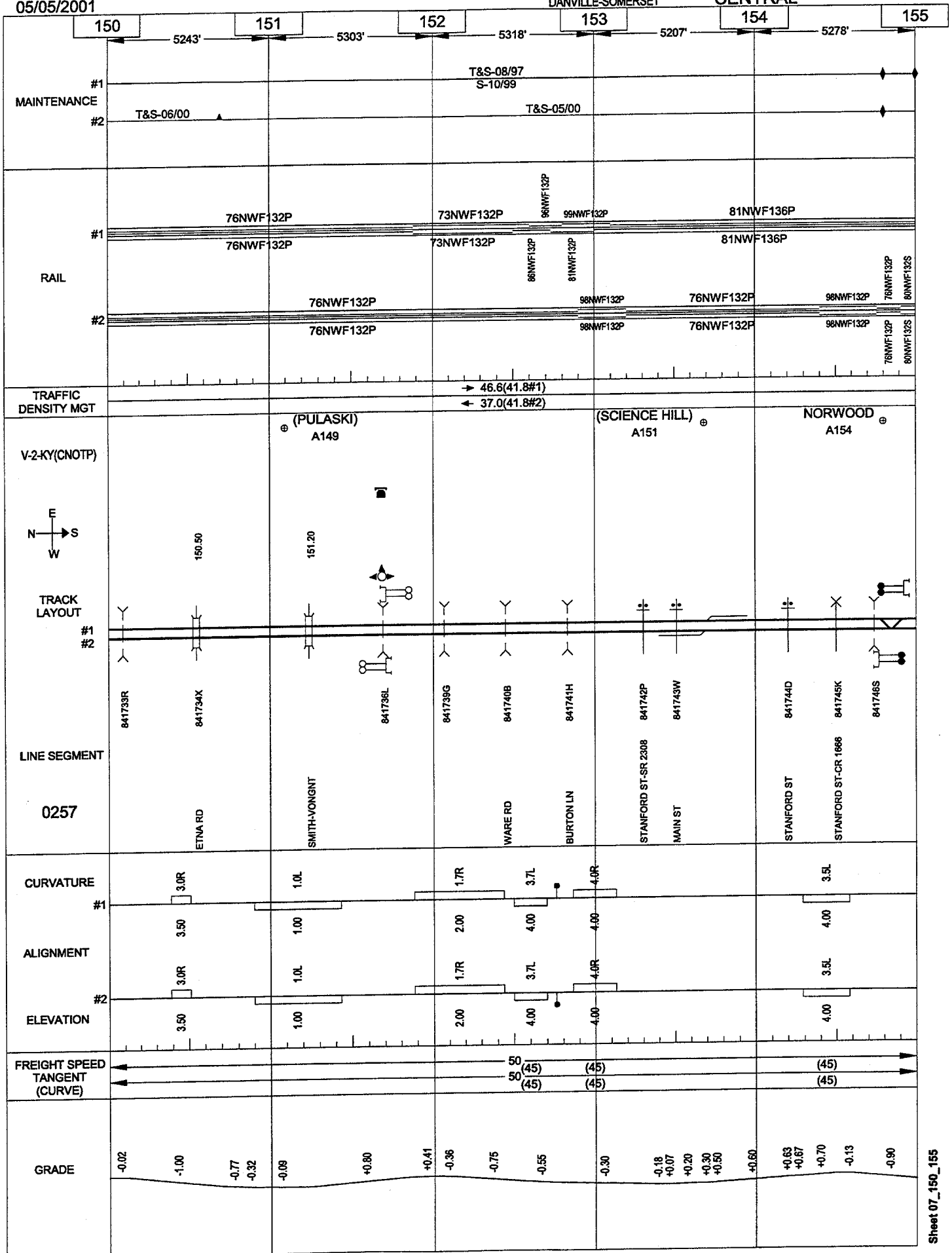
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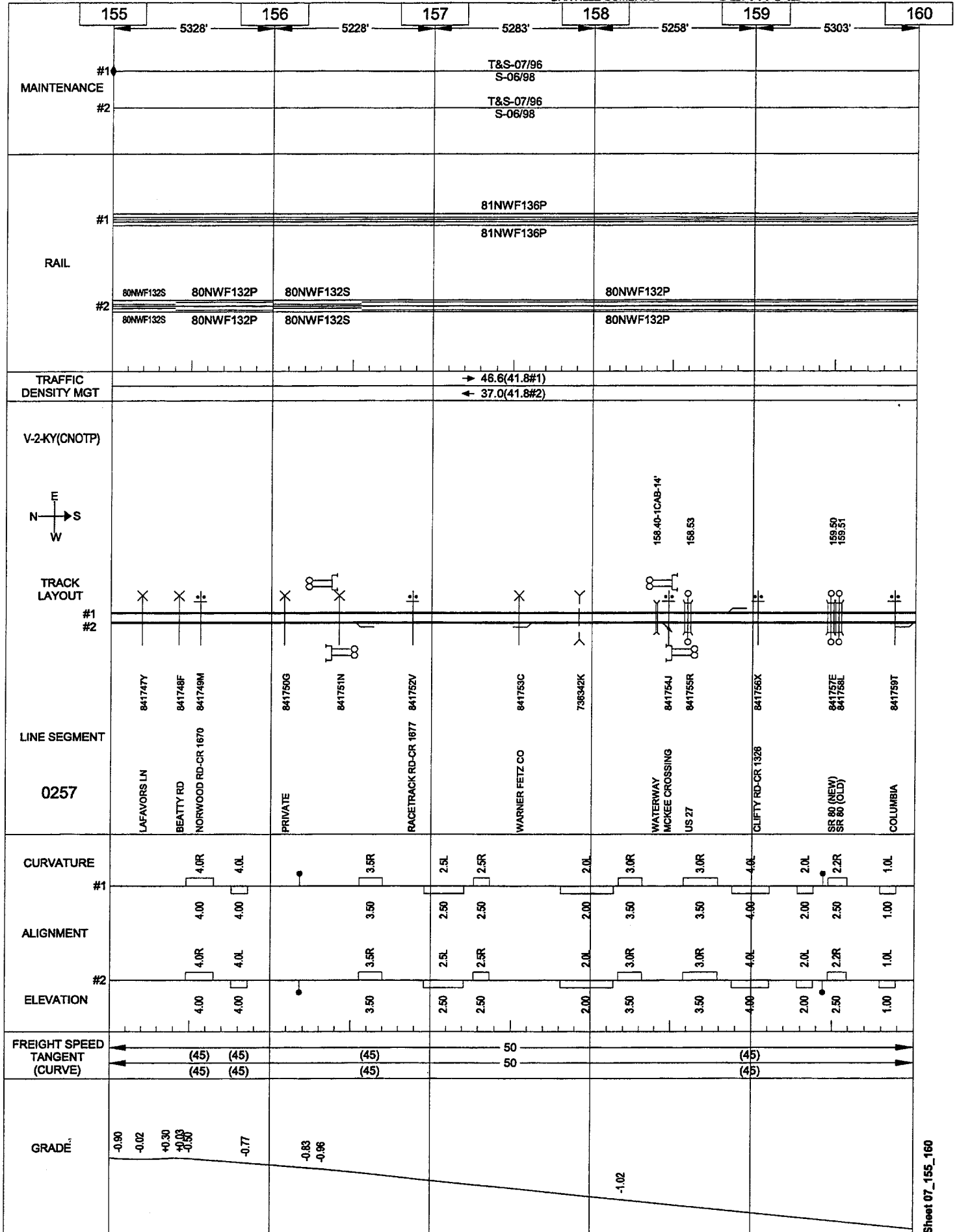
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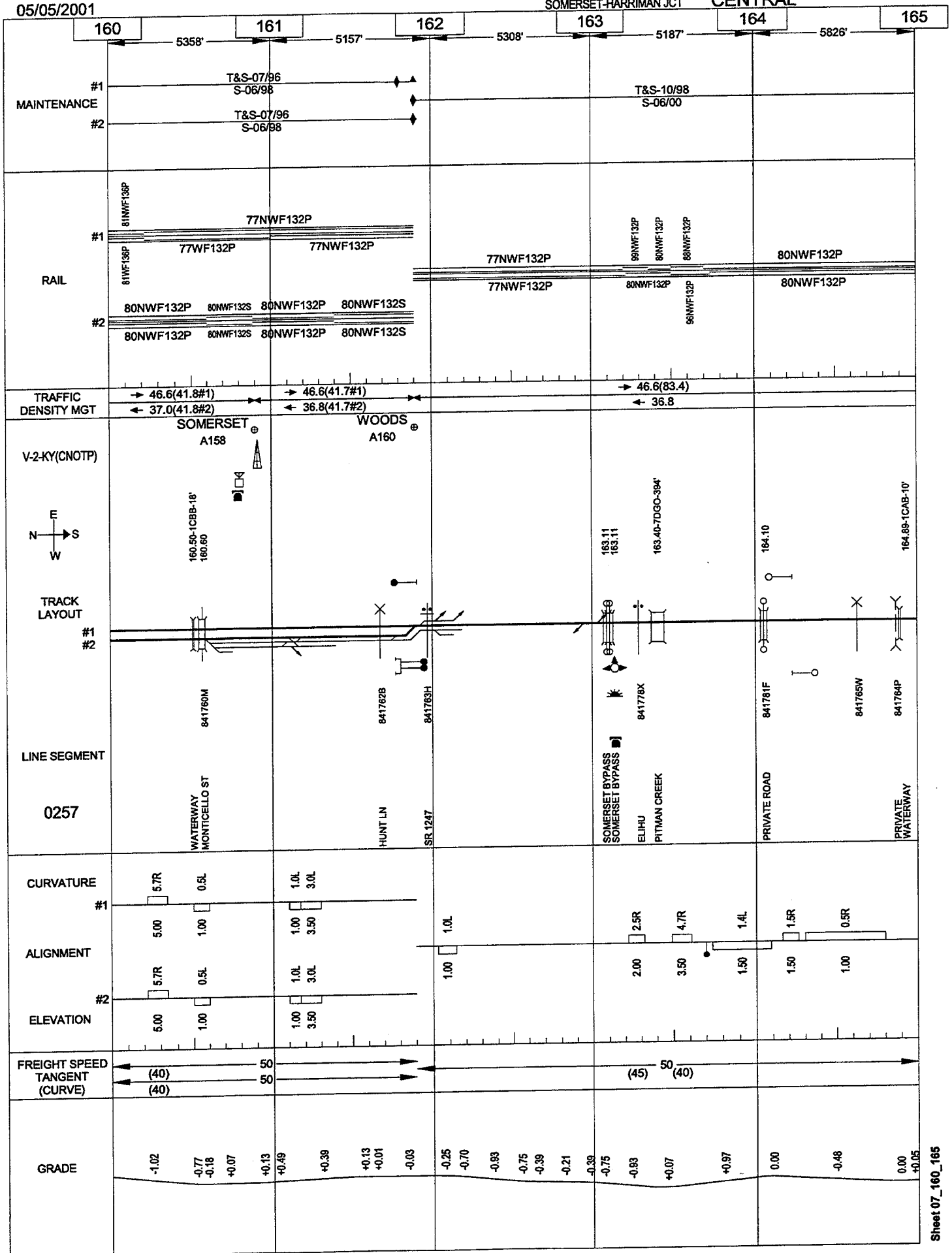
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05/05/2001

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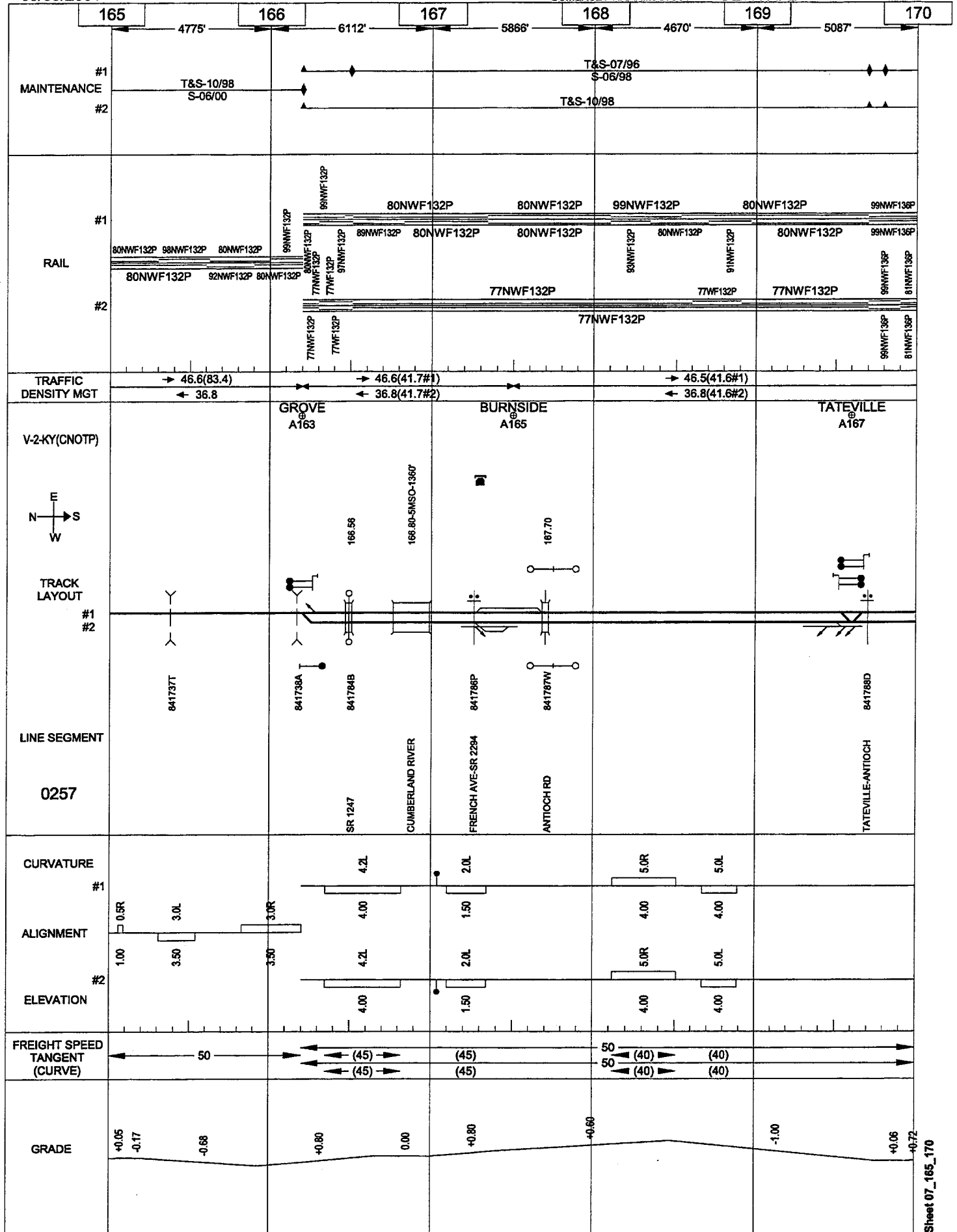
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05/05/2001

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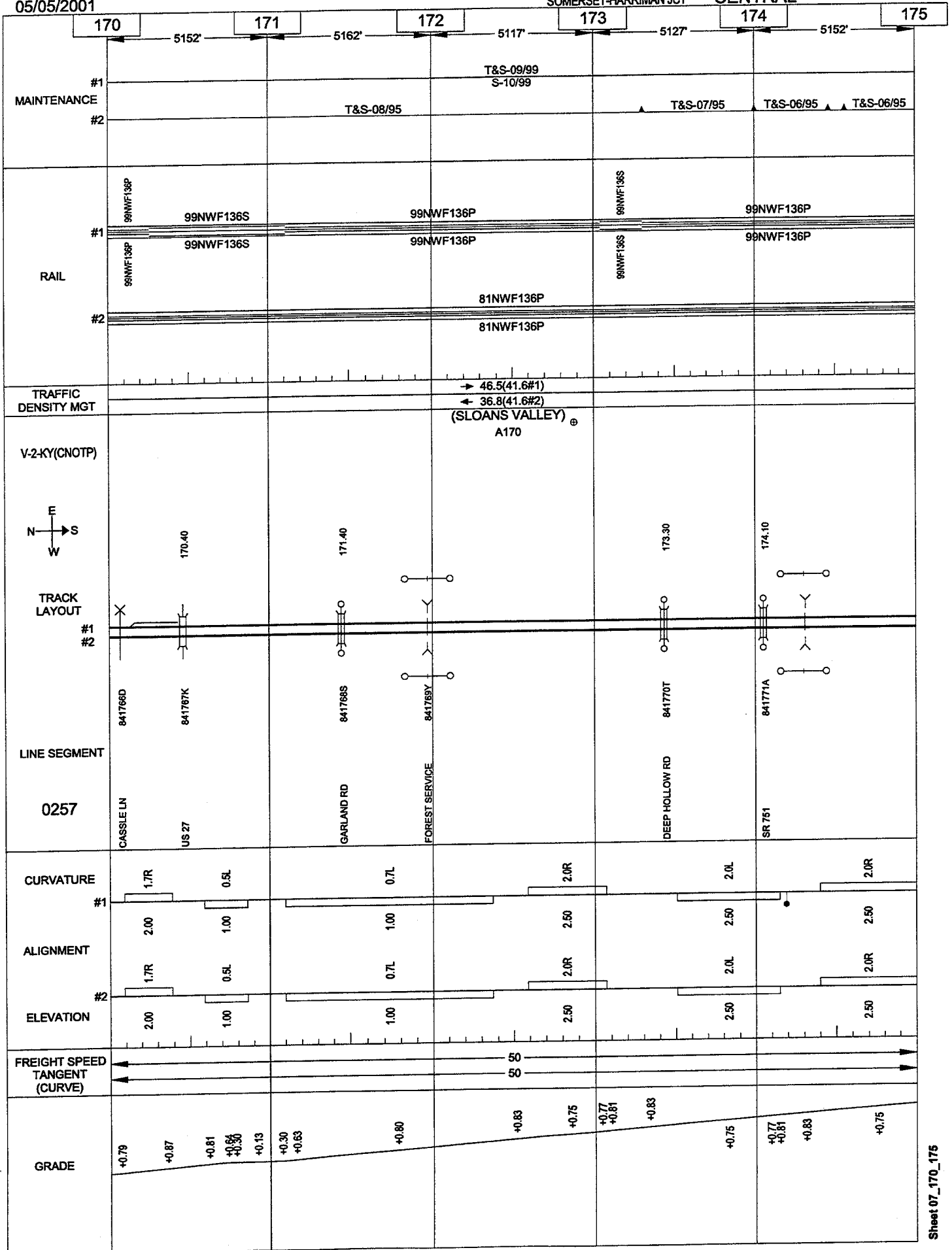
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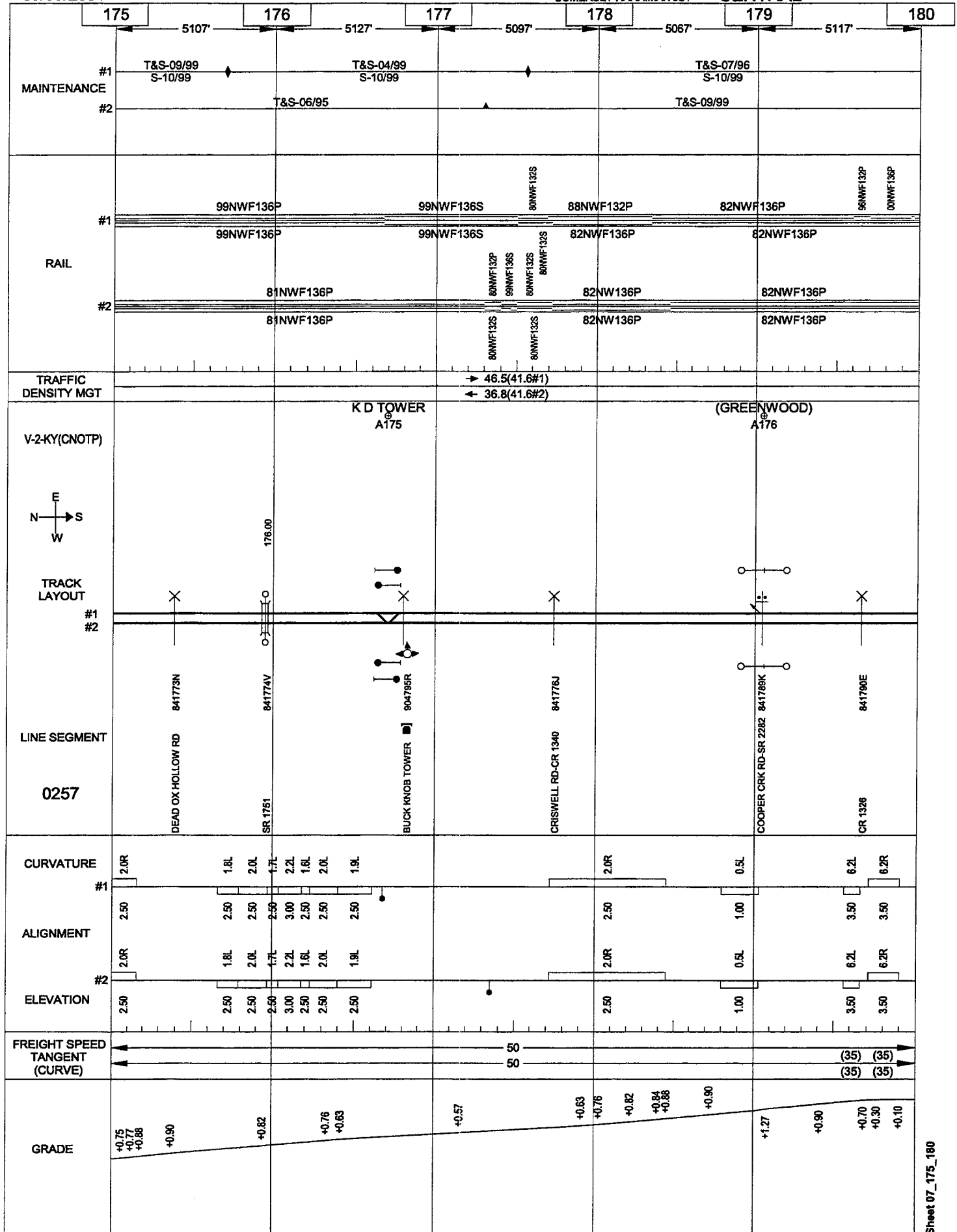
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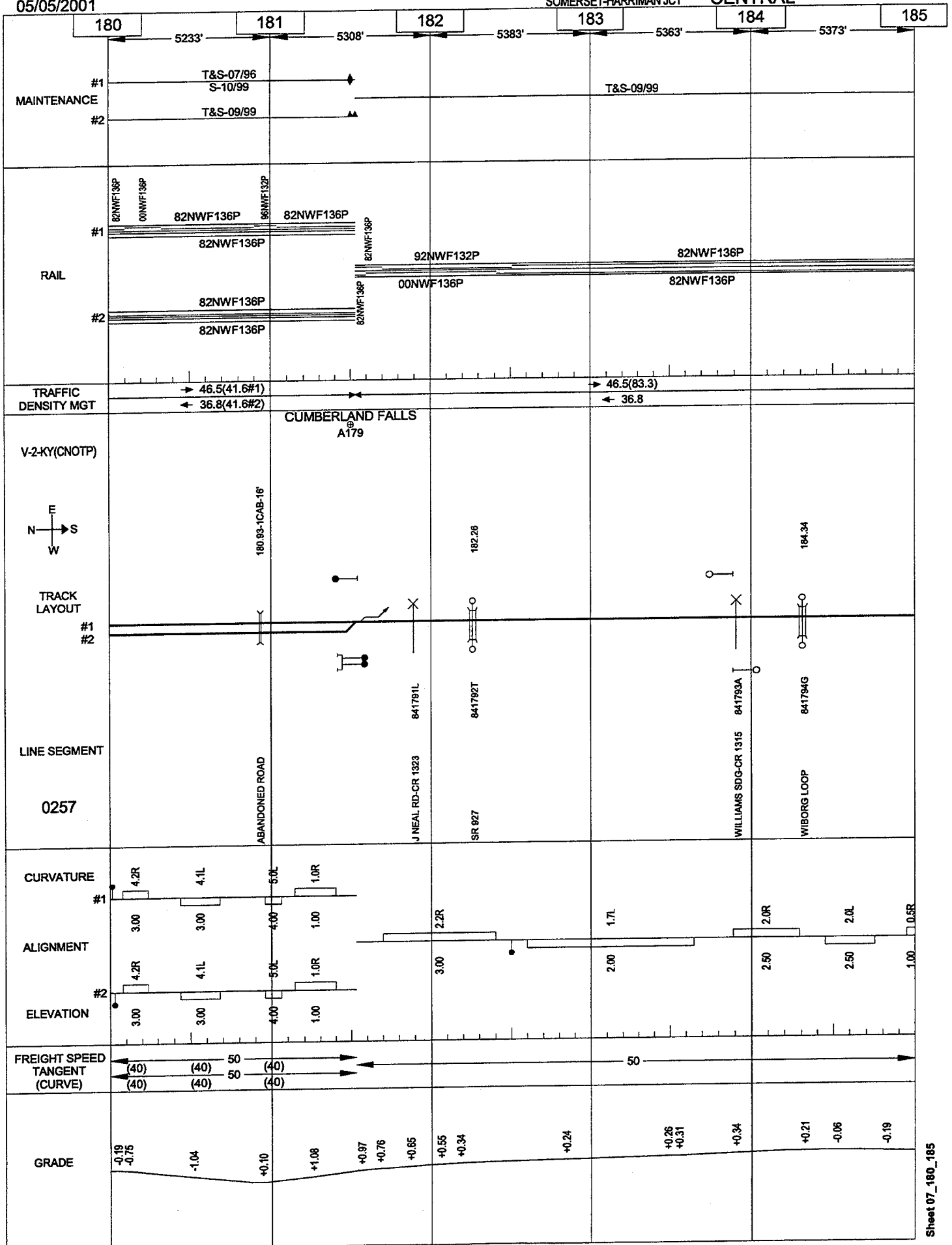
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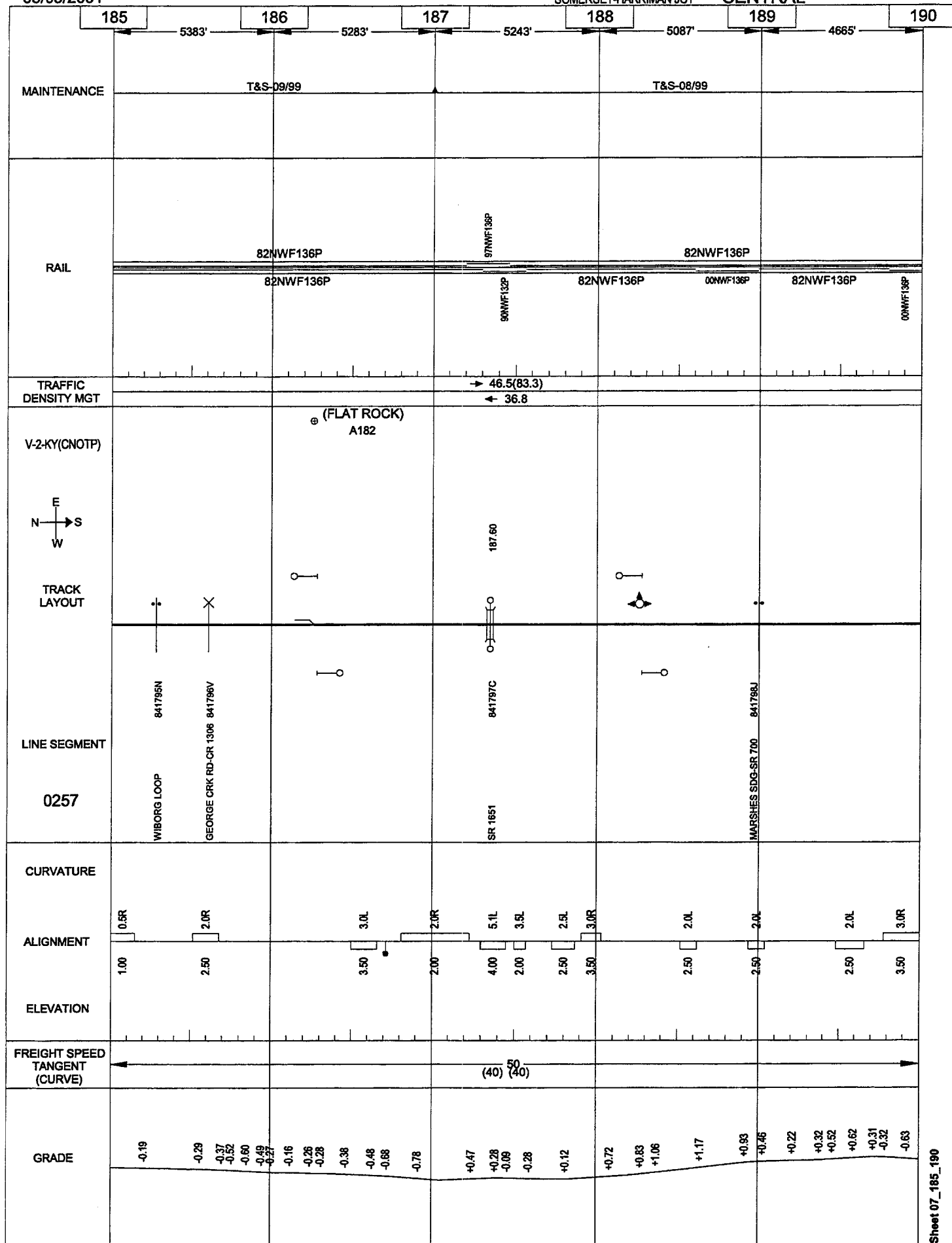
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05/05/2001

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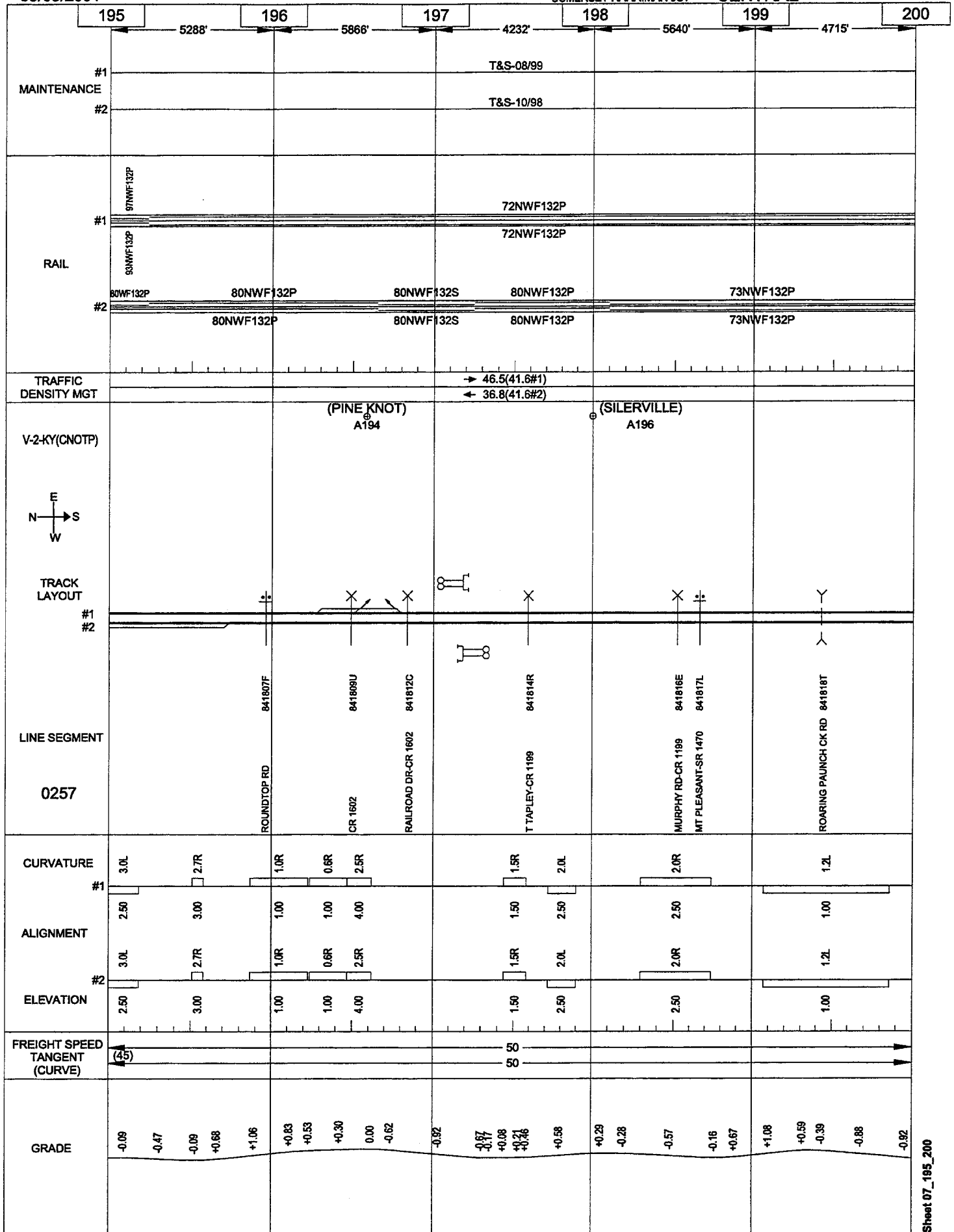




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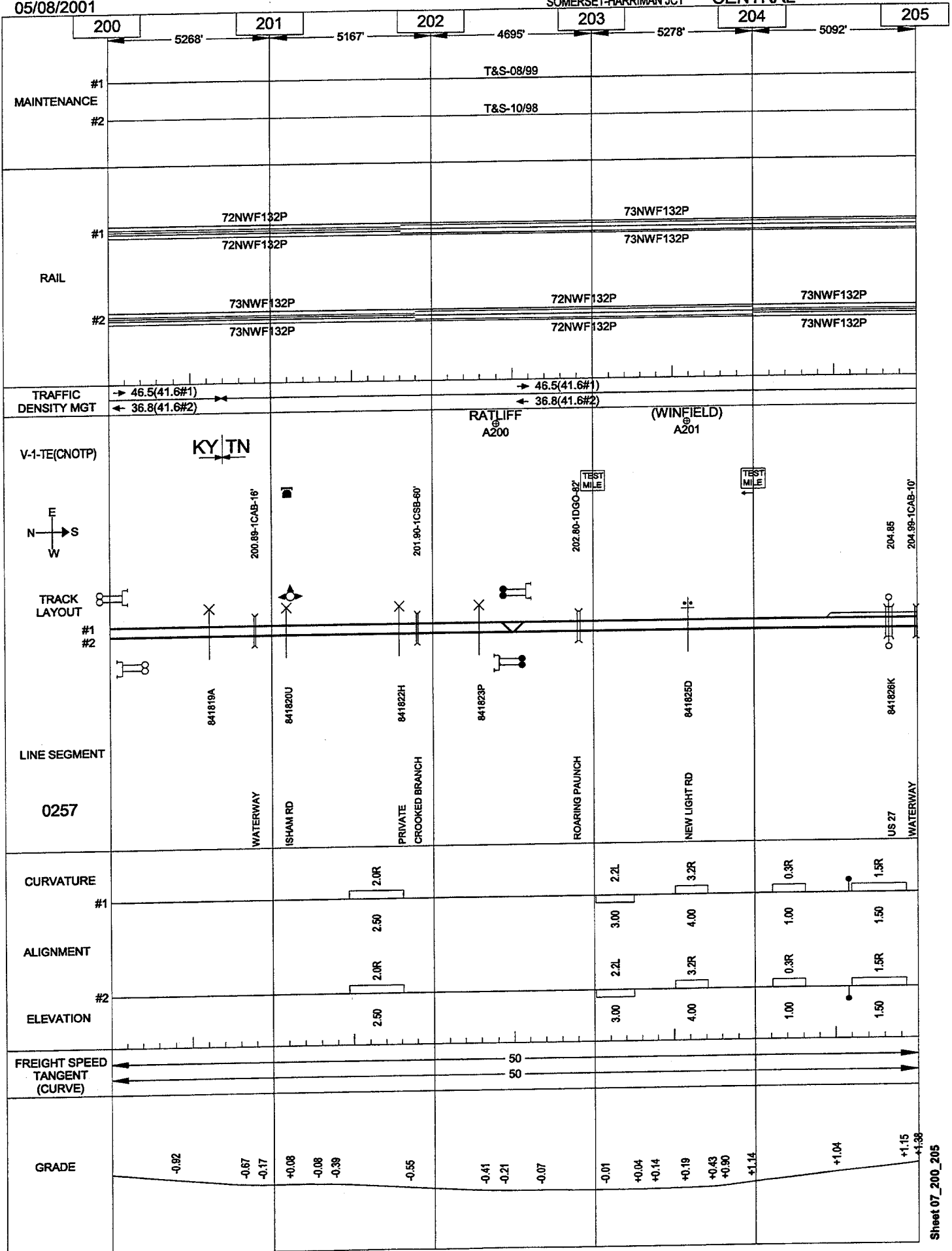
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05/08/2001

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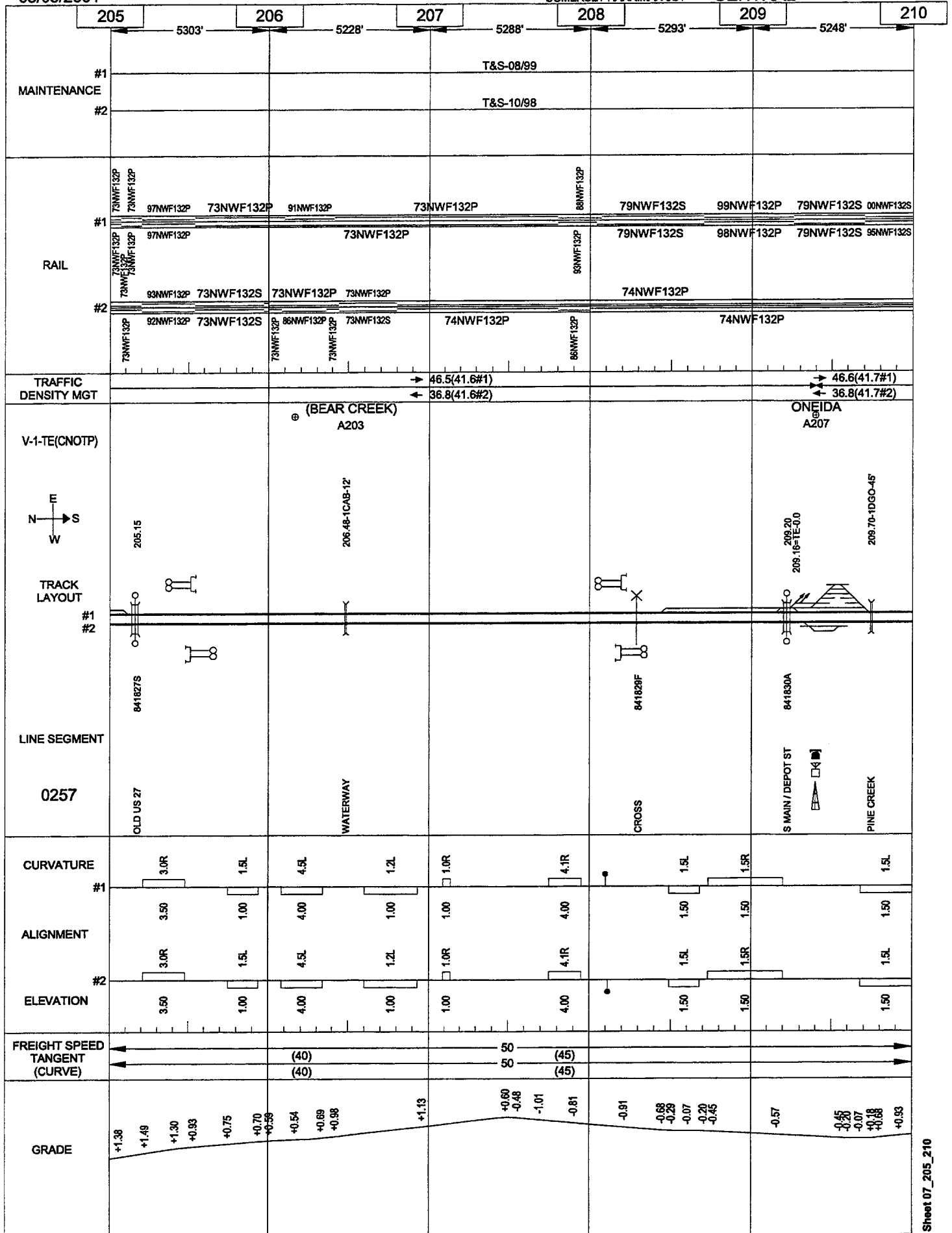
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05/05/2001

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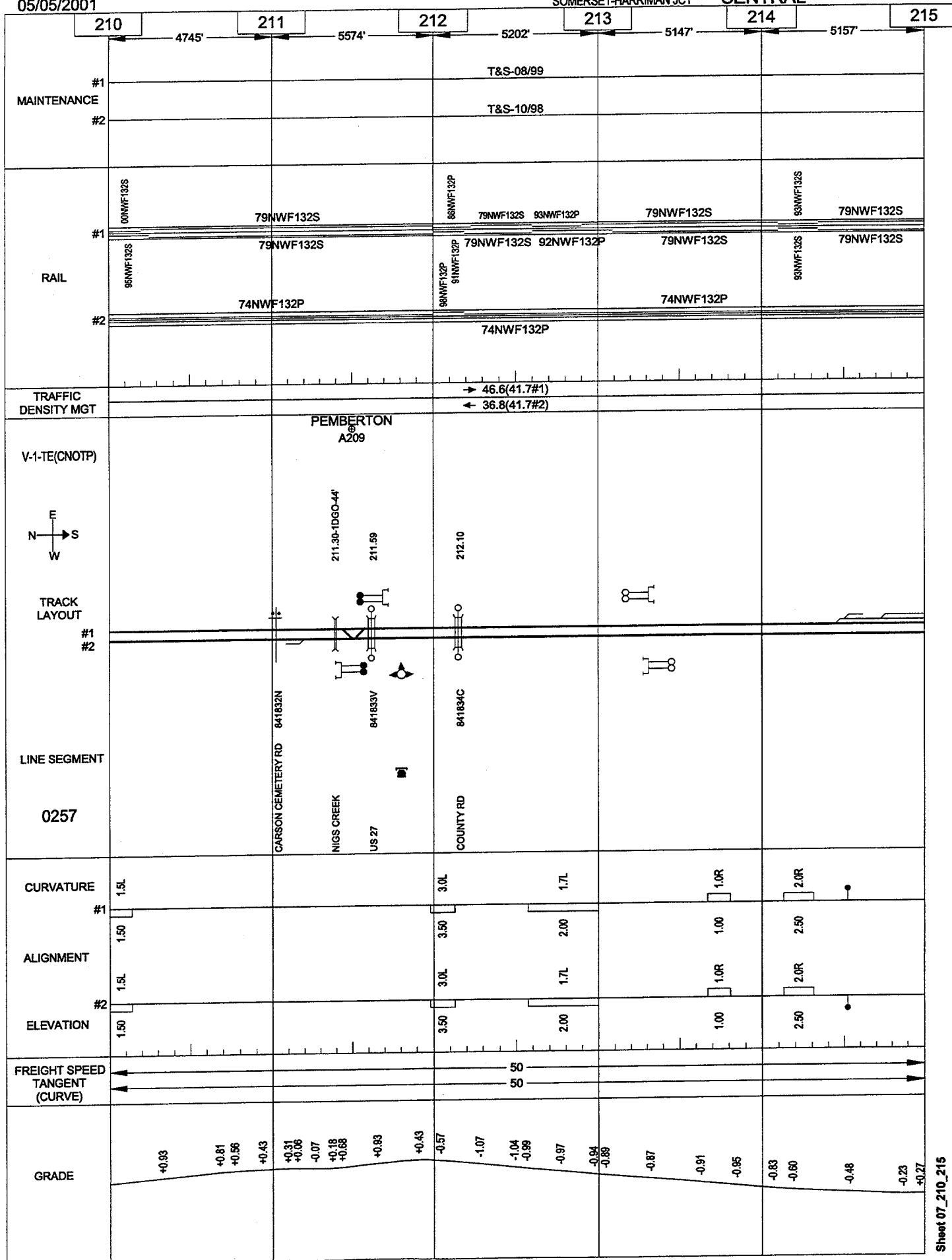
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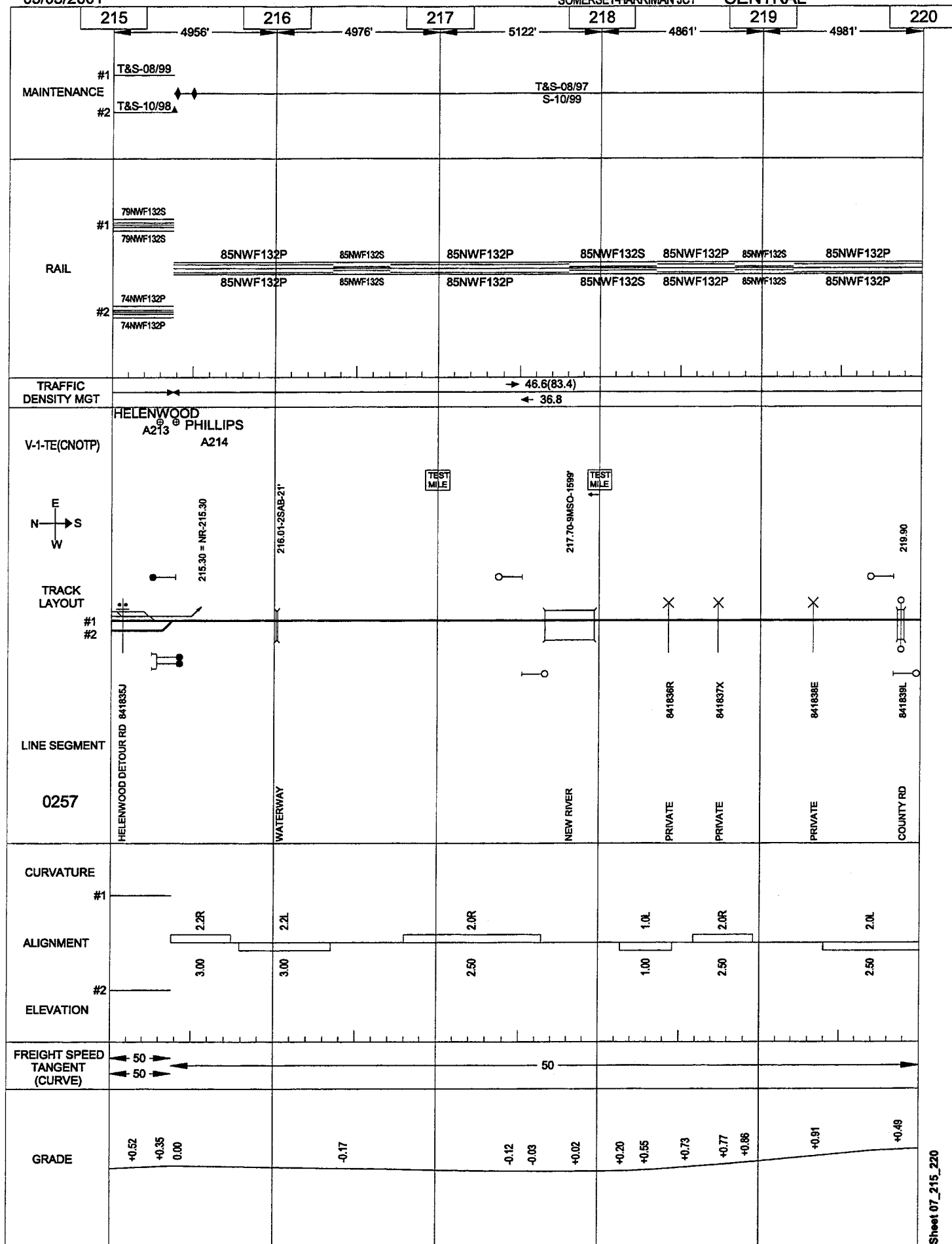
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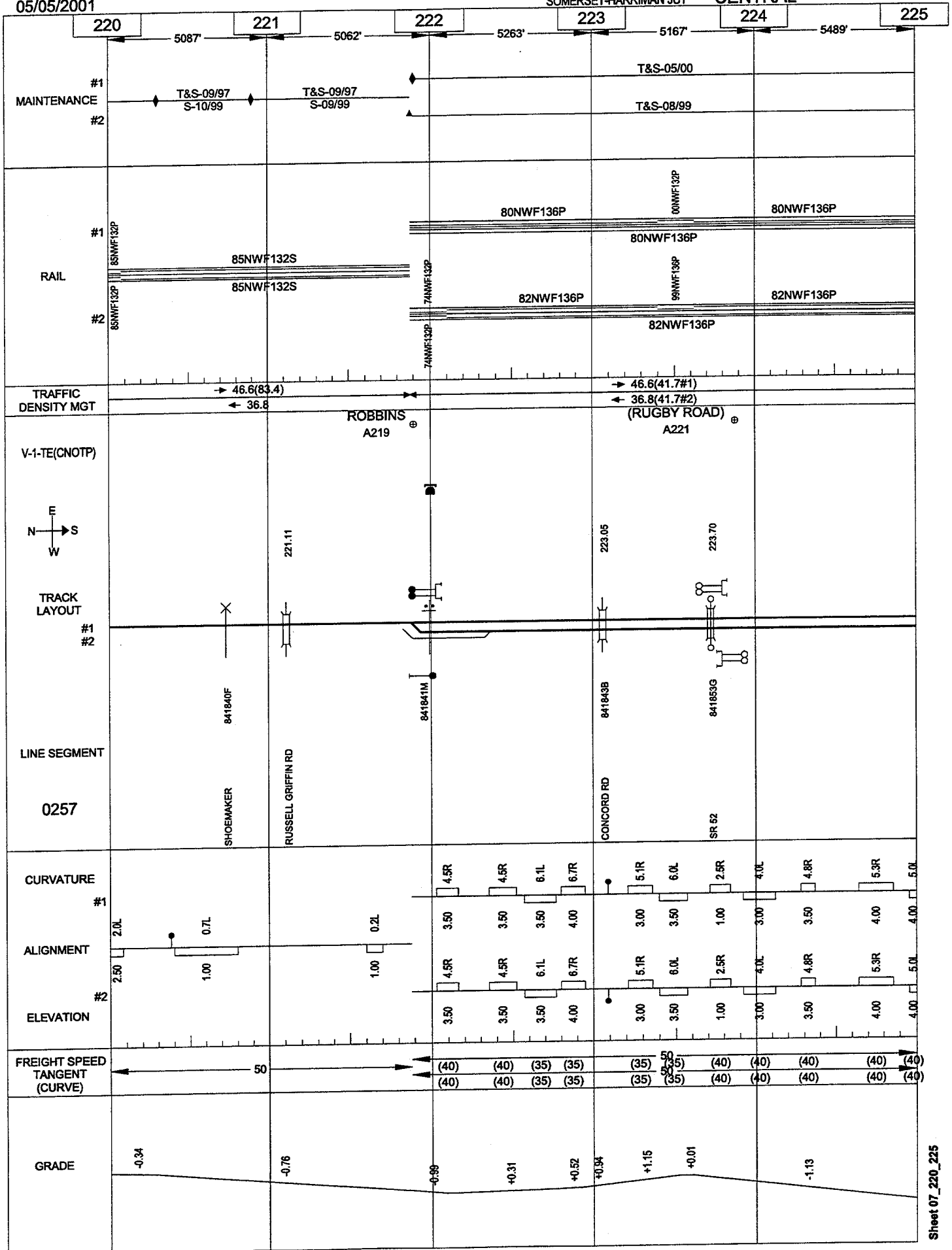
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05/05/2001

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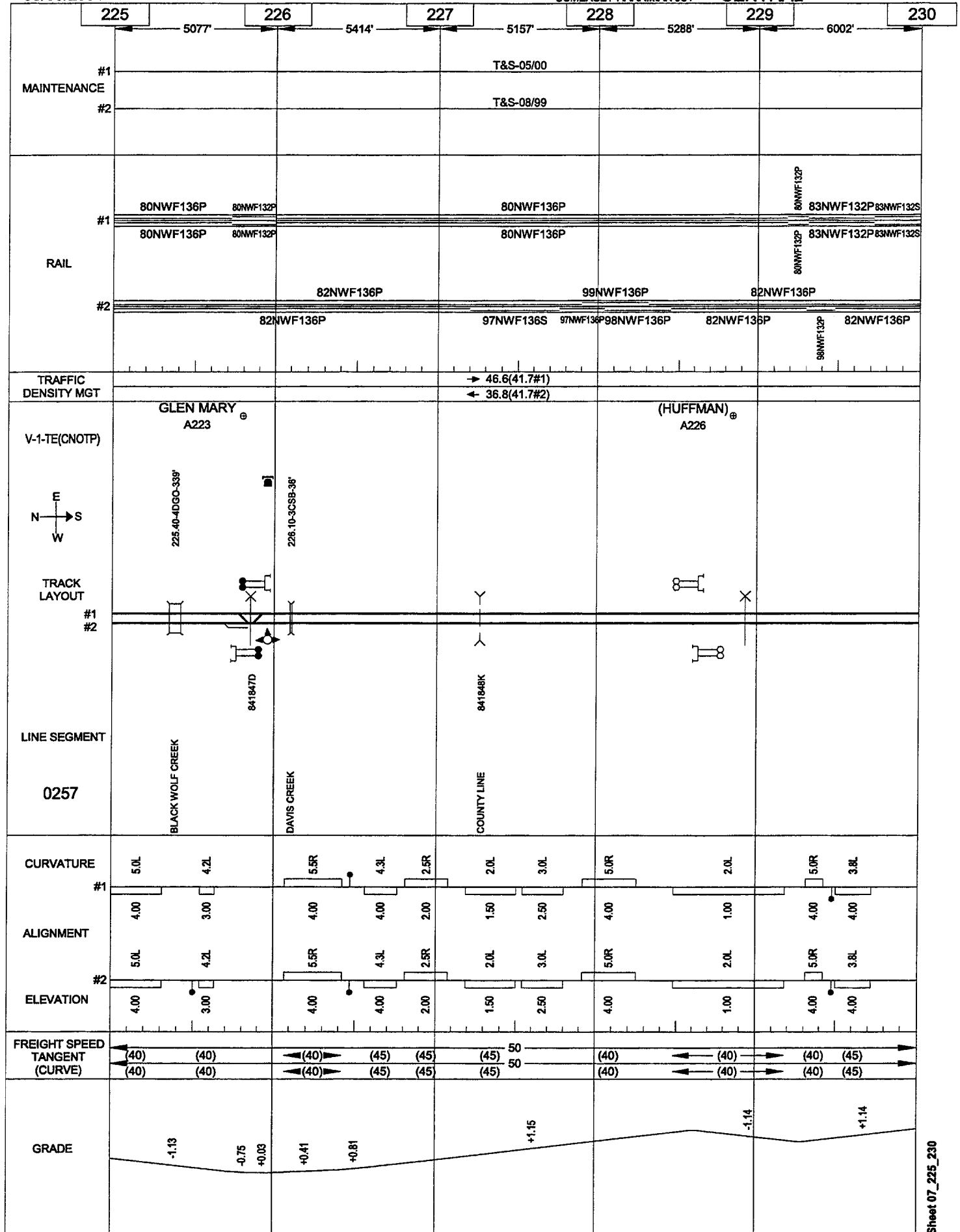
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05/05/2001

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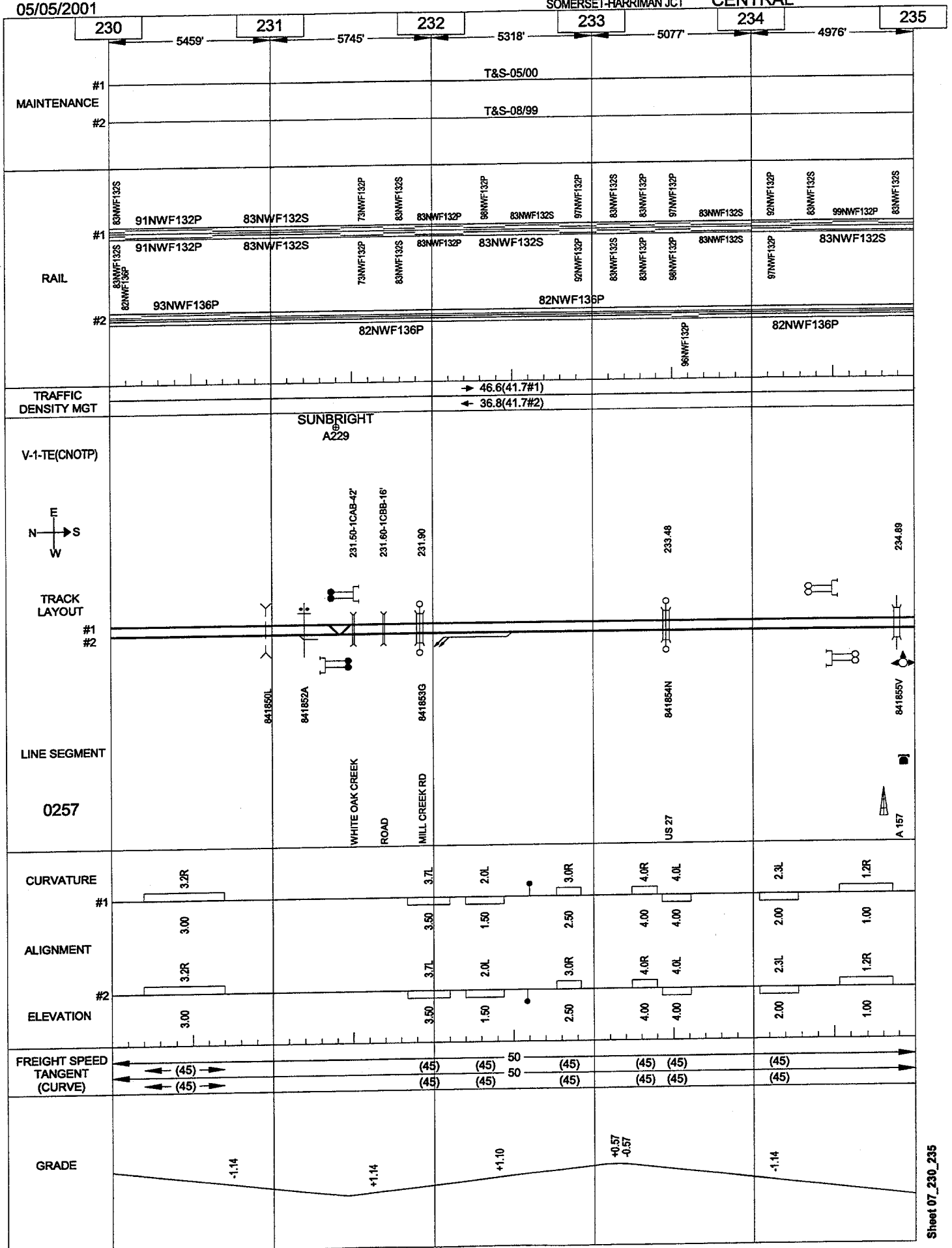
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05/05/2001

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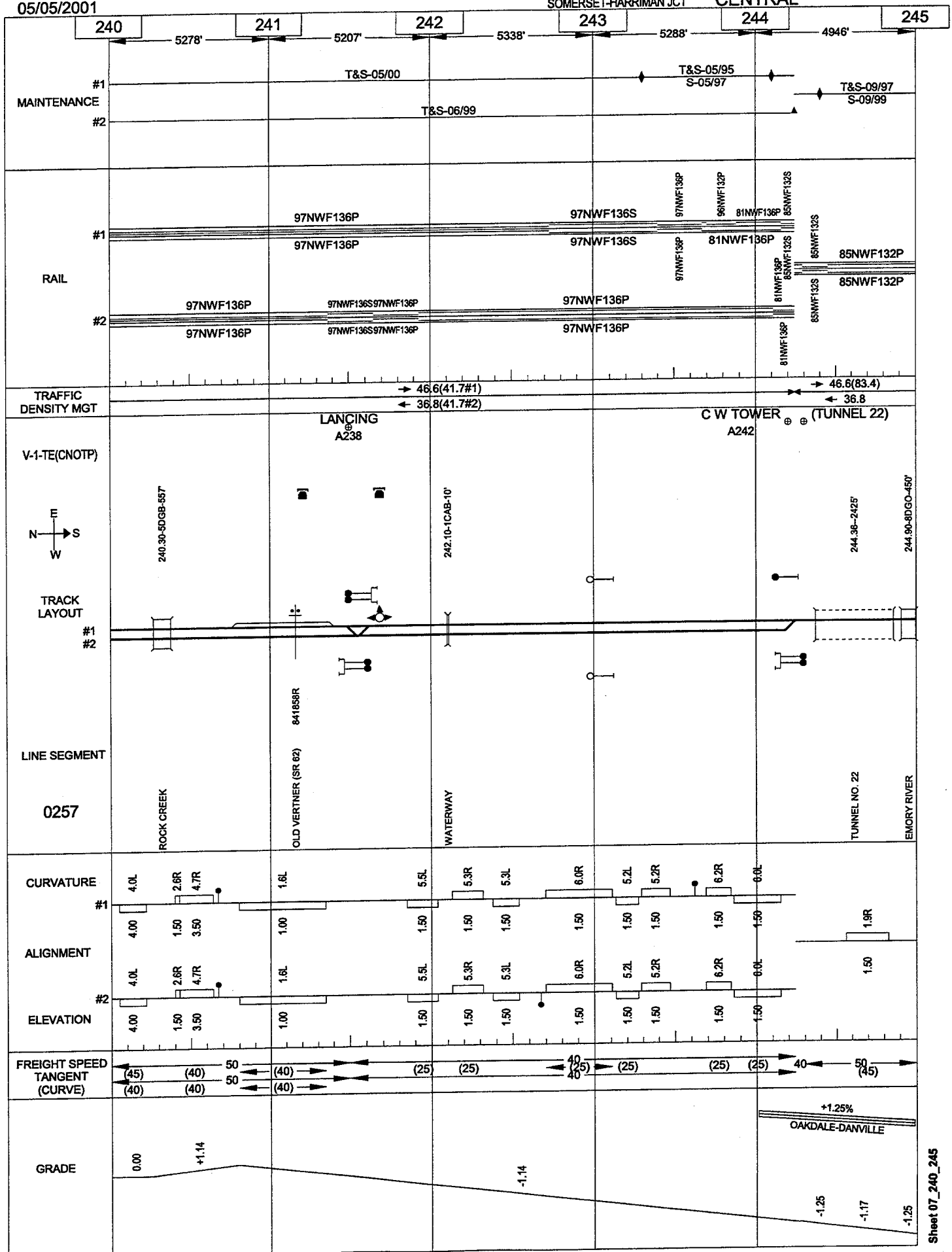


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05/05/2001

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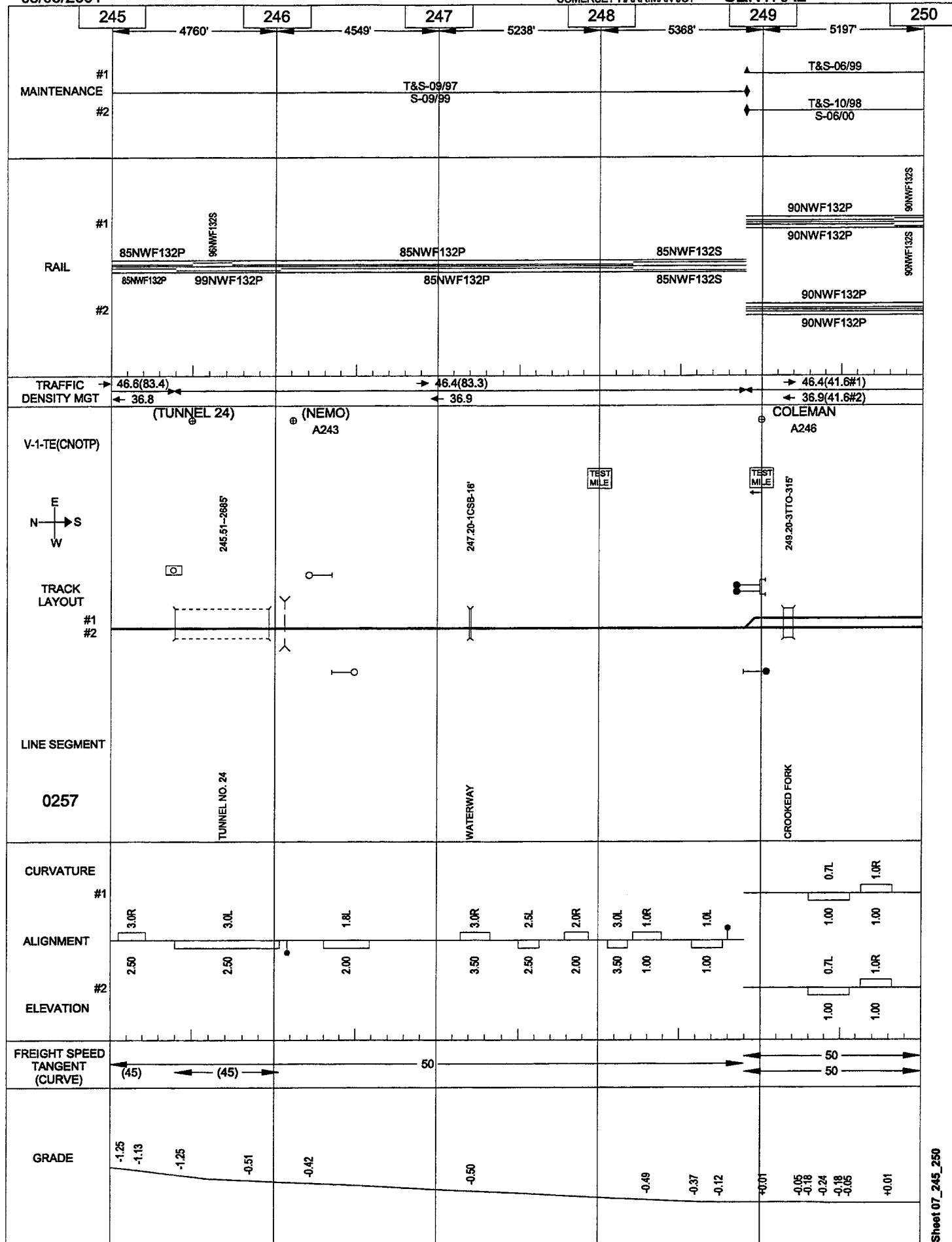
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05/05/2001

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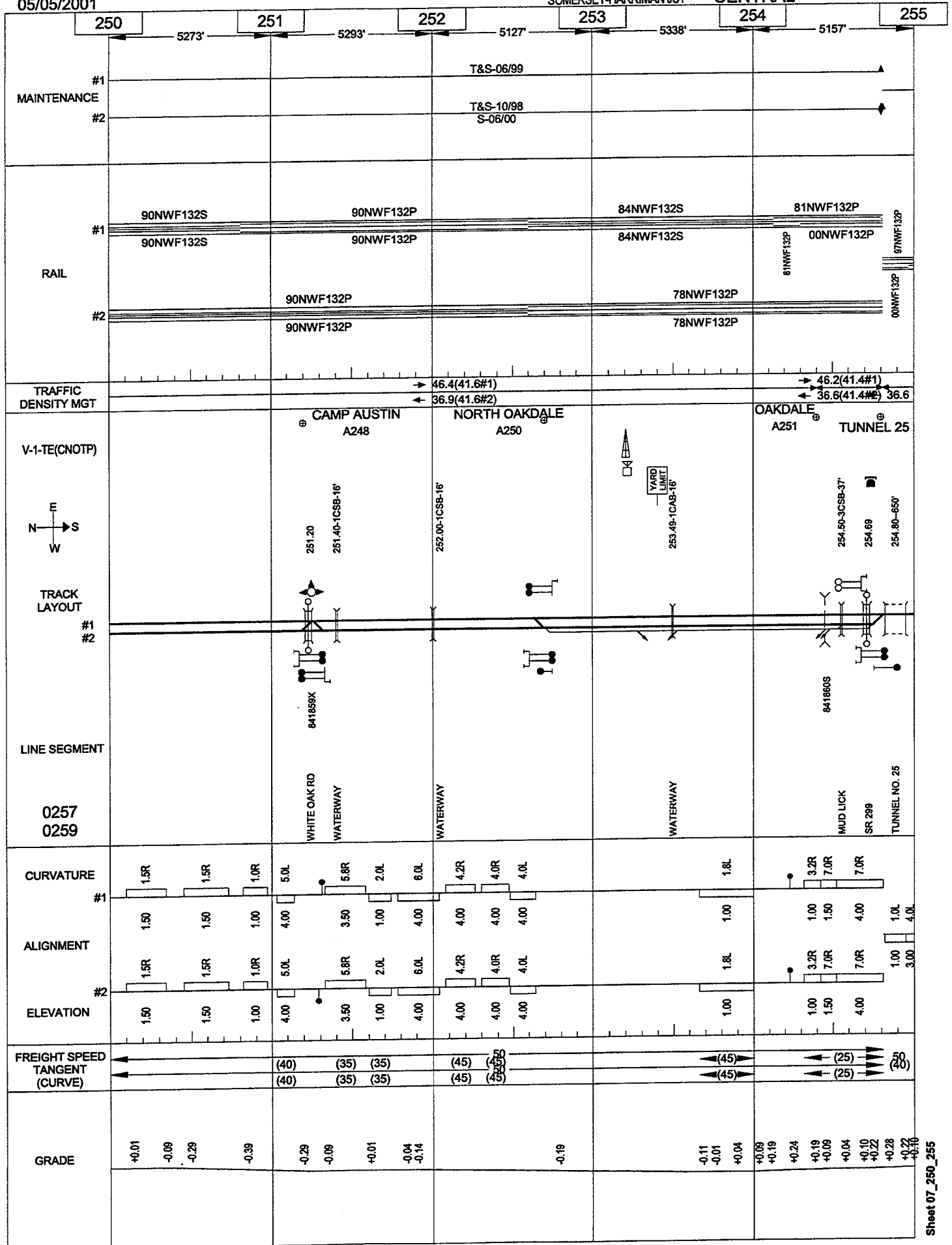
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05/05/2001

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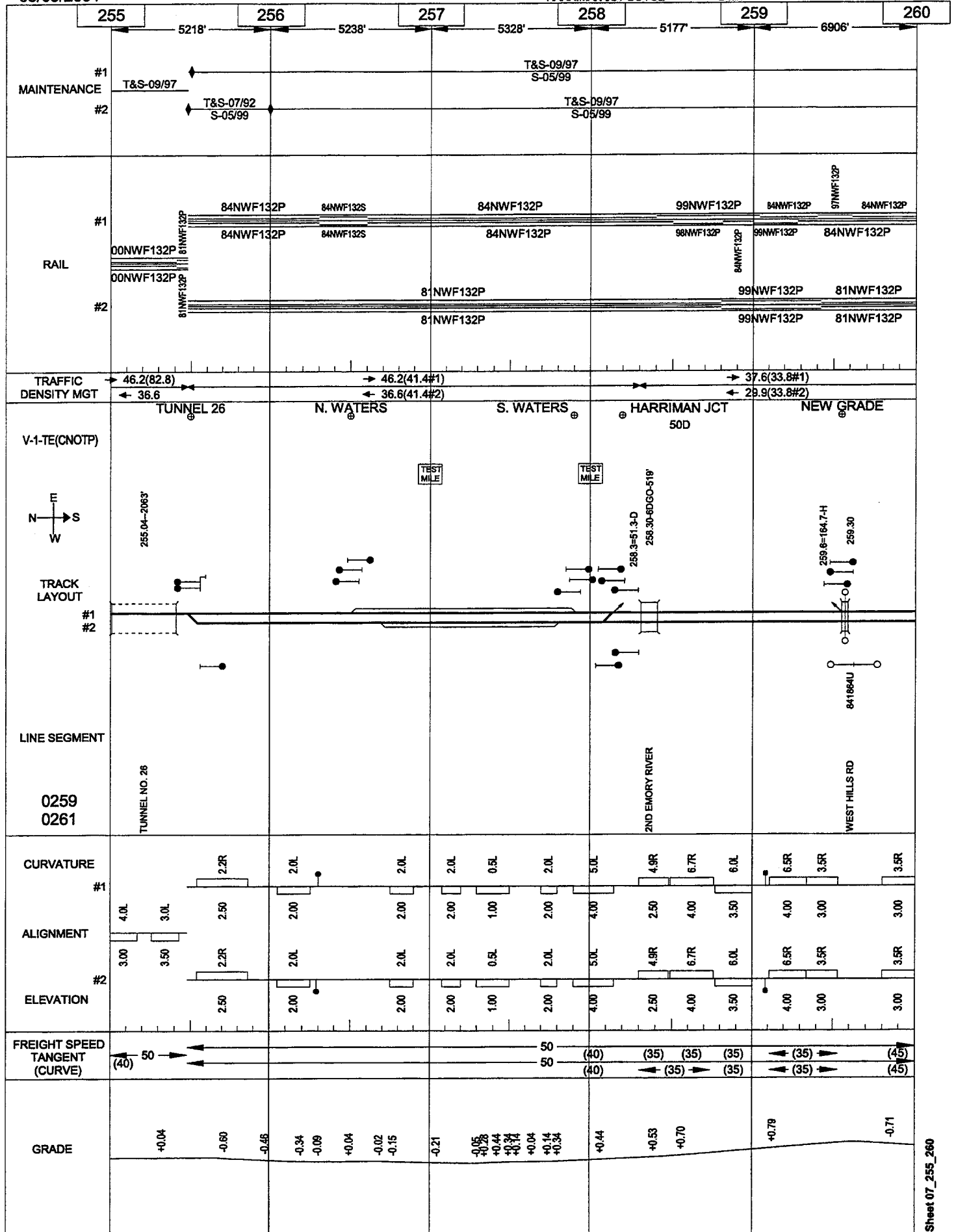
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05/05/2001

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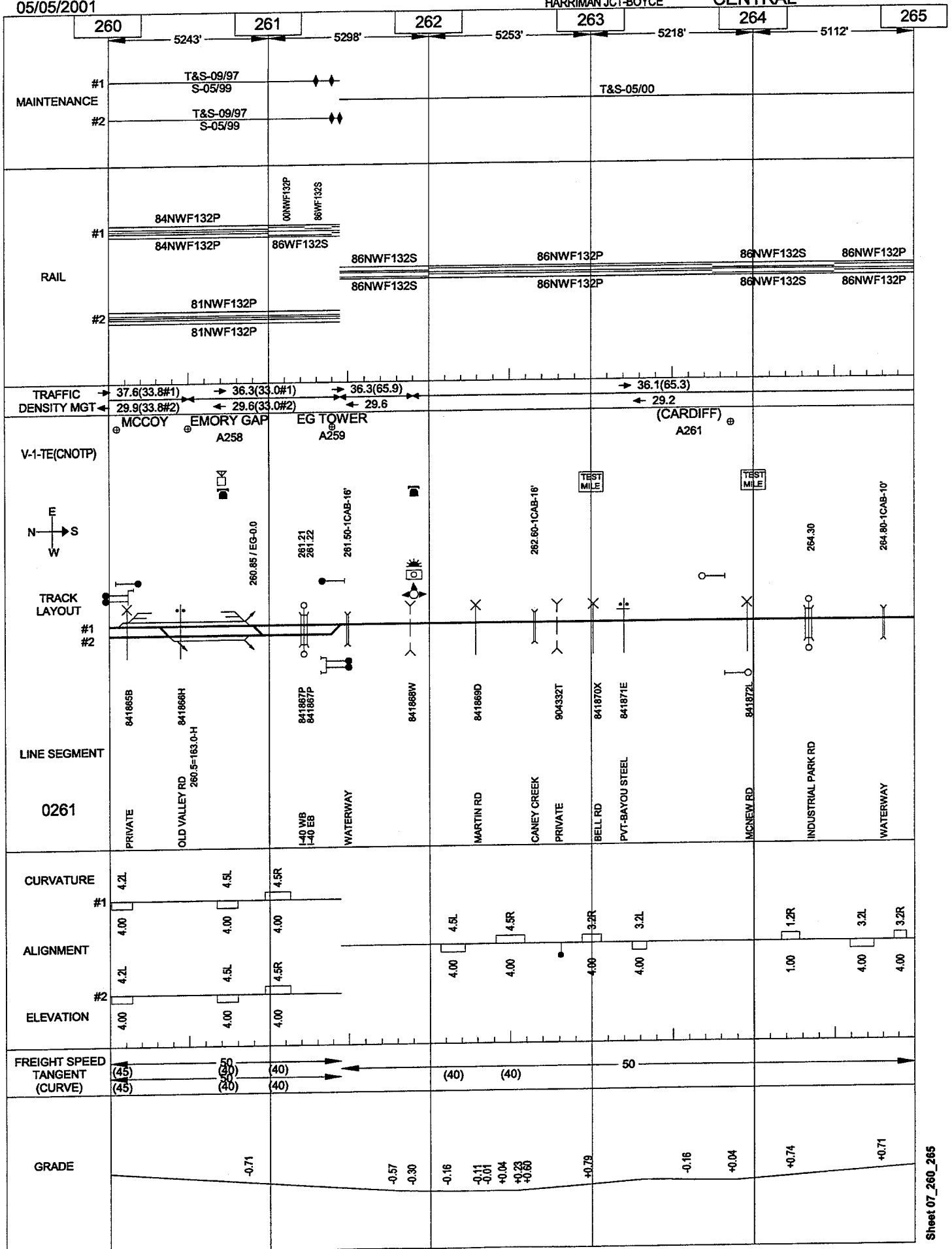
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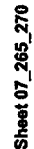


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HARRIMAN JCT-BOYCE

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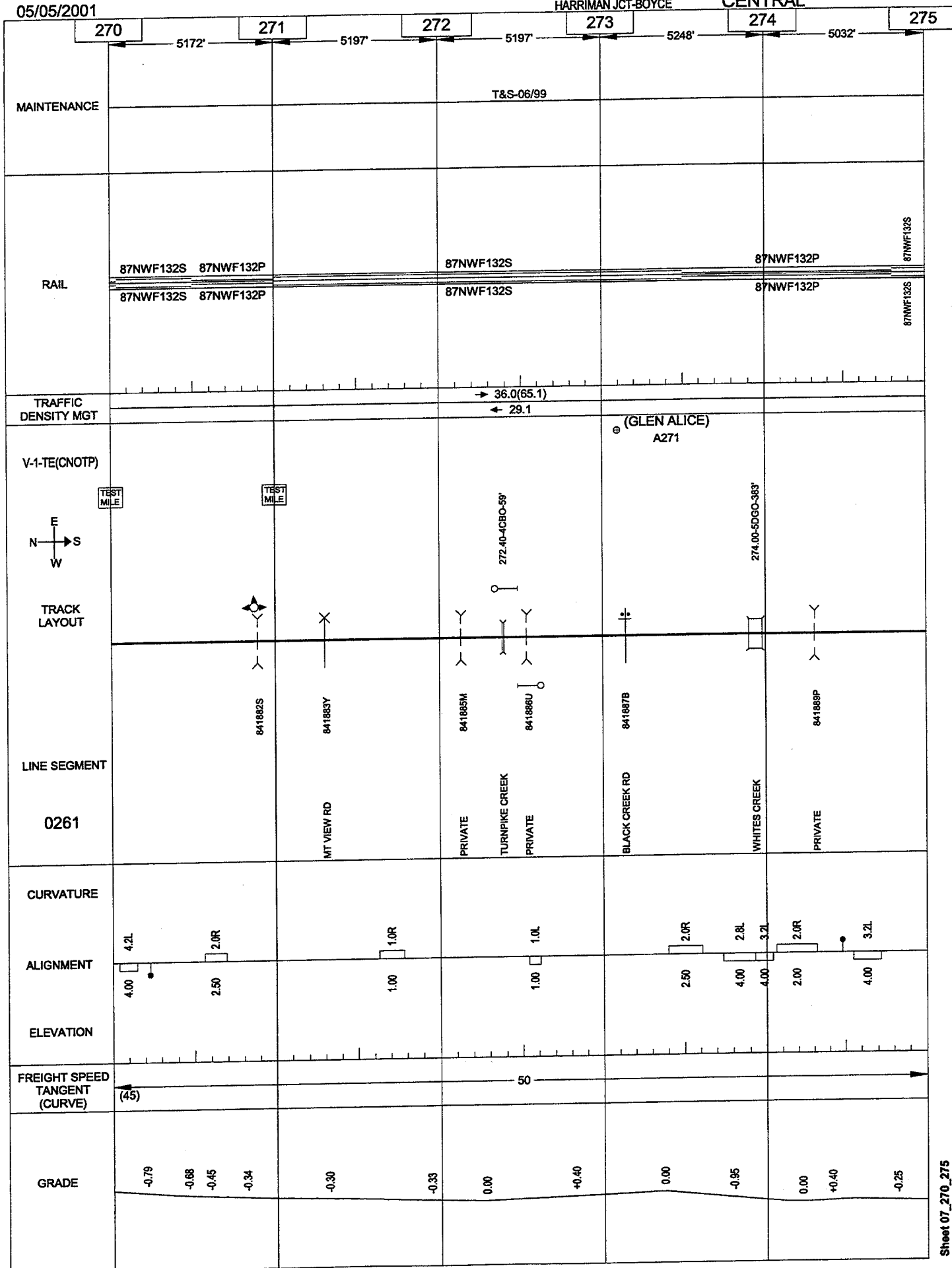




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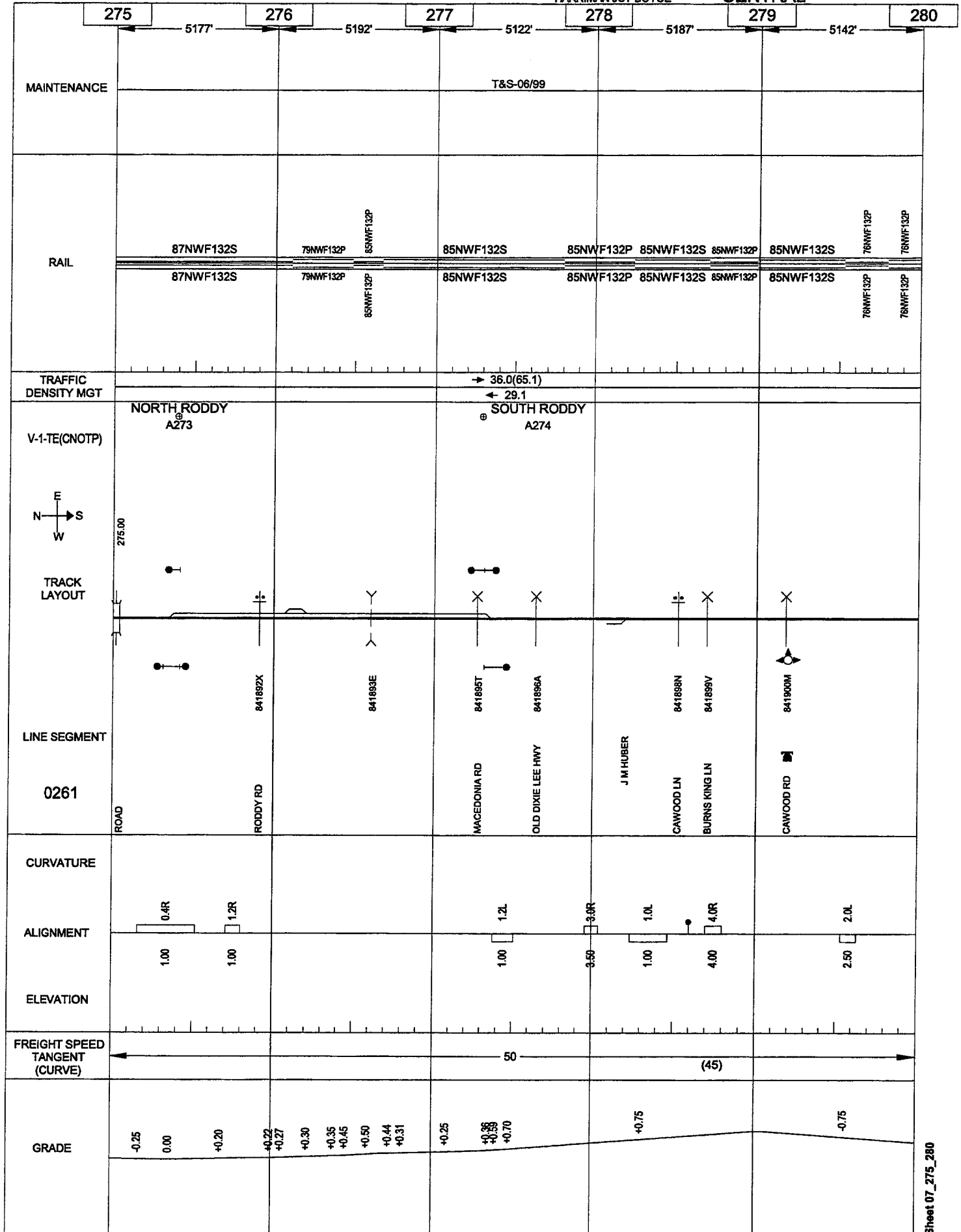
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05/05/2001

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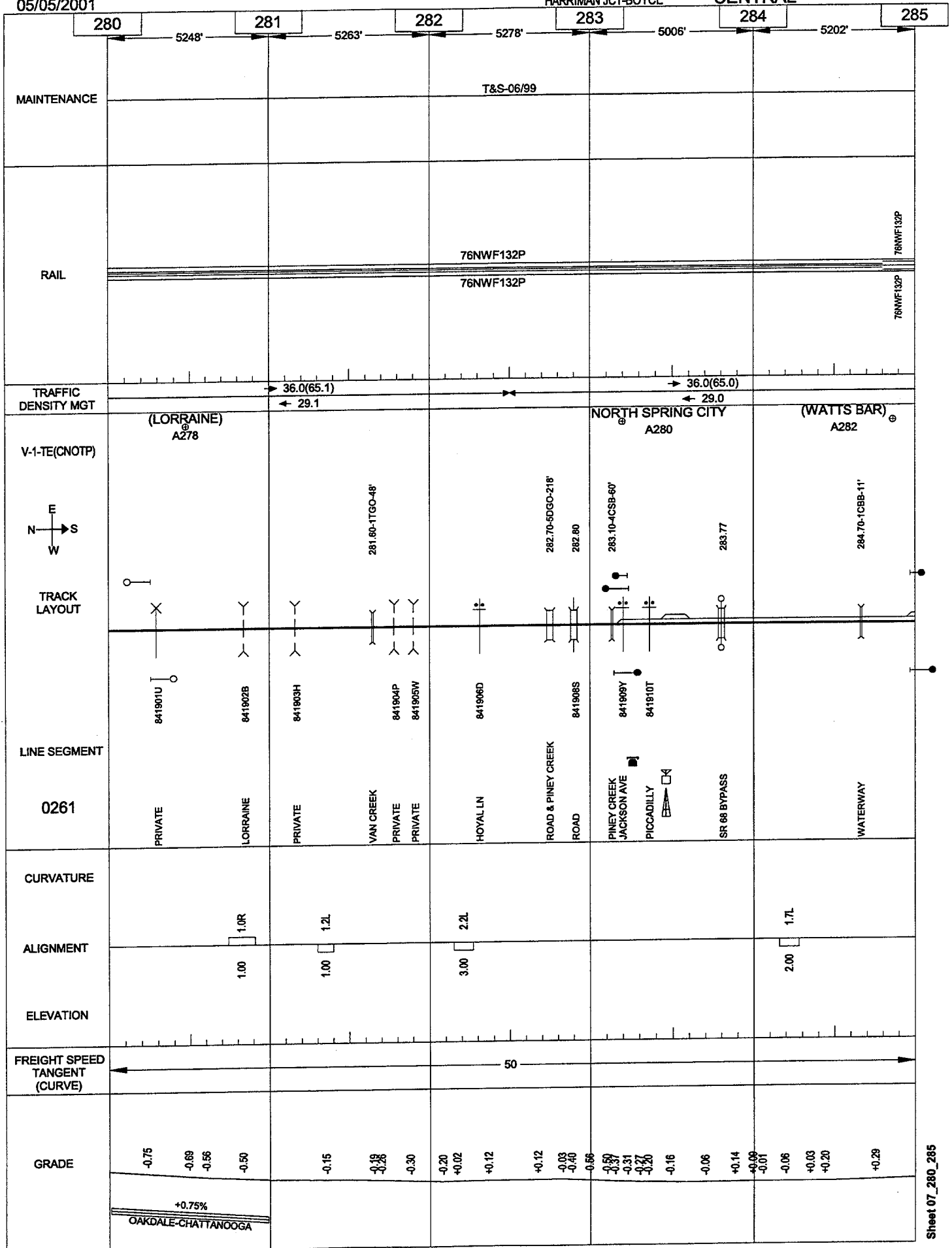
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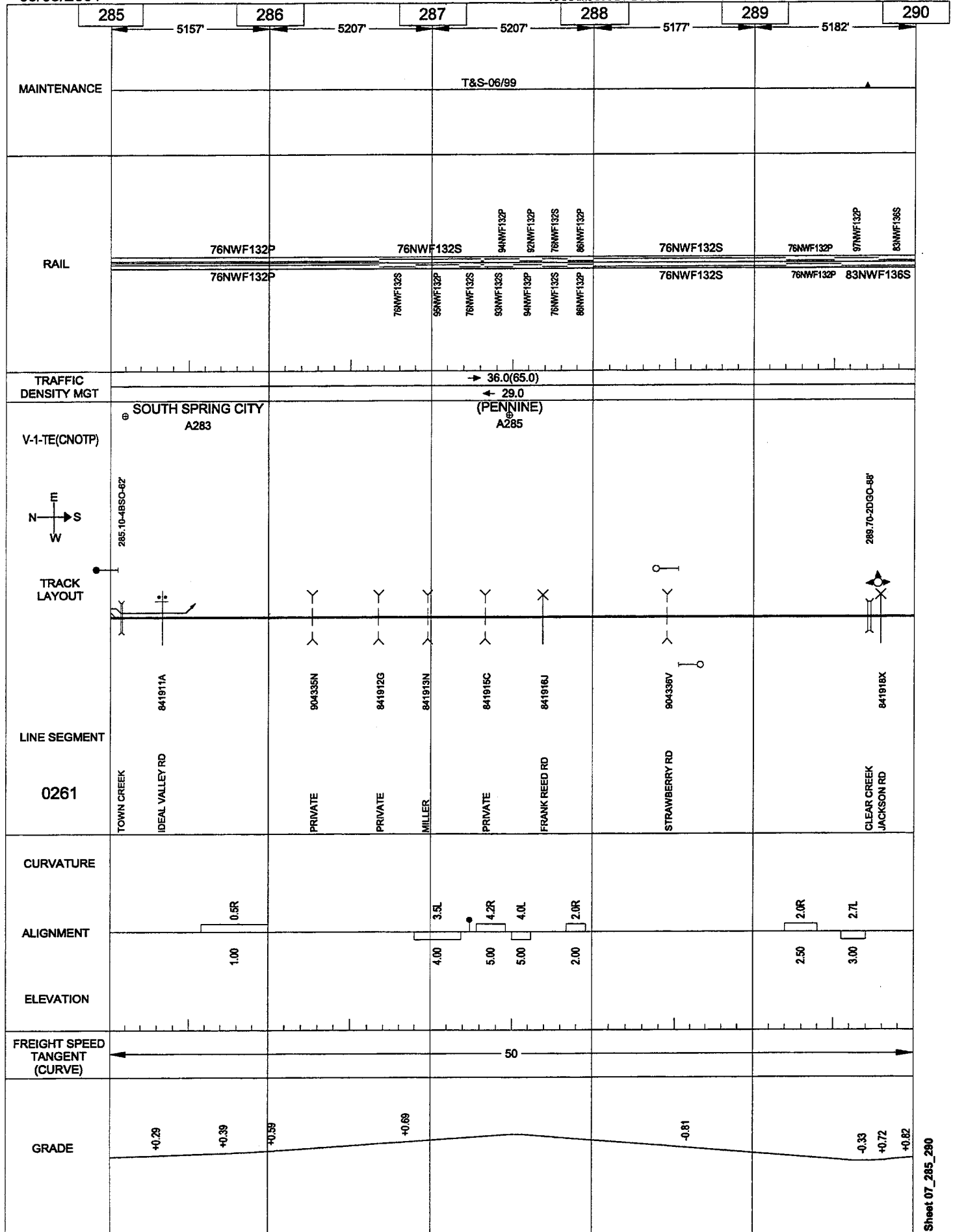
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05/05/2001

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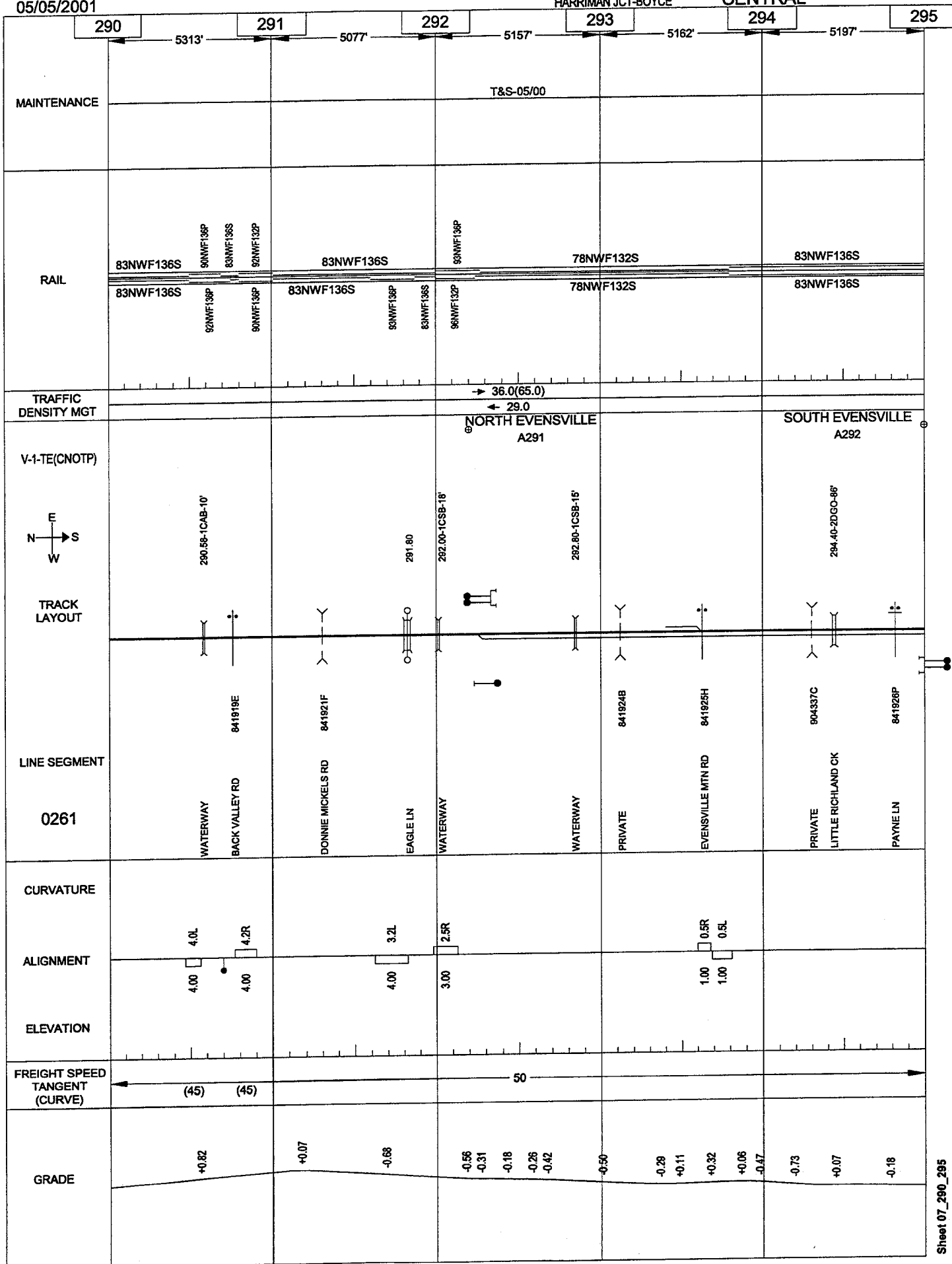
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05/05/2001

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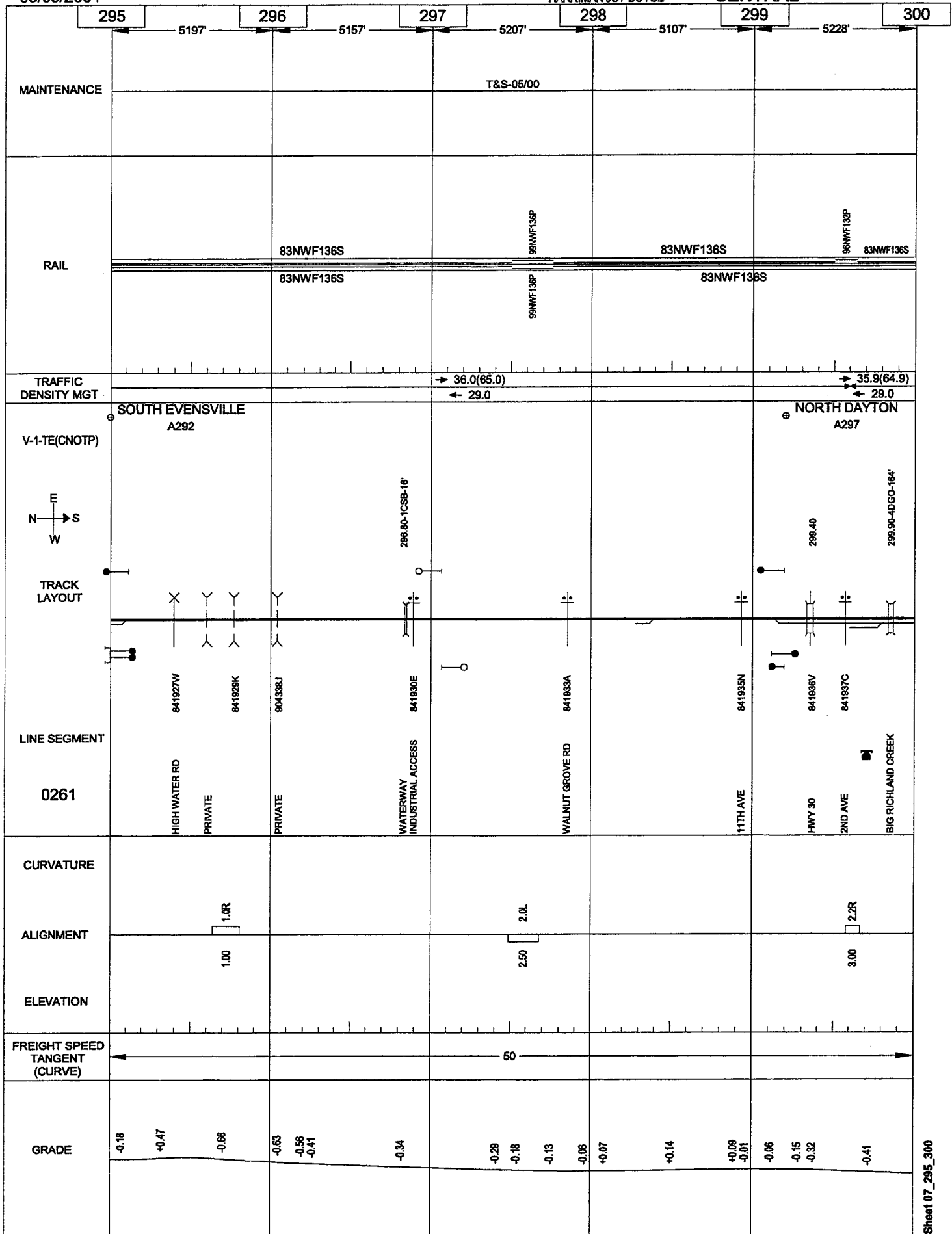
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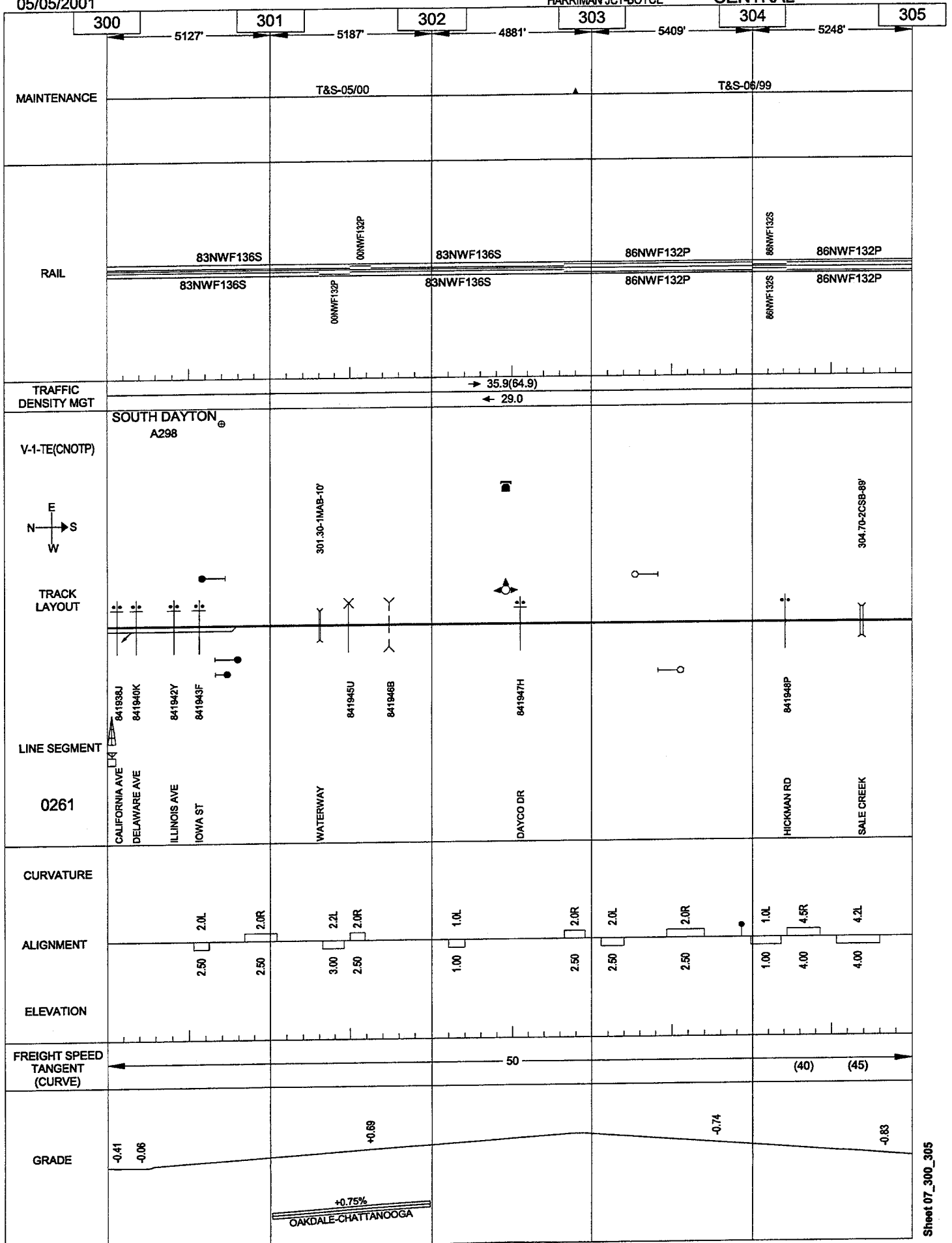
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05/05/2001

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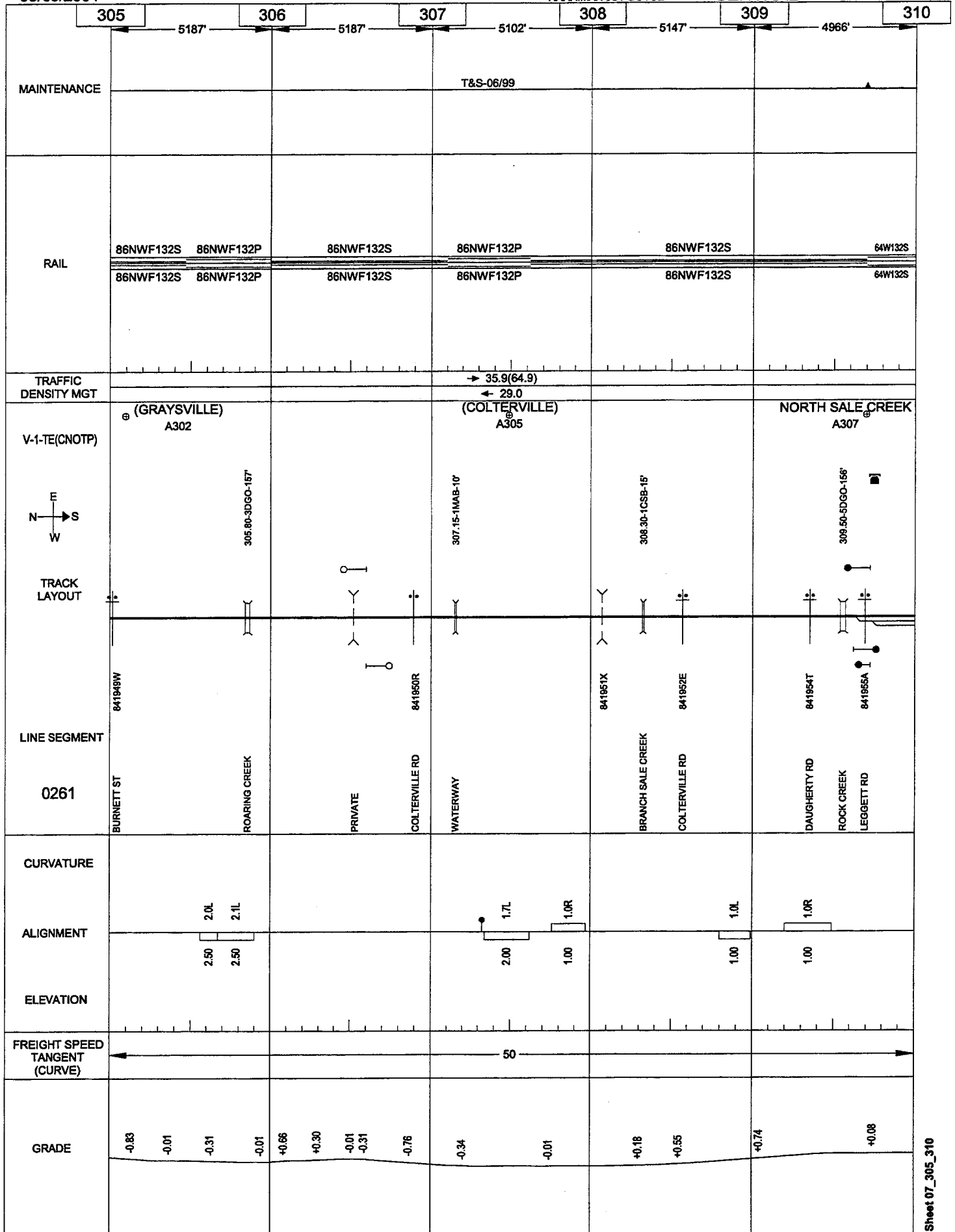
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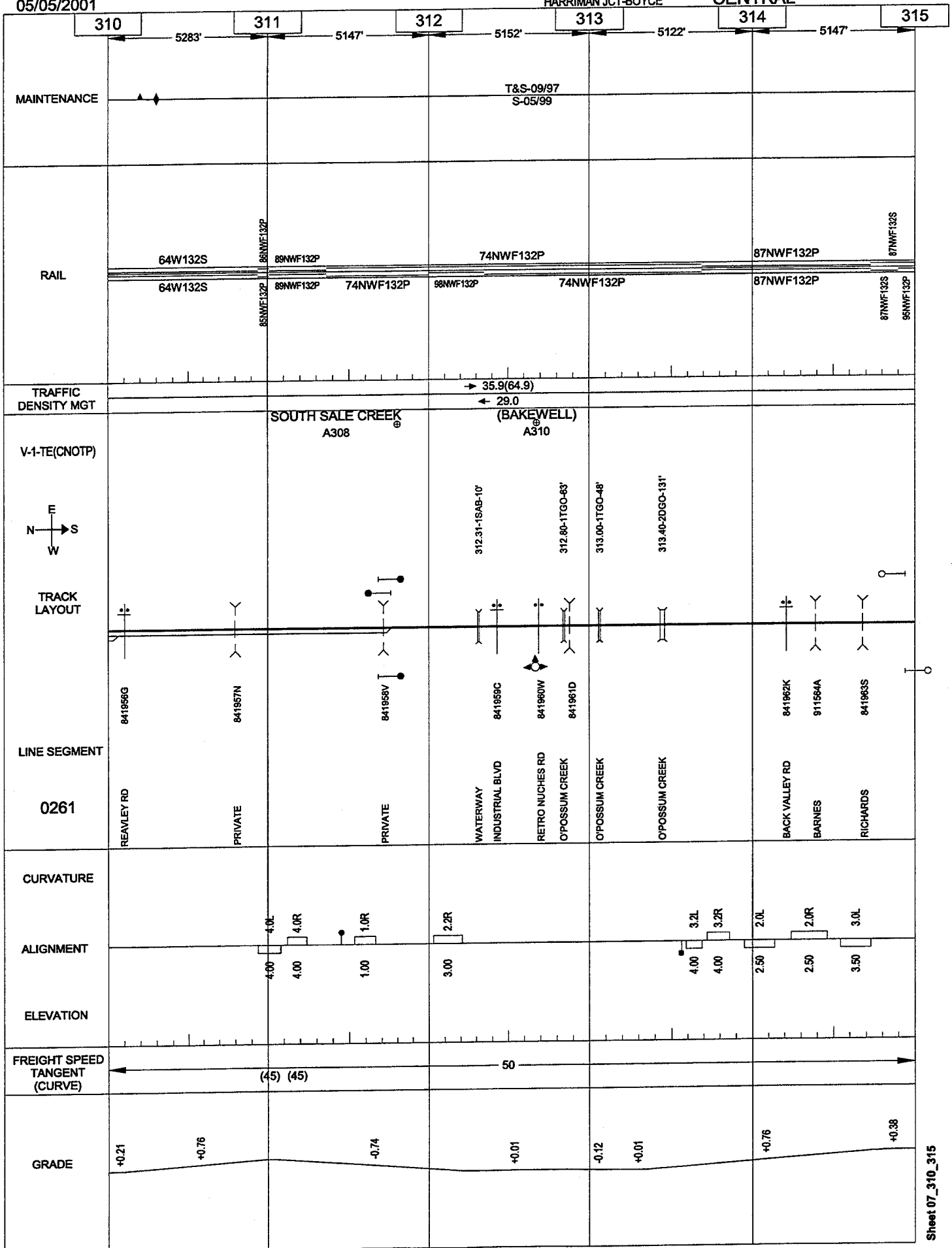
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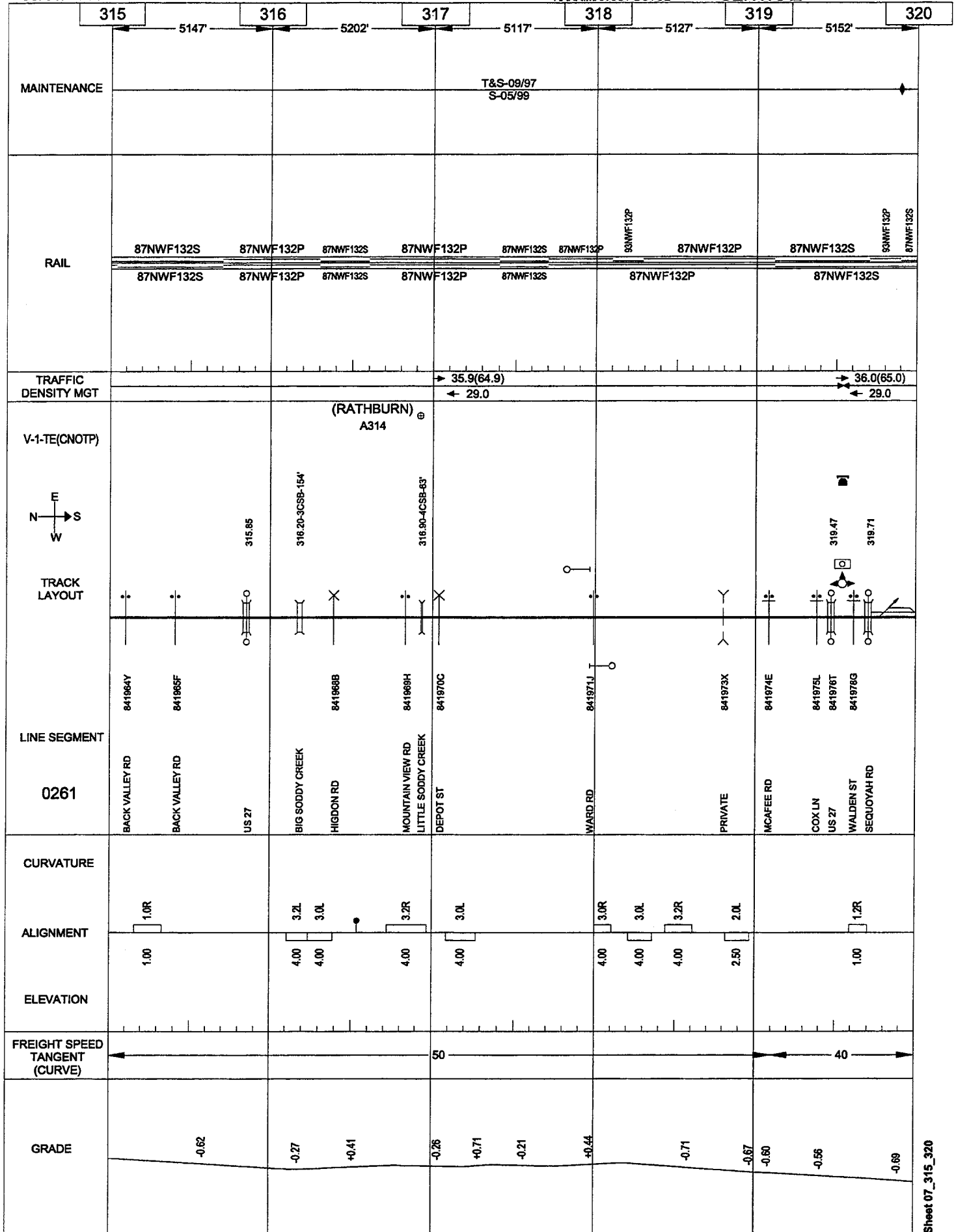
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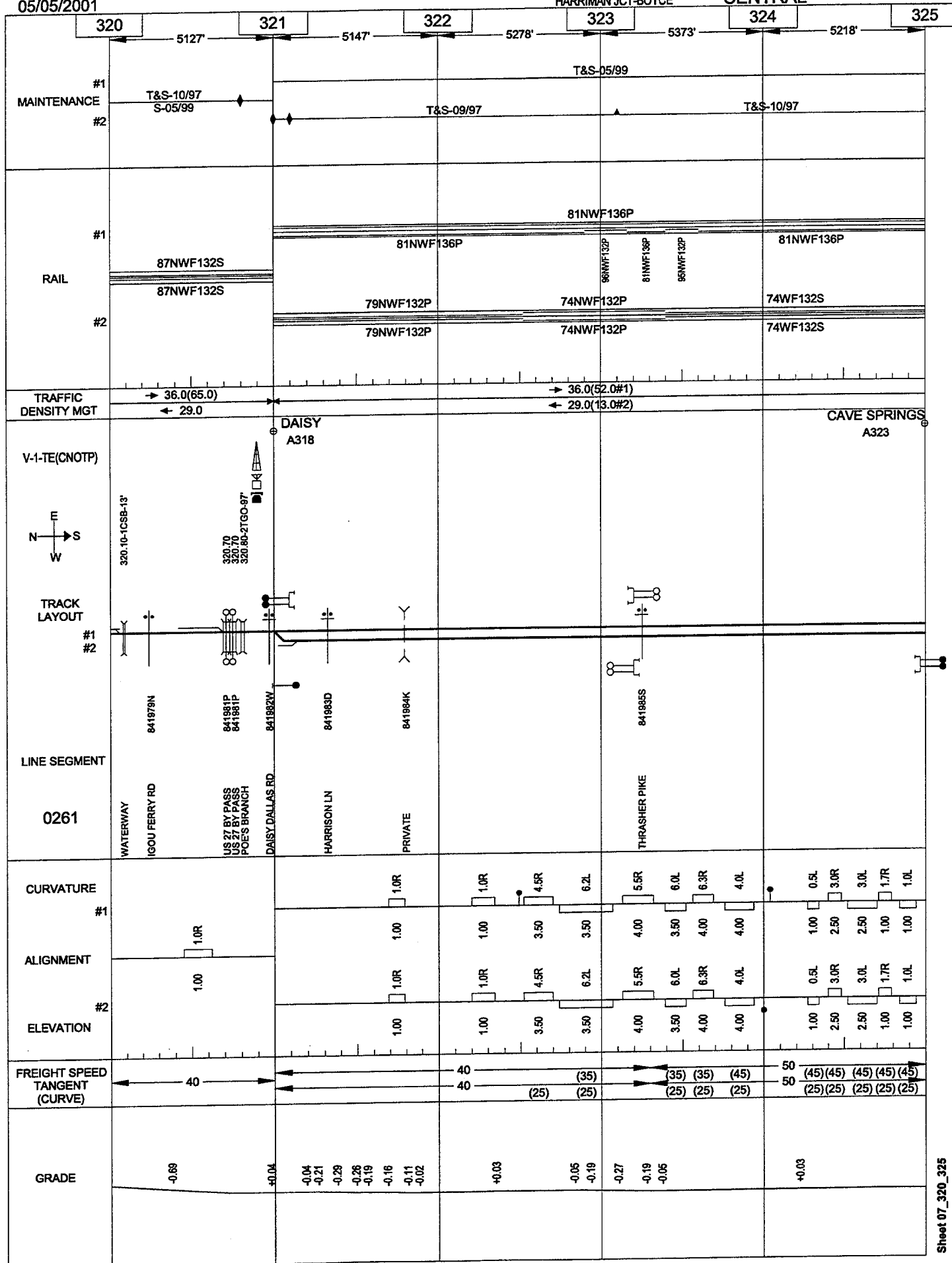
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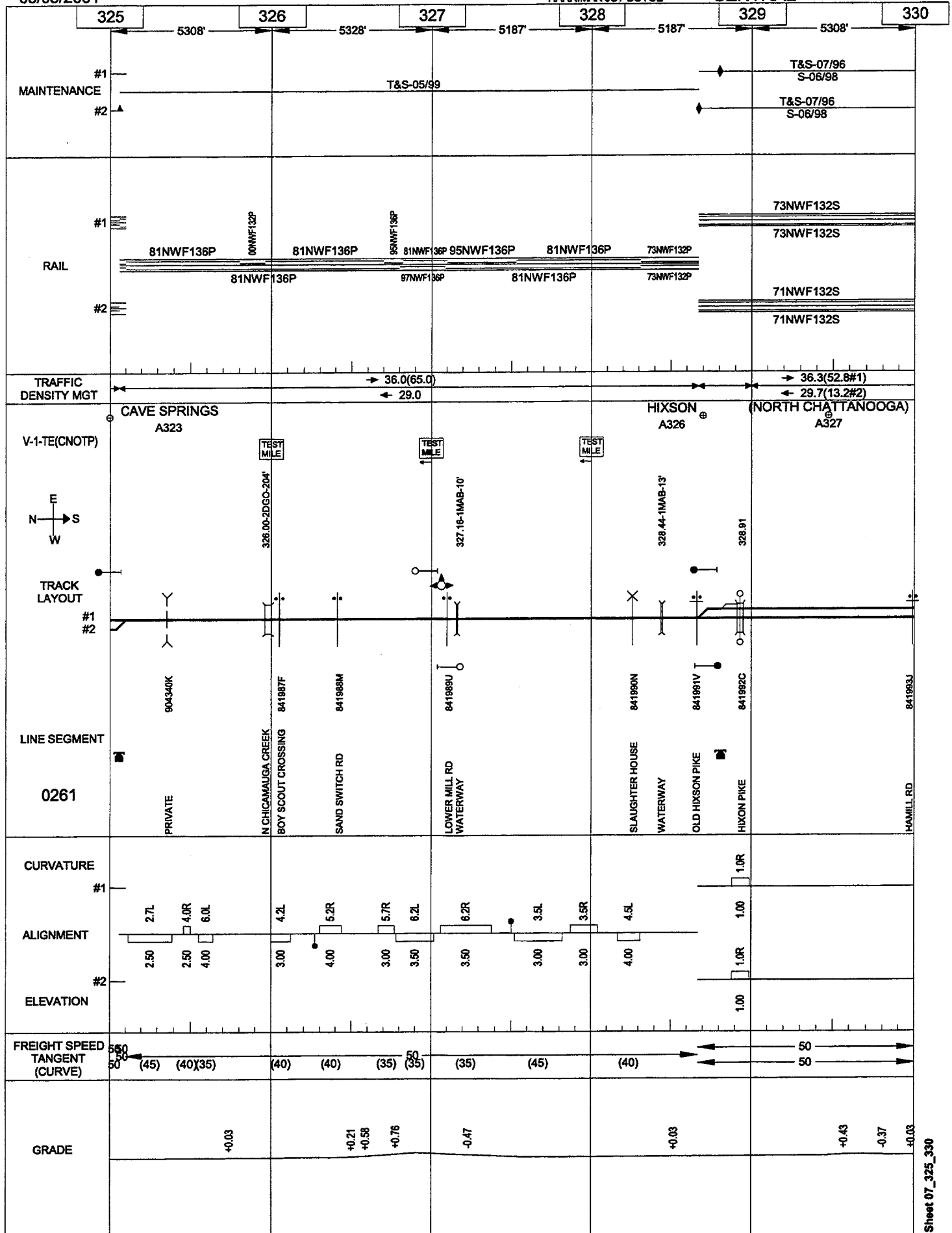
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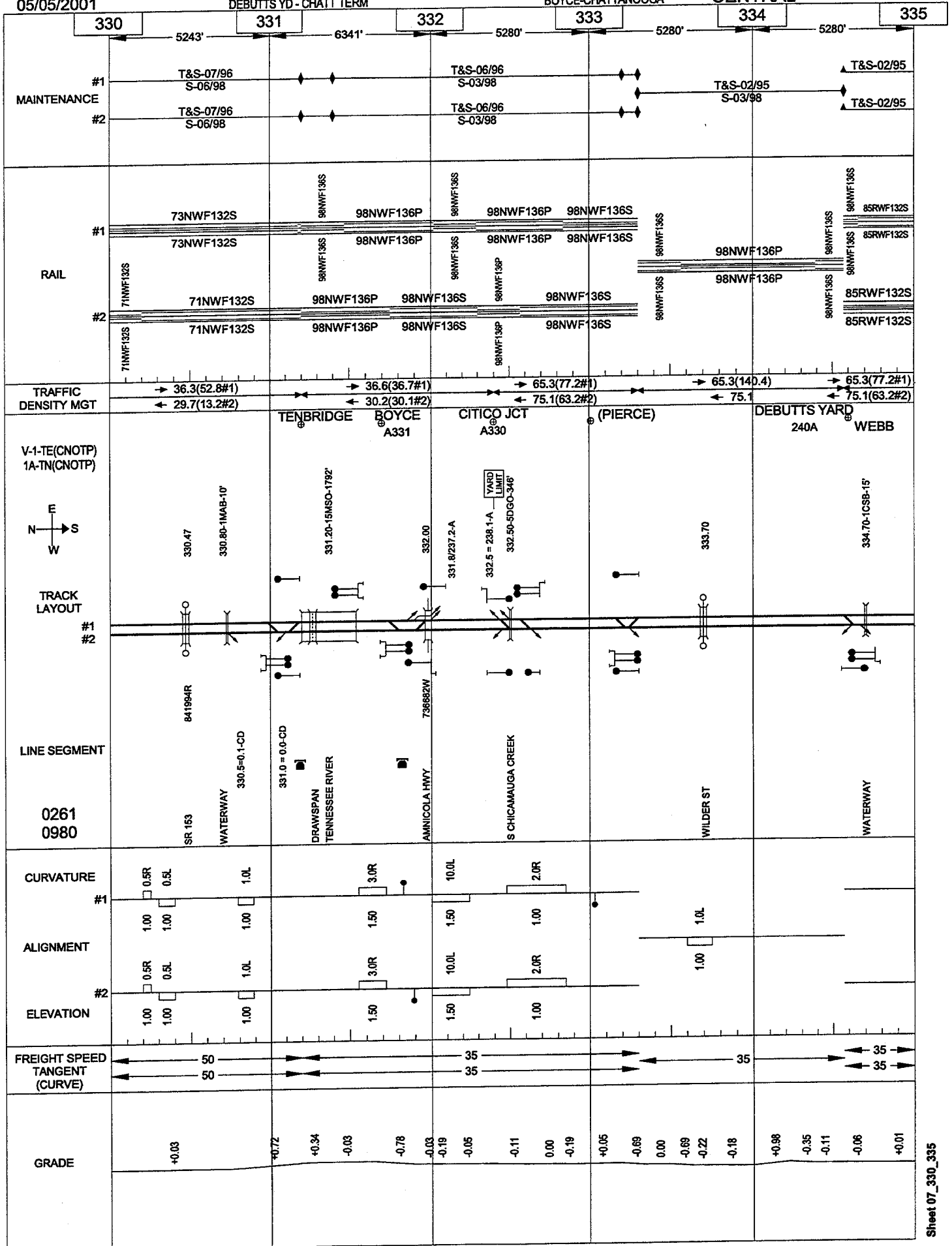


05/05/2001

DEBUTTS YD - CHATT TERM

BOYCE-CHATTANOOGA

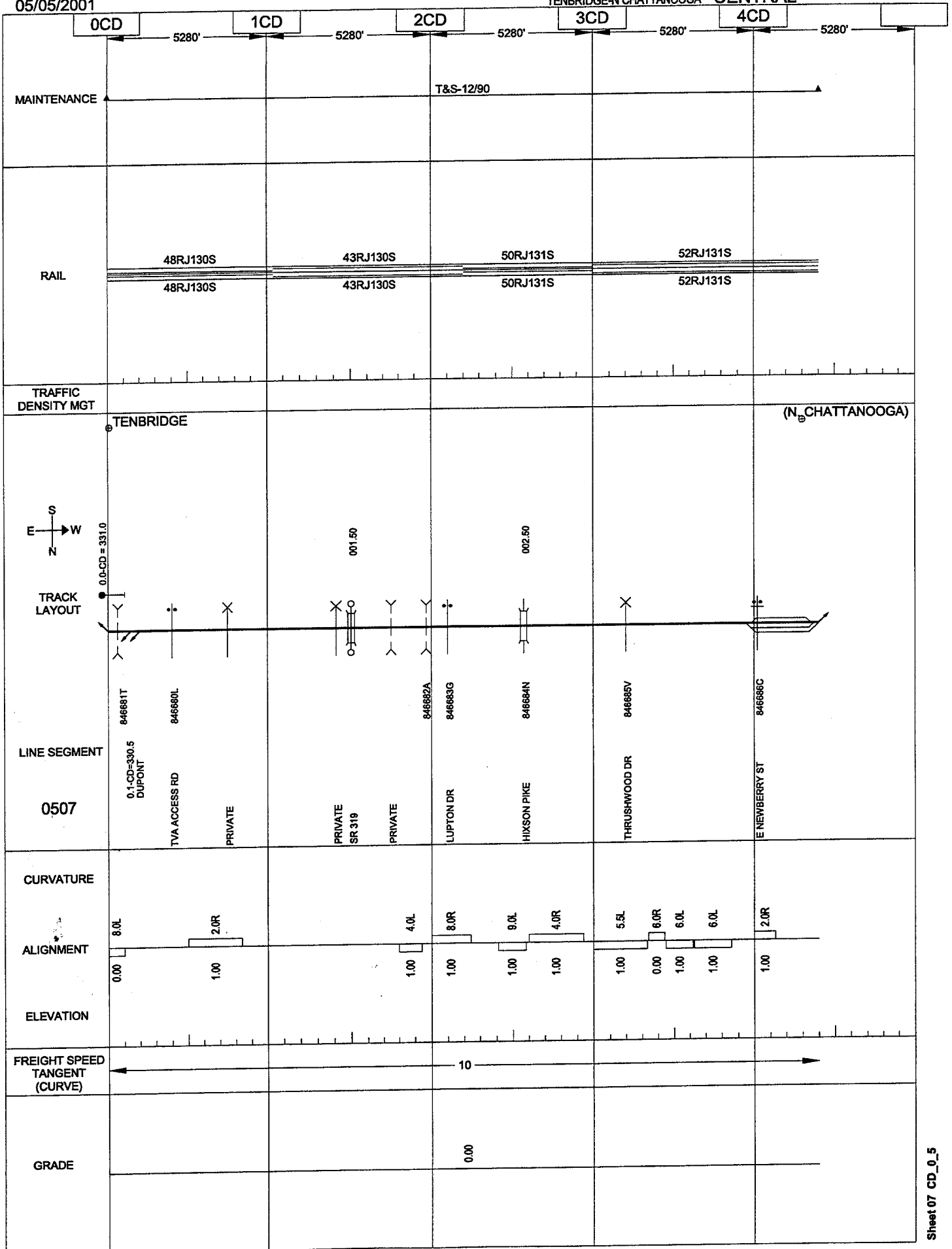
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Sheet 07_335_340

05/05/2001

TENBRIDGE-N CHATTANOOGA CENTRAL

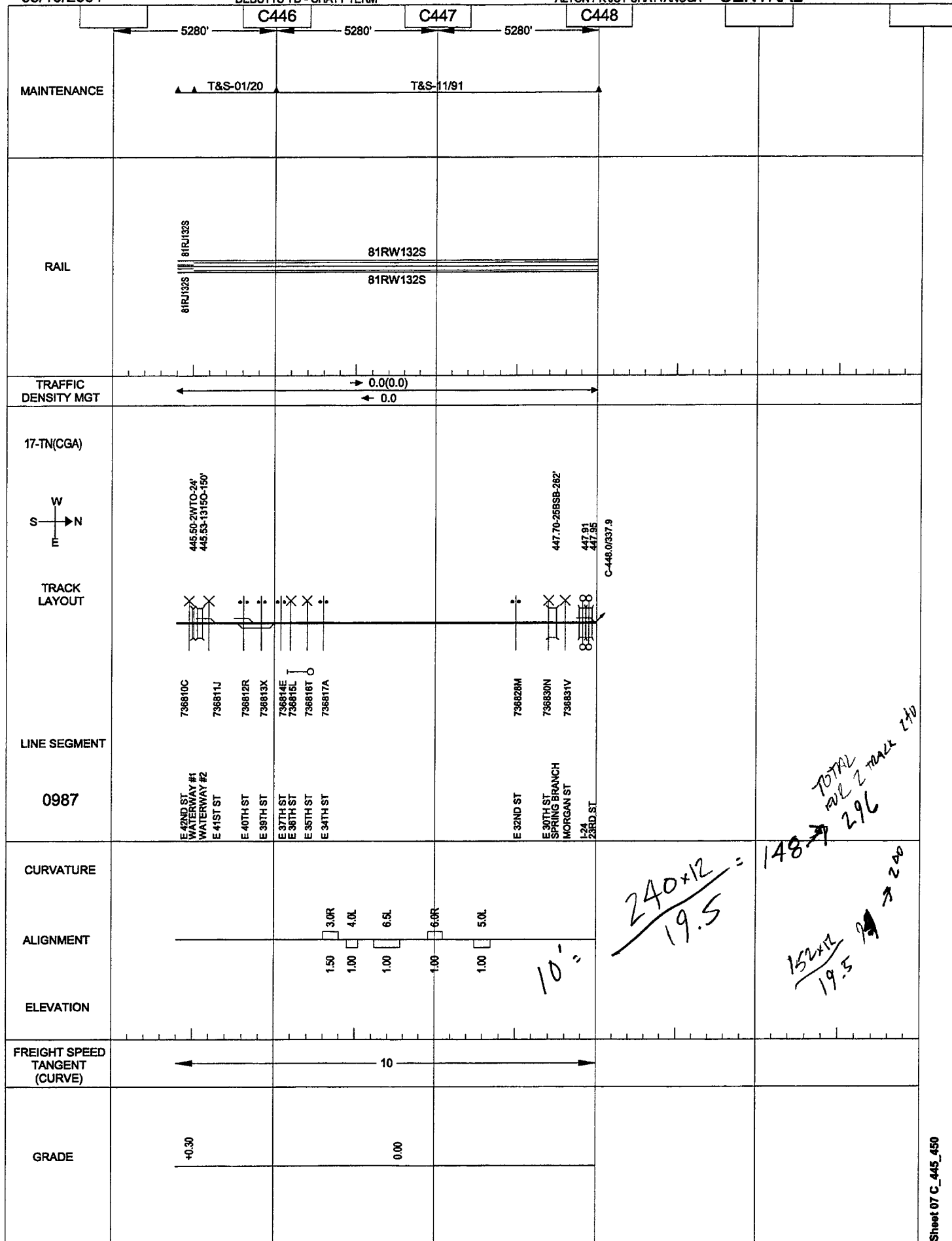


05/10/2001

DEBUTTS YD - CHATT TERM

ALTON PK JCT-CHATTANOGA

CENTRAL



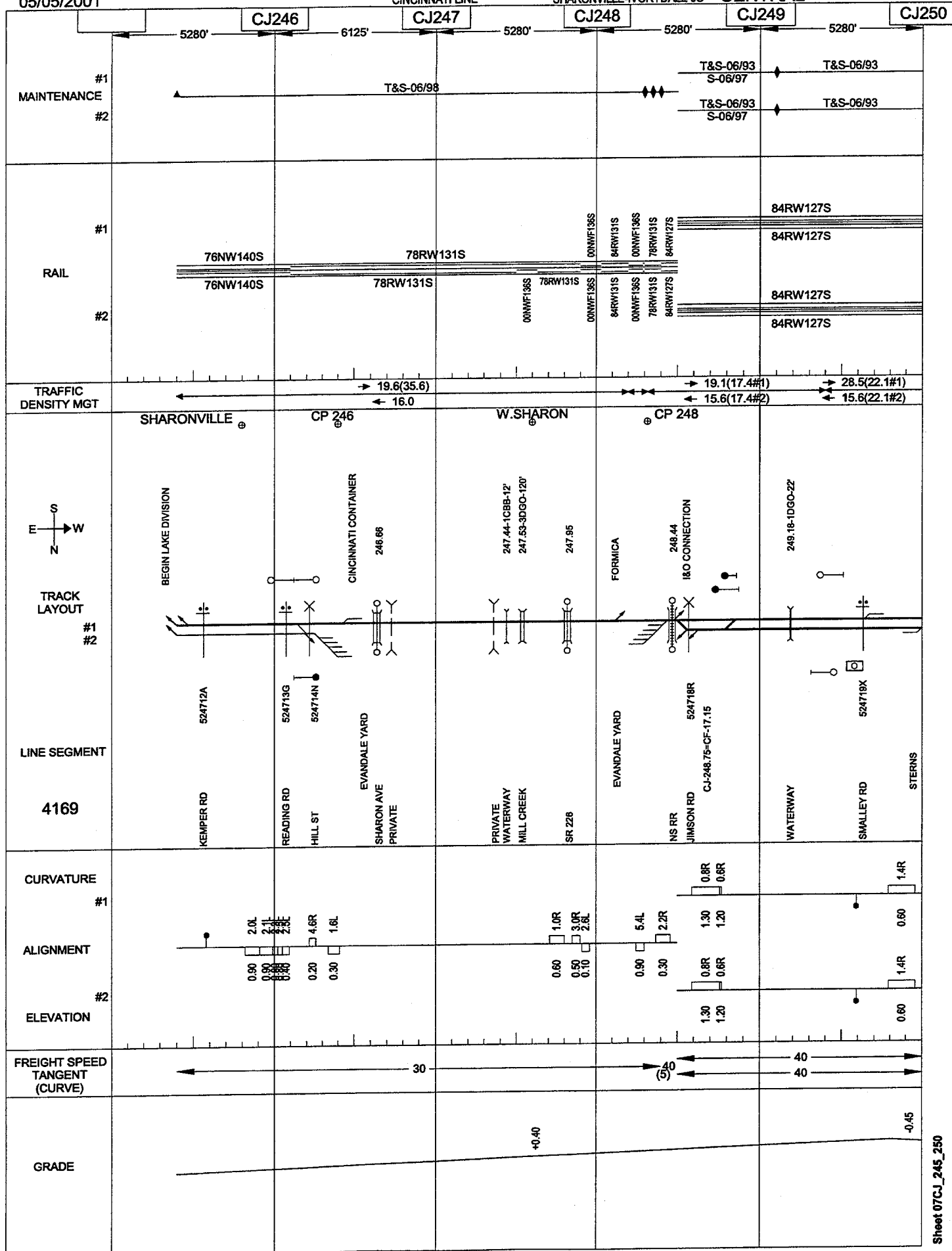
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CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL

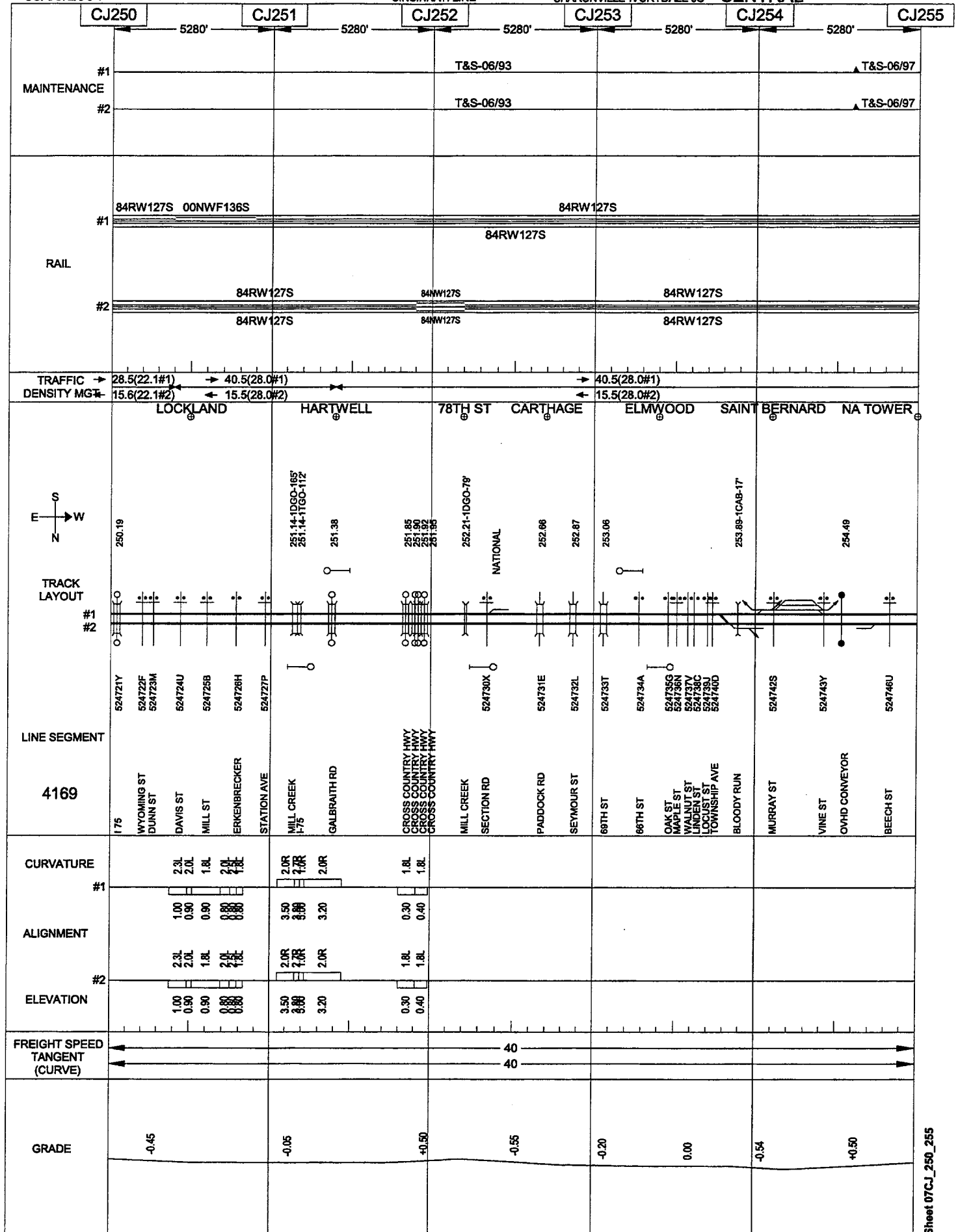


05/05/2001

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



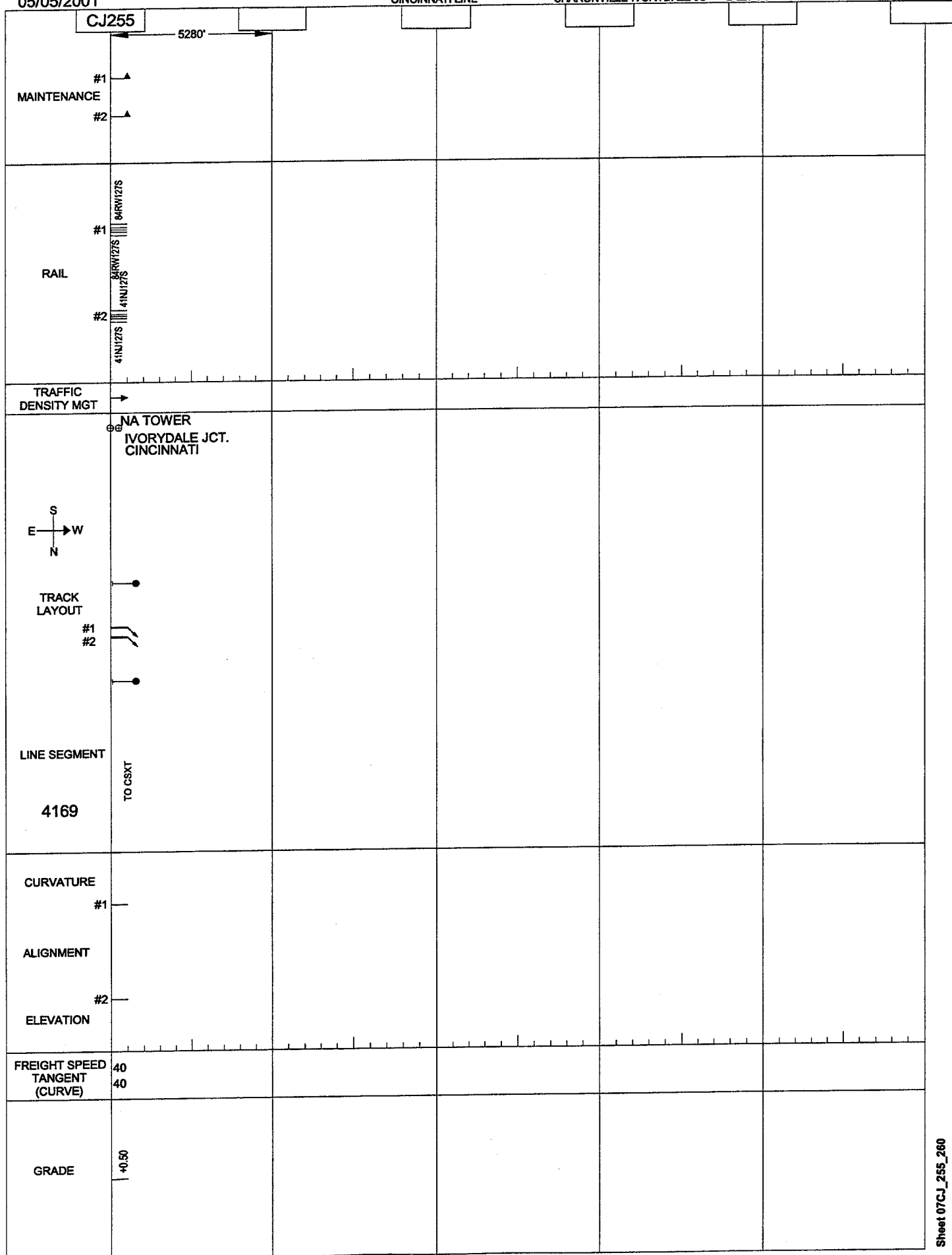
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CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

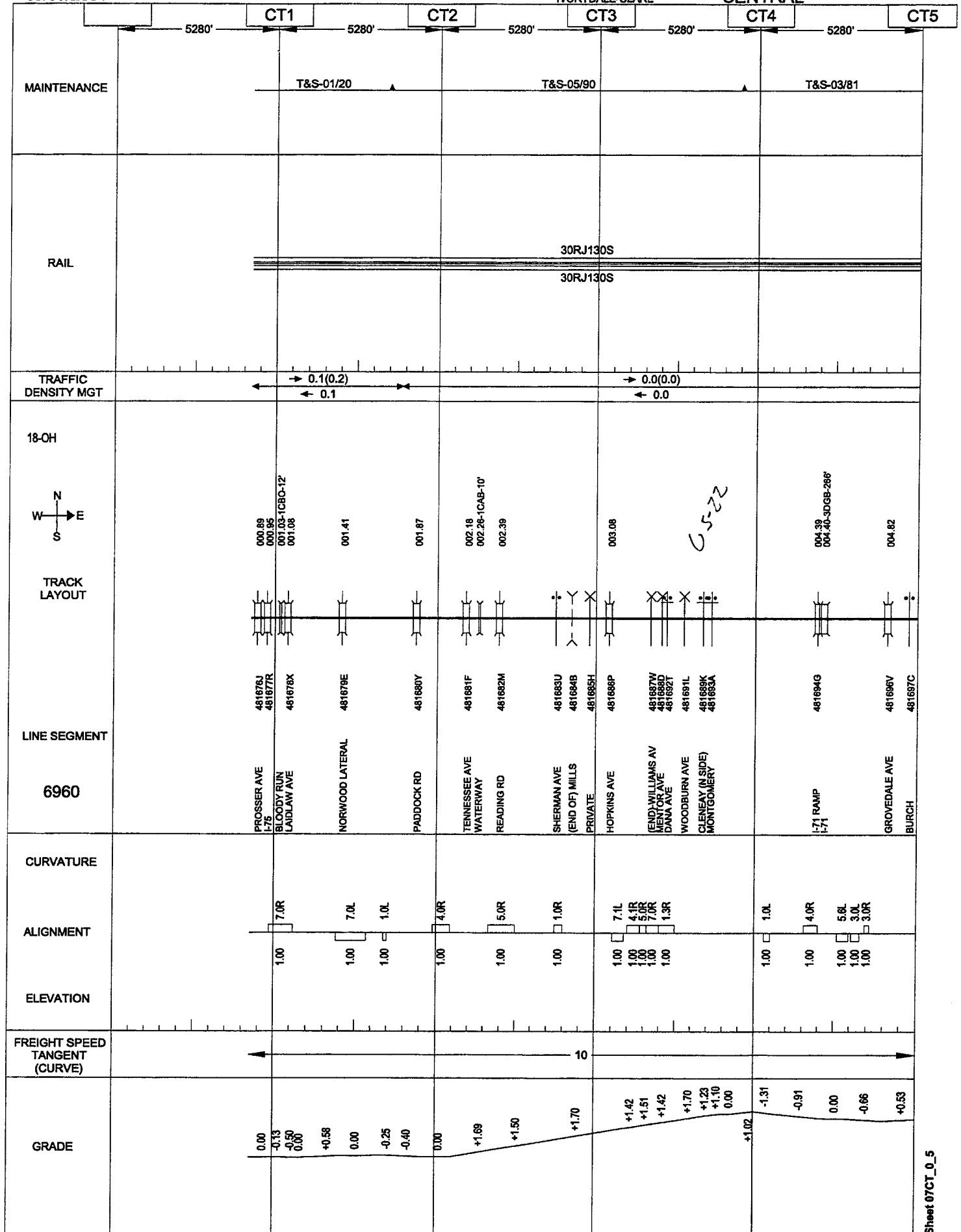
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05/05/2001

IVORYDALE-CLARE

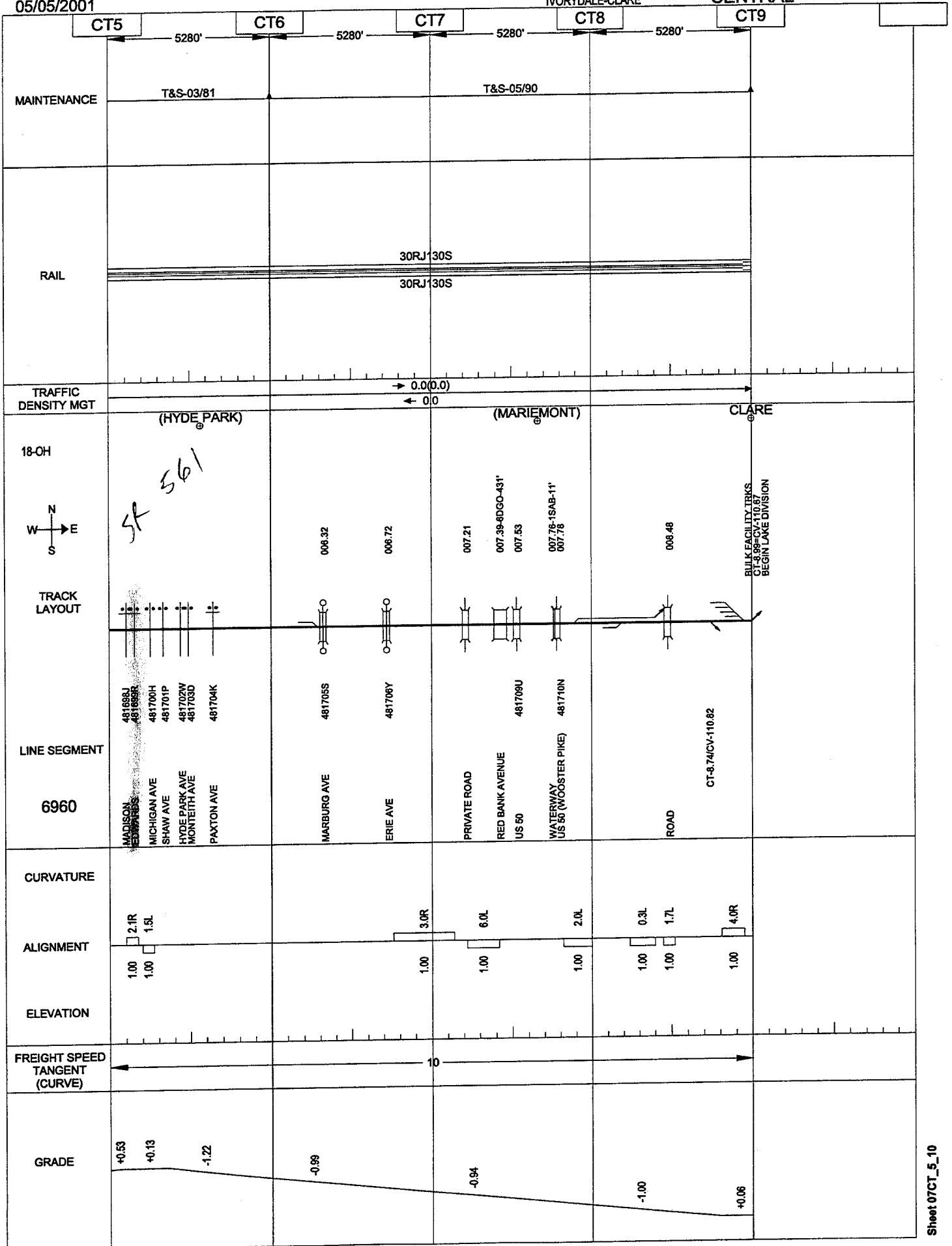
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IVORYDALE-CLARE

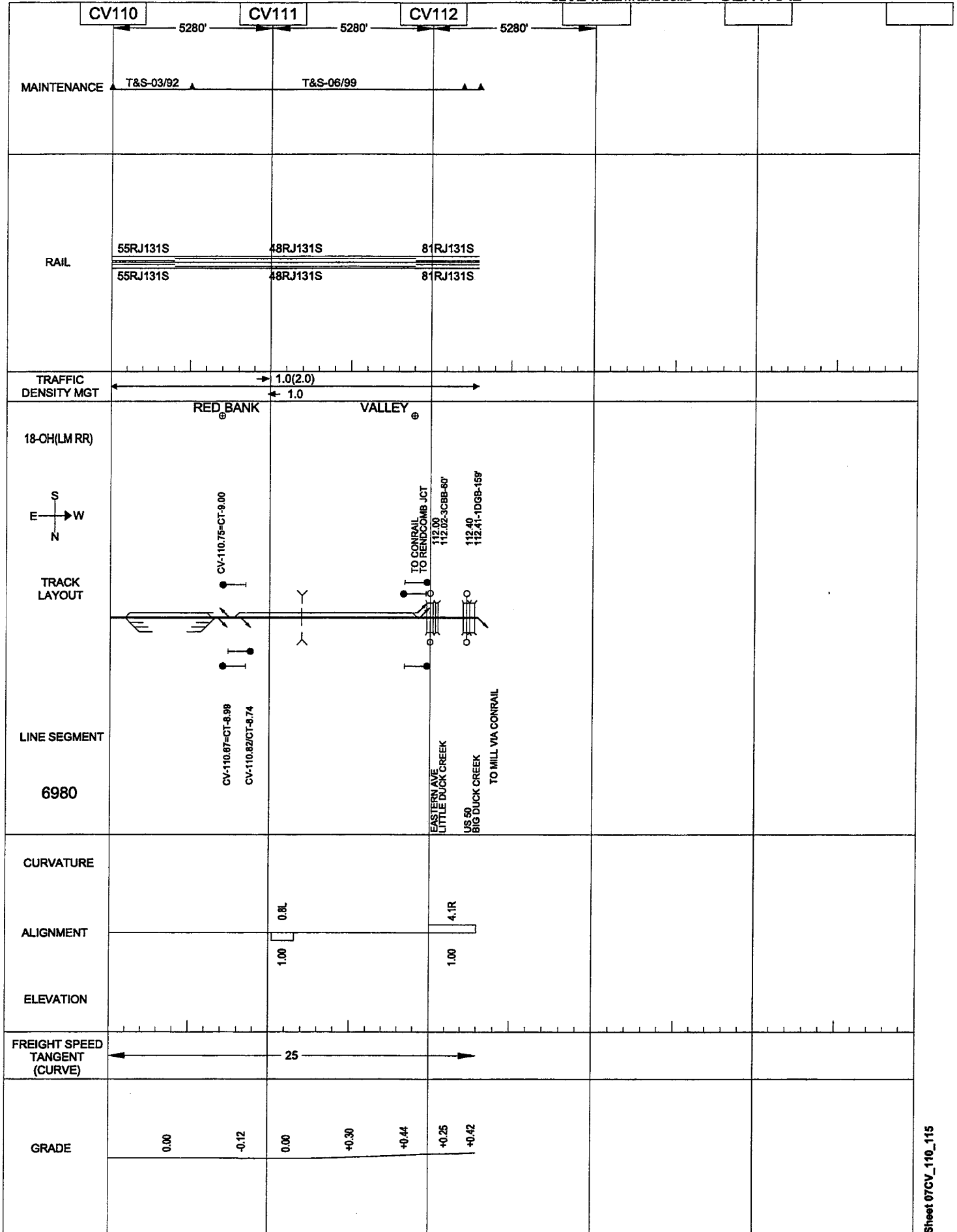
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05/05/2001

CLARE-VALLEY/RENDOMB

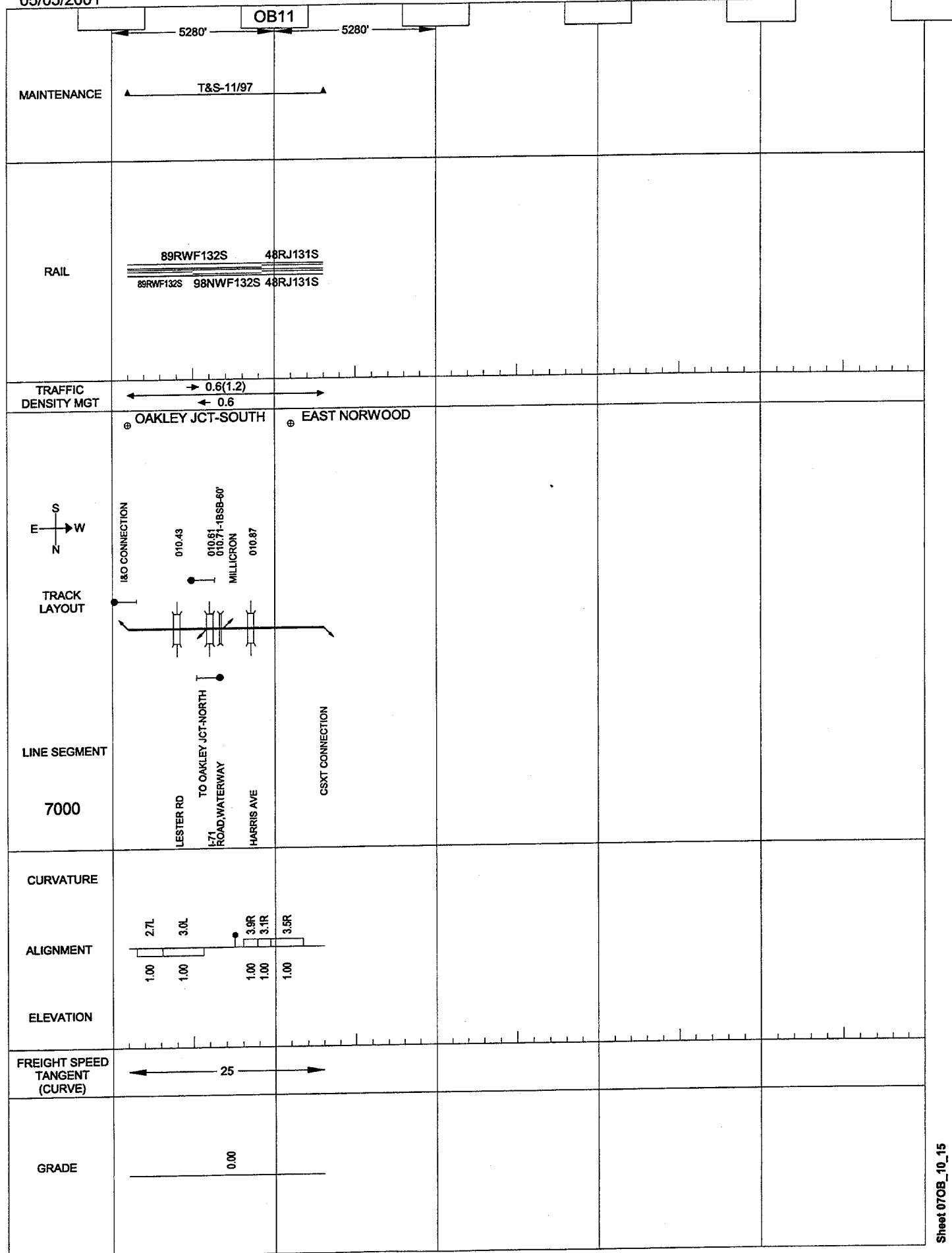
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05/05/2001

OAKLEY JCT-BOND HILL

CENTRAL



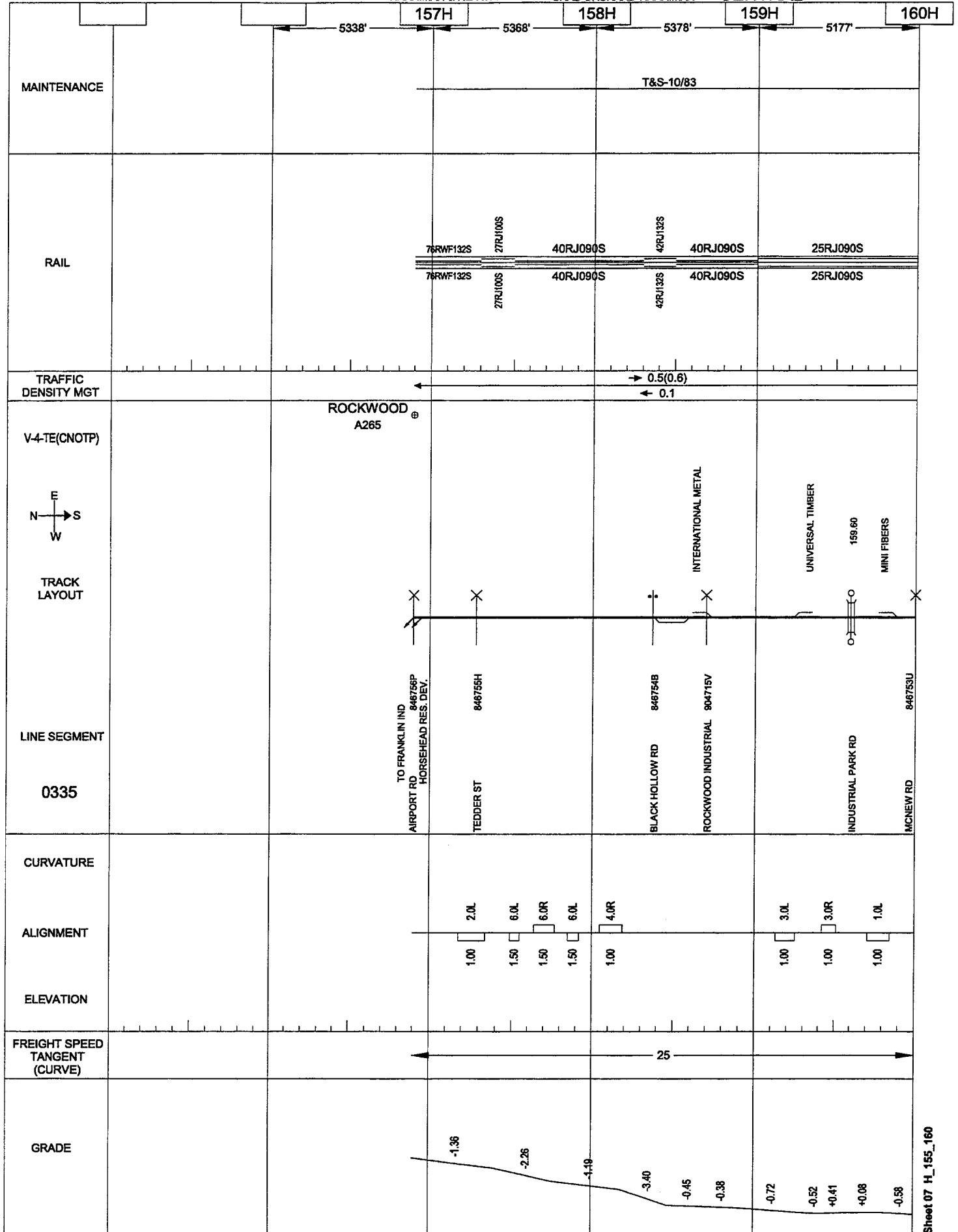
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HARRIMAN & NE RWY

CRAB ORCHARD-HARRIMAN

CENTRAL

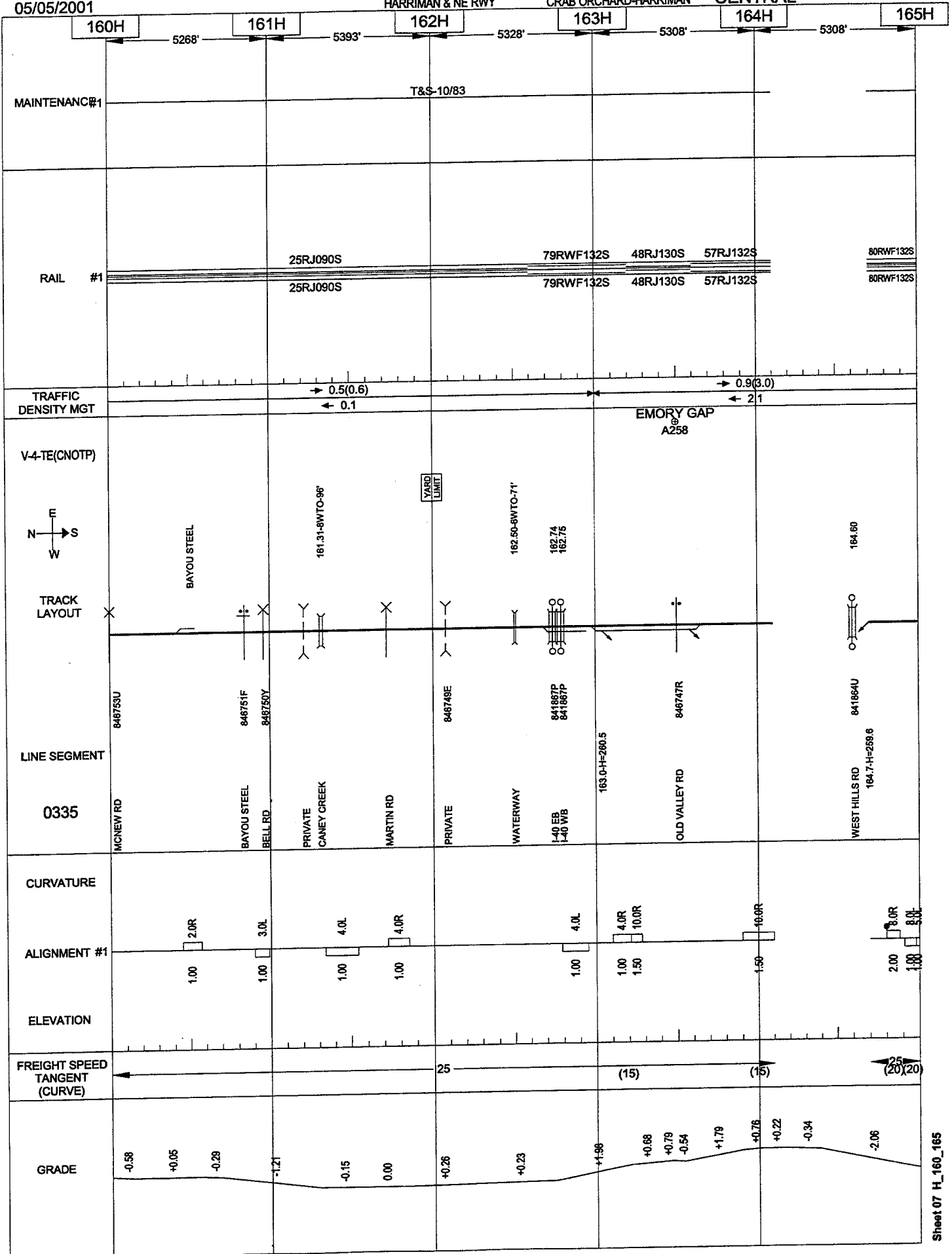


05/05/2001

HARRIMAN & NE RWY

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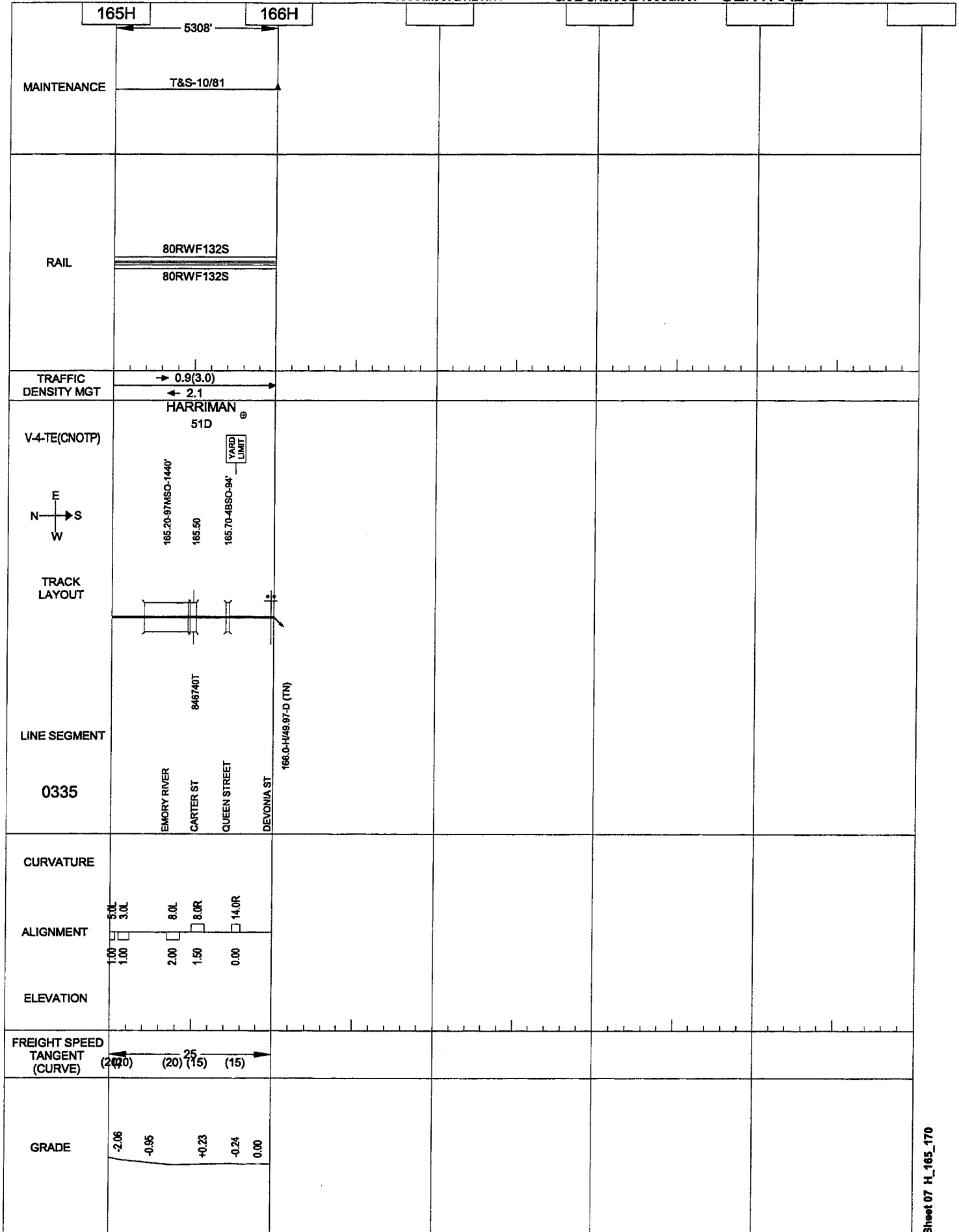


05/05/2001

HARRIMAN & NE RWY

CRAB ORCHARD-HARRIMAN

CENTRAL



Sheet 07NR_0_5

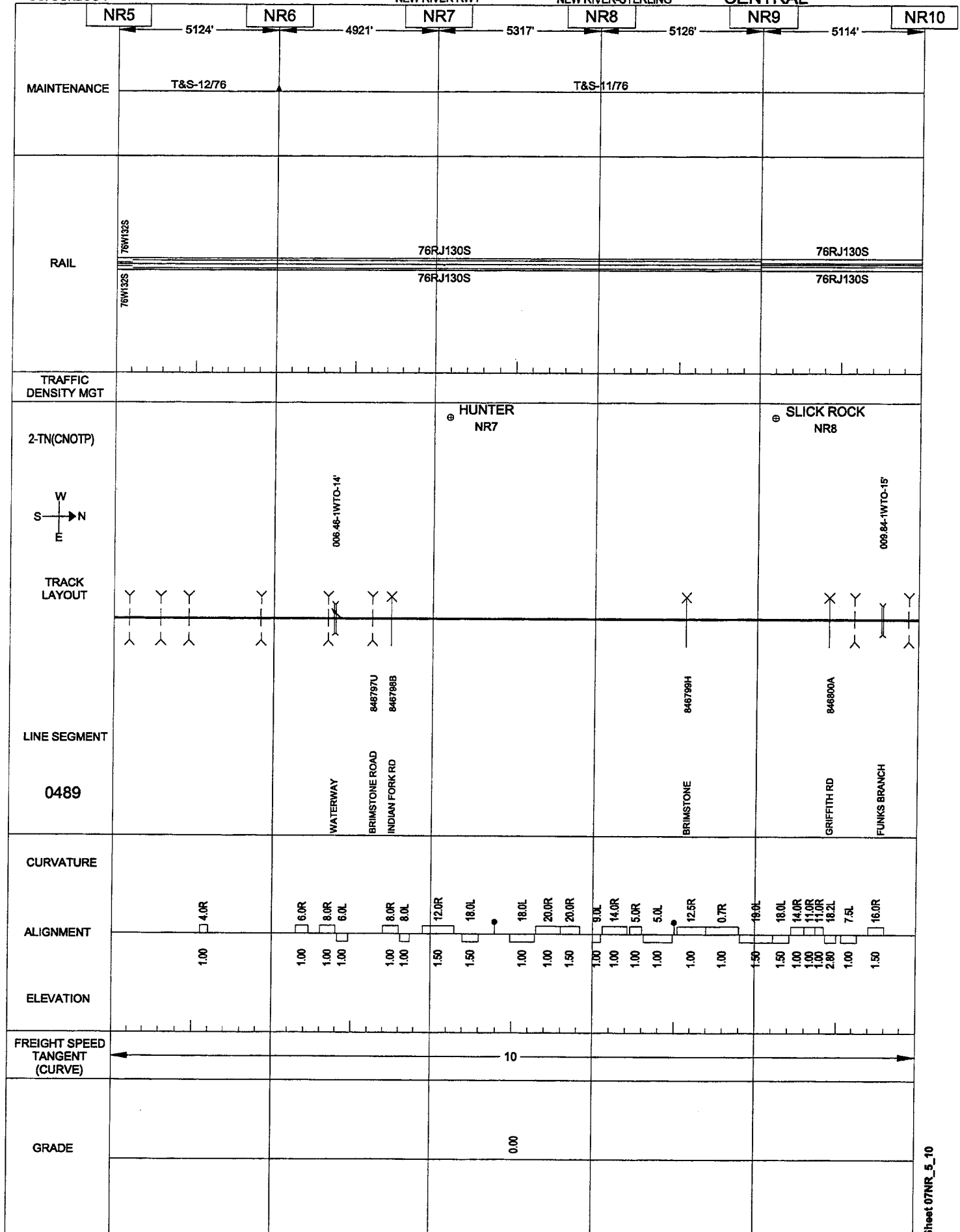
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216

NEW RIVER RWY

NEW RIVER-STERLING

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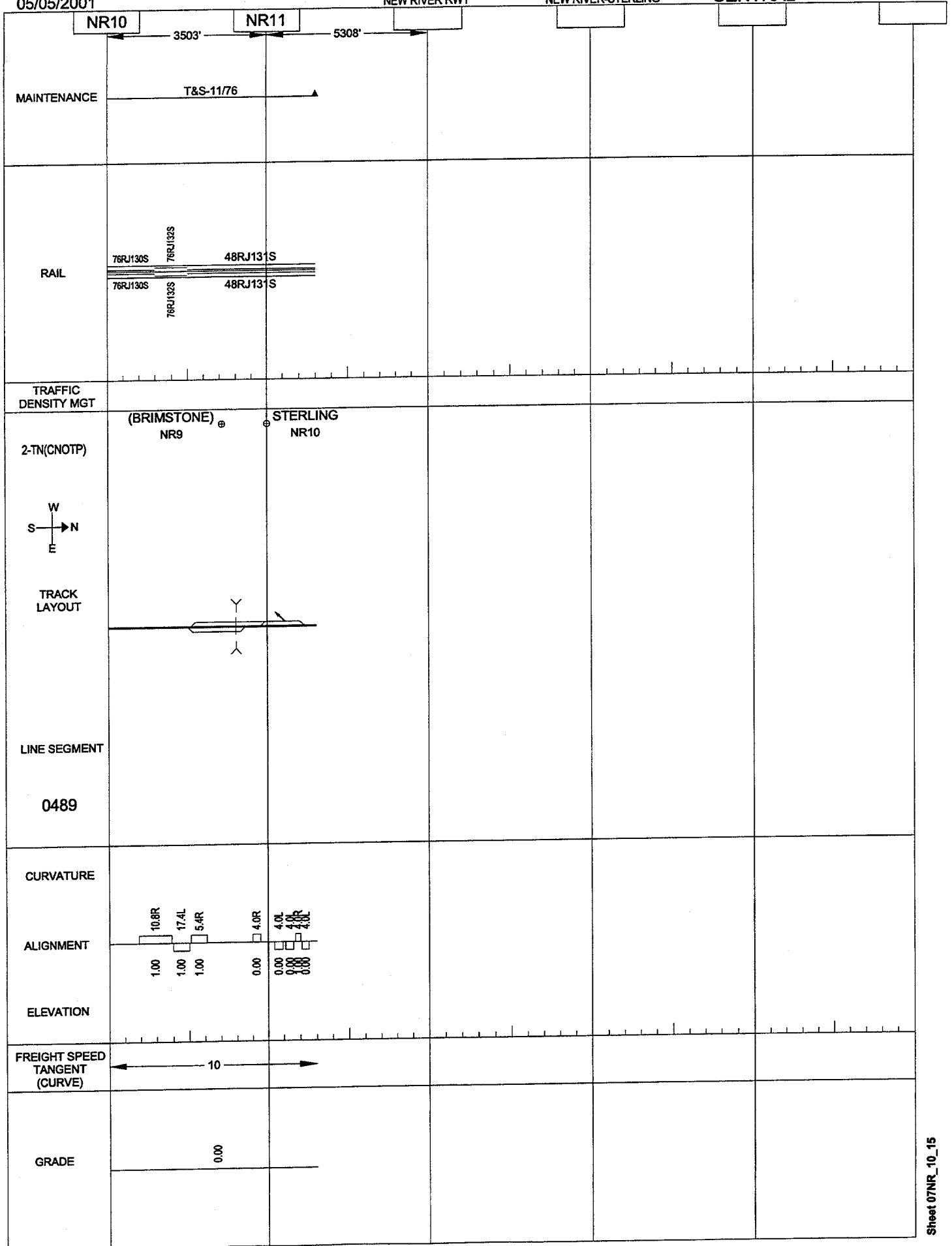


05/05/2001

NEW RIVER RWY

NEW RIVER-STERLING

CENTRAL

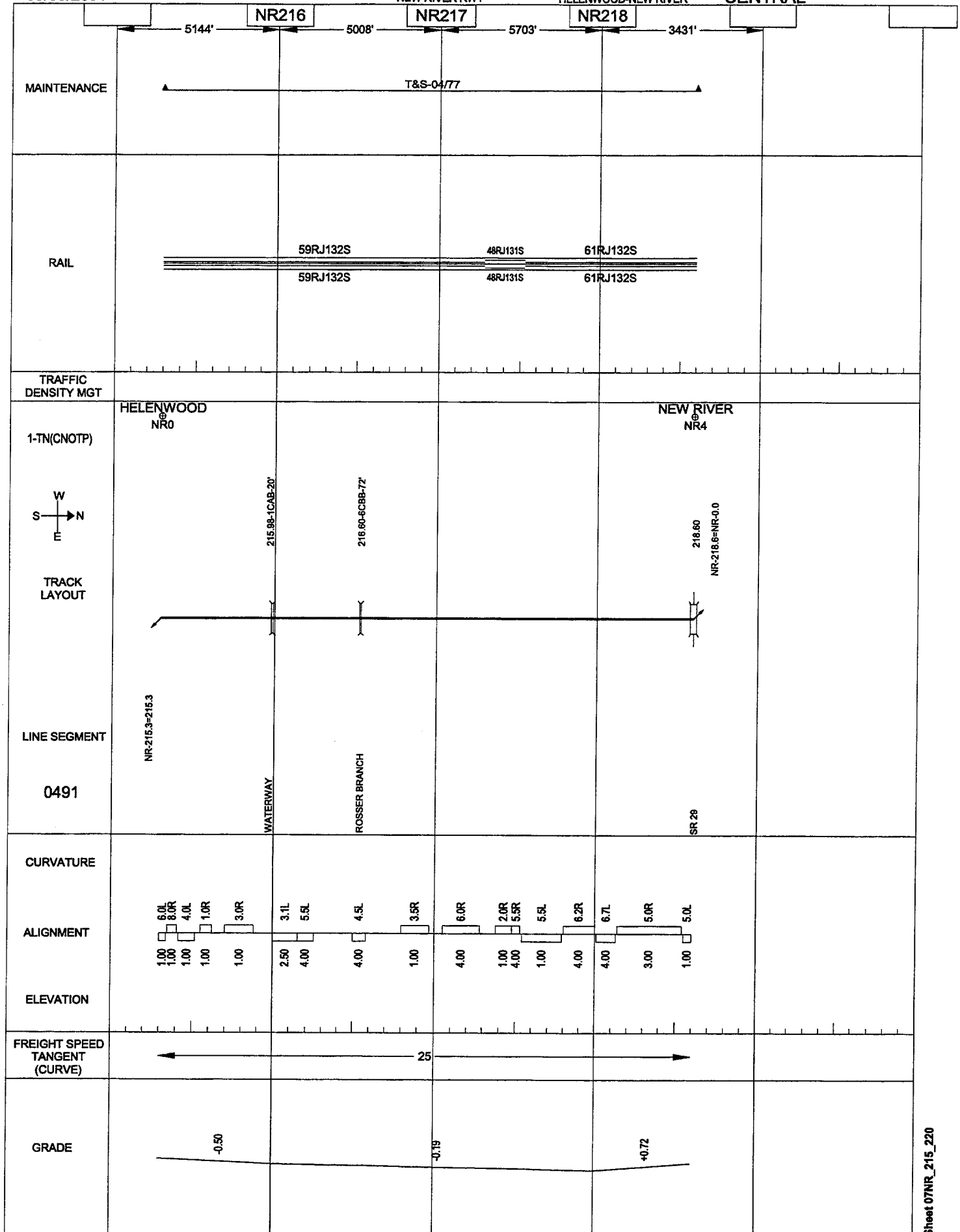


05/05/2001

NEW RIVER RWY

HELENWOOD-NEW RIVER

CENTRAL

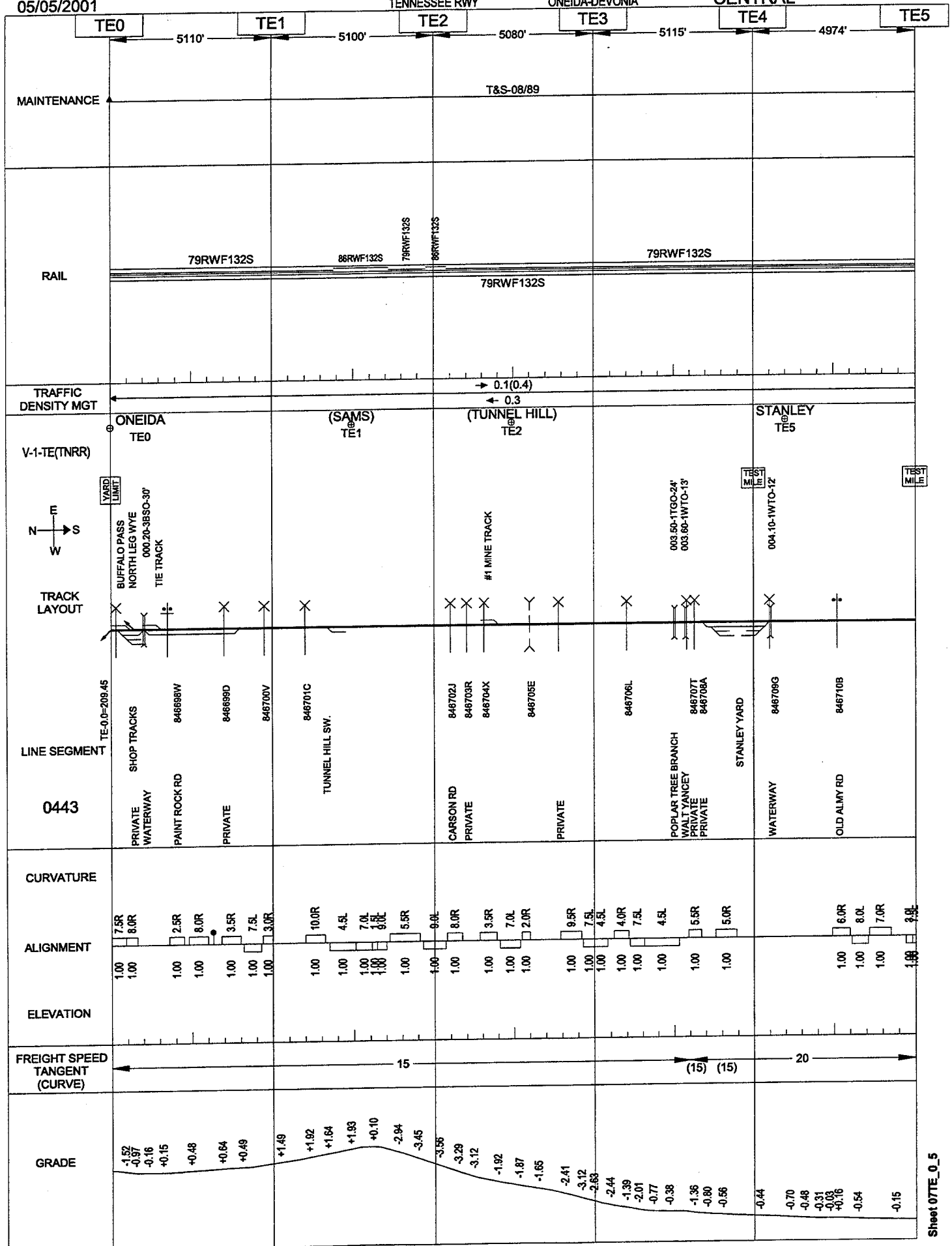


05/05/2001

TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL



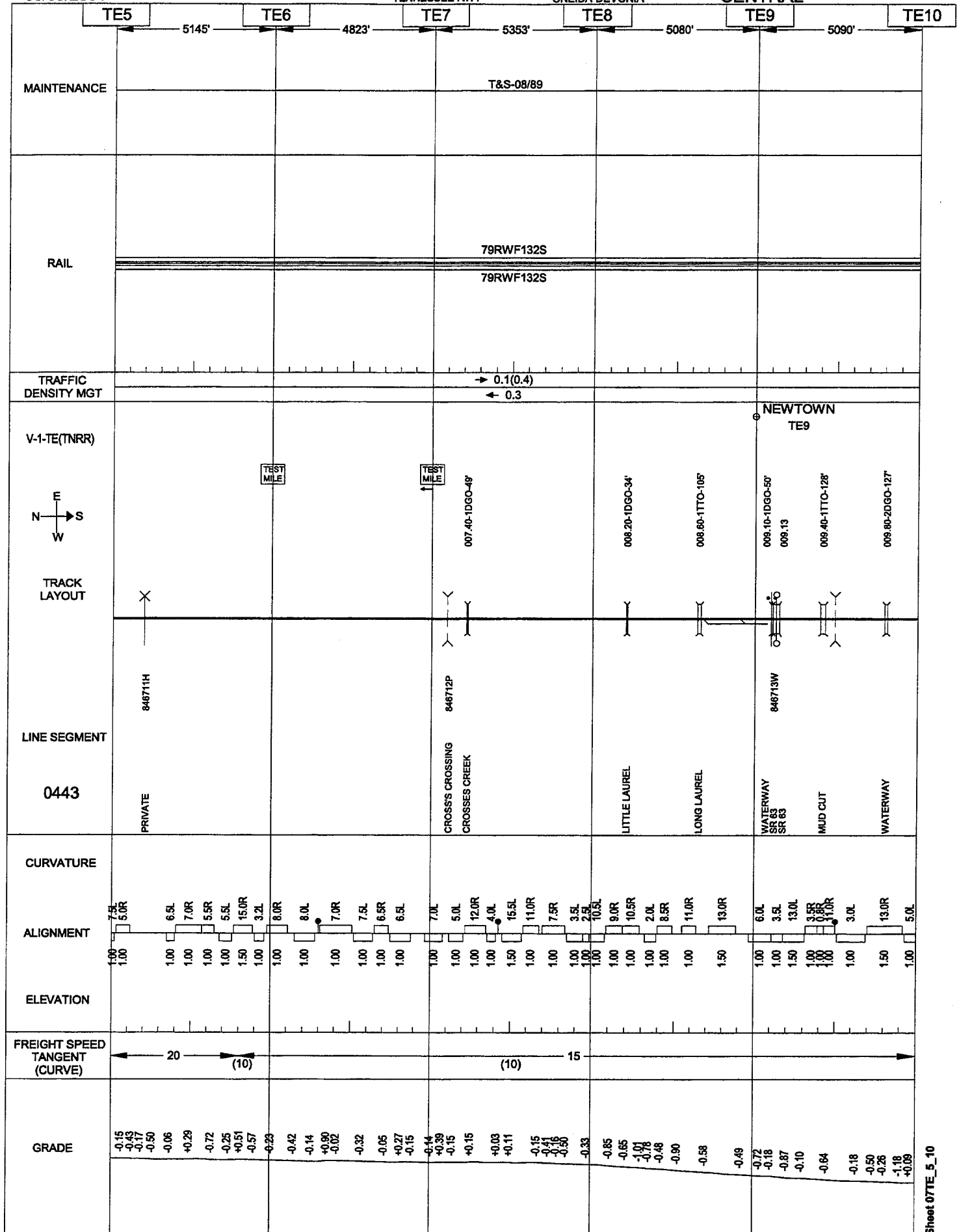
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TENNESSEE RWY

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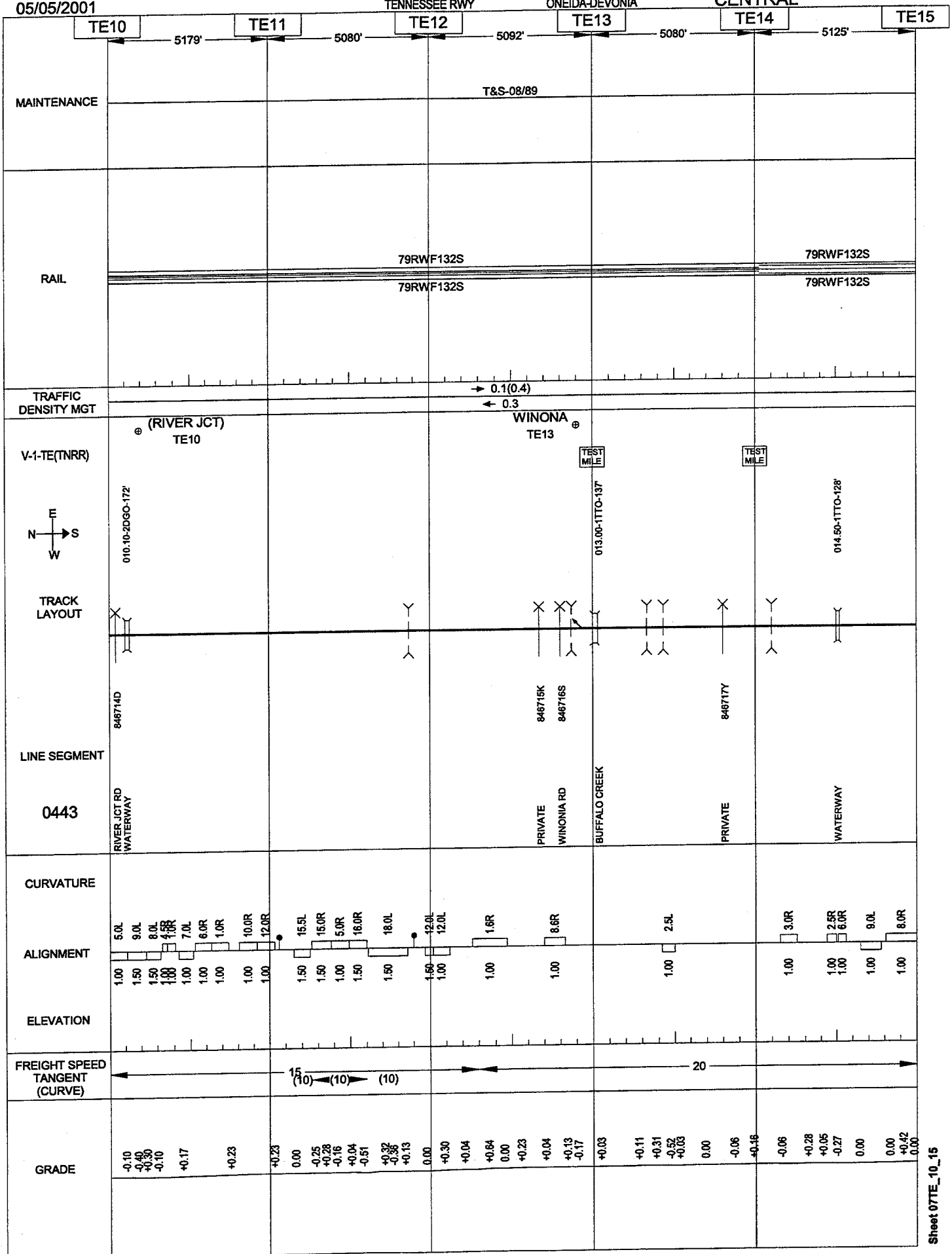


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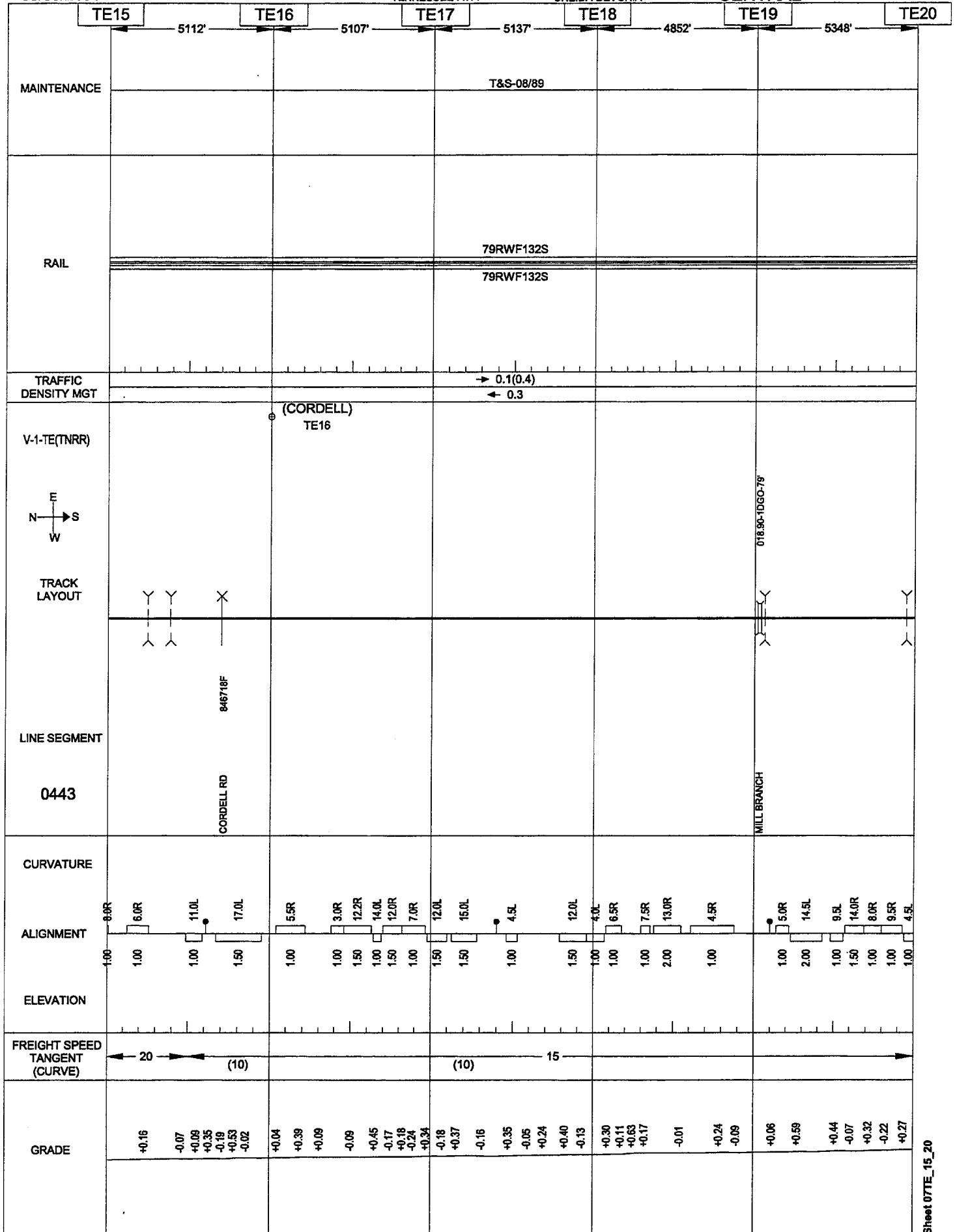
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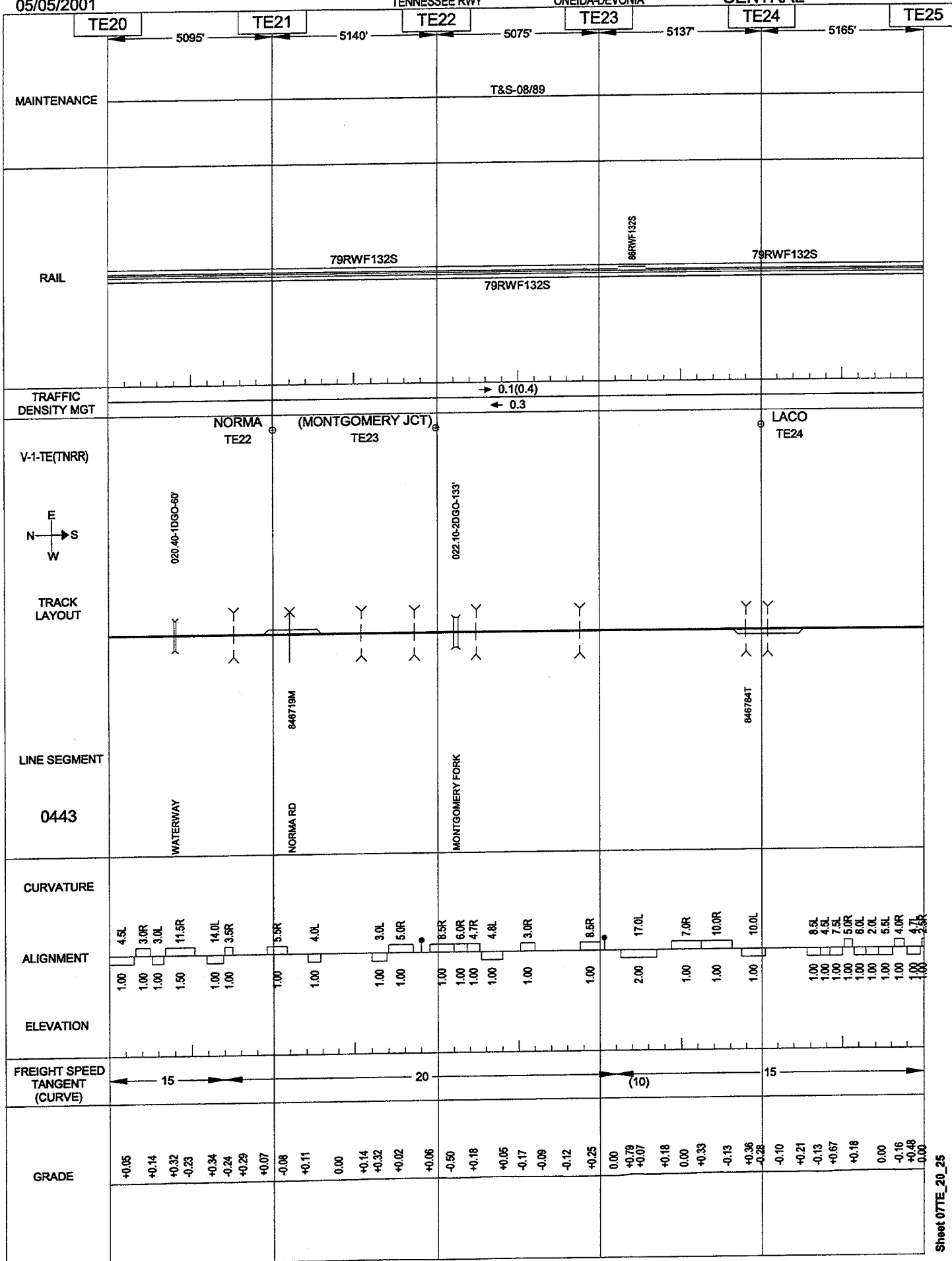


05/05/2001

TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL



Sheet 07TE_25_30

CENTRAL

1E35

- 4964

T&S-09/90

79RWF132S

↑

SWISHER
TE34

031.90-2DGO-134'

X

846789C

SR 116

ELEVATION

- 15

(10)

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Sheet 07TE_30_35

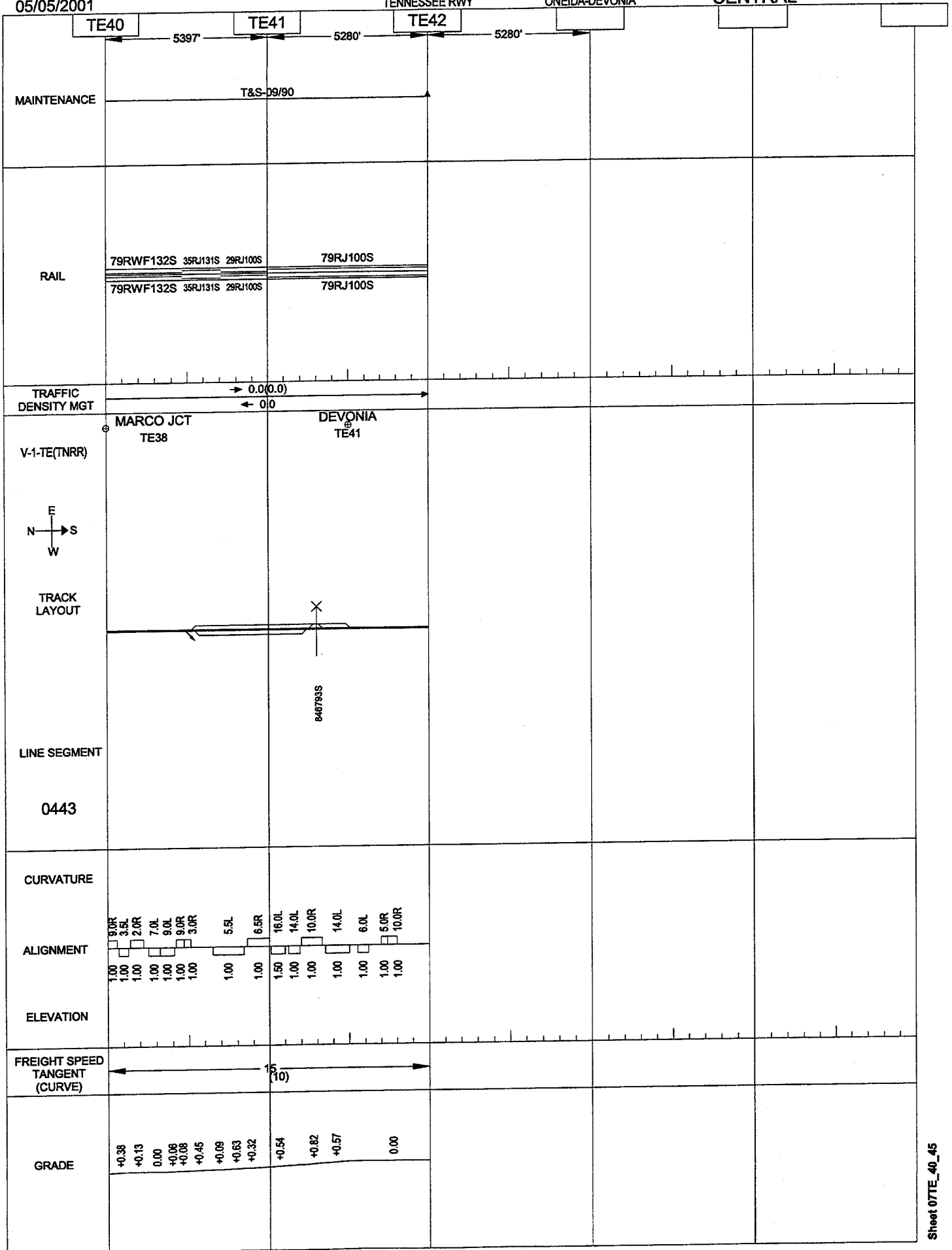
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05/05/2001

TENNESSEE RY

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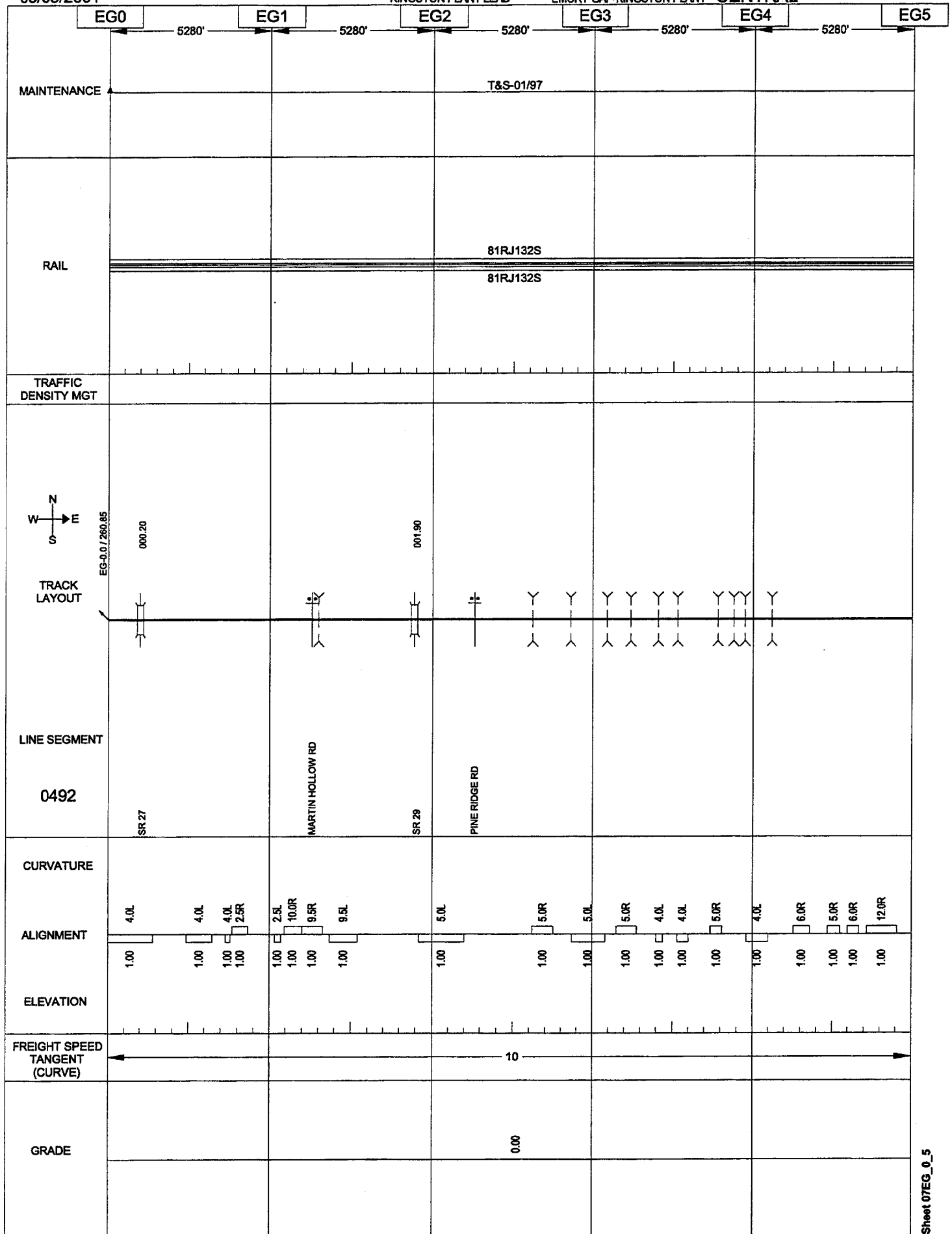


05/05/2001

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



05/05/2001

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

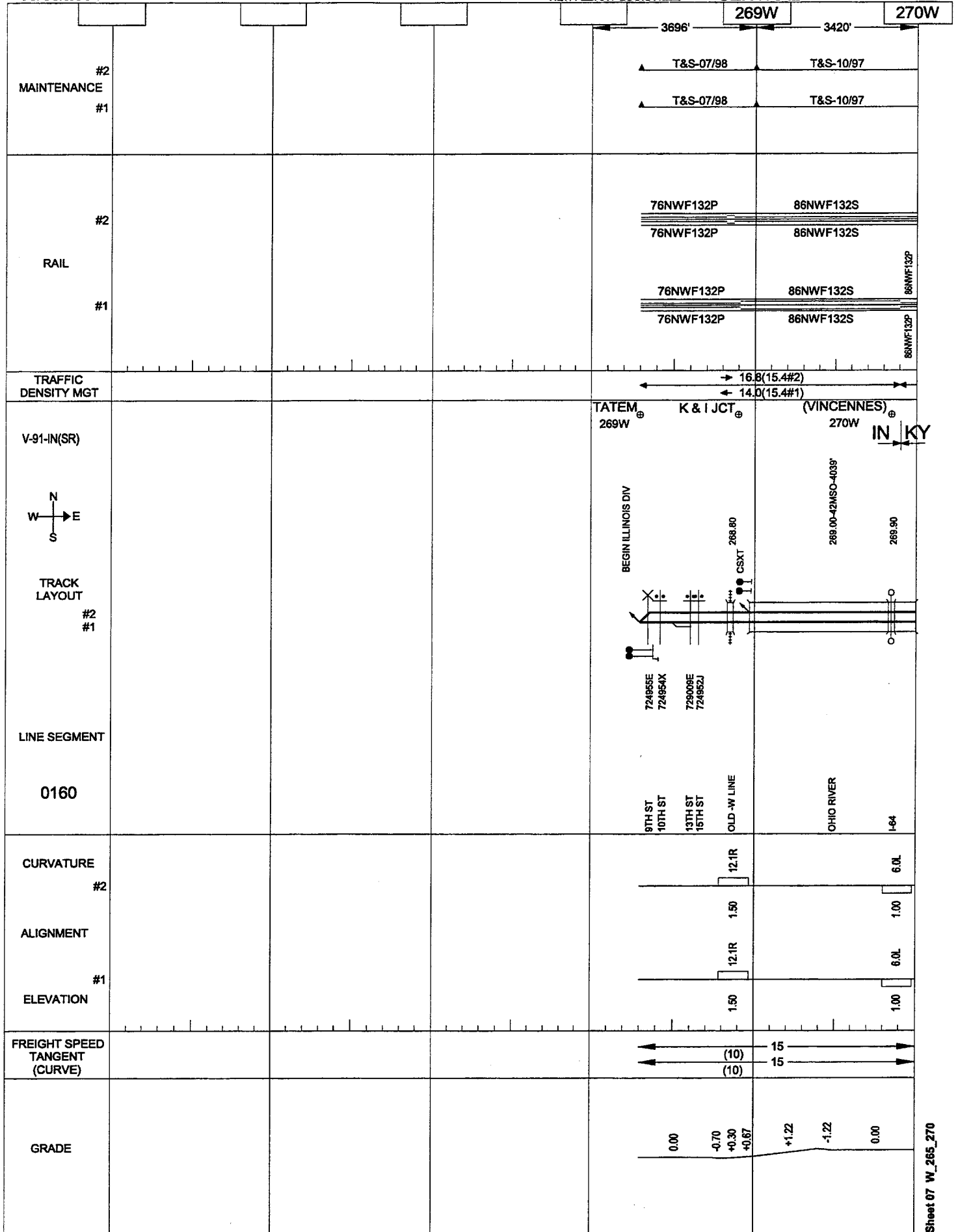
CENTRAL

	EG5	5280'					
MAINTENANCE	T&S-01/97▲						
RAIL	81RJ132S 81RJ132S						
TRAFFIC DENSITY MGT							
 TRACK LAYOUT							
LINE SEGMENT 0492	SWAN POND RD LOAD STORAGE YARD						
CURVATURE							
ALIGNMENT	9.5L 1.00 9.5L 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

05/08/2001

NEW ALBANY-LOUISVILLE

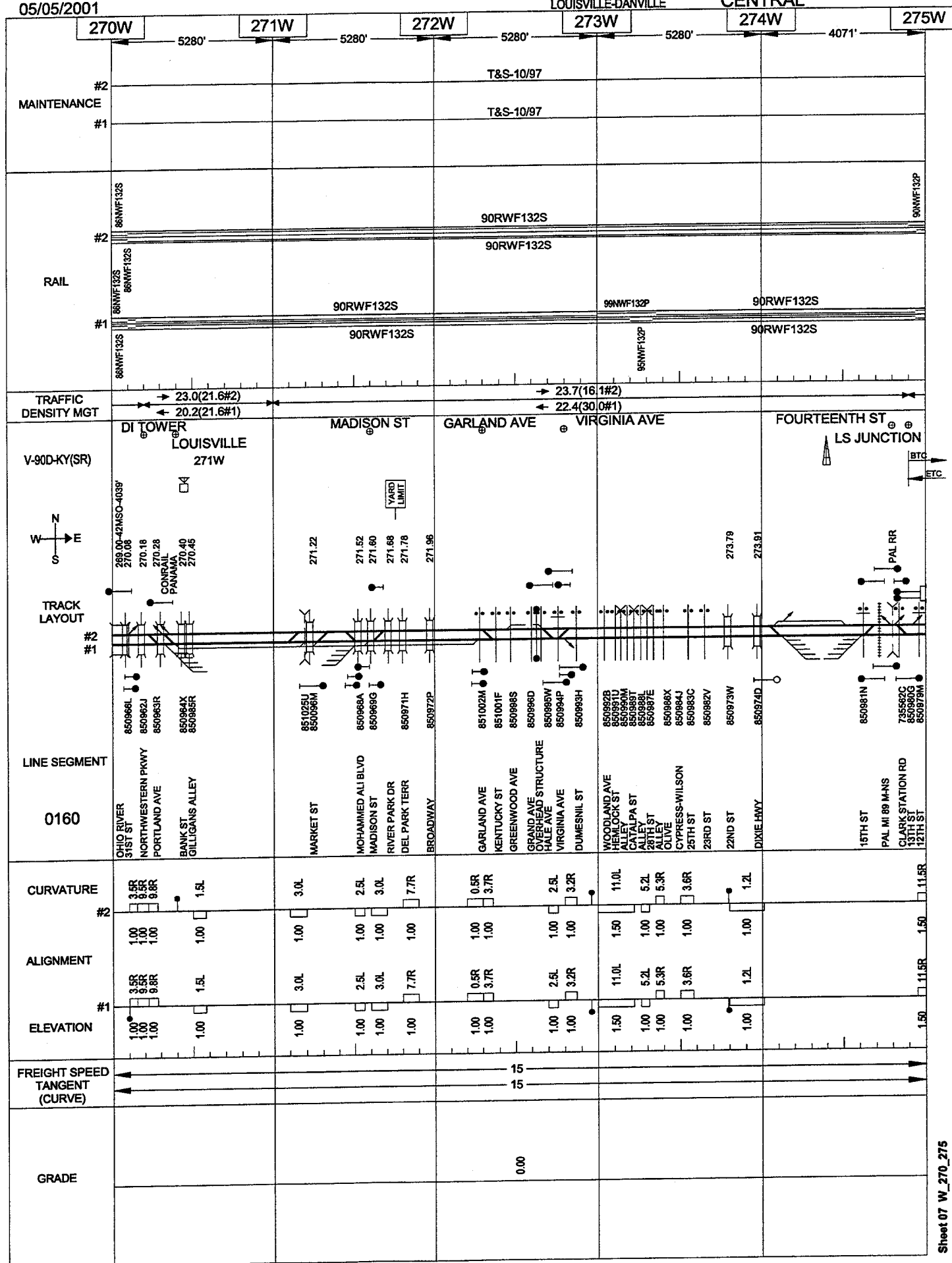
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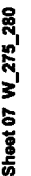


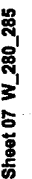
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LOUISVILLE-DANVILLE

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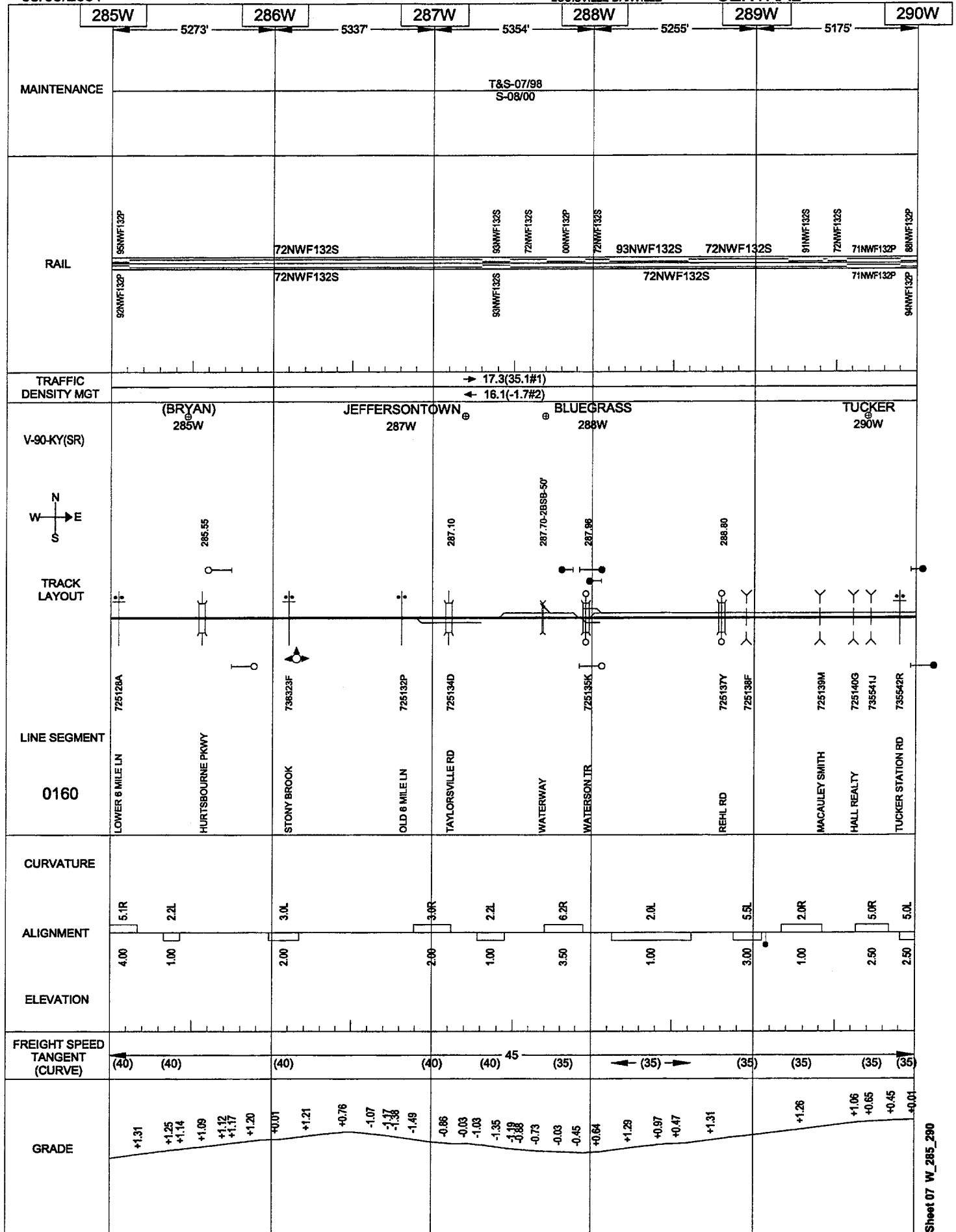




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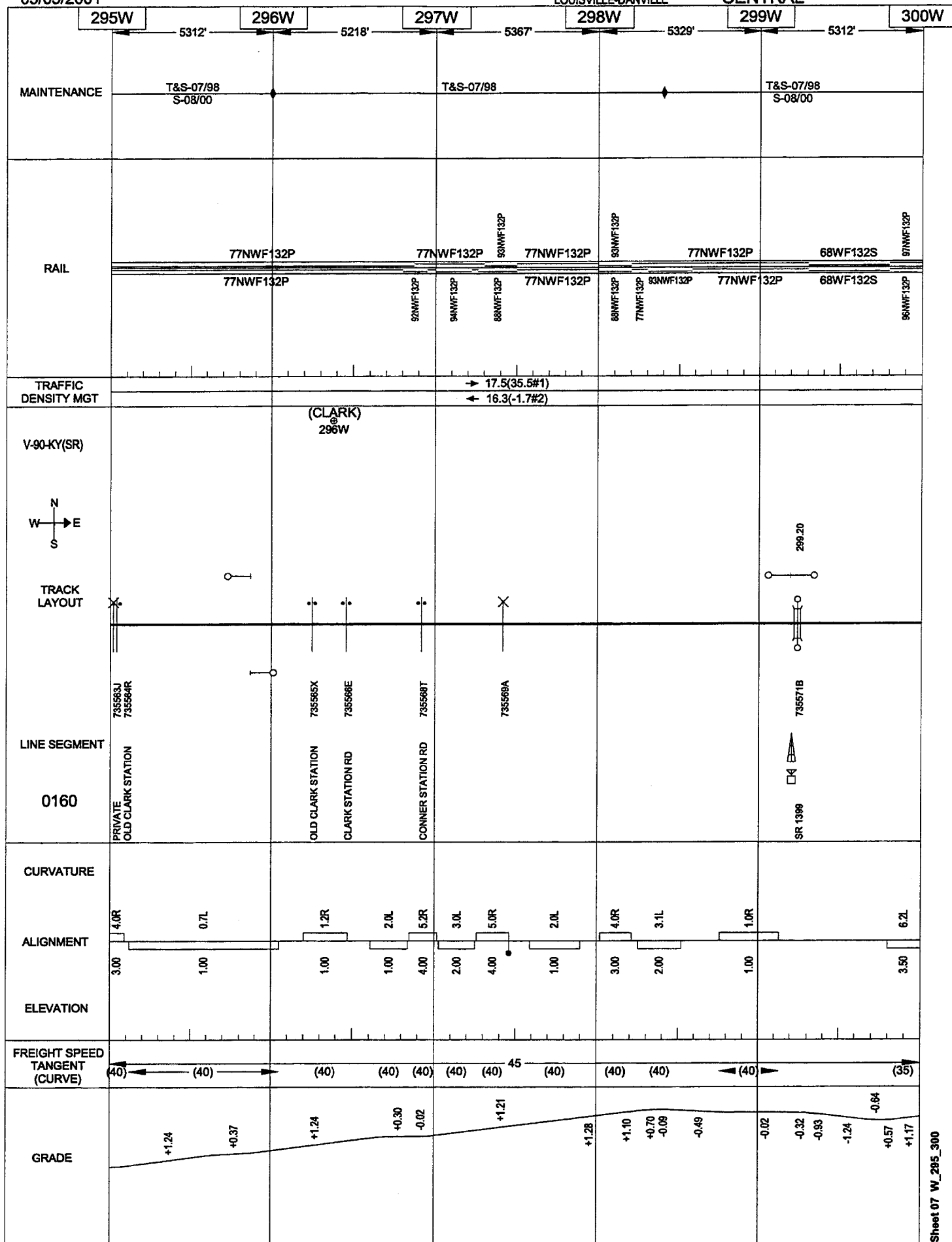


Sheet 07 W_290_295

05/05/2001

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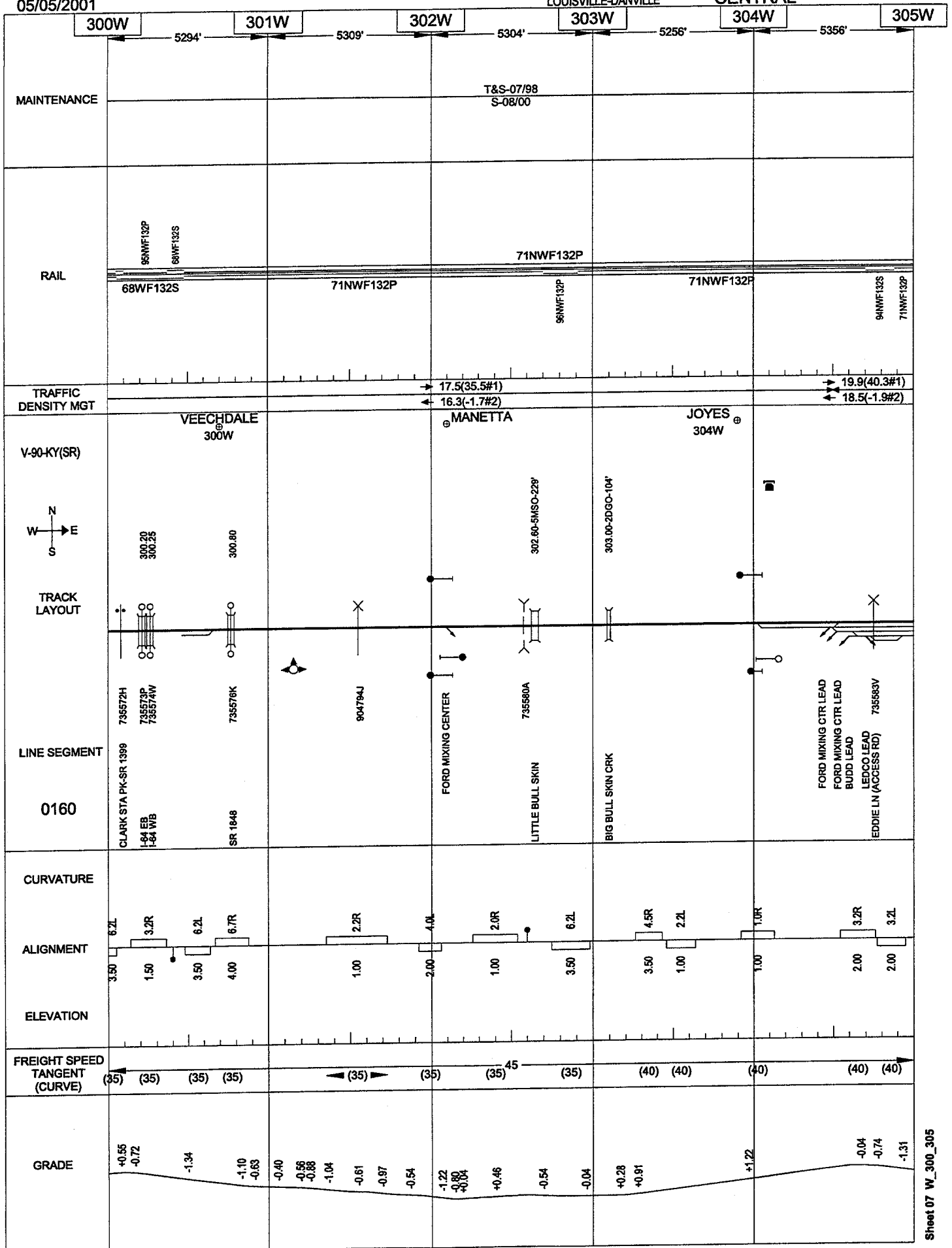
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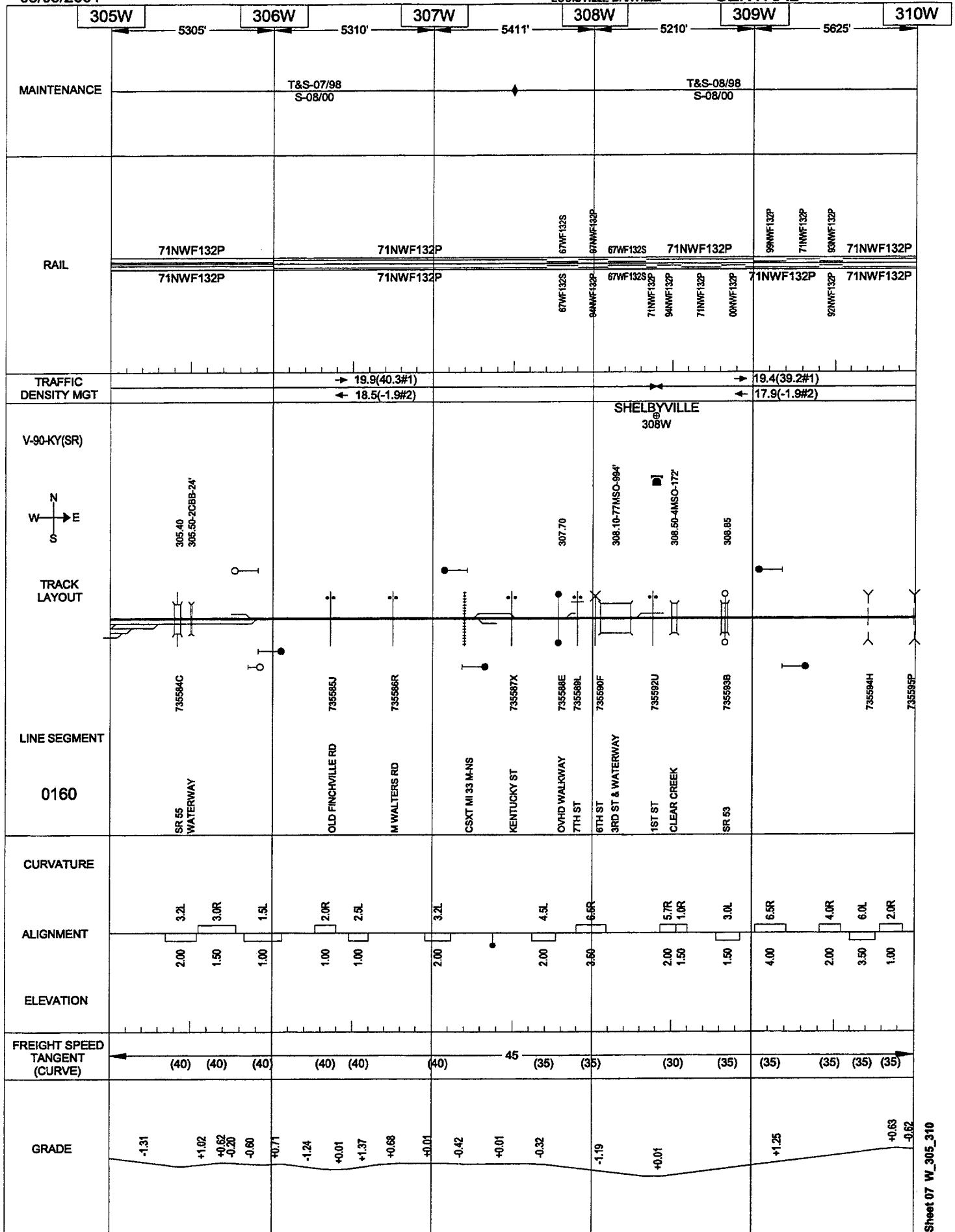
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05/05/2001

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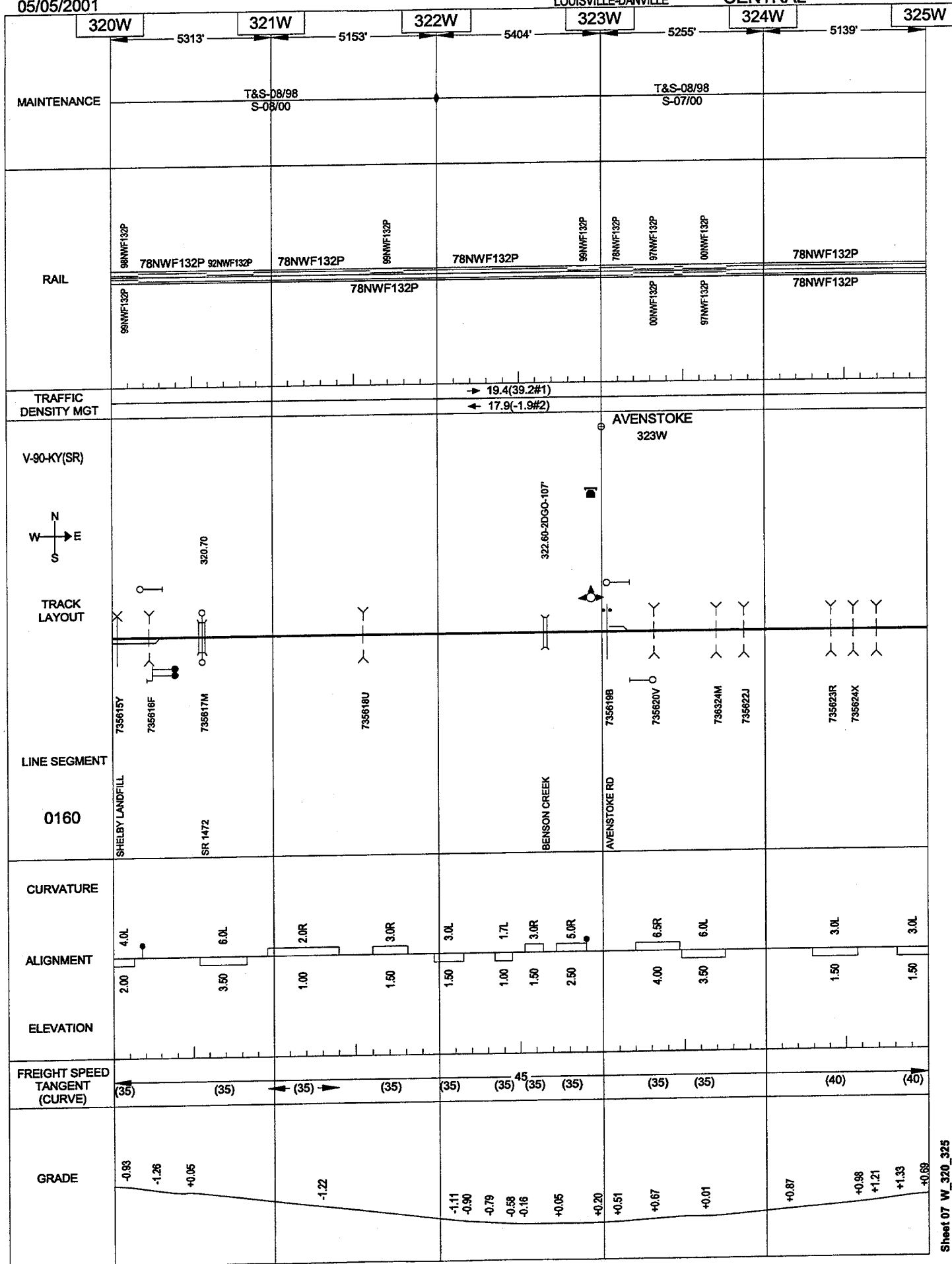
Sheet 07 W_310_315

Sheet 07 W_315_320

05/05/2001

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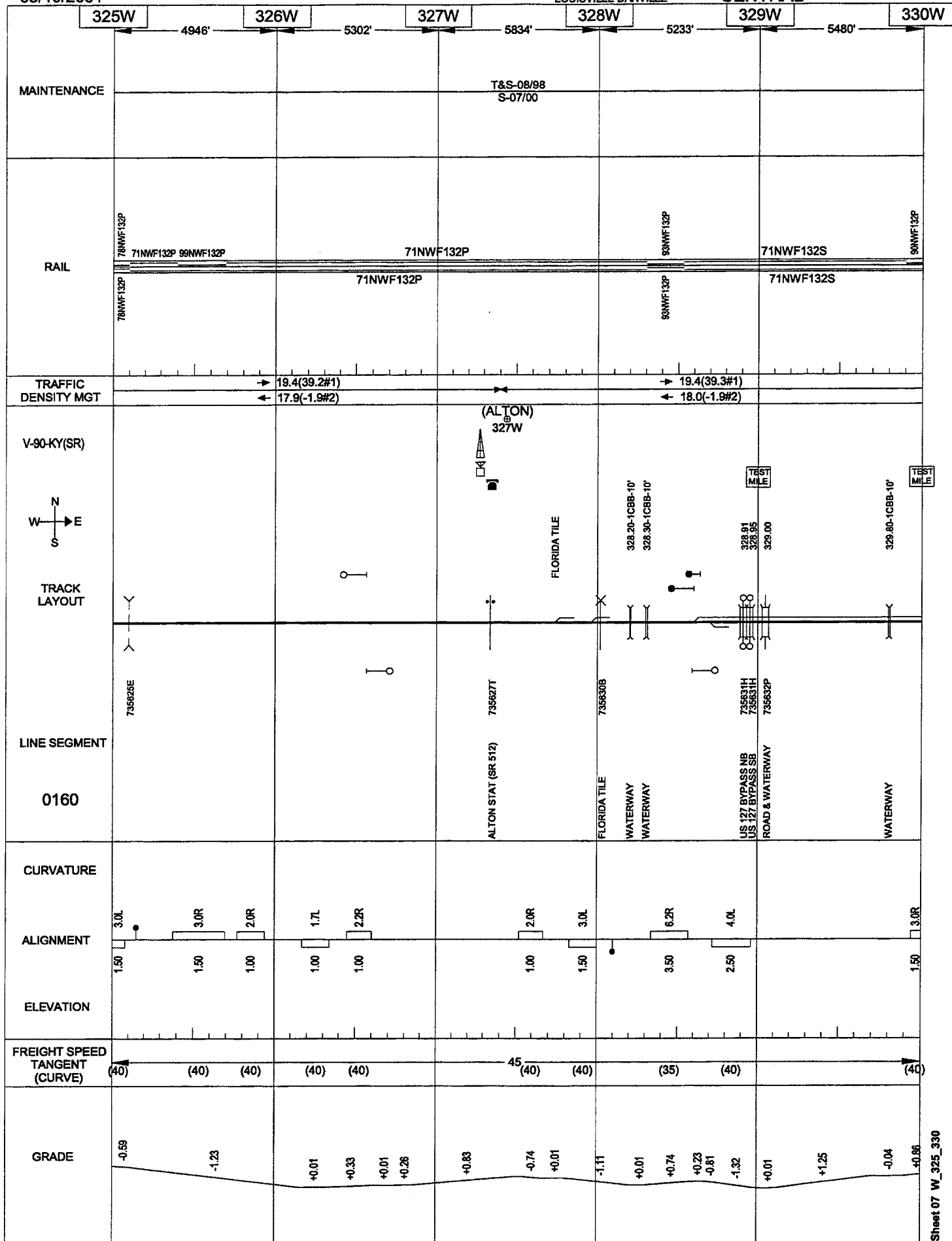
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05/10/2001

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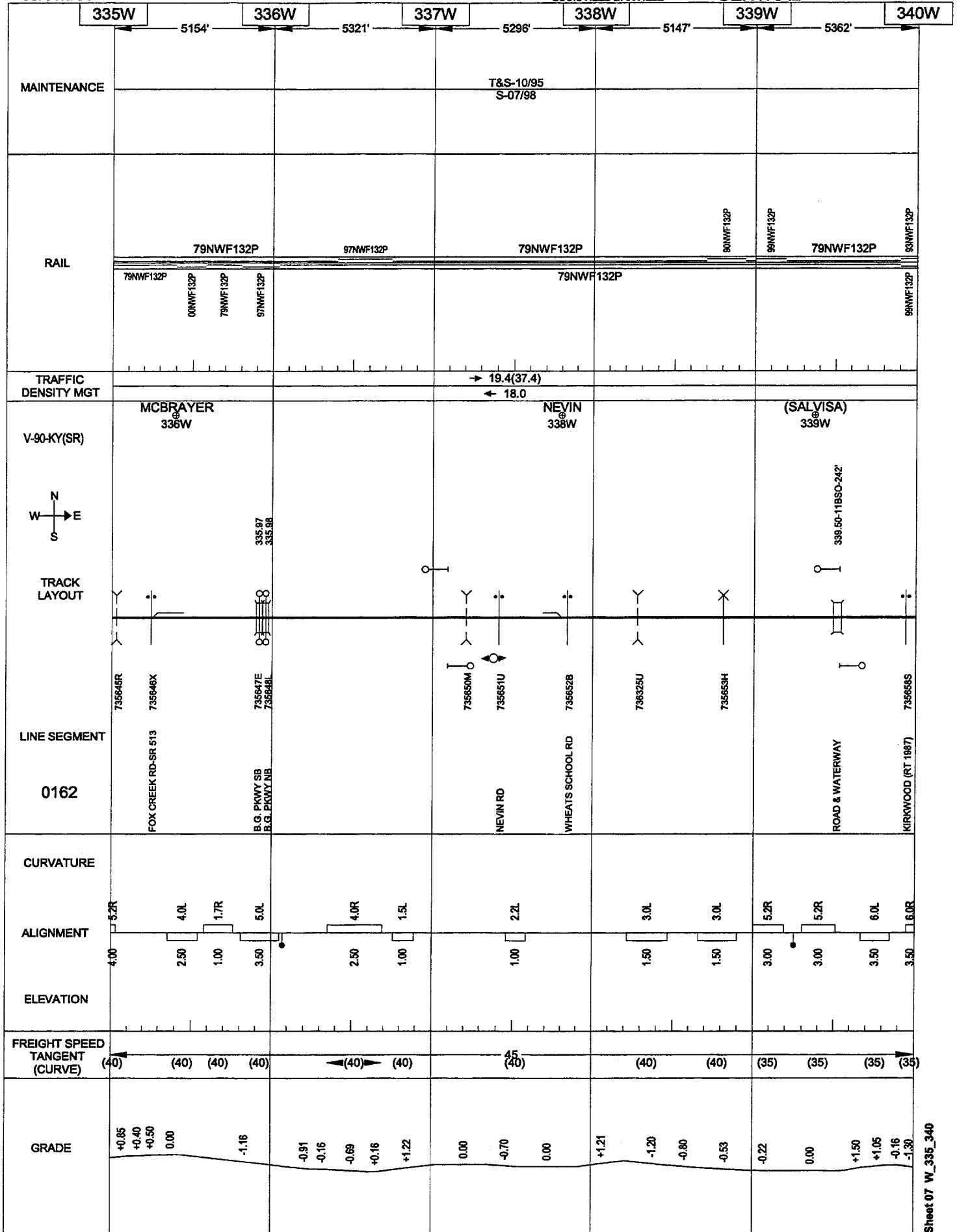


Sheet 07 W_330_335

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CENTRAL

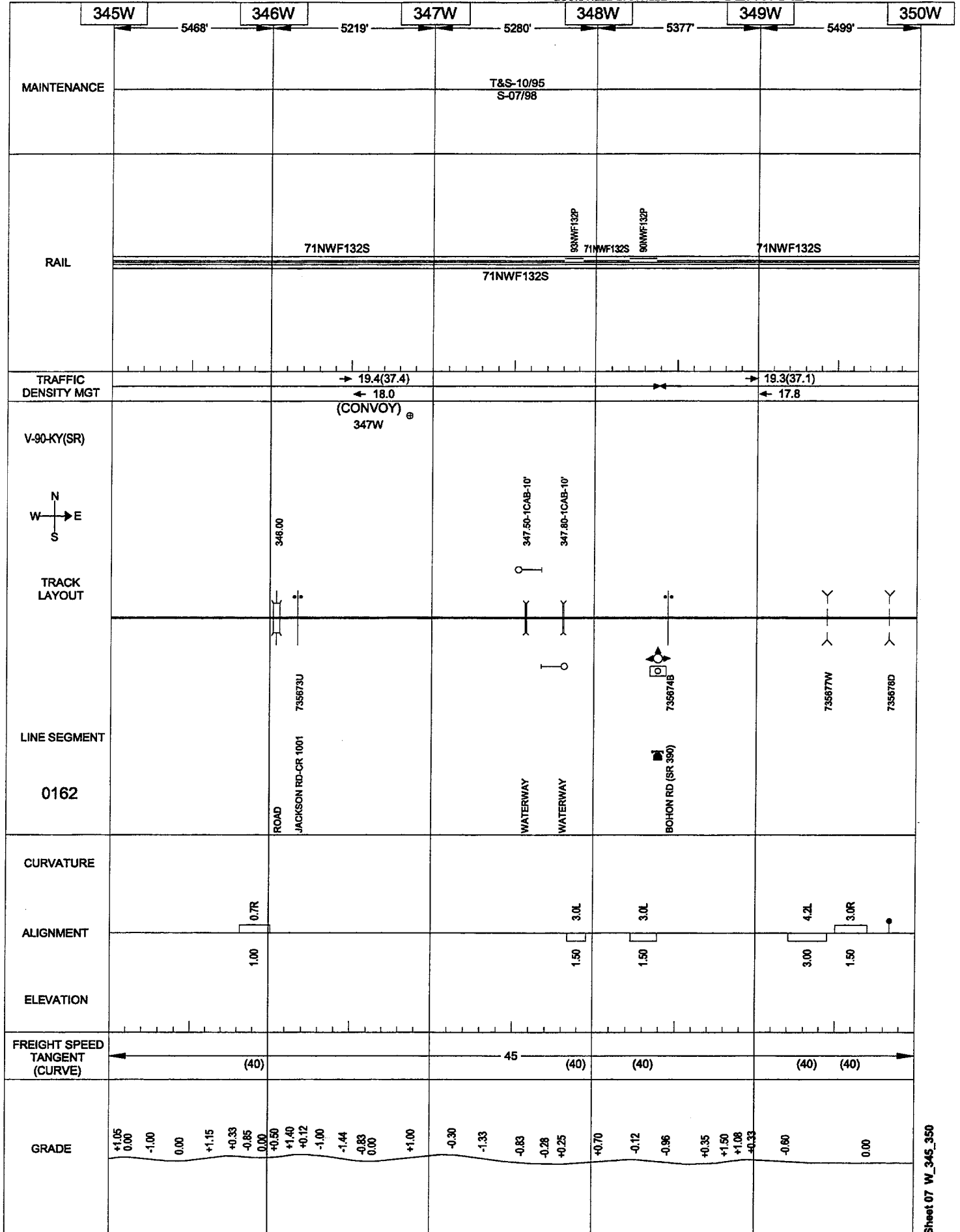


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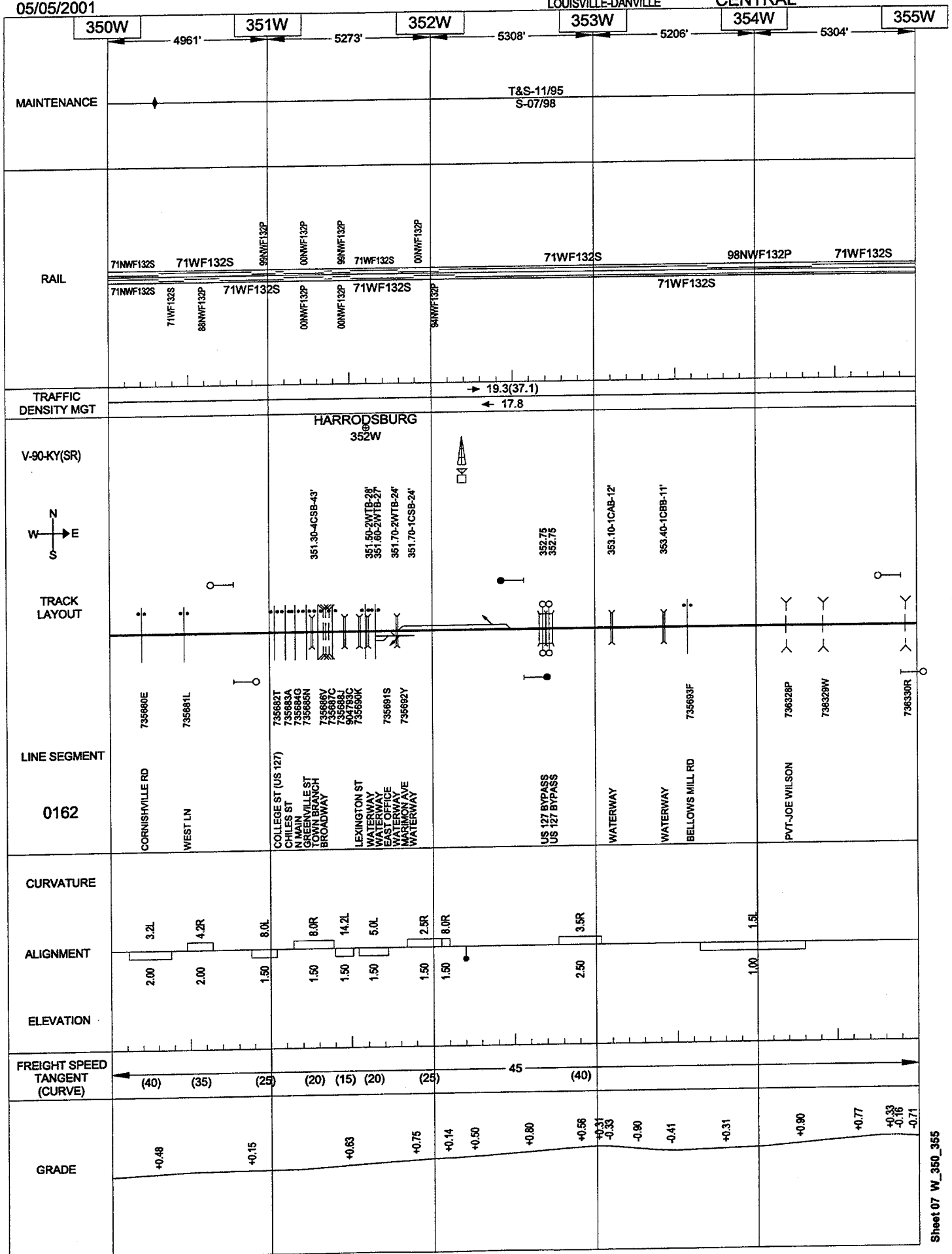
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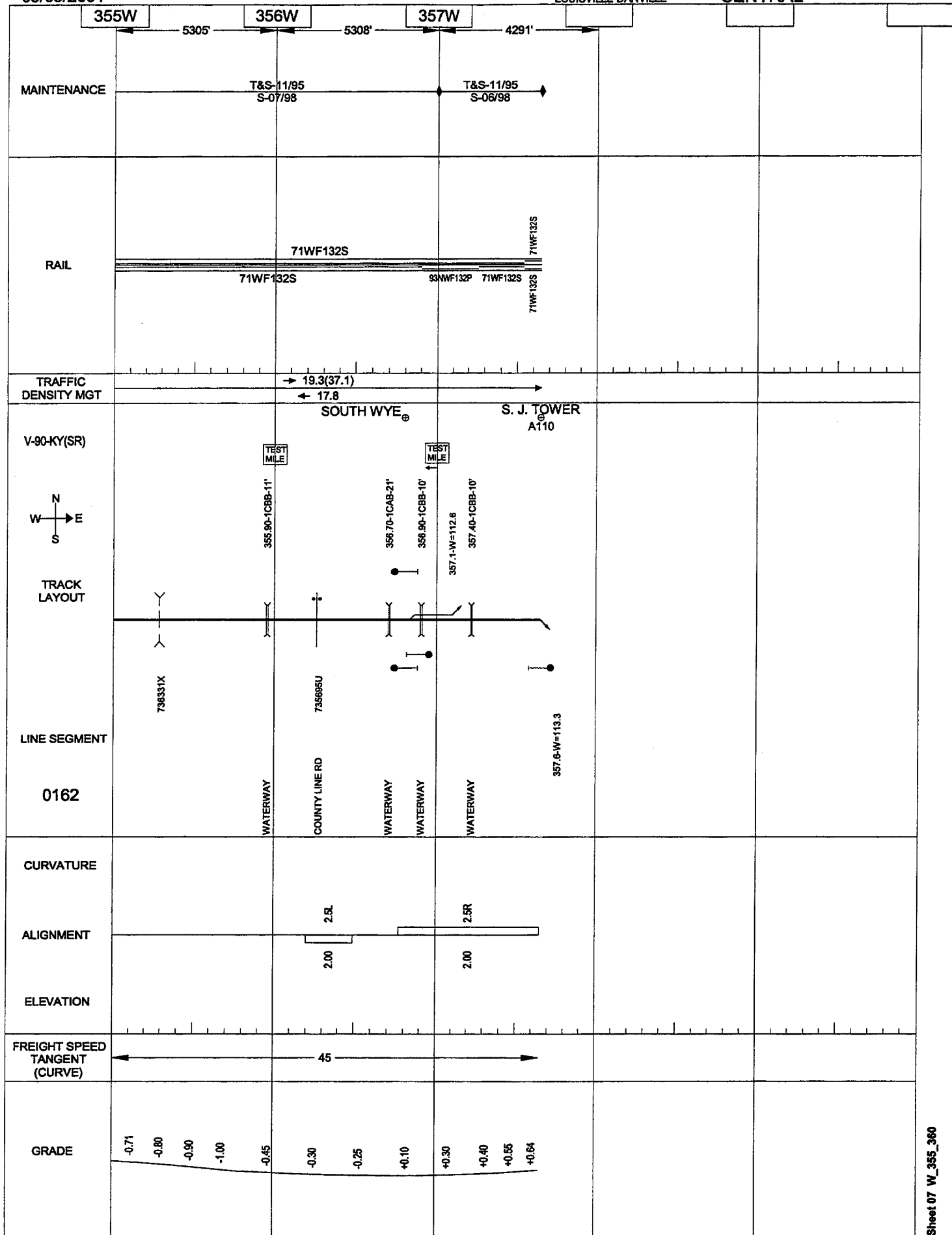
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05/05/2001

LOUISVILLE-DANVILLE

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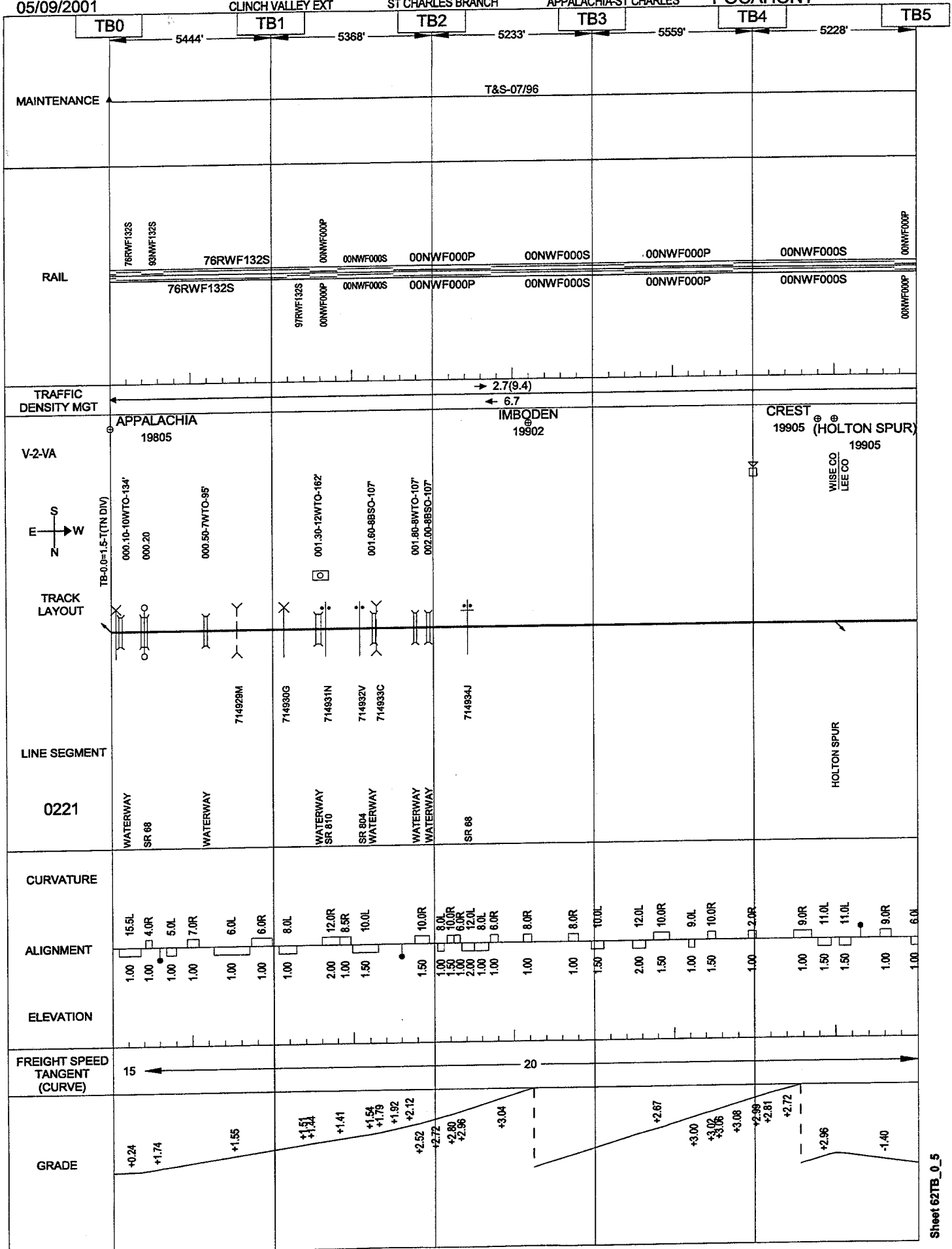
05/09/2001

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



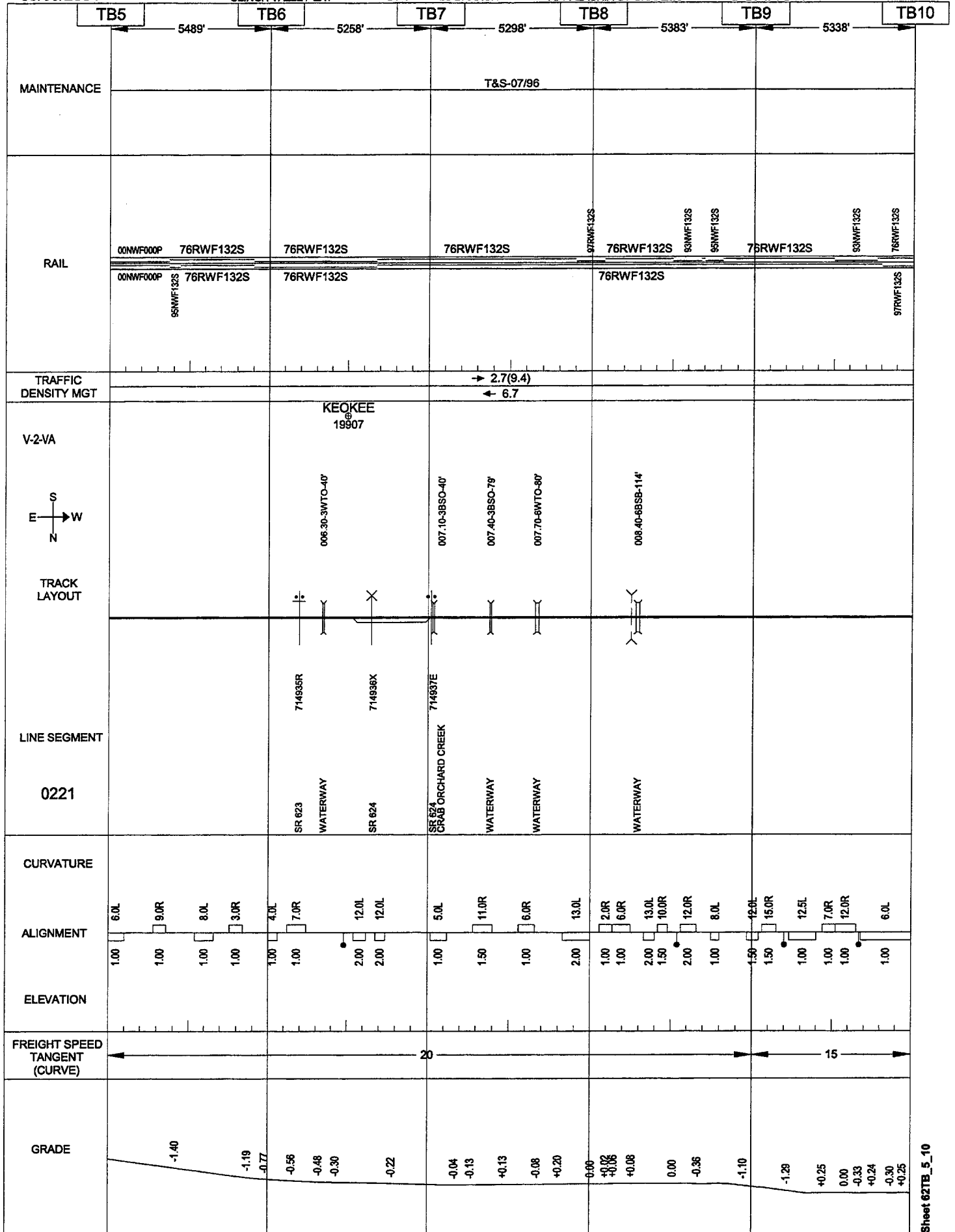
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CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



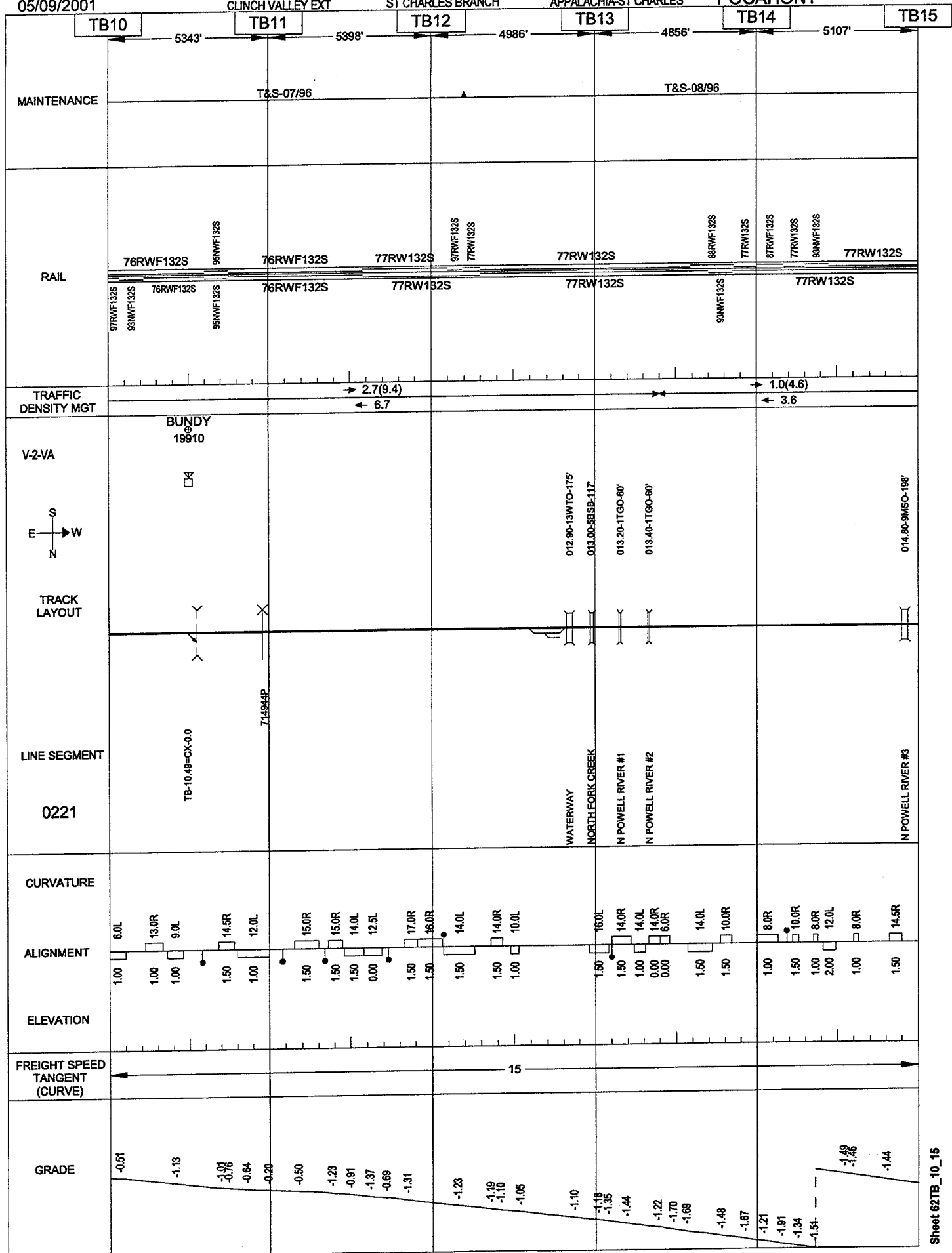
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CUNCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



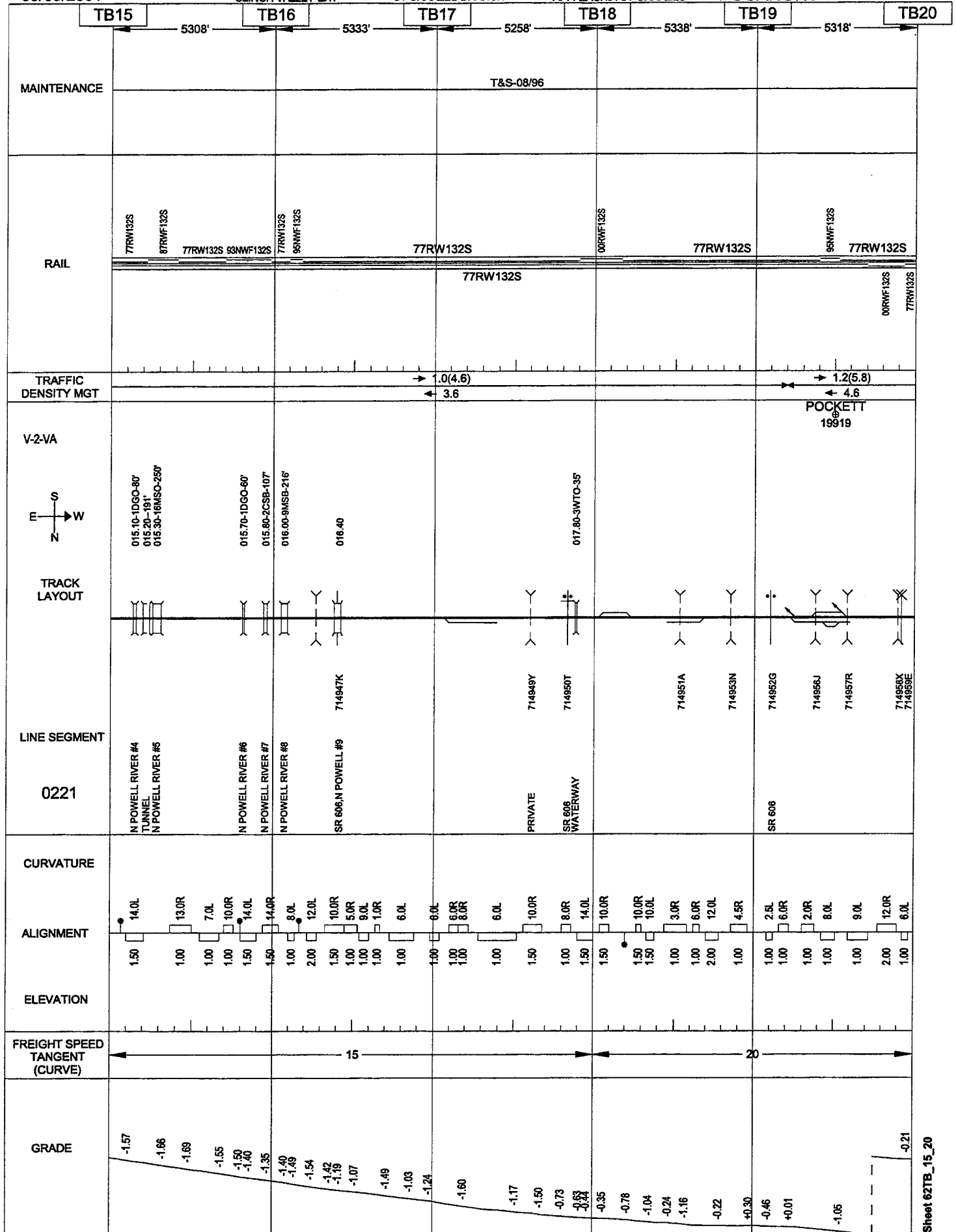
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CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



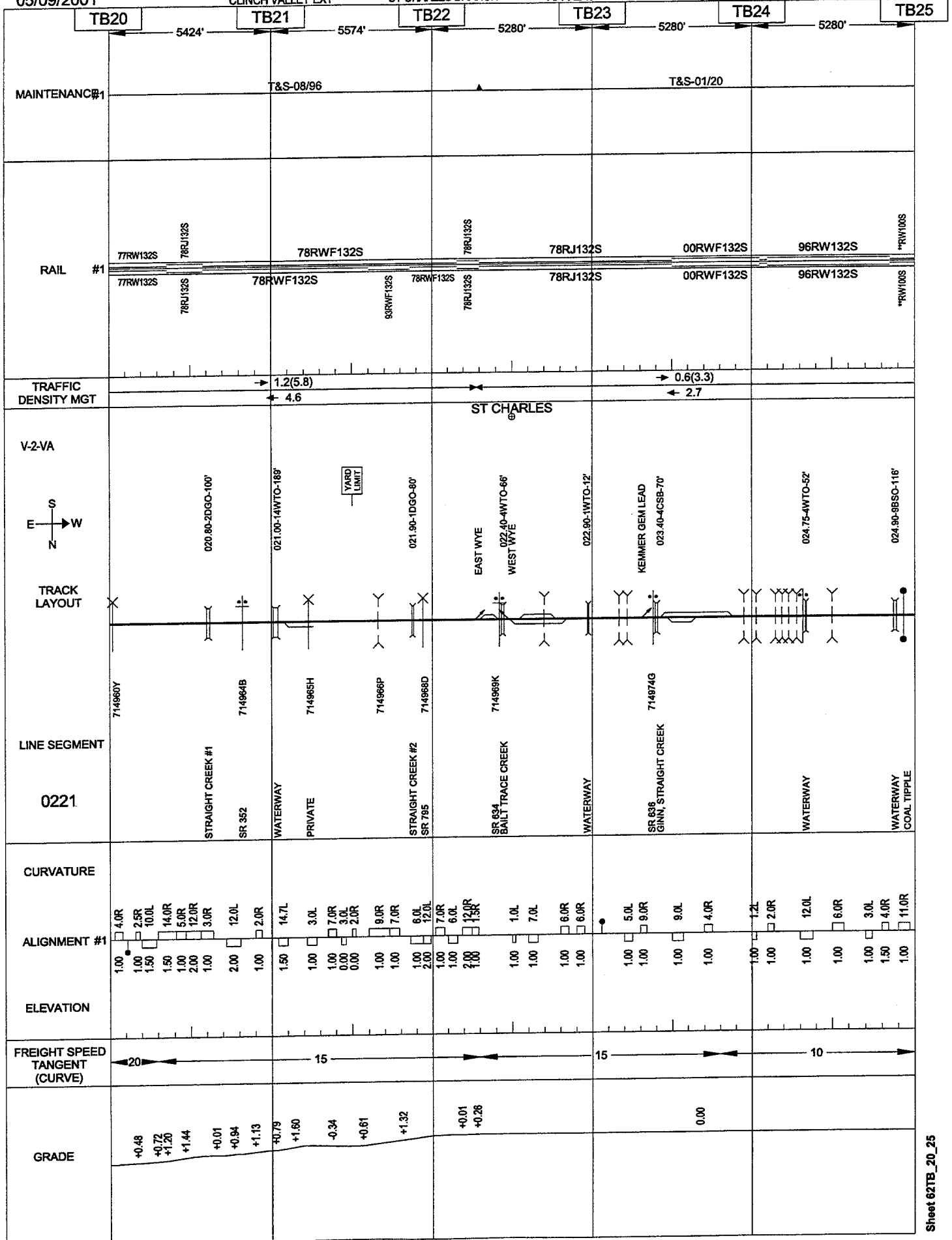
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CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



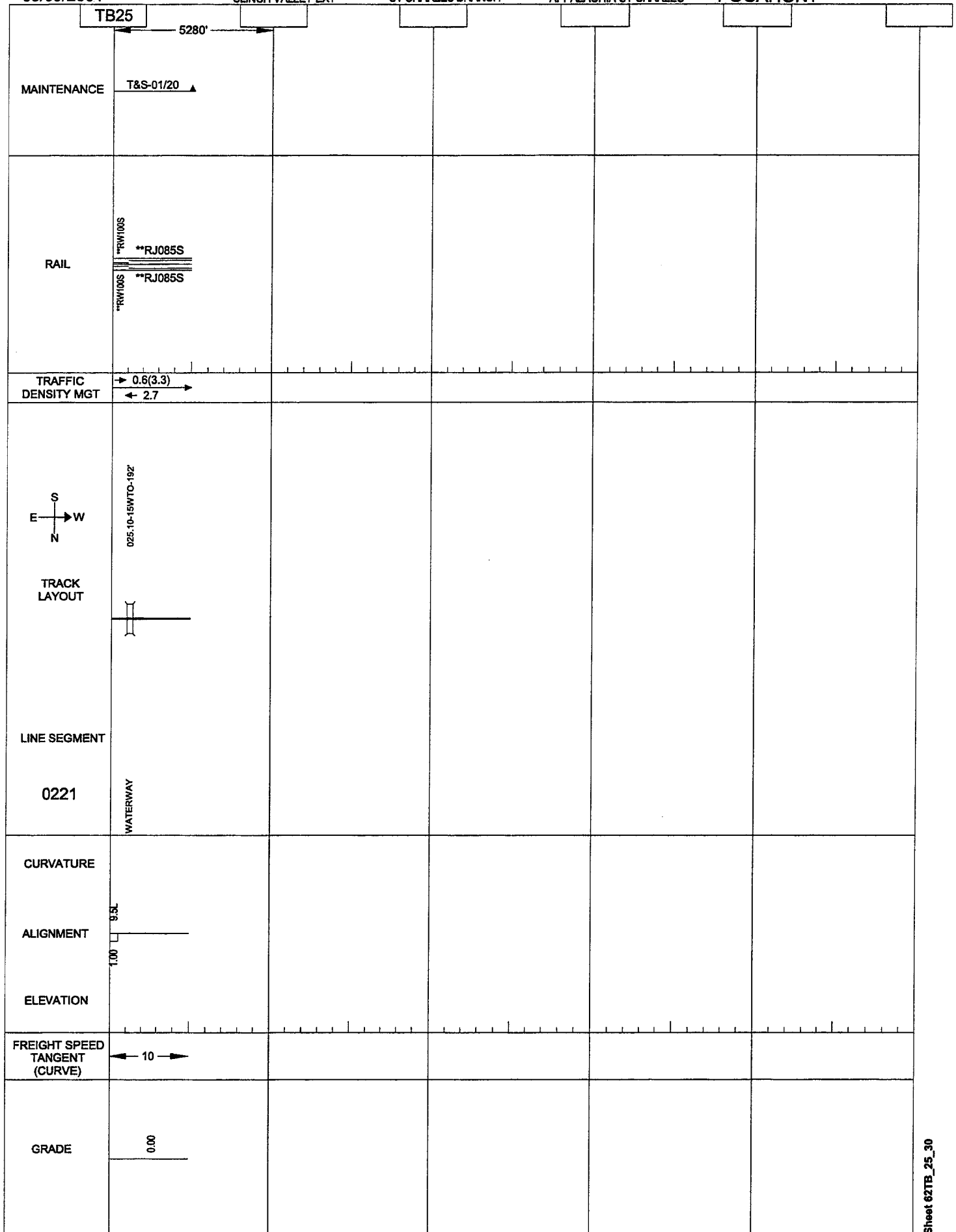
05/09/2001

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONT



Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.

The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available is: Other Road, Crossing Type, Angle and Maintaining Road. Crossing types are:

SM – Solid Manganese
 MI - Manganese Insert
 RB – Rail Bolted
 XO – Double Crossover
 MP – Movable Point

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
 - Industry names associated with various switches and sidings.
 - Equalities which show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point). Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.)

Alignment Section -

- 1) Graphic representation is given for curve direction and length for each main. (Note: Representation is currently provided for track 1 only. In double track sections track 2 is only a copy of track 1 and may not represent actual conditions.)
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication.
- 3) Location of wheel flange lubricators are given along mains.

Freight Speed Section -

Curve and tangent speed limits taken from the timetables. The curve speed limit (shown within parentheses) is shown under the specific curve to which it applies.

Grade Section -

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

TABLE 1
RAIL LETTER CODES

N	New rail
R	Relay rail
W	Welded rail
J	Jointed rail
F	Field welded rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

BS = Beam Span
BA = Brick Arch
CA = Concrete Arch
CB = Concrete Box
CS = Concrete Span
DG = Deck Plate Girder
DT = Deck Truss
MA = Masonry Arch
MS = Mixed Span
SA = Structural Plate Arch
TG = Through Plate Girder
TT = Through Truss
WT = Timber (Wood) Trestle

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

