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**NORFOLK
SOUTHERN**

Central Division

2002

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.

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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:

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 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

TN

KY

VA

NC

HAMILTON
MILL
IVORYDALE
CLARE
CINCINNATI
GEORGETOWN
LOUISVILLE
SHELBYVILLE
LAWRENCEBURG
DANVILLE
SOMERSET
ONEIDA
HELENWOOD
STERLING
DEVONIA
OAKDALE
HARRIMAN
LOUDON
DAYTON
CHARLESTON
TENBRIDGE
JERSEY
CHATTANOOGA
CLEVELAND
COLTEWAH

FONDE
HYDE

CUMBERLAND GAP

MORRISTOWN

KNOXVILLE

MASCOT

MARYVILLE

LEADVALE

NEWPORT

ANDOVER

FRISCO

CHURCH HILL

BULLS GAP

GREENEVILLE

BRISTOL

JOHNSON CITY

ASHEVILLE

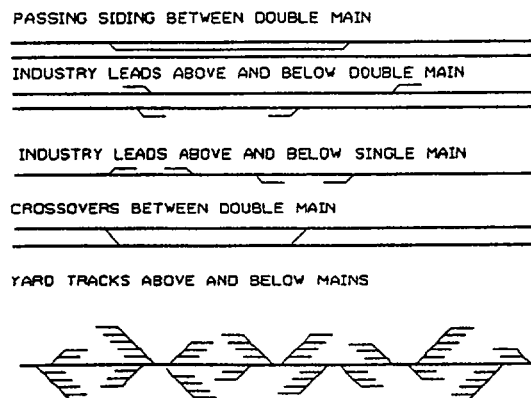
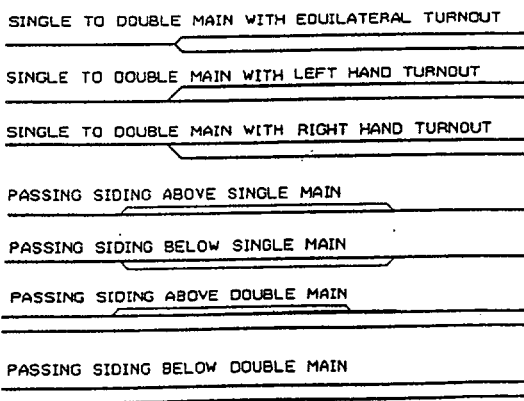
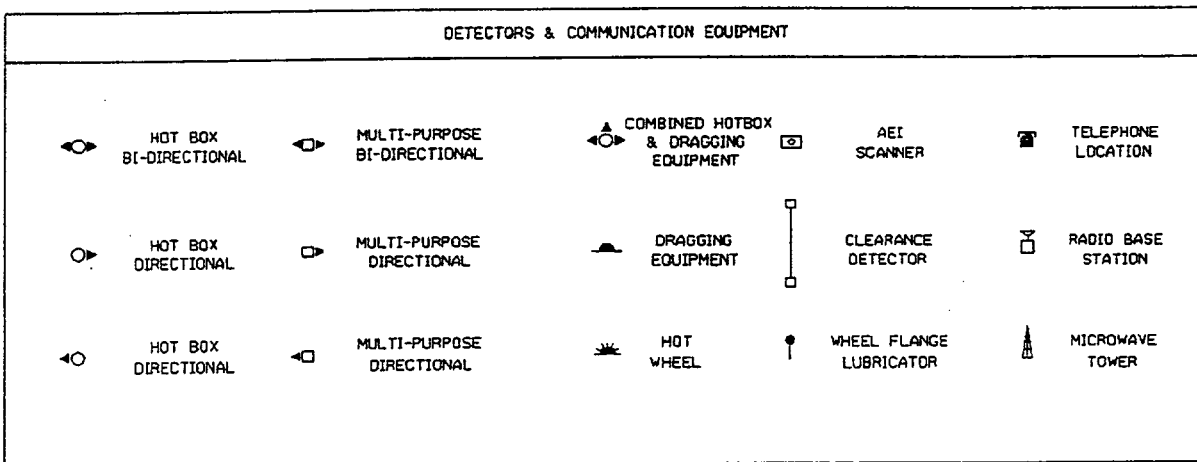
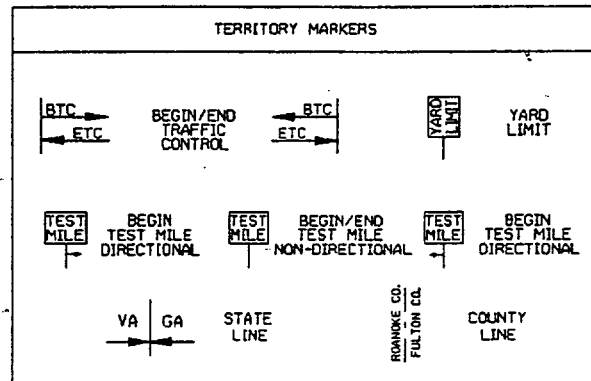
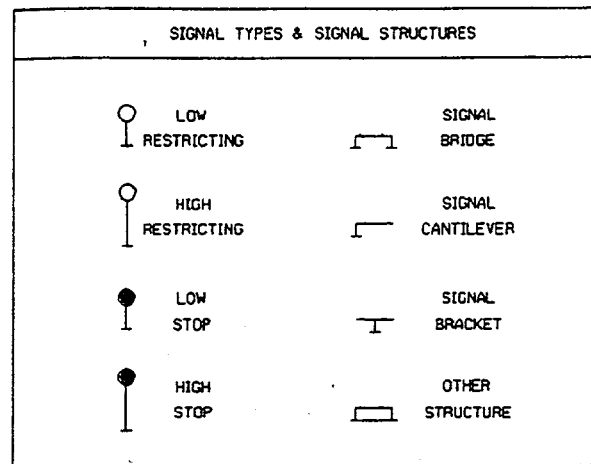
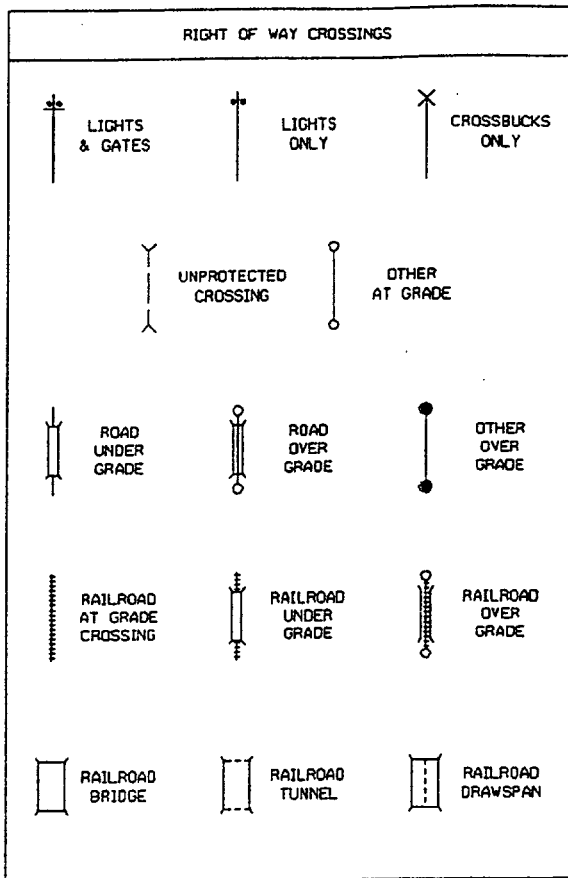
CENTRAL DIVISION

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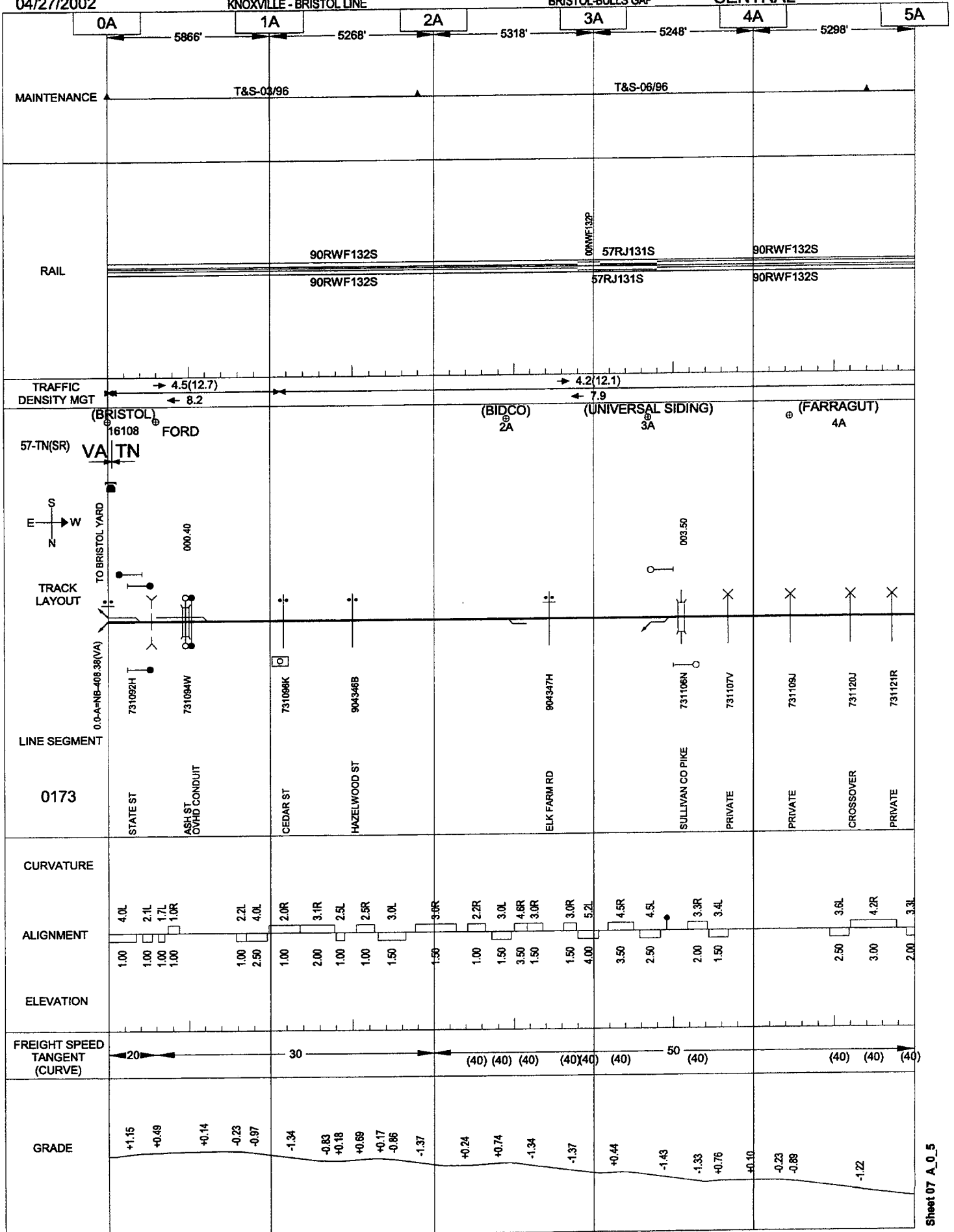


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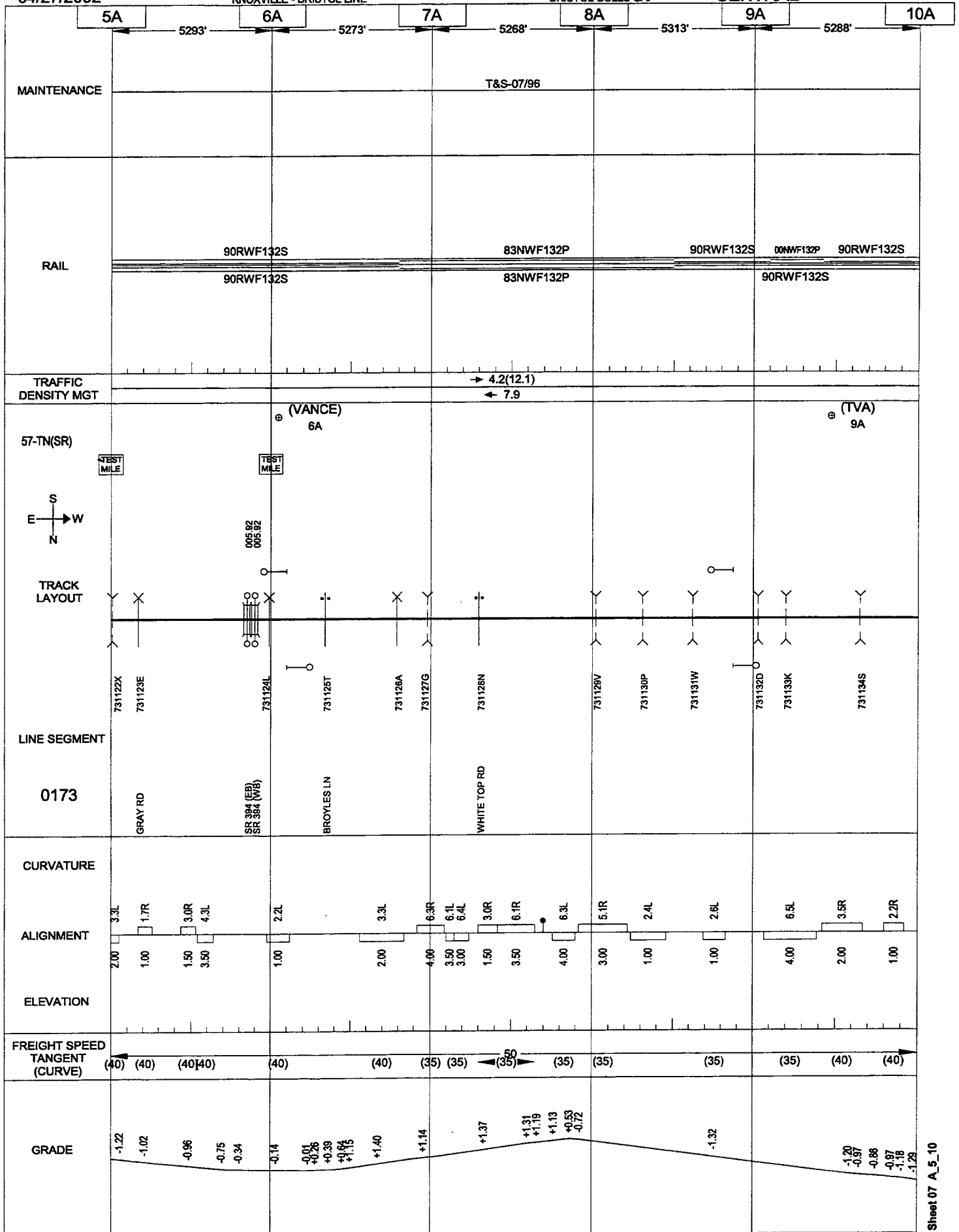


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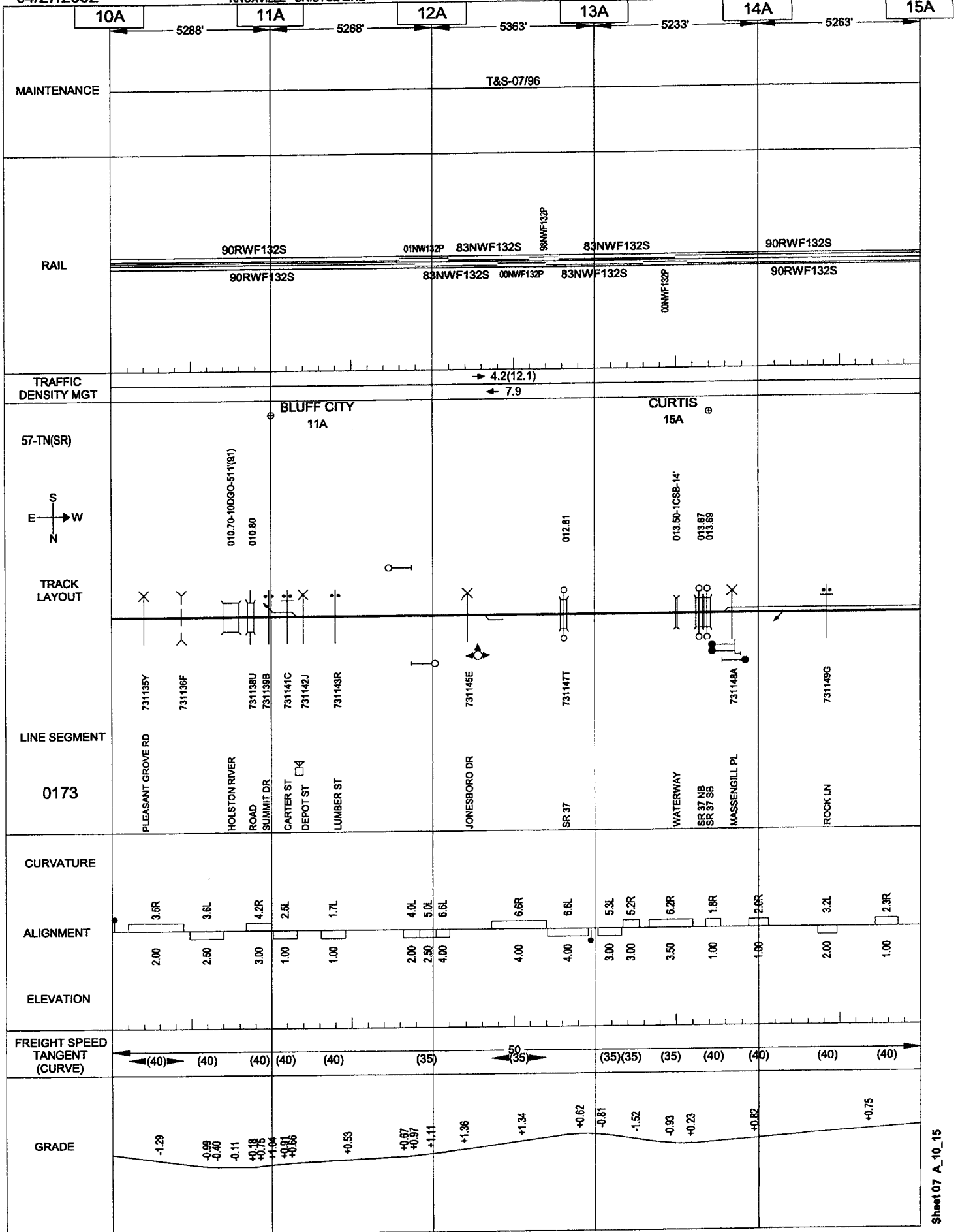


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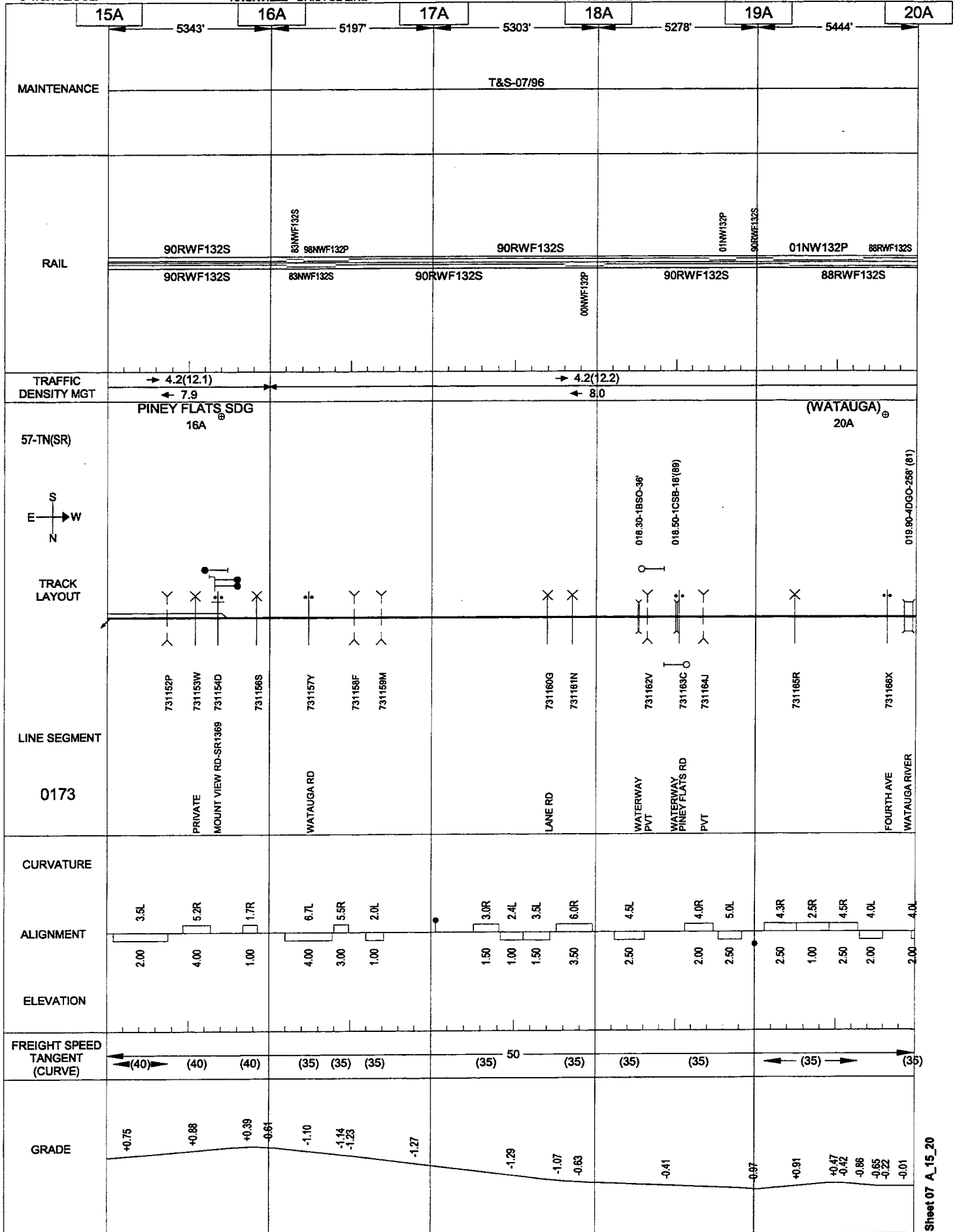


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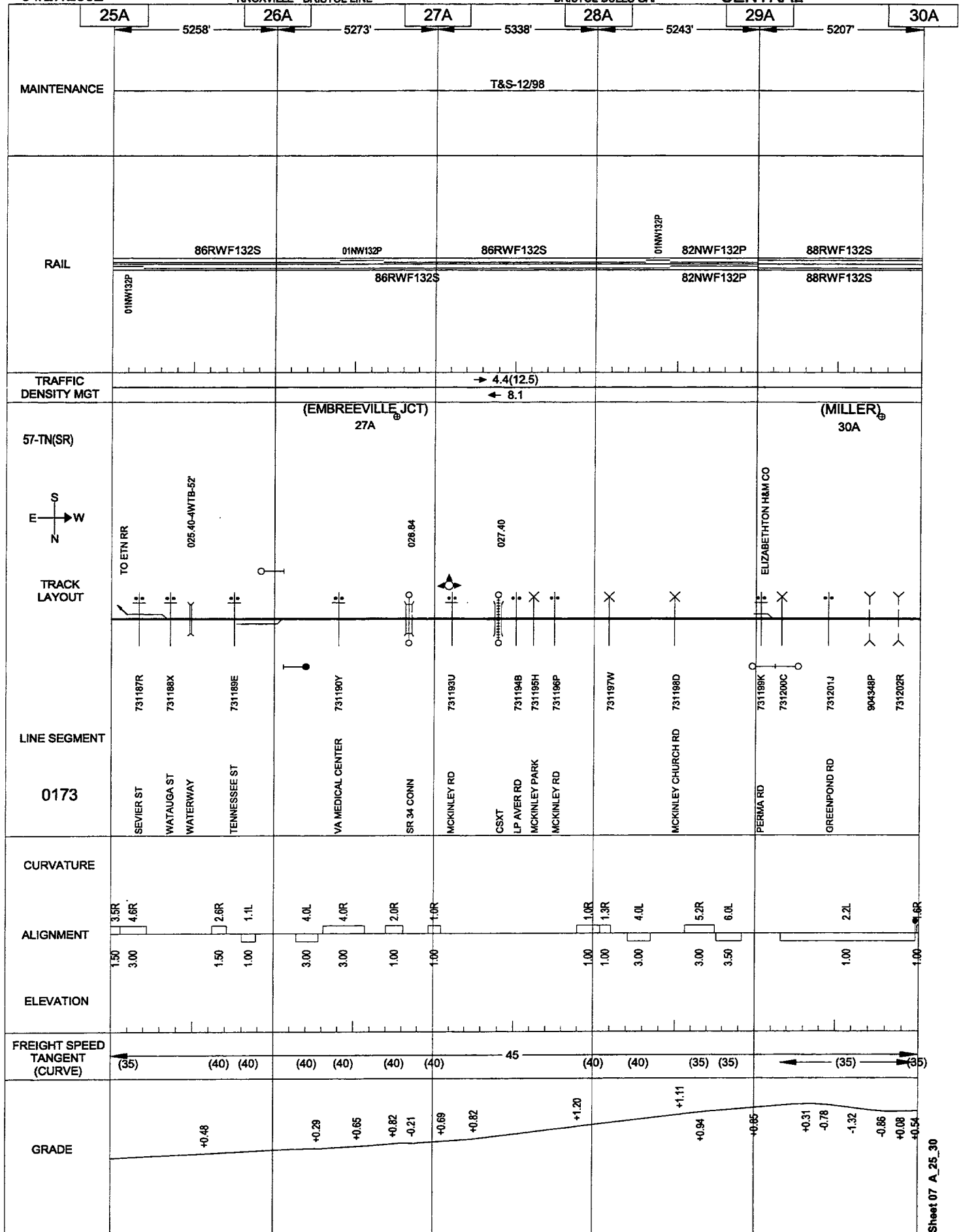
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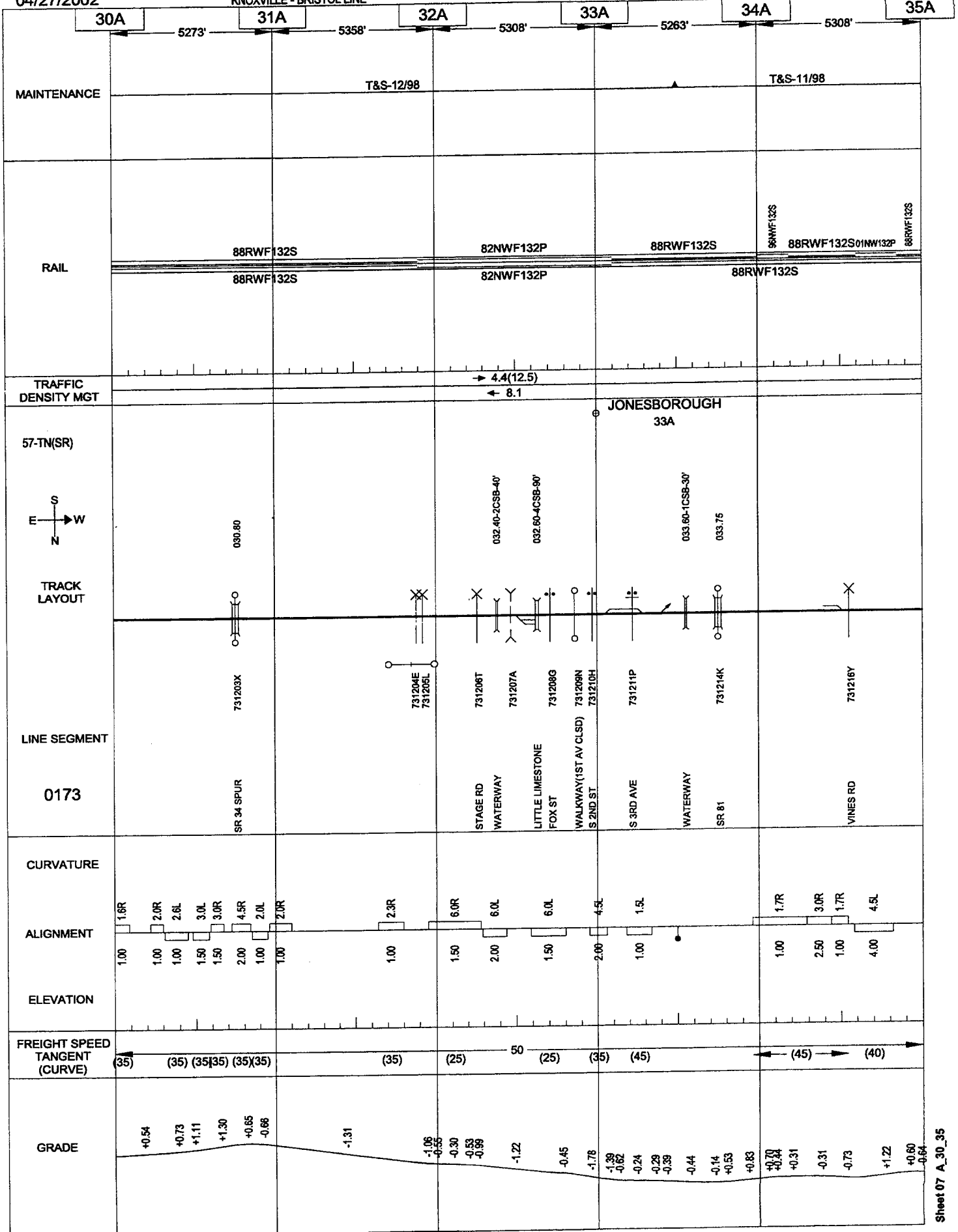


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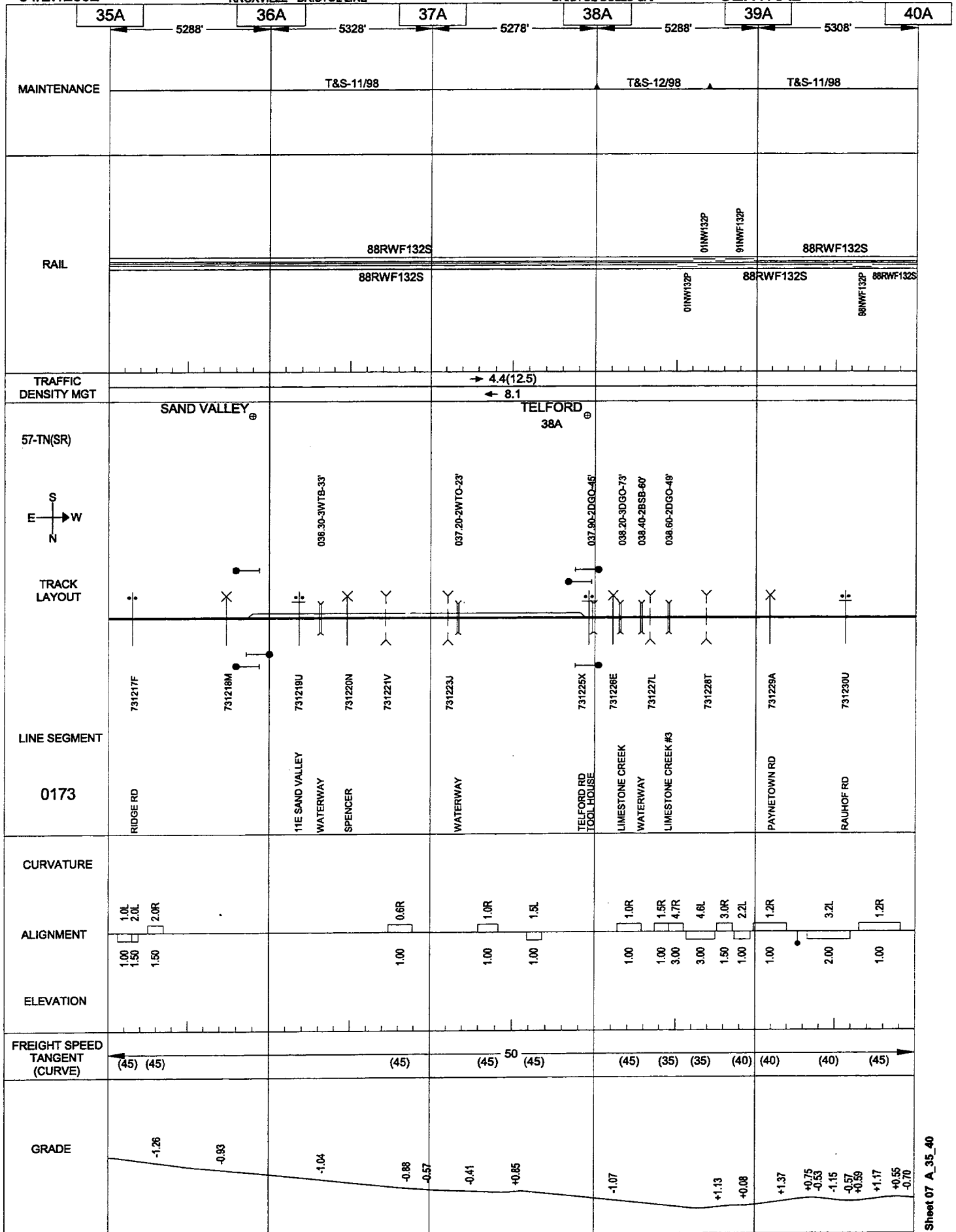


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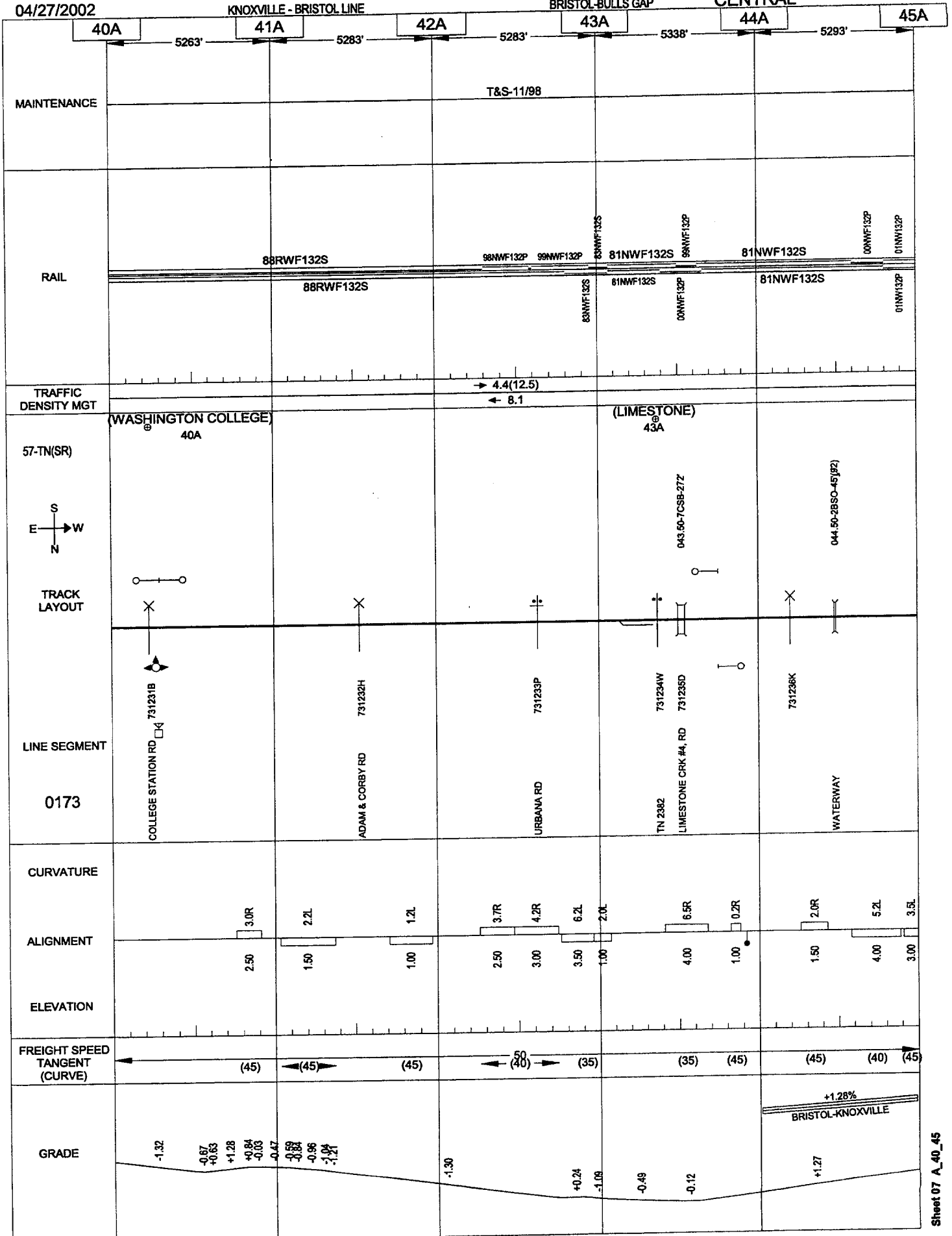


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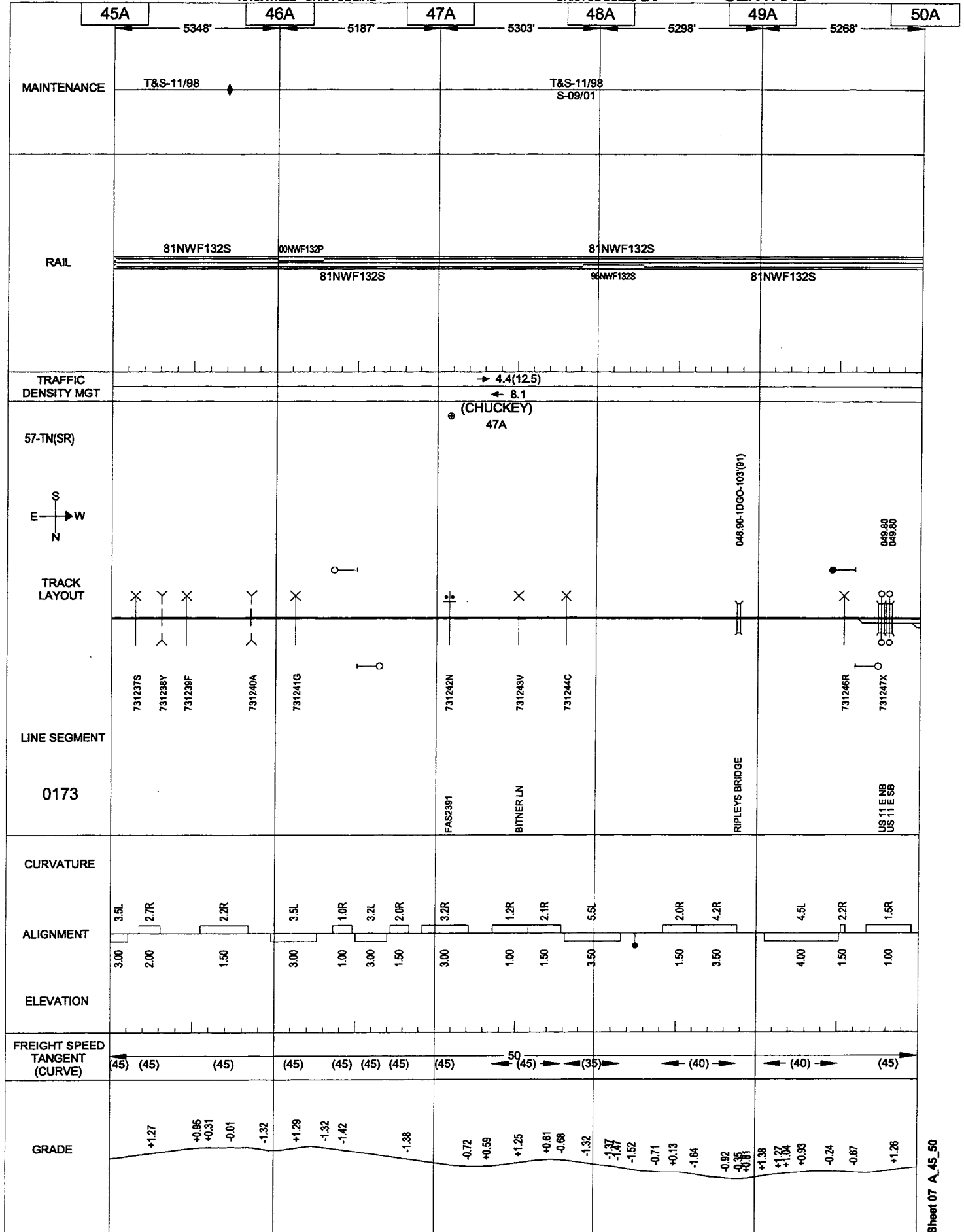


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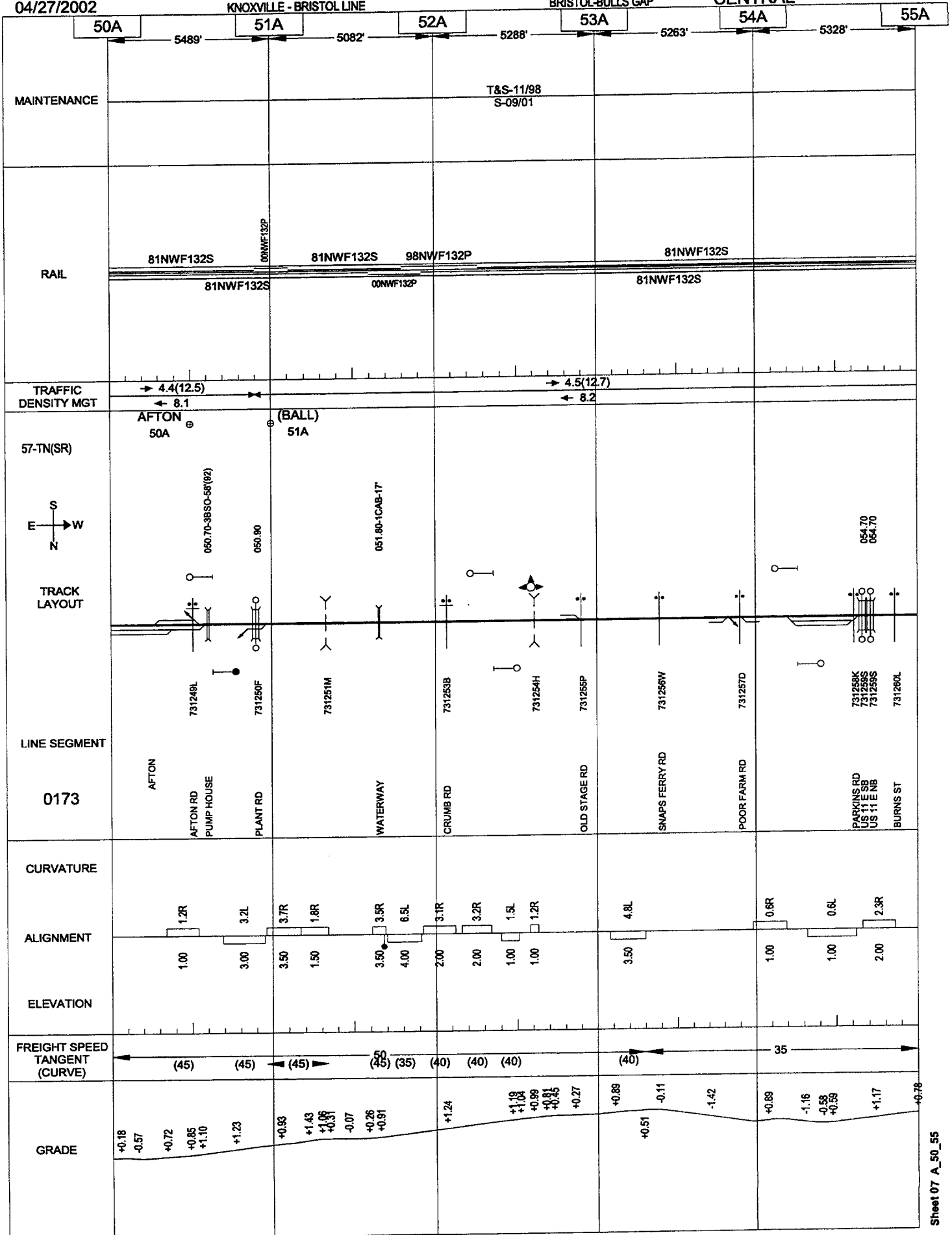


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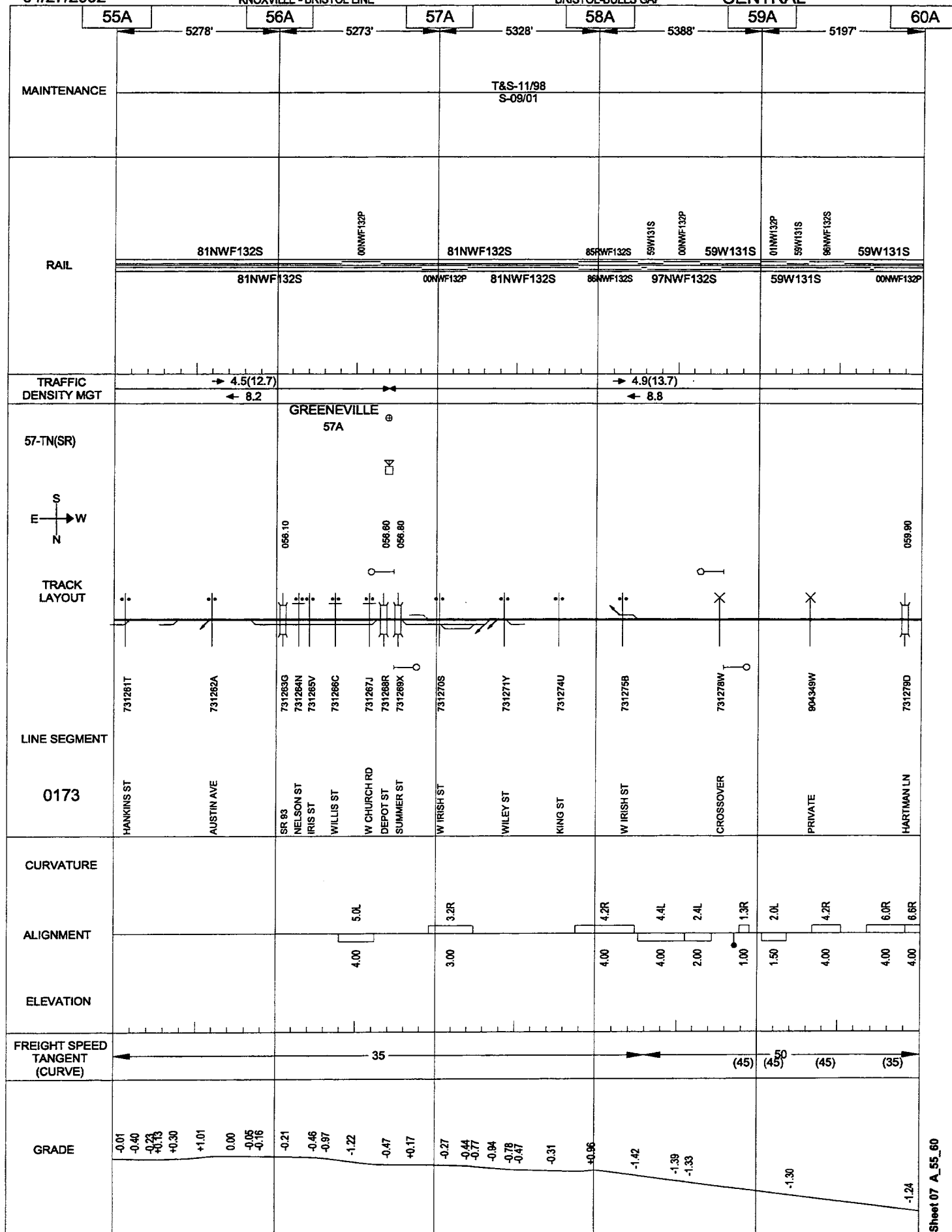


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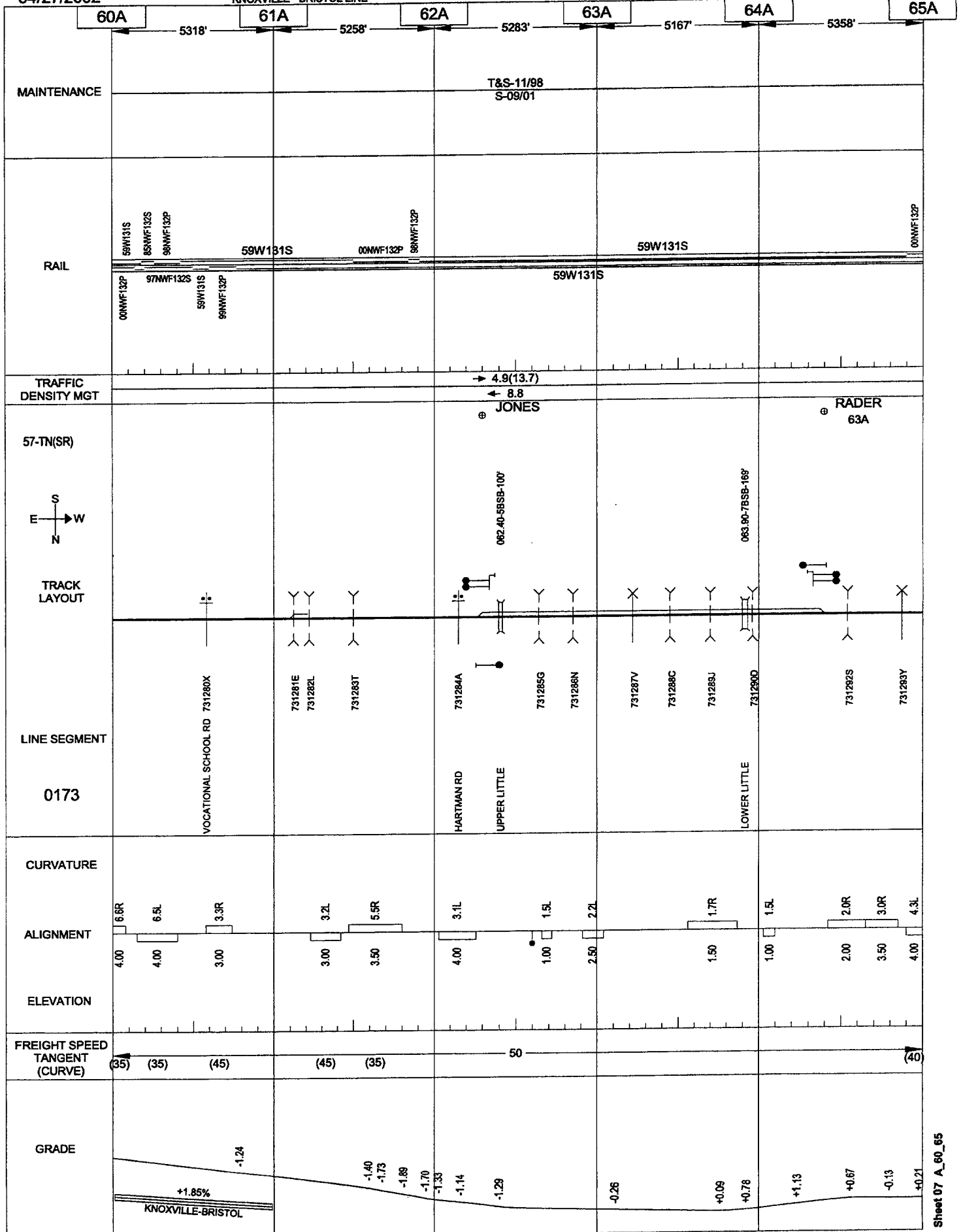


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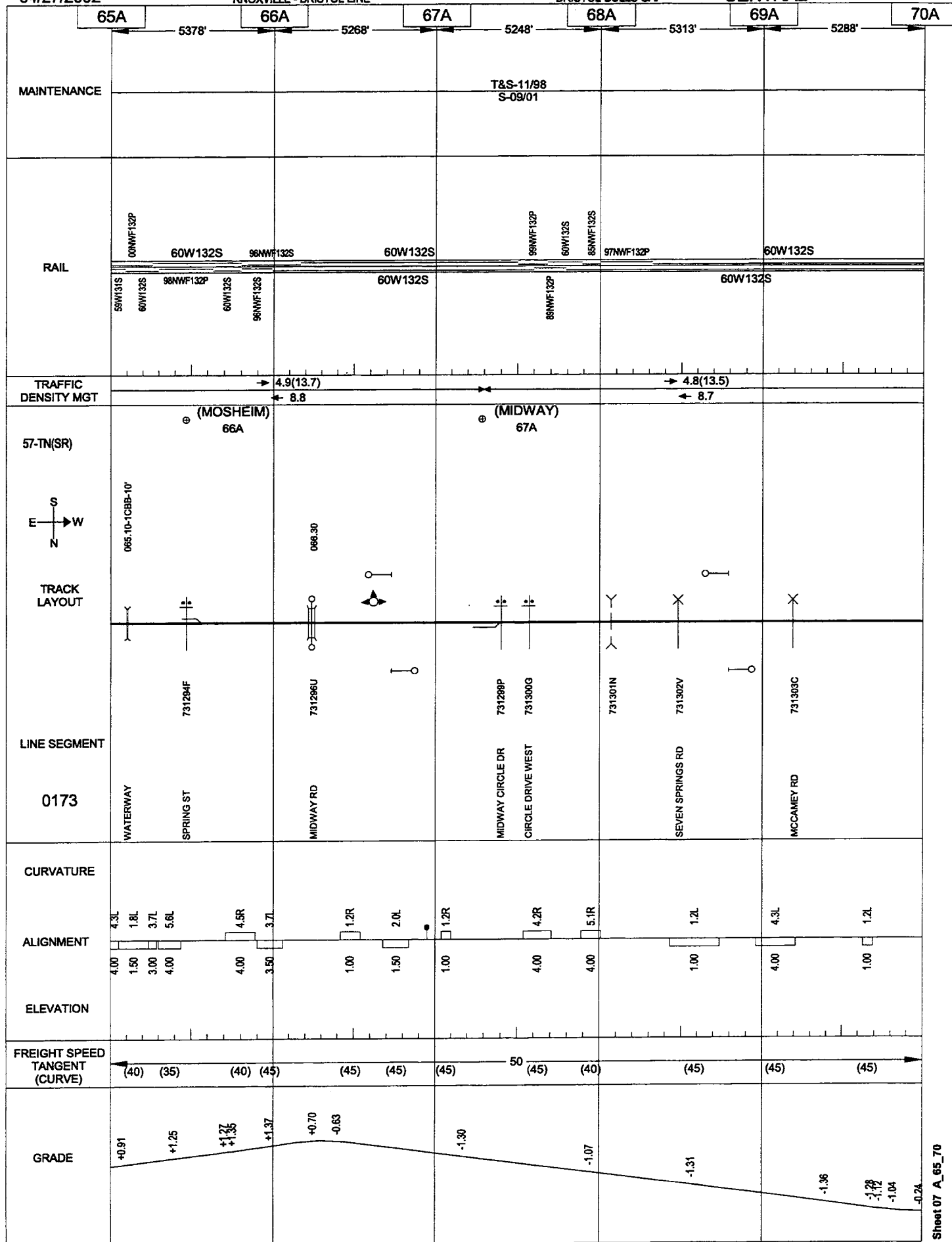


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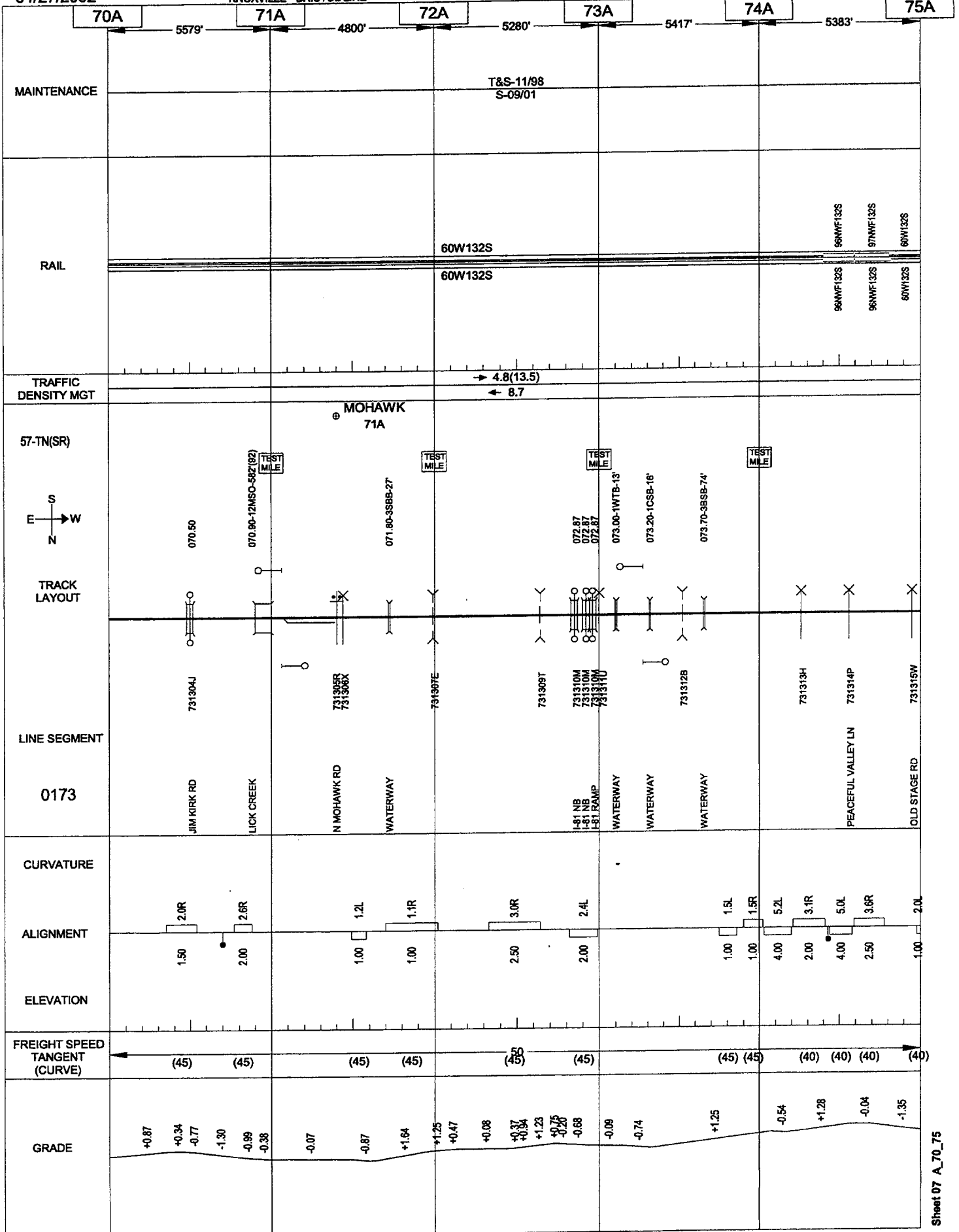


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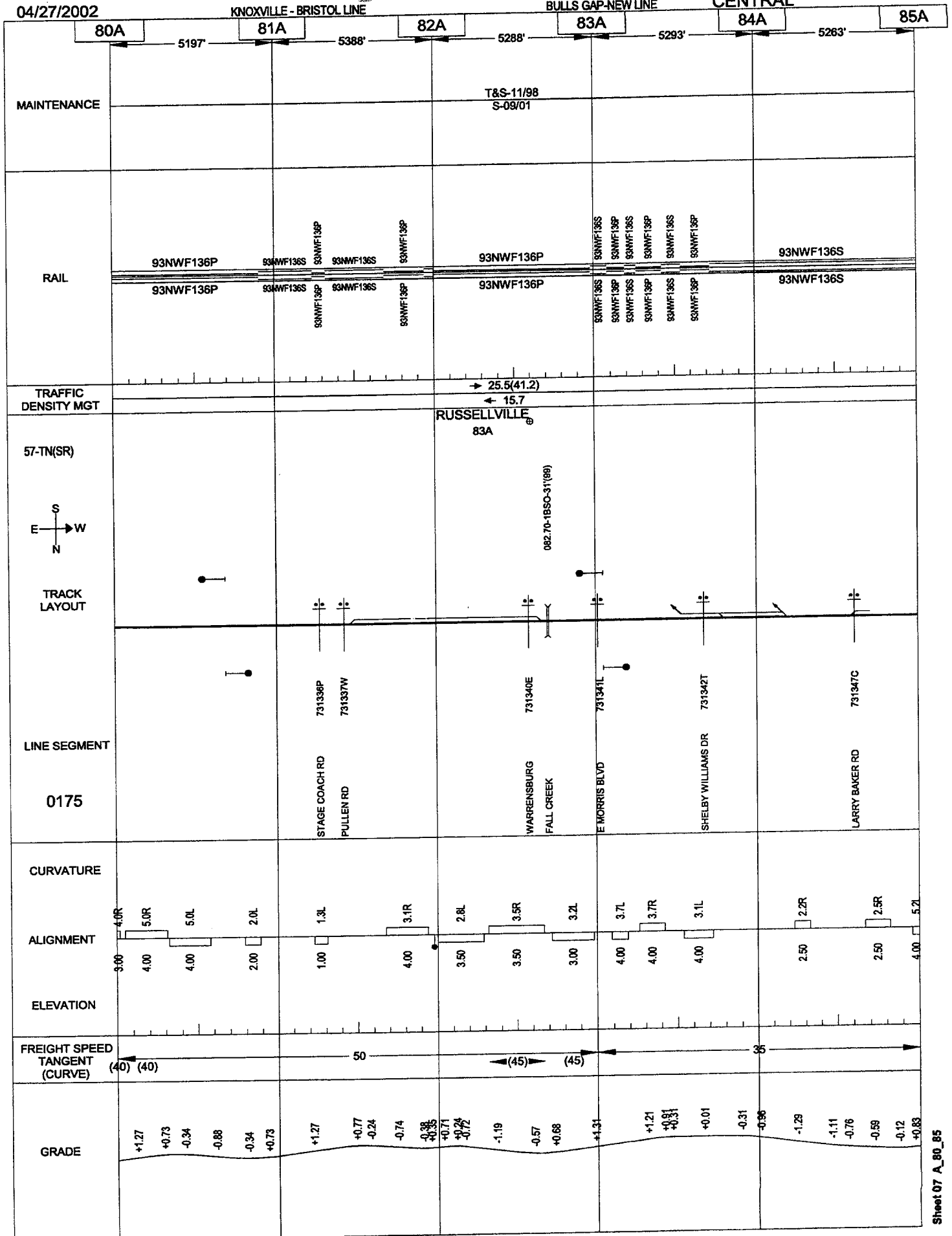


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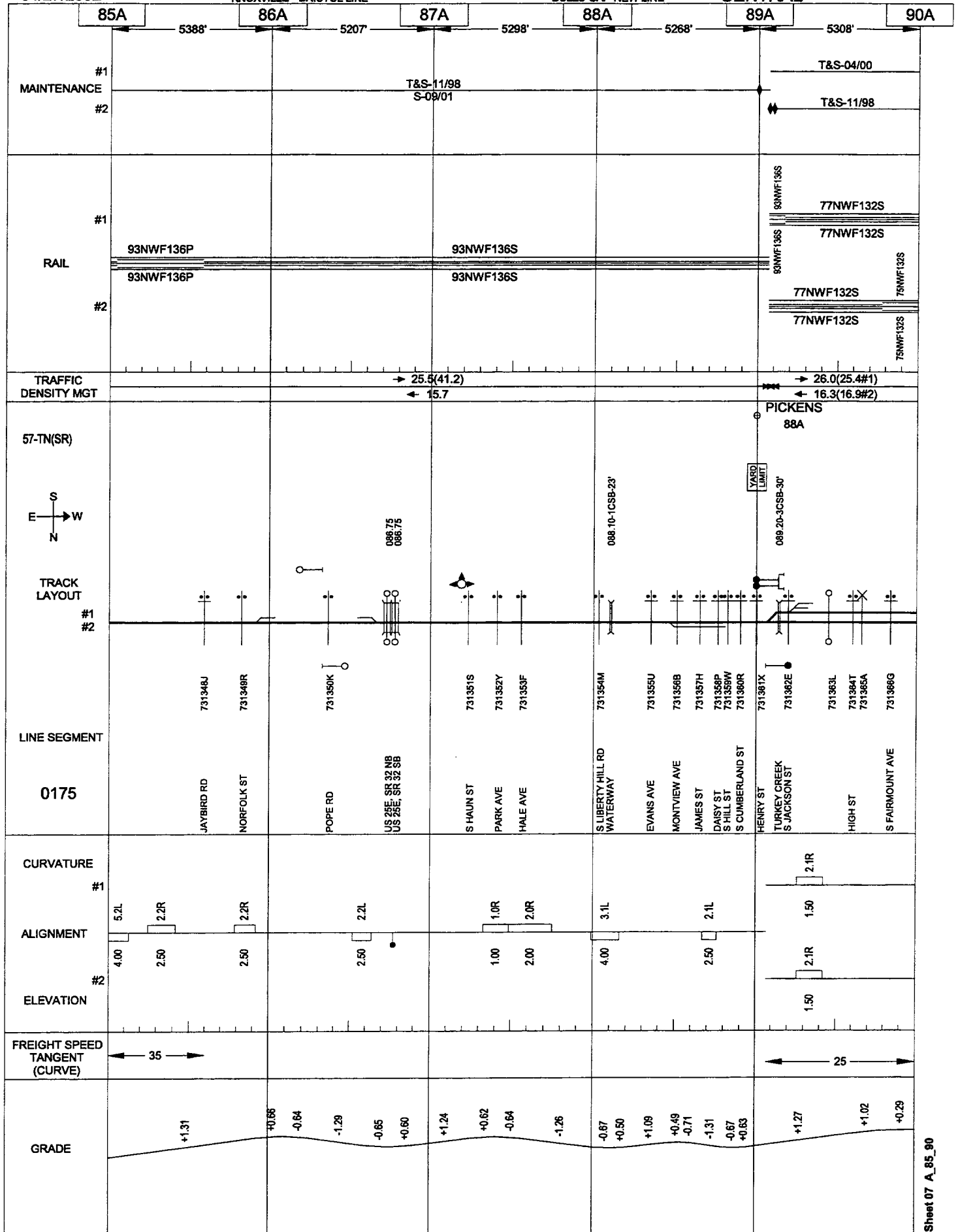


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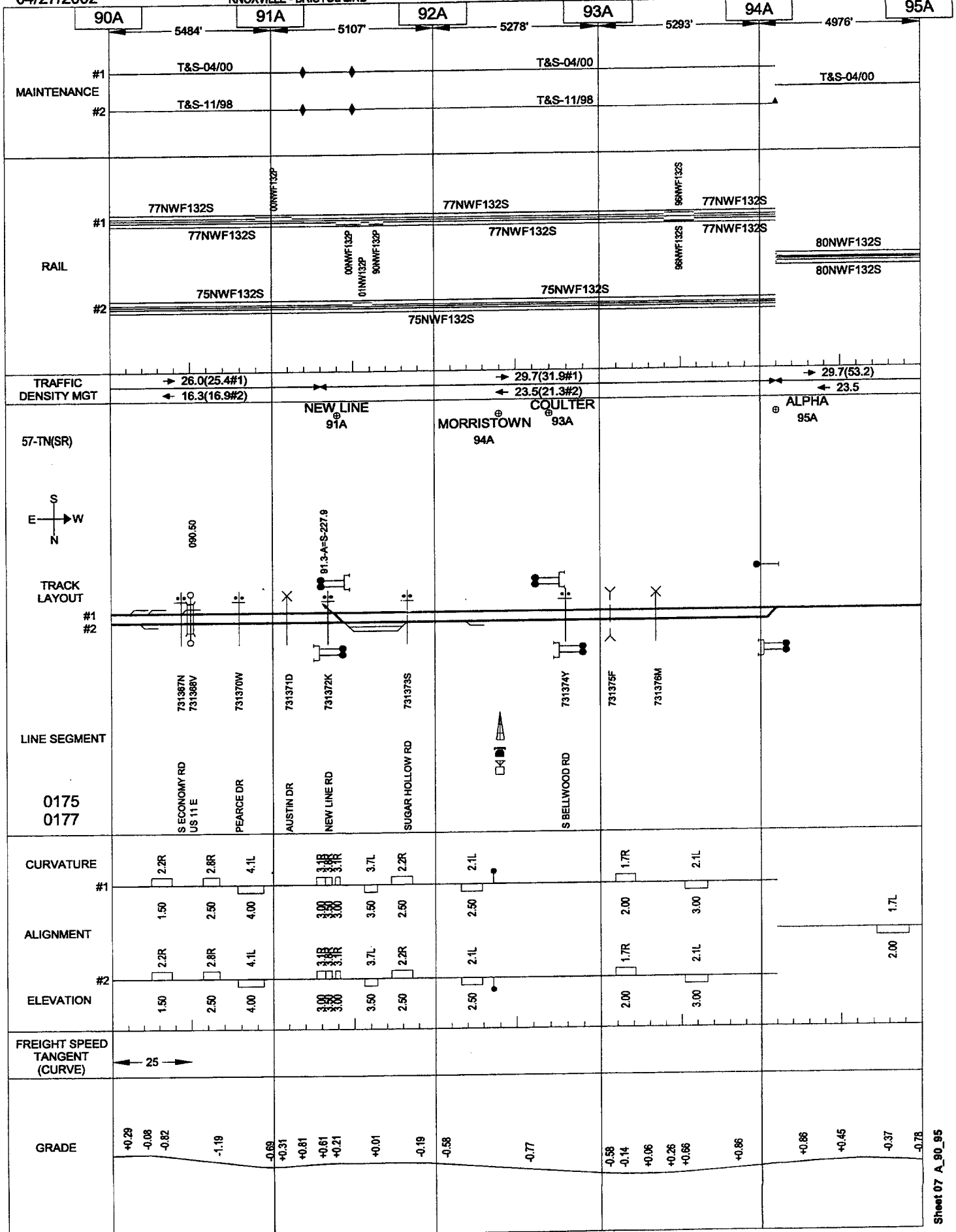


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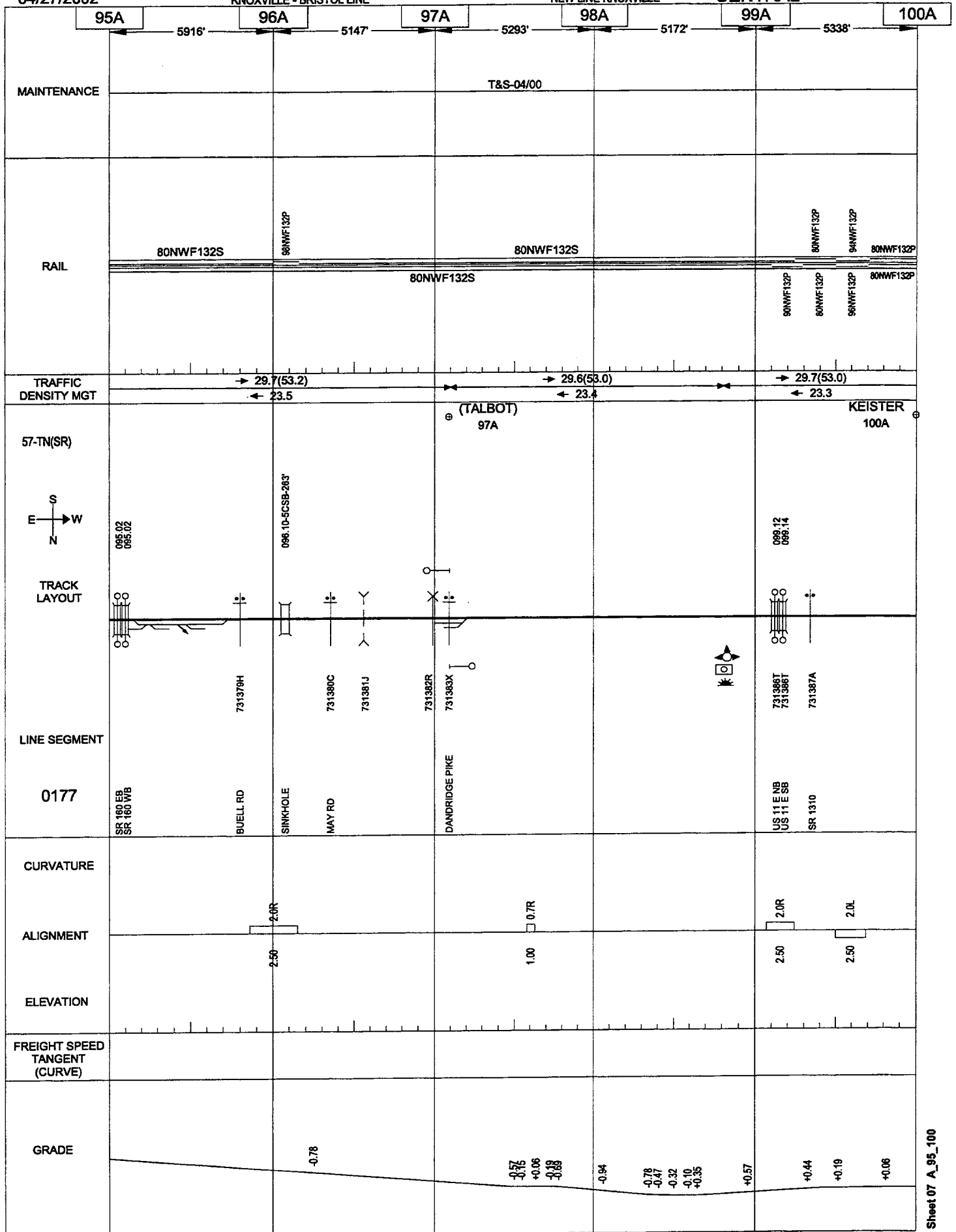


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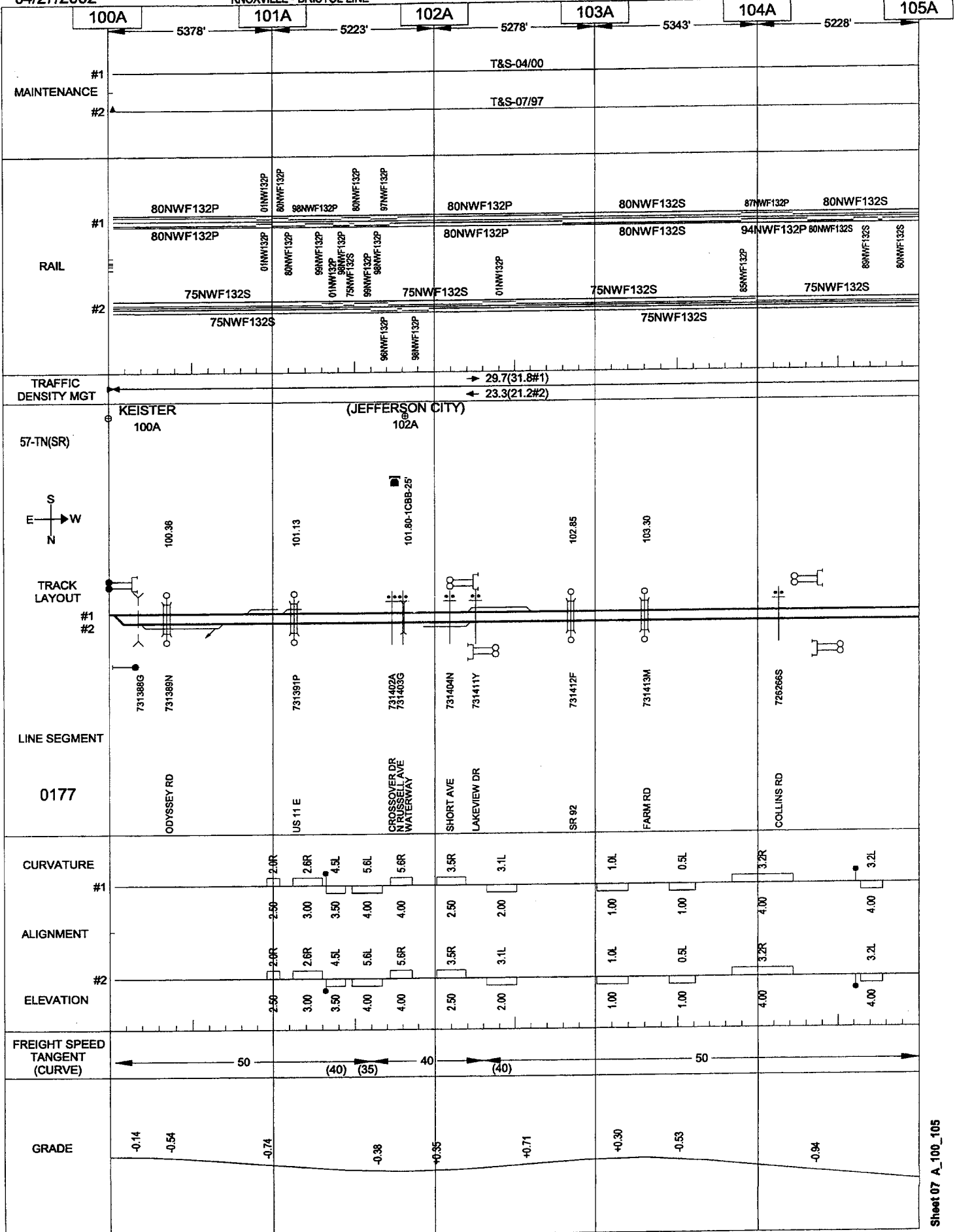


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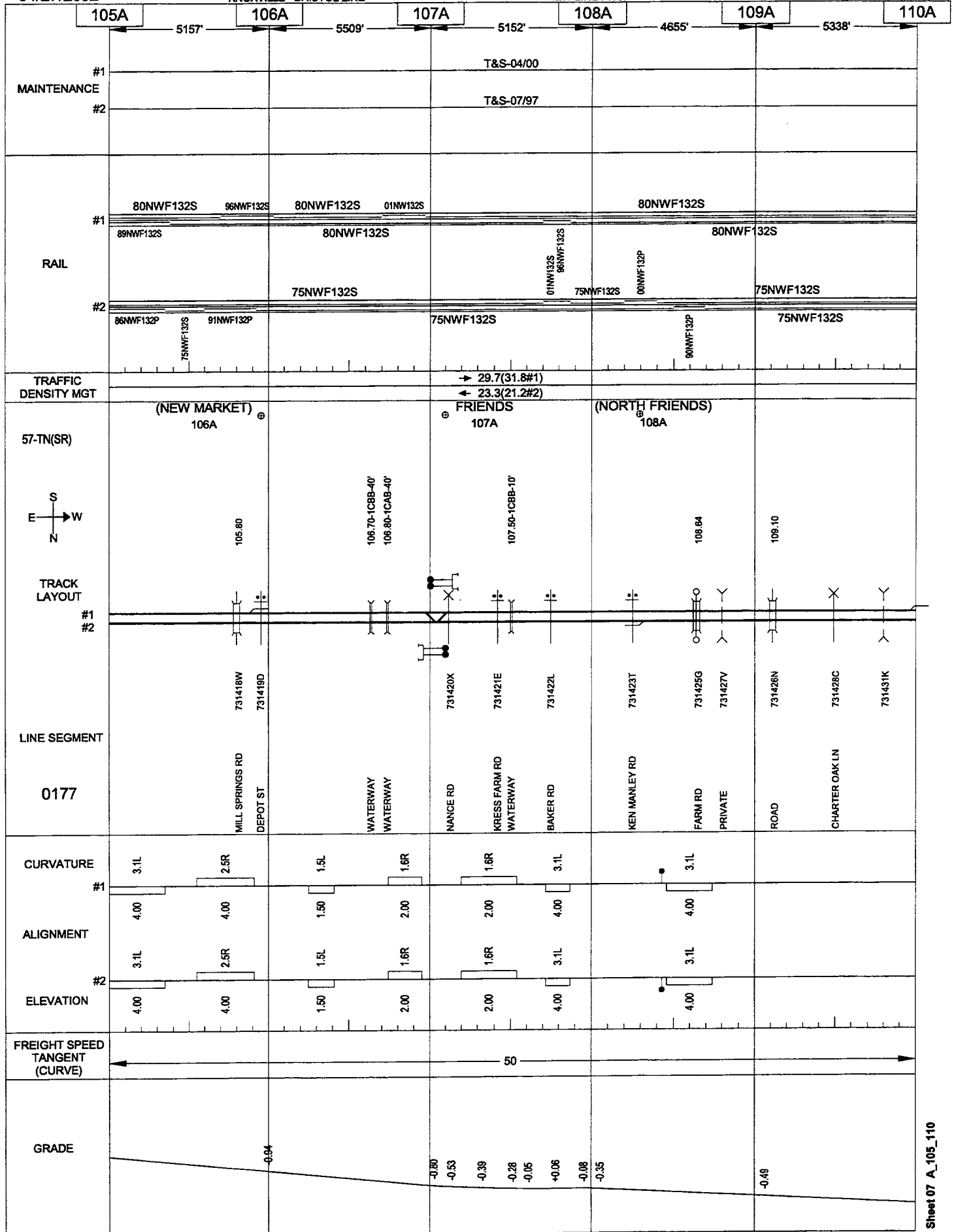


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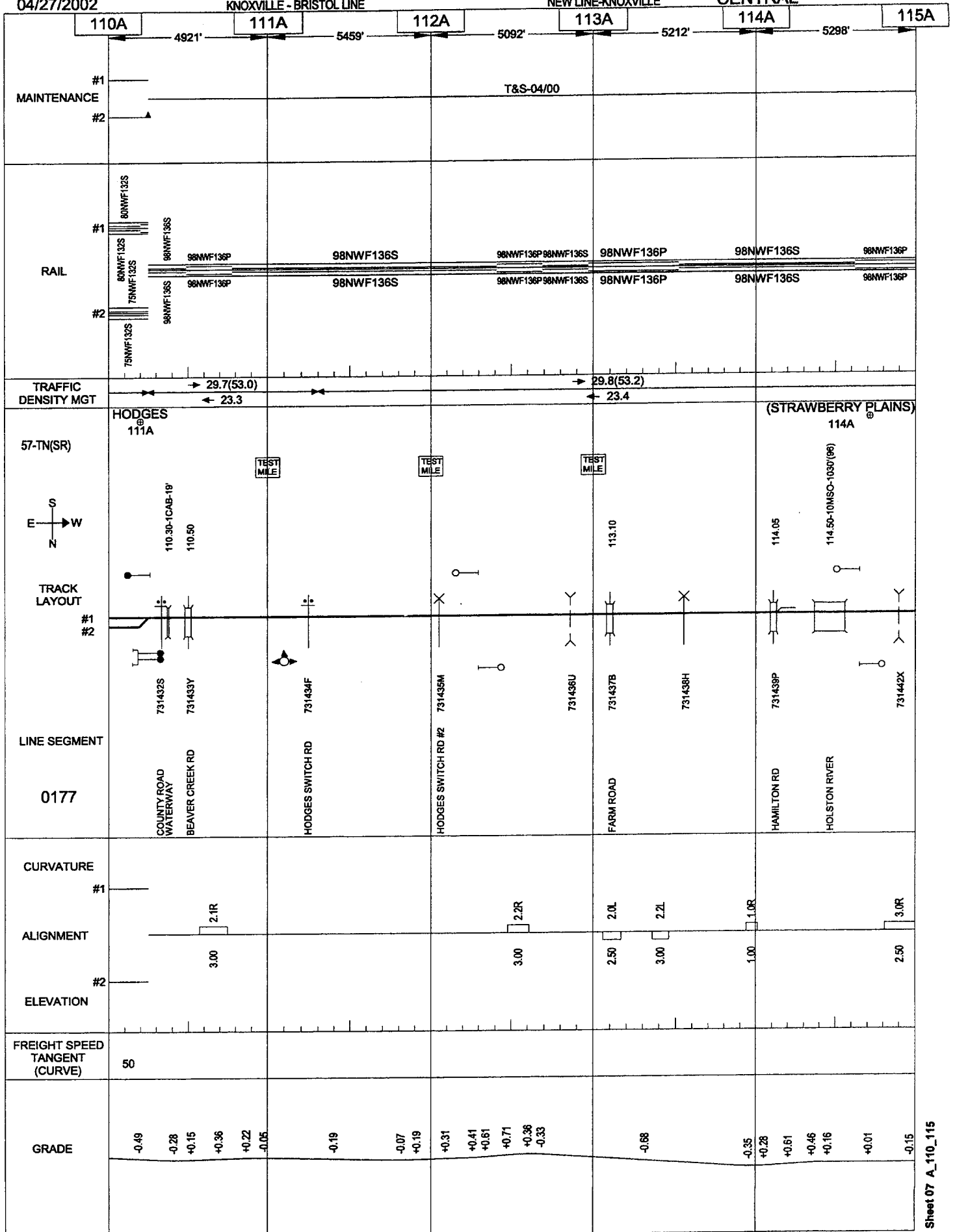


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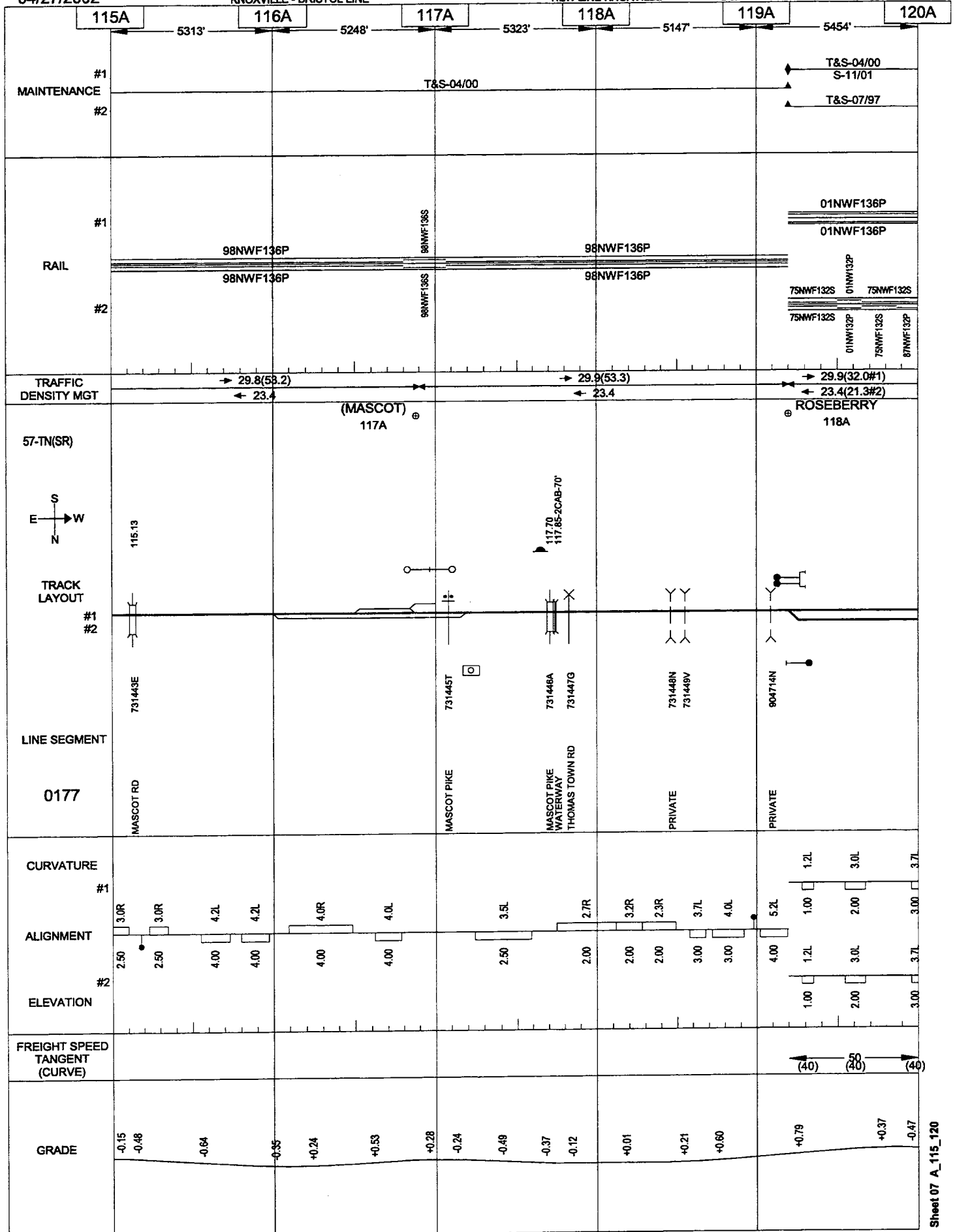


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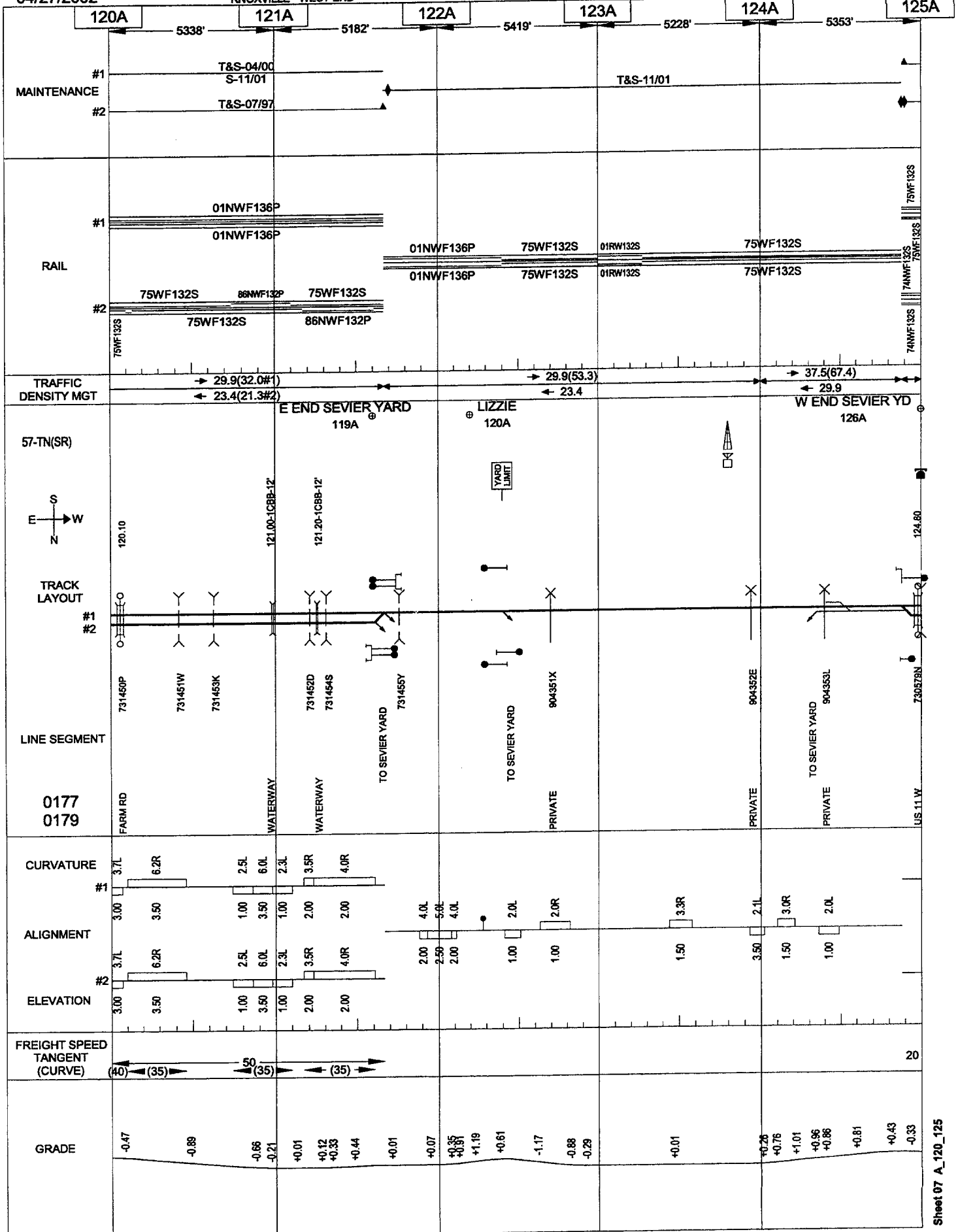


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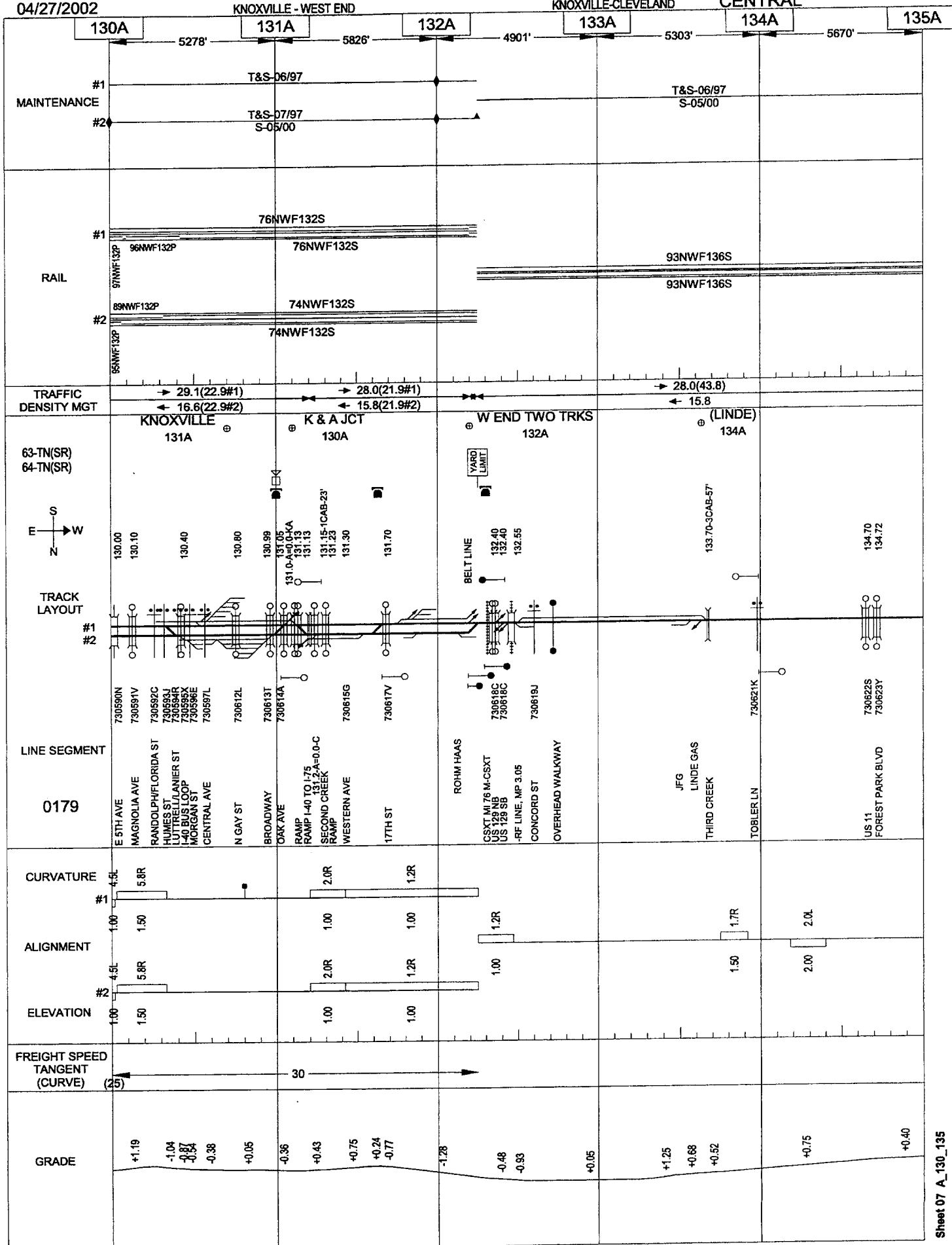
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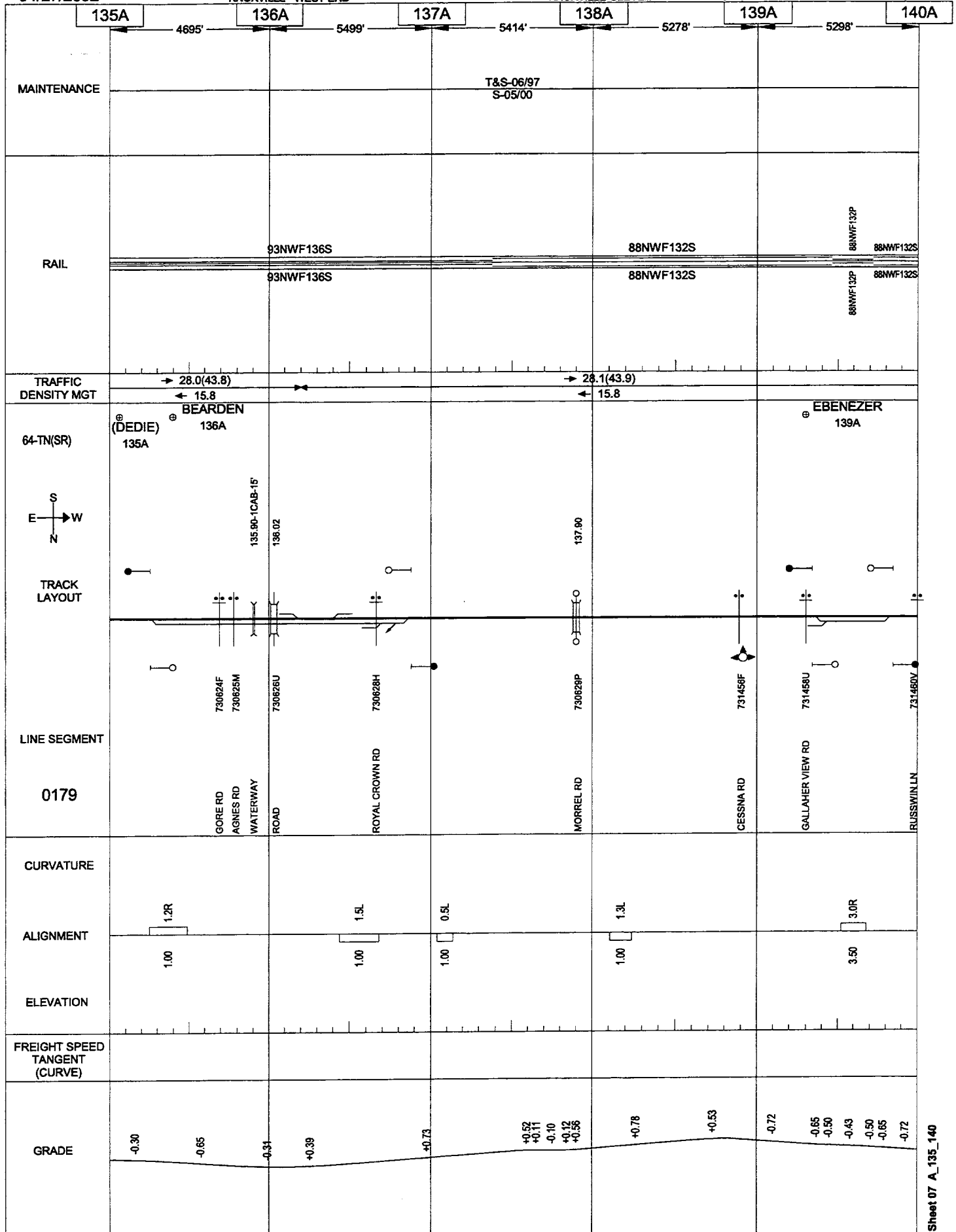


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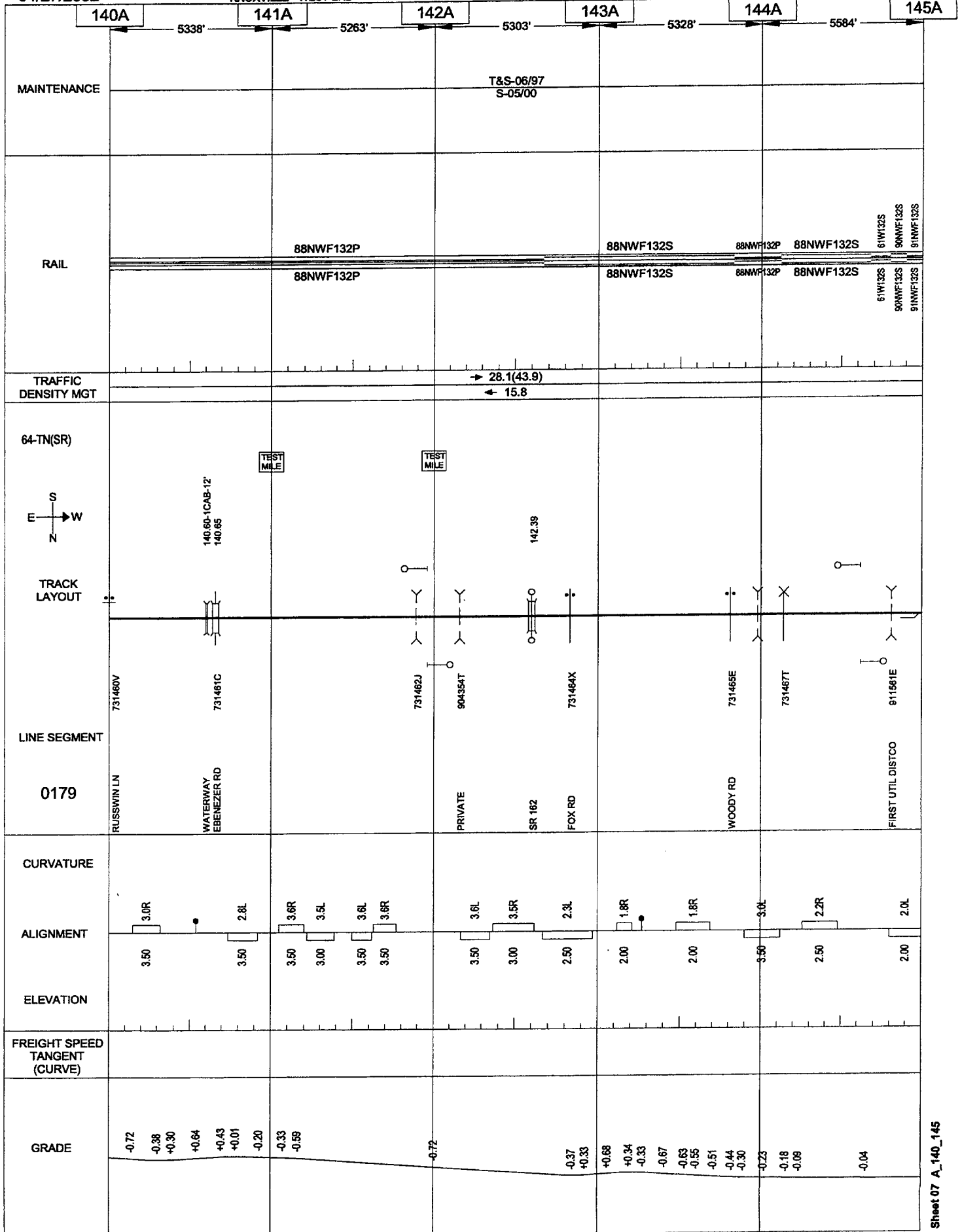


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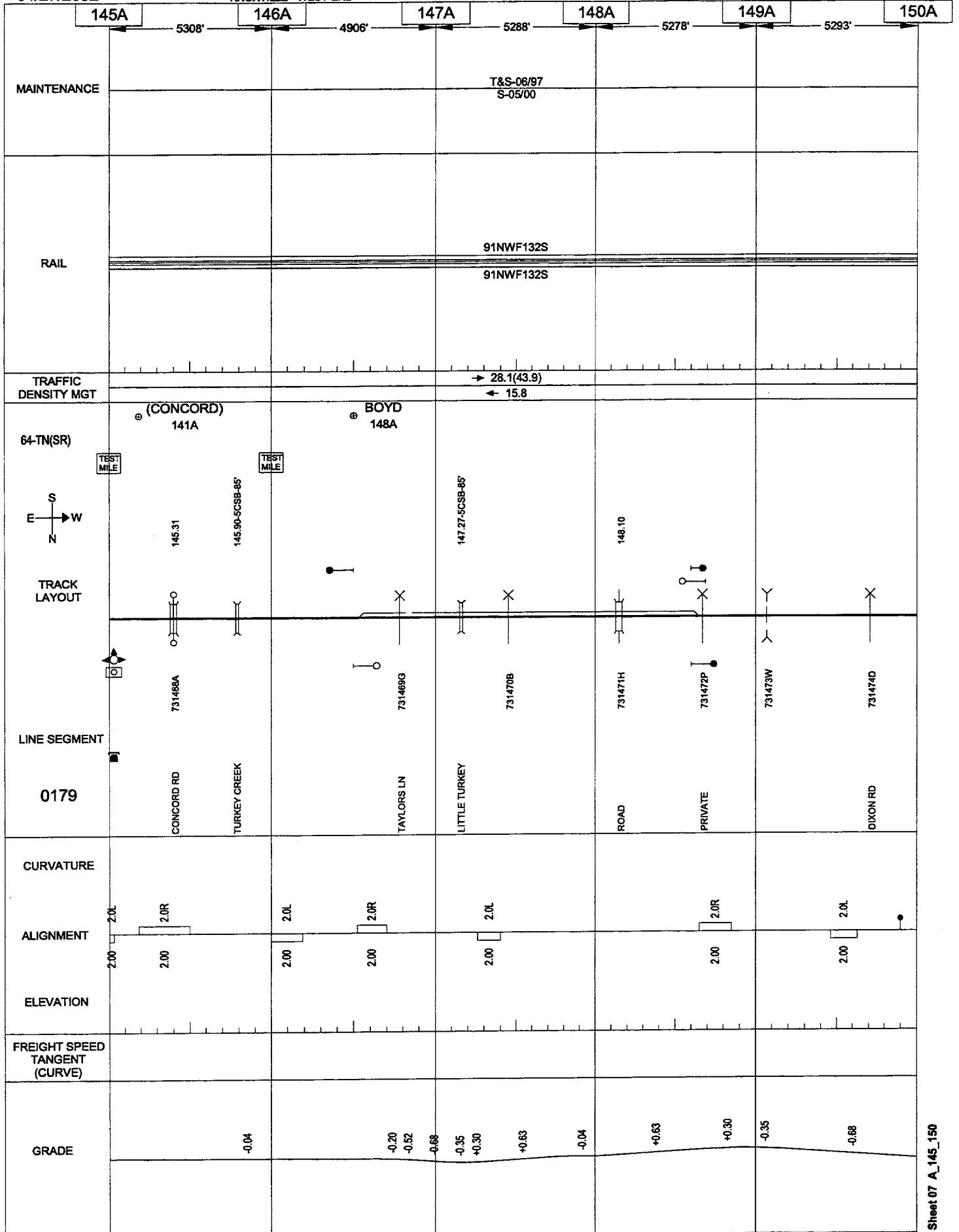


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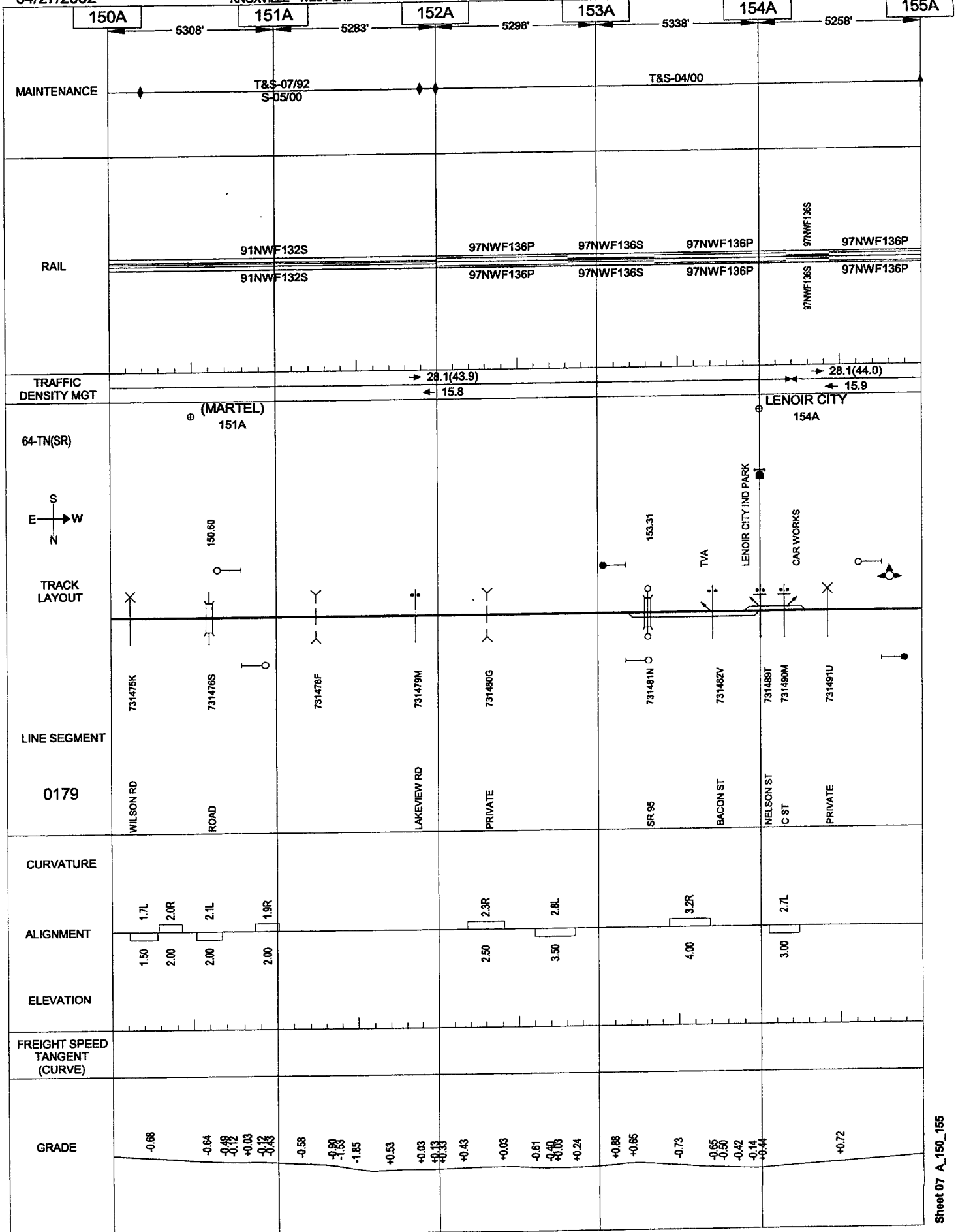


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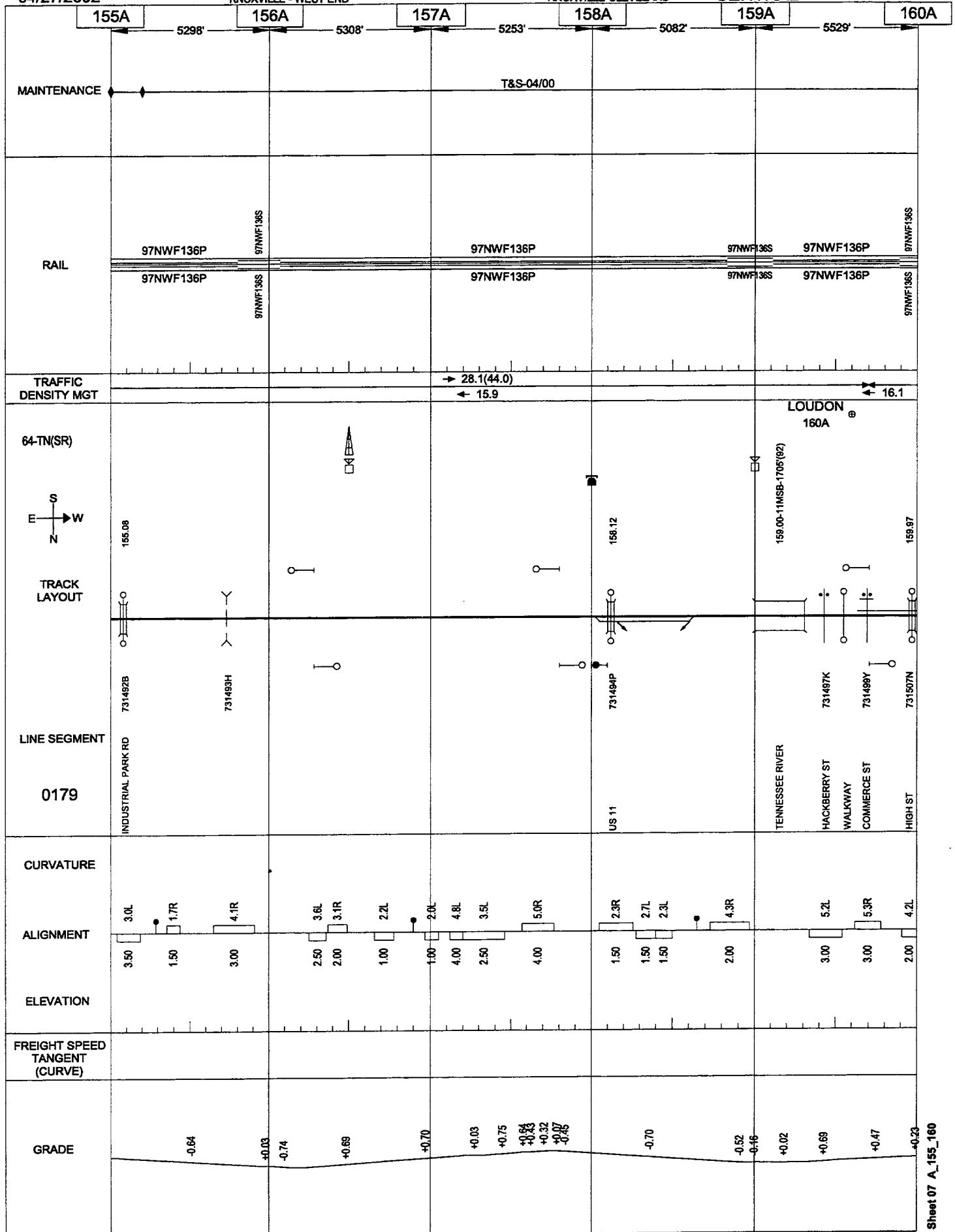


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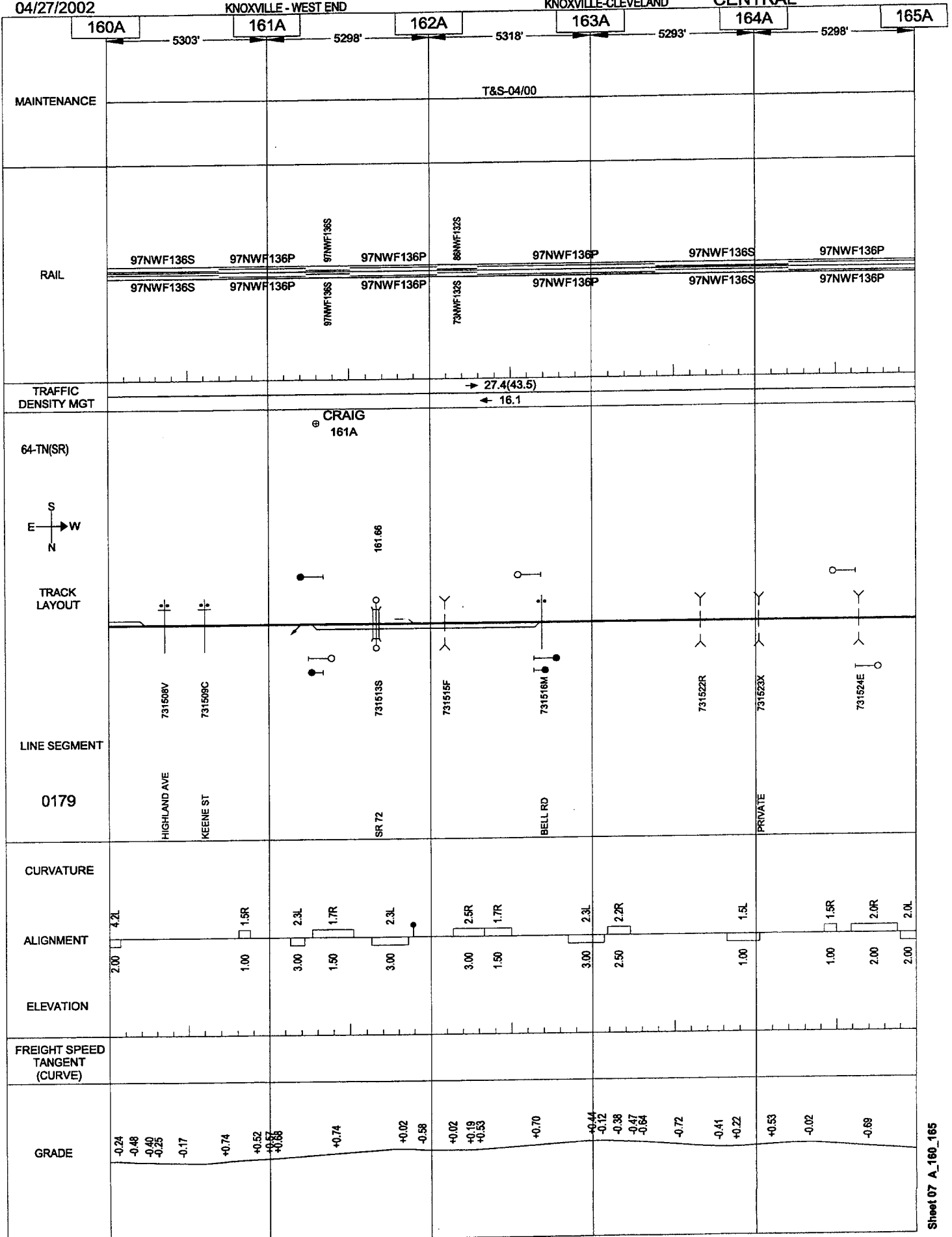


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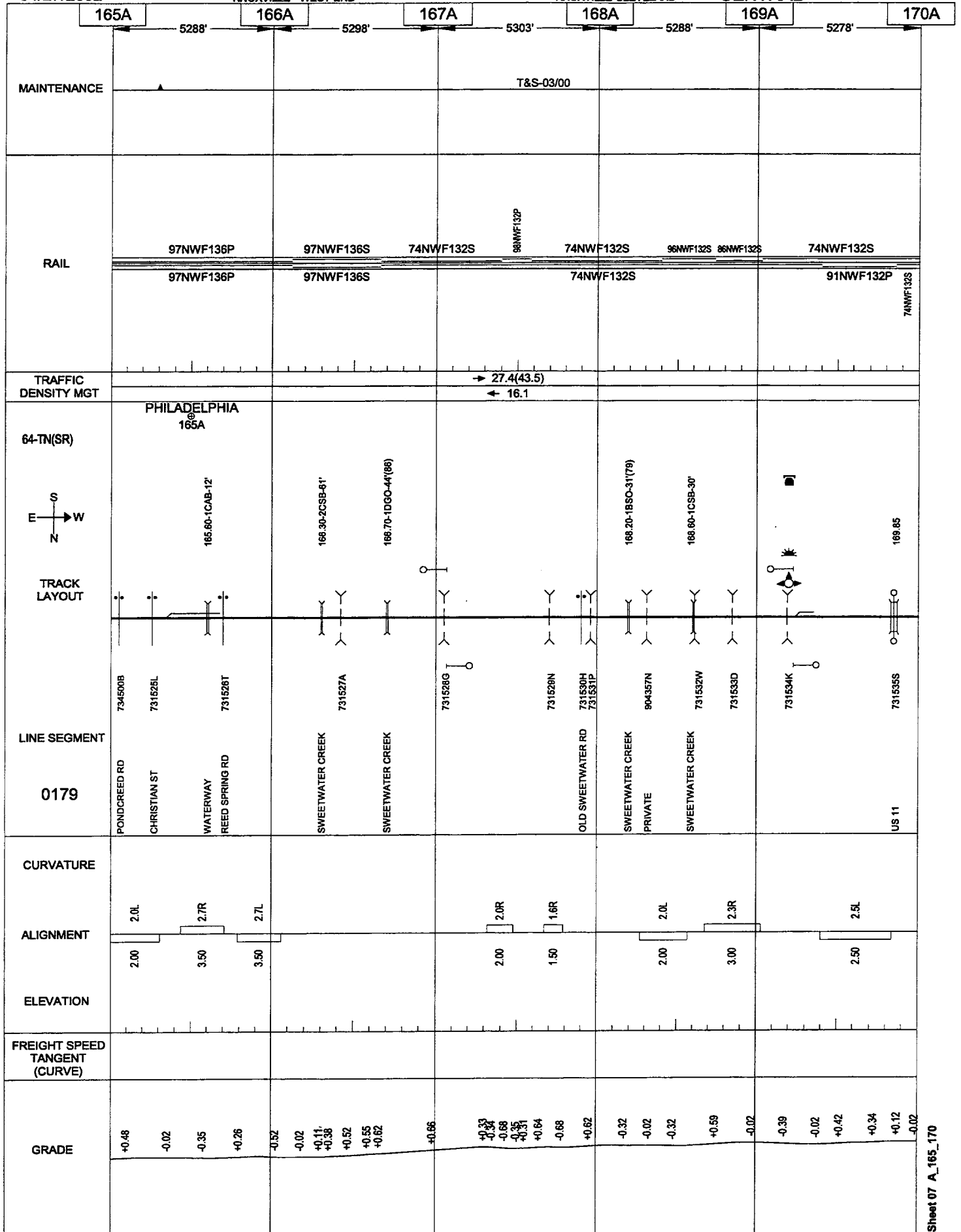


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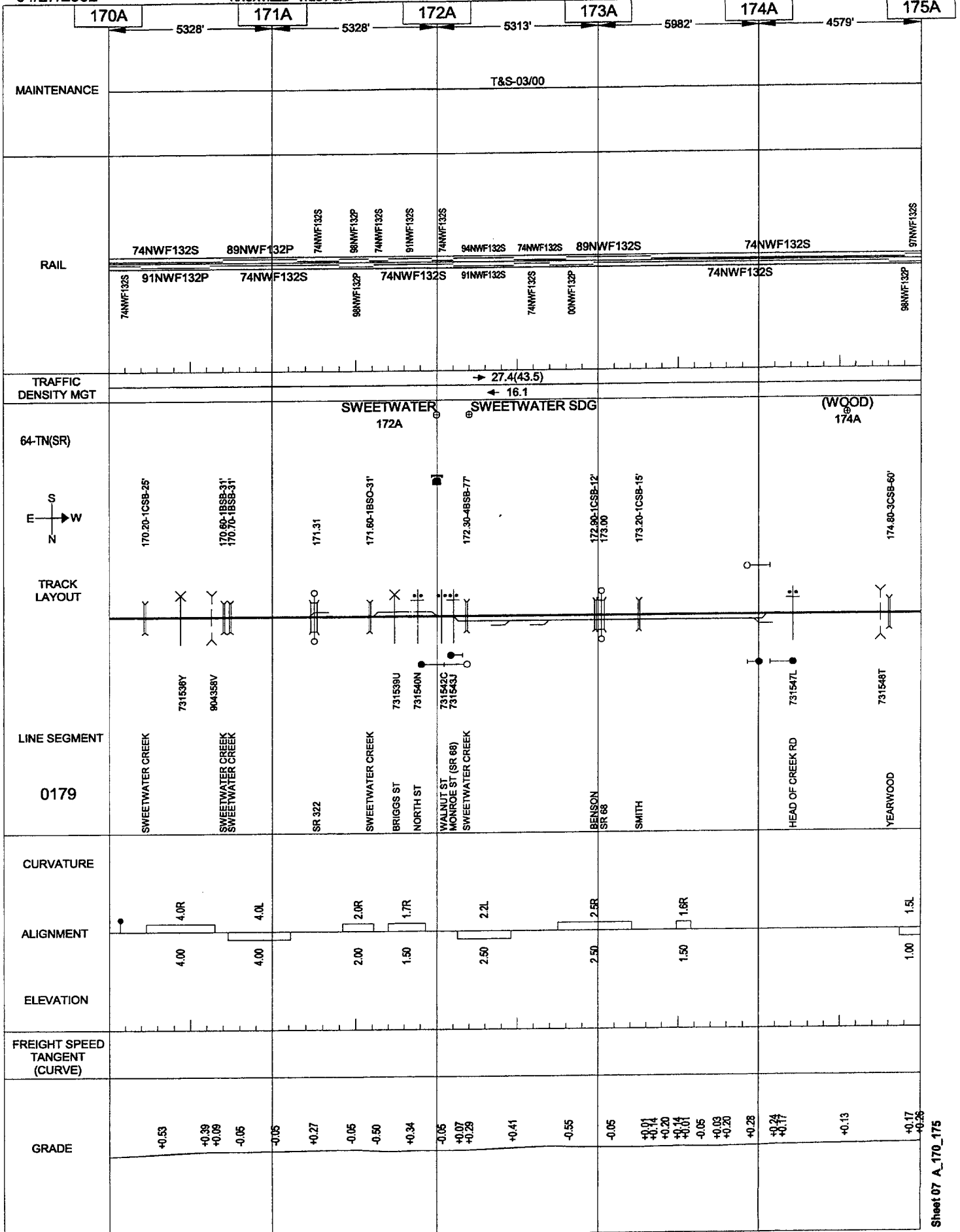


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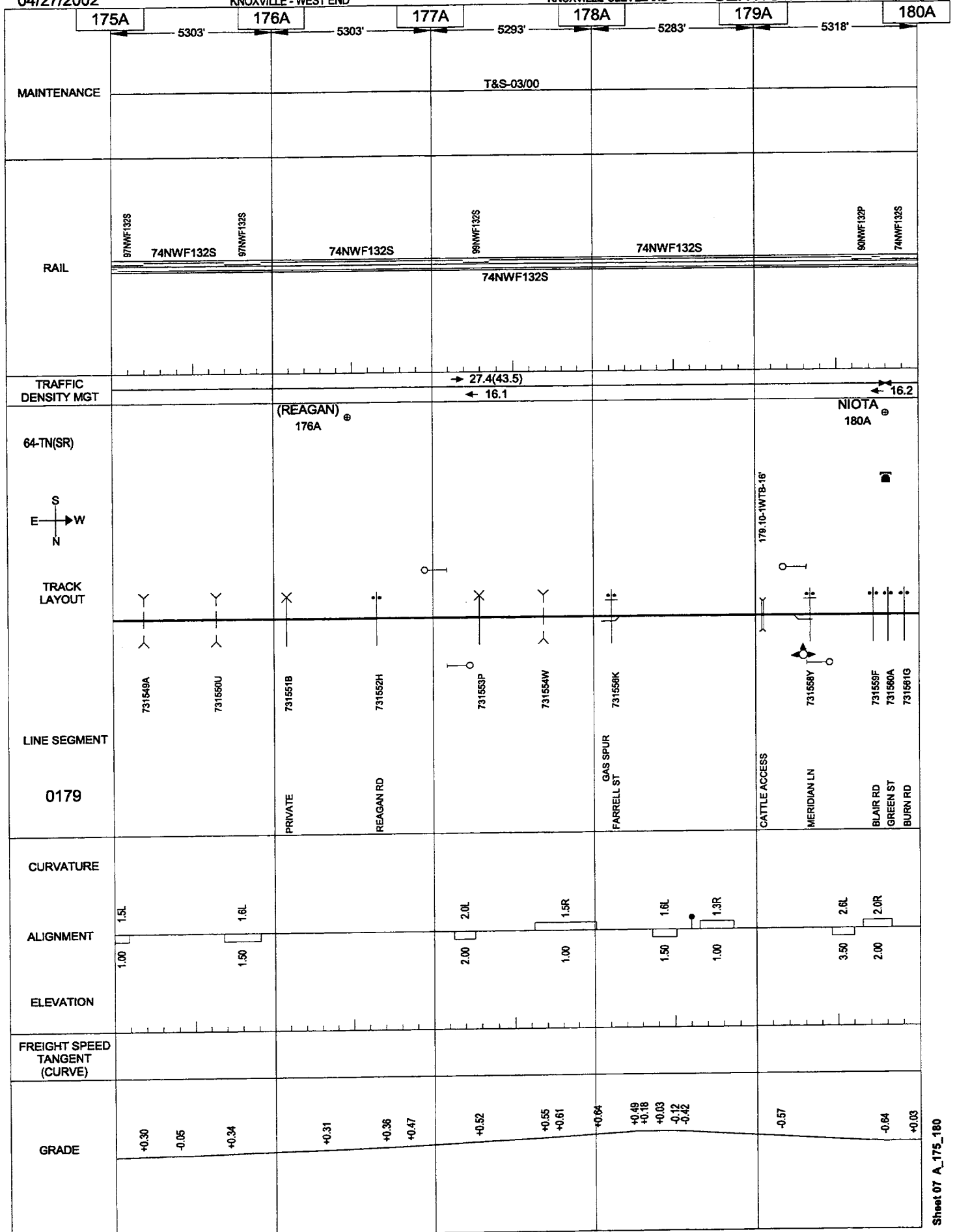


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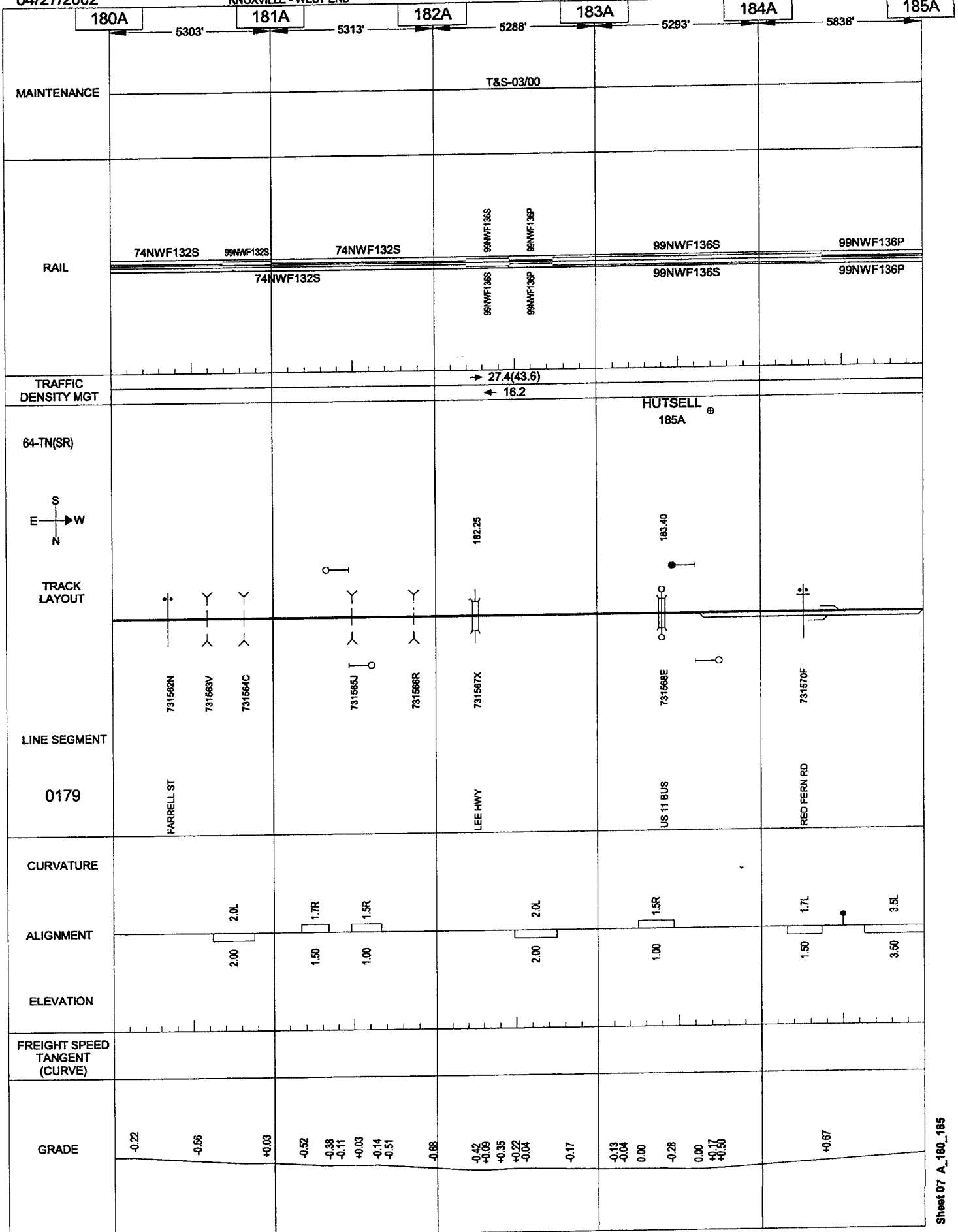


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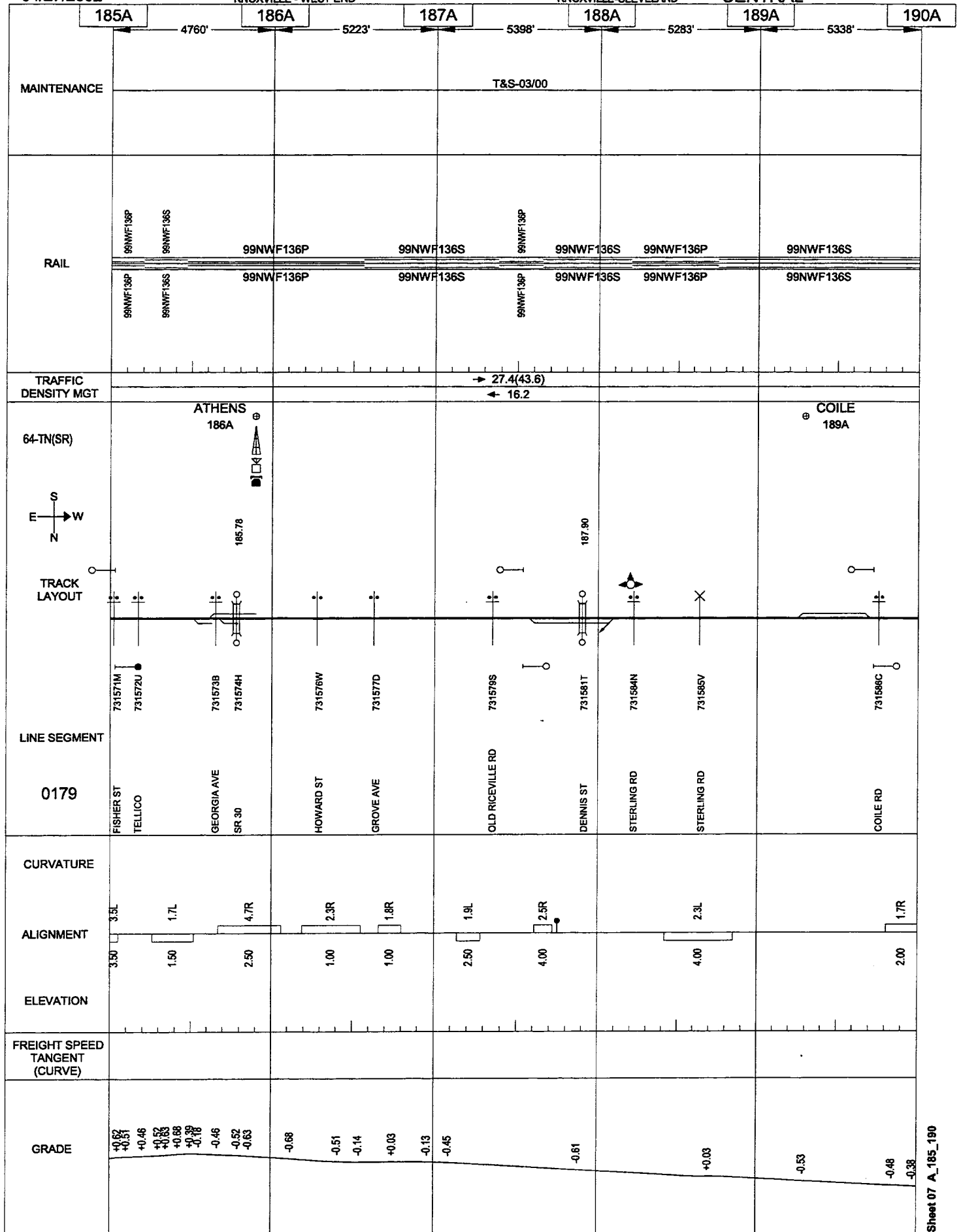


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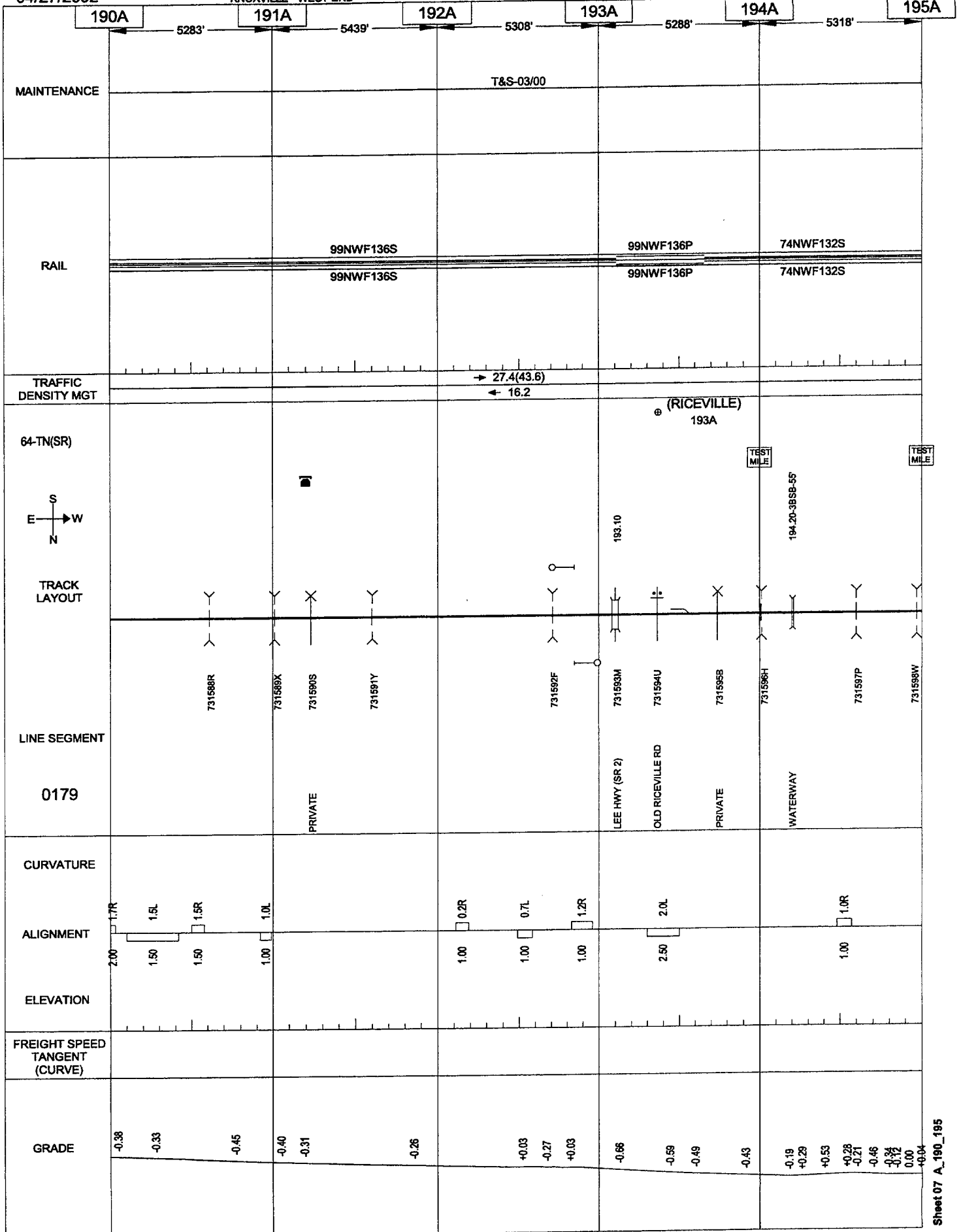


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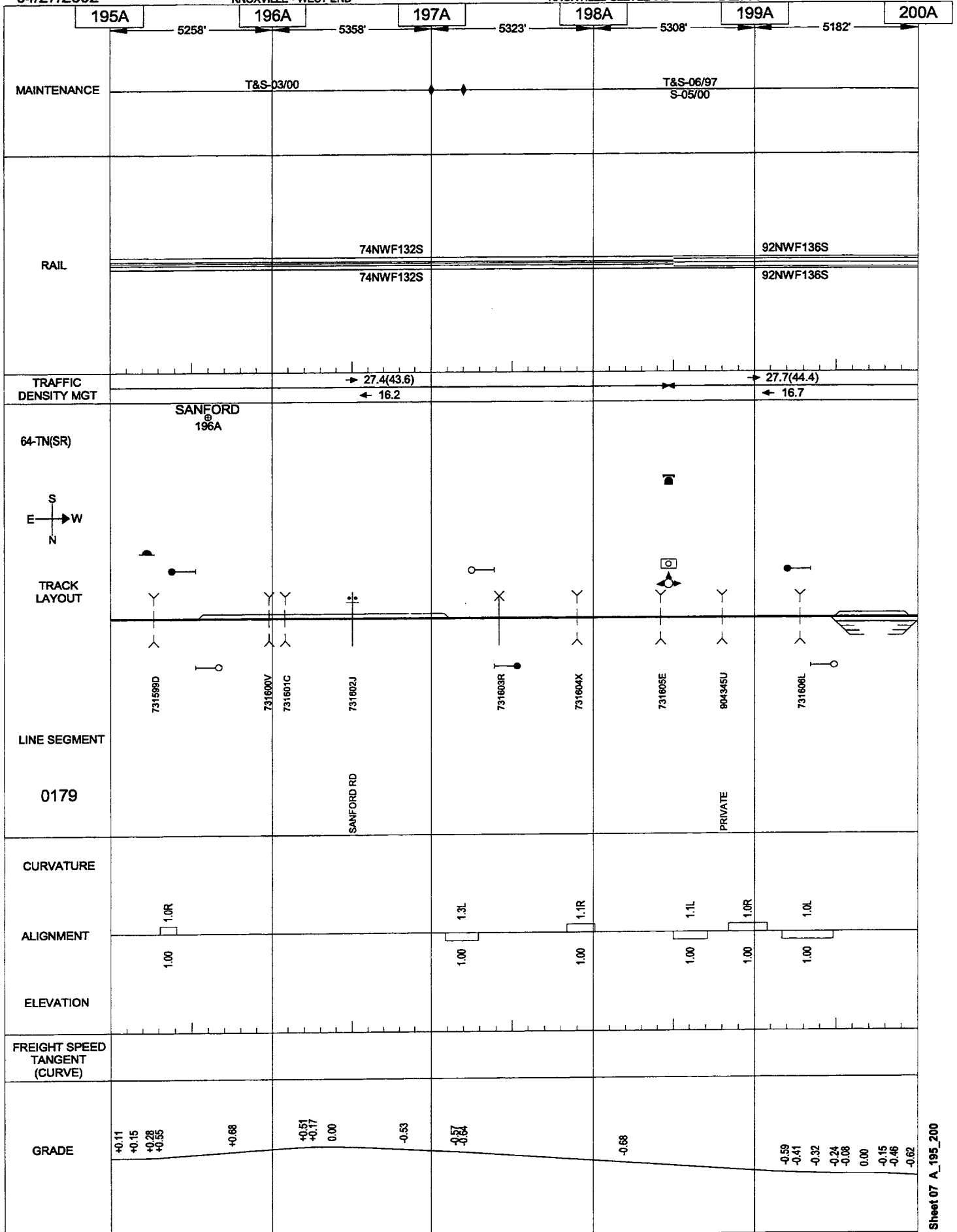


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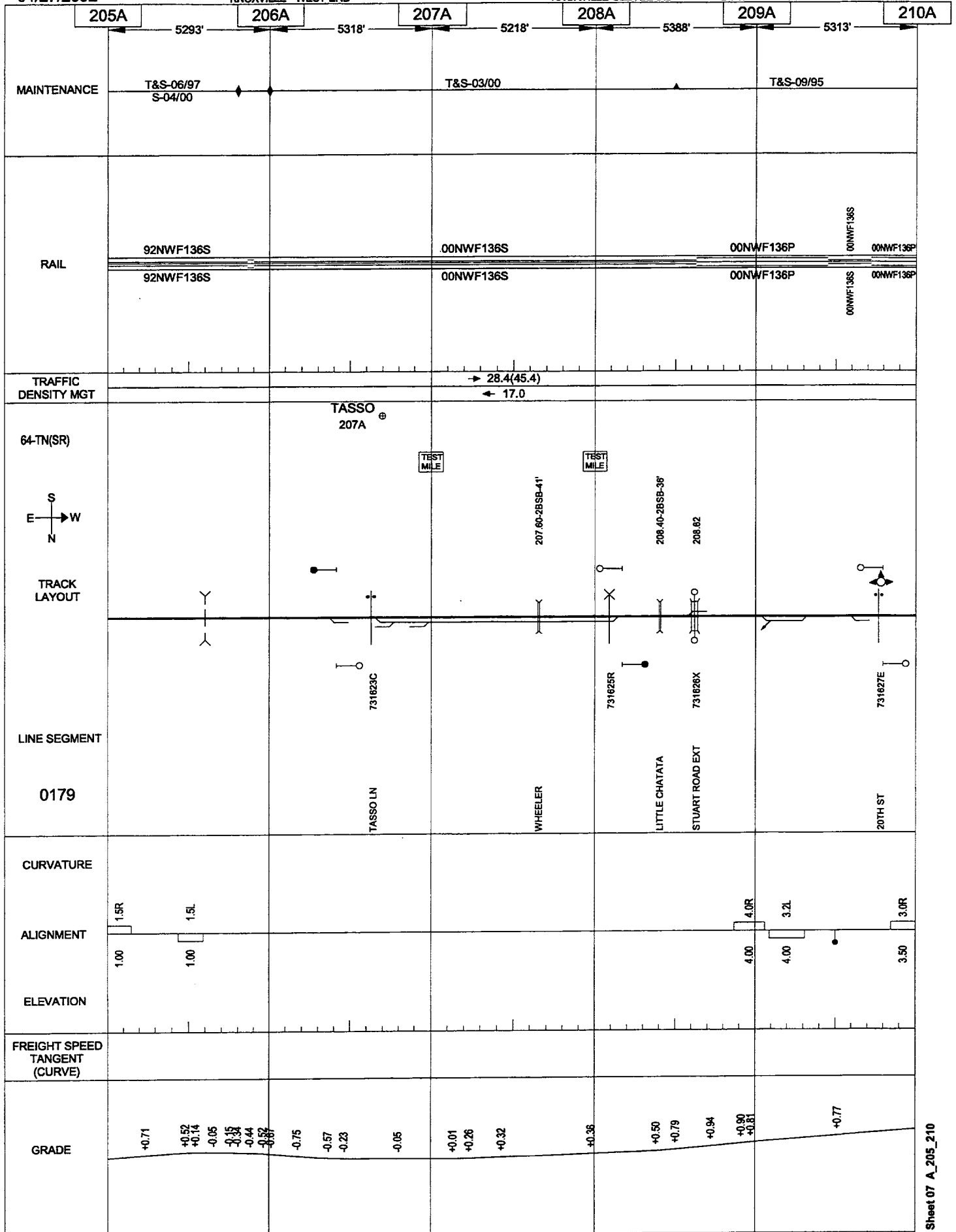


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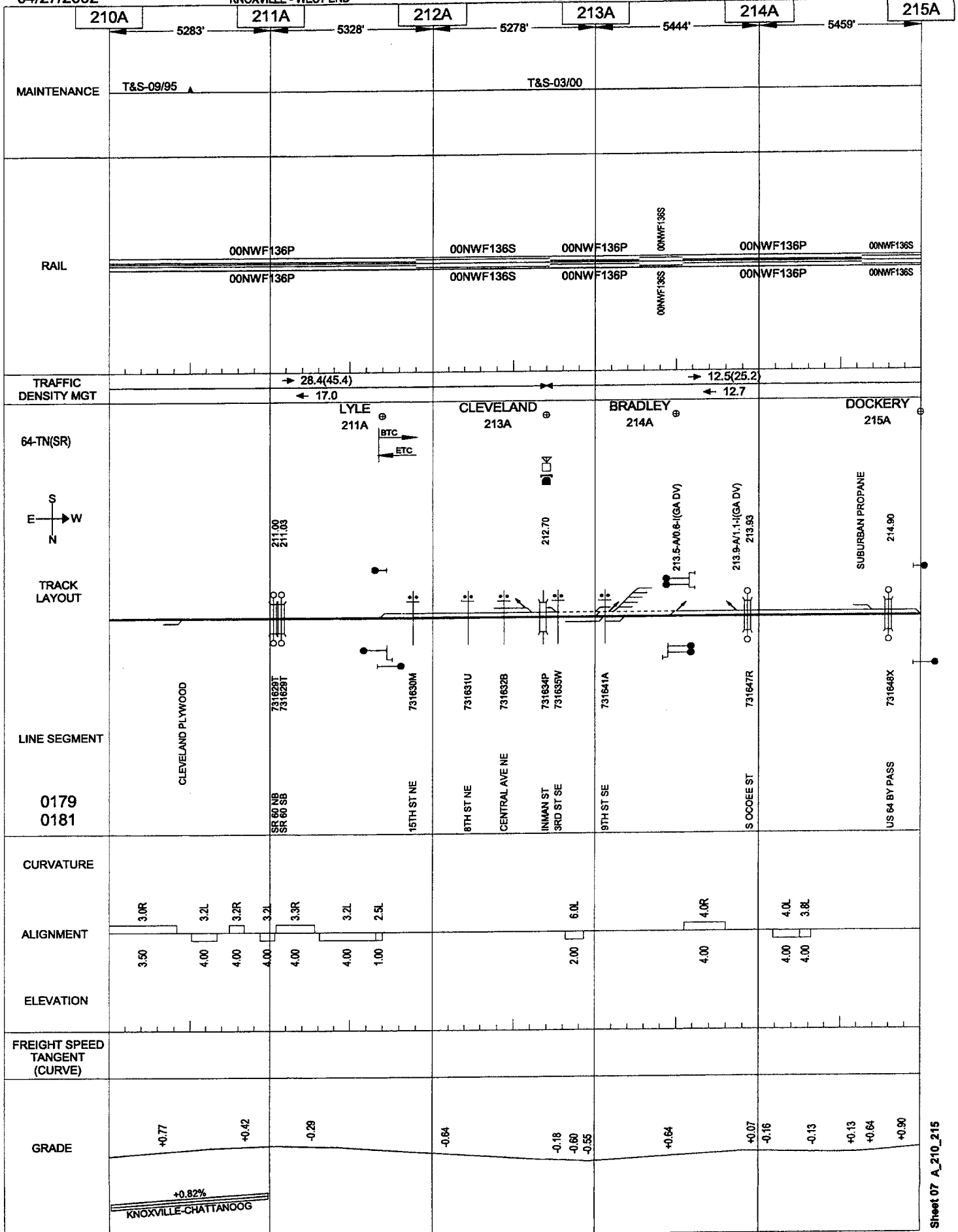


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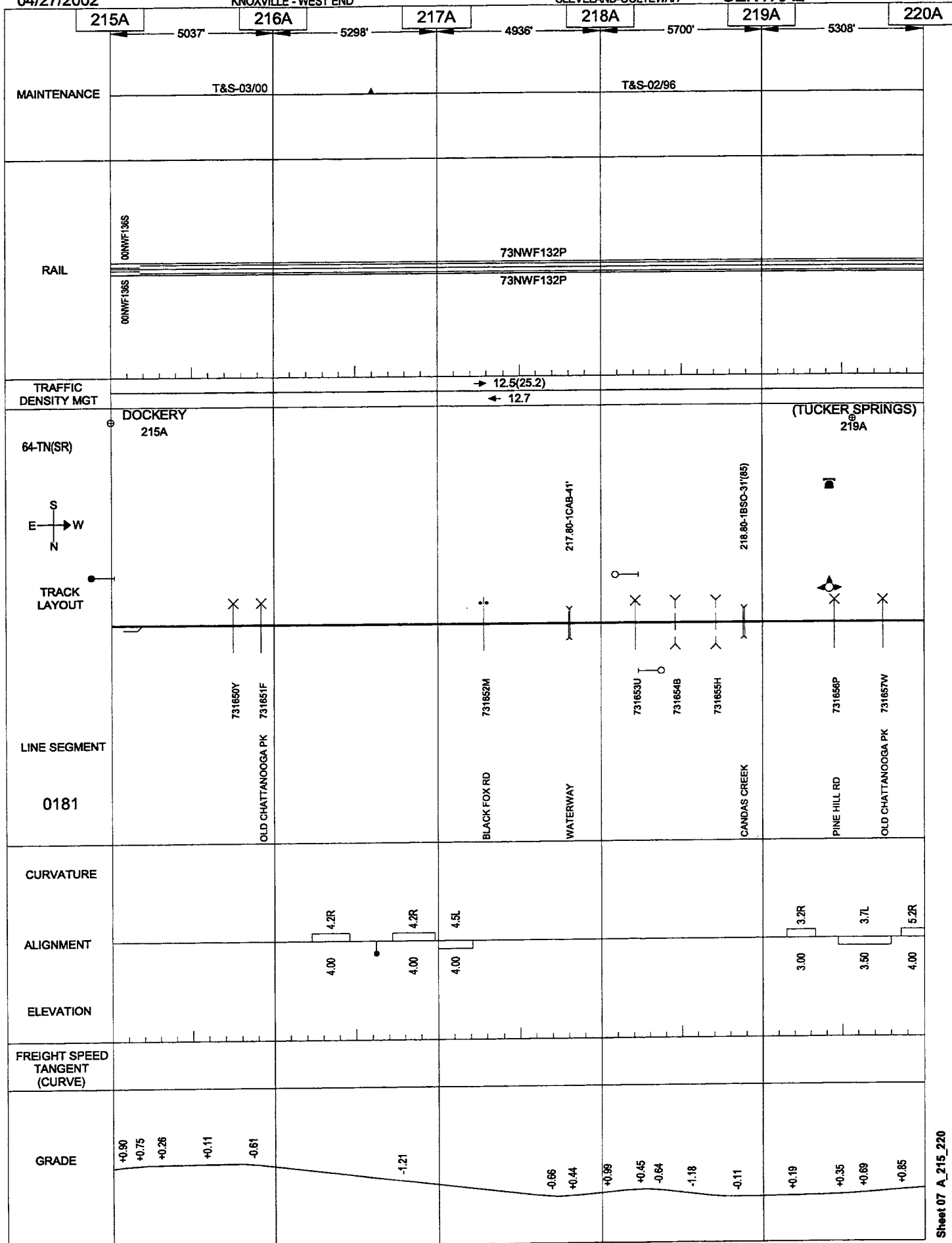


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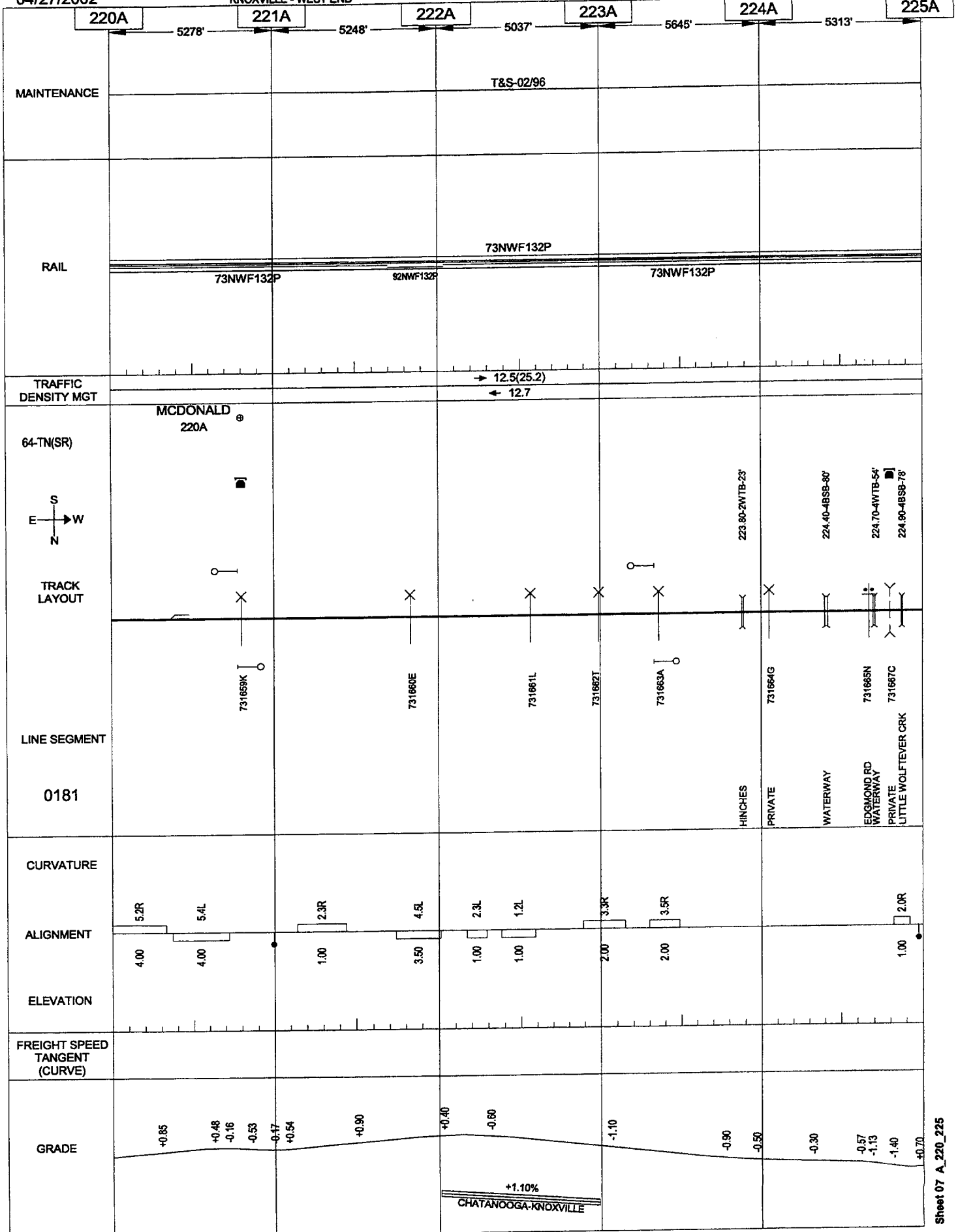


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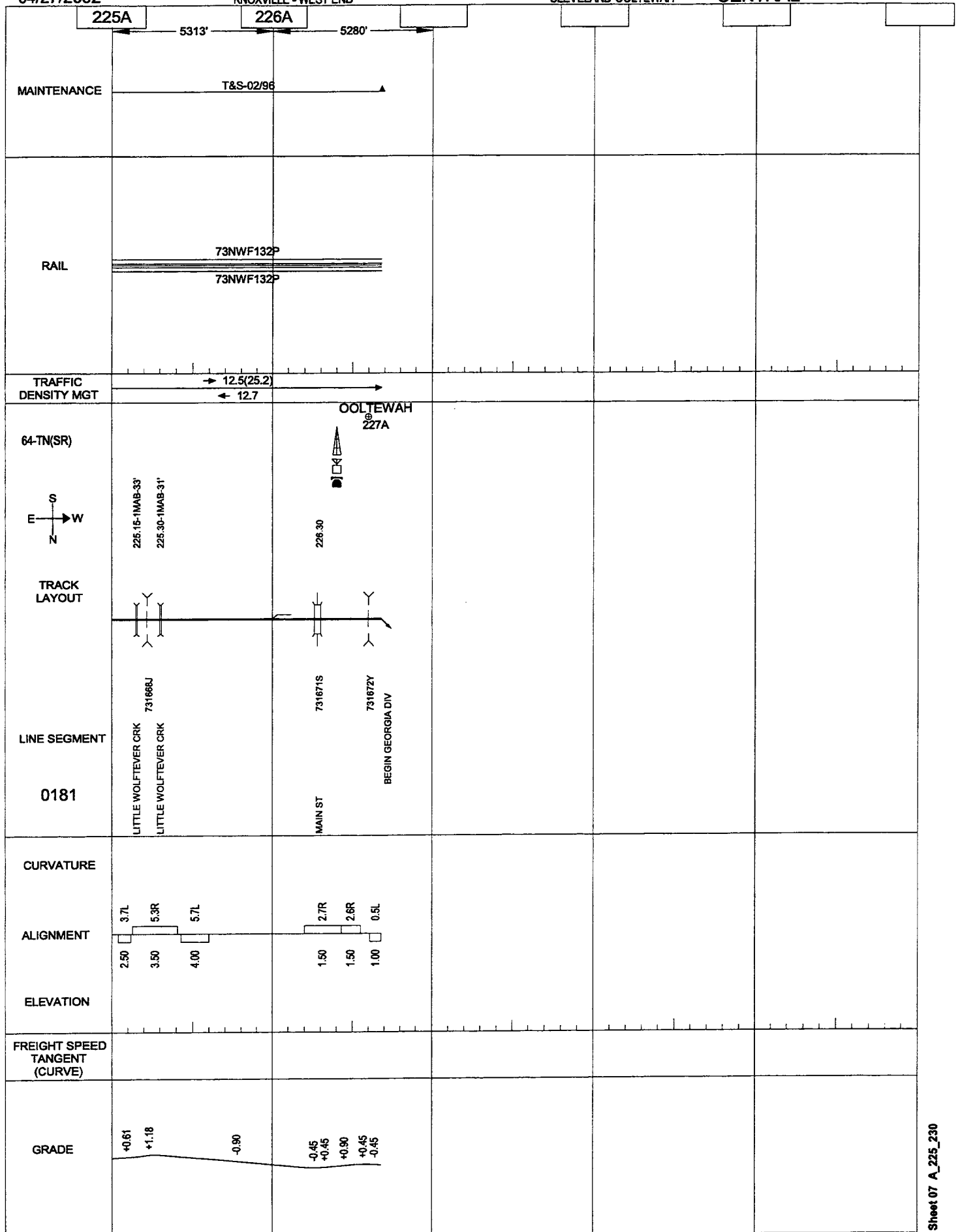


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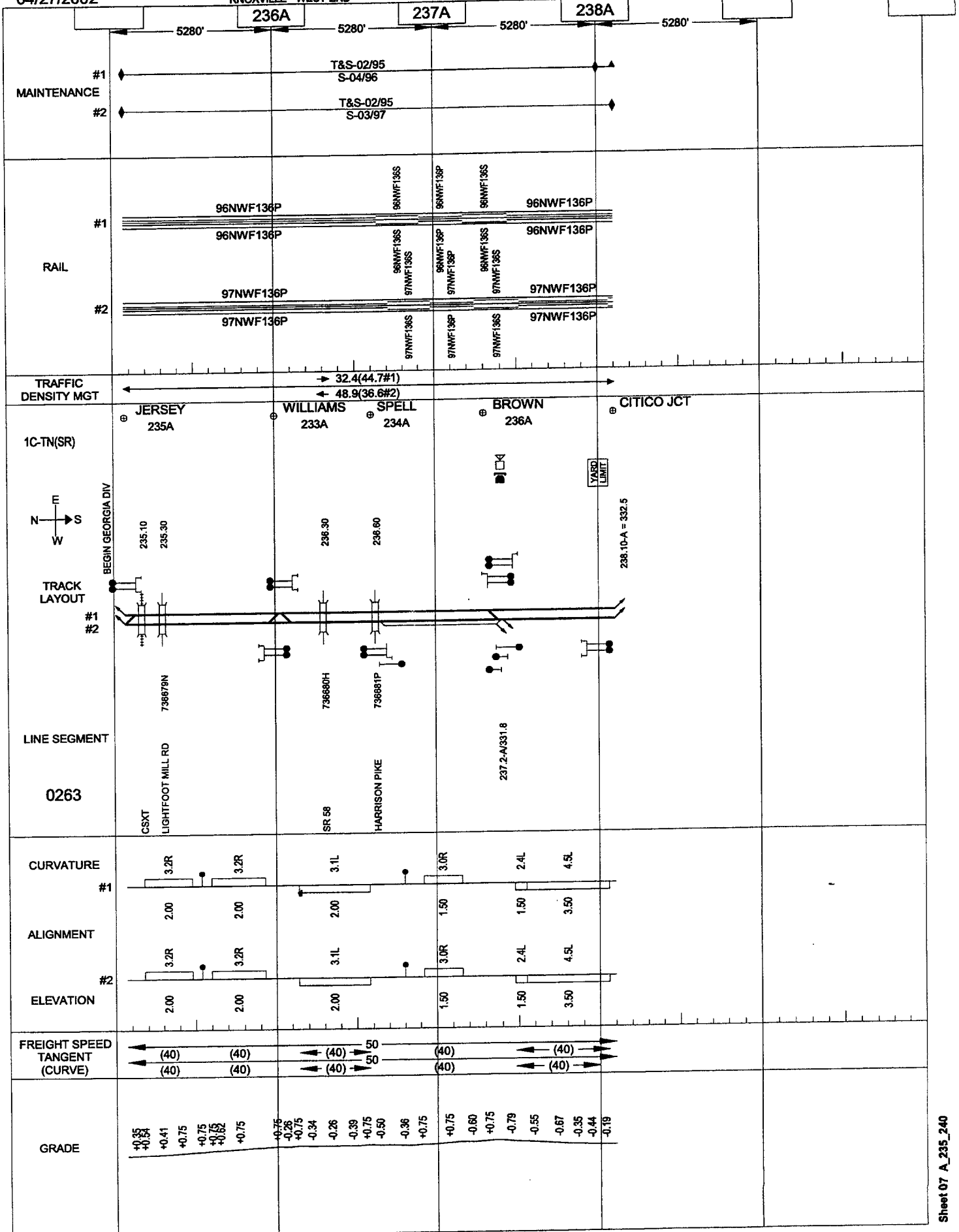


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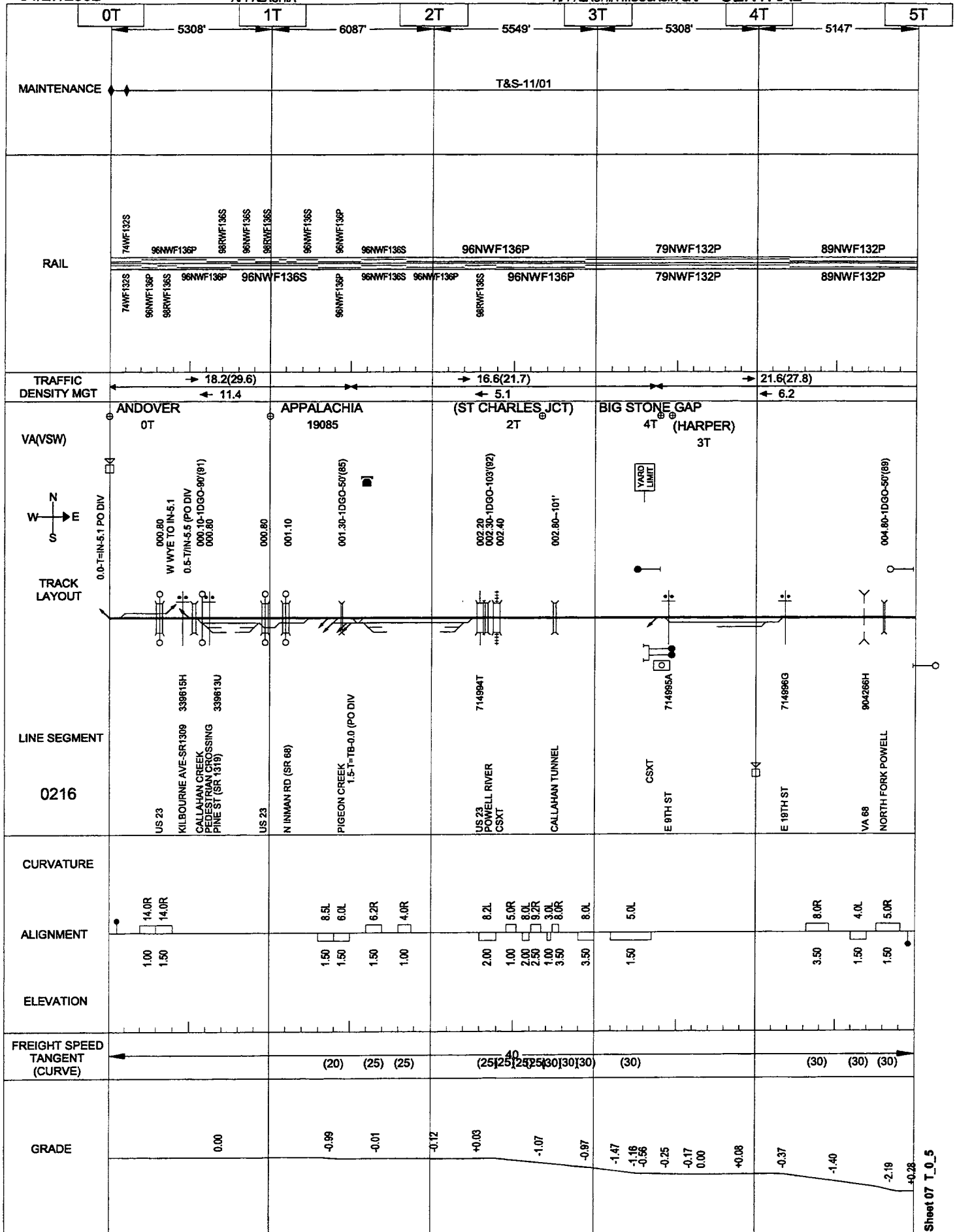


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APPALACHIA

APPALACHIA-MOCCASIN GAP

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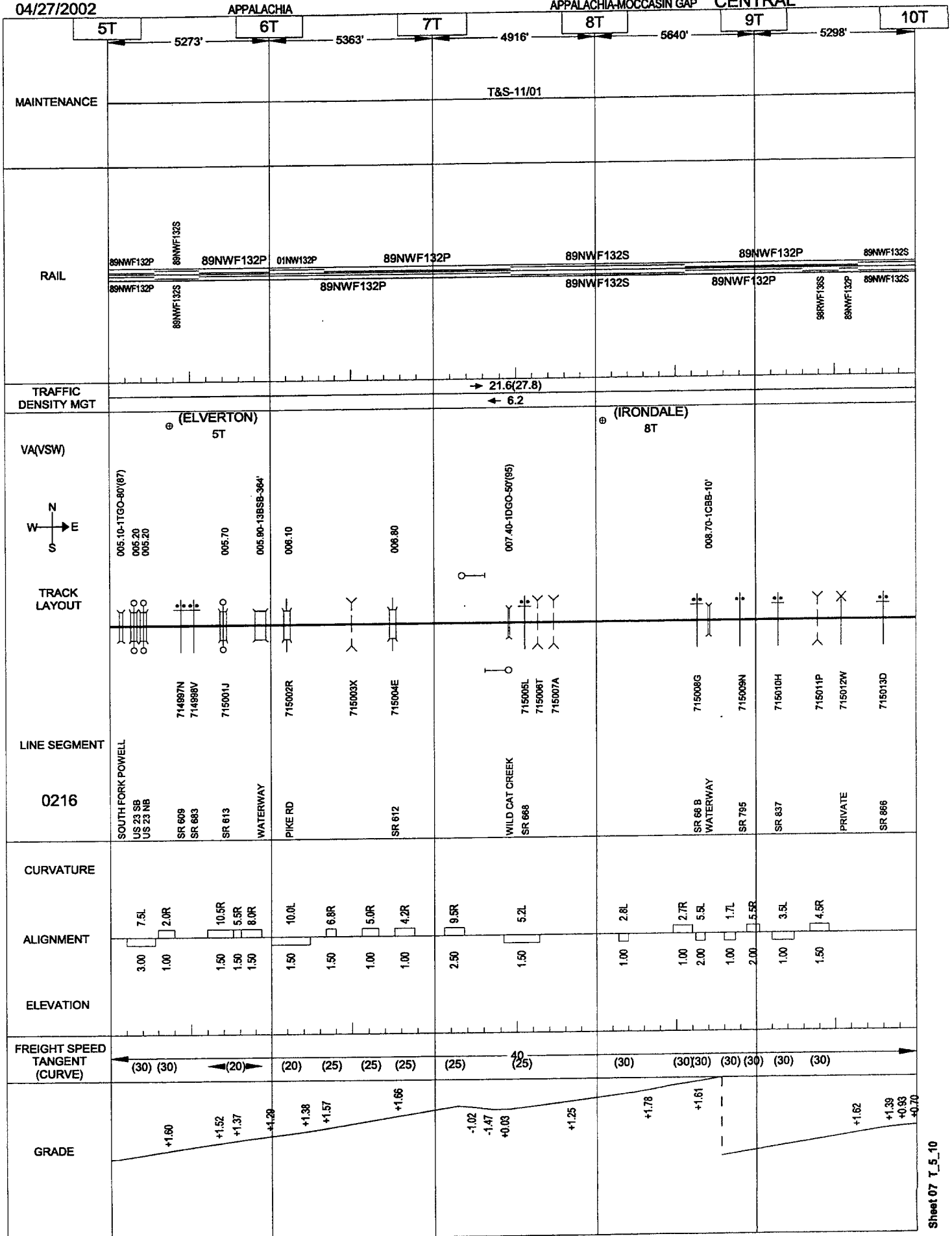


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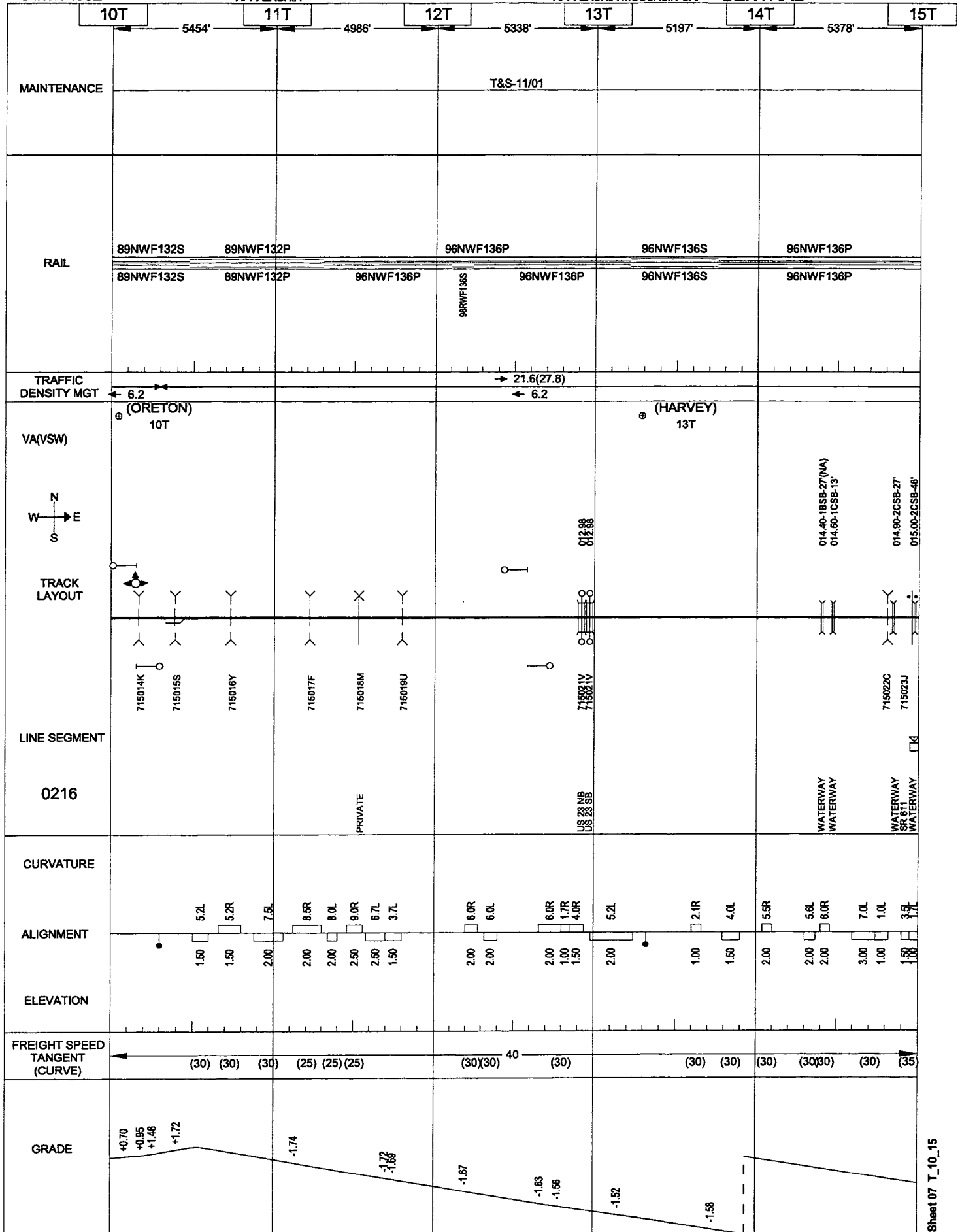


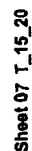
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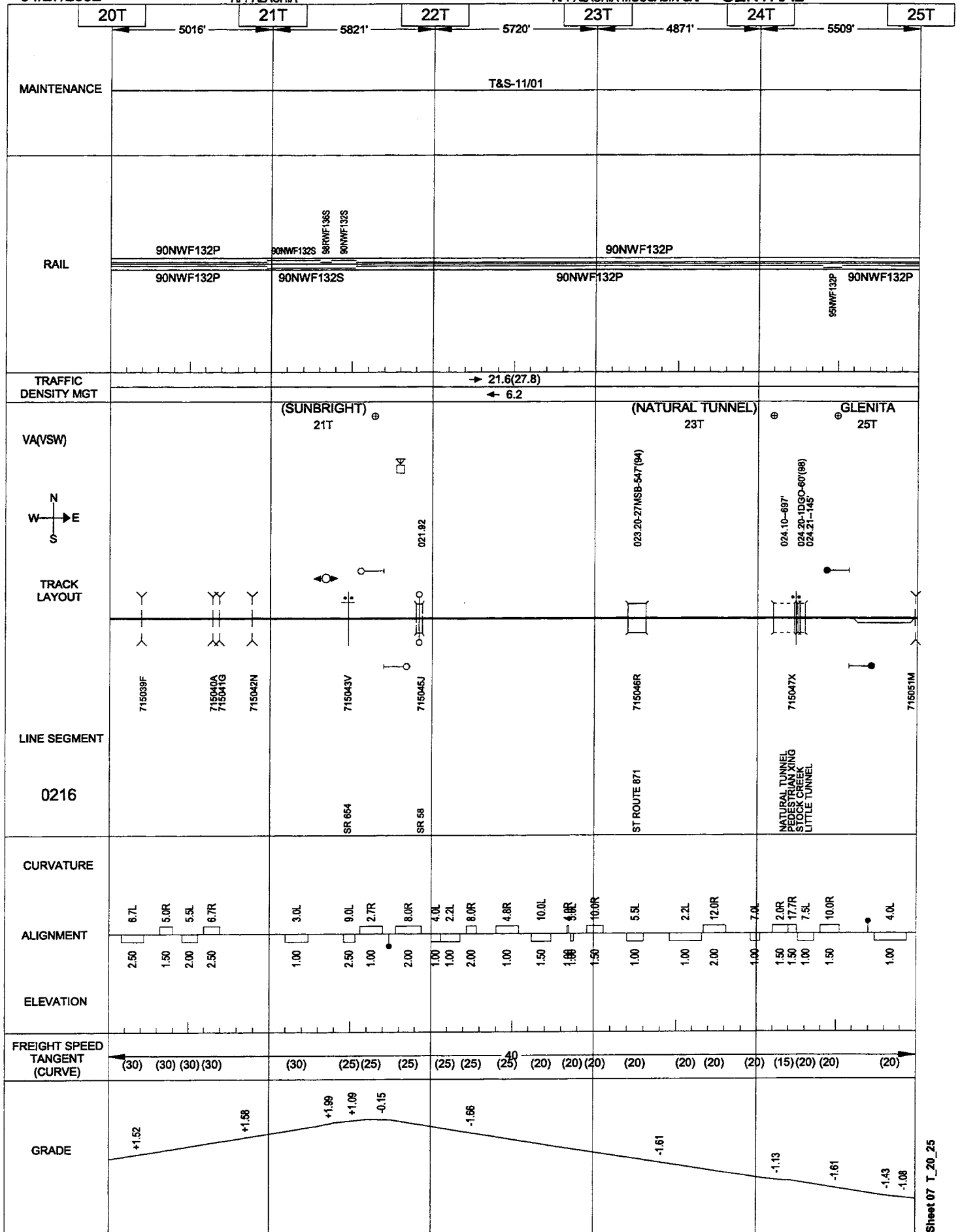


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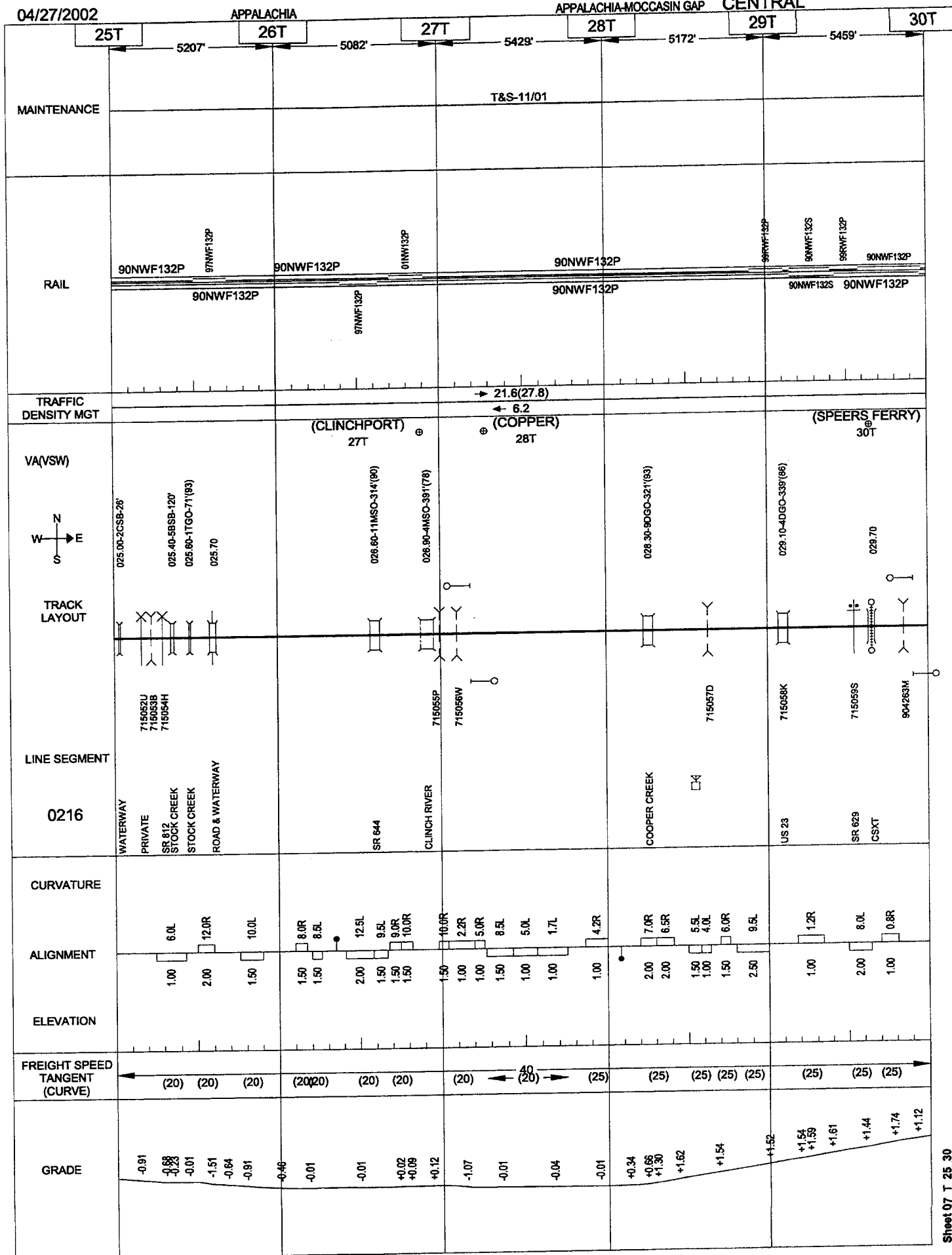


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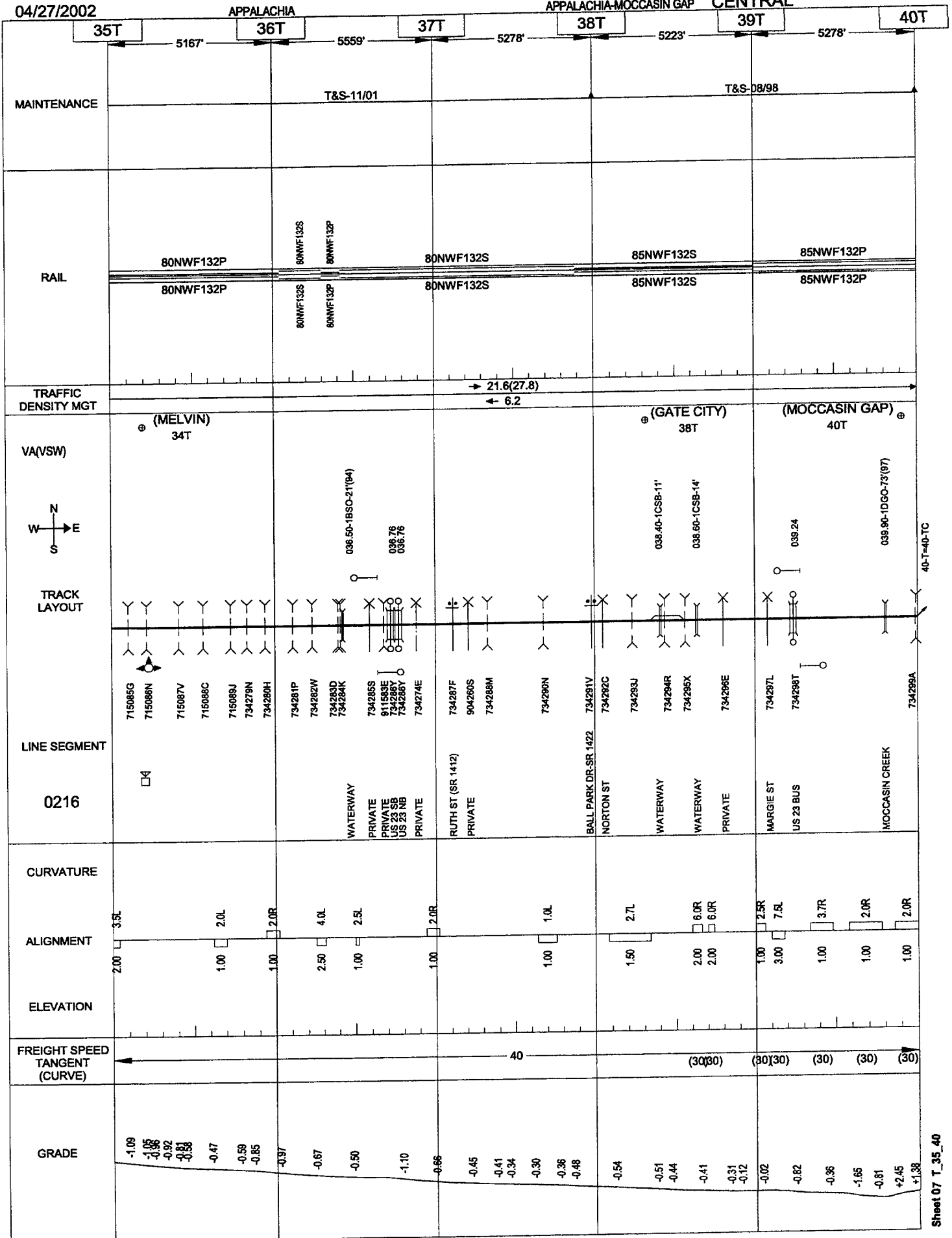
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APPALACHIA

APPALACHIA-MOCCASIN GAP

CENTRAL

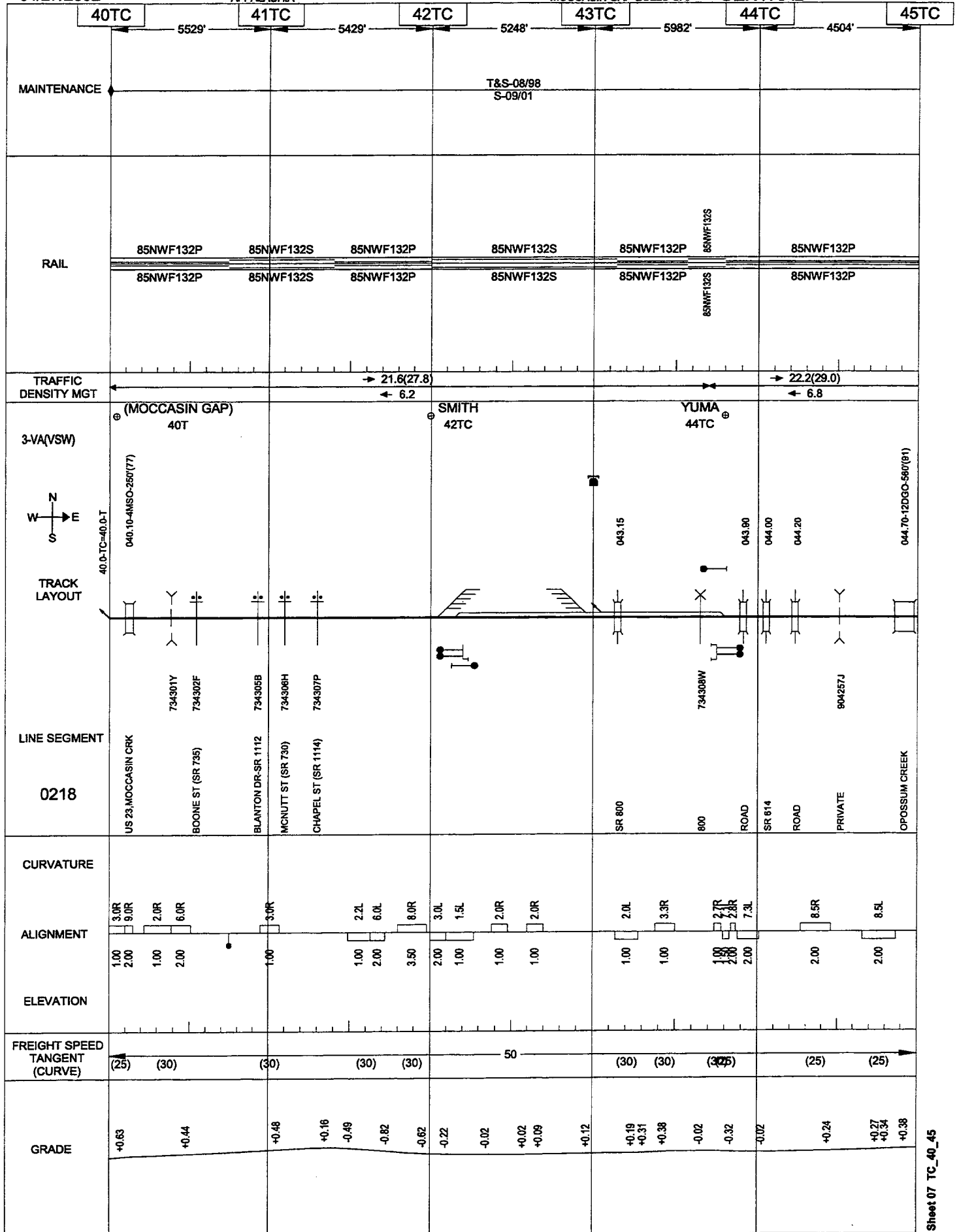


04/27/2002

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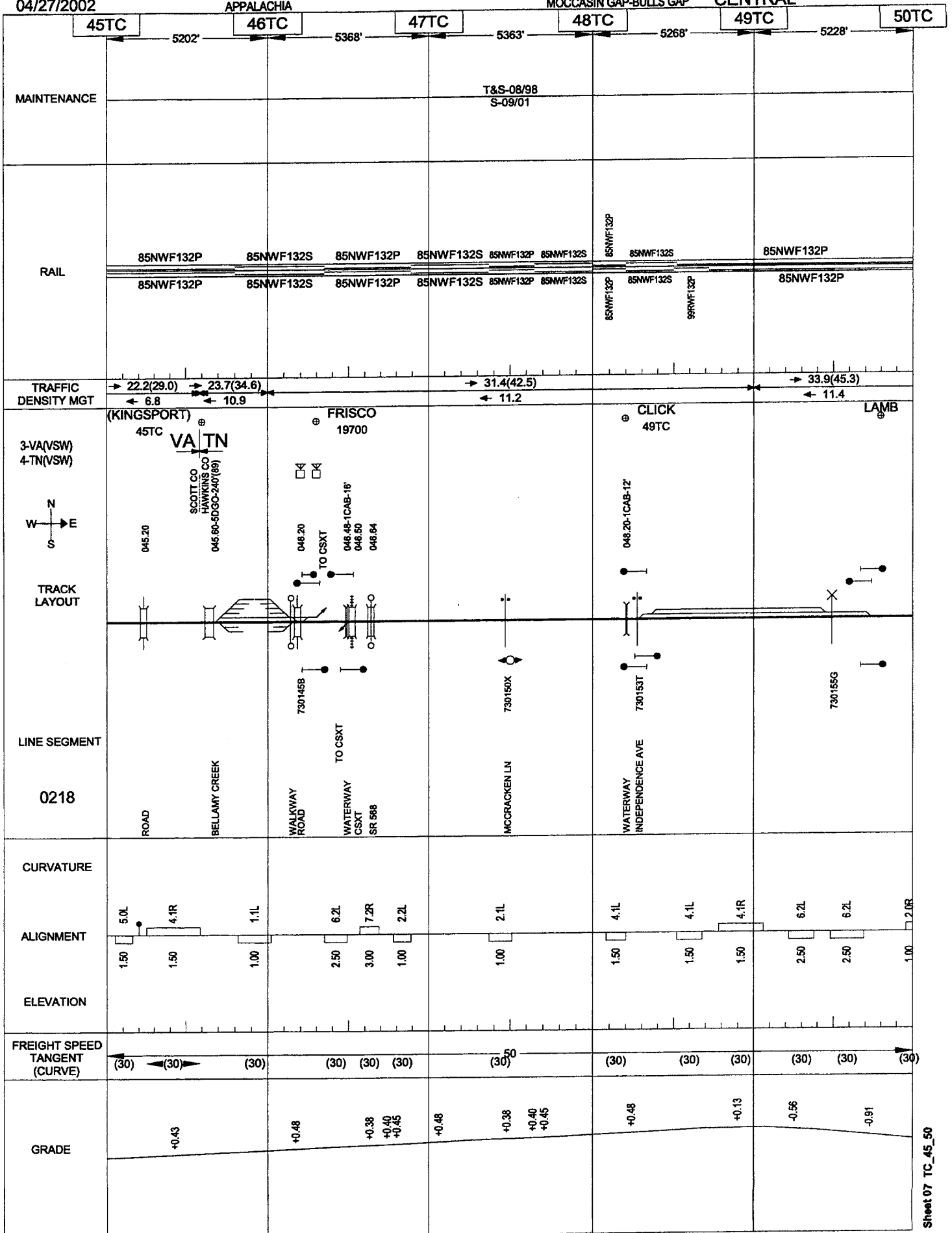


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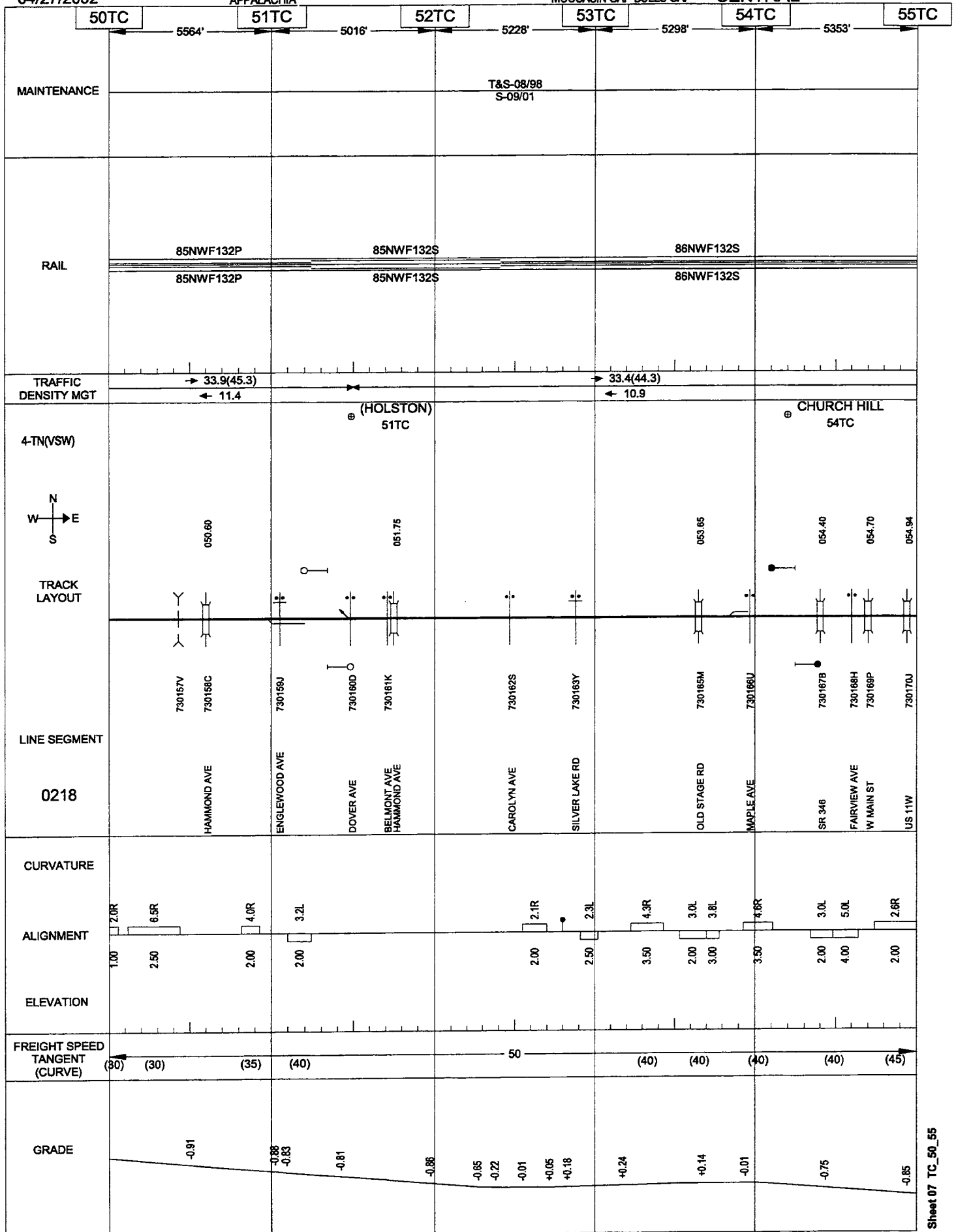


04/27/2002

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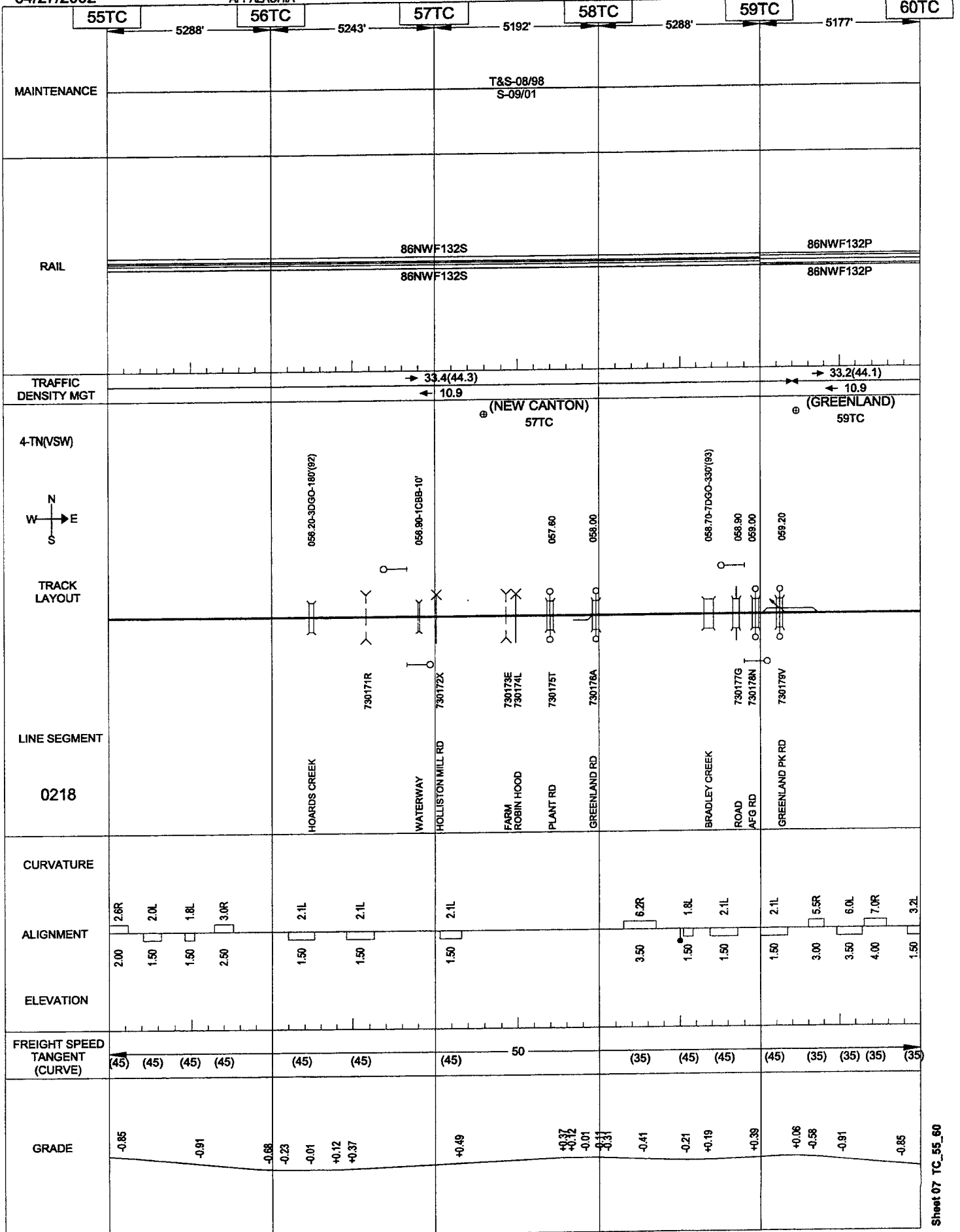


04/27/2002

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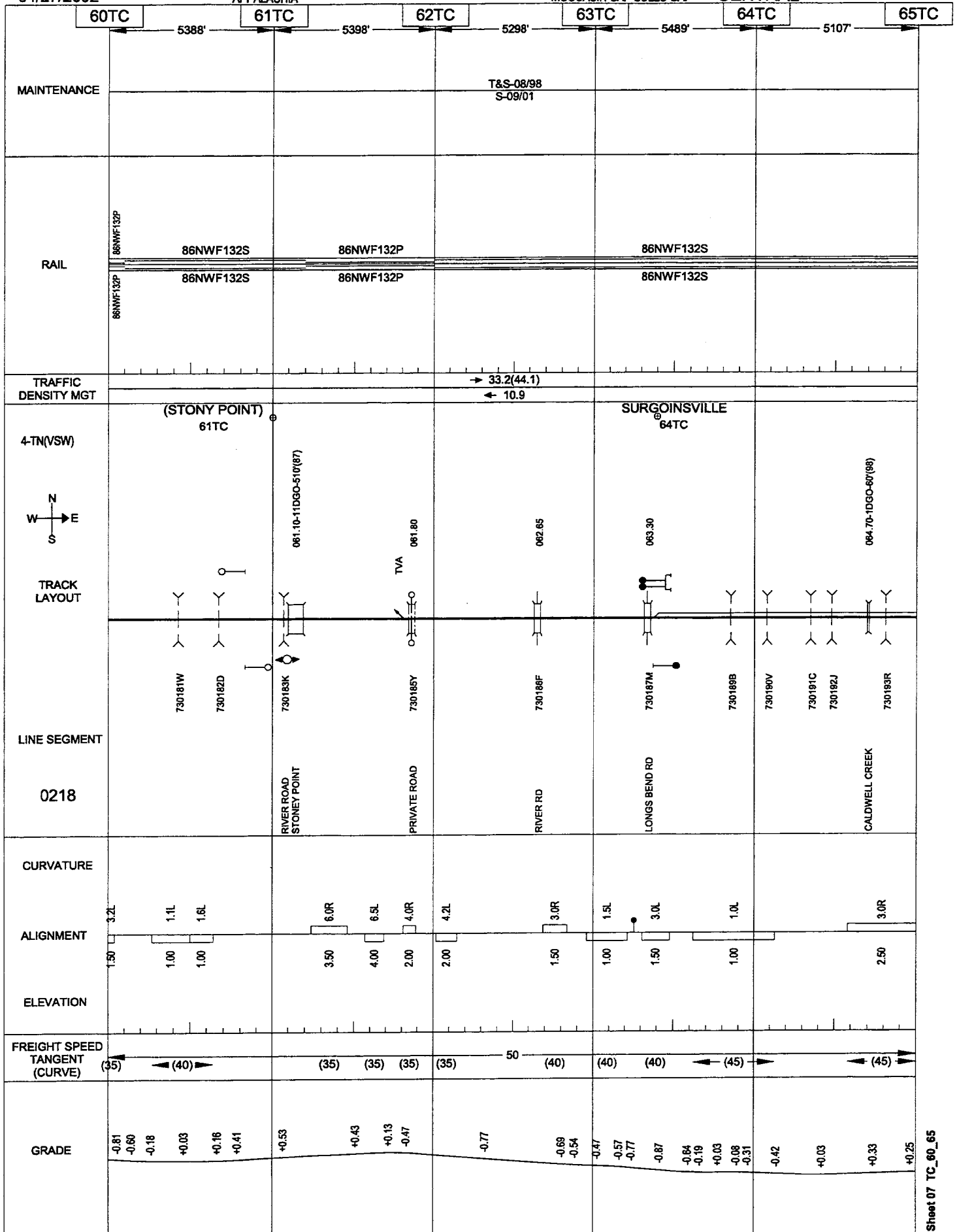


04/27/2002

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CENTRAL



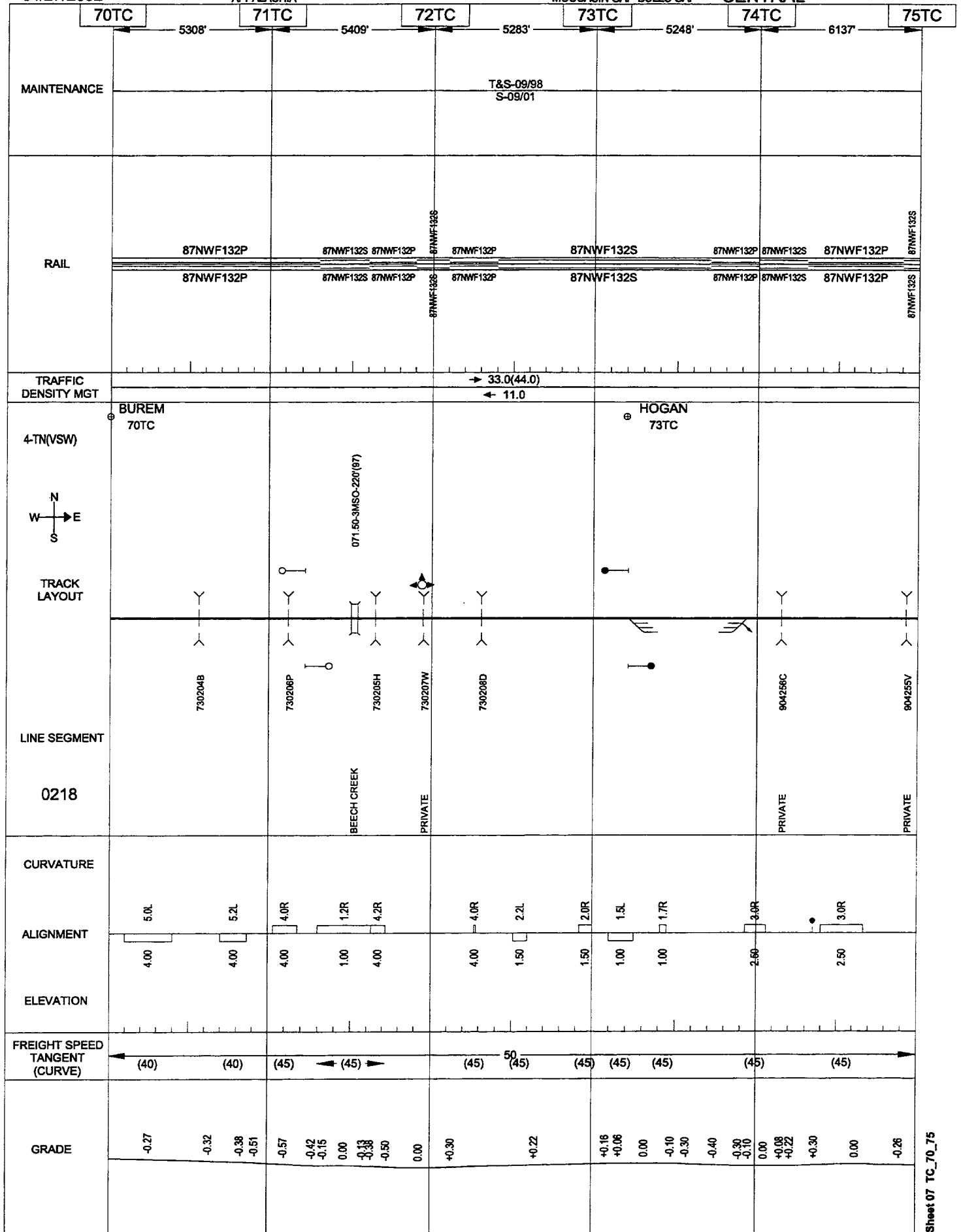
Sheet 07 TC_65_70

04/27/2002

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CENTRAL

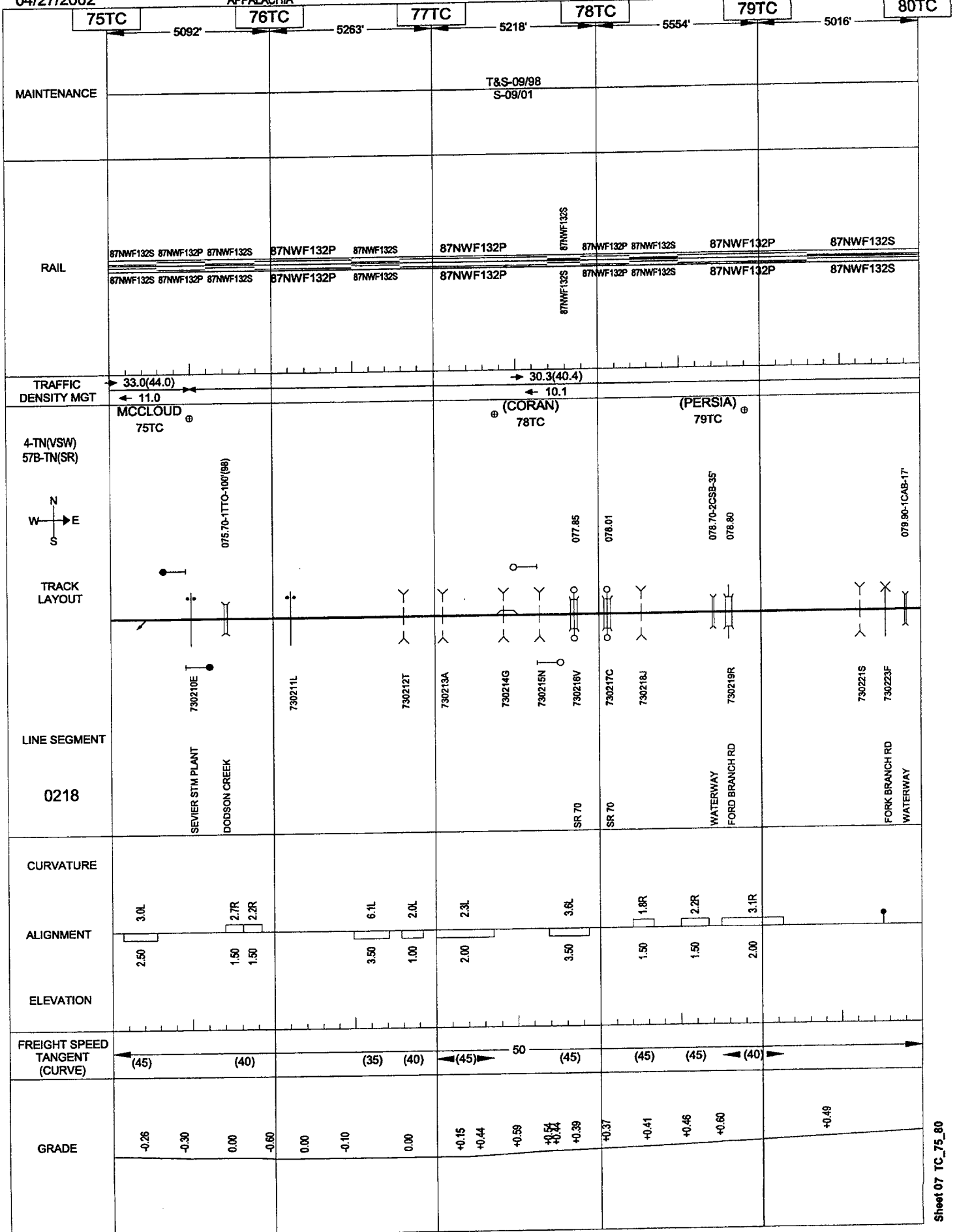


04/27/2002

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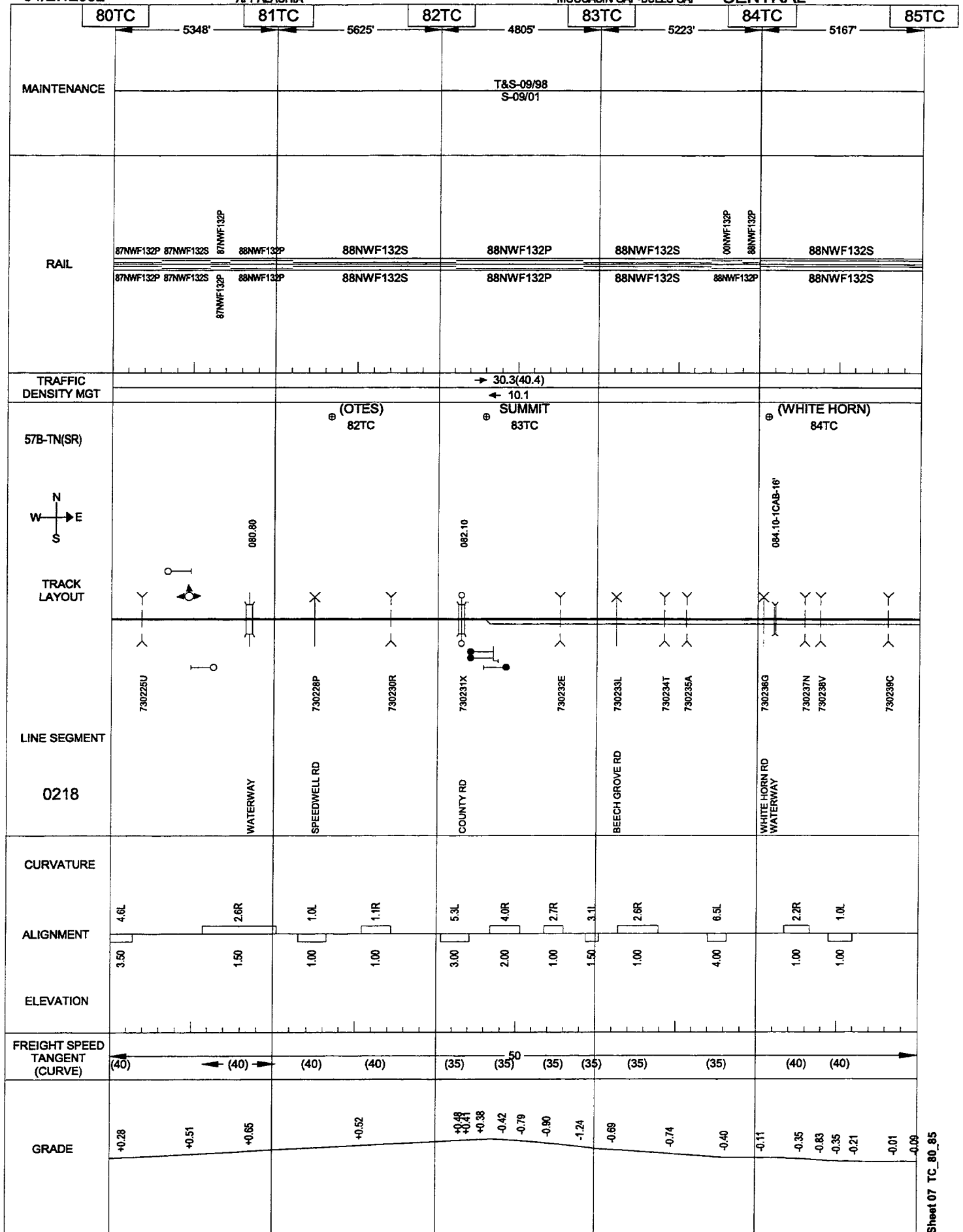


04/27/2002

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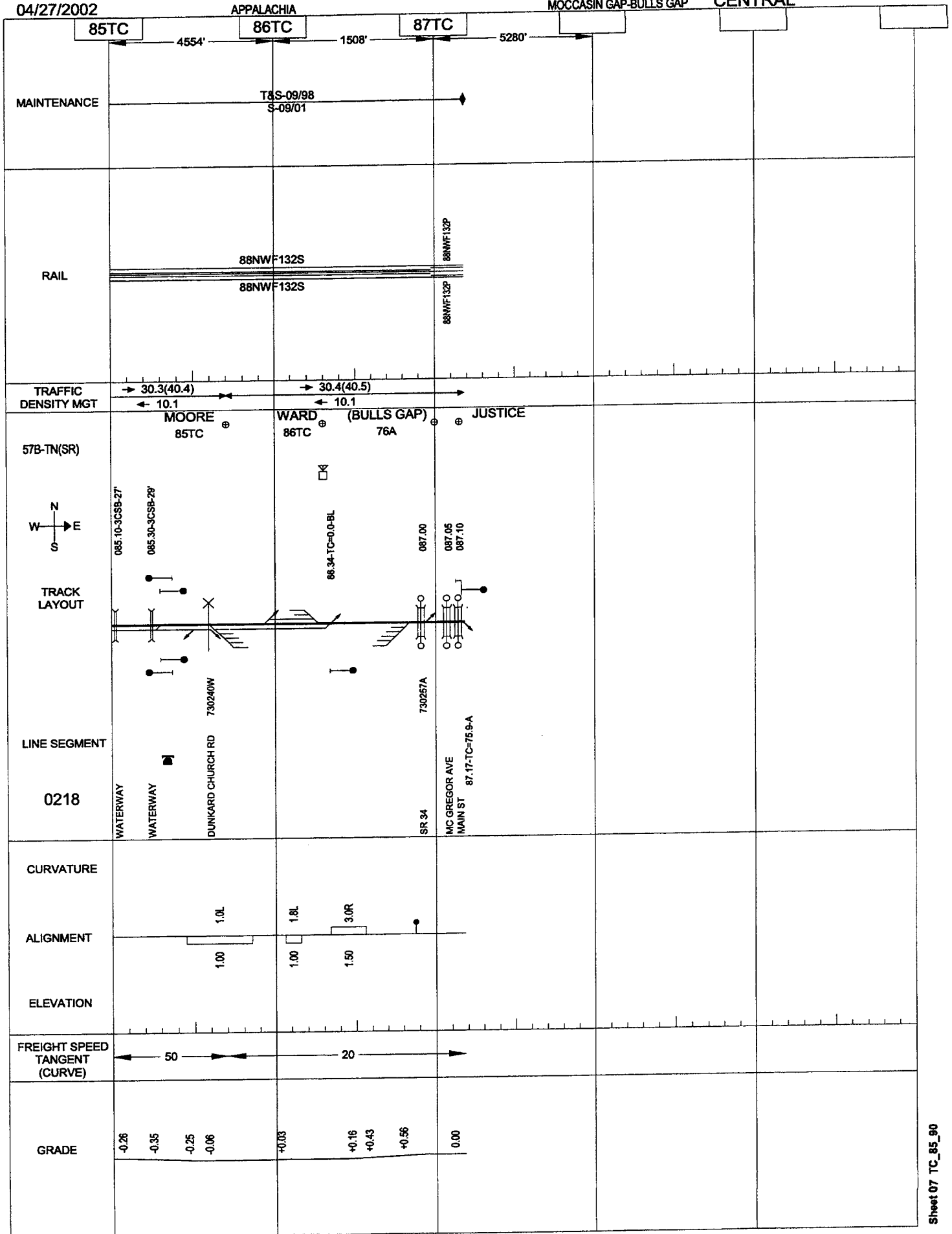


04/27/2002

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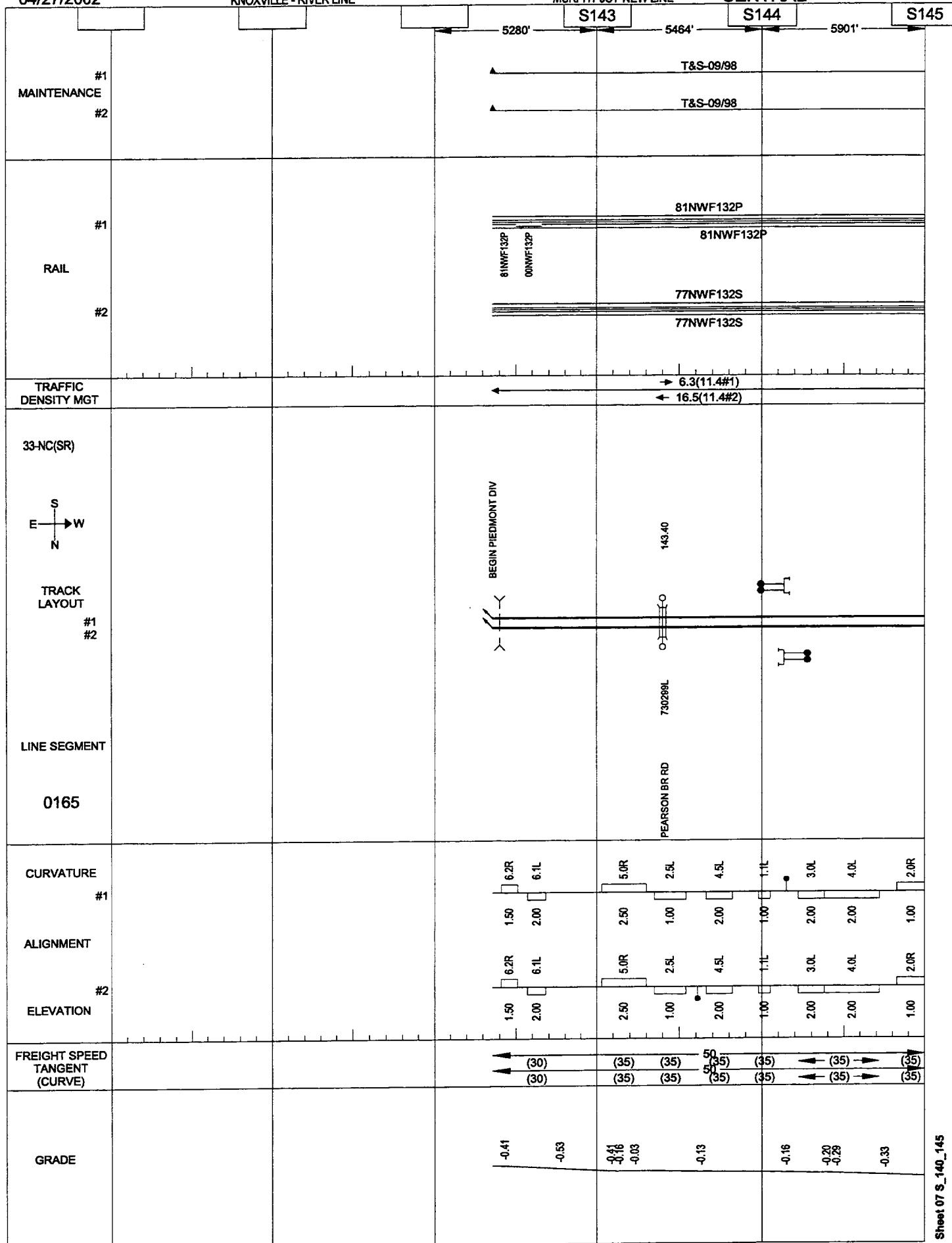


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



S150

— 5504 —

T&S-09/98

#2

→ 6.3(11.4#1)
→ 16.5(11.4#2)

Craggy
S146

145.10-2CBB-20'

#1
#2

0165

NEW FOUND CREEK

#1

#2

$$\begin{array}{ccc} \overleftarrow{35} & 50 & \overrightarrow{35} \\ \overleftarrow{35} & (35) & (35) \\ \overleftarrow{35} & 50 & \overrightarrow{35} \\ \overleftarrow{35} & (35) & (35) \end{array}$$

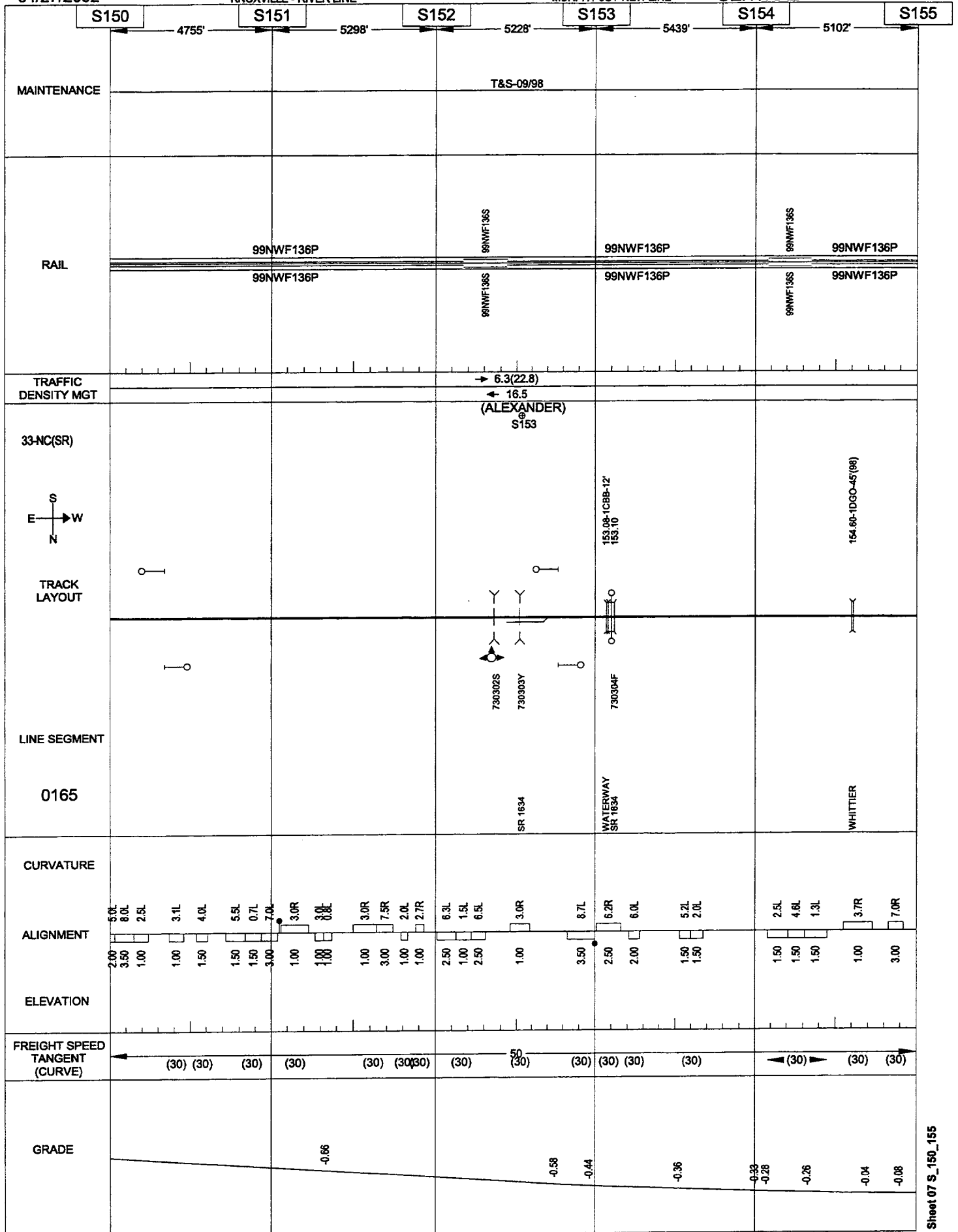
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04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

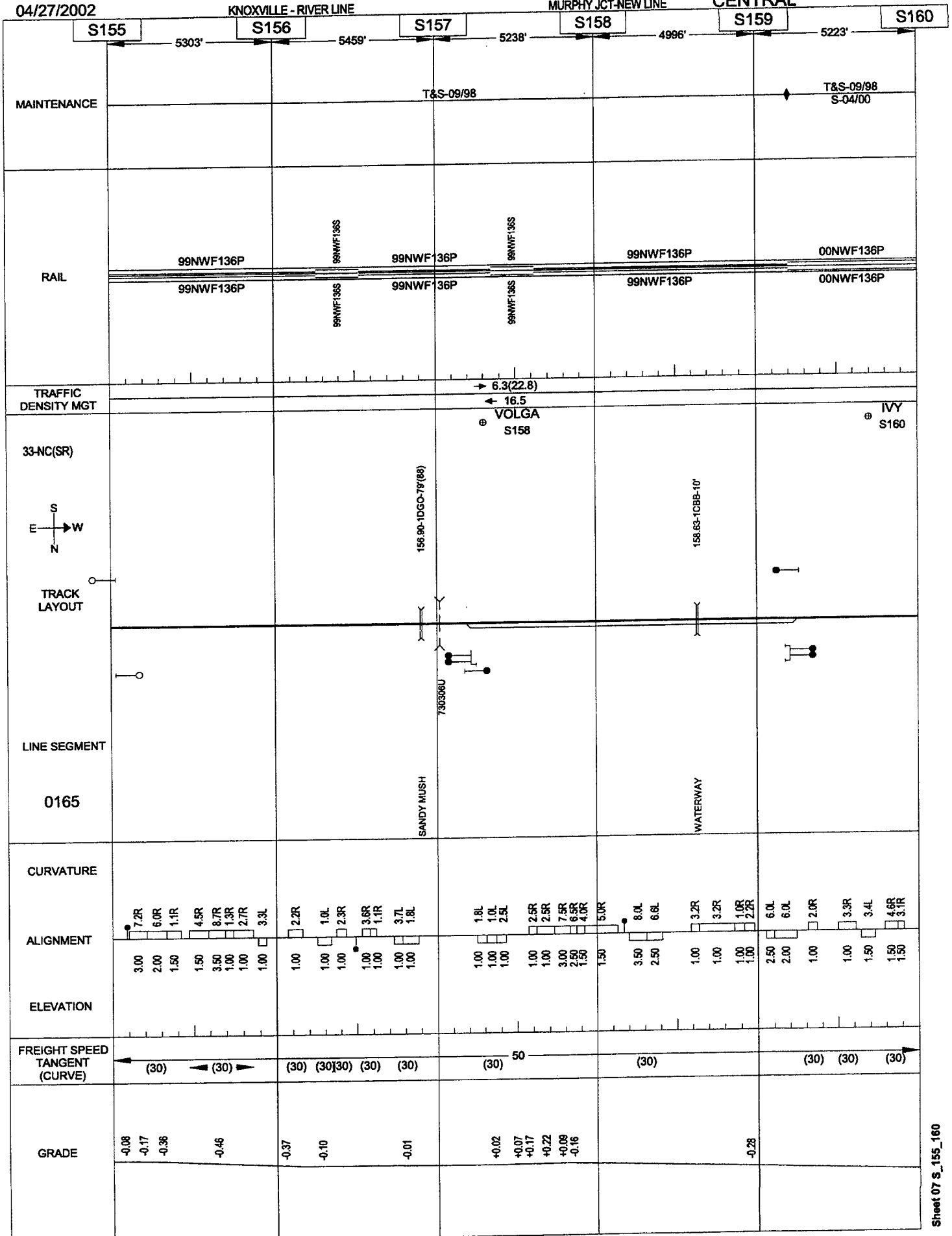


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

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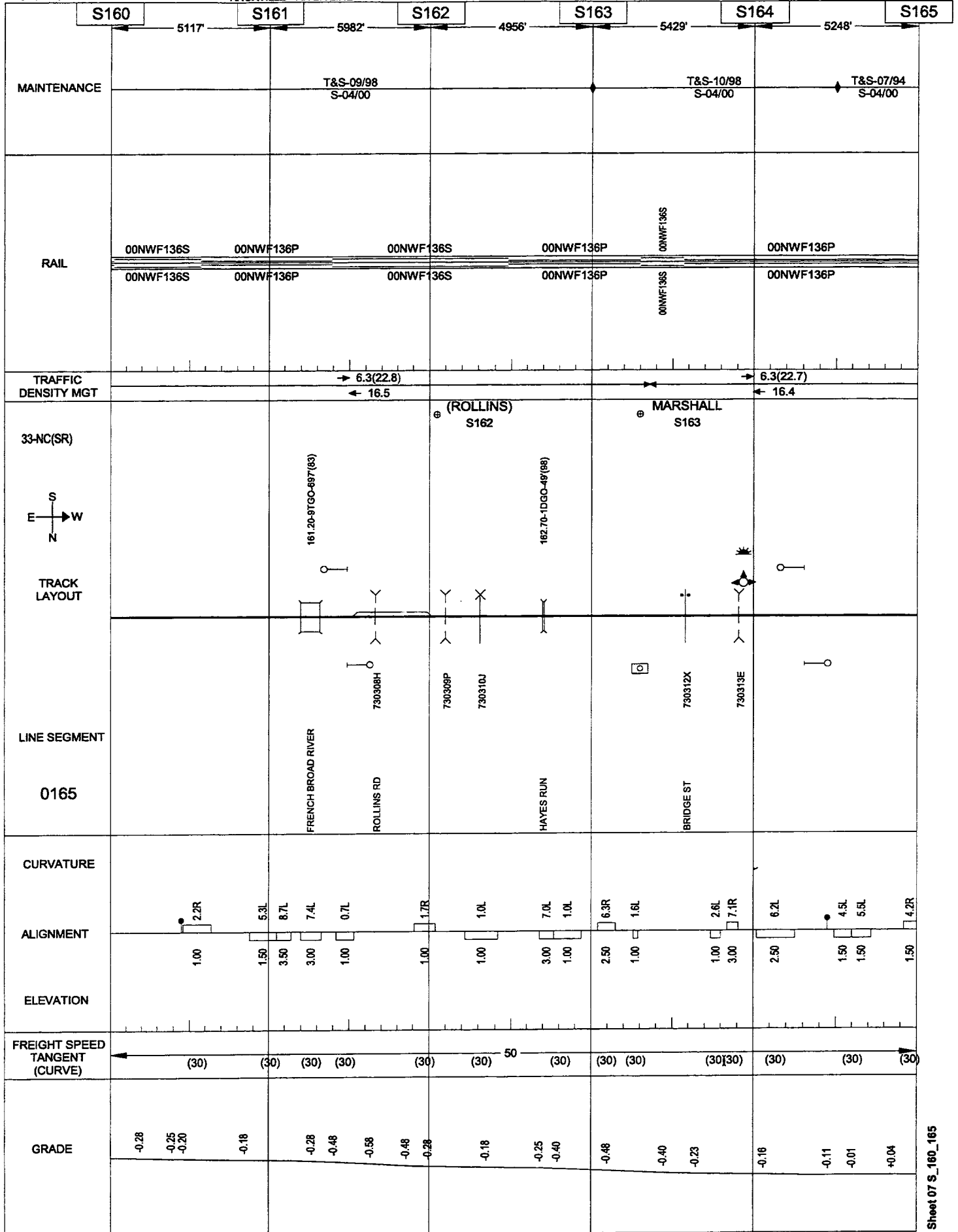


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

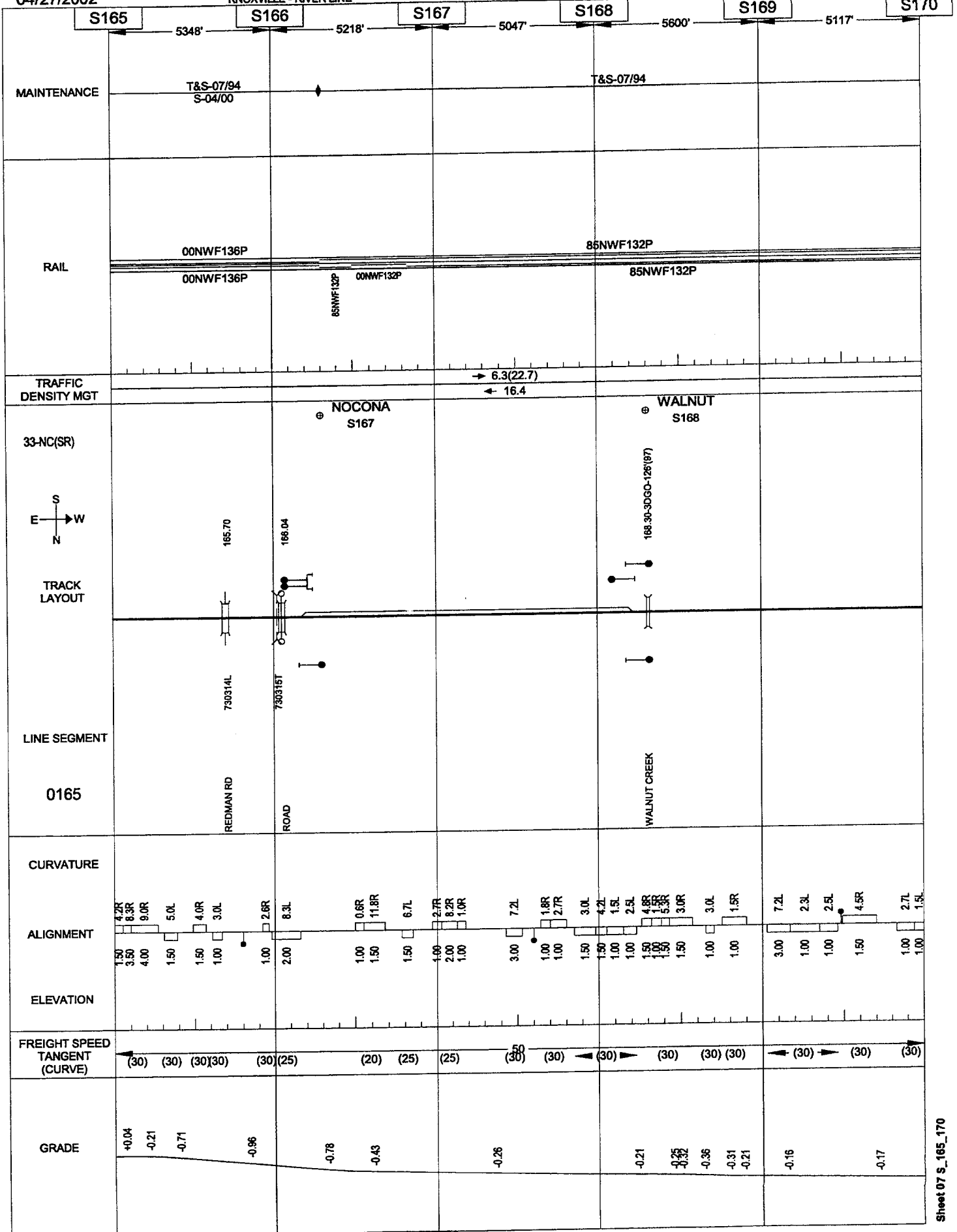


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MURPHY JCT-NEW LINE

CENTRAL

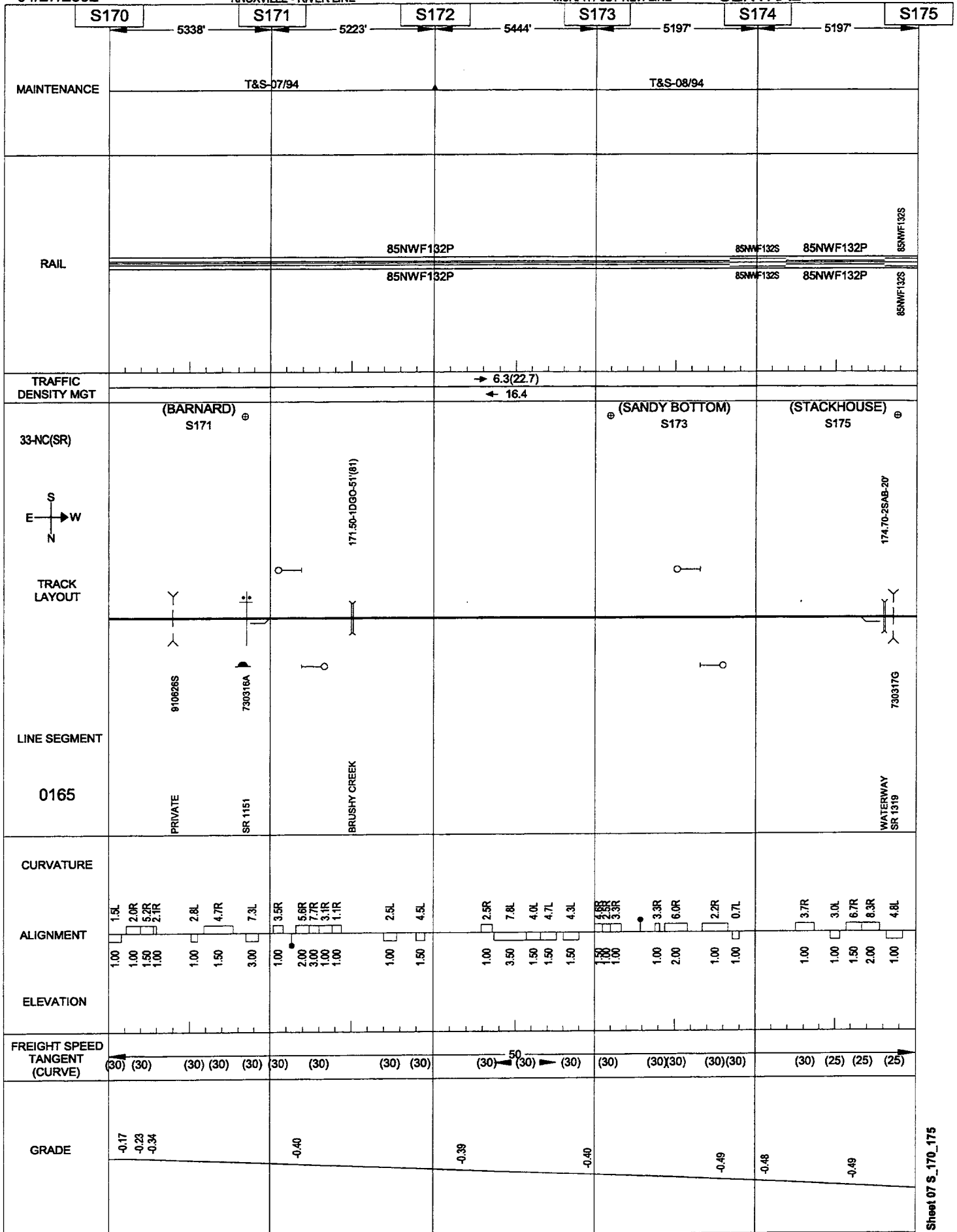


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

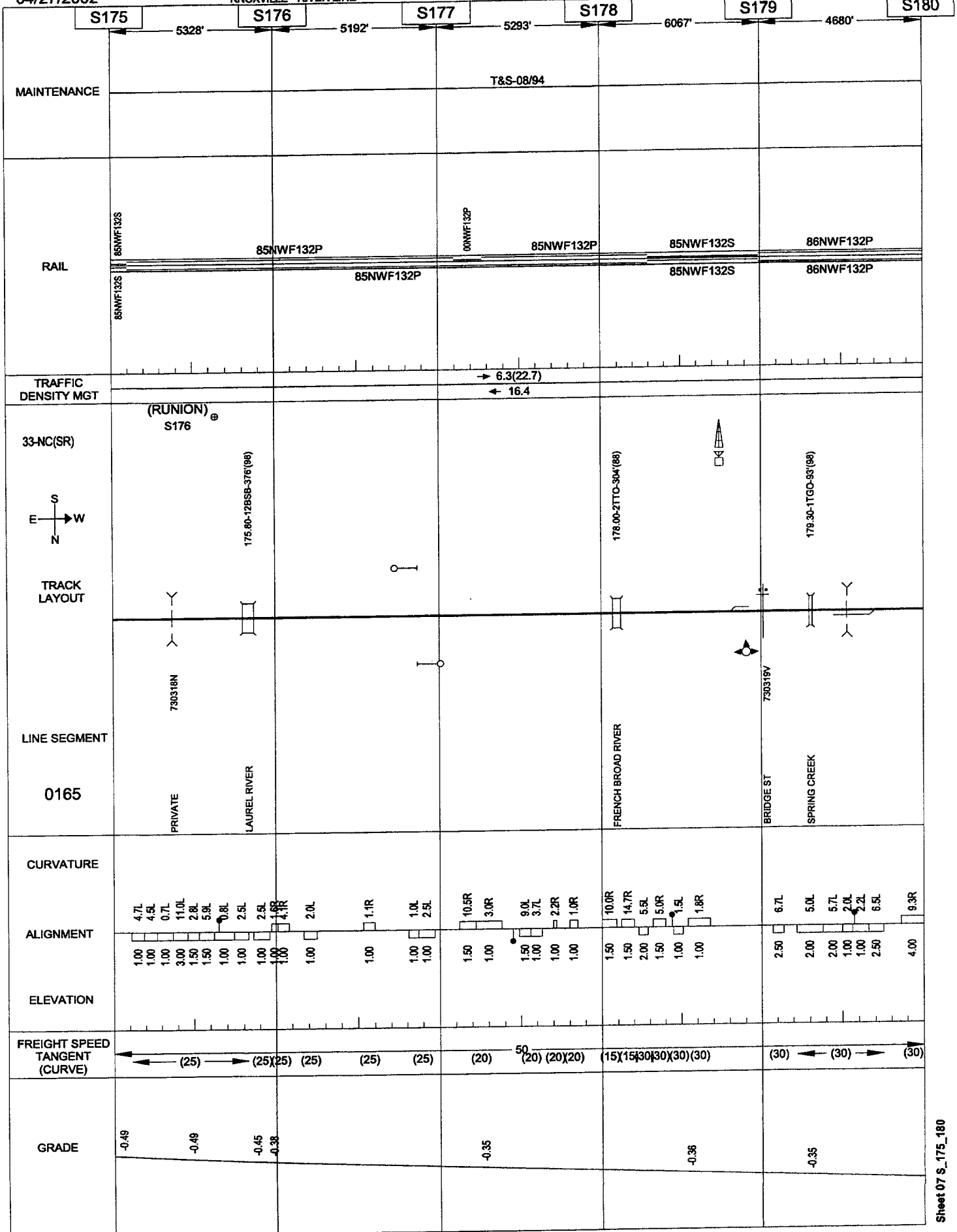


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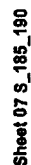
KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



Sheet 07 S_180_185

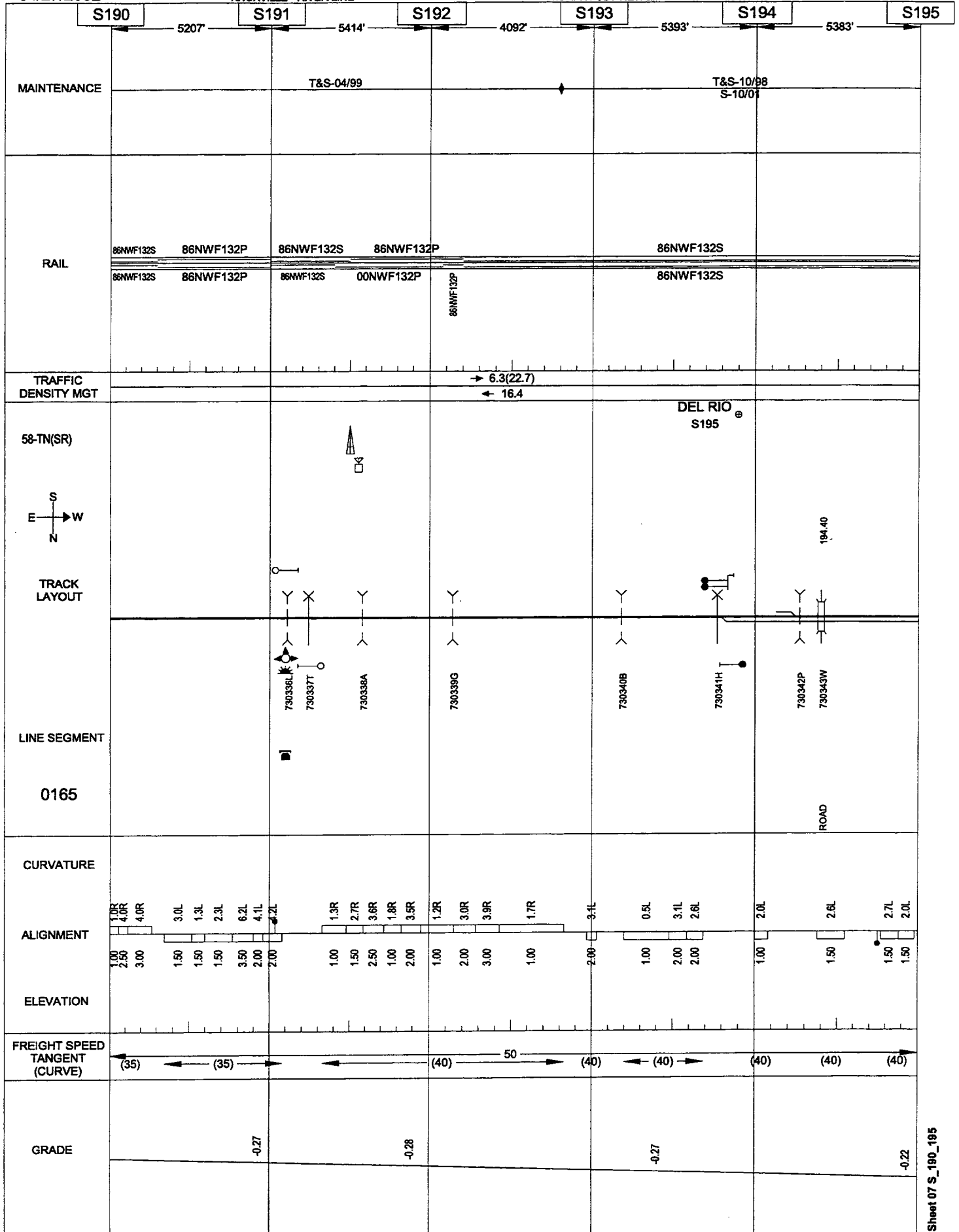


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

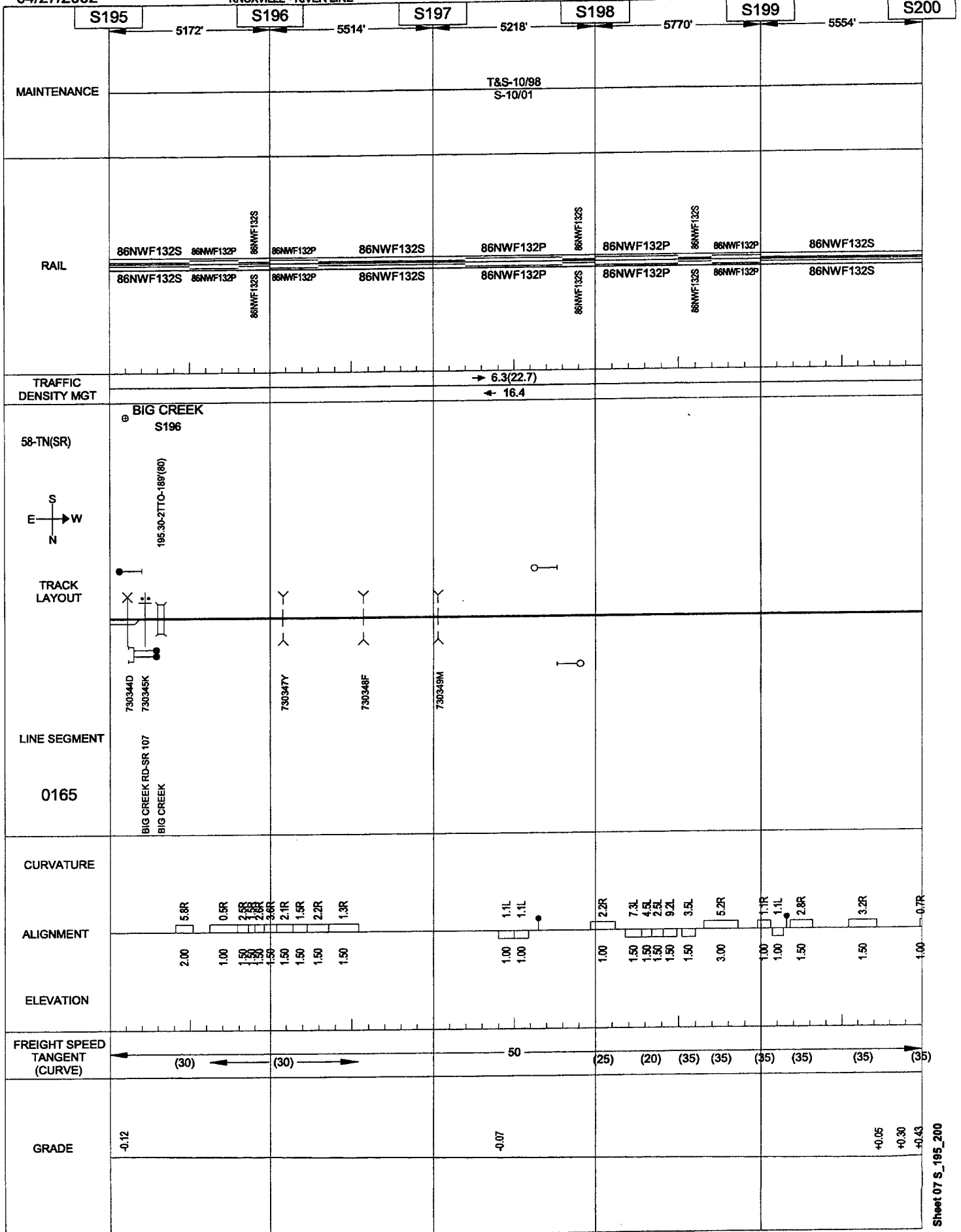


04/27/2002

KNOXVILLE - RIVER LINE

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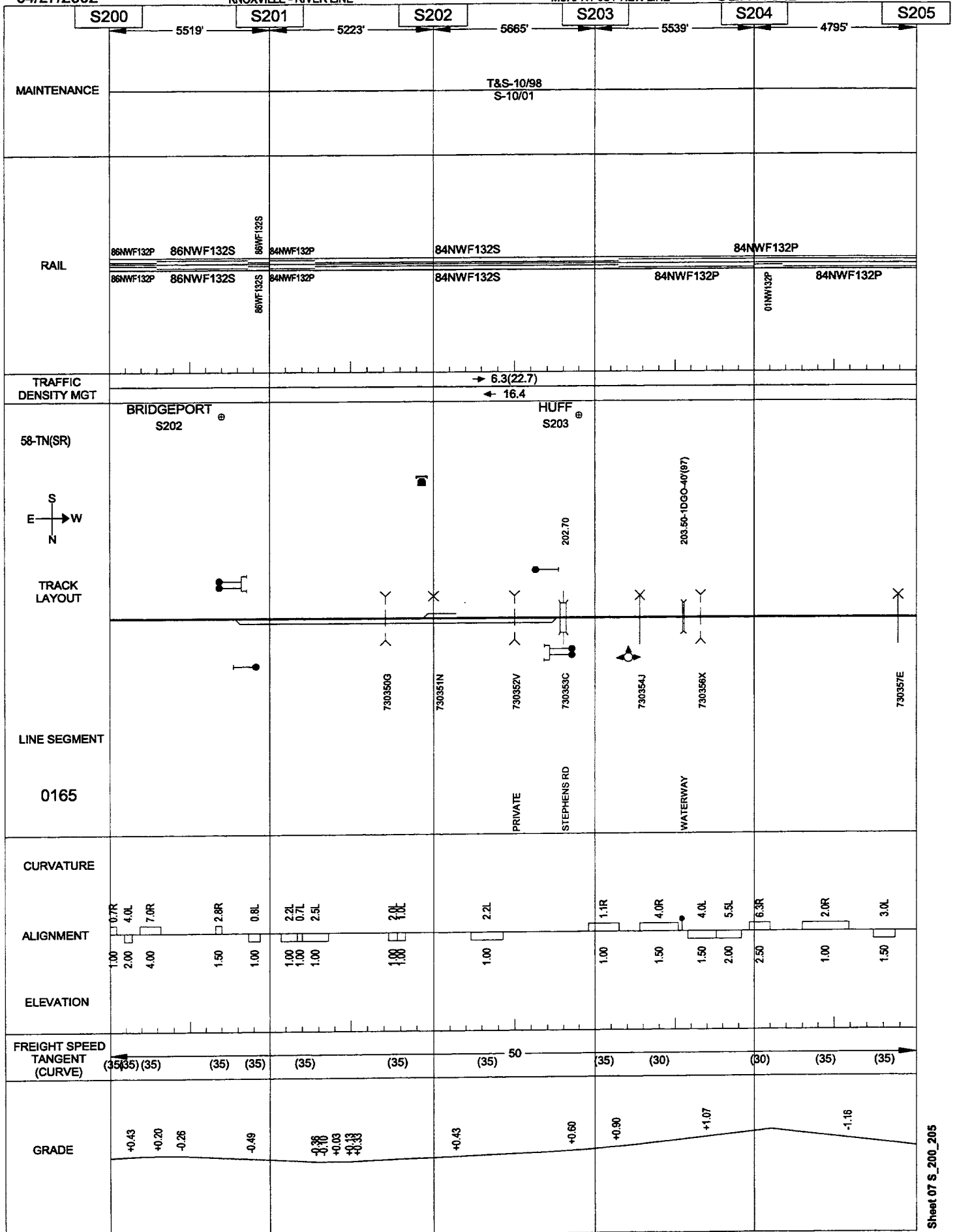


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

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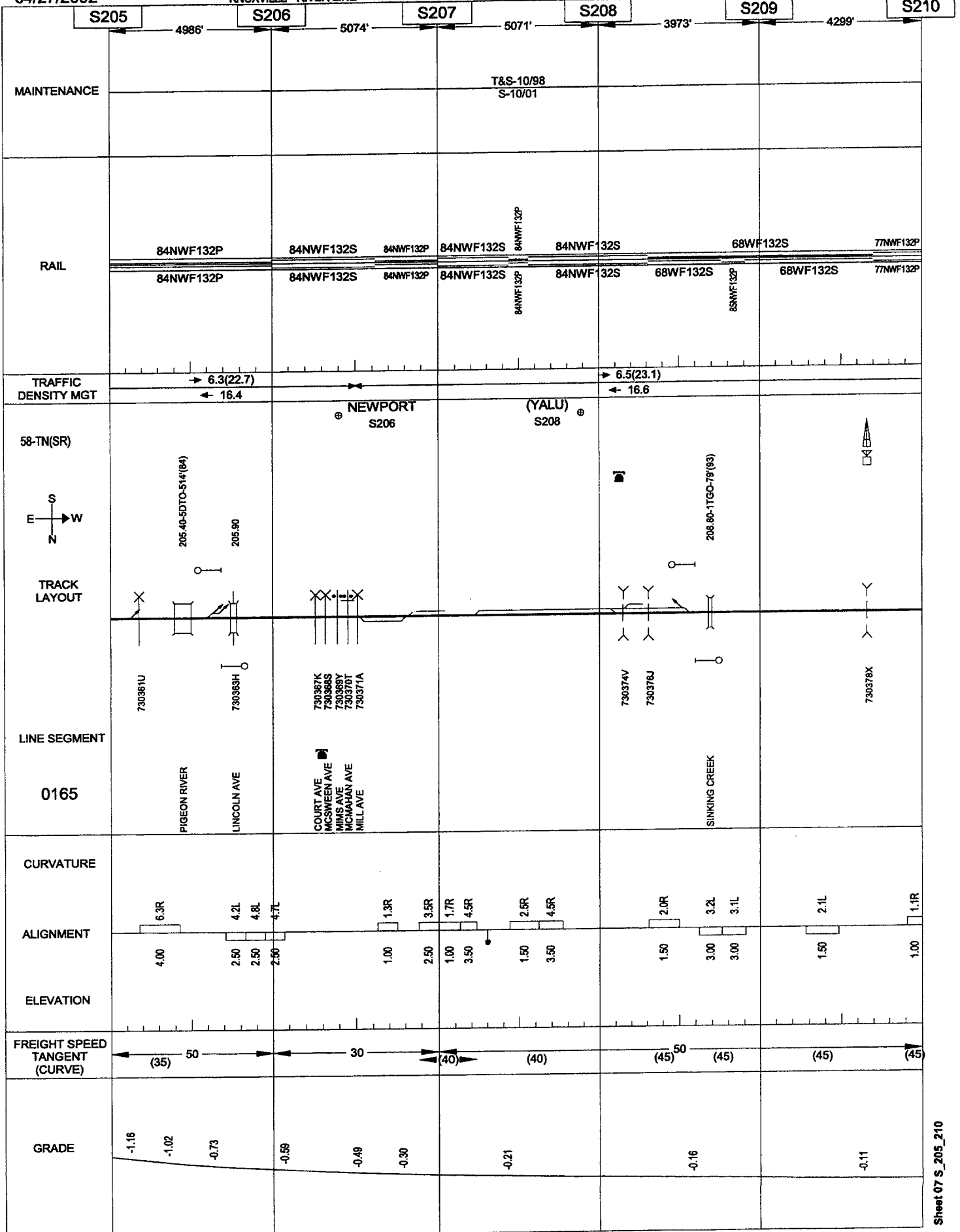


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

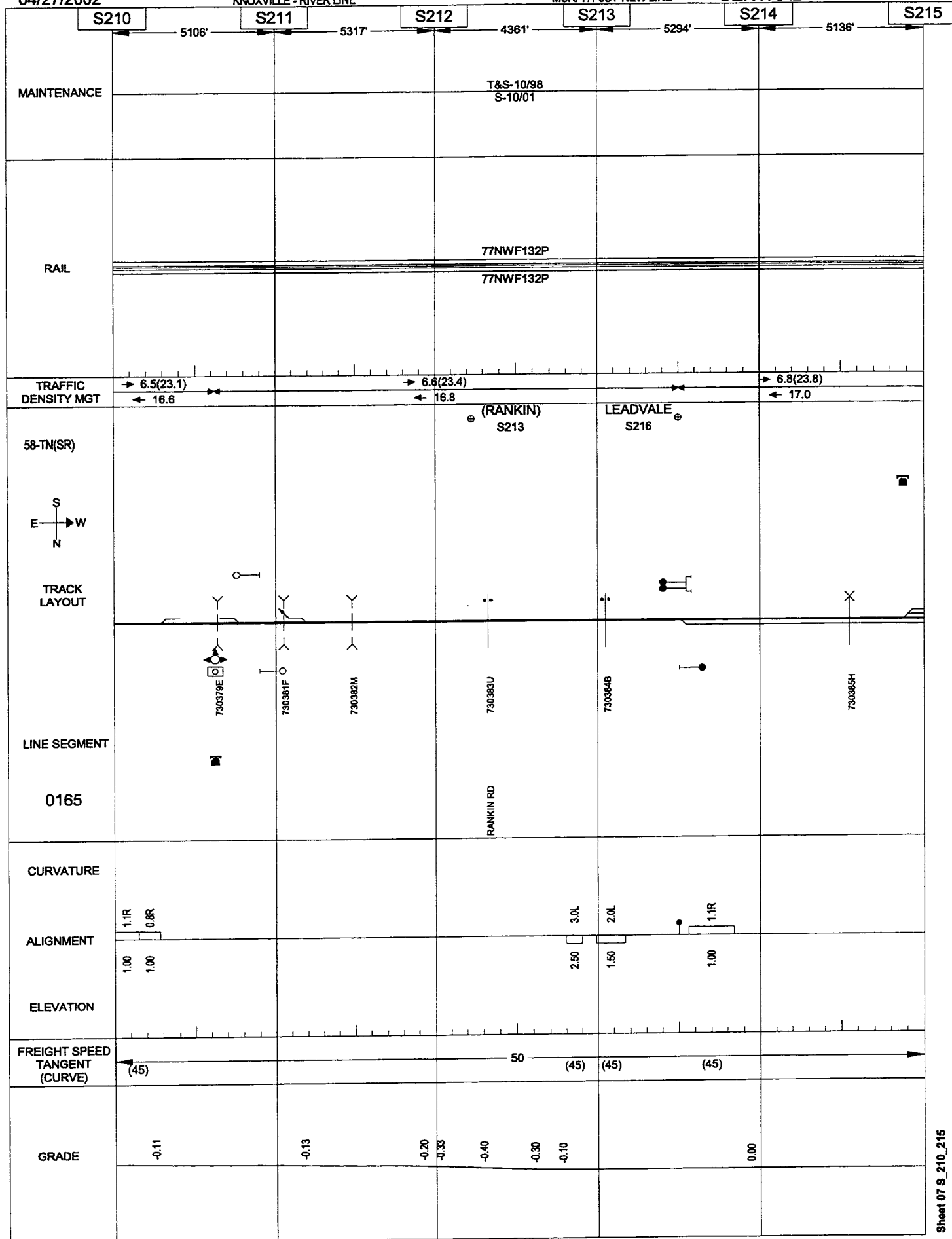


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

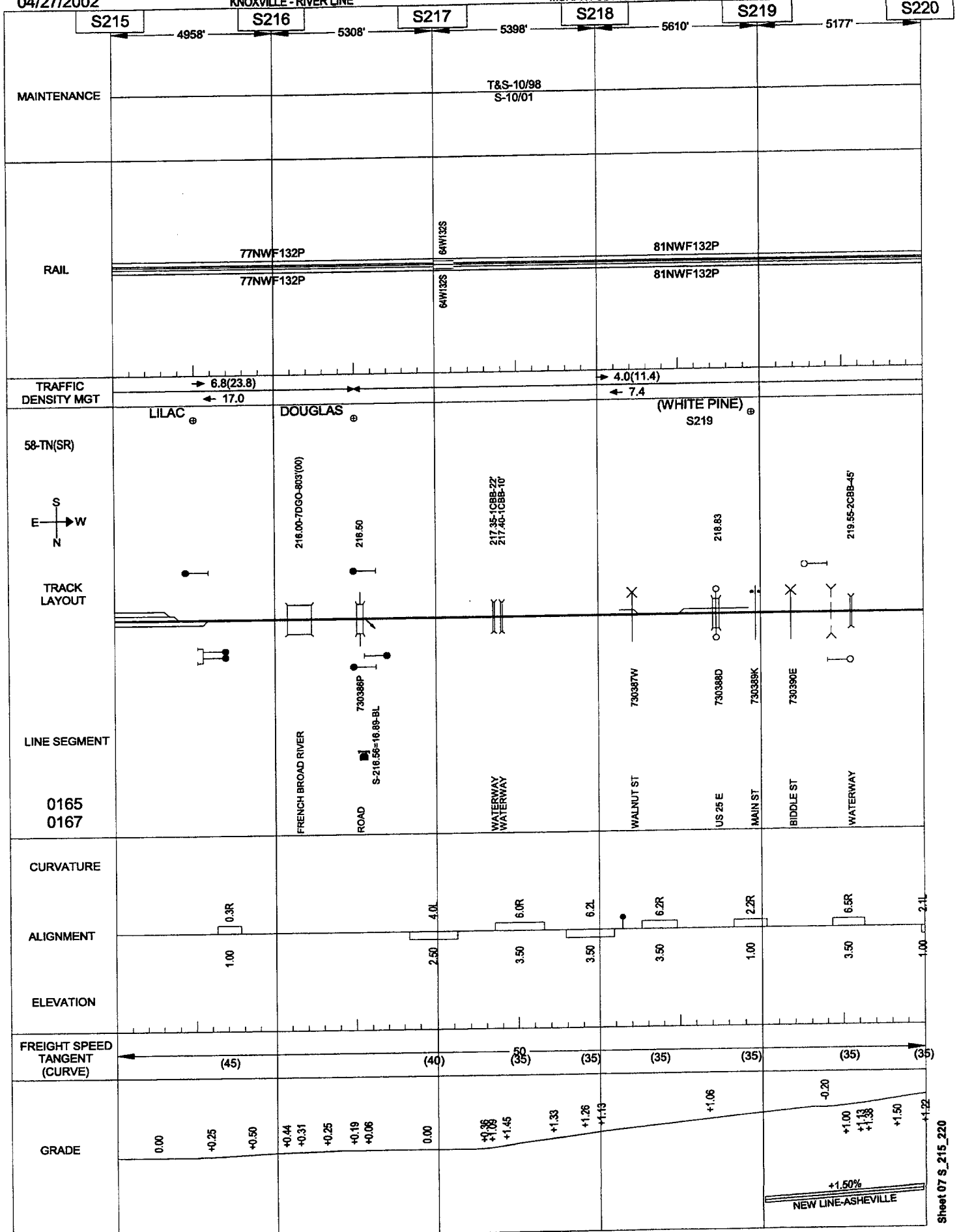


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

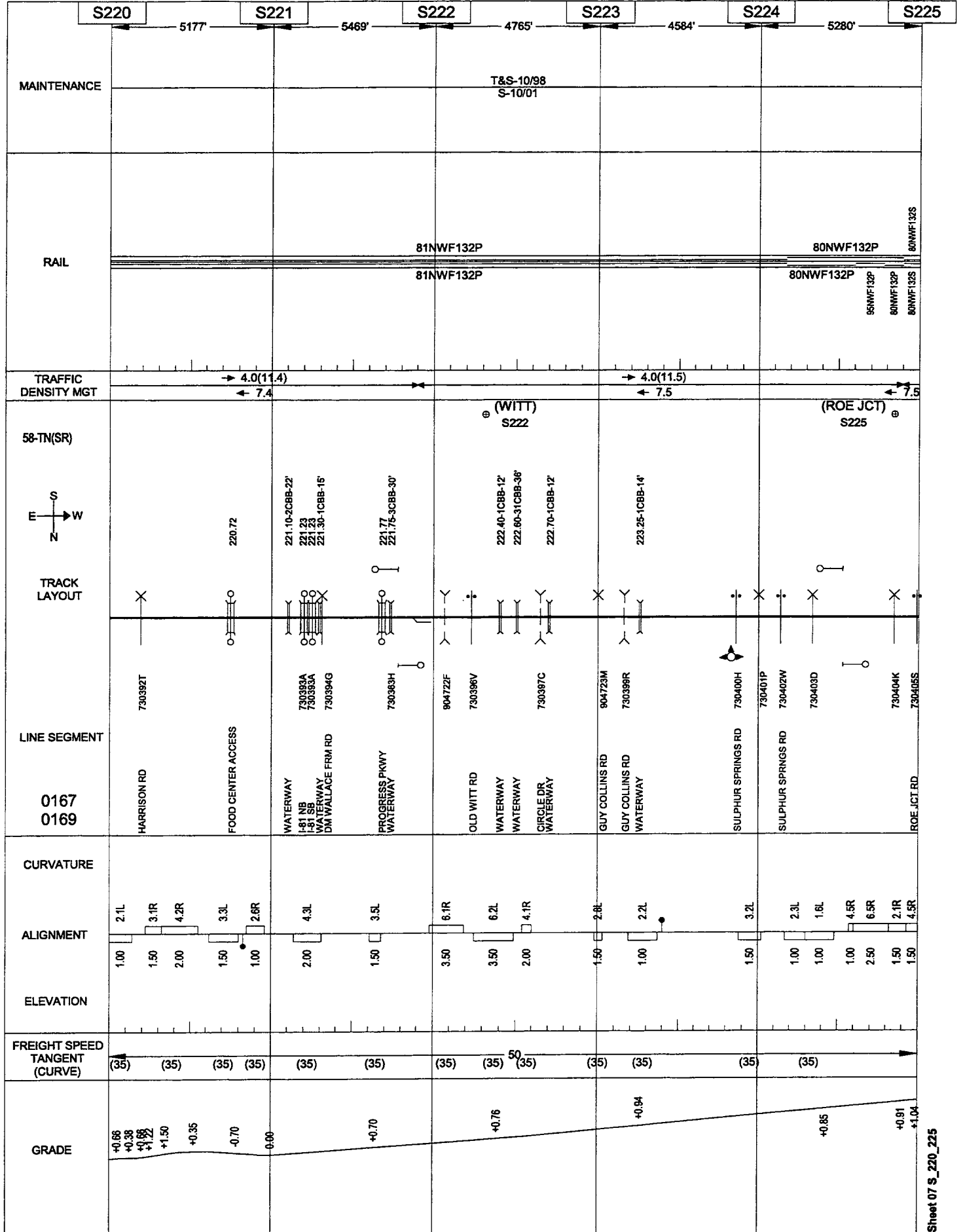


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

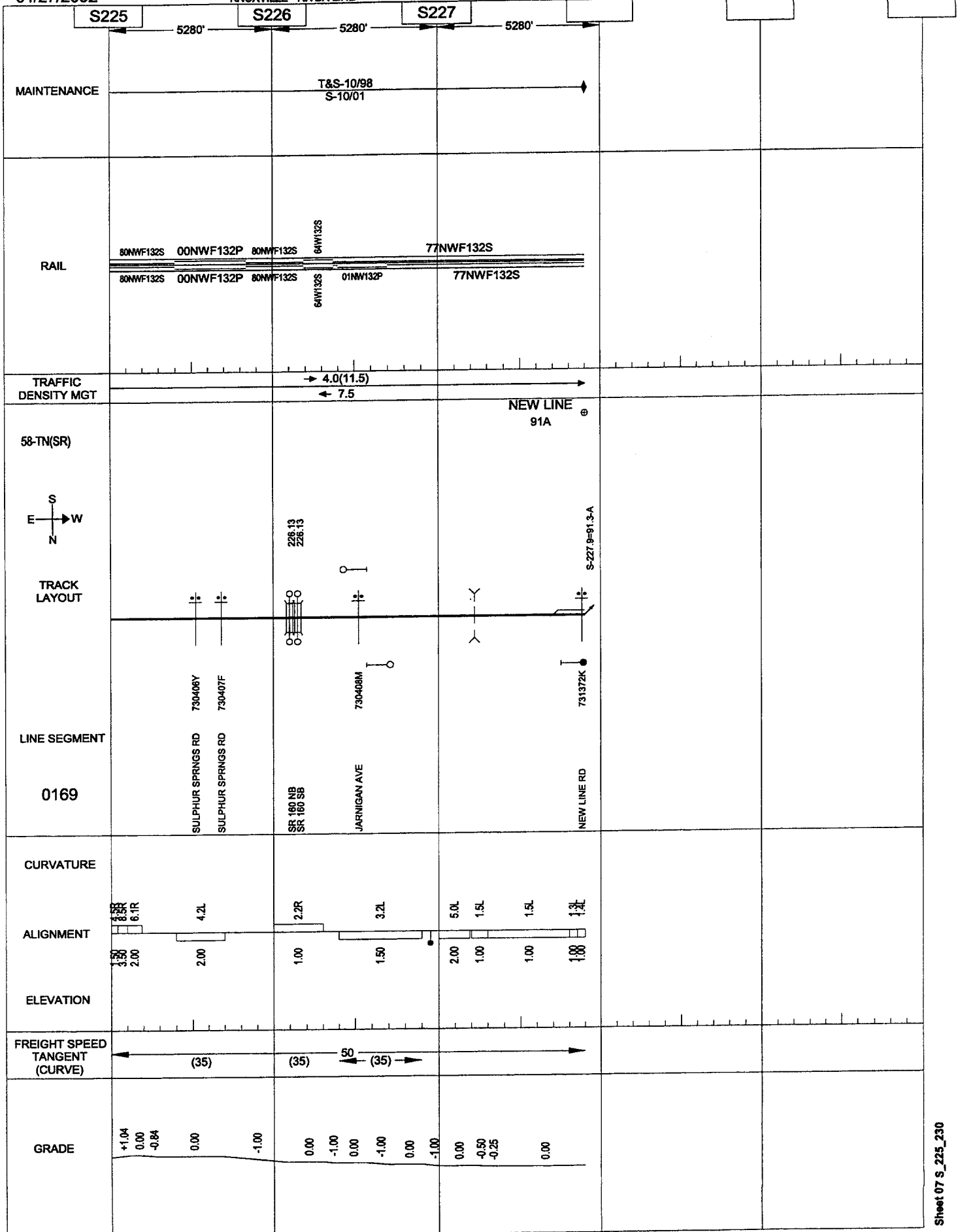


04/27/2002

KNOXVILLE - RIVER LINE

MURPHY JCT-NEW LINE

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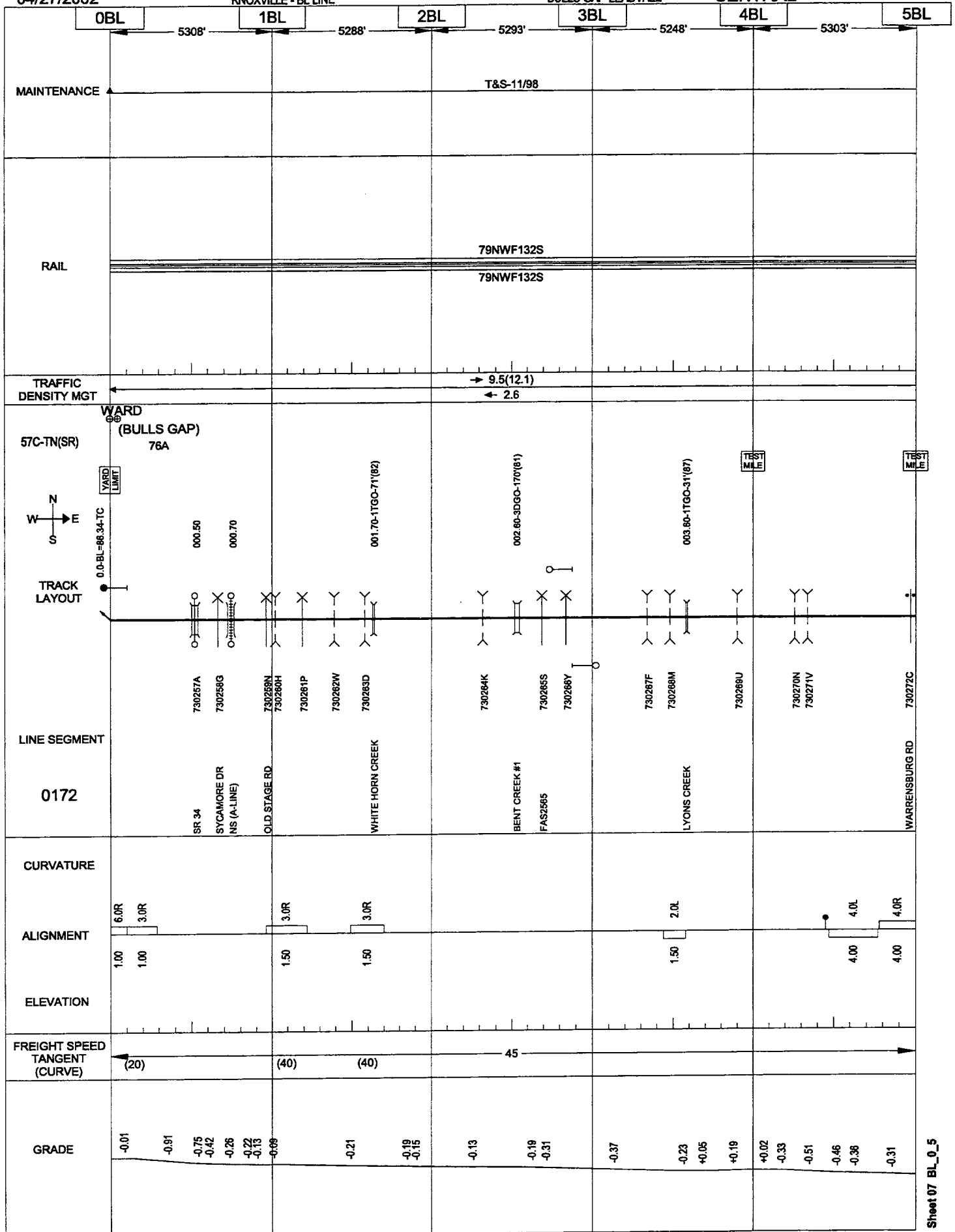


04/27/2002

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

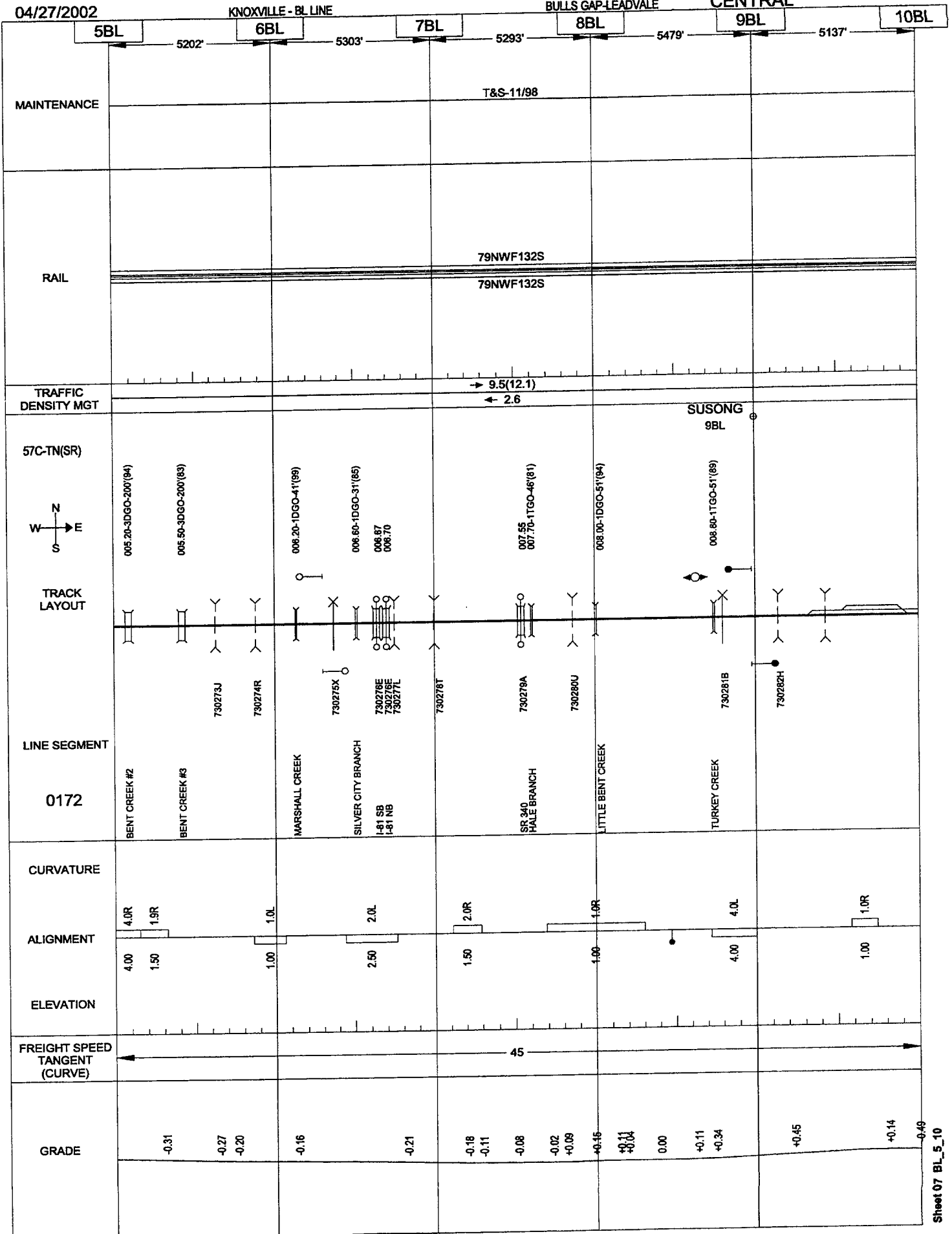


04/27/2002

KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

CENTRAL

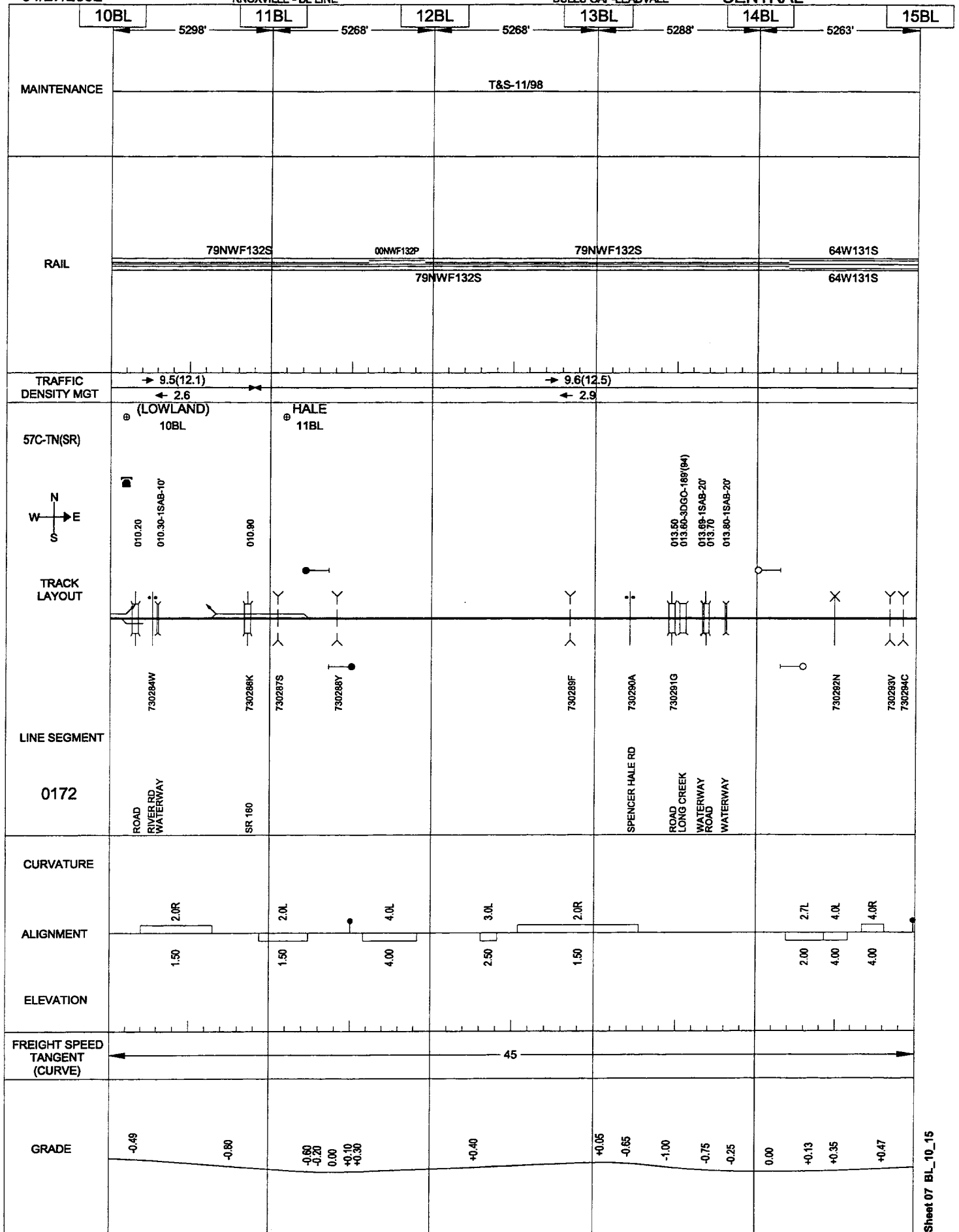


04/27/2002

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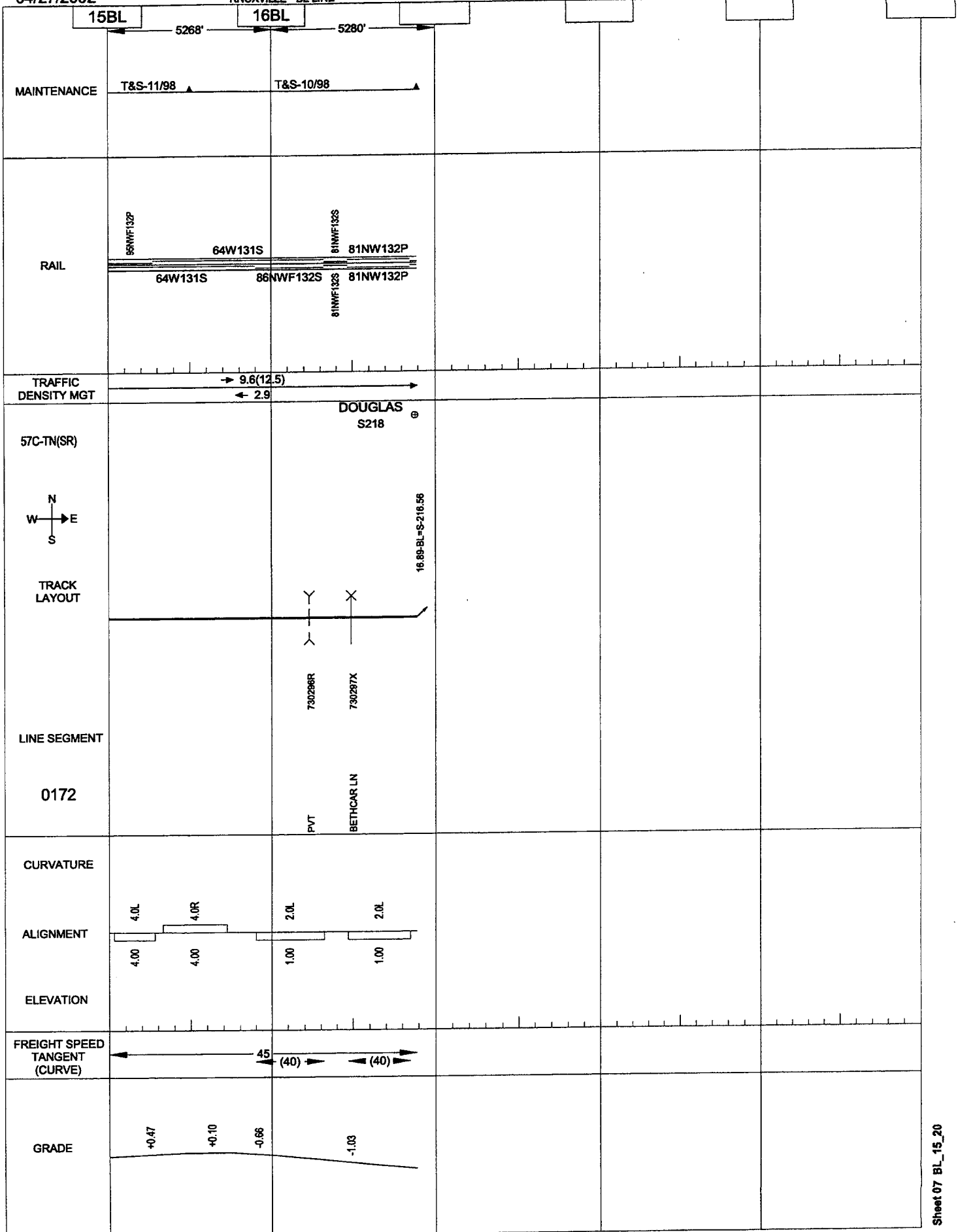


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KNOXVILLE - BL LINE

BULLS GAP-LEADVALE

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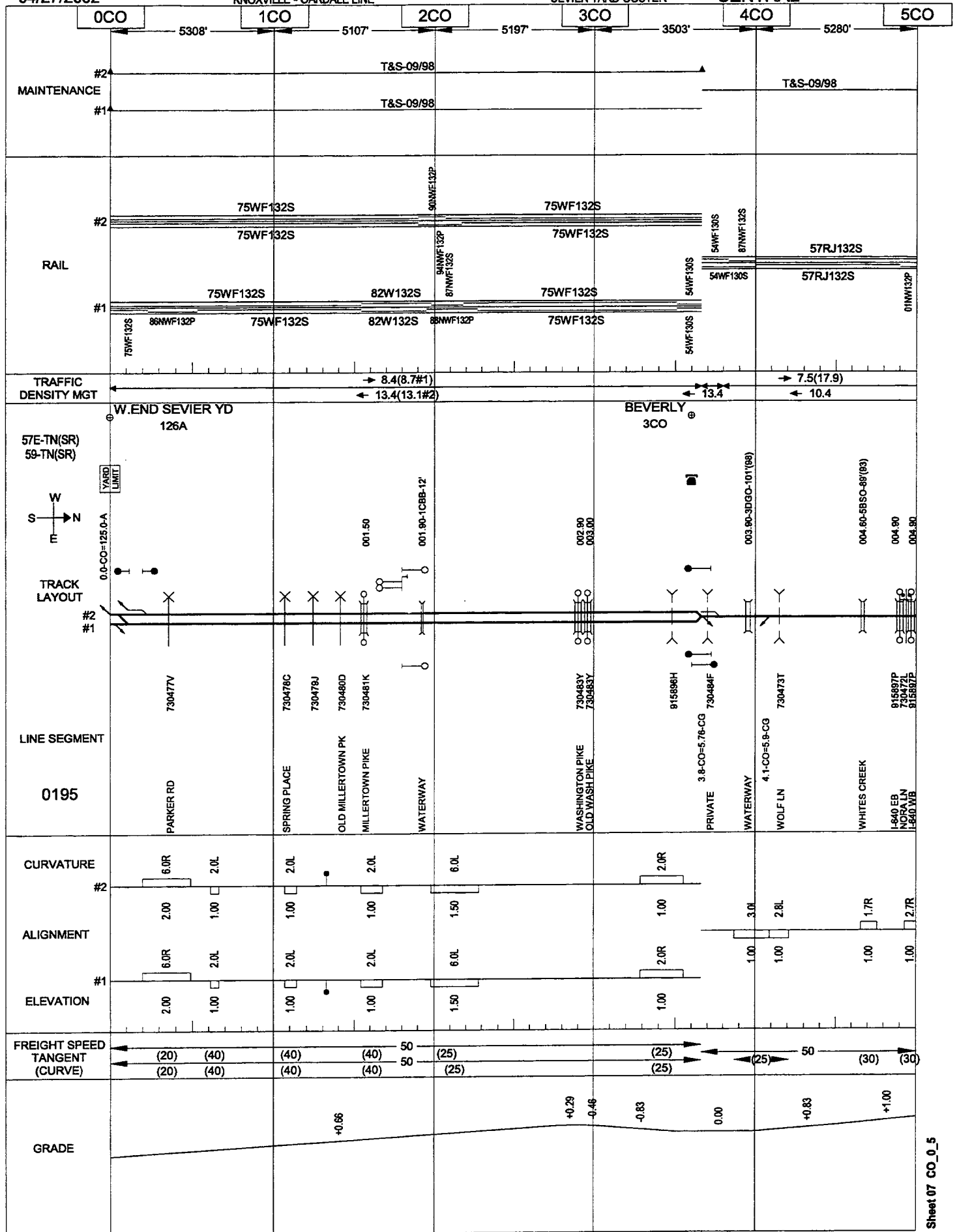


04/27/2002

KNOXVILLE - OAKDALE LINE

SEVIER YARD-COSTER

CENTRAL

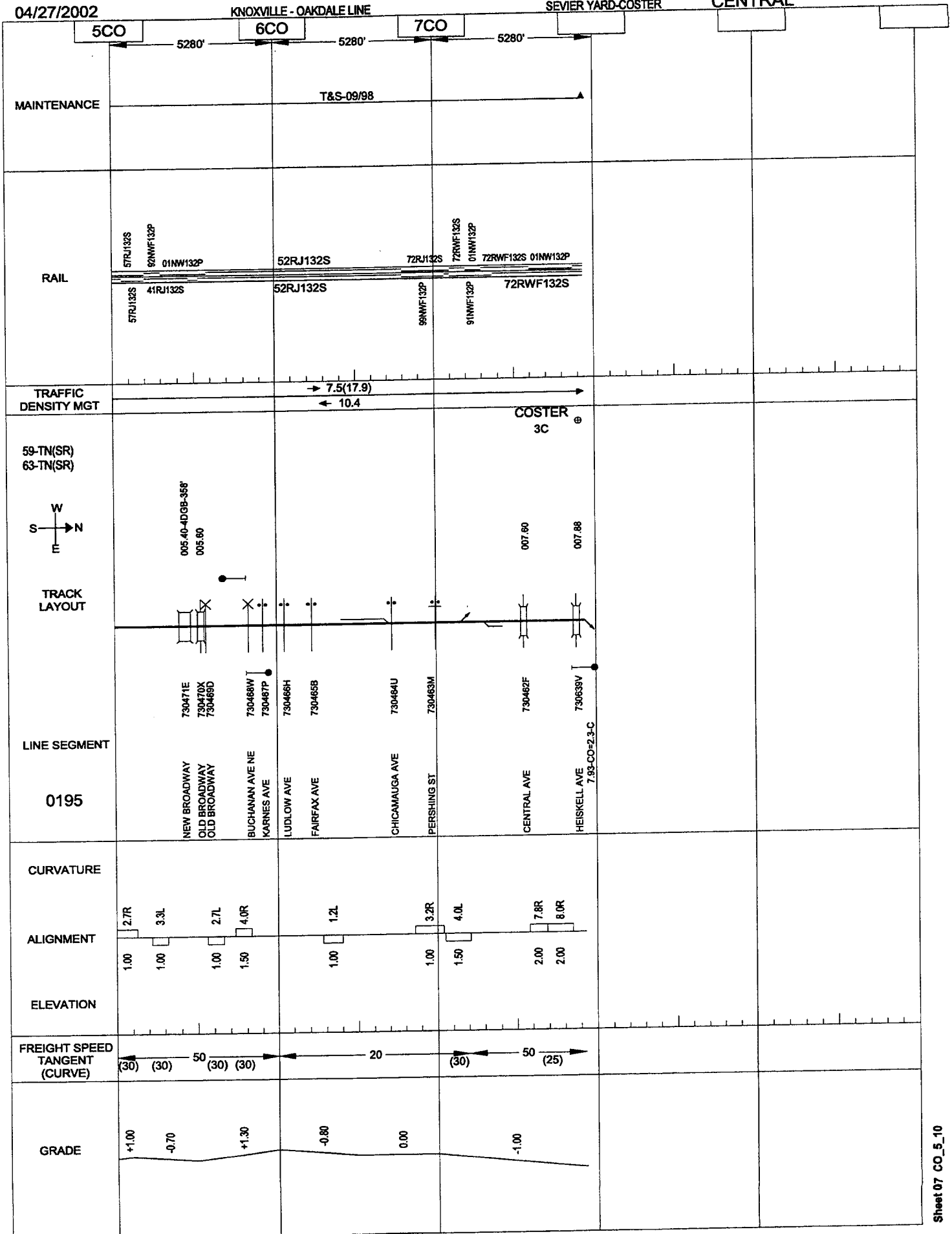


04/27/2002

KNOXVILLE - OAKDALE LINE

SEVIER YARD-COSTER

CENTRAL

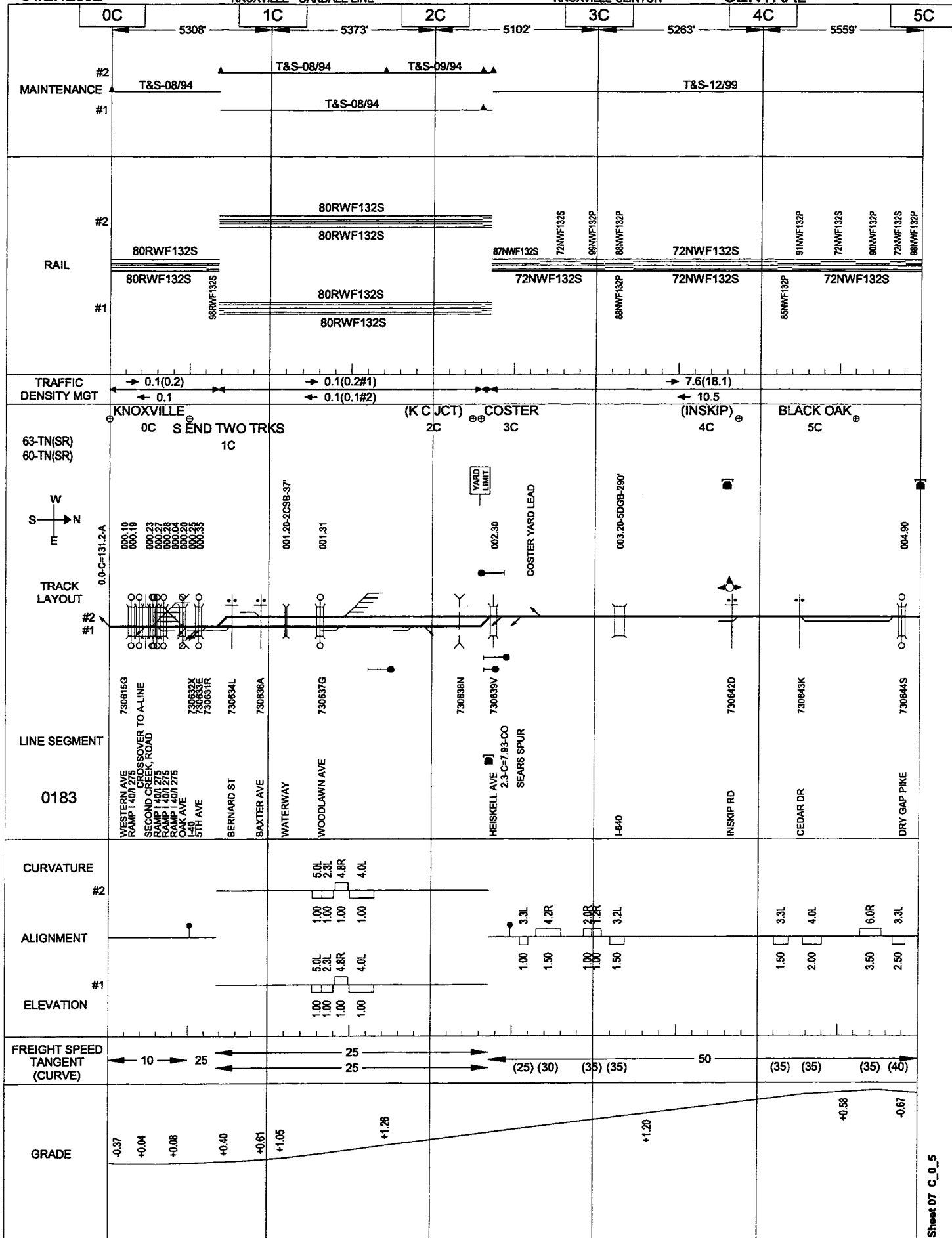


04/27/2002

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

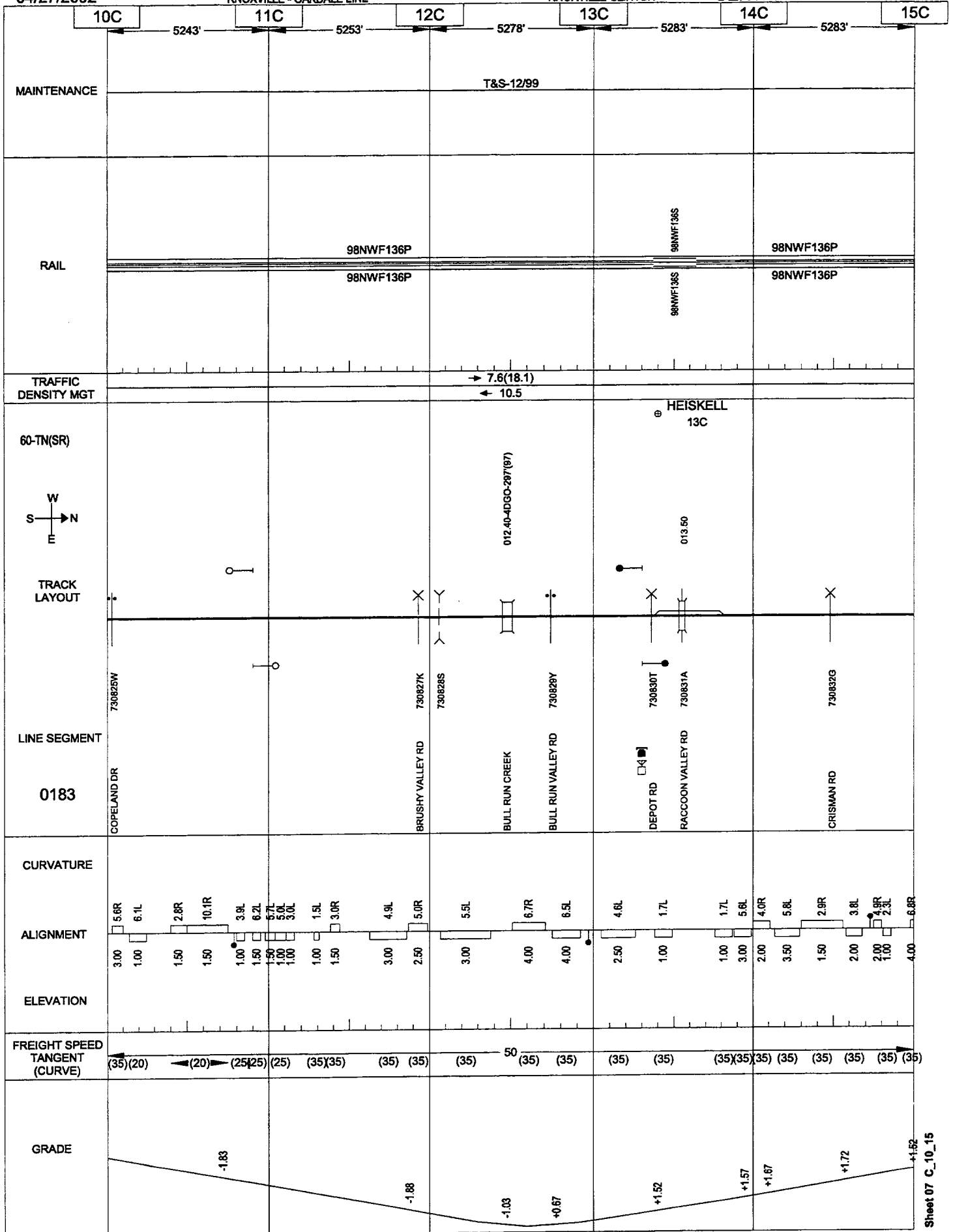


04/27/2002

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

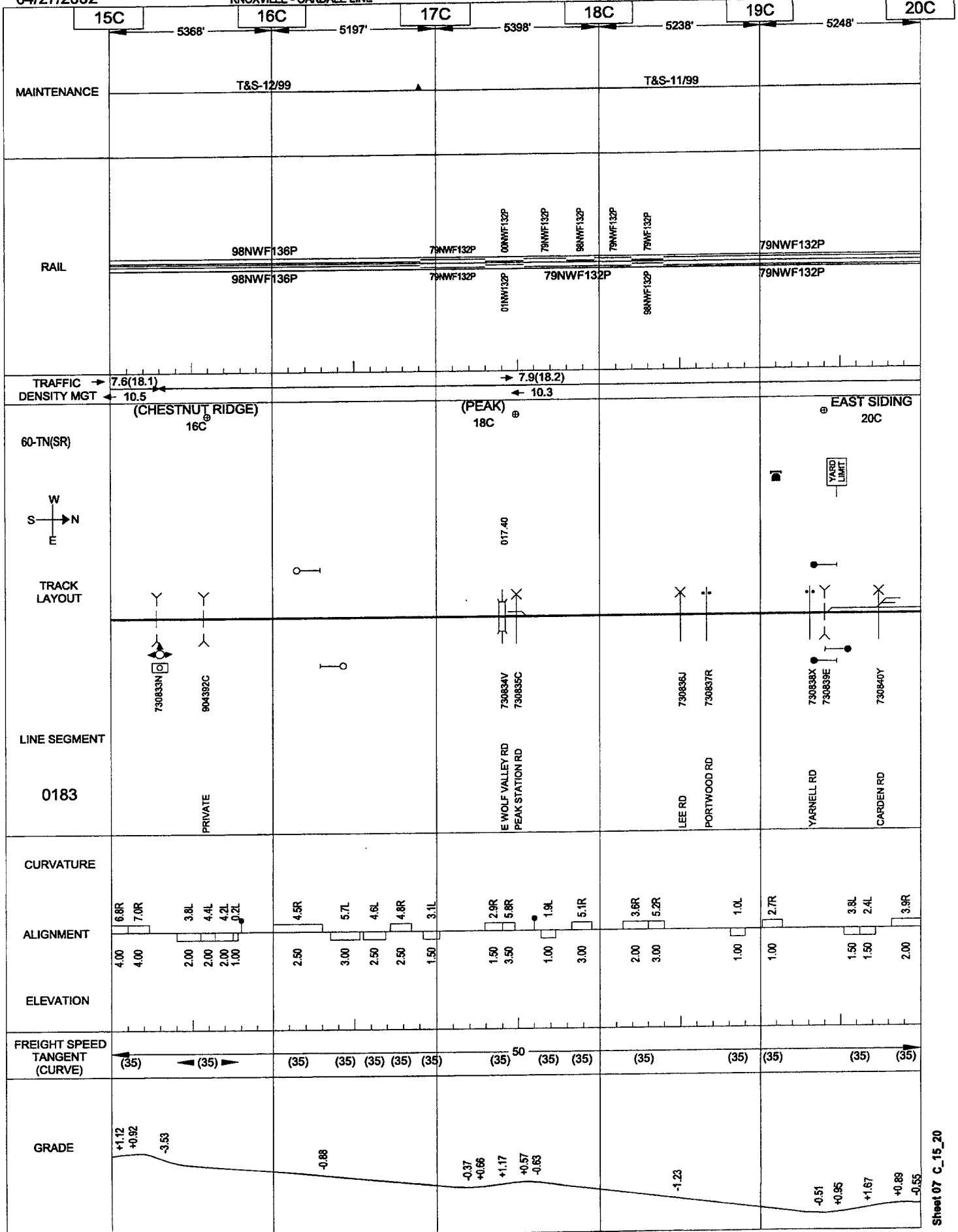


04/27/2002

KNOXVILLE - OAKDALE LINE

KNOXVILLE-CLINTON

CENTRAL

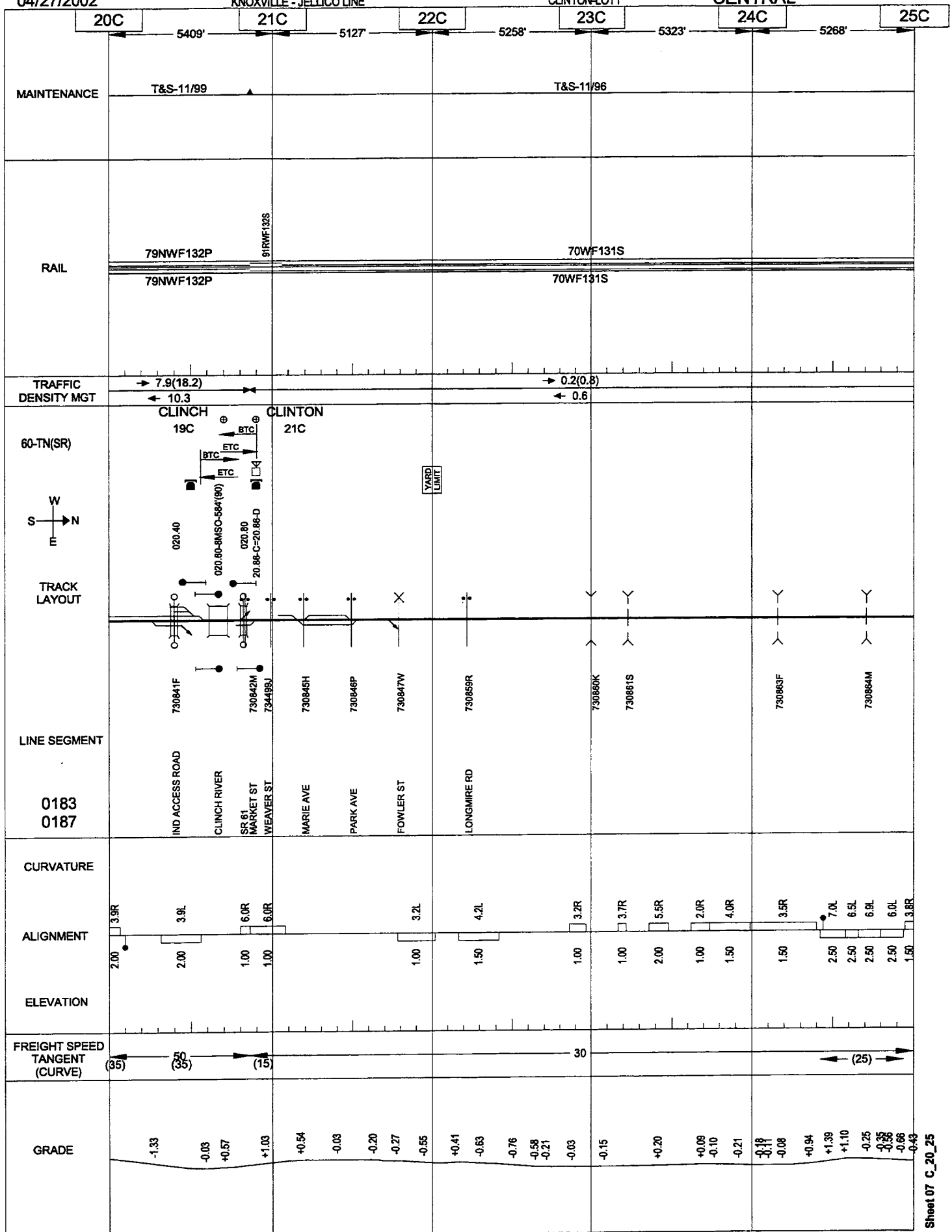


04/27/2002

KNOXVILLE - JELICO LINE

CLINTON-LOTT

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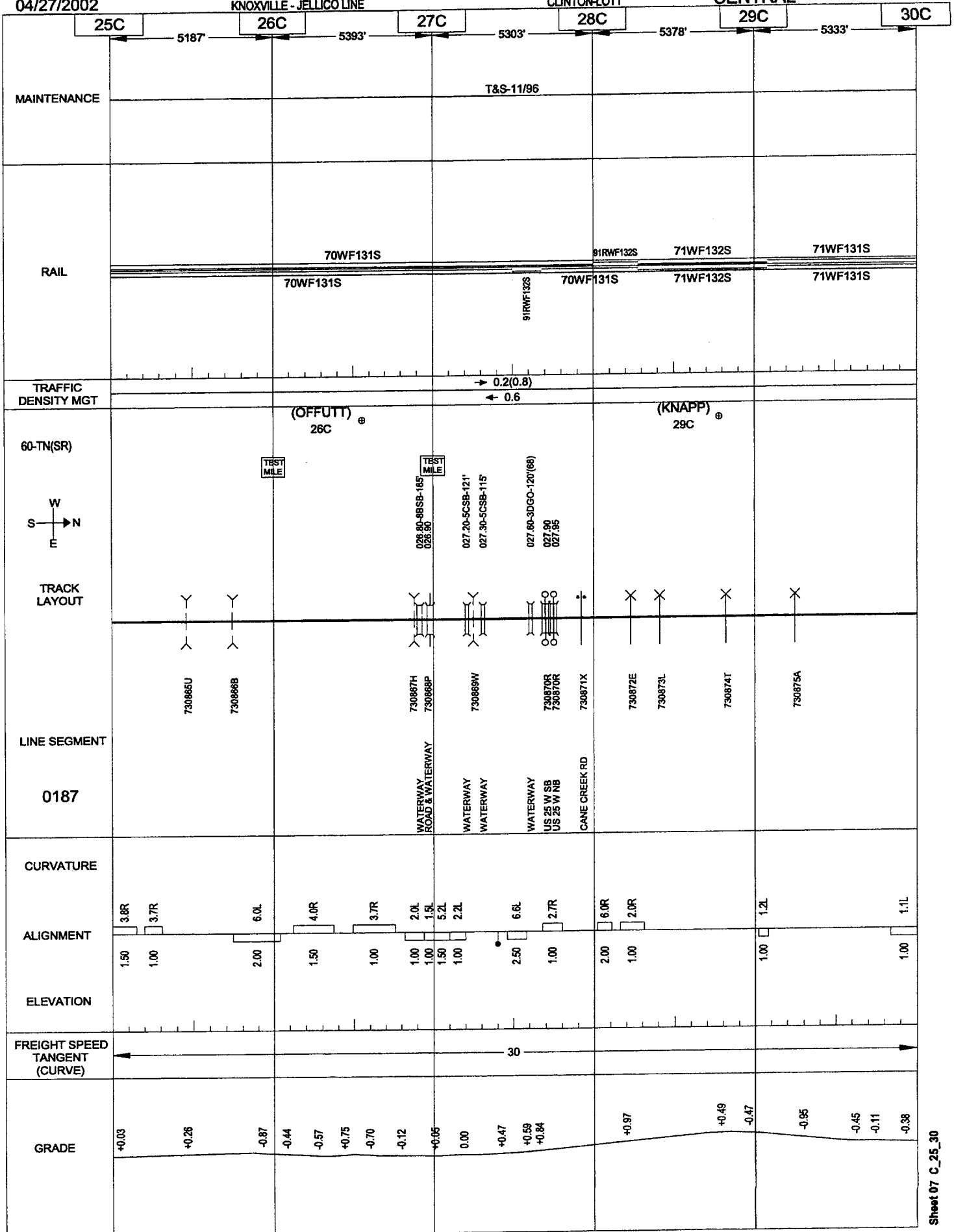


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CLINTON-LOTT

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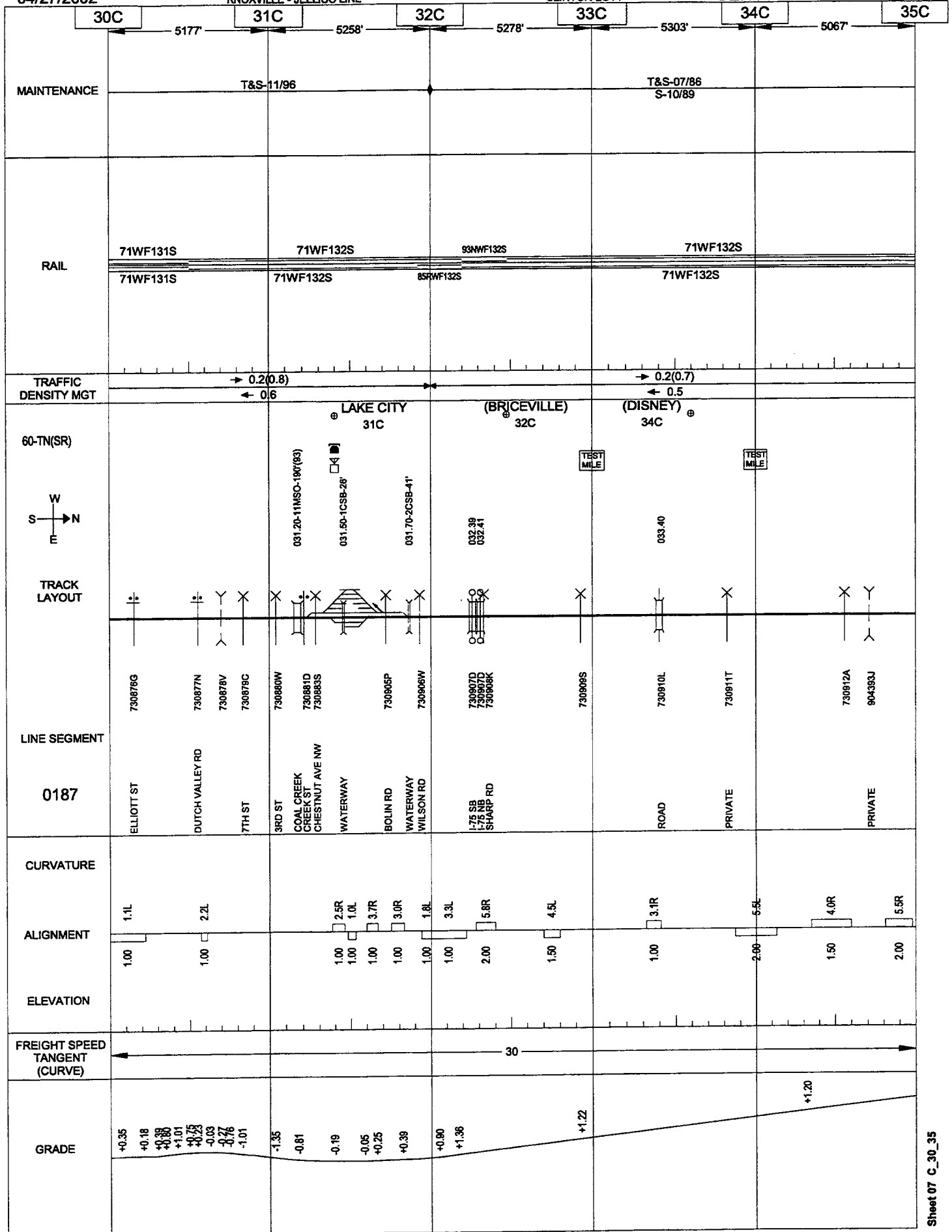


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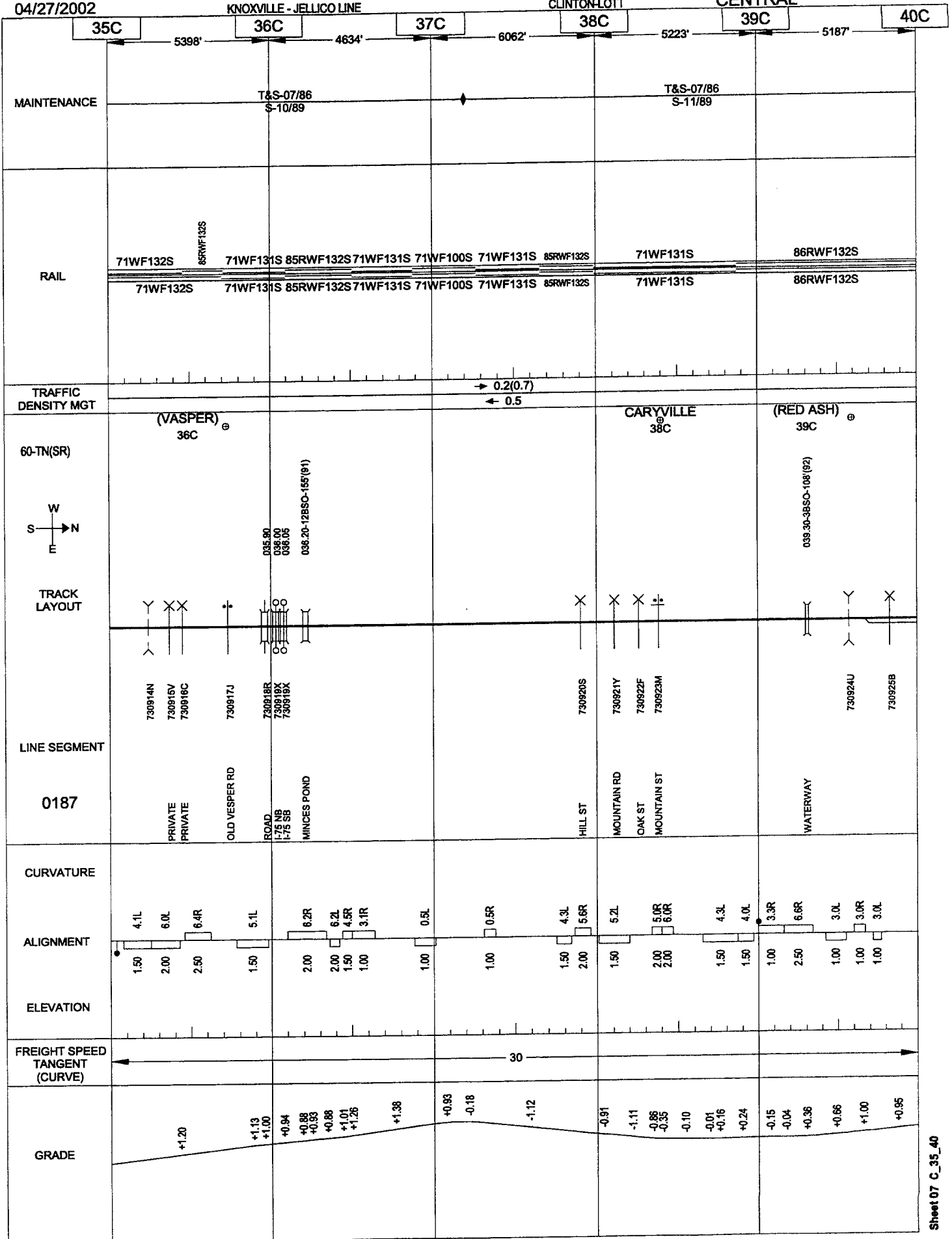


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KNOXVILLE - JELICO LINE

CLINTON-LOTT

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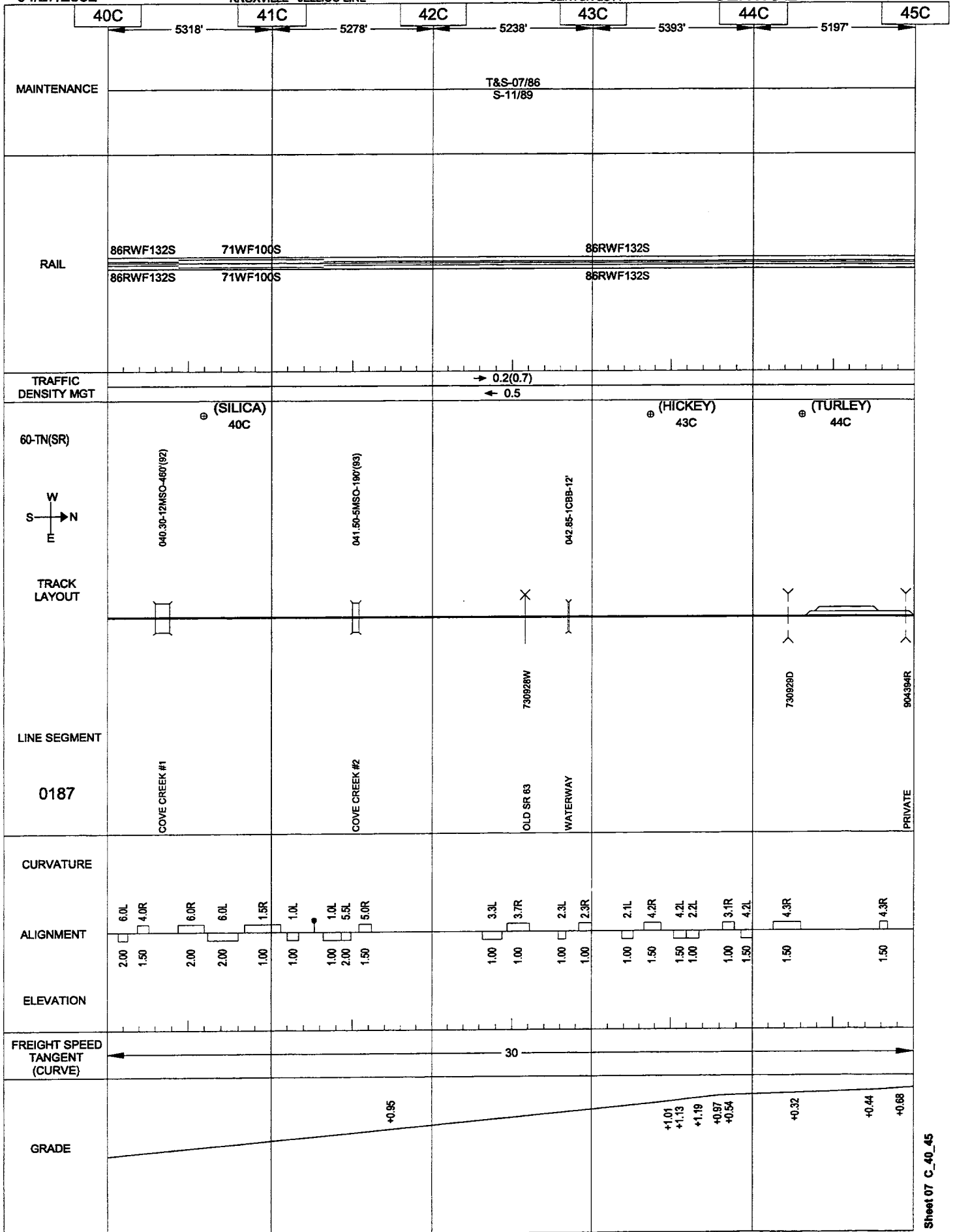


04/27/2002

KNOXVILLE - JELICO LINE

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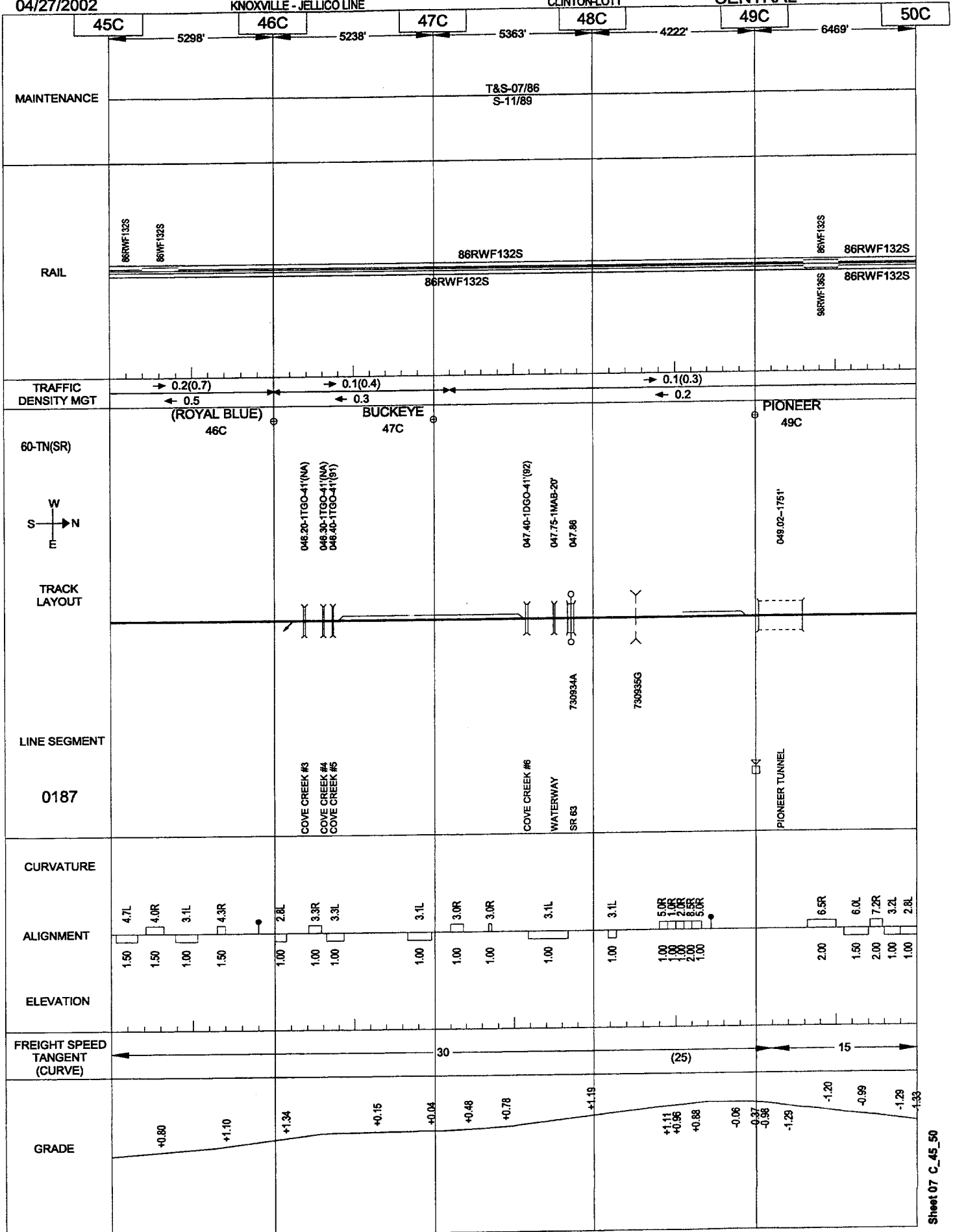


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KNOXVILLE - JELICO LINE

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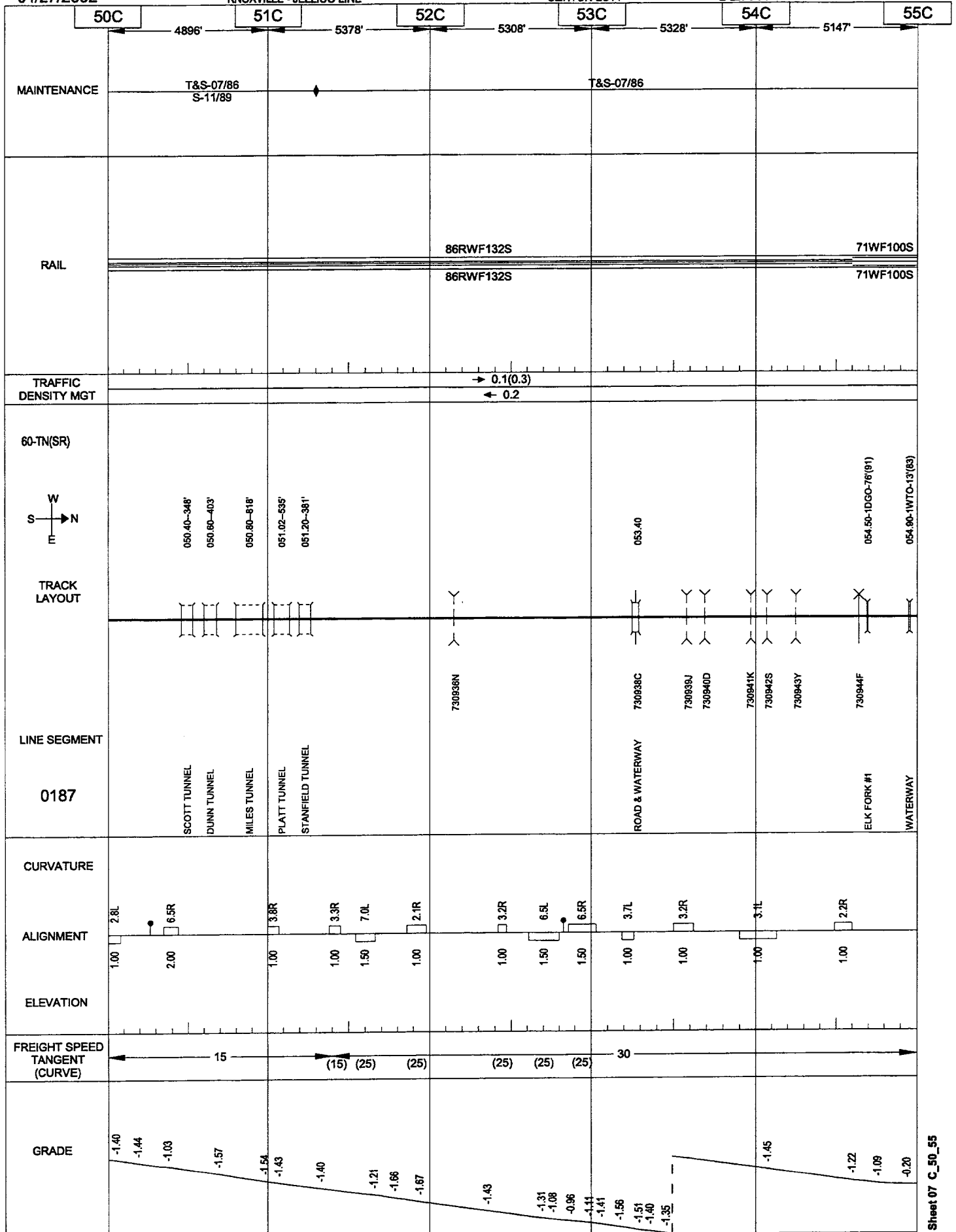


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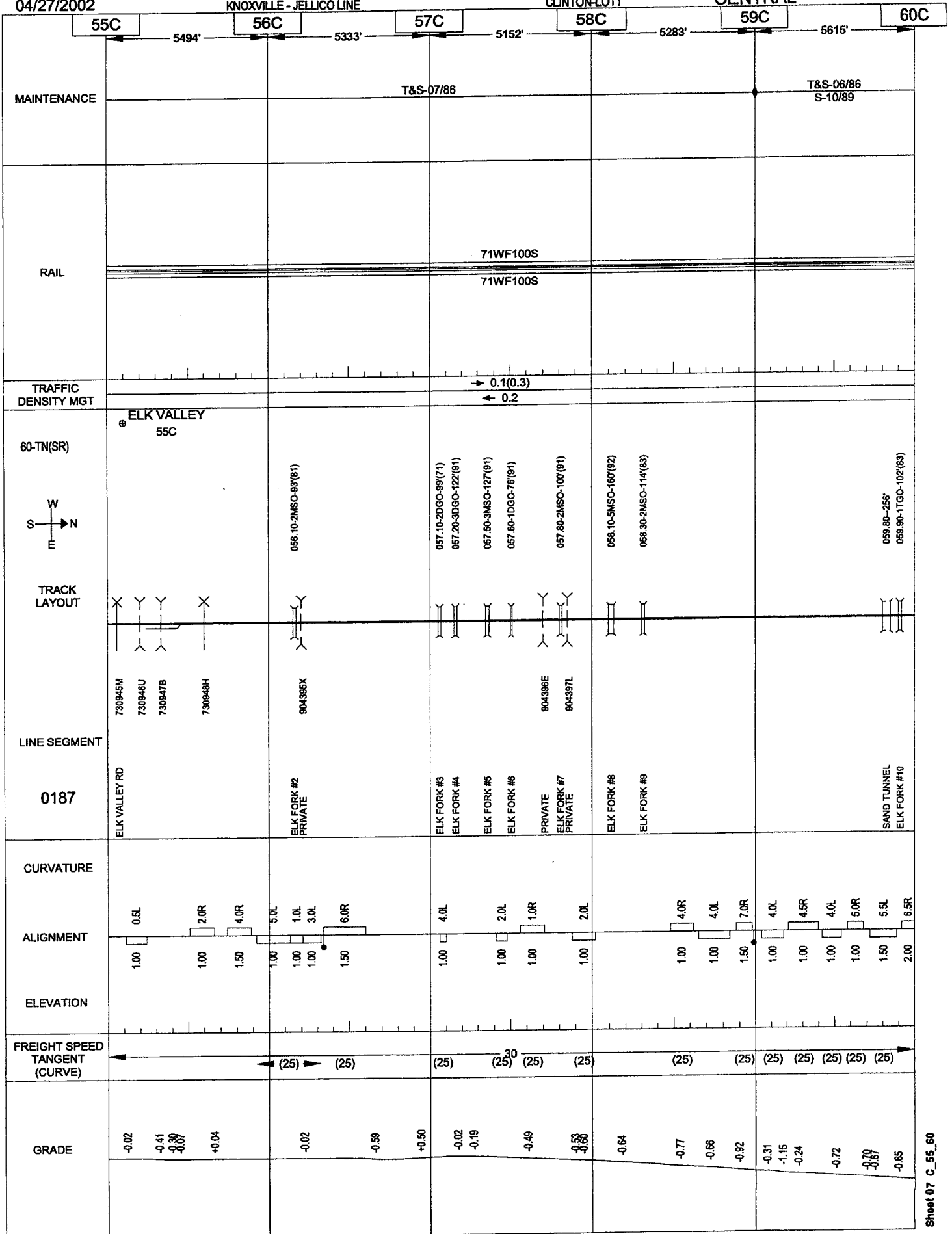


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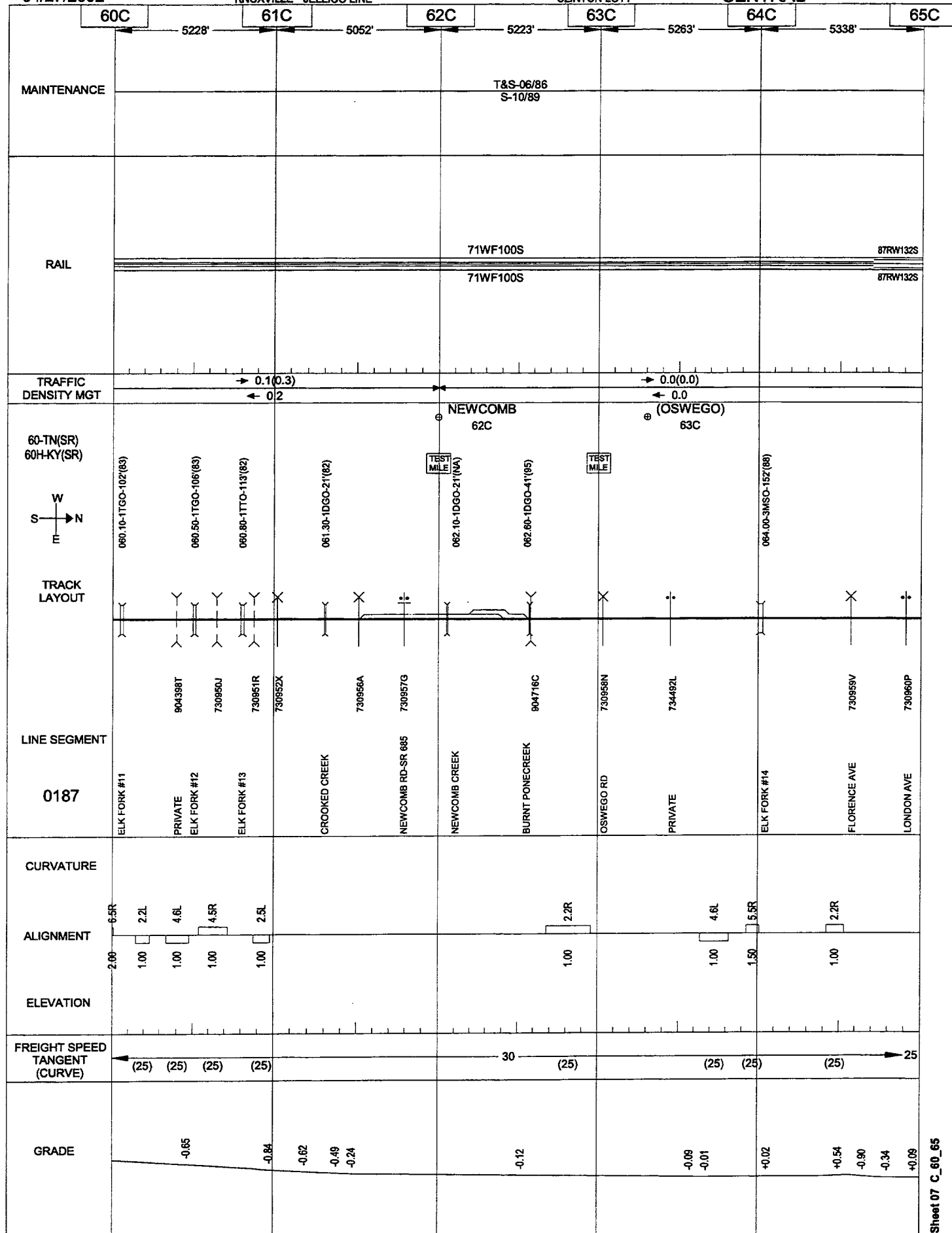


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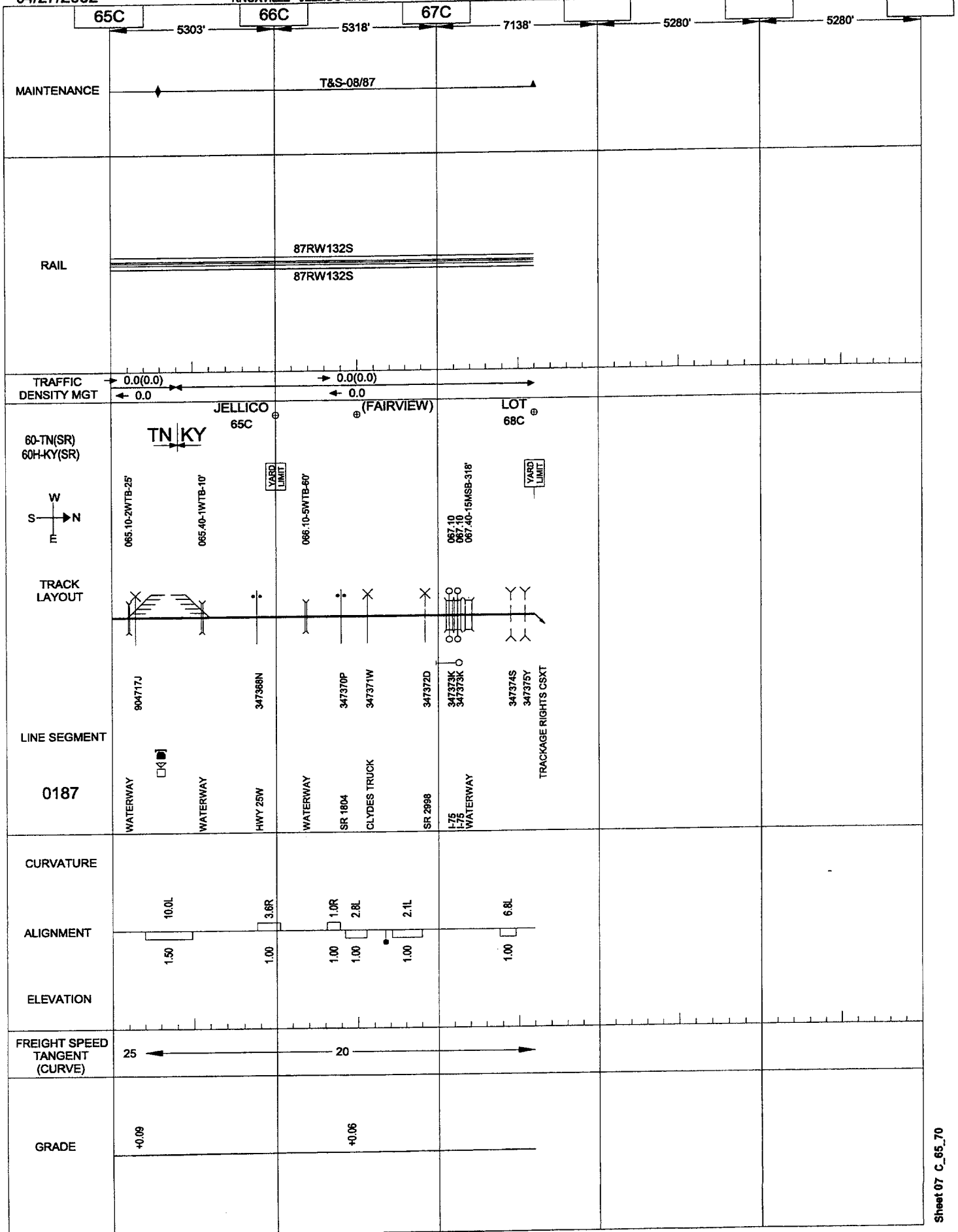


04/27/2002

KNOXVILLE - JELICO LINE

CLINTON-LOTT

CENTRAL



04/27/2002

KNOXVILLE - JELICO LINE

HYDE-FONDE

CENTRAL

74C

75C

5280'

5280'

5280'

4011'

5223'

MAINTENANCE

T&S-12/91

RAIL

83WRF132S

81RWF132S

81RWF132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

60G-TN(SR)

W
S → N
E

TRACK
LAYOUT⊕ (HYDE)
74C

074.00-3MSO-98(77)

074.40-18D3B-287(83)
074.50-8MSO-177(91)

LINE SEGMENT

0189

TRACKAGE RIGHTS CSXT

LAUREL FORK

CLEAR FORK #1
CLEAR FORK #2

CURVATURE

ALIGNMENT

ELEVATION

10.7R

1.50

10.6R

1.50

4.3R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+0.50

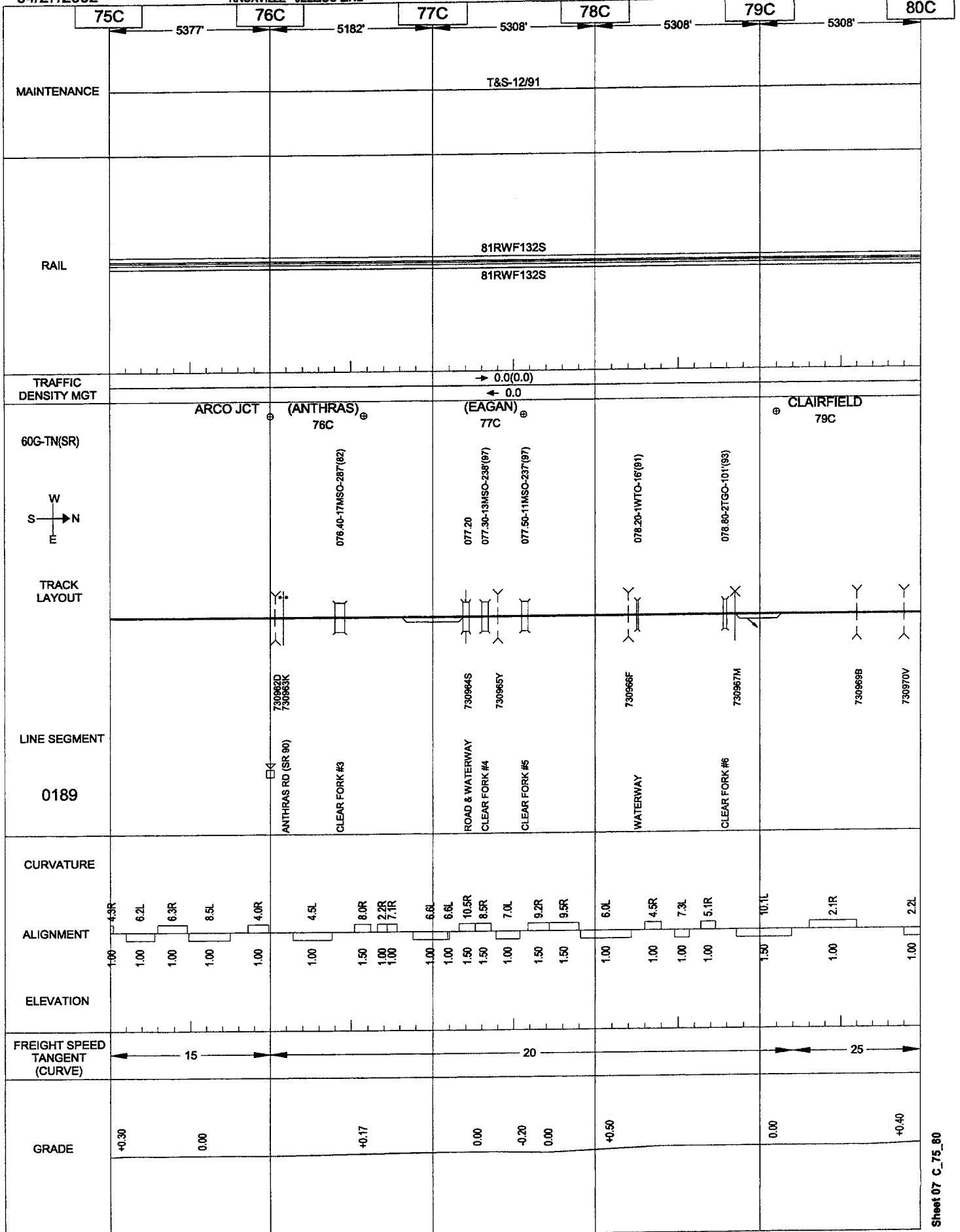
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04/27/2002

KNOXVILLE - JELICO LINE

HYDE-FONDE

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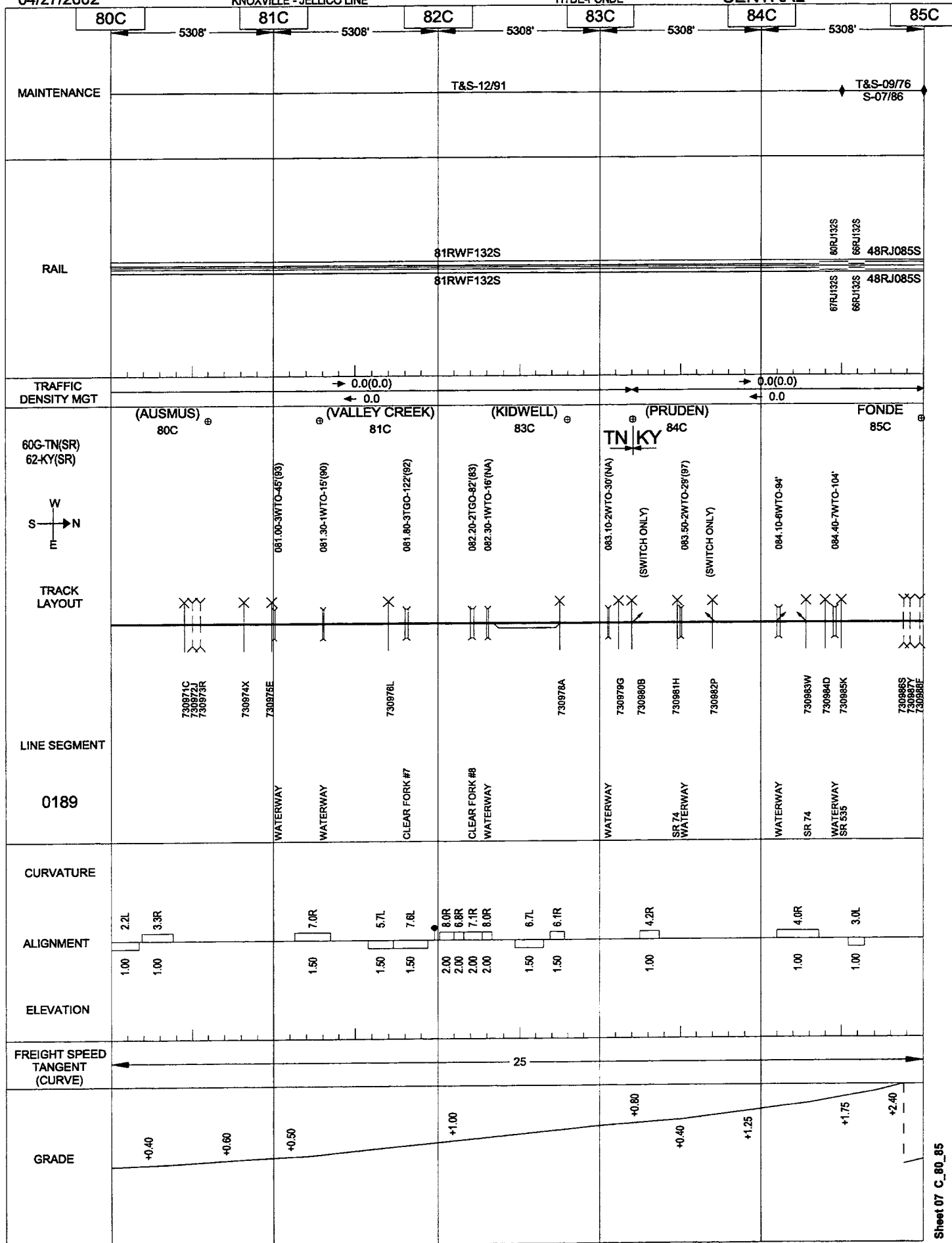


04/27/2002

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HYDE-FONDE

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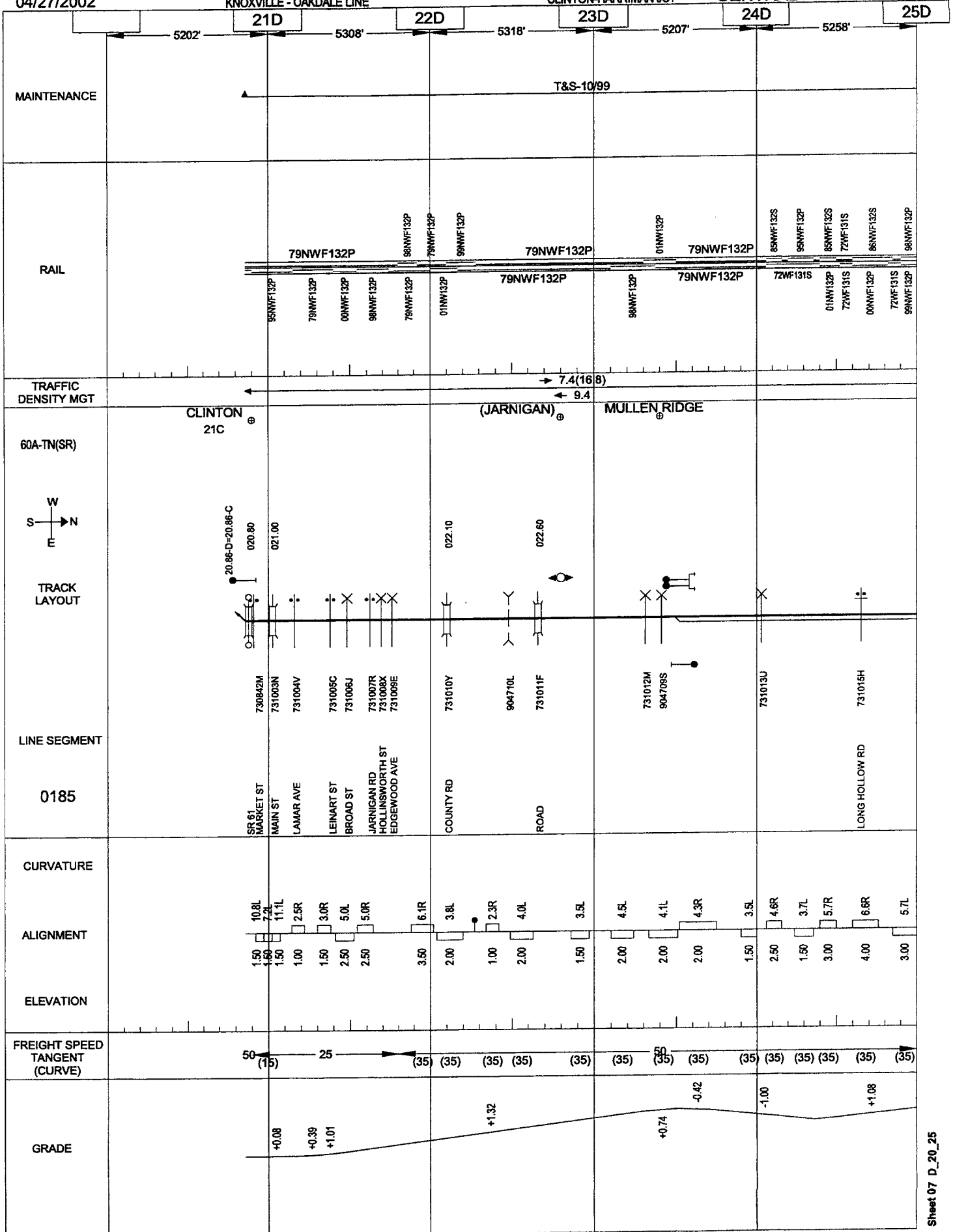


04/27/2002

KNOXVILLE - OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

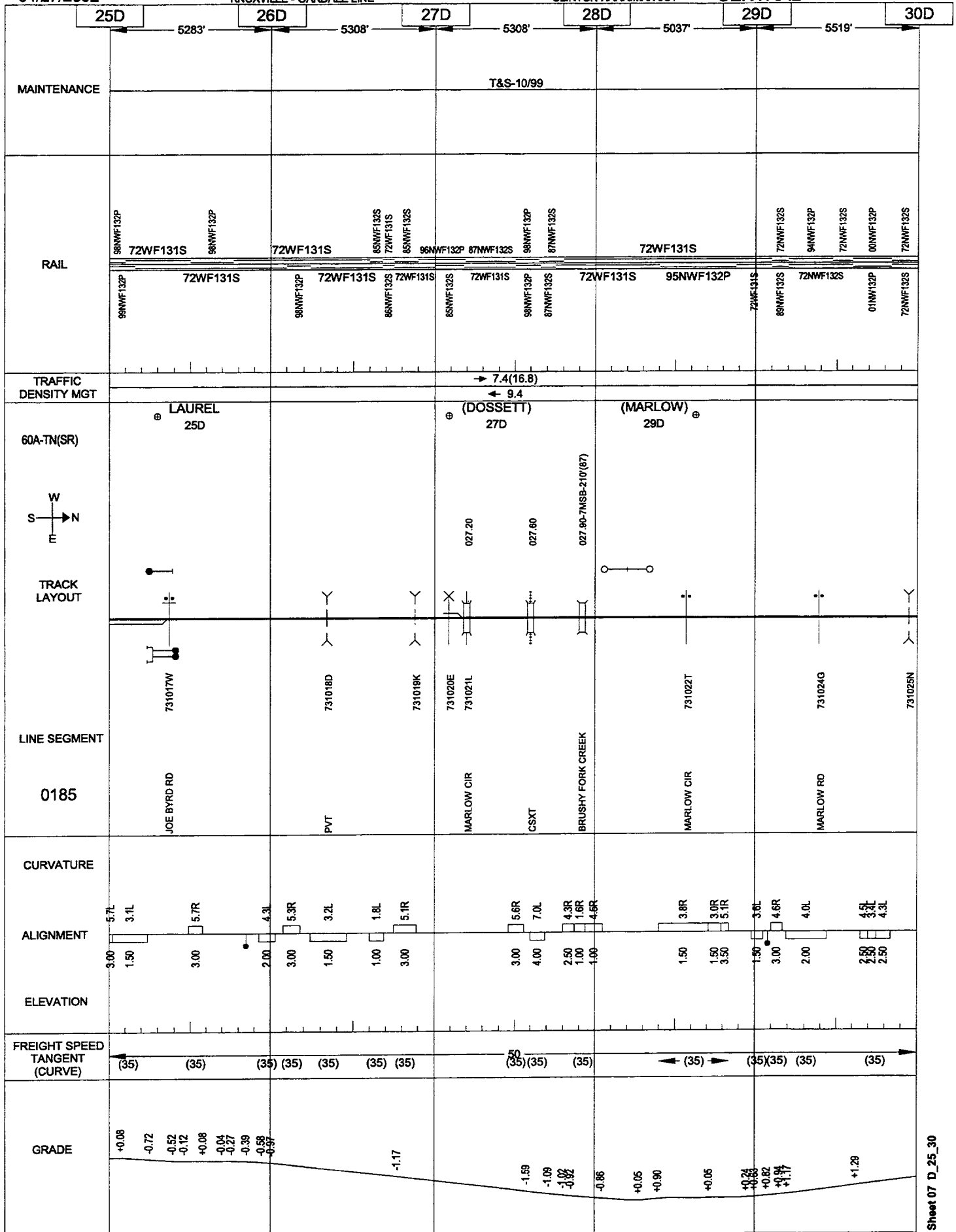


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KNOXVILLE - OAKDALE LINE

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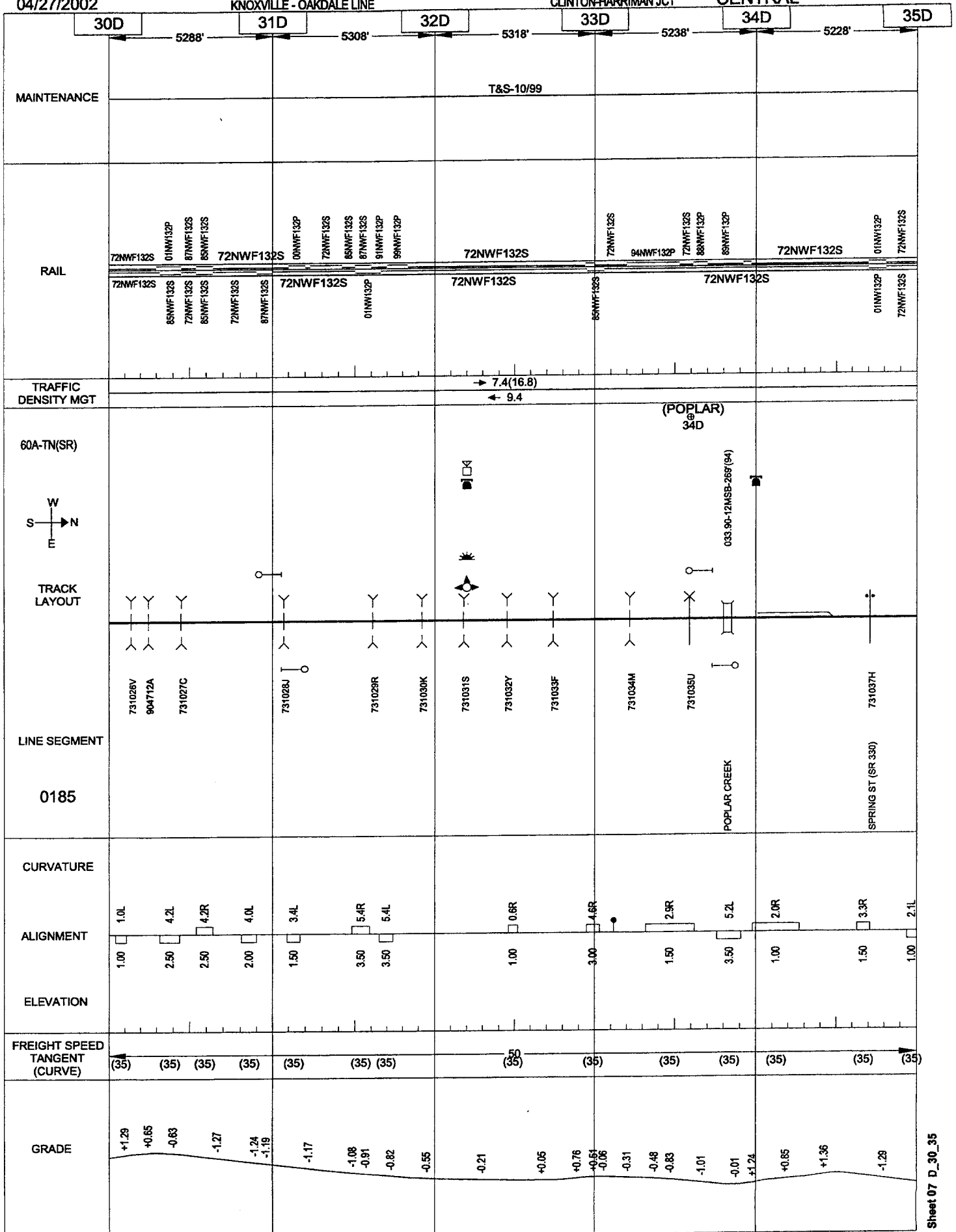


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KNOXVILLE - OAKDALE LINE

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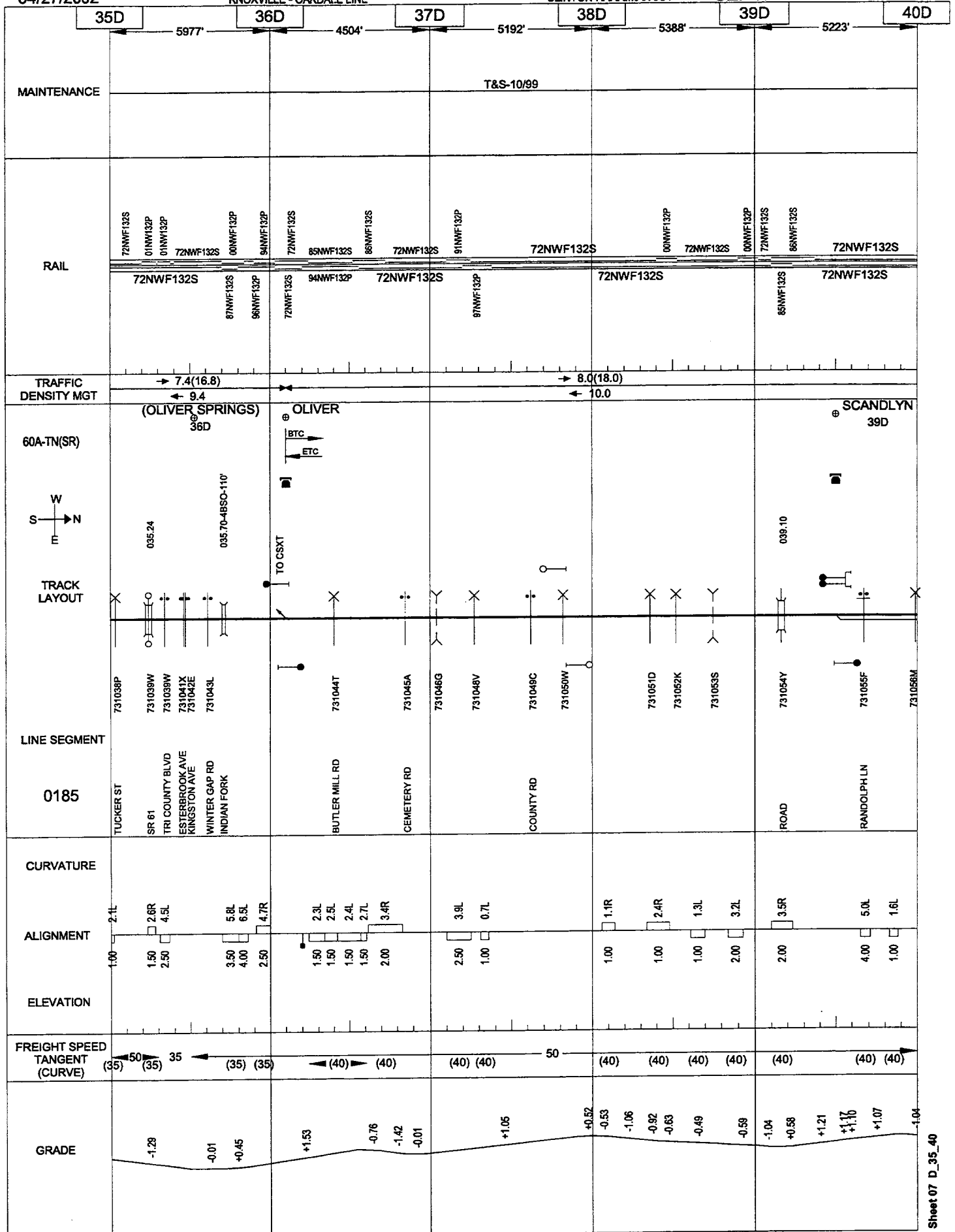


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KNOXVILLE - OAKDALE LINE

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CENTRAL



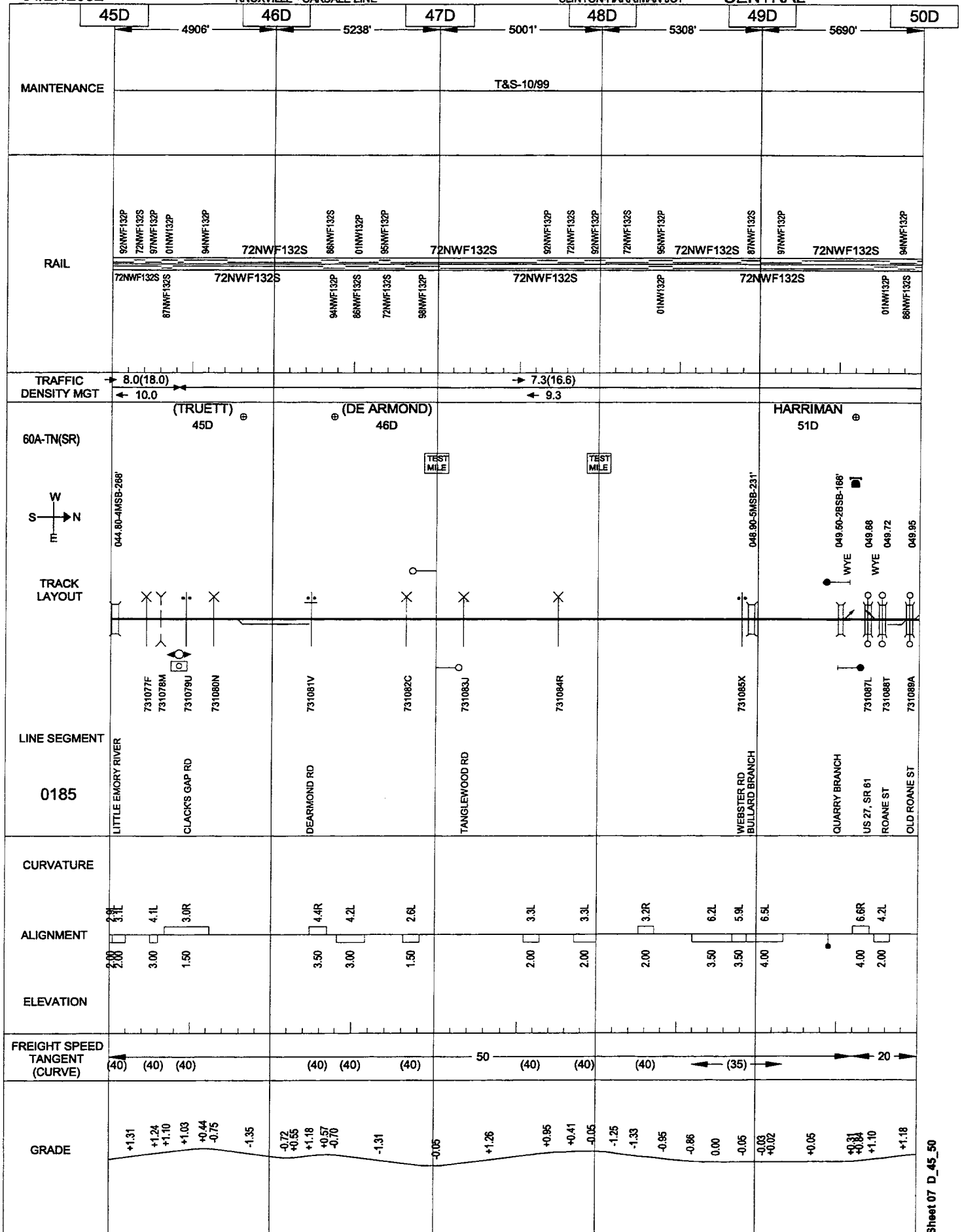


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KNOXVILLE - OAKDALE LINE

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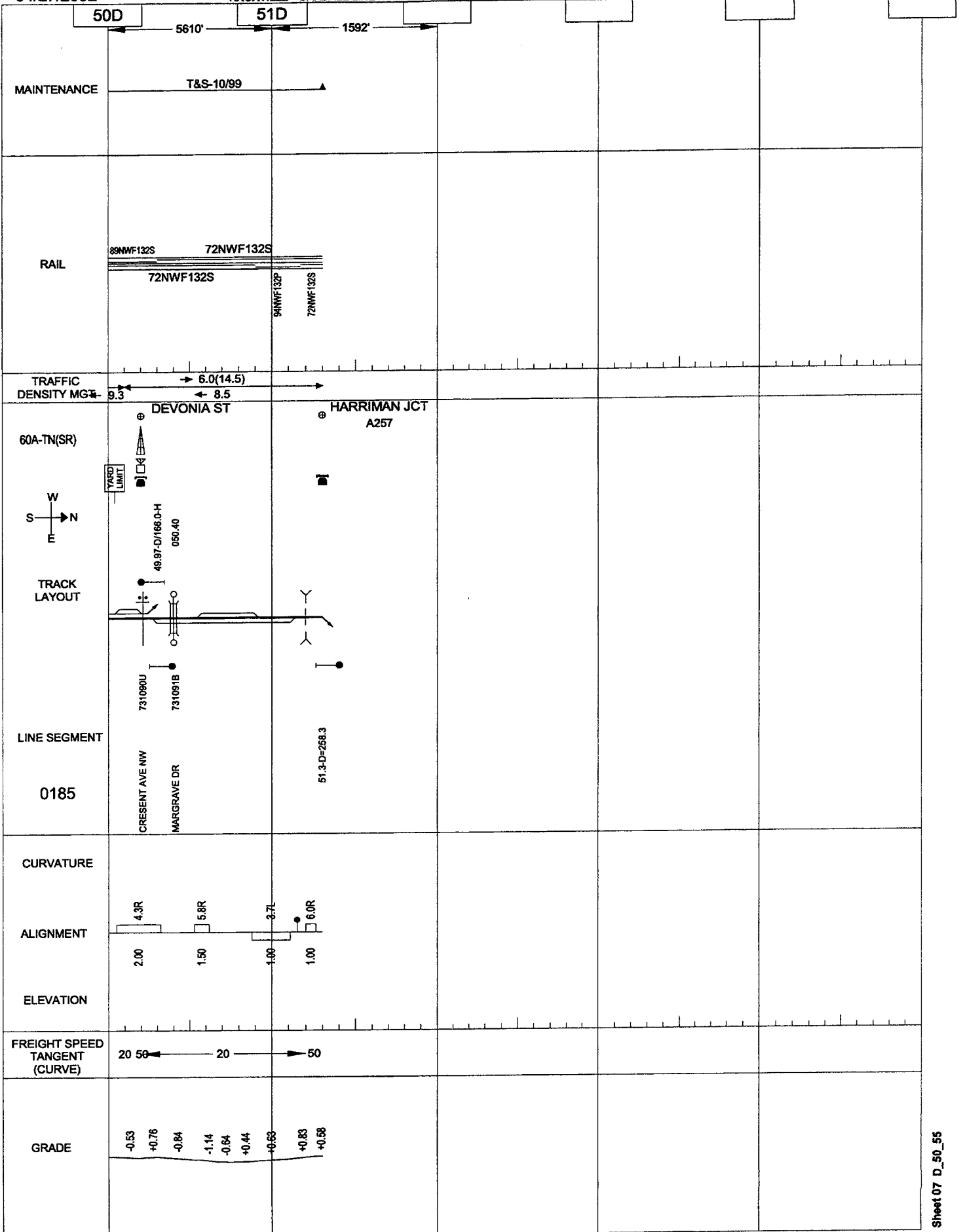


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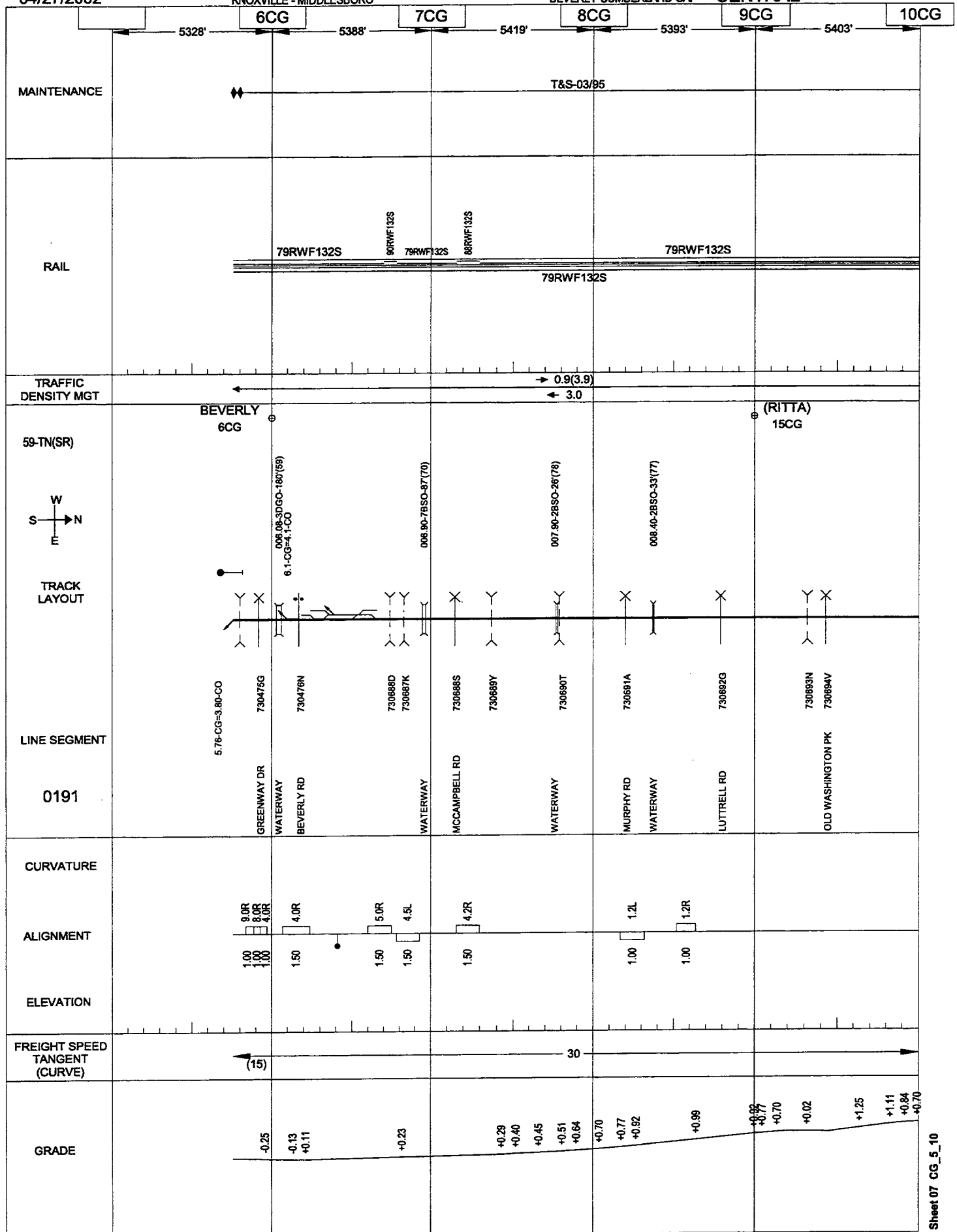


04/27/2002

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

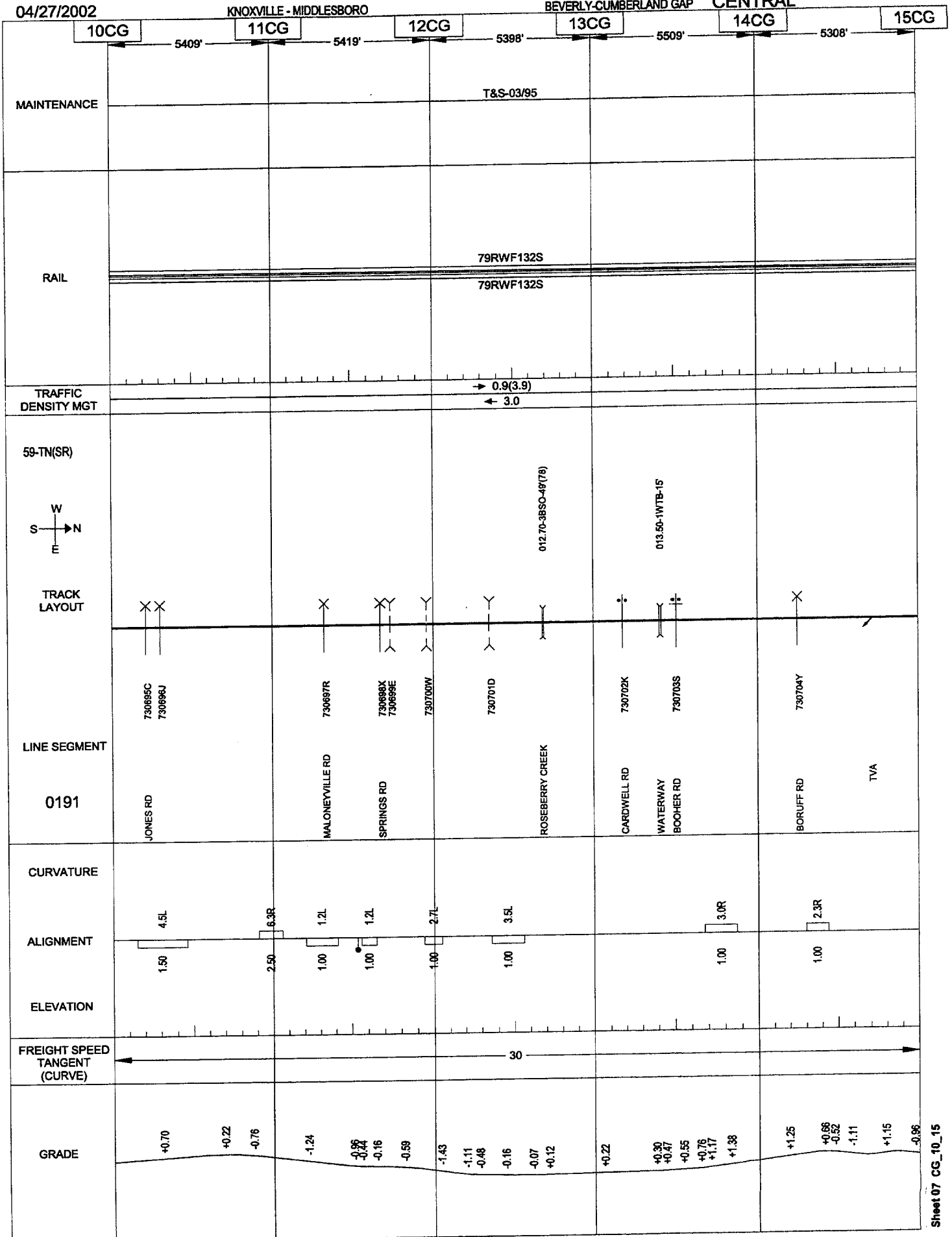


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



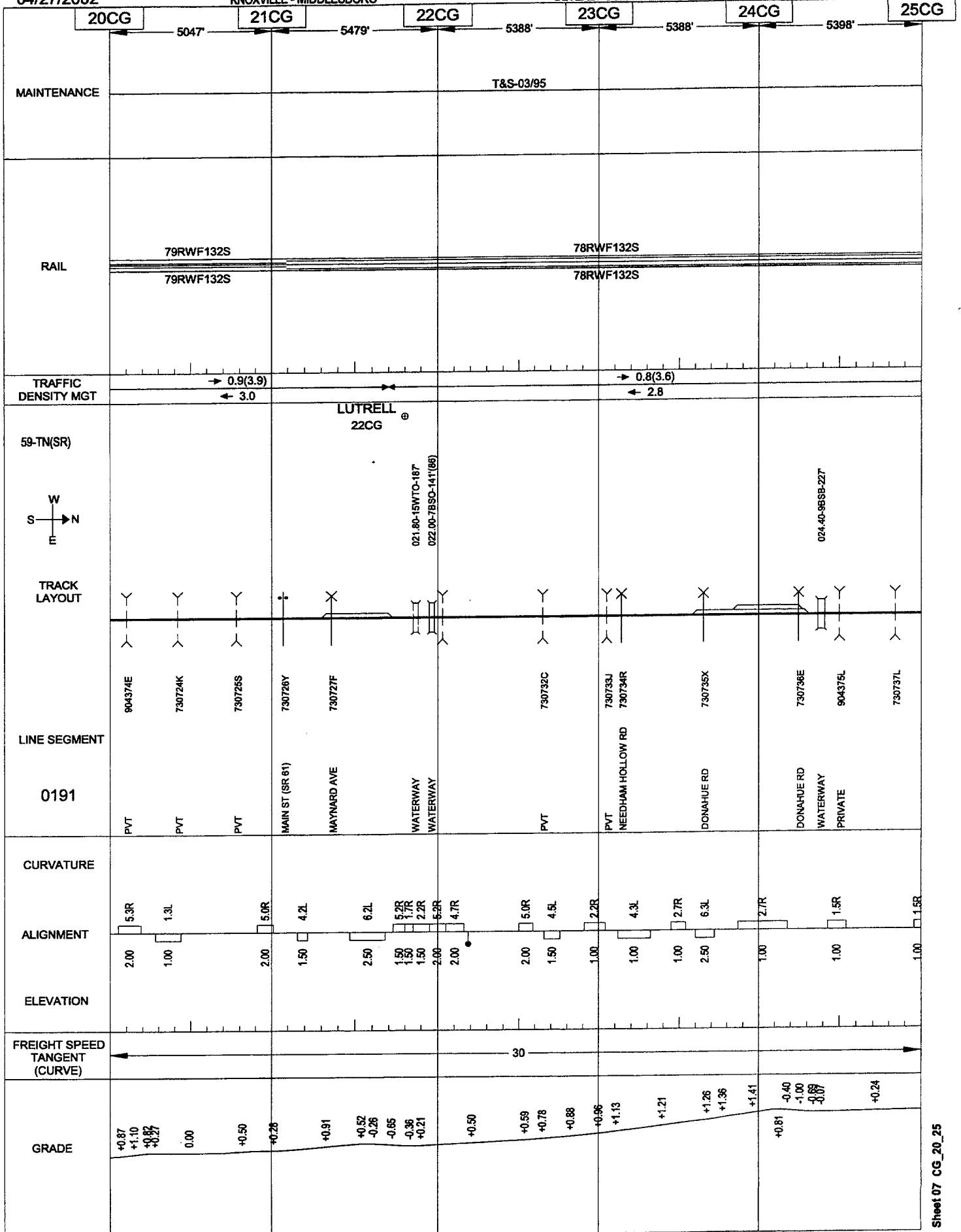
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04/27/2002

KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

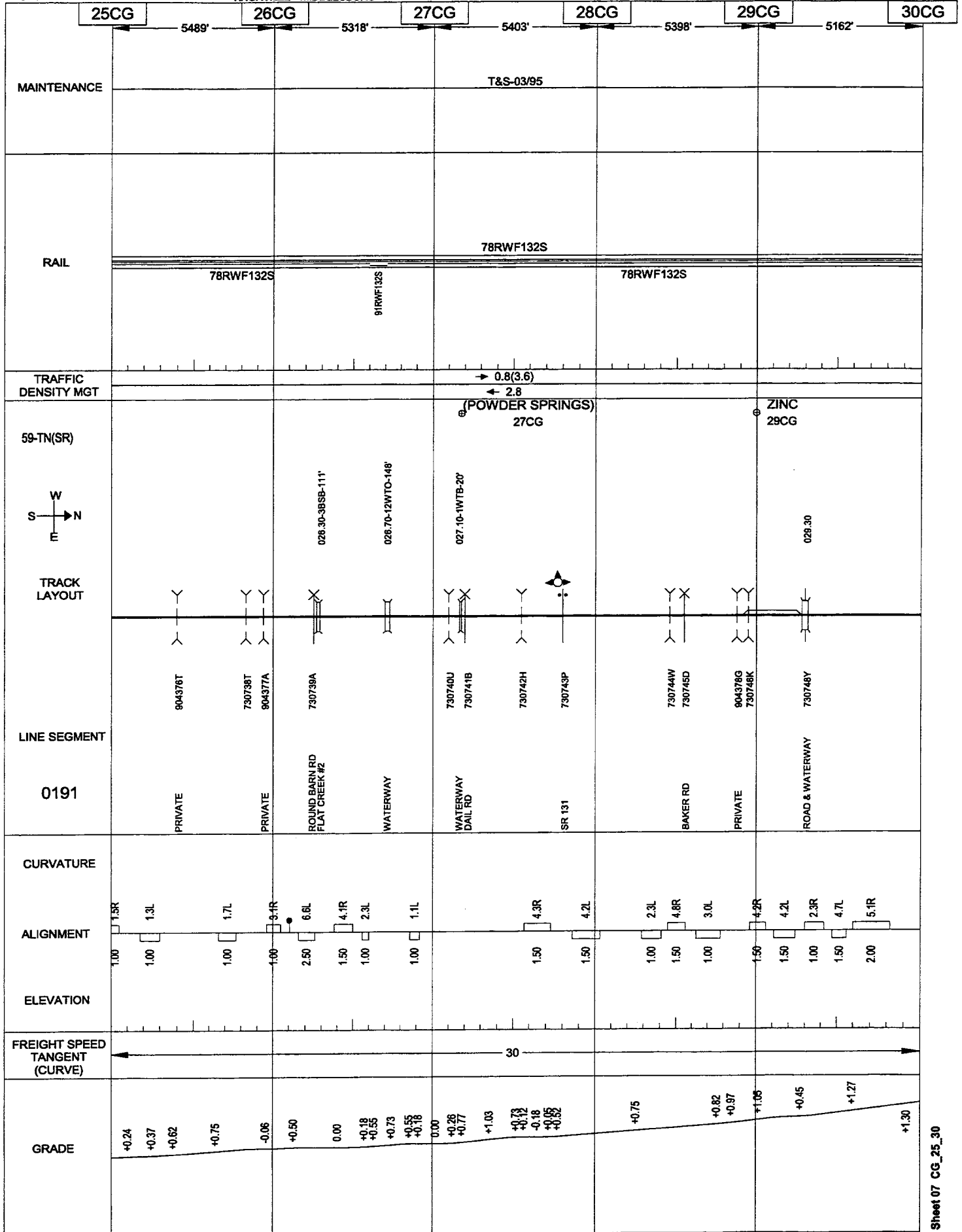


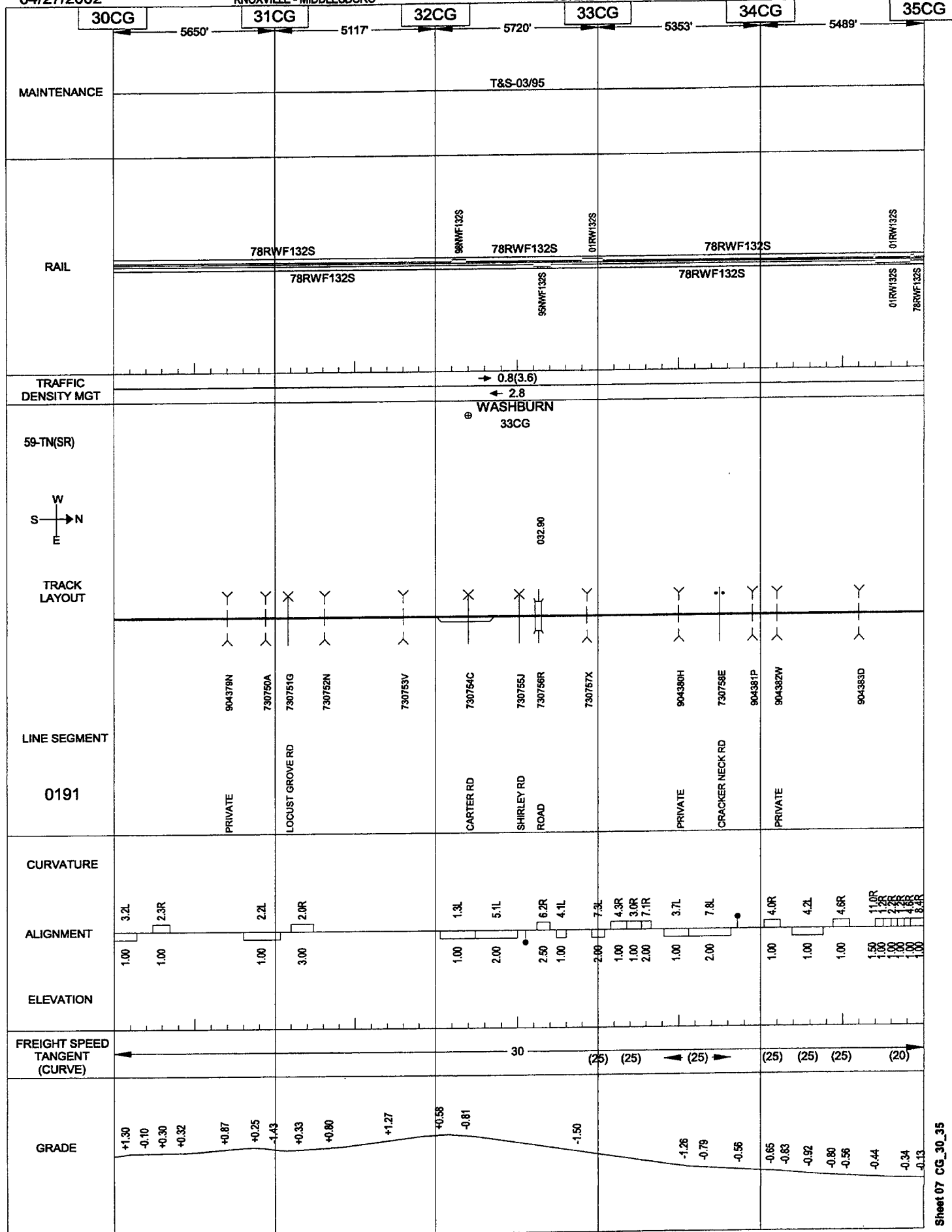
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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



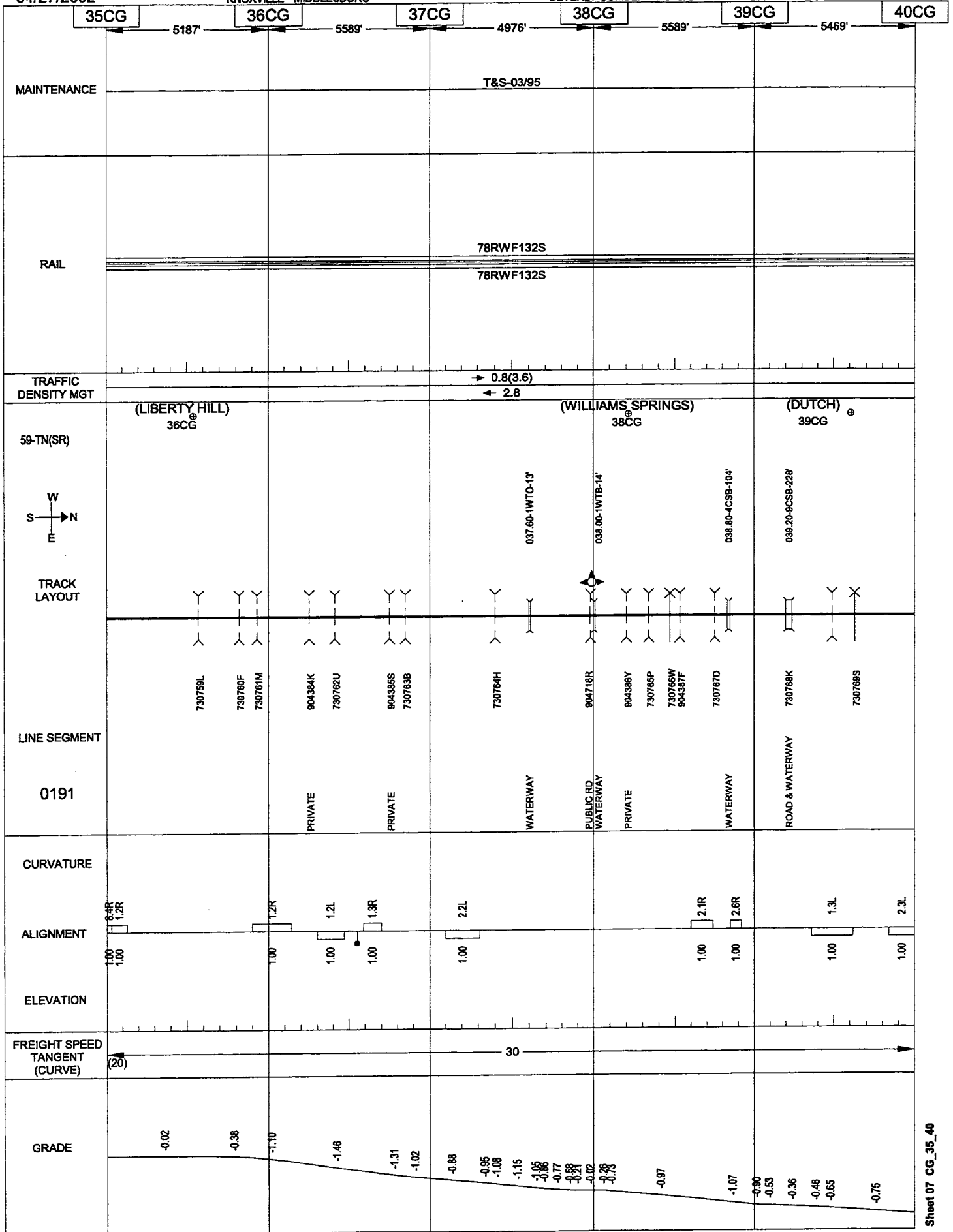


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

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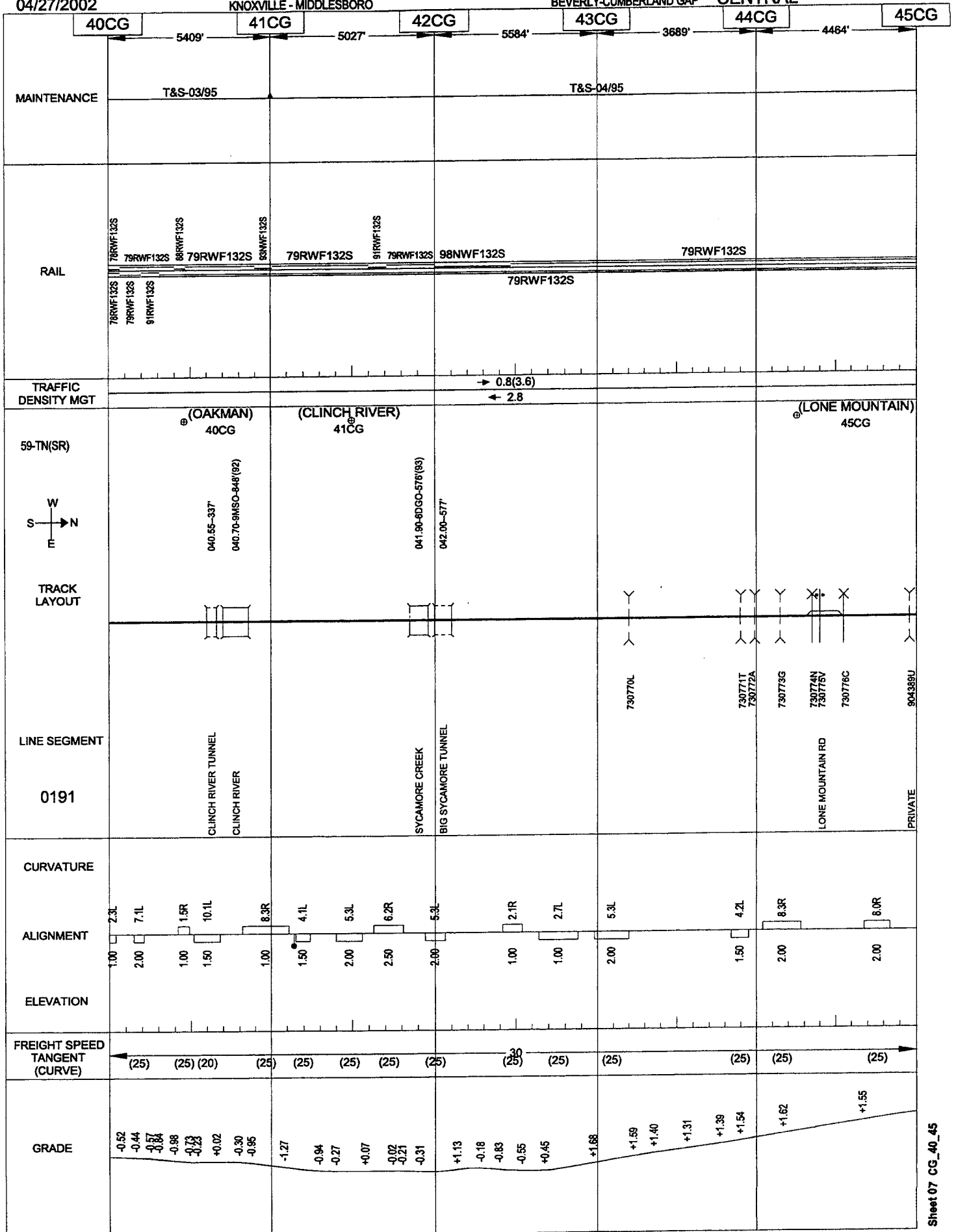


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

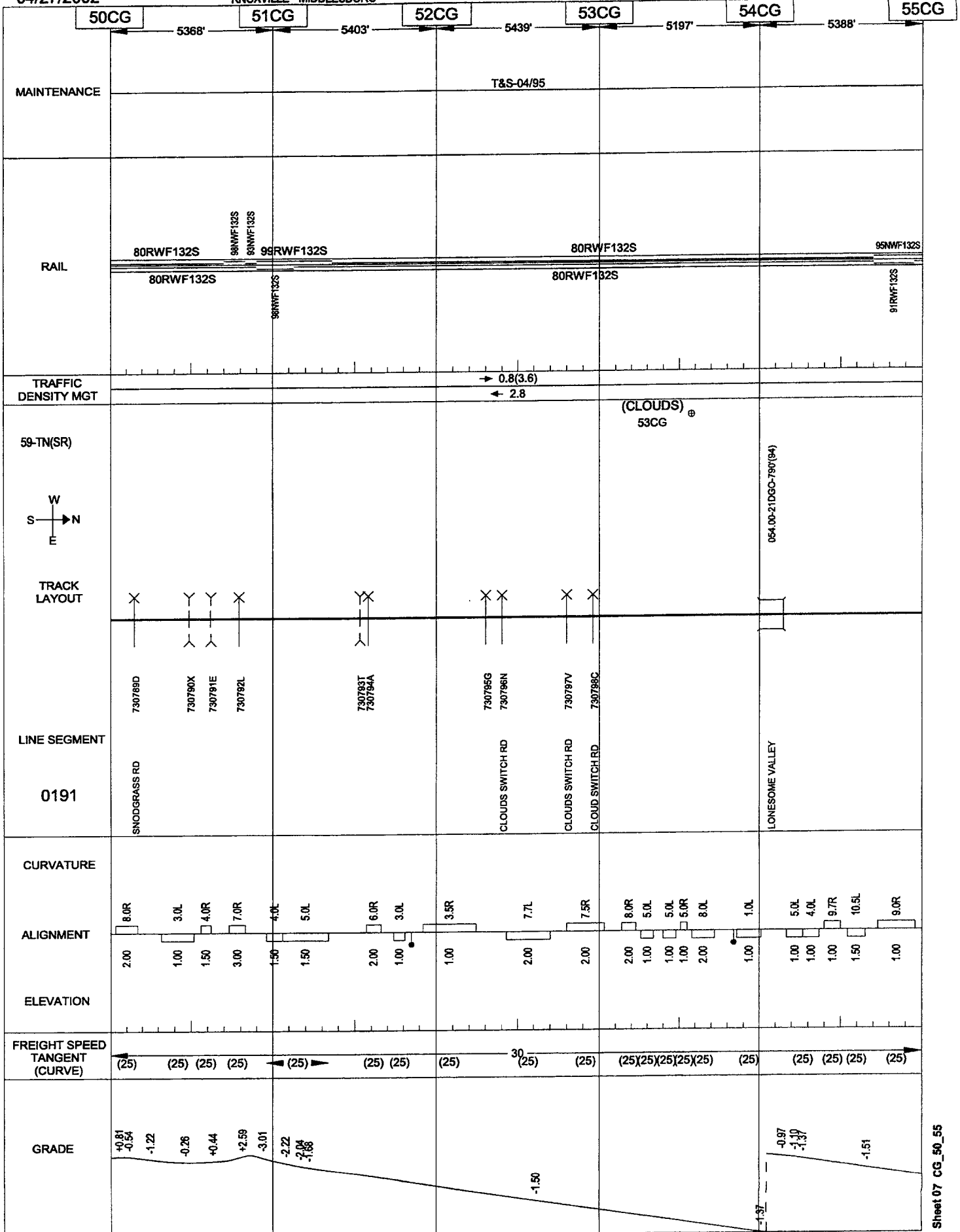


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

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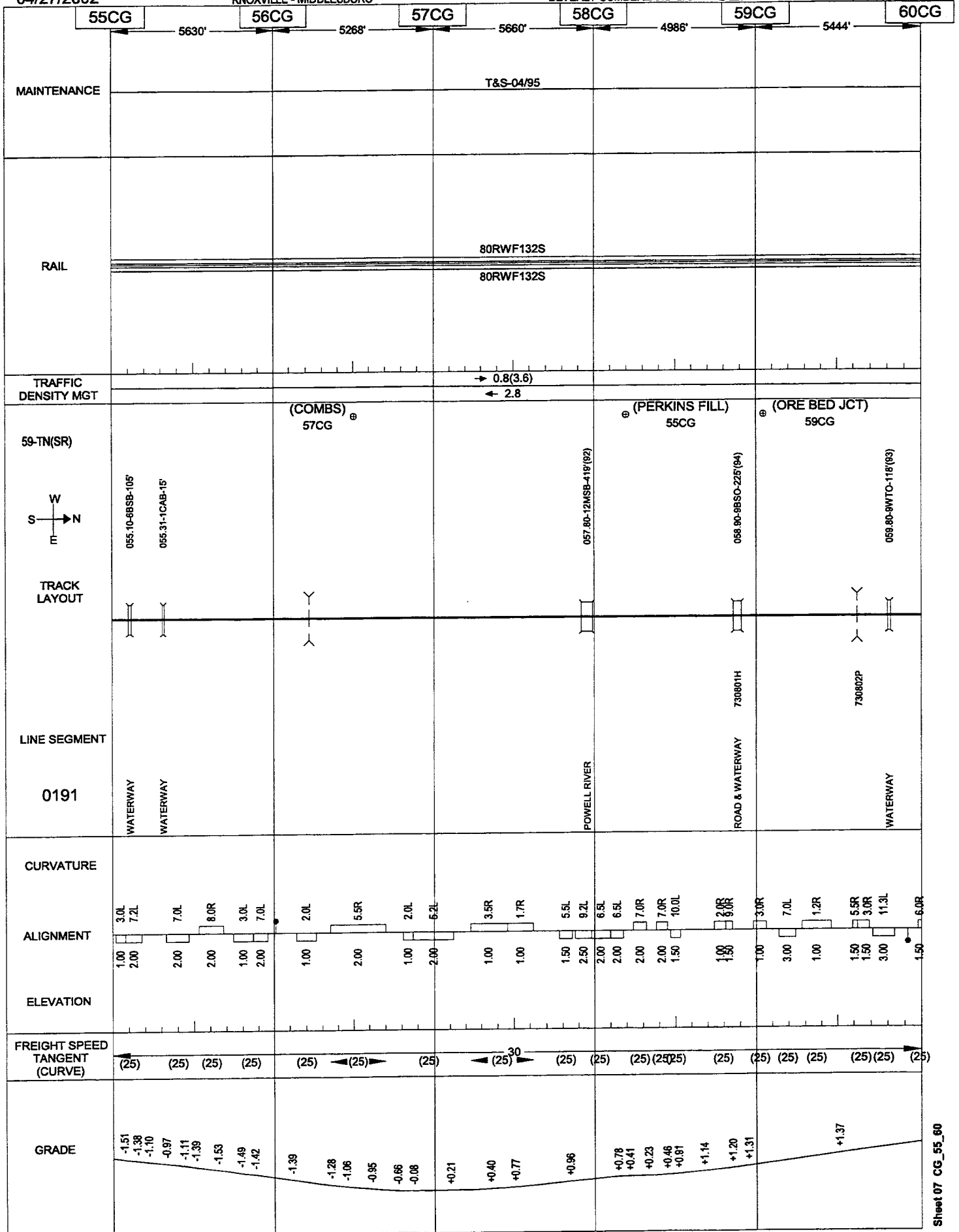


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

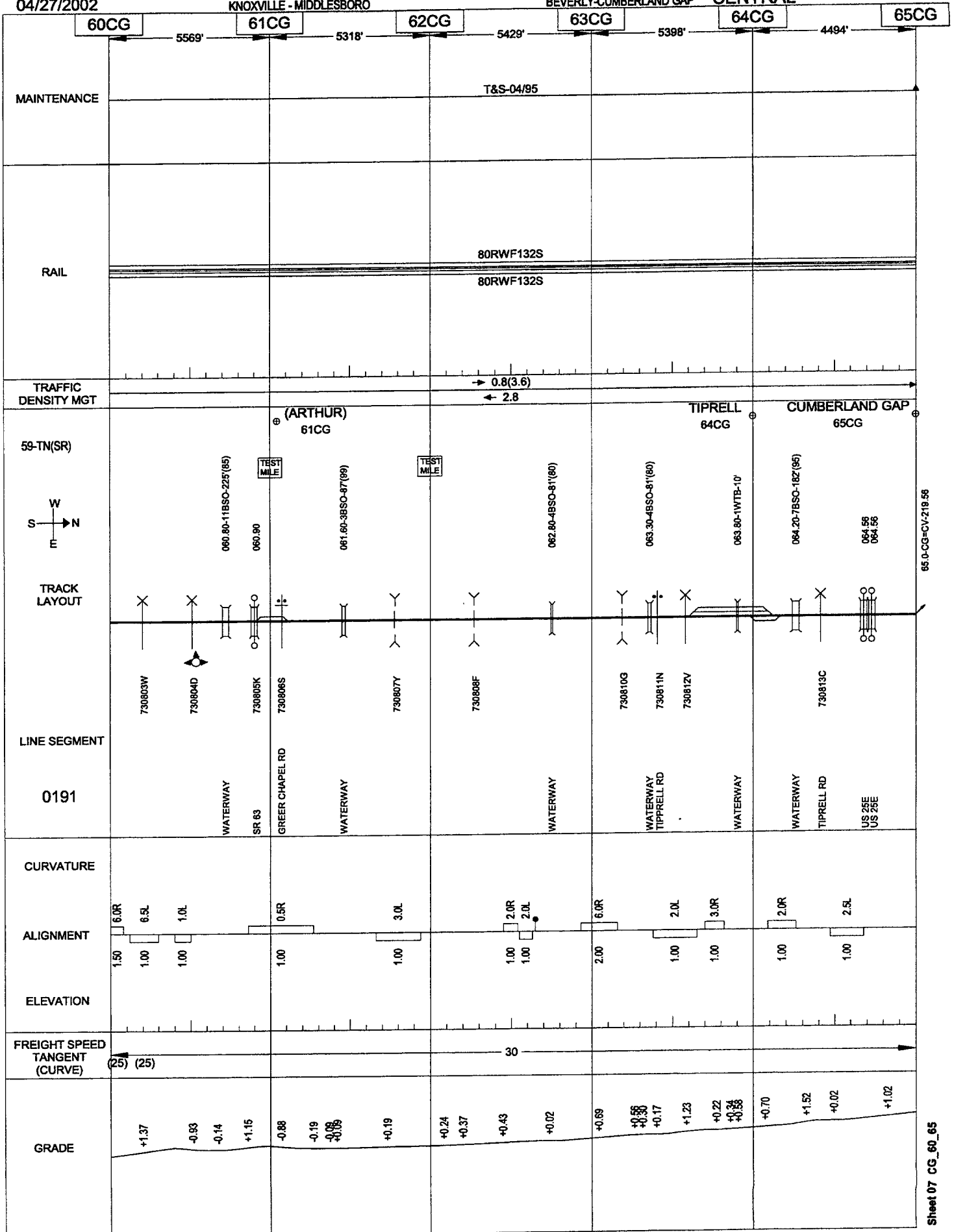


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KNOXVILLE - MIDDLESBORO

BEVERLY-CUMBERLAND GAP

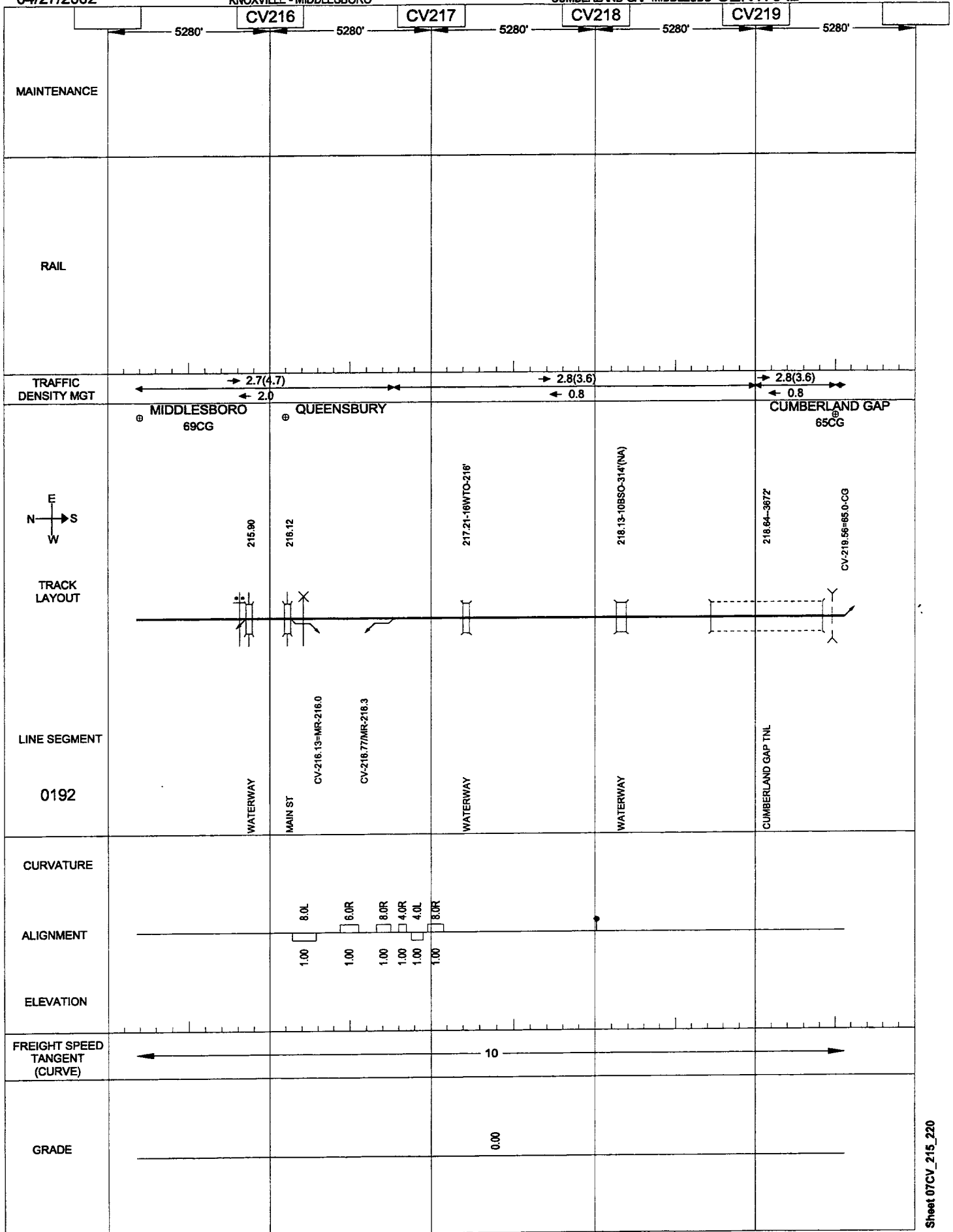
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04/27/2002

KNOXVILLE - MIDDLESBORO

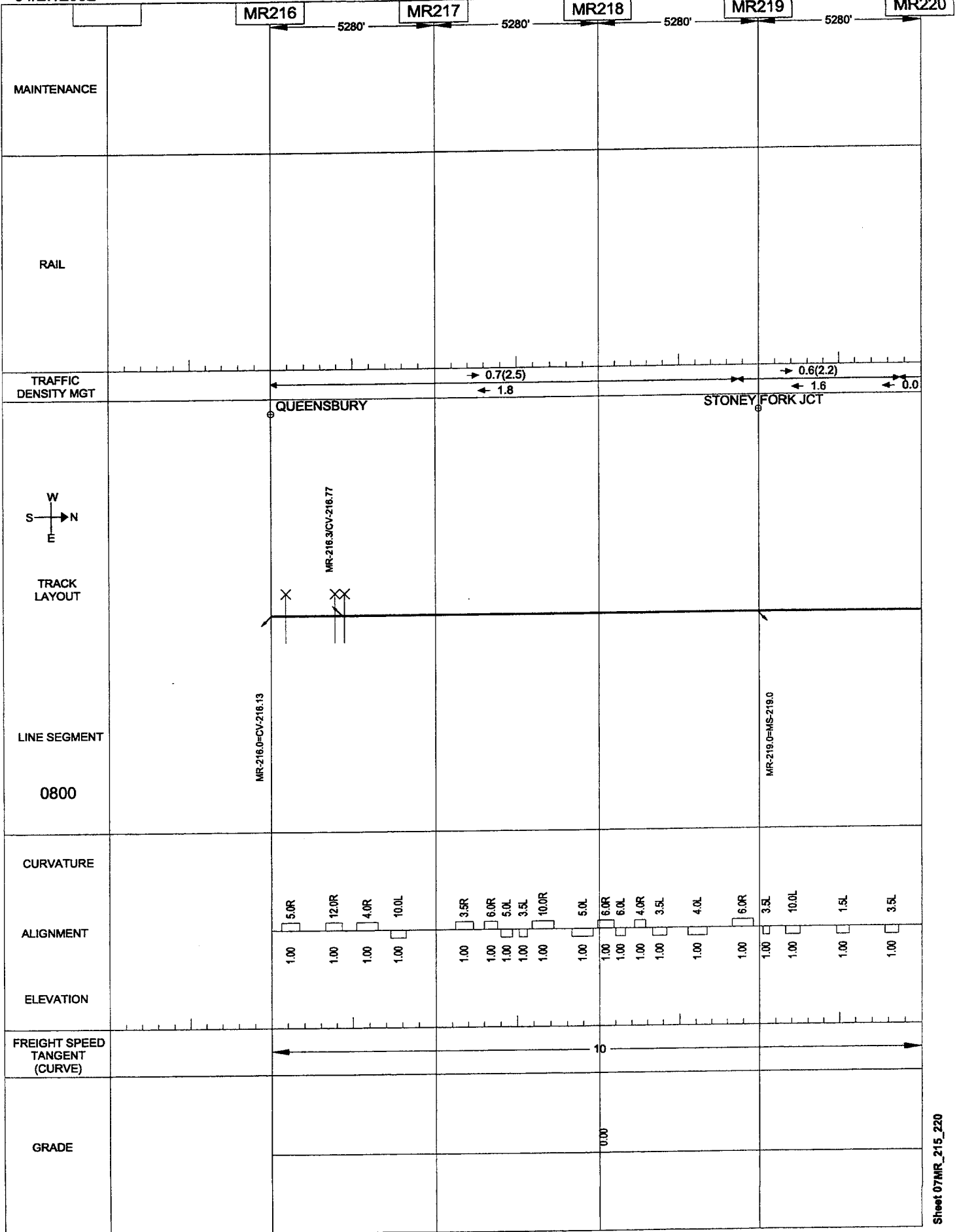
CUMBERLAND GAP-MIDDLESBO CENTRAL



04/27/2002

BENNETTS FORK BRANCH

CENTRAL



04/27/2002

BENNETTS FORK BRANCH

CENTRAL

	MR220	MR221				
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RAIL						
TRAFFIC DENSITY MGT	<div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;"> → 0.0(0.0) ← 0.0 </div> <div style="flex-grow: 1; border-bottom: 1px solid black; position: relative;"> <div style="position: absolute; right: 0; top: -10px;">APPOLO</div> </div> </div>					
<div style="text-align: center;"> W S — N E </div> TRACK LAYOUT						
LINE SEGMENT						
0800						
CURVATURE						
ALIGNMENT	<div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;"> 1.5L □ 1.00 </div> <div style="flex-grow: 1; border-bottom: 1px solid black;"></div> </div>					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	<div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;">← 10 →</div> <div style="flex-grow: 1; border-bottom: 1px solid black;"></div> </div>					
GRADE	<div style="display: flex; align-items: center;"> <div style="text-align: center; margin-right: 10px;">0.00</div> <div style="flex-grow: 1; border-bottom: 1px solid black;"></div> </div>					

04/27/2002

STONEY FORK BRANCH

CENTRAL

MS219

MS220

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT→ 0.1(0.3)
← 0.2

STONEY FORK JCT

W
S — N
ETRACK
LAYOUT

LINE SEGMENT

0810

MS-219.0=MR-219.0

347347V

347350D

STONEY 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

04/27/2002

STONEY FORK BRANCH

CENTRAL

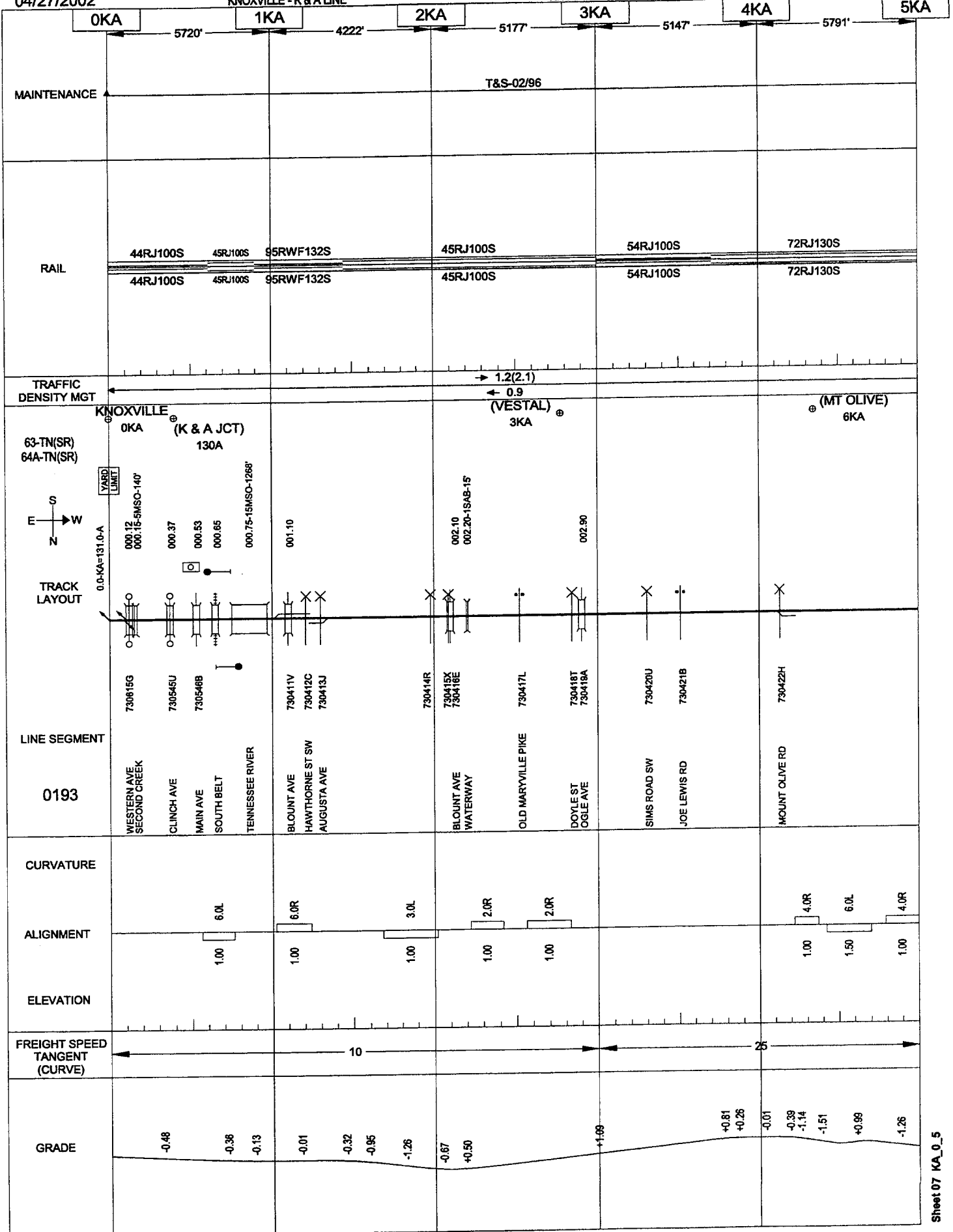
	MS220	5280'	MS221	5280'				
MAINTENANCE								
RAIL								
TRAFFIC DENSITY MGT		→ 0.1(0.3)		← 0.2	← 0.0			
			BELL COUNTY	⊕				
<div>W S — N E</div> TRACK LAYOUT								
LINE SEGMENT								
0810								
CURVATURE								
ALIGNMENT		4.0R	1.6R	2.5L	2.7R			
ELEVATION		1.00	1.00	1.00	1.00			
FREIGHT SPEED TANGENT (CURVE)		← 10	→					
GRADE			0.00					

04/27/2002

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

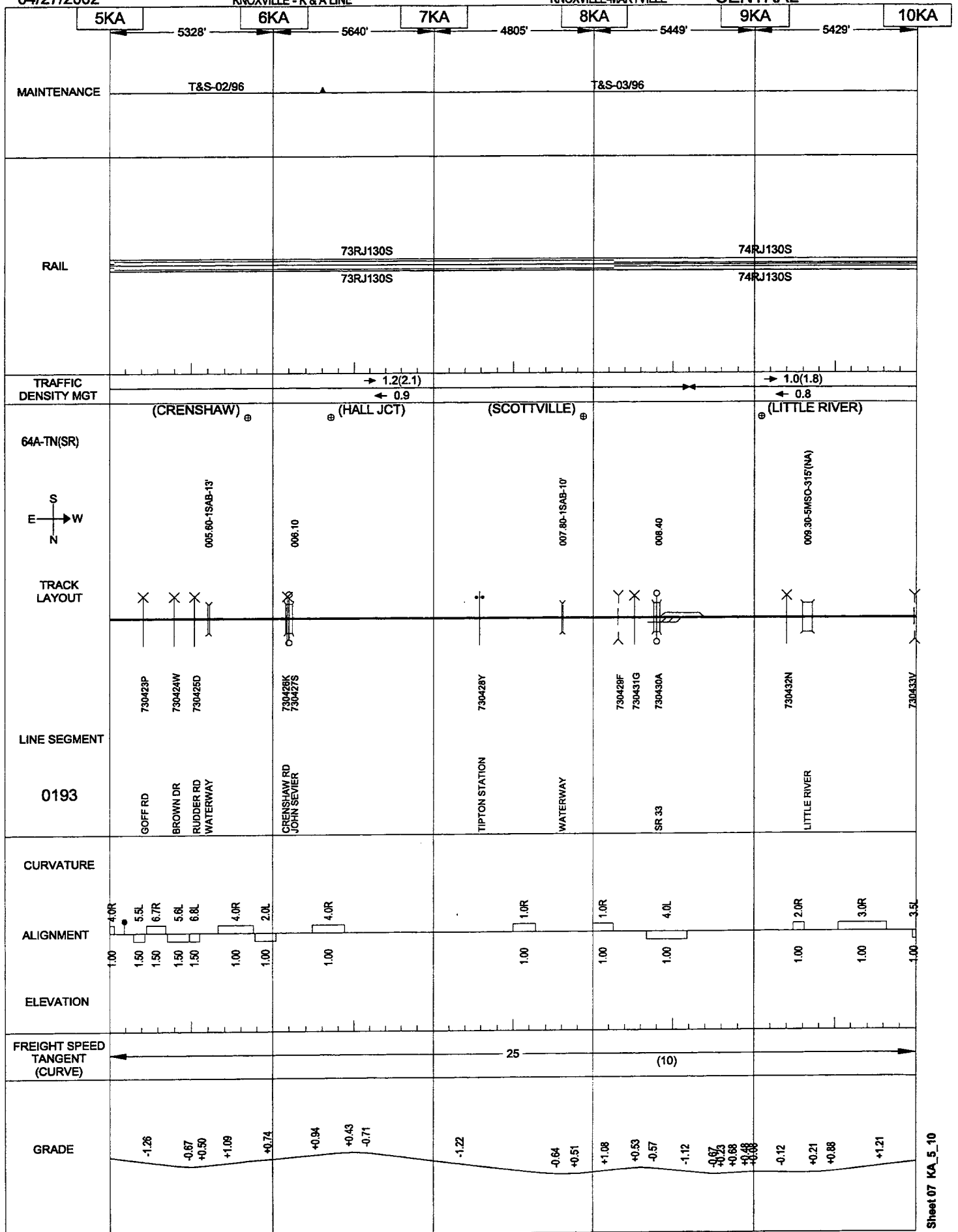


04/27/2002

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

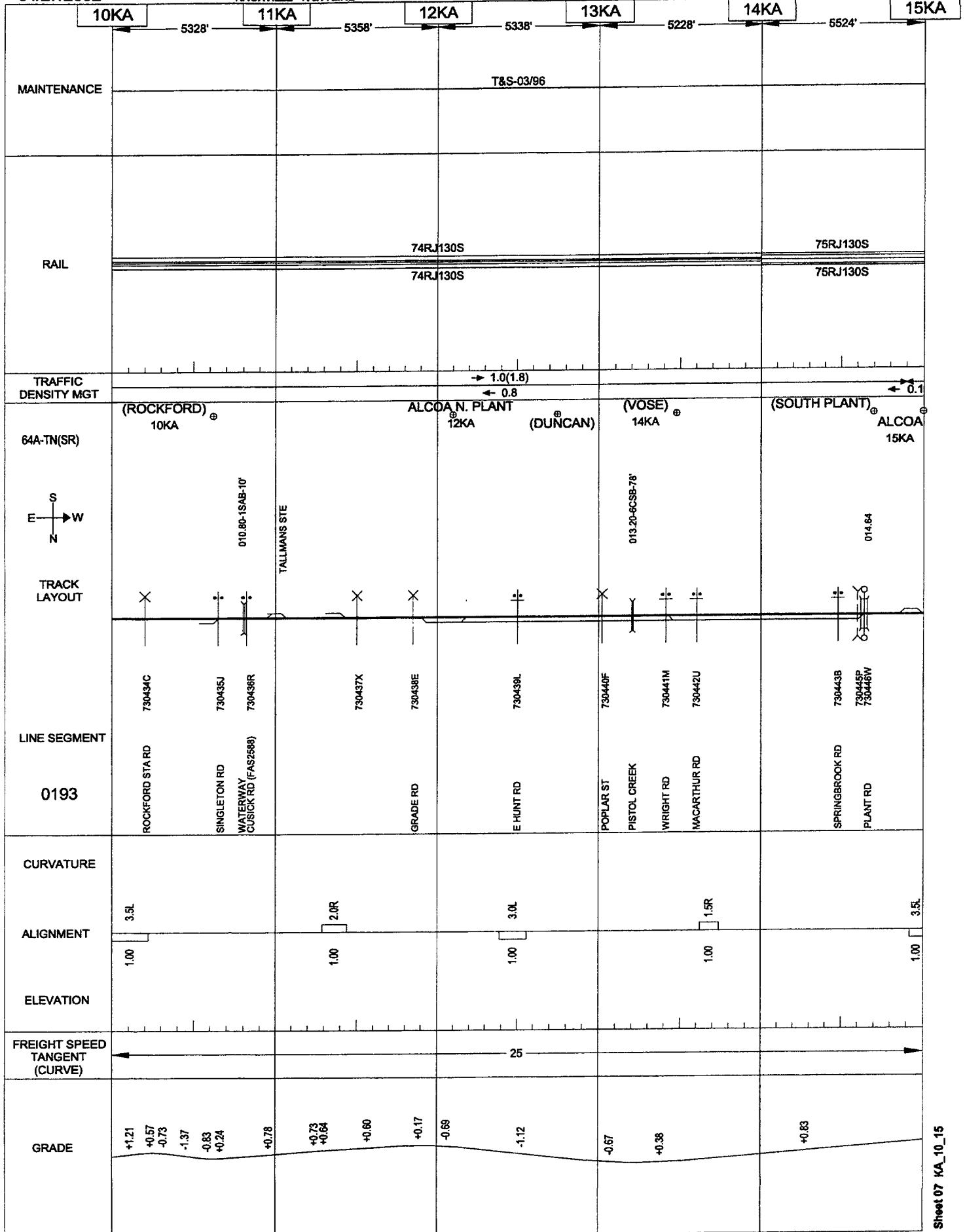


04/27/2002

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

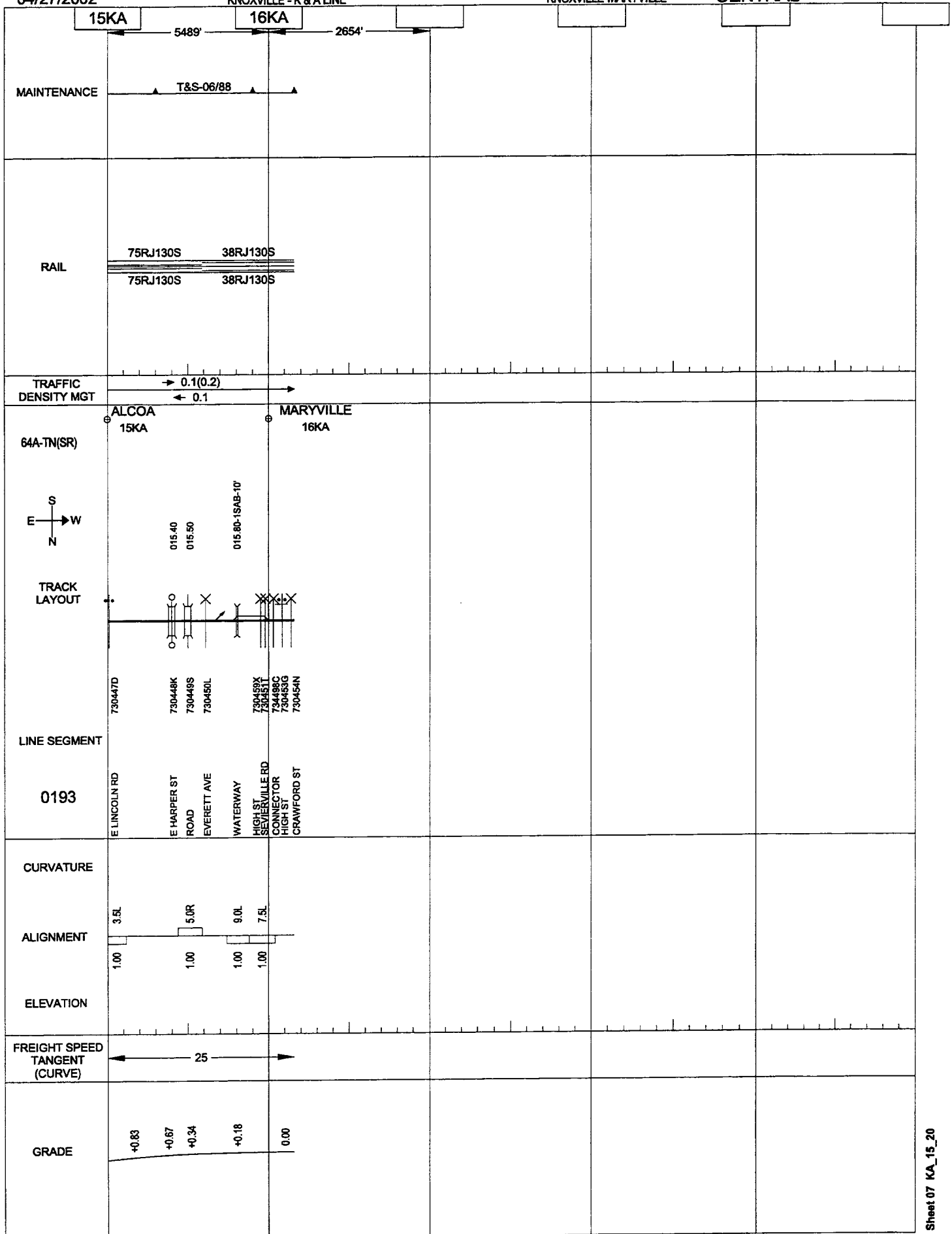


04/27/2002

KNOXVILLE - K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

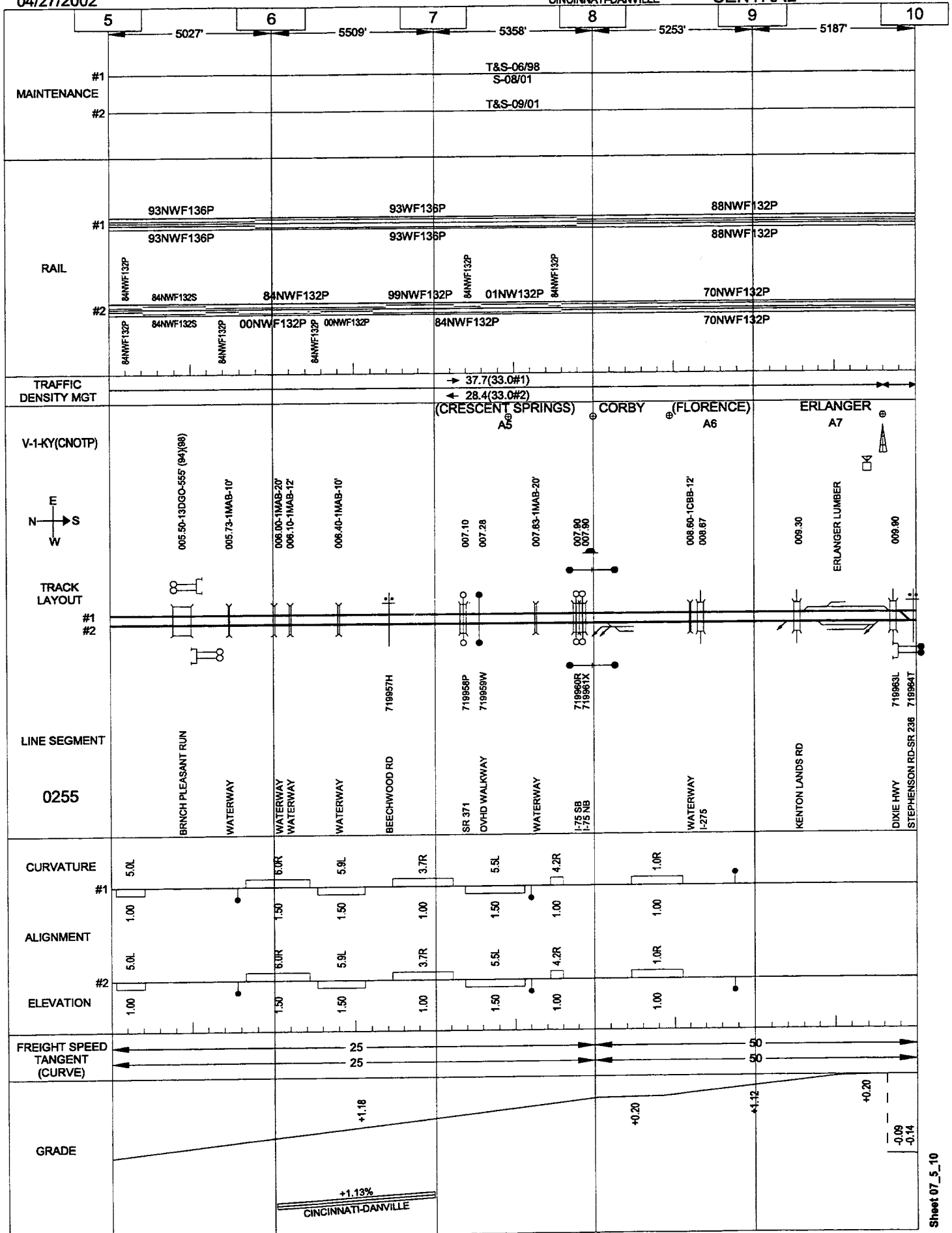


Sheet 07_0_5

04/27/2002

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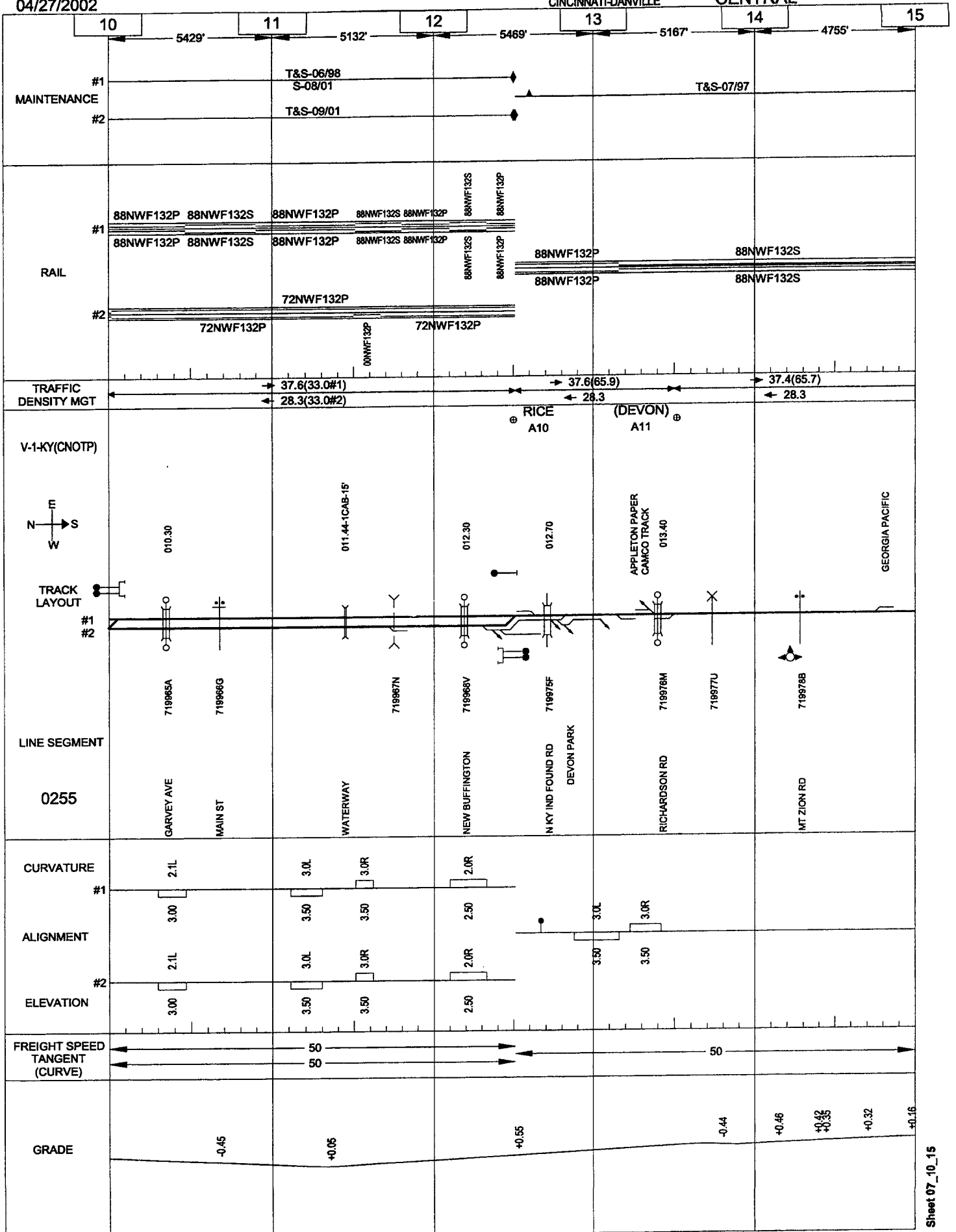
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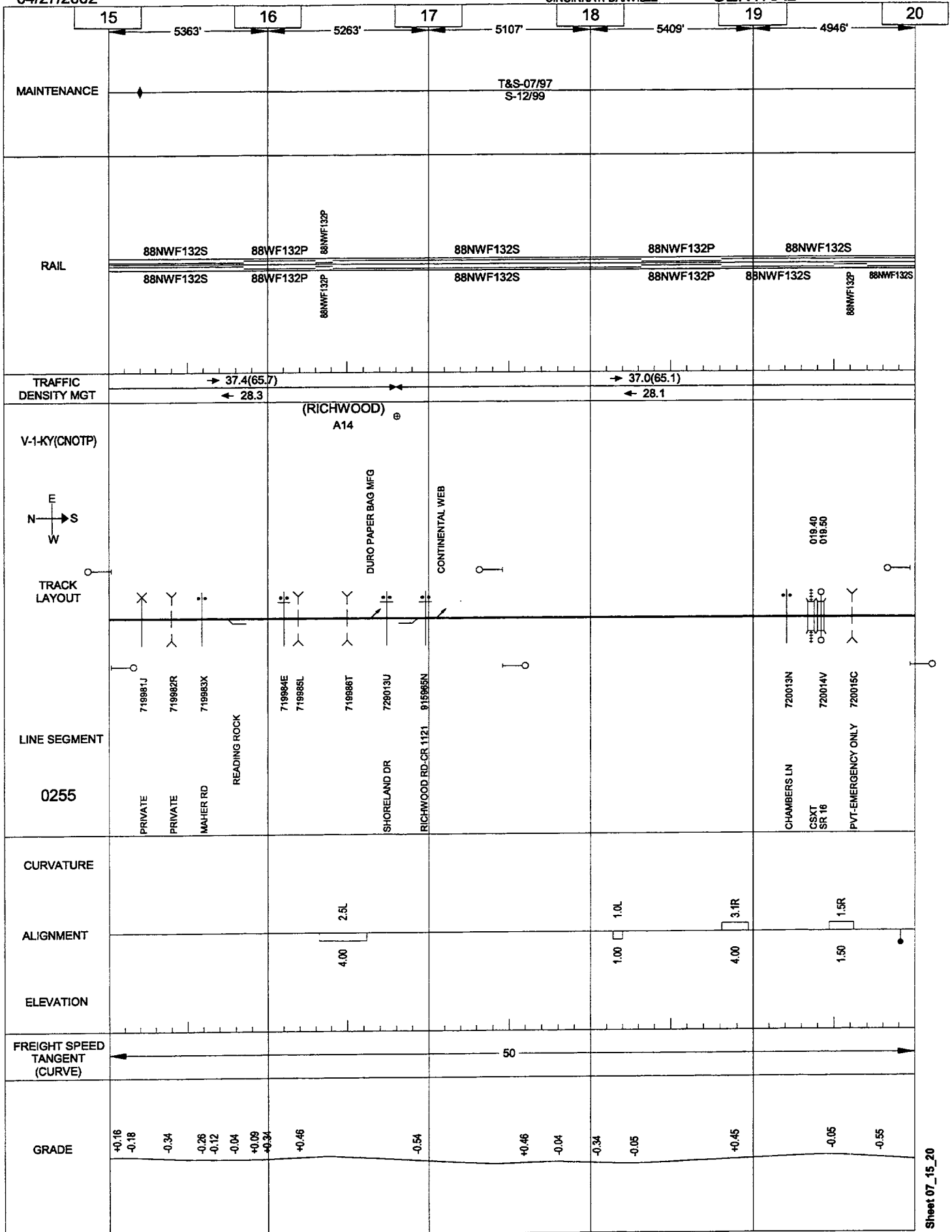
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04/27/2002

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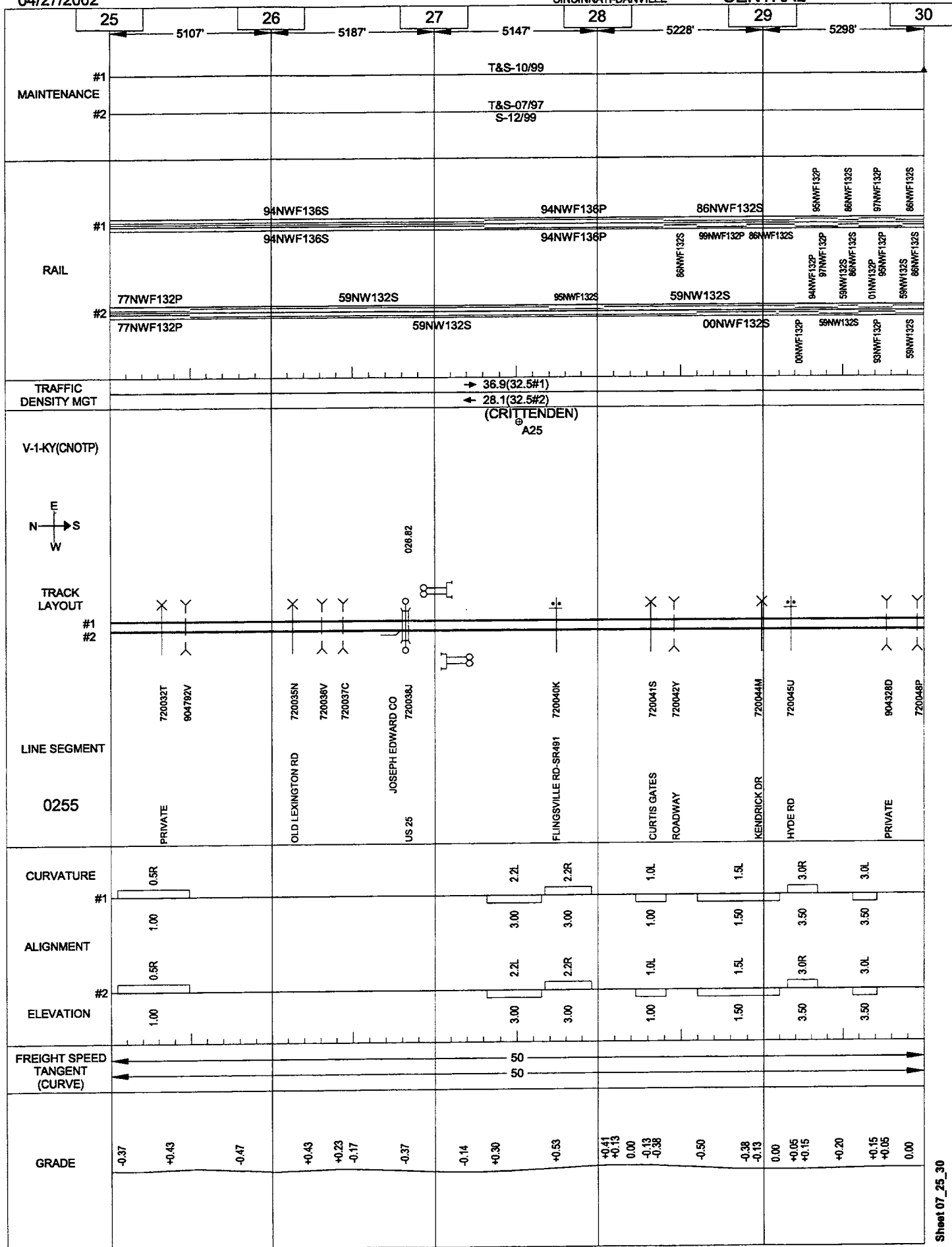
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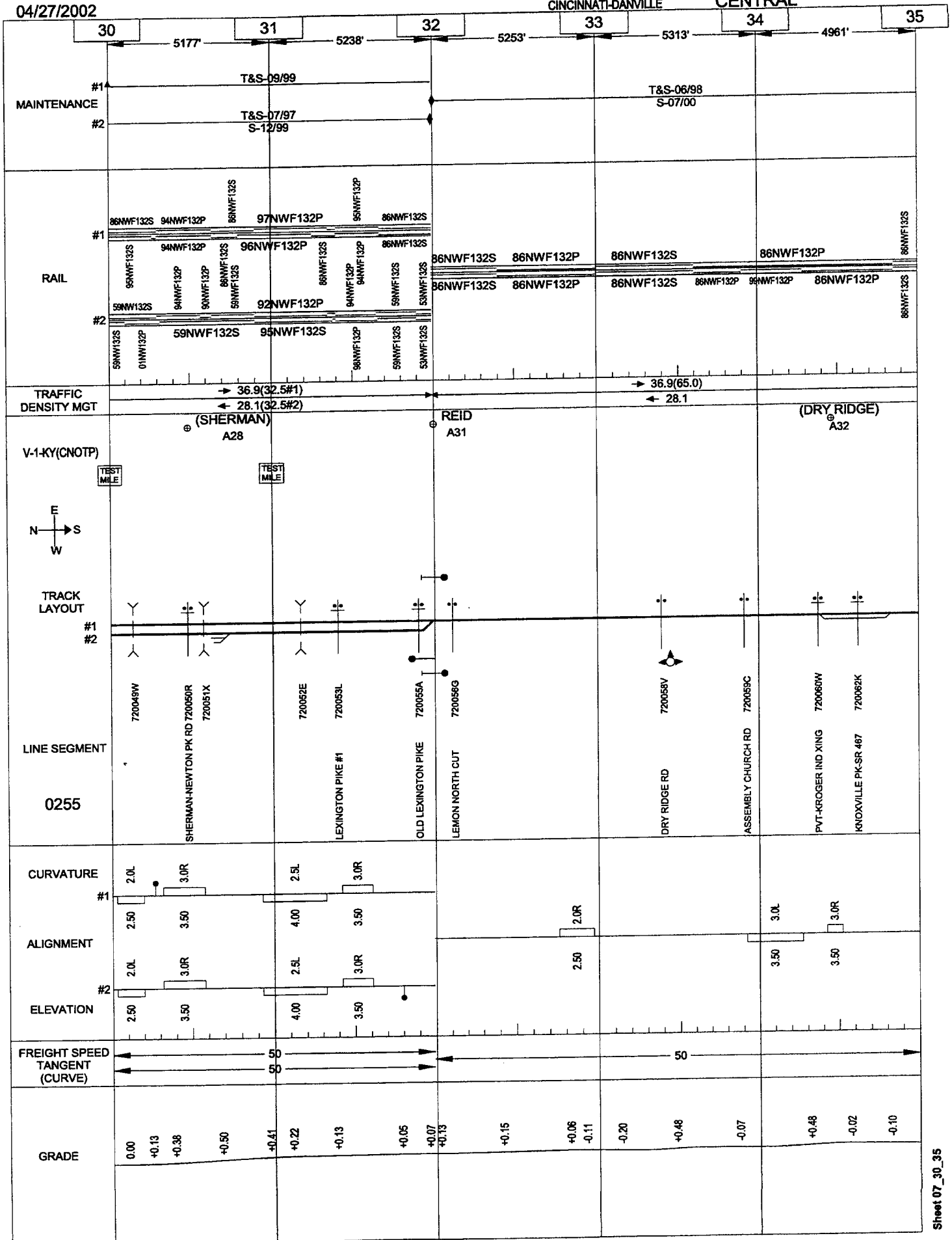
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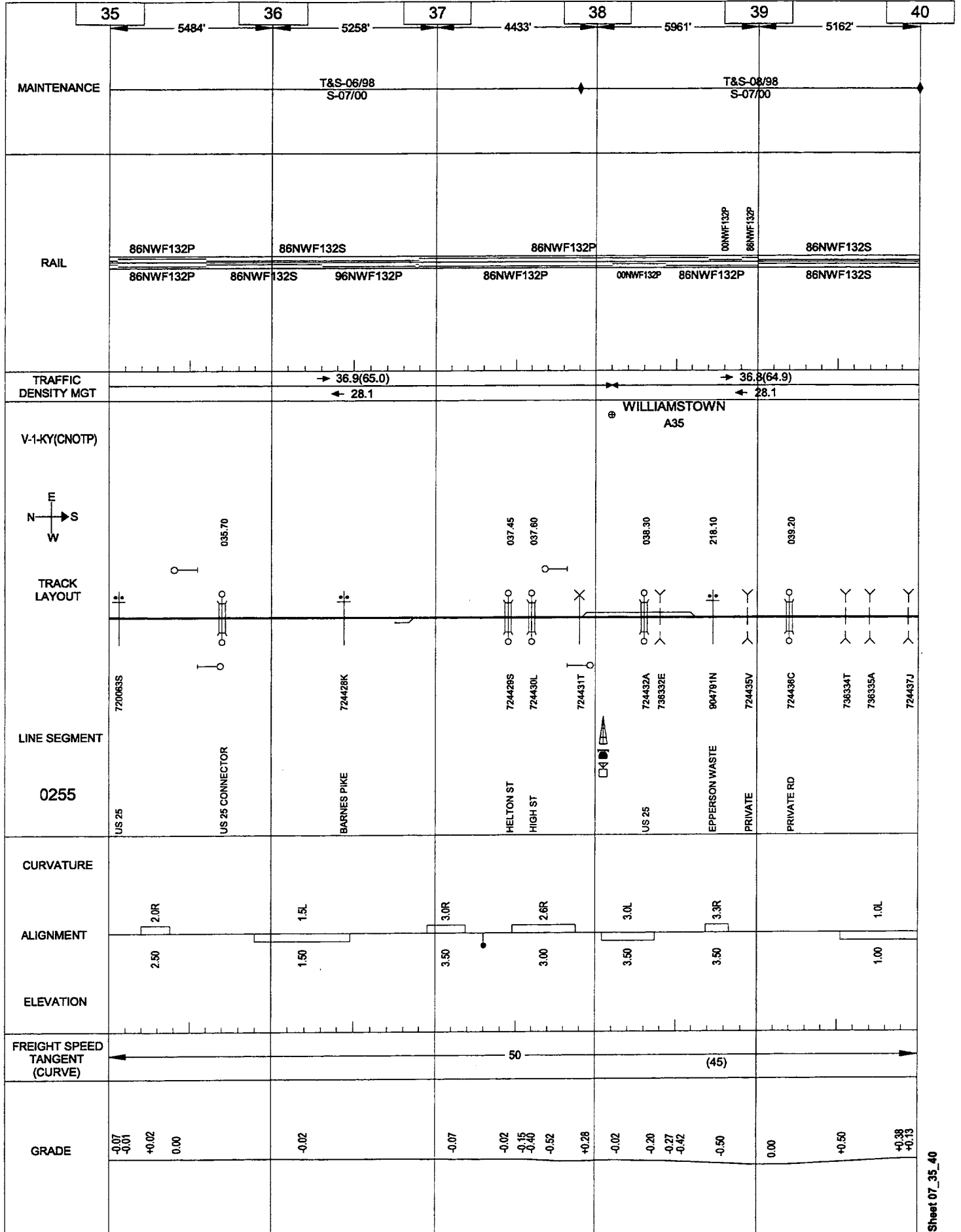
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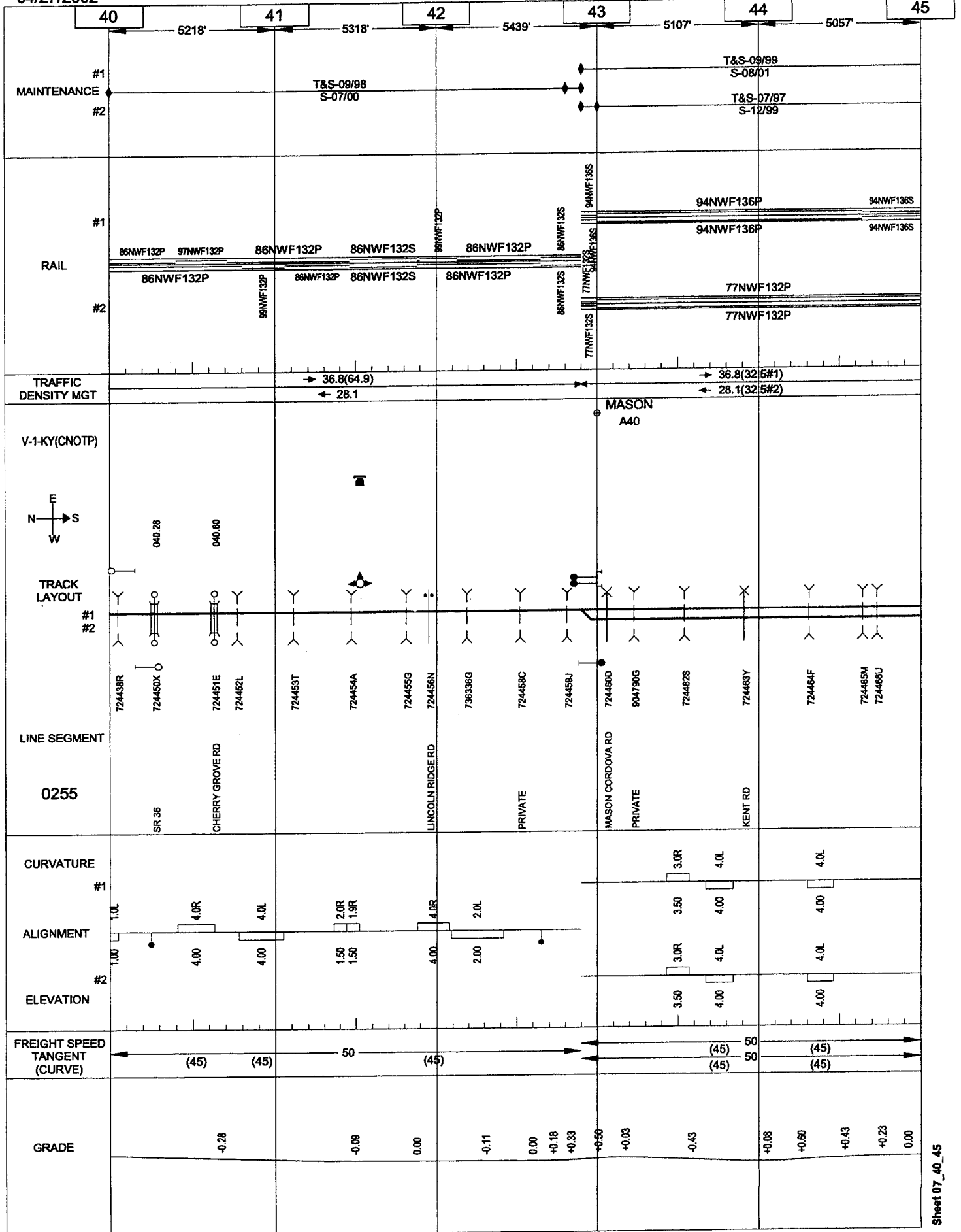
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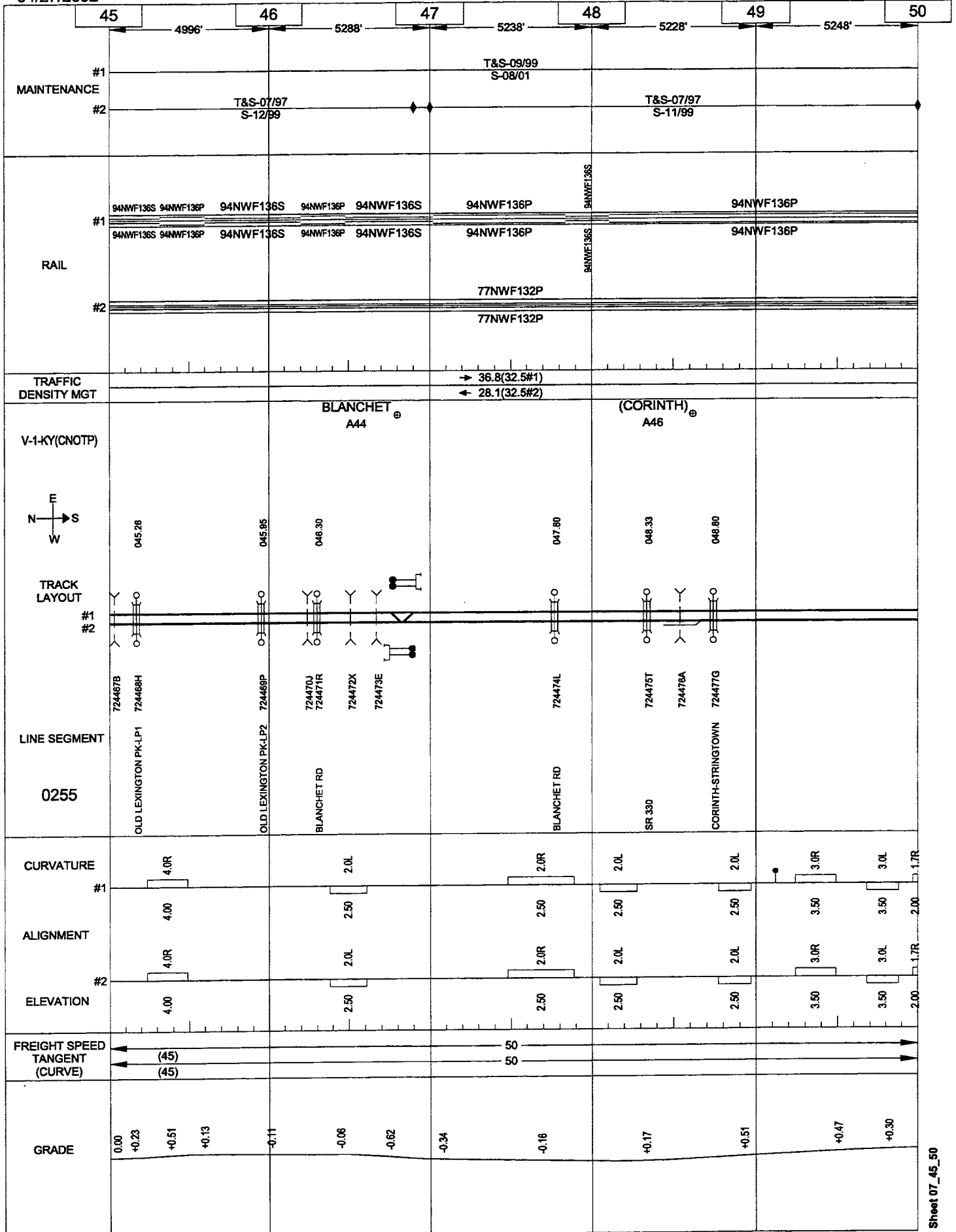
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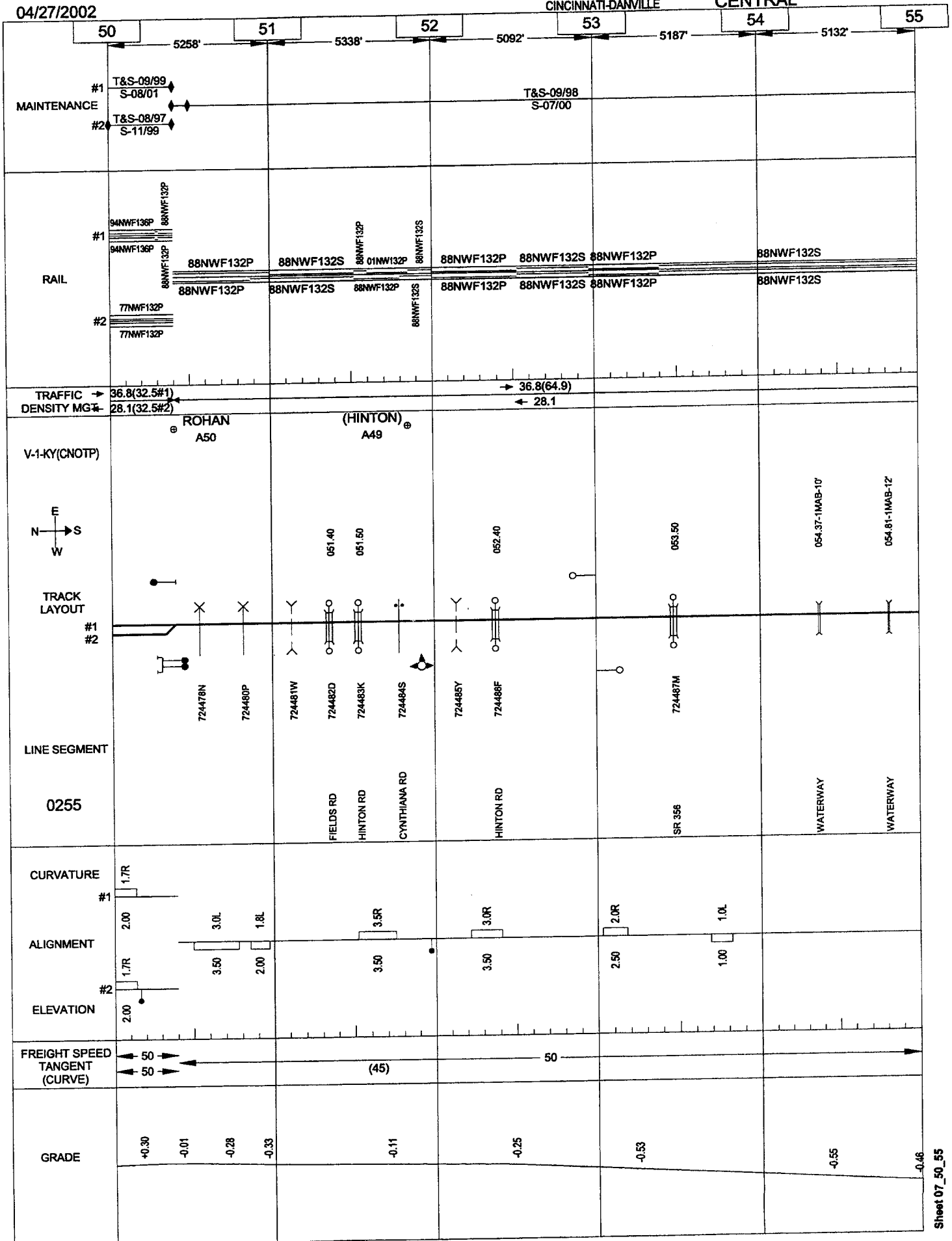
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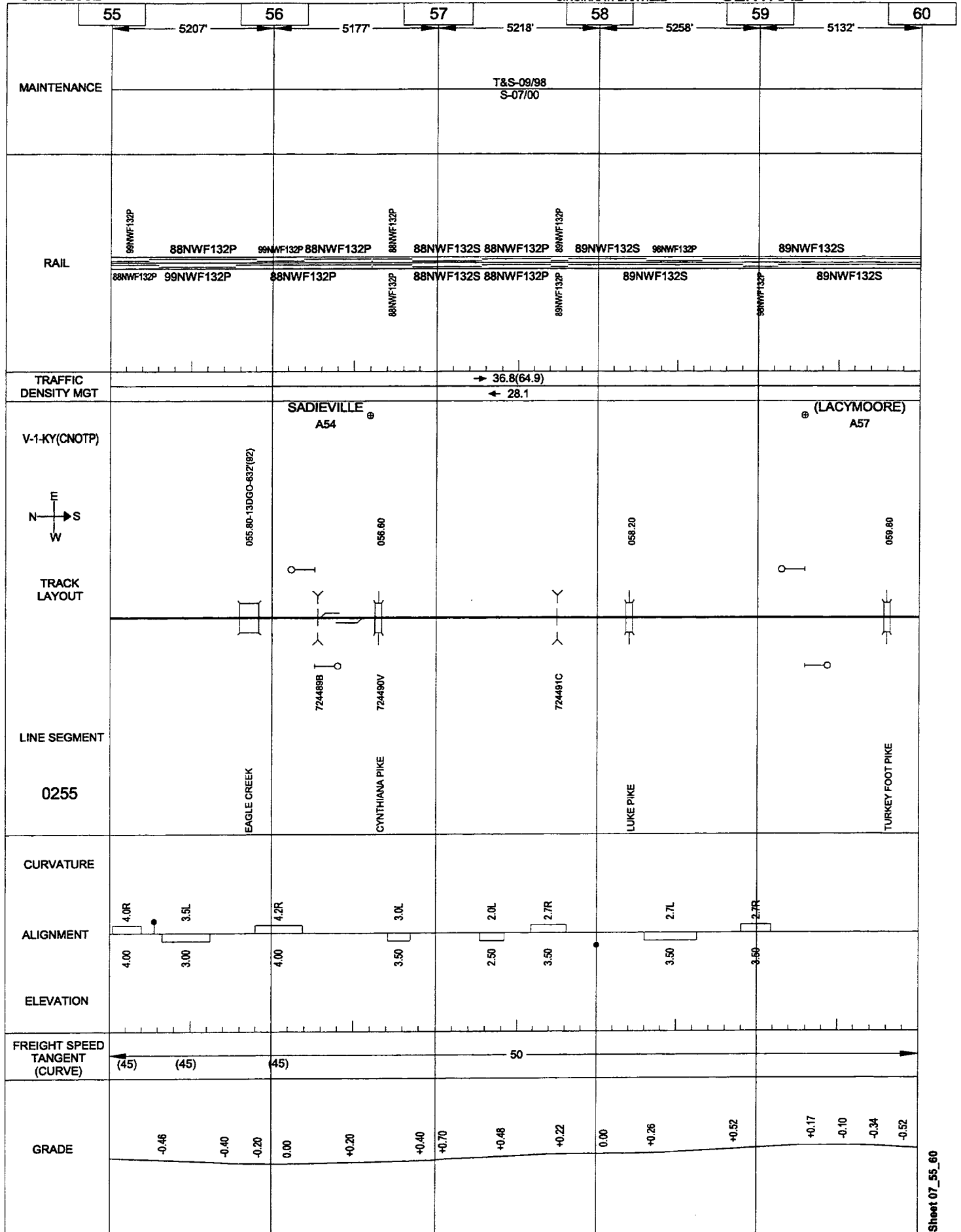
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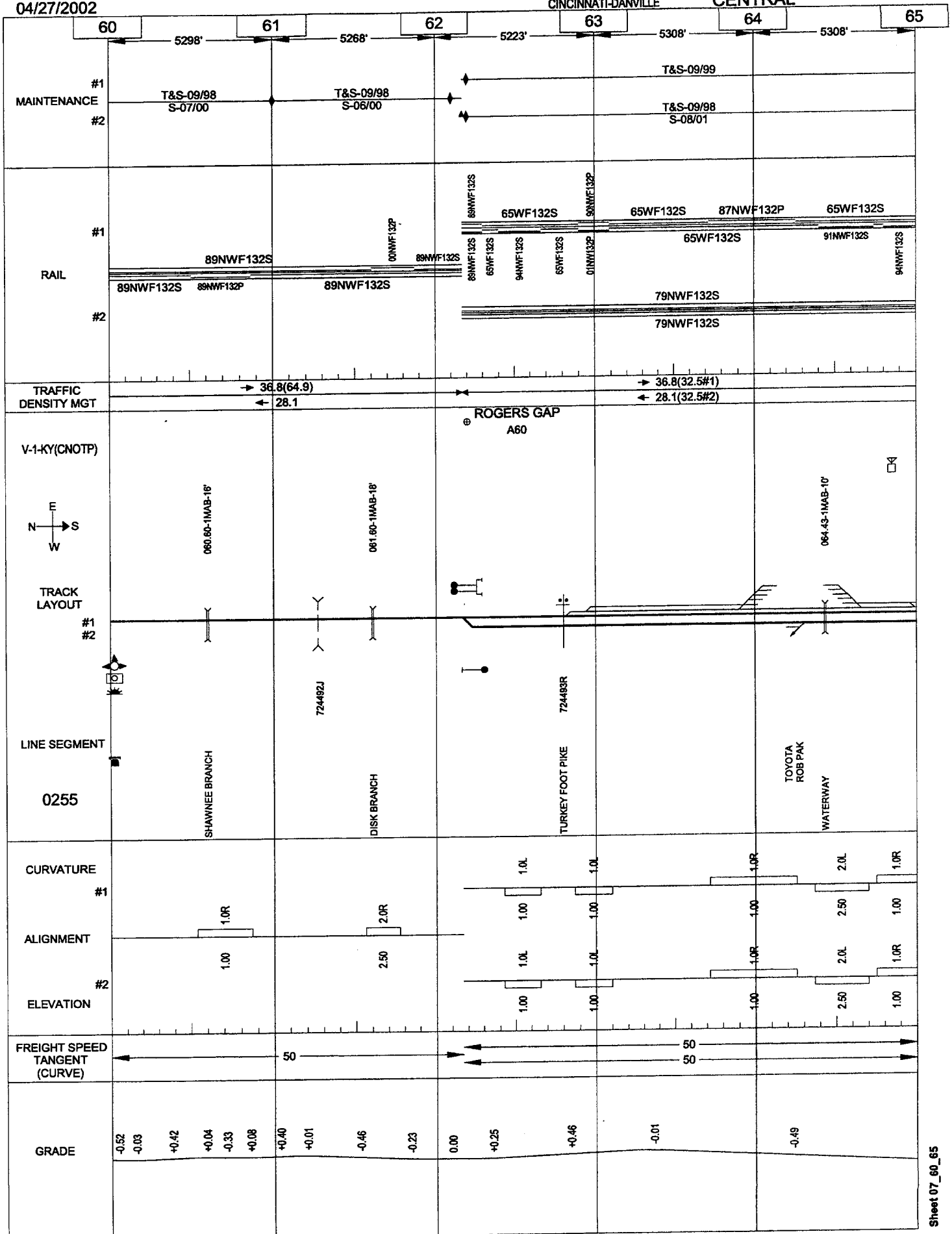
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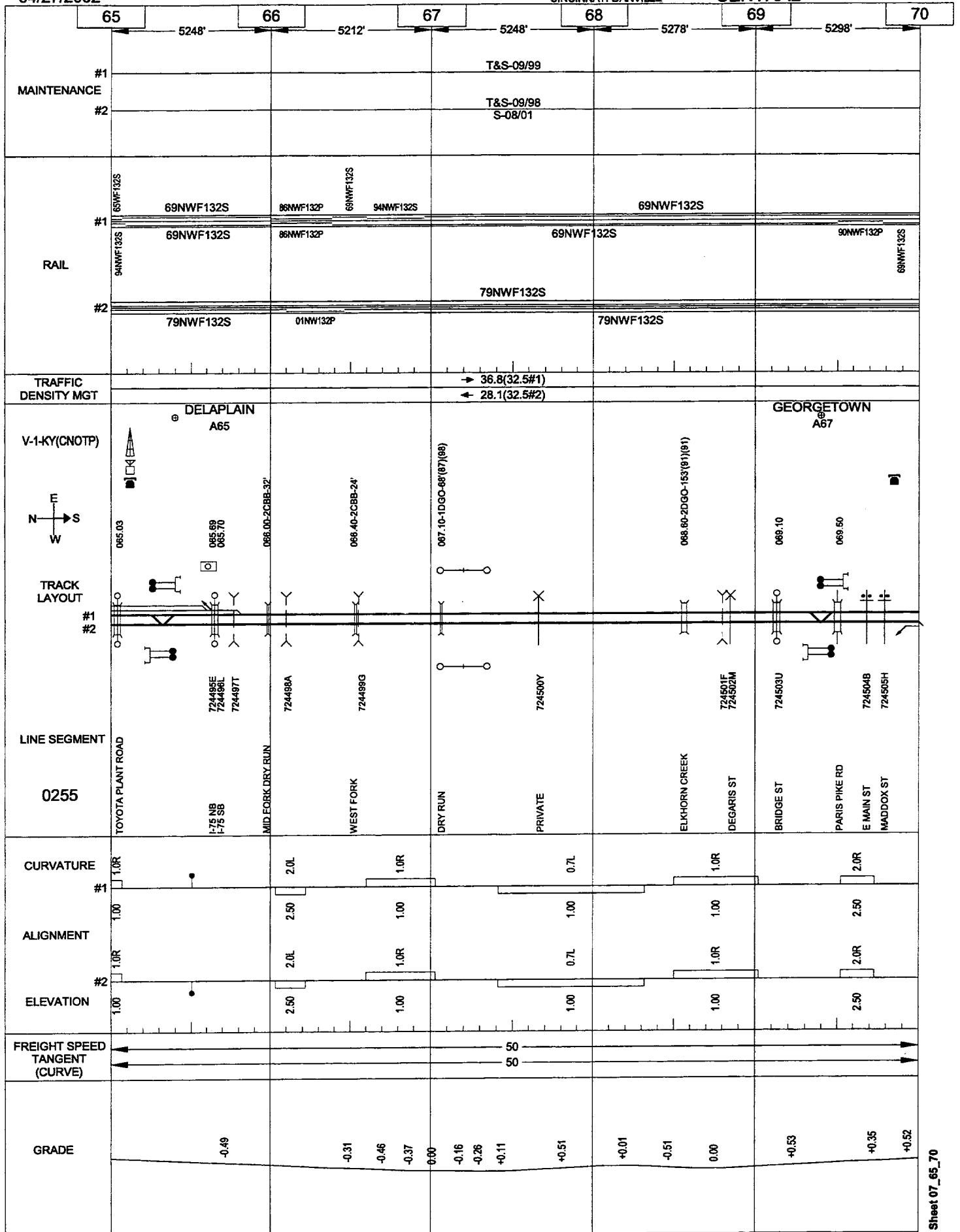
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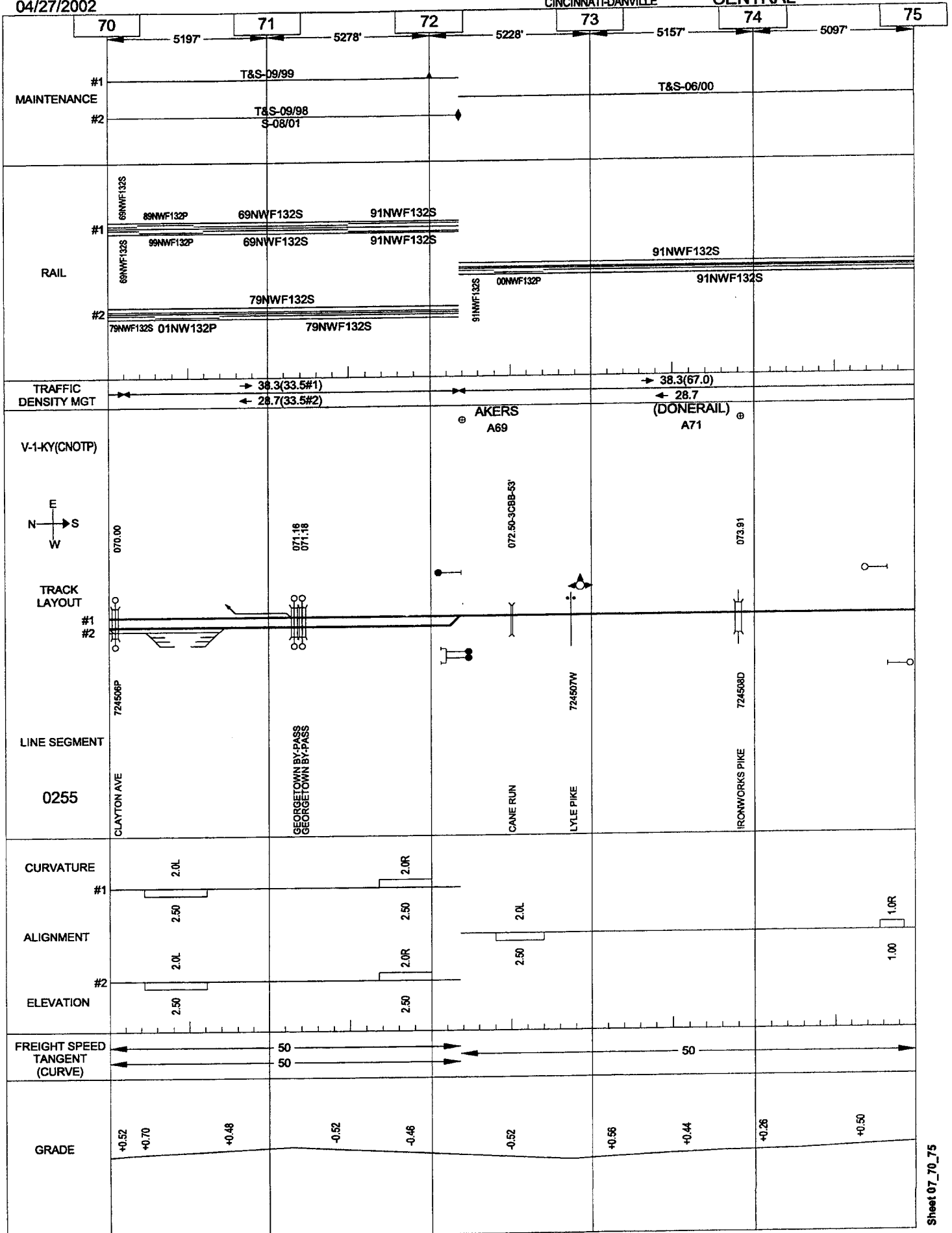
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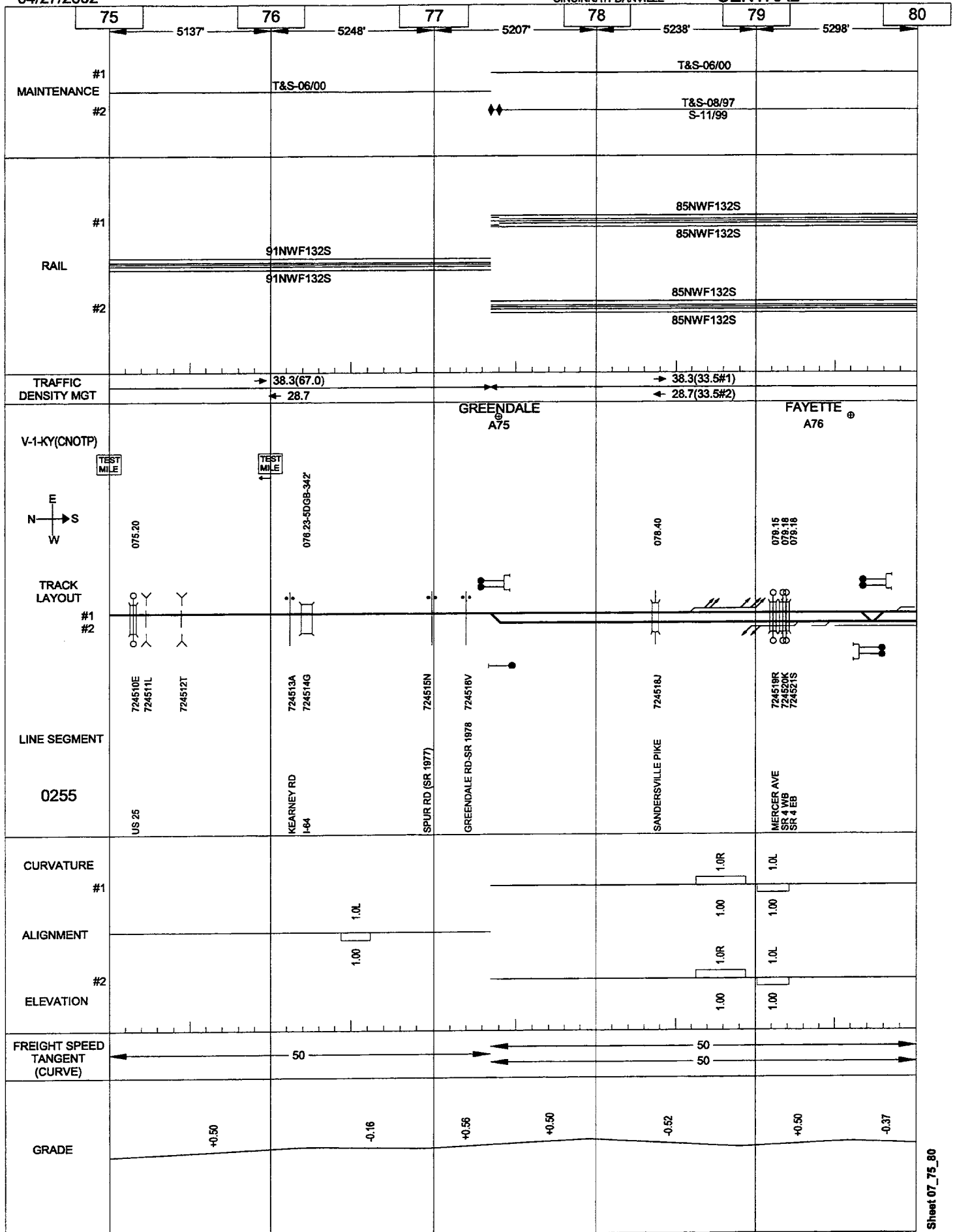
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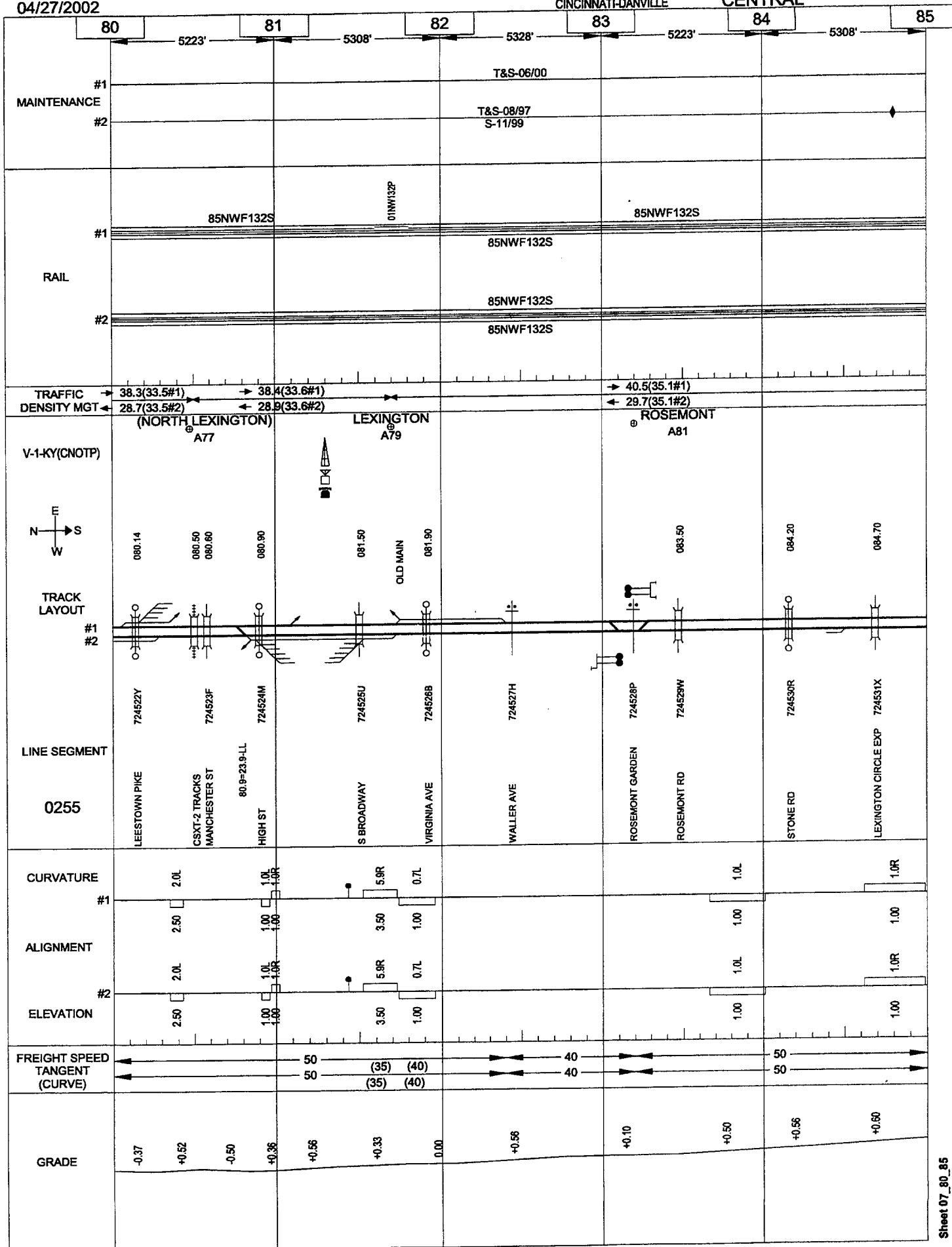
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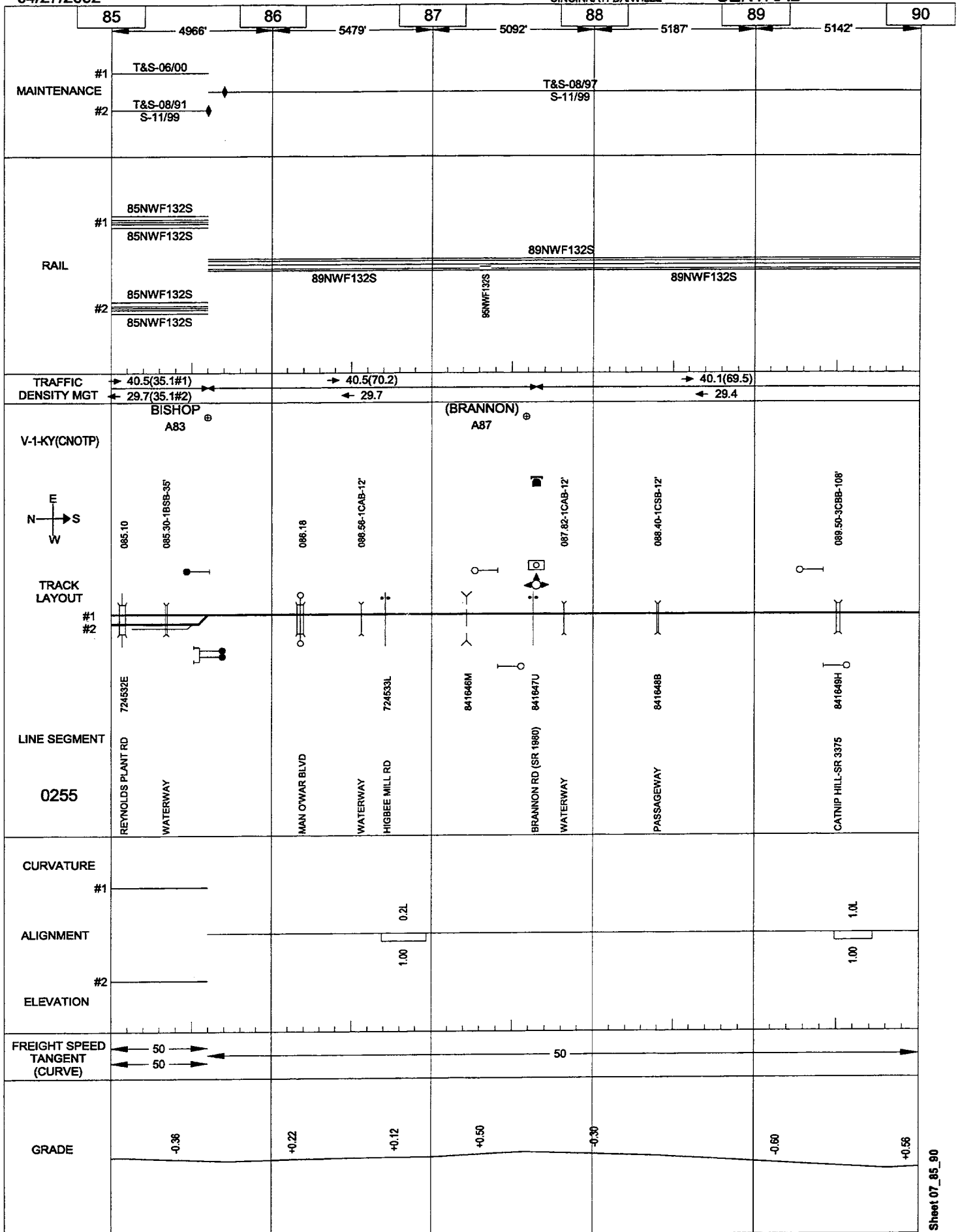
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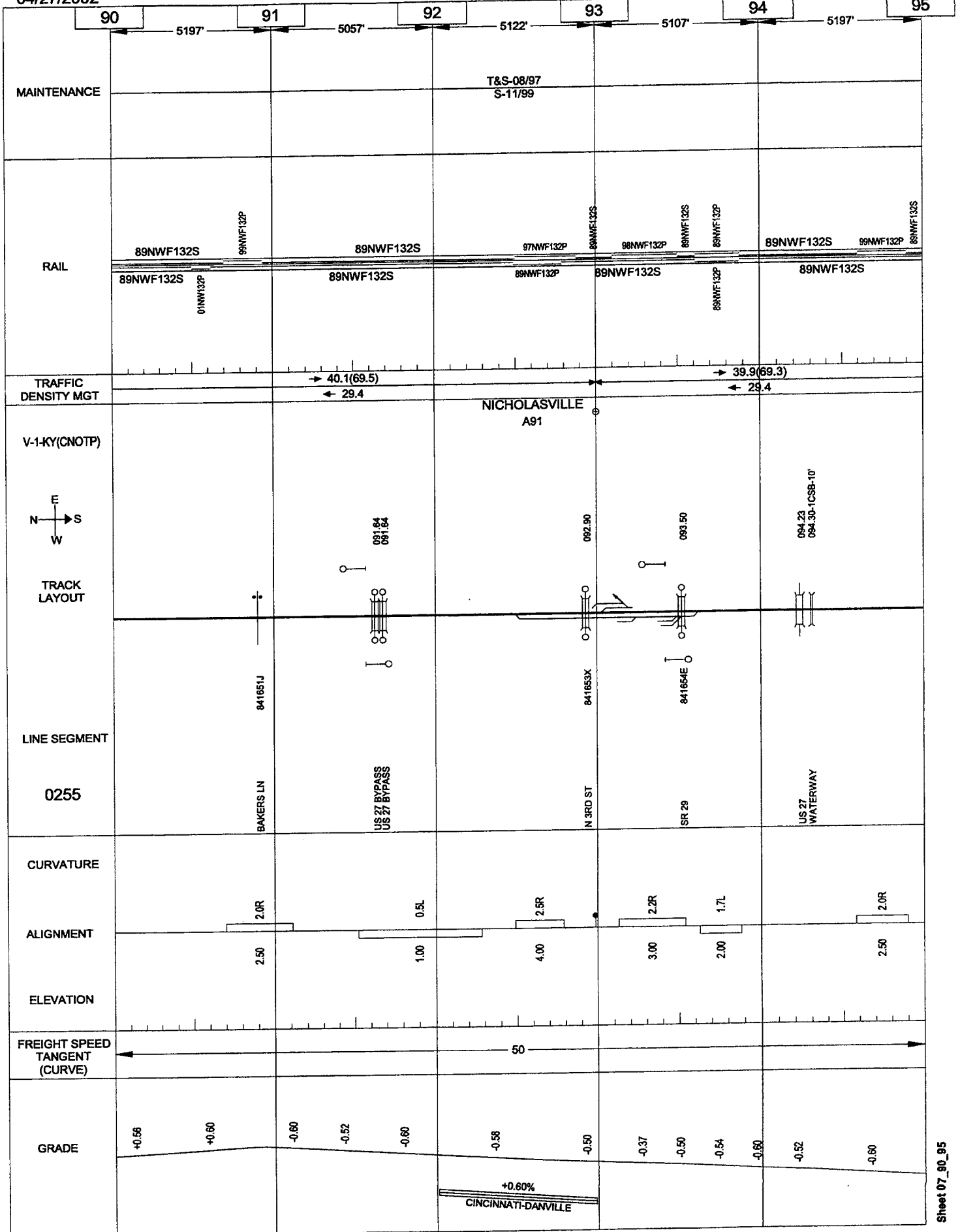
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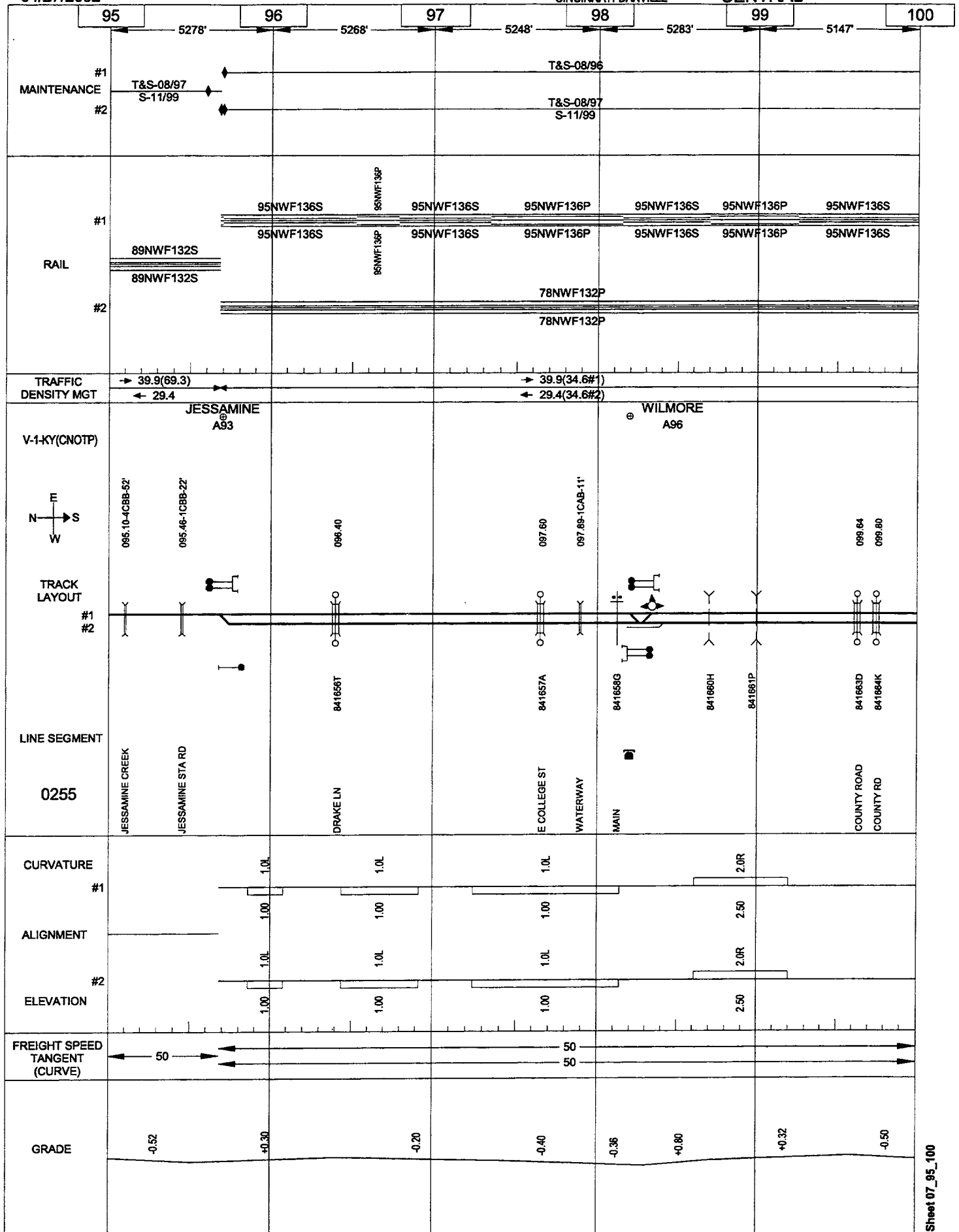
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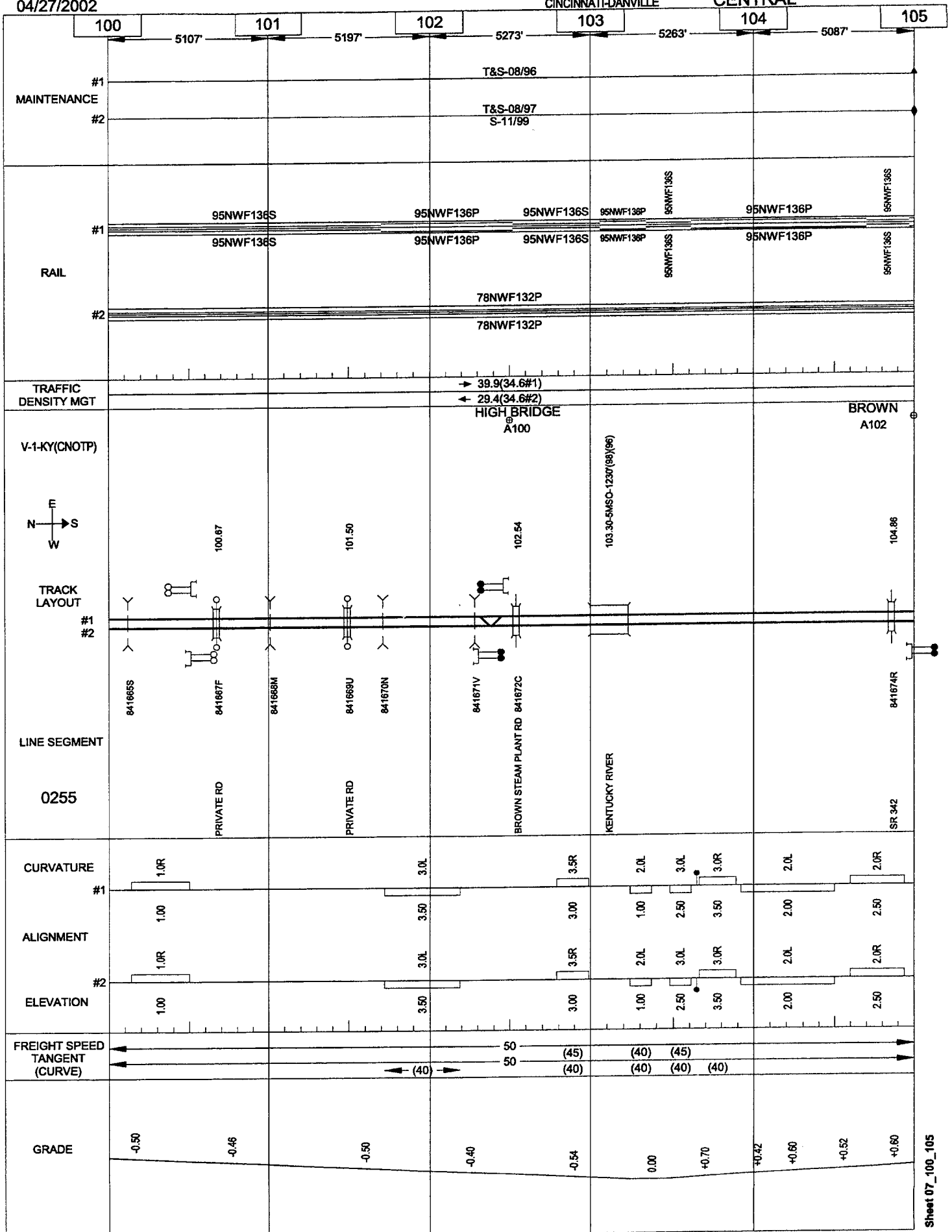
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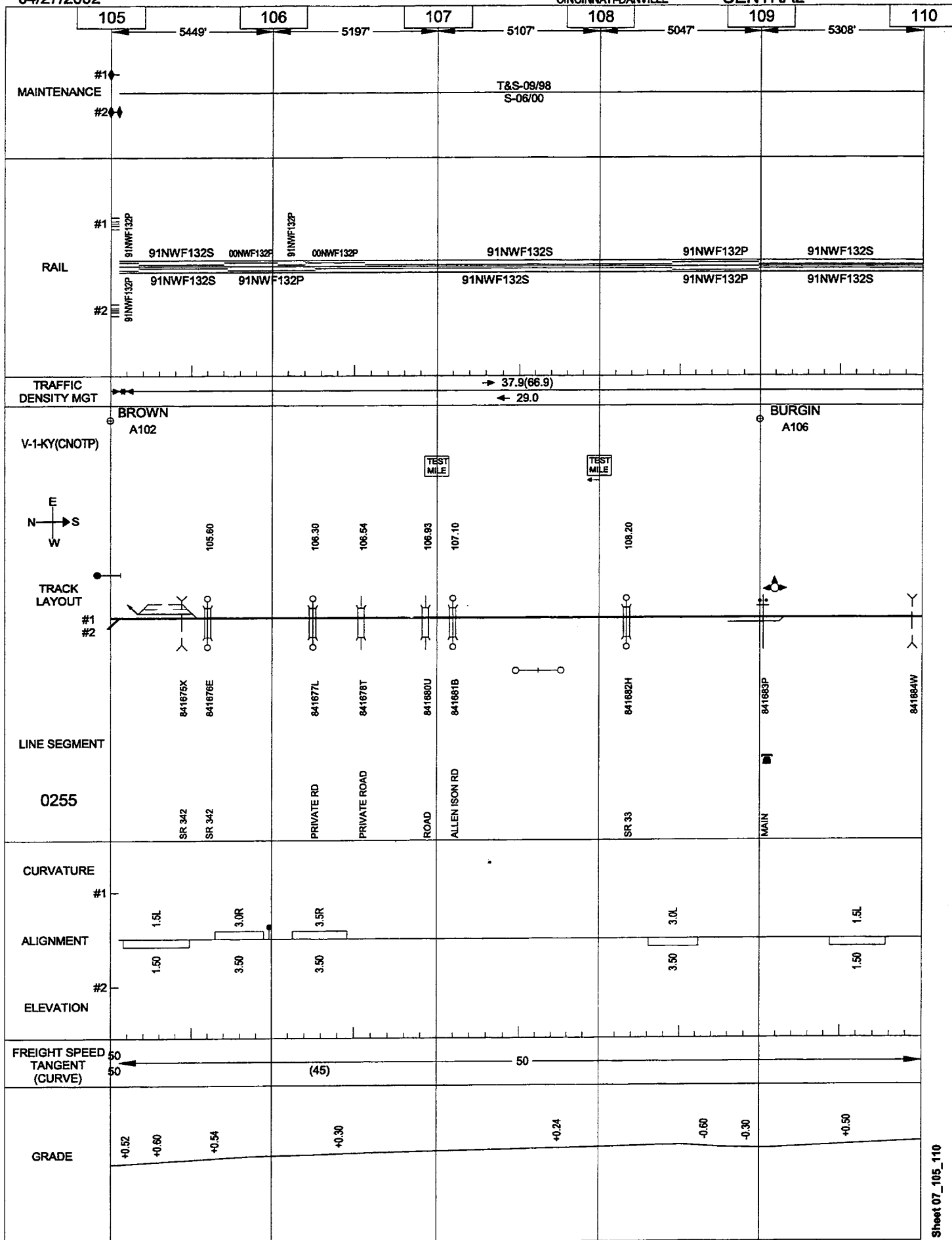
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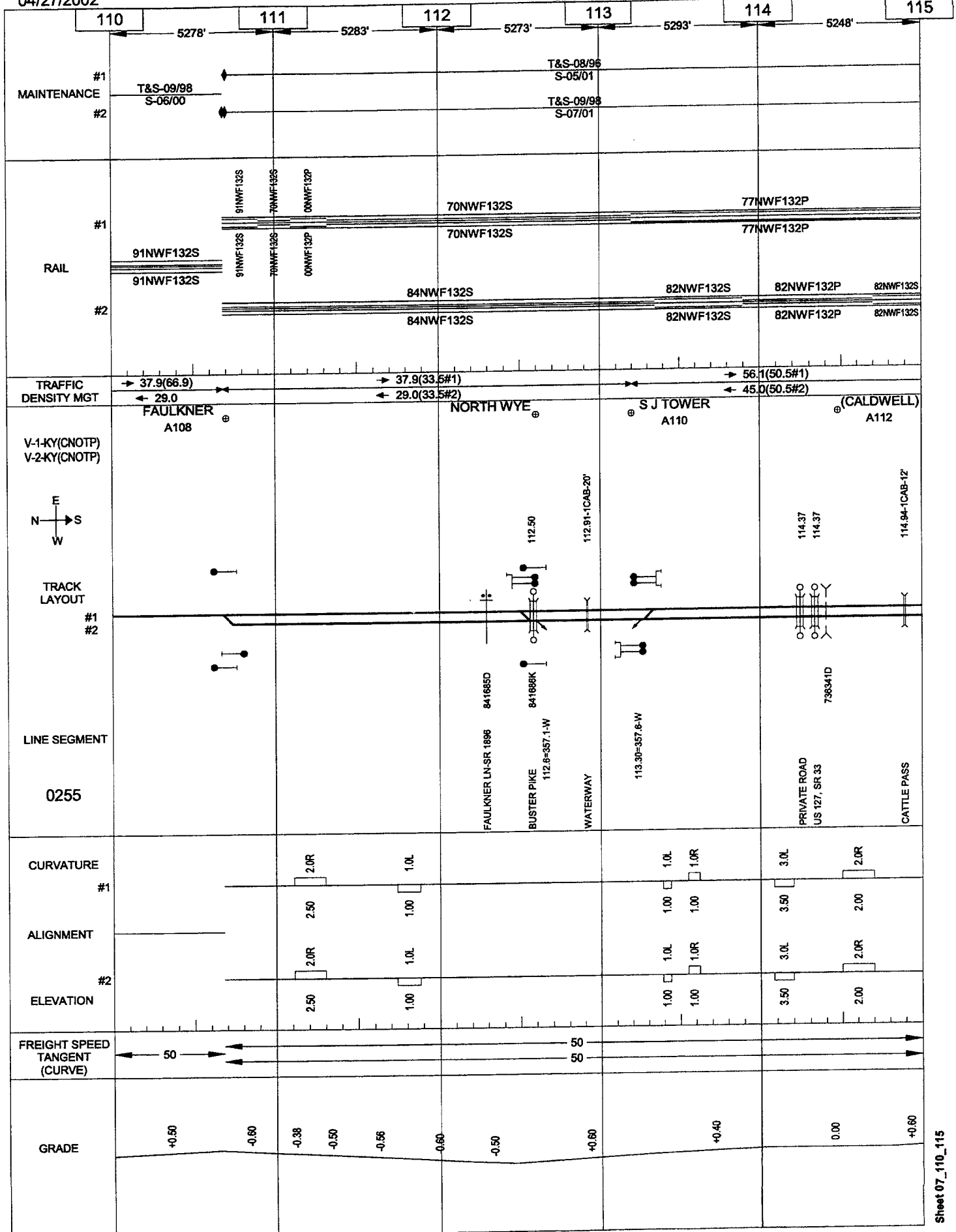
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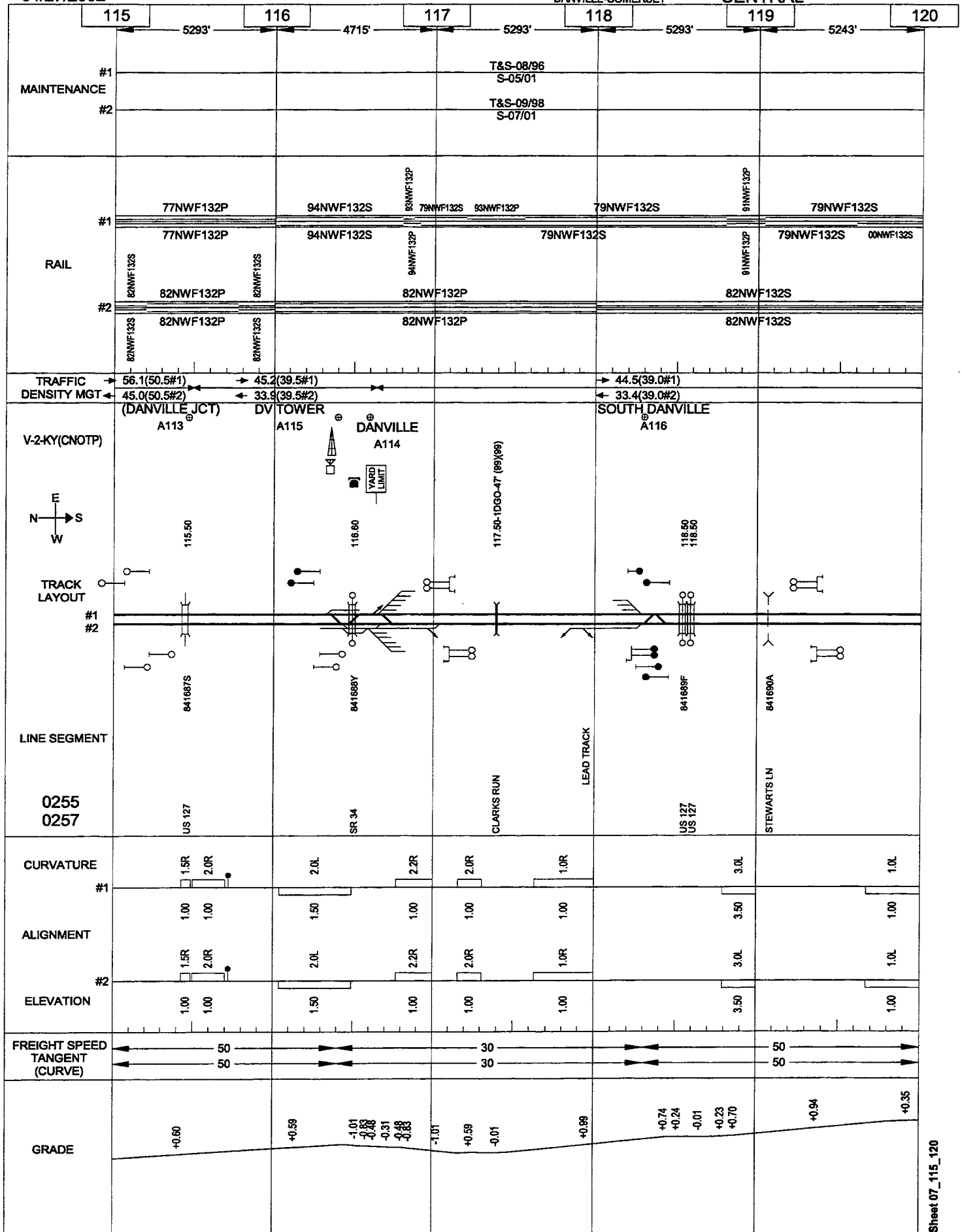
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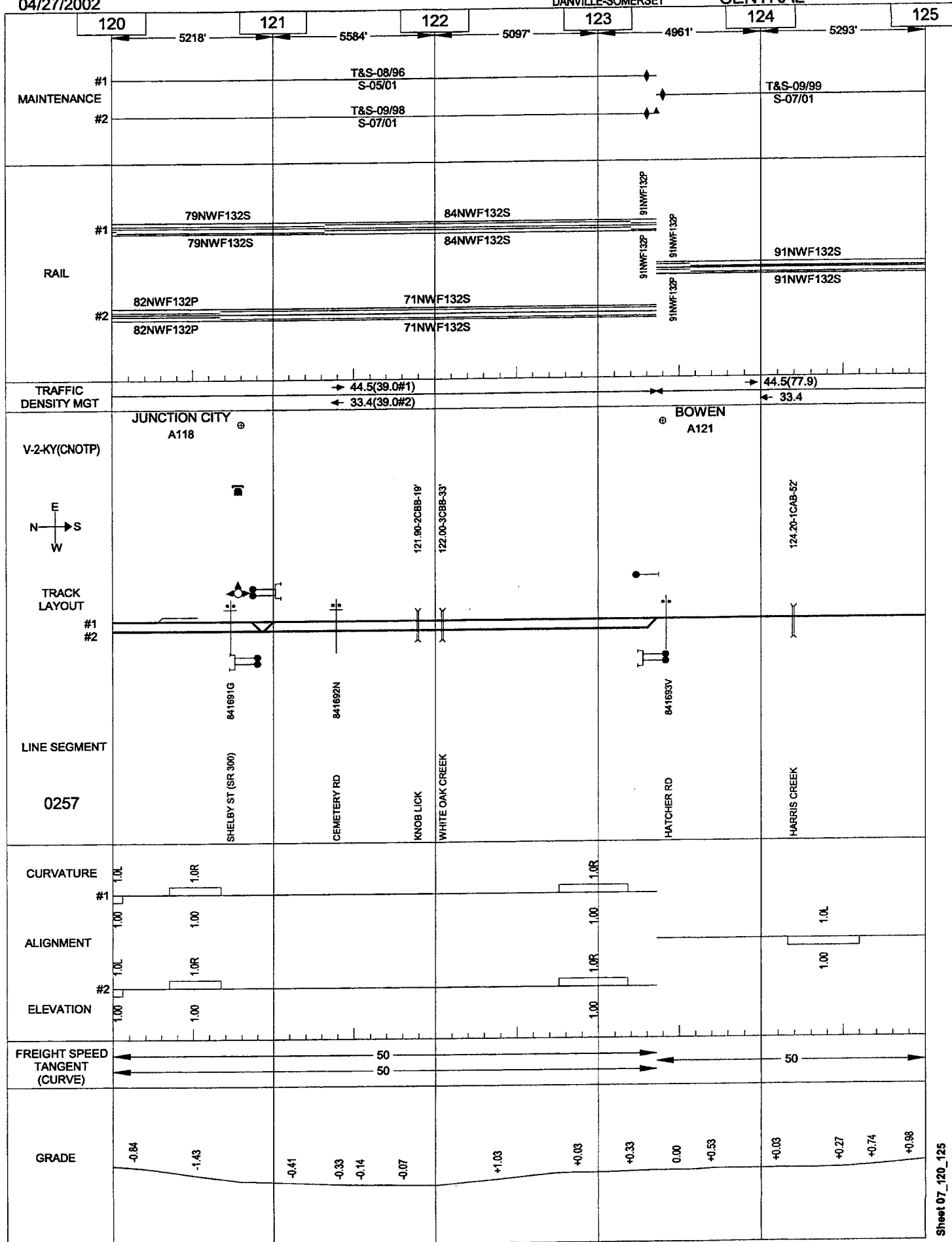
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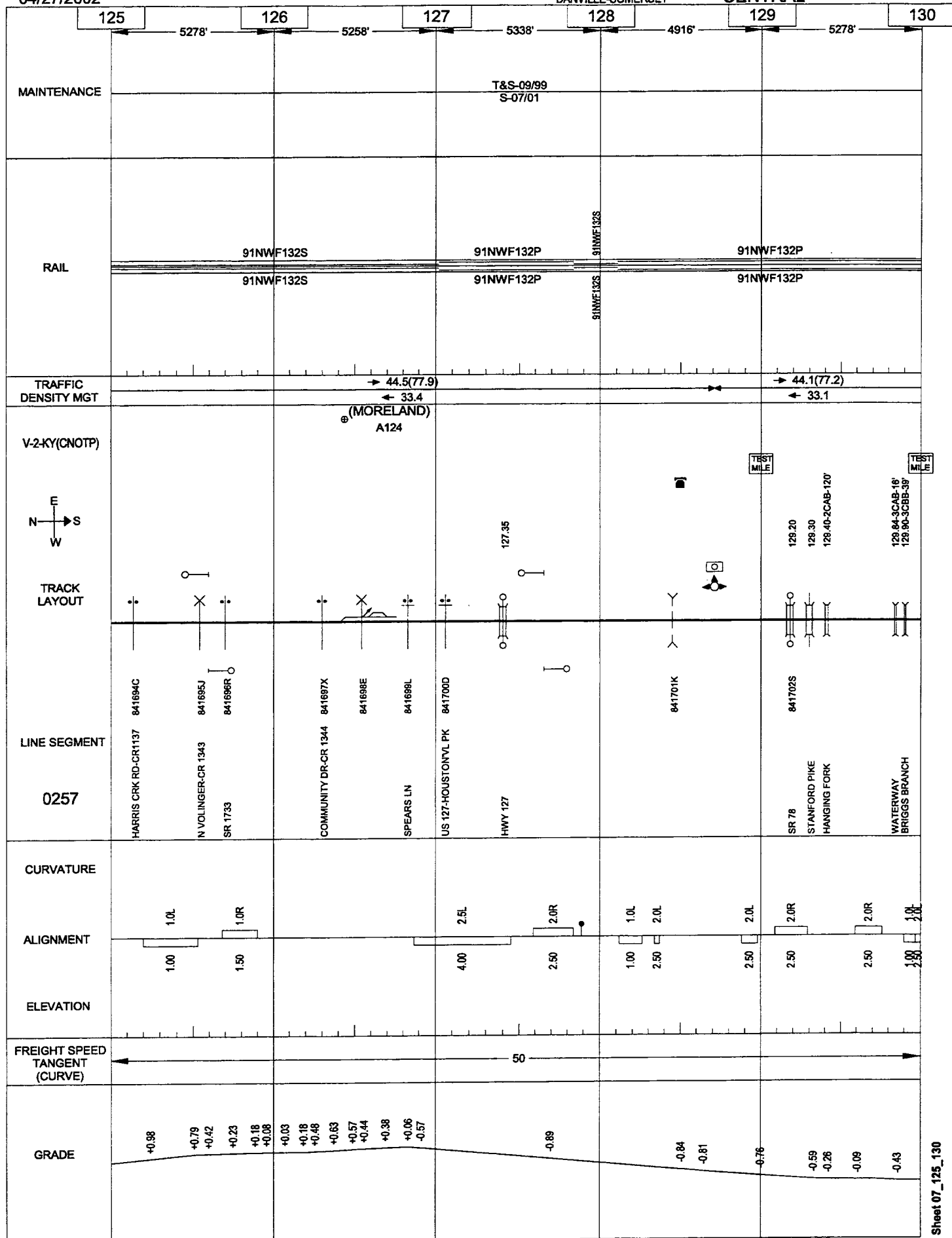
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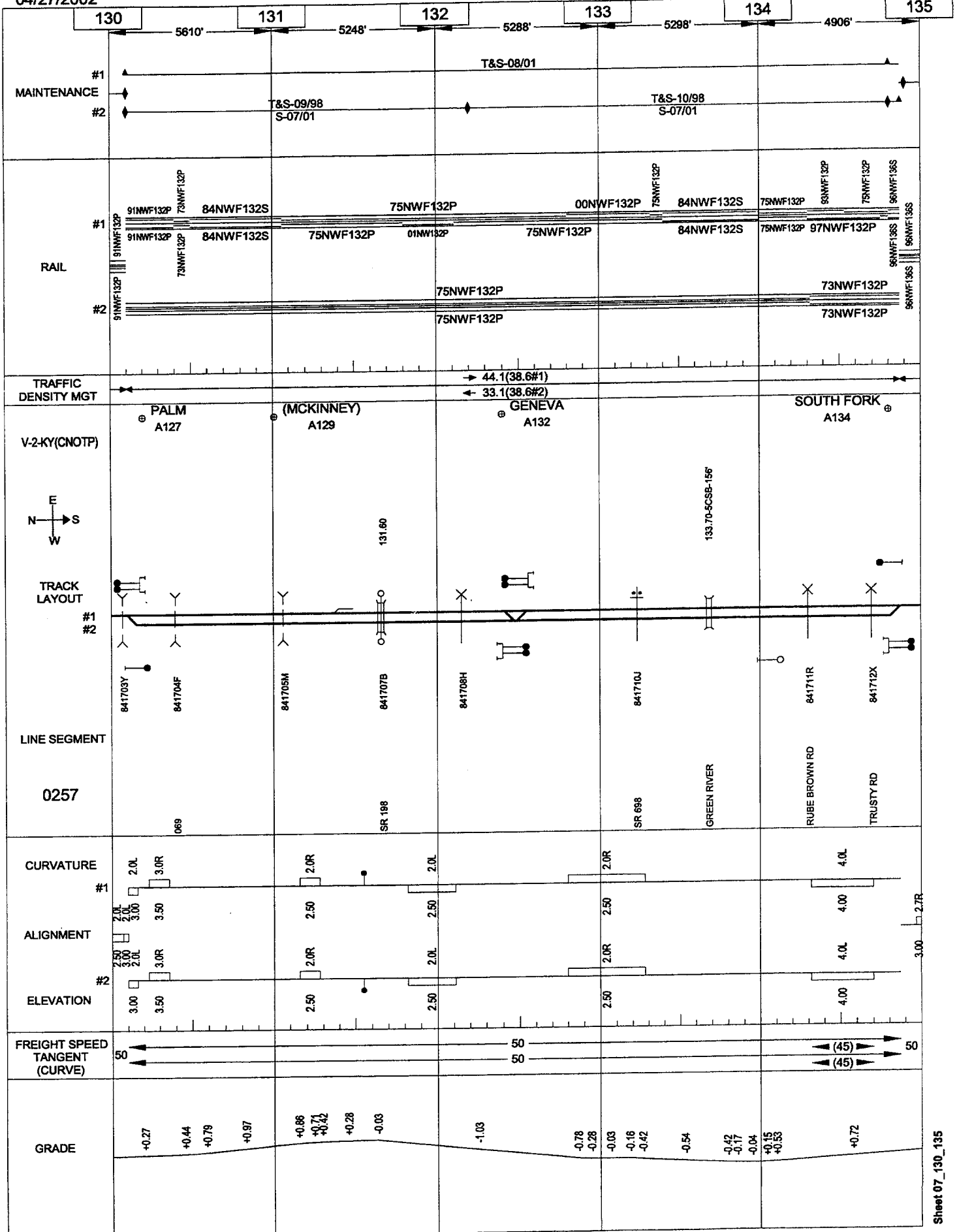
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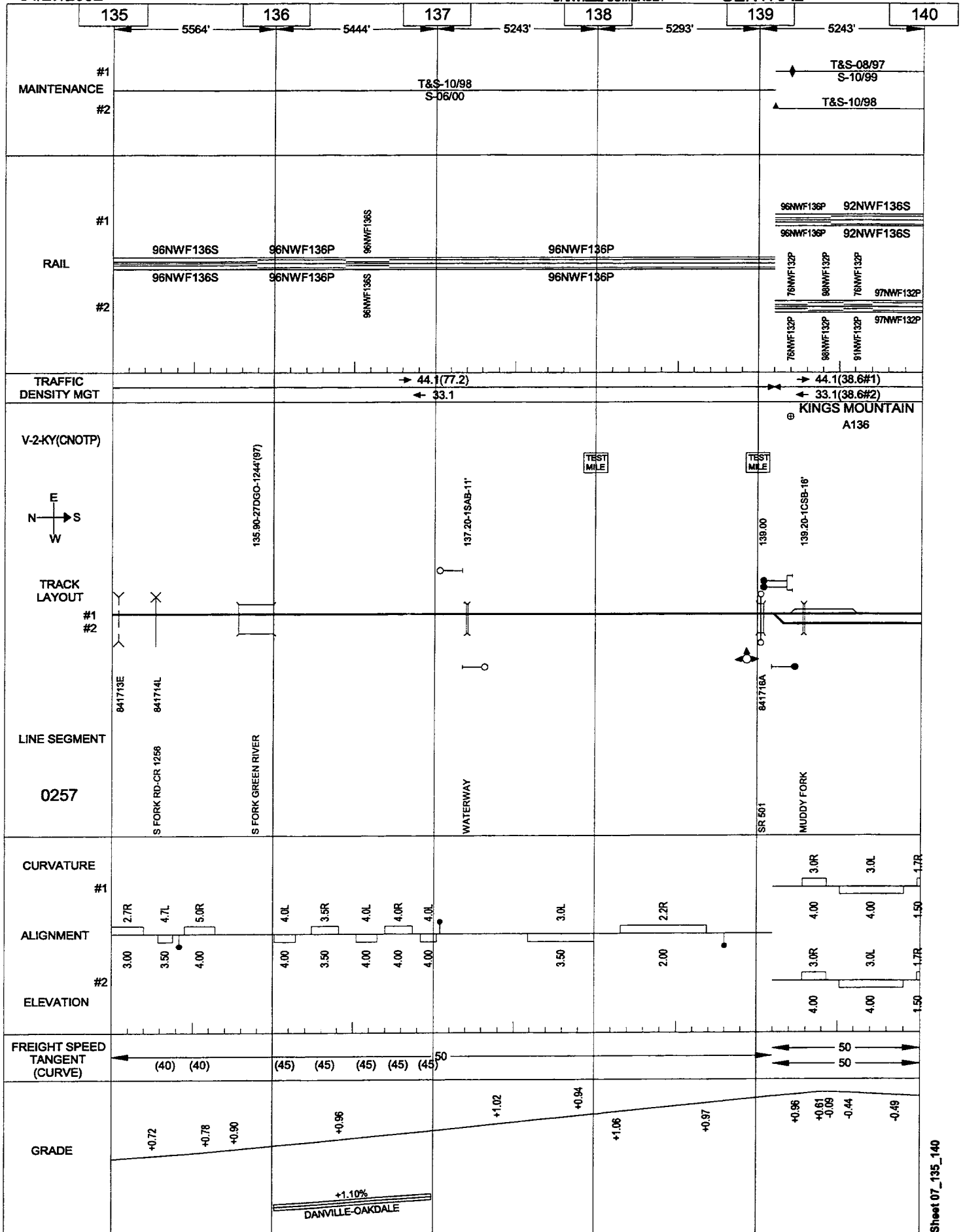
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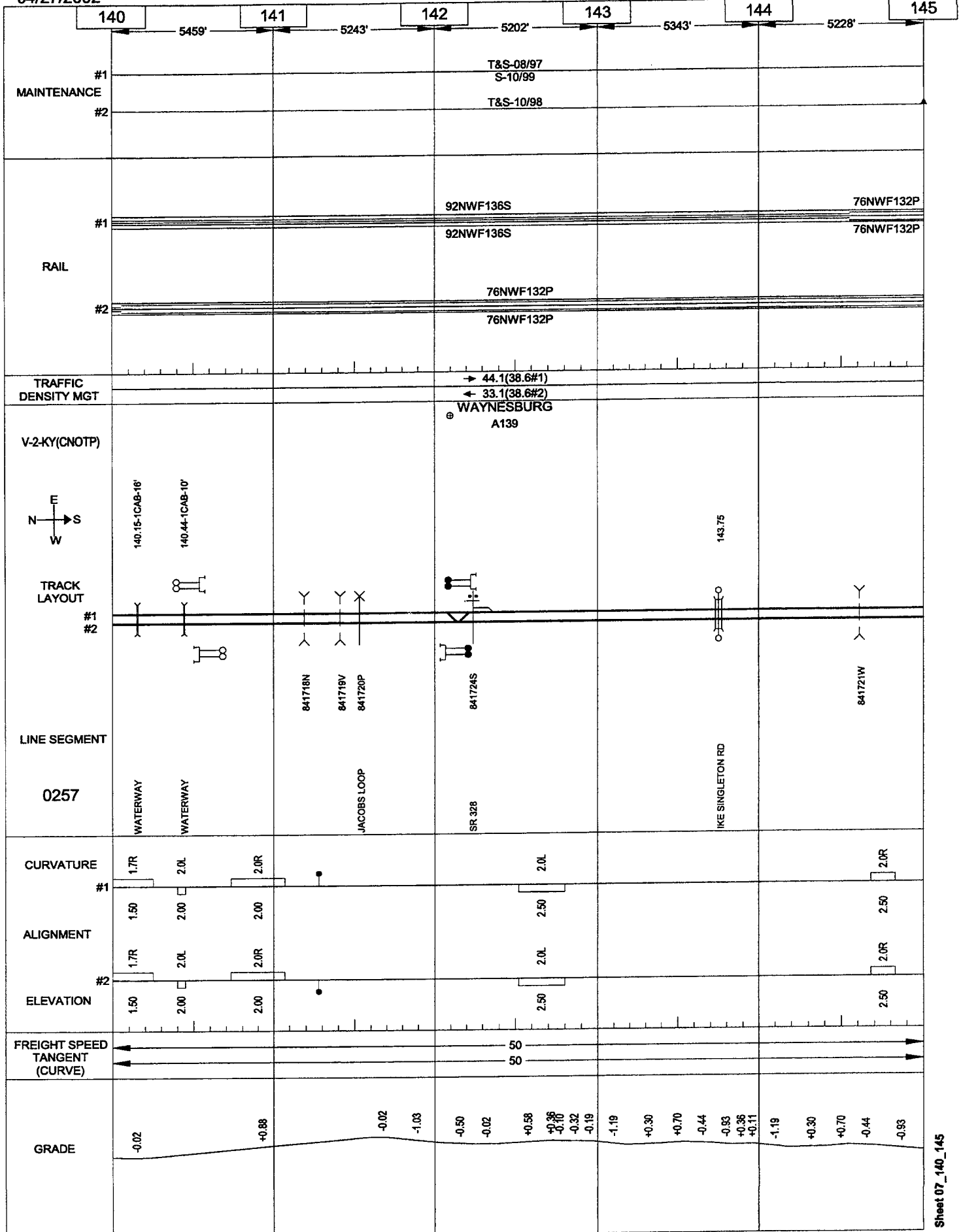
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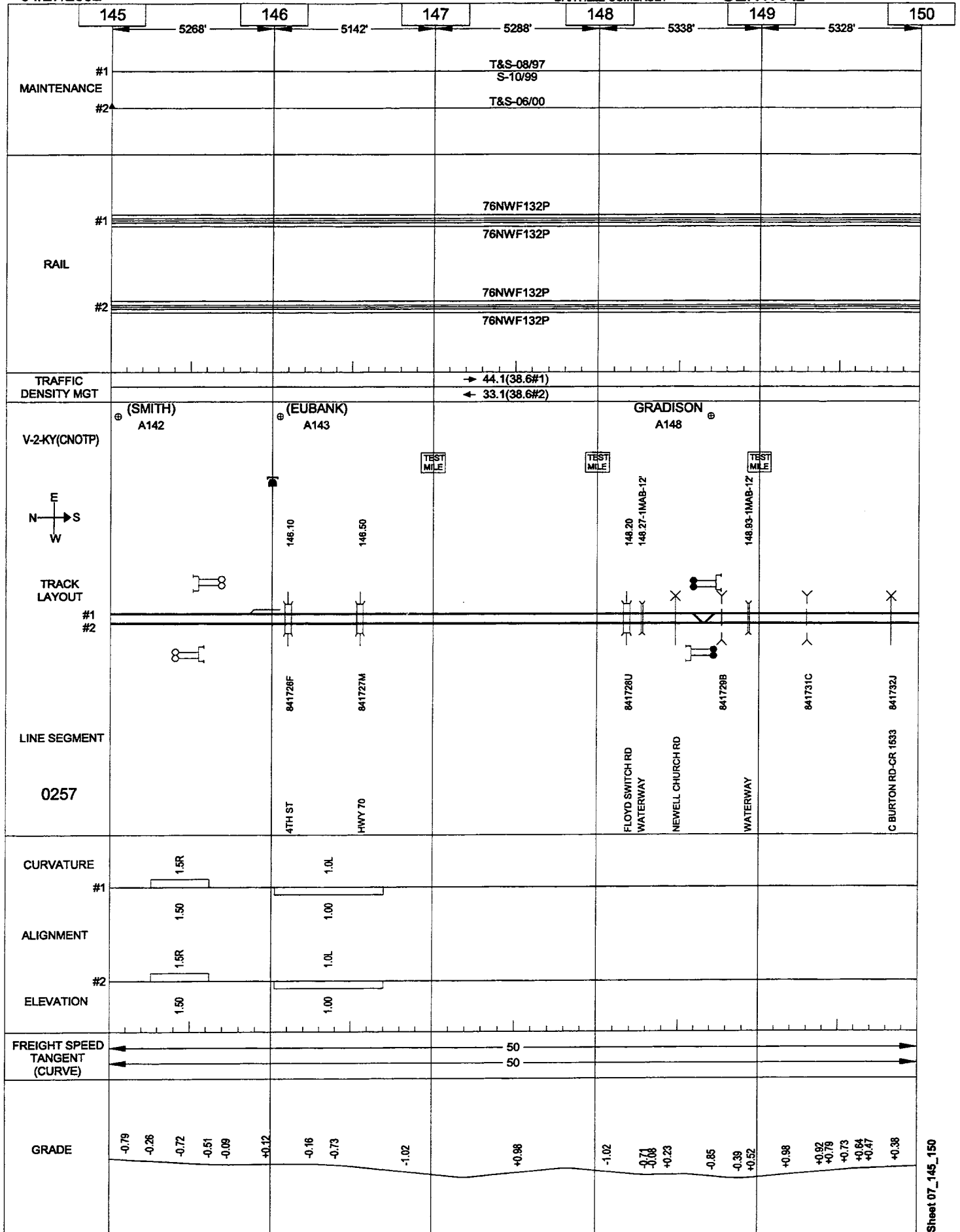
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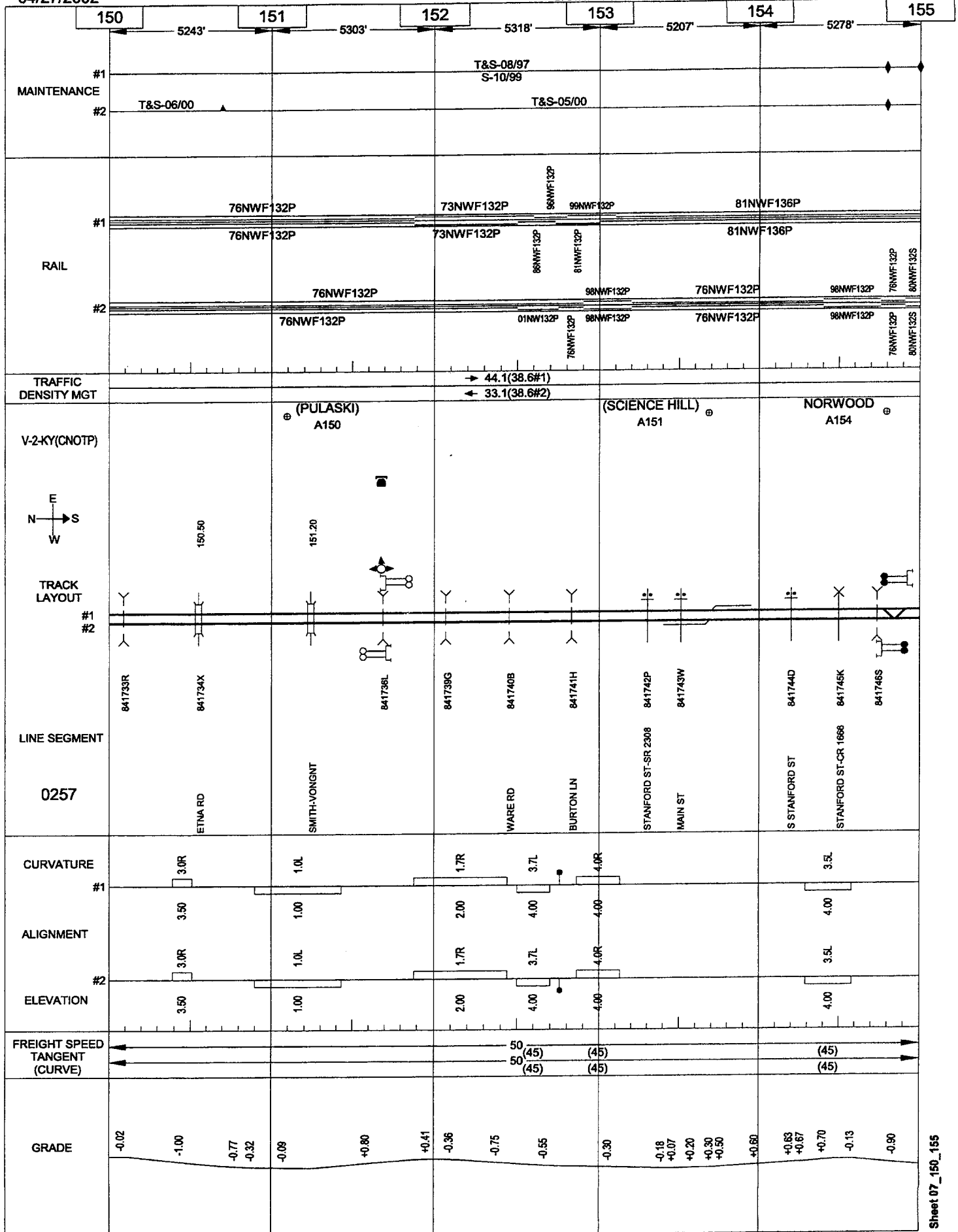
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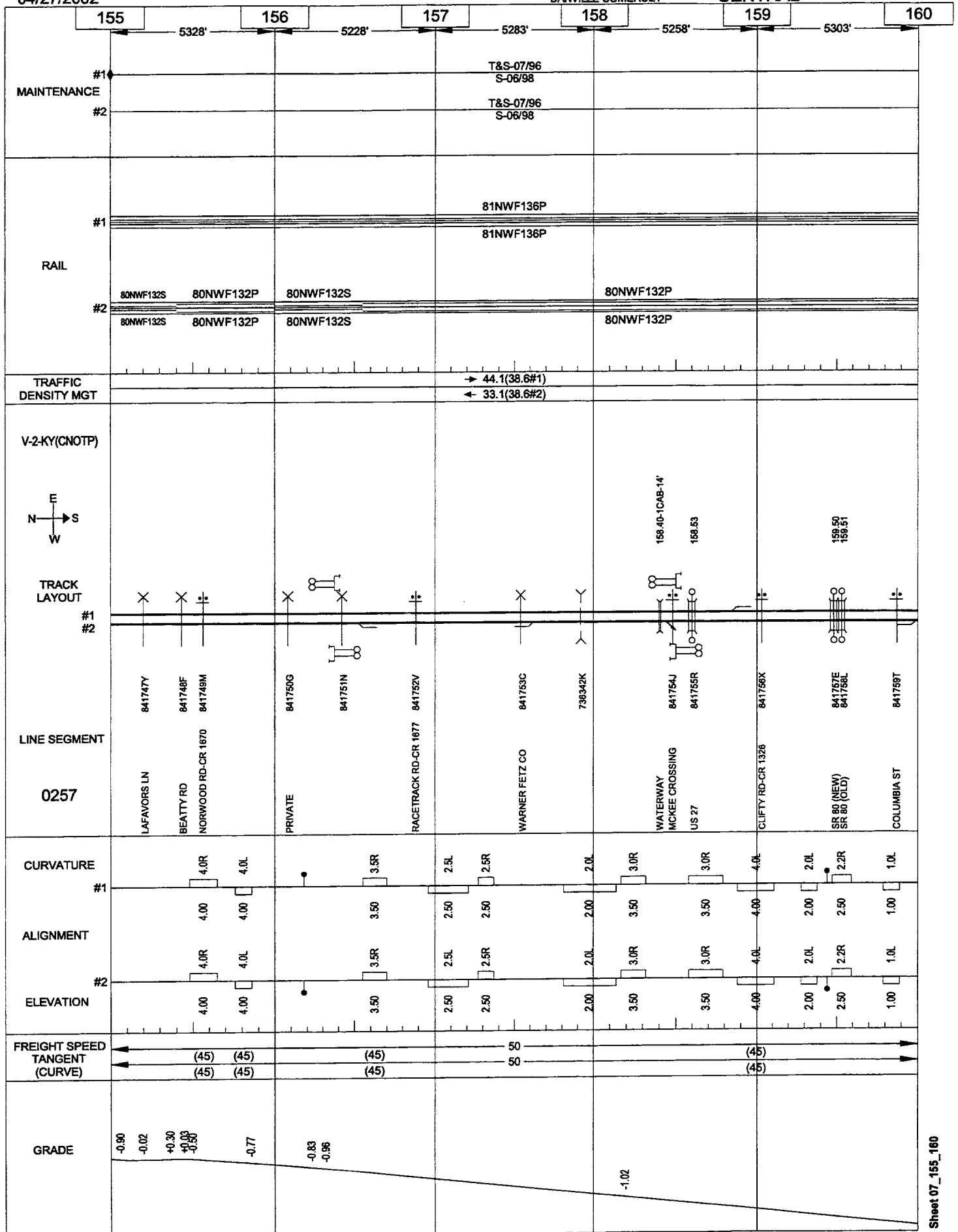
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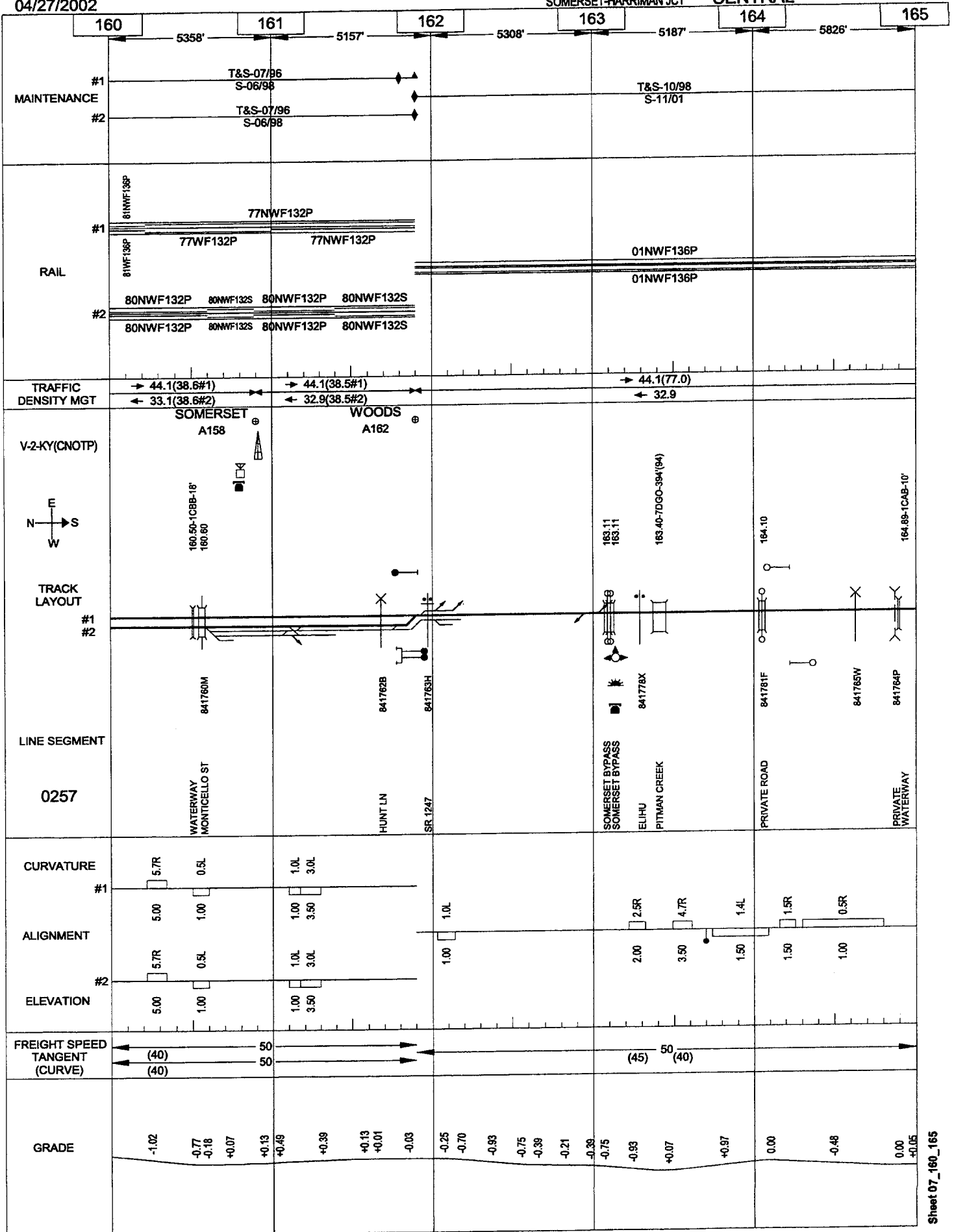
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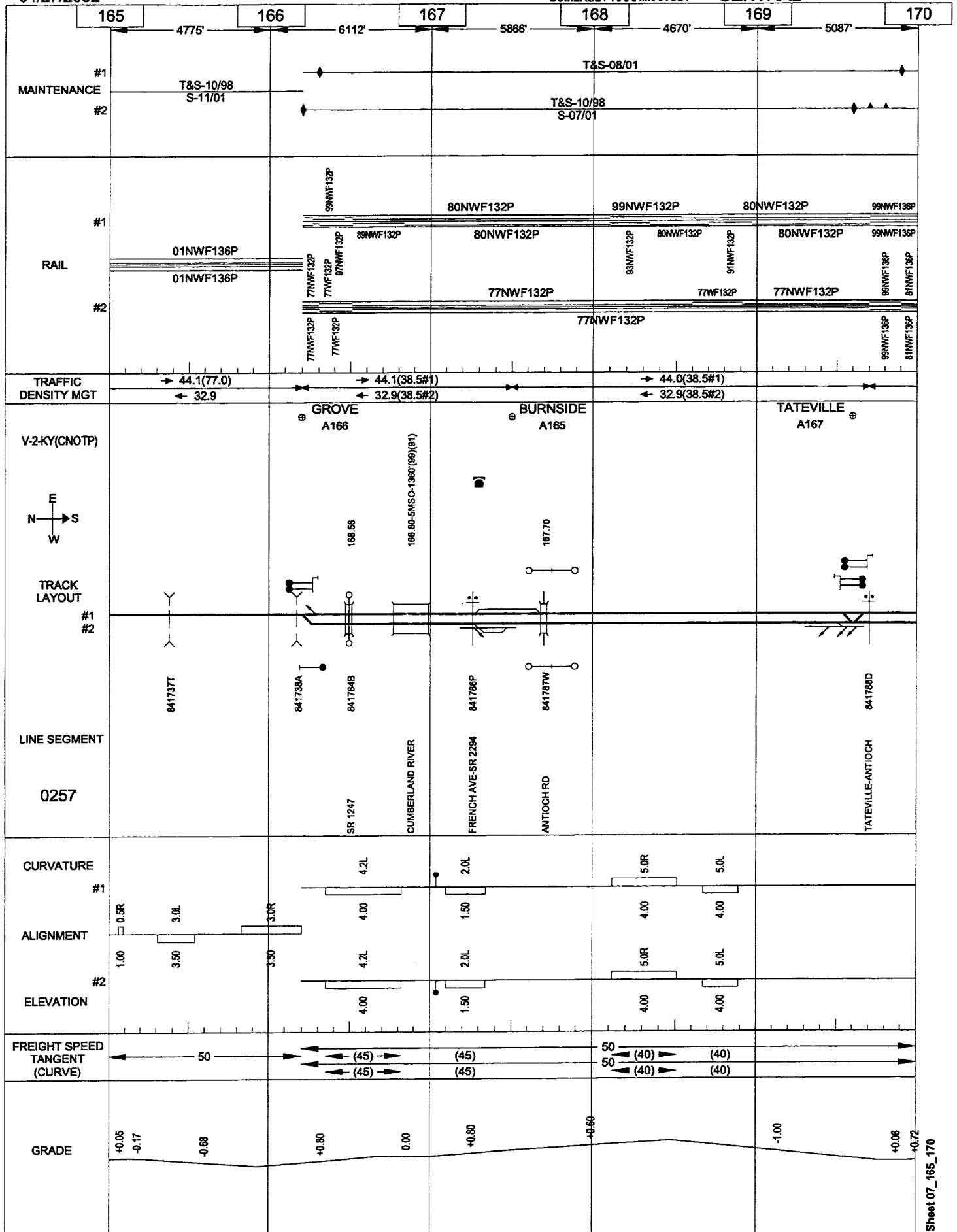
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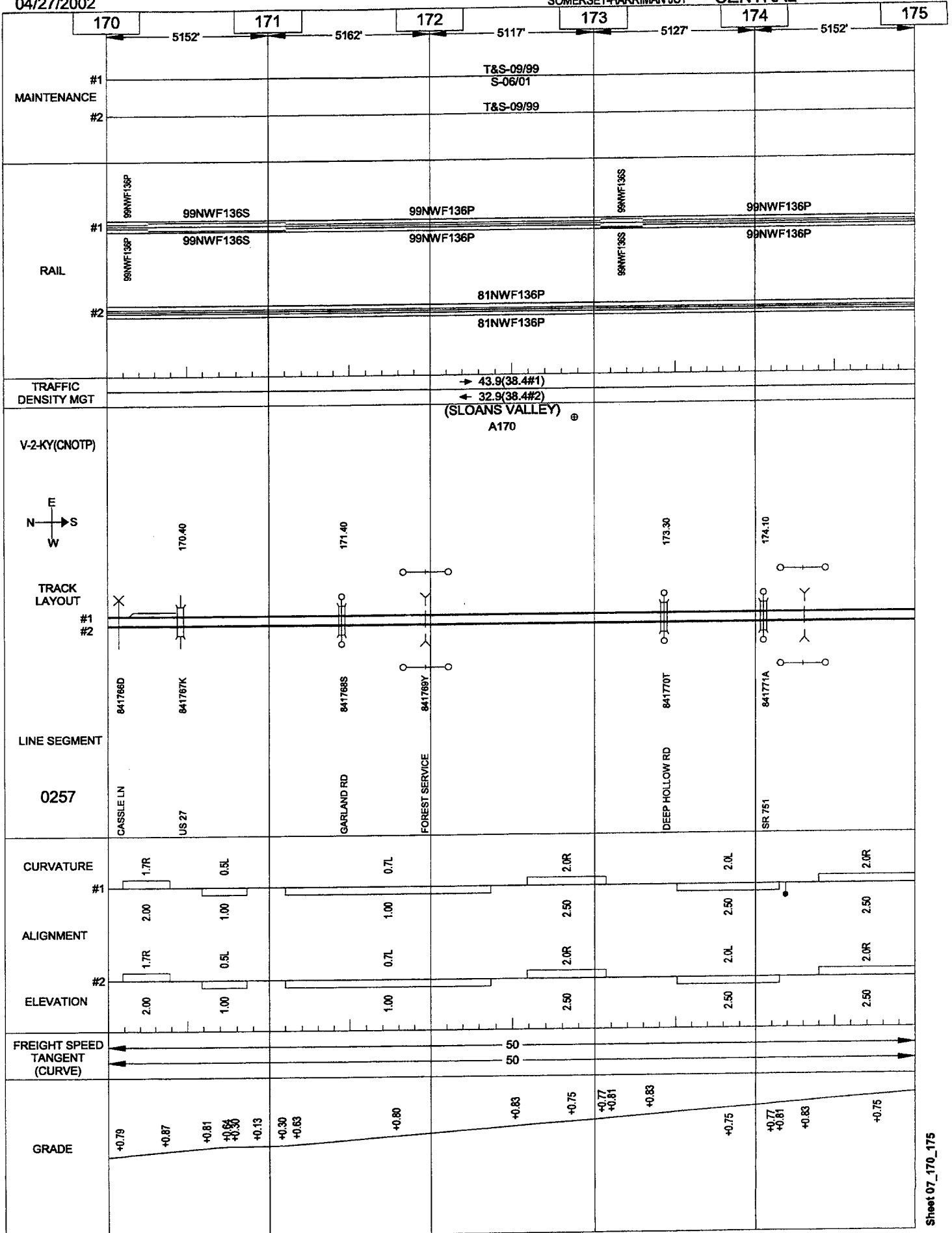
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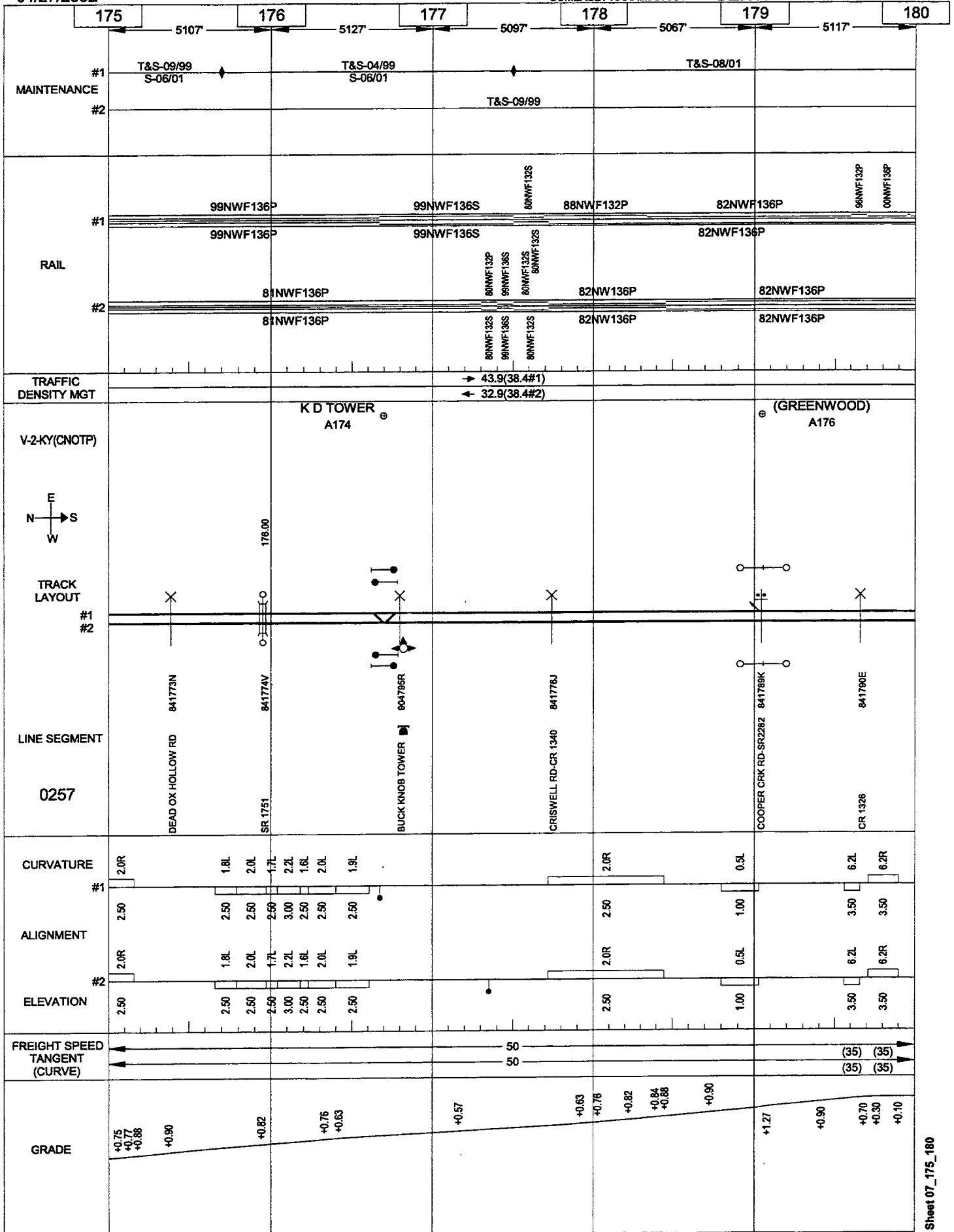
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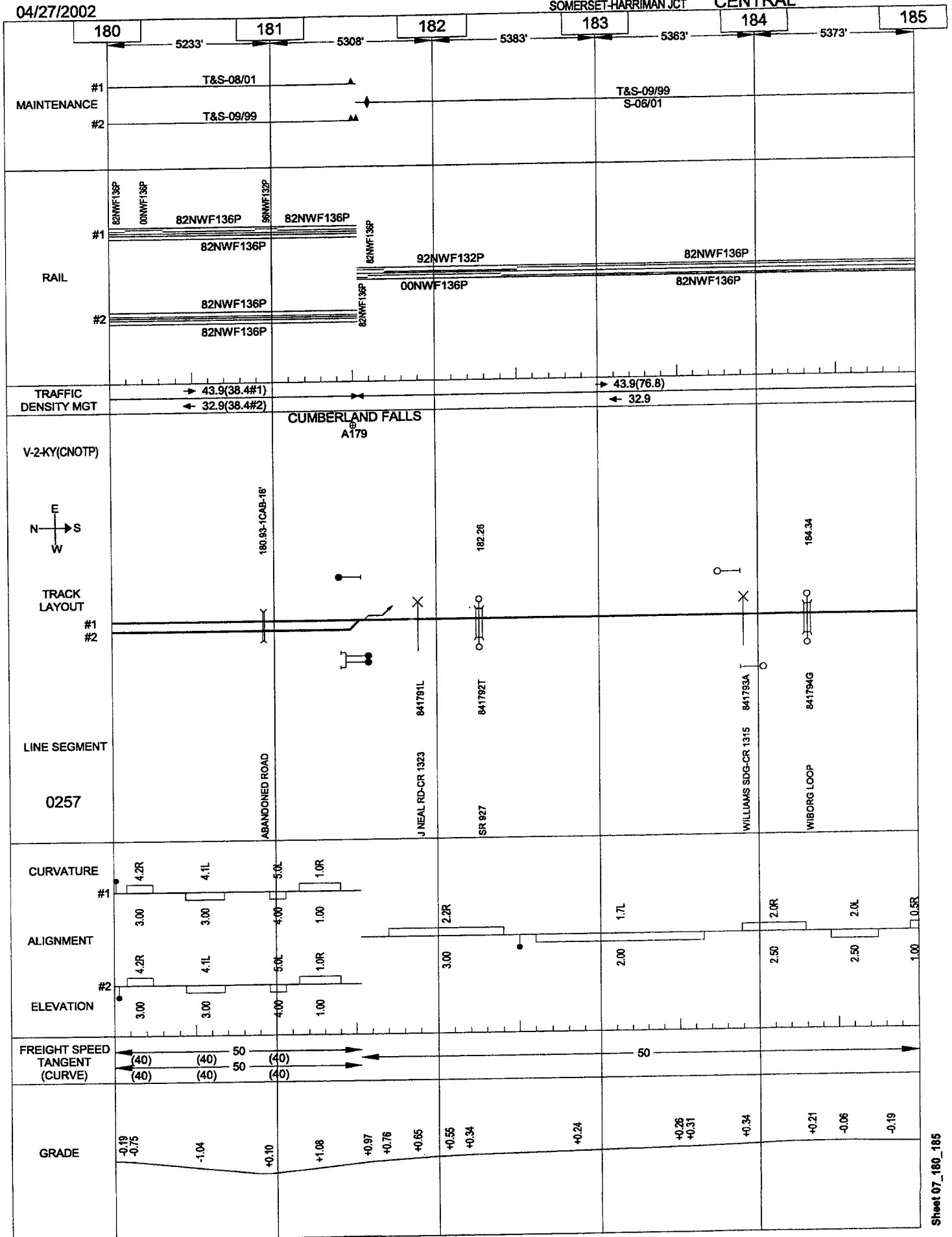
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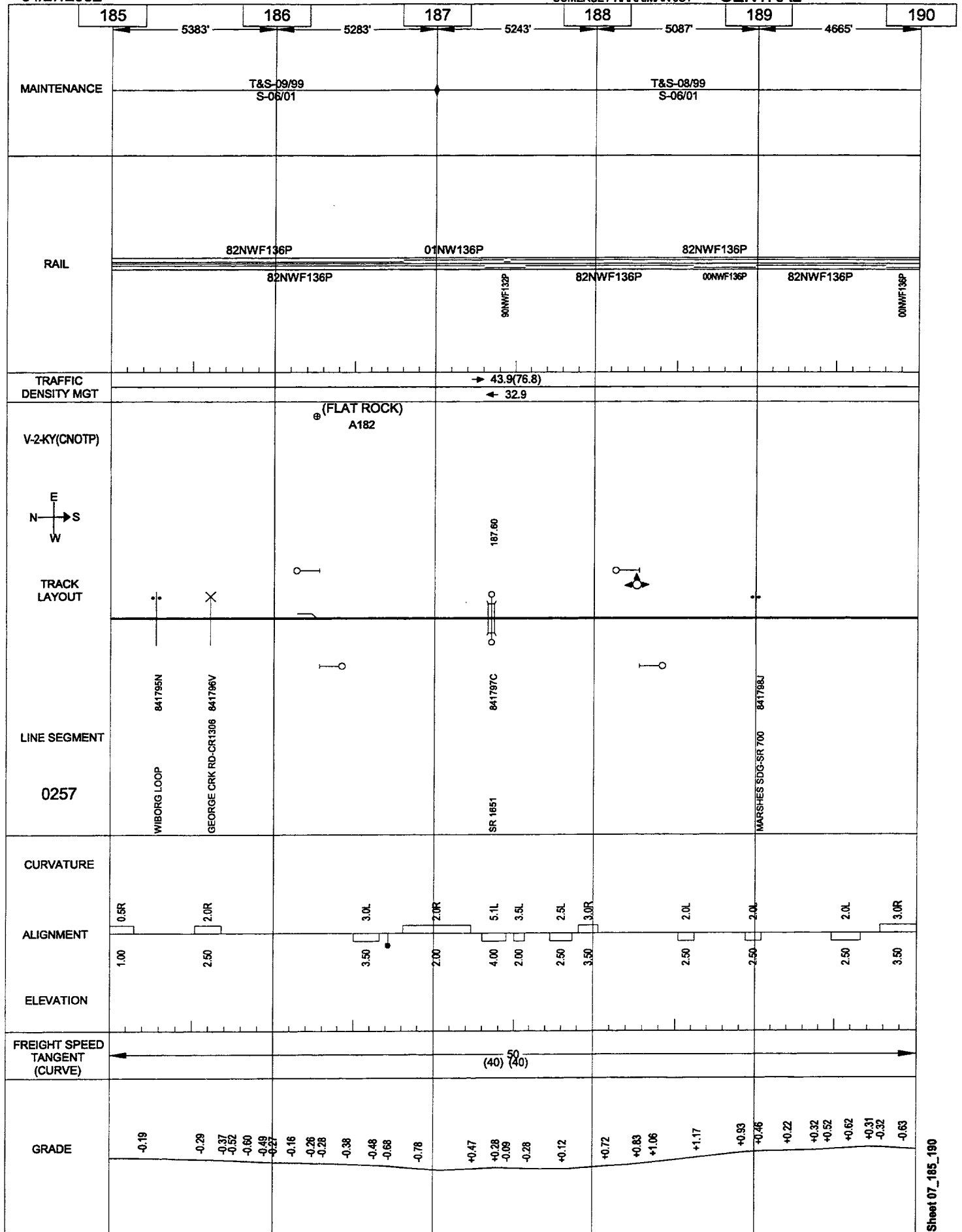
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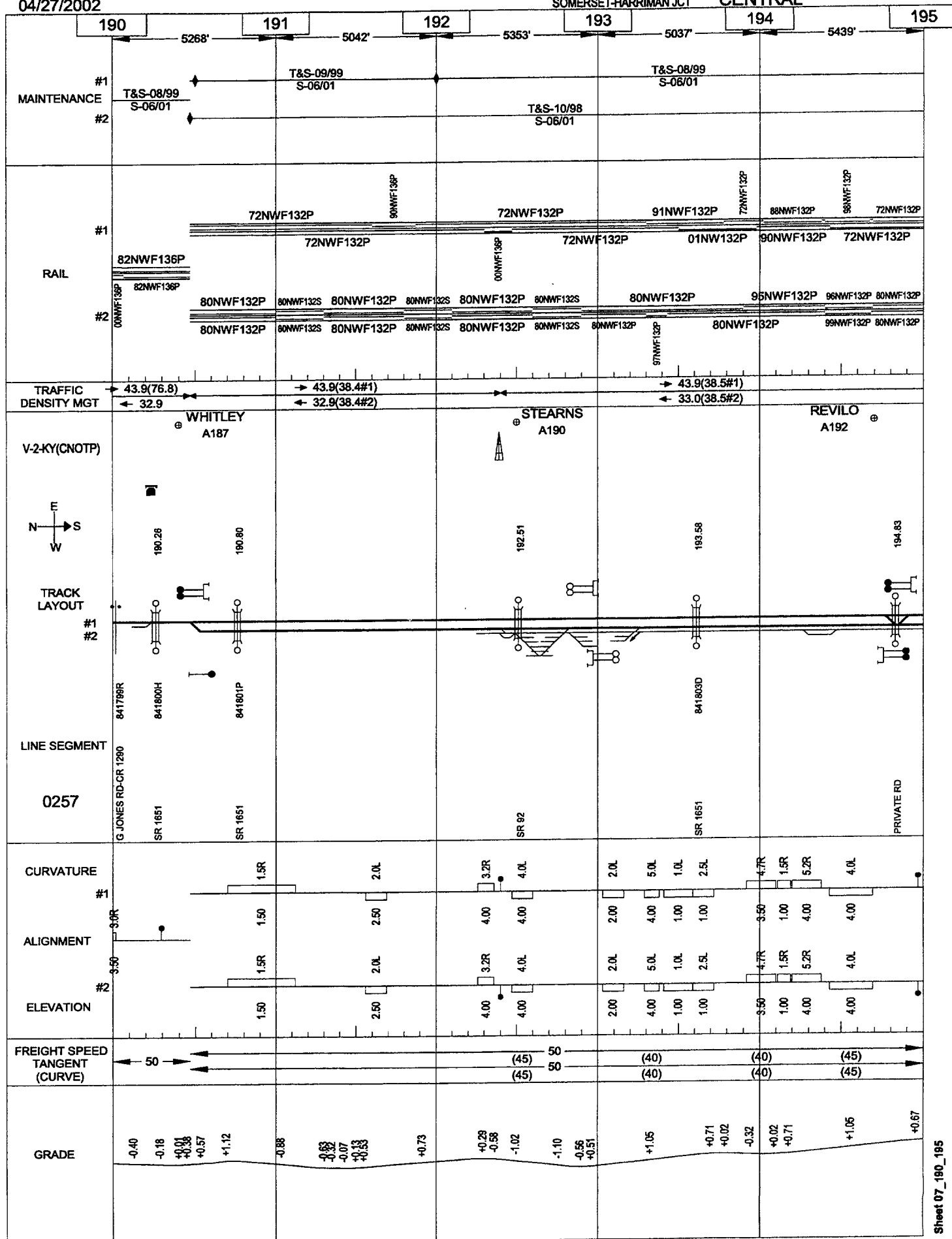
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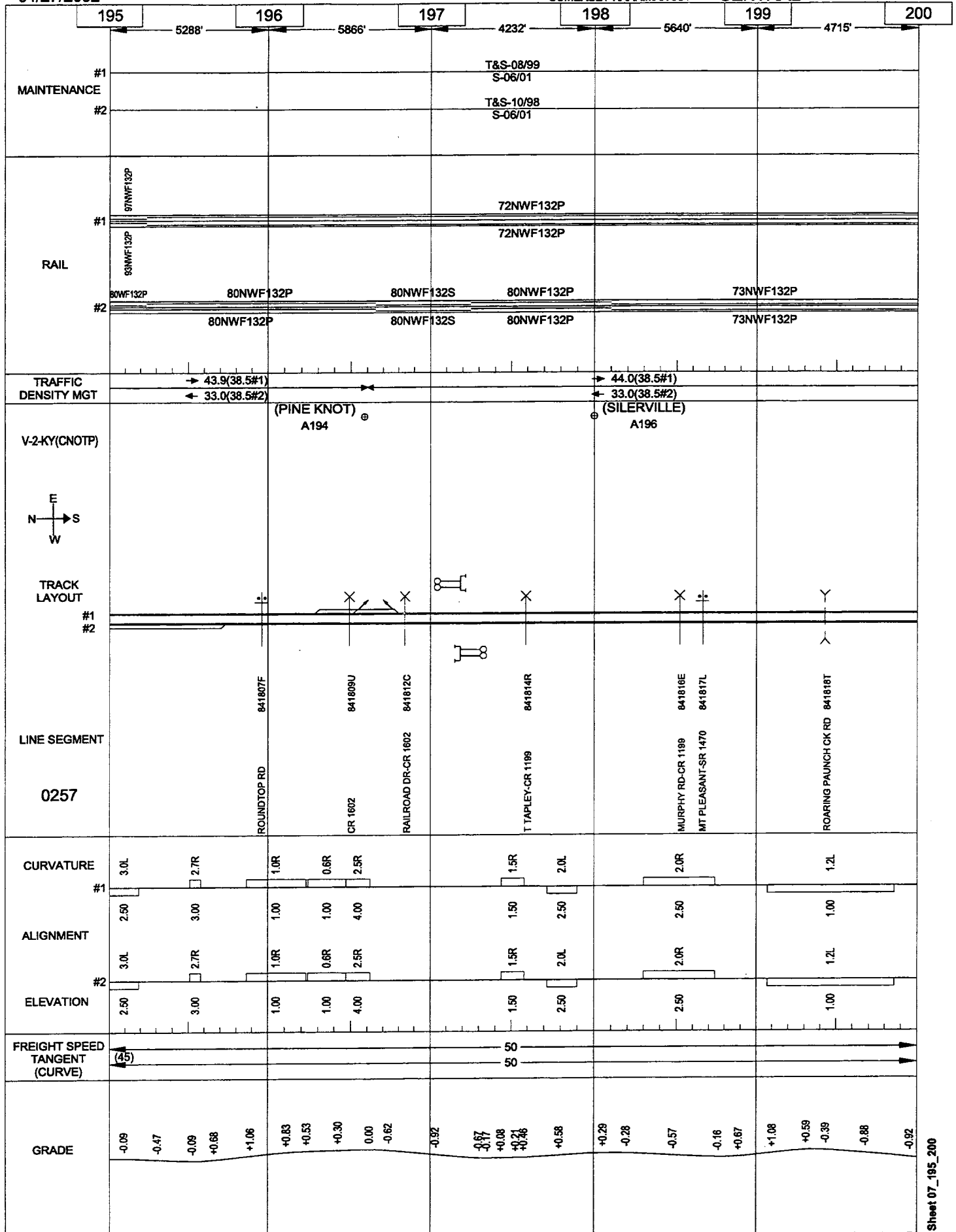
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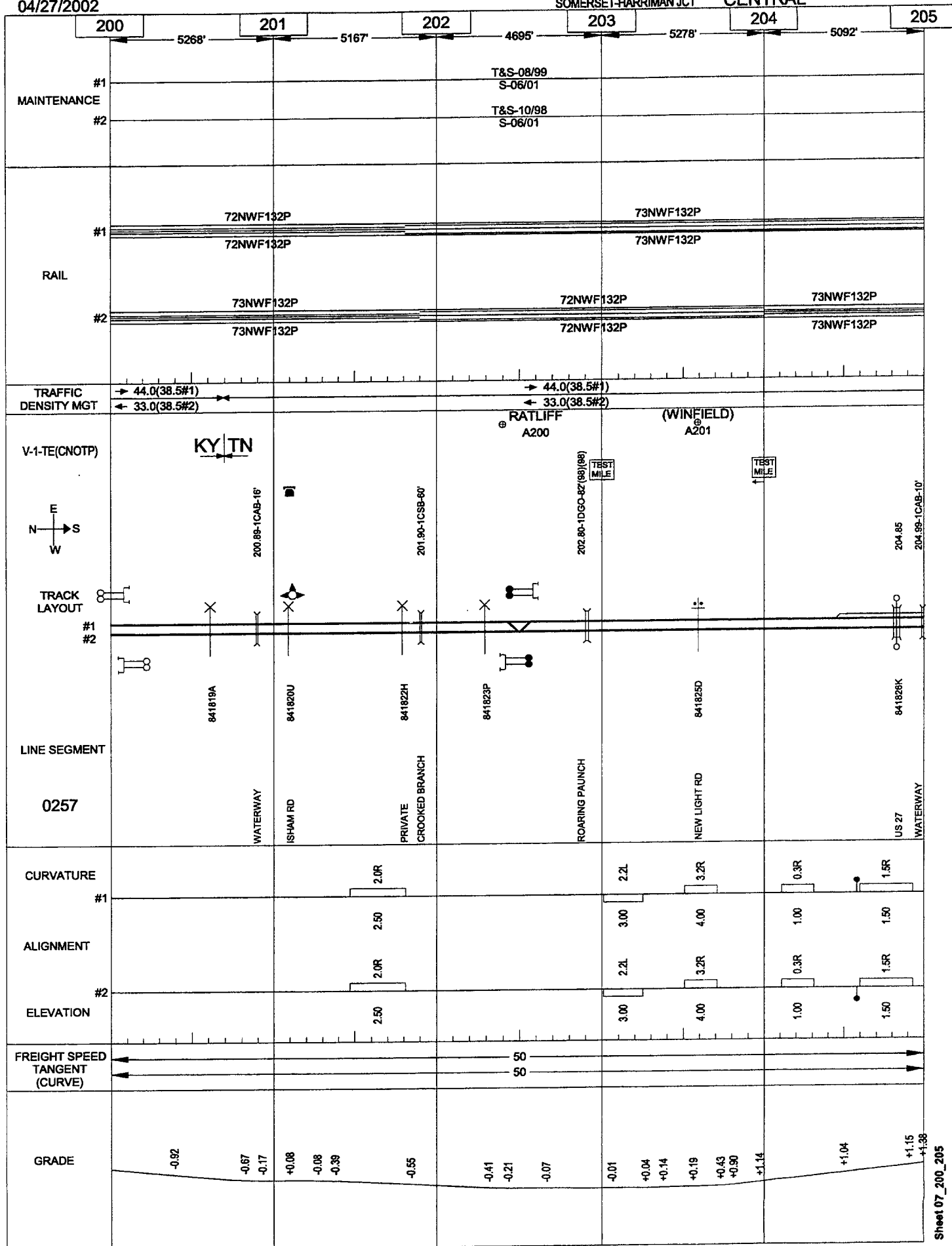
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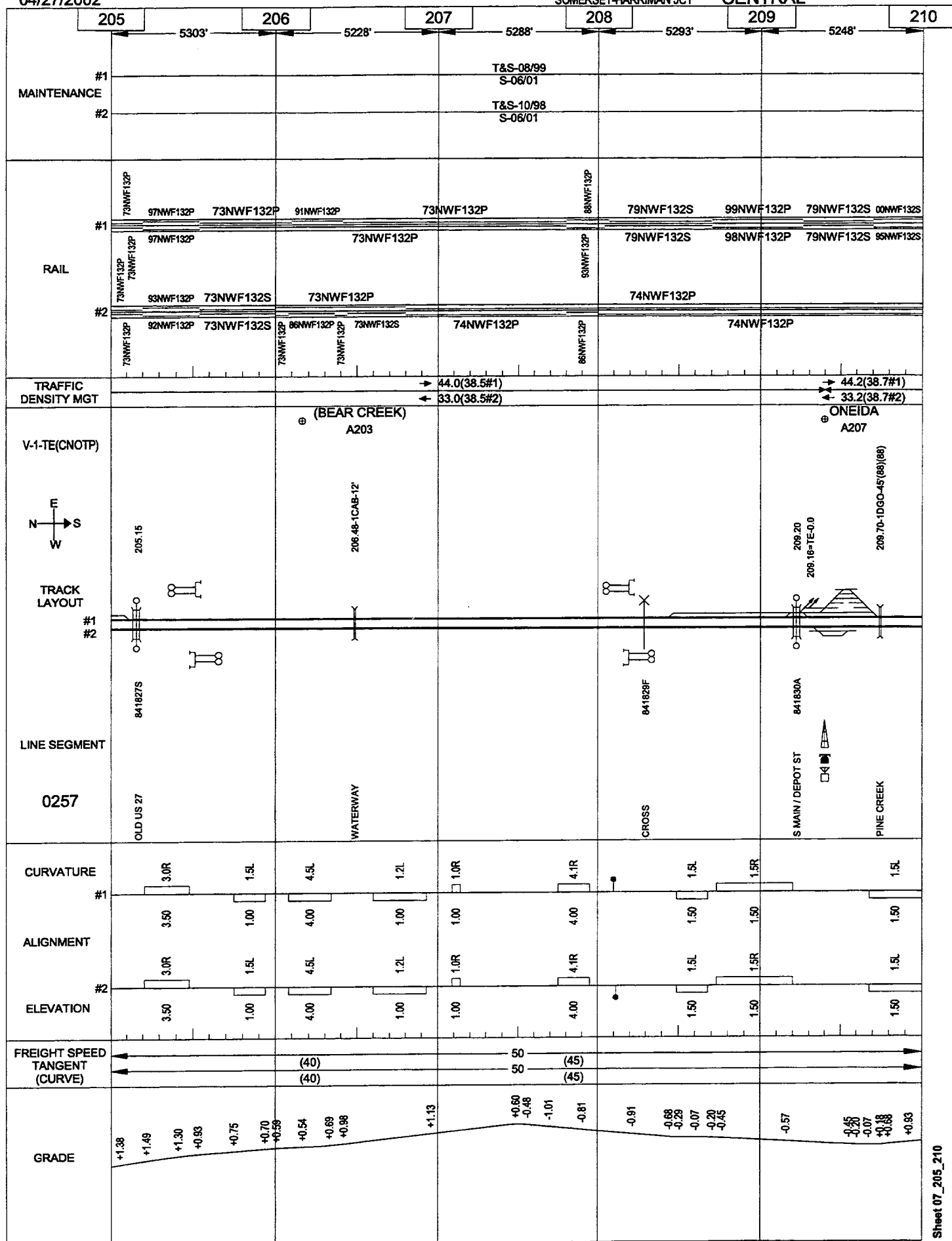
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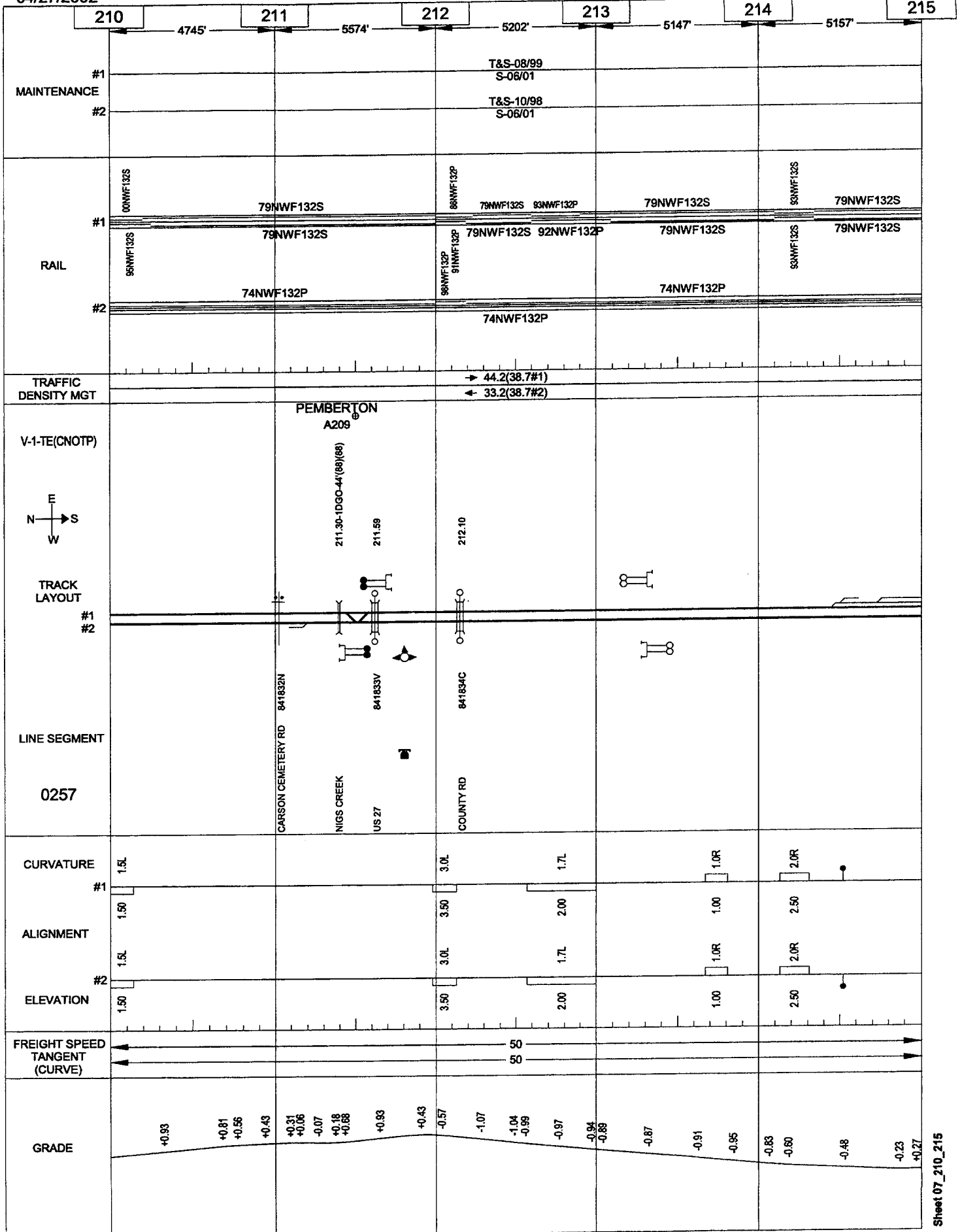
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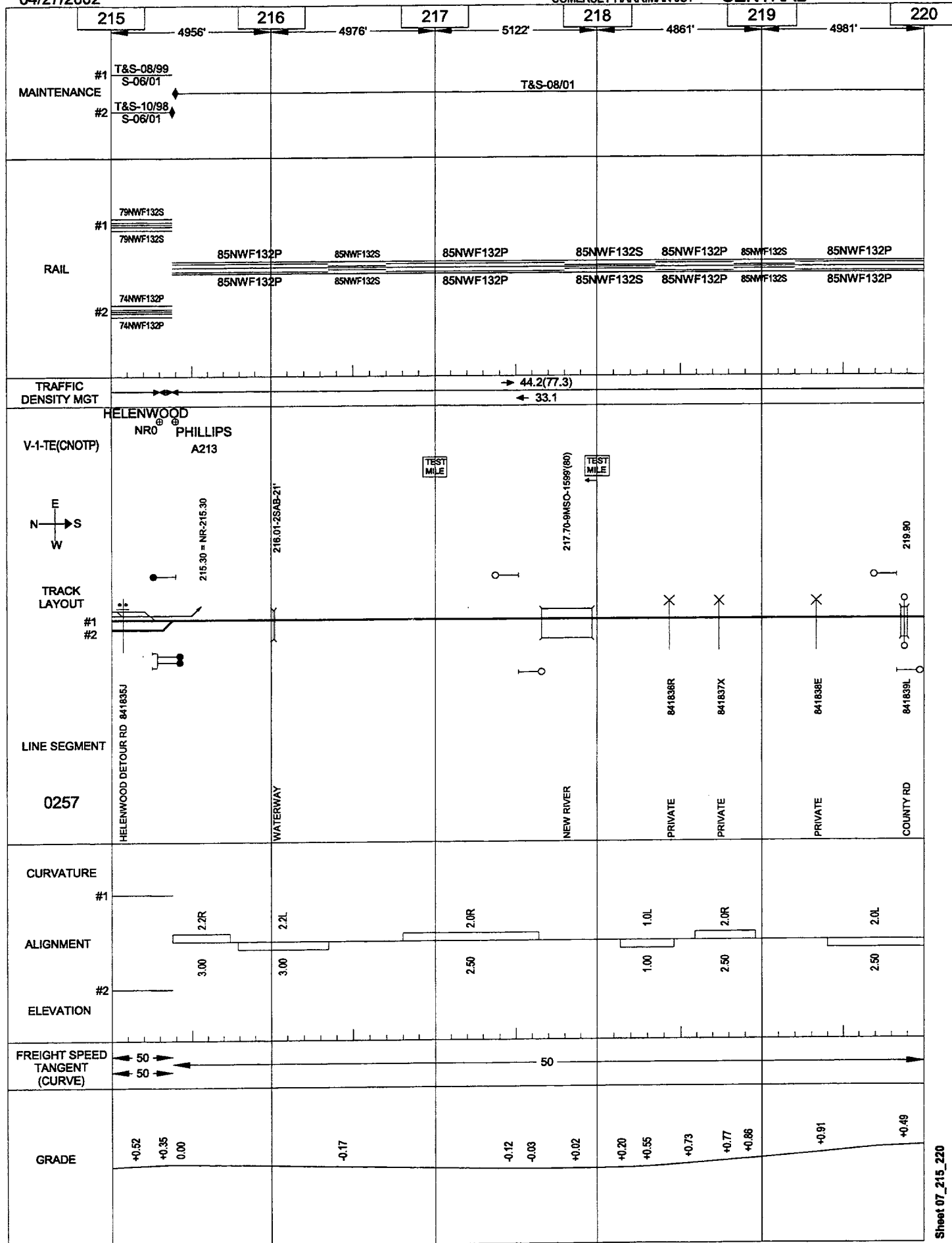
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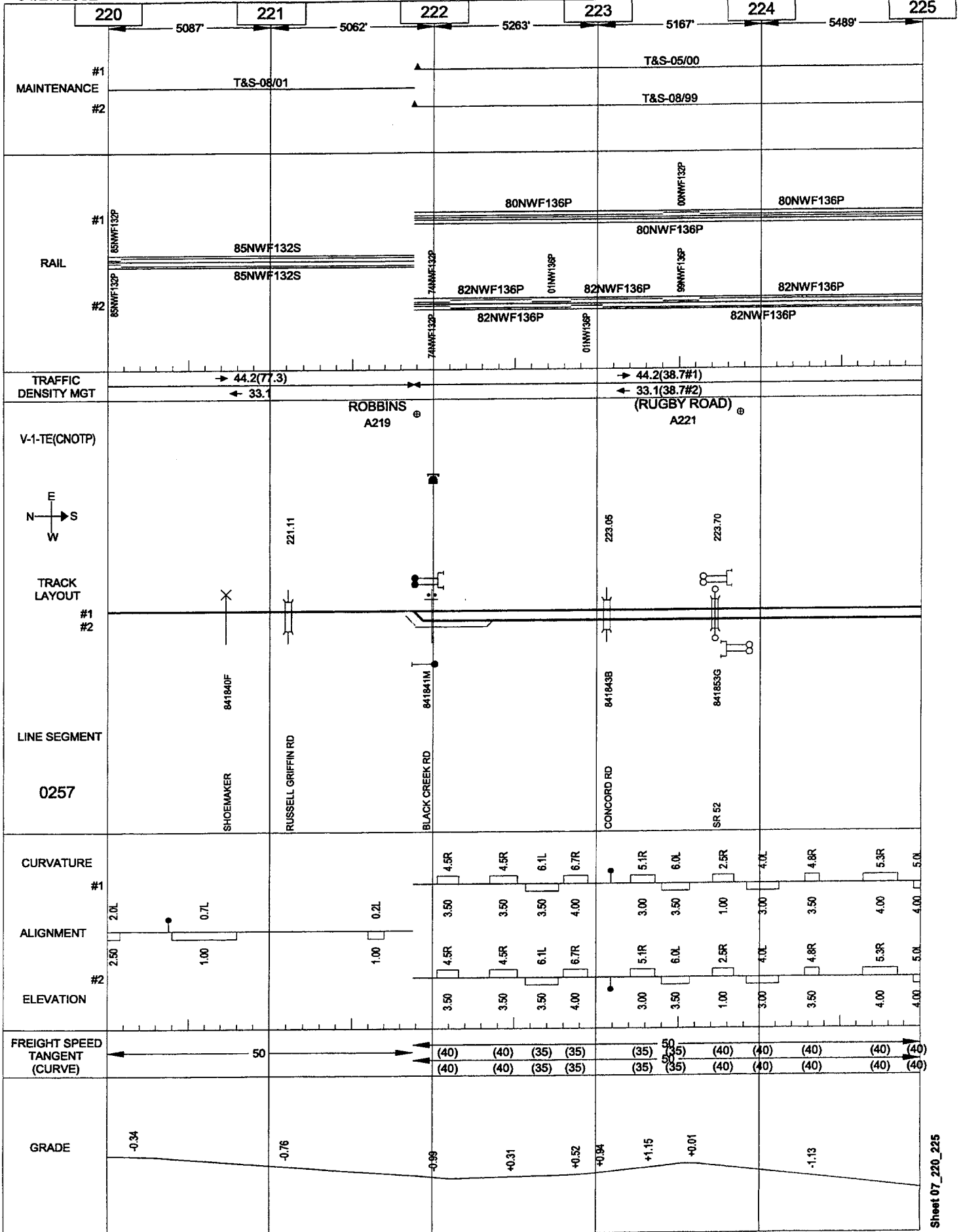
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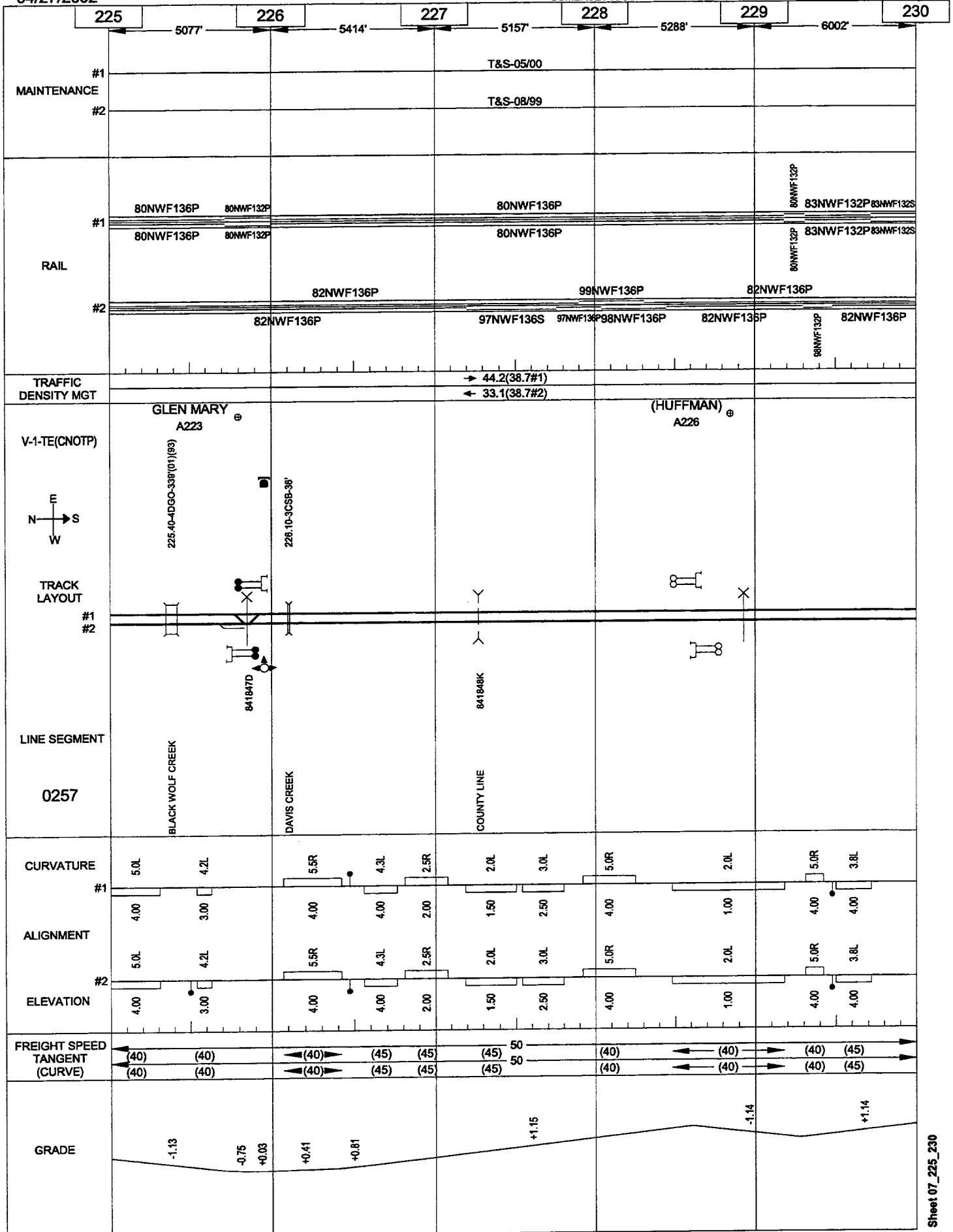
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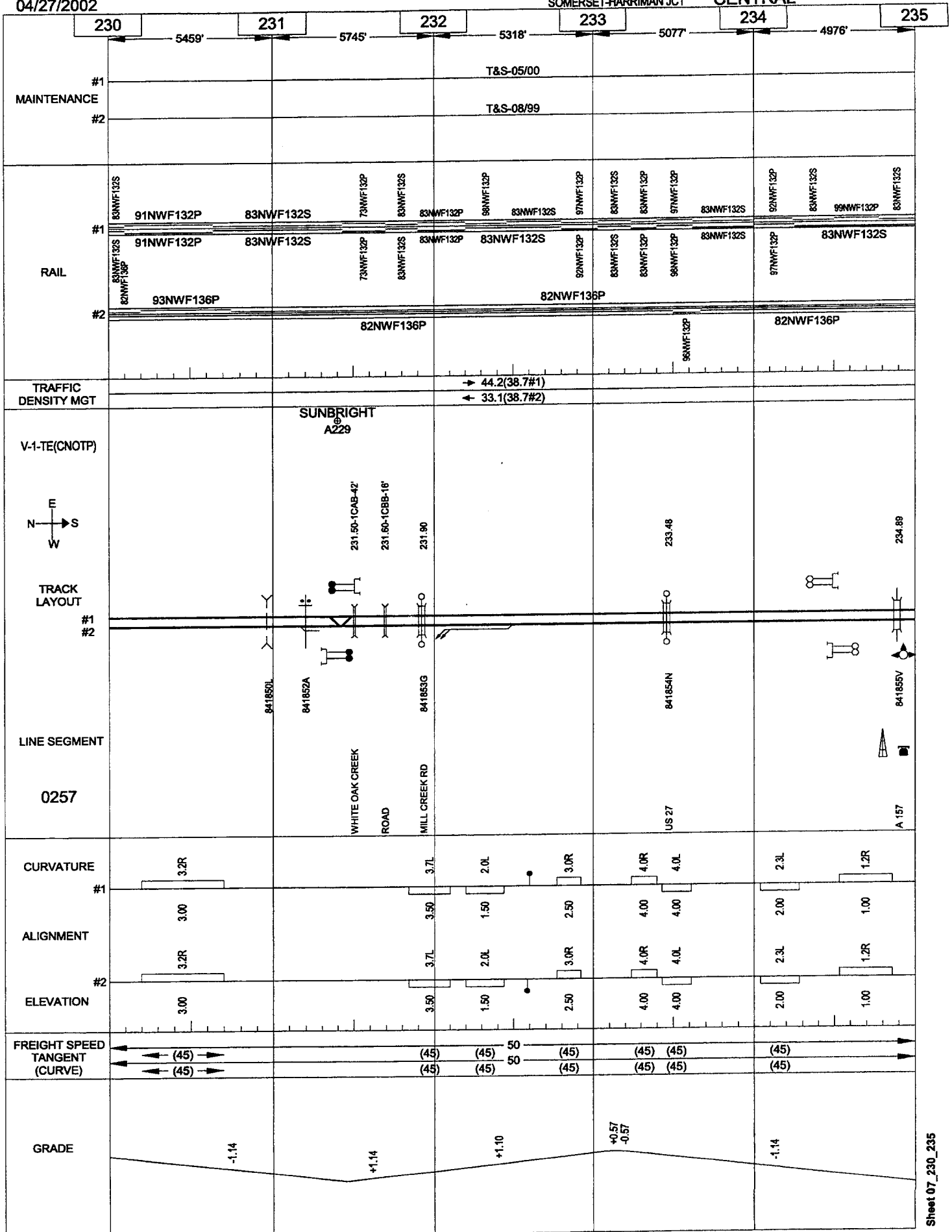
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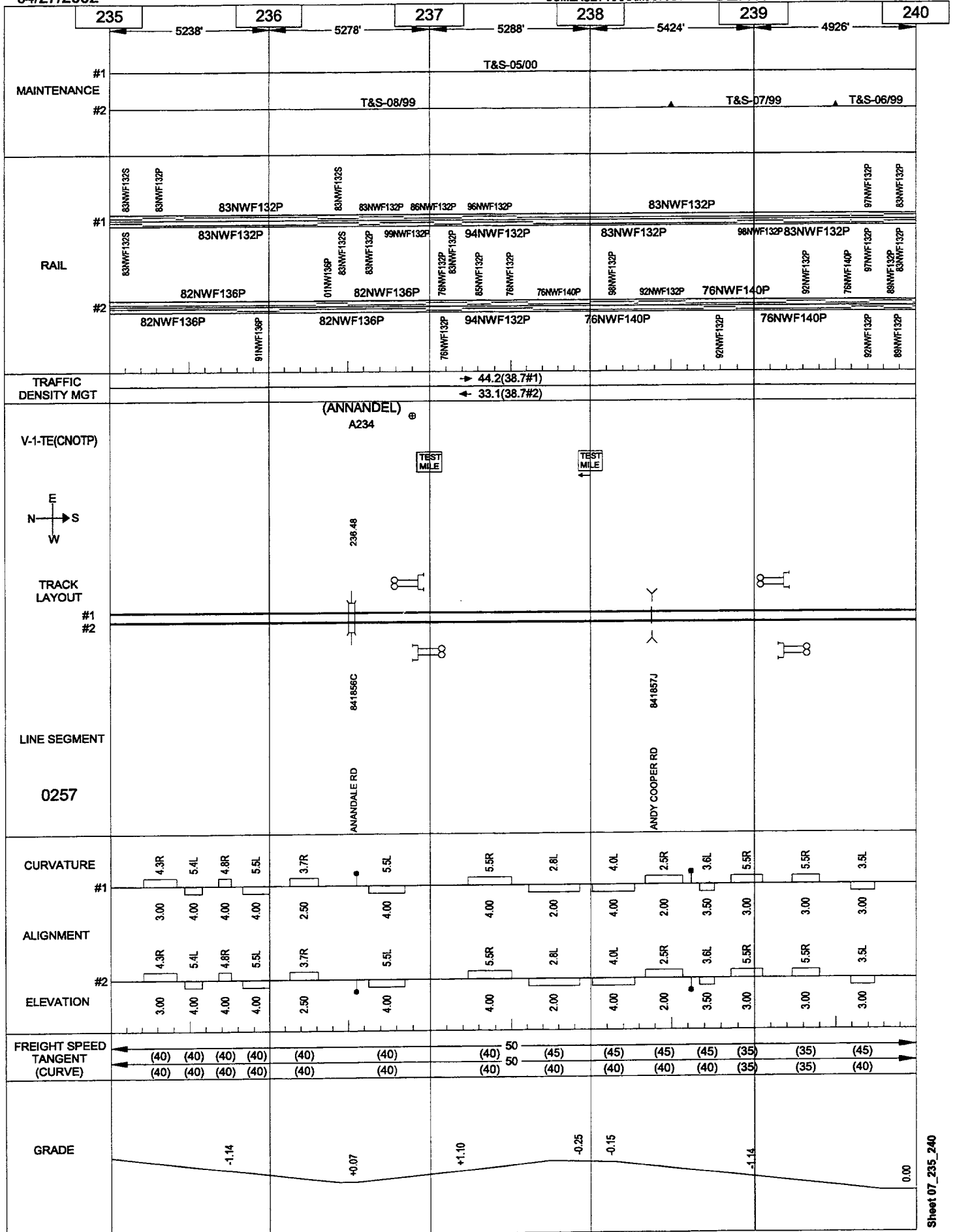
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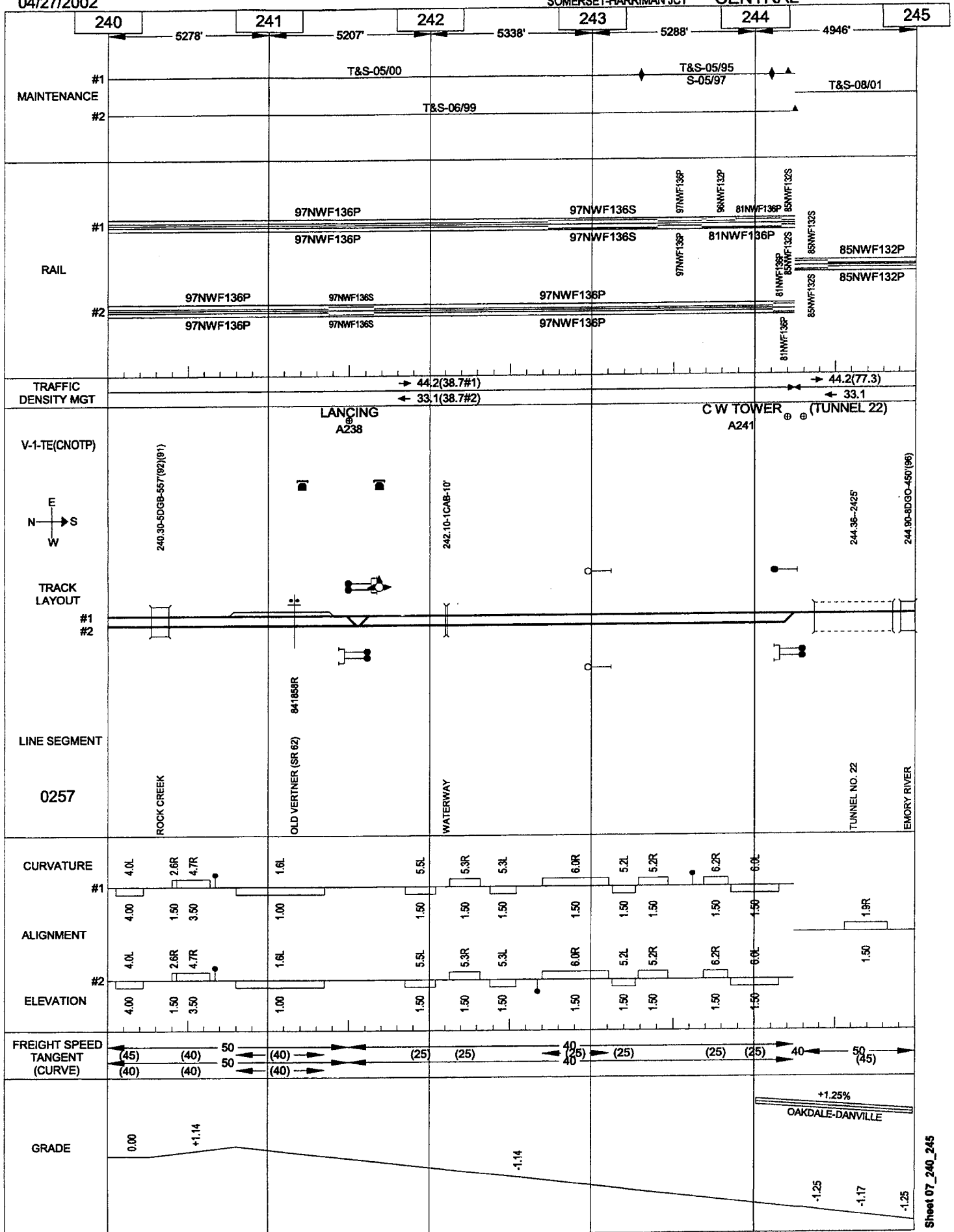
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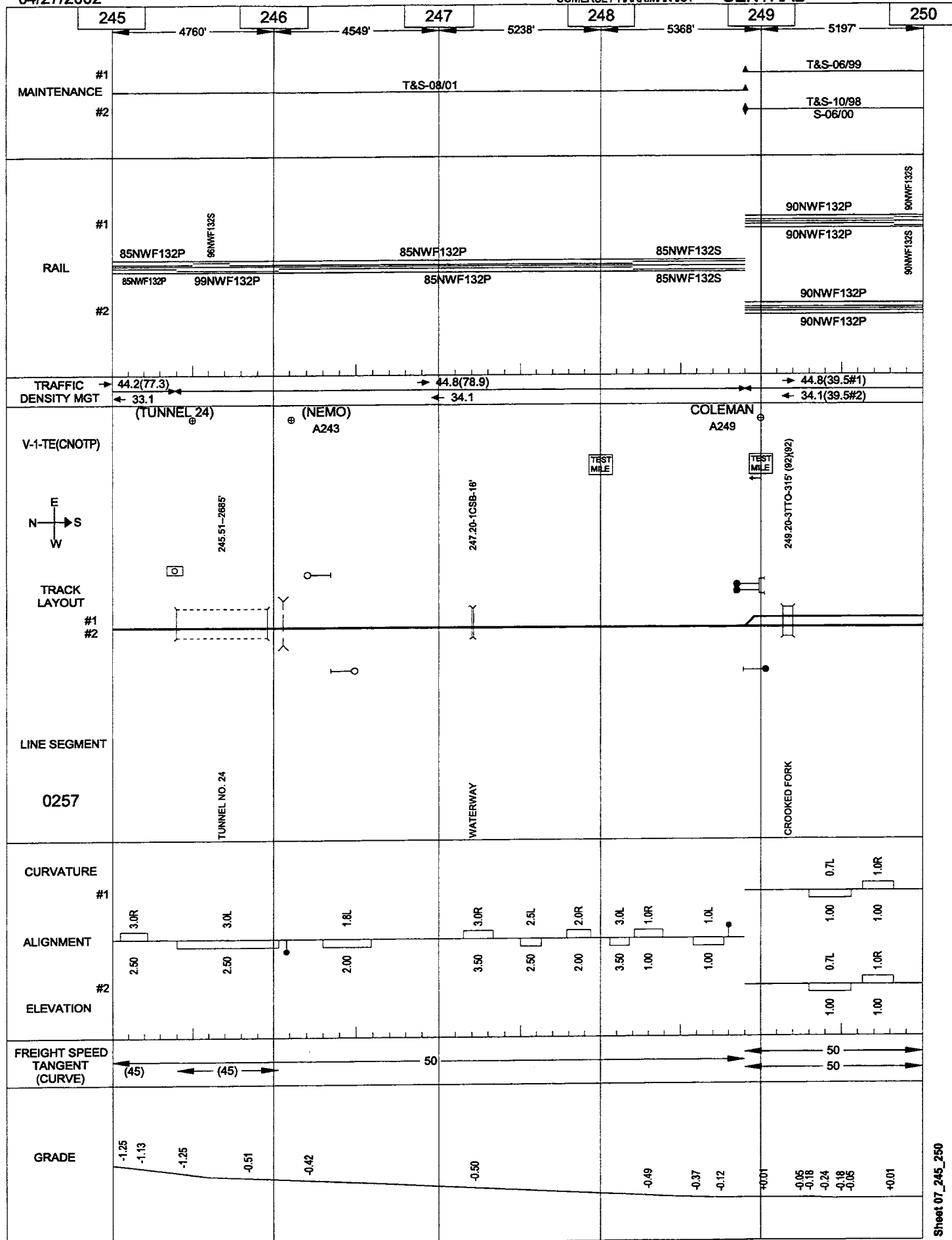
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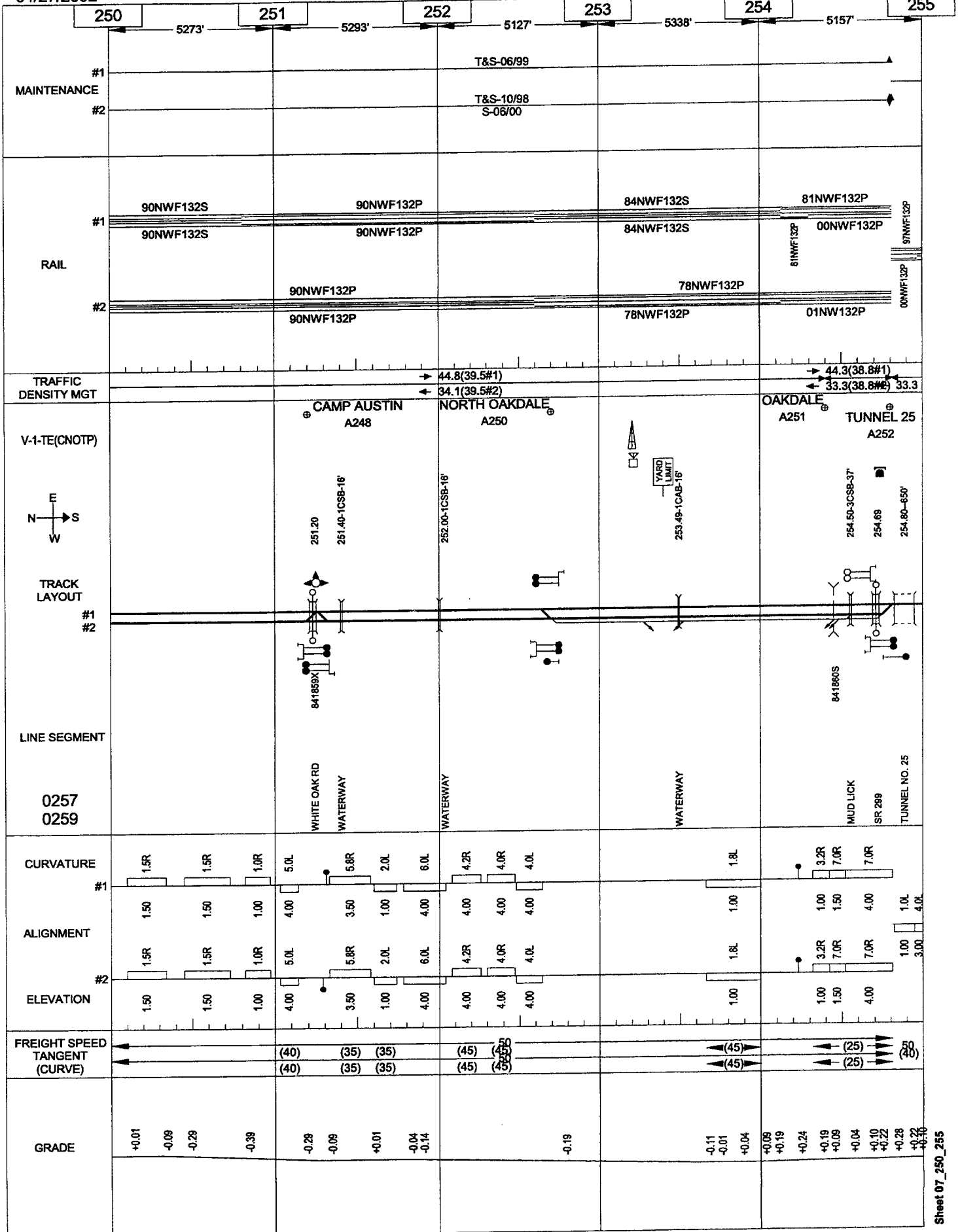
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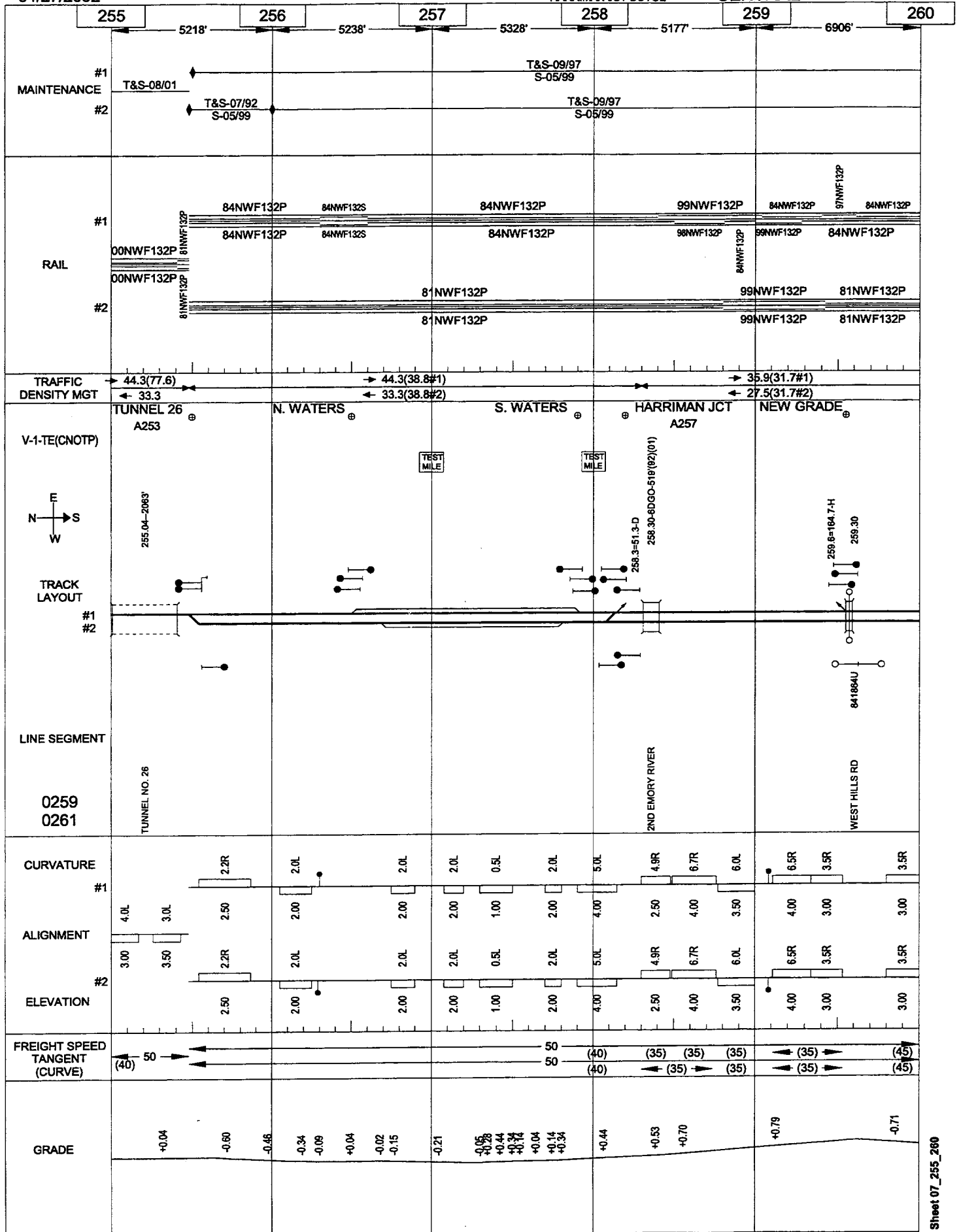
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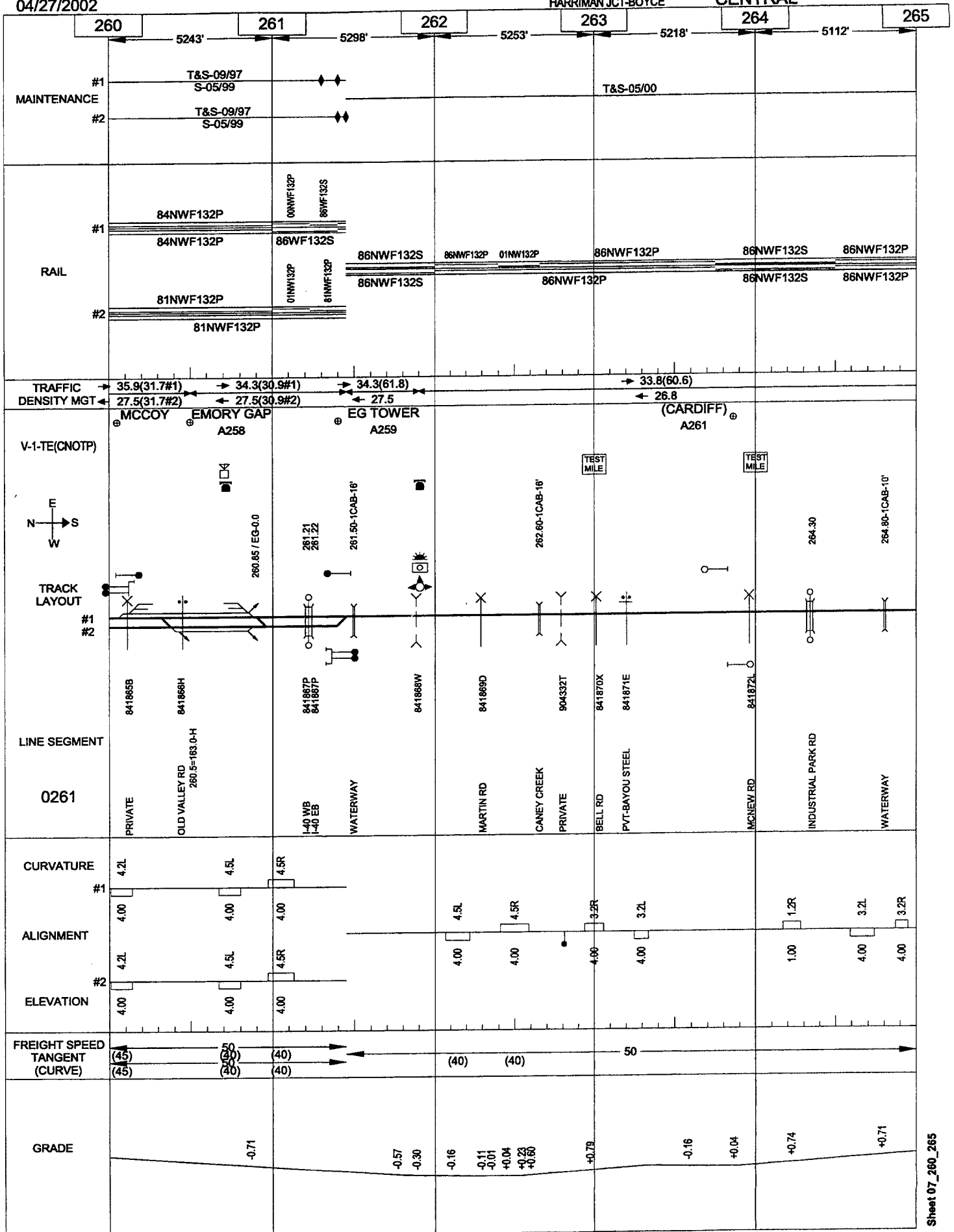
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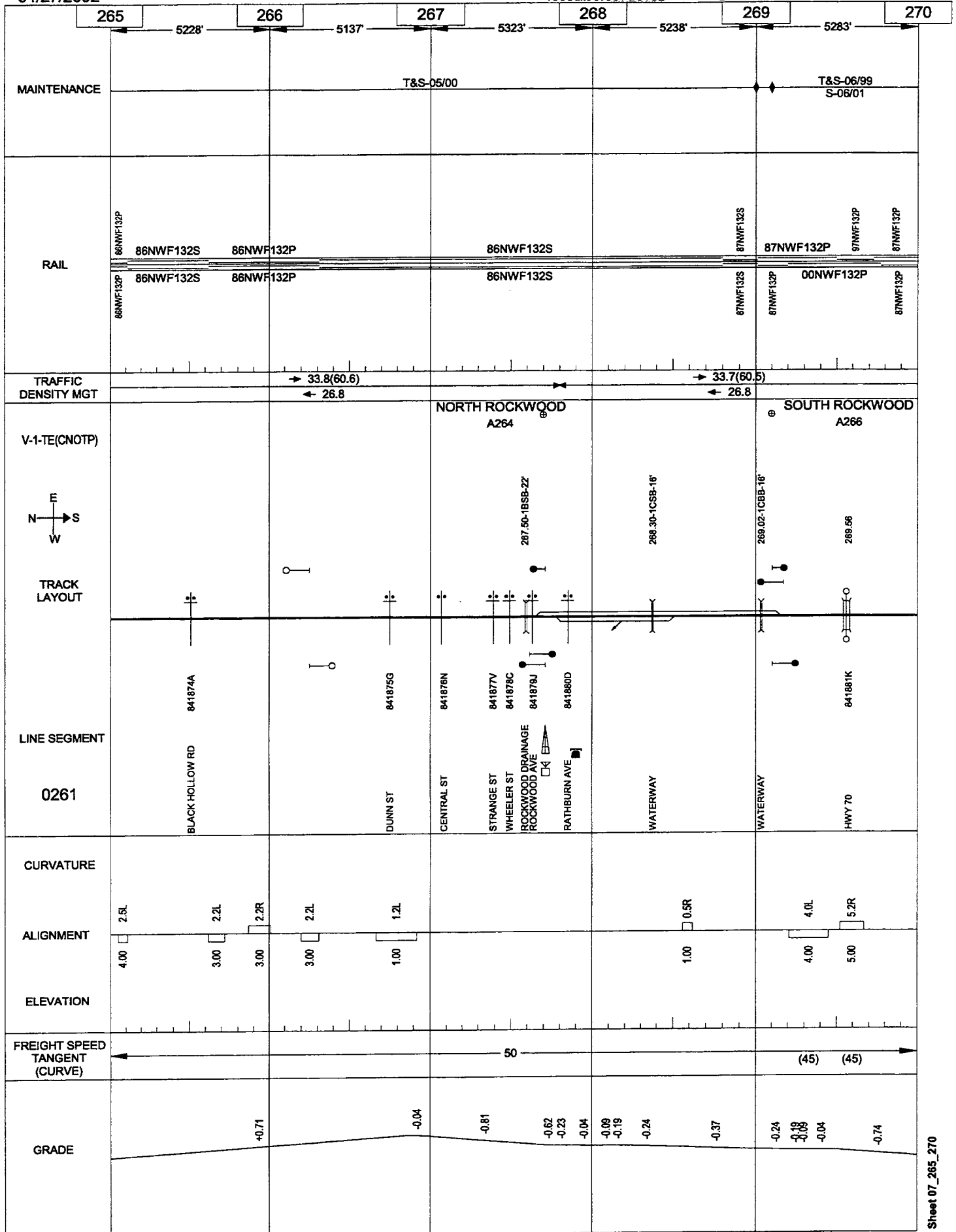
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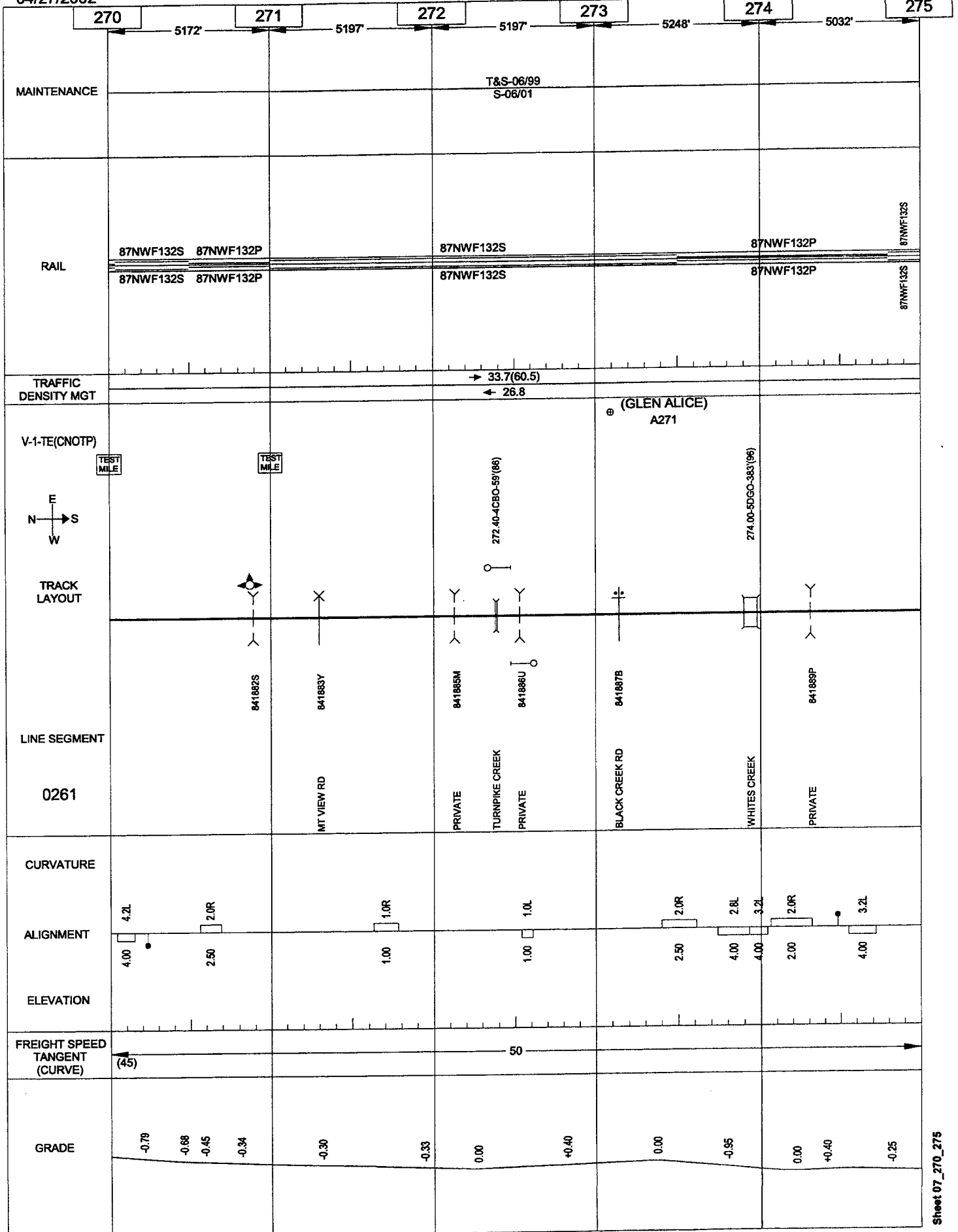
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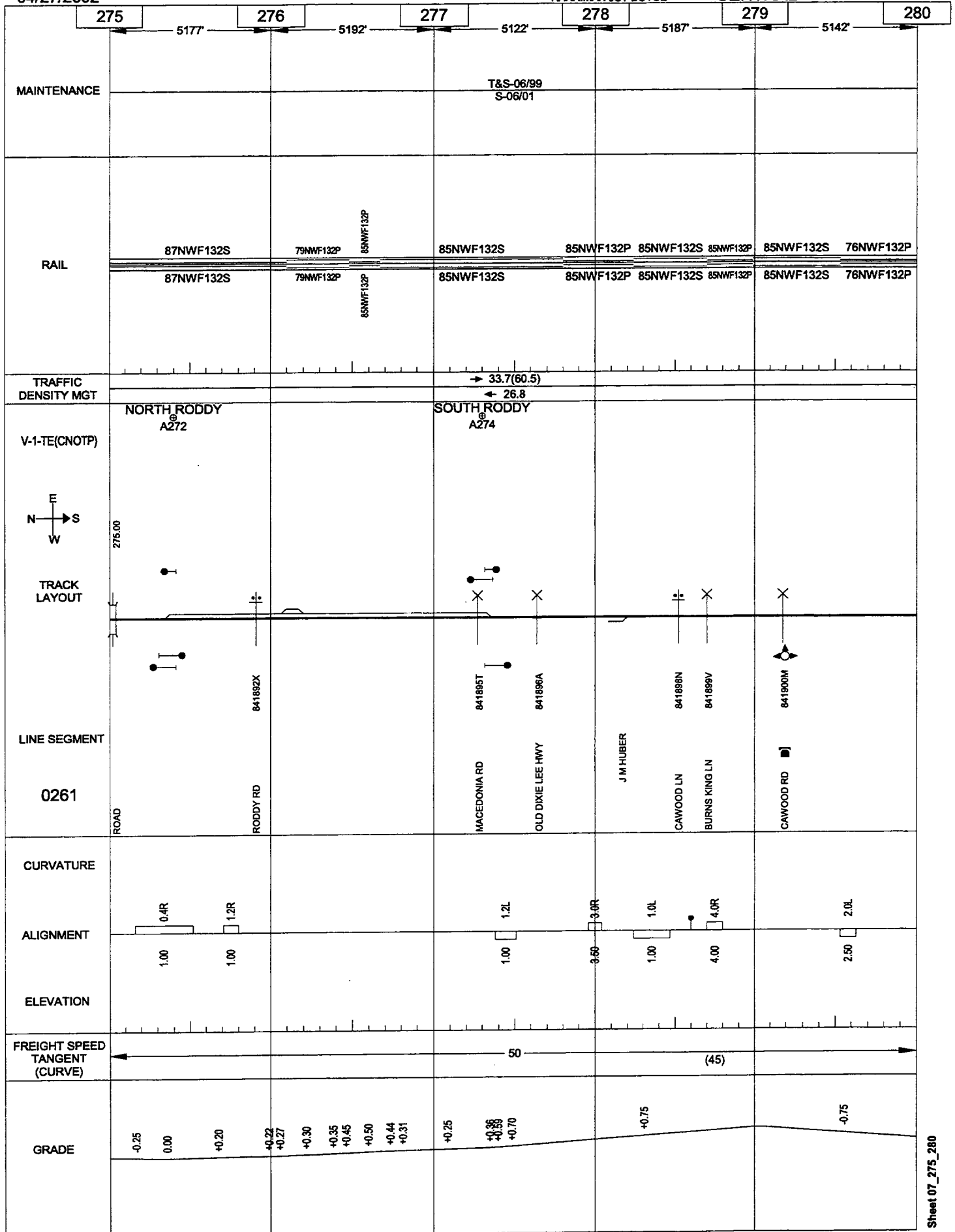
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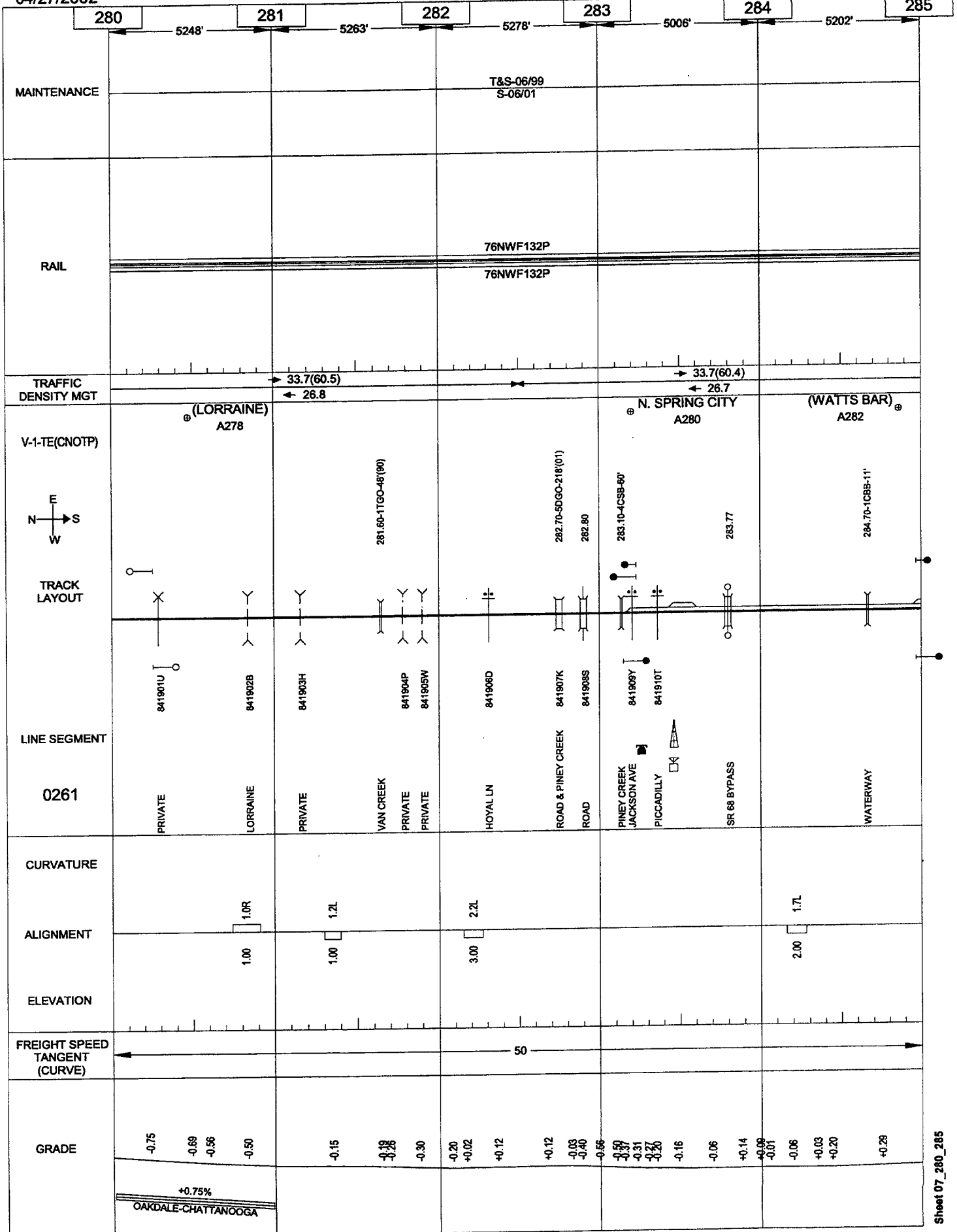
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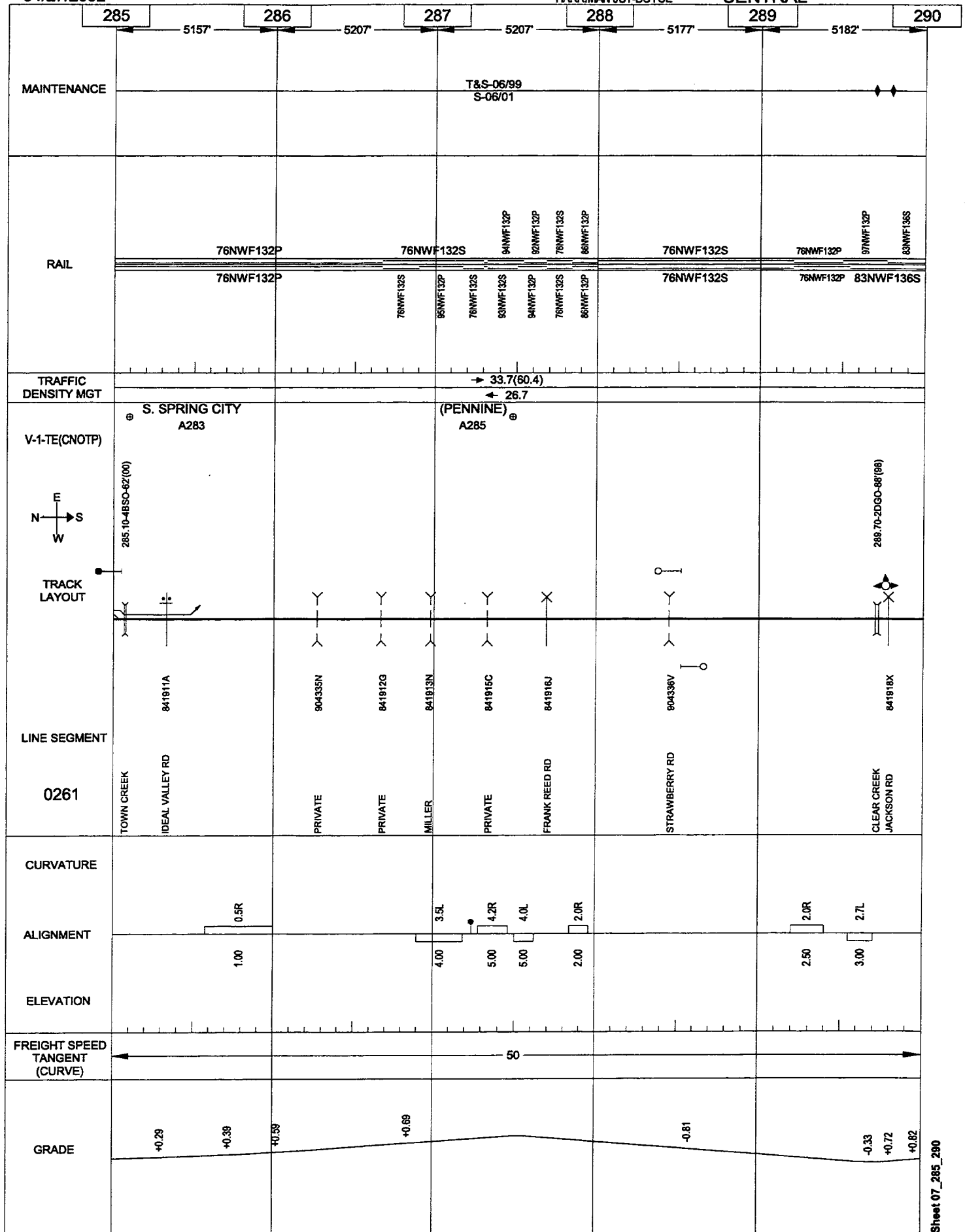
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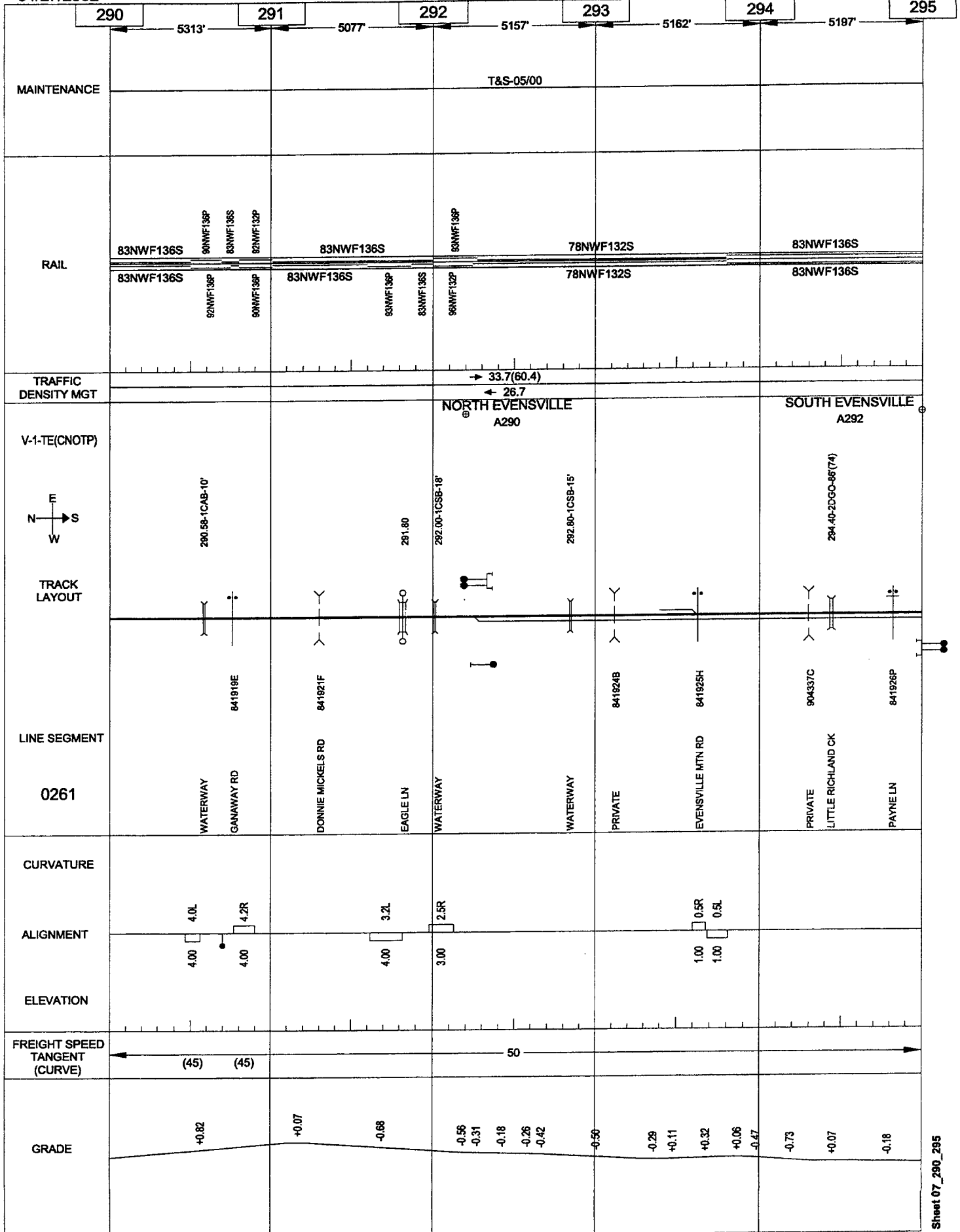
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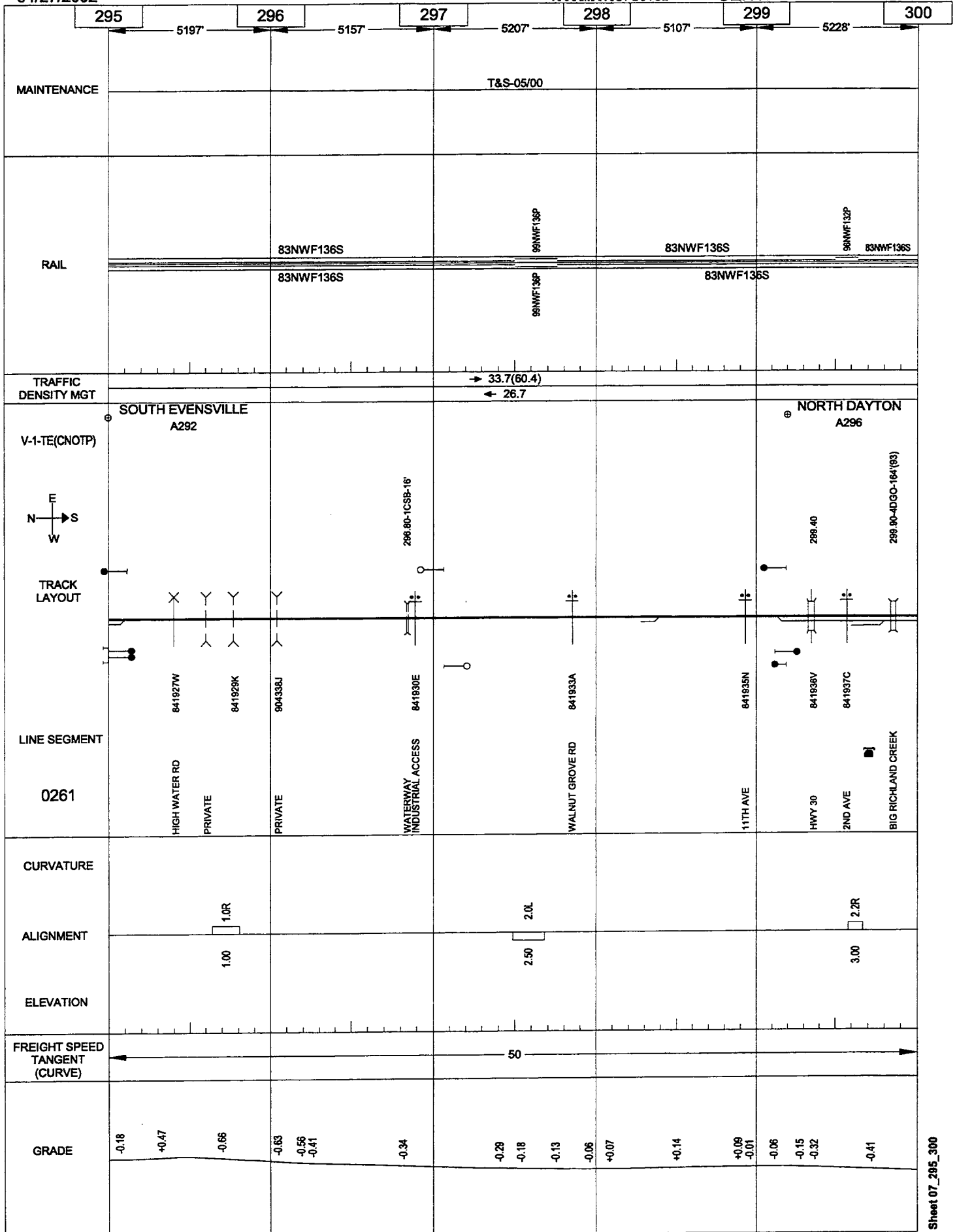
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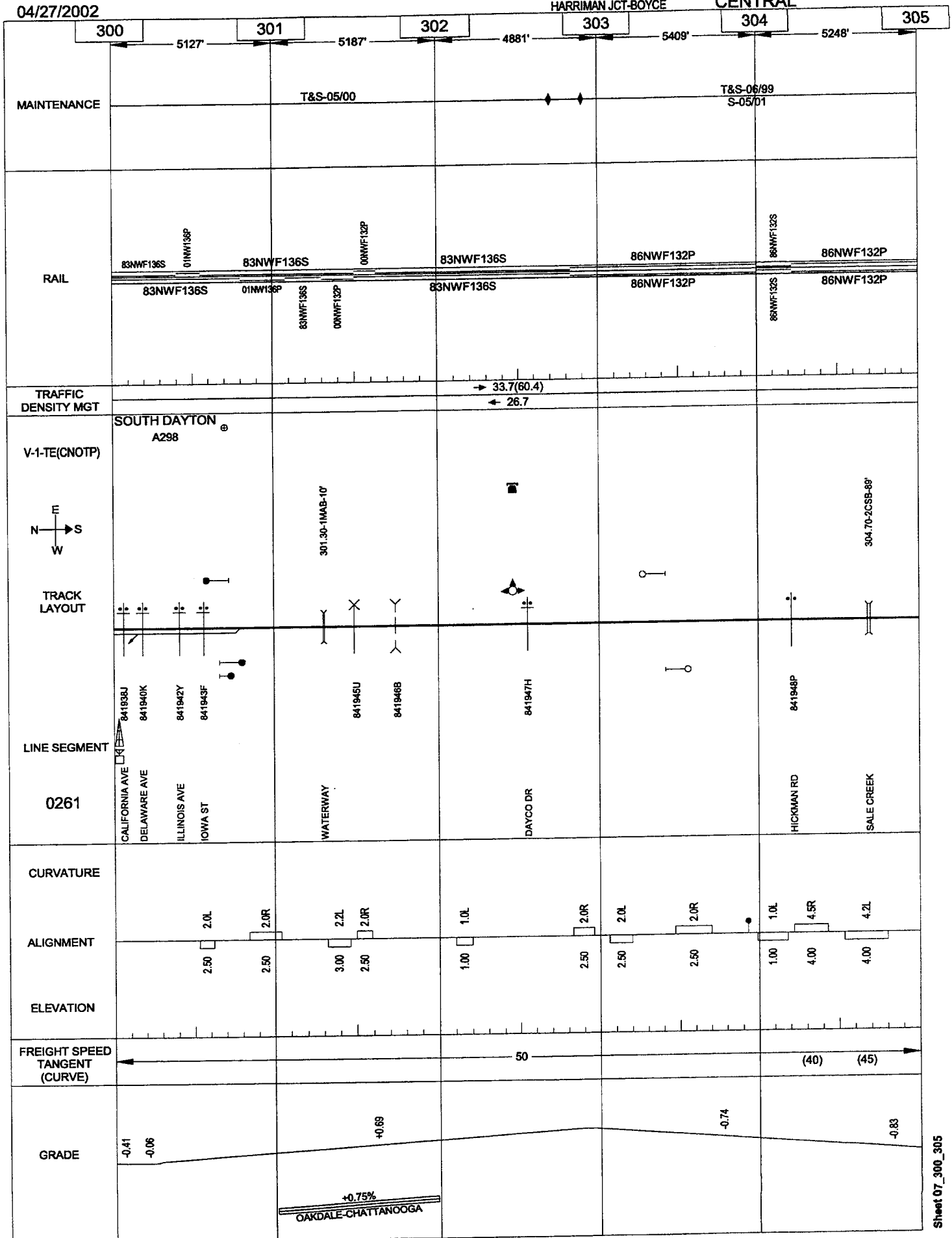
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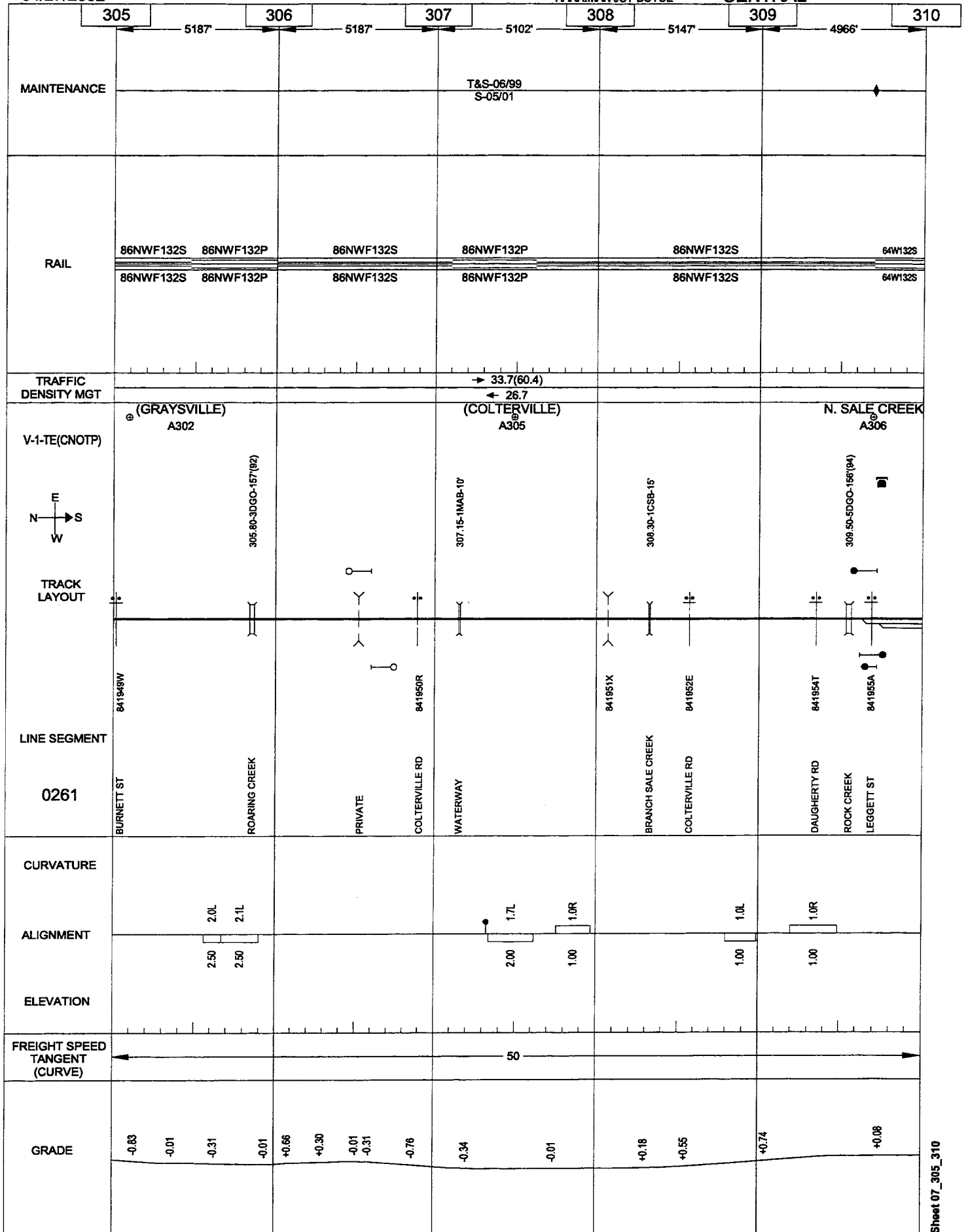
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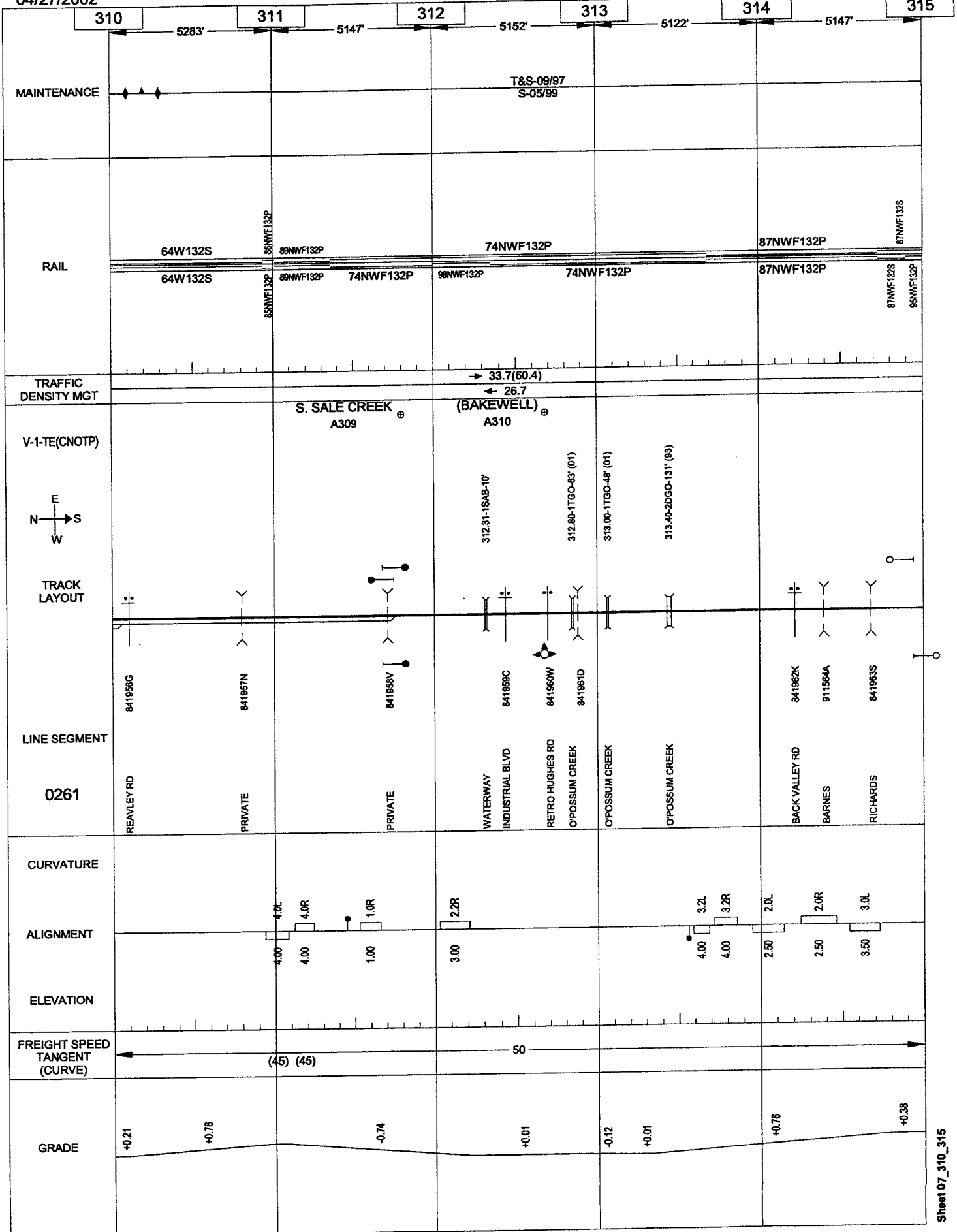
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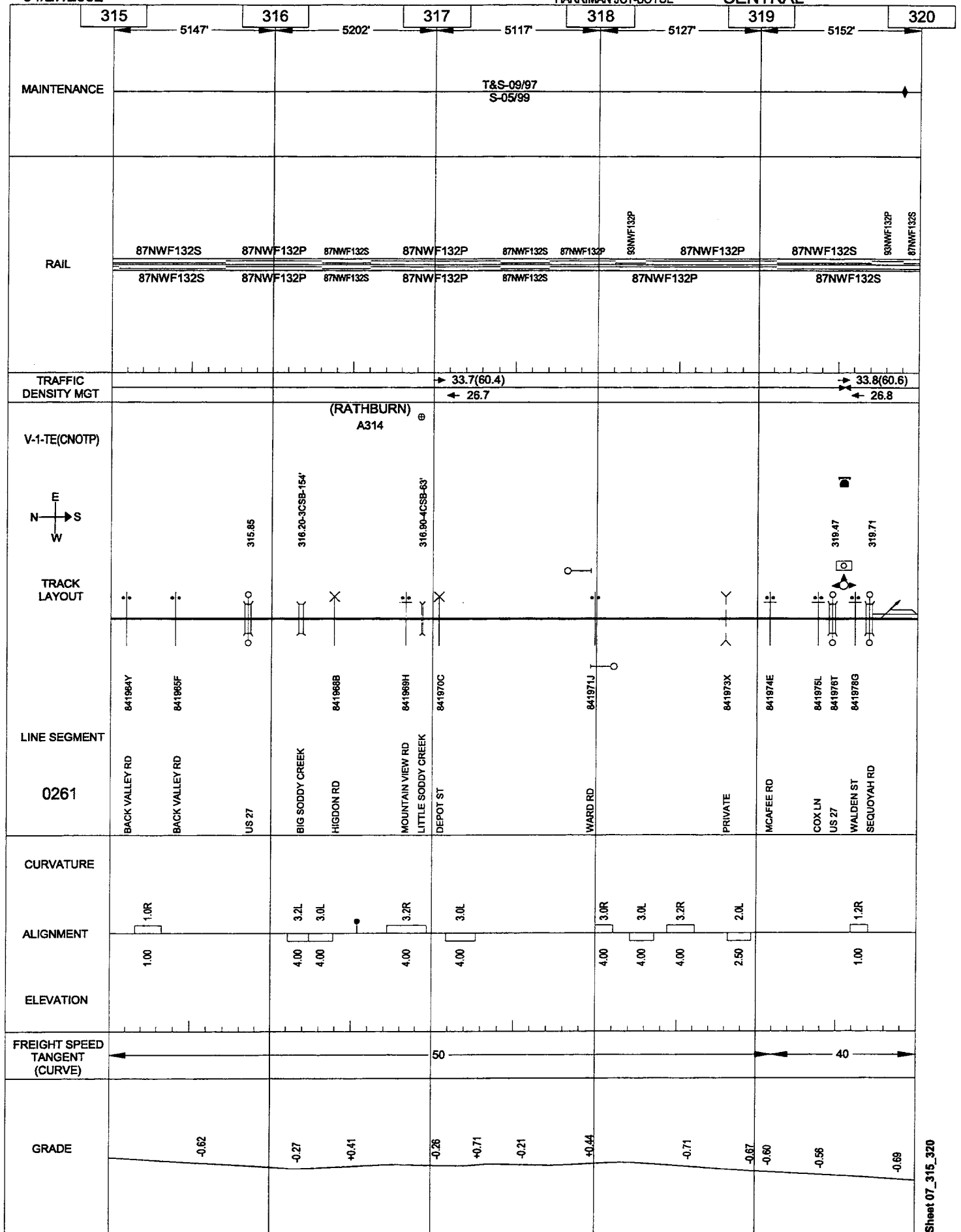
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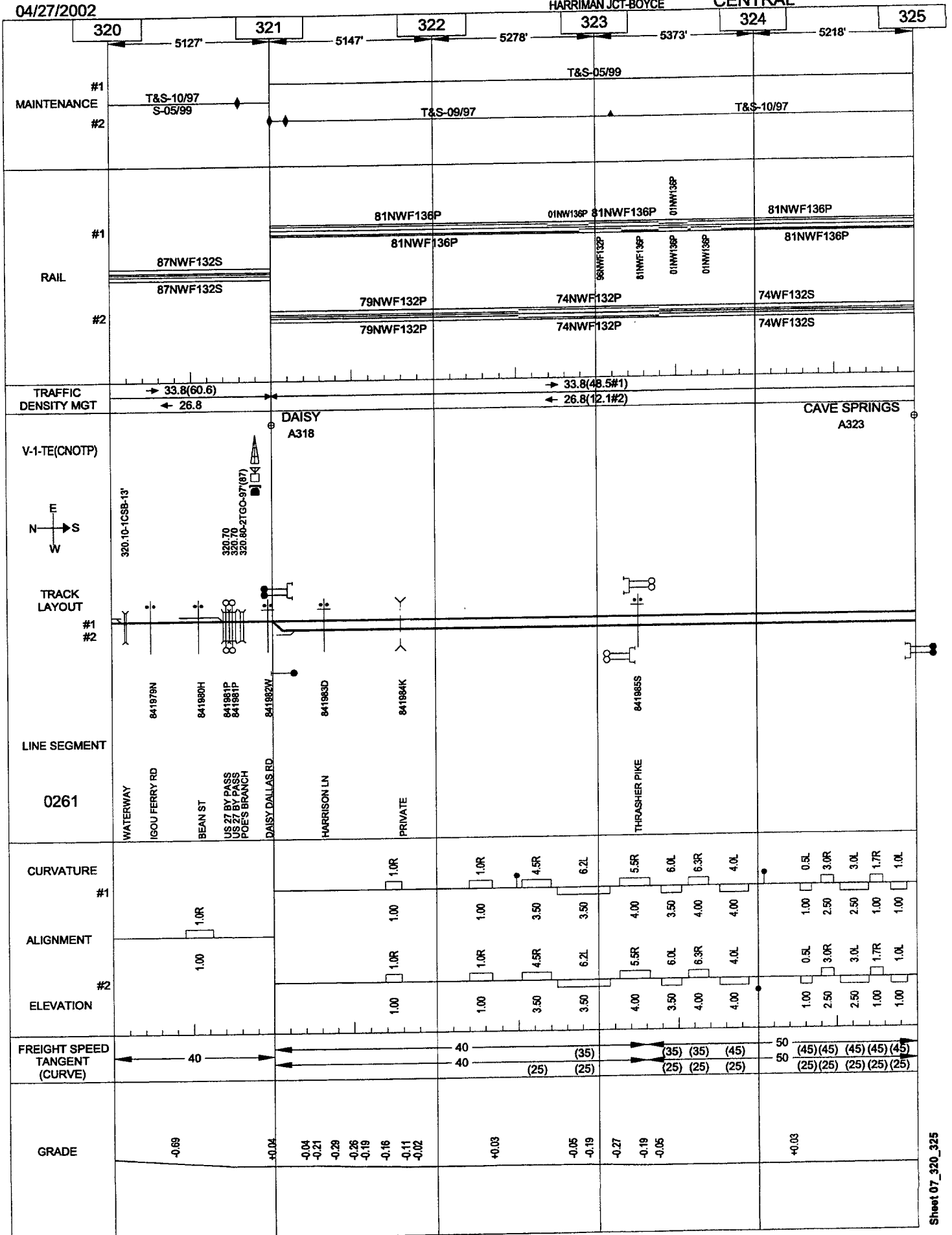
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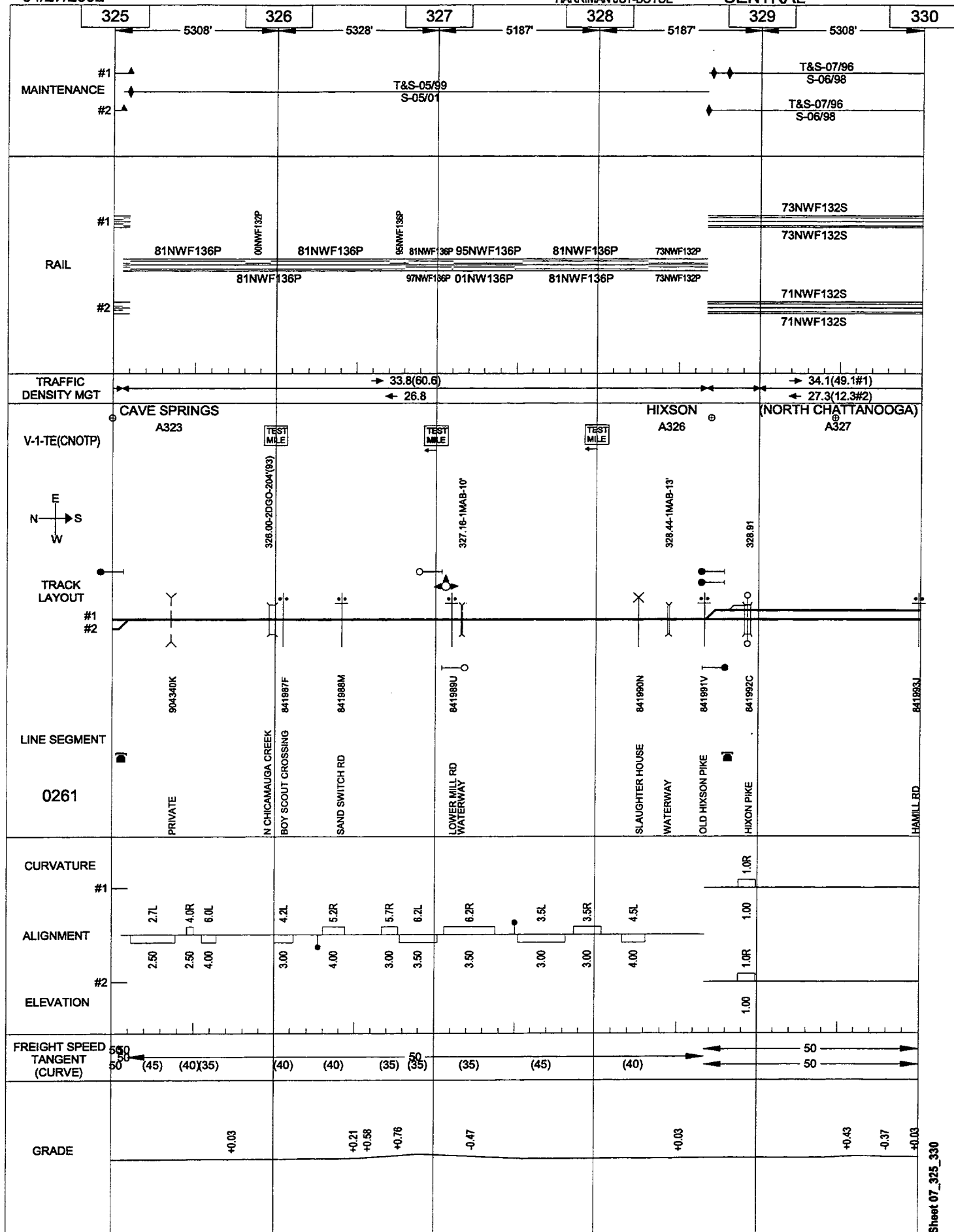
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HARRIMAN JCT-BOYCE

CENTRAL

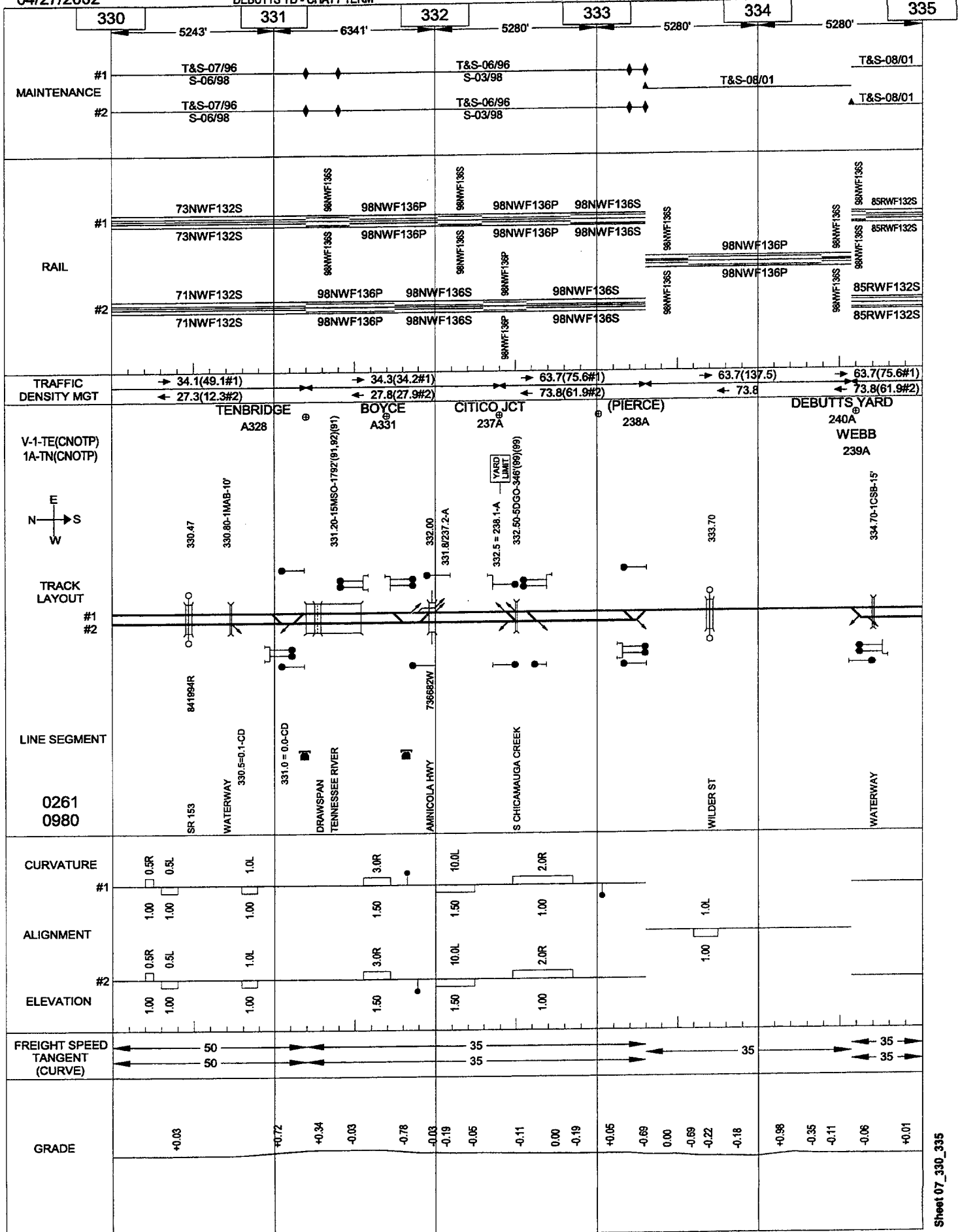


04/27/2002

DEBUTTS YD - CHATT TERM

BOYCE-CHATTANOOGA

CENTRAL

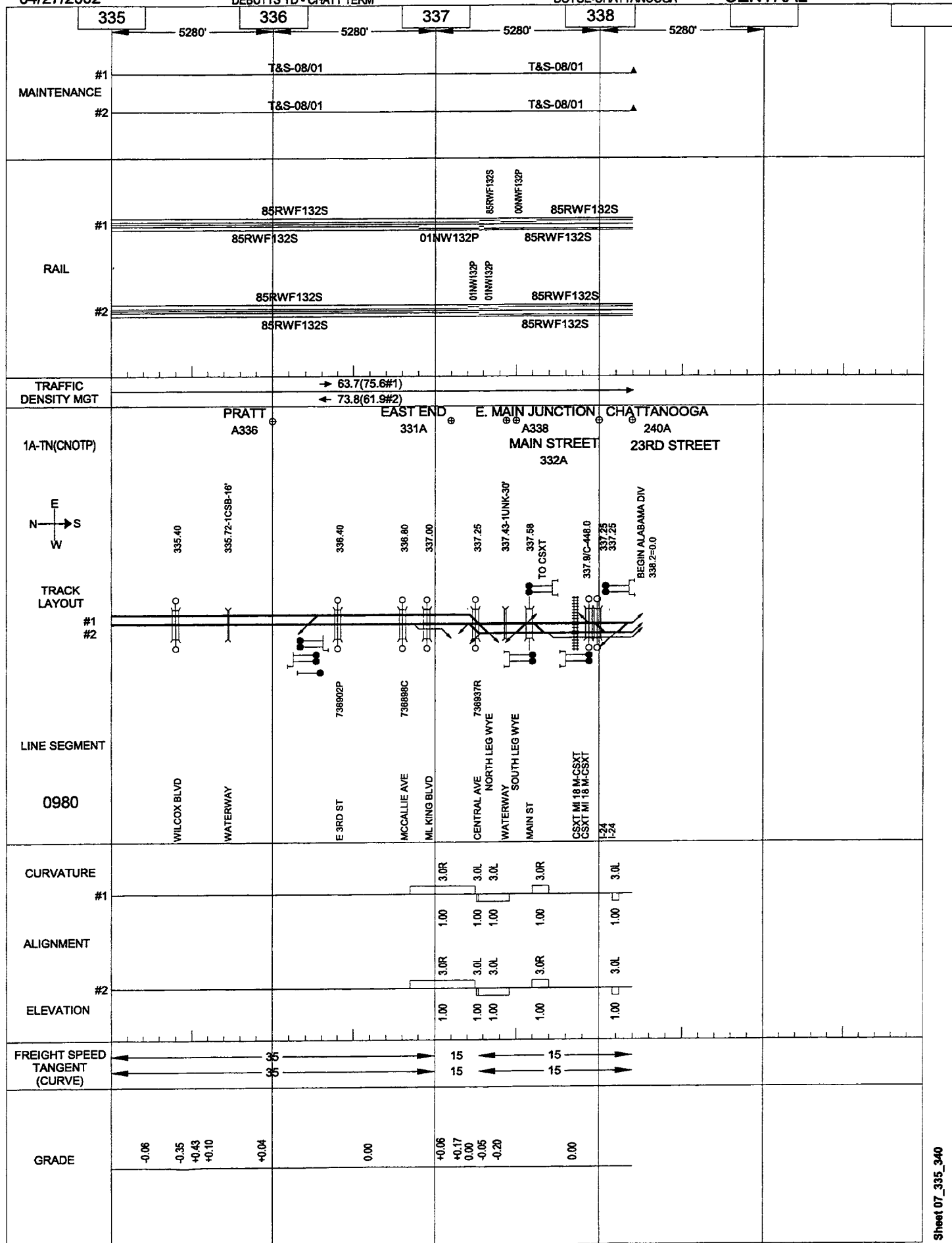


04/27/2002

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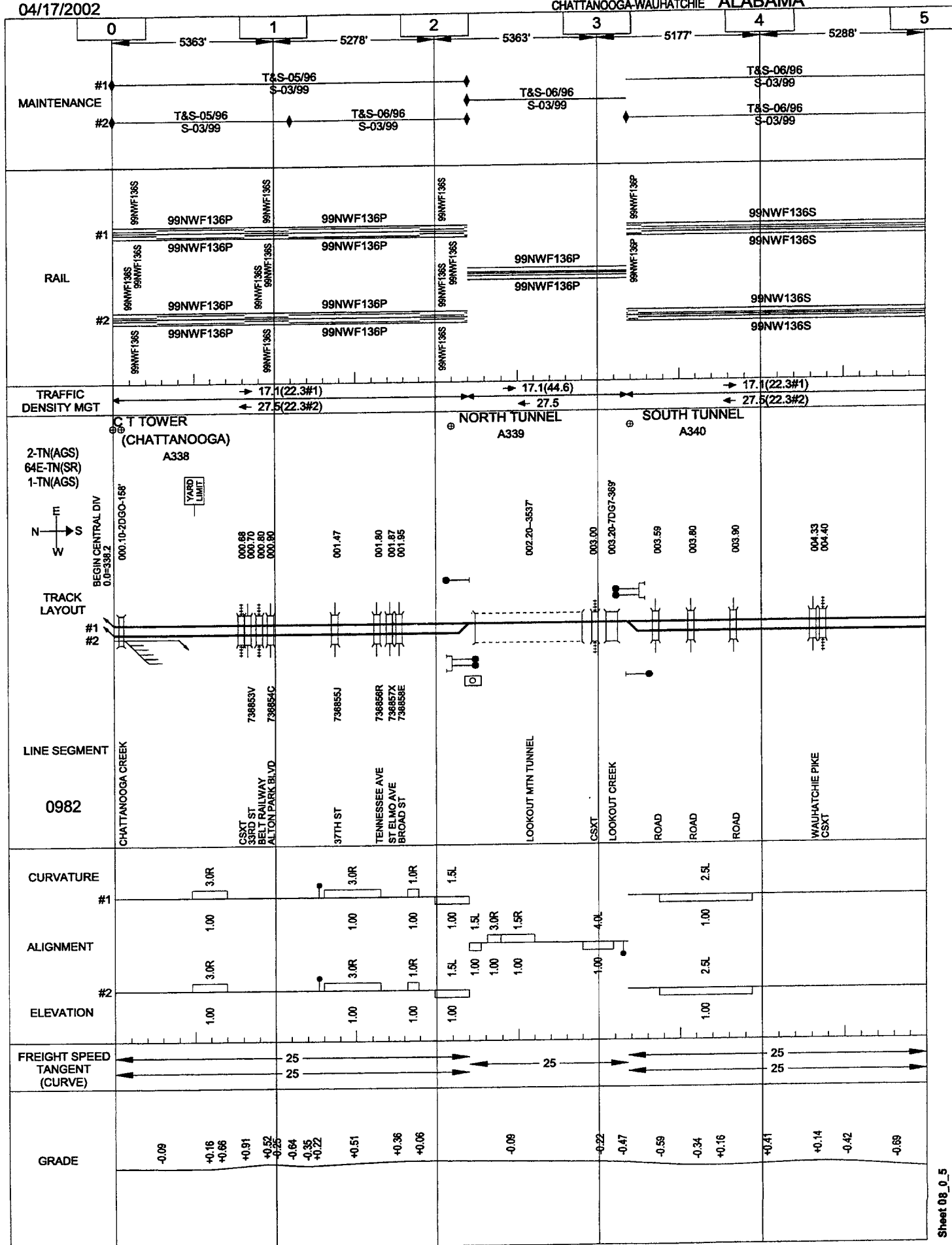
BOYCE-CHATTANOOGA

CENTRAL



04/17/2002

CHATTANOOGA-WAUHATCHIE ALABAMA

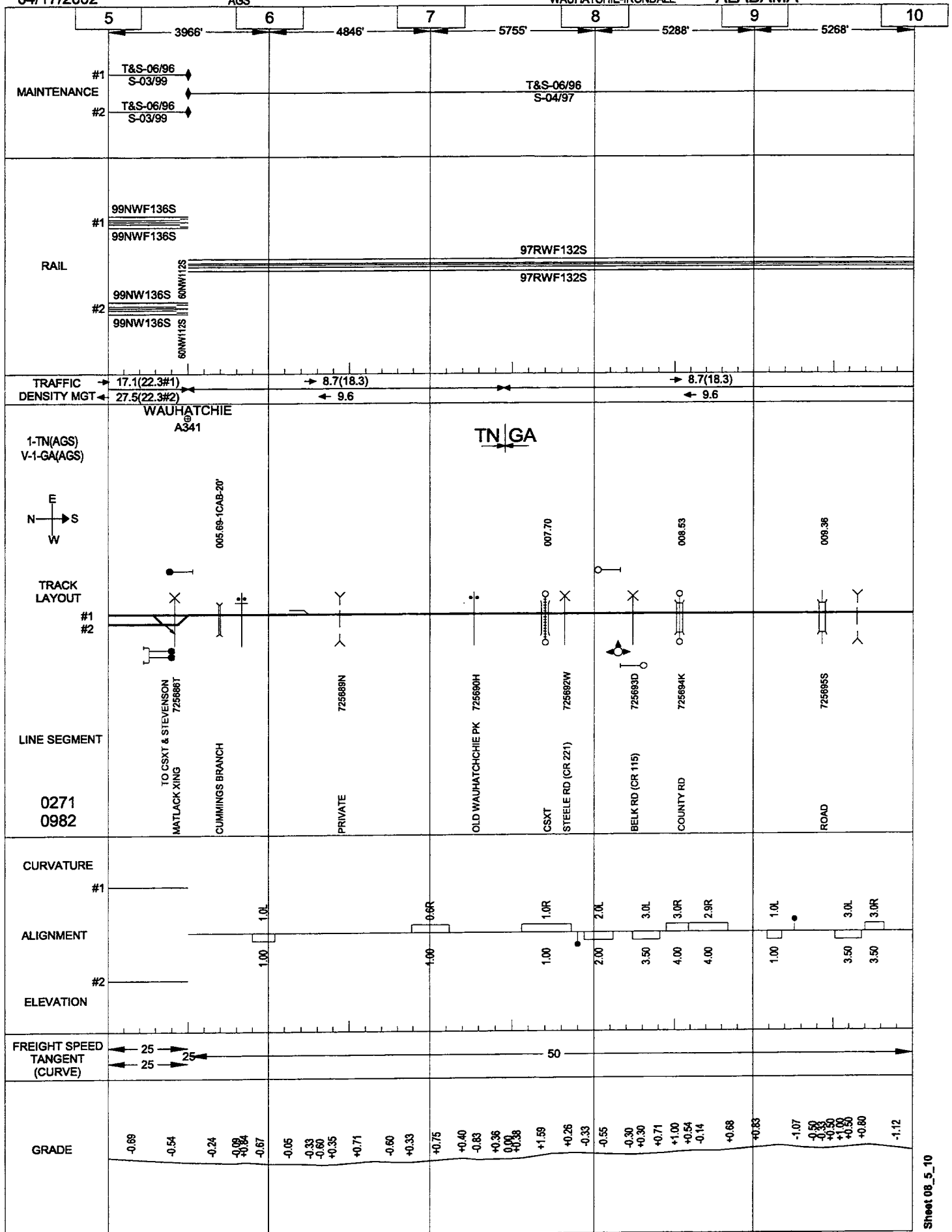


04/17/2002

AGS

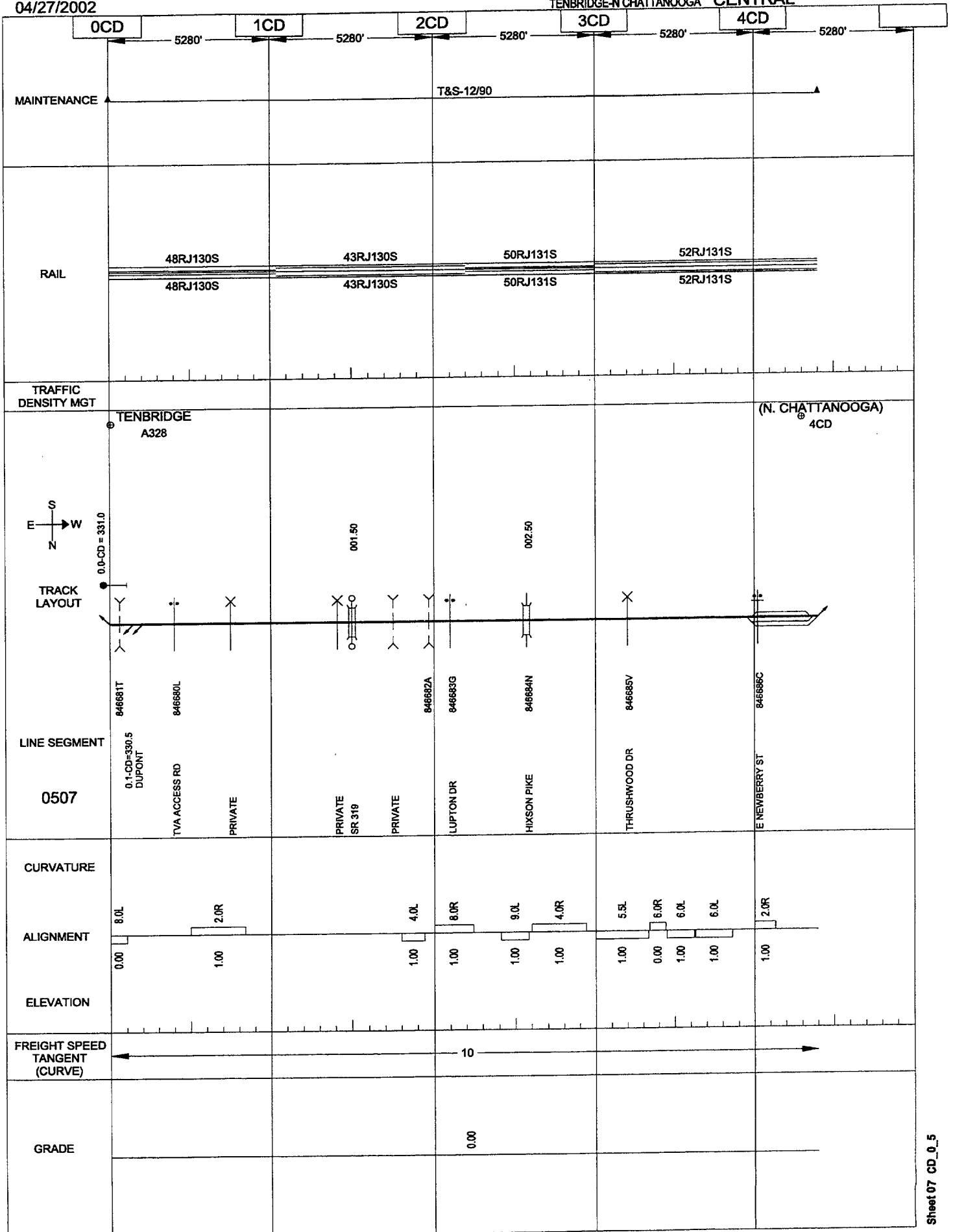
WAUHATCHIE-IRONDALE

ALABAMA



04/27/2002

TENBRIDGE-N CHATTANOOGA CENTRAL

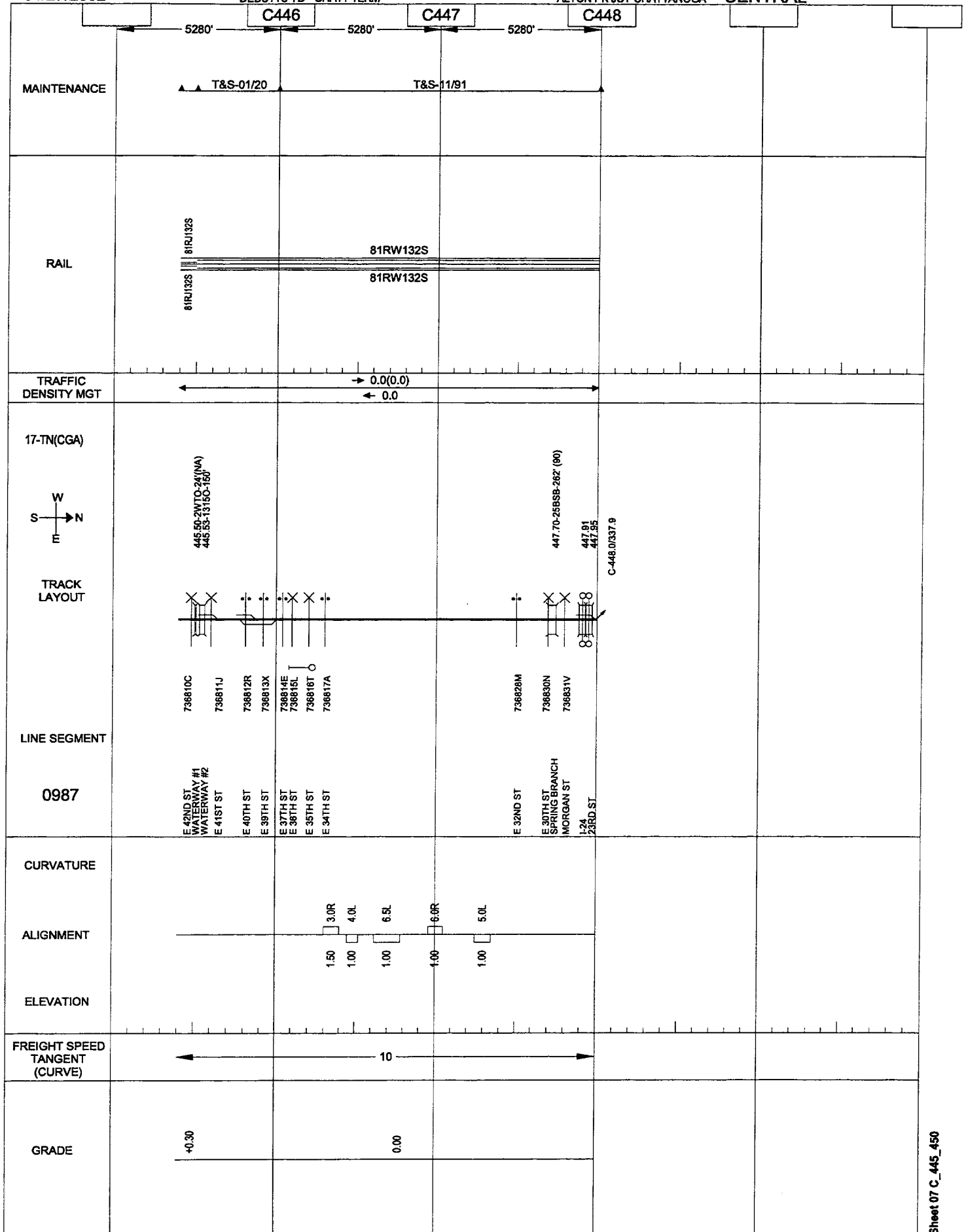


04/27/2002

DEBUTTS YD - CHATT TERM

ALTON PK JCT-CHATTANOGA

CENTRAL



CJ250



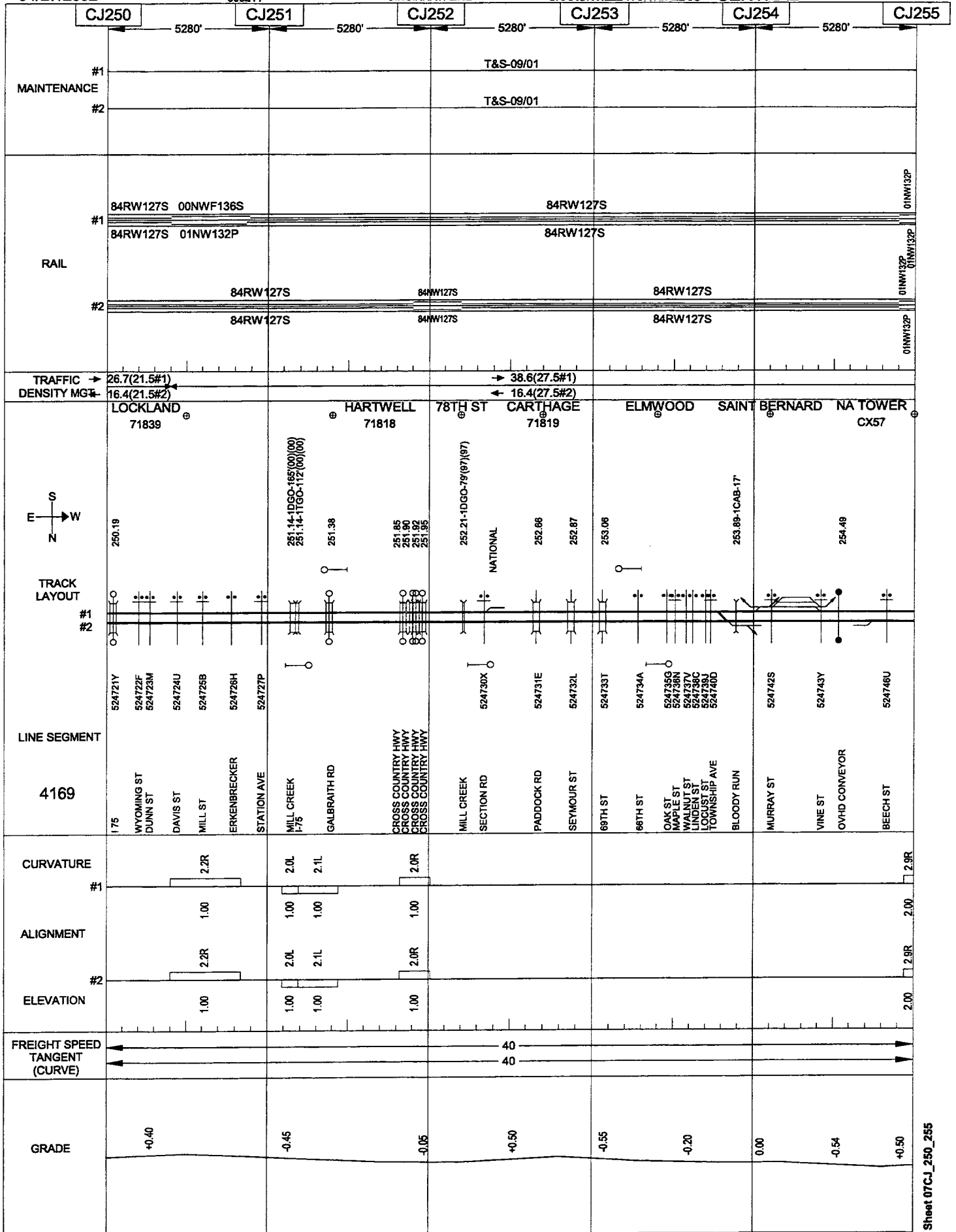
04/27/2002

608211

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL

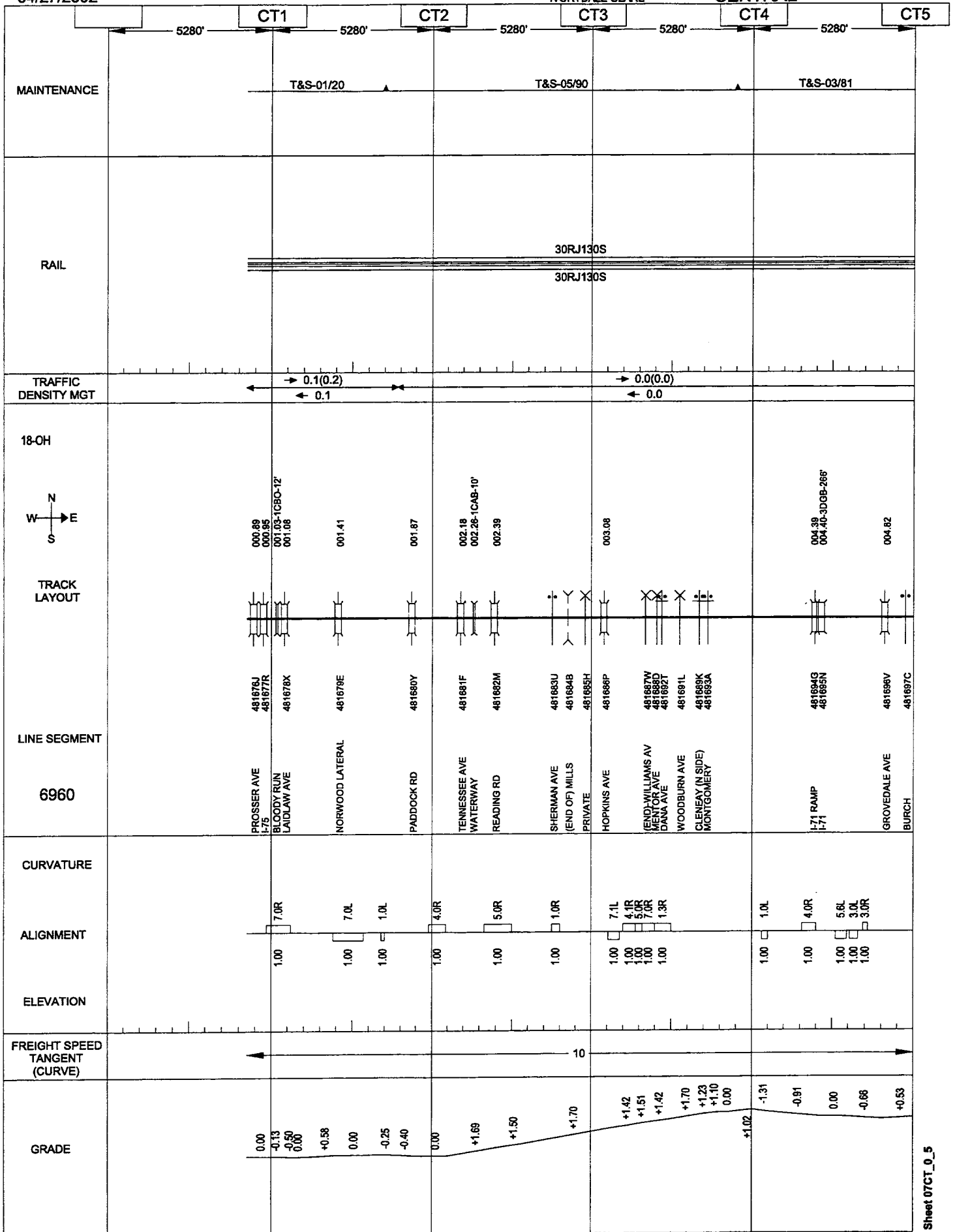


Sheet 07CJ_255_260

04/27/2002

IVORYDALE-CLARE

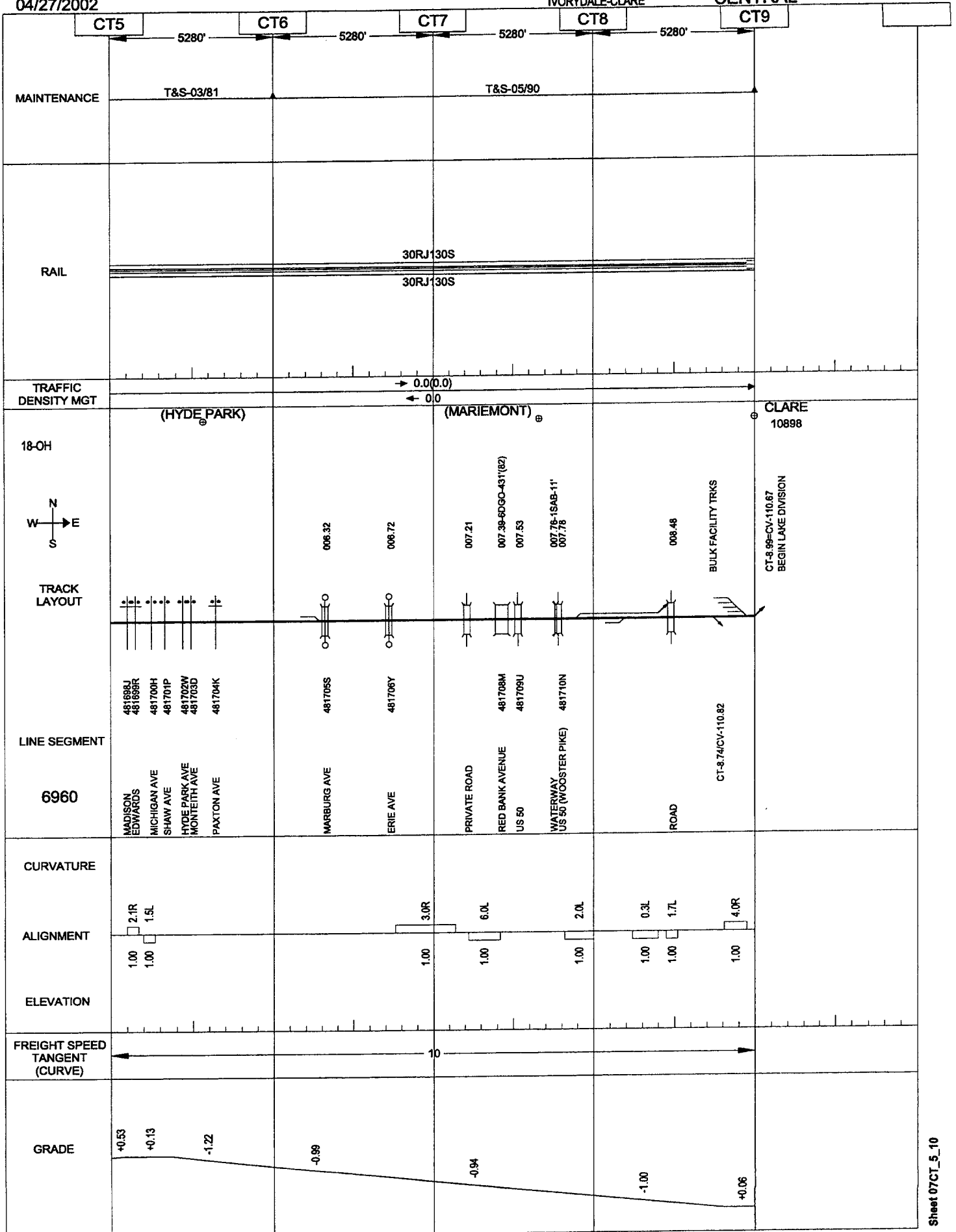
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04/27/2002

IVORYDALE-CLARE

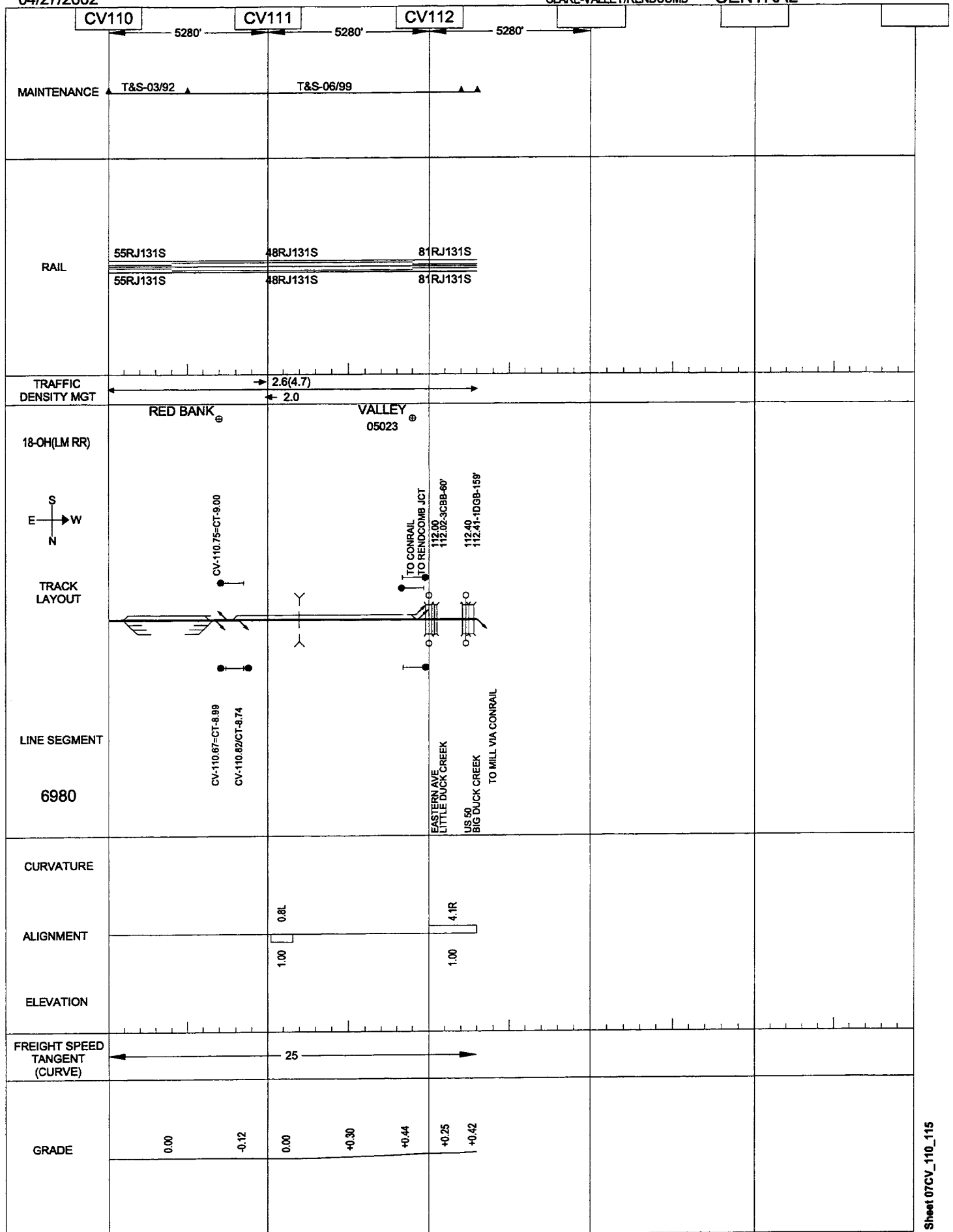
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04/27/2002

CLARE-VALLEY/REDCOMB

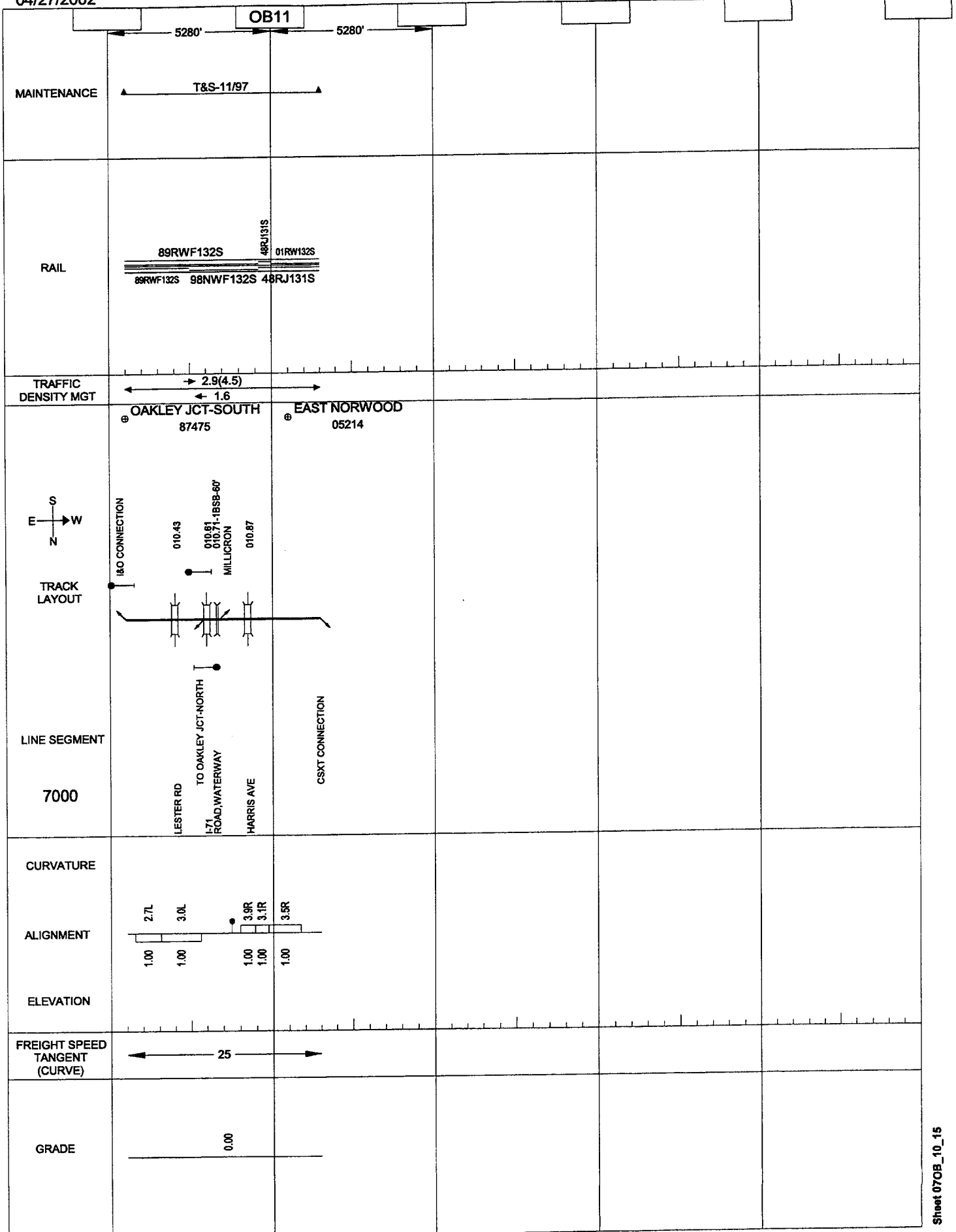
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04/27/2002

OAKLEY JCT-BOND HILL

CENTRAL



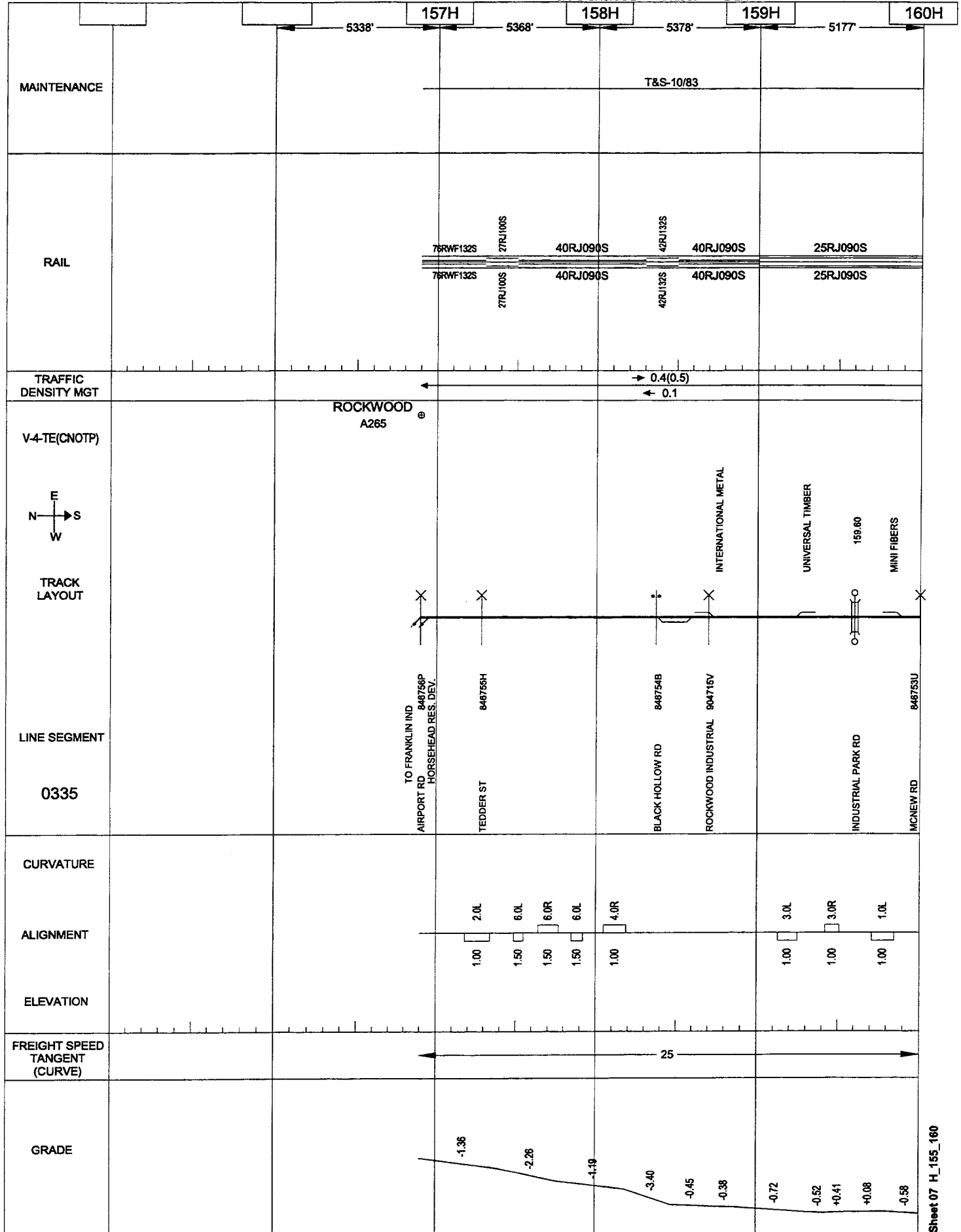
04/27/2002

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HARRIMAN & NE RWY

CRAB ORCHARD-HARRIMAN

CENTRAL

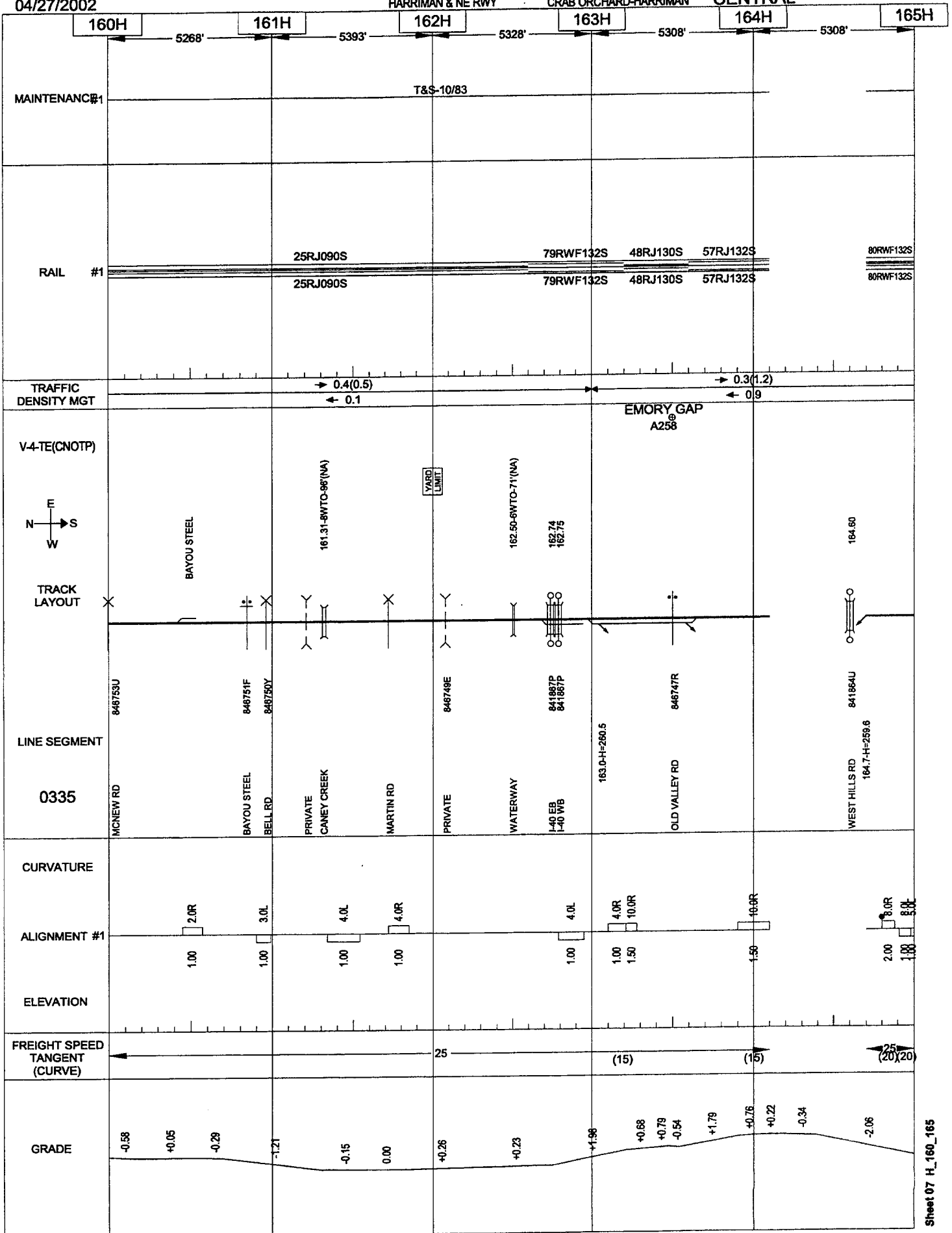


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HARRIMAN & NE RWY

CRAB ORCHARD-HARRIMAN

CENTRAL

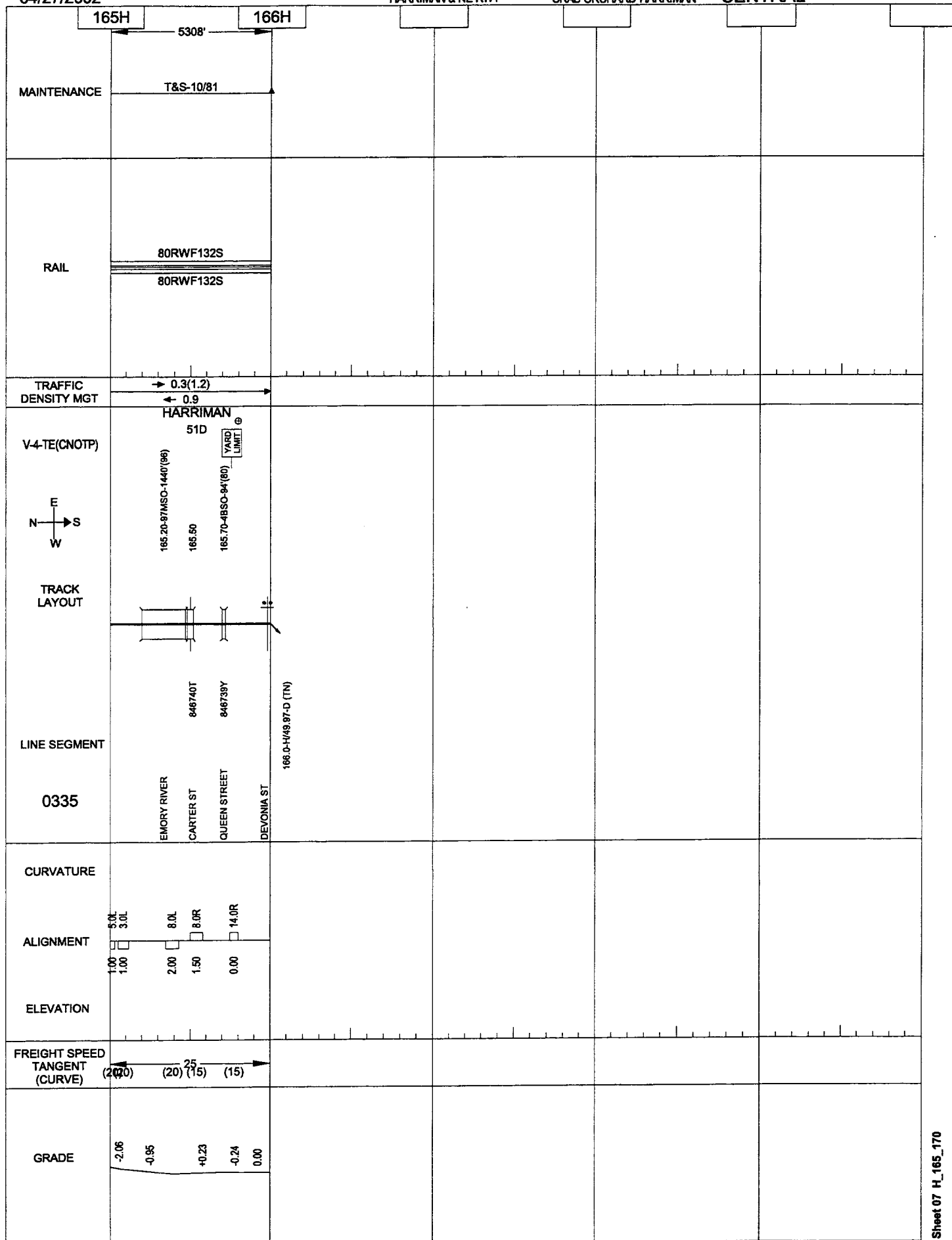


04/27/2002

HARRIMAN & NE RWY

CRAB ORCHARD-HARRIMAN

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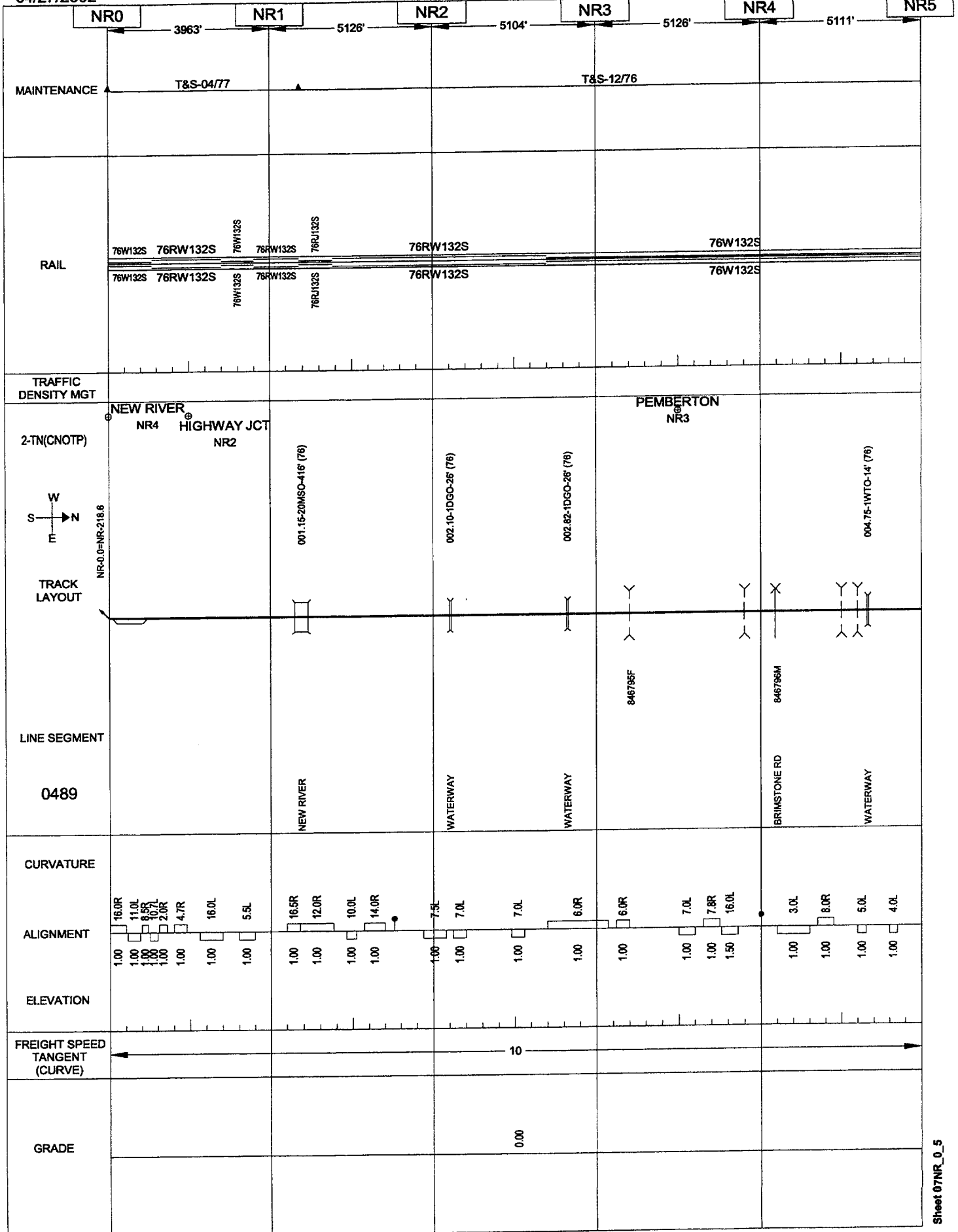


04/27/2002

NEW RIVER RWY

NEW RIVER-STERLING

CENTRAL

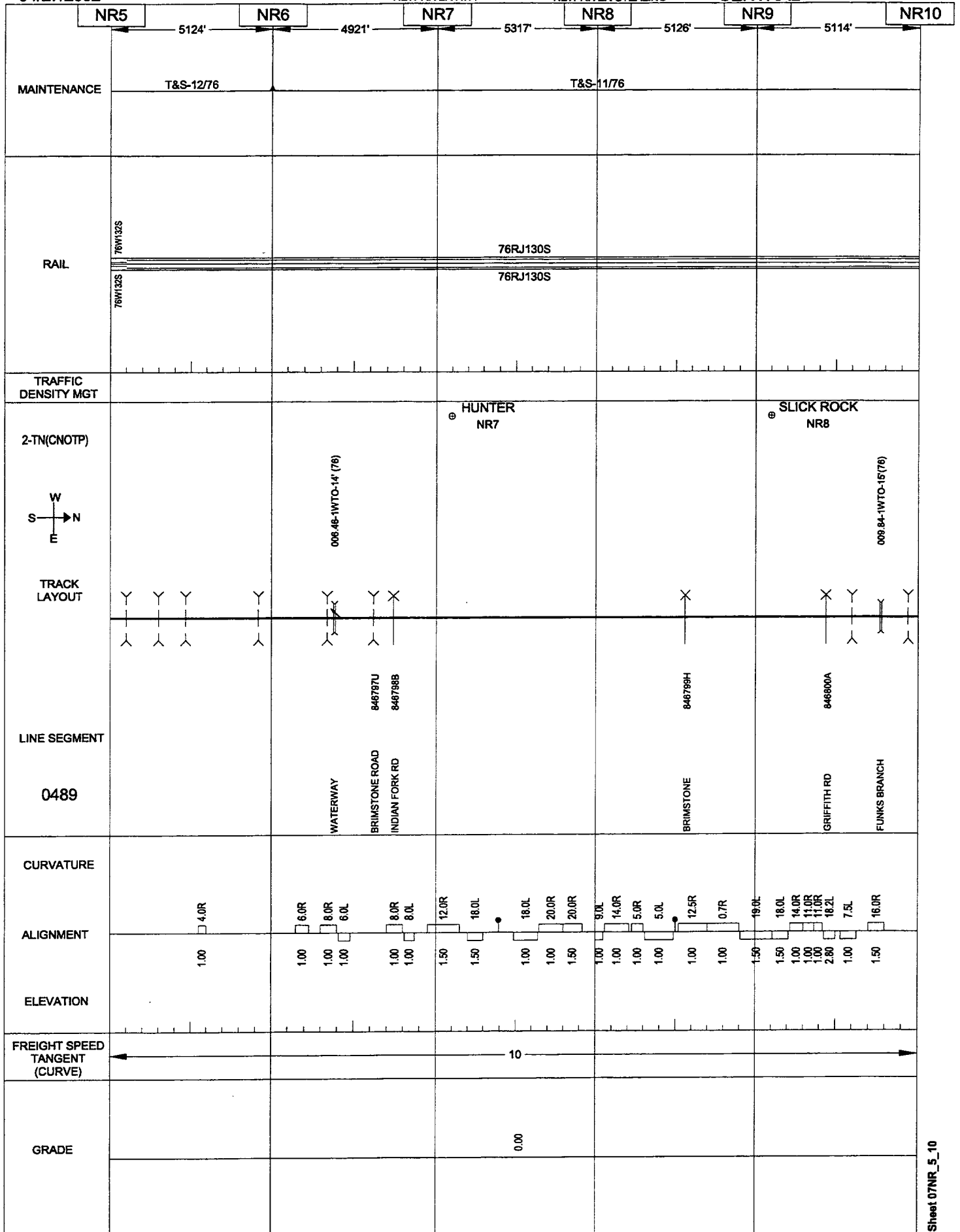


04/27/2002

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NEW RIVER-STERLING

CENTRAL

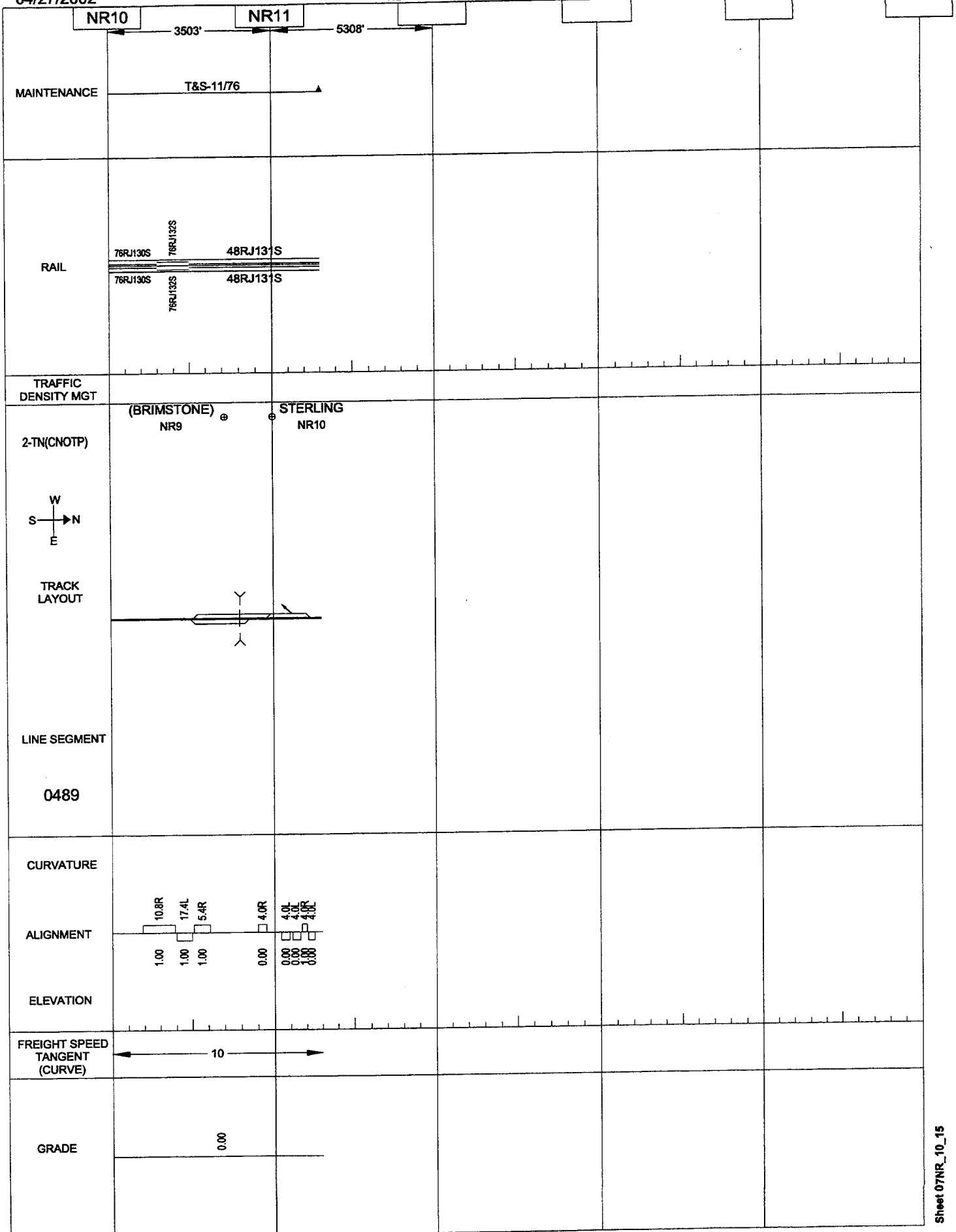


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NEW RIVER-STERLING

CENTRAL

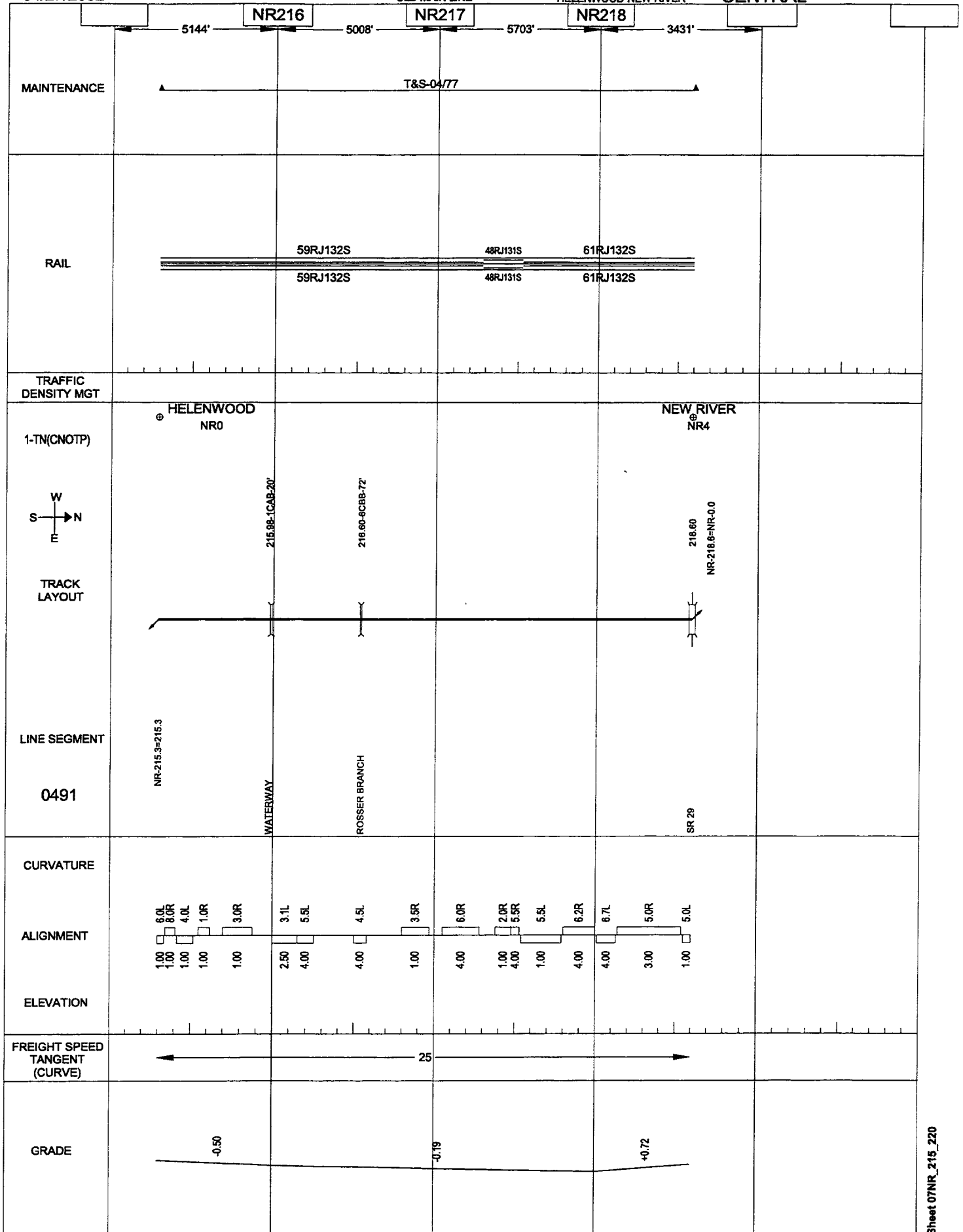


04/27/2002

OLD MAIN LINE

HELENWOOD-NEW RIVER

CENTRAL

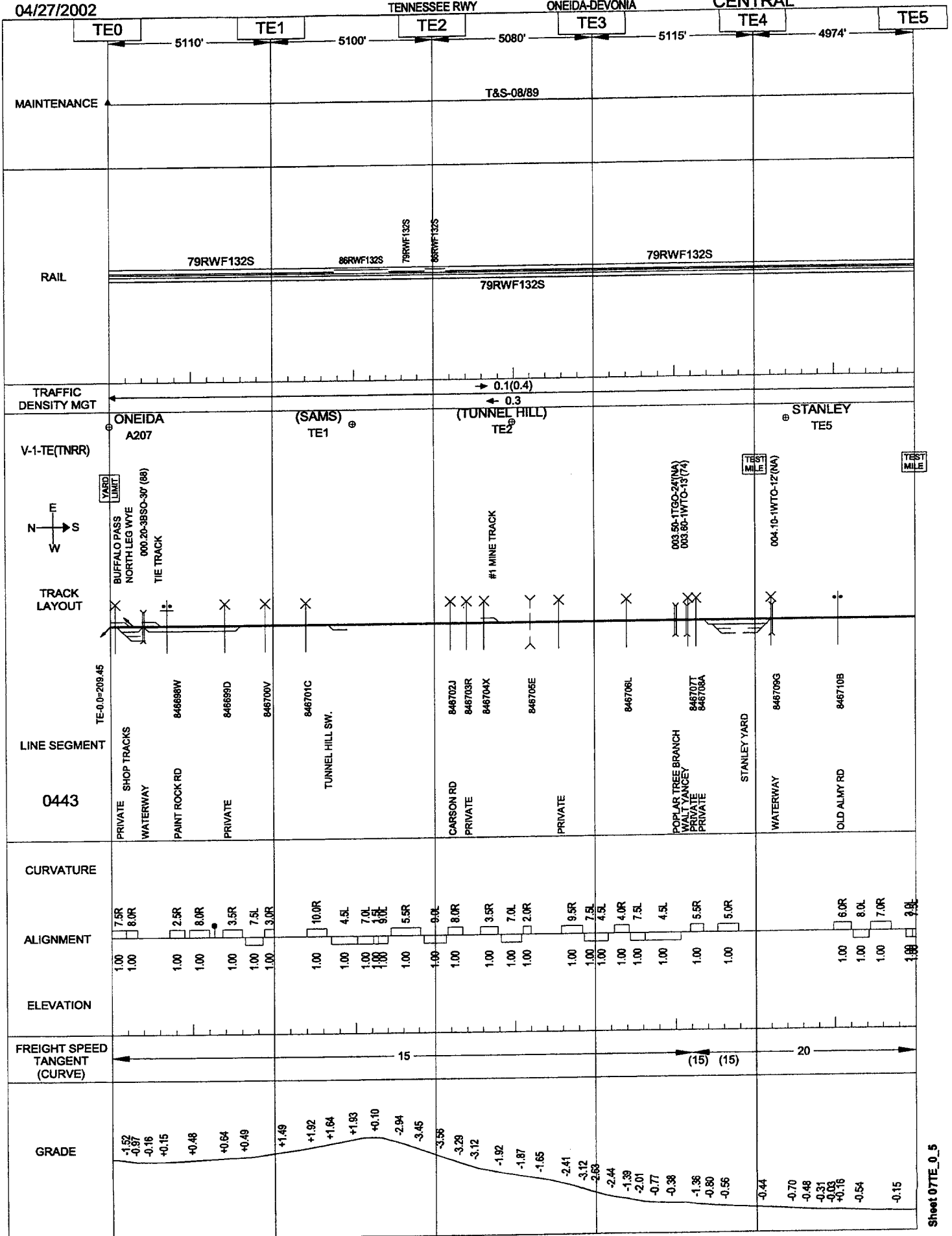


04/27/2002

TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL

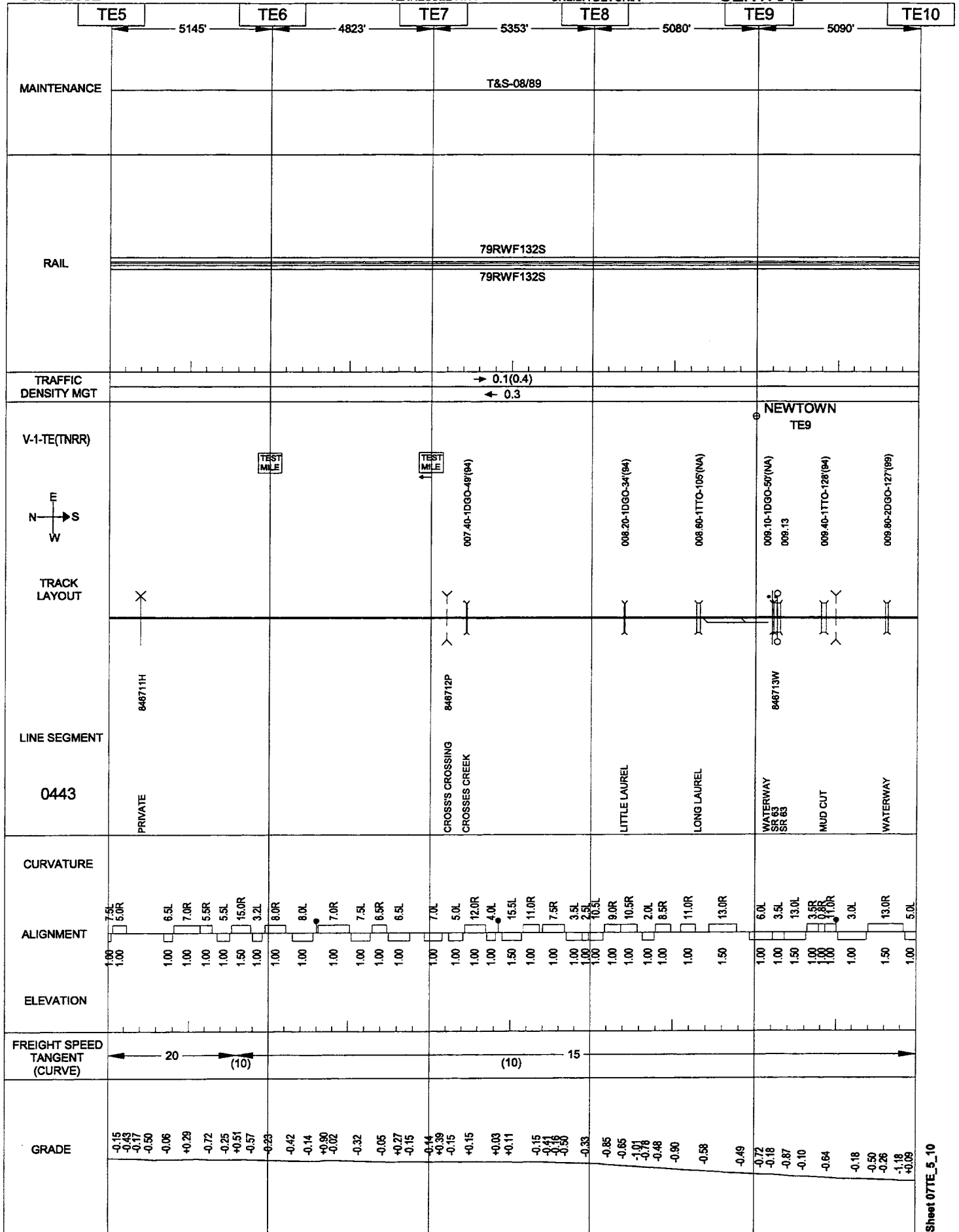


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TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL

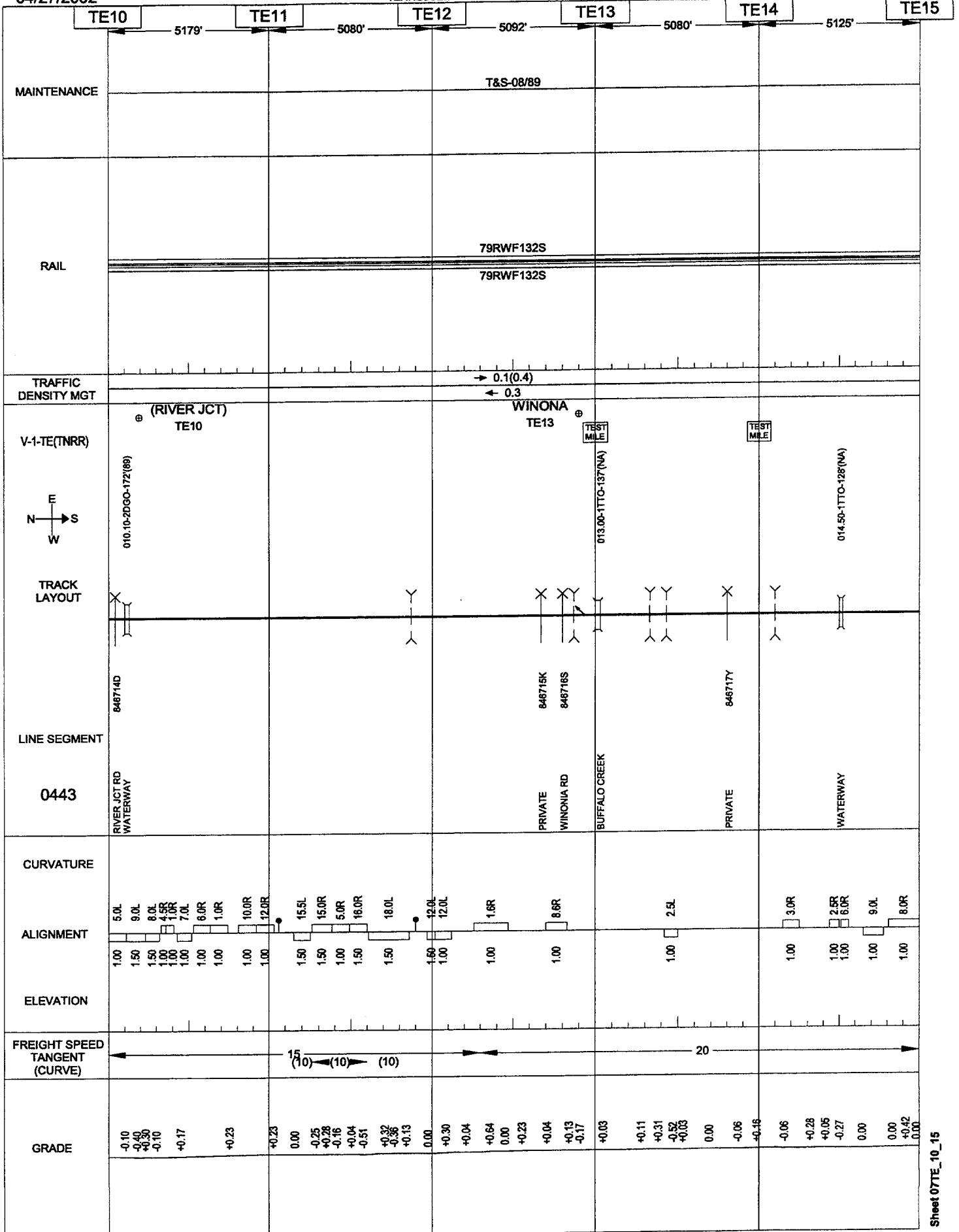


04/27/2002

TENNESSEE RY

ONEIDA-DEVONIA

CENTRAL

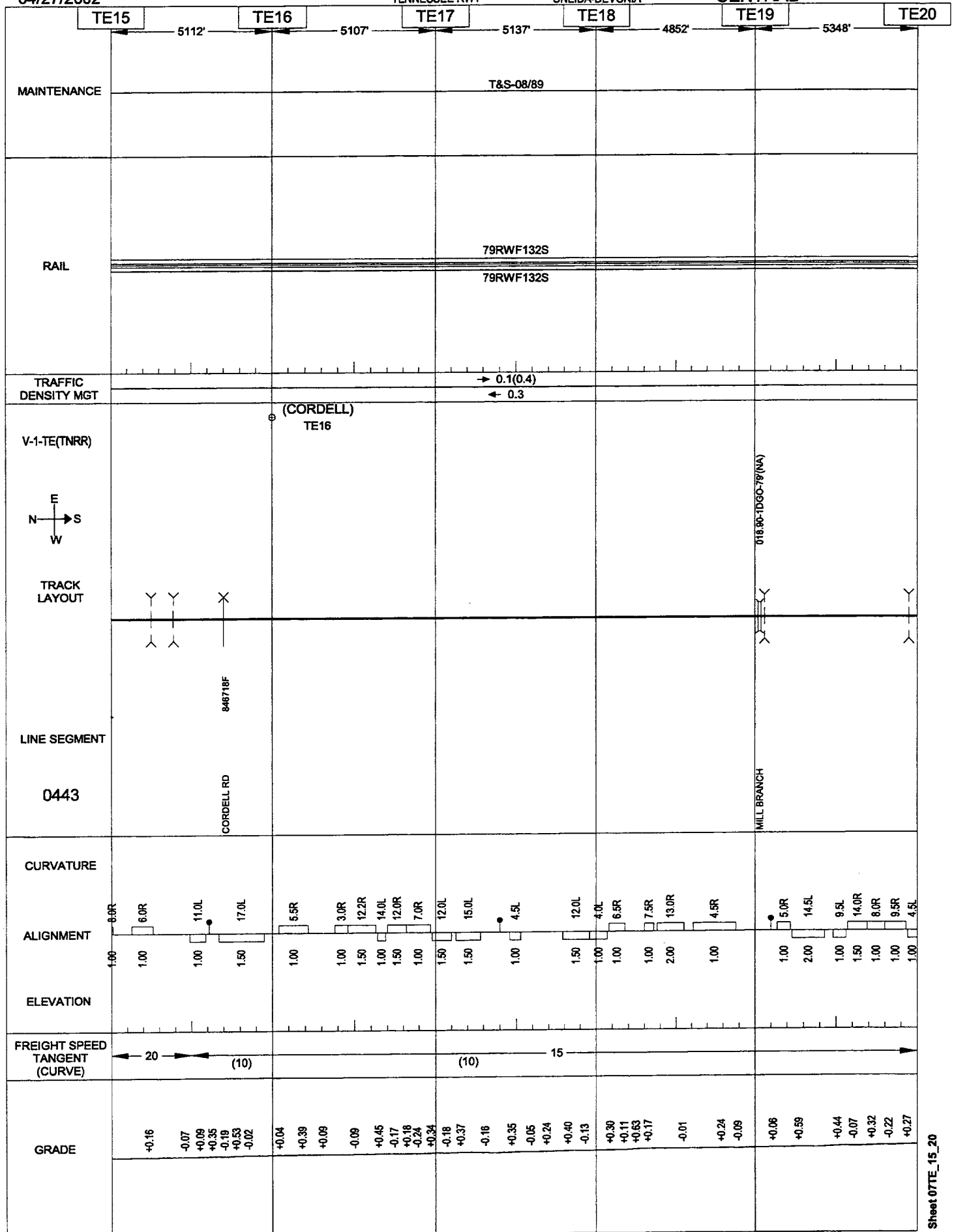


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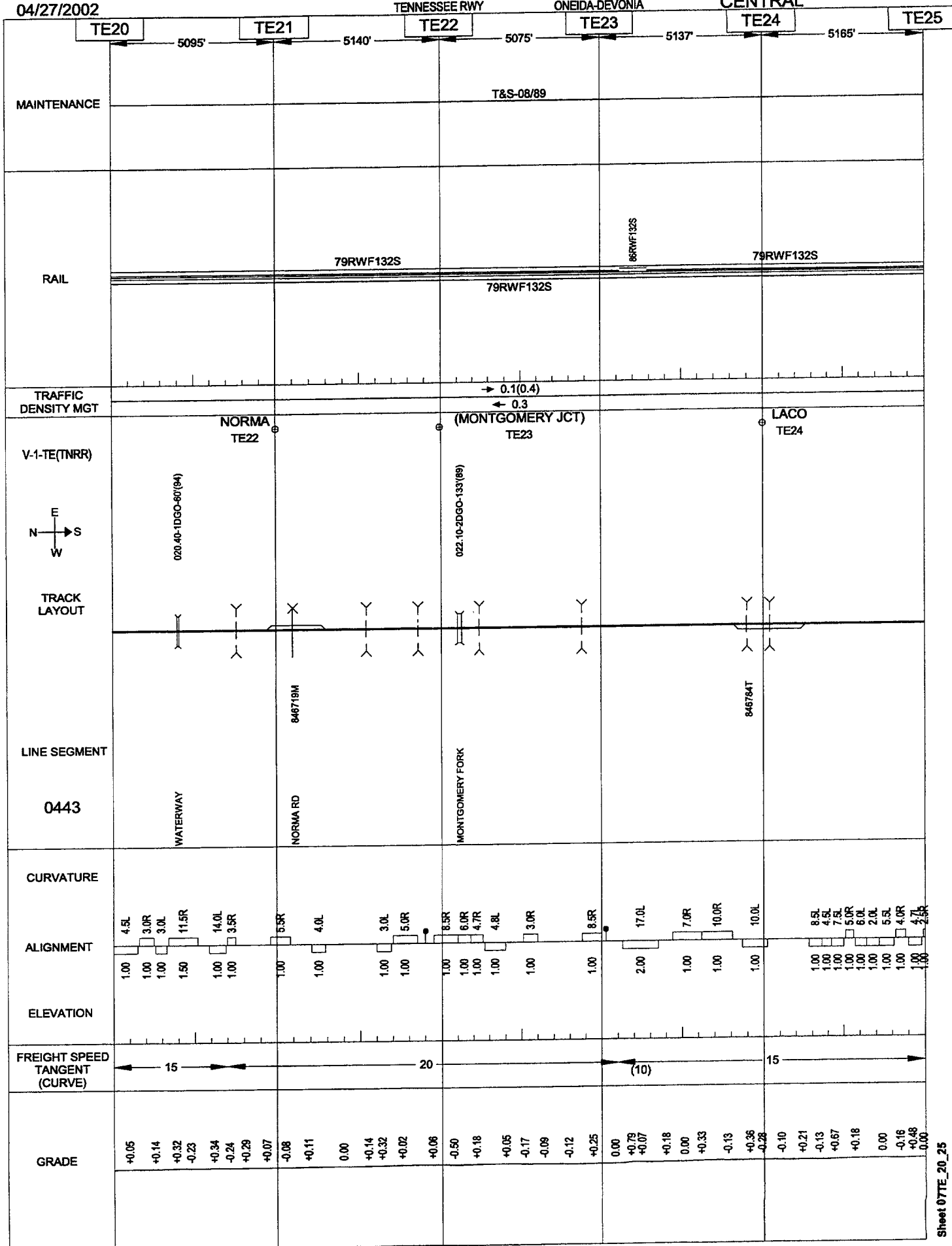
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TENNESSEE RWY

ONEIDA-DEVONIA

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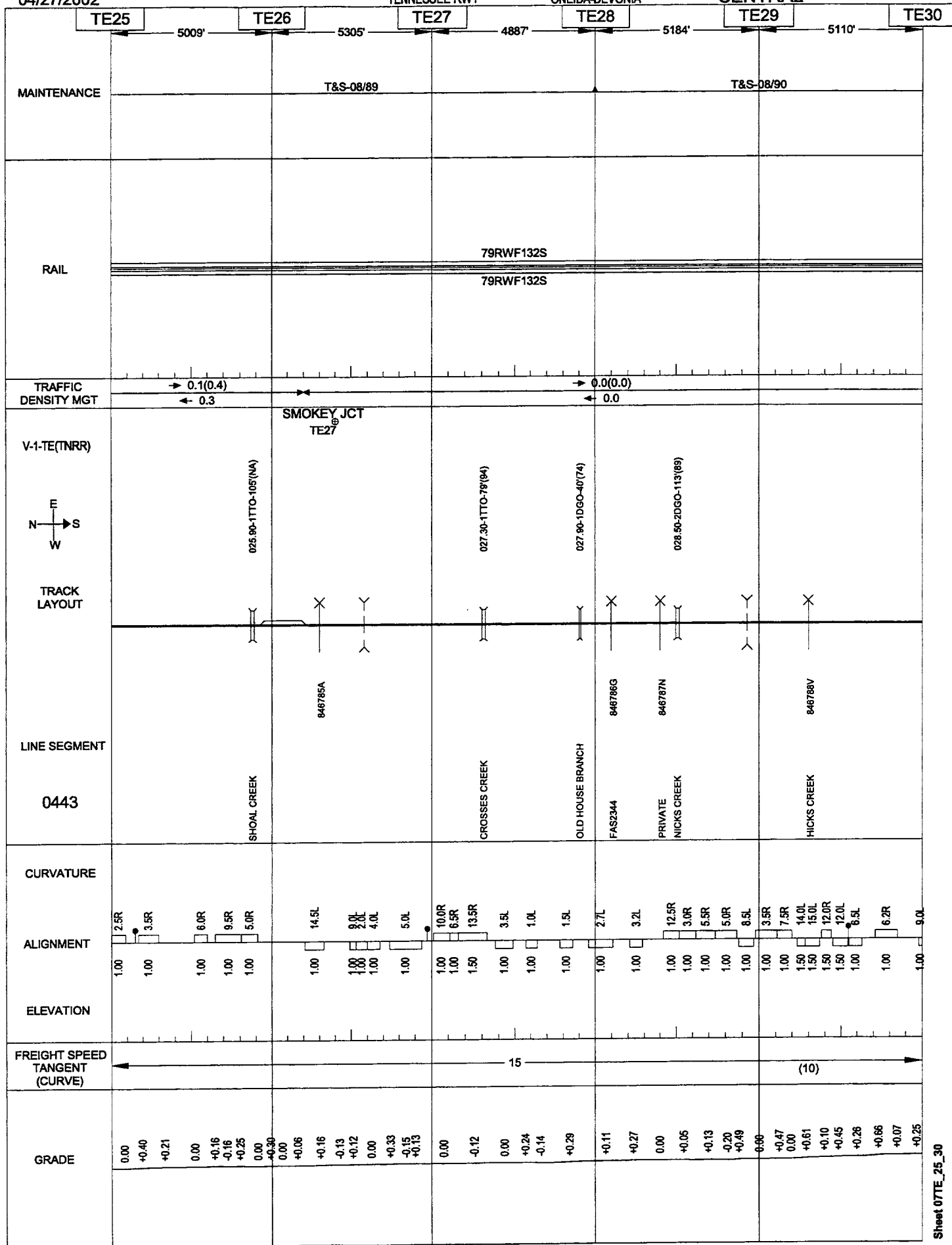


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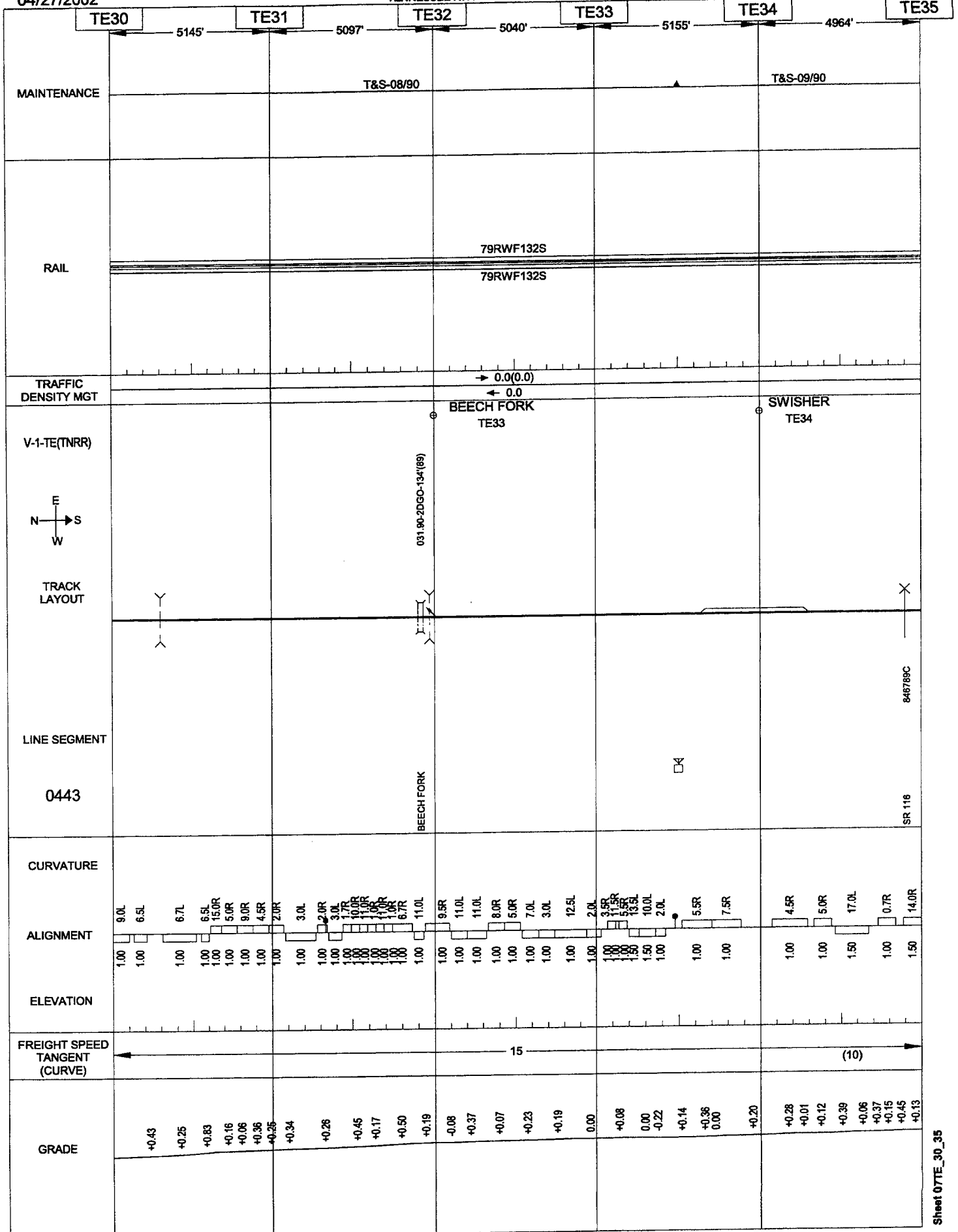
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TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL



Sheet 07TE_35_40

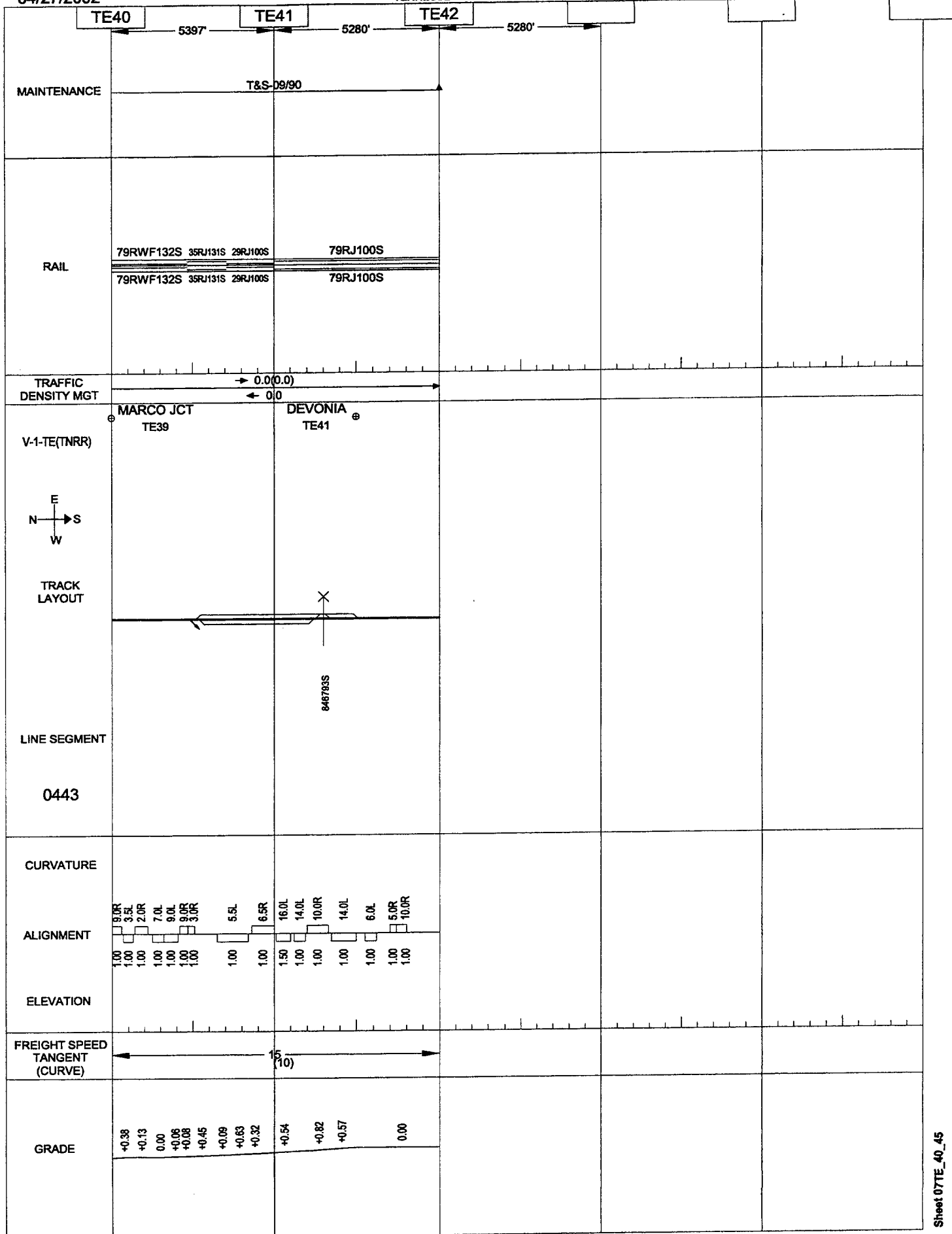
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227

TENNESSEE RWY

ONEIDA-DEVONIA

CENTRAL

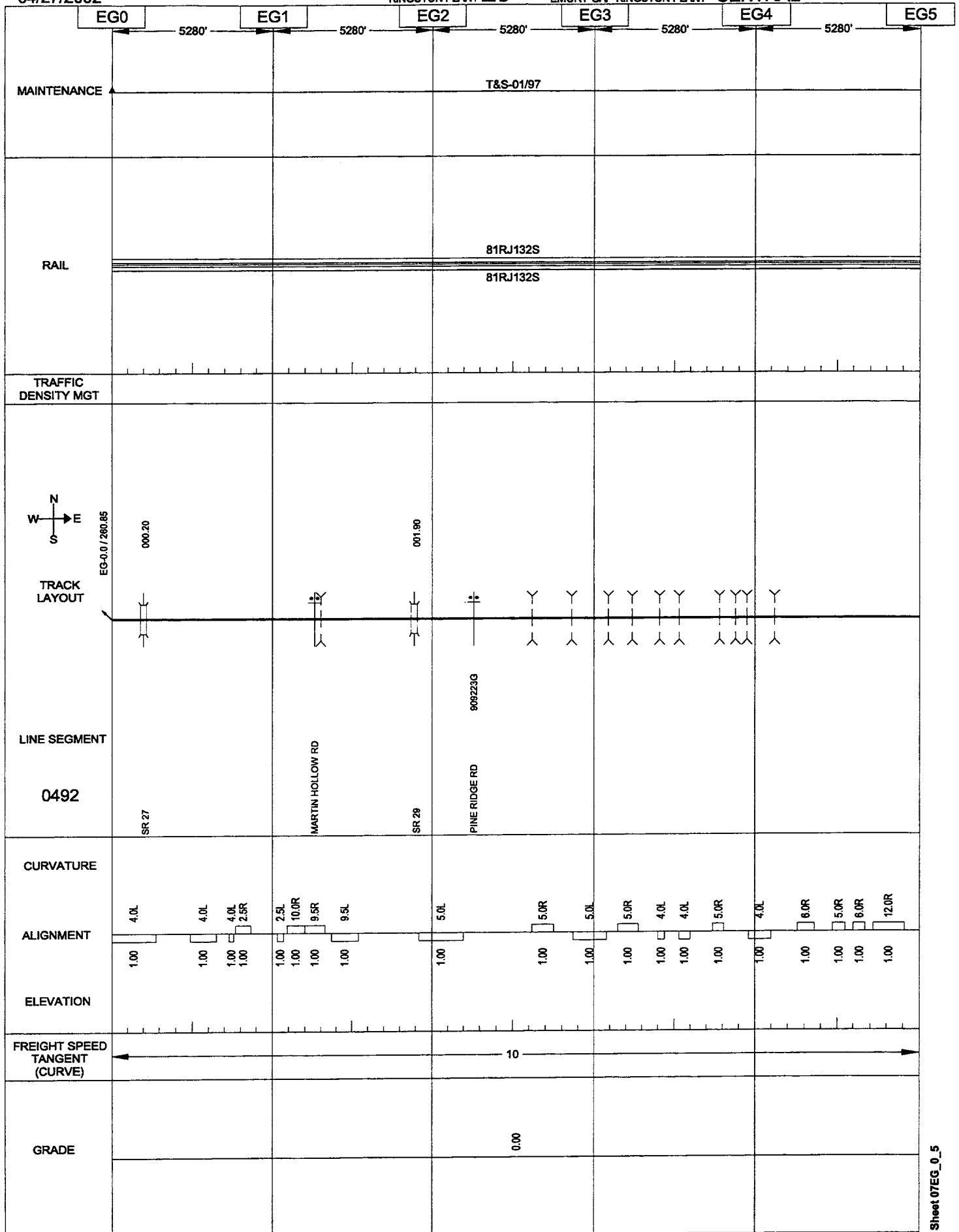


04/27/2002

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



04/27/2002

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT CENTRAL

MAINTENANCE EG5 5280'	T&S-01/97 ▲				
RAIL	81RJ132S 81RJ132S				
TRAFFIC DENSITY MGT					
<div data-bbox="128 856 218 940"> N W — E S </div> <div data-bbox="145 987 218 1029"> TRACK LAYOUT </div> <div data-bbox="118 1218 254 1243"> LINE SEGMENT </div> <div data-bbox="151 1297 218 1331"> 0492 </div>	<div data-bbox="261 1008 409 1092"> </div> <div data-bbox="330 1144 409 1375"> SWAN POND RD LOAD STORAGE YARD </div>				
CURVATURE ALIGNMENT ELEVATION	<div data-bbox="261 1480 360 1585"> 9.5L 9.5L 1.00 1.00 </div>				
FREIGHT SPEED TANGENT (CURVE)	← 10 →				
GRADE	0.00				

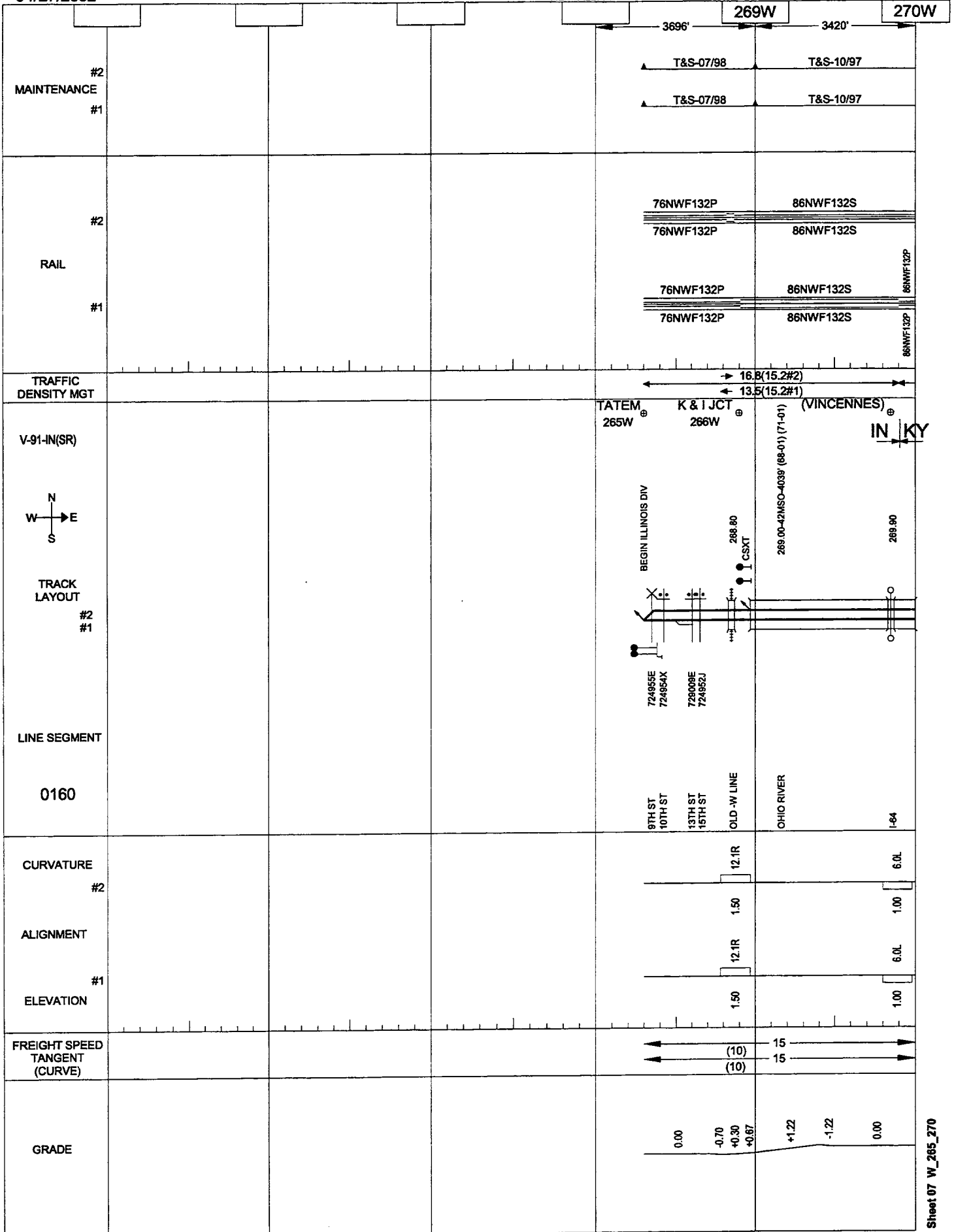
04/27/2002

NEW ALBANY-LOUISVILLE

CENTRAL

269W

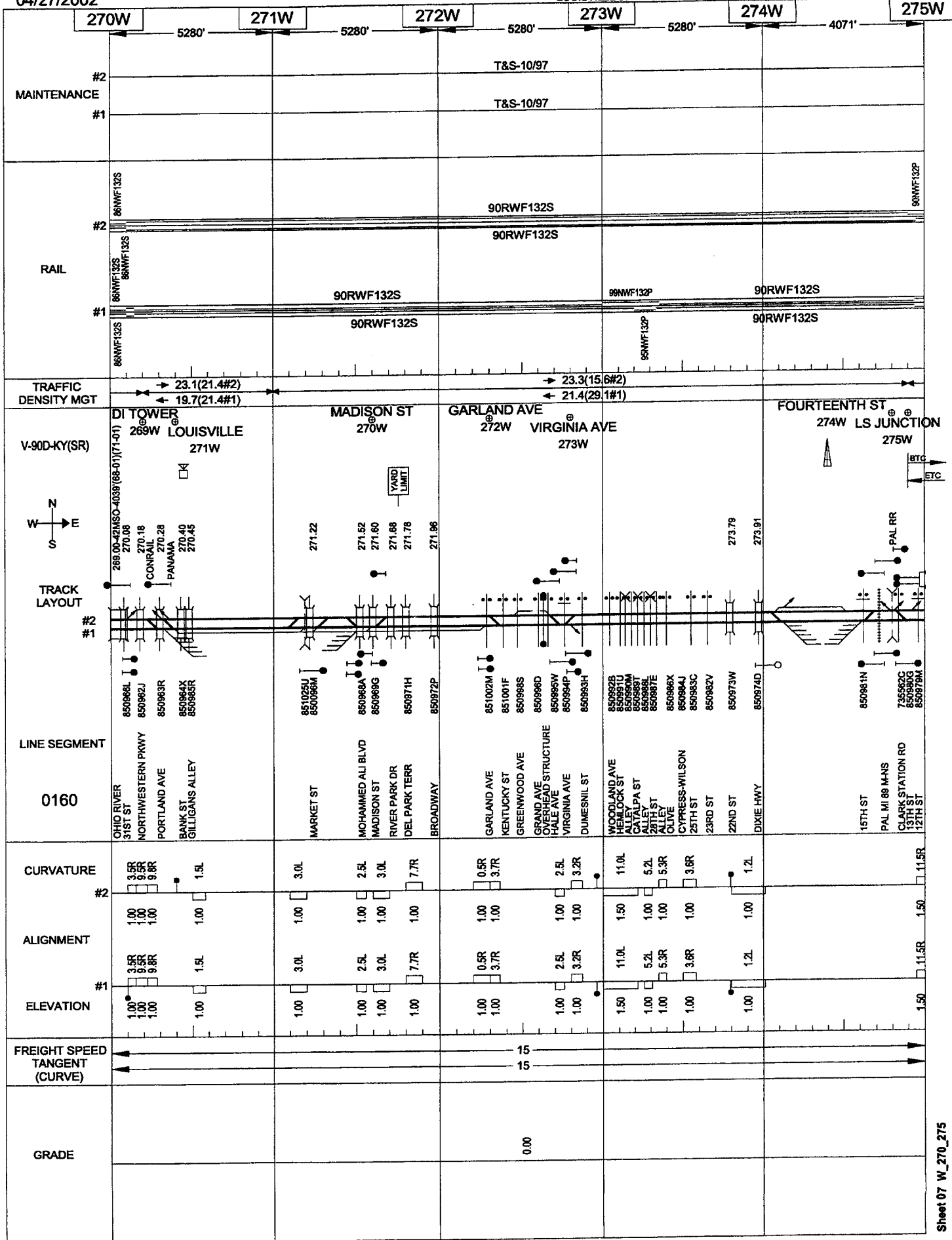
270W

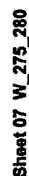


04/27/2002

LOUISVILLE-DANVILLE

CENTRAL

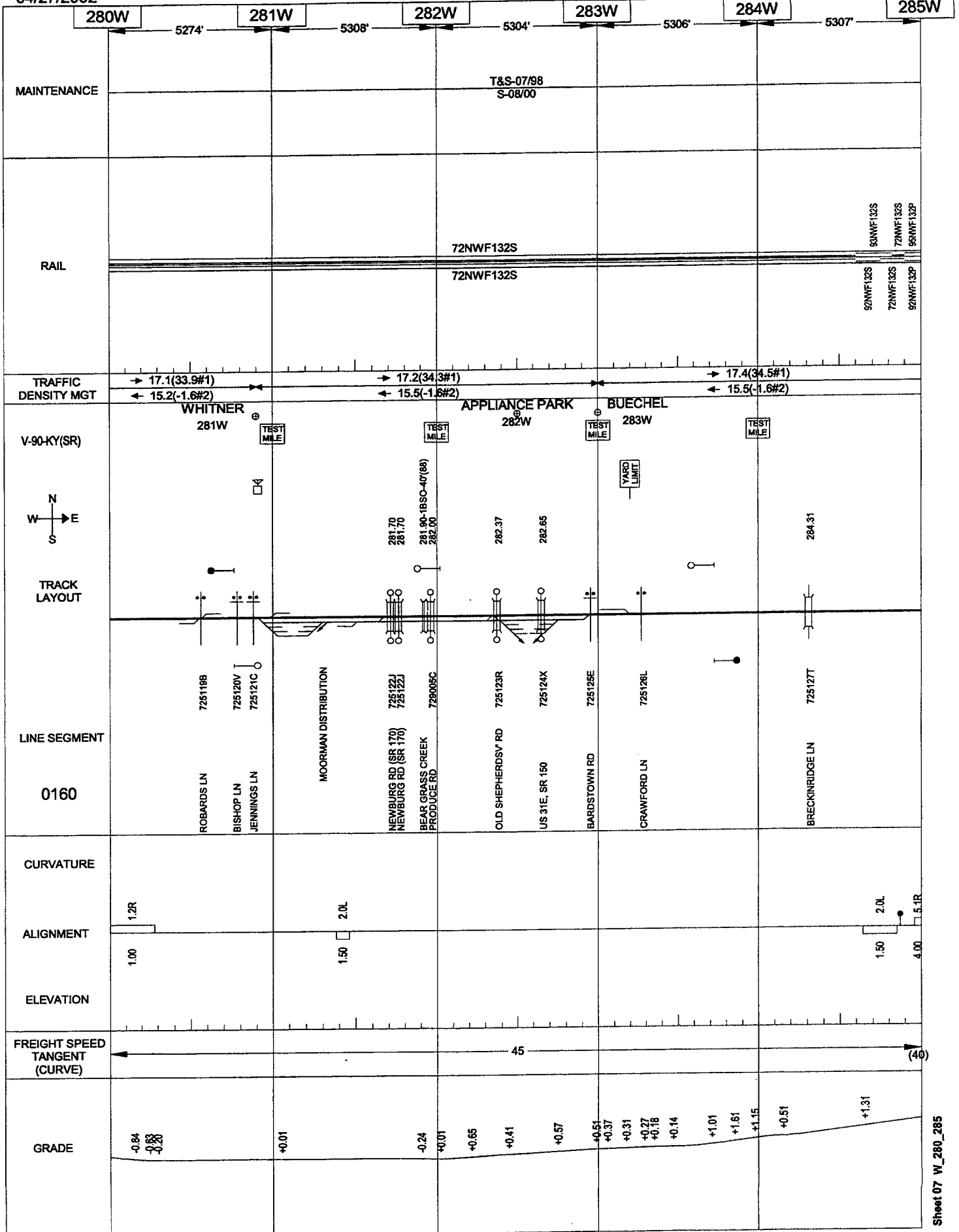




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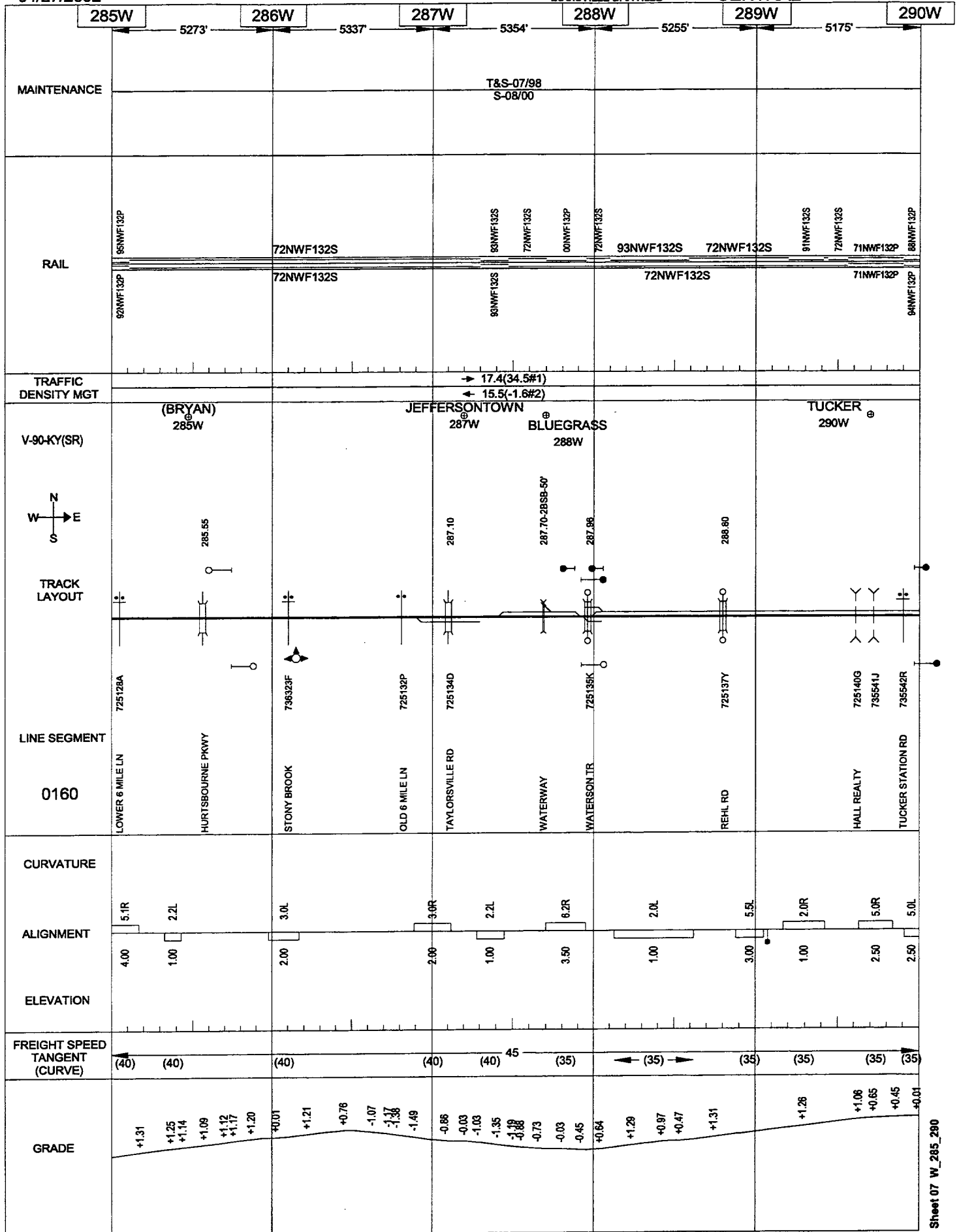
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04/27/2002

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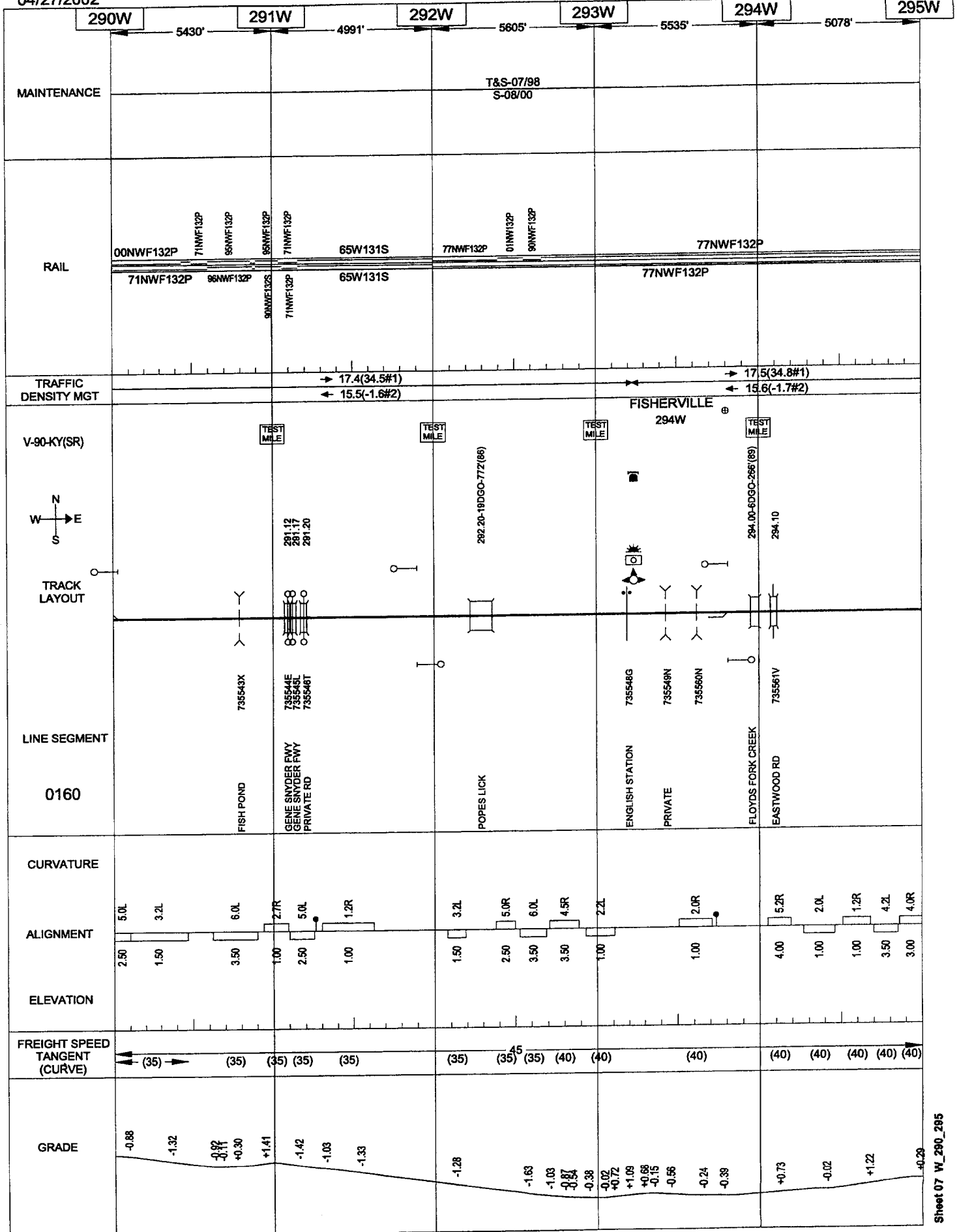
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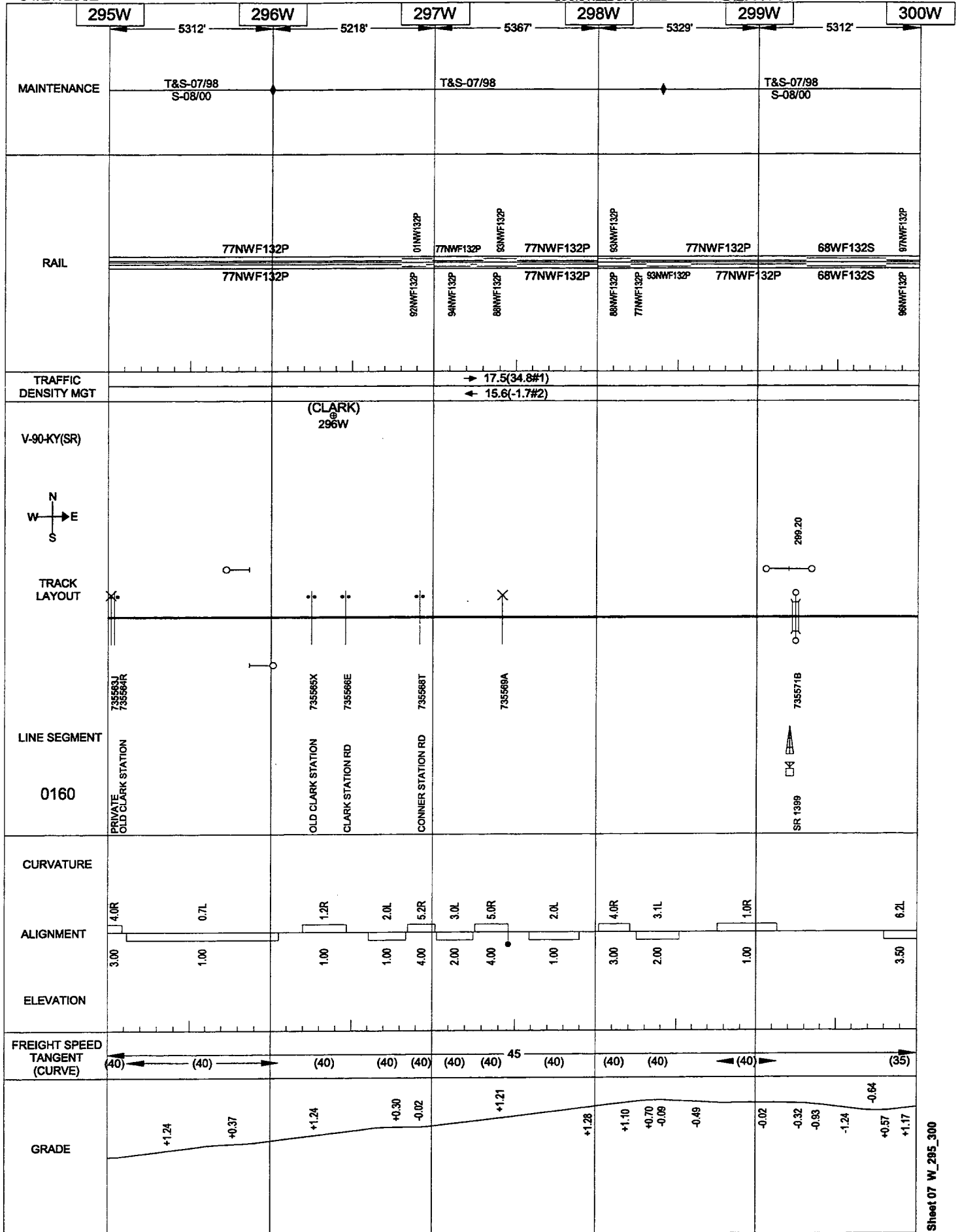
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04/27/2002

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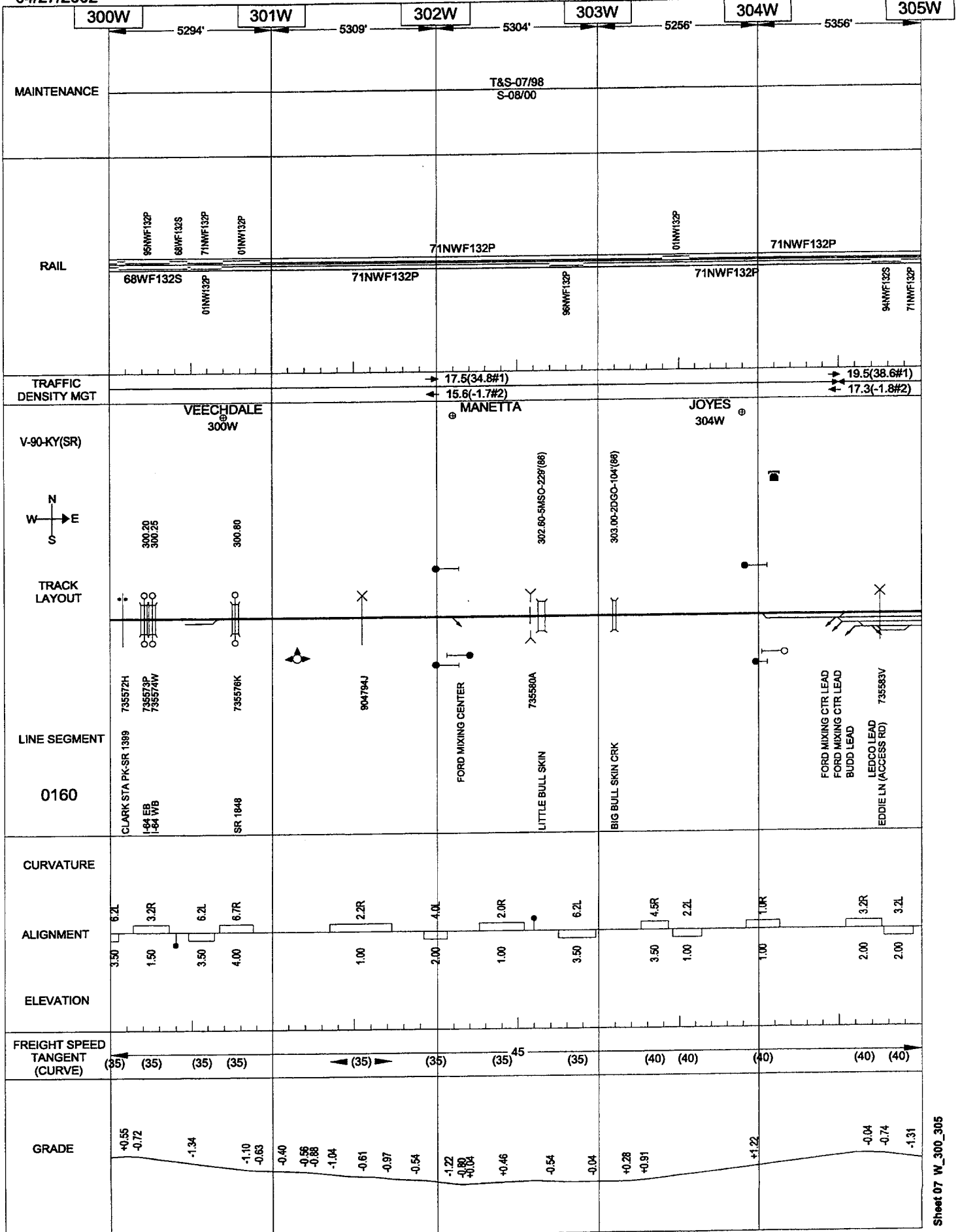
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04/27/2002

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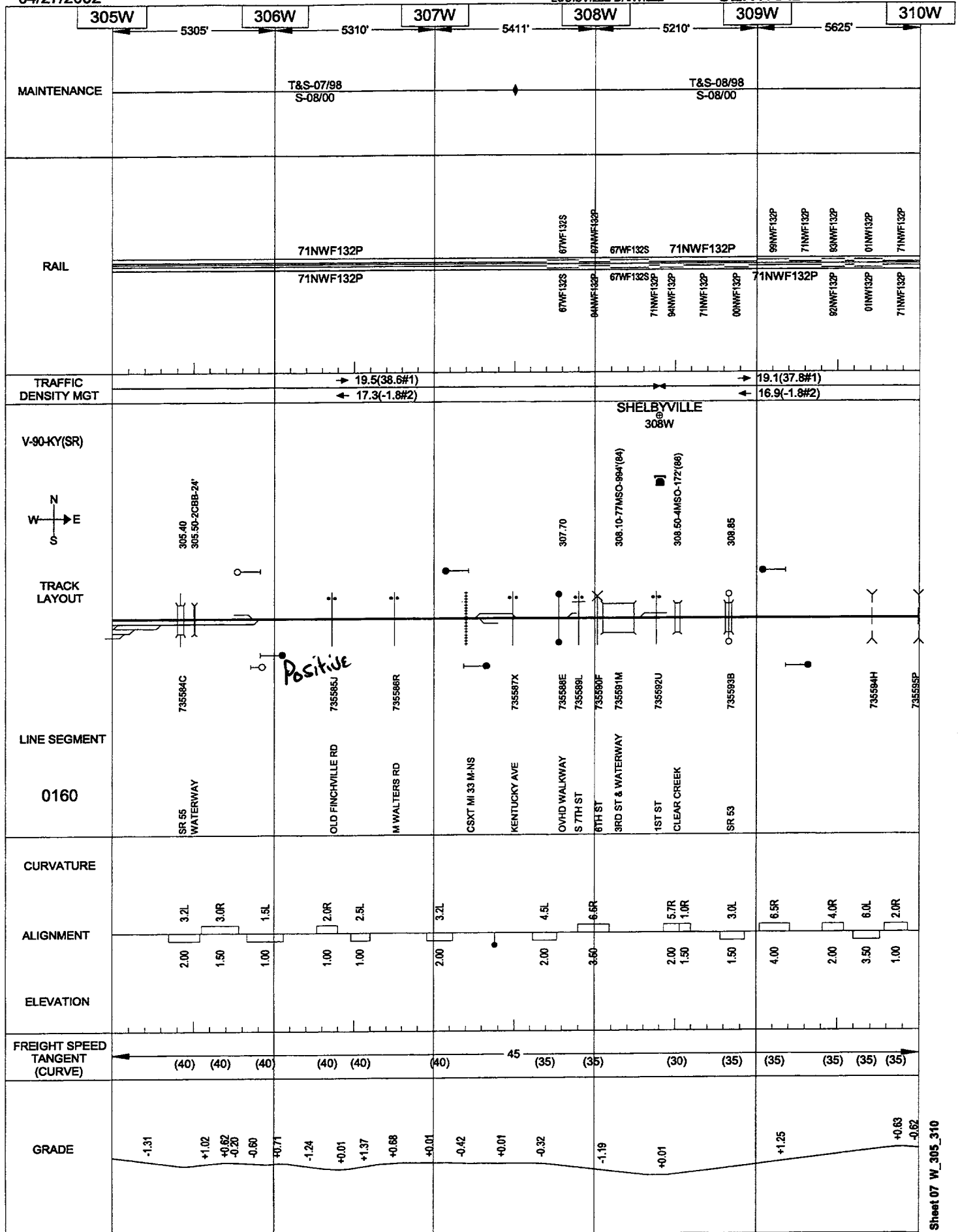
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04/27/2002

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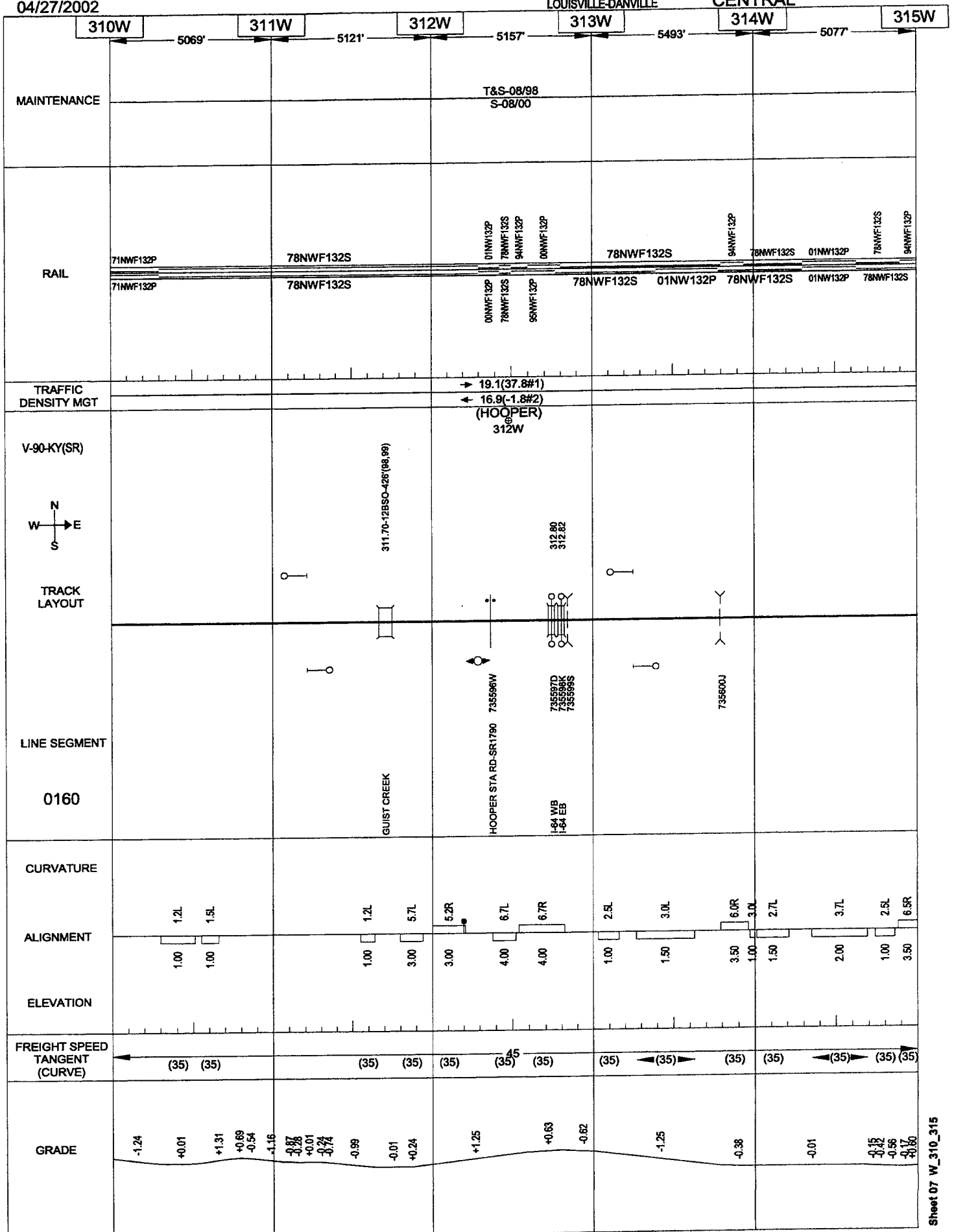
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04/27/2002

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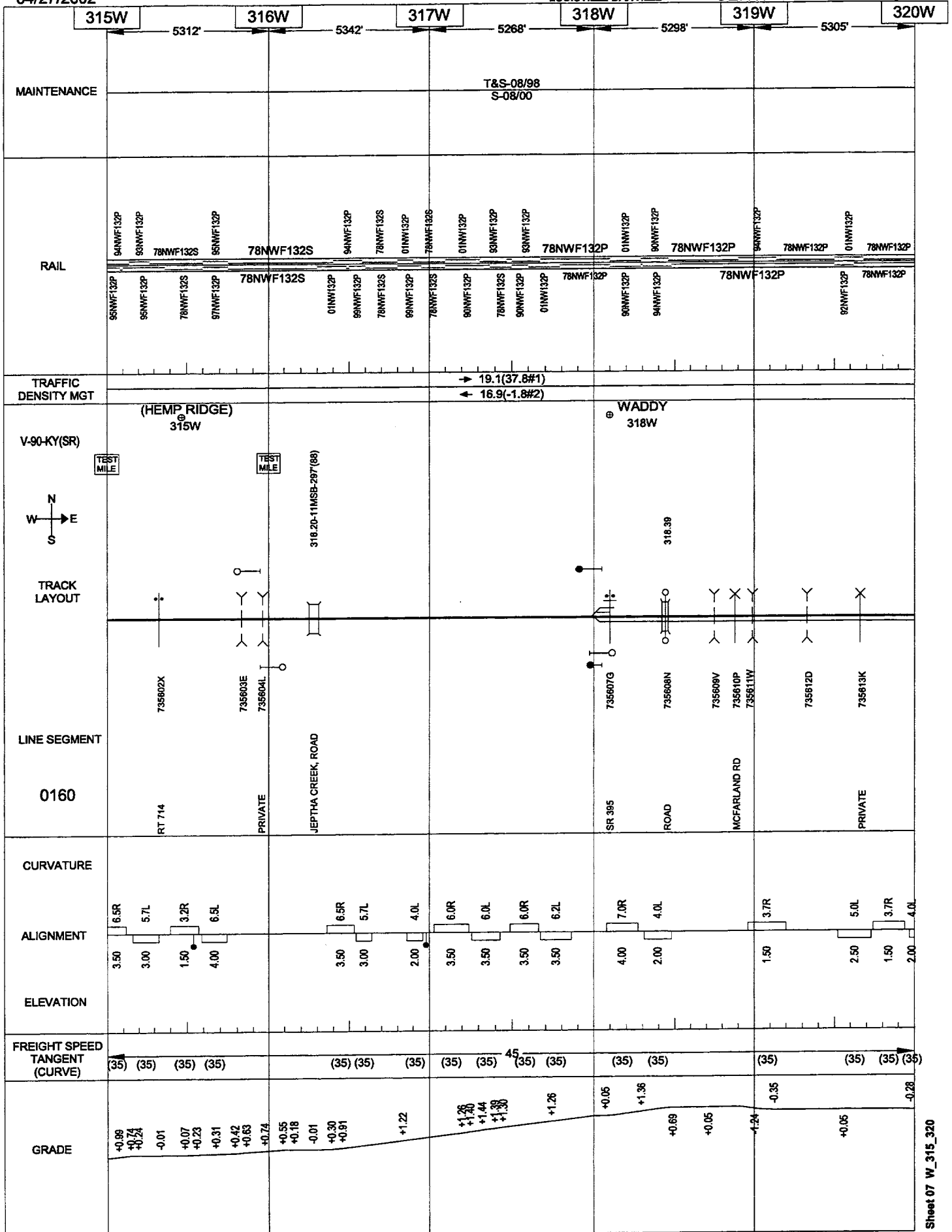
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04/27/2002

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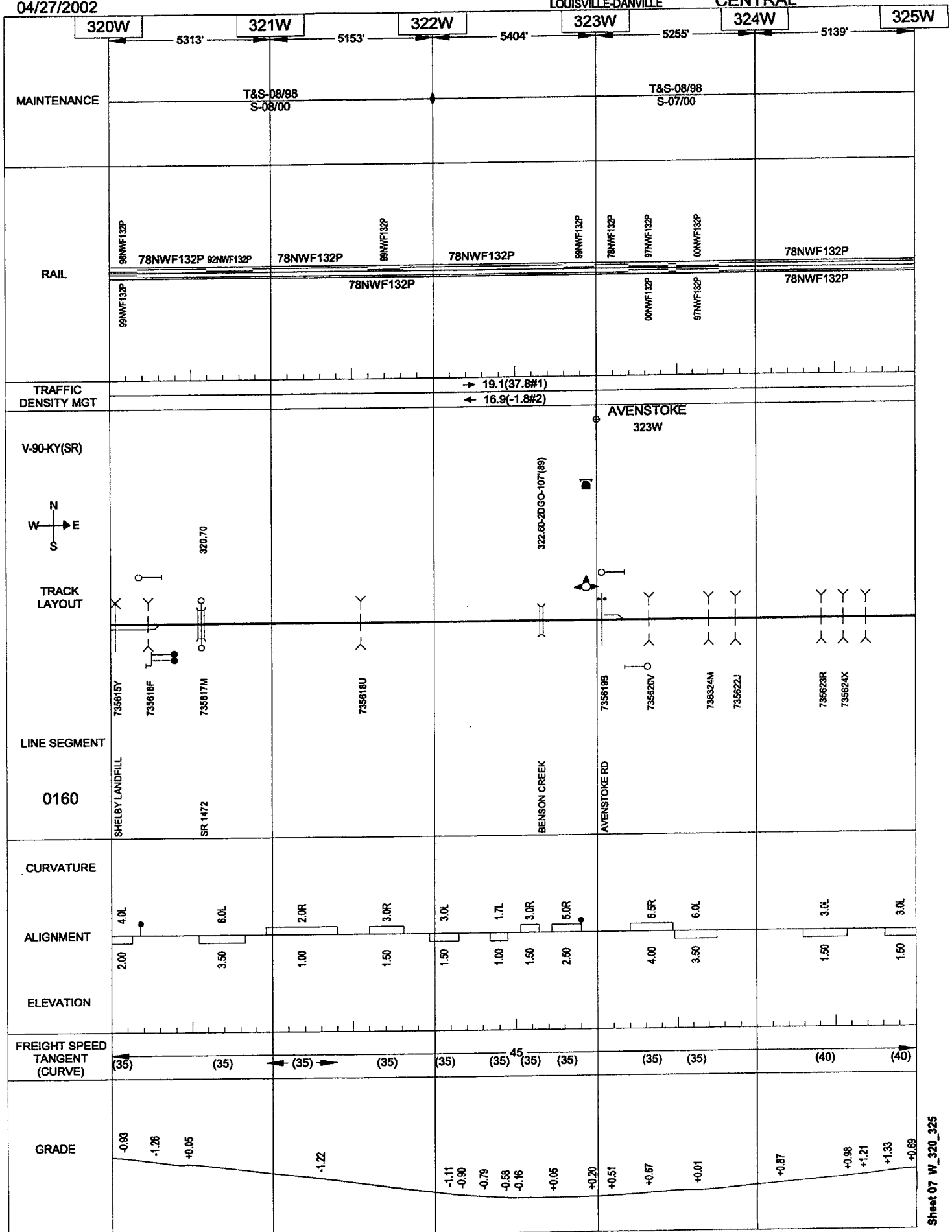
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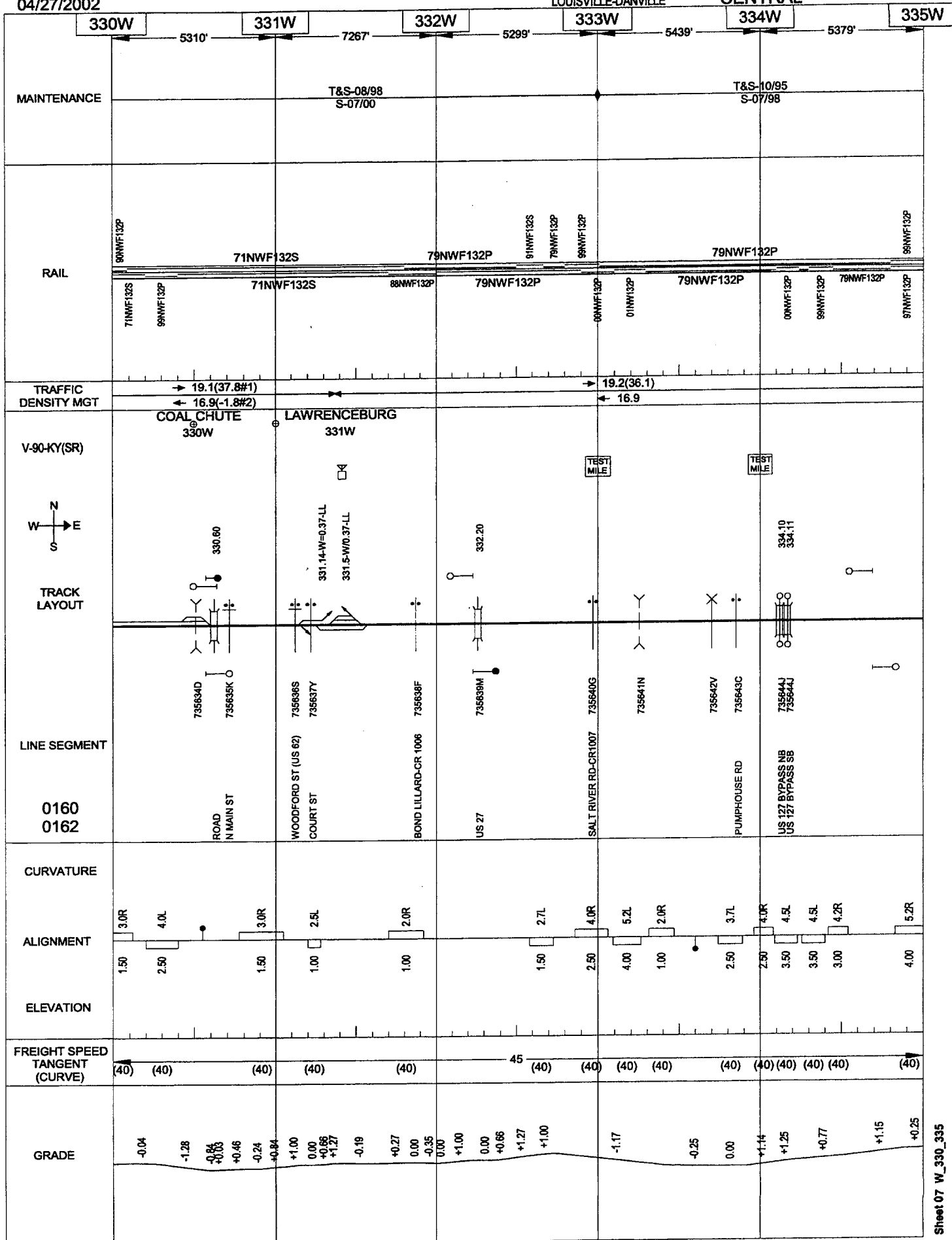


Sheet 07 W_325_330

04/27/2002

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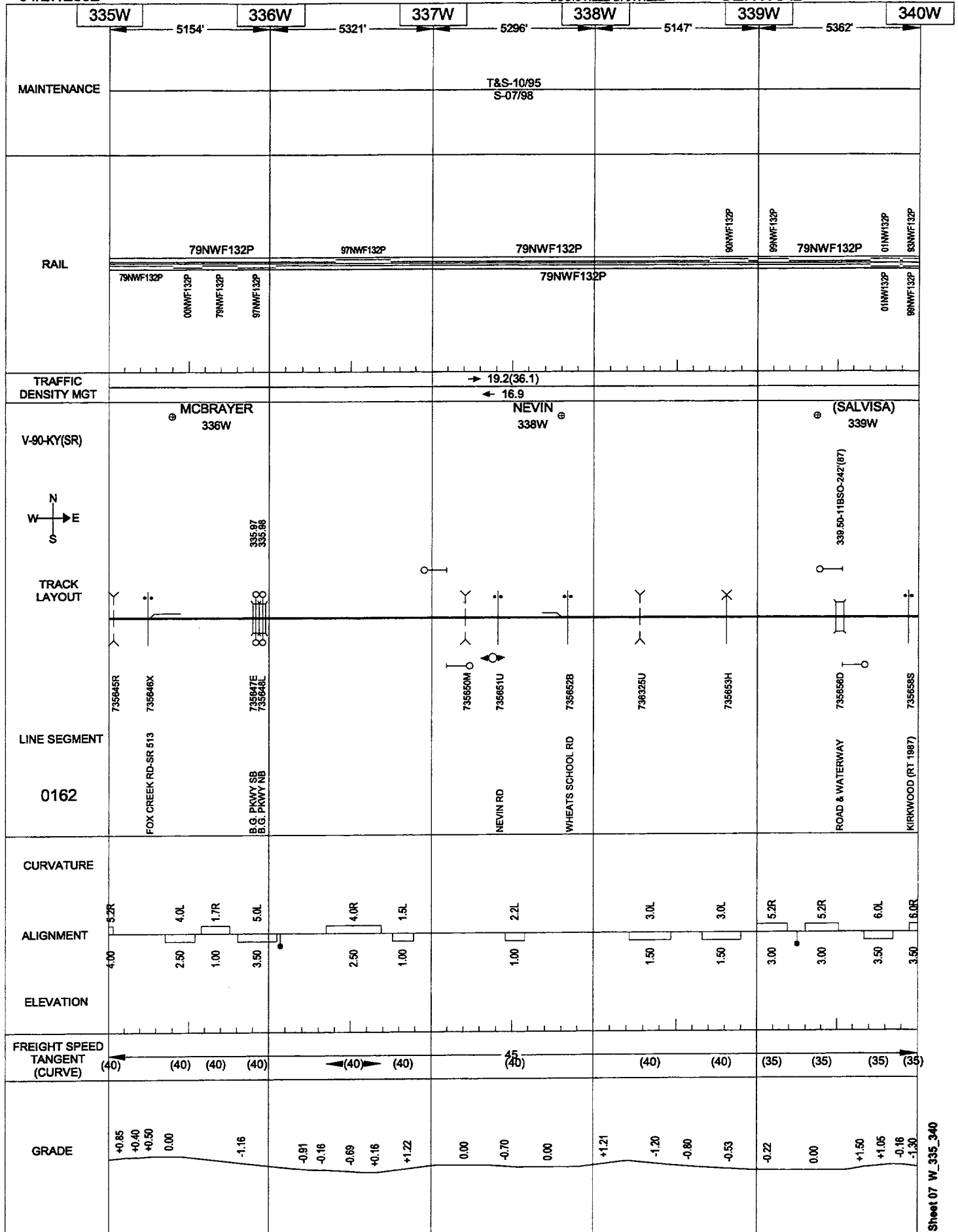
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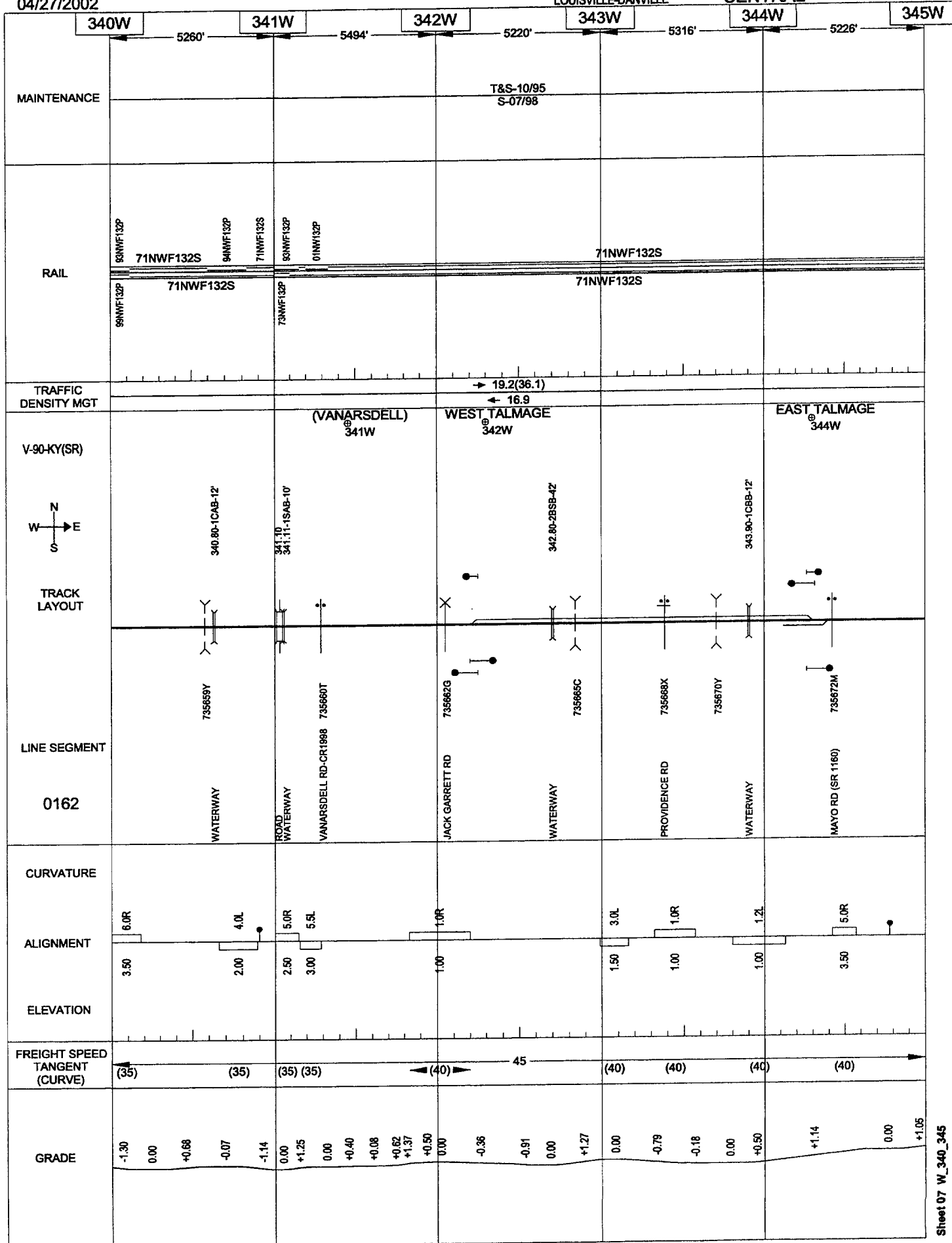
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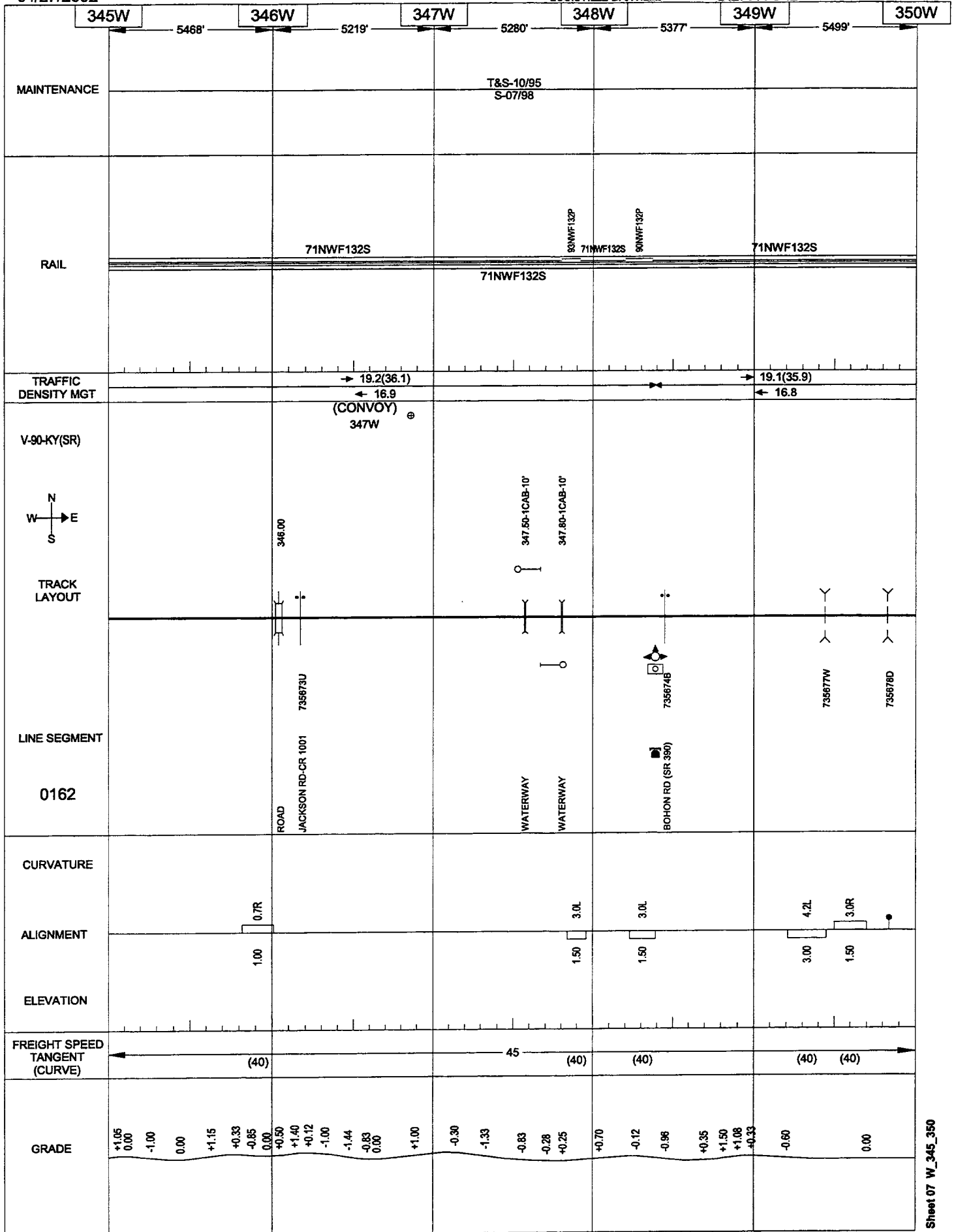
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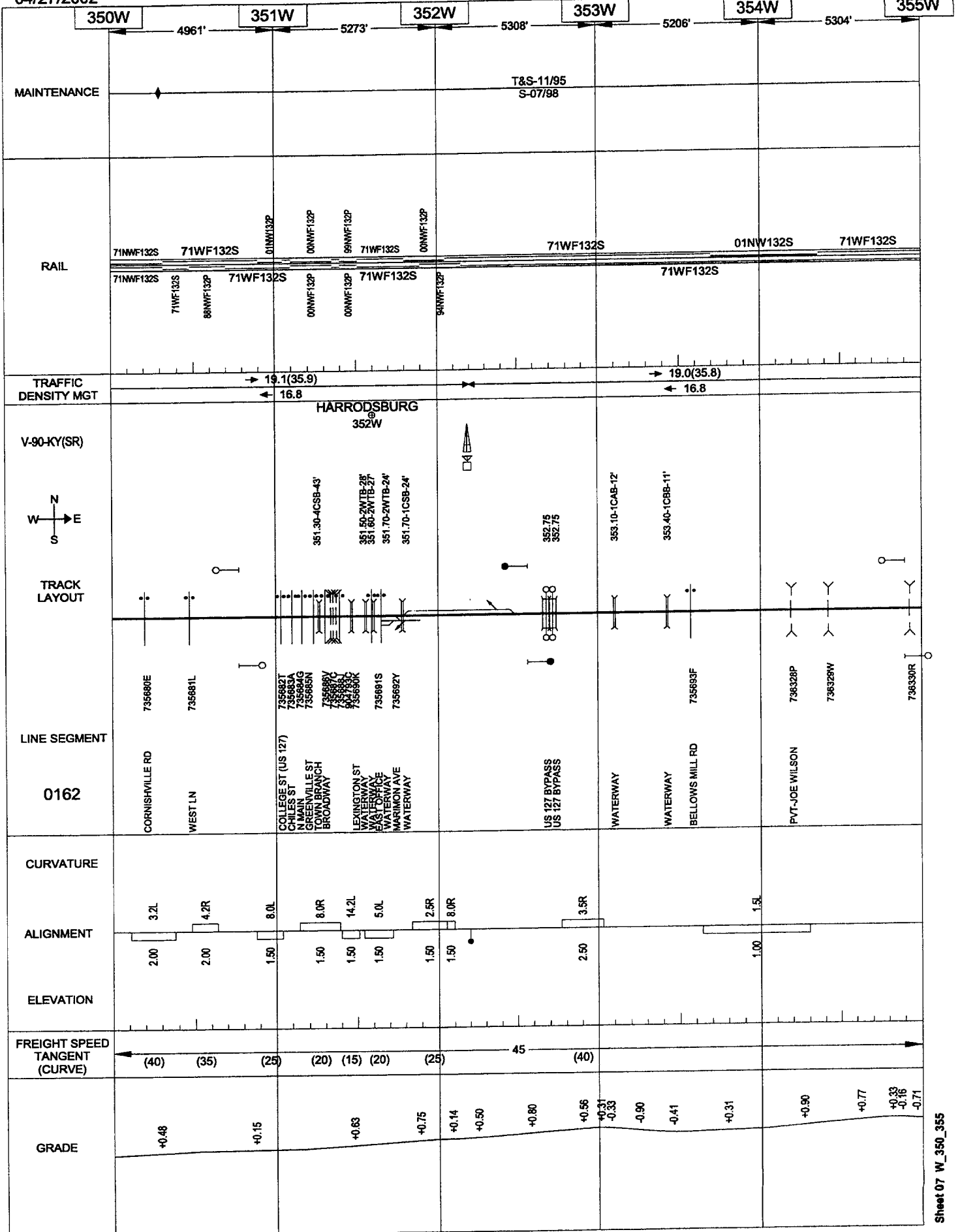
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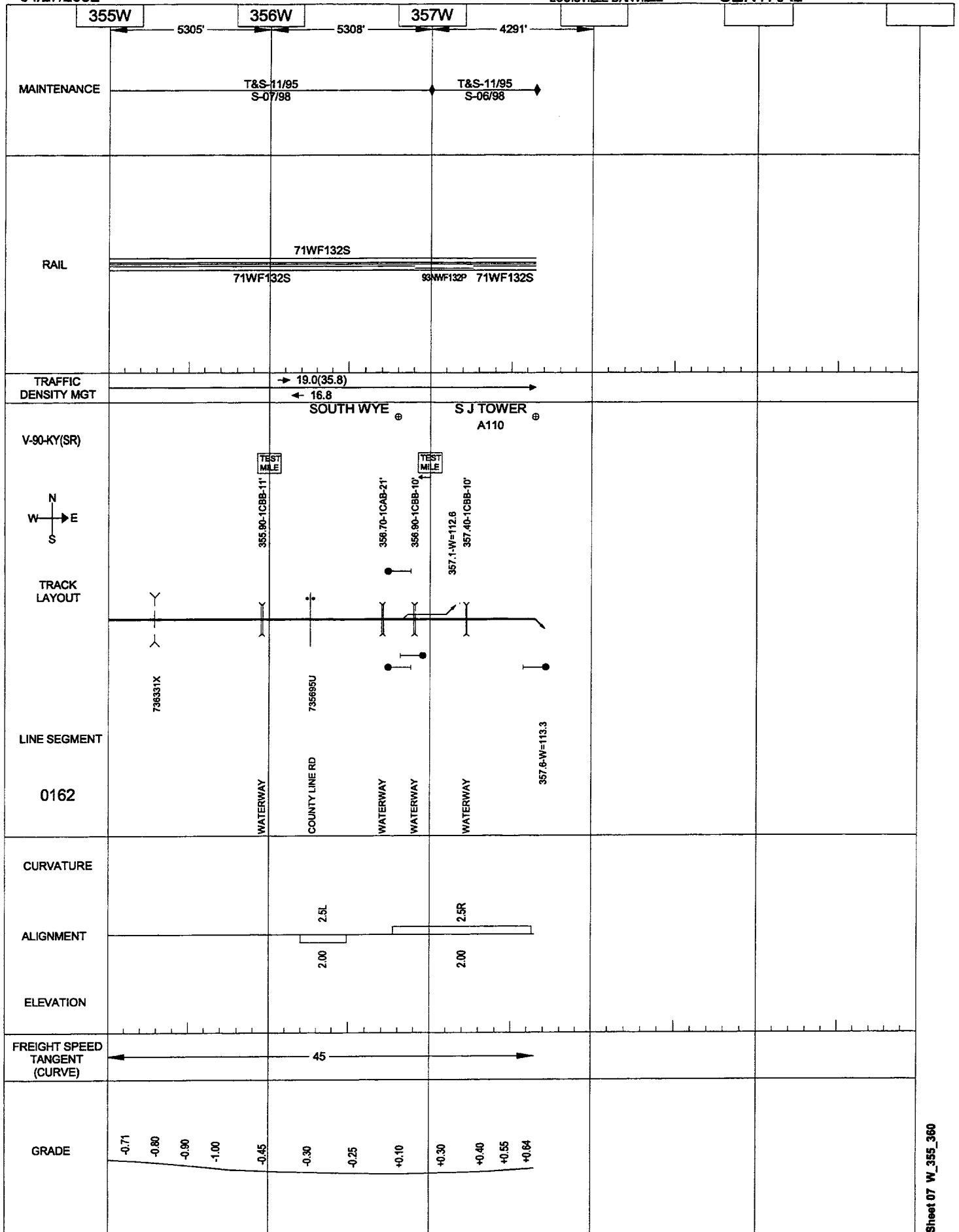
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LOUISVILLE-DANVILLE

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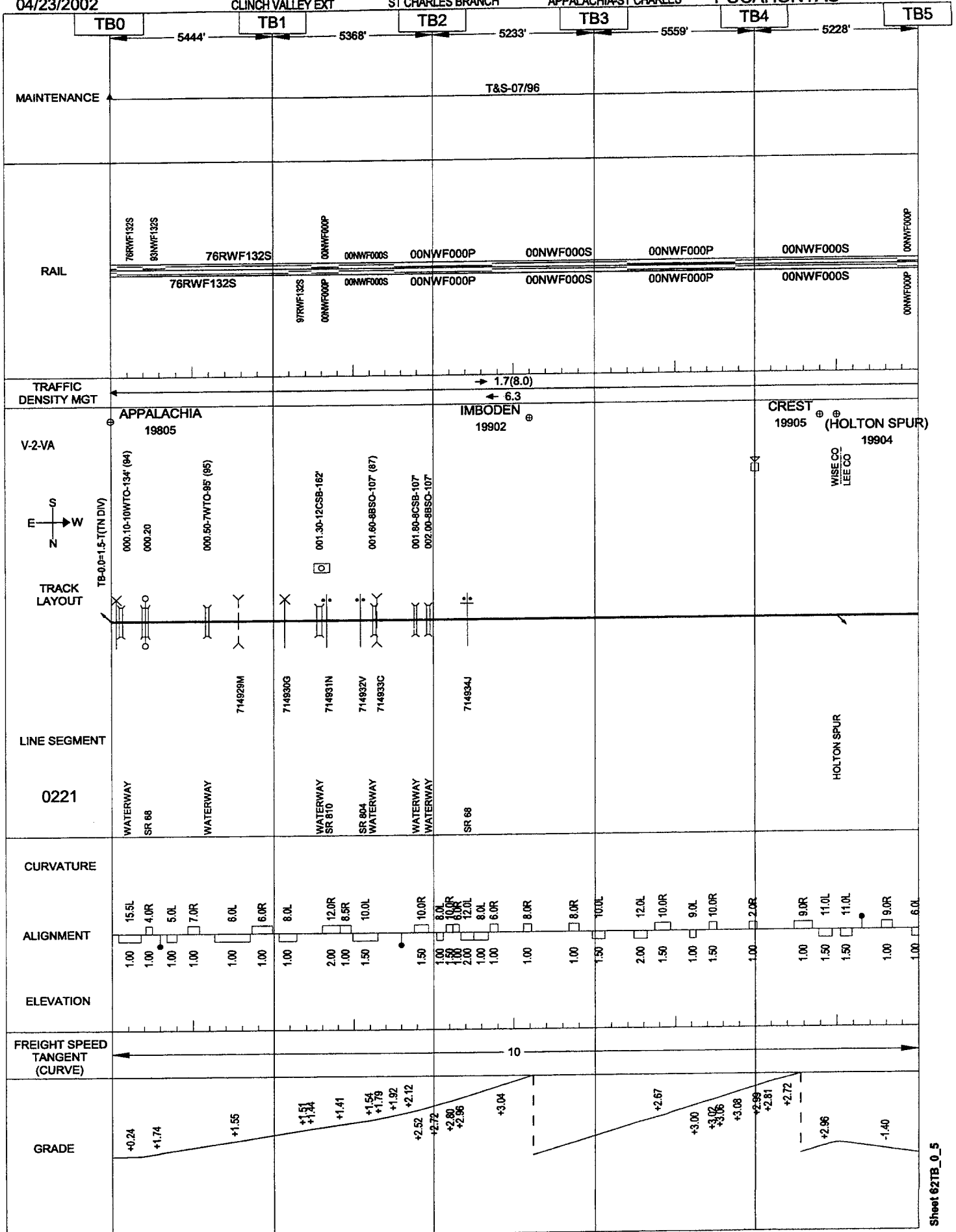
04/23/2002

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



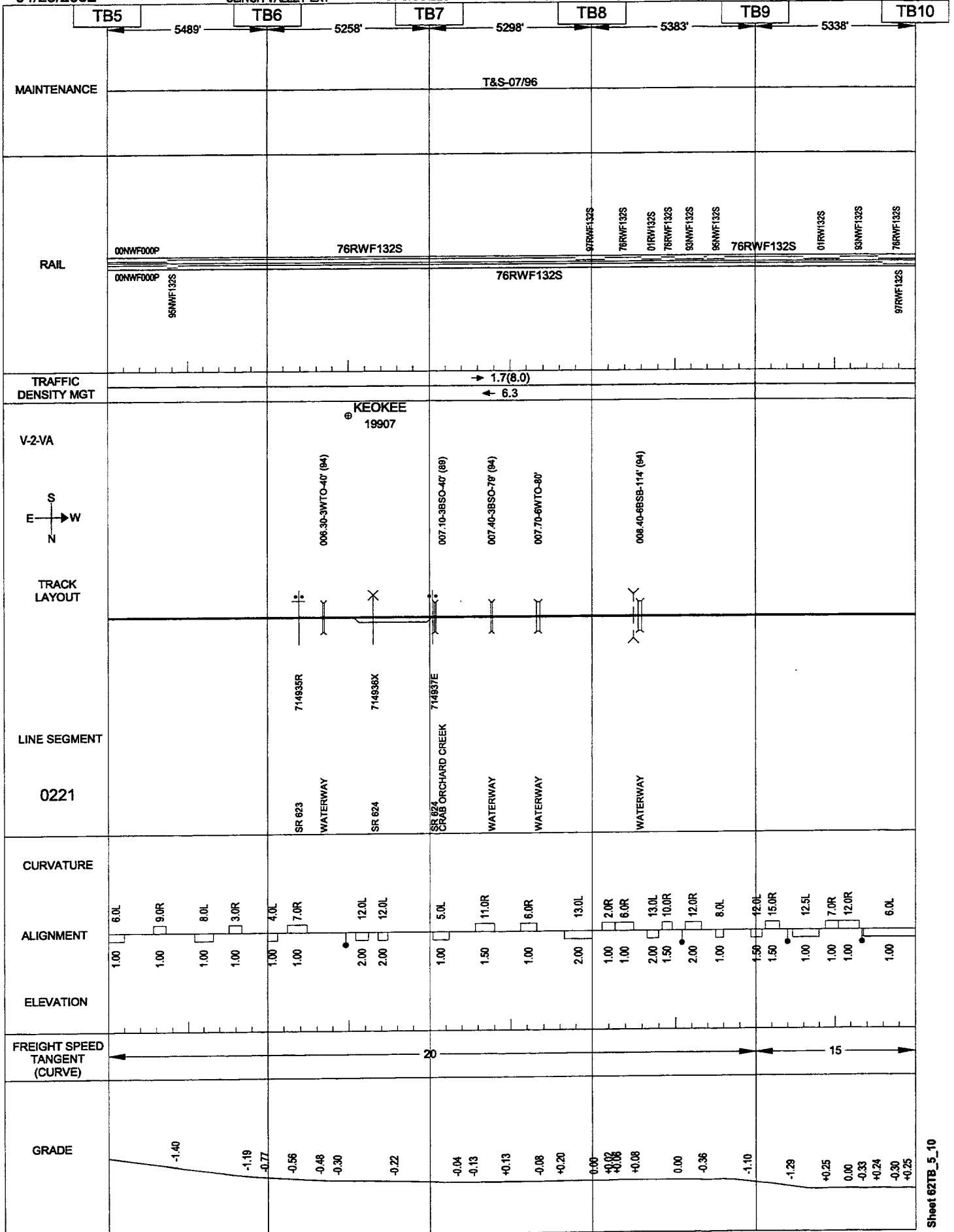
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CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



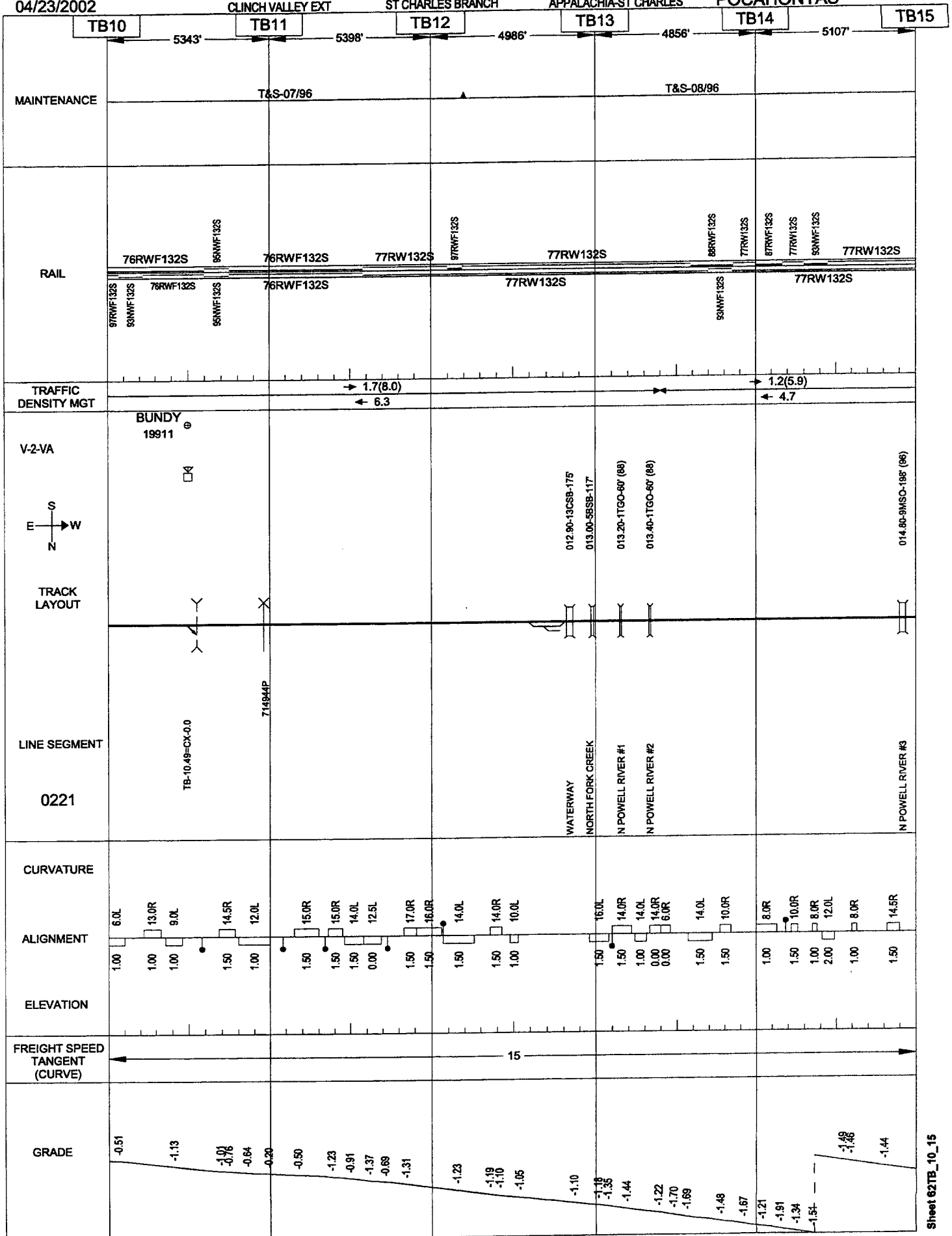
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CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



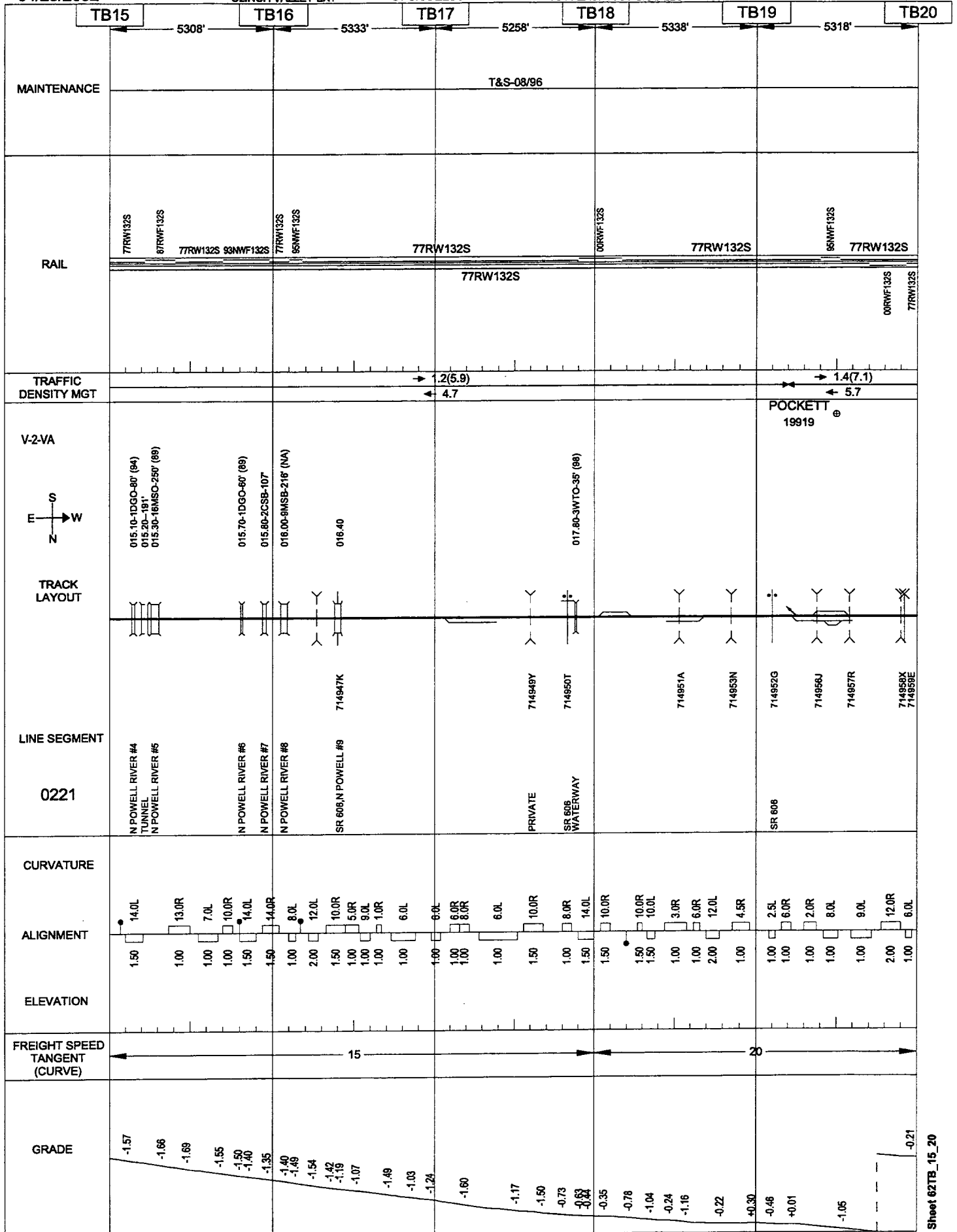
04/23/2002

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



Sheet 62TB_20_25

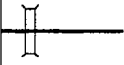
04/23/2002

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS

	TB25	5280'					
MAINTENANCE	T&S-01/20 ▲						
RAIL	**RW100S **RJ085S **RW100S **RJ085S						
TRAFFIC DENSITY MGT	→ 0.8(4.1) ← 3.3						
S E → W N TRACK LAYOUT 025.10-16WTO-192' (92)							
LINE SEGMENT							
0221	WATERWAY						
CURVATURE							
ALIGNMENT	9.5L 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Data shown represents when drawing was prepared.
- 2) Items correspond to:
 District, Branch and Spur when applicable. (Original NS System)
 or
 Old Division name, and From-To station names. (Original NS System)
 or
 RDBR, Line Name, From-To station names. (Original CR System)
 or
 District, Line Name, From-To station names. (Shared Asset)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

Maintenance Section -

T&S date displayed above each main and surfacing data displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1. To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

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. For open deck bridge tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 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 tracks 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

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
135	002.51	003.00	01	1999
			01	1991
			01	1990
			01	1989
			01	1985
135	002.51	003.00	02	1999
			02	1991
			02	1990
			02	1989
135	003.94	004.00	BOTH	1997
135	004.55	004.60	01	1992
135	004.55	004.60	02	1998
136	005.39	005.50	01	1994
136	005.39	005.50	02	1998
136	009.86	009.90	BOTH	1998
138	019.36	019.40	01	1993
146	055.80	055.80	01	1992
146	056.65	056.60	01	1992
148	067.06	067.10	01	1987
148	067.06	067.10	02	1998
148	068.55	068.60	BOTH	1991
148	069.50	069.50	BOTH	1988
151	080.50	080.50	BOTH	1992
151	080.58	080.60	BOTH	1988
151	083.47	083.50	BOTH	1992
152	085.07	085.10	BOTH	1996
155	103.00	103.30	01	1998
155	103.00	103.30	02	1996
158	117.39	117.50	BOTH	1999
162	135.78	135.90	01	1997
167	163.37	163.40	01	1994
168	166.77	166.80	01	1999
168	166.77	166.80	02	1991
175	202.90	202.80	BOTH	1998
176	209.74	209.70	BOTH	1988
177	211.39	211.30	BOTH	1988
178	217.66	217.70	01	1980
180	225.35	225.40	01	2001
180	225.35	225.40	02	1993
183	240.27	240.30	01	1992
183	240.27	240.30	02	1991
183	244.91	244.90	01	1996
184	249.14	249.20	BOTH	1992
186	258.31	258.30	01	1992
186	258.31	258.30	02	2001
189	272.38	272.40	01	1986
189	273.90	274.00	01	1996
191	281.64	281.60	01	1990
191	282.73	282.70	01	2001
192	285.07	285.10	01	2000
192	289.71	289.70	01	1998
193	294.43	294.40	01	1974
194	299.84	299.90	01	1993
196	305.84	305.80	01	1992
196	309.54	309.50	01	1994
197	312.84	312.80	01	2001
197	313.06	313.00	01	2001

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197	313.43	313.40	01	1993
199	320.80	320.80	01	1987
200	325.96	326.00	01	1993
201	331.20	331.20	01	1992
			01	1992
			01	1991
201	331.20	331.20	02	1991
201	332.50	332.50	BOTH	1999
3	010.70-A	010.70	01	1991
4	018.50-A	018.50	01	1989
4	019.93-A	019.90	01	1981
9	044.48-A	044.50	01	1992
10	048.87-A	048.90	01	1991
11	050.60-A	050.70	01	1992
12	056.76-A	056.80	01	1997
15	070.90-A	070.90	01	1992
16	075.71-A	075.70	01	1983
16	077.80-A	077.80	01	1993
17	082.70-A	082.70	01	1999
23	114.37-A	114.50	01	1996
27	132.46-A	132.55	01	NA
30	148.15-A	148.10	01	1978
31	150.60-A	150.60	01	1993
32	159.00-A	159.00	01	1992
34	166.70-A	166.70	01	1986
34	168.19-A	168.20	01	1979
37	182.25-A	182.25	01	1987
41	200.01-A	200.00	01	1993
41	200.50-A	200.50	01	1998
41	200.60-A	200.60	01	1998
44	218.88-A	218.80	01	1985
46	226.28-A	226.30	01	1994
47	235.17-A	235.10	02	1994
47	235.30-A	235.30	01	1993
47	235.30-A	235.30	02	1992
47	236.30-A	236.30	BOTH	1993
47	236.62-A	236.60	01	1992
47	236.62-A	236.60	02	1996
84	001.63-BL	001.70	01	1982
84	002.52-BL	002.60	01	1981
84	003.58-BL	003.60	01	1987
85	005.07-BL	005.20	01	1994
85	005.40-BL	005.50	01	1983
85	006.13-BL	006.20	01	1999
85	006.51-BL	006.60	01	1985
85	007.60-BL	007.70	01	1981
85	008.00-BL	008.00	01	1994
85	008.74-BL	008.80	01	1989
86	010.86-BL	010.90	01	1988
86	013.52-BL	013.60	01	1994
91	006.35-C	006.40	01	1983
91	007.15-C	007.10	01	1989
92	012.45-C	012.40	01	1997
92	013.55-C	013.50	01	1993
94	020.61-C	020.60	01	1990
95	027.60-C	027.60	01	1968
96	031.15-C	031.20	01	1993
96	033.40-C	033.40	01	1996
97	035.96-C	035.90	01	1990
97	036.20-C	036.20	01	1991
97	039.30-C	039.30	01	1992

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98	040.30-C	040.30	01	1992
98	041.50-C	041.50	01	1993
99	046.18-C	046.20	01	NA
99	046.30-C	046.30	01	NA
99	046.36-C	046.40	01	1991
99	047.57-C	047.40	01	1992
100	053.27-C	053.40	01	1983
100	054.69-C	054.50	01	1991
100	054.95-C	054.90	01	1983
101	056.15-C	056.10	01	1981
101	057.05-C	057.10	01	1971
101	057.15-C	057.20	01	1991
101	057.35-C	057.50	01	1991
101	057.50-C	057.60	01	1991
101	057.80-C	057.80	01	1991
101	058.10-C	058.10	01	1992
101	058.30-C	058.30	01	1983
101	059.90-C	059.90	01	1983
102	060.05-C	060.10	01	1983
102	060.50-C	060.50	01	1983
102	060.80-C	060.80	01	1982
102	061.30-C	061.30	01	1982
102	062.05-C	062.10	01	NA
102	062.57-C	062.60	01	1995
102	064.00-C	064.00	01	1988
104	074.00-C	074.00	01	1977
104	074.40-C	074.40	01	1983
104	074.50-C	074.50	01	1991
105	076.40-C	076.40	01	1982
105	077.20-C	077.20	01	1999
105	077.30-C	077.30	01	1997
105	077.55-C	077.50	01	1997
105	078.25-C	078.20	01	1991
105	078.78-C	078.80	01	1993
106	081.00-C	081.00	01	1993
106	081.30-C	081.30	01	1990
106	081.80-C	081.80	01	1992
106	082.20-C	082.20	01	1983
106	082.30-C	082.30	01	NA
106	083.05-C	083.10	01	NA
106	083.50-C	083.50	01	1997
114	006.03-CG	006.08	01	1959
114	006.95-CG	006.90	01	1970
114	007.77-CG	007.90	01	1978
114	008.37-CG	008.40	01	1977
115	012.68-CG	012.70	01	1978
116	016.17-CG	016.20	01	1999
117	021.95-CG	022.00	01	1986
121	040.70-CG	040.70	01	1992
121	041.85-CG	041.90	01	1993
123	054.00-CG	054.00	01	1994
124	057.92-CG	057.80	01	1992
124	058.86-CG	058.90	01	1994
124	059.80-CG	059.80	01	1993
125	060.70-CG	060.80	01	1985
125	061.45-CG	061.60	01	1999
125	062.75-CG	062.80	01	1980
125	063.35-CG	063.30	01	1980
125	064.24-CG	064.20	01	1995
88	003.94-CO	003.90	01	1998
88	004.66-CO	004.60	01	1993

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89	005.53-CO	005.60	01	1993
89	007.55-CO	007.60	01	1992
107	021.02-D	021.00	01	1995
107	022.66-D	022.60	01	1998
108	027.60-D	027.60	01	1996
108	027.90-D	027.90	01	1987
109	033.80-D	033.90	01	1994
213	161.31-H	161.31	01	NA
213	162.50-H	162.50	01	NA
214	165.20-H	165.20	01	1996
214	165.50-H	165.50	01	1980
214	165.70-H	165.70	01	1980
131	001.10-KA	001.10	01	1983
131	002.10-KA	002.10	01	1983
131	002.90-KA	002.90	01	1991
132	009.30-KA	009.30	01	NA
134	015.50-KA	015.50	01	1983
48	000.52-T	000.10	01	1991
48	001.44-T	001.30	01	1985
48	002.33-T	002.30	01	1992
48	002.40-T	002.40	01	1989
48	004.80-T	004.80	01	1989
49	005.06-T	005.10	01	1987
49	007.45-T	007.40	01	1995
50	014.40-T	014.40	01	NA
52	023.20-T	023.20	01	1994
52	024.25-T	024.20	01	1998
53	025.46-T	025.60	01	1993
53	026.57-T	026.60	01	1990
53	026.88-T	026.90	01	1978
53	028.23-T	028.30	01	1993
53	029.07-T	029.10	01	1986
54	031.11-T	031.10	01	1987
54	031.34-T	031.30	01	1986
54	031.51-T	031.60	01	1970
54	033.99-T	034.10	01	NA
55	036.42-T	036.50	01	1994
55	039.80-T	039.90	01	1997
56	040.10-TC	040.10	01	1977
56	044.05-TC	044.00	01	1991
56	044.86-TC	044.70	01	1991
57	045.62-TC	045.60	01	1989
59	056.23-TC	056.20	01	1992
59	058.65-TC	058.70	01	1993
60	061.10-TC	061.10	01	1987
60	063.34-TC	063.30	01	1986
60	064.70-TC	064.70	01	1998
61	065.67-TC	065.70	01	1990
61	066.27-TC	066.40	01	1994
61	067.25-TC	067.30	01	1988
62	071.50-TC	071.50	01	1997
63	075.70-TC	075.70	01	1998
230	268.97-W	269.00	01	2001
			01	1998
			01	1991
			01	1990
			01	1989
			01	1989
			01	1988
			01	1987
			01	1987

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230	268.97-W	269.00	01	1985
			01	1968
230	268.97-W	269.00	02	2001
			02	1998
			02	1998
			02	1991
			02	1991
			02	1988
			02	1987
			02	1986
			02	1985
			02	1971
232	276.28-W	276.30	01	1994
233	281.91-W	281.90	01	1988
235	292.22-W	292.20	01	1986
235	293.95-W	294.00	01	1989
237	302.63-W	302.60	01	1986
237	303.09-W	303.00	01	1986
238	308.05-W	308.10	01	1984
238	308.50-W	308.50	01	1986
239	311.67-W	311.70	01	1999
			01	1982
240	316.25-W	316.20	01	1988
241	322.65-W	322.60	01	1989
243	332.26-W	332.20	01	1987
244	339.49-W	339.50	01	1987
204	C-445.50	445.50	01	NA
204	C-447.70	447.70	01	1990
67	S-148.52	148.60	01	1983
67	S-149.50	149.50	01	1988
68	S-154.60	154.60	01	1998
69	S-156.90	156.90	01	1988
70	S-161.20	161.20	01	1983
70	S-162.70	162.70	01	1998
71	S-168.30	168.30	01	1997
72	S-171.50	171.50	01	1981
73	S-175.80	175.80	01	1998
73	S-178.07	178.00	01	1988
73	S-179.30	179.30	01	1998
74	S-182.73	182.70	01	1998
74	S-184.30	184.30	01	1998
75	S-185.88	186.00	01	1986
75	S-186.45	186.60	01	1992
75	S-189.07	189.10	01	1982
77	S-195.30	195.30	01	1980
78	S-202.80	202.70	01	1999
78	S-203.55	203.50	01	1997
79	S-205.40	205.40	01	1984
79	S-205.76	205.90	01	1993
79	S-208.68	208.80	01	1993
81	S-216.08	216.00	01	2000
205	CJ-247.53	247.53	01	1963
205	CJ-249.18	249.18	01	2000
205	CJ-249.18	249.18	02	1999
206	CJ-251.14	251.14	BOTH	2000
			BOTH	2000
206	CJ-252.21	252.21	BOTH	1997
208	CT-000.89	000.89	01	1984
208	CT-001.87	001.87	01	1984
208	CT-002.18	002.18	01	1984
208	CT-002.39	002.39	01	1984

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208	CT-003.08	003.08	01	1985
209	CT-007.21	007.21	01	1985
209	CT-007.39	007.39	01	1982
209	CT-007.78	007.78	01	1985
126	CV-216.11	216.12	01	NA
126	CV-218.13	218.13	01	NA
215	NR-001.15	001.15	01	1976
215	NR-002.10	002.10	01	1976
215	NR-002.82	002.82	01	1976
215	NR-004.66	004.75	01	1976
216	NR-006.38	006.46	01	1976
216	NR-009.77	009.84	01	1976
219	TE-000.20	000.20	01	1988
219	TE-003.50	003.50	01	NA
219	TE-003.57	003.60	01	1974
219	TE-004.10	004.10	01	NA
220	TE-007.22	007.40	01	1994
220	TE-008.20	008.20	01	1994
220	TE-008.64	008.60	01	NA
220	TE-009.10	009.10	01	NA
220	TE-009.40	009.40	01	1994
220	TE-009.80	009.80	01	1999
221	TE-010.10	010.10	01	1989
221	TE-013.00	013.00	01	NA
221	TE-014.50	014.50	01	NA
222	TE-019.02	018.90	01	NA
223	TE-020.40	020.40	01	1994
223	TE-022.10	022.10	01	1989
224	TE-025.87	025.90	01	NA
224	TE-027.30	027.30	01	1994
224	TE-027.90	027.90	01	1974
224	TE-028.50	028.50	01	1989
225	TE-031.90	031.90	01	1989
226	TE-035.20	035.20	01	1989
226	TE-036.56	036.70	01	NA
226	TE-038.60	038.60	01	NA
226	TE-039.86	040.00	01	1989