



®

**NORFOLK
SOUTHERN**

Central Division

2004

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file and (2) the corporate track database (CTRK).

Engineering D&C 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 D&C office as follows:

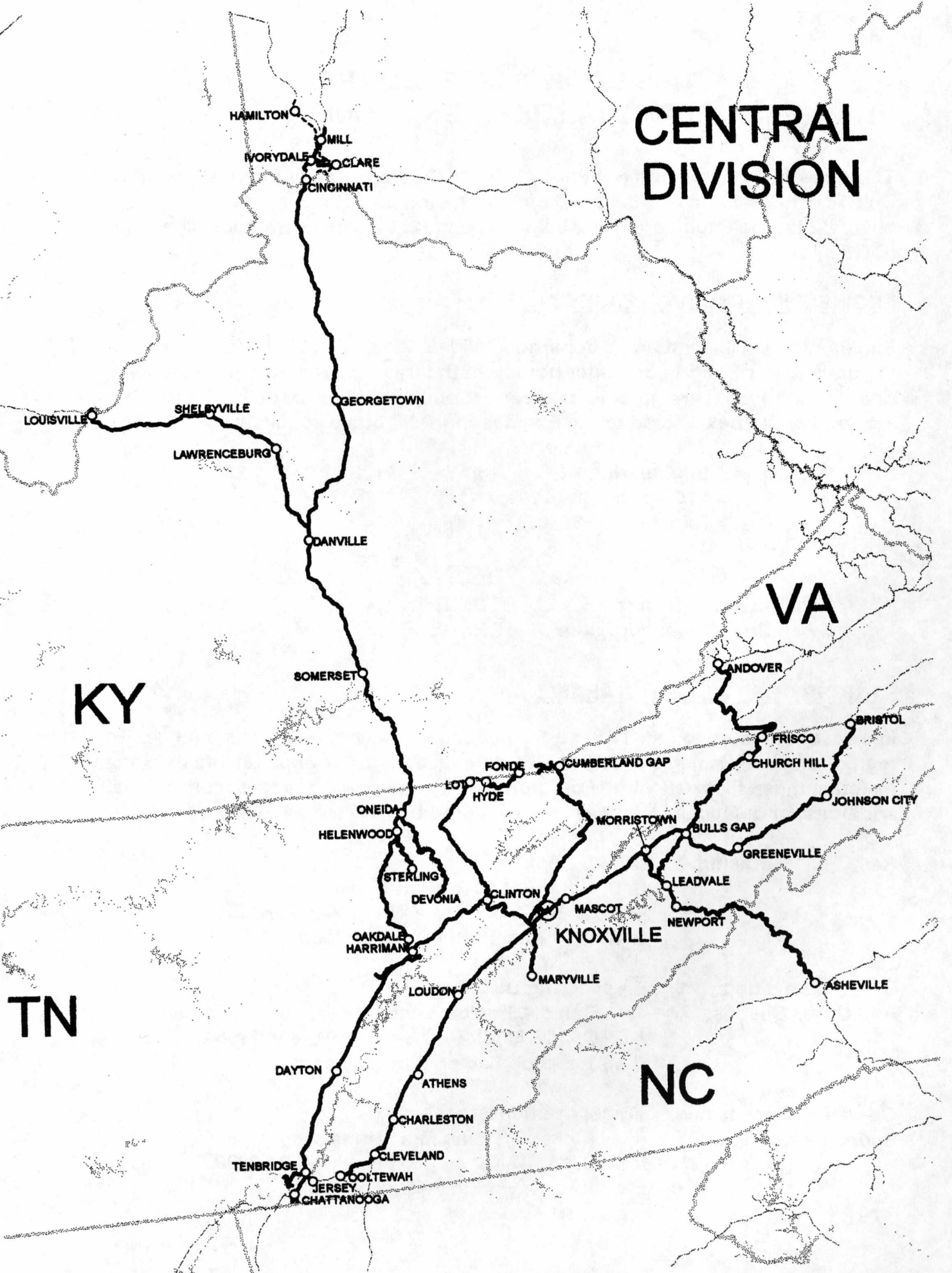
<u>E MAIL:</u>	<u>MEMO:</u>	<u>PHONE:</u>
Tom.Berry@nscorp.com	TJBERRY	(404) 529-1949
Owen.Russell@nscorp.com	ORRUSSEL	(404) 529-2222

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:

**Operating Speeds and
Speed Restrictions:**

**Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: Kevin.Ricks@nscorp.com**

CENTRAL DIVISION



CENTRAL DIVISION

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POCAHONTAS DIVISION LINE MAINTAINED BY CENTRAL DIVISION FORCES

Appalachia-St. Charles	TB	0.00	-	TB 25.50	Clinch Valley Ext.	254
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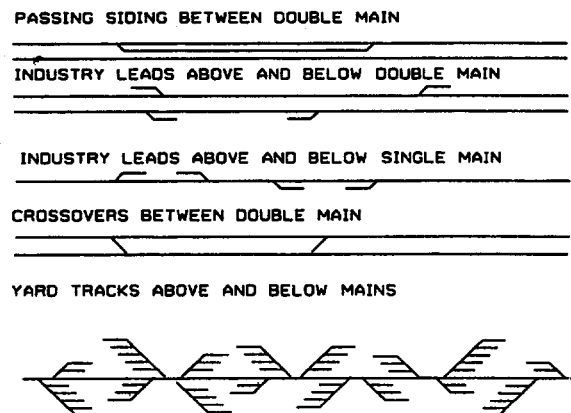
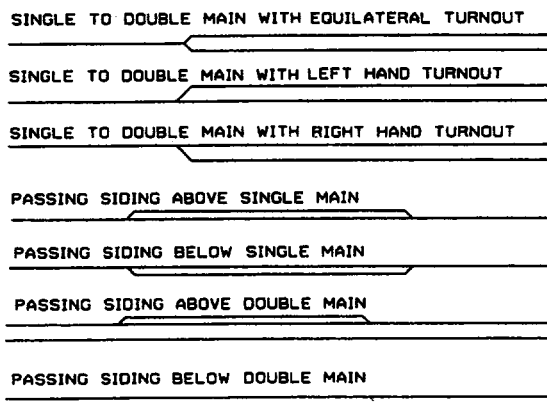
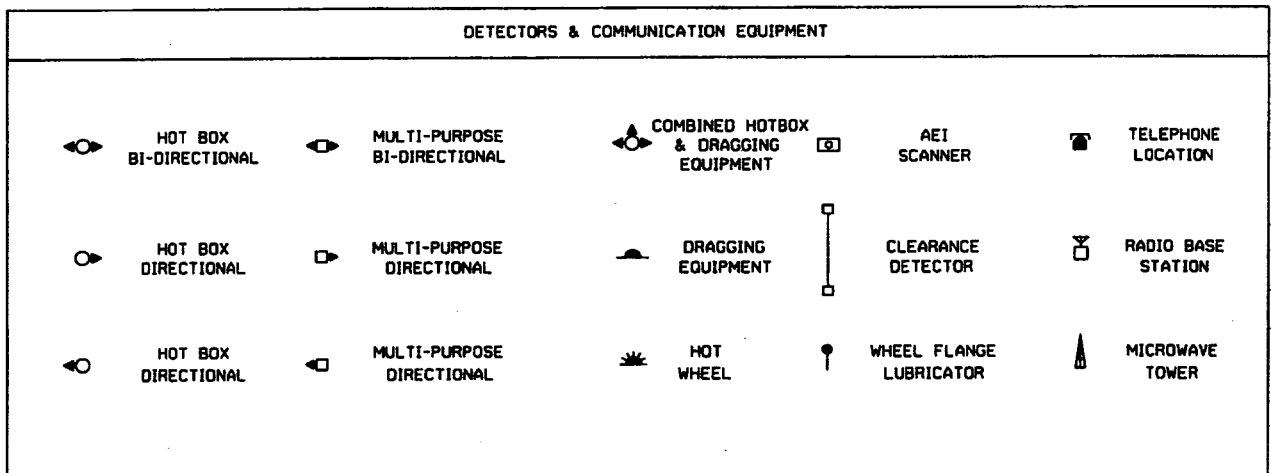
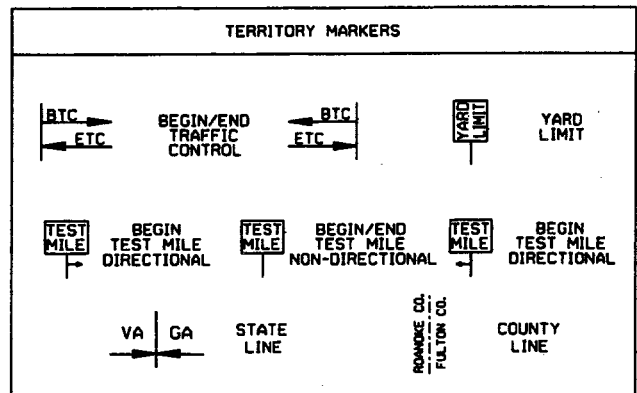
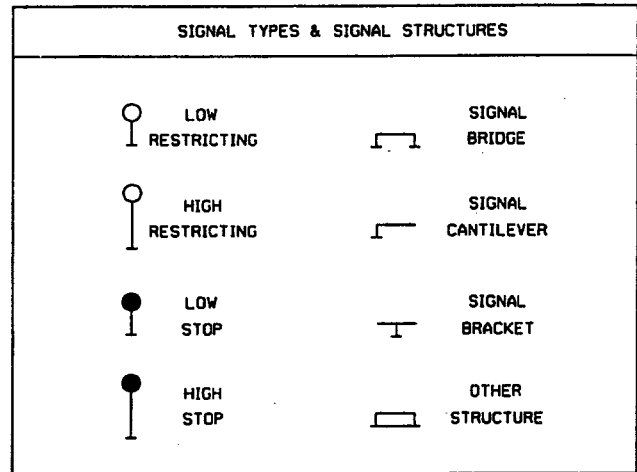
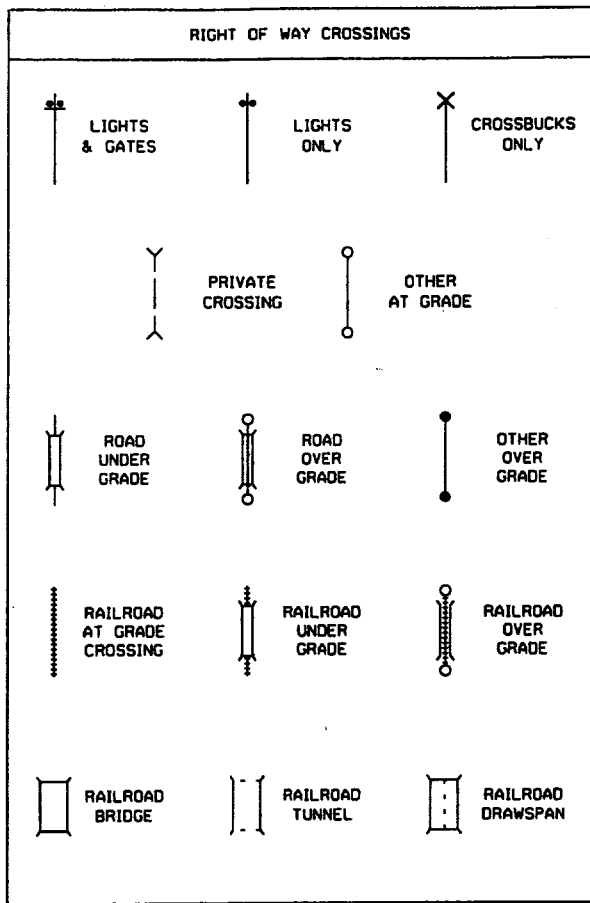
(For Reference Only) TRACKAGE RIGHTS OVER I&O RR

Valley - Mill	CF	7.50	-	CF 16.50		260
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* Alabama Division Line Maintained by Central Division Forces

TRACK CHART SYMBOL LEGEND

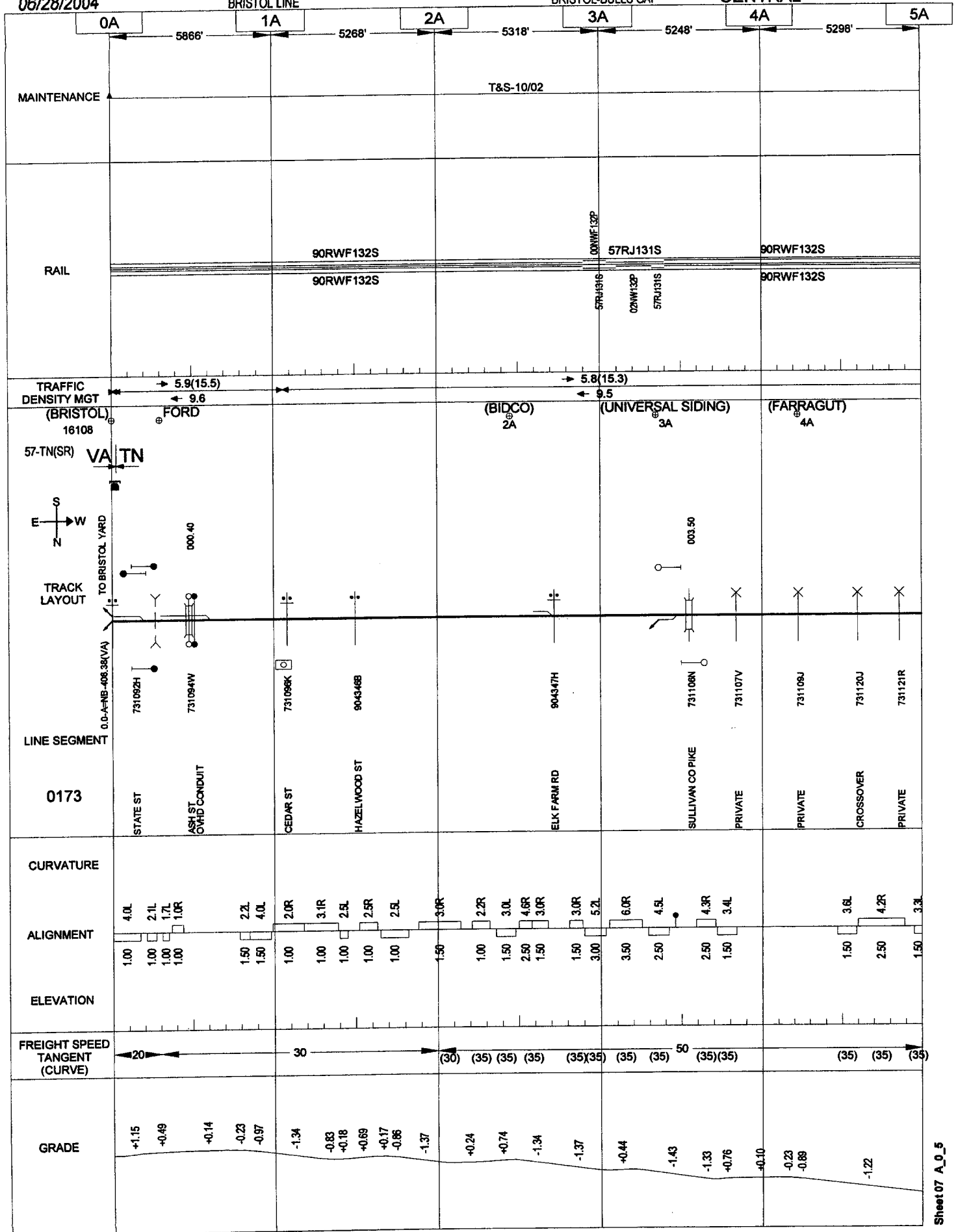


06/28/2004

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



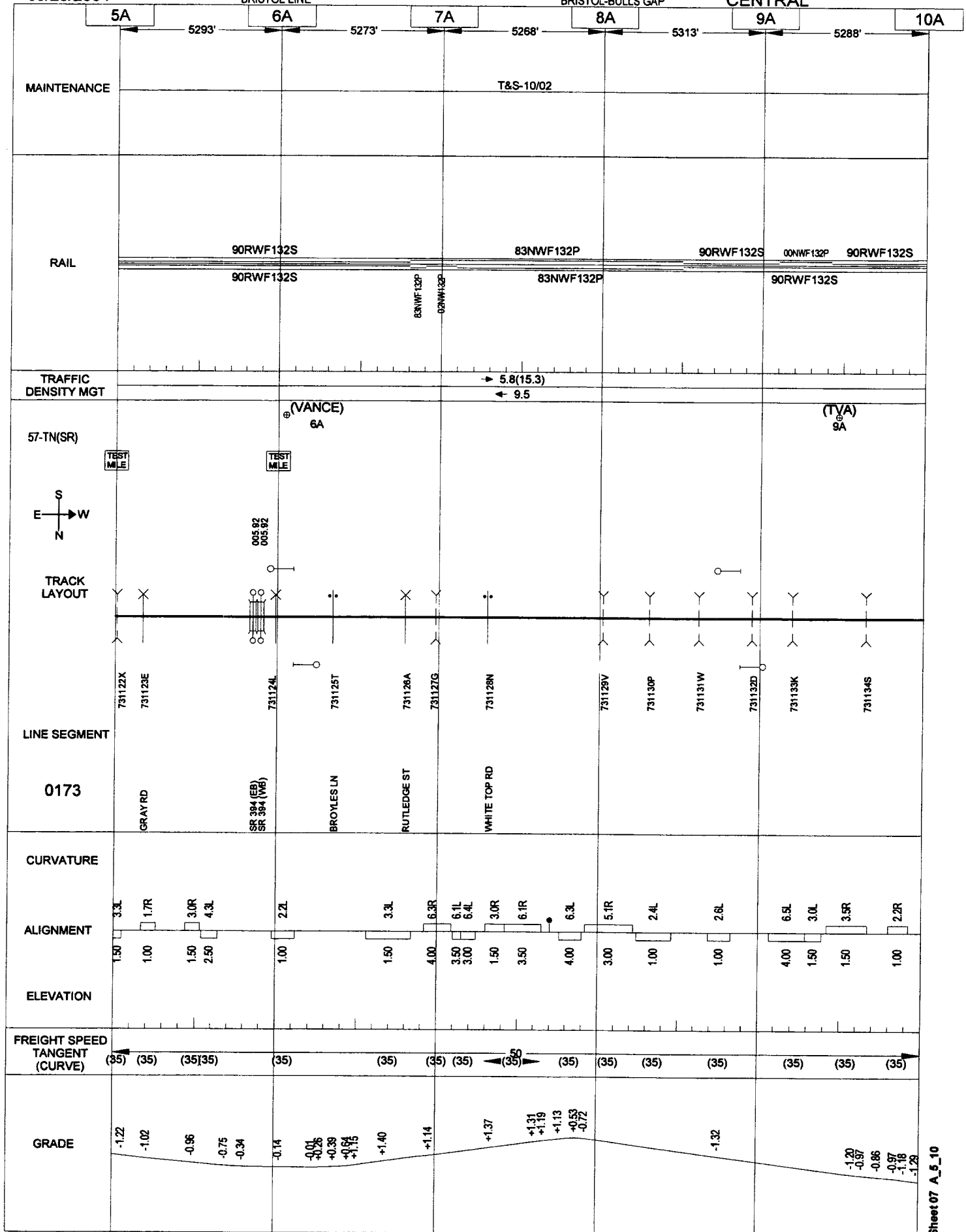
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BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



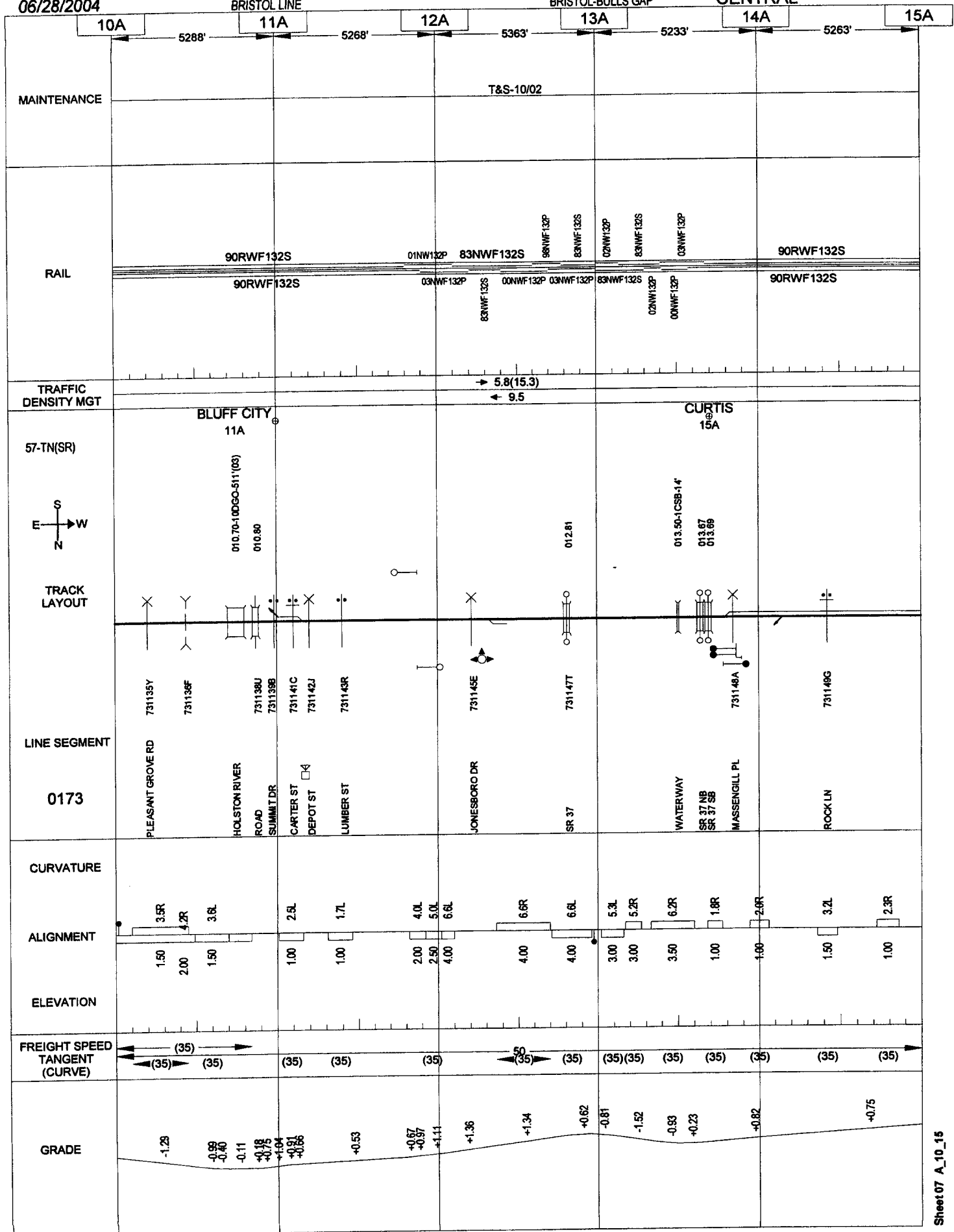
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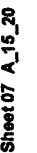
BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



CENTRAL



CENTRAL

25A

530

T&S-12/98

01NW132P	02NW132P
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86RWF132S	
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→ 5.8(15.4)
← 9.6

(CARNEGIE)
24A

JOHNSON CITY
25A

TRACK LAYOUT

731

0173

ELEVATION

(35)

GRADE

♀♀

Sheet 07 A_20_25

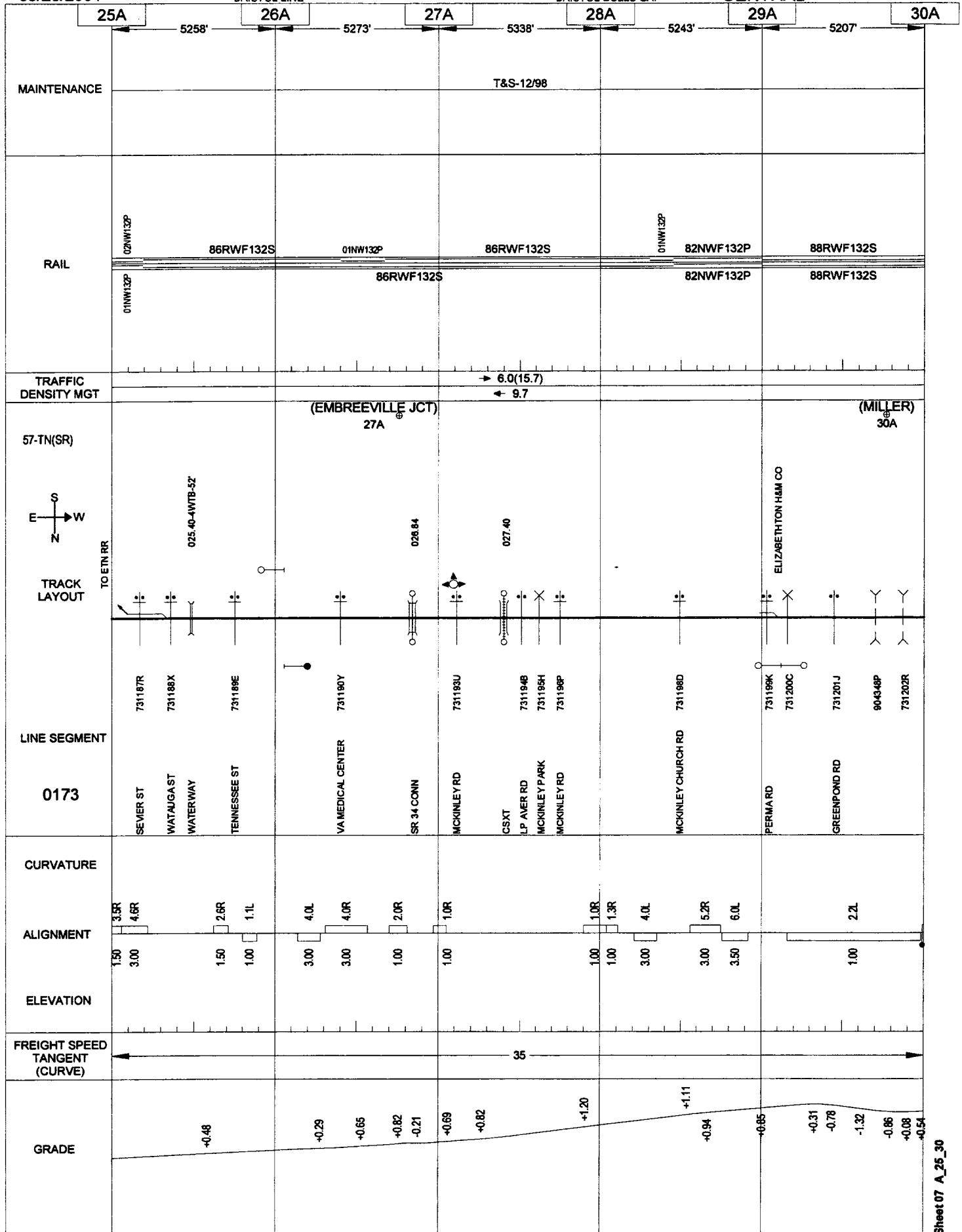
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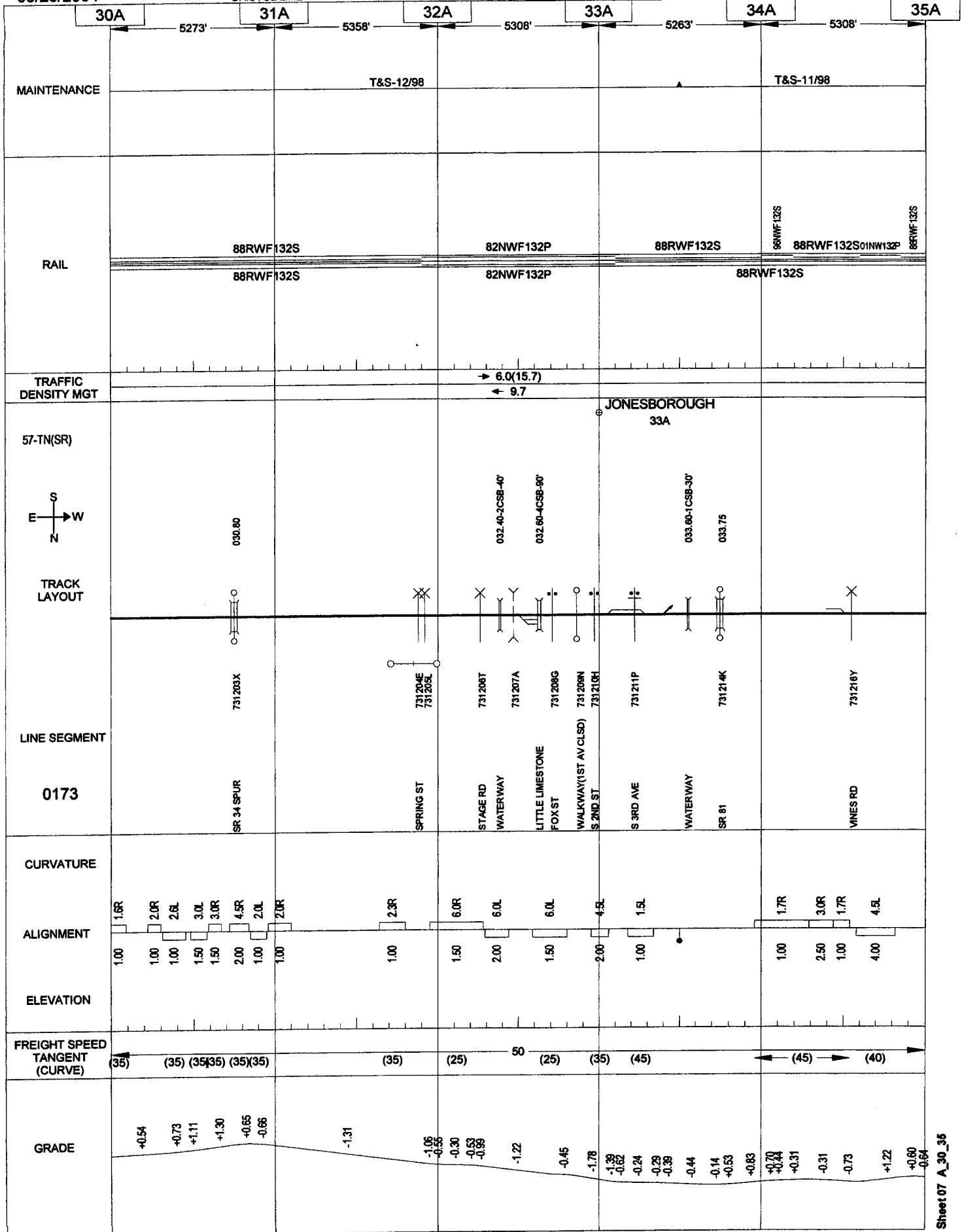


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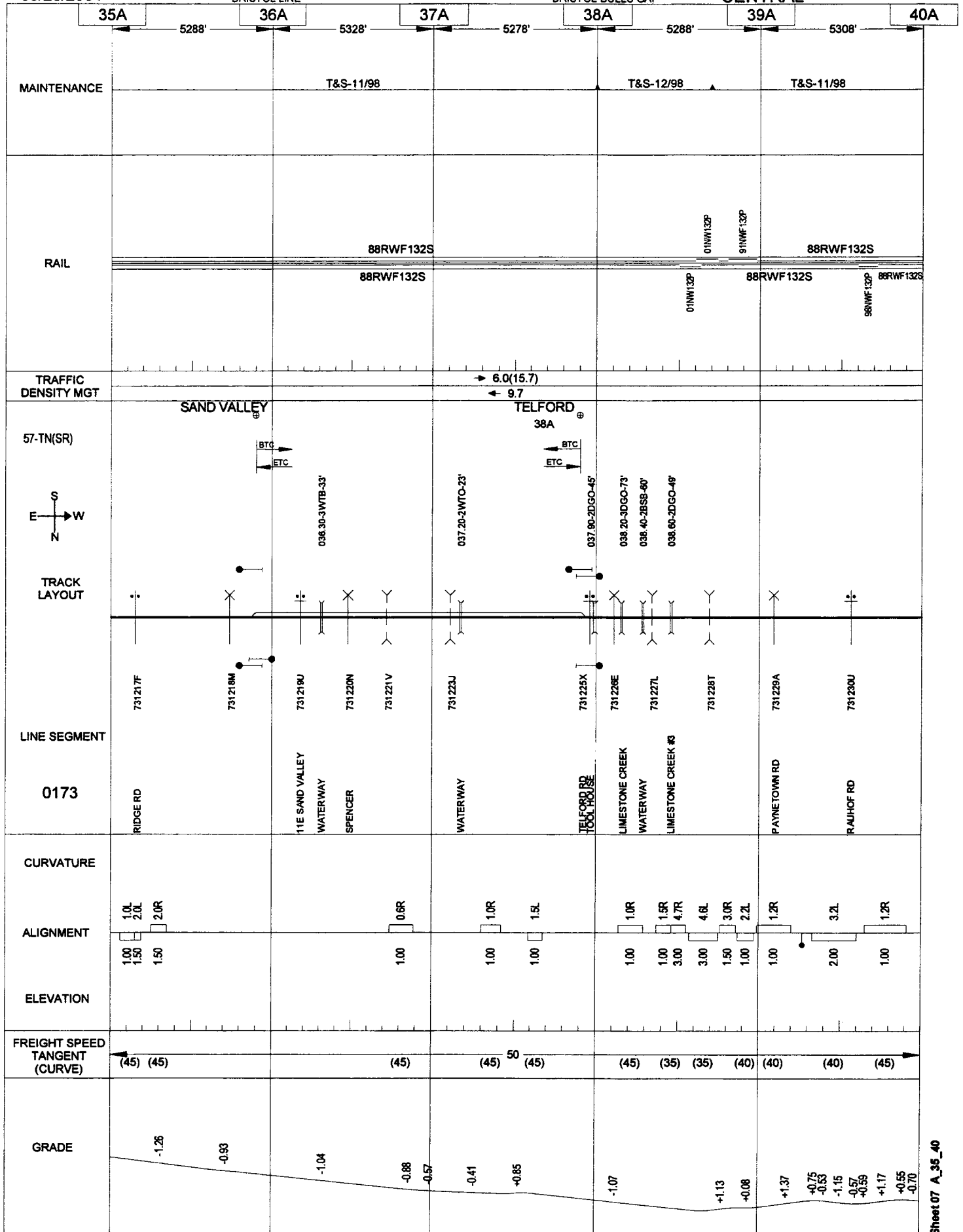


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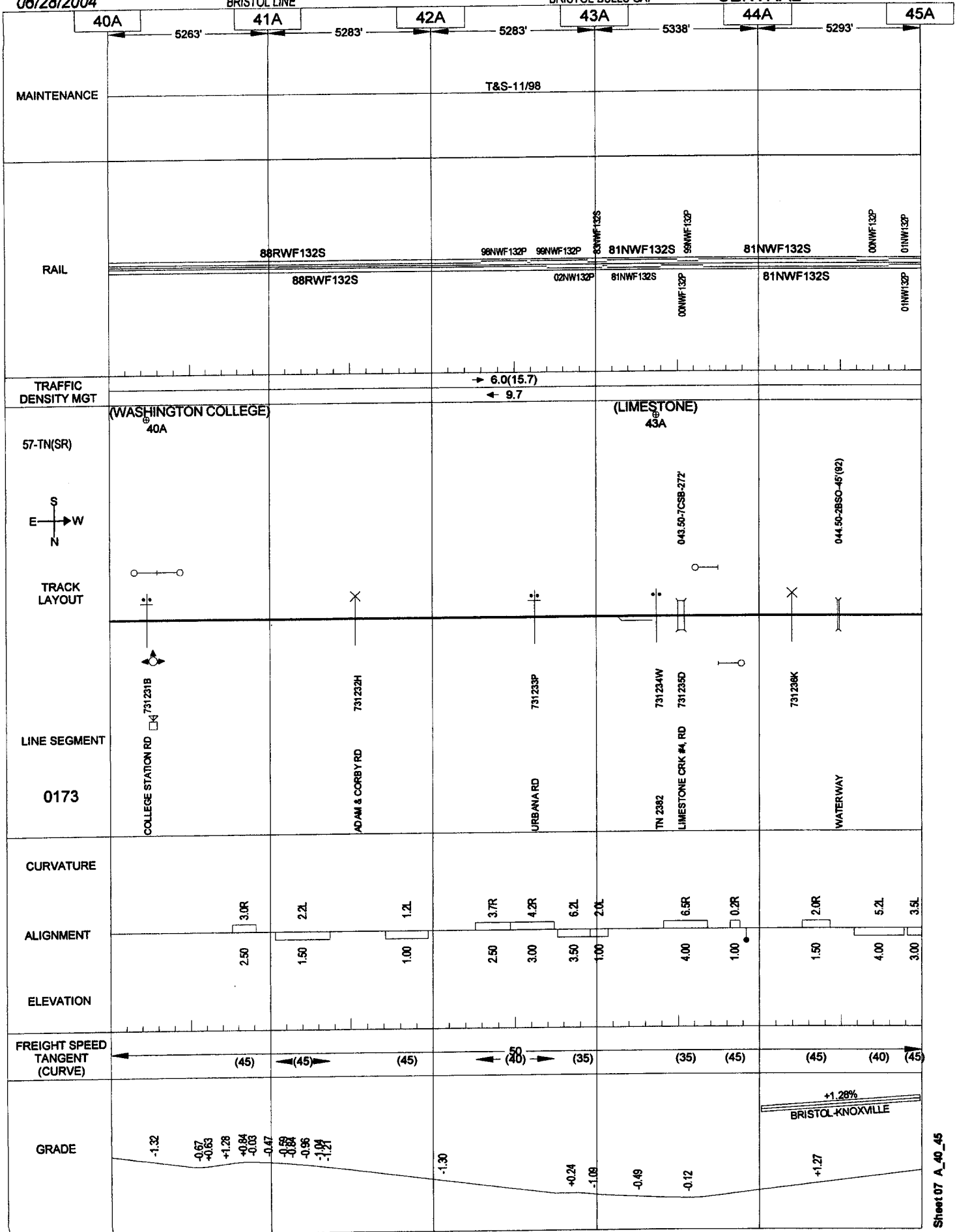


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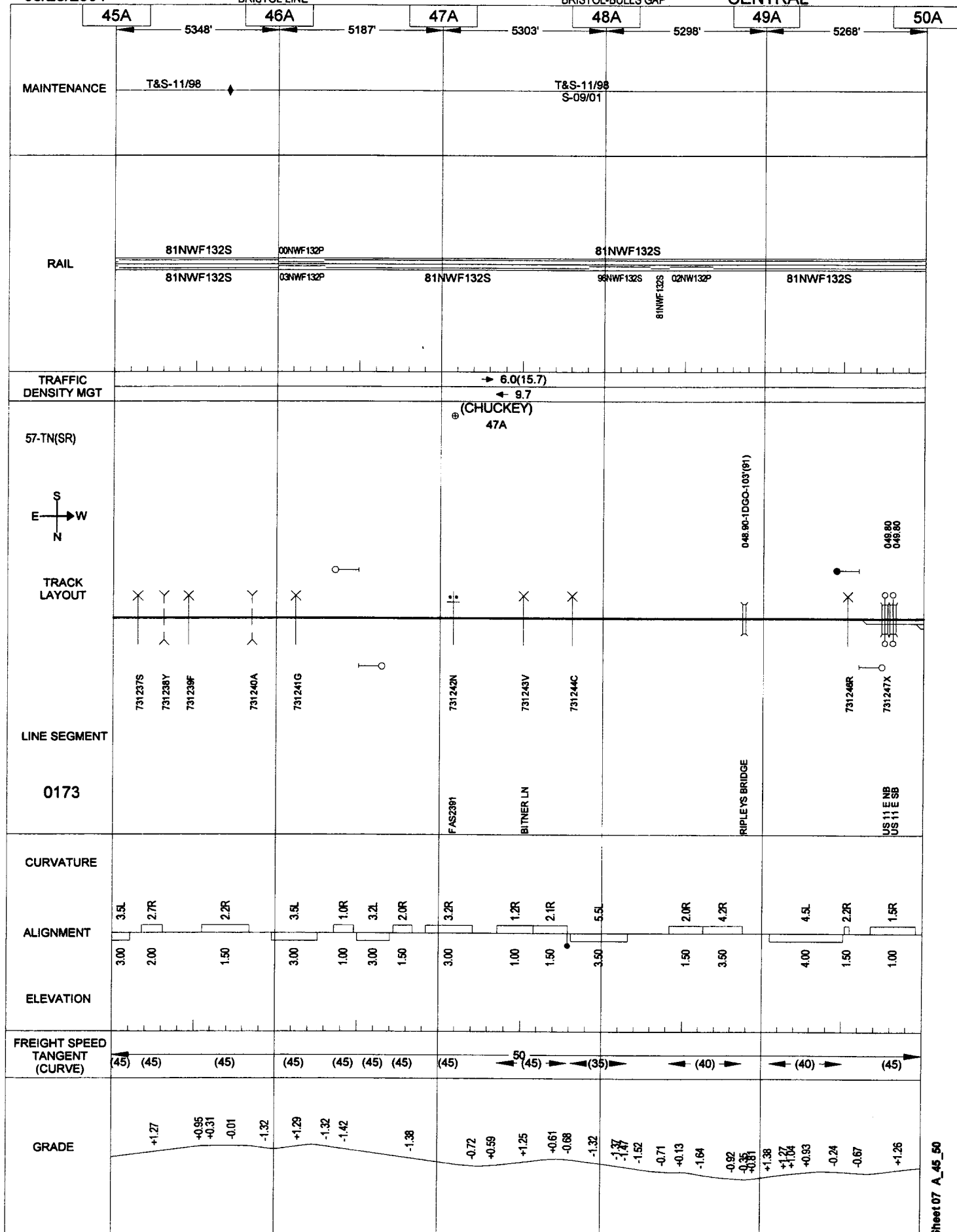
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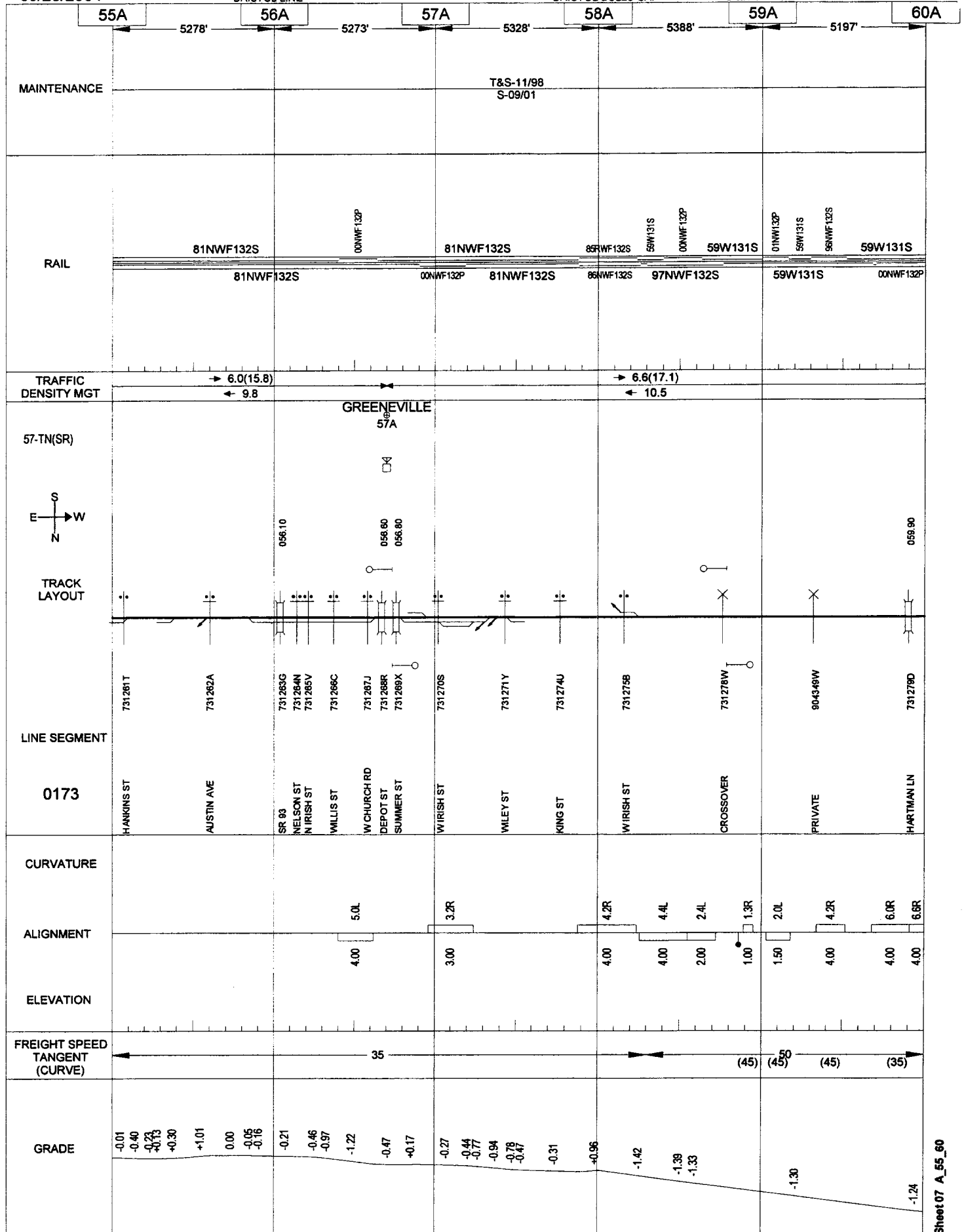


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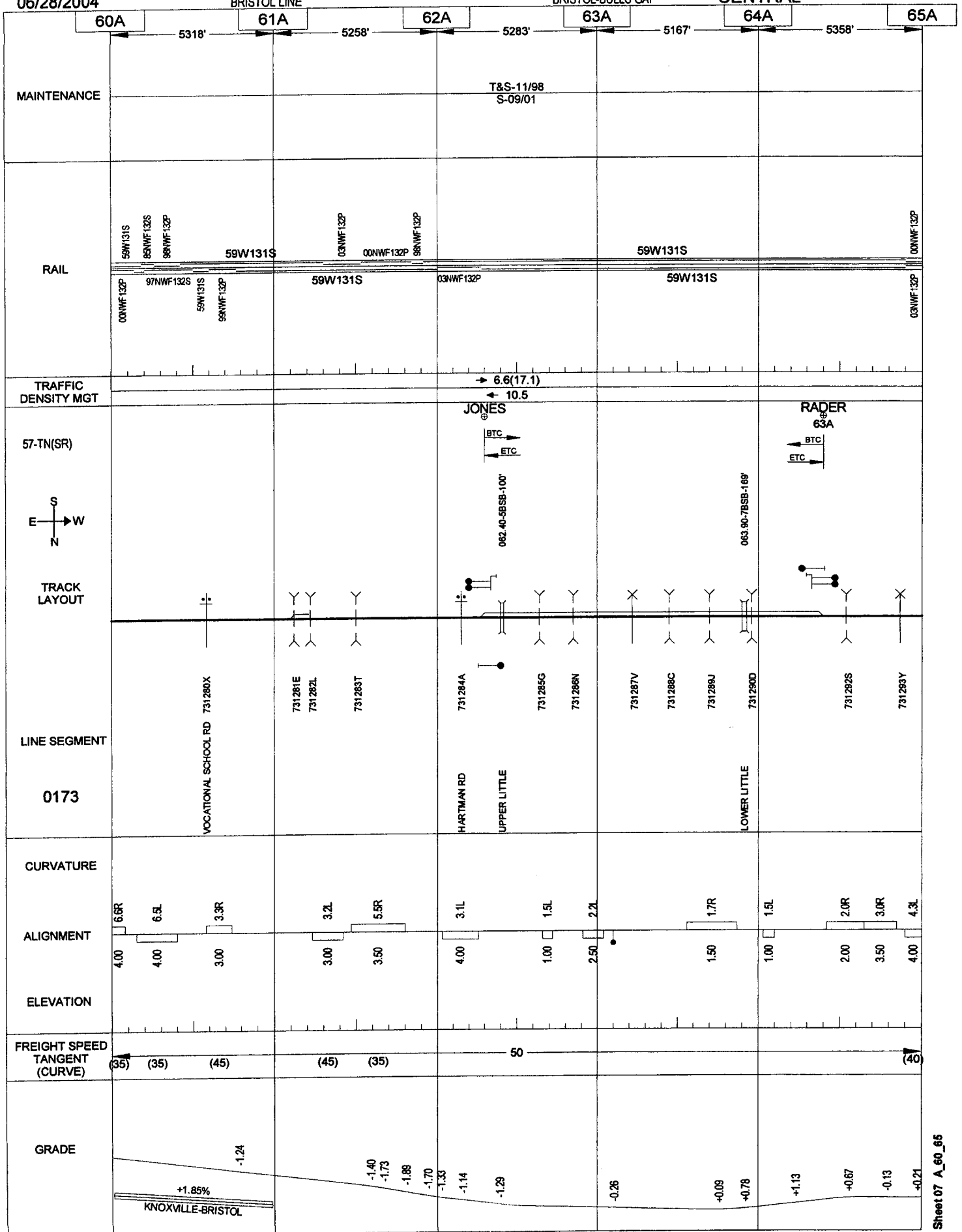


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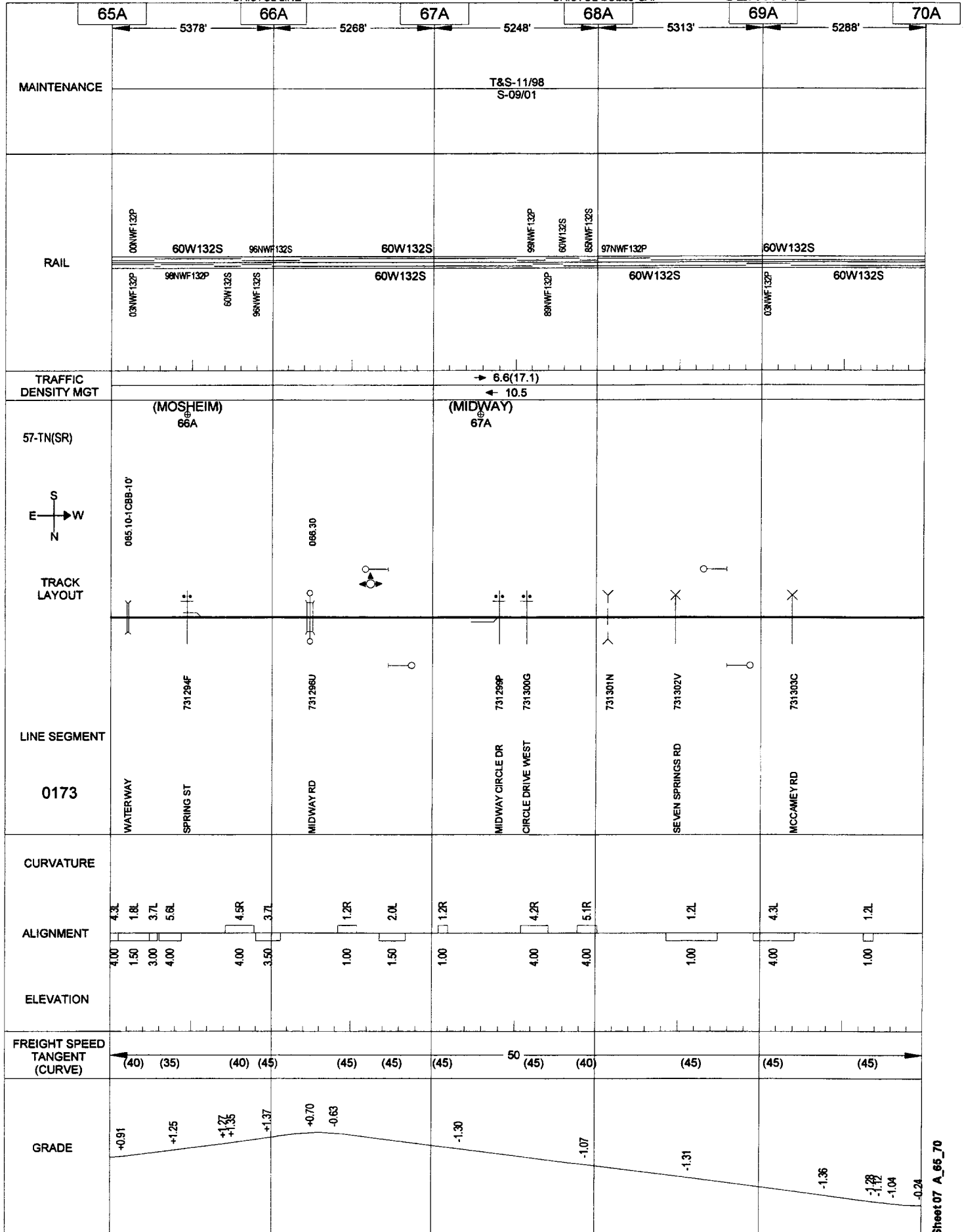
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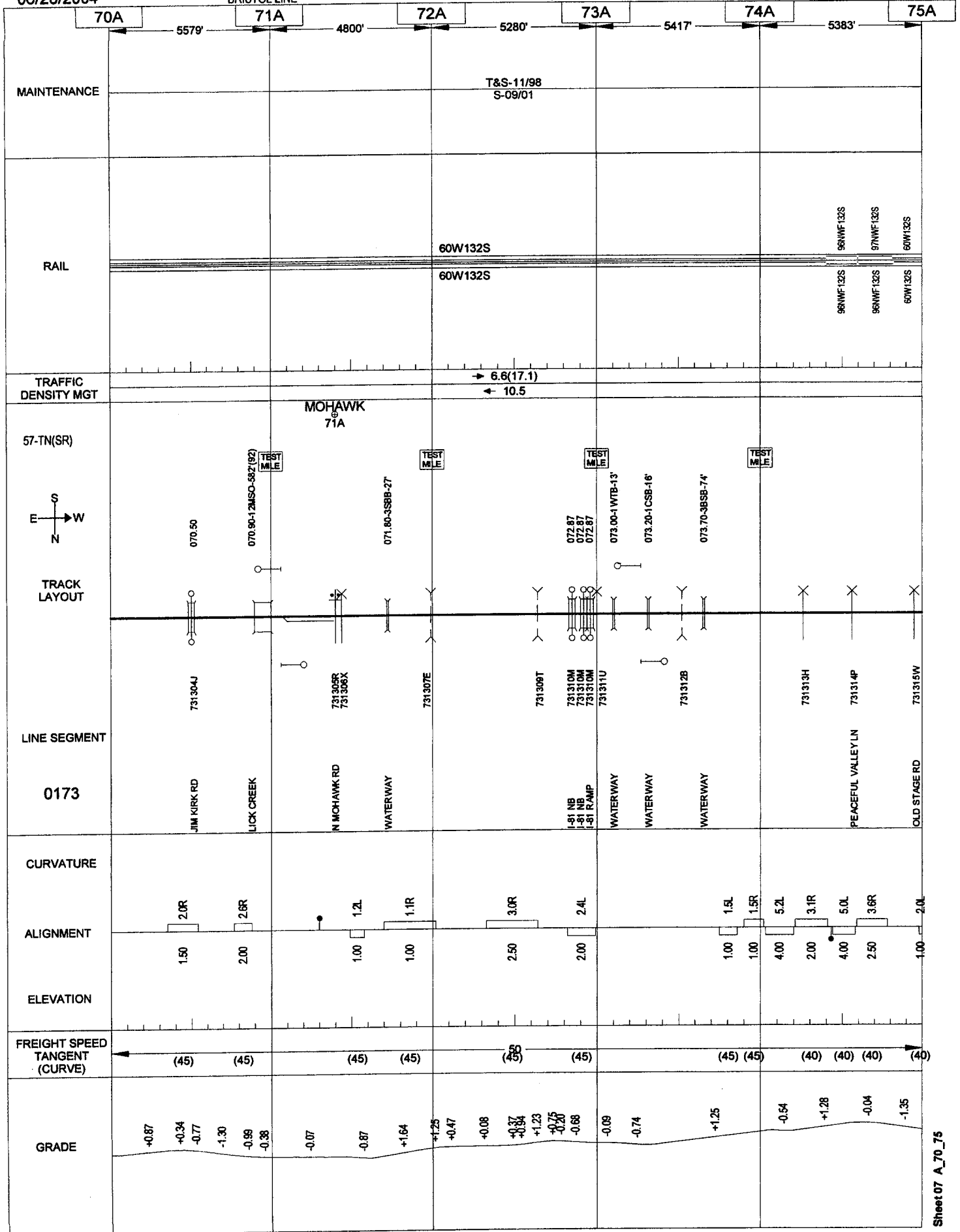
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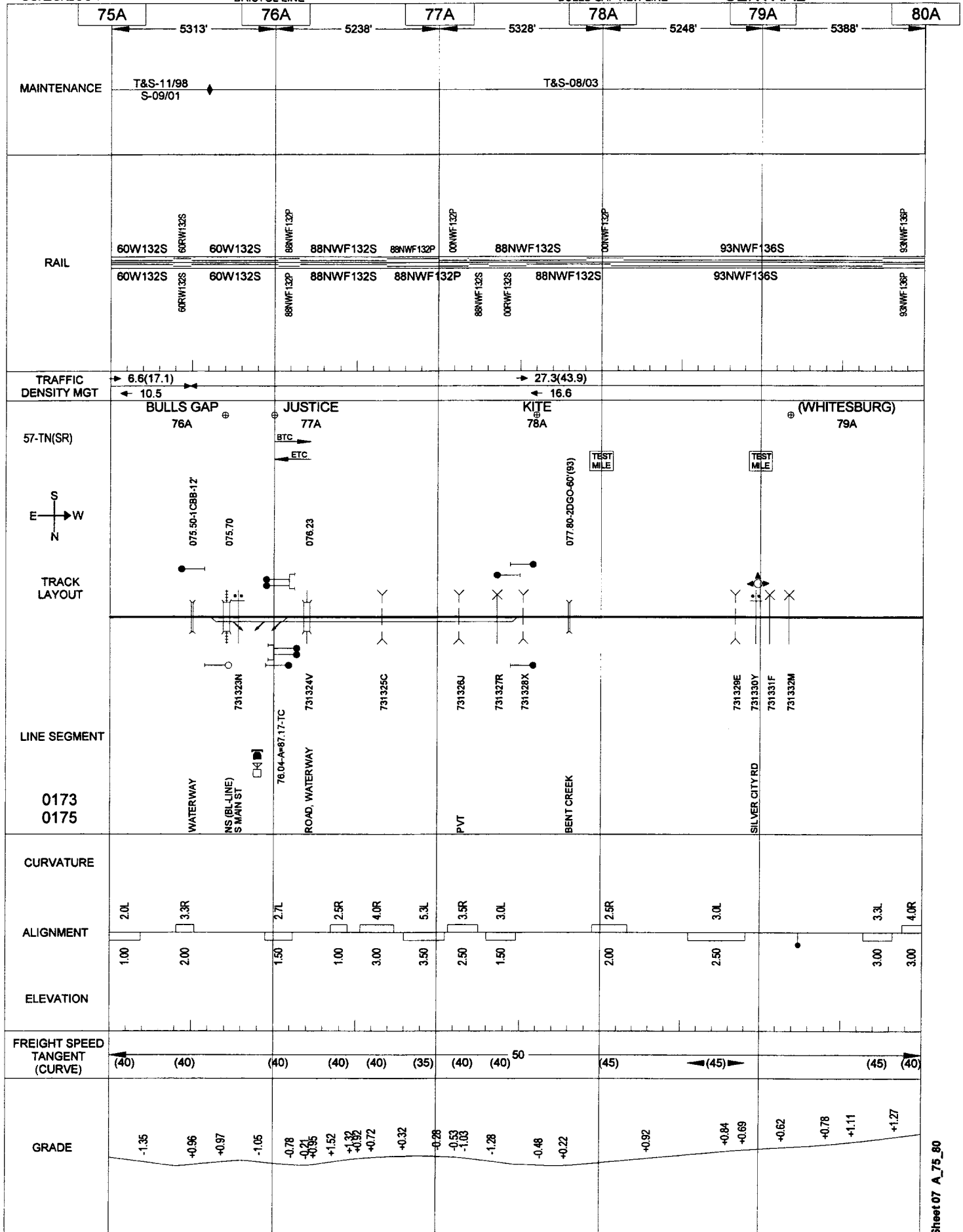


06/28/2004

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



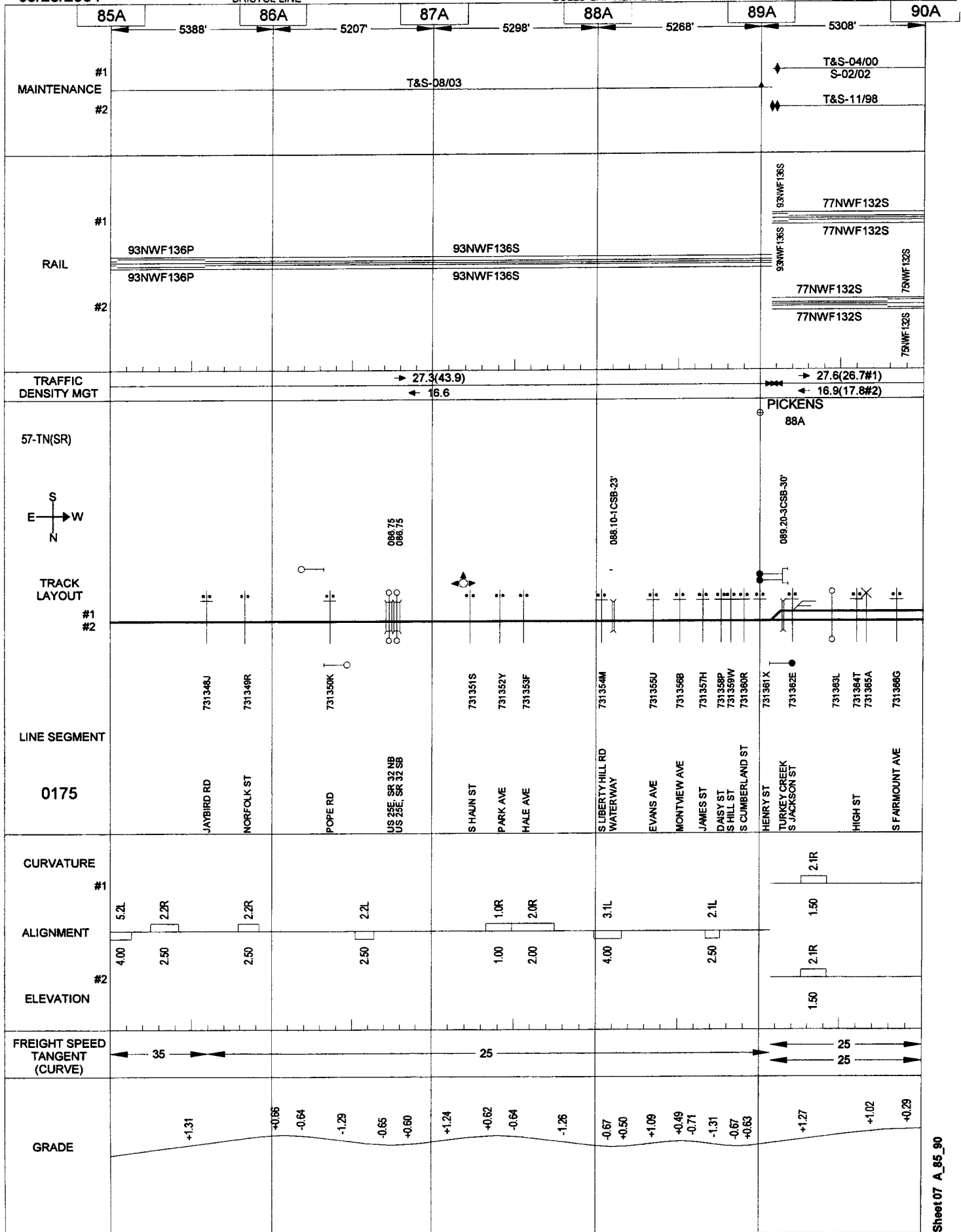


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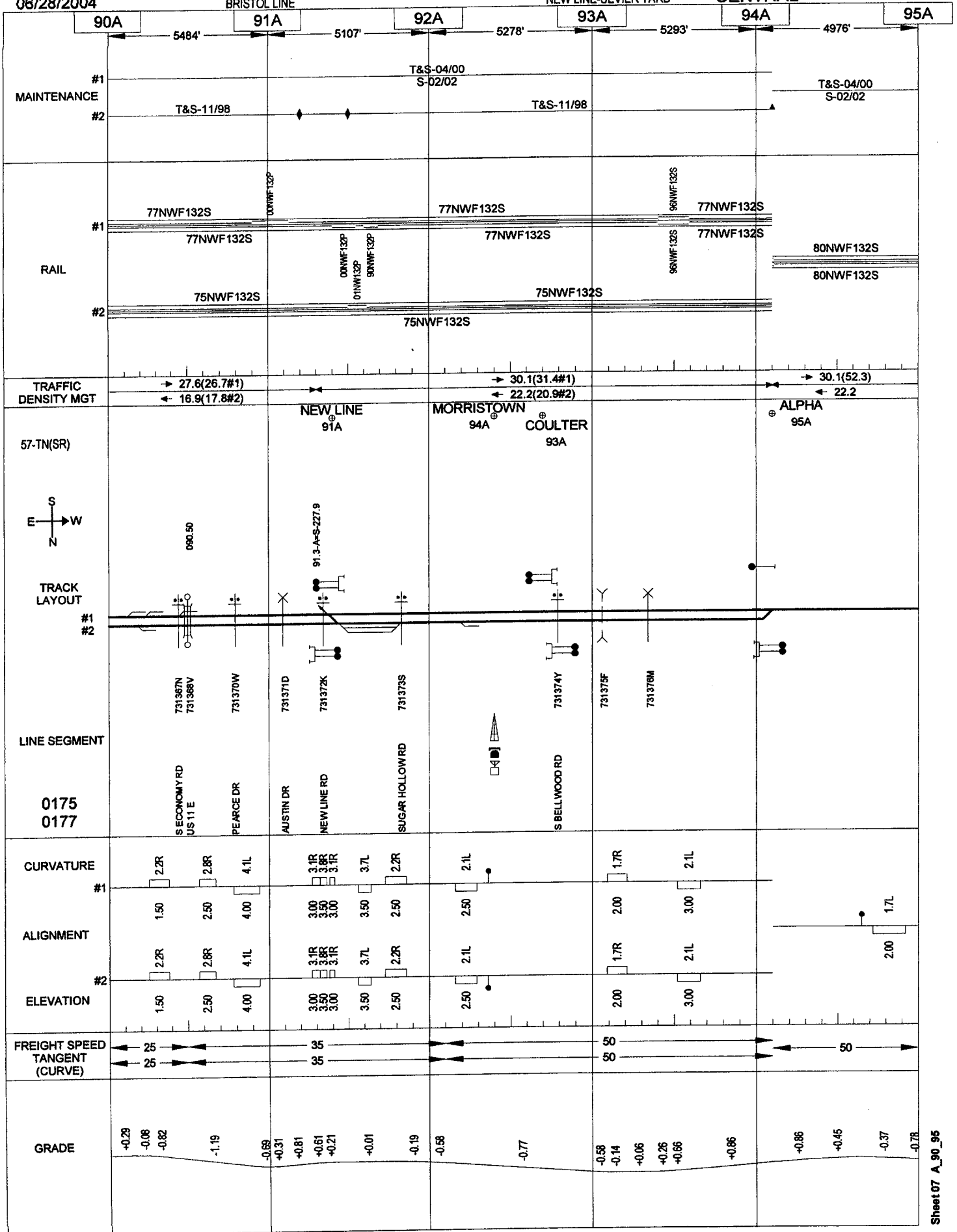


06/28/2004

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



CENTRAL

- 5338'

GRADE

SR 1310

701

2.50

- 50

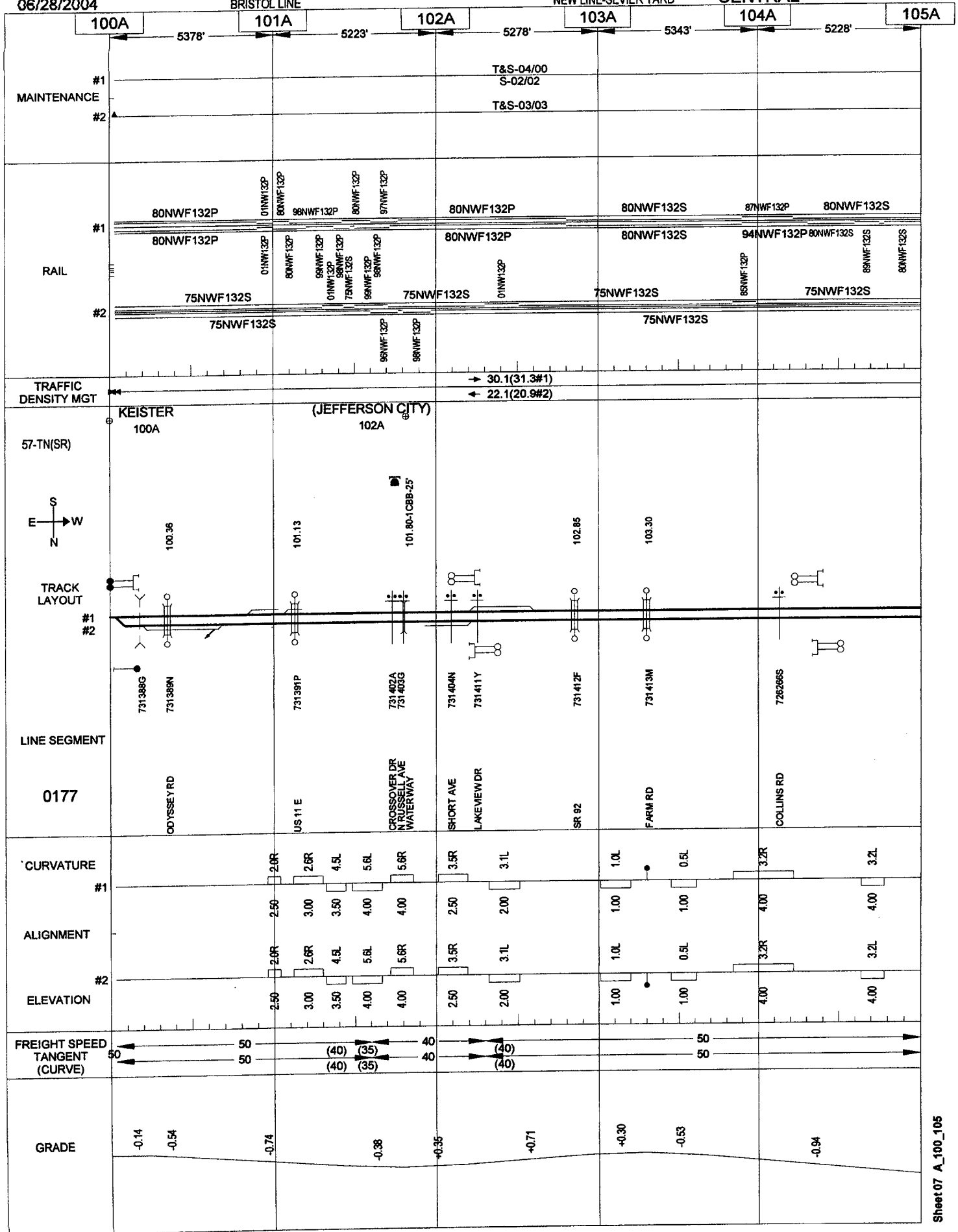
90.

06/28/2004

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL

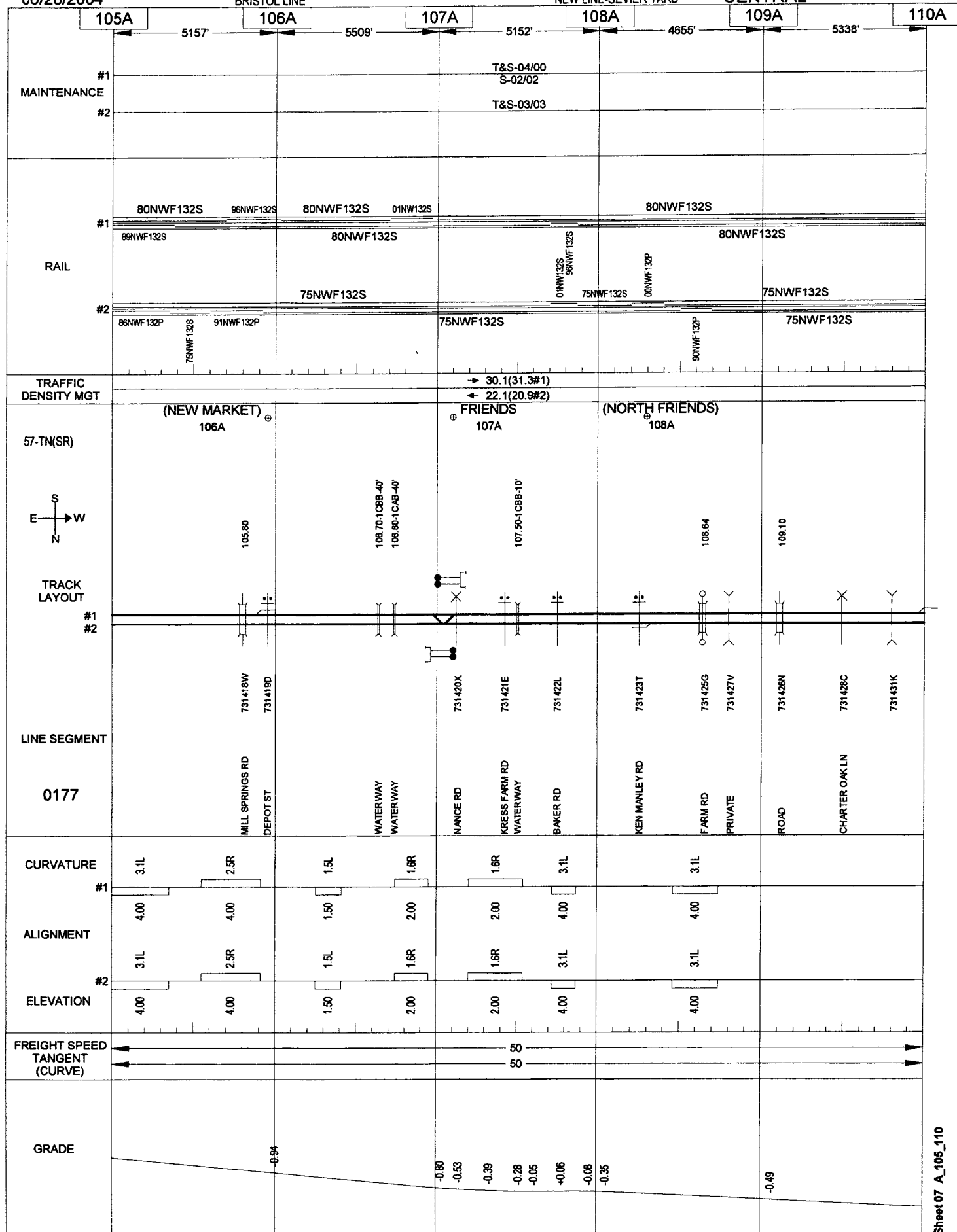


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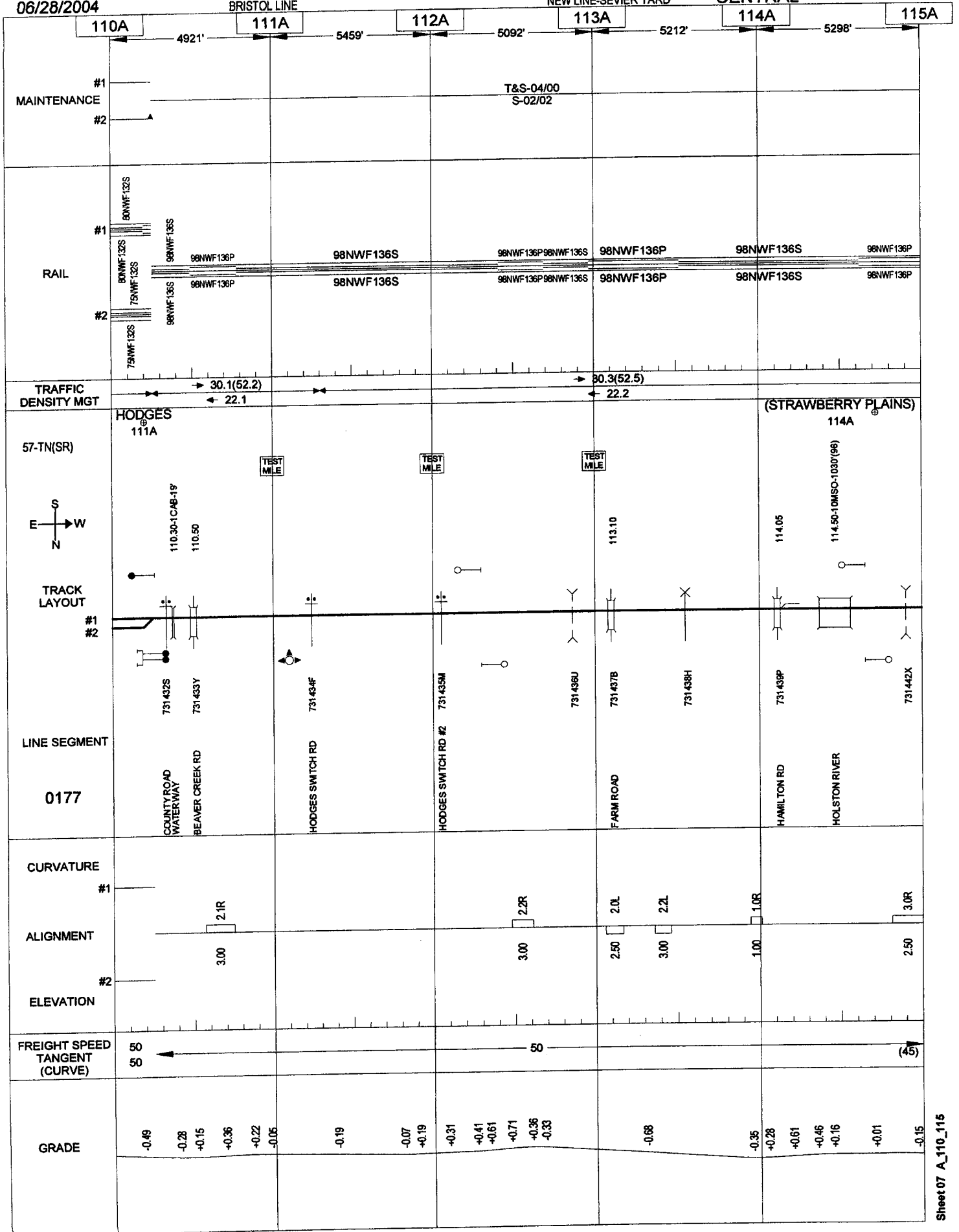
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06/28/2004

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



CENTRAL

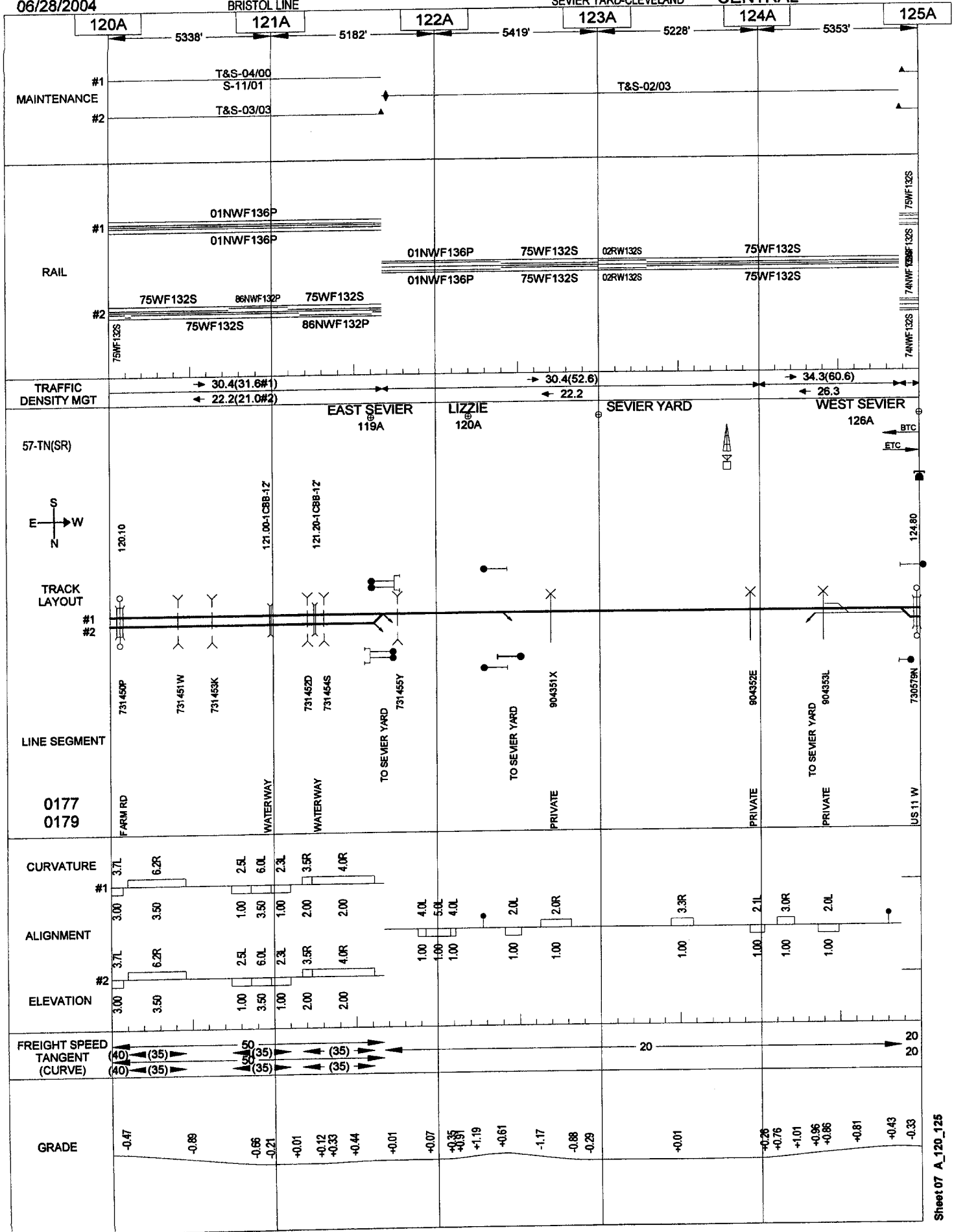
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BRISTOL LINE

SEVIER YARD-CLEVELAND

CENTRAL



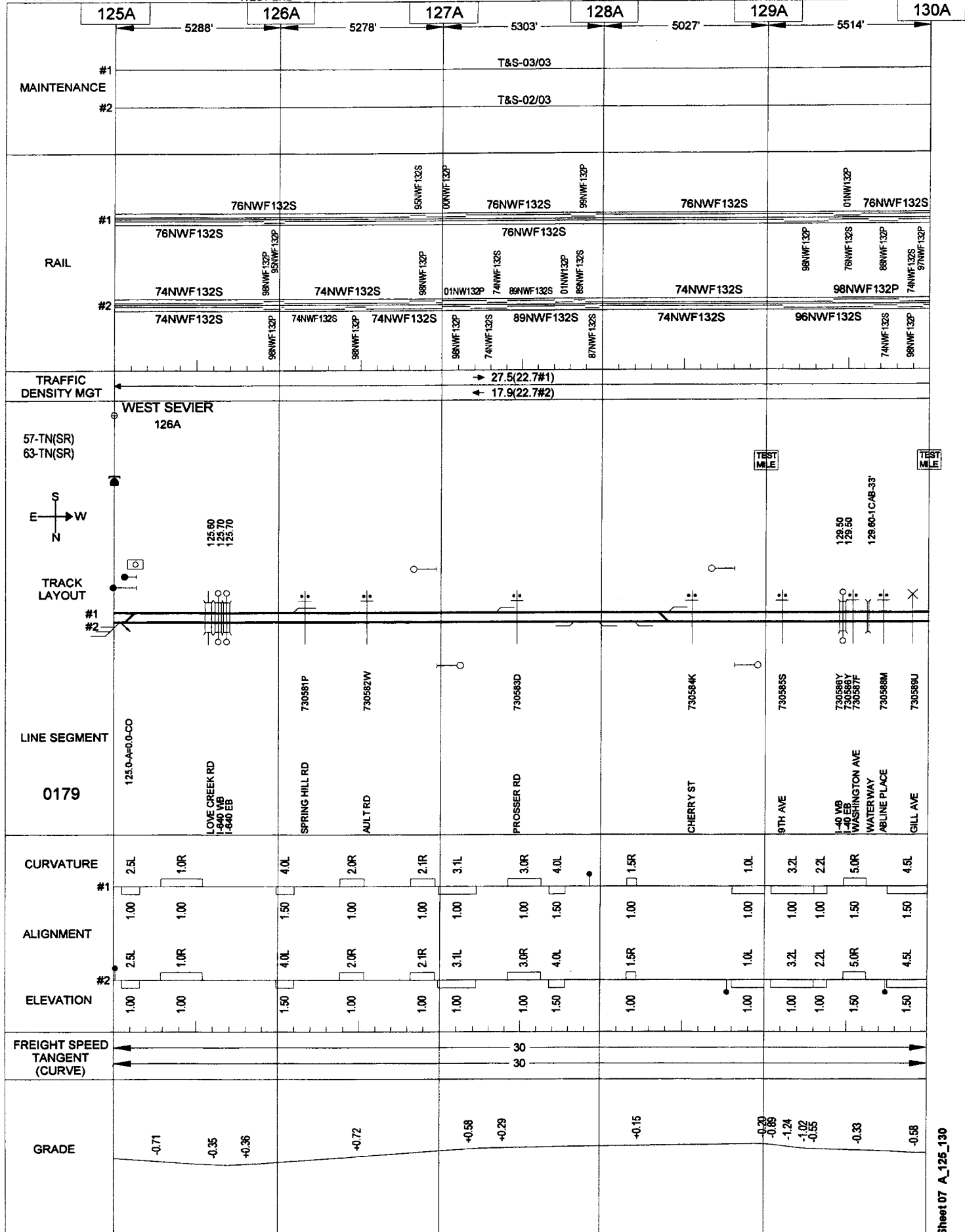
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026

WEST END

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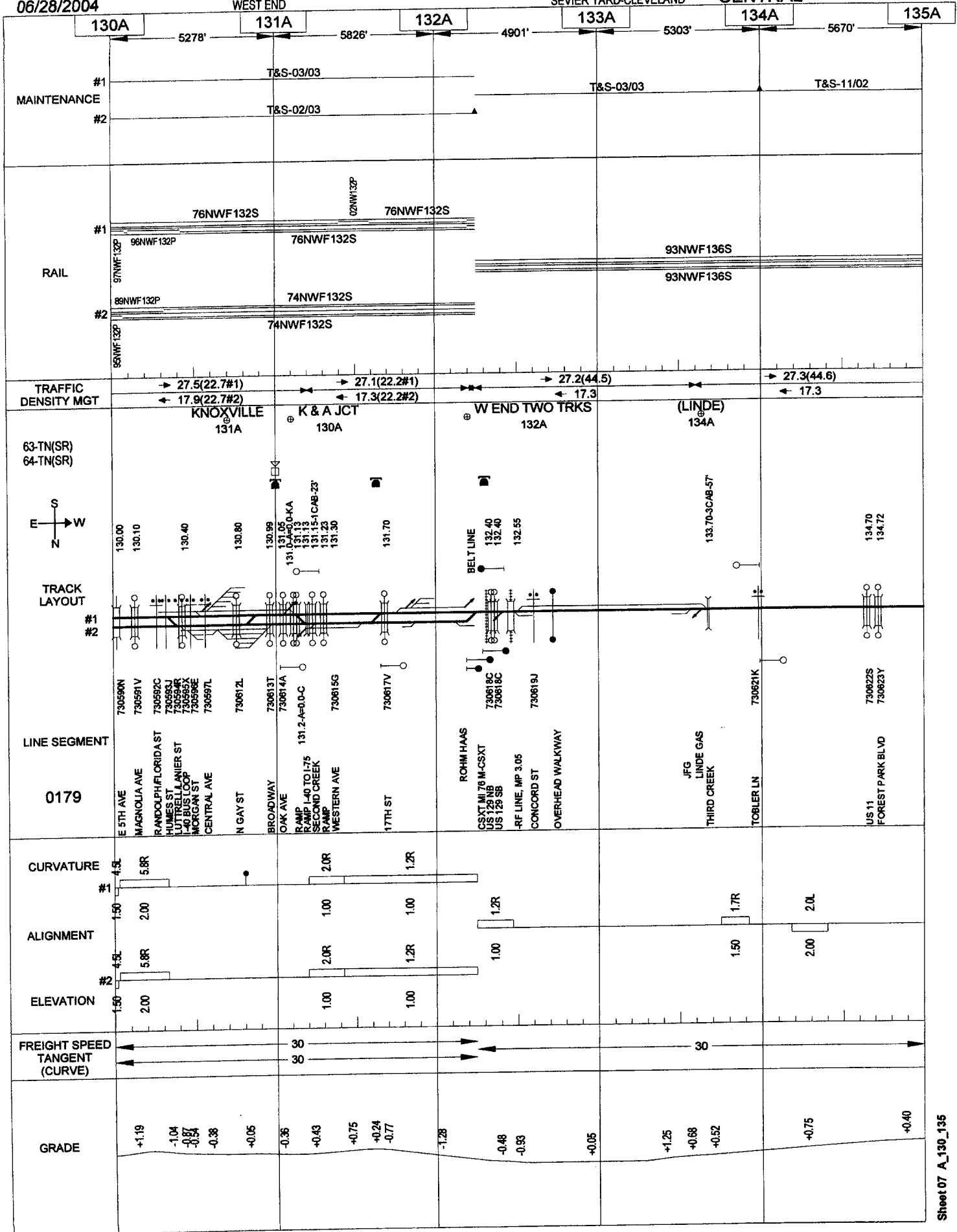


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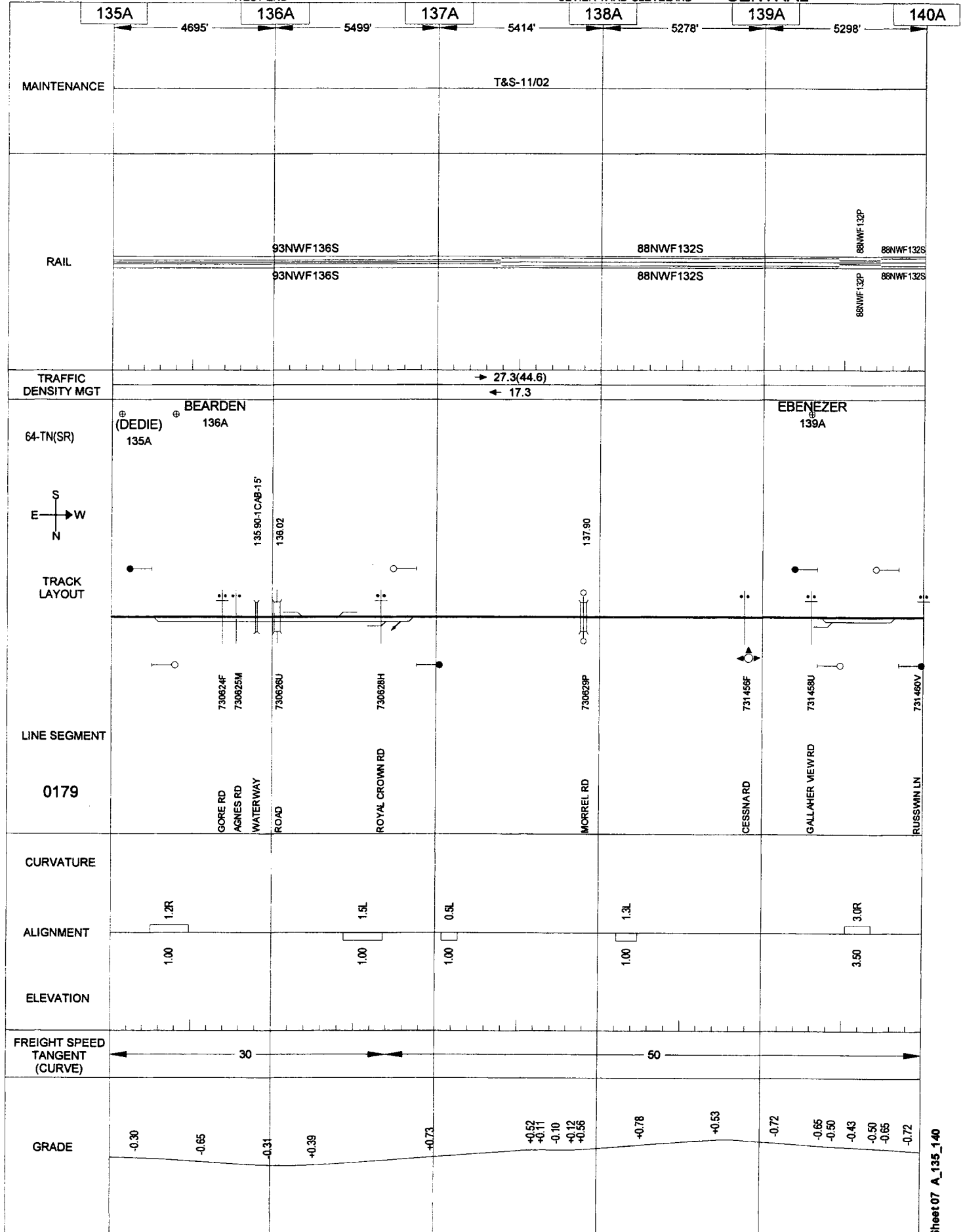
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CENTRAL



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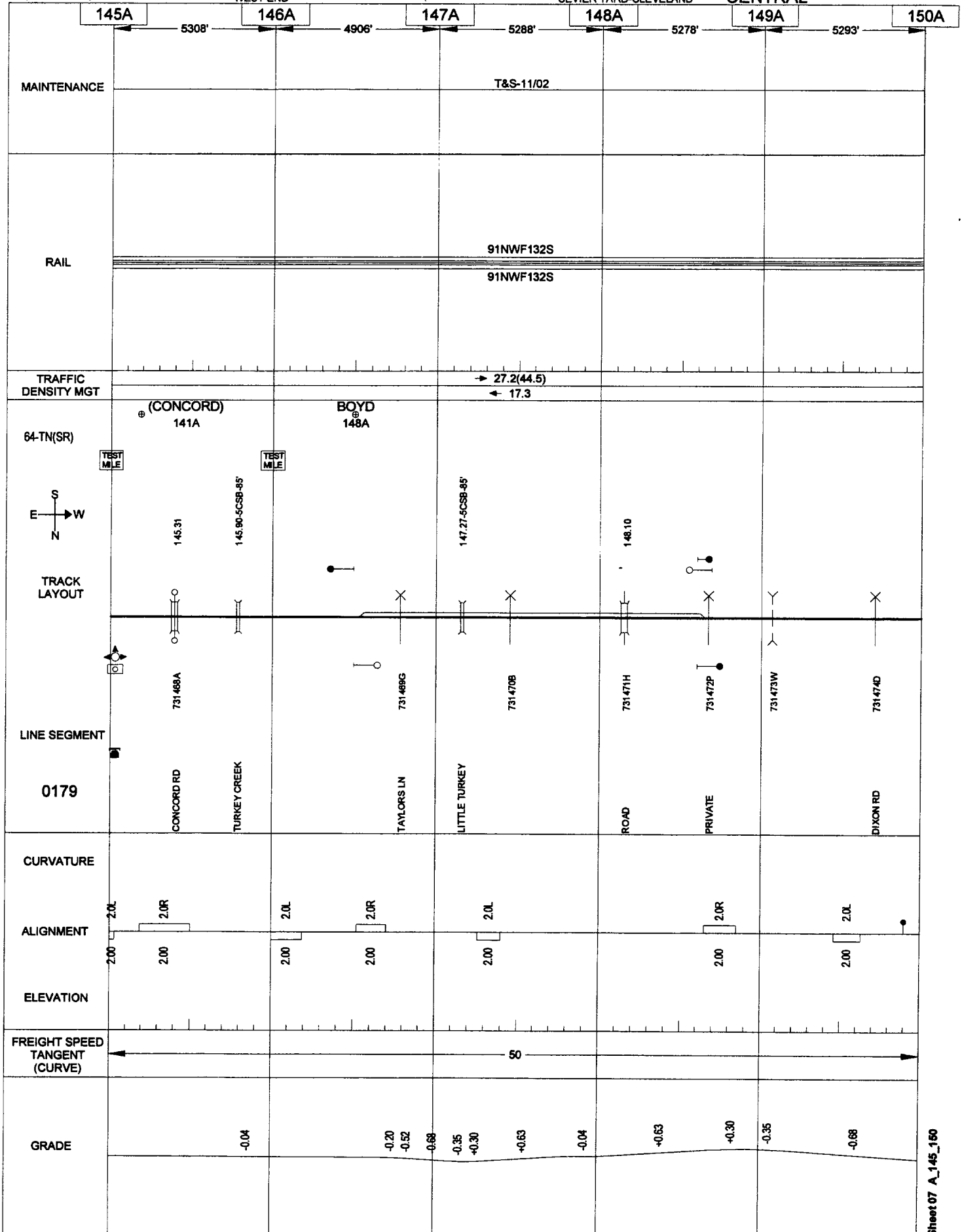
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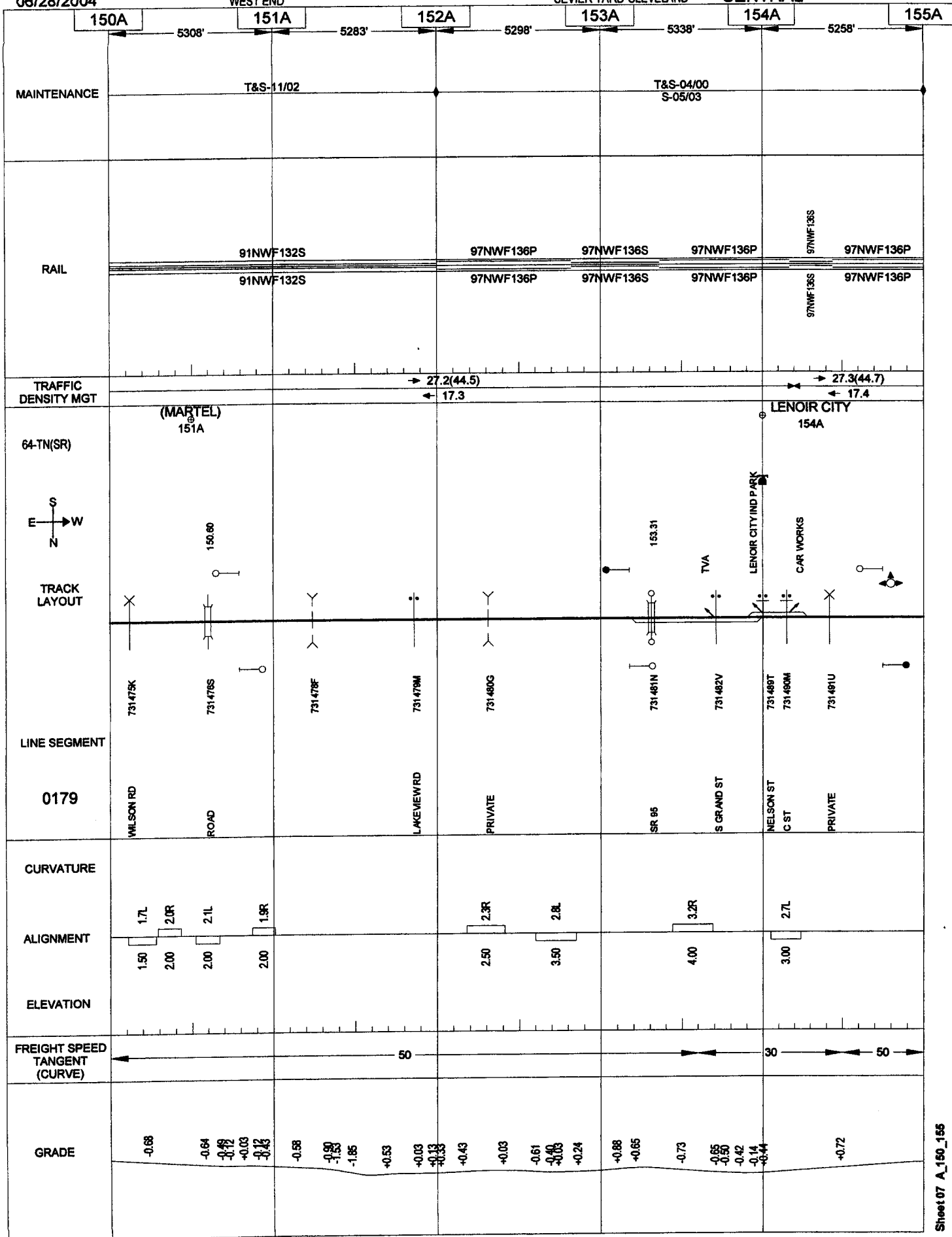


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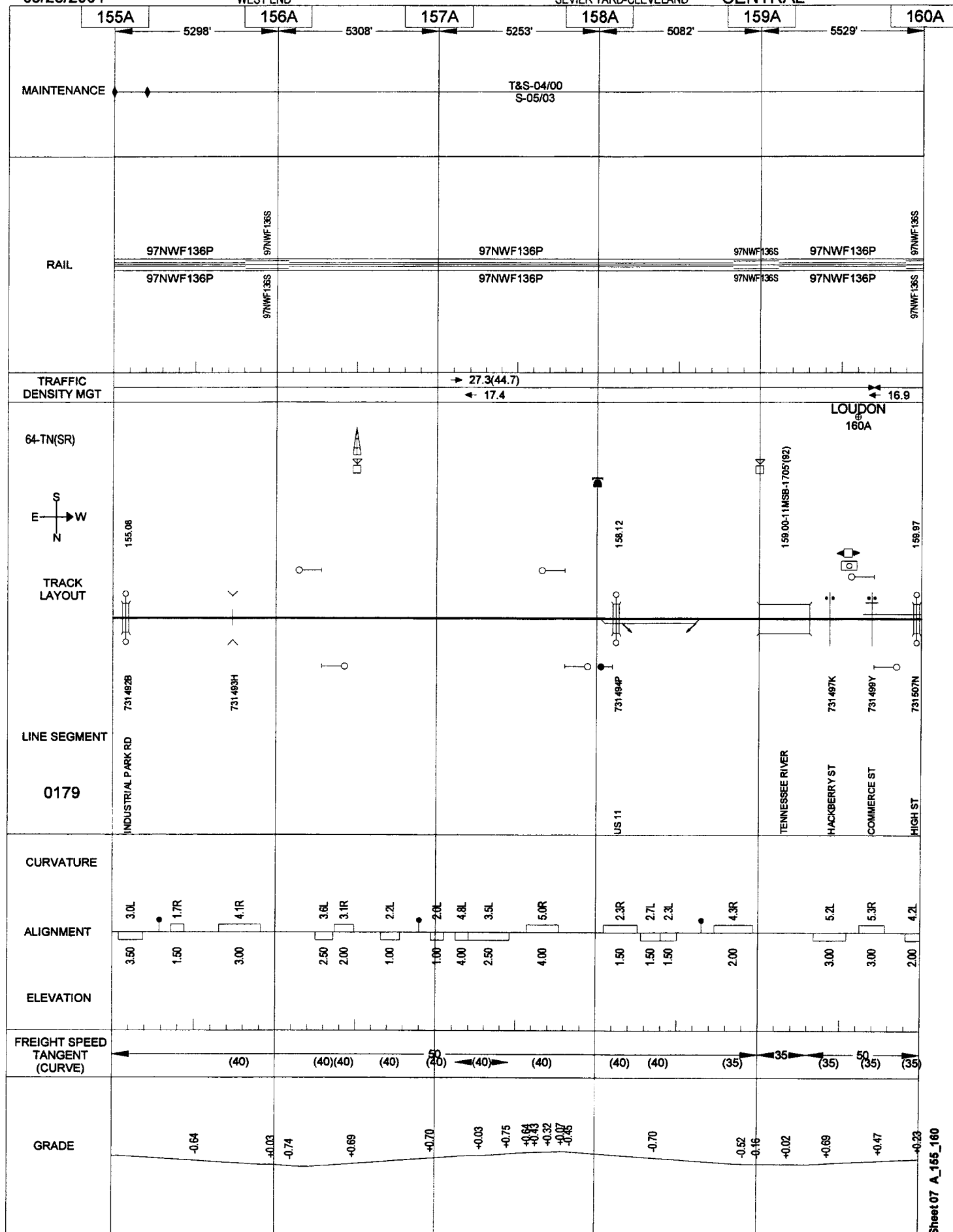
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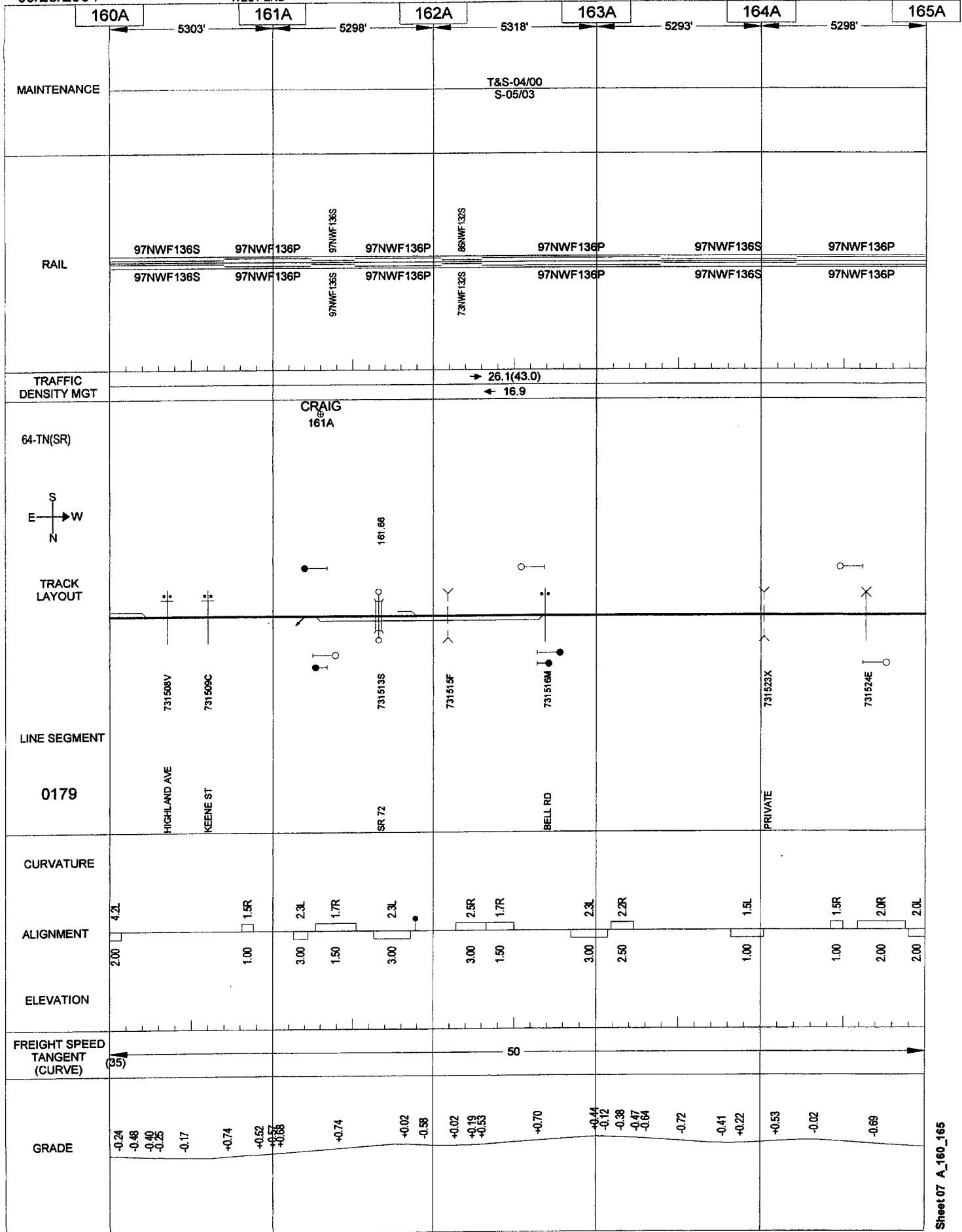
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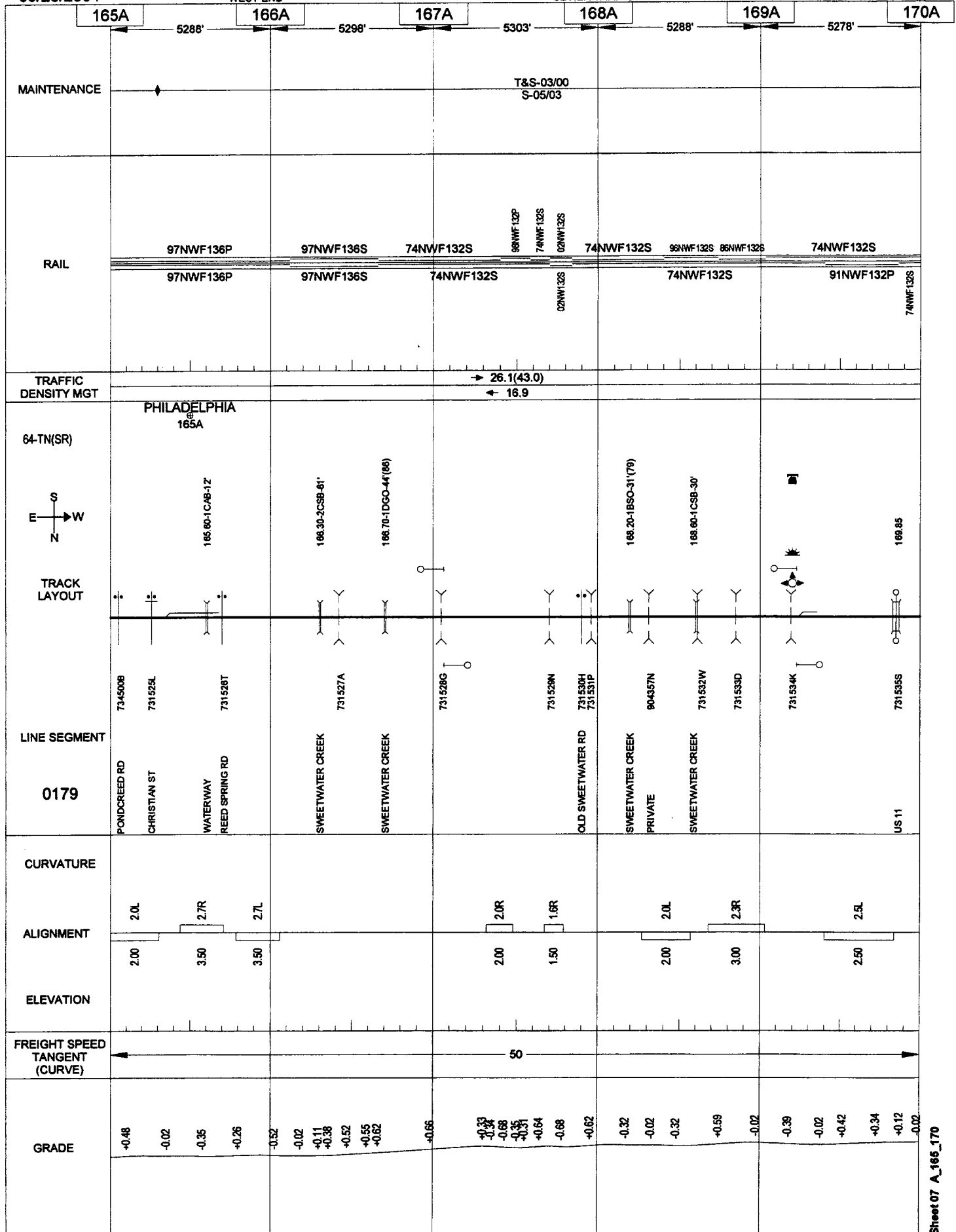
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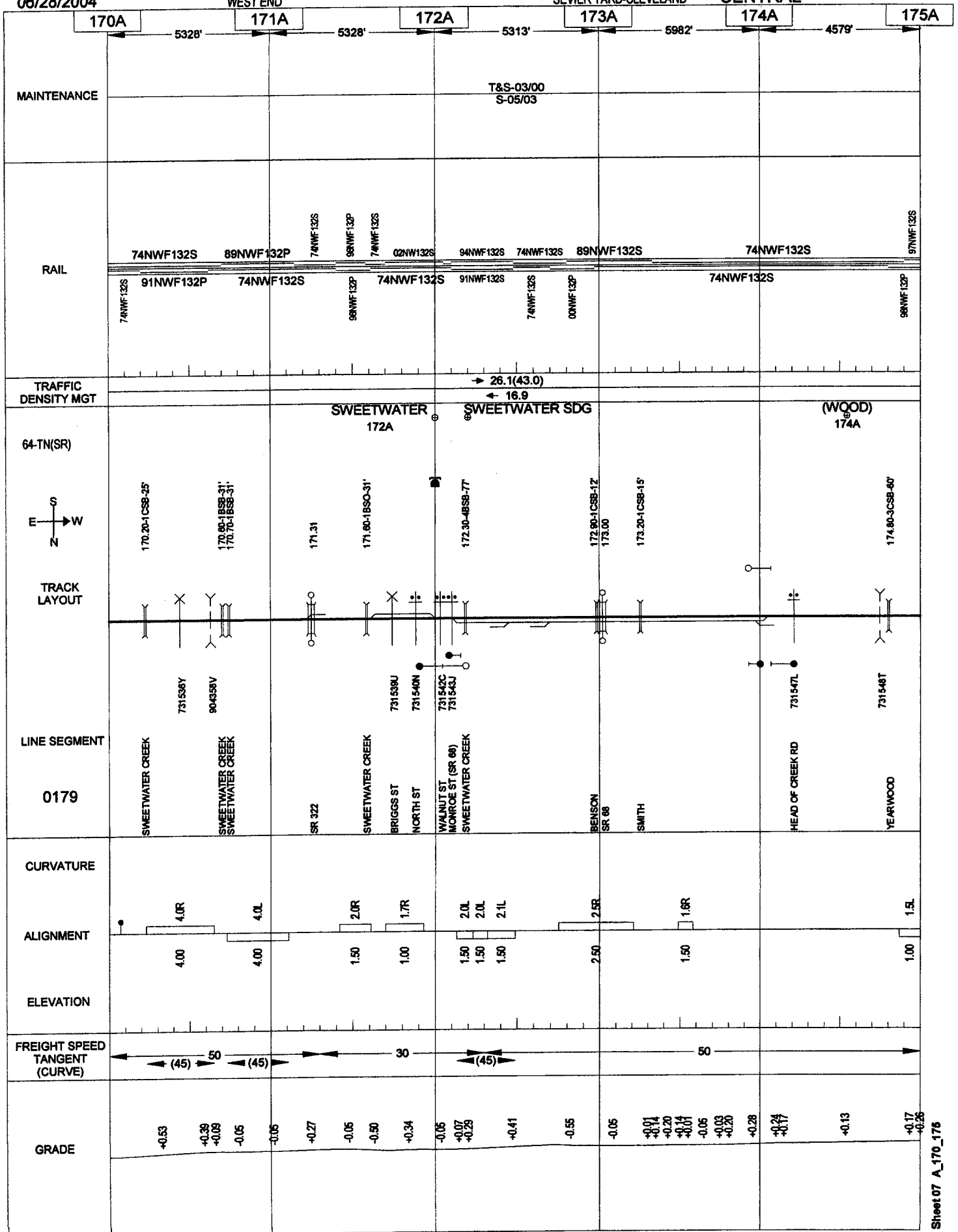
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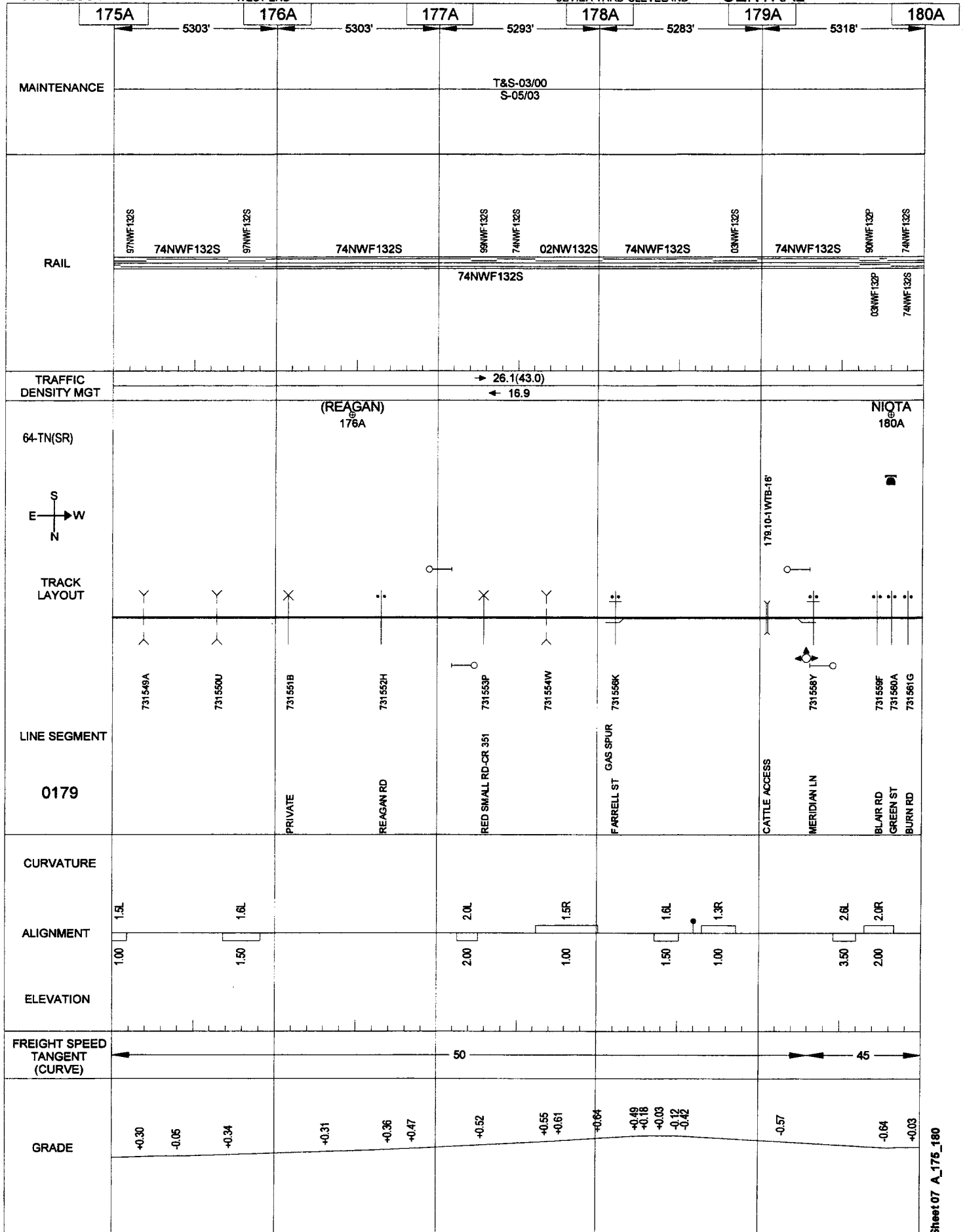
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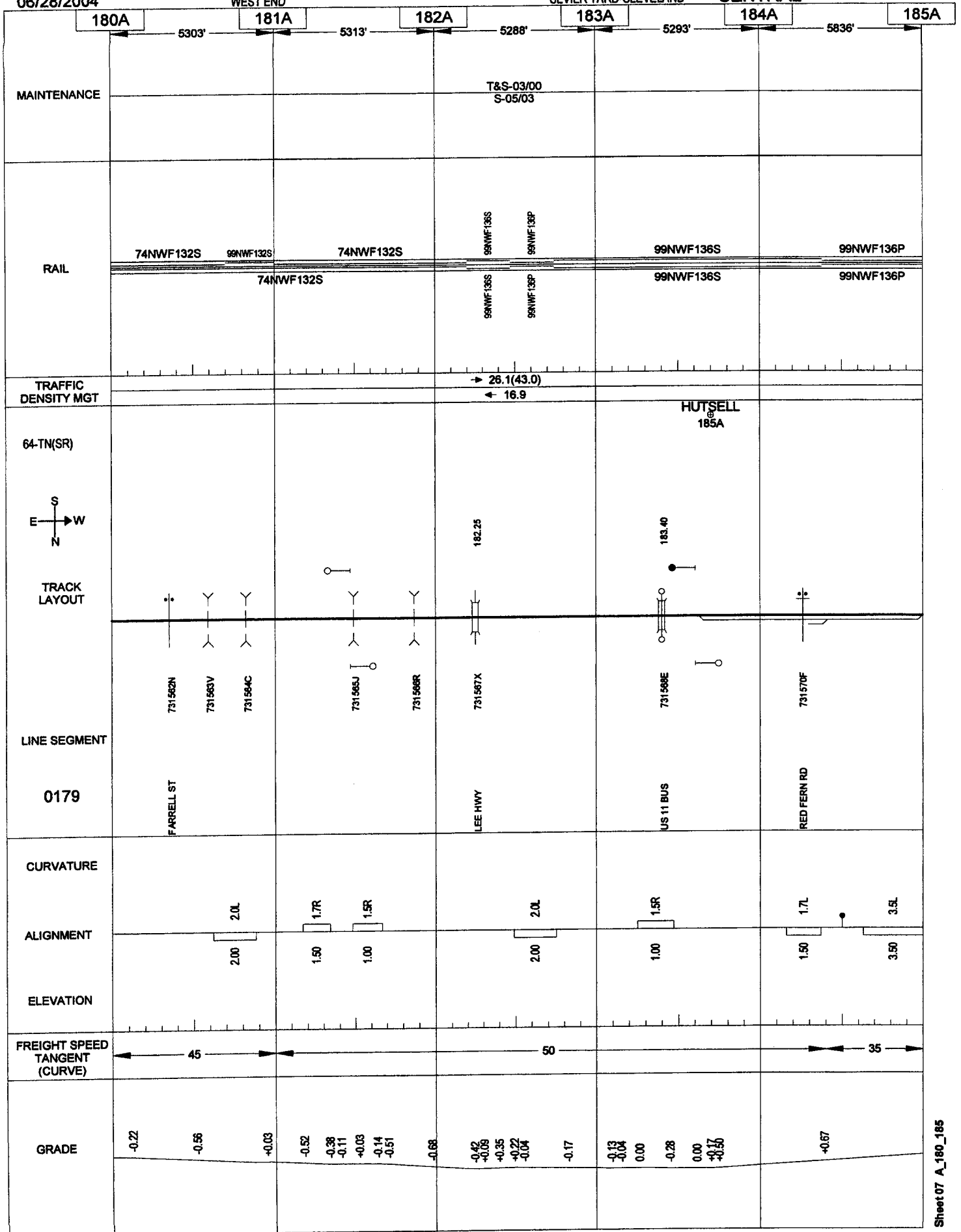


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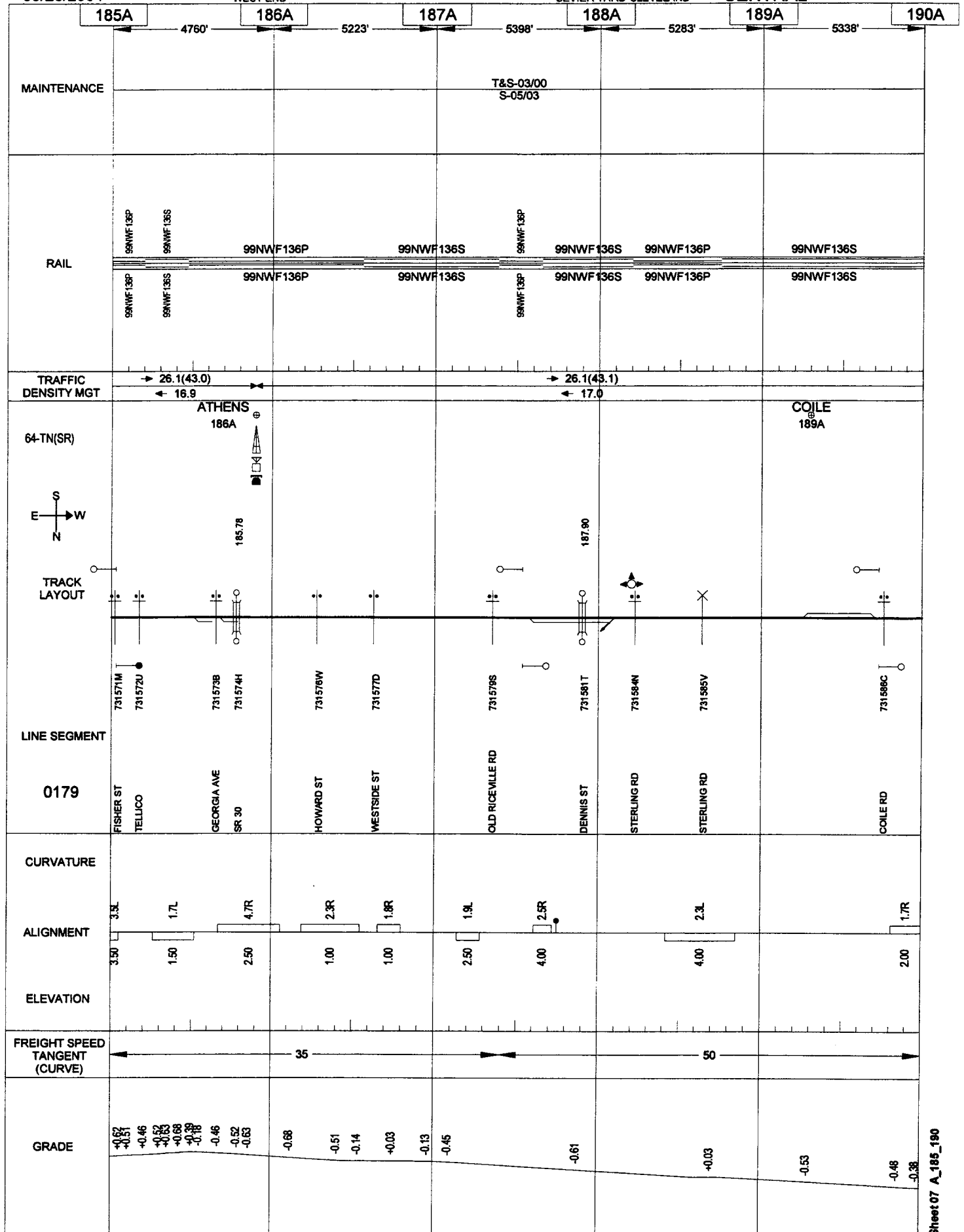


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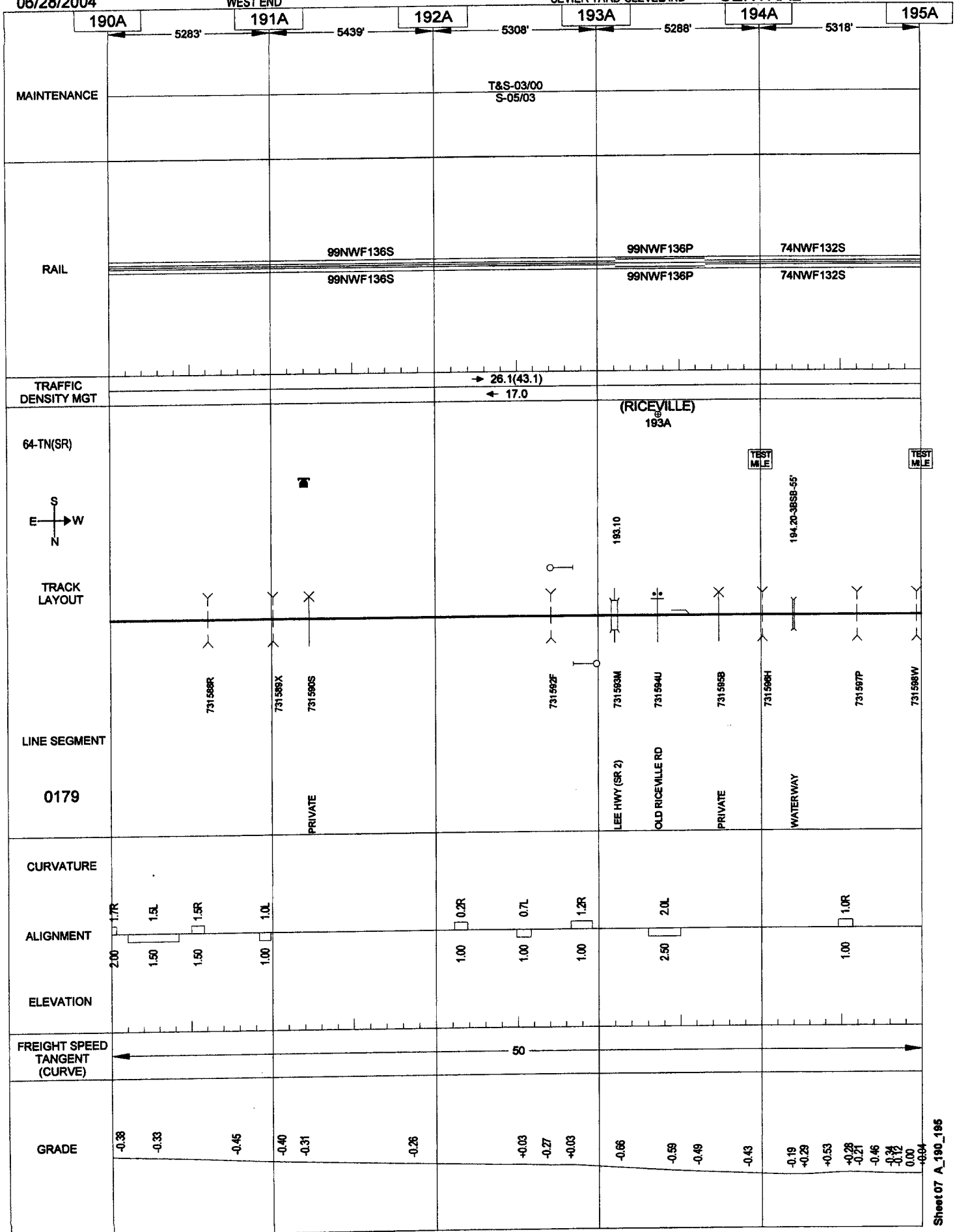


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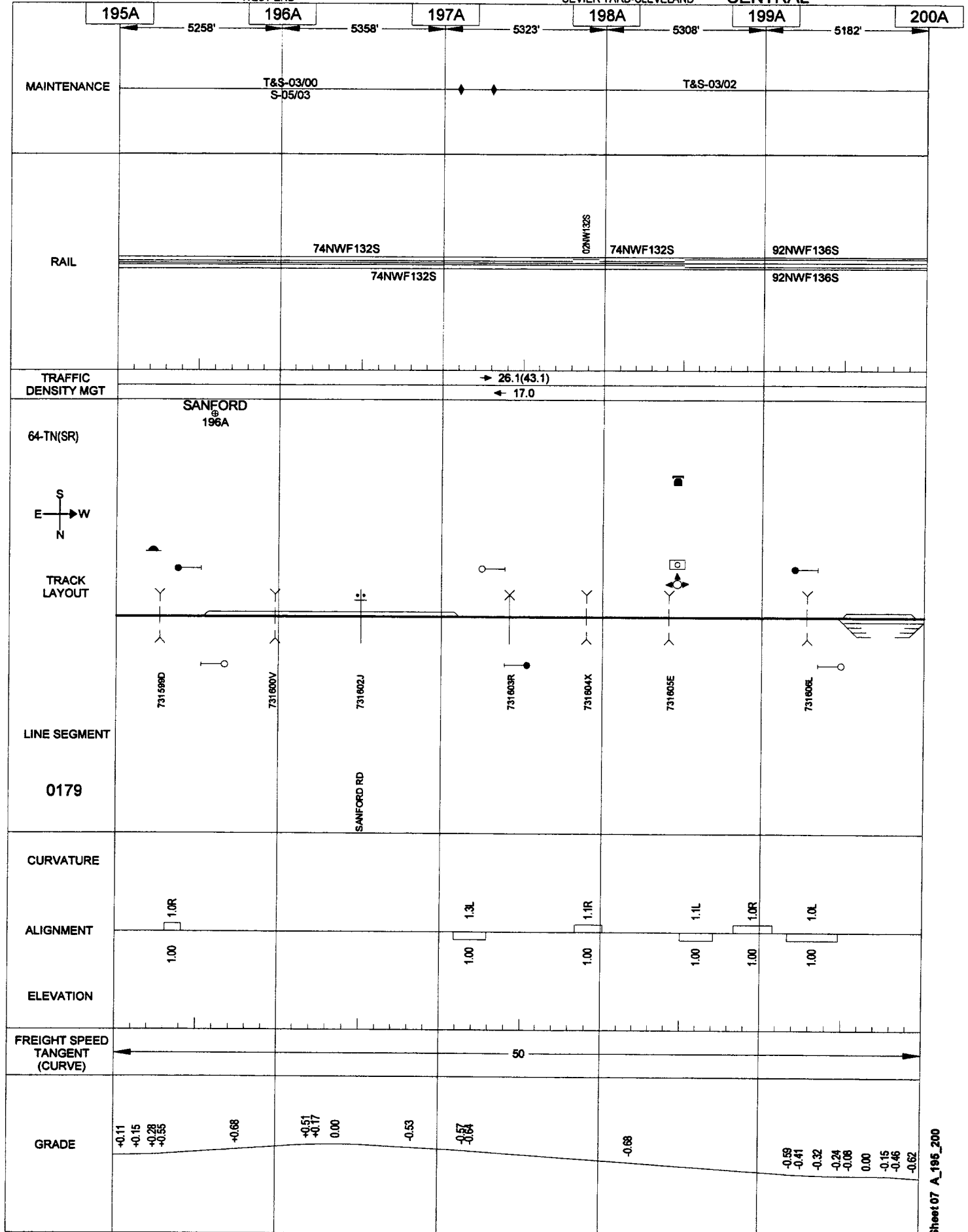
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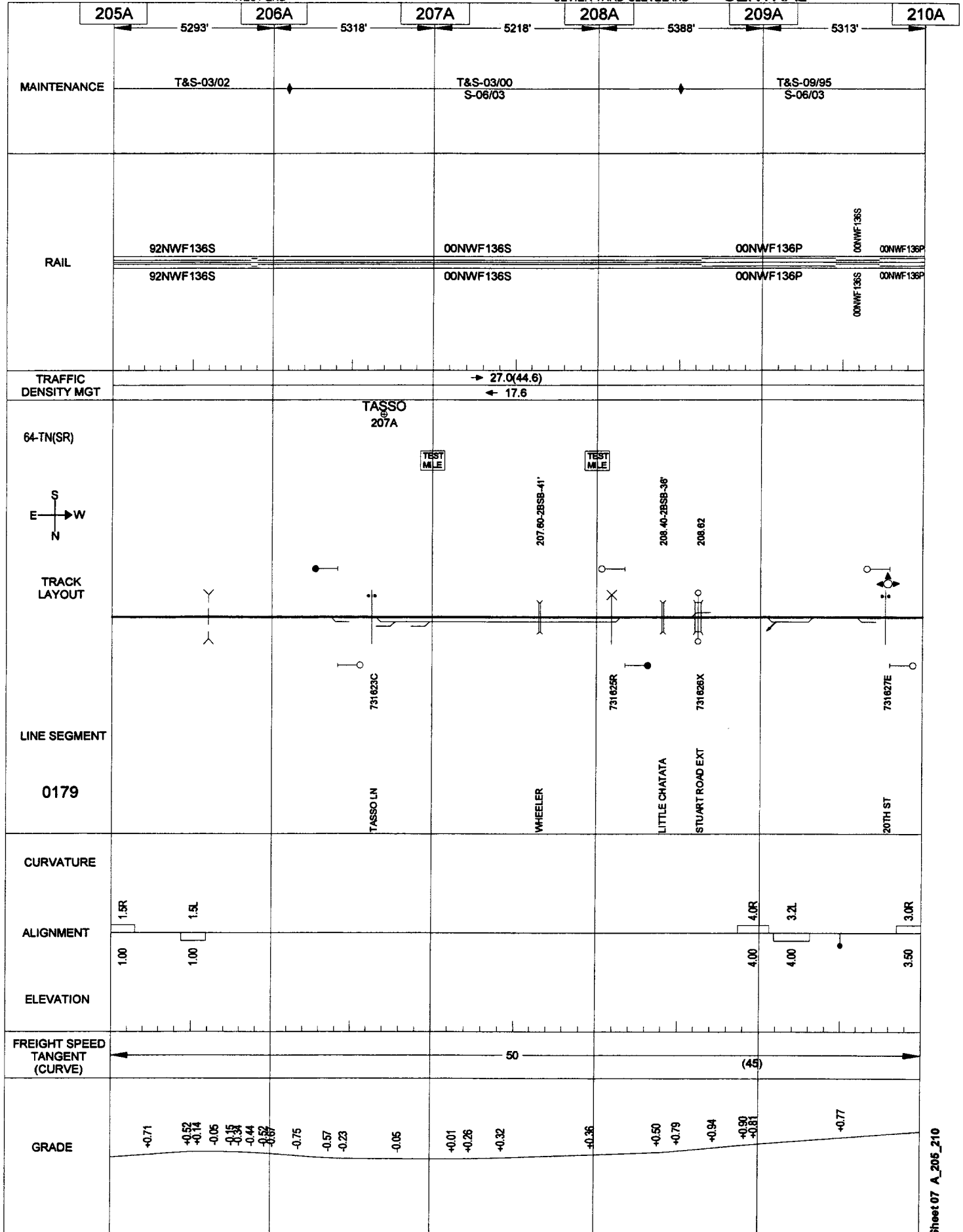
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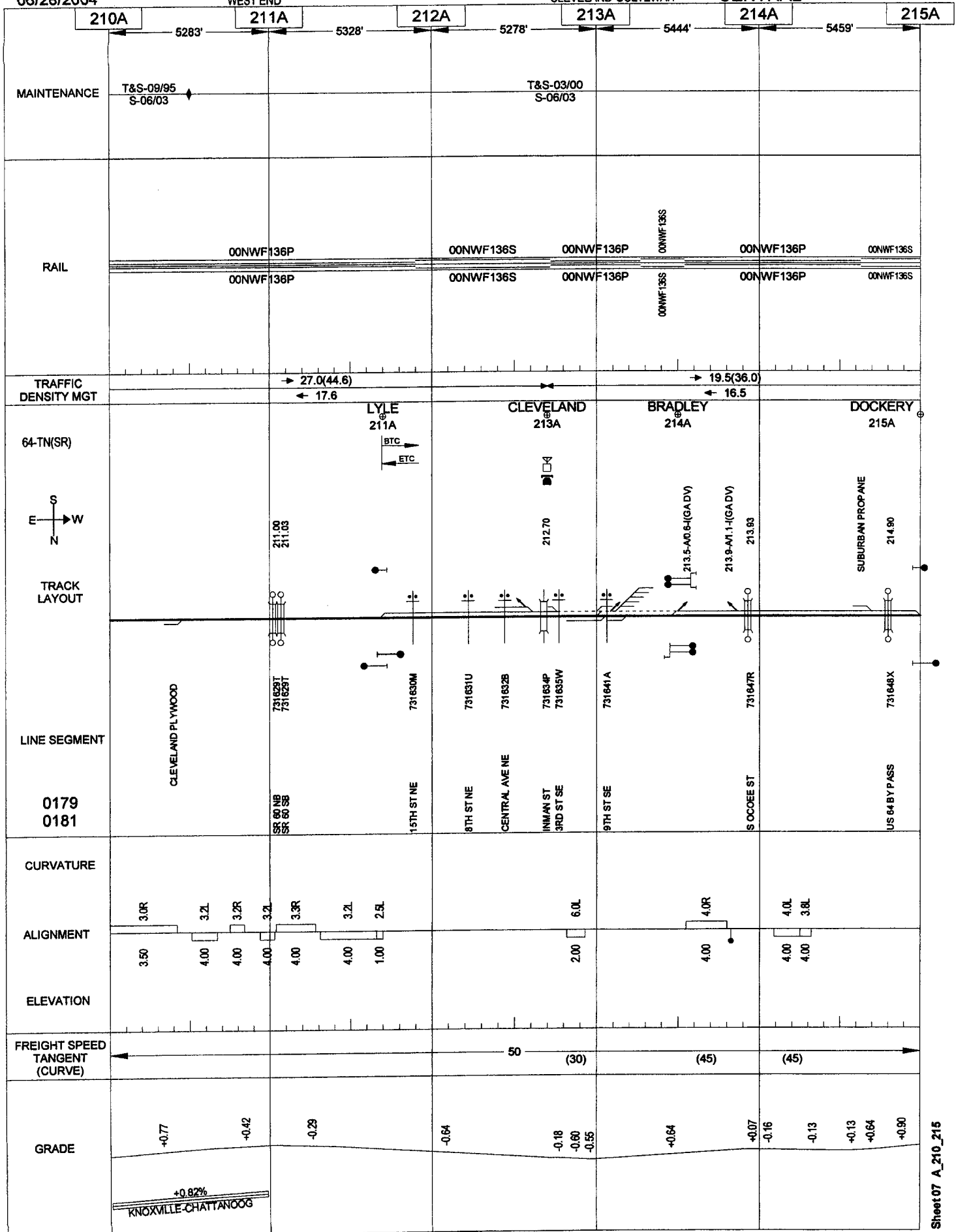


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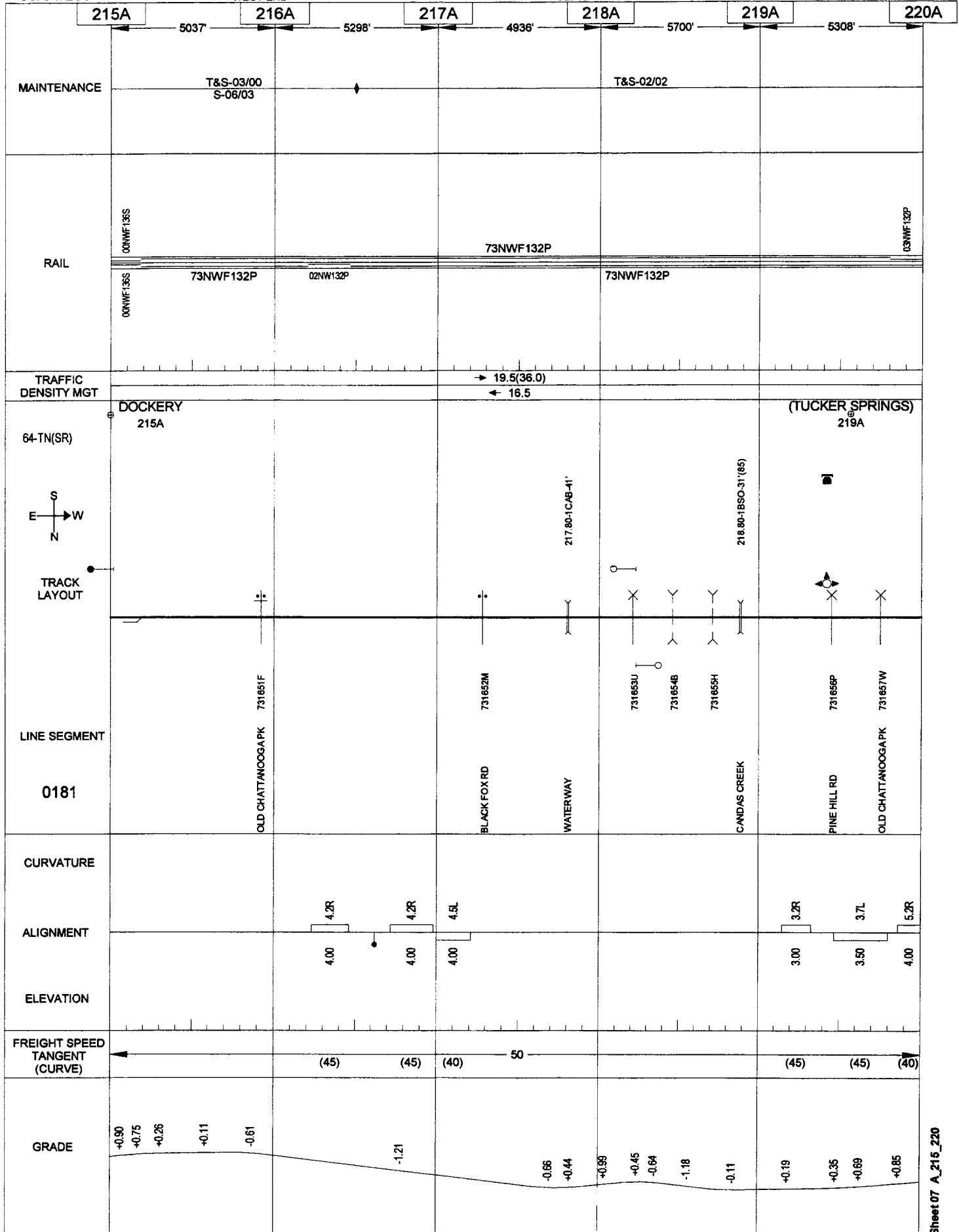


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CLEVELAND-COLTEWAH

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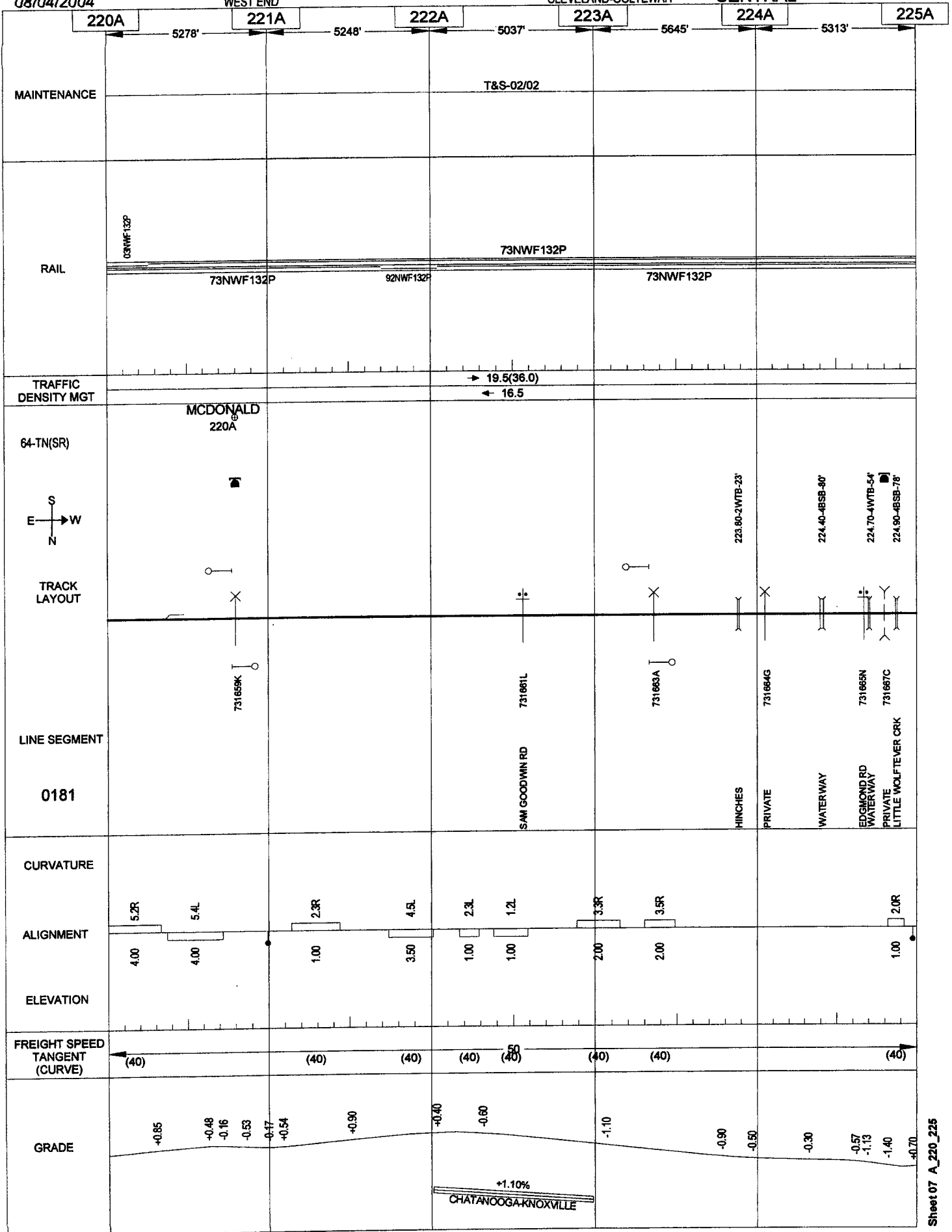


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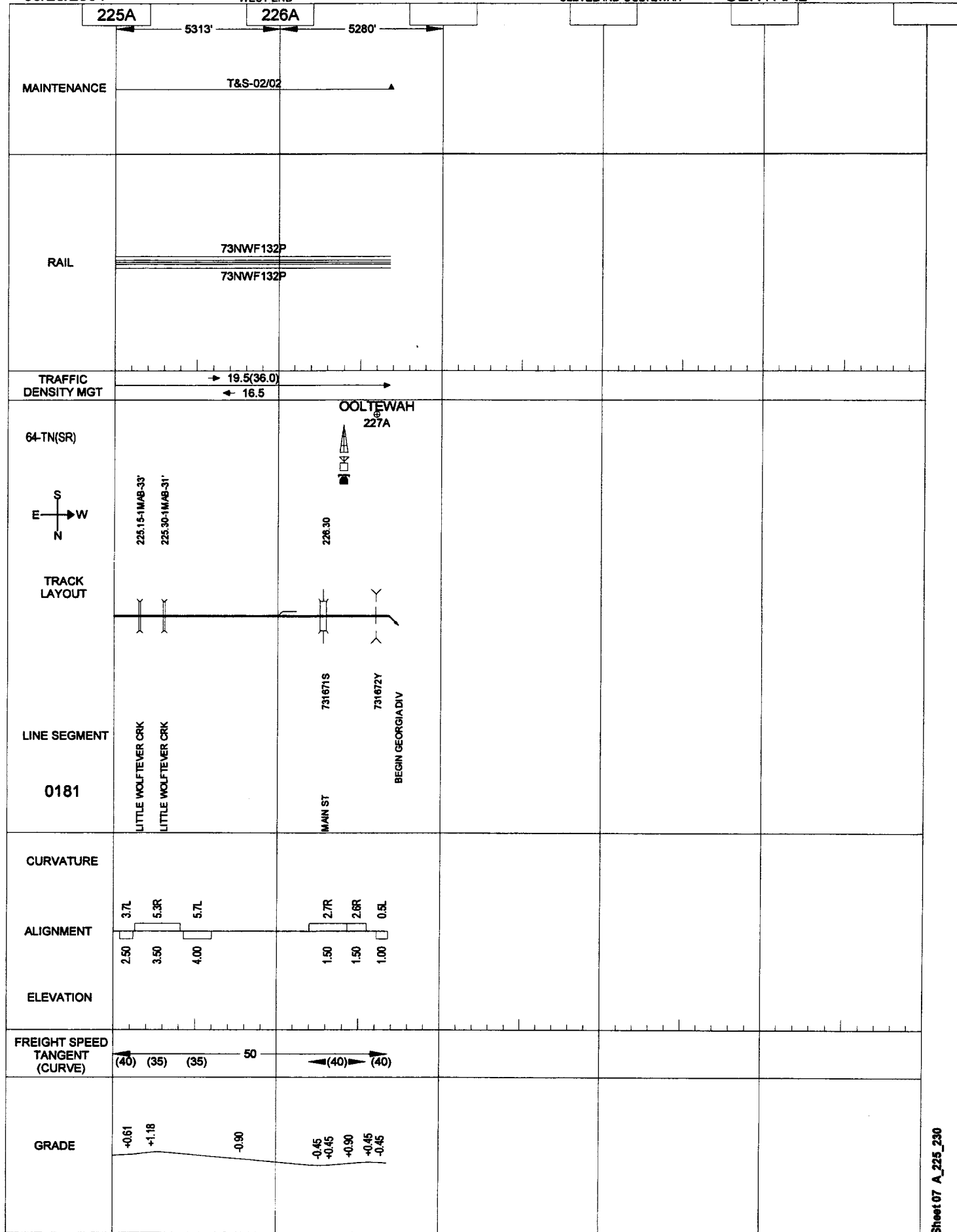
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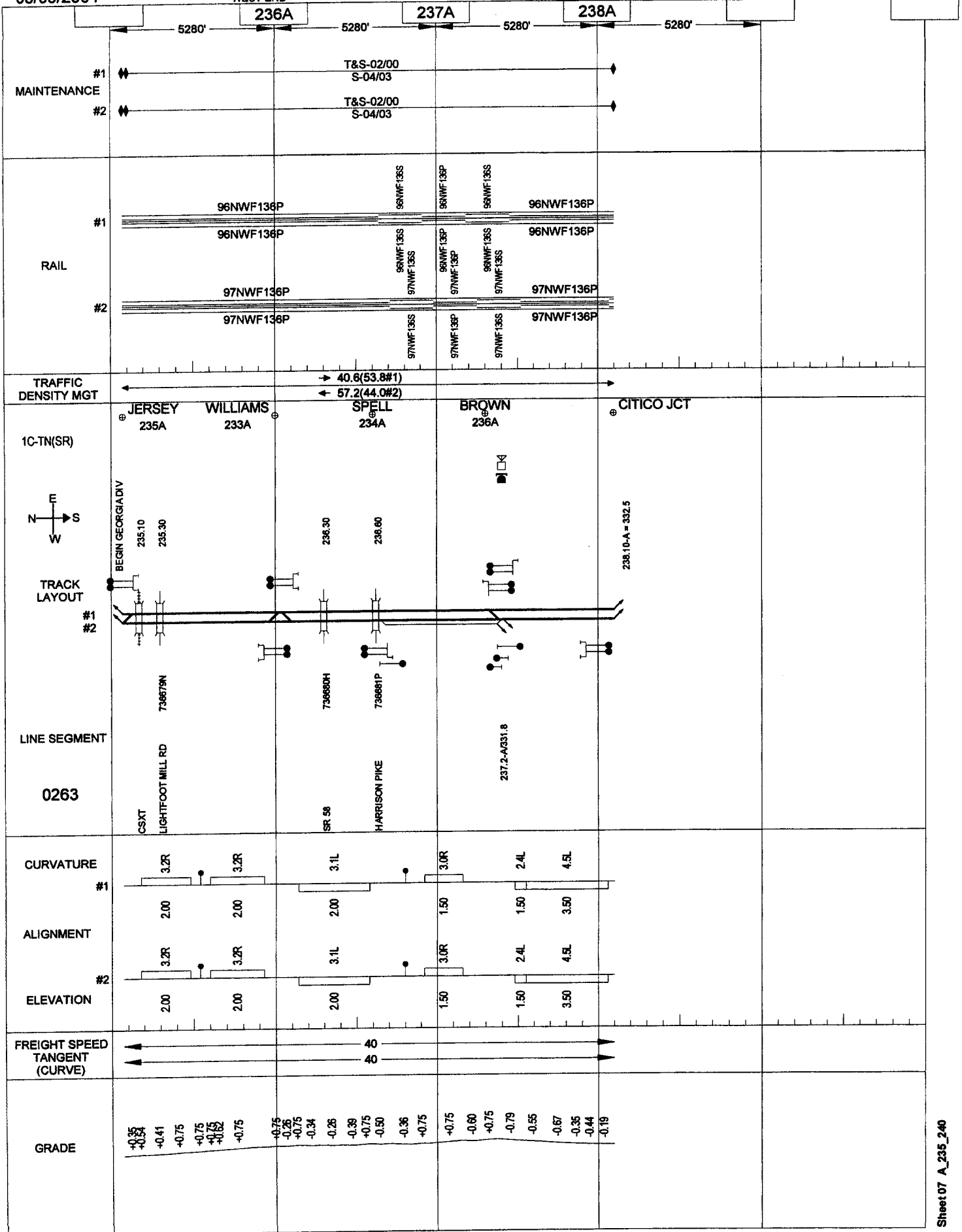


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WEST END

JERSEY-CITICO JCT

CENTRAL



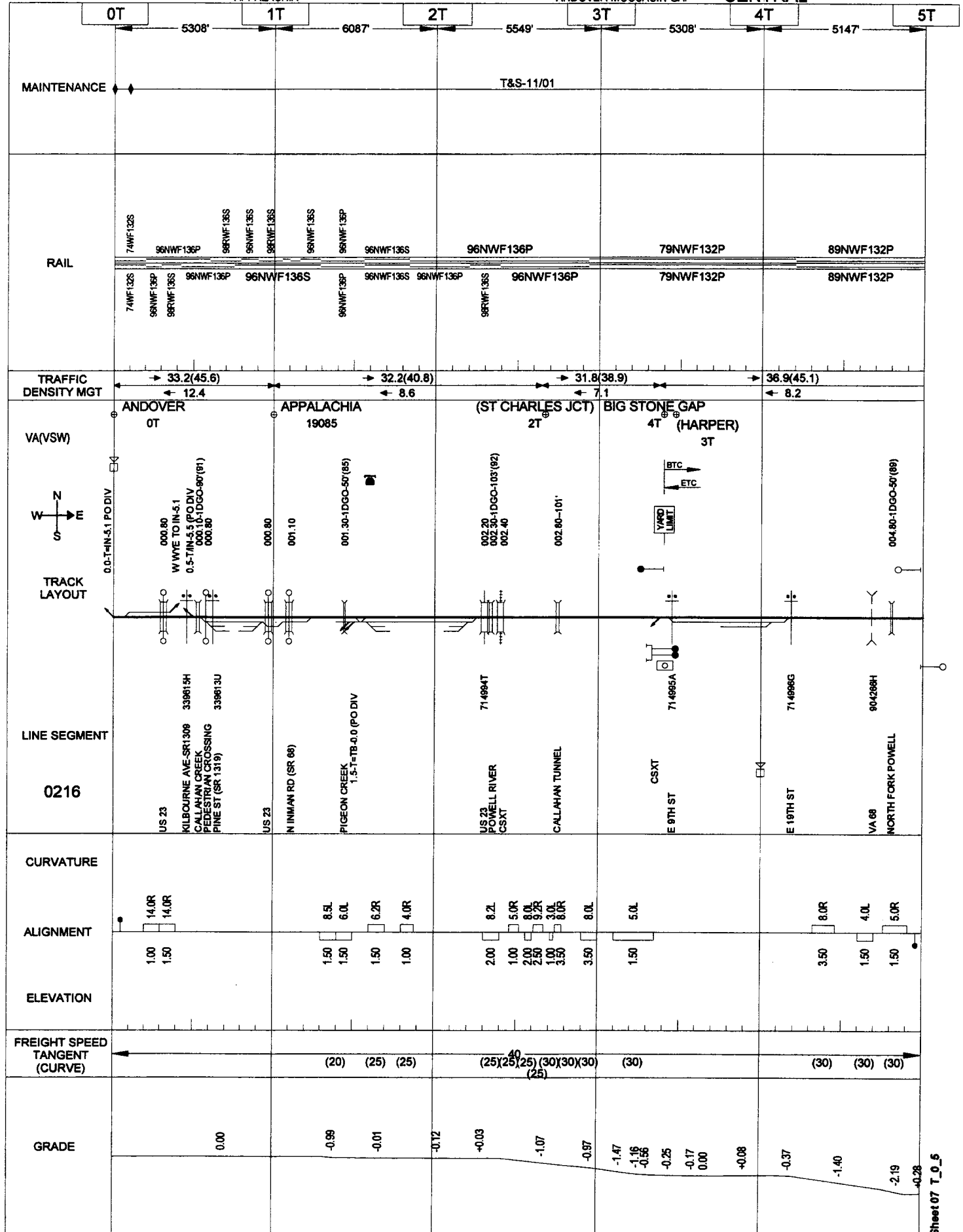
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048

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL

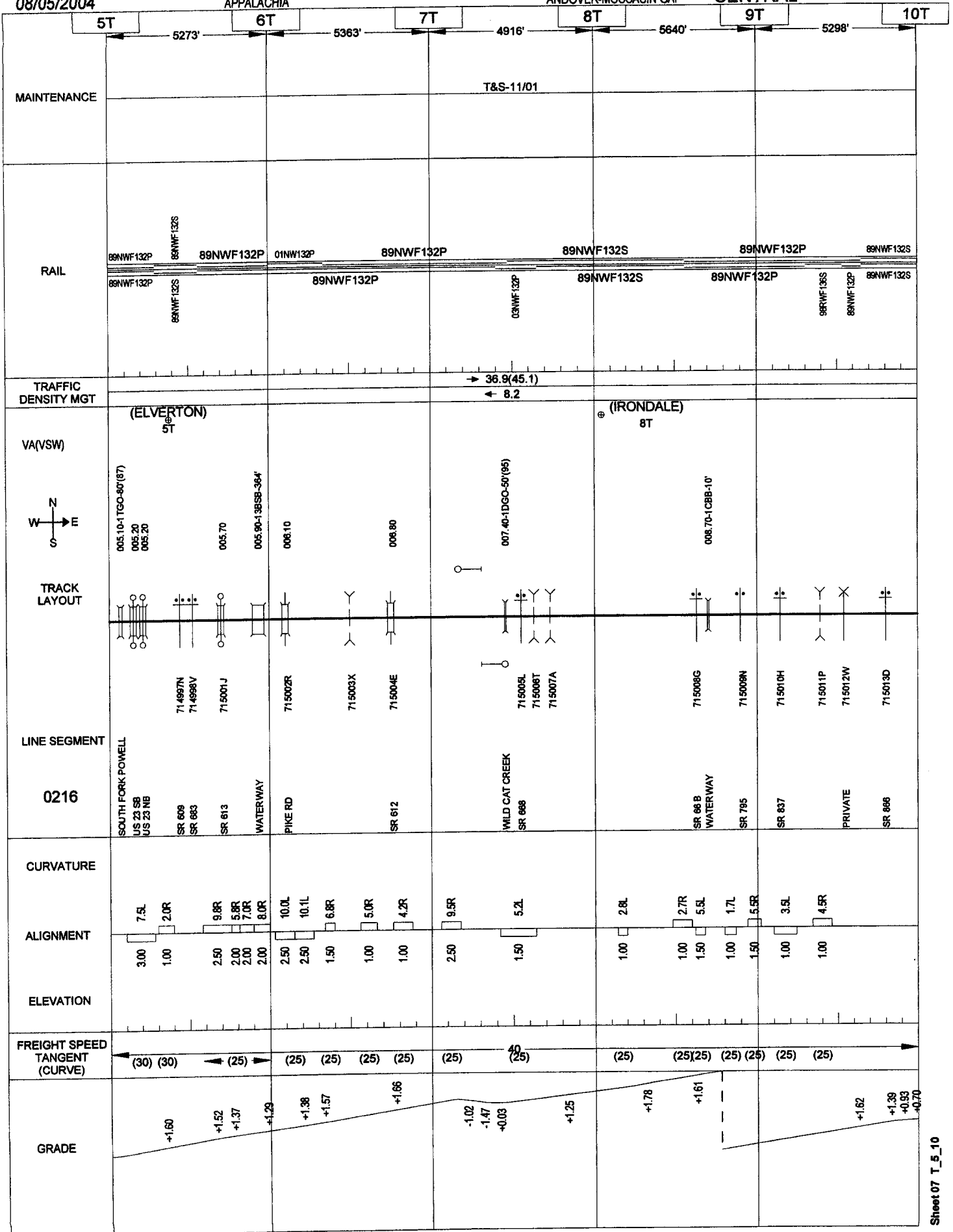


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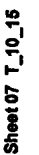
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ANDOVER-MOCCASIN GAP

CENTRAL



CENTRAL

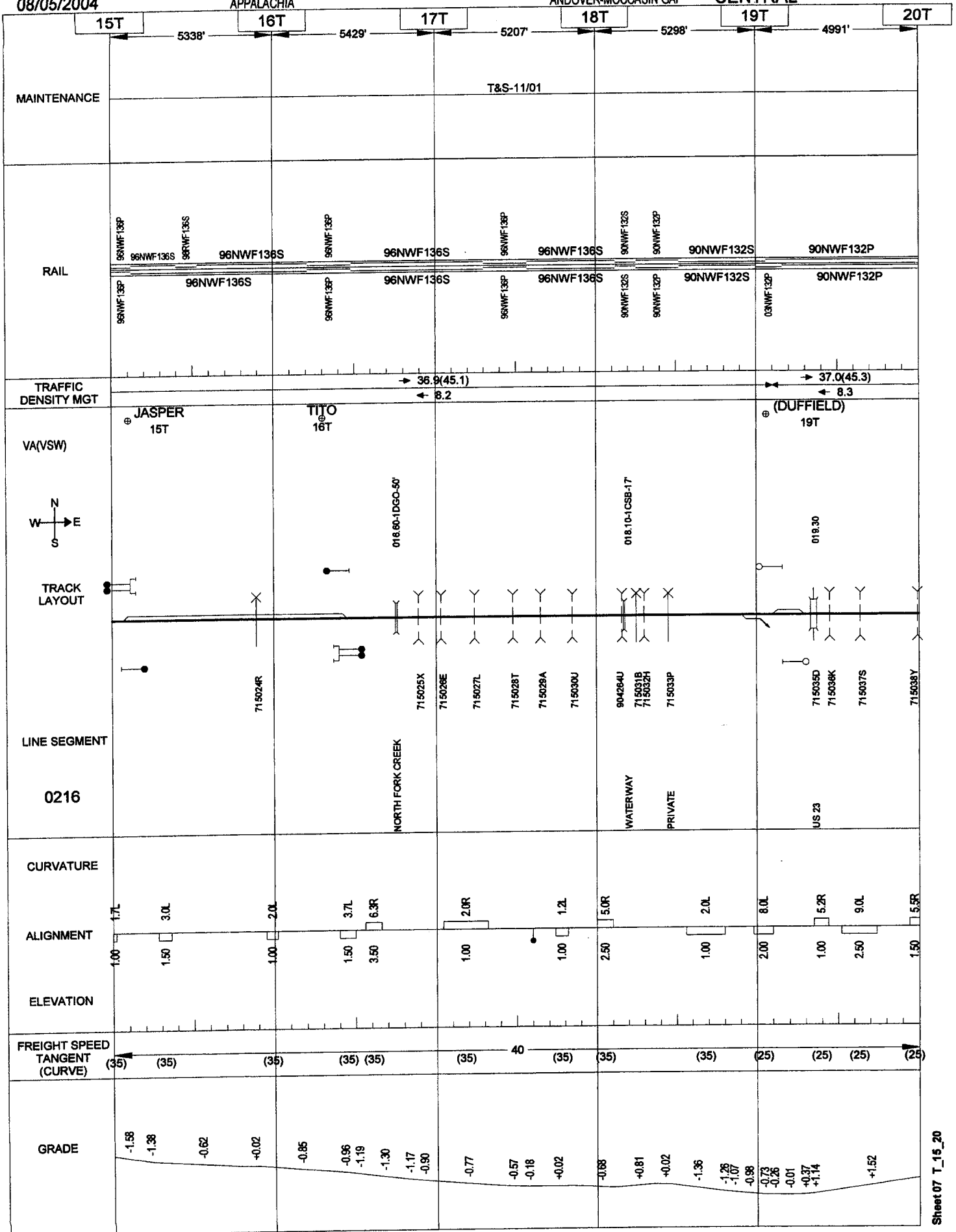


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ANDOVER-MOCCASIN GAP

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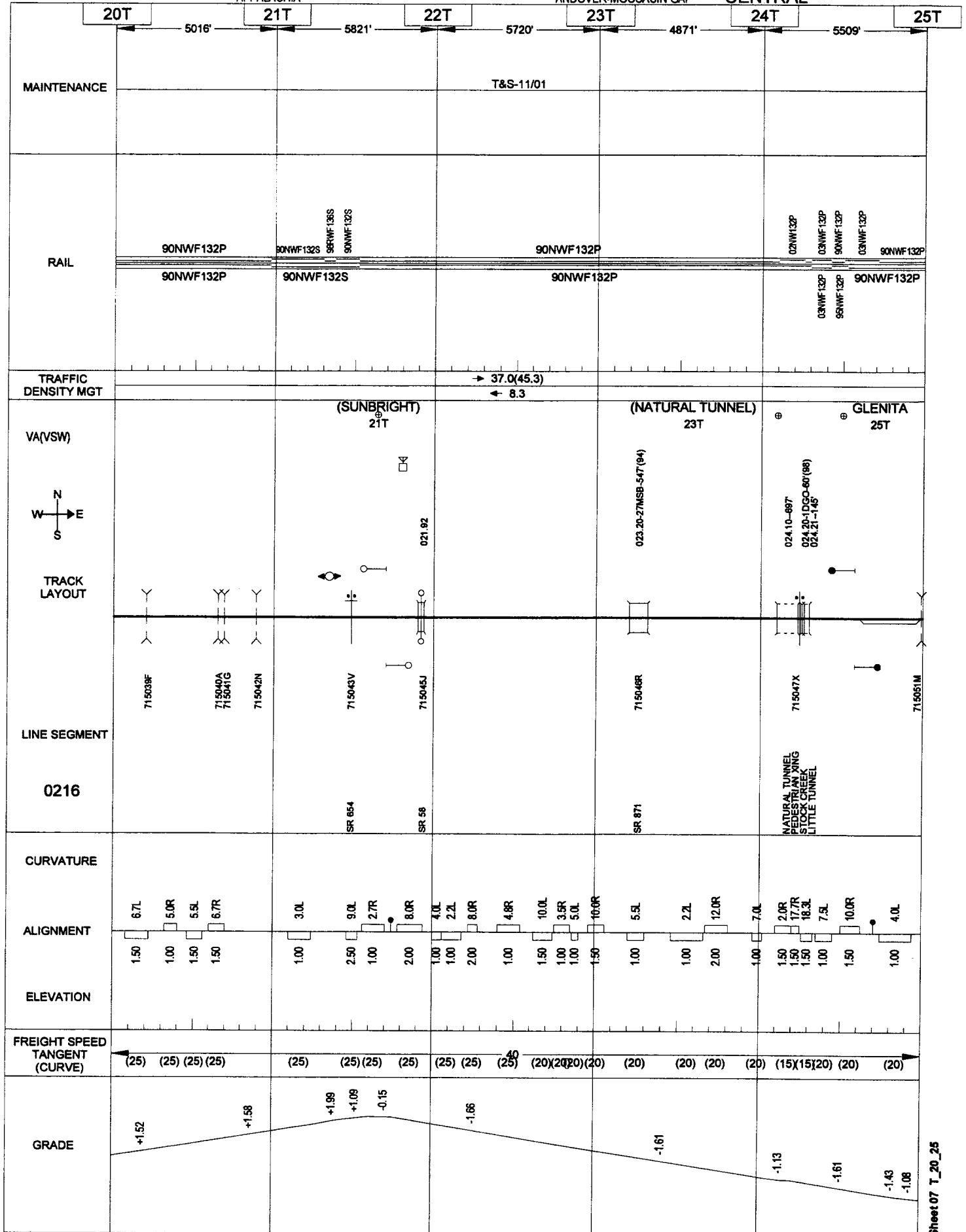
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APPALACHIA

ANDOVER-MOCCASIN GAP

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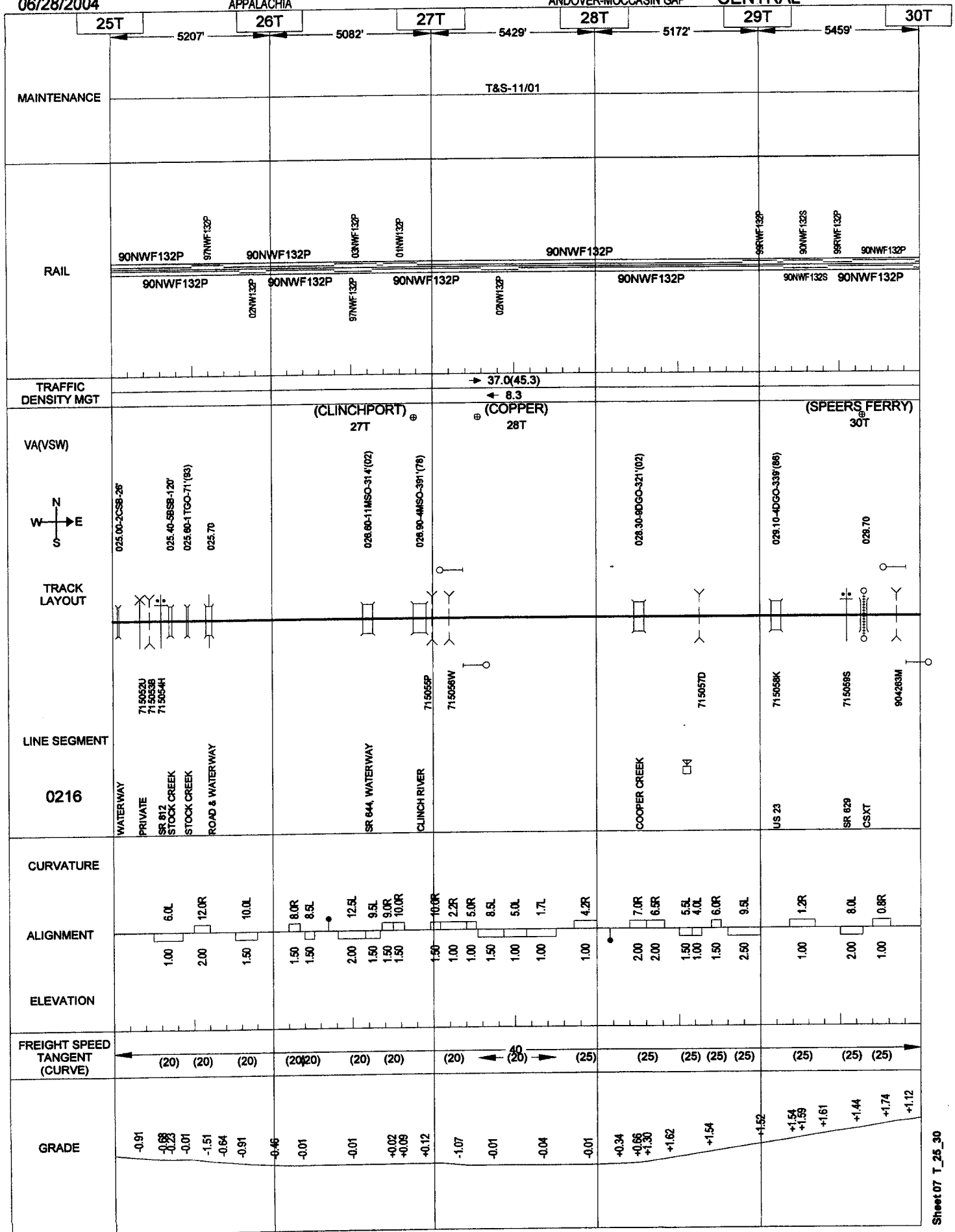


06/28/2004

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



CENTRAL

35T

5238'

T&S-11/01

1

1

→ 37.0(45.3)

TRACK LAYOUT

LINE SEGMENT

0216

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

3.57

200

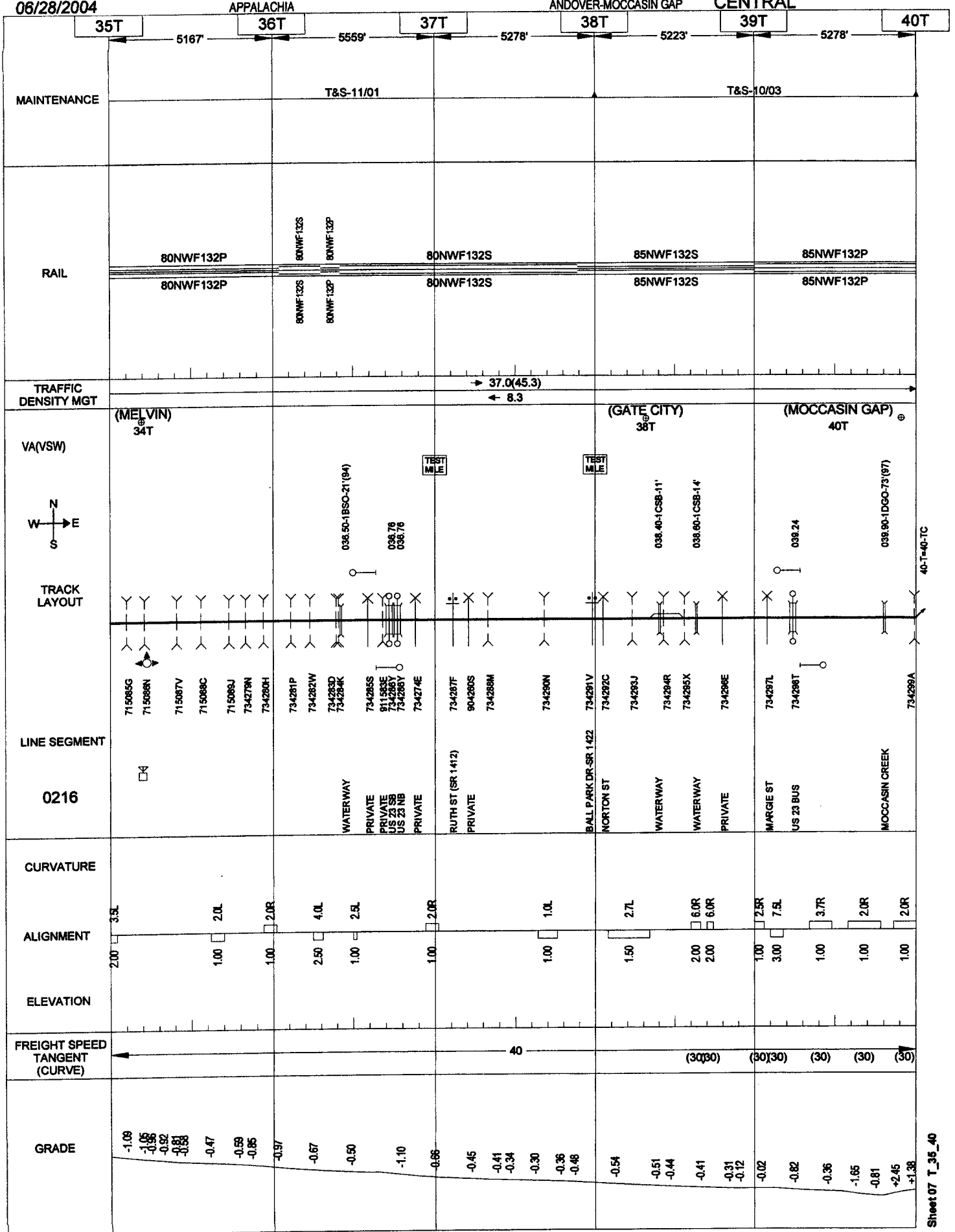
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APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



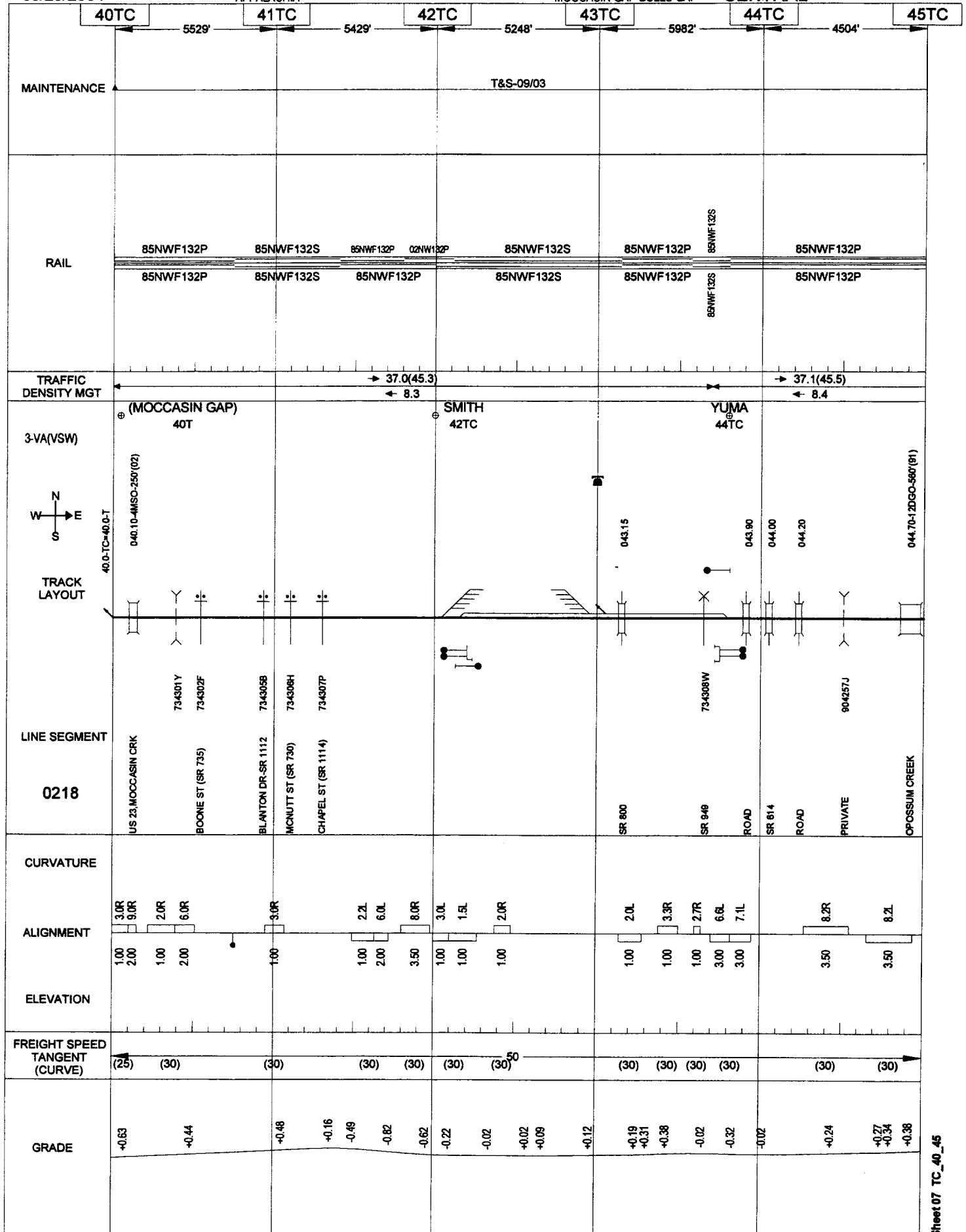
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APPALACHIA

MOCCASIN GAP-BULLS GAP

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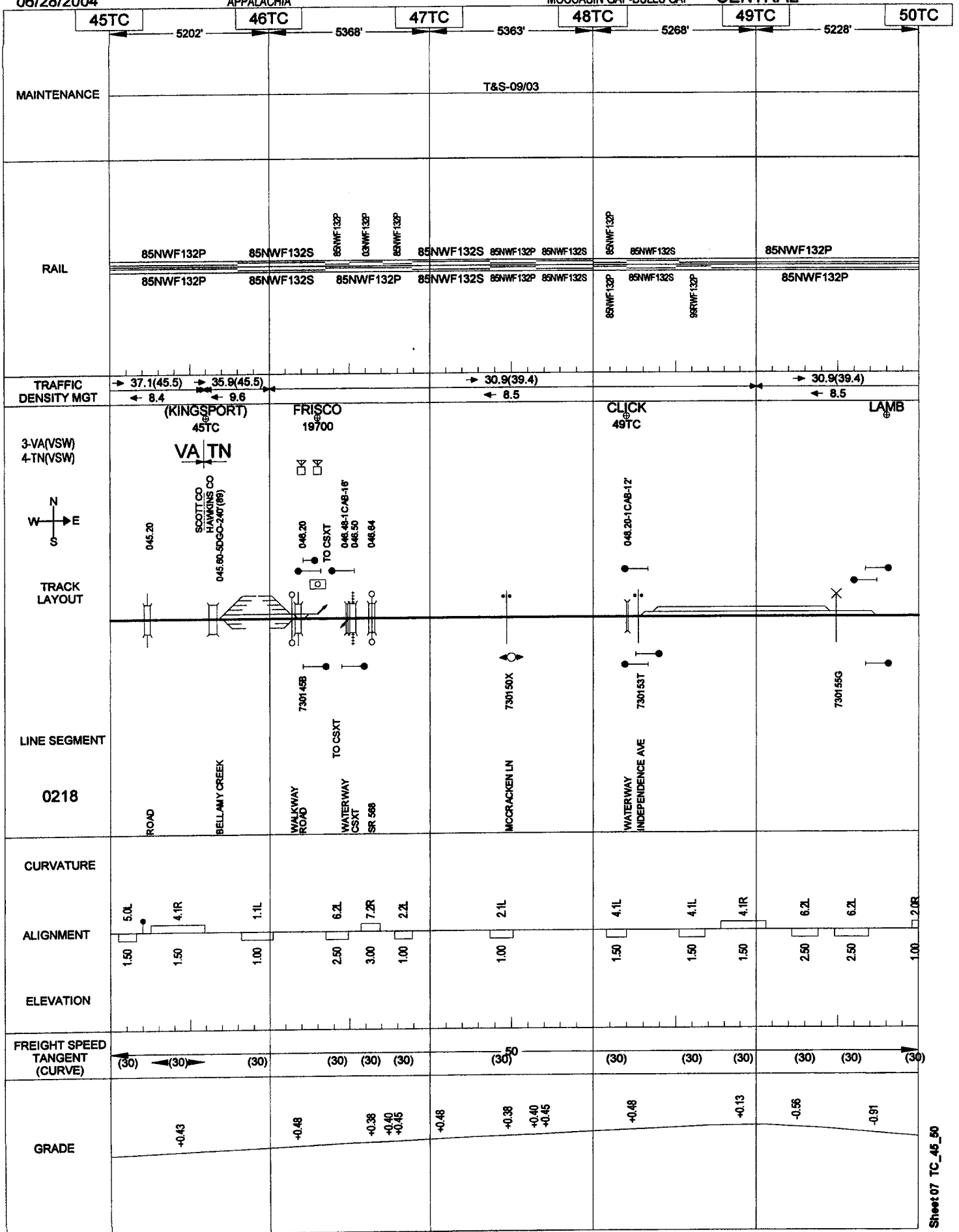


06/28/2004

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

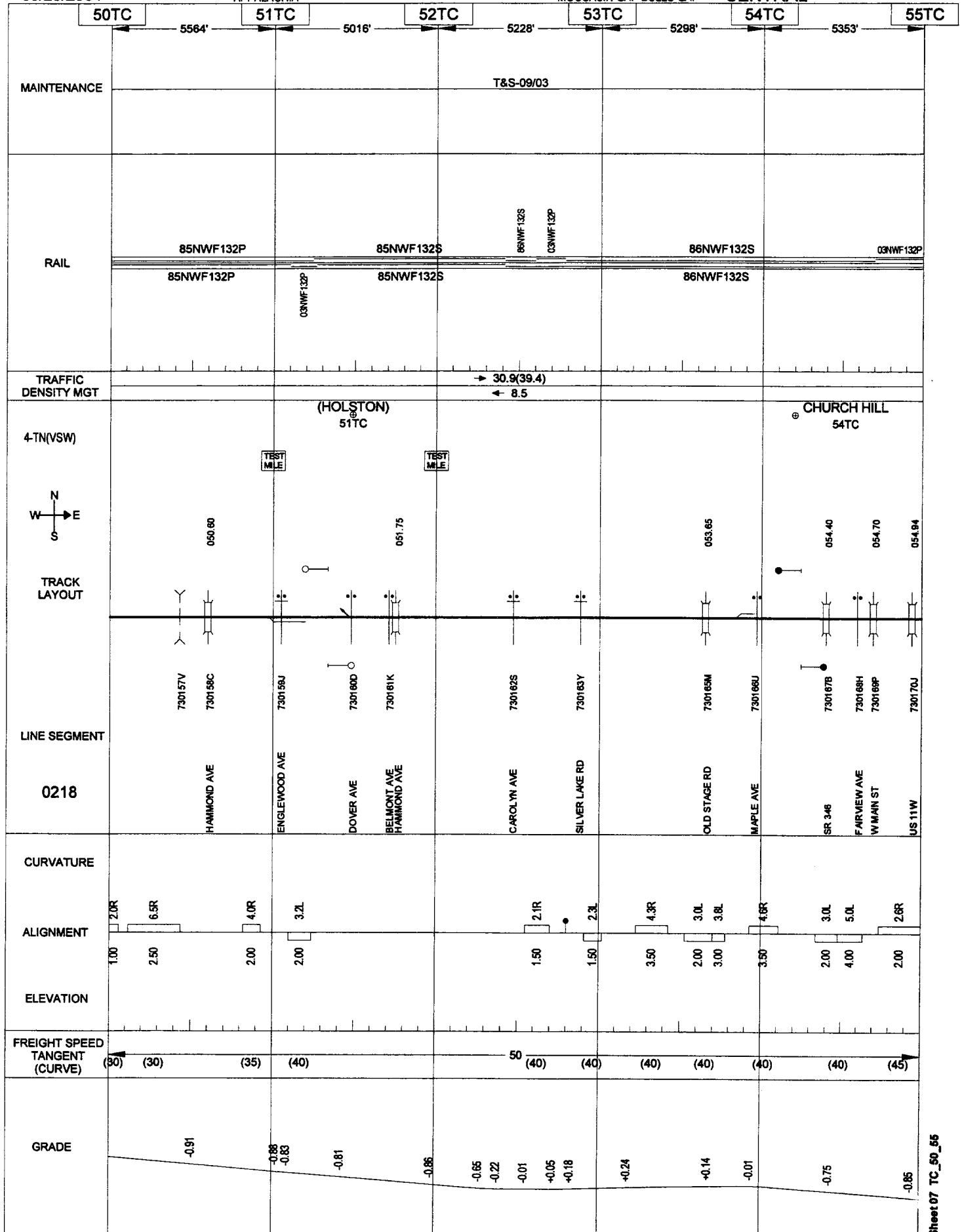


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APPALACHIA

MOCCASIN GAP-BULLS GAP

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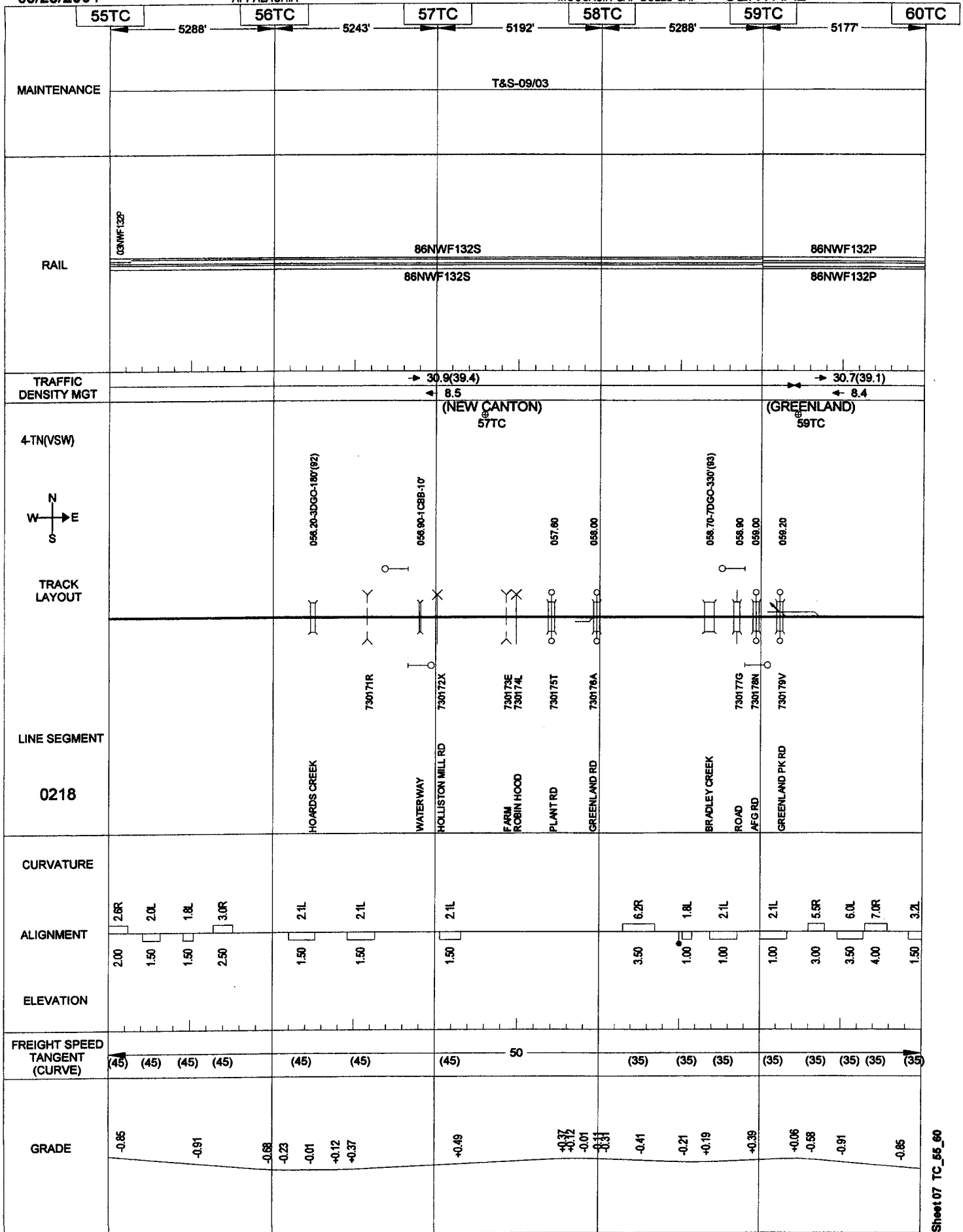


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APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



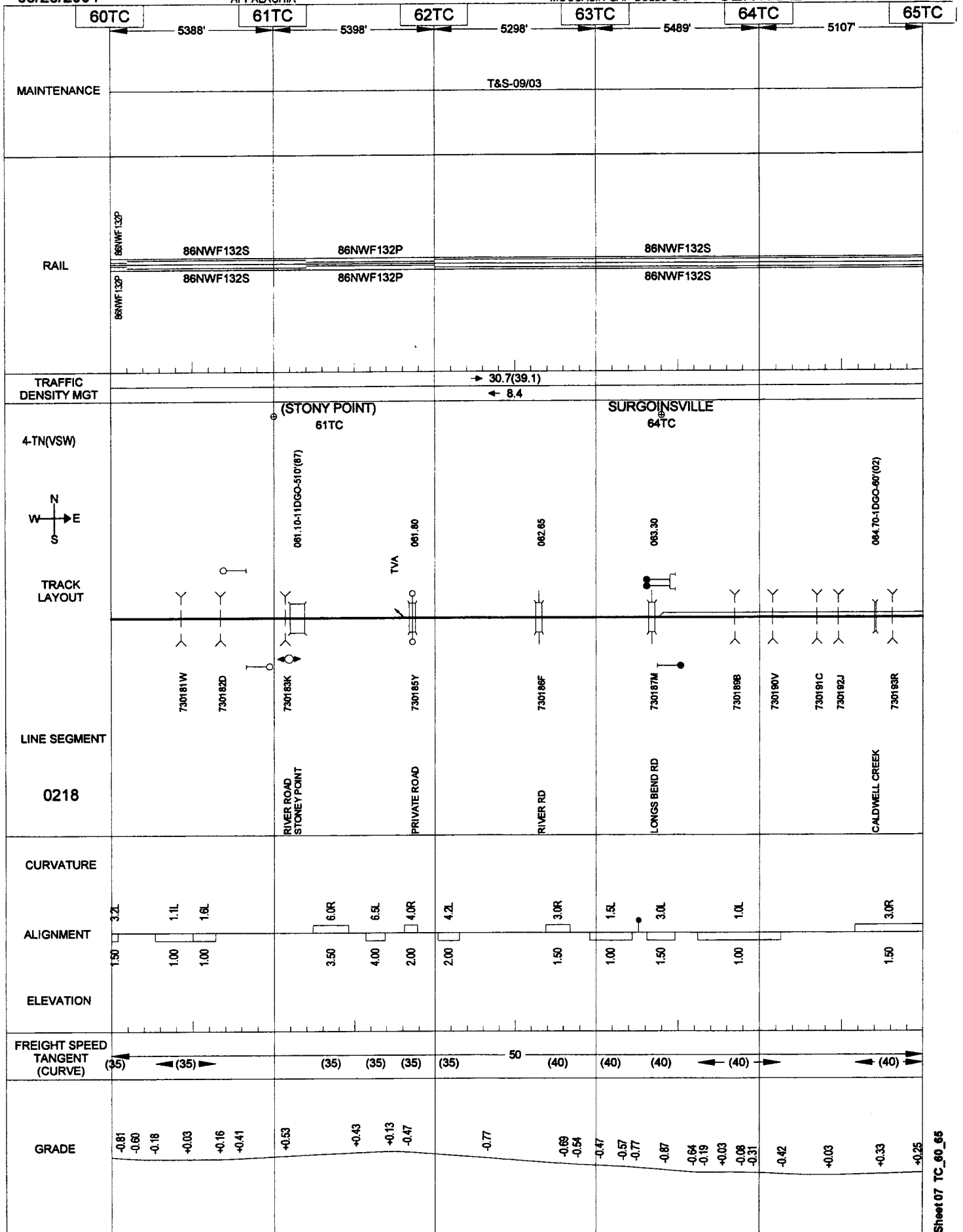
06/28/2004

060

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

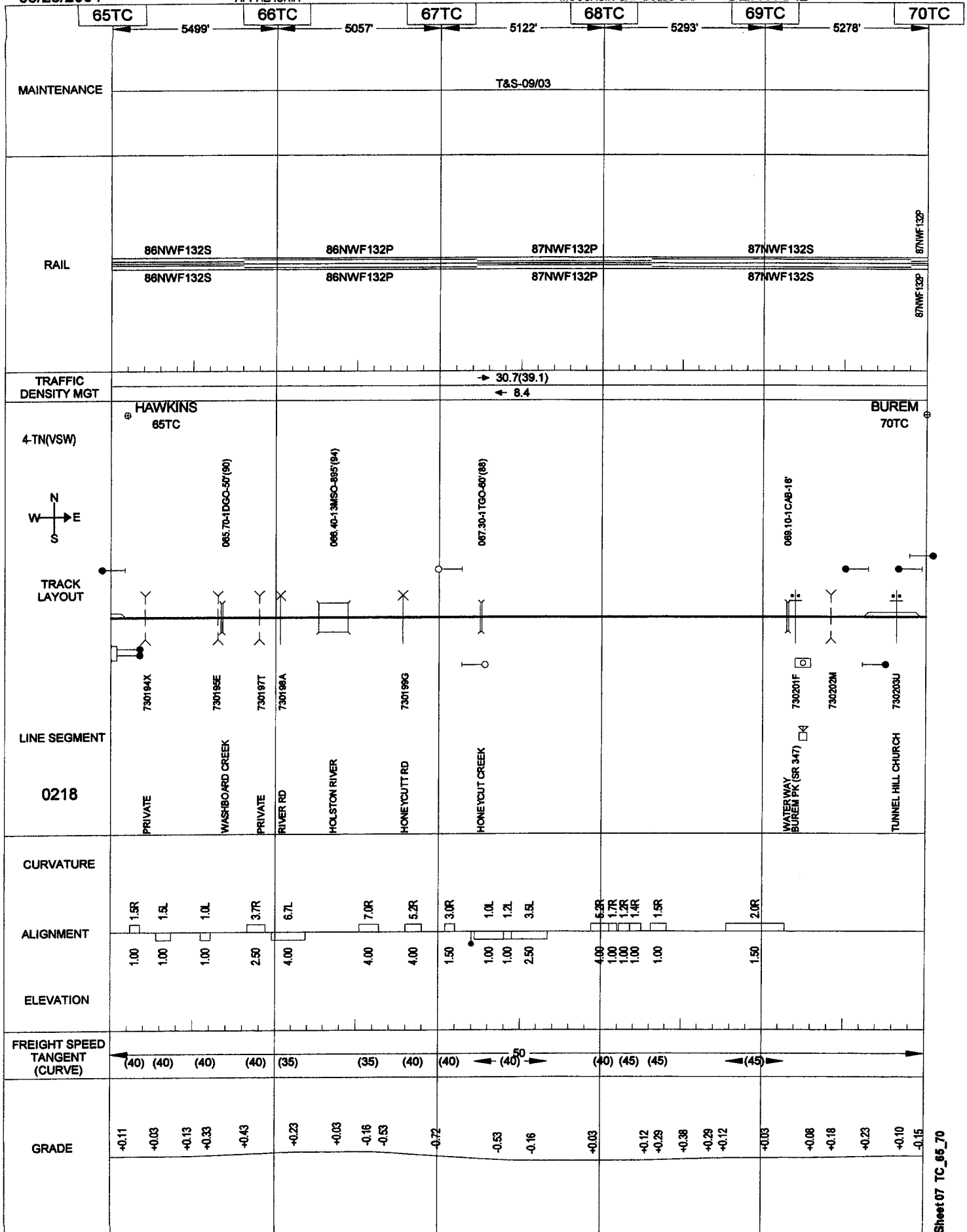


06/28/2004

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

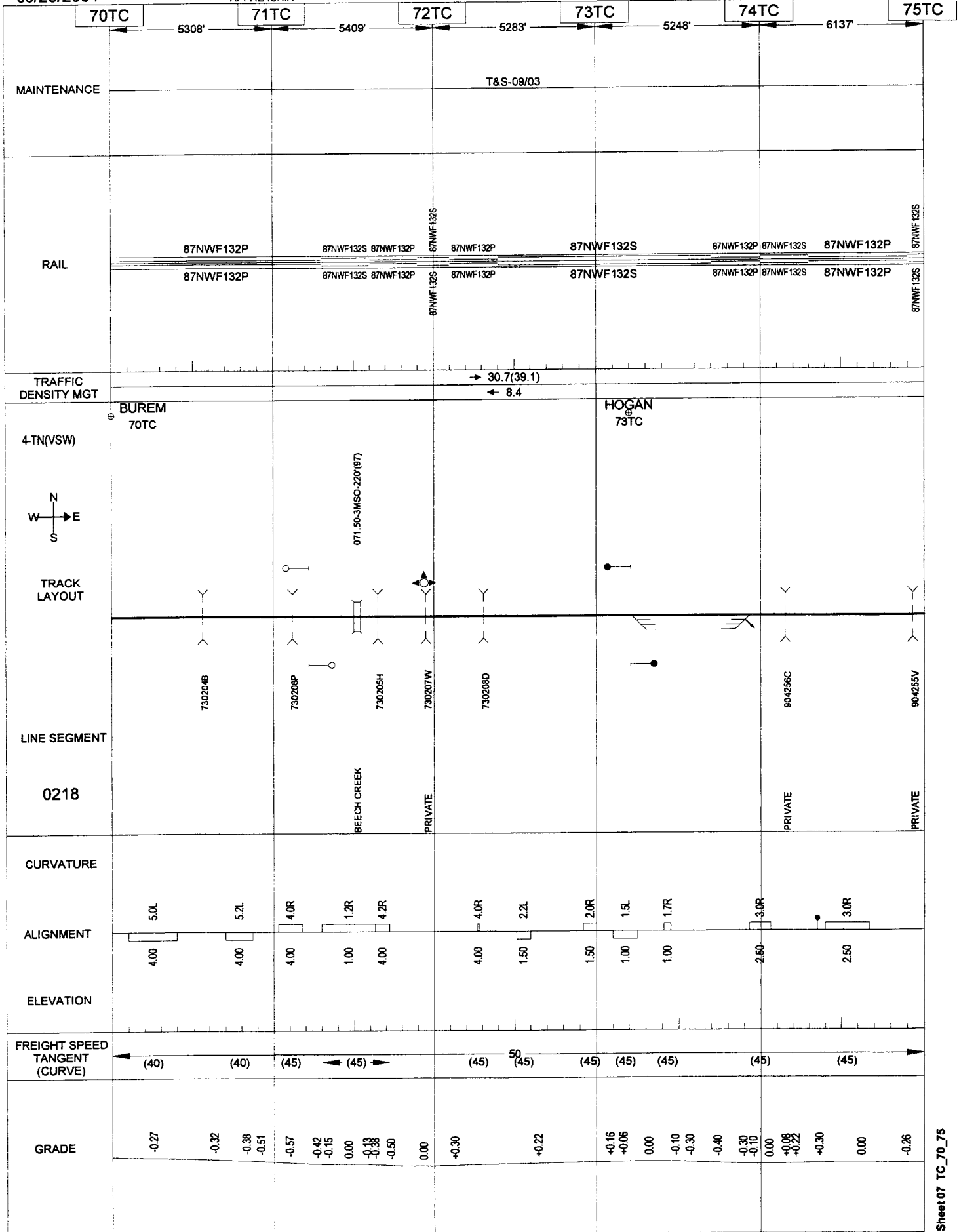


06/28/2004

APPALACHIA

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CENTRAL

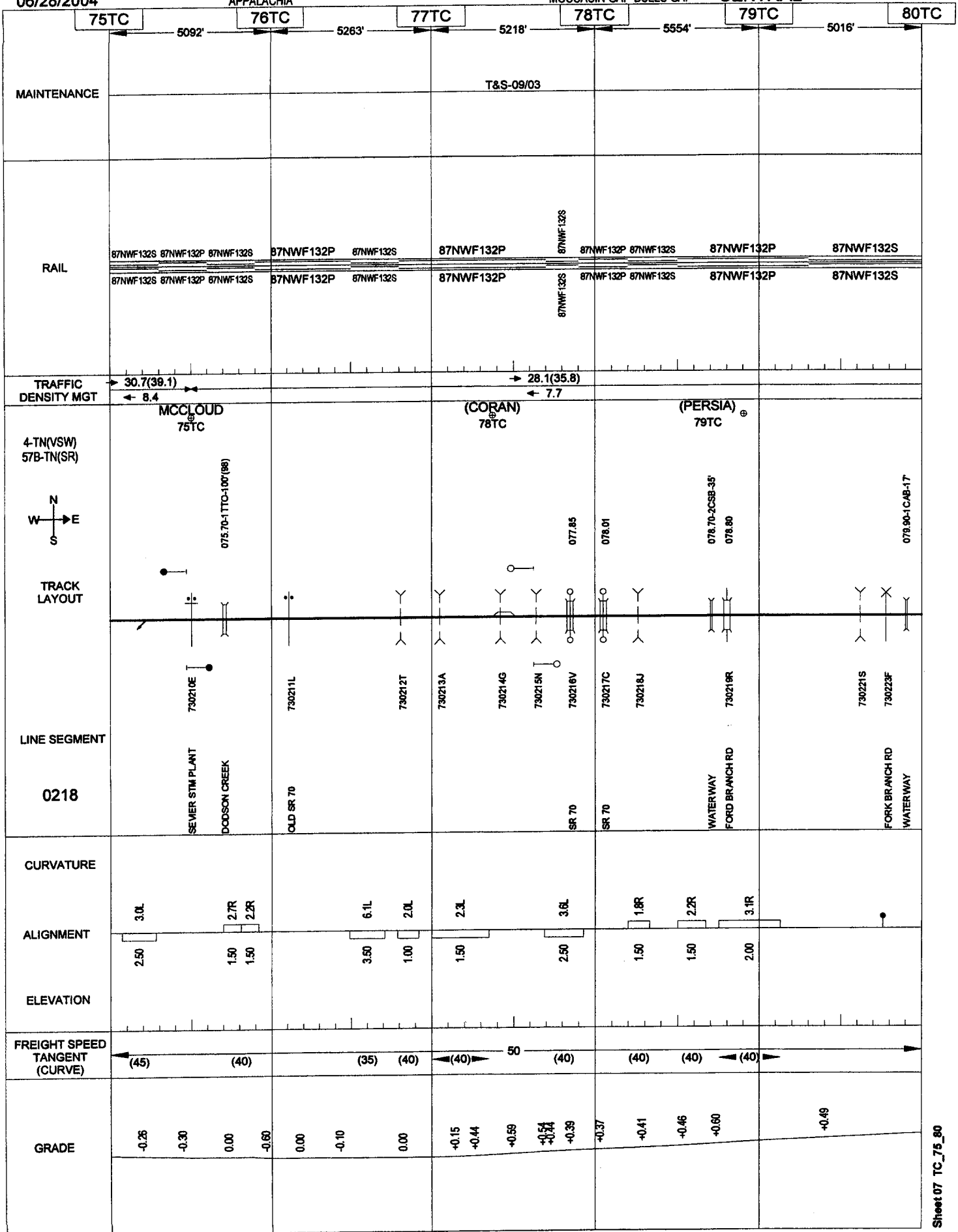


06/28/2004

APPALACHIA

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CENTRAL



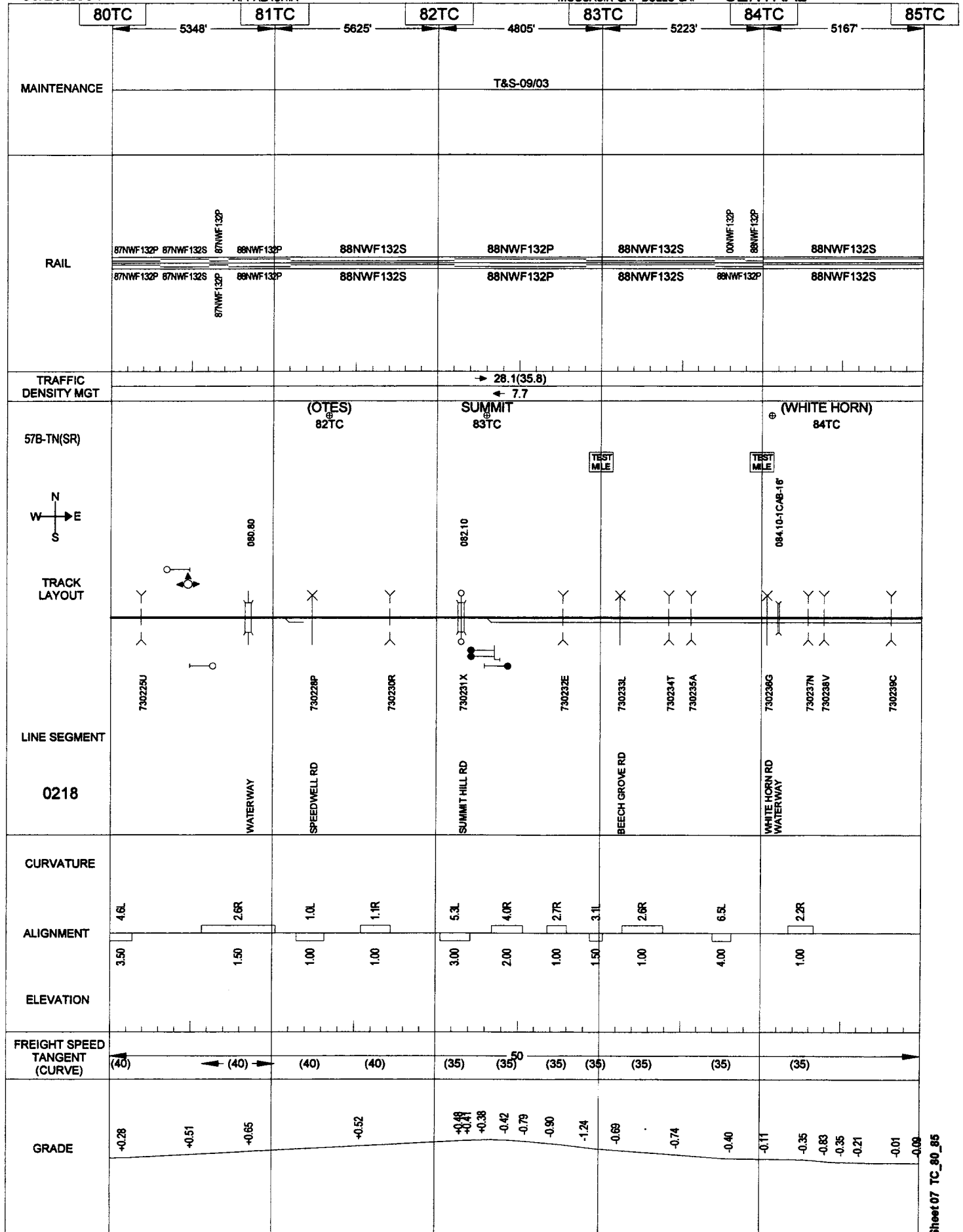
06/28/2004

064

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



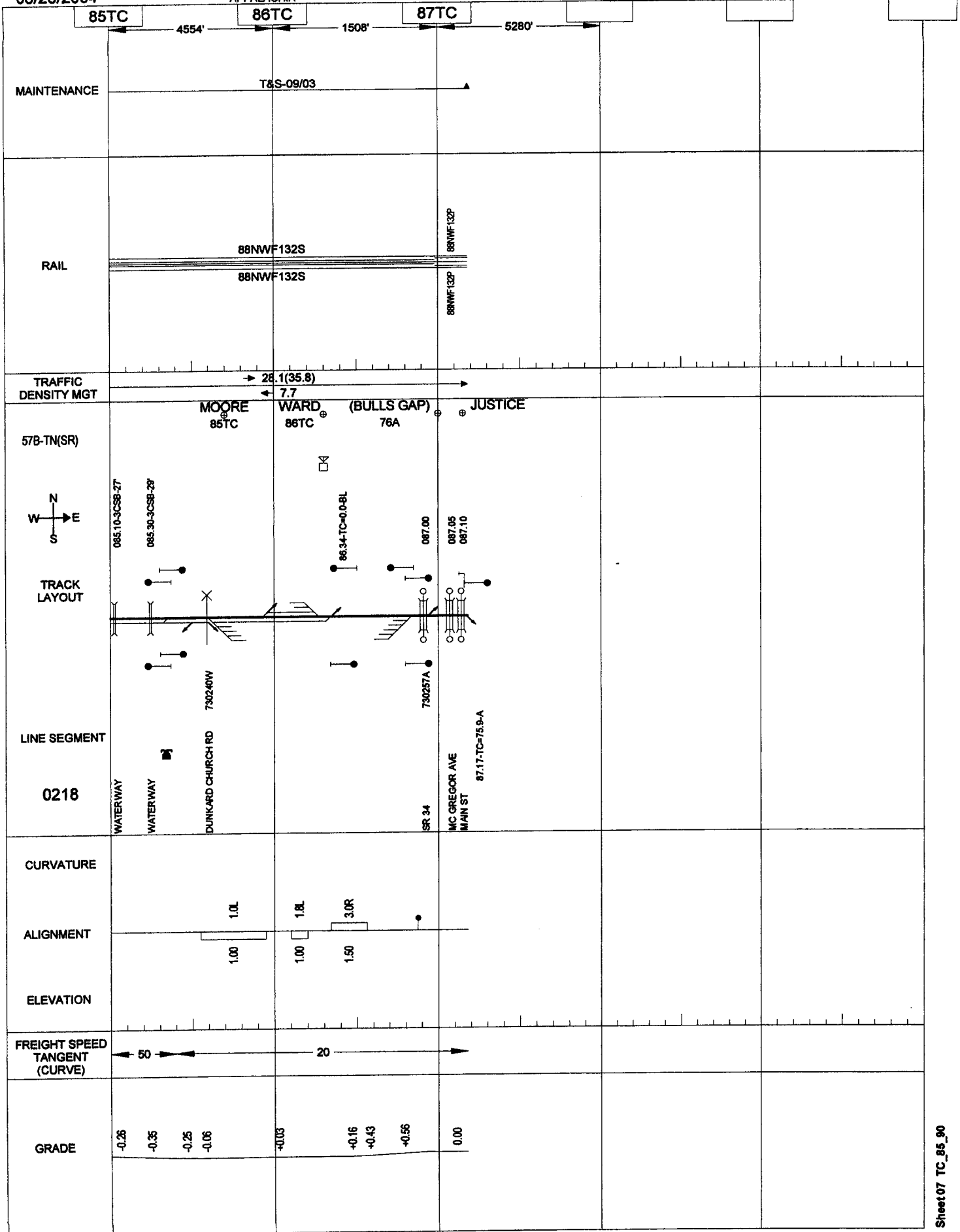
06/28/2004

065

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



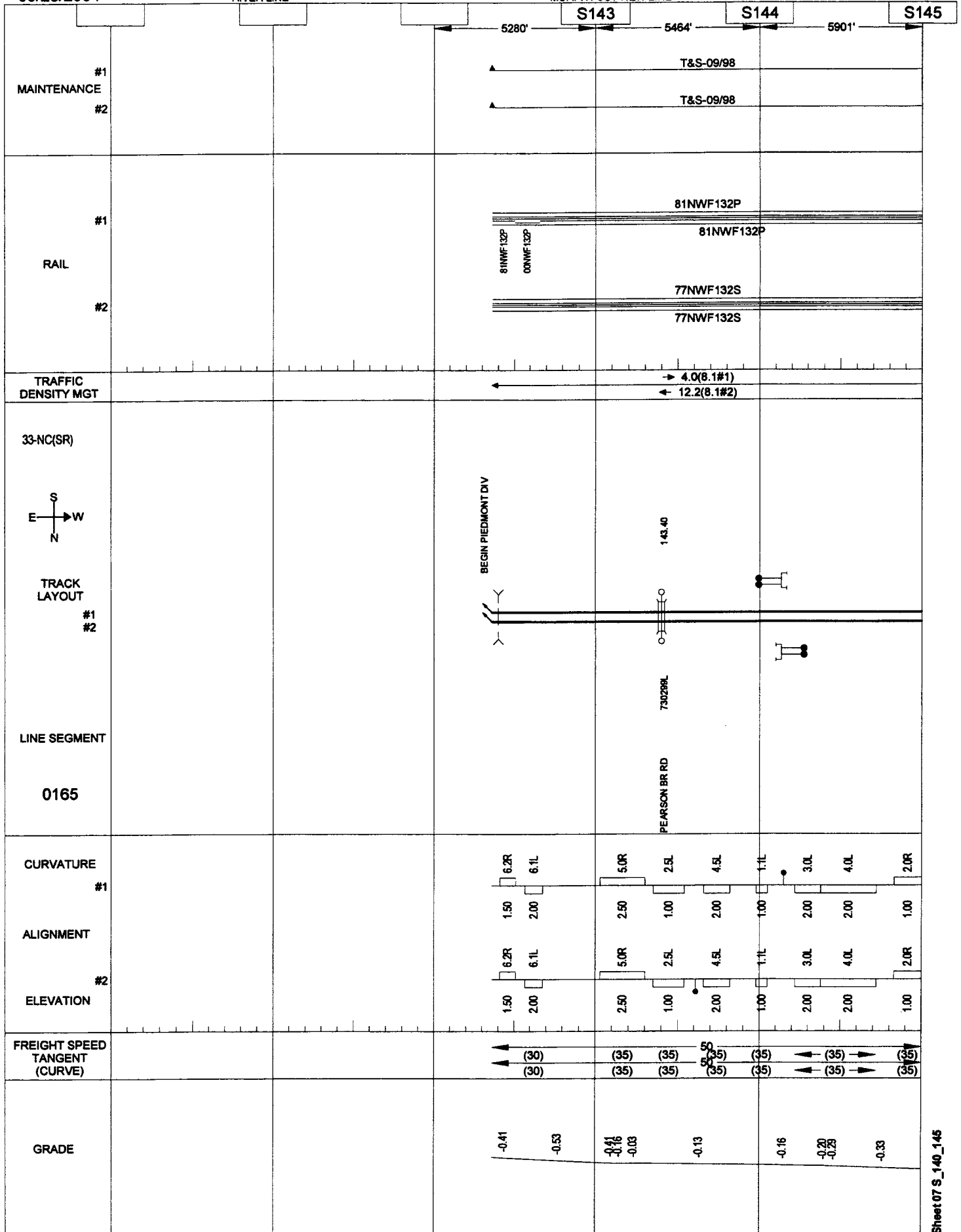
06/28/2004

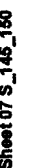
RIVER LINE

066

MURPHY JCT-NEW LINE

CENTRAL



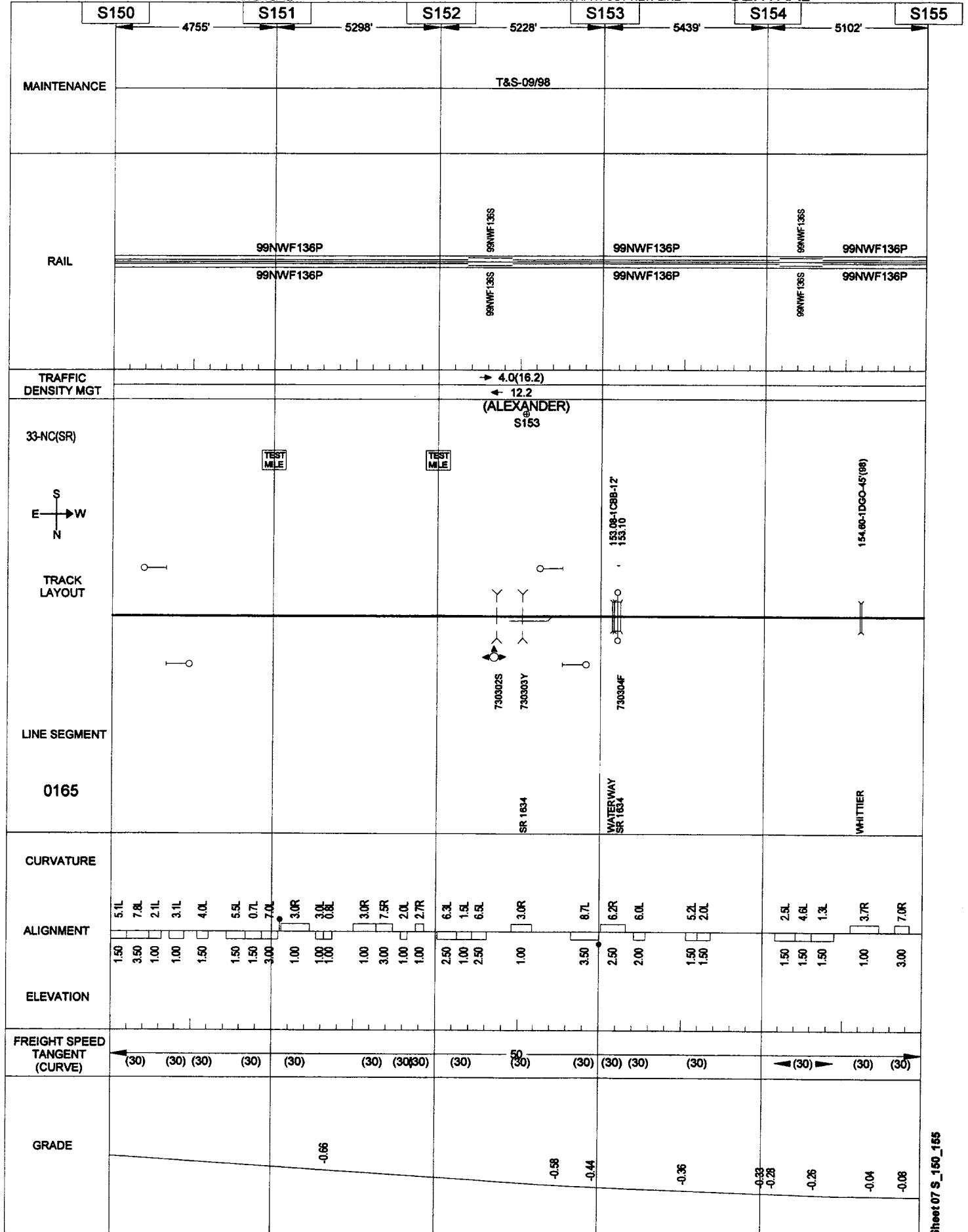


06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



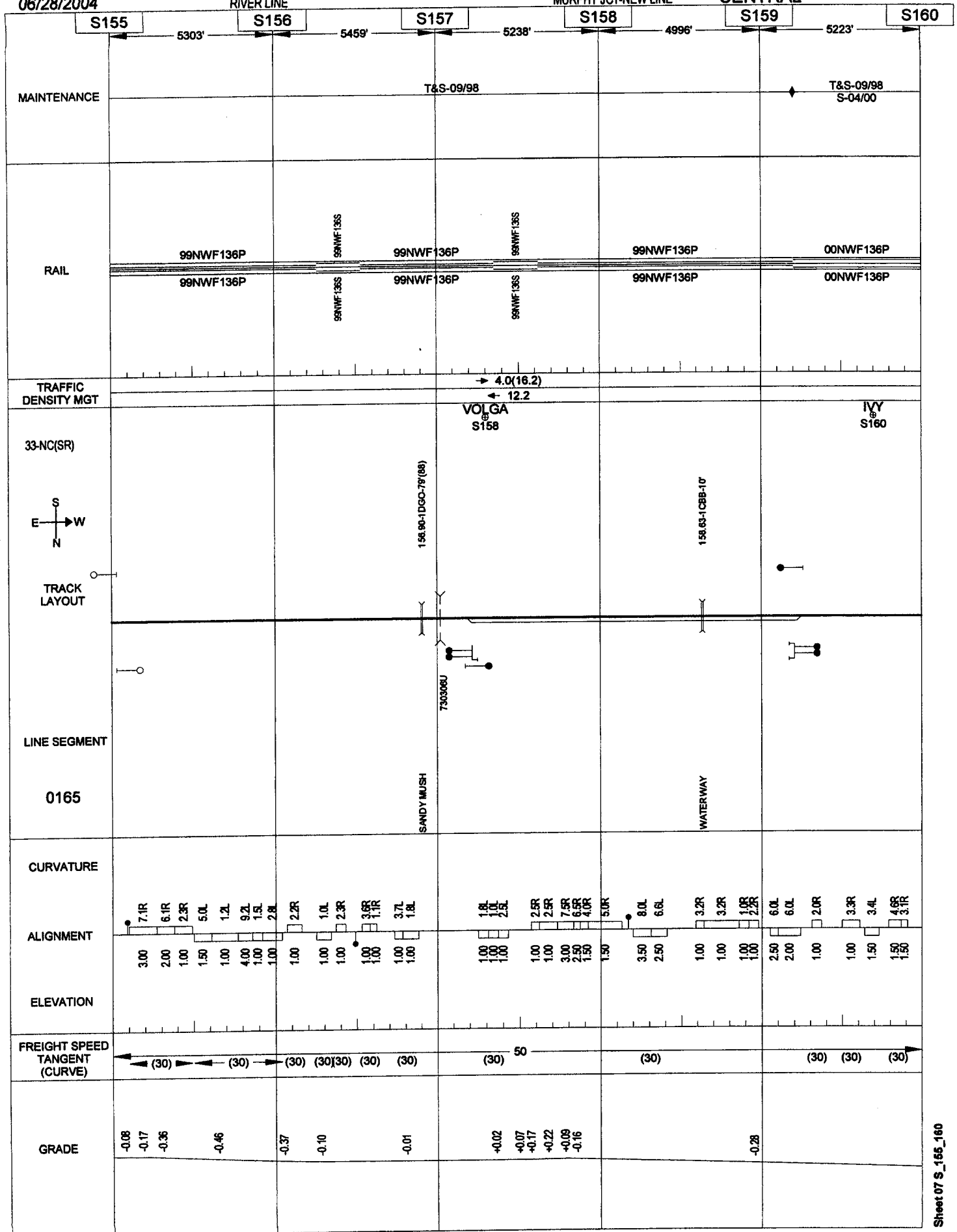
069

06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



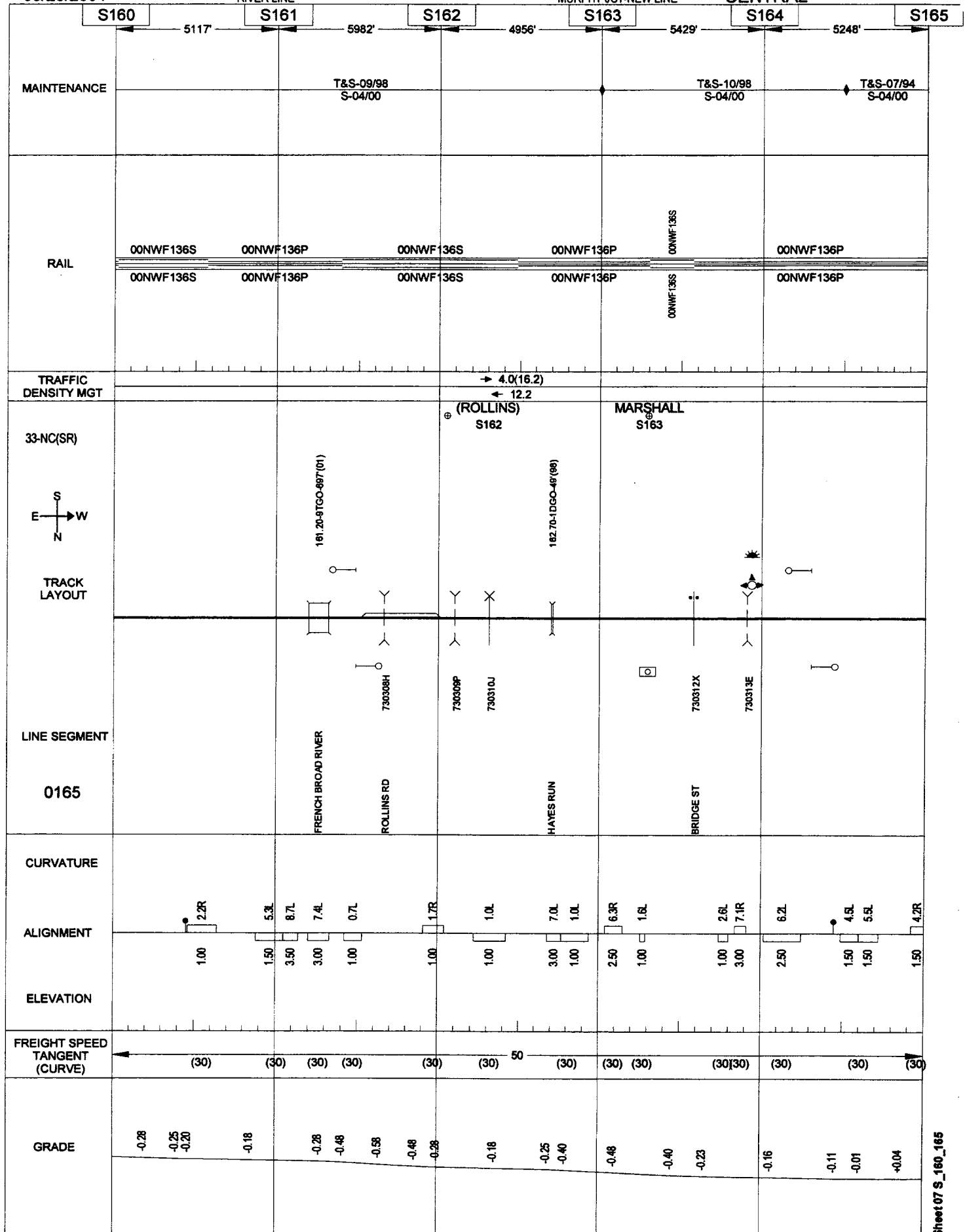
06/28/2004

070

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



Sheet 07 S_165_170

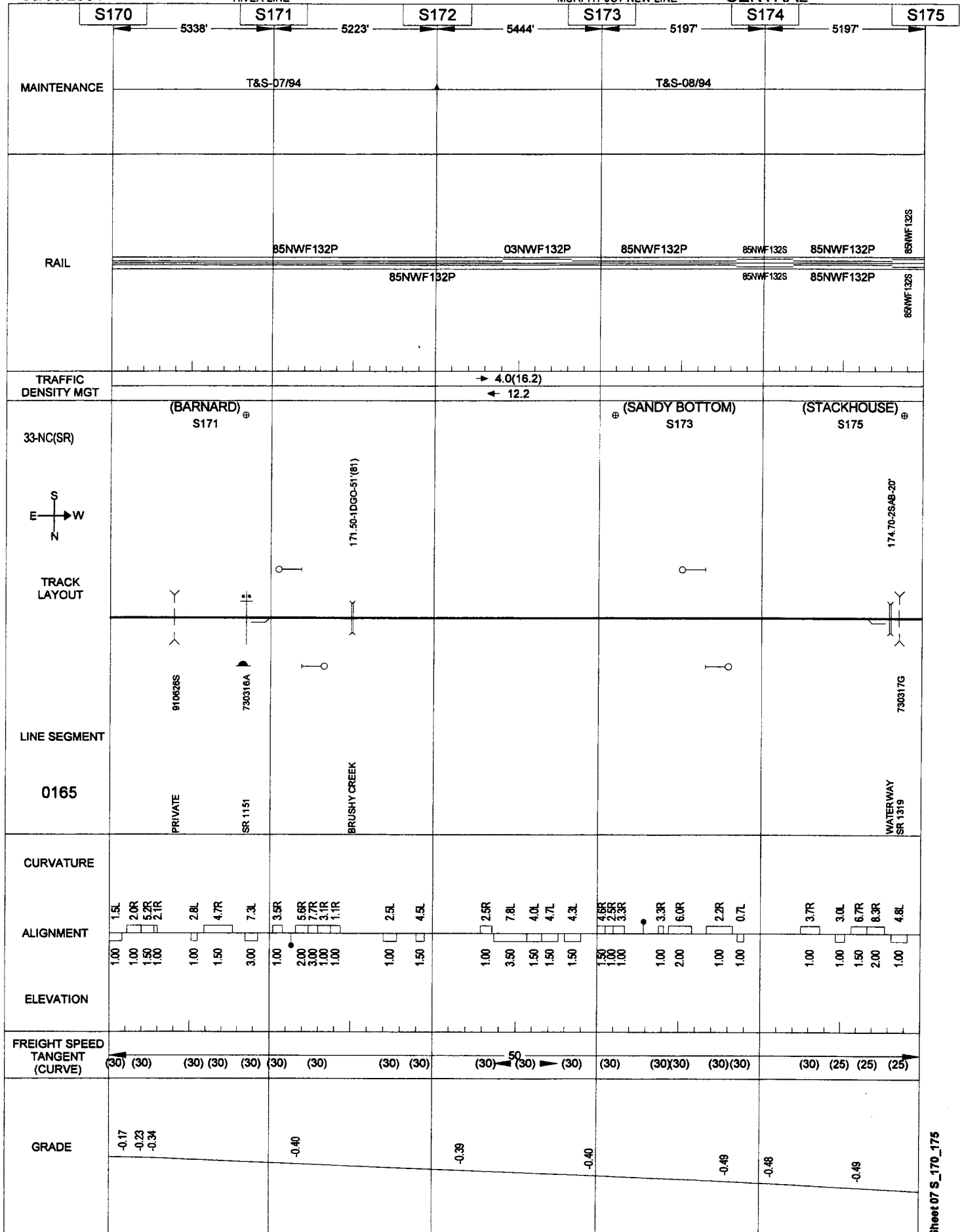
08/05/2004

072

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

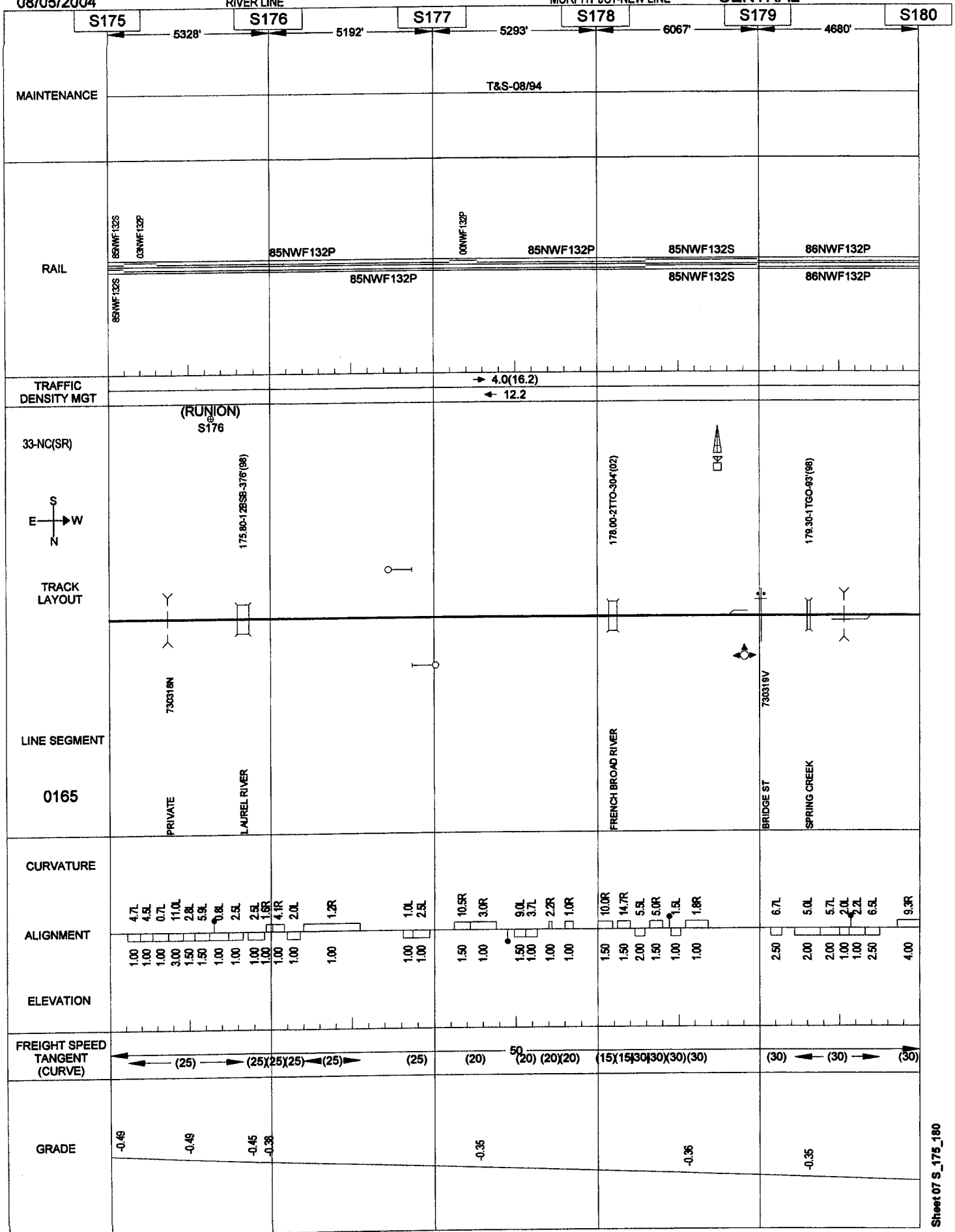


08/05/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

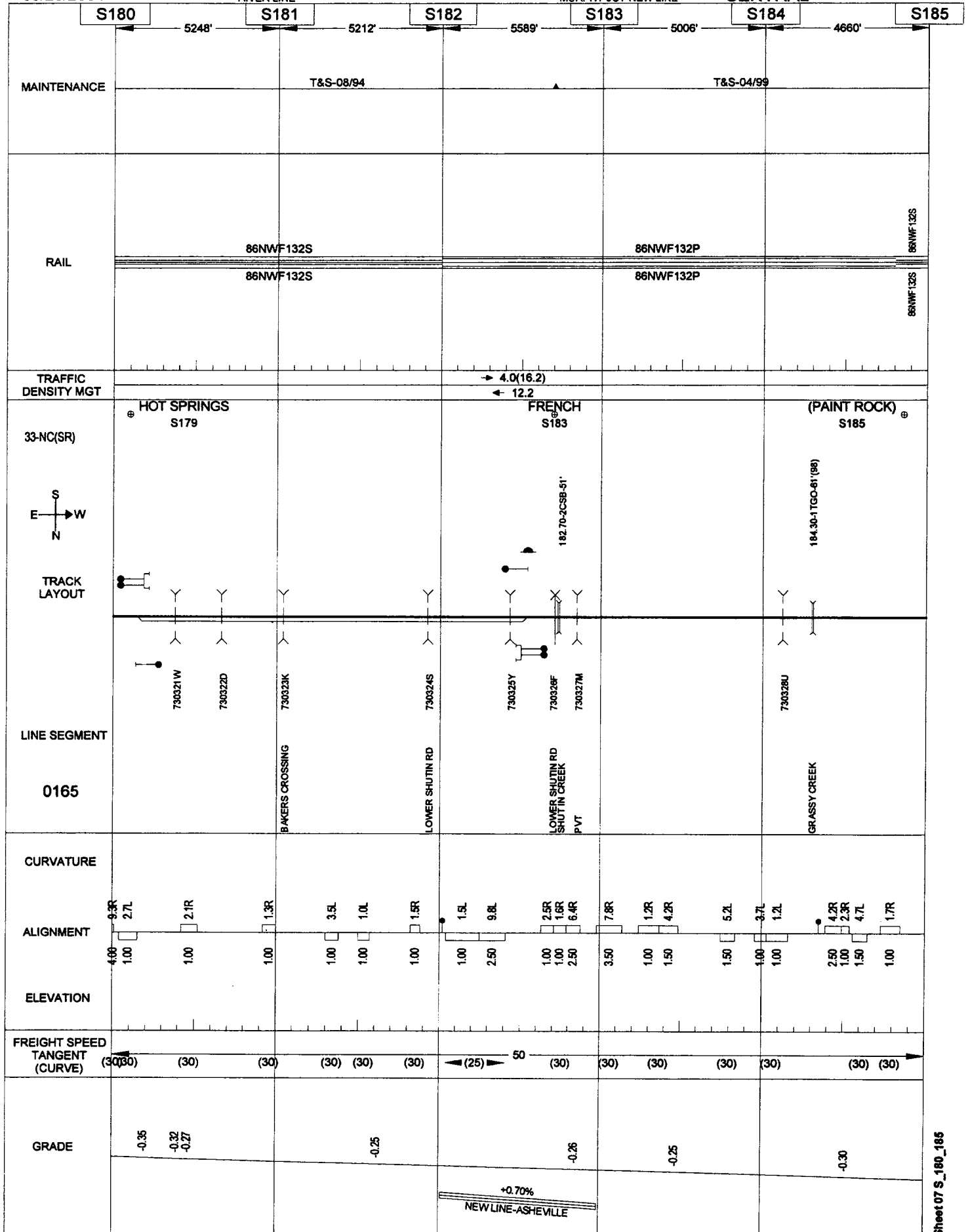


06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



Sheet 07 S_185_190

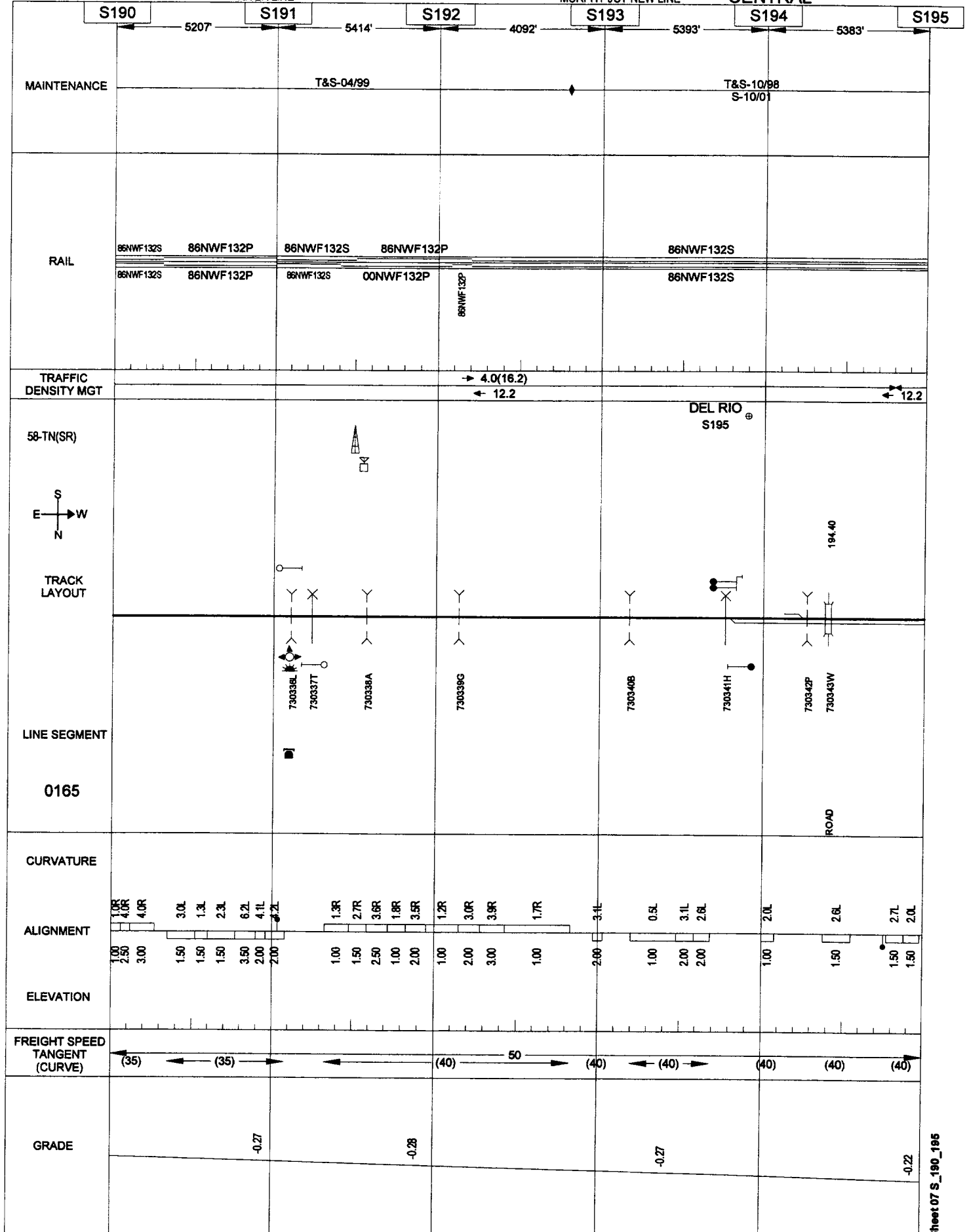
06/28/2004

076

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

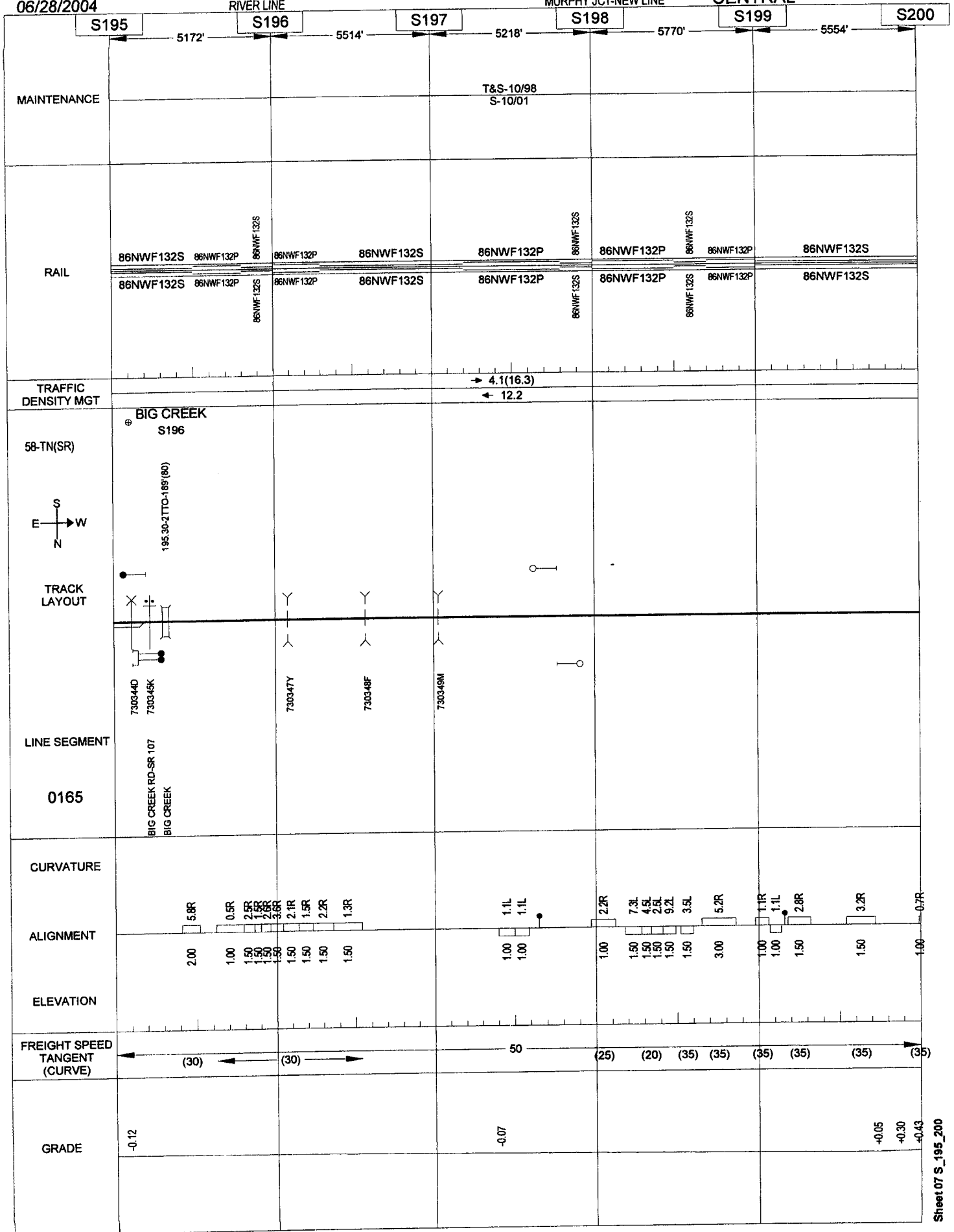


06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

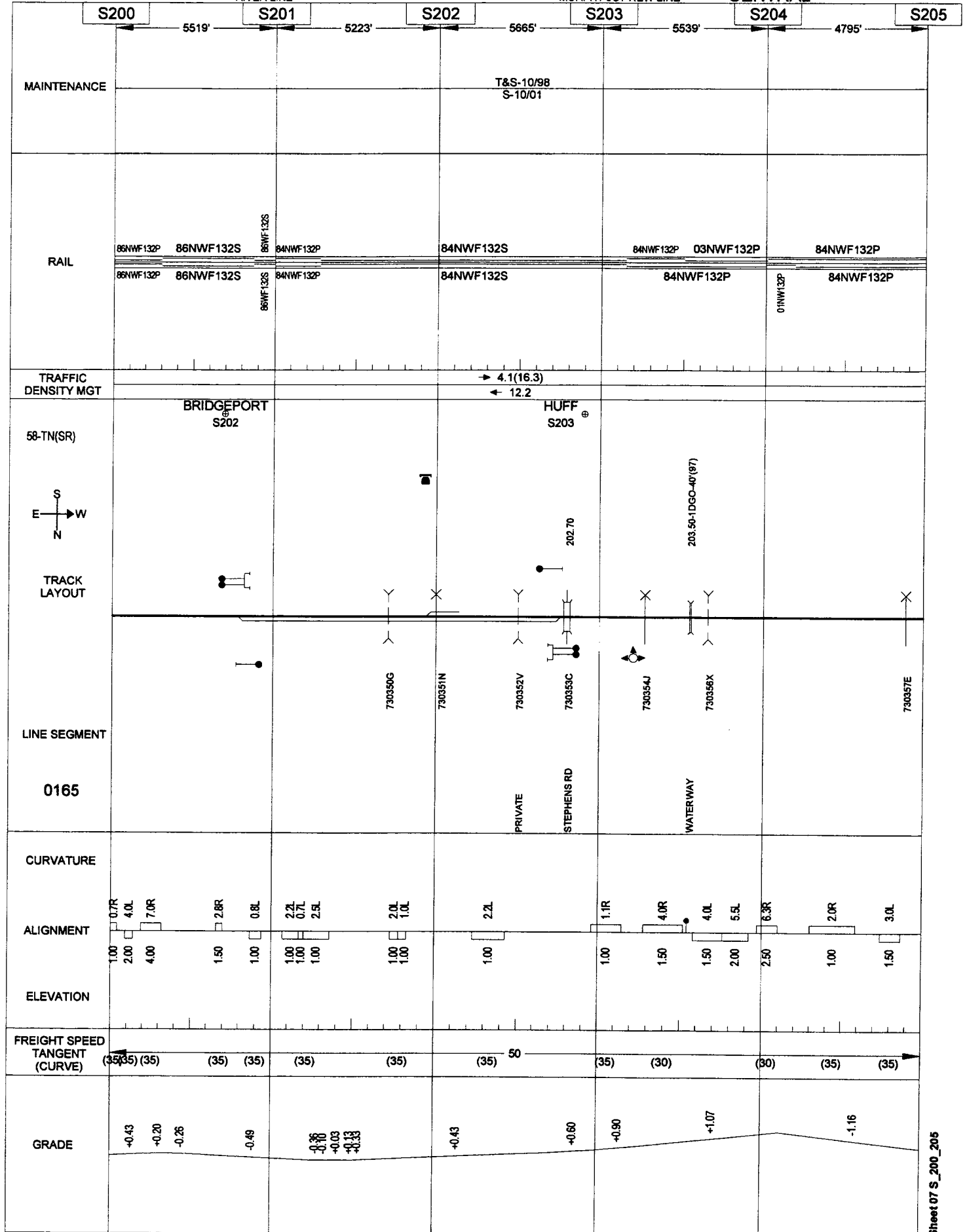


08/05/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

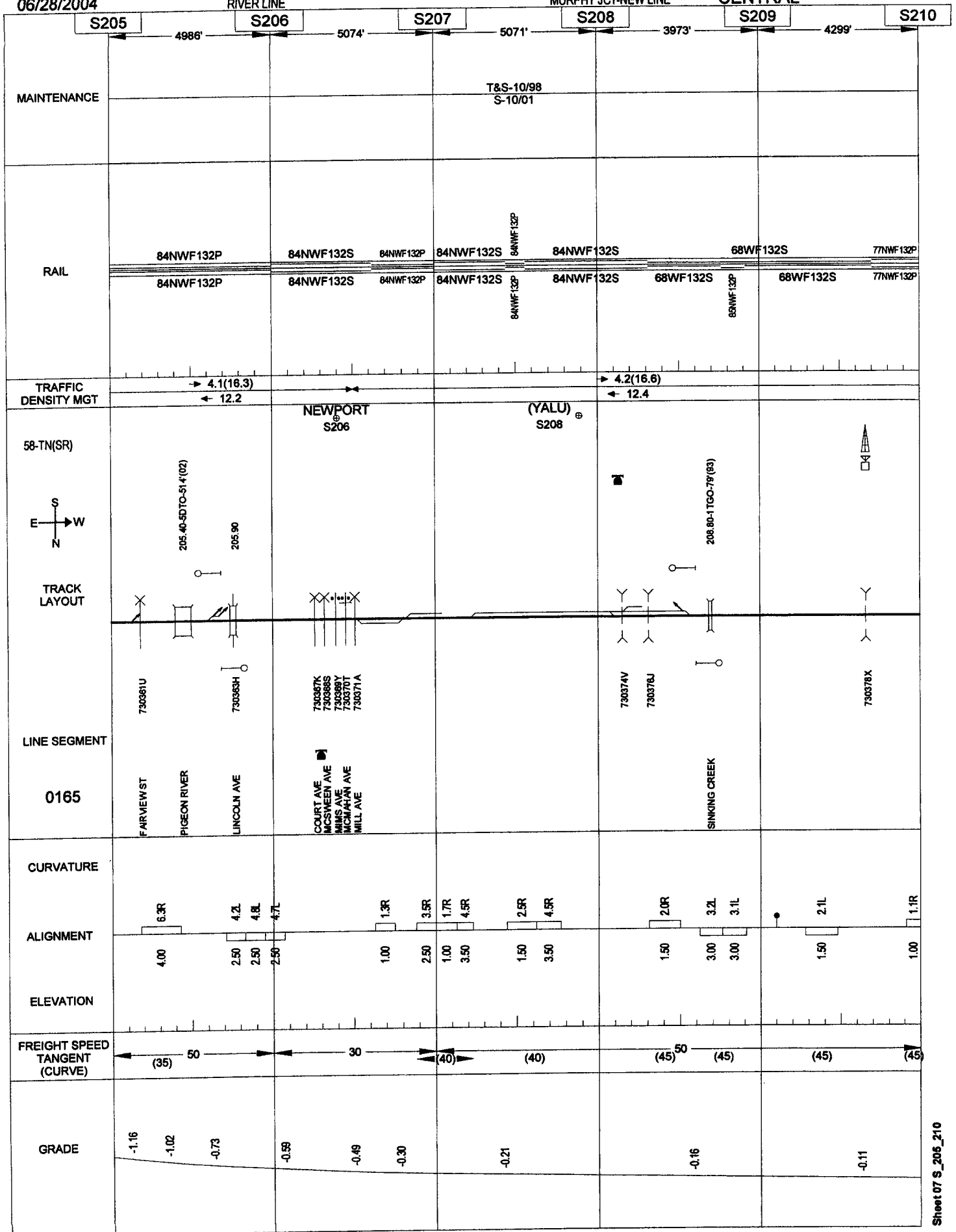


06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



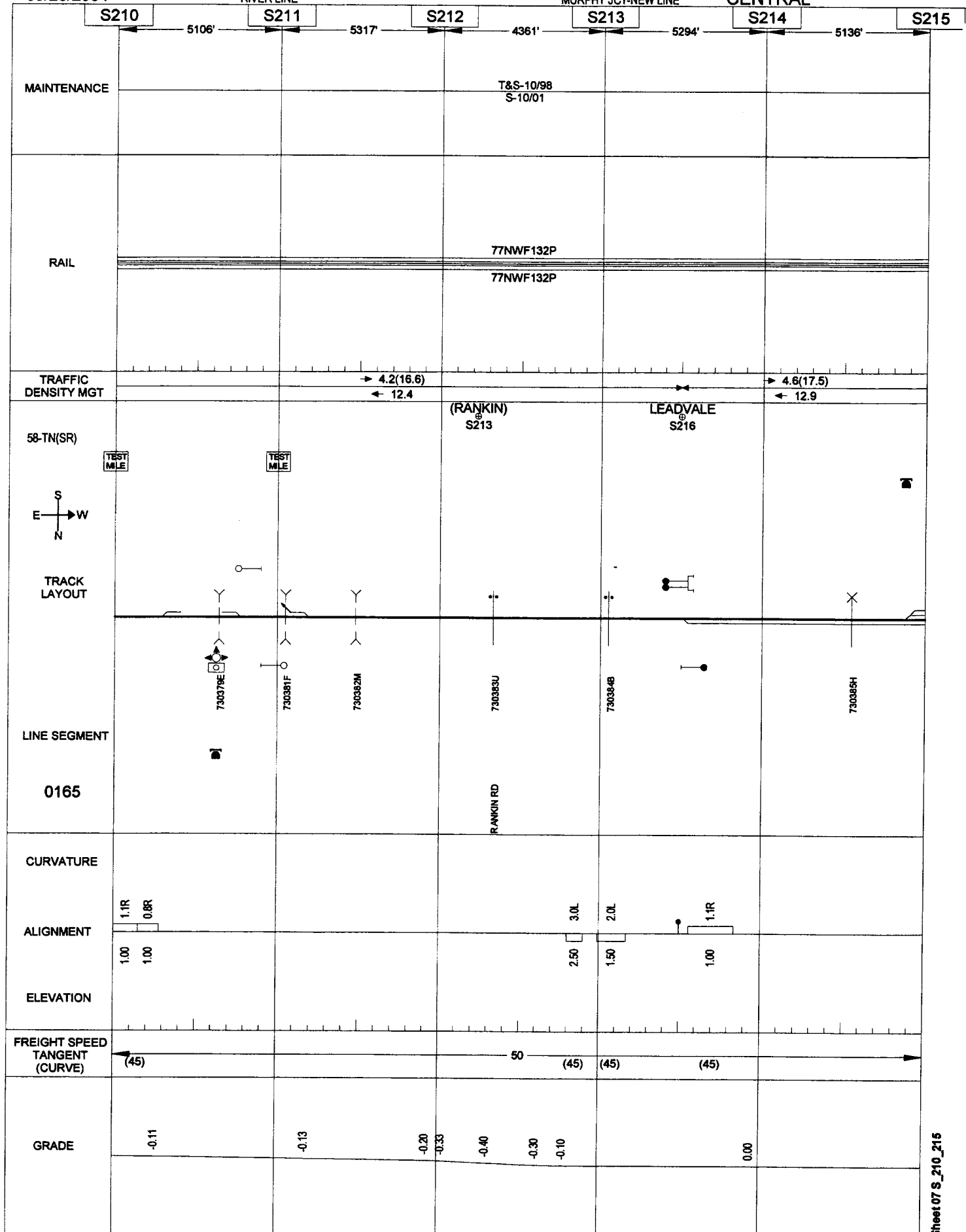
06/28/2004

080

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



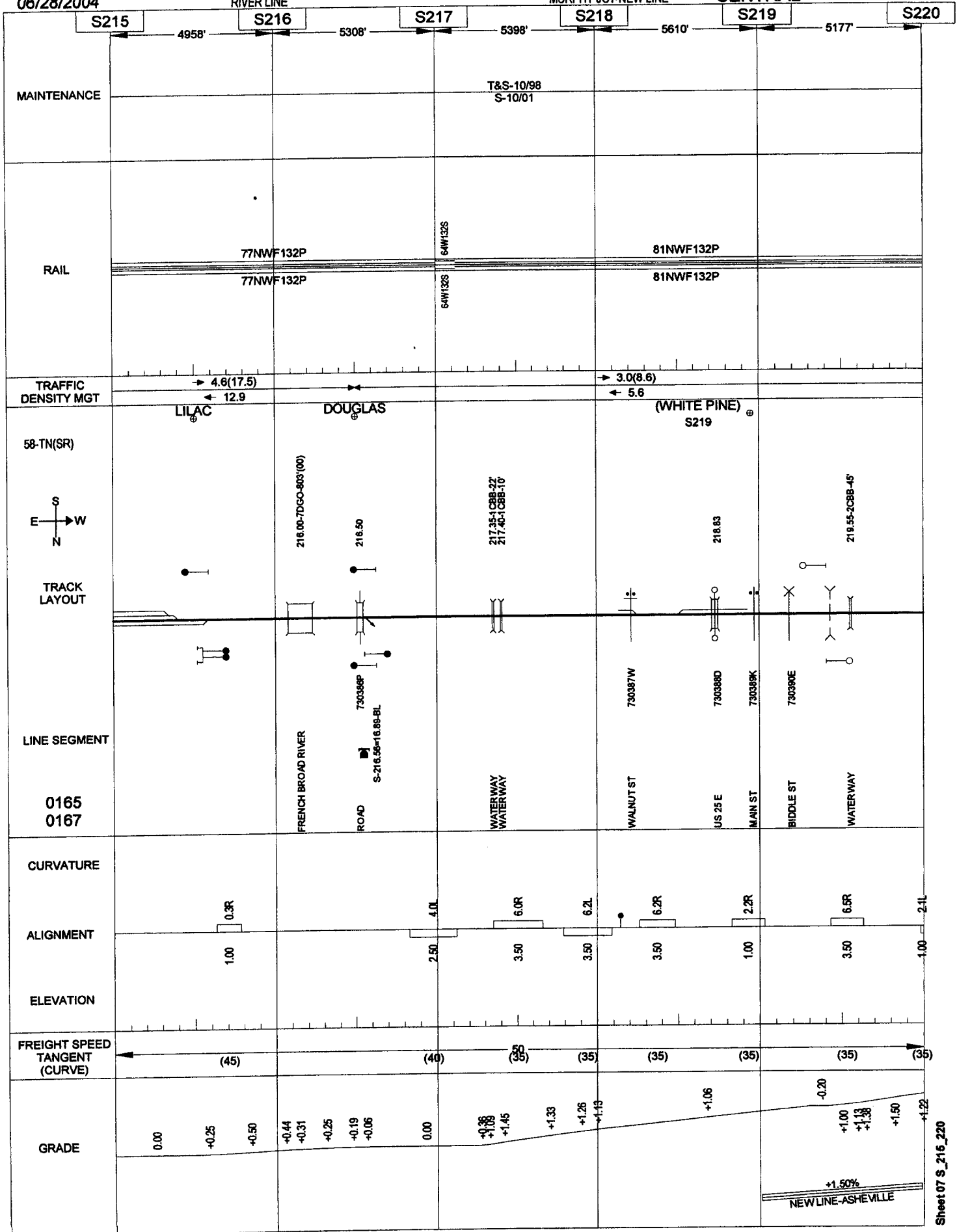
081

06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



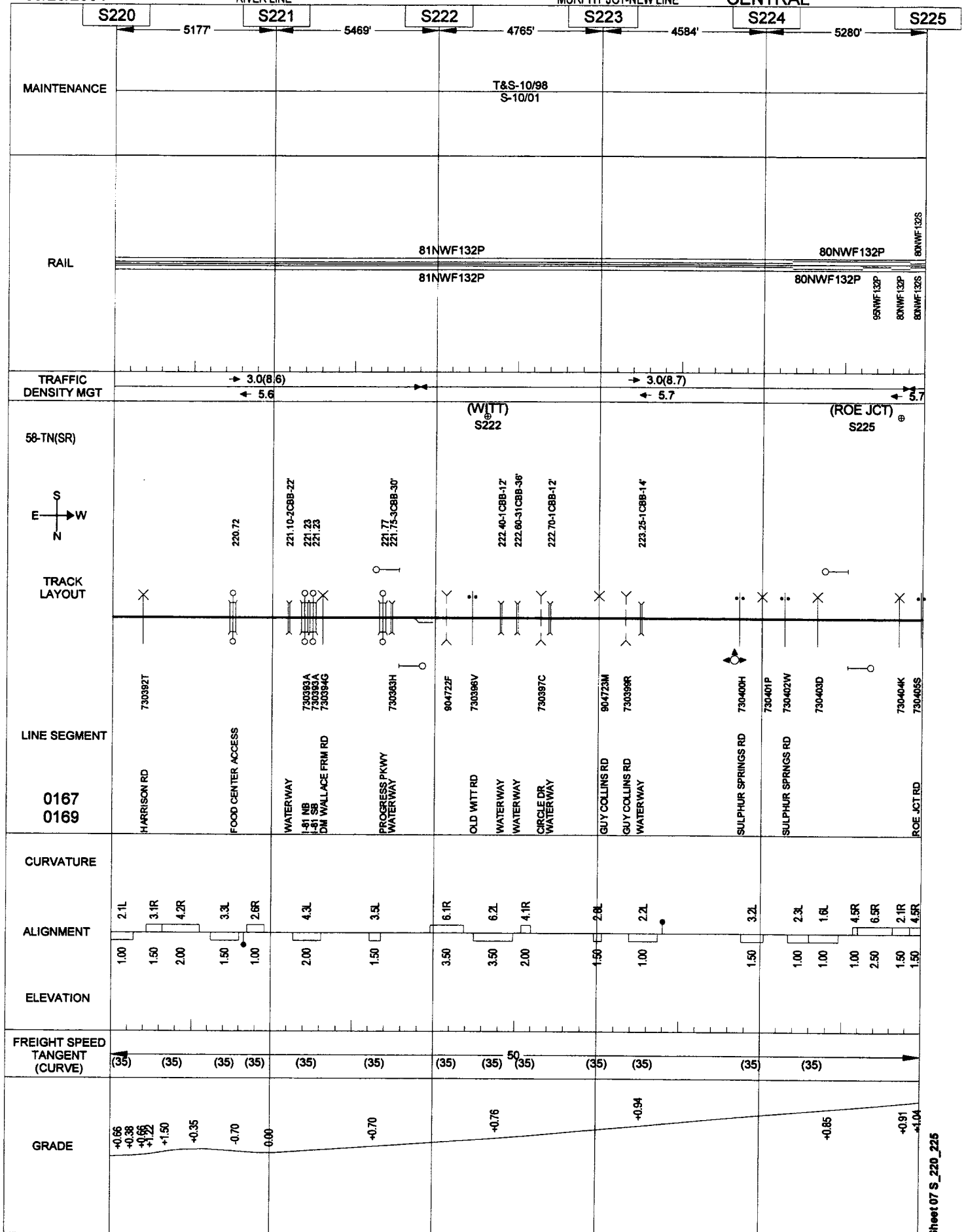
06/28/2004

082

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

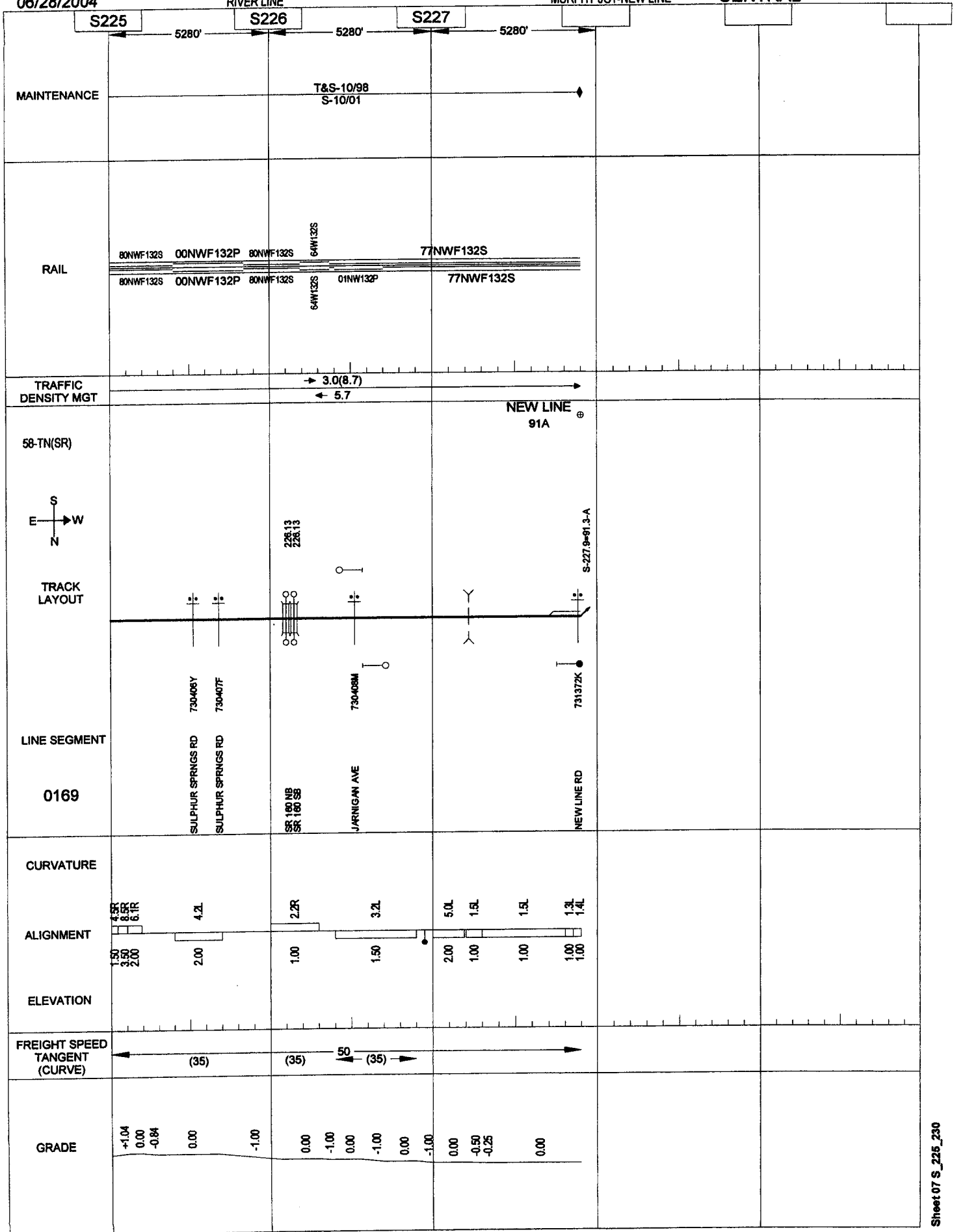


06/28/2004

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



CENTRAL

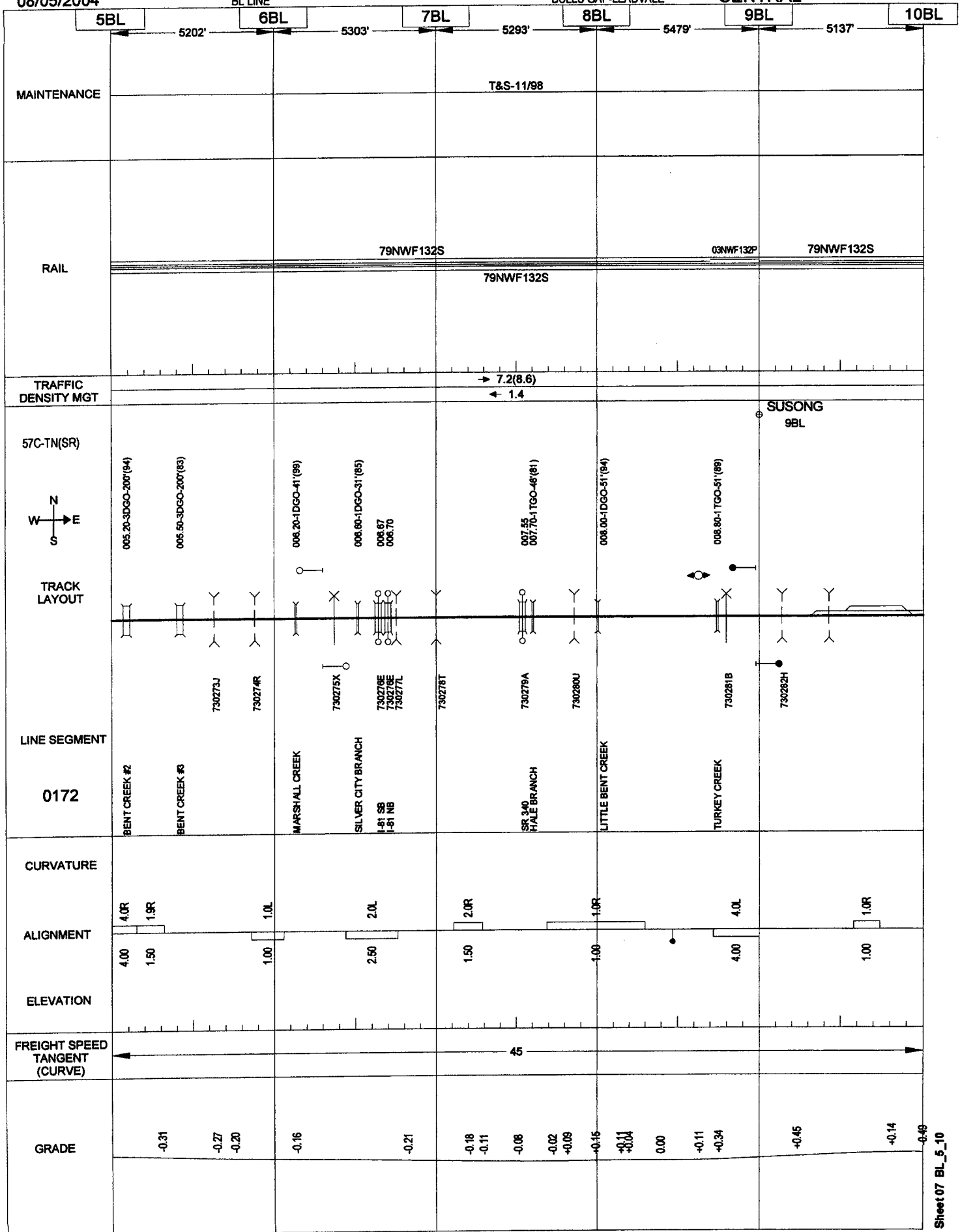


08/05/2004

BL LINE

BULLS GAP-LEADVALE

CENTRAL



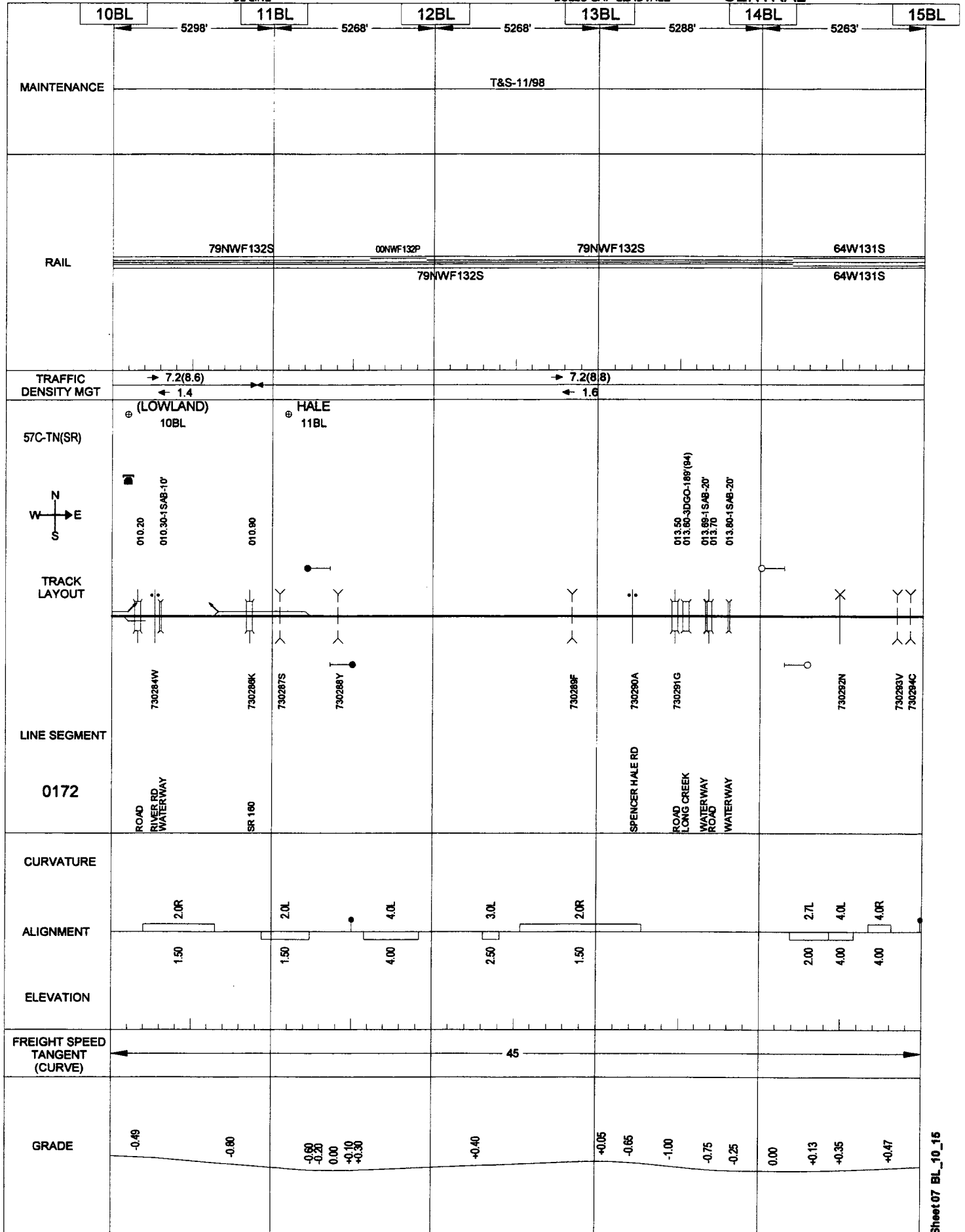
06/28/2004

086

BL LINE

BULLS GAP-LEADVALE

CENTRAL

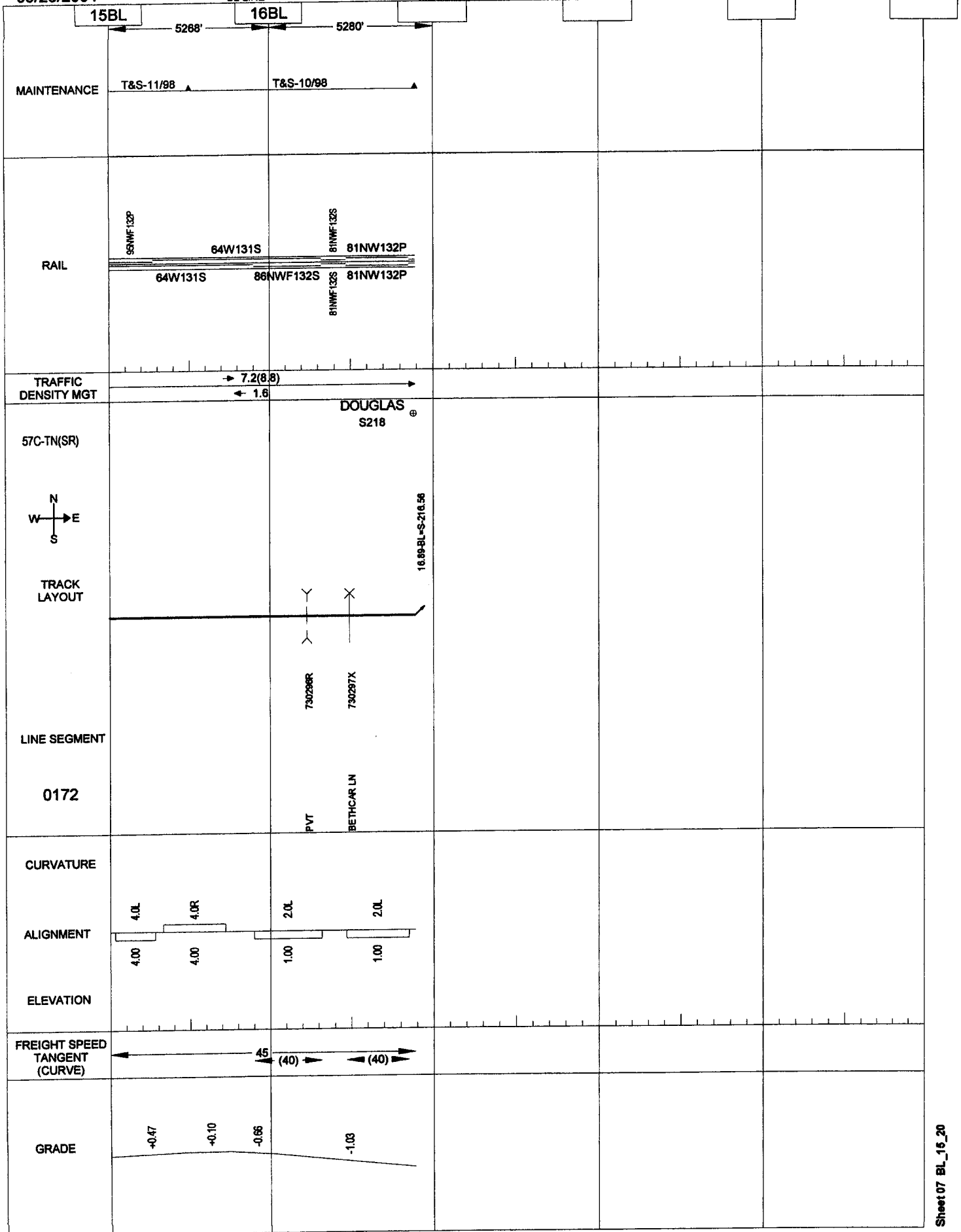


06/28/2004

BL LINE

BULLS GAP-LEADVALE

CENTRAL

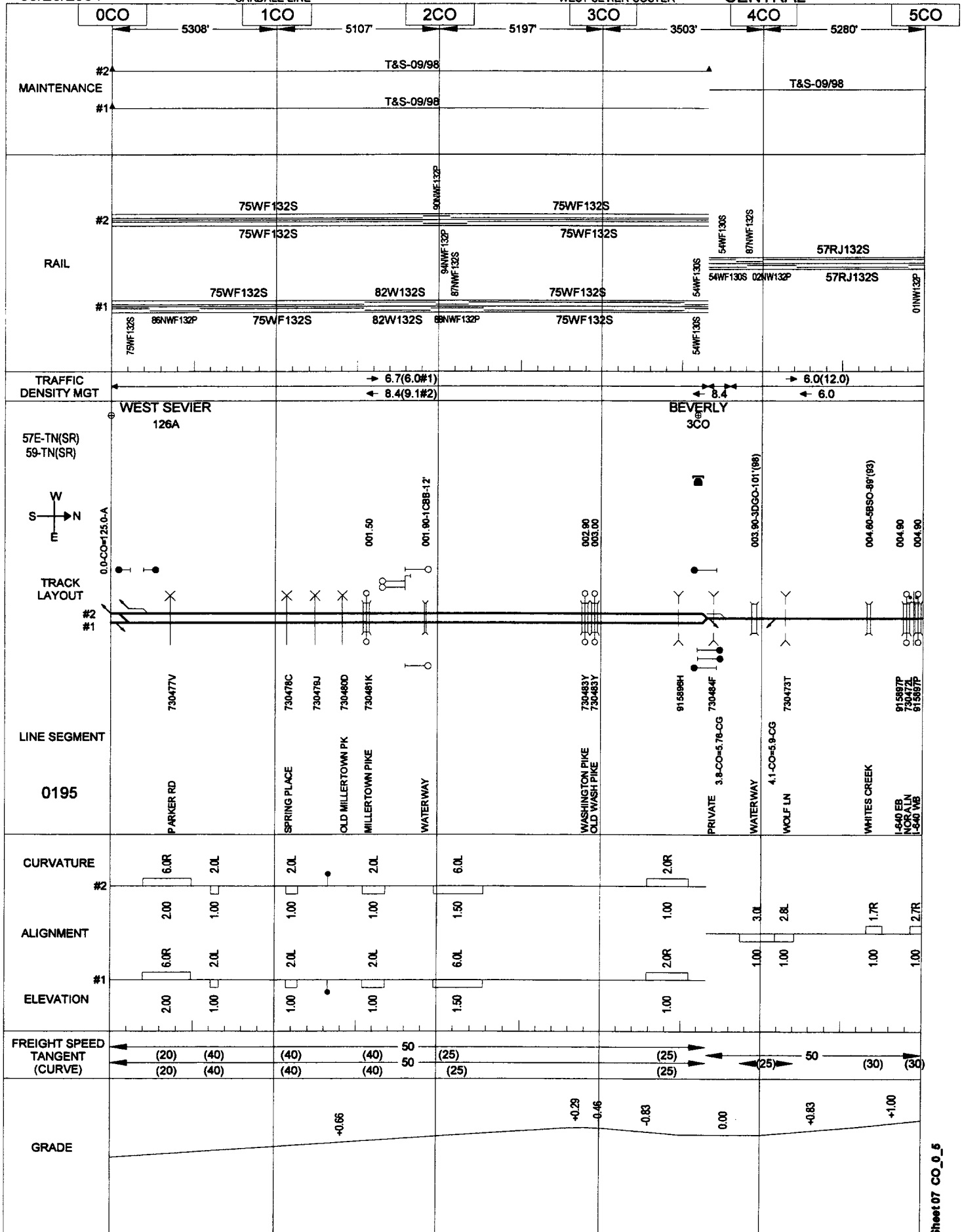


06/28/2004

OAKDALE LINE

WEST SEVIER-COSTER

CENTRAL



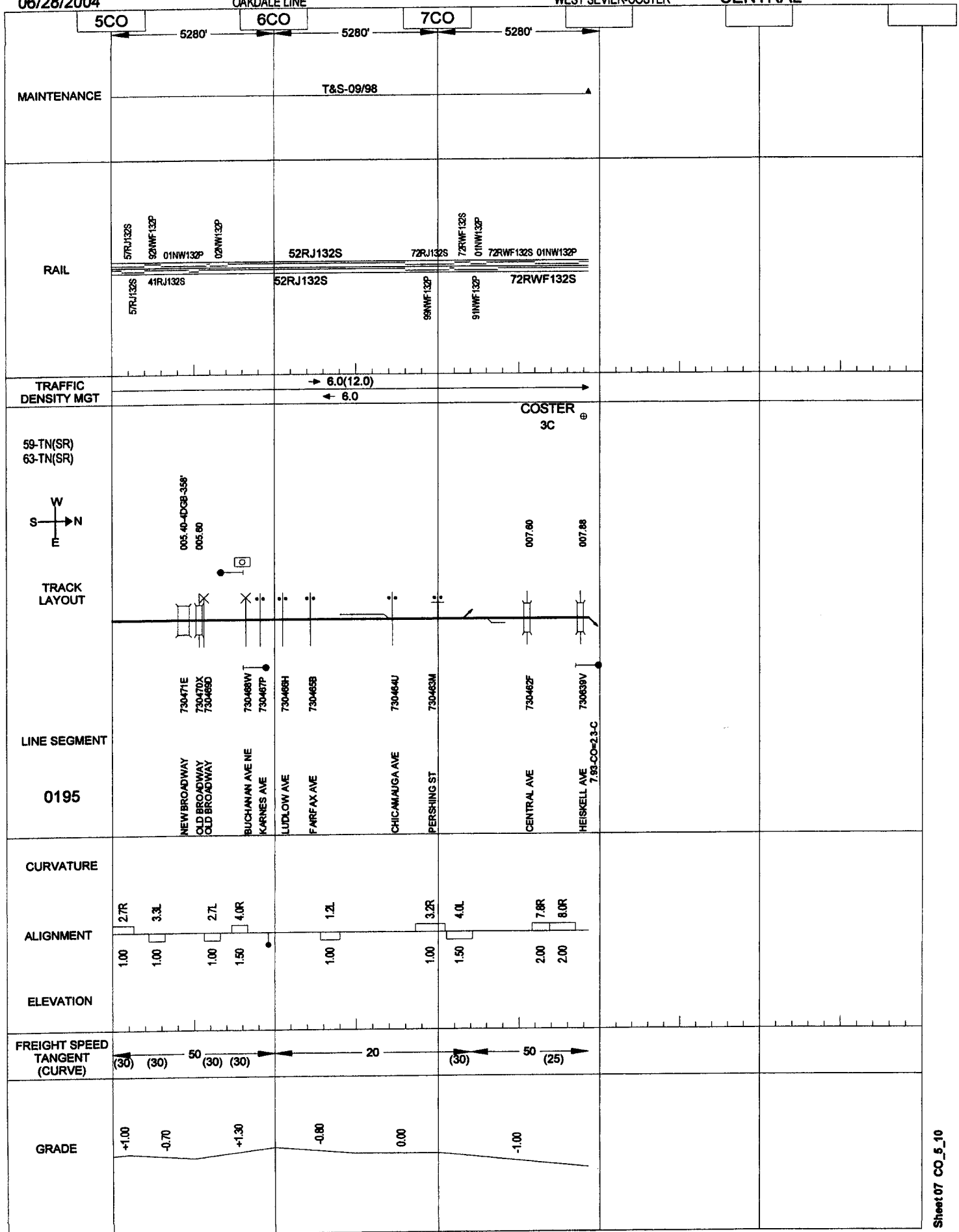
06/28/2004

OAKDALE LINE

089

WEST SEVIER-COSTER

CENTRAL



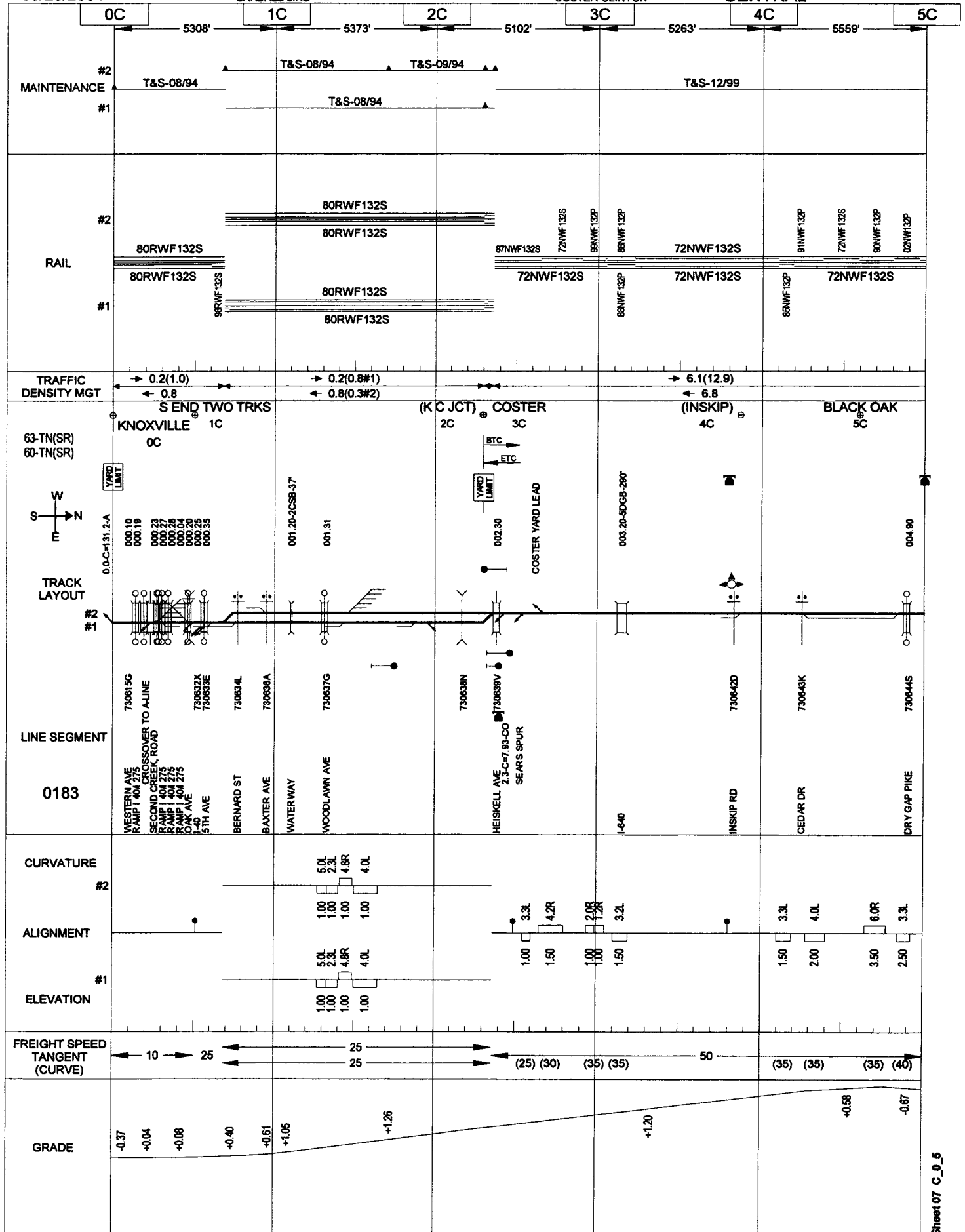
06/28/2004

090

OAKDALE LINE

COSTER-CLINTON

CENTRAL



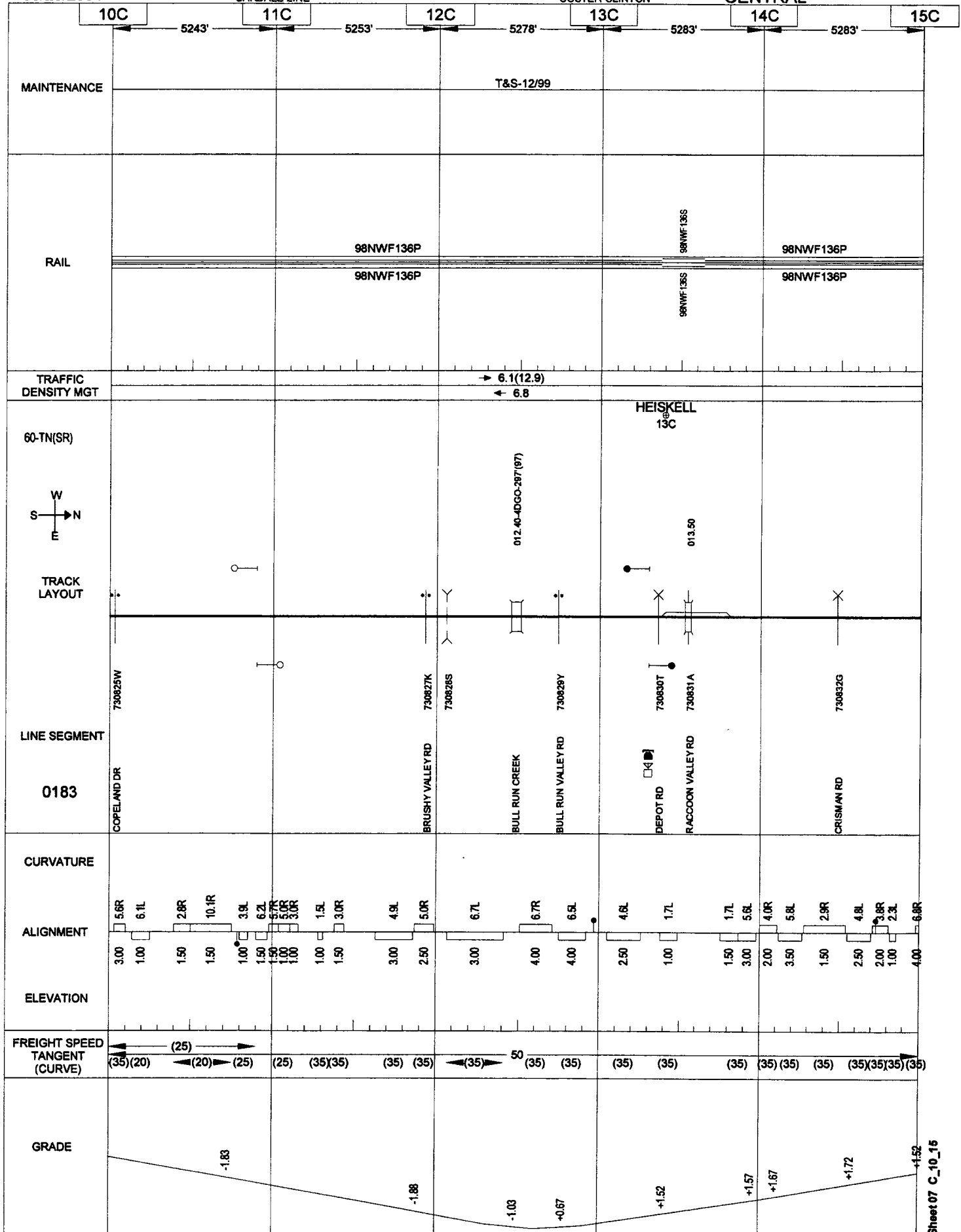
06/28/2004

092

OAKDALE LINE

COSTER-CLINTON

CENTRAL

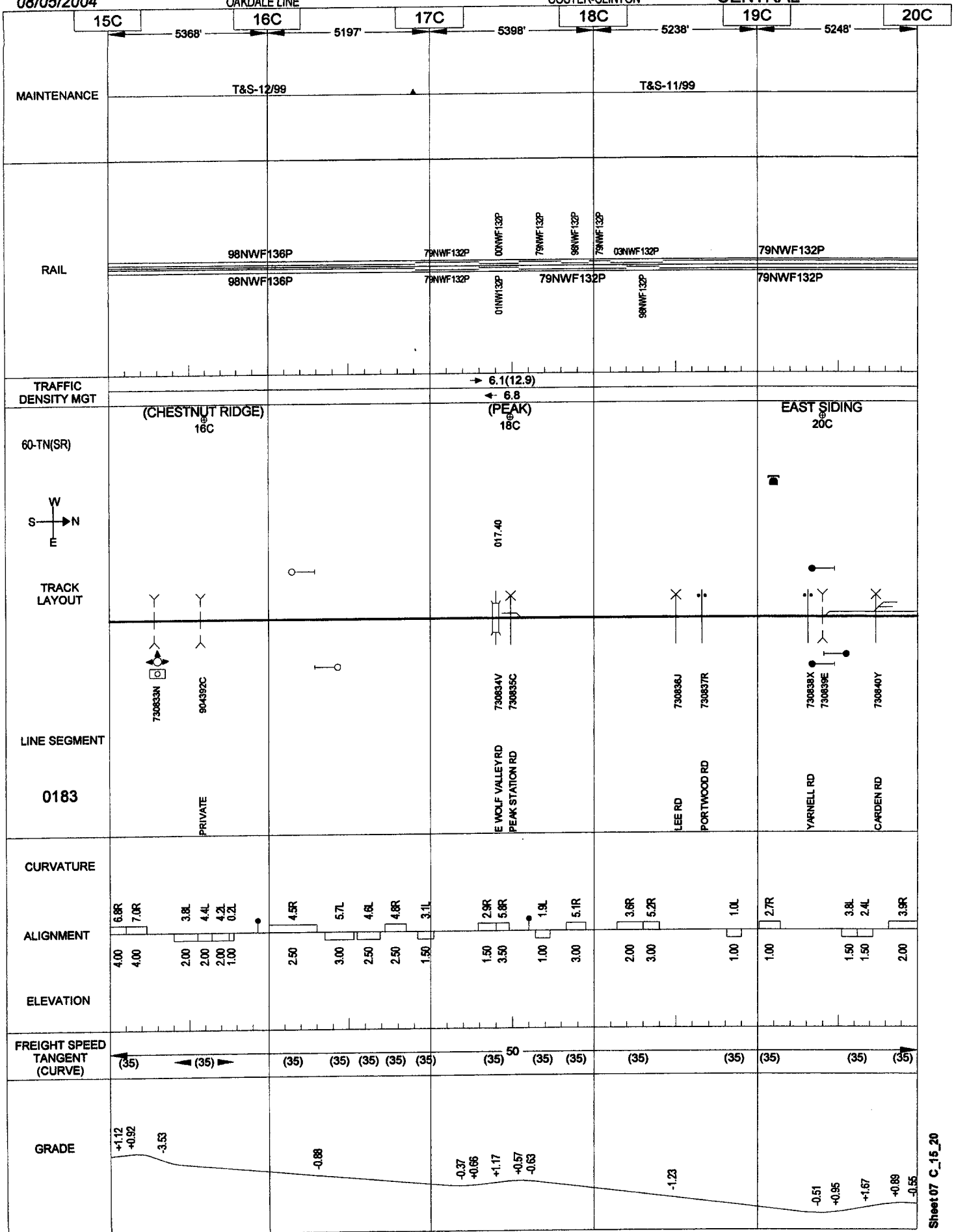


08/05/2004

OAKDALE LINE

COSTER-CLINTON

CENTRAL



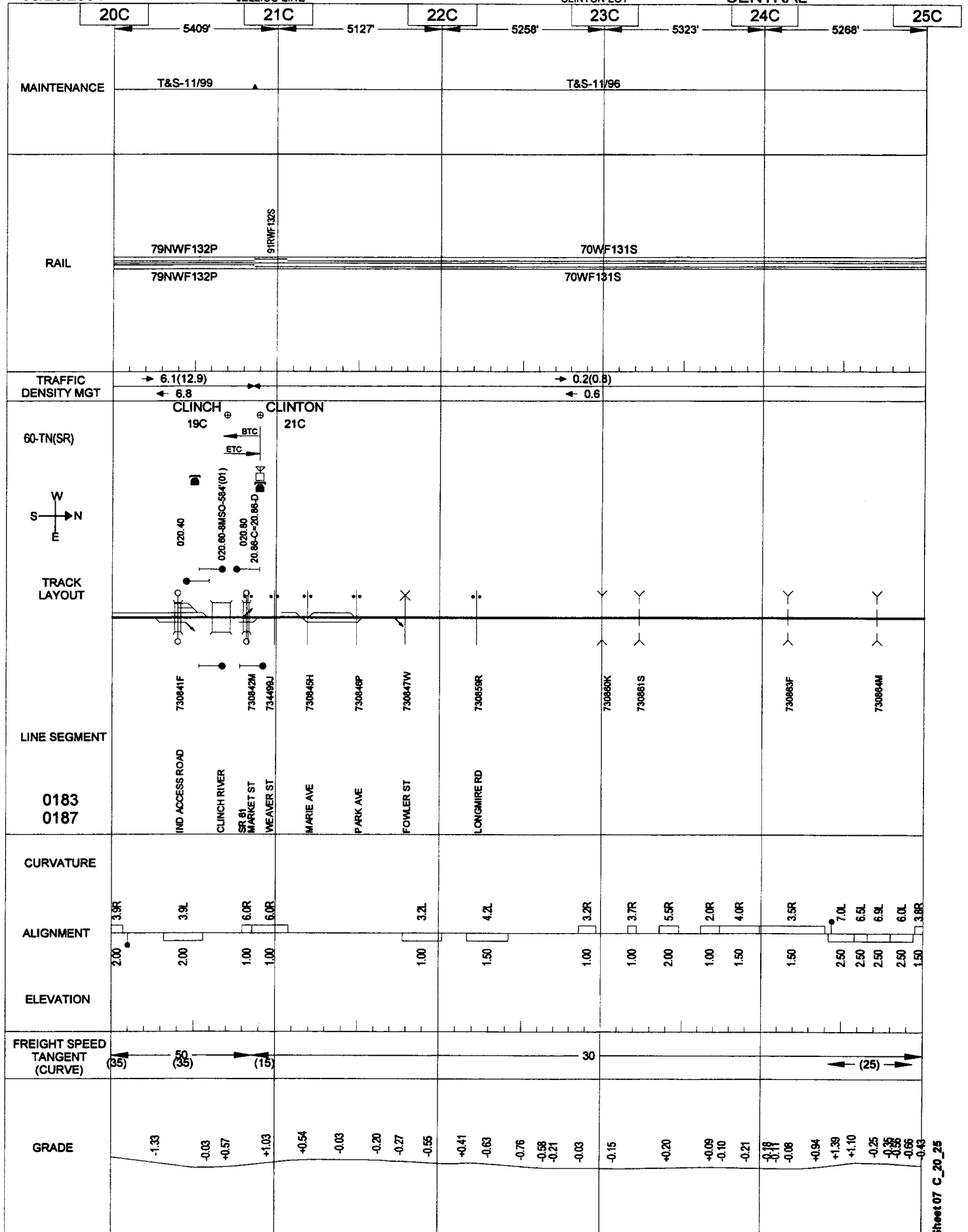
06/28/2004

094

JELICO LINE

CLINTON LOT

CENTRAL



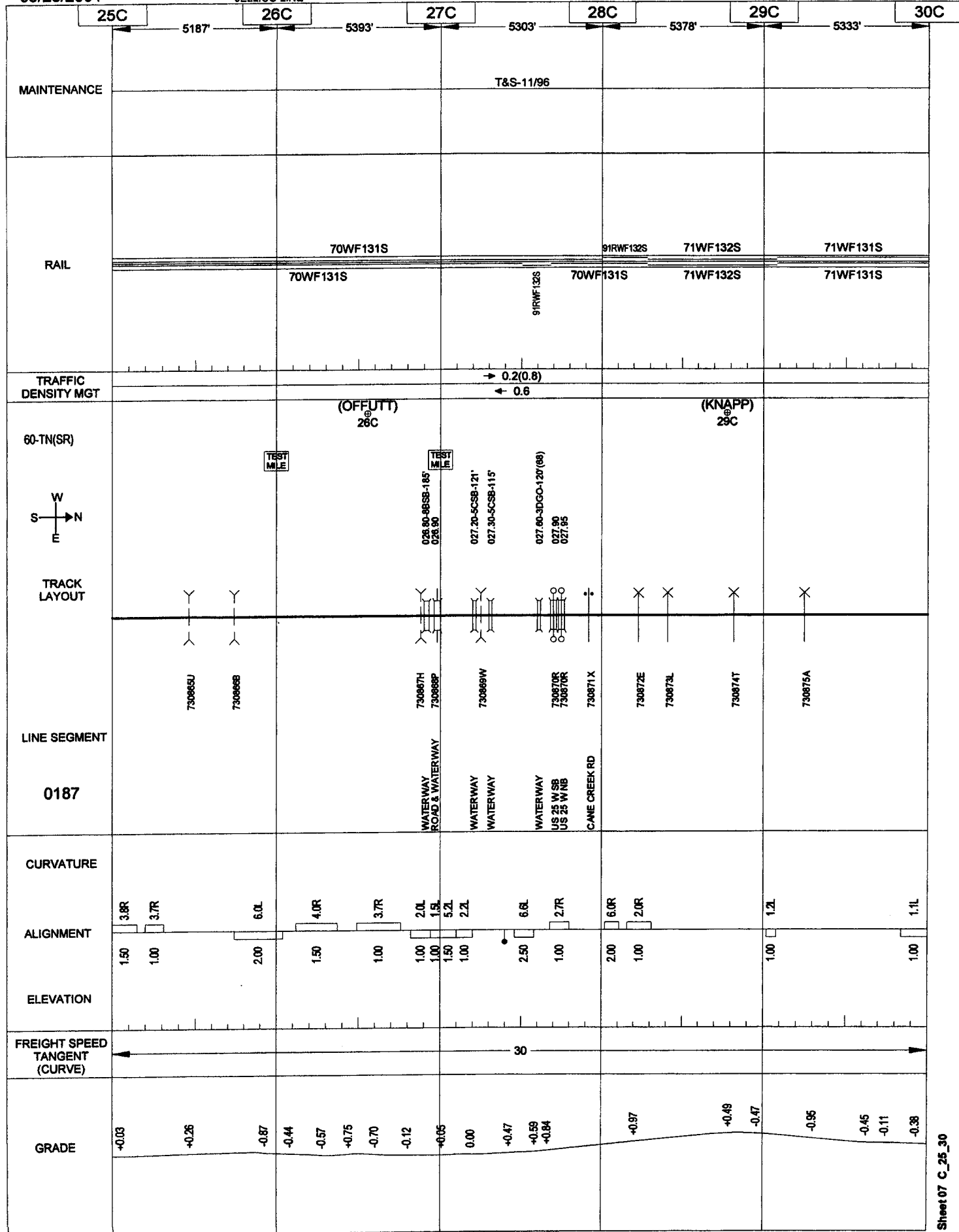
06/28/2004

095

JELICO LINE

CLINTON LOT

CENTRAL



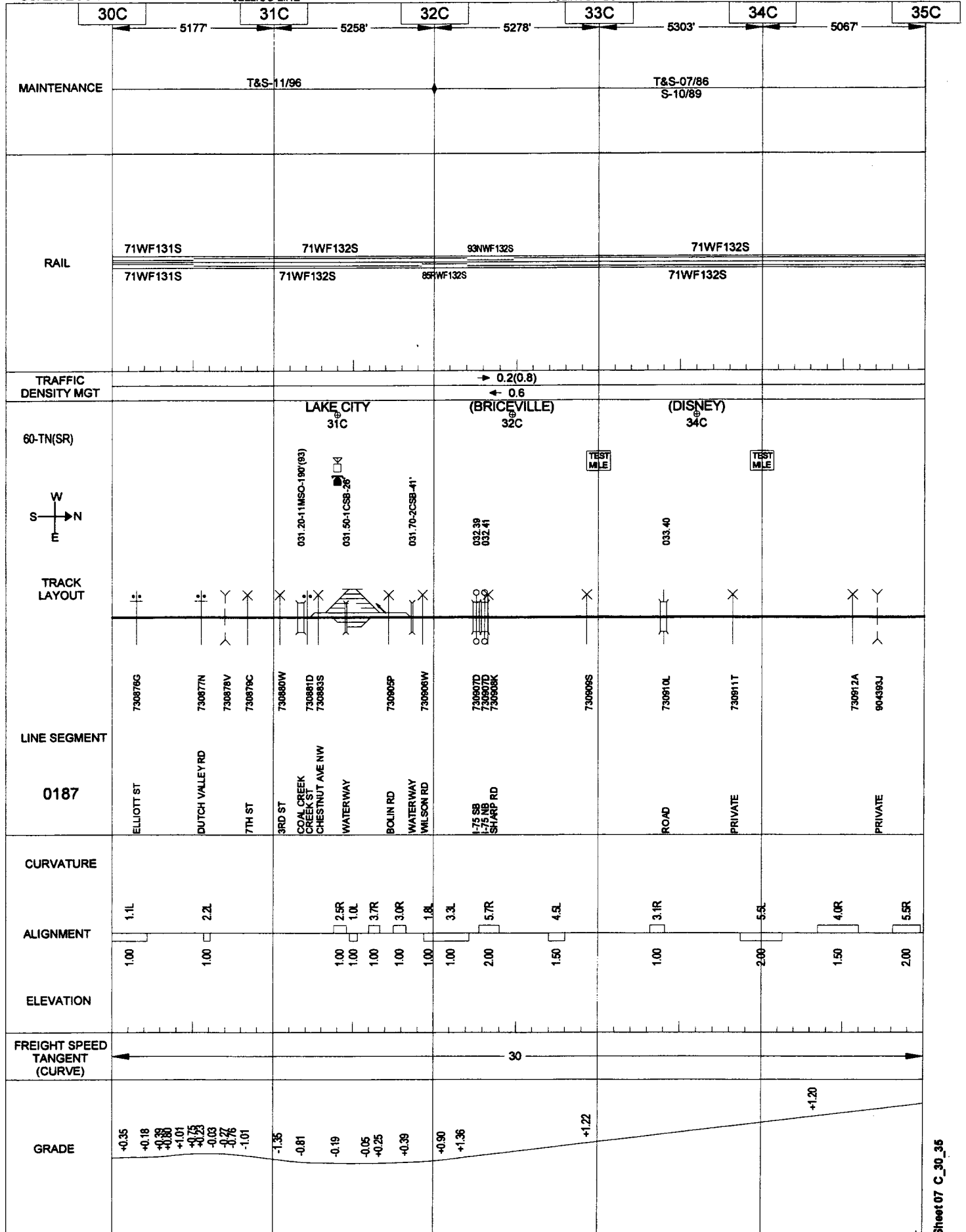
06/28/2004

096

JELICO LINE

CLINTON LOT

CENTRAL



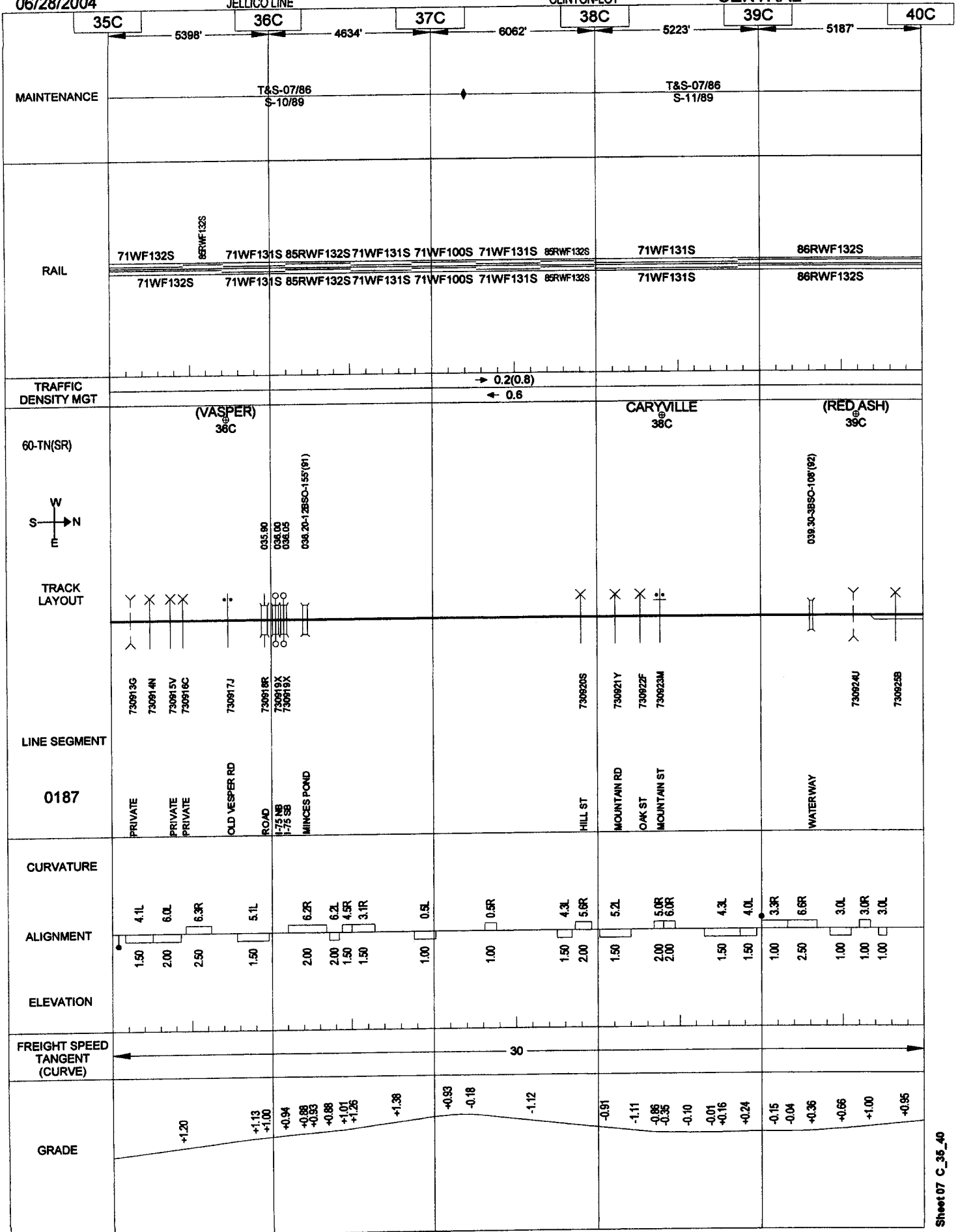
06/28/2004

097

JELICO LINE

CLINTON LOT

CENTRAL



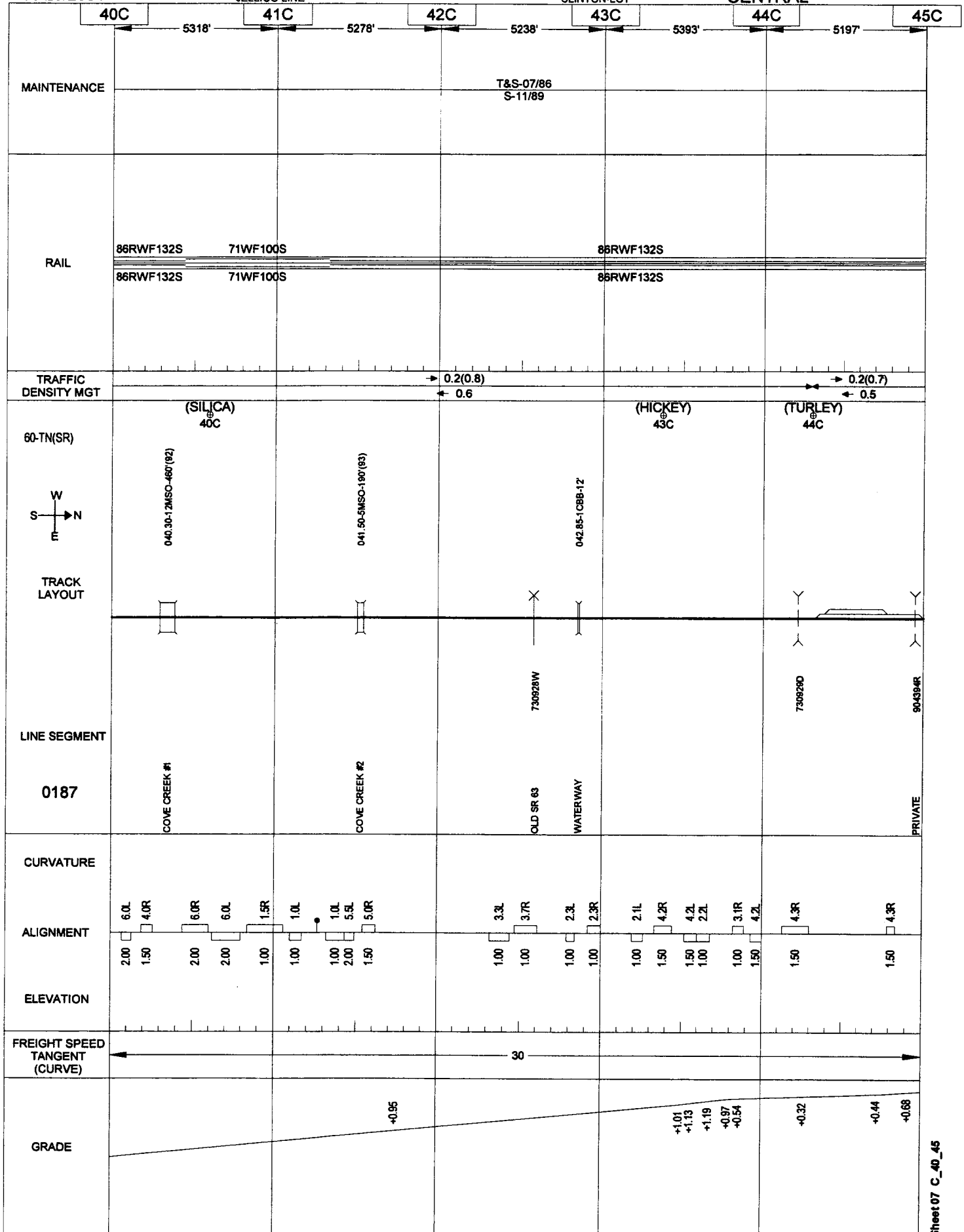
06/28/2004

098

JELICO LINE

CLINTON LOT

CENTRAL



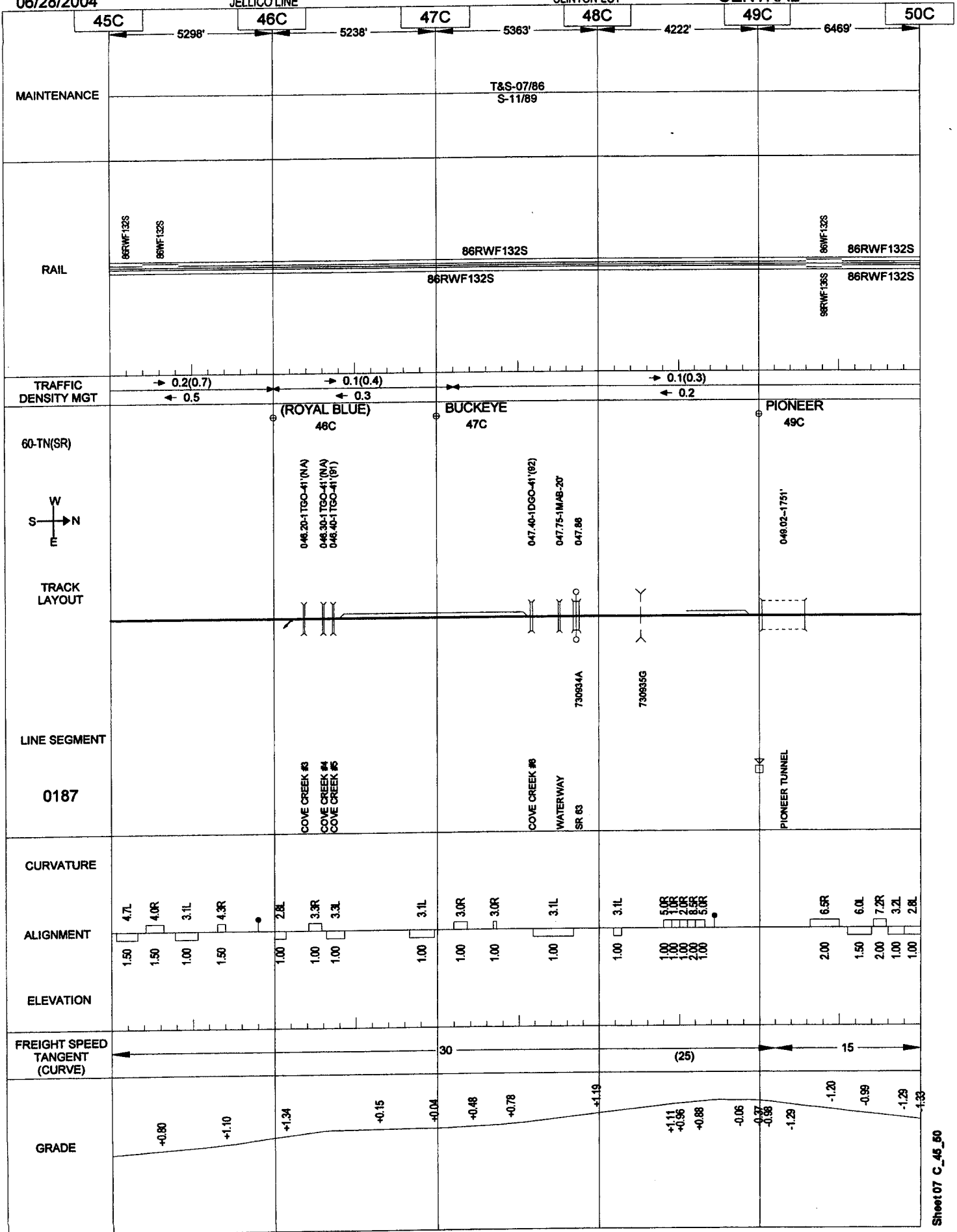
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099

JELICO LINE

CLINTON LOT

CENTRAL

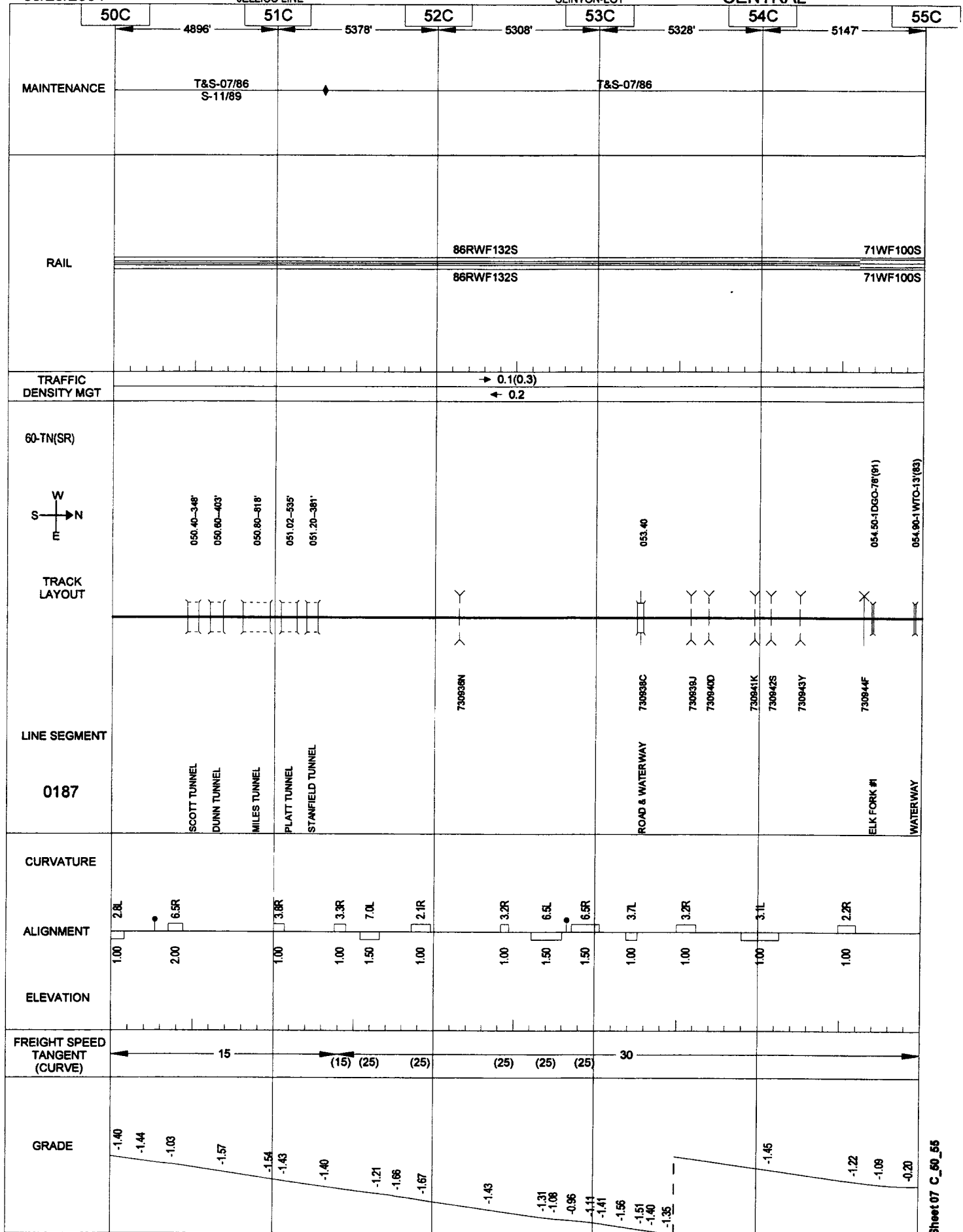


06/28/2004

JELICO LINE

CLINTON LOT

CENTRAL

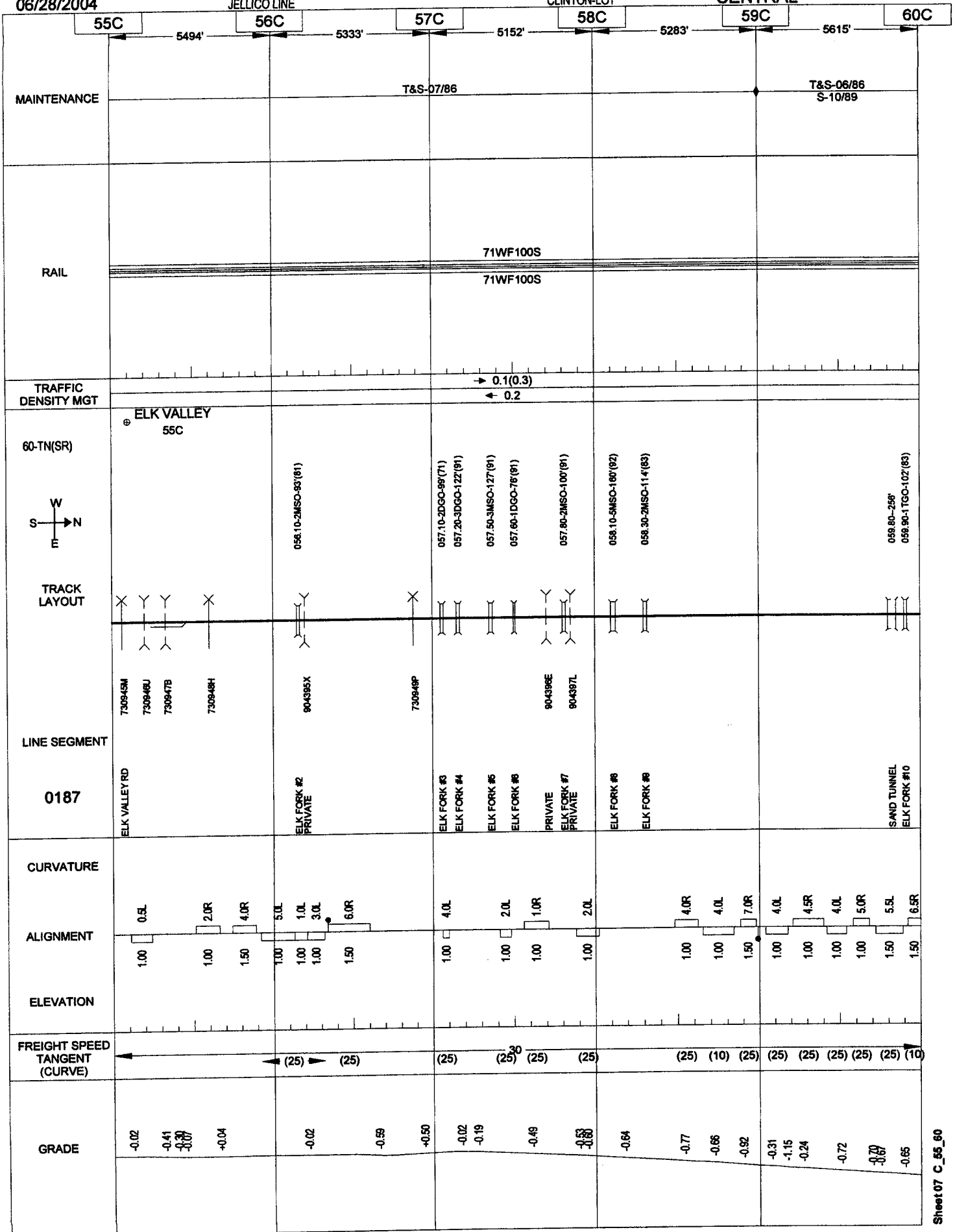


06/28/2004

JELICO LINE

CLINTON LOT

CENTRAL

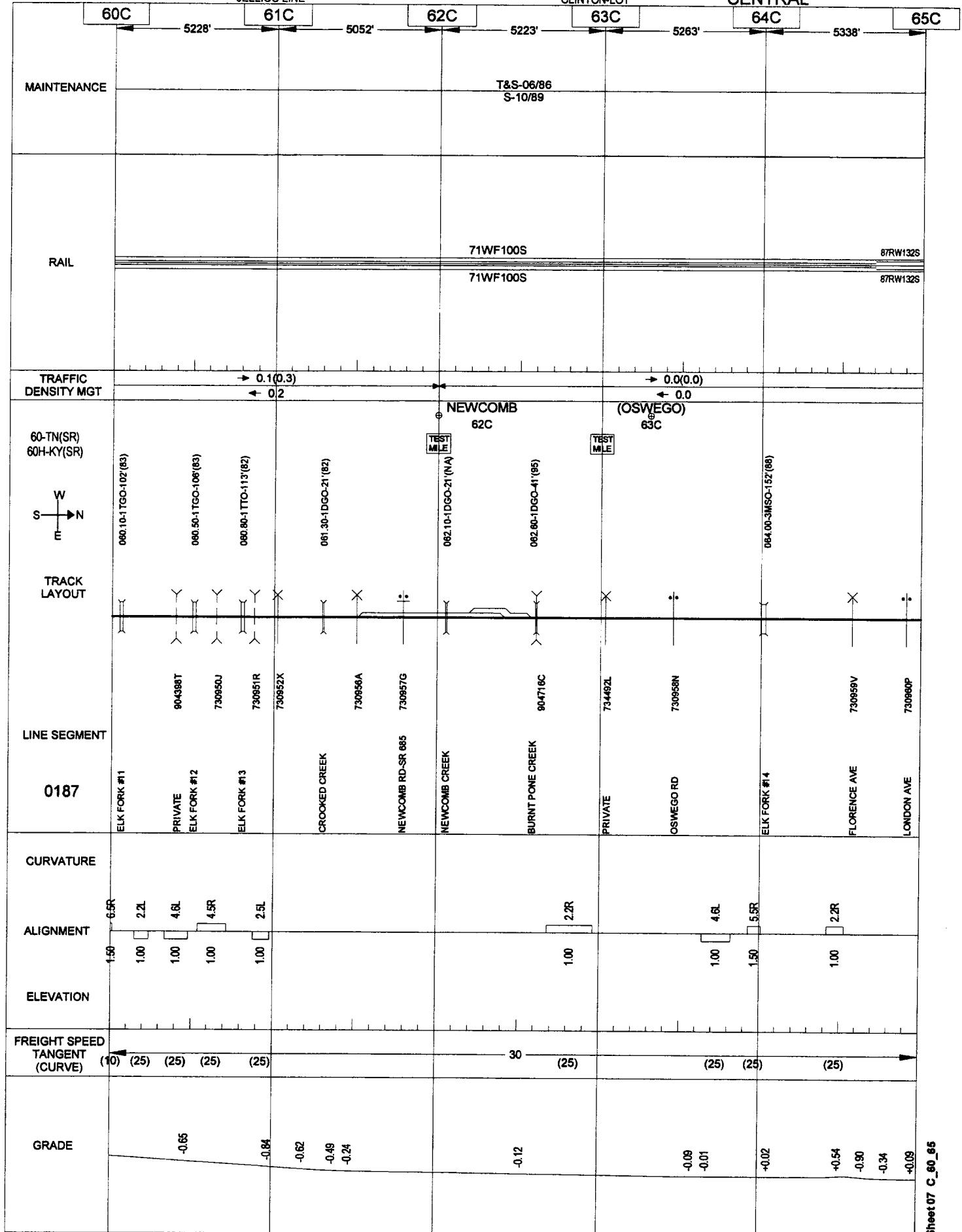


06/28/2004

JELICO LINE

CLINTON LOT

CENTRAL

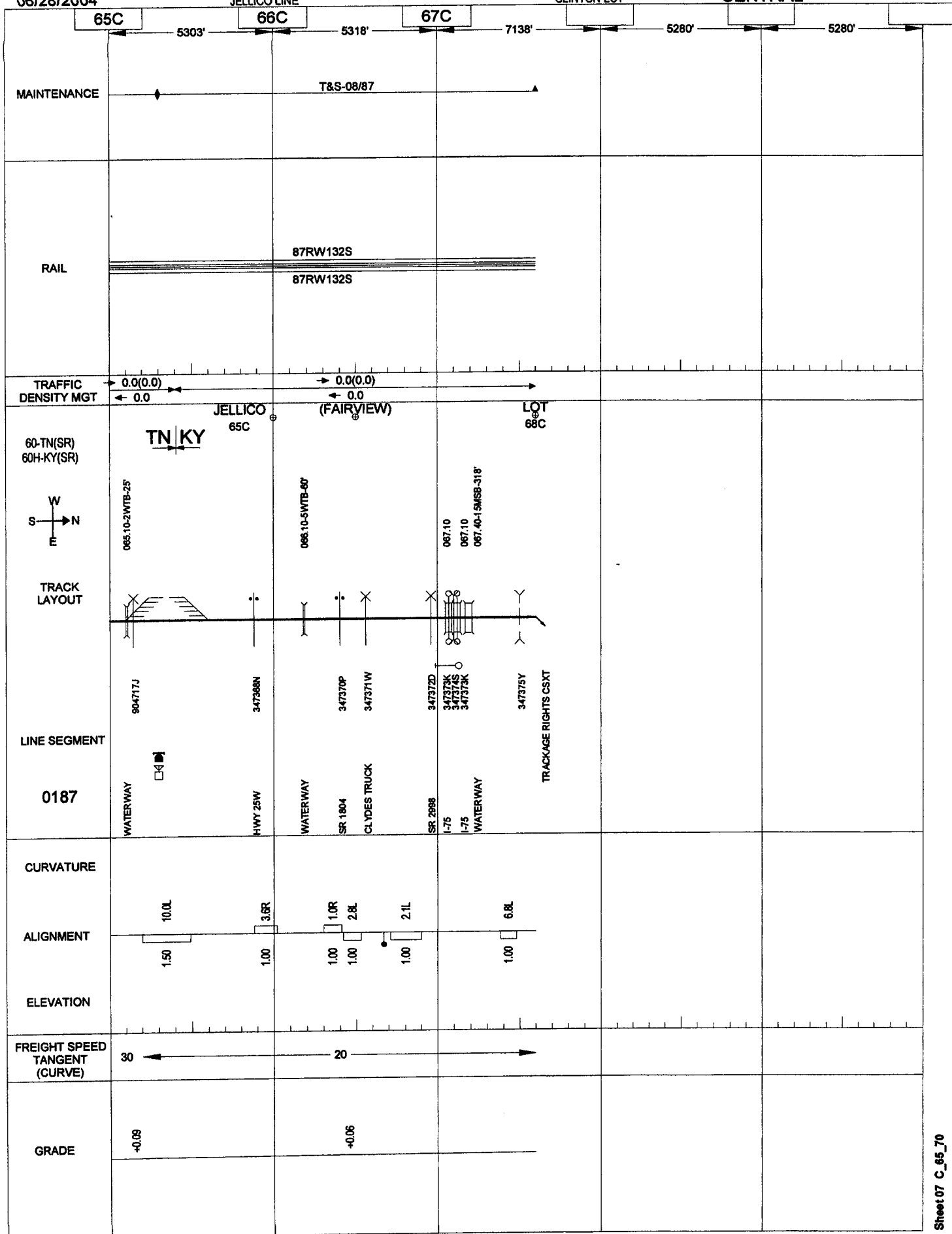


06/28/2004

JELICO LINE

CLINTON LOT

CENTRAL



06/28/2004

JELICO LINE

HYDE-FONDE

CENTRAL

74C

75C

5280'

5280'

5280'

4011'

5223'

MAINTENANCE

T&S-12/91

RAIL

93RWF132S

81RWF132S

81RWF132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

60G-TN(SR)

W
S → N
E

TRACK
LAYOUT⊕ (HYDE)
74C

074.00-3M50-88(77)

074.40-18DGB-287(83)
074.50-9M50-177(81)

LINE SEGMENT

0189

TRACKAGE RIGHTS CSXT

LAUREL FORK

CLEAR FORK #1
CLEAR FORK #2

CURVATURE

ALIGNMENT

ELEVATION

10.7R

1.50

10.6L

1.50

4.3R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.50

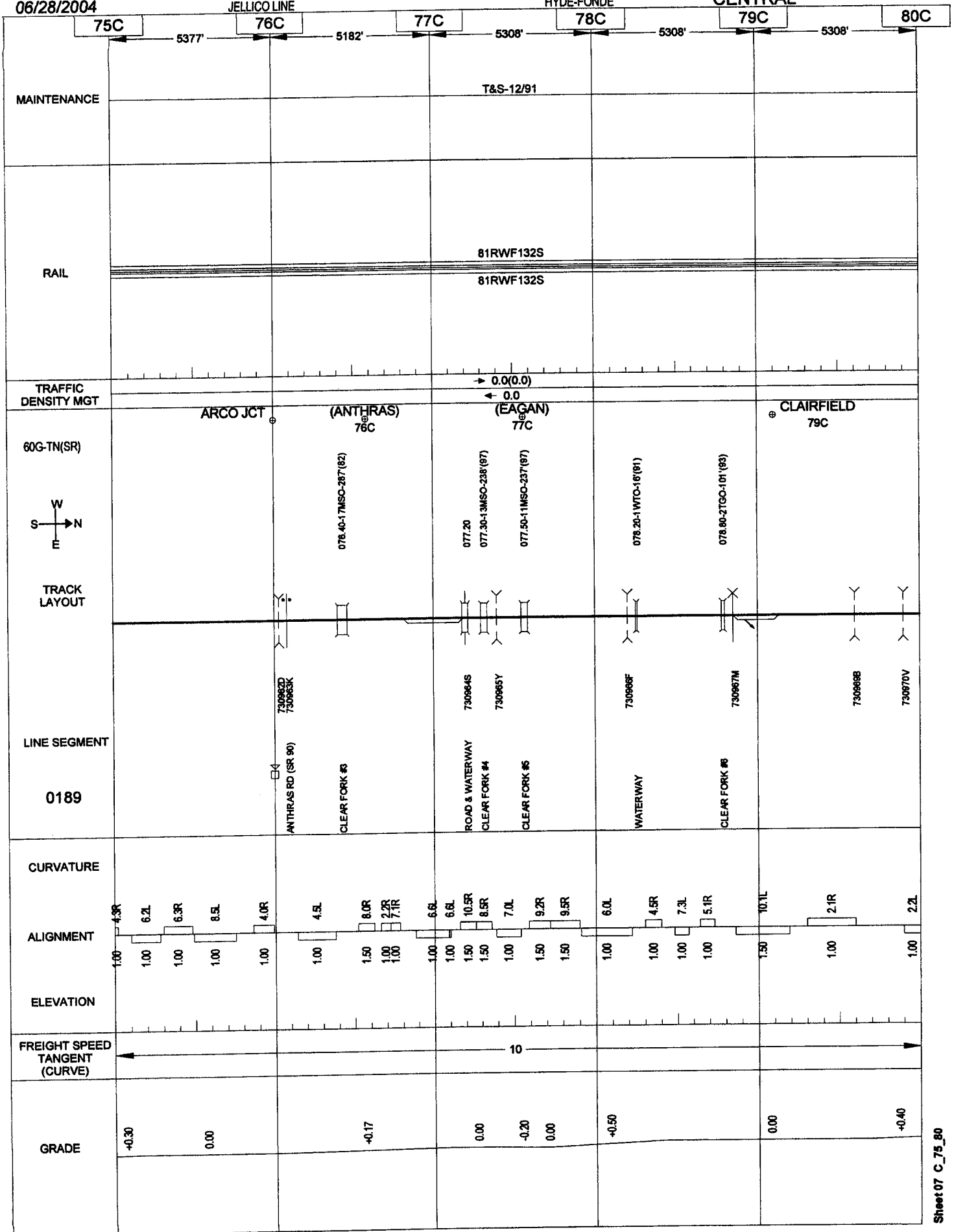
+0.30

06/28/2004

JELICO LINE

HYDE-FONDE

CENTRAL







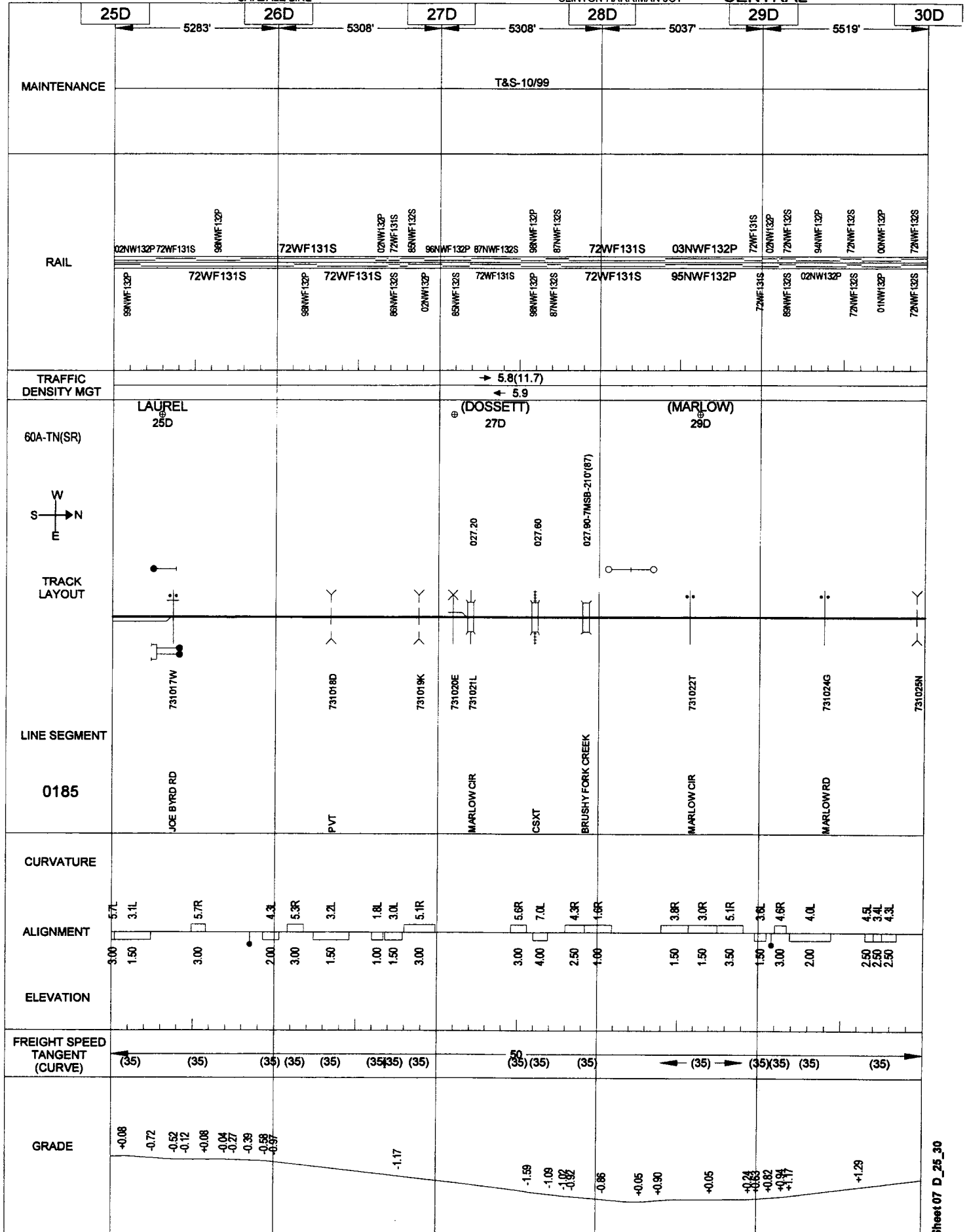
08/05/2004

108

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

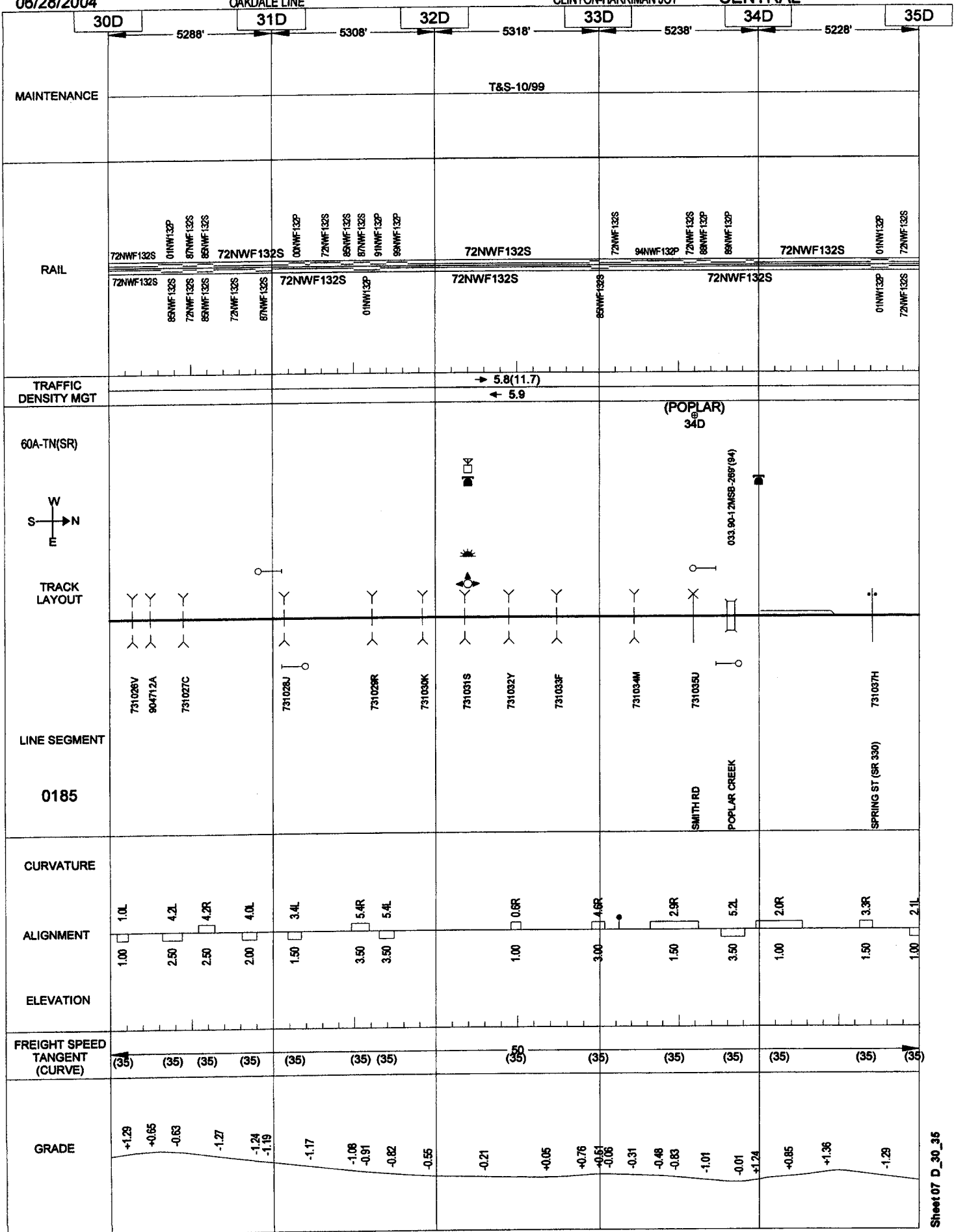


06/28/2004

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



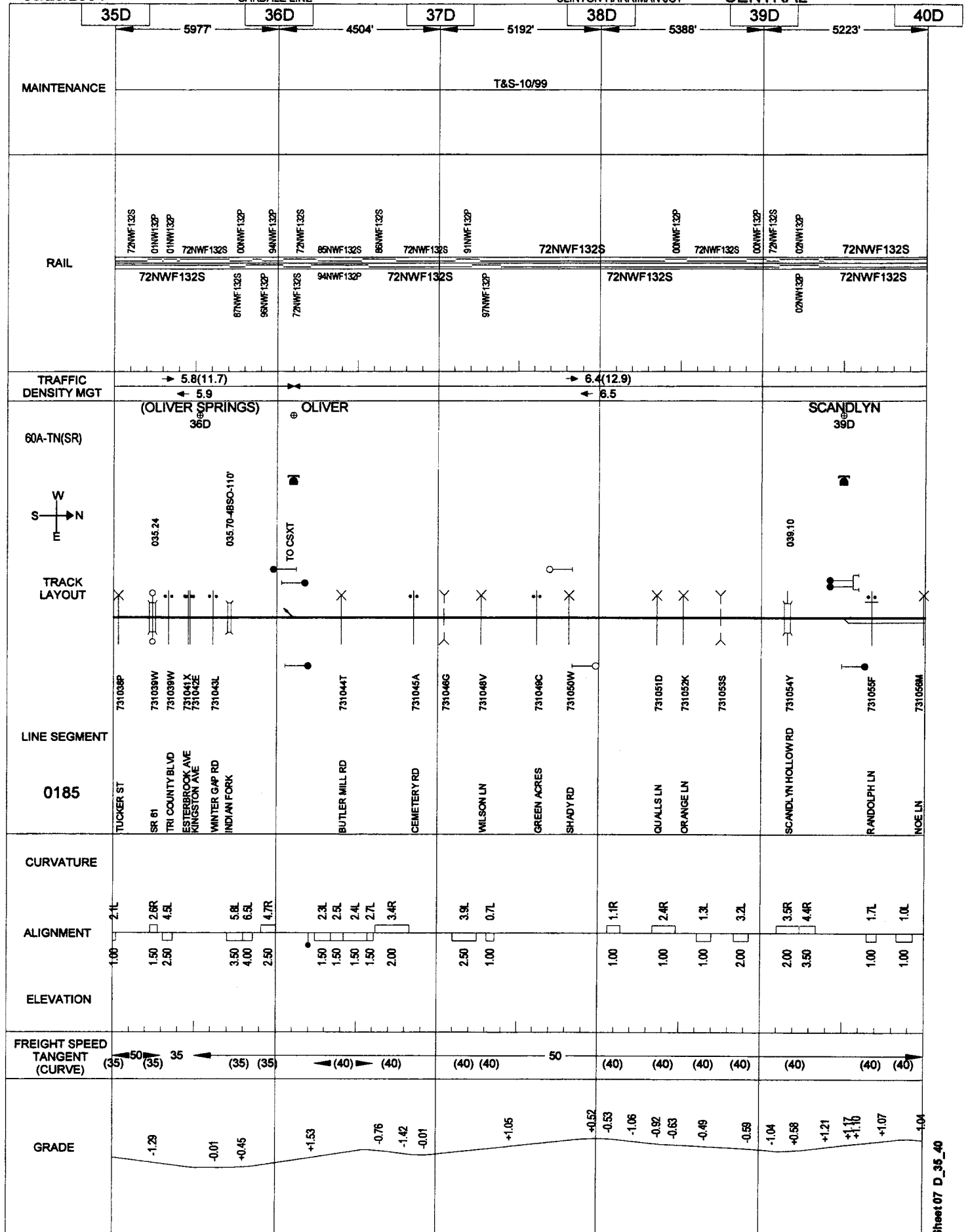
06/28/2004

110

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



Sheet 07 D_40_45

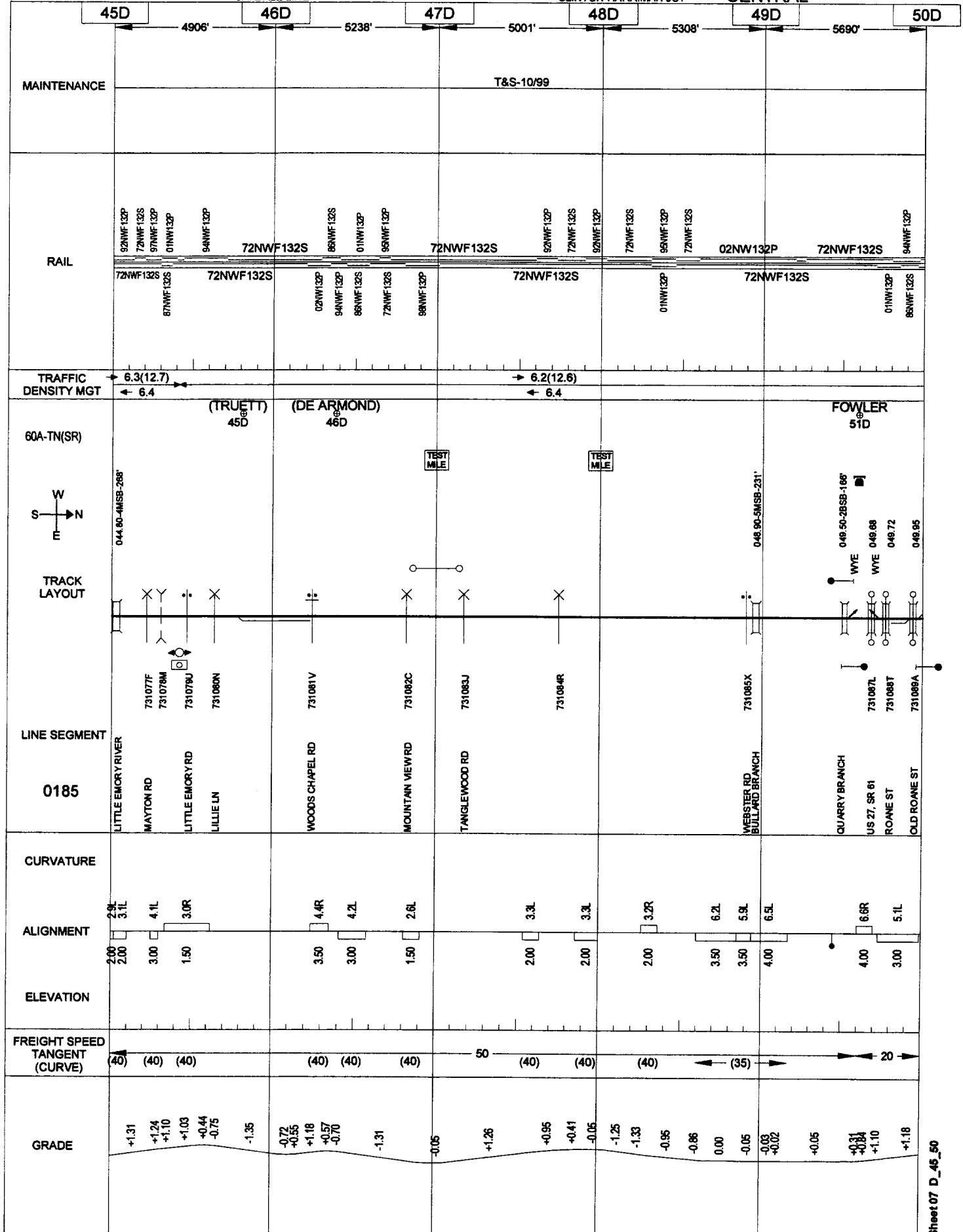
06/28/2004

112

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

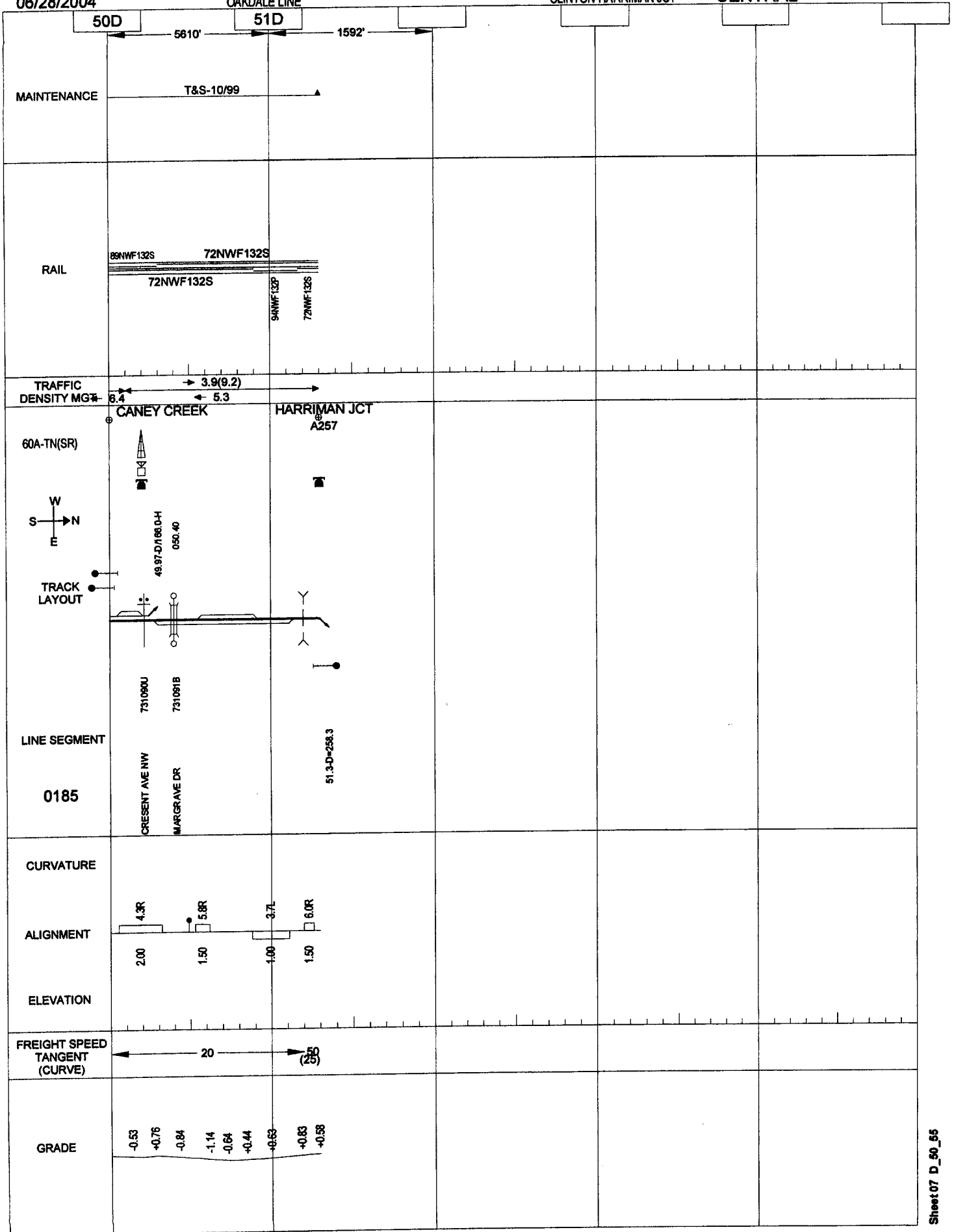


06/28/2004

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



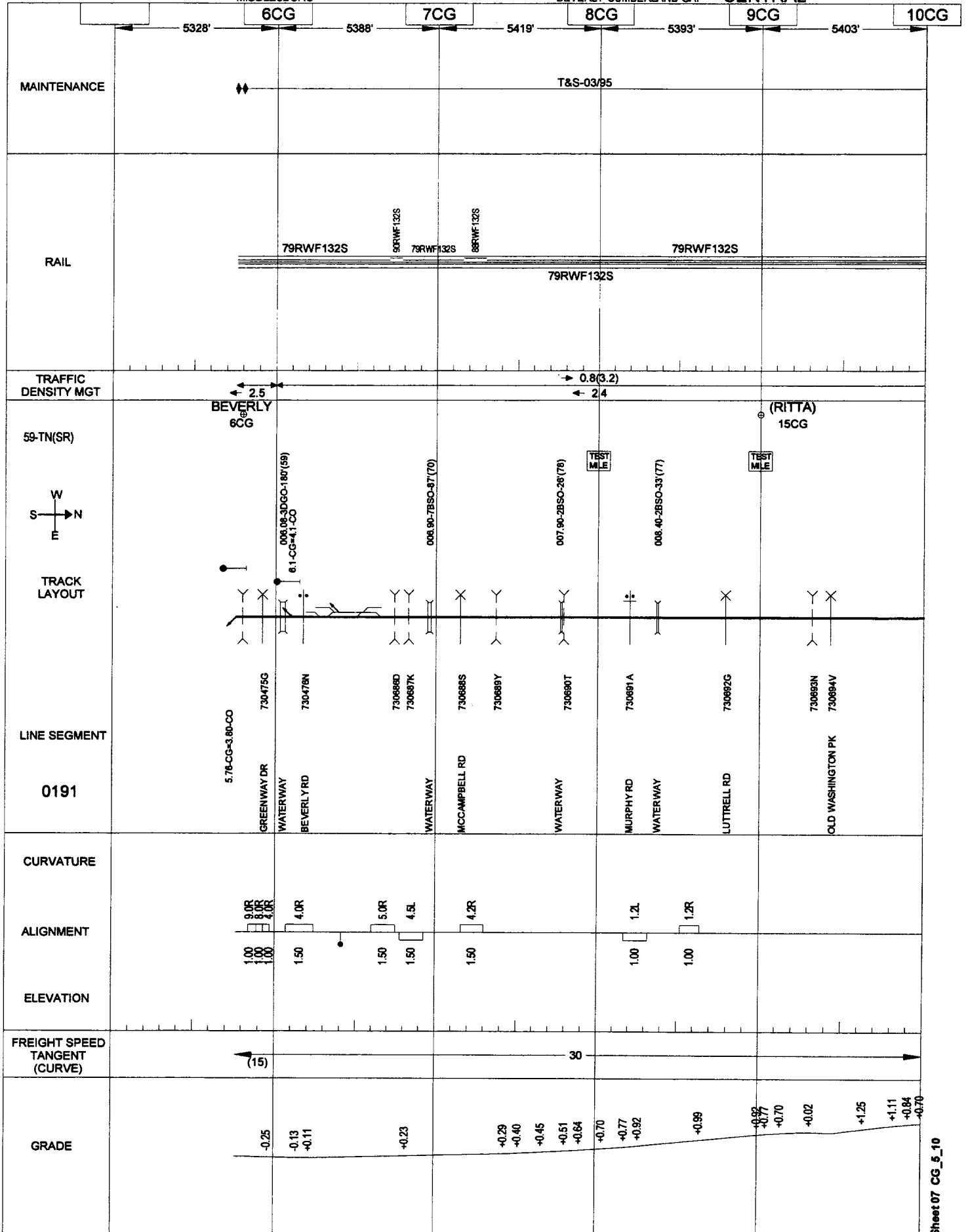
06/28/2004

114

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

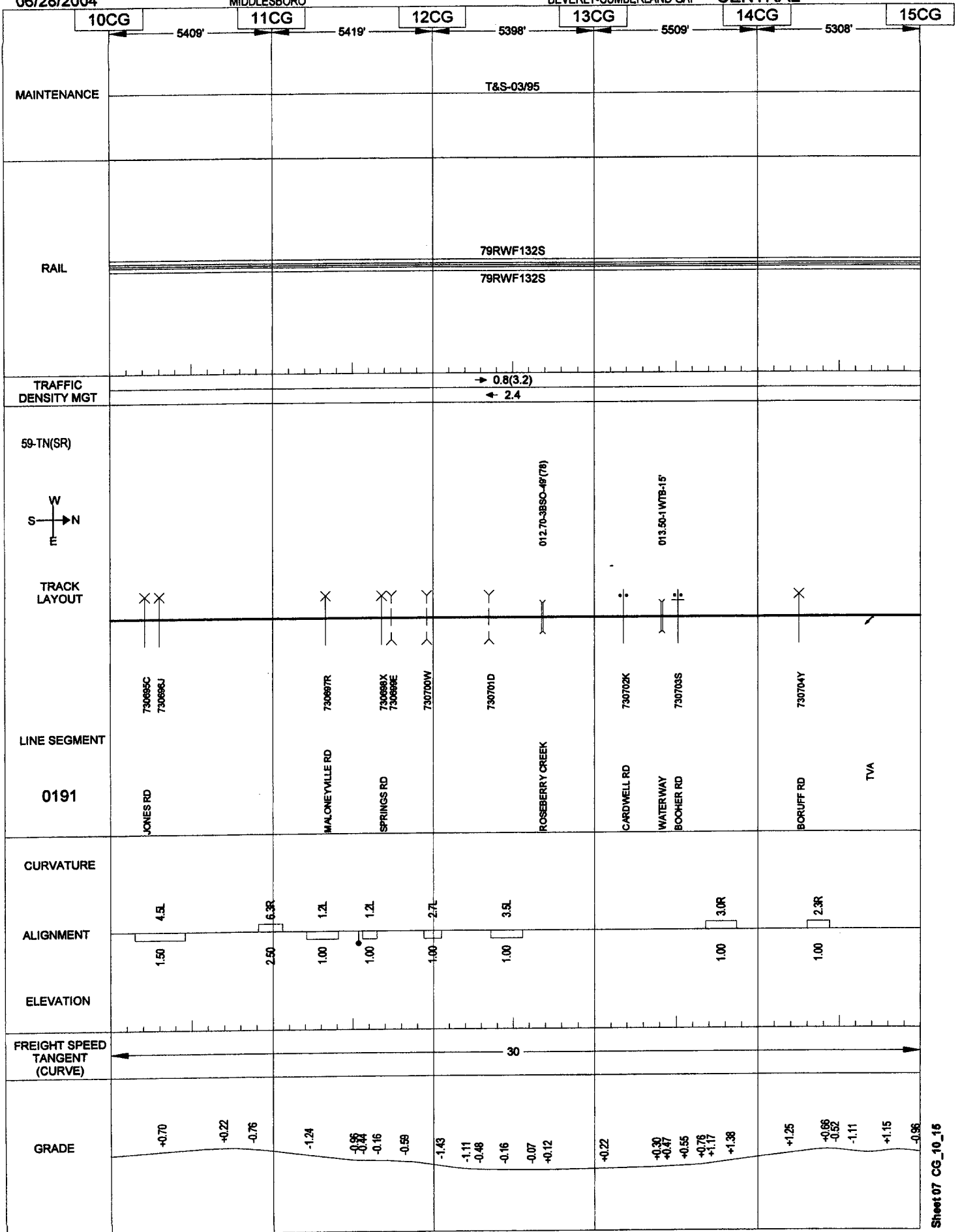


06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet07 CG_15_20

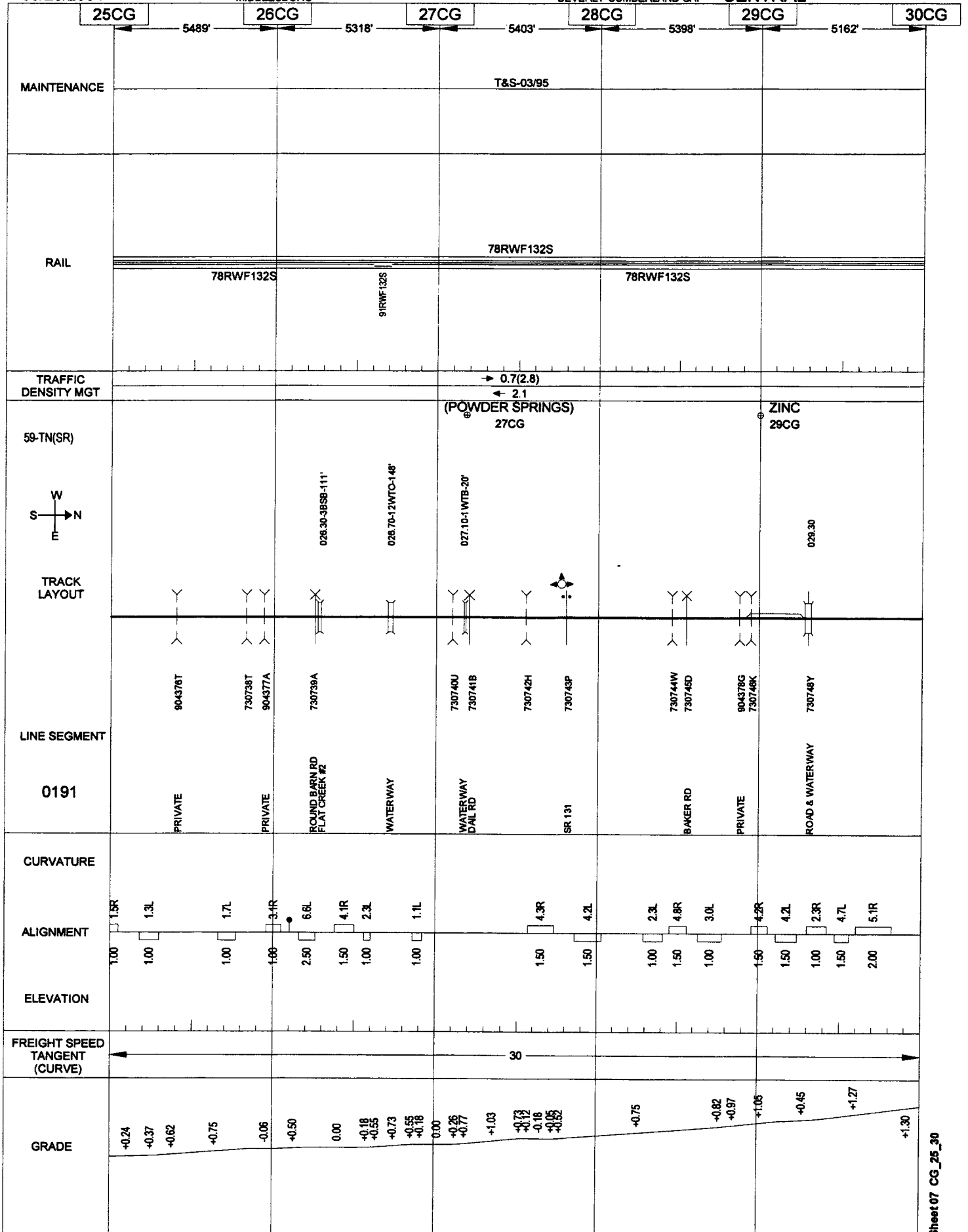
Sheet 07 CG_20_25

06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet 07 CG_30_35

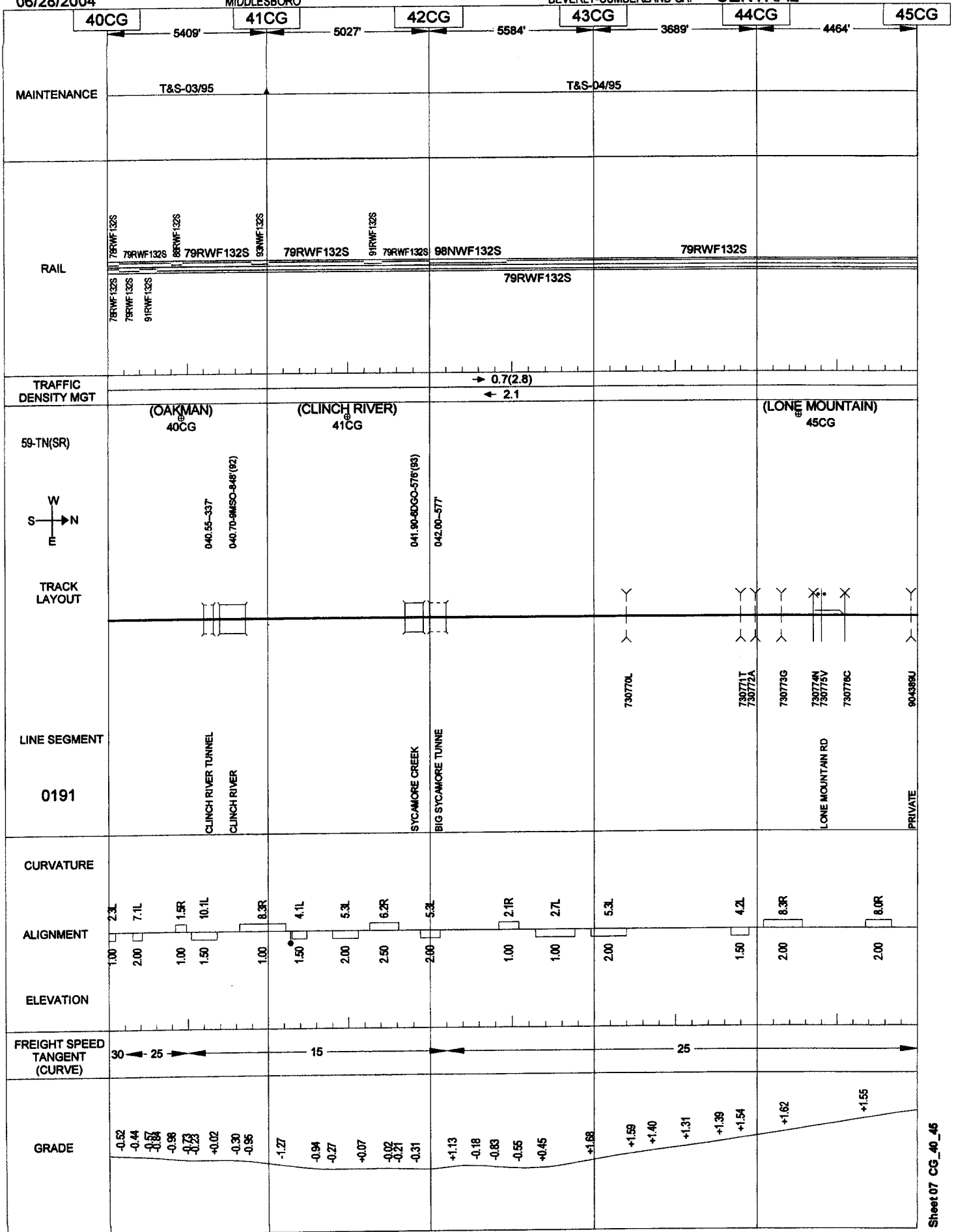
Sheet 07 CG_35_40

06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

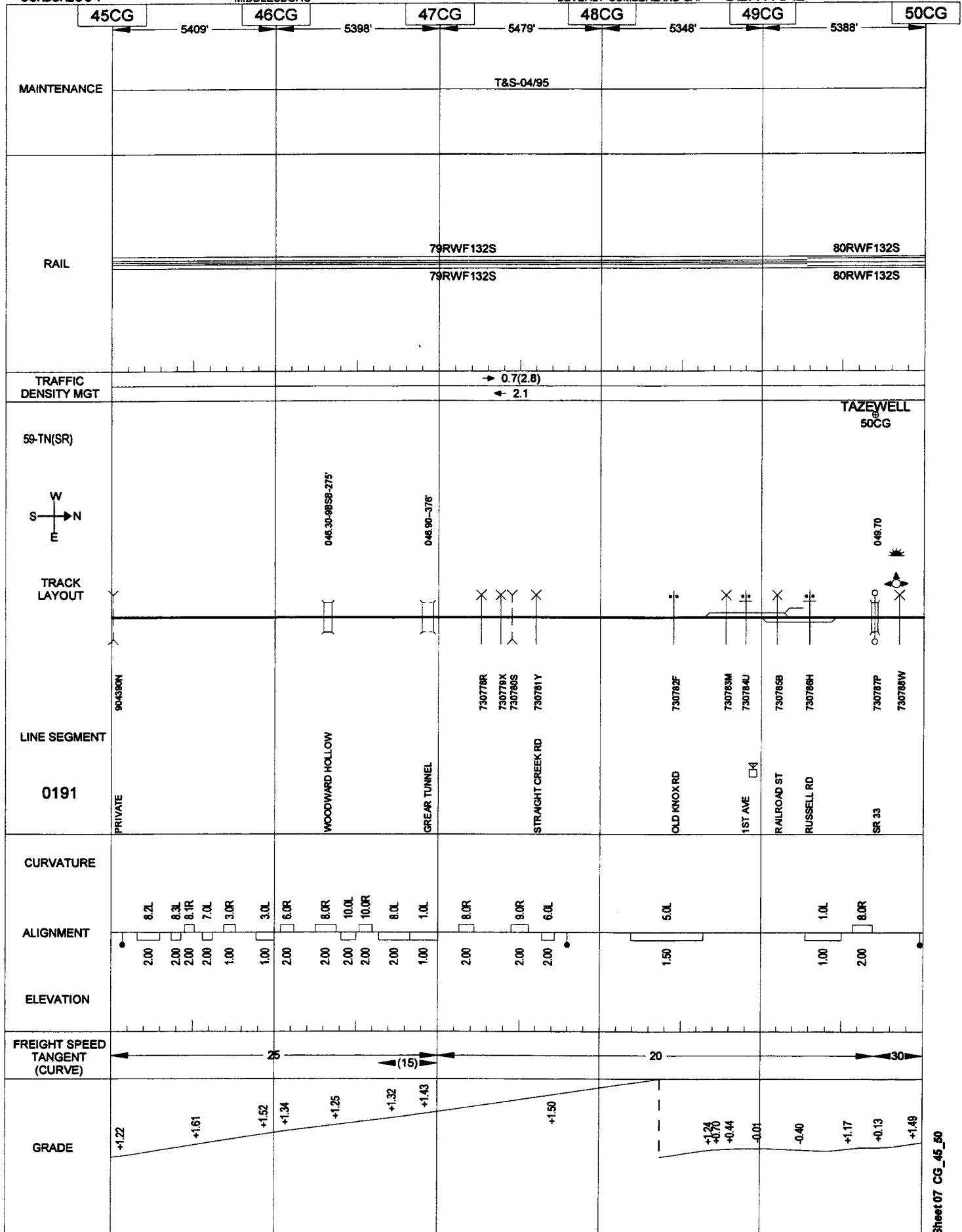


06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

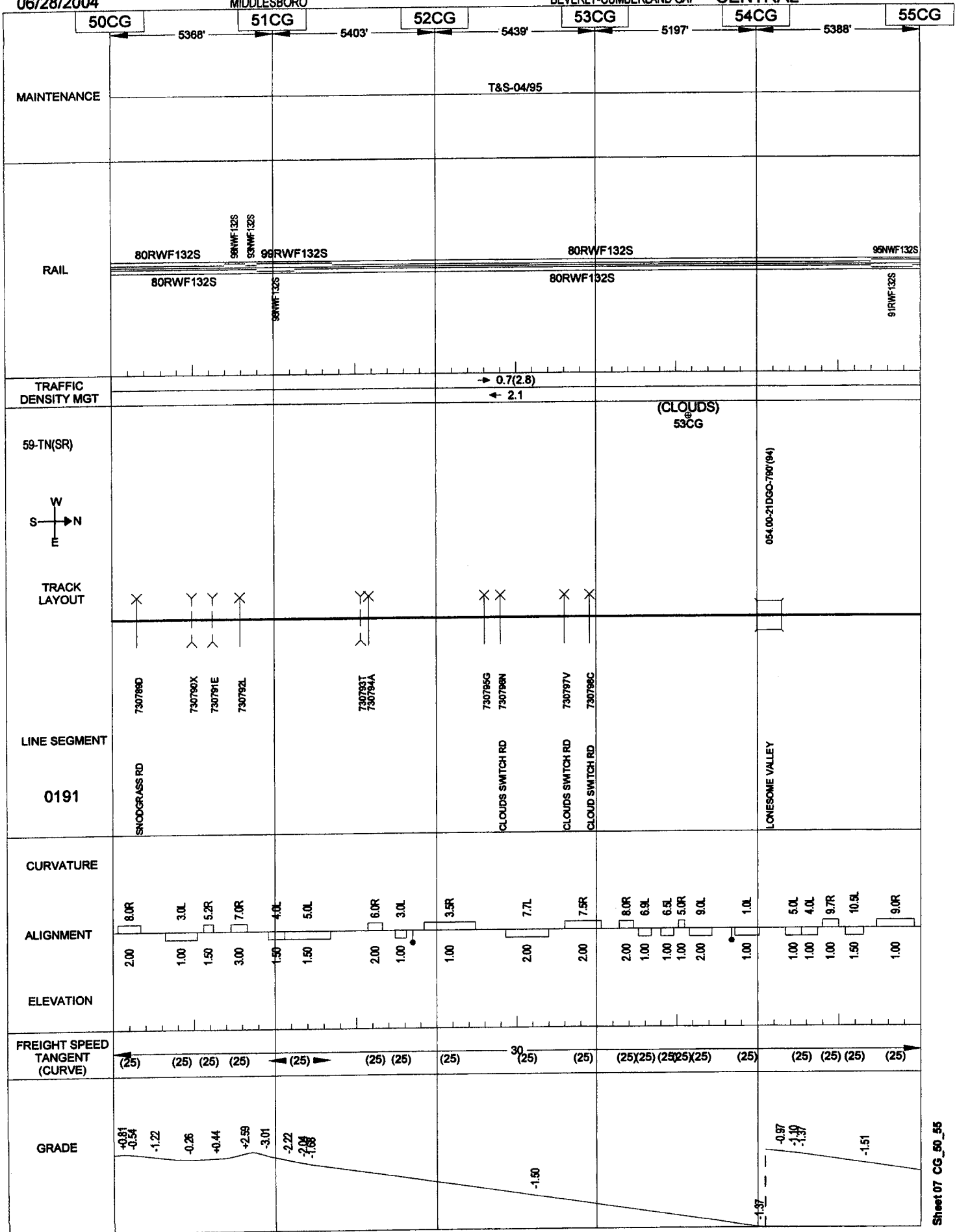


06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



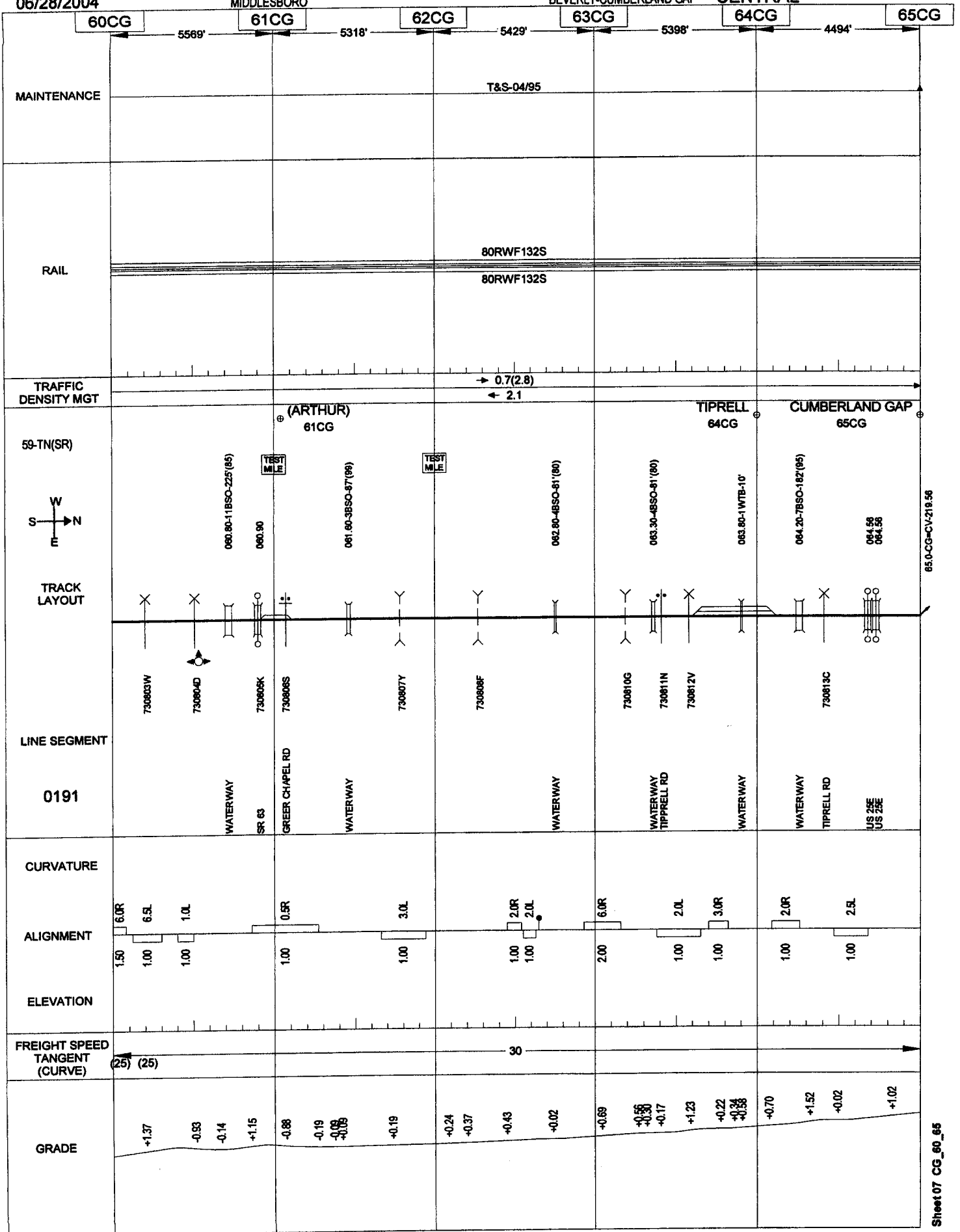
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06/28/2004

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



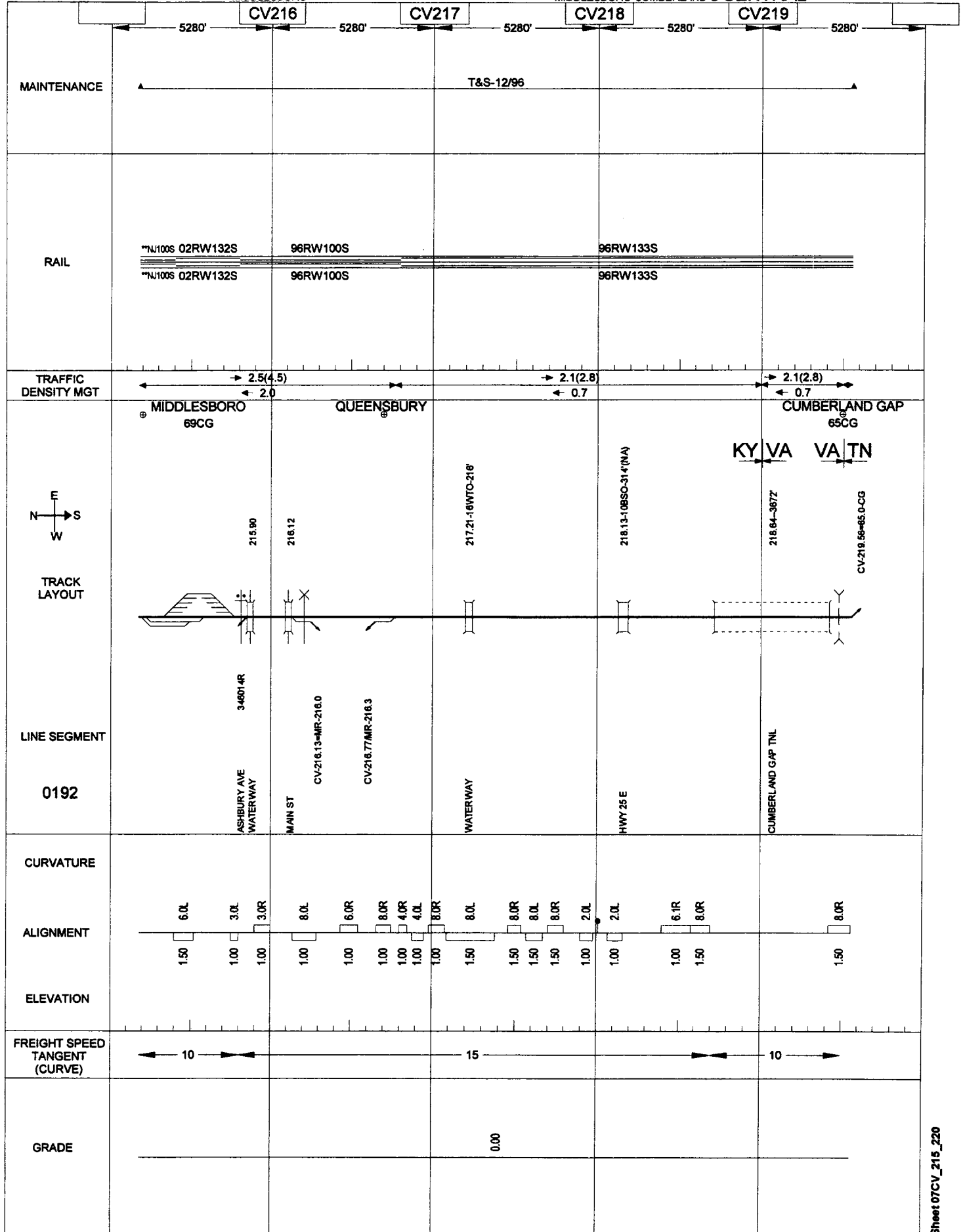
85.0-CG=CV-218.56

06/28/2004

126

MIDDLESBORO

MIDDLESBORO-CUMBERLAND G CENTRAL



06/28/2004

127

MIDDLESBORO

APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

MR216

MR217

MR218

MR219

MR220

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/96

RAIL

96RW133S

96RW133S

NJ132S

97RW100S

NJ132S

97RW100S

NJ100S

TRAFFIC
DENSITY MGT

→ 0.4(1.8)
← 1.4

→ 0.4(1.7)
← 1.3

← 0.0

QUEENSBURY

STONEY FORK JCT

W
S → N
E

TRACK
LAYOUT

MR-216.3 CV-216.77

219.67-9CSB-172'

219.67-4CSB-100'

LINE SEGMENT

0800

MR-216.0=CV-216.13

MR-219.0=MS-219.0

WATERWAY

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

5.0R	12.0R	4.0R	10.0L	3.5R	6.0R	5.0L	10.0R	5.0L	6.0R	6.0L	4.0R	3.5L	4.0L	6.0R	3.5L	10.0L	1.5L	3.5L
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

10

0.00

06/28/2004

MIDDLESBORO

128

APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

	MR220	5280'	MR221				
MAINTENANCE	T&S-12/96						
RAIL	**NJ100S **NJ100S						
TRAFFIC DENSITY MGT	→ 0.0(0.0) ← 0.0 APPOLO						
<div style="text-align: center;"> W S — N E </div> TRACK LAYOUT							
LINE SEGMENT	0800						
CURVATURE							
ALIGNMENT	1.5 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00						

06/28/2004

MIDDLESBORO

129
BELL COUNTY BRANCH

STONEY FORK JCT-BELL COU

CENTRAL

MS219

MS220

5280'

T&S-12/96

MAINTENANCE

96RW133S

96RW133S

RAIL

0.1(0.3)

0.2

TRAFFIC
DENSITY MGT

STONEY FORK JCT

TRACK
LAYOUT

219.18-7B50-143'(NA)

219.43-6WTB-74'

LINE SEGMENT

0810

MS-219.0-MR-219.0

347347V

WATERWAY

347350D

WATERWAY

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

06/28/2004

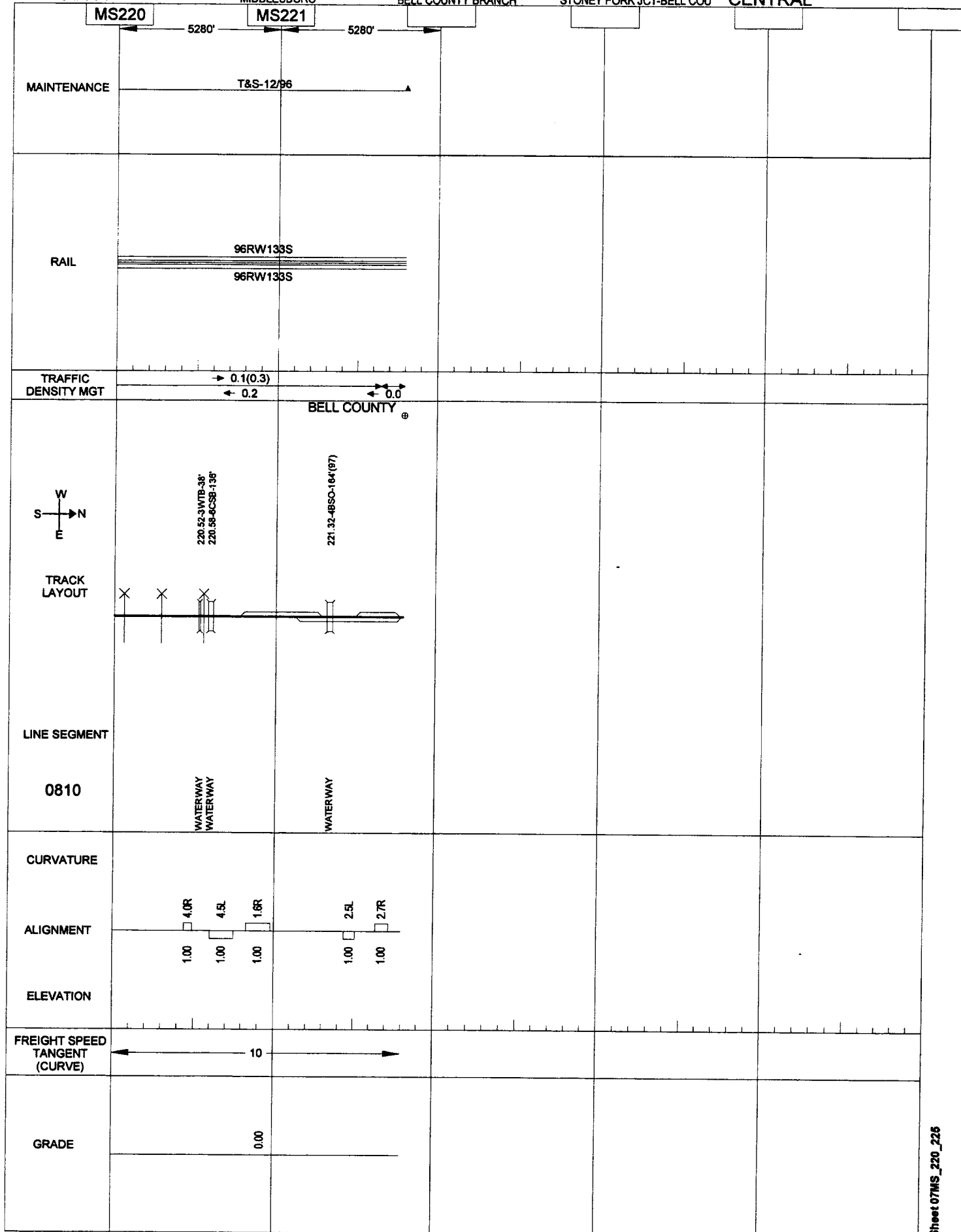
130

MIDDLESBORO

BELL COUNTY BRANCH

STONE FORD JCT-BELL COU

CENTRAL

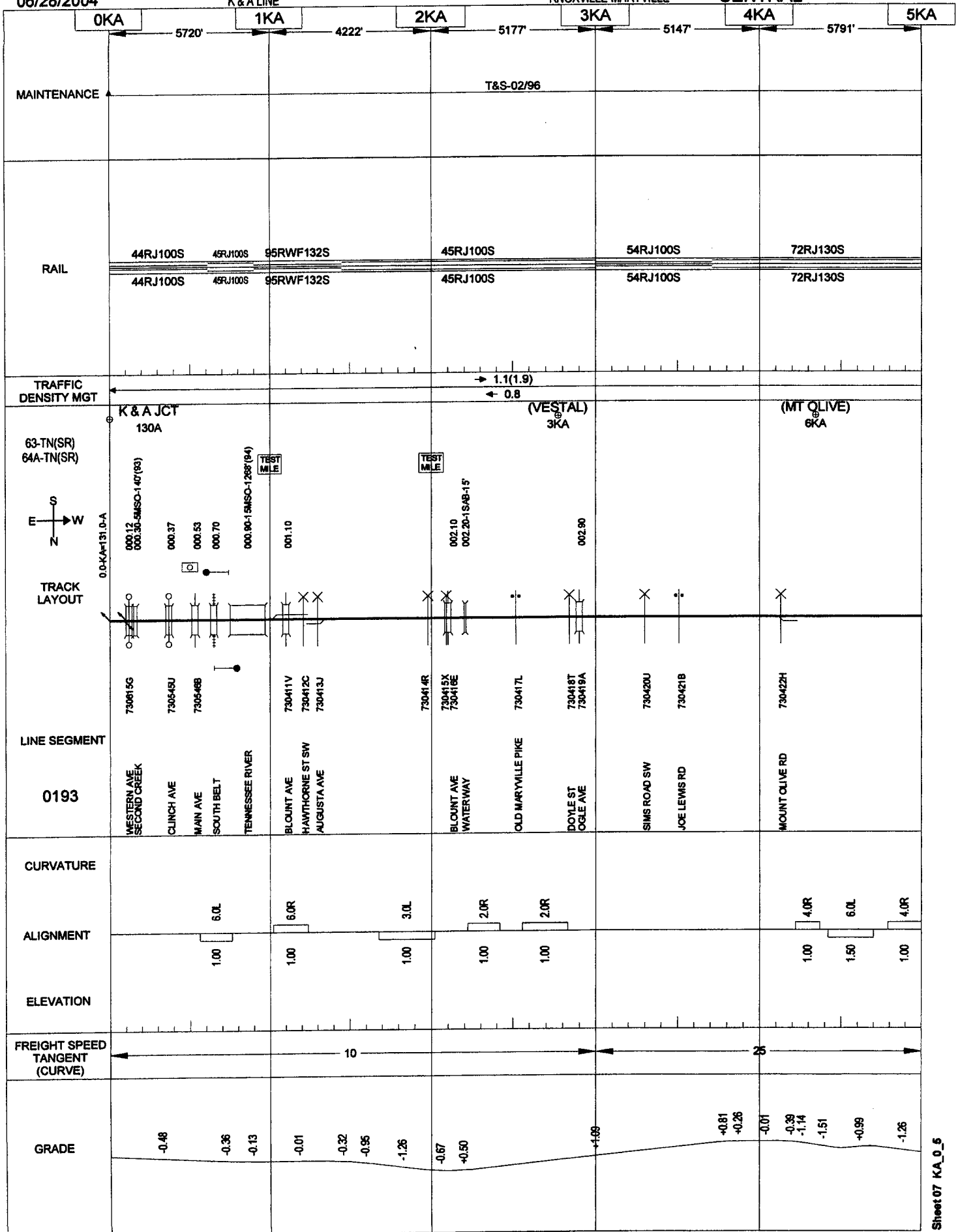


06/28/2004

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



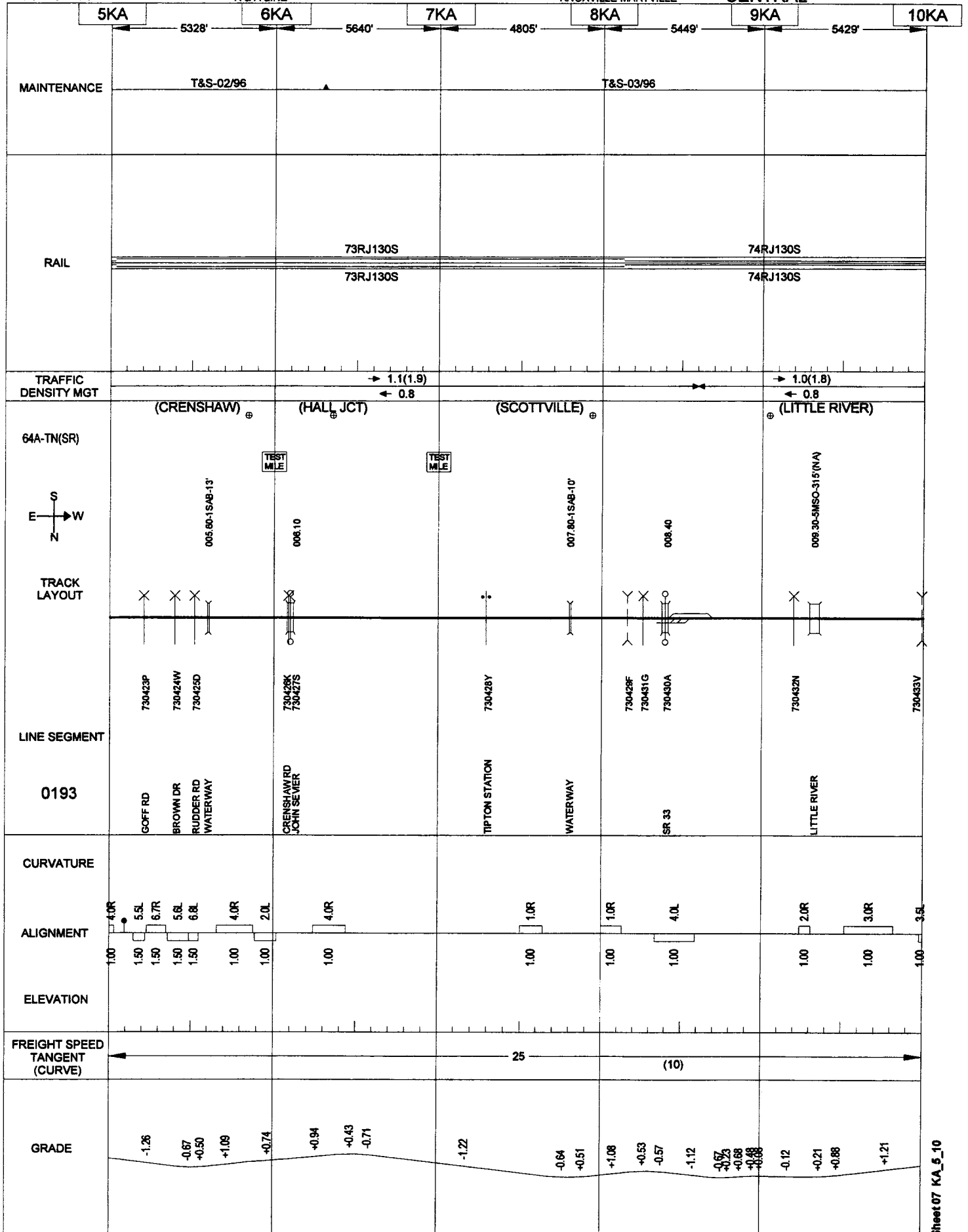
06/28/2004

132

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

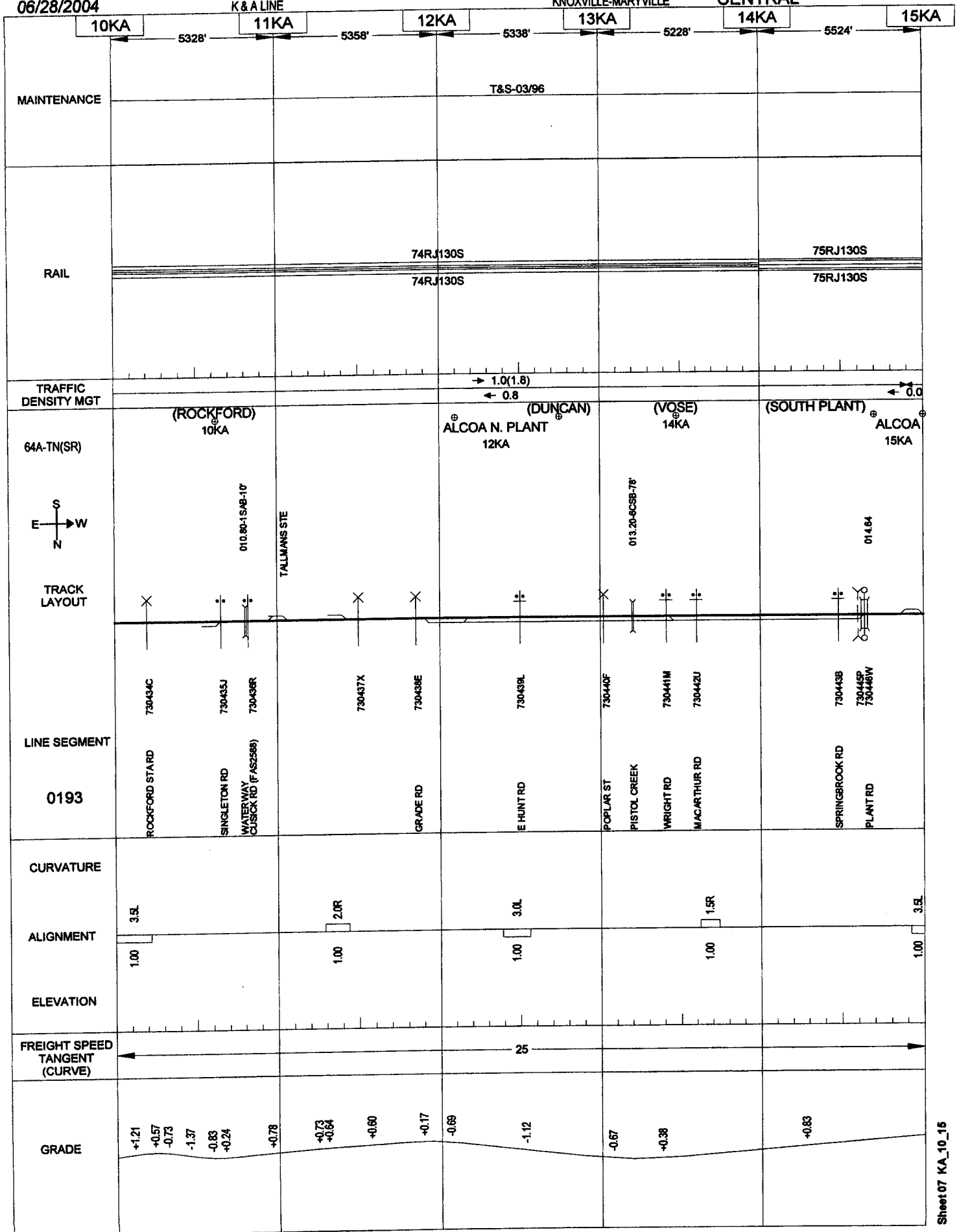


06/28/2004

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



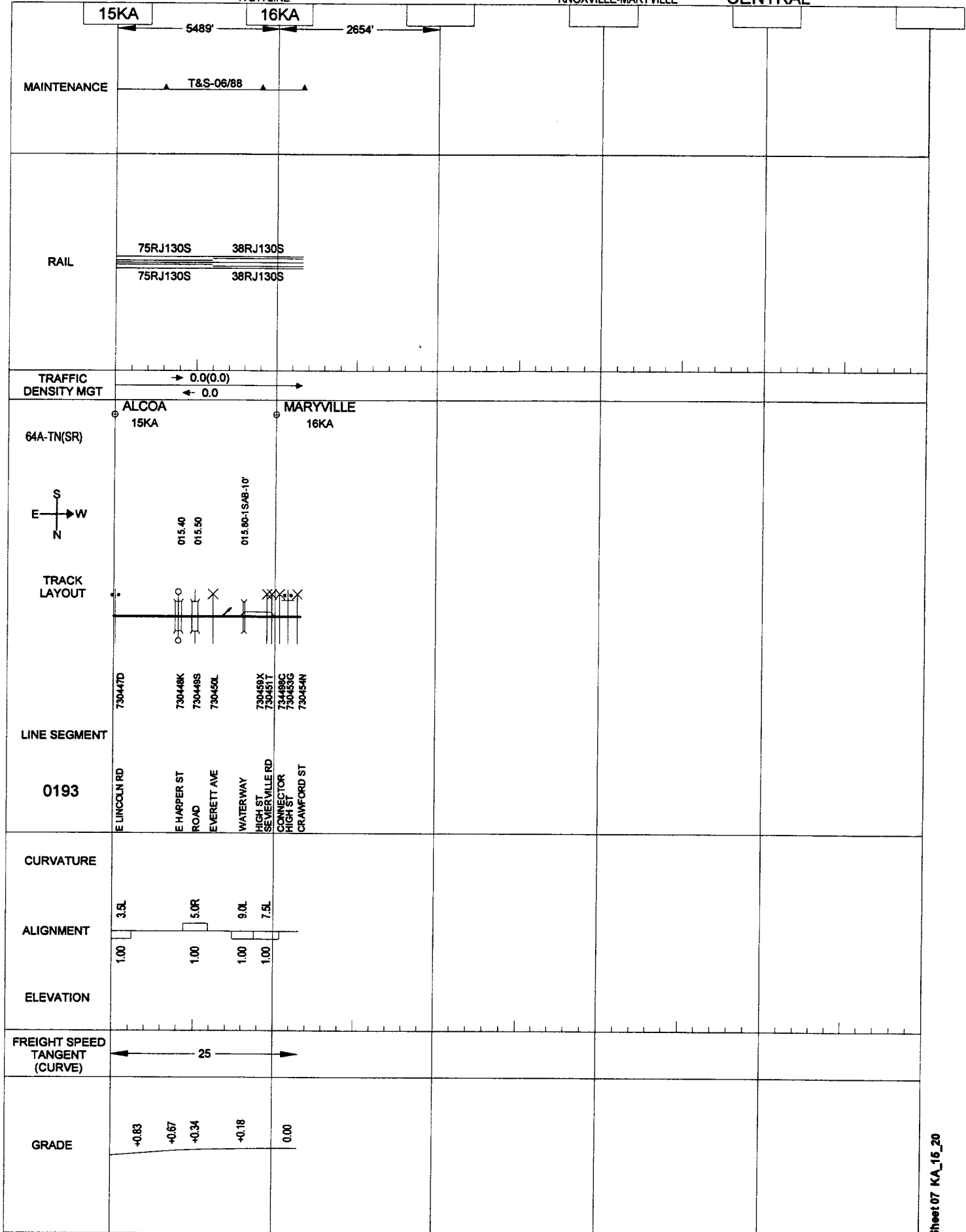
06/28/2004

134

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



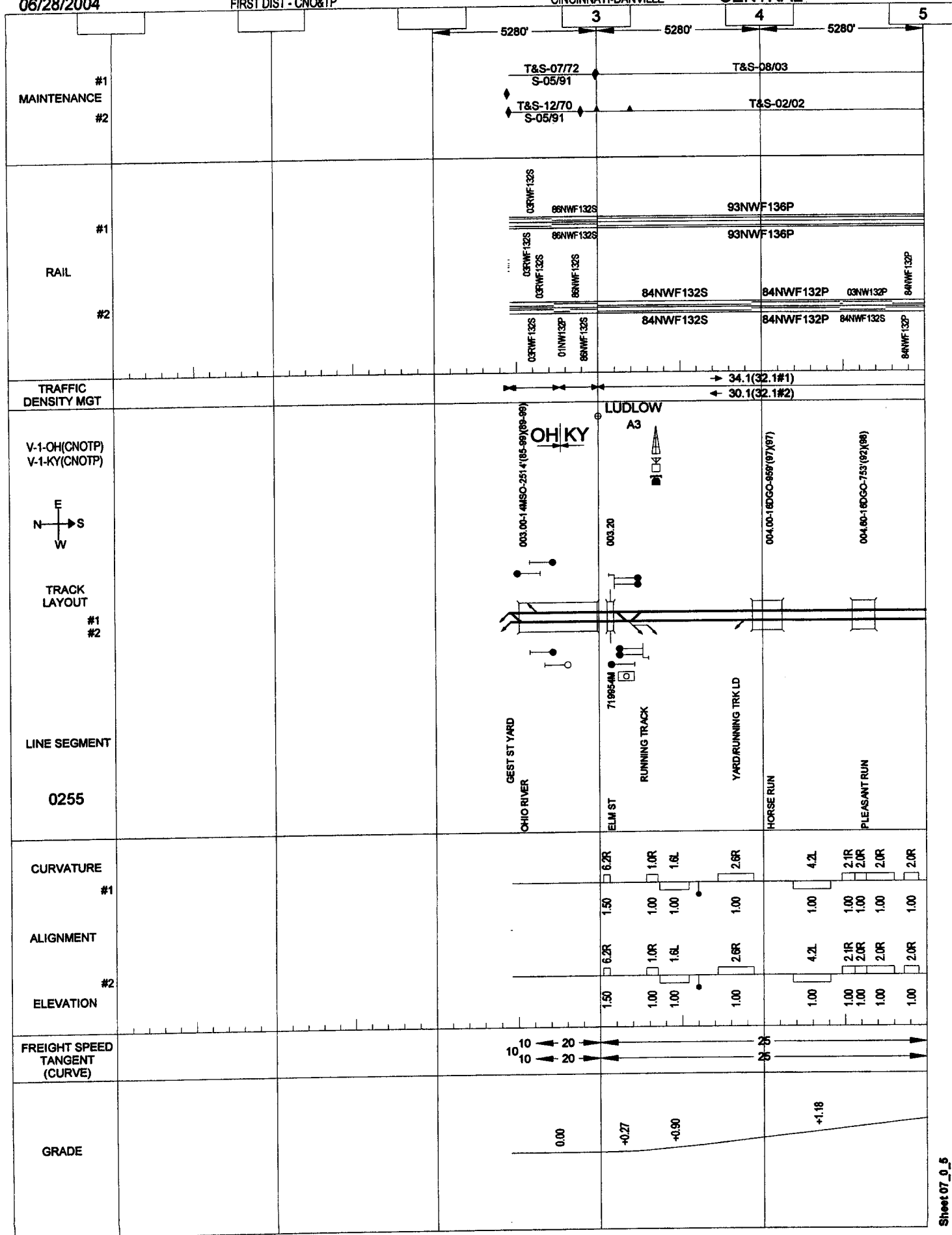
06/28/2004

FIRST DIST - CNO&TP

135

CINCINNATI-DANVILLE

CENTRAL



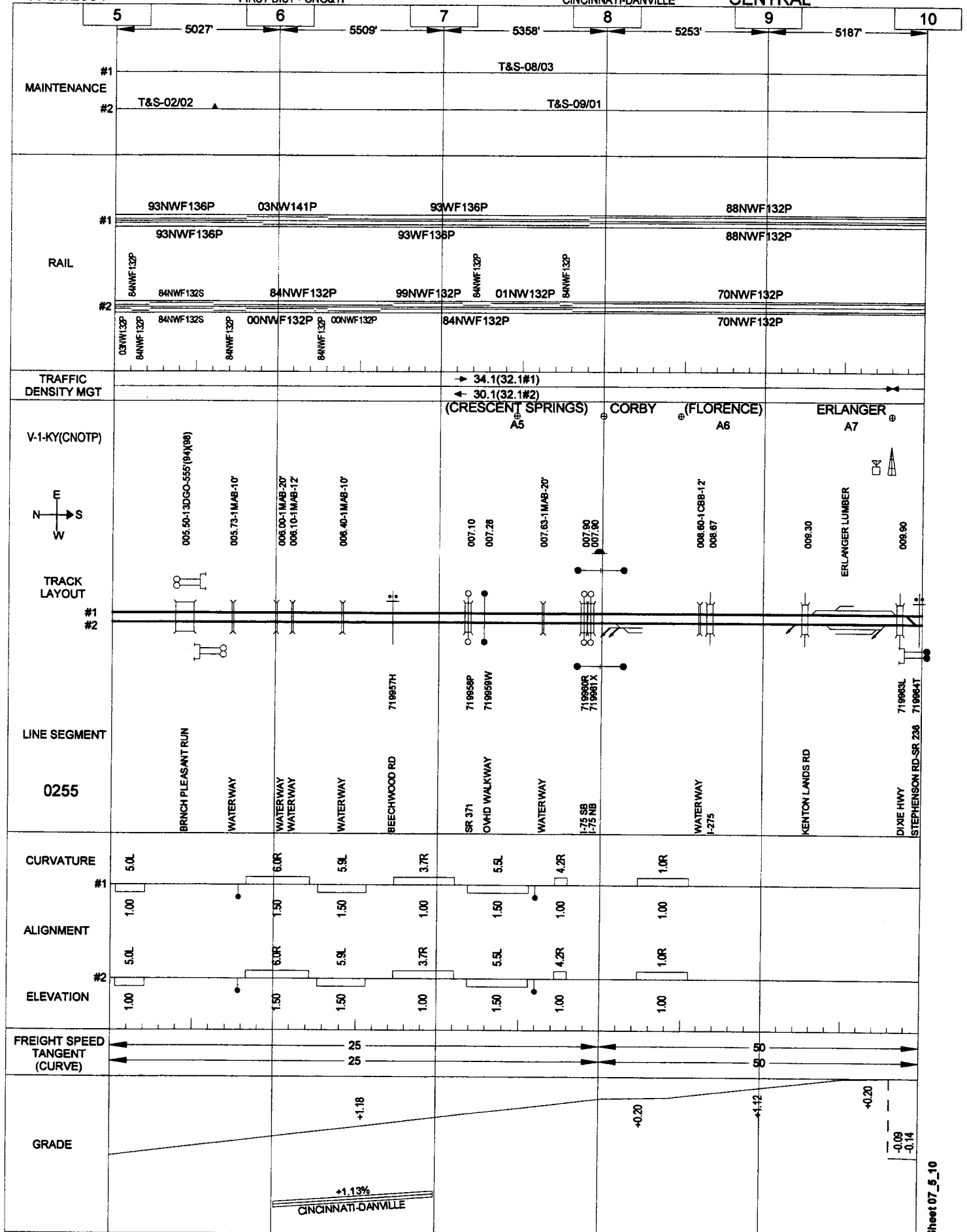
06/28/2004

136

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CINCINNATI-DANVILLE

CENTRAL



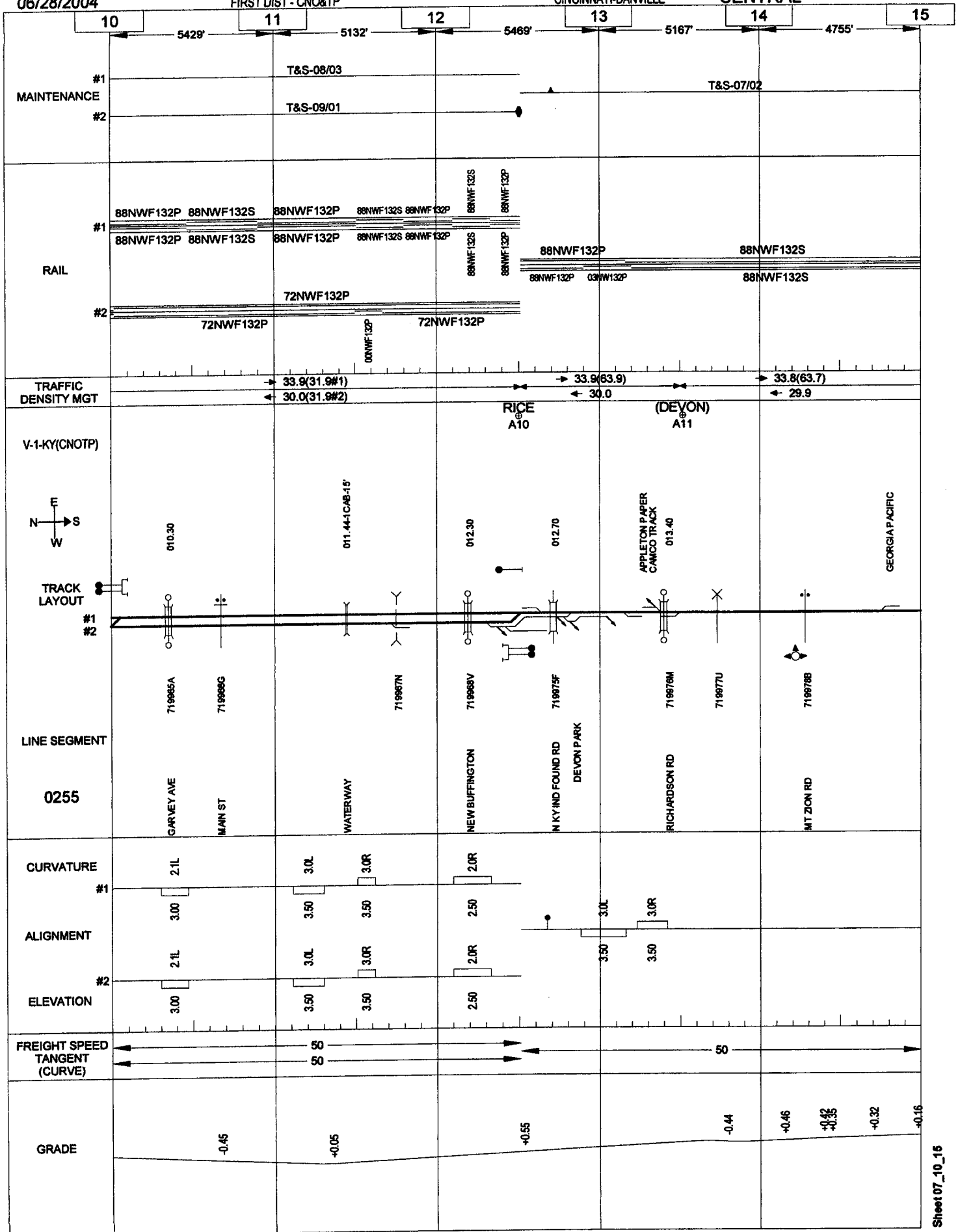
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FIRST DIST - CNO&TP

137

CINCINNATI-DANVILLE

CENTRAL



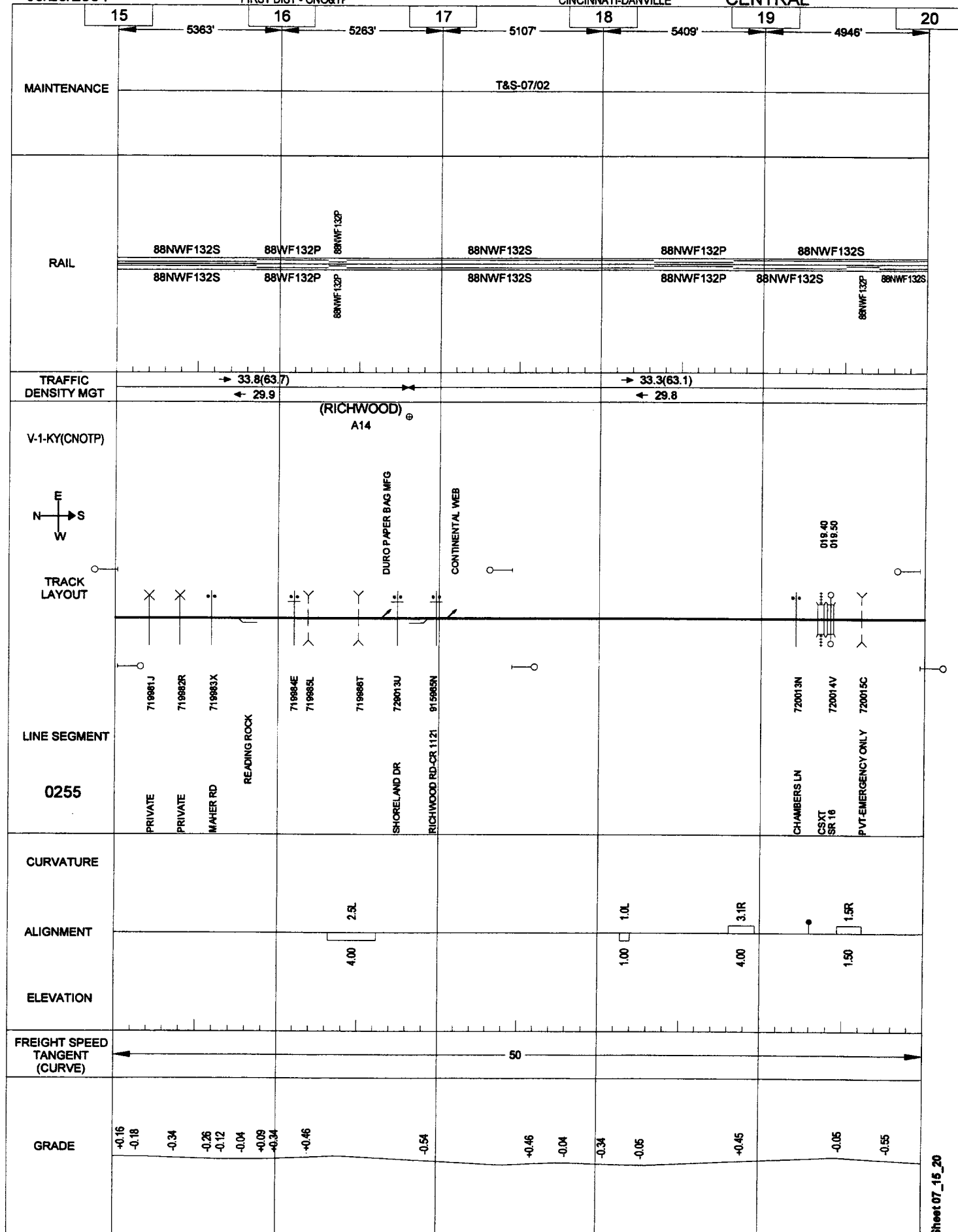
06/28/2004

138

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



06/28/2004

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

Sheet 07_20_25

CENTRAL

Sheet 07_25_30

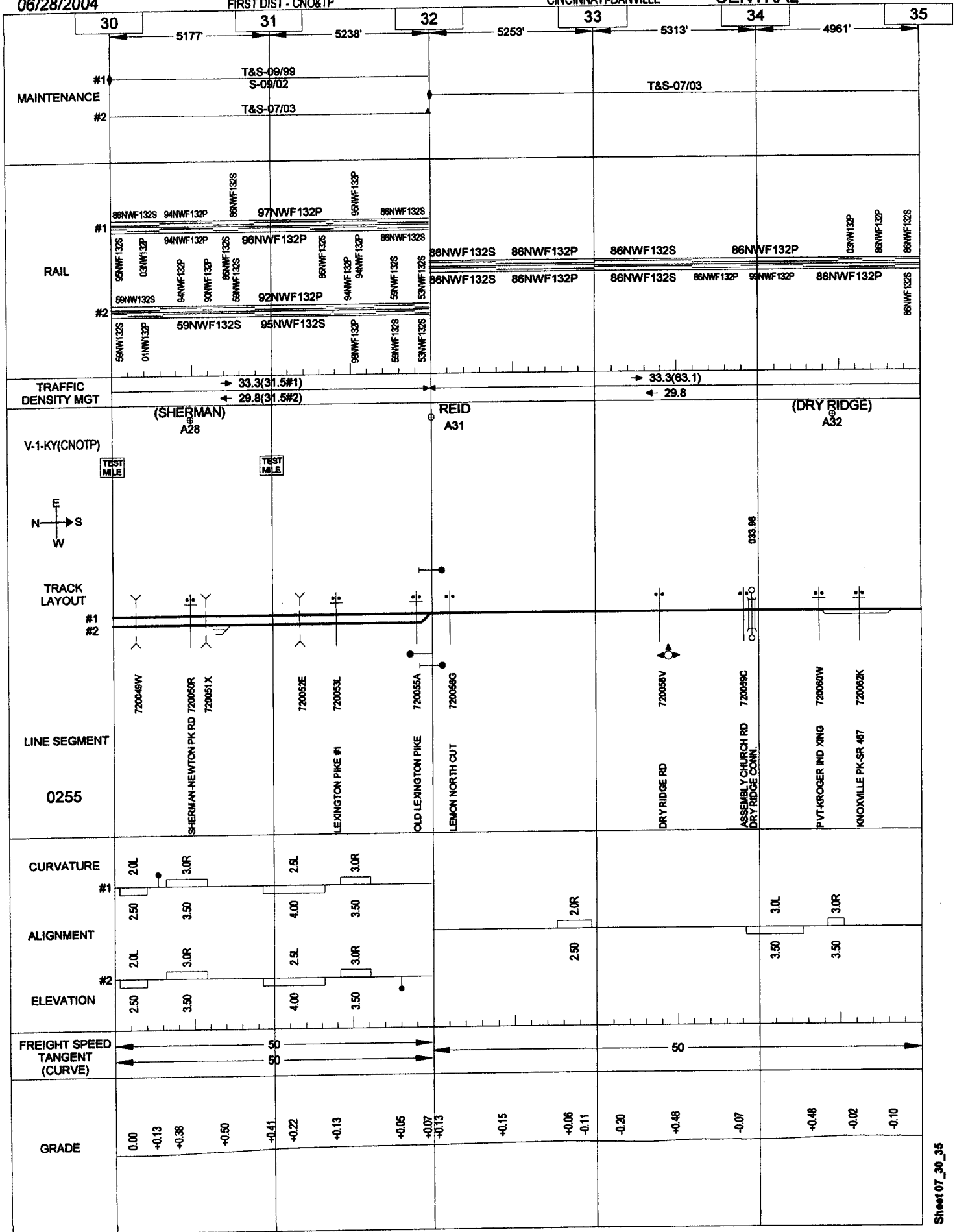
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FIRST DIST - CNO&TP

141

CINCINNATI-DANVILLE

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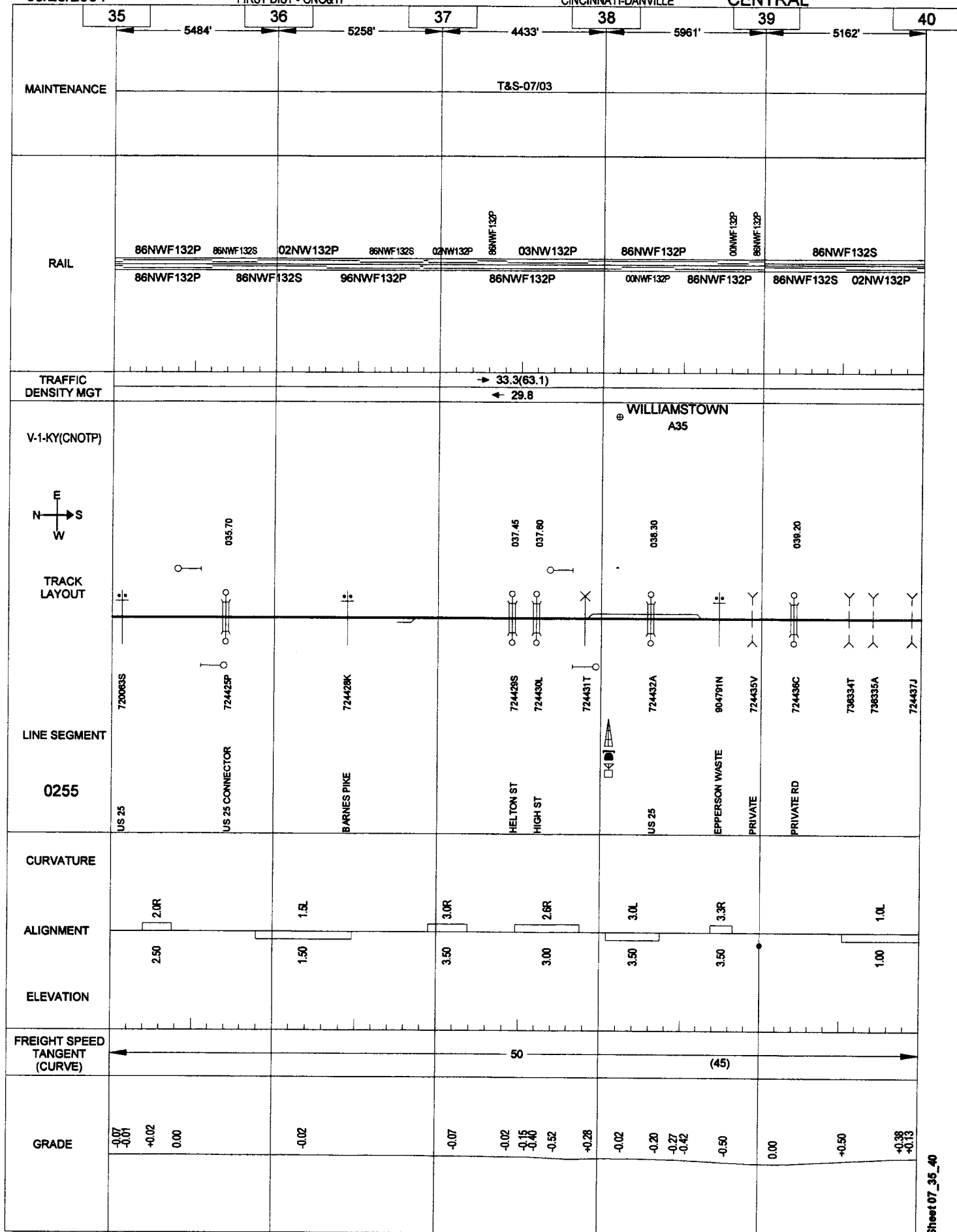
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142

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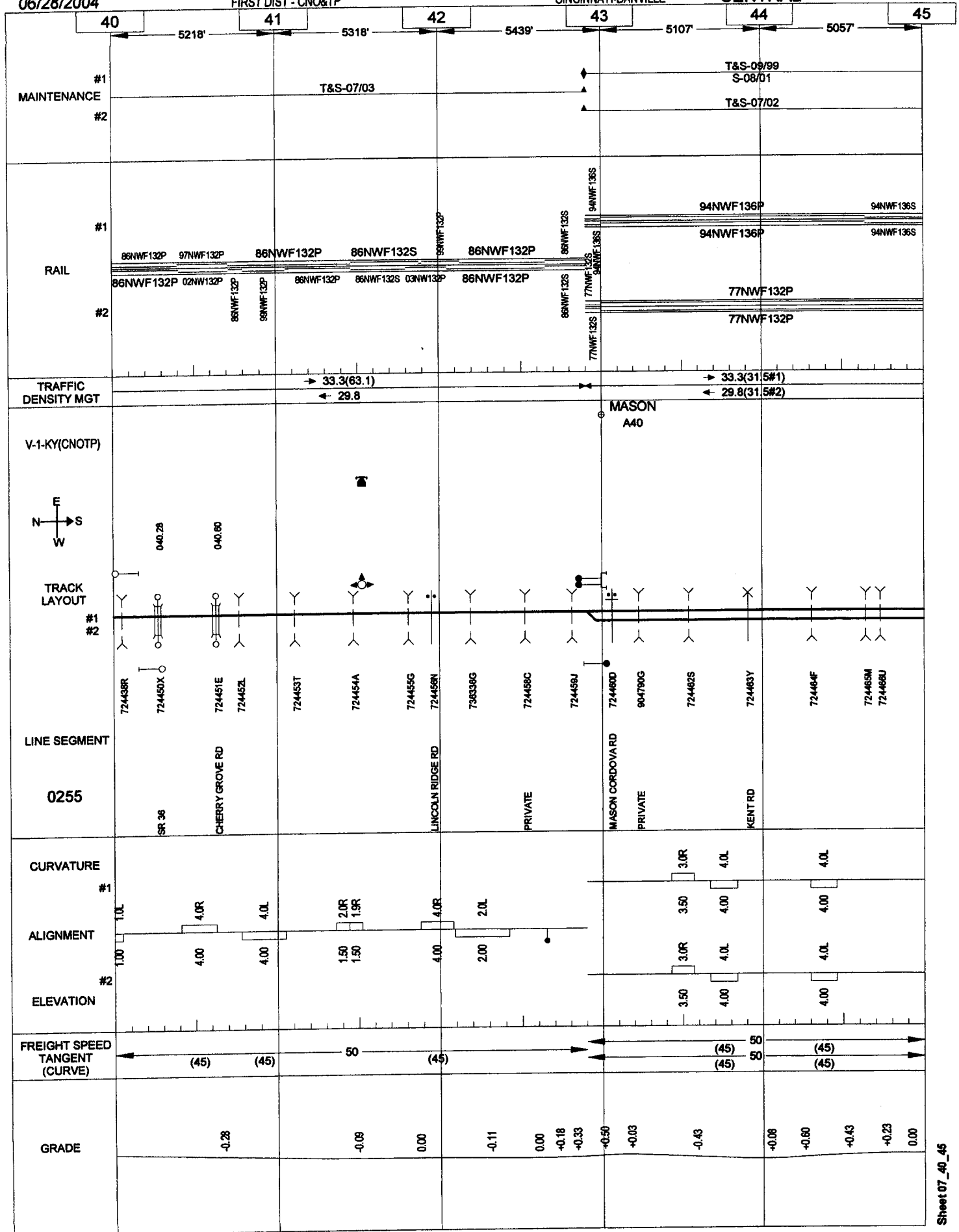
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FIRST DIST - CNO&TP

143

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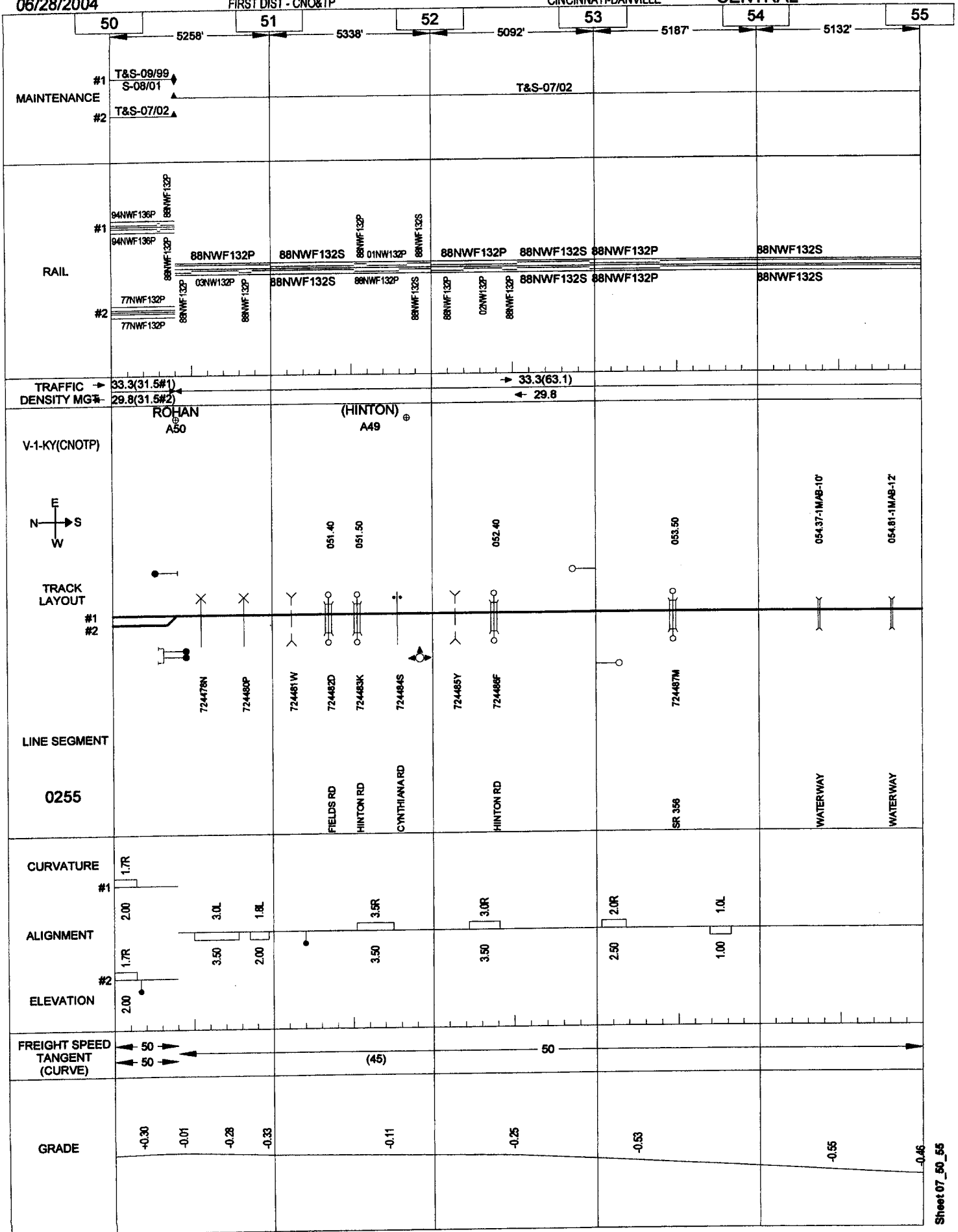
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06/28/2004

FIRST DIST - CNO&TP

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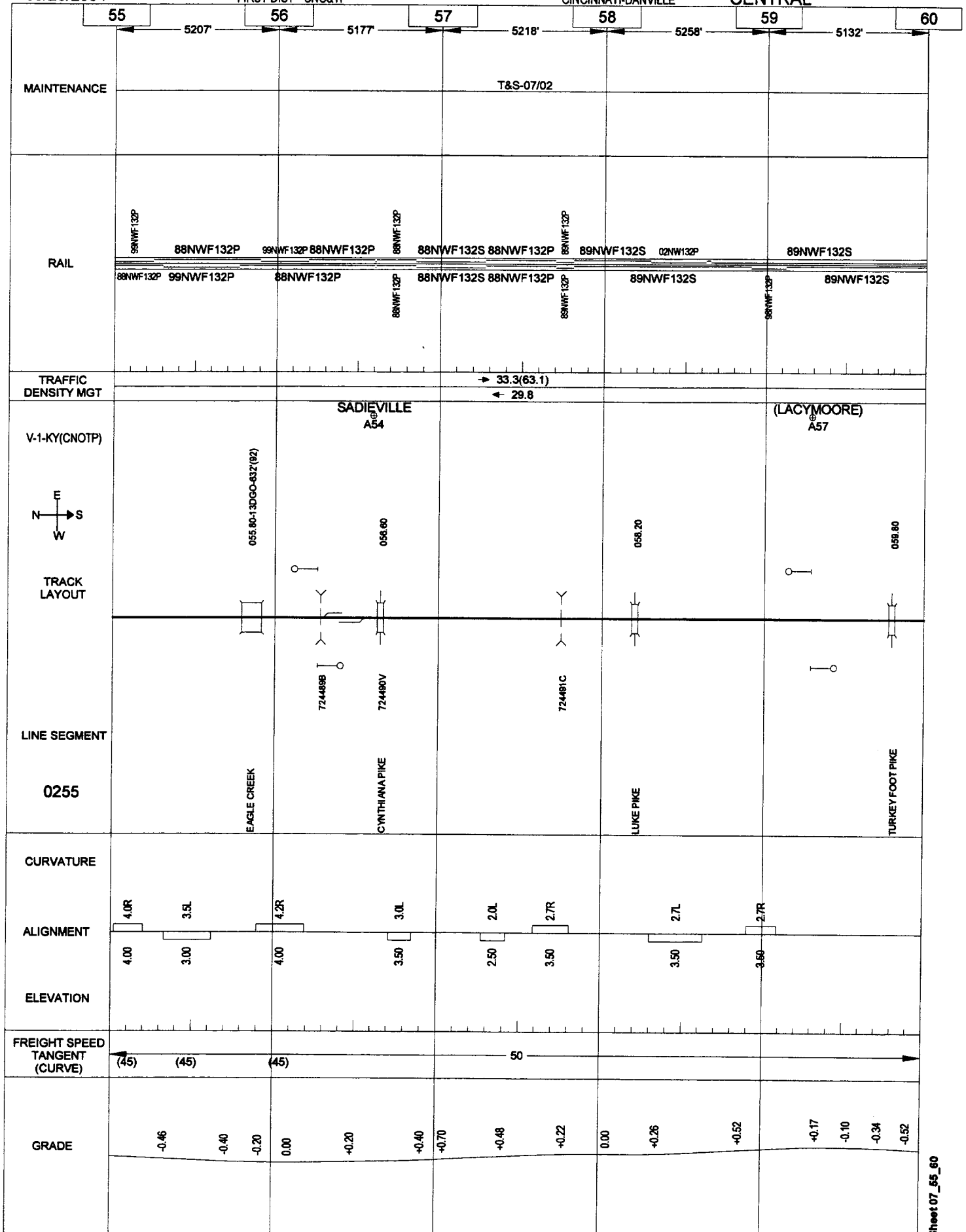
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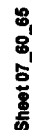
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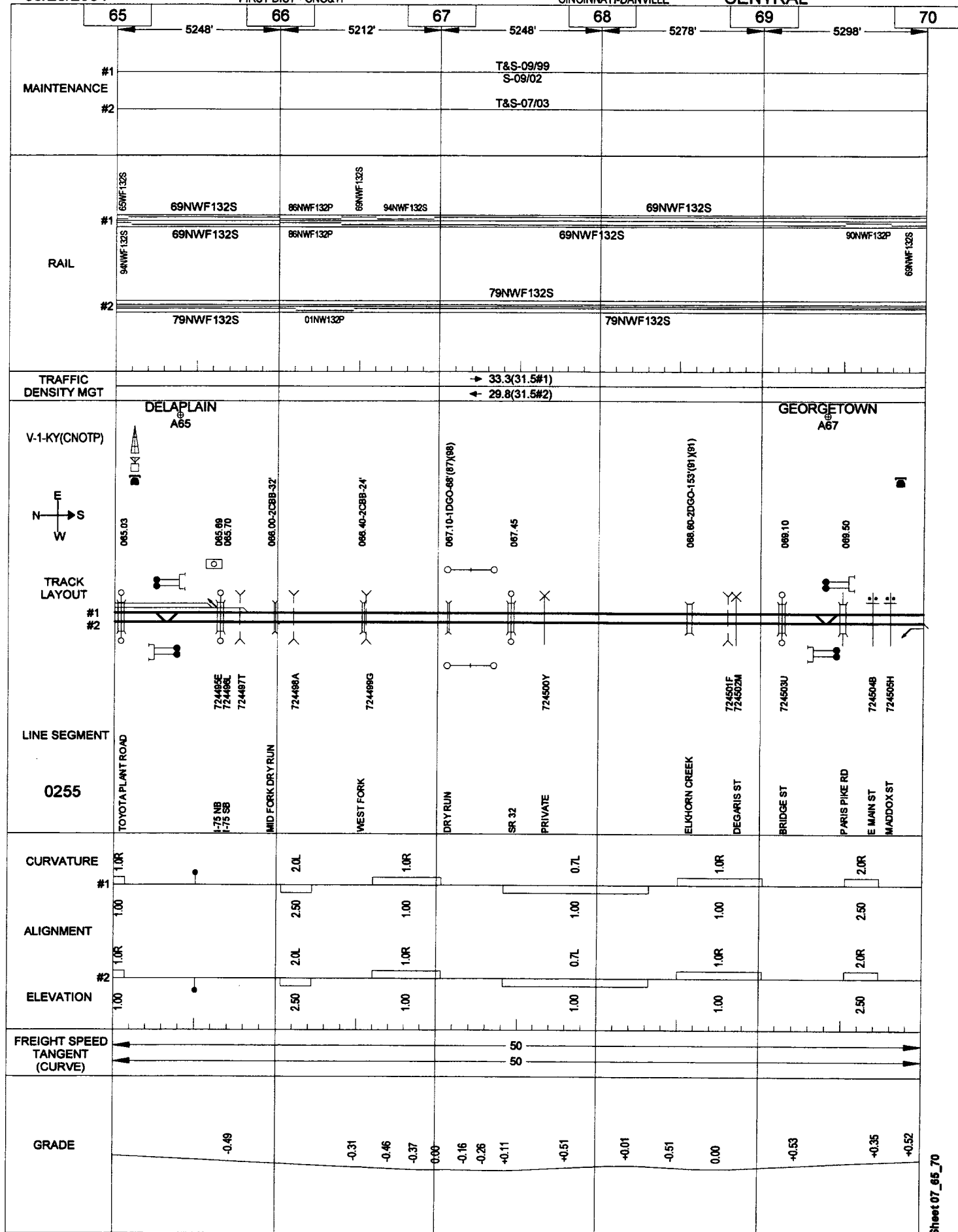
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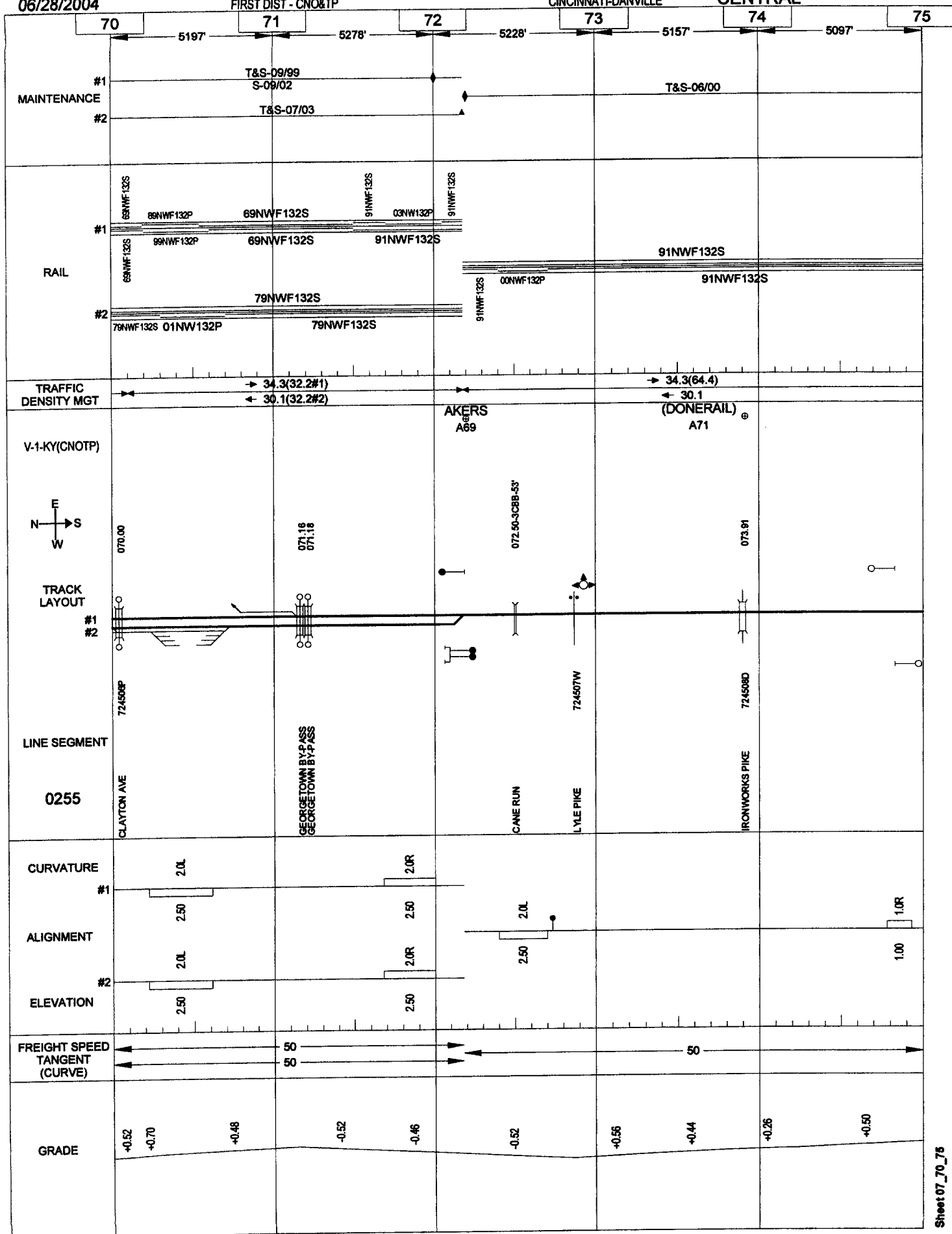
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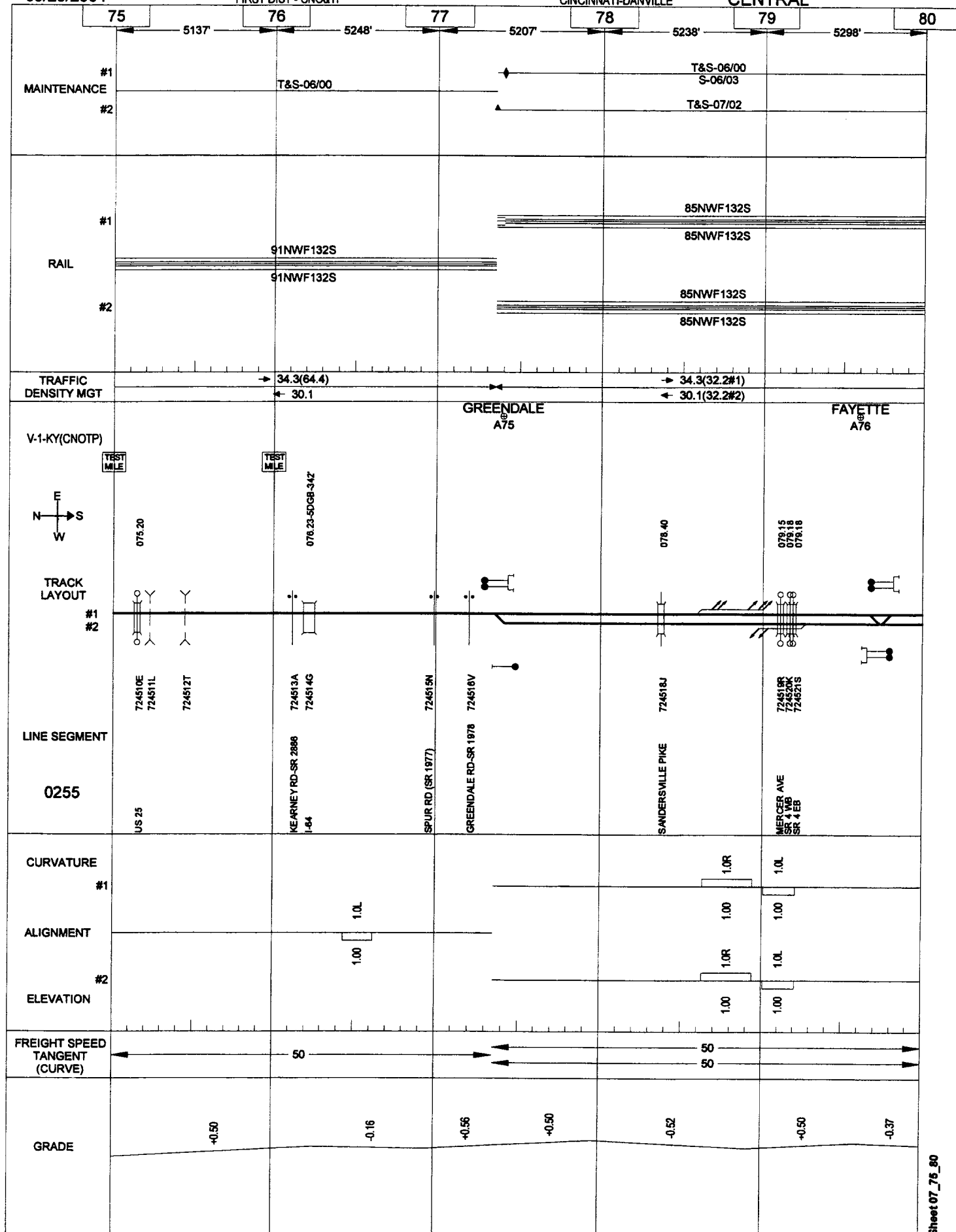
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150

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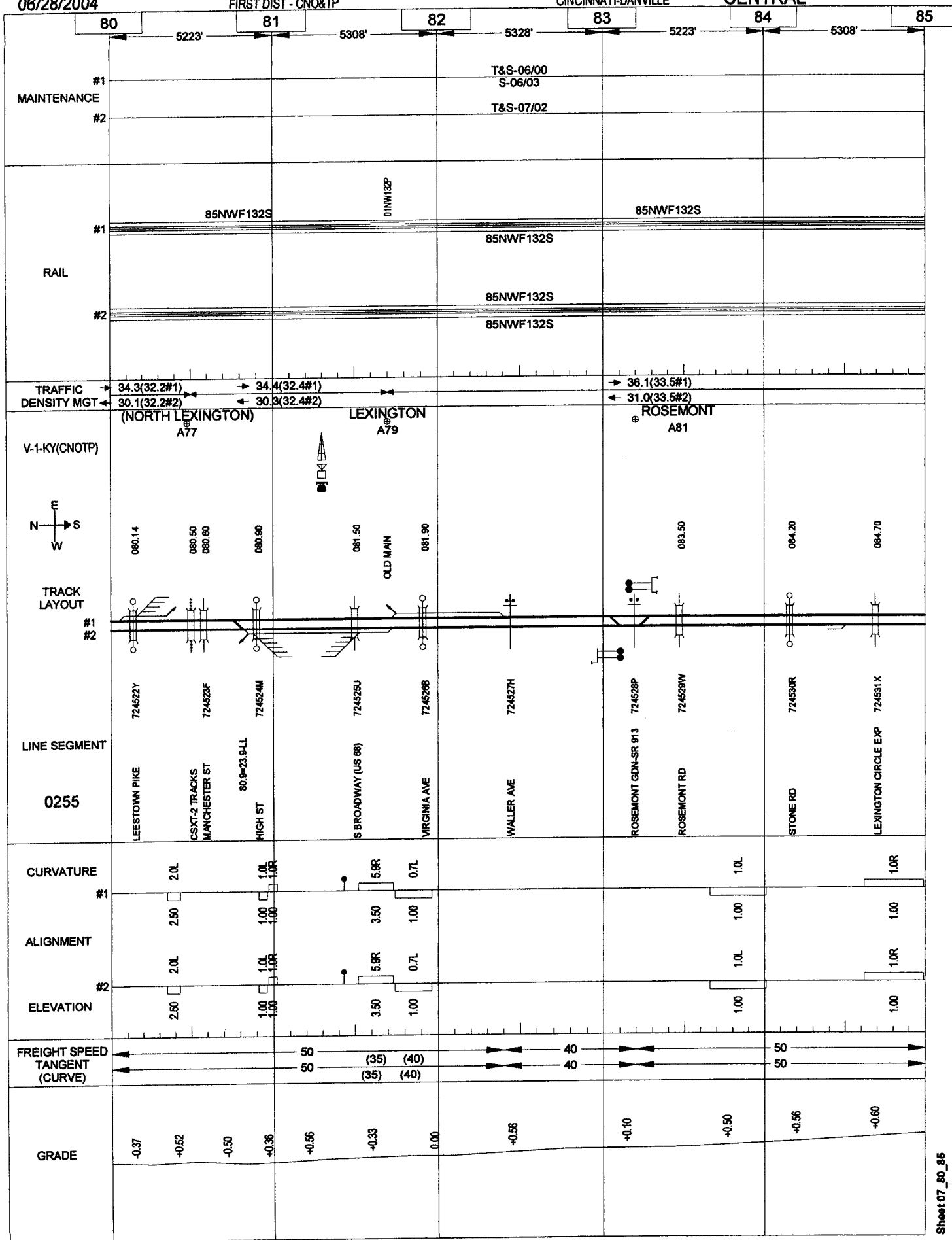
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151

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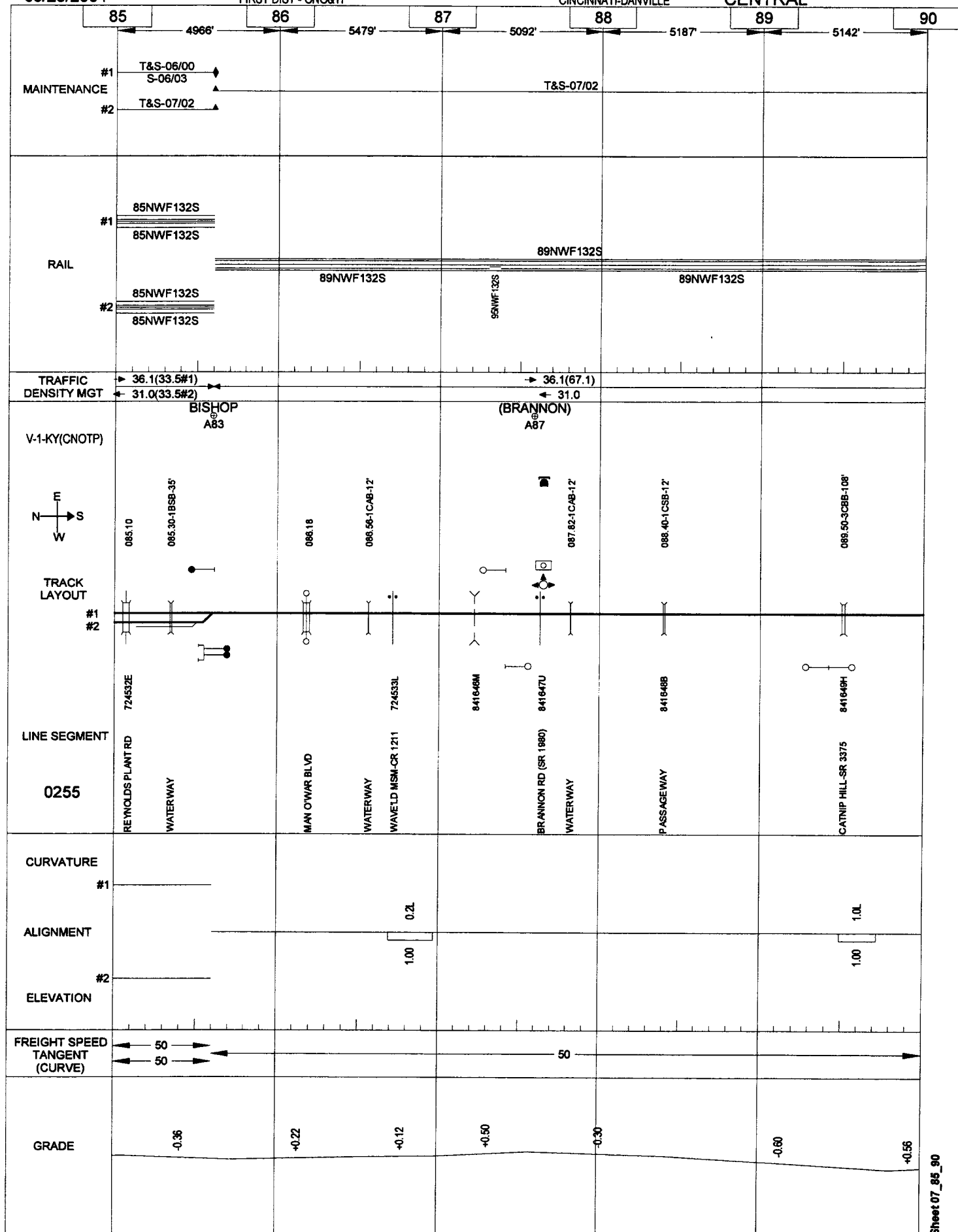
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152

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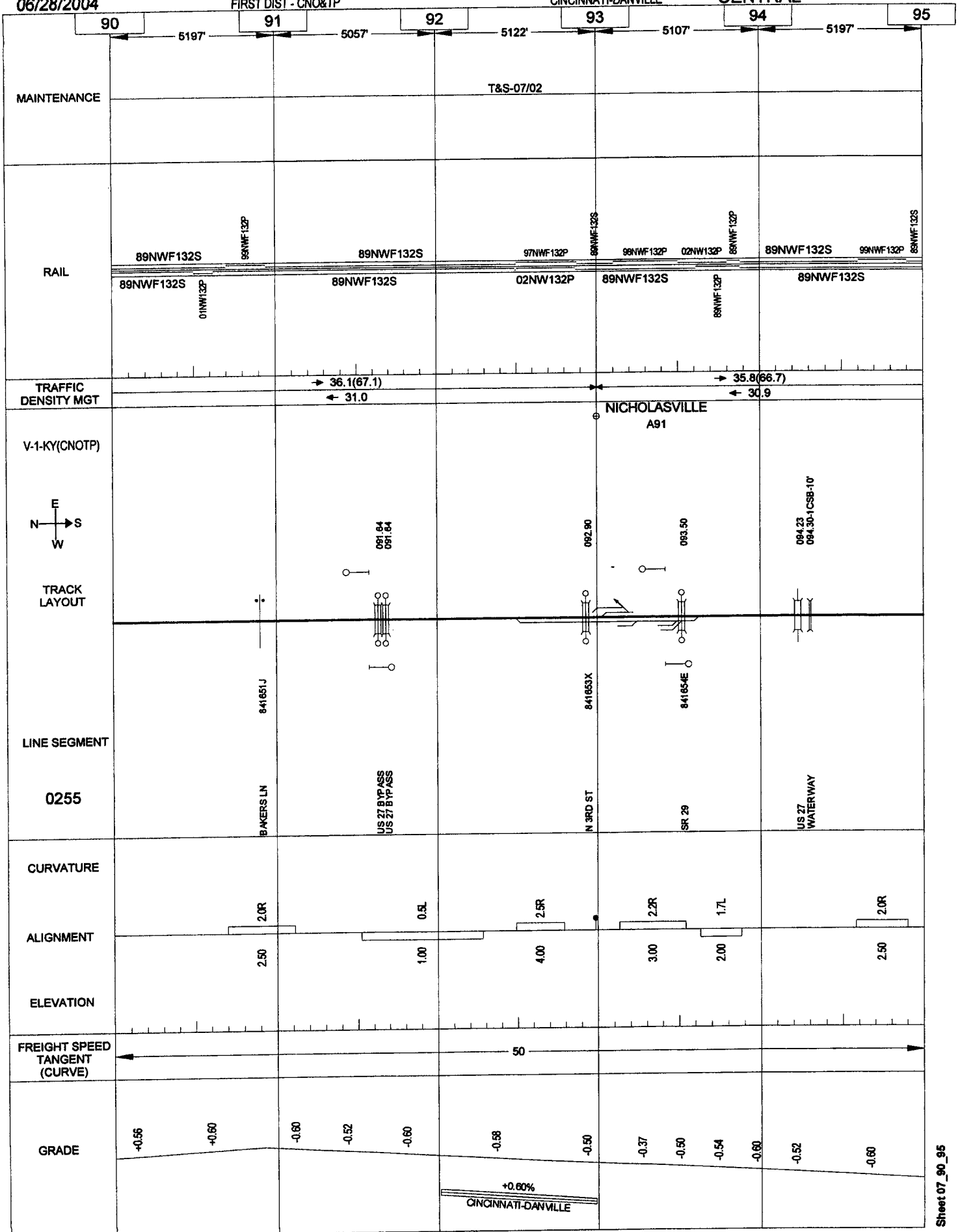


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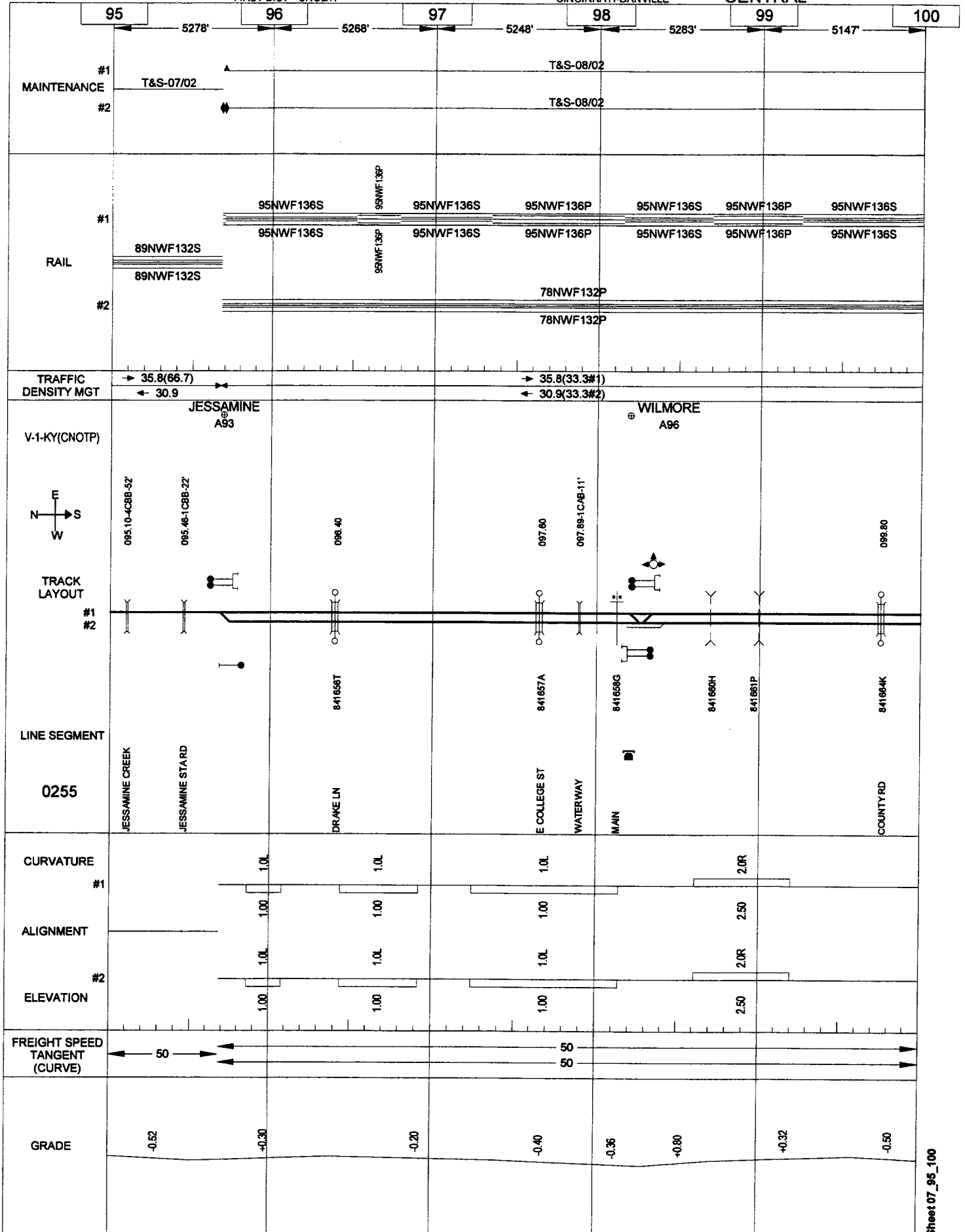


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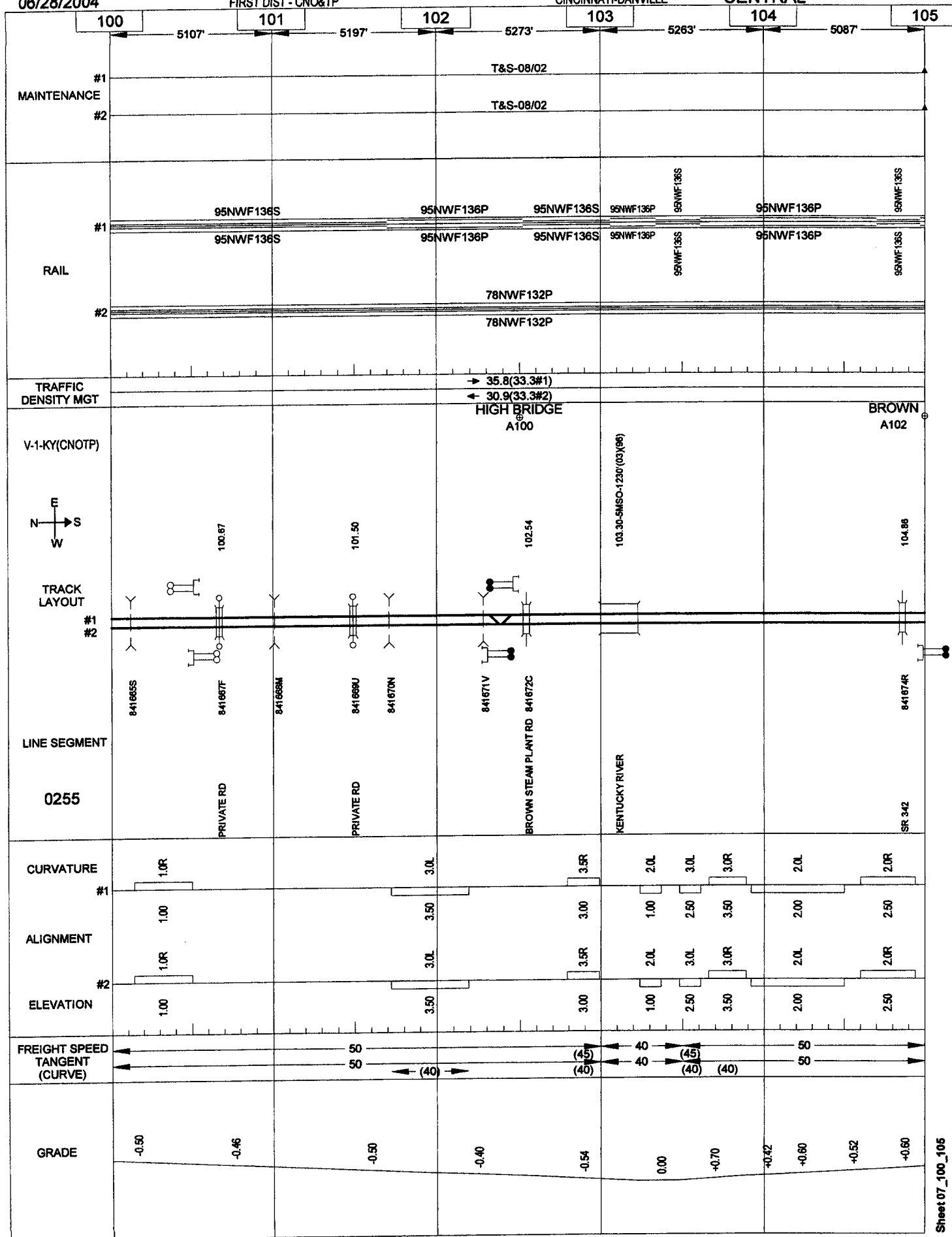
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155

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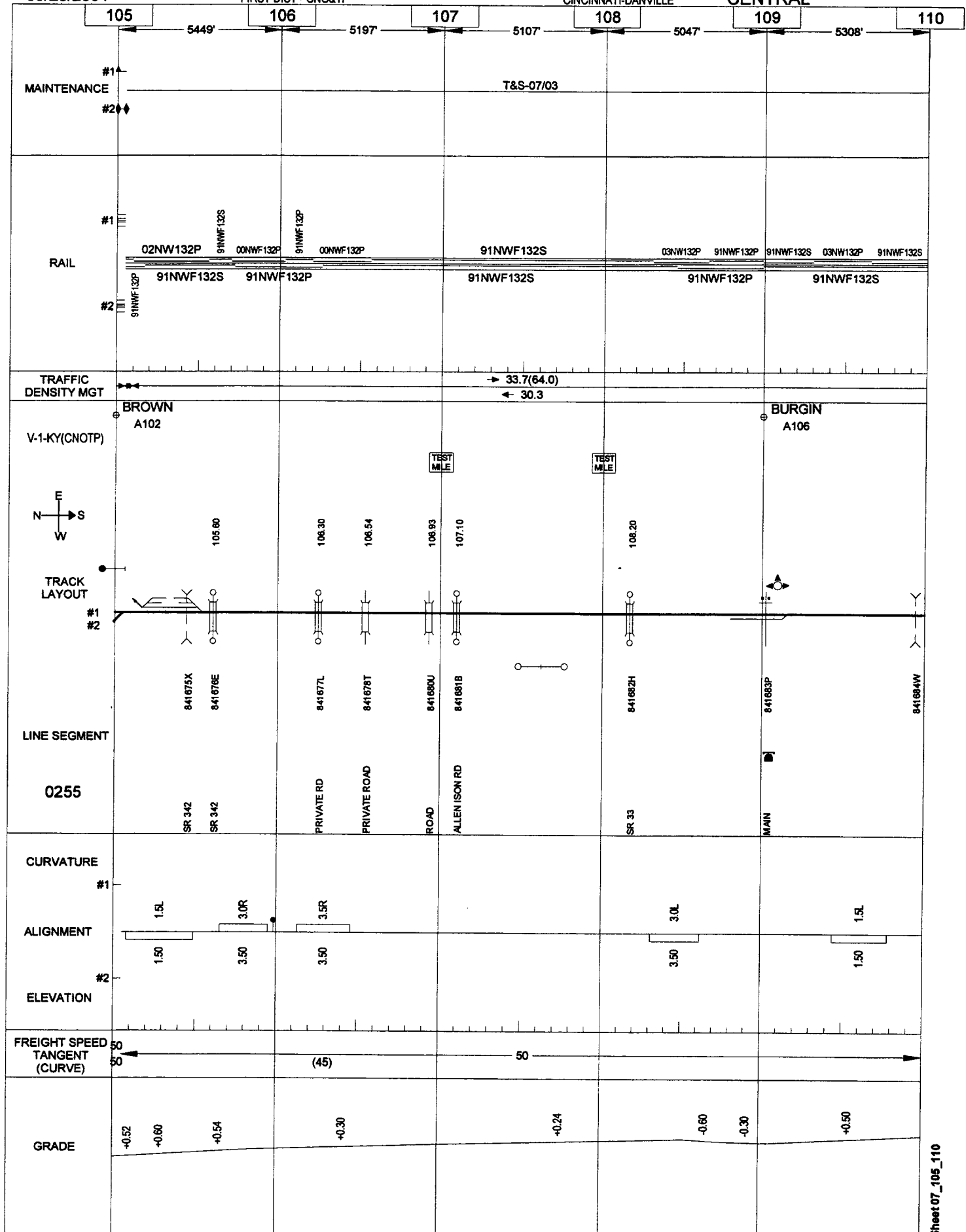
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156

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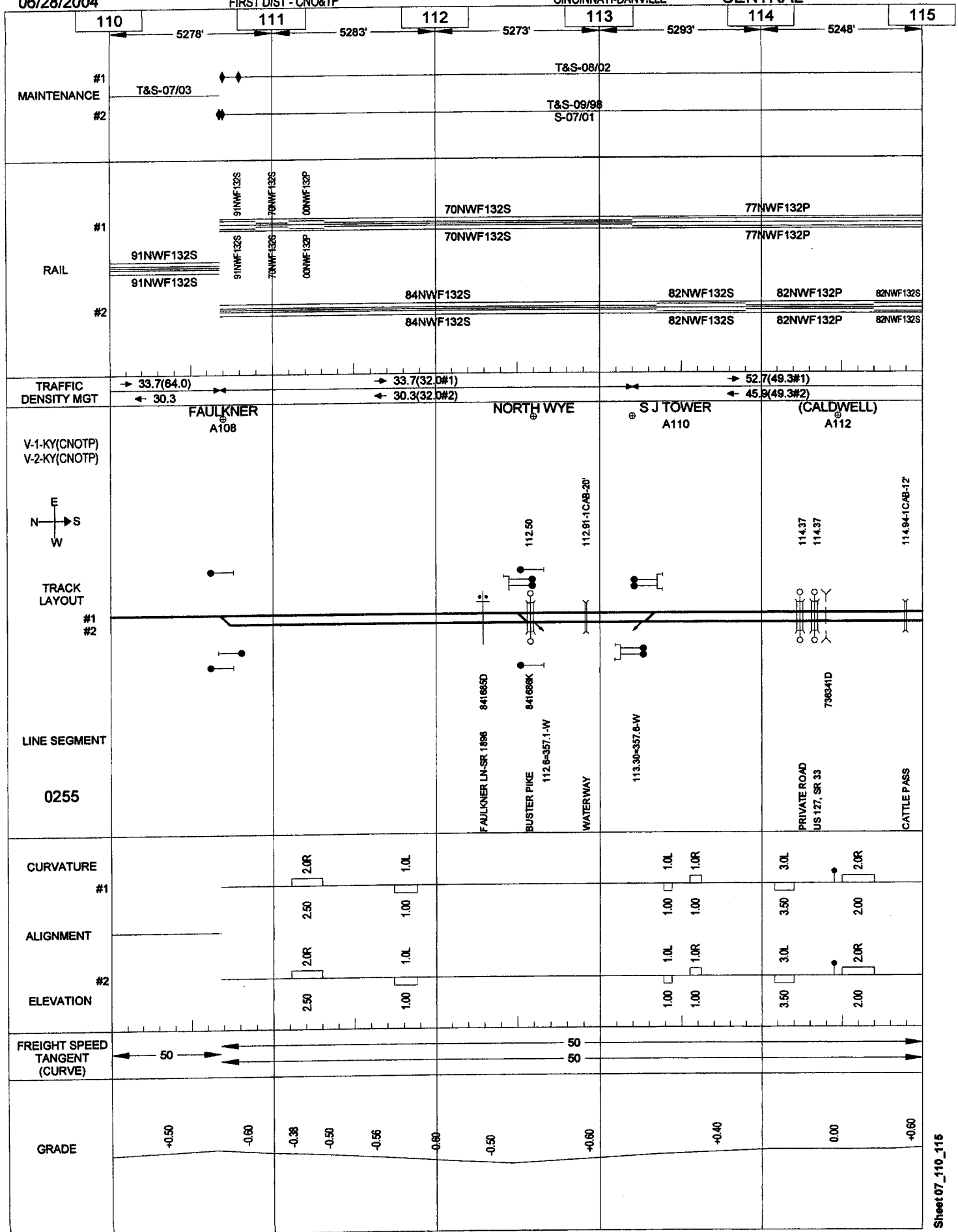
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FIRST DIST - CNO&TP

157

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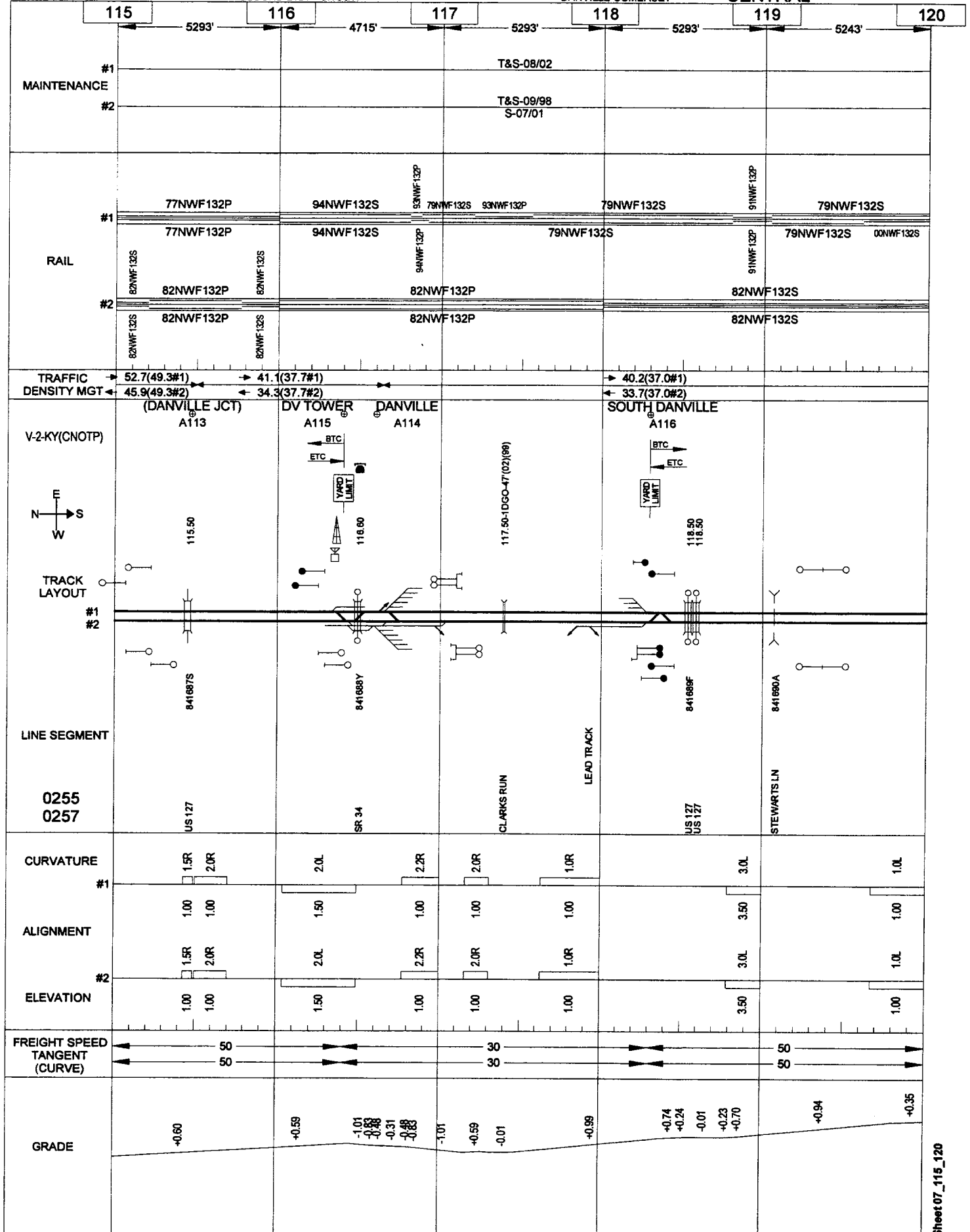
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158

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

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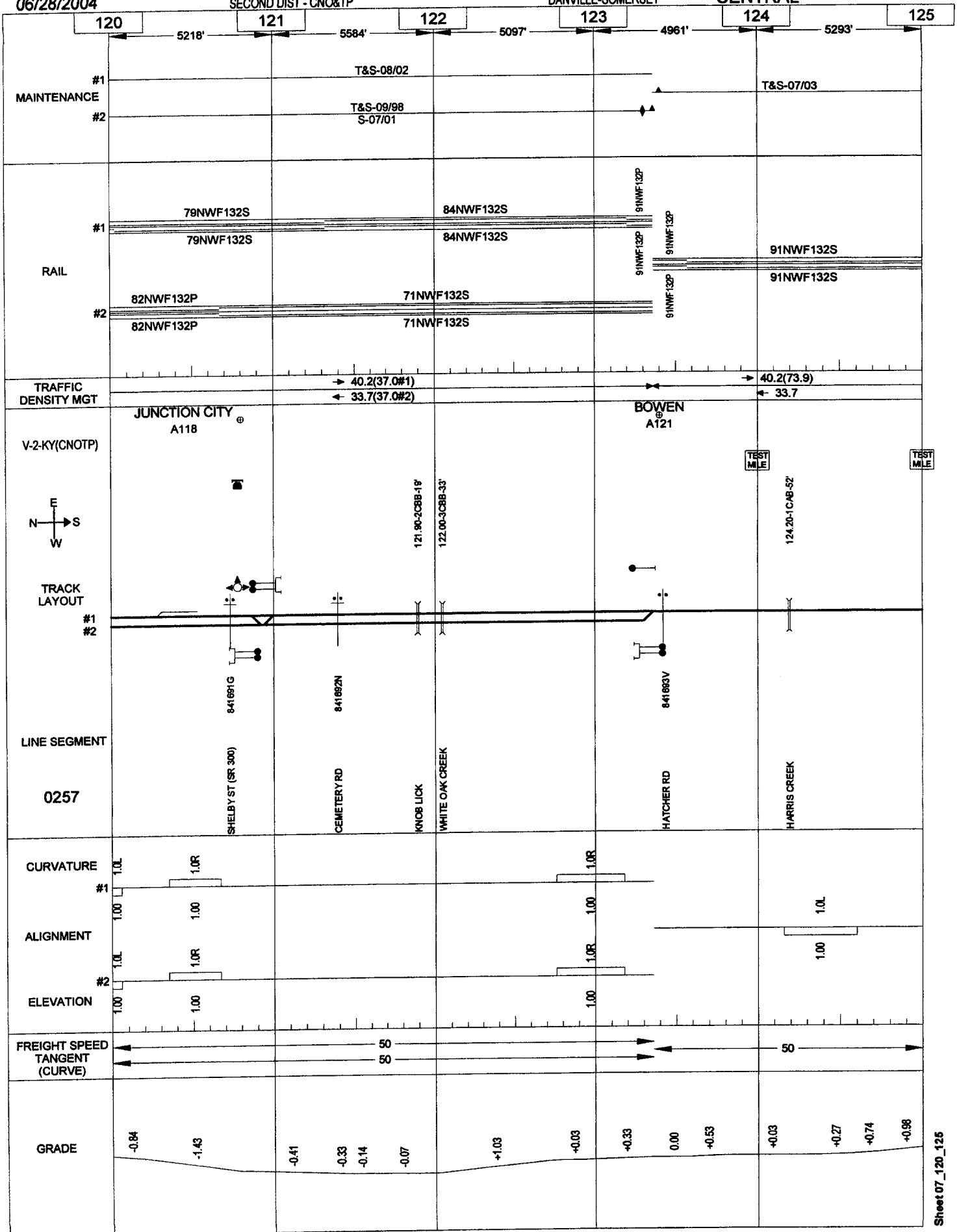


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DANVILLE-SOMERSET

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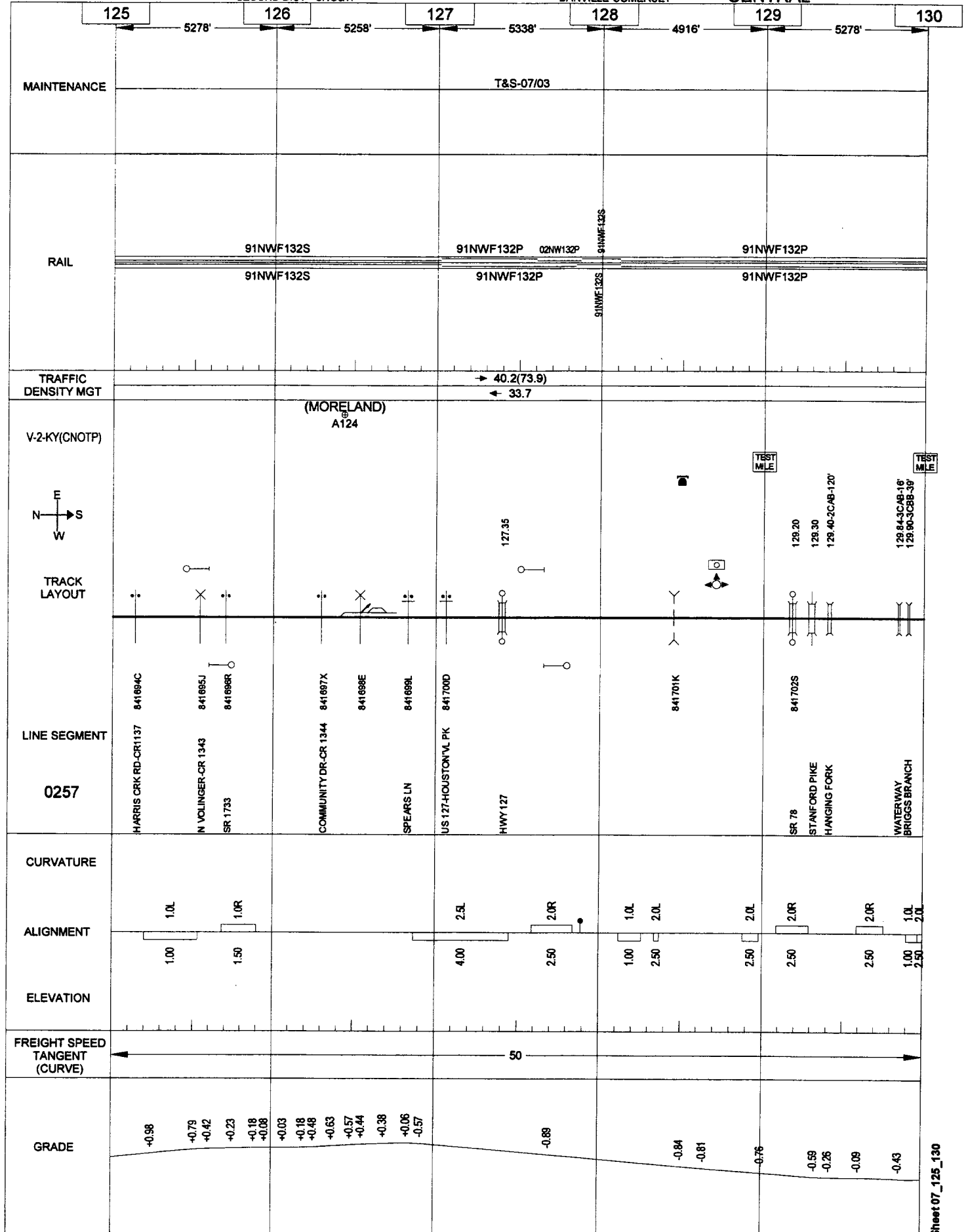
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160

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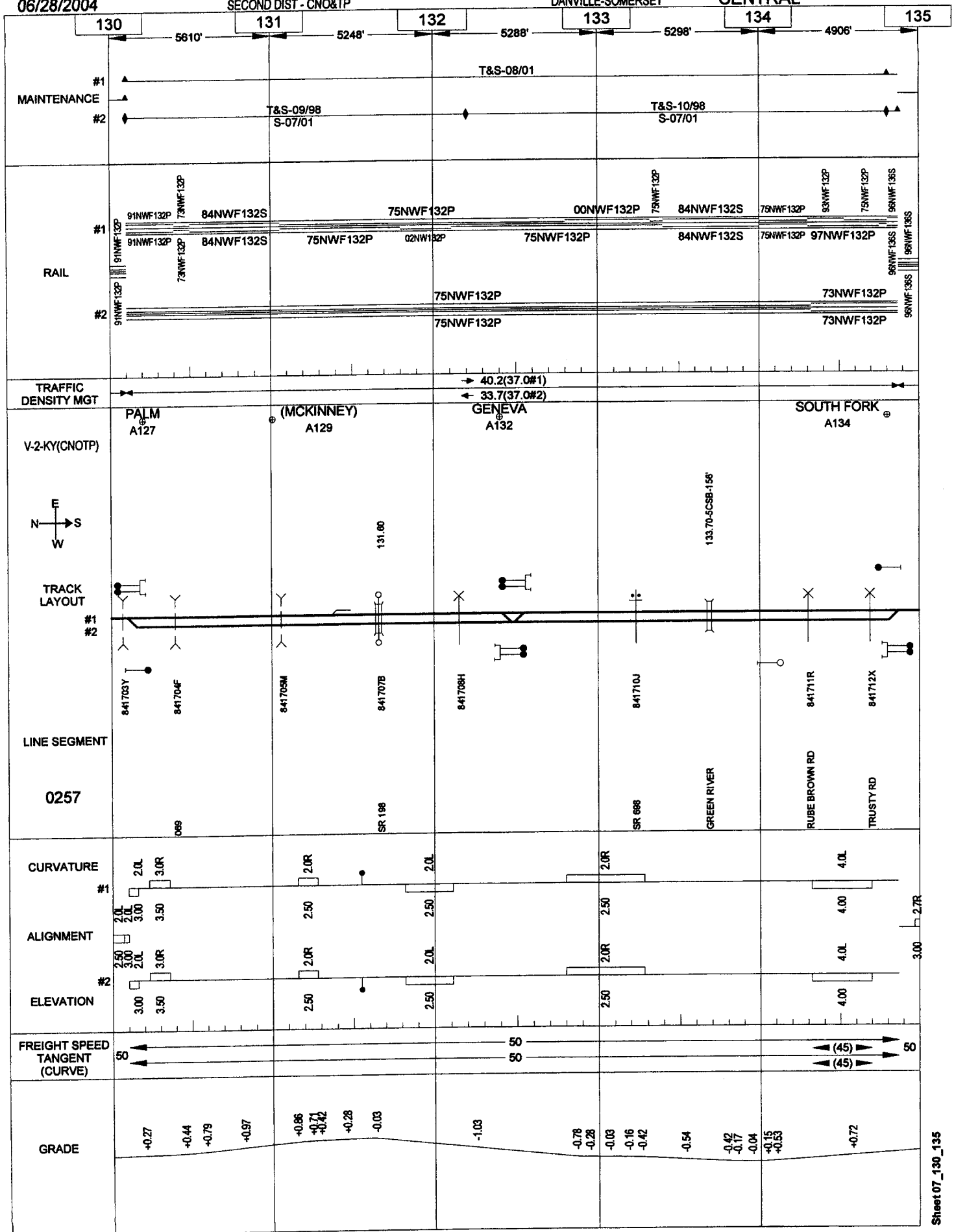


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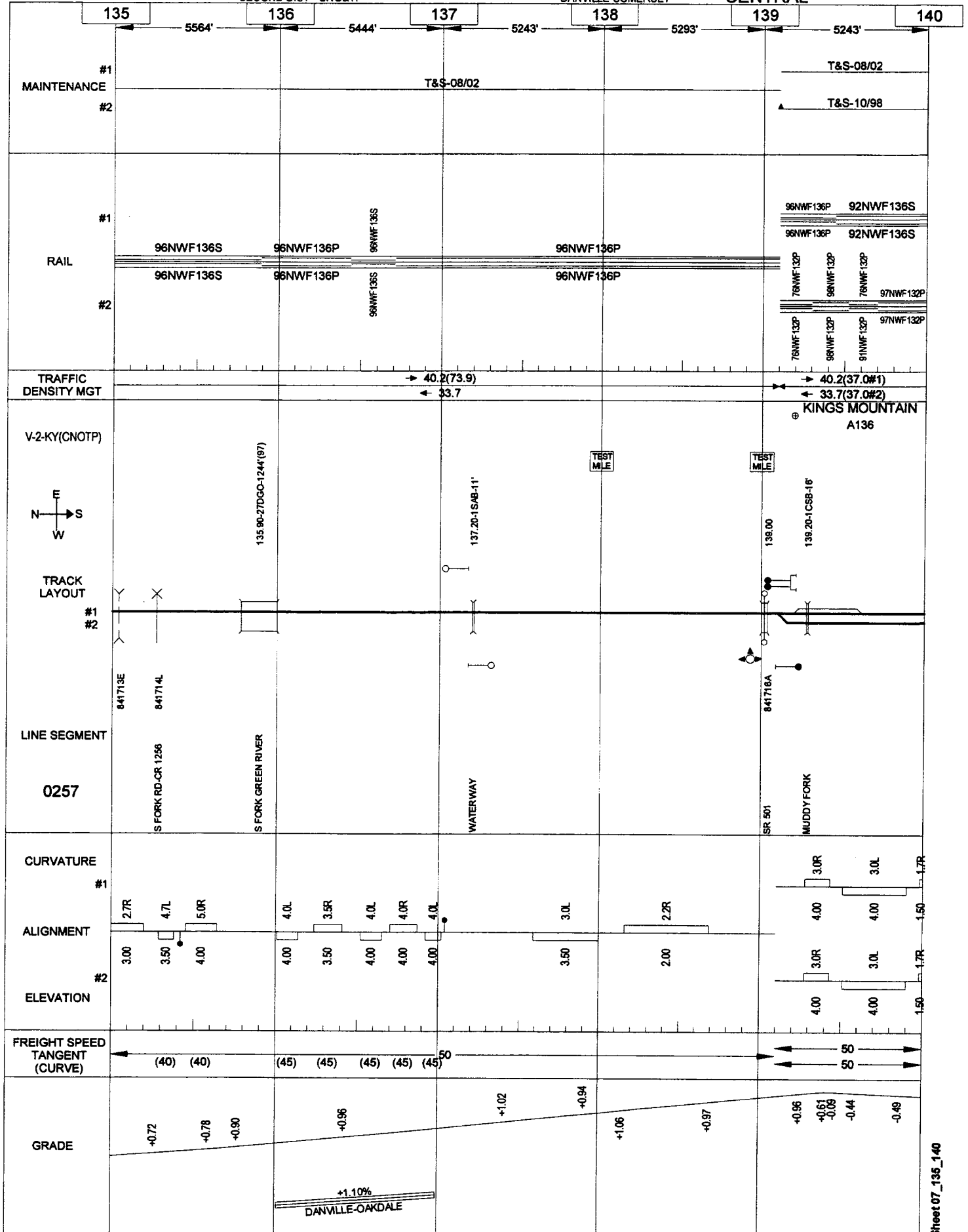
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162

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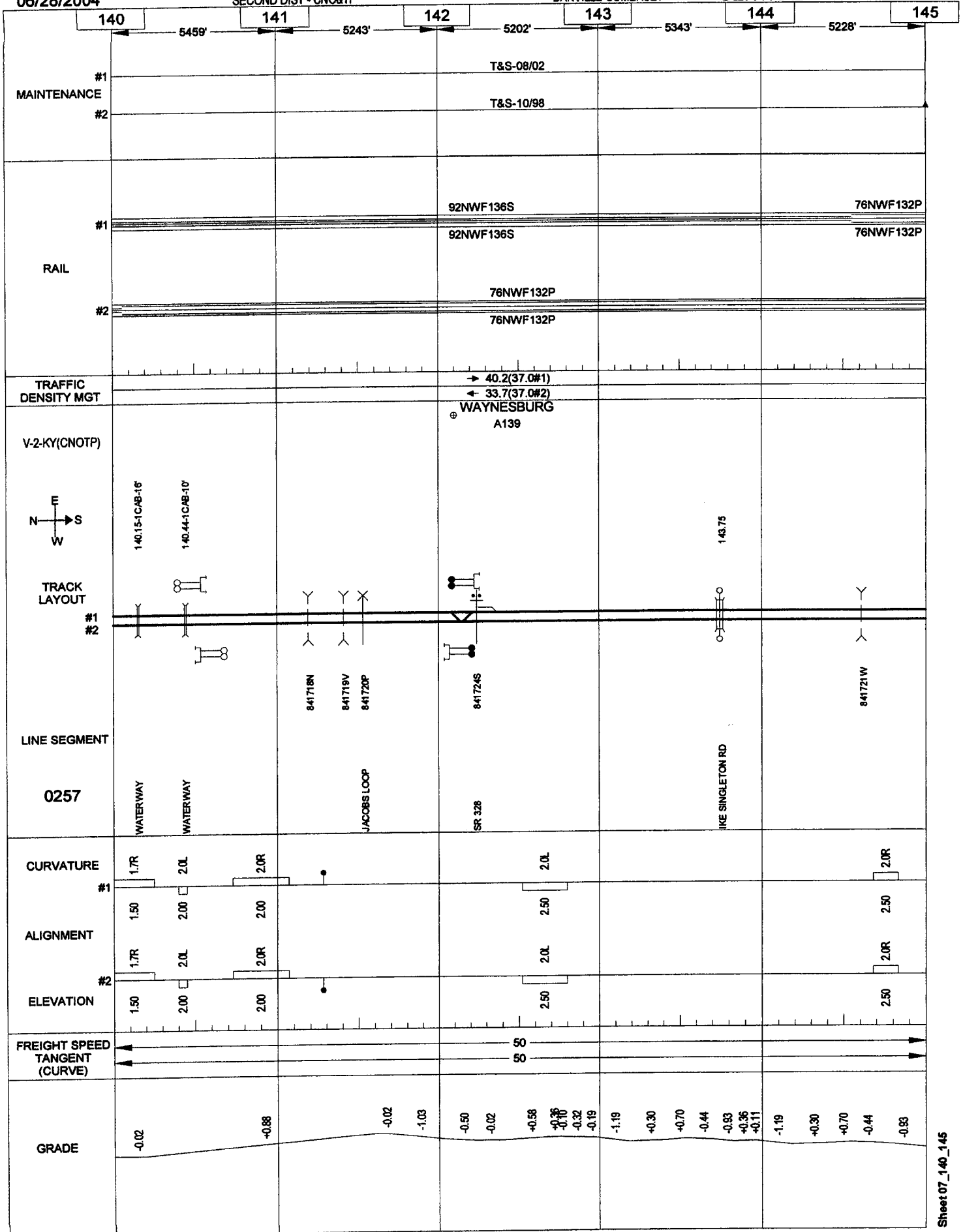


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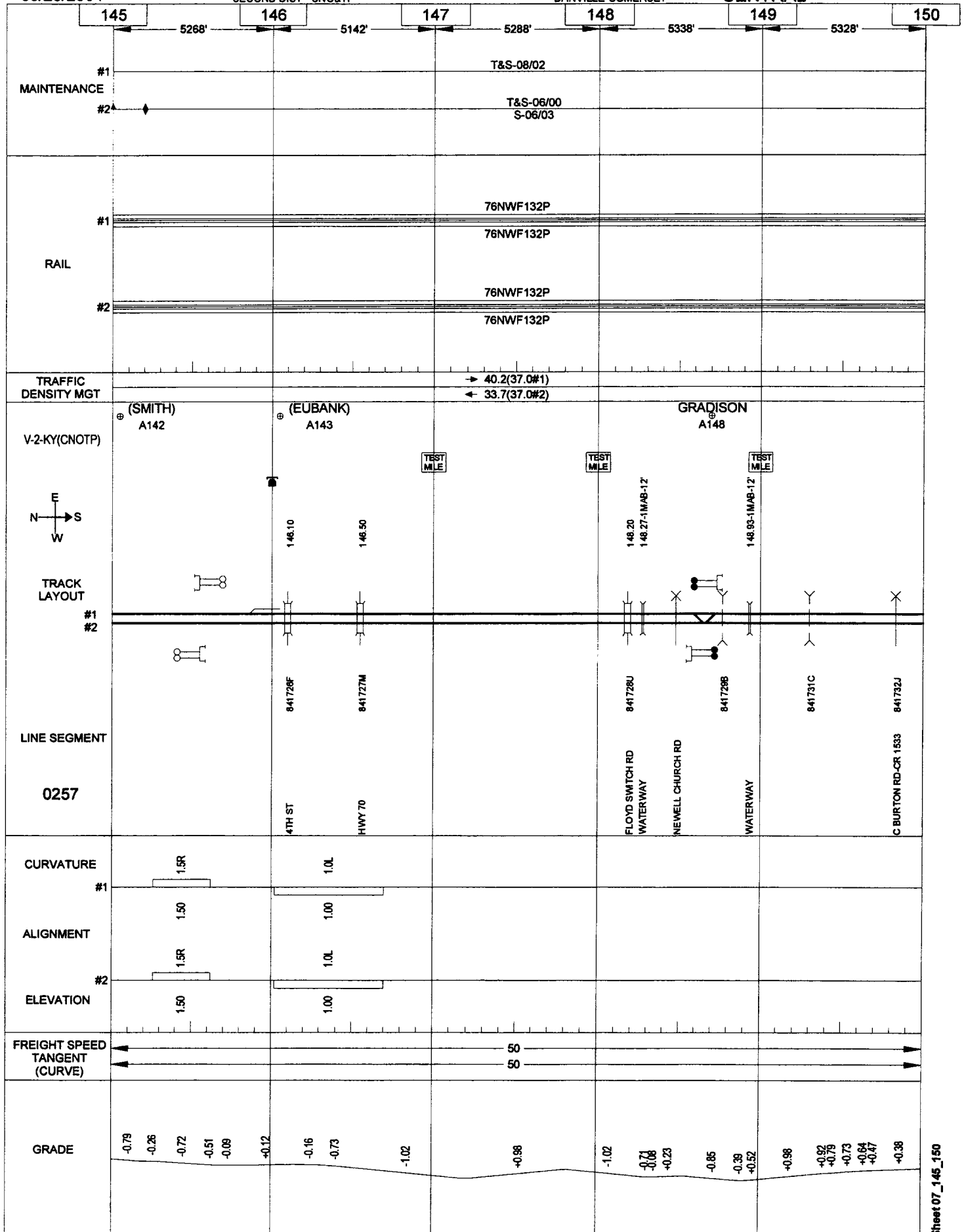
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164

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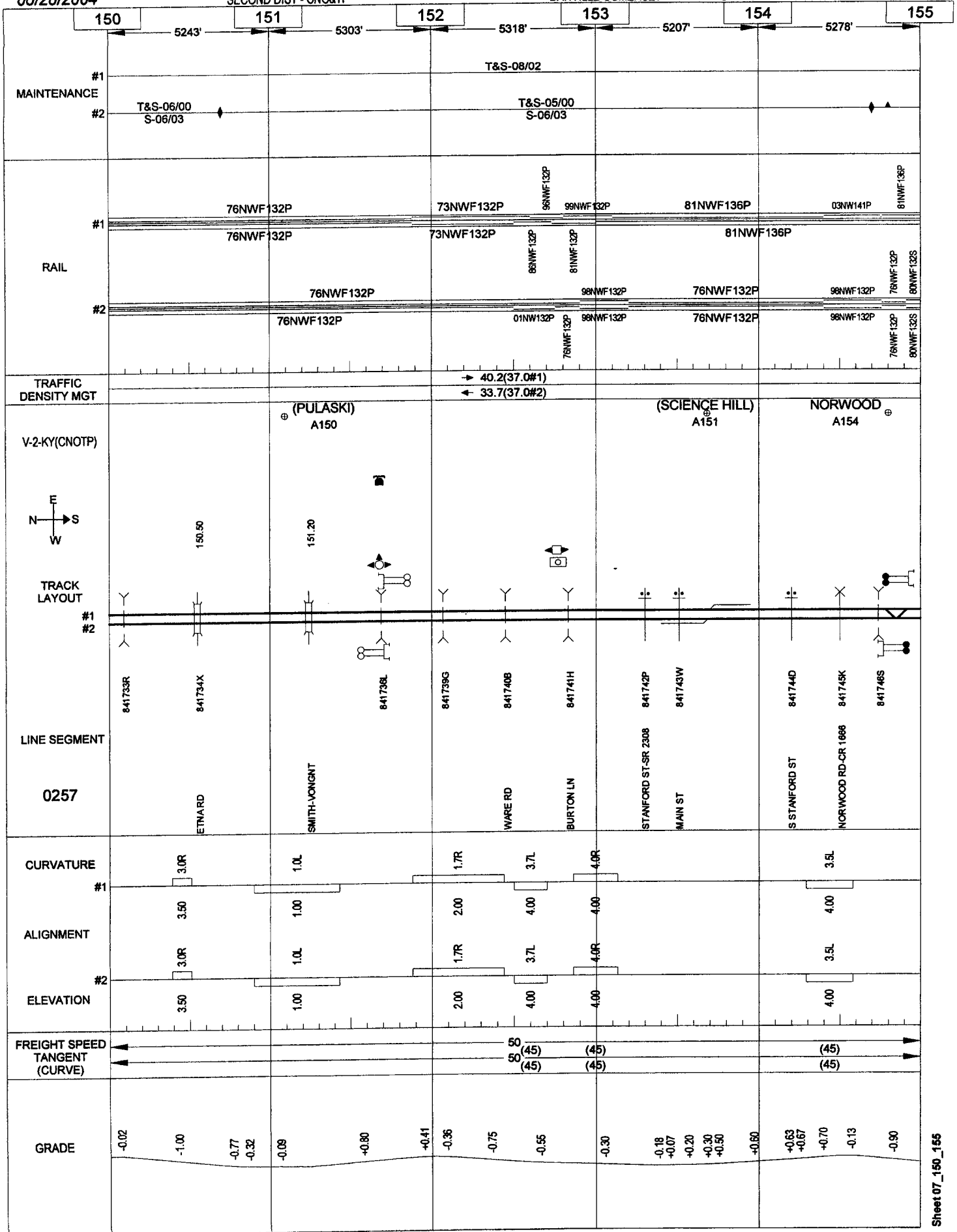


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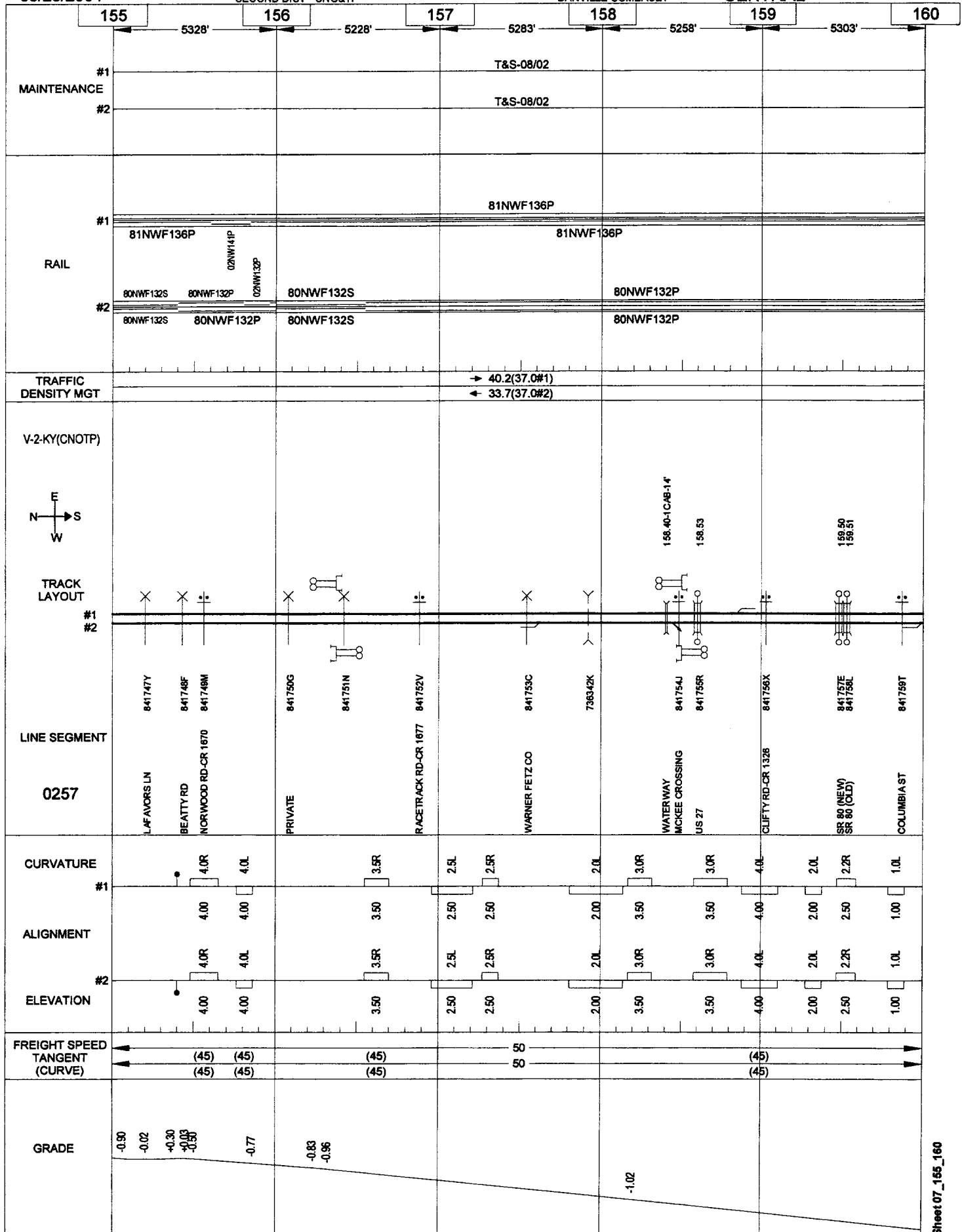
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166

SECOND DIST - CNO&TP

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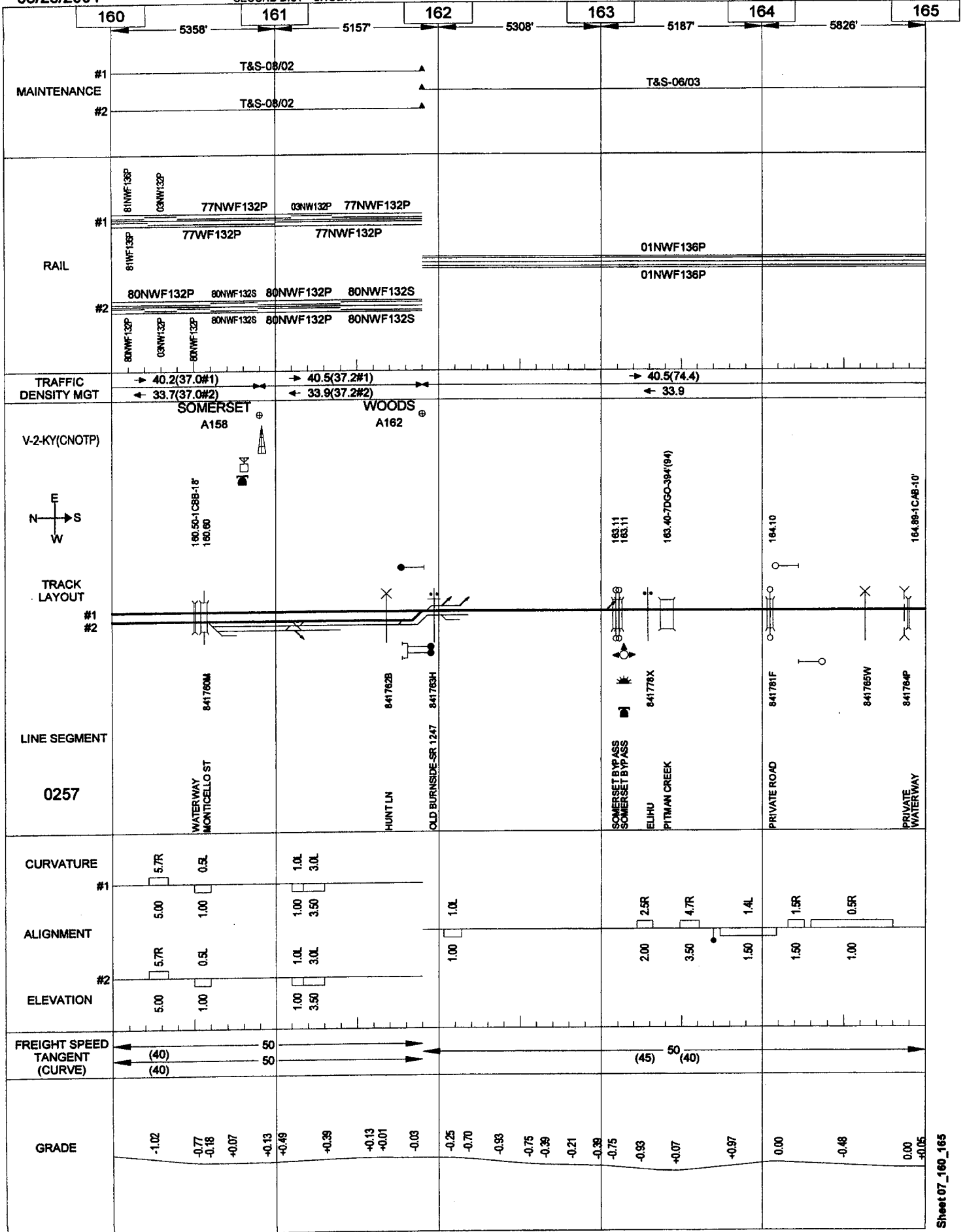


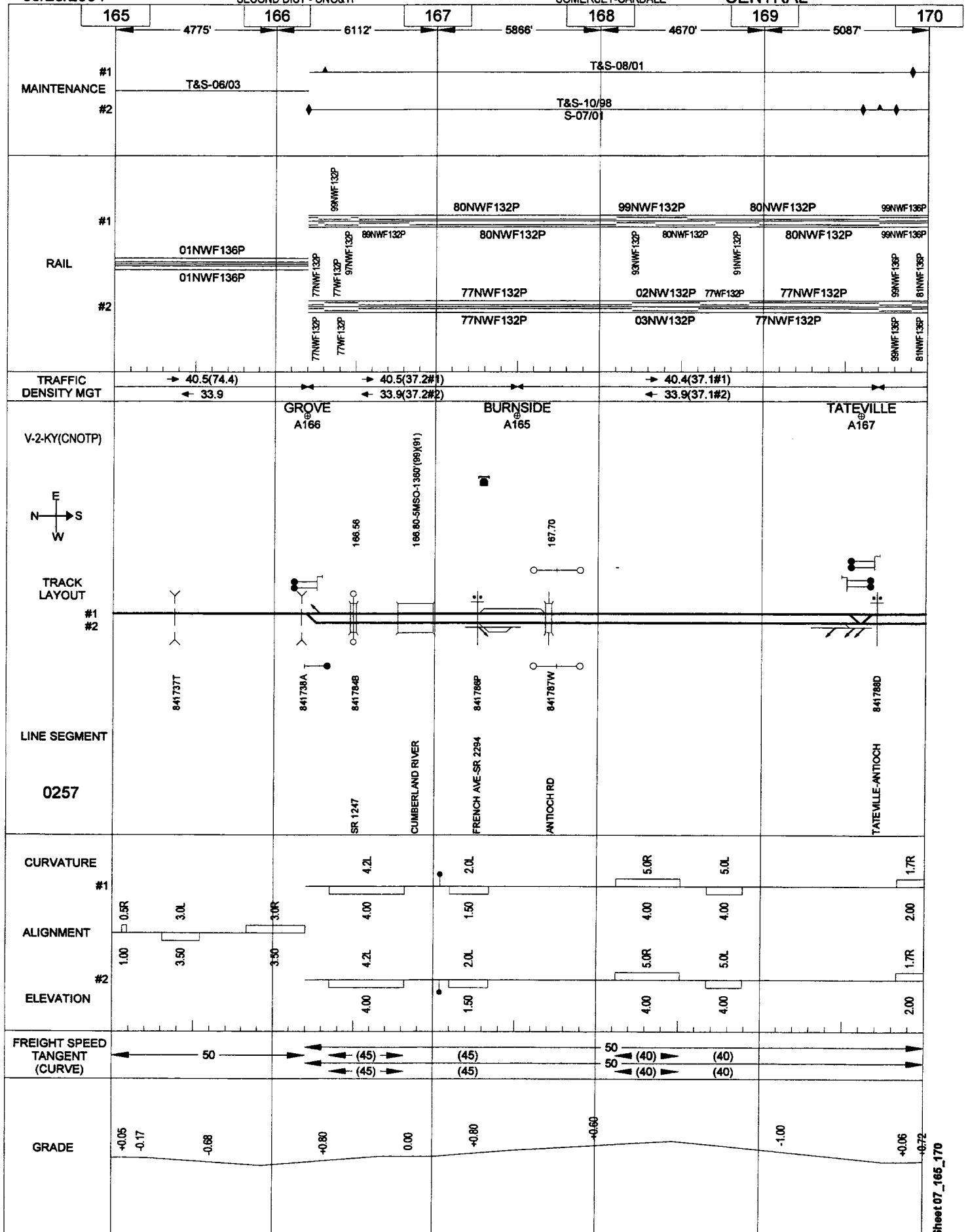
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SECOND DIST - CNO&TP

SOMERSET-OAKDALE

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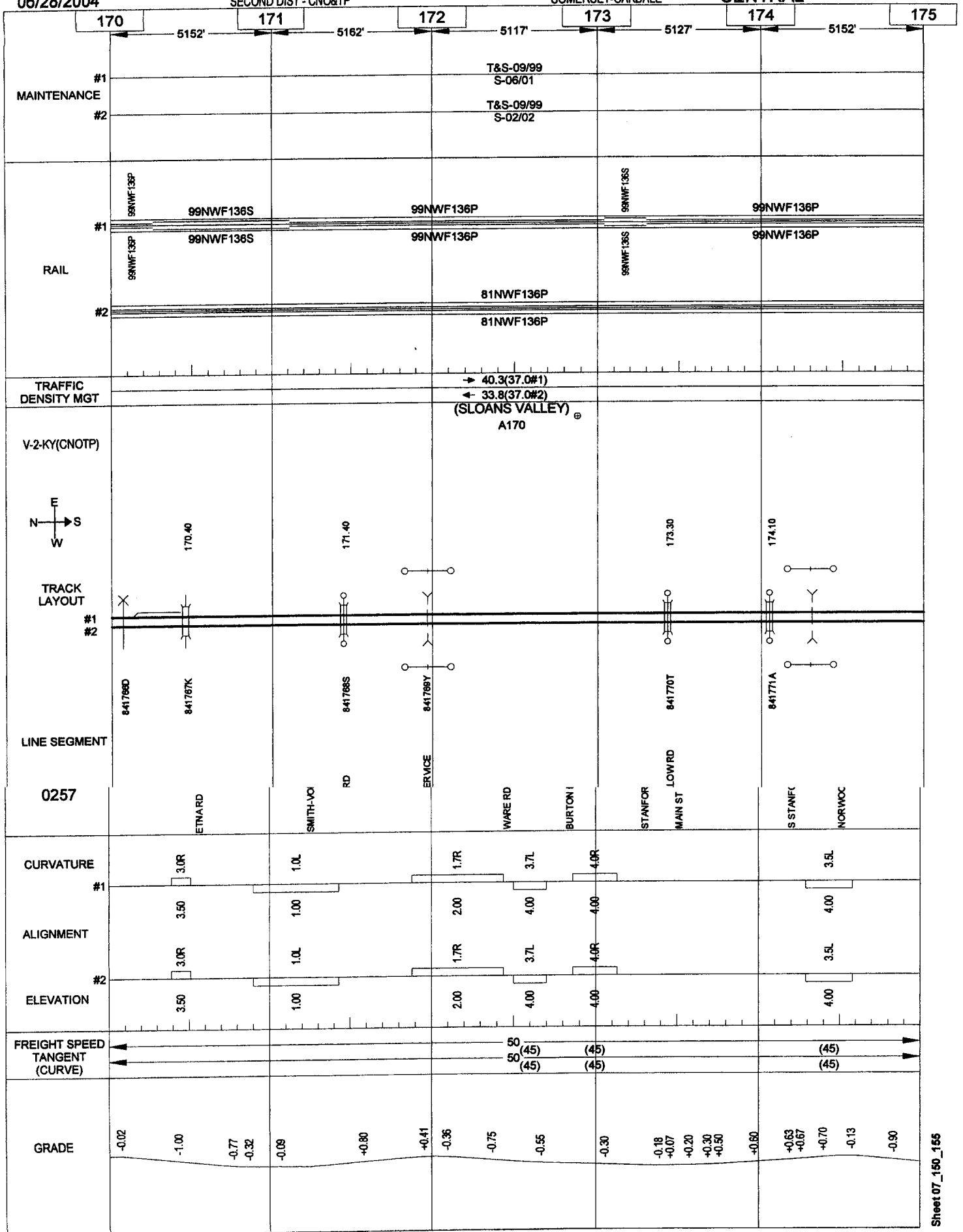


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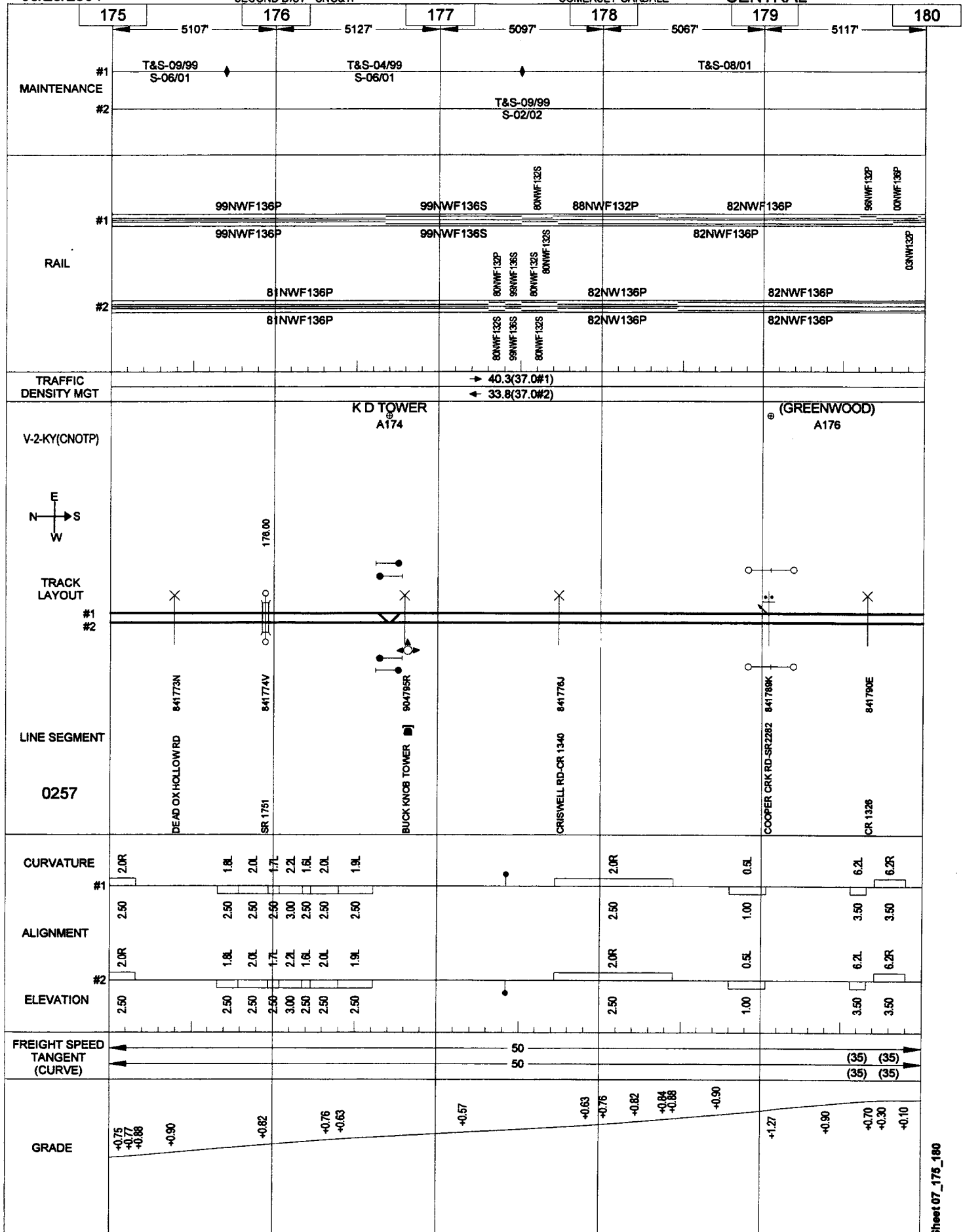
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SOMERSET-OAKDALE

CENTRAL



CENTRAL

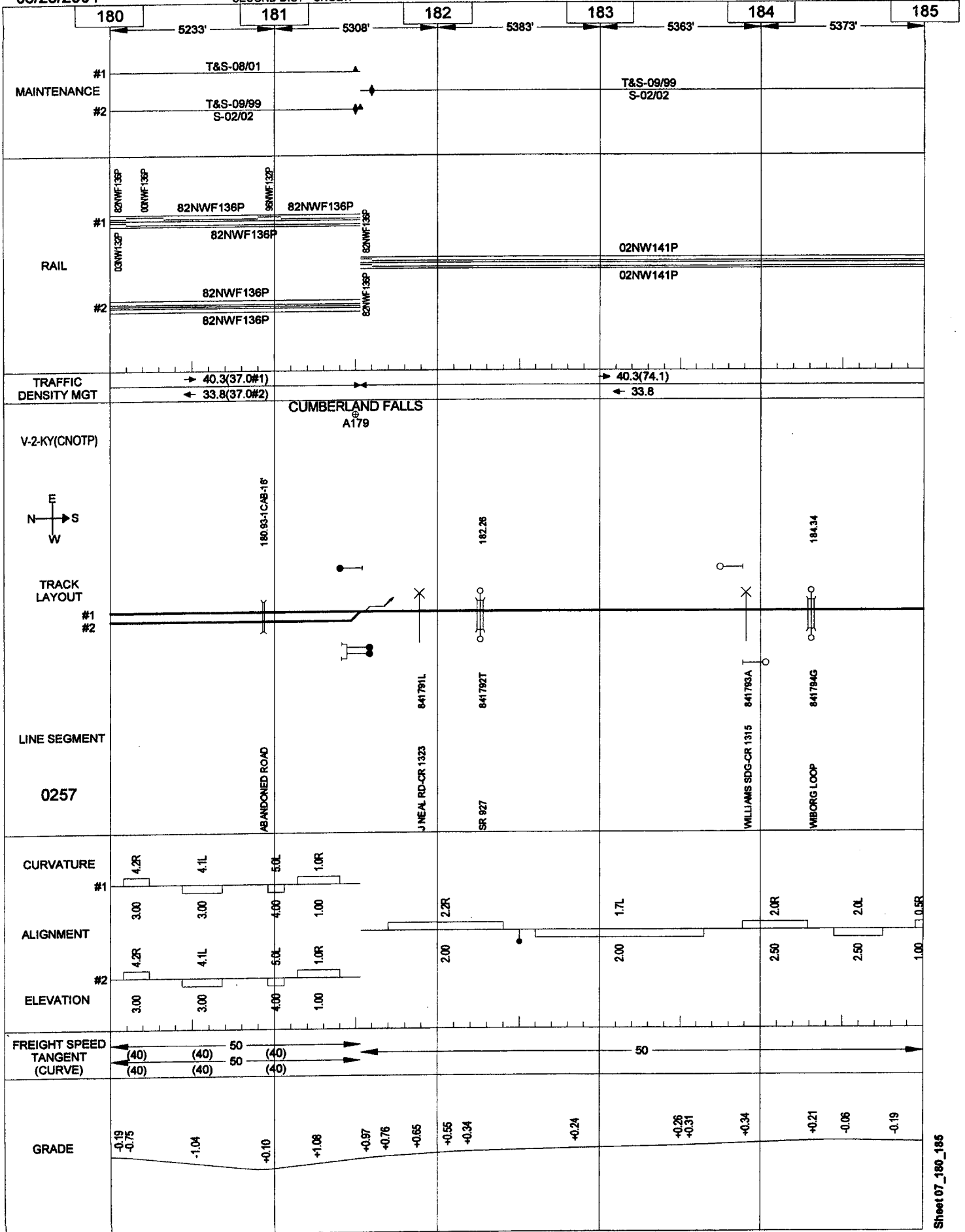


06/28/2004

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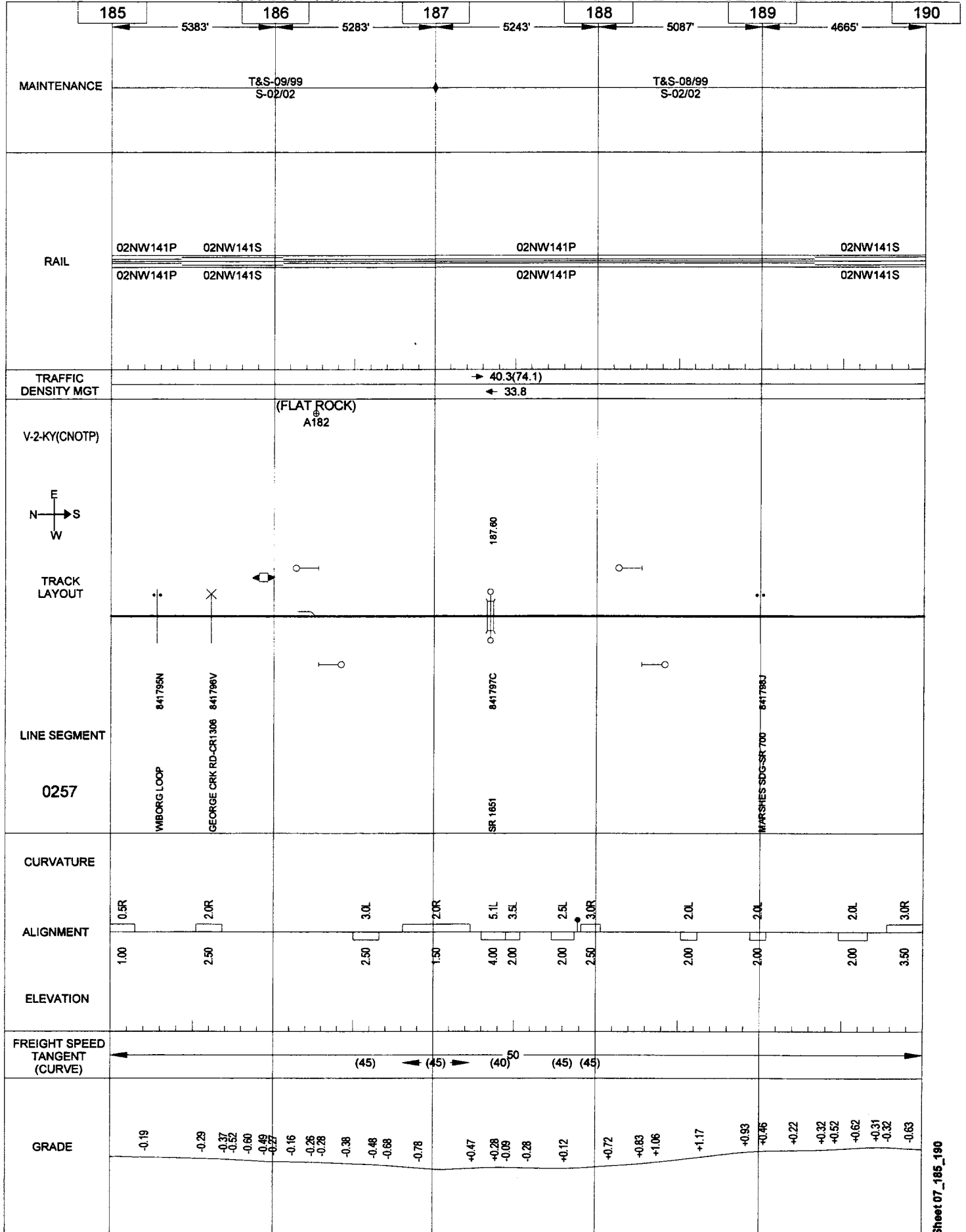
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172

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SOMERSET-OAKDALE

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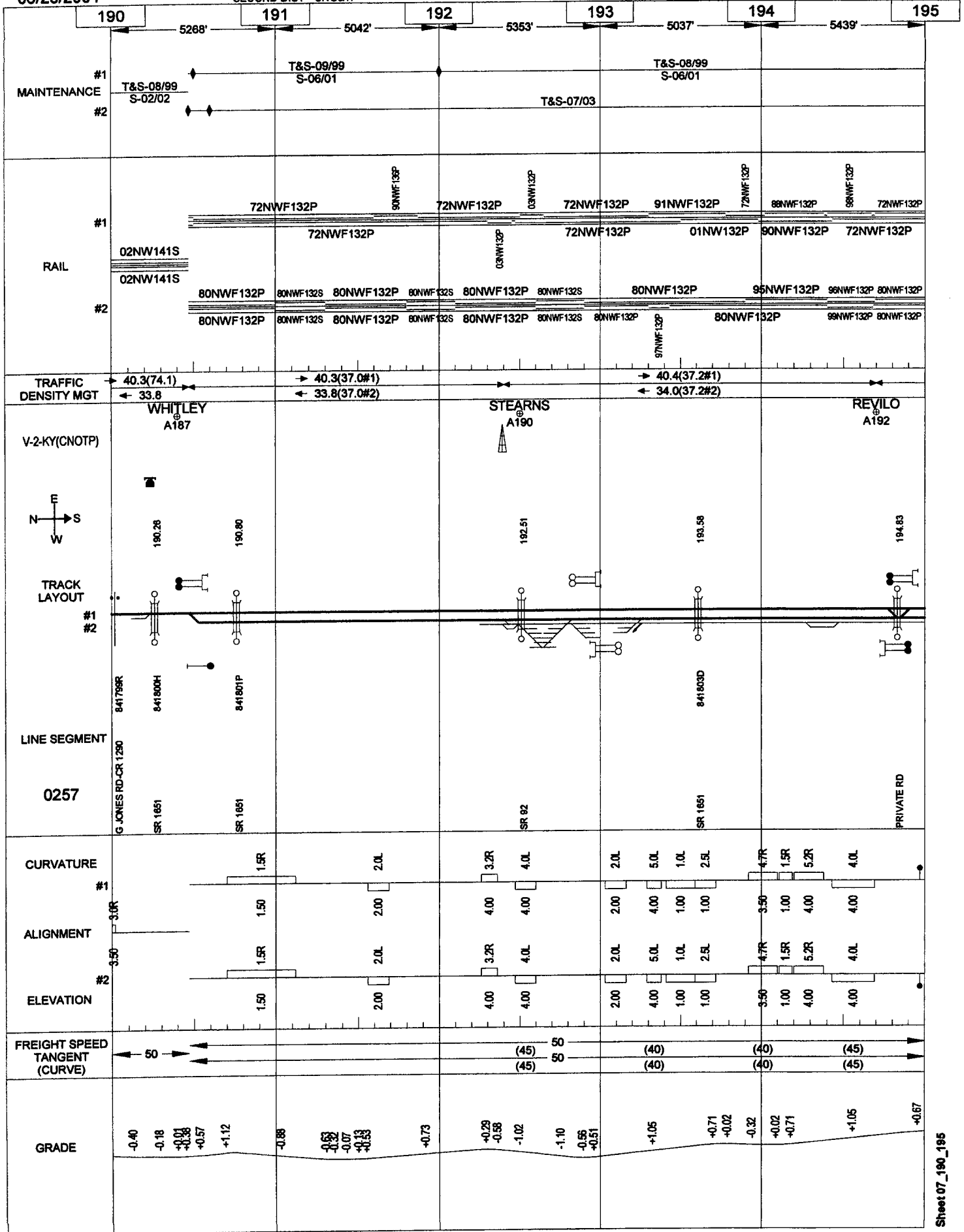


06/28/2004

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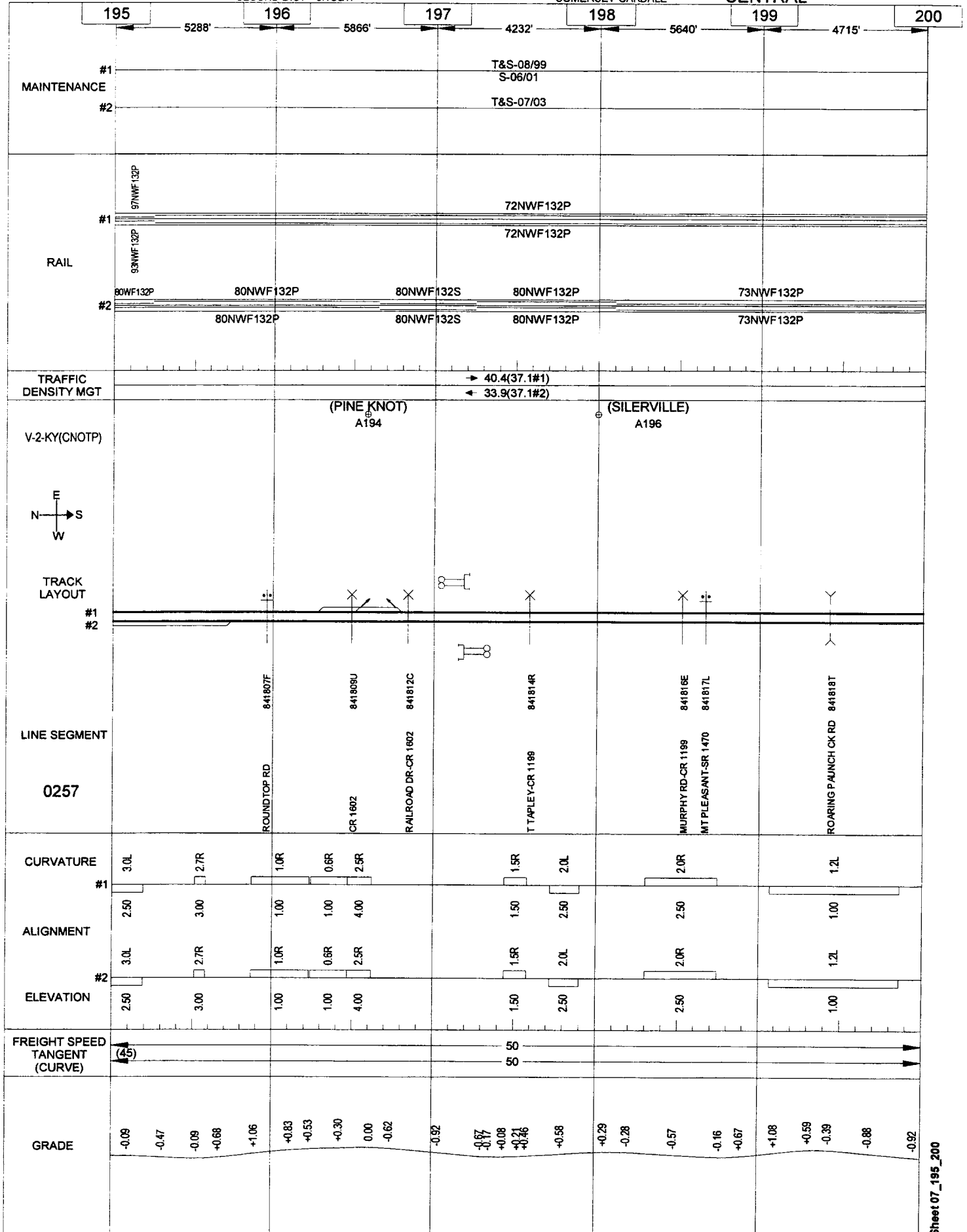
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174

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SOMERSET-OAKDALE

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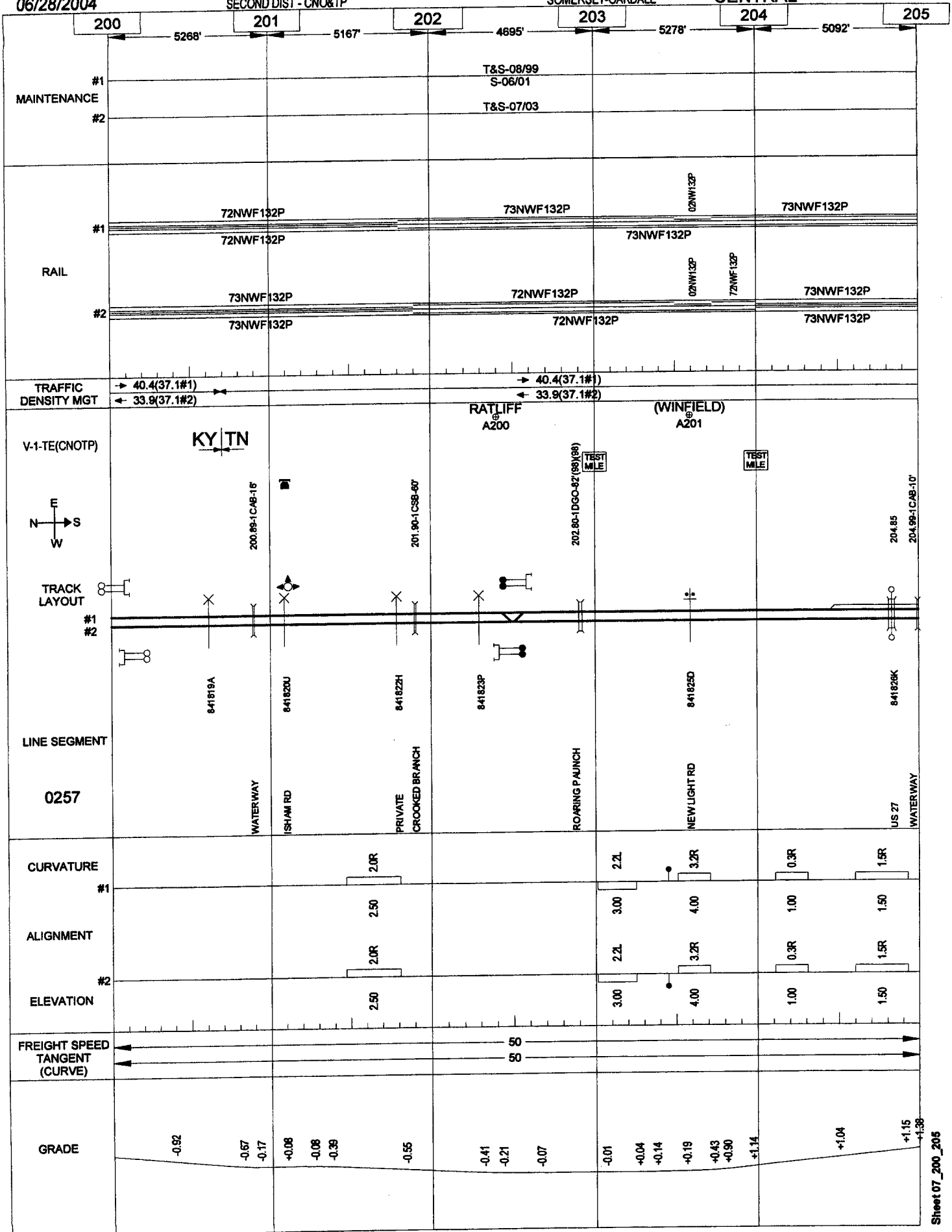


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SOMERSET-OAKDALE

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CENTRAL

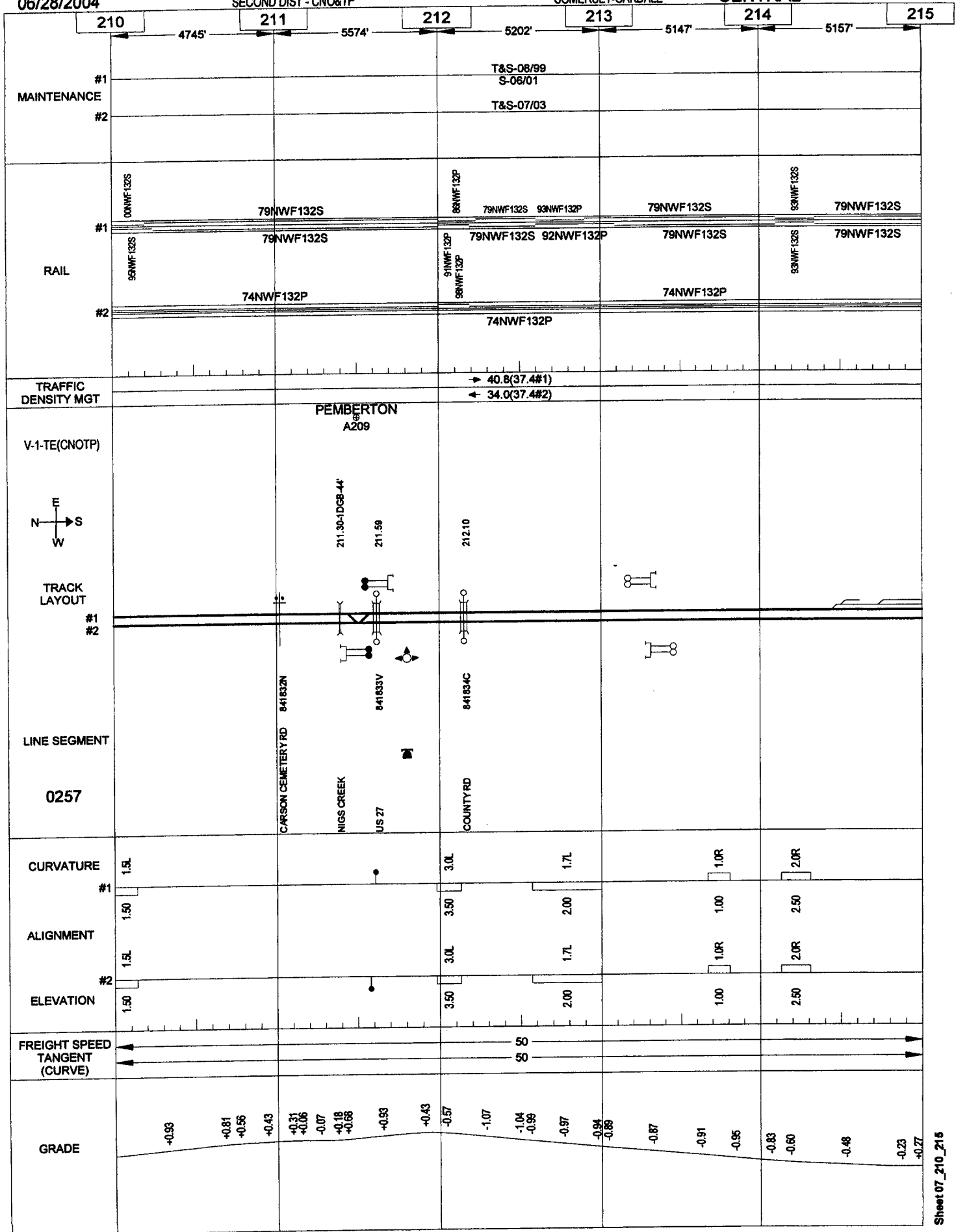
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06/28/2004

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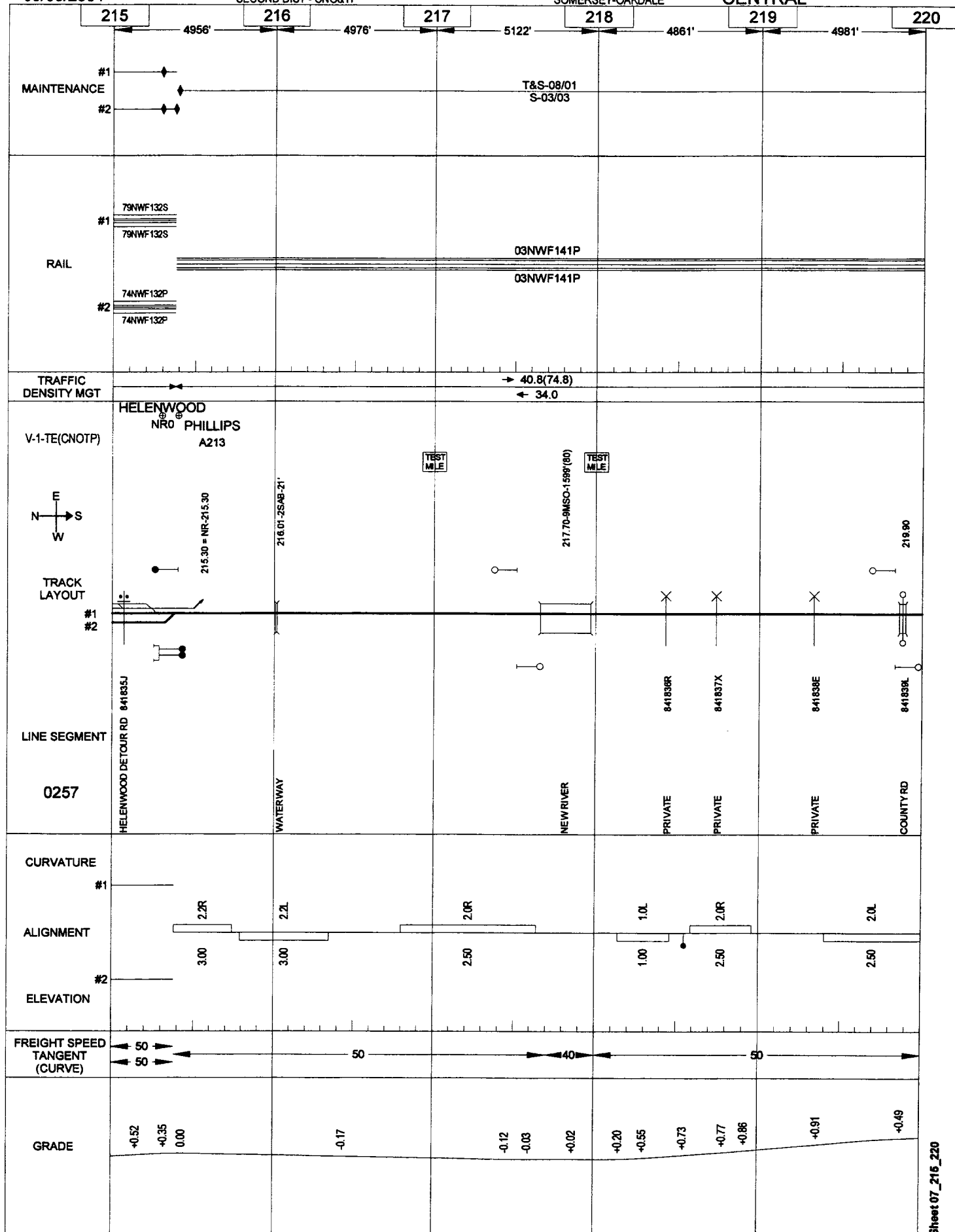
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178

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SOMERSET-OAKDALE

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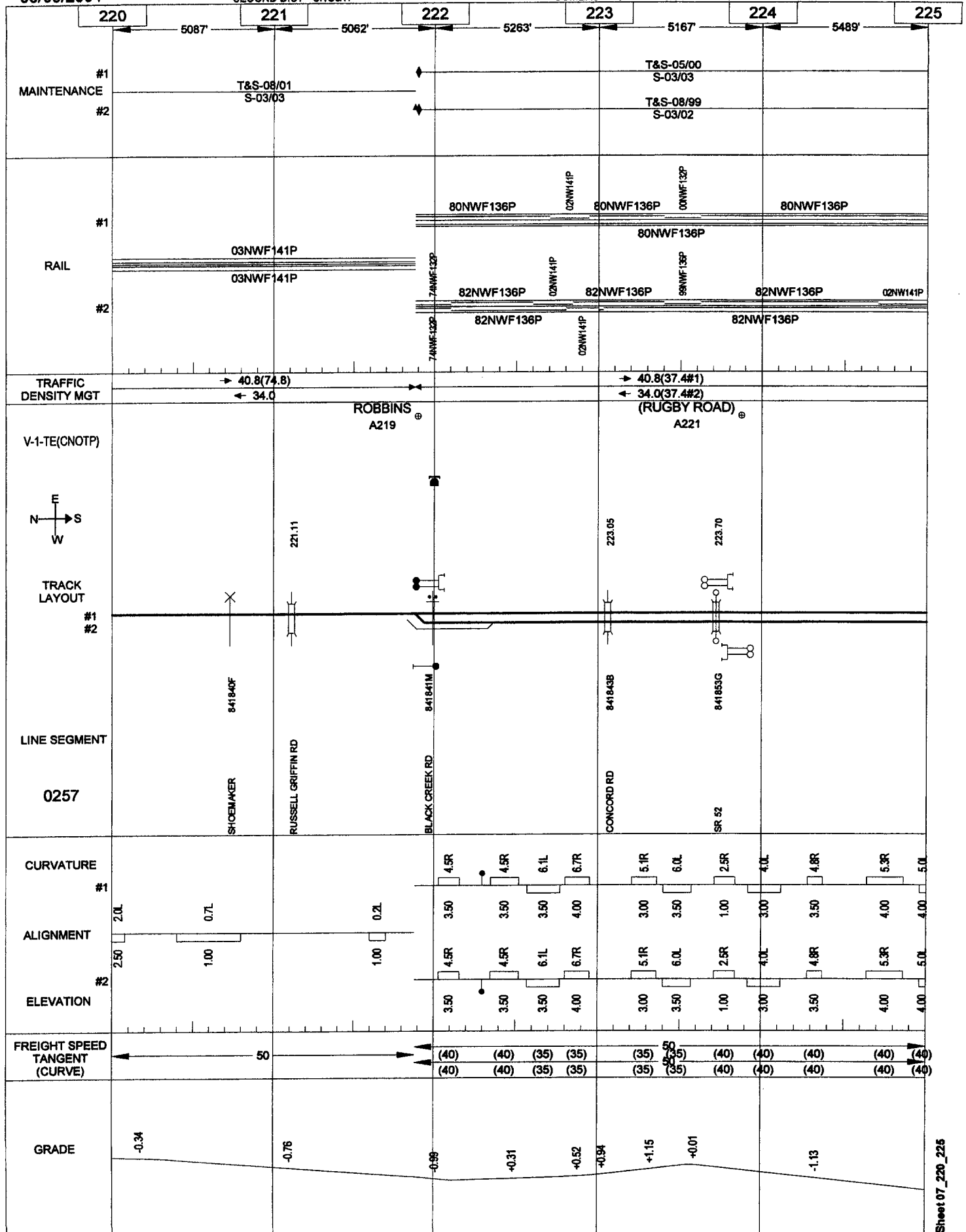
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179

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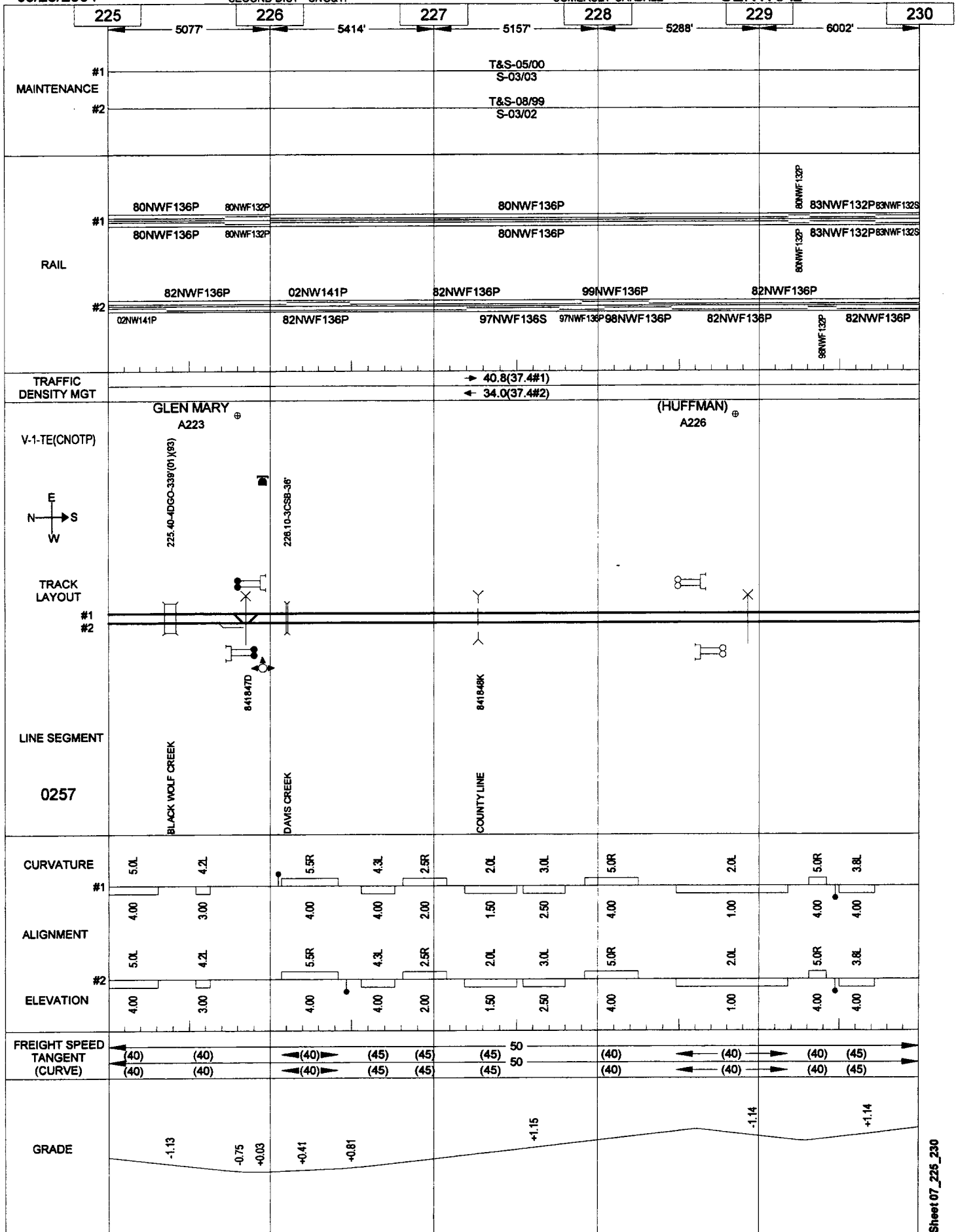


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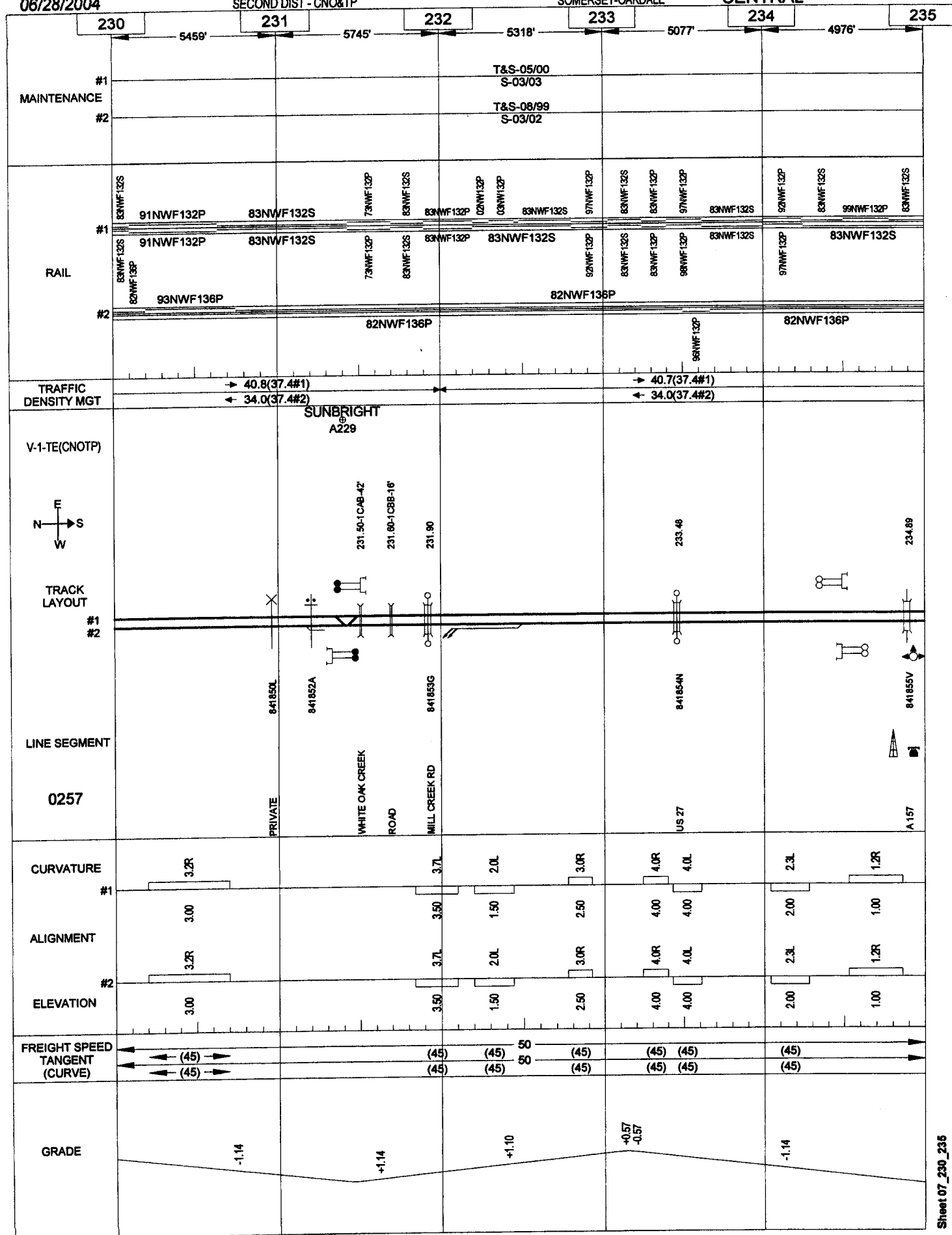
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SECOND DIST - CNO&TP

181

SOMERSET-OAKDALE

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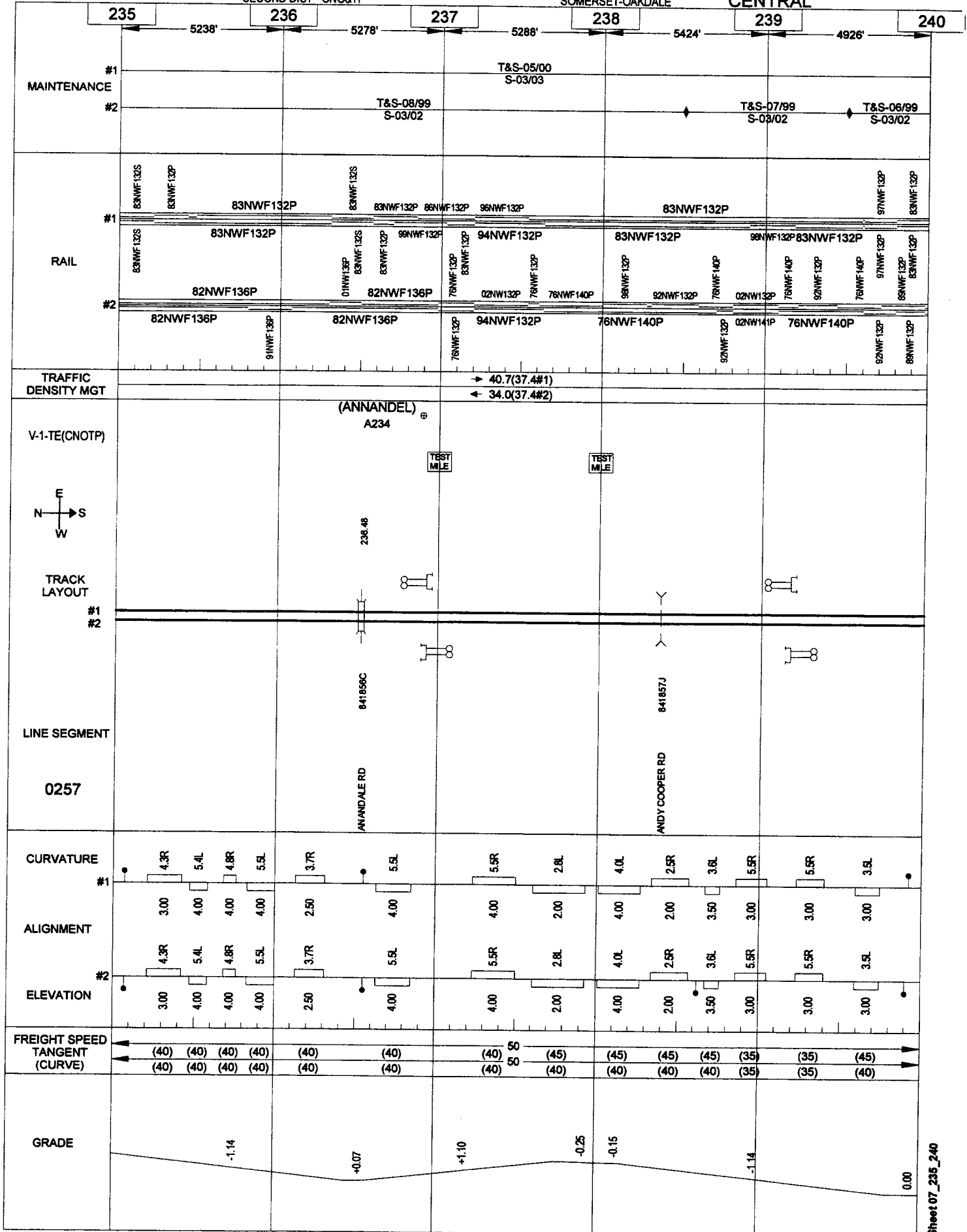
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182

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

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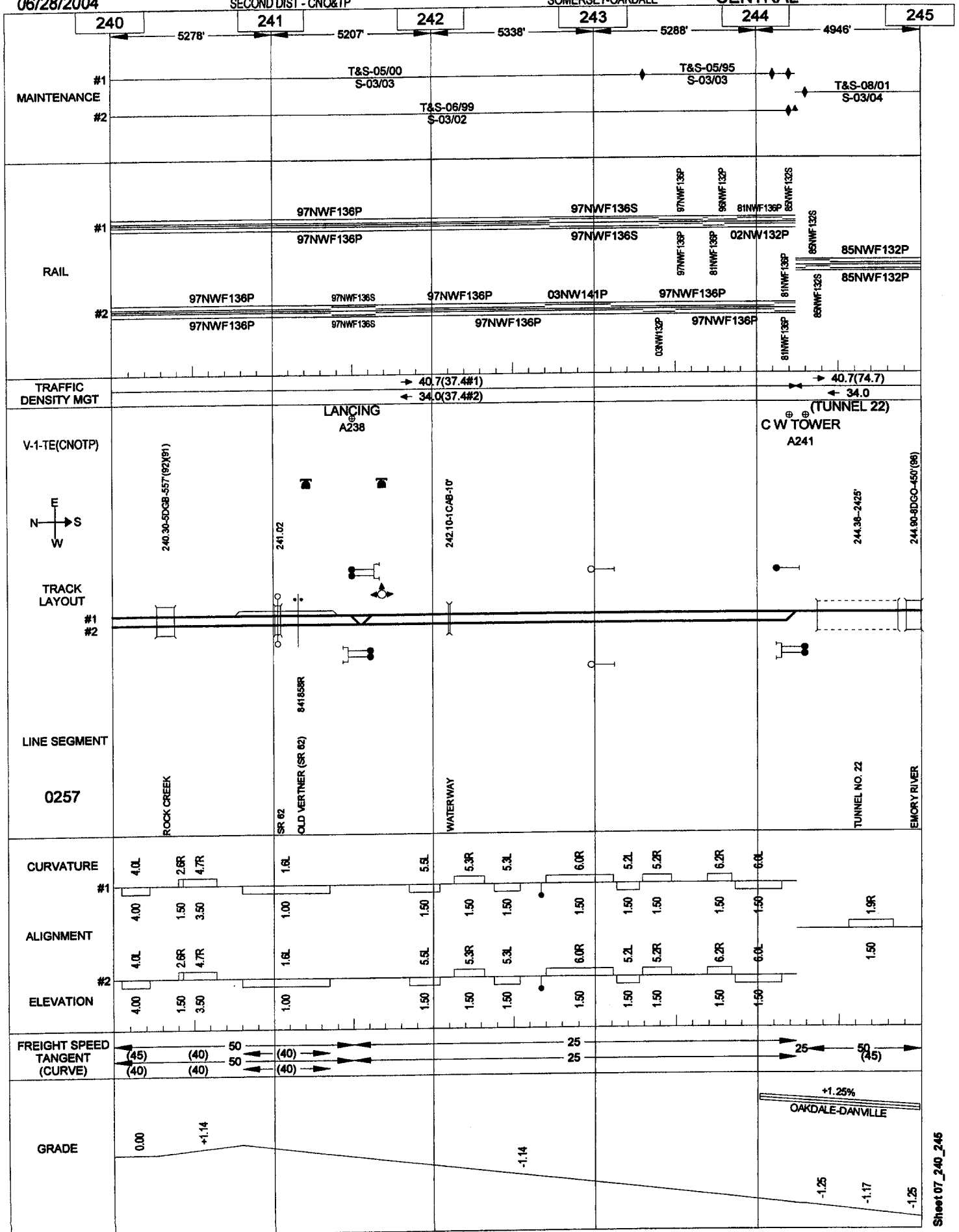


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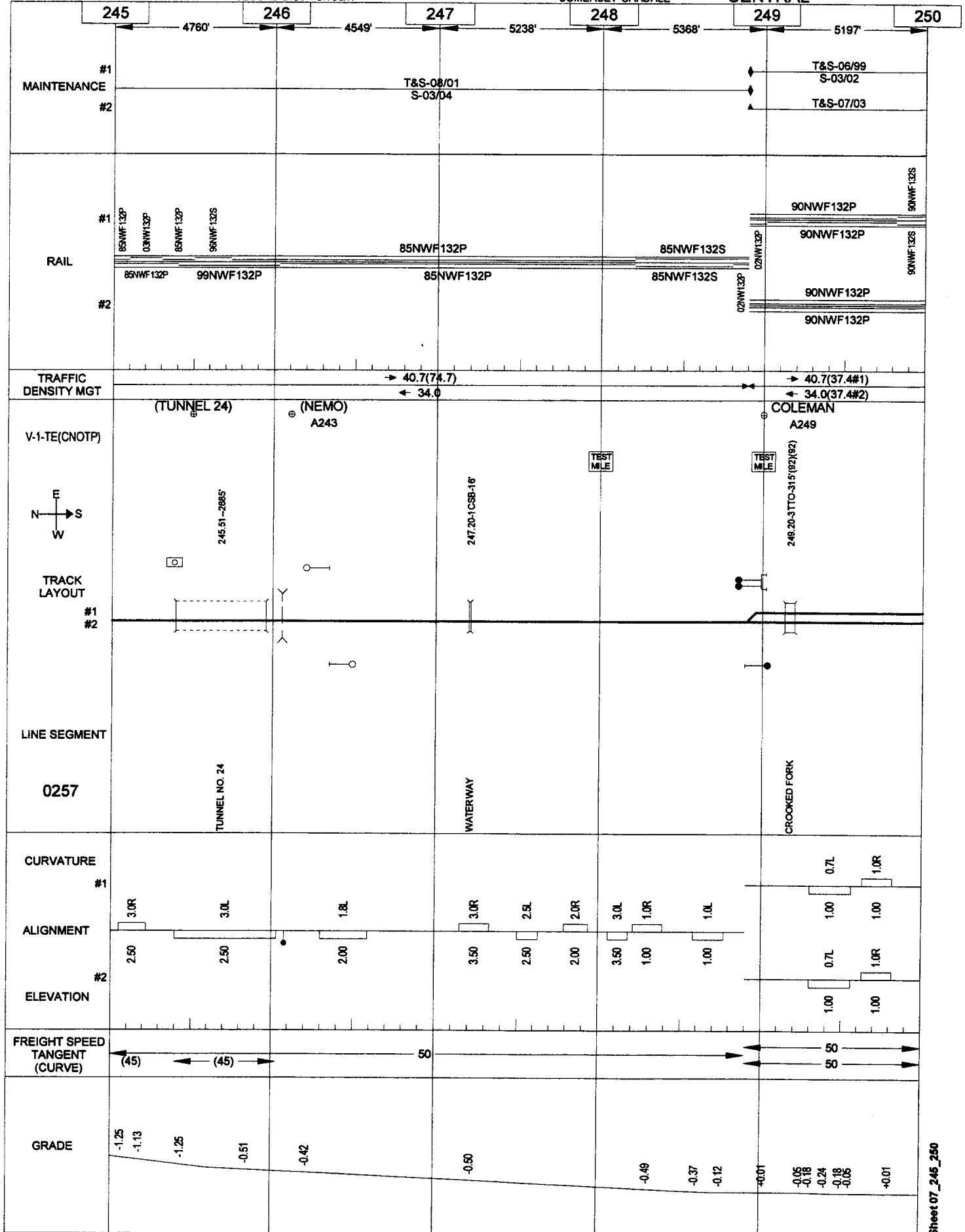
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184

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SOMERSET-OAKDALE

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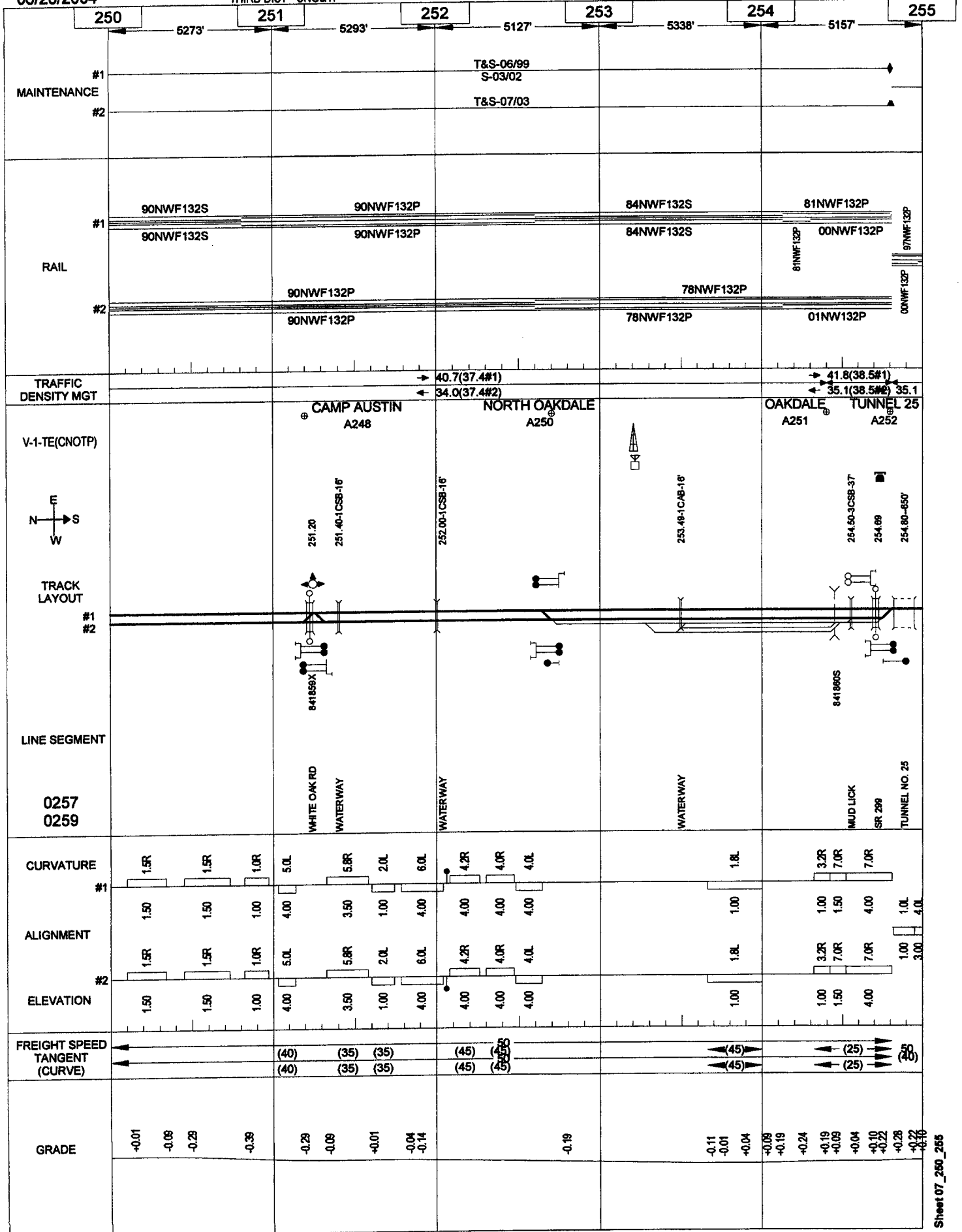


06/28/2004

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



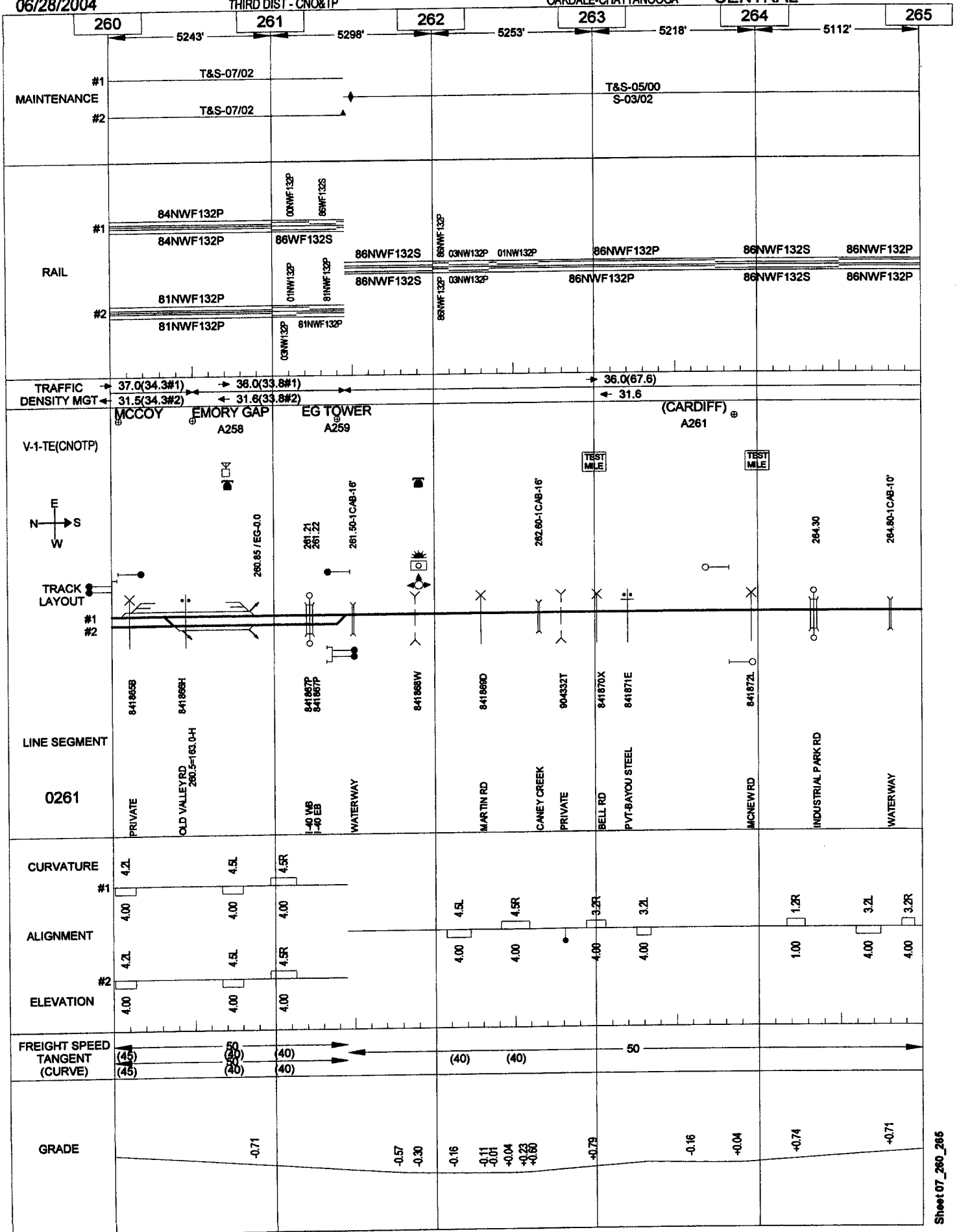
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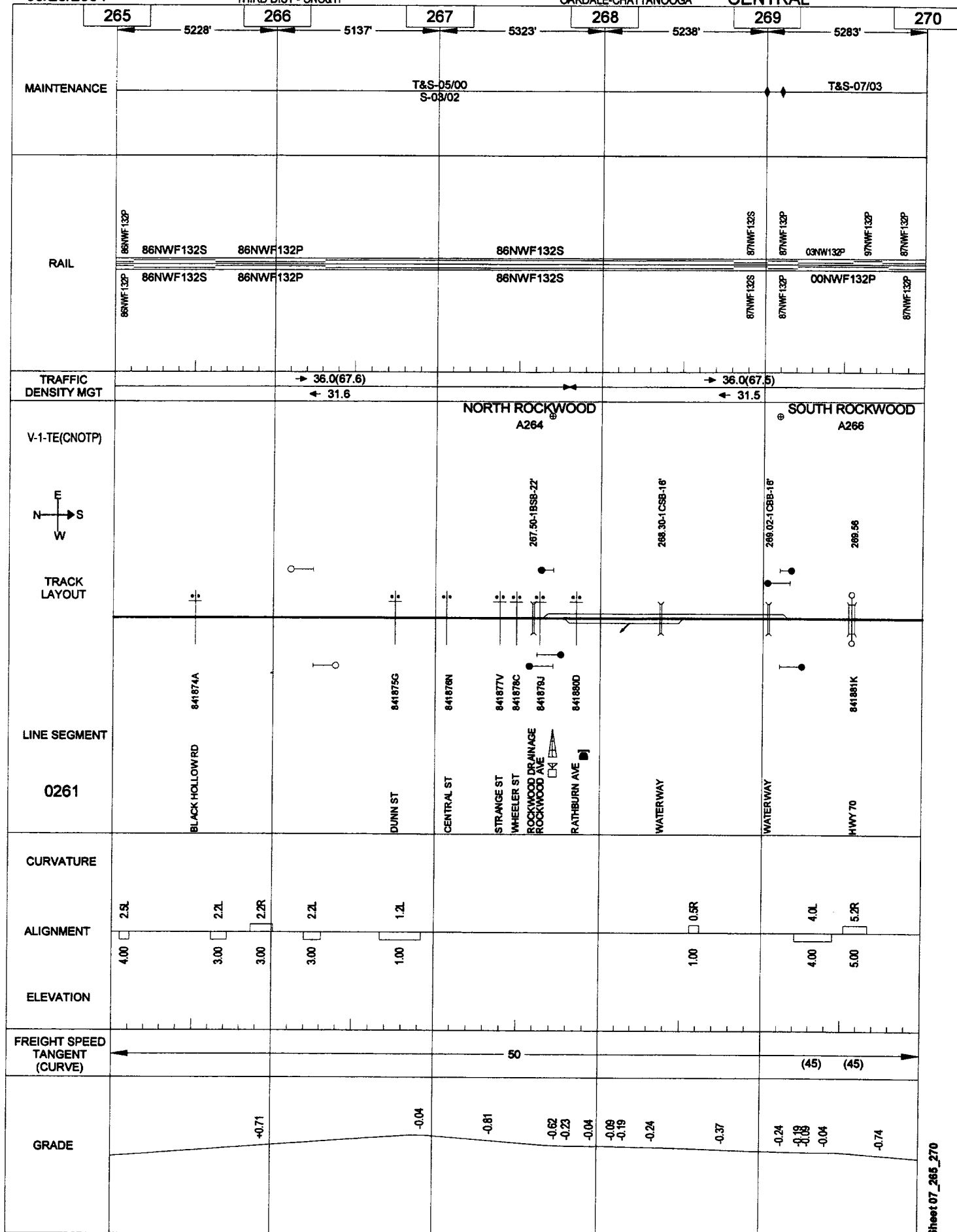
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THIRD DIST - CNO&TP

188

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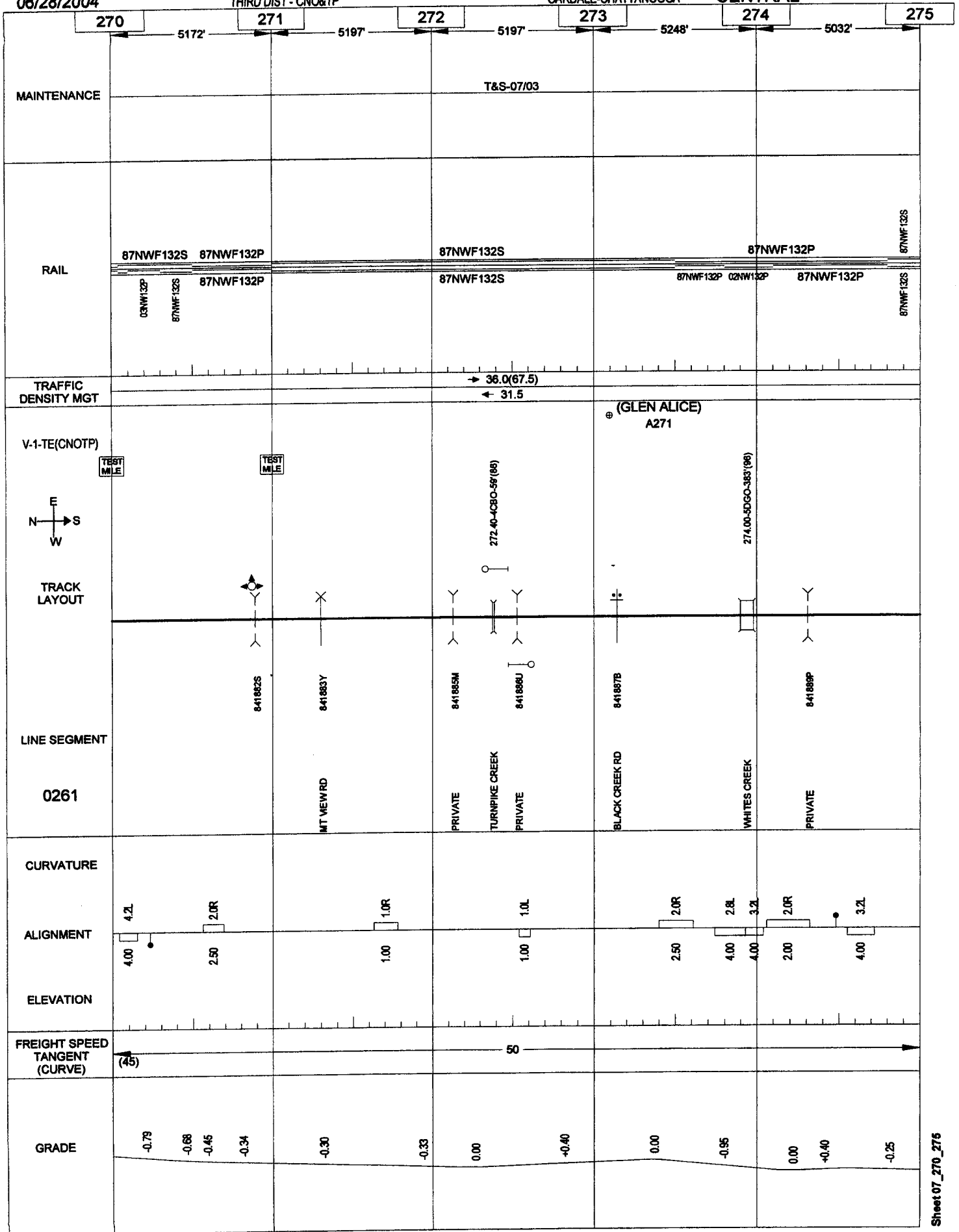


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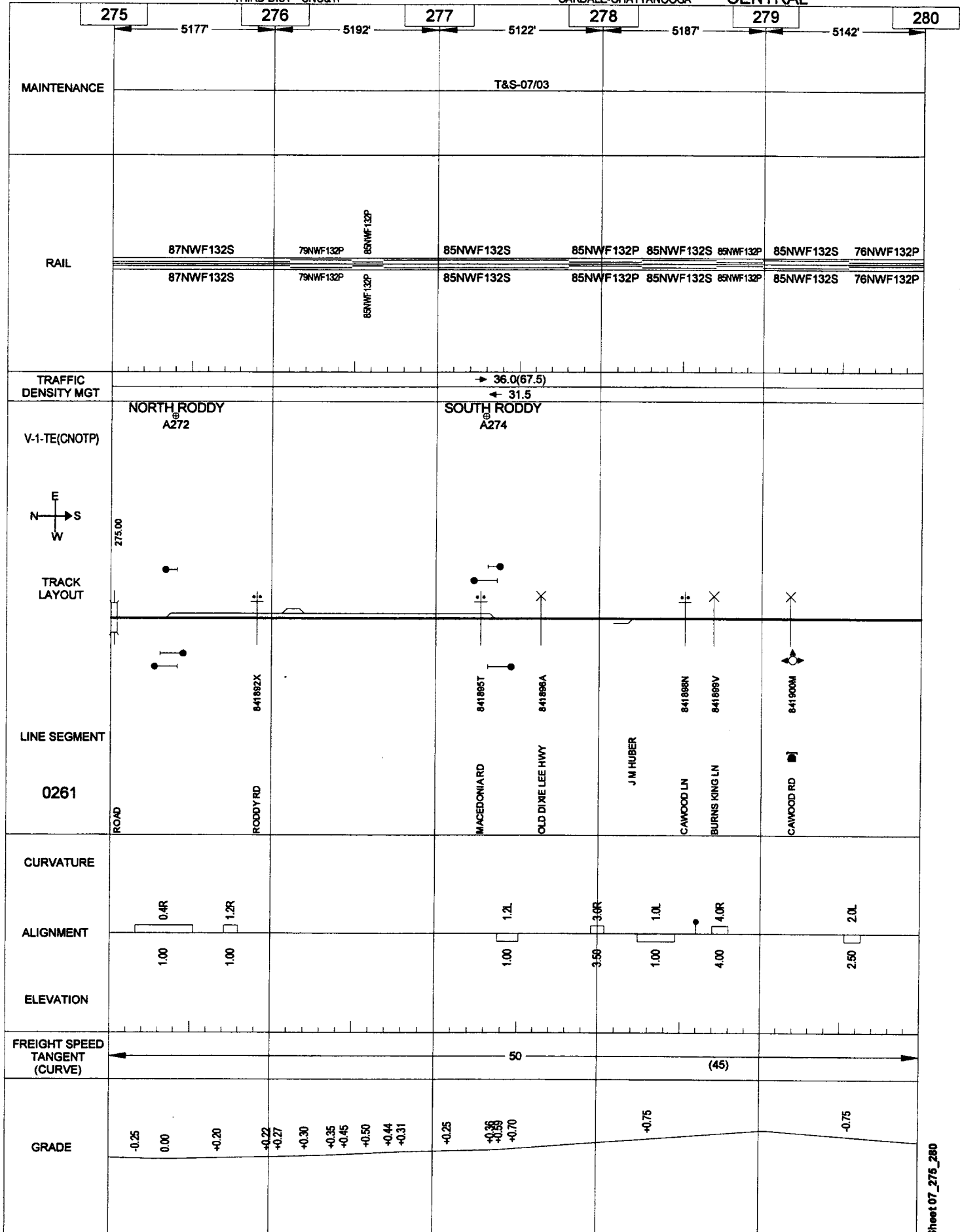
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190

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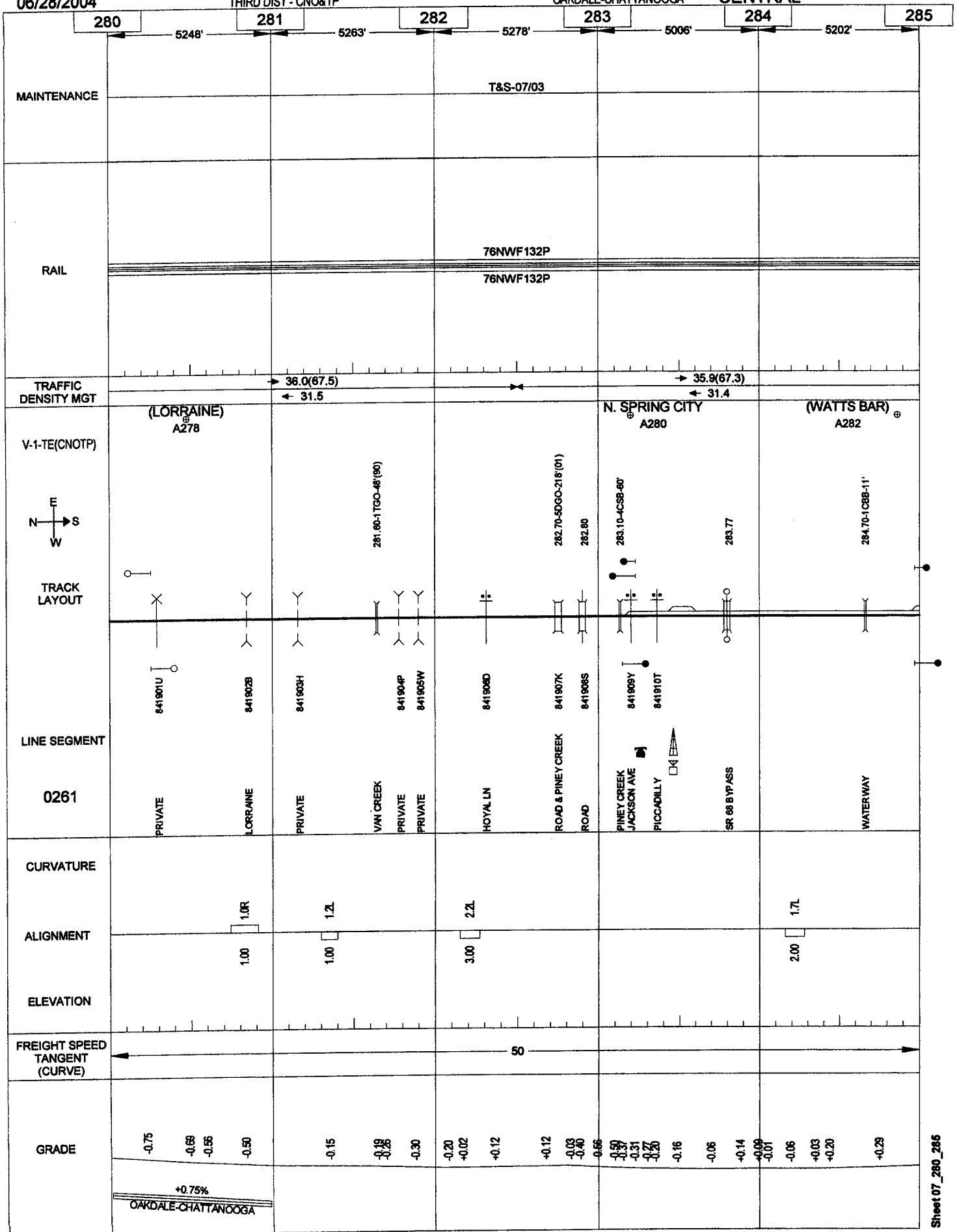


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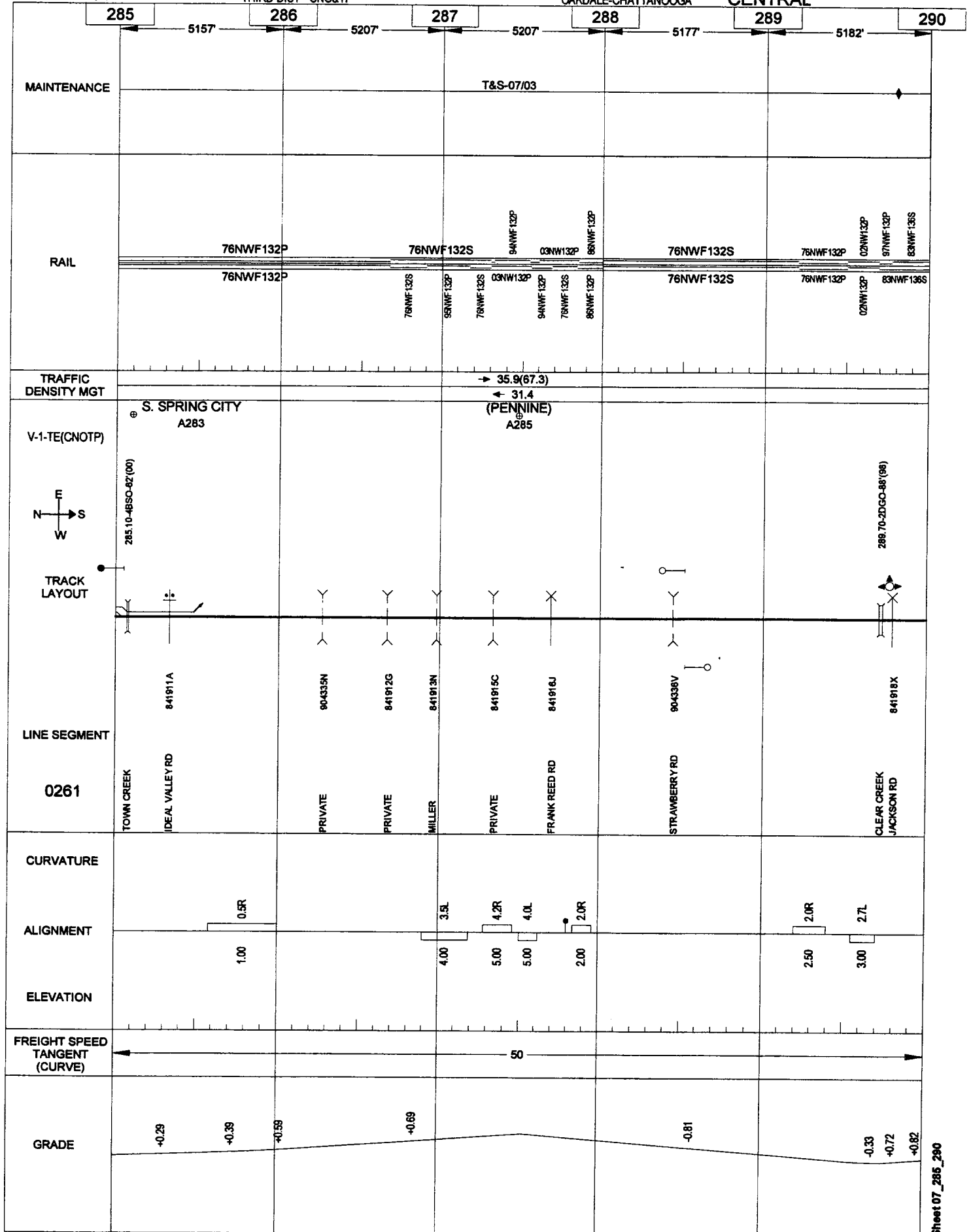
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192

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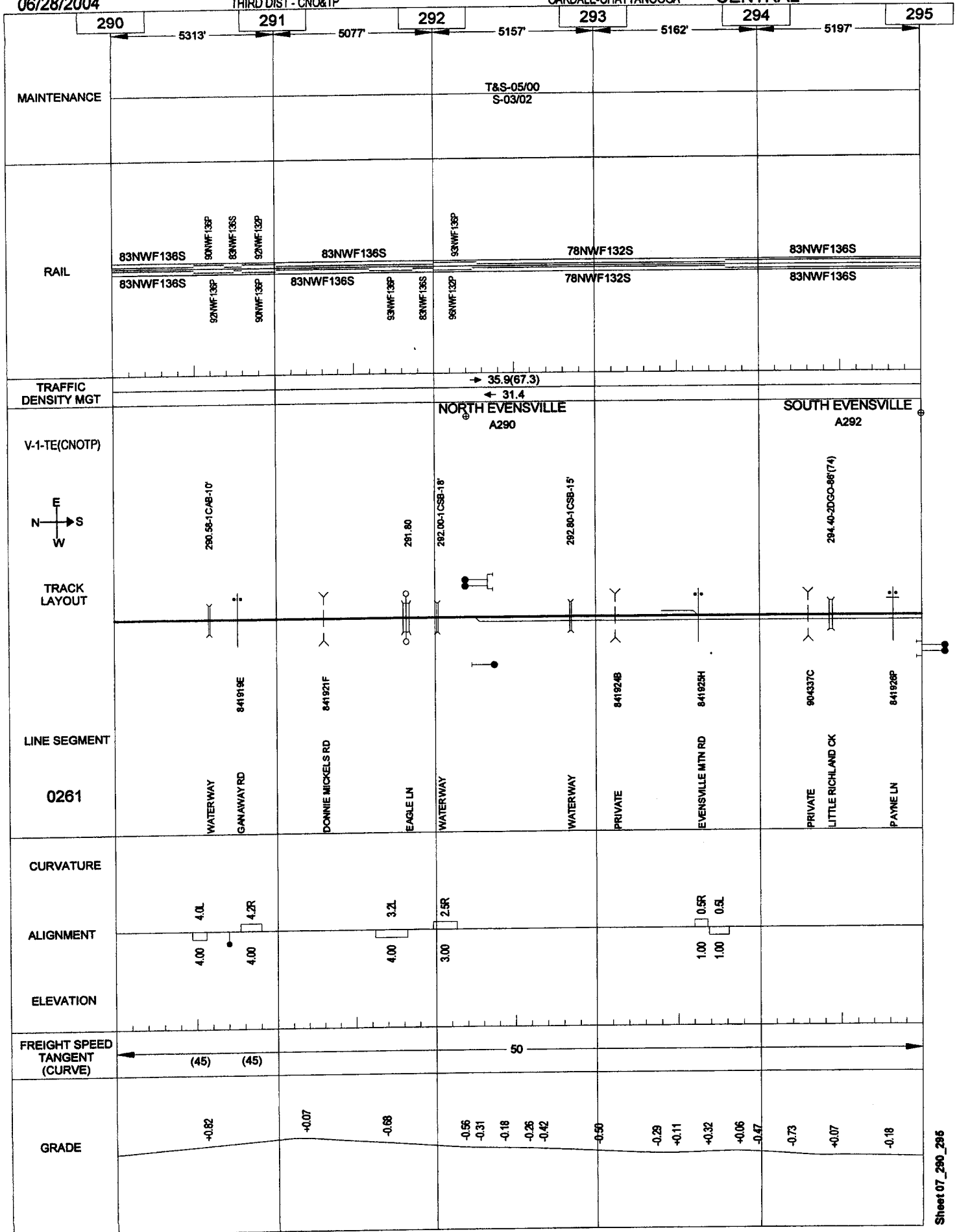


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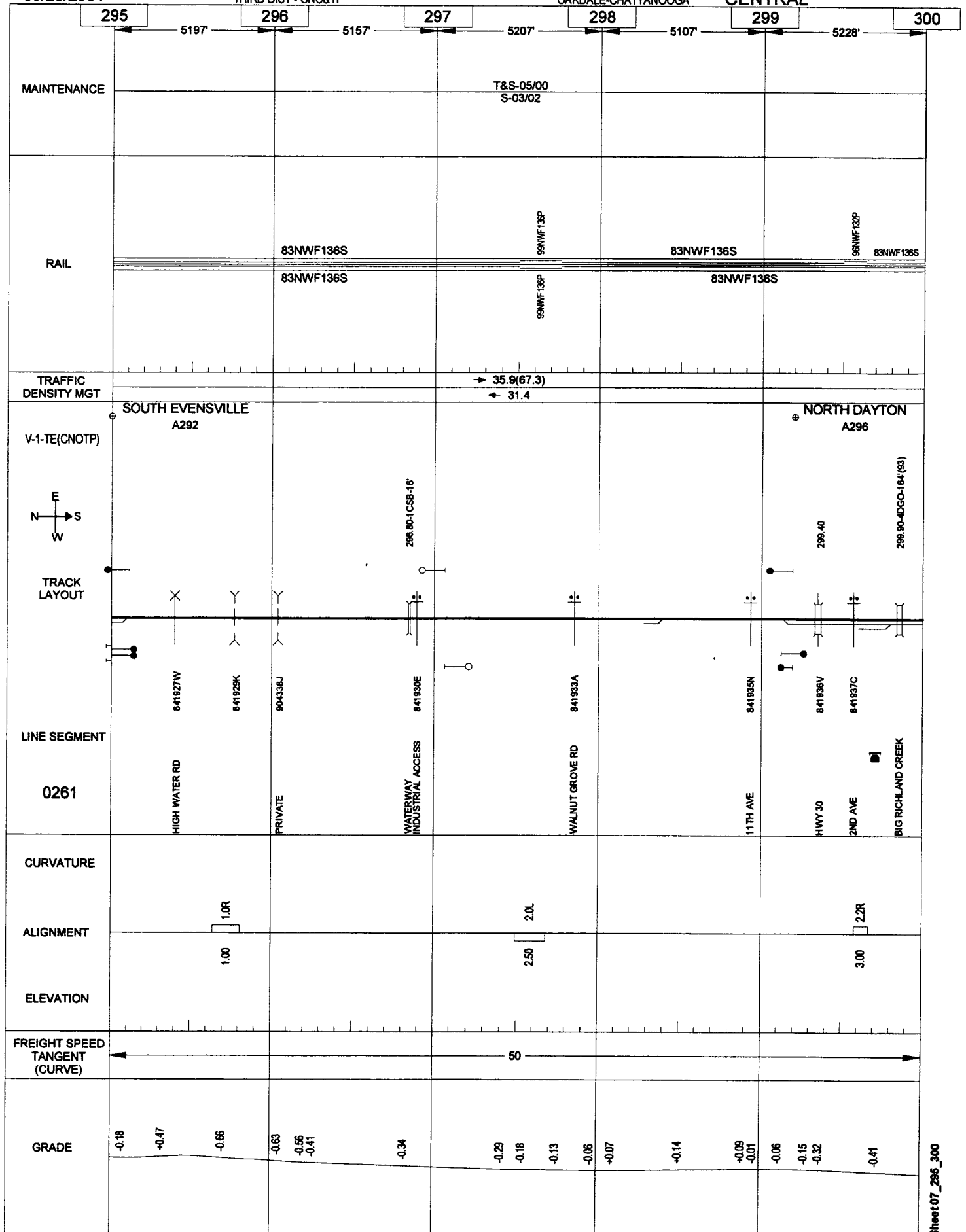
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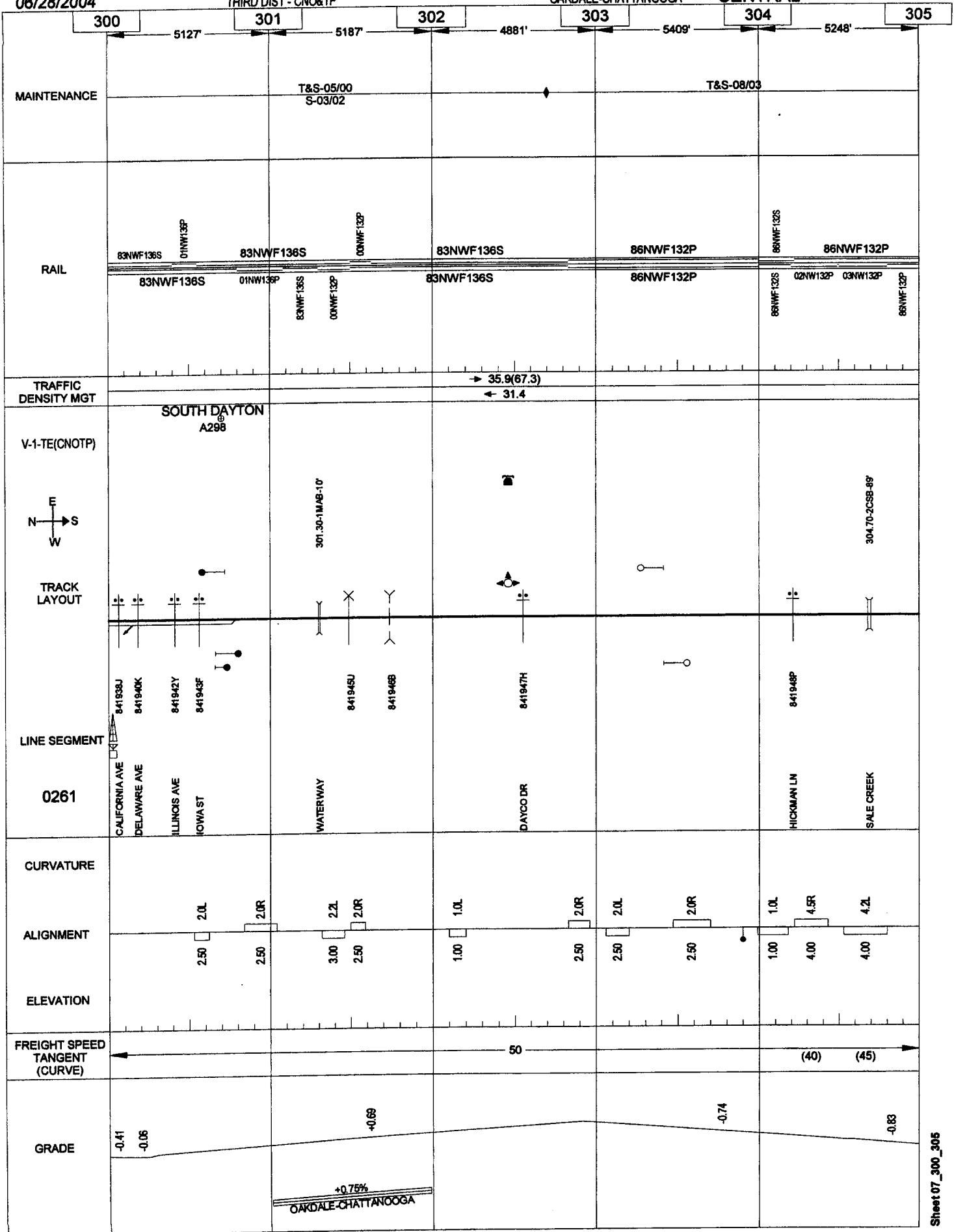


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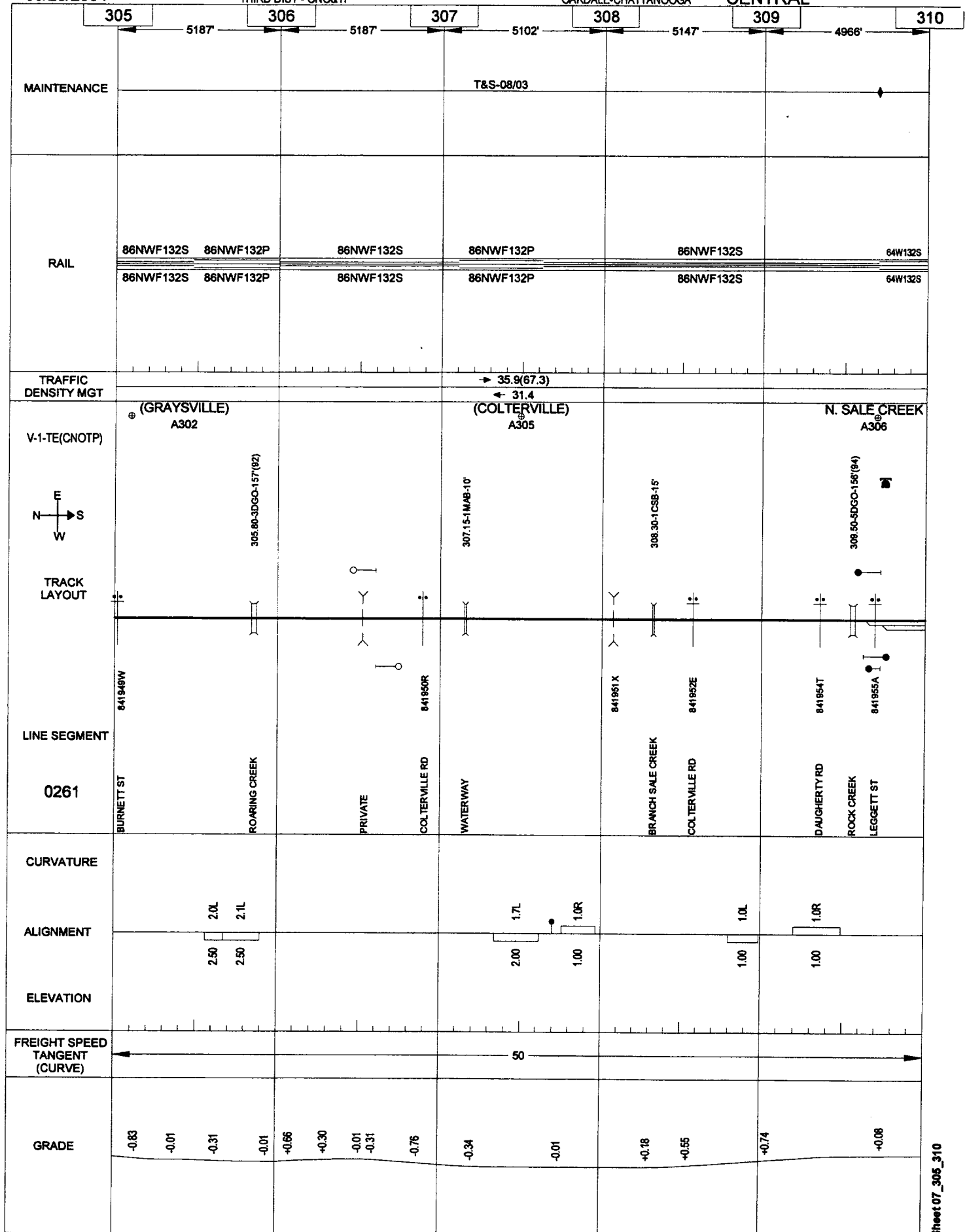
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196

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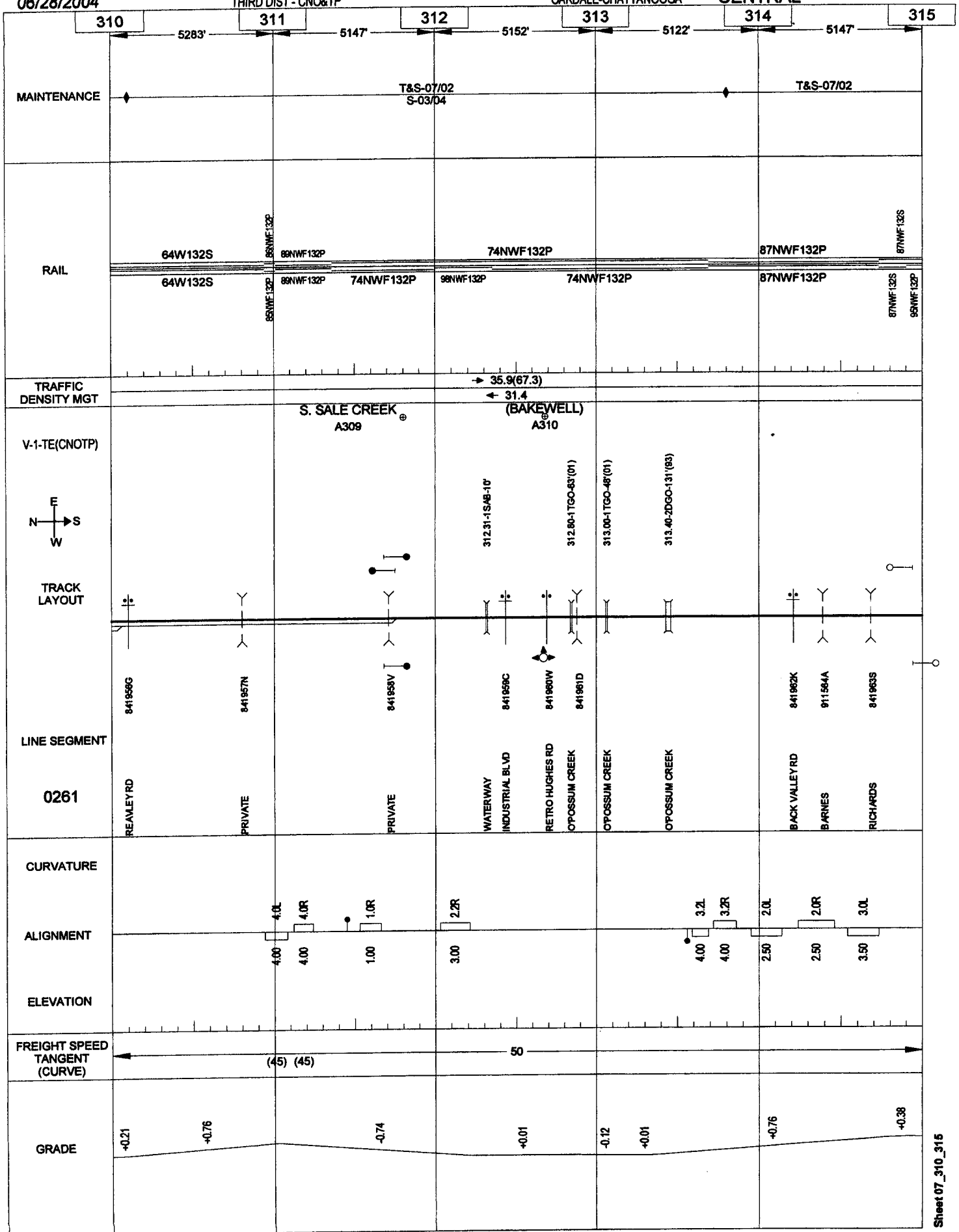


06/28/2004

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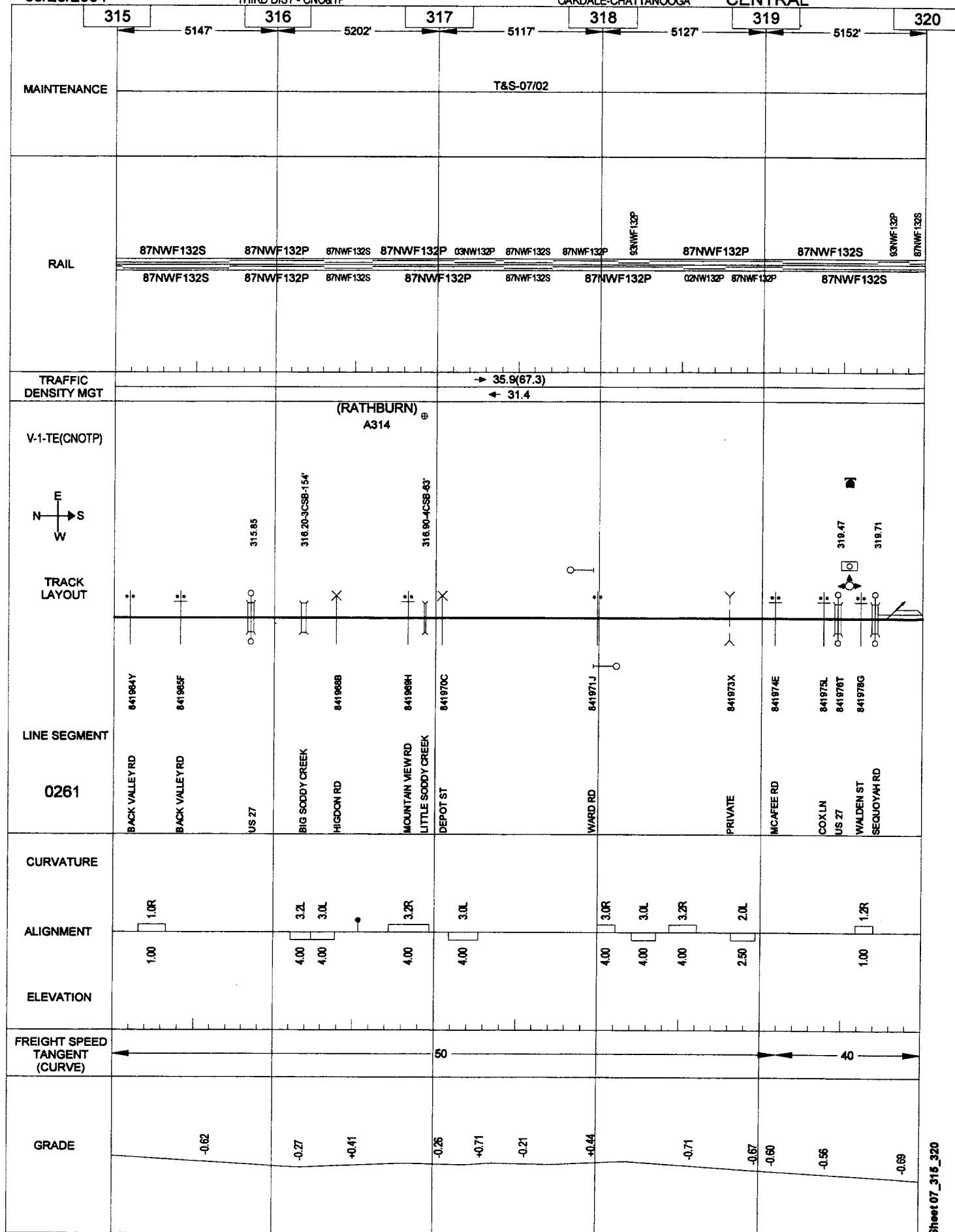
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198

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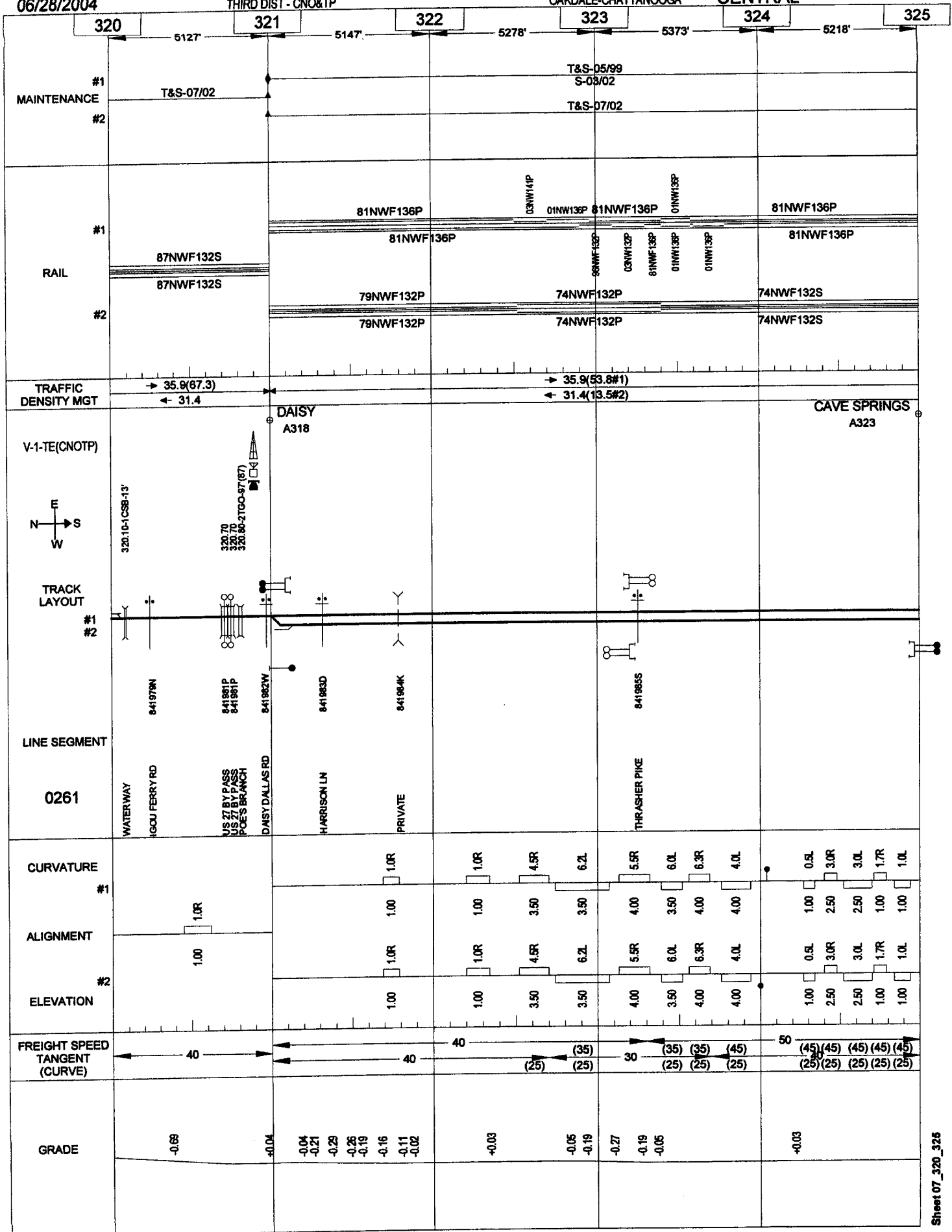


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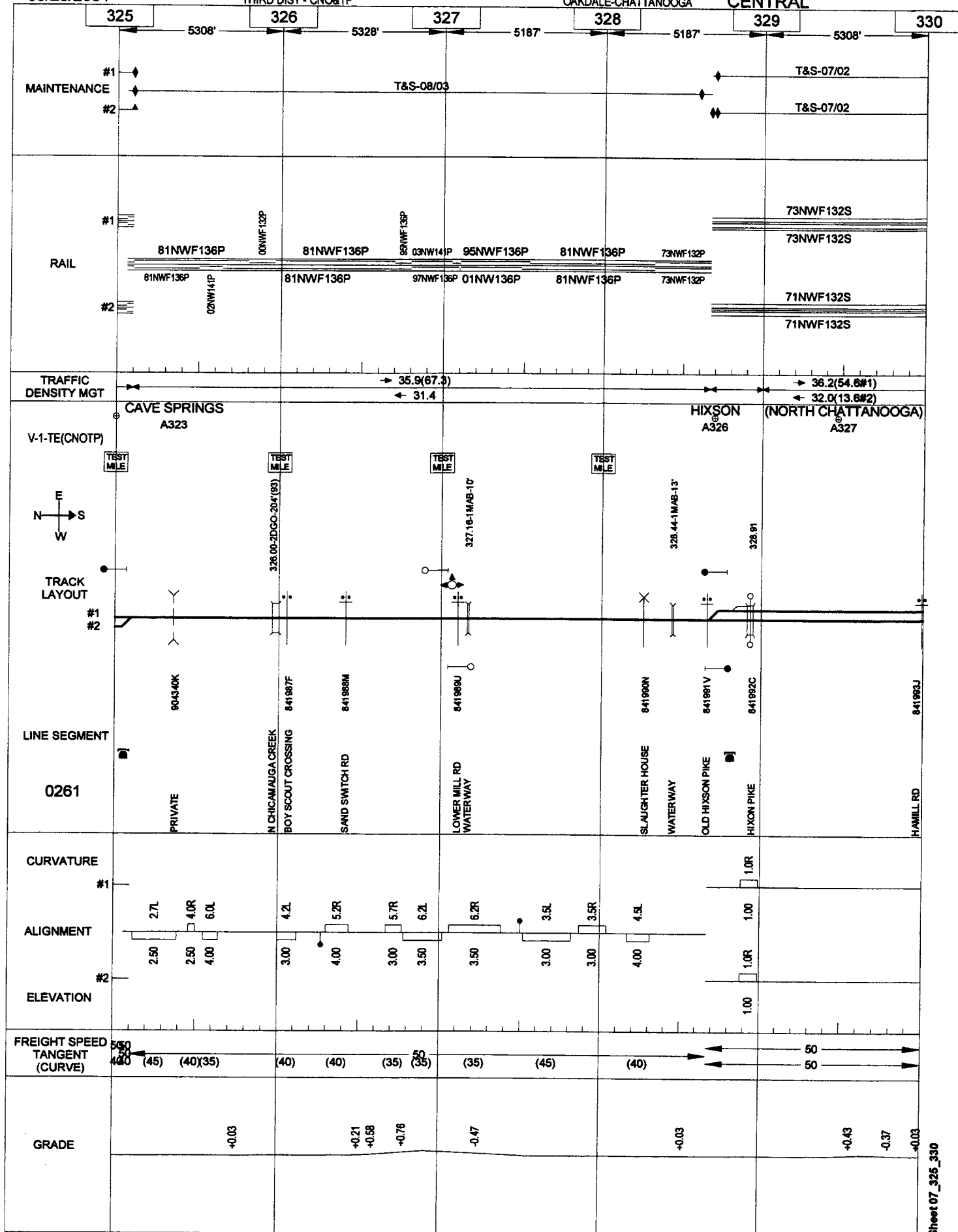
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200

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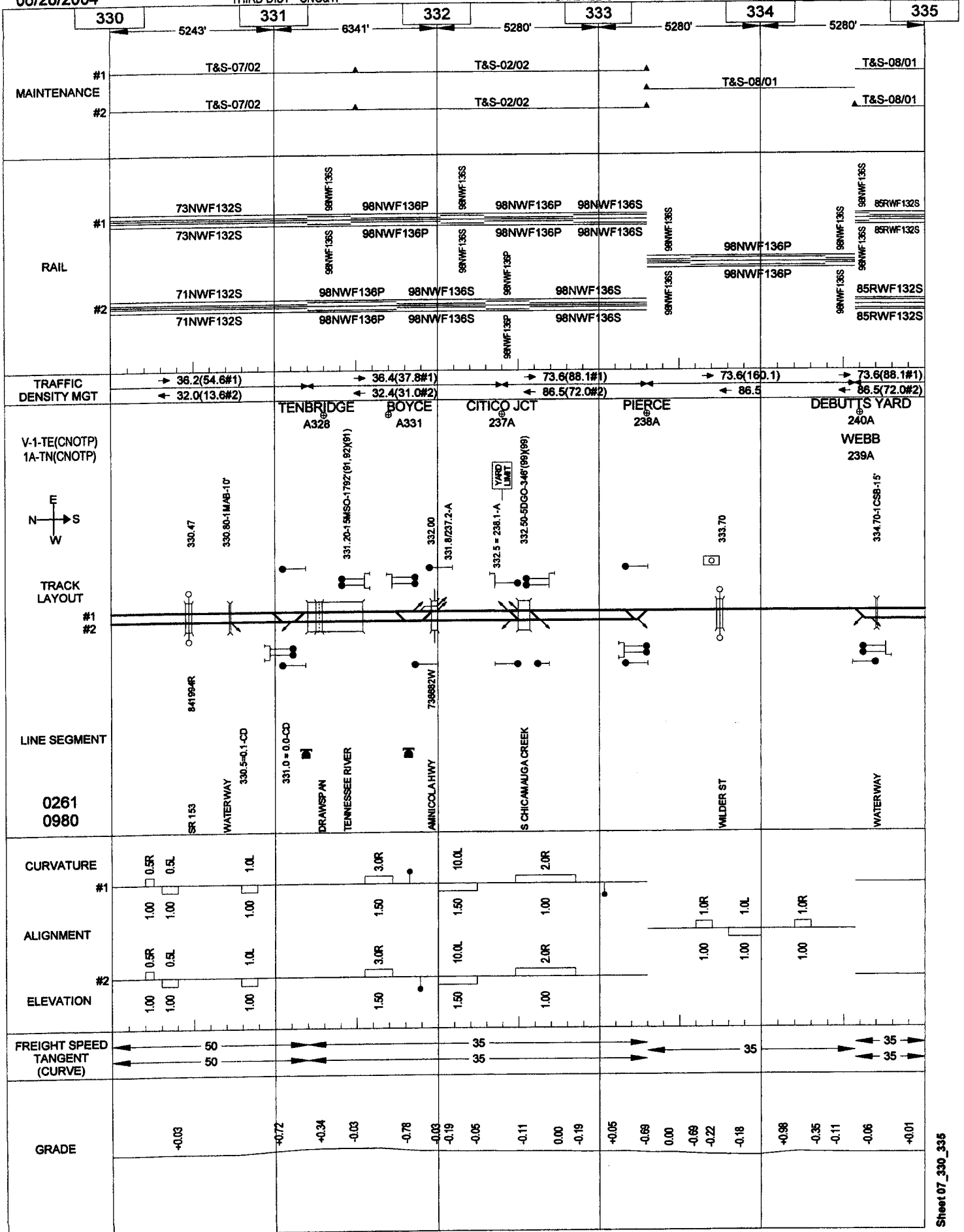


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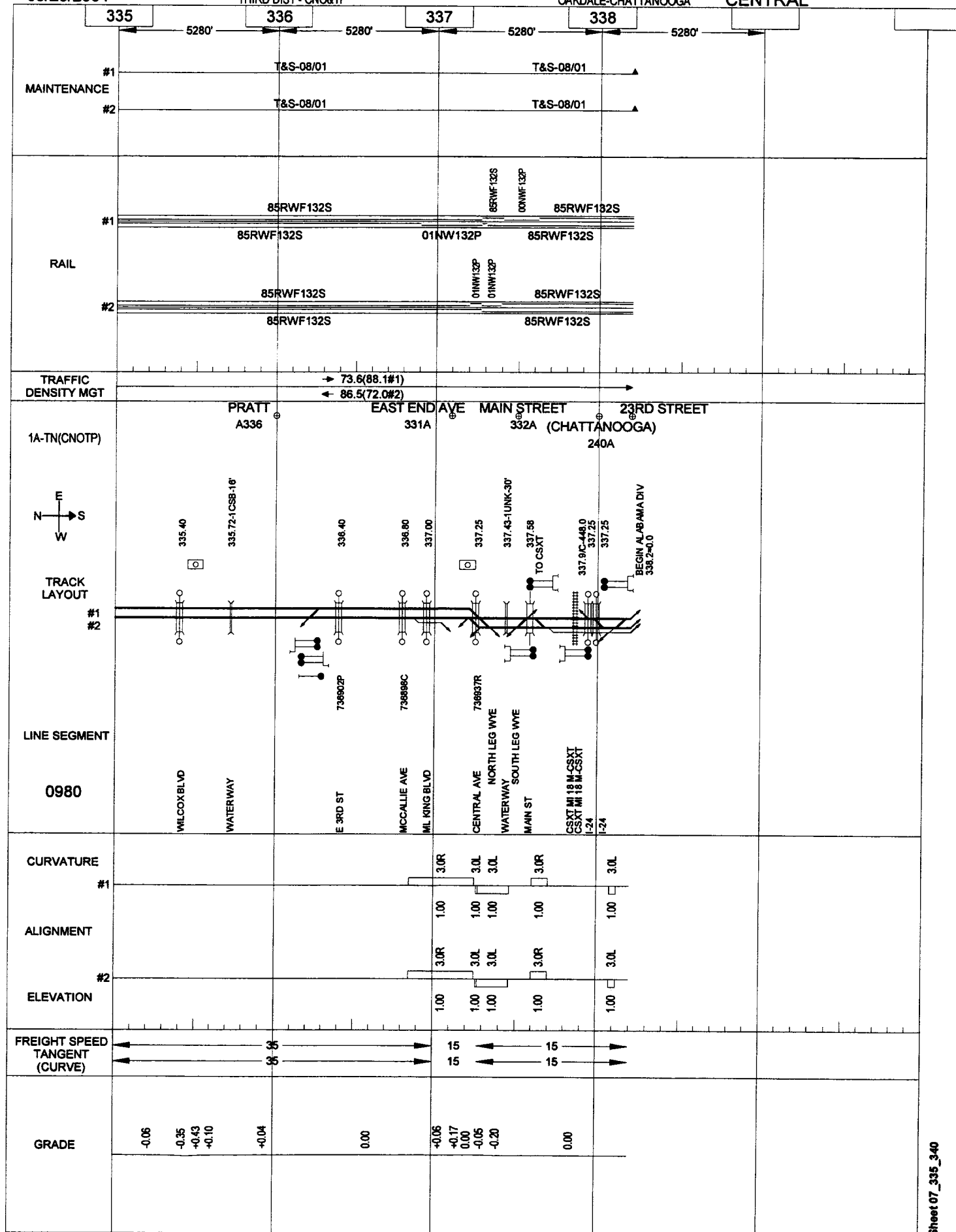
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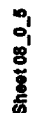
202

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OAKDALE-CHATTANOOGA

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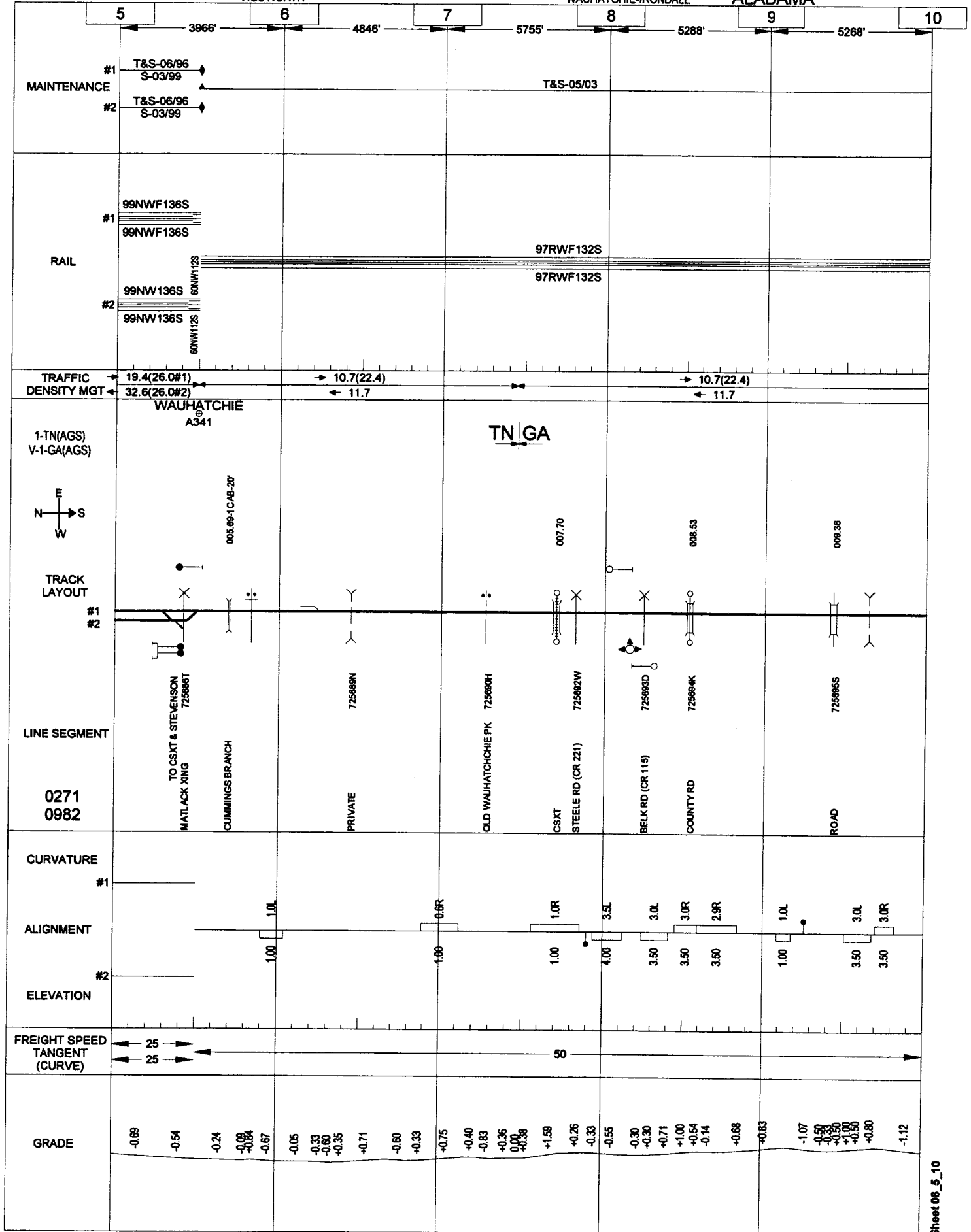
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202.2

AGS NORTH

WAUHATCHIE-IRONDALE

ALABAMA



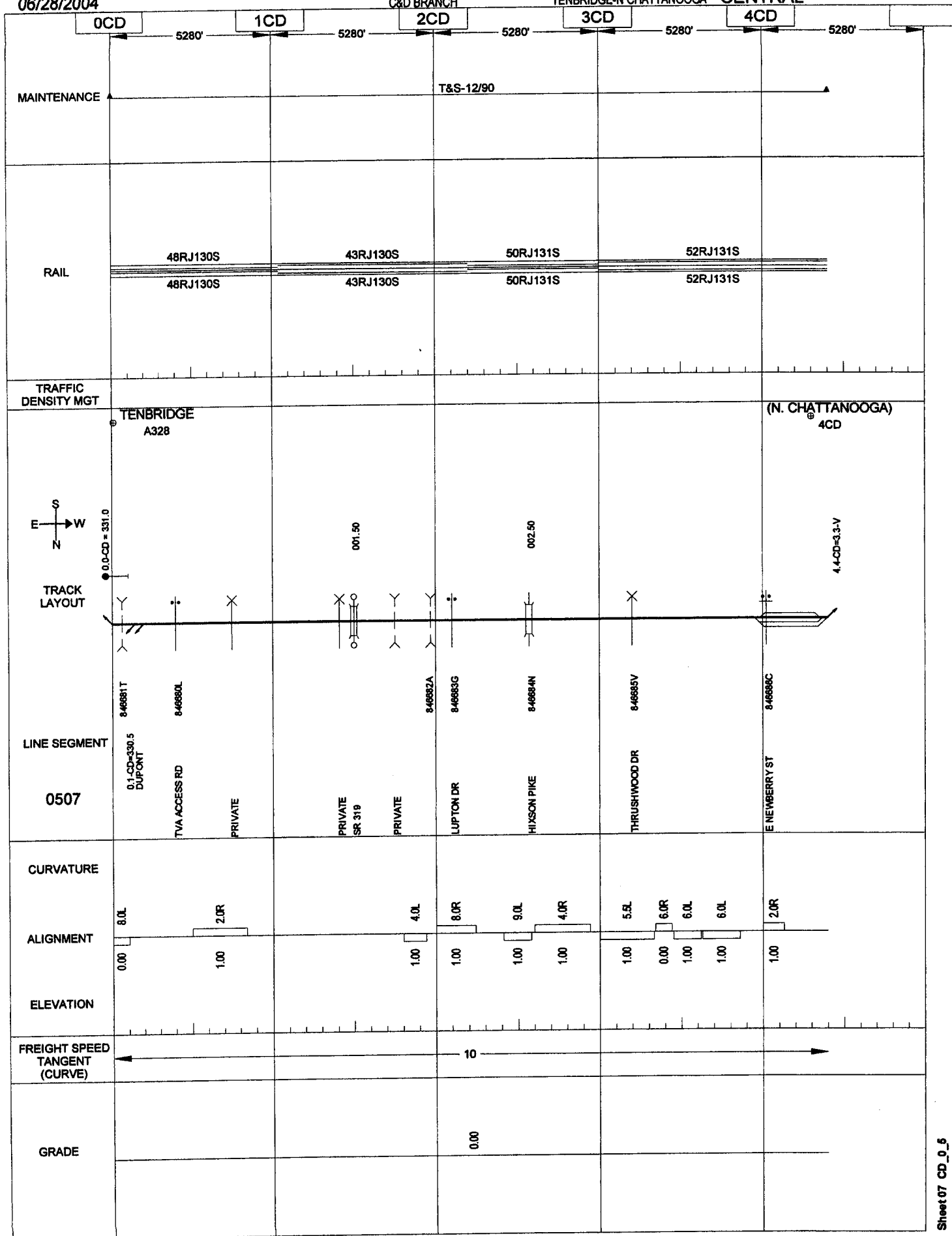
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203

C&D BRANCH

TENBRIDGE-N CHATTANOOGA

CENTRAL



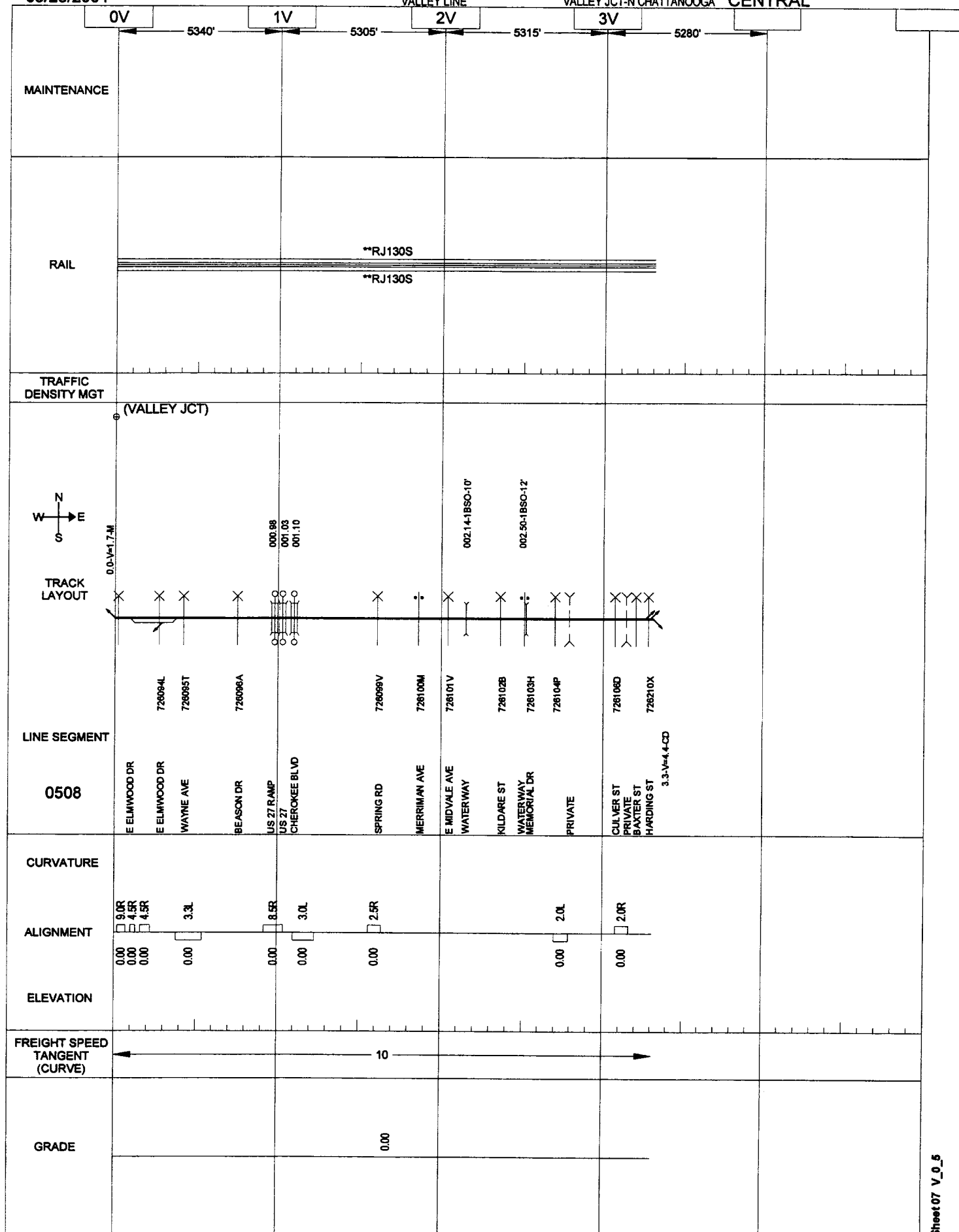
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204

VALLEY LINE

VALLEY JCT-N CHATTANOOGA

CENTRAL

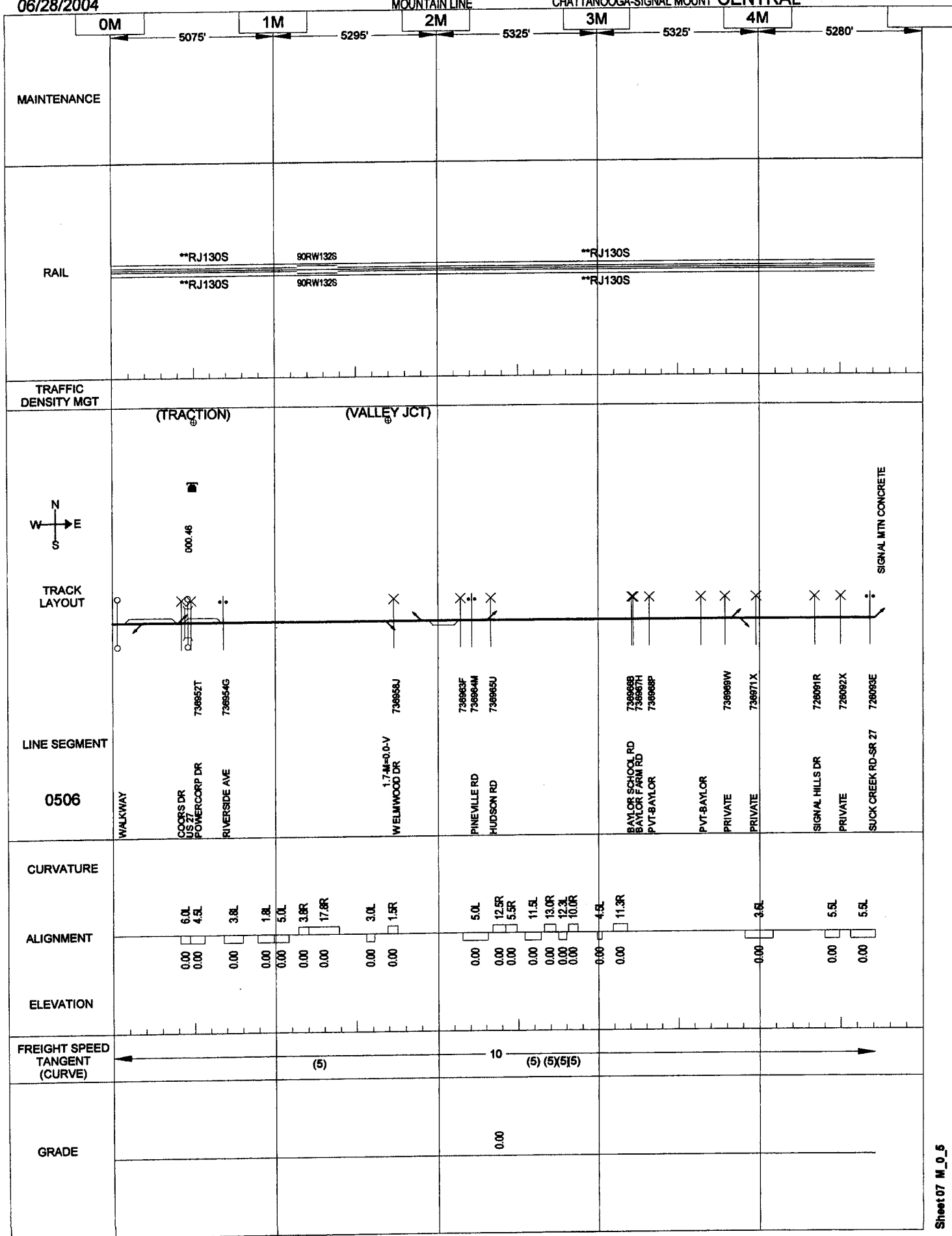


06/28/2004

205

MOUNTAIN LINE

CHATTANOOGA-SIGNAL MOUNT CENTRAL



06/28/2004

206

TAG LINE

SHIPPS YARD-C&C RR

CENTRAL

TA3

5280'

5390'

MAINTENANCE

RAIL

**RW132S

**RW112S

**RJ132S

**RW132S

**RW112S

**RJ132S

TRAFFIC
DENSITY MGT

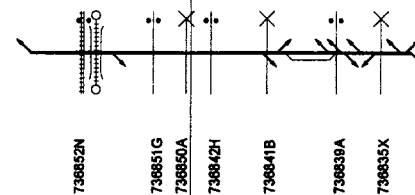
(SHIPPS YD)



TRACK
LAYOUT

SHIPPS YD

TO CSXT



738852N

738851G

738850A

738842H

738841B

738839A

738835X

LINE SEGMENT

0441

W 33RD ST

CSXT

NS (ACS)

W 35TH ST

W 37TH ST

W 39TH ST

W 42ND ST

W 45TH ST

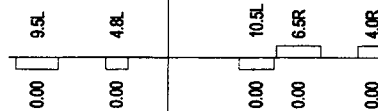
W 47TH ST

C & C RR

CURVATURE

ALIGNMENT

ELEVATION



9.5L

4.8L

10.5L

6.5R

4.0R

0.00

0.00

0.00

0.00

0.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

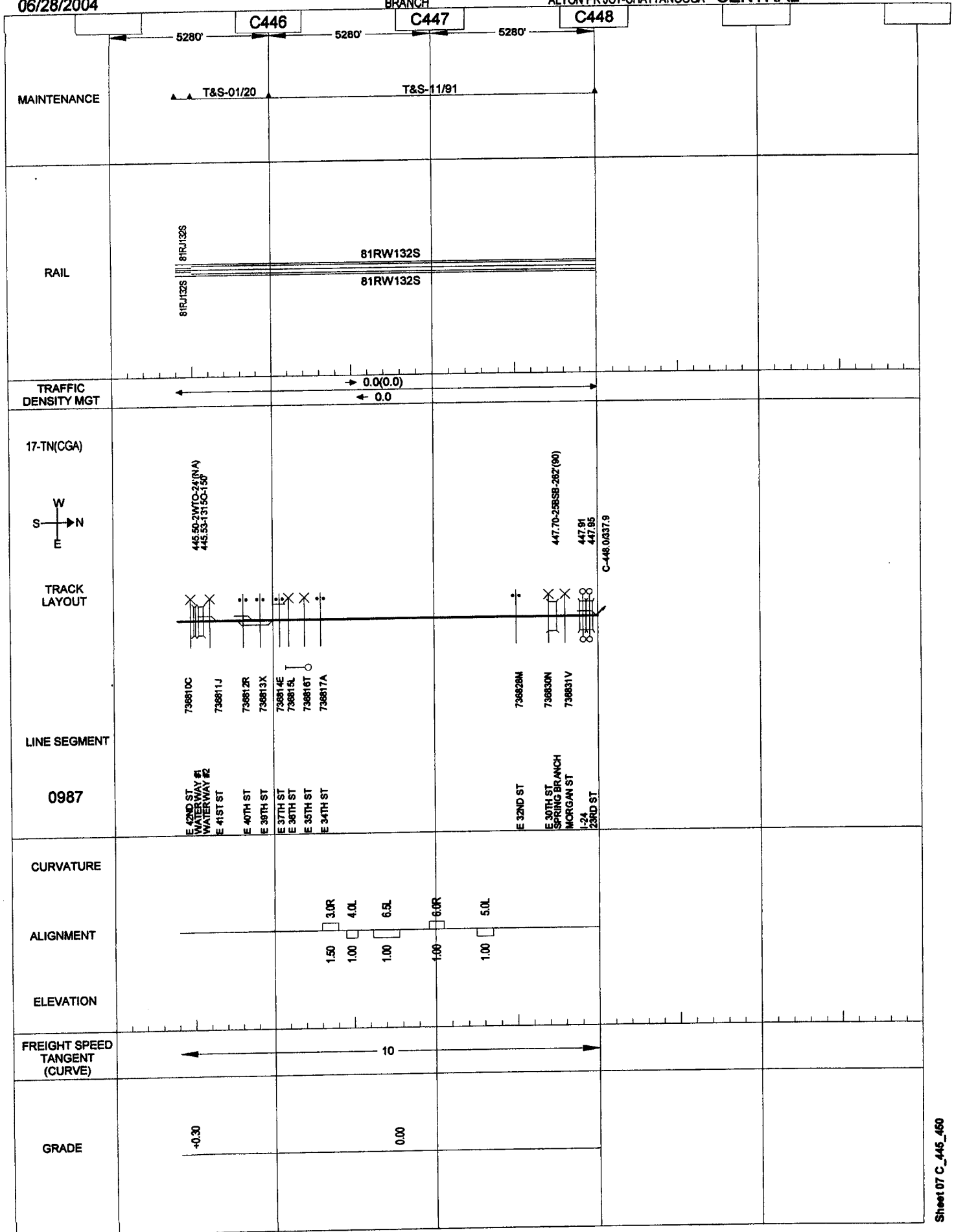
0.00

06/28/2004

207
BRANCH

ALTON PK JCT-CHATTANOOGA

CENTRAL



06/28/2004

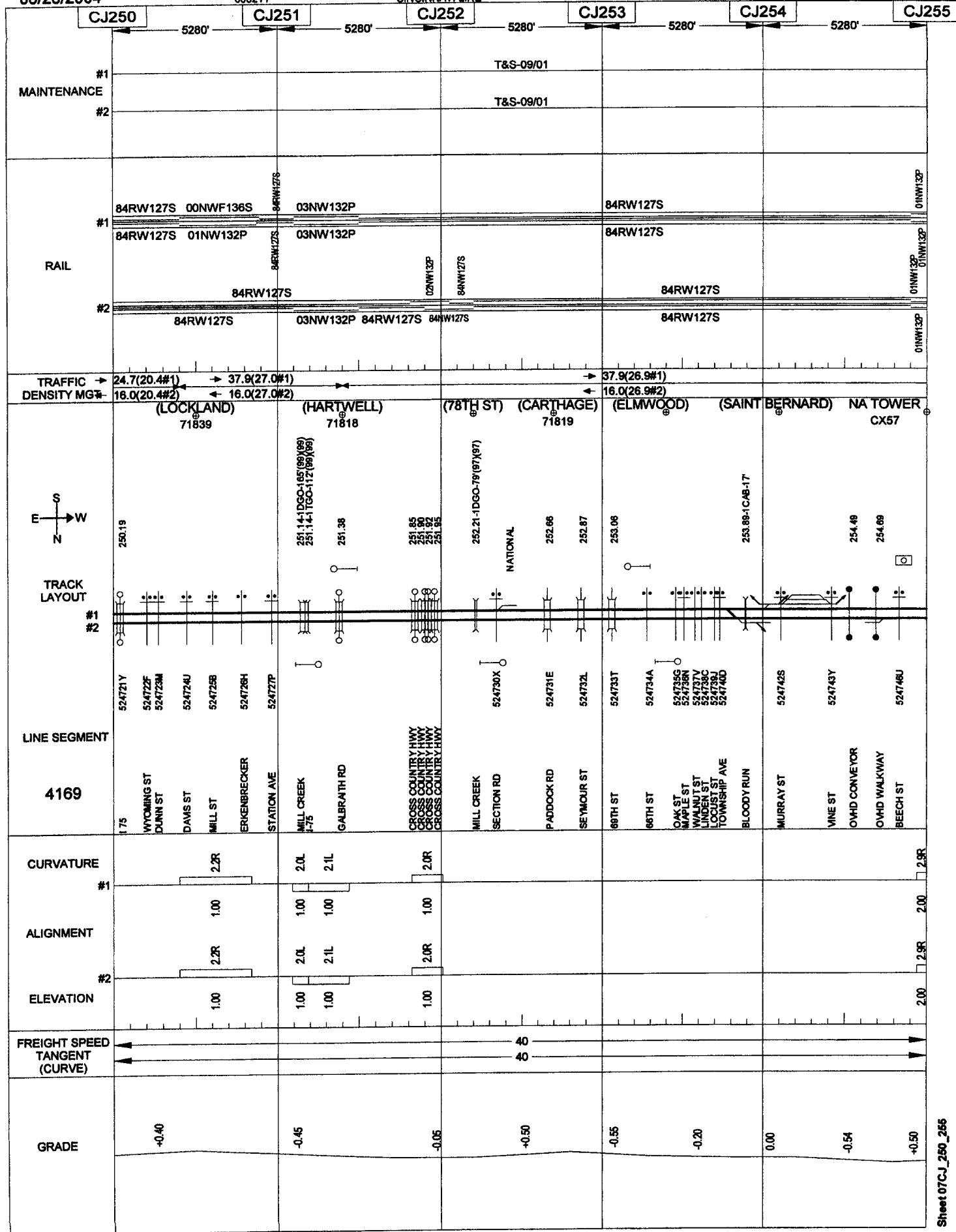
608211

209

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



06/28/2004

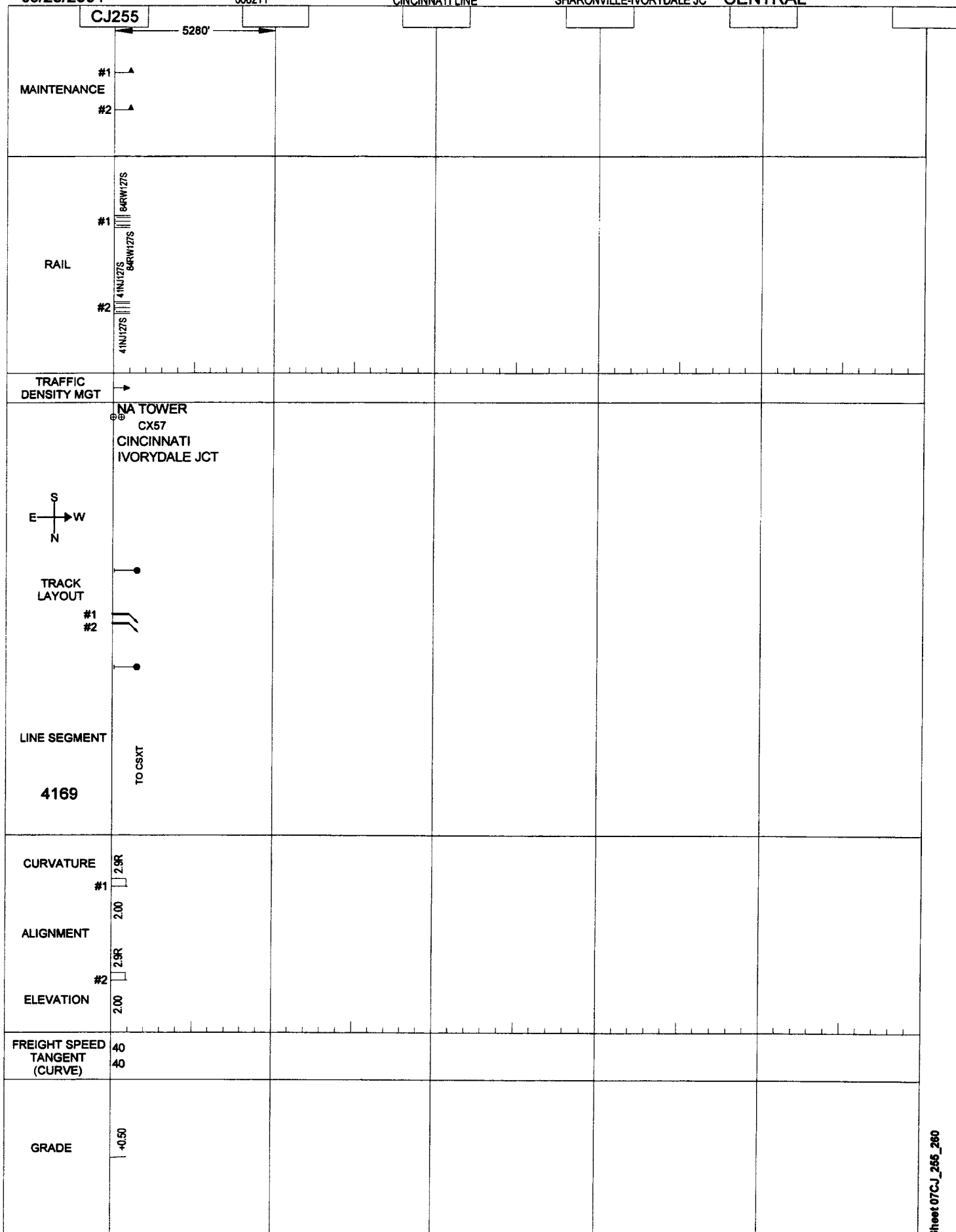
608211

210

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



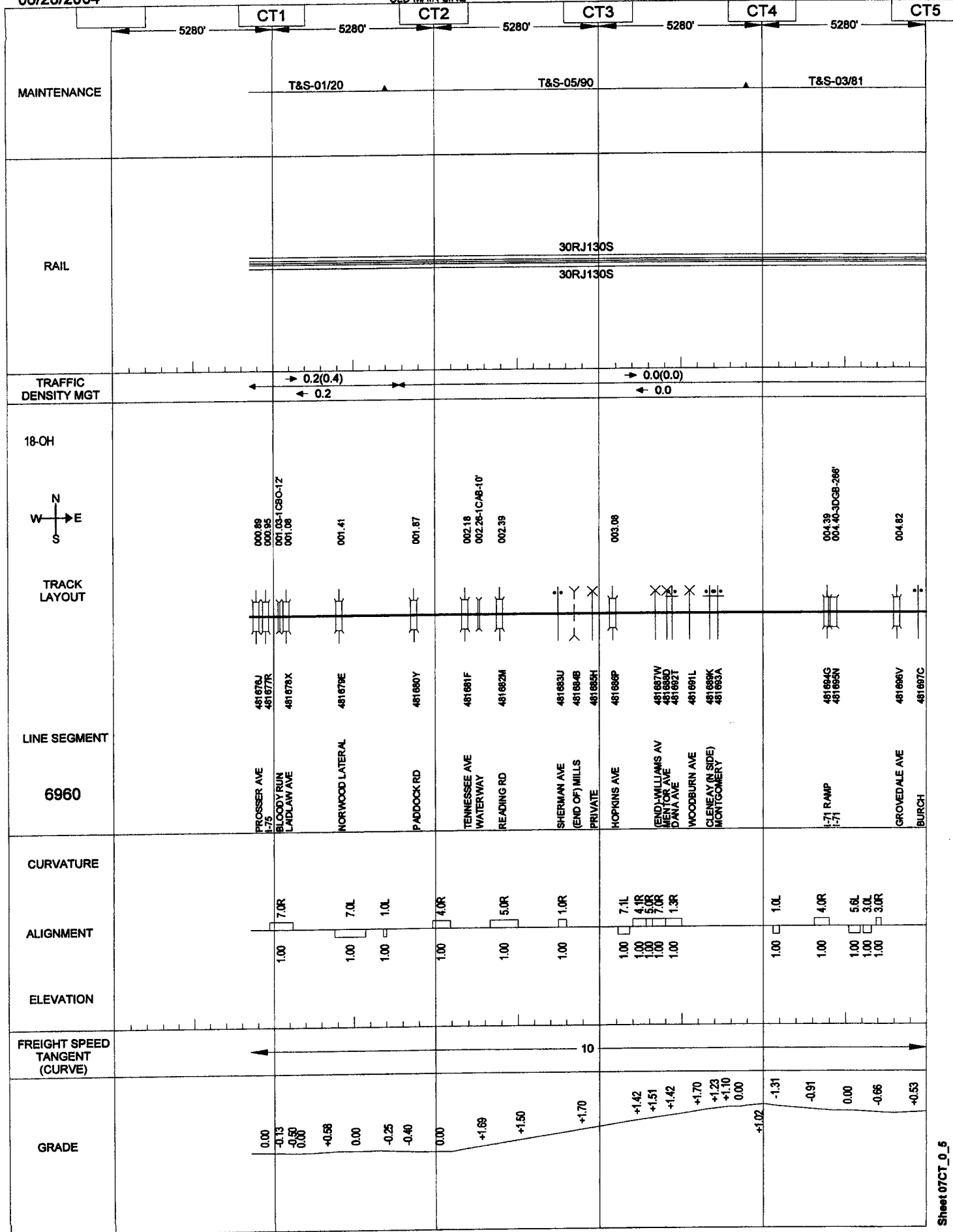
06/28/2004

211

OLD MAIN LINE

IVORYDALE-CLARE

CENTRAL



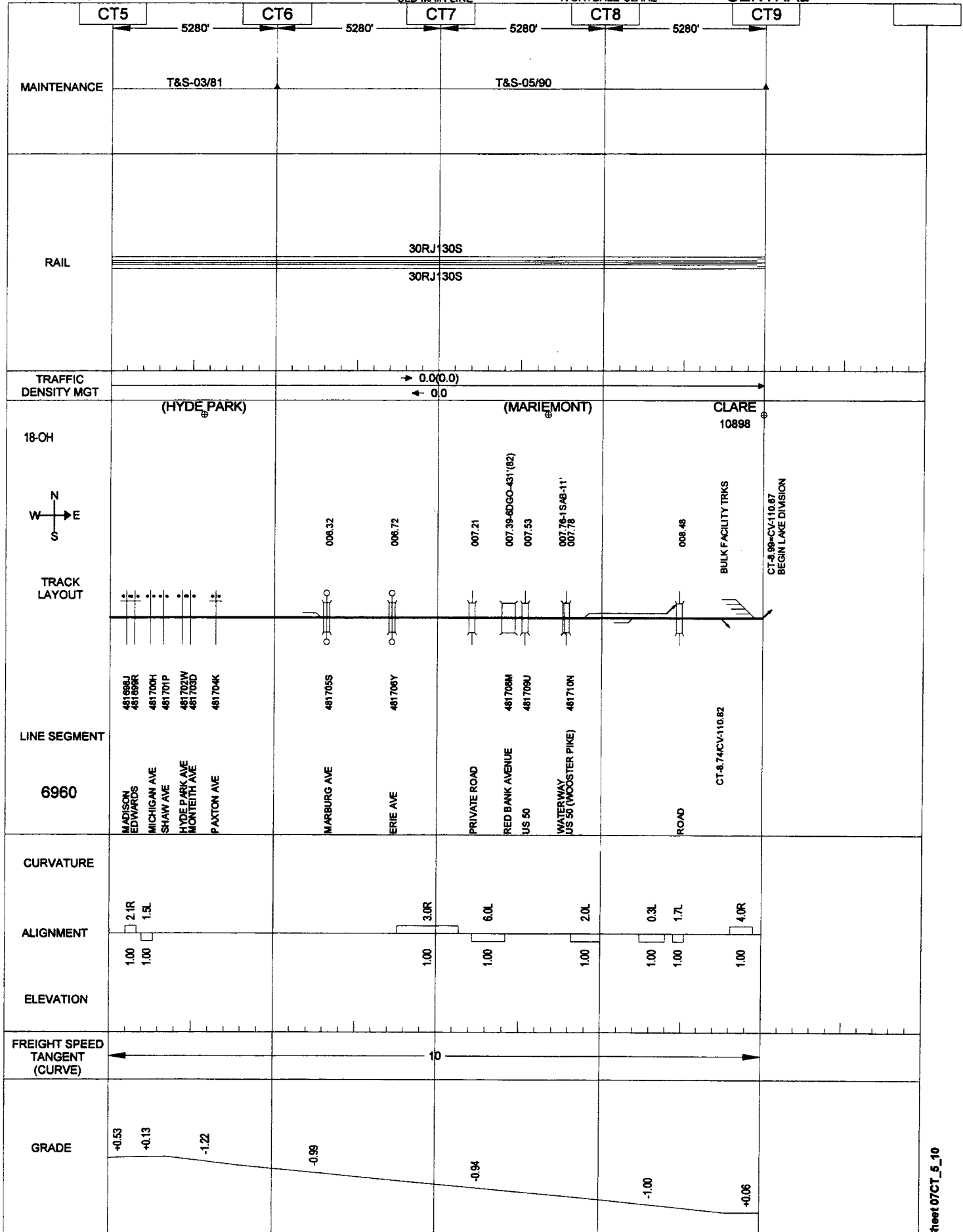
06/28/2004

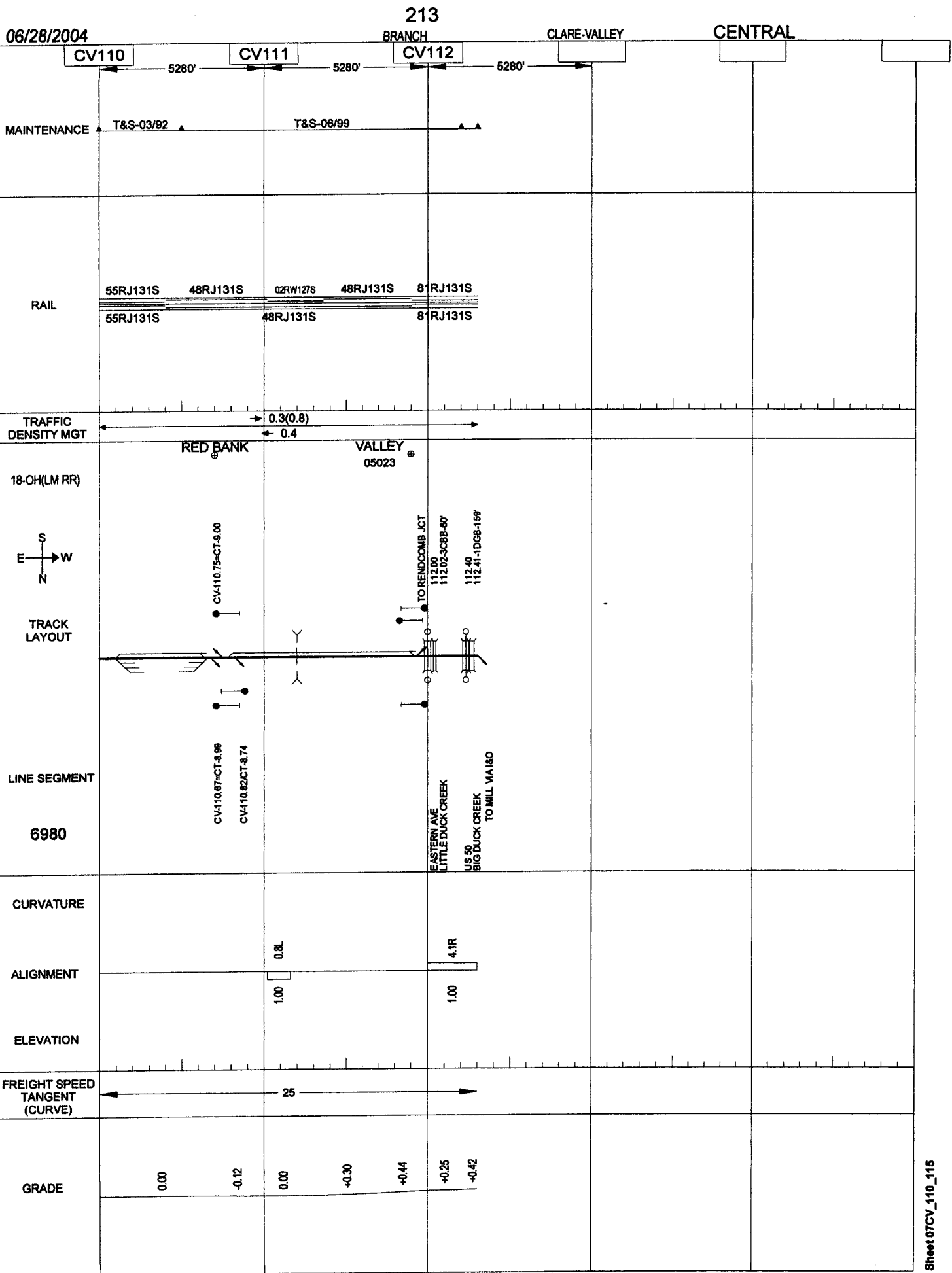
212

OLD MAIN LINE

IVORYDALE-CLARE

CENTRAL





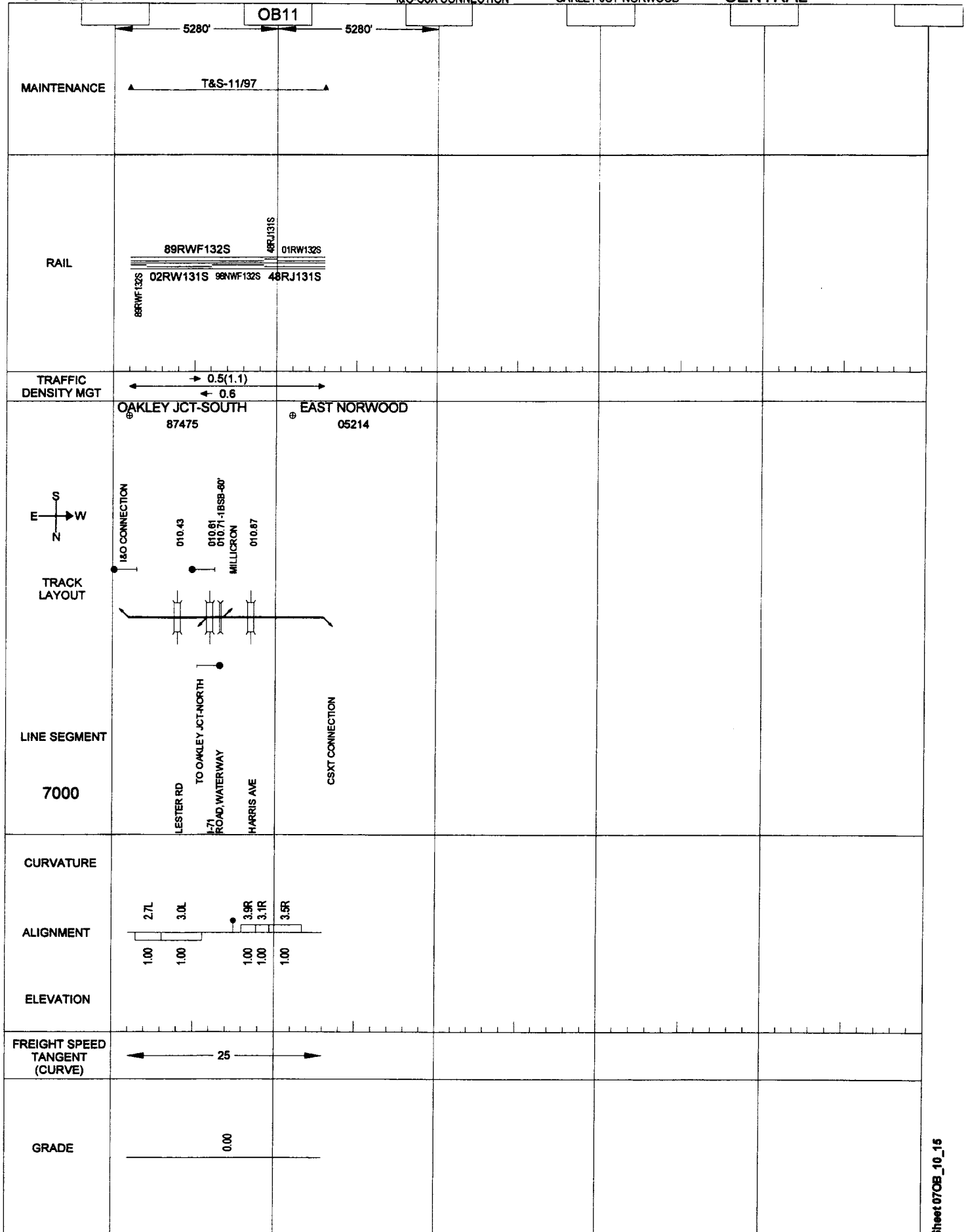
06/28/2004

214

I&O-CSX CONNECTION

OAKLEY JCT-NORWOOD

CENTRAL



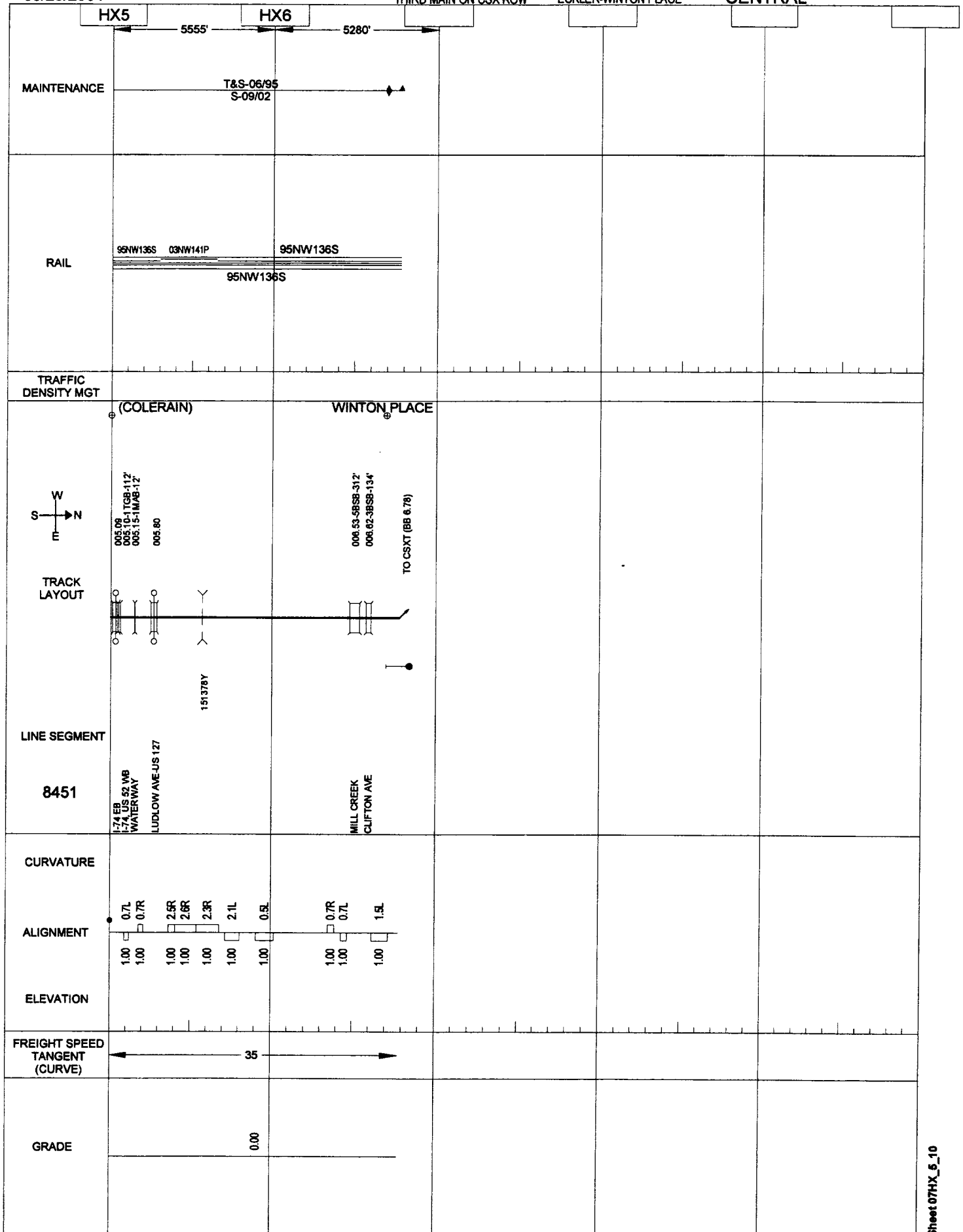
06/28/2004

216

THIRD MAIN ON CSX ROW

ECKLER-WINTON PLACE

CENTRAL



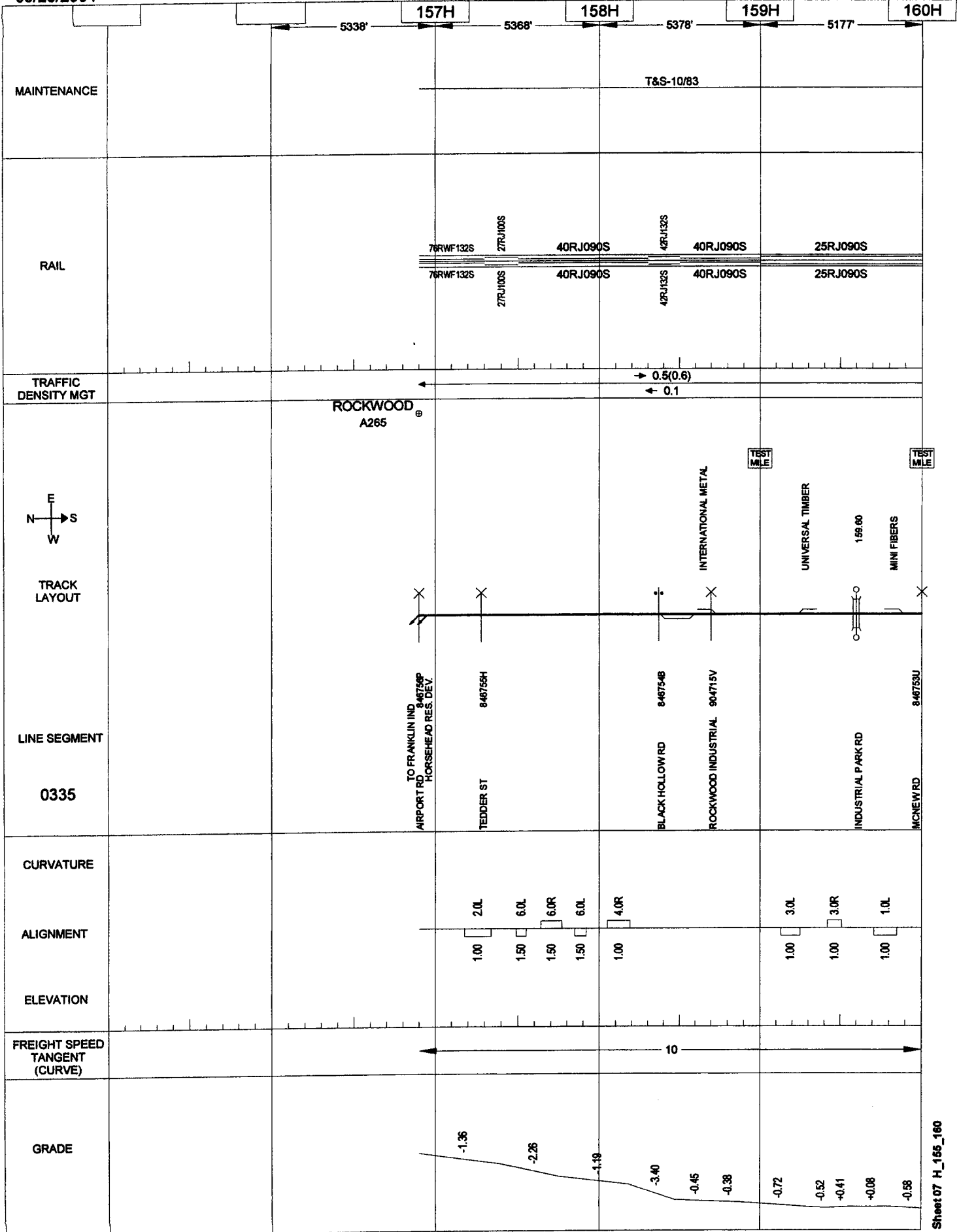
06/28/2004

217

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



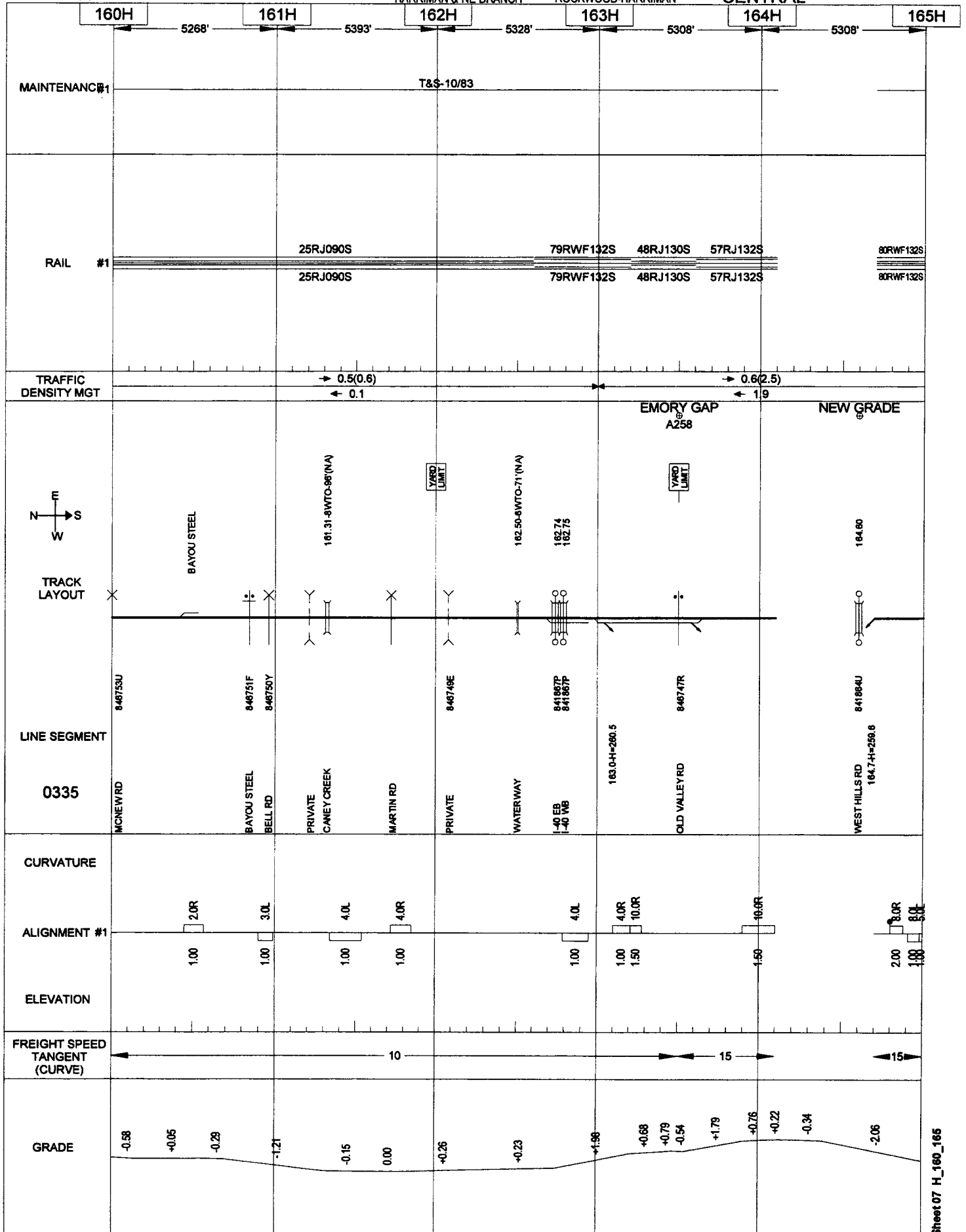
06/28/2004

218

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL

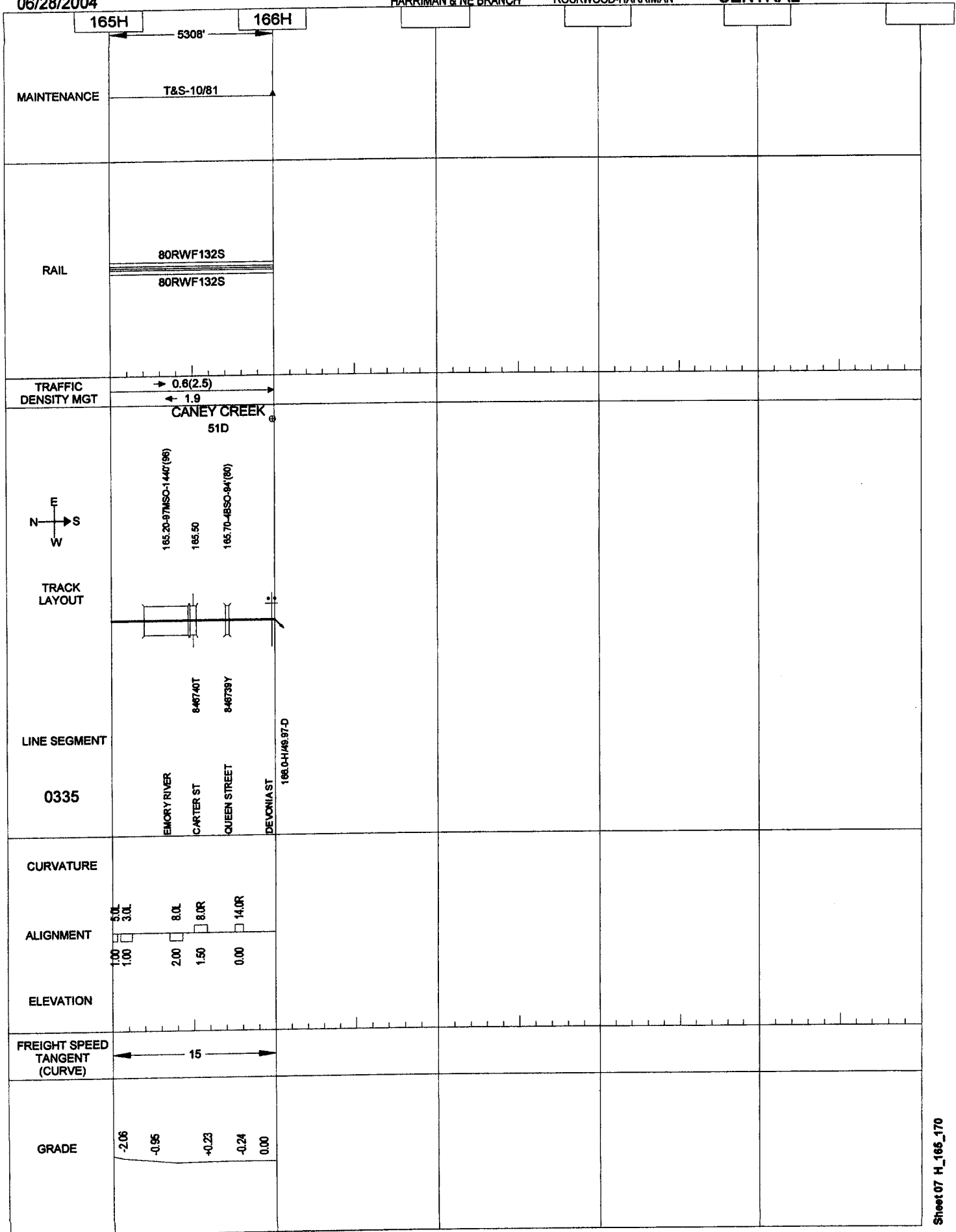


06/28/2004

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



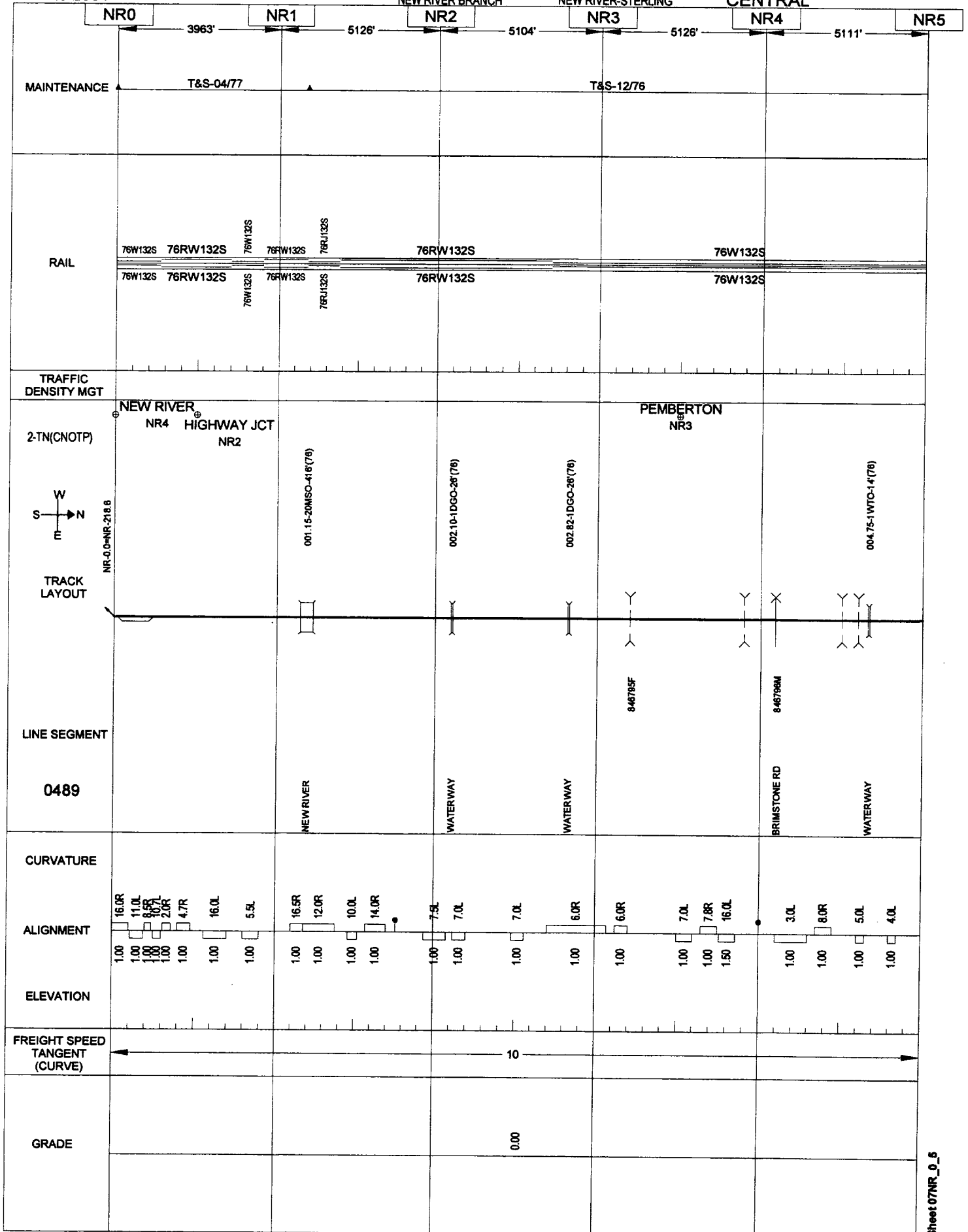
06/28/2004

220

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



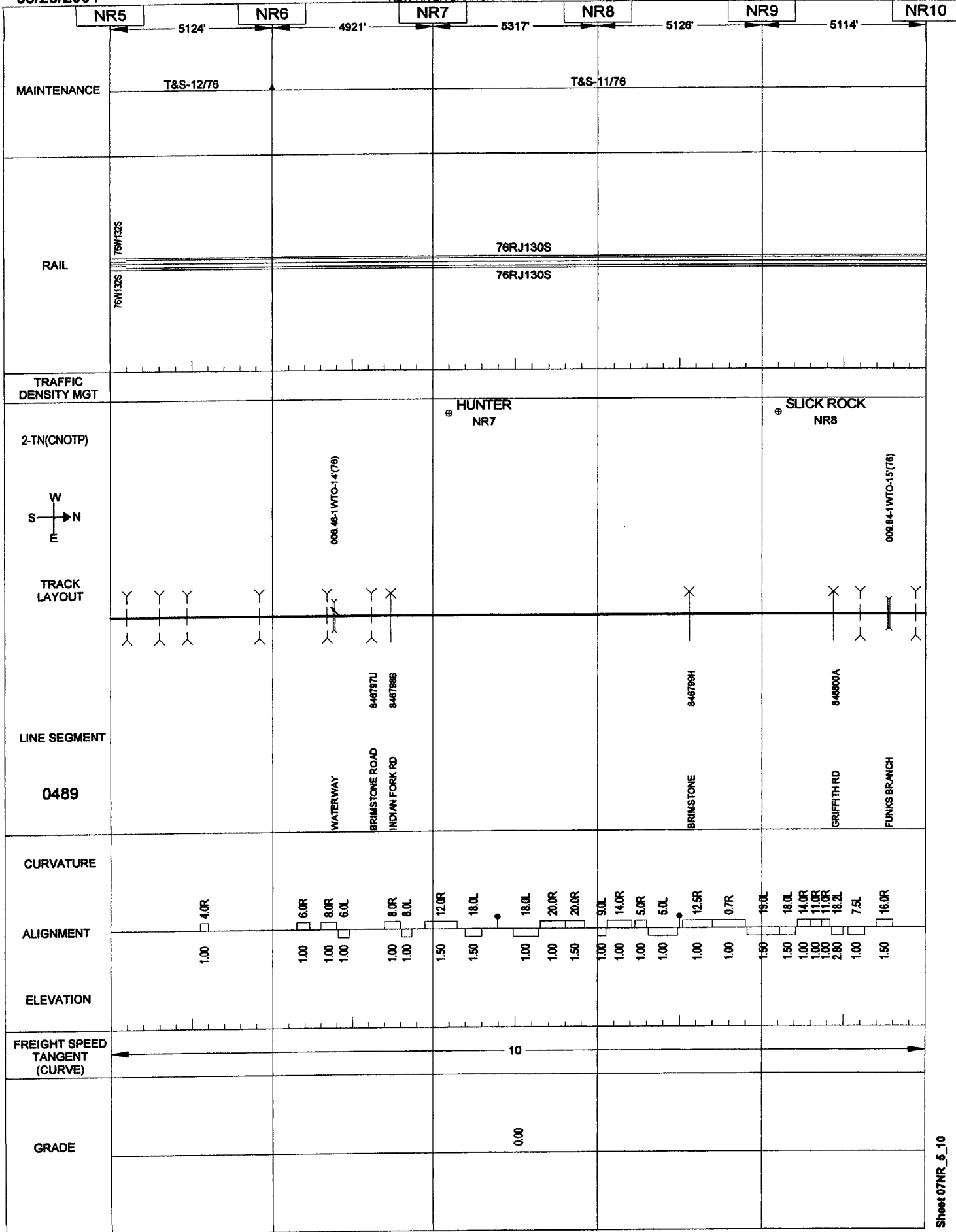
06/28/2004

221

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



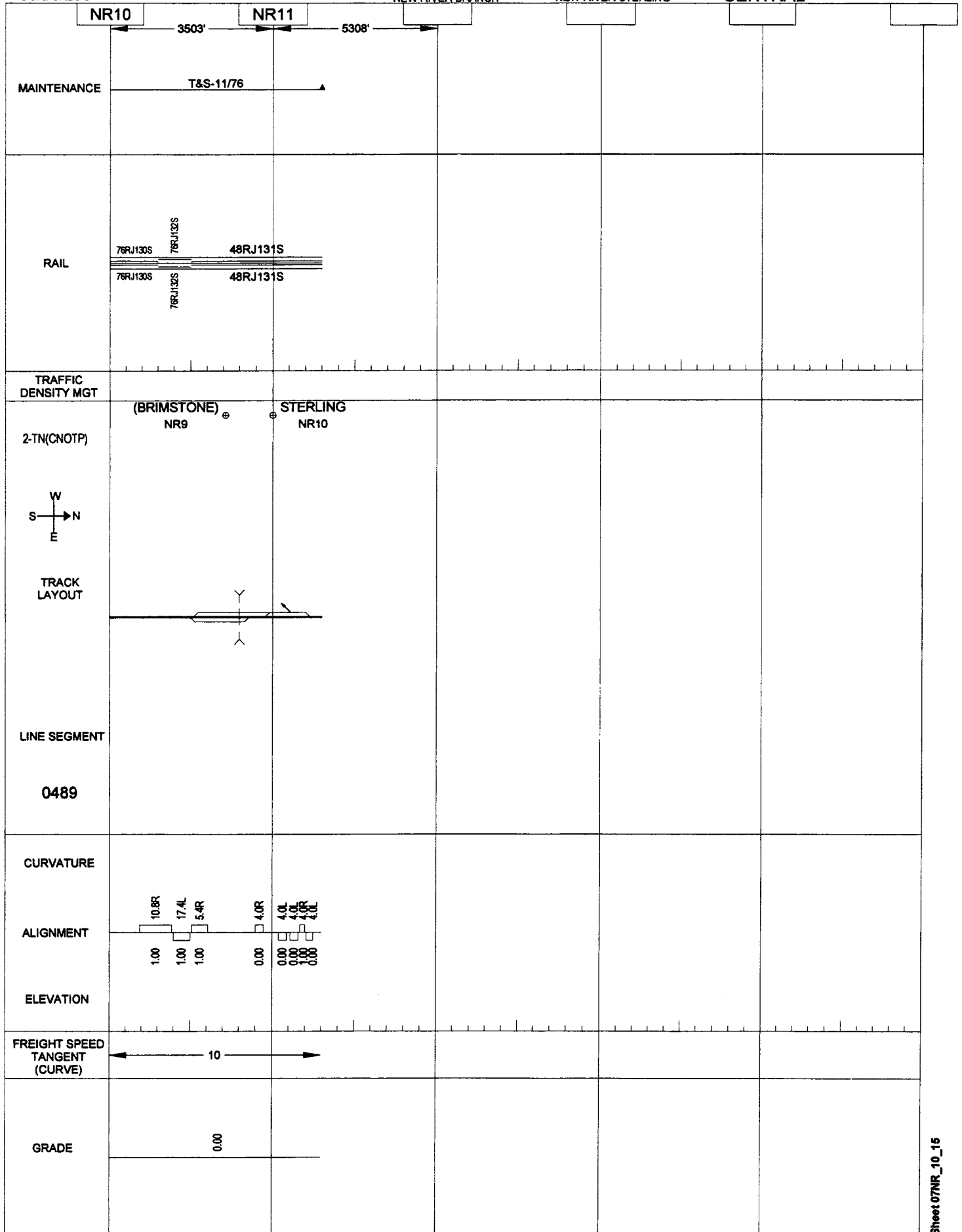
06/28/2004

222

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



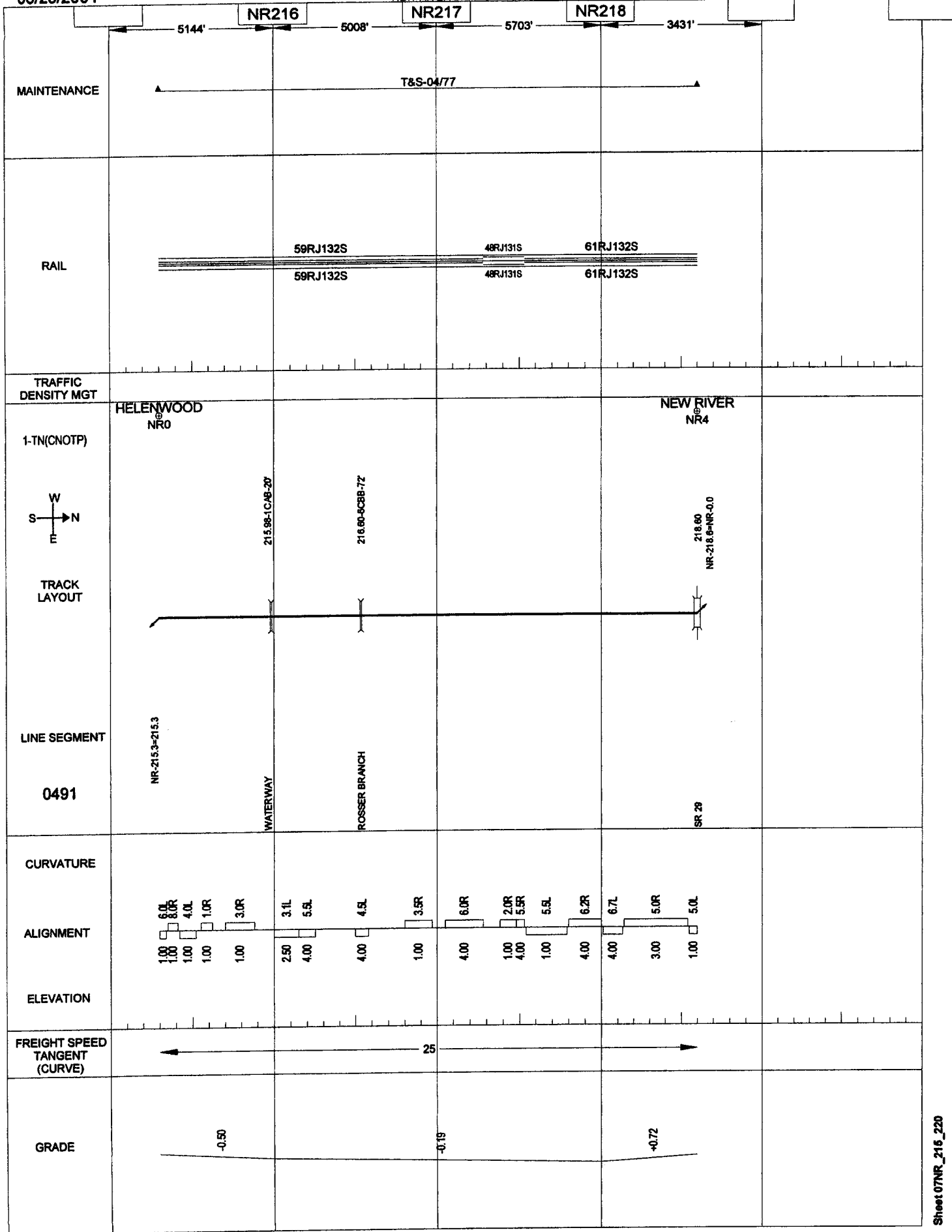
06/28/2004

223

NEW RIVER BRANCH

HELENWOOD-NEW RIVER

CENTRAL



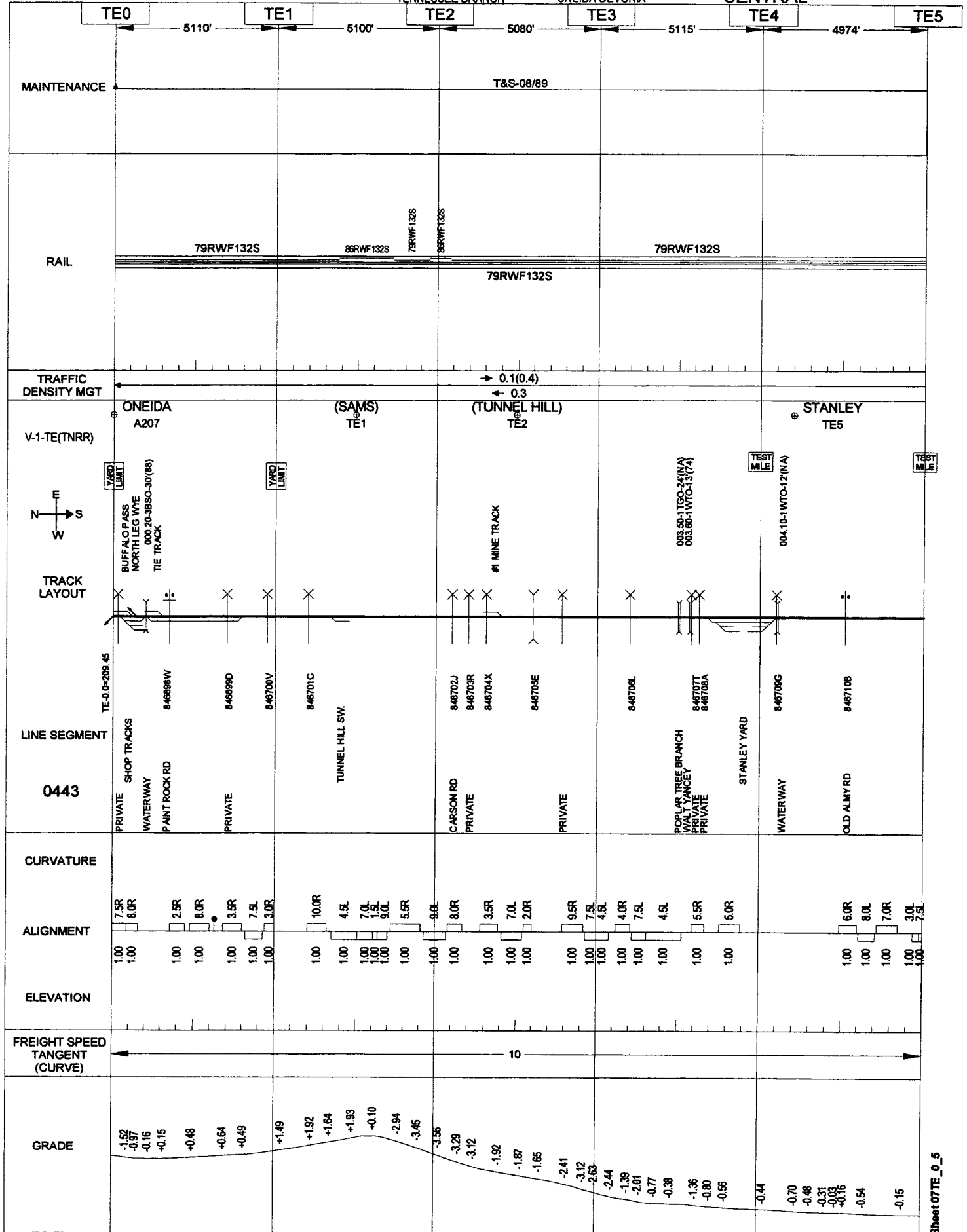
06/28/2004

224

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



CENTRAL

TE10

RAIL

V-1-TE(TNRR)



TRACK LAYOUT

LINE SEGMENT

0443

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

T&S-08/89

79RWF132S

79RWF132S

→ 0.1(0.4)
← 0.3

**TEST
MILE**

TEST
MILE

007.40-1 DGO-49'(94)

008.20-1 DGO-34'(94)

008.60-1 TTO-105'(NA)

NEWTOWN
TE9

009 10-1 DGO-50'(N A)

009.40-1 TFO-128'(94)

009.80-2DGO-127(99)

348711H

848712D

848713V

CROSS'S CROSSING
CROSSES CREEK

LITTLE LAUREL

LONG LAUREL

**WATERWAY
SR 63**

MUD CUT

WATERWAY

Age Group	Number of People
0-4	75
5-9	50
10-14	65
15-19	70
20-24	55
25-29	55
30-34	150
35-39	32
40-44	80
45-49	80
50-54	70
55-59	75
60-64	65
65+	70

- 10

[illegible]

CENTRAL

Sheet 07TE_10_15

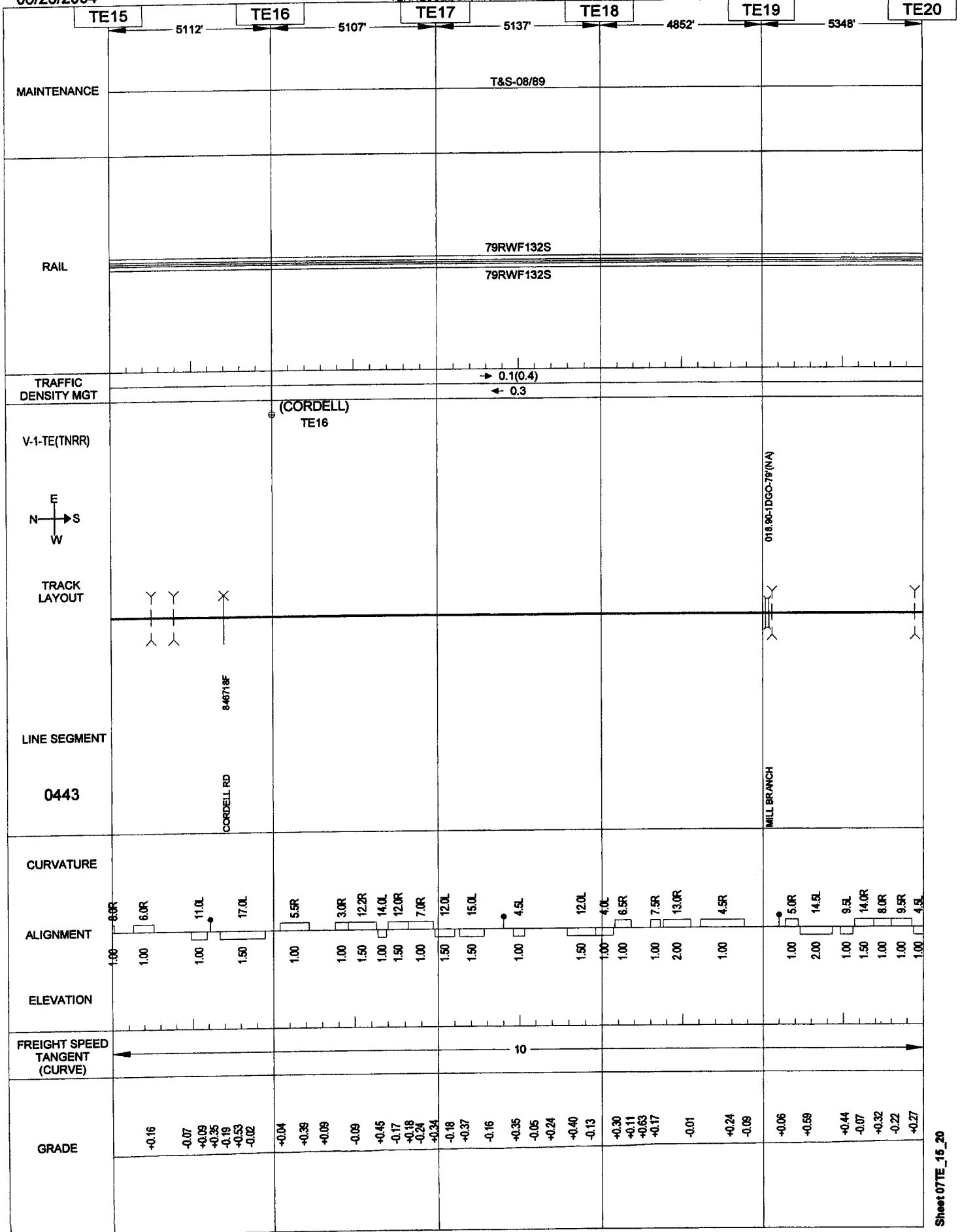
06/28/2004

227

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



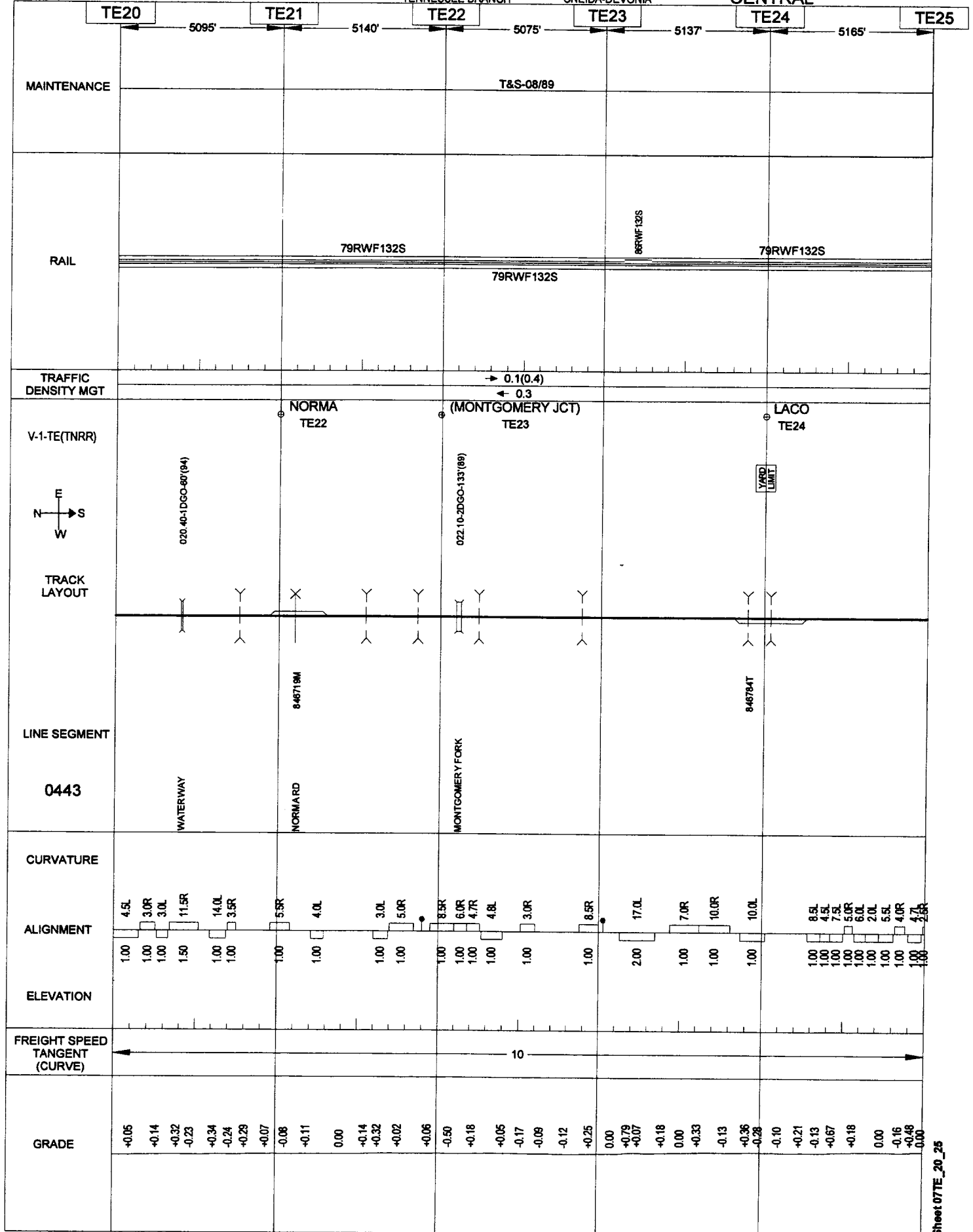
06/28/2004

228

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



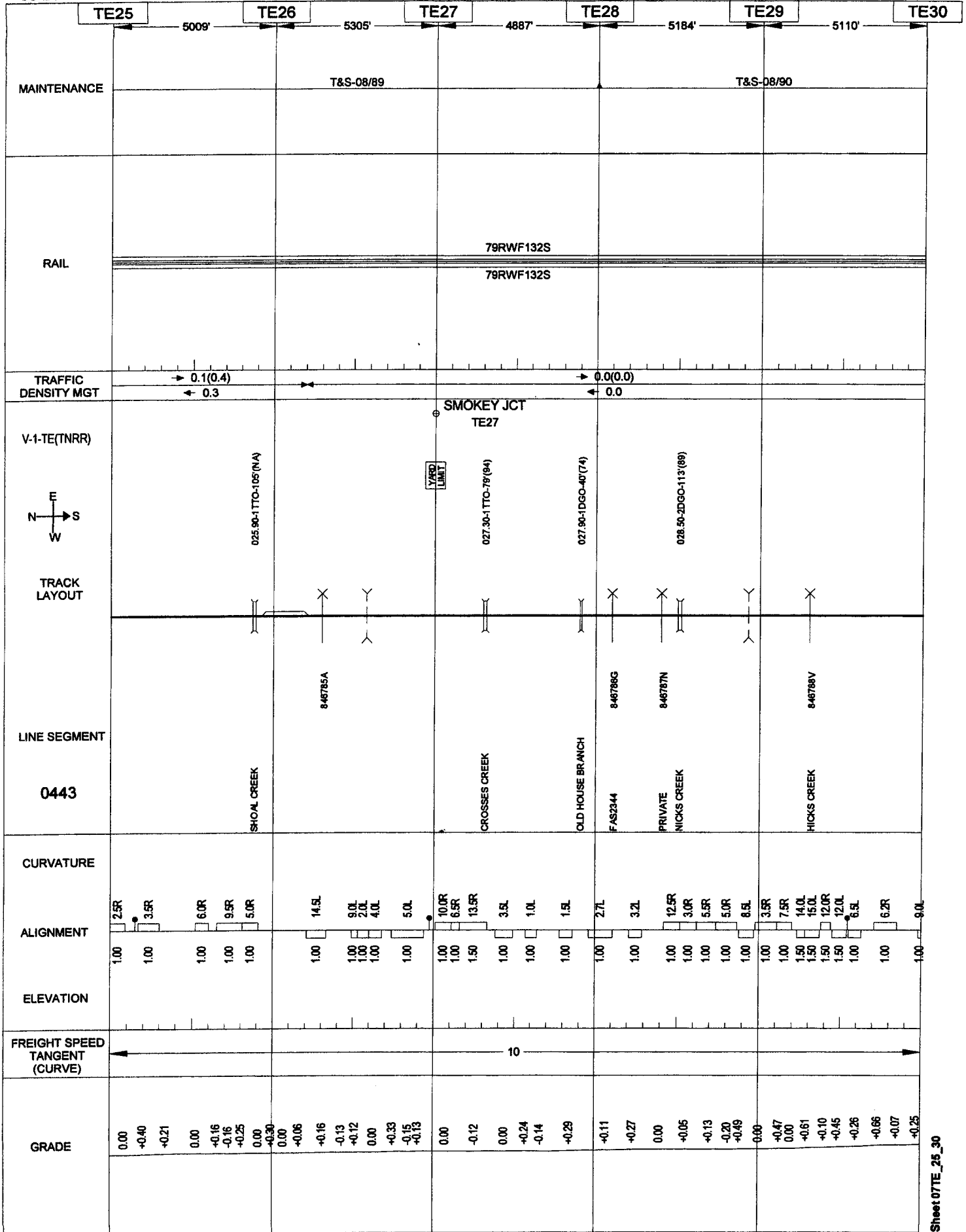
06/28/2004

229

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



	TE30	TE31	TE32	TE33	TE34	TE35
	5145'	5097'	5040'	5155'	4964'	
MAINTENANCE	T&S-08/90			T&S-09/90		
RAIL	<div>79RWF132S</div> <div>79RWF132S</div>					
TRAFFIC DENSITY MGT	<div>→ 0.0(0.0)</div> <div>← 0.0</div>					
V-1-TE(TNRR)	<div>BEECH FORK TE33</div> <div>SWISHER TE34</div>					
<div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div> <div>TRACK LAYOUT</div>	<div>031 90-2DGO-134'(89)</div> <div>BEECH FORK</div> <div>SR 118</div> <div>846789C</div>					
LINE SEGMENT	0443					
CURVATURE						
ALIGNMENT	9.0L	6.5L	6.7L	6.5L	15.0R	5.0R
ELEVATION	1.00	1.00	1.00	1.00	1.00	1.00
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	-0.43	-0.25	-0.83	-0.16	-0.06	-0.36

CENTRAL

Sheet 07TE_35_40

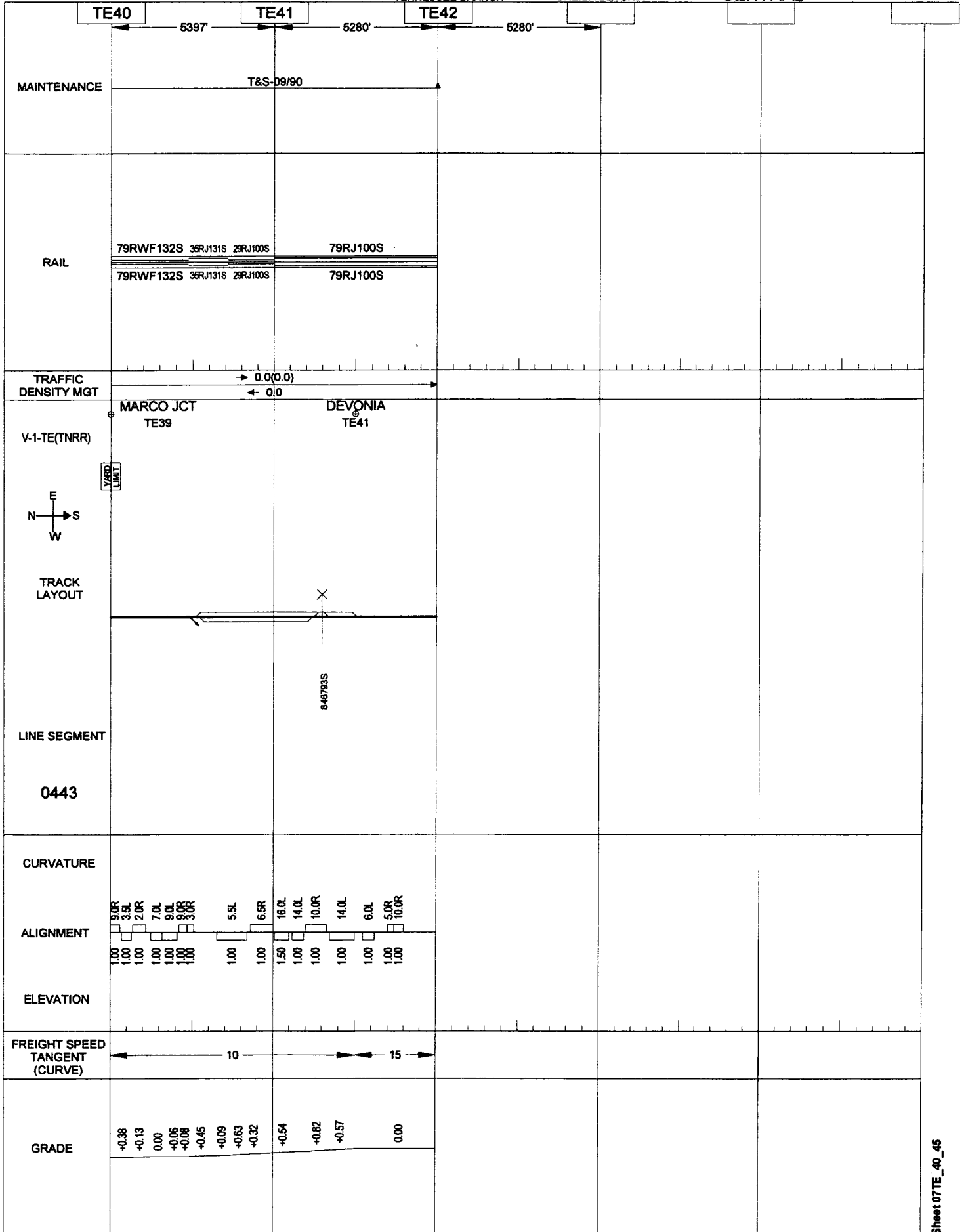
06/28/2004

232

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



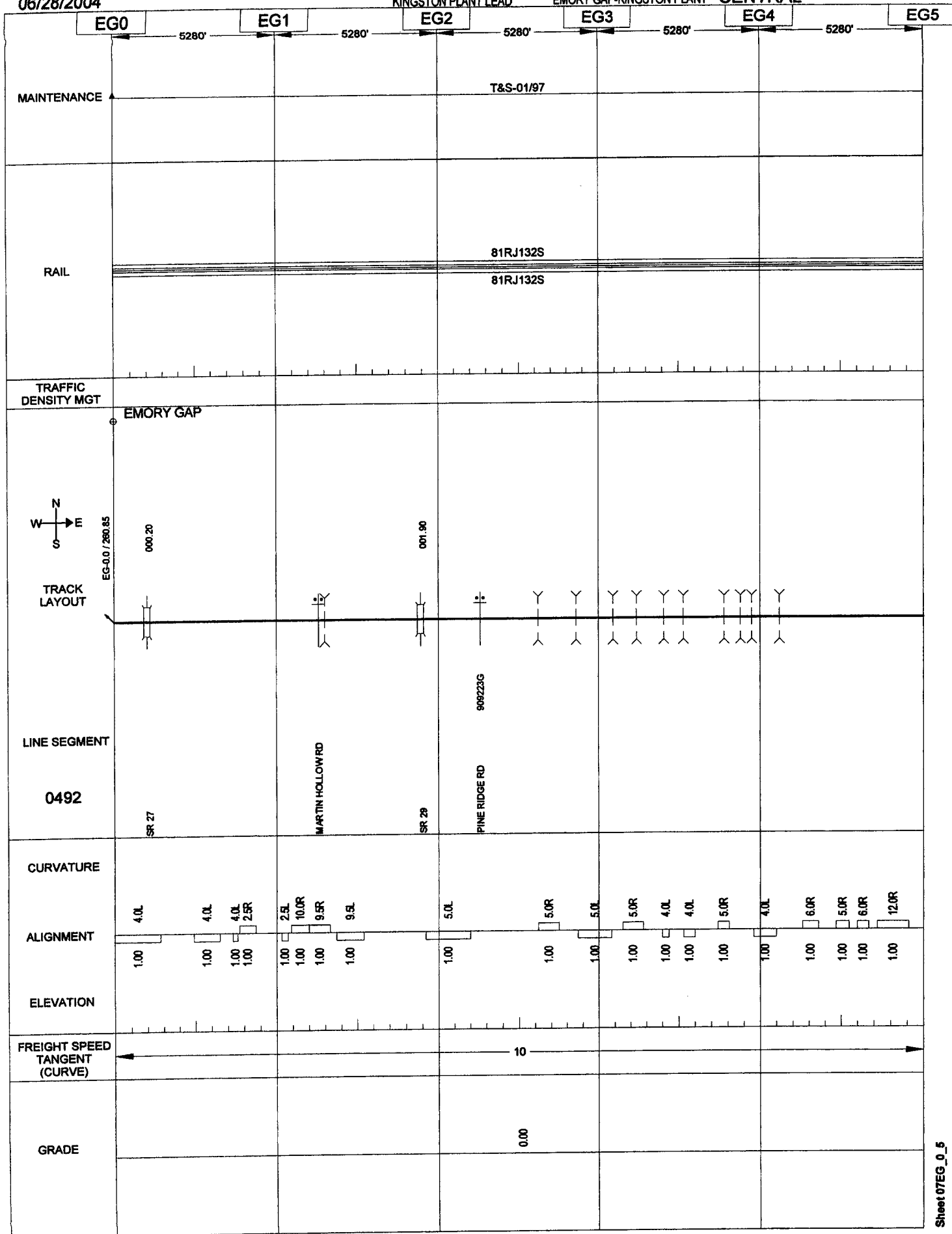
06/28/2004

233

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



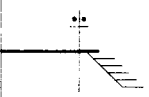
06/28/2004

234

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL

	EG5	5280'					
MAINTENANCE	T&S-01/97▲						
RAIL	81RJ132S 81RJ132S						
TRAFFIC DENSITY MGT							
	TYA						
<div> <div>N W—E S</div> <div>TRACK LAYOUT</div> </div>							
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						

07/02/2004

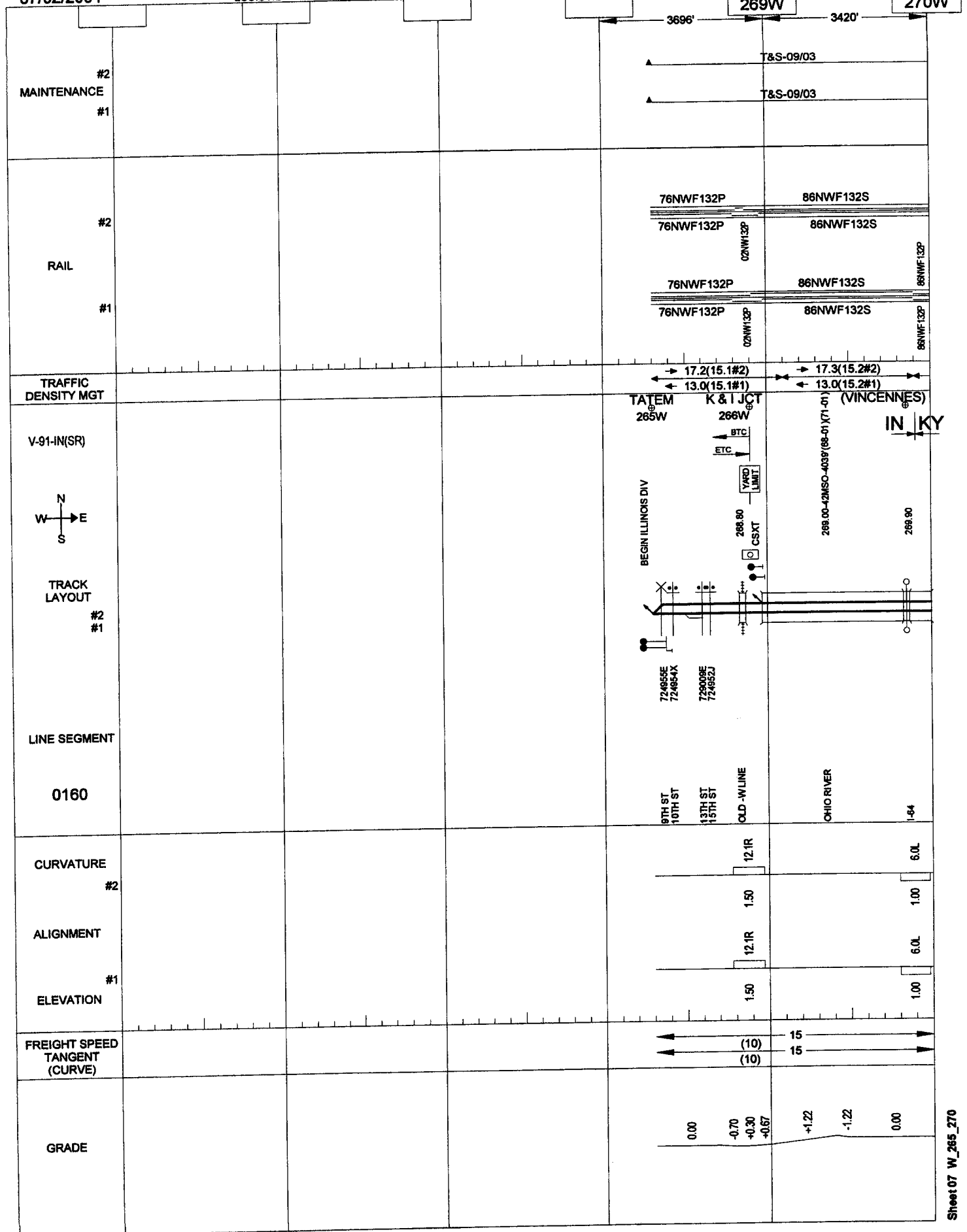
LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

269W

270W



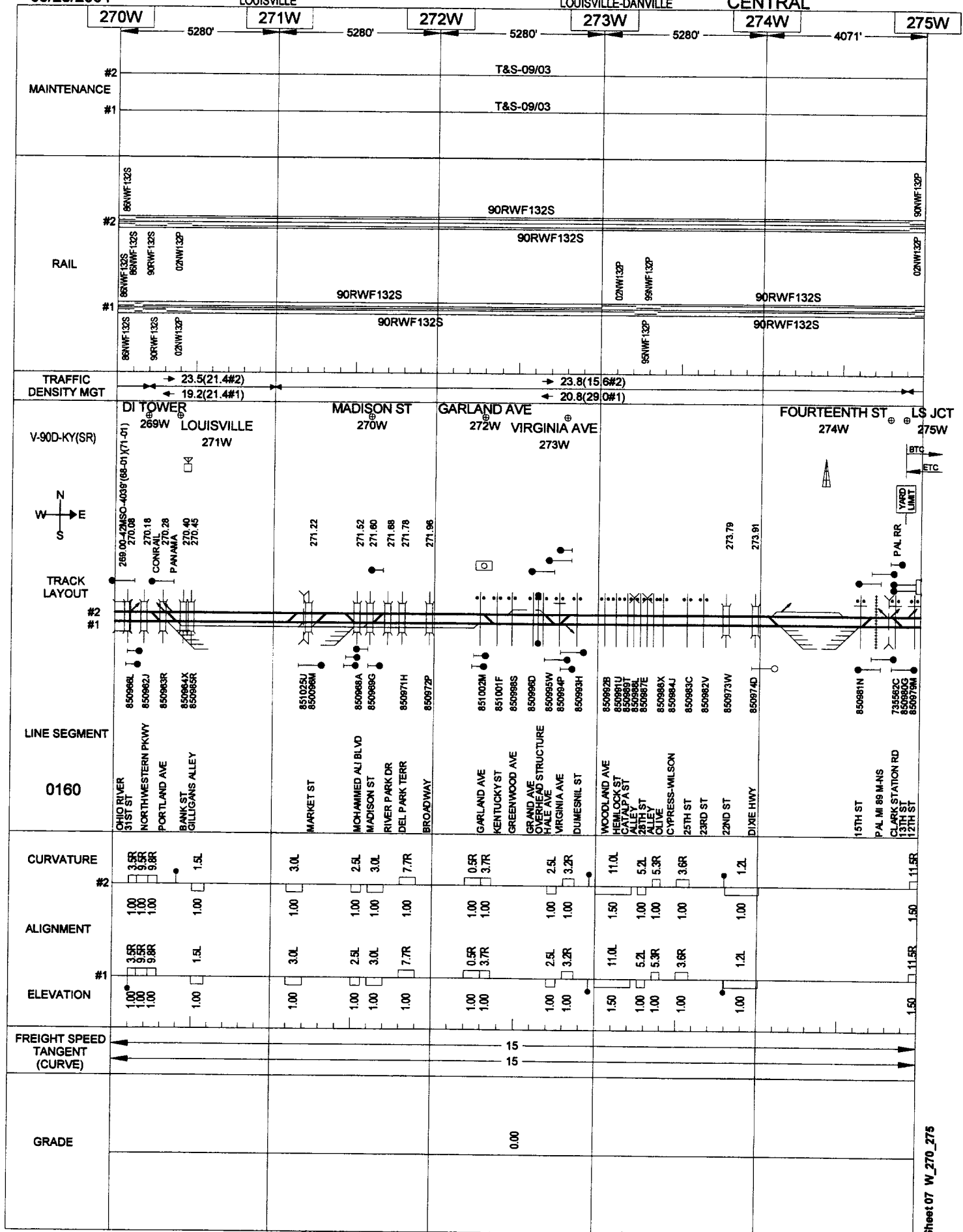
06/28/2004

236

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL





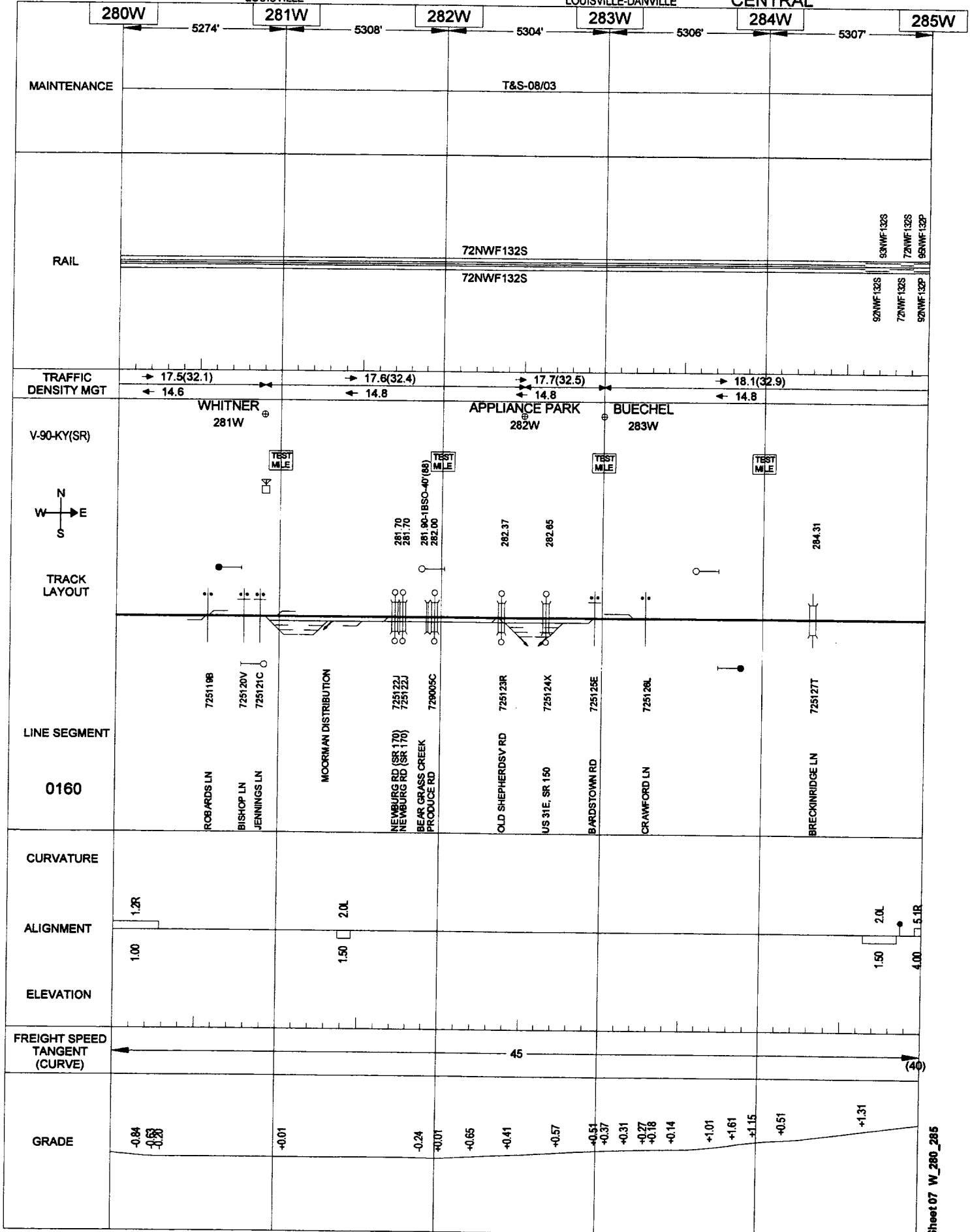
06/28/2004

238

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

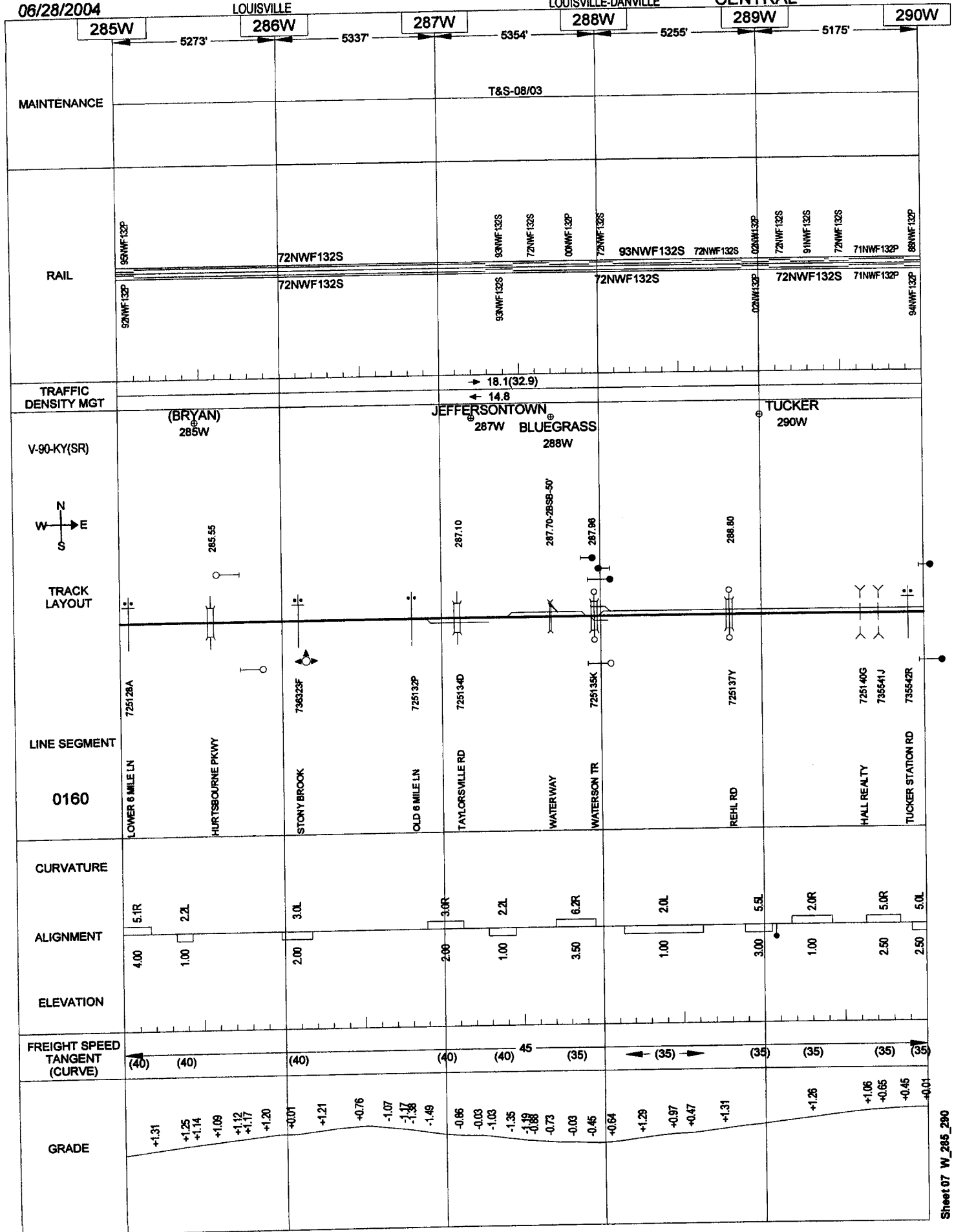


06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



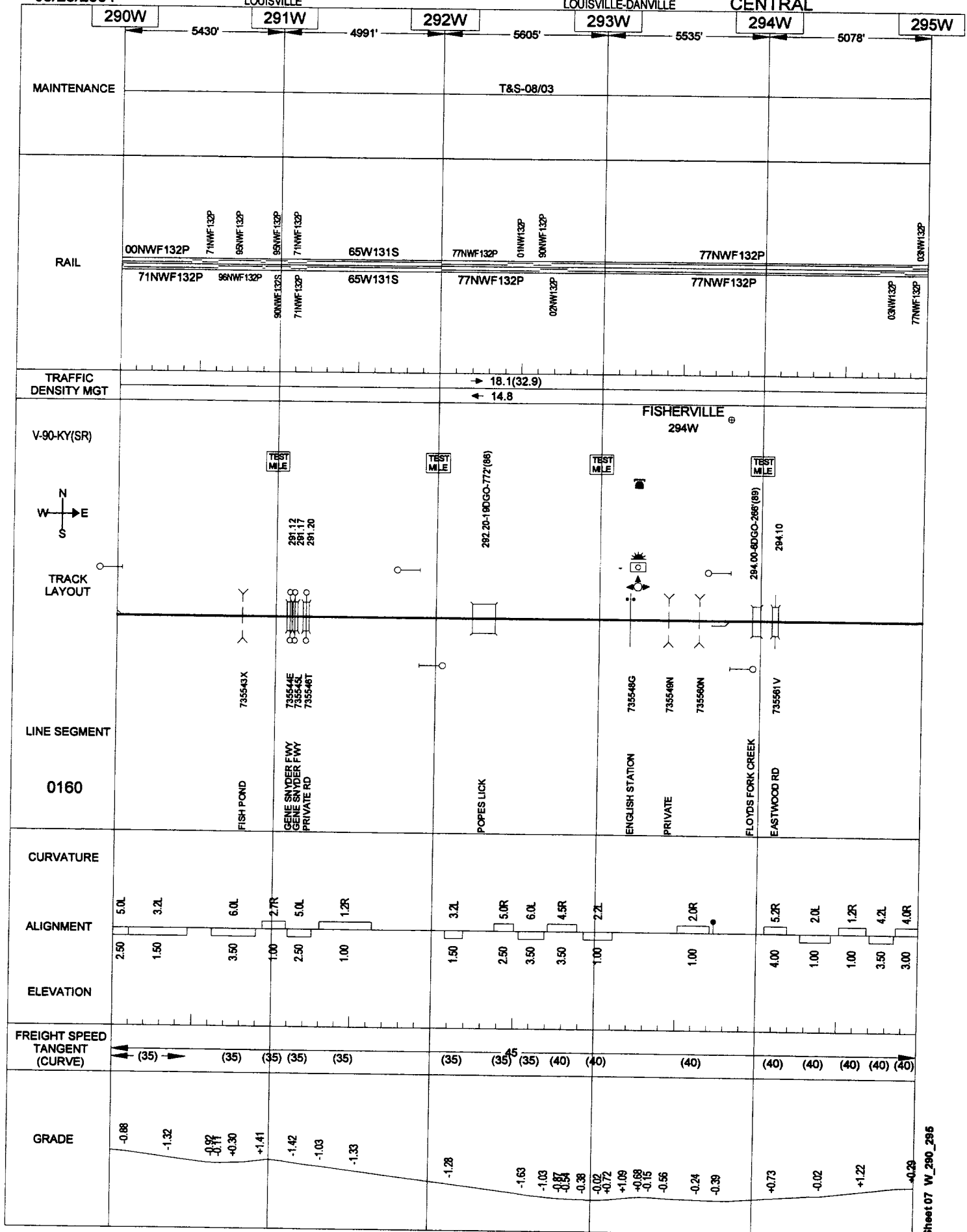
06/28/2004

240

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



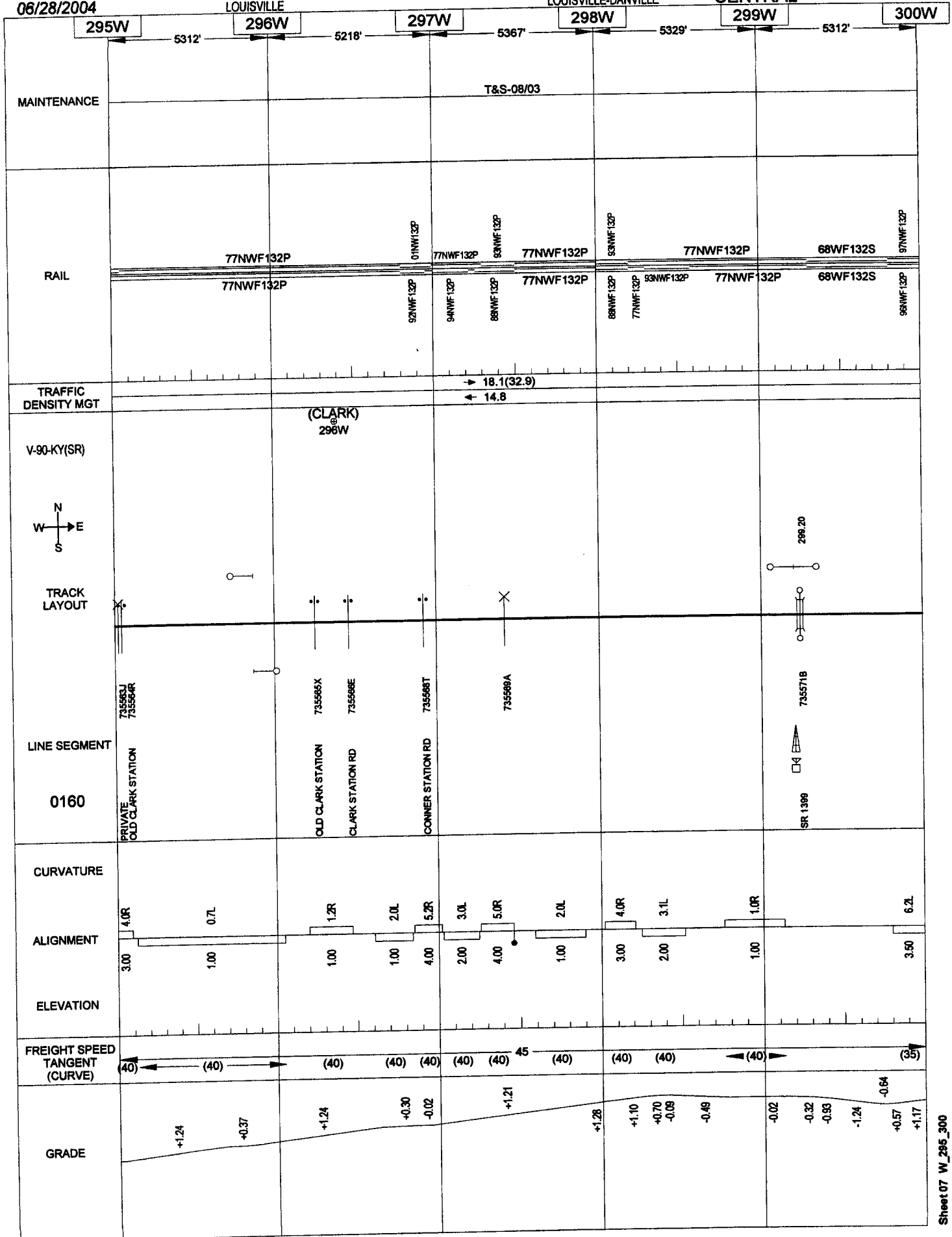
06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

300W



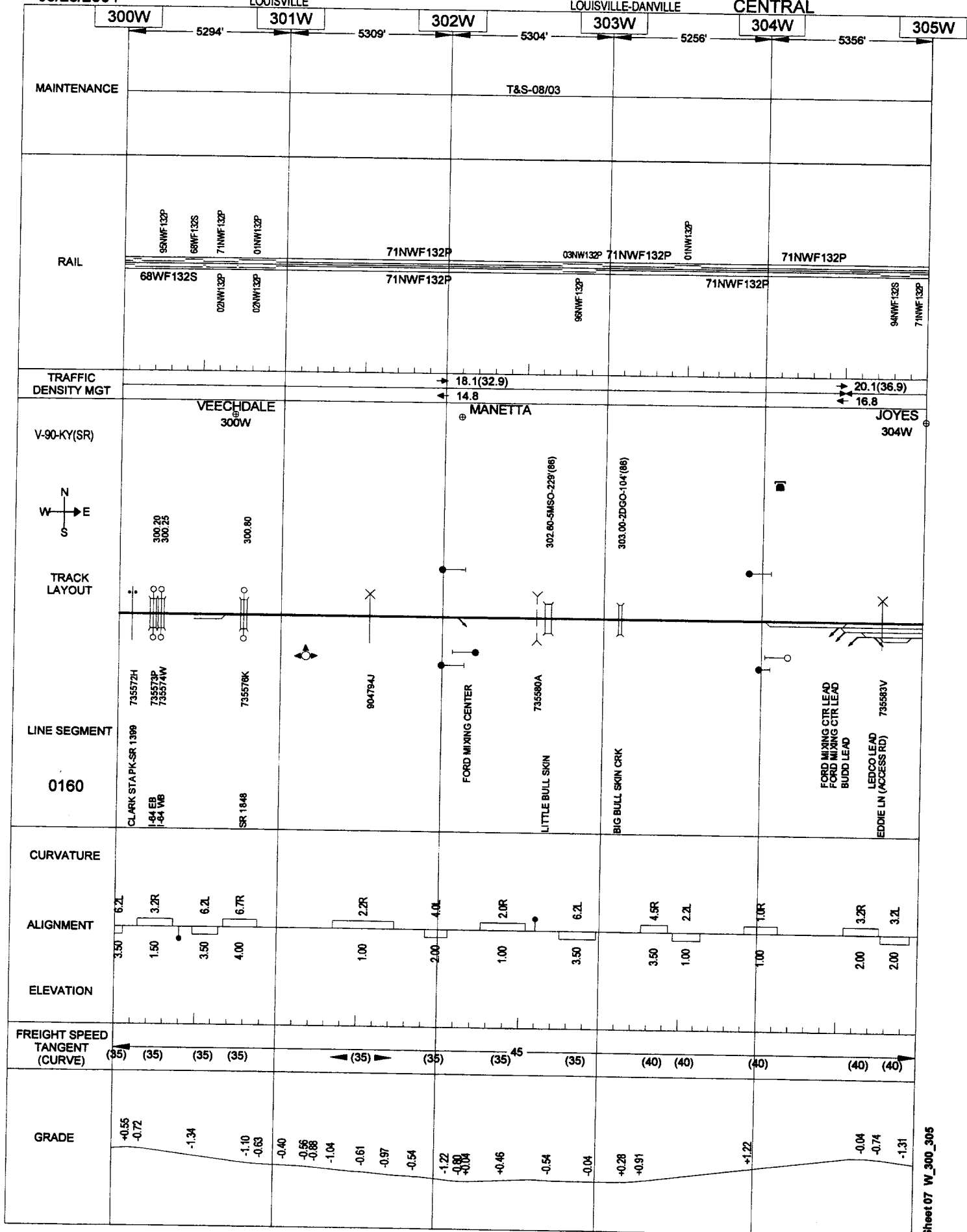
06/28/2004

242

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



Sheet 07 W_305_310

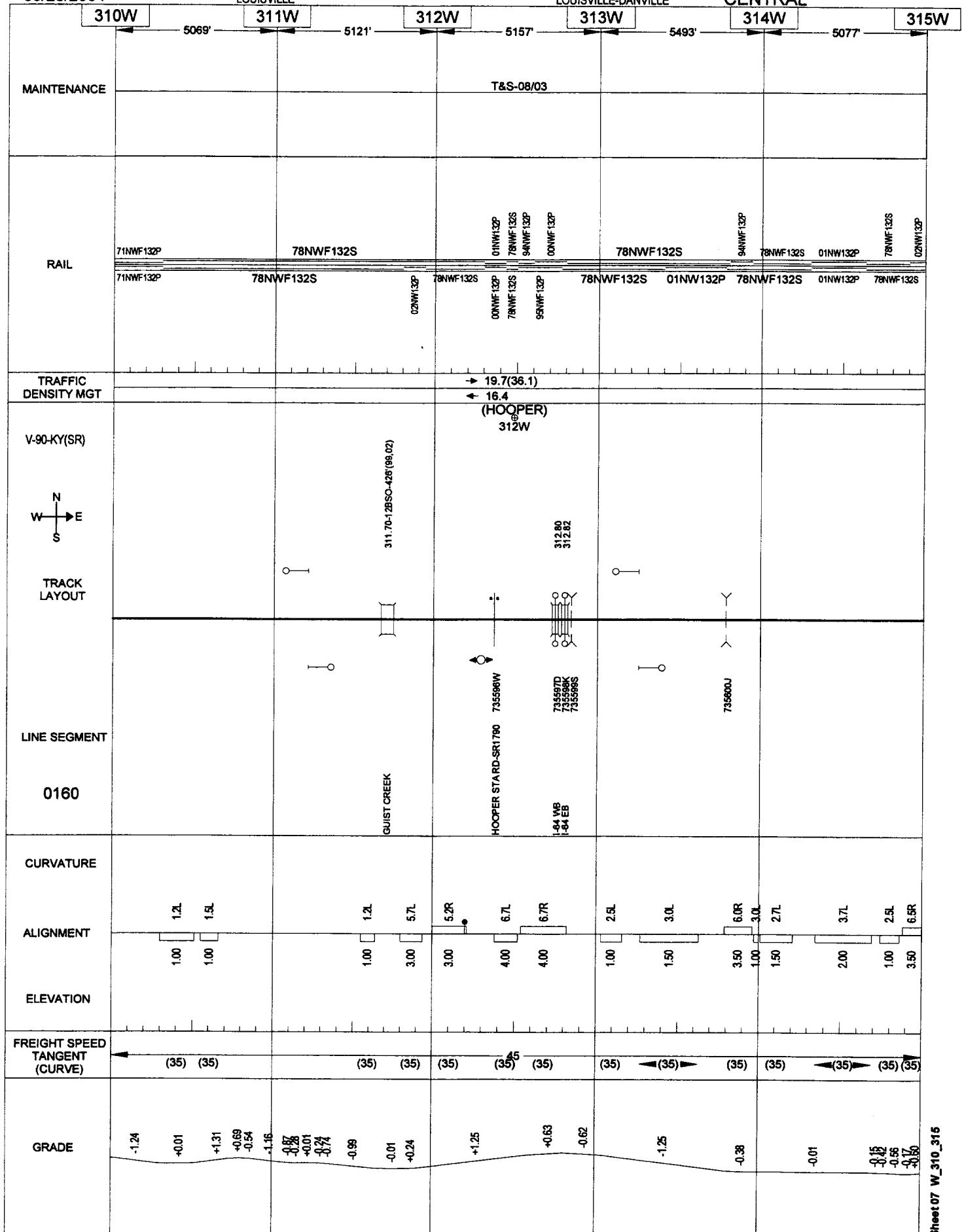
06/28/2004

244

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

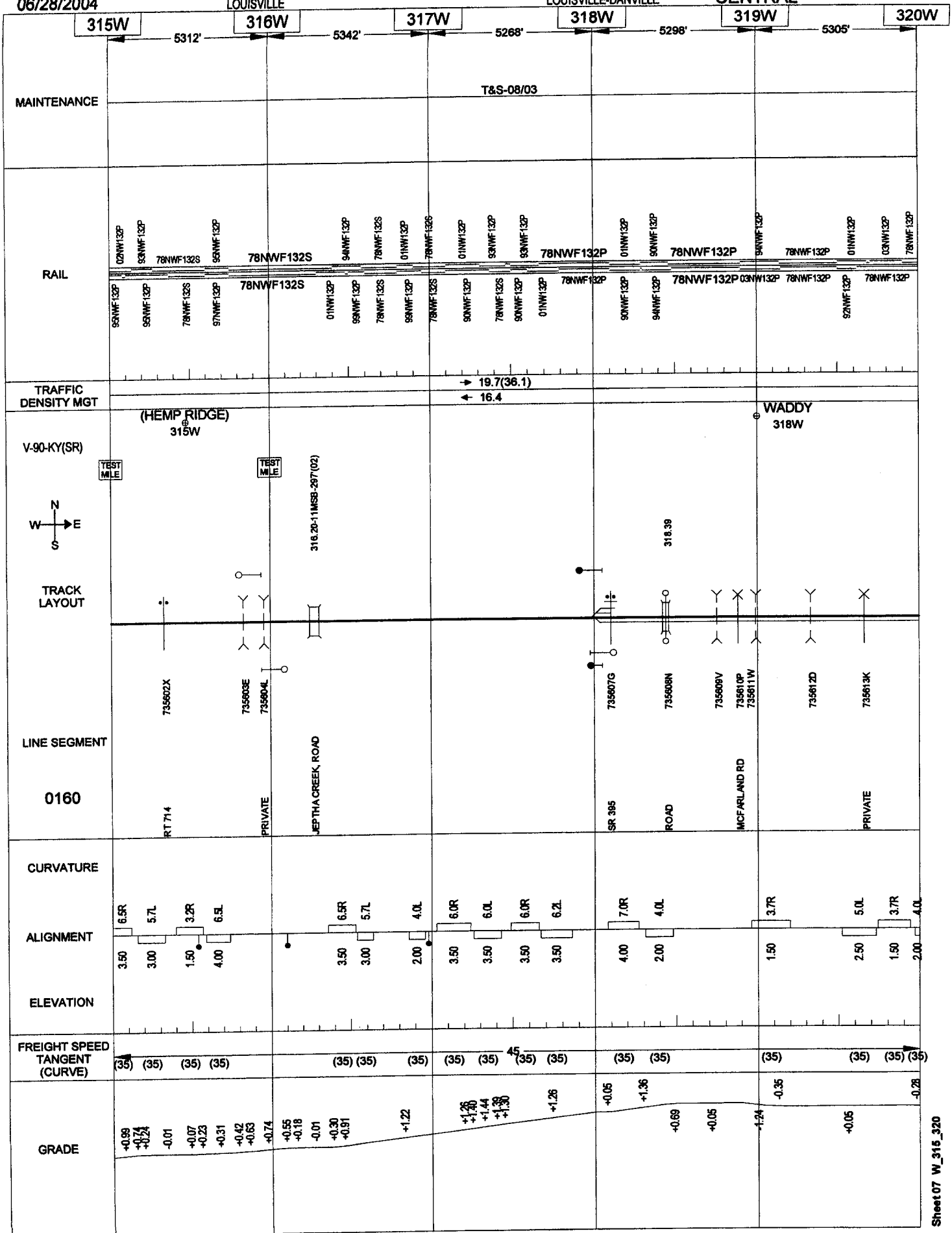


06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



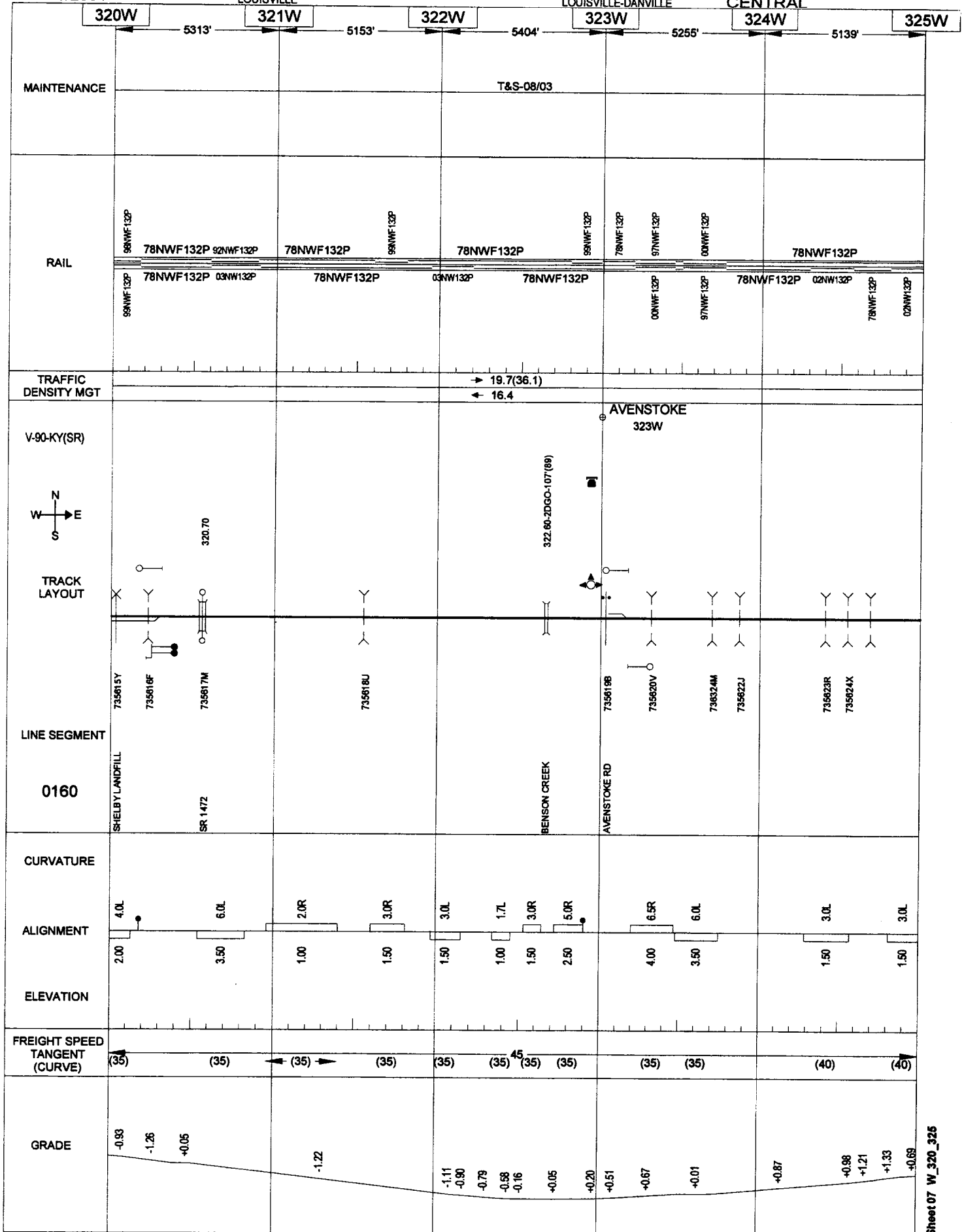
06/28/2004

246

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

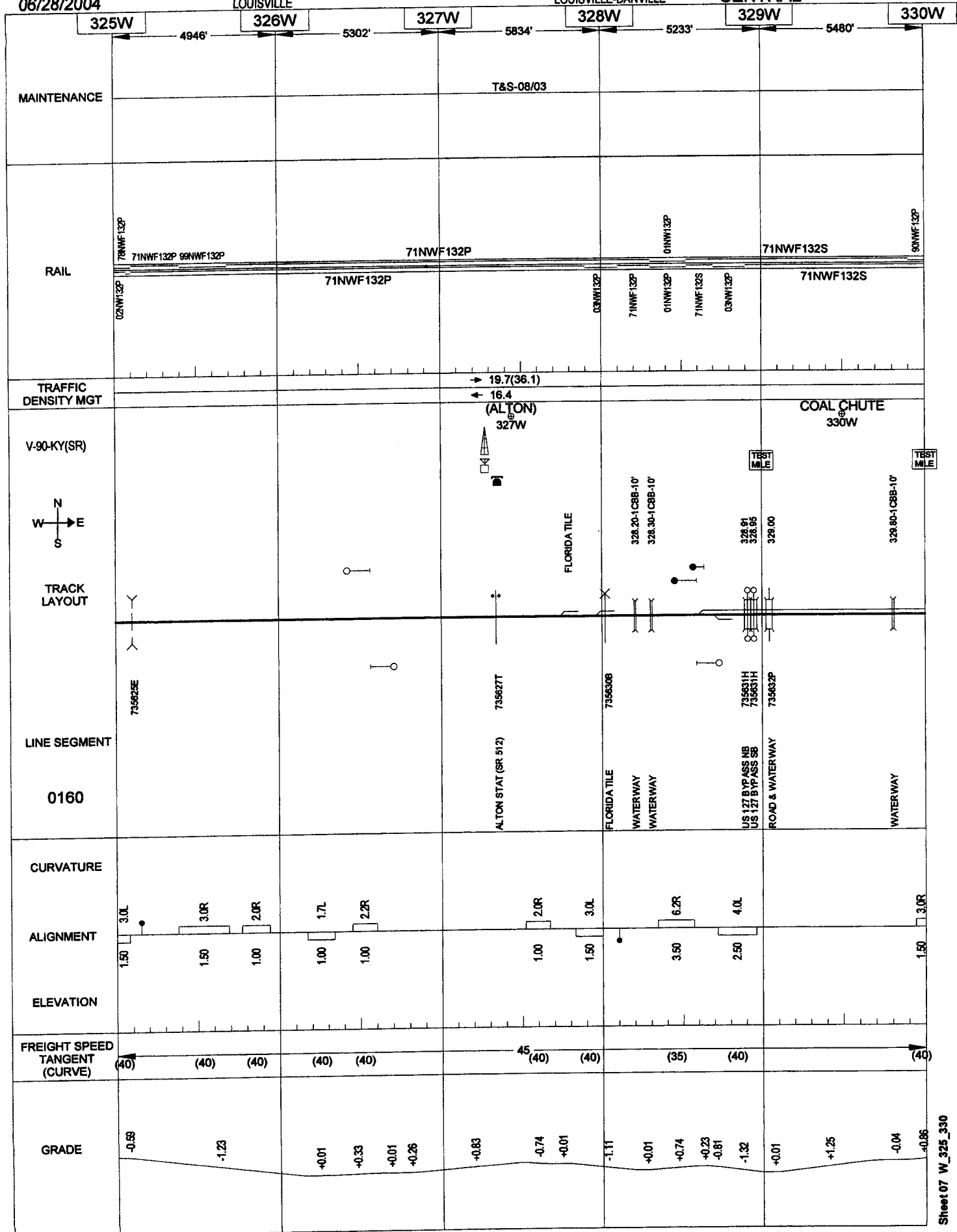


06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



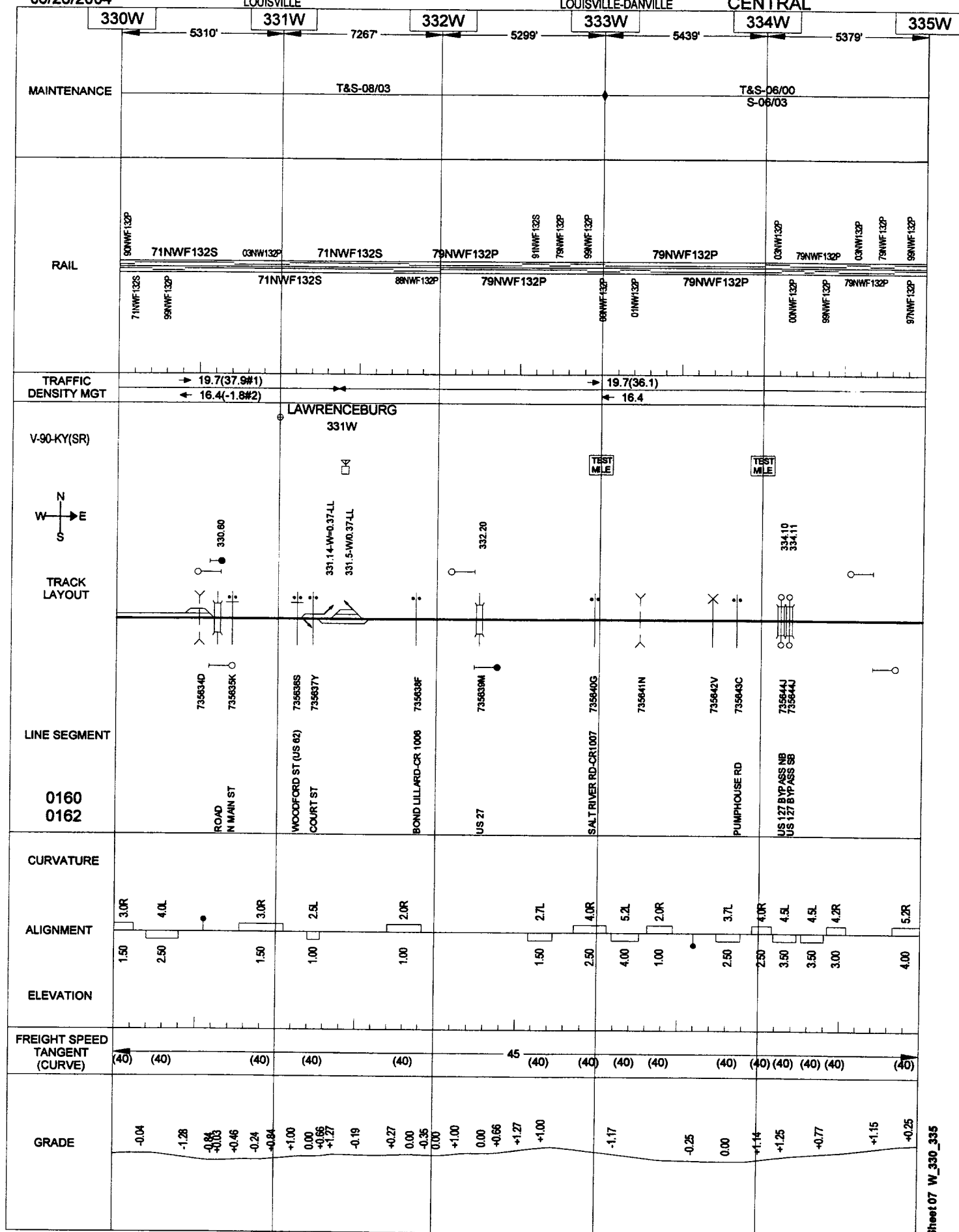
06/28/2004

248

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

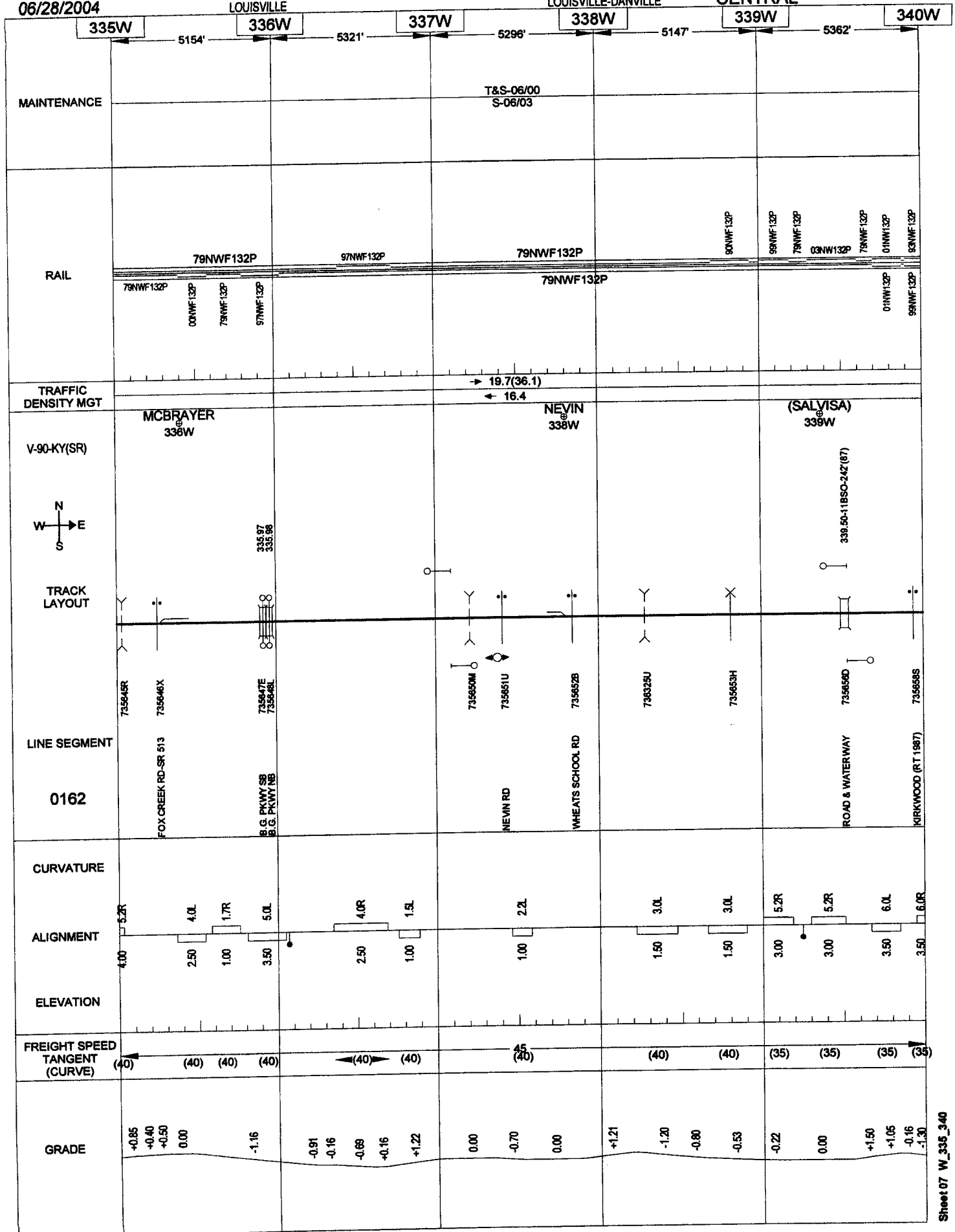


06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



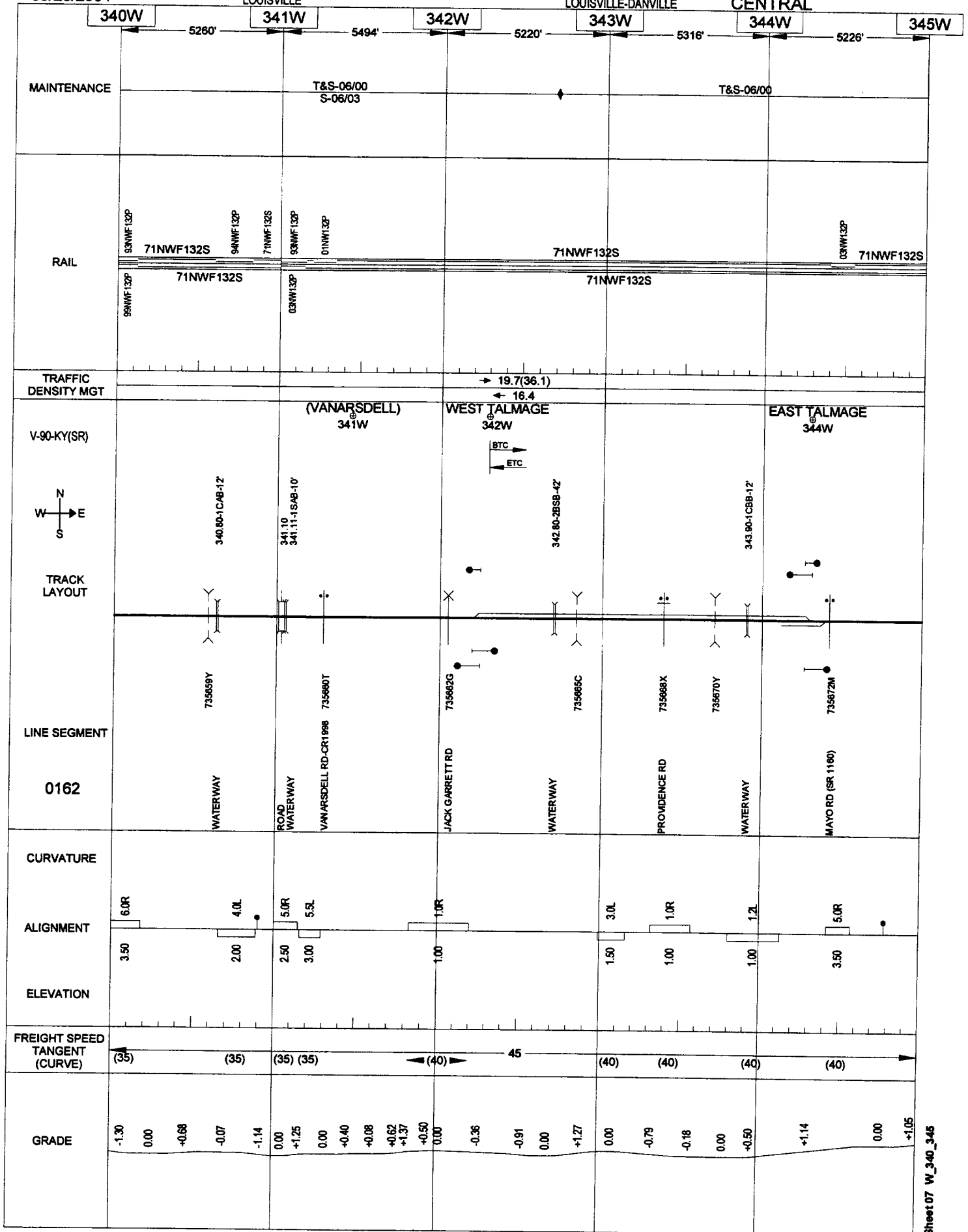
06/28/2004

250

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



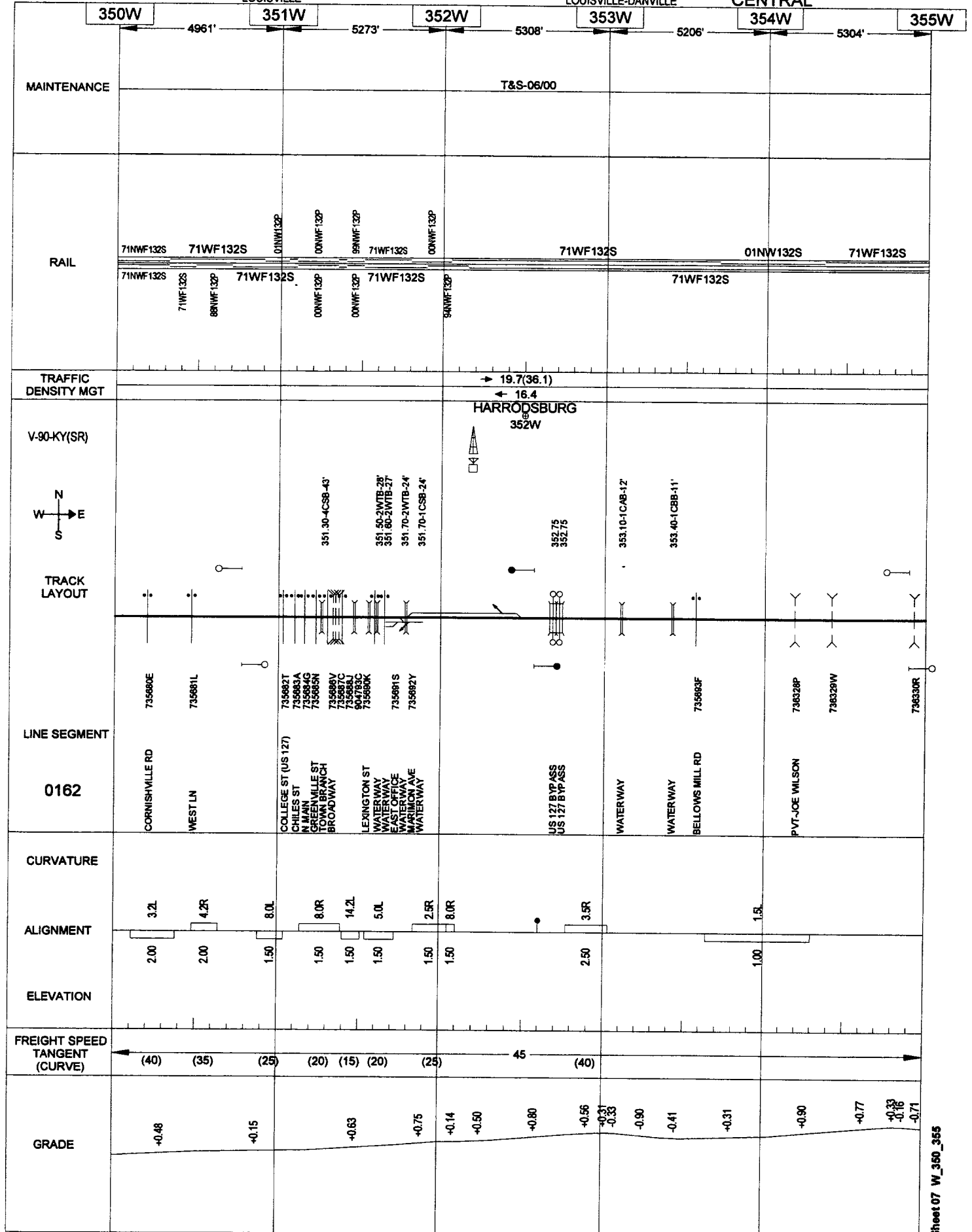
06/28/2004

252

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

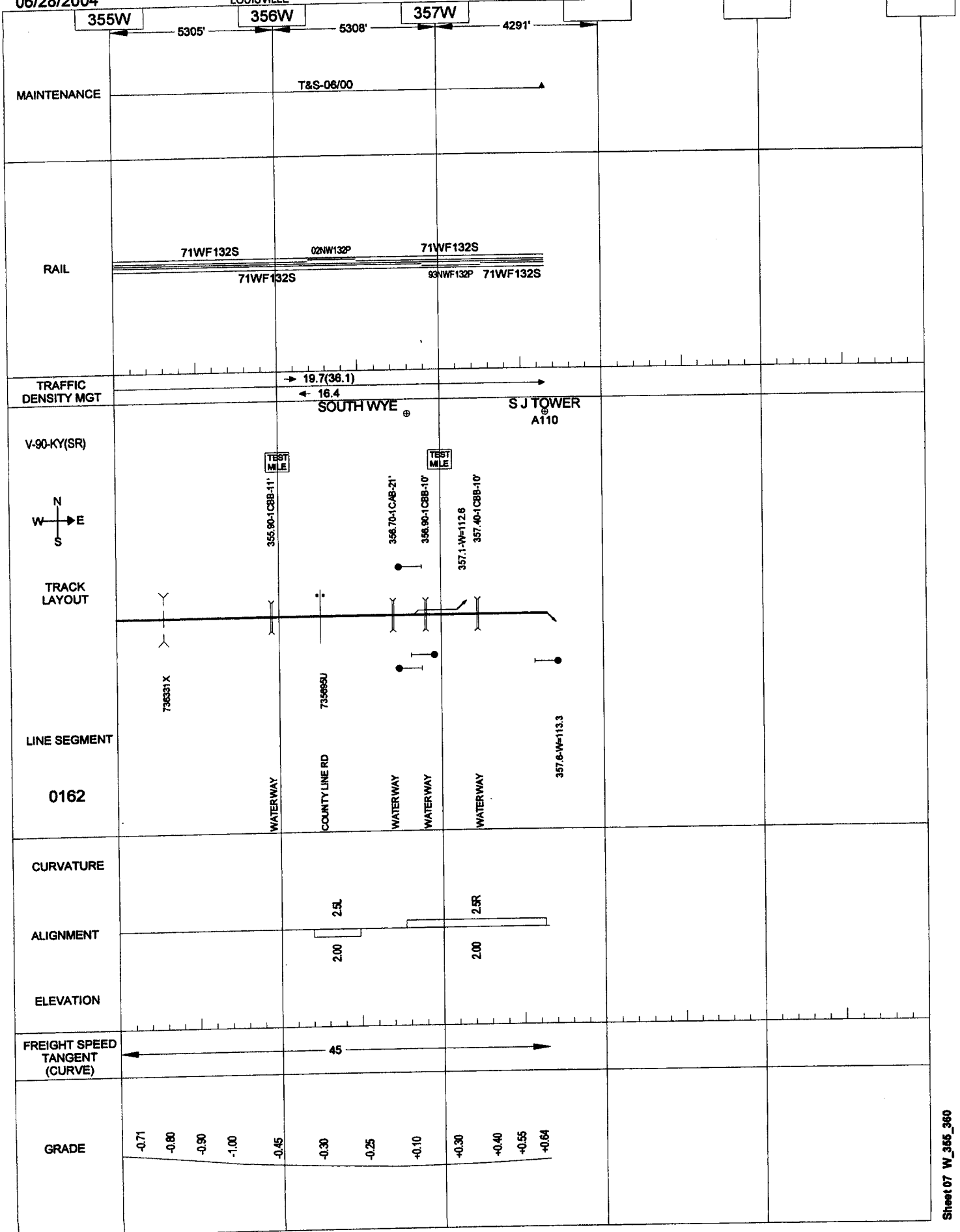


06/28/2004

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



06/14/2004

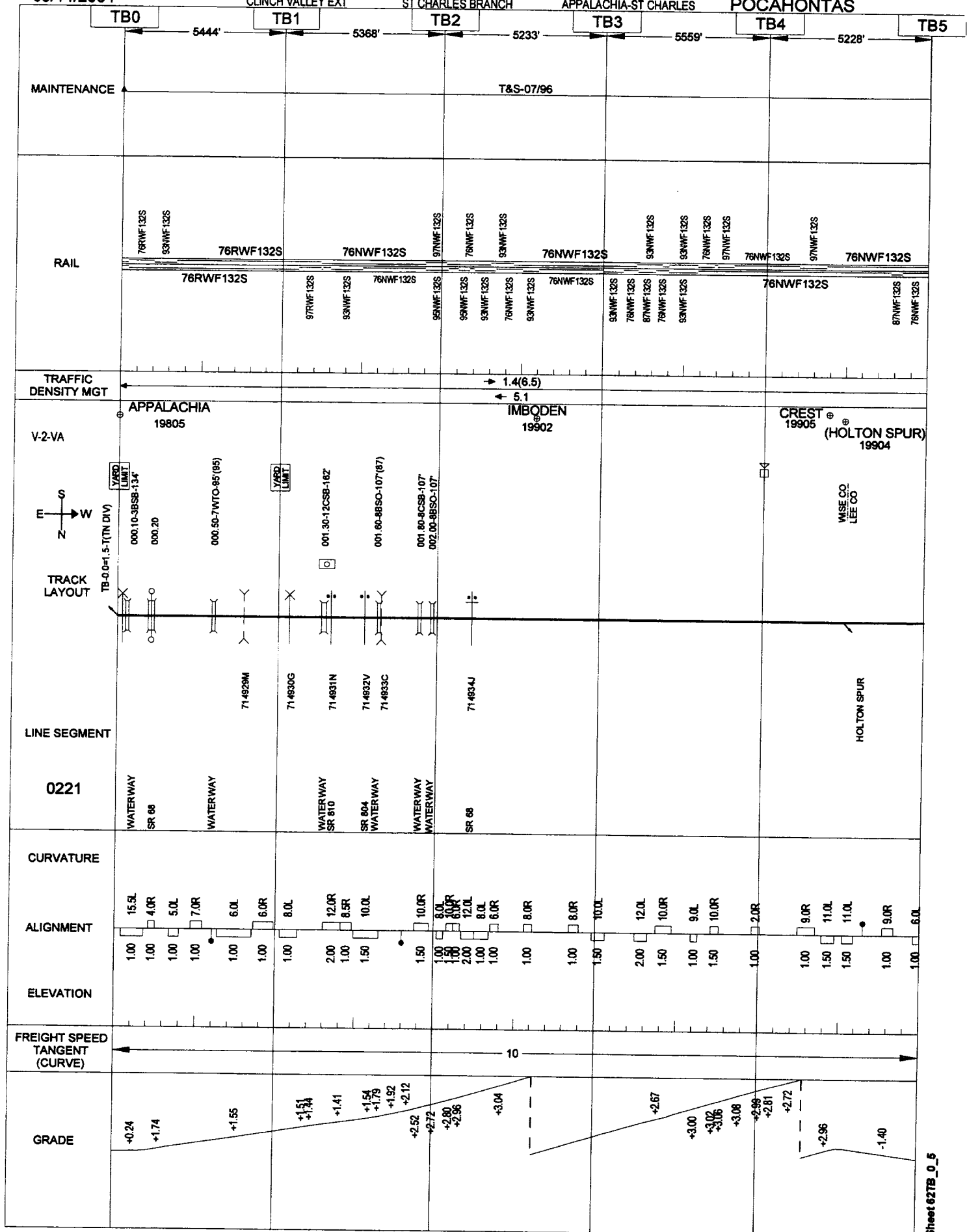
254

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



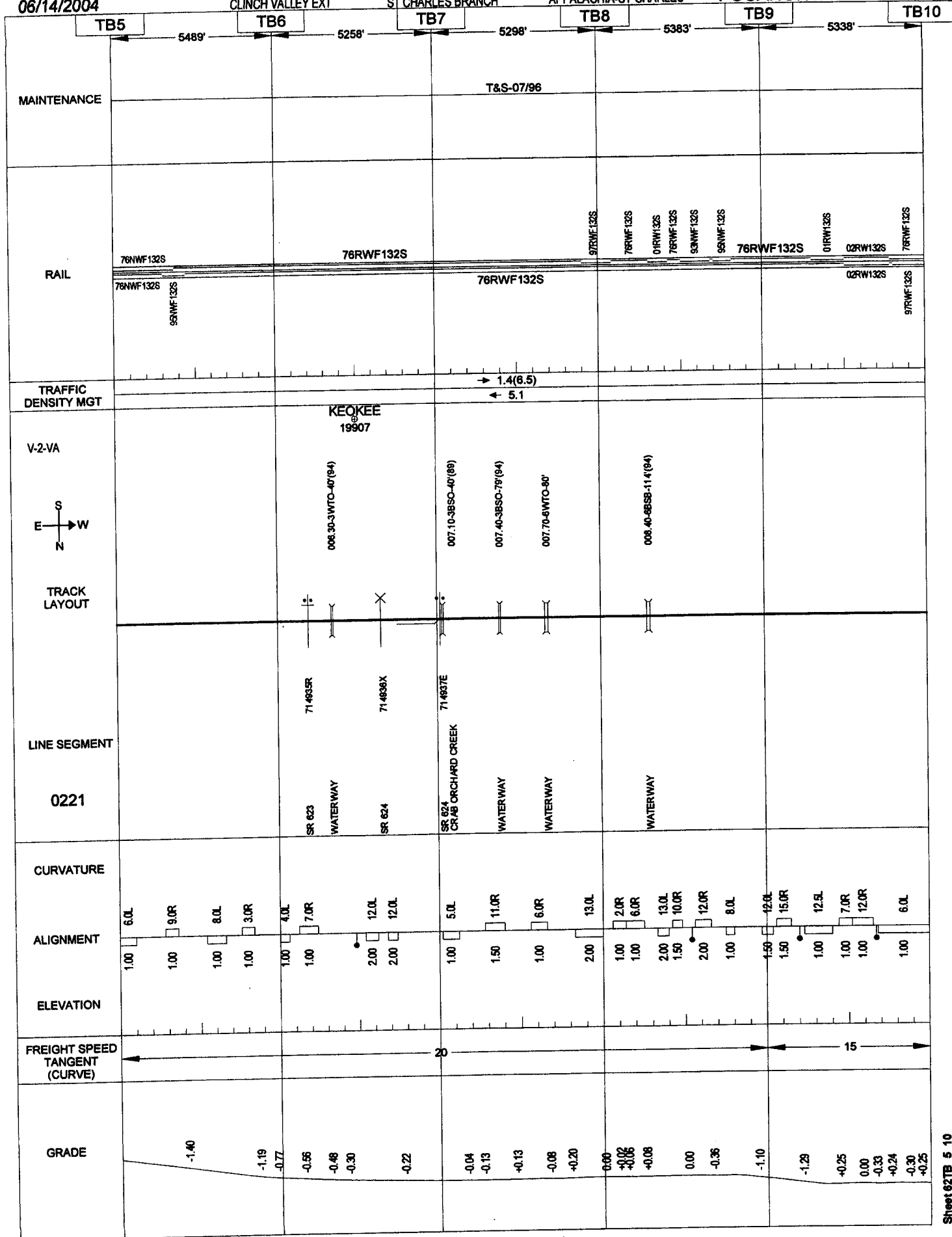
06/14/2004

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/14/2004

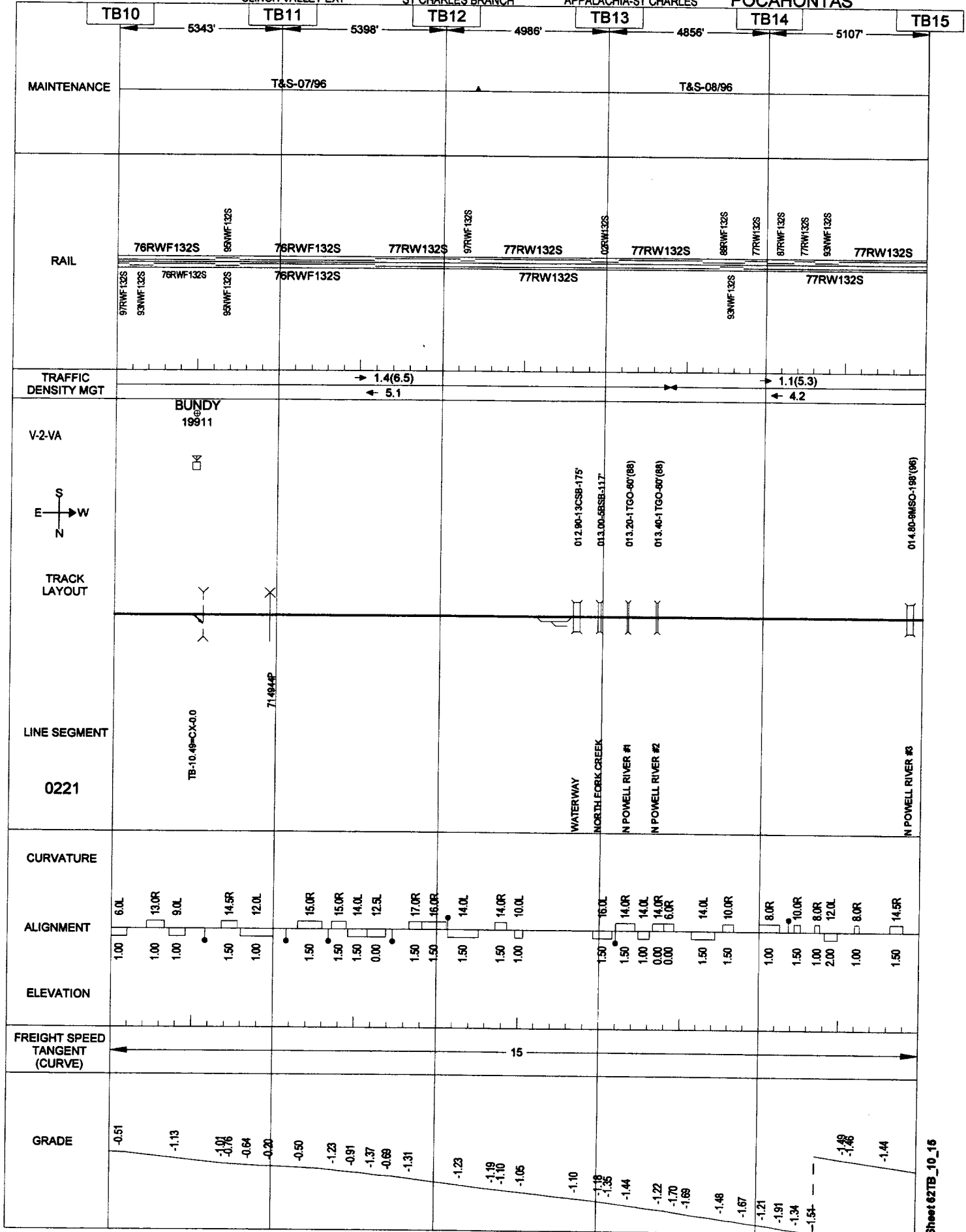
256

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



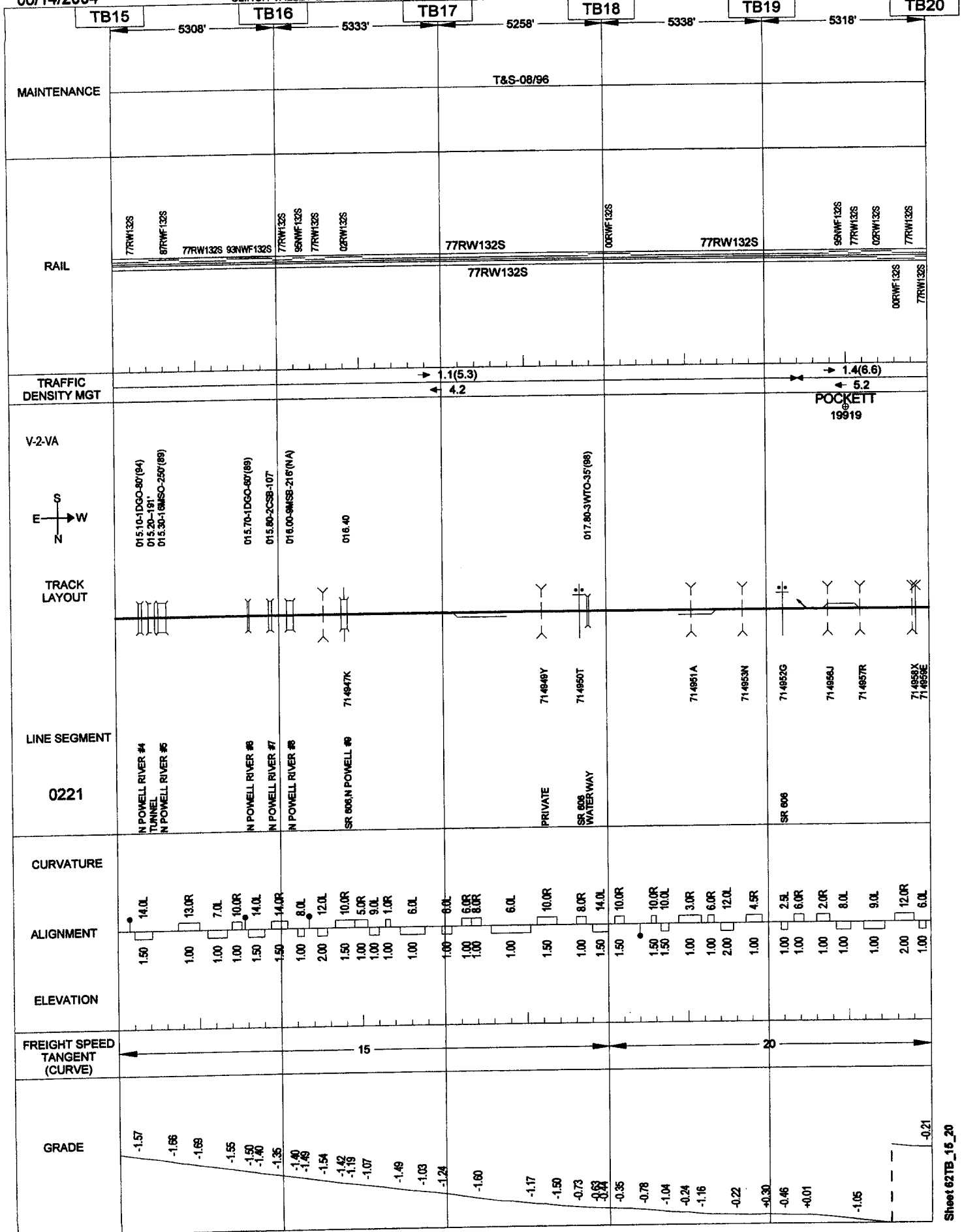
06/14/2004

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/14/2004

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	→ 0.7(3.6) ← 2.9						
S E — W N	025.10-SBSB-192						
TRACK LAYOUT							
LINE SEGMENT							
0221	WATERWAY						
CURVATURE							
ALIGNMENT	9.5L 1.00						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

07/02/2004

TRACKAGE RIGHTS

I&O RR

260

VALLEY-MILL

CENTRAL

CF8

CF9

CF10

5280'

5280'

5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S

01NW136S

90RW132S

94NW132P

90RW132S

90RW132S

01NW136S

90RW132S

94NW132P

90RW132S

TRAFFIC DENSITY MGT

0.5(1.1)
0.6

V-7-OH

RENDCOMB (VALLEY)



TRACK LAYOUT

TO NS (CIV1123)
TO OASIS YD

LINE SEGMENT

6990

NS (CT LINE)
LUCK RUN
WOODLAND RD
DUCK CREEK
ERIE AVE
DUCK CREEK
PASSWAY
CSXT
DUCK CREEK
MADISON RD
DUCK CREEK
RIDGE AVE

CURVATURE

ALIGNMENT

ELEVATION

4.1R
2.00
4.1R
1.0R
0.00
3.4L
1.50
3.0R
1.50
4.2L
2.50

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

+0.42

+0.93

07/02/2004

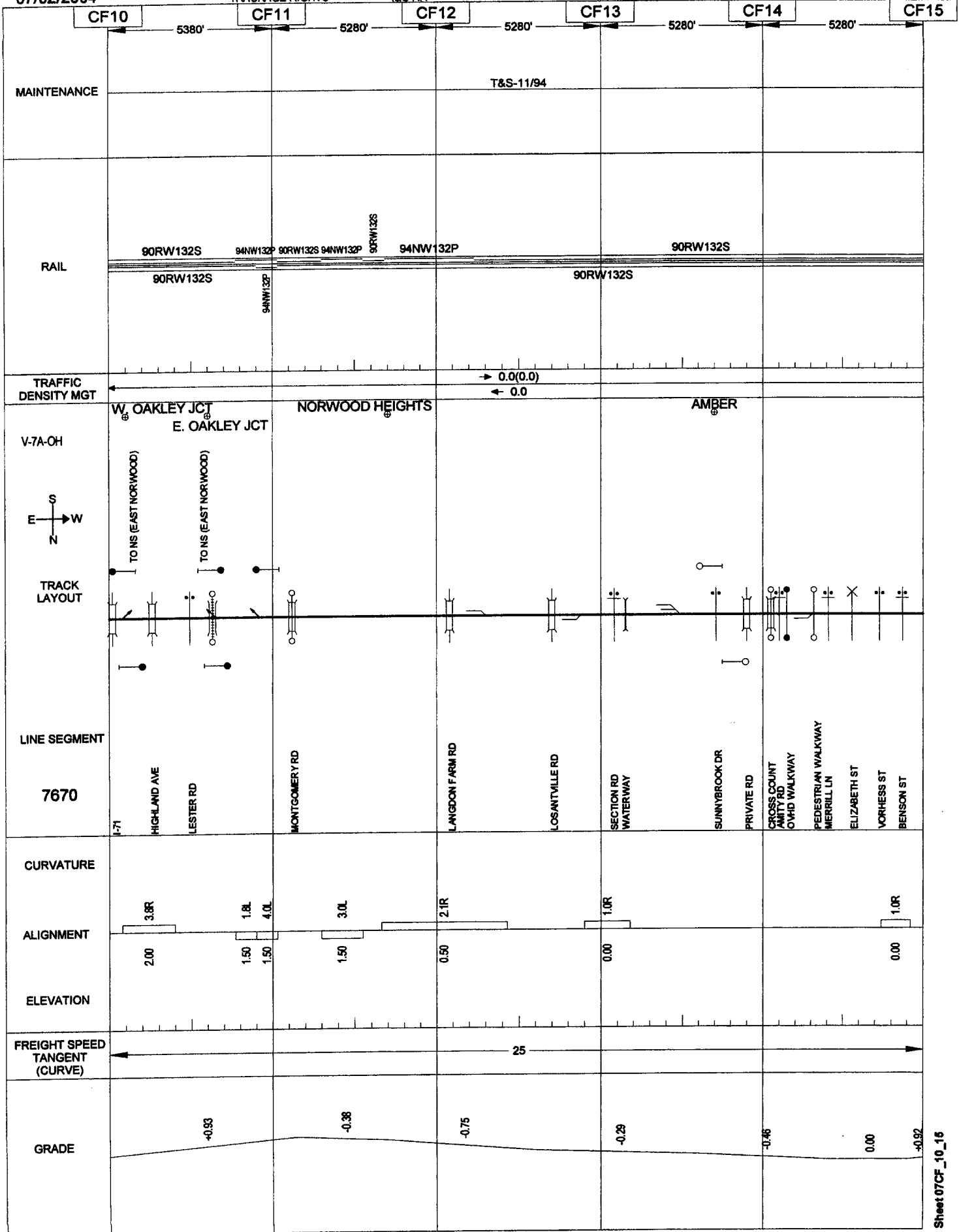
261

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



07/02/2004

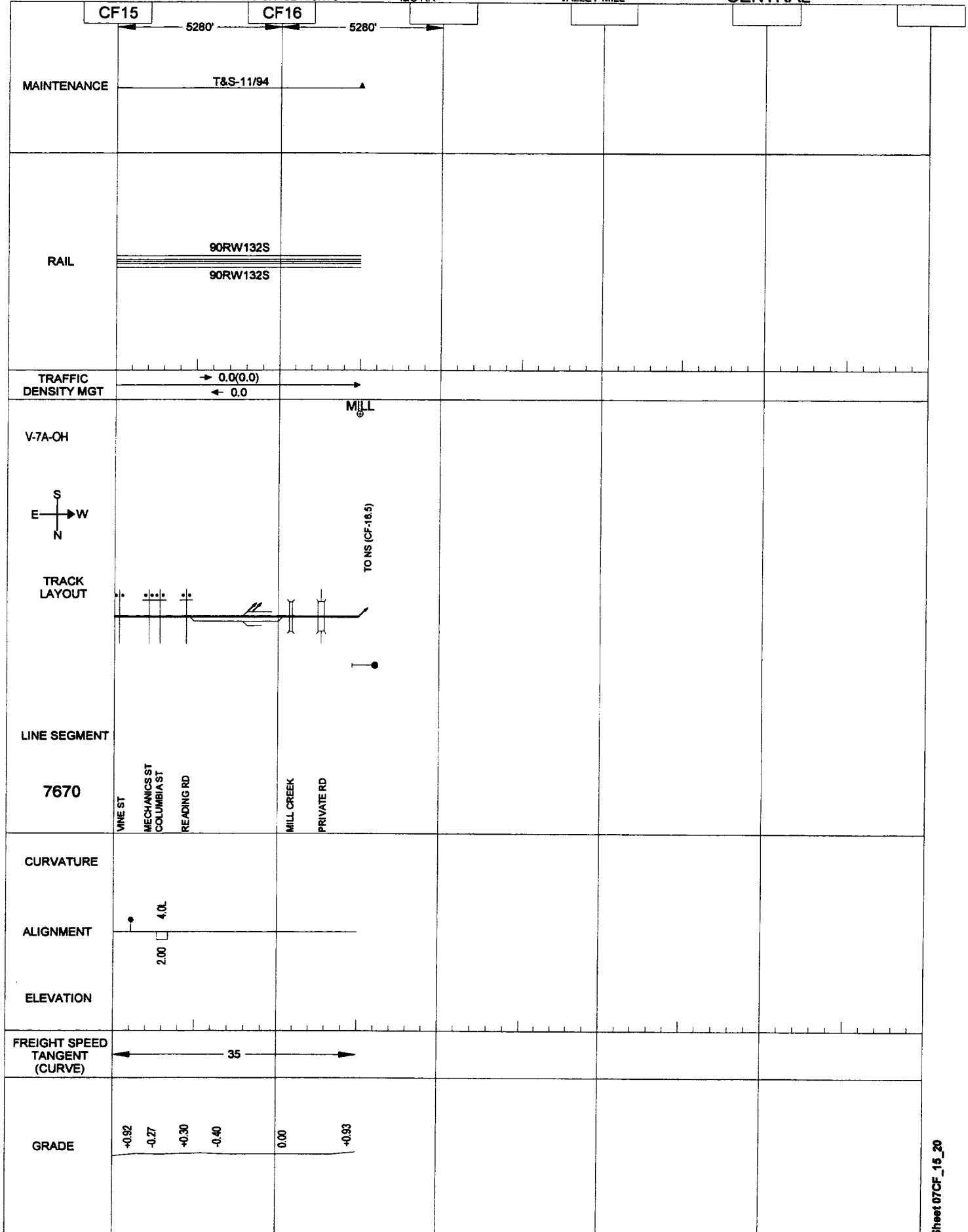
262

TRackage RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date 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, and From-To Station names. (Original CR System)
- 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 -

The T&S date is displayed above each main and the surfacing date is 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 bridges, 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 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: Owning 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.
 - Milepost equations 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 is given along mains.

Freight Speed Section -

Curve and tangent speed limits are 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 TYPE CODES

N	New jointed rail
R	Relay jointed 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	003.07	003.20	BOTH	1992
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	2003
155	103.00	103.30	02	1996
158	117.39	117.50	BOTH	2002
			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	2002
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
196	309.54	309.50	01	1994
197	312.84	312.80	01	2001
197	313.06	313.00	01	2001
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	2003
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	2003
84	002.52-BL	002.60	01	2003
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	2001
95	027.60-C	027.60	01	1968
96	031.15-C	031.20	01	1993

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
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	062.60-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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
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
218	161.31-H	161.31	01	NA
218	162.50-H	162.50	01	NA
219	165.20-H	165.20	01	1996
219	165.50-H	165.50	01	2001
219	165.70-H	165.70	01	1980
131	000.15-KA	000.30	01	1993
131	000.64-KA	000.70	01	1991
131	000.75-KA	000.90	01	1994
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	2002
53	026.88-T	026.90	01	1978
53	028.23-T	028.30	01	2002
53	029.07-T	029.10	01	1986
54	031.11-T	031.10	01	2001
54	031.34-T	031.30	01	1986
54	031.51-T	031.60	01	2001
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	2002
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	2002
60	064.70-TC	064.70	01	2002
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
235	268.97-W	269.00	01	2001
			01	1998
			01	1991
			01	1990
			01	1989
			01	1989
			01	1988
			01	1987
			01	1987
			01	1985
			01	1968
235	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
237	276.28-W	276.30	01	1994
238	281.91-W	281.90	01	1988
240	292.22-W	292.20	01	1986
240	293.95-W	294.00	01	1989
242	302.63-W	302.60	01	1986
242	303.09-W	303.00	01	1986
243	308.05-W	308.10	01	2002
243	308.50-W	308.50	01	1986
244	311.67-W	311.70	01	2002
			01	1999
245	316.25-W	316.20	01	2002
246	322.65-W	322.60	01	1989
248	332.26-W	332.20	01	1987
249	339.49-W	339.50	01	1987
207	C-445.50	445.50	01	NA
207	C-447.70	447.70	01	1990
67	S-148.52	148.60	01	2001
67	S-149.33	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	2001
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	2002
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	2002
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	2002
79	S-205.76	205.90	01	1993
79	S-208.68	208.80	01	1993
81	S-216.08	216.00	01	2000

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
208	CJ-247.53	247.53	01	1963
208	CJ-249.18	249.18	01	2000
208	CJ-249.18	249.18	02	2003
209	CJ-251.14	251.14	01	1999
209	CJ-251.14	251.14	02	1999
209	CJ-252.21	252.21	BOTH	1997
211	CT-000.89	000.89	01	1984
211	CT-001.87	001.87	01	1984
211	CT-002.18	002.18	01	1984
211	CT-002.39	002.39	01	1984
211	CT-003.08	003.08	01	1985
212	CT-007.21	007.21	01	1985
212	CT-007.39	007.39	01	1982
212	CT-007.78	007.78	01	1985
126	CV-216.11	216.12	01	NA
126	CV-218.13	218.13	01	NA
129	MS-219.18	219.18	01	NA
130	MS-221.32	221.32	01	1997
220	NR-001.15	001.15	01	1976
220	NR-002.10	002.10	01	1976
220	NR-002.82	002.82	01	1976
220	NR-004.66	004.75	01	1976
221	NR-006.38	006.46	01	1976
221	NR-009.77	009.84	01	1976
224	TE-000.20	000.20	01	1988
224	TE-003.50	003.50	01	NA
224	TE-003.57	003.60	01	1974
224	TE-004.10	004.10	01	NA
225	TE-007.22	007.40	01	1994
225	TE-008.20	008.20	01	1994
225	TE-008.64	008.60	01	NA
225	TE-009.10	009.10	01	NA
225	TE-009.40	009.40	01	1994
225	TE-009.80	009.80	01	1999
226	TE-010.10	010.10	01	1989
226	TE-013.00	013.00	01	NA
226	TE-014.50	014.50	01	NA
227	TE-019.02	018.90	01	NA
228	TE-020.40	020.40	01	1994
228	TE-022.10	022.10	01	1989
229	TE-025.87	025.90	01	NA
229	TE-027.30	027.30	01	1994
229	TE-027.90	027.90	01	1974
229	TE-028.50	028.50	01	1989
230	TE-031.90	031.90	01	1989
231	TE-035.20	035.20	01	1989
231	TE-036.56	036.70	01	NA
231	TE-038.60	038.60	01	NA
231	TE-039.86	040.00	01	1989