



Central Division

2005

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:

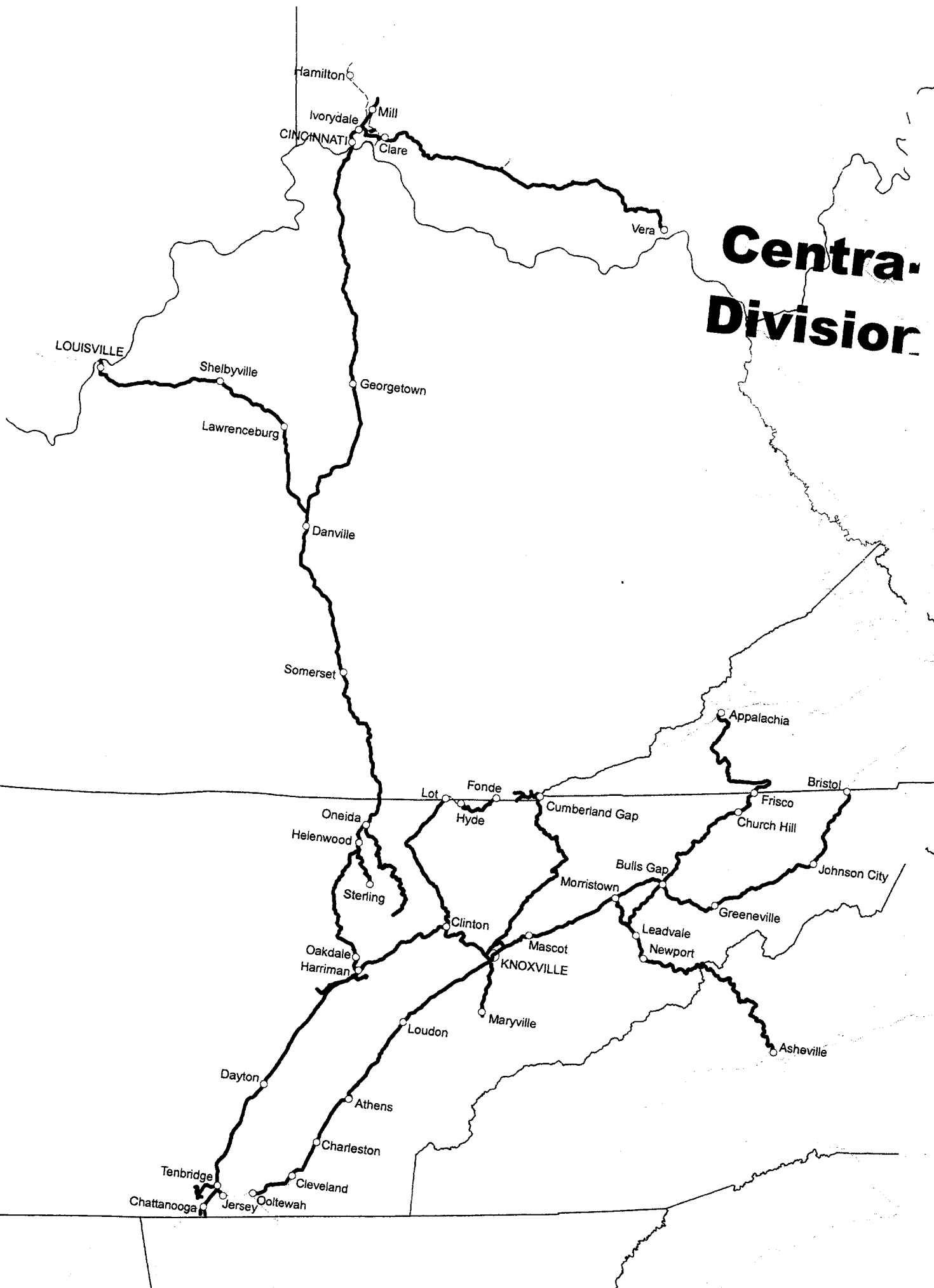
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Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the CTRK database. Various departments own and maintain these files. Questions or information concerning changes, corrections, additions, 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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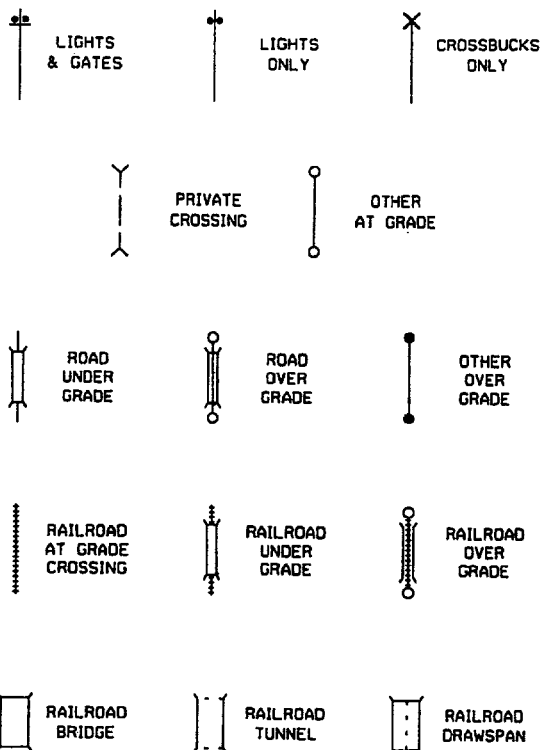
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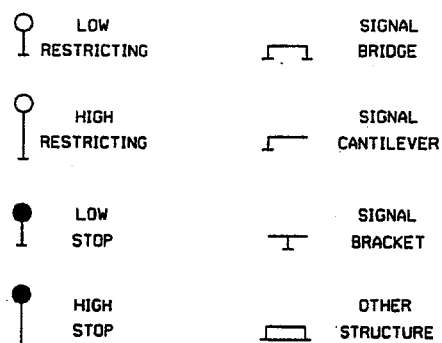
- (1) Georgia Division Line - For Reference Only
- (2) Alabama Division Line Maintained by Central Division Forces
- (3) Pocahontas Division Line Maintained by Central Division Forces

TRACK CHART SYMBOL LEGEND

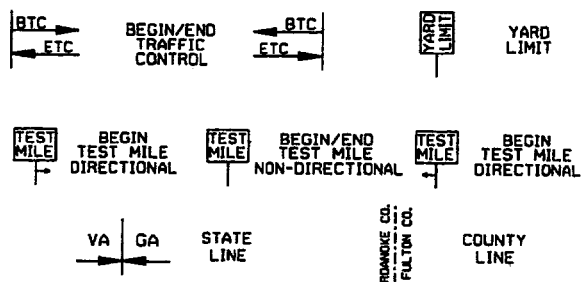
RIGHT OF WAY CROSSINGS



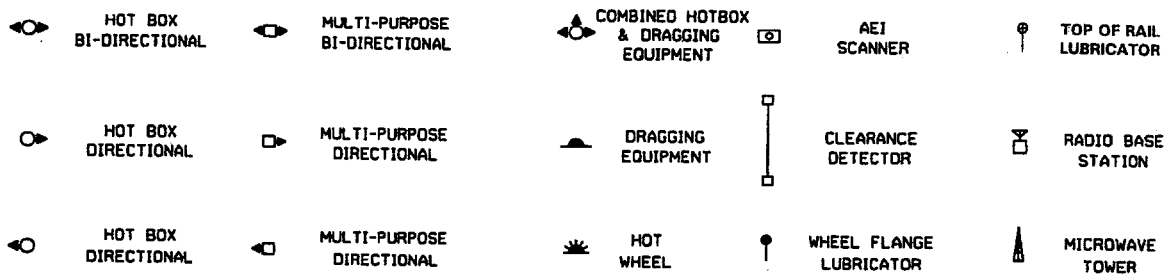
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



DETECTORS & COMMUNICATION EQUIPMENT



SINGLE TO DOUBLE MAIN WITH EQUILATERAL TURNOUT

SINGLE TO DOUBLE MAIN WITH LEFT HAND TURNOUT

SINGLE TO DOUBLE MAIN WITH RIGHT HAND TURNOUT

PASSING SIDING ABOVE SINGLE MAIN

PASSING SIDING BELOW SINGLE MAIN

PASSING SIDING ABOVE DOUBLE MAIN

PASSING SIDING BELOW DOUBLE MAIN

PASSING SIDING BETWEEN DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN

CROSSOVERS BETWEEN DOUBLE MAIN

YARD TRACKS ABOVE AND BELOW MAINS

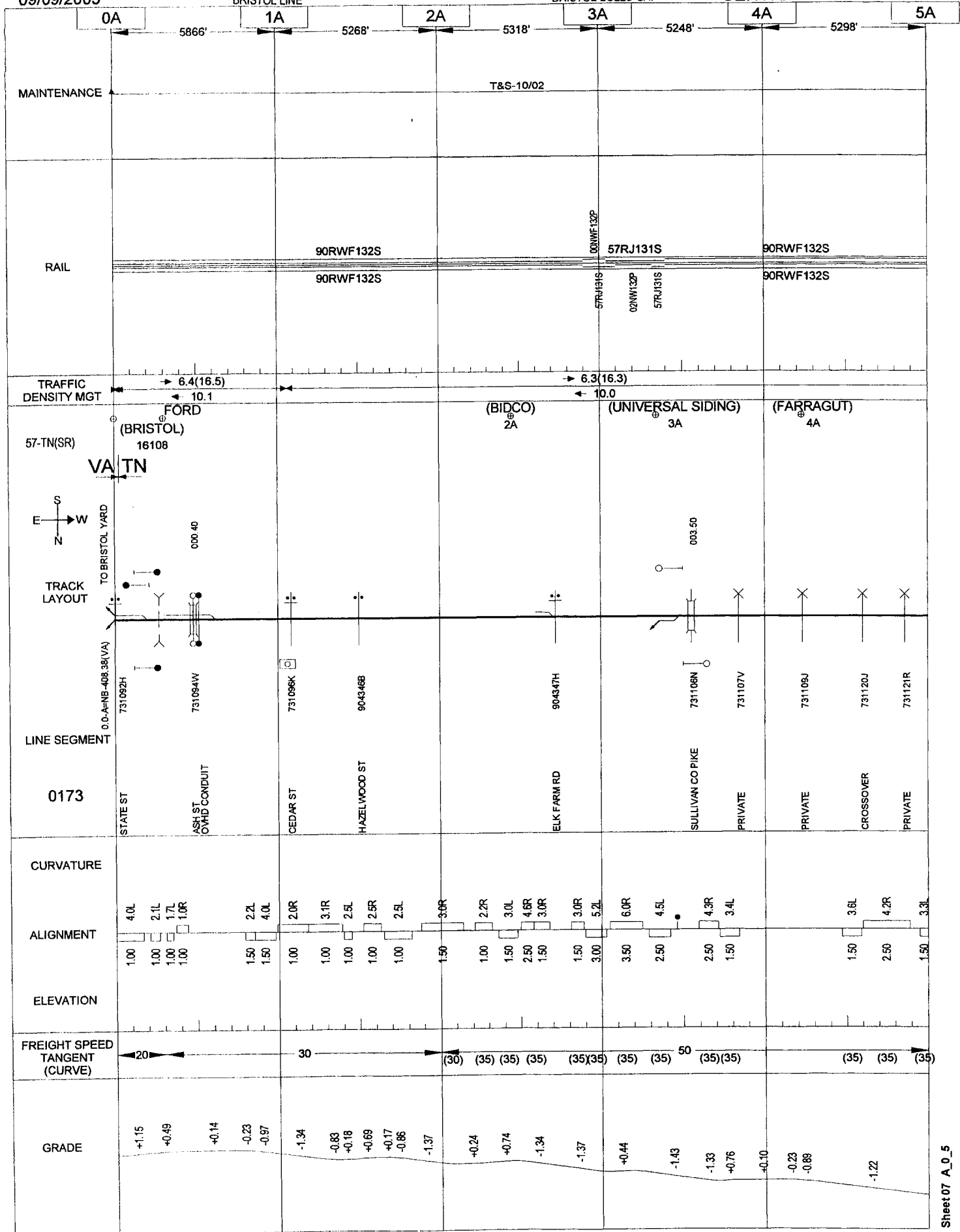


09/09/2005

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



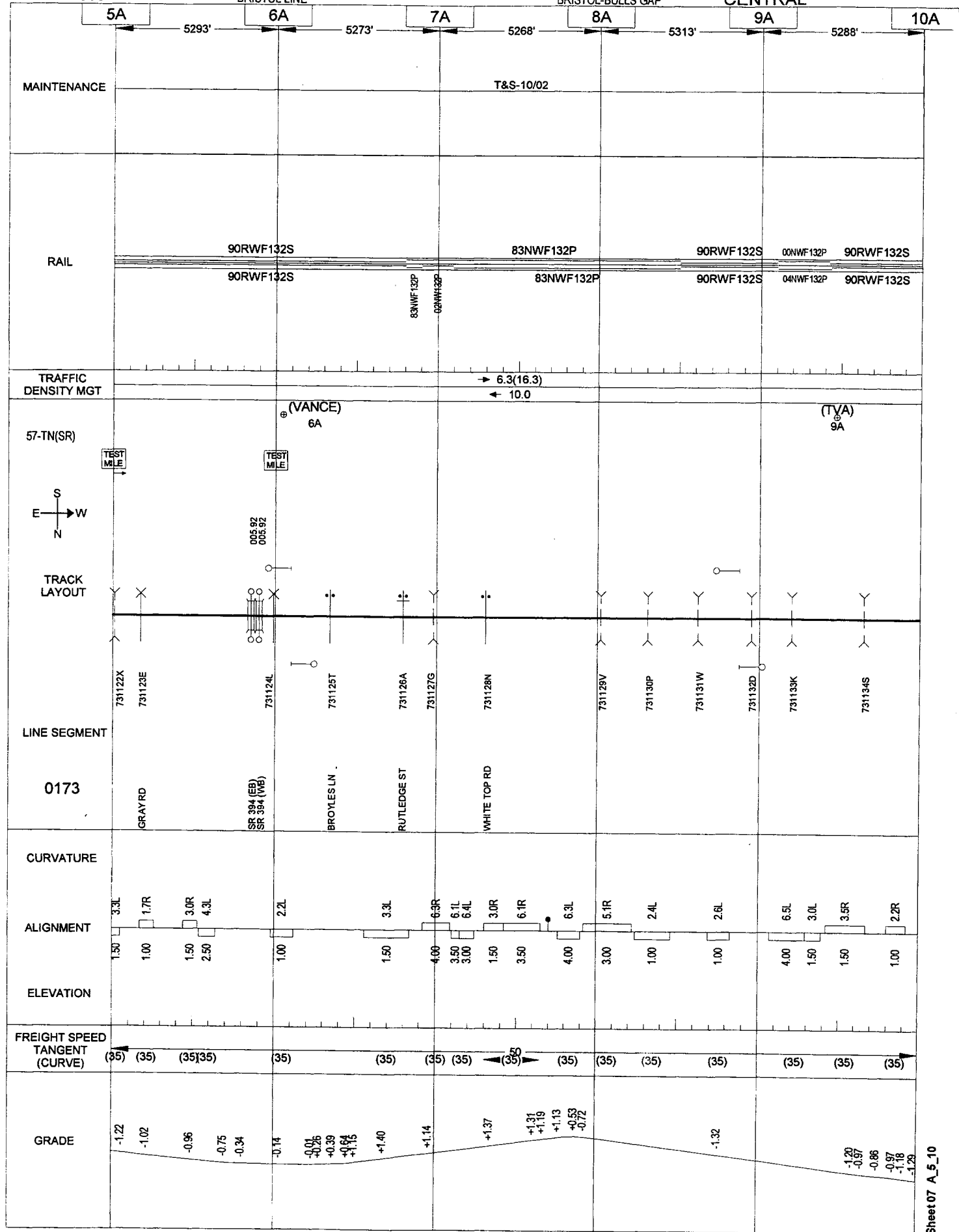
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002

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL

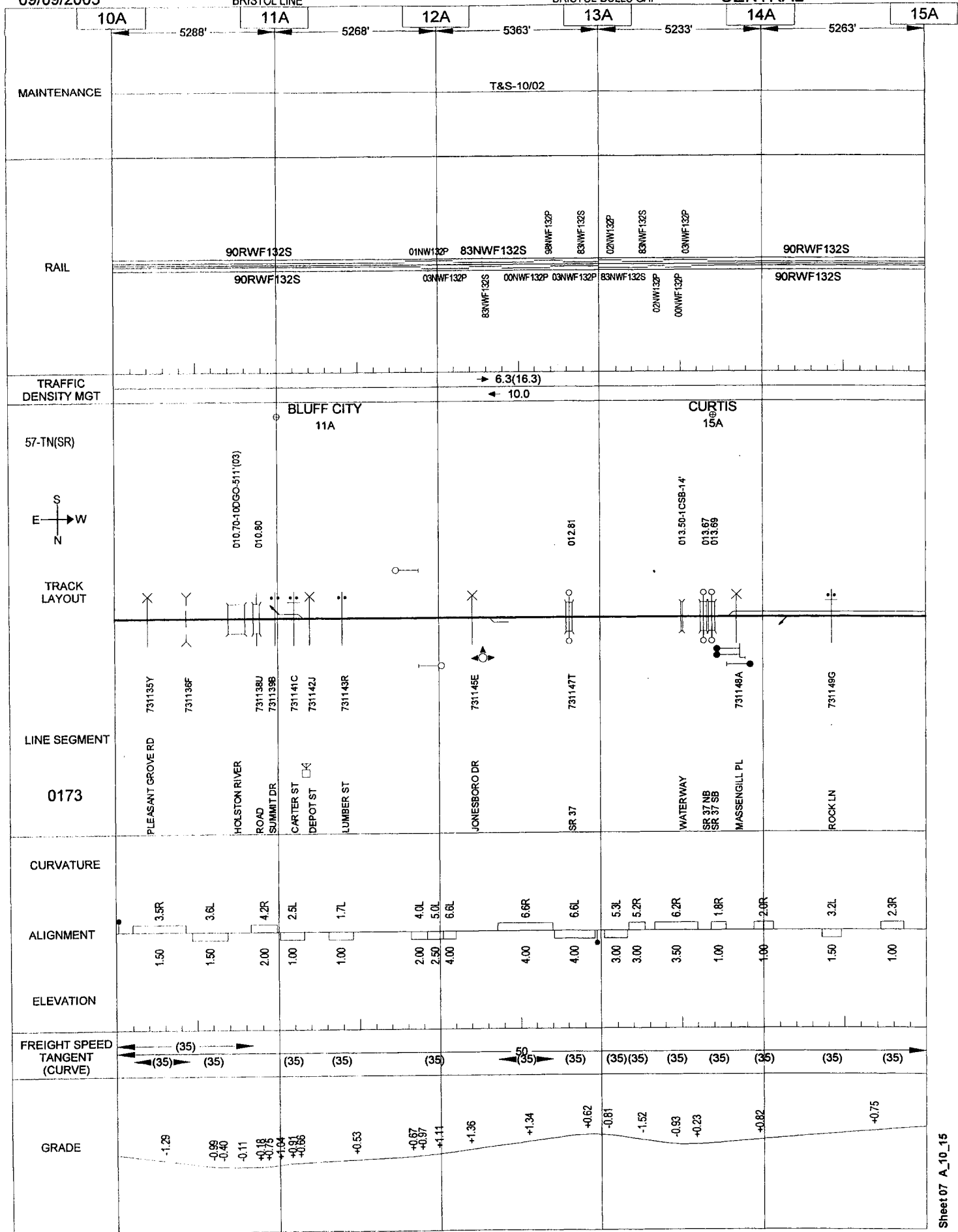


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CENTRAL



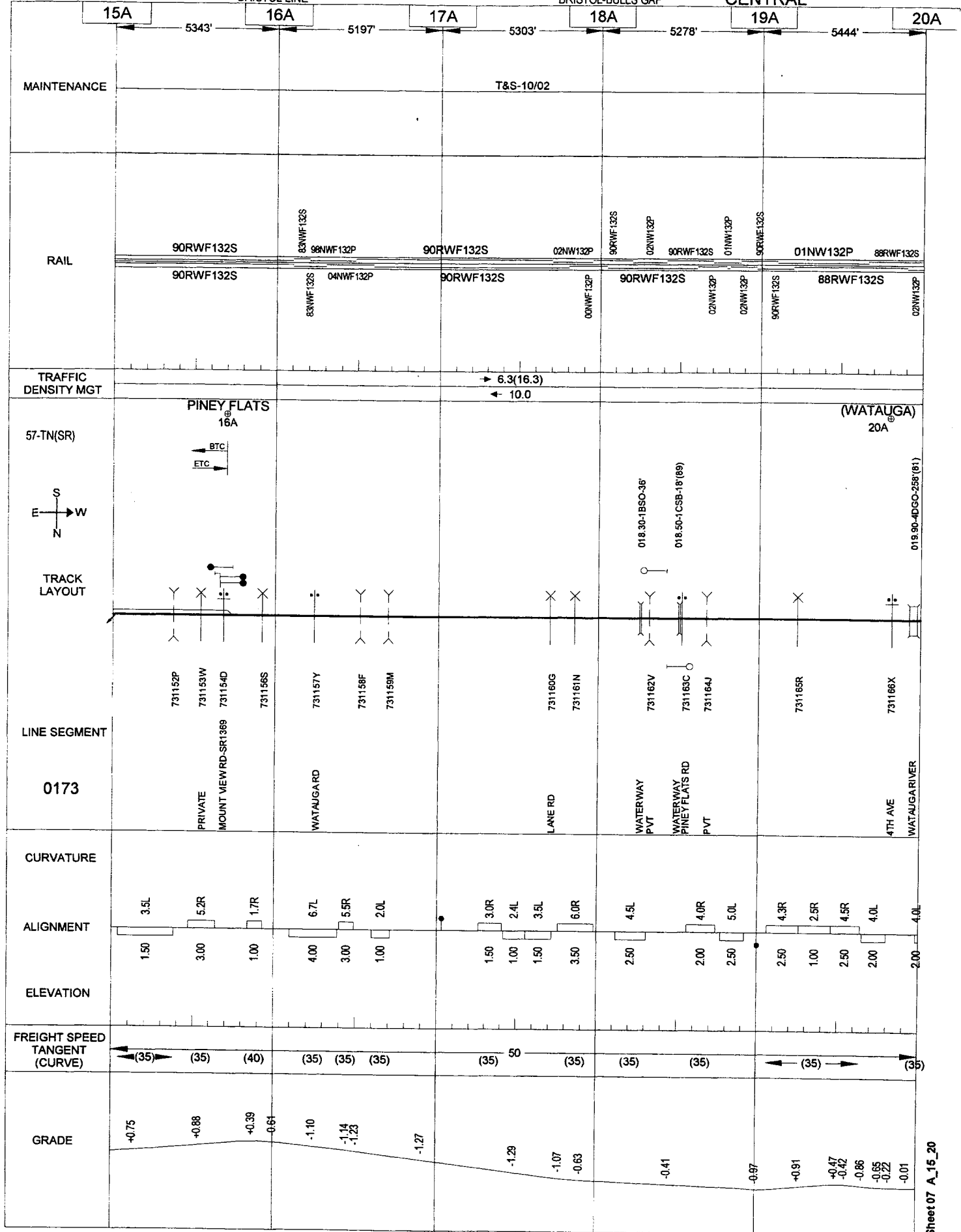
09/09/2005

004

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



25A

— 5308

T&S-12/04

01NW132P

JOHNSON CITY
25A

021.30

3419416

0173

ELEVATION

(35)

GRADE

17

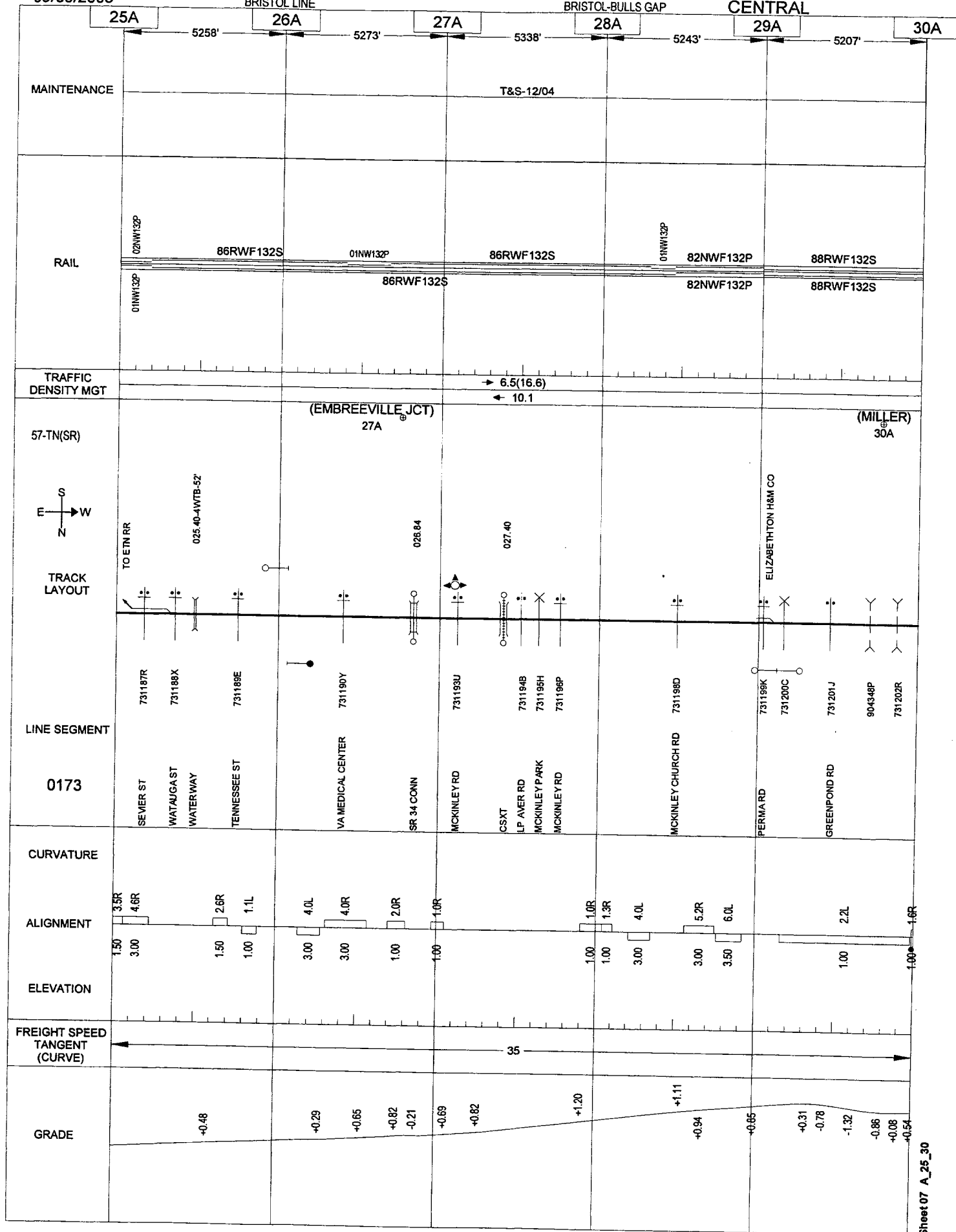
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006

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



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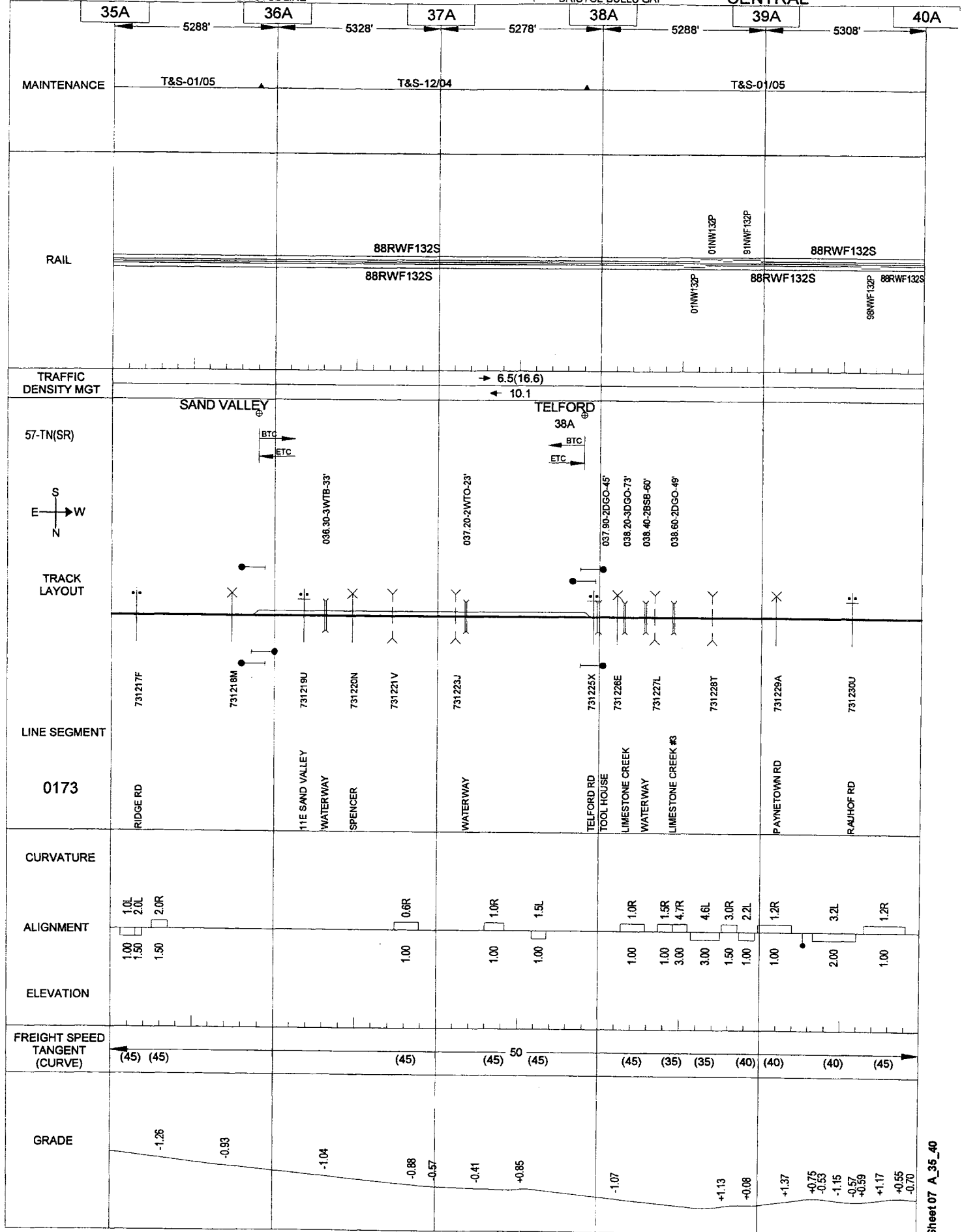
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008

BRISTOL LINE

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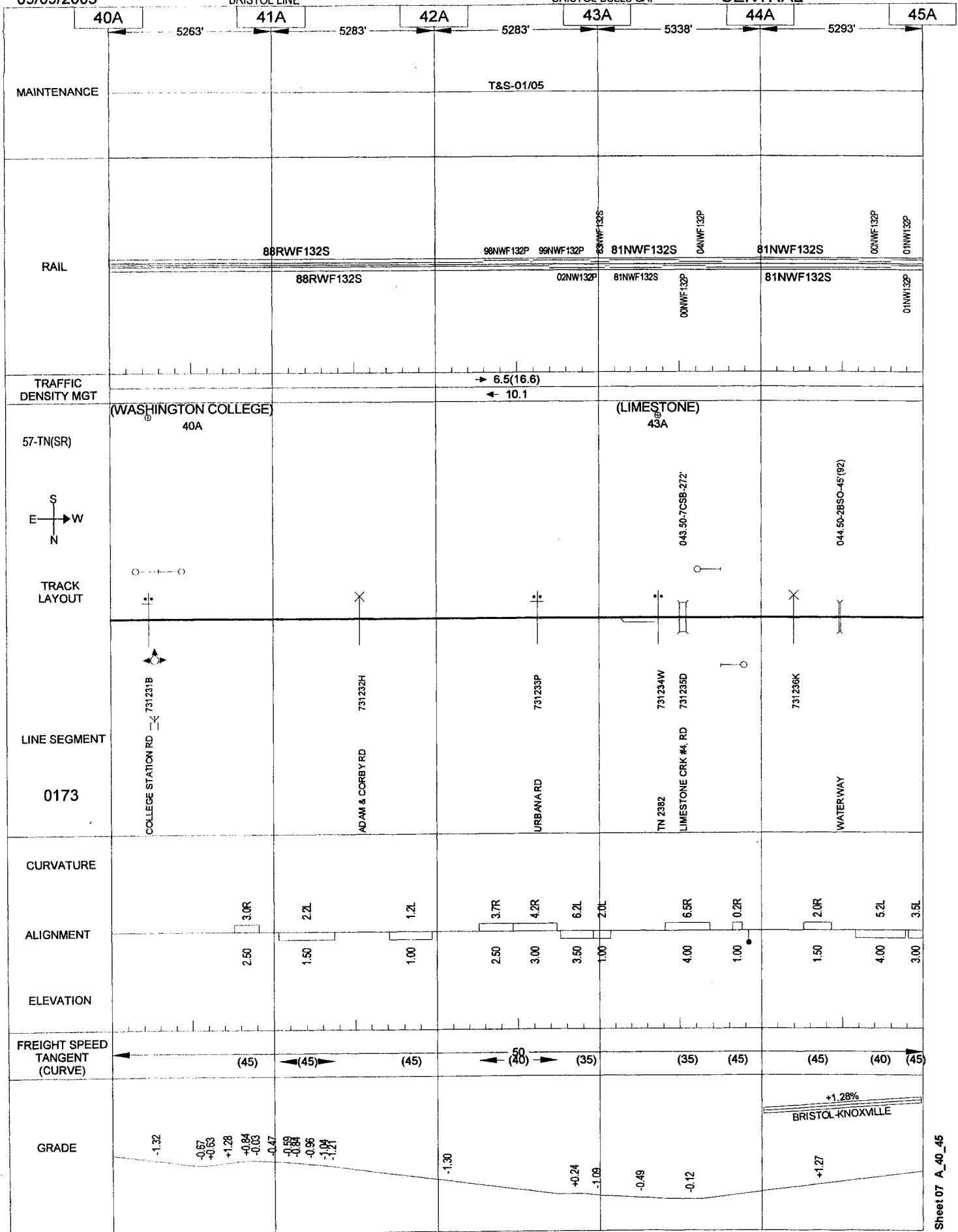


09/09/2005

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



CENTRAL

50A

A

T&S-01/05

31NWF132S

→ 6.5(16.6)

⊕ (CHUCKEY)
47A

048.90-1 DGO-103'(91)

049.80
049.80

10

0173

!

3

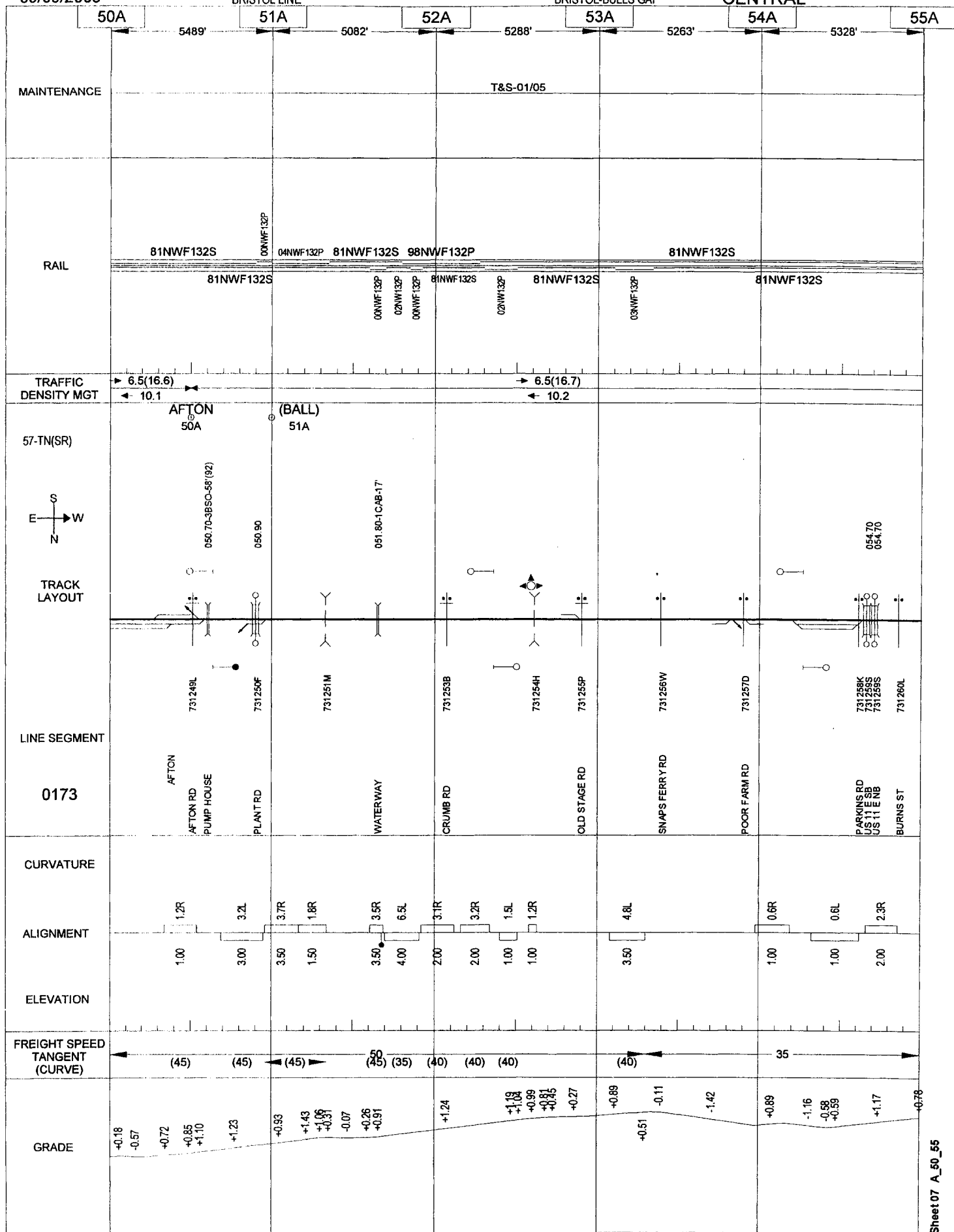
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09/09/2005

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



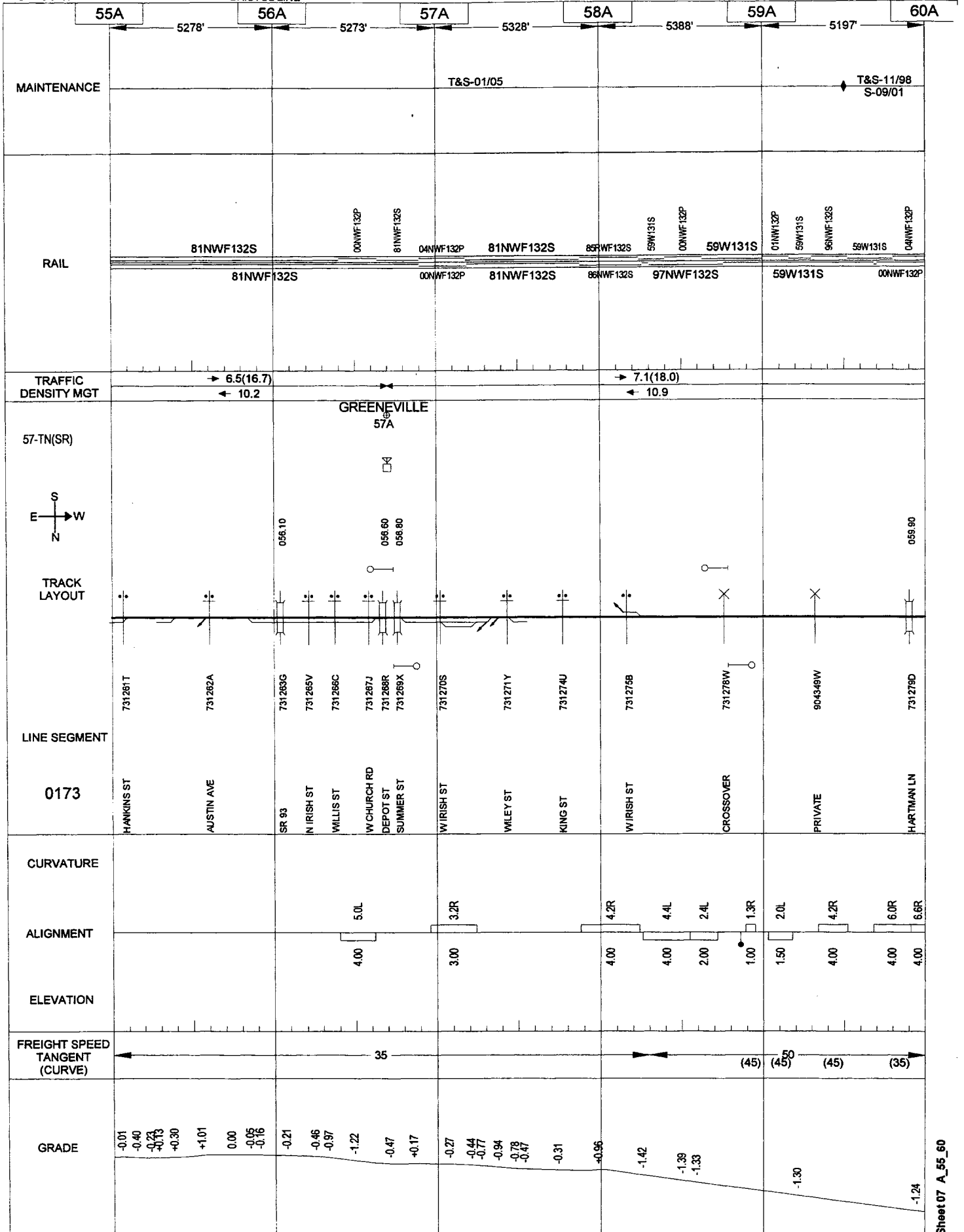
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012

BRISTOL LINE

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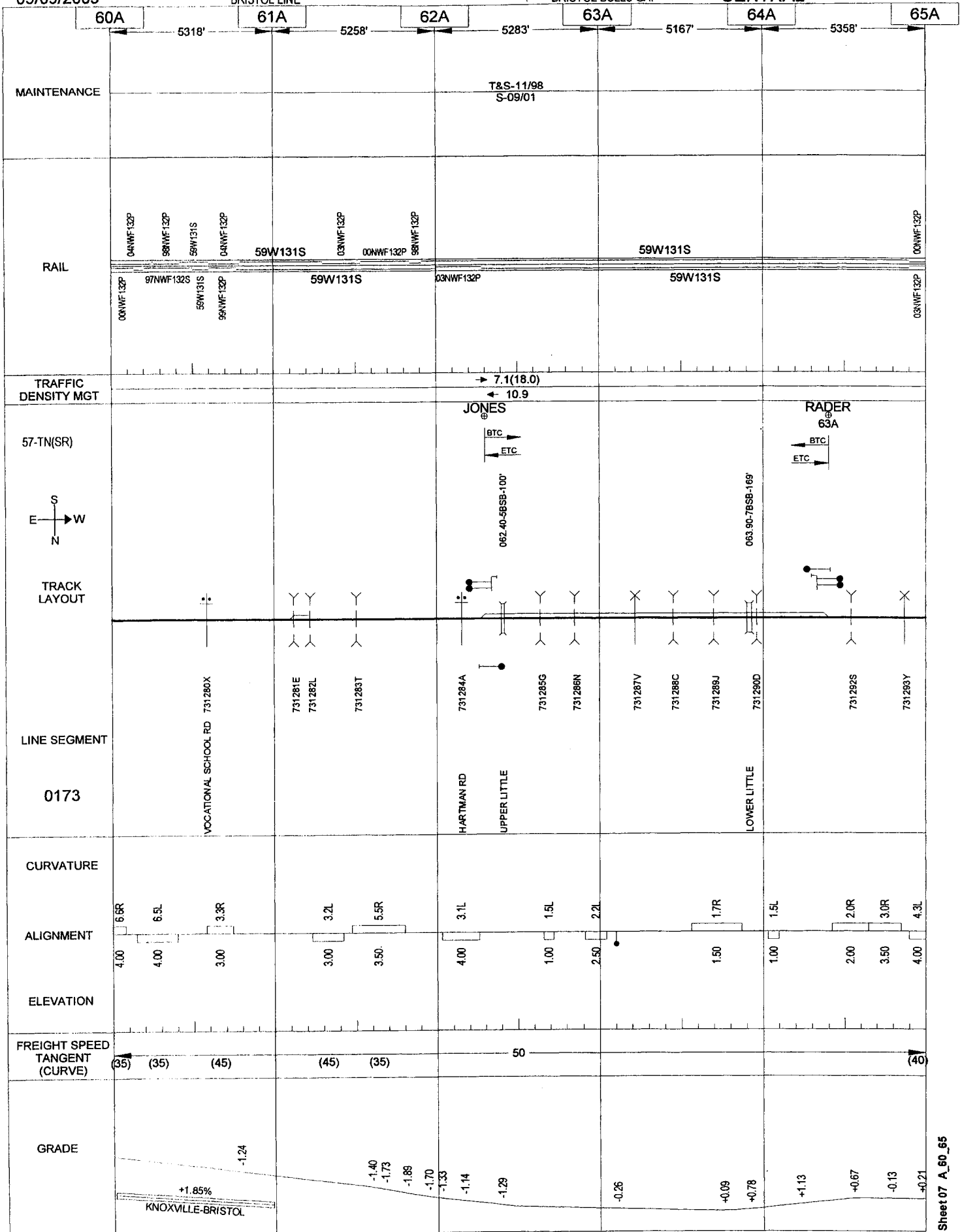


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BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



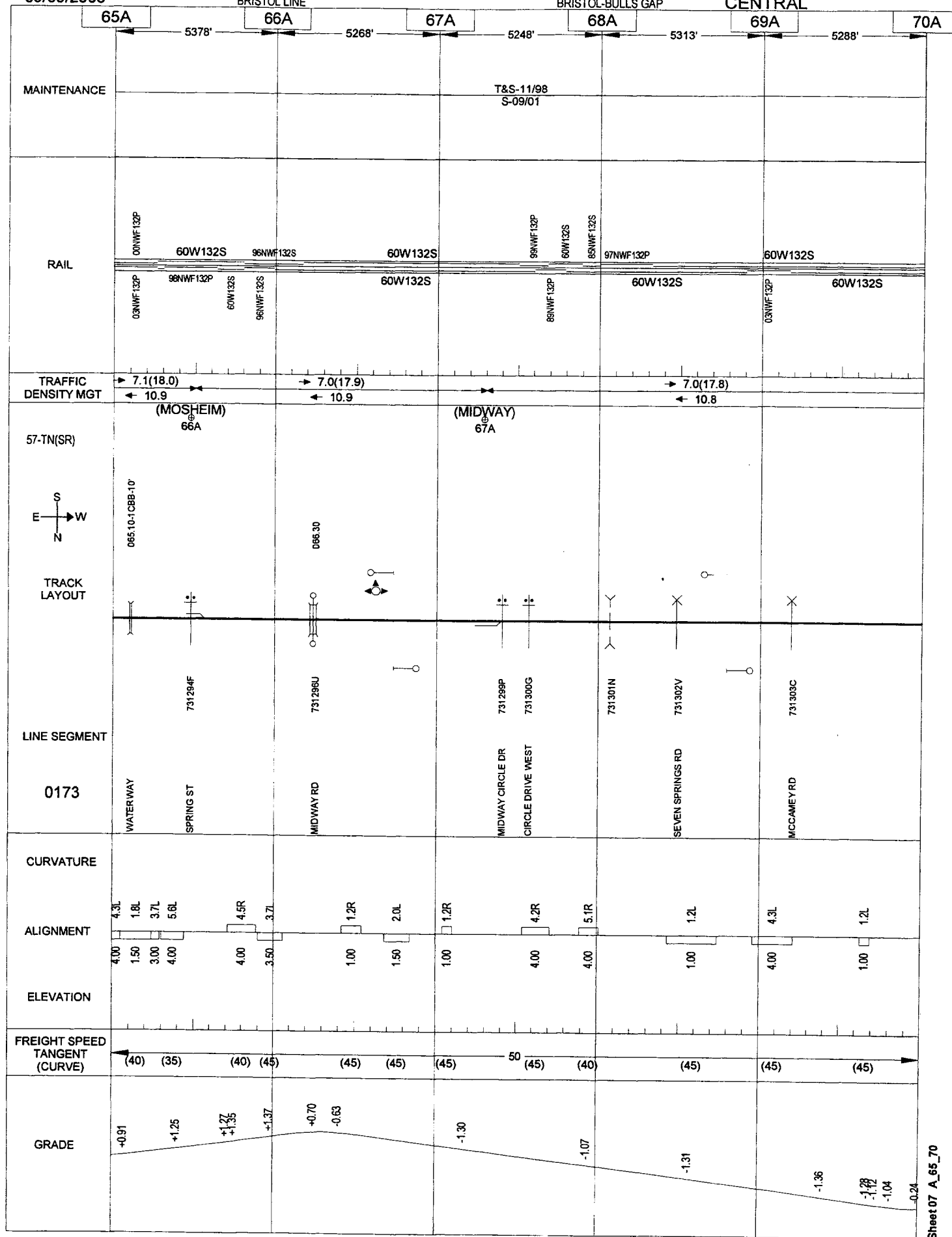
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014

BRISTOL LINE

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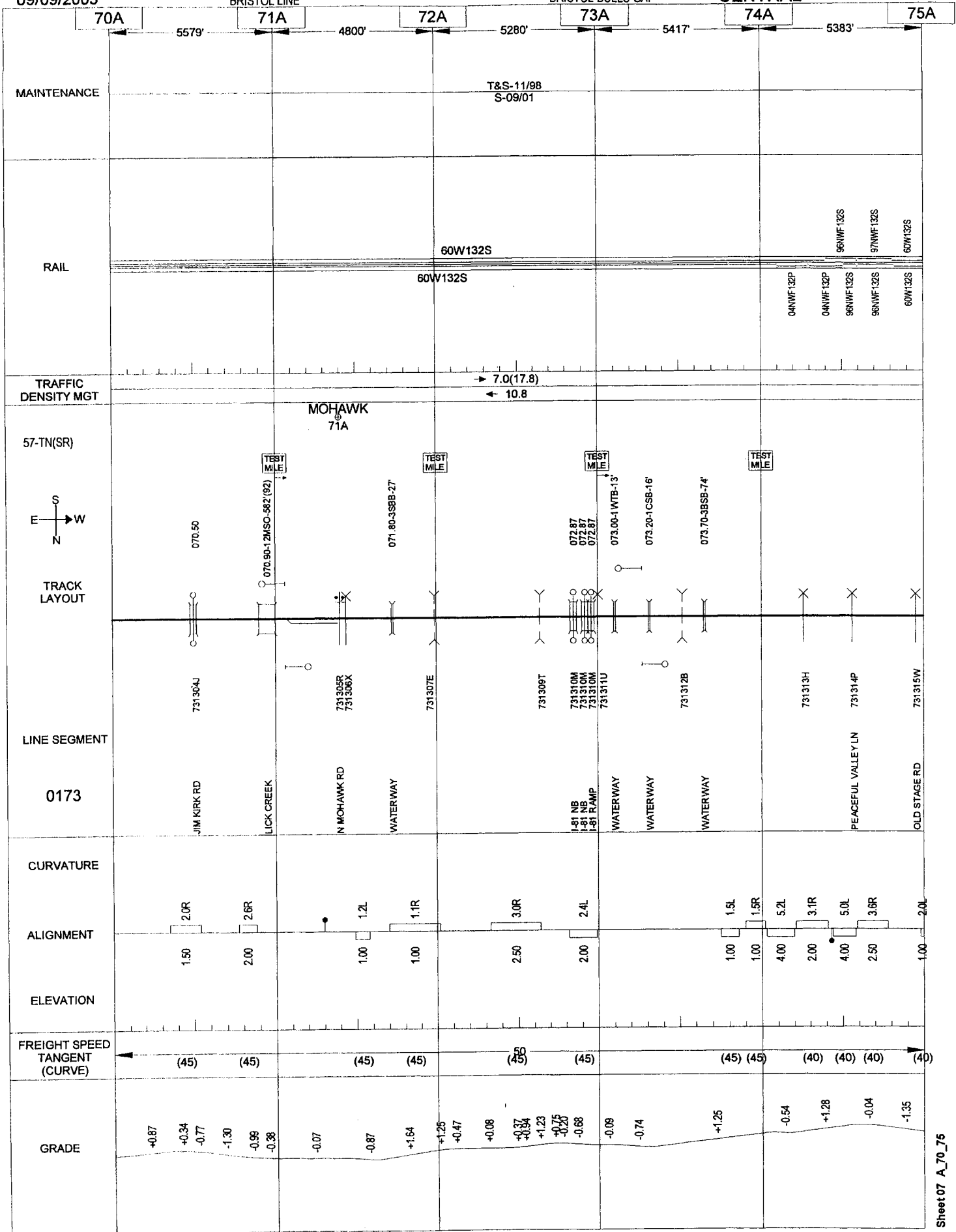


09/09/2005

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



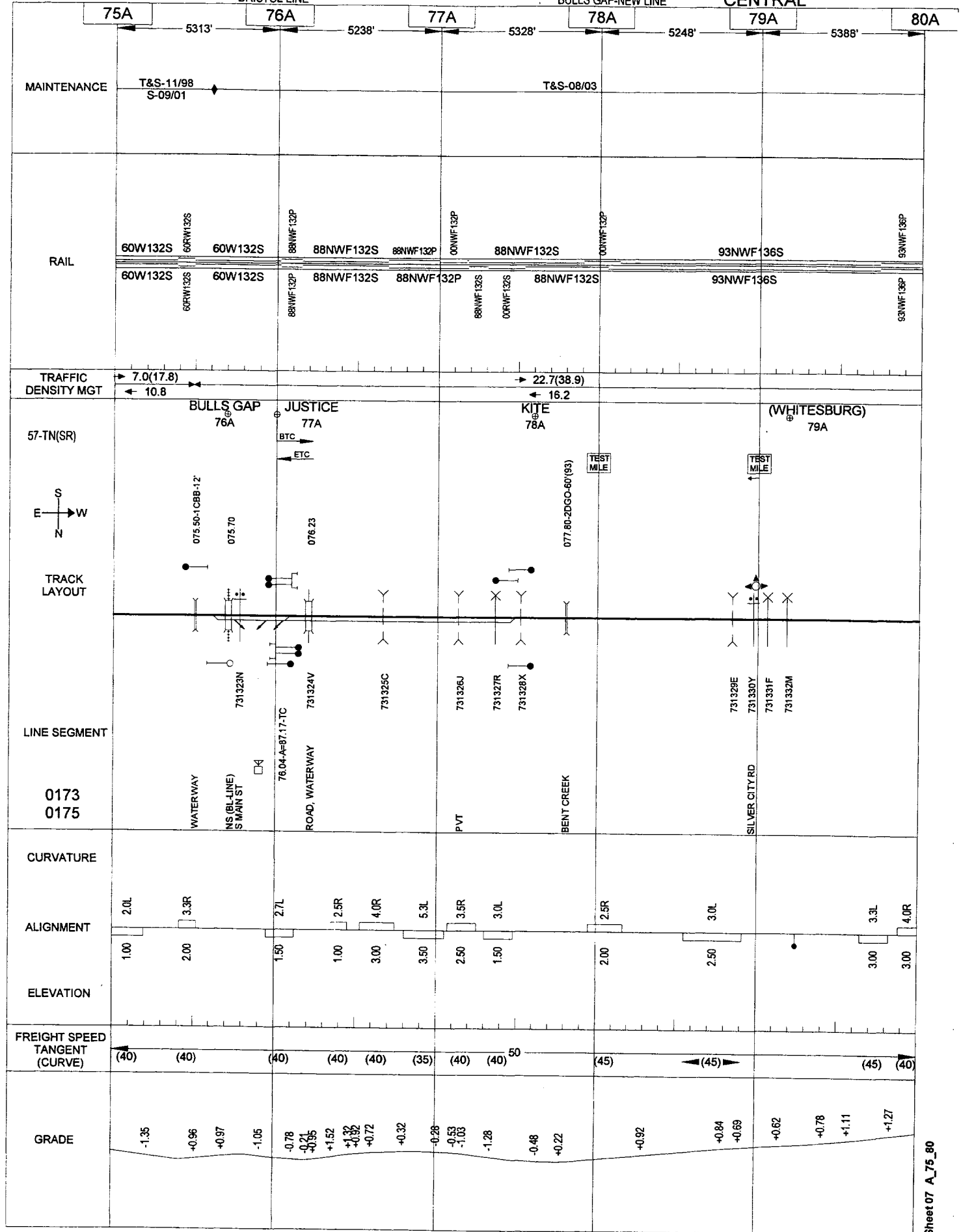
09/09/2005

016

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



CENTRAL

85A

- 5263' -

T&S-08/03

93NWF136S

93NWF136S

← 16.2

83A

082 70-1 BSO-31'(99)



731336P
731337W

COACH RD

STAGE	PULLED
-------	--------

1.3L

- 50

—(45)

(45)

— 3 —

77

♀

100

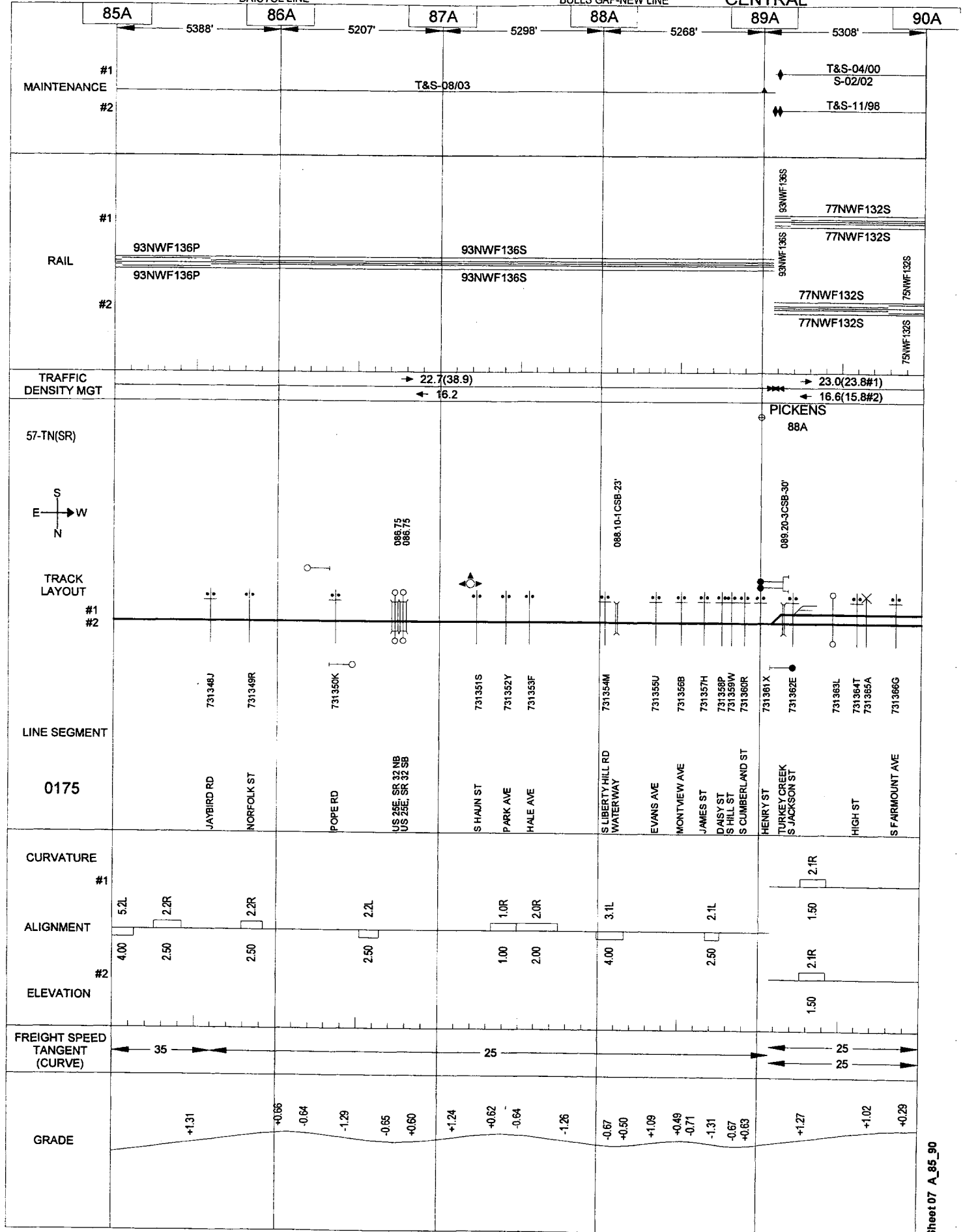
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018

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL

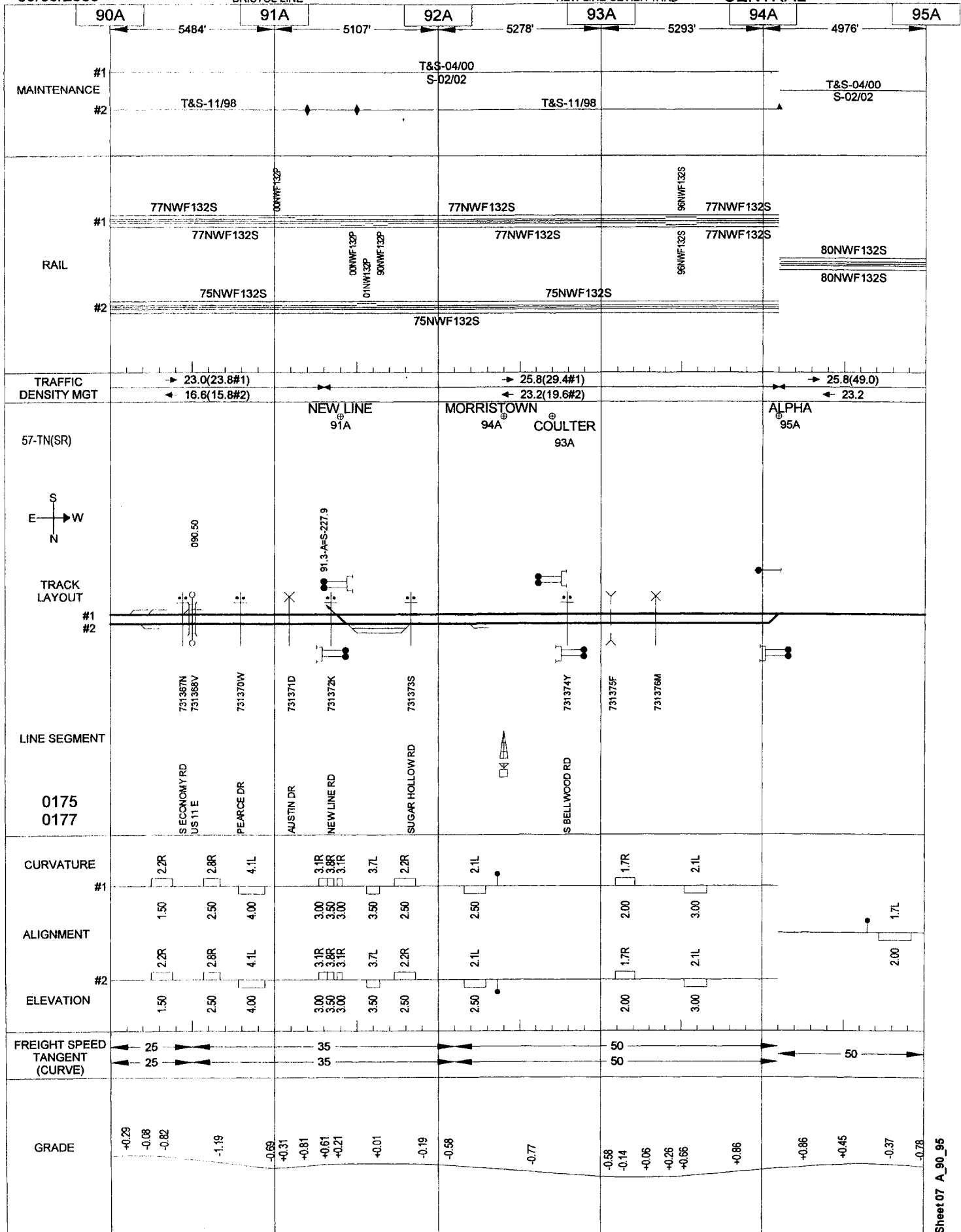


09/09/2005

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



CENTRAL

100A

50A

T&S-04/00
S-02/02

80NWF132S

329

80NWF132S

80NWF132S

22p

2P

80NWF132P

80NWF132P

TRAFFIC
DENSITY MGT

→ 25.8(49.0)
← 23.2

57-TN(SR)

⊕ (TALBOT)
97A

KEISTER
100A

095.02
095.02

096.10-5CSB-263'

TRACK LAYOUT

LINE SEGMENT

0177

SR 160 EB
SR 160 WB

BUELL RD

SINKHOLE

MAY RD

D ANDRIDGE

JS11 E NB
JS11 E SB

SR 1310

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

- 50

GRADE

-0.78

-0.57
+0.06
-0.19

ॐ

0.78
0.47
0.32
0.10
0.25

57

44

19.

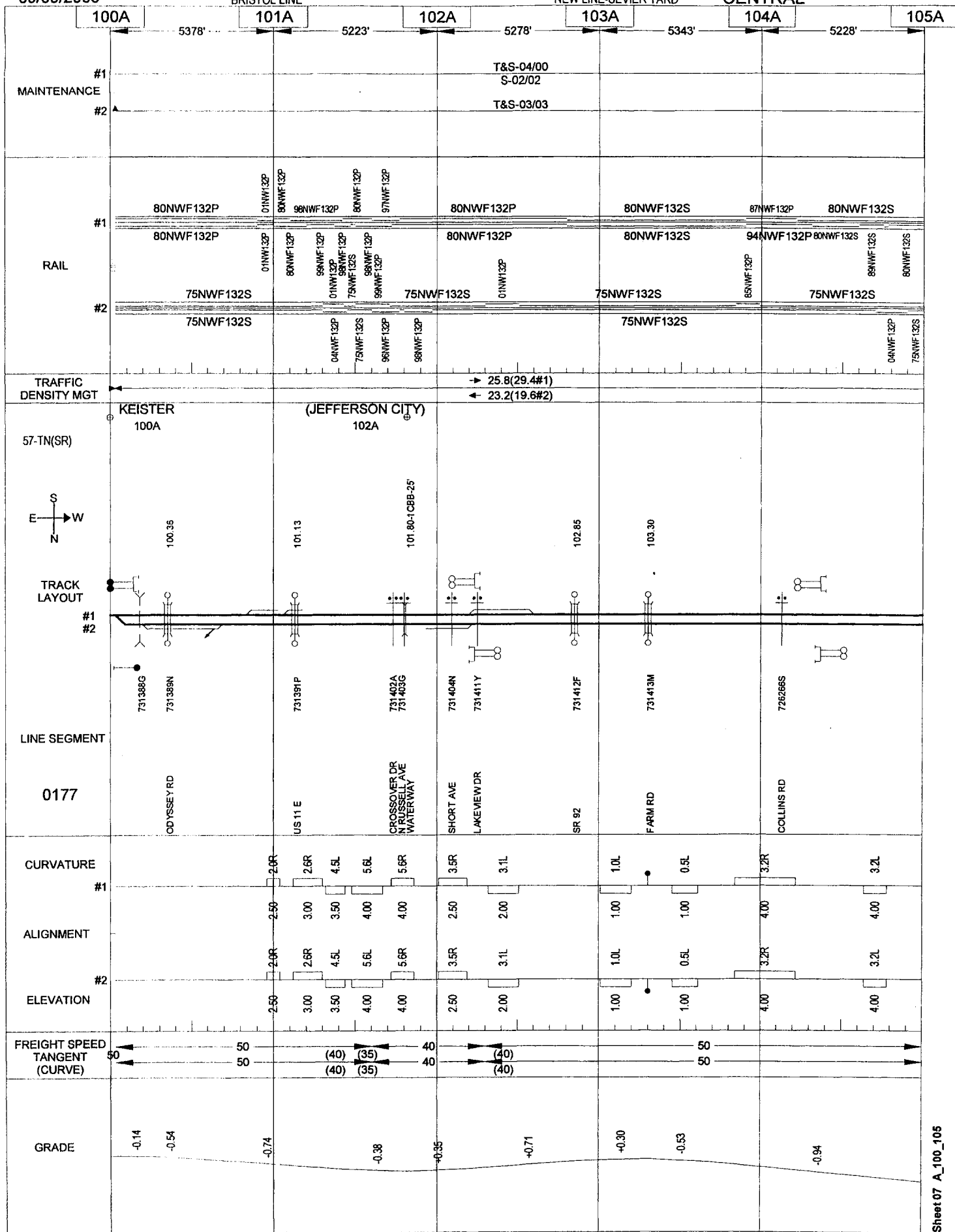
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BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



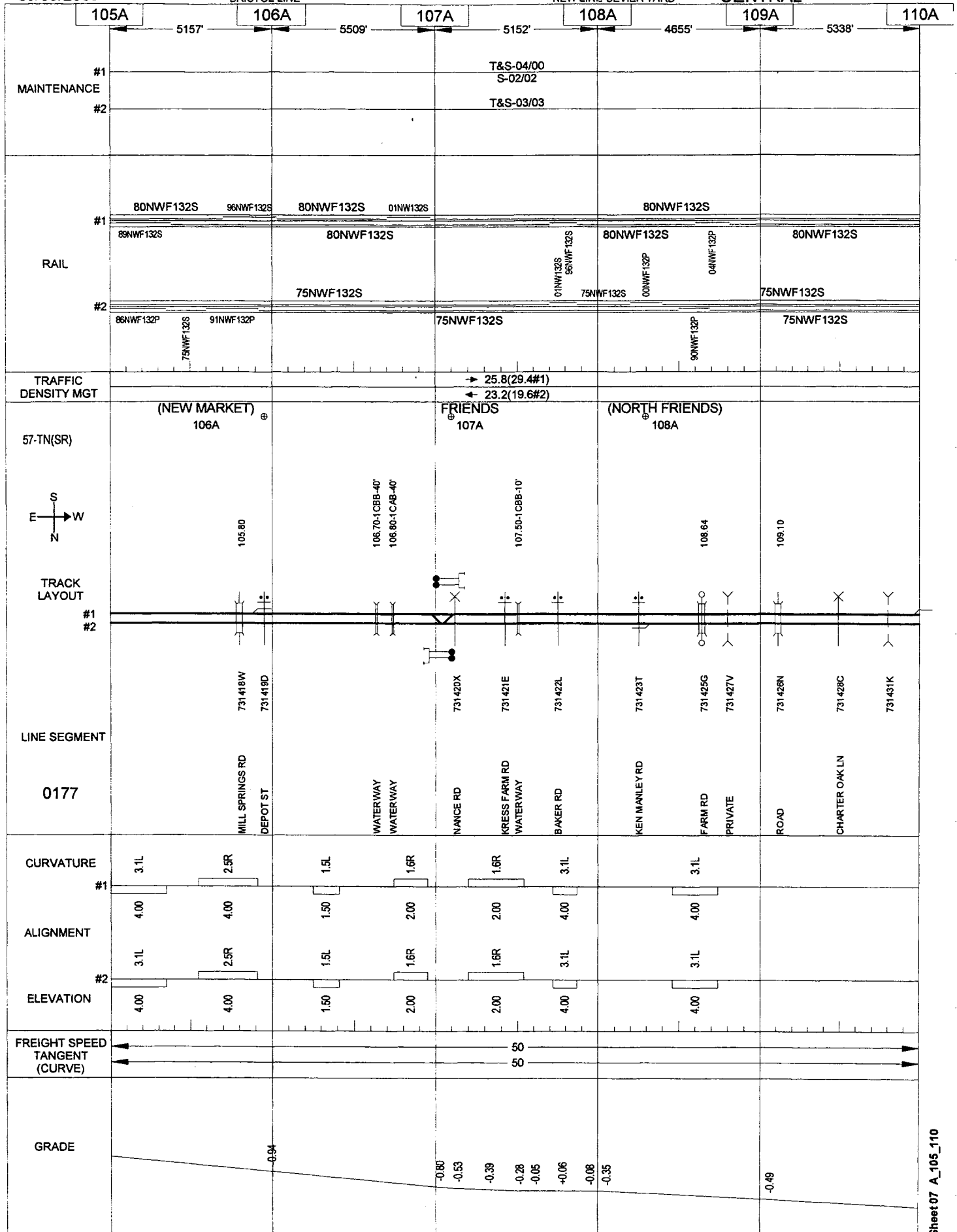
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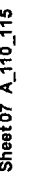
022

BRISTOL LINE

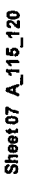
NEW LINE-SEVIER YARD

CENTRAL





CENTRAL

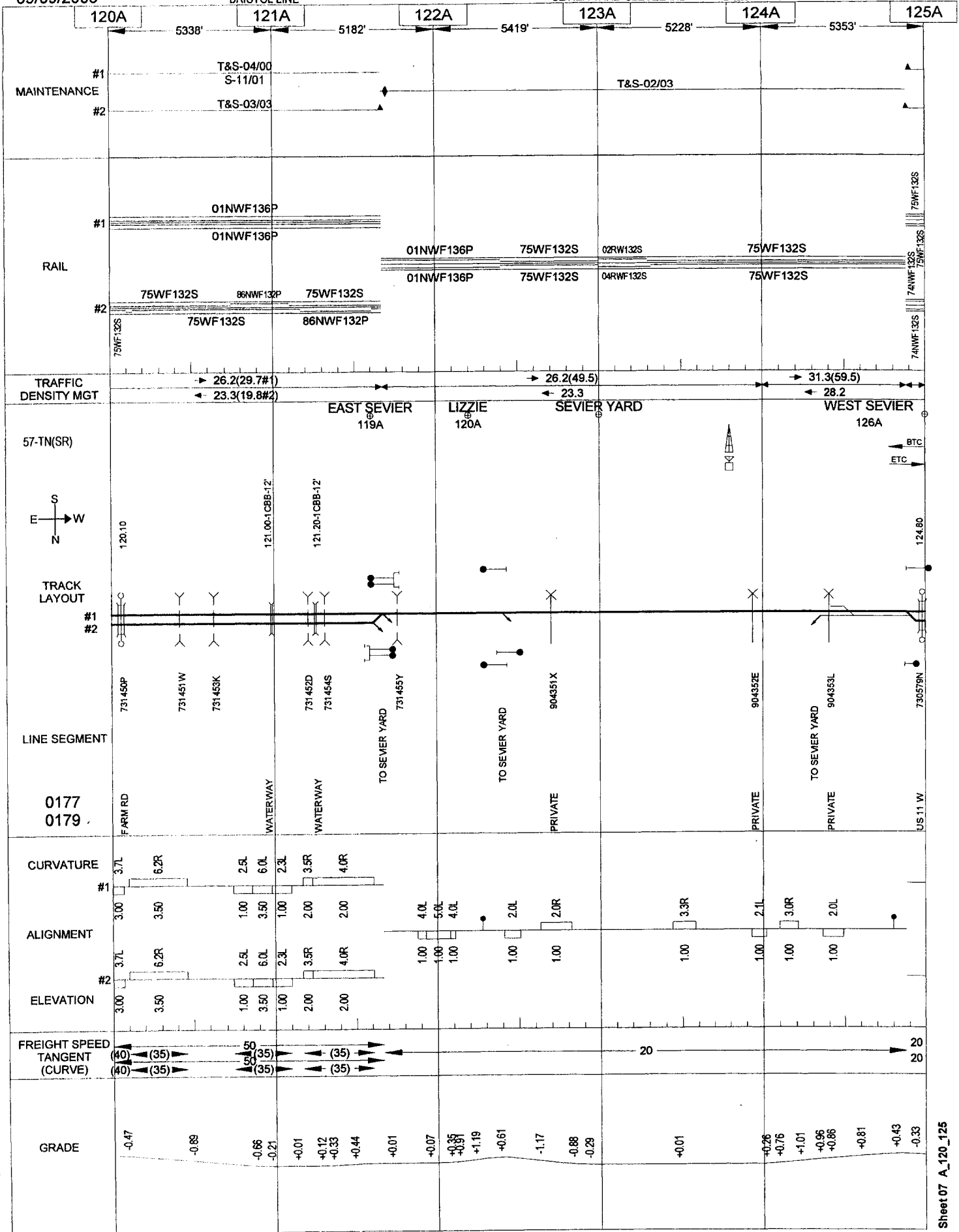


09/09/2005

BRISTOL LINE

SEVIER YARD-CLEVELAND

CENTRAL



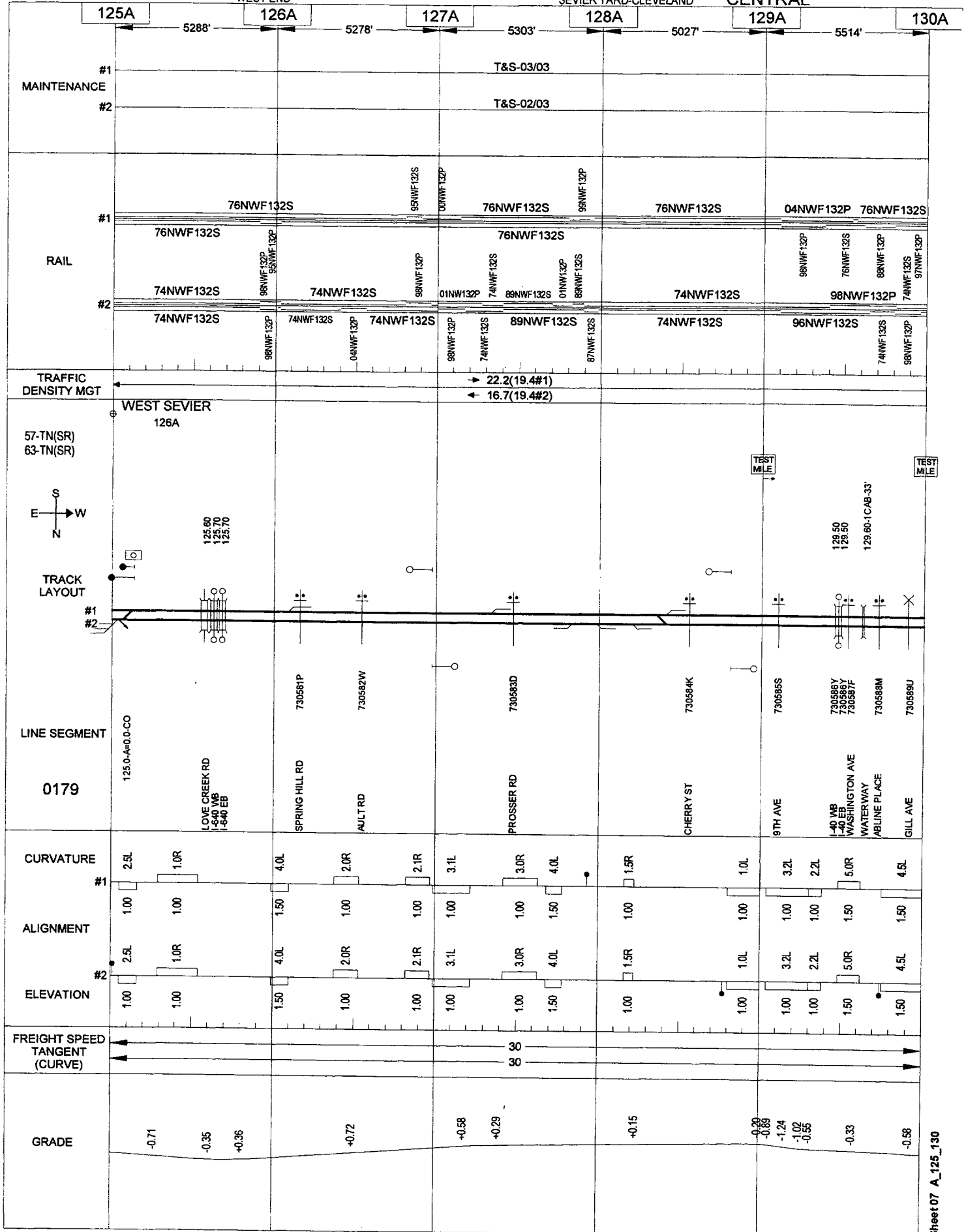
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026

WEST END

SEVIER YARD-CLEVELAND

CENTRAL

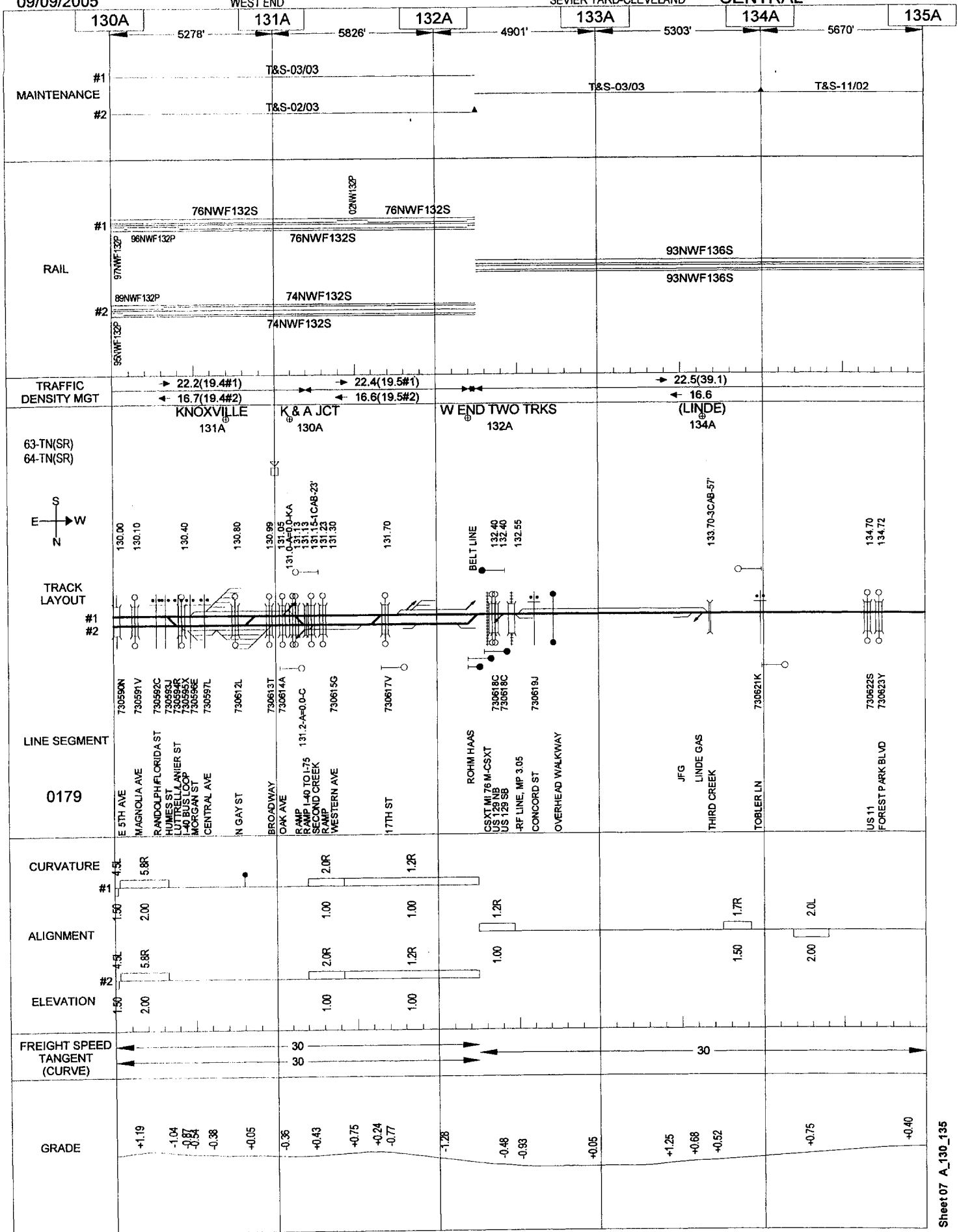


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WEST END

SEVIER YARD-CLEVELAND

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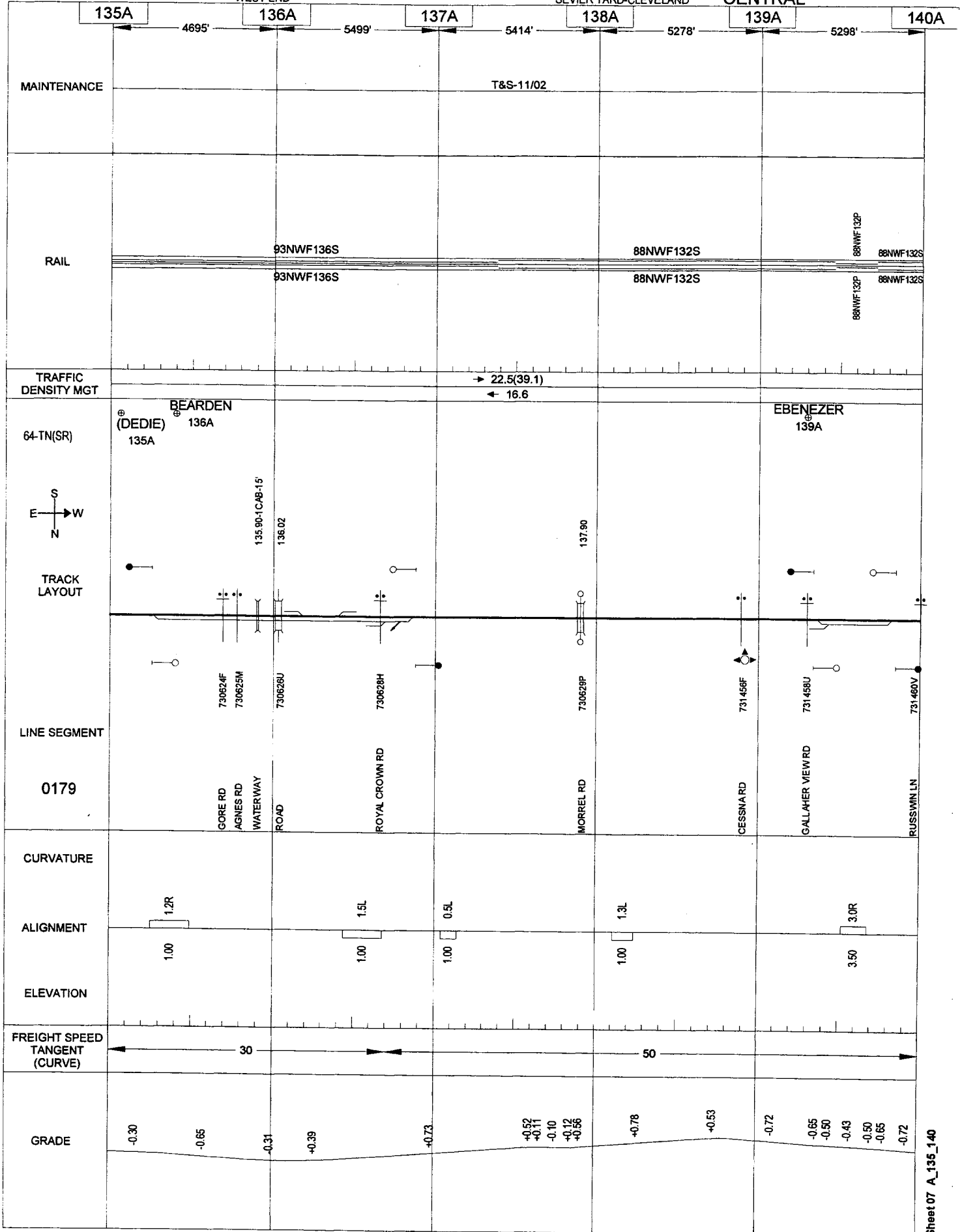
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028

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



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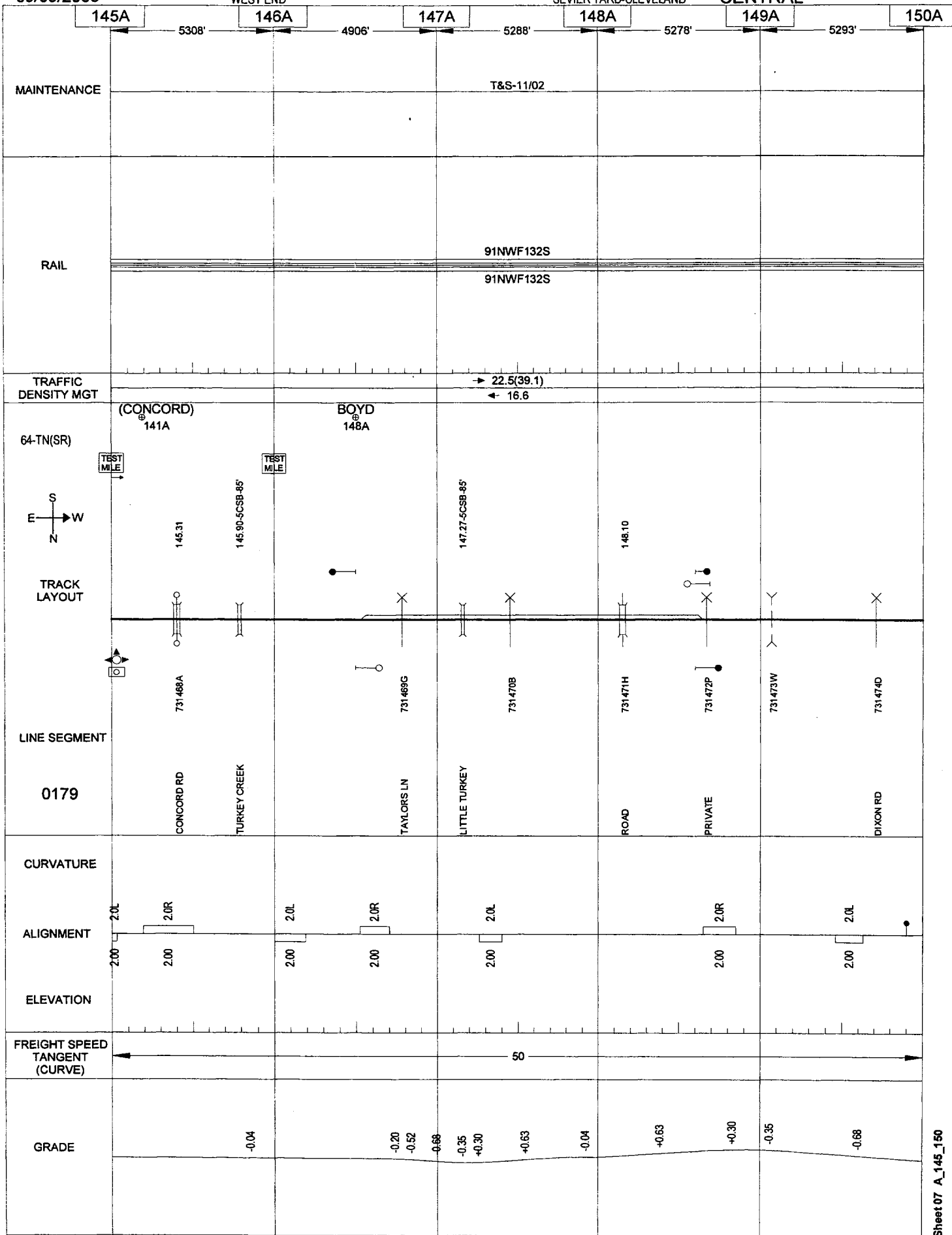
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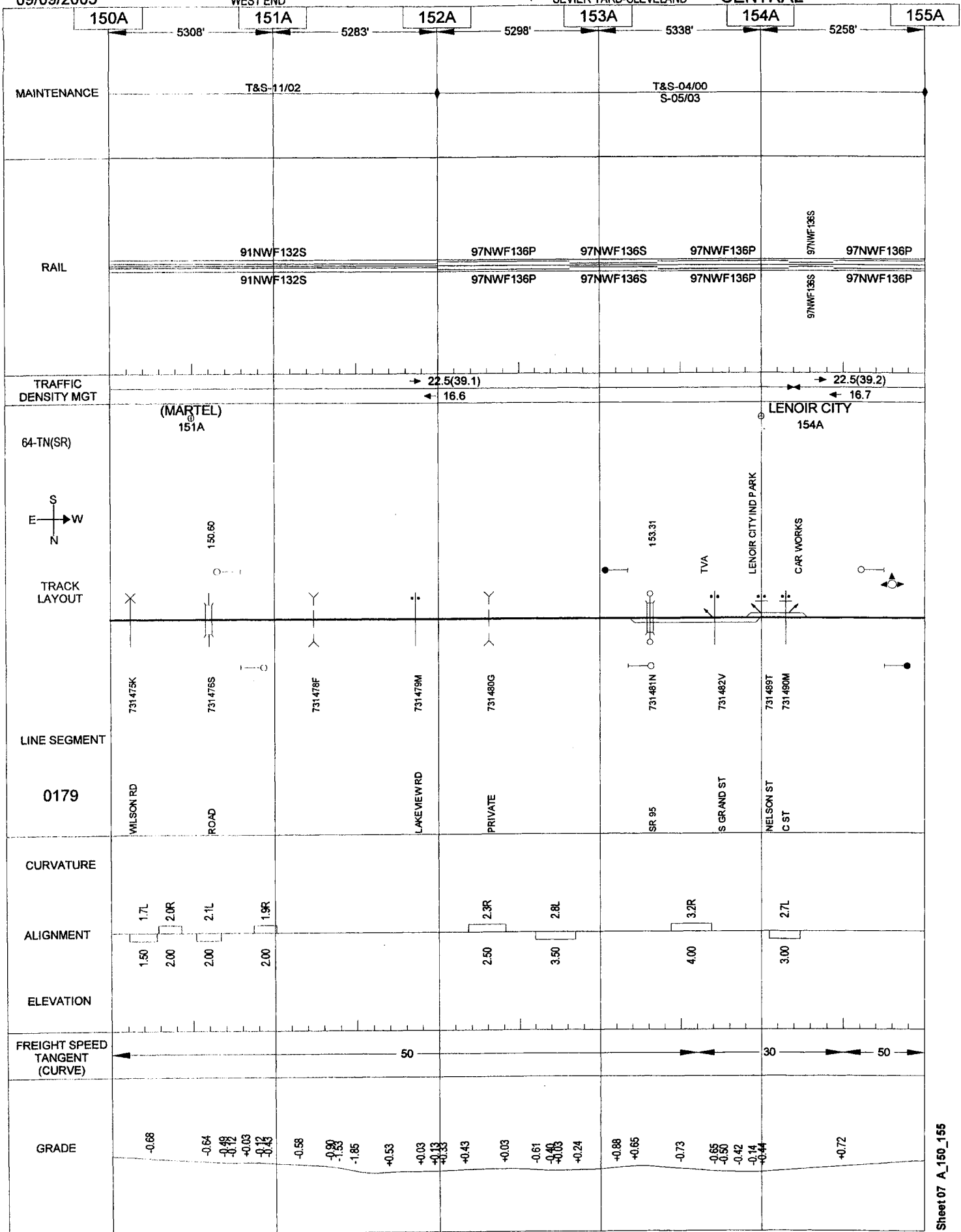


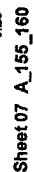
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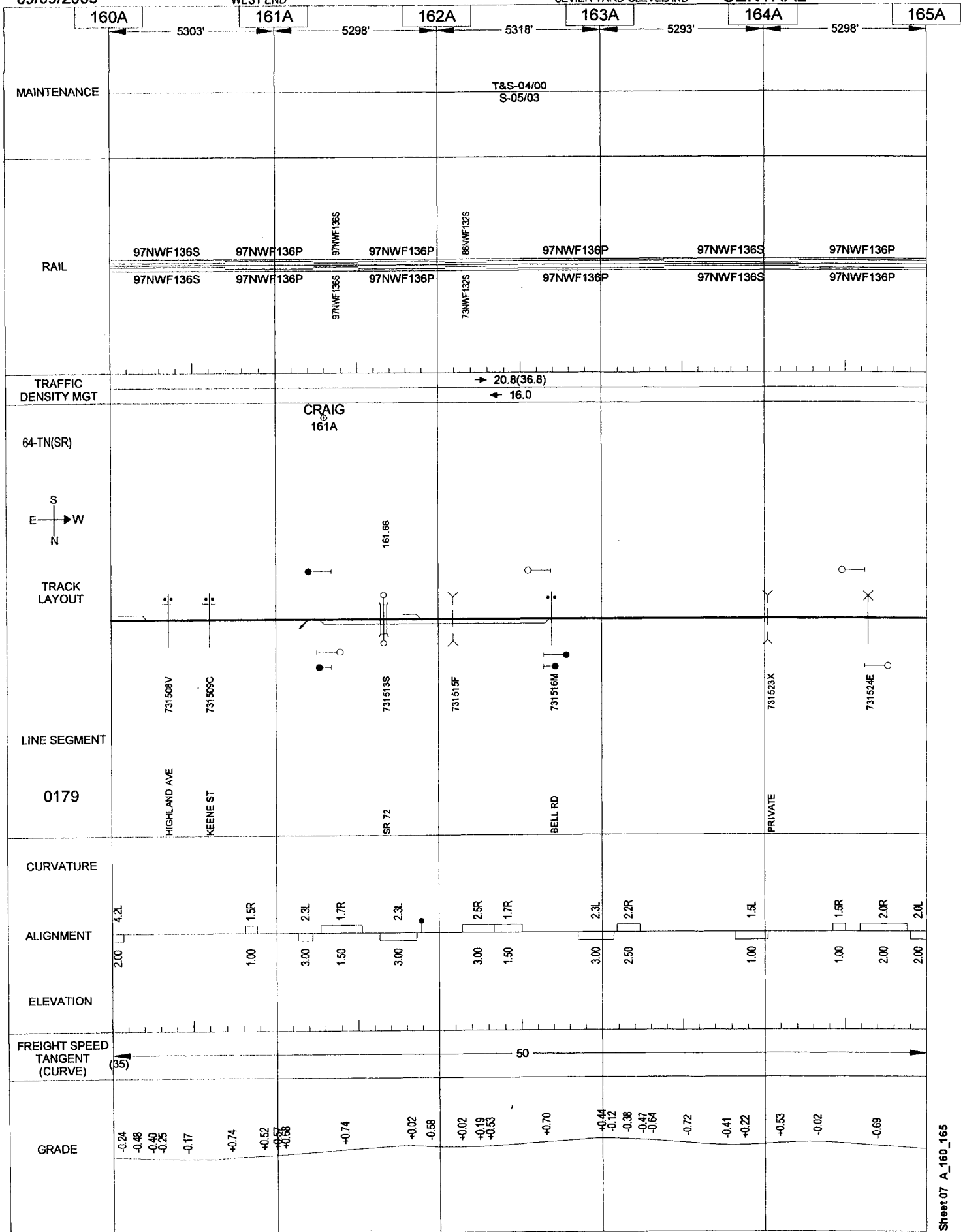
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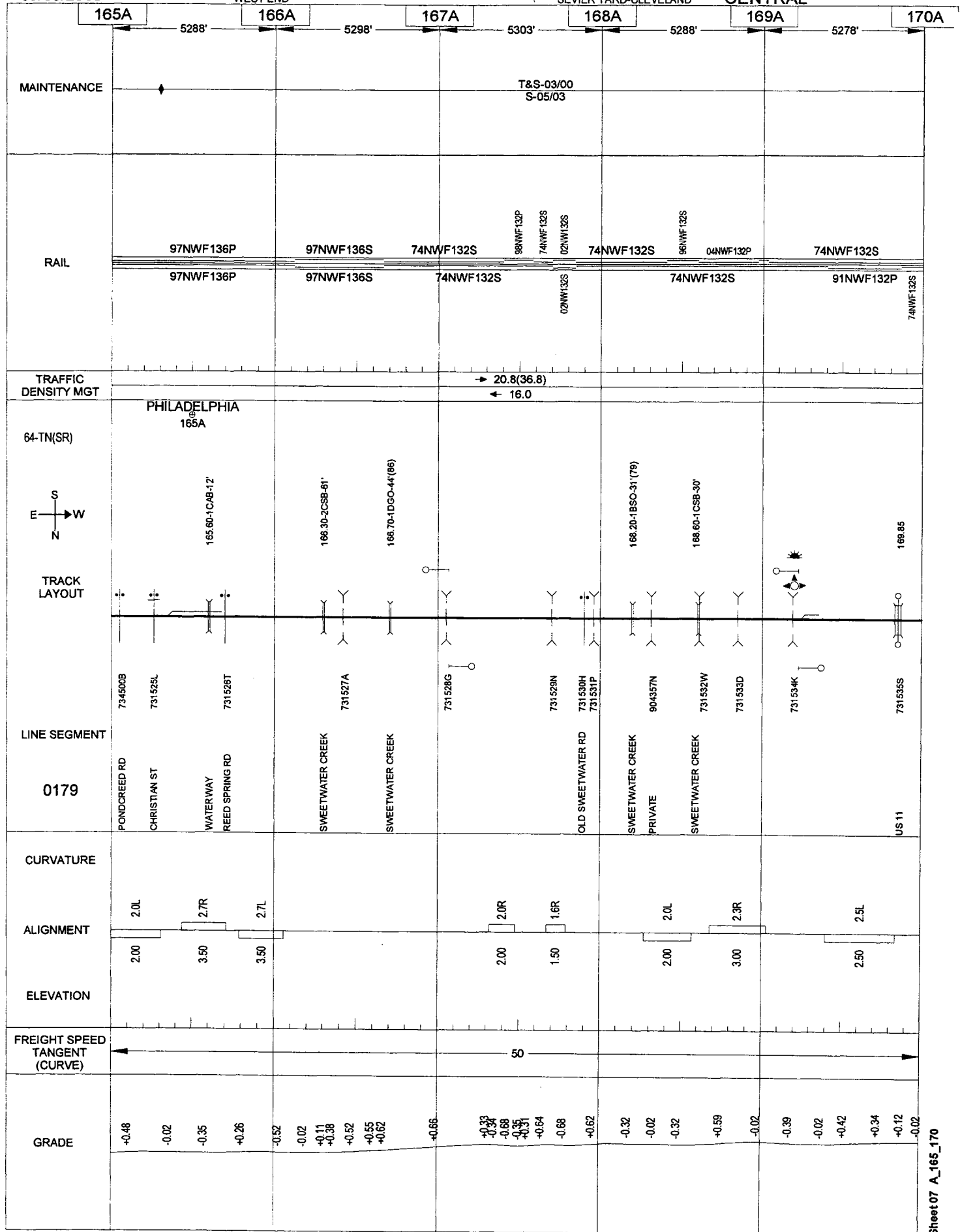
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034

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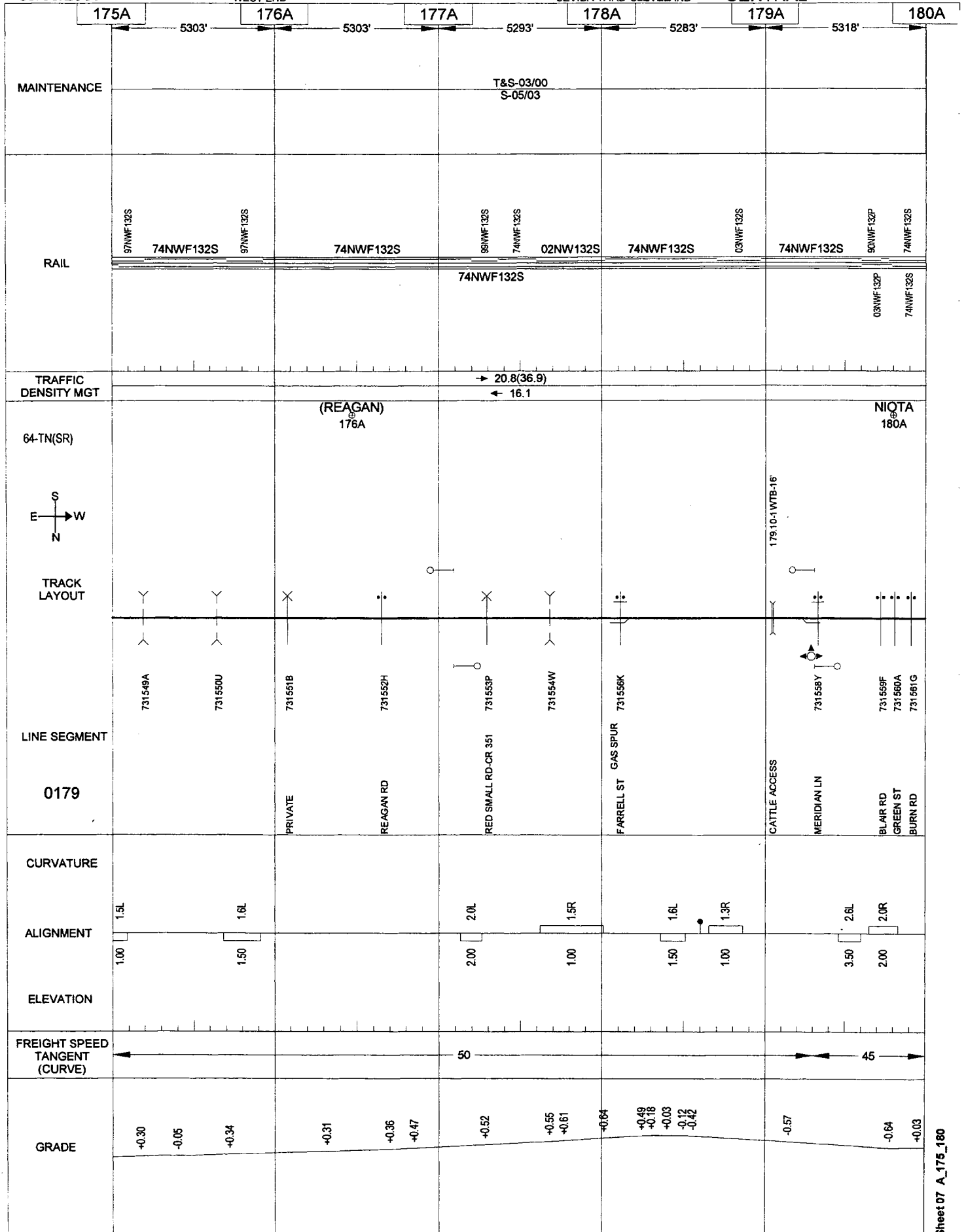
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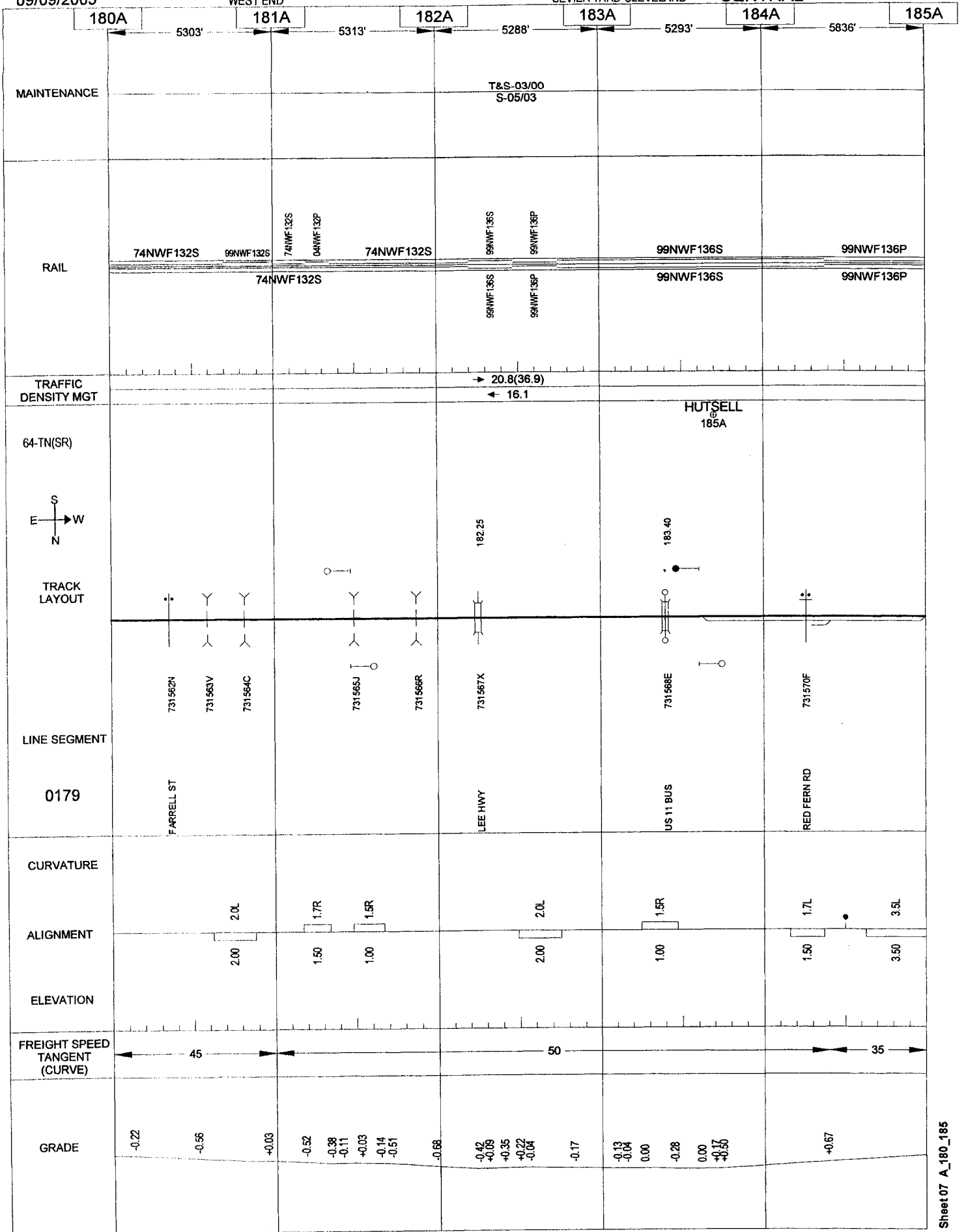


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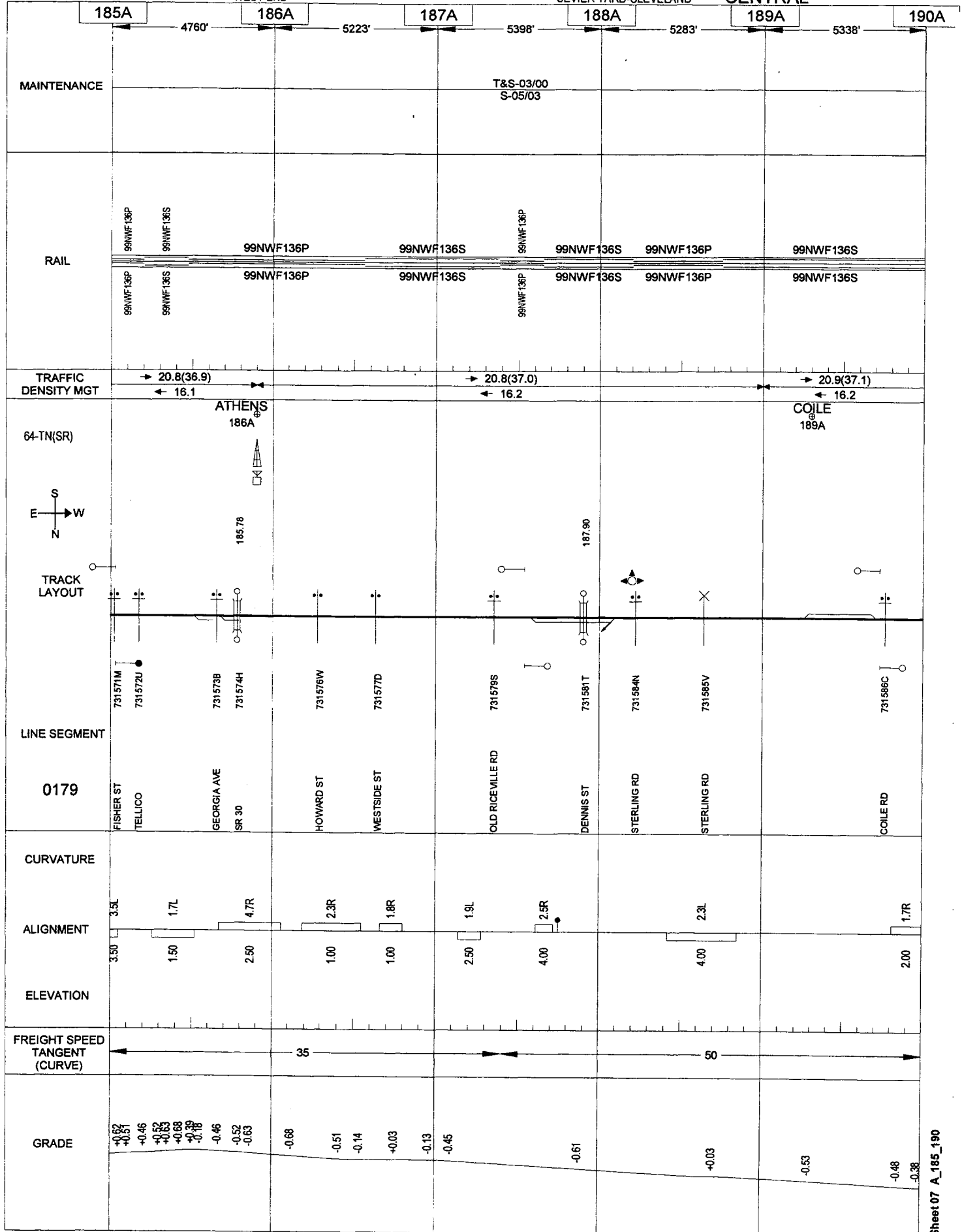
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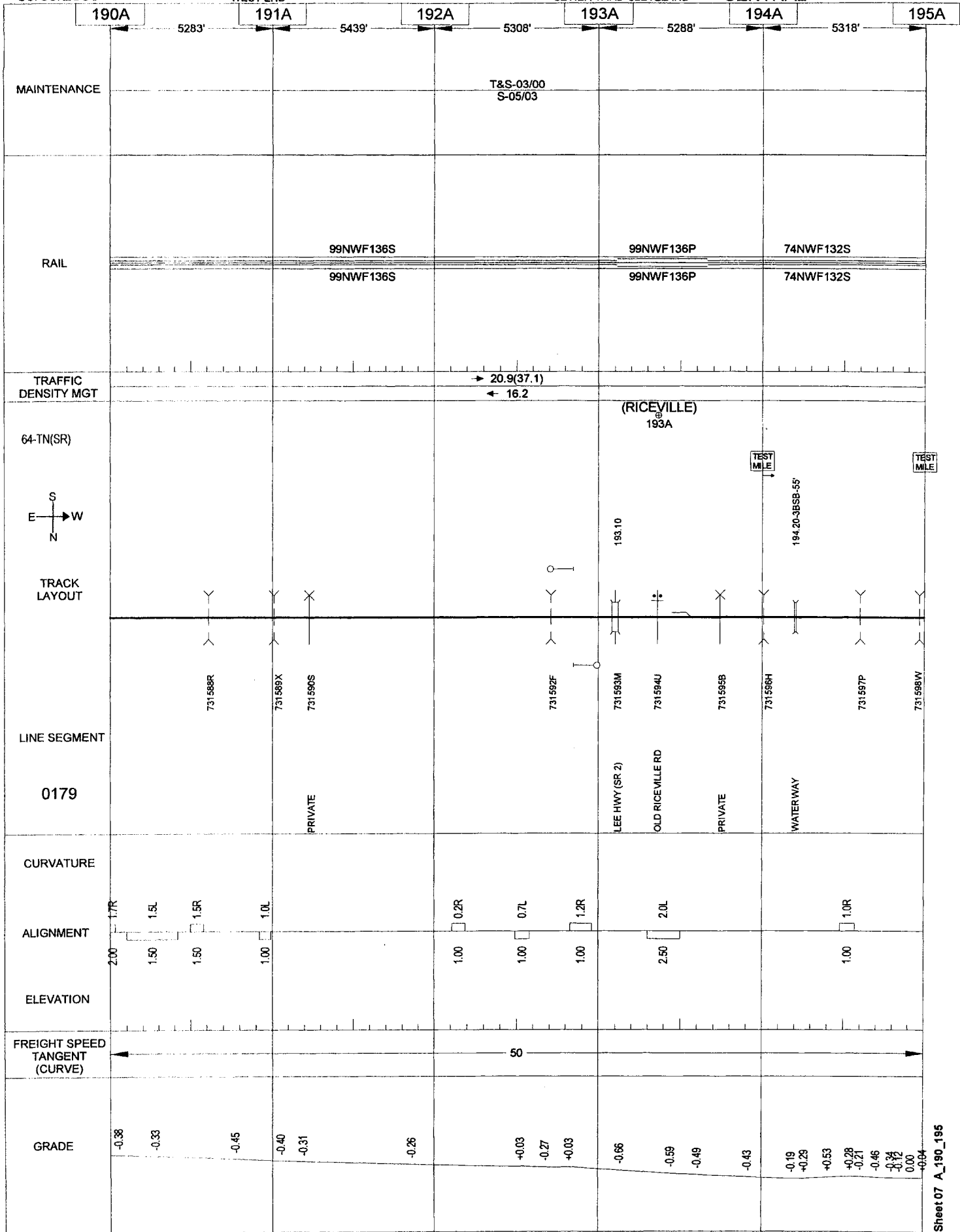


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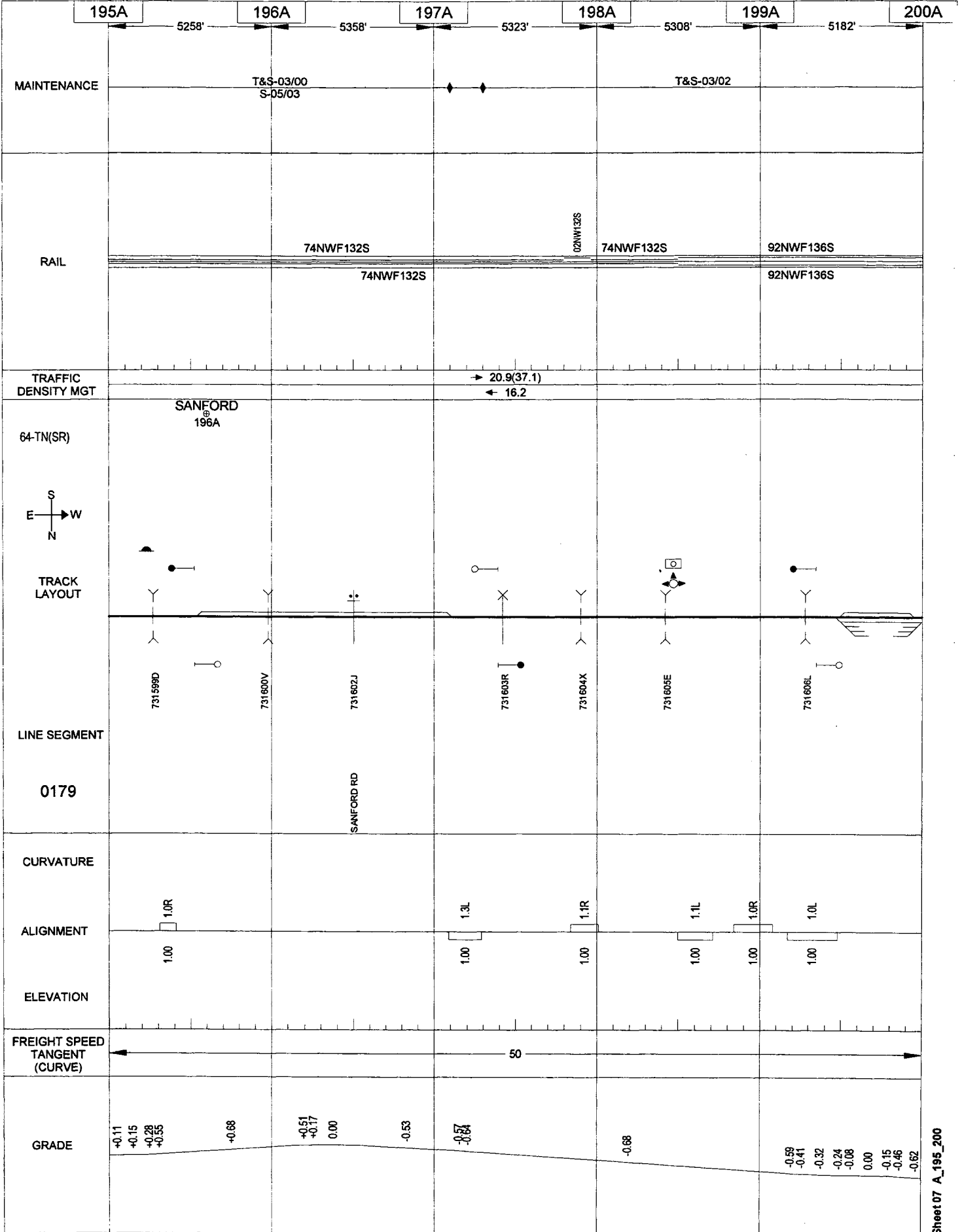
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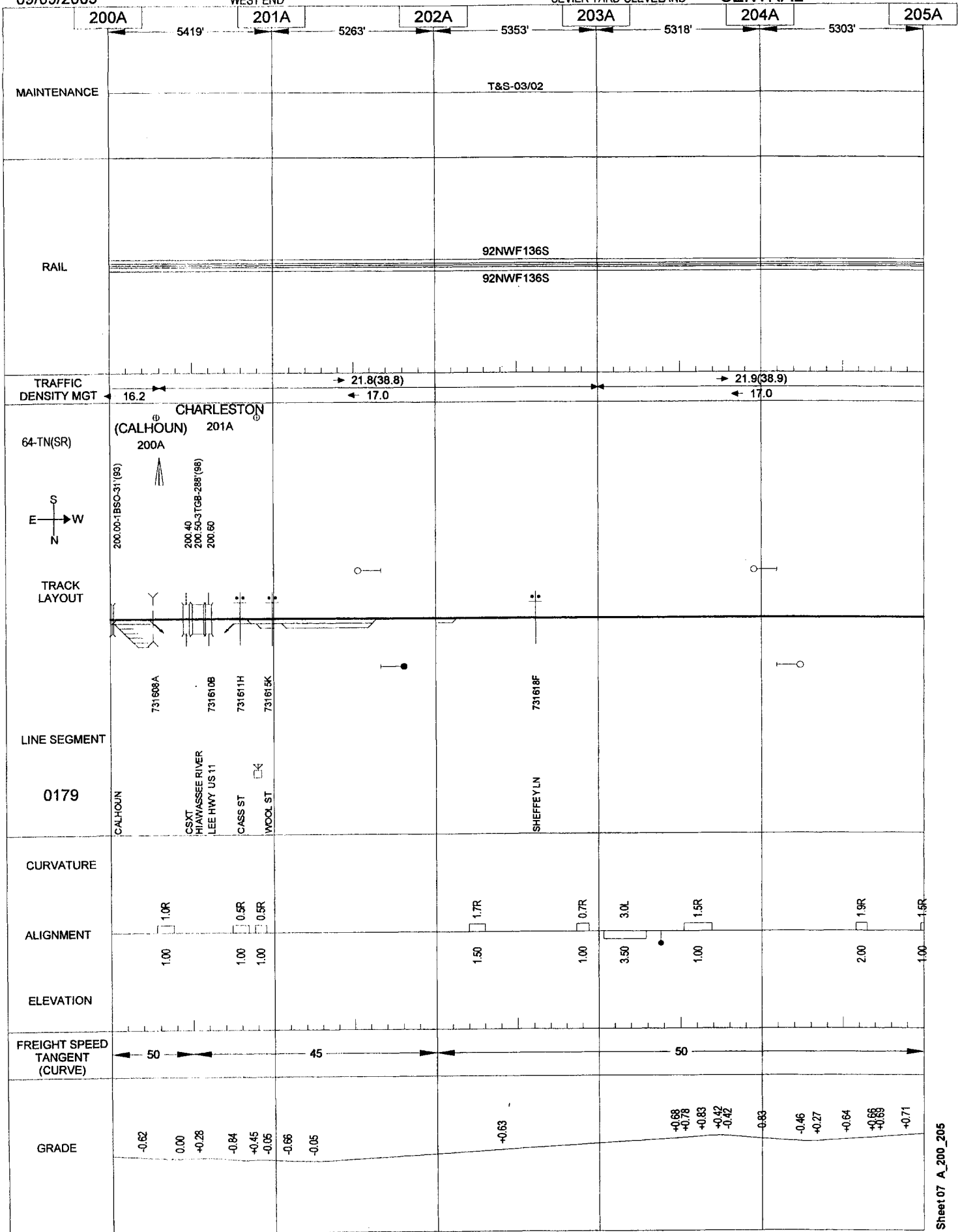


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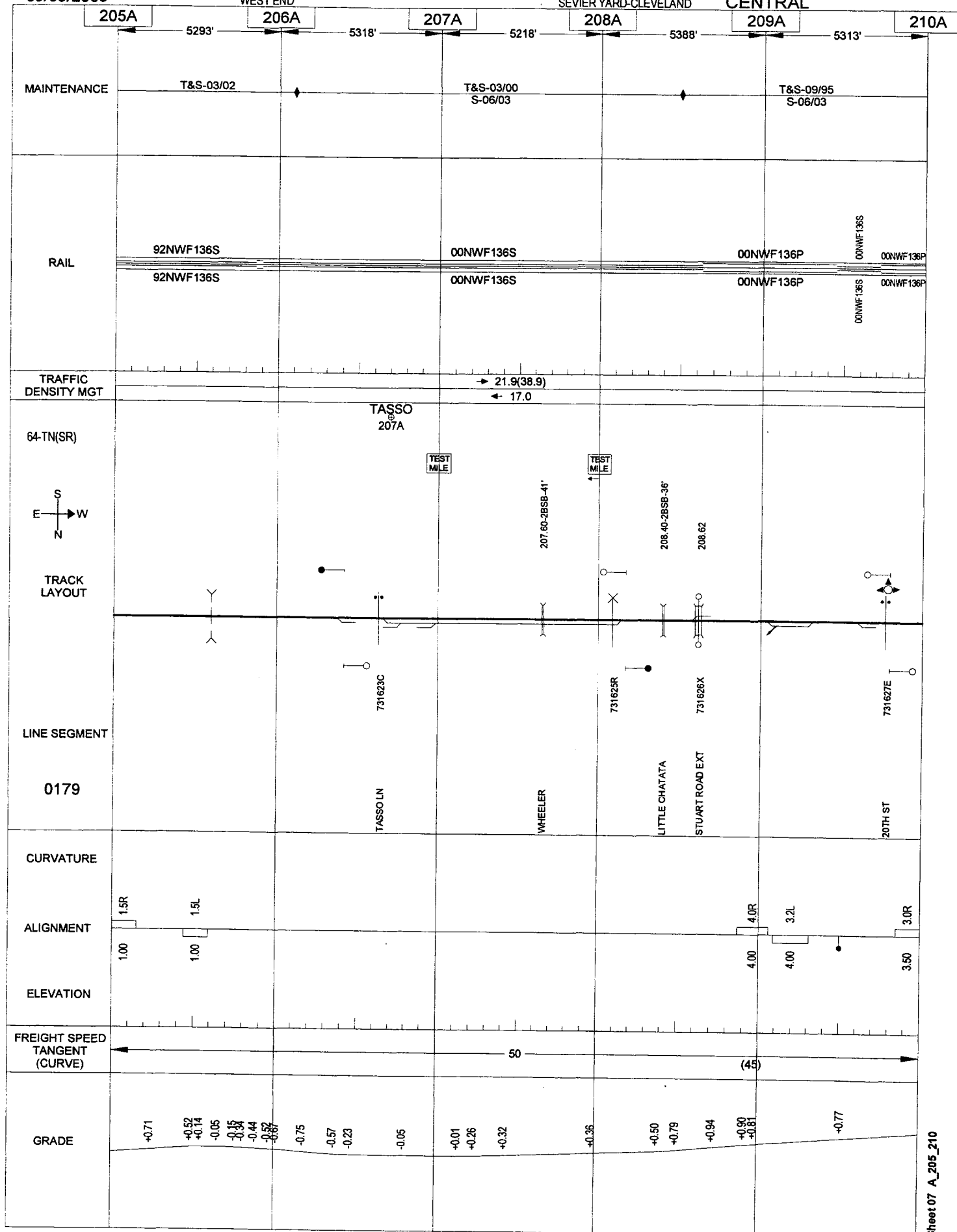
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042

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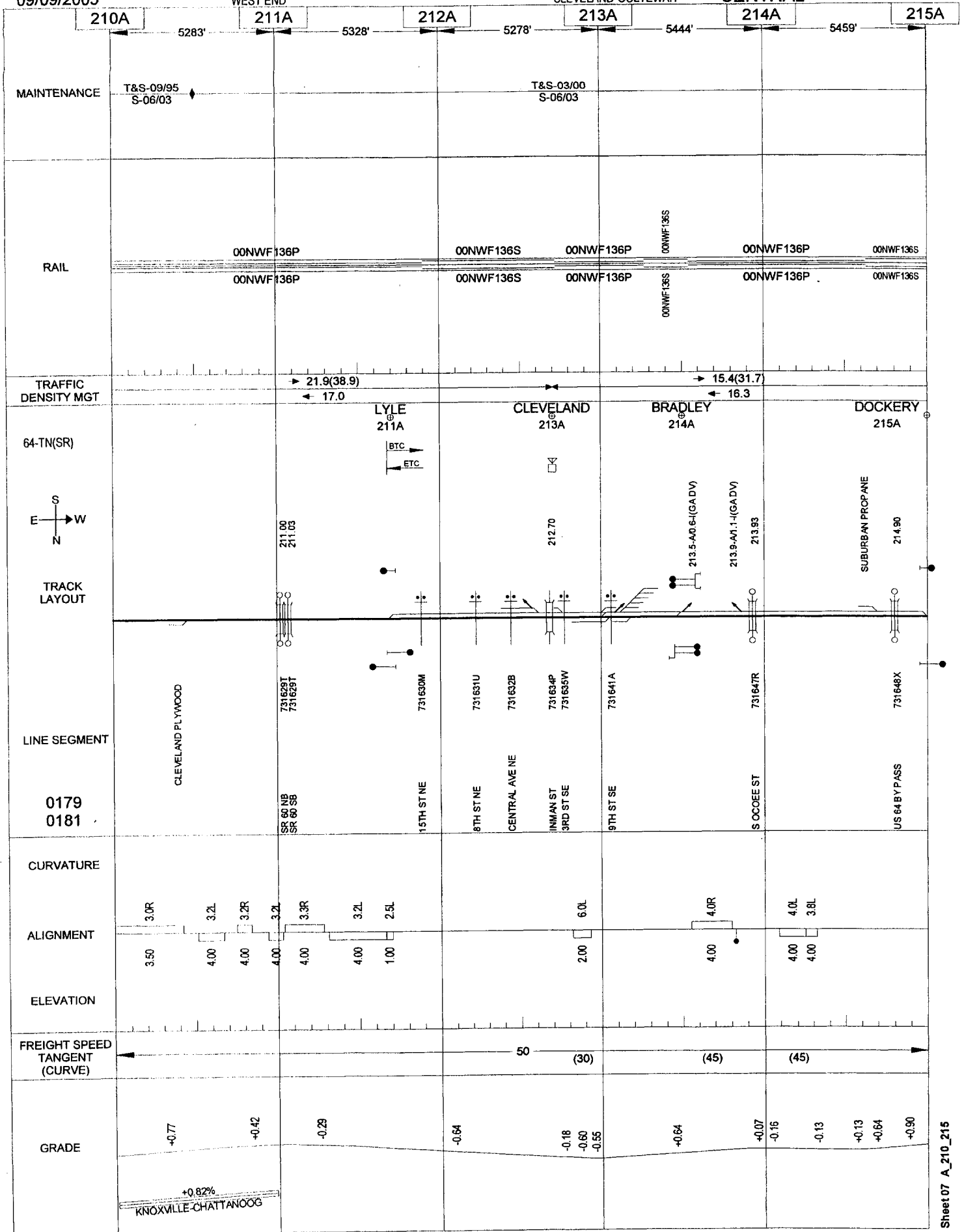
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043

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CLEVELAND-OOLTEWAH

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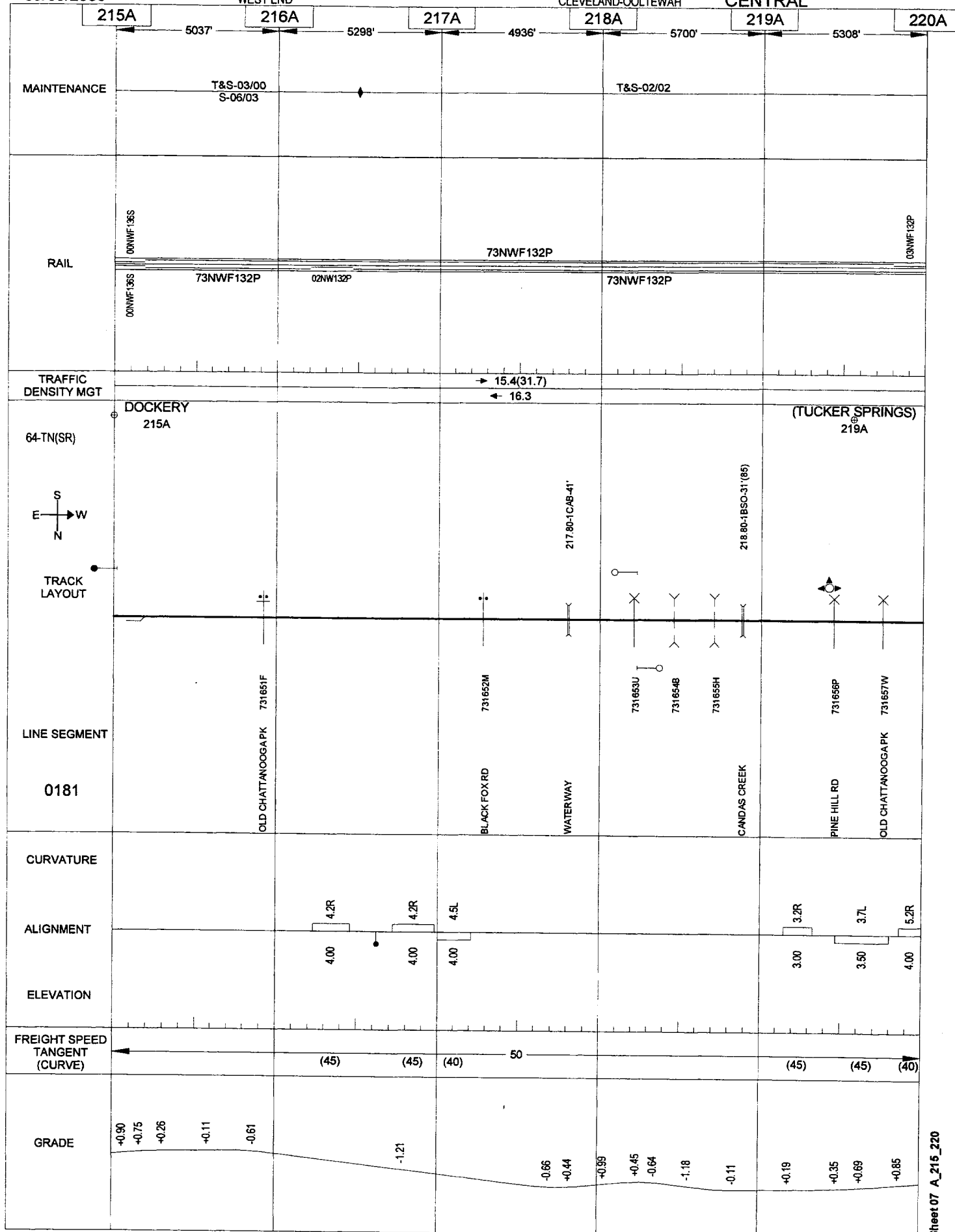
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044

WEST END

CLEVELAND-OOLTEWAH

CENTRAL



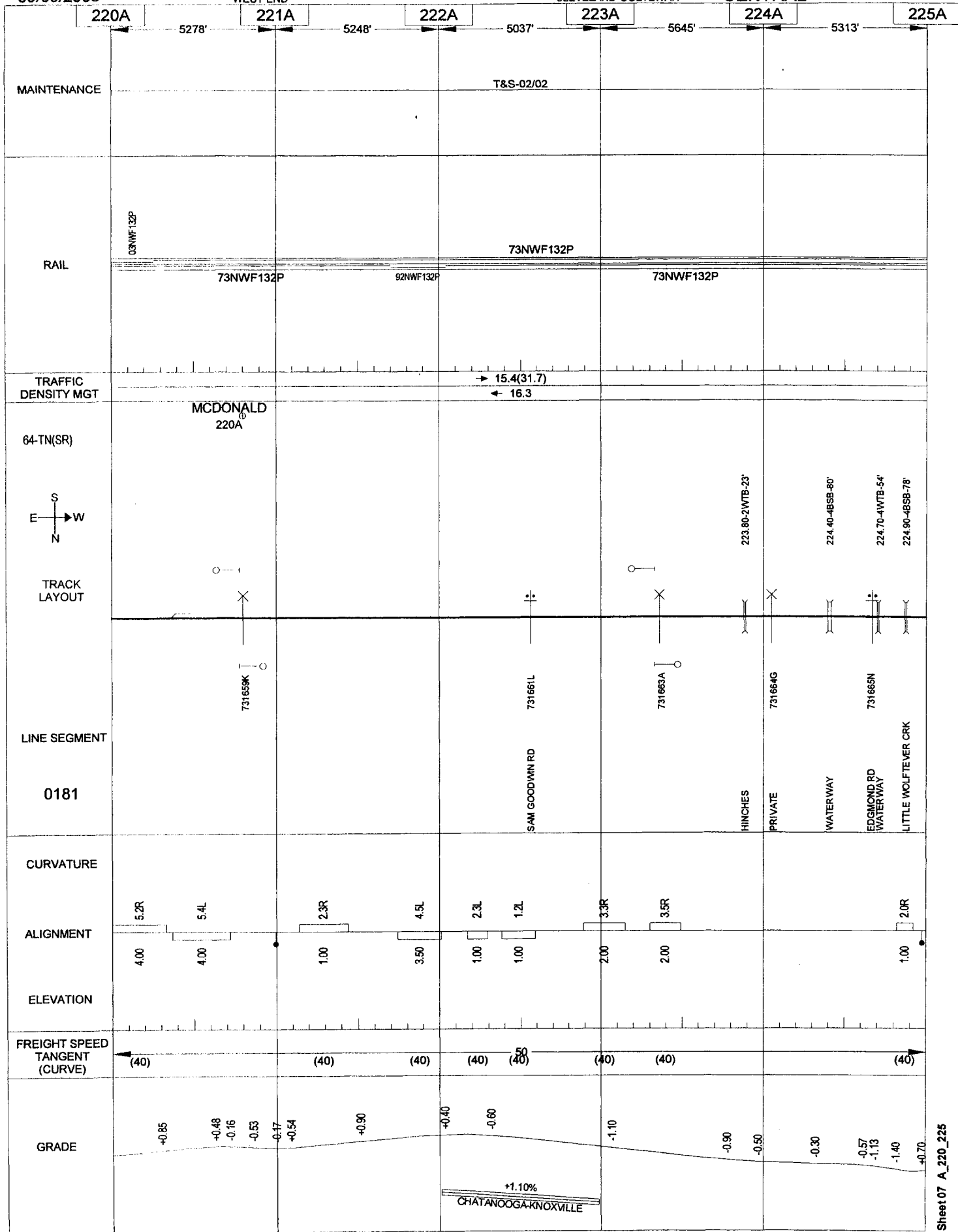
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045

WEST END

CLEVELAND-OOLTEWAH

CENTRAL



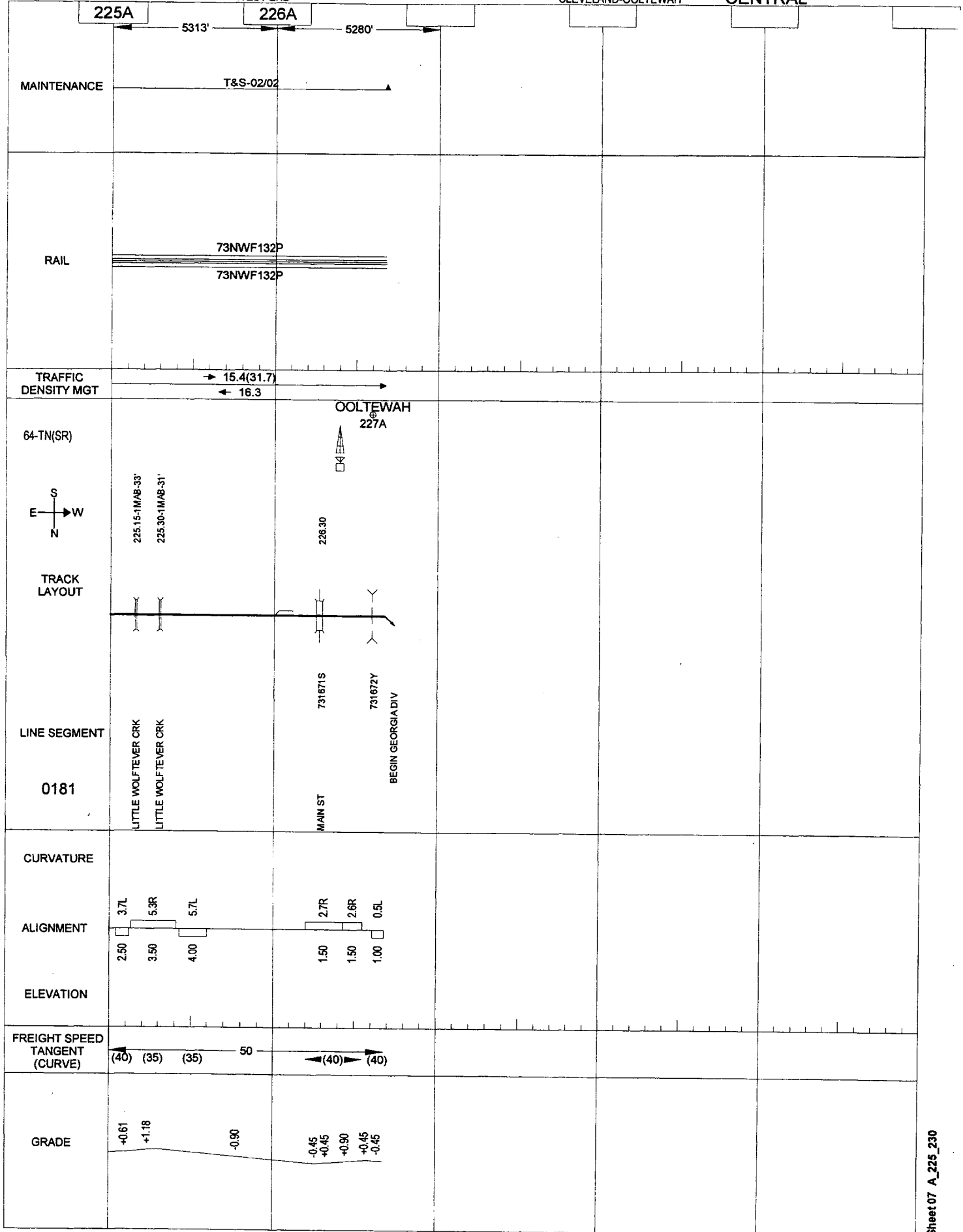
09/09/2005

046

WEST END

CLEVELAND-OOLTEWAH

CENTRAL



227A

228A

229A

230A

5280'

5338

— 5152

- 5197

#1
MAINTENANCE
#2

T&S-03/00
S-04/03

T&S-03/00
S-04/03

RAIL

71WF132S	71NWF132S
71WF132S	71NWF132S

96NWF132S

71NWF132S

71NWF132S

97NWF136S

97NWF136P	97NWF136S
97NWF136P	97NWF136S

TRAFFIC DENSITY MGT

→ 44.2(55.0#1)
← 65.7(55.0#2)

64-TN(SR)

00LT EWAH
15H


TRACK
LAYOUT

LINE SEGMENT

0113

BEGIN CENTRAL DIV
COOLTEWAH CREEK

Station	Structure	Notes
227.40	731674M	
227.49-1	CLEVELAND PIKE	
CAB-12'	WATERWAY	

OLD CLEVELAND PIKE	731675U		229.35
--------------------	---------	---	--------

11-75	736671 J		229.97
-------	----------	---	--------

CURVATURE

#1

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

50 (40)
 (40)

— 50
— 50

75

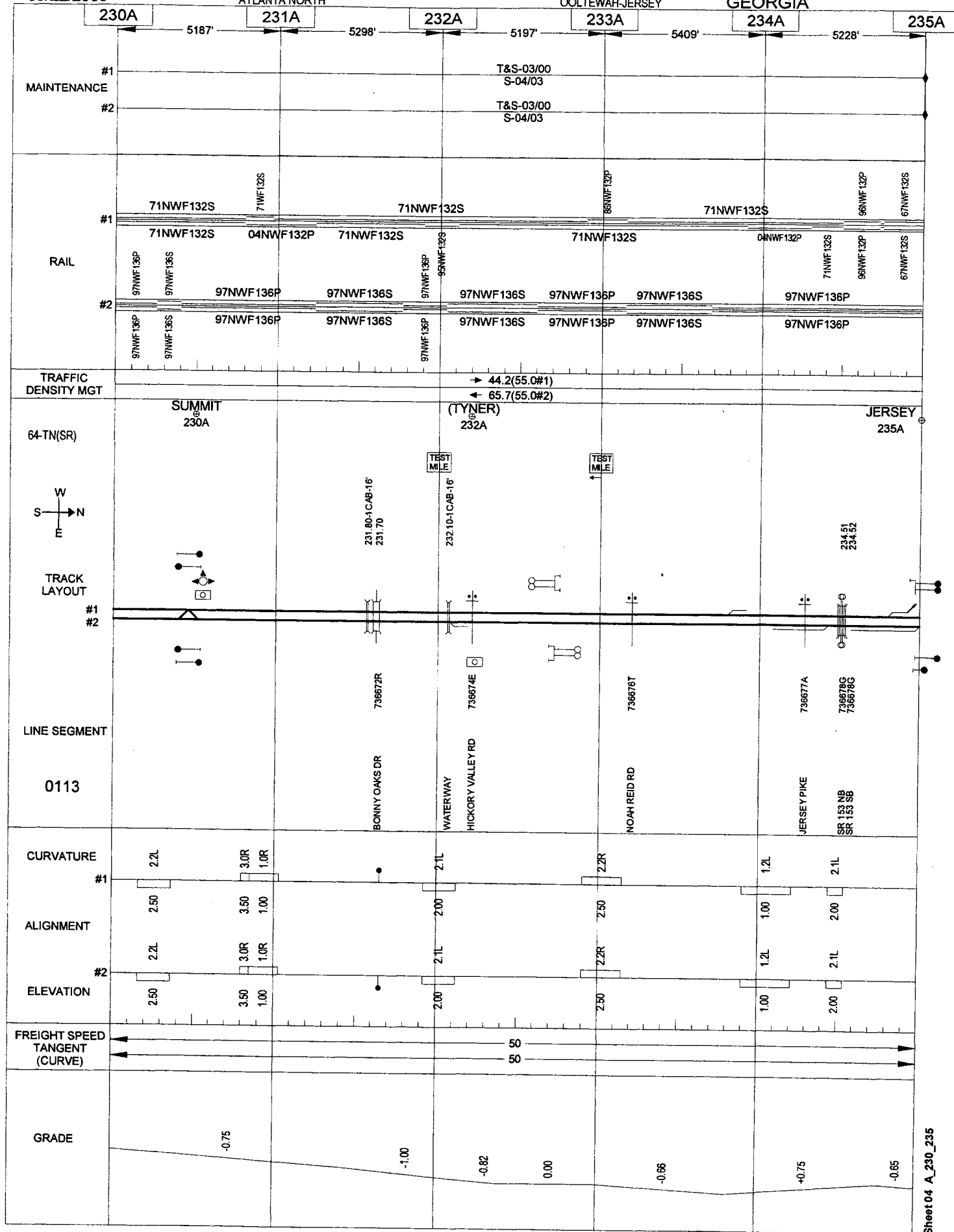
03/22/2005

46.2

ATLANTA NORTH

OOLTEWAH-JERSEY

GEORGIA



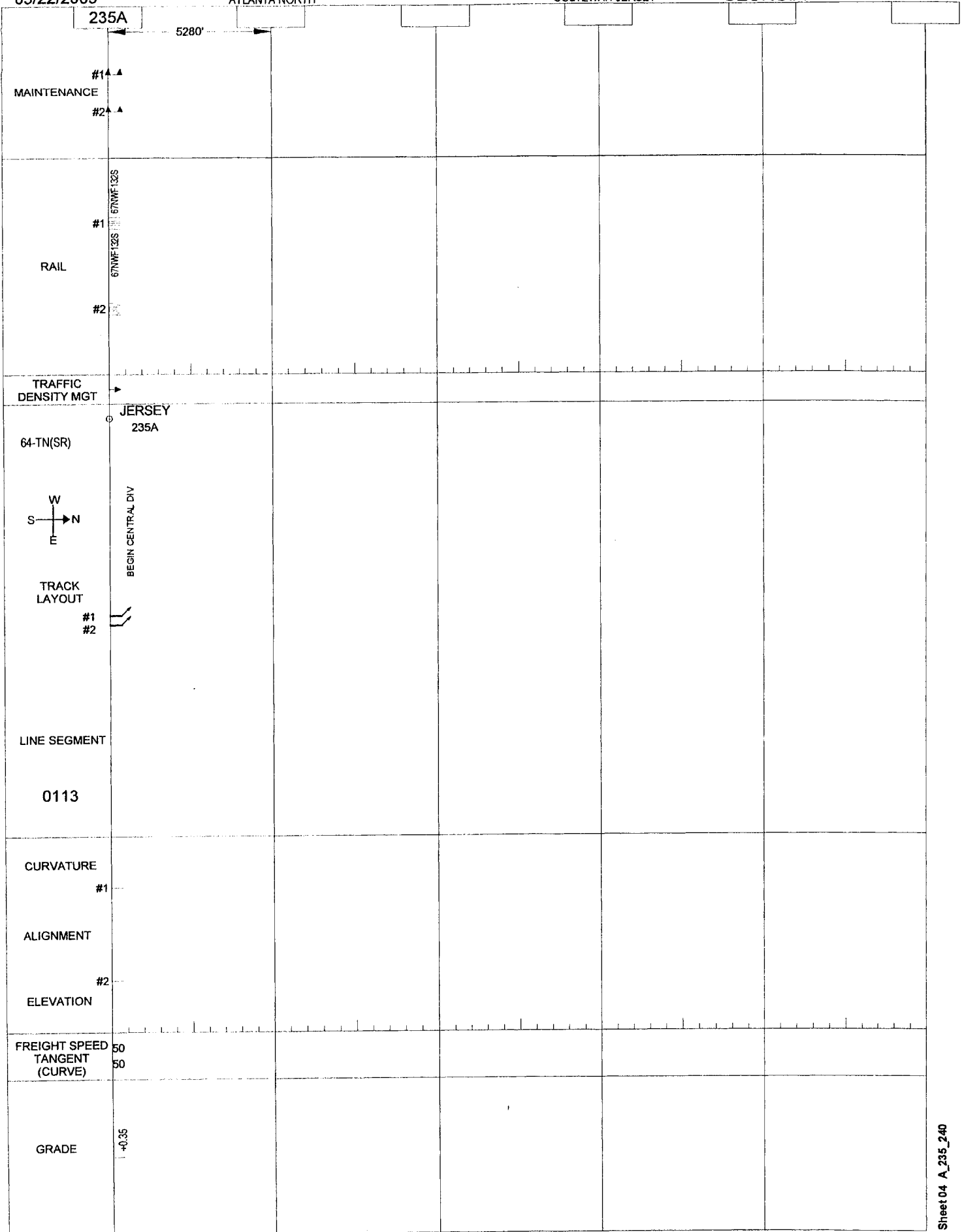
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ATLANTA NORTH

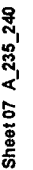
46.3

OOLTEWAH-JERSEY

GEORGIA



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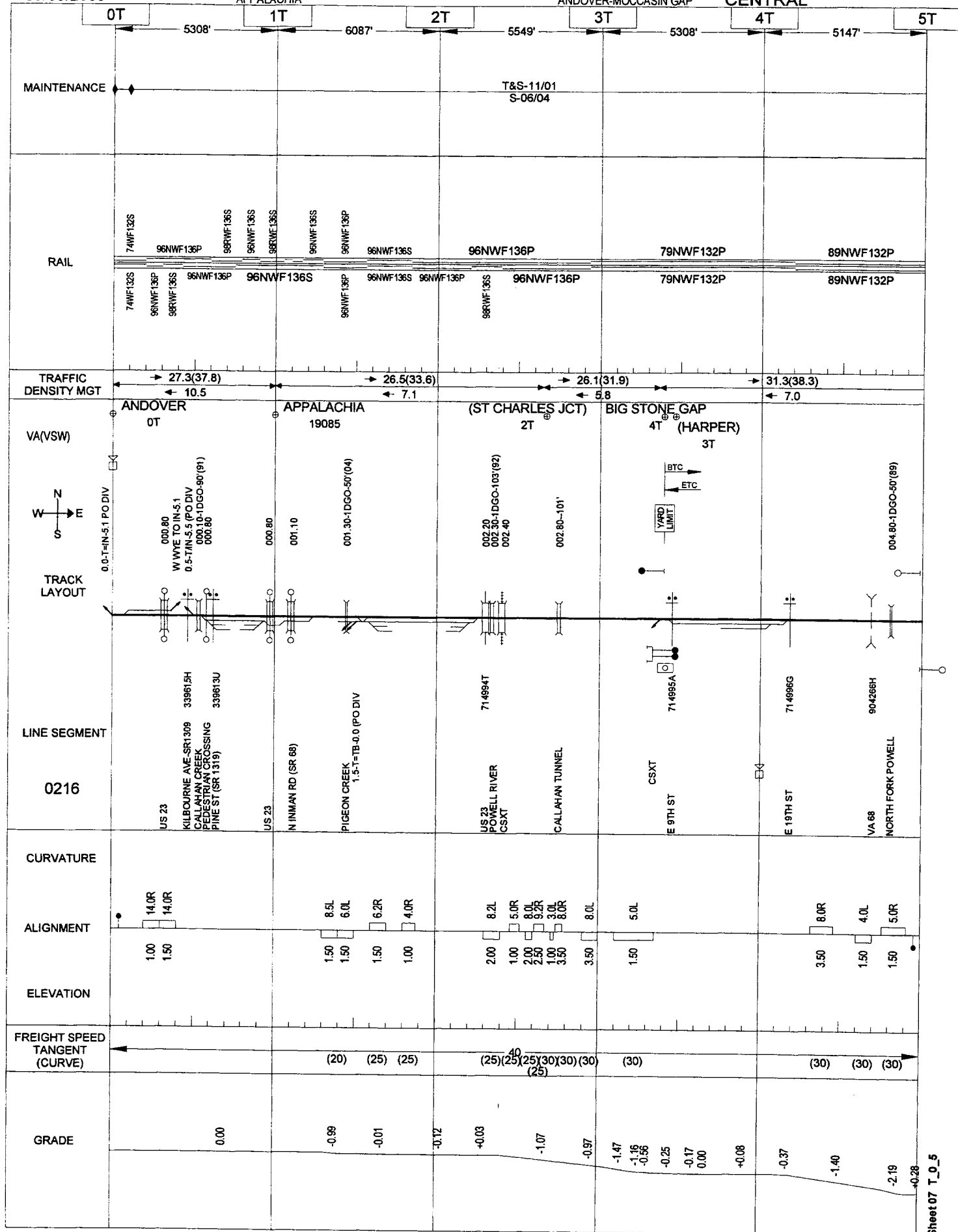
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048

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL

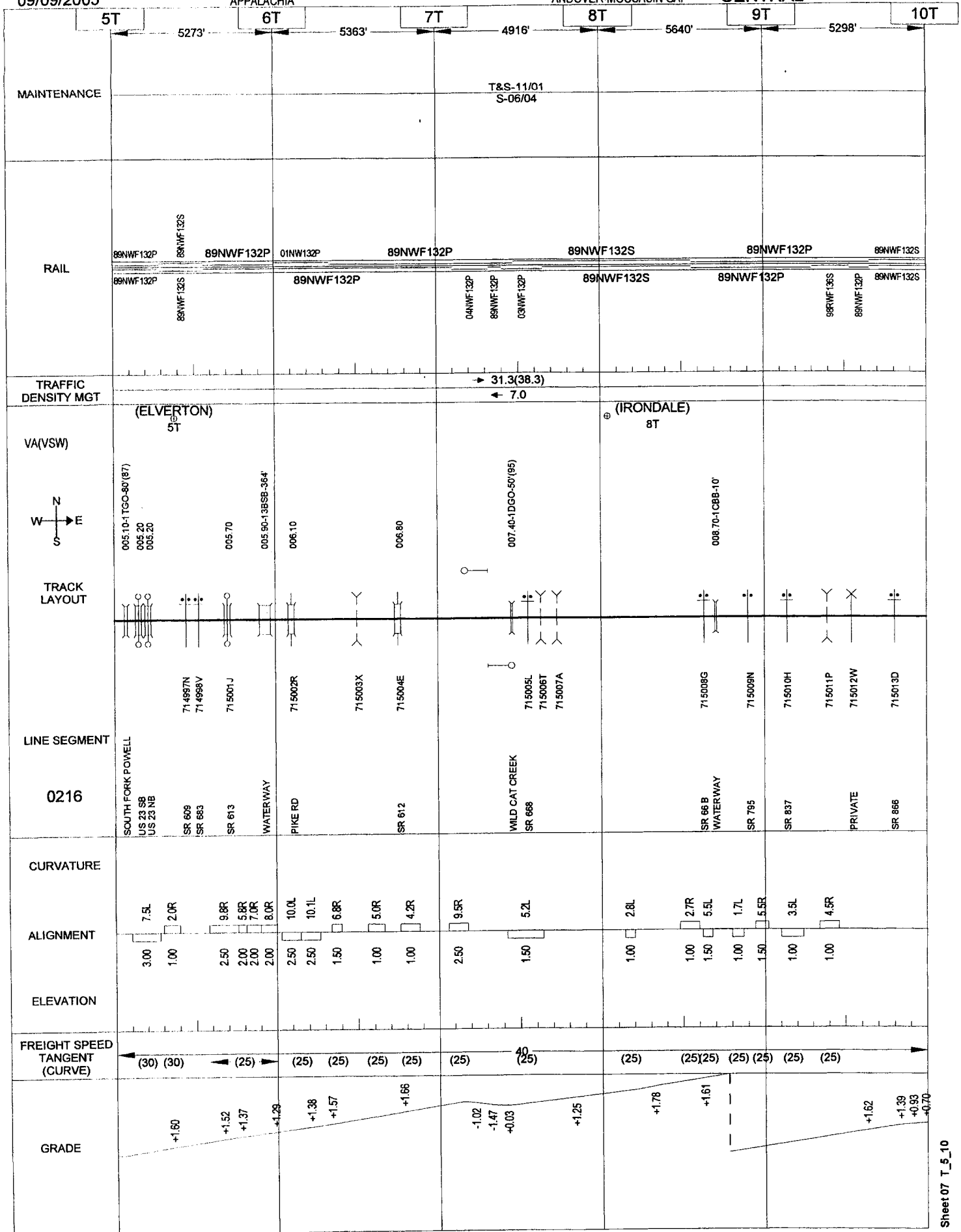


09/09/2005

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



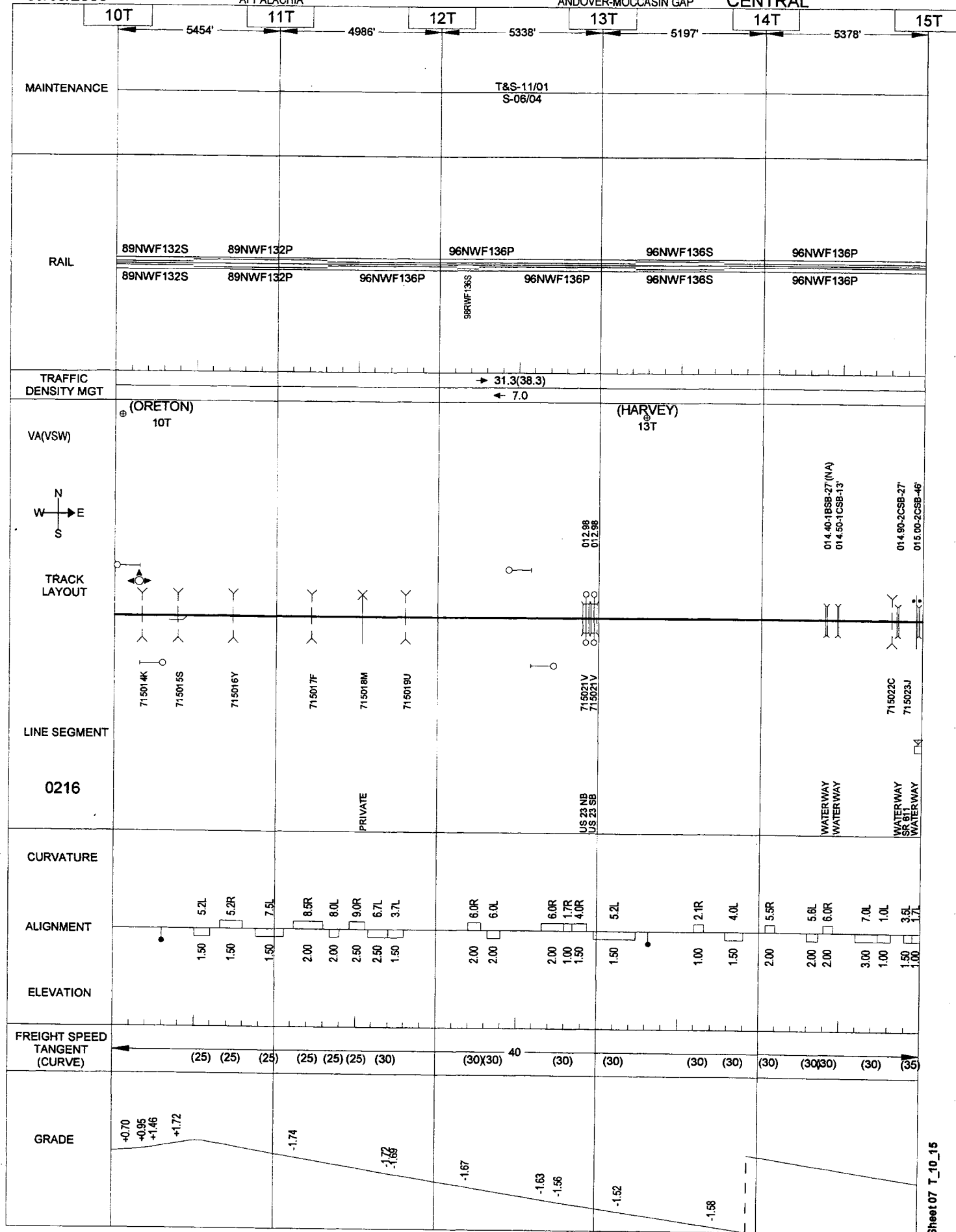
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050

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



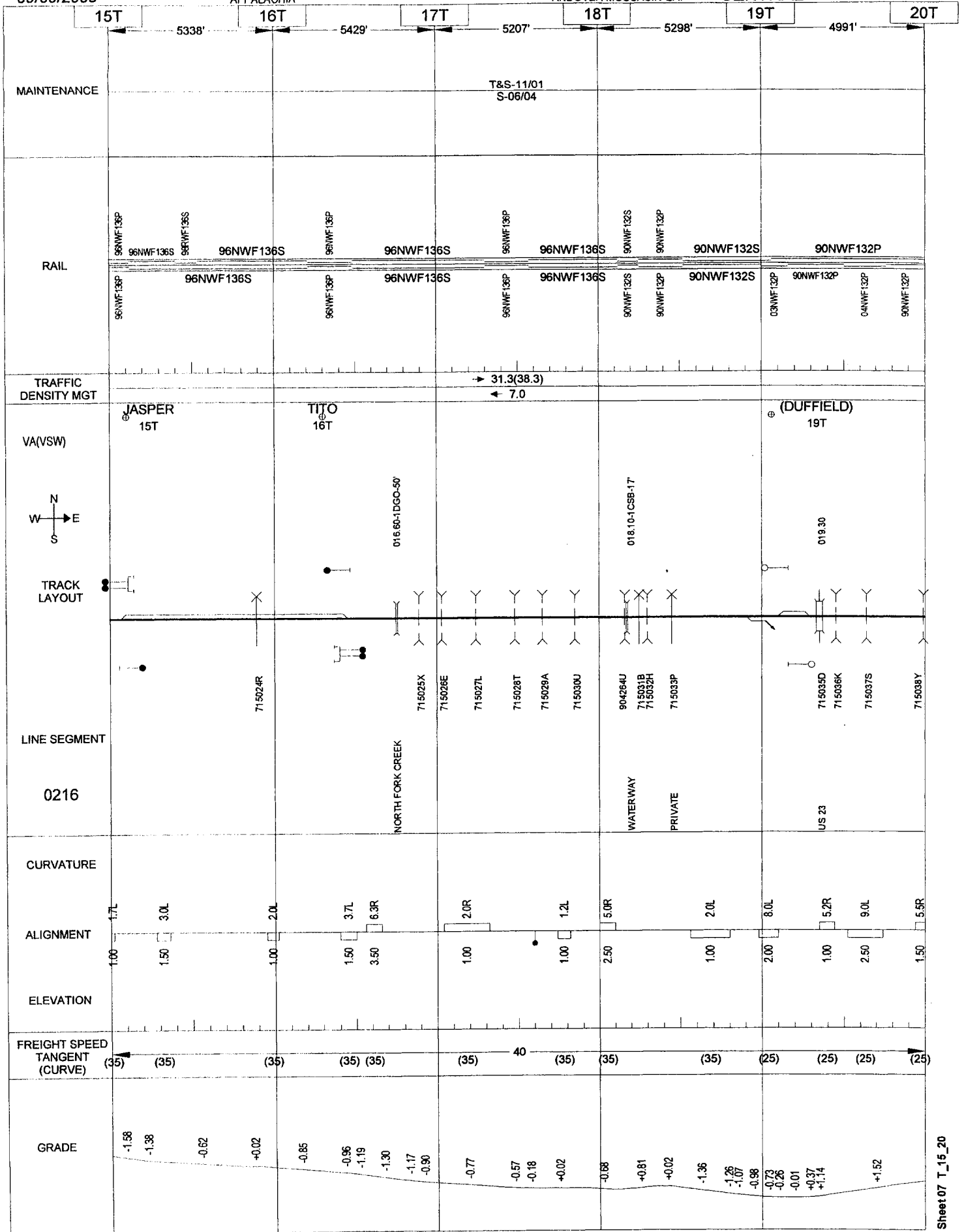
09/09/2005

051

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



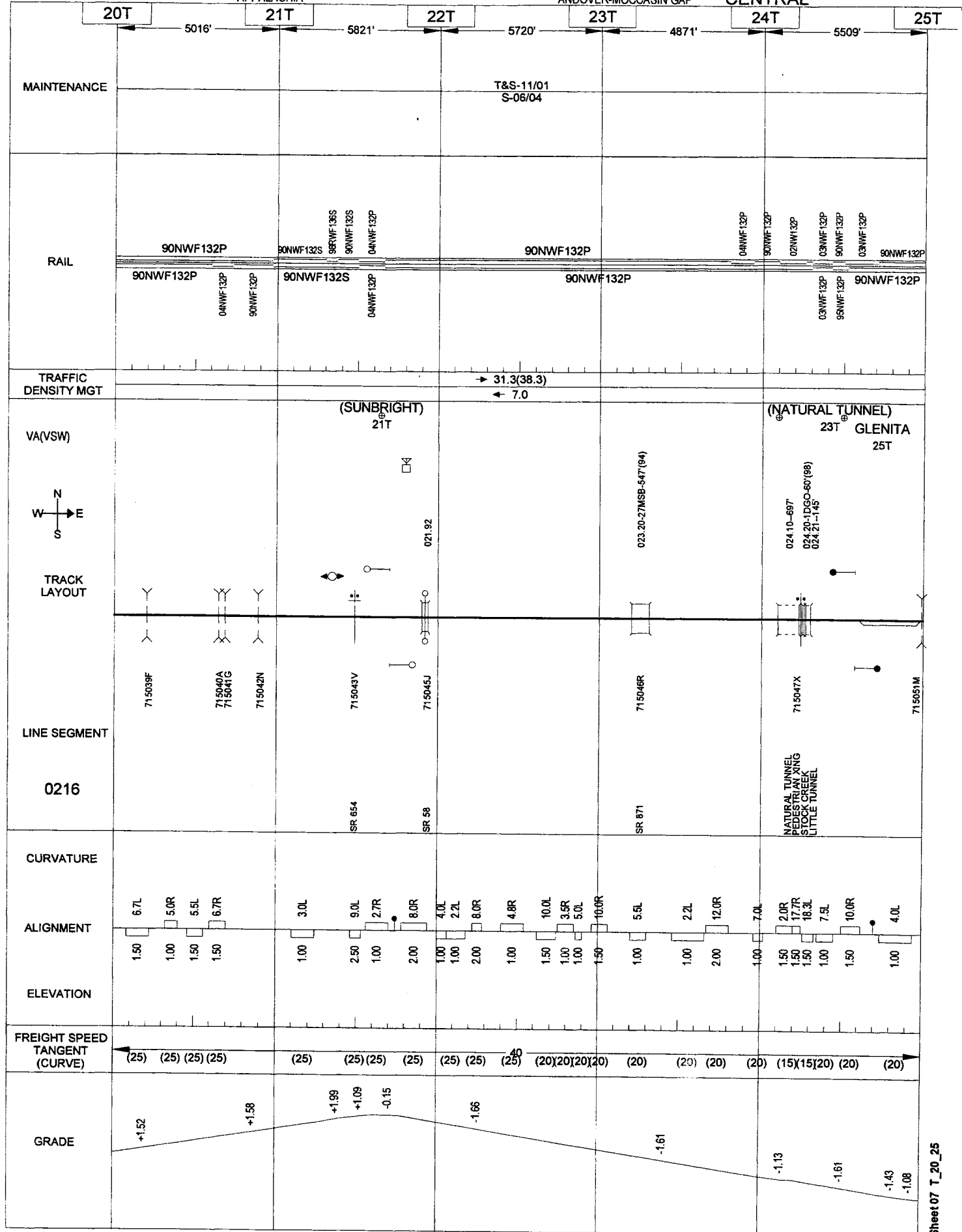
09/09/2005

052

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



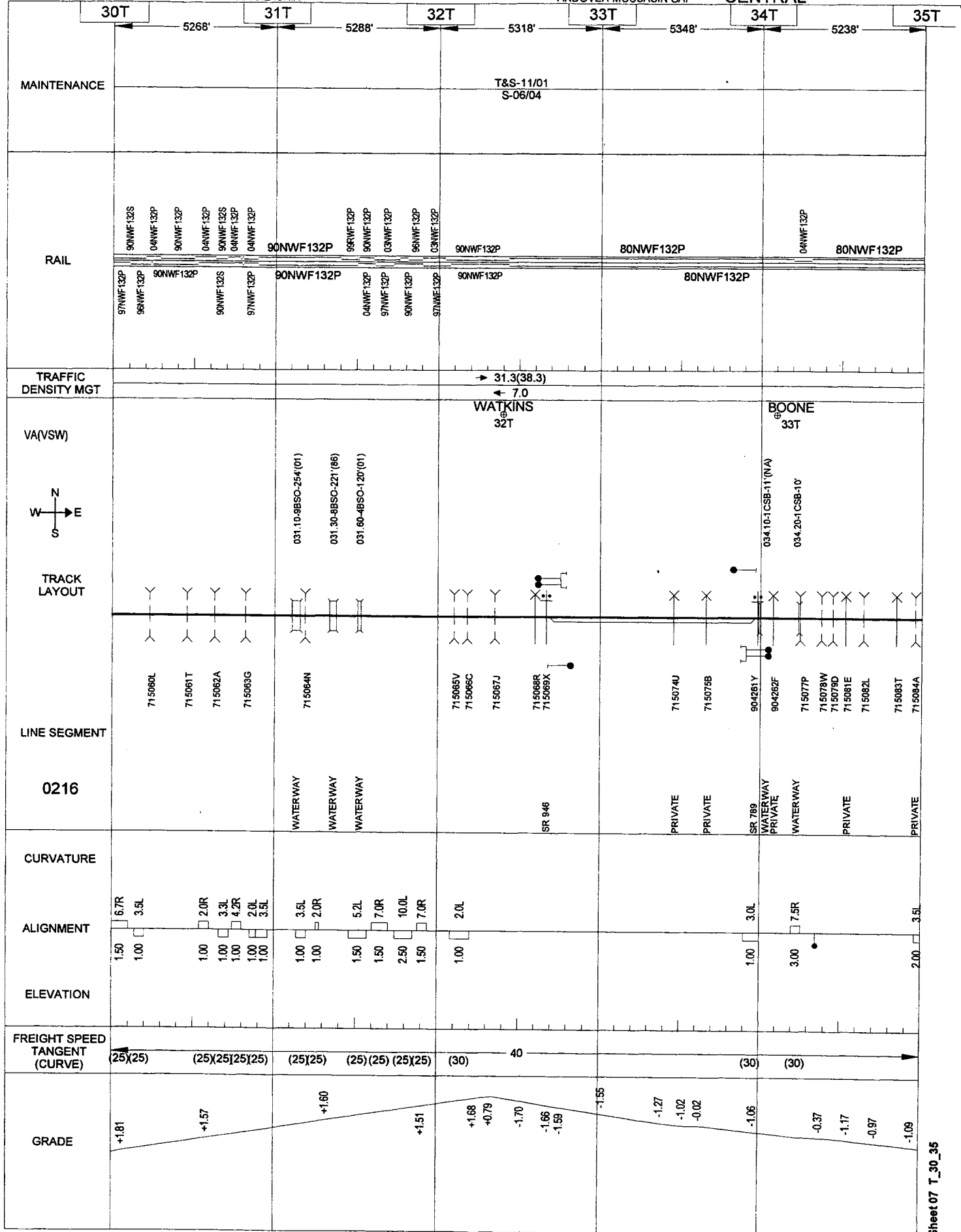
09/09/2005

054

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



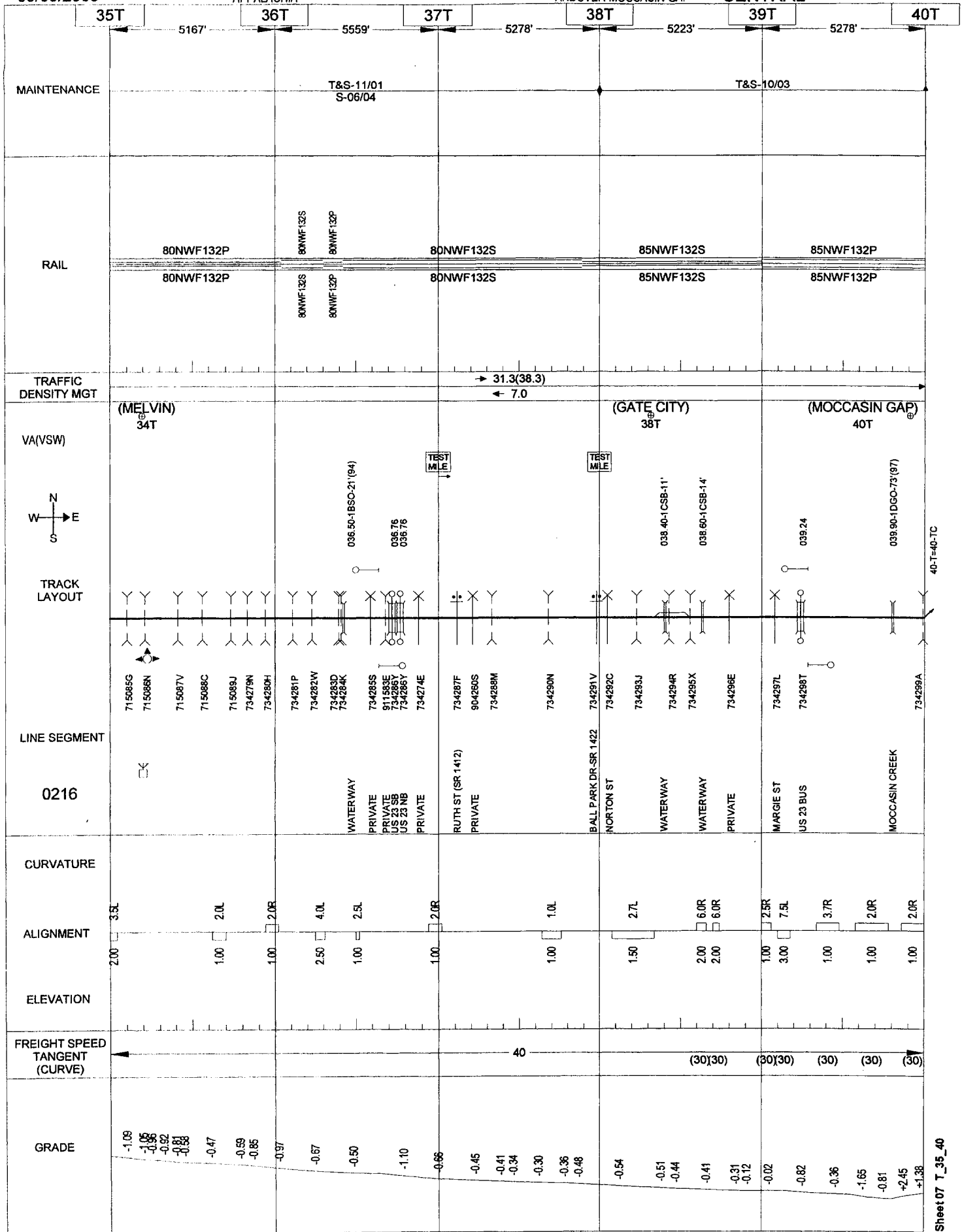
09/09/2005

055

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



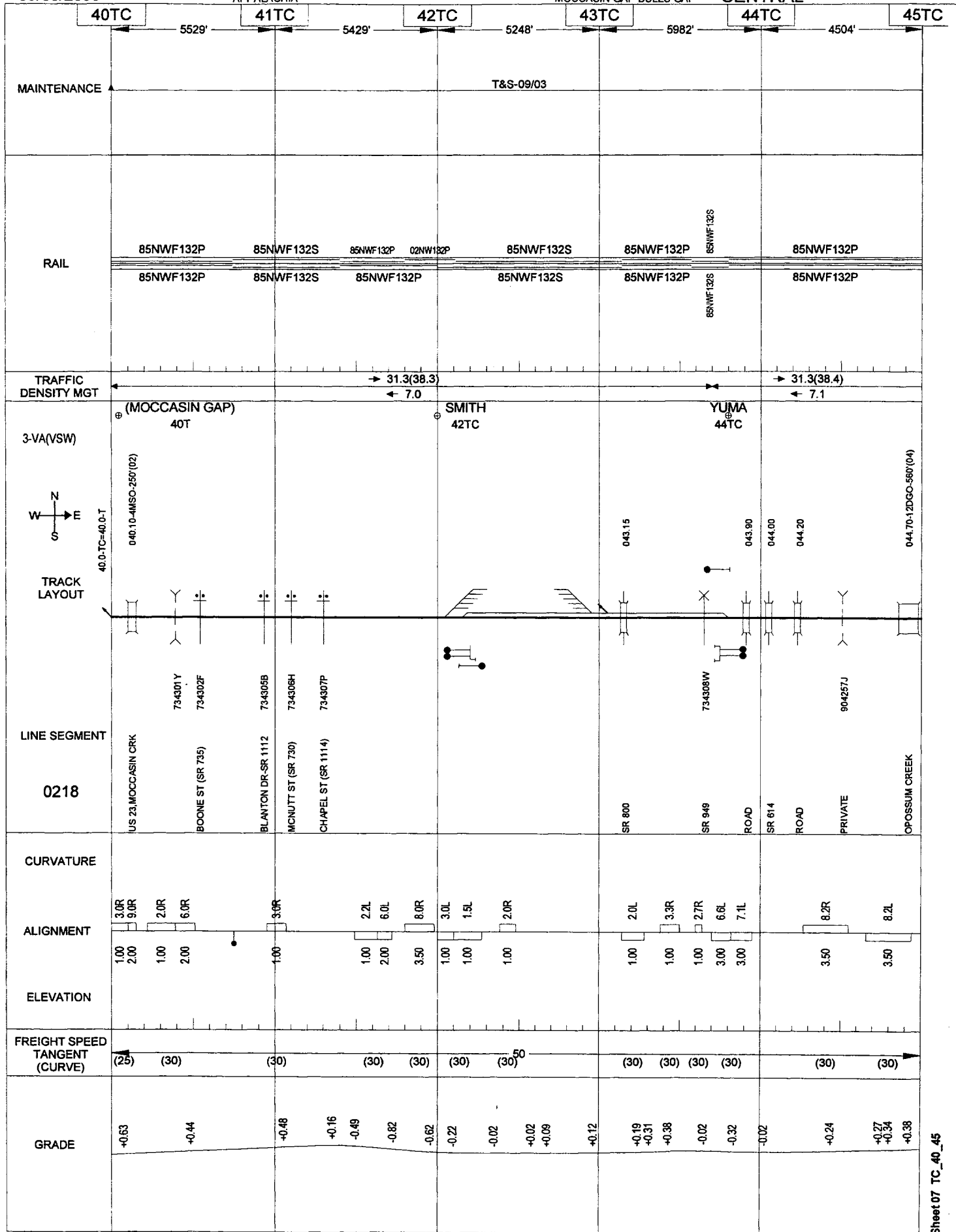
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056

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

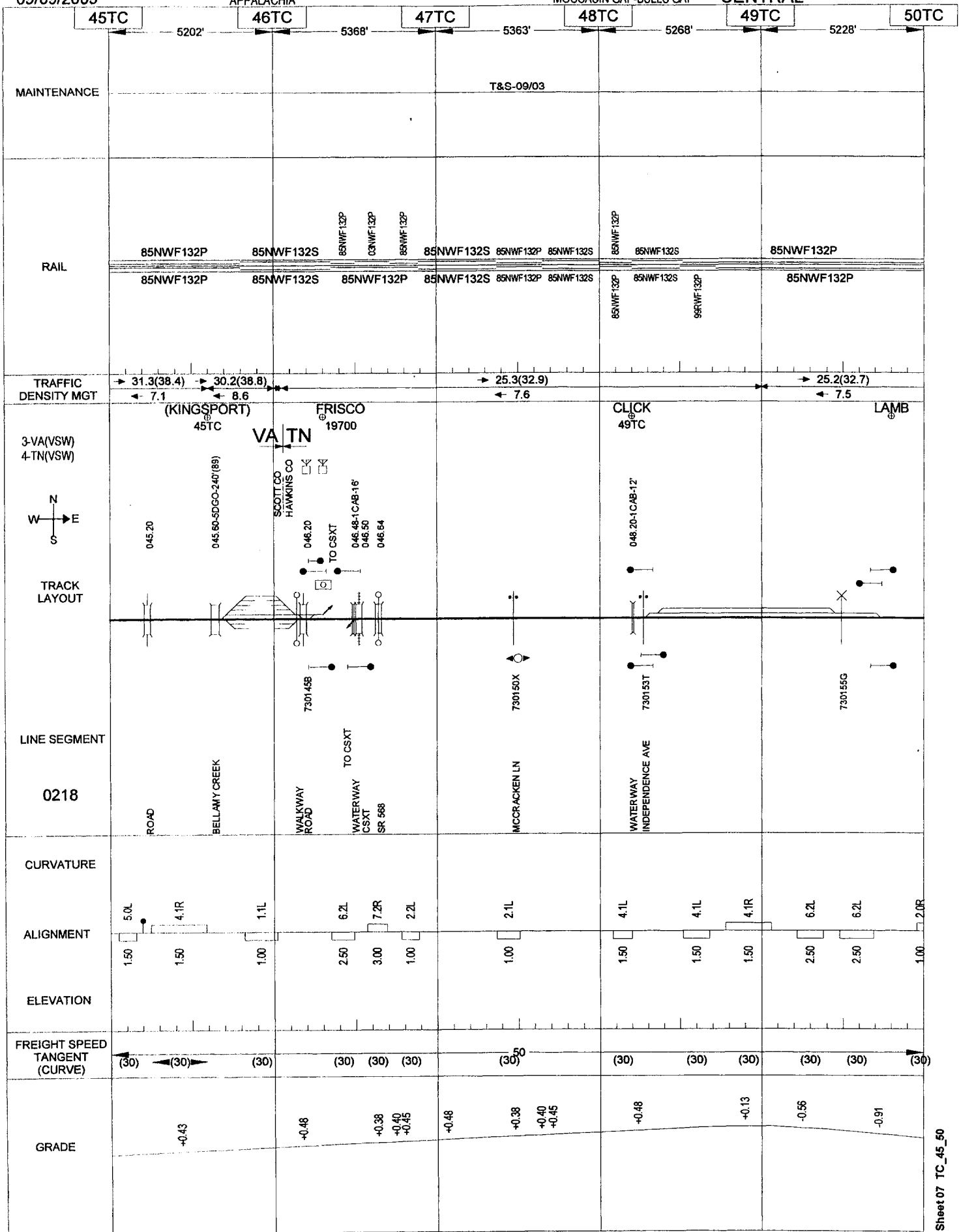


09/09/2005

APPALACHIA

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CENTRAL



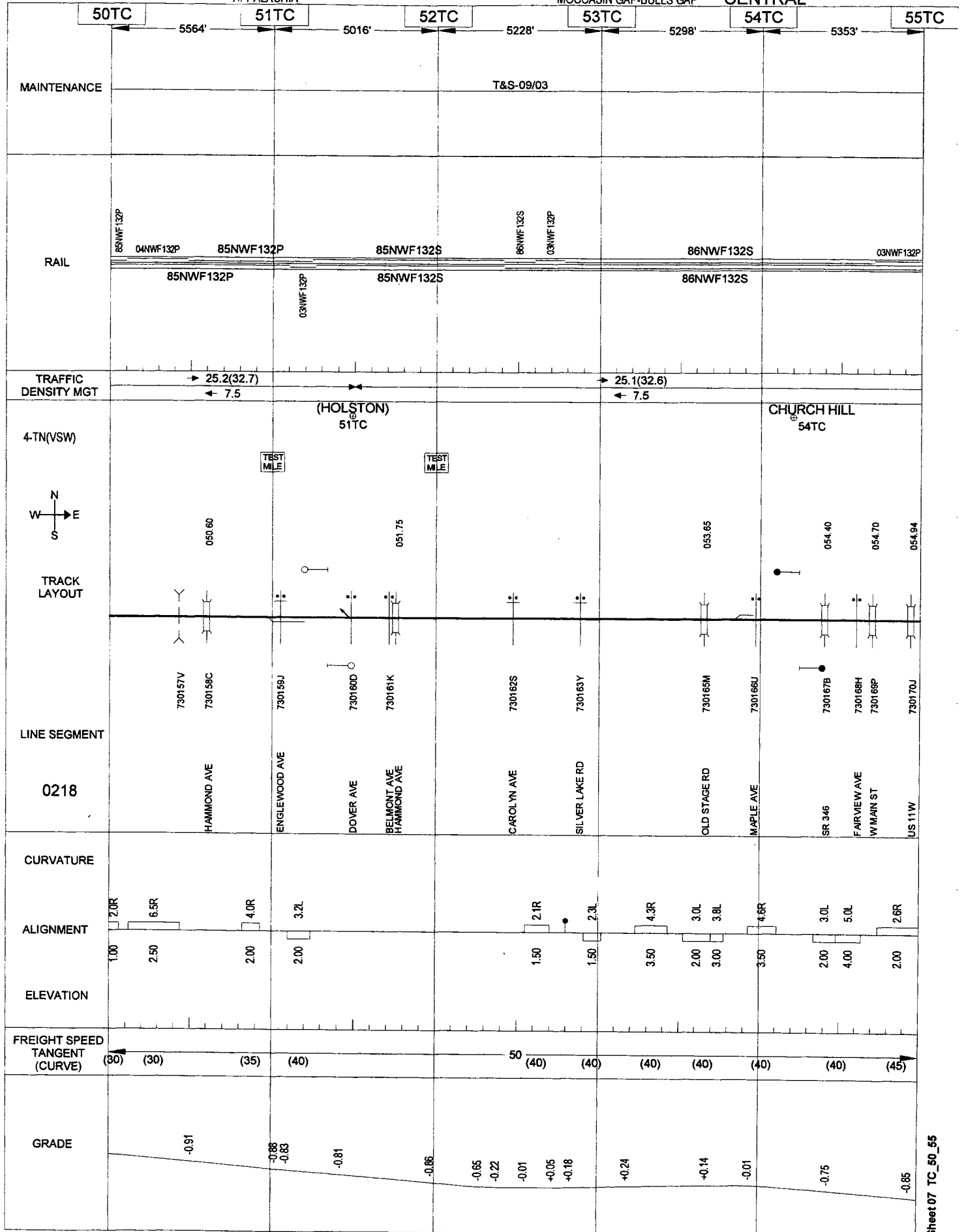
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058

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CENTRAL



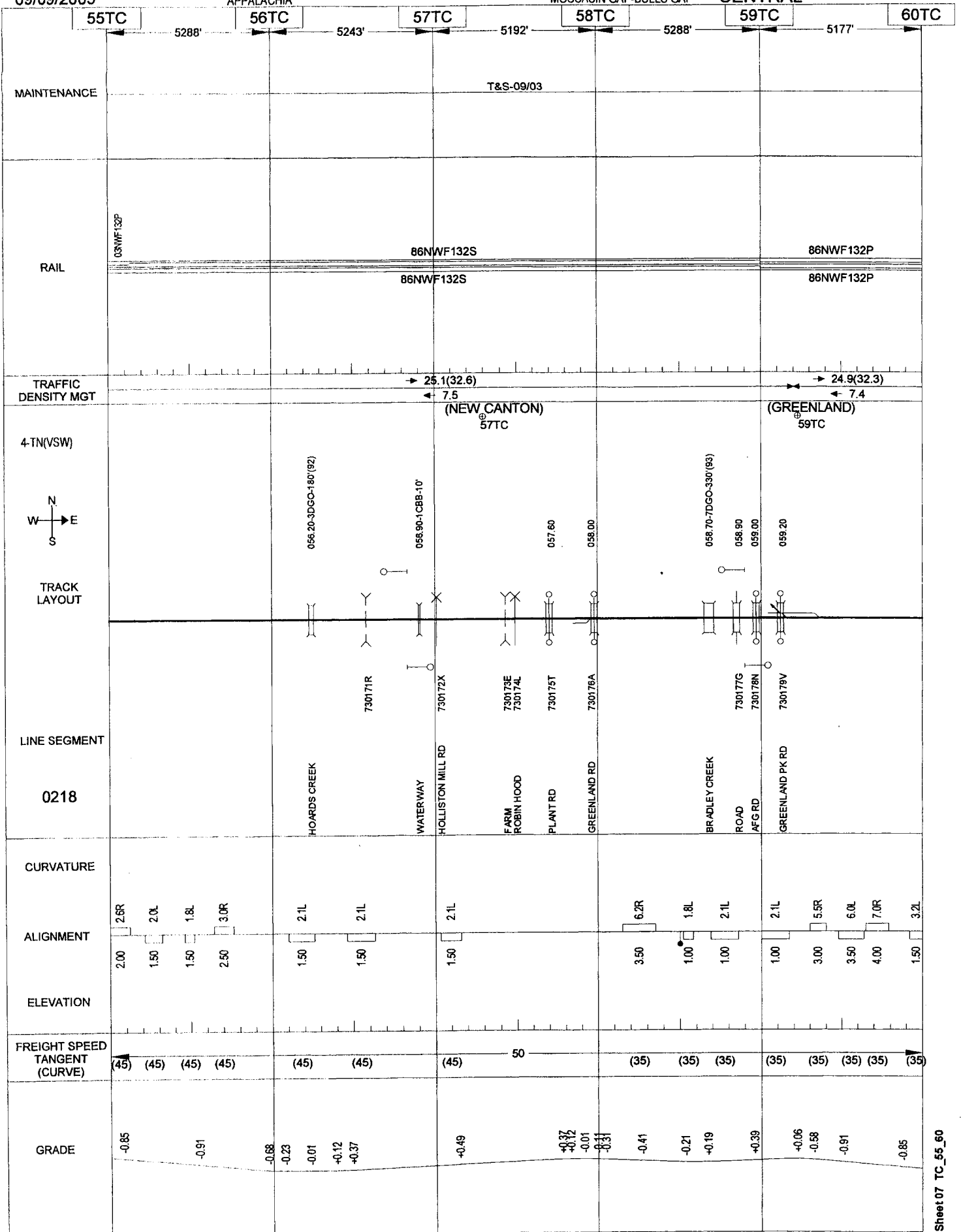
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059

APPALACHIA

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CENTRAL



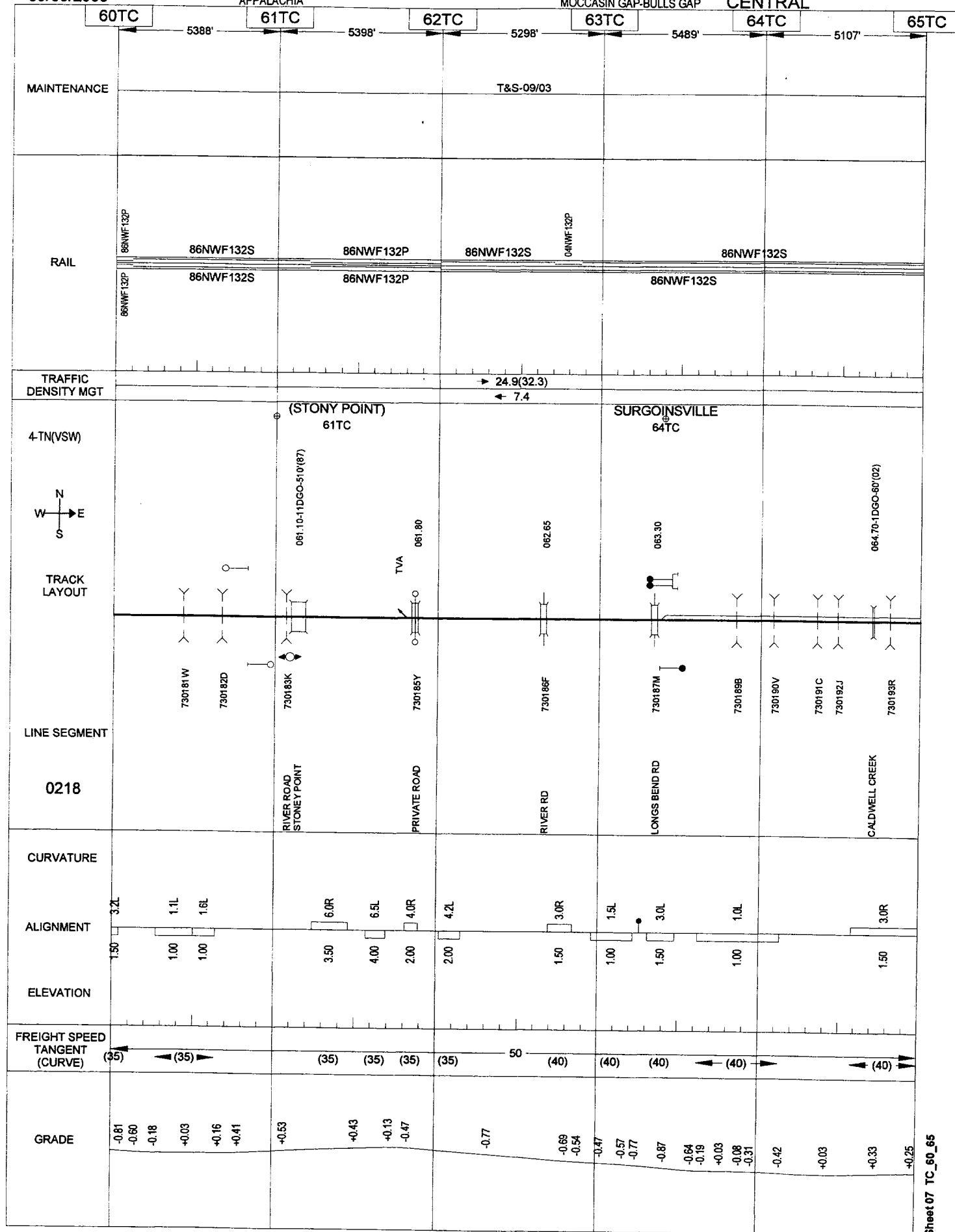
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060

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CENTRAL



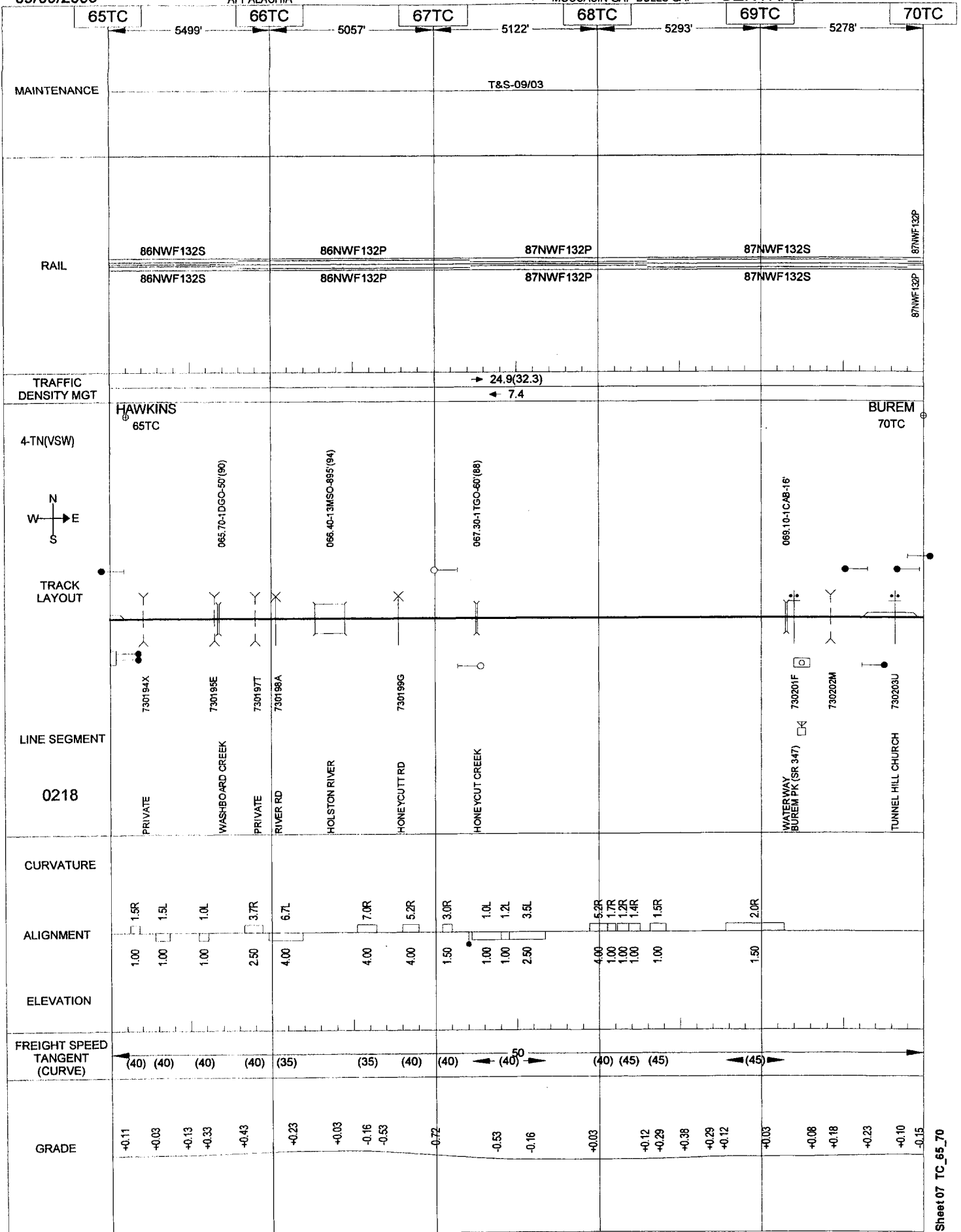
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061

APPALACHIA

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CENTRAL



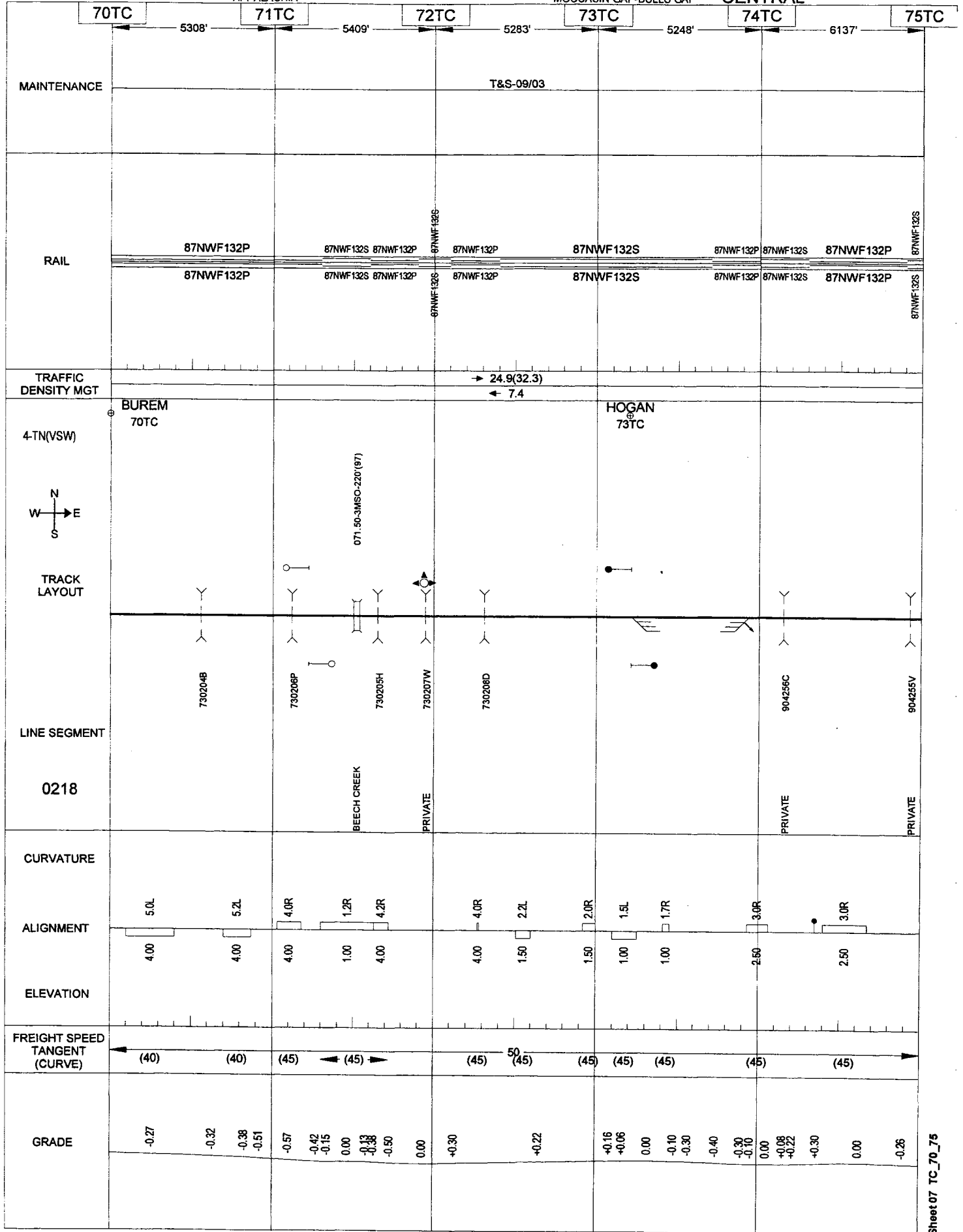
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062

APPALACHIA

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CENTRAL



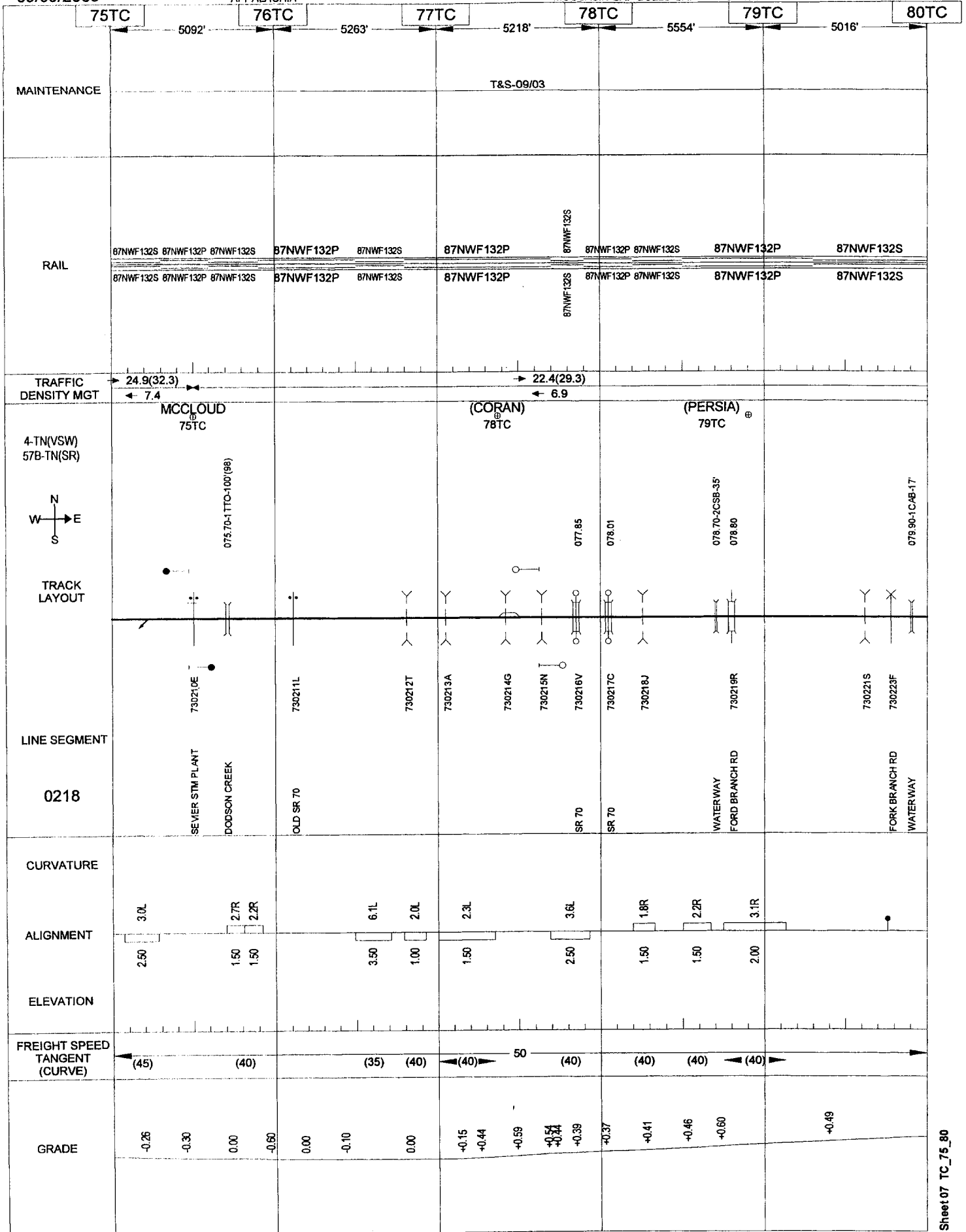
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063

APPALACHIA

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CENTRAL



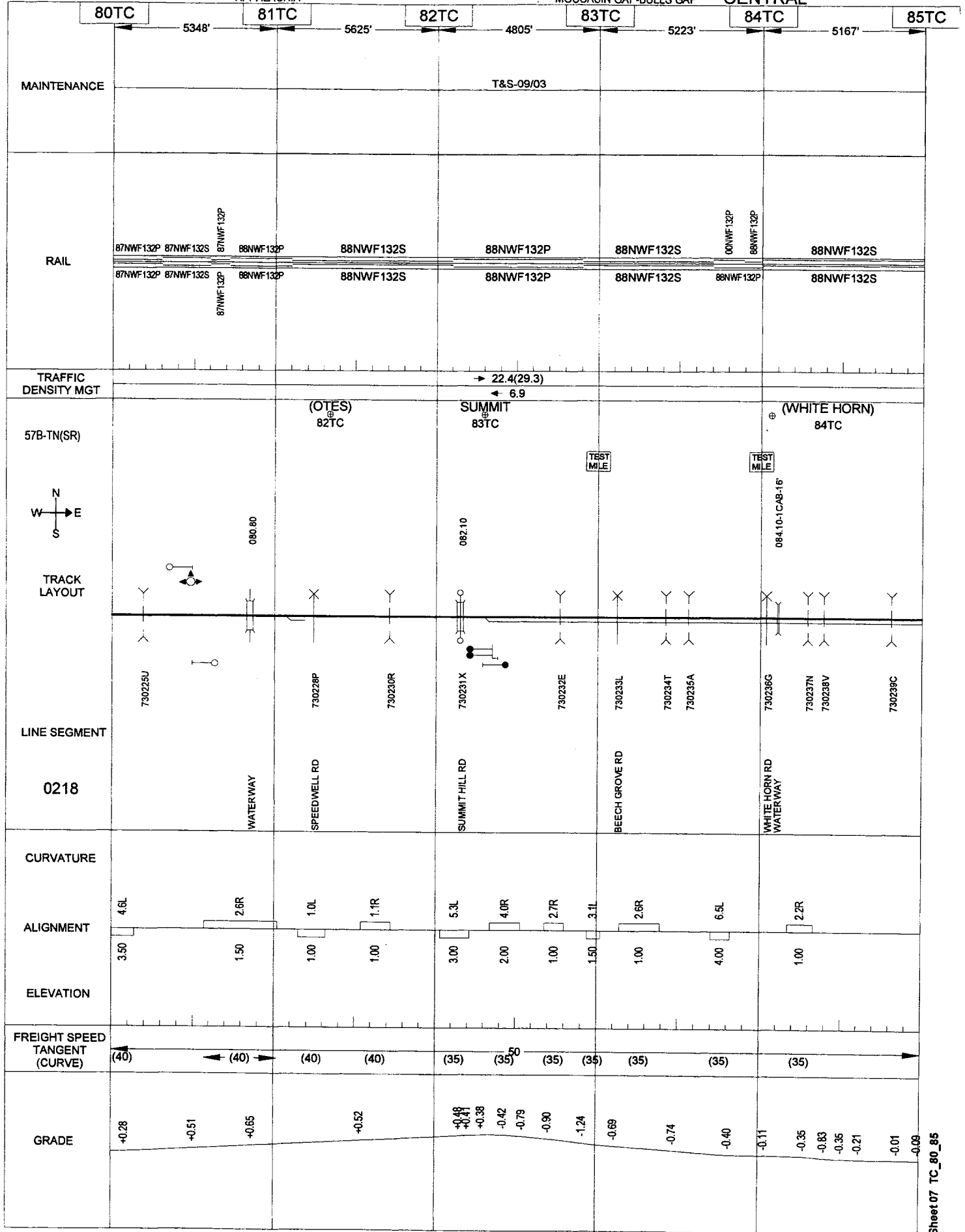
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064

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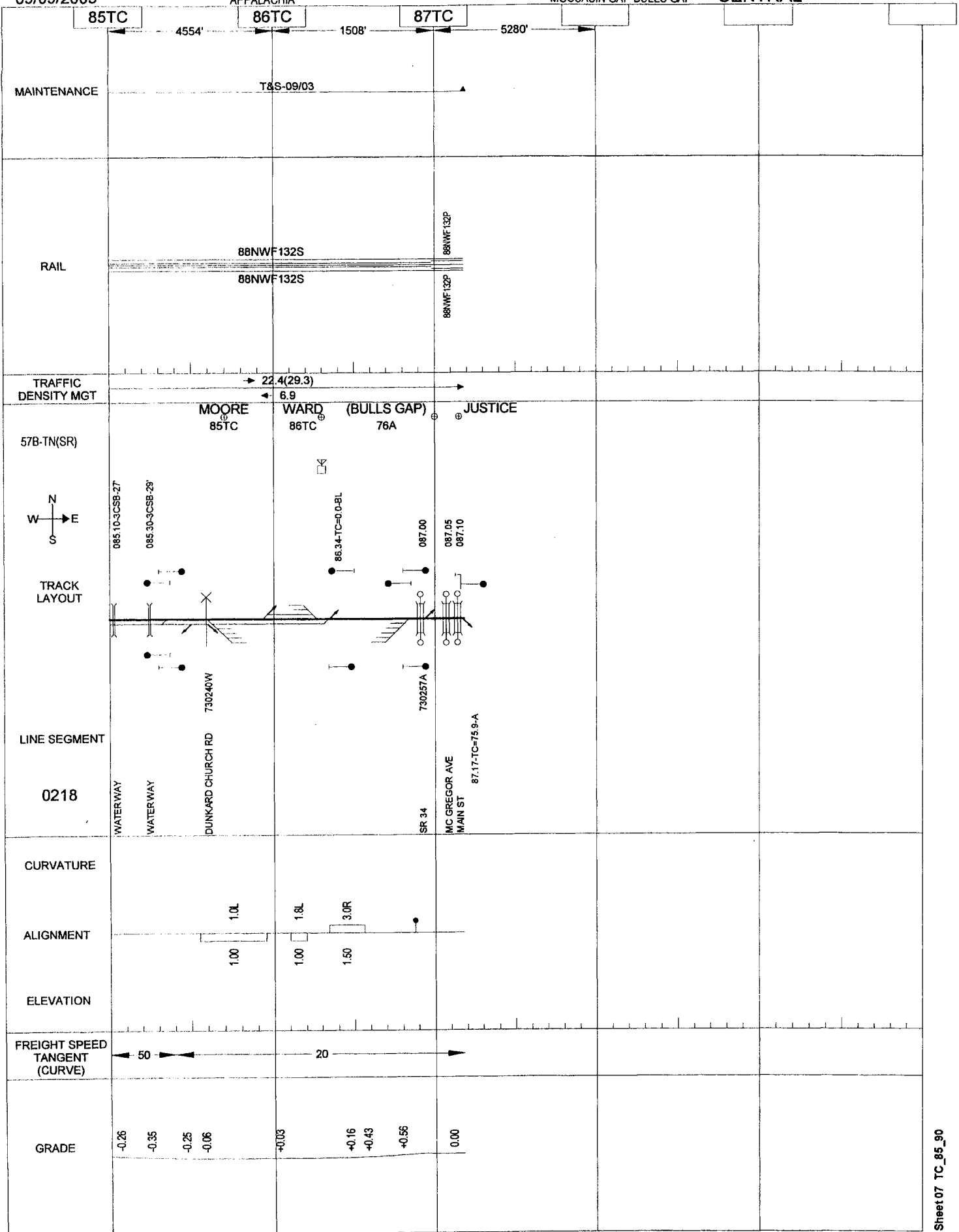


09/09/2005

APPALACHIA

MOCCASIN GAP-BULLS GAP

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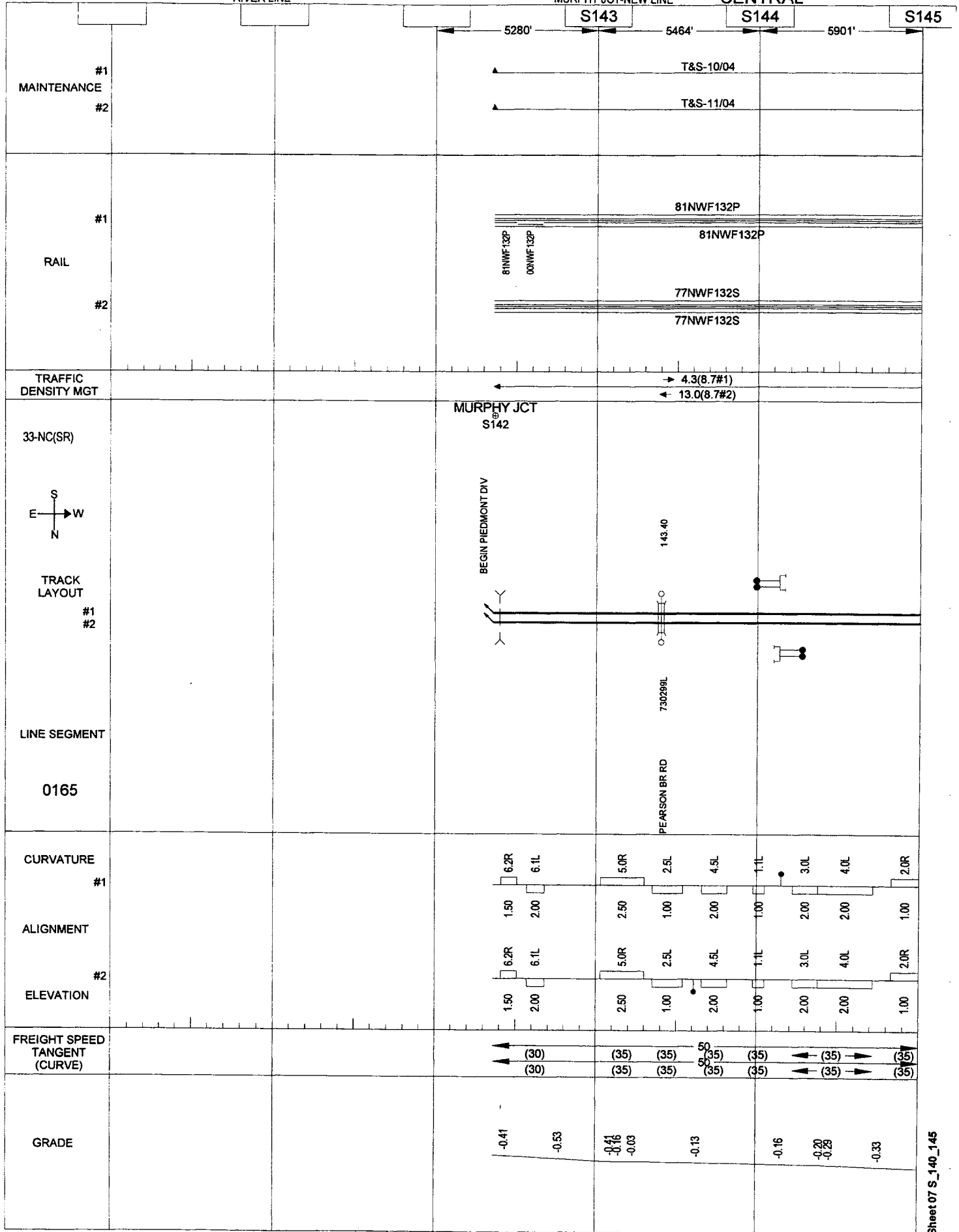
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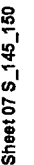
RIVER LINE

066

MURPHY JCT-NEW LINE

CENTRAL



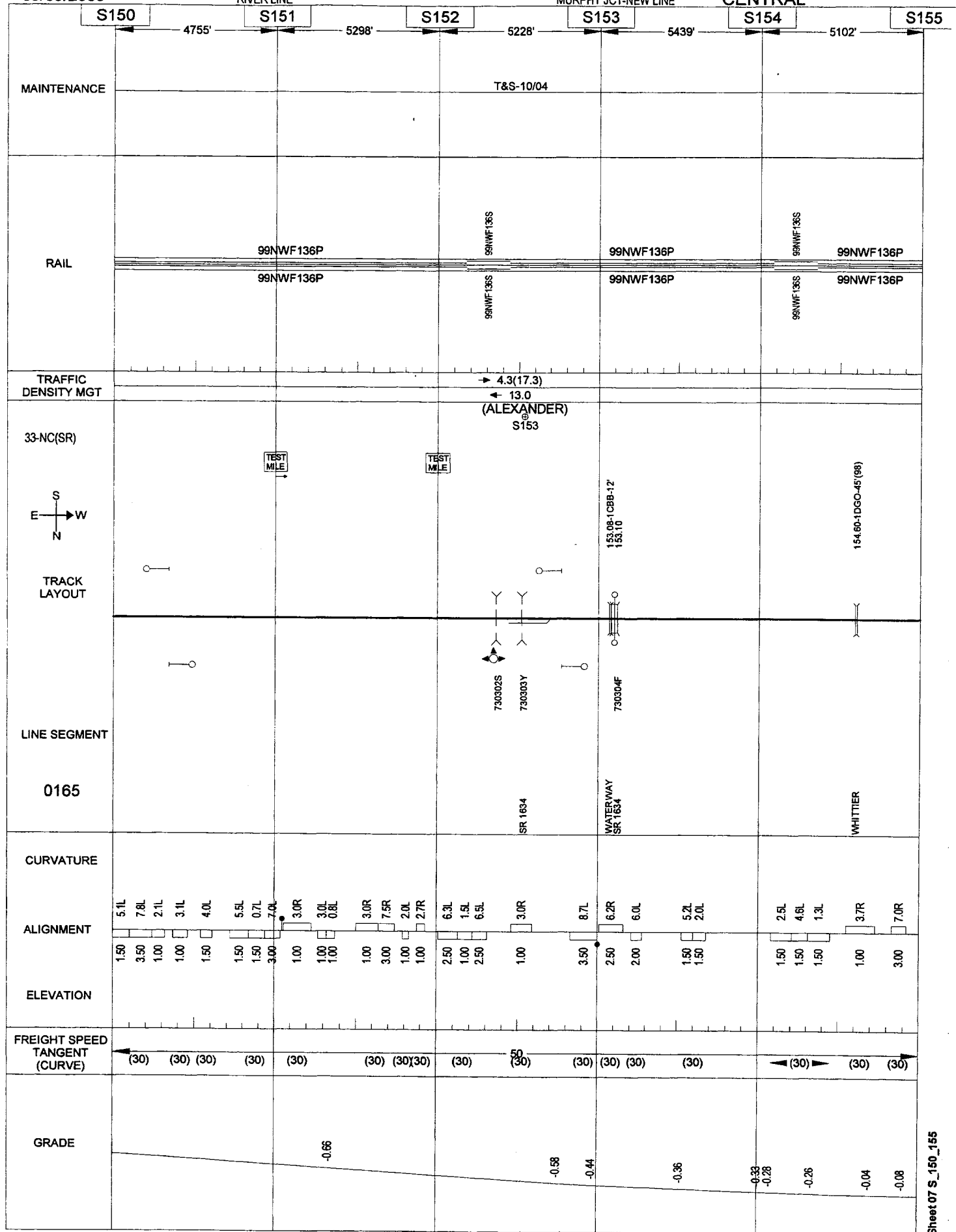


09/09/2005

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



Sheet 07 S_155_160

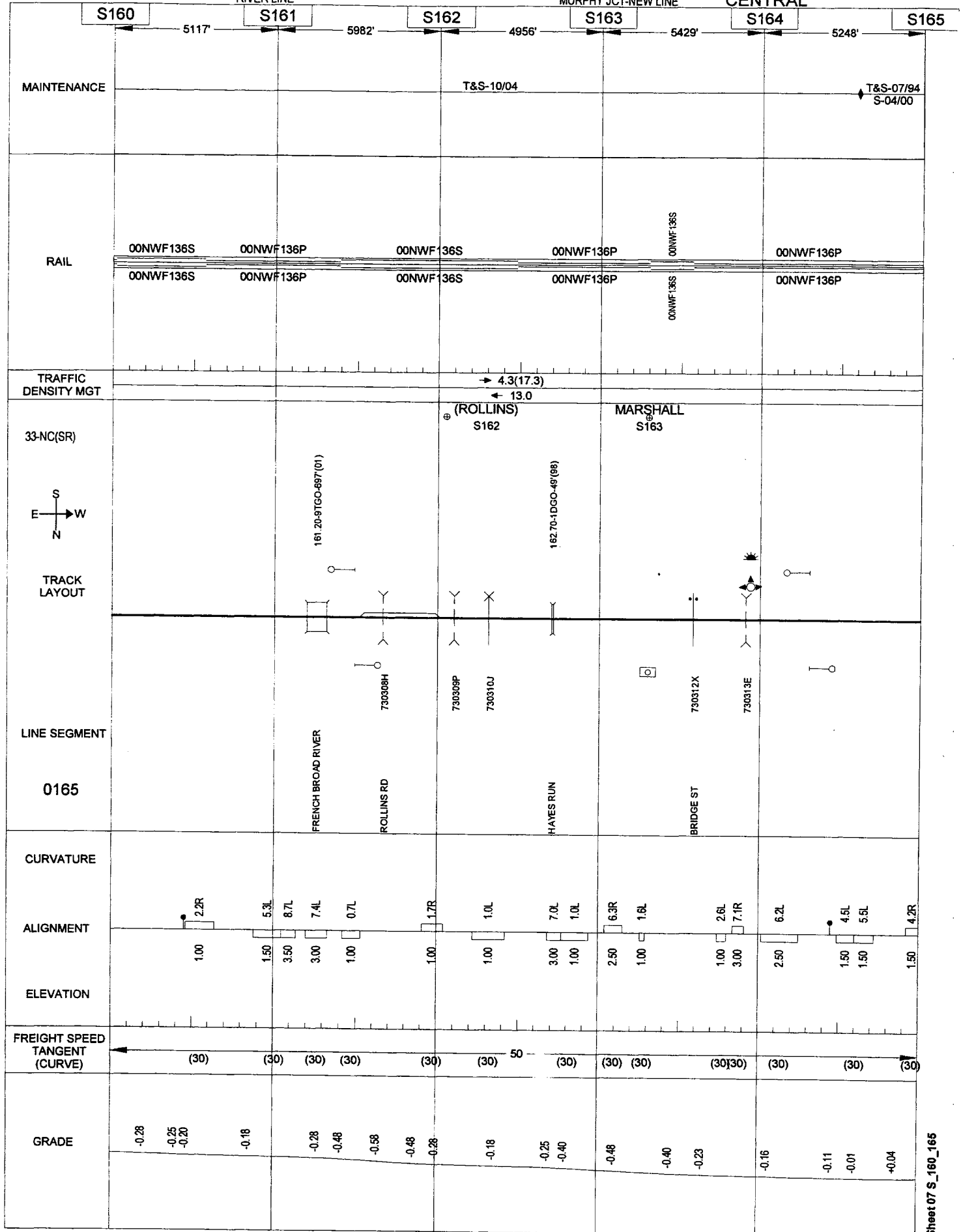
09/09/2005

070

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



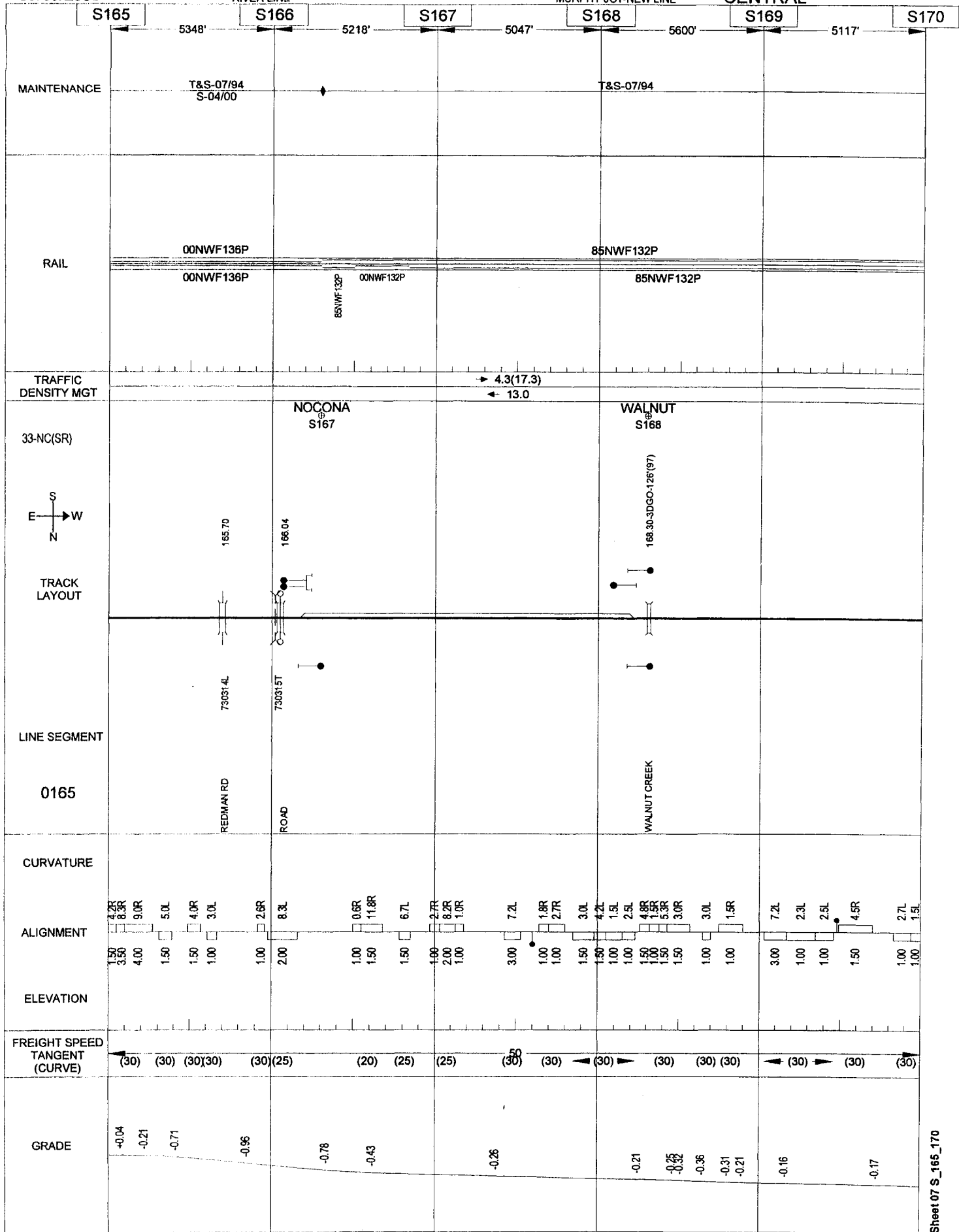
09/09/2005

071

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



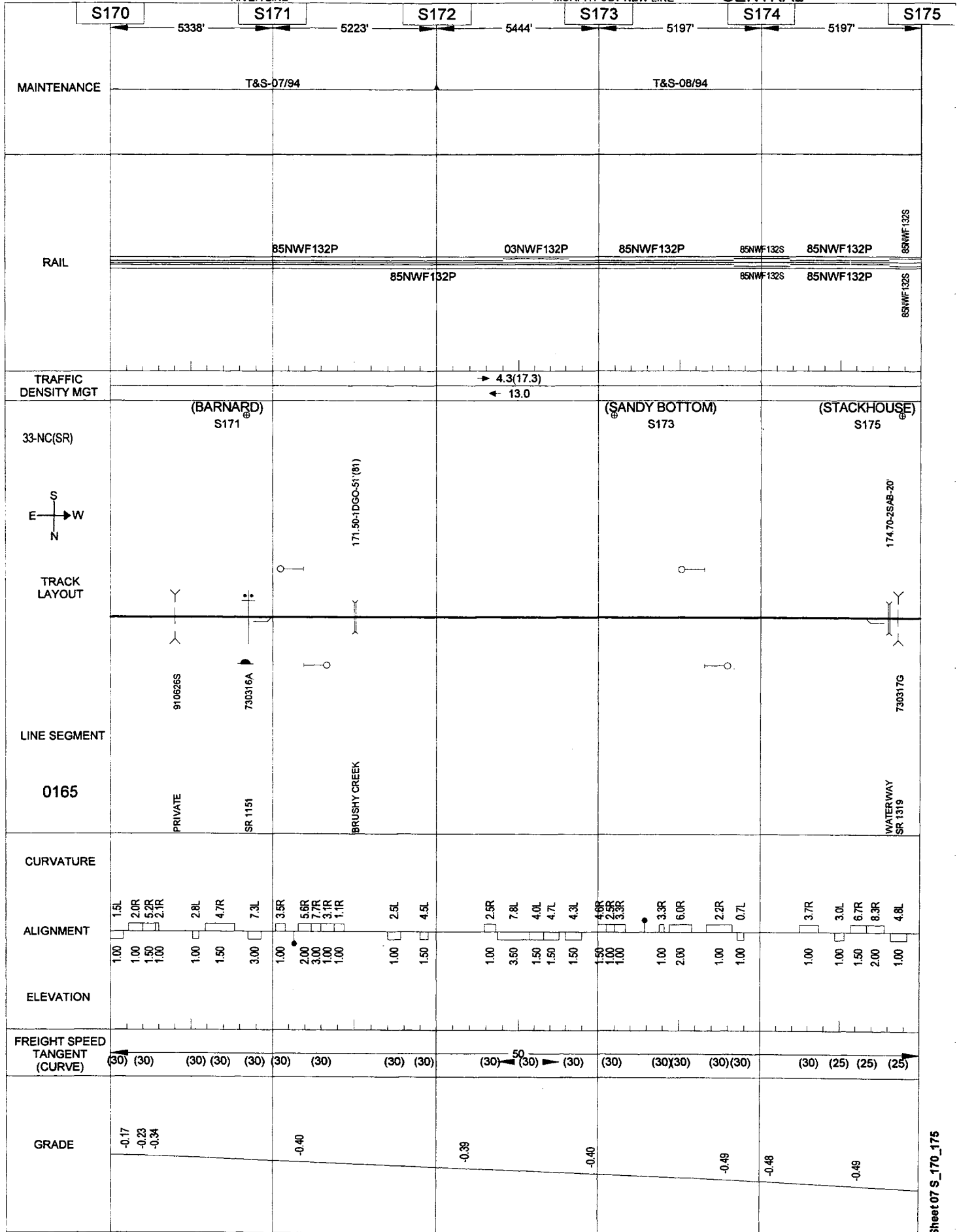
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072

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



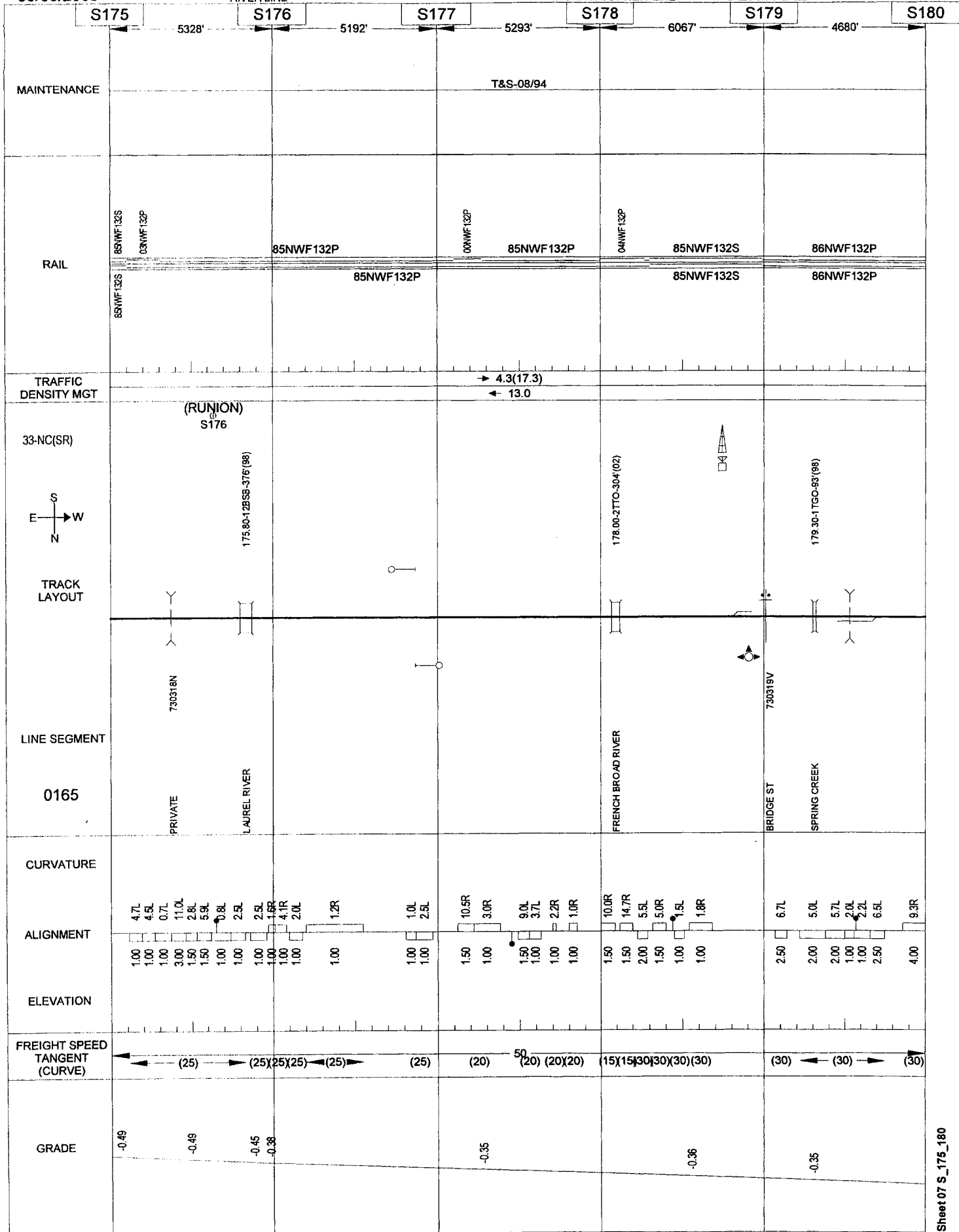
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073

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



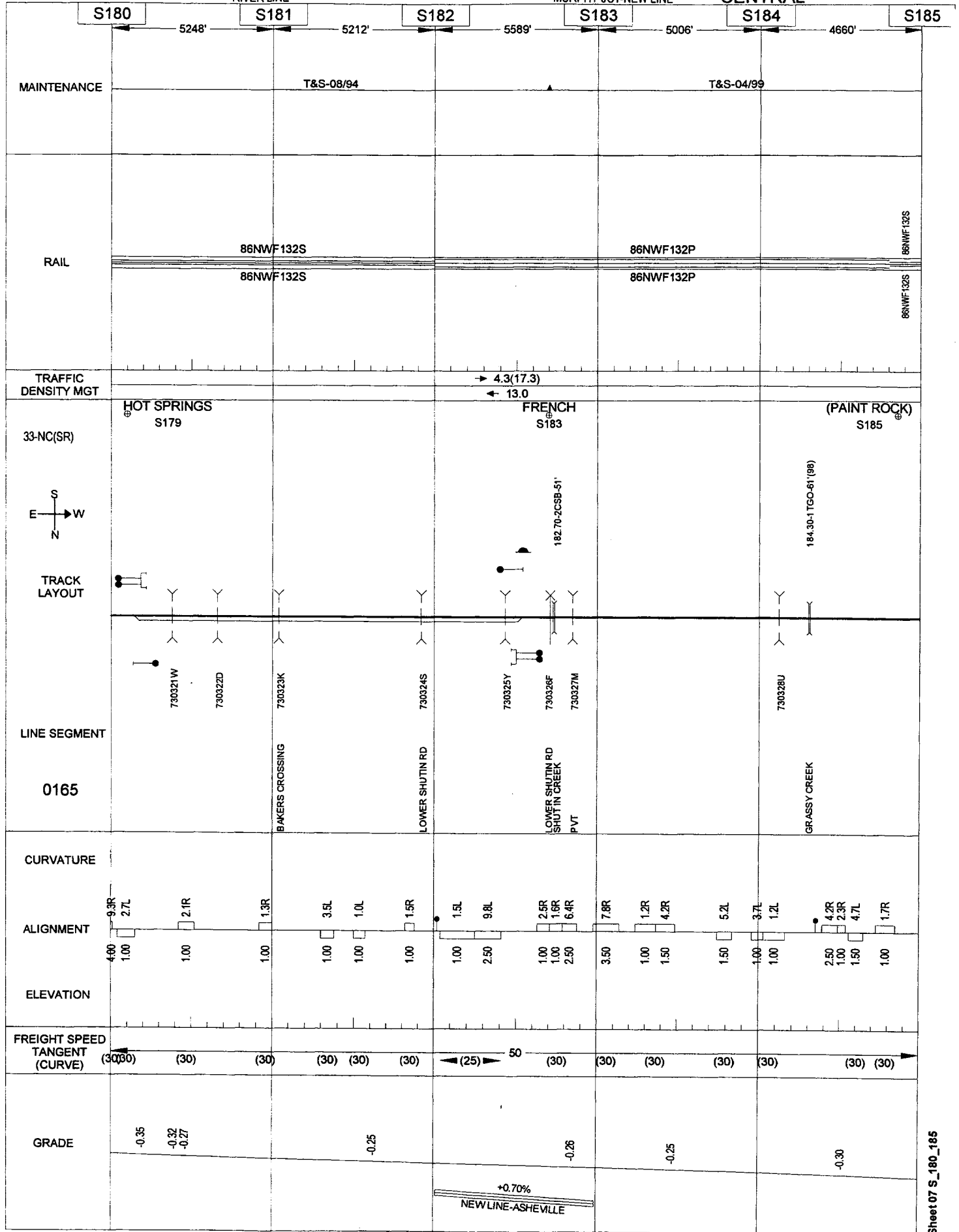
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074

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

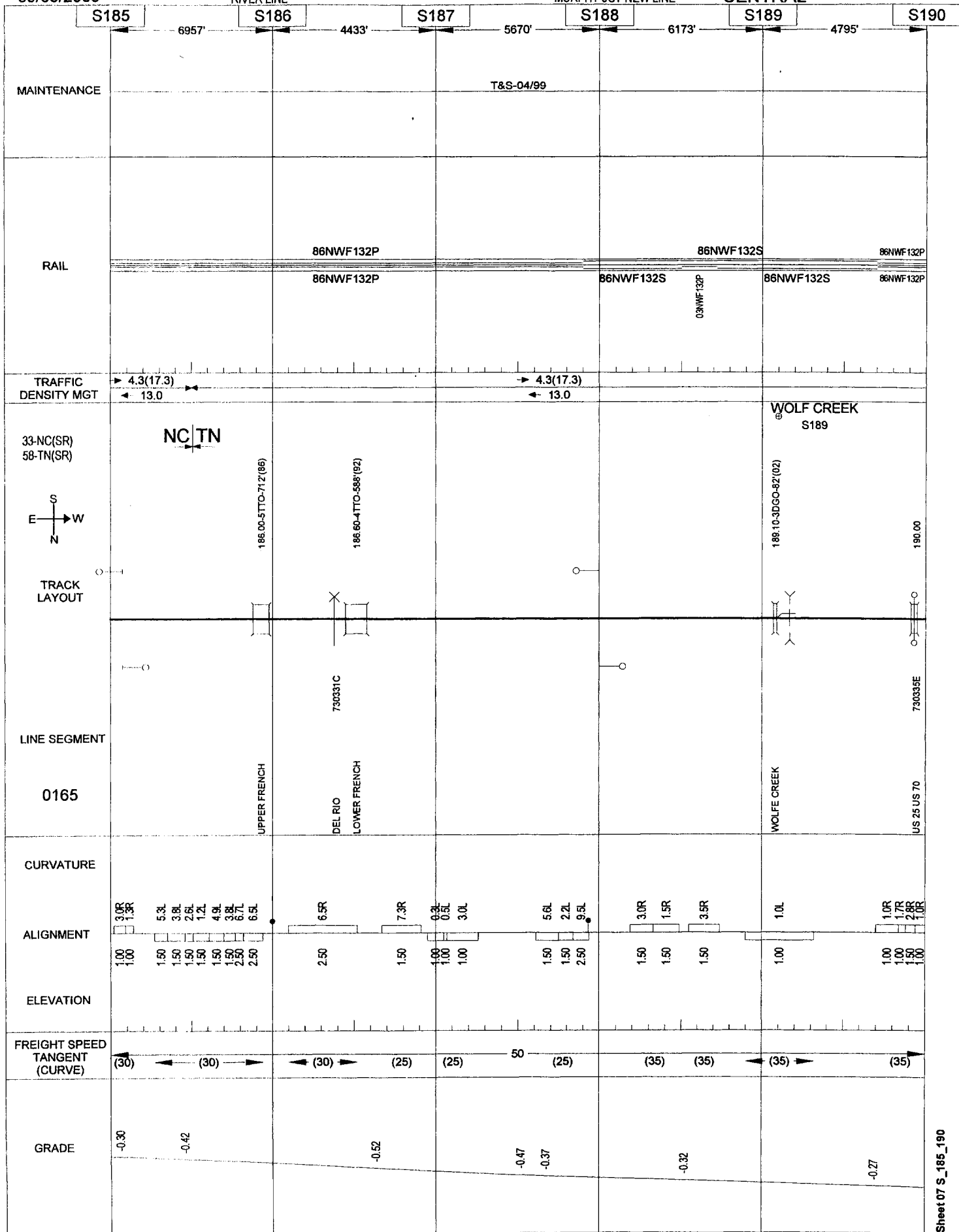


09/09/2005

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



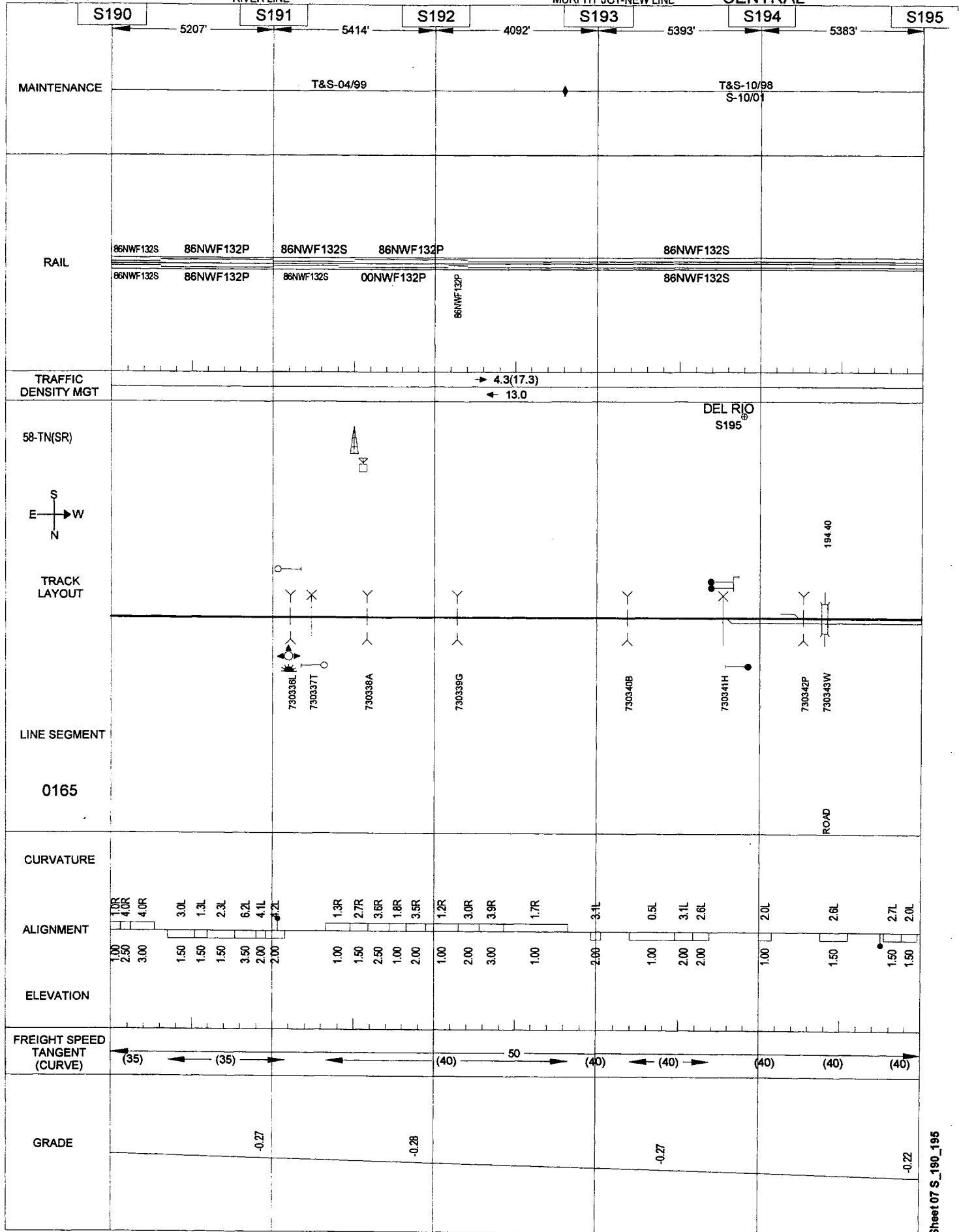
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076

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

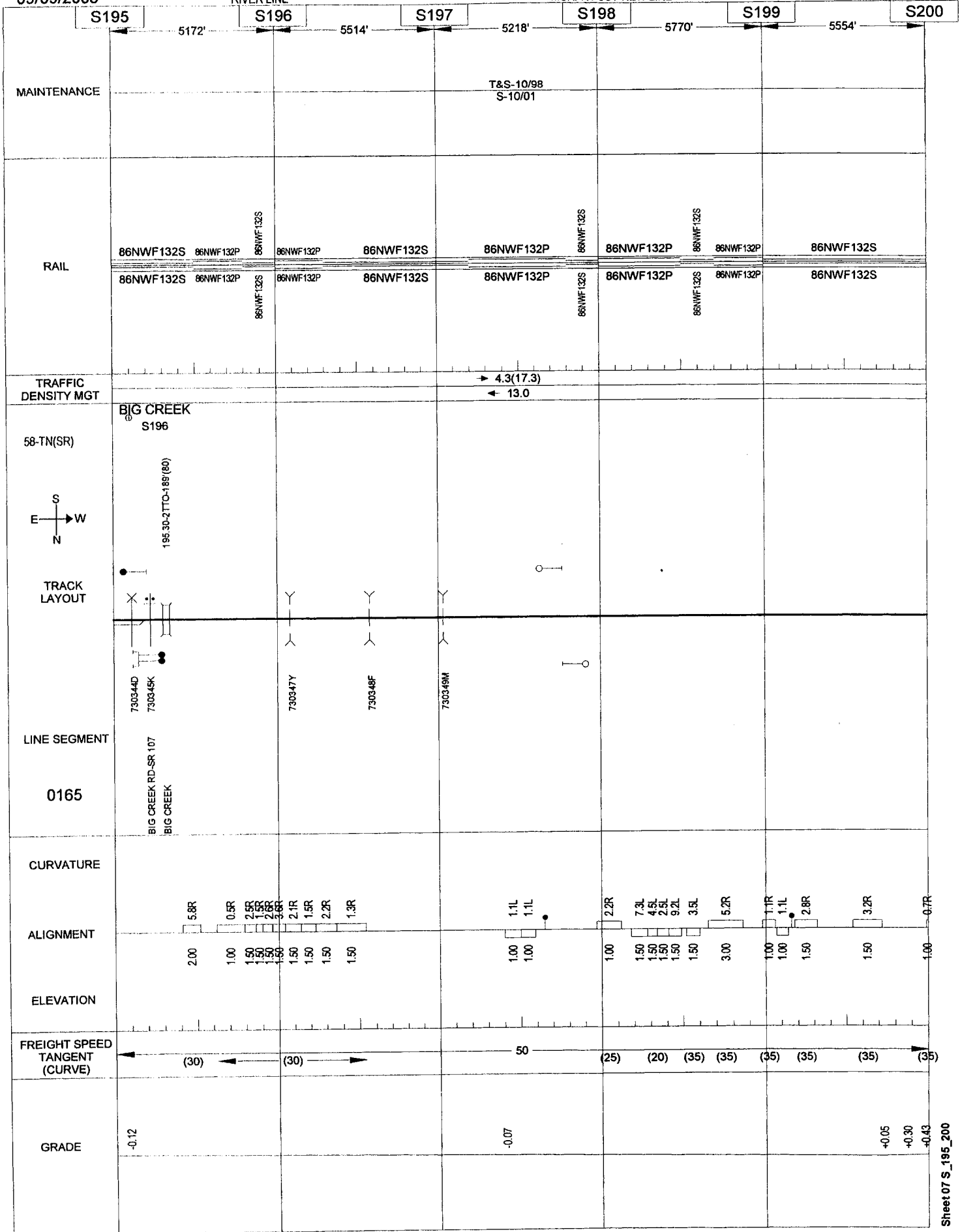


09/09/2005

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



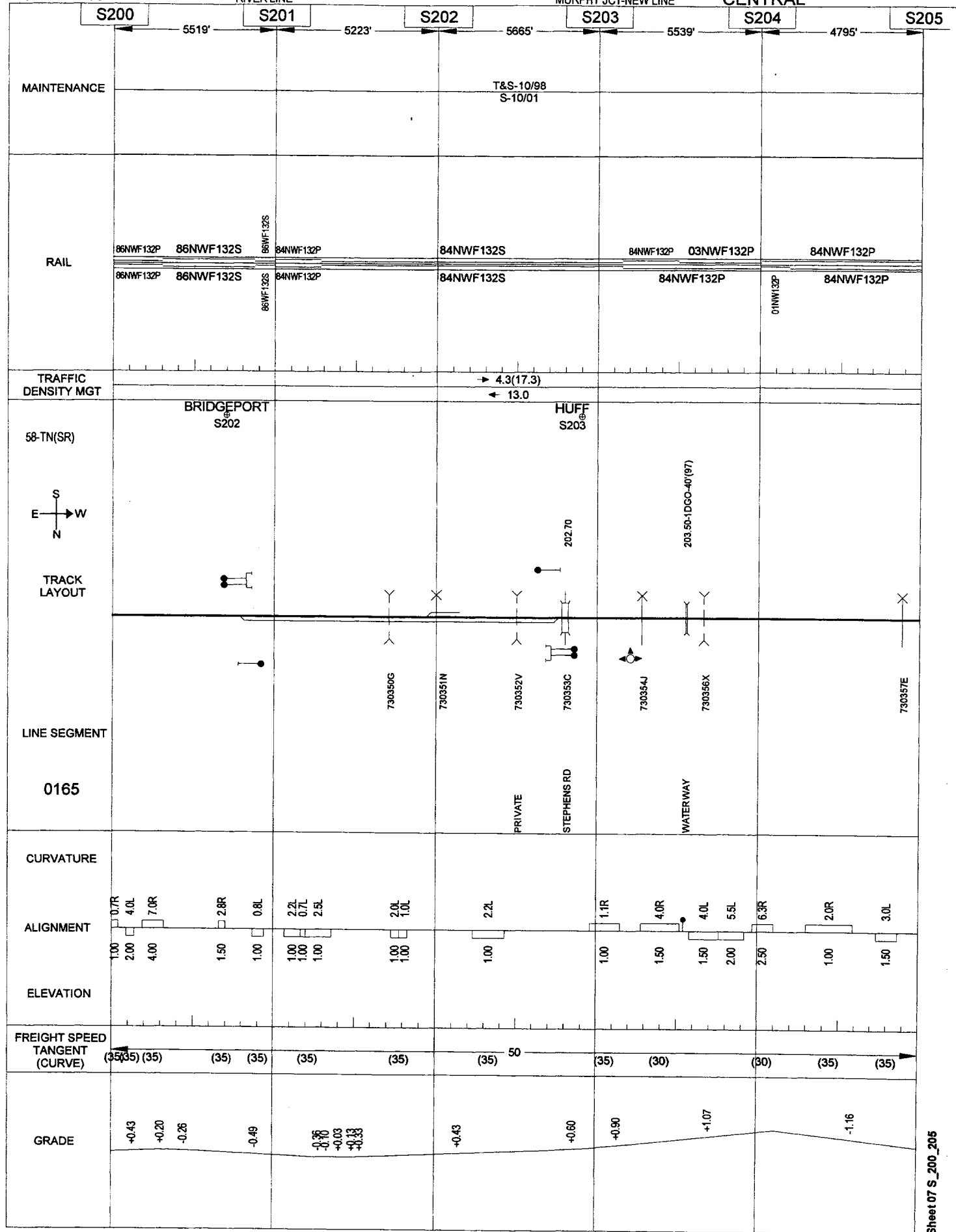
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078

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

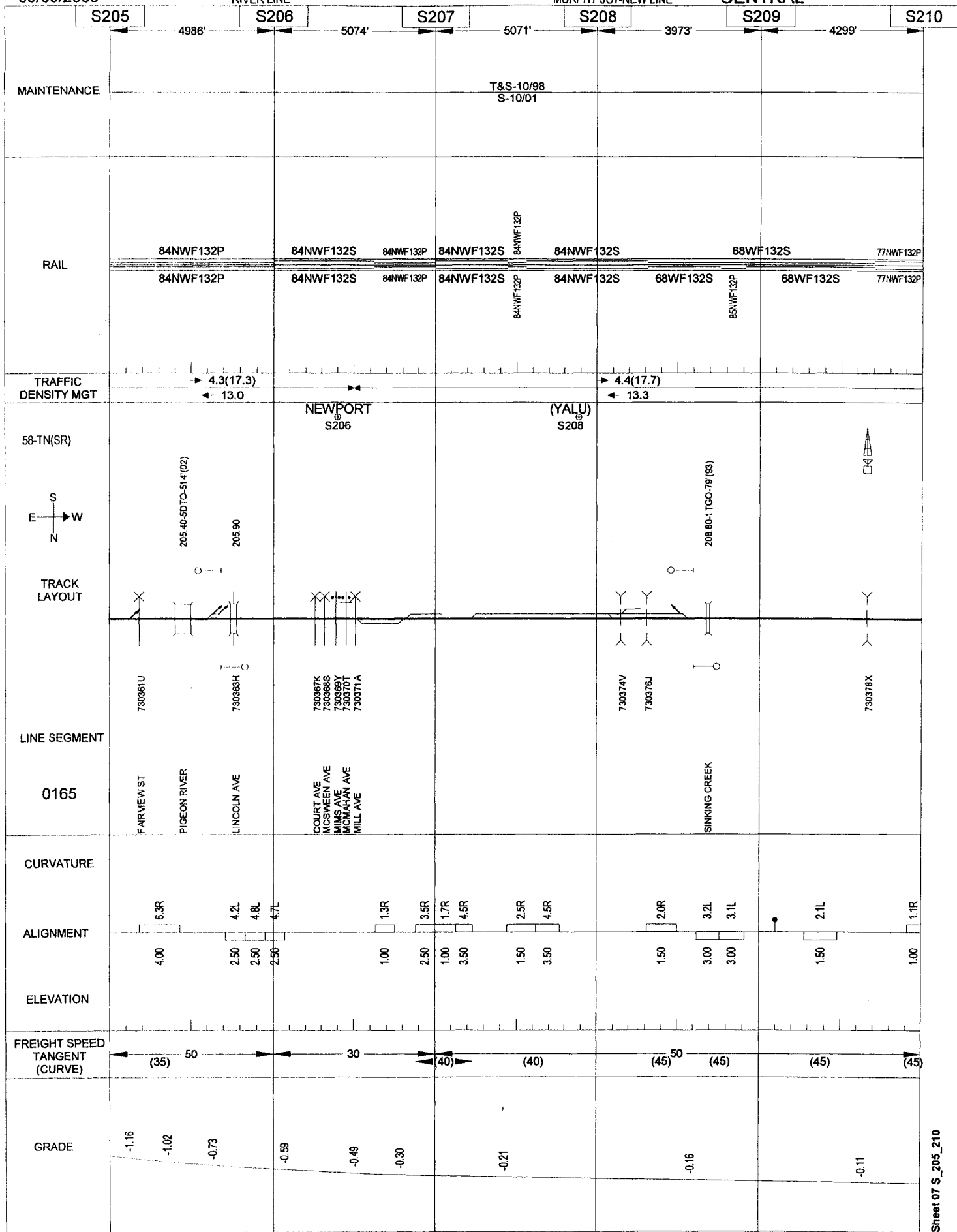


09/09/2005

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



CENTRAL

S215

GRADE

LEADVALE
S216

TEST
MILE

730385H

RANKIN RD

1.

145)

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Sheet07 S_210_215

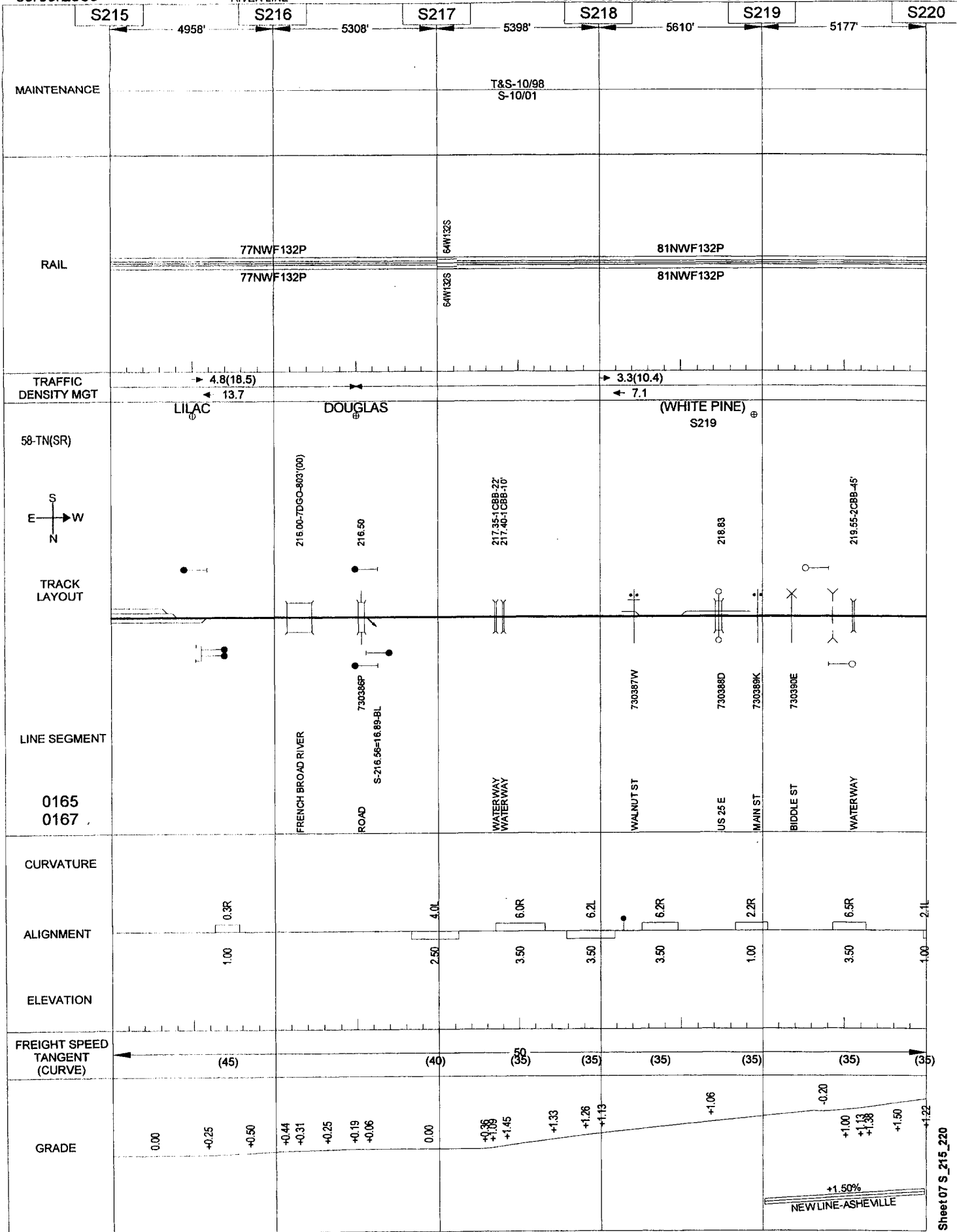
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081

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



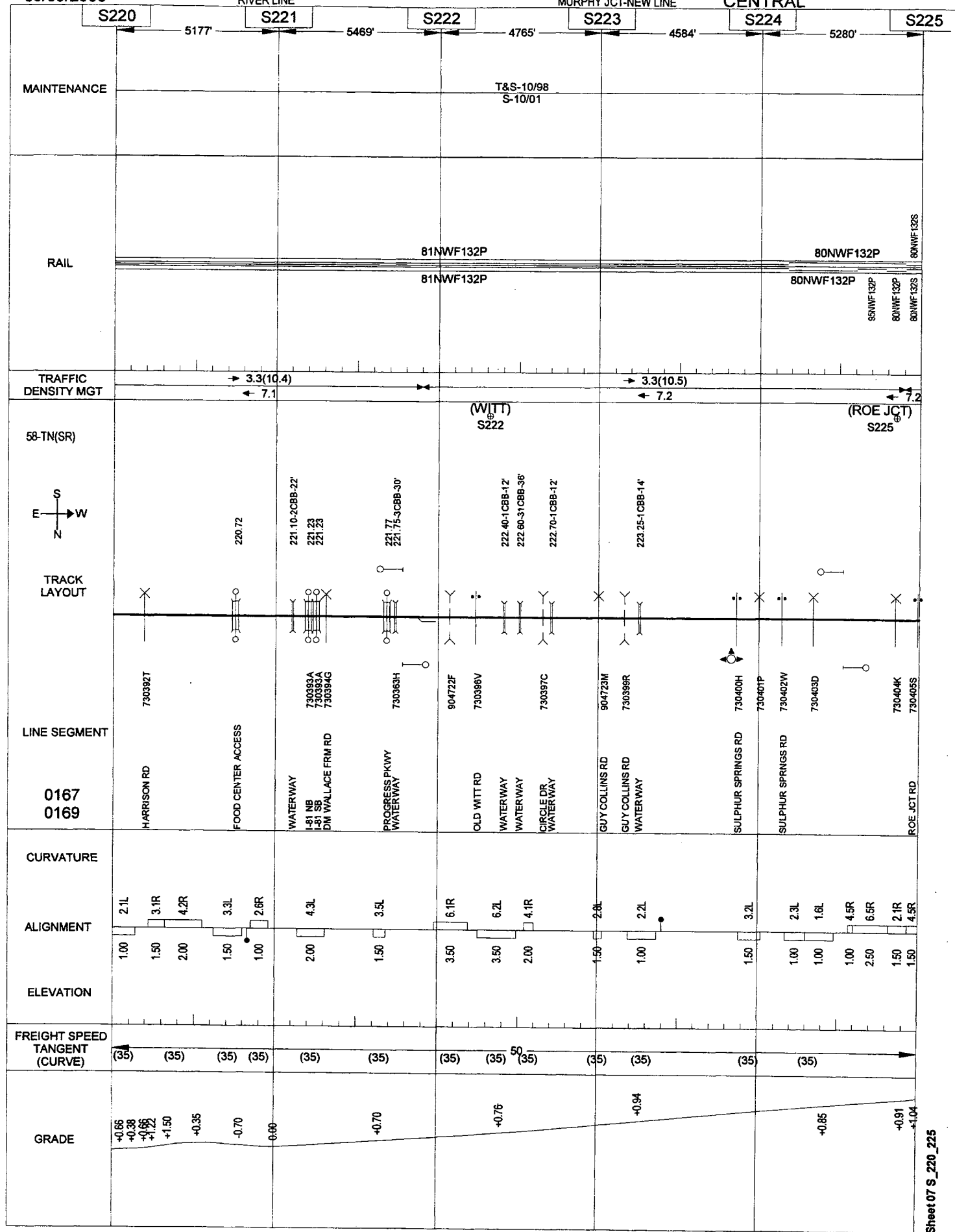
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082

RIVER LINE

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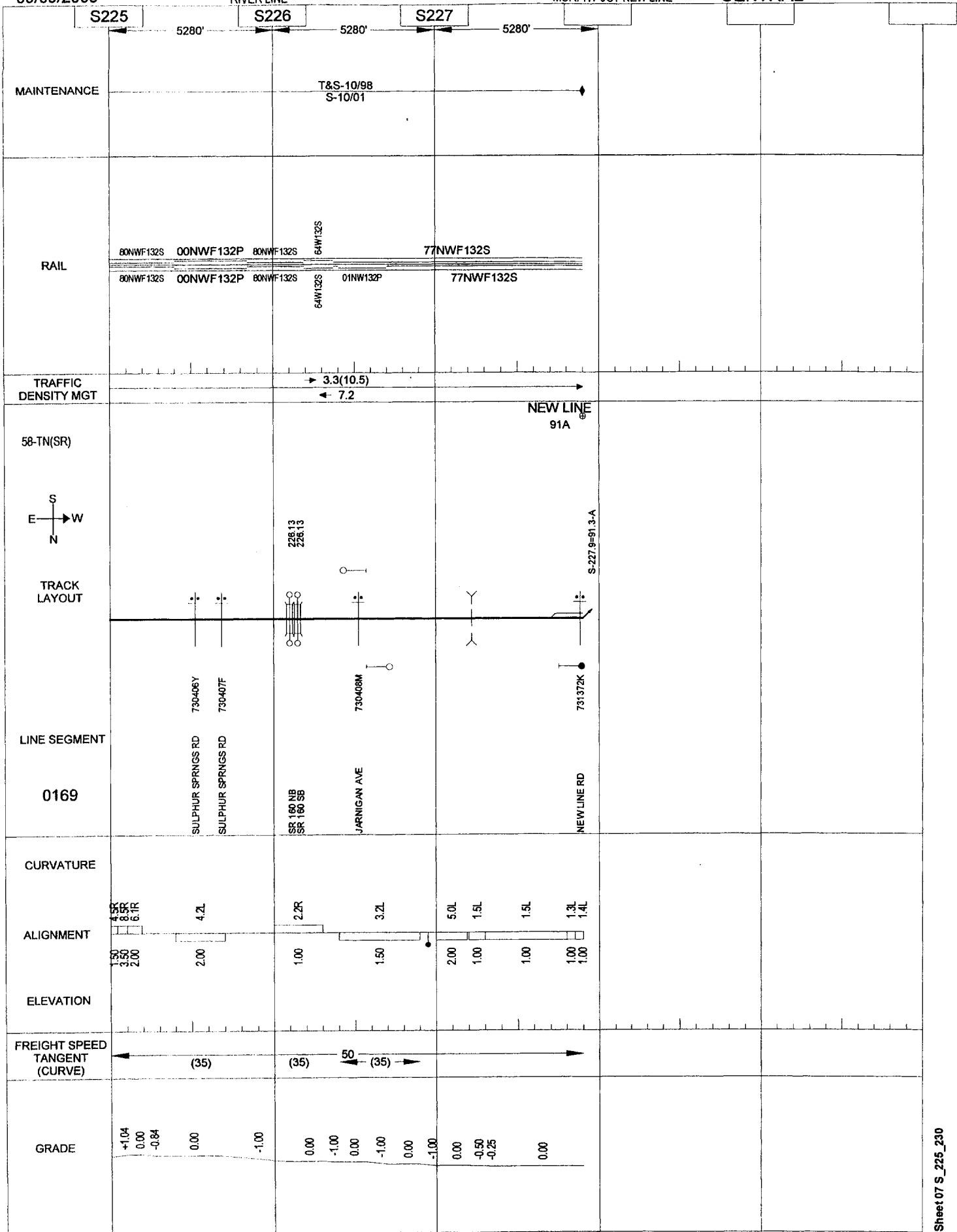


09/09/2005

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



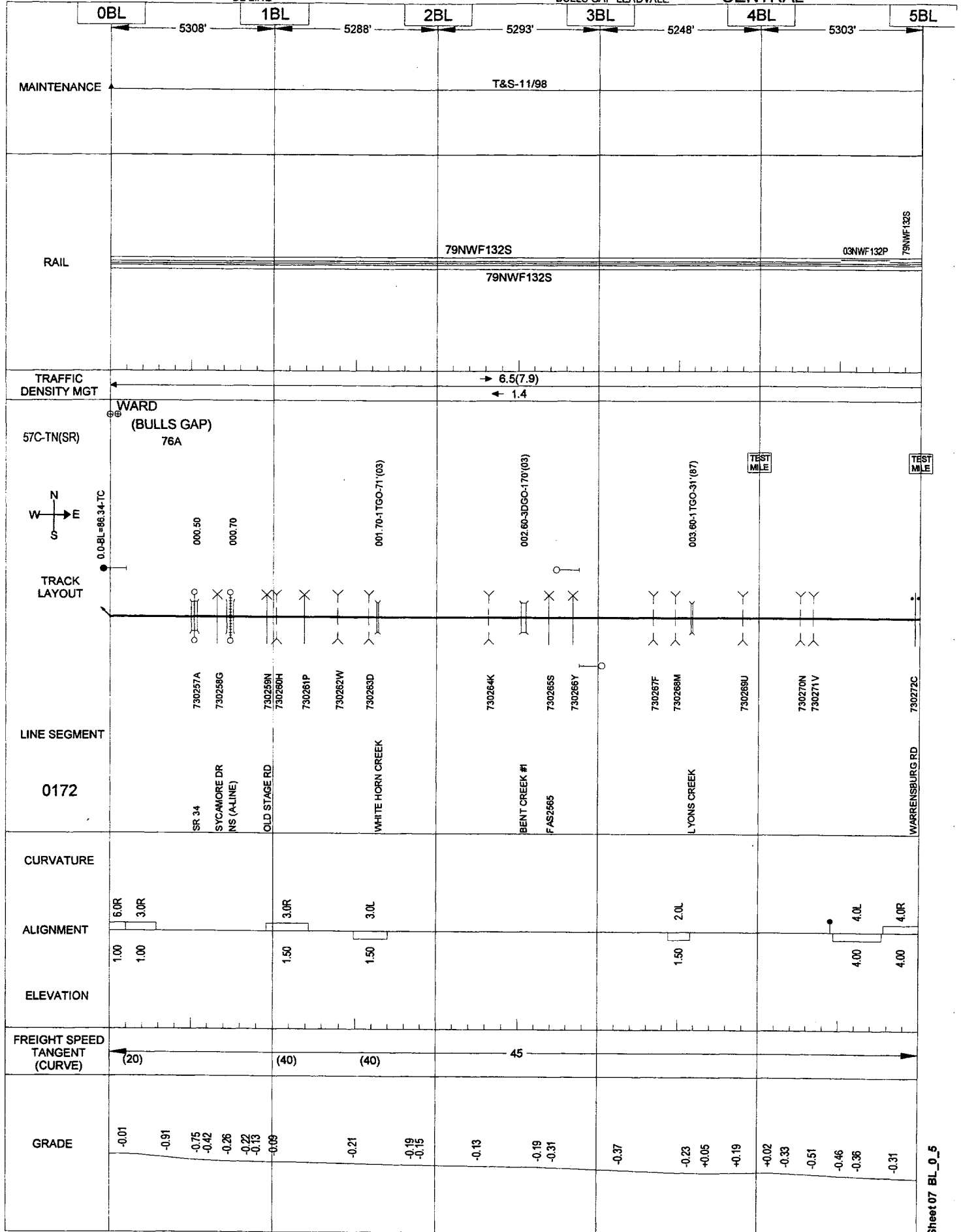
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084

BL LINE

BULLS GAP-LEADVALE

CENTRAL



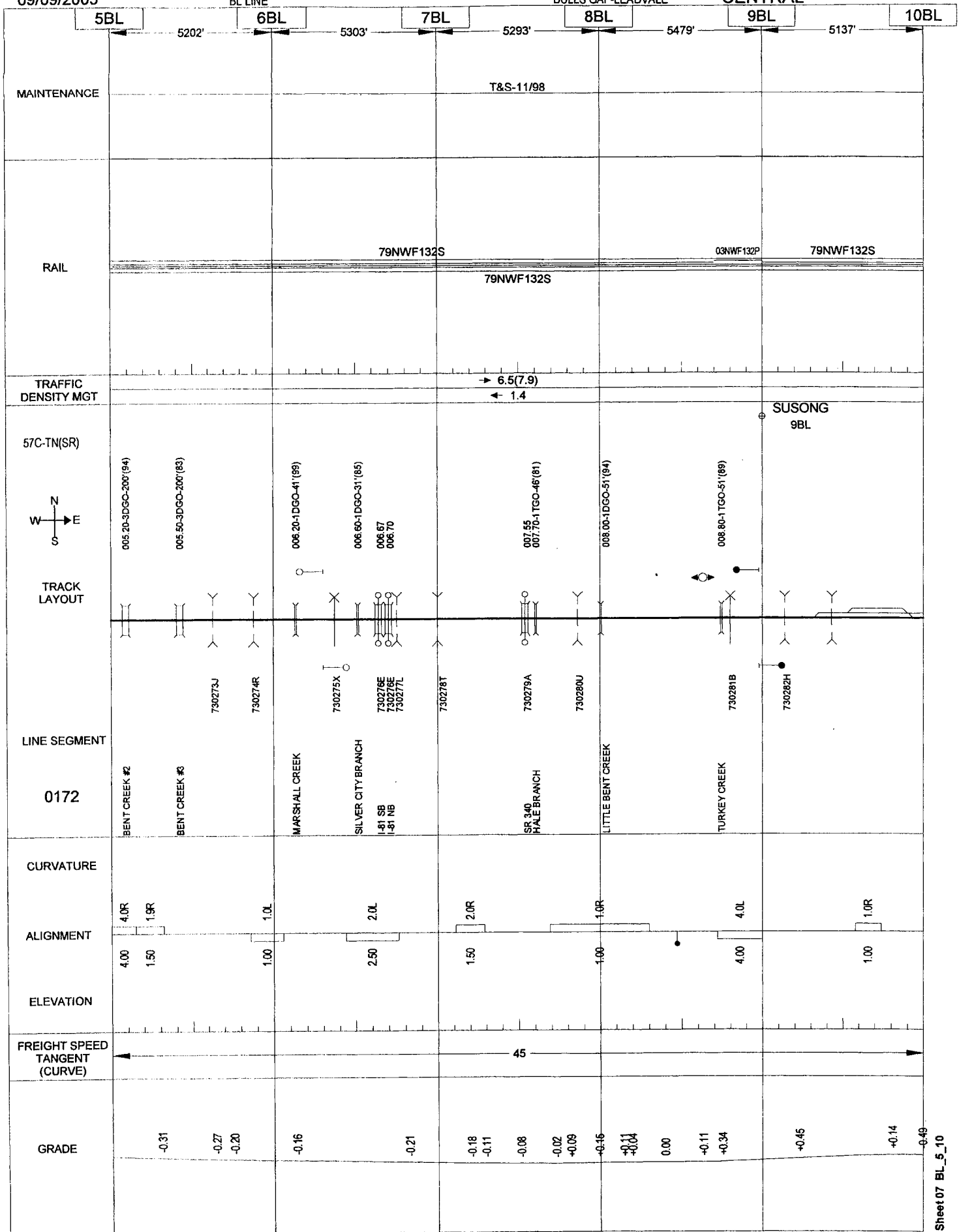
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085

BL LINE

BULLS GAP-LEADVALE

CENTRAL



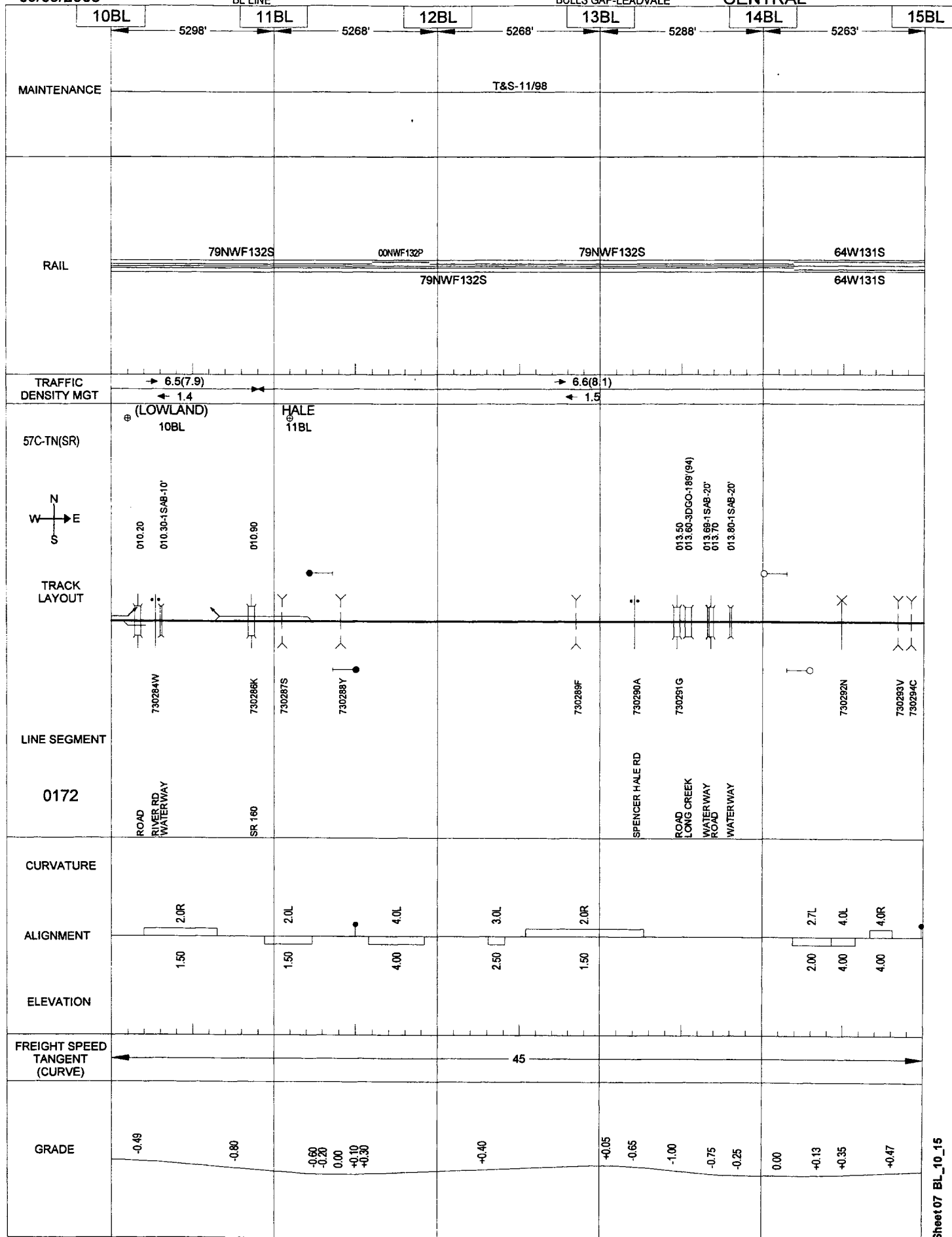
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086

BL LINE

BULLS GAP-LEADVALE

CENTRAL



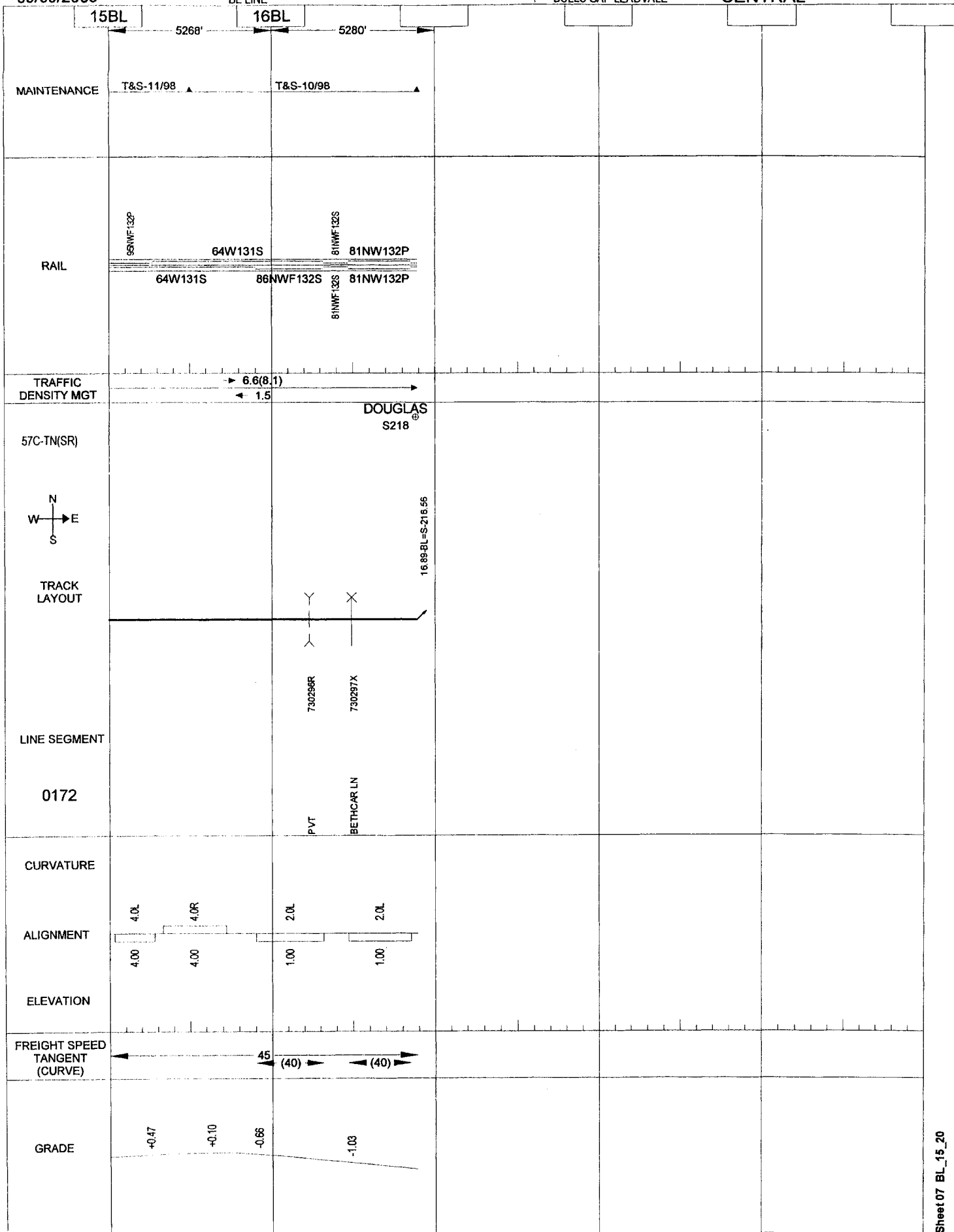
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087

BL LINE

BULLS GAP-LEADVALE

CENTRAL



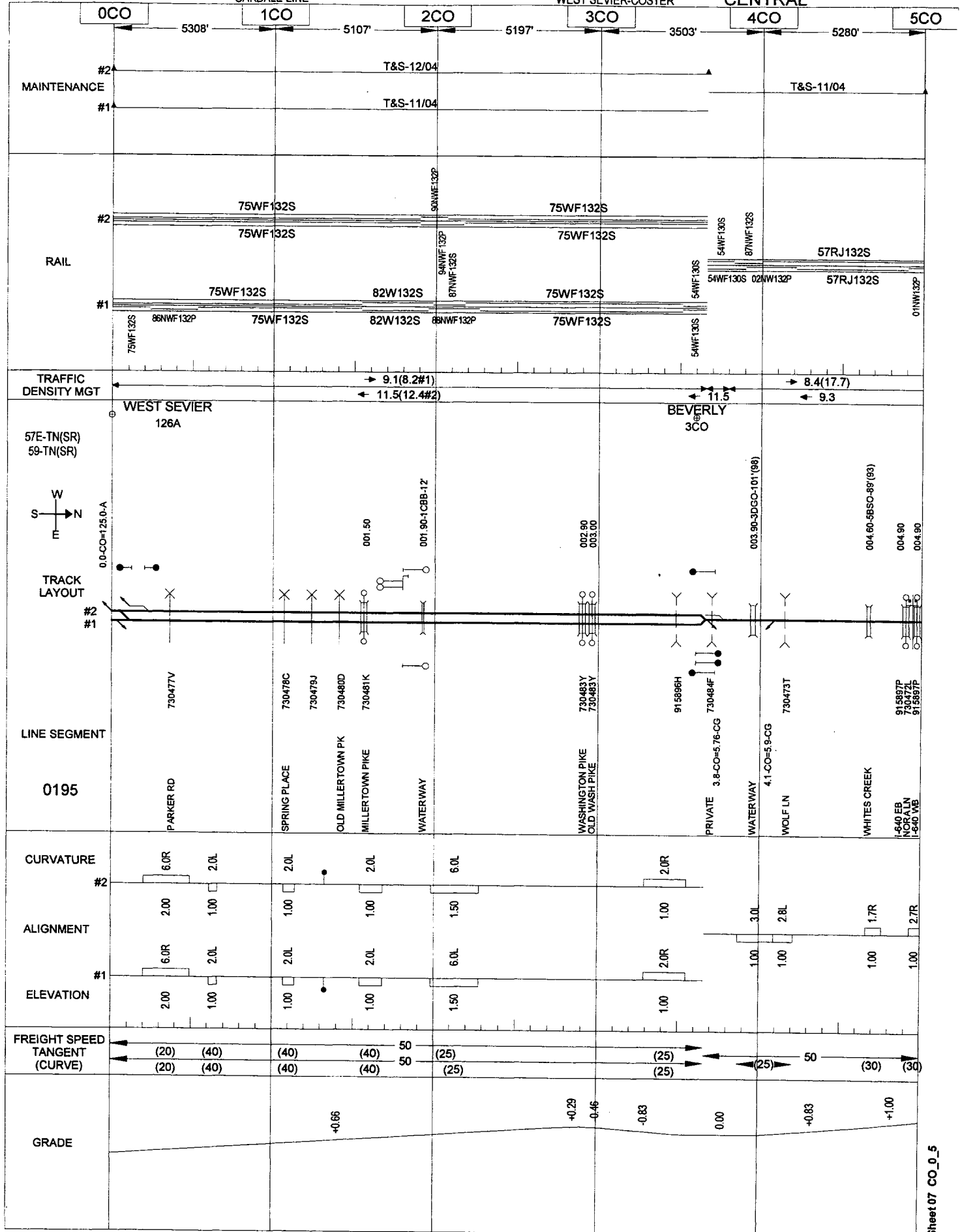
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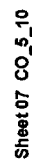
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OAKDALE LINE

WEST SEVIER-COSTER

CENTRAL





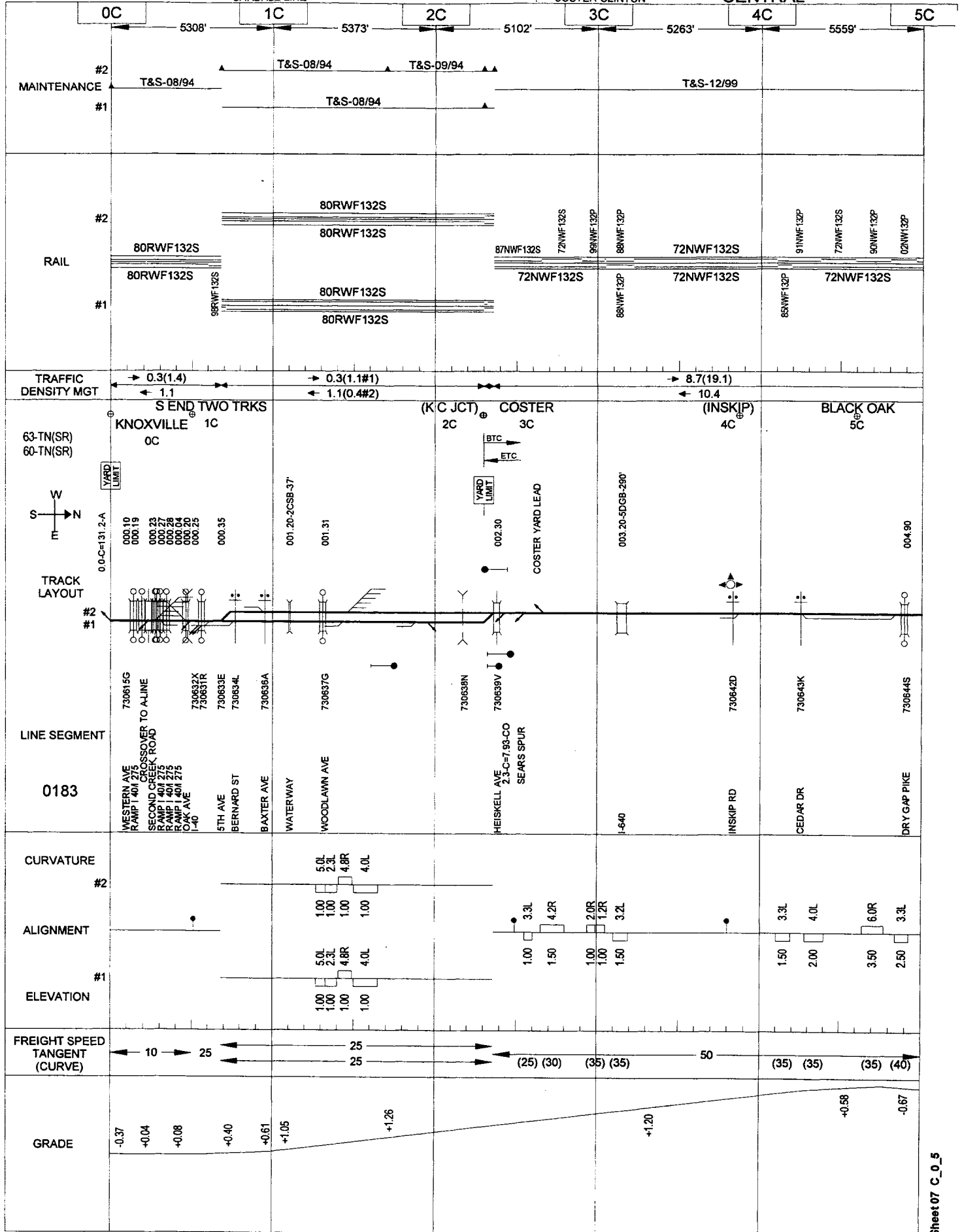
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090

OAKDALE LINE

COSTER-CLINTON

CENTRAL



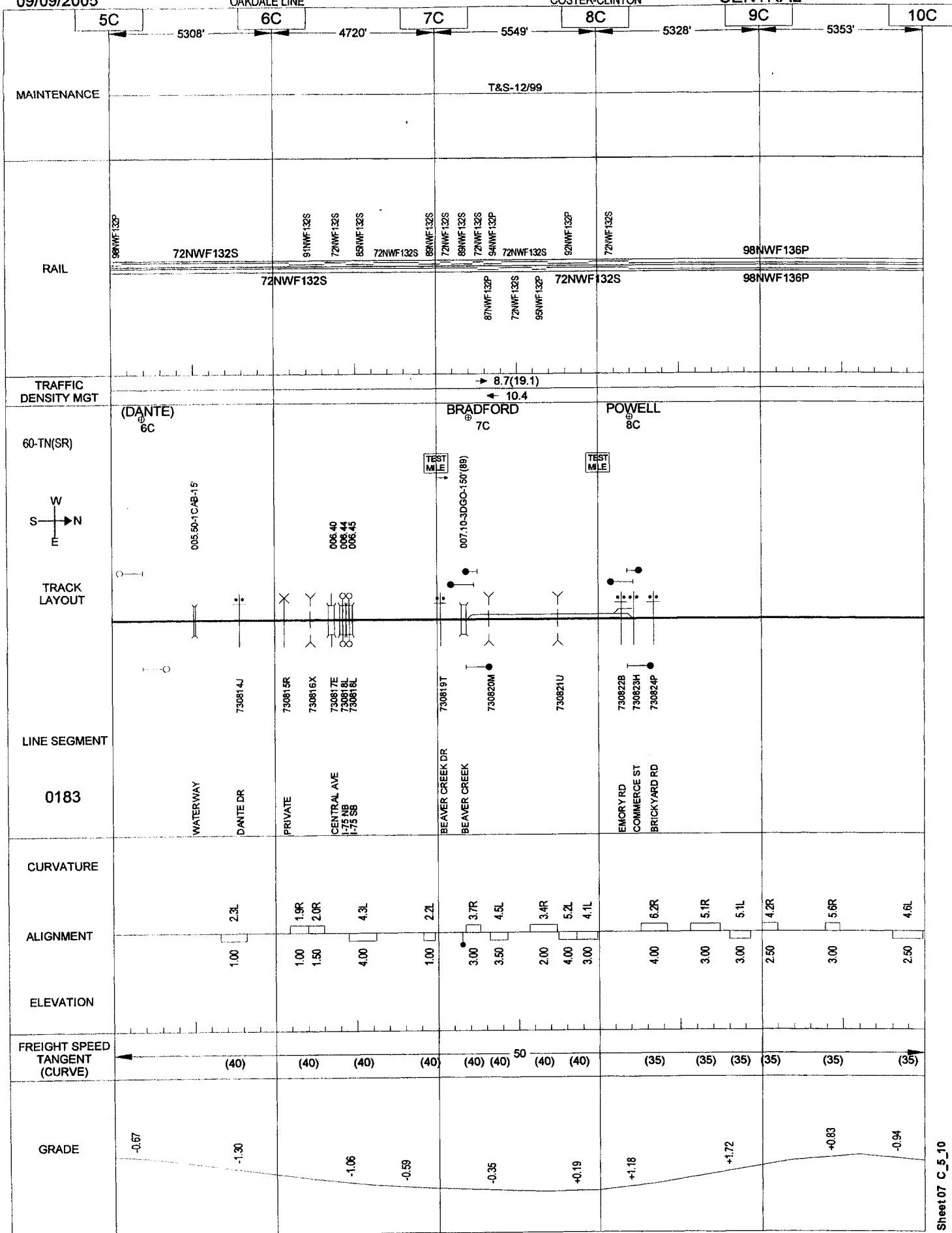
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091

OAKDALE LINE

COSTER-CLINTON

CENTRAL



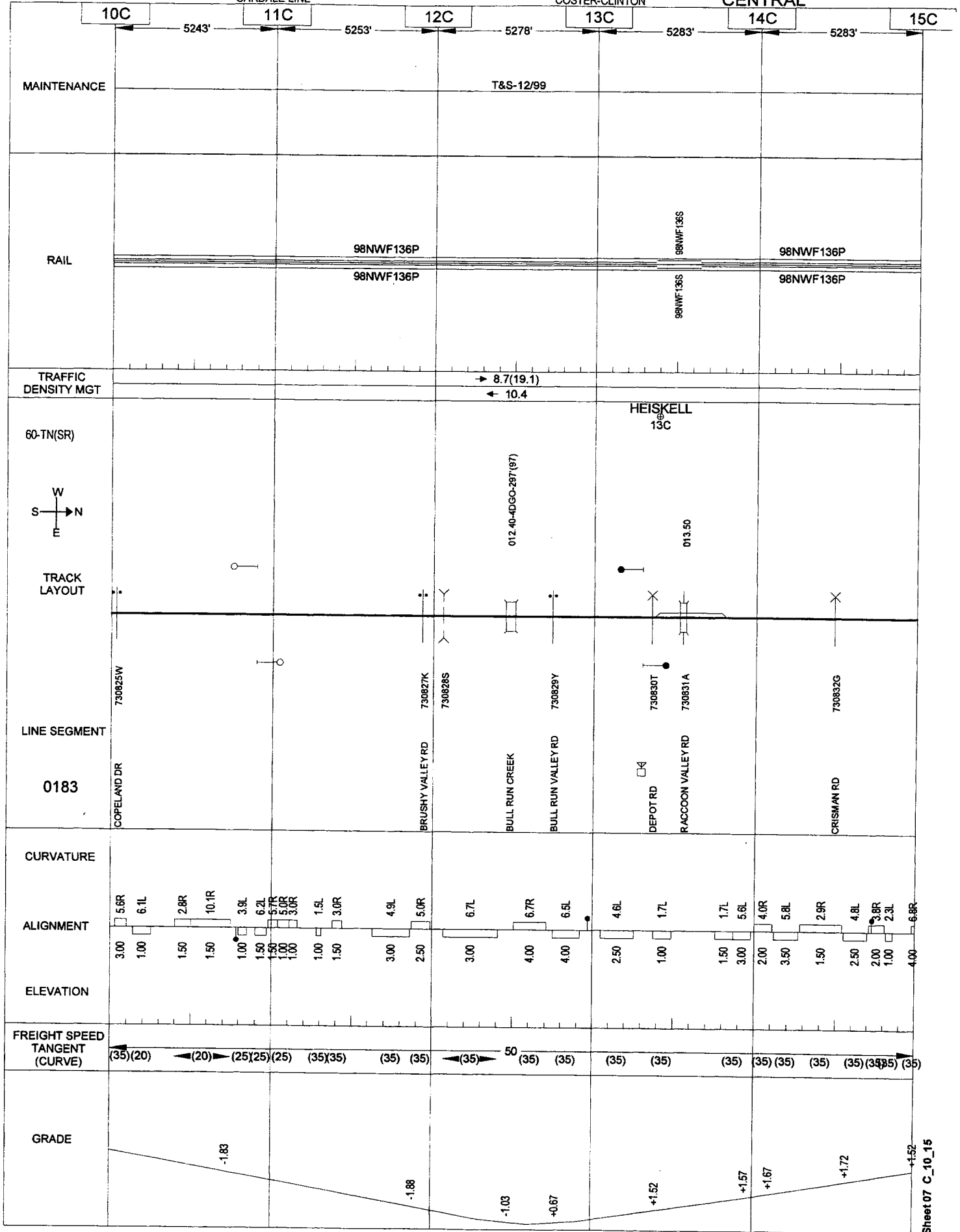
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092

OAKDALE LINE

COSTER-CLINTON

CENTRAL



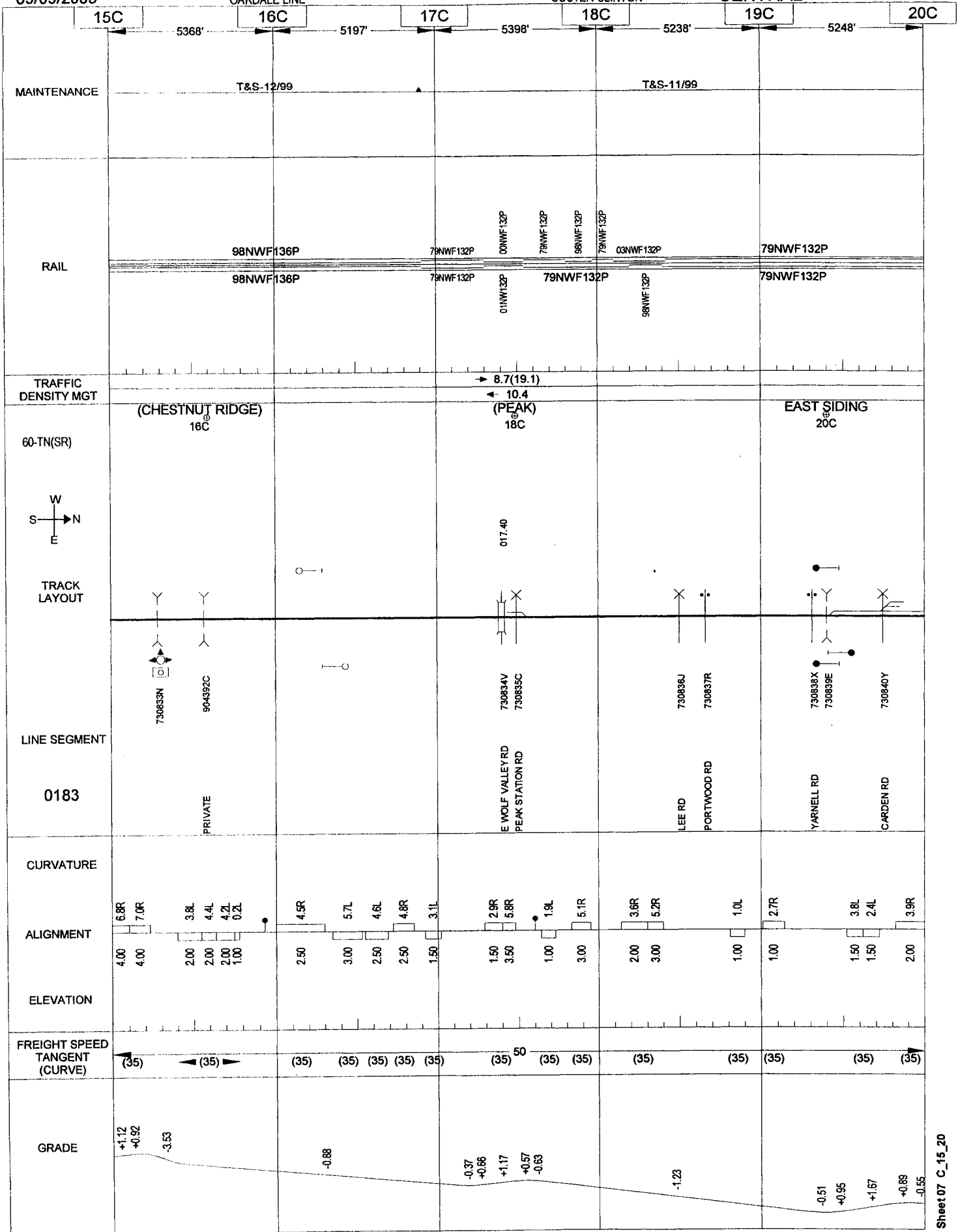
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093

OAKDALE LINE

COSTER-CLINTON

CENTRAL



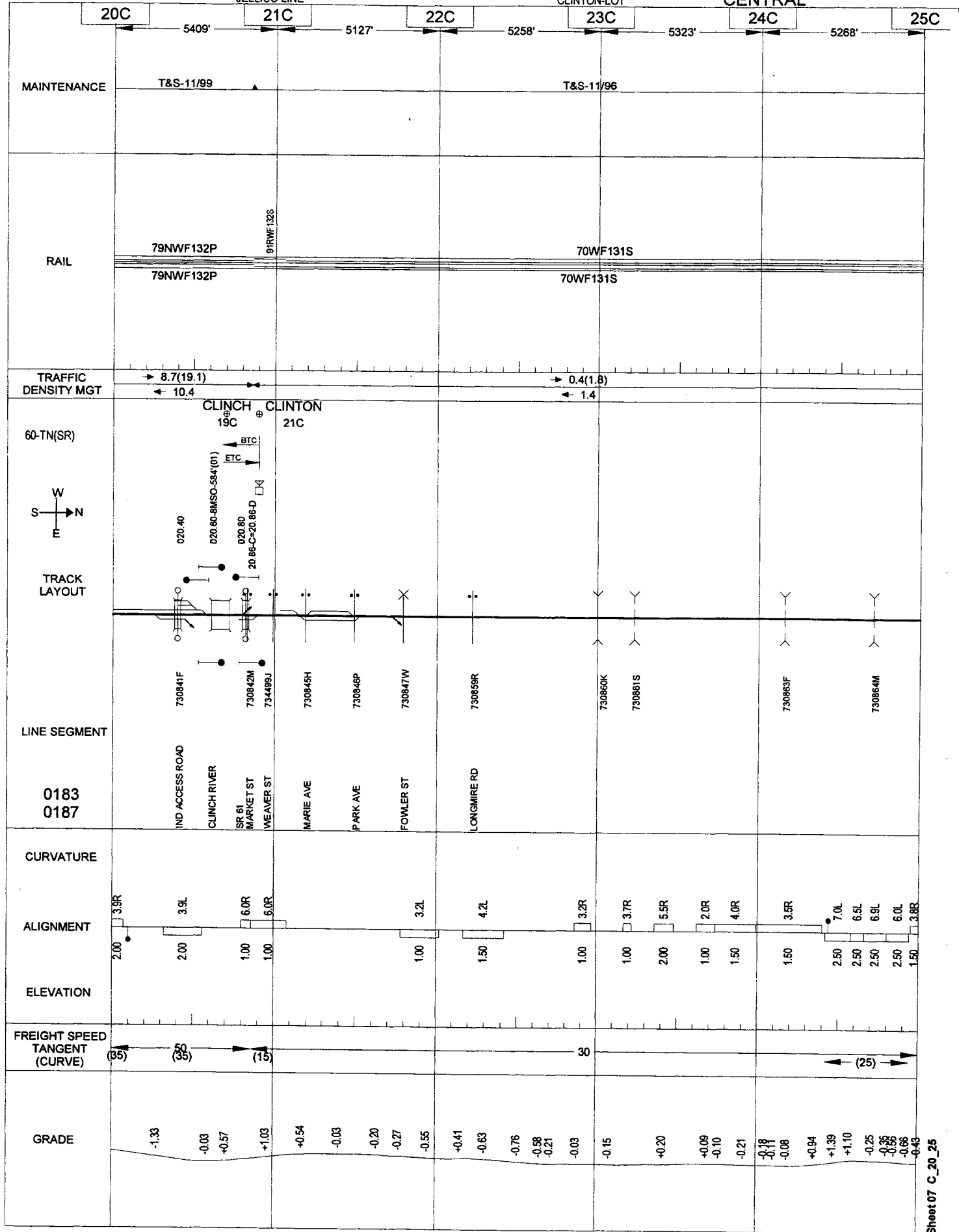
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094

JELICO LINE

CLINTON LOT

CENTRAL

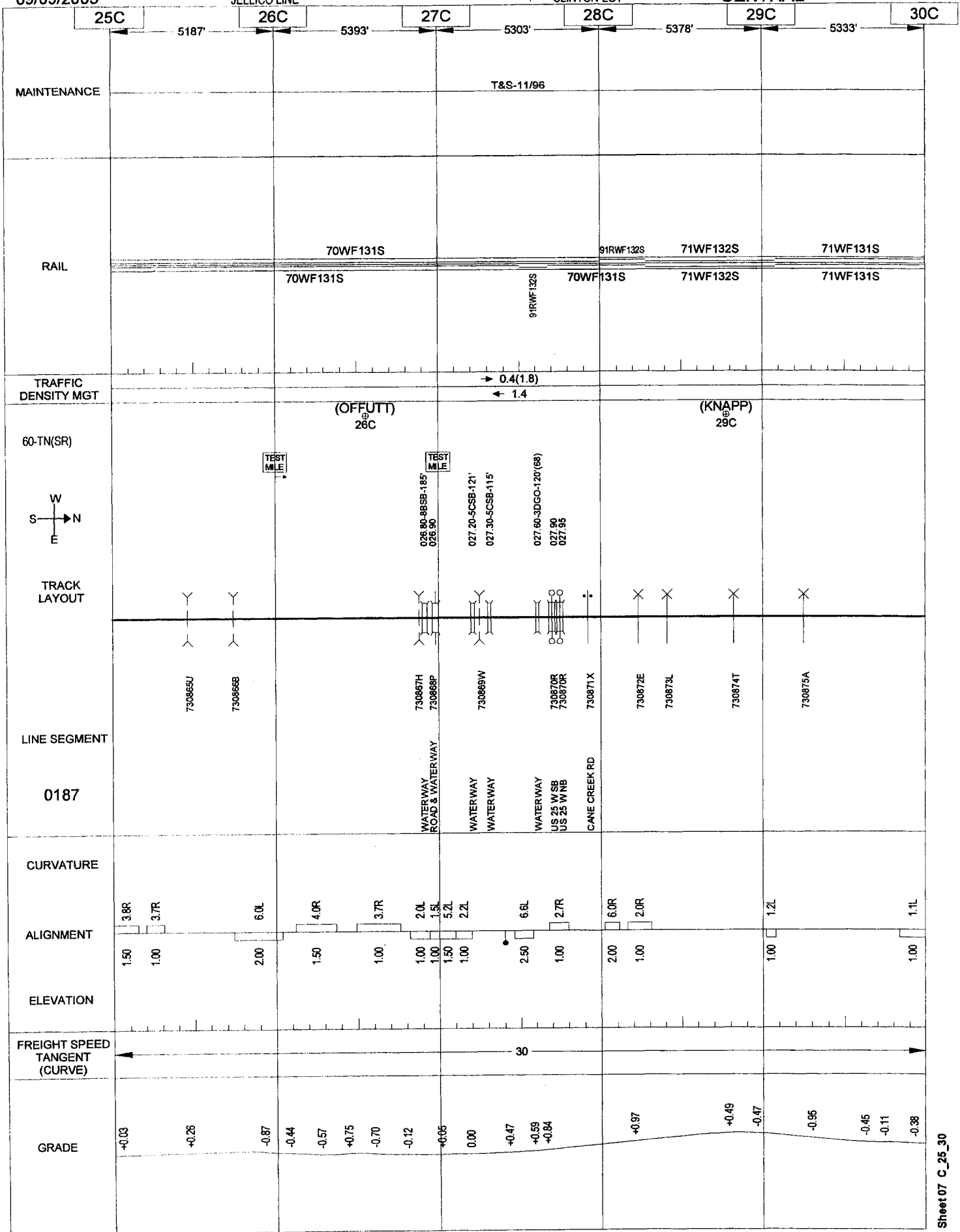


09/09/2005

JELICO LINE

CLINTON LOT

CENTRAL



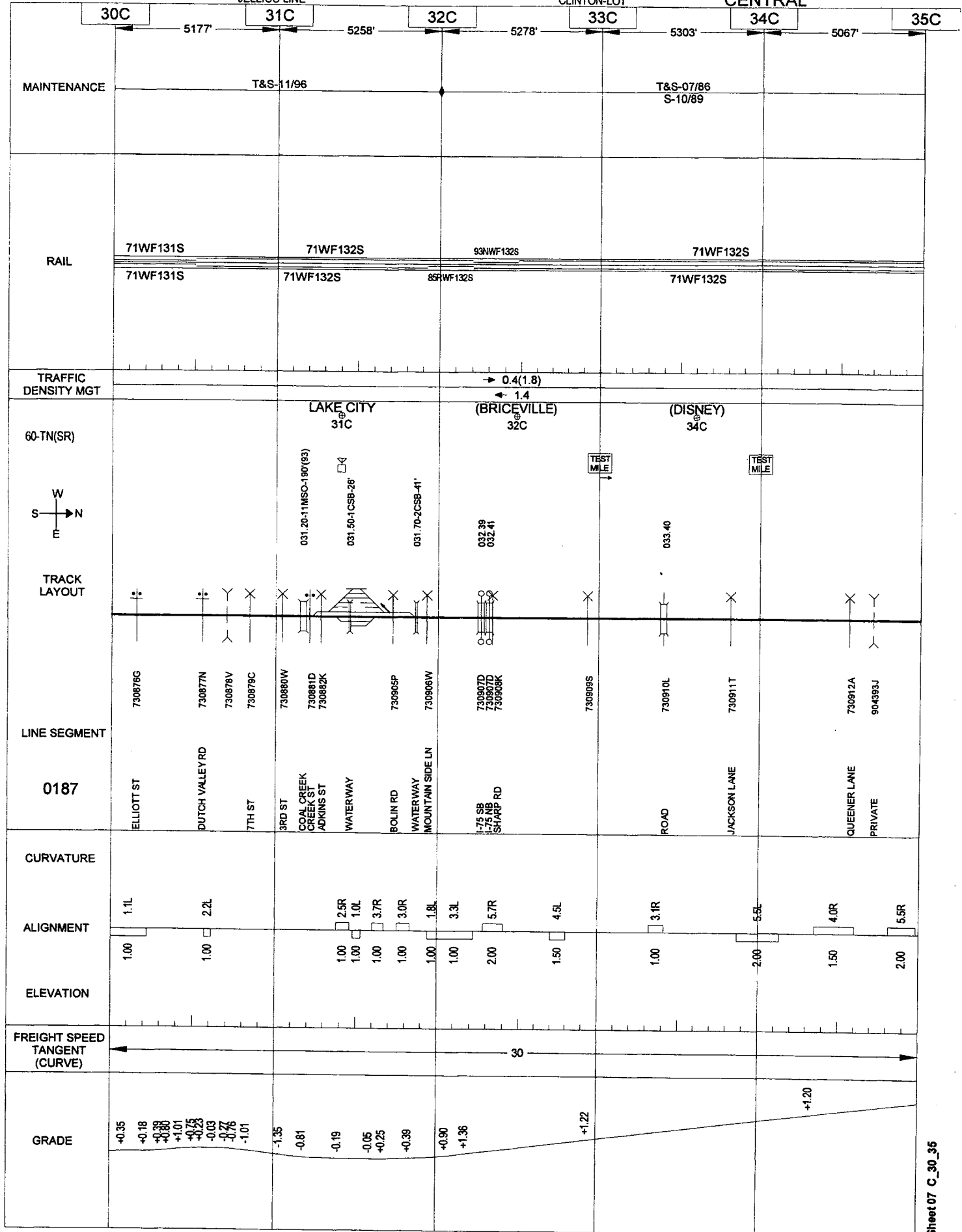
09/09/2005

096

JELICO LINE

CLINTON LOT

CENTRAL



CENTRAL

Sheet 07 C_35_40

CENTRAL

45C

- 5197 -

T&S-07/86
S-11/89

86RWF132S

→ 0.3(1.4)

(TURLEY)
44C

042 85-1 CBB-12"

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|
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|
+

COVE CREEK #2

OLD SR 63

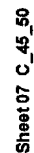
q

9

- 30

8

CENTRAL



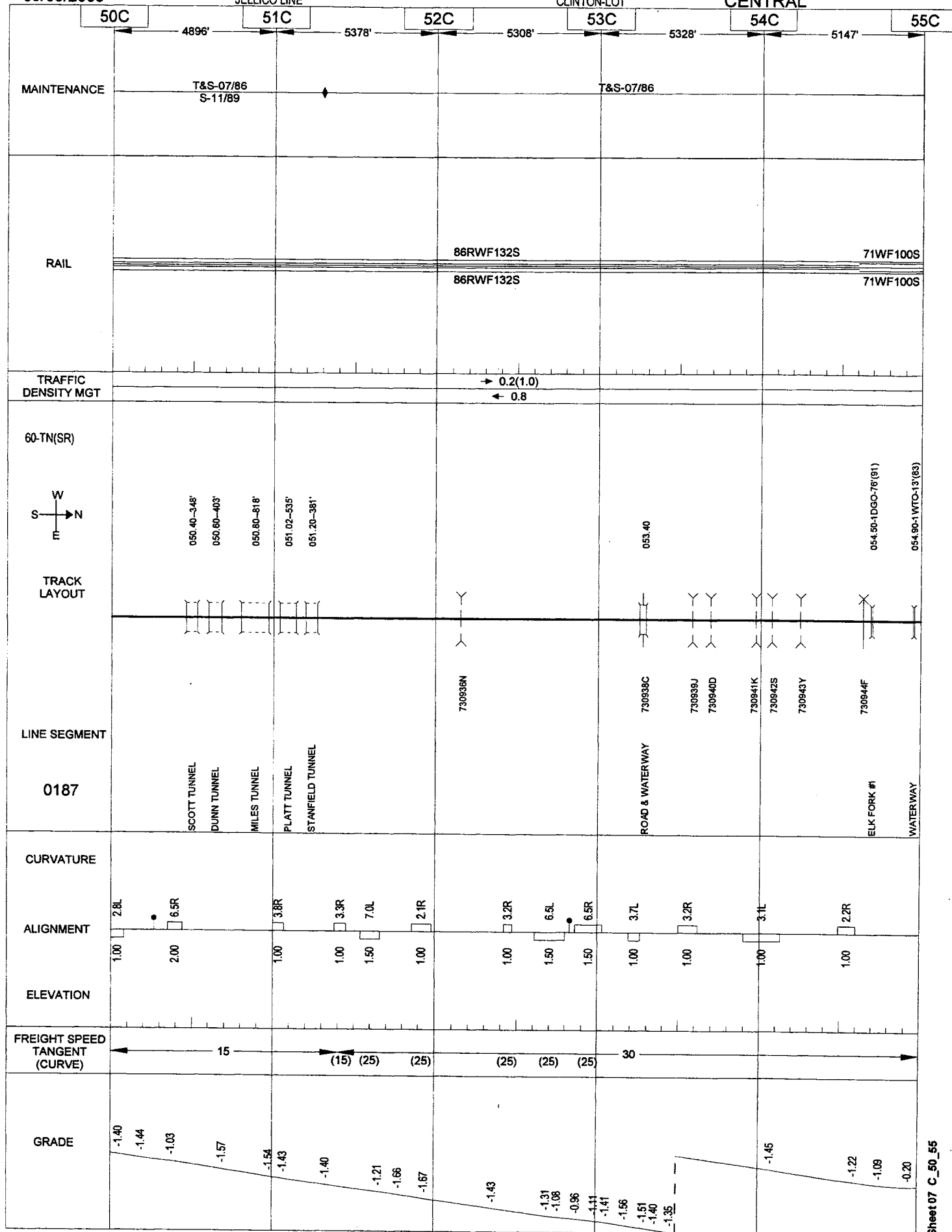
09/09/2005

100

JELICO LINE

CLINTON LOT

CENTRAL



CENTRAL

Sheet07 C_55_60

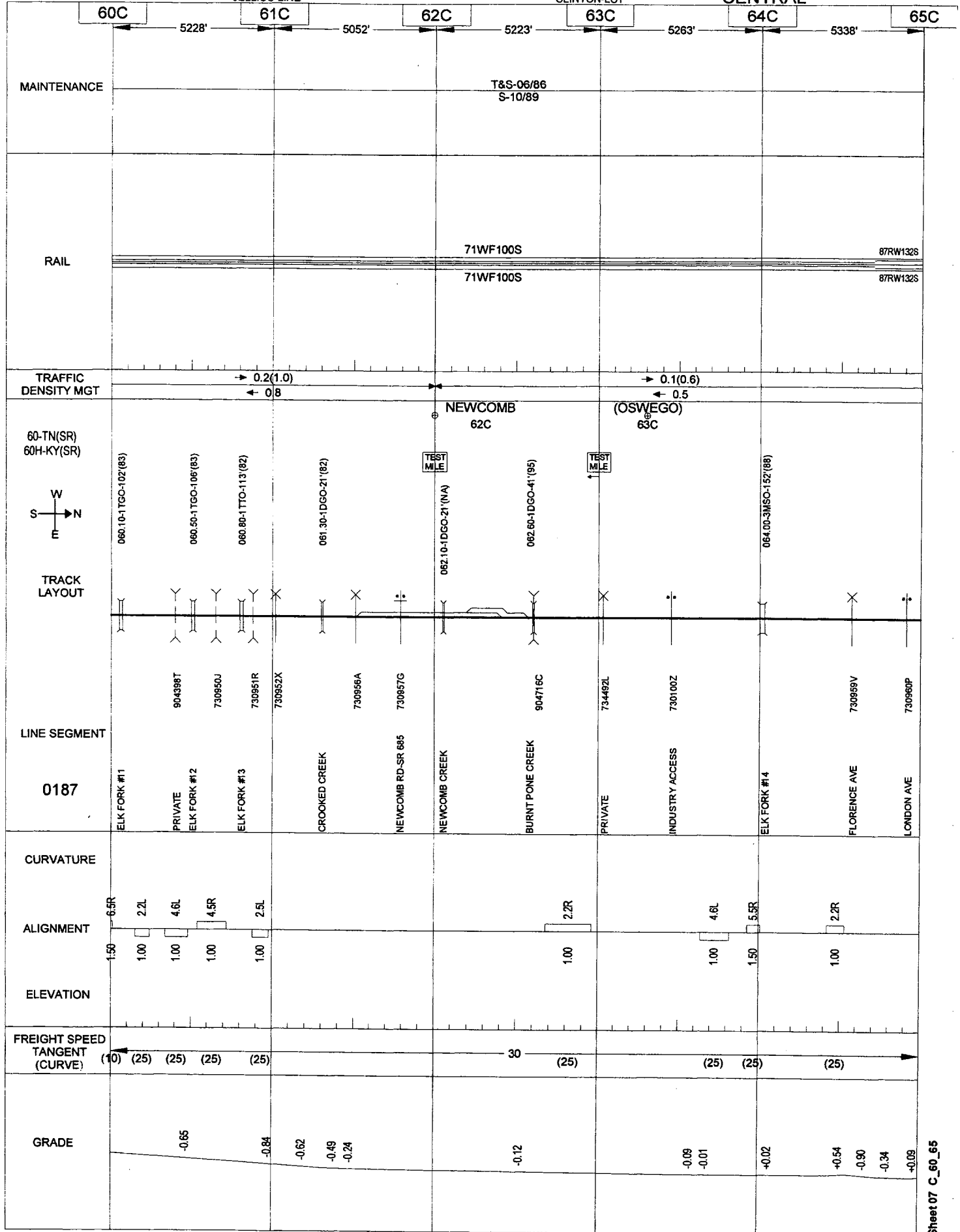
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102

JELICO LINE

CLINTON LOT

CENTRAL



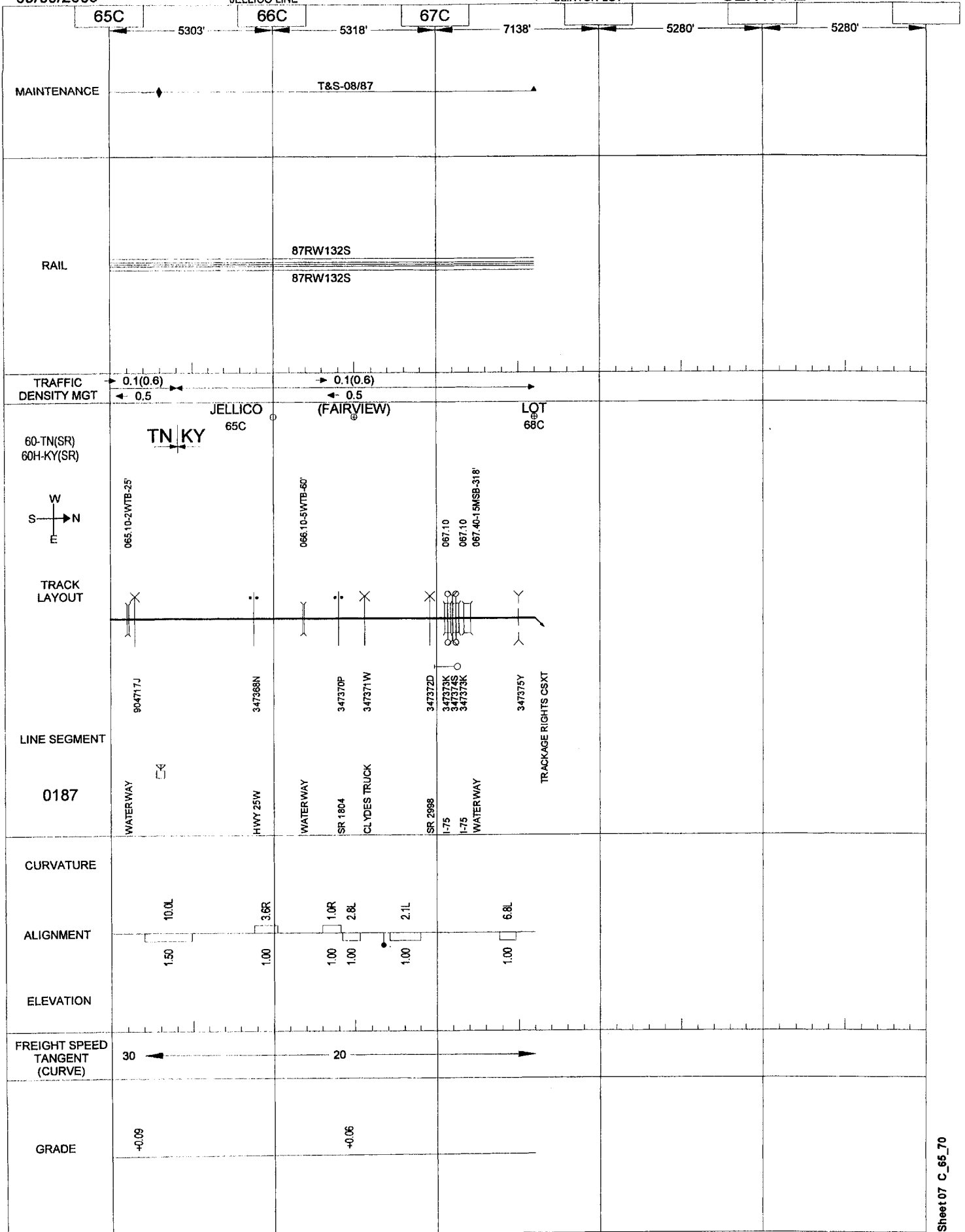
09/09/2005

103

JELICO LINE

CLINTON LOT

CENTRAL



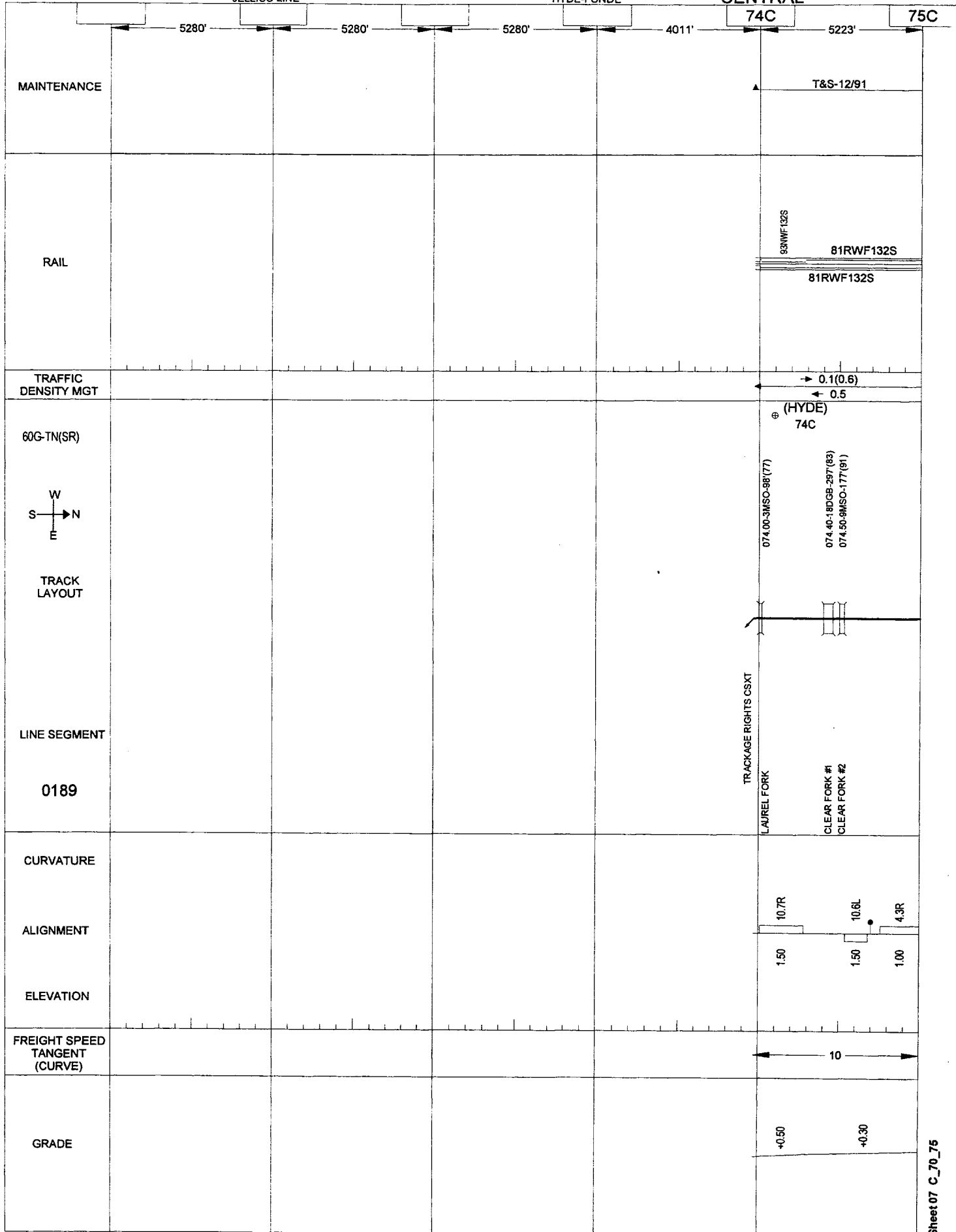
09/09/2005

104

JELICO LINE

HYDE-FONDE

CENTRAL



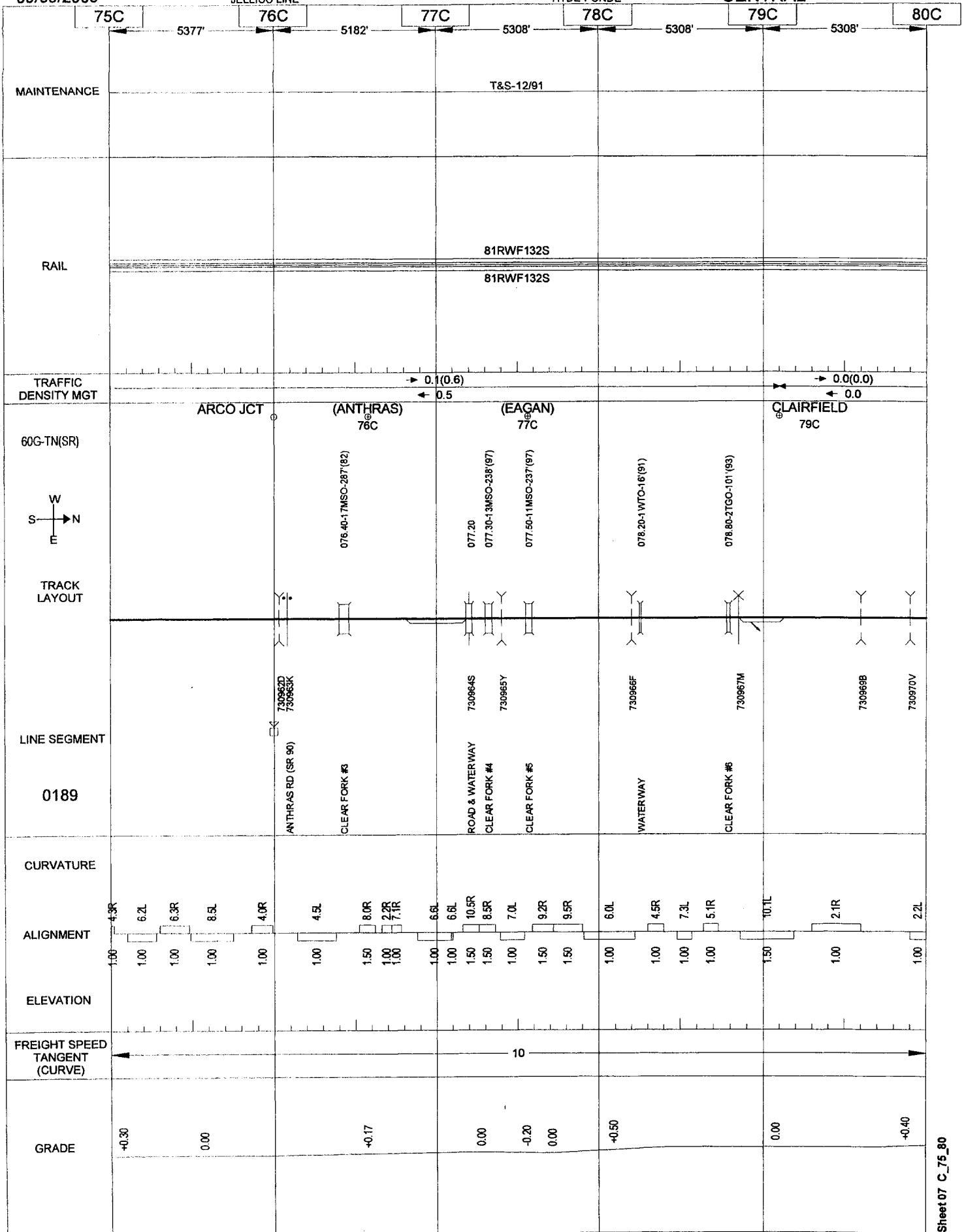
09/09/2005

105

JELICO LINE

HYDE-FONDE

CENTRAL



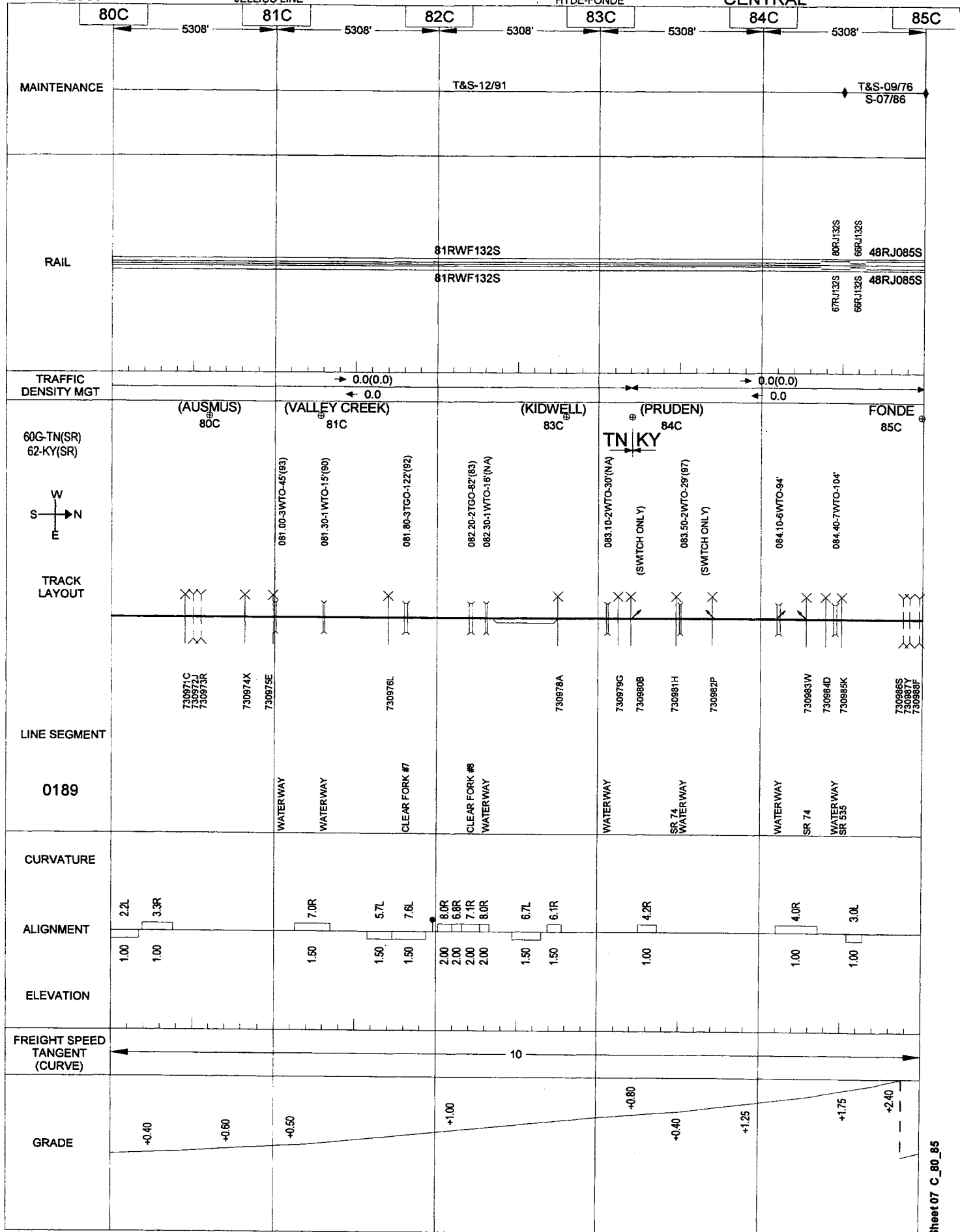
09/09/2005

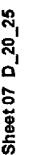
106

JELICO LINE

HYDE-FONDE

CENTRAL





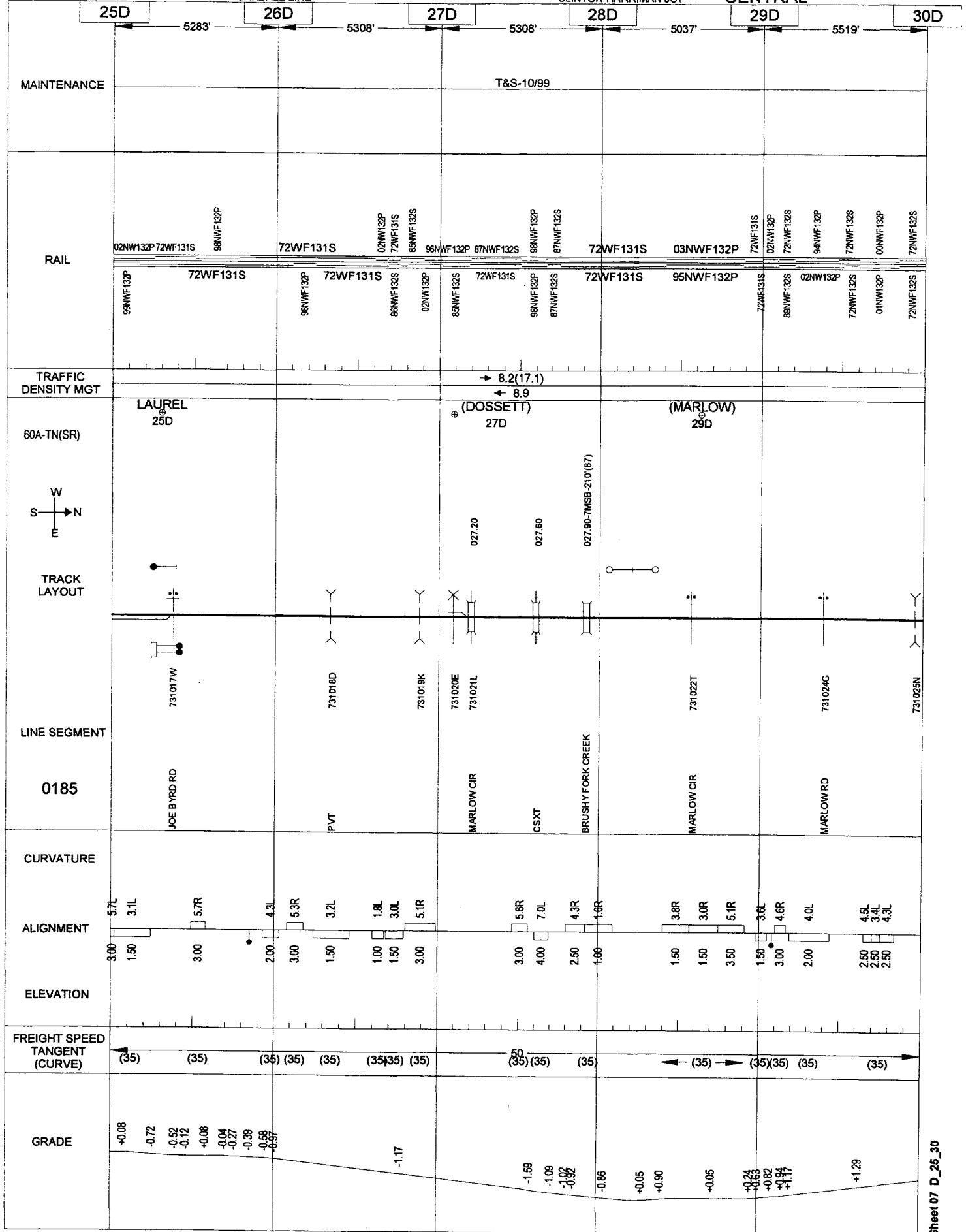
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108

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



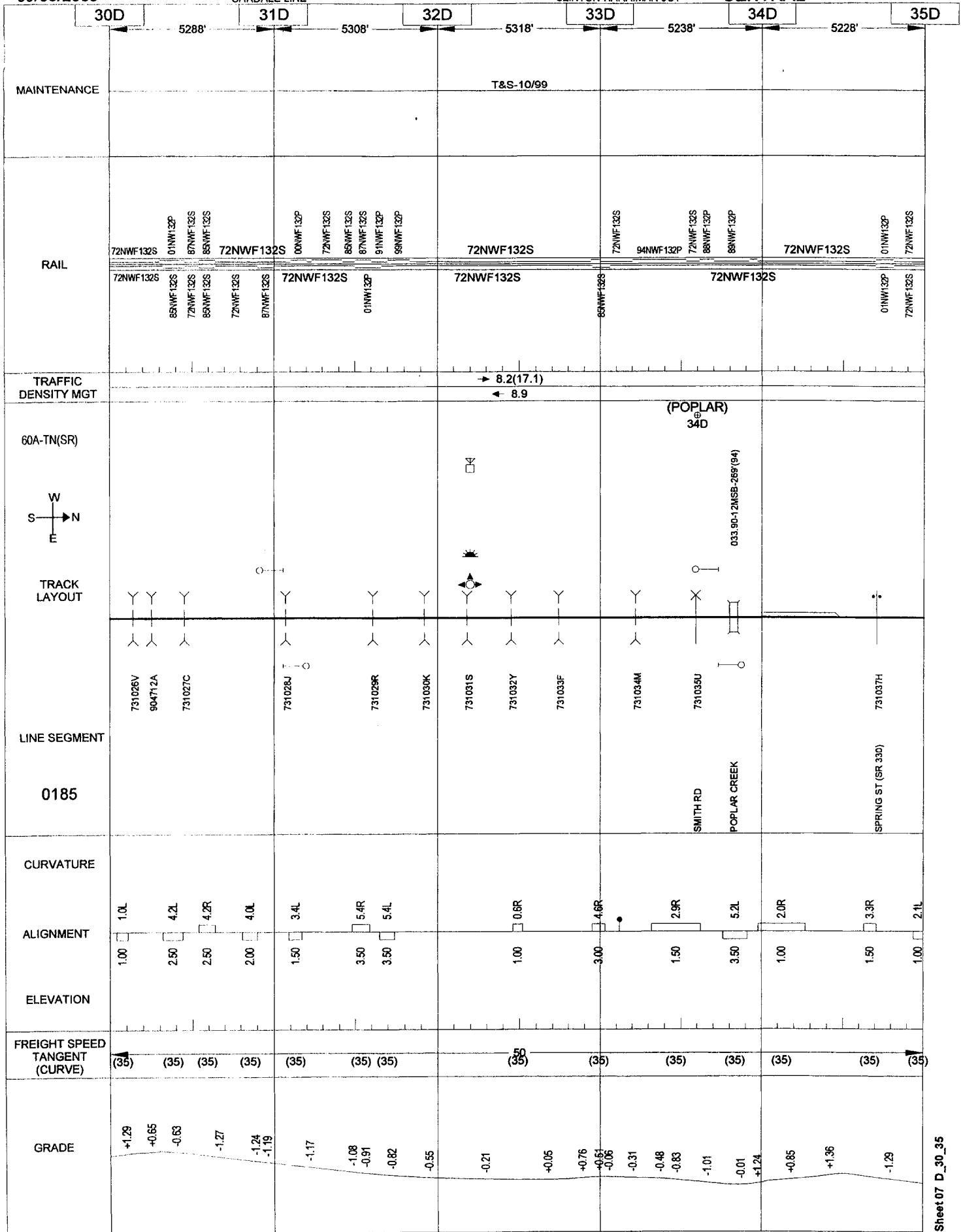
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109

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



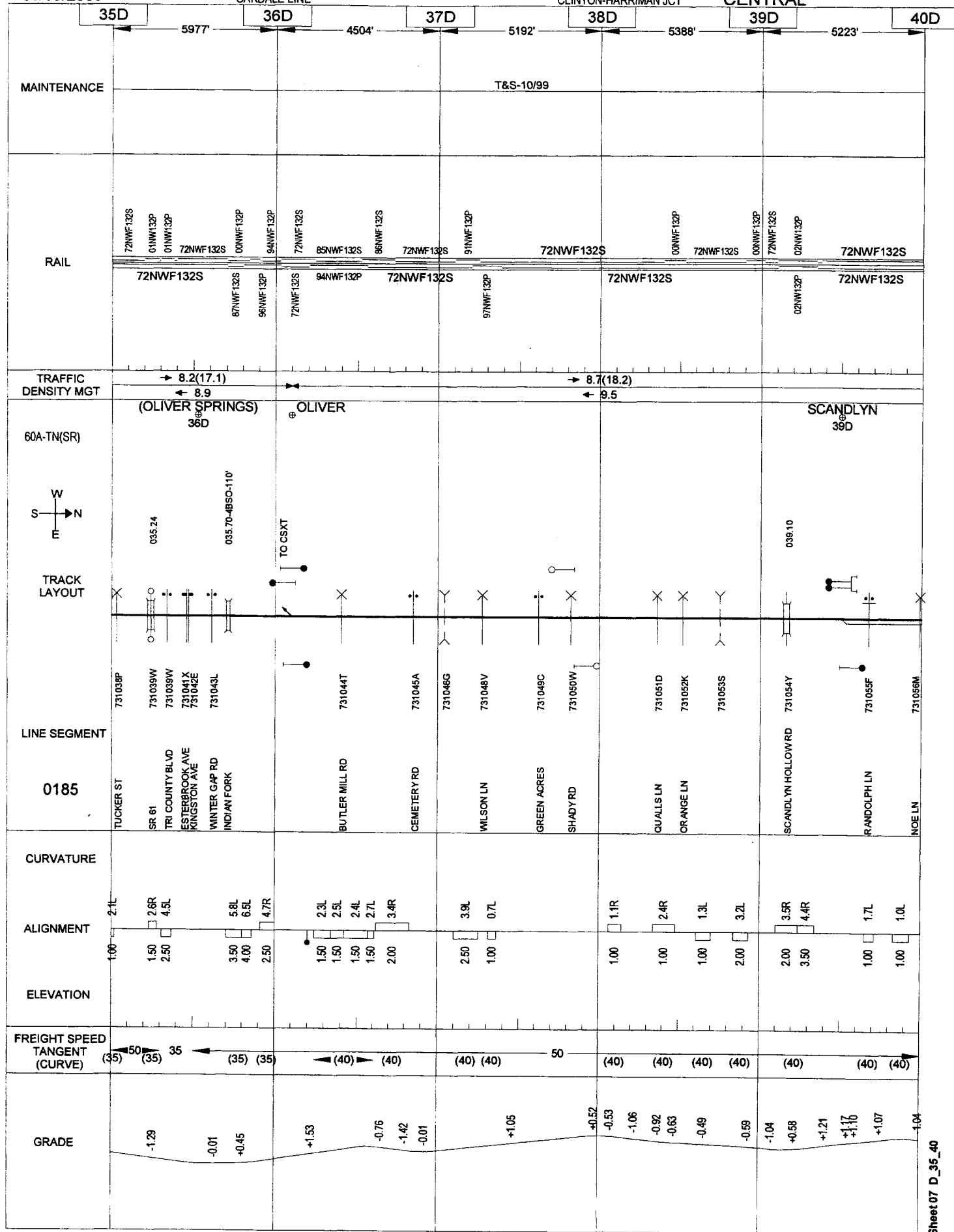
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110

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

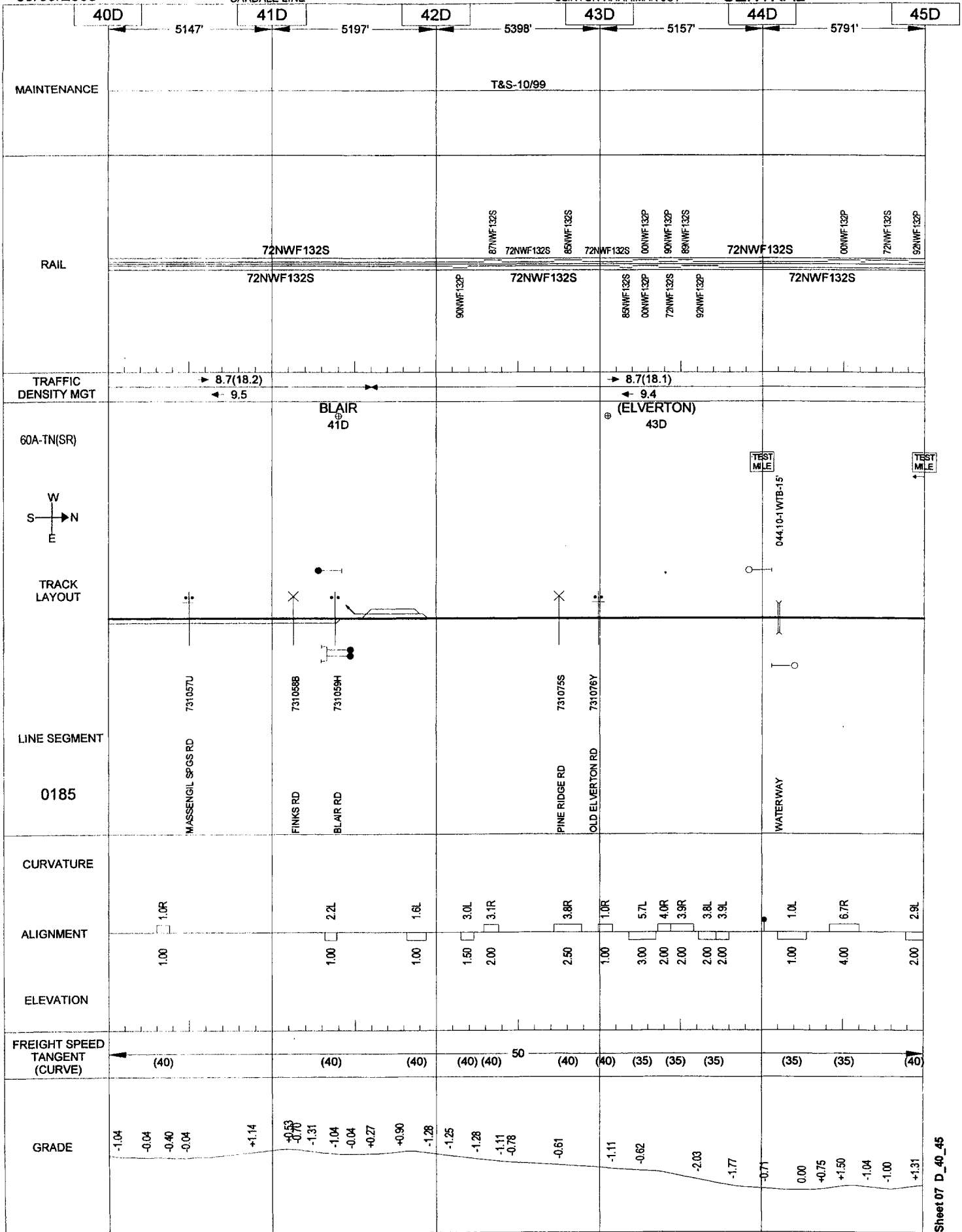


09/09/2005

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



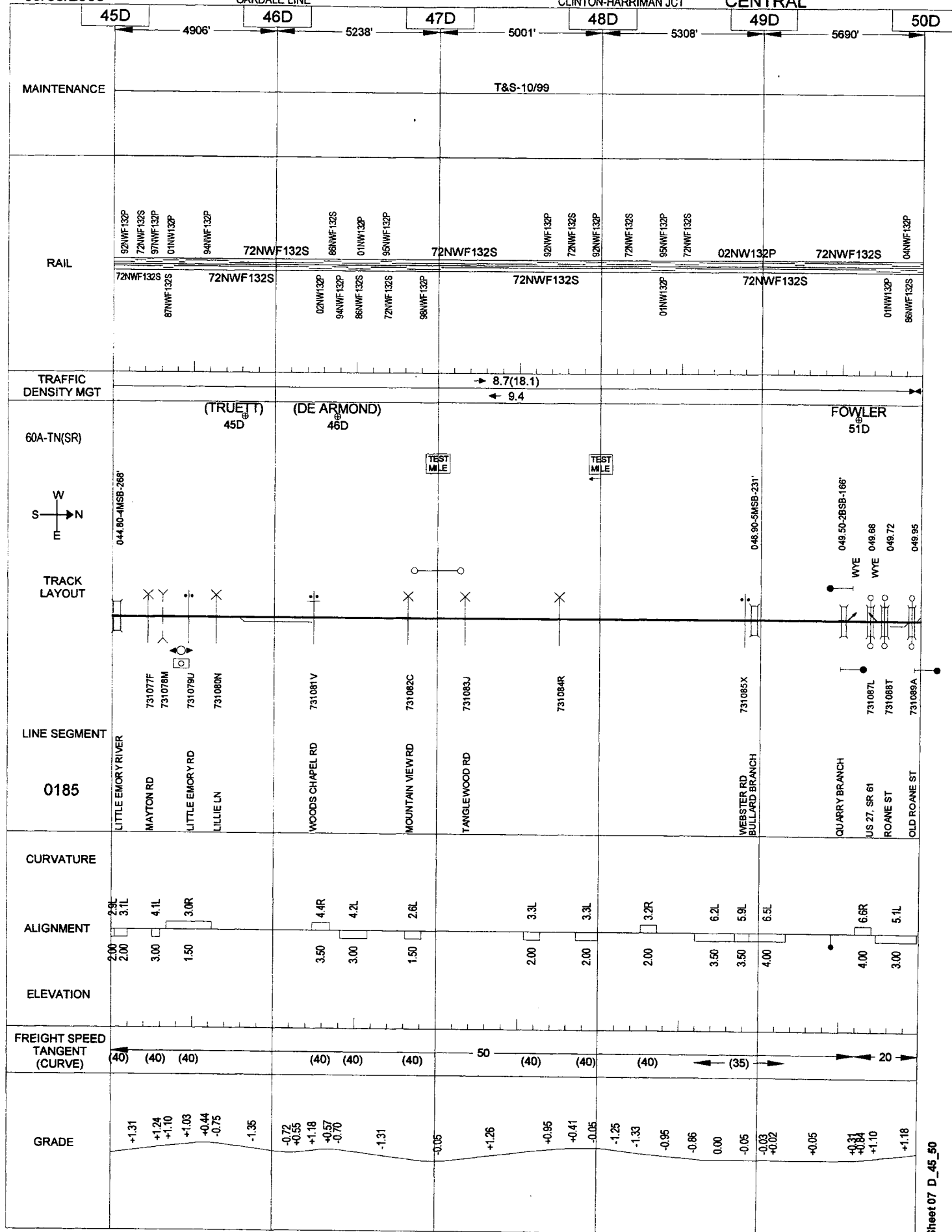
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112

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



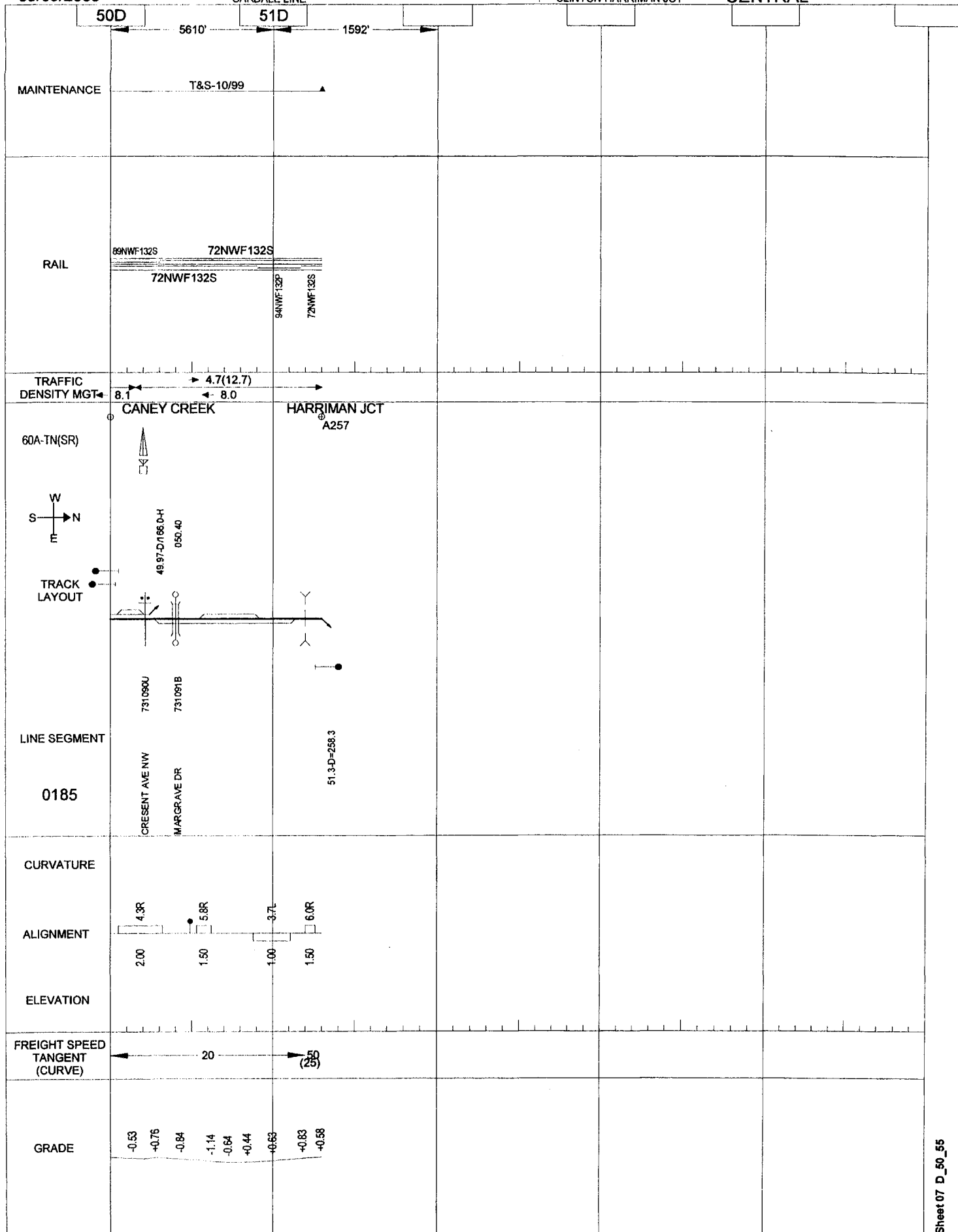
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113

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



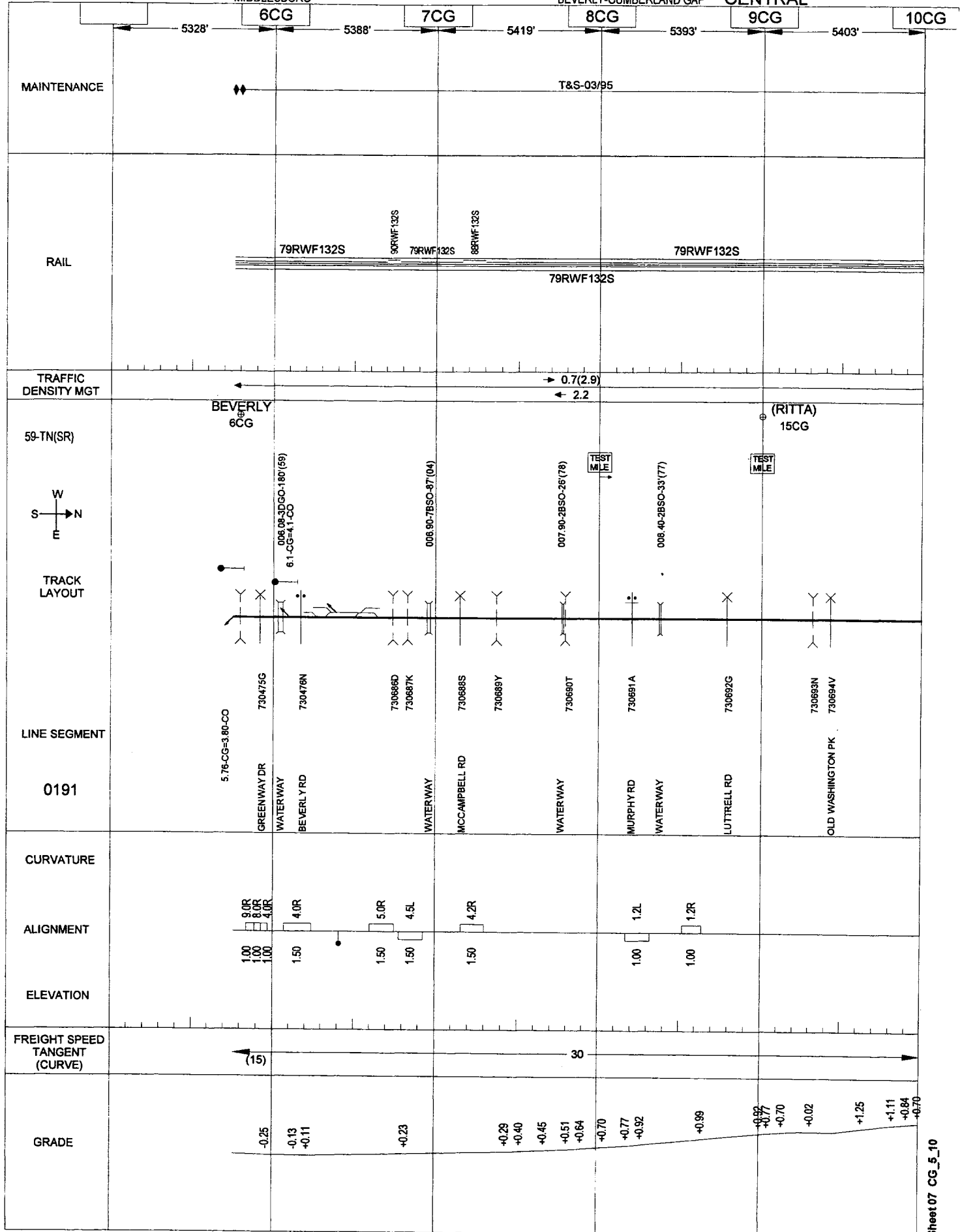
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114

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

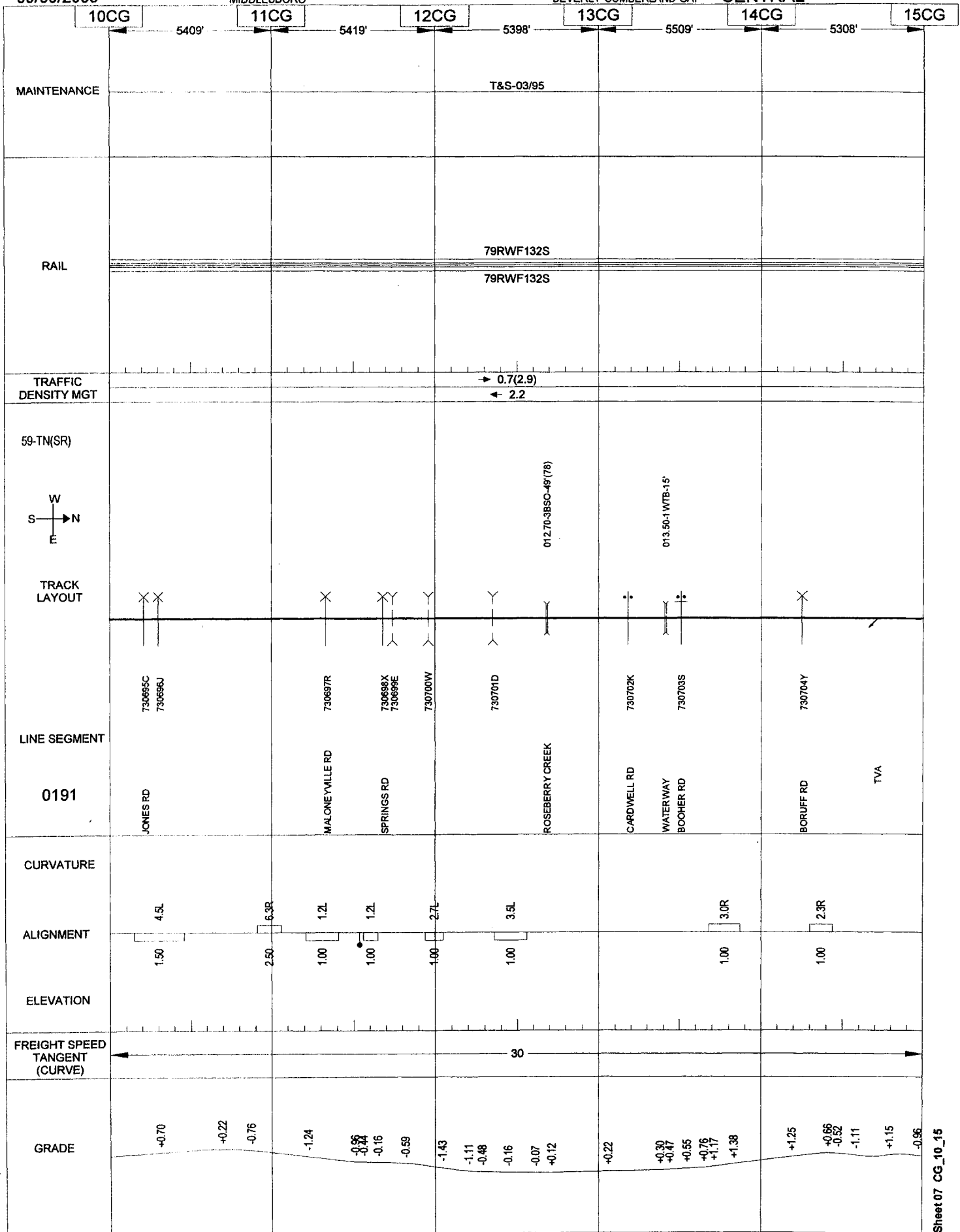


09/09/2005

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



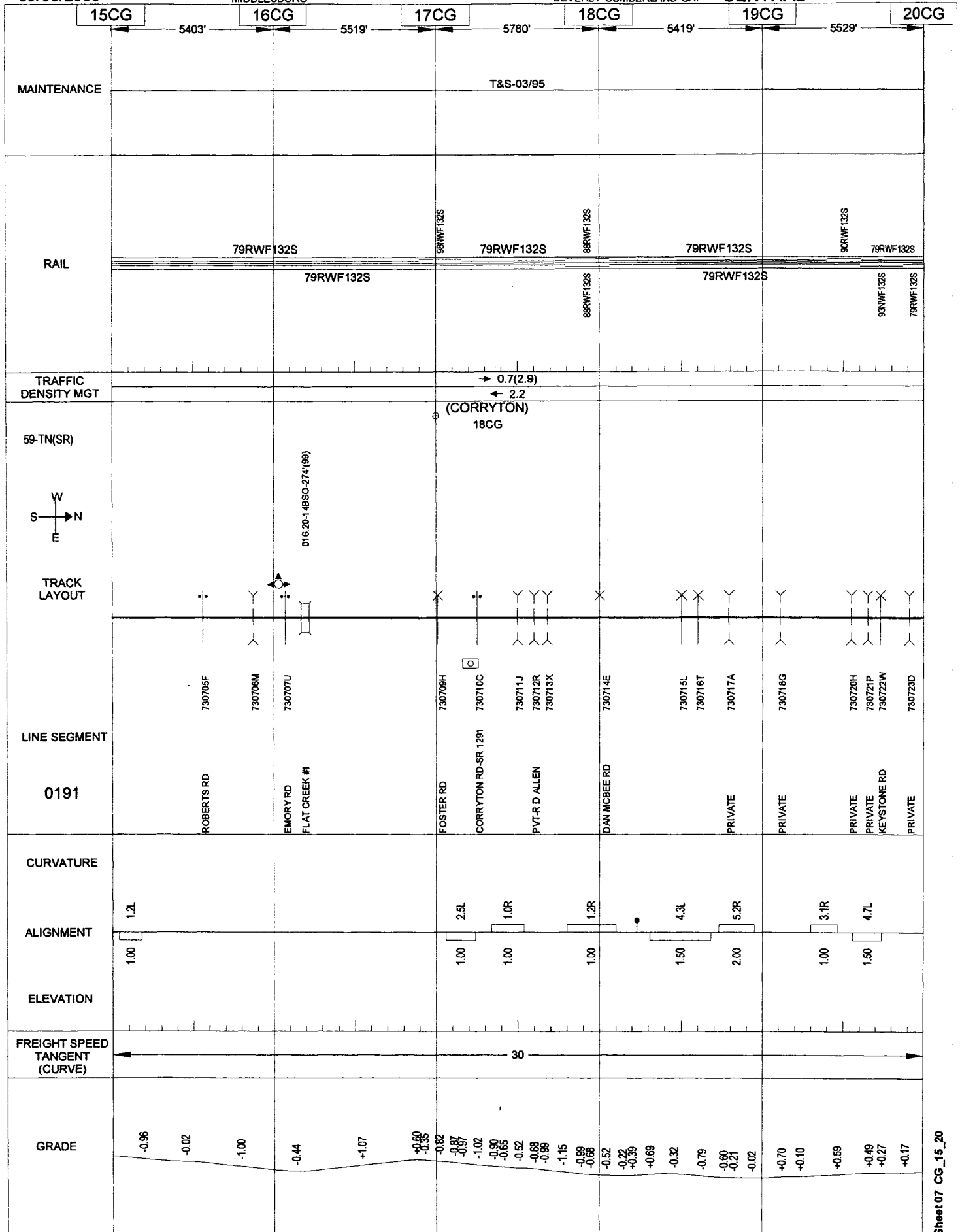
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MIDDLESBORO

116

BEVERLY-CUMBERLAND GAP

CENTRAL



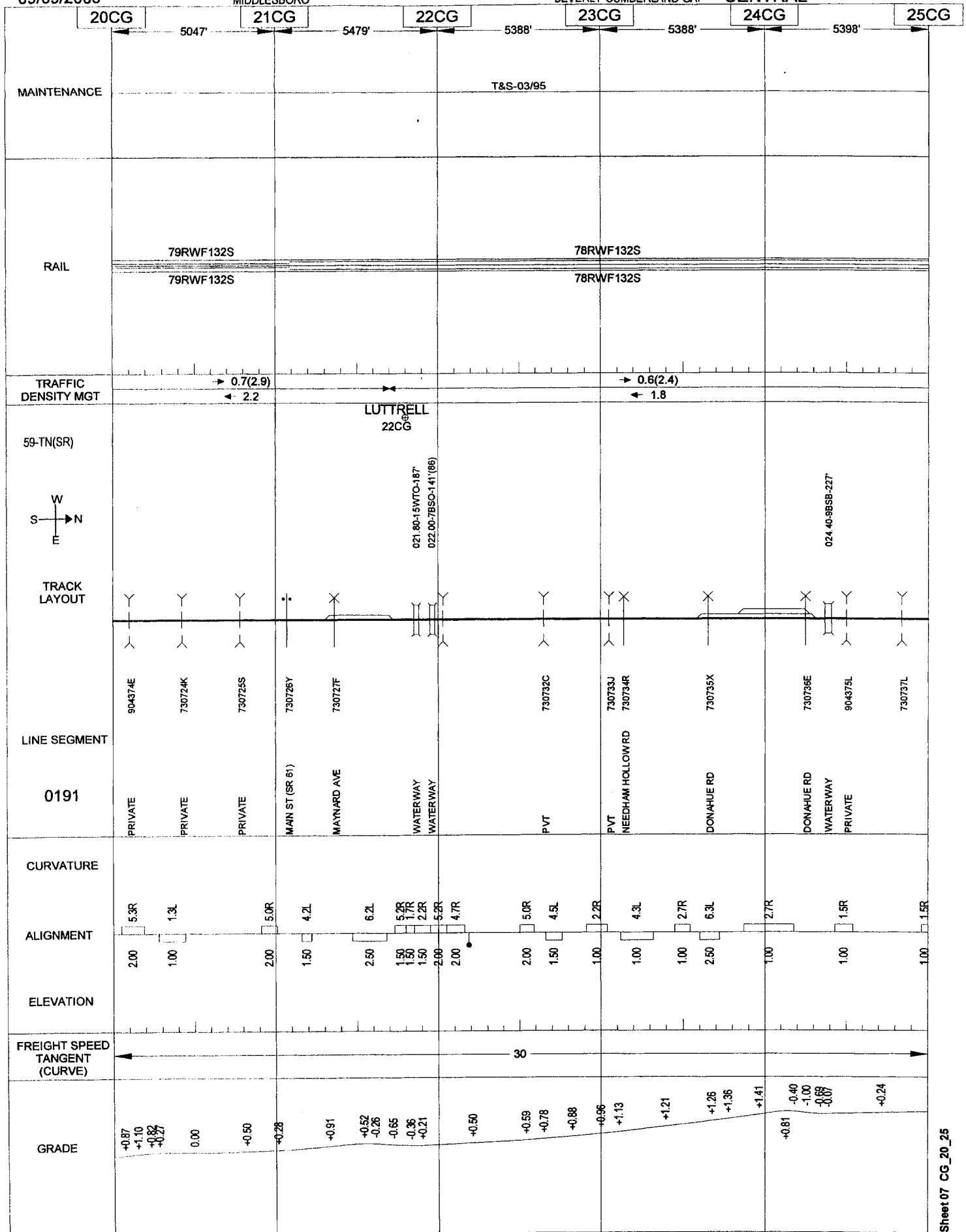
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117

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



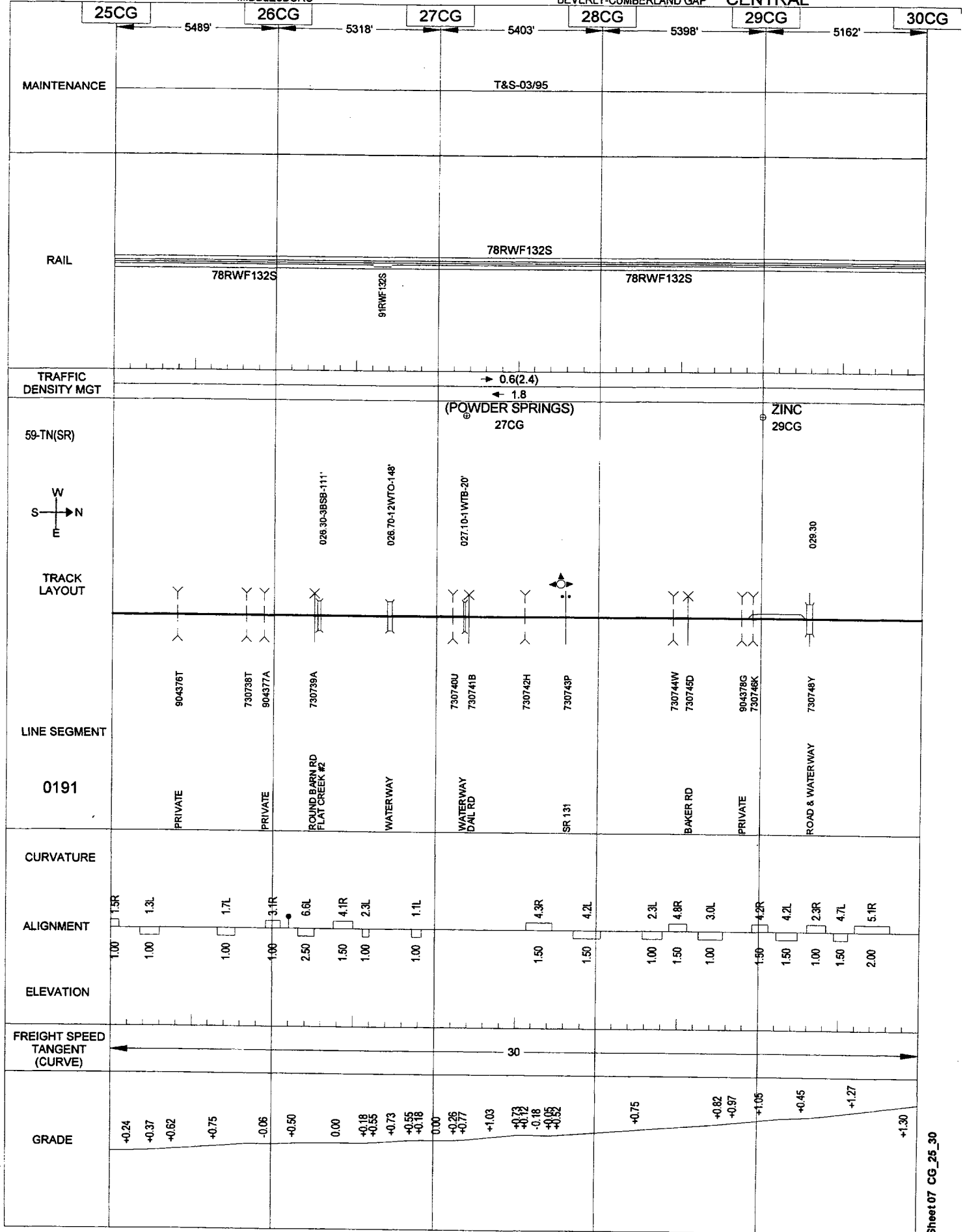
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118

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet 07 CG_30_35

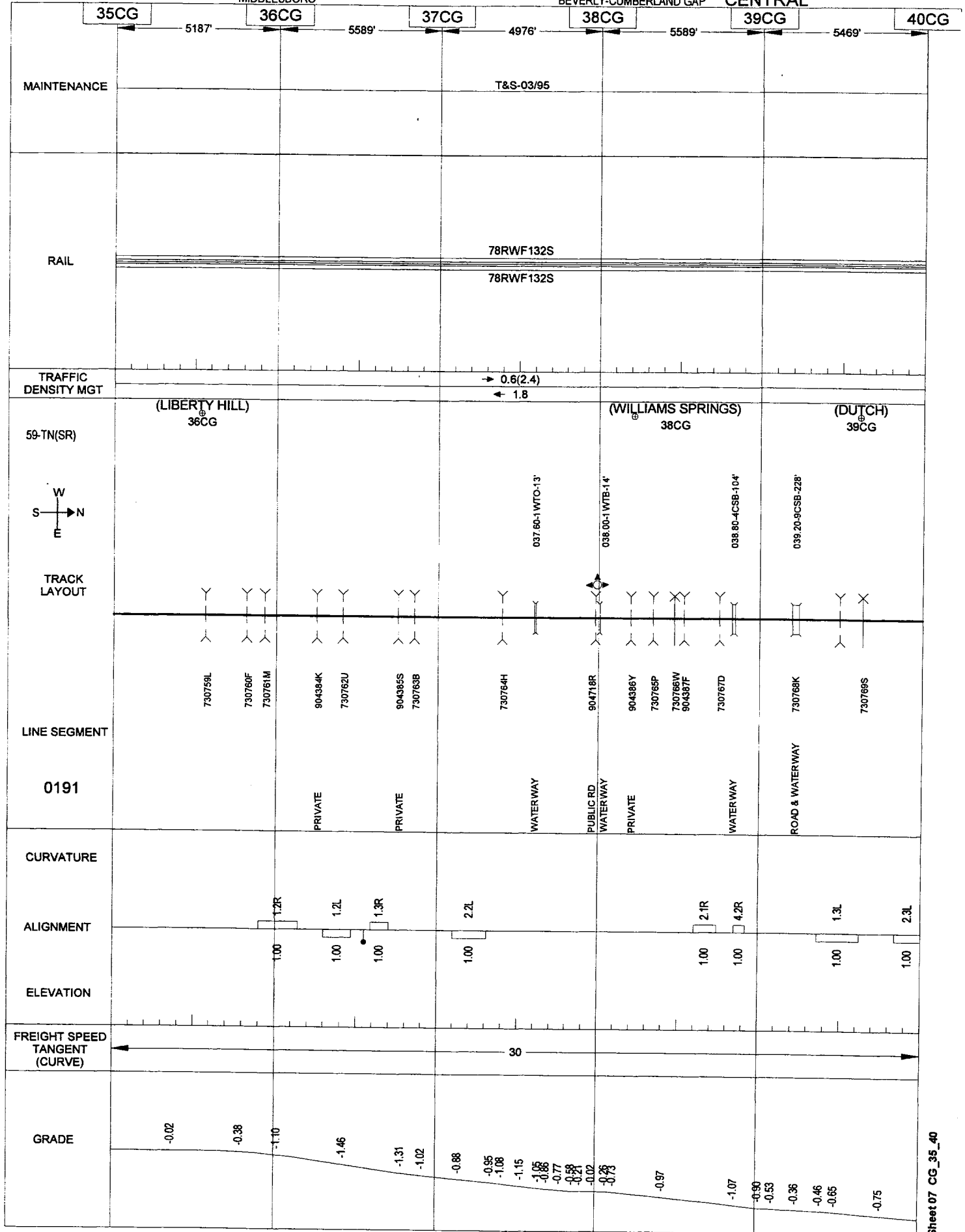
09/09/2005

120

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

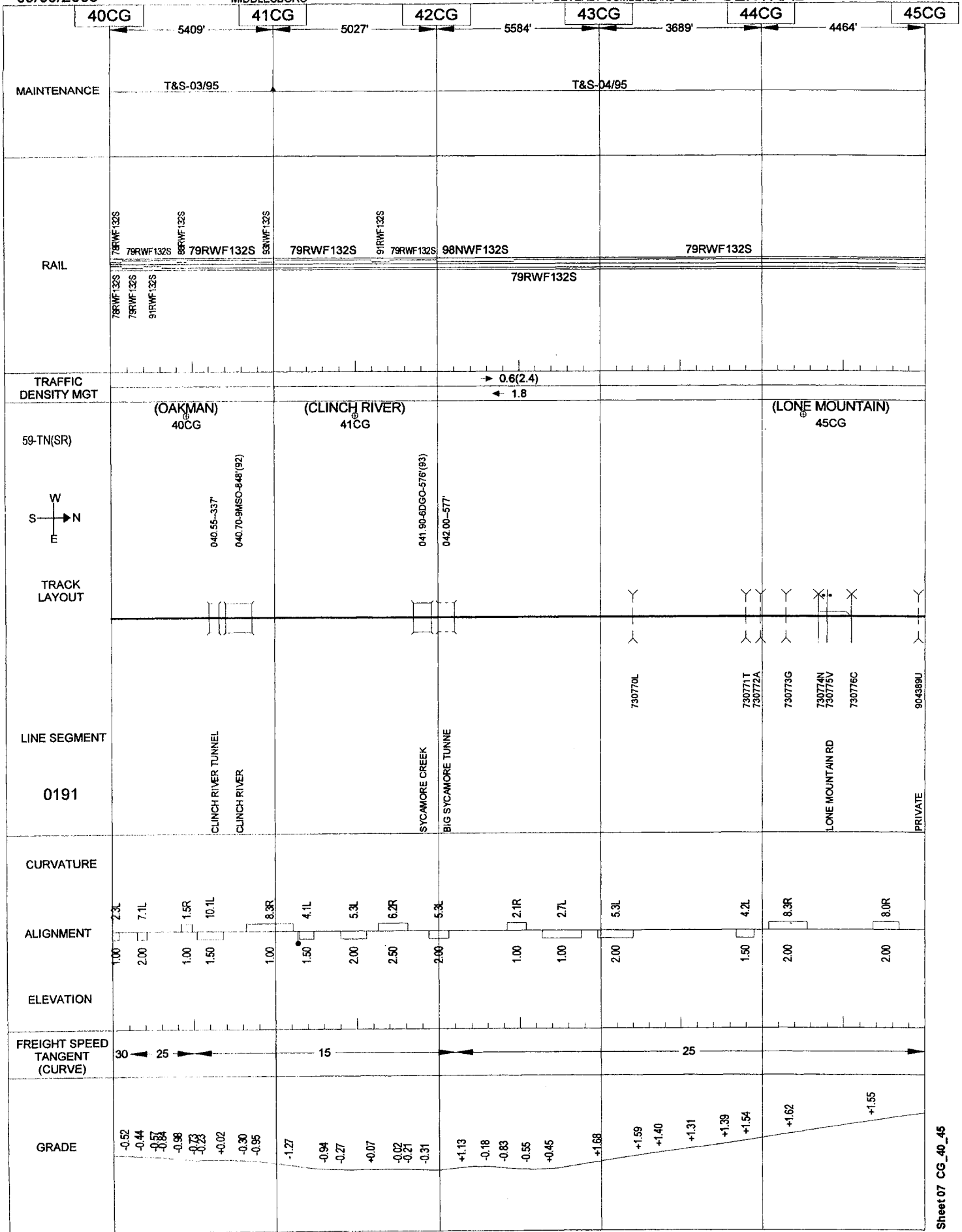


09/09/2005

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



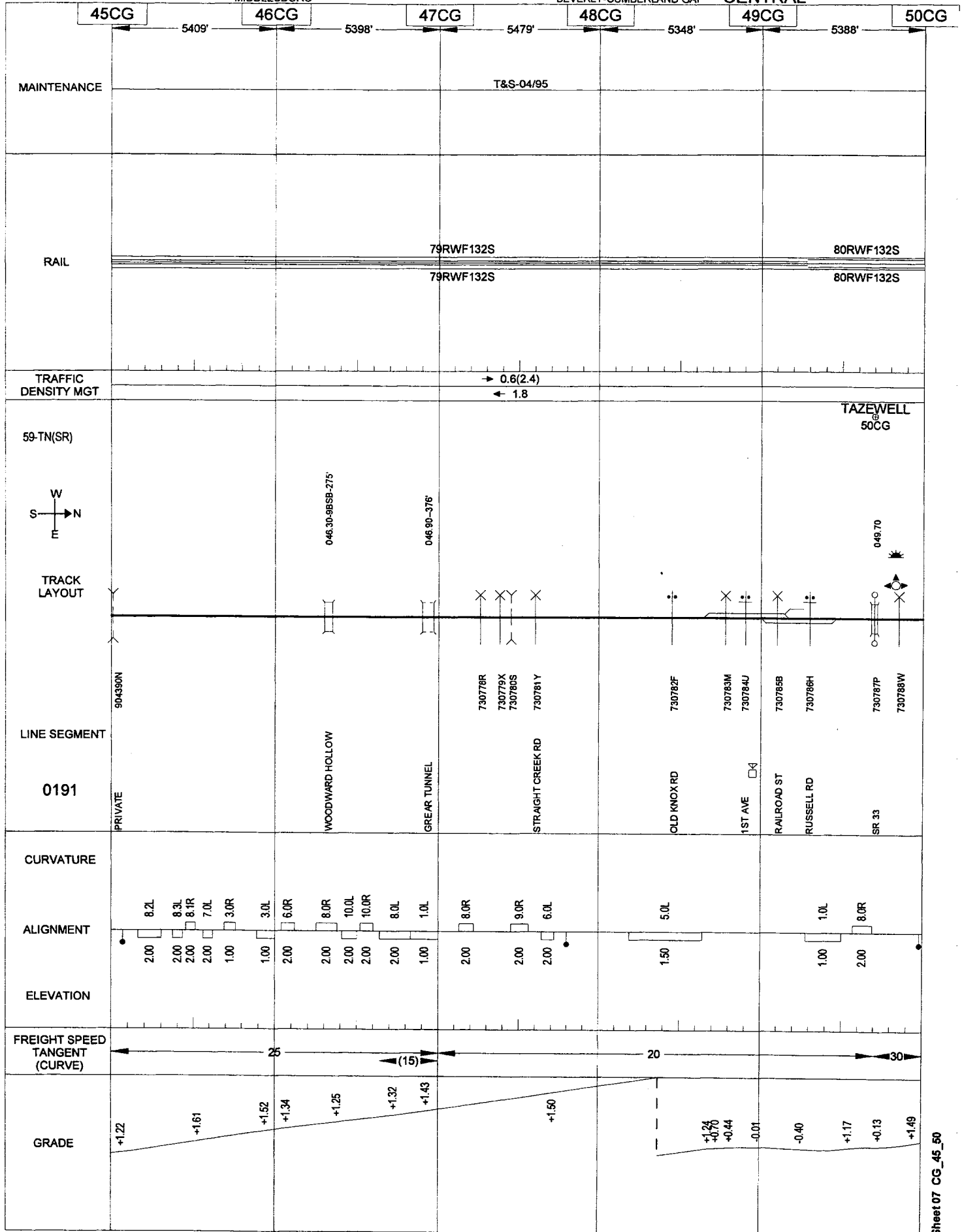
09/09/2005

122

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

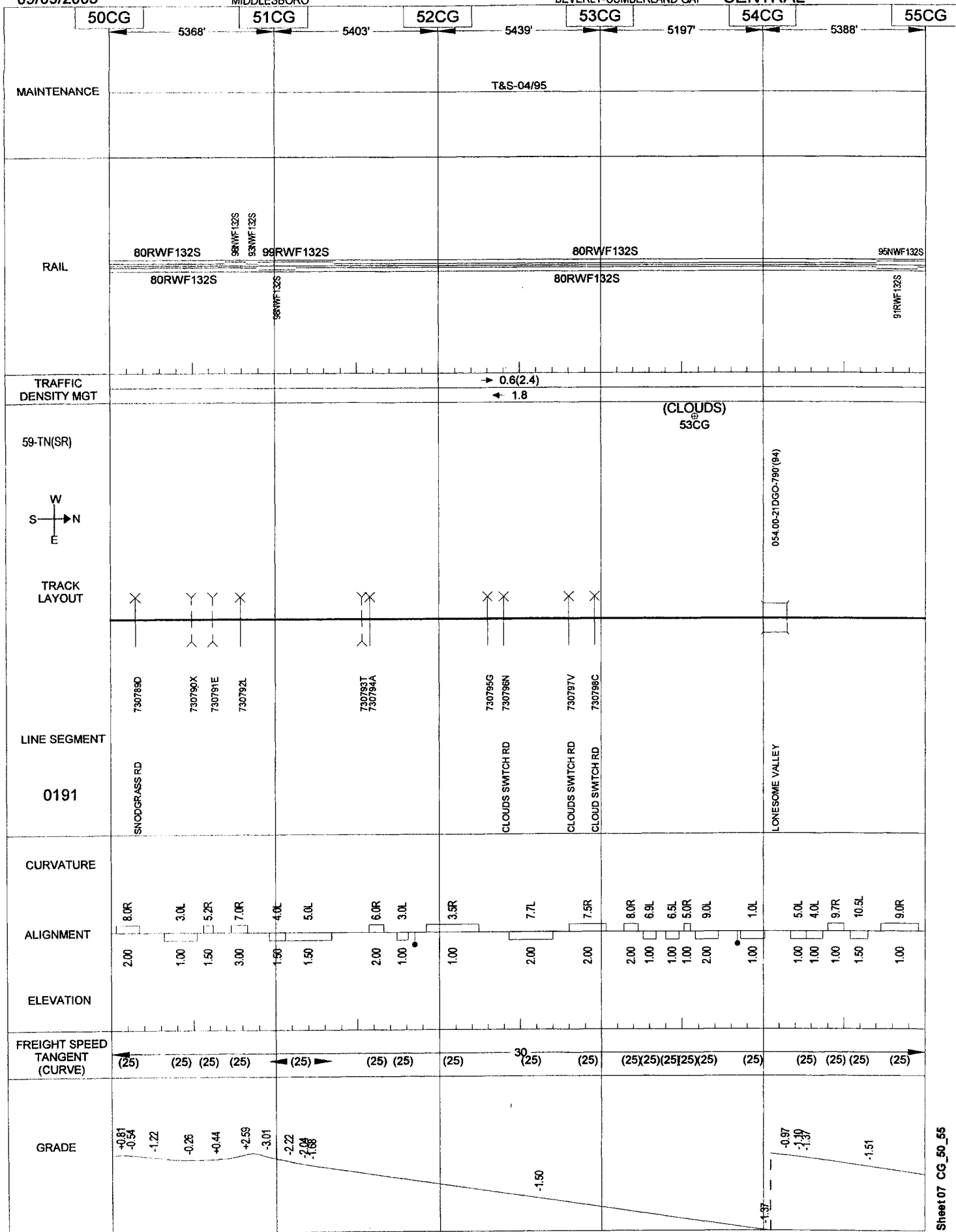


09/09/2005

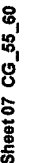
MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



CENTRAL



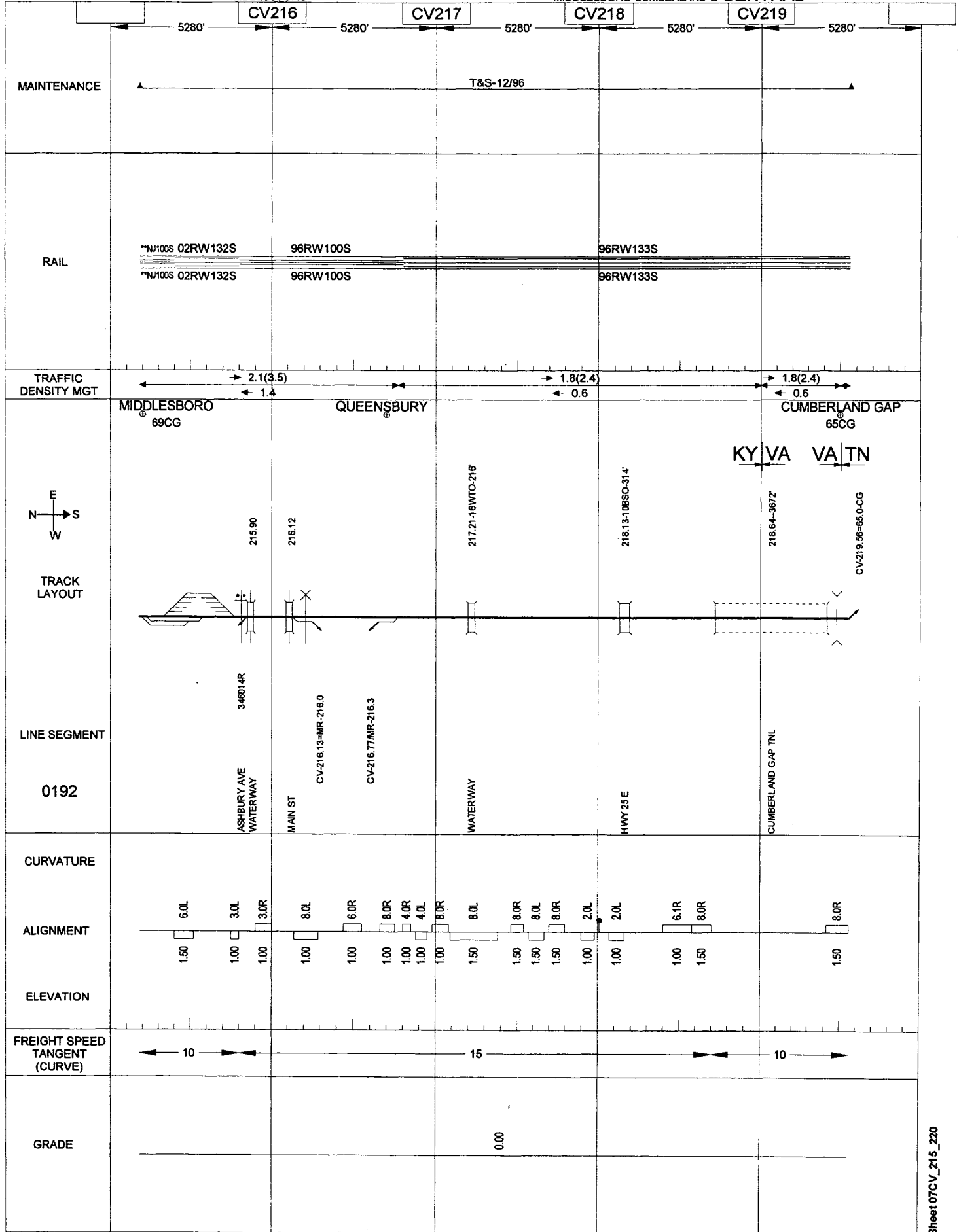


09/09/2005

126

MIDDLESBORO

MIDDLESBORO-CUMBERLAND G CENTRAL



09/09/2005

127

MIDDLESBORO

APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

MR216

MR217

MR218

MR219

MR220

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/96

RAIL

96RW133S

NJ132S

97RW100S

NJ100S

96RW133S

NJ132S

97RW100S

TRAFFIC
DENSITY MGT

0.4(1.2)

0.8

0.3(0.9)

0.6

0.0

QUEENSBURY

STONEY FORK JCT



TRACK
LAYOUT

MR-216.3-CV-216.77

219.67-SCSB-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)

10

GRADE

0.00

09/09/2005

MIDDLESBORO

128

APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

MR220

MR221

5280'

MAINTENANCE

T&S-12/96

RAIL

**NJ100S

**NJ100S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

APPOLO

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

0800

CURVATURE

1.5L

ALIGNMENT

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

09/09/2005

MIDDLESBORO

129

BELL COUNTY BRANCH

STONEY FORK JCT-BELL COU

CENTRAL

MS219

MS220

5280'

T&S-12/96

MAINTENANCE

RAIL

96RW133S

96RW133S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

STONEY FORK JCT

TRACK
LAYOUT

219.18-7BSO-143'

219.43-6WTB-74'

LINE SEGMENT

0810

MS-219.0-MR-219.0

347347V

347350D

WATERWAY

WATERWAY

STONEY FORK JCT RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

5.5R

10.5R

3.5L

8.0L

2.0R

1.00

1.00

1.00

1.00

1.00

10

GRADE

0.00

09/09/2005

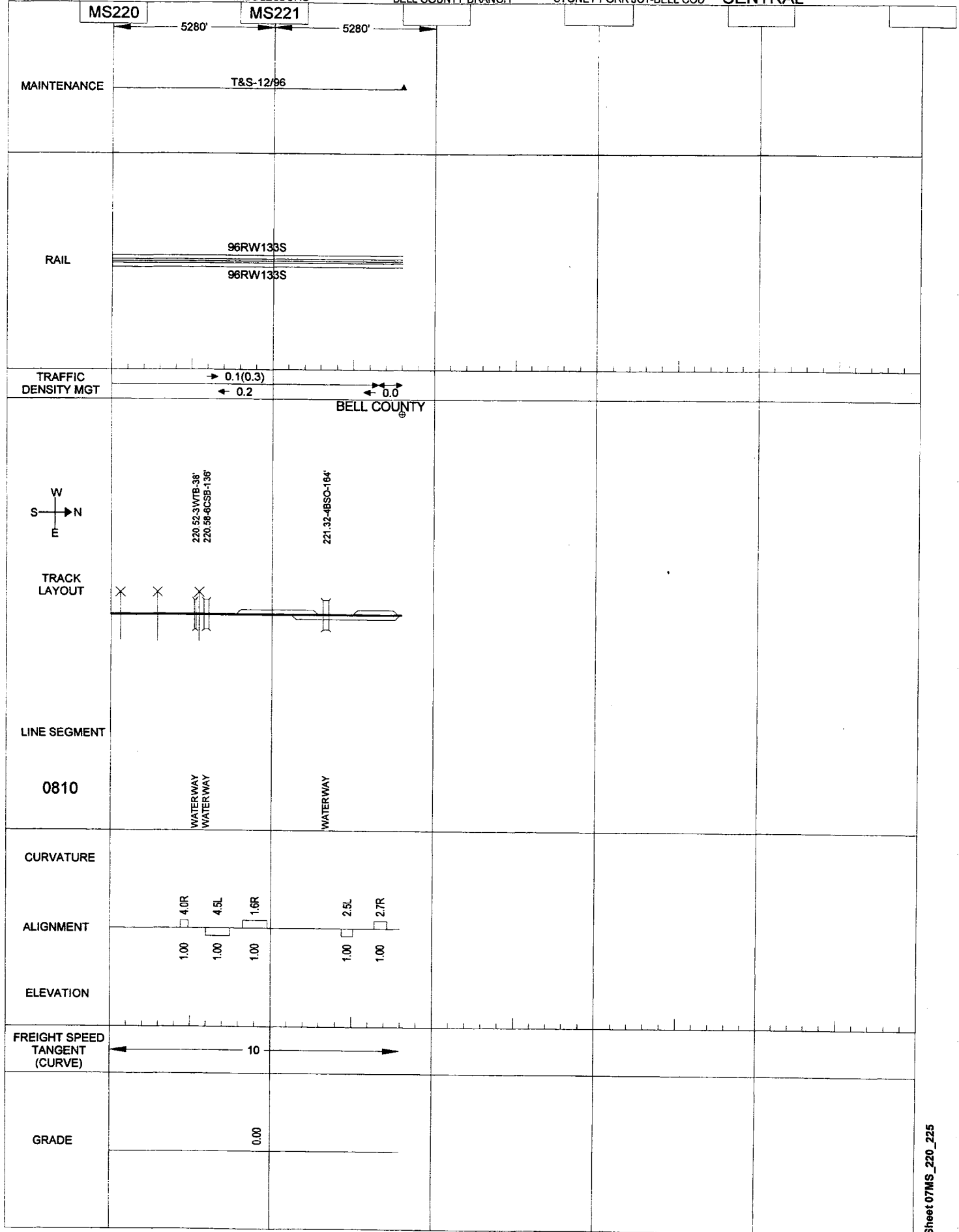
130

MIDDLESBORO

BELL COUNTY BRANCH

STONEY FORK JCT-BELL COU

CENTRAL

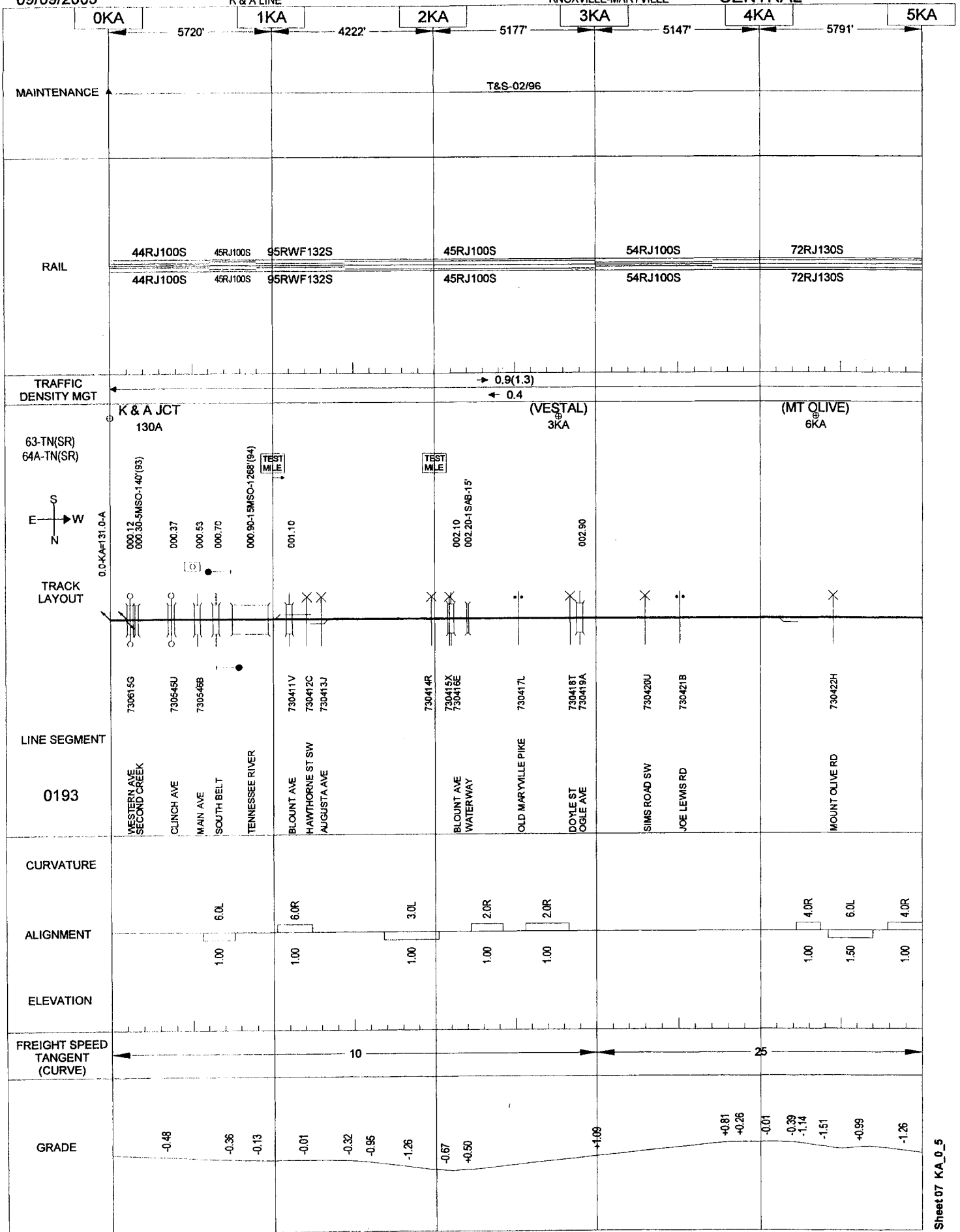


09/09/2005

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



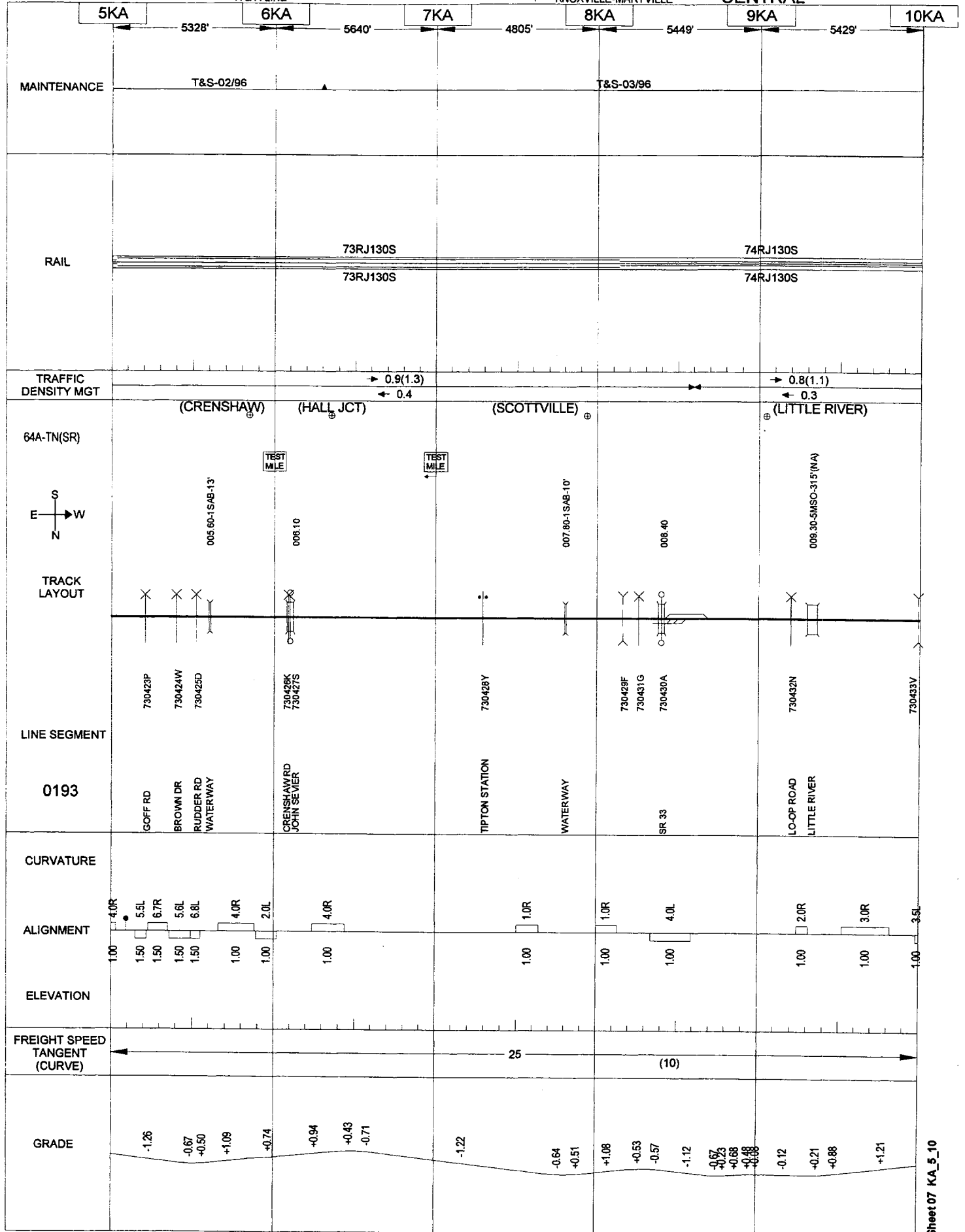
09/09/2005

132

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



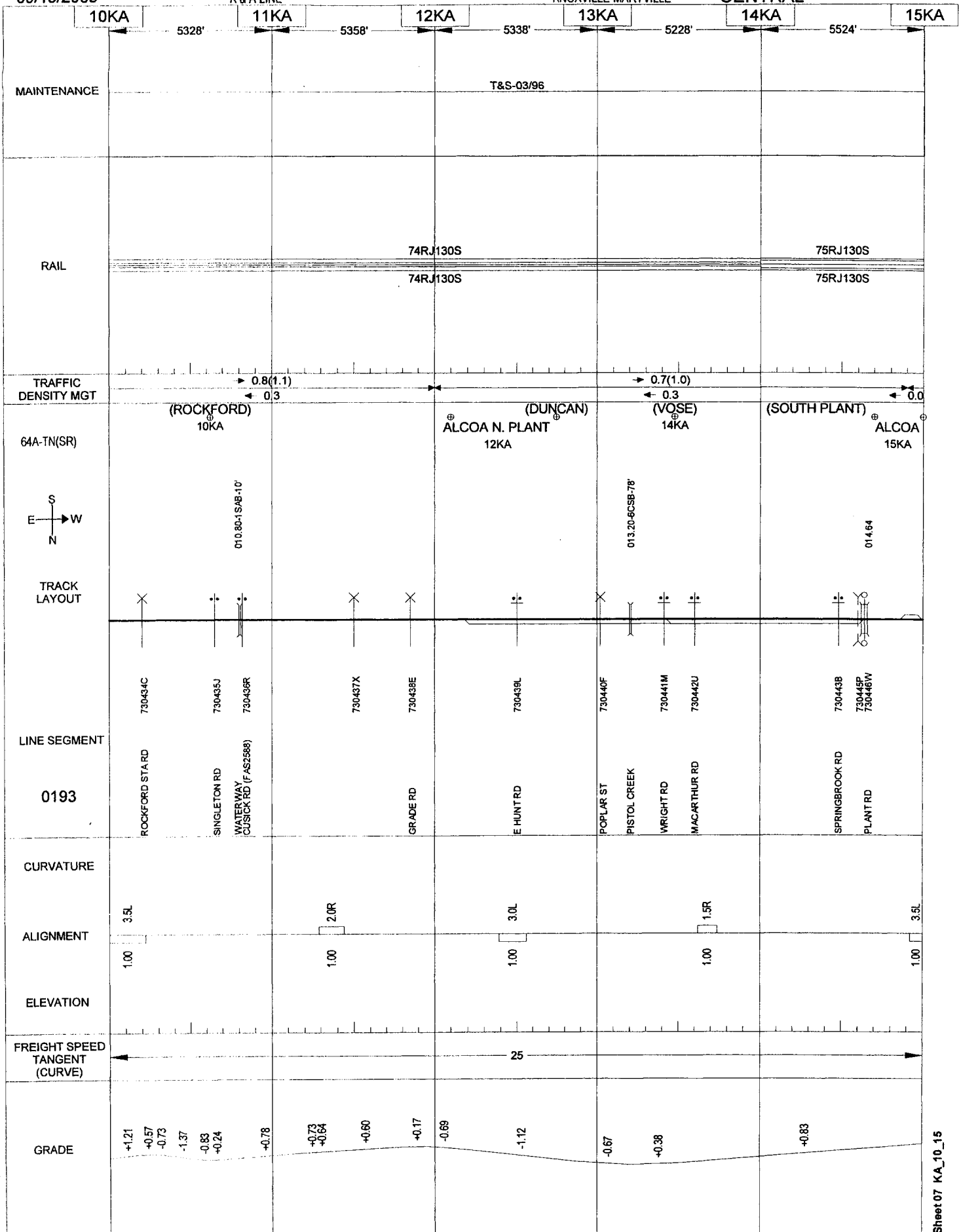
09/13/2005

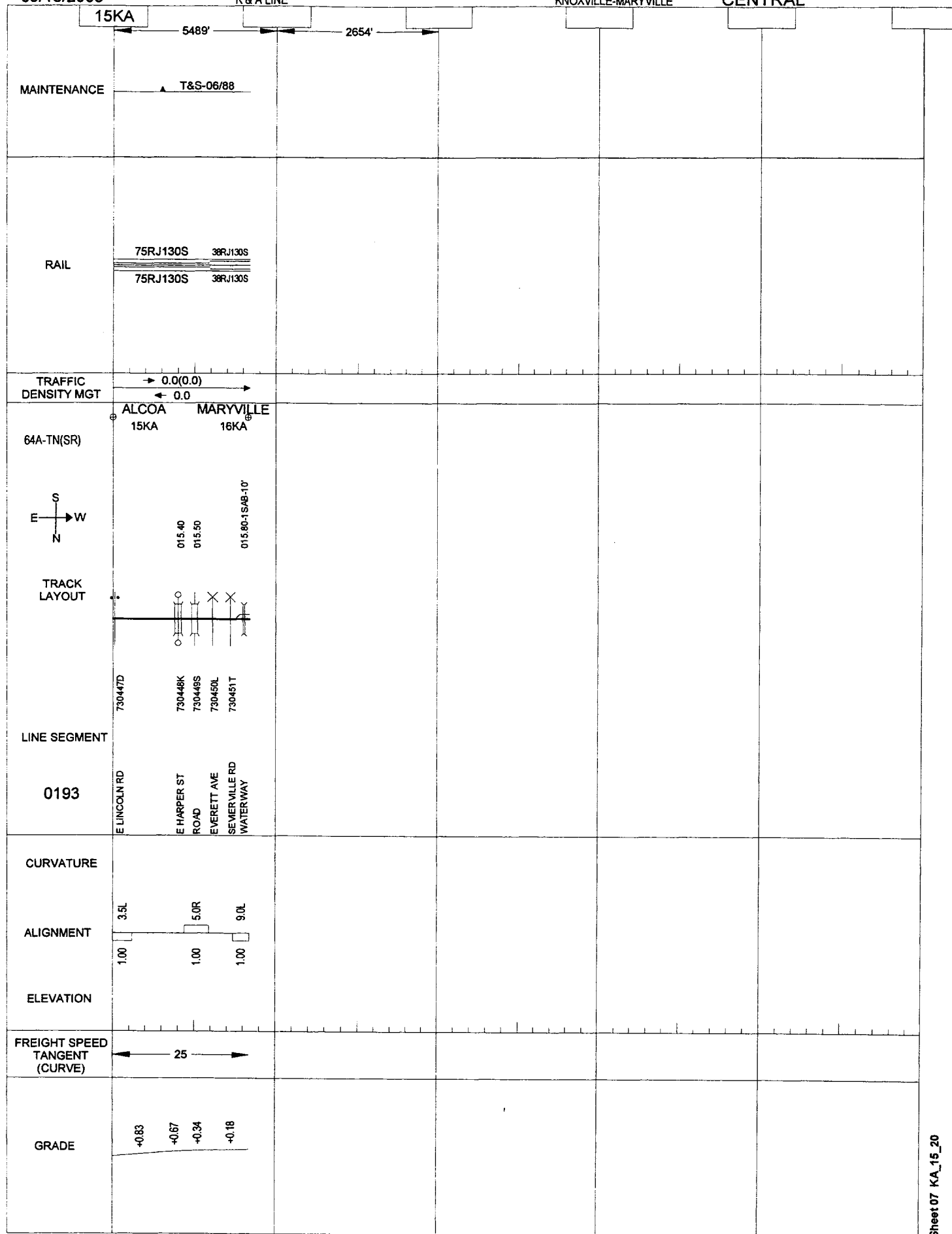
133

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL





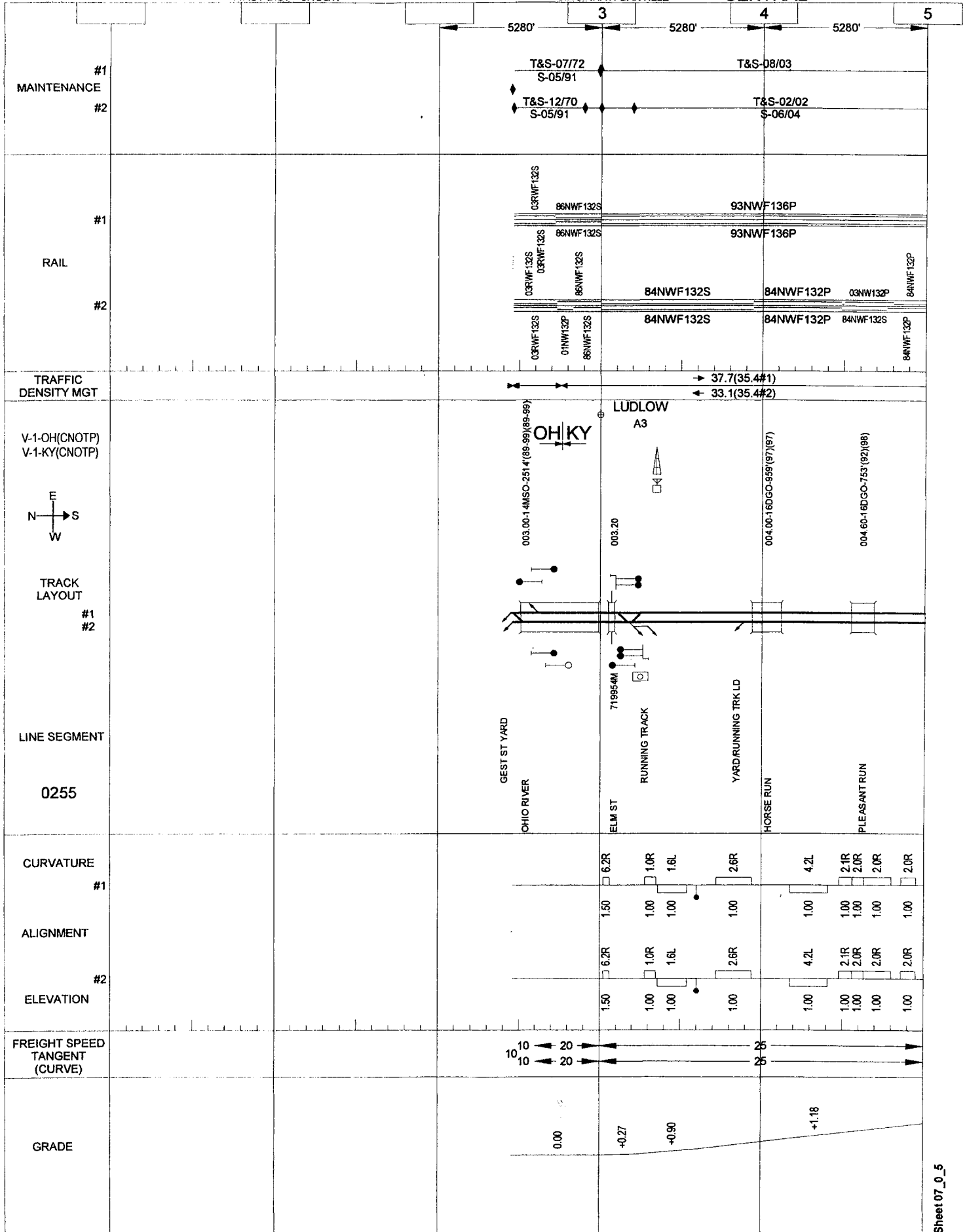
09/09/2005

FIRST DIST - CNO&TP

135

CINCINNATI-DANVILLE

CENTRAL



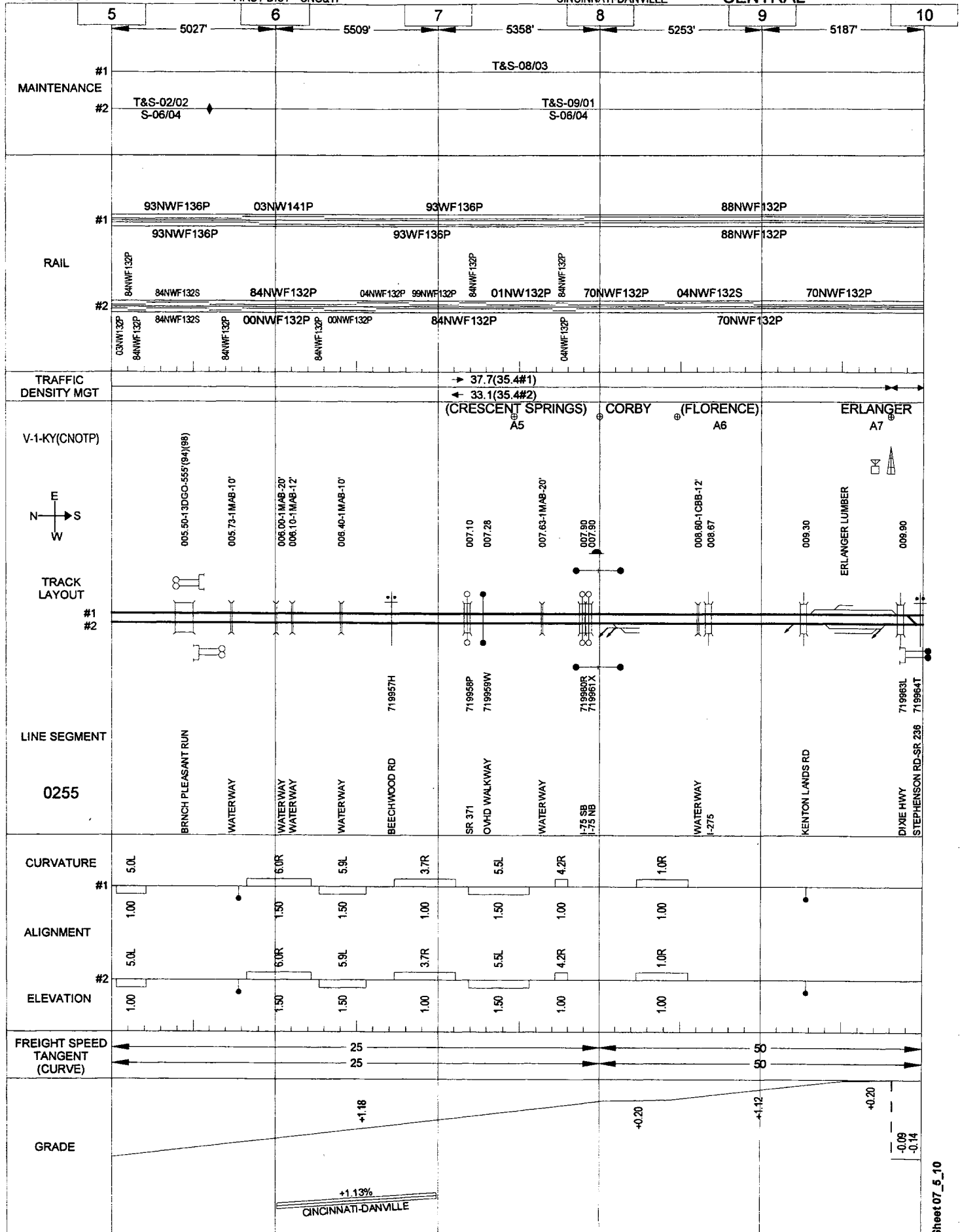
09/09/2005

FIRST DIST - CNO&TP

136

CINCINNATI-DANVILLE

CENTRAL



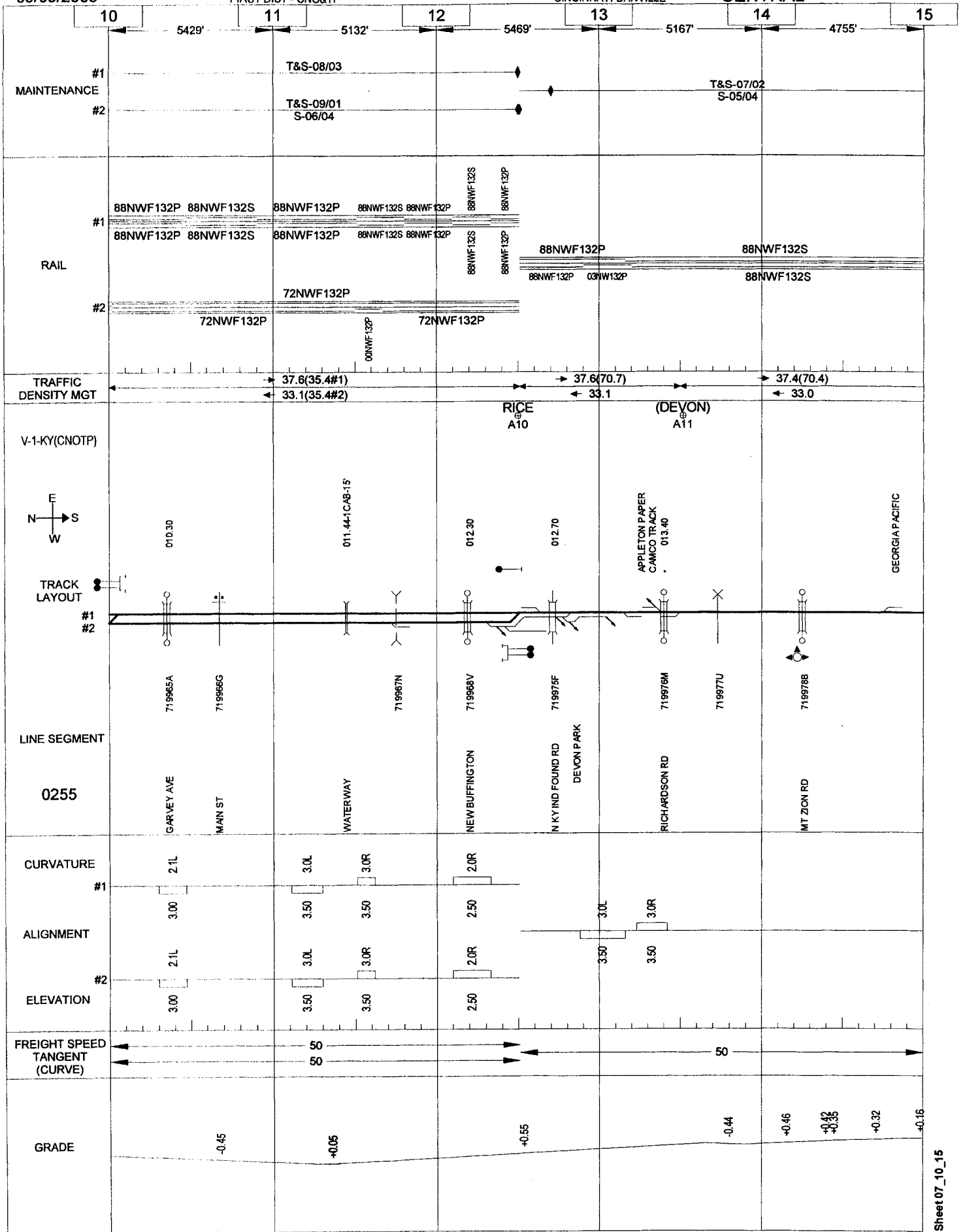
09/09/2005

137

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



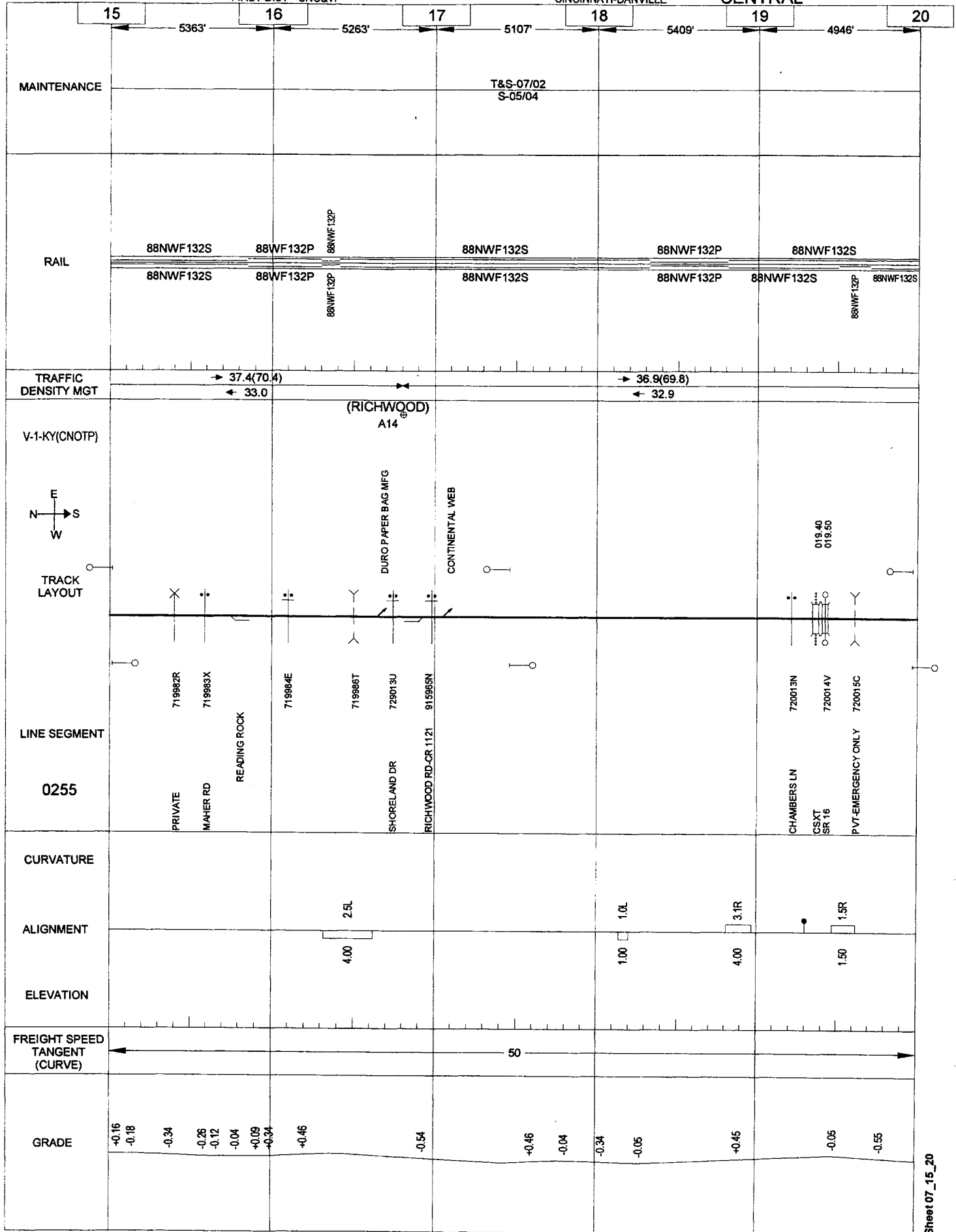
09/09/2005

FIRST DIST - CNO&TP

138

CINCINNATI-DANVILLE

CENTRAL





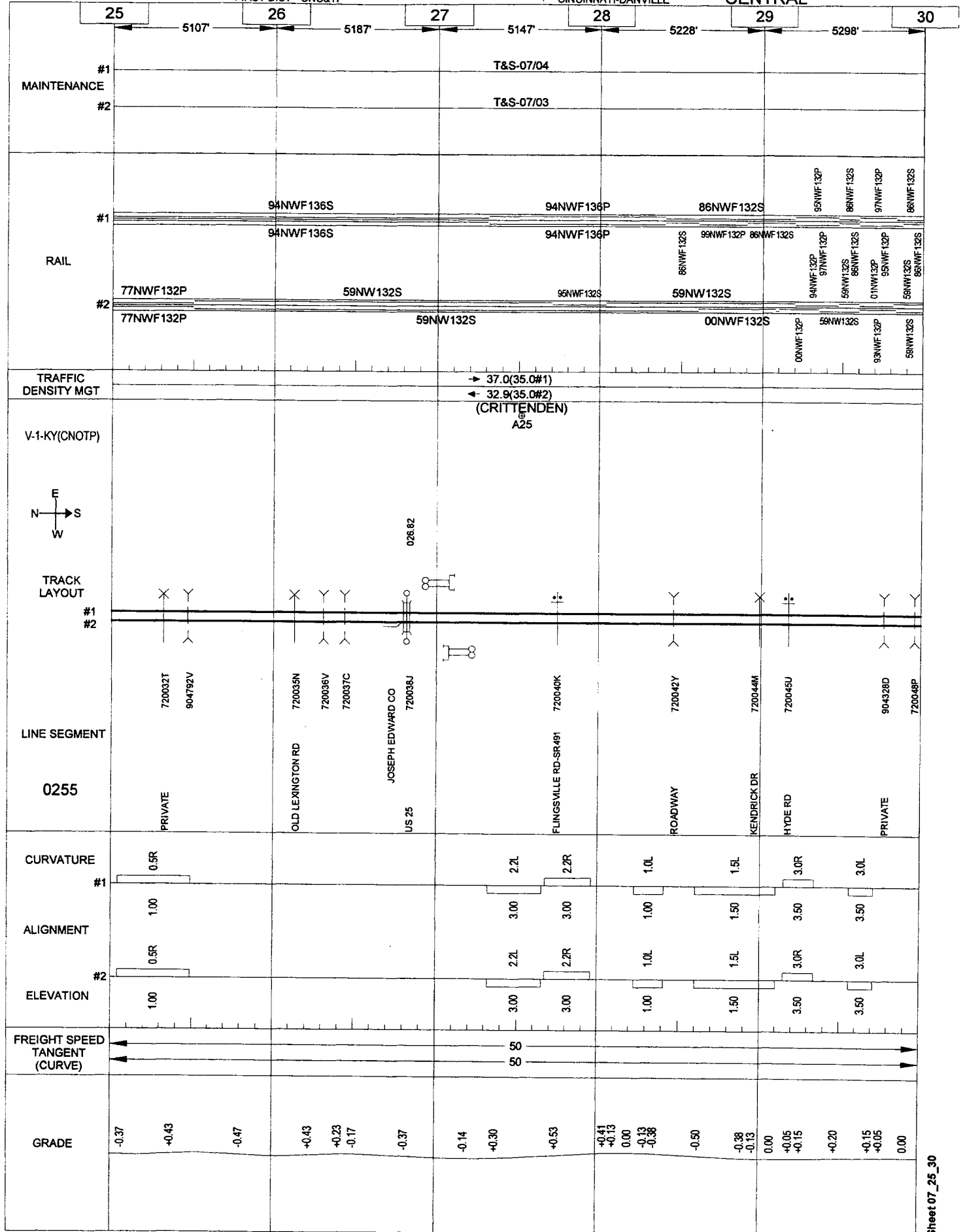
09/09/2005

140

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

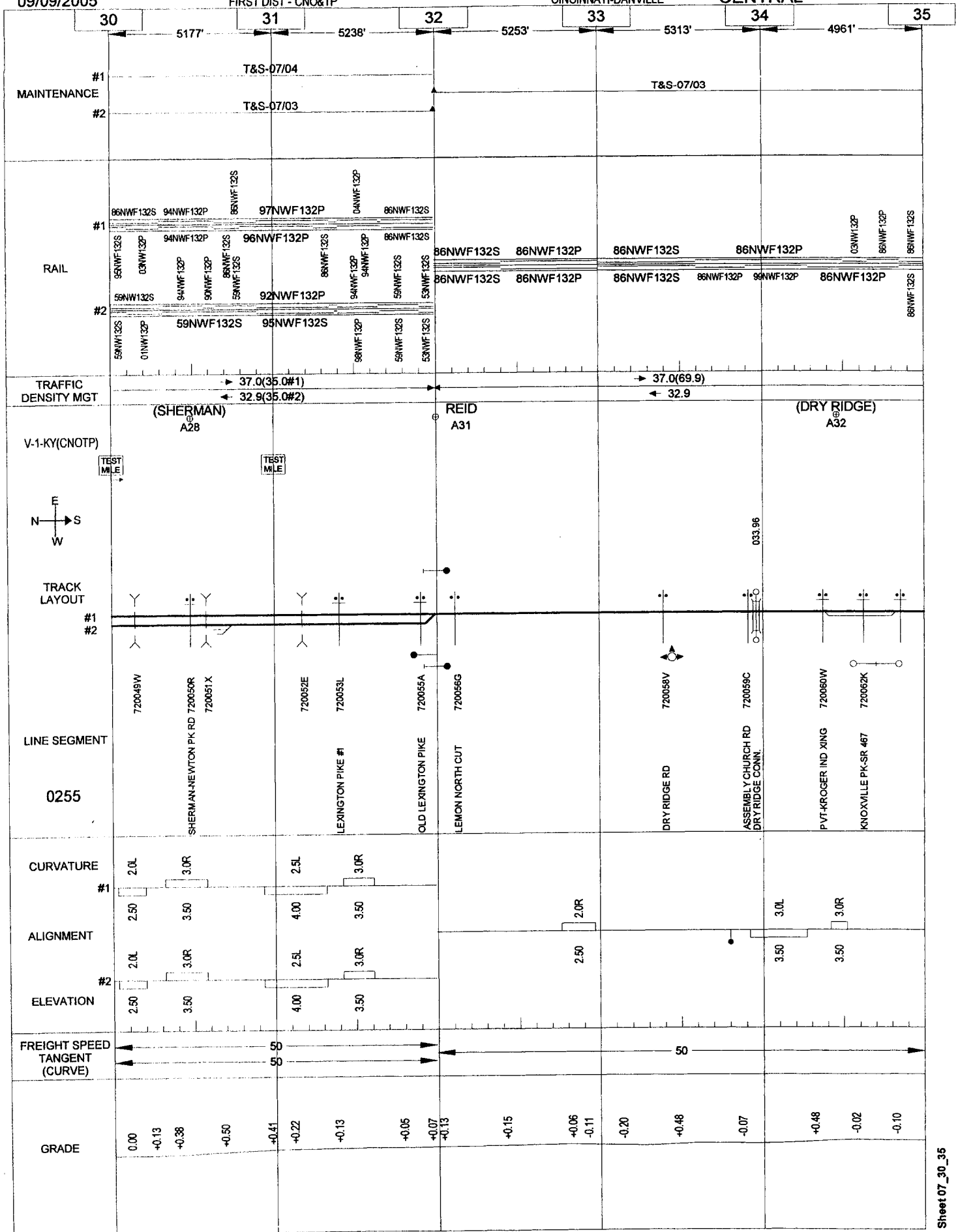


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



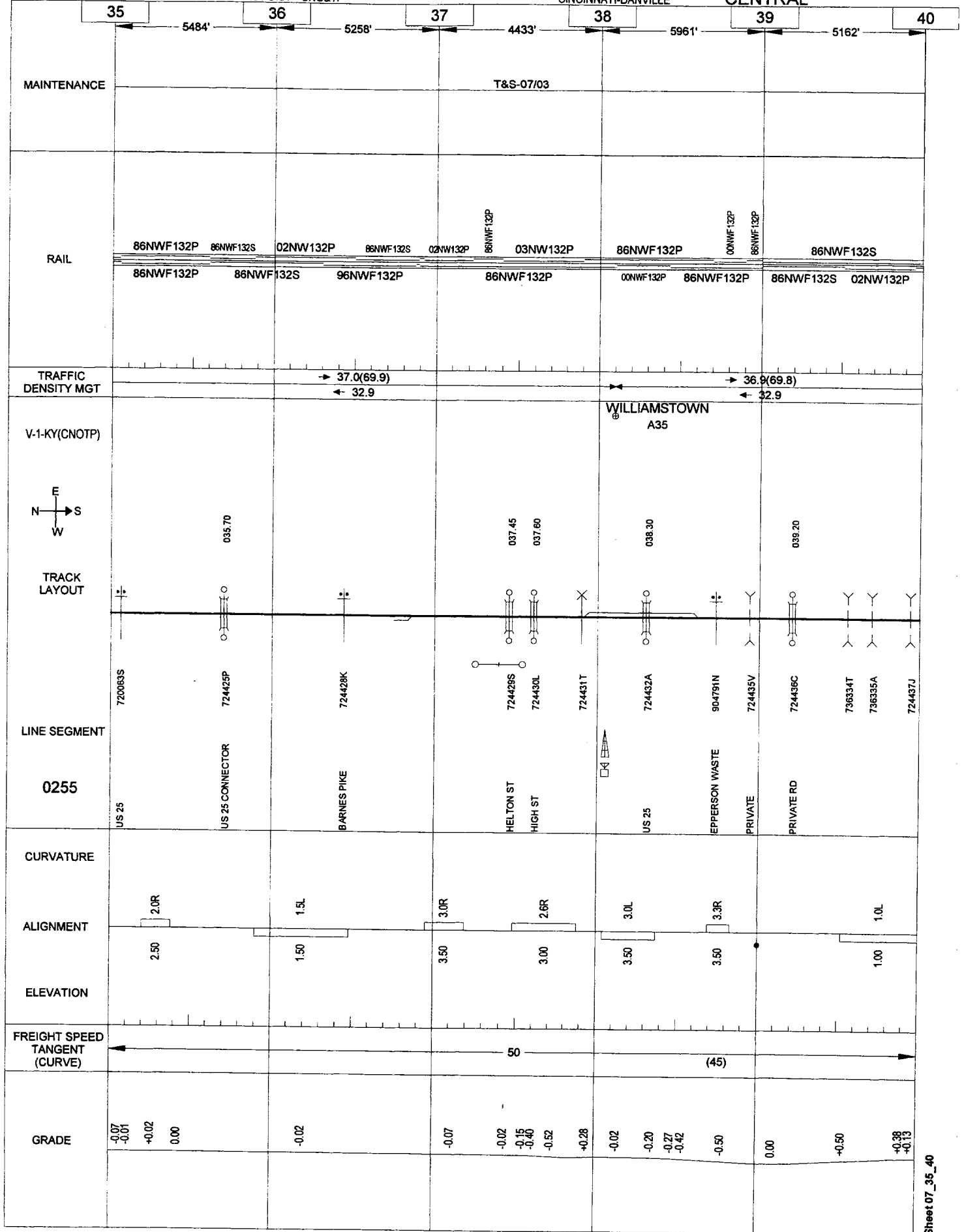
09/09/2005

142

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



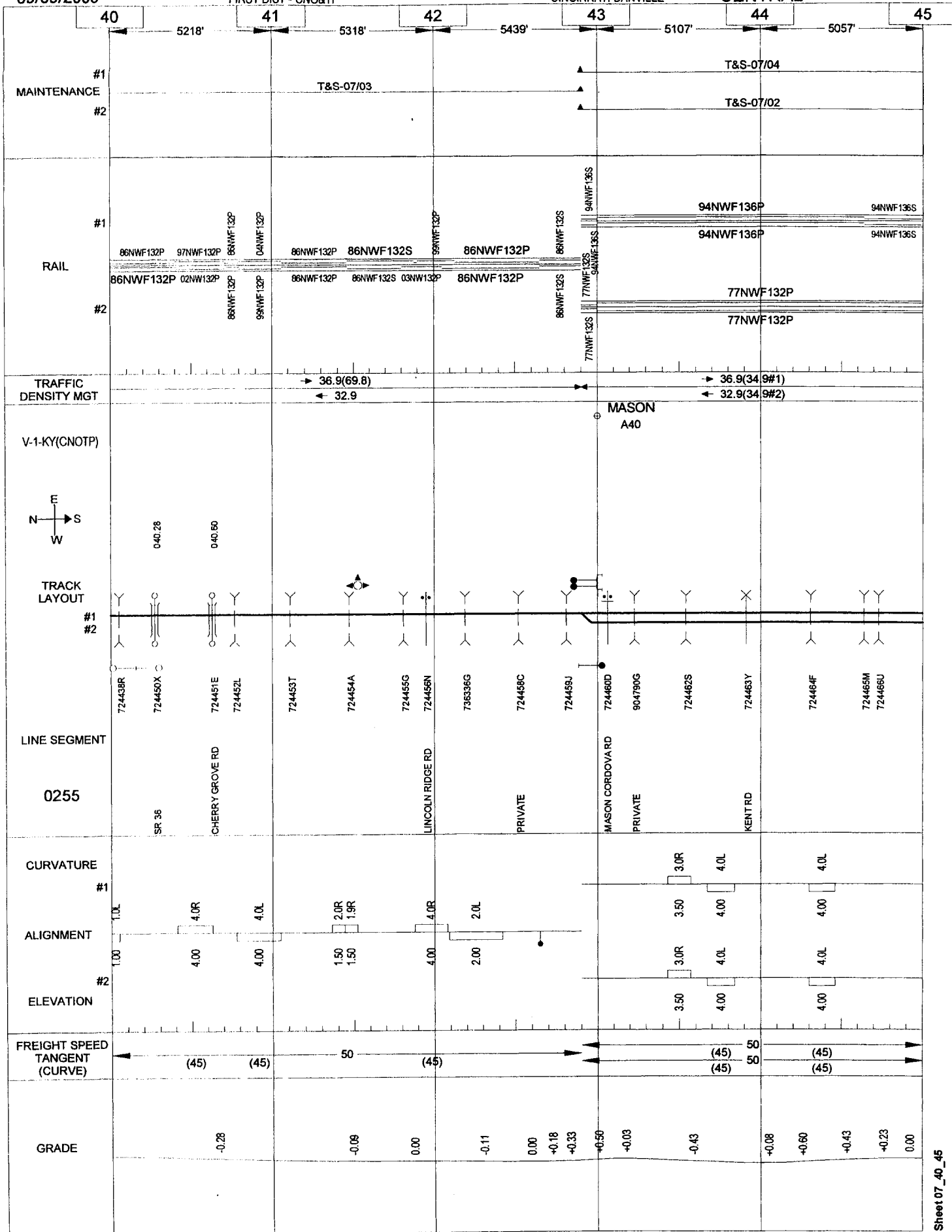
09/09/2005

143

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



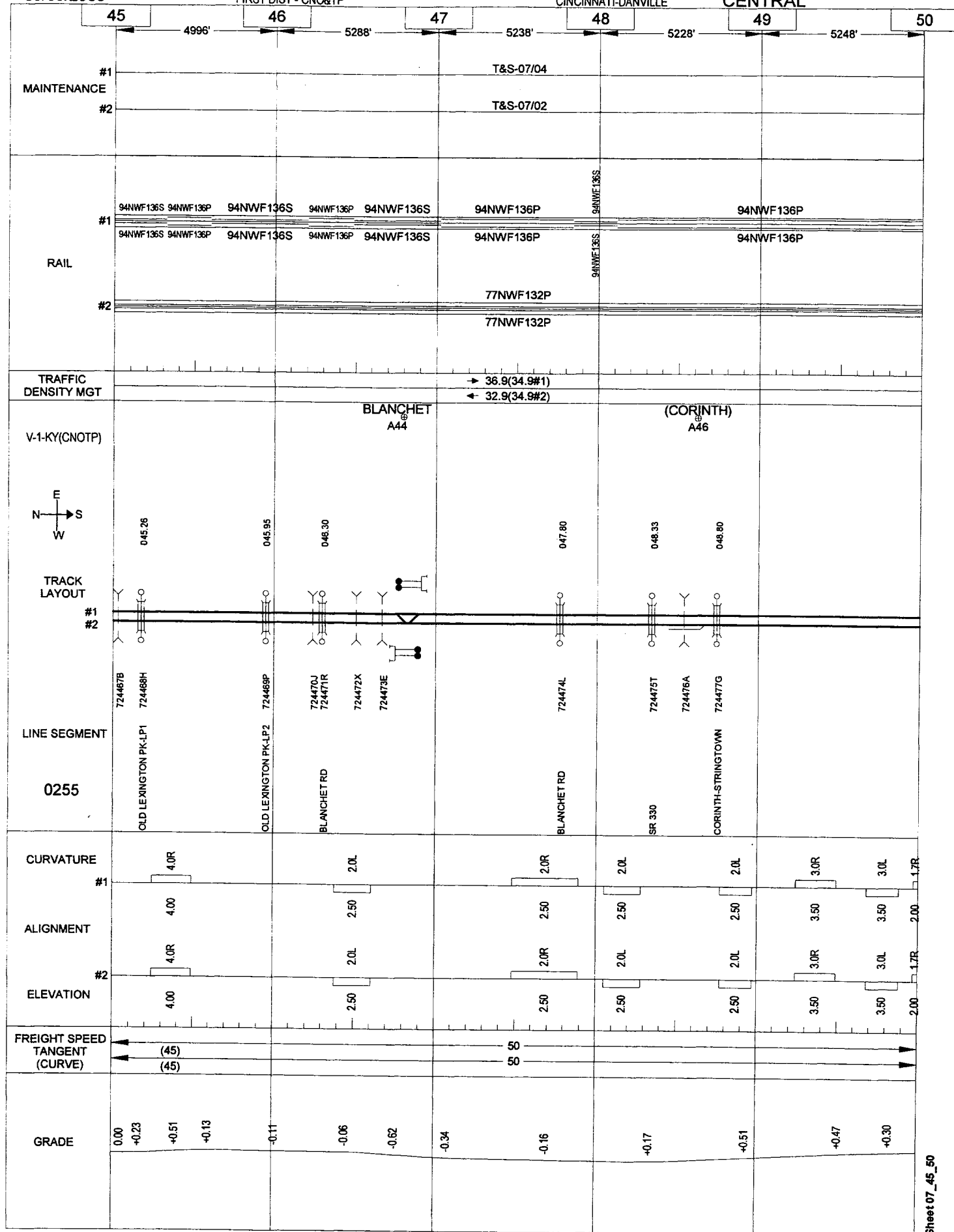
09/09/2005

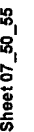
FIRST DIST - CNO&TP

144

CINCINNATI-DANVILLE

CENTRAL





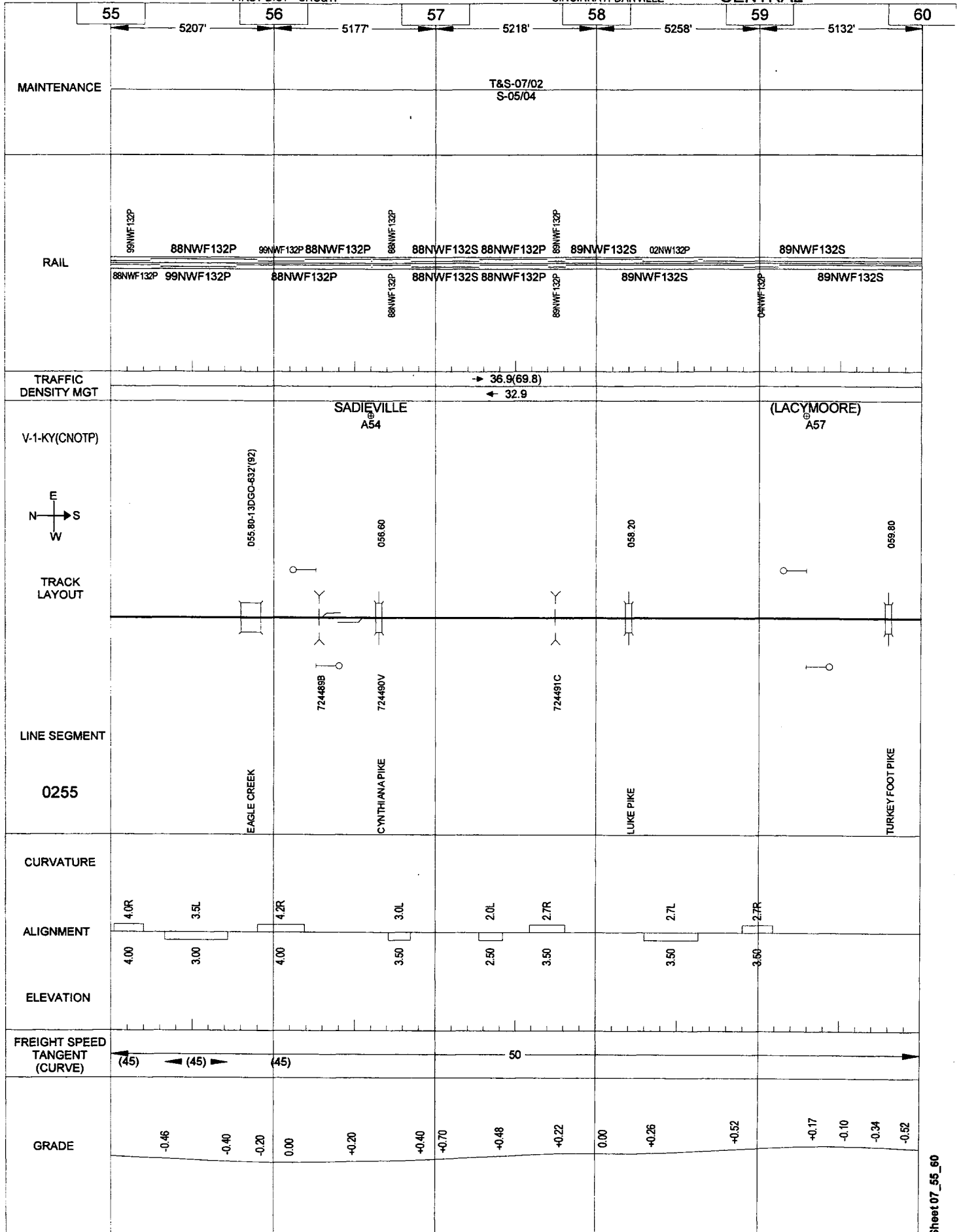
09/09/2005

FIRST DIST - CNO&TP

146

CINCINNATI-DANVILLE

CENTRAL

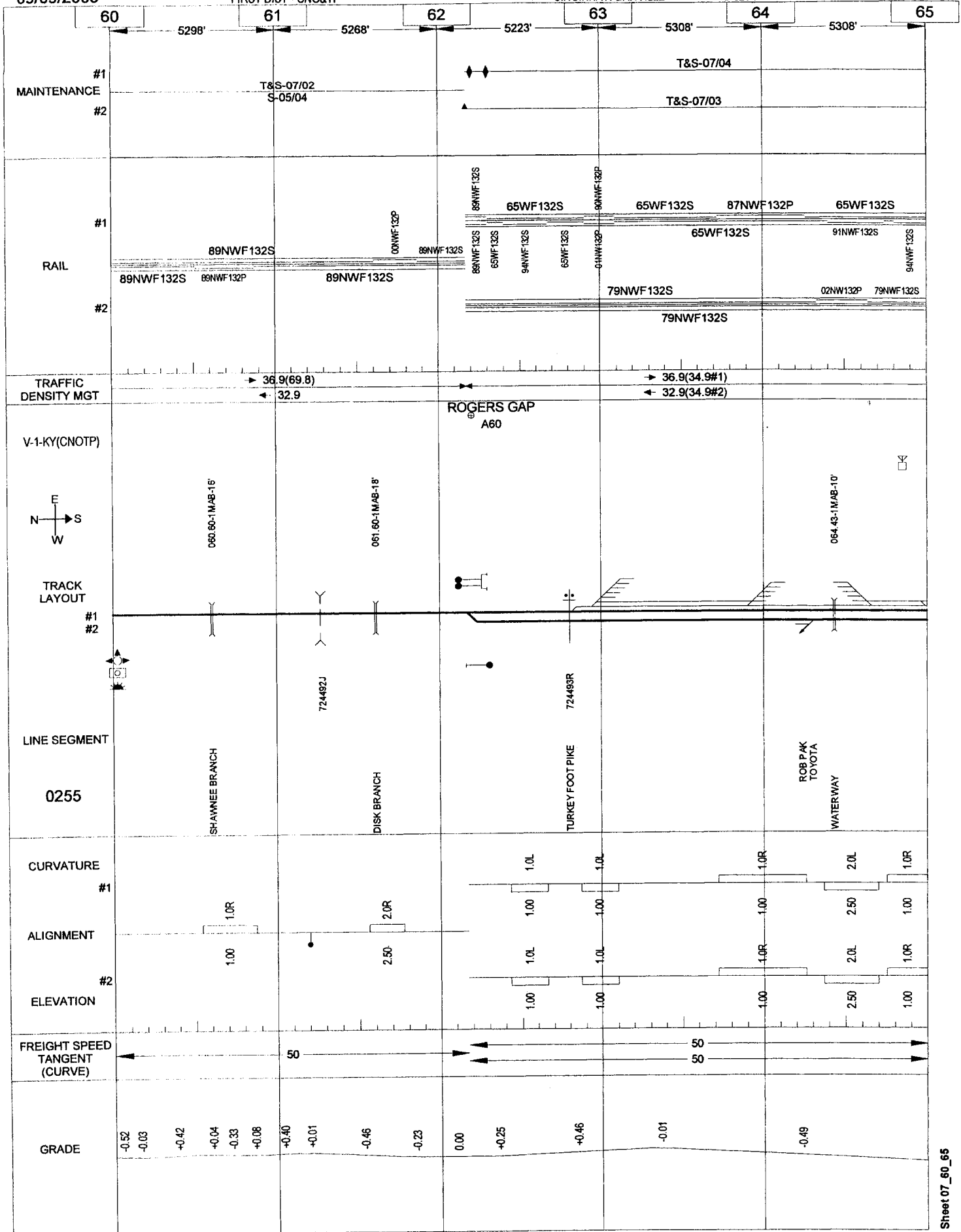


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



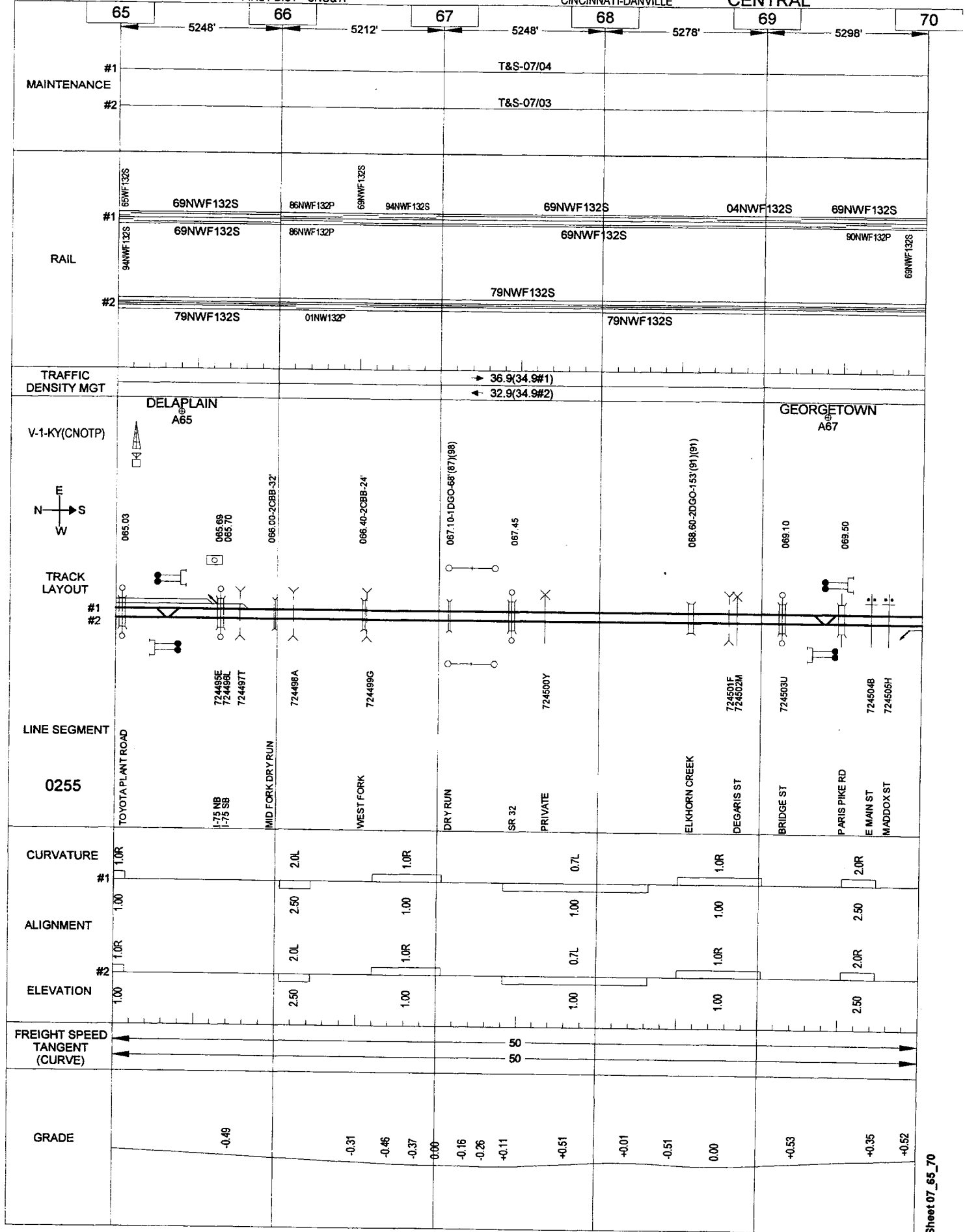
09/09/2005

148

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

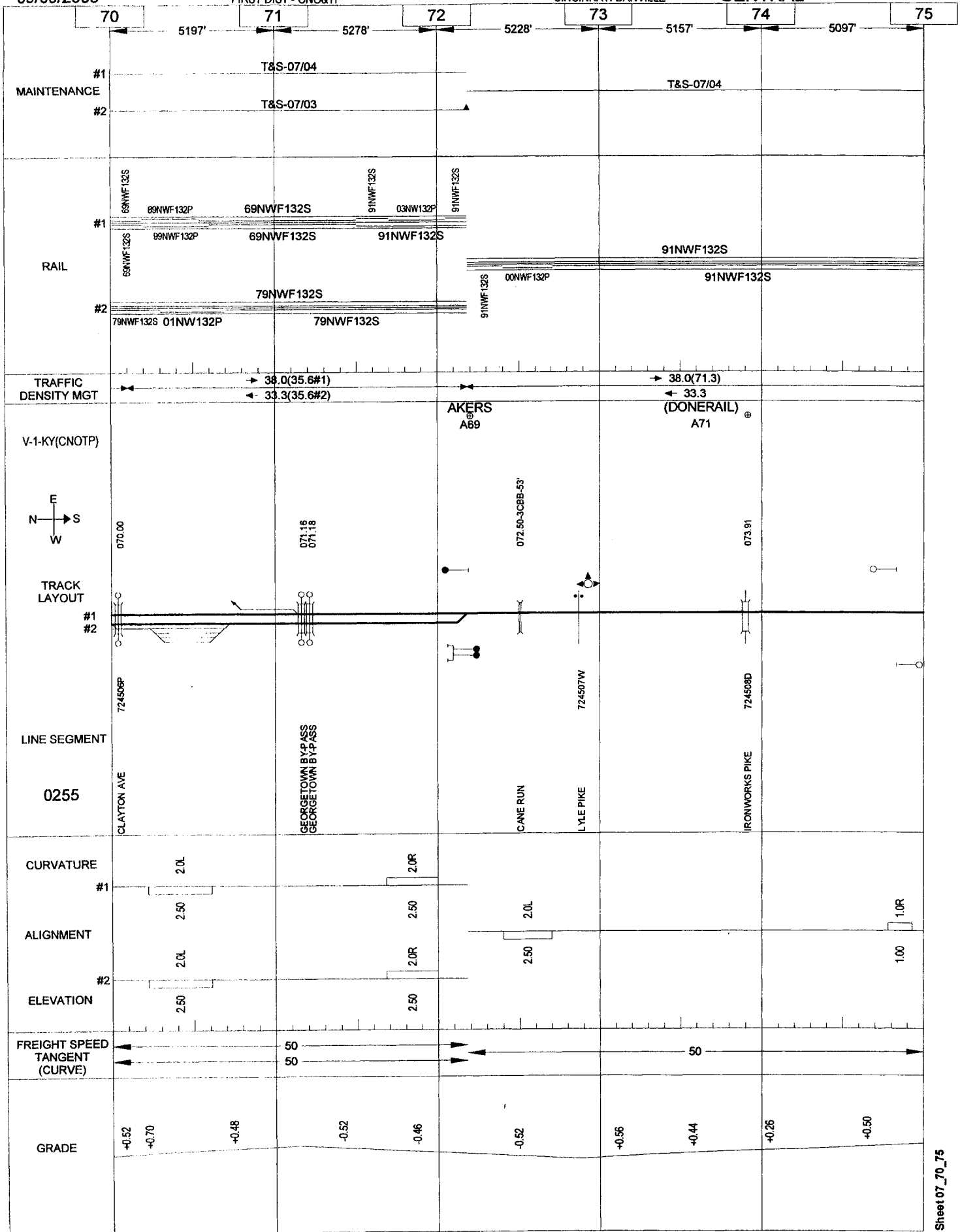


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



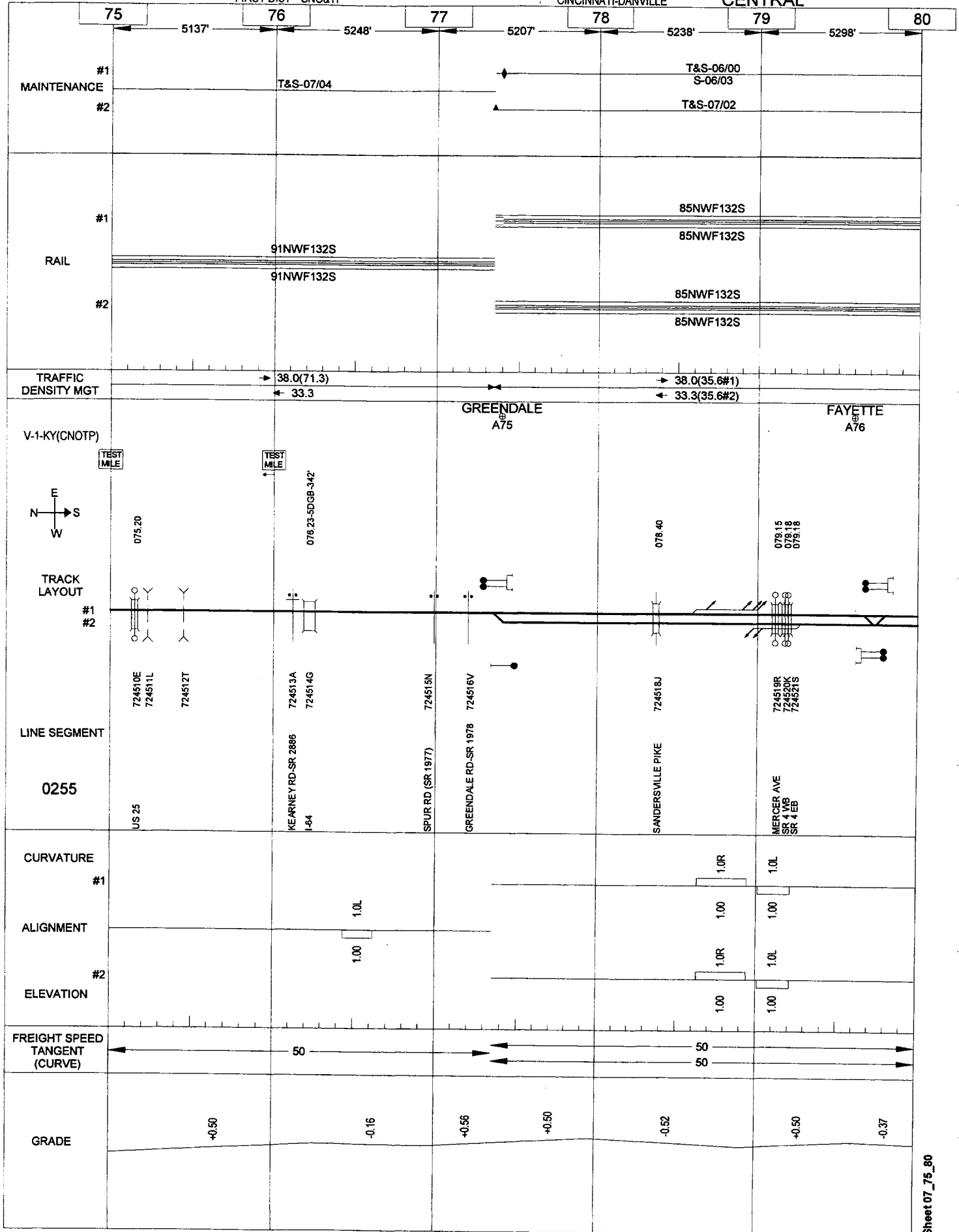
09/09/2005

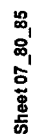
FIRST DIST - CNO&TP

150

CINCINNATI-DANVILLE

CENTRAL





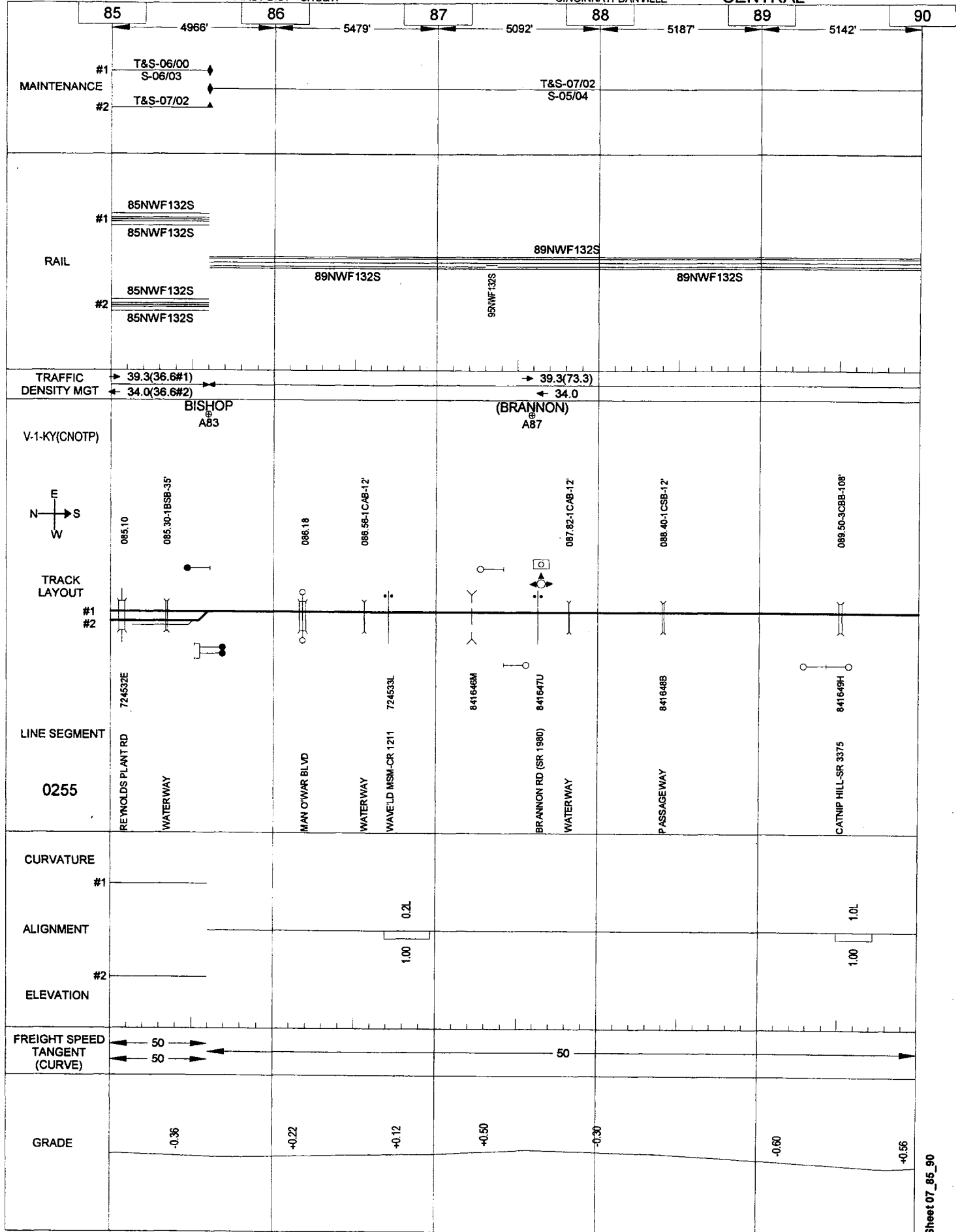
09/09/2005

FIRST DIST - CNO&TP

152

CINCINNATI-DANVILLE

CENTRAL

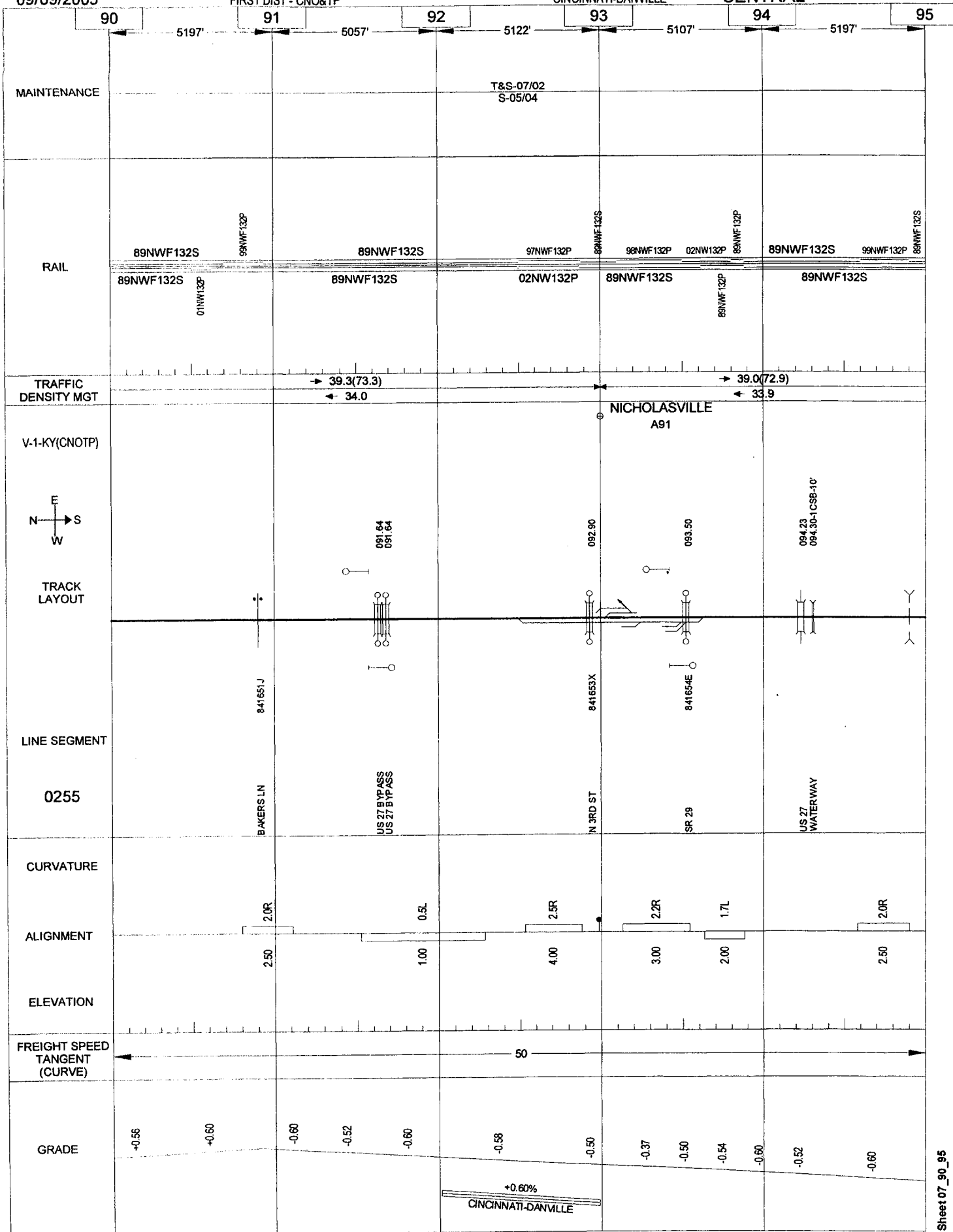


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



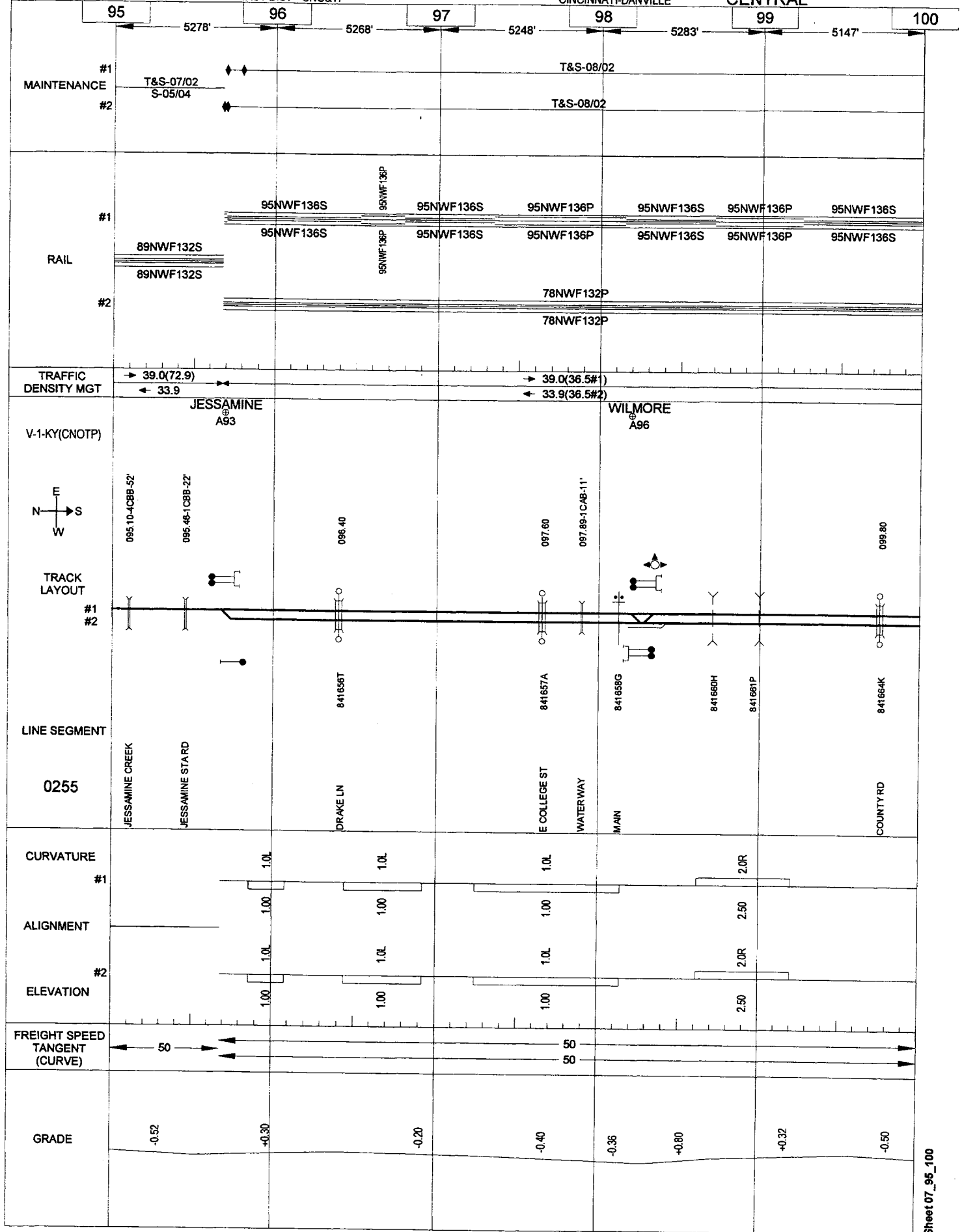
09/09/2005

154

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

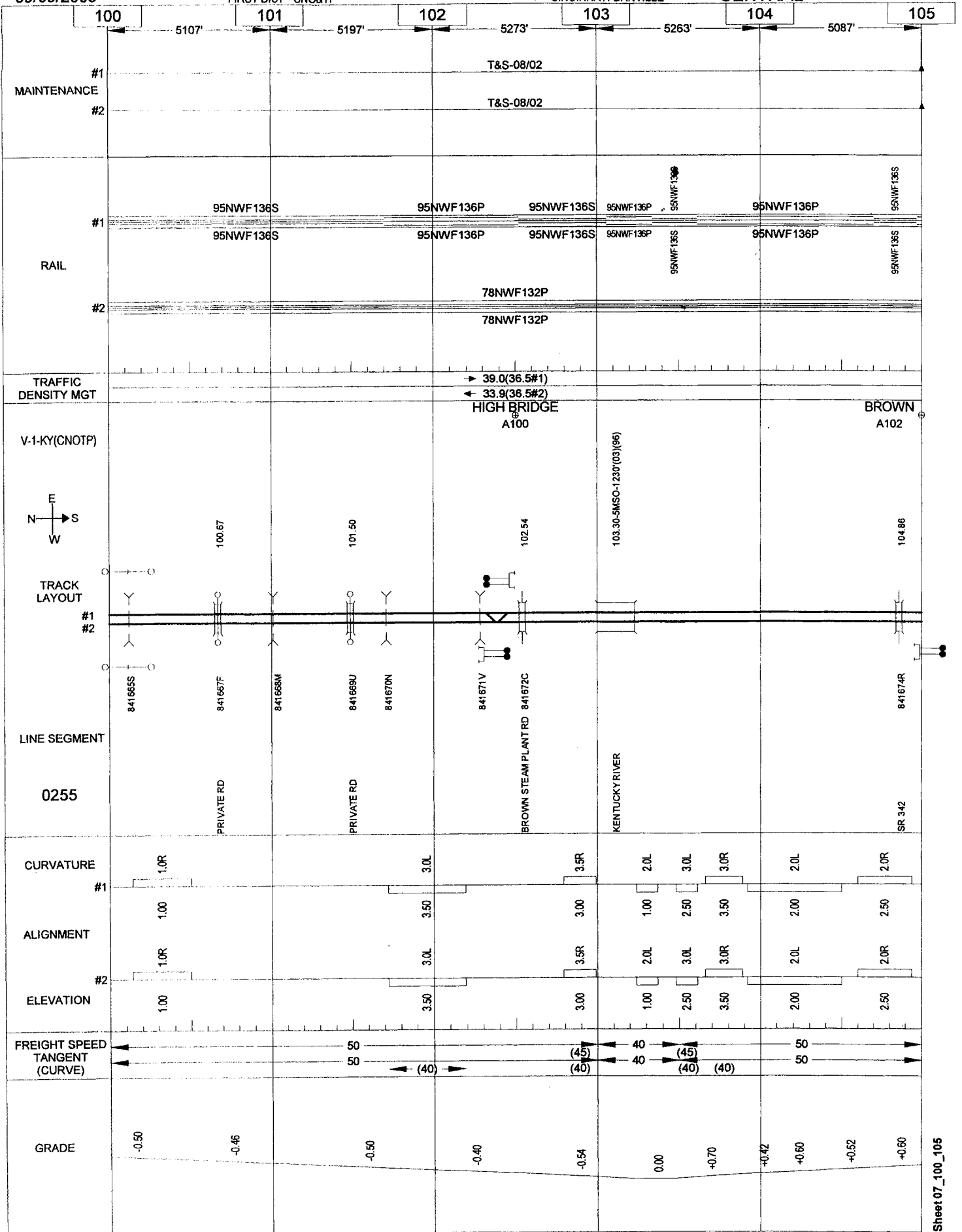


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



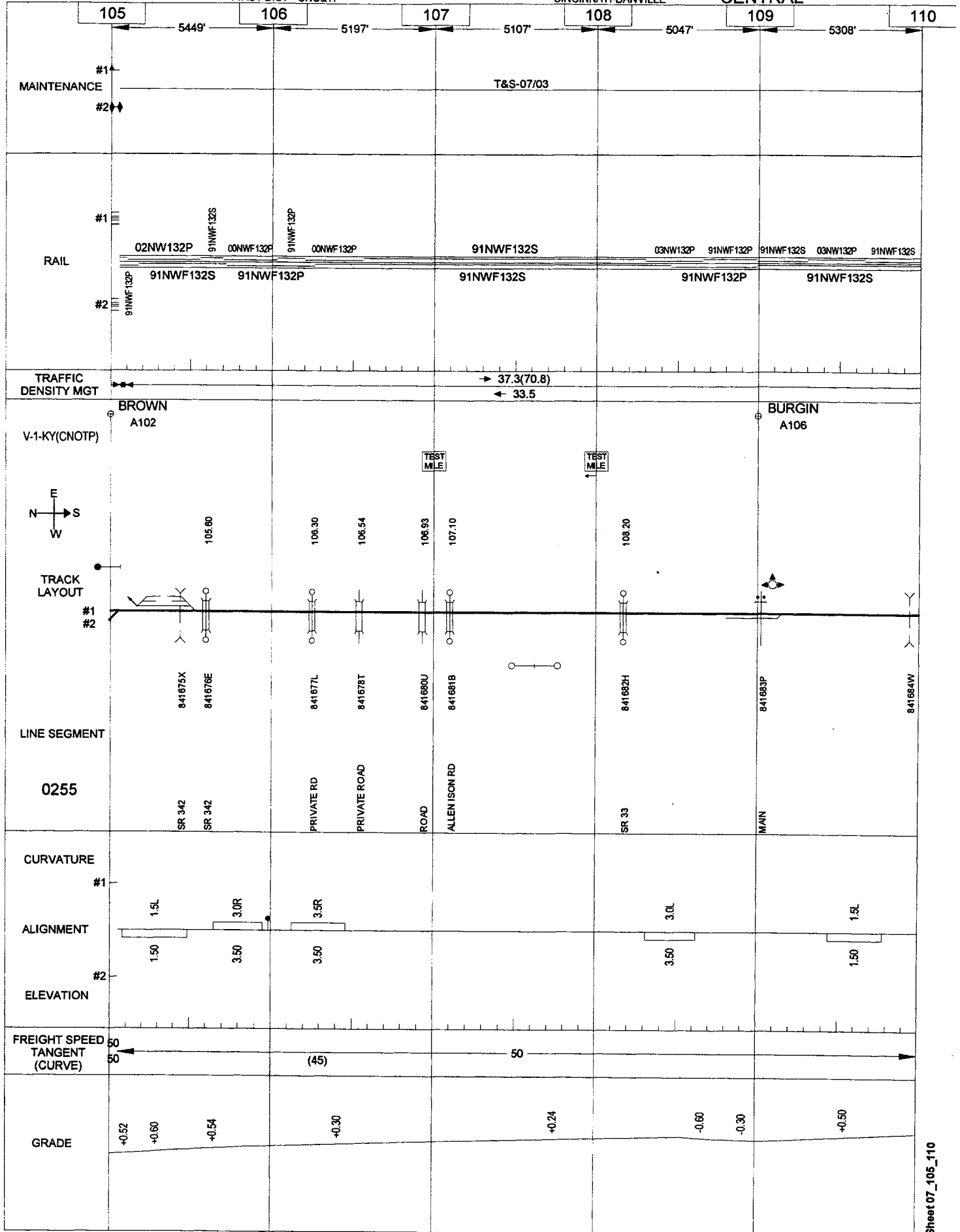
09/09/2005

156

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

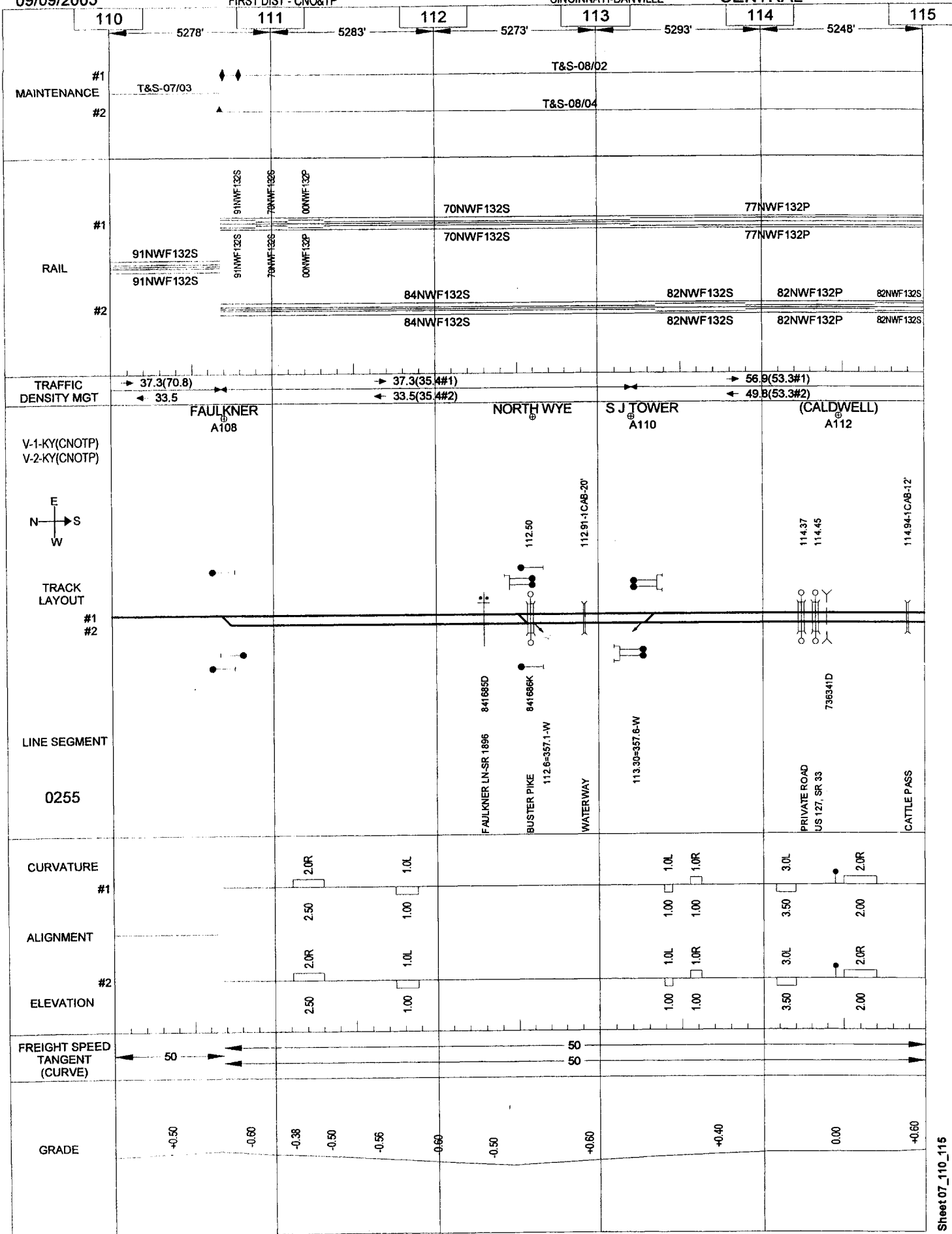


09/09/2005

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



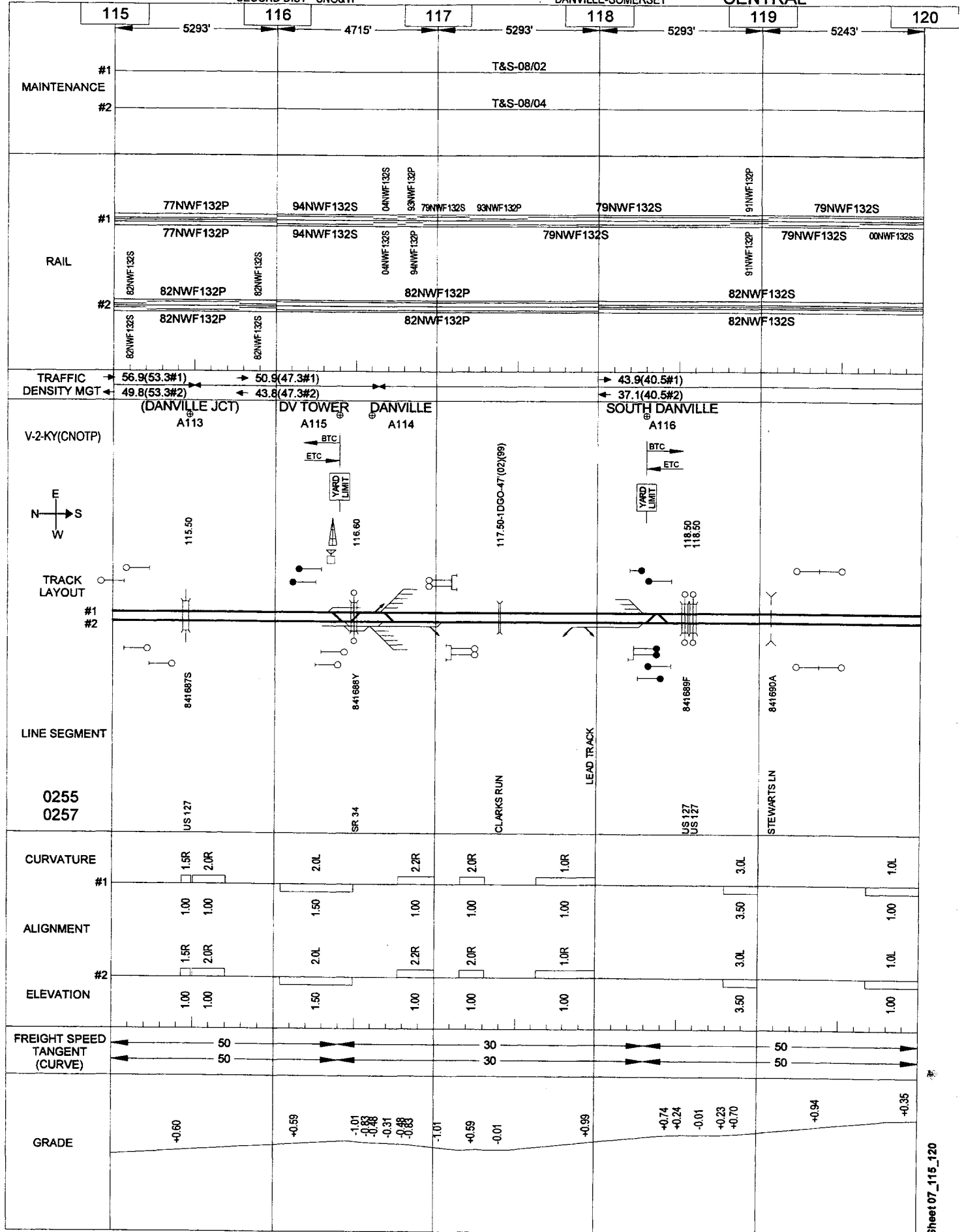
09/09/2005

SECOND DIST - CNO&TP

158

DANVILLE-SOMERSET

CENTRAL



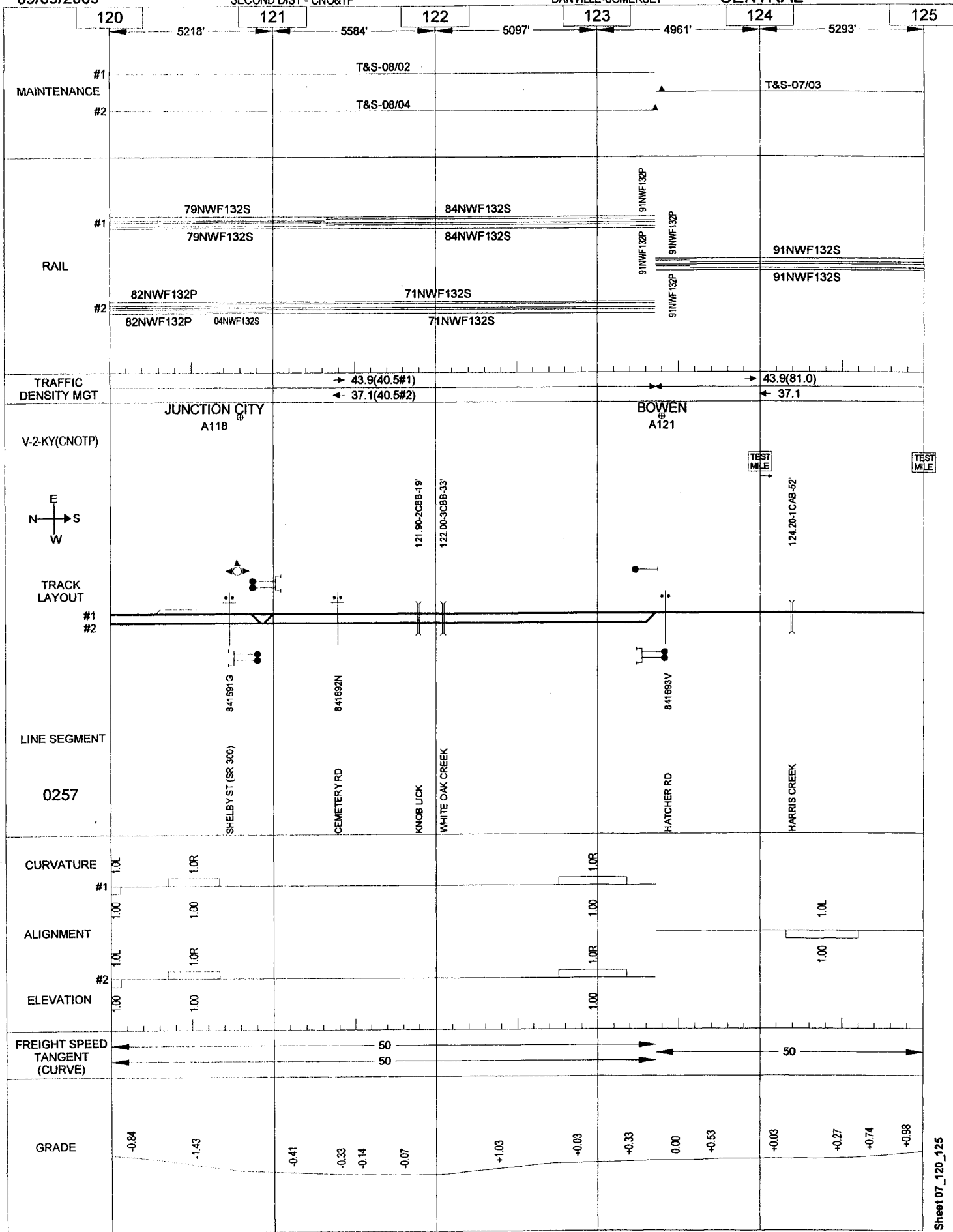
09/09/2005

159

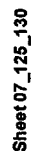
SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



CENTRAL

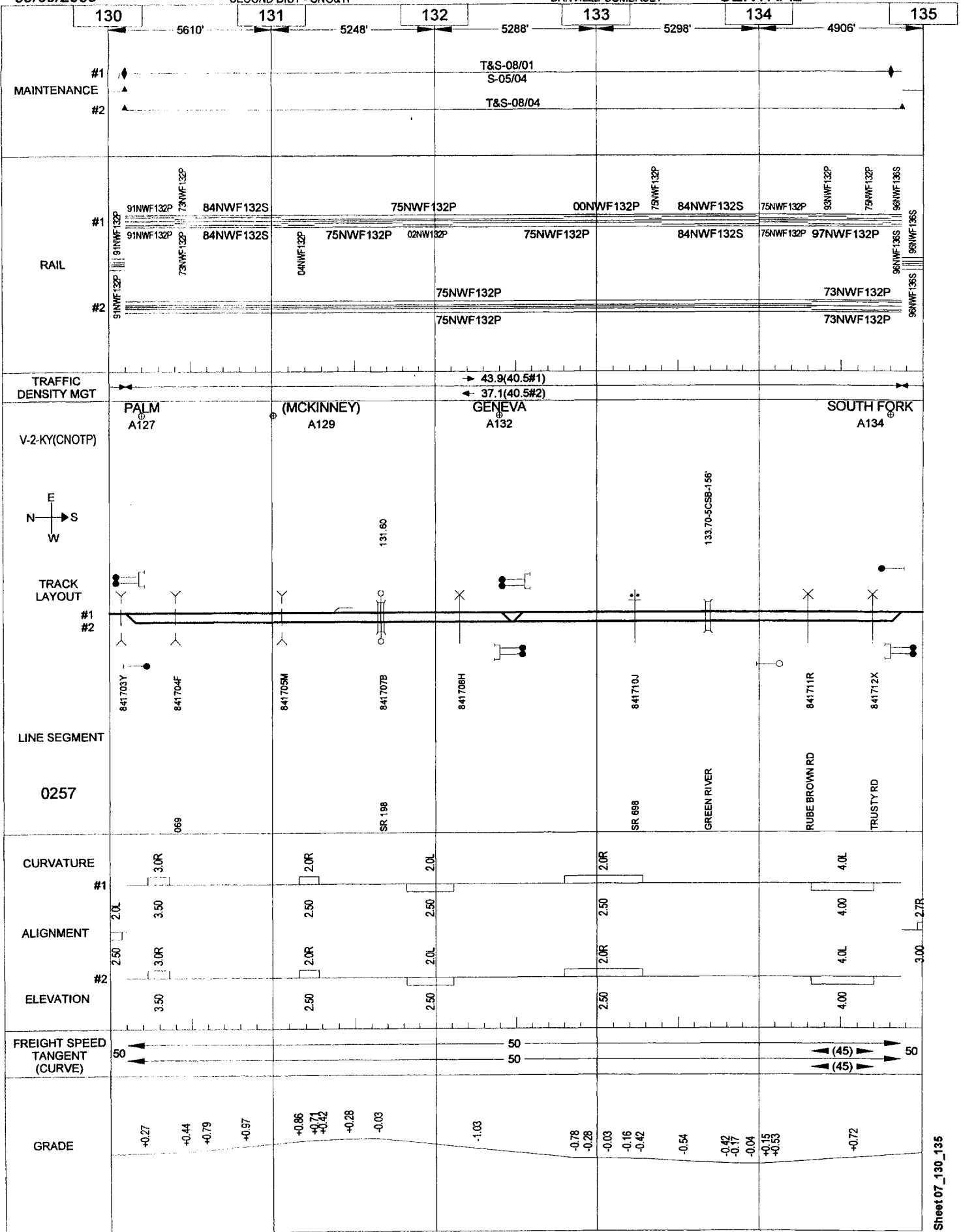


09/09/2005

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



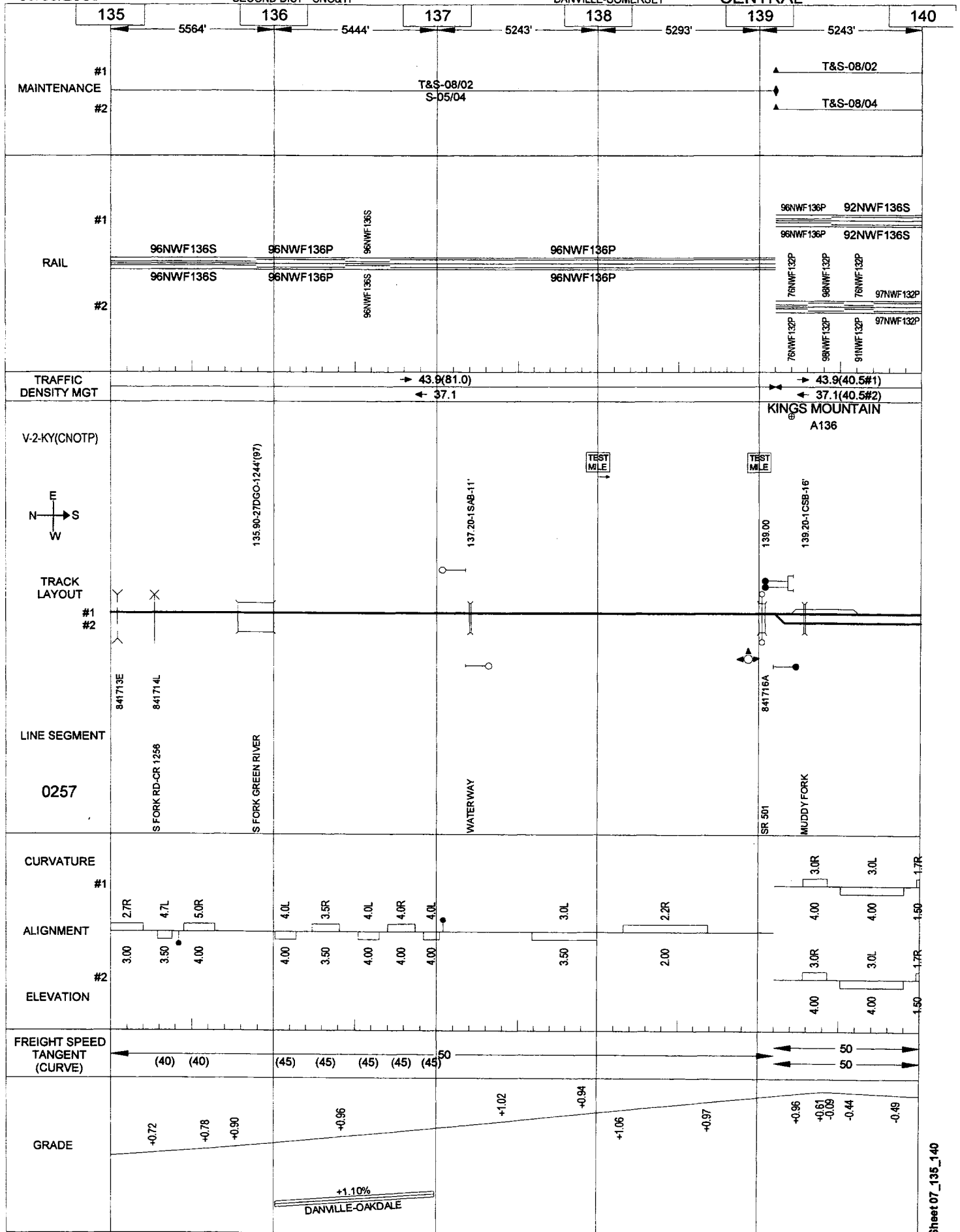
09/09/2005

SECOND DIST - CNO&TP

162

DANVILLE-SOMERSET

CENTRAL

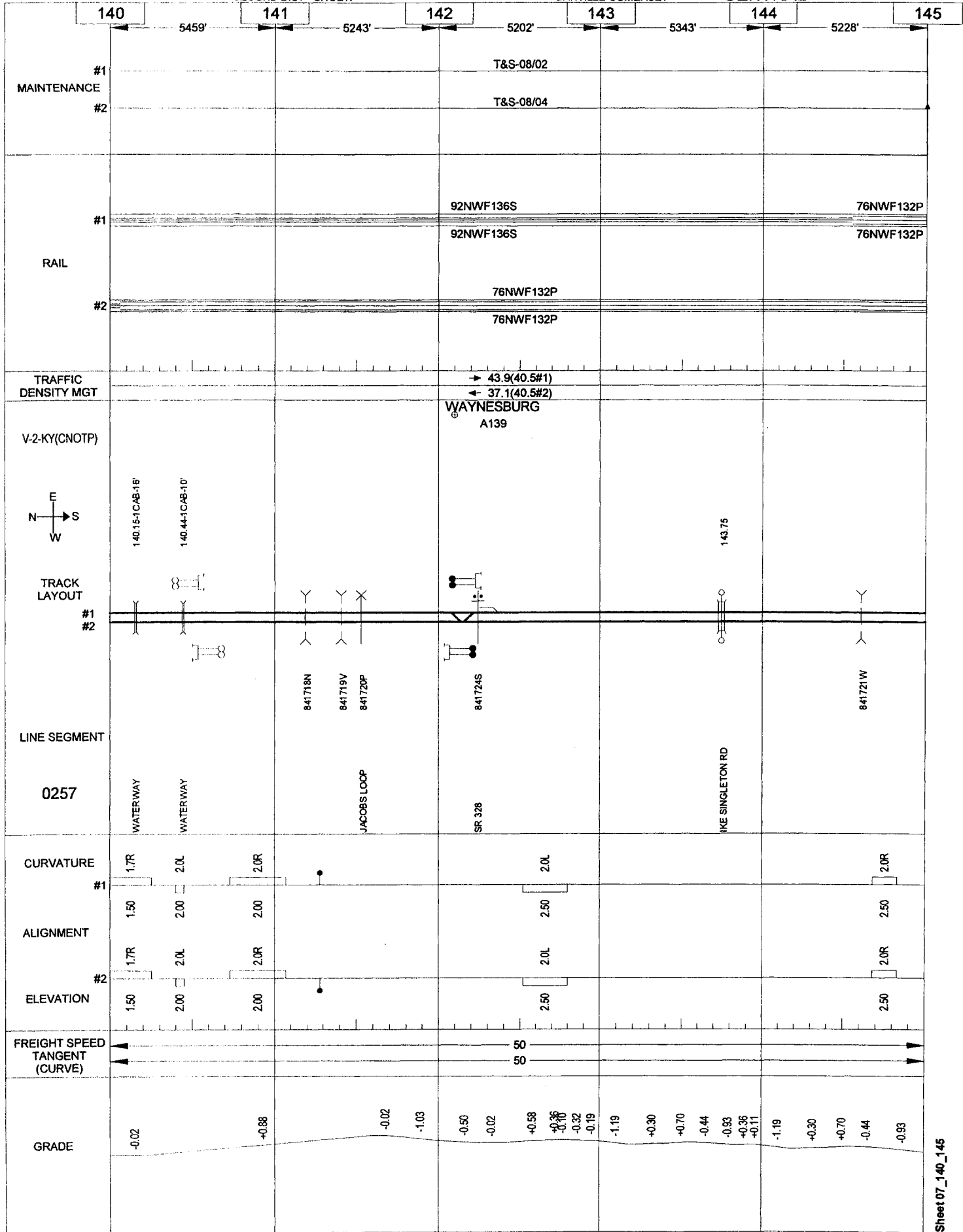


09/09/2005

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



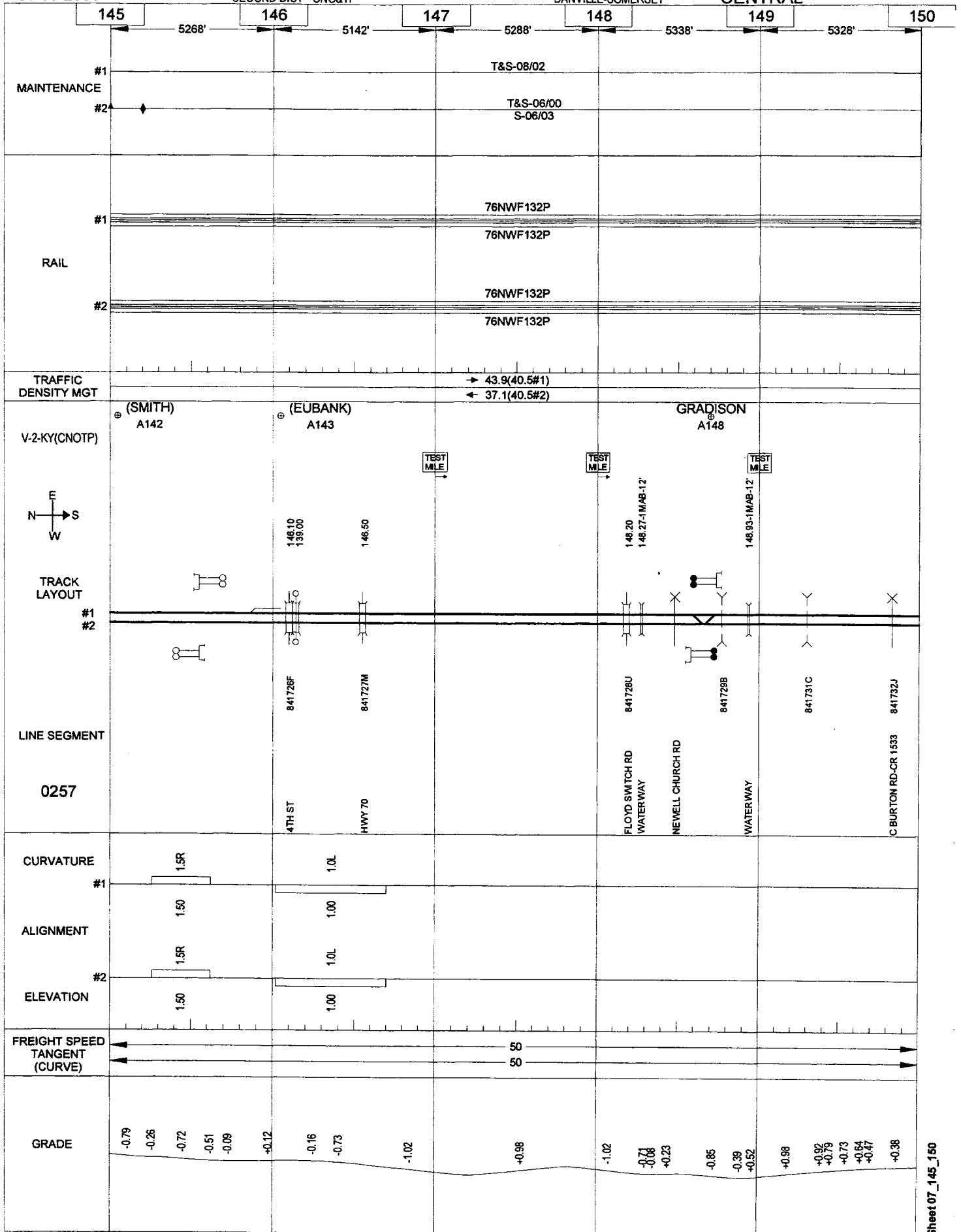
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SECOND DIST - CNO&TP

164

DANVILLE-SOMERSET

CENTRAL



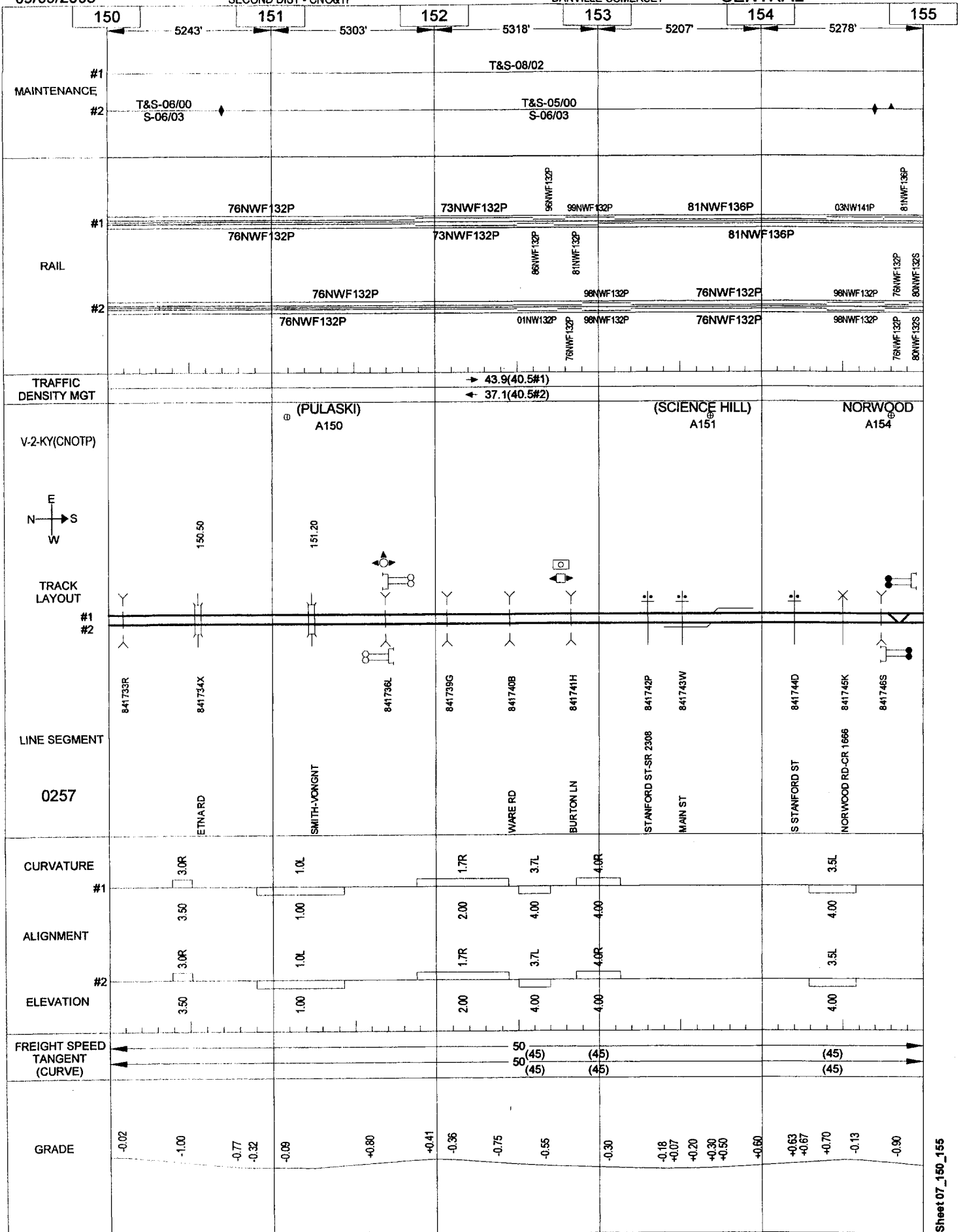
09/09/2005

165

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



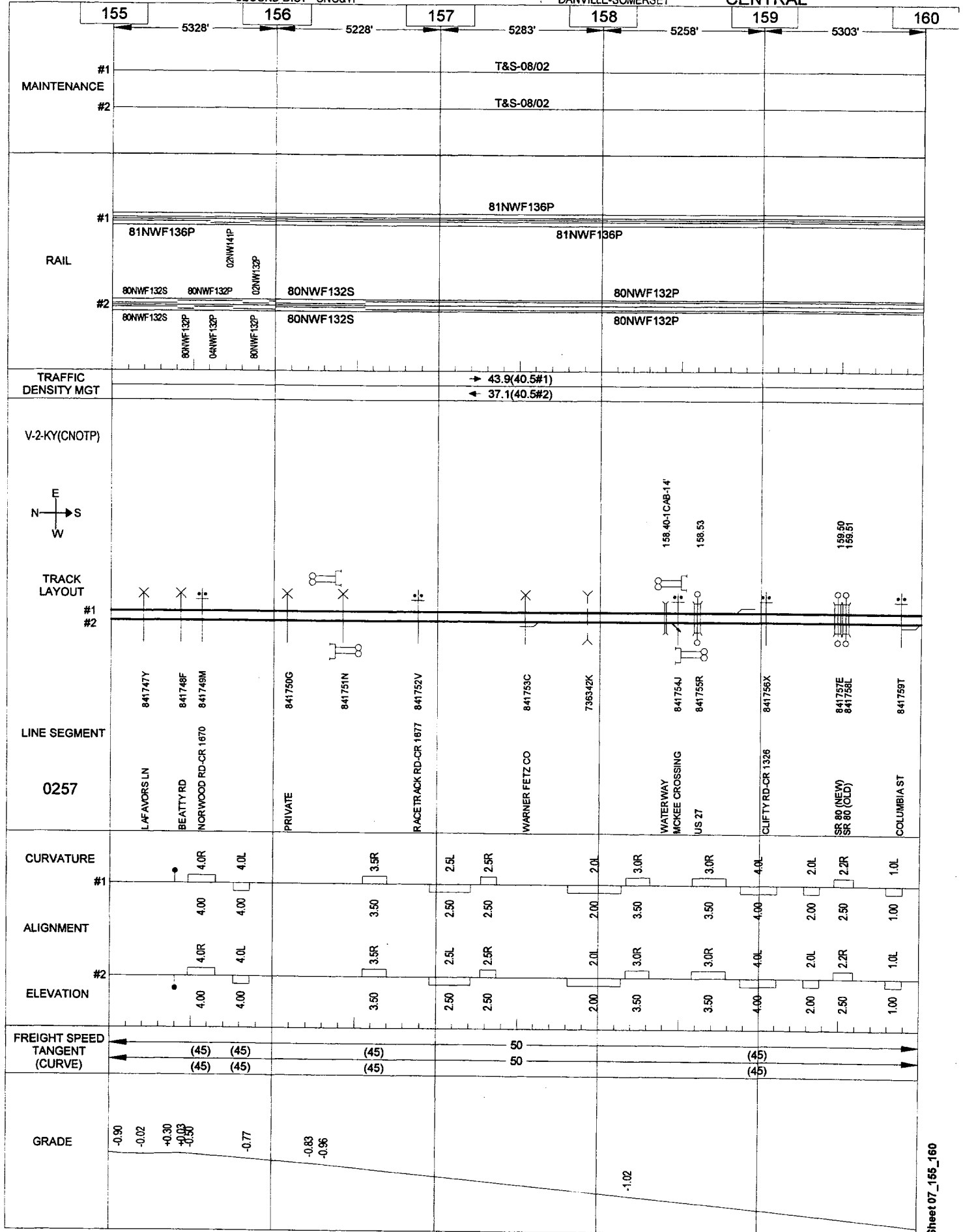
09/09/2005

SECOND DIST - CNO&TP

166

DANVILLE-SOMERSET

CENTRAL

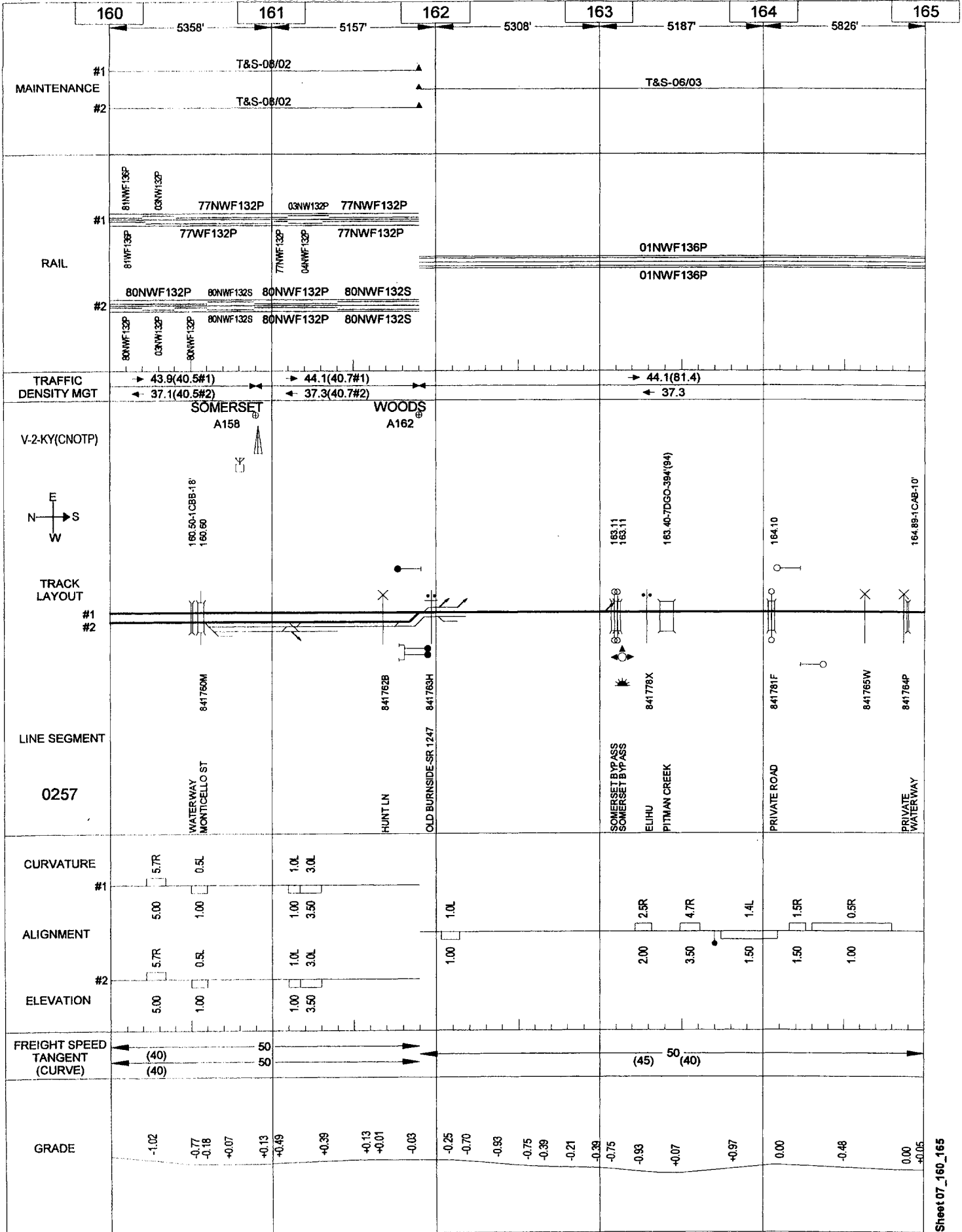


09/09/2005

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



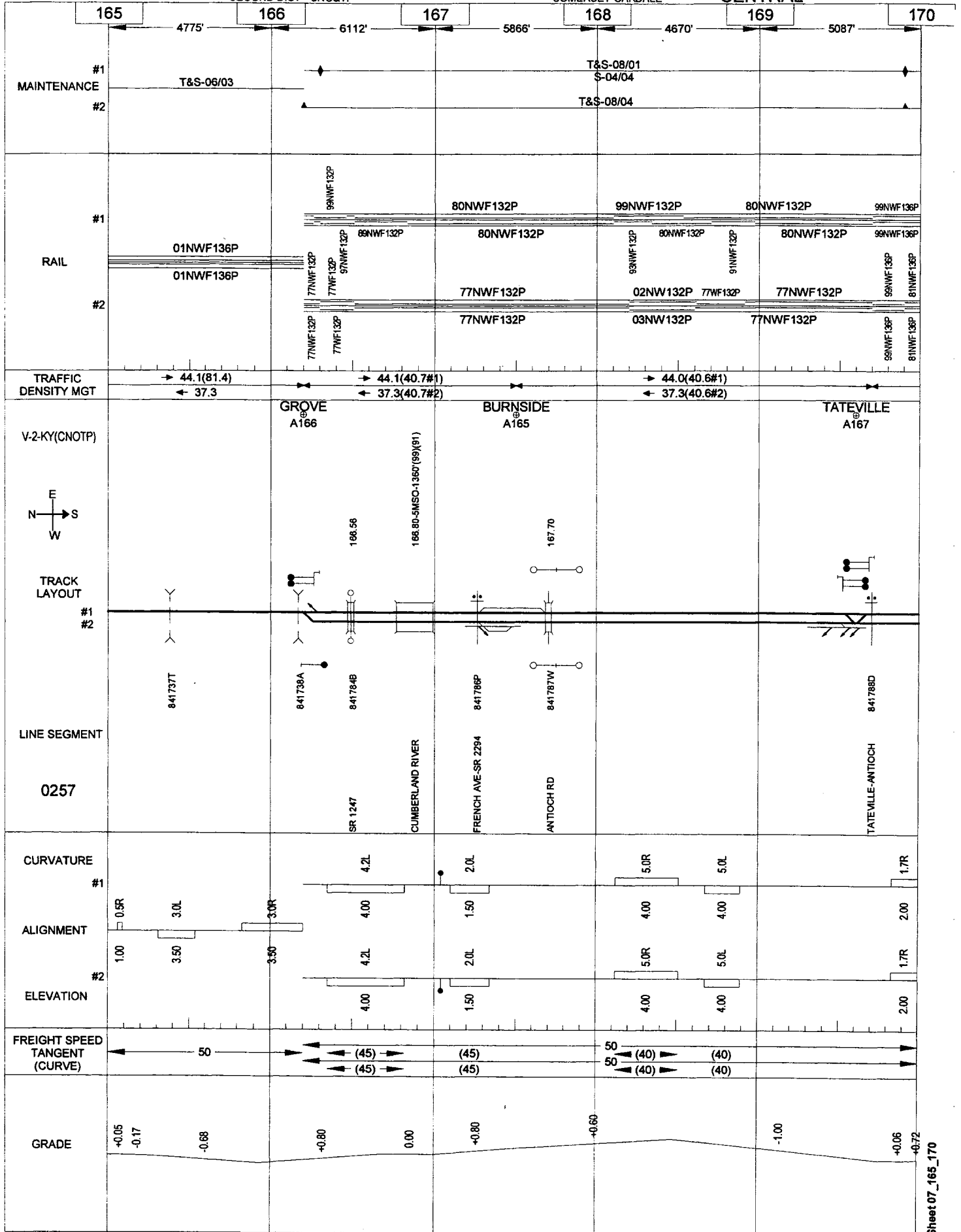
09/09/2005

SECOND DIST - CNO&TP

168

SOMERSET-OAKDALE

CENTRAL



Sheet 07_170_175

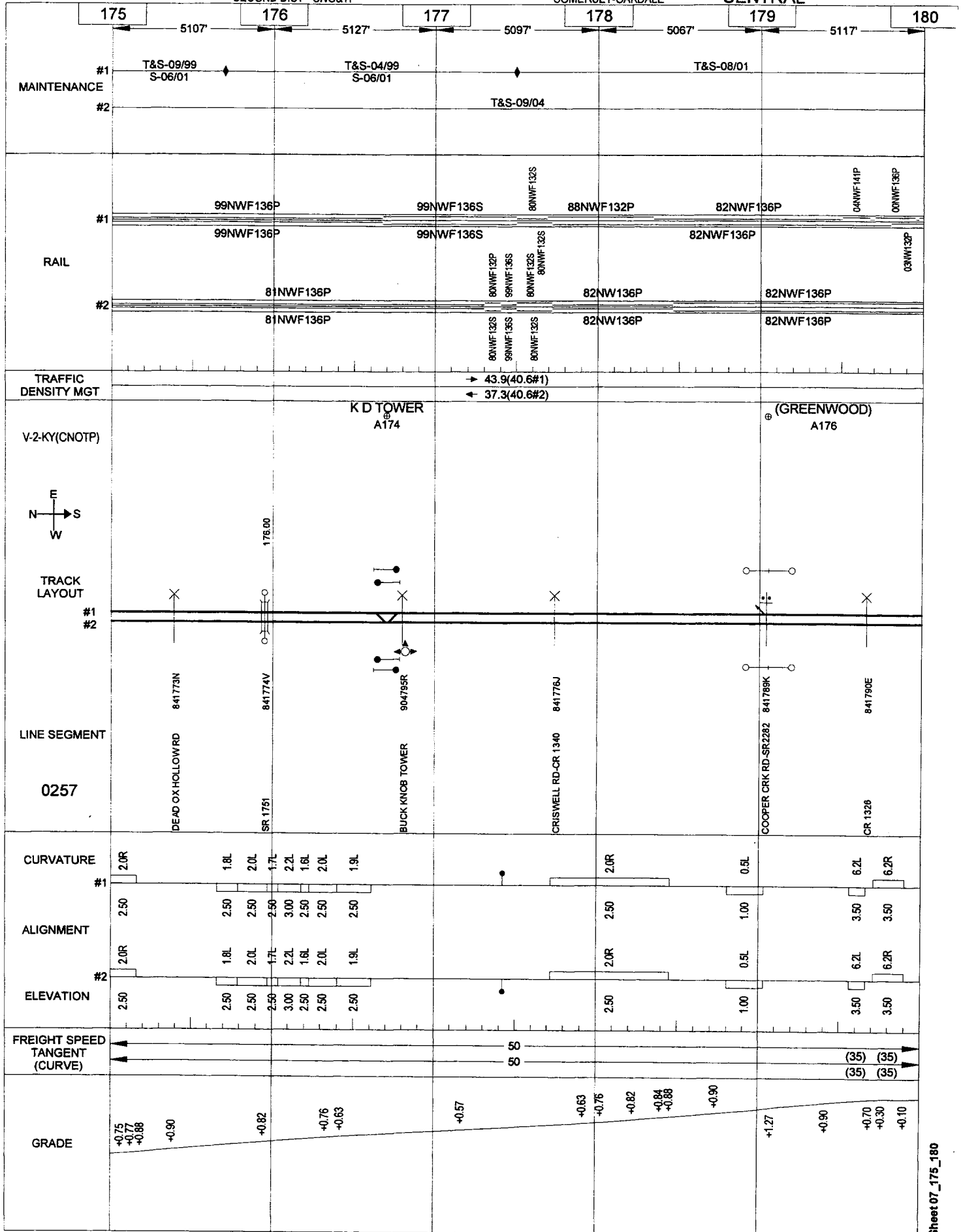
09/09/2005

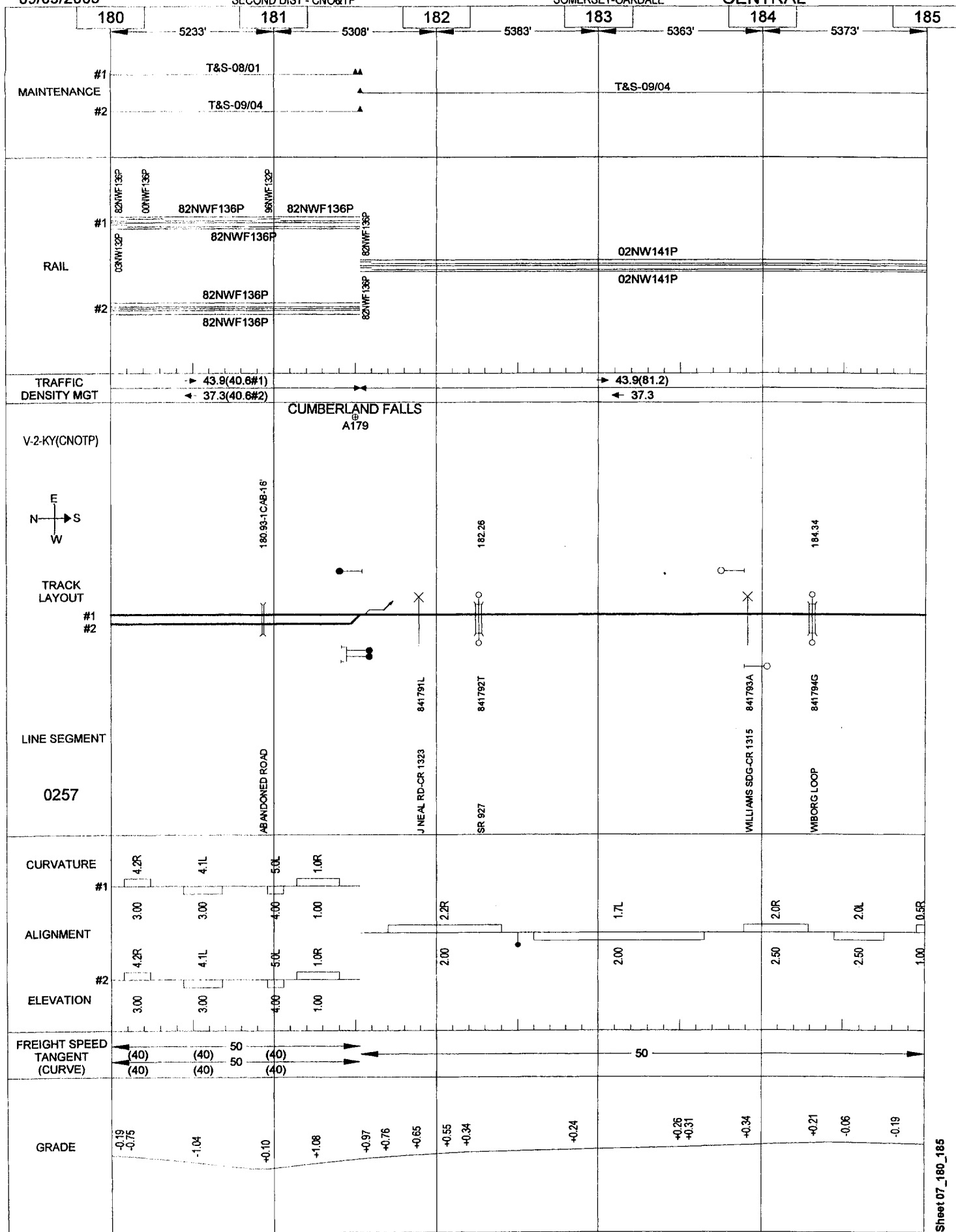
SECOND DIST - CNO&TP

170

SOMERSET-OAKDALE

CENTRAL





MAINTENANCE

T&S-09/04

RAIL

#1

The figure consists of four identical rectangular boxes arranged in a 2x2 grid. Each box contains the text "82NWF136P". The top-left and bottom-right boxes are filled with solid black. The top-right and bottom-left boxes are white with horizontal black hatching lines.

02NW141P

02NW141P

TRAFFIC DENSITY MGT

▶ 43.9(40.6#1)
 ◀ 37.3(40.6#2)

→	43.9(81.2)
←	37.3

CUMBERLAND FALLS
A179

V-2-KY(CNOTP)

TRACK LAYOUT

#1
#2

LINE SEGMENT

0257

CURVATURE

#

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

Sheet 07 180 185

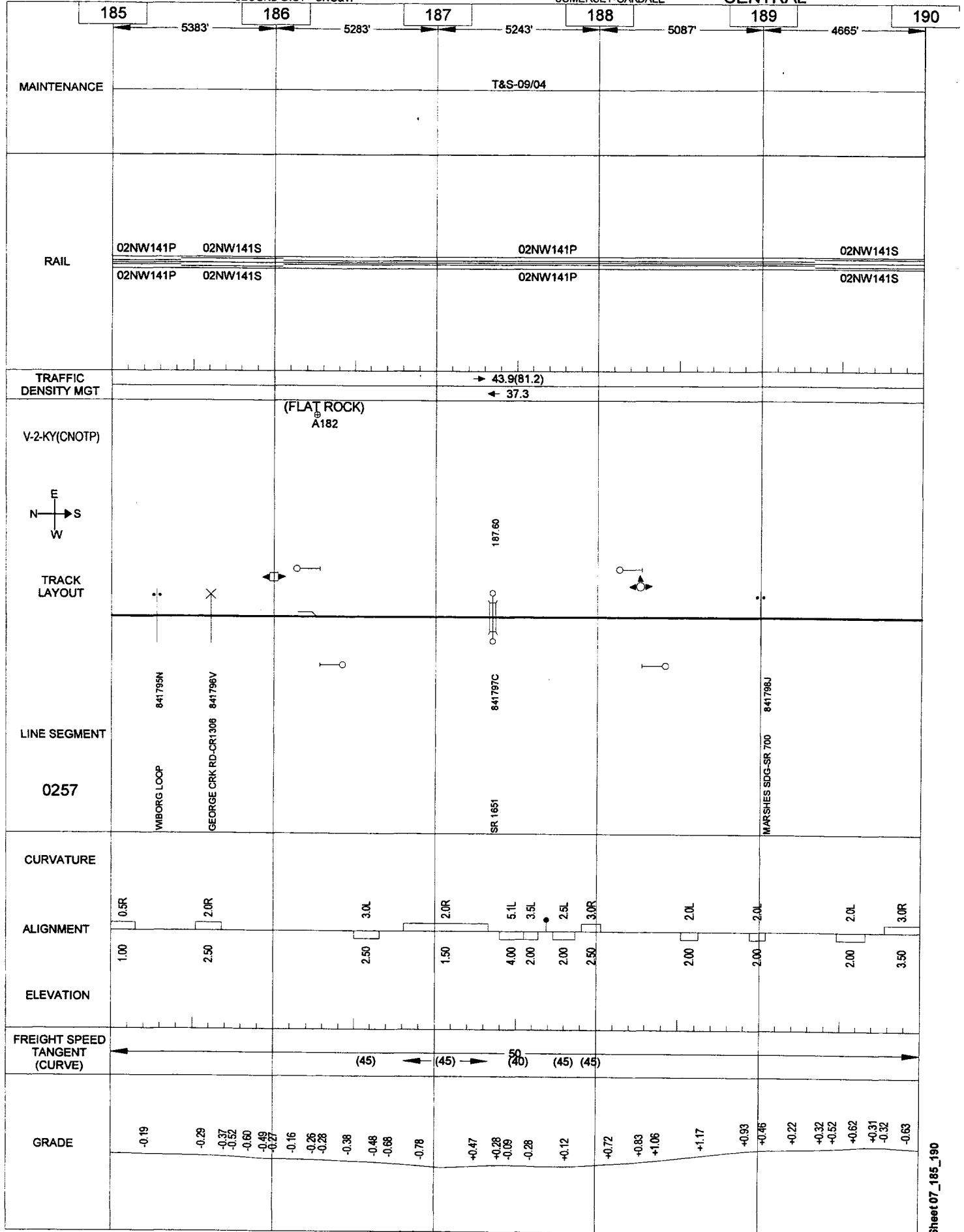
09/09/2005

172

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL

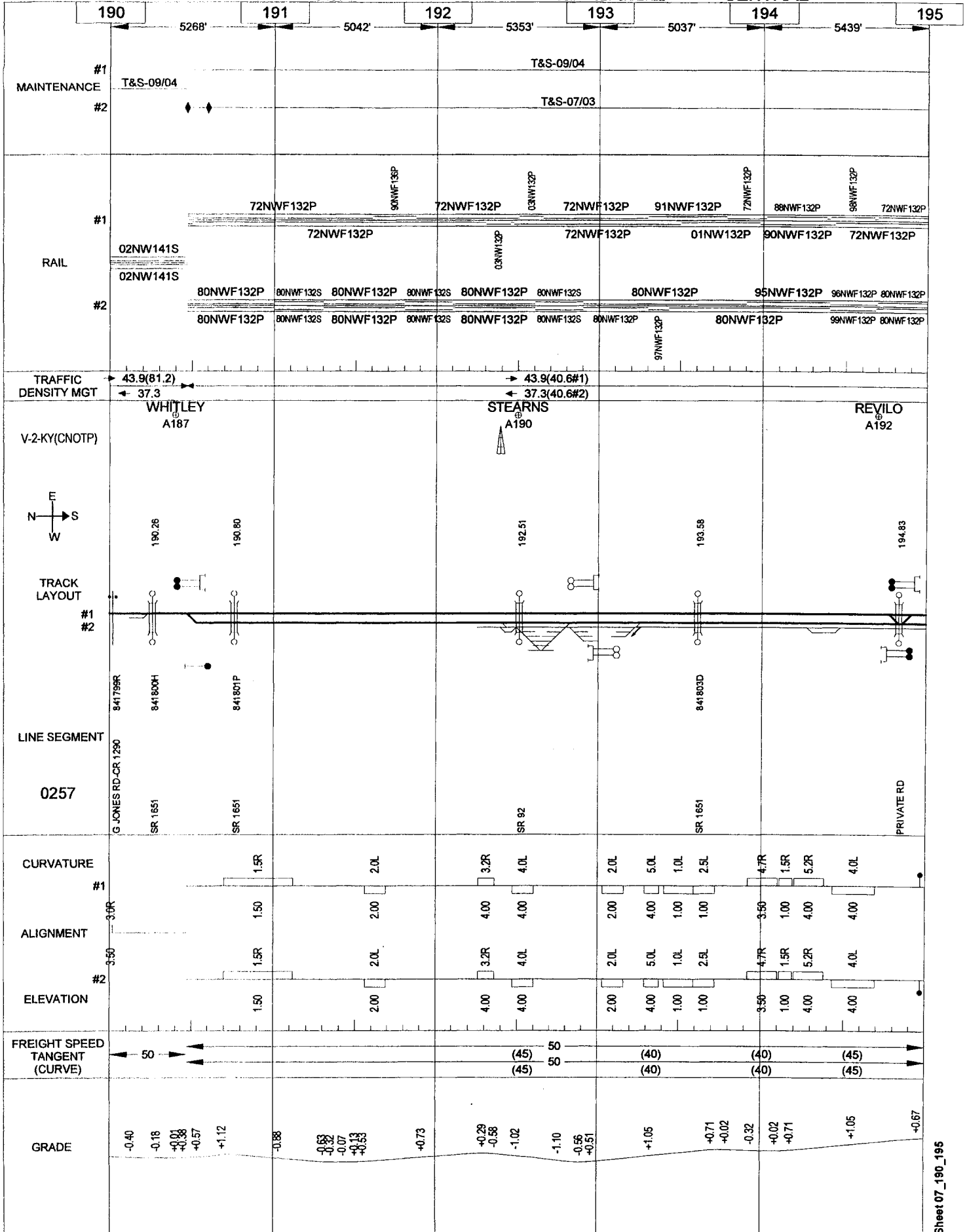


09/09/2005

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



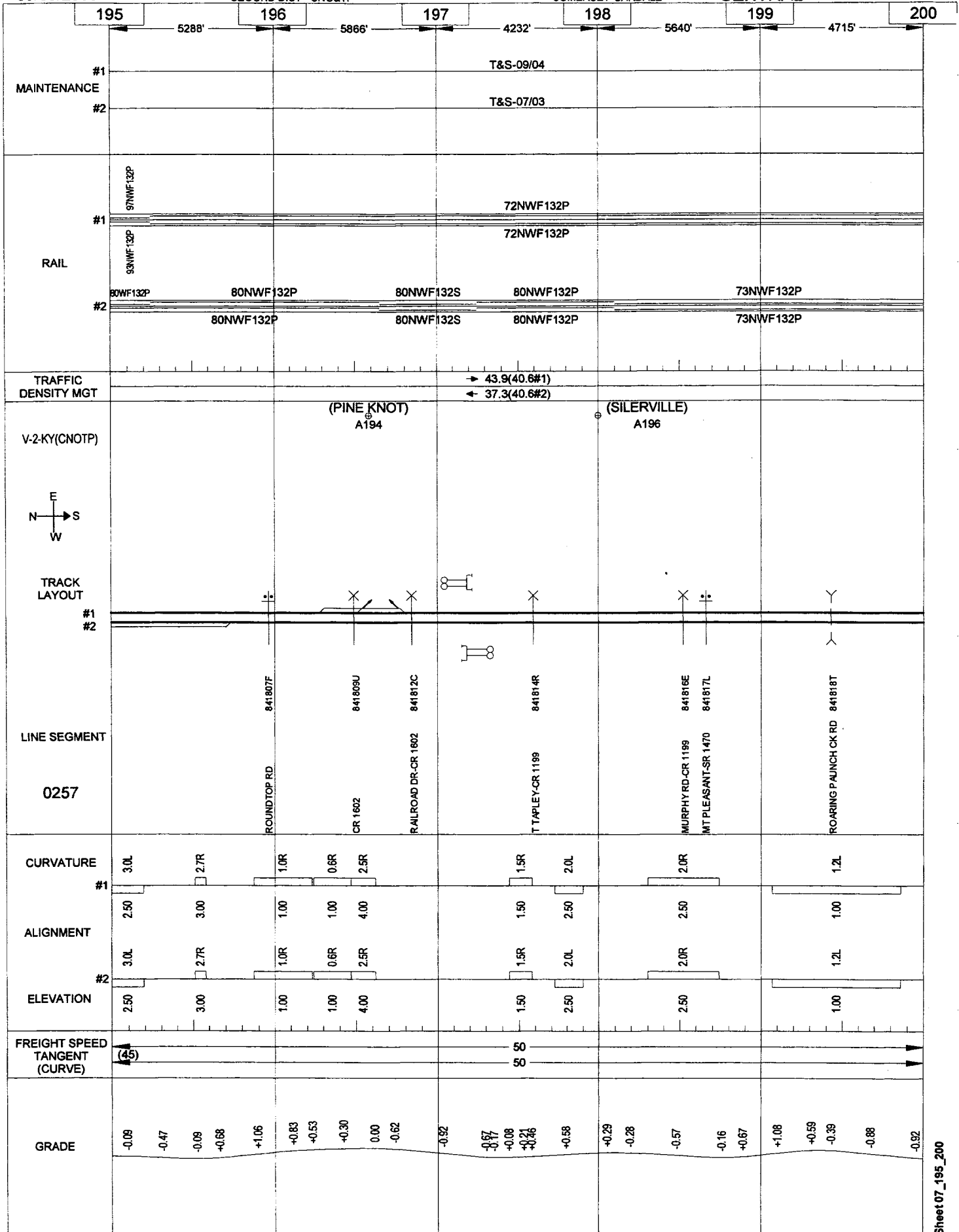
09/09/2005

SECOND DIST - CNO&TP

174

SOMERSET-OAKDALE

CENTRAL



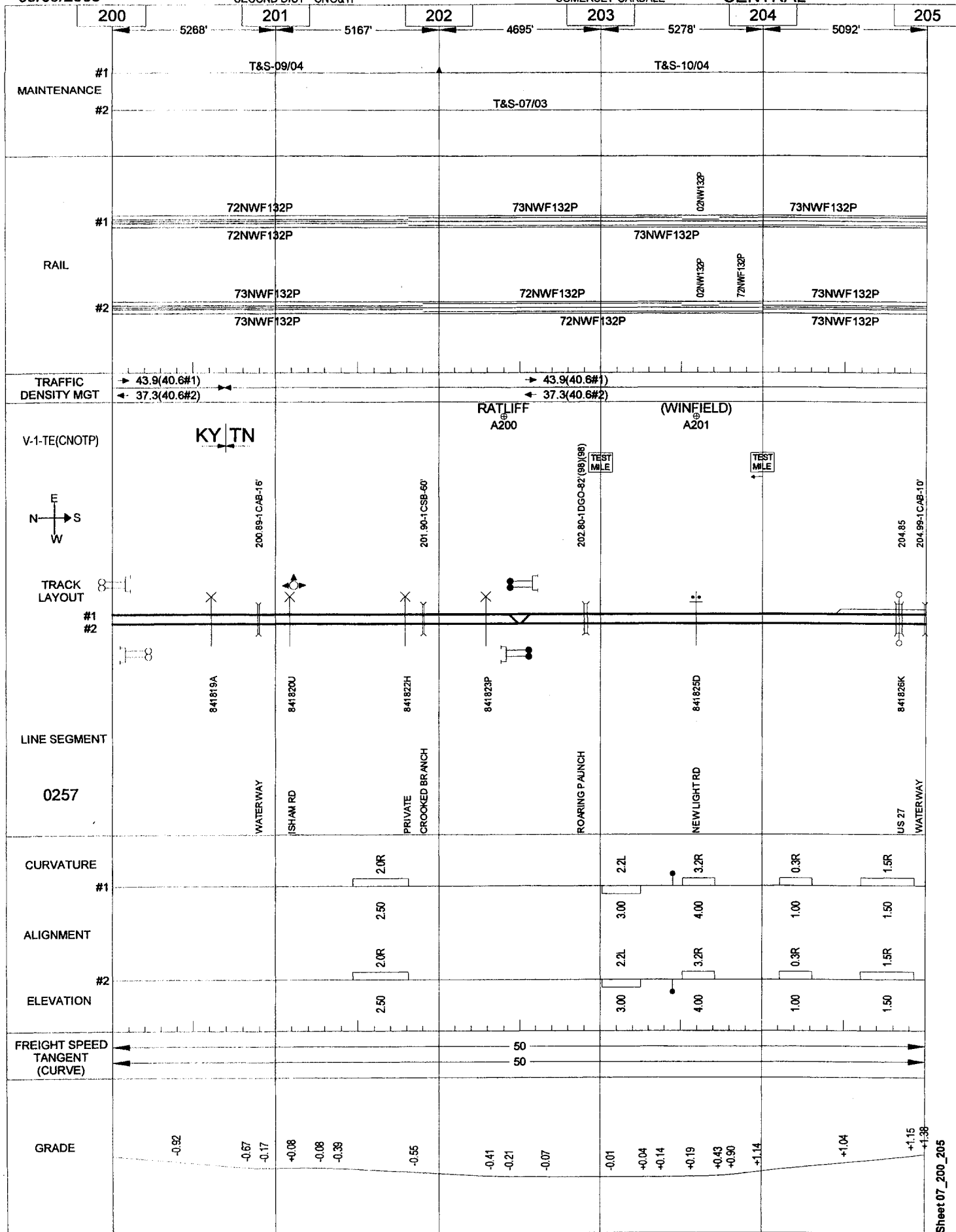
09/09/2005

175

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



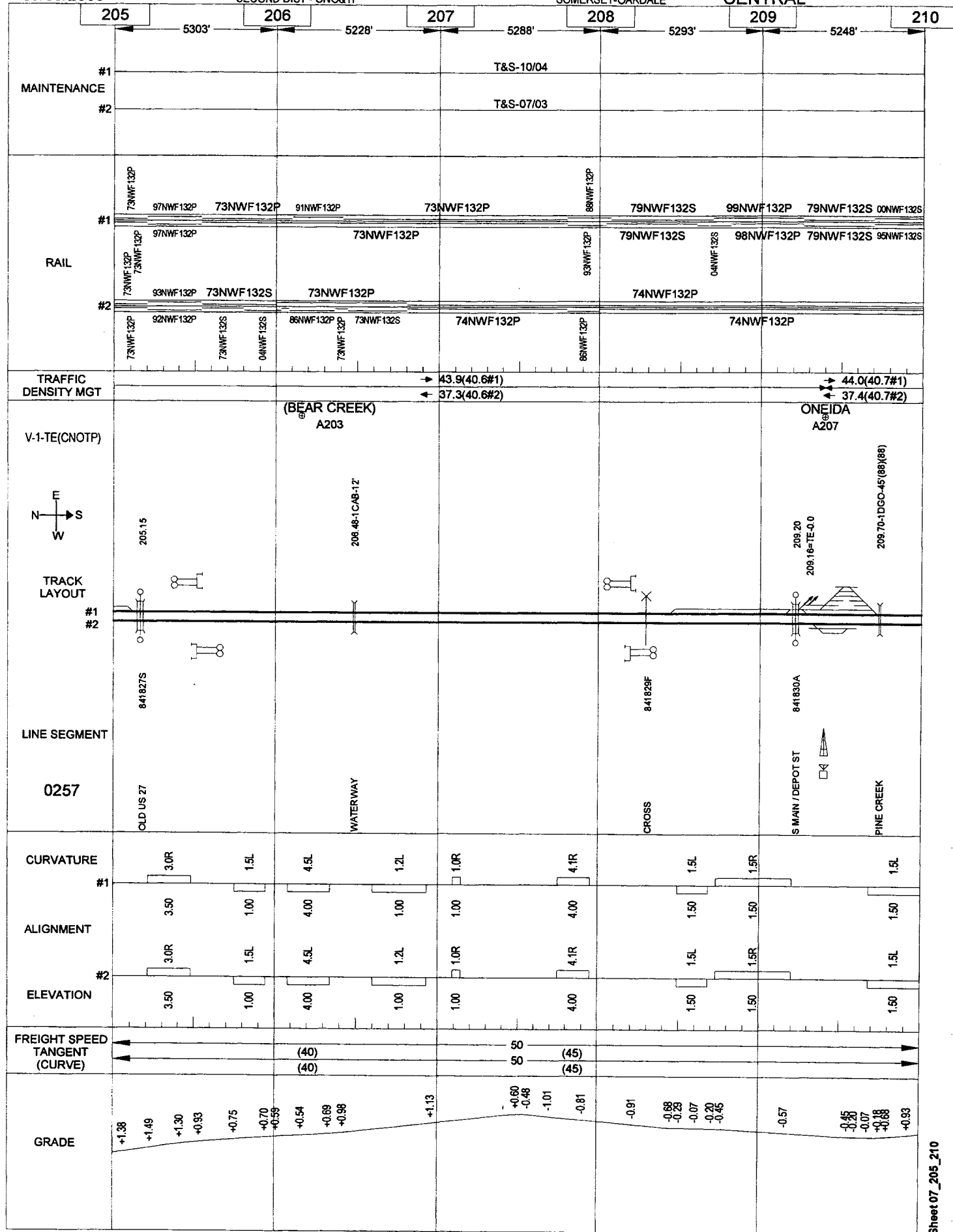
09/09/2005

SECOND DIST - CNO&TP

176

SOMERSET-OAKDALE

CENTRAL



Sheet 07_210_215

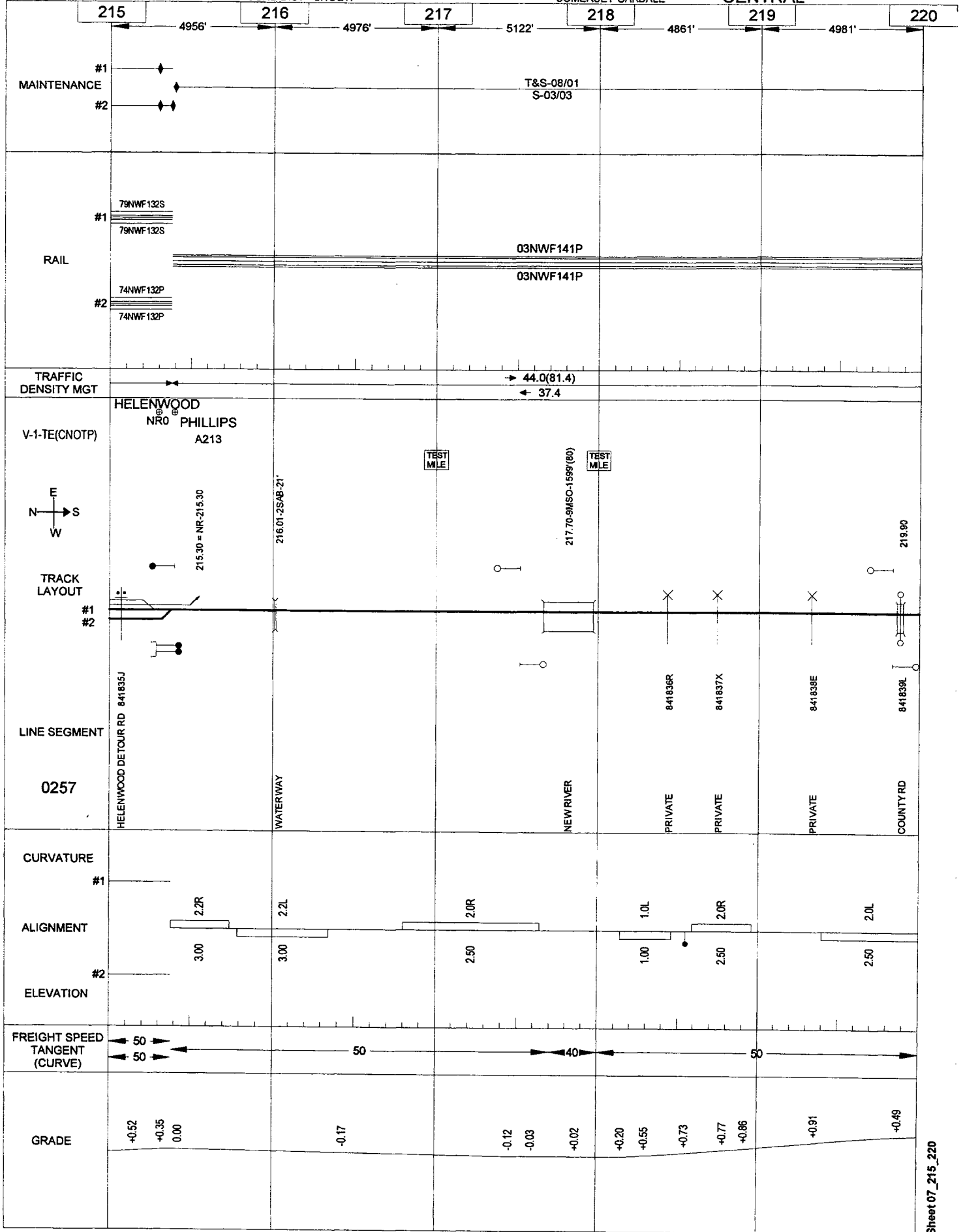
09/09/2005

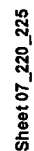
178

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL





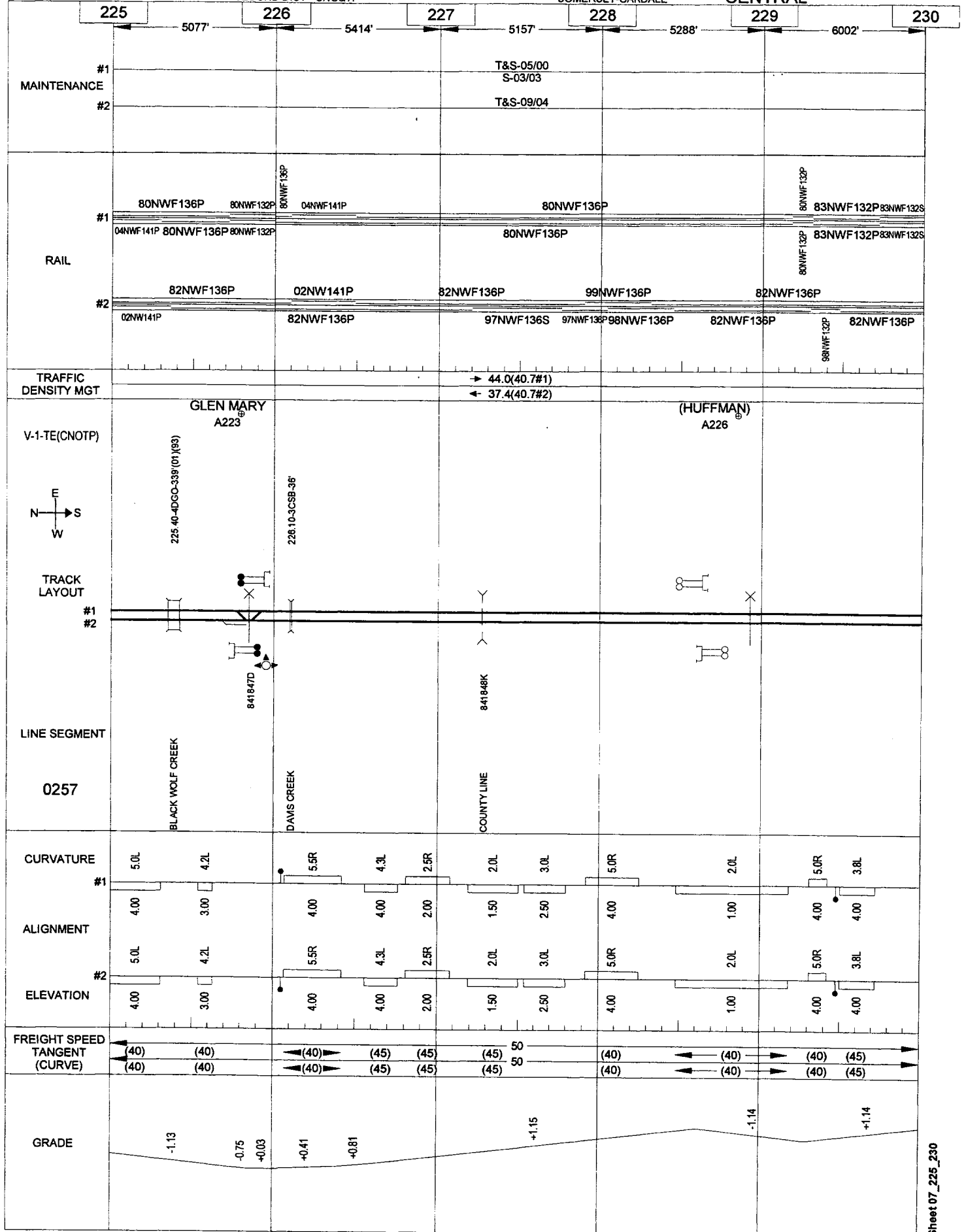
09/09/2005

SECOND DIST - CNO&TP

180

SOMERSET-OAKDALE

CENTRAL



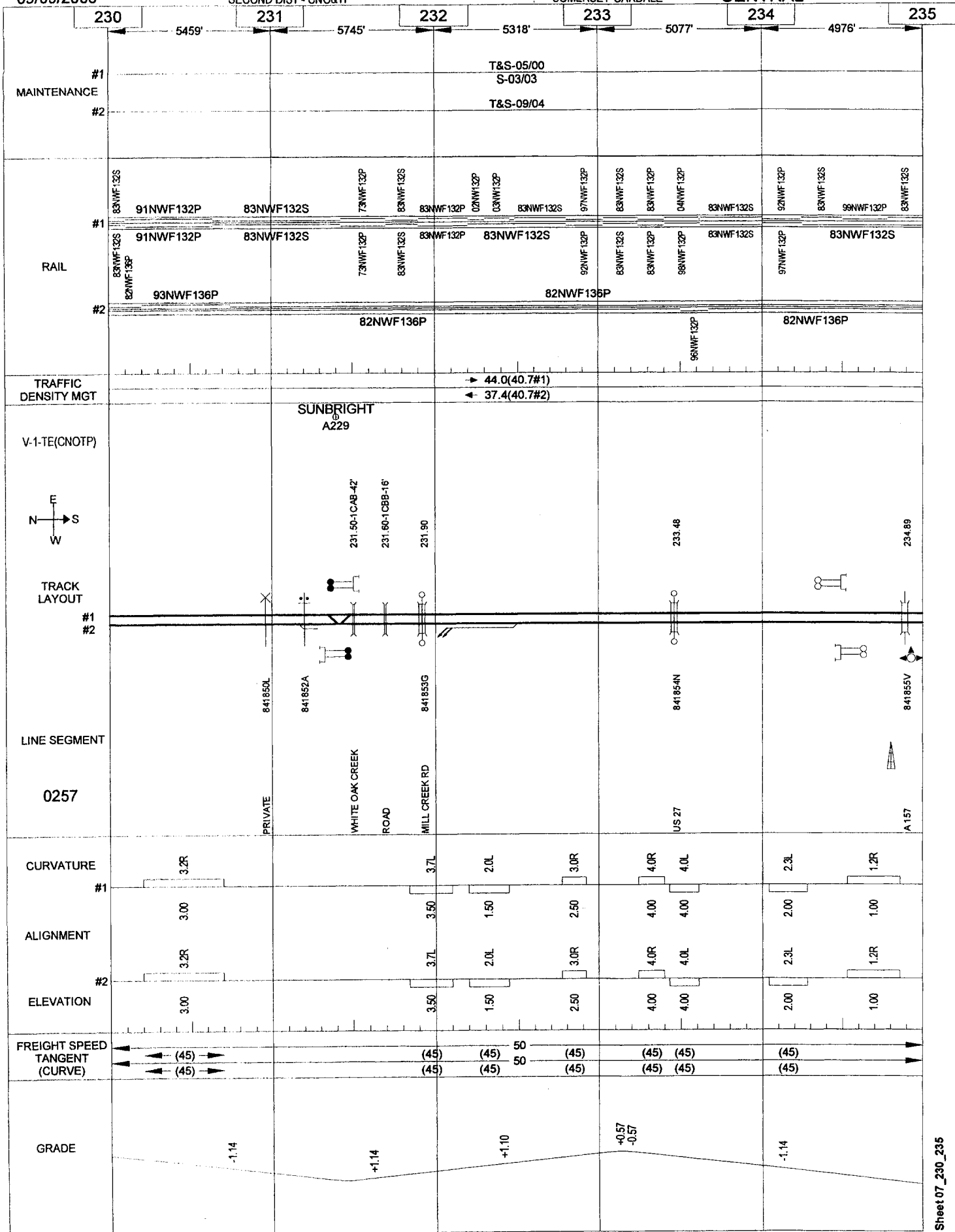
09/09/2005

181

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



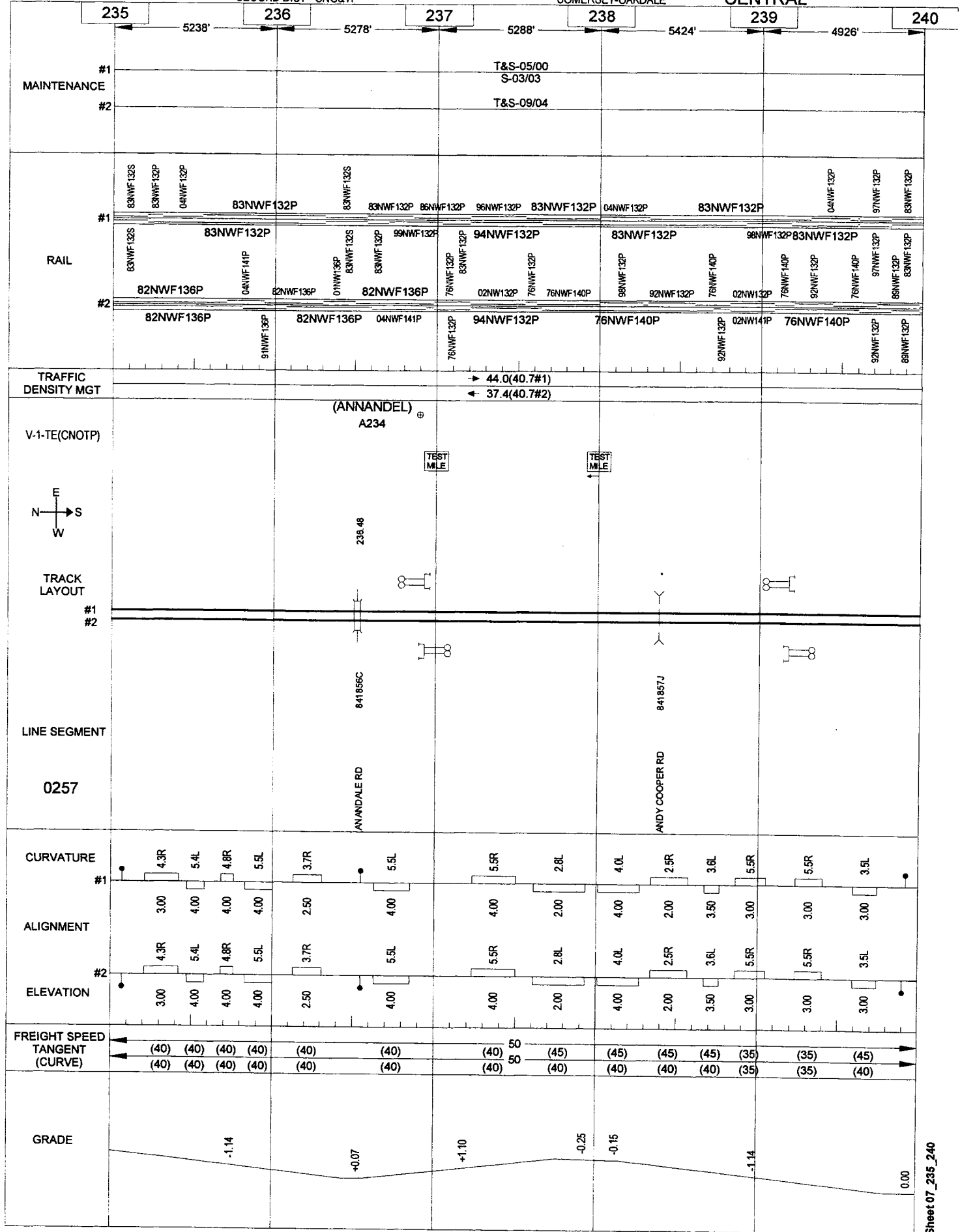
09/09/2005

182

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL





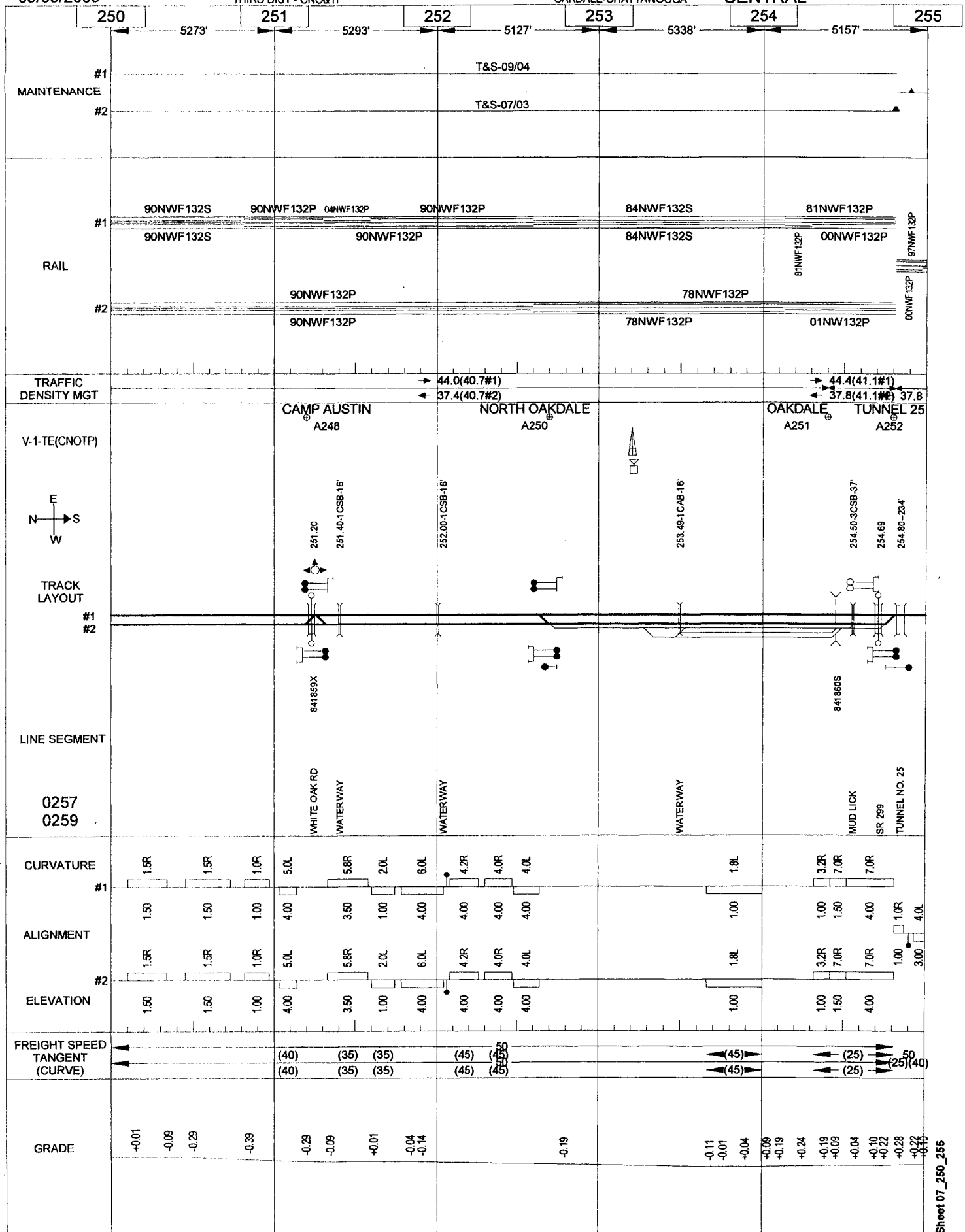


09/09/2005

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



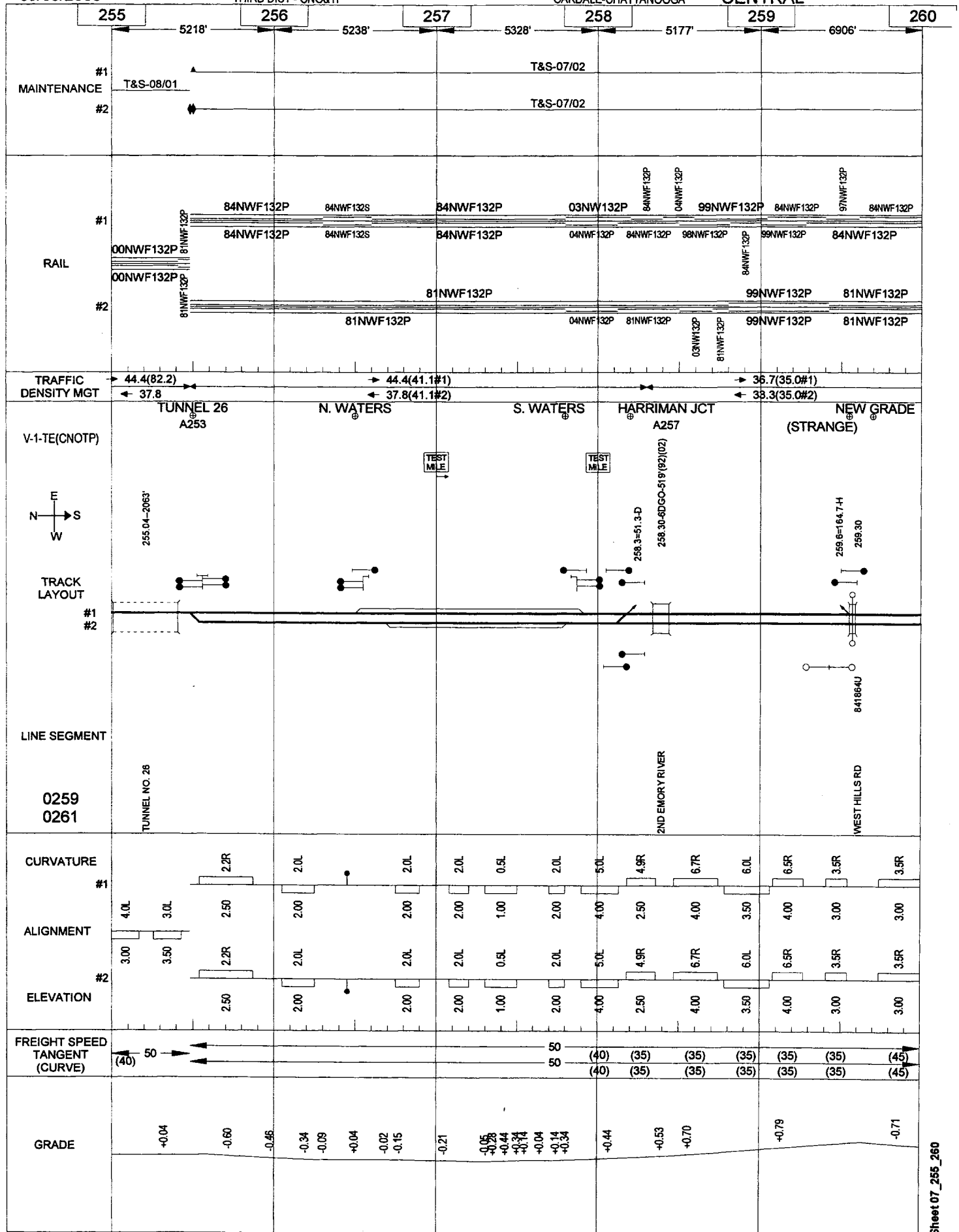
09/09/2005

THIRD DIST - CNO&TP

186

OAKDALE-CHATTANOOGA

CENTRAL

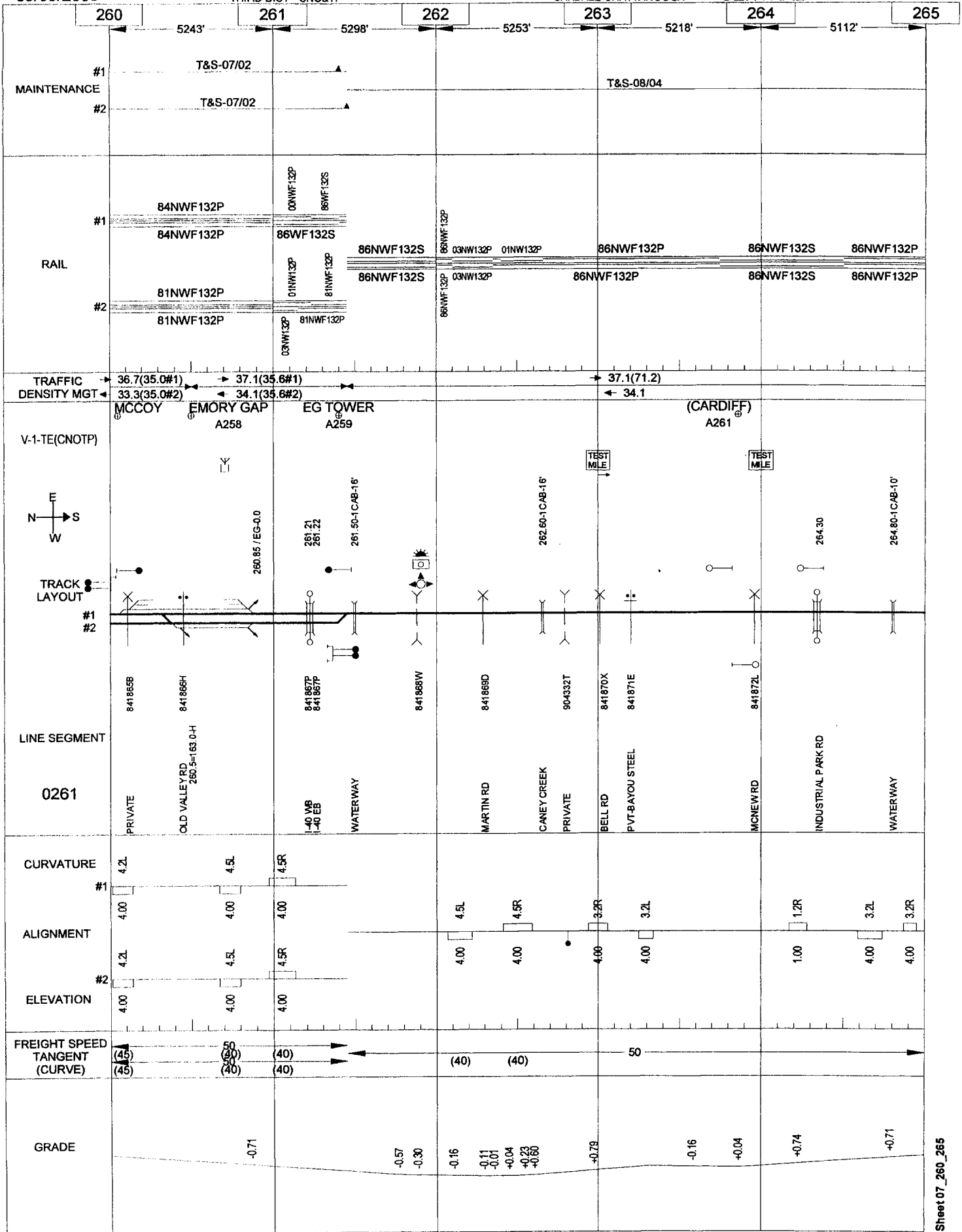


09/09/2005

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



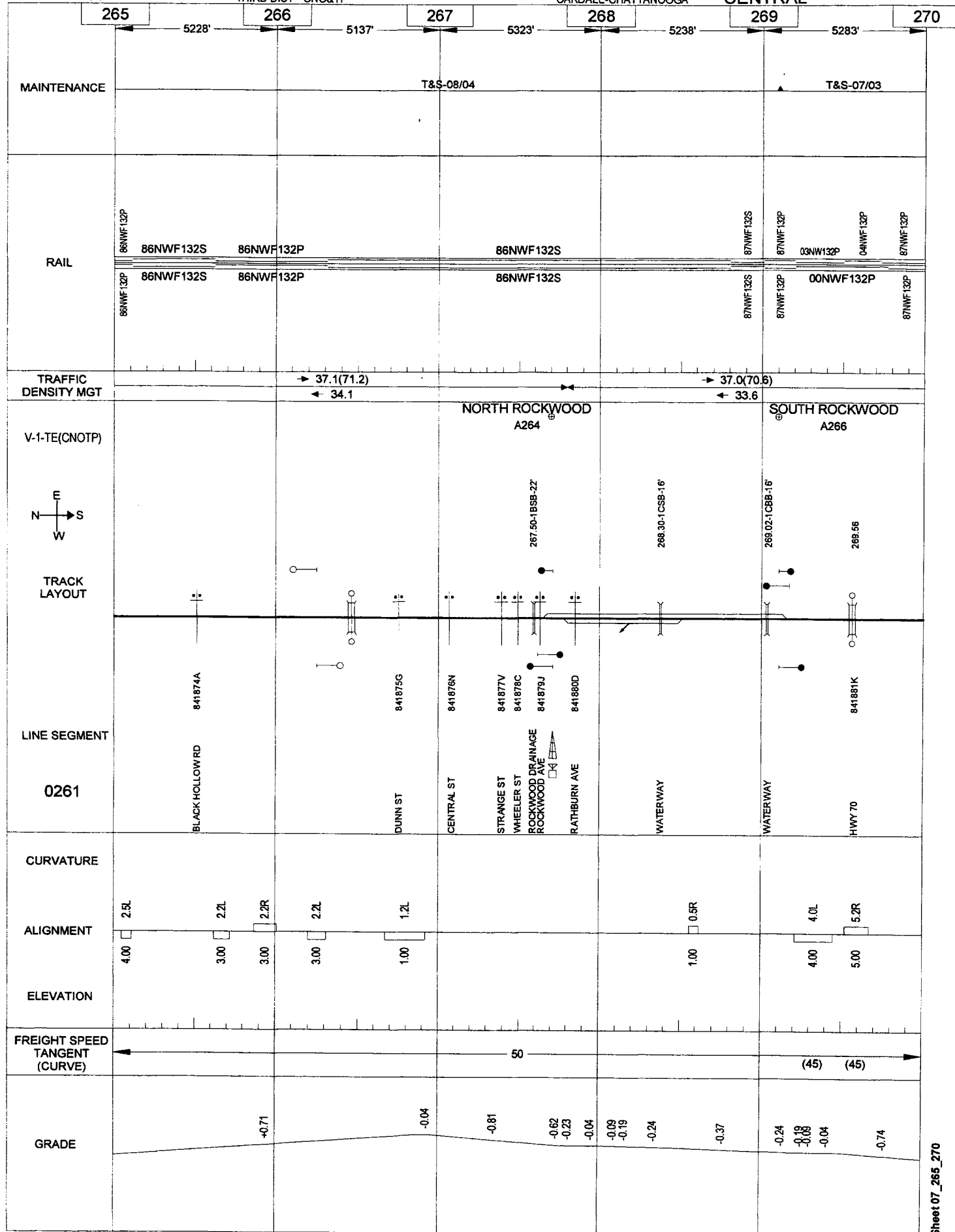
09/09/2005

188

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



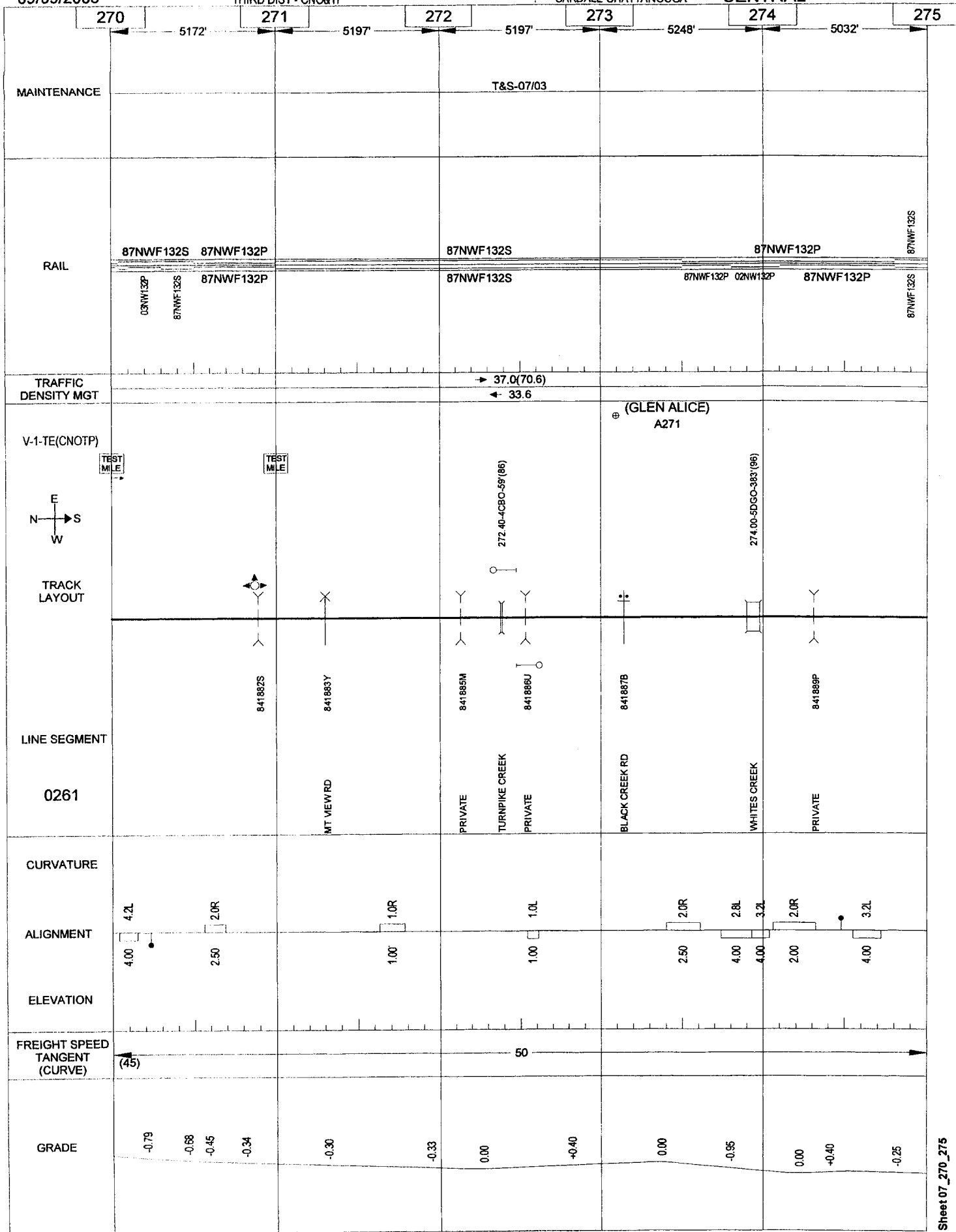
09/09/2005

189

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



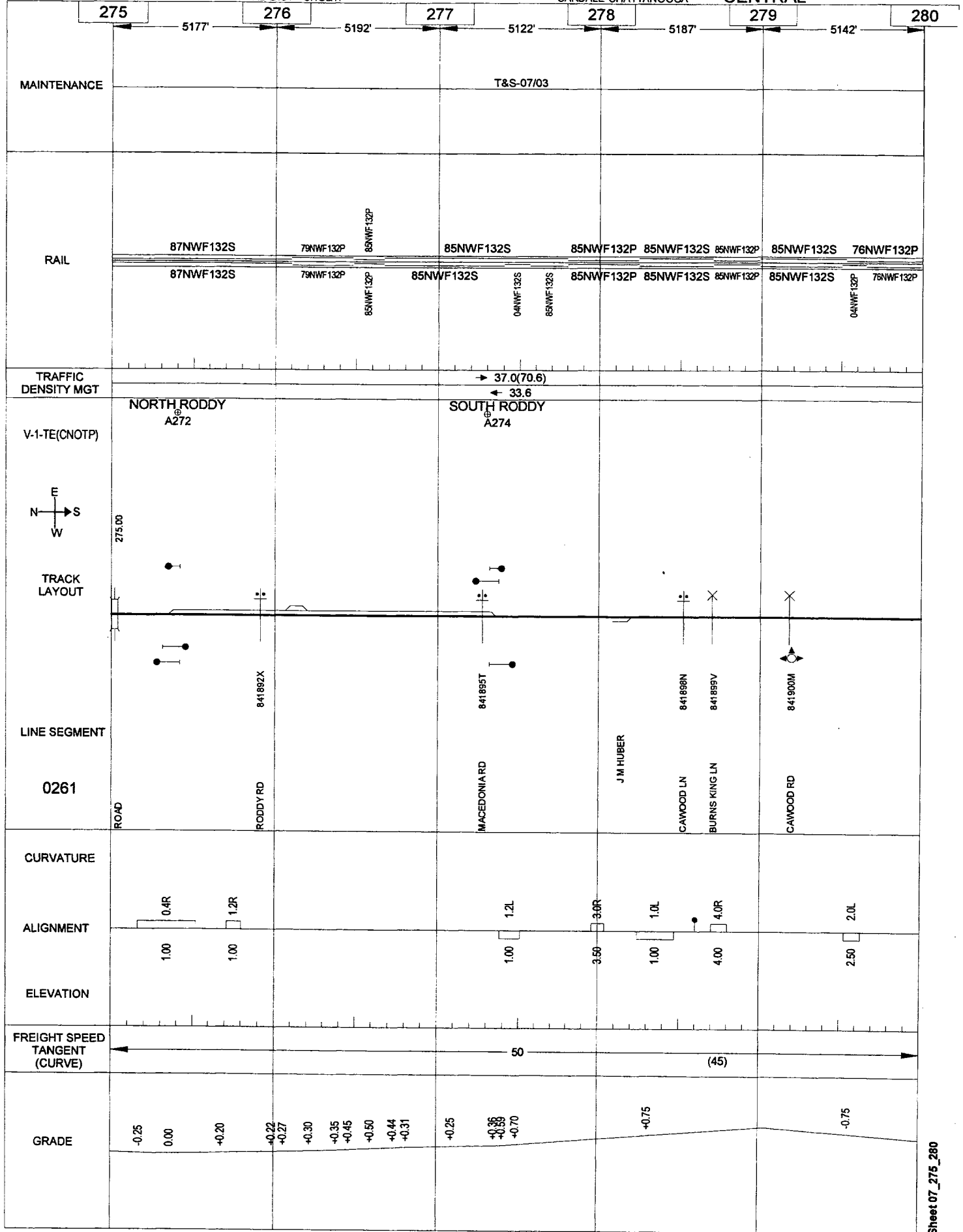
09/09/2005

190

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL

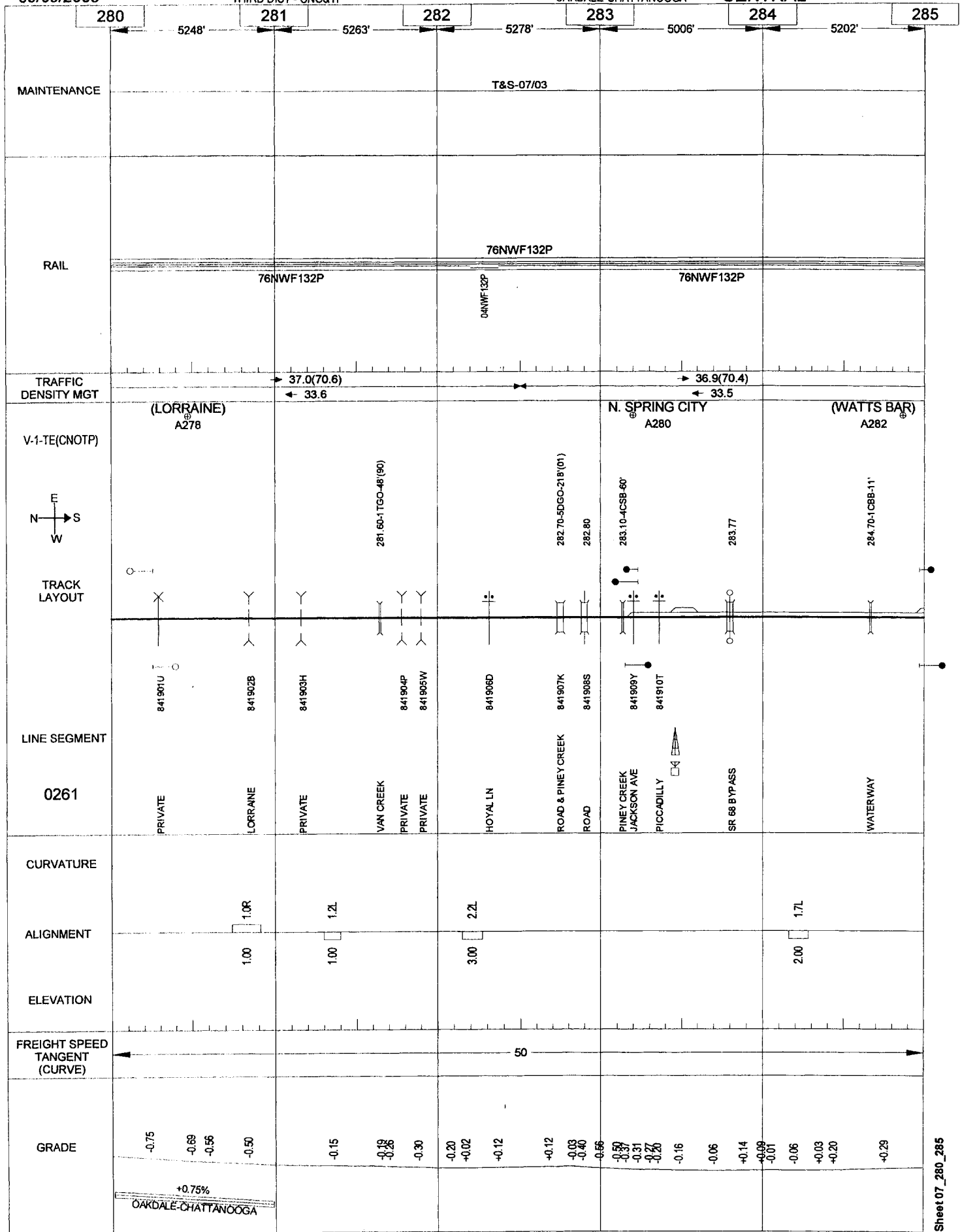


09/09/2005

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



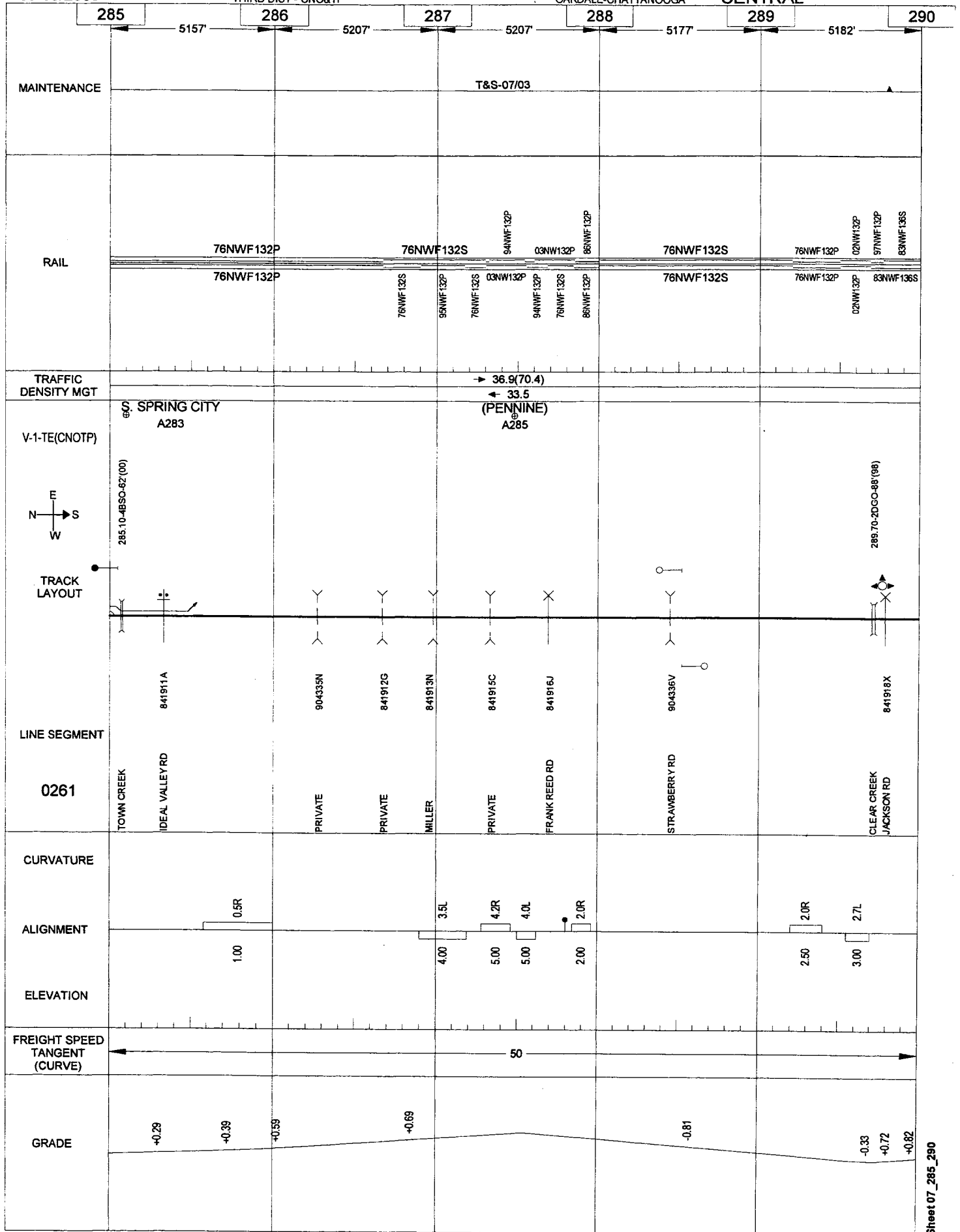
09/09/2005

192

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL

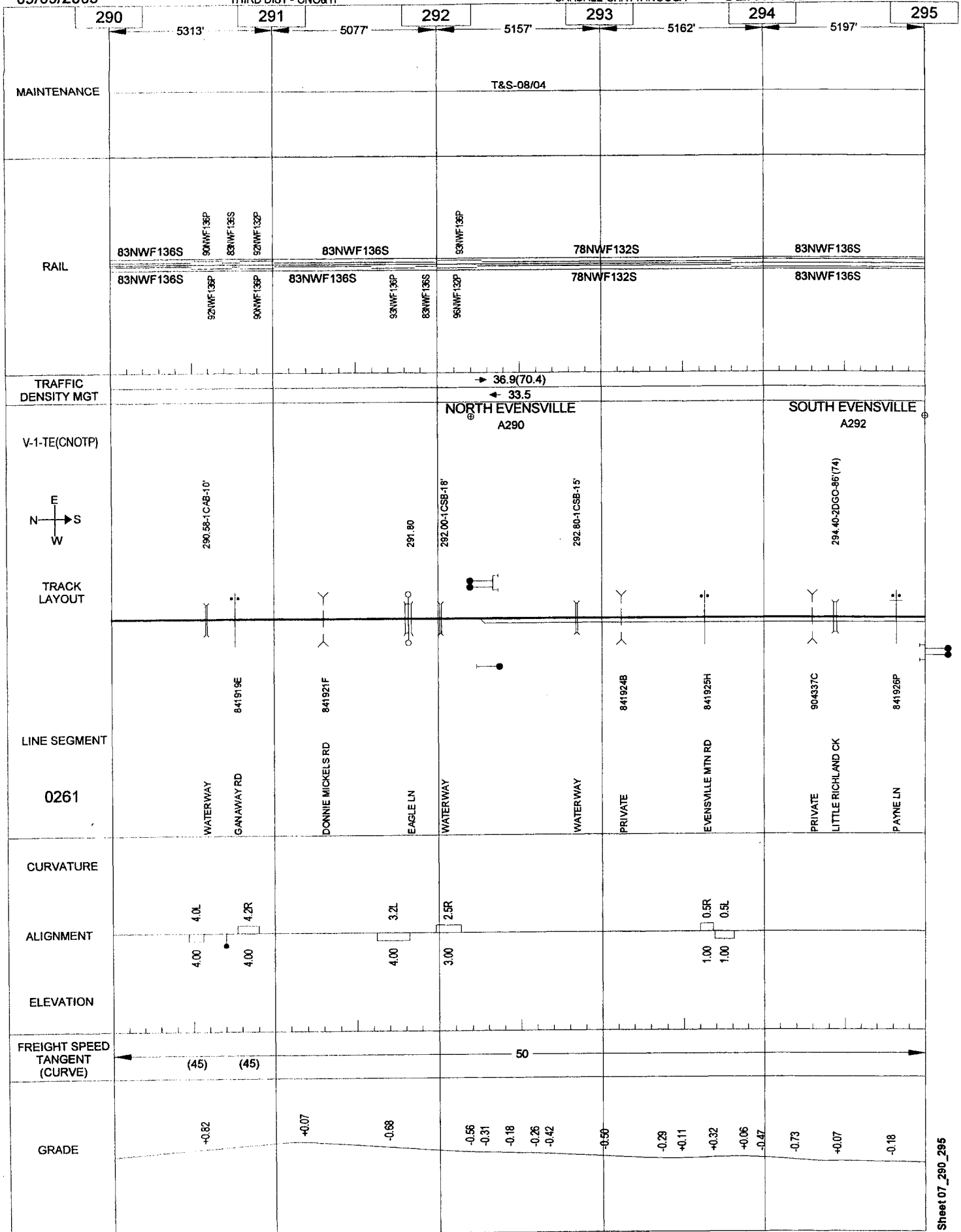


09/09/2005

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



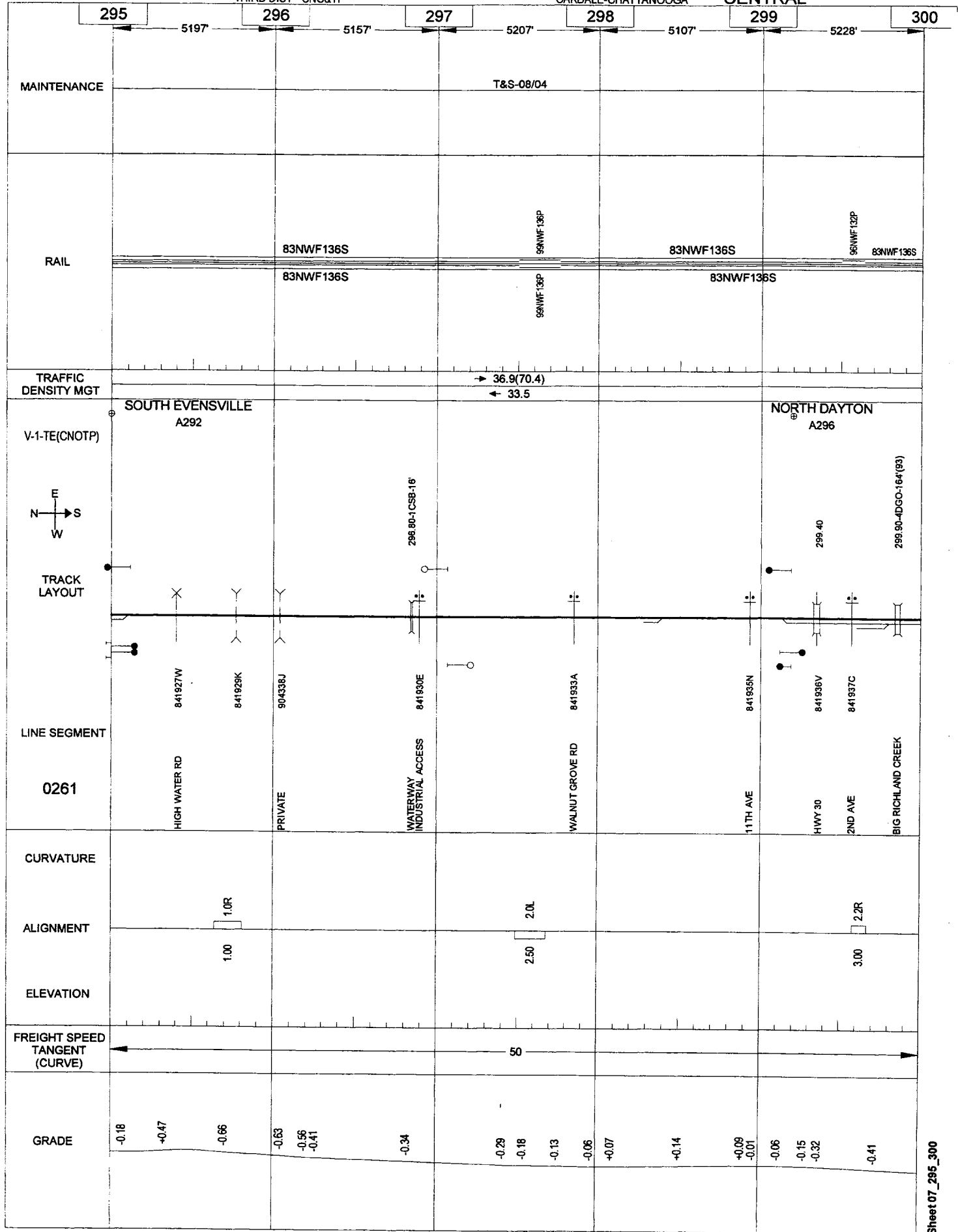
09/09/2005

THIRD DIST - CNO&TP

194

OAKDALE-CHATTANOOGA

CENTRAL



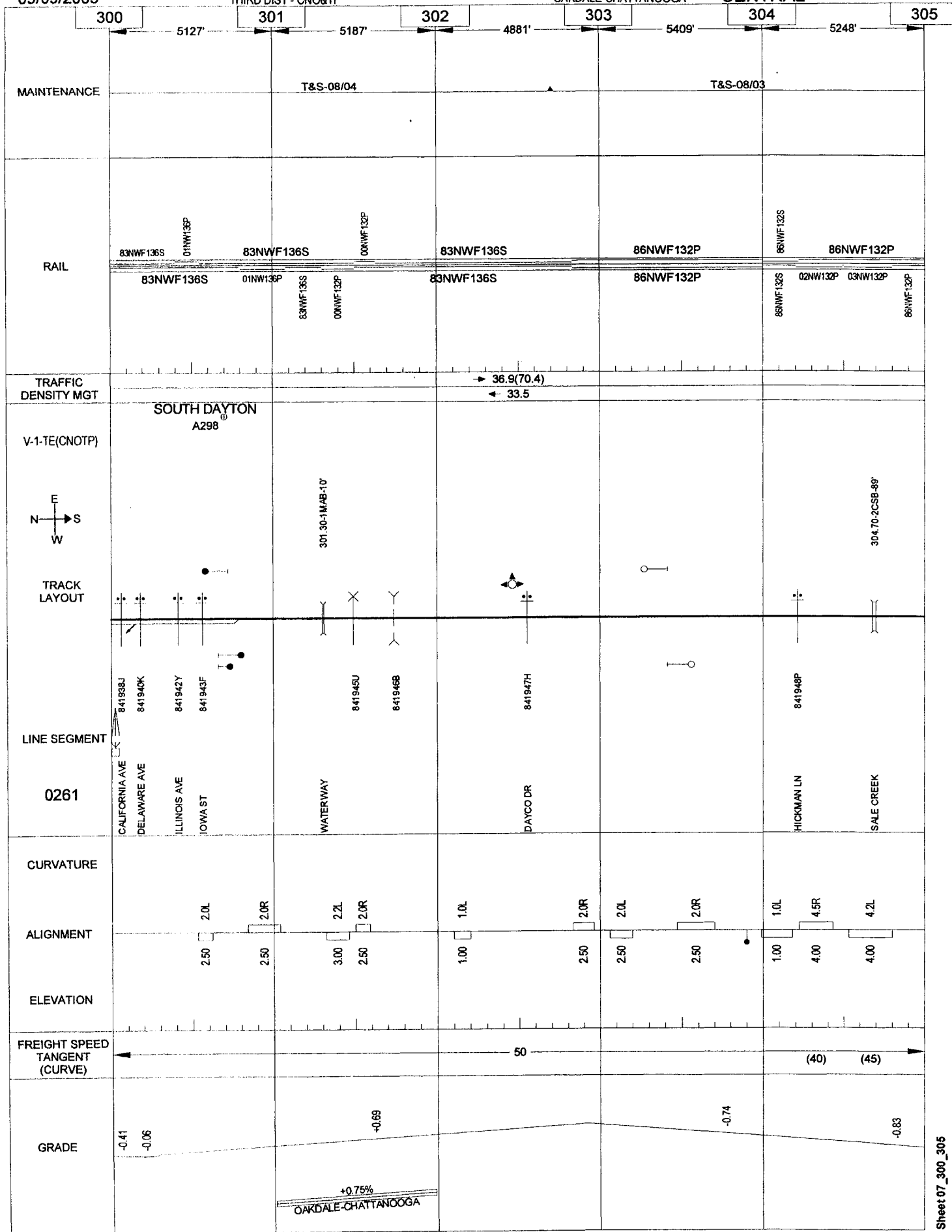
09/09/2005

195

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



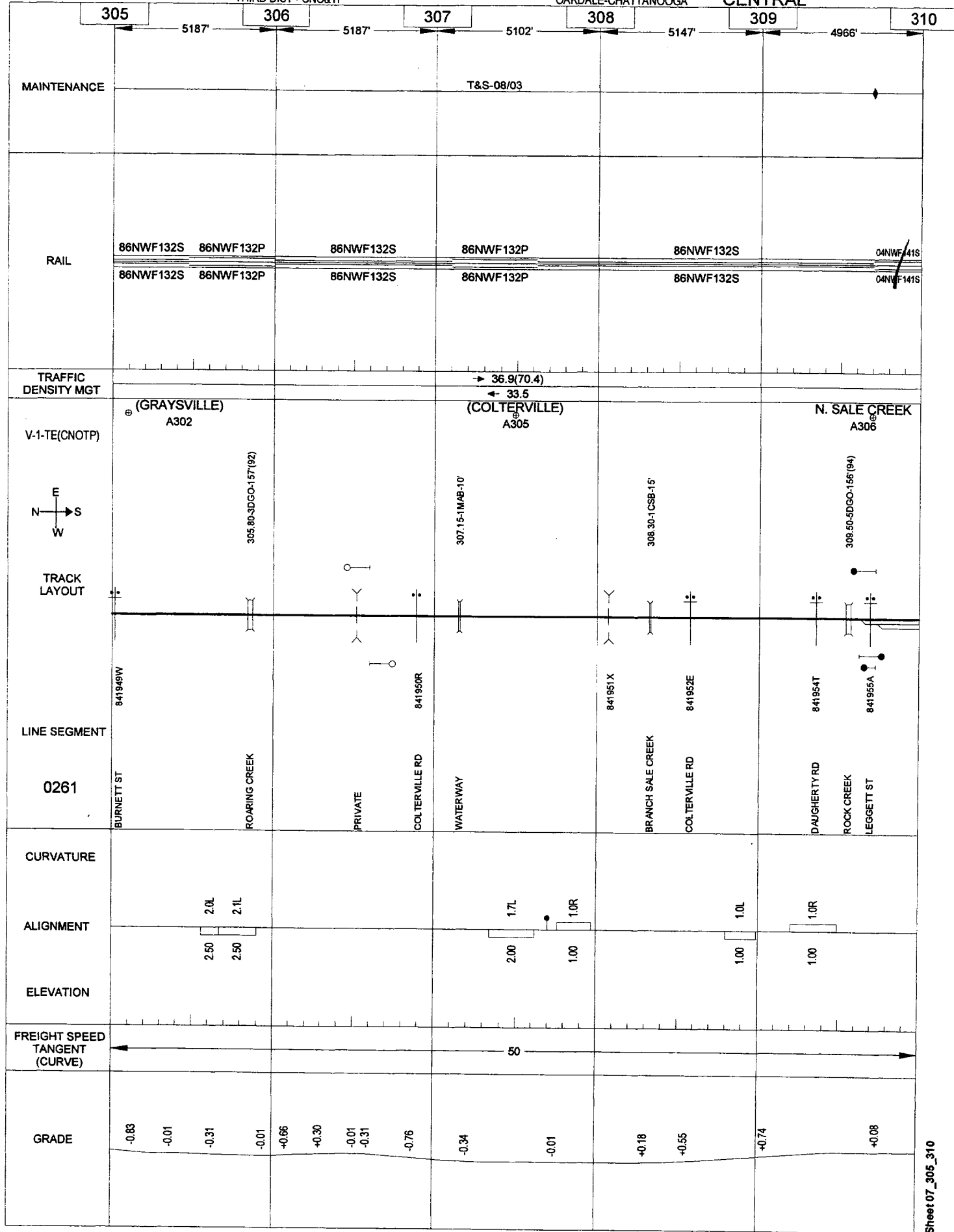
09/09/2005

196

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



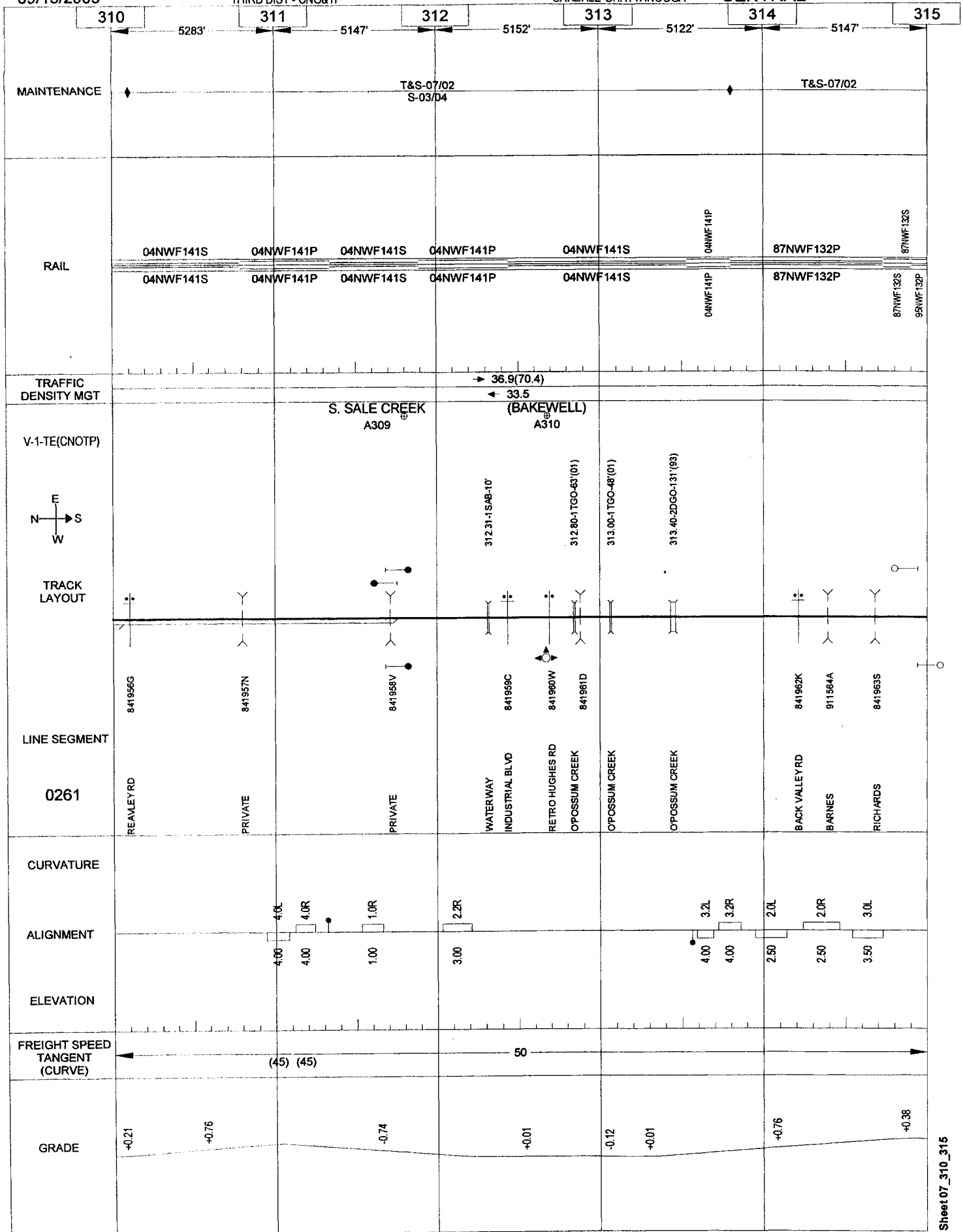
09/13/2005

197

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



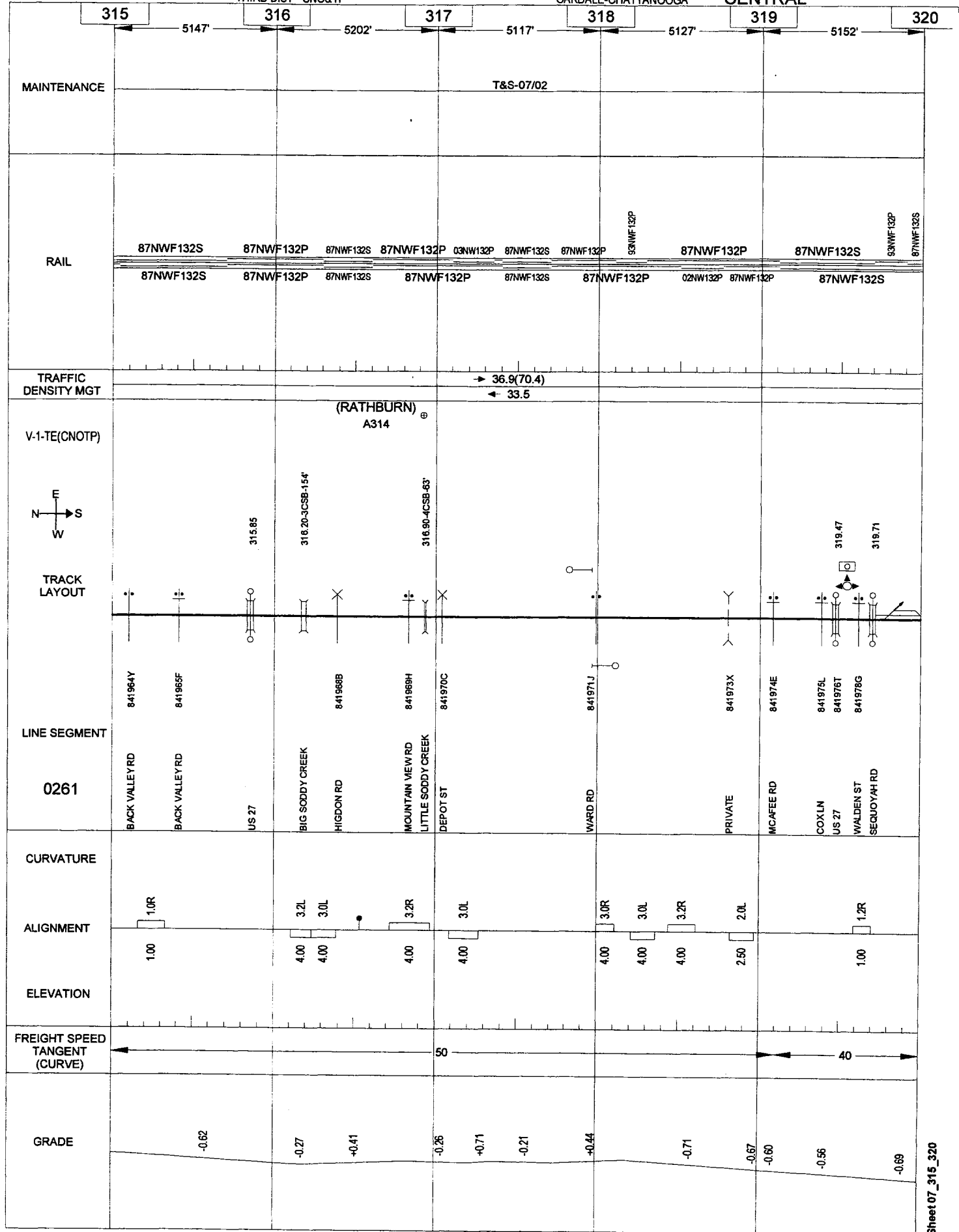
09/09/2005

198

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



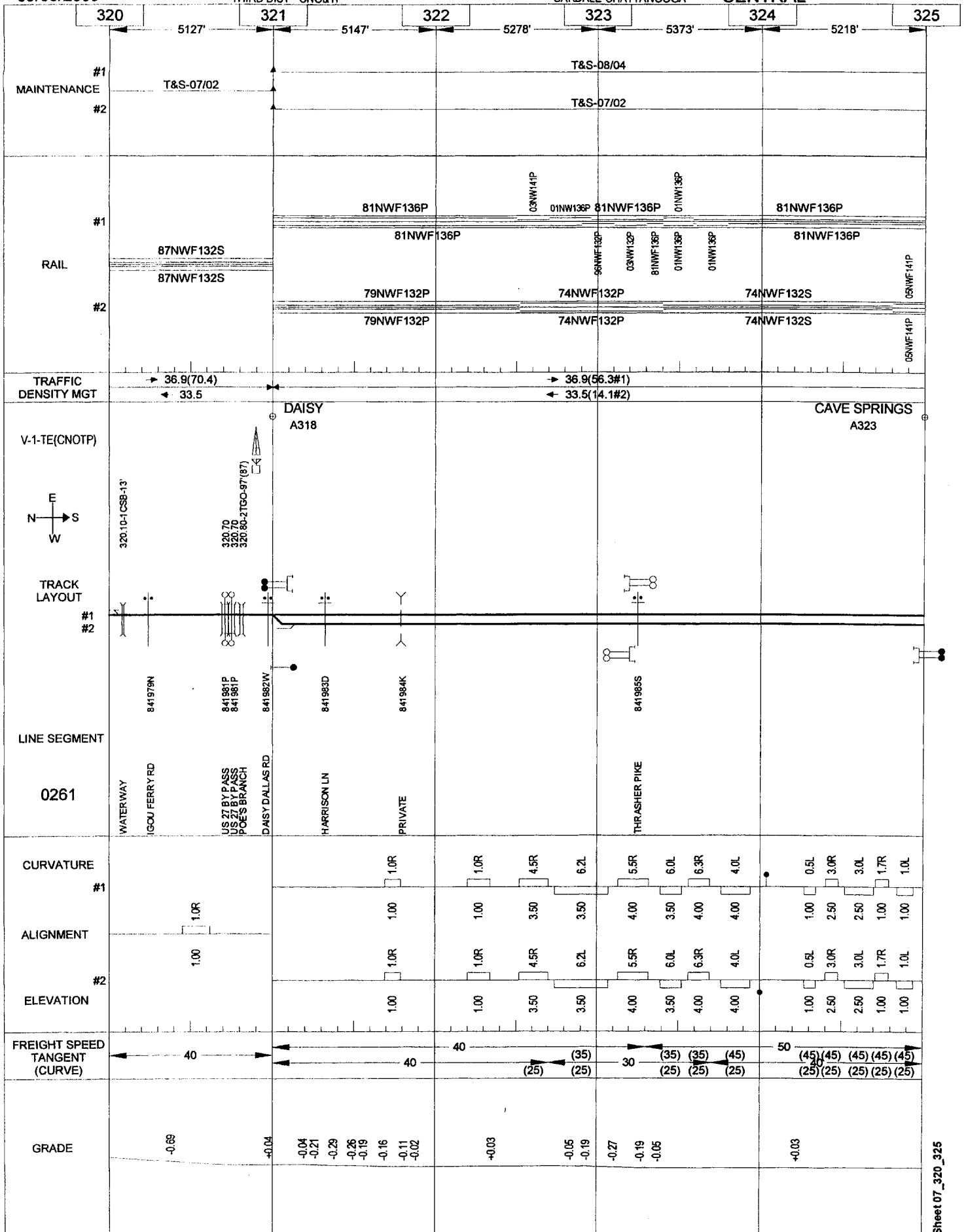
09/09/2005

199

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



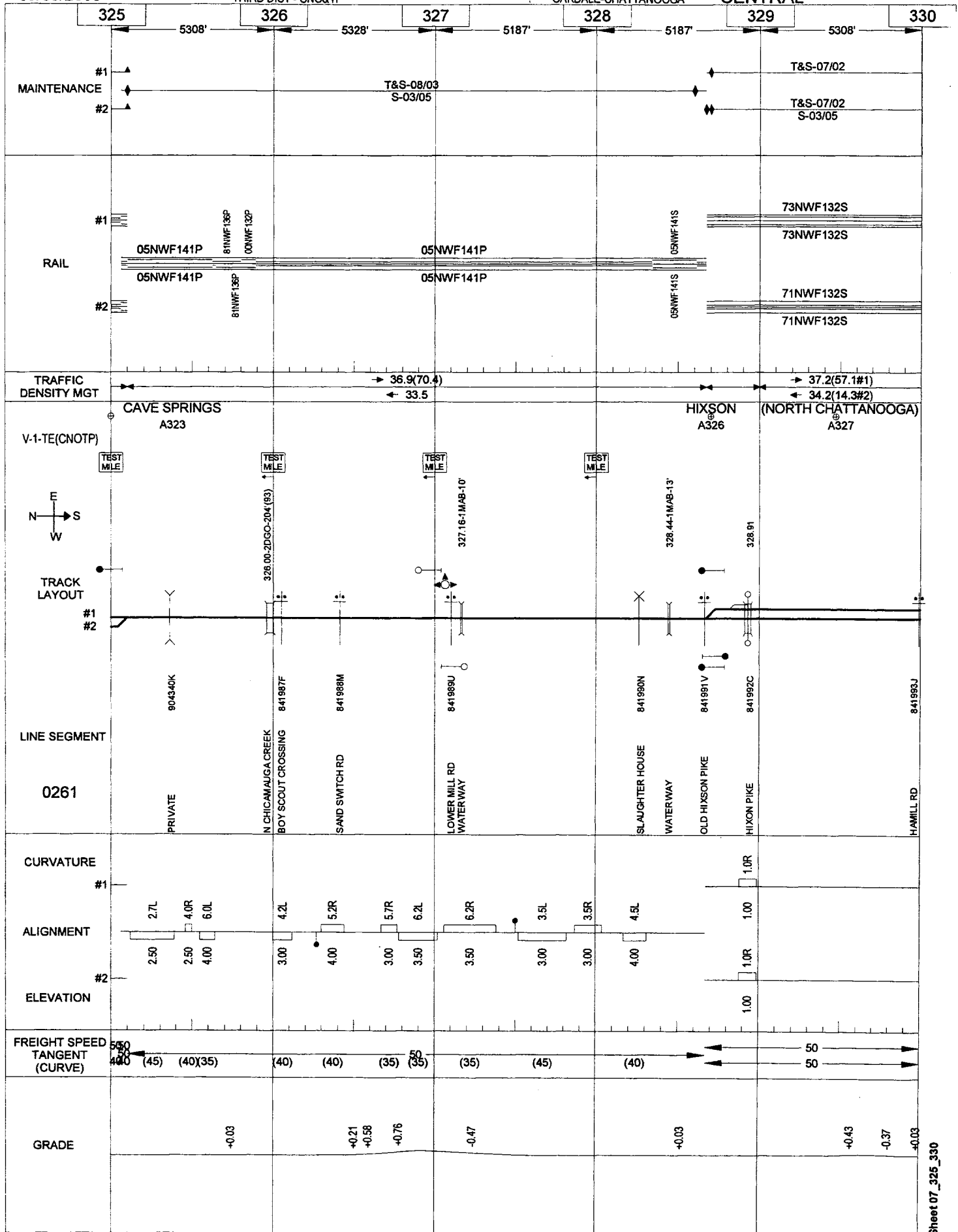
09/09/2005

200

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



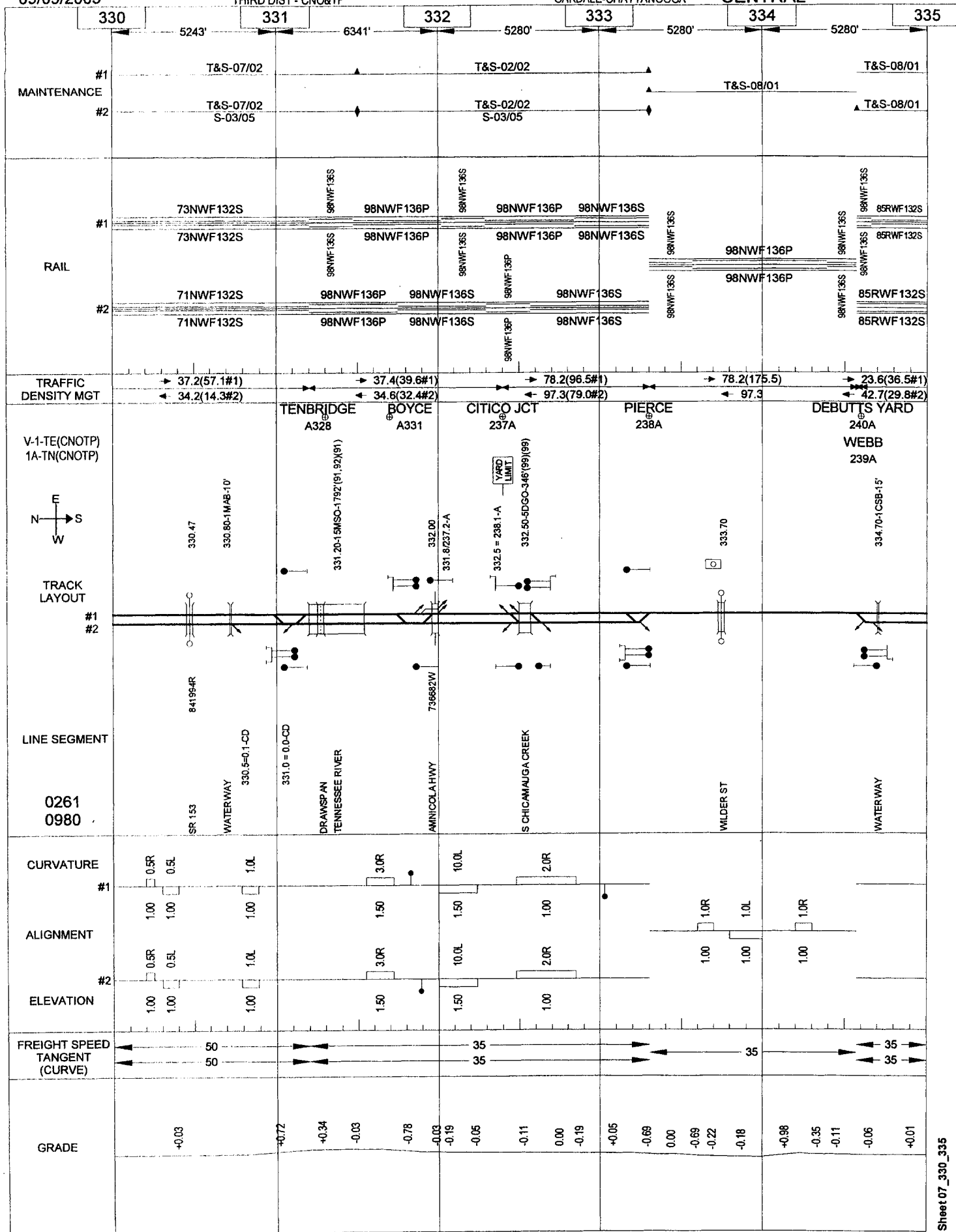
09/09/2005

201

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



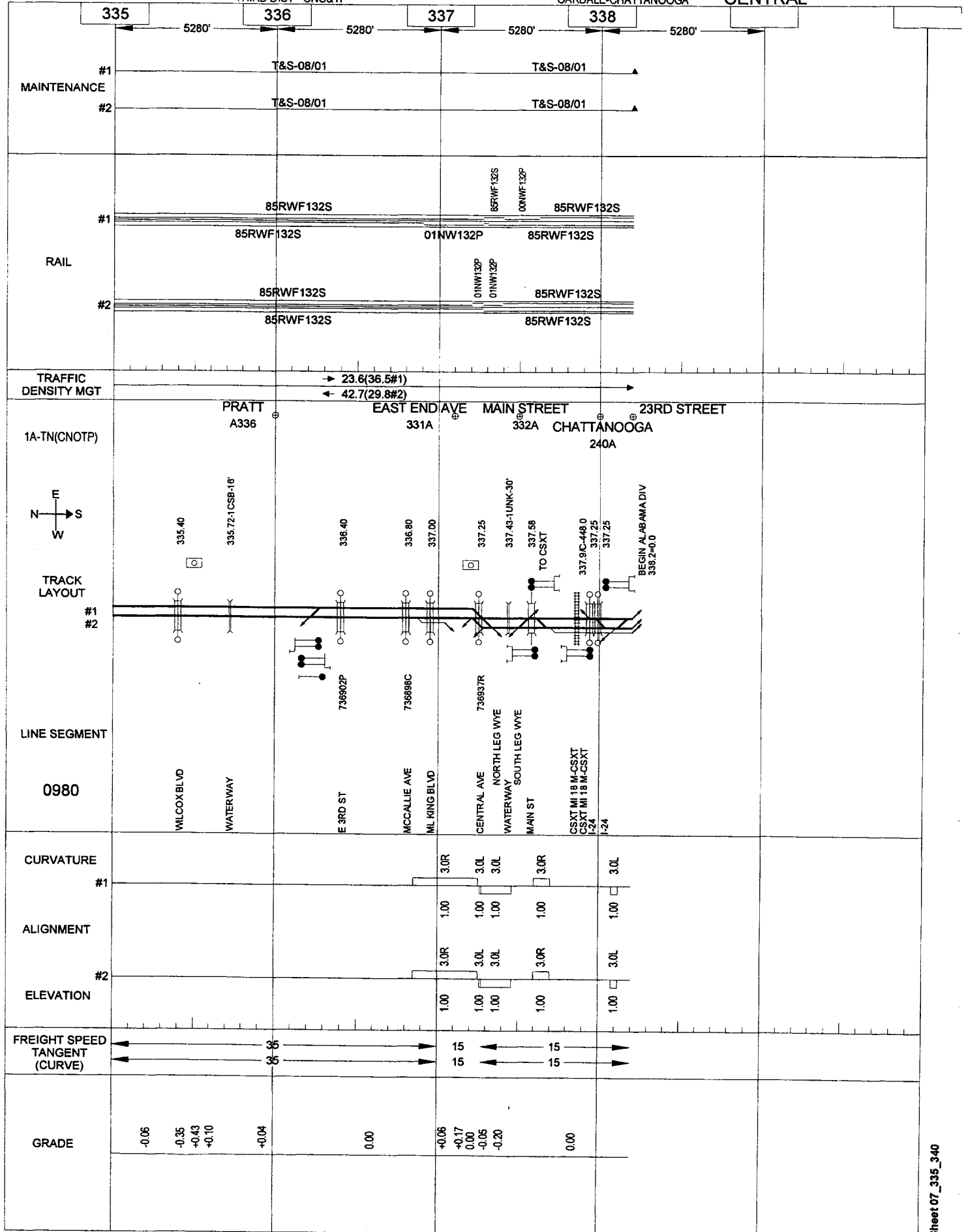
09/09/2005

202

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL

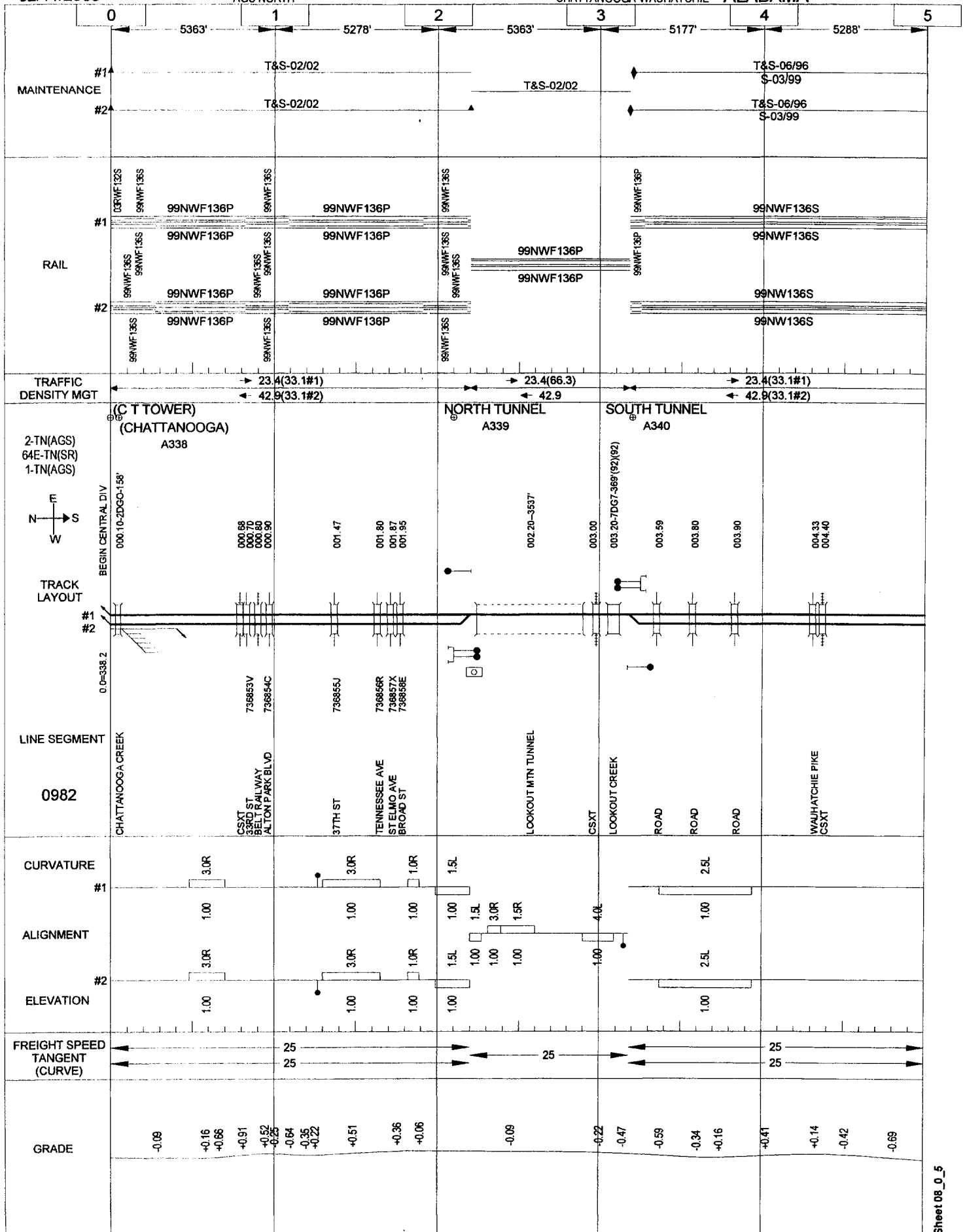


02/11/2005

202.1

AGS NORTH

CHATTANOOGA-WAUHATCHIE ALABAMA



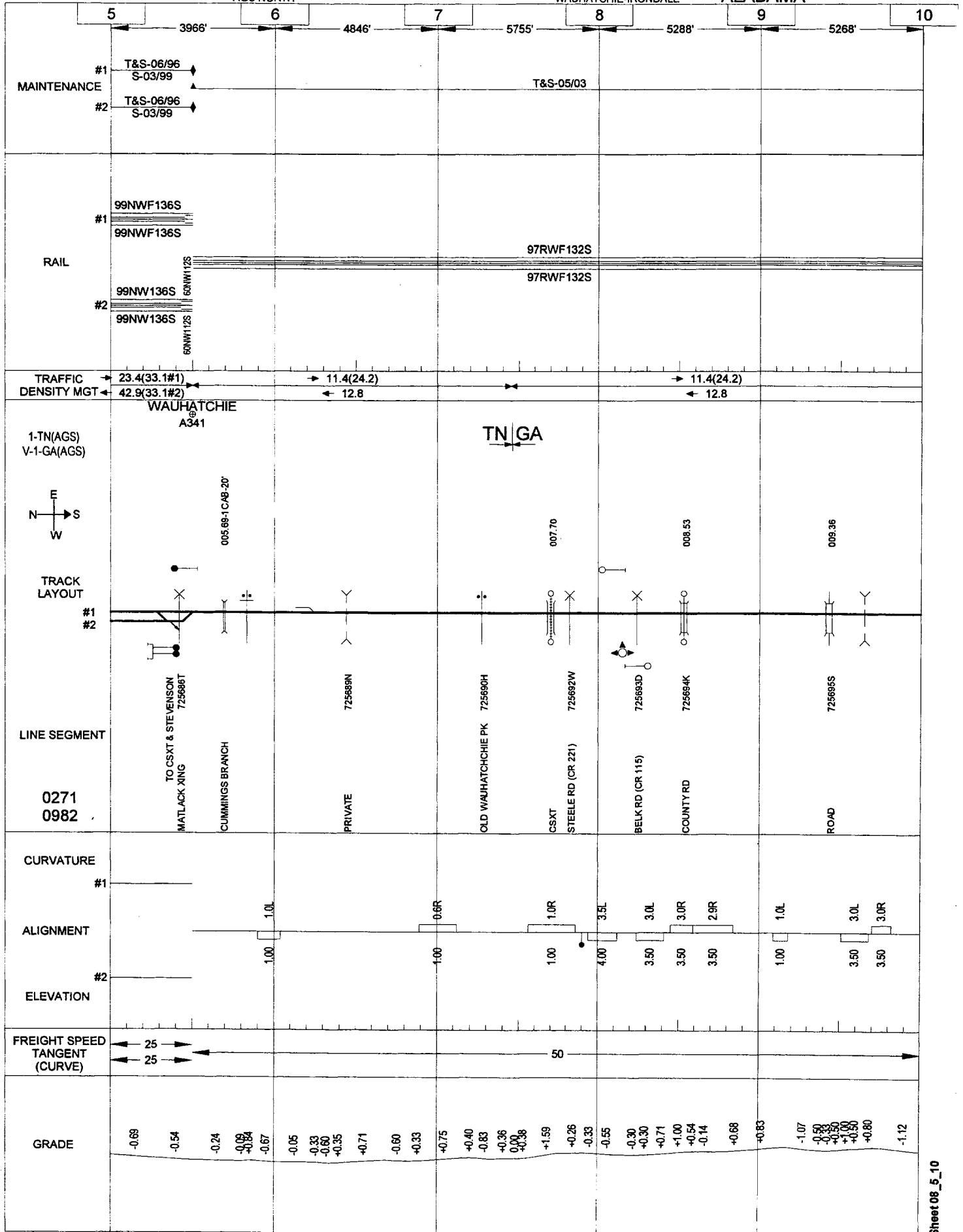
02/11/2005

AGS NORTH

202.2

WAUHATCHIE-IRONDALE

ALABAMA



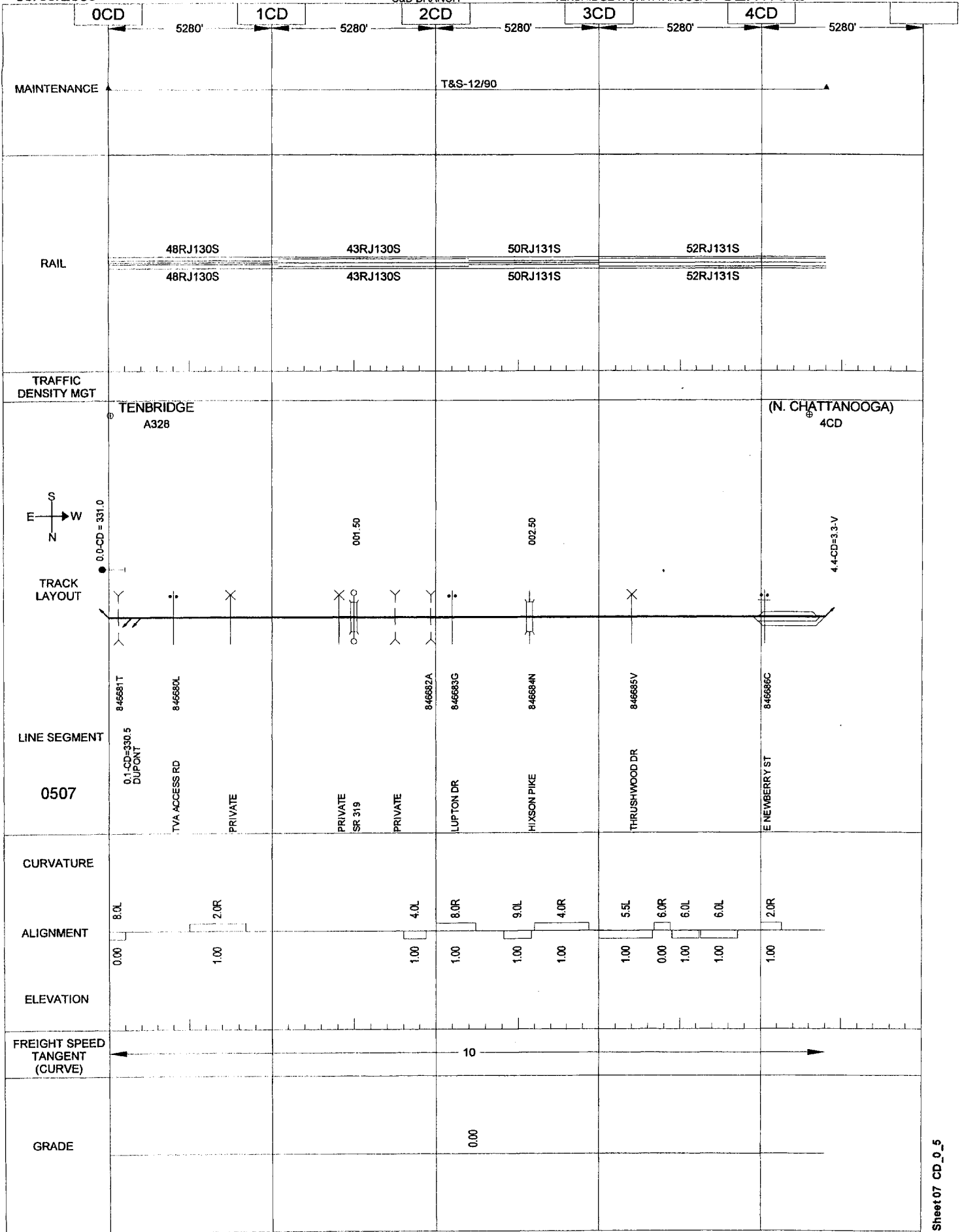
09/09/2005

203

C&D BRANCH

TENBRIDGE-N CHATTANOOGA

CENTRAL



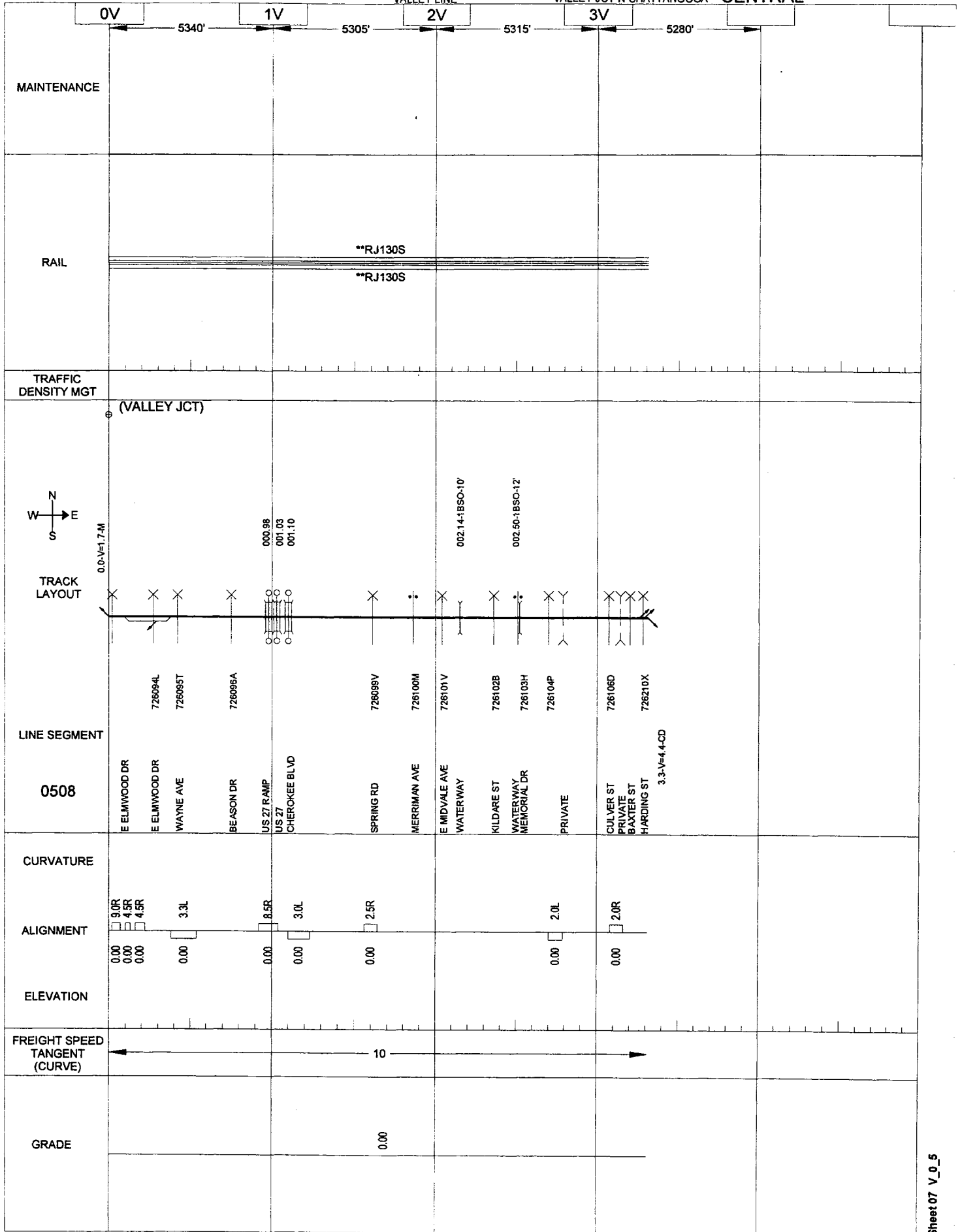
09/09/2005

204

VALLEY LINE

VALLEY JCT-N CHATTANOOGA

CENTRAL

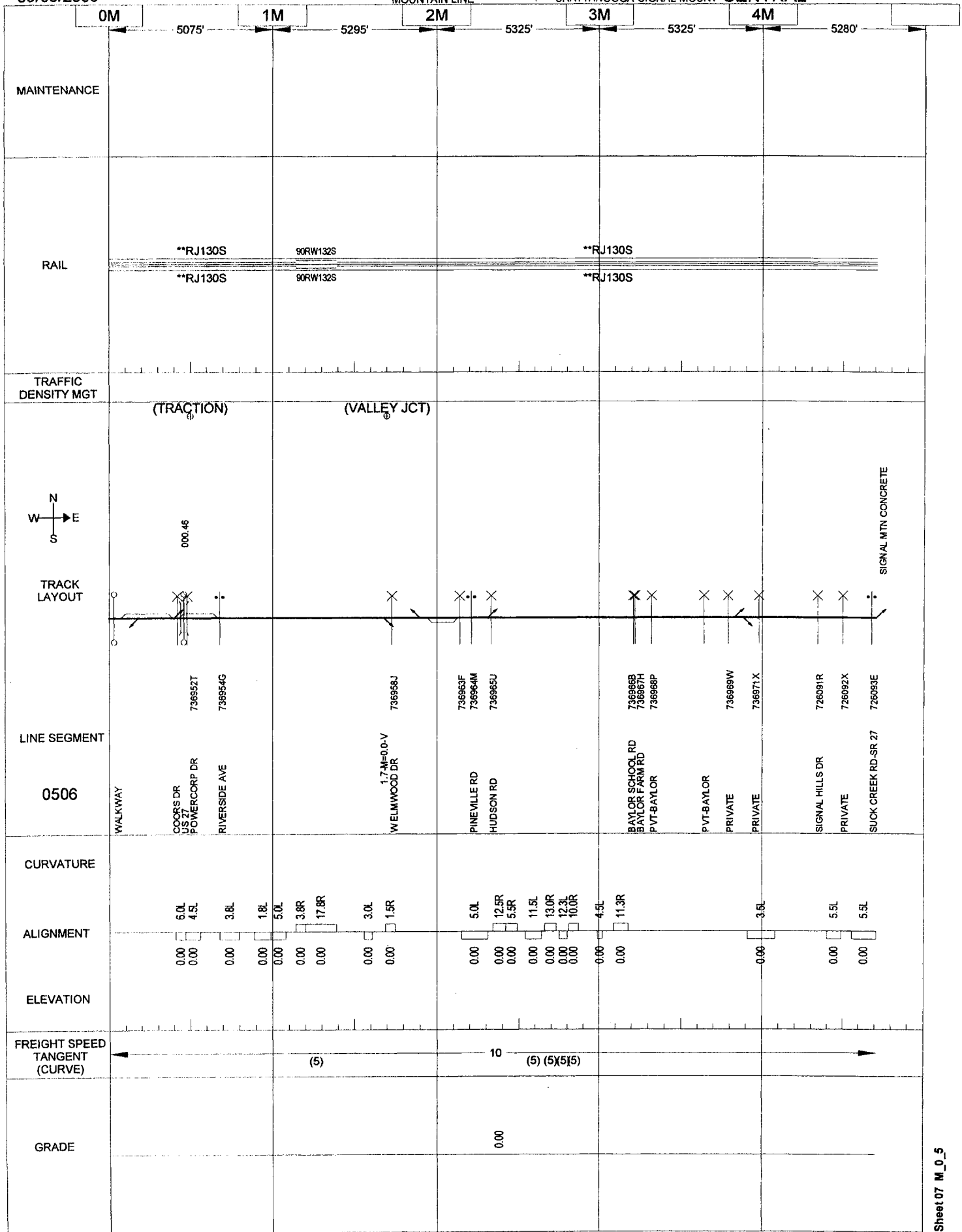


09/09/2005

205

MOUNTAIN LINE

CHATTANOOGA-SIGNAL MOUNT CENTRAL



09/09/2005

206

TAG LINE

SHIPPS YARD-C&C RR

CENTRAL

TA3

5280'

5390'

MAINTENANCE

RAIL

**RW132S

*RW112S **RJ132S

**RW132S

*RW112S **RJ132S

TRAFFIC
DENSITY MGT

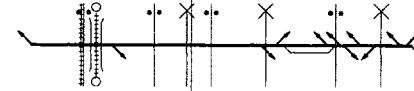
(SHIPPS YD)



TRACK
LAYOUT

SHIPPS YD

TO CSXT



736852N

736851G

736850A

736842H

736841B

736839A

736835X

W 33RD ST
CSXT
NS (AGS)

W 35TH ST

W 37TH ST

W 38TH ST

W 42ND ST

W 45TH ST

W 47TH ST

C & C RR

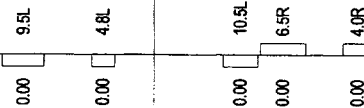
LINE SEGMENT

0441

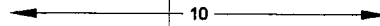
CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)



GRADE

0.00

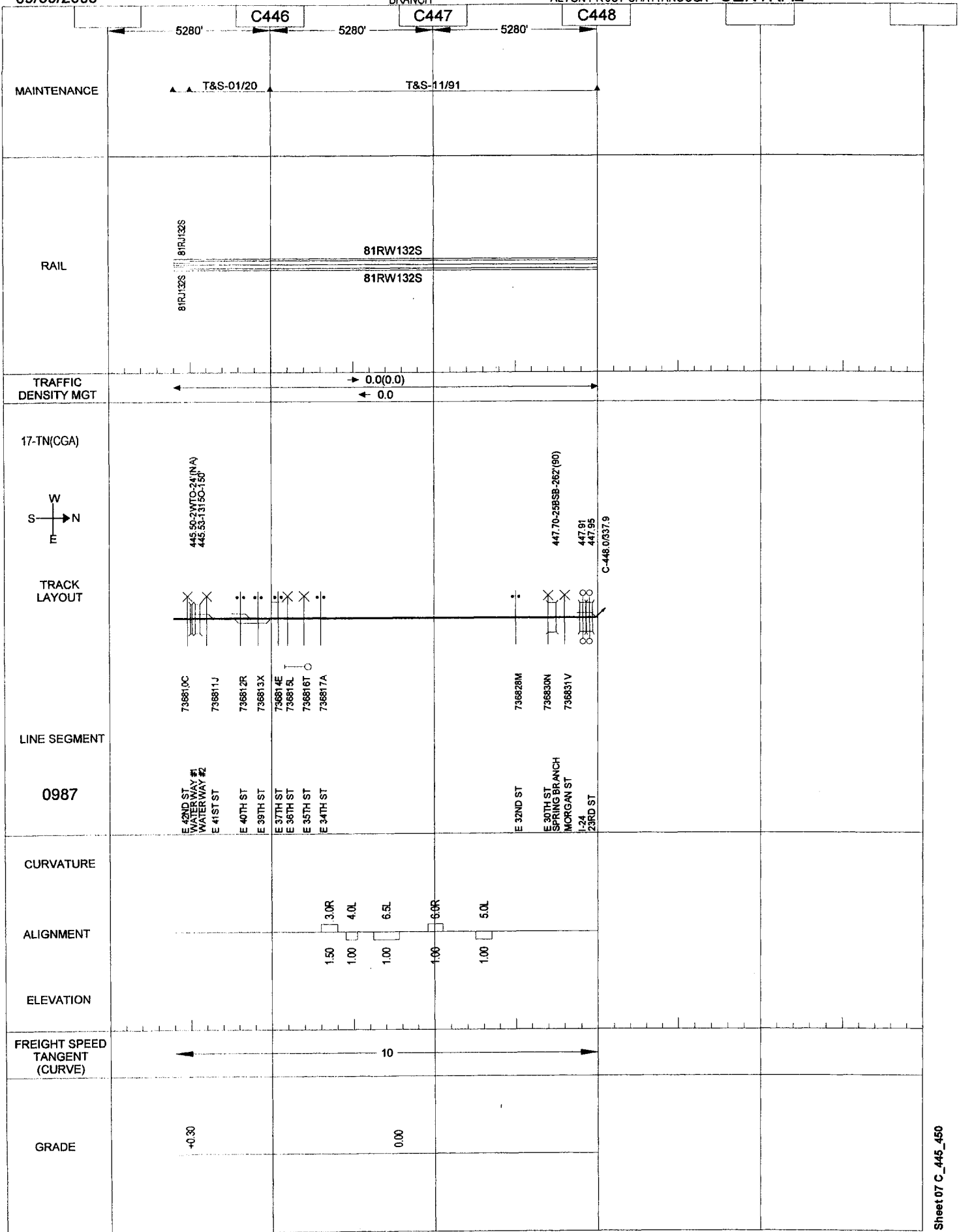
09/09/2005

207

BRANCH

ALTON PK JCT-CHATTANOOGA

CENTRAL



09/09/2005

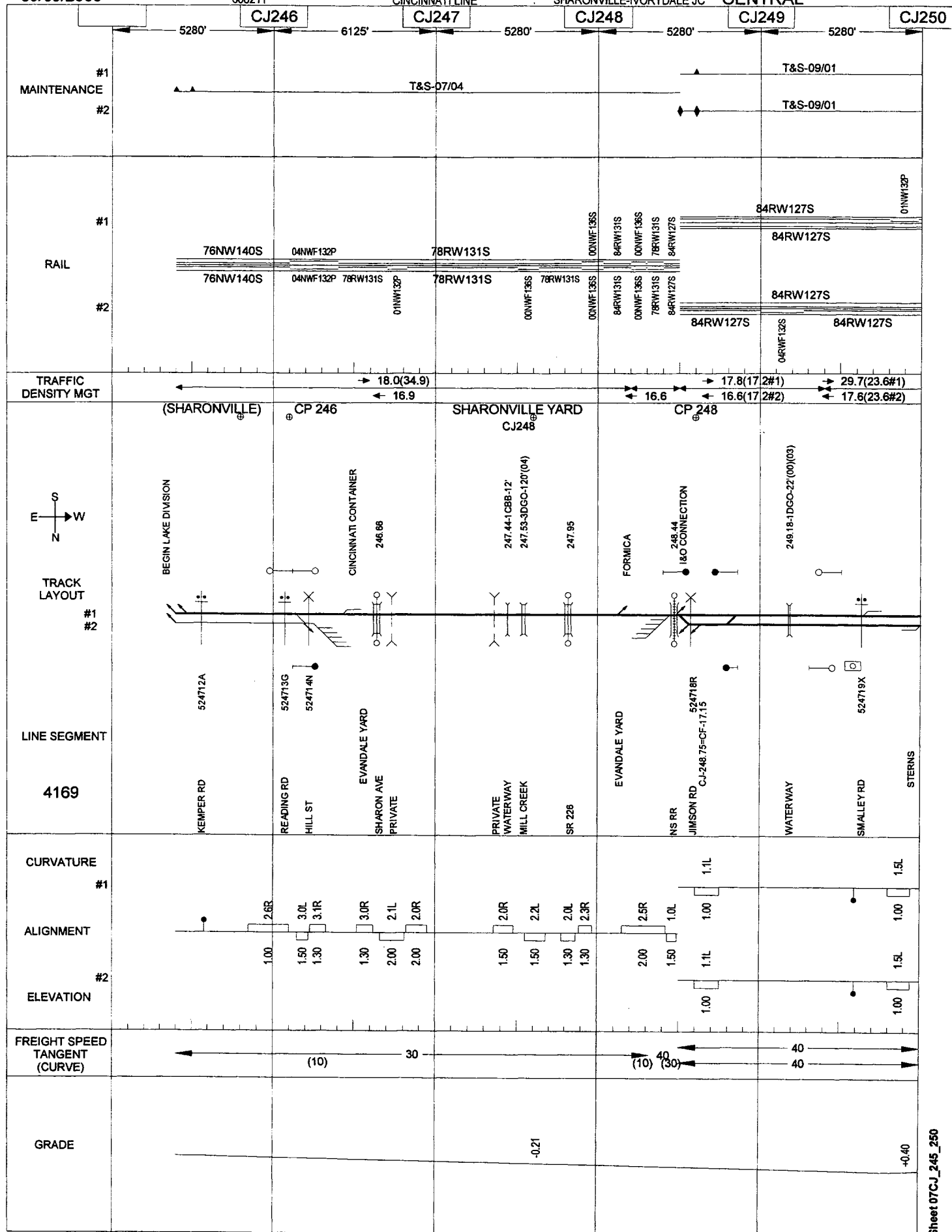
208

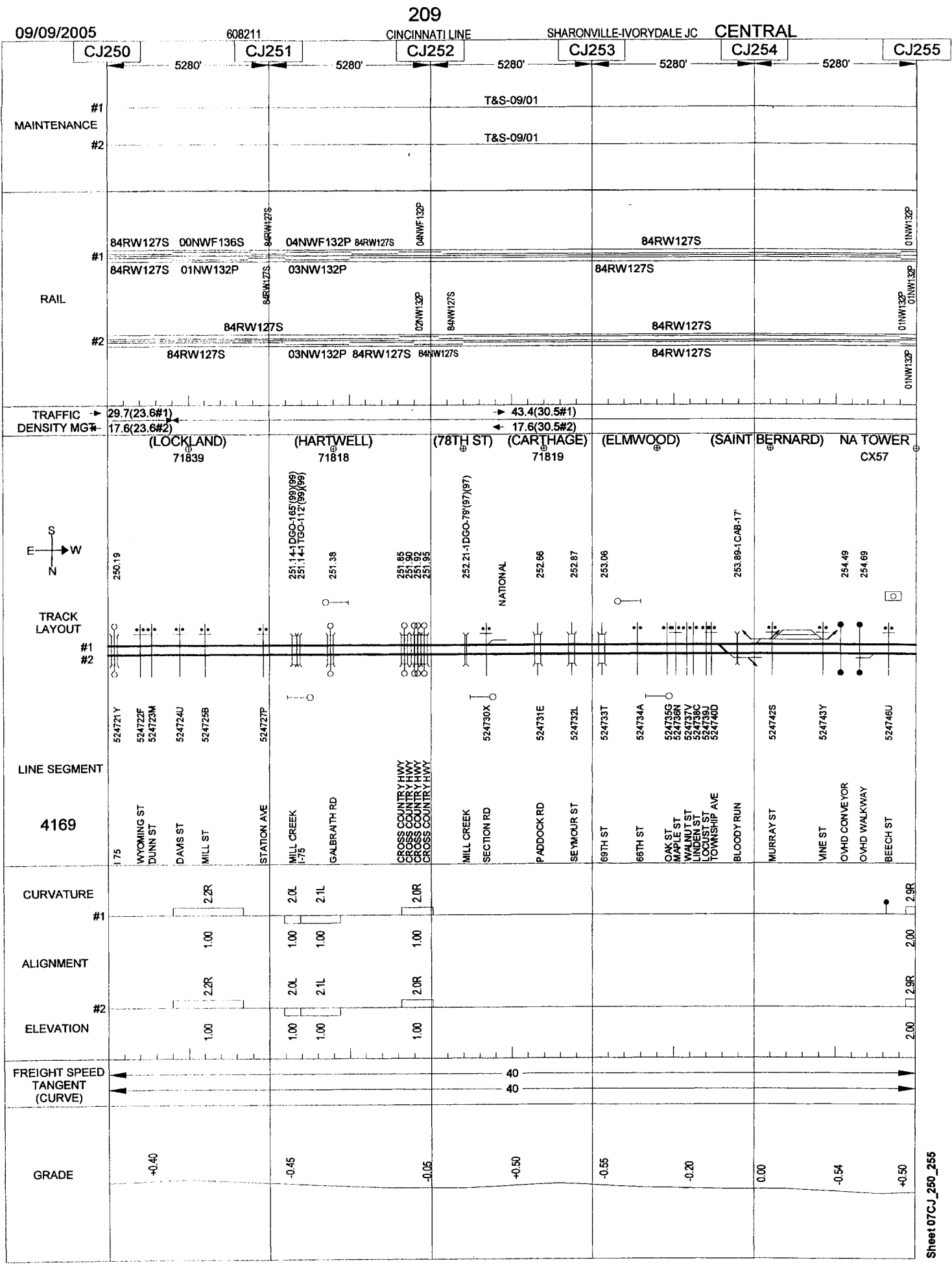
608211

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL





09/09/2005

608211

210

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL

CJ255

5280'

#1 ▲
MAINTENANCE
#2 ▲

RAIL

#1 84RW127S
#2 41NW127S
41NW127S

TRAFFIC
DENSITY MGT

NA TOWER
CX57
CINCINNATI
IVORYDALE JCT

S
E → W
N

TRACK
LAYOUT#1
#2

LINE SEGMENT

4169

TO CSXT

CURVATURE

#1

2.9R

ALIGNMENT

#2

2.9R

ELEVATION

2.00

FREIGHT SPEED
TANGENT
(CURVE)

40

40

GRADE

+0.50

09/09/2005

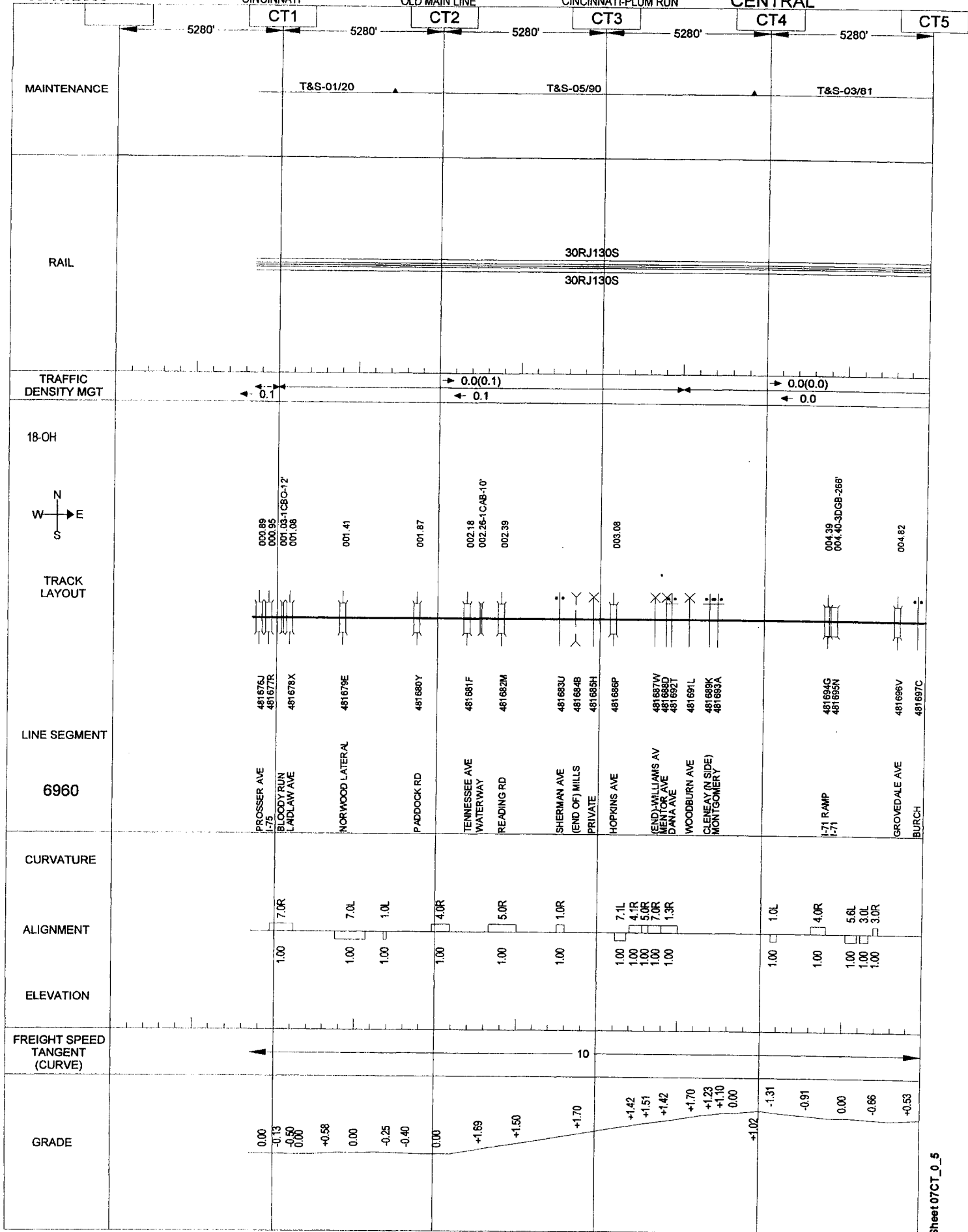
211

CINCINNATI

OLD MAIN LINE

CINCINNATI-PLUM RUN

CENTRAL



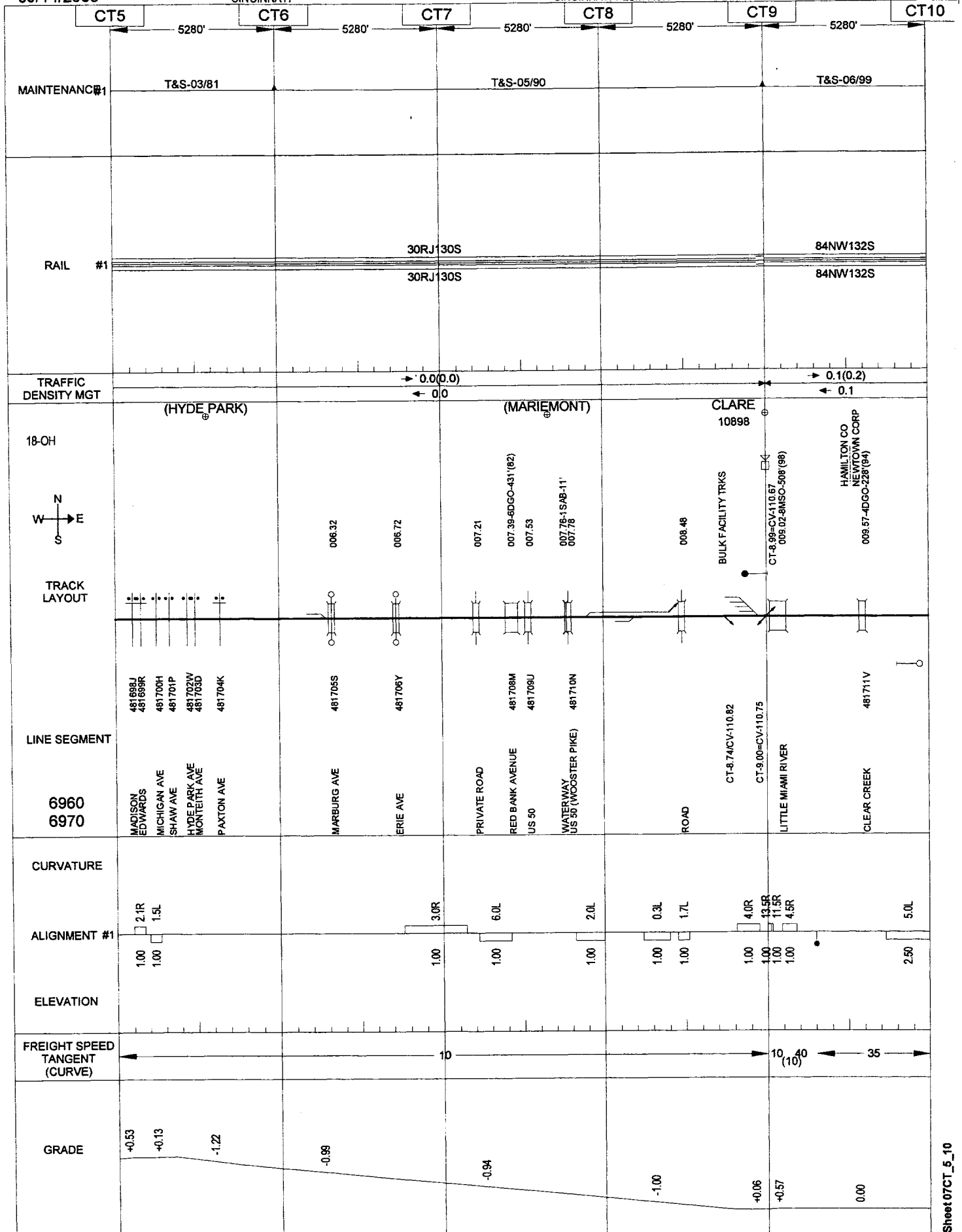
09/14/2005

212

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

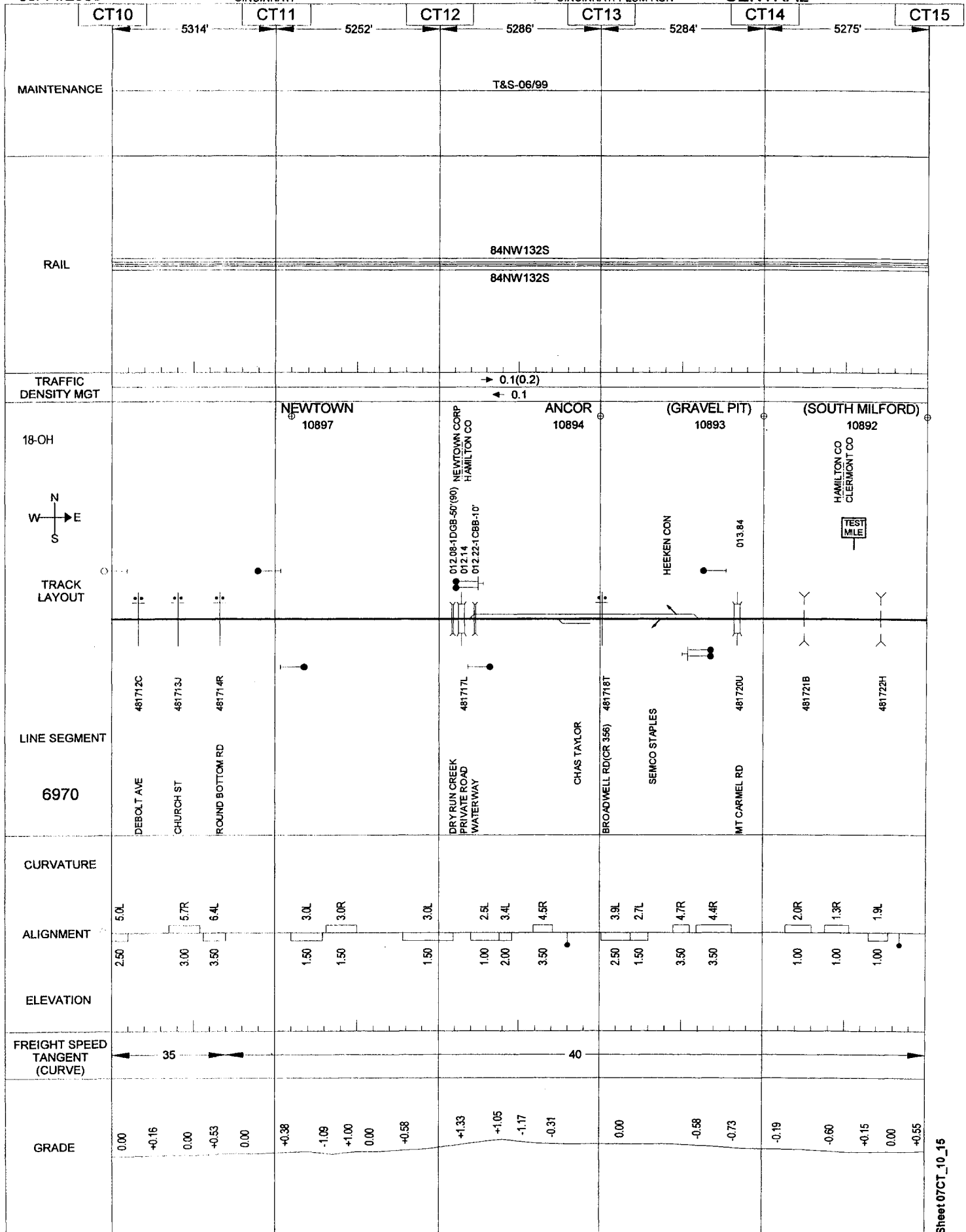


09/14/2005

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



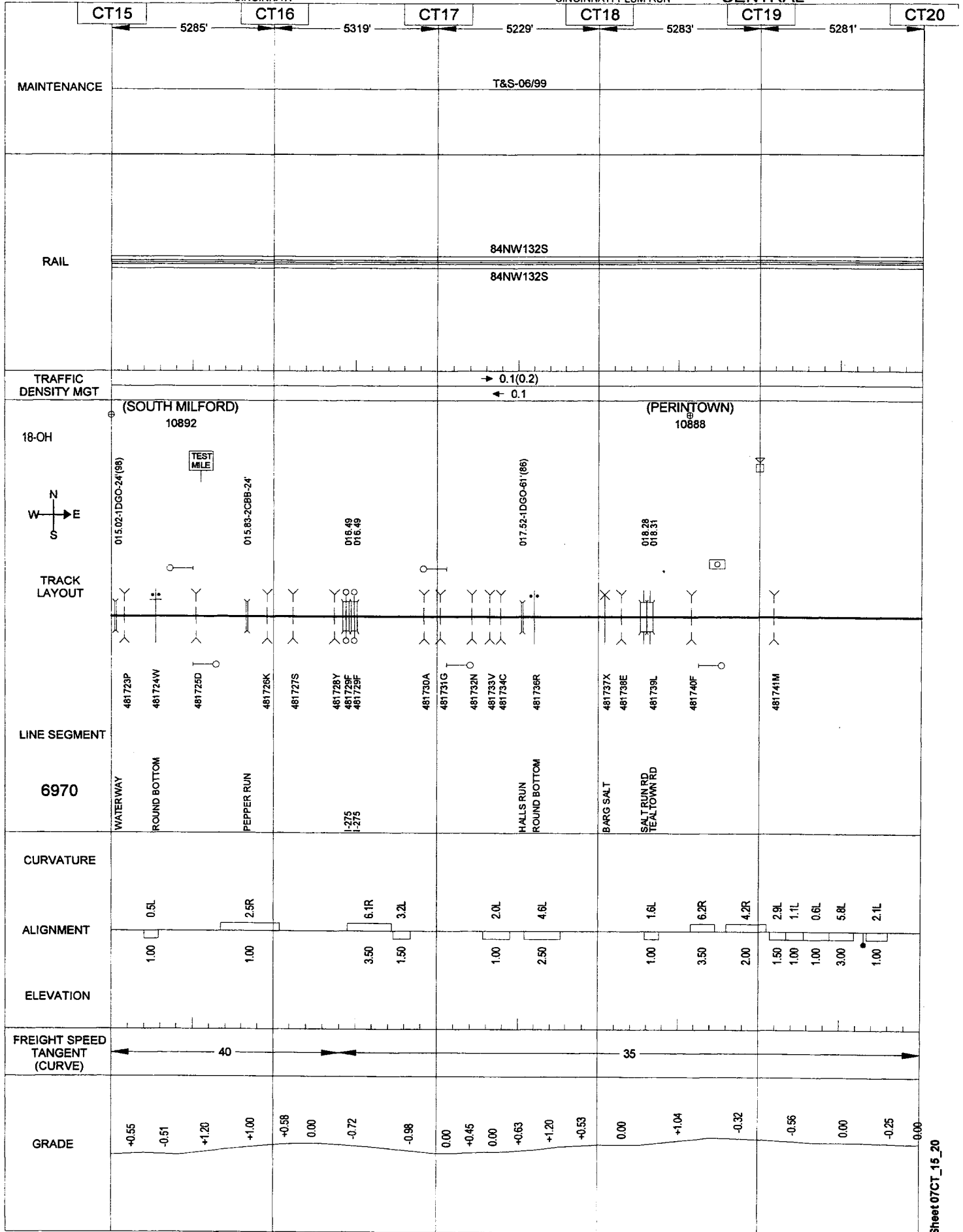
09/14/2005

214

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

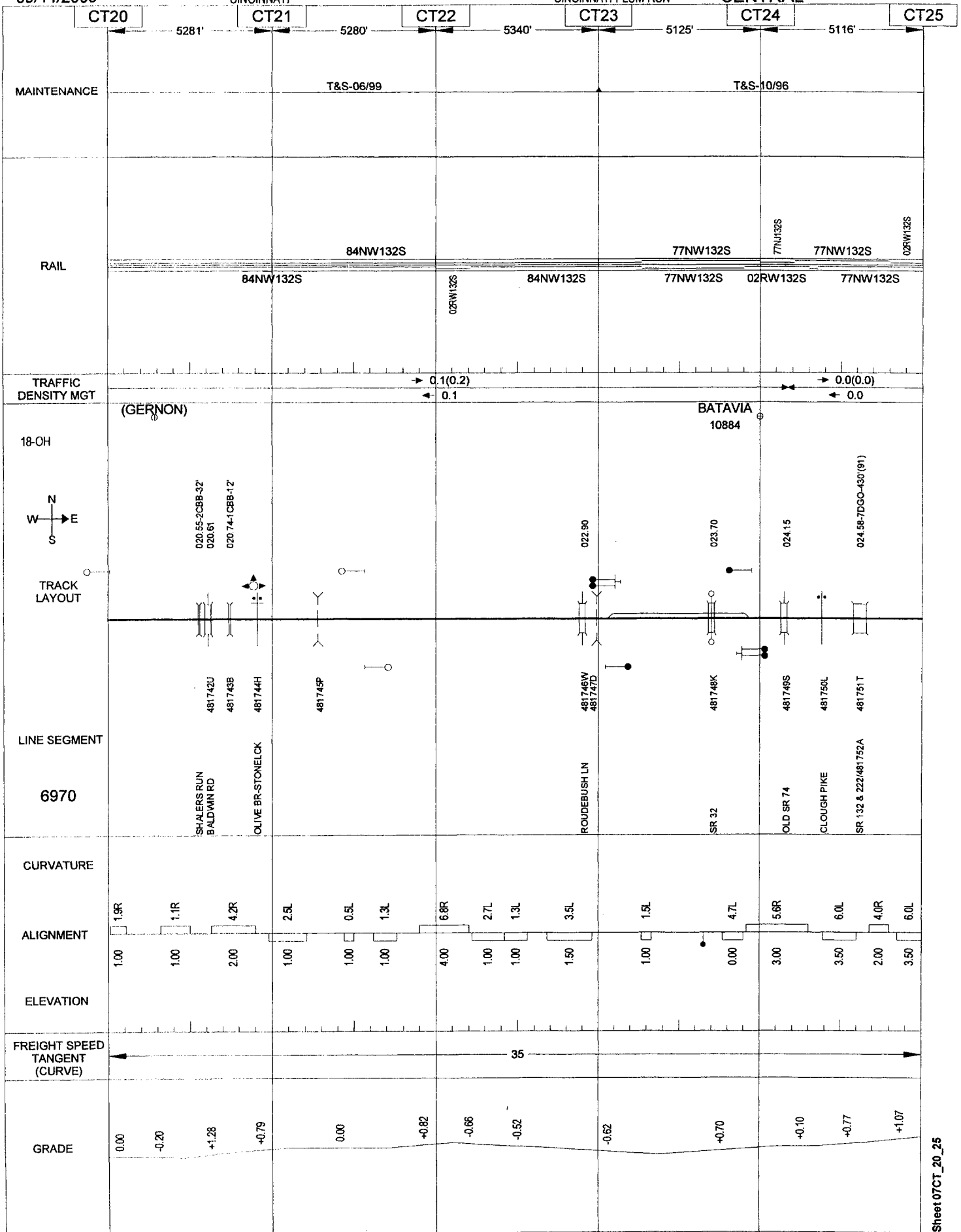


09/14/2005

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



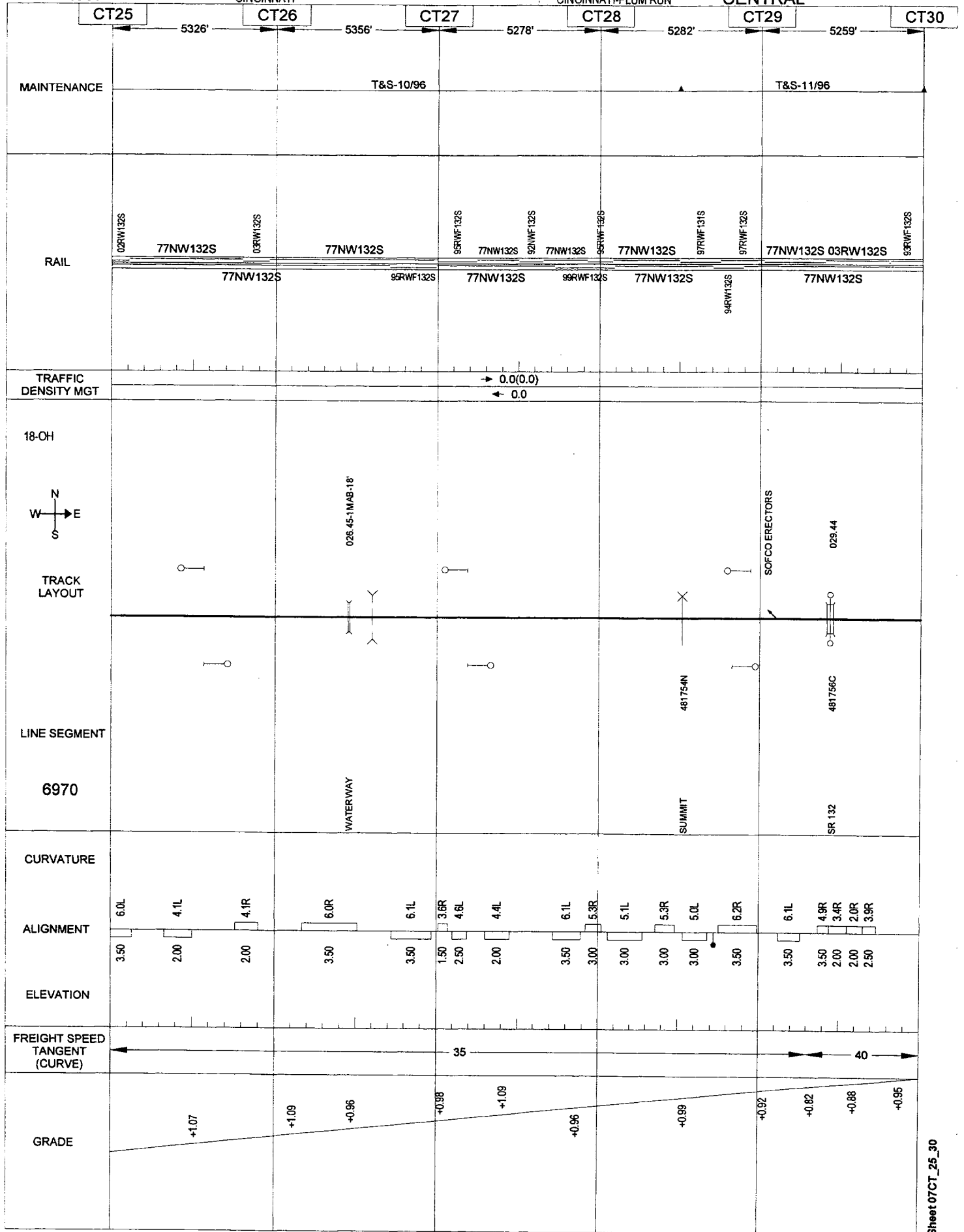
09/14/2005

216

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



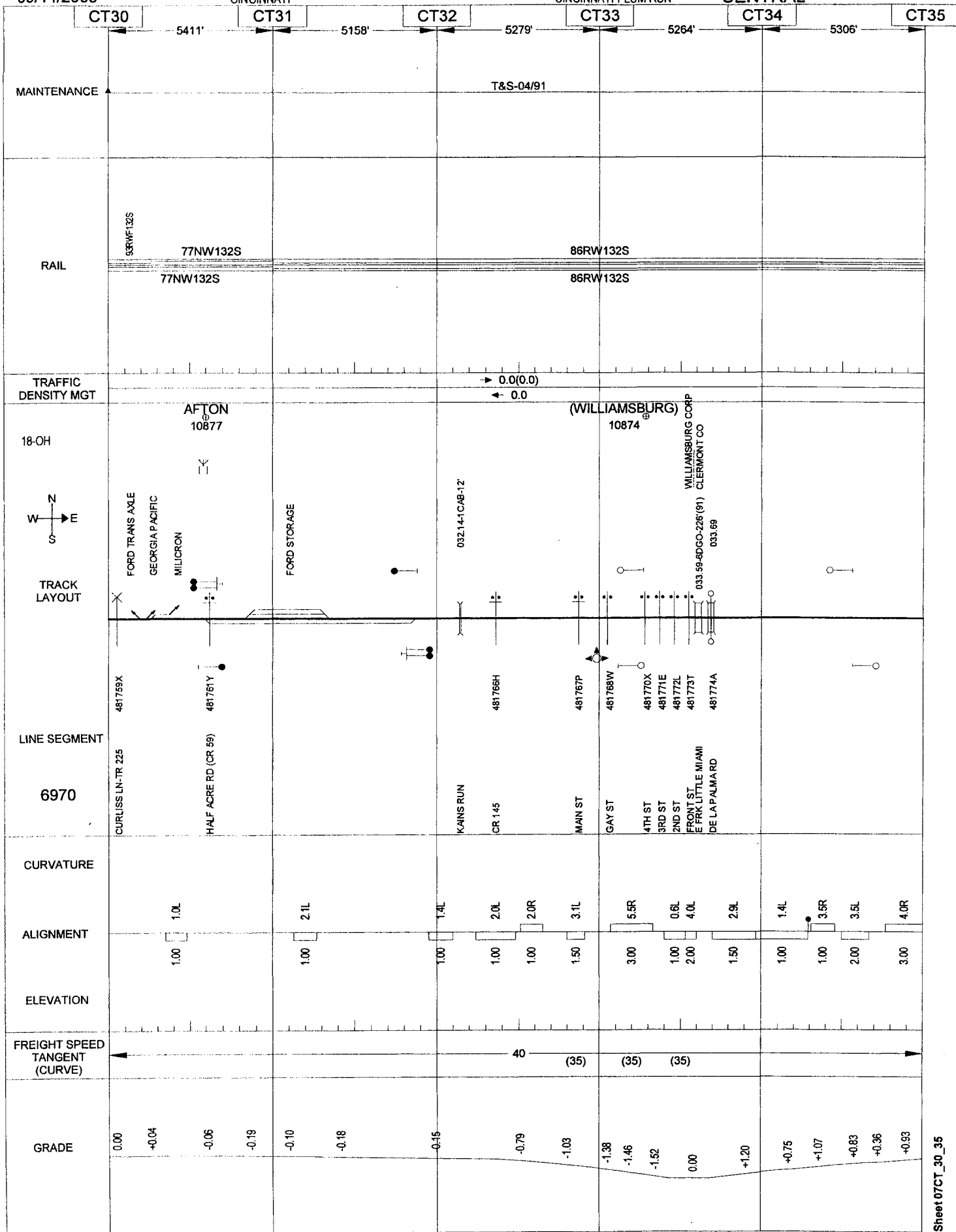
09/14/2005

217

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



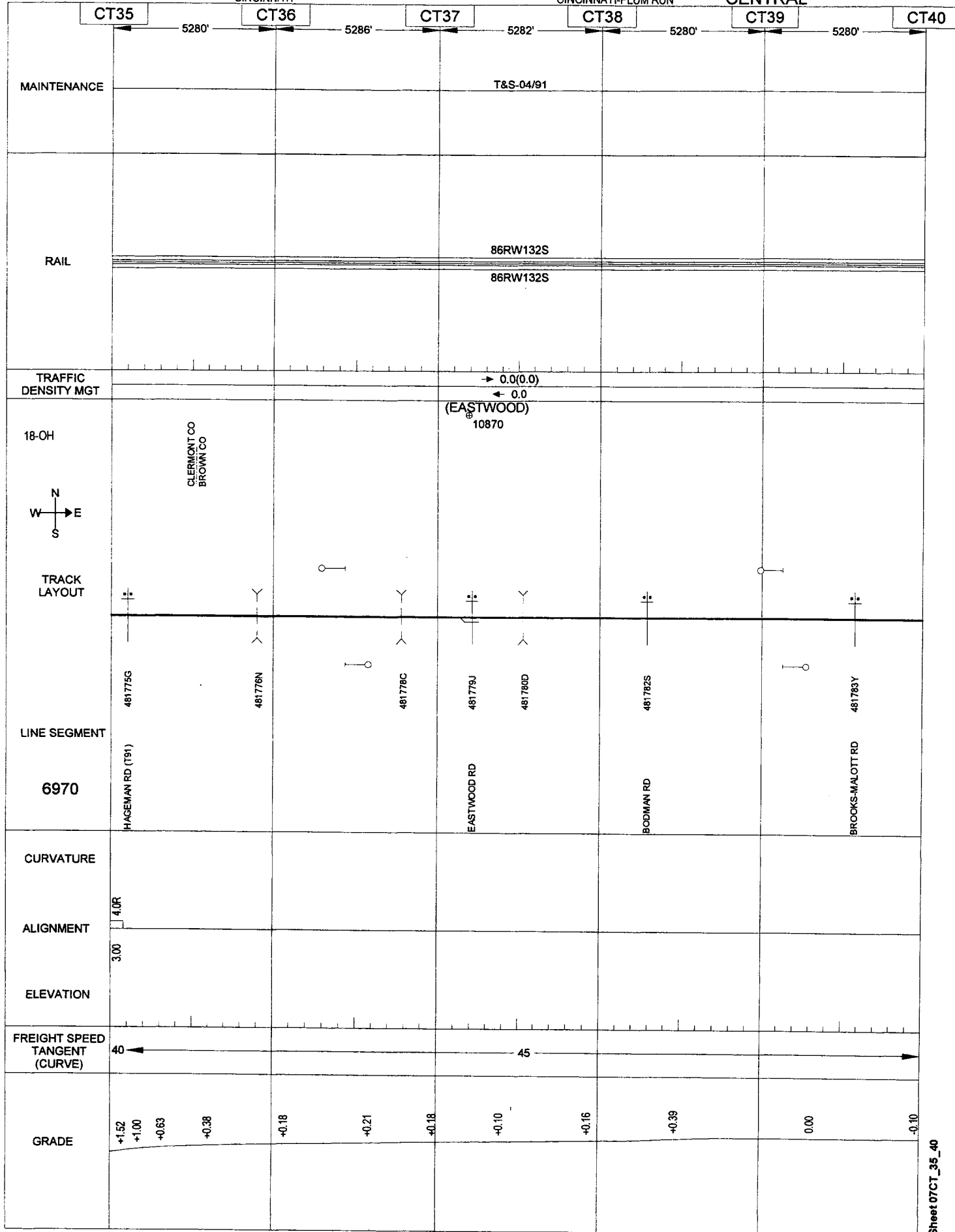
09/14/2005

218

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

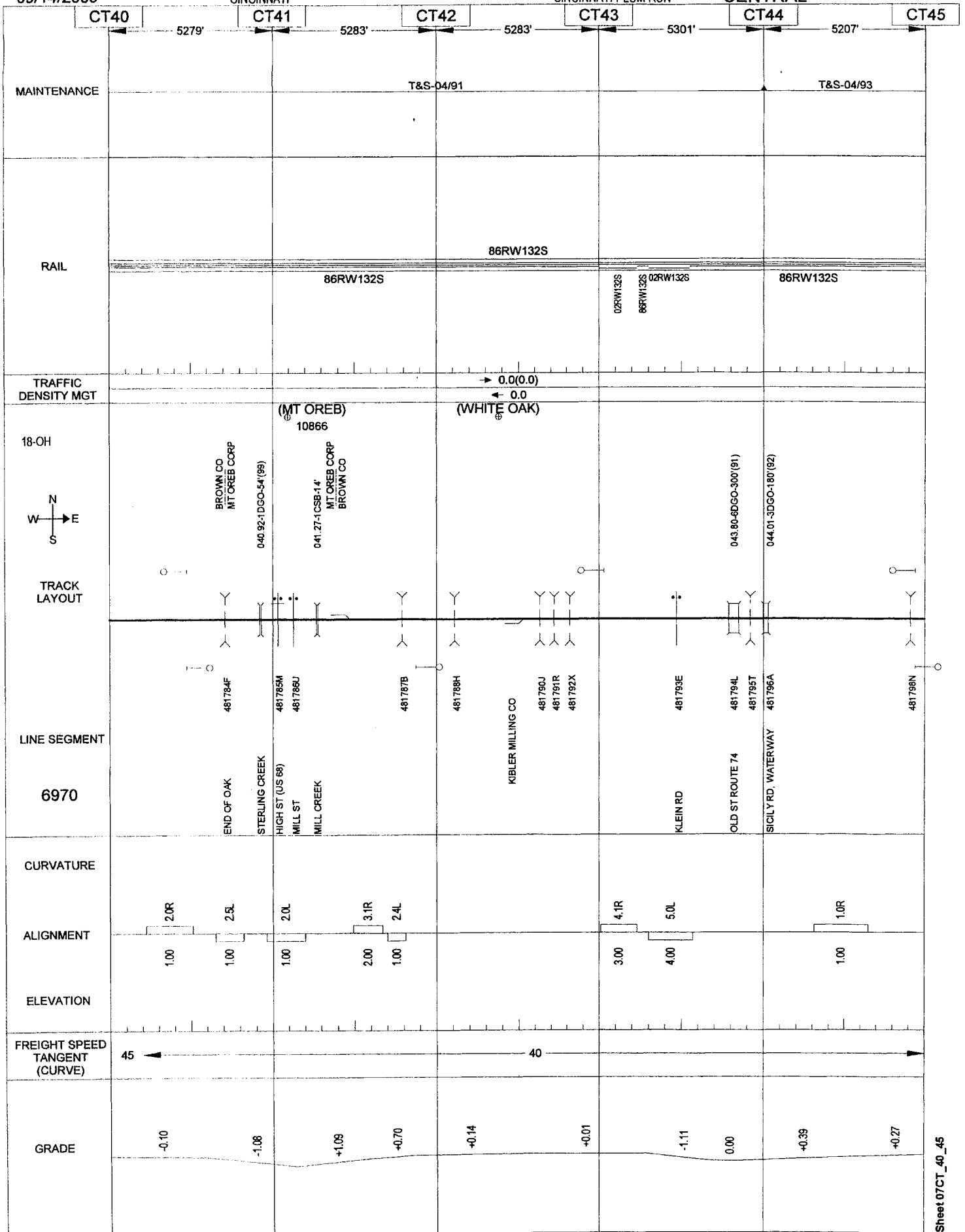


09/14/2005

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



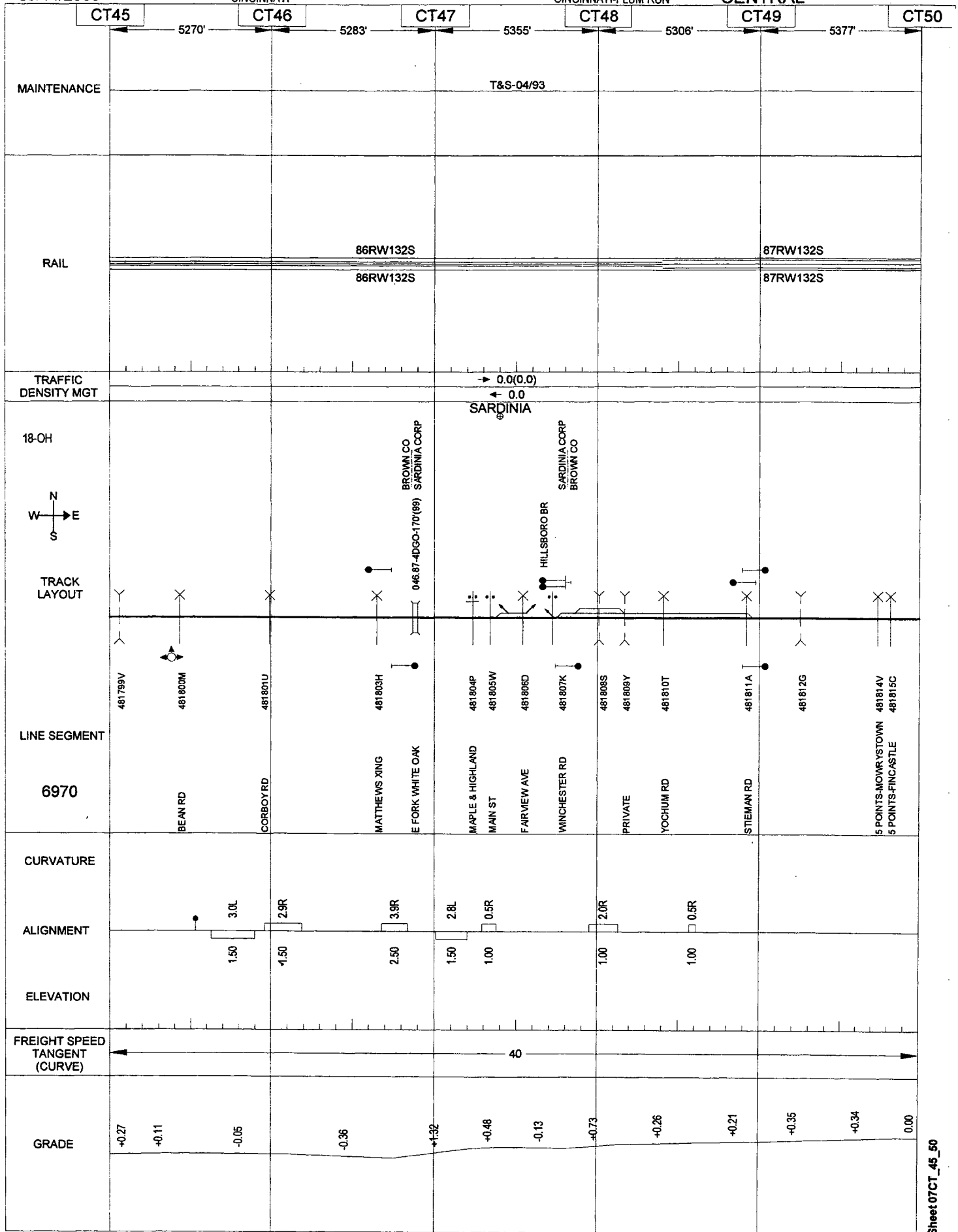
09/14/2005

220

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

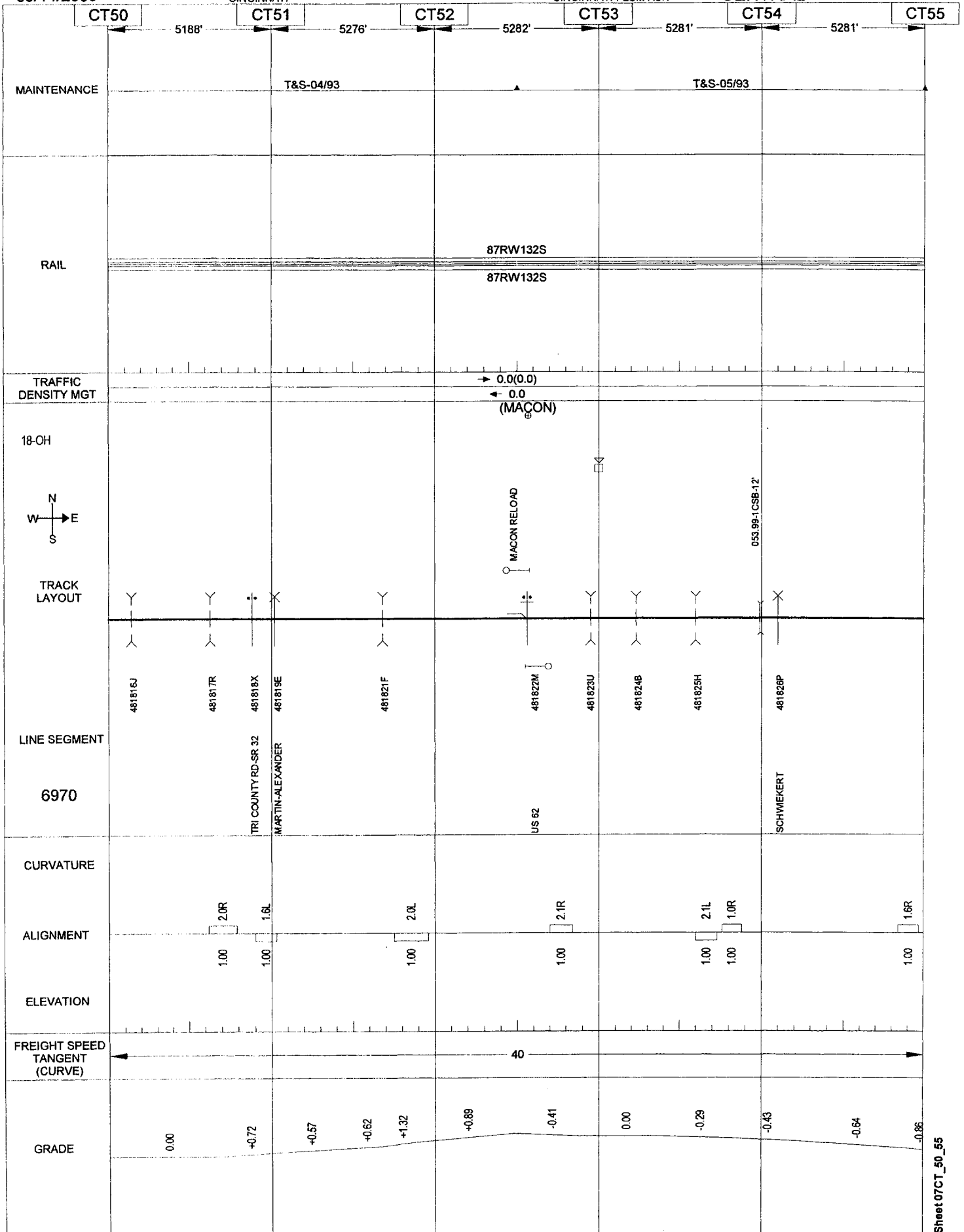


09/14/2005

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



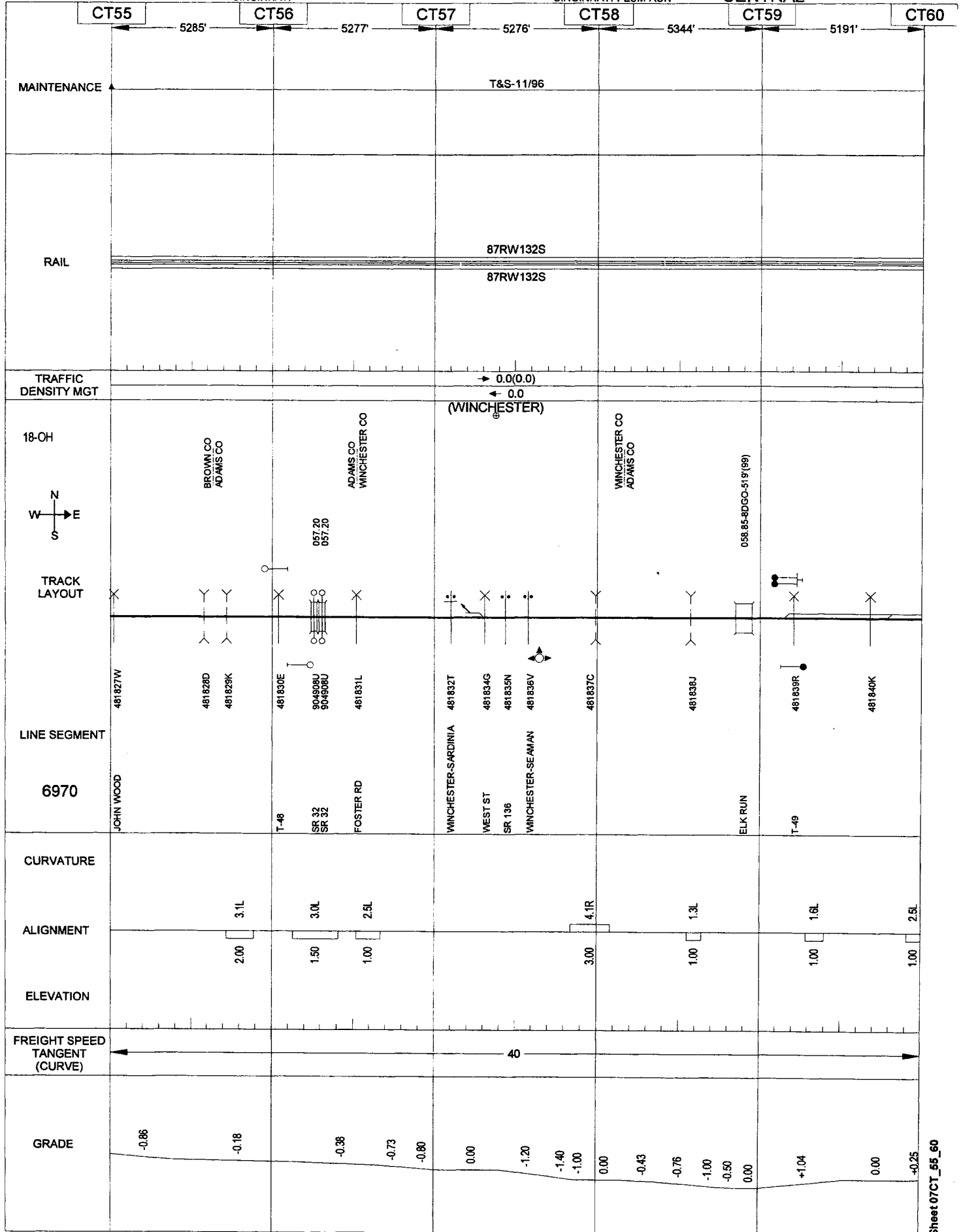
09/14/2005

222

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

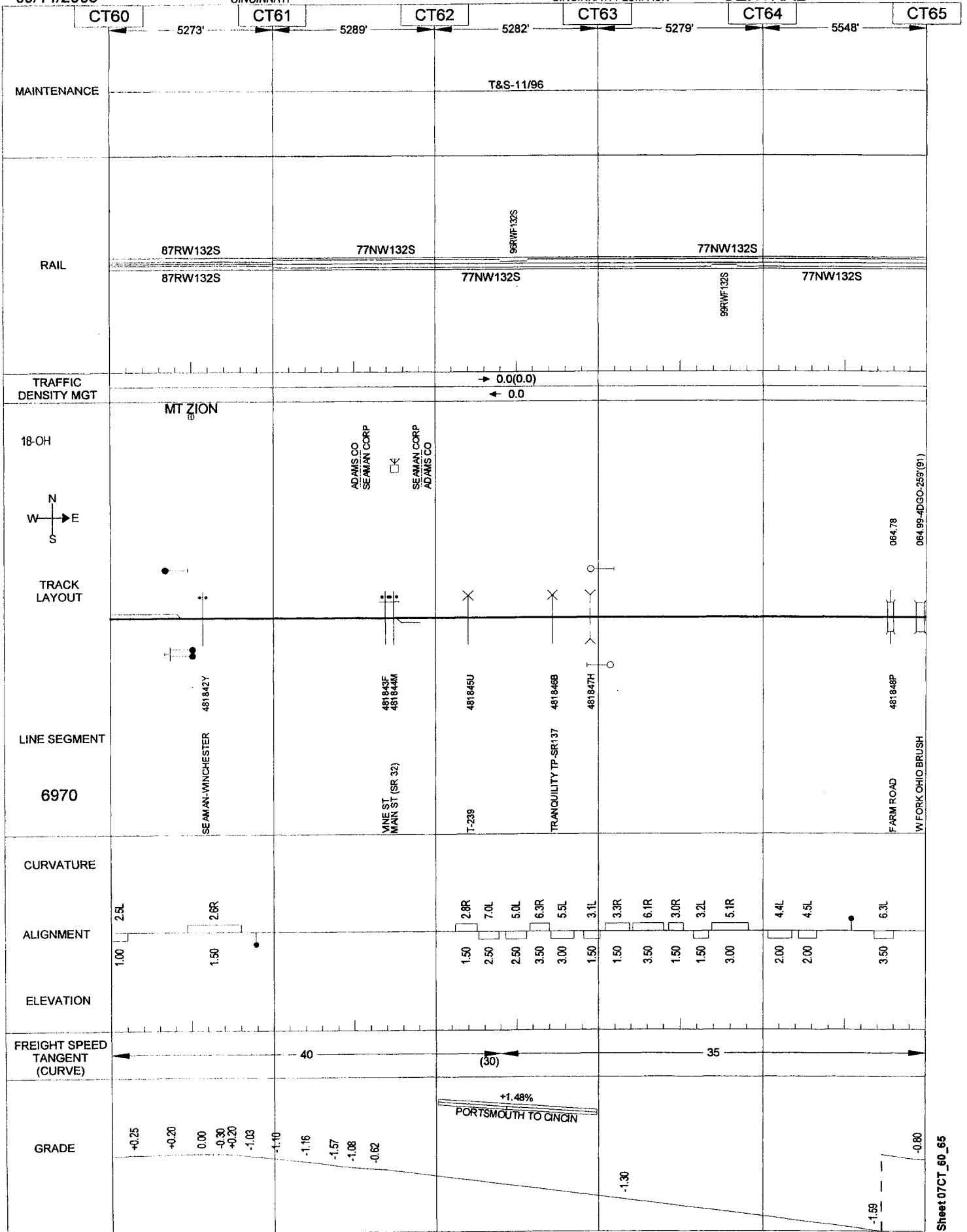


09/14/2005

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



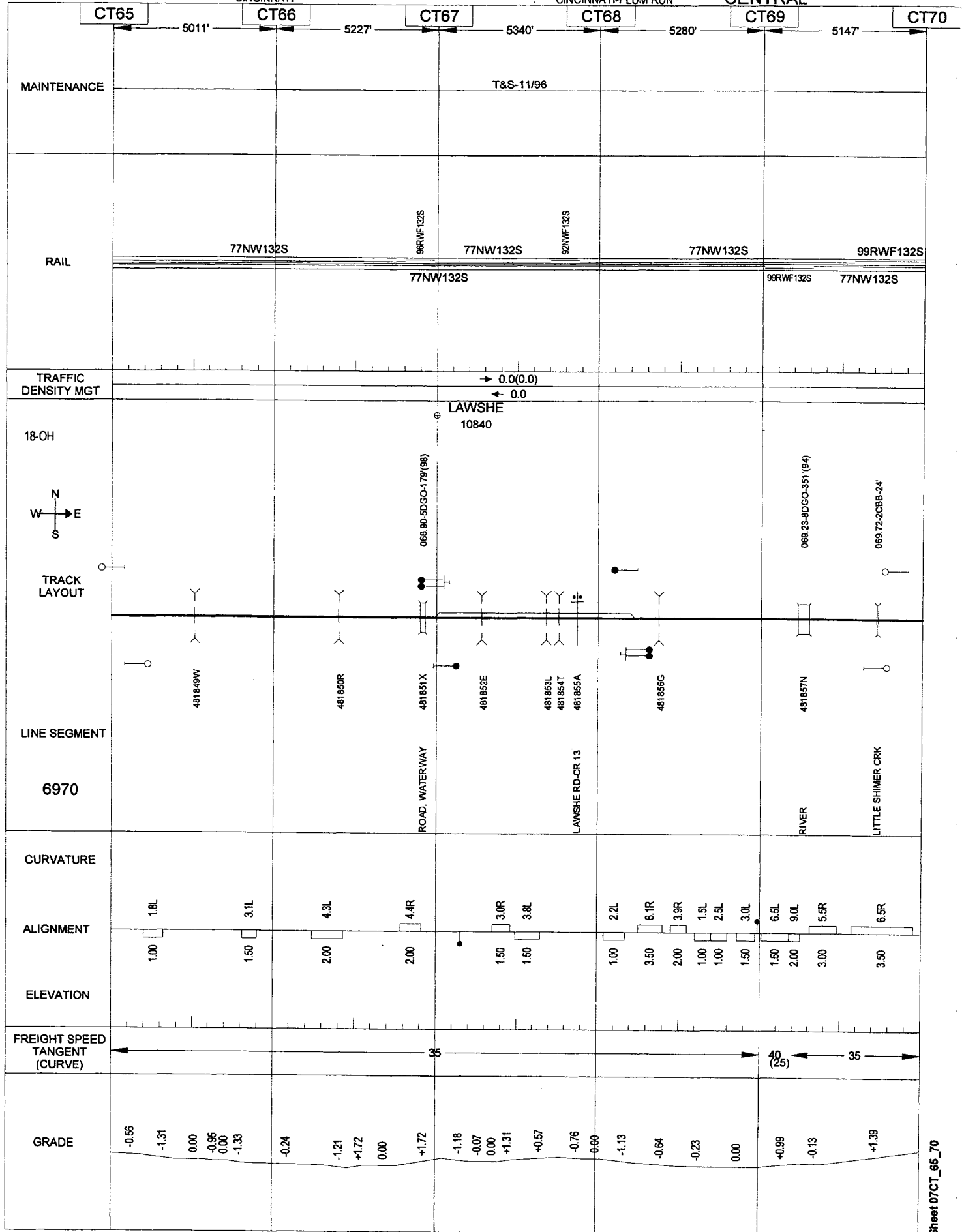
09/14/2005

224

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

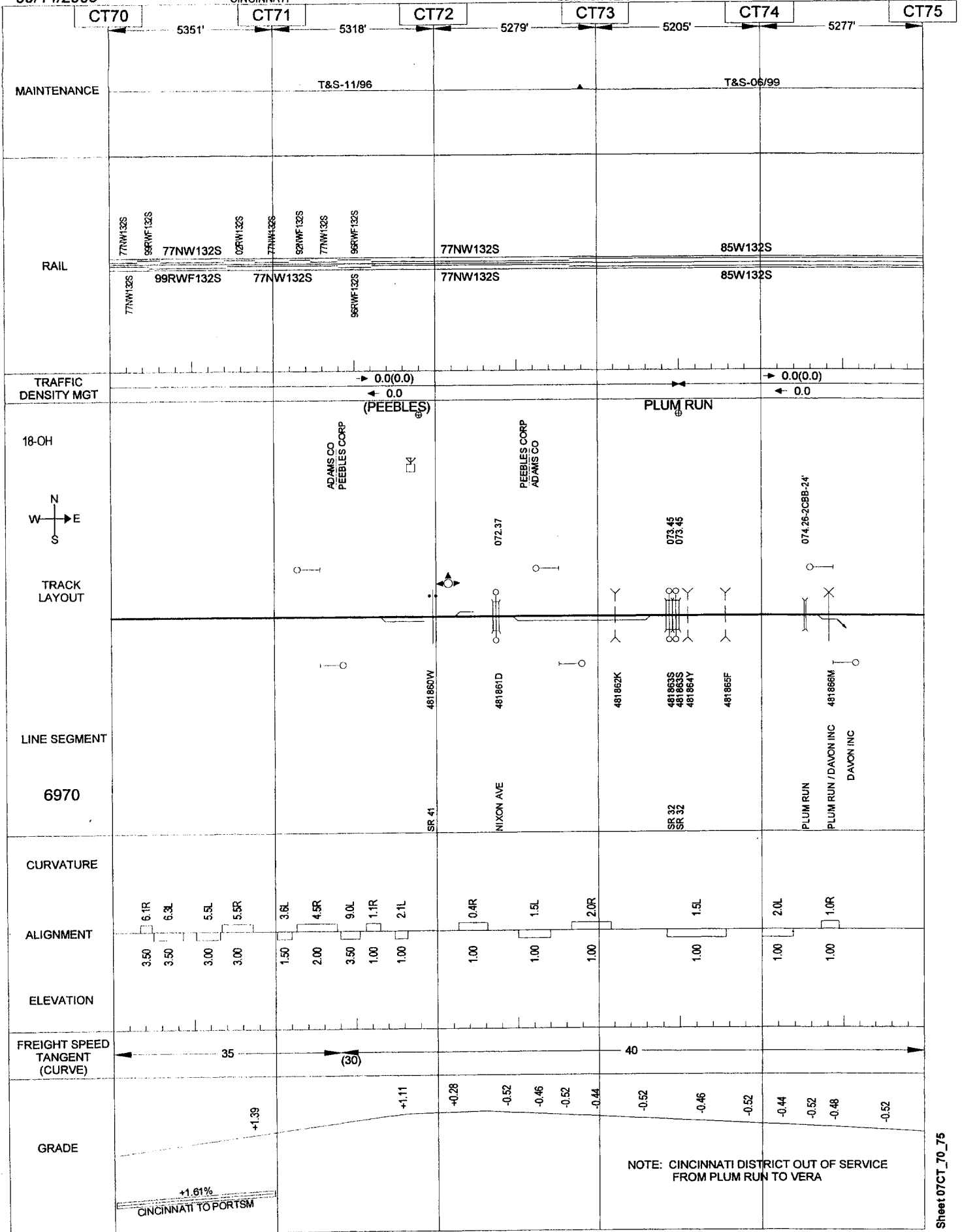


09/14/2005

CINCINNATI

PLUM RUN-VERA

CENTRAL



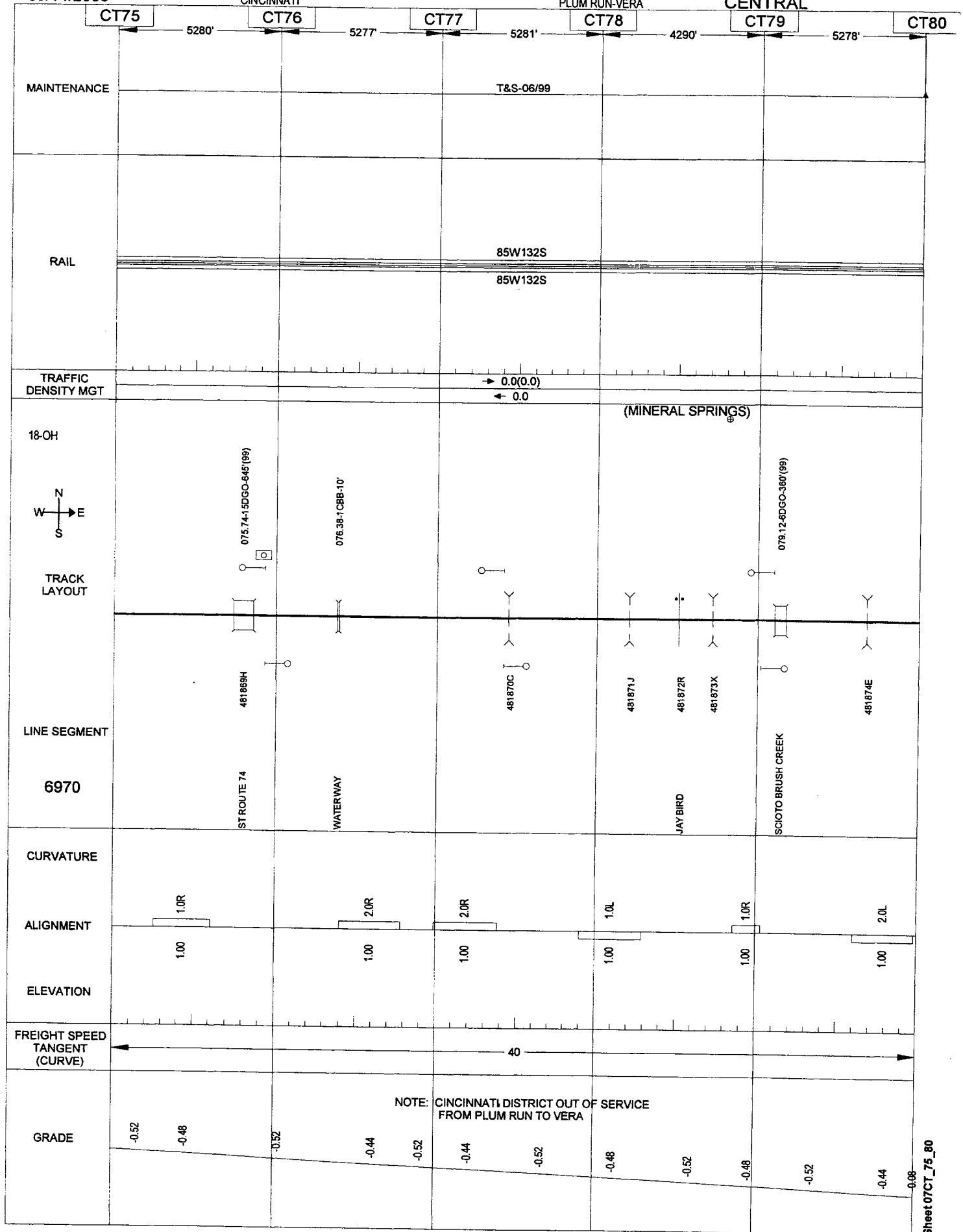
09/14/2005

226

CINCINNATI

PLUM RUN-VERA

CENTRAL

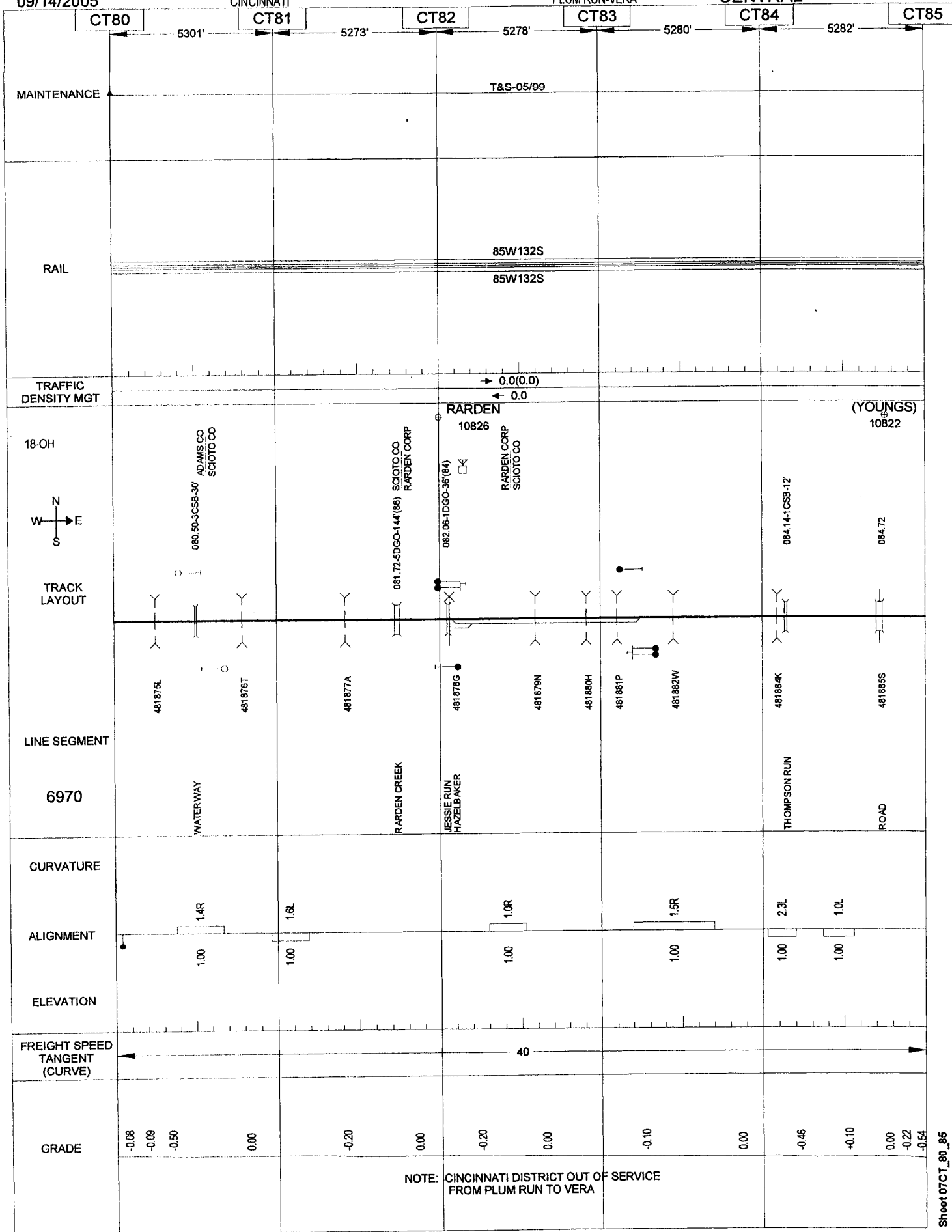


09/14/2005

CINCINNATI

PLUM RUN-VERA

CENTRAL



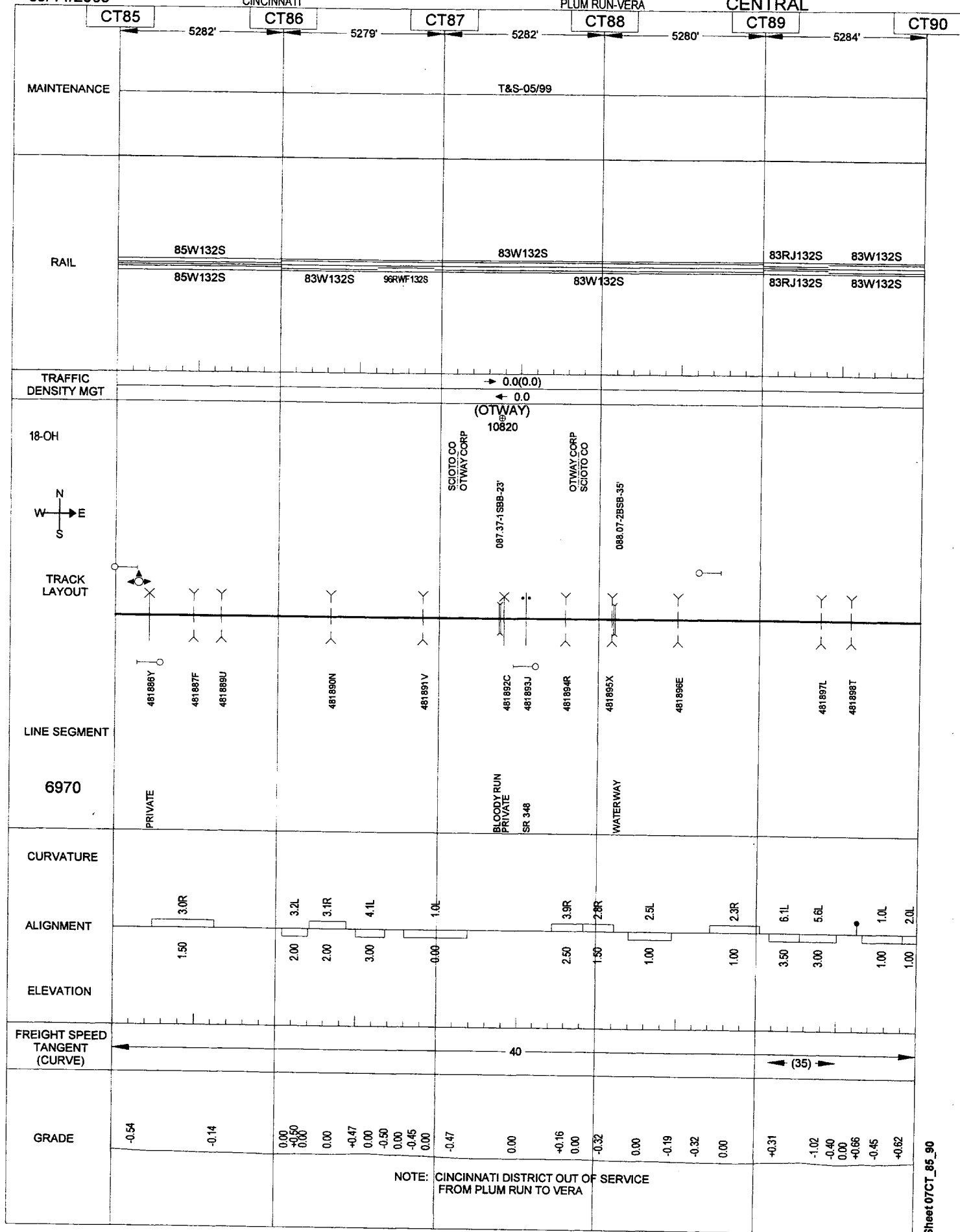
09/14/2005

228

CINCINNATI

PLUM RUN-VERA

CENTRAL



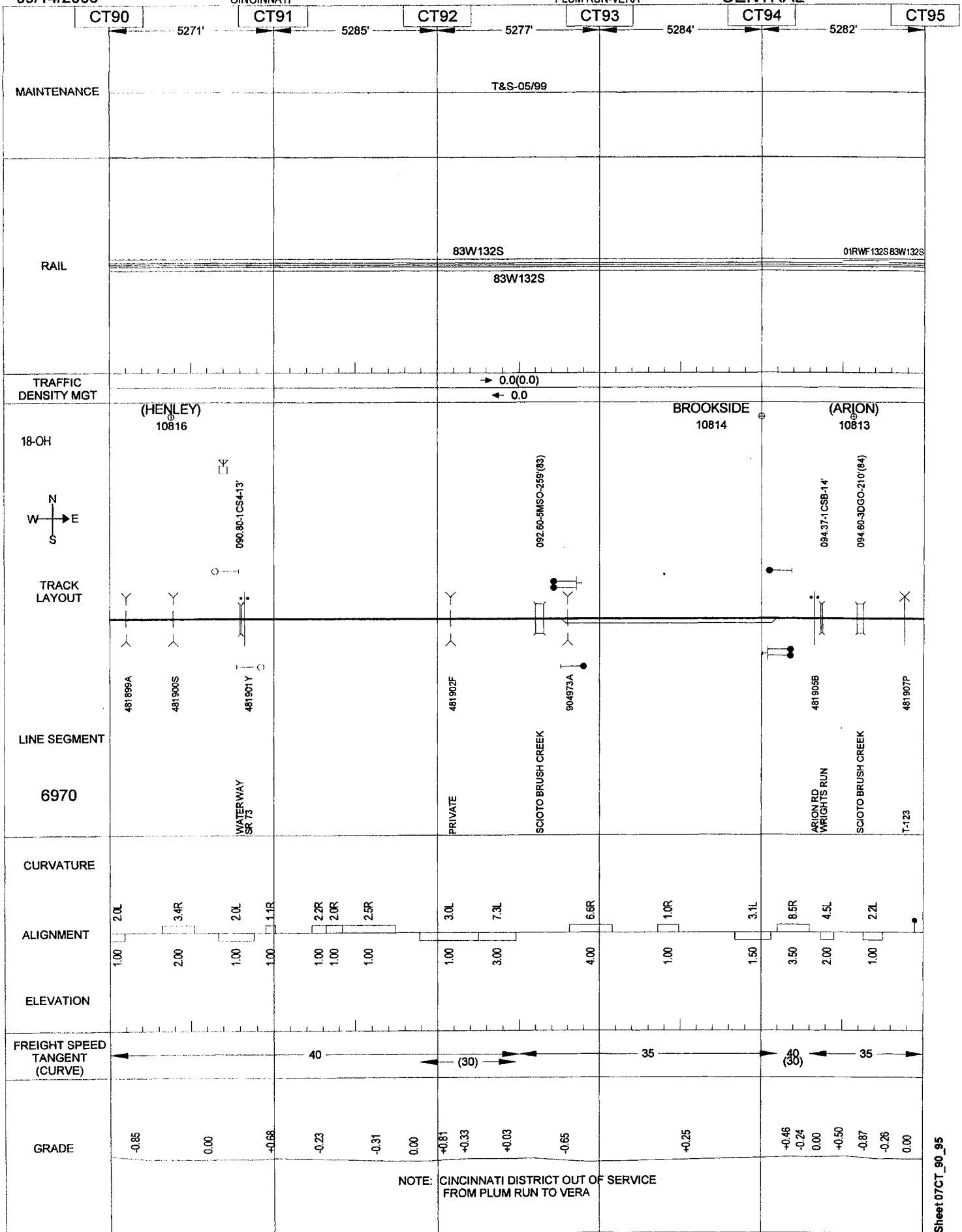
09/14/2005

229

CINCINNATI

PLUM RUN-VERA

CENTRAL



CENTRAL

CT100

— 5264

T&S-05/99

83W132S

83W132S

→ 0.0(0.0)
← 0.0

MCDERMOTT
10810

(RUSHTOWN)
⊕
10808

96.41-5DGO-270'(83)

481908W

日

481910X

481911E

481912L

—

481913T

[illegible]

81916N

6970

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

NOTE: CINCINNATI DISTRICT OUT OF SERVICE
FROM PLUM RUN TO VERA

Sheet 07CT_95_100

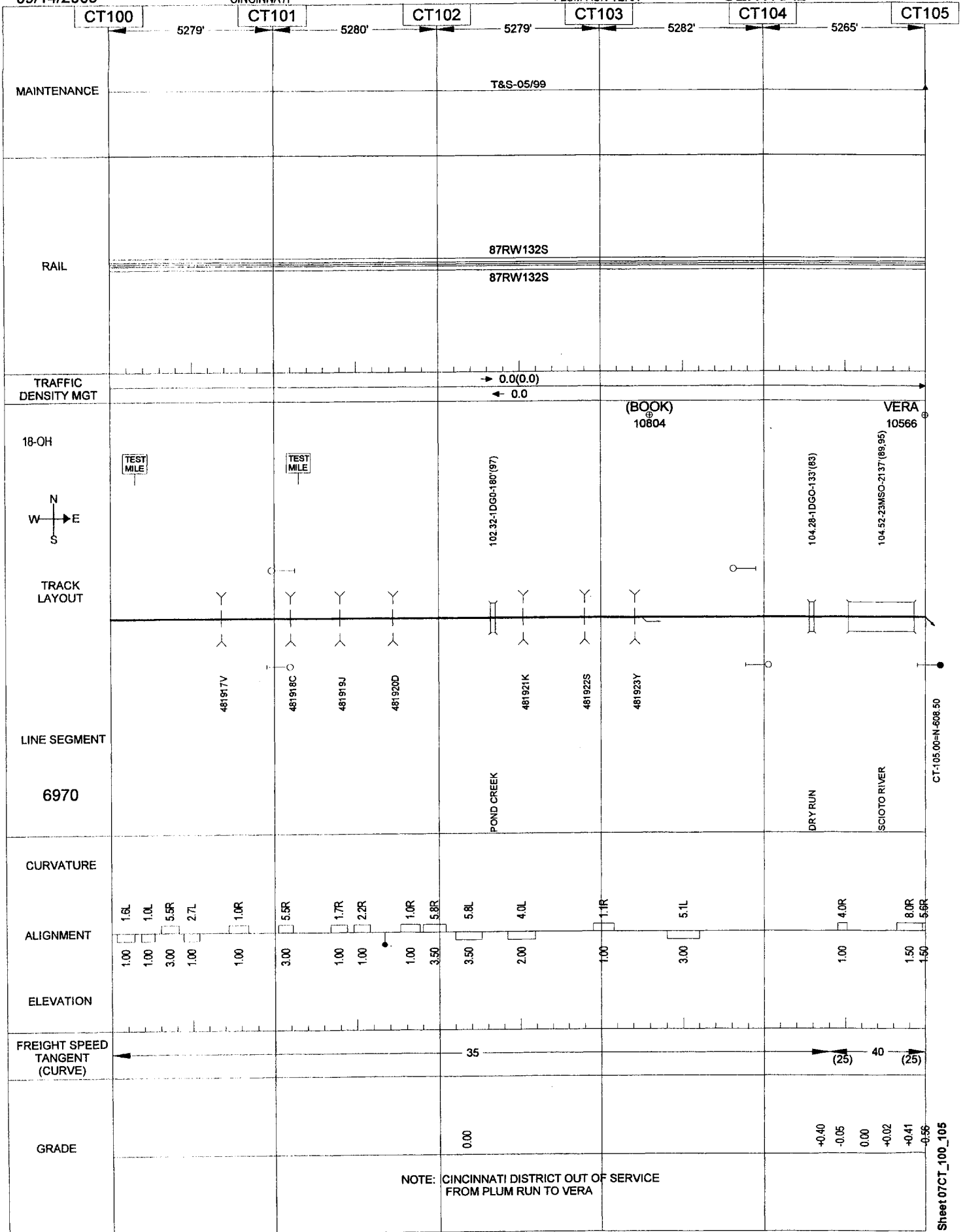
09/14/2005

231

CINCINNATI

PLUM RUN-VERA

CENTRAL



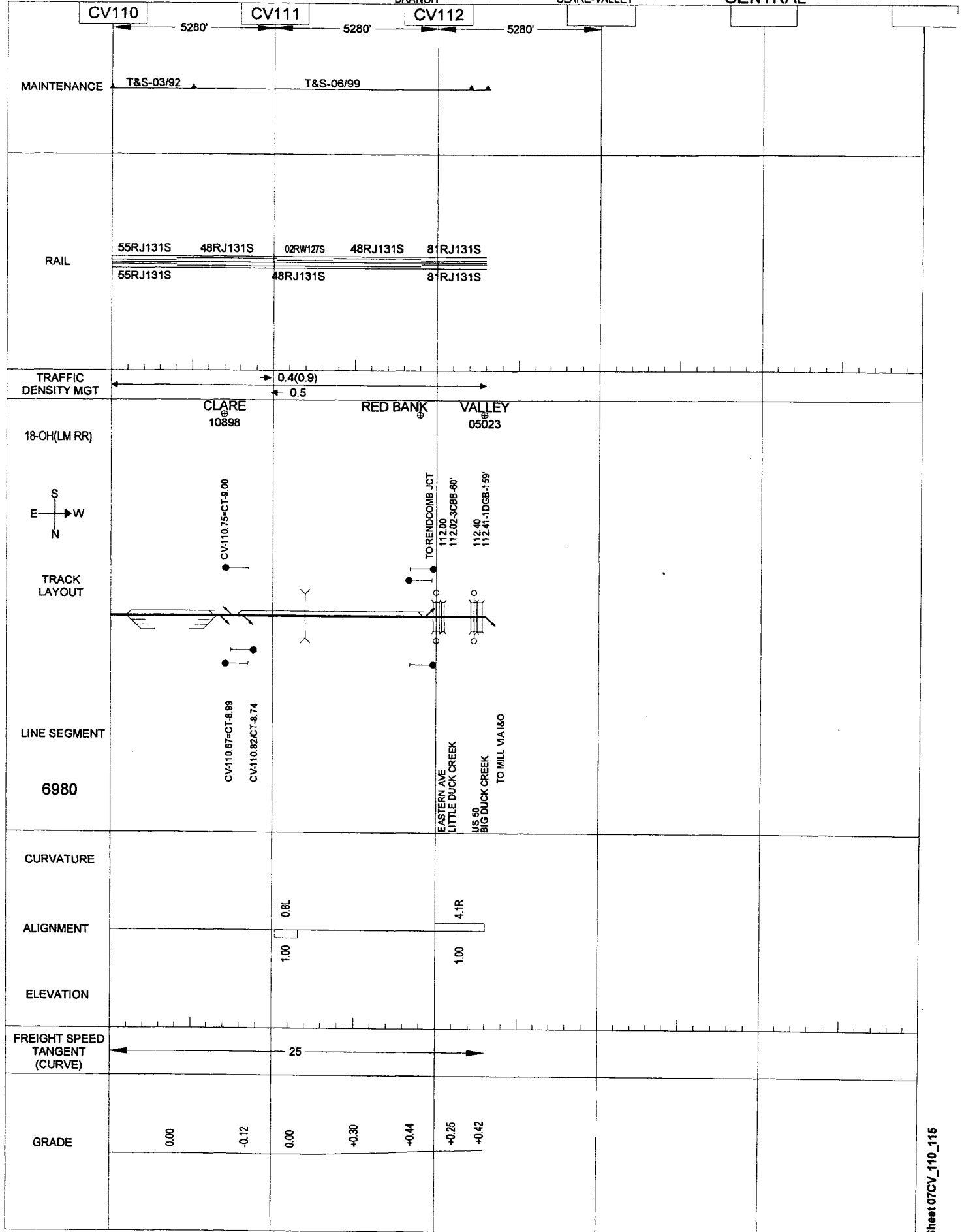
09/09/2005

232

BRANCH

CLARE-VALLEY

CENTRAL



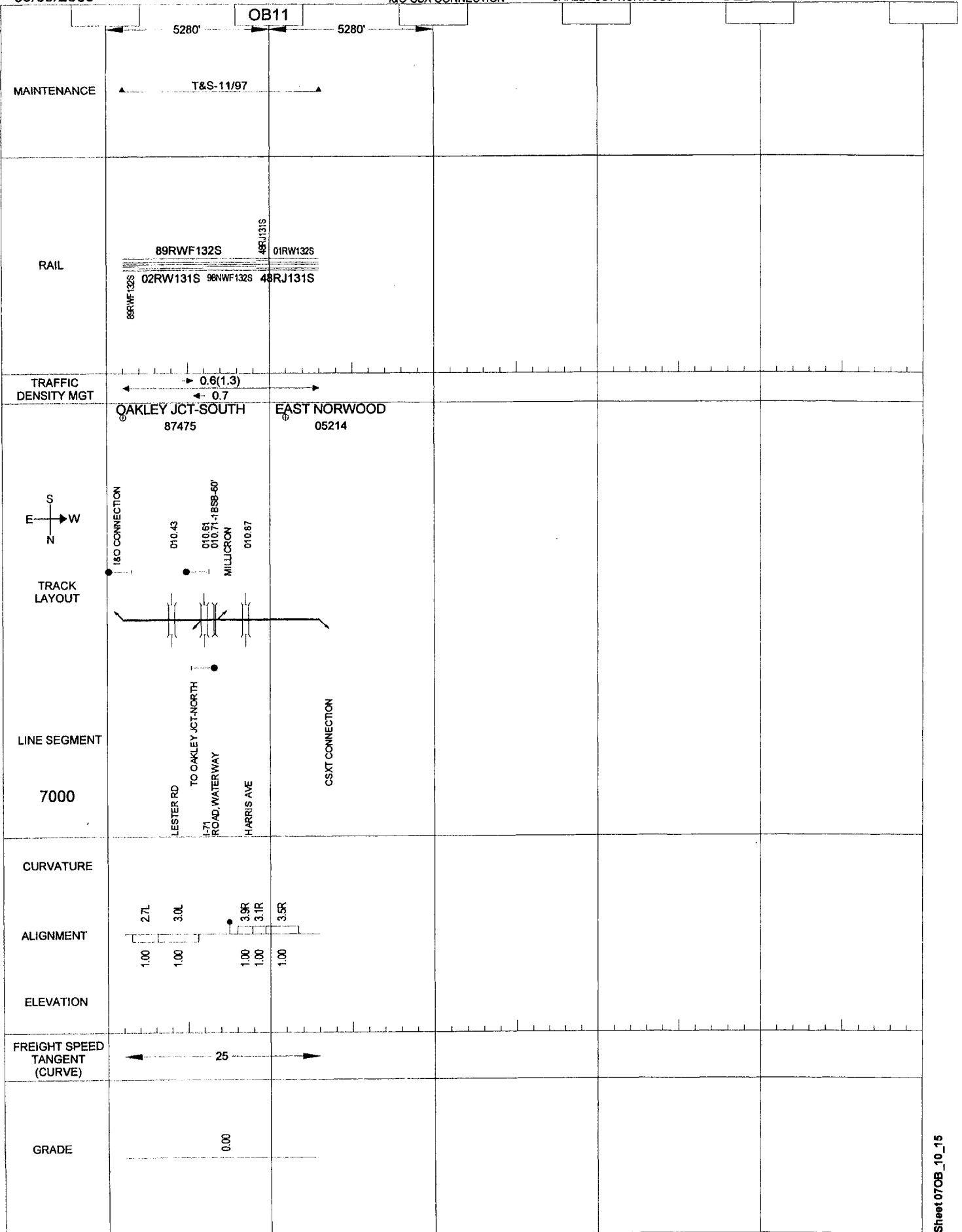
09/09/2005

233

I&O-CSX CONNECTION

OAKLEY JCT-NORWOOD

CENTRAL



09/09/2005

234

THIRD MAIN ON CSX ROW

ECKLER-WINTON PLACE

CENTRAL

HX5

5830'

T&S-06/95
S-09/02

MAINTENANCE

RAIL

95NW136S
99RW136S
95NW136S
99NW136S
95NW136S
03NW141P
95NW136S

TRAFFIC
DENSITY MGT

(RH TOWER)
ECKLER (COLERAIN)

W
S — N
E

TRACK
LAYOUT

004.07
004.76
004.90-4BSB-184'

LINE SEGMENT

8451

TO CSXT (BE 4.04)
HOPPLE ST
O.V.H.D. STRUCTURE
SPRING GROVE AVE

CURVATURE

ALIGNMENT

ELEVATION

6.0R
3.2R
2.00
2.00
3.0R
3.5R
1.50
2.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

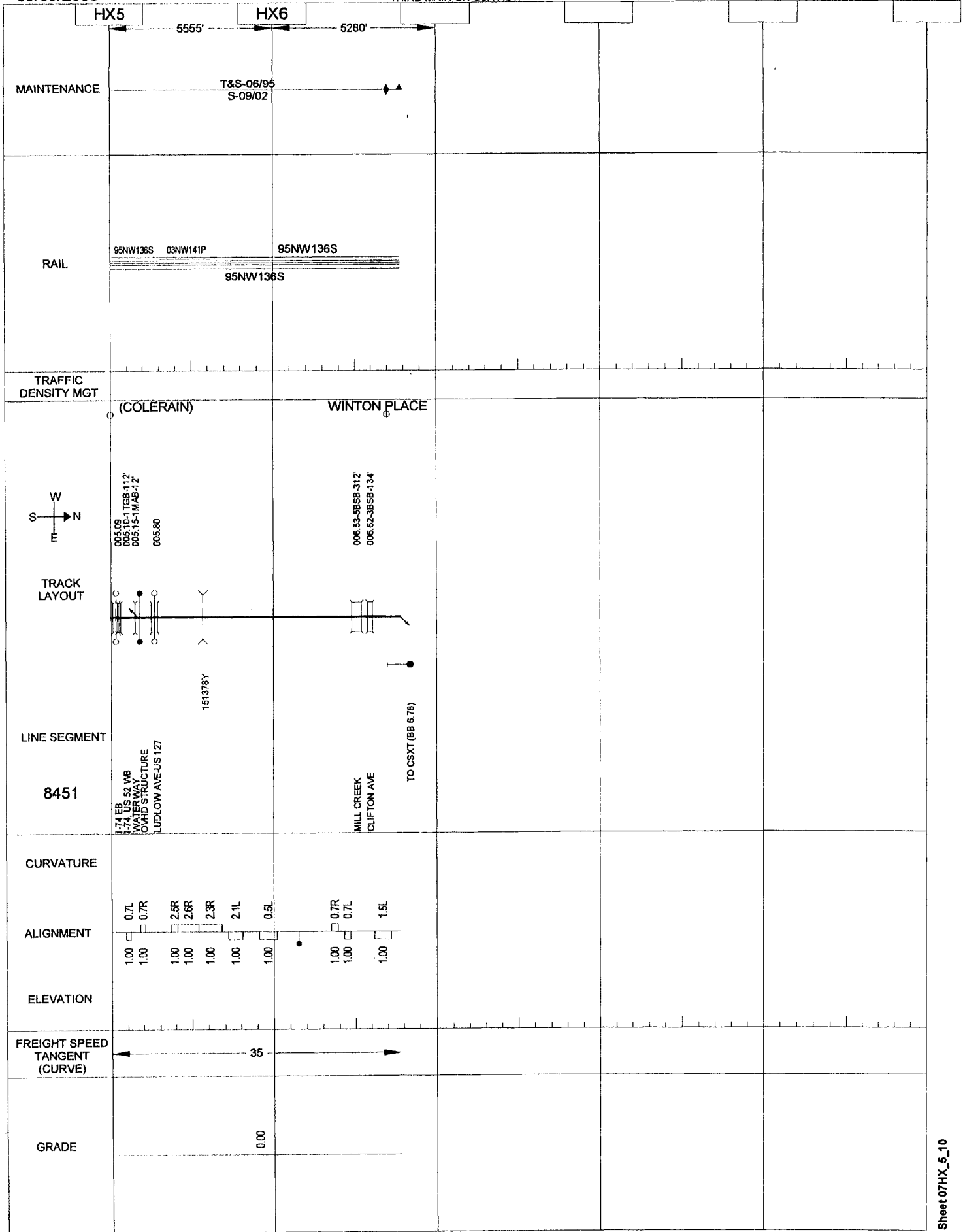
Sheet 07HX_0_5

09/09/2005

THIRD MAIN ON CSX ROW

ECKLER-WINTON PLACE

CENTRAL



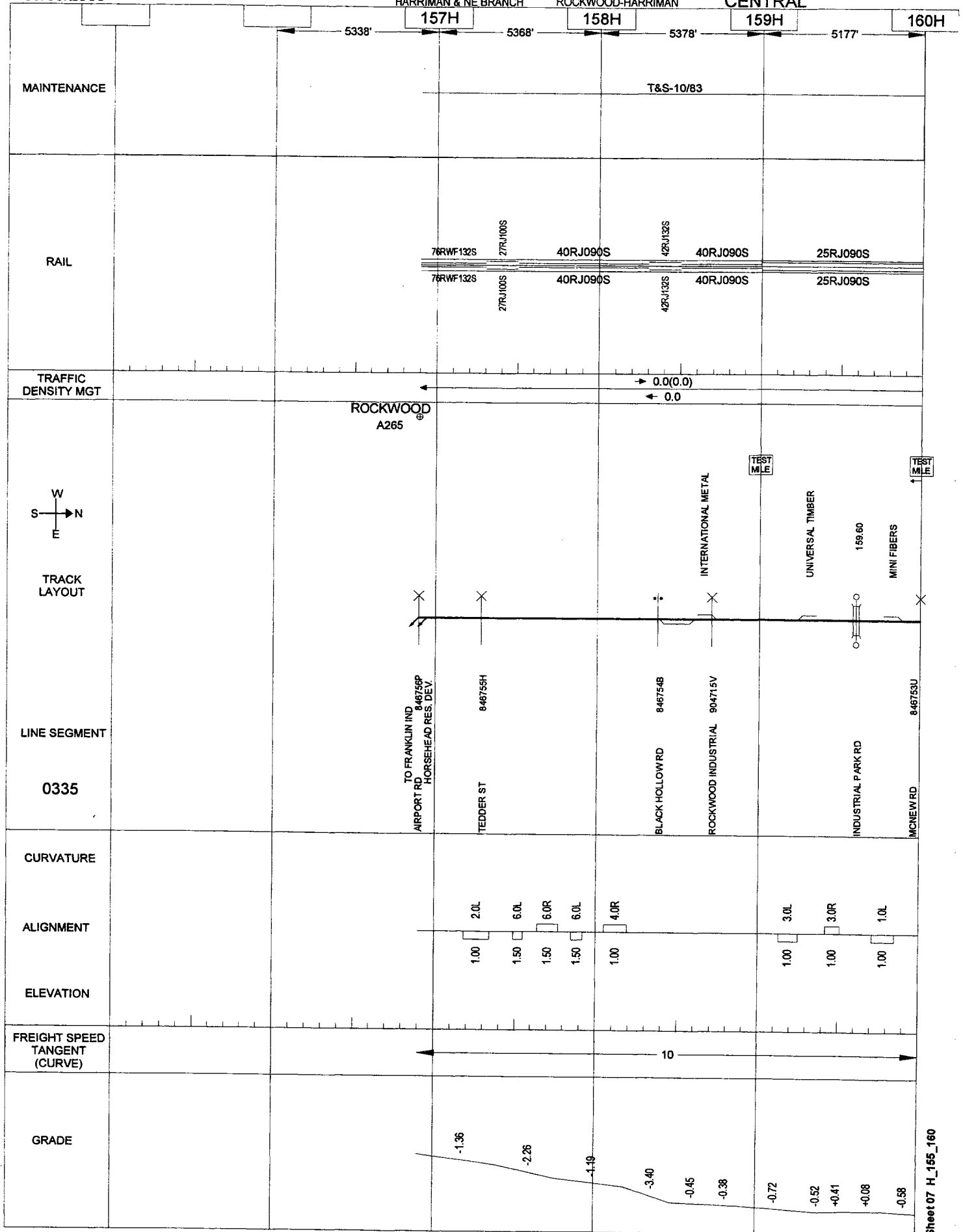
09/09/2005

236

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



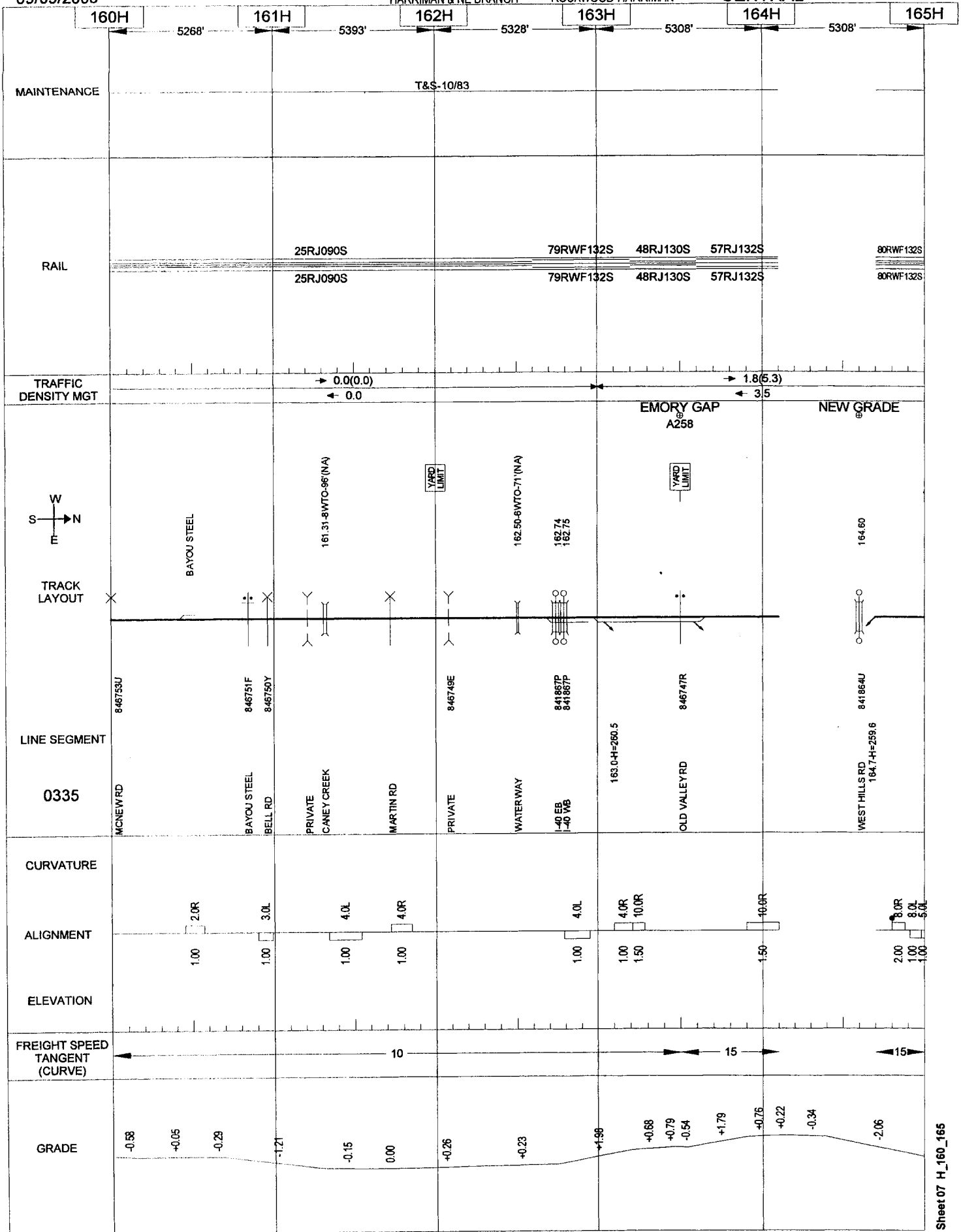
09/09/2005

237

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



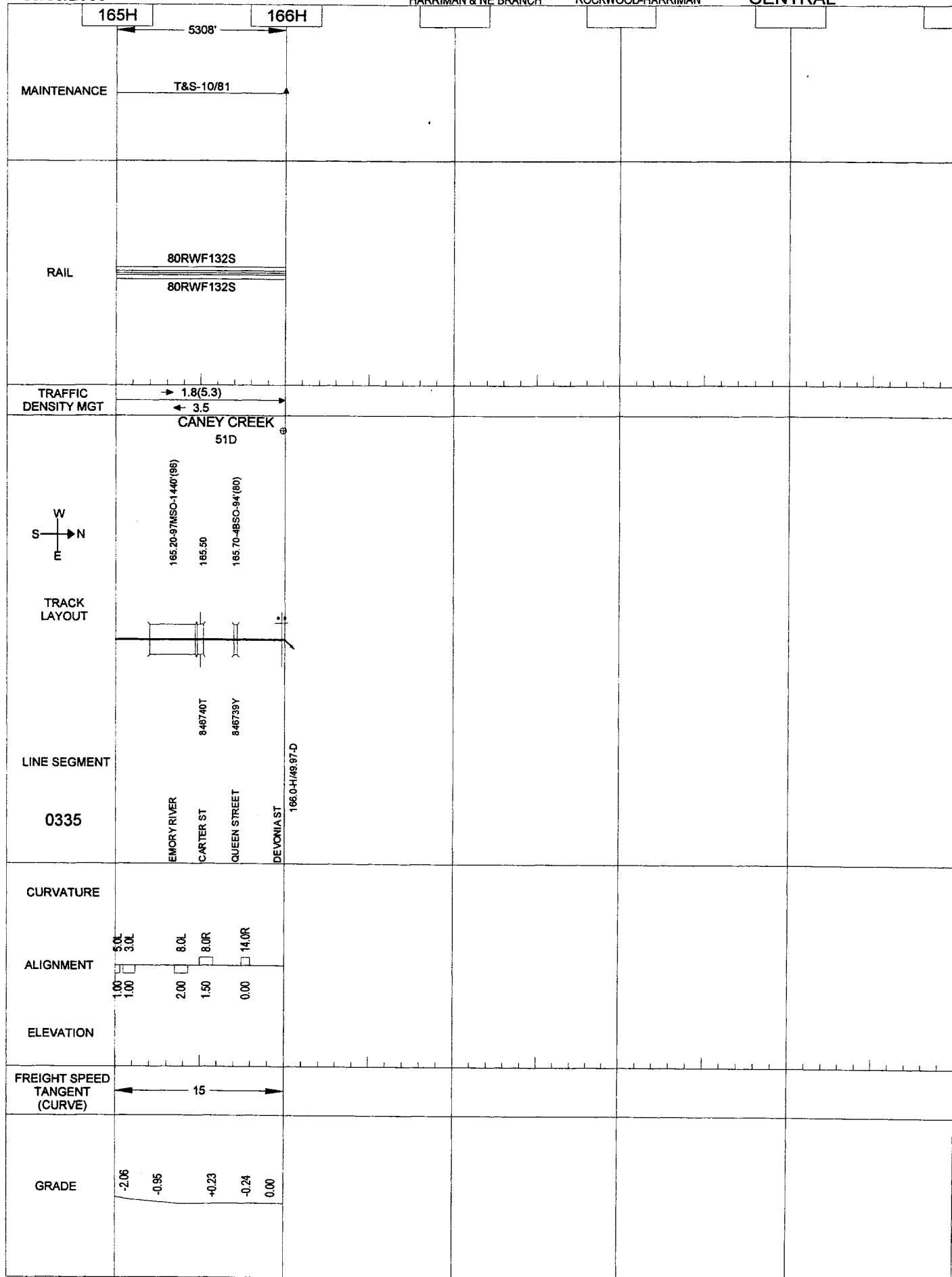
09/09/2005

238

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



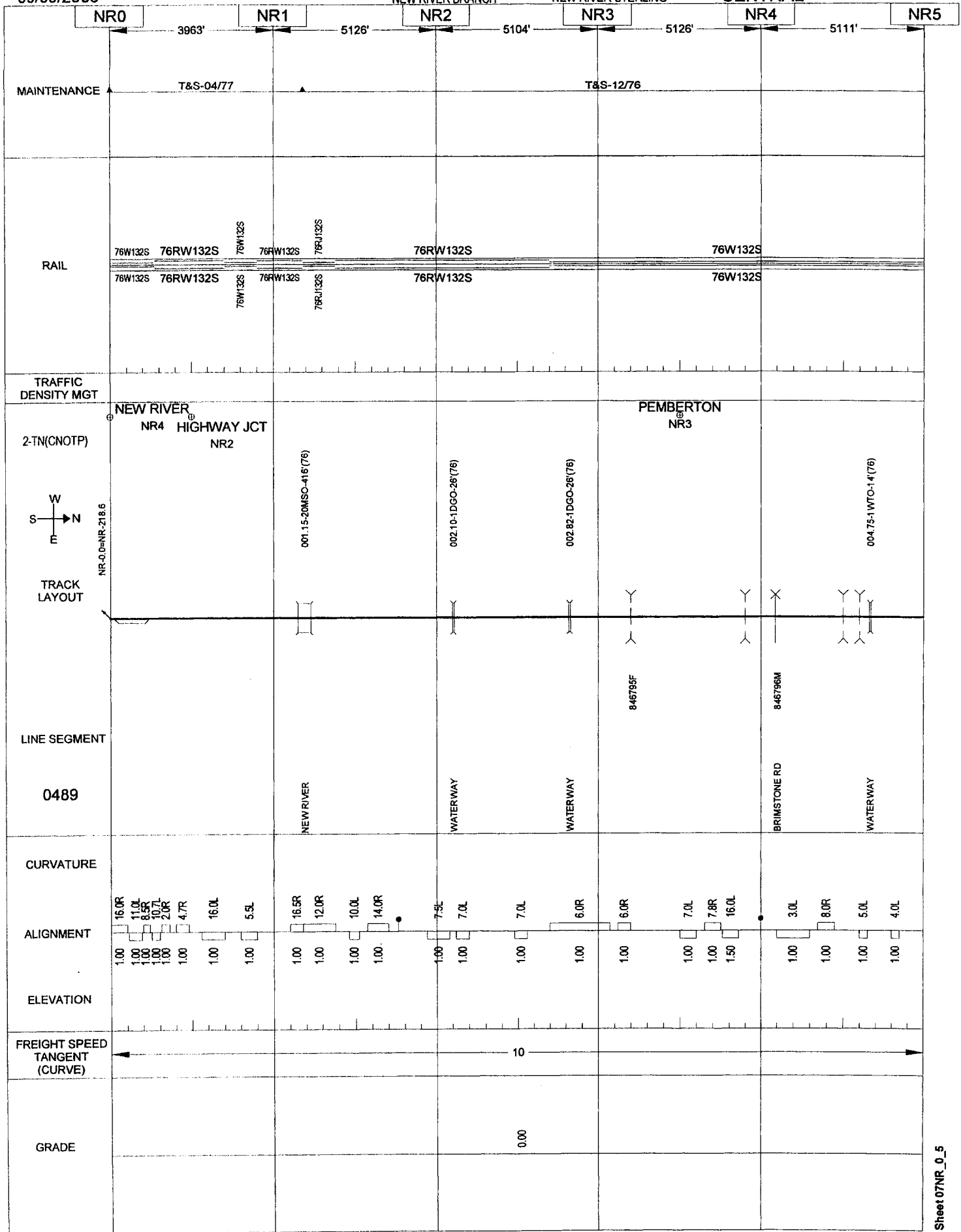
09/09/2005

239

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



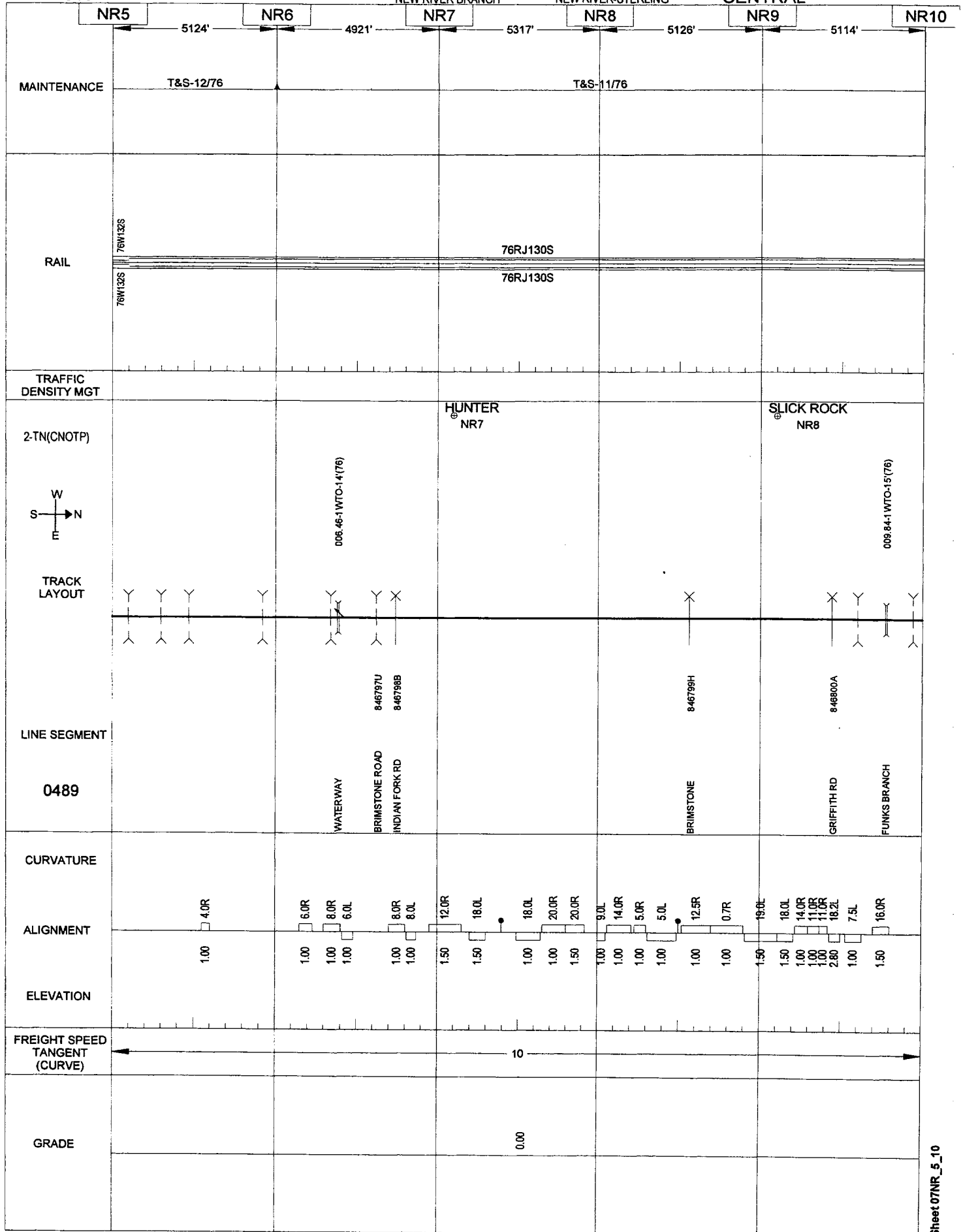
09/09/2005

240

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



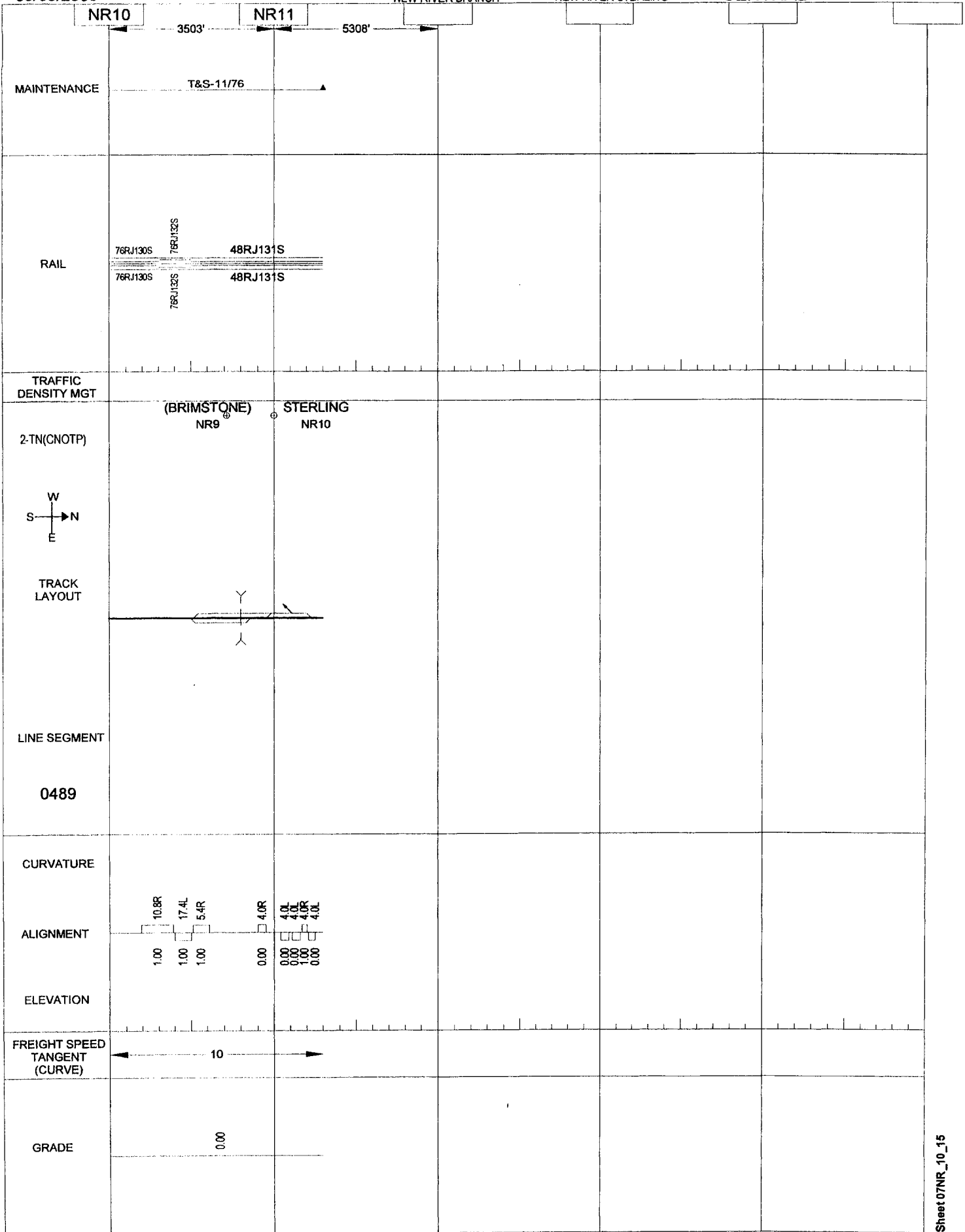
09/09/2005

241

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



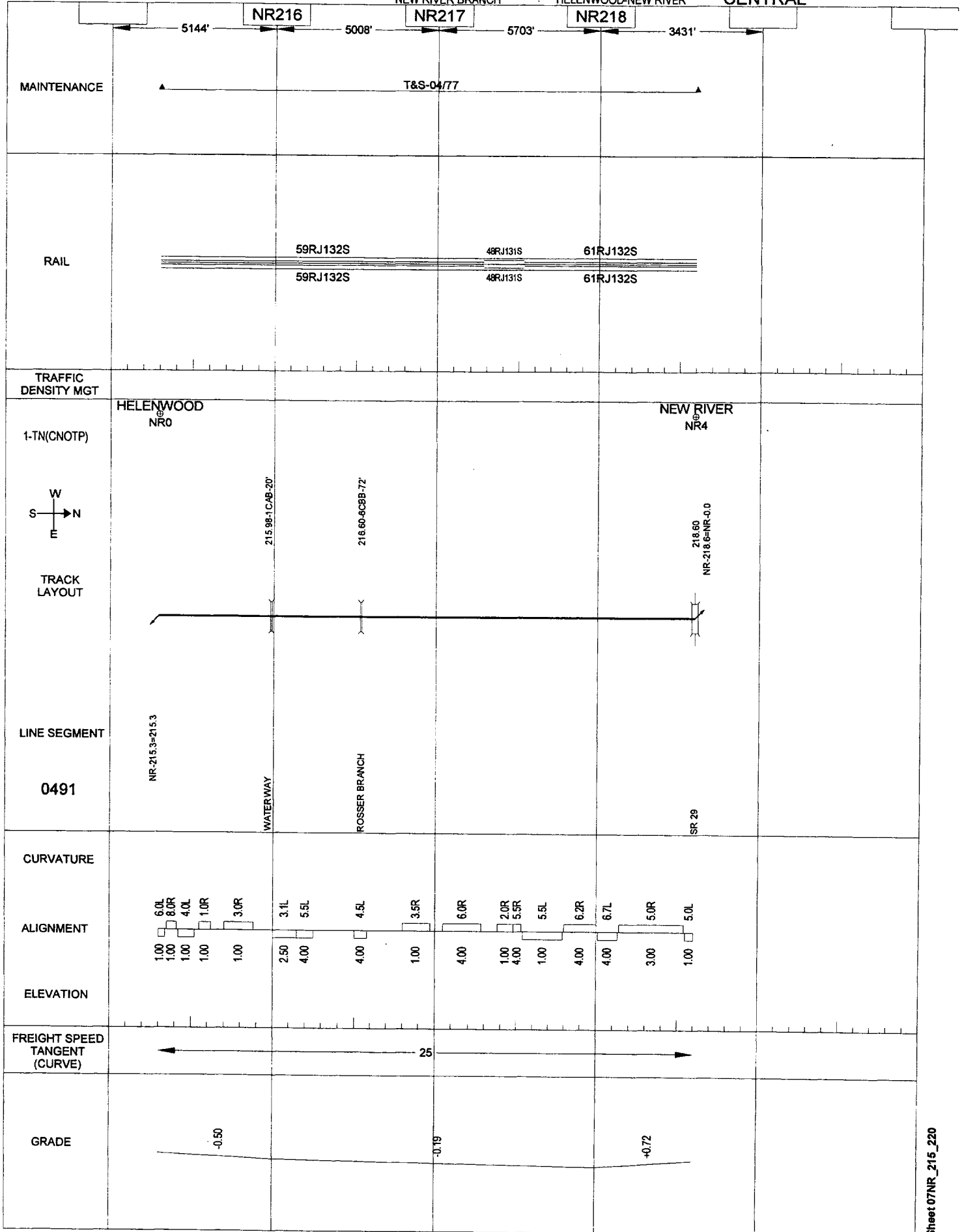
09/09/2005

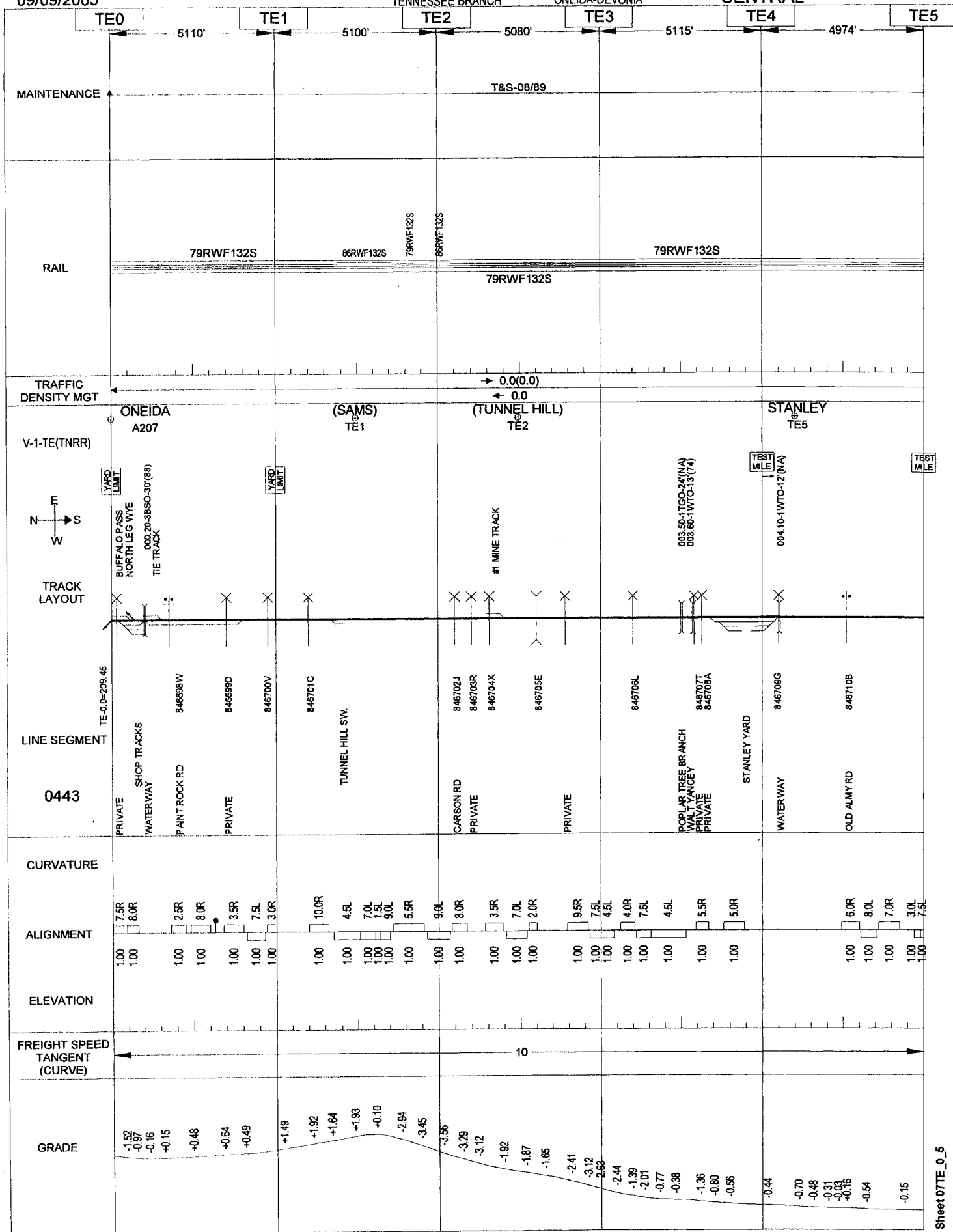
242

NEW RIVER BRANCH

HELENWOOD-NEW RIVER

CENTRAL





CENTRAL



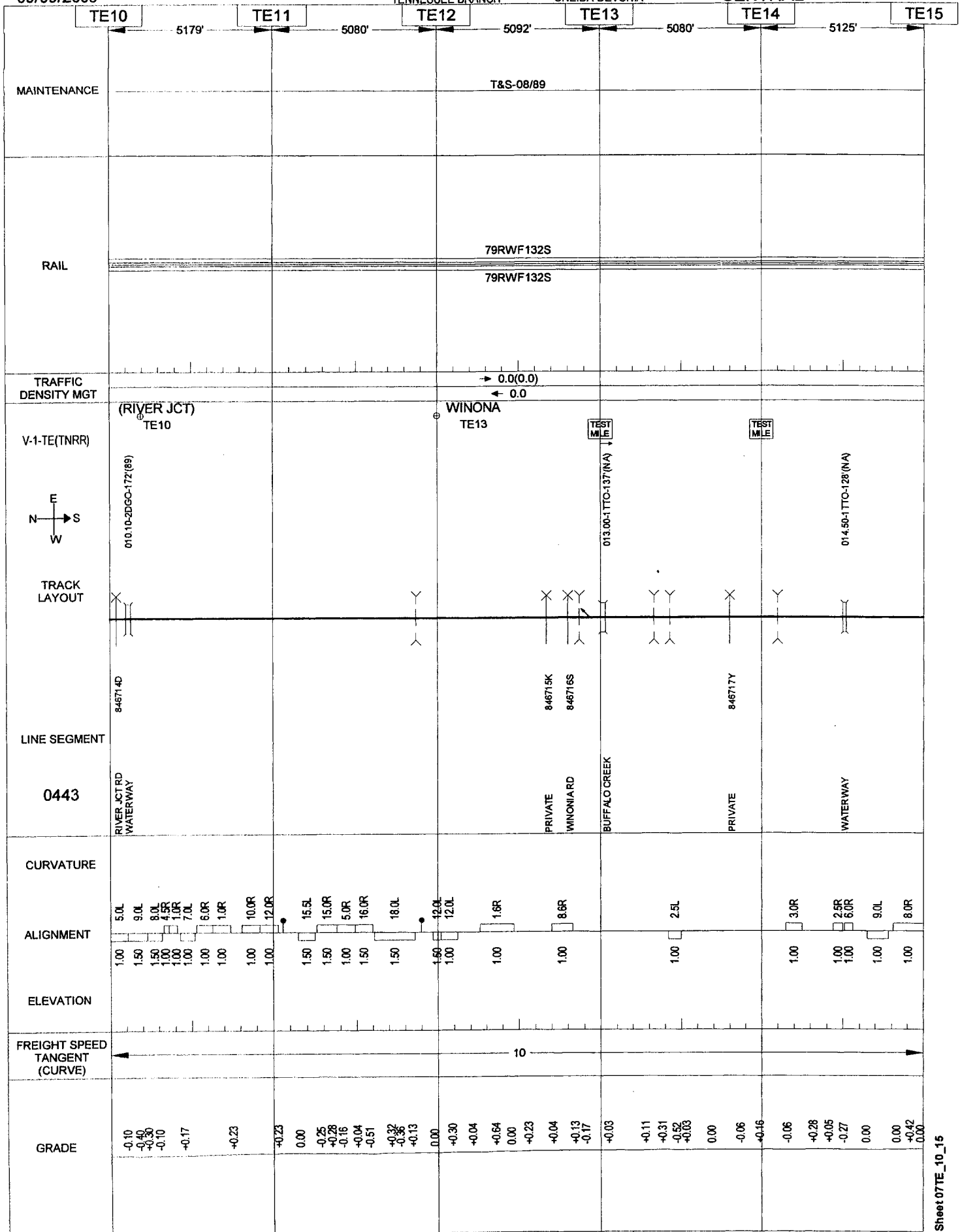
09/09/2005

245

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



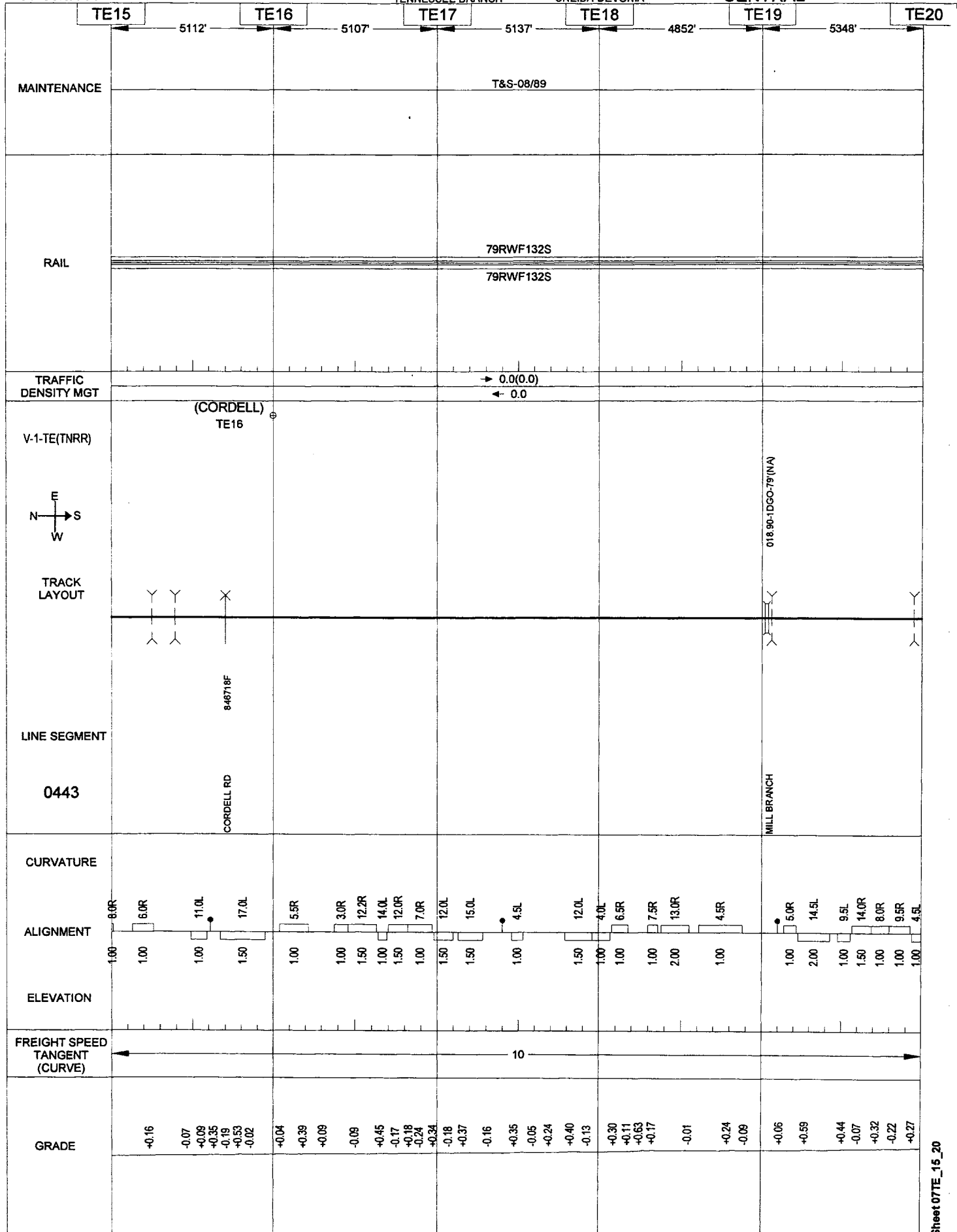
09/09/2005

246

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



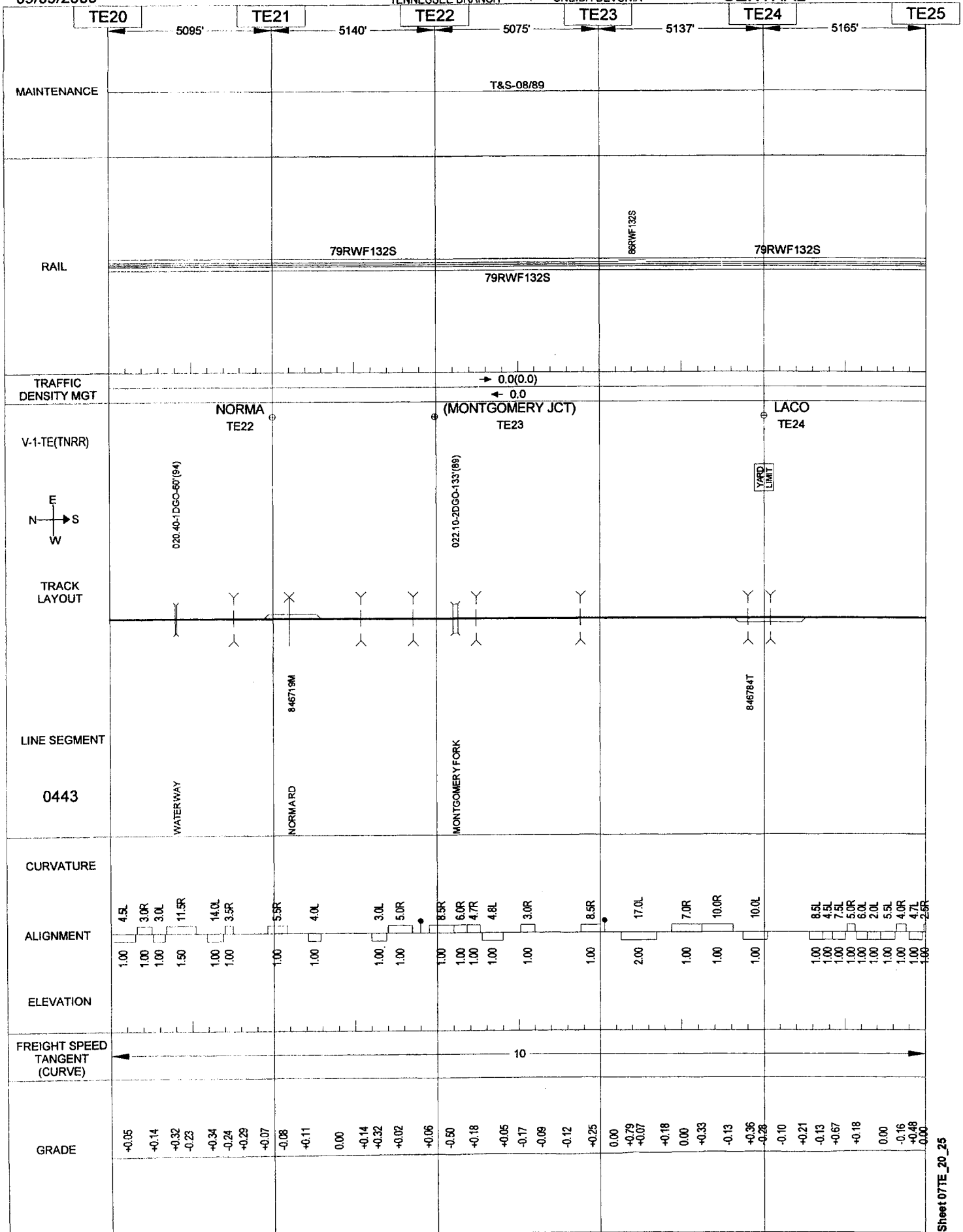
09/09/2005

247

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



CENTRAL

TE30

30

T&S-08/90

79RWF132S

→ 0.0(0.0)

SMOKEY JCT
TE27

YARD	
LIMIT	

SHOAL CREEK

CROSSES CREEK

OLD HOUSE BRANCH

WICKS CREEK

846788V

0443

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

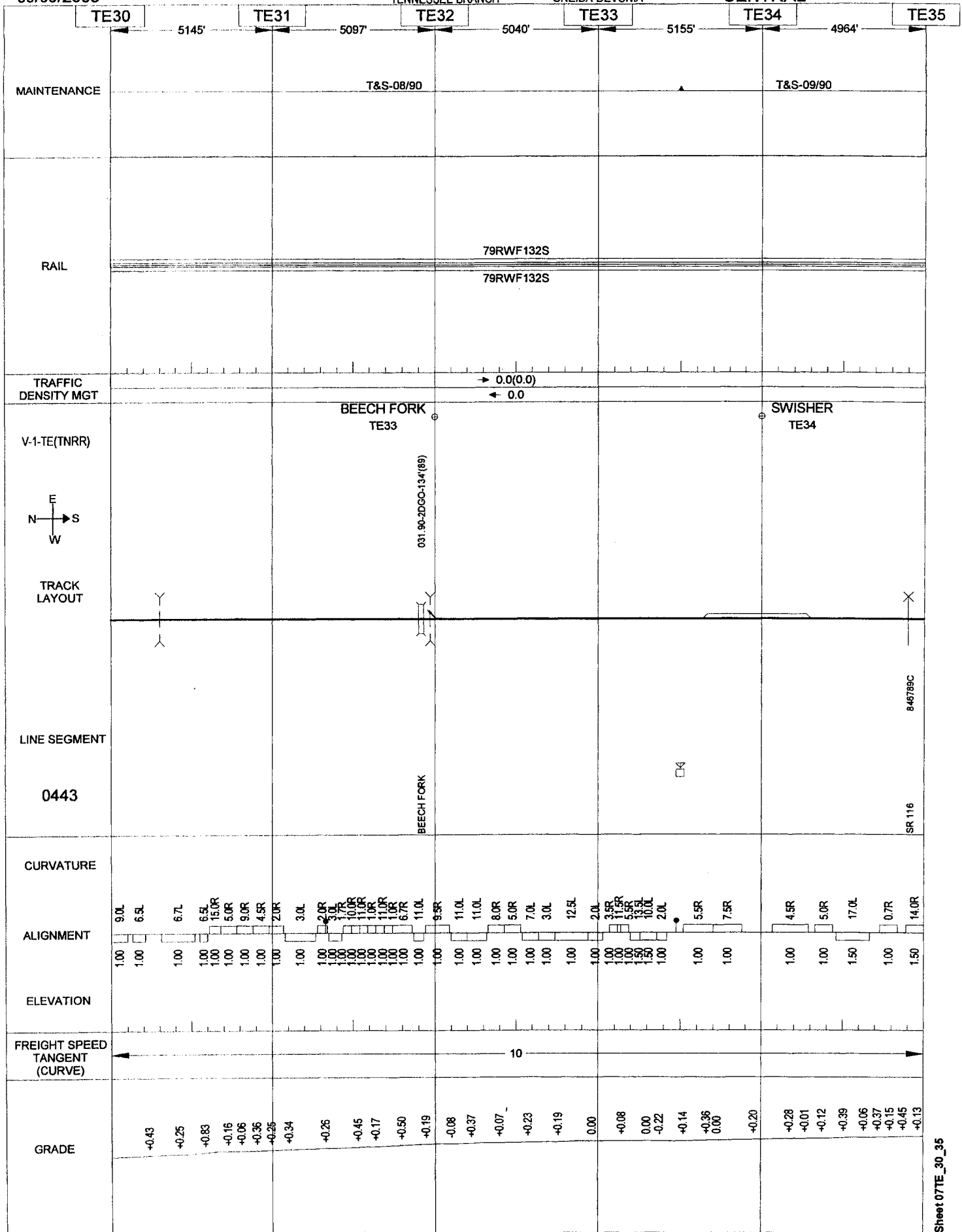
GRADE

1000 simulated values of α

1000 simulated values of α

Value of α	Frequency (Count)
-0.40	2
-0.35	3
-0.30	1
-0.25	1
-0.20	1
-0.15	6
-0.10	9
-0.05	5
0.00	5
0.05	14
0.10	9
0.15	2
0.20	4
0.25	5

Sheet 07TE_25_30



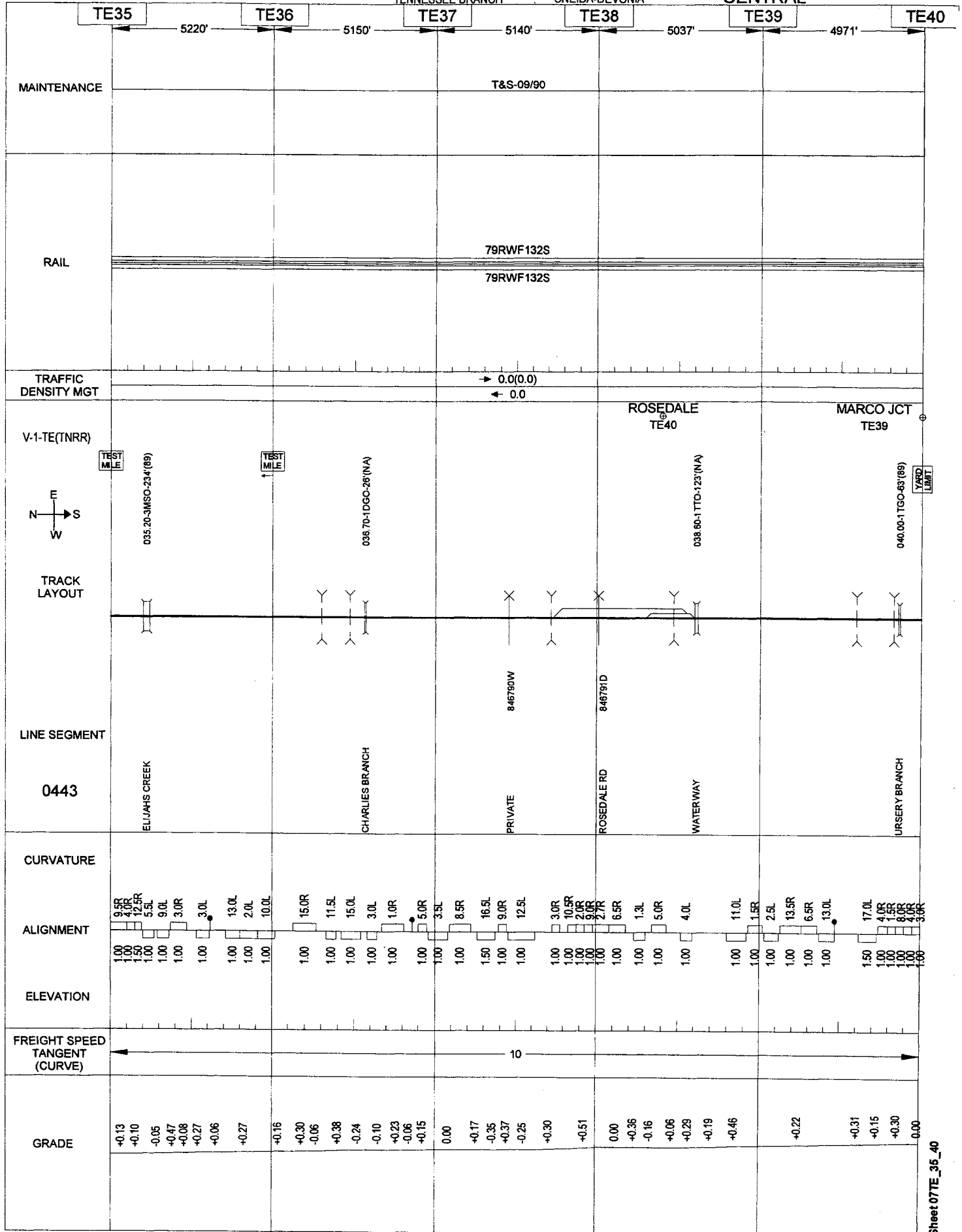
09/09/2005

250

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



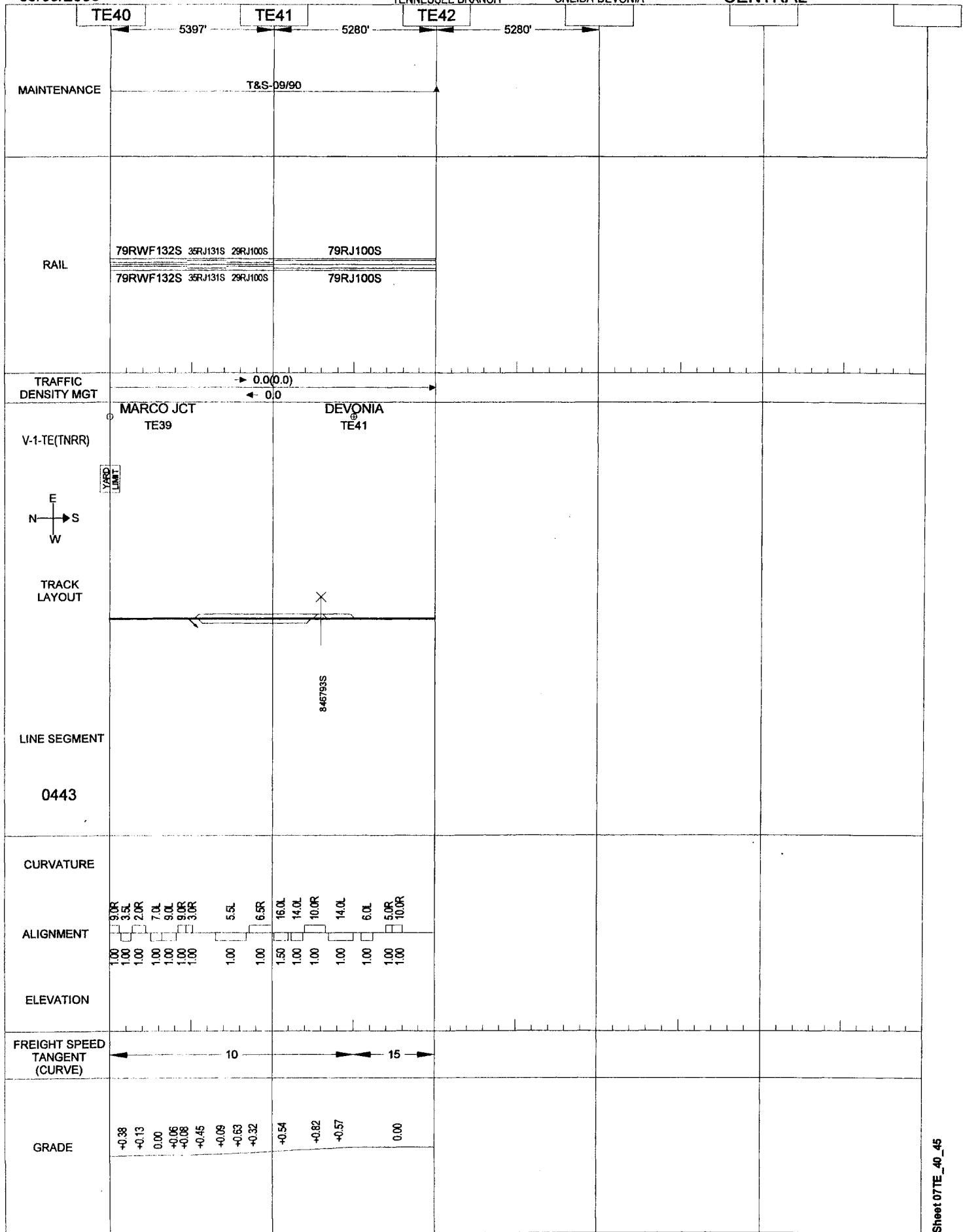
09/09/2005

251

TENNESSEE BRANCH

ONEIDA-DEVONIA

CENTRAL



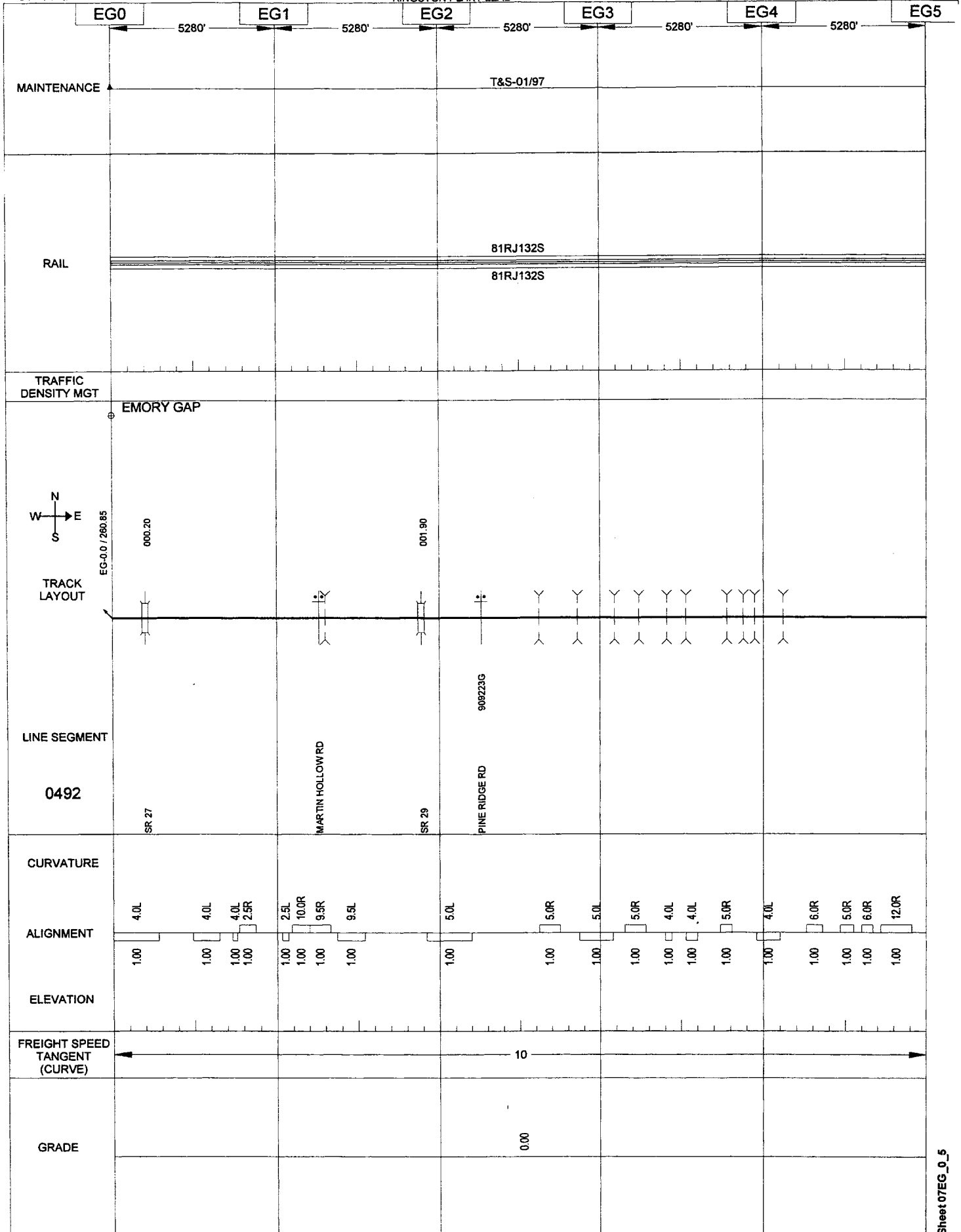
09/09/2005

252

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



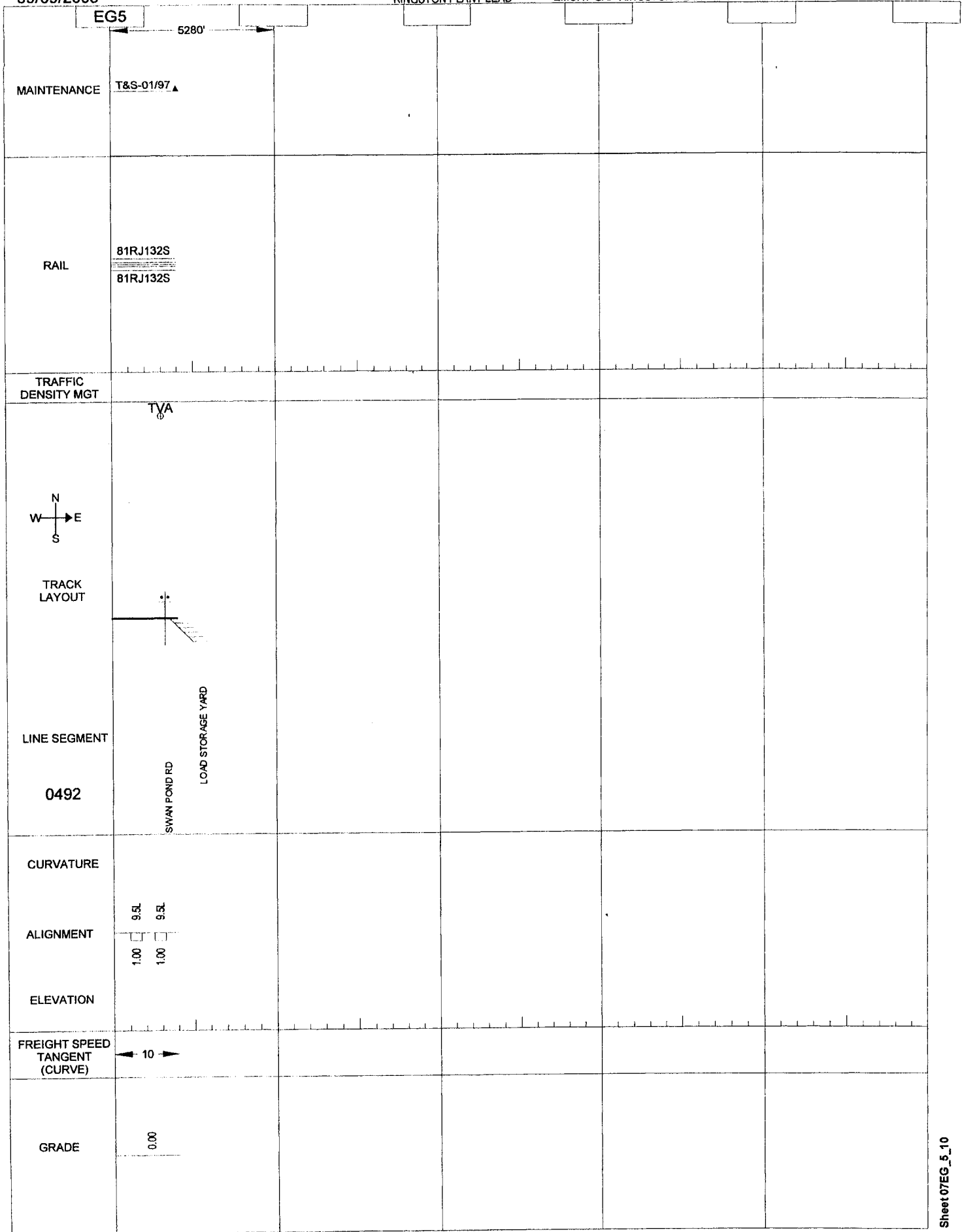
09/09/2005

253

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



09/15/2005

LOUISVILLE

254

LOUISVILLE-DANVILLE

CENTRAL

269W

270W

#2
MAINTENANCE
#1

#2
RAIL
#1

TRAFFIC
DENSITY MGT

V-91-IN(SR)



TRACK
LAYOUT

#2
#1

LINE SEGMENT

0160

CURVATURE
#2

ALIGNMENT

#1
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

T&S-09/03

T&S-09/03

76NWF132P

86NWF132S

76NWF132P

86NWF132S

76NWF132P

86NWF132S

76NWF132P

86NWF132S

02NWF132P

02NWF132P

86NWF132P

86NWF132P

17.9(15.9#2)

13.8(15.9#1)

TATEM
265WK & I JCT
266W

BTC

ETC

YARD
UNIT

268.80

CSXT

BEGIN ILLINOIS DIV

269.00-42MSO-4039(68.01)(71-04)

(VINCENNES)

IN KY

269.90

724955E
724954X

724952J

9TH ST
10TH ST15TH ST
OLD -W LINE

OHIO RIVER

1.64

1.0R

12.1R

6.0L

1.00

1.50

1.00

1.0R

12.1R

6.0L

1.00

1.50

1.00

15

(10)

(10)

15

0.00

-0.70

+0.30

+0.67

+1.22

-1.22

0.00

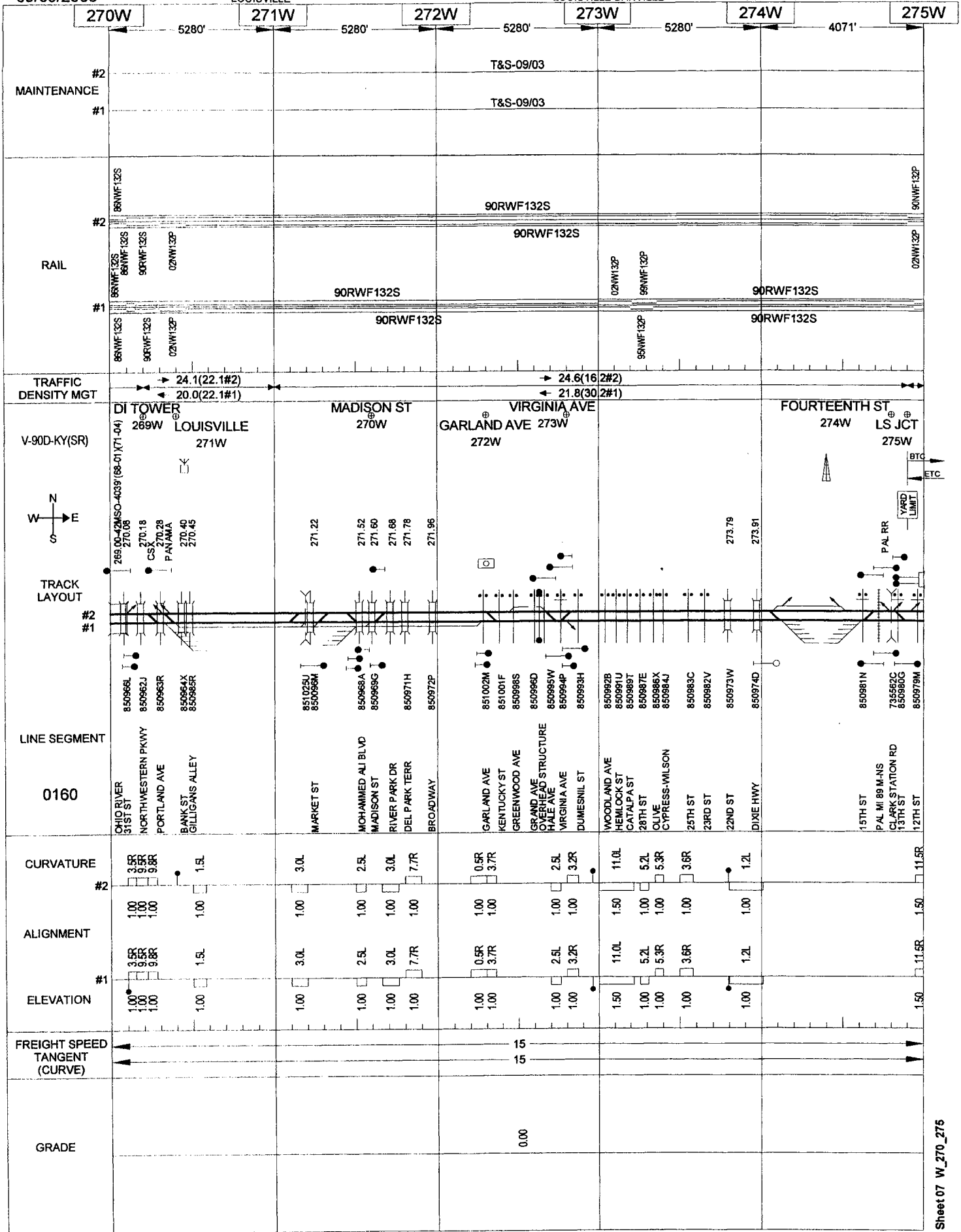
Sheet 07 W_265_270

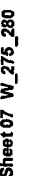
09/09/2005

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL





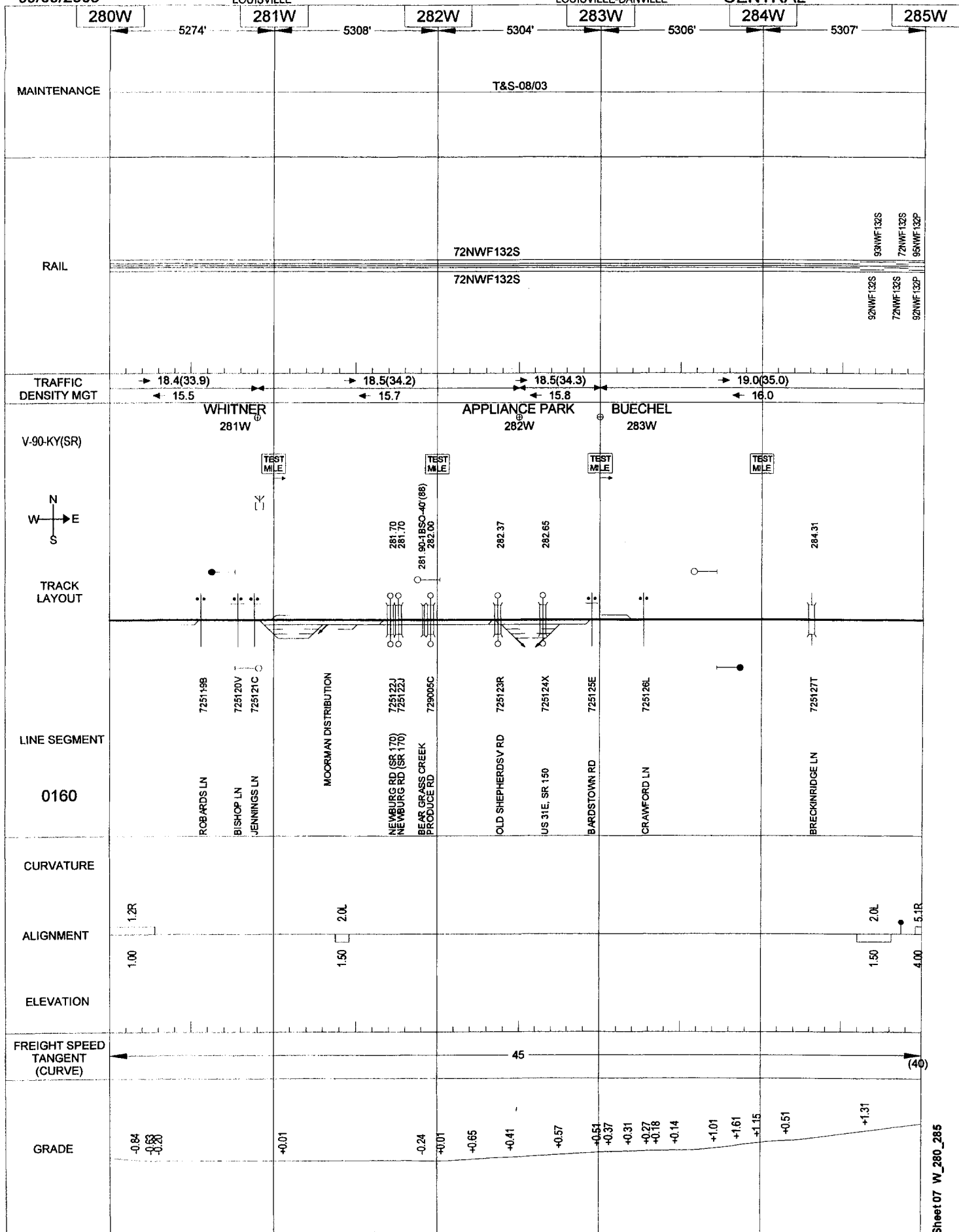
09/09/2005

257

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



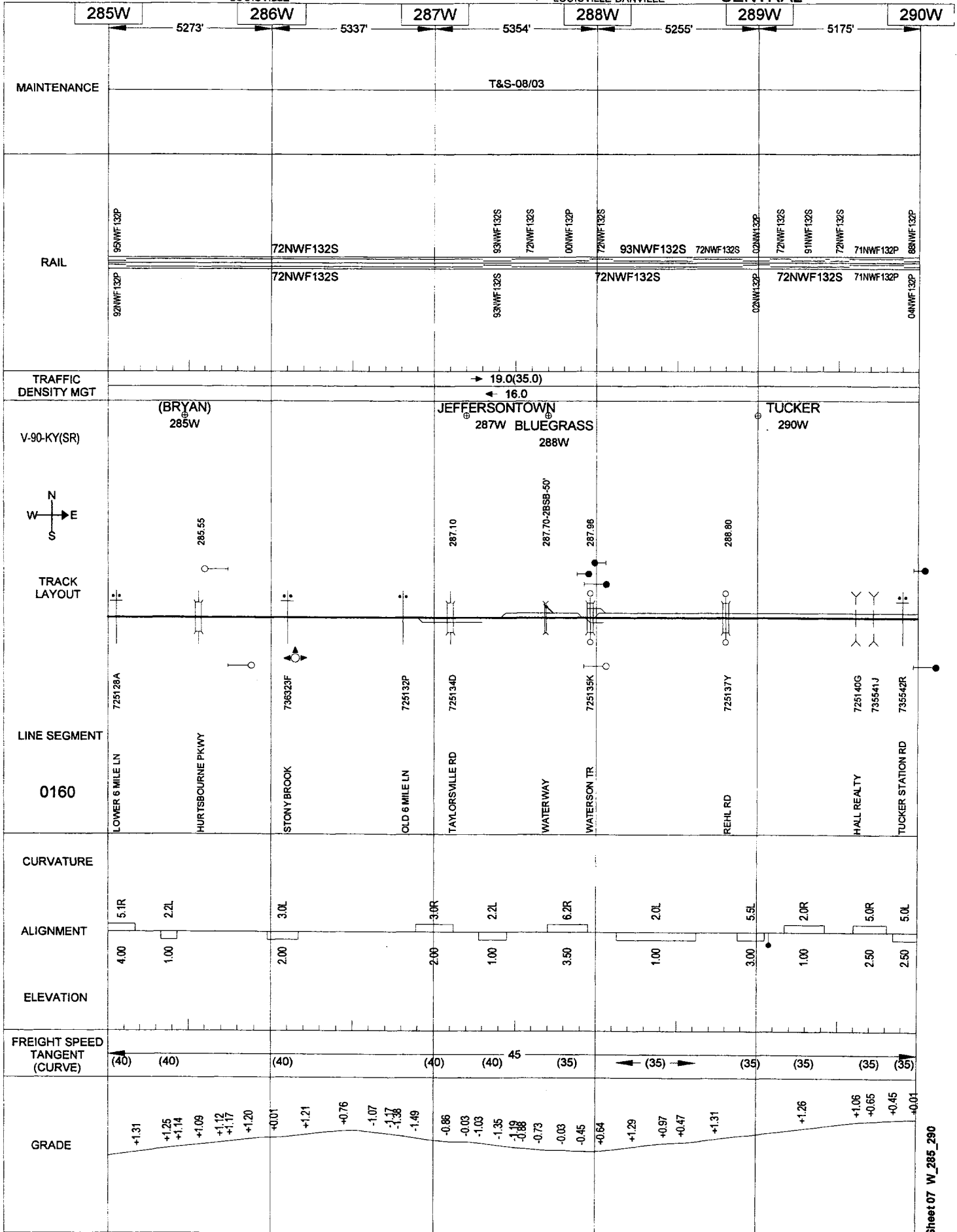
09/09/2005

258

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LOUISVILLE-DANVILLE

CENTRAL

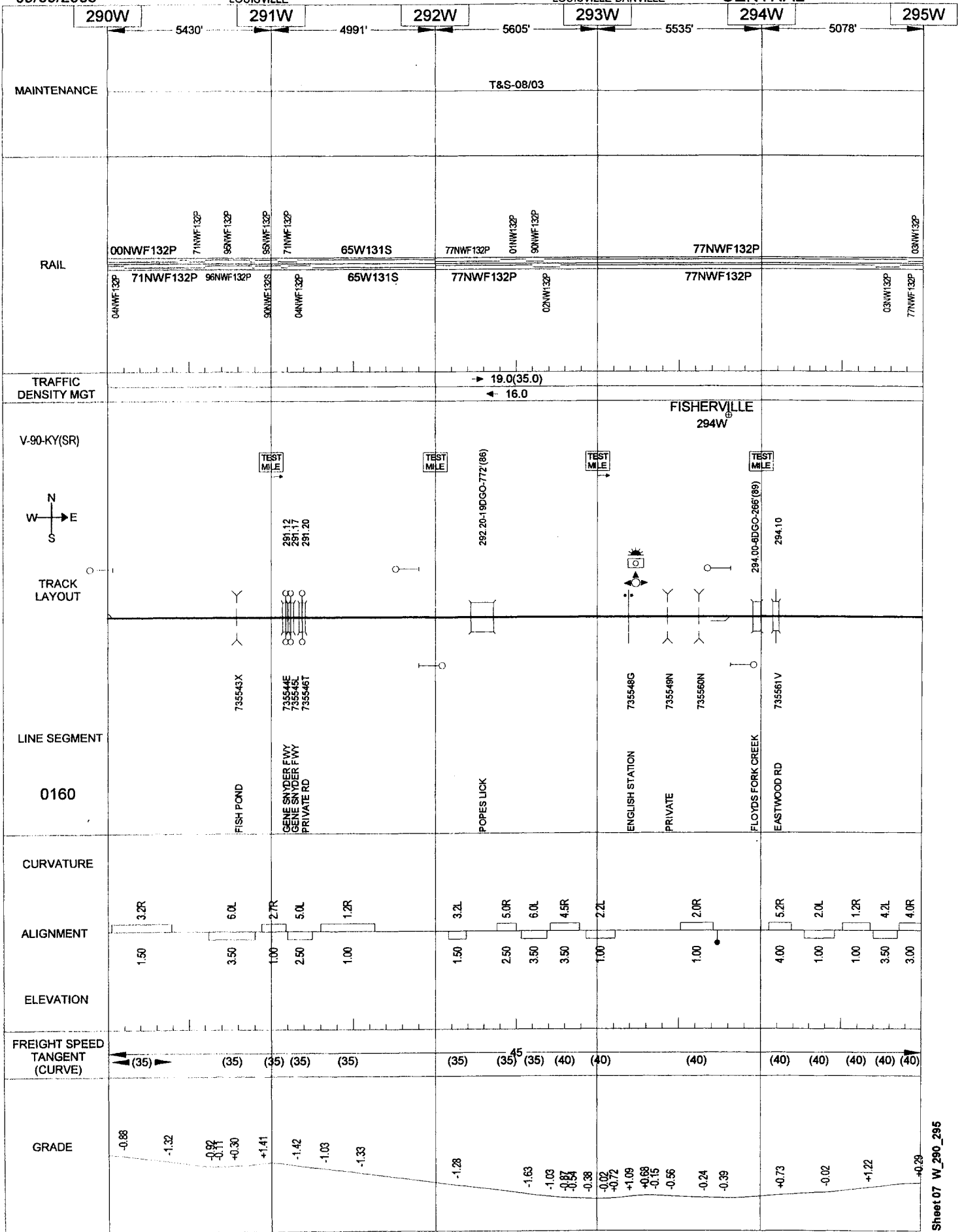


09/09/2005

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LOUISVILLE-DANVILLE

CENTRAL



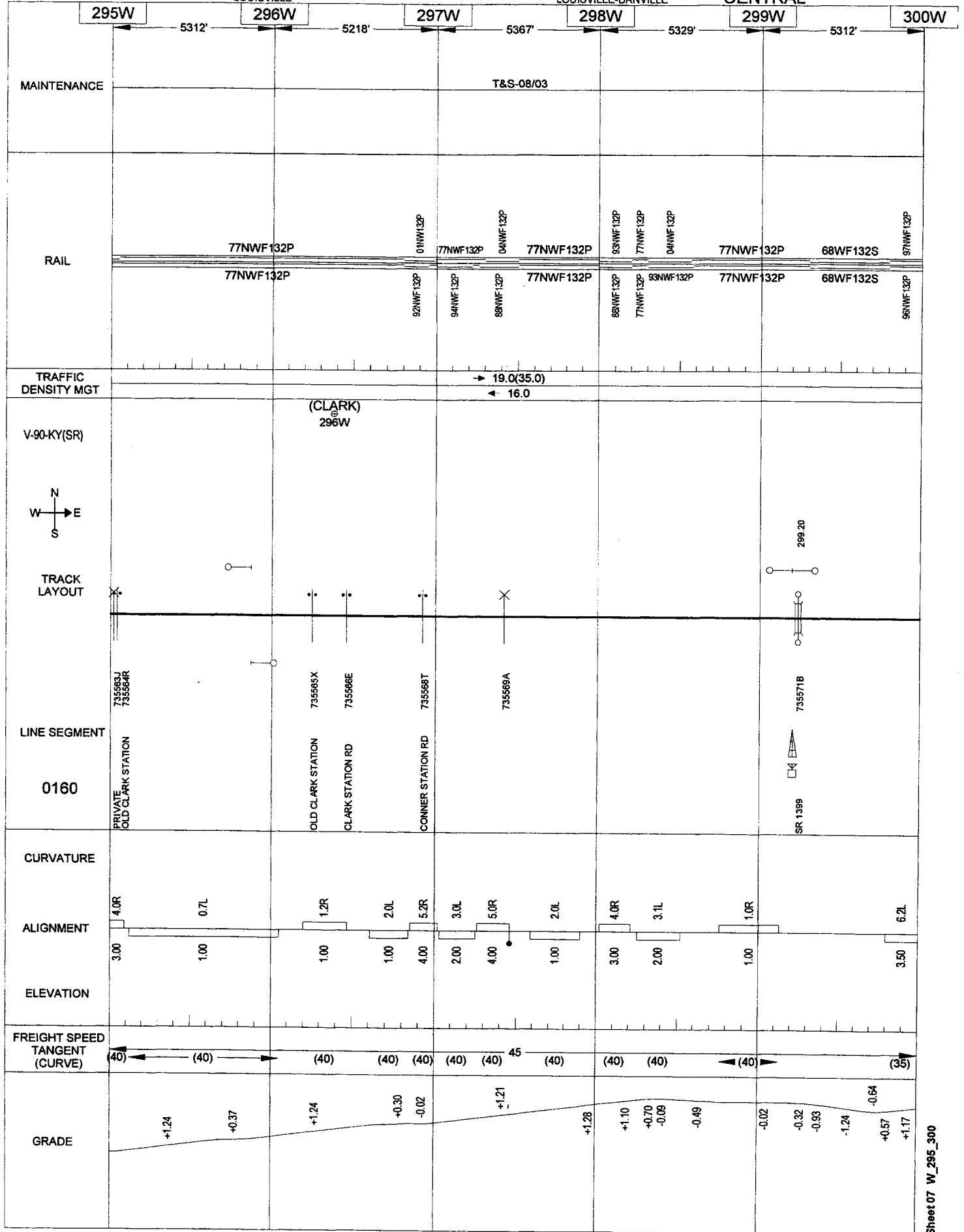
09/09/2005

260

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

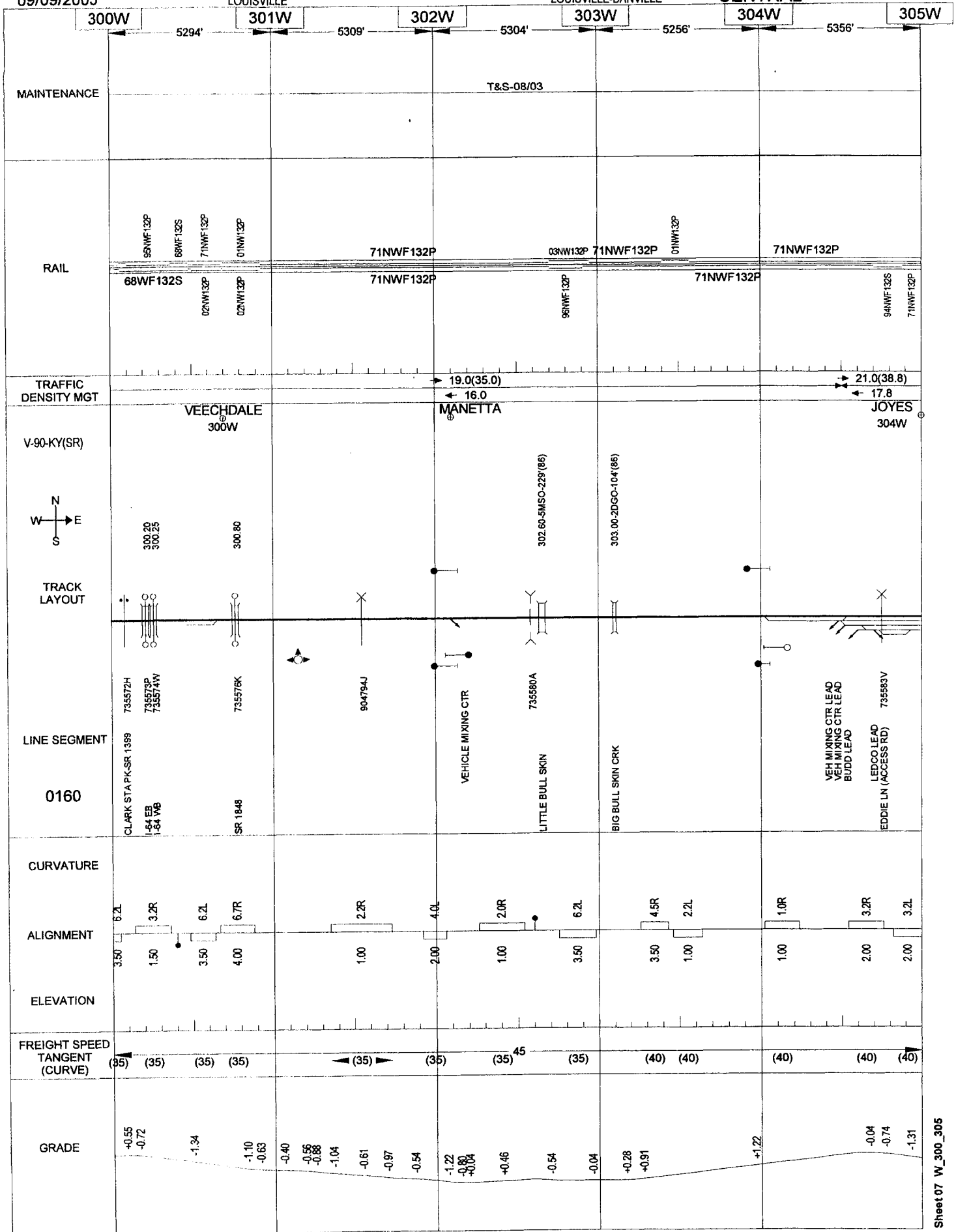


09/09/2005

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



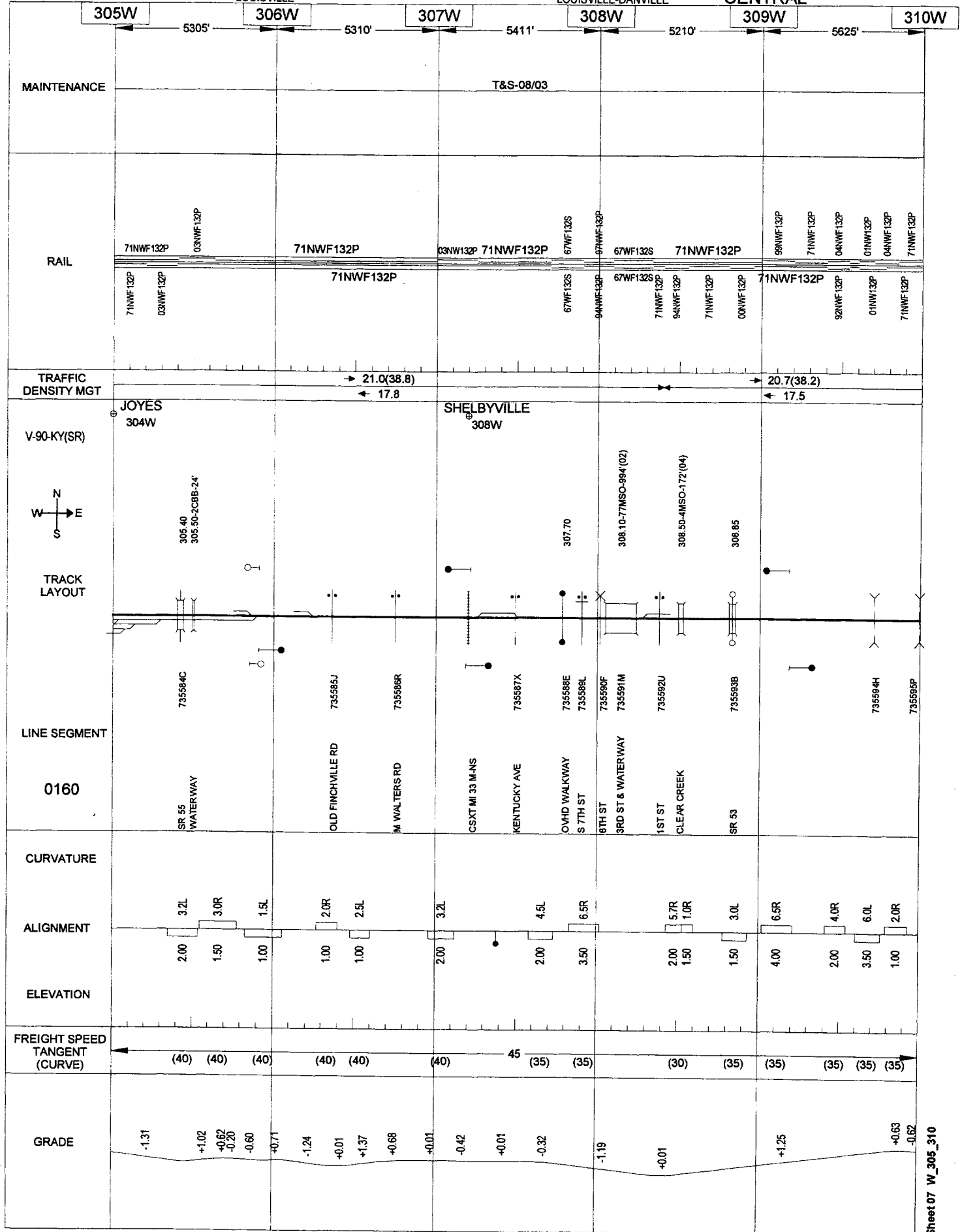
09/09/2005

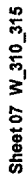
262

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL





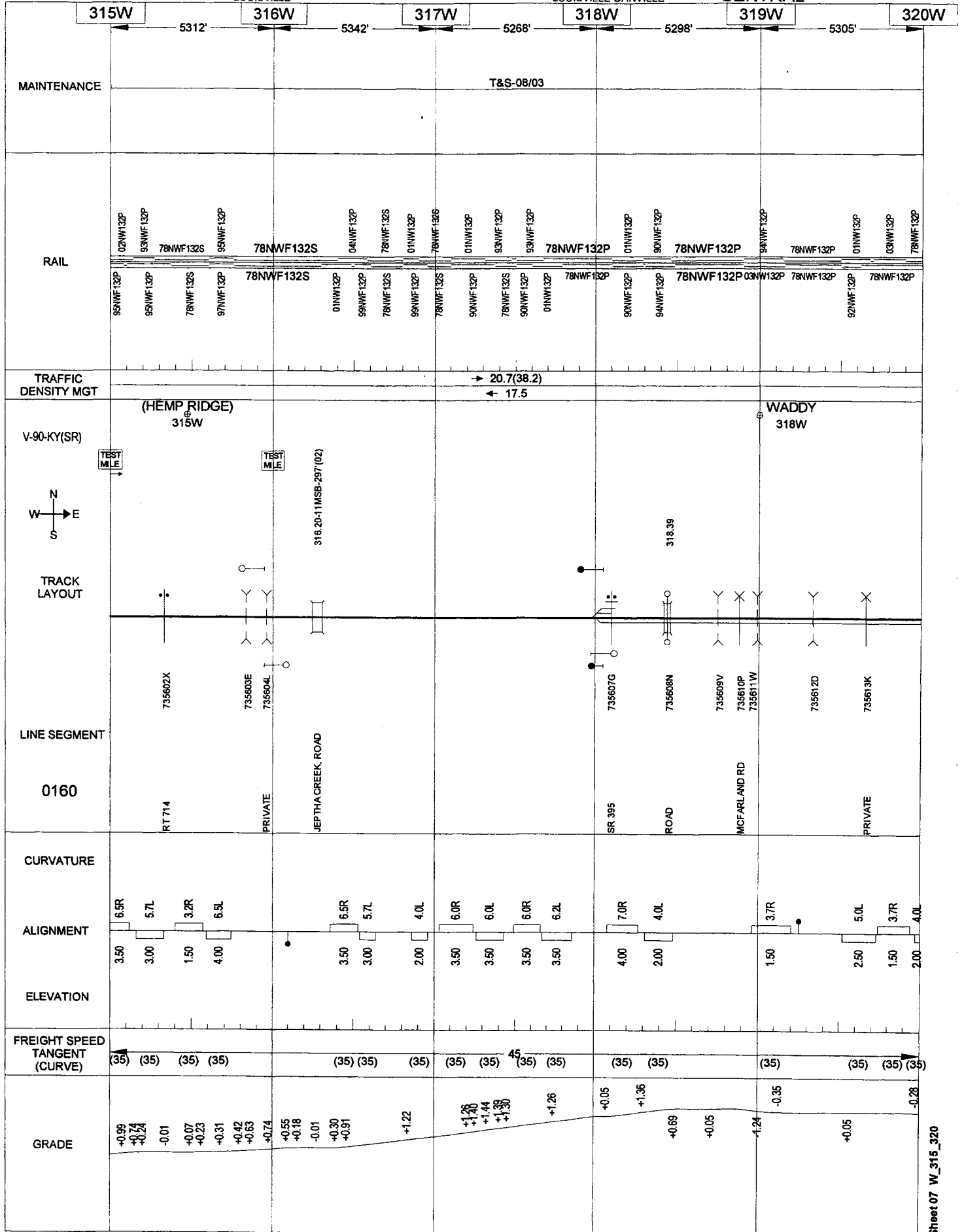
09/09/2005

264

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CENTRAL



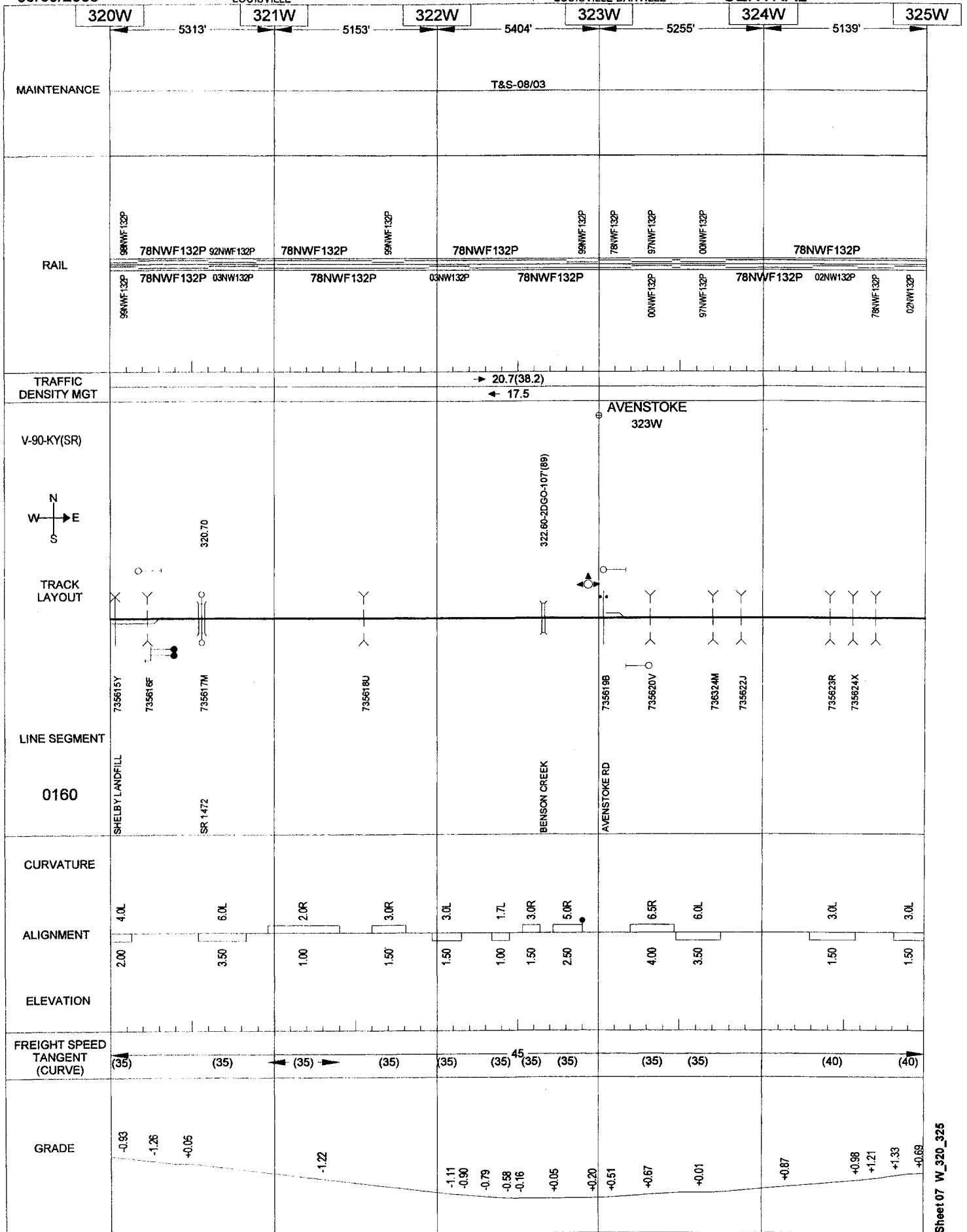
09/09/2005

265

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CENTRAL



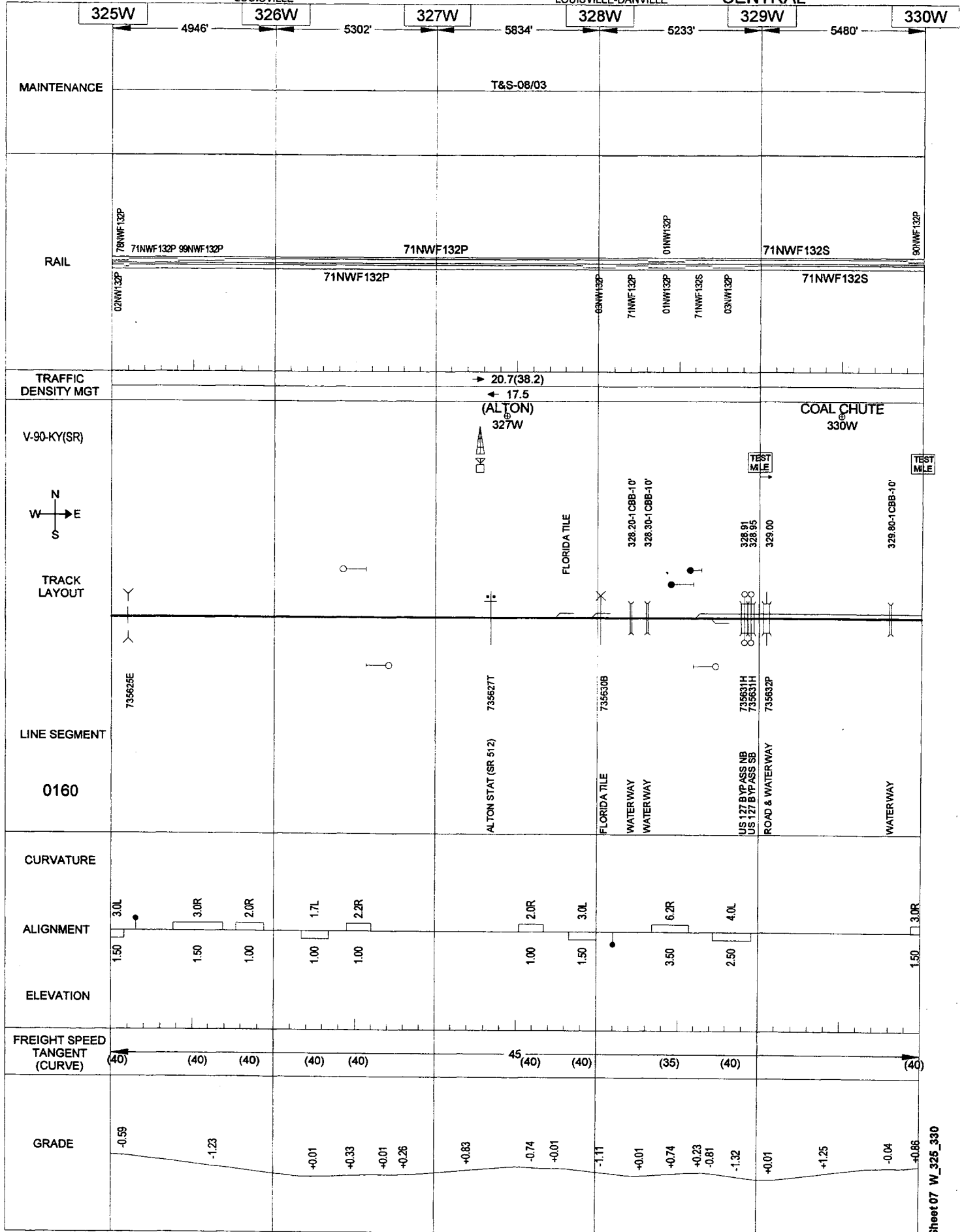
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266

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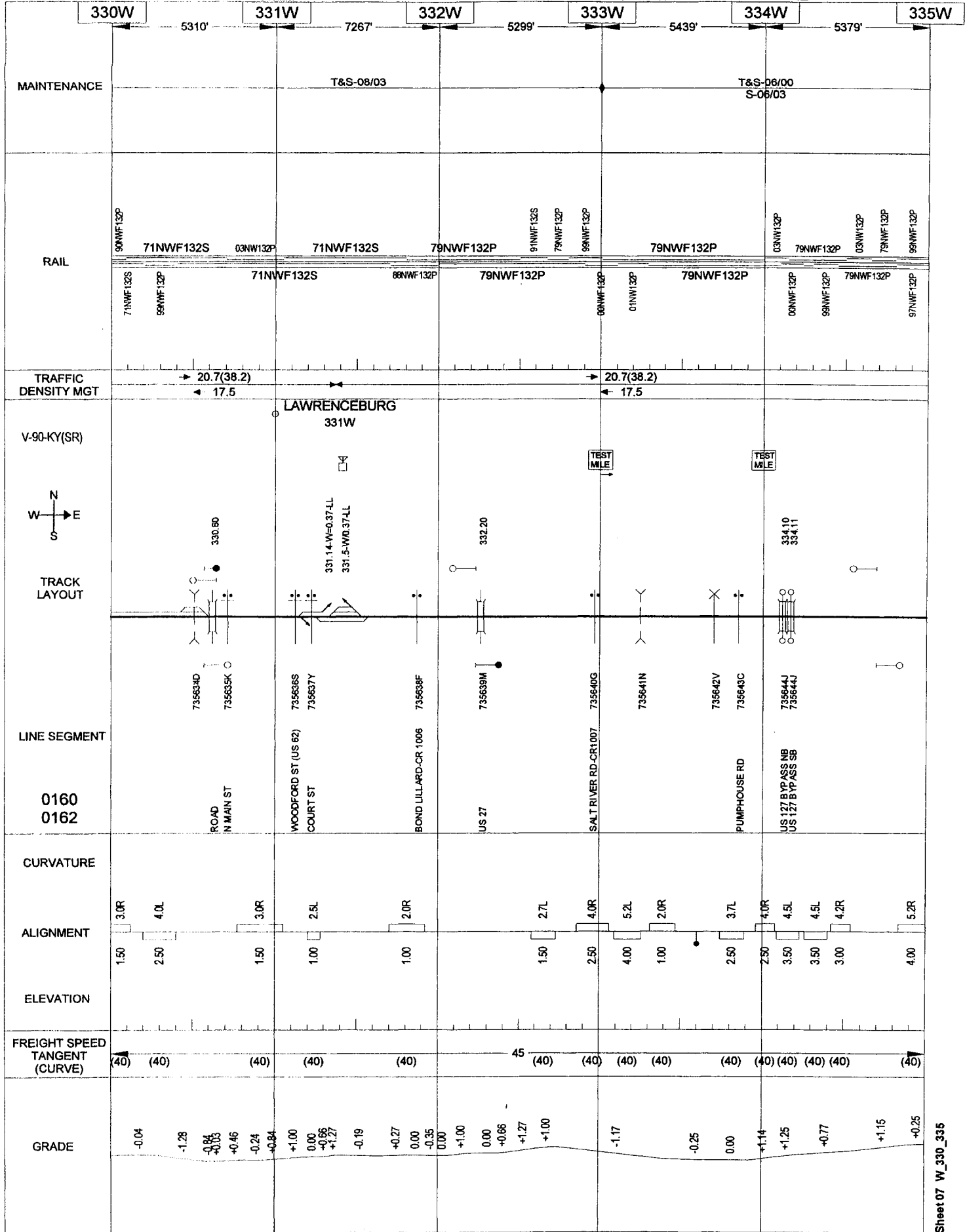


09/09/2005

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LOUISVILLE-DANVILLE

CENTRAL

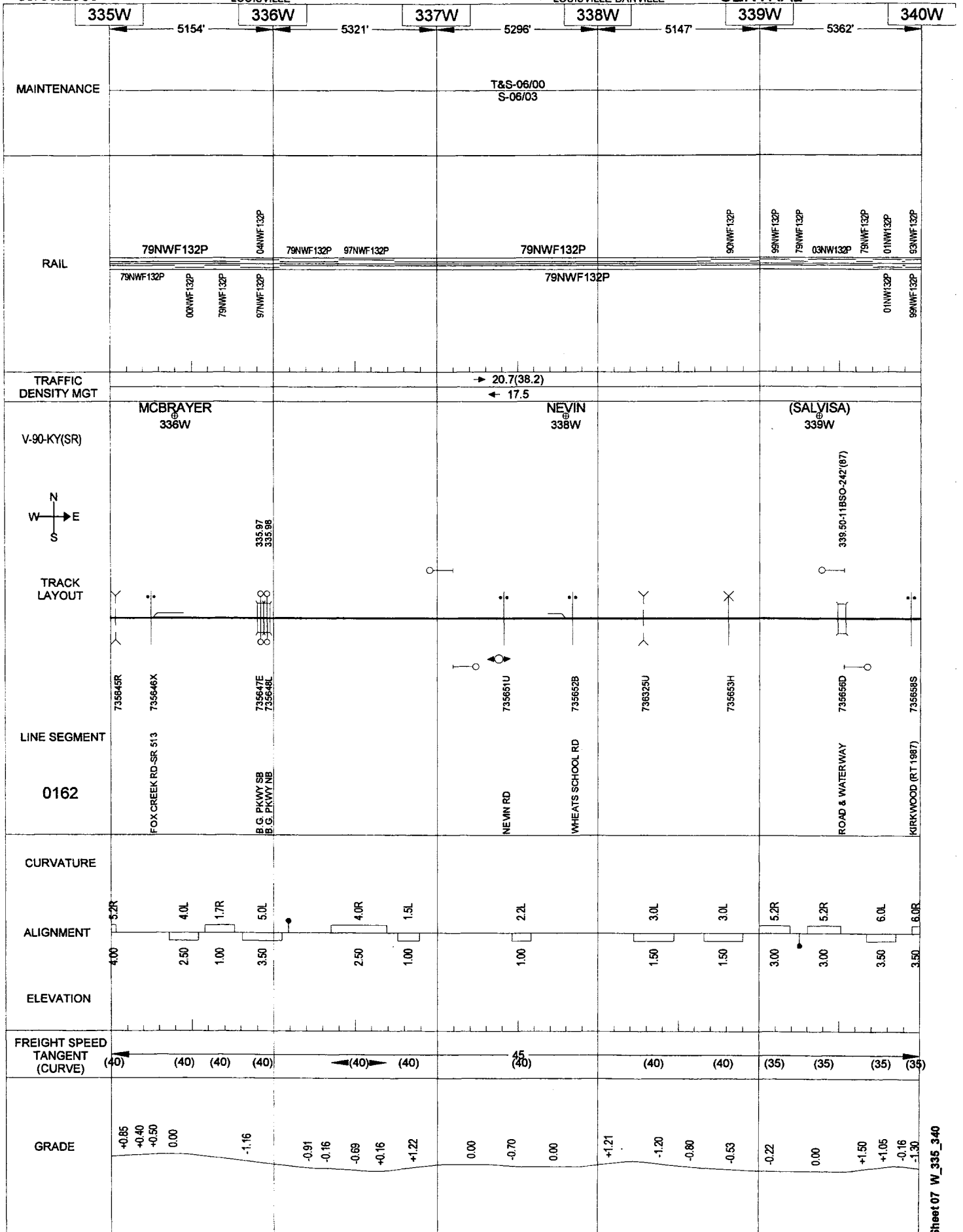


09/09/2005

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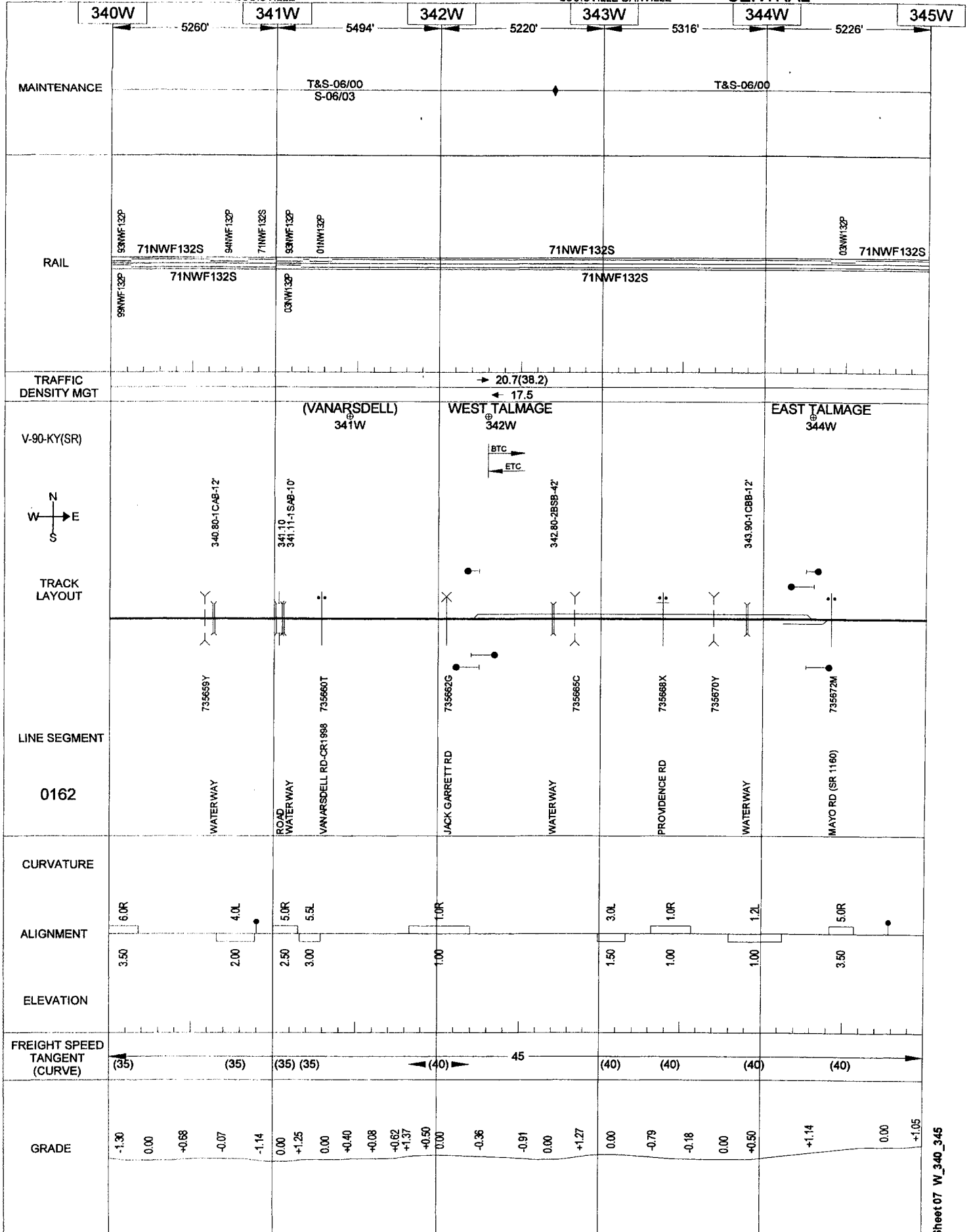
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269

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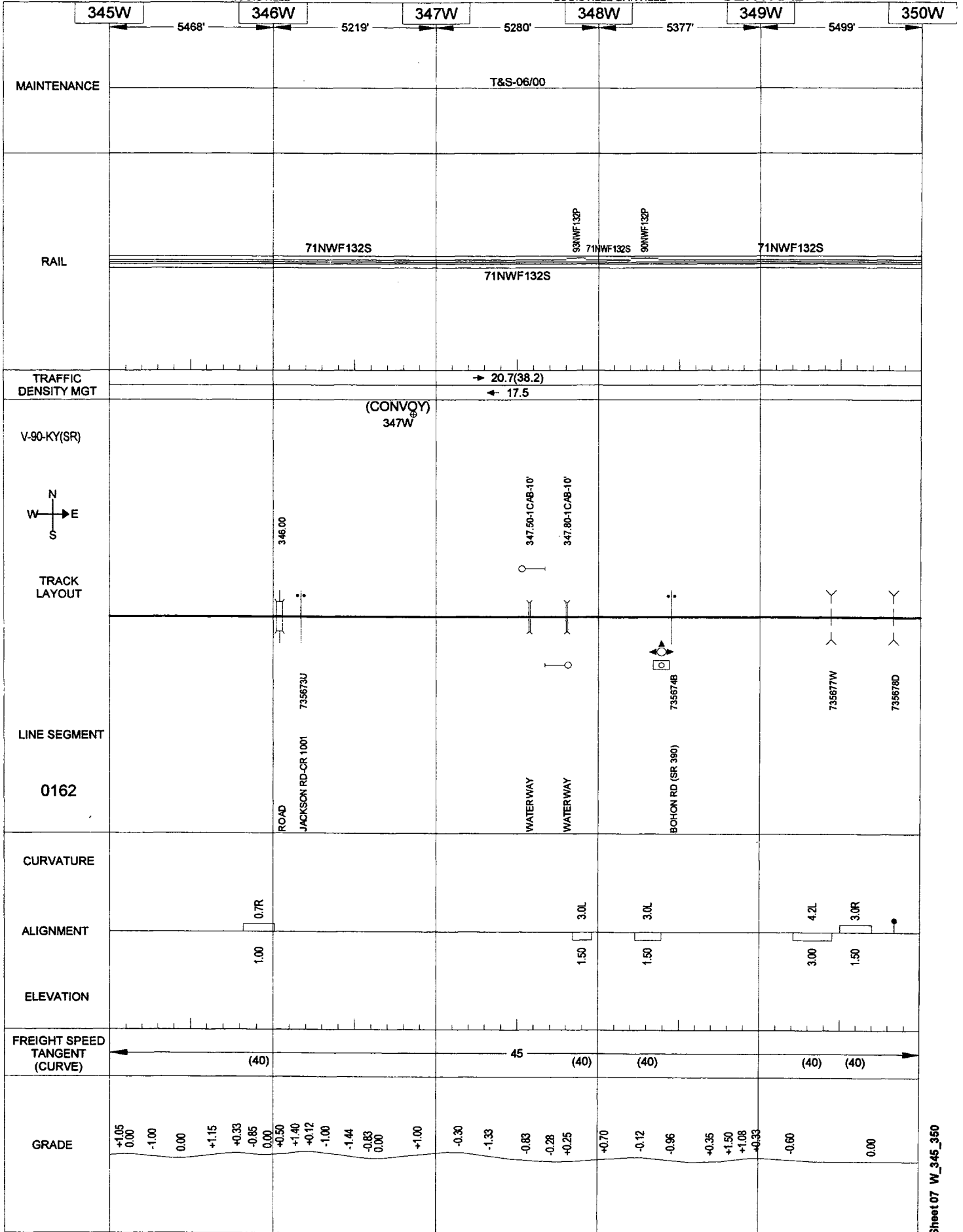
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270

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CENTRAL

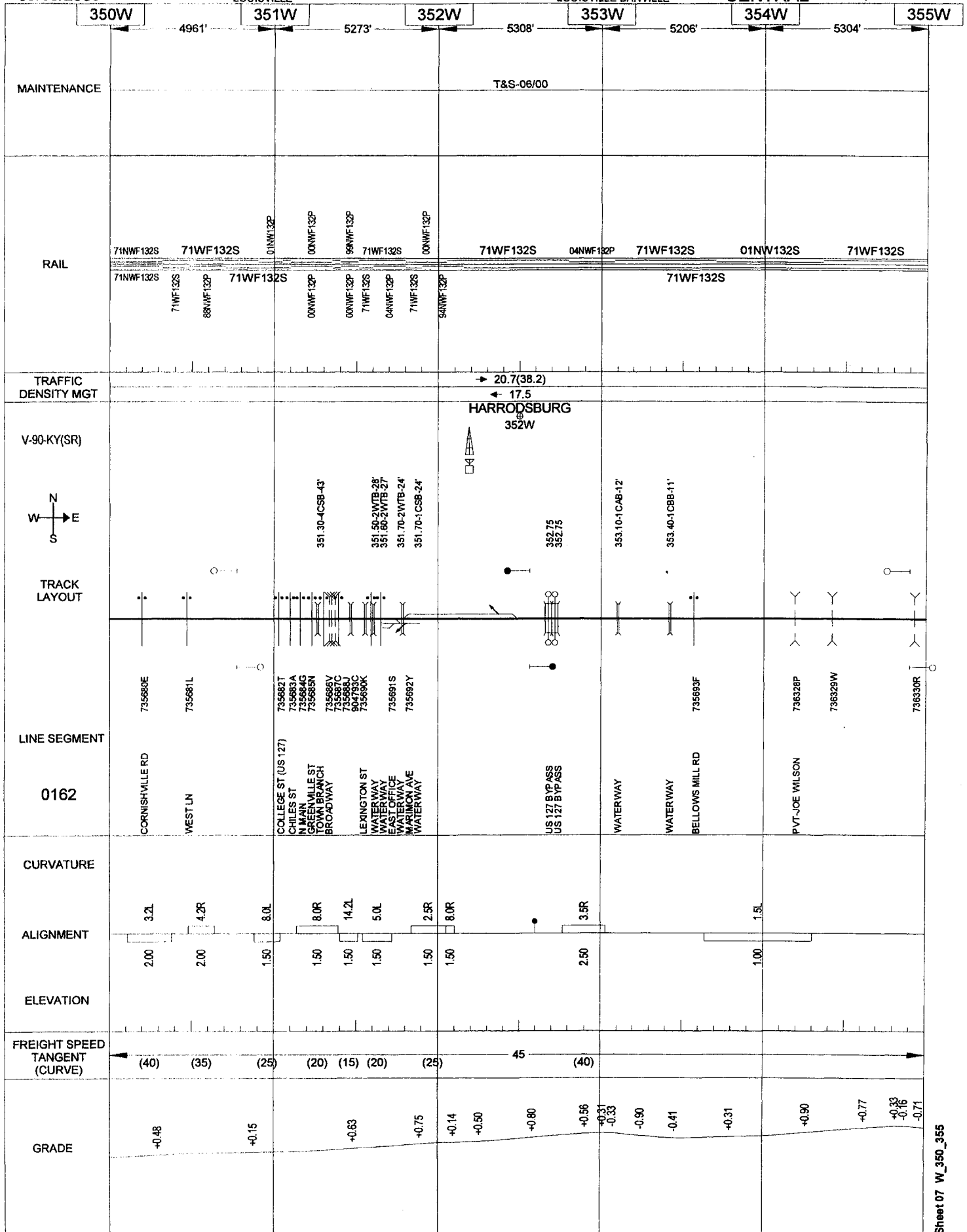


09/09/2005

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LOUISVILLE-DANVILLE

CENTRAL



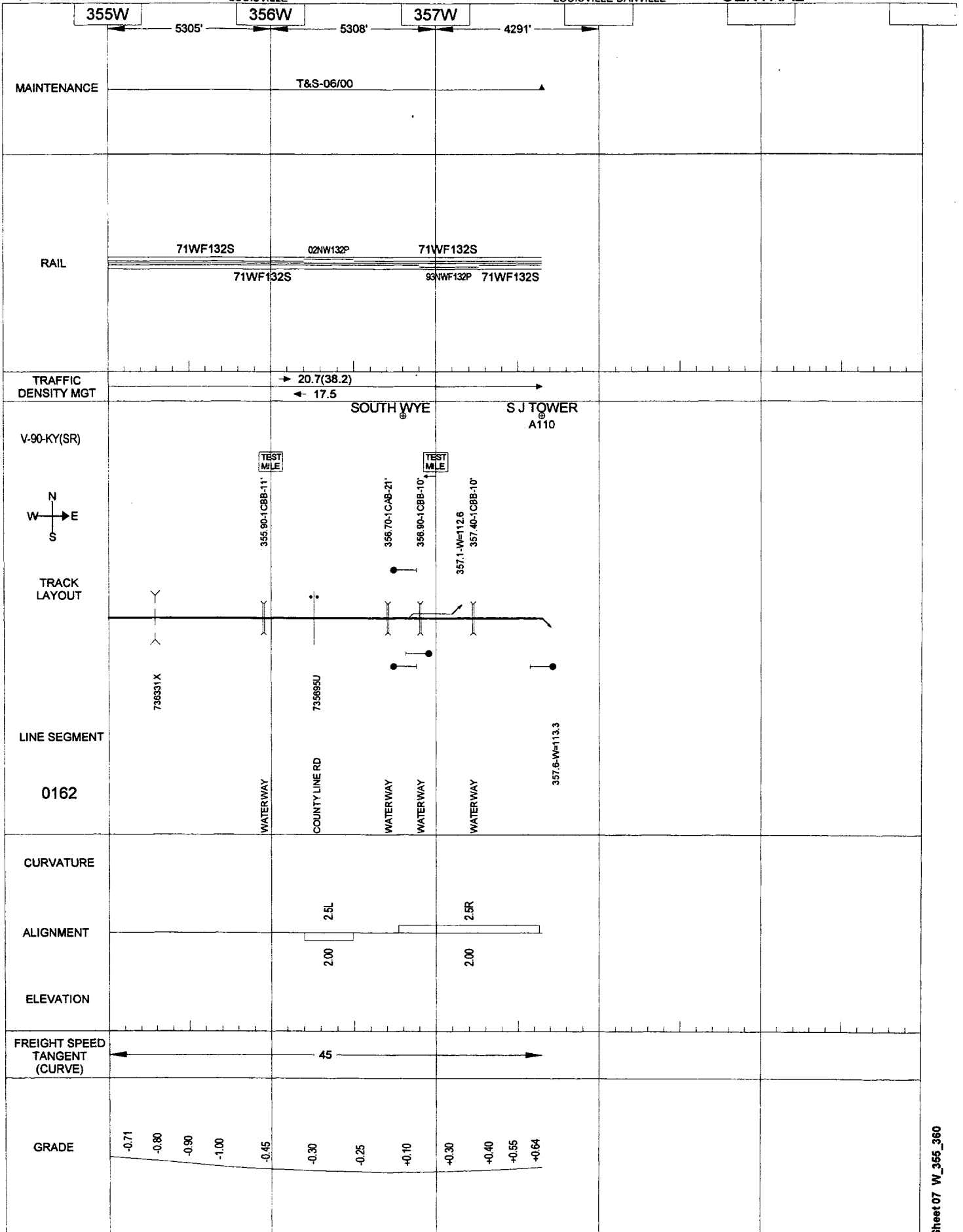
09/09/2005

272

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



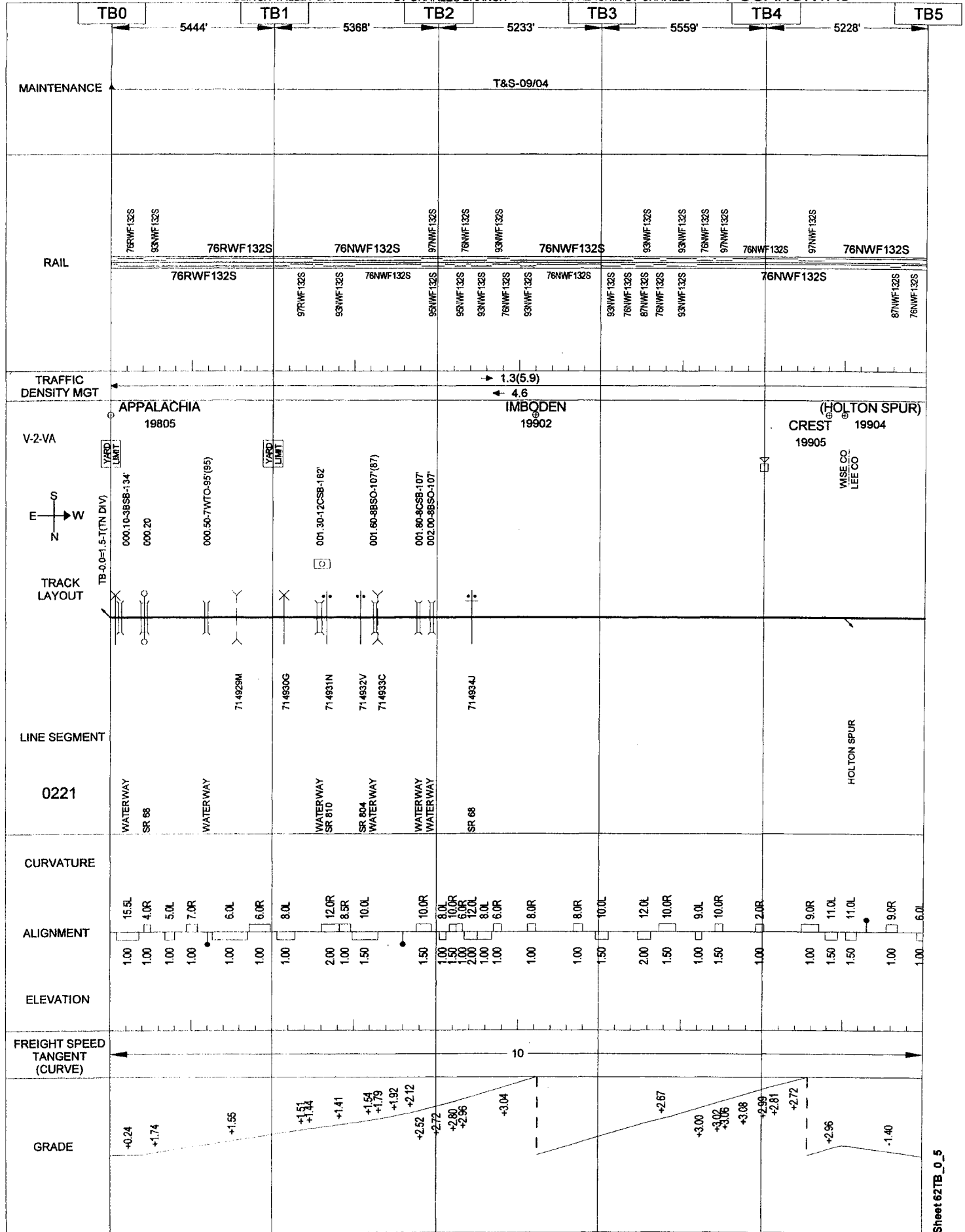
06/23/2005

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/23/2005

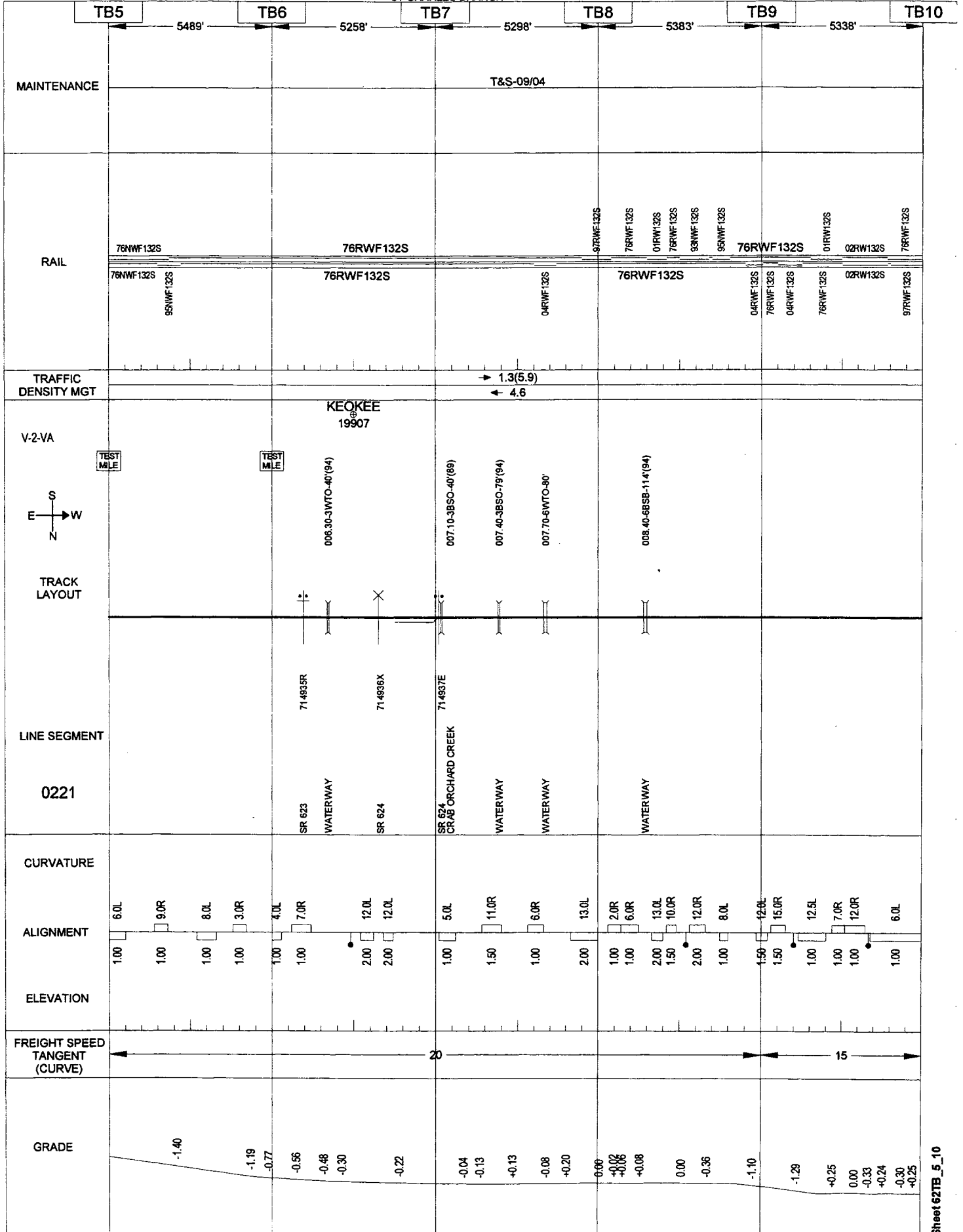
274

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/23/2005

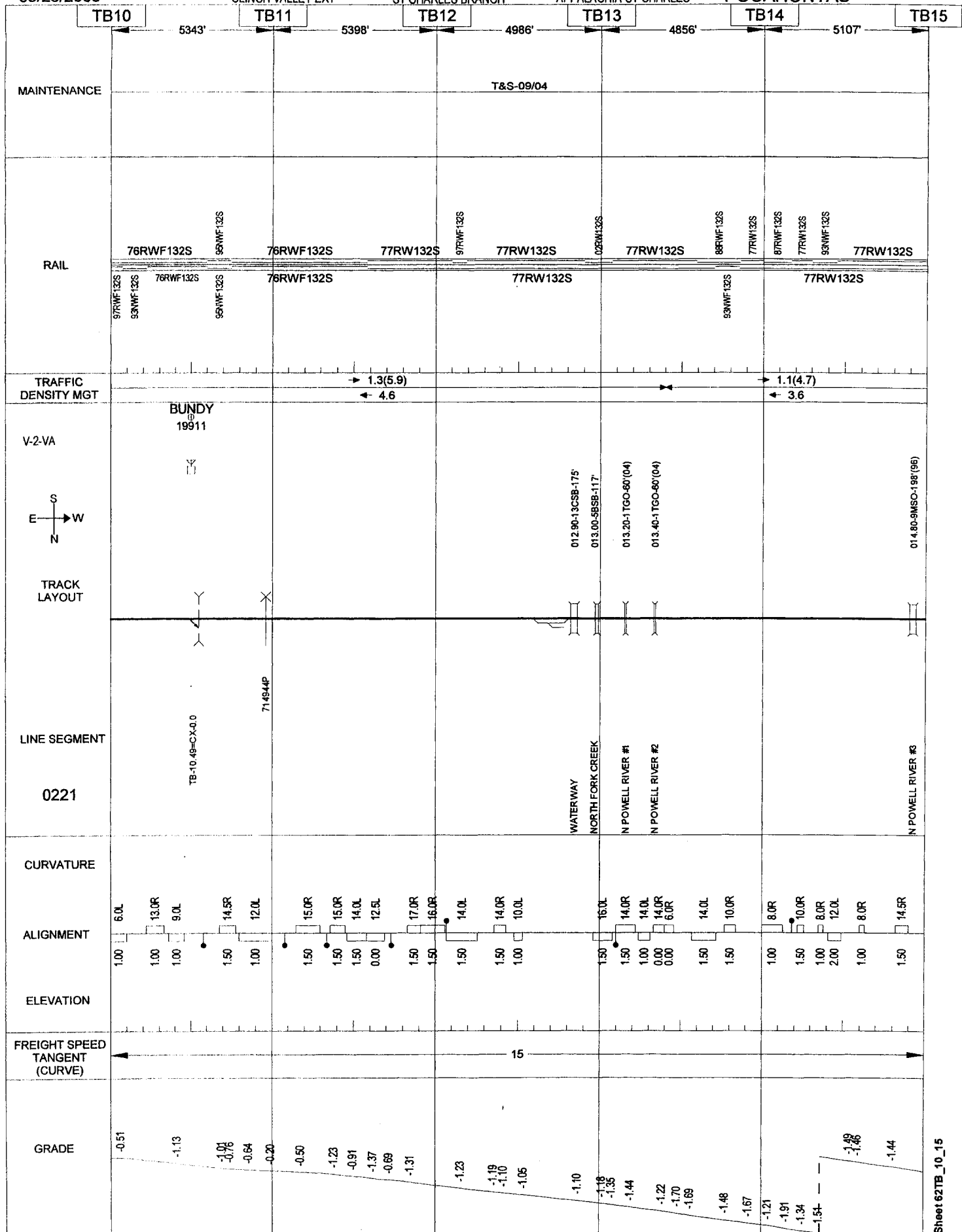
275

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/23/2005

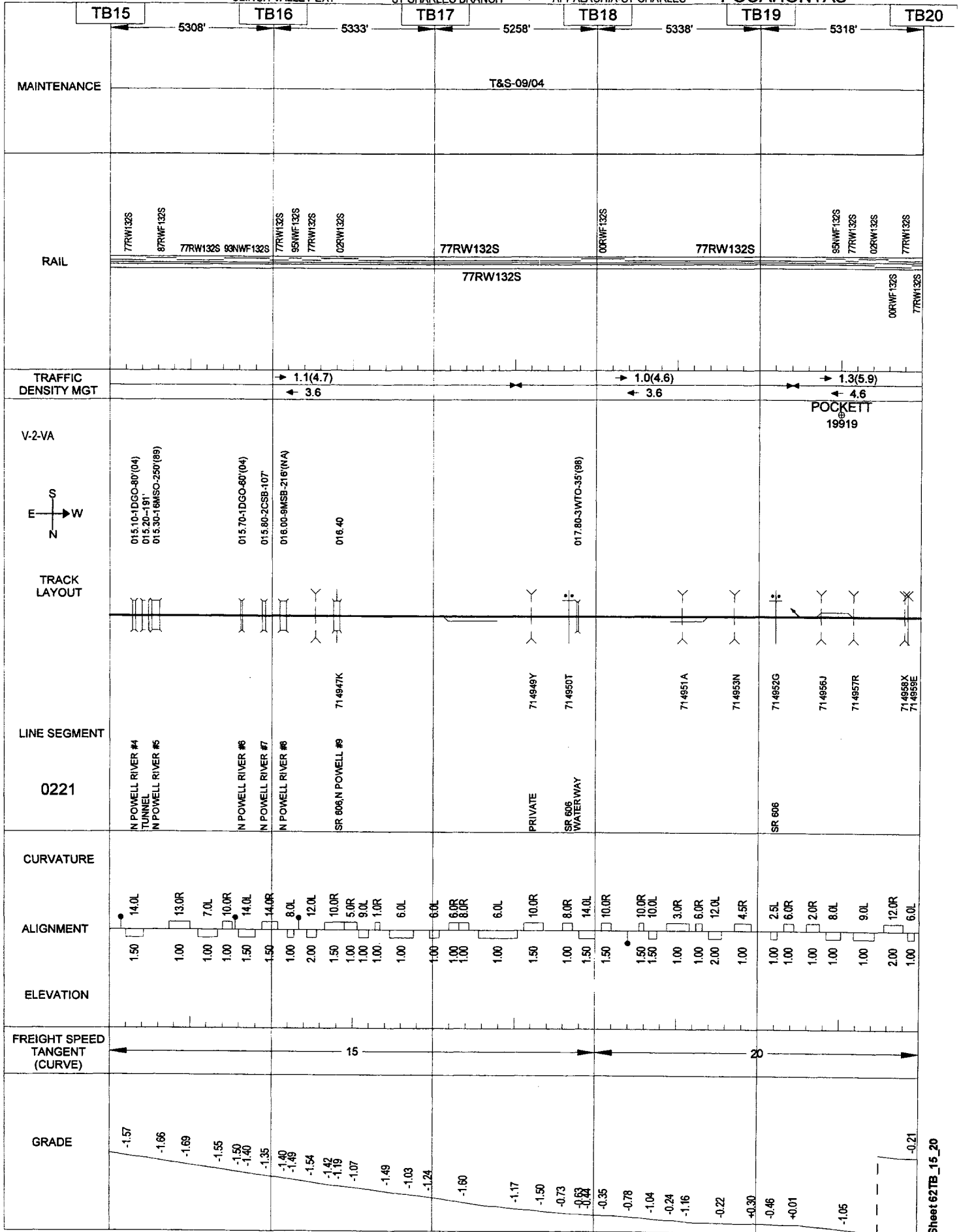
276

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/23/2005

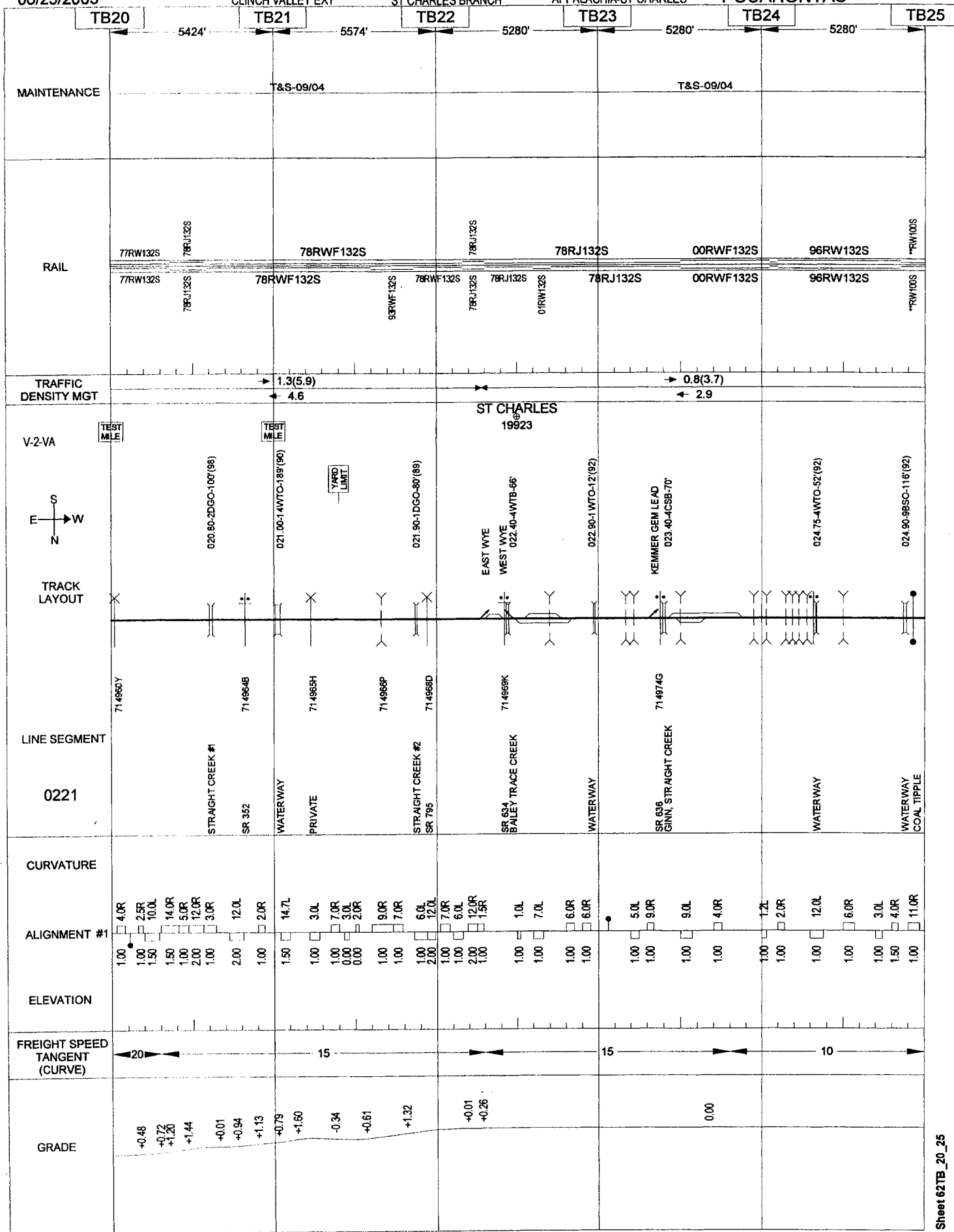
277

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



06/23/2005

278

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS

TB25

5280'

MAINTENANCE

T&S-09/04 ▲

RAIL

**RW100S
**RW100S

**RJ085S

**RJ085S

TRAFFIC
DENSITY MGT→ 0.8(3.7)
← 2.9S
E → W
NTRACK
LAYOUT

02510-58SB-192'



LINE SEGMENT

0221

WATERWAY

CURVATURE

ALIGNMENT

93L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

09/15/2005

TRACKAGE RIGHTS

I&ORR

279

VALLEY-MILL

CENTRAL

CF8

CF9

CF10

MAINTENANCE

T&S-11/94

RAIL

90RW132S 01NW136S 90RW132S 94NW132P 90RW132S

90RW132S 01NW136S 90RW132S 94NW132P 90RW132S

TRAFFIC
DENSITY MGT

→ 0.6(1.3)

← 0.7

V-7-OH

S

E → W

N

TRACK
LAYOUT

RENDCOMB (VALLEY)

TO NS (CV4123)

TO OASIS YD

LINE SEGMENT

6990

NS (CT LINE)
LICK 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

1.0R 0.00

3.4L 1.50

3.0R 1.50

4.2L 2.50

FREIGHT SPEED
TANGENT
(CURVE)

→ 35

GRADE

+0.42

+0.83

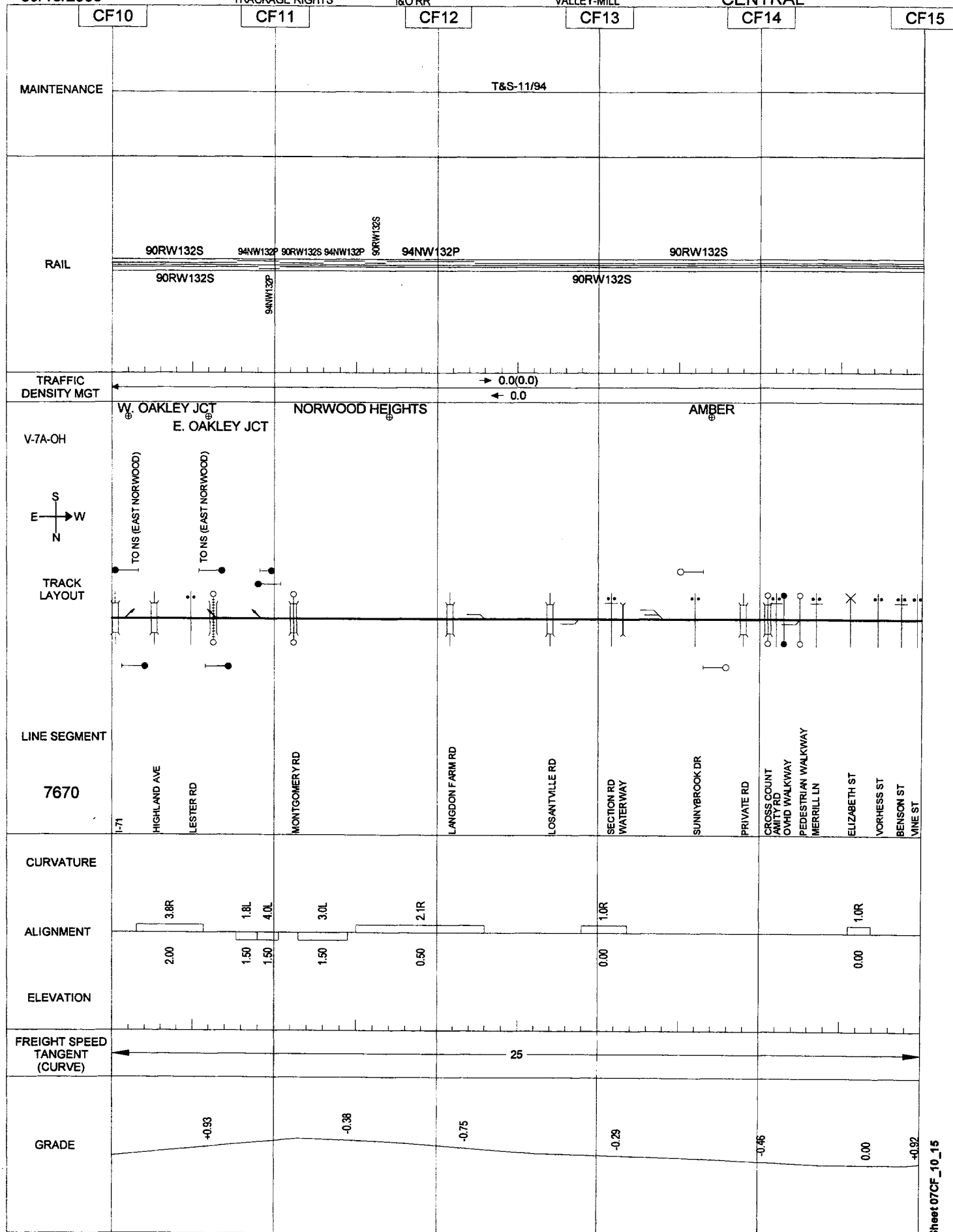
09/15/2005

TRACKAGE RIGHTS

280
I&O RR

VALLEY-MILL

CENTRAL



09/15/2005

TRACKAGE RIGHTS

281

I&O RR

VALLEY-MILL

CENTRAL

CF15

CF16

MAINTENANCE

T&S-11/94

RAIL

90RW132S

90RW132S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

MILL

V-7A-OH

S
E → W
NTRACK
LAYOUT

TO NS (CF-16.5)

LINE SEGMENT

7670

MECHANICS ST
COLUMBIA ST

READING RD

MILL CREEK

PRIVATE RD

CURVATURE

ALIGNMENT

4.0L
2.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

35

GRADE

+0.92

-0.27

+0.30

-0.40

0.00

+0.93

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).

Two asterisks (**) in the year laid area indicate an unknown rail laid date.

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: Owing 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
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	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
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	258.34	258.30	01	1992
186	258.34	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
196	309.54	309.50	01	1994

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2004
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

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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
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
237	161.31-H	161.31	01	NA
237	162.50-H	162.50	01	NA
238	165.20-H	165.20	01	1996
238	165.50-H	165.50	01	2001
238	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	2004
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	2004
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

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62	071.50-TC	071.50	01	1997
63	075.70-TC	075.70	01	1998
254	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
254	268.97-W	269.00	02	2004
			02	2001
			02	1998
			02	1998
			02	1991
			02	1991
			02	1988
			02	1987
			02	1986
			02	1971
256	276.28-W	276.30	01	1994
257	281.91-W	281.90	01	1988
259	292.22-W	292.20	01	1986
259	293.95-W	294.00	01	1989
261	302.63-W	302.60	01	1986
261	303.09-W	303.00	01	1986
262	308.05-W	308.10	01	2002
262	308.50-W	308.50	01	2004
263	311.67-W	311.70	01	2004
			01	2002
			01	1999
264	316.25-W	316.20	01	2002
265	322.65-W	322.60	01	1989
267	332.26-W	332.20	01	1987
268	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-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

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79	S-208.68	208.80	01	1993
81	S-216.08	216.00	01	2000
208	CJ-247.53	247.53	01	2004
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
212	CT-009.02	009.02	01	1998
212	CT-009.57	009.57	01	1994
213	CT-012.08	012.08	01	1990
213	CT-012.14	012.14	01	1998
213	CT-013.84	013.84	01	1990
214	CT-015.02	015.02	01	1998
214	CT-017.52	017.52	01	1986
214	CT-018.28	018.28	01	1998
214	CT-018.32	018.31	01	1998
215	CT-022.90	022.90	01	1985
215	CT-024.58	024.58	01	1991
217	CT-033.59	033.59	01	1991
219	CT-040.92	040.92	01	1999
219	CT-043.79	043.80	01	1991
219	CT-044.00	044.01	01	1992
220	CT-046.87	046.87	01	1999
222	CT-058.85	058.85	01	1999
223	CT-064.94	064.99	01	1991
224	CT-066.90	066.90	01	1998
224	CT-069.23	069.23	01	1994
226	CT-075.74	075.74	01	1999
226	CT-079.10	079.12	01	1999
227	CT-081.72	081.72	01	1986
227	CT-082.04	082.06	01	1984
227	CT-084.72	084.72	01	1982
229	CT-092.60	092.60	01	1983
229	CT-094.59	094.60	01	1984
230	CT-096.39	096.41	01	1983
231	CT-102.32	102.32	01	1997
231	CT-104.28	104.28	01	1983
231	CT-104.52	104.52	01	1995
			01	1989
239	NR-001.15	001.15	01	1976
239	NR-002.10	002.10	01	1976
239	NR-002.82	002.82	01	1976
239	NR-004.66	004.75	01	1976
240	NR-006.38	006.46	01	1976
240	NR-009.77	009.84	01	1976
243	TE-000.20	000.20	01	1988
243	TE-003.50	003.50	01	NA
243	TE-003.57	003.60	01	1974
243	TE-004.10	004.10	01	NA
244	TE-007.22	007.40	01	1994

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244	TE-008.20	008.20	01	1994
244	TE-008.64	008.60	01	NA
244	TE-009.10	009.10	01	NA
244	TE-009.40	009.40	01	1994
244	TE-009.80	009.80	01	1999
245	TE-010.10	010.10	01	1989
245	TE-013.00	013.00	01	NA
245	TE-014.50	014.50	01	NA
246	TE-019.02	018.90	01	NA
247	TE-020.40	020.40	01	1994
247	TE-022.10	022.10	01	1989
248	TE-025.87	025.90	01	NA
248	TE-027.30	027.30	01	1994
248	TE-027.90	027.90	01	1974
248	TE-028.50	028.50	01	1989
249	TE-031.90	031.90	01	1989
250	TE-035.20	035.20	01	1989
250	TE-036.56	036.70	01	NA
250	TE-038.60	038.60	01	NA
250	TE-039.86	040.00	01	1989

