



**NORFOLK
SOUTHERN**

Central Division

2006

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:

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Speed Restrictions:**

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

IN

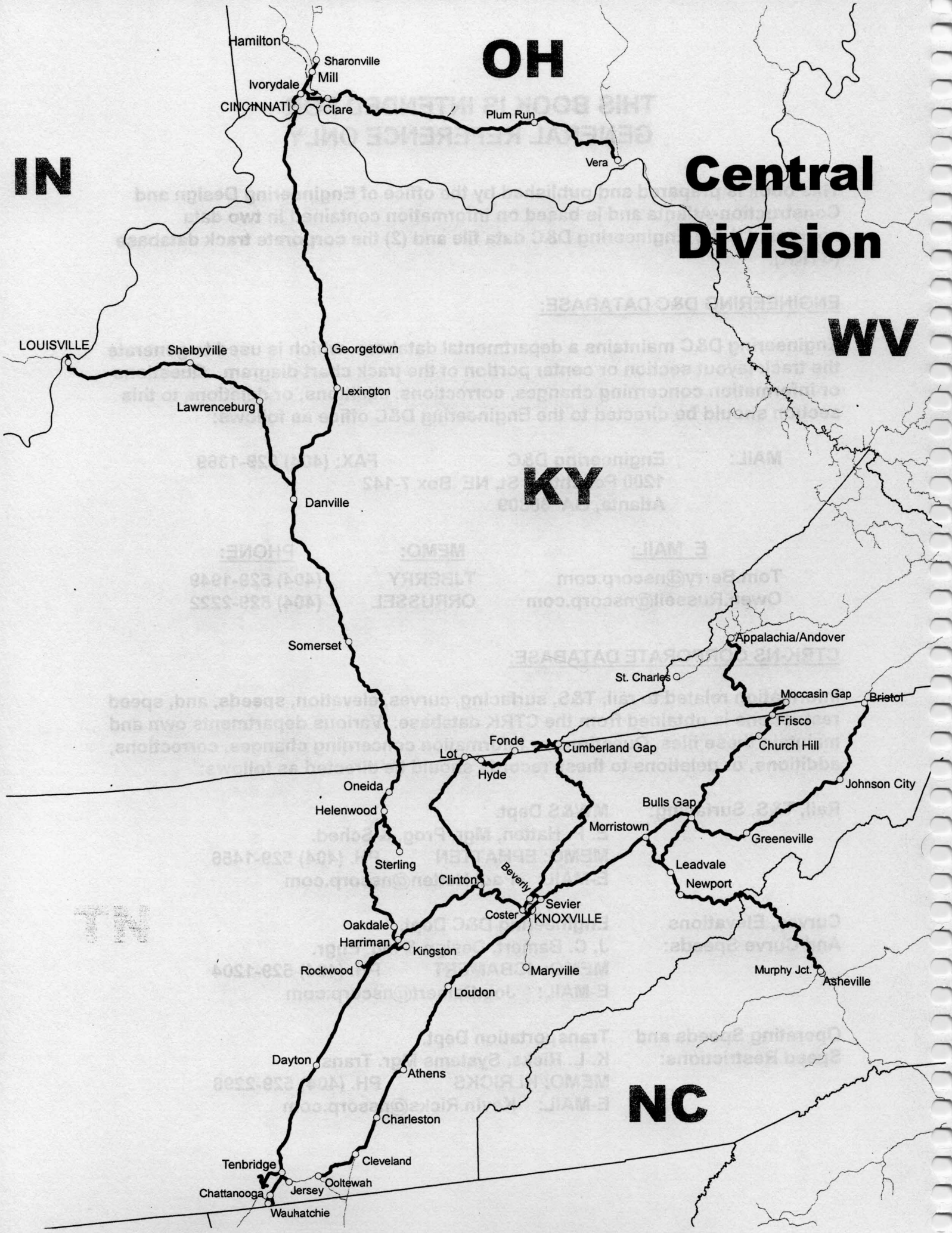
OH

Central Division

WV

KY

NC



CENTRAL DIVISION

TABLE OF CONTENTS

STATION		MILEPOST		DISTRICT	PAGE
FROM	TO	FROM	TO		
Bristol-Ooltewah		0.00 A	- 226.68 A	Knoxville	1
(1) Ooltewah-Jersey		226.68 A	- 235.07 A	Atlanta North	46.1
Jersey-Citico Jct.		235.07 A	- 238.10 A	Chattanooga Terminal	47
Andover-Moccasin Gap		0.00 T	- 40.00 T	Appalachia	48
Moccasin Gap-Bulls Gap		40.00 TC	- 87.18 TC	Appalachia	56
Murphy Jct.-Morristown	S	142.36	- S 227.90	Knoxville	66
Bulls Gap-Leadvale		0.00 BL	- 16.89 BL	Knoxville	84
West Sevier-Coster		0.00 CO	- 7.93 CO	Knoxville	88
Knoxville-Lot		0.00 C	- 67.60 C	Knoxville	90
Hyde-Fonde		73.97 C	- 85.00 C	Knoxville	104
Clinton-Harriman Jct.		20.86 D	- 51.30 D	Knoxville	107
Beverly-Cumblerland Gap		5.76 CG	- 65.00 CG	Knoxville	114
Middlesboro-Cumberland Gap	CV	215.18	- CV 219.56	Knoxville	126
Queensbury-Appollo	MR	216.00	- MR 221.00	Knoxville	127
Stoney Fork Jct.-Bell County	MS	219.00	- MS 221.80	Knoxville	129
Knoxville-Maryville		0.00 KA	- 15.84 KA	Knoxville	131
Cincinnati-Chattanooga		2.45	- 338.20	CNO&TP	135
(2) Chattanooga-Wauhatchie		0.00	- 5.50	AGS North	202.1
Tenbridge-N. Chattanooga		0.00 CD	- 4.40 CD	CNO&TP	203
Valley Jct. - N. Chattanooga		0.00 V	- 3.31 V	Chattanooga Terminal	204
Chattanooga - Signal Mountain		0.00 M	- 4.71 M	Chattanooga Terminal	205
Shipp's Yard - C&C RR	TA	2.36	- TA 3.88	Chattanooga Terminal	206
Alton-Chattanooga	C	445.40	- C 448.00	Chattanooga Terminal	207
Sharonville-Ivorydale Jct.	CJ	245.40	- CJ 255.10	Cincinnati Line	208
Cincinnati-Vera	CT	0.85	- CT 105.00	Cincinnati	211
Clare-Valley / Rendcomb	CV	110.00	- CV 112.30	Cincinnati	232
Oakley Jct.-Norwood	OB	10.10	- OB 11.30	Cincinnati	233
Eckler - Winston Place	HX	4.04	- HX 6.78	Cincinnati Terminal	234
Rockwood-Harriman		156.90 H	- 166.00 H	CNO&TP	236
New River-Sterling	NR	0.00	- NR 11.30	CNO&TP	239
Helenwood-New River	NR	215.30	- NR 218.60	CNO&TP	242
Emory Gap-Kingston Plant	EG	0.00	- EG 5.40	CNO&TP	243
Louisville-Danville		268.30 W	- 357.65 W	Western	245
(3) Appalachia-St. Charles	TB	0.00	- TB 25.50	Clinch Valley Ext.	264

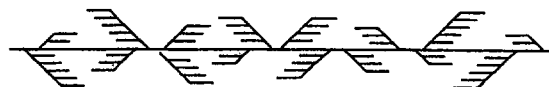
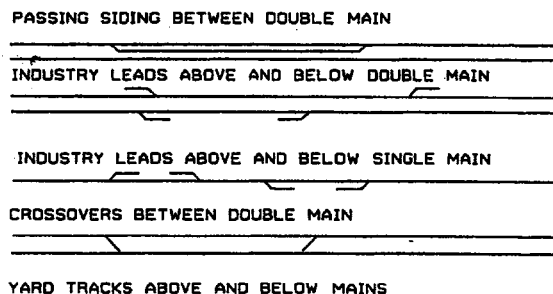
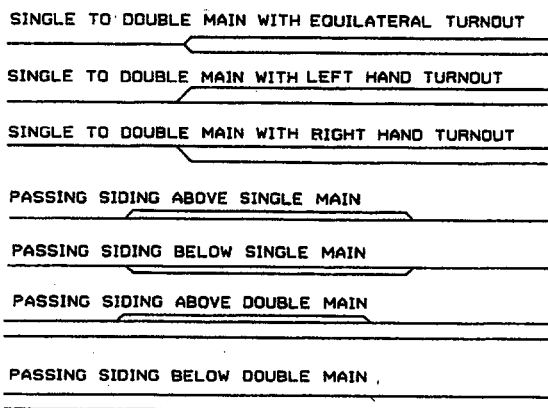
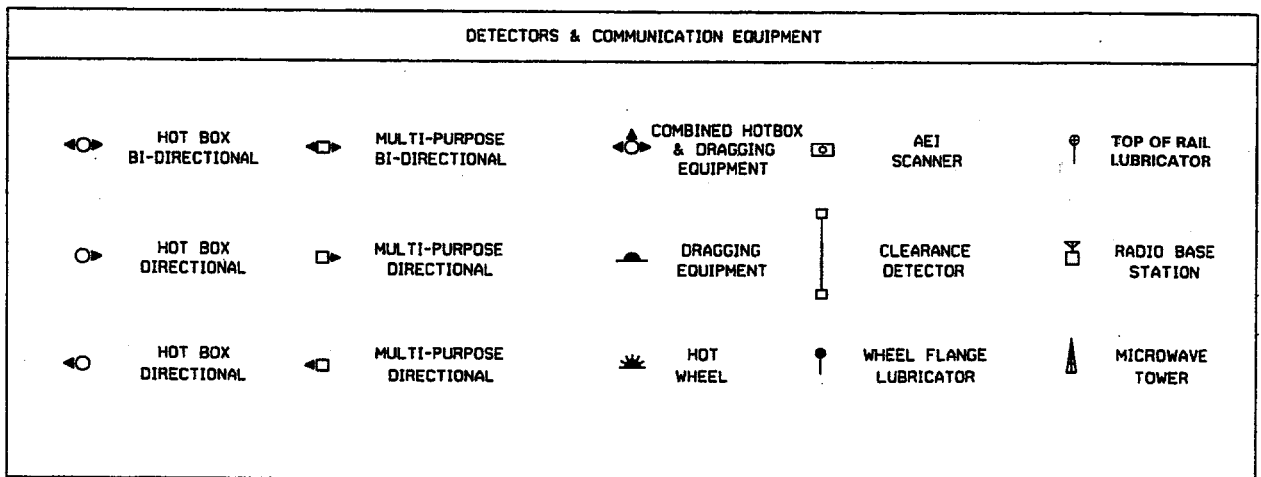
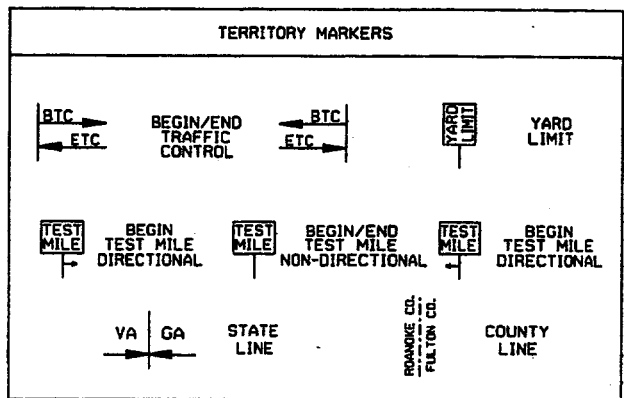
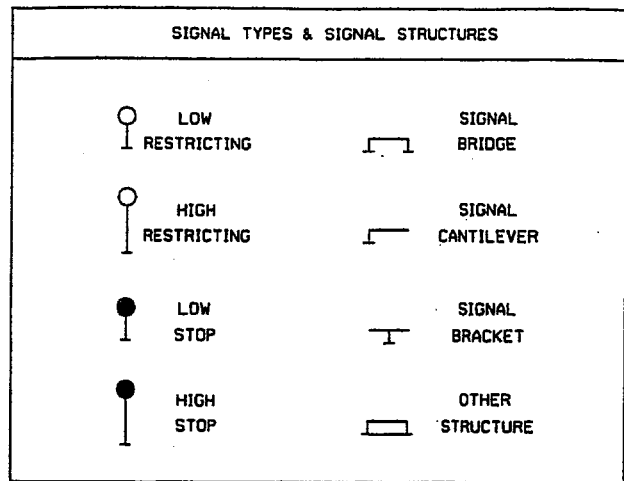
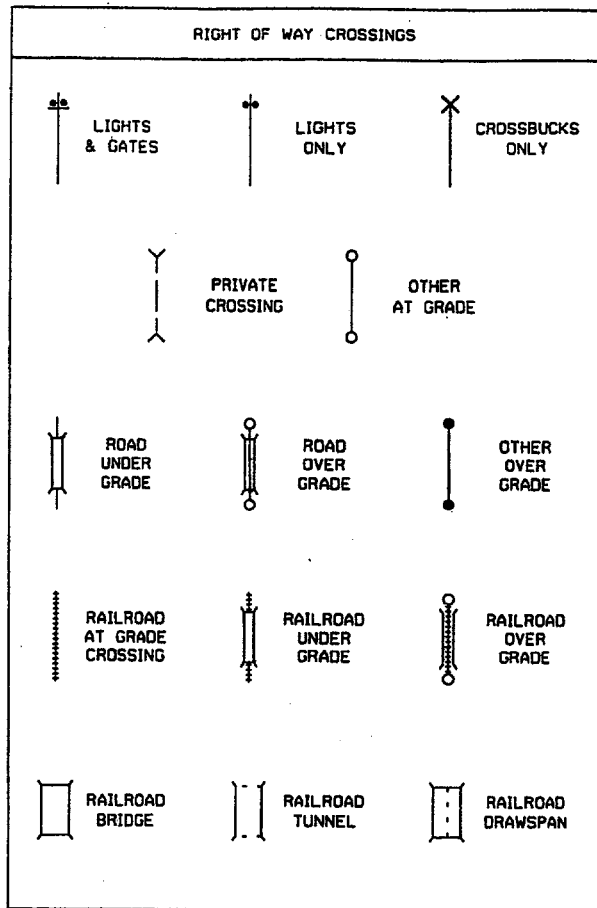
(For Reference Only) TRACKAGE RIGHTS OVER I&O RR

Valley - Mill	CF	7.50	- CF	16.50	270
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Explanation of Graphic Display Conventions	273
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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



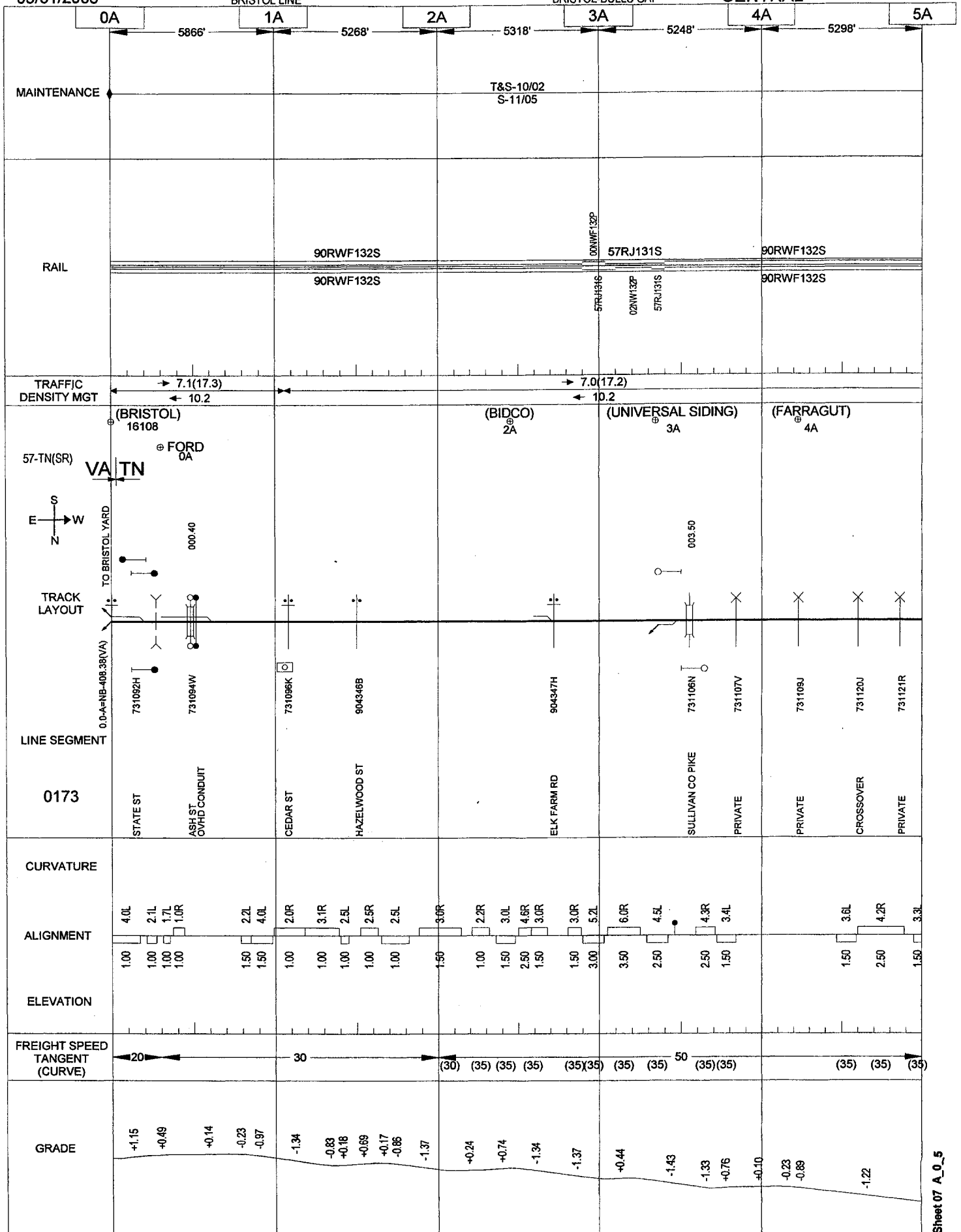
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BRISTOL LINE

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CENTRAL



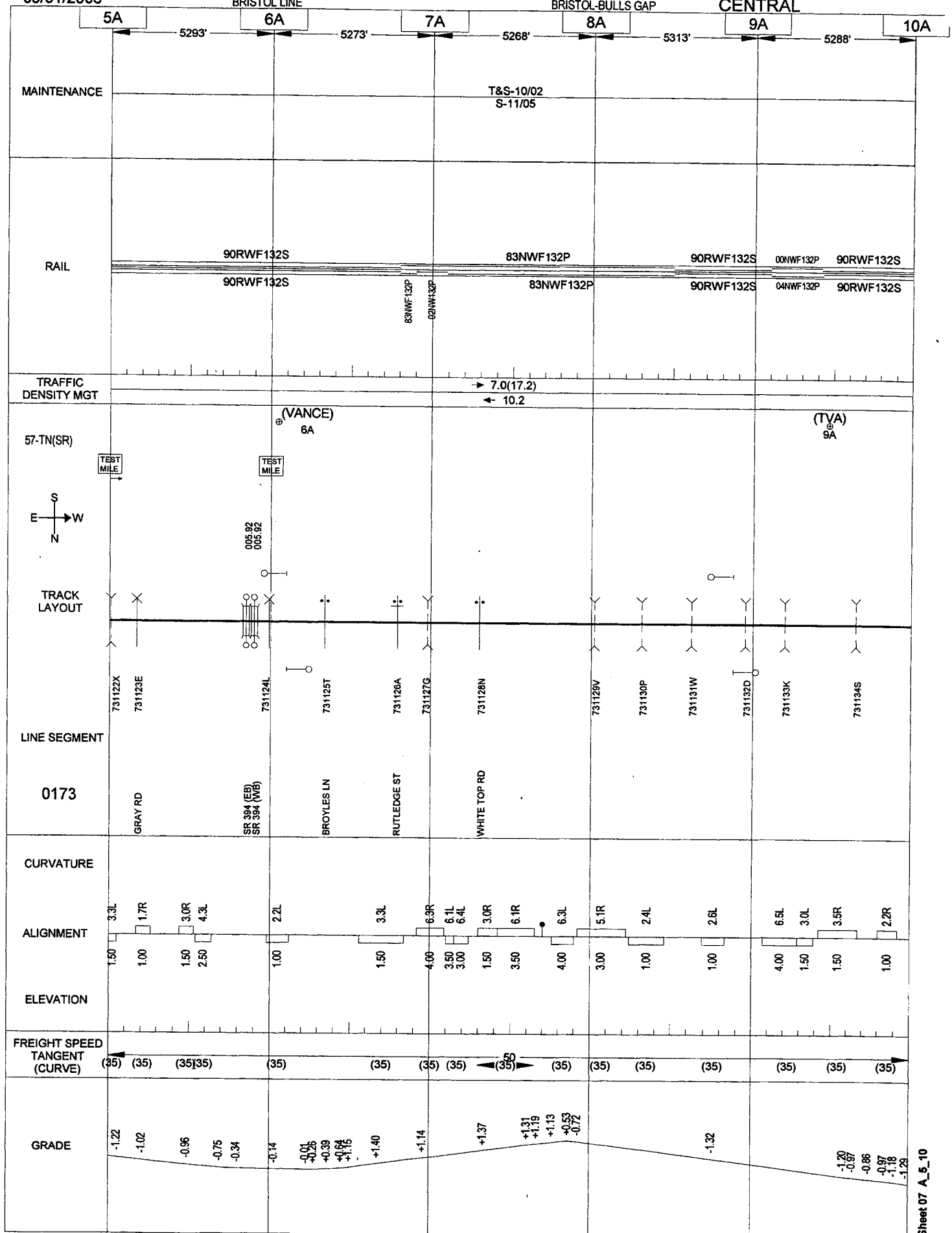
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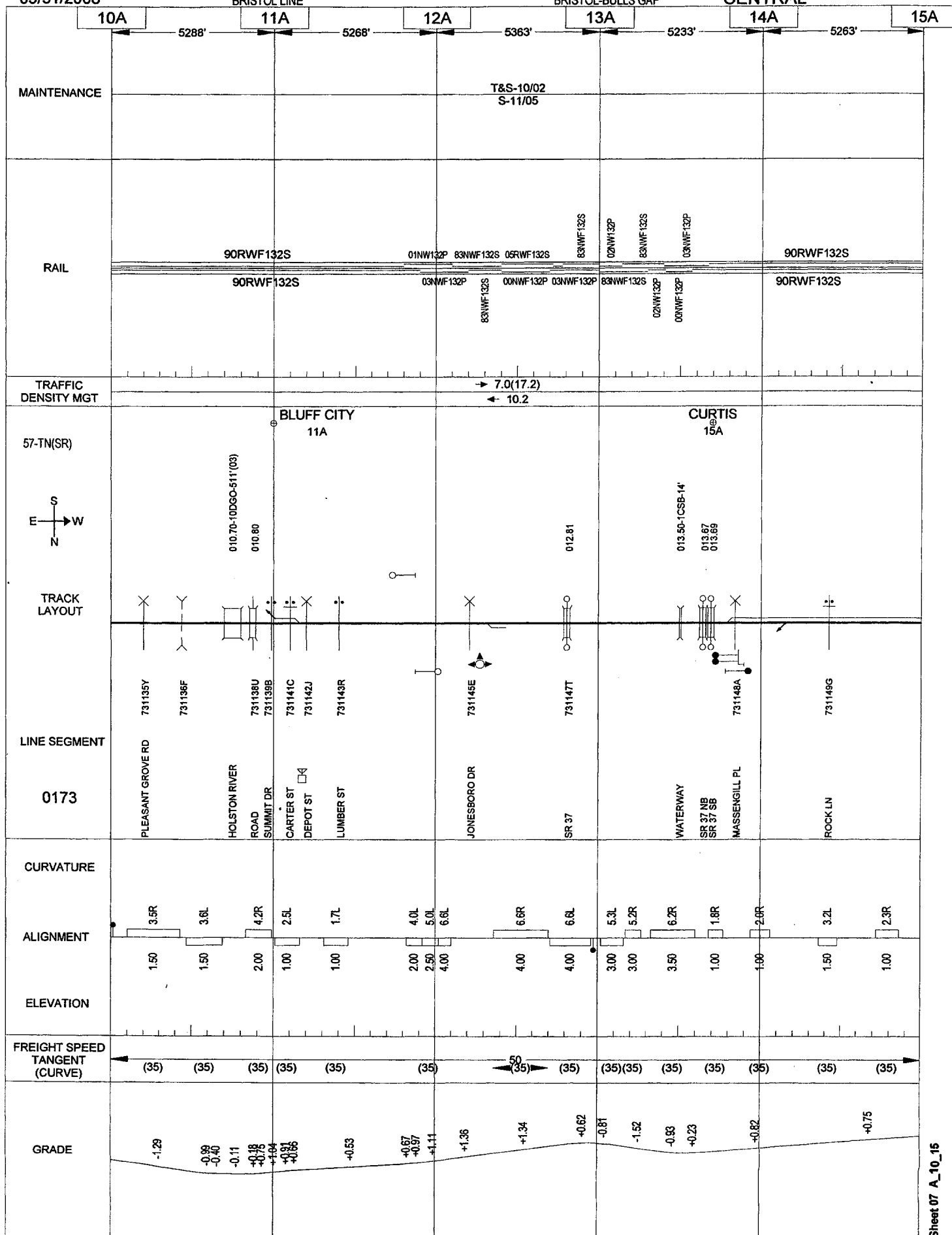
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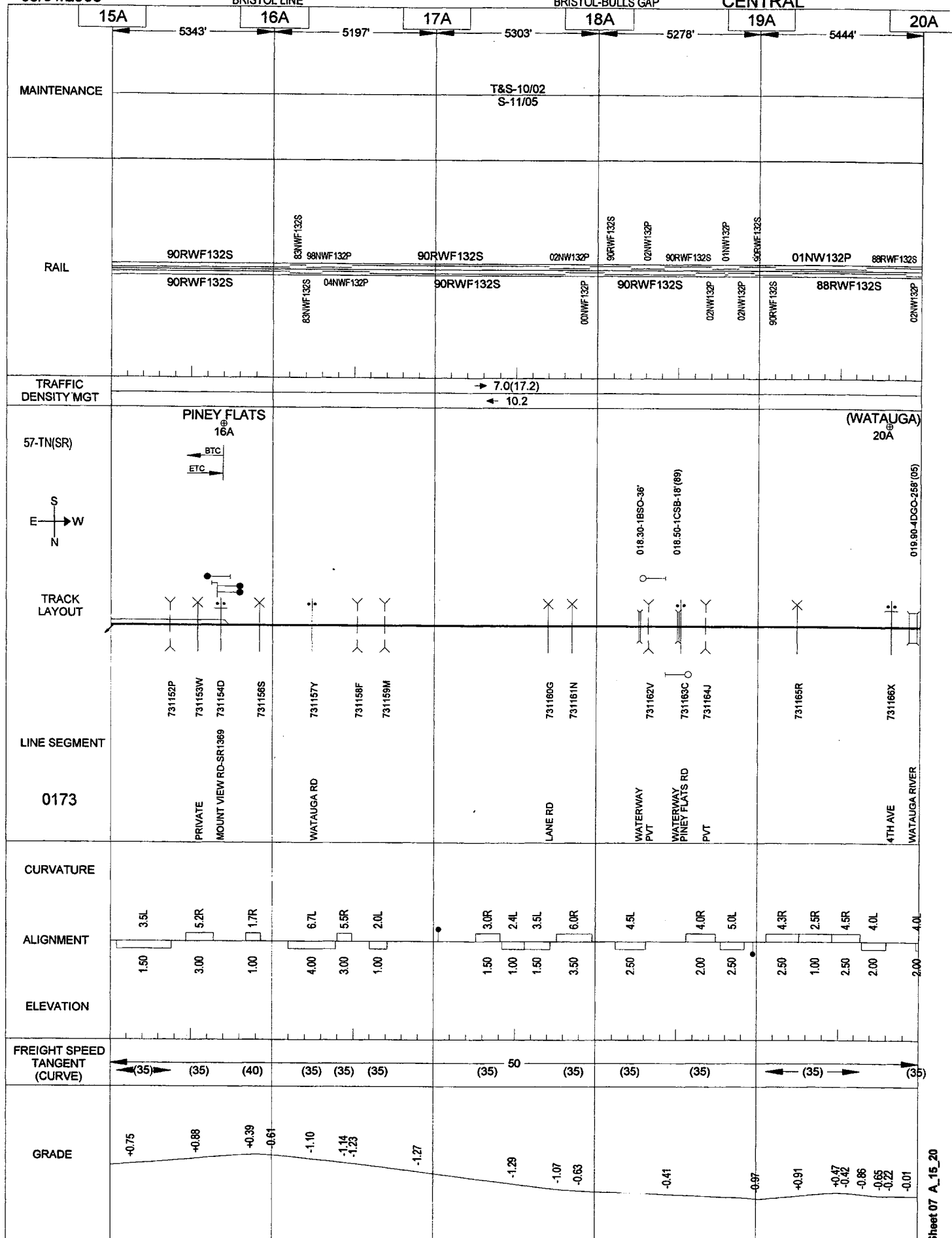
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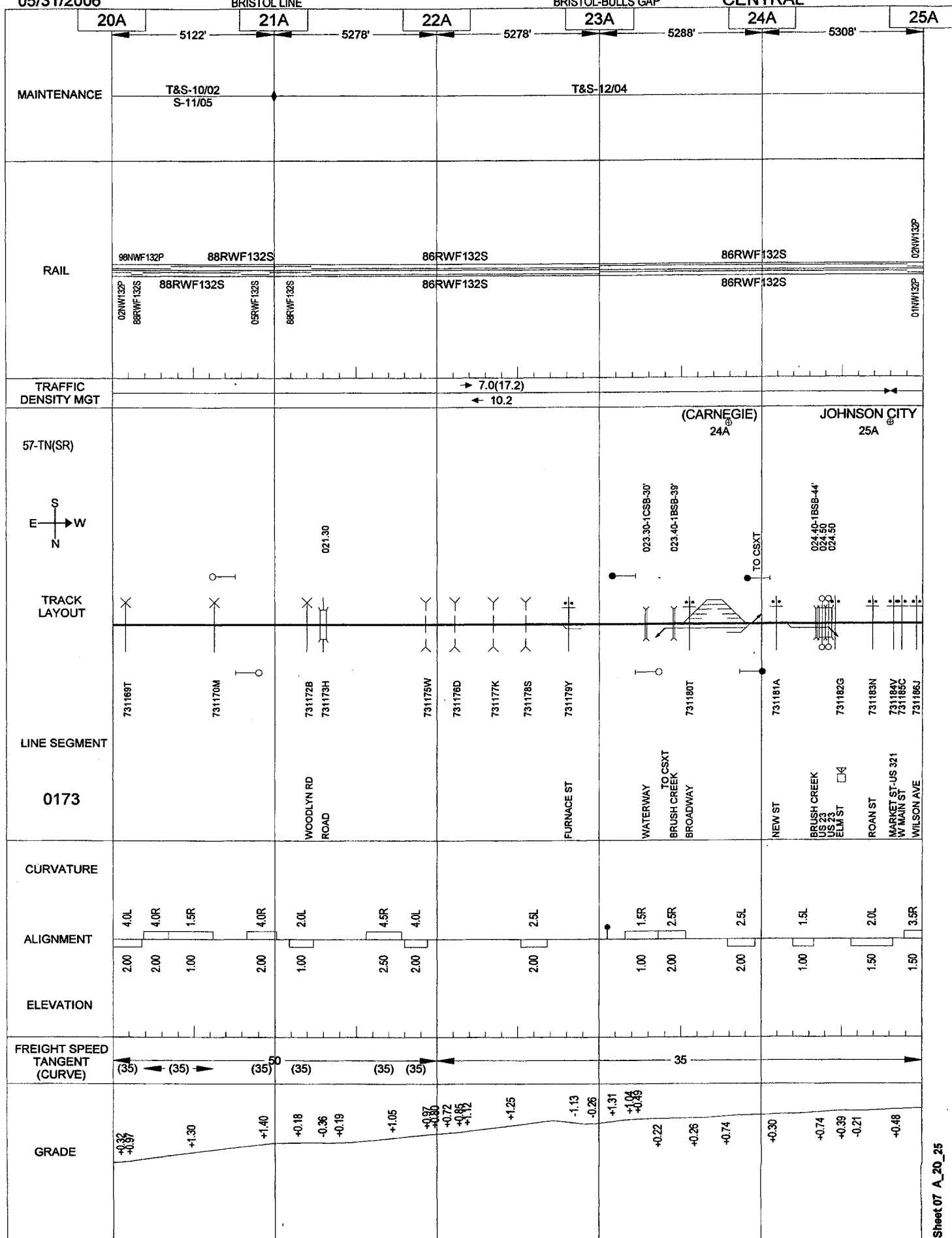
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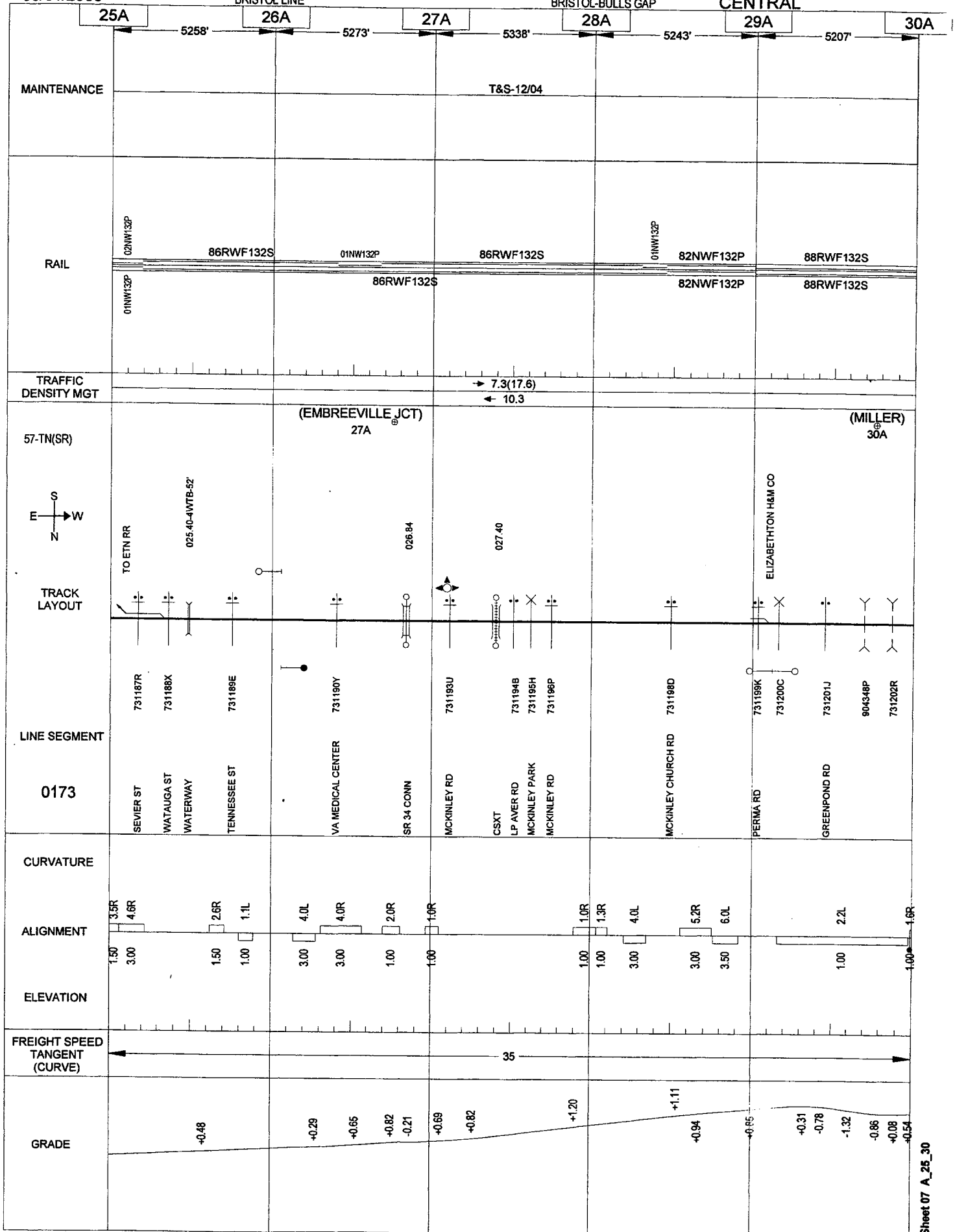
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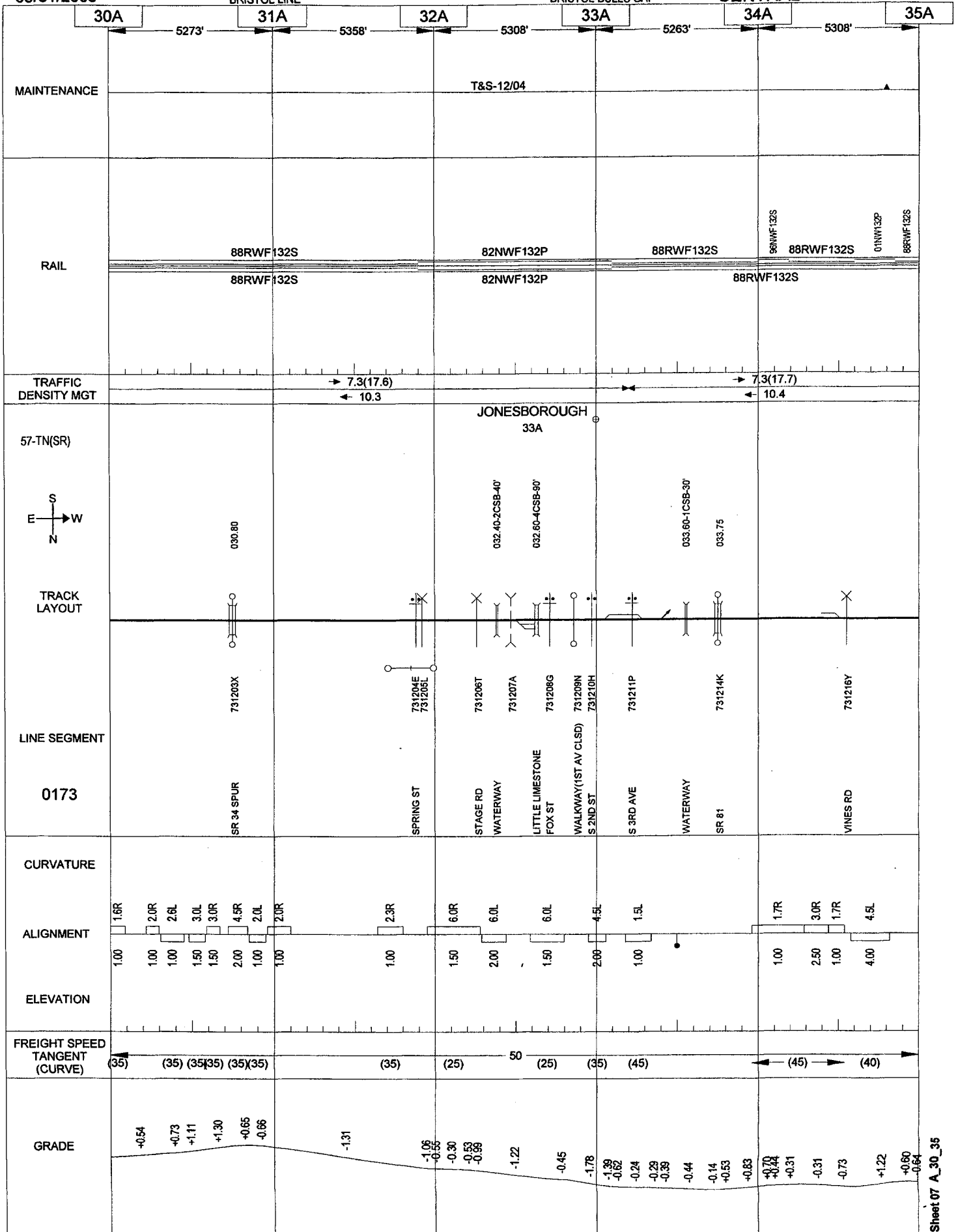
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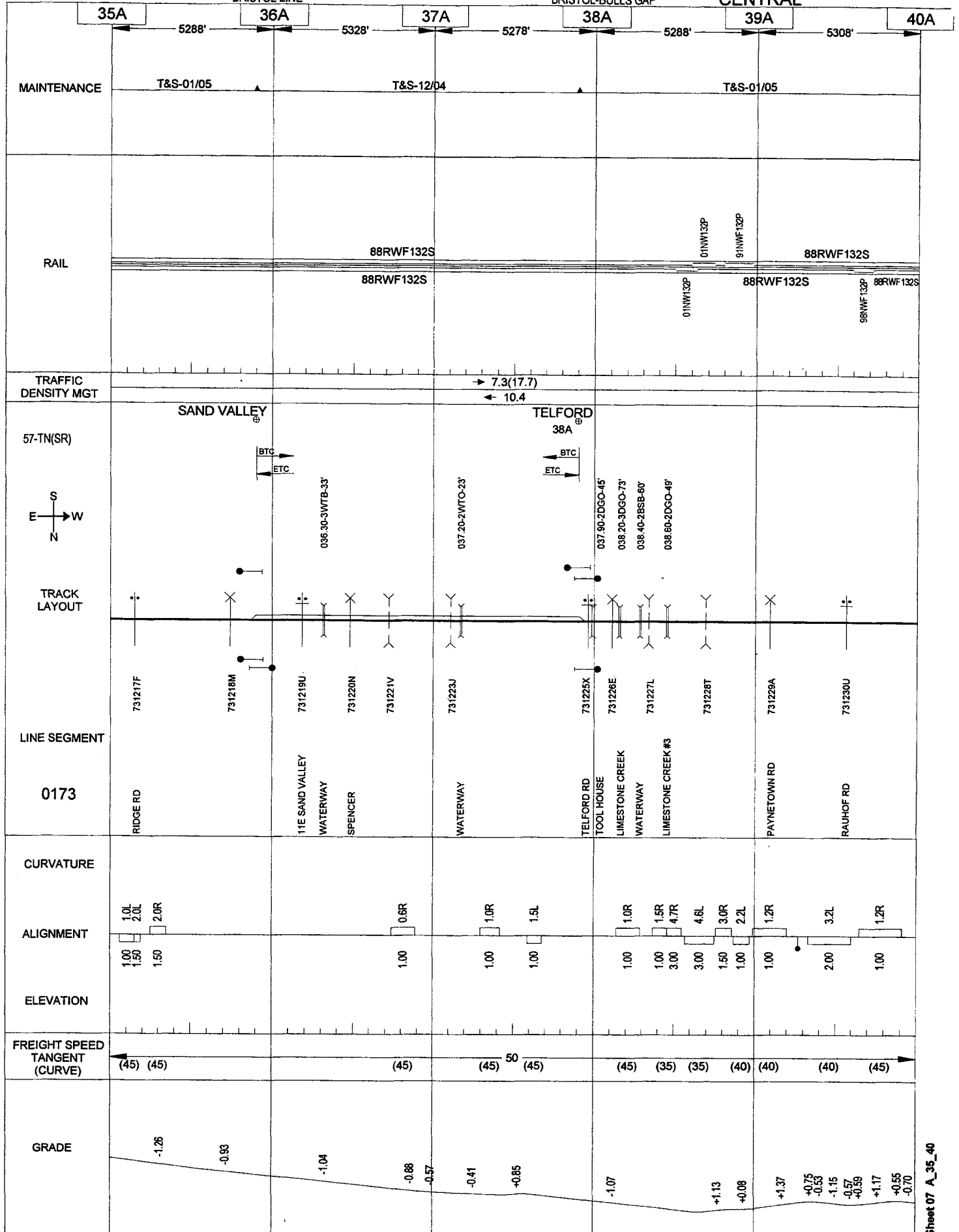
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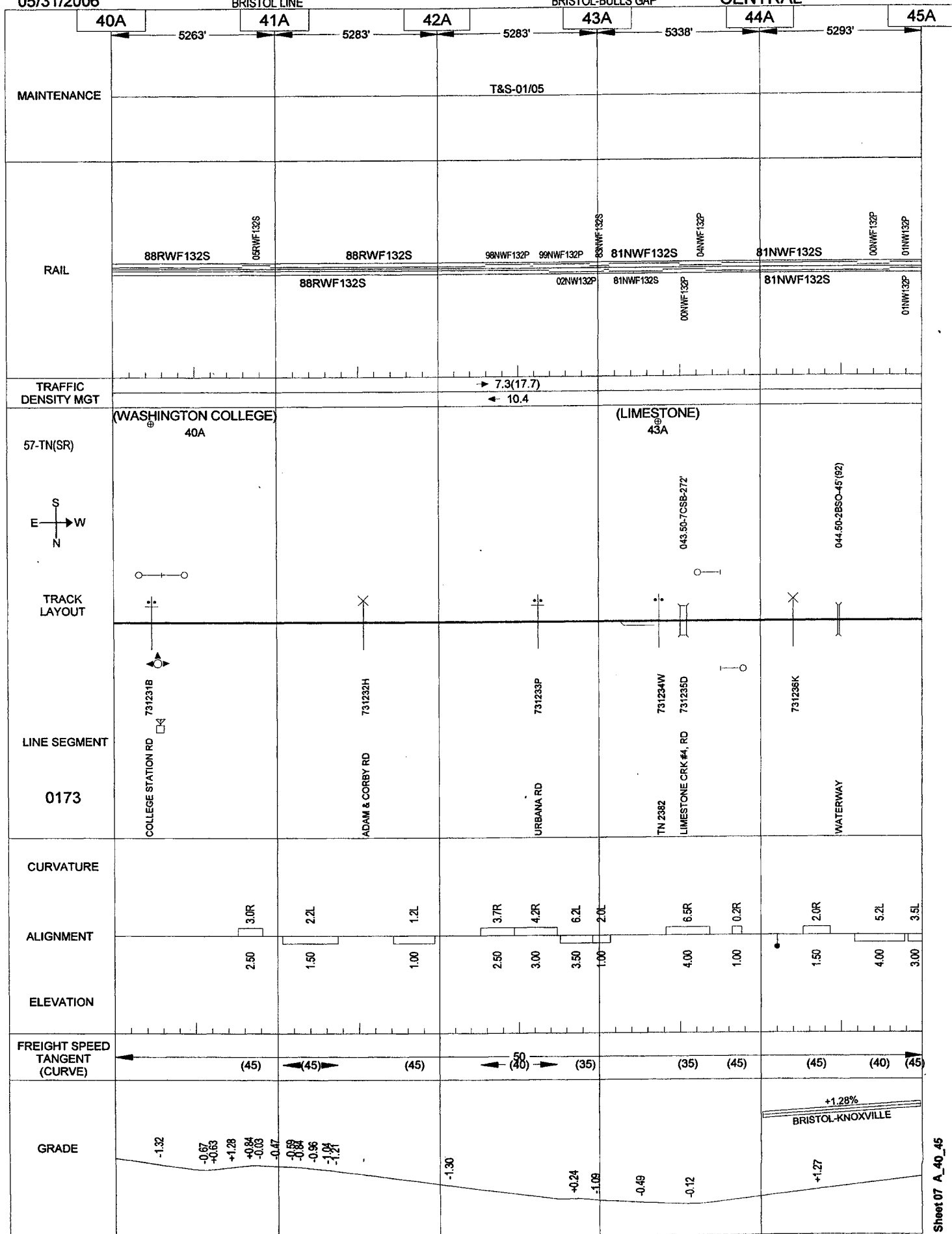
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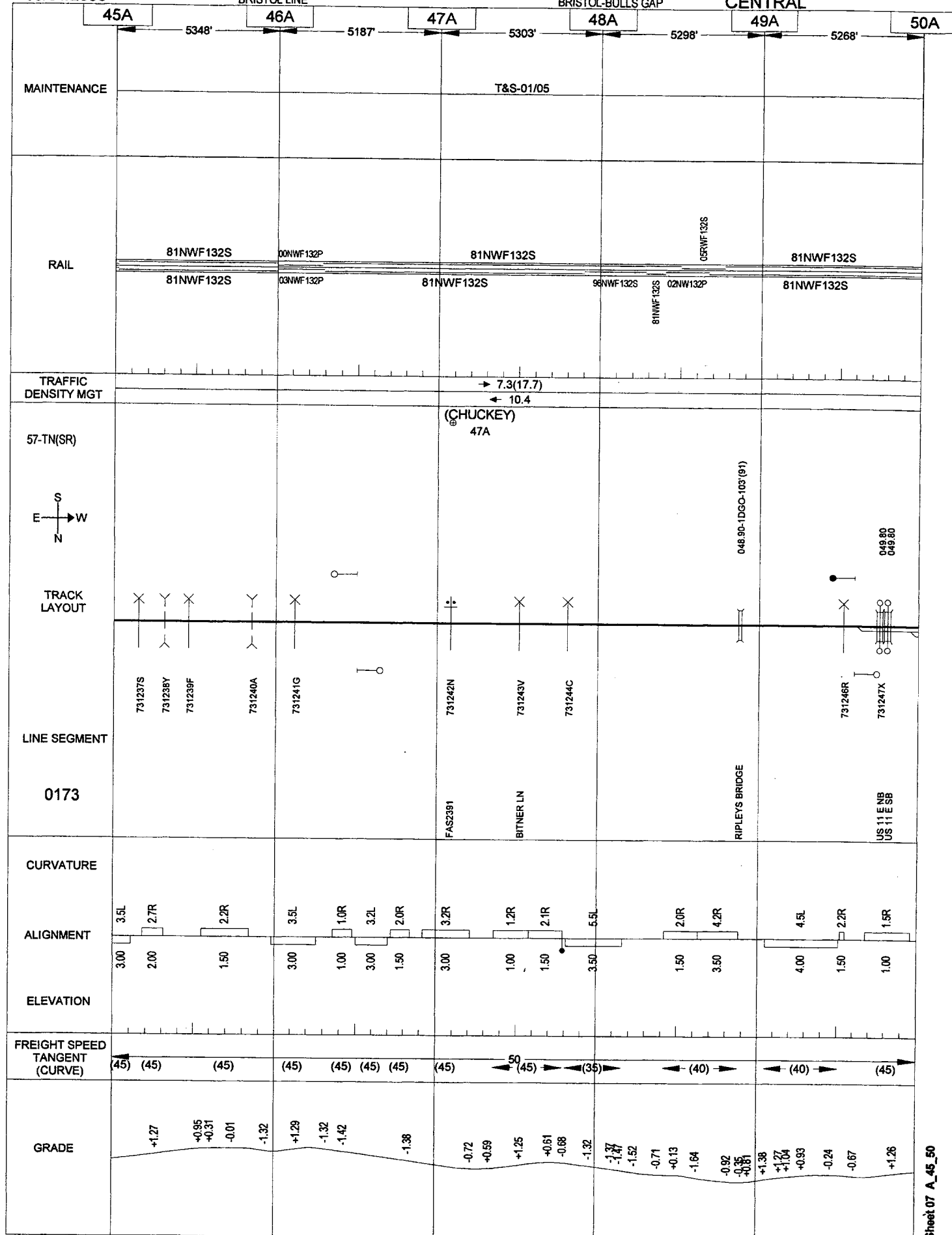
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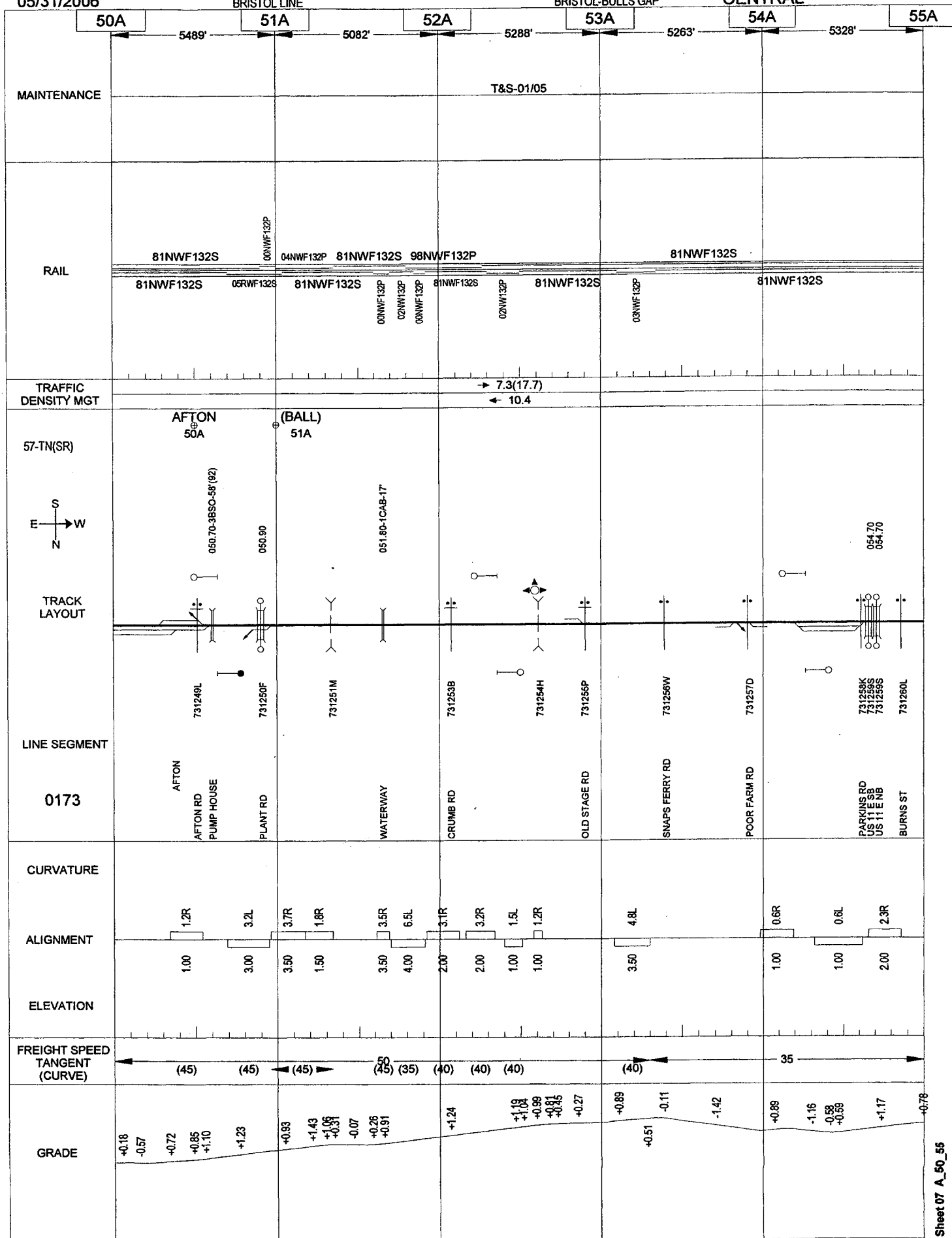
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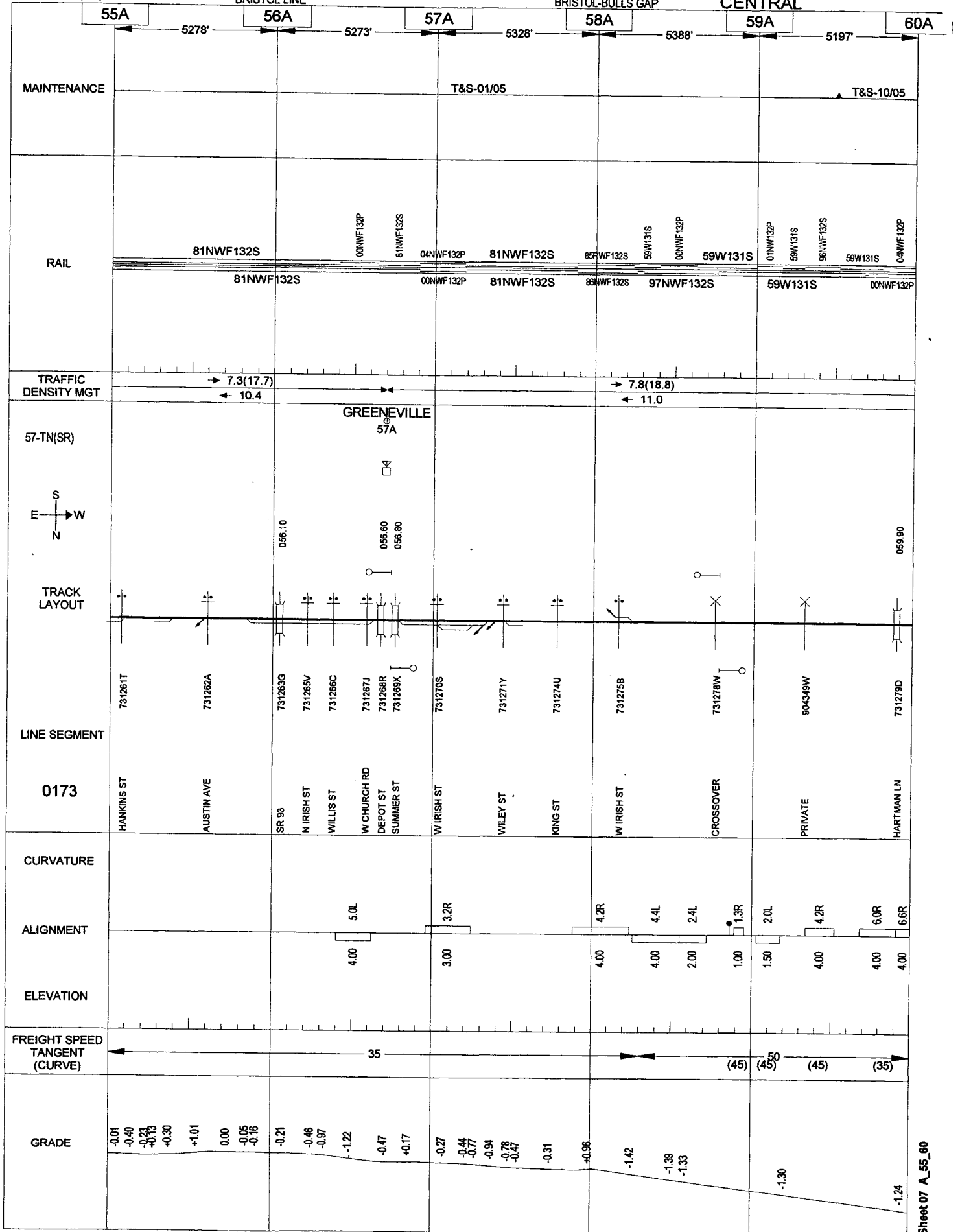
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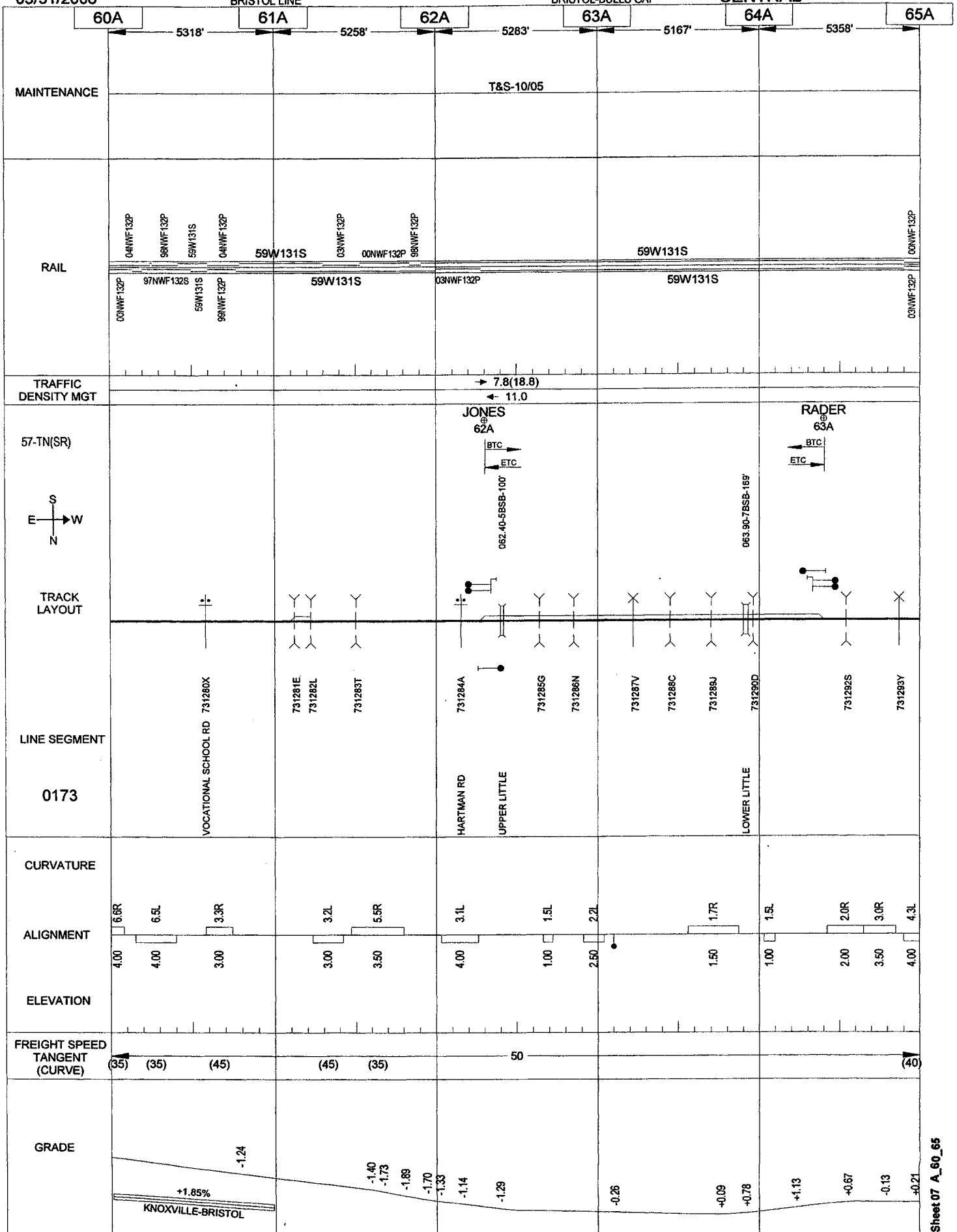
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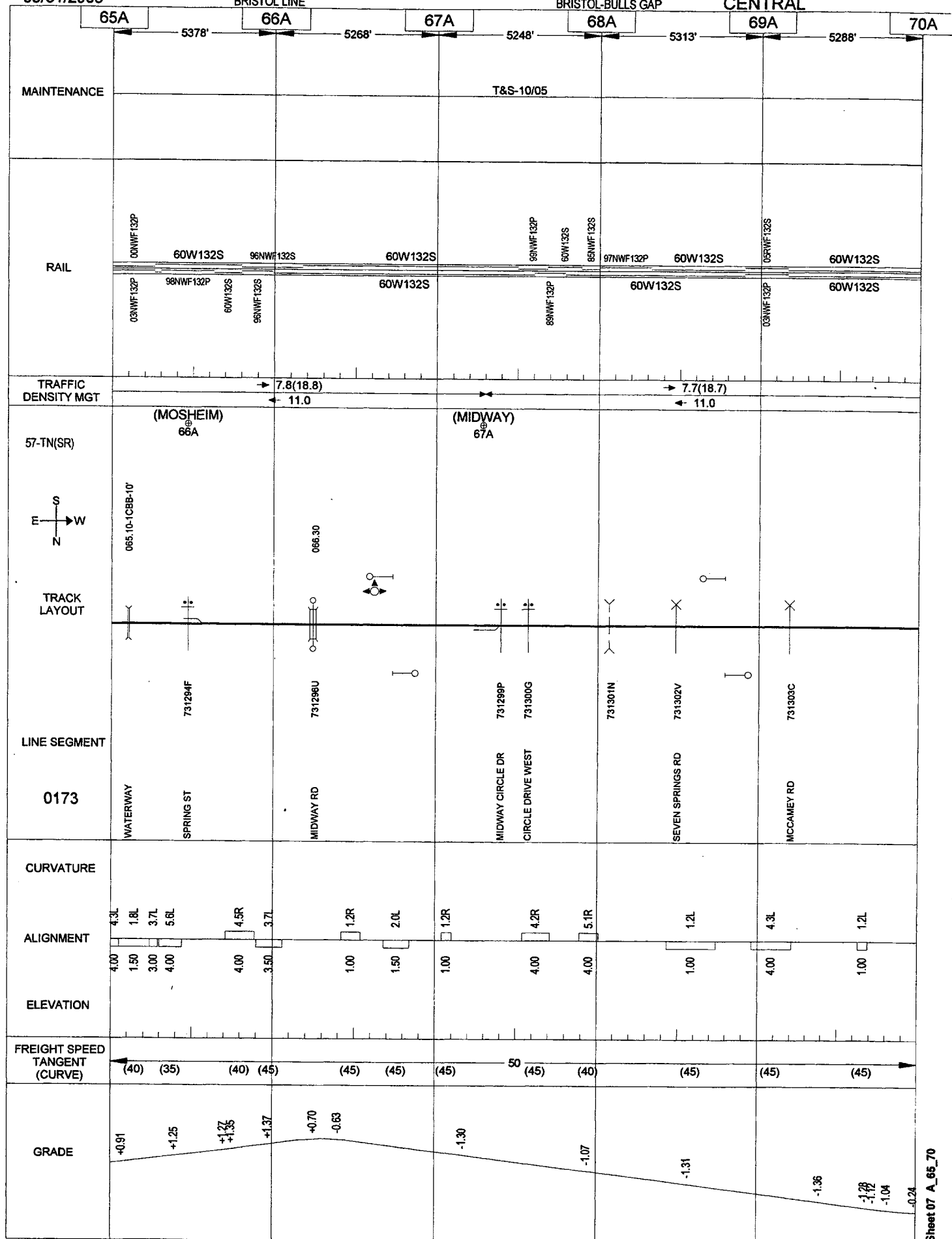
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BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



CENTRAL



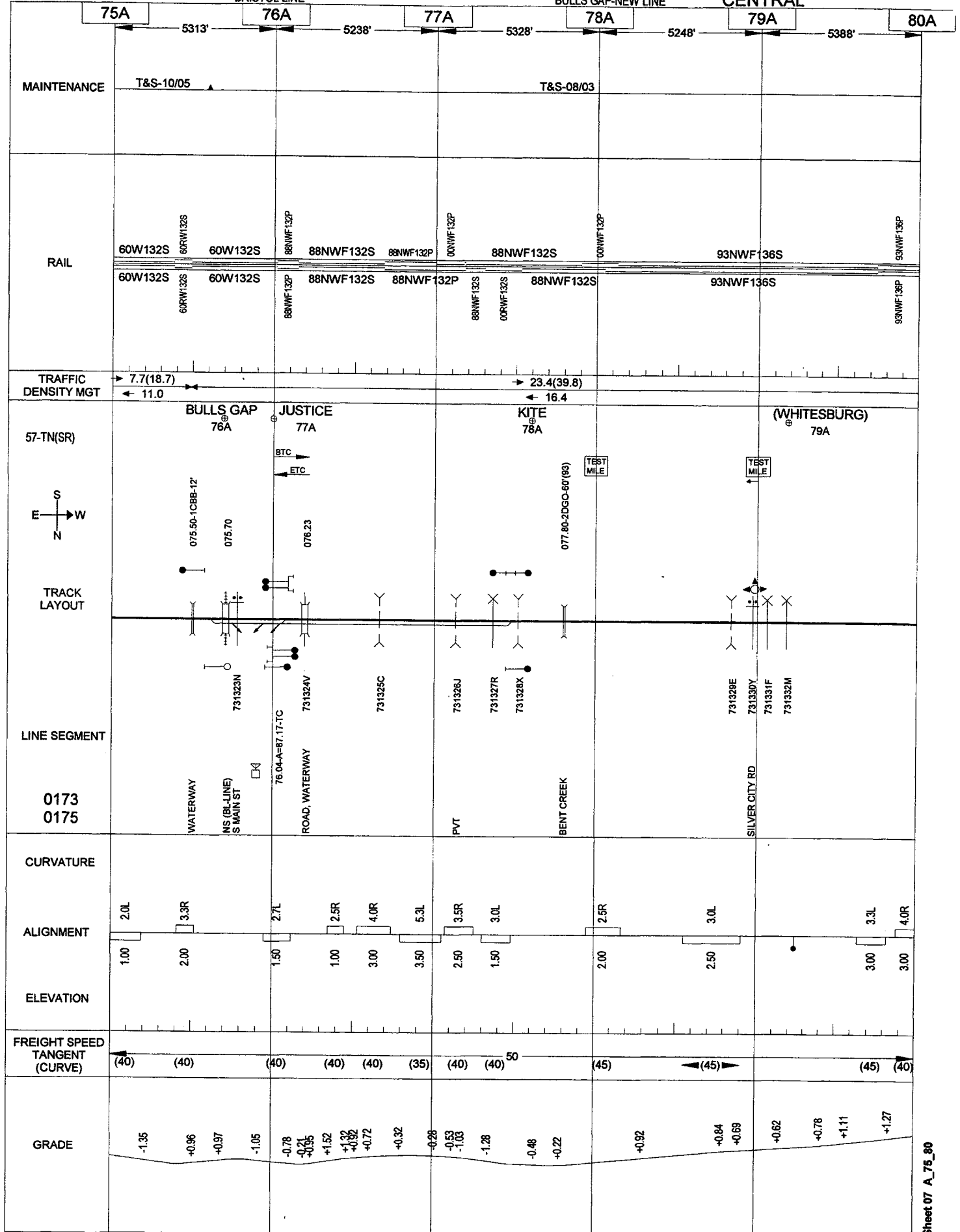
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016

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



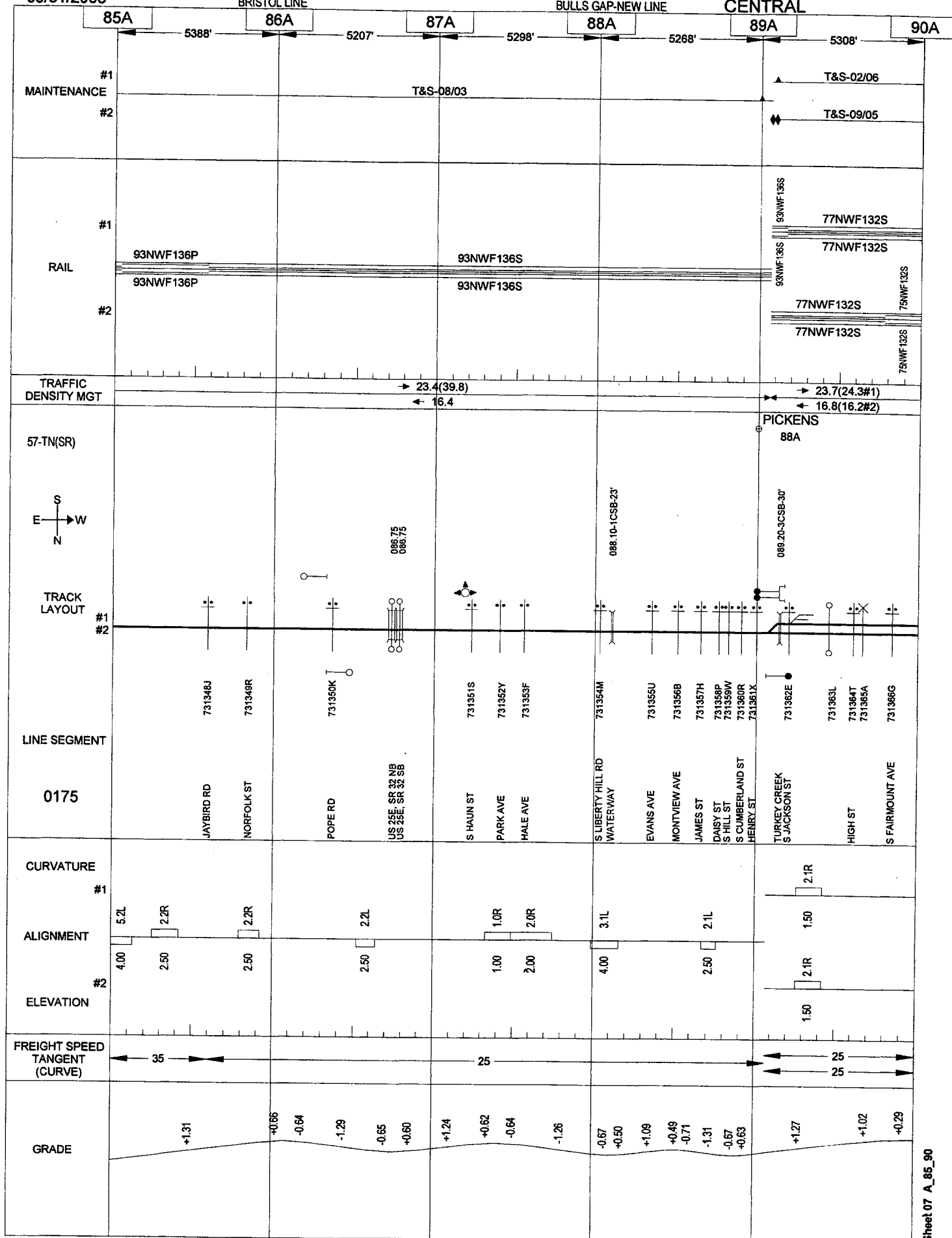
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BULLS GAP-NEW LINE

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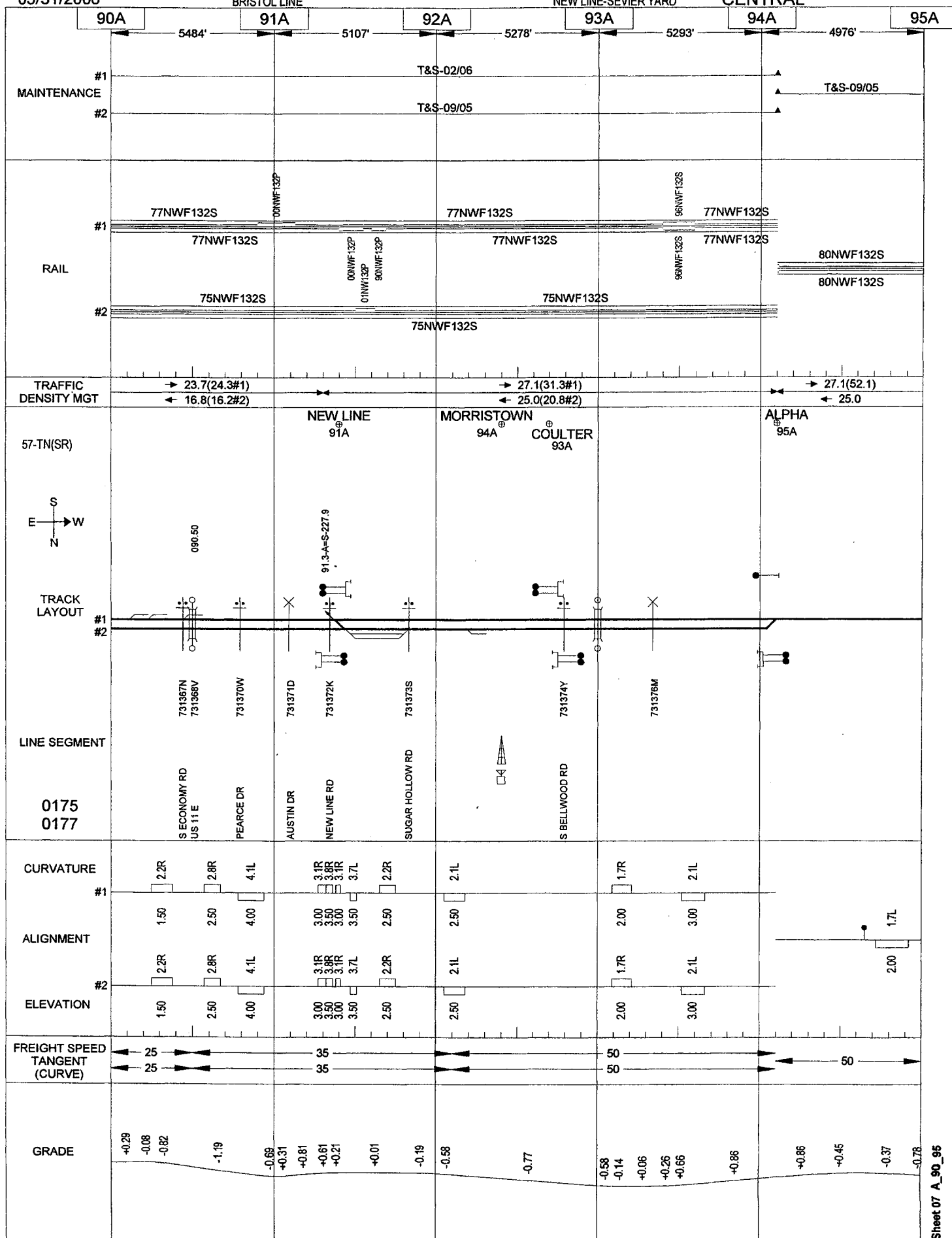
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BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



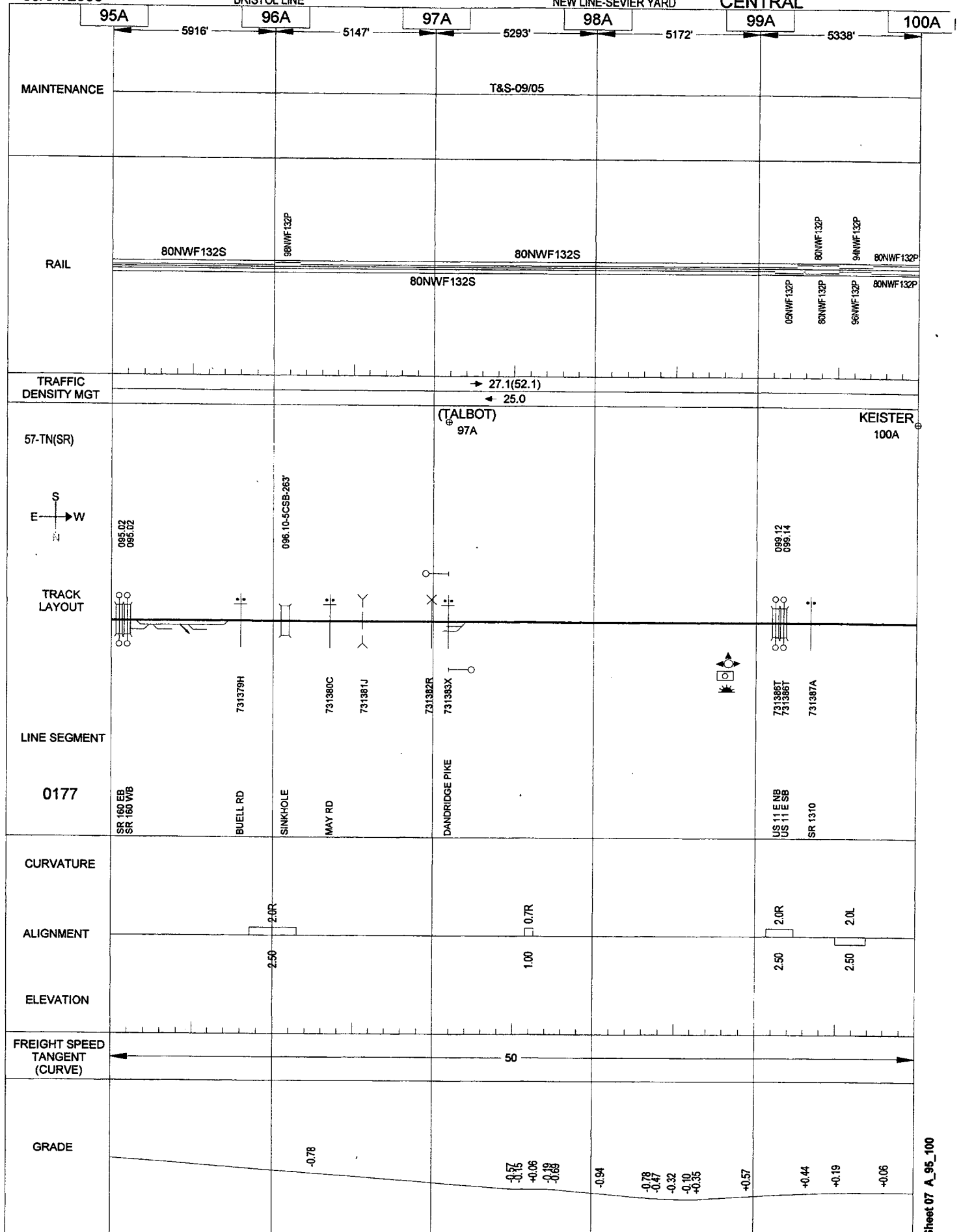
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020

BRISTOL LINE

NEW LINE-SEVIER YARD

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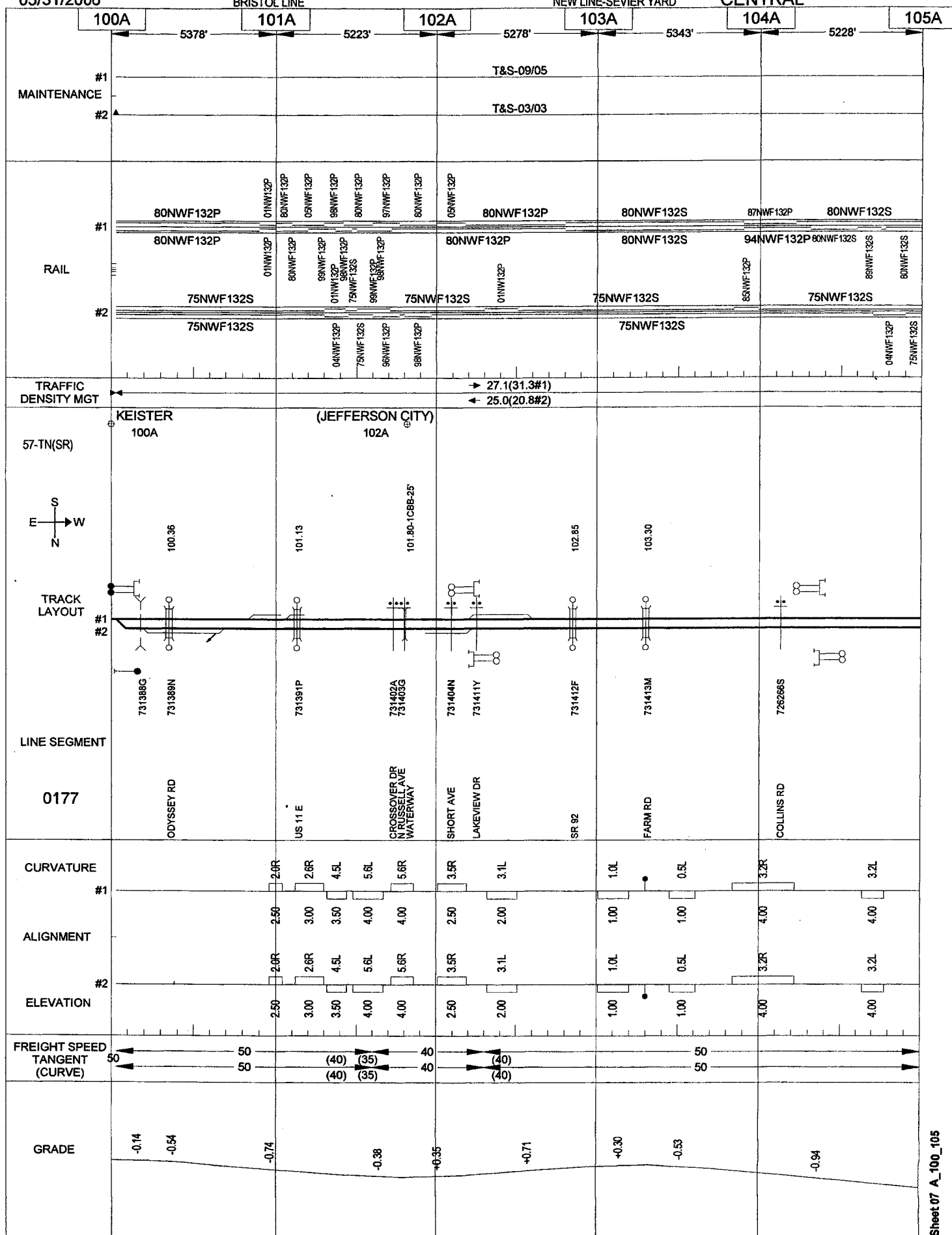
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NEW LINE-SEVIER YARD

CENTRAL



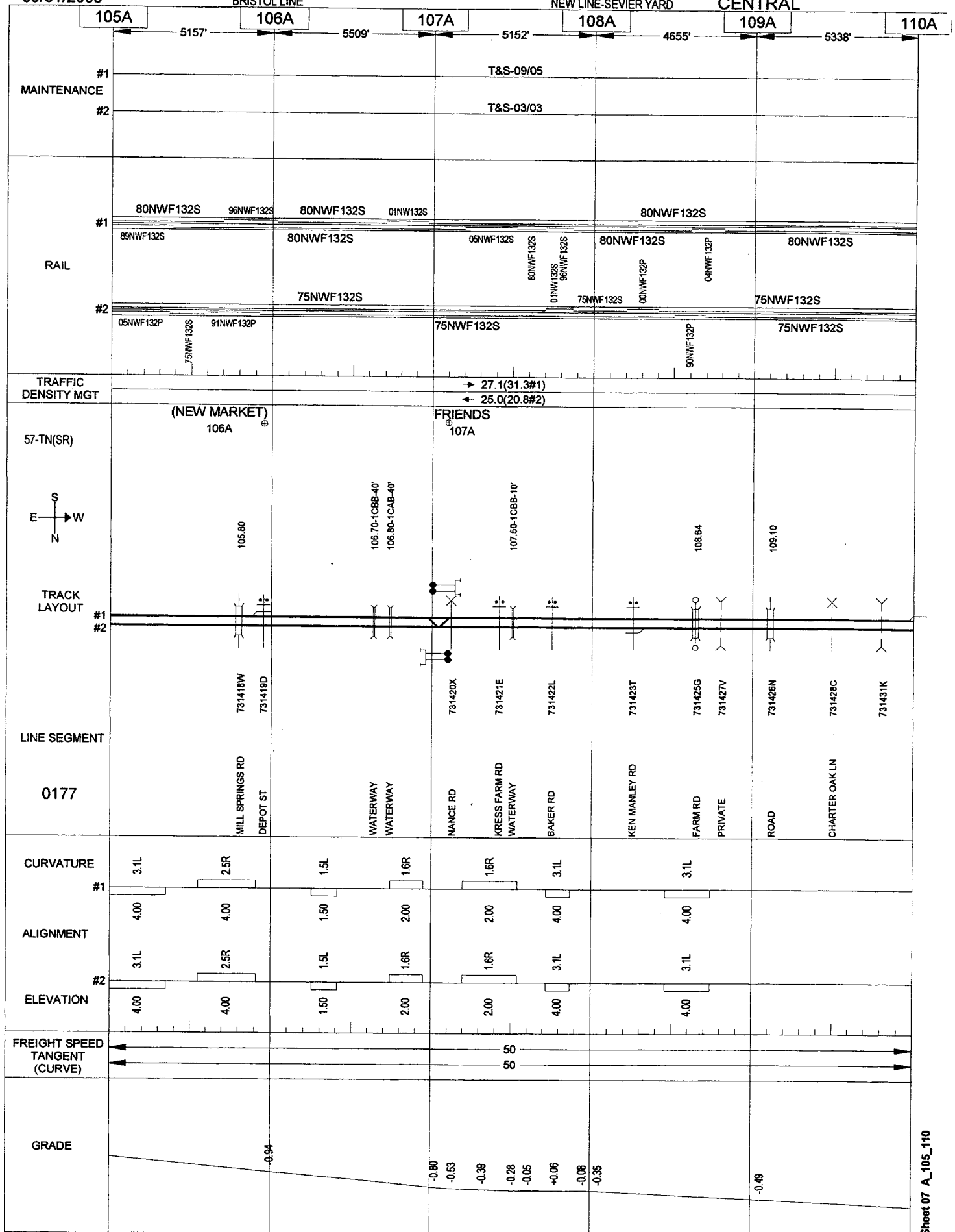
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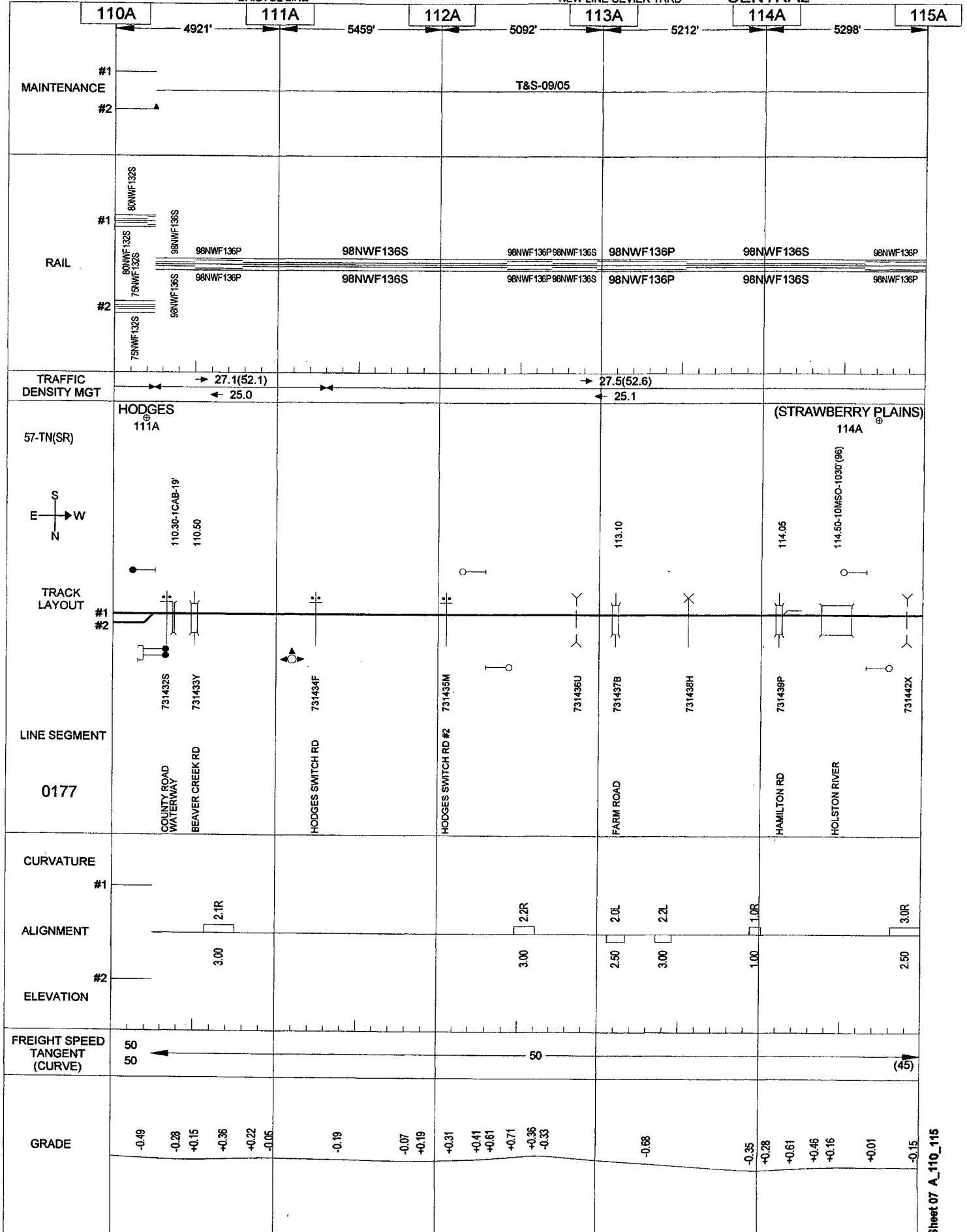
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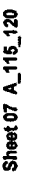
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NEW LINE-SEVIER YARD

CENTRAL



CENTRAL



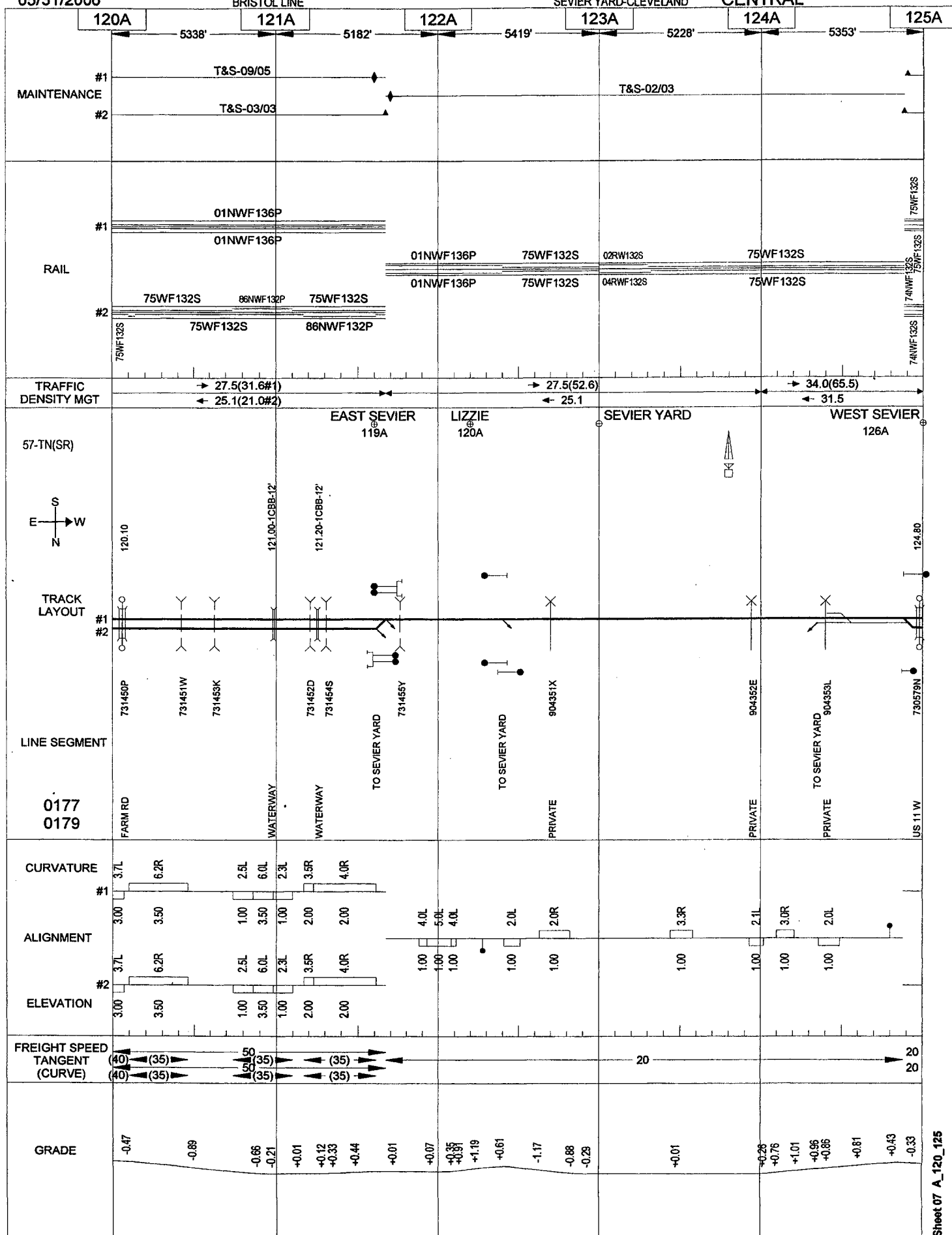
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025

BRISTOL LINE

SEVIER YARD-CLEVELAND

CENTRAL



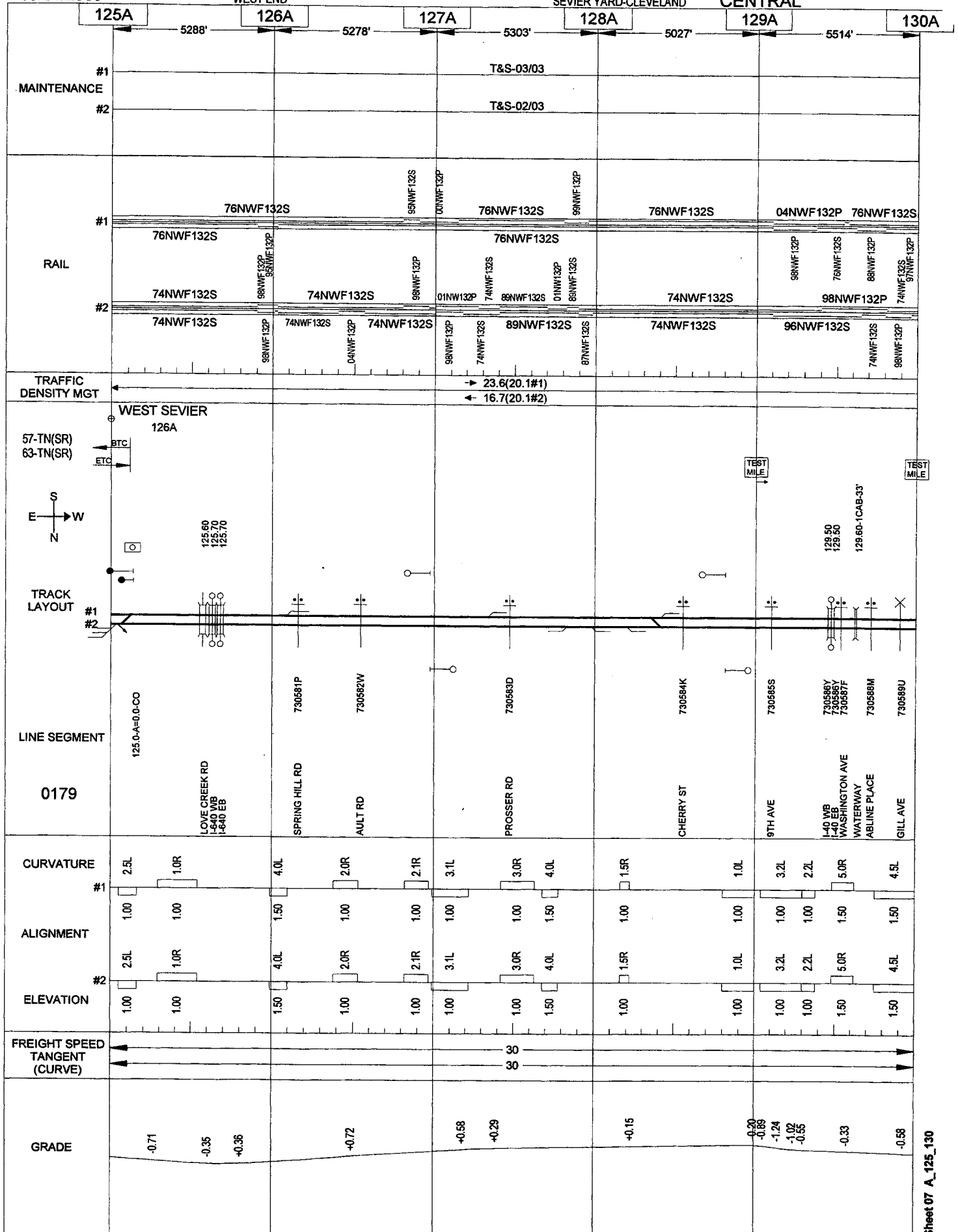
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026

WEST END

SEVIER YARD-CLEVELAND

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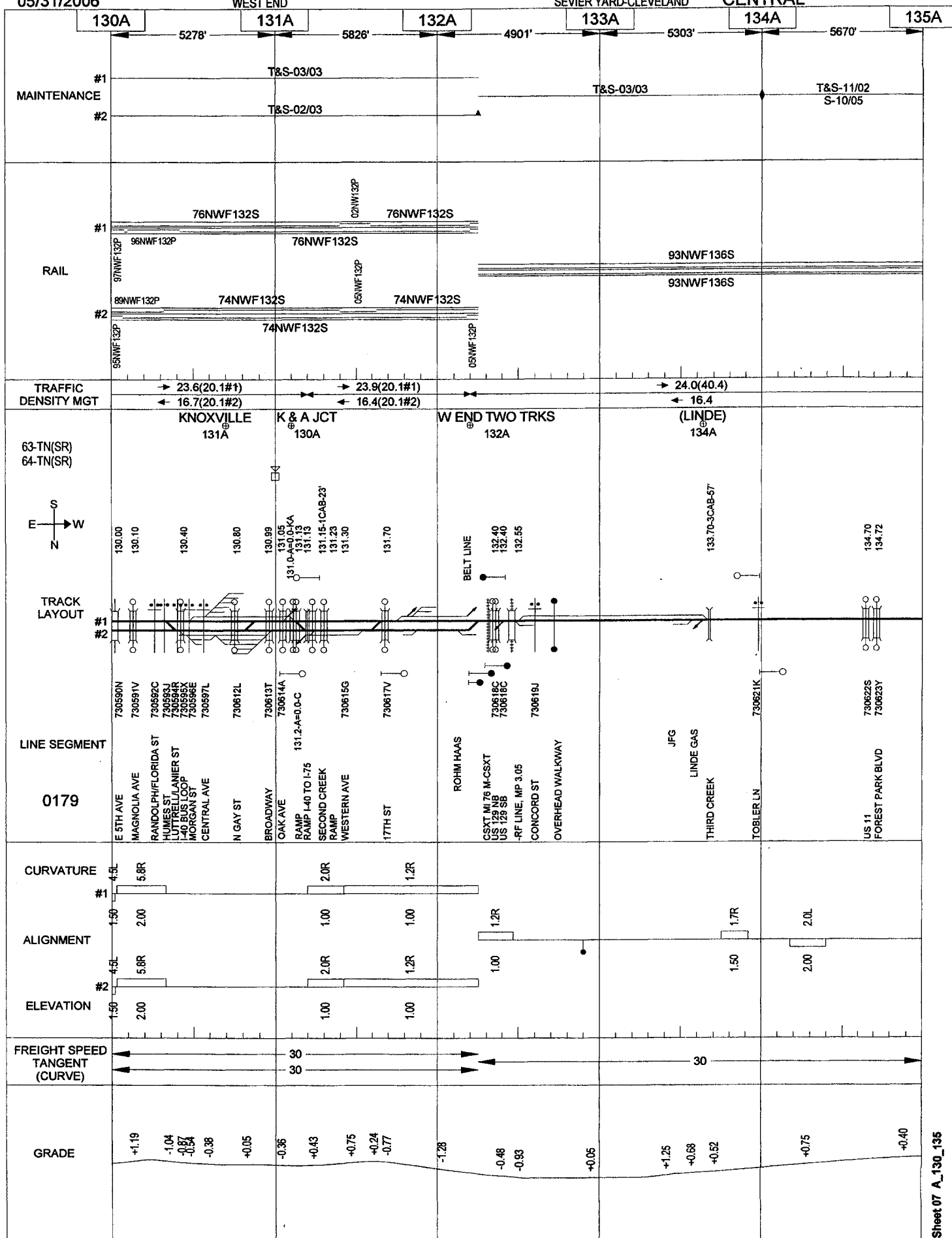
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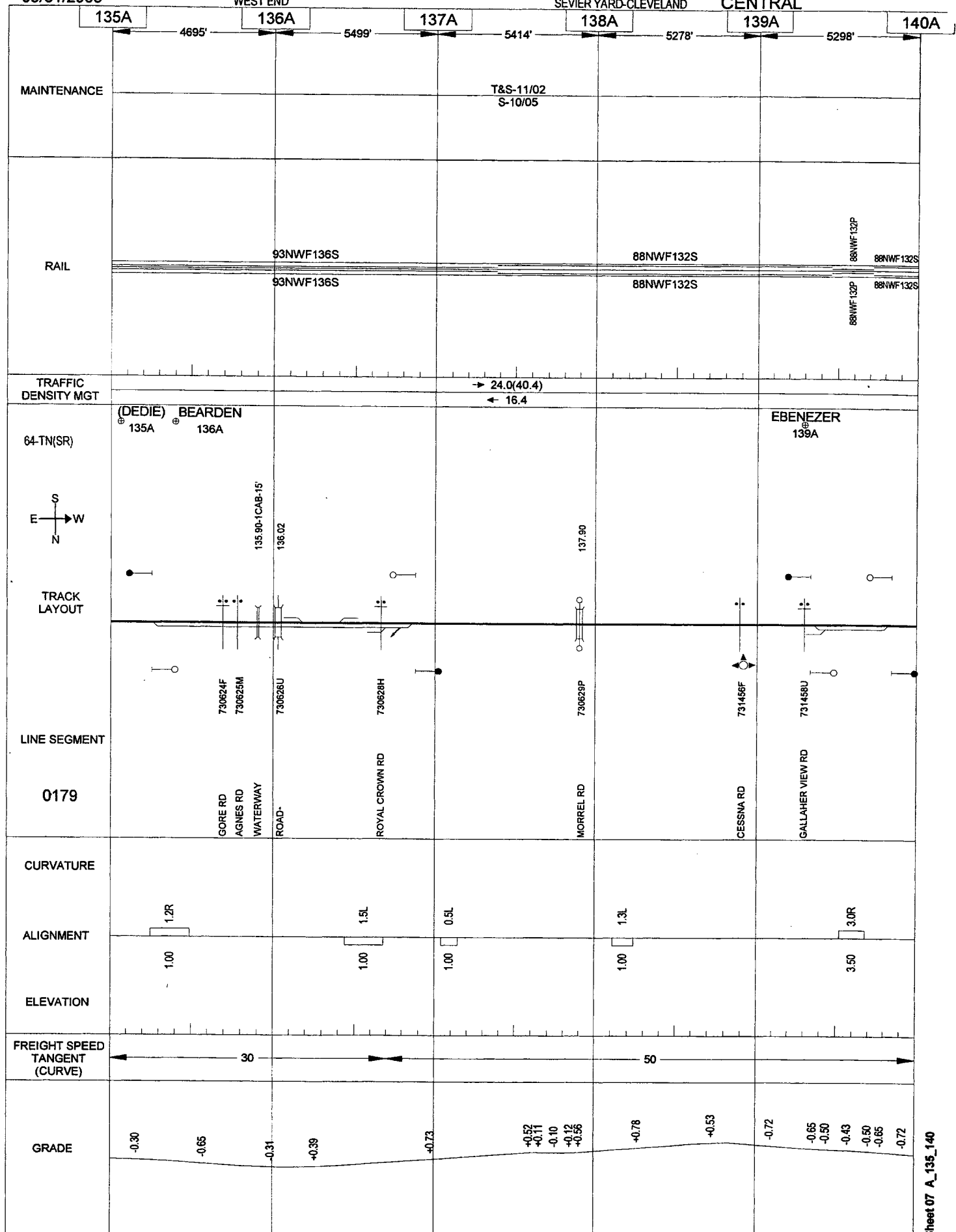
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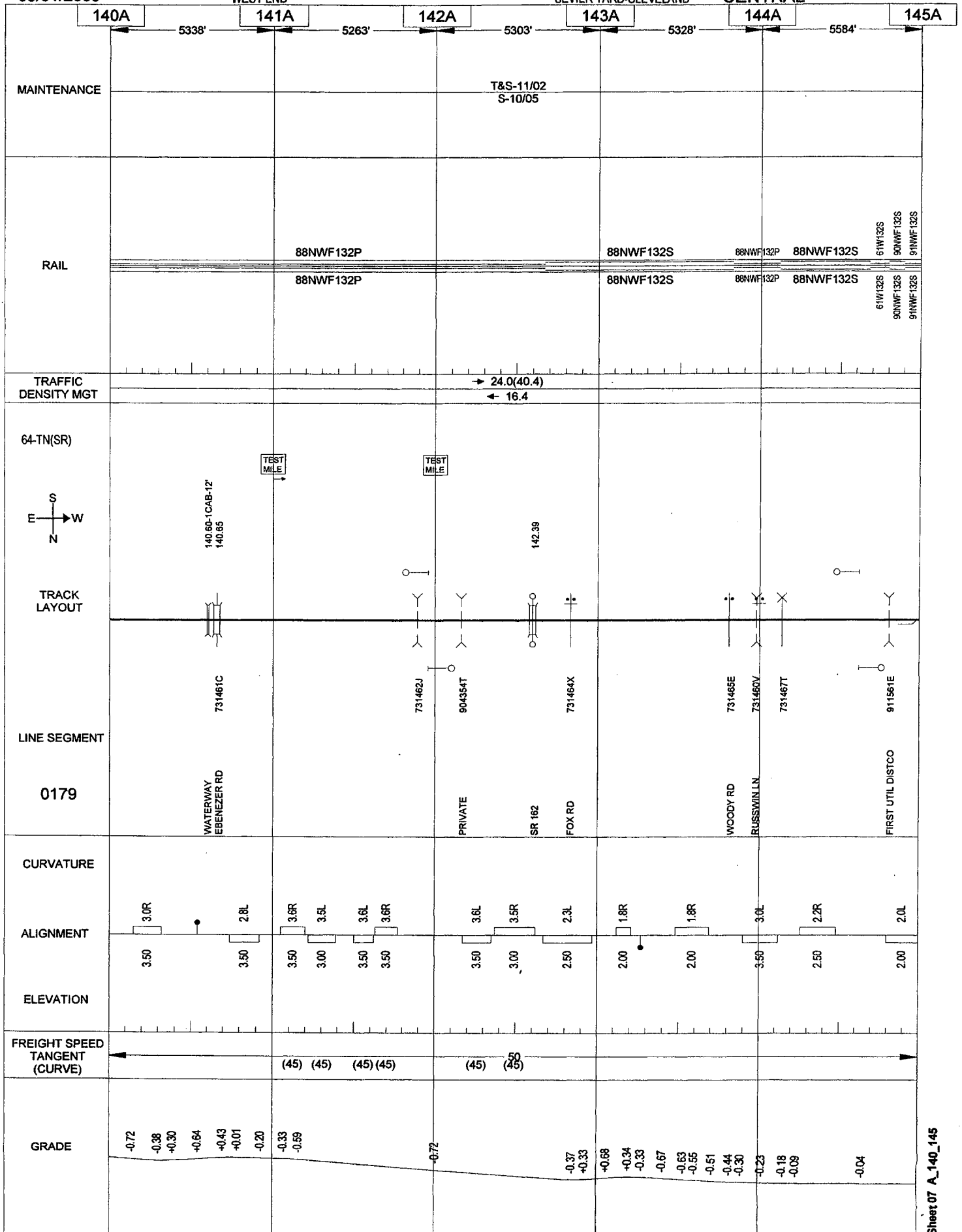
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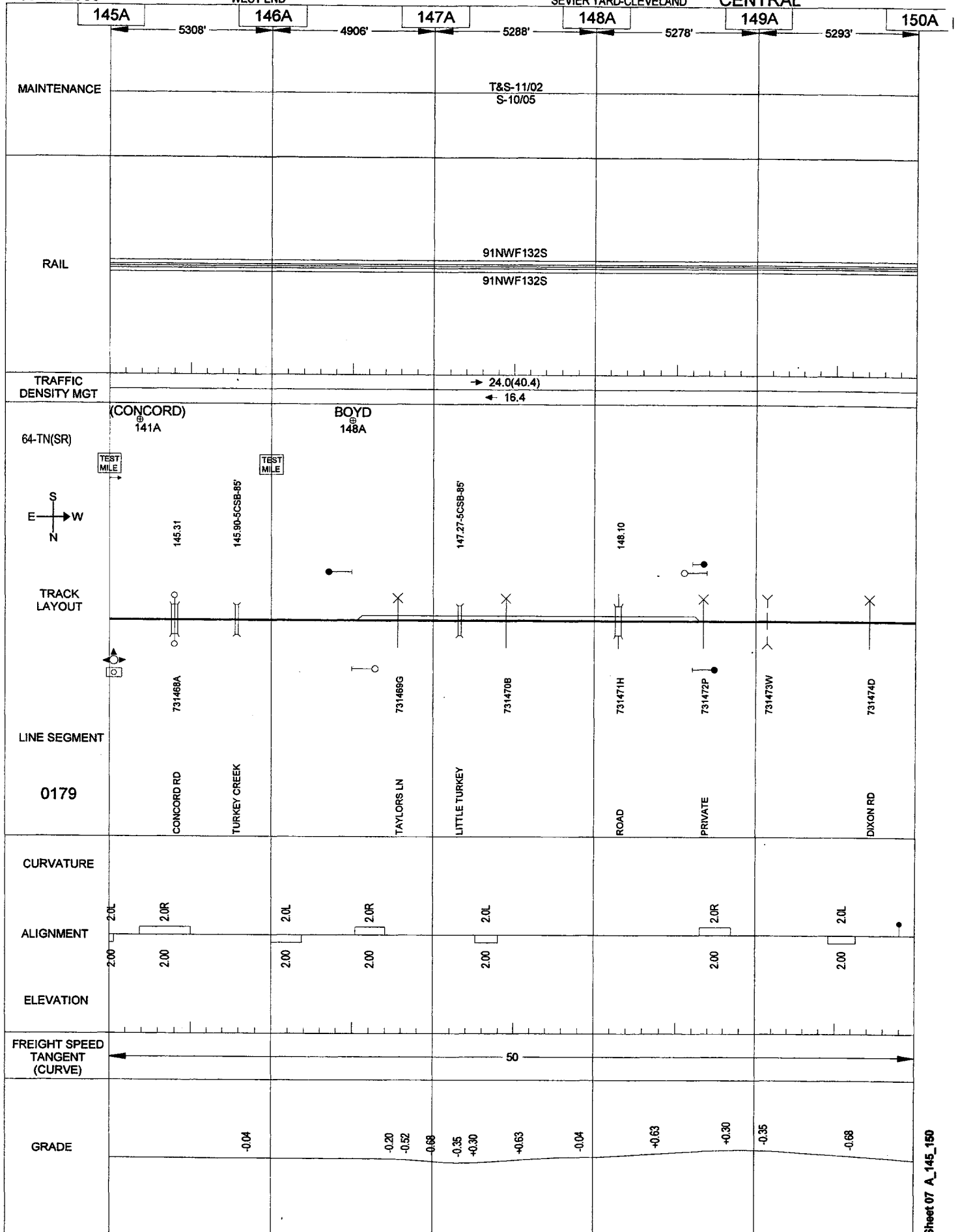
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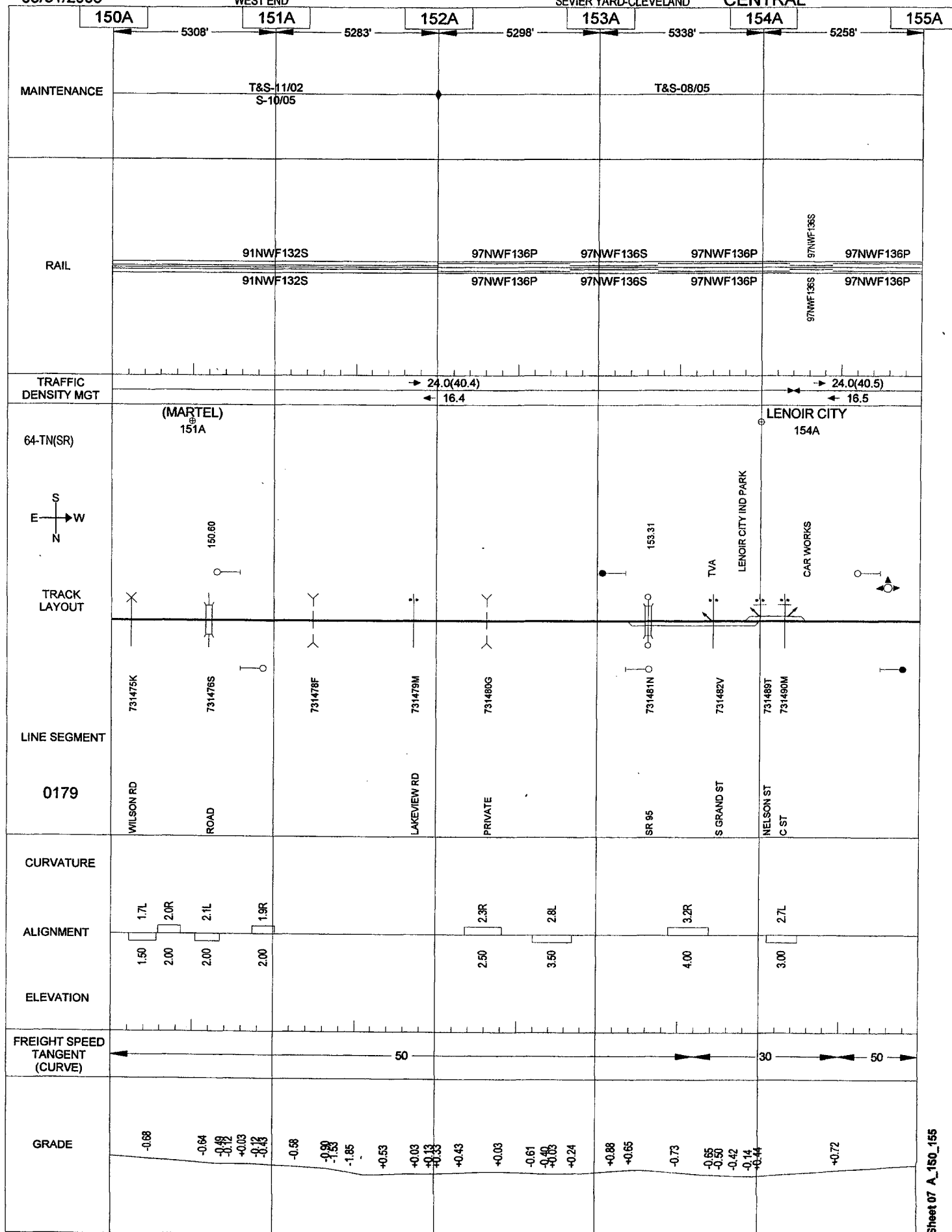
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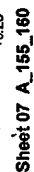
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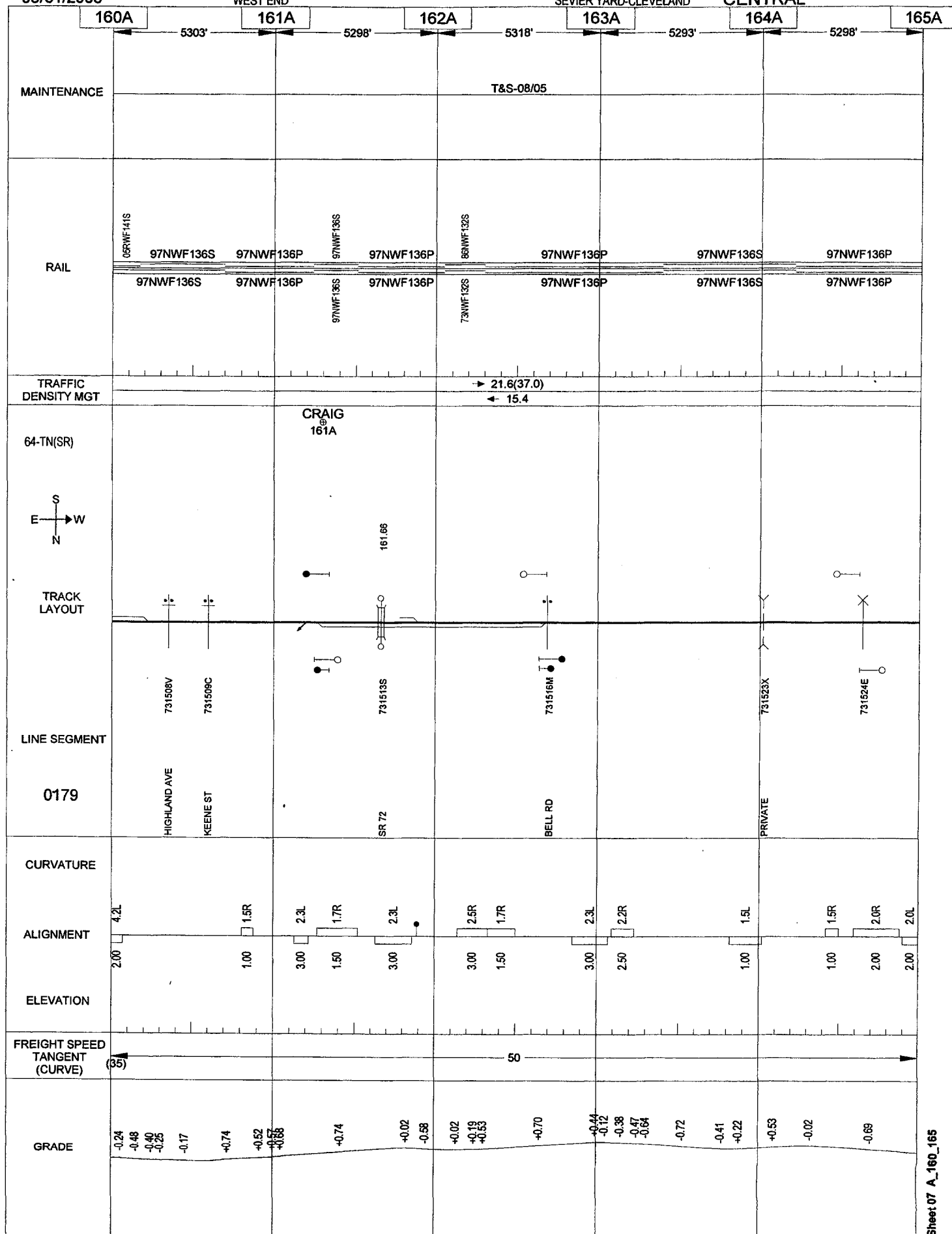
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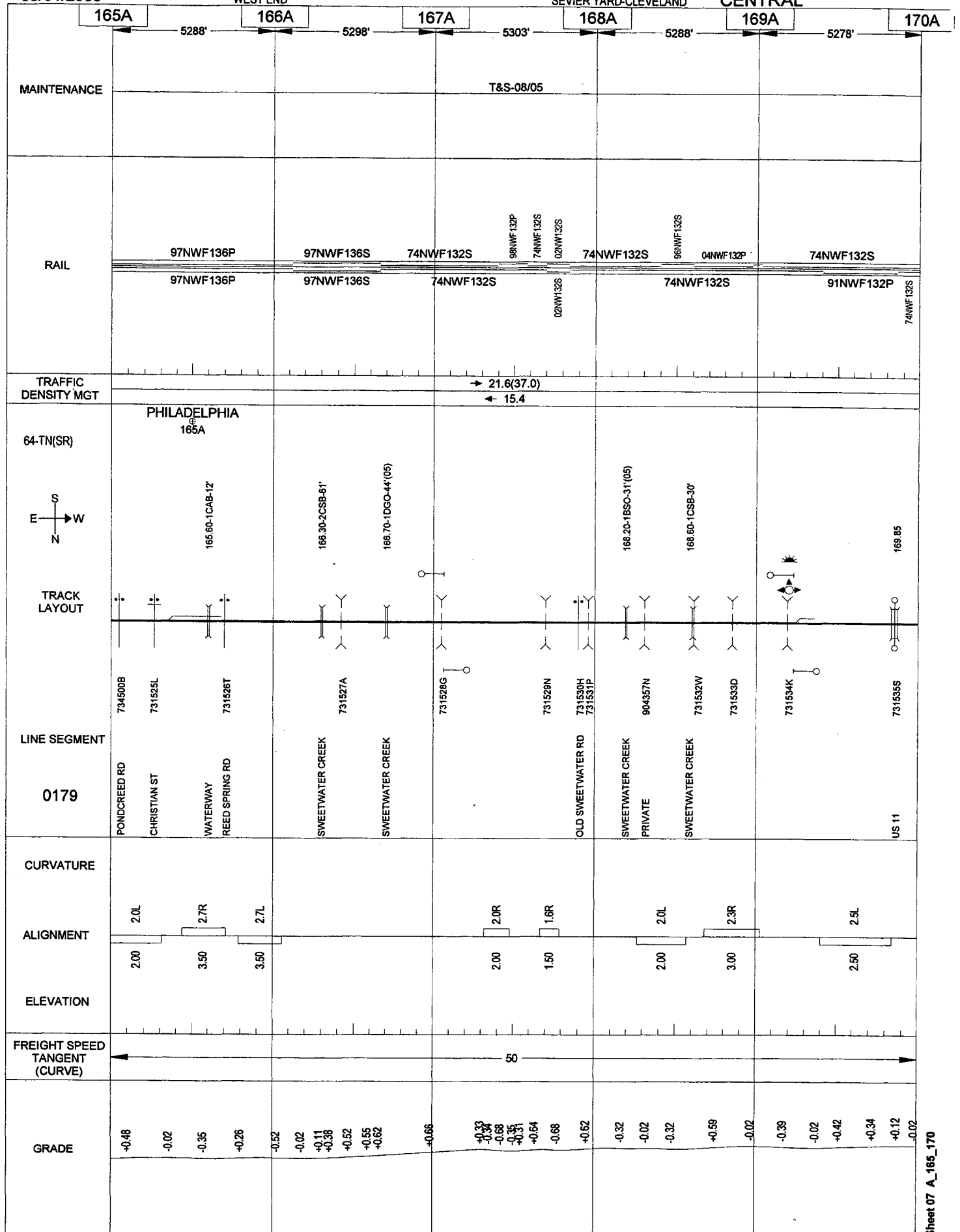
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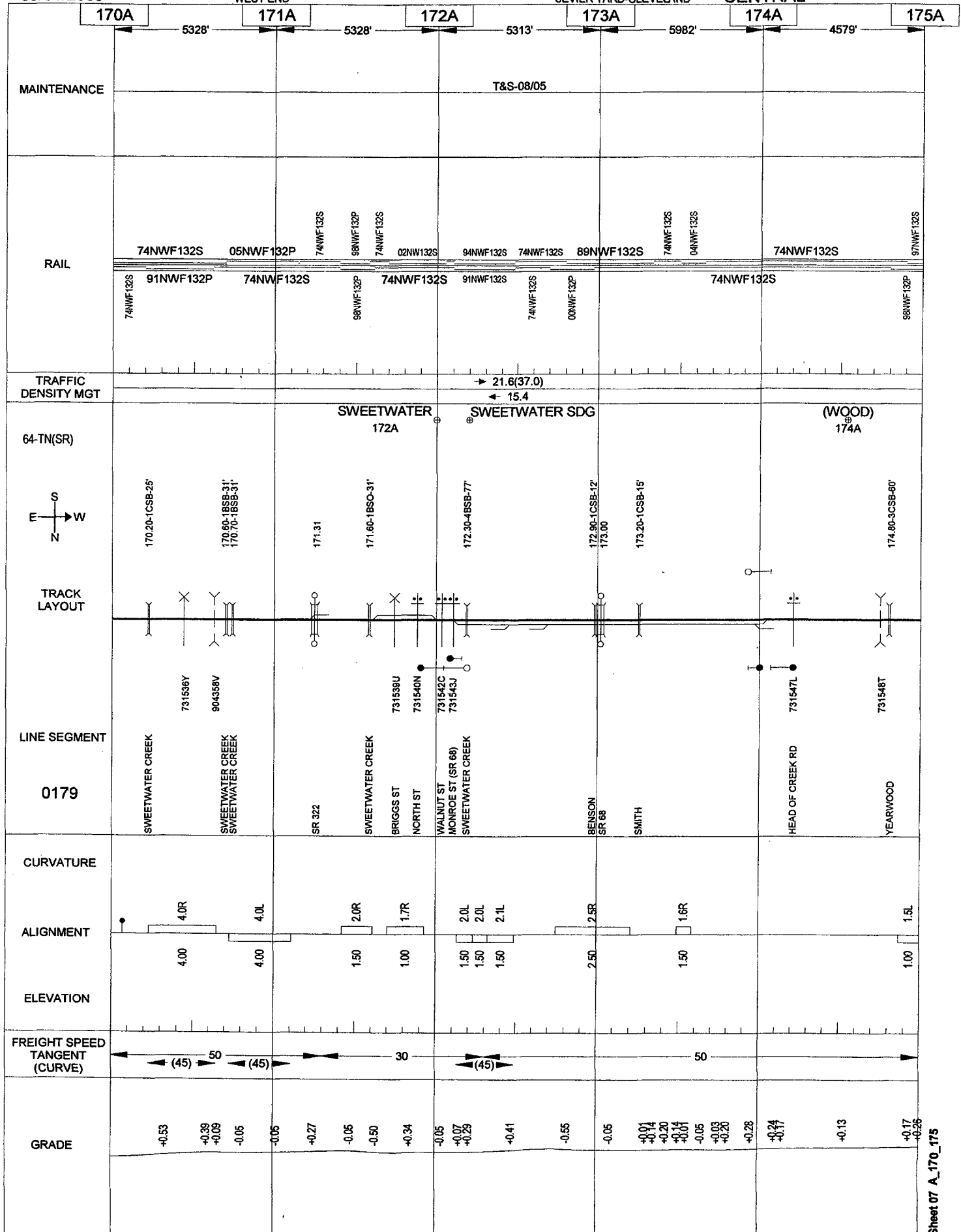
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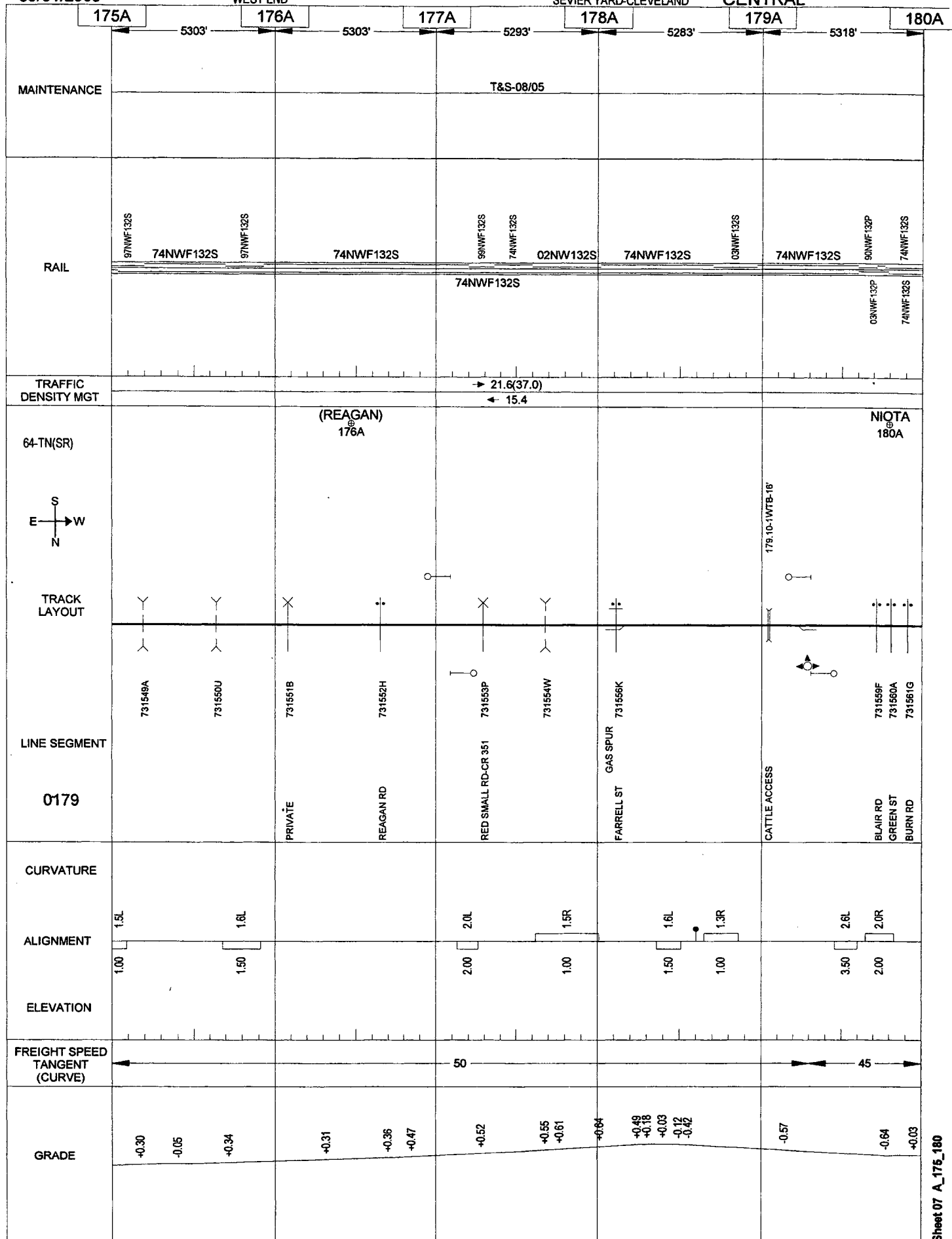
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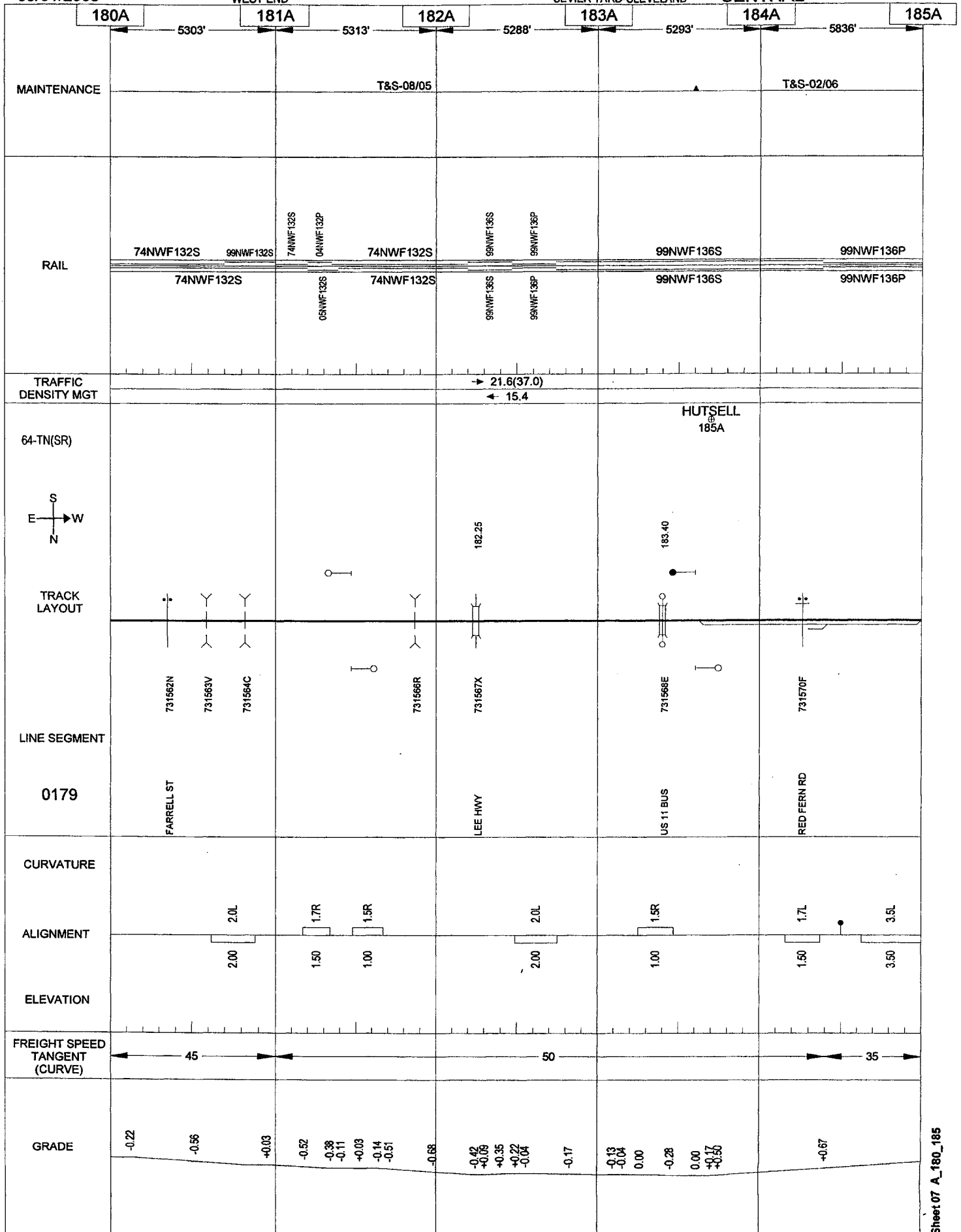
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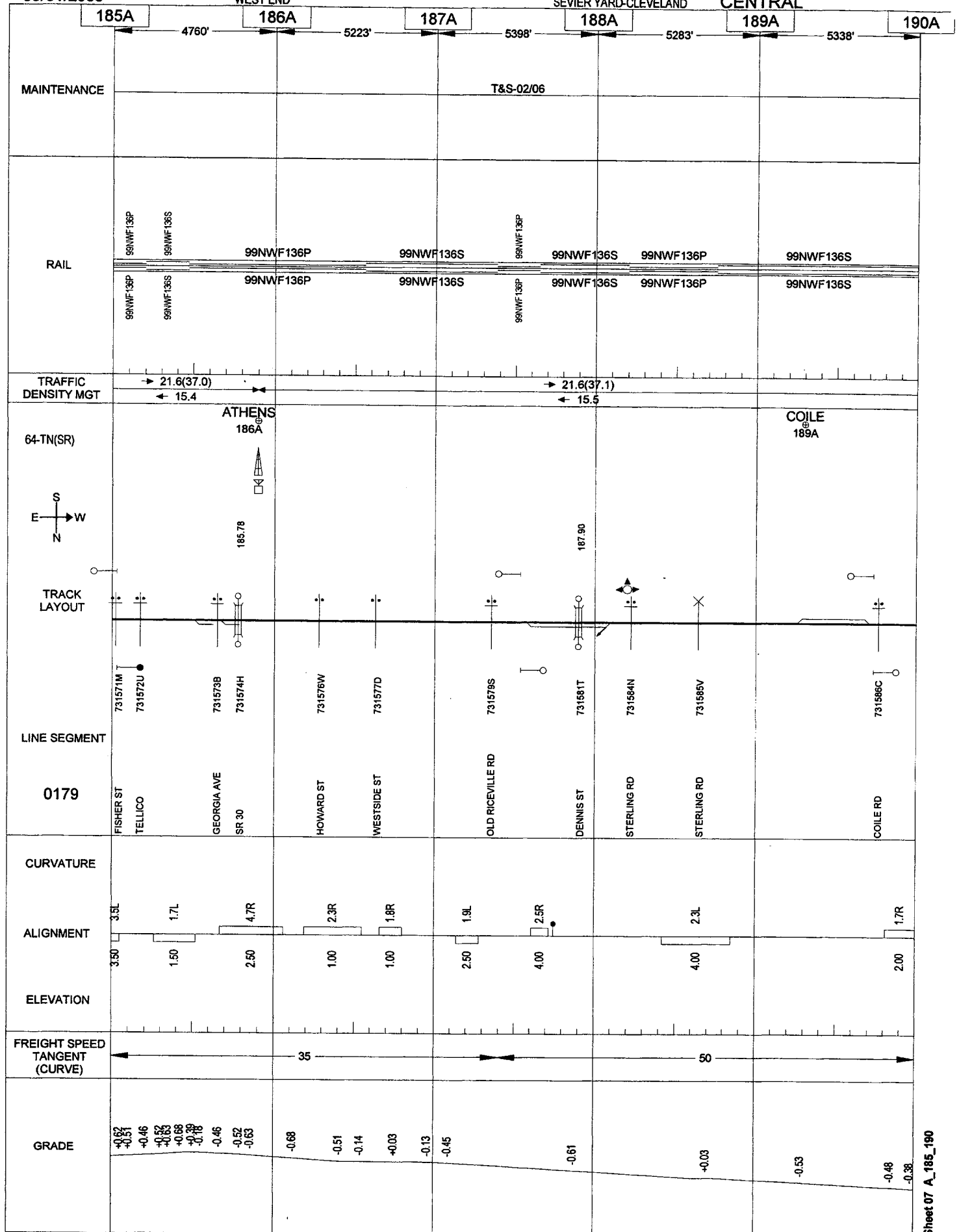
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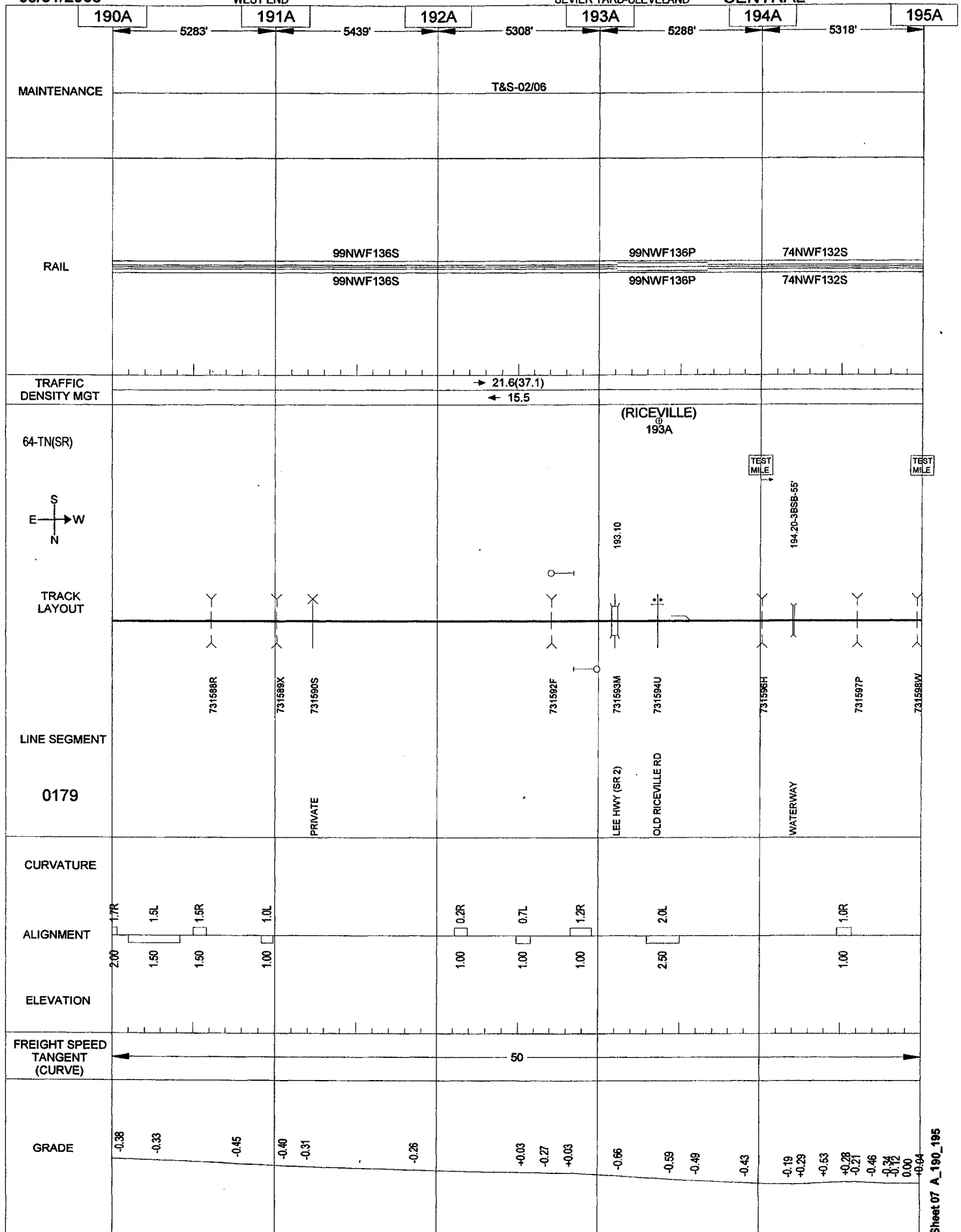
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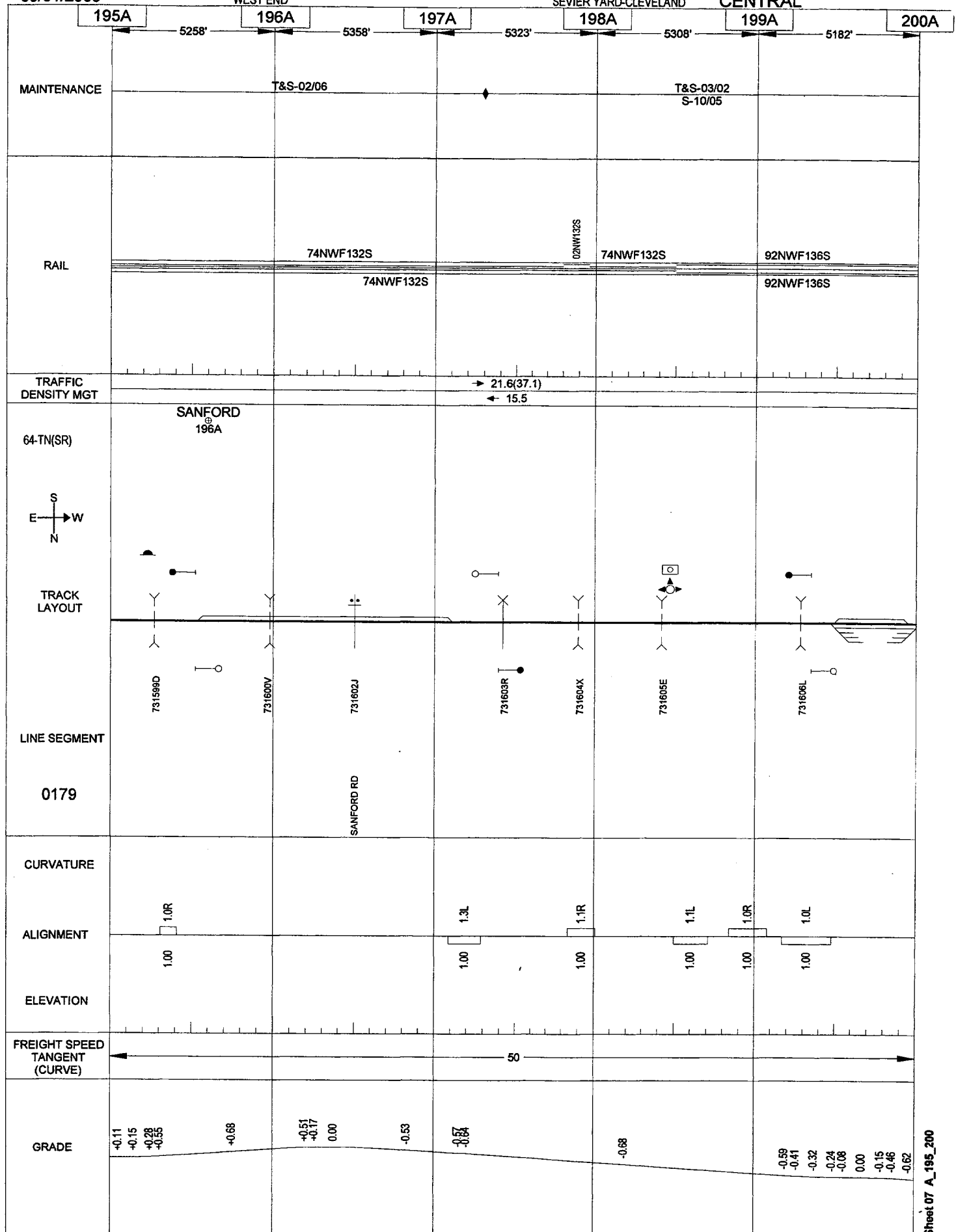
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CENTRAL



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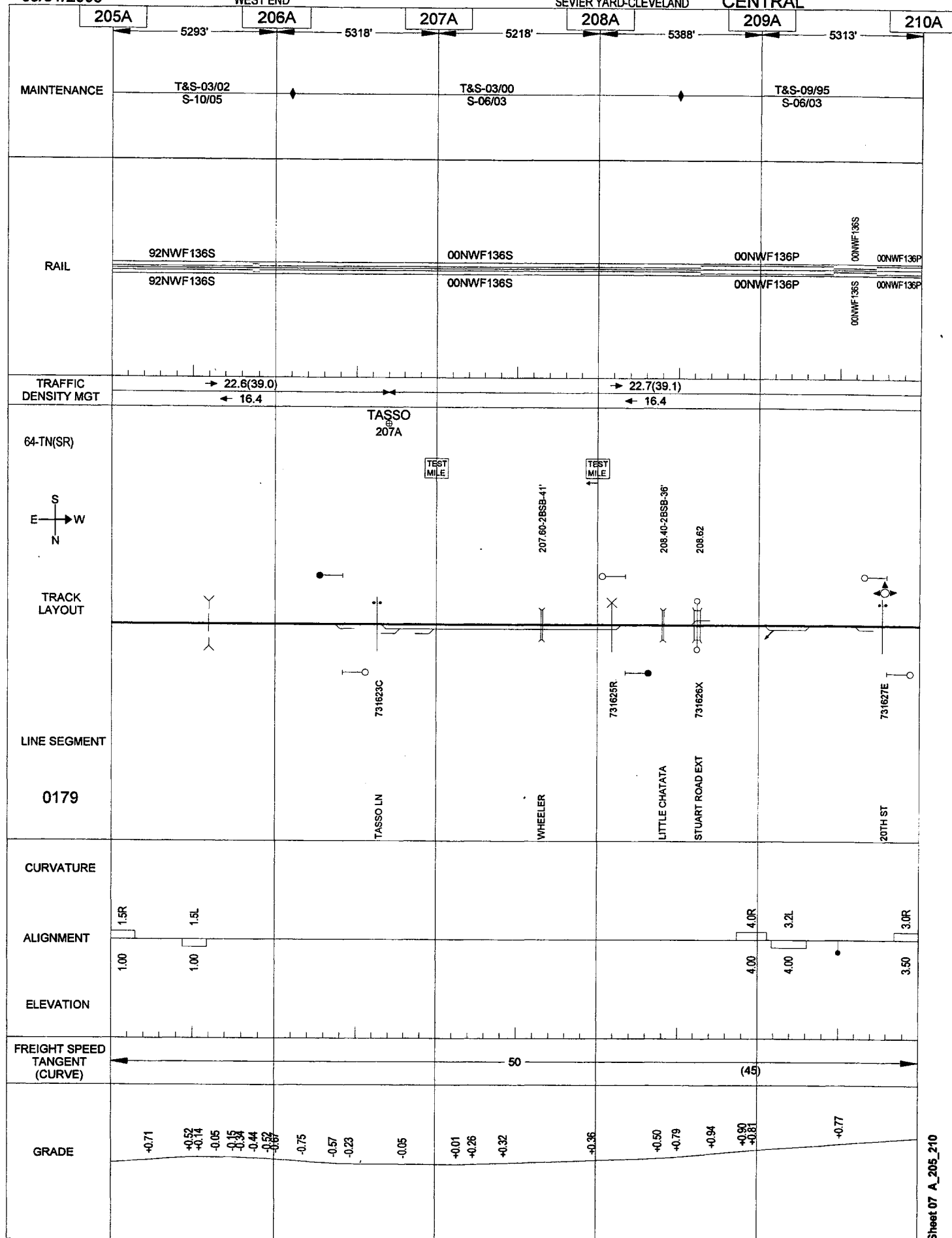
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042

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SEVIER YARD-CLEVELAND

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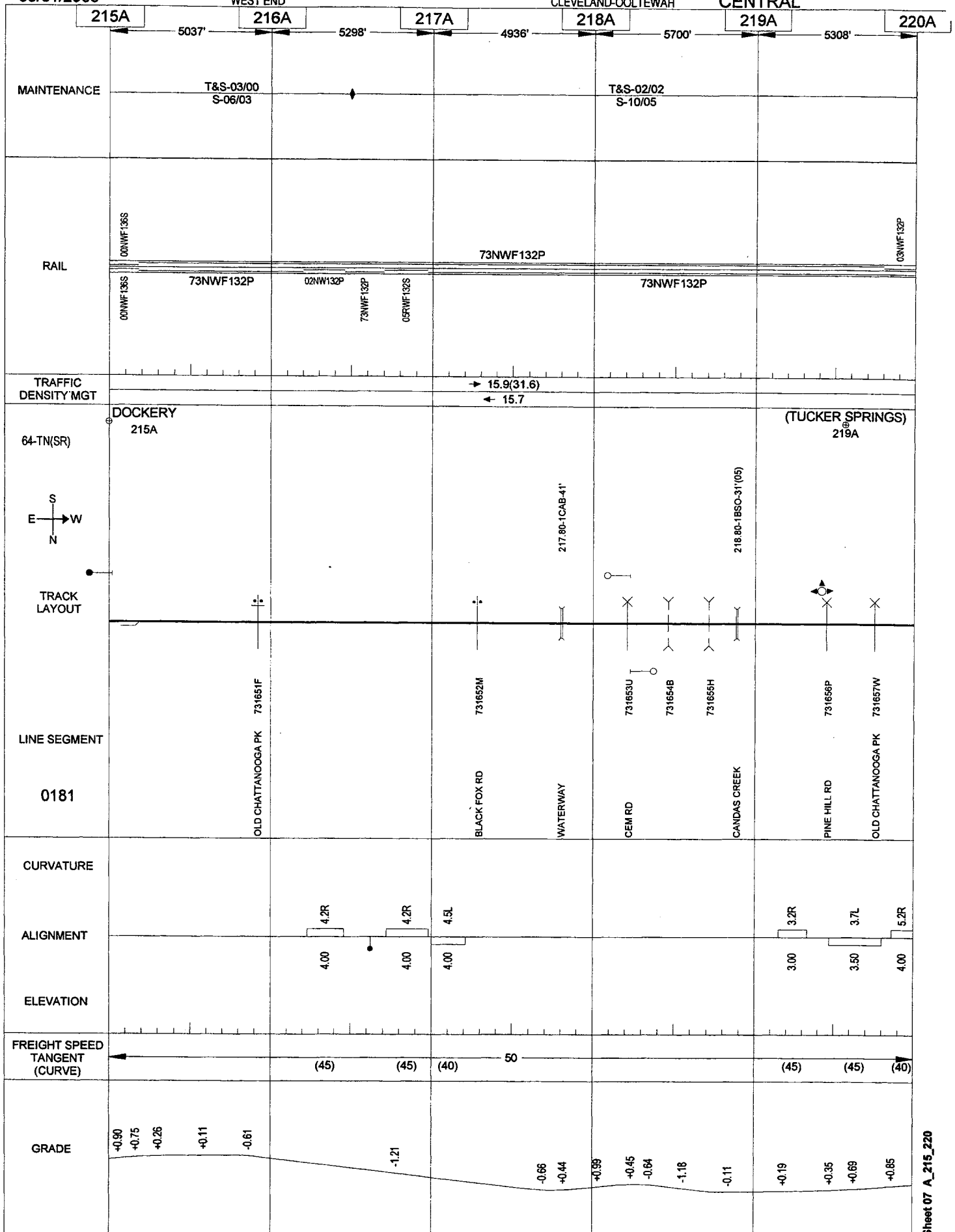
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CLEVELAND-OOLTEWAH

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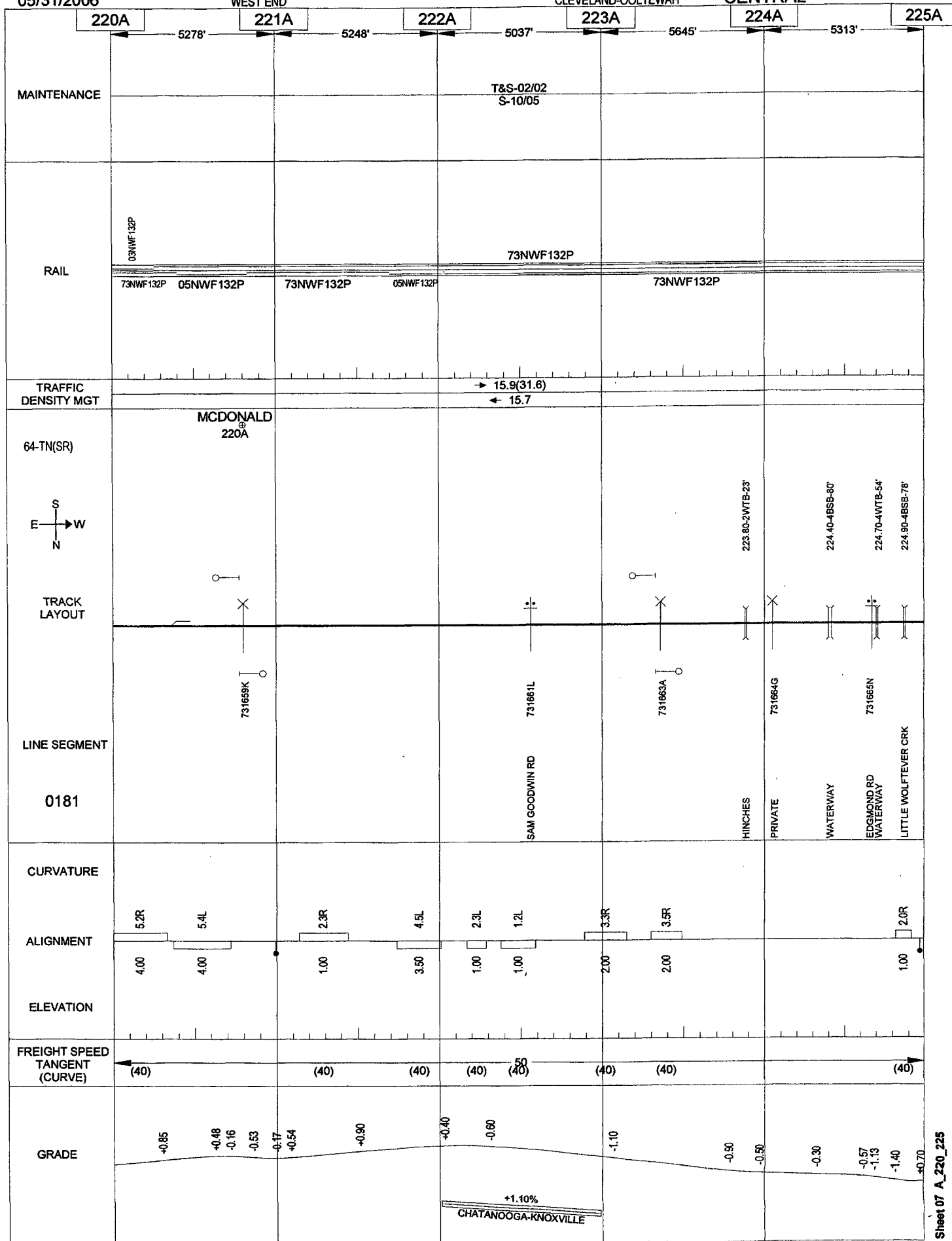


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CLEVELAND-OOLTEWAH

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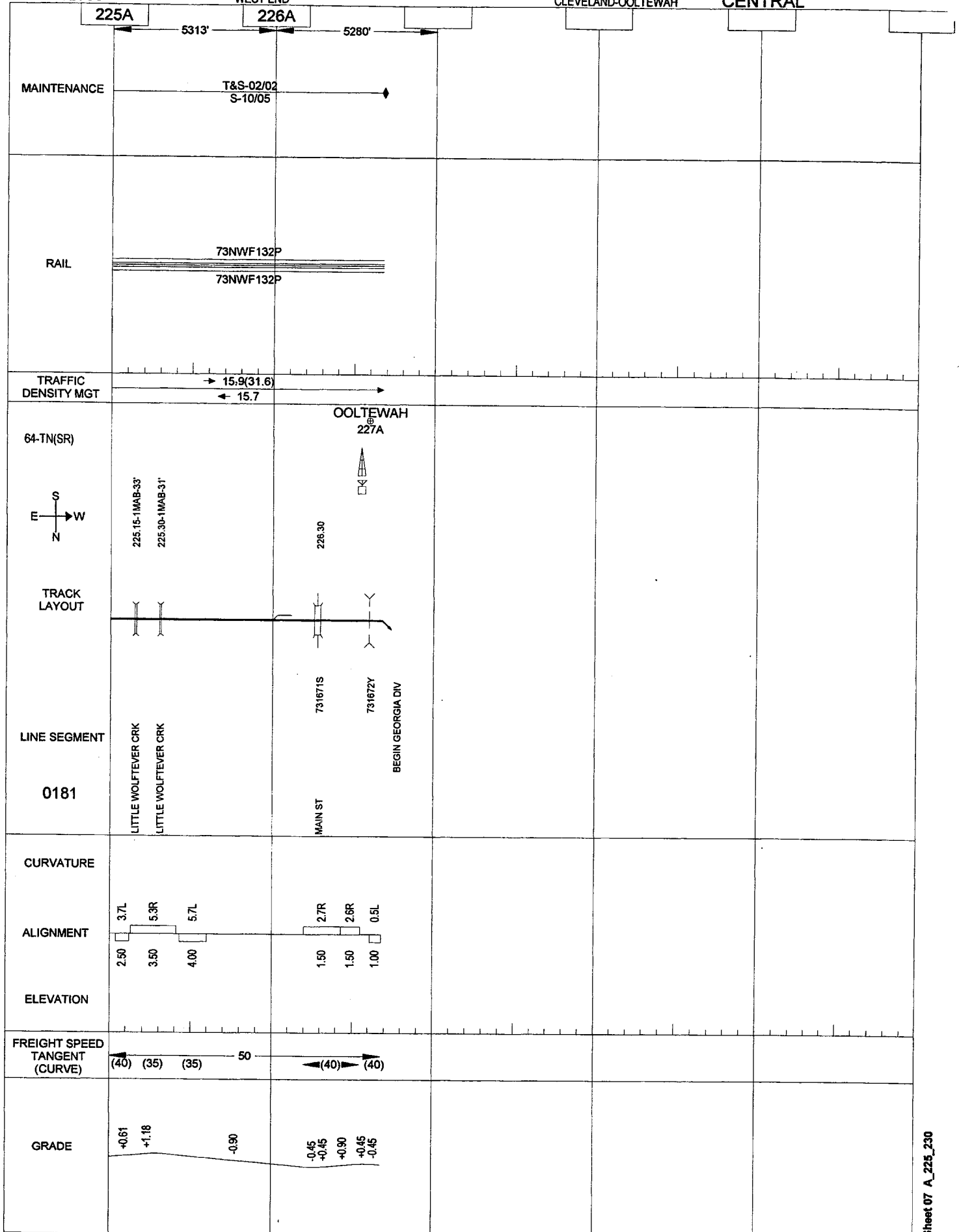
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046

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CLEVELAND-OOLTEWAH

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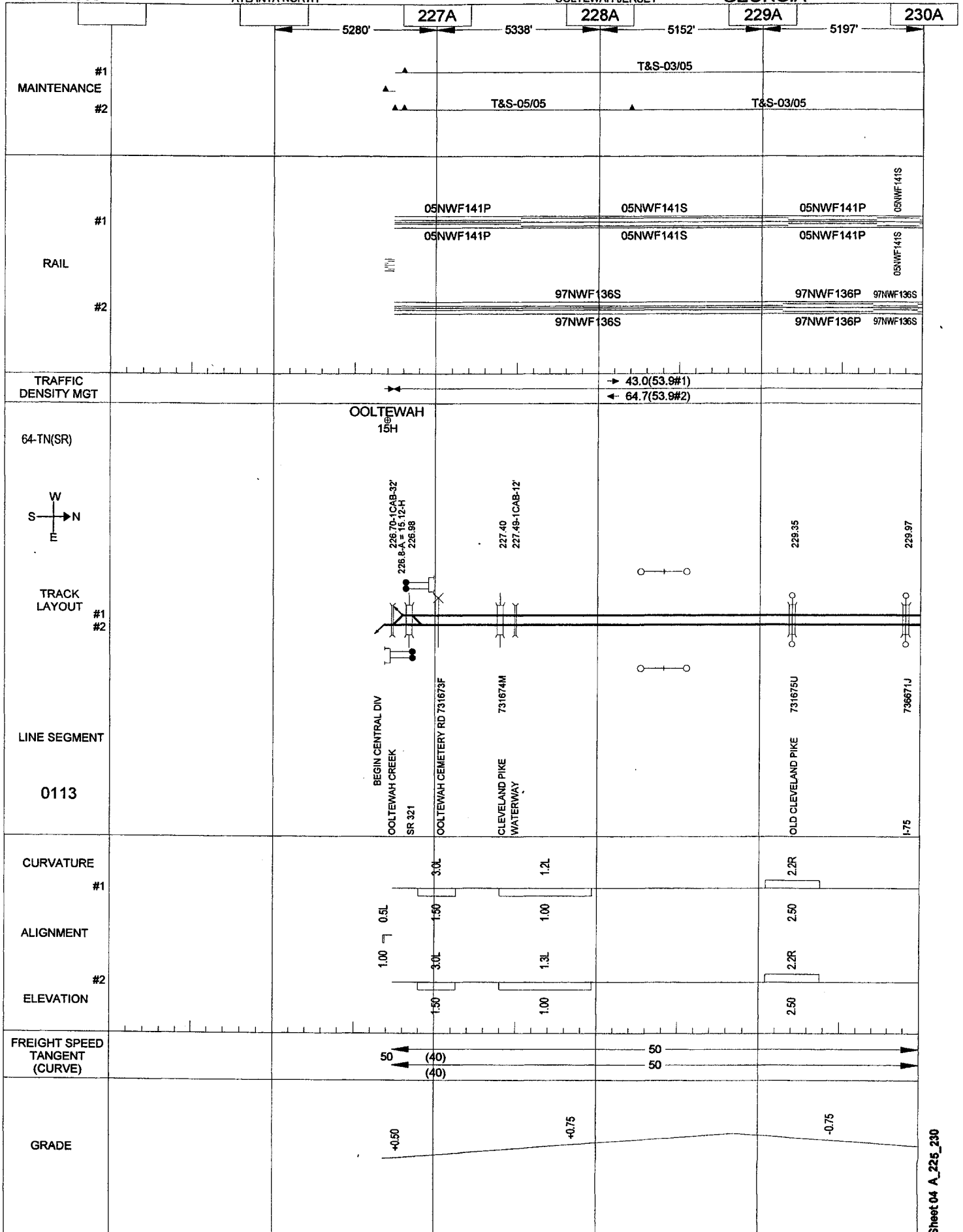
04/03/2006

ATLANTA NORTH

46.1

OOLETEWAH-JERSEY

GEORGIA



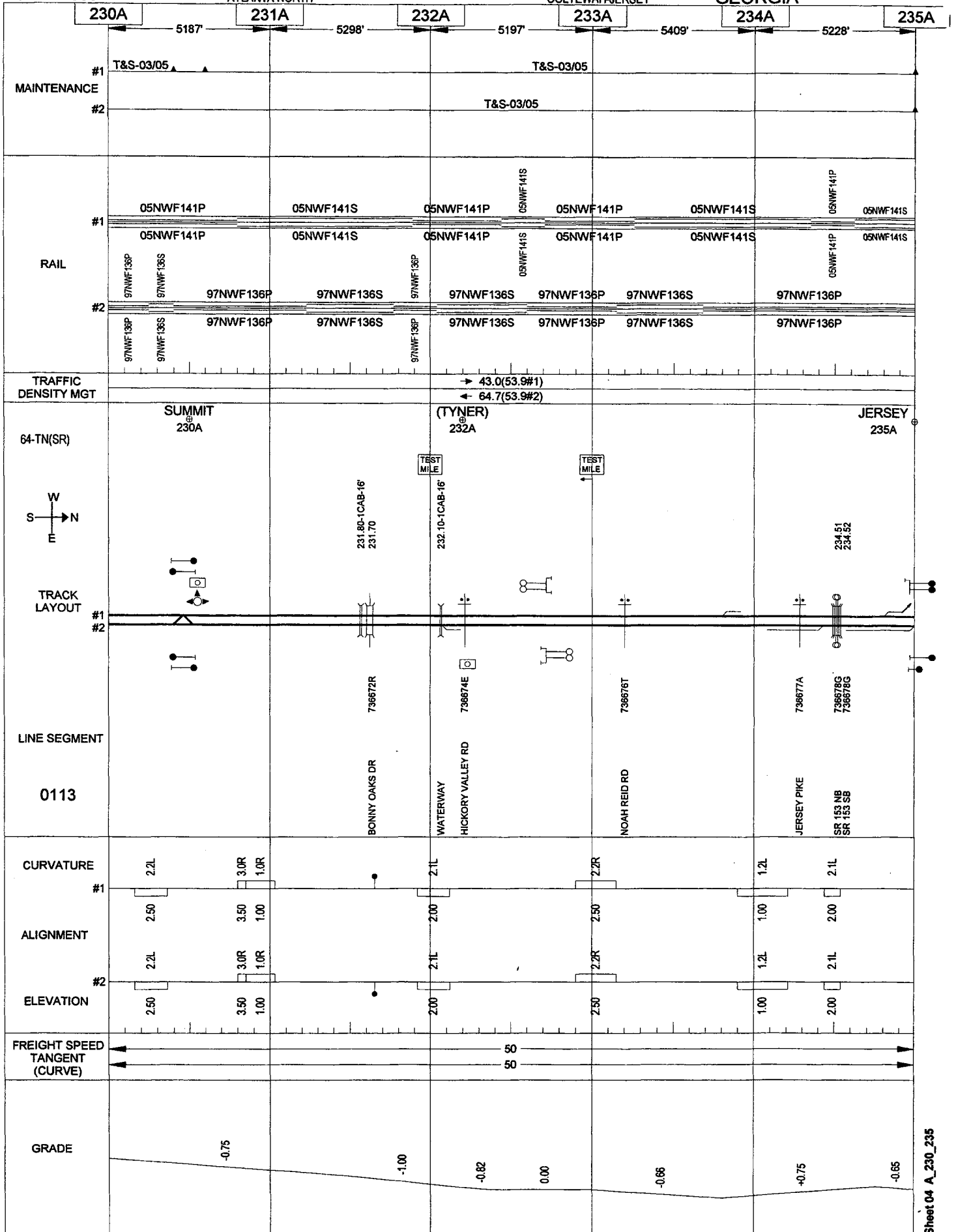
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ATLANTA NORTH

46.2

OOLTEWAH-JERSEY

GEORGIA



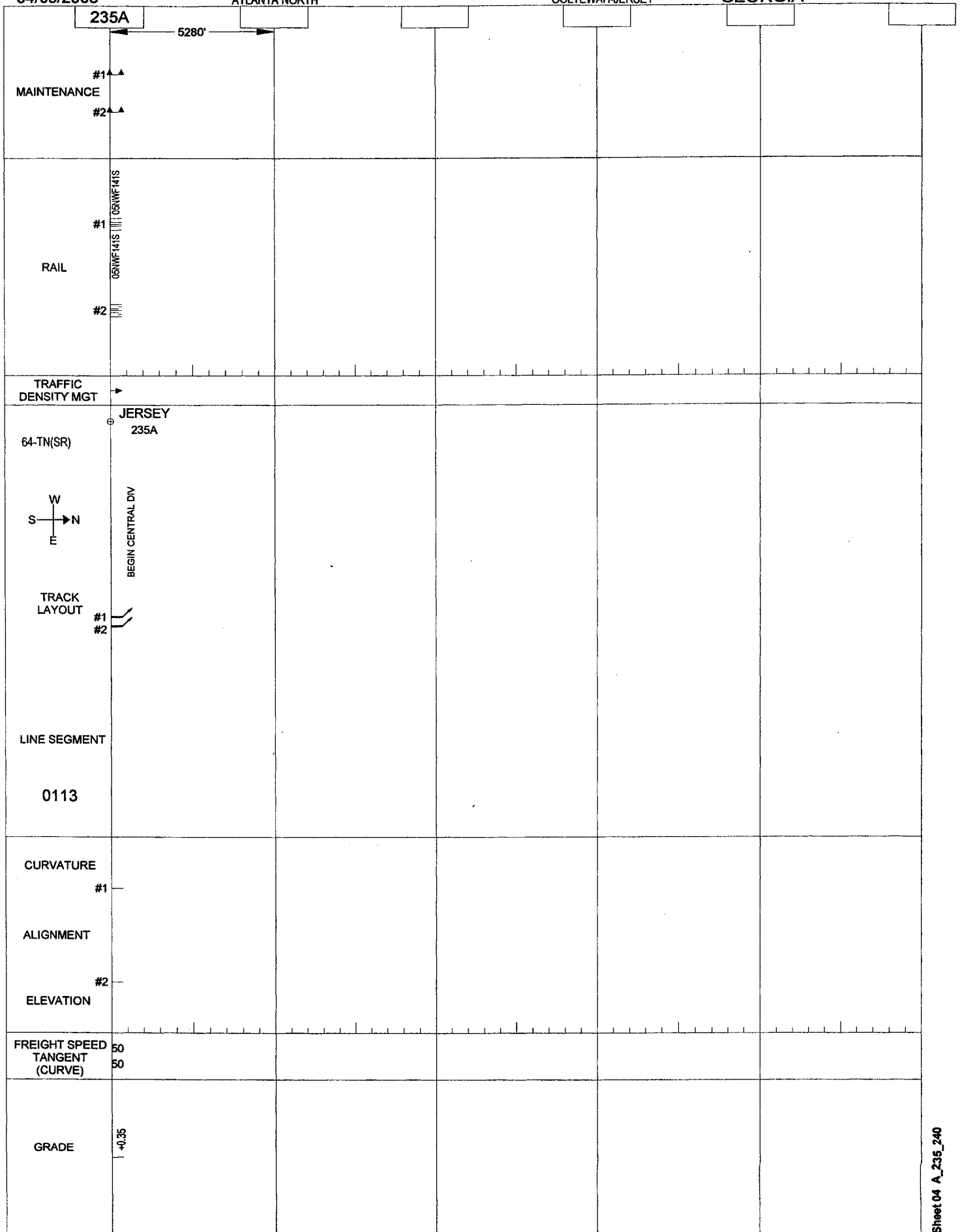
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ATLANTA NORTH

46.3

COLTEWAH-JERSEY

GEORGIA



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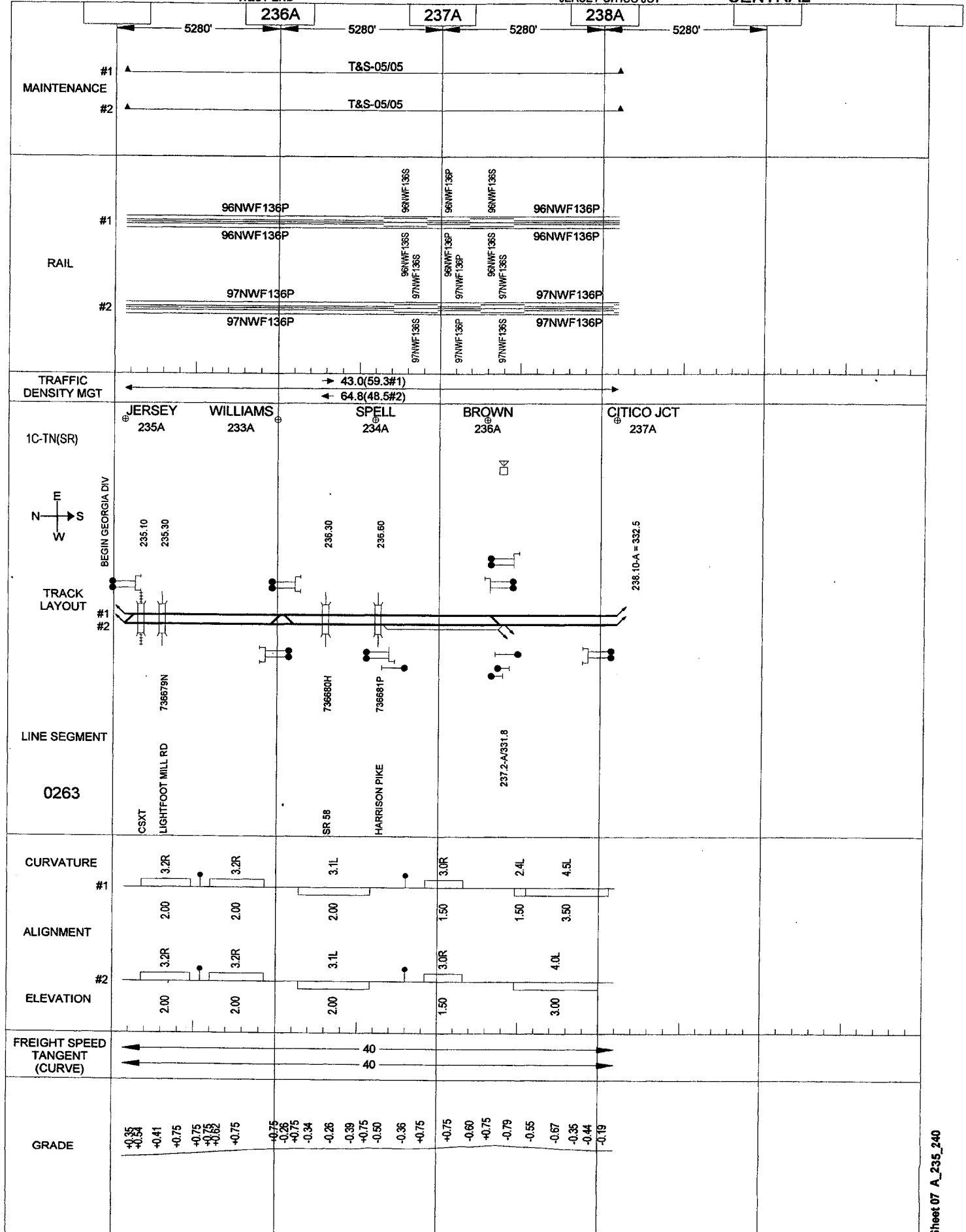
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047

WEST END

JERSEY-CITICO JCT

CENTRAL



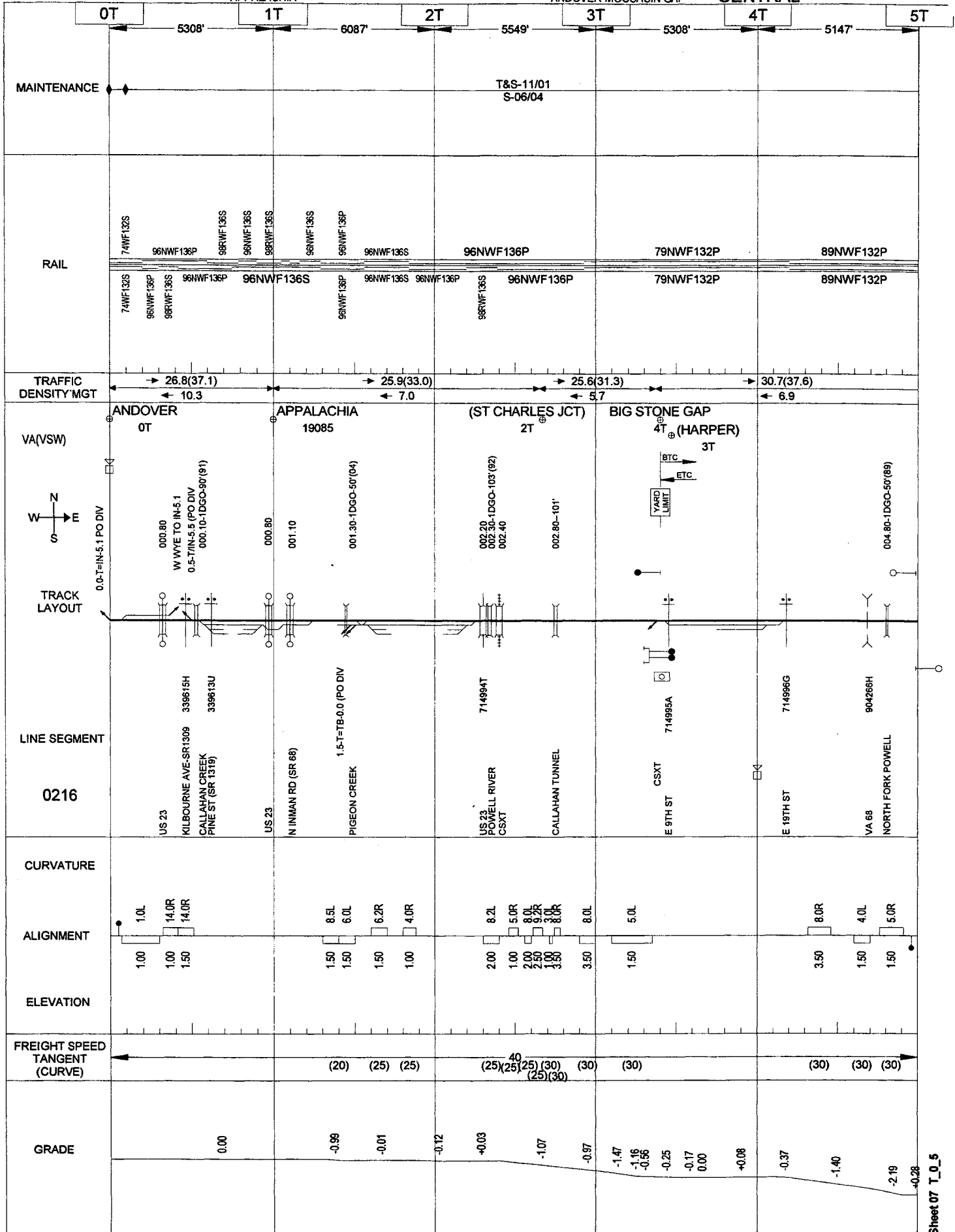
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048

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



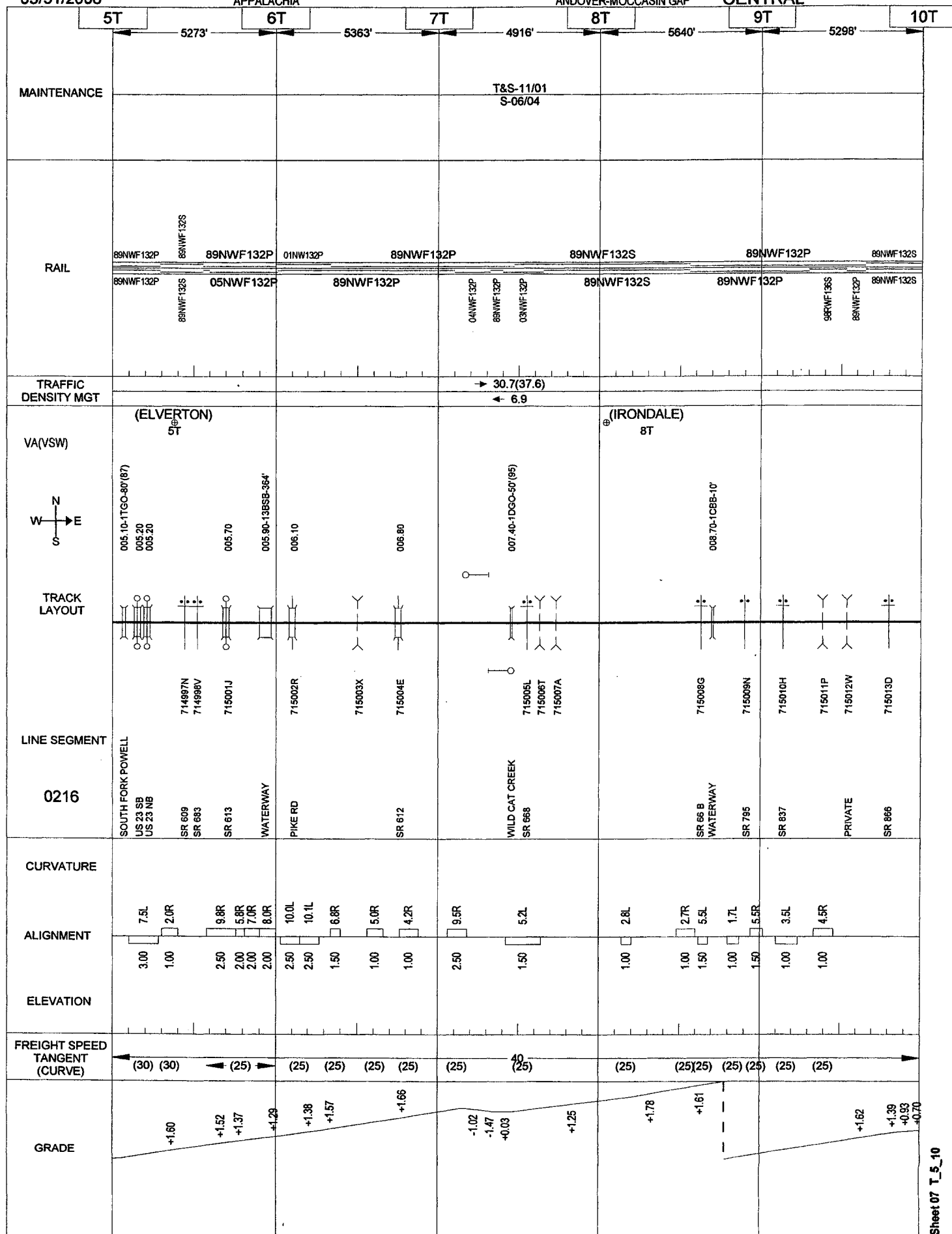
05/31/2006

049

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



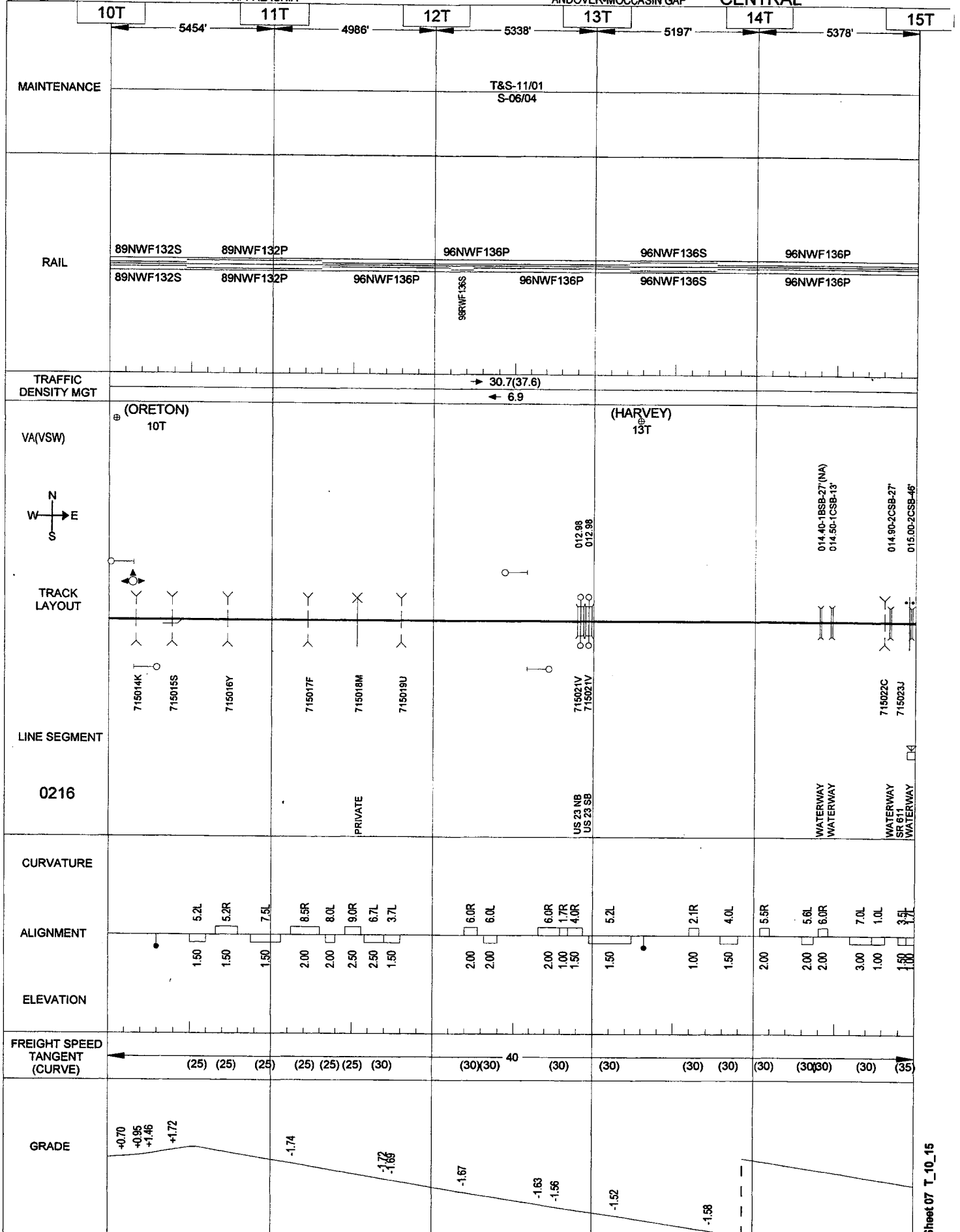
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APPALACHIA

ANDOVER-MOCCASIN GAP

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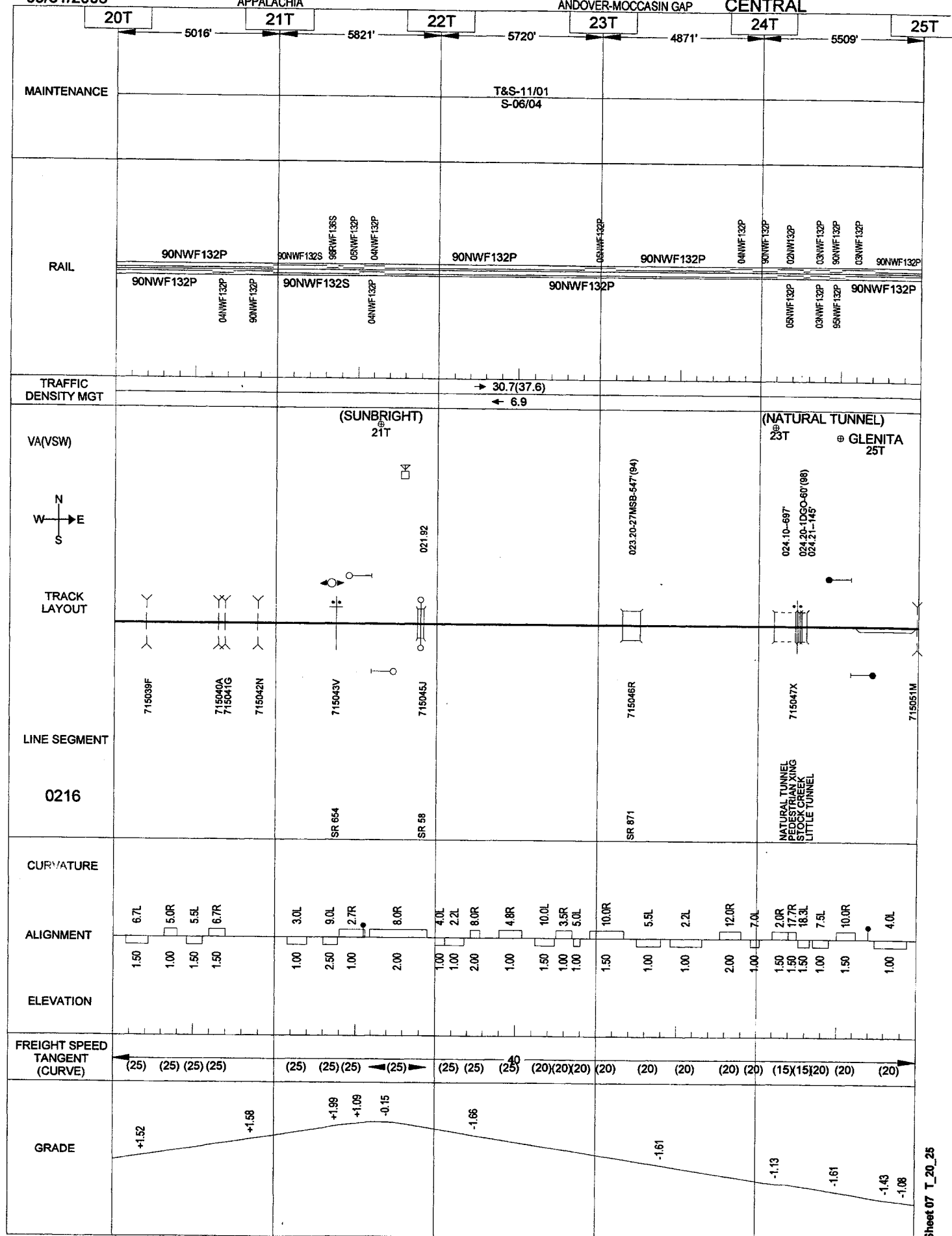
05/31/2006

052

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



	25T	26T	27T	28T	29T	30T
MILEAGE	5207'	5082'	5429'	5172'	5459'	
MAINTENANCE	T&S-11/01 S-06/04					
RAIL	90NWF132P 90NWF132P	97NWF132P 90NWF132P 04NWF132P 02NWF132P	05NWF132P 04NWF132P 03NWF132P 01NWF132P 05NWF132P	90NWF132P 90NWF132P 04NWF132P 02NWF132P	90NWF132P 90NWF132S 99NWF132P	90NWF132P
TRAFFIC DENSITY MGT	→ 30.7(37.6) ← 6.9					
VA(VSW)	(CLINCHPORT) 27T	(COPPER) 28T	(SPEERS FERRY) 30T			
TRACK LAYOUT	025 00-2CSB-26' 025 40-5BSB-120' 025 60-1TGO-71'(93) 025 70	026 60-11MSO-314'(02) 026 90-4MSO-391'(78)	028 30-9DGO-321'(02) 029 10-4DGO-339'(66) 029 70			
LINE SEGMENT	WATERWAY PRIVATE SR 812 STOCK CREEK STOCK CREEK ROAD & WATERWAY	SR 644, WATERWAY CLINCH RIVER	COOPER CREEK US 23 SR 629 CSXT			
CURVATURE	6.0L 12.0R 10.0L	8.0R 8.5L 12.5L 9.5L 9.0R 10.0R	7.0R 6.5R 5.5L 4.0L 6.0R 9.5L			
ALIGNMENT	1.00 2.00 1.50	1.50 1.50 2.00 1.50 1.50 1.50	2.00 2.00 1.50 1.50 1.50 2.50			
ELEVATION	-0.91 -0.88 -0.23 -0.01 -1.51 -0.64 -0.91	-0.46 -0.01 -0.01 +0.02 +0.09 +0.12	-1.07 -0.01 -0.04 -0.01	+0.34 +0.66 +1.30 +1.62 +1.54	+1.52 +1.54 +1.59 +1.61 +1.44 +1.74 +1.12	
FREIGHT SPEED TANGENT (CURVE)	(20) (20) (20)	(20)(20) (20) (20)	(20) (20) (25)	(25) (25) (25) (25) (25)	(25) (25) (25)	
GRADE	-0.91 -0.88 -0.23 -0.01 -1.51 -0.64 -0.91	-0.46 -0.01 -0.01 +0.02 +0.09 +0.12	-1.07 -0.01 -0.04 -0.01	+0.34 +0.66 +1.30 +1.62 +1.54	+1.52 +1.54 +1.59 +1.61 +1.44 +1.74 +1.12	

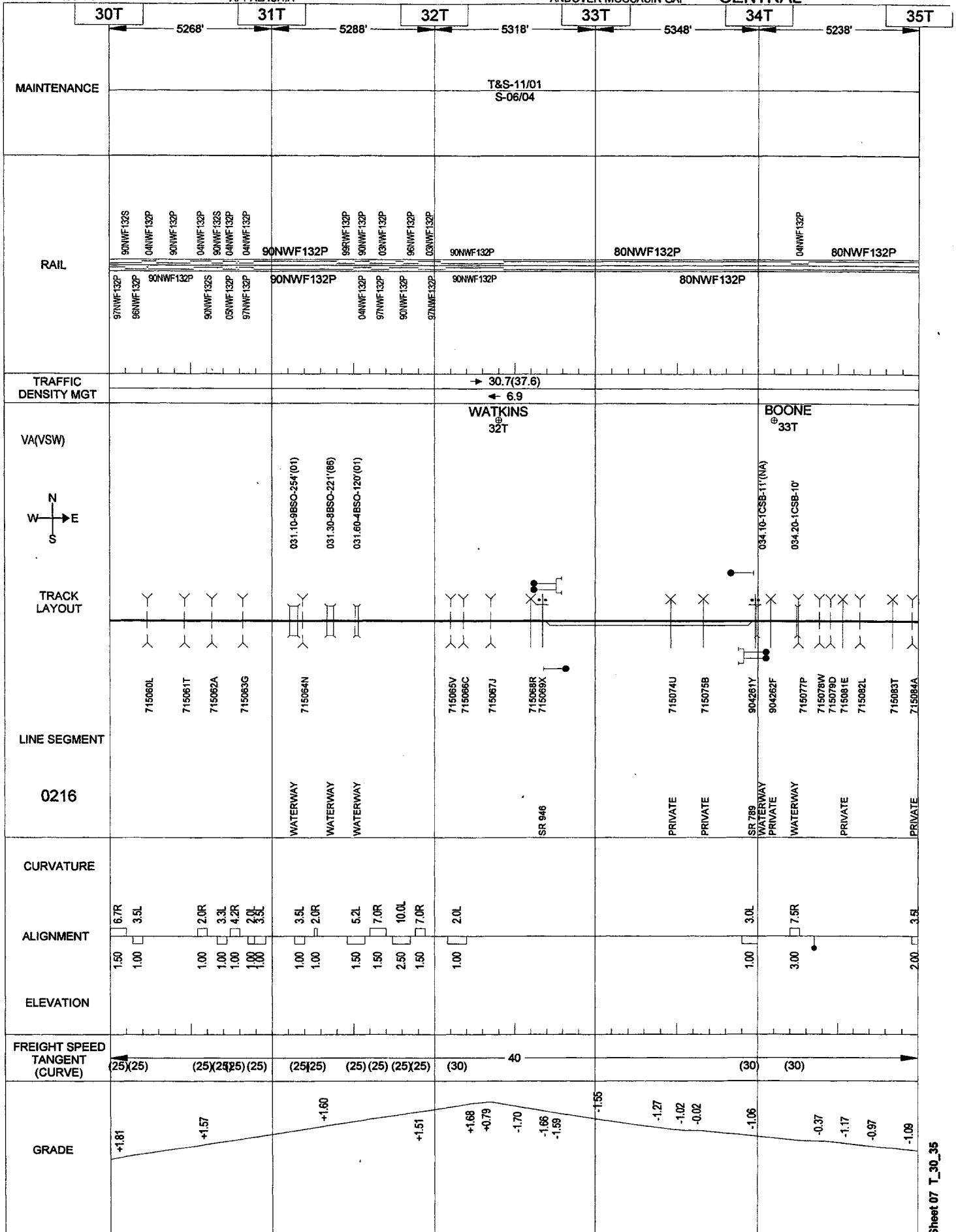
05/31/2006

054

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



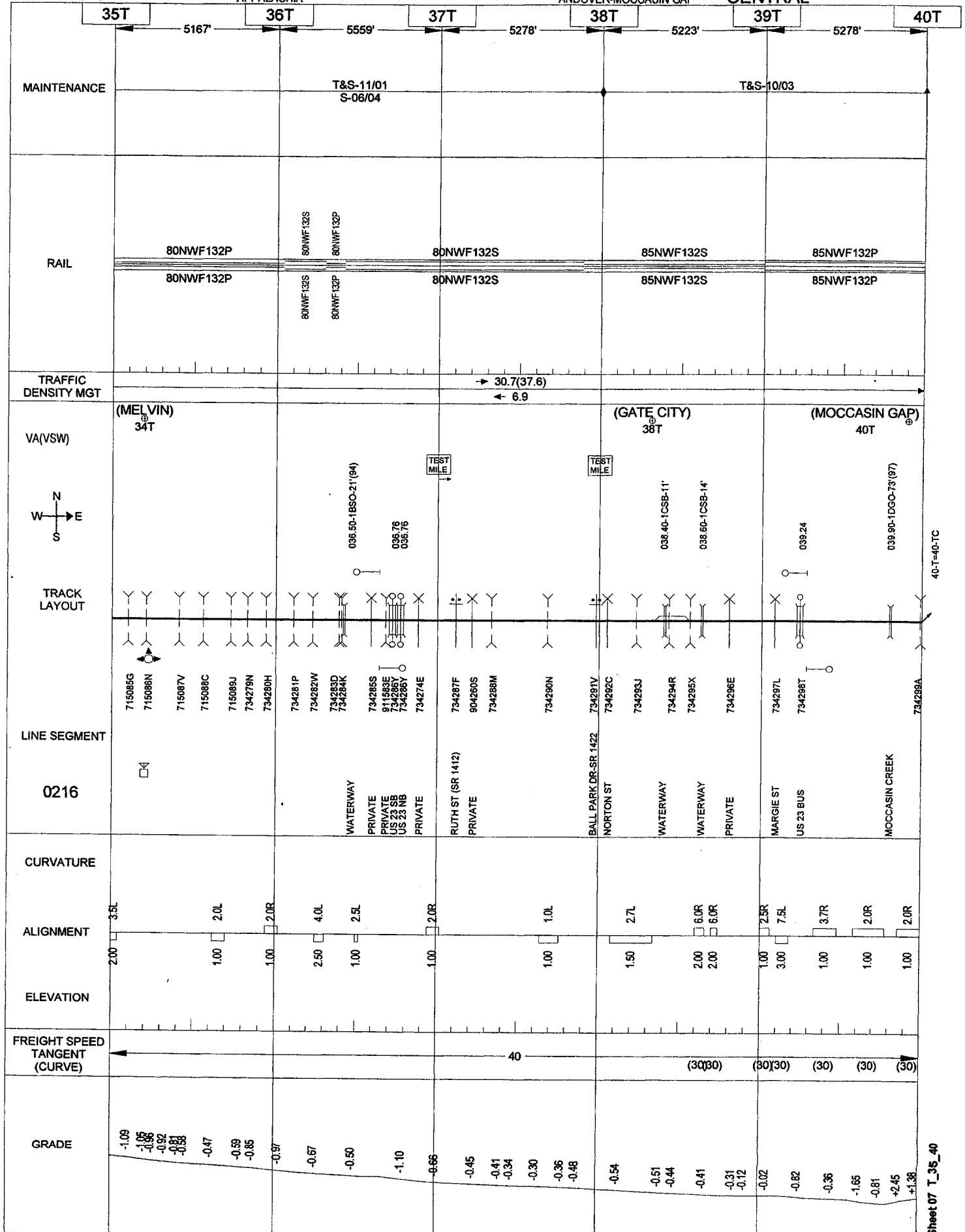
05/31/2006

055

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



40-T-40-TC

Sheet 07 T_35_40

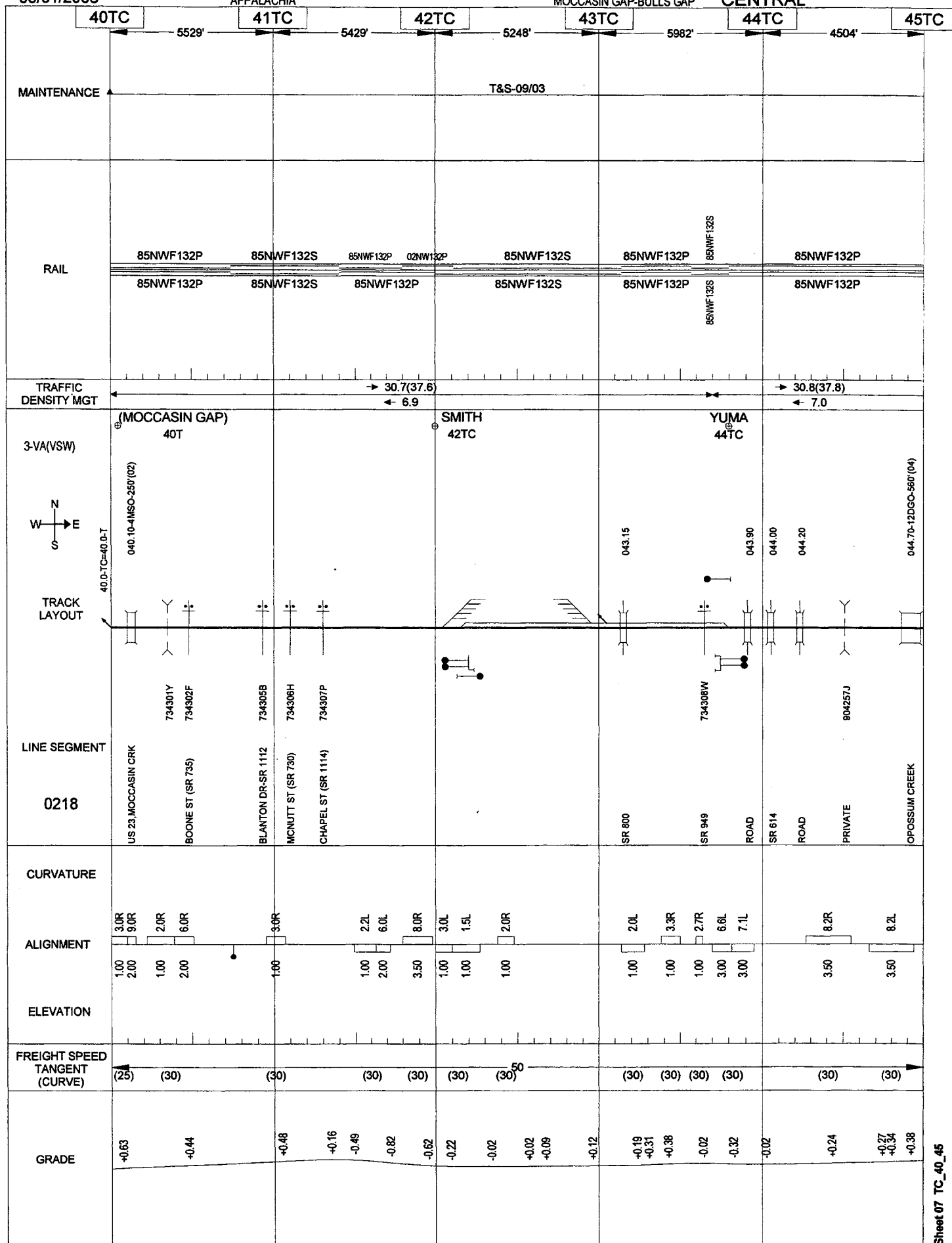
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056

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



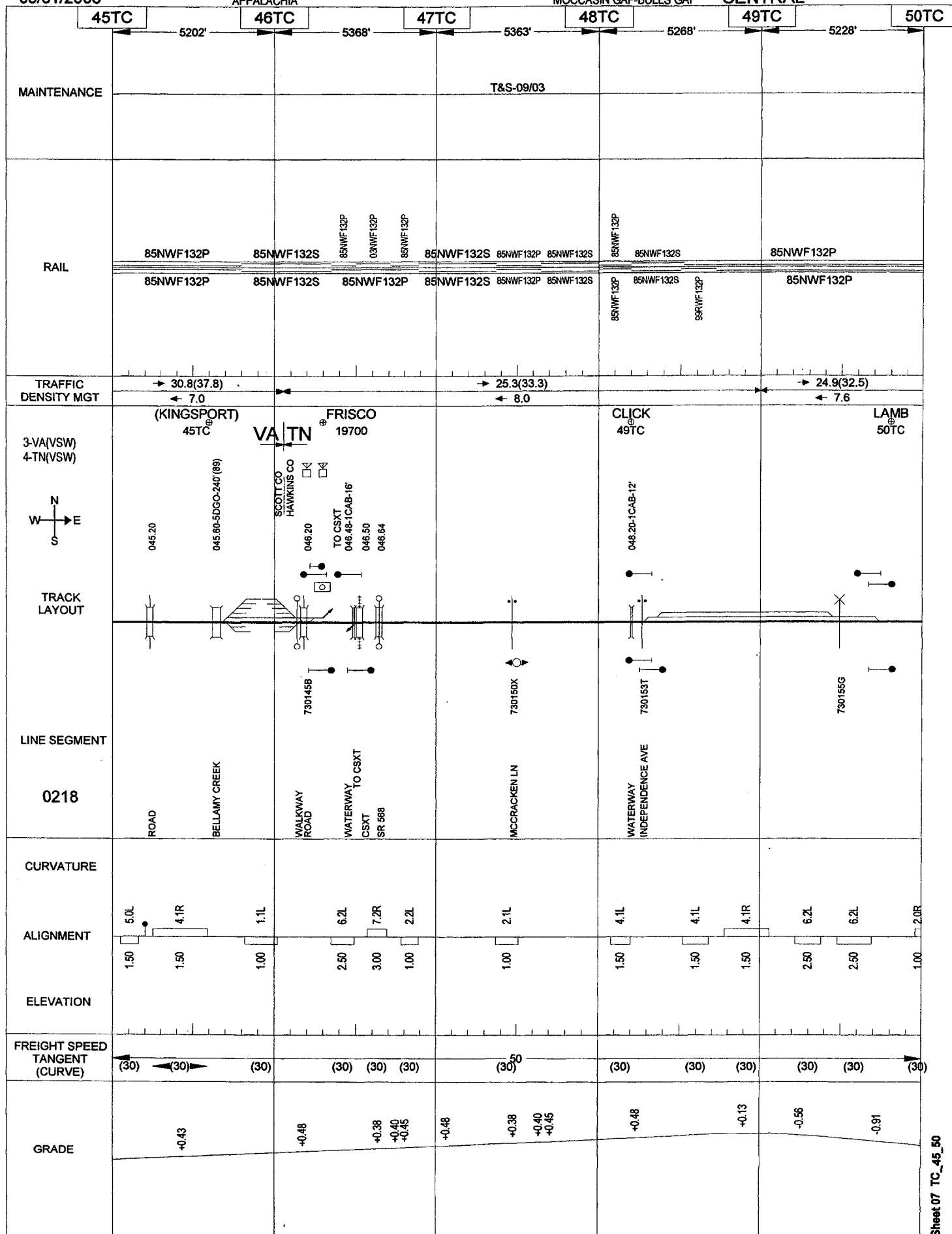
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057

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



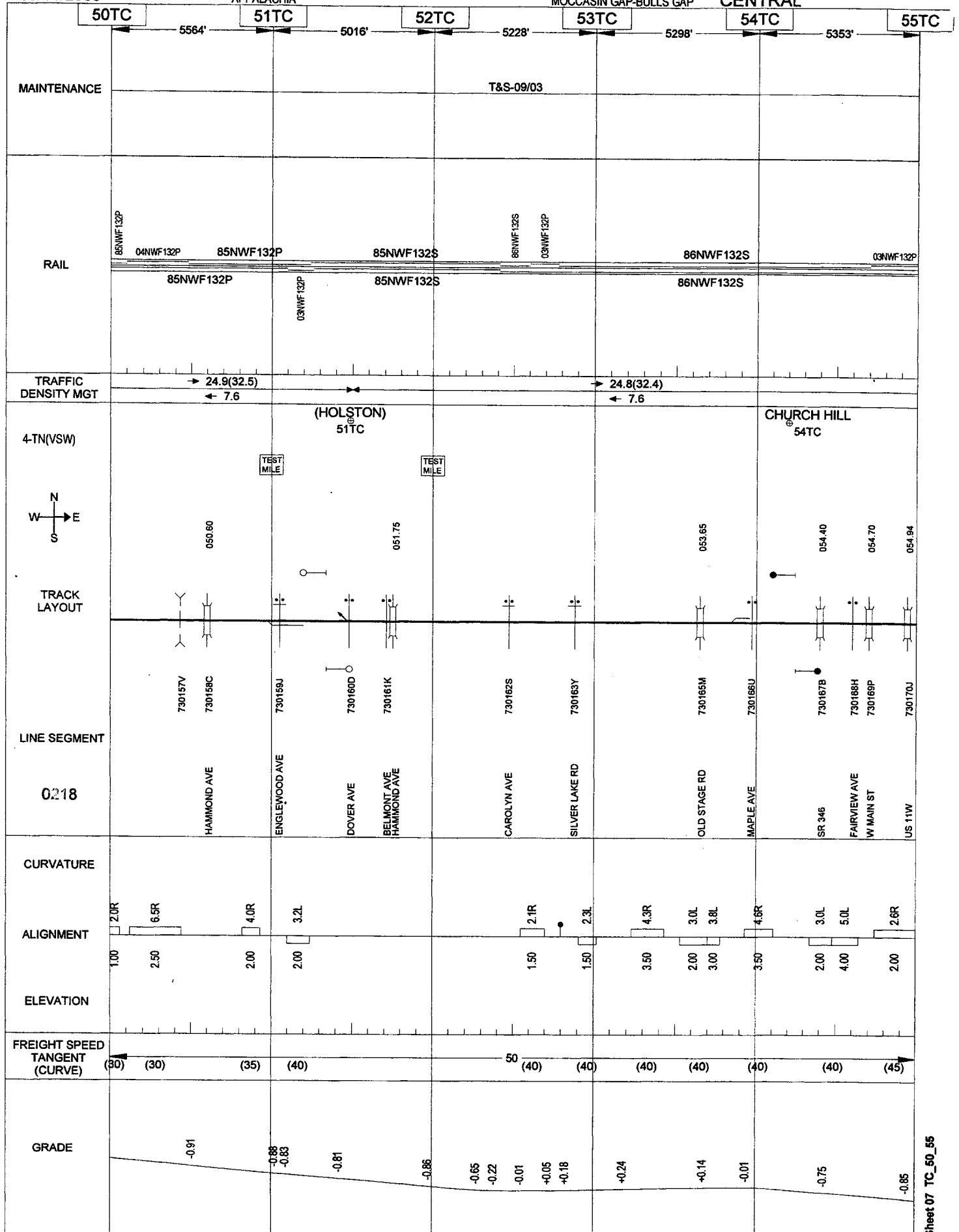
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058

APPALACHIA

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CENTRAL



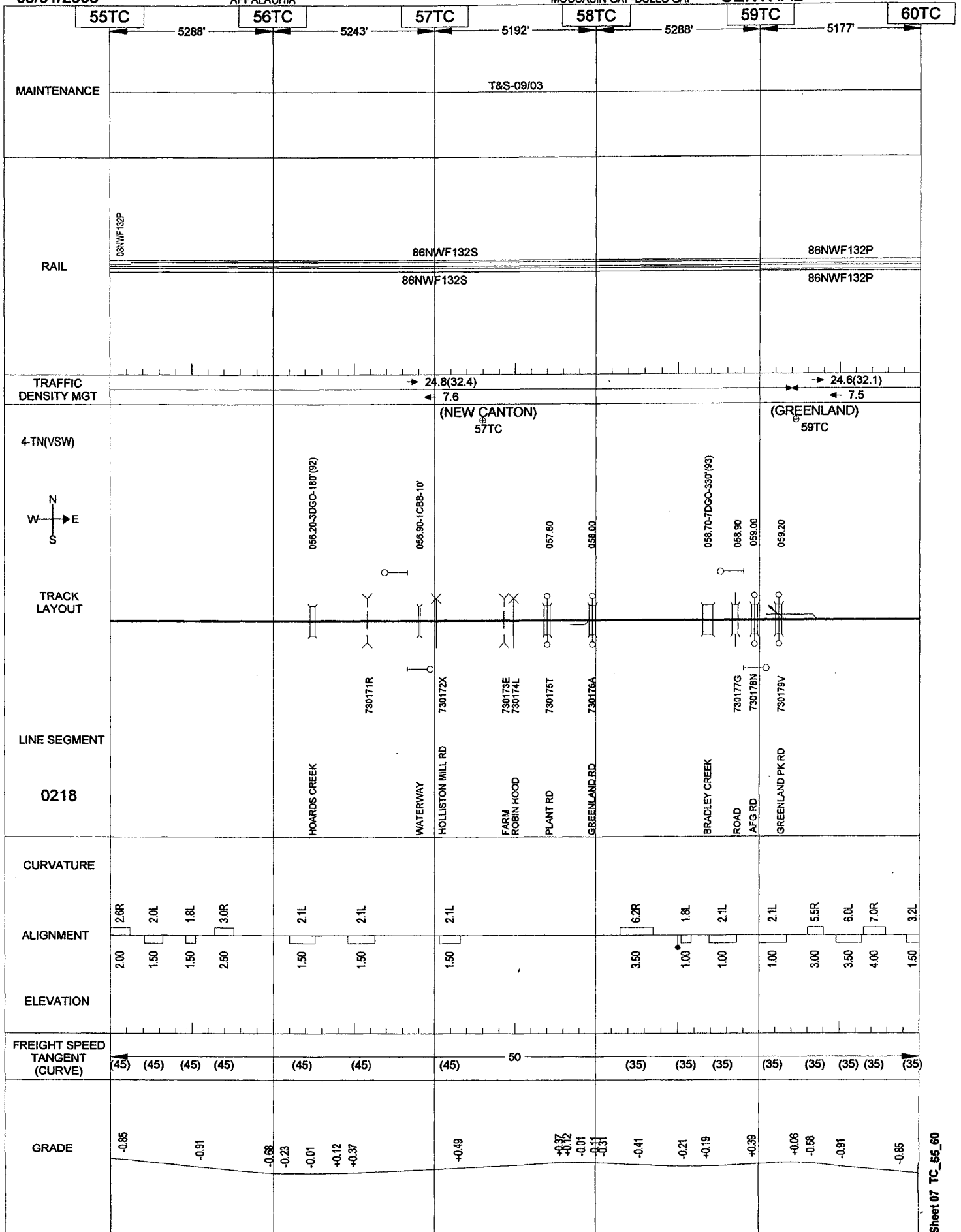
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059

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



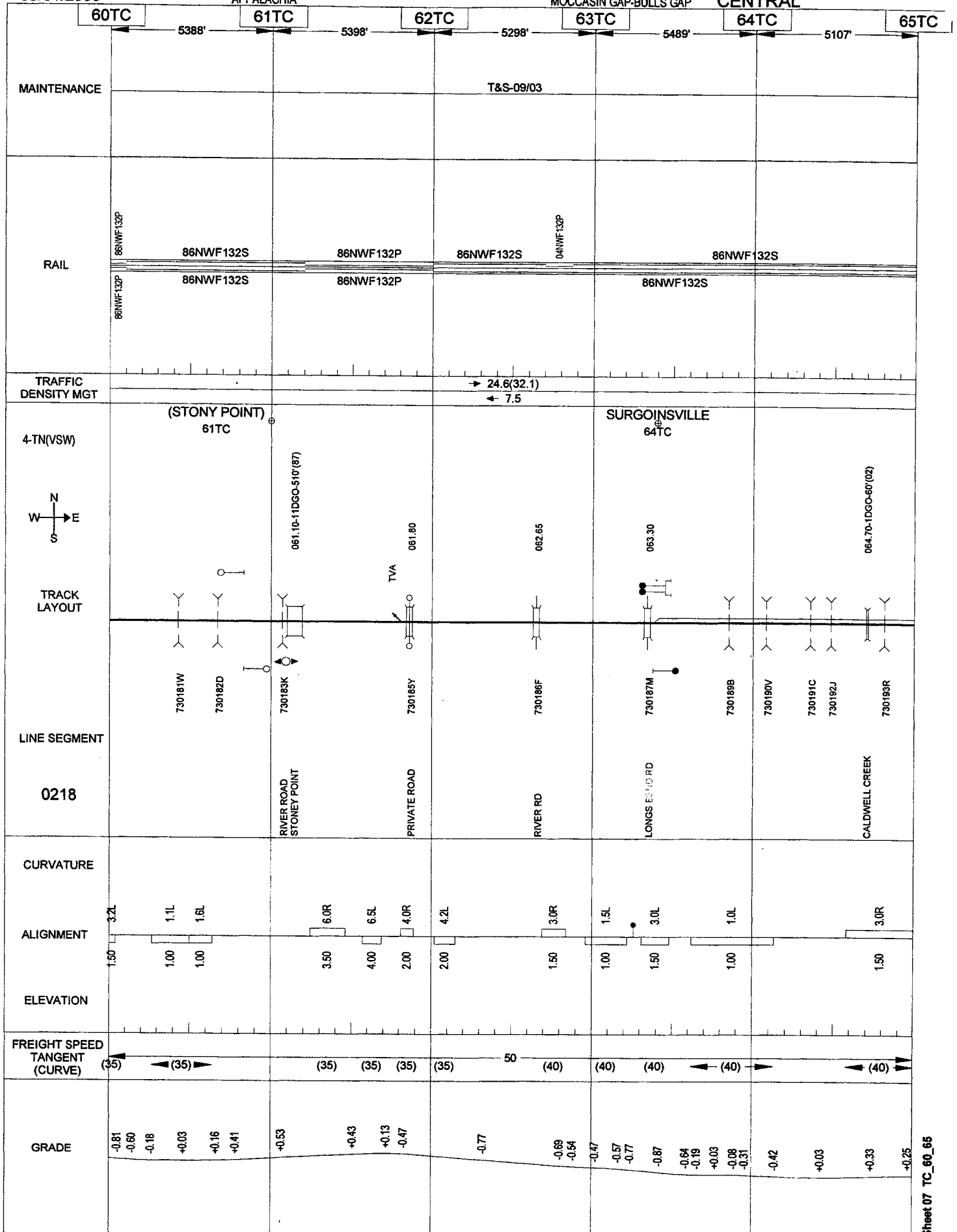
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APPALACHIA

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CENTRAL



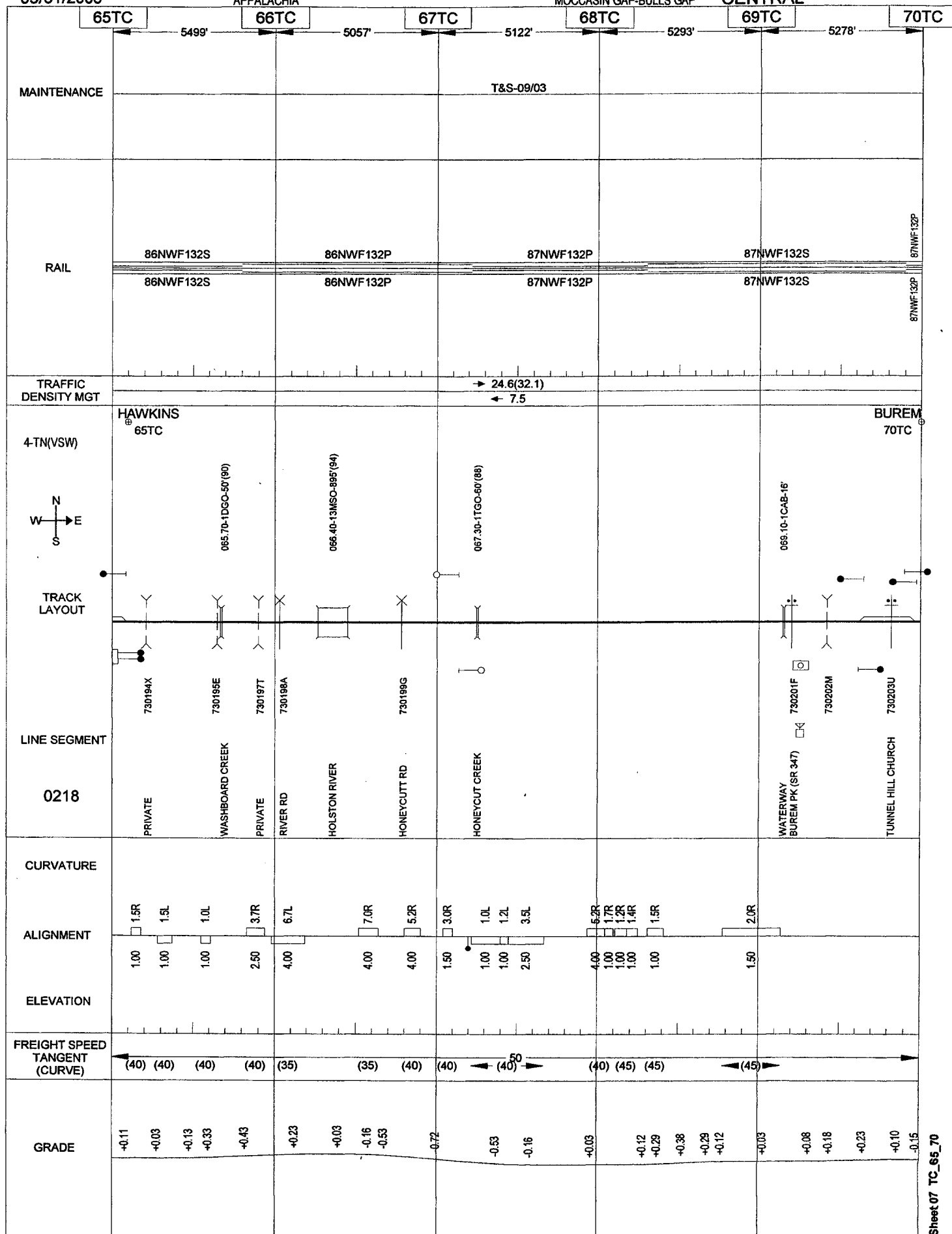
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061

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



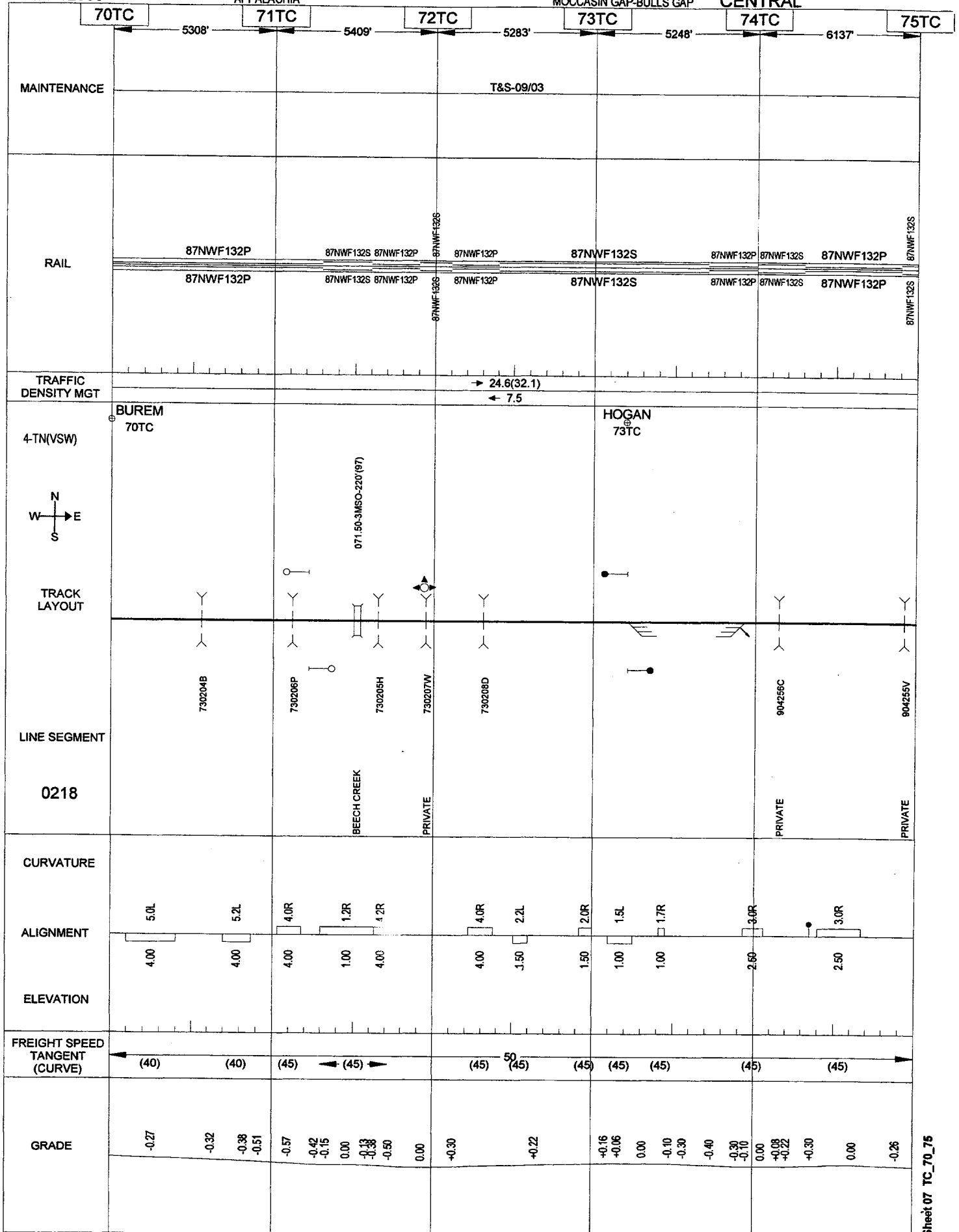
05/31/2006

062

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



	75TC	76TC	77TC	78TC	79TC	80TC
MAINTENANCE	T&S-09/03					
RAIL	87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S 87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S 87NWF132P 87NWF132S					
TRAFFIC DENSITY MGT	→ 24.6(32.1) ← 7.5		→ 22.0(28.8) ← 6.8			
4-TN(VSW) 57B-TN(SR)	MC CLOUD 75TC		(CORAN) 78TC		(PERSIA) 79TC	
TRACK LAYOUT	075.70-1TTO-100'(98) 730210E		077.85 078.01		078.70-2CSB-35' 078.80 079.90-1CAB-17'	
LINE SEGMENT	SEVER STM PLANT DODSON CREEK 730211L 730212T		730213A 730214G 730215N 730216V 730217C 730218J		730219R 730221S 730223F	
0218	SEVER STM PLANT		SR 70		FORD BRANCH RD	
CURVATURE	3.0L		2.3L		3.1R	
ALIGNMENT	2.50		1.50		2.00	
ELEVATION	1.50		2.50		1.50	
FREIGHT SPEED TANGENT (CURVE)	(45)		50		(40)	
GRADE	-0.26 -0.30 0.00 -0.60		-0.15 -0.44 -0.59 +0.54 +0.34 -0.39		-0.37 -0.41 -0.46 +0.60 -0.49	

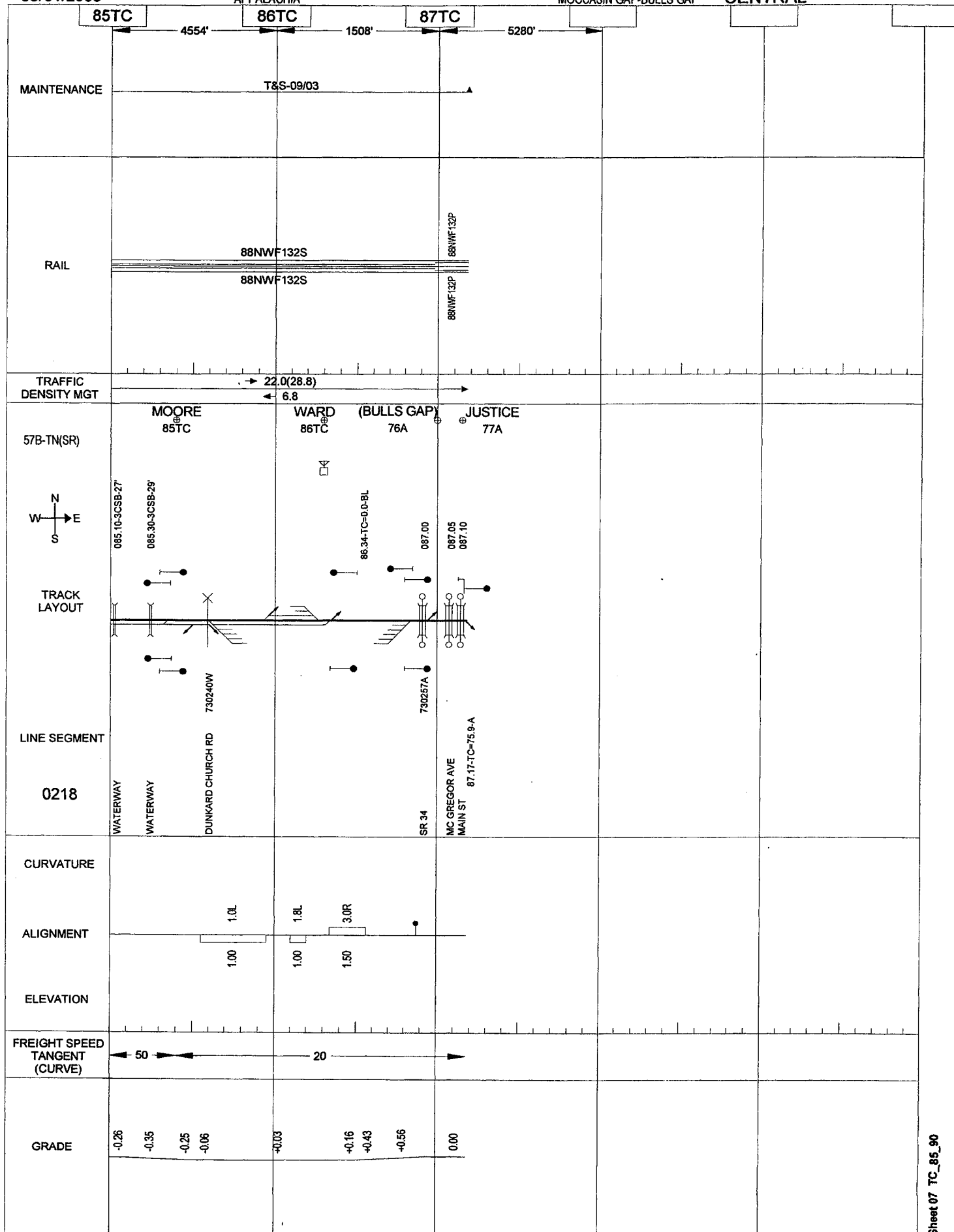
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065

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



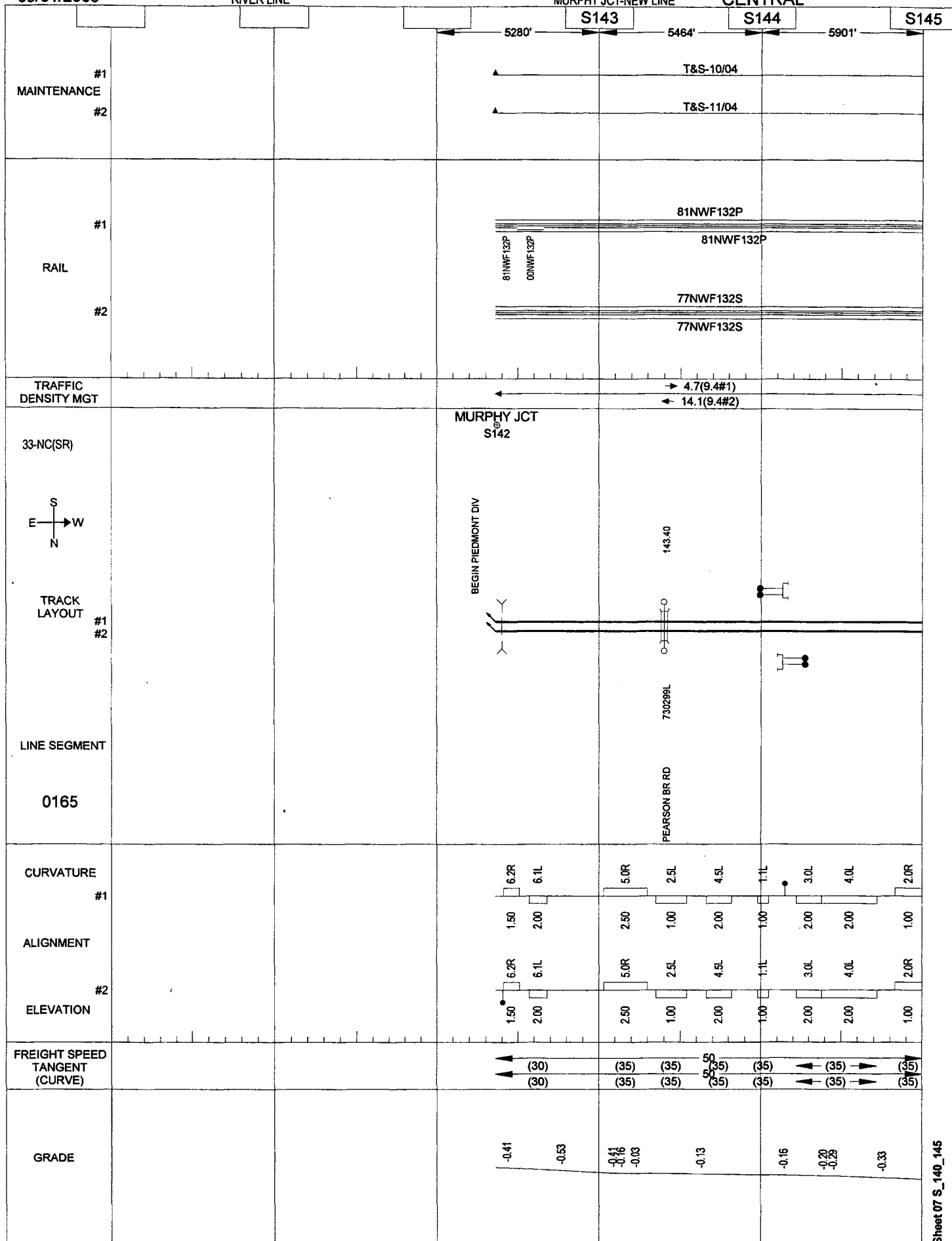
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RIVER LINE

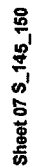
066

MURPHY JCT-NEW LINE

CENTRAL



CENTRAL



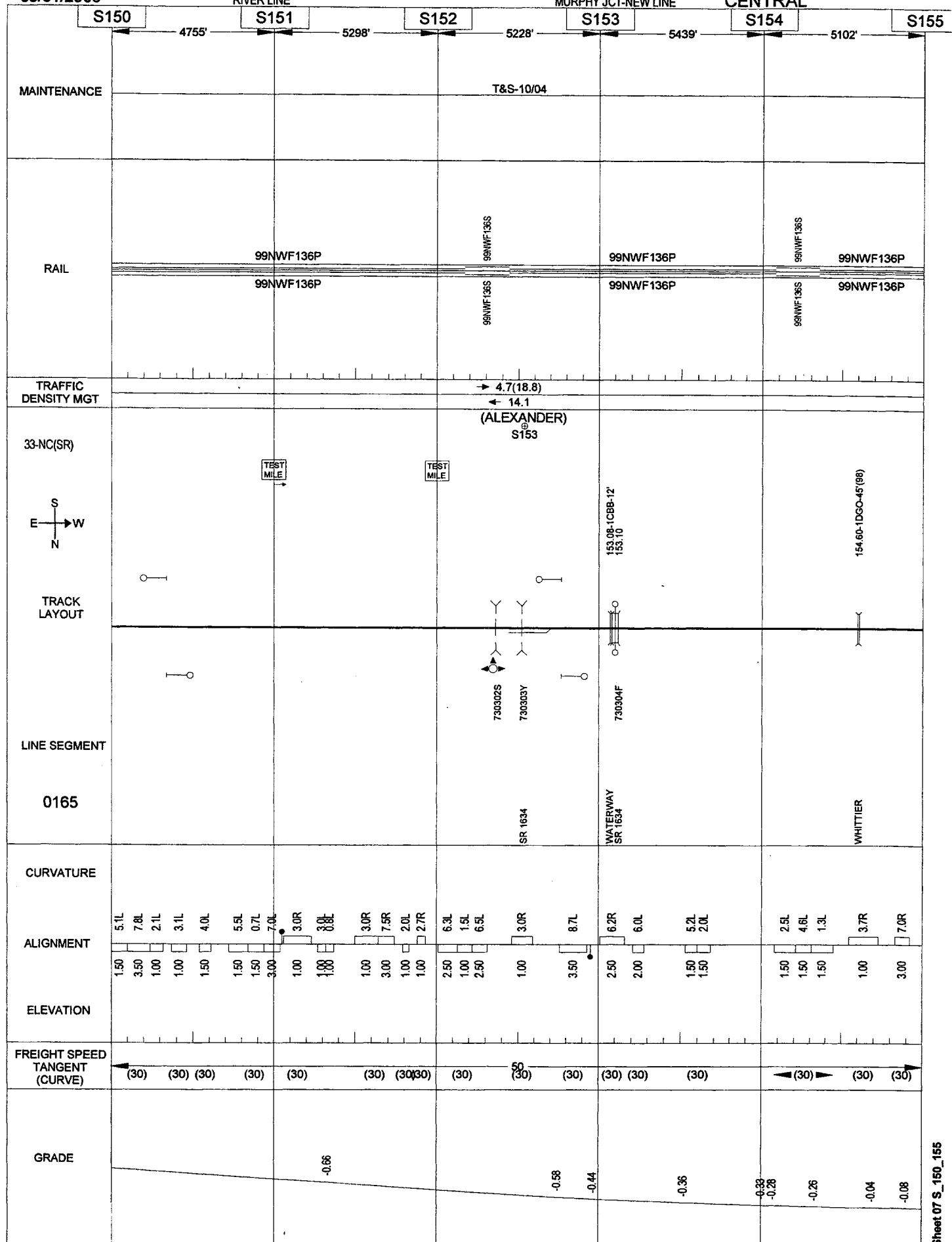
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068

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



CENTRAL

Sheet 07 S_155_160

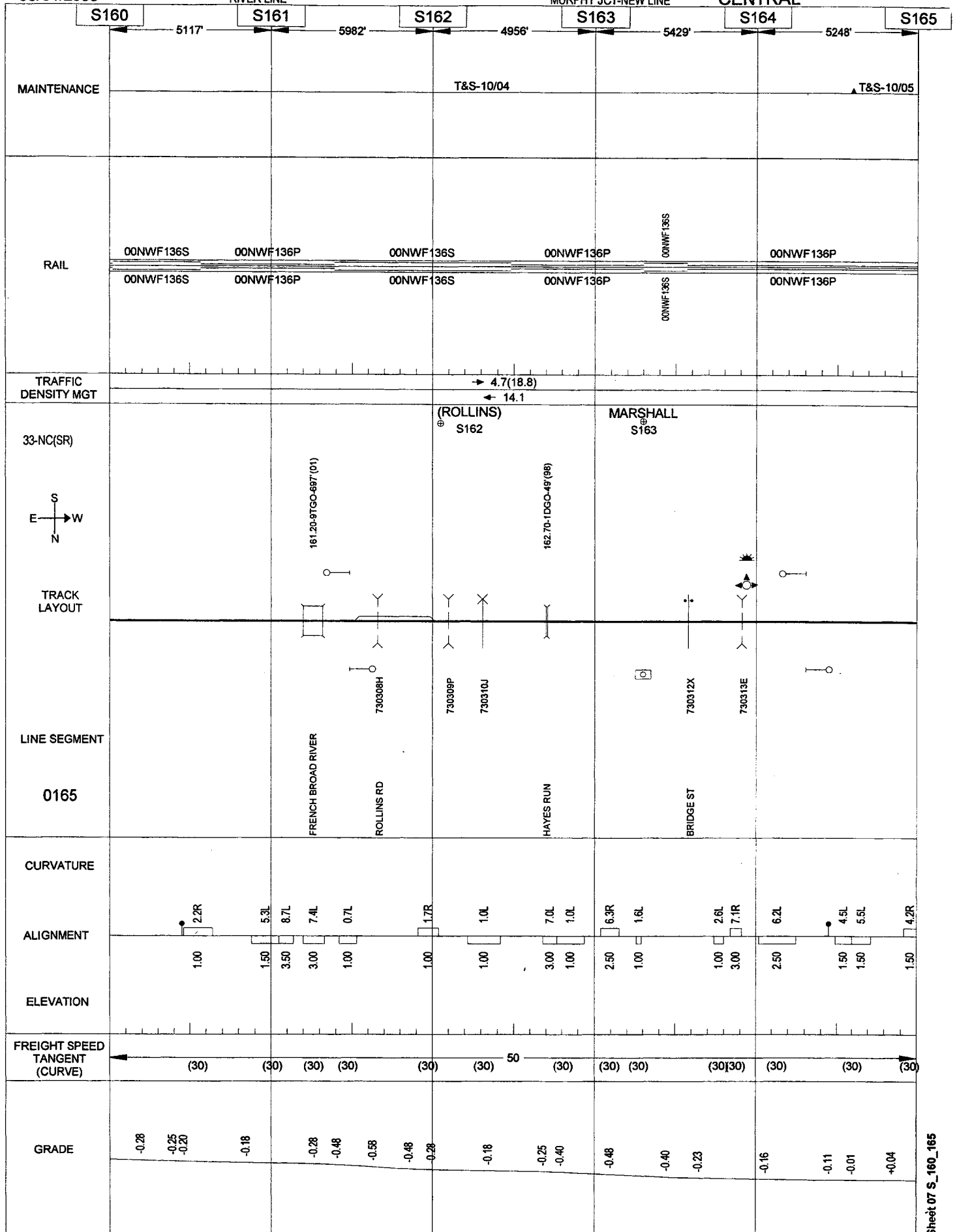
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070

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



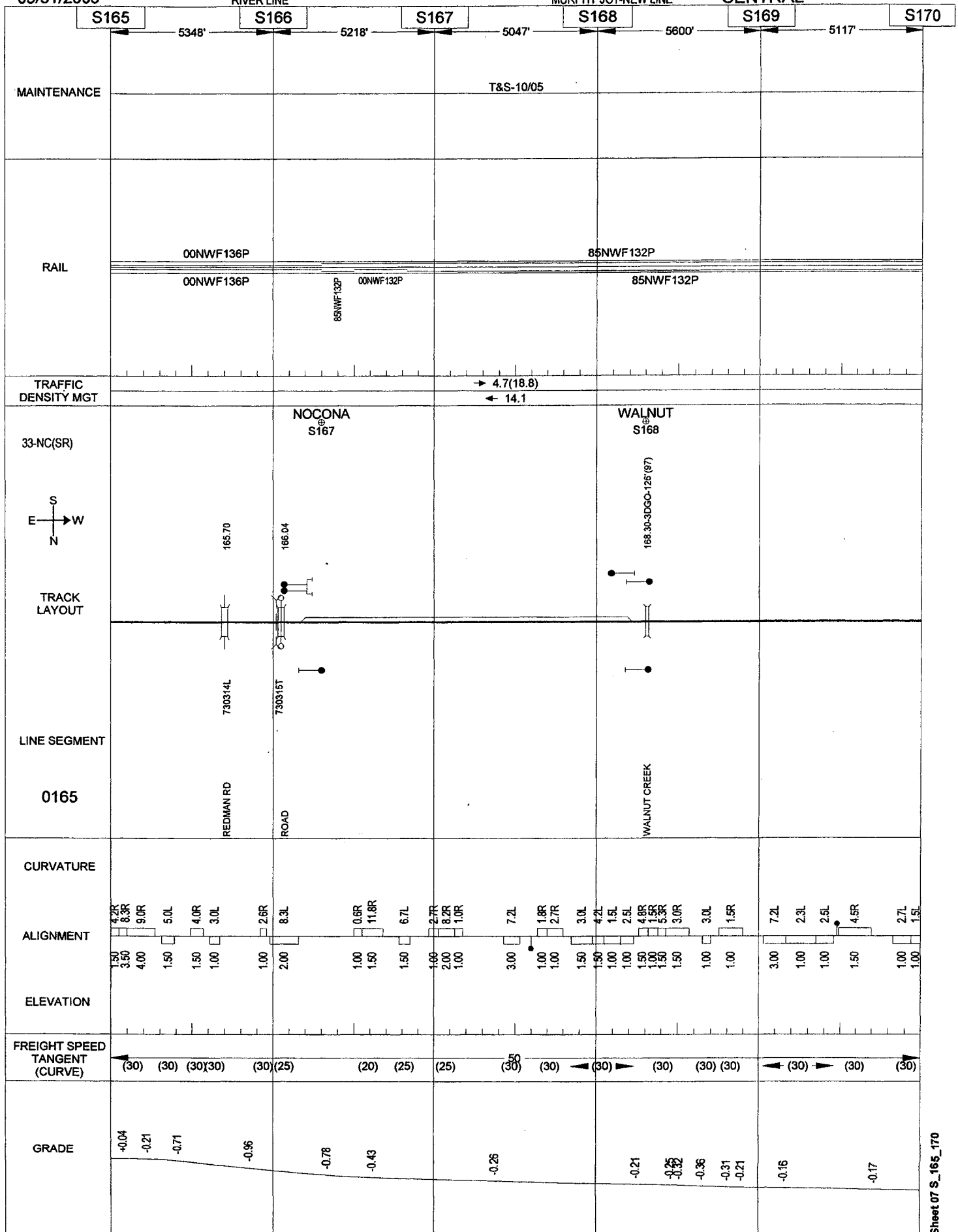
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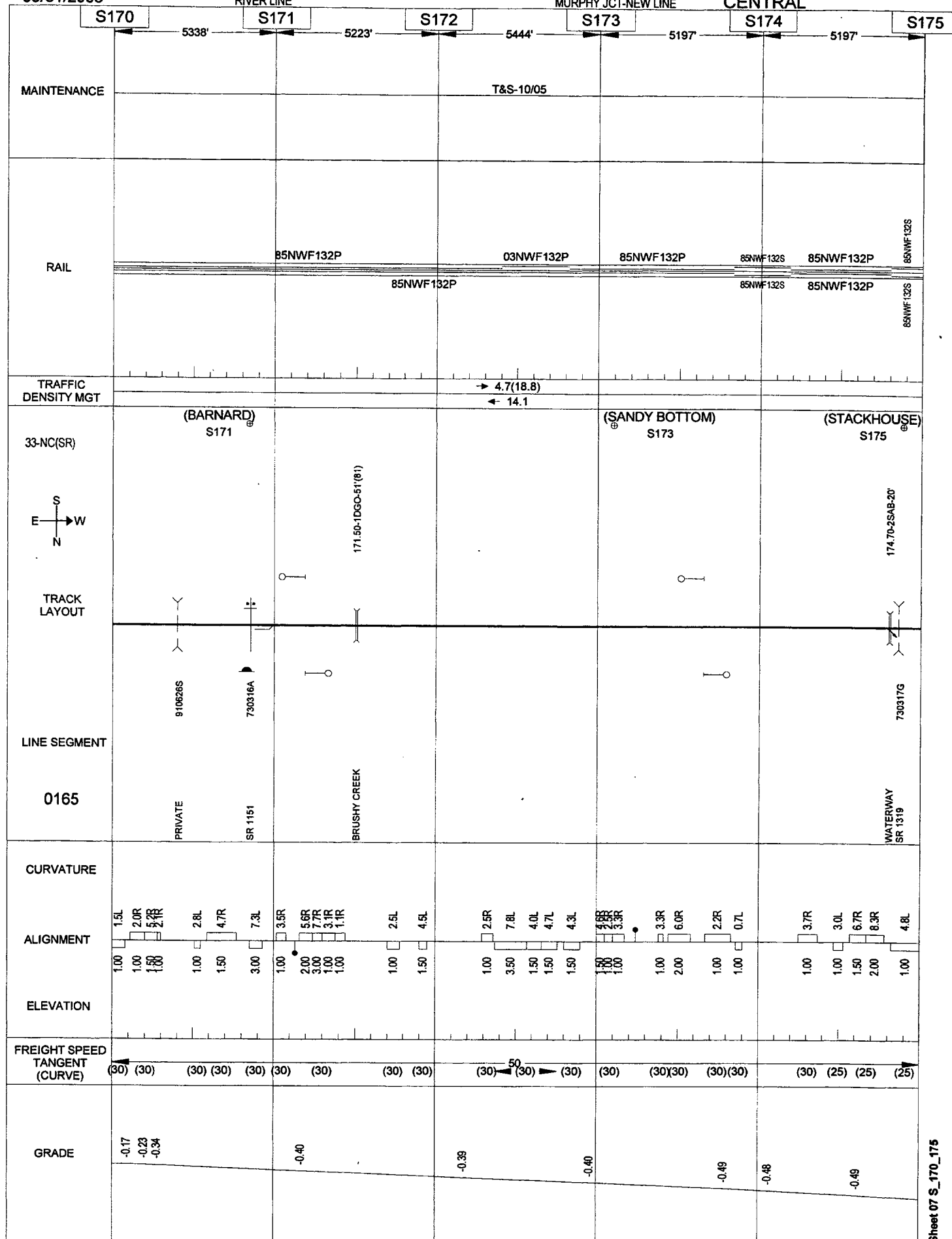
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RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL





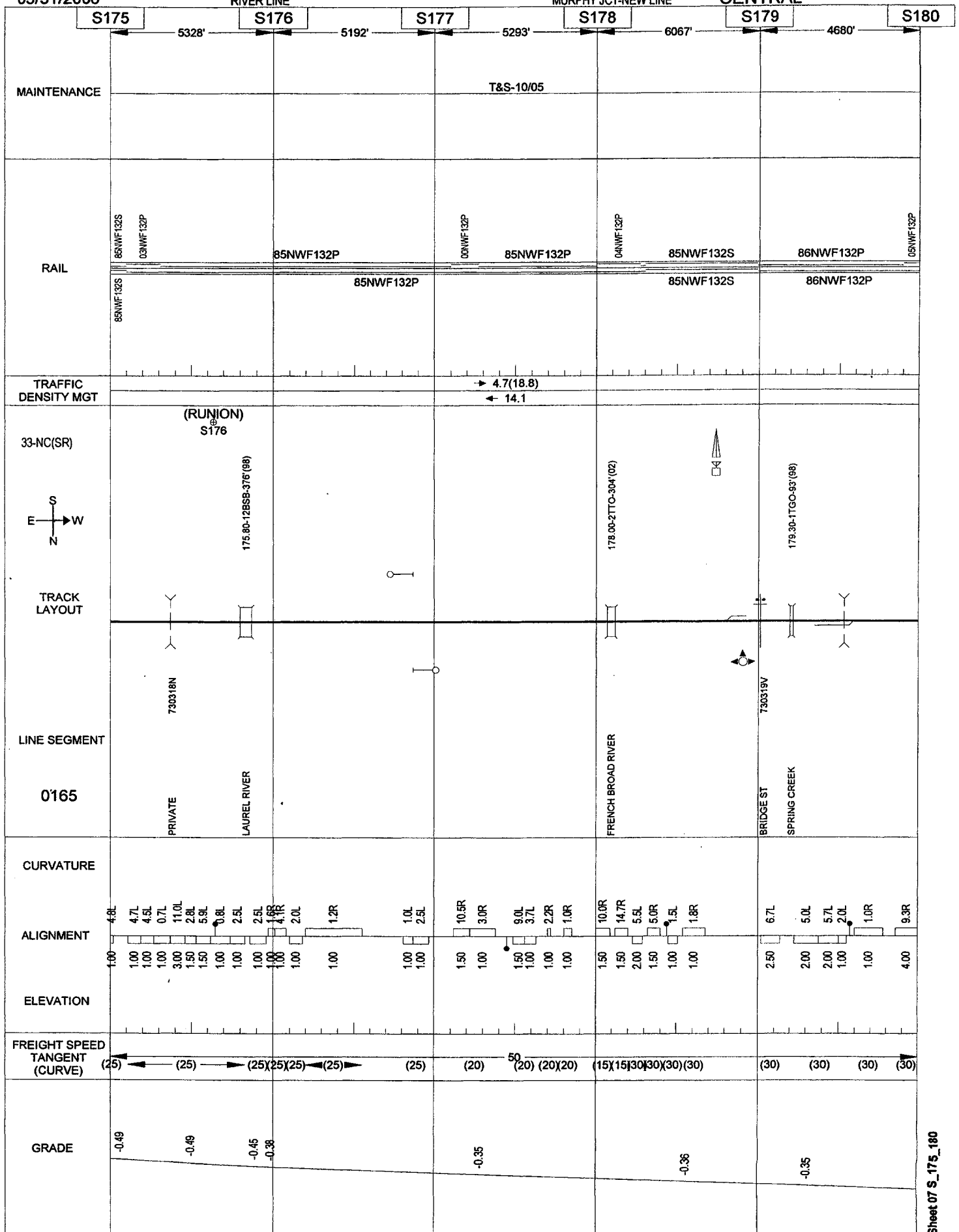
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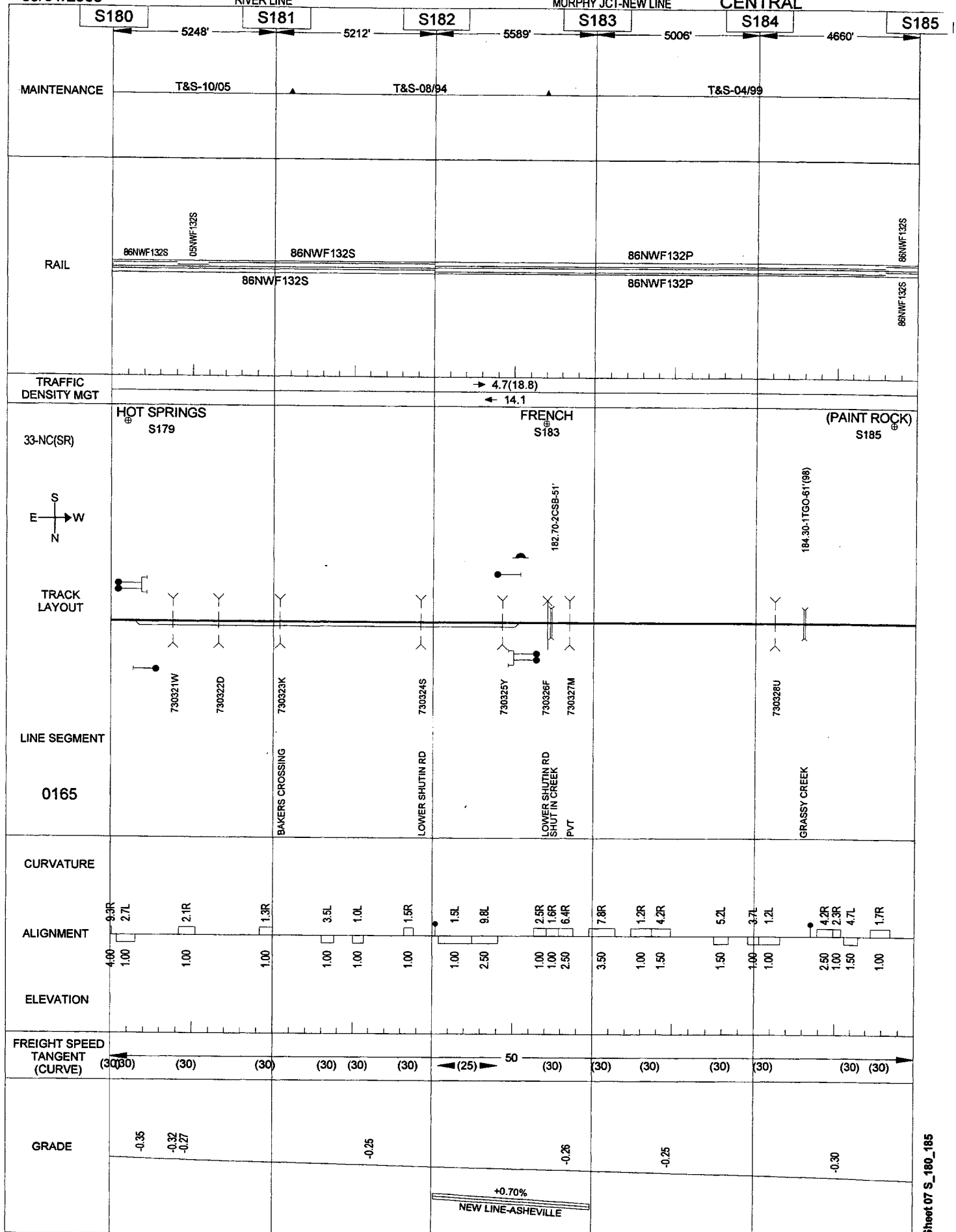
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RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL





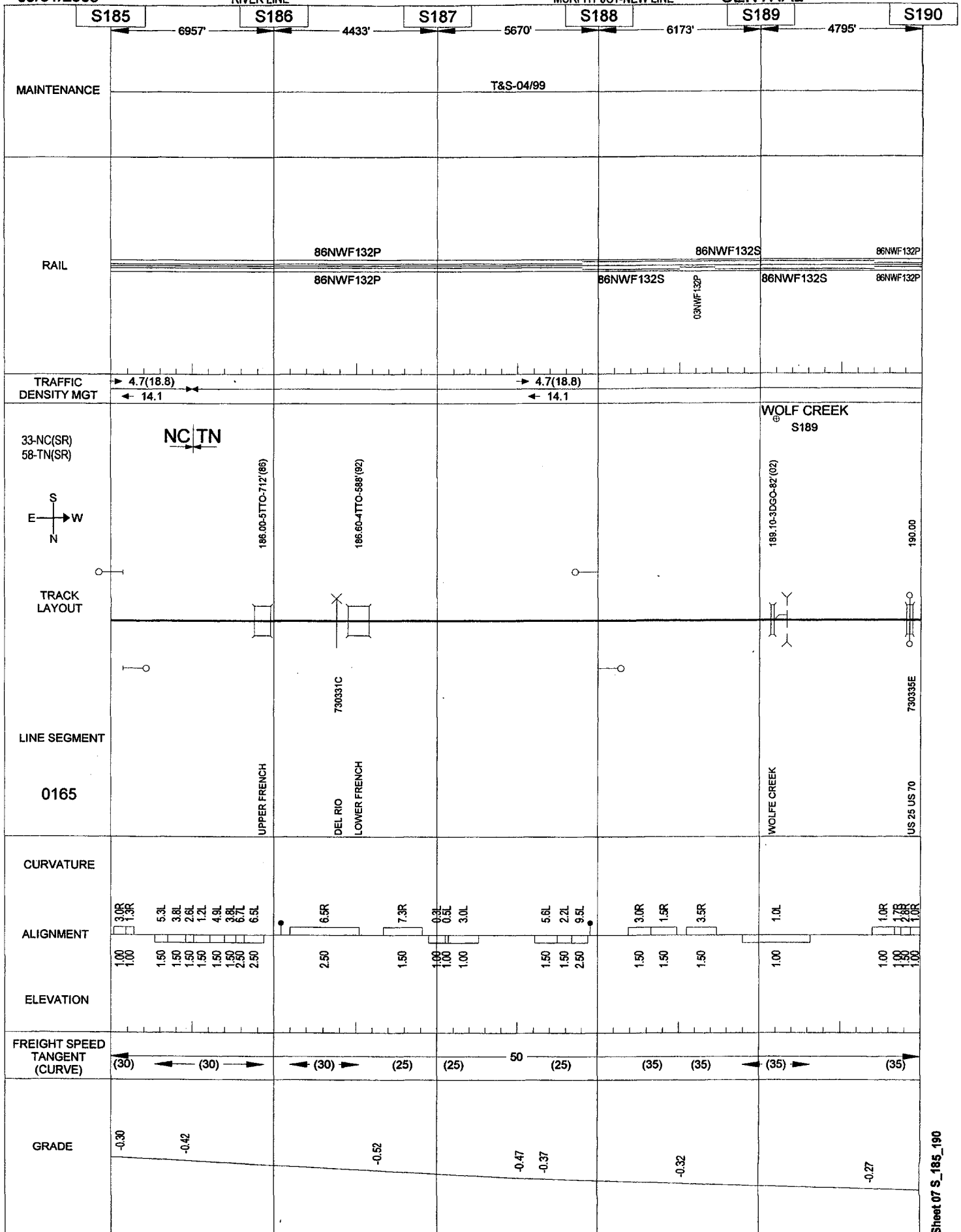
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075

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



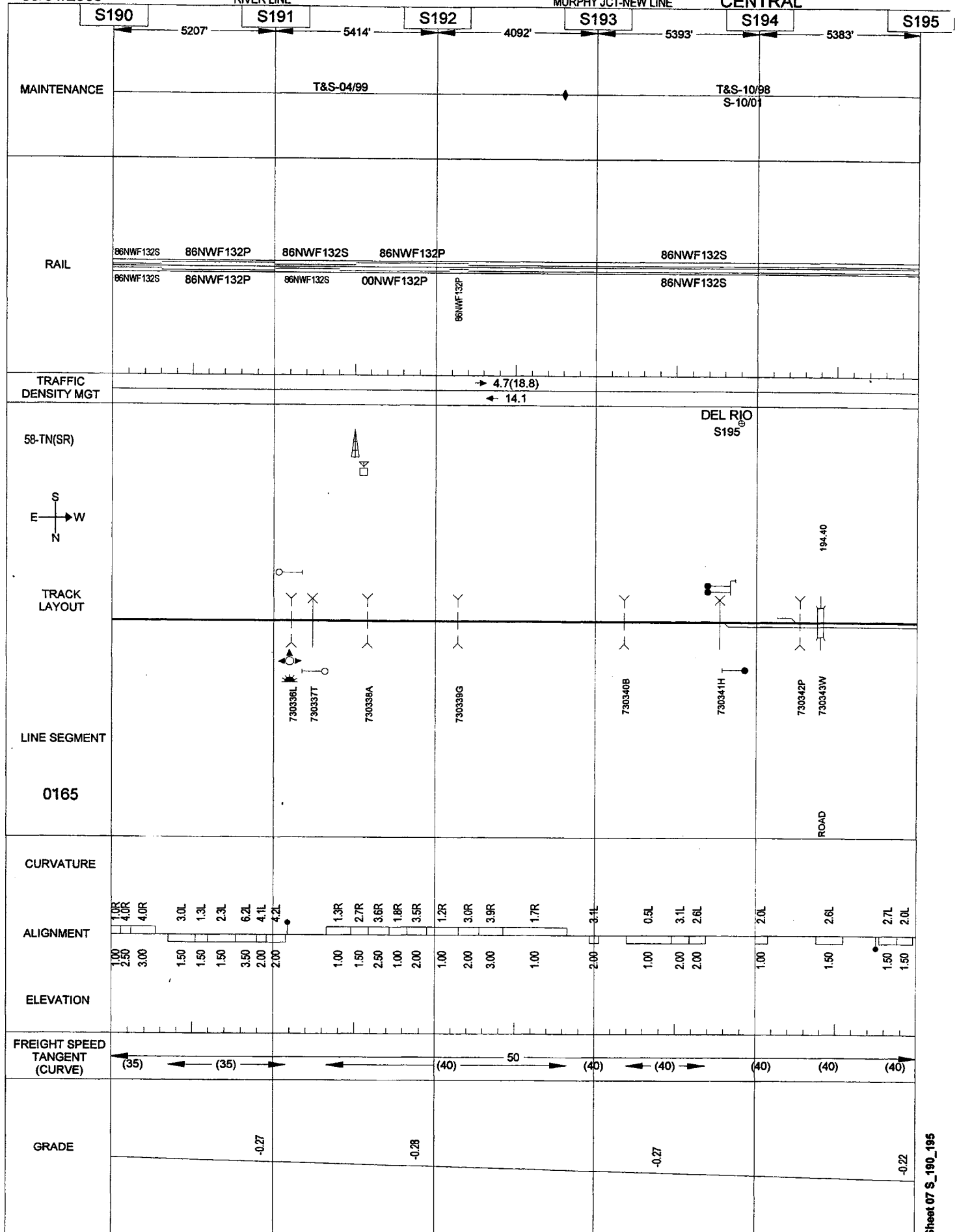
05/31/2006

076

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



CENTRAL

Sheet 07 S_195_200

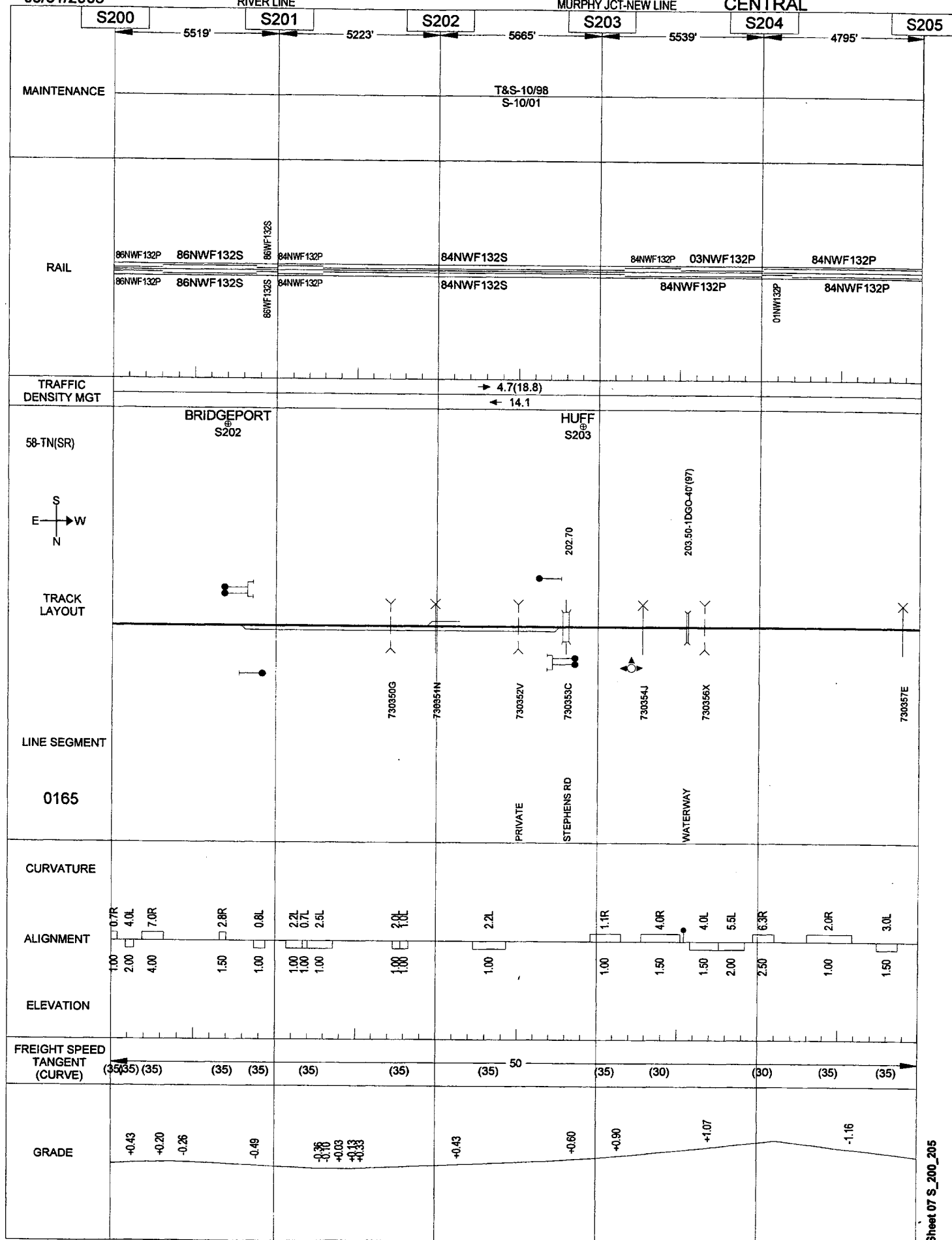
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078

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



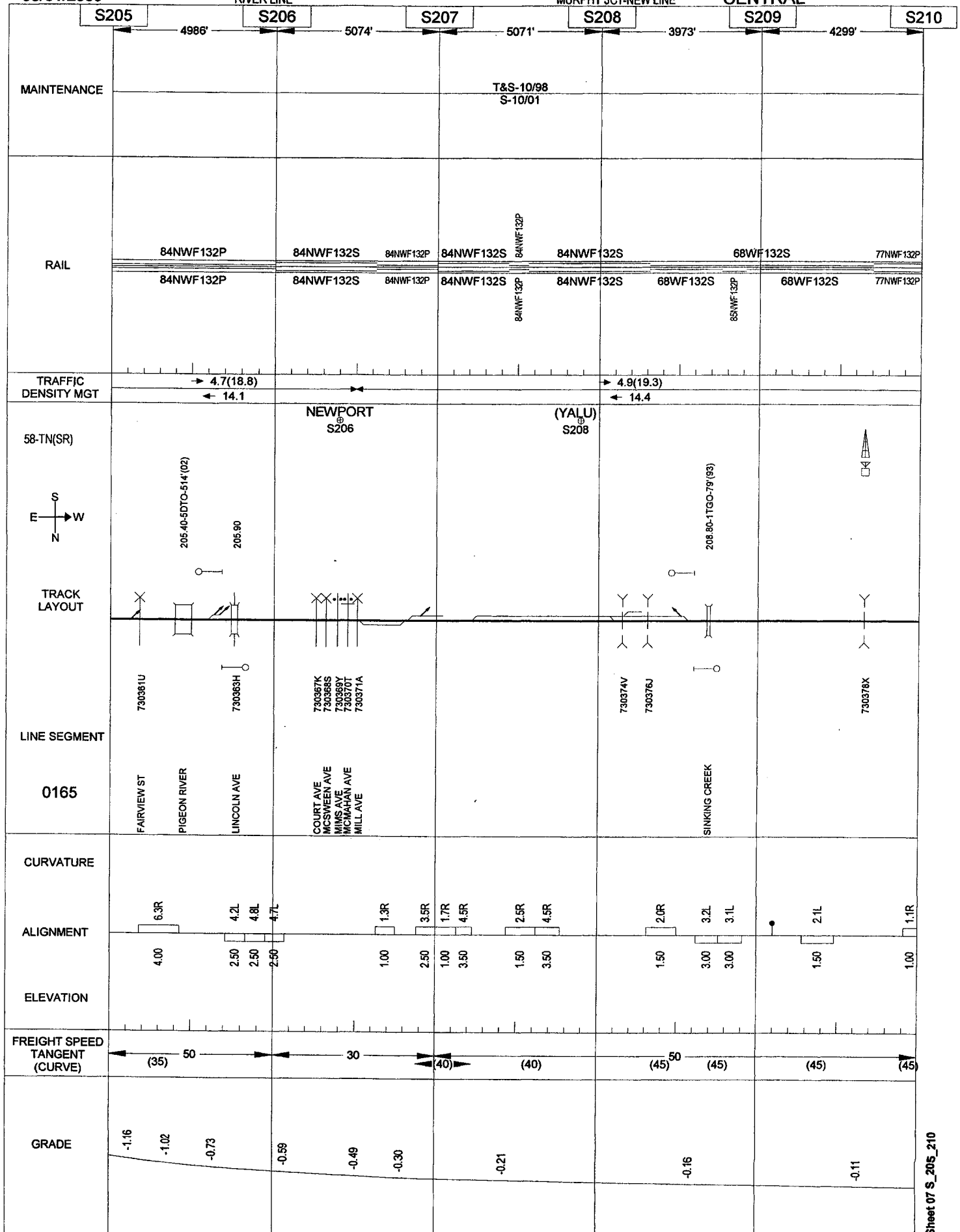
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079

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



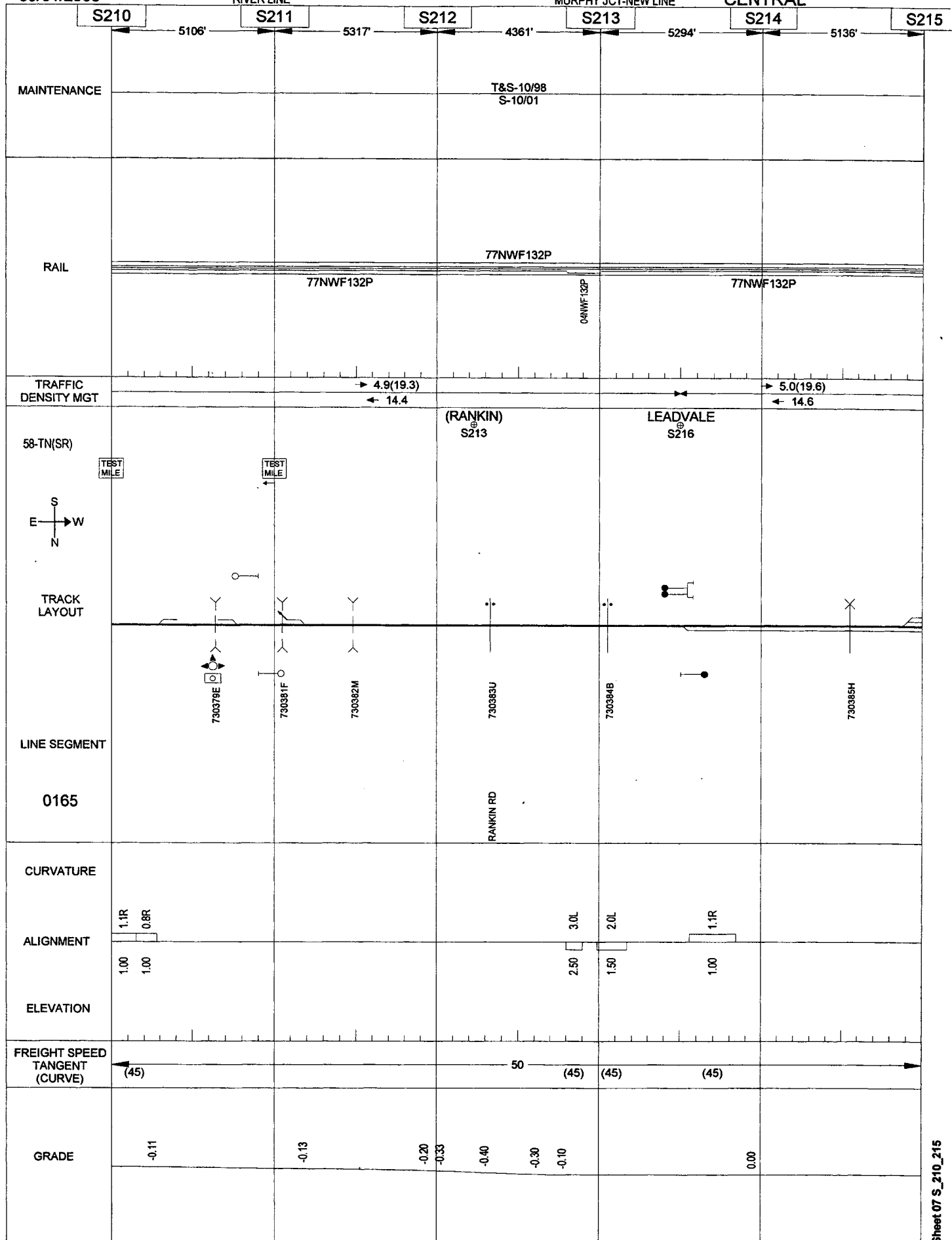
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080

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



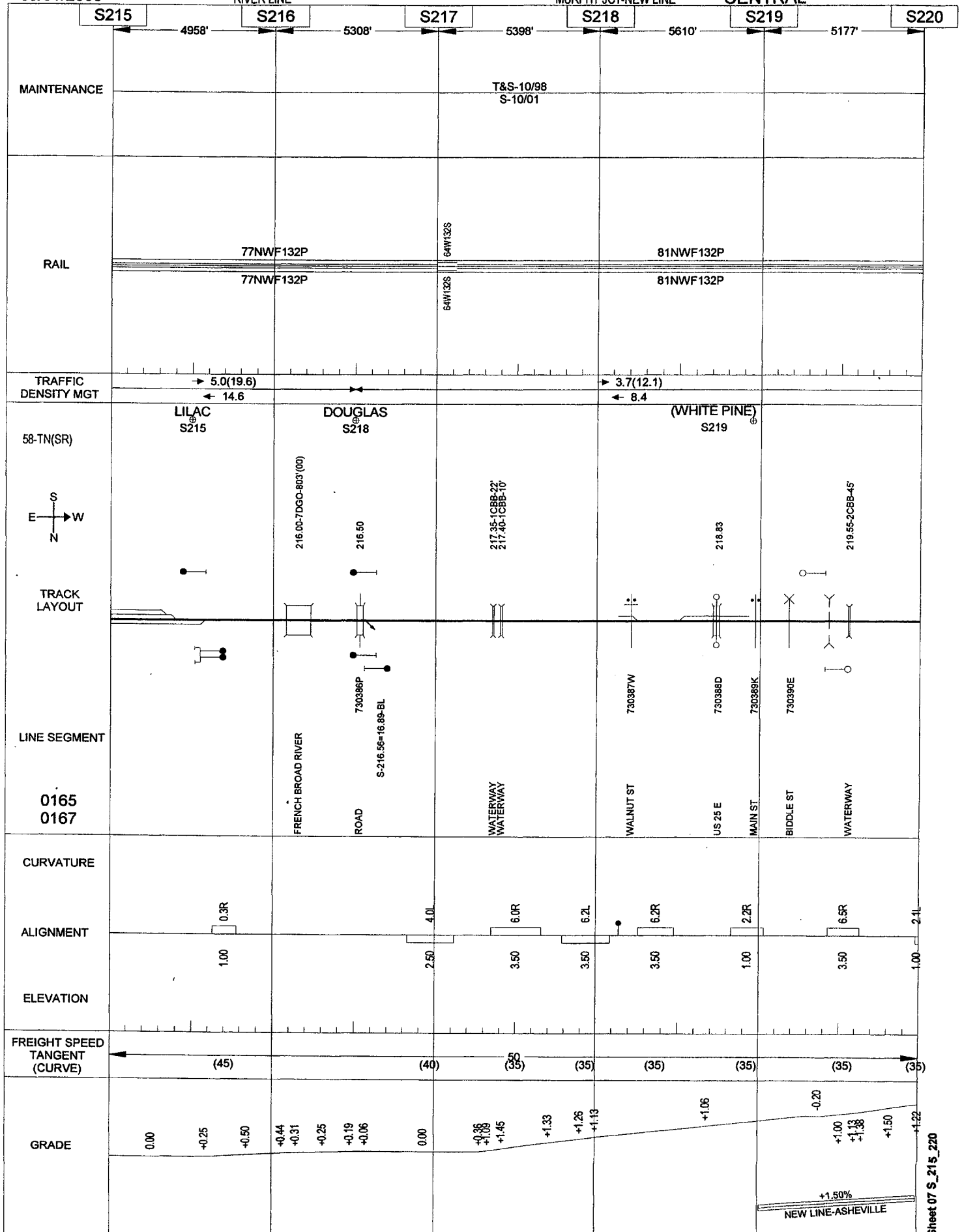
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081

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



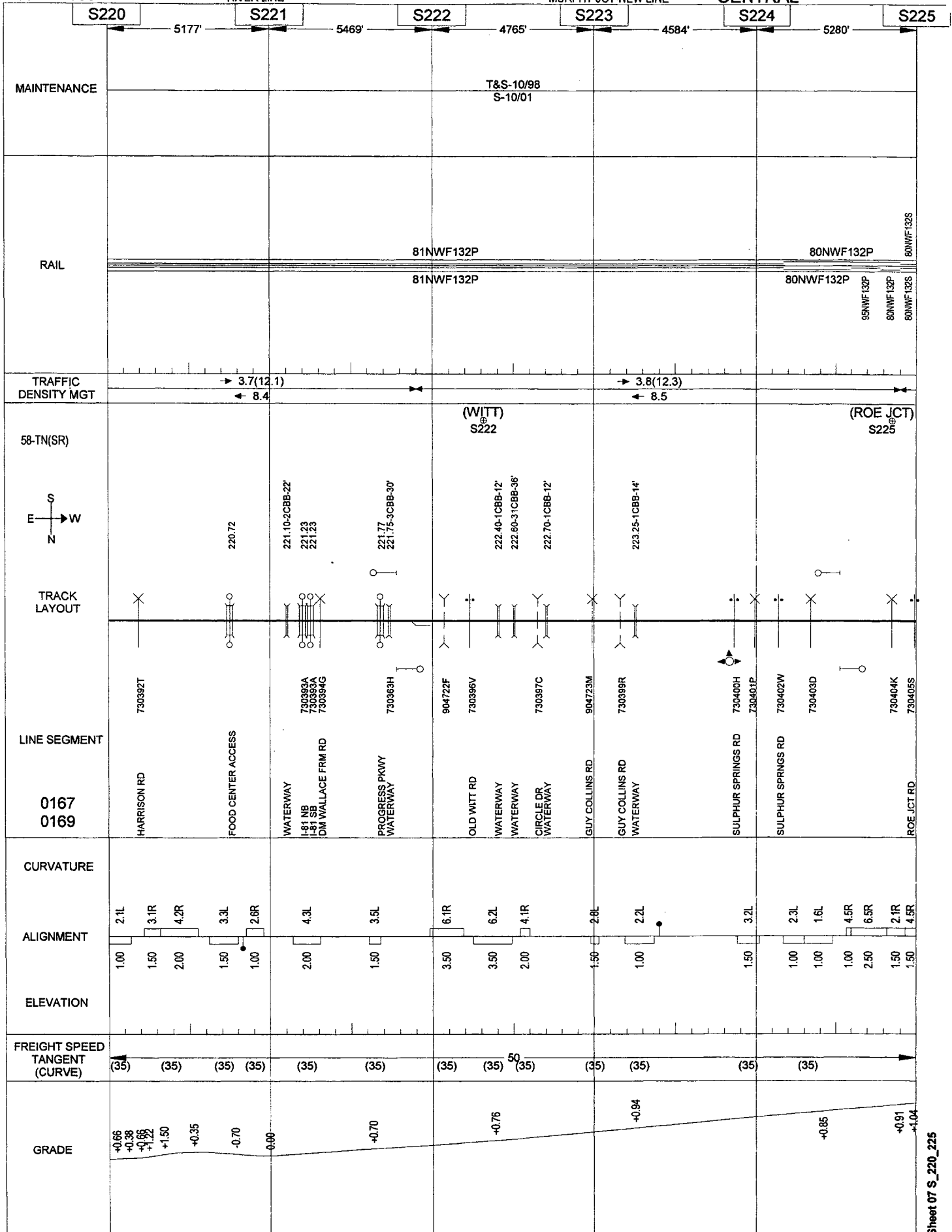
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082

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



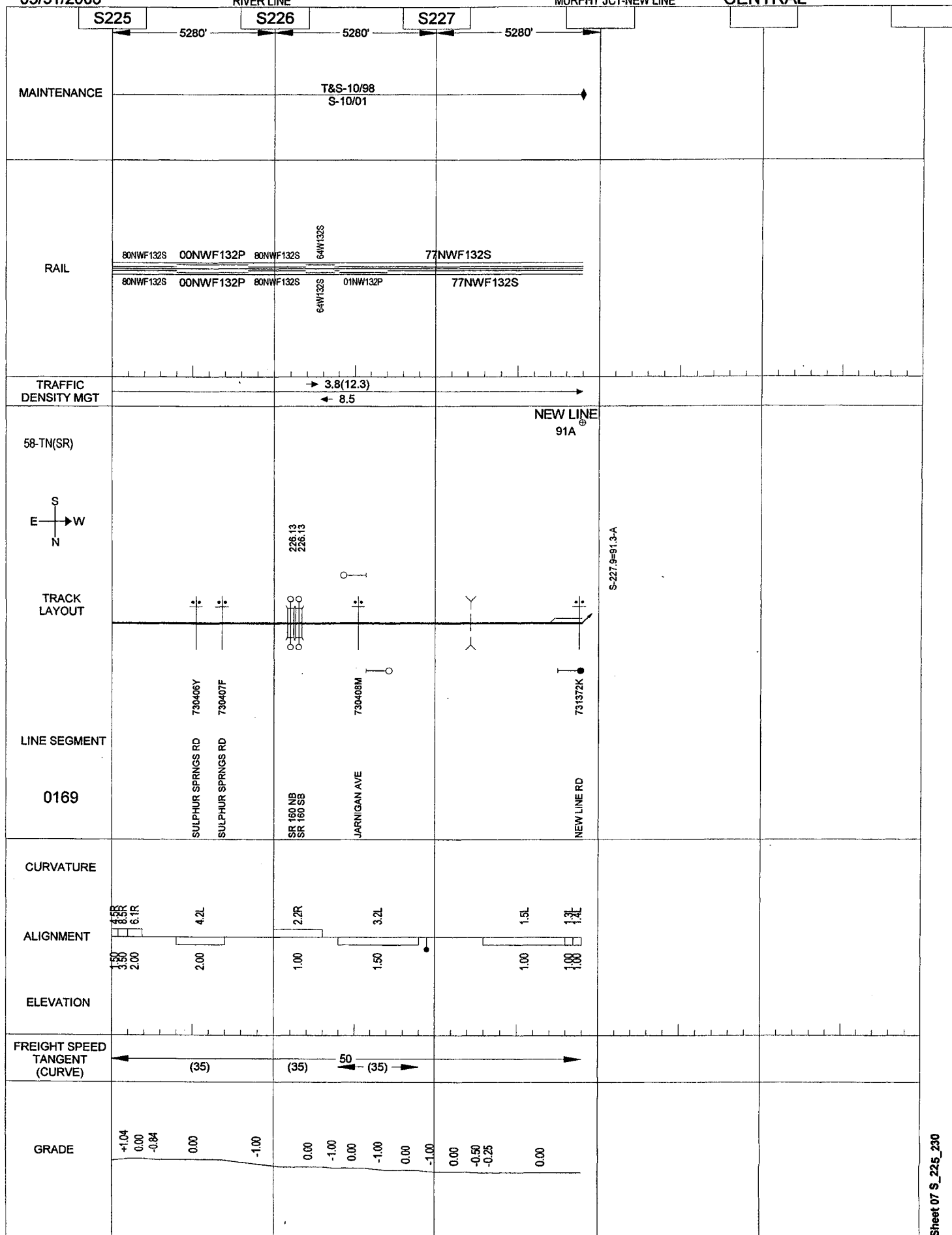
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083

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



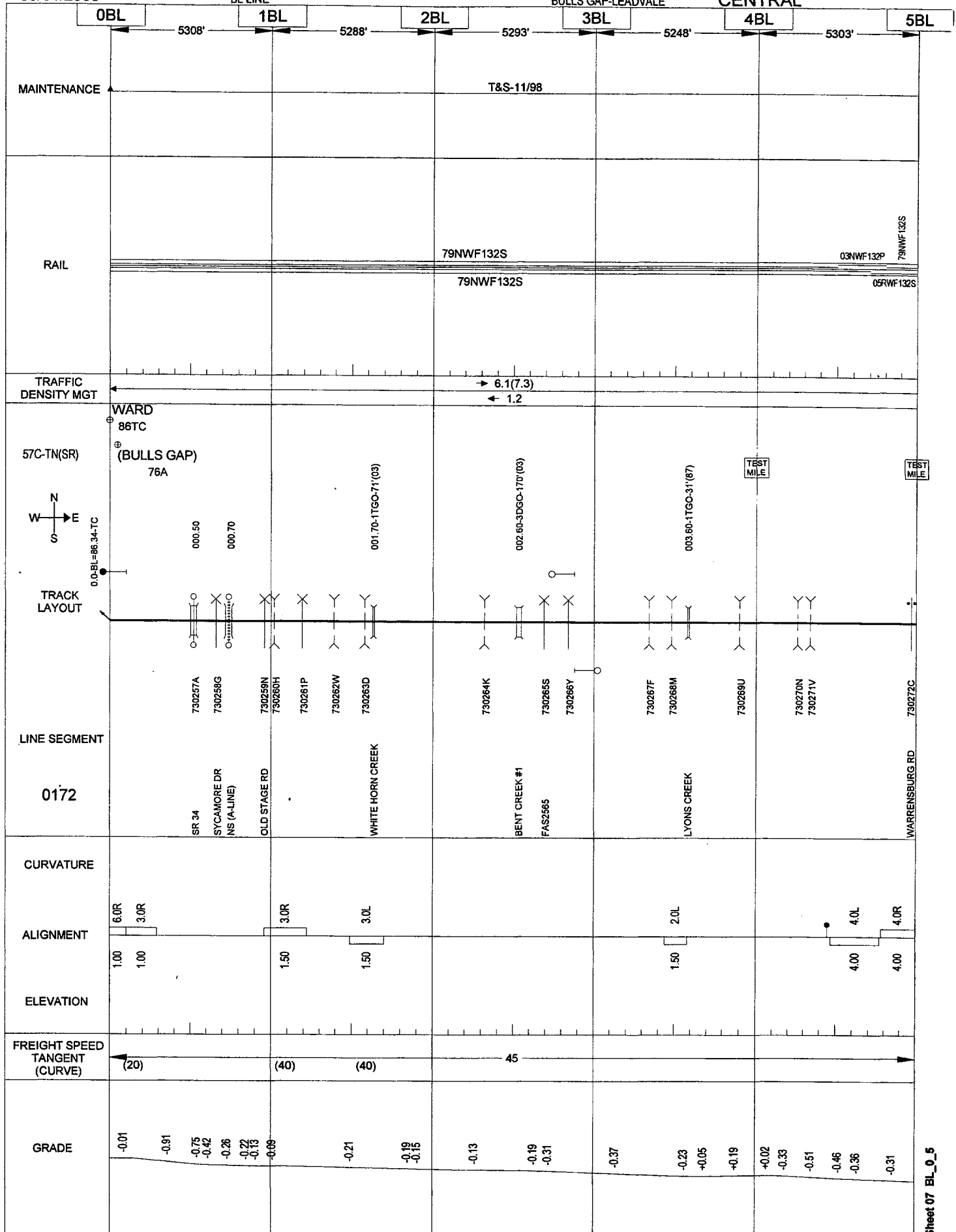
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084

BL LINE

BULLS GAP-LEADVALE

CENTRAL



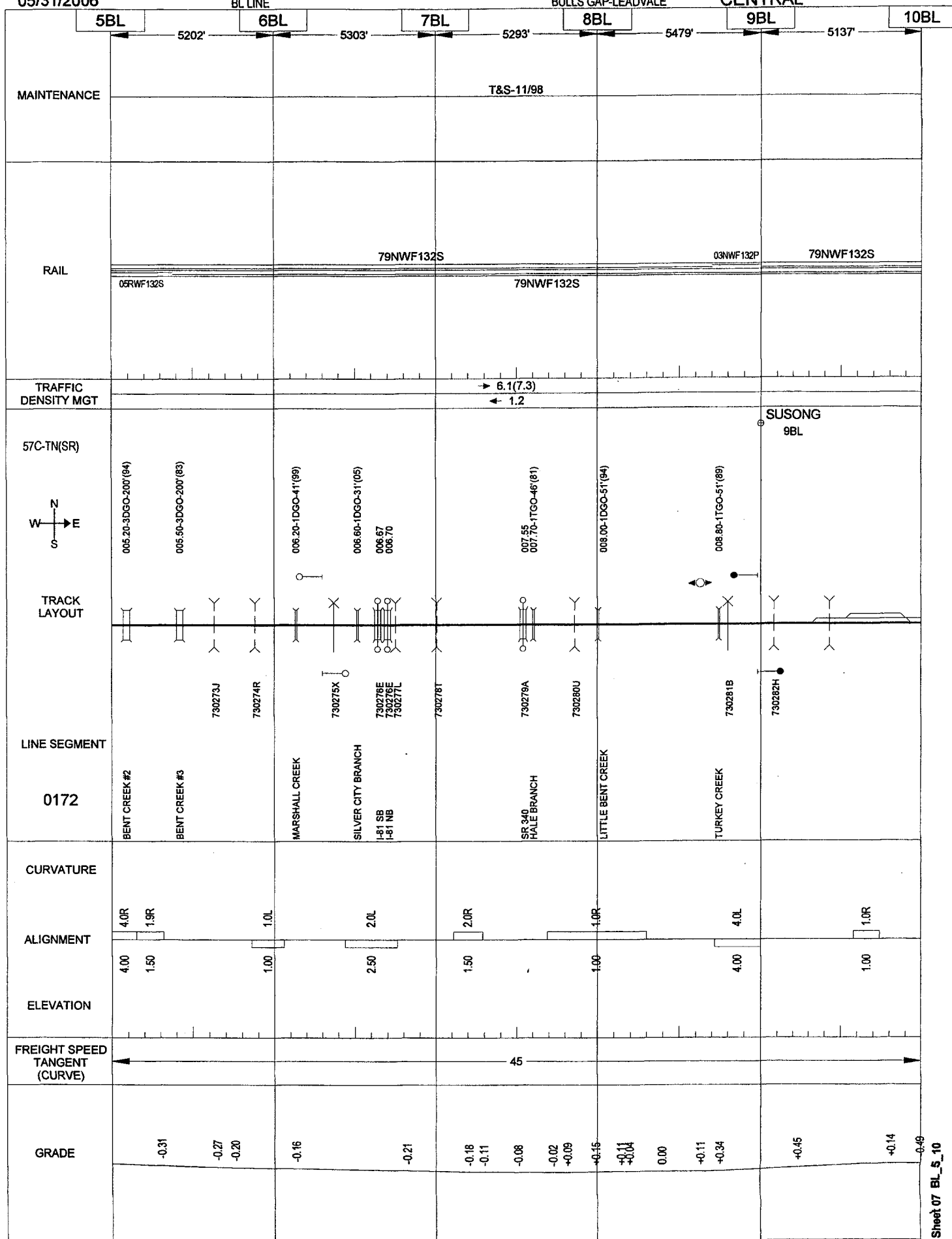
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085

BL LINE

BULLS GAP-LEADVALE

CENTRAL



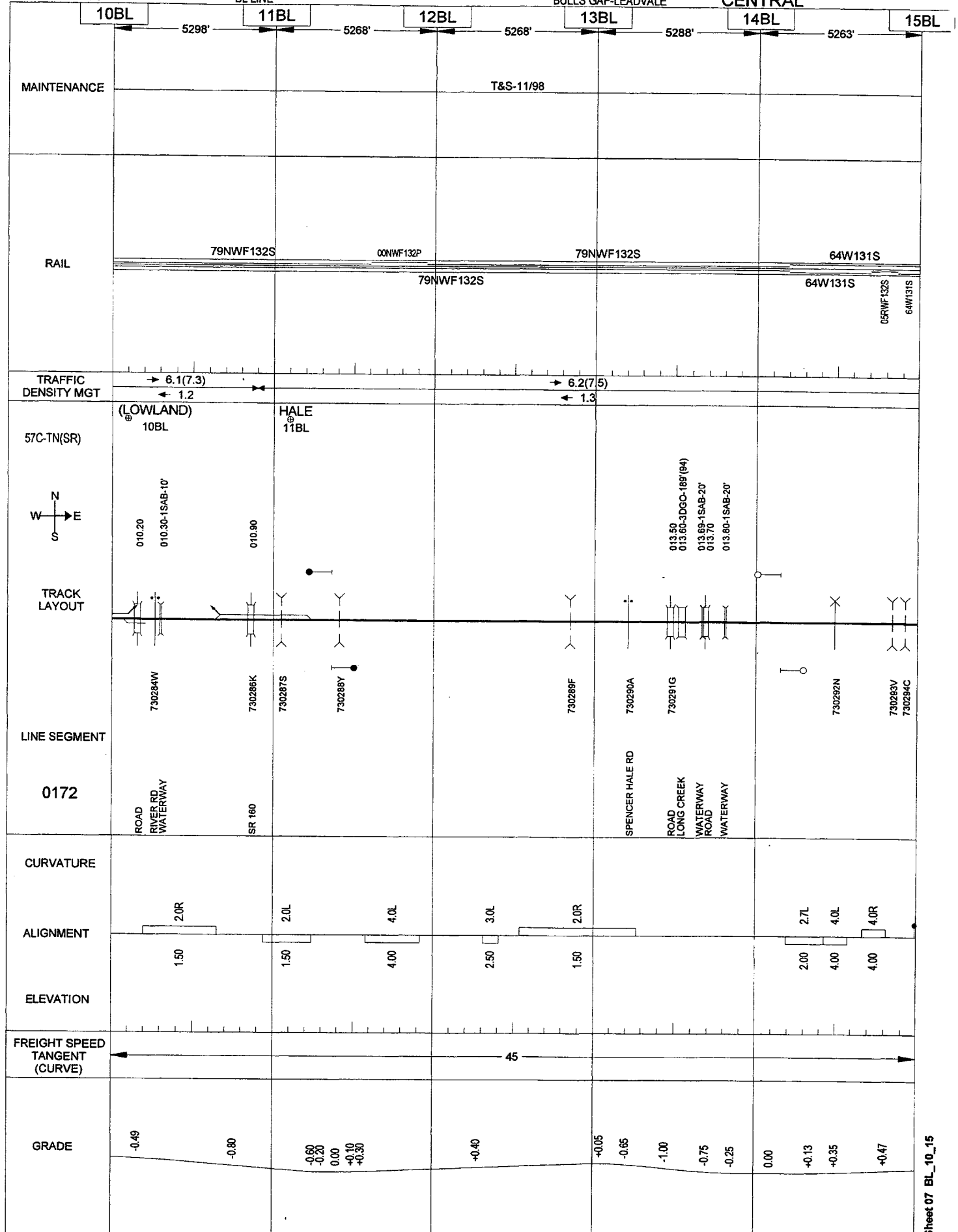
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086

BL LINE

BULLS GAP-LEADVALE

CENTRAL



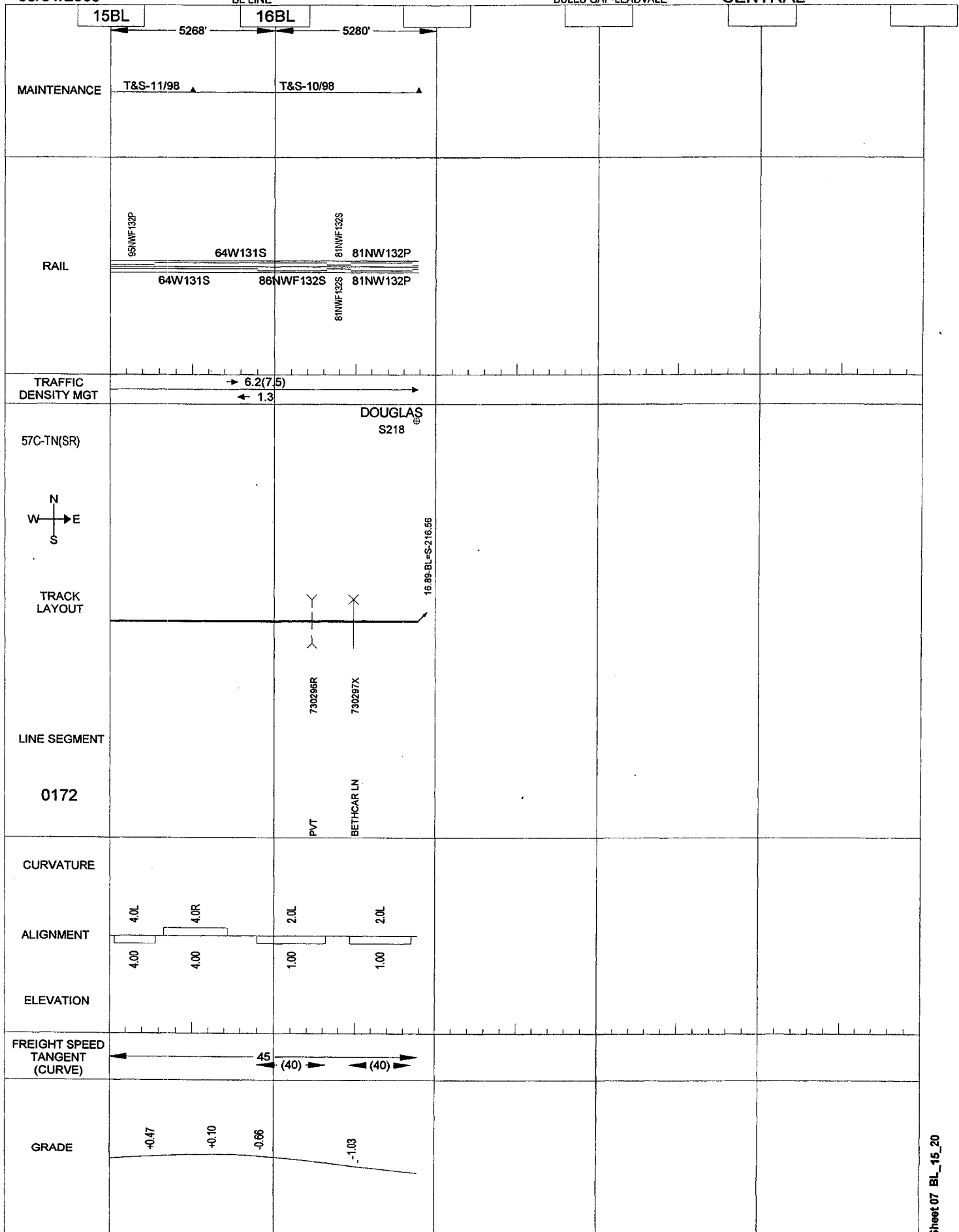
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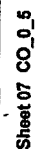
BL LINE

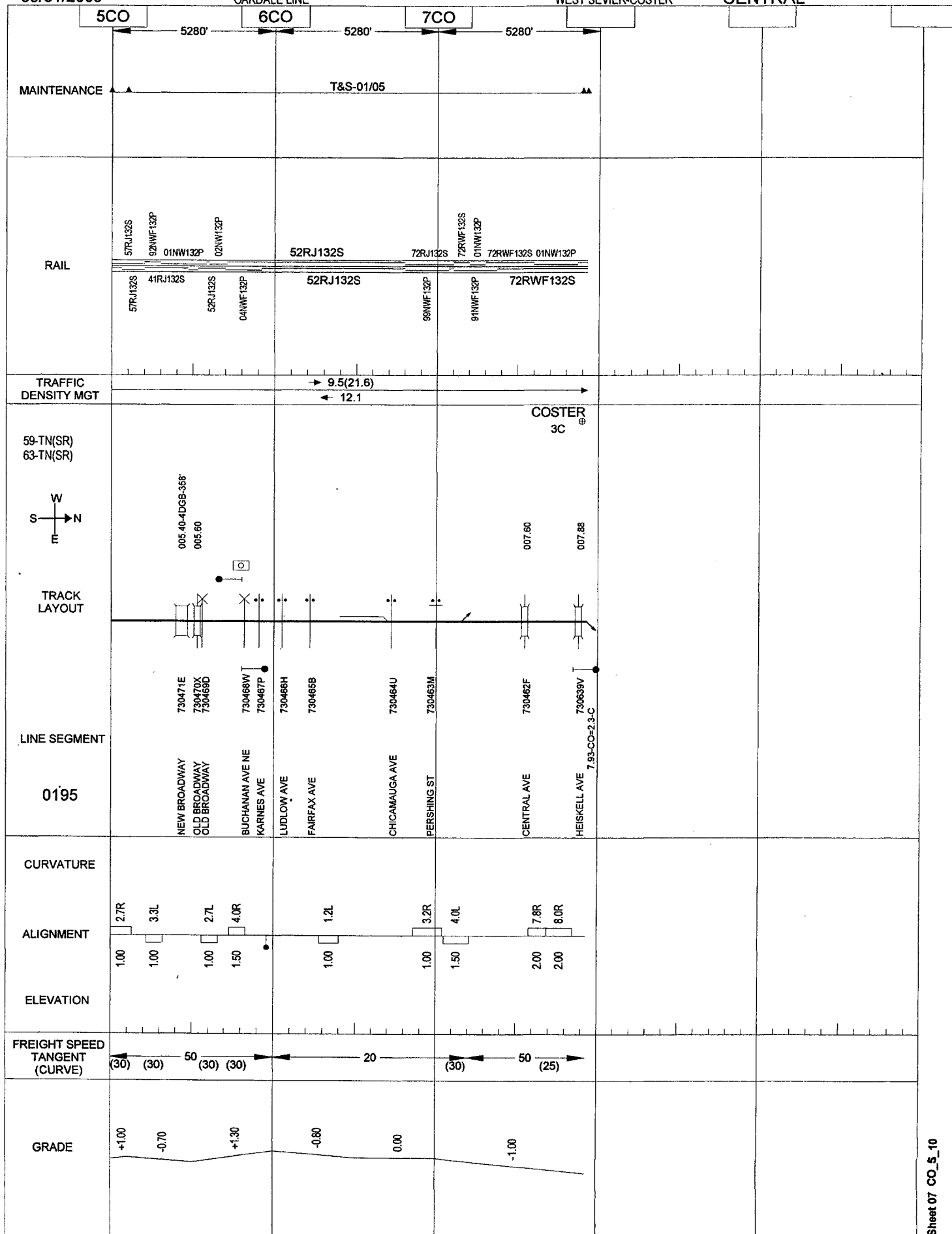
BULLS GAP-LEADVALE

CENTRAL



CENTRAL





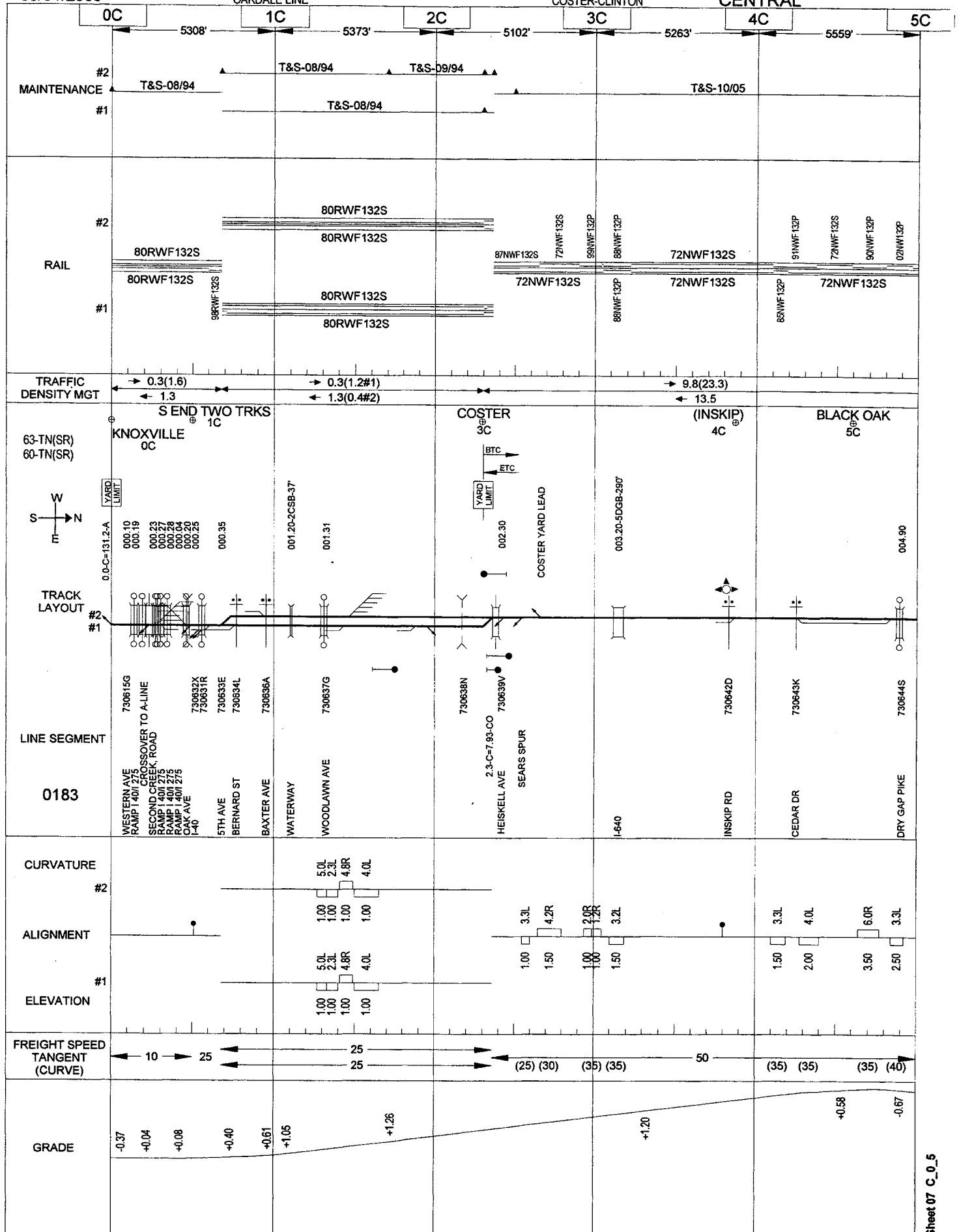
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090

OAKDALE LINE

COSTER-CLINTON

CENTRAL



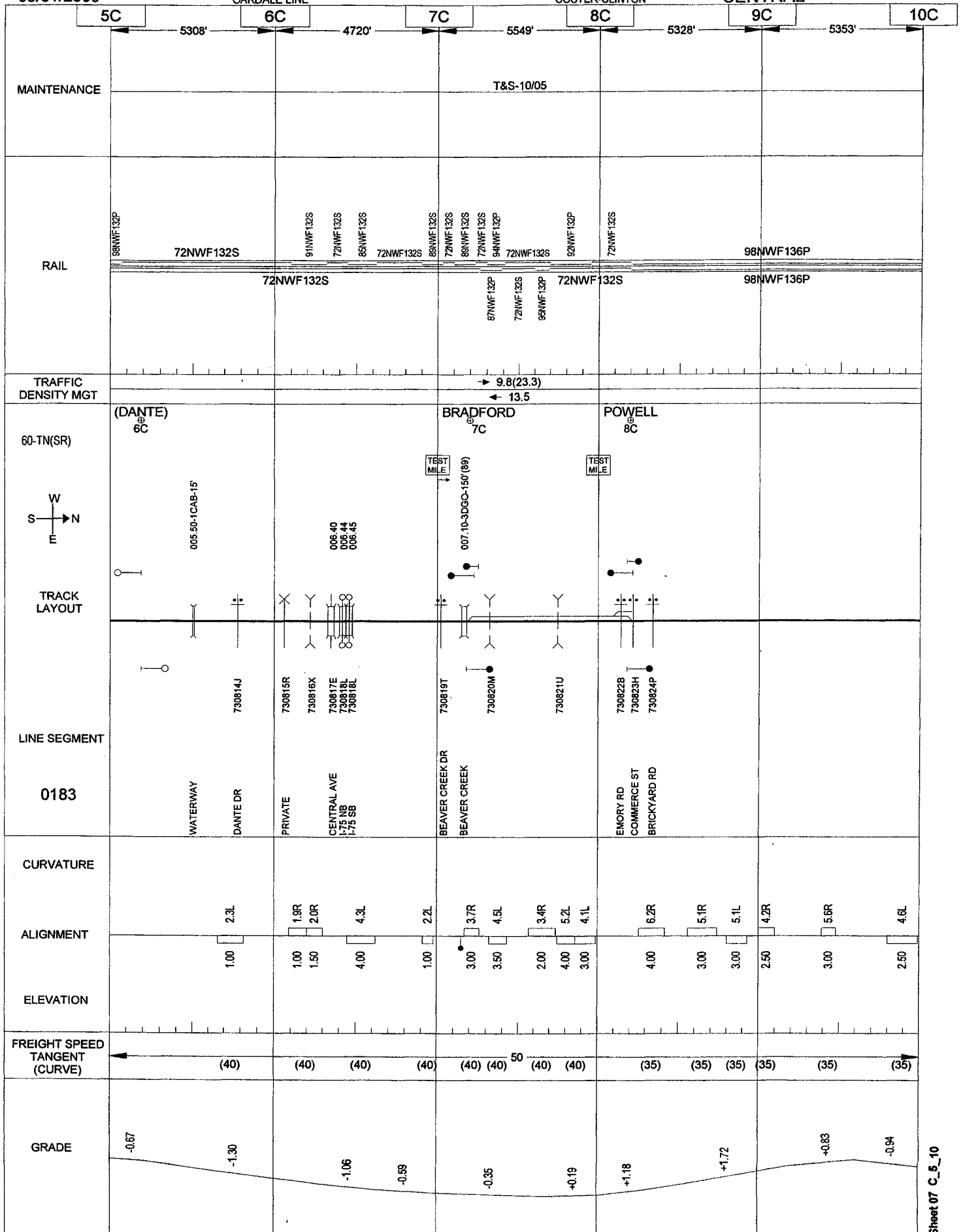
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091

OAKDALE LINE

COSTER-CLINTON

CENTRAL



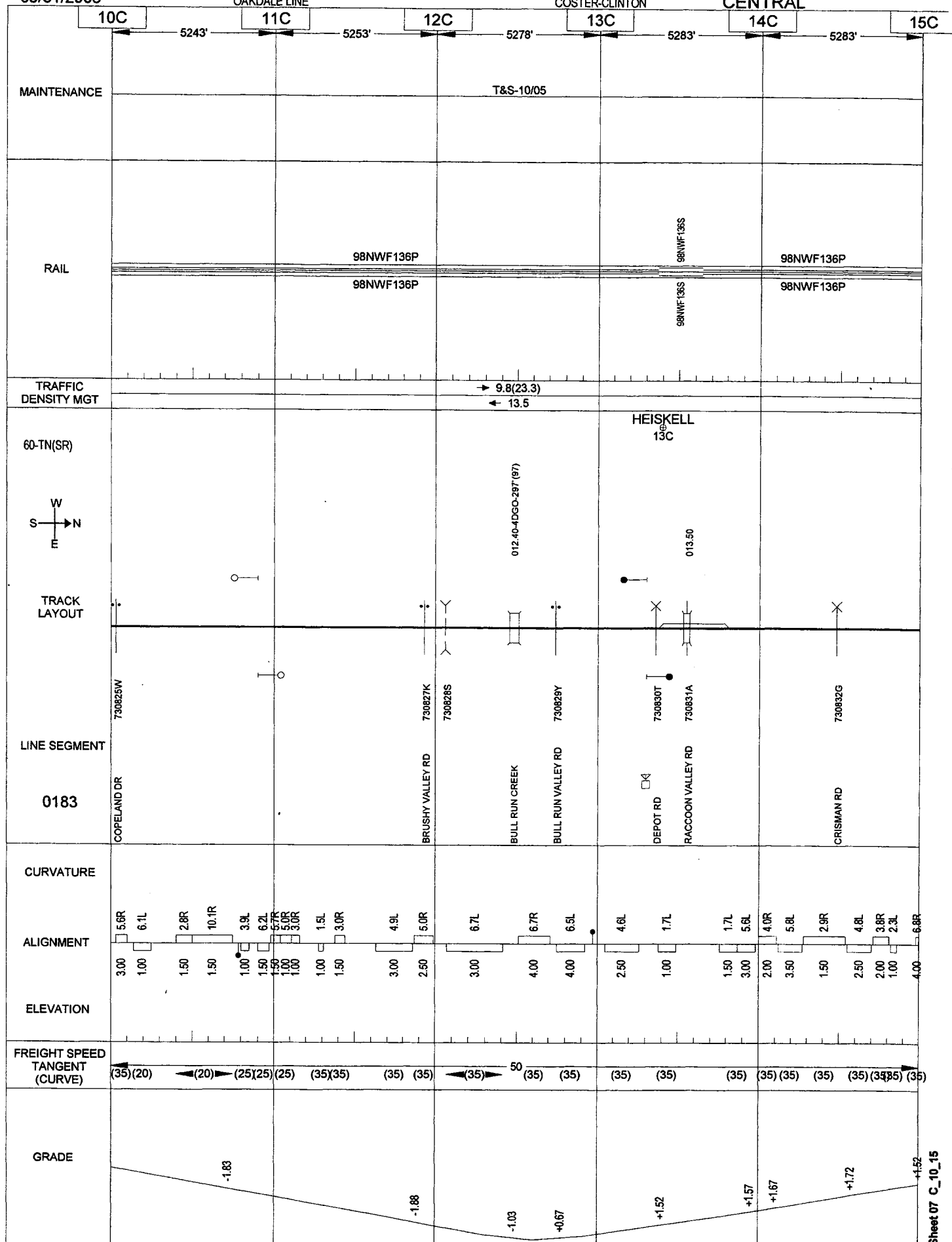
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092

OAKDALE LINE

COSTER-CLINTON

CENTRAL



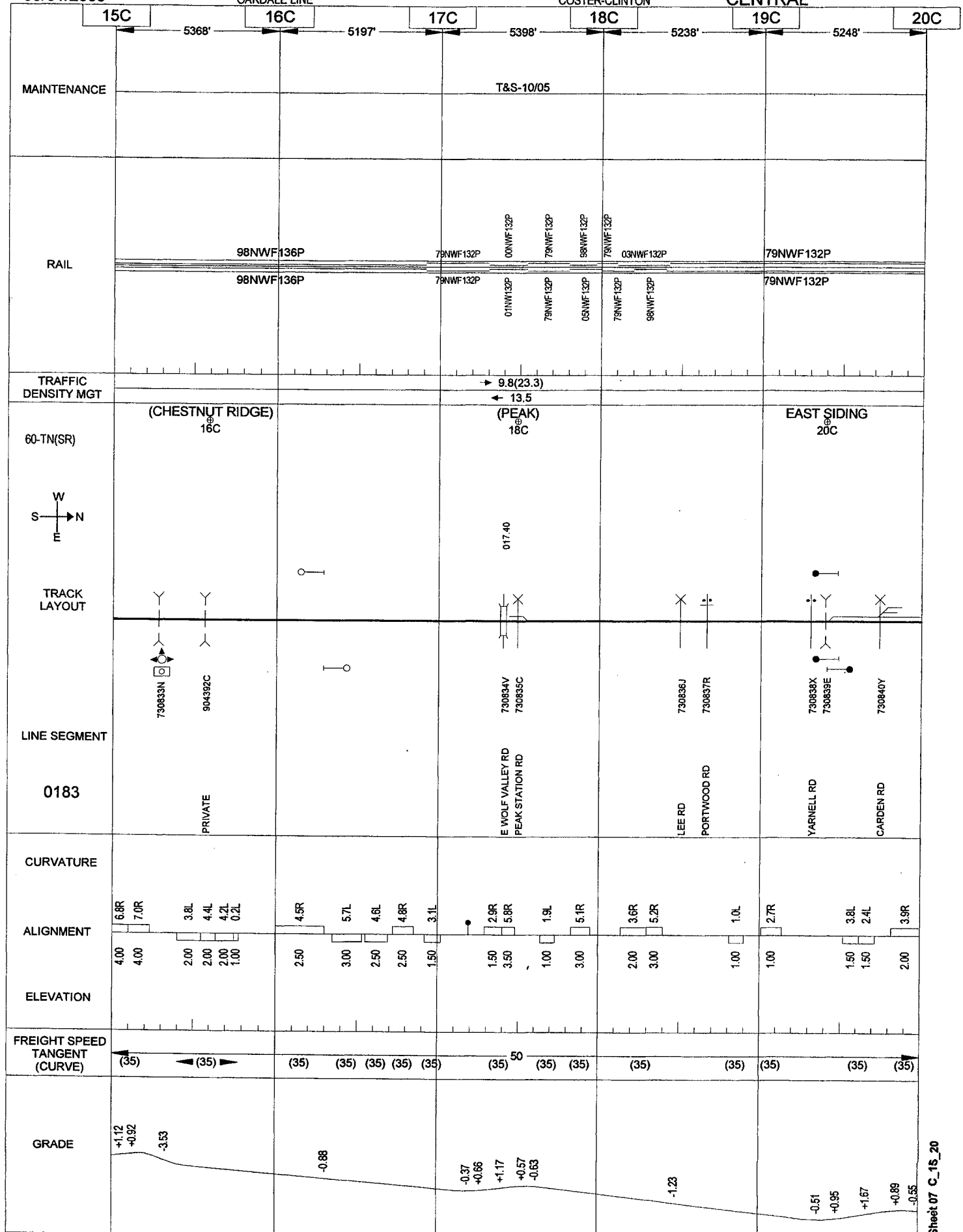
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093

OAKDALE LINE

COSTER-CLINTON

CENTRAL



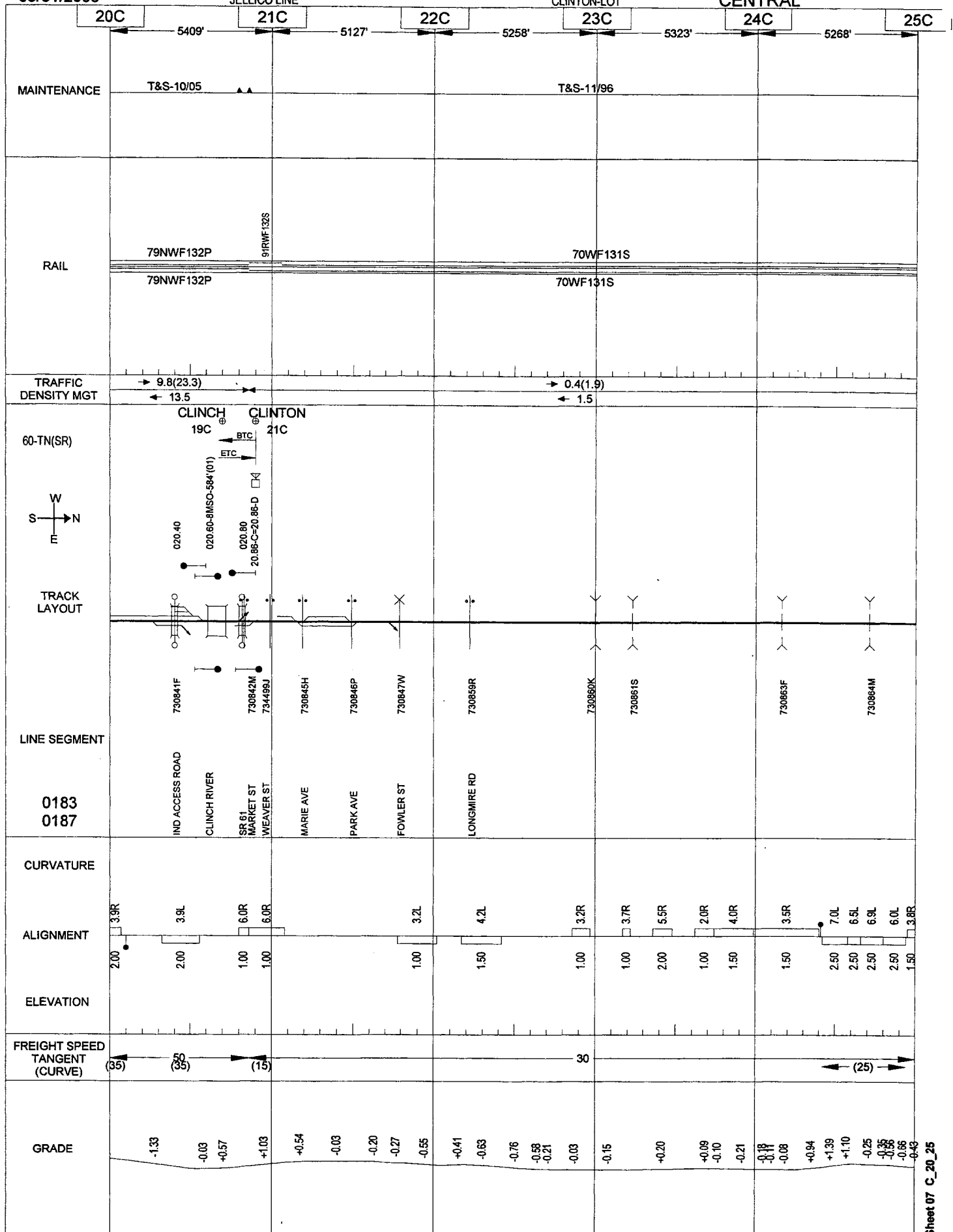
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094

JELICO LINE

CLINTON LOT

CENTRAL



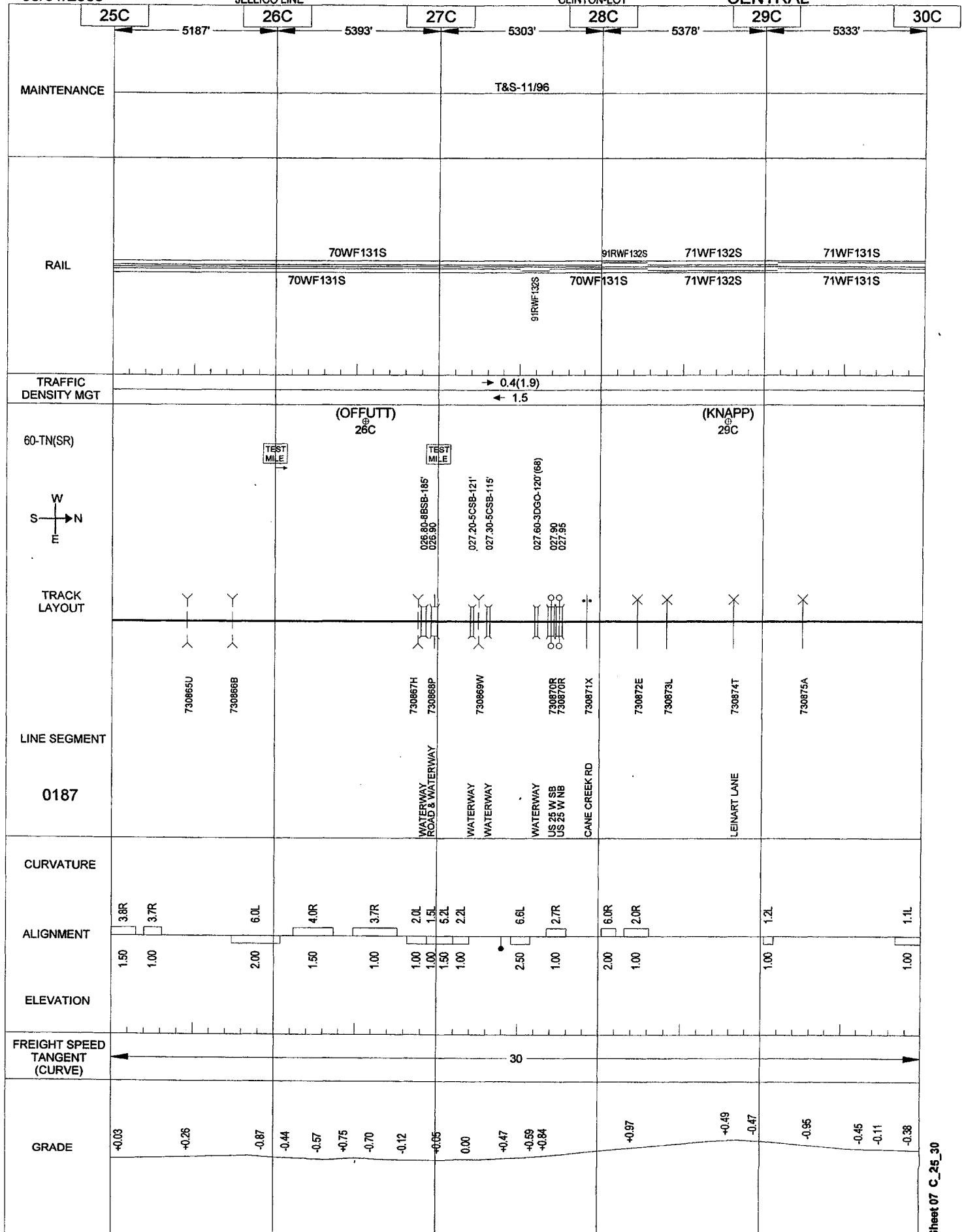
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095

JELICO LINE

CLINTON LOT

CENTRAL



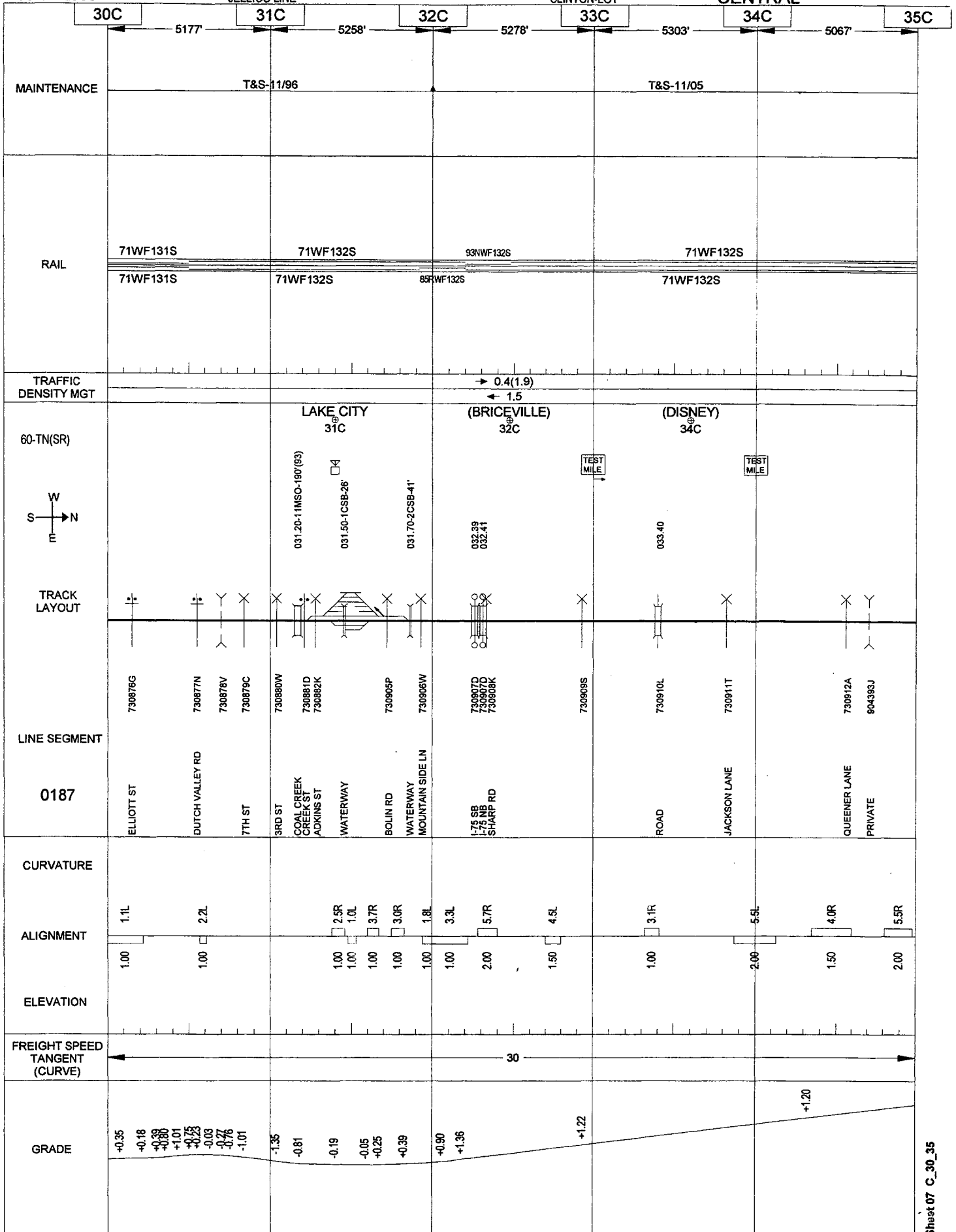
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096

JELICO LINE

CLINTON-LOT

CENTRAL



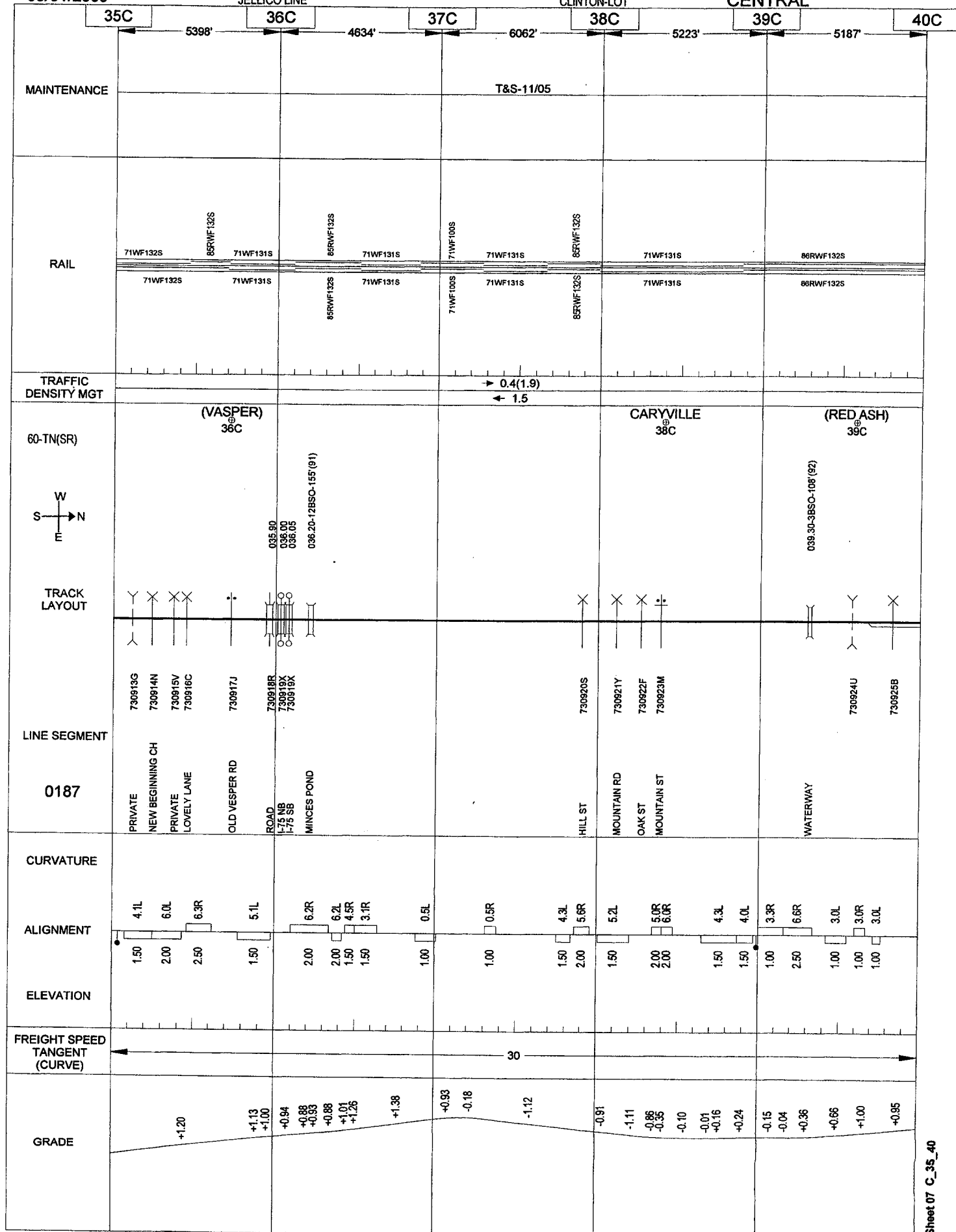
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JELICO LINE

CLINTON LOT

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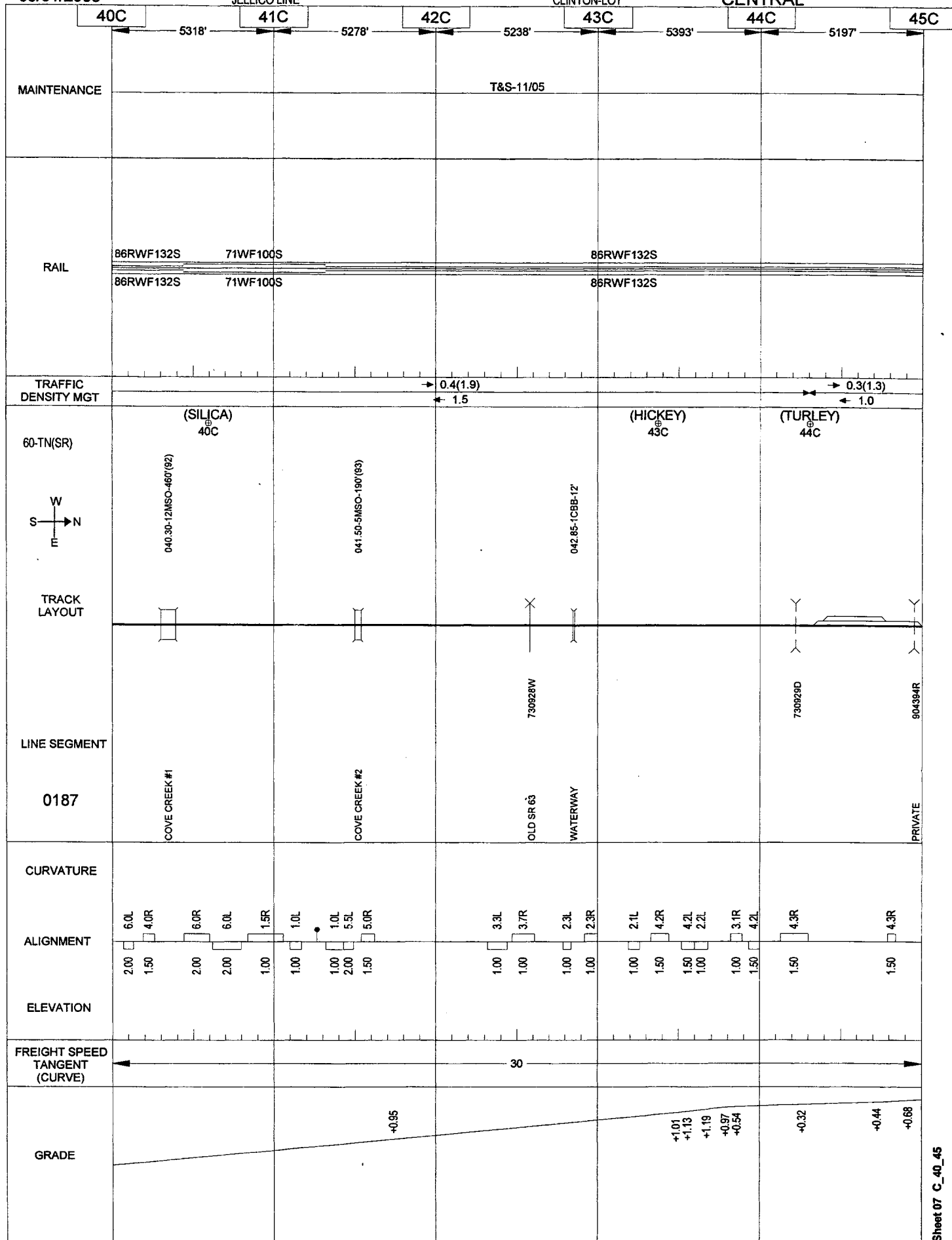
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098

JELICO LINE

CLINTON LOT

CENTRAL



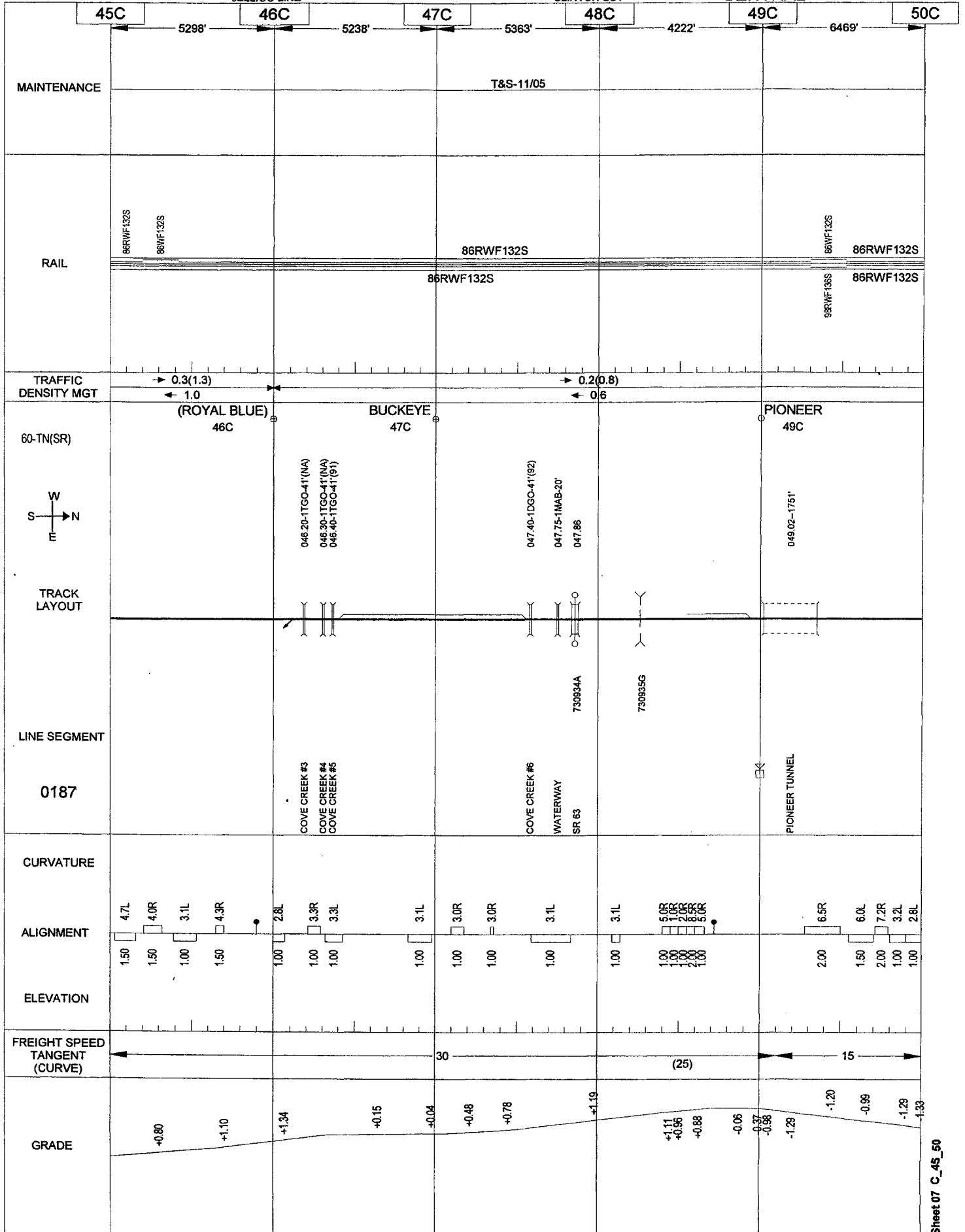
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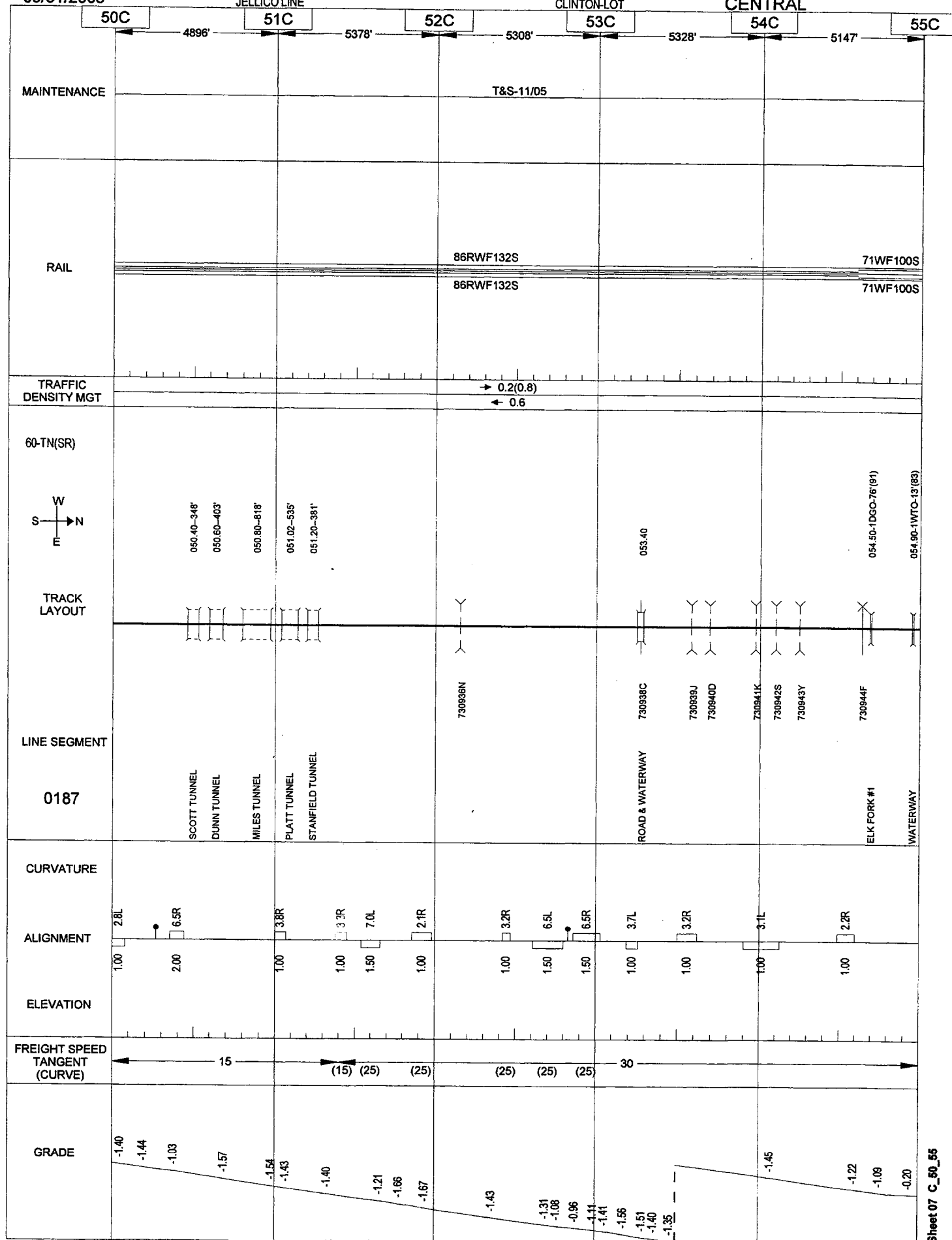
JELICO LINE

CLINTON LOT

CENTRAL



CENTRAL



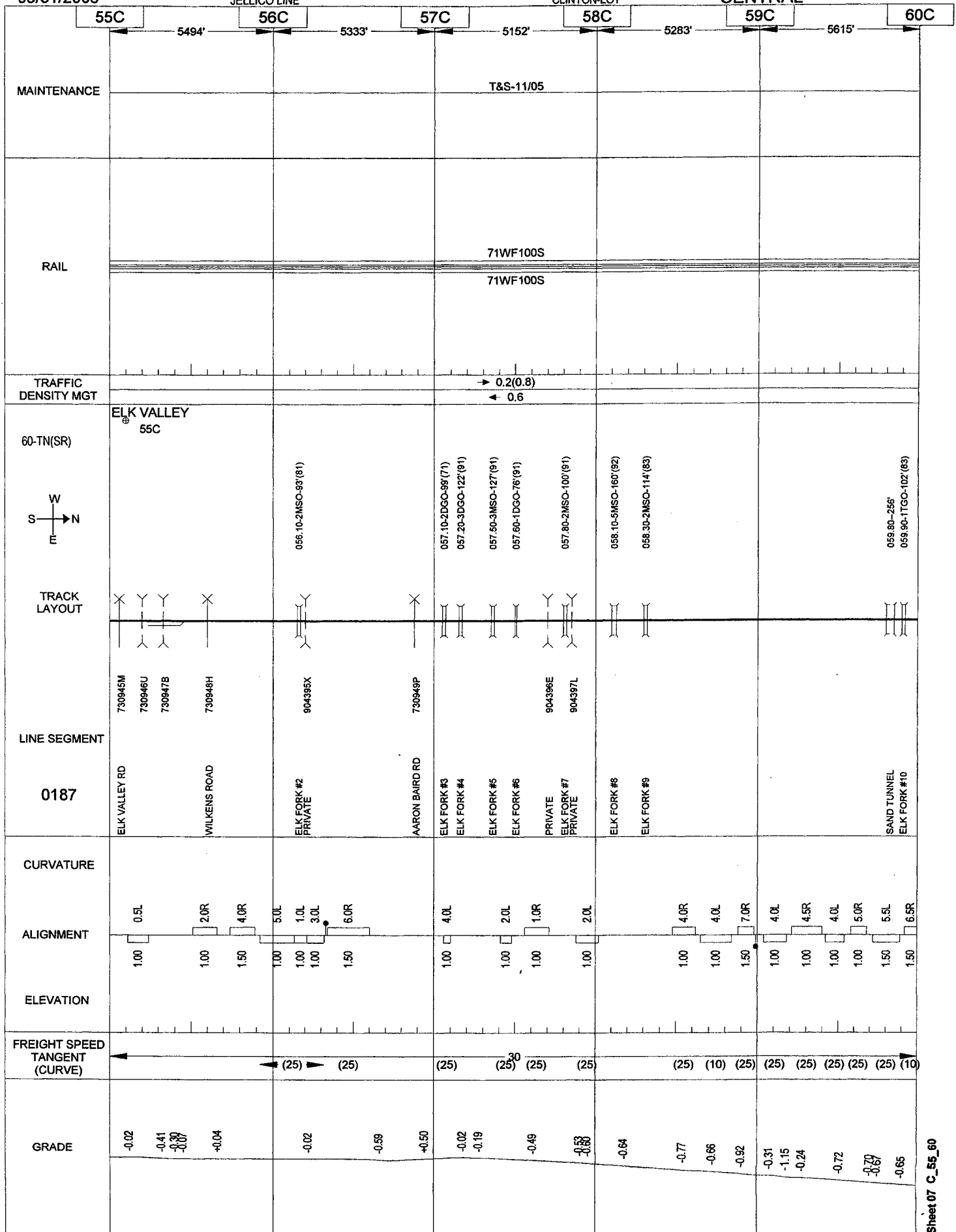
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101

JELICO LINE

CLINTON LOT

CENTRAL



CENTRAL



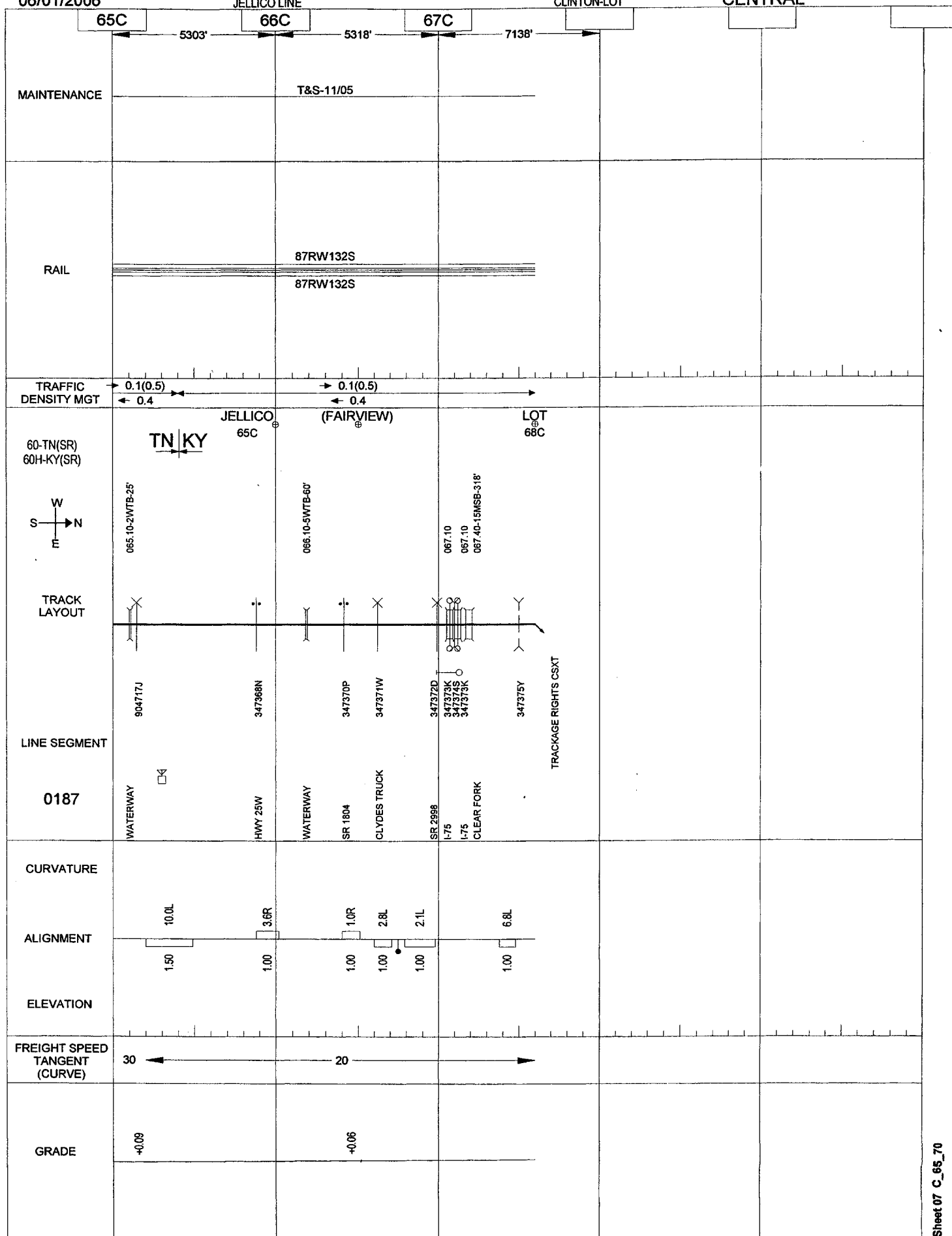
06/01/2006

103

JELICO LINE

CLINTON LOT

CENTRAL



06/01/2006

JELICO LINE

104

HYDE-FONDE

CENTRAL

74C

75C

4011'

5223'

MAINTENANCE

T&S-11/05

RAIL

93NWF132S

81RWF132S

81RWF132S

TRAFFIC
DENSITY MGT

→ 0.1(0.5)

← 0.4

60G-TN(SR)

W
S — N
E

TRACK
LAYOUT(HYDE)
74C

074.00-3MISO-98'(77)

074.40-18DCB-297'(83)
074.50-9MISO-177'(91)

LINE SEGMENT

0189

TRACKAGE RIGHTS CSXT

LAUREL FORK

CLEAR FORK #1
CLEAR FORK #2

CURVATURE

ALIGNMENT

ELEVATION

10.7R

1.50

10.6L

1.50

4.3R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.50

+0.30

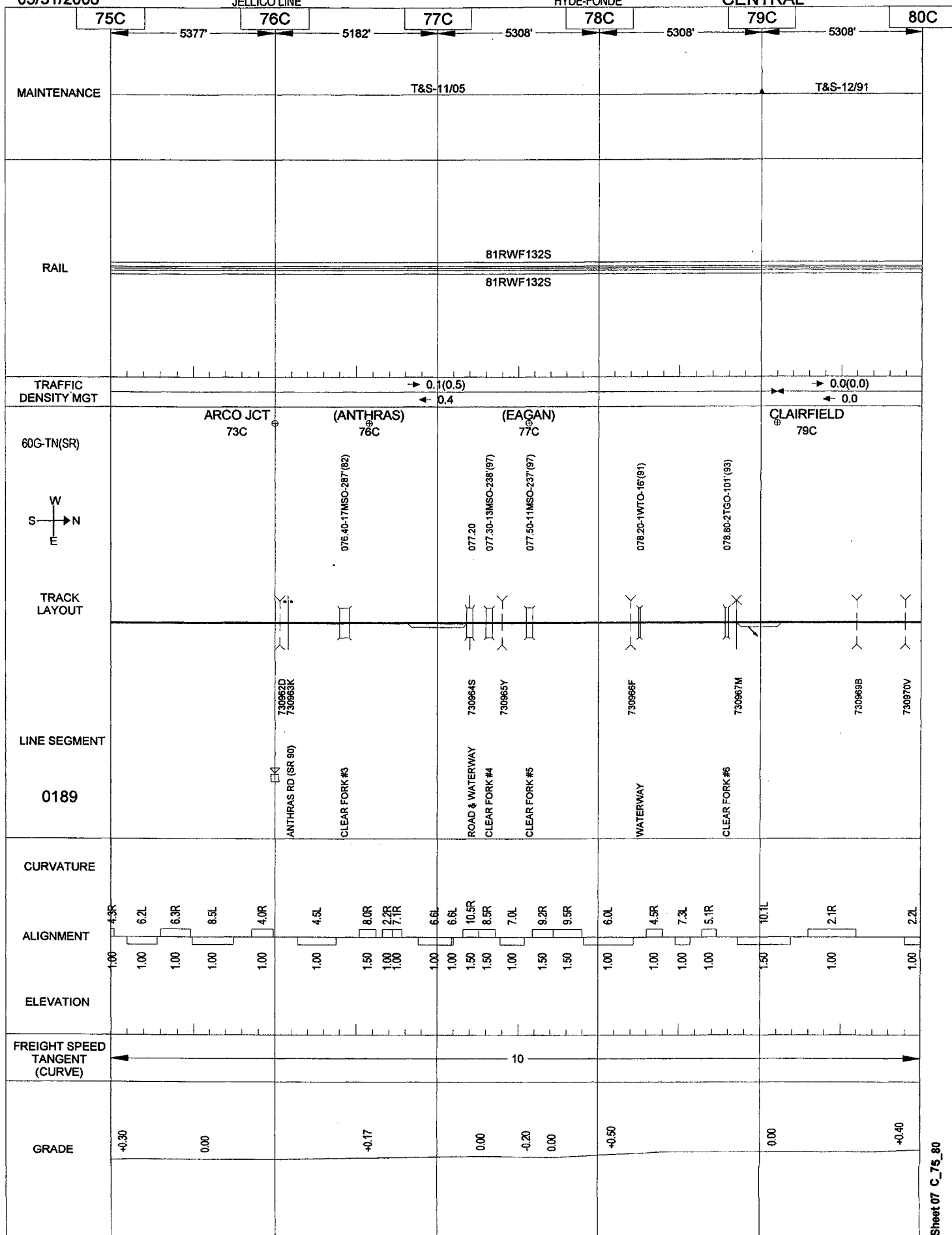
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105

JELICO LINE

HYDE-FONDE

CENTRAL



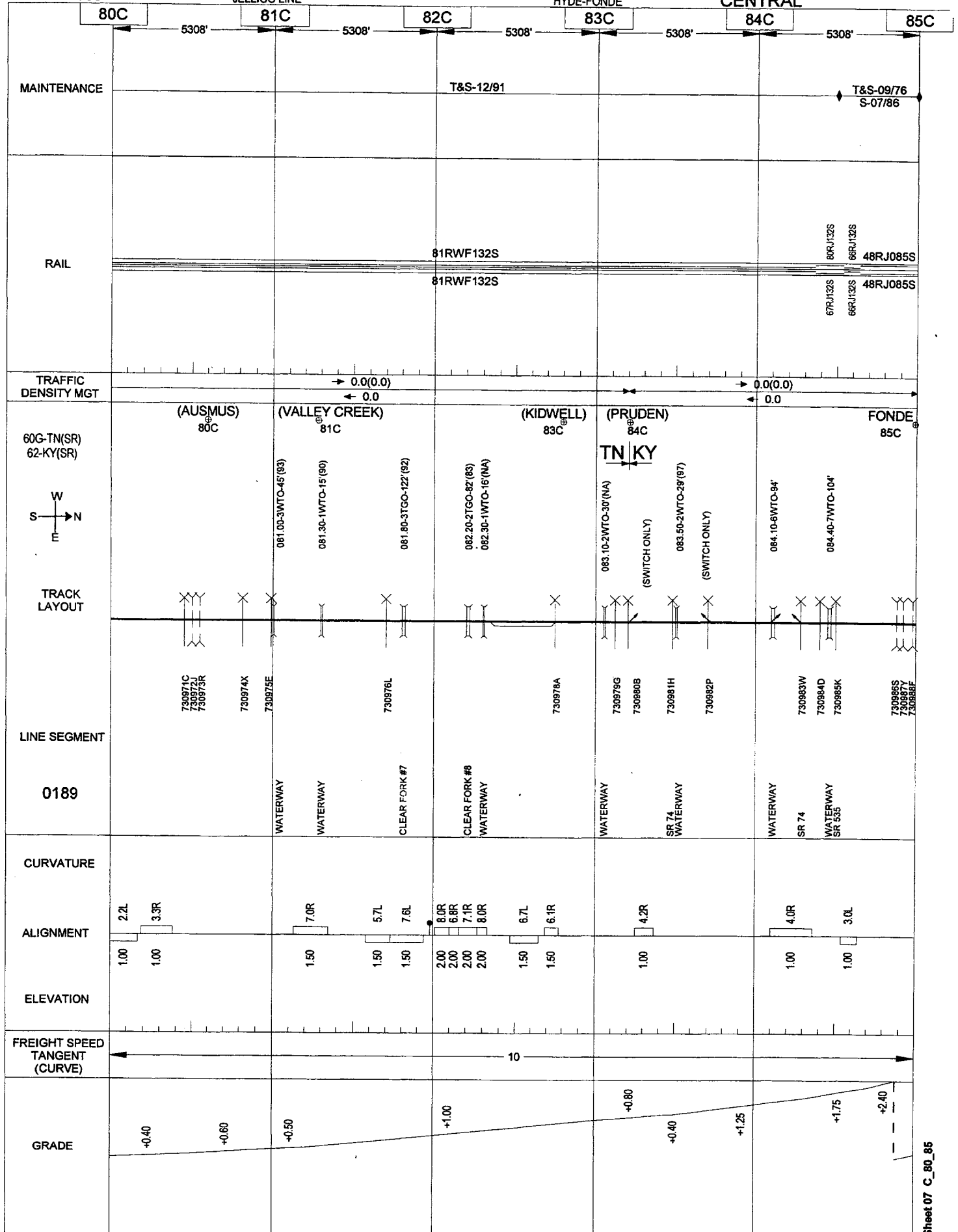
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106

JELICO LINE

HYDE-FONDE

CENTRAL



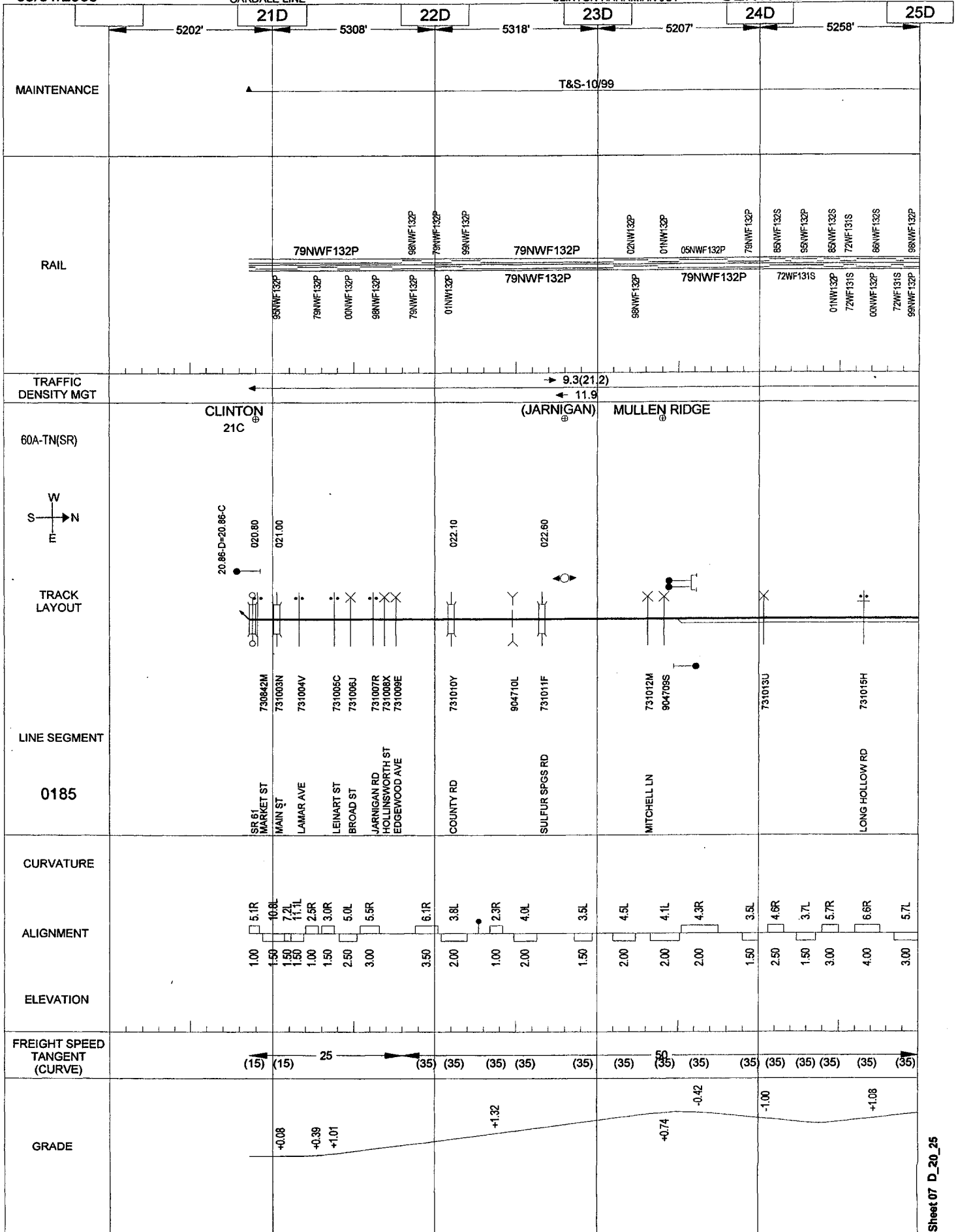
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107

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



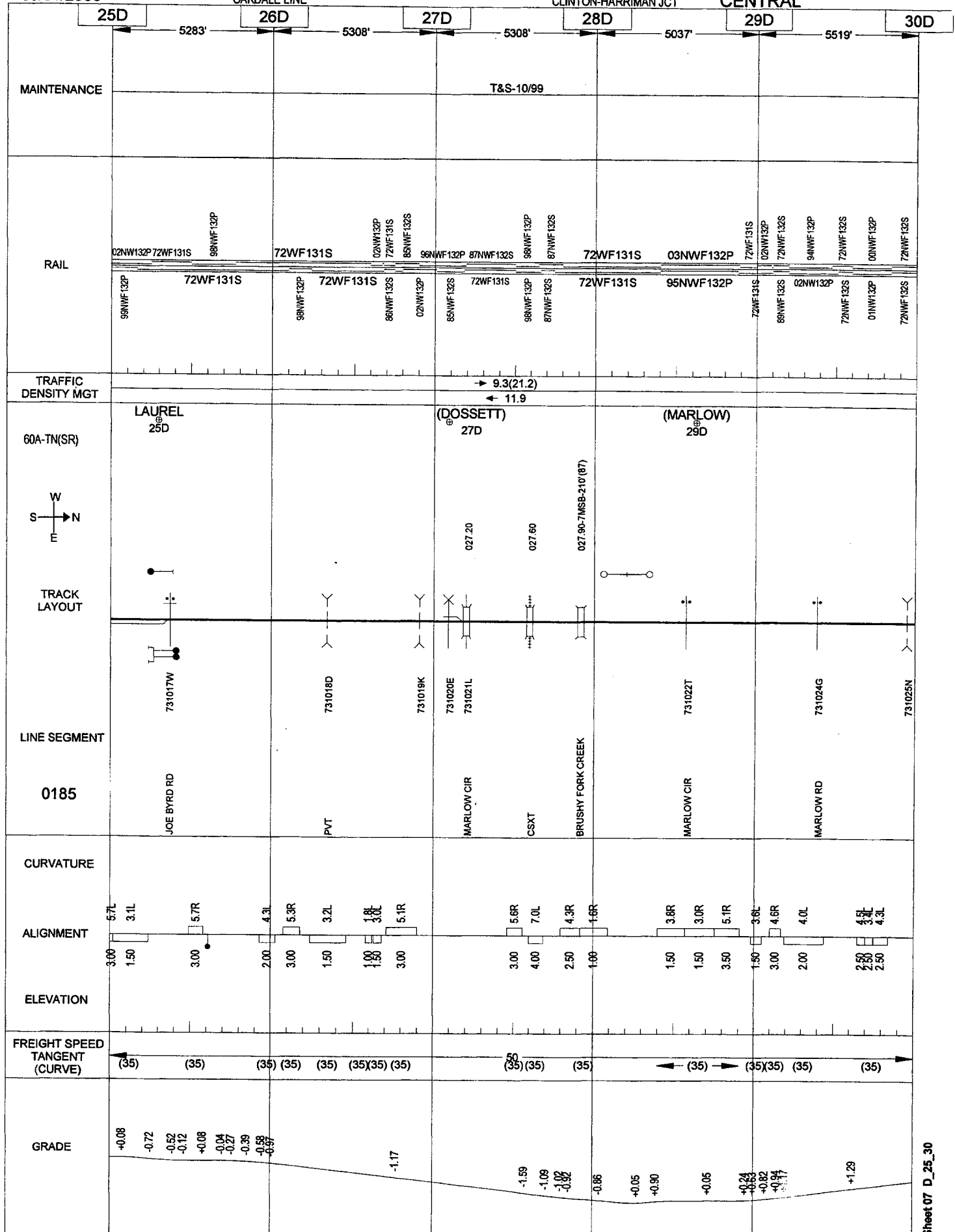
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108

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



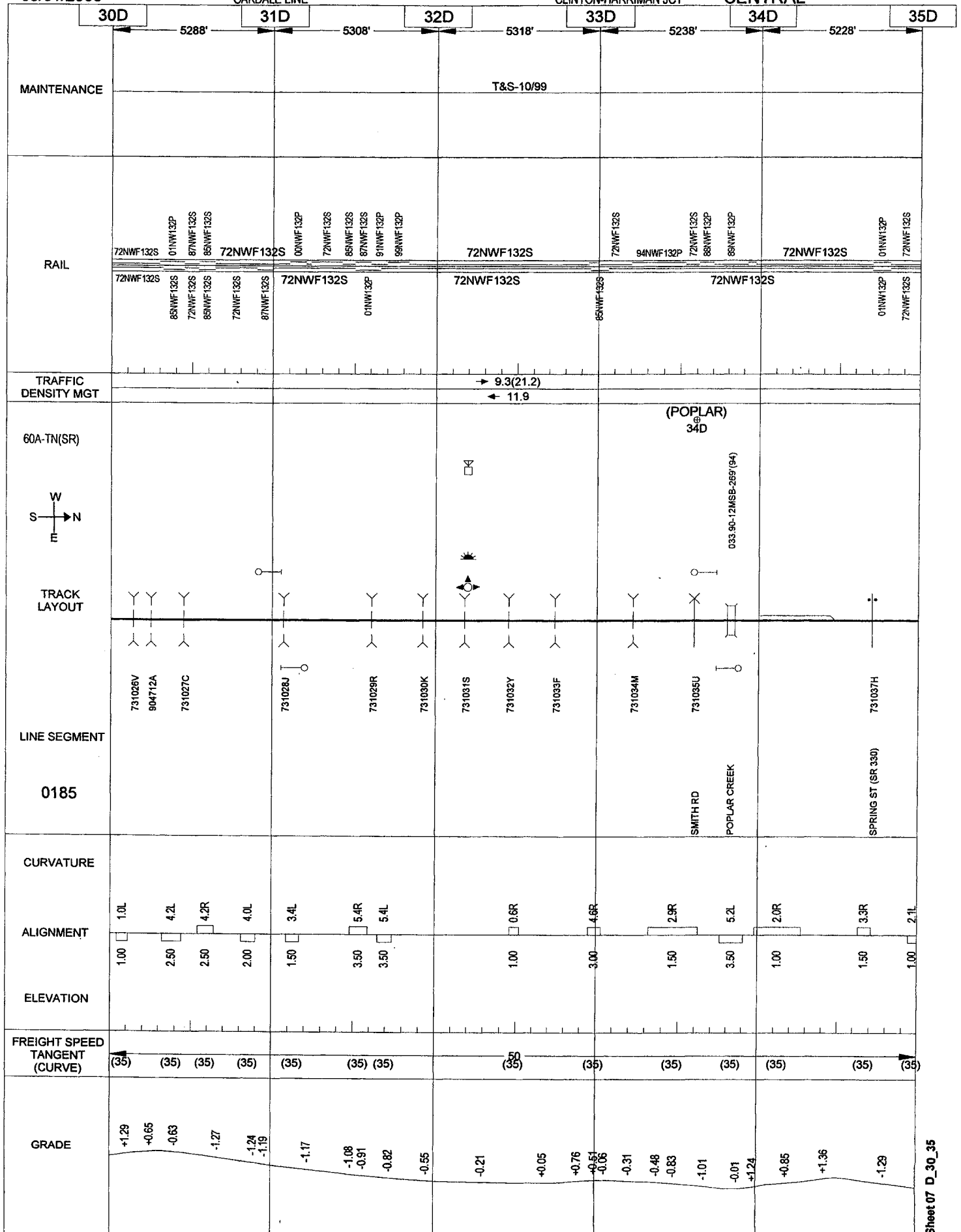
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109

OAKDALE LINE

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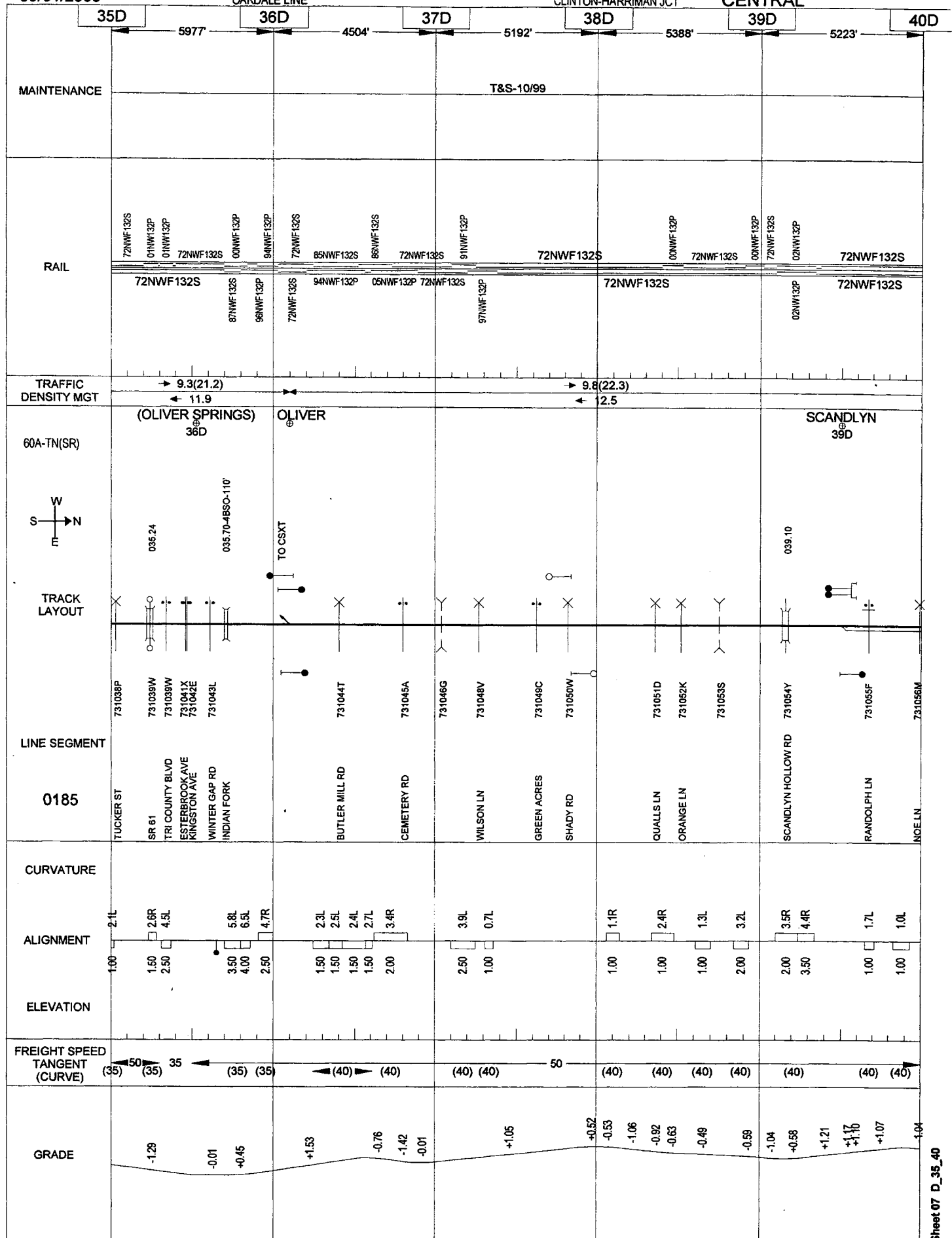
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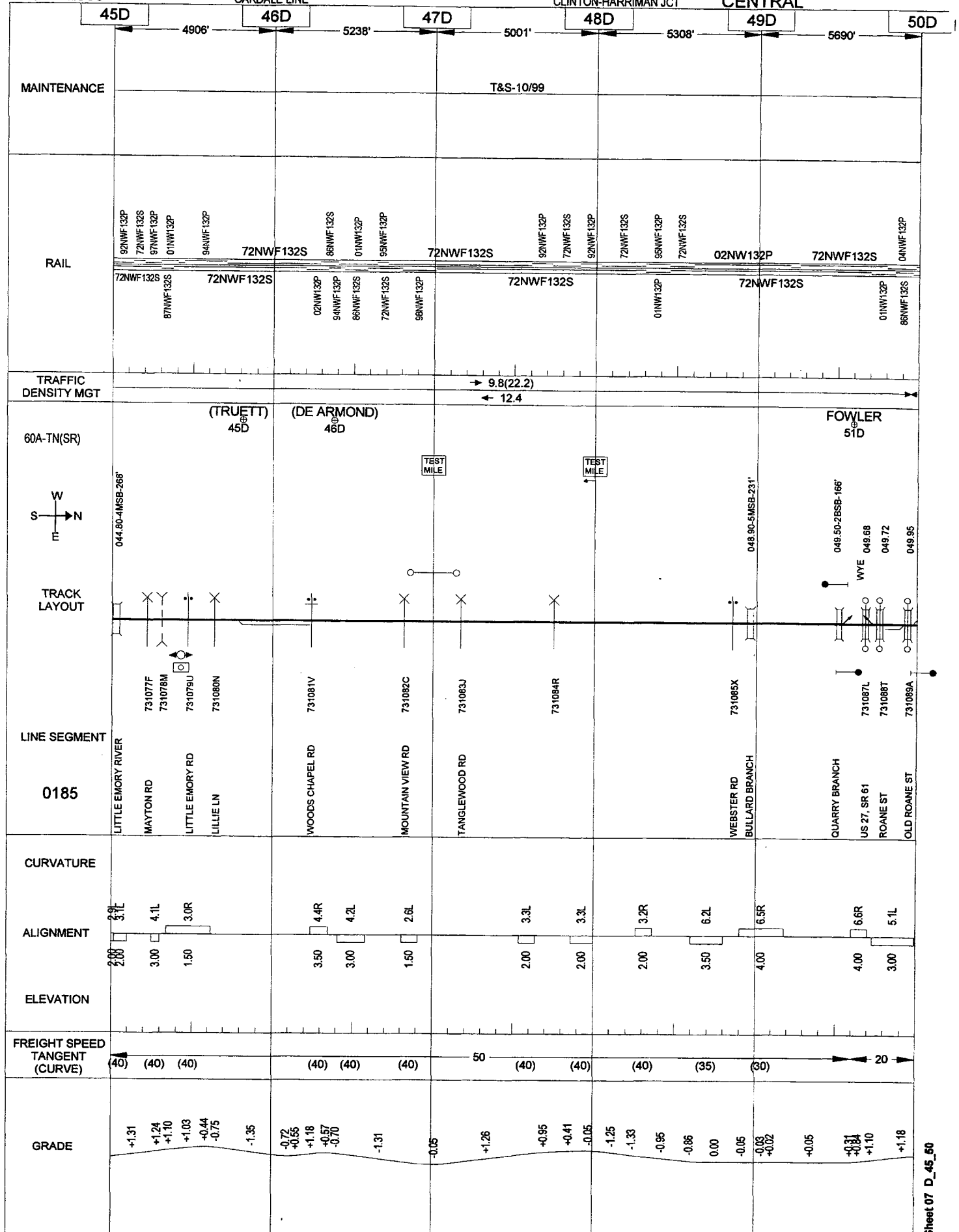
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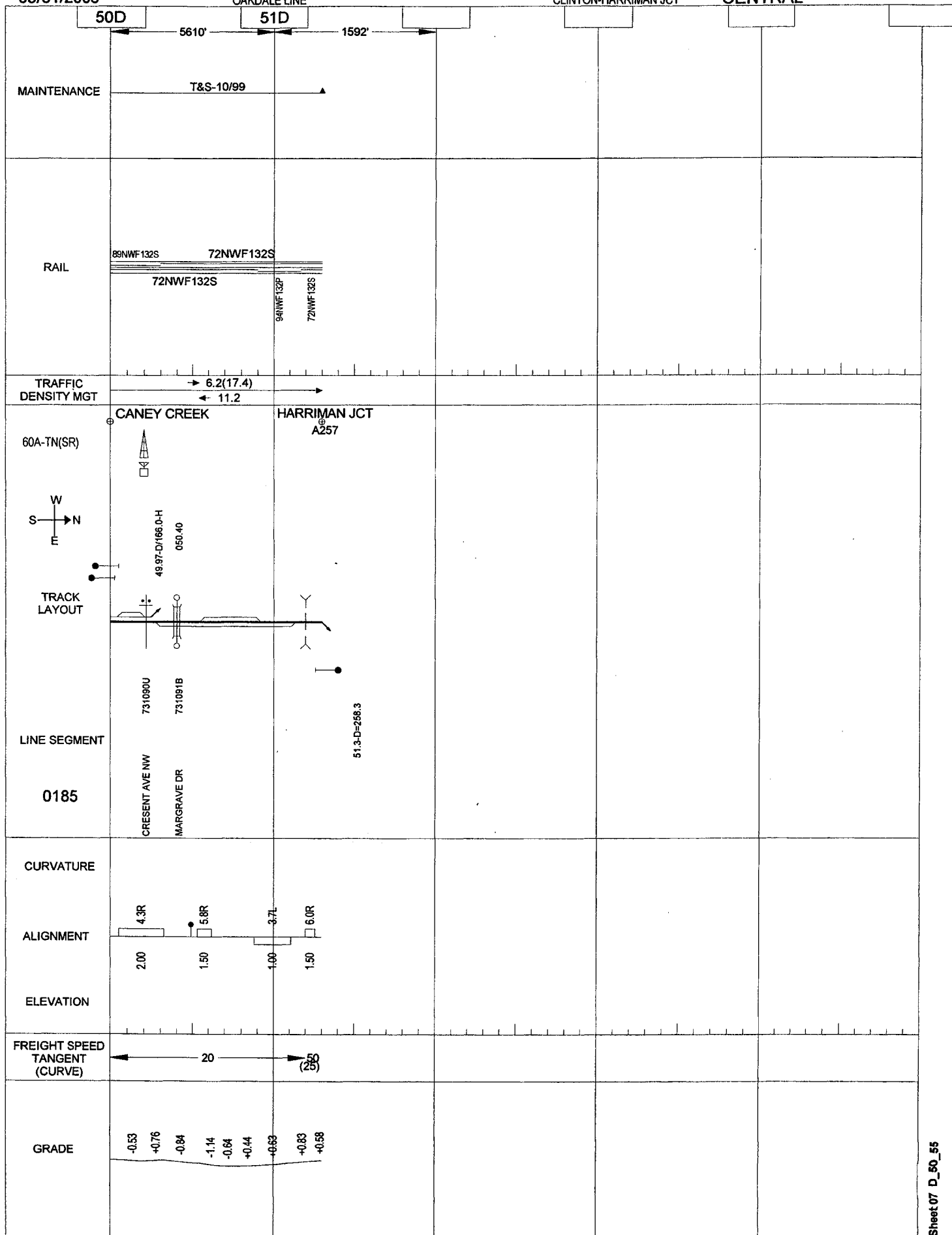
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OAKDALE LINE

113

CLINTON-HARRIMAN JCT

CENTRAL



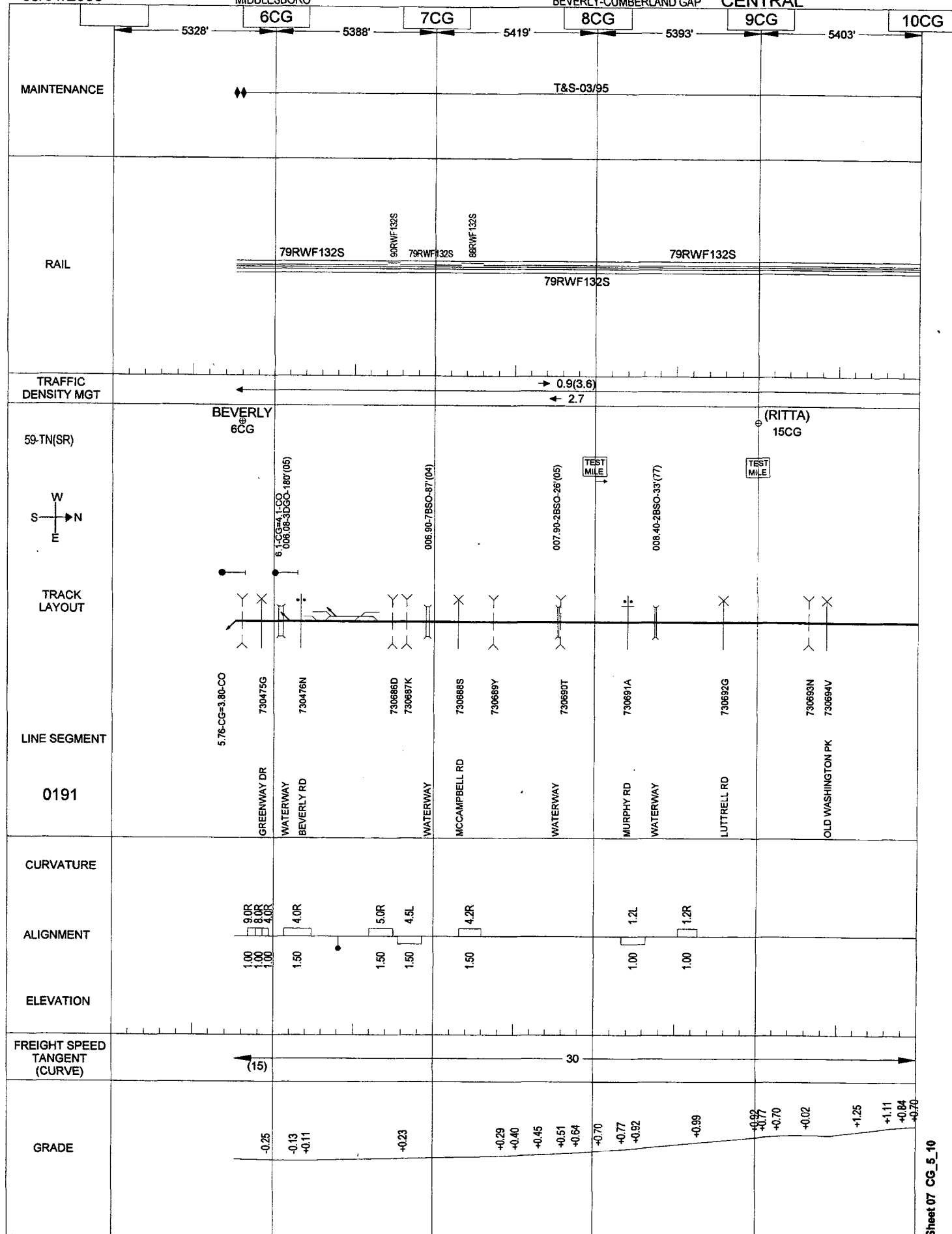
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114

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



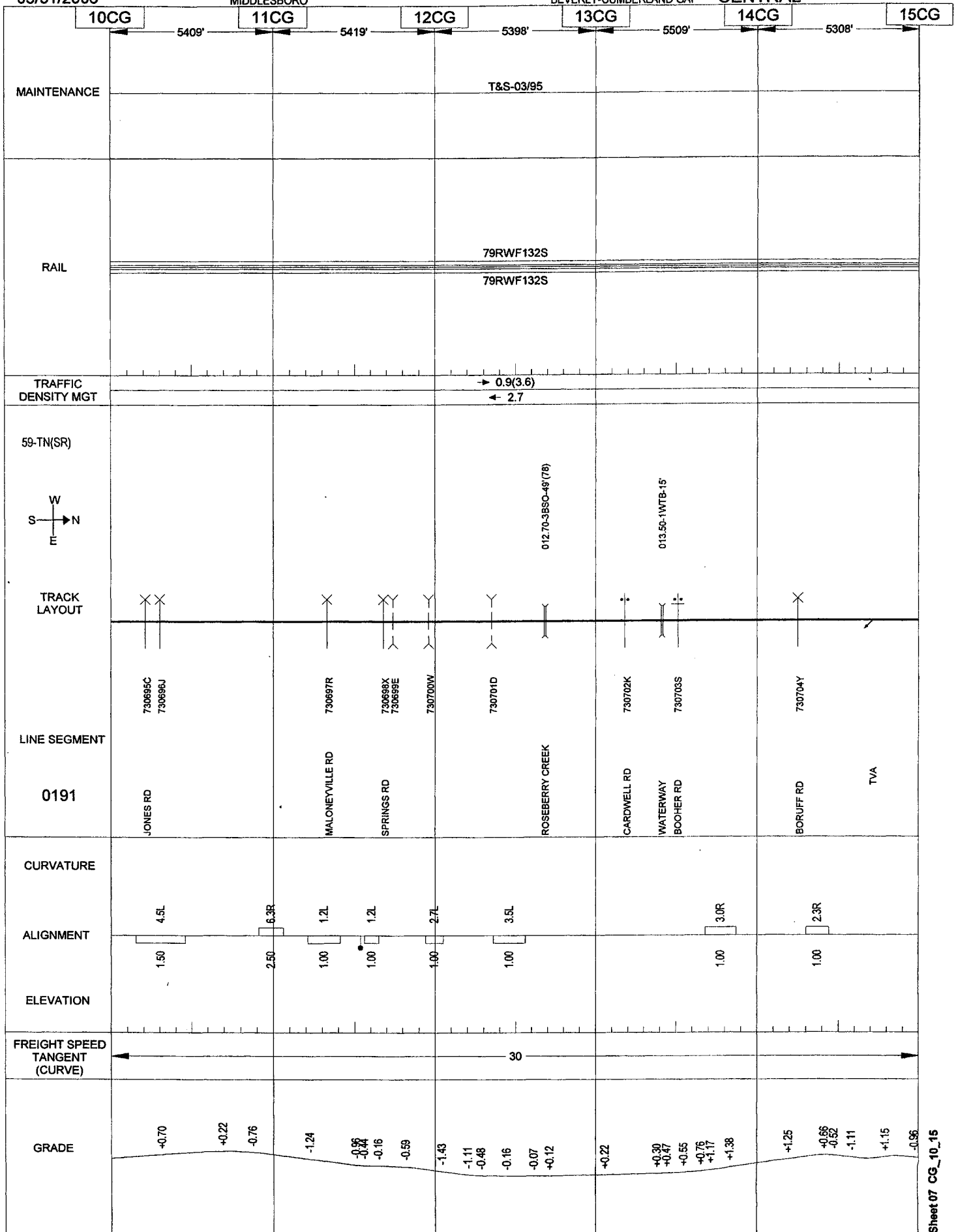
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115

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



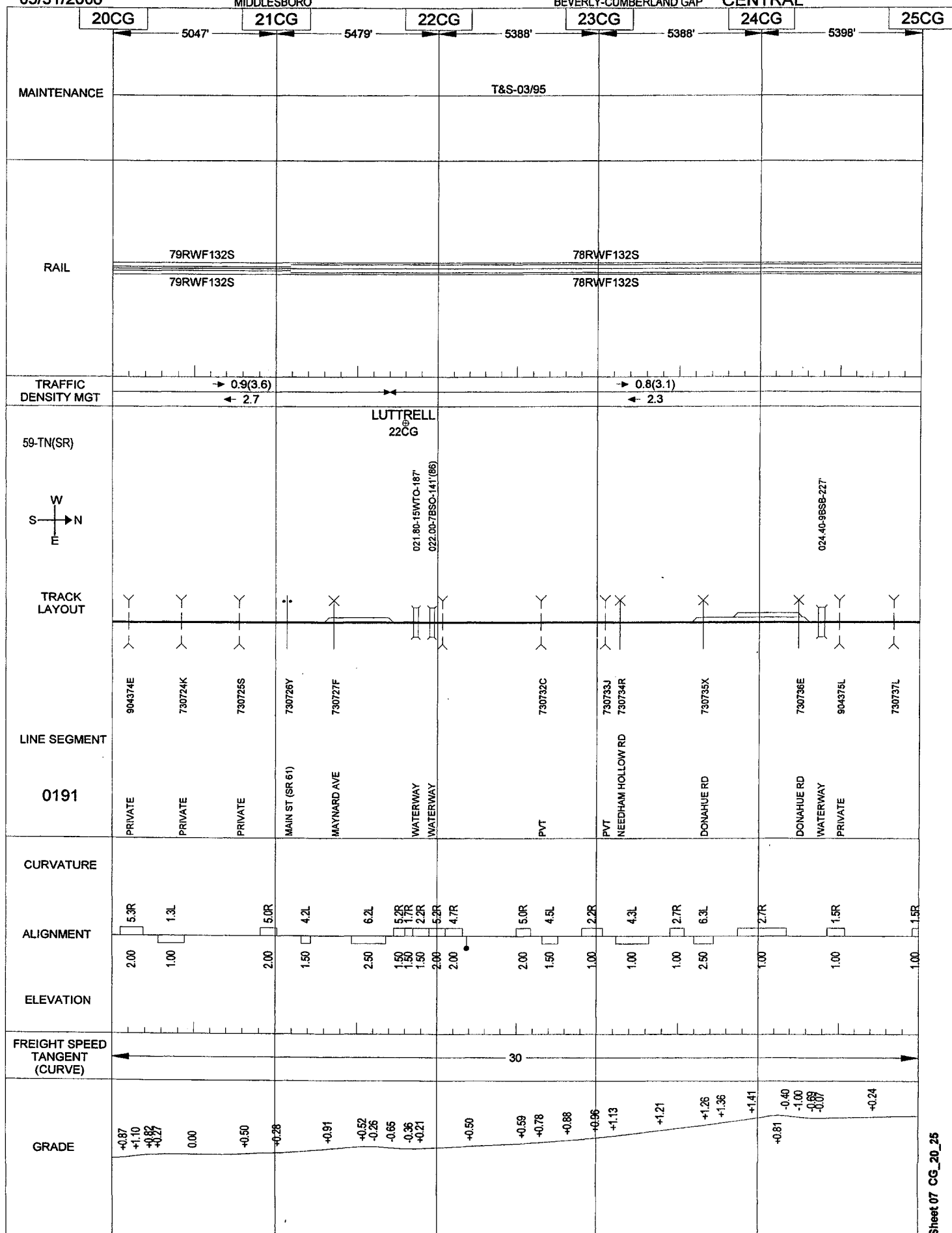
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117

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



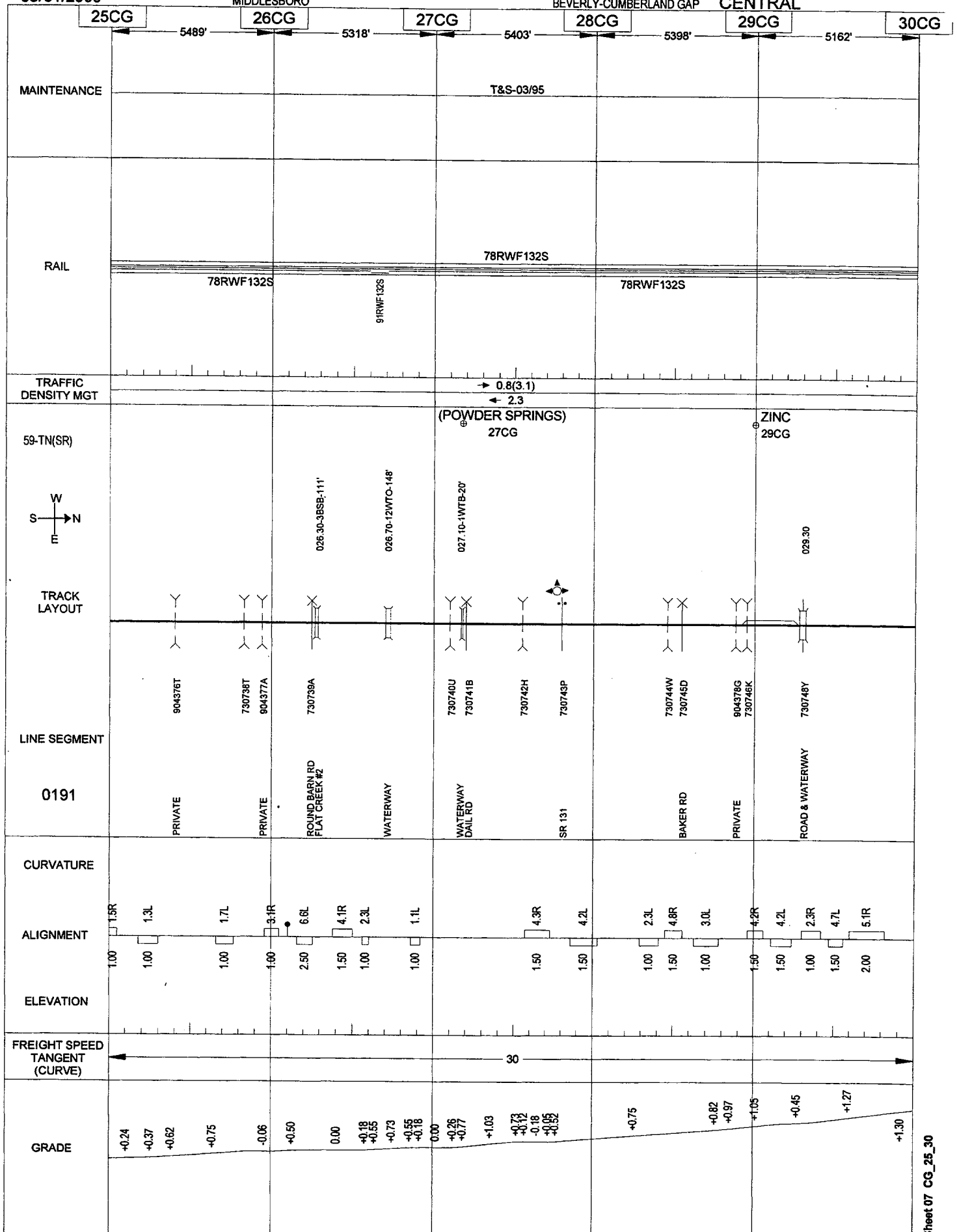
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118

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



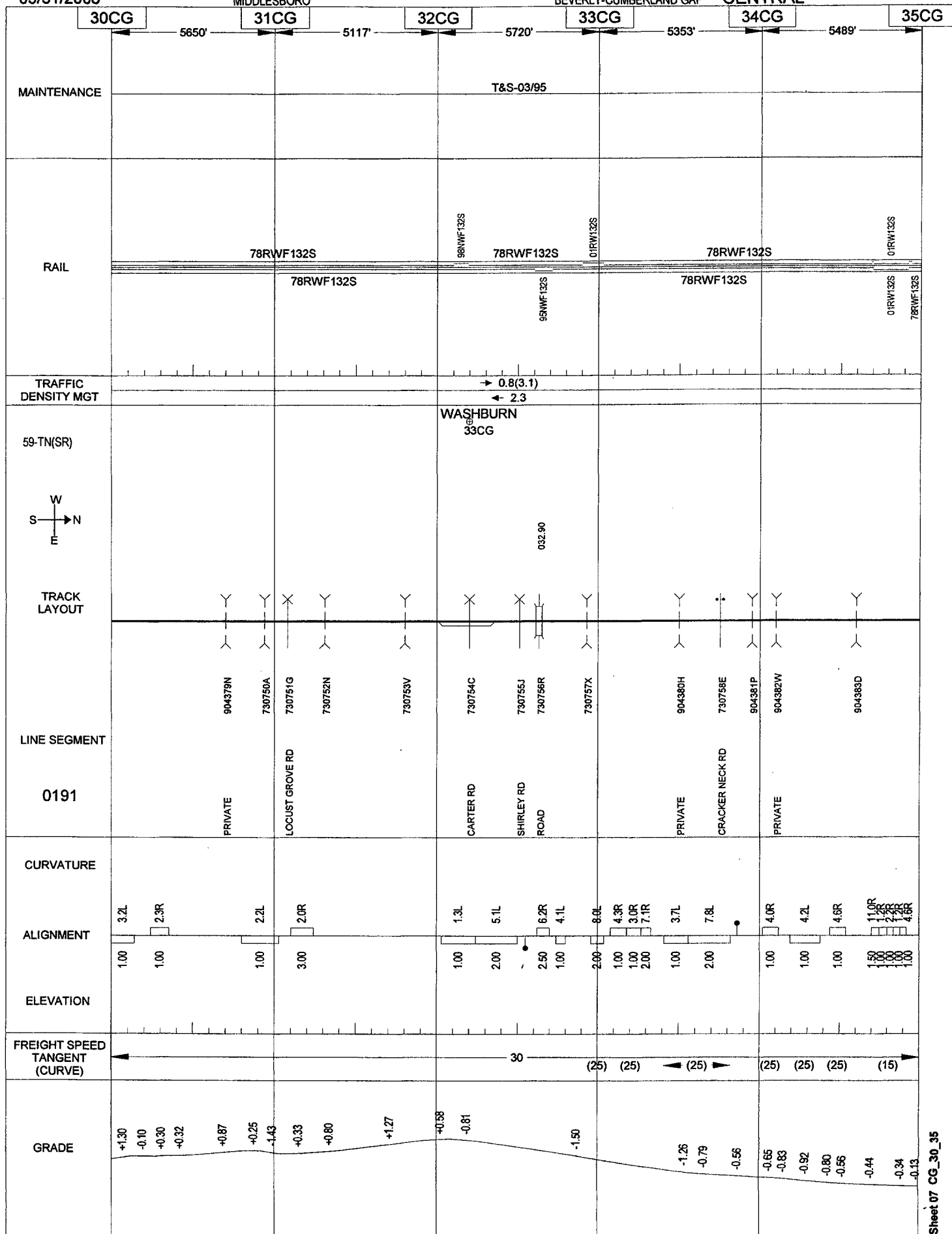
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119

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



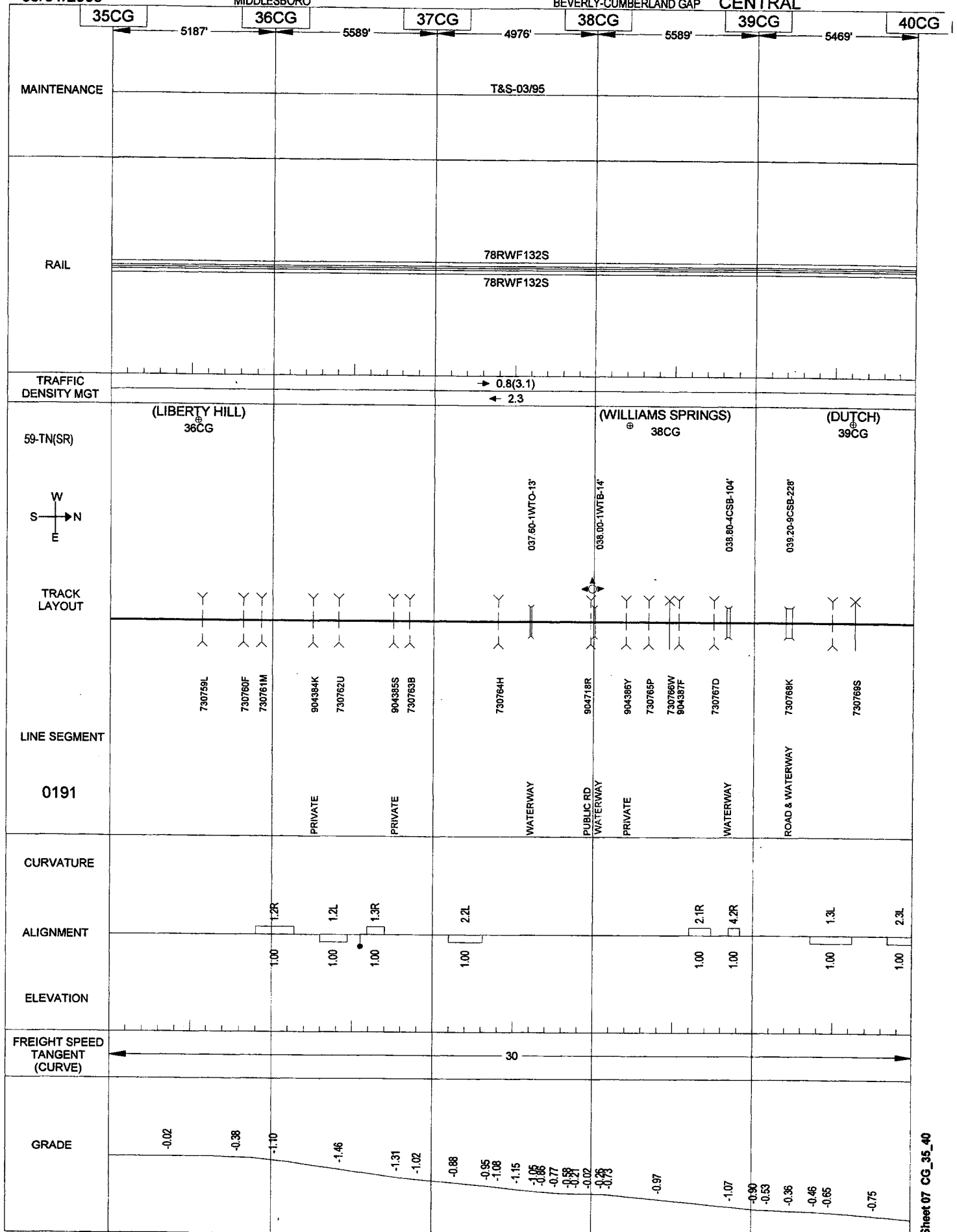
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120

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



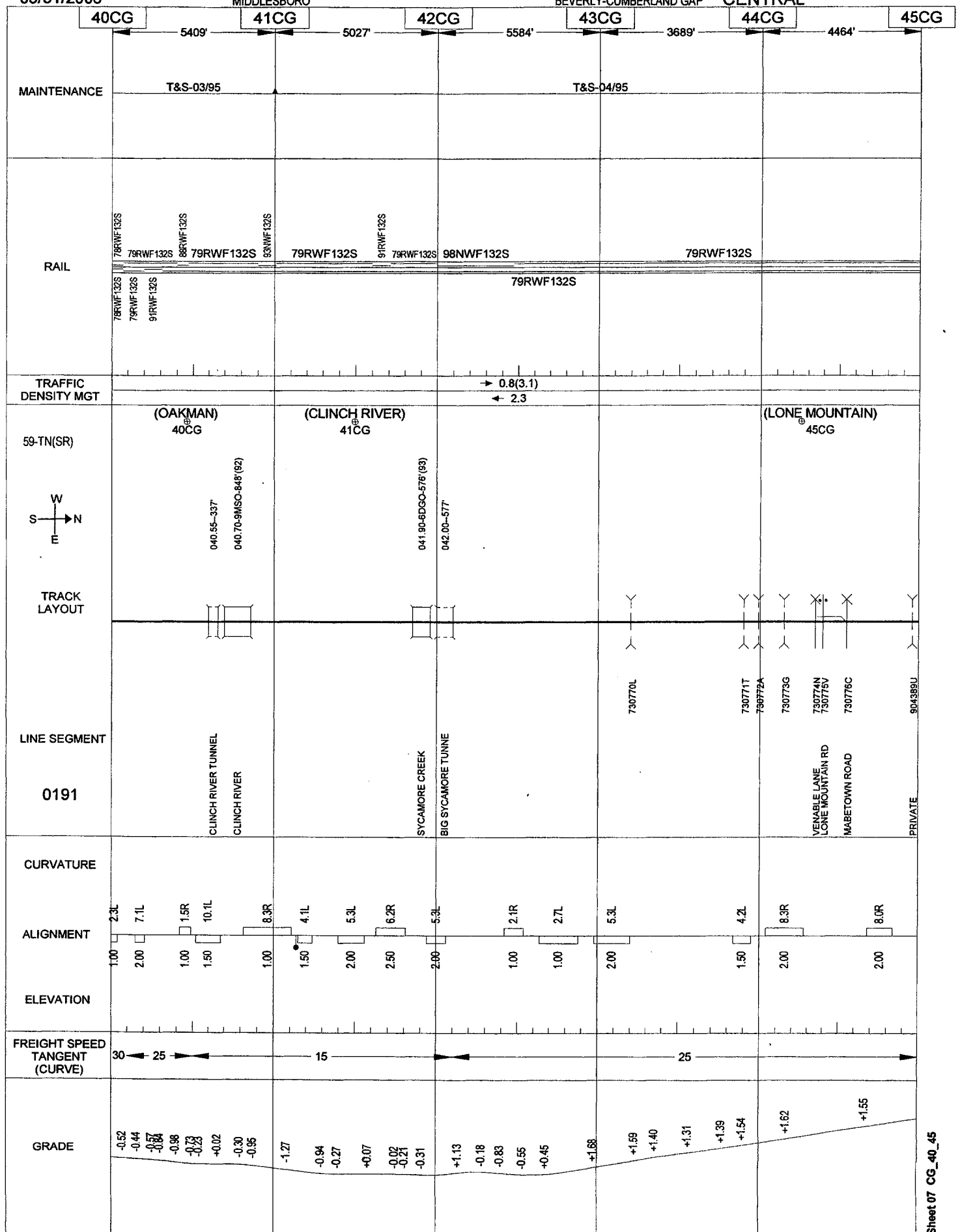
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121

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



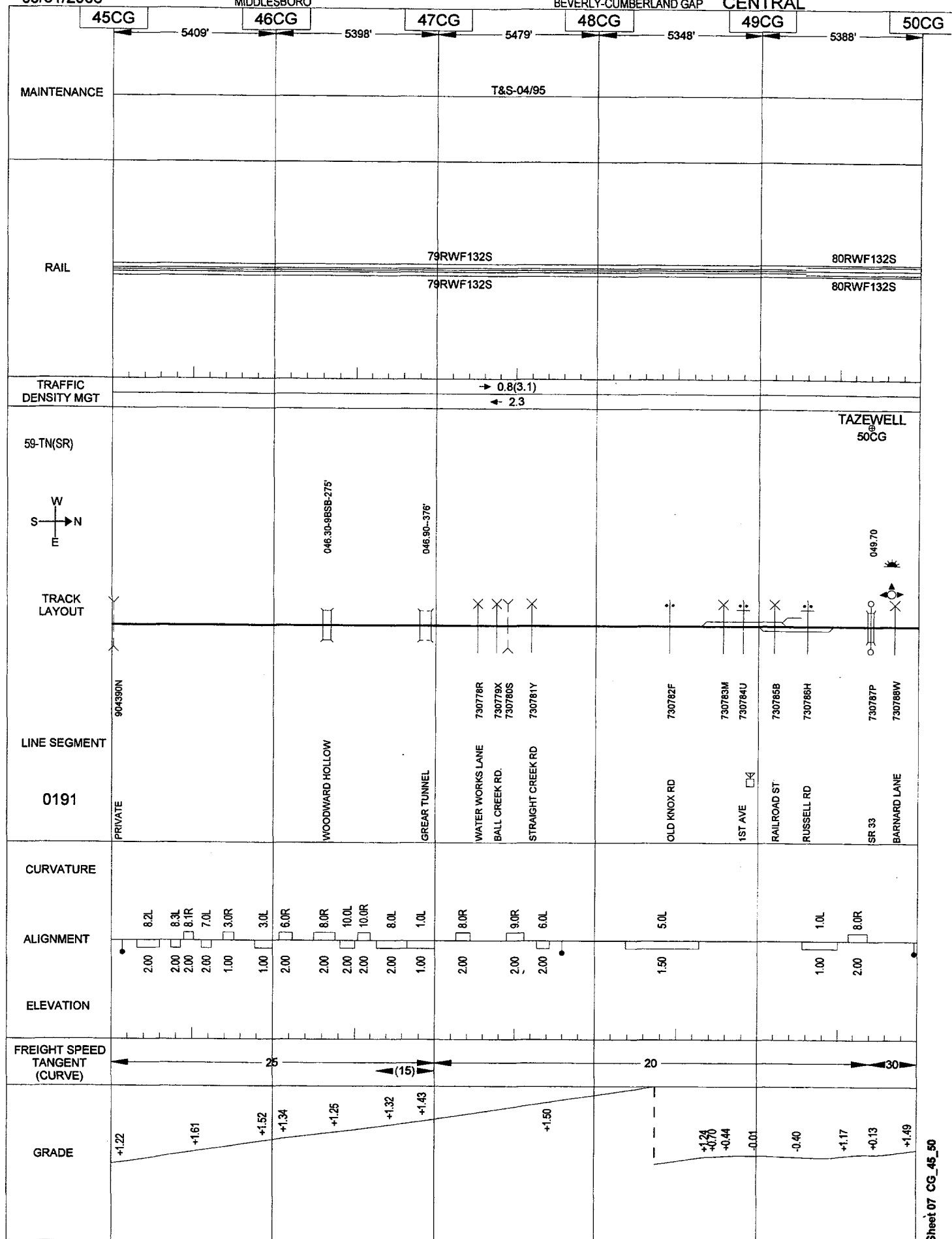
05/31/2006

122

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



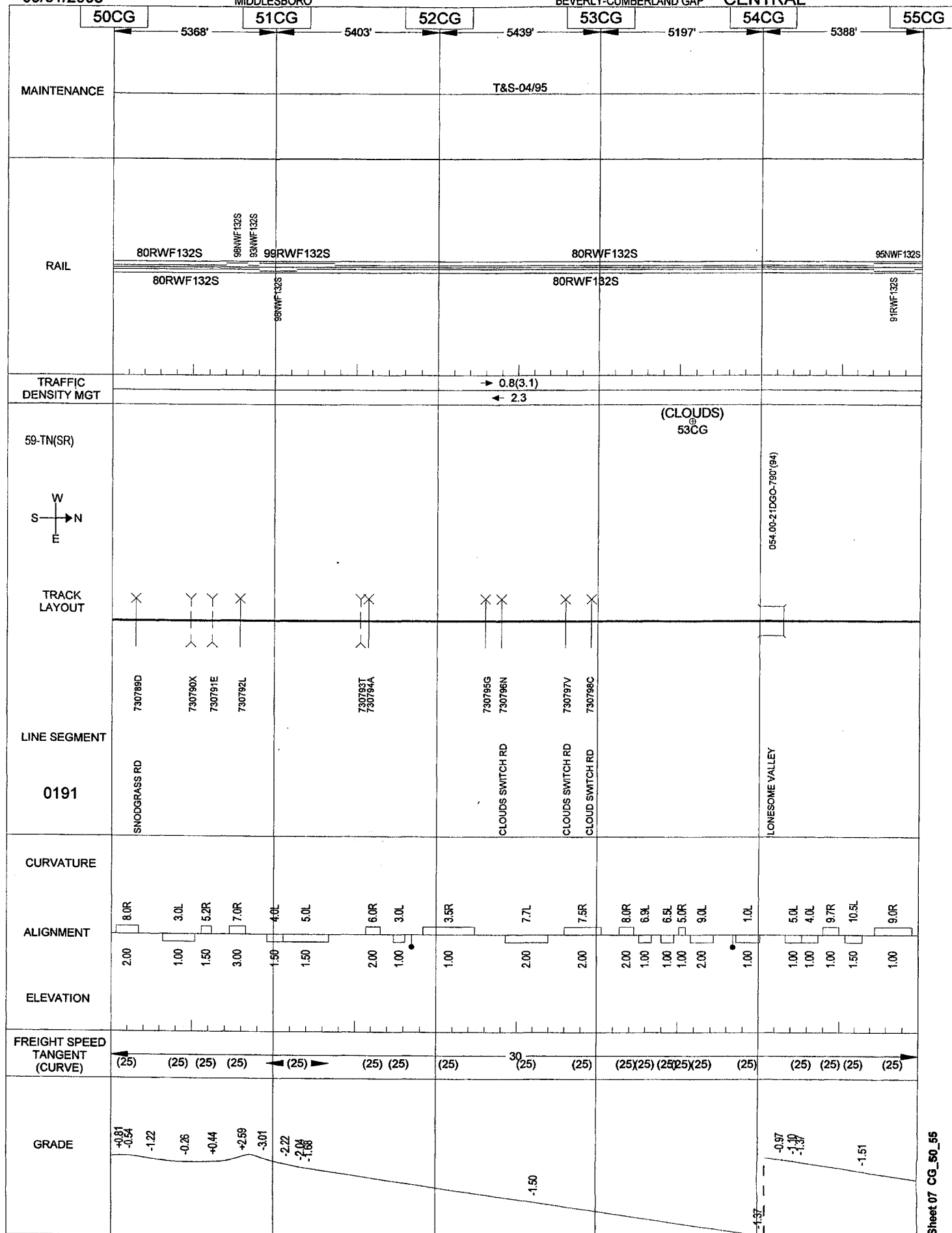
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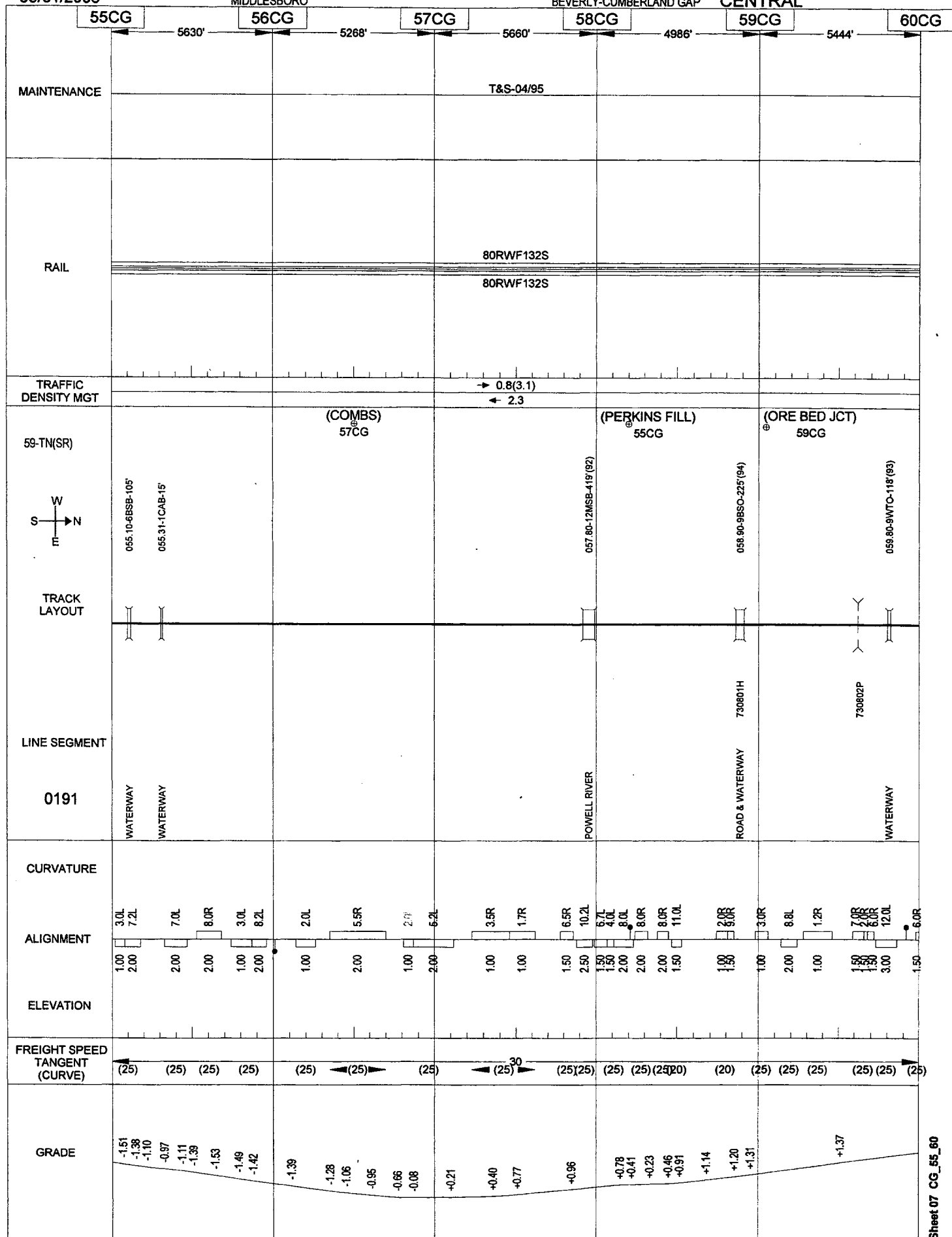
123

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL





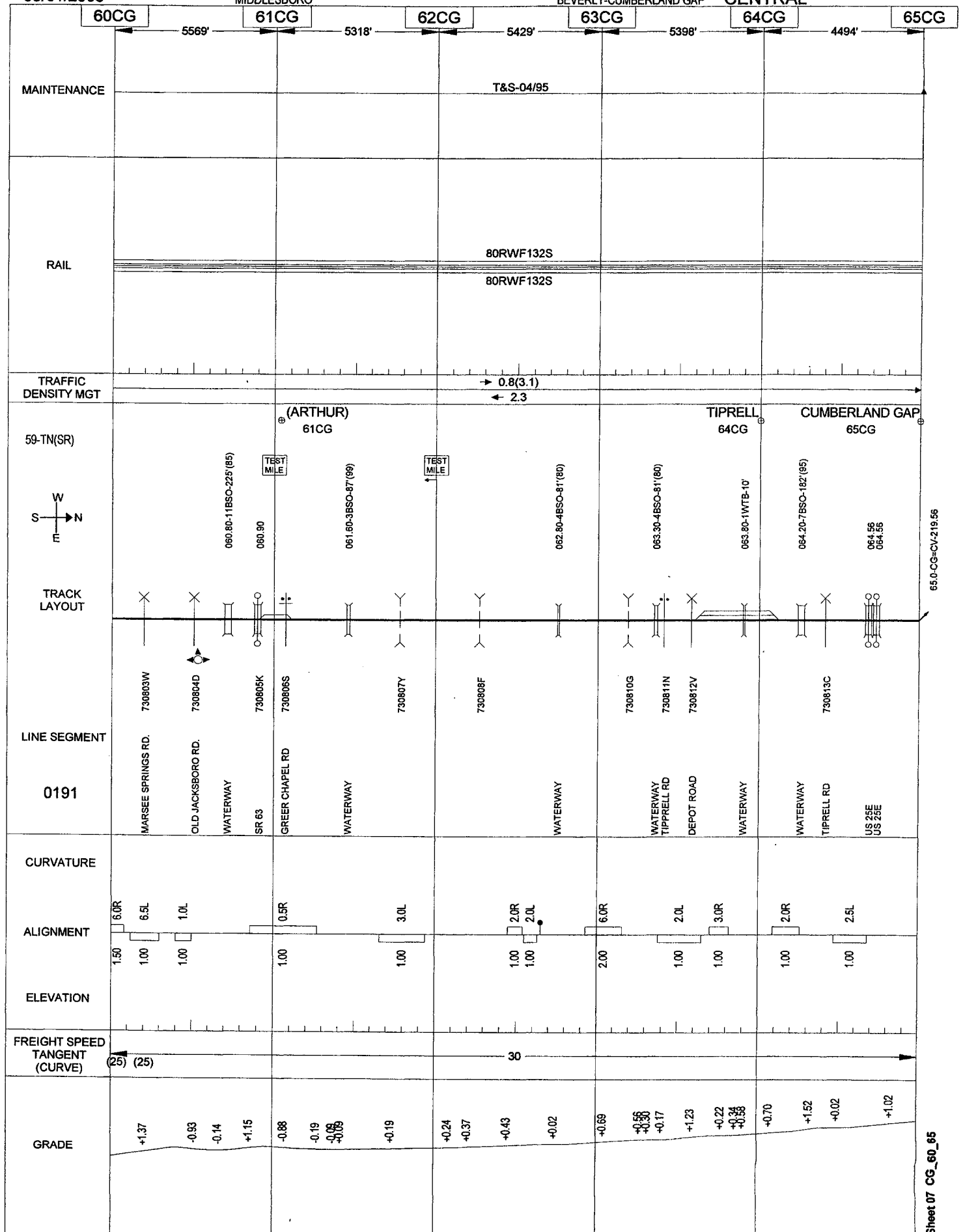
05/31/2006

125

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



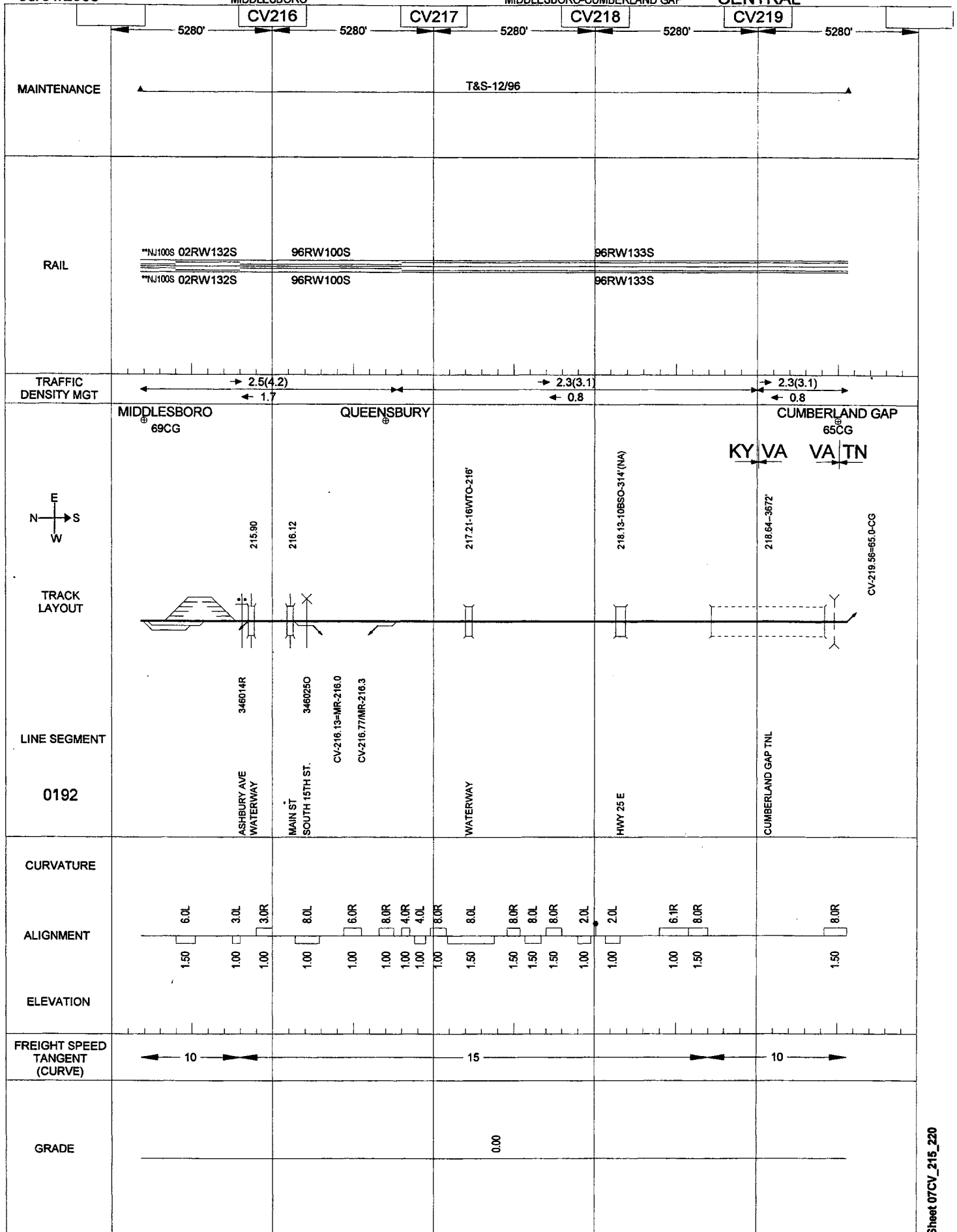
05/31/2006

126

MIDDLESBORO

MIDDLESBORO-CUMBERLAND GAP

CENTRAL



05/31/2006

MIDDLESBORO

127
APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

MR220

MR216

MR217

MR218

MR219

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/96

RAIL

96RW133S

*NJ132S

97RW100S

*NJ100S

96RW133S

*NJ132S

97RW100S

*NJ100S

TRAFFIC
DENSITY MGT→ 0.4(1.5)
← 1.1→ 0.4(1.4)
← 1.0

QUEENSBURY

STONE FORD JCT

W
S → N
ETRACK
LAYOUT

MR-216.3/CV-216.77

219.67-9CSB-172'

219.67-4CSB-100'

LINE SEGMENT

0800

MR-216.0-CV-216.13

PRIVATE

352491X

SOUTH 15TH ST.

352493U

DONCASTER ST.

352495A

PRIVATE

352496G

20TH STREET

352497N

EVANS DRIVE

352498V

26TH STREET

352499C

PETERSBURG AVENUE

352500U

35TH STREET

352501B

38TH STREET

352502H

42ND STREET

352503P

43RD STREET

MR-219.0-MS-219.0

PRIVATE

PRIVATE

352504W

PRIVATE

352506K

PRIVATE

352506K

WATERWAY

352506K

WATERWAY

352506K

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/31/2006

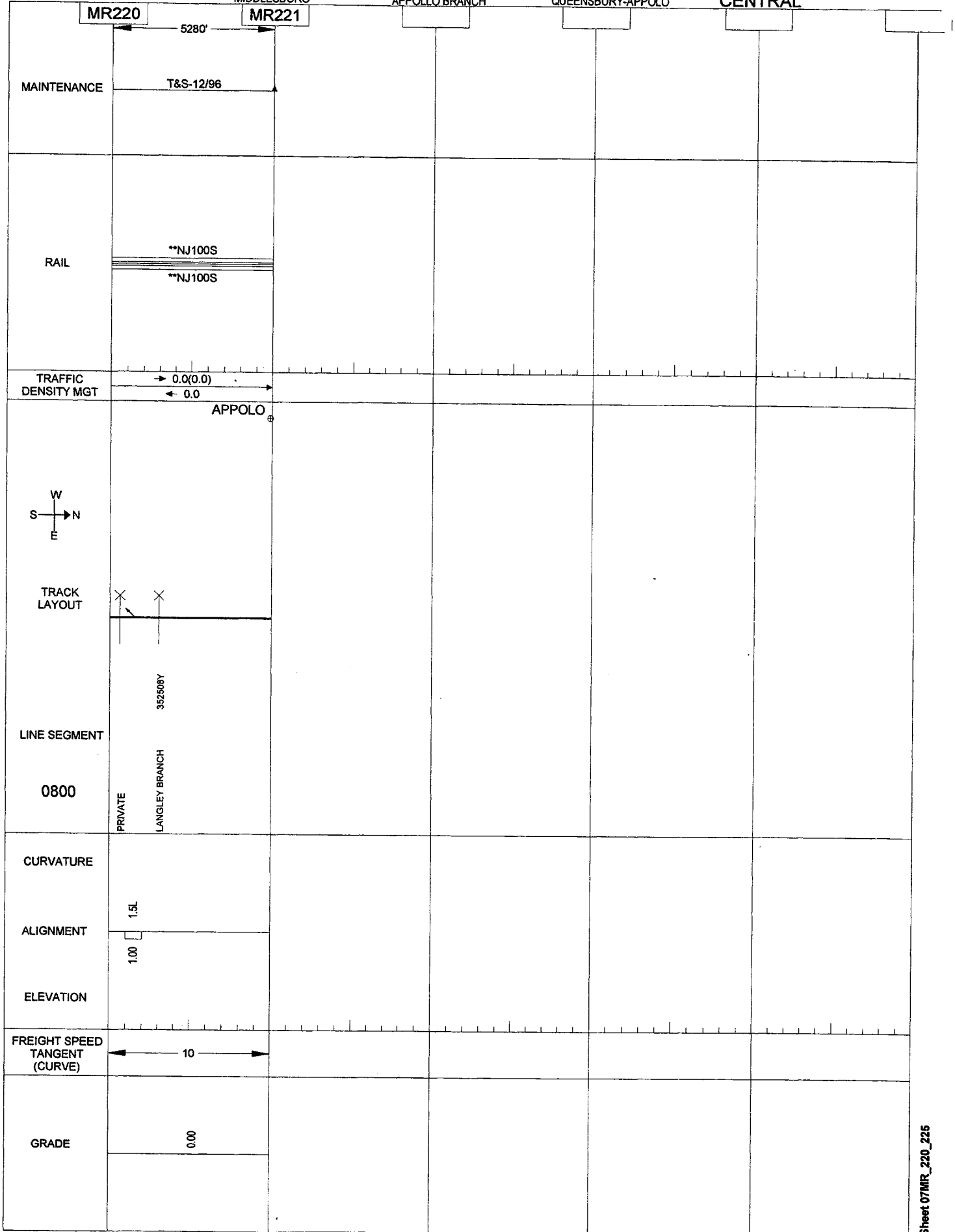
MIDDLESBORO

128

APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL



05/31/2006

MIDDLESBORO

129
BELL COUNTY BRANCH

STONEY FORK JCT-BELL COUNTY

CENTRAL

MS219

MS220

5280'

T&S-12/96

96RW133S

96RW133S

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

0.0(0.2)

0.2

STONEY FORK JCT

W
S → N
E

219.18-7BSO-143'(NA)

219.43-5WTB-74'

TRACK
LAYOUT



LINE SEGMENT

MS-219.0-MR-219.0

0810

43RD STREET
WATERWAY
WINCHESTER (SR 186)

347347V
347348C
WATERWAY

347350D
46TH STREET

CURVATURE

ALIGNMENT

ELEVATION

5.5R

10.5R

3.5L

8.0L

2.0R

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

05/31/2006

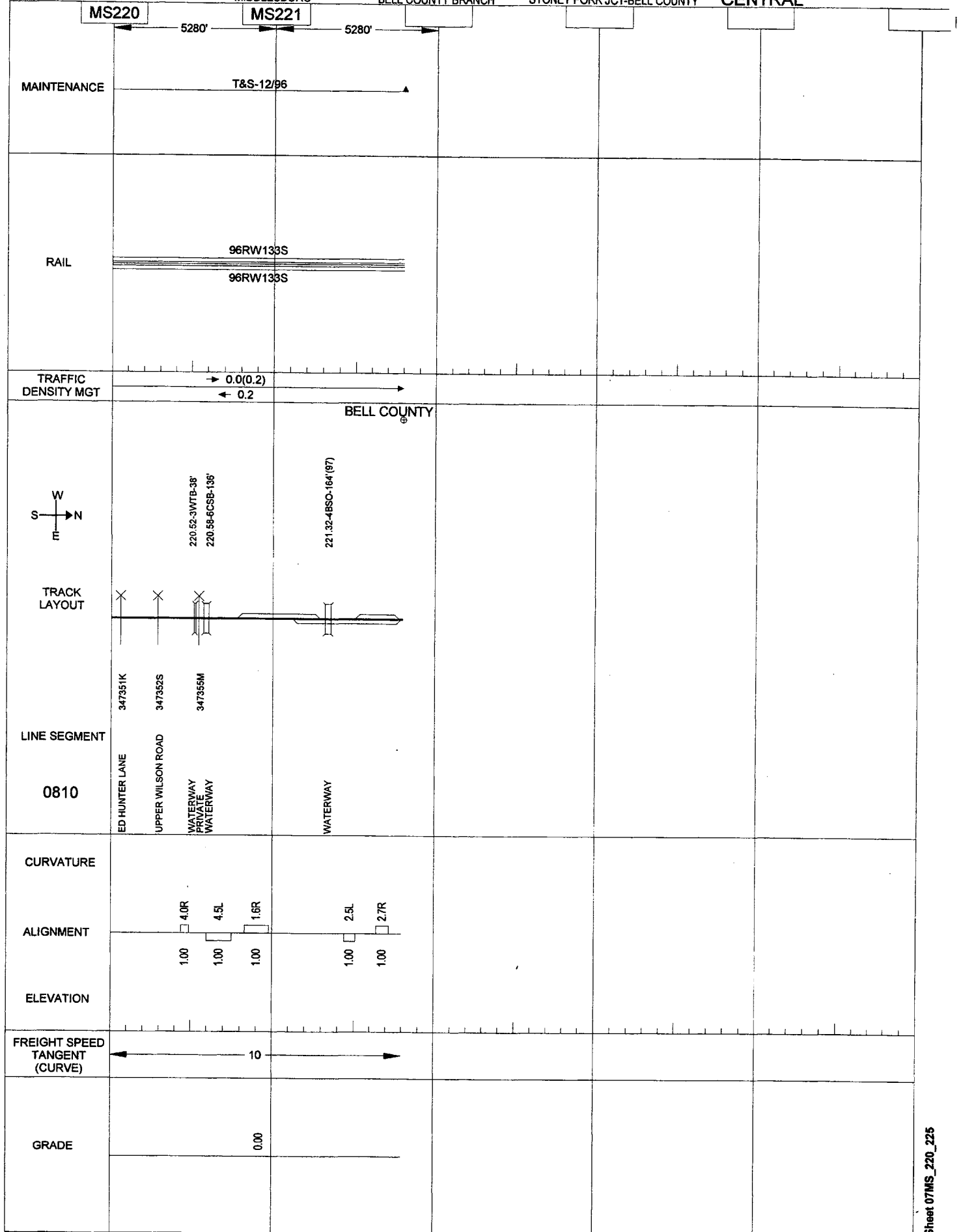
MIDDLESBORO

130

BELL COUNTY BRANCH

STONEY FORK JCT-BELL COUNTY

CENTRAL



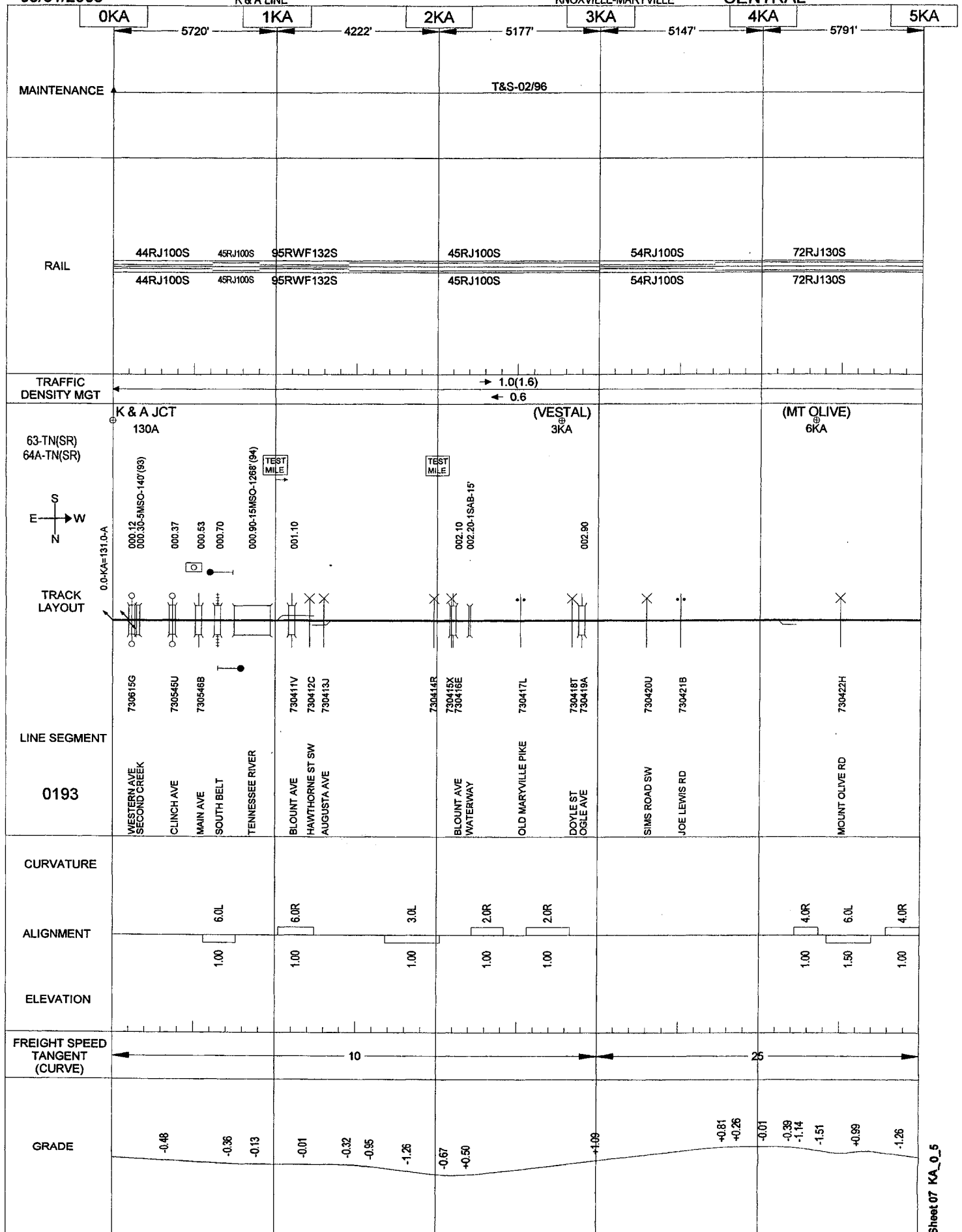
05/31/2006

131

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



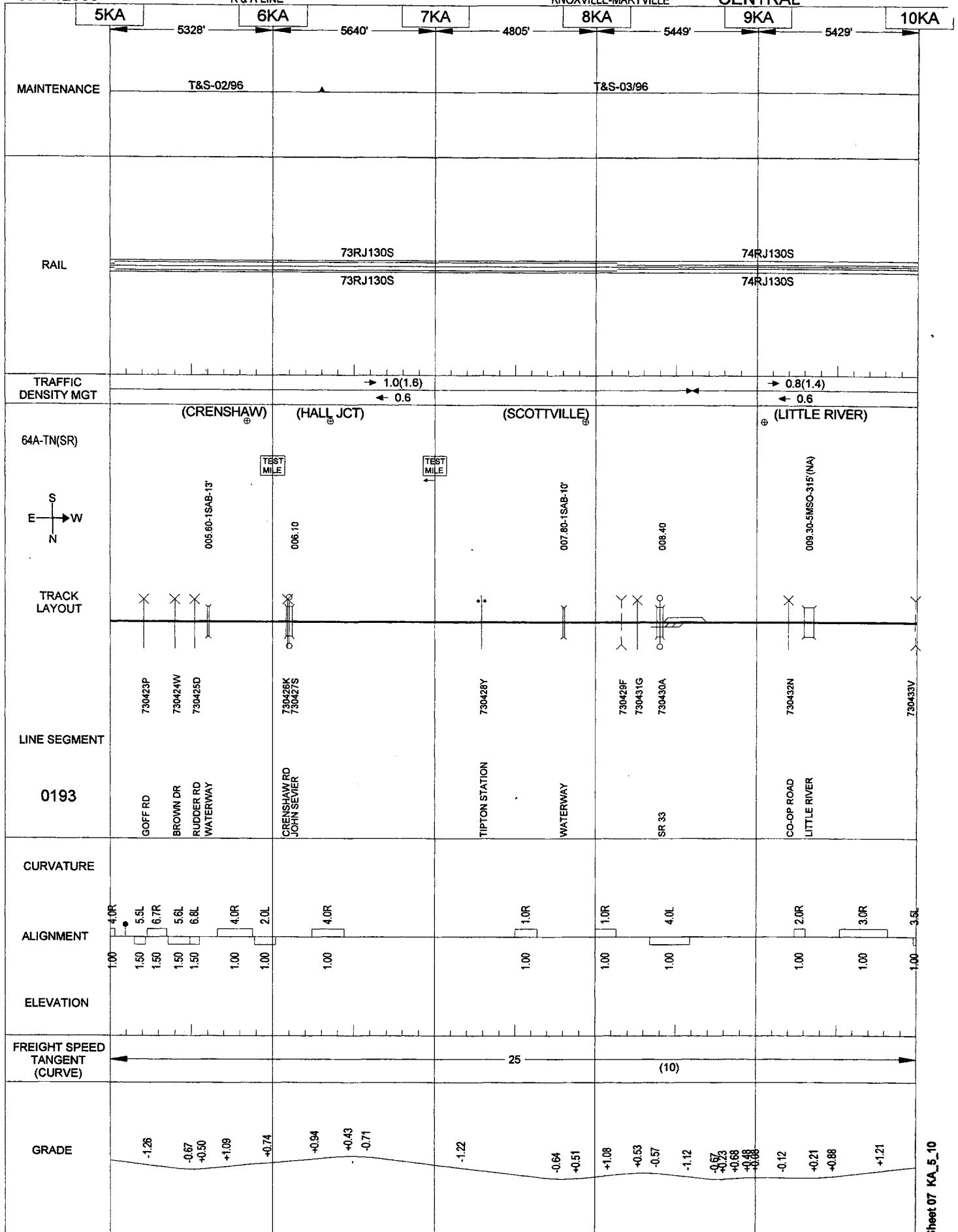
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132

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



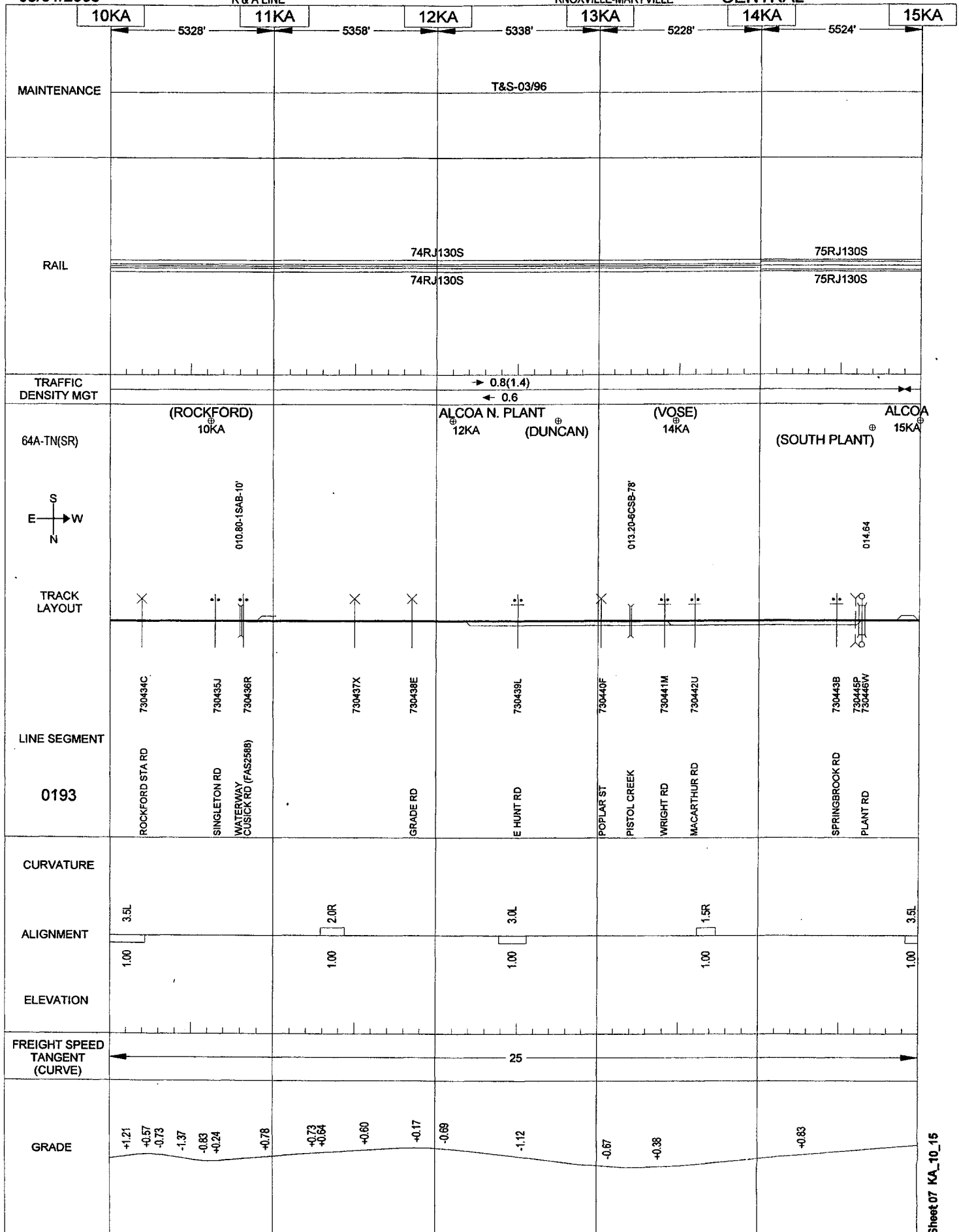
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133

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



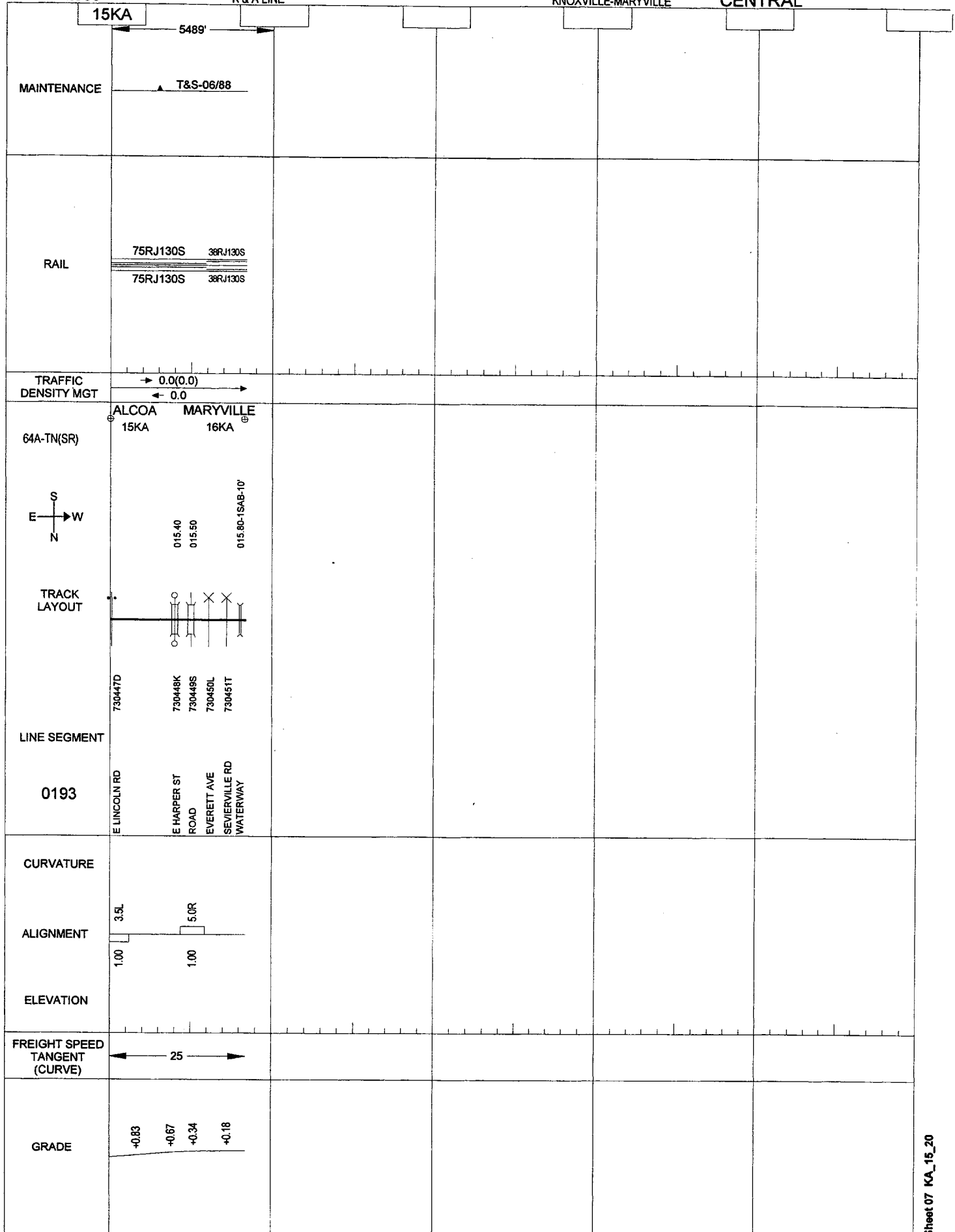
05/31/2006

K & A LINE

134

KNOXVILLE-MARYVILLE

CENTRAL



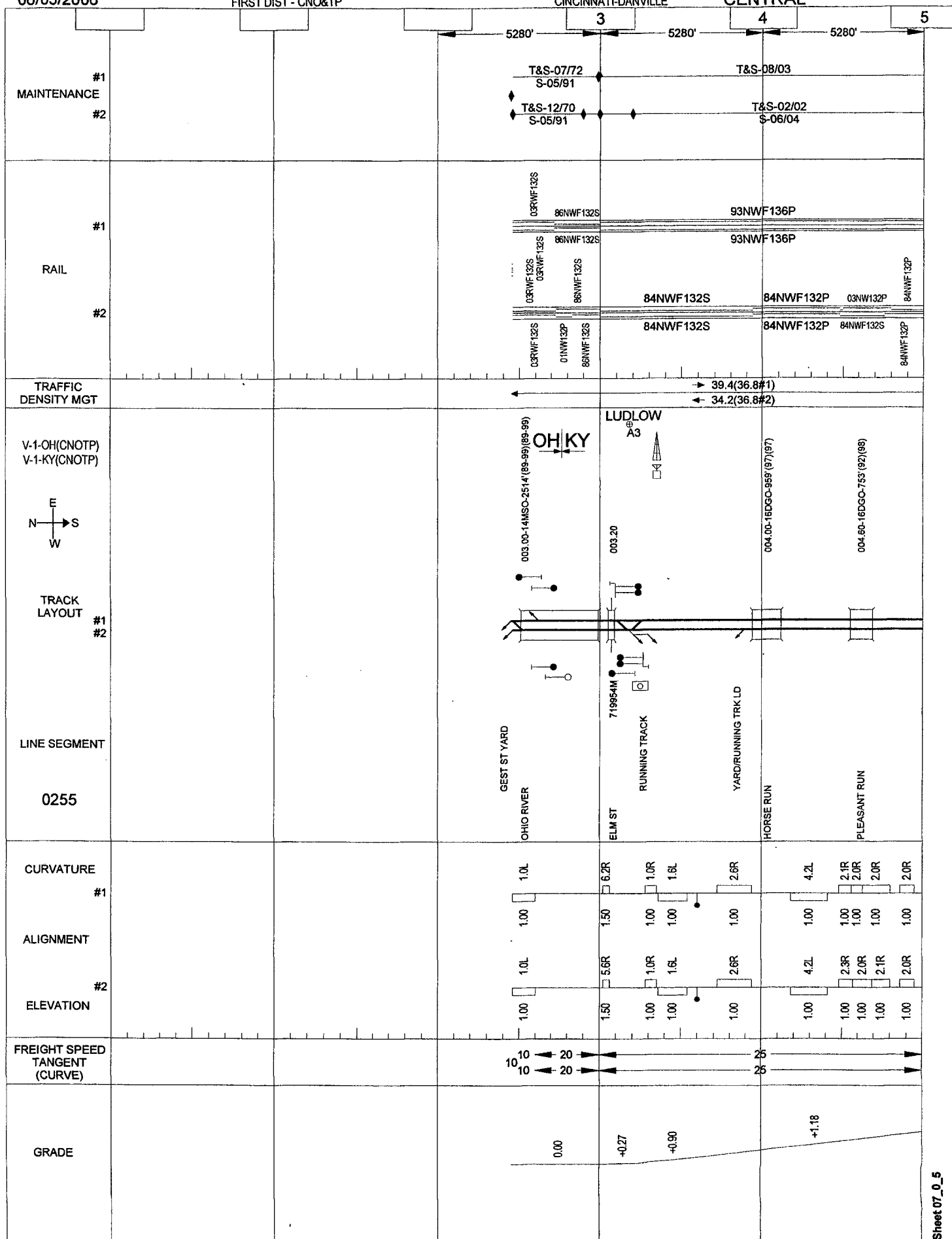
06/05/2006

FIRST DIST - CNO&TP

135

CINCINNATI-DANVILLE

CENTRAL



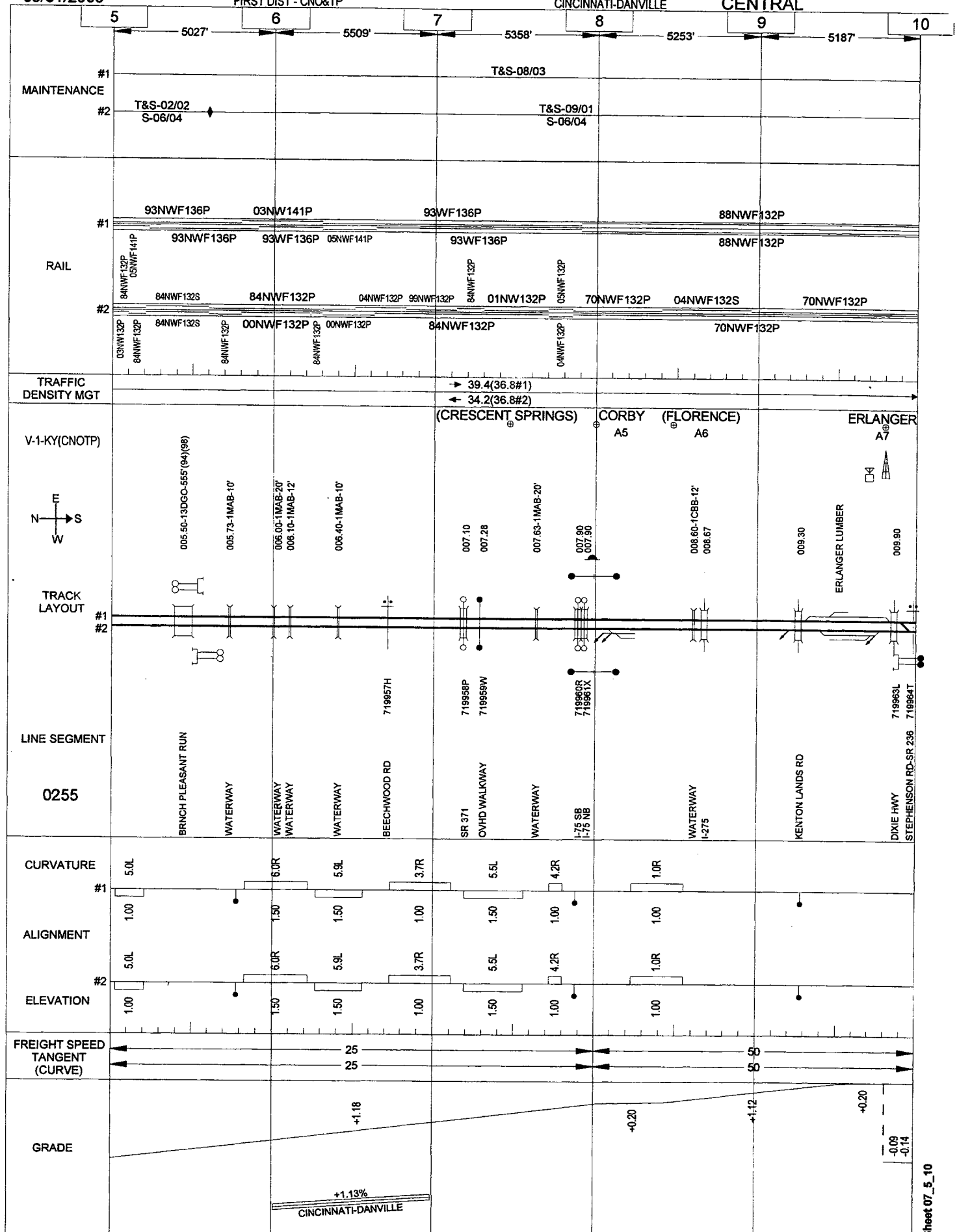
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FIRST DIST - CNO&TP

136

CINCINNATI-DANVILLE

CENTRAL



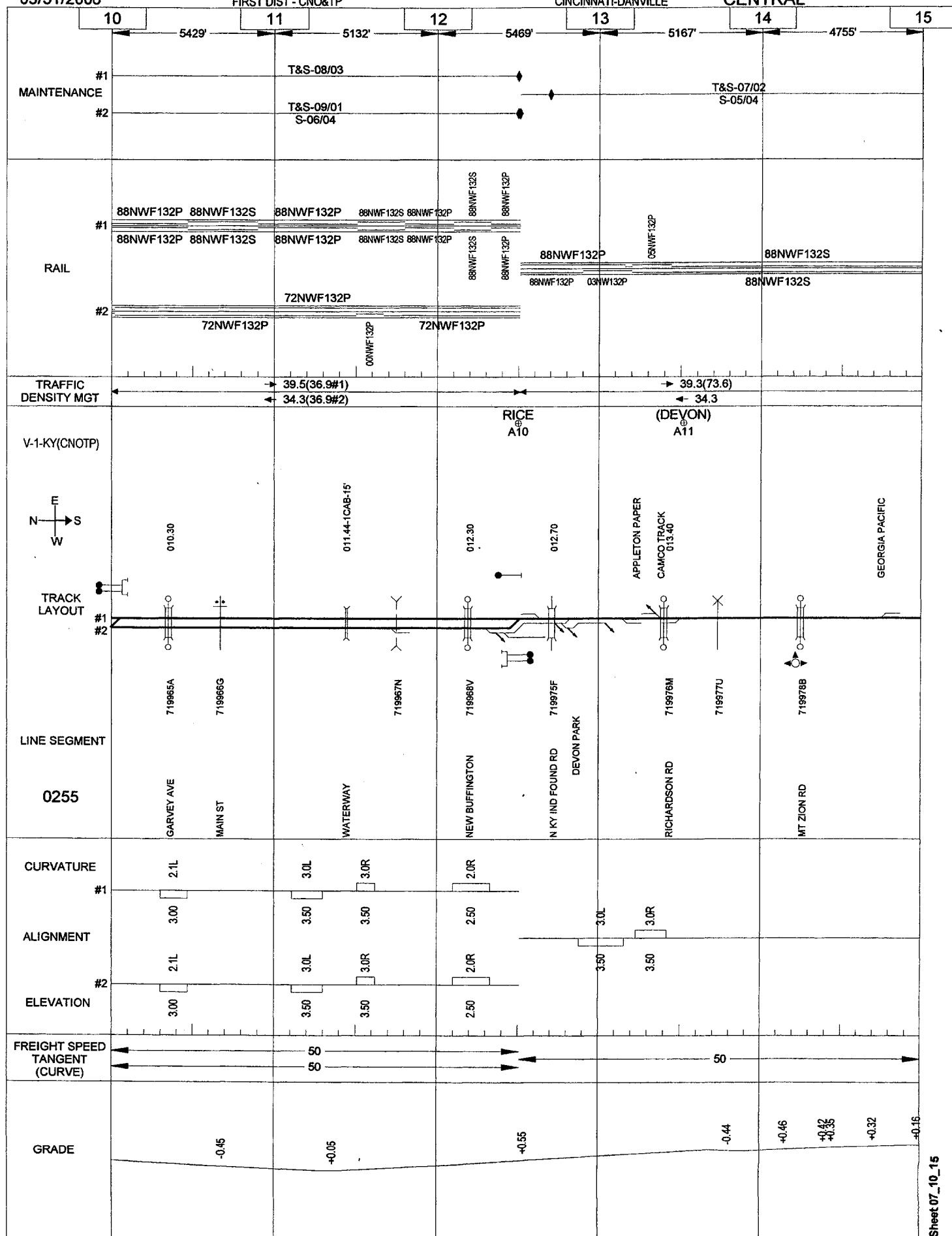
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FIRST DIST - CNO&TP

137

CINCINNATI-DANVILLE

CENTRAL



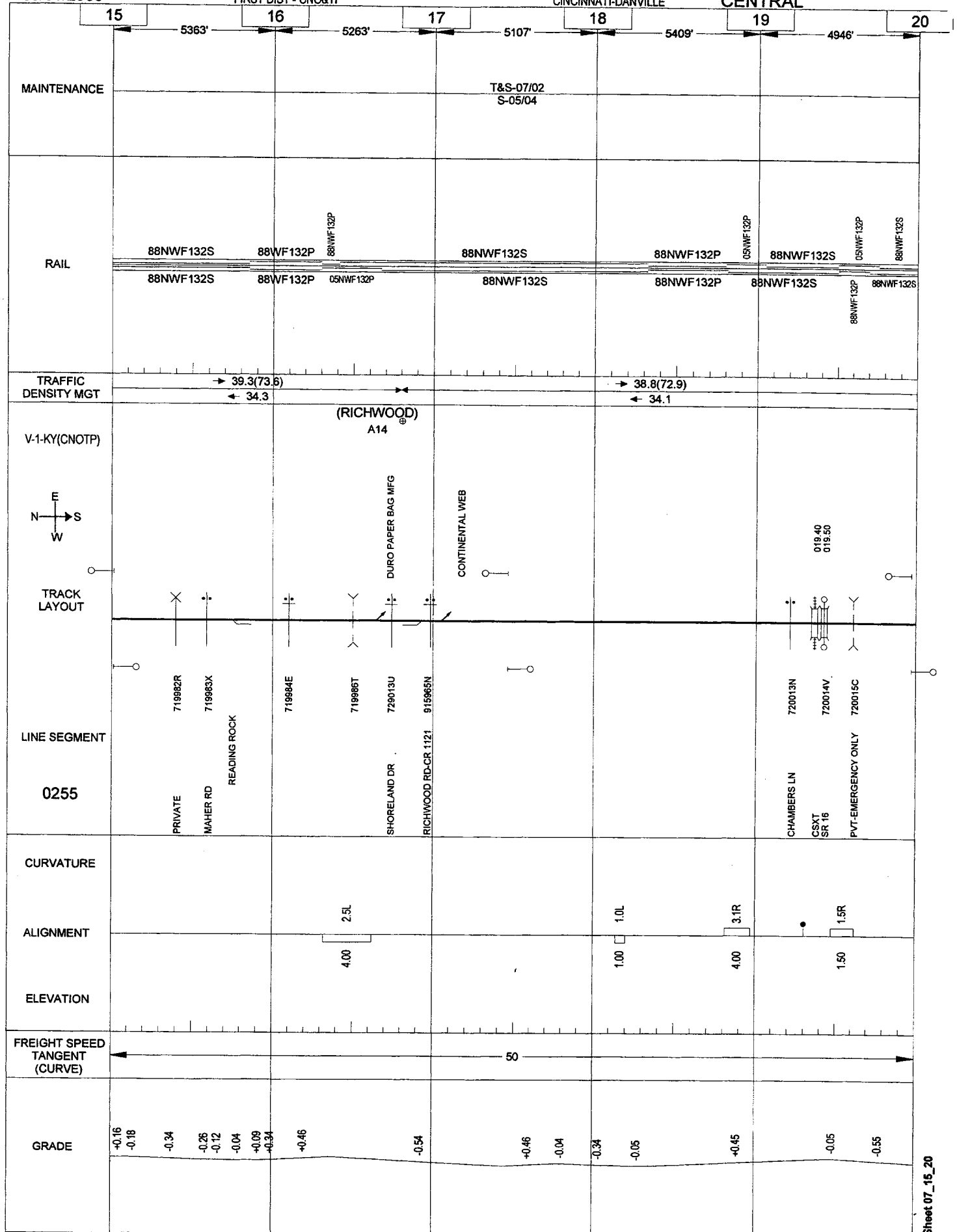
05/31/2006

FIRST DIST - CNO&TP

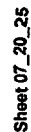
138

CINCINNATI-DANVILLE

CENTRAL



CENTRAL



CENTRAL



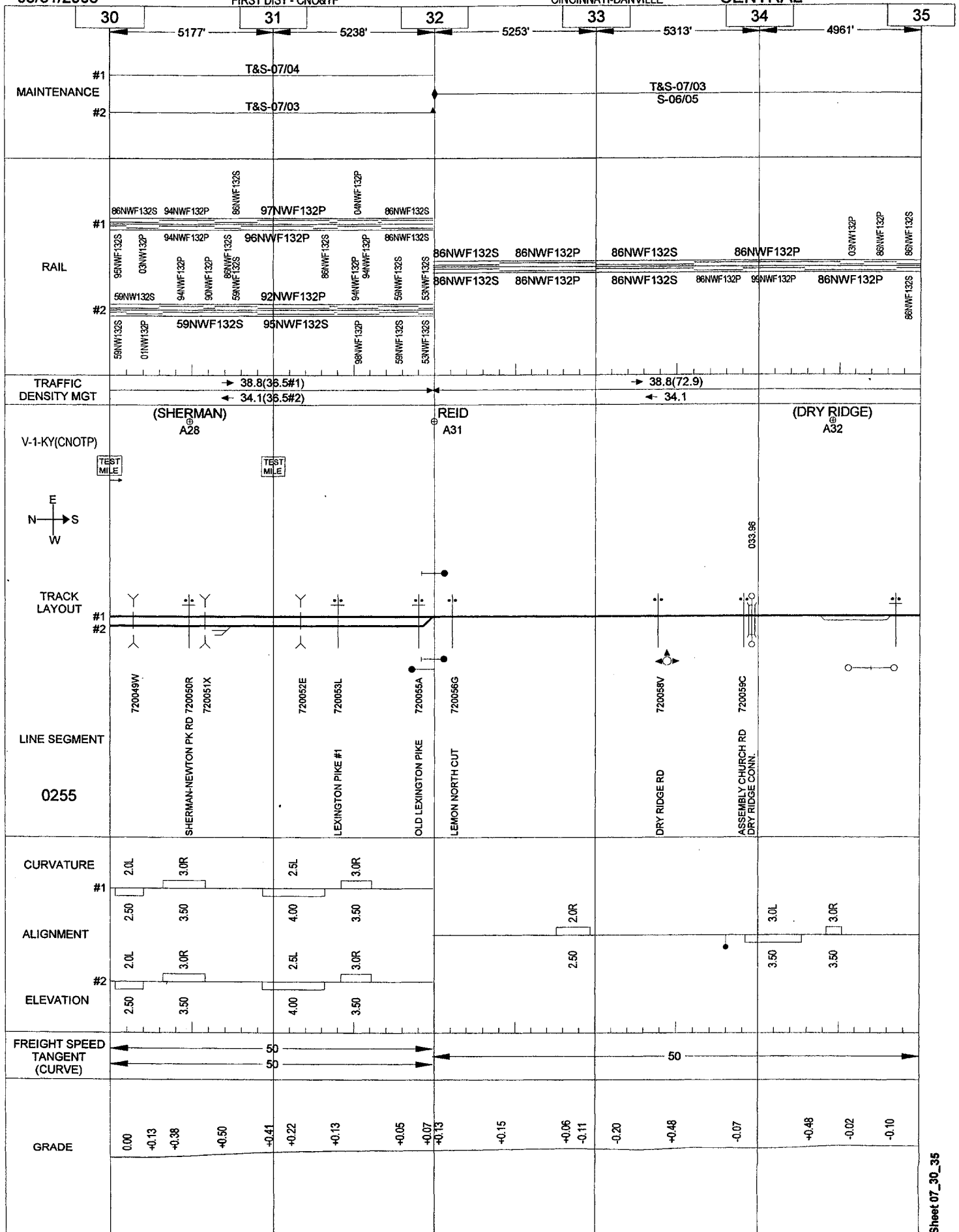
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141

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



CENTRAL

Sheet 07_35_40

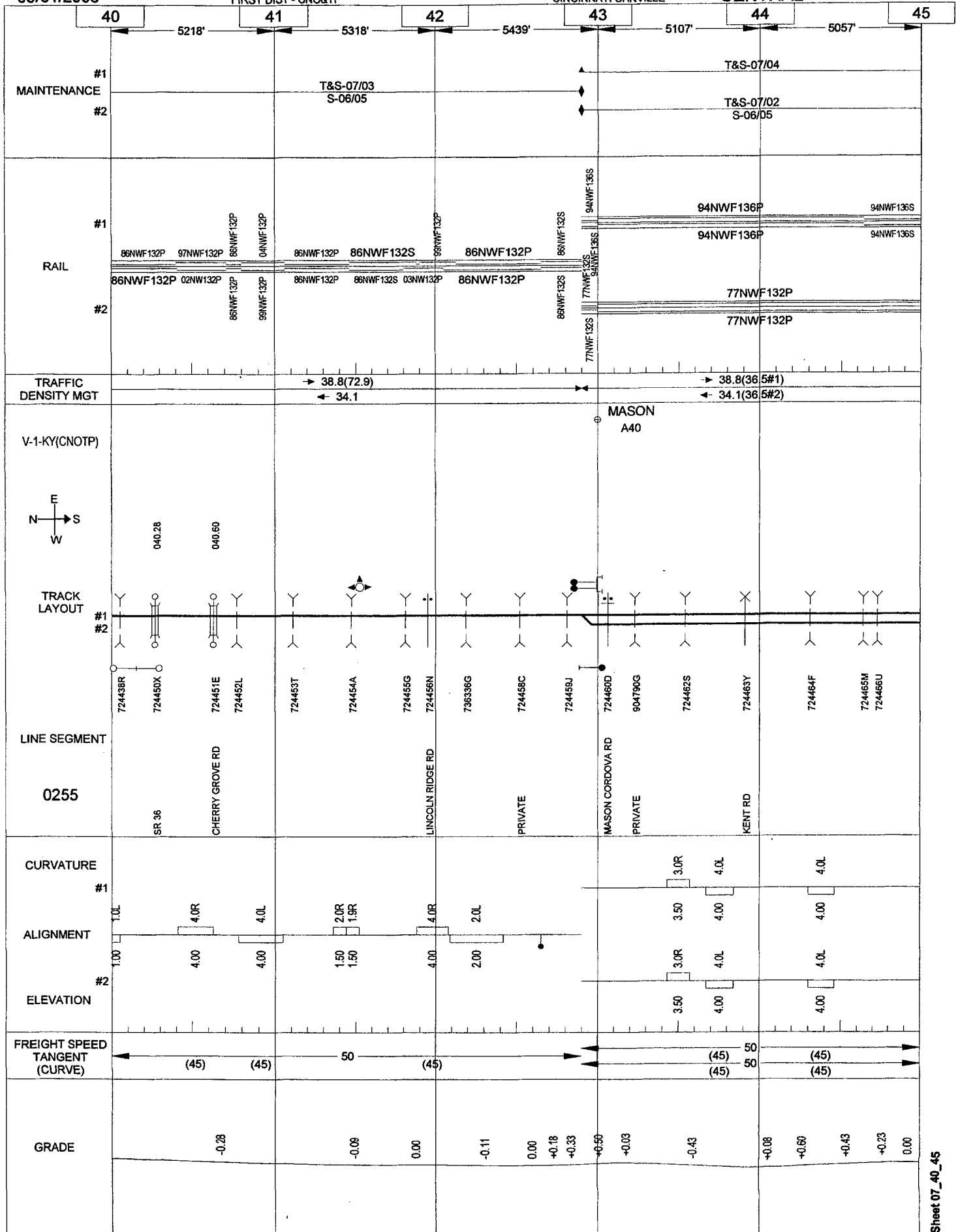
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FIRST DIST - CNO&TP

143

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CENTRAL



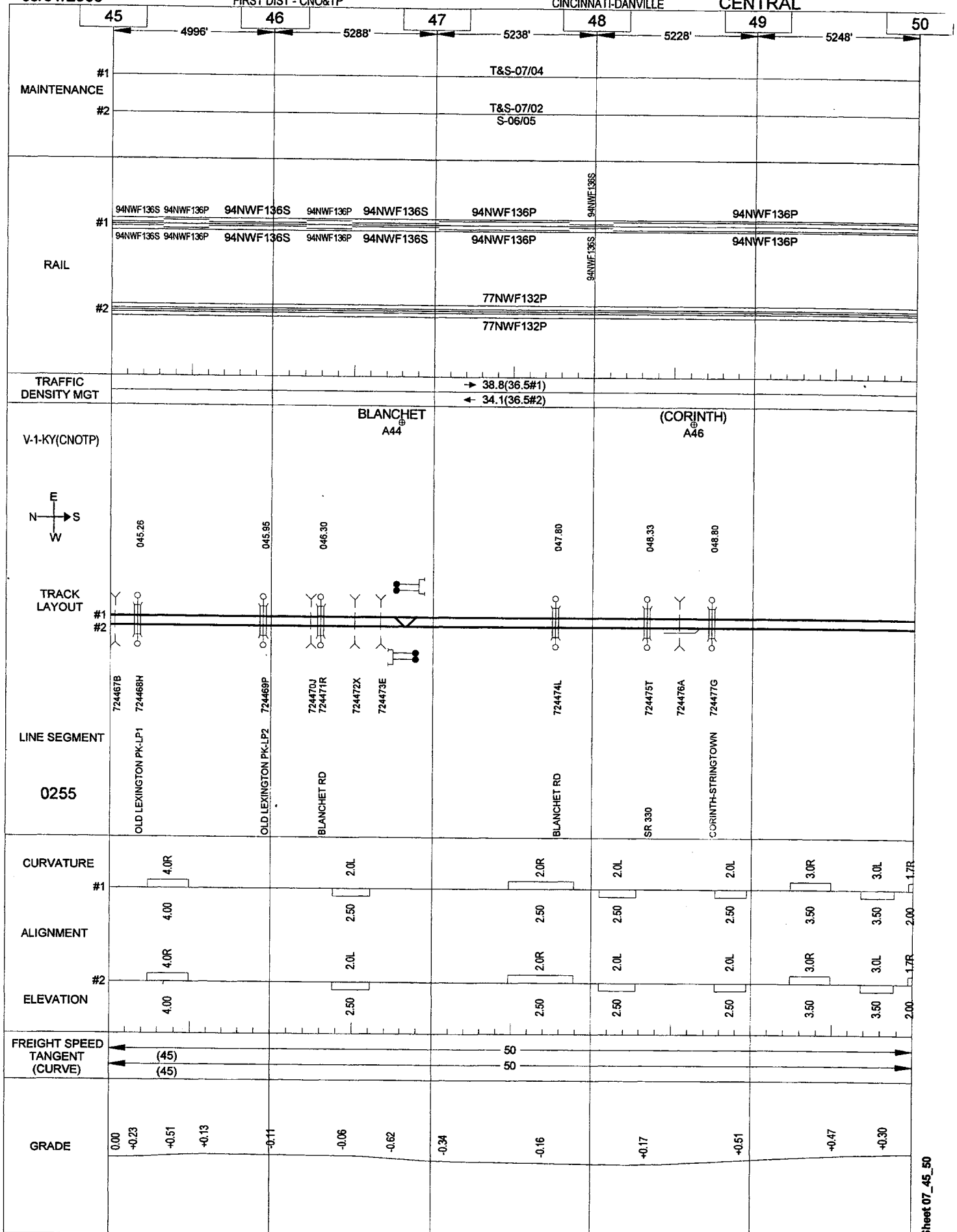
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FIRST DIST - CNO&TP

144

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CENTRAL



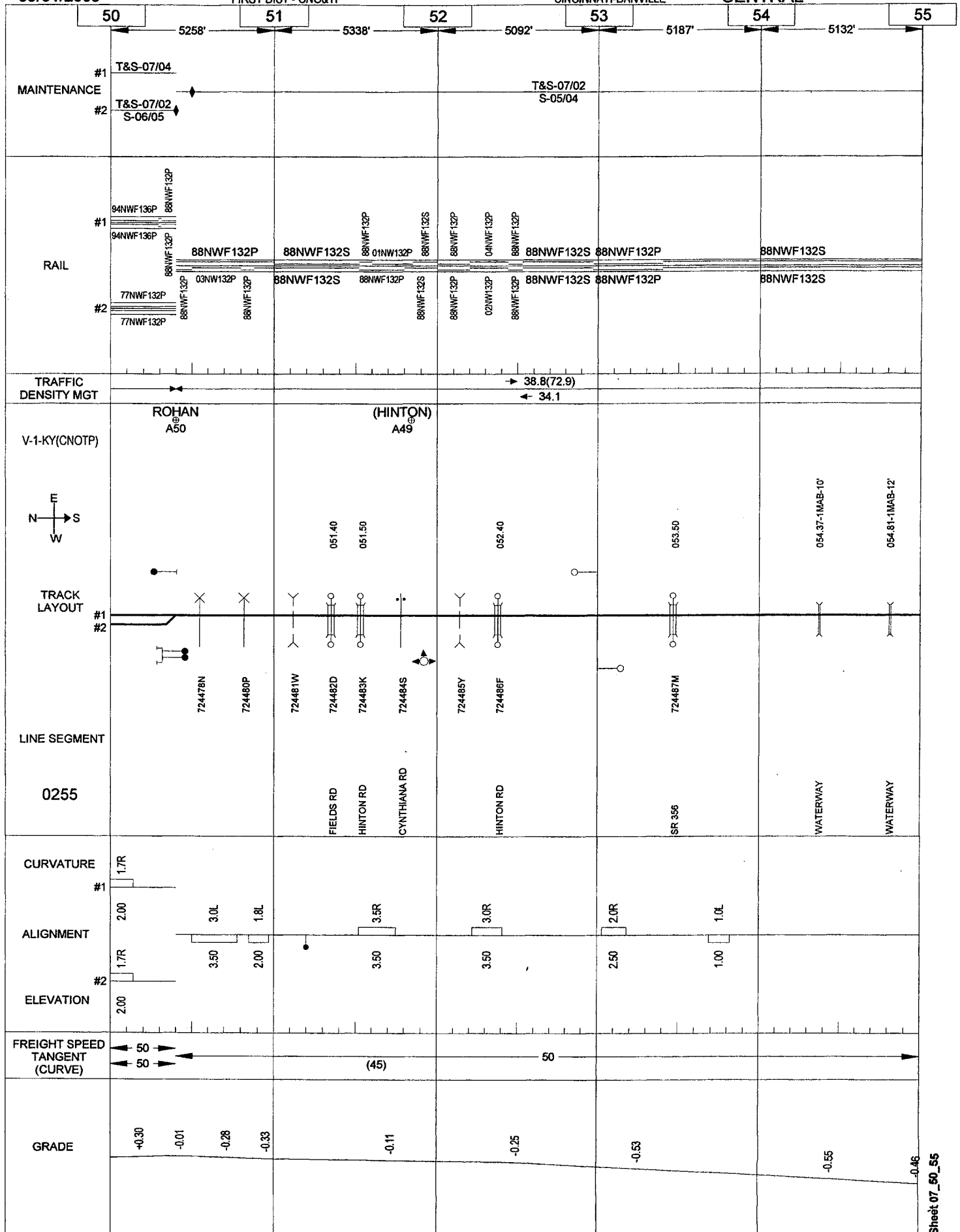
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FIRST DIST - CNO&TP

145

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CENTRAL



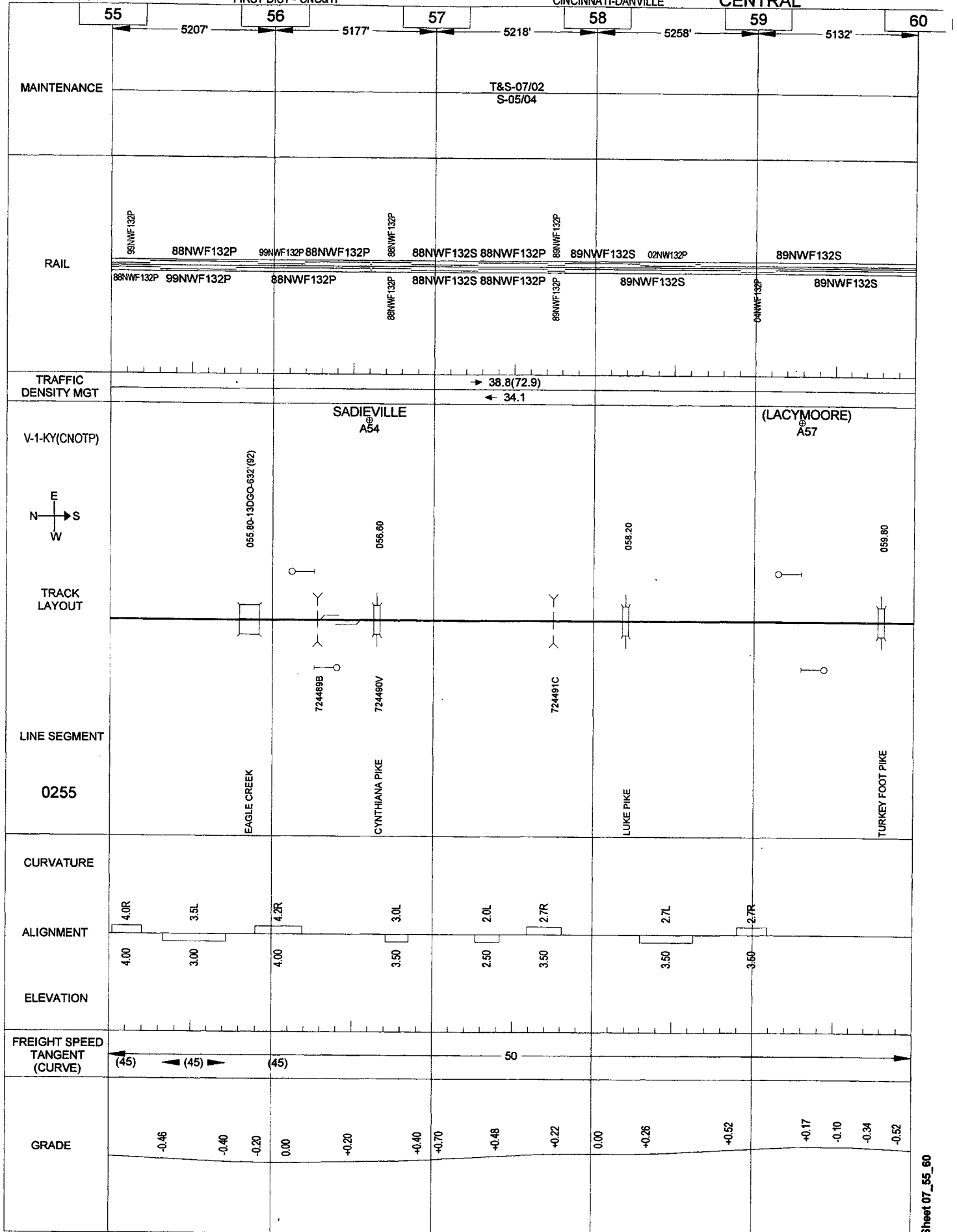
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146

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CINCINNATI-DANVILLE

CENTRAL



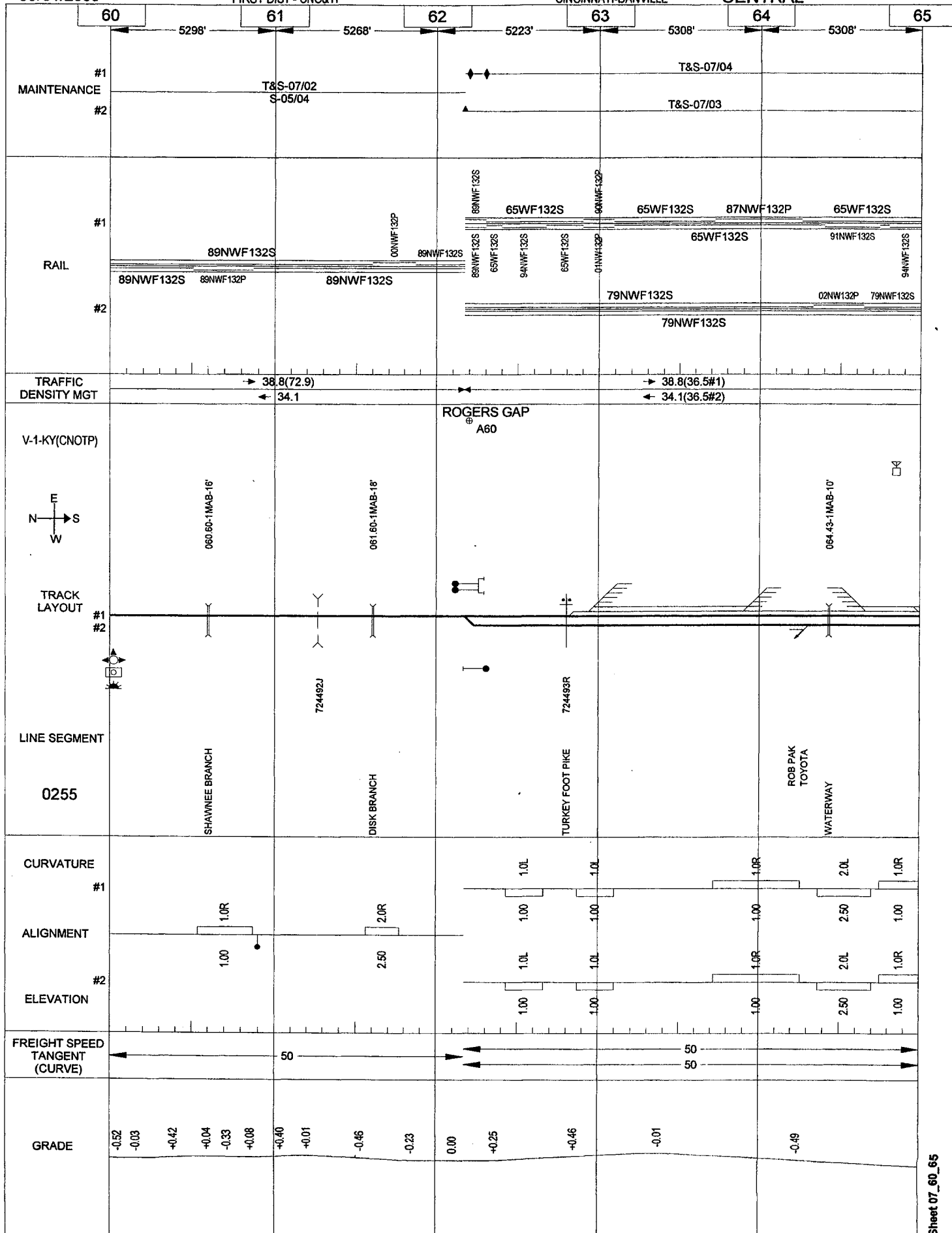
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FIRST DIST - CNO&TP

147

CINCINNATI-DANVILLE

CENTRAL



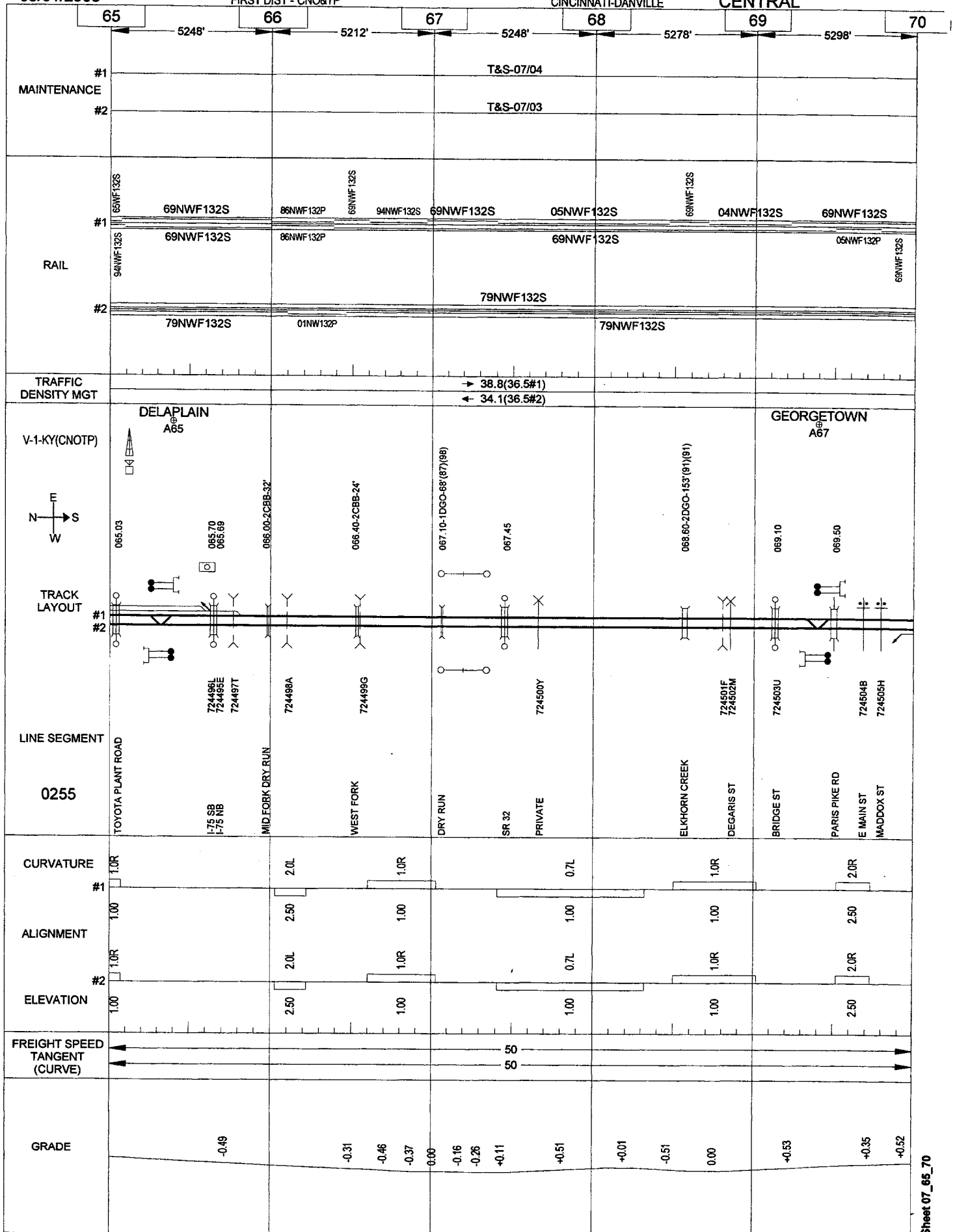
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148

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CINCINNATI-DANVILLE

CENTRAL



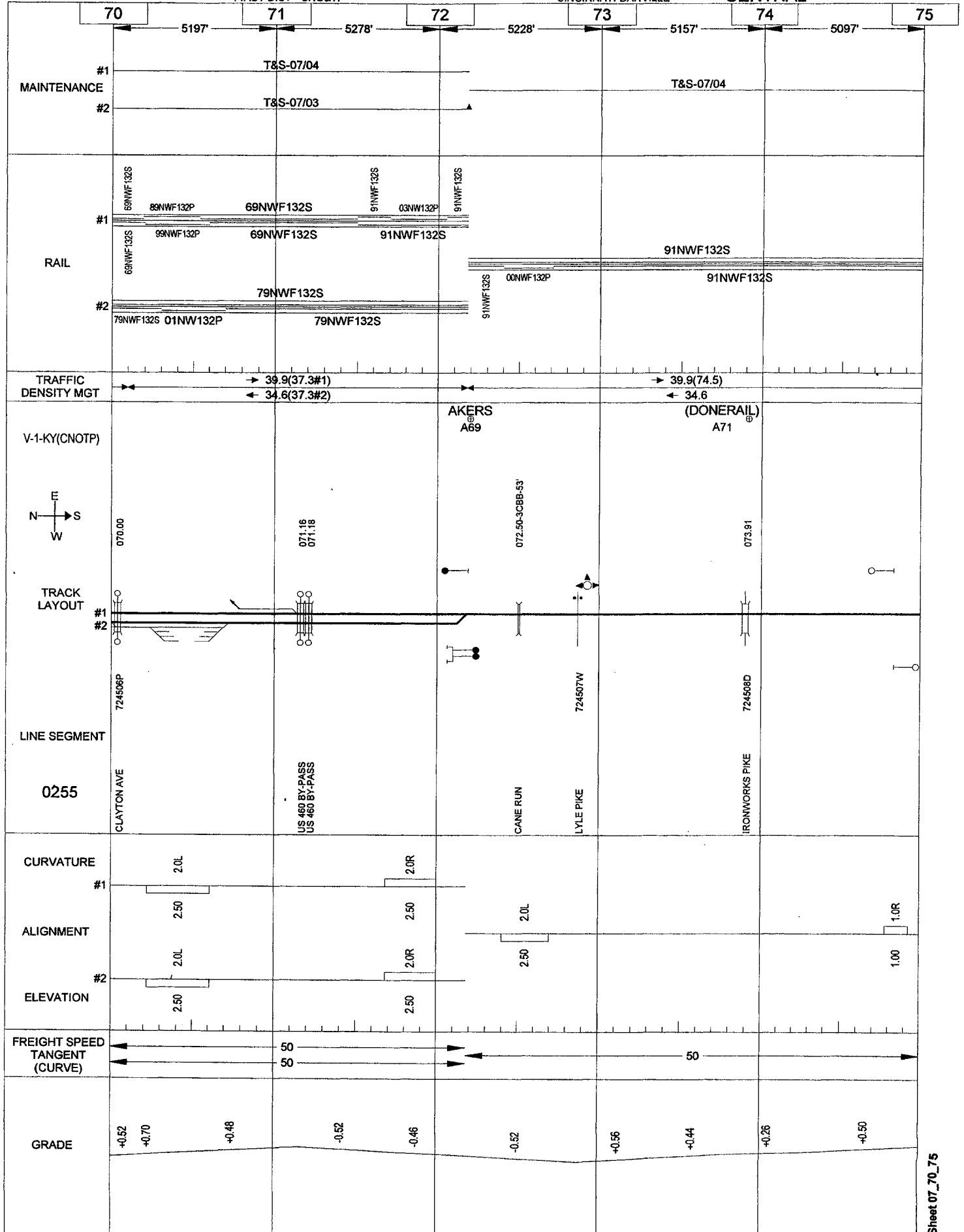
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149

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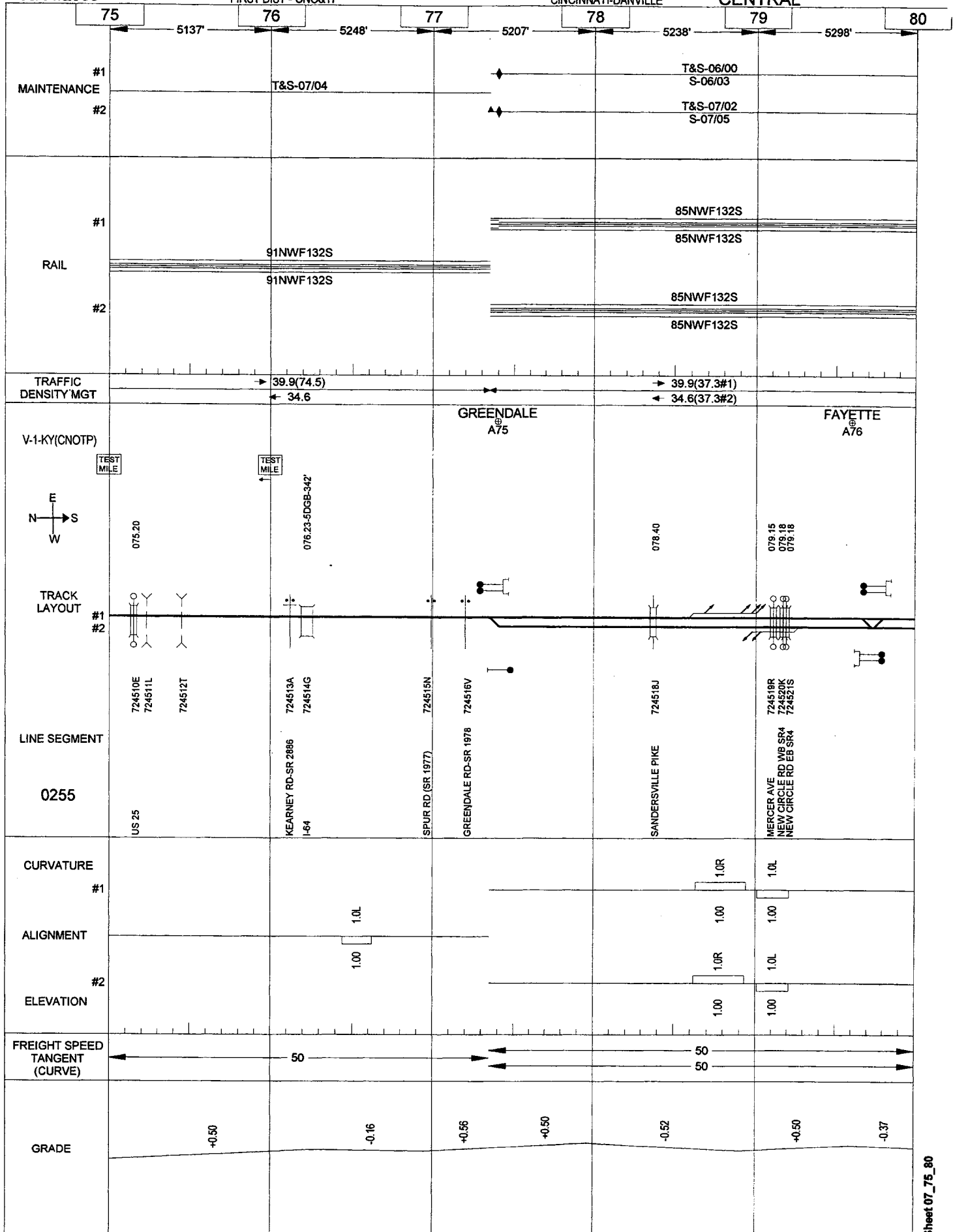
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FIRST DIST - CNO&TP

150

CINCINNATI-DANVILLE

CENTRAL



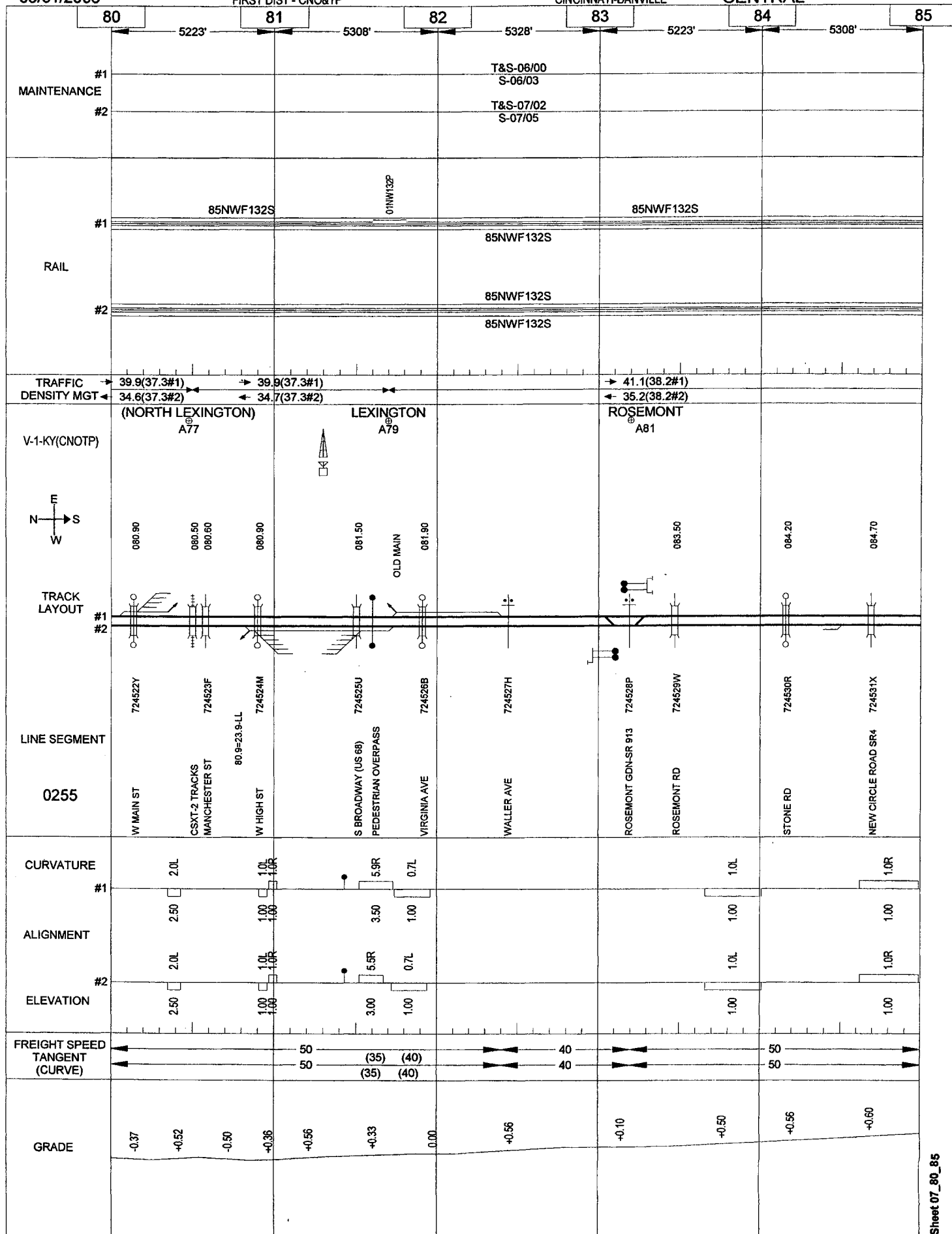
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FIRST DIST - CNO&TP

151

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CENTRAL



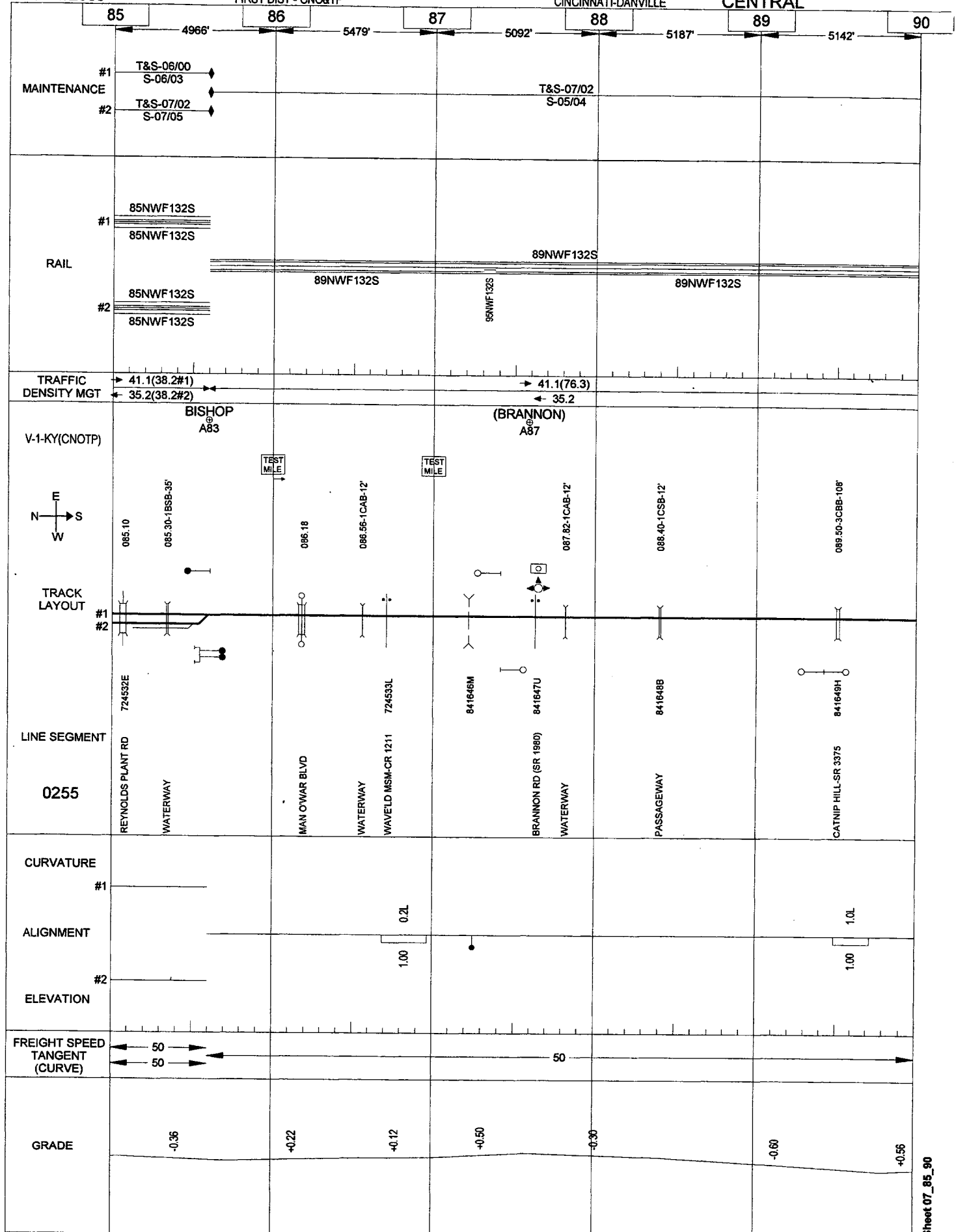
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FIRST DIST - CNO&TP

152

CINCINNATI-DANVILLE

CENTRAL



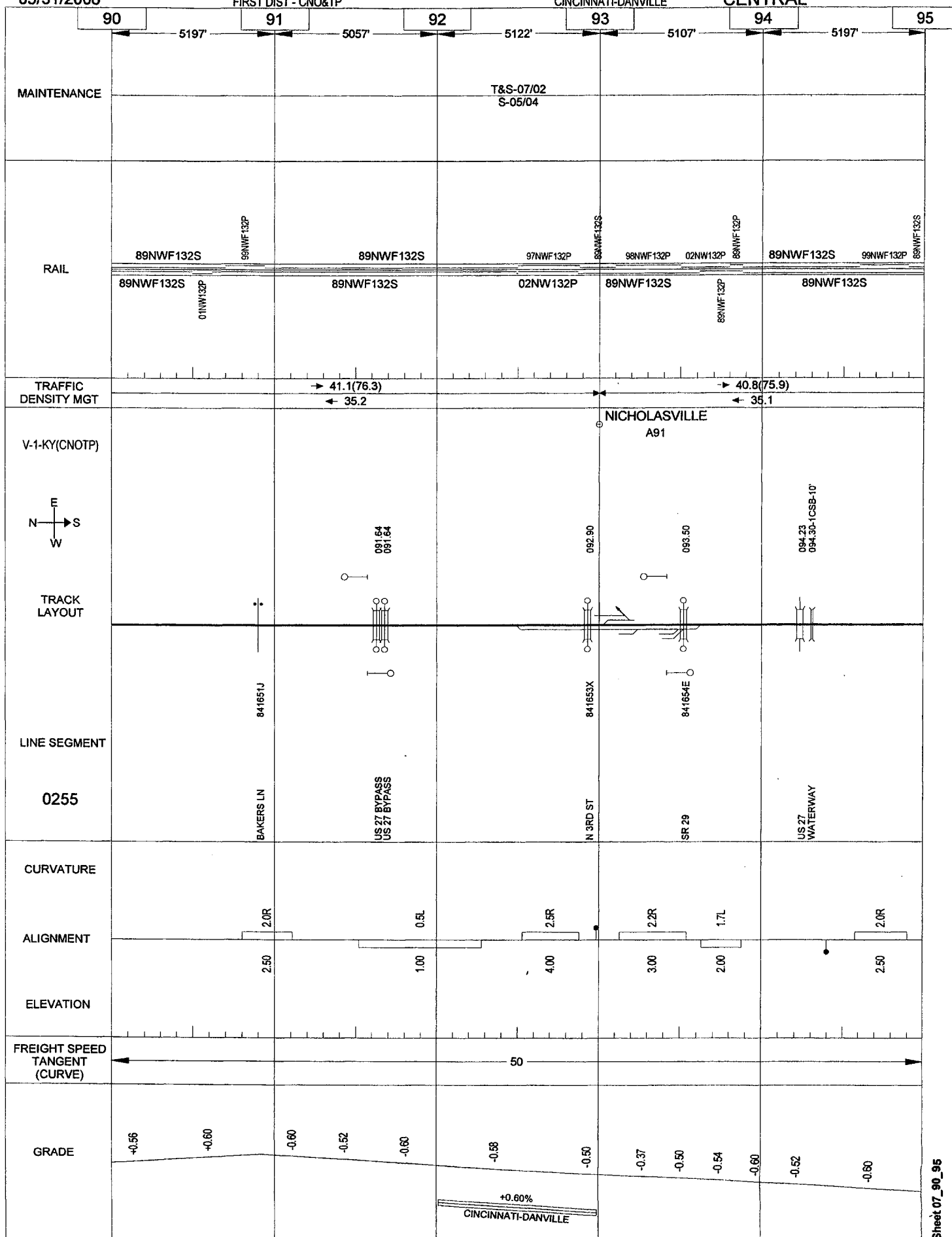
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153

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CINCINNATI-DANVILLE

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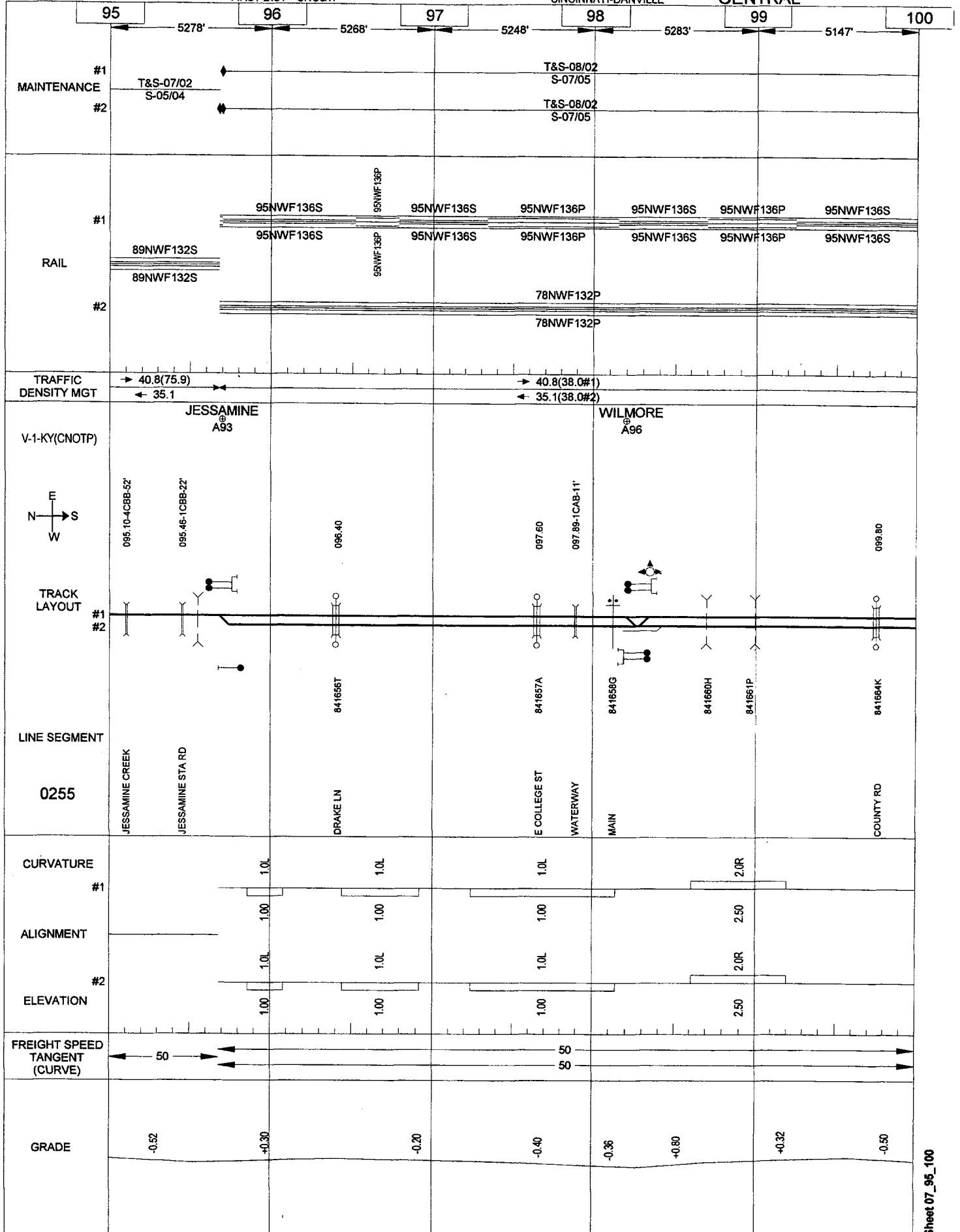
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154

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CINCINNATI-DANVILLE

CENTRAL



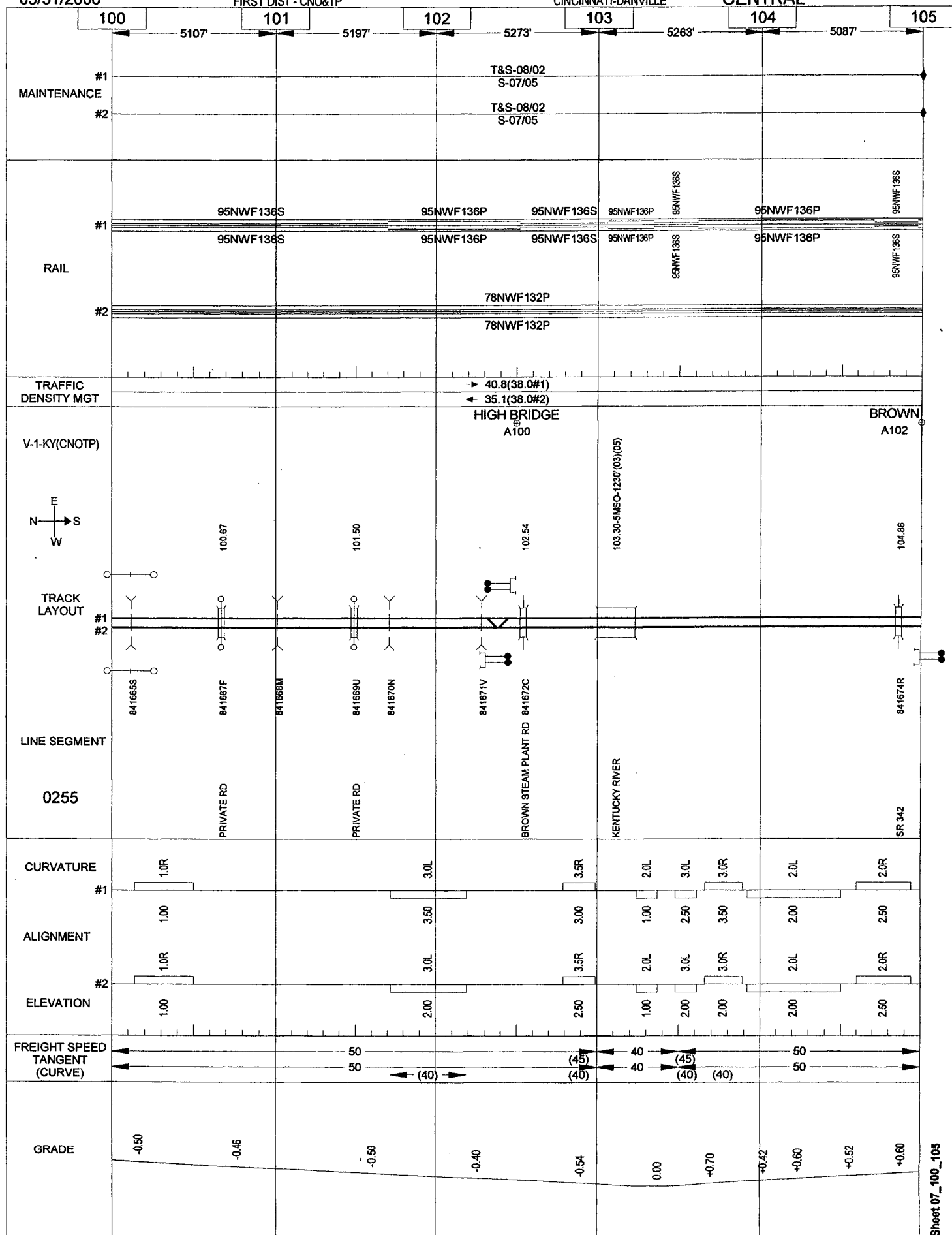
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FIRST DIST - CNO&TP

155

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CENTRAL



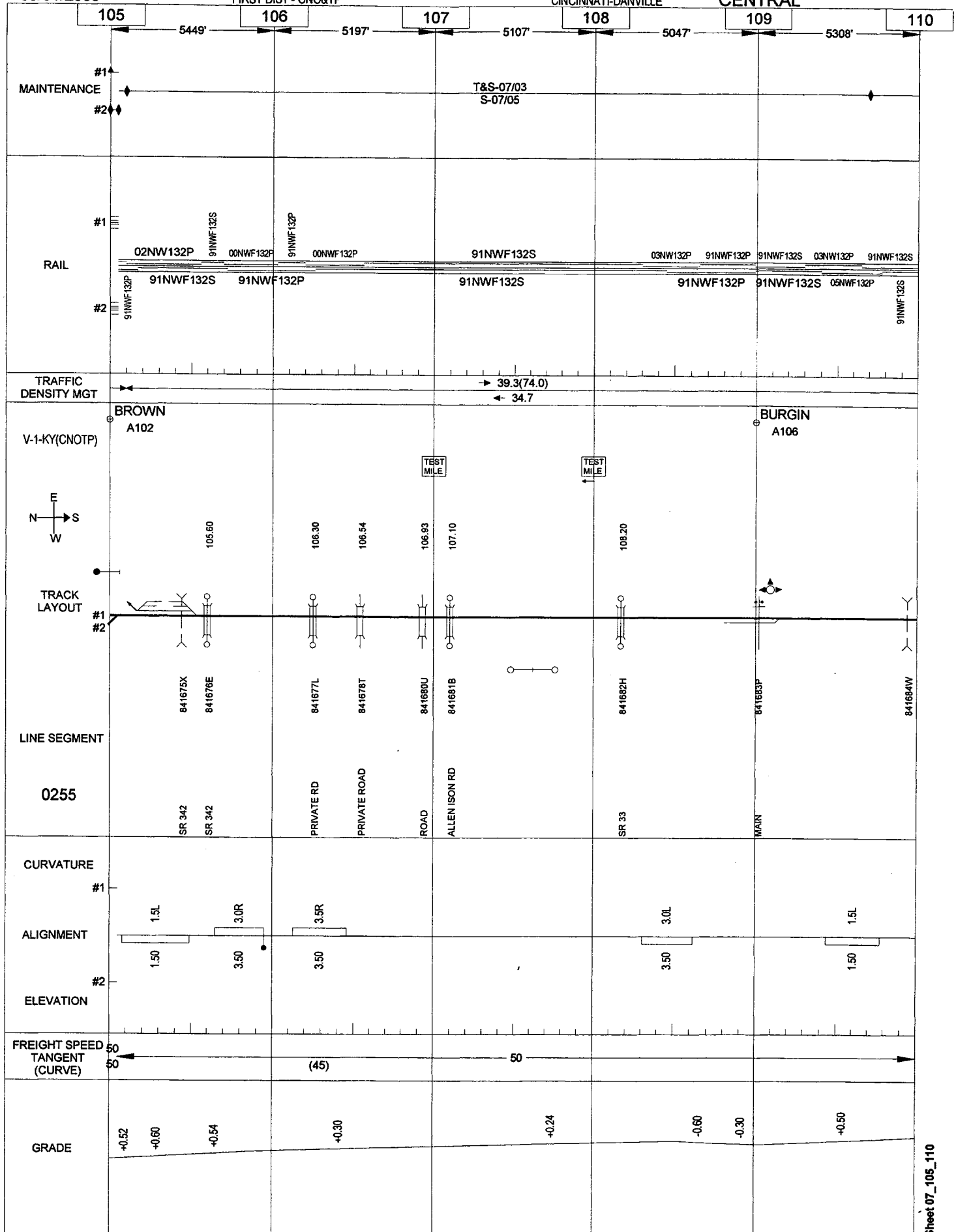
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156

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CINCINNATI-DANVILLE

CENTRAL



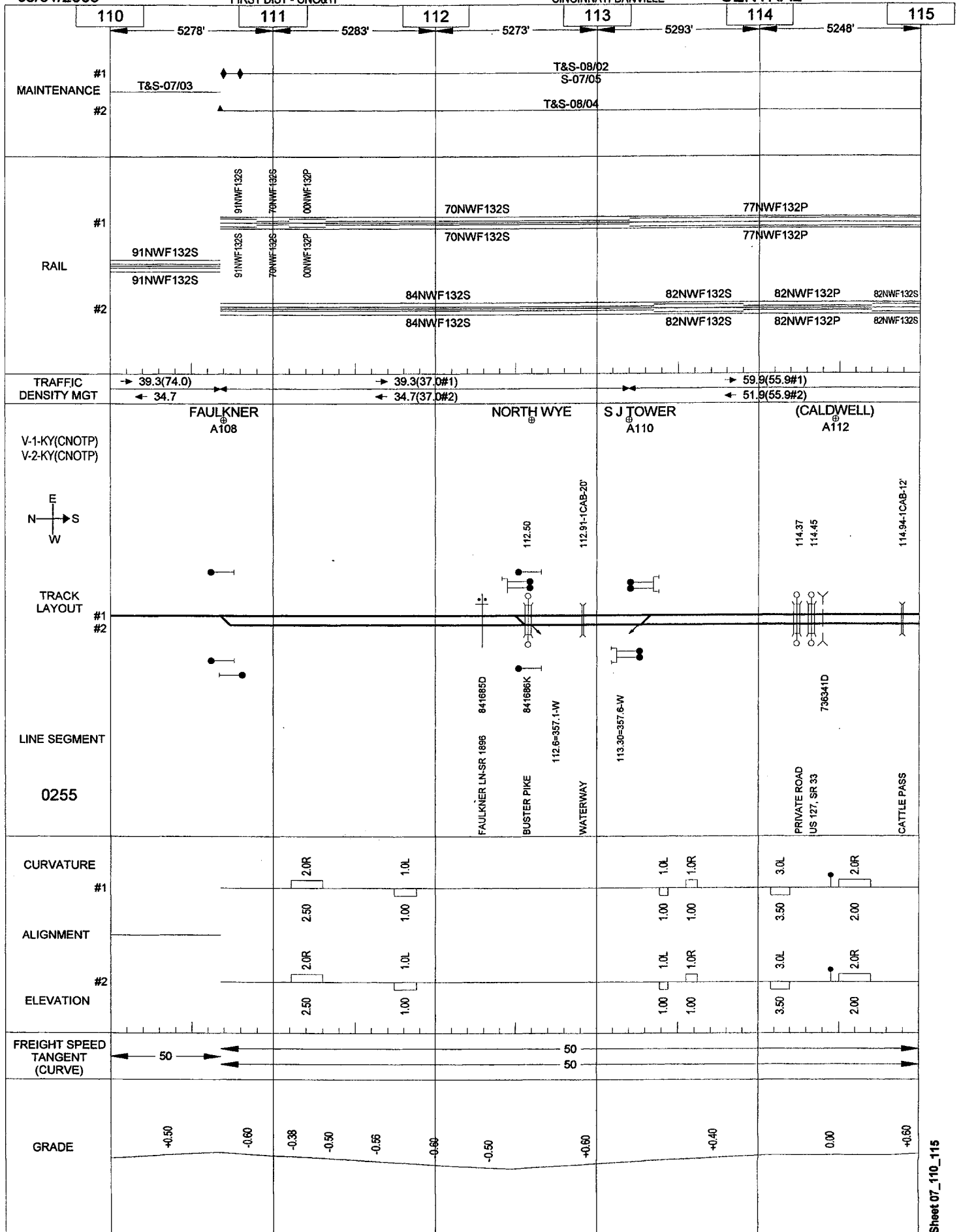
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FIRST DIST - CNO&TP

157

CINCINNATI-DANVILLE

CENTRAL



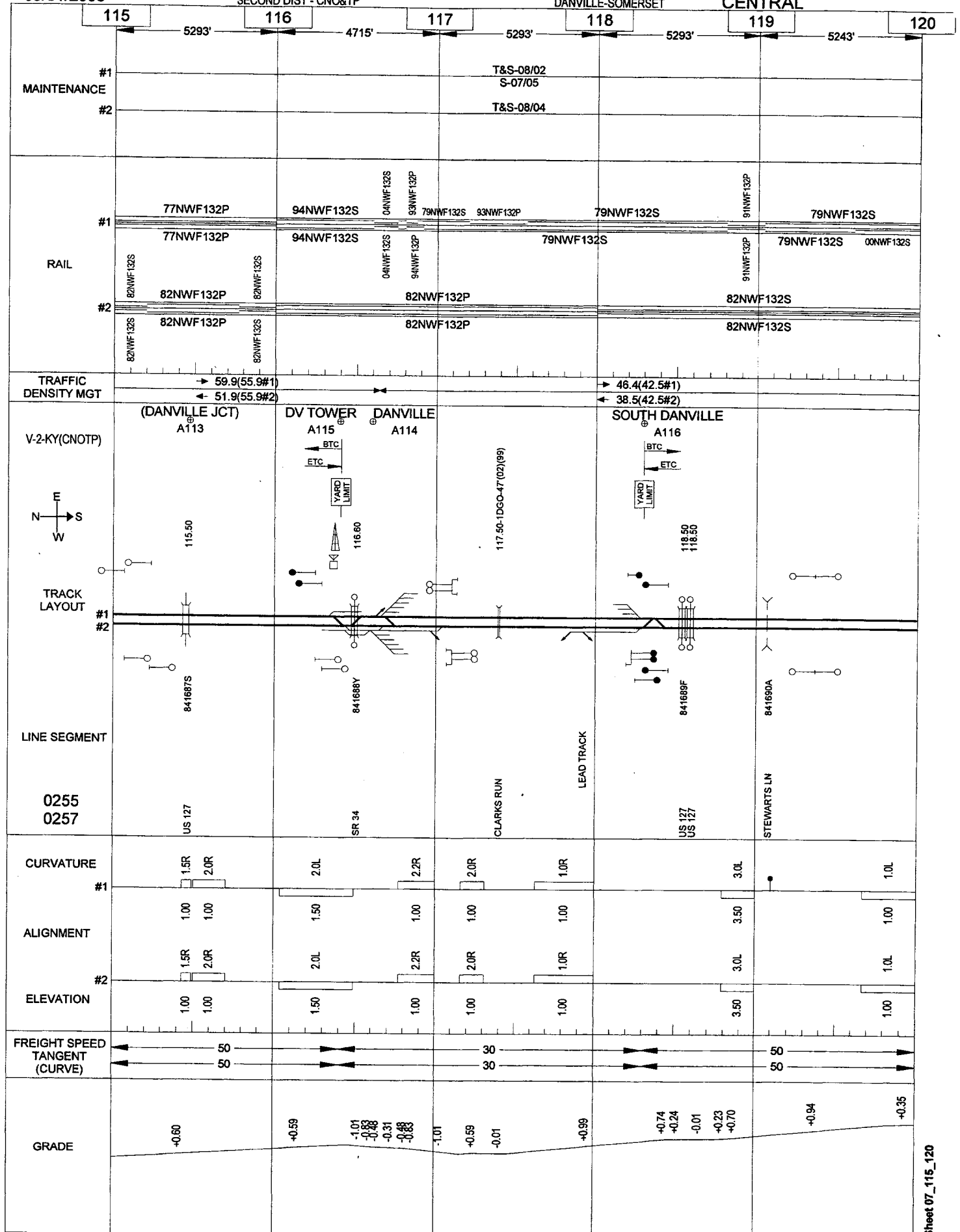
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158

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



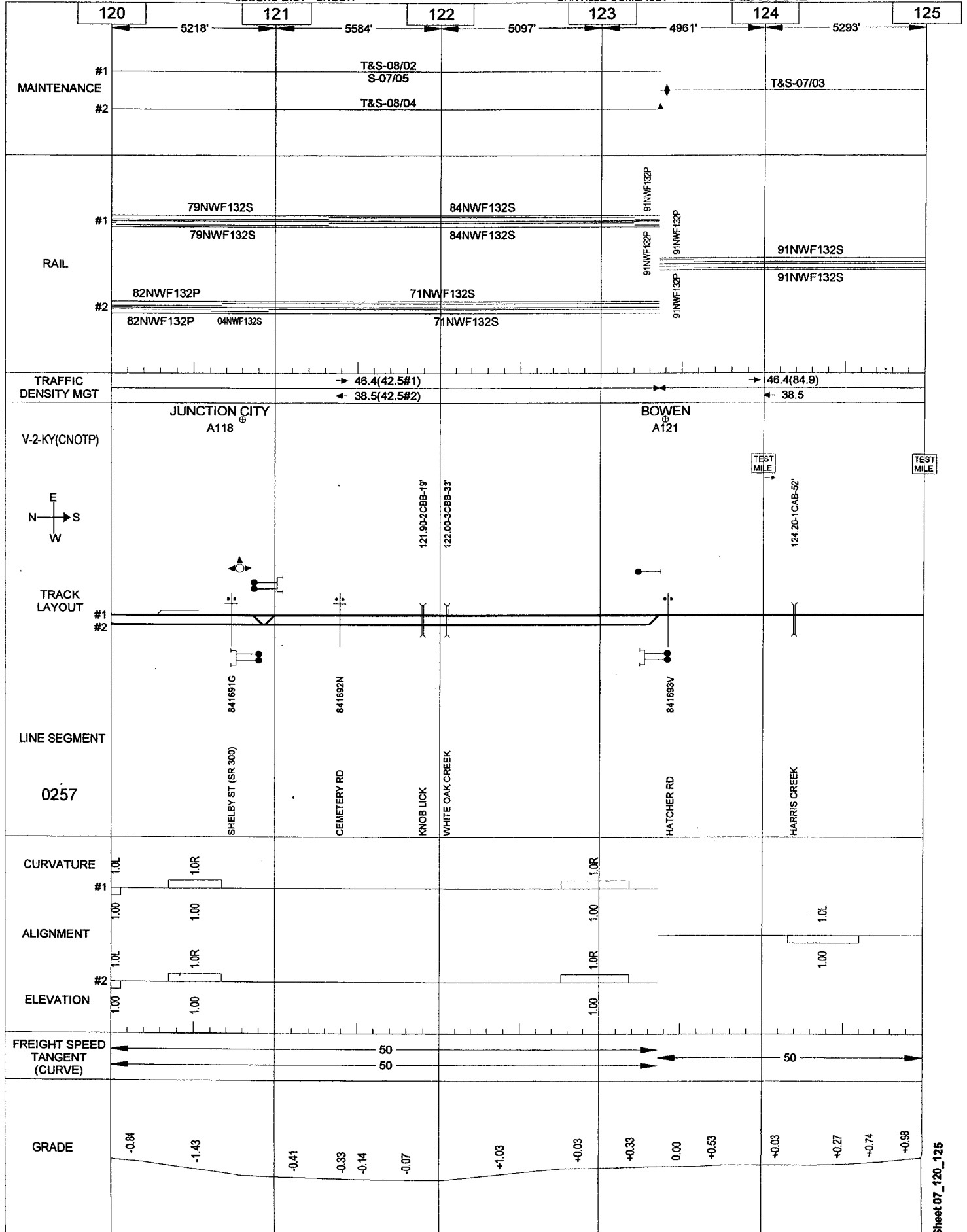
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SECOND DIST - CNO&TP

159

DANVILLE-SOMERSET

CENTRAL



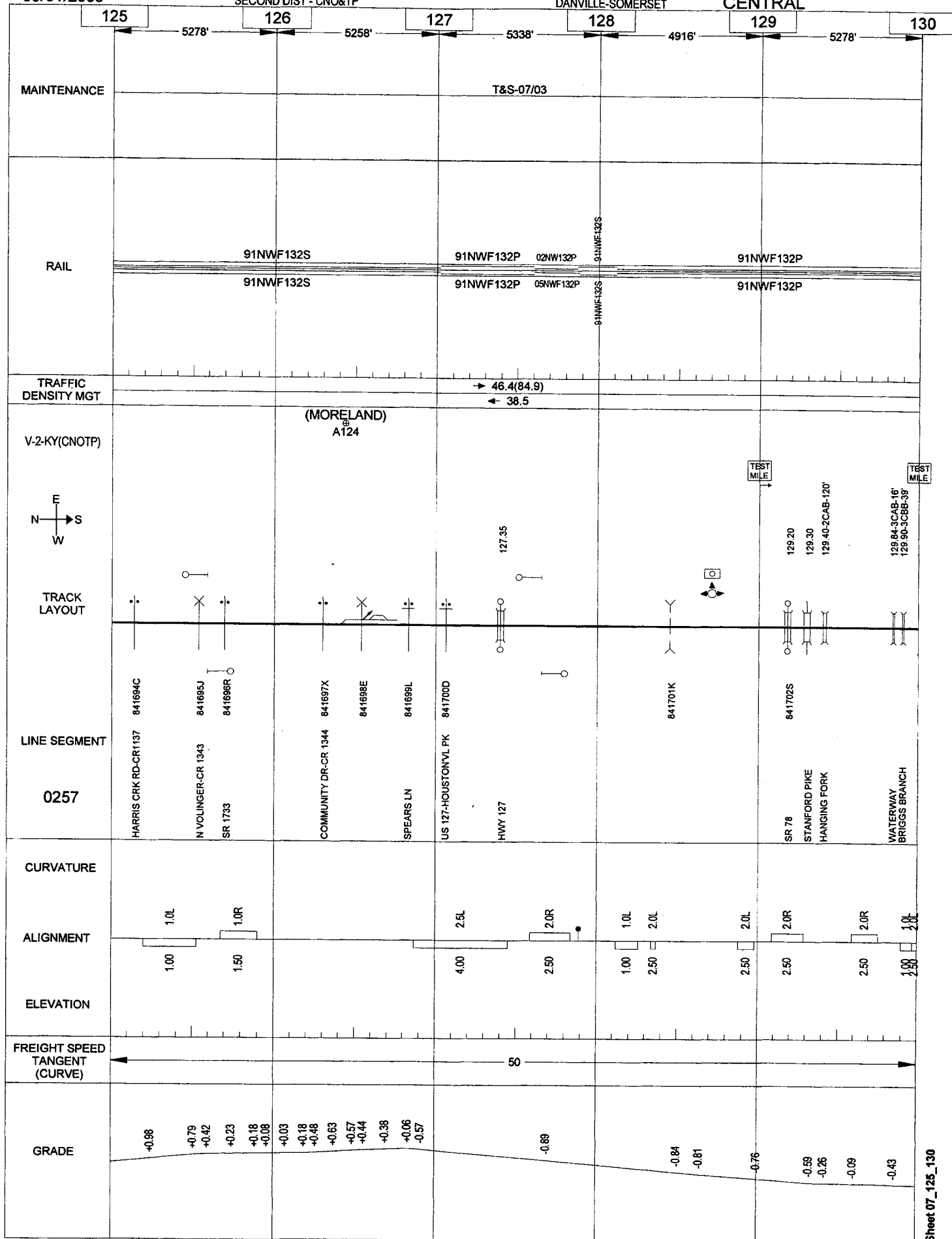
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160

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DANVILLE-SOMERSET

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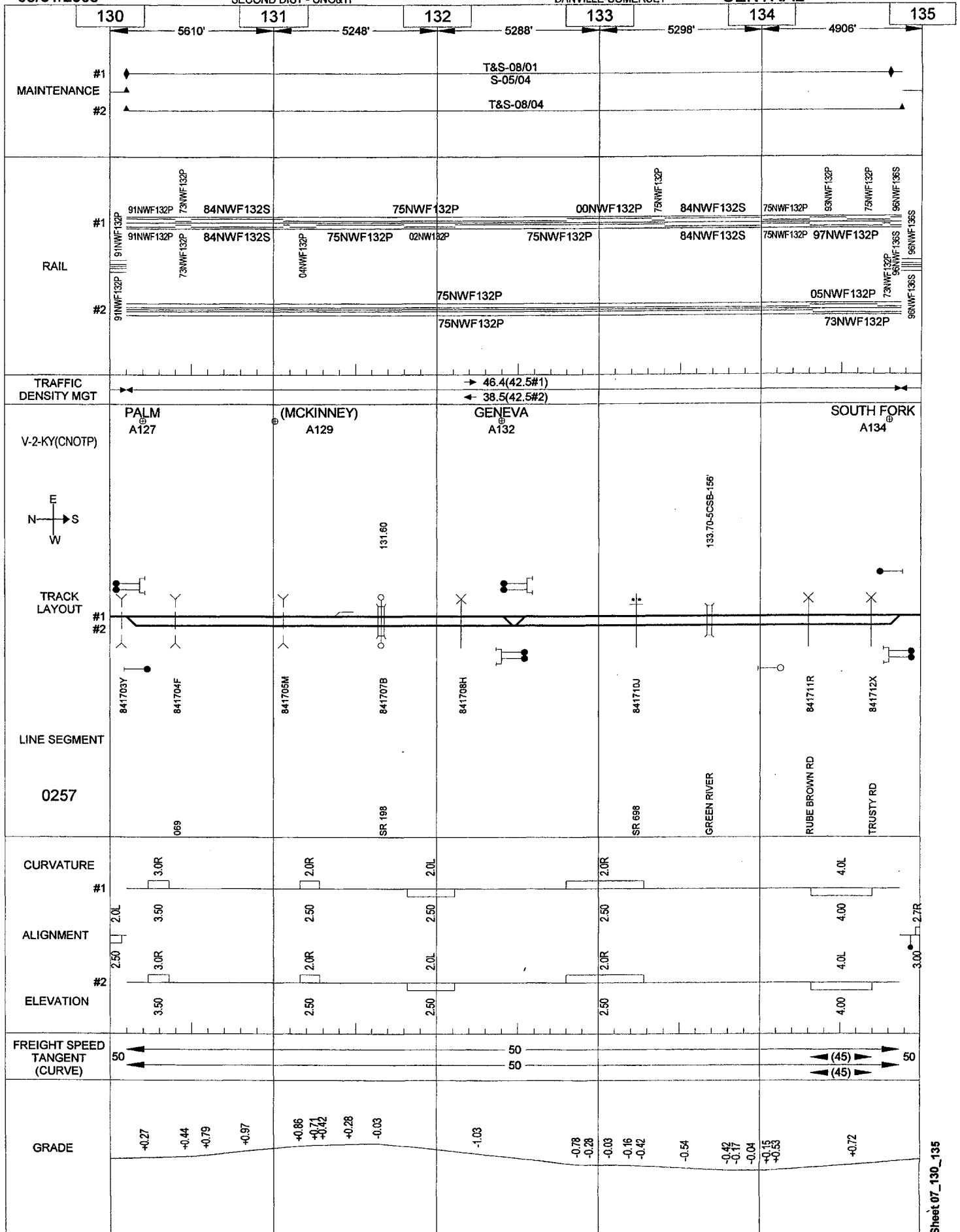
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SECOND DIST - CNO&TP

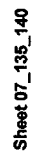
161

DANVILLE-SOMERSET

CENTRAL



CENTRAL



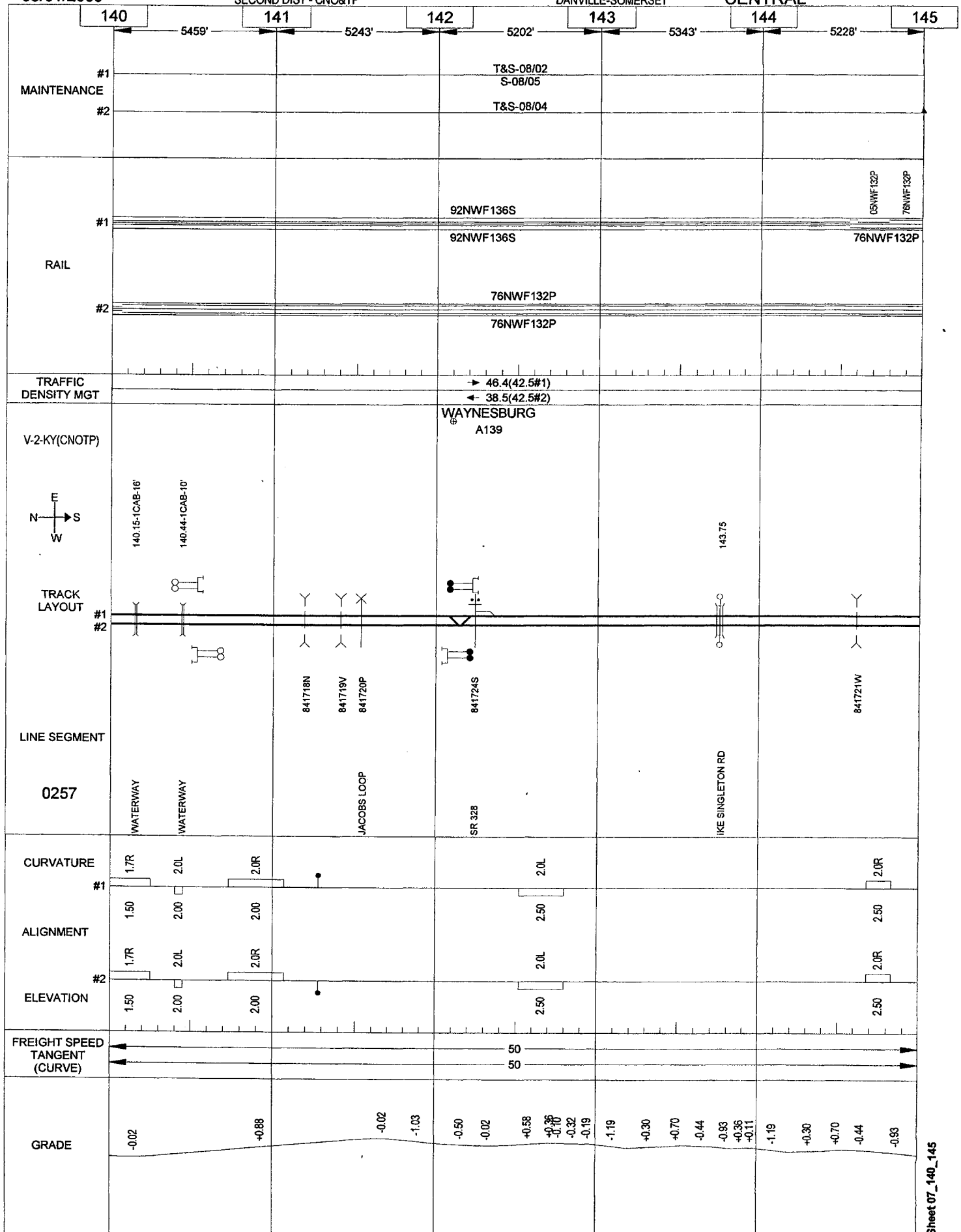
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163

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DANVILLE-SOMERSET

CENTRAL



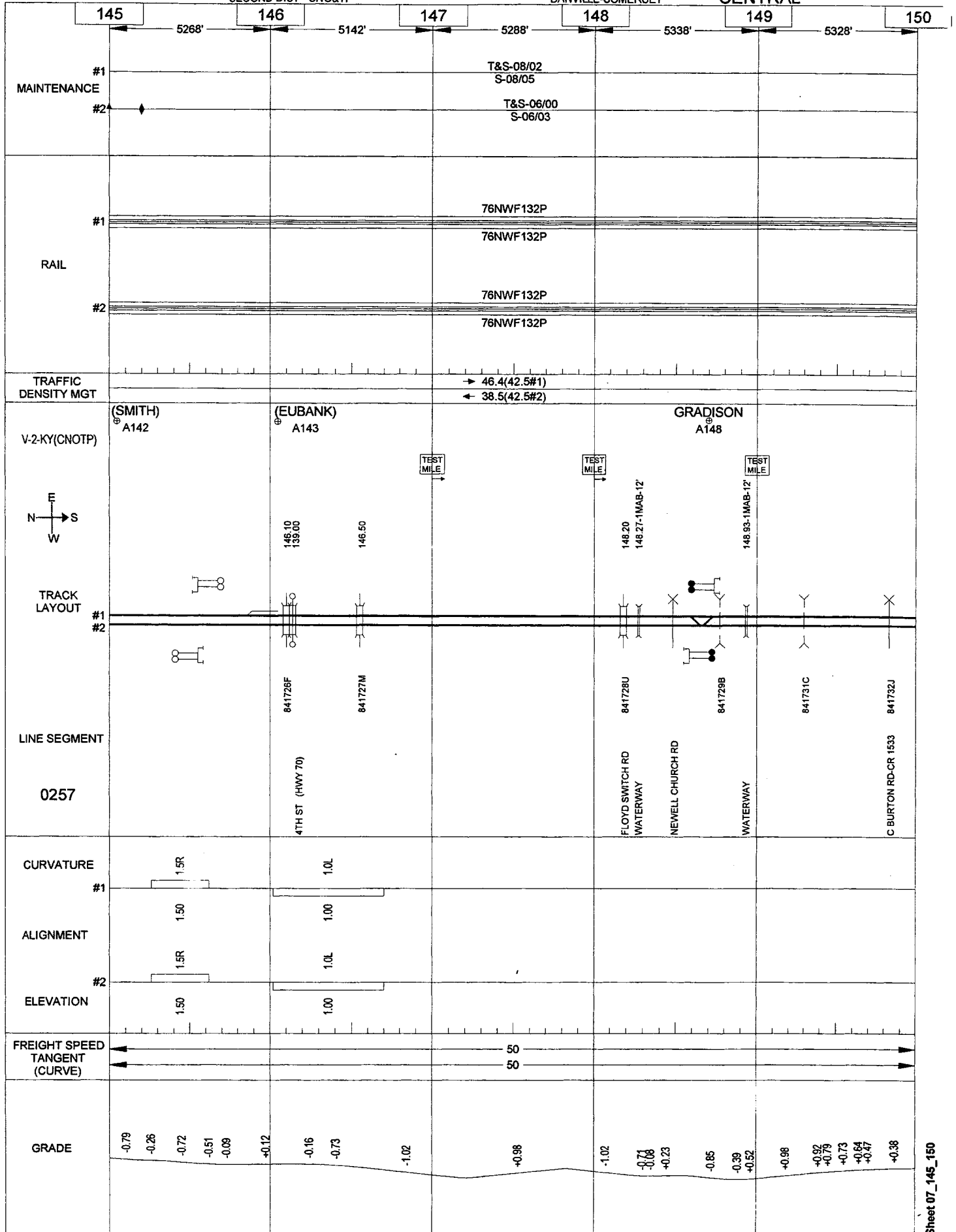
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SECOND DIST - CNO&TP

164

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CENTRAL



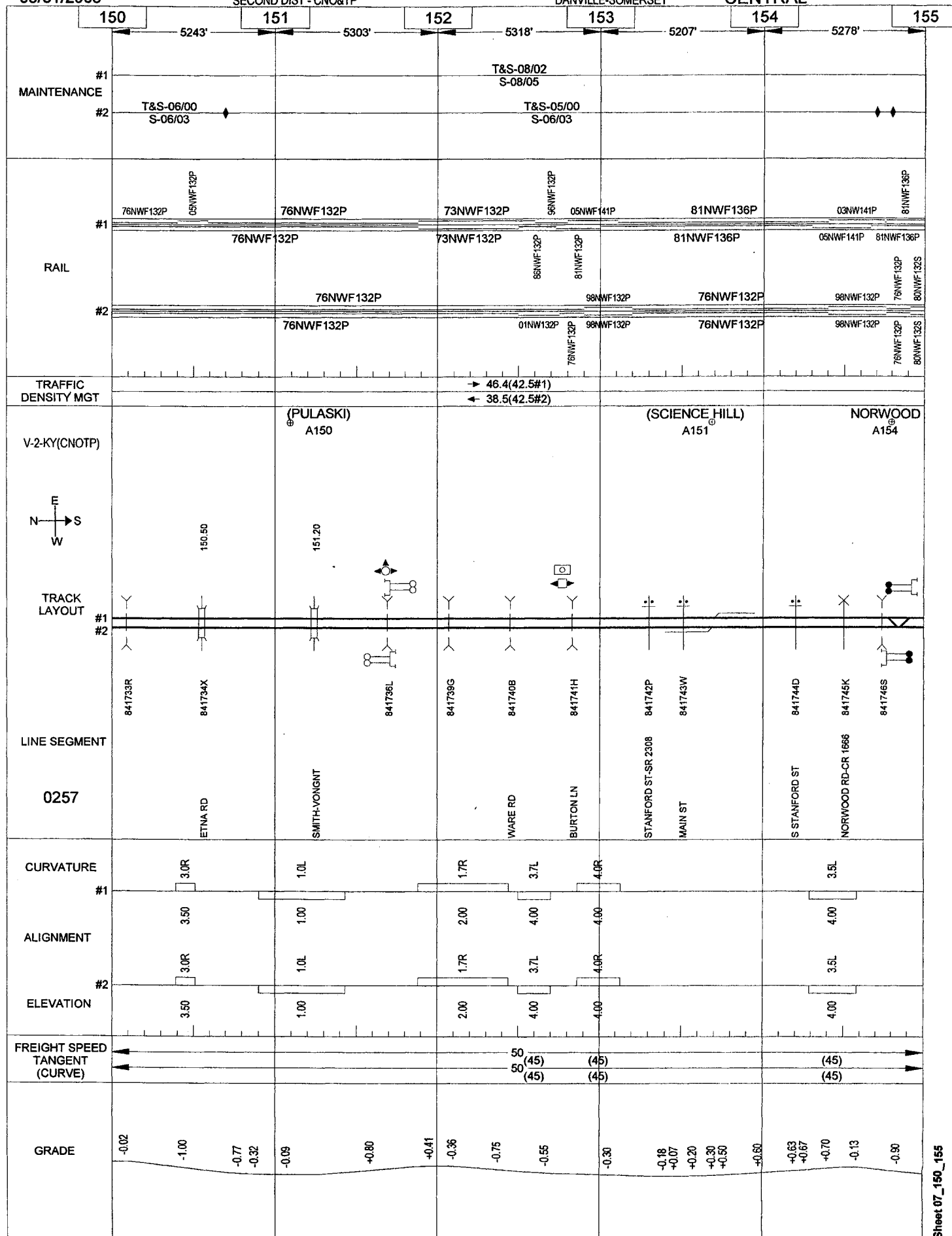
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165

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DANVILLE-SOMERSET

CENTRAL



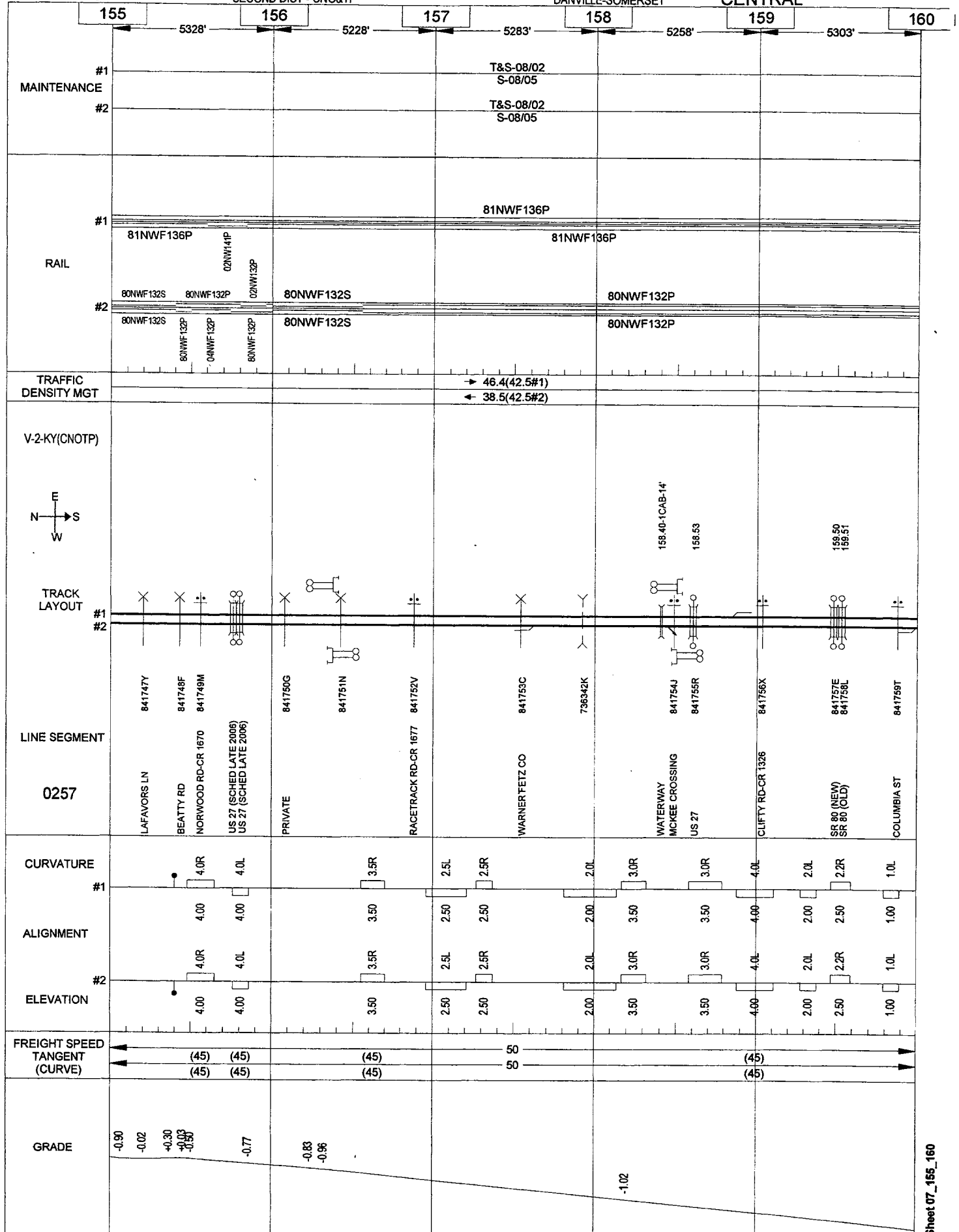
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SECOND DIST - CNO&TP

166

DANVILLE-SOMERSET

CENTRAL



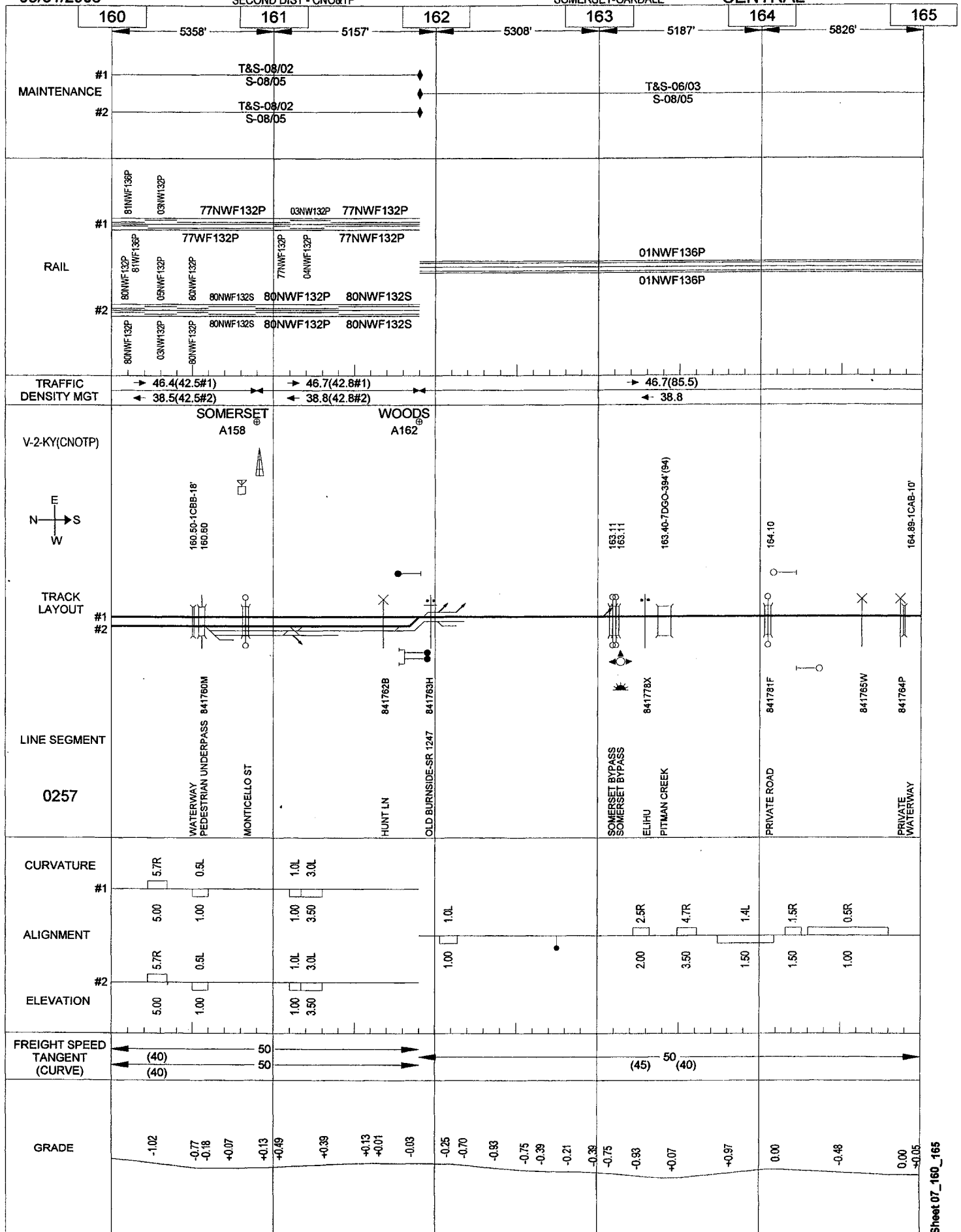
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SECOND DIST - CNO&TP

167

SOMERSET-OAKDALE

CENTRAL



CENTRAL



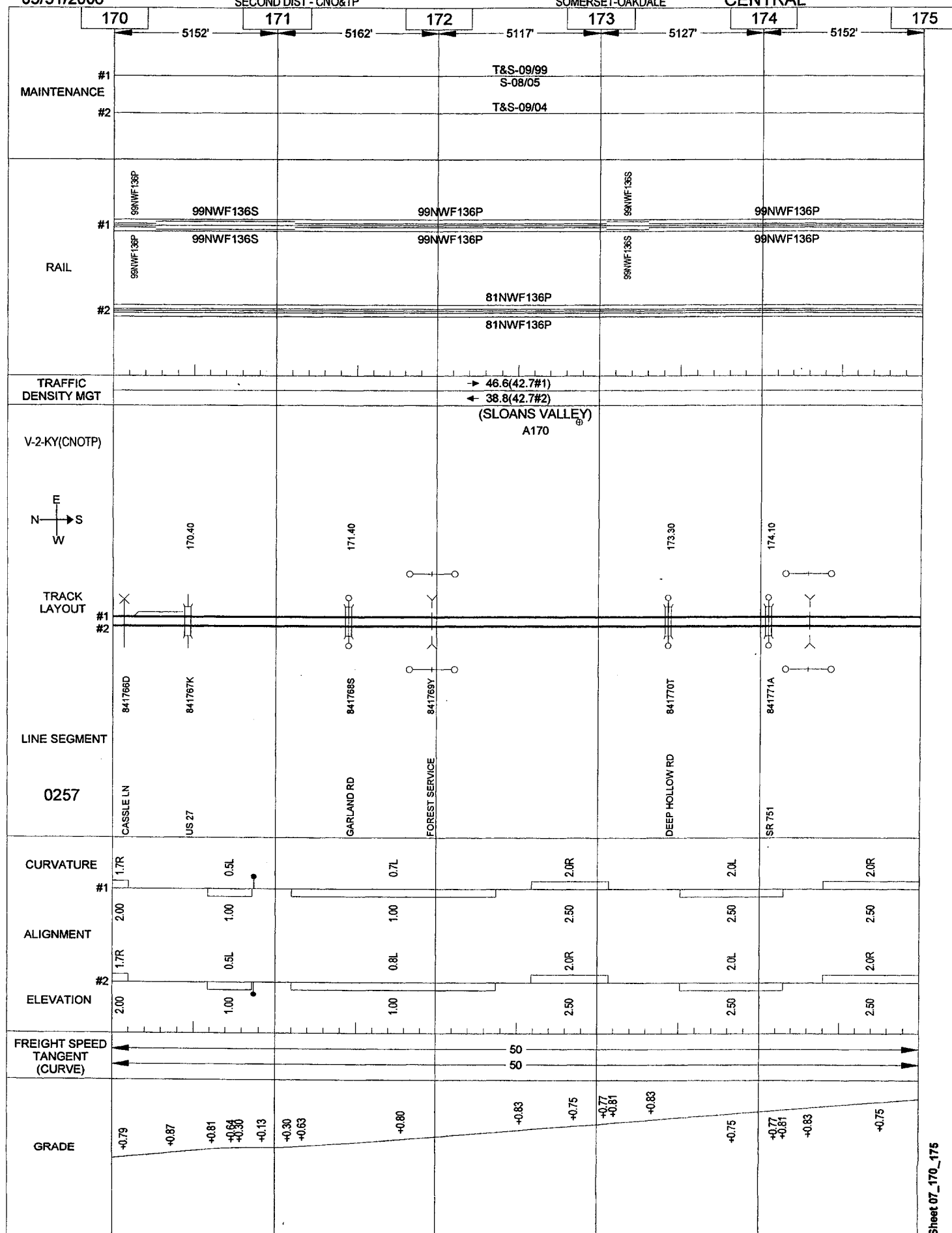
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169

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SOMERSET-OAKDALE

CENTRAL



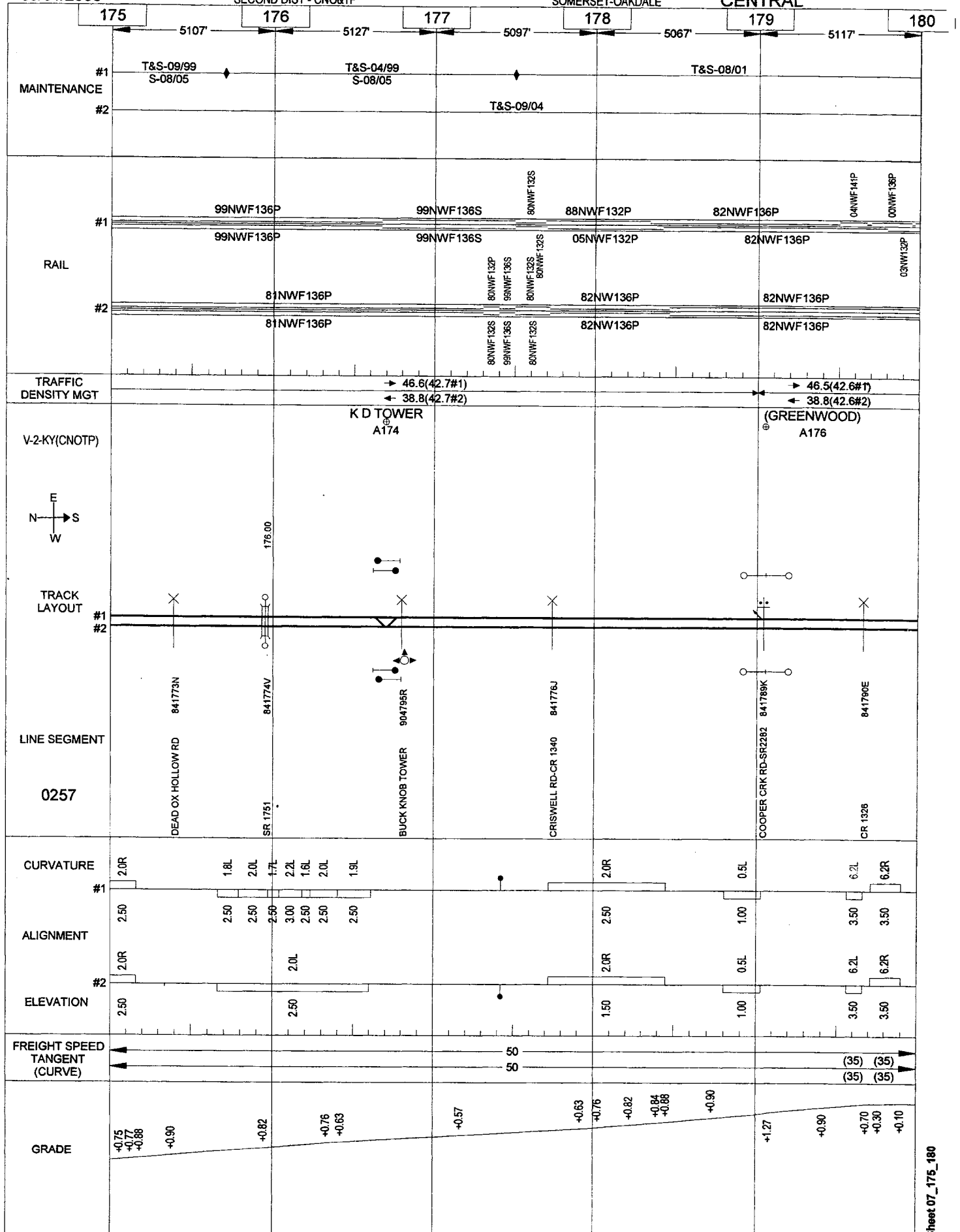
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SECOND DIST - CNO&TP

170

SOMERSET-OAKDALE

CENTRAL



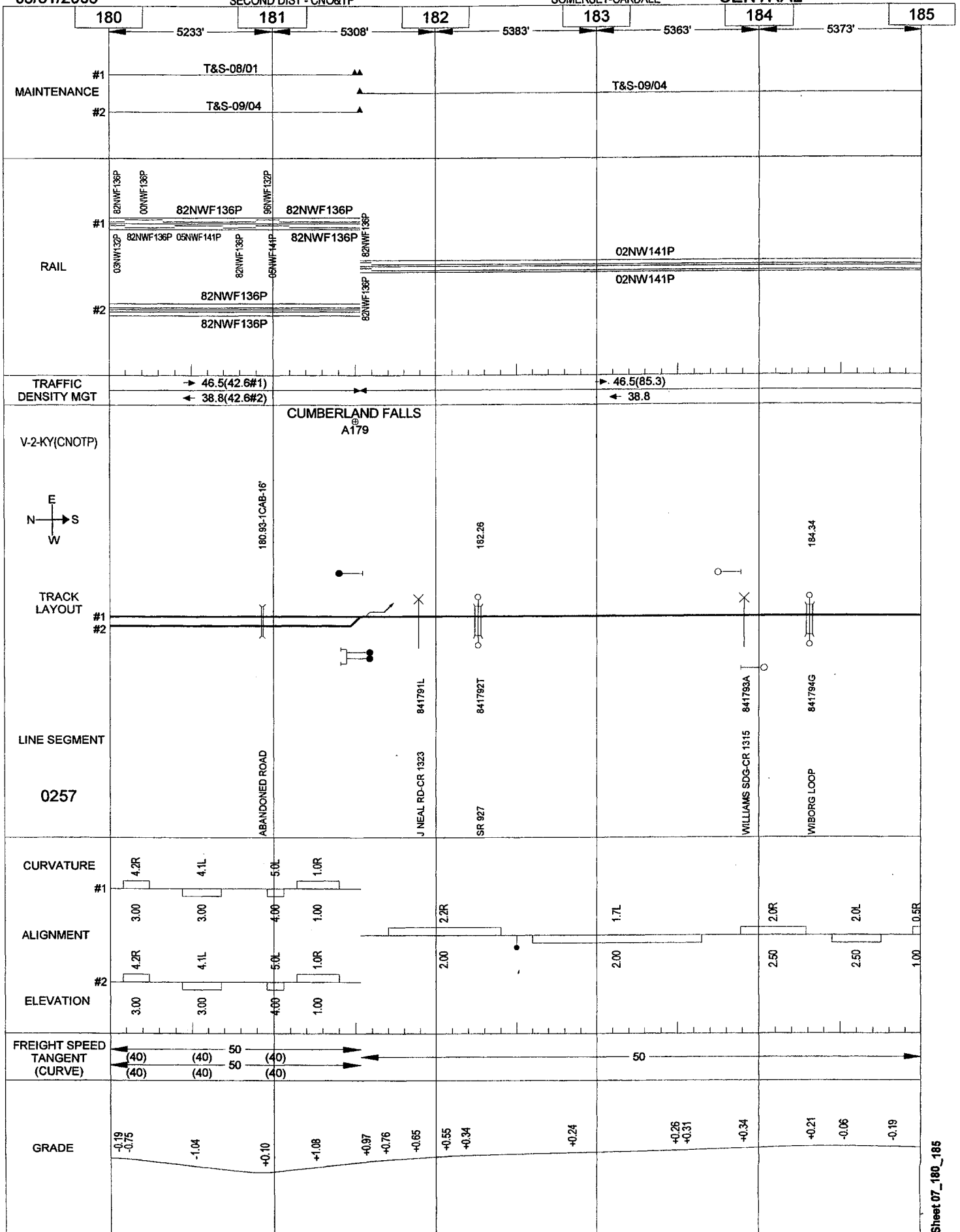
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SECOND DIST - CNO&TP

171

SOMERSET-OAKDALE

CENTRAL



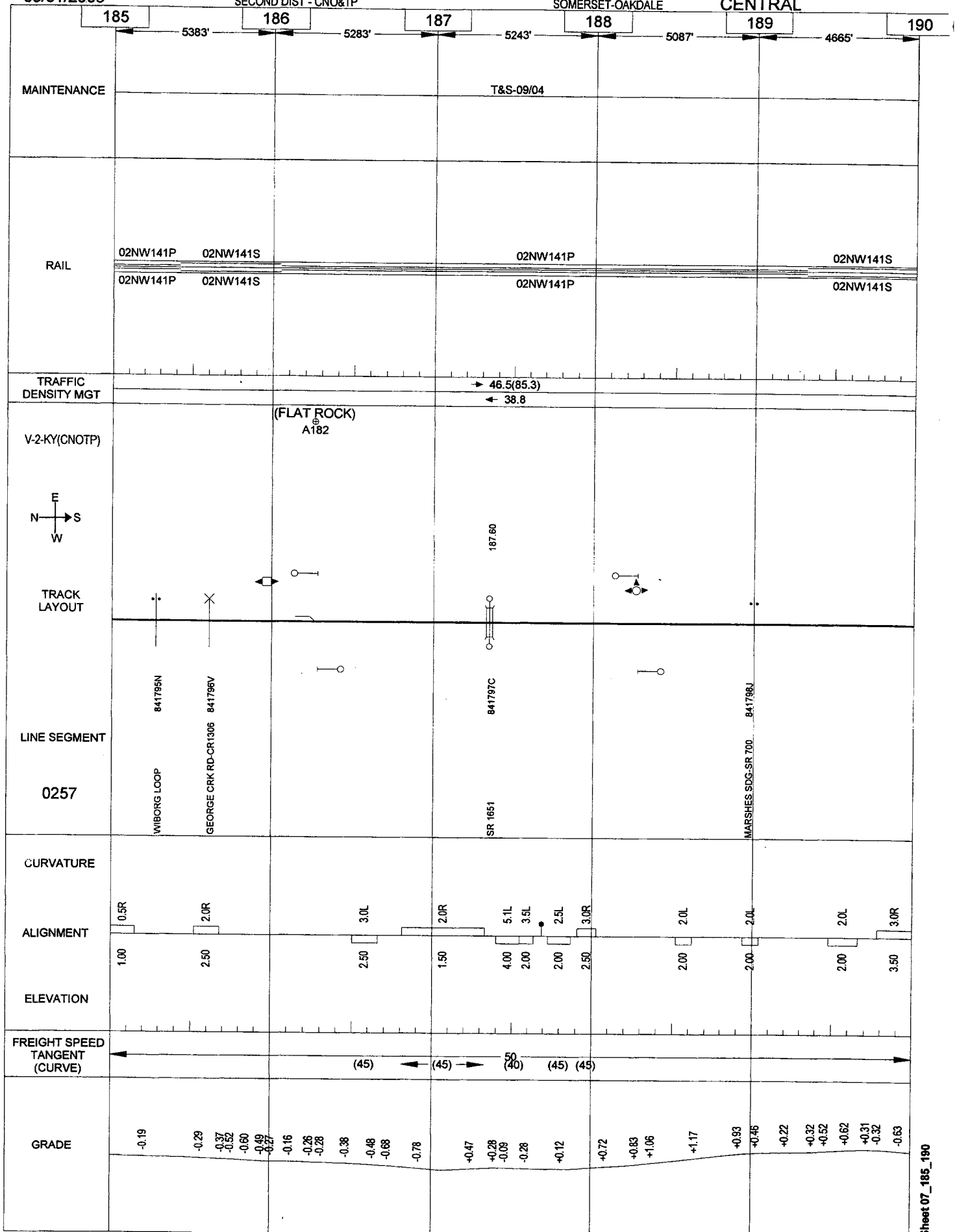
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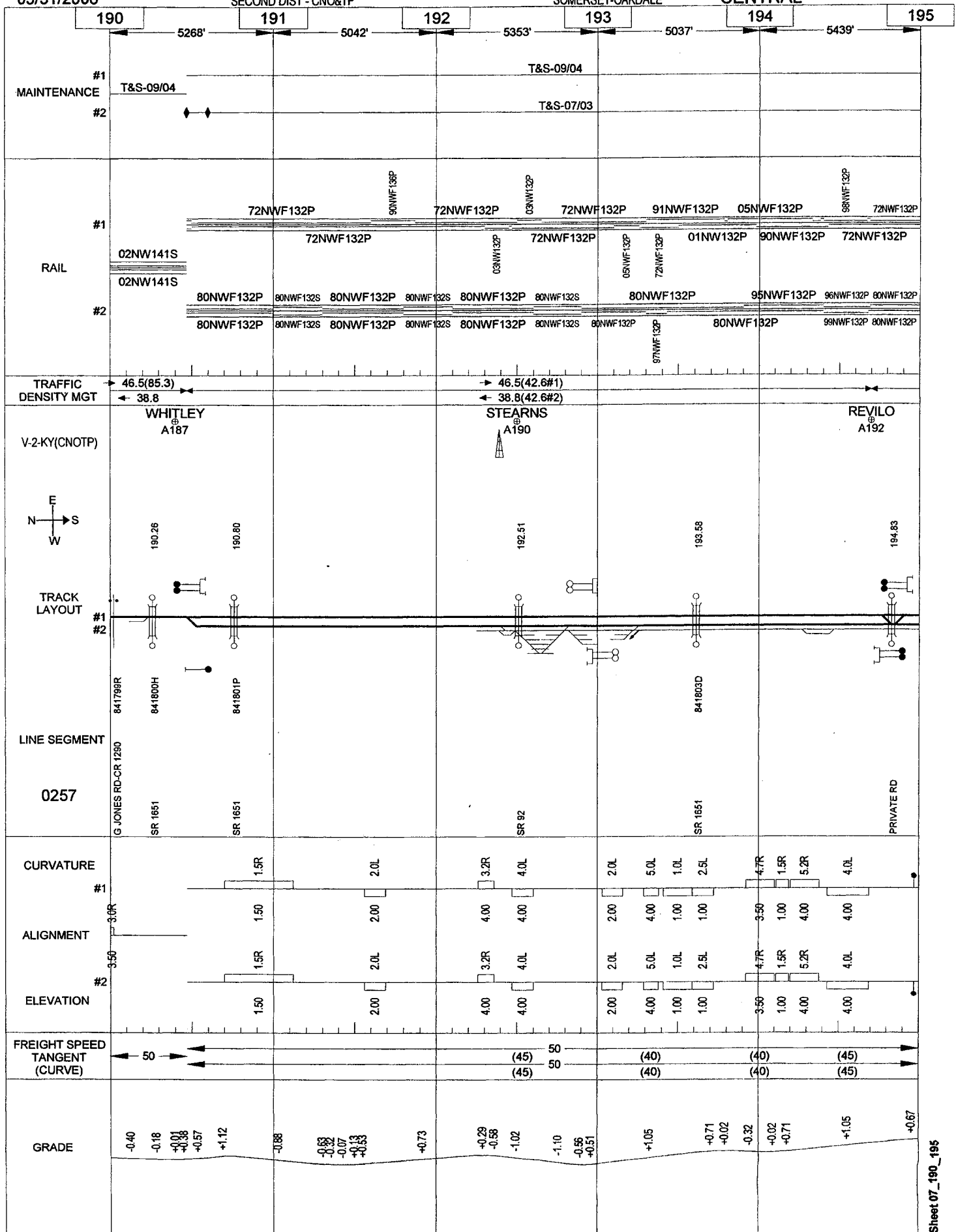
172

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SOMERSET-OAKDALE

CENTRAL





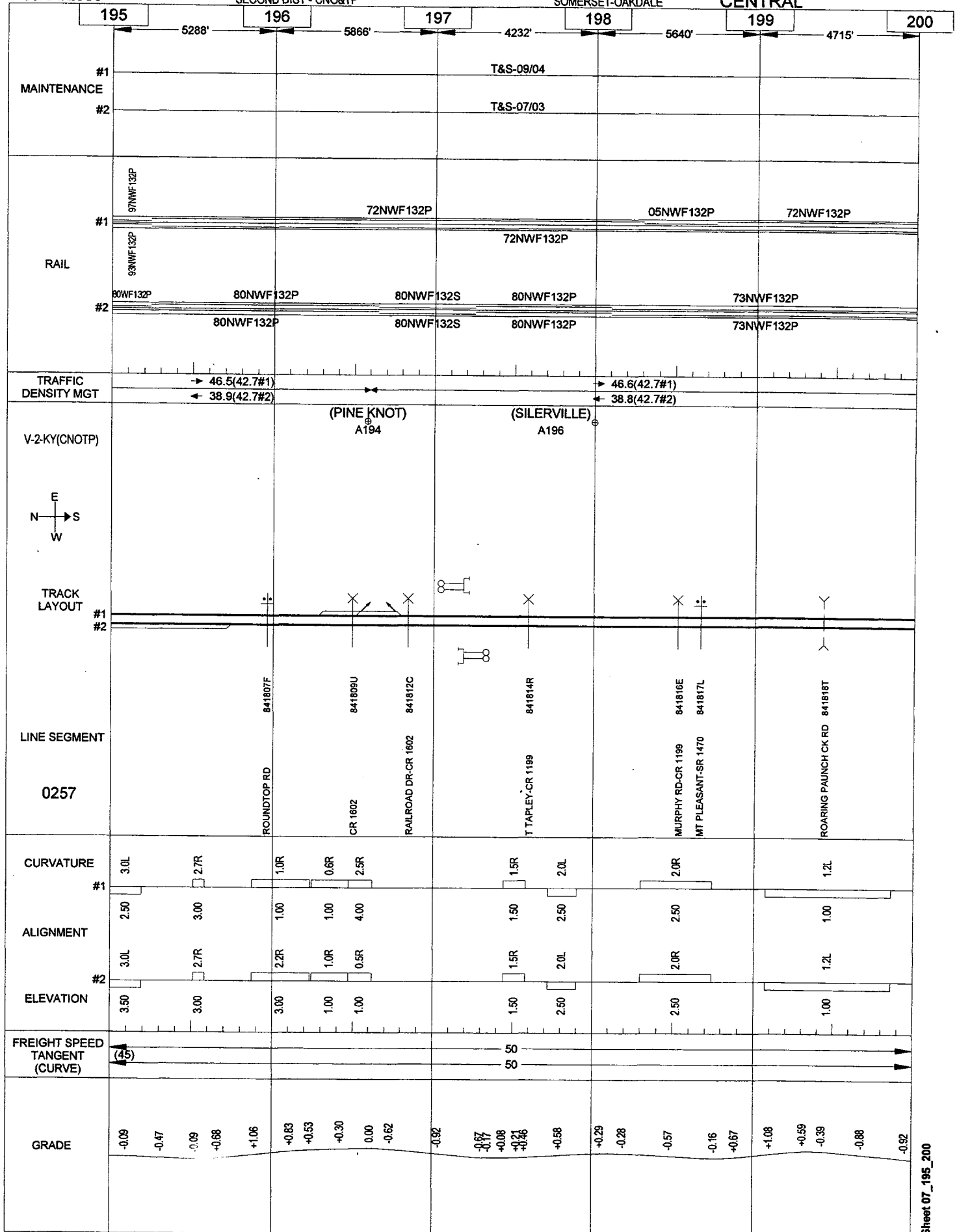
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174

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SOMERSET-OAKDALE

CENTRAL



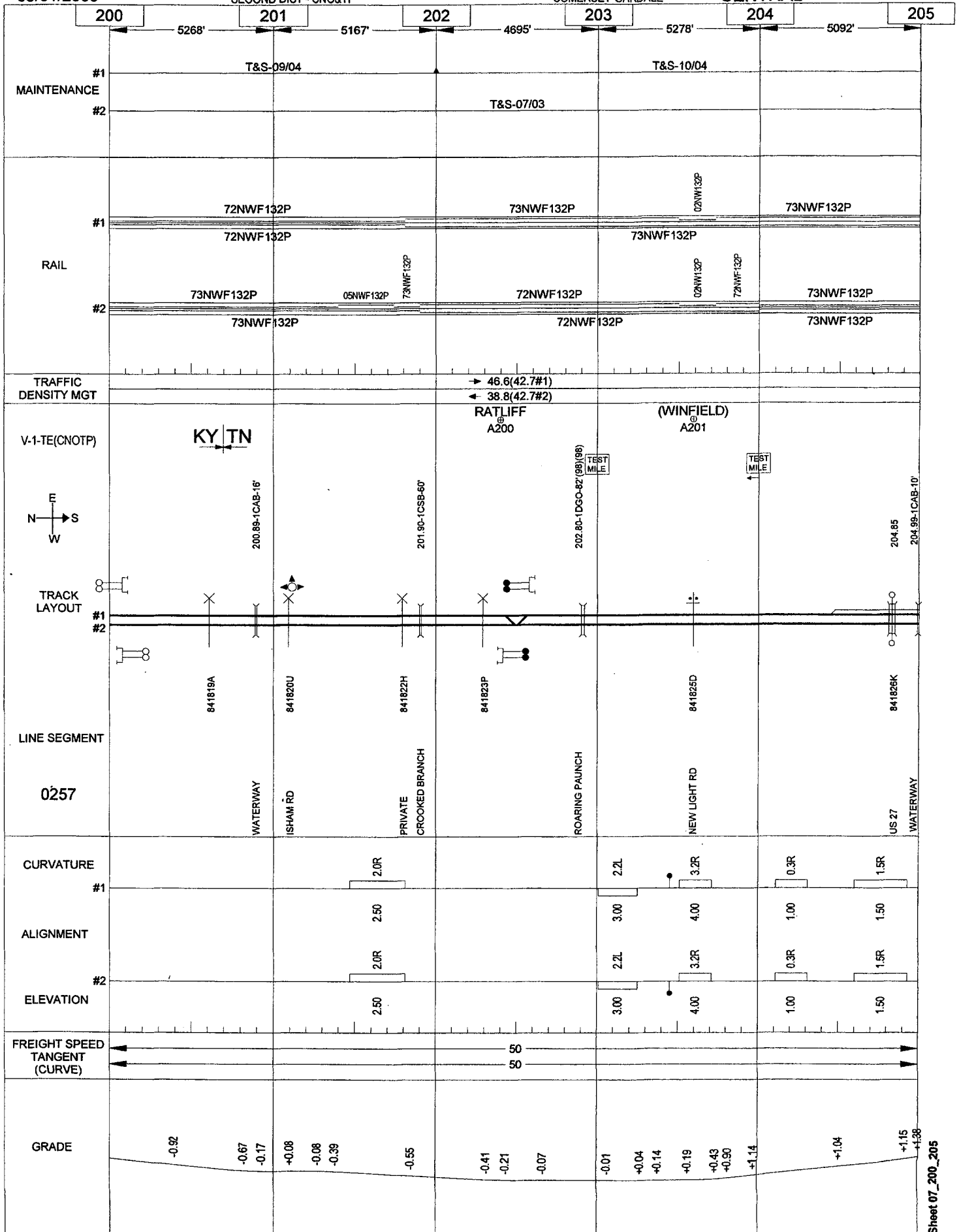
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SECOND DIST - CNO&TP

175

SOMERSET-OAKDALE

CENTRAL



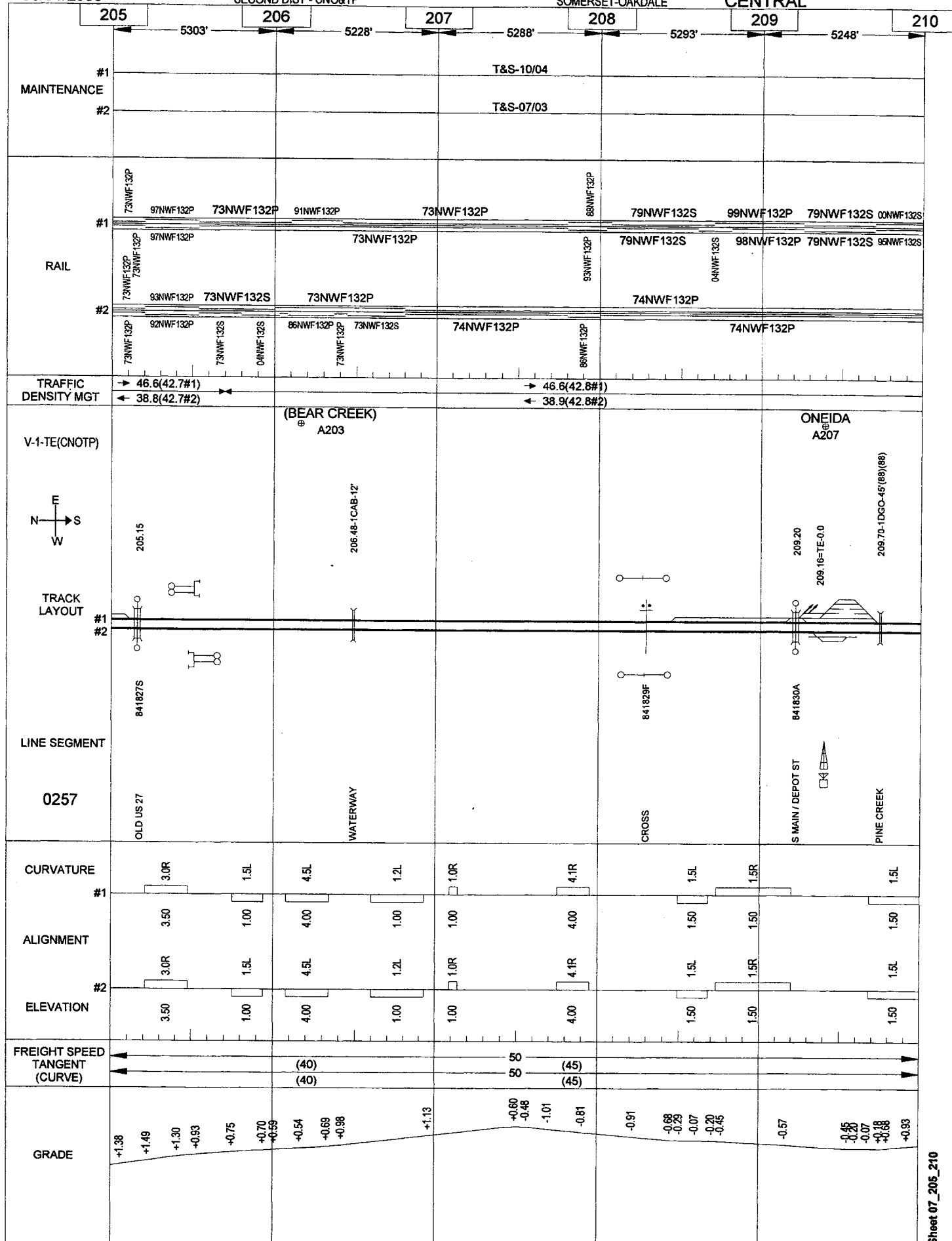
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176

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



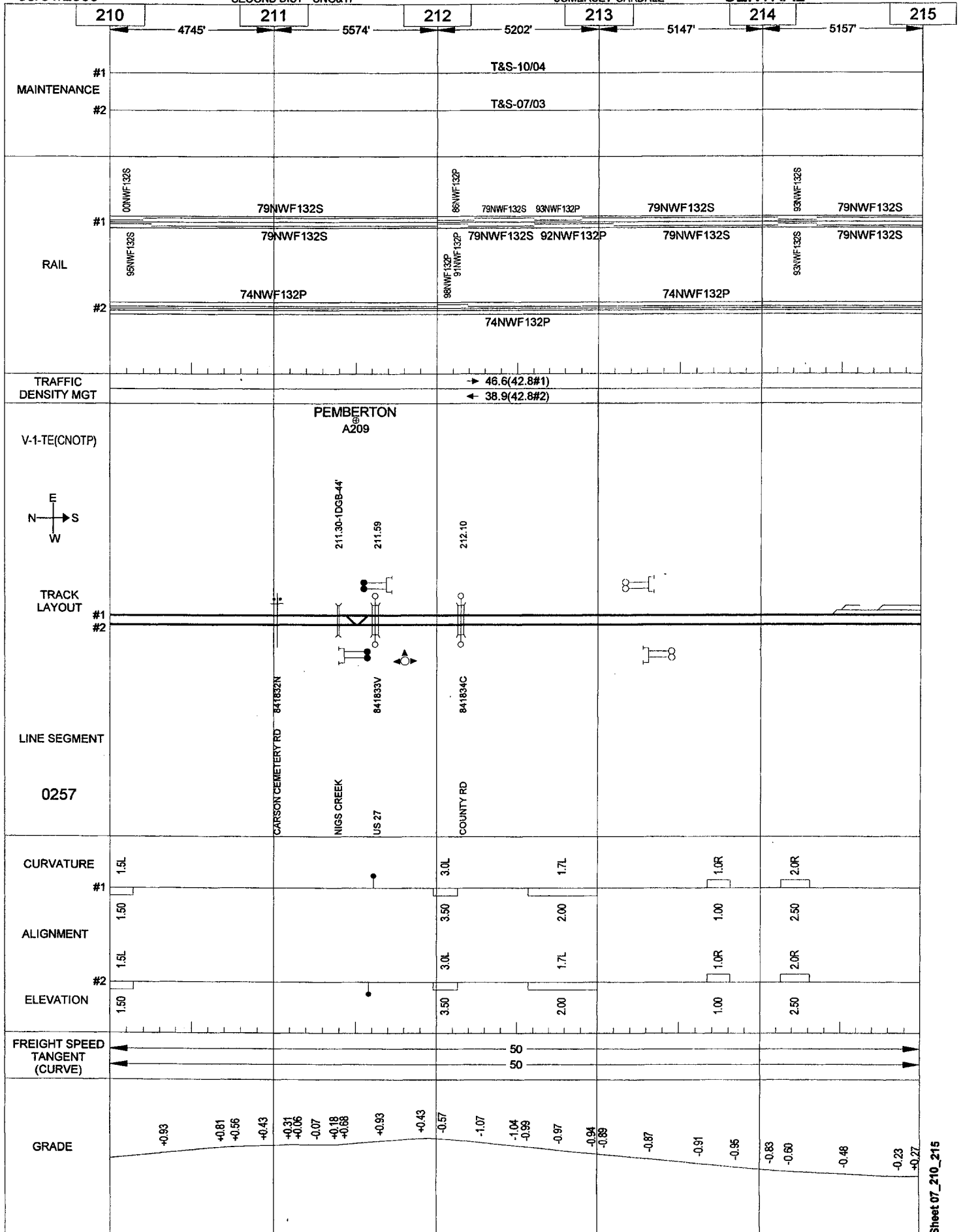
05/31/2006

SECOND DIST - CNO&TP

177

SOMERSET-OAKDALE

CENTRAL



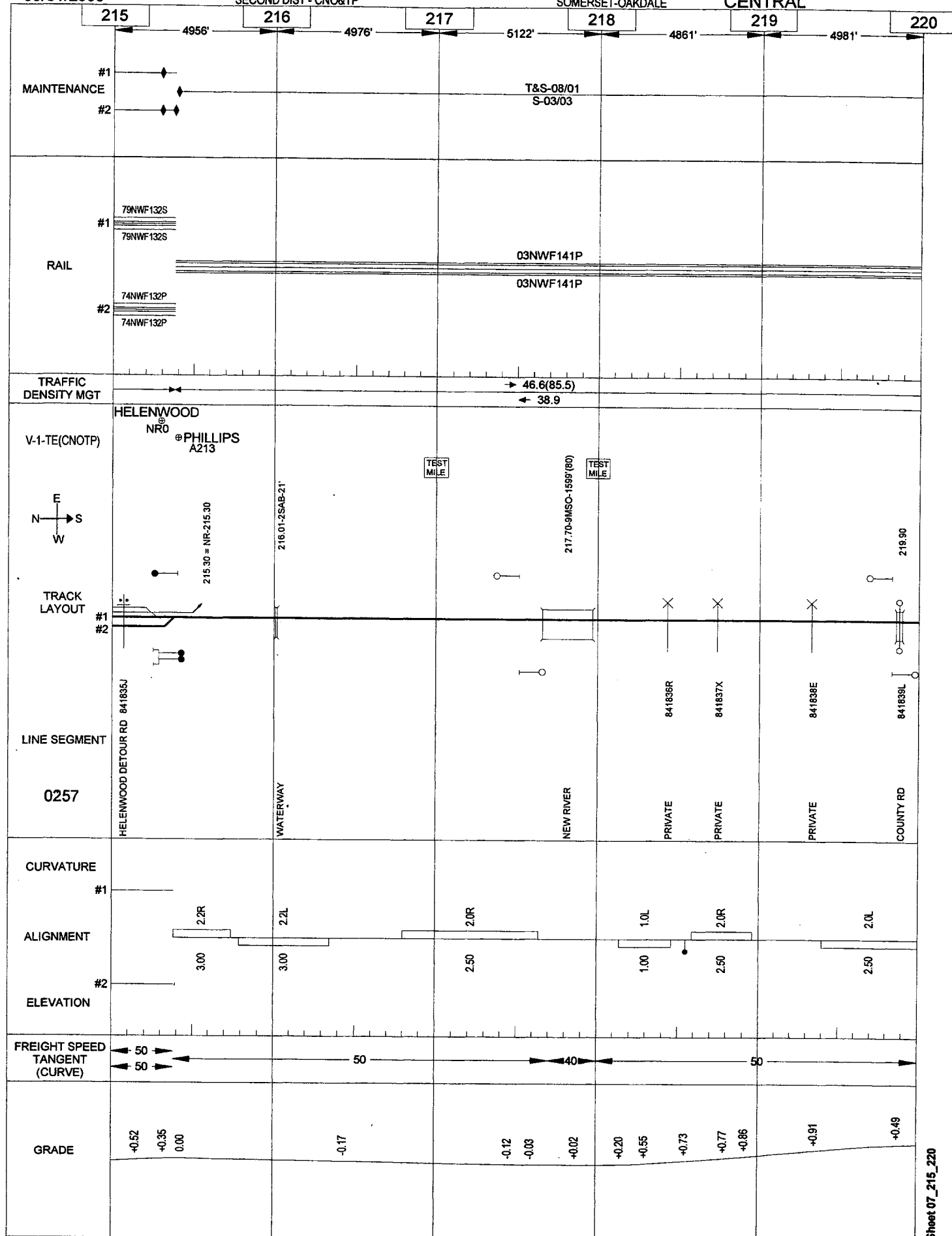
05/31/2006

178

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



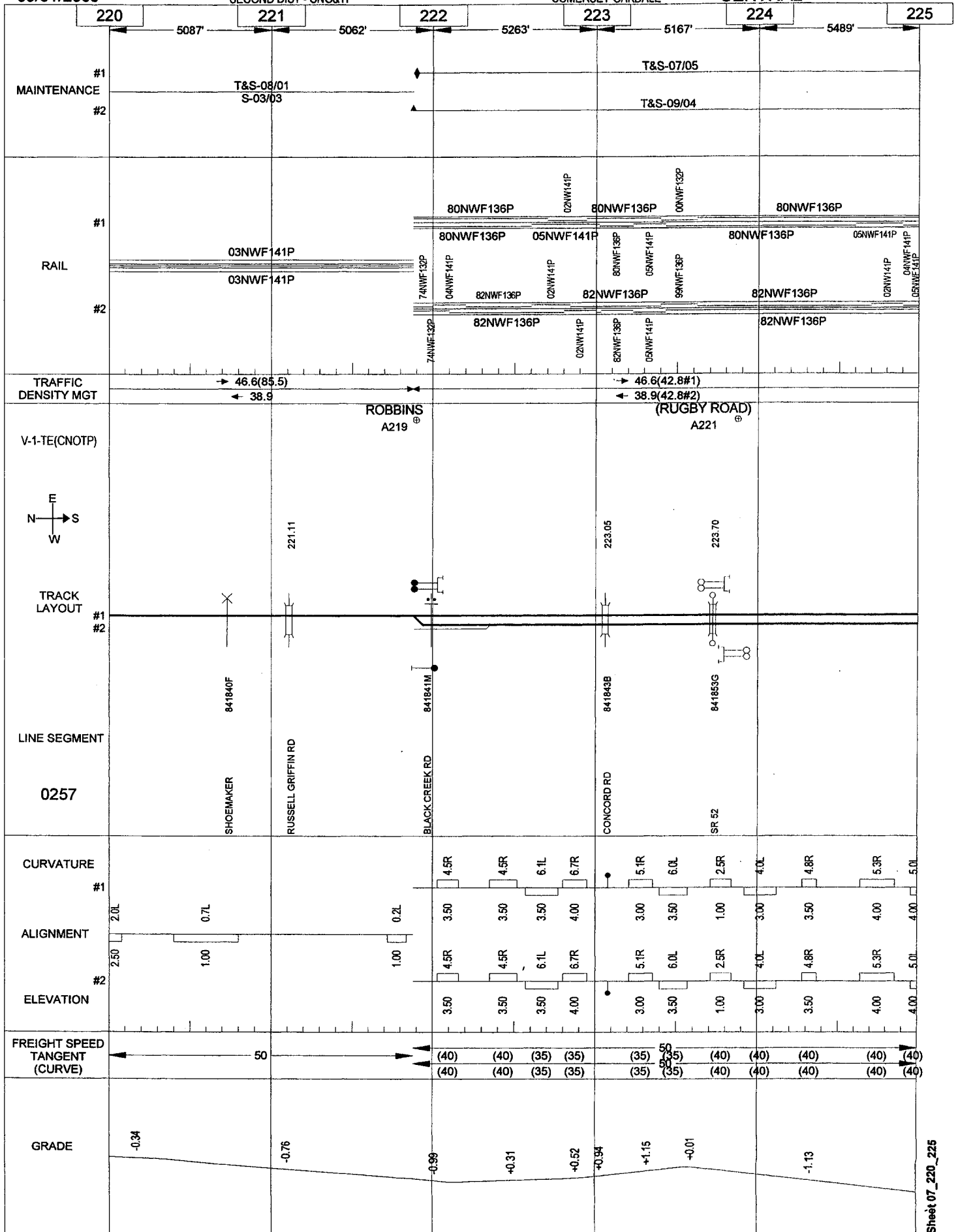
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179

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



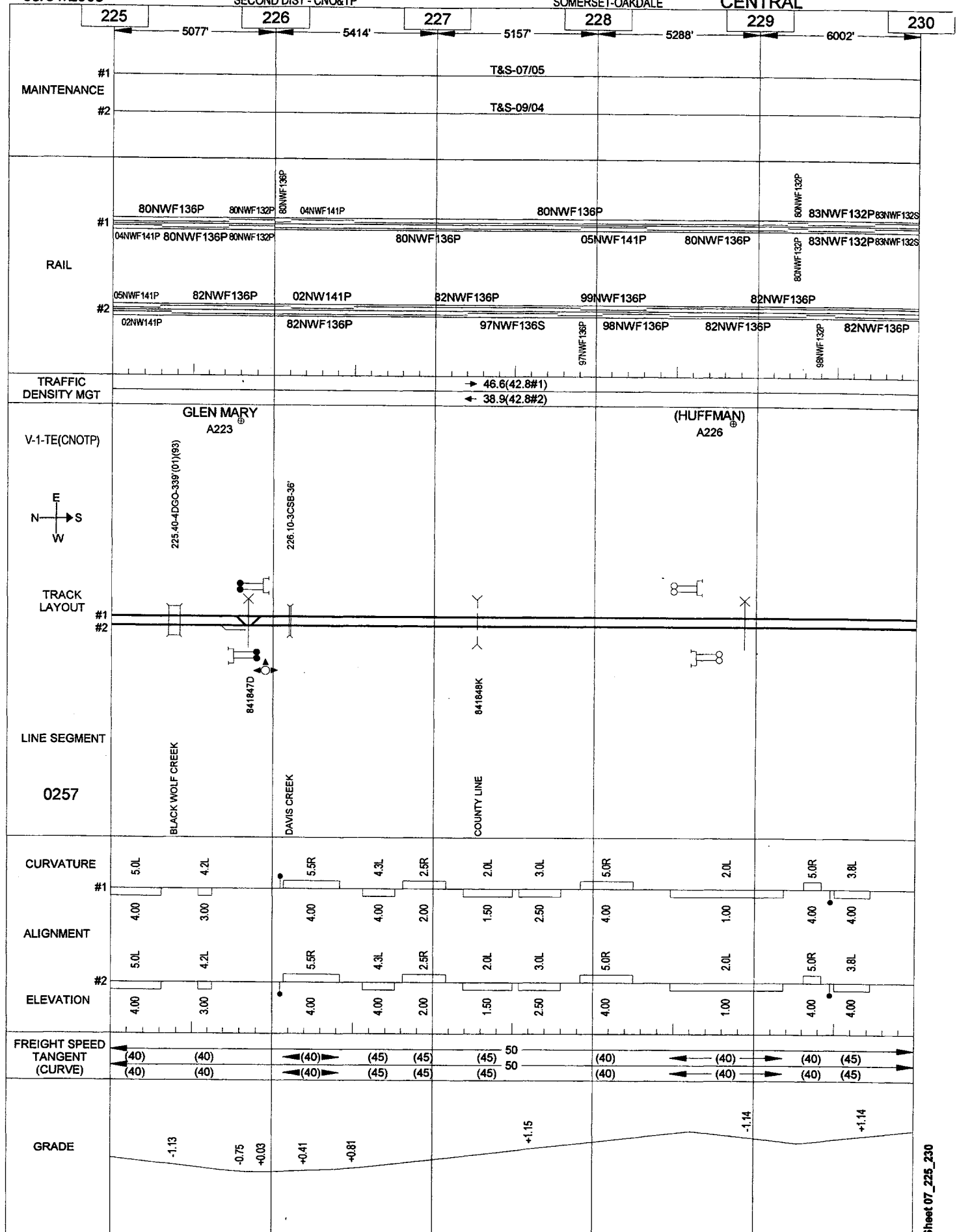
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180

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



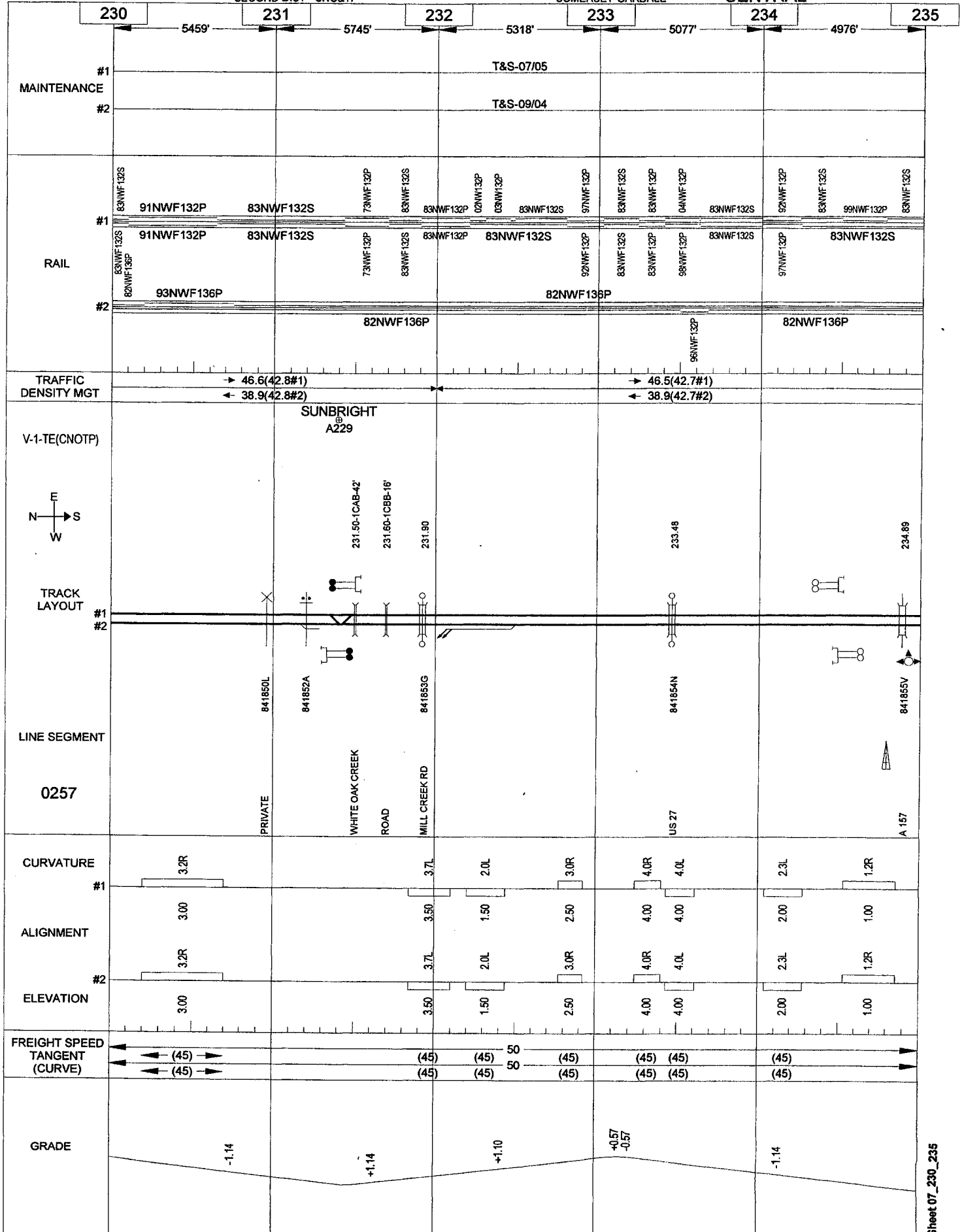
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181

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



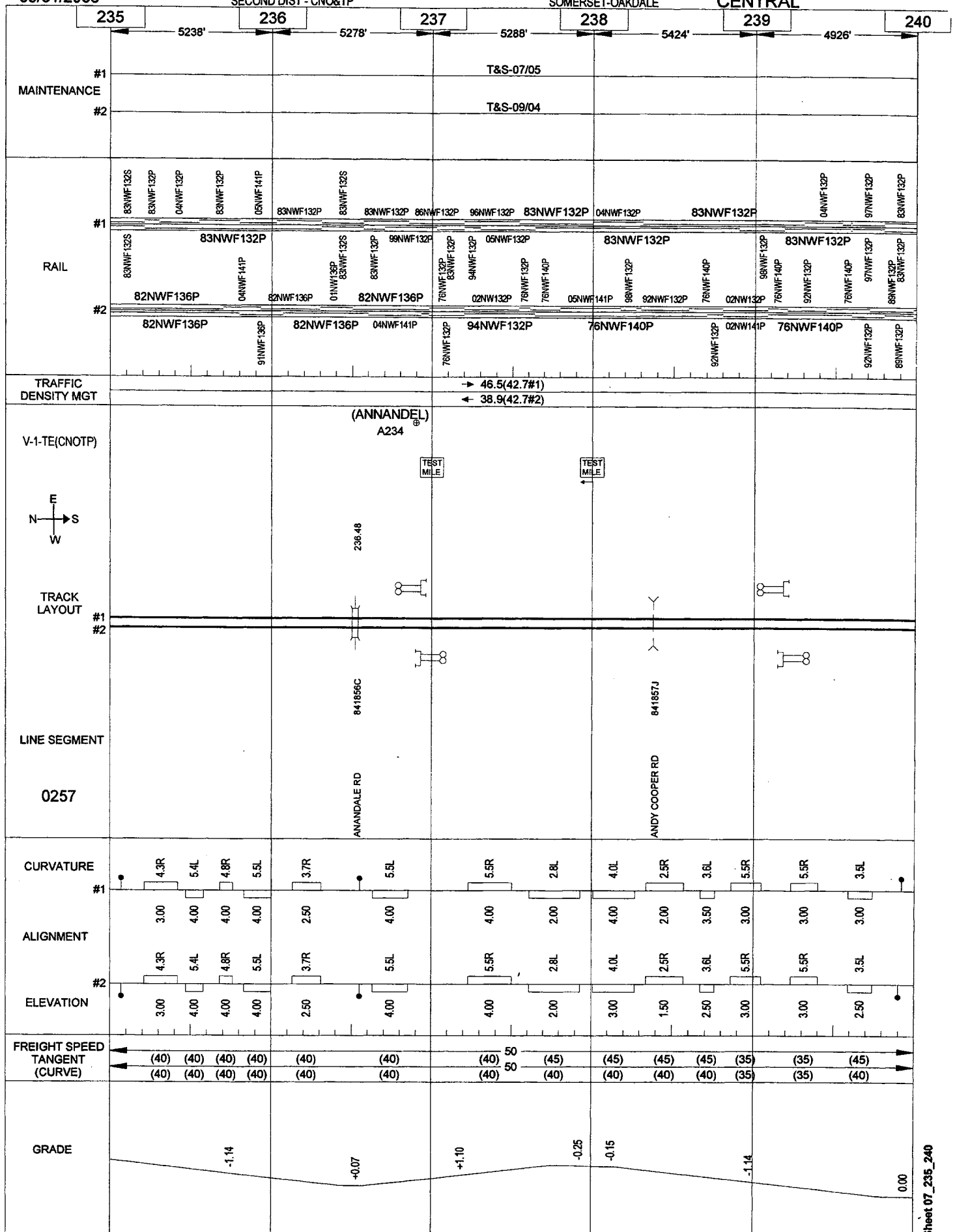
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182

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



245



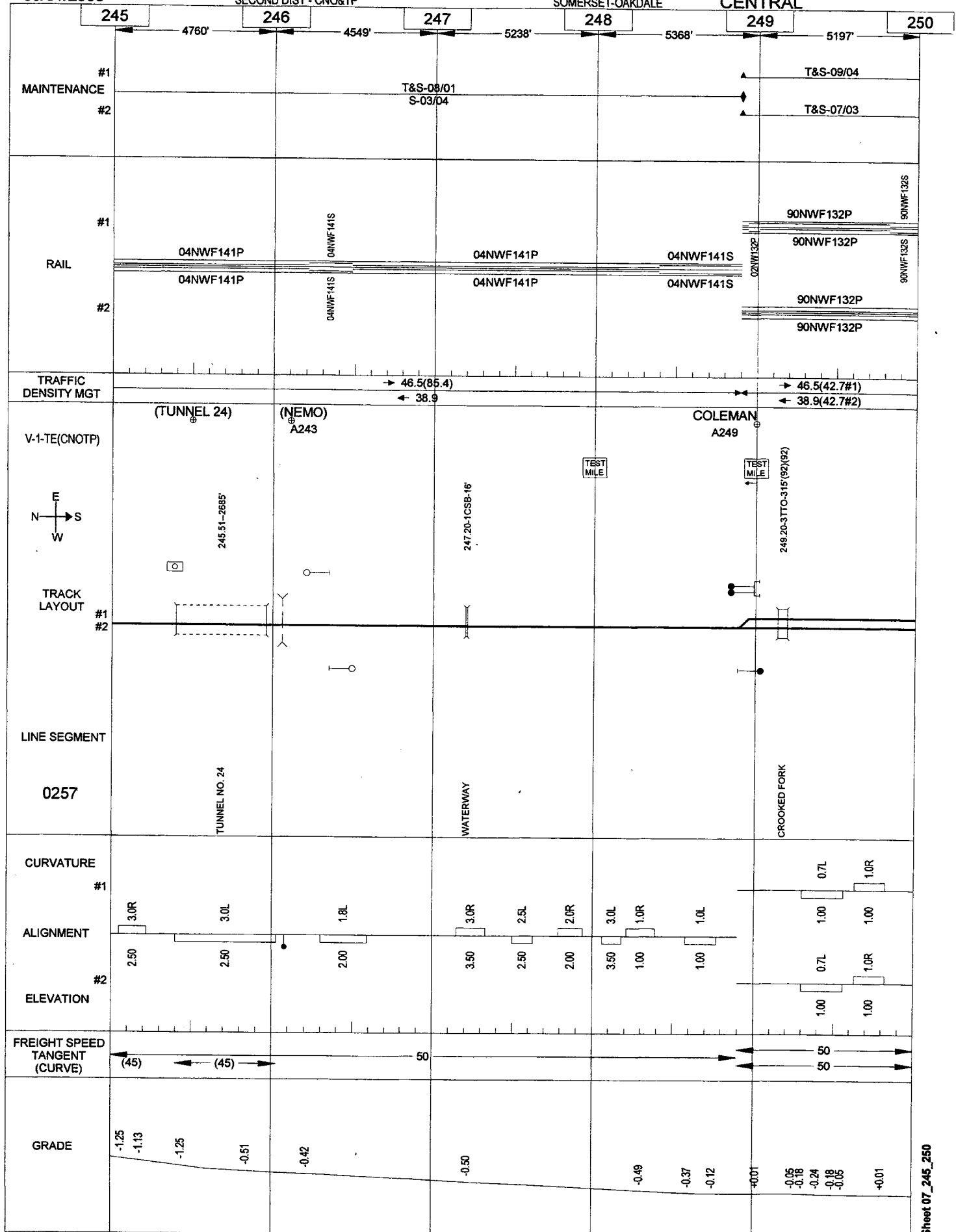
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184

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



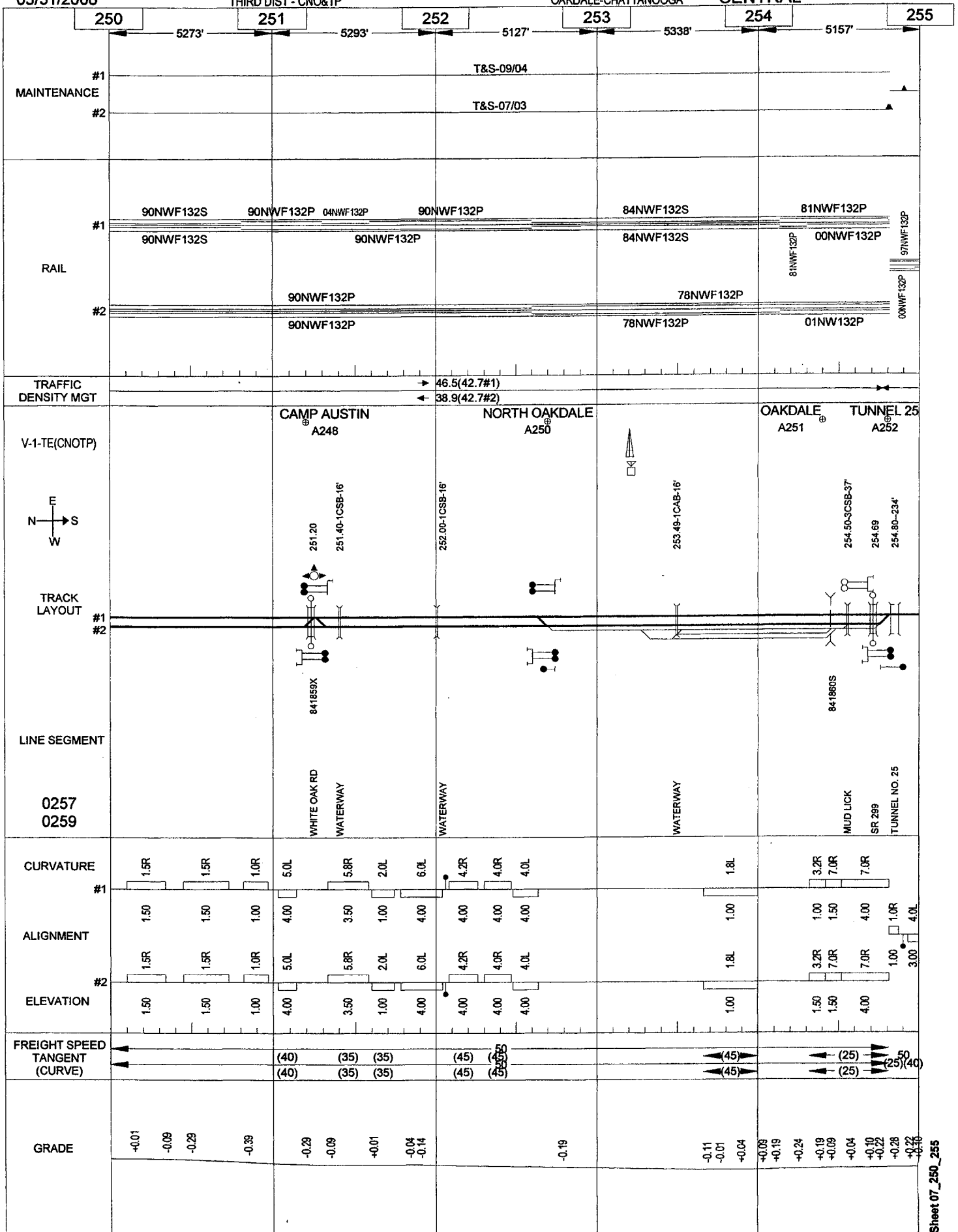
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THIRD DIST - CNO&TP

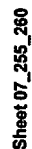
185

OAKDALE-CHATTANOOGA

CENTRAL



CENTRAL



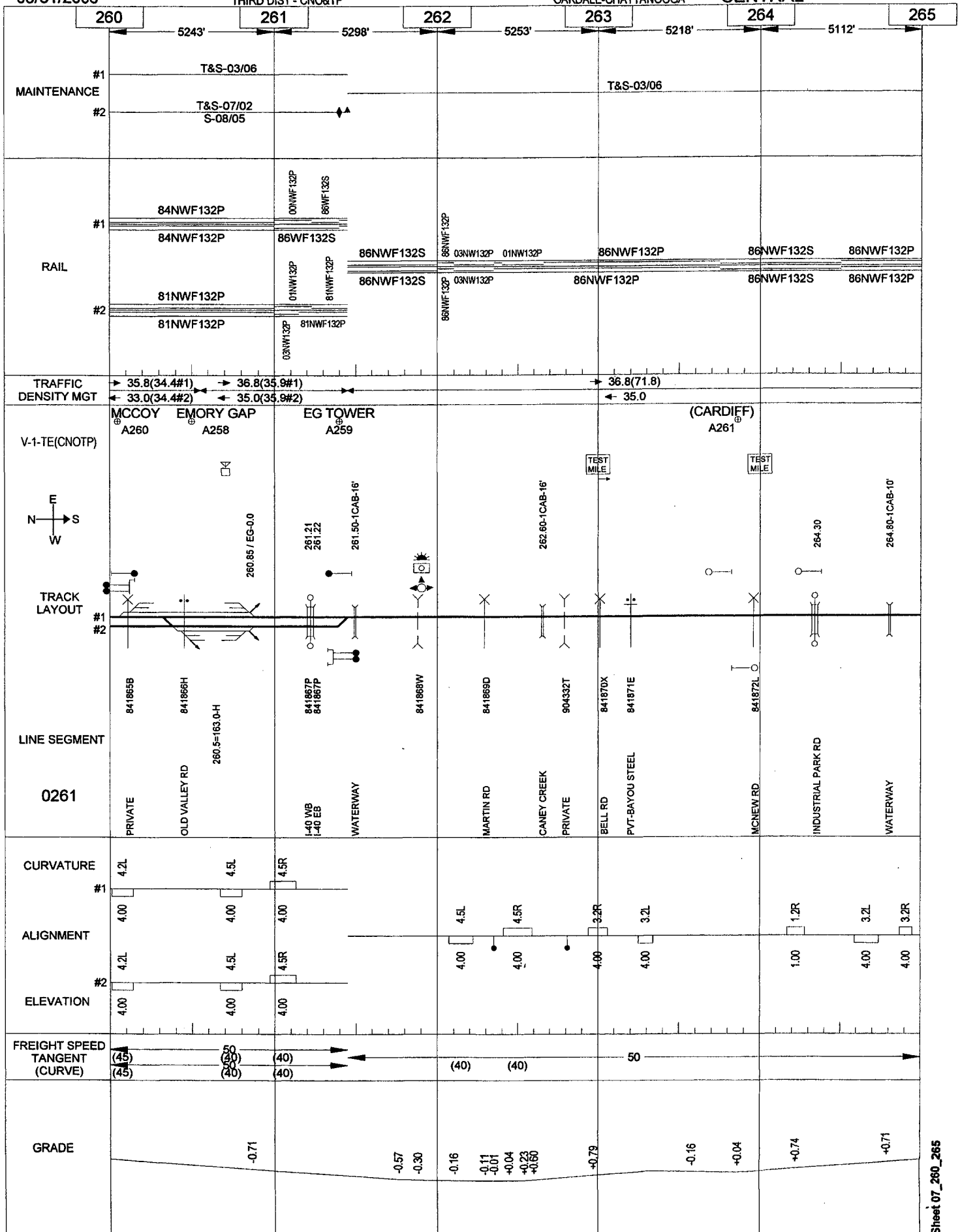
05/31/2006

THIRD DIST - CNO&TP

187

OAKDALE-CHATTANOOGA

CENTRAL



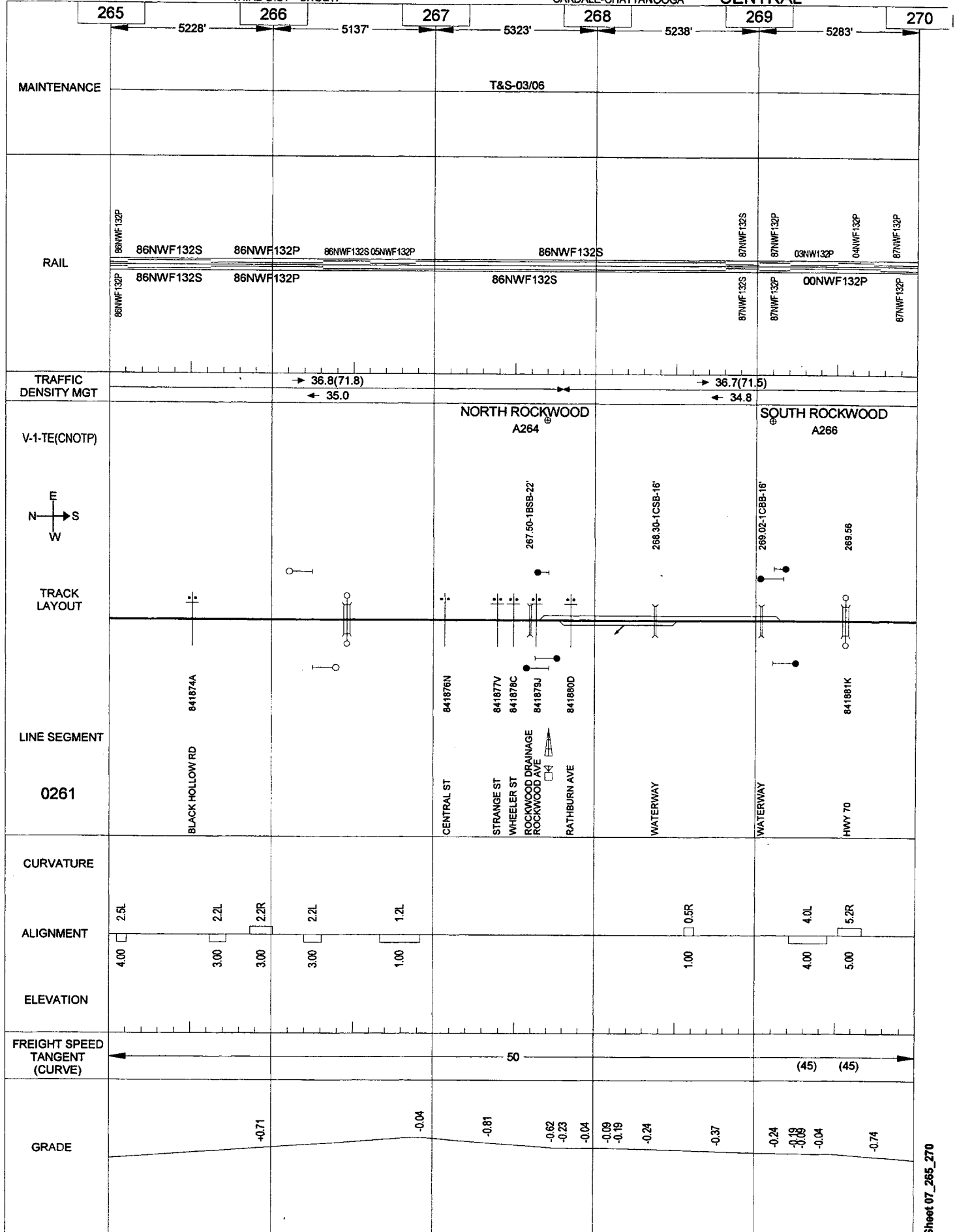
05/31/2006

THIRD DIST - CNO&TP

188

OAKDALE-CHATTANOOGA

CENTRAL



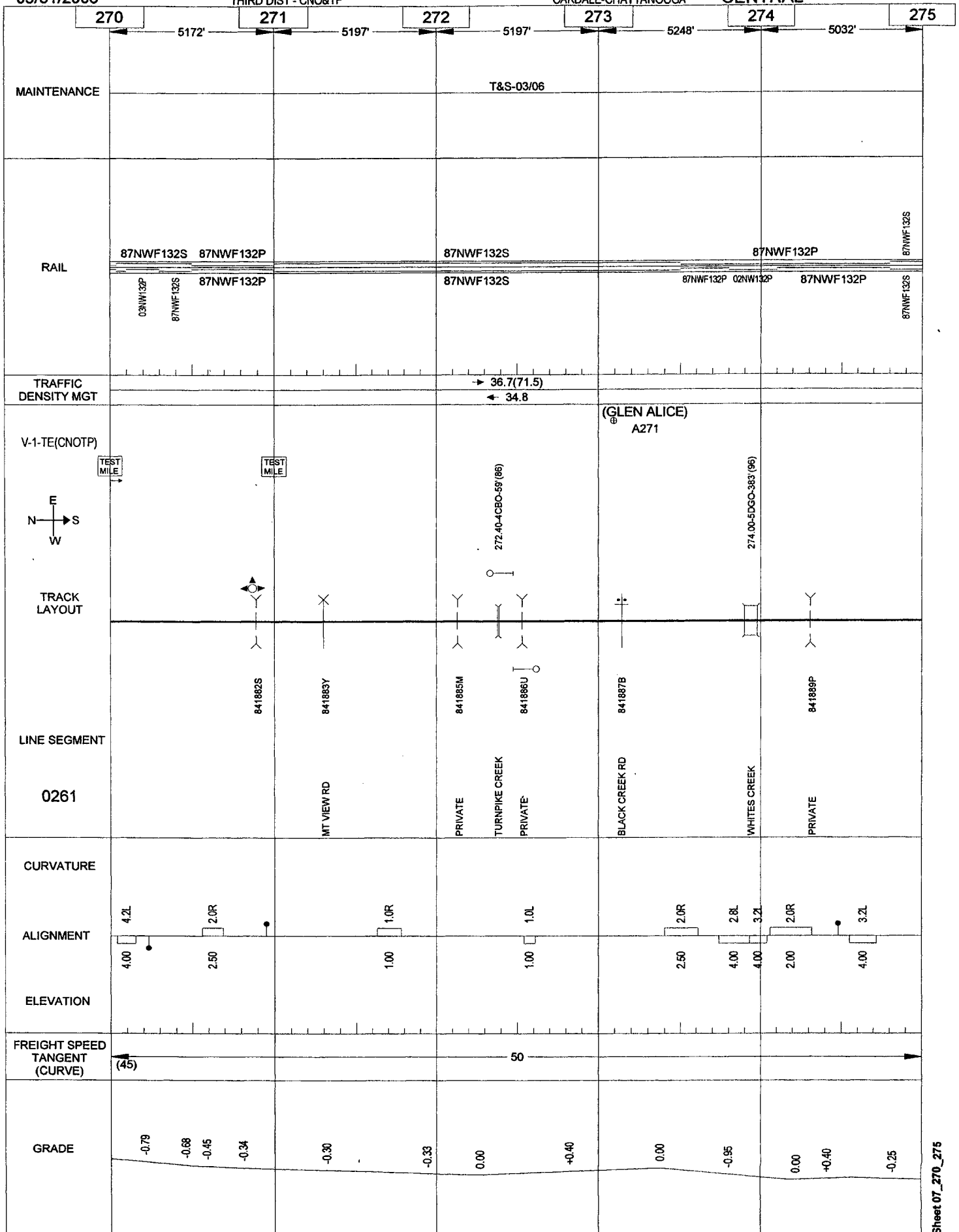
05/31/2006

189

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



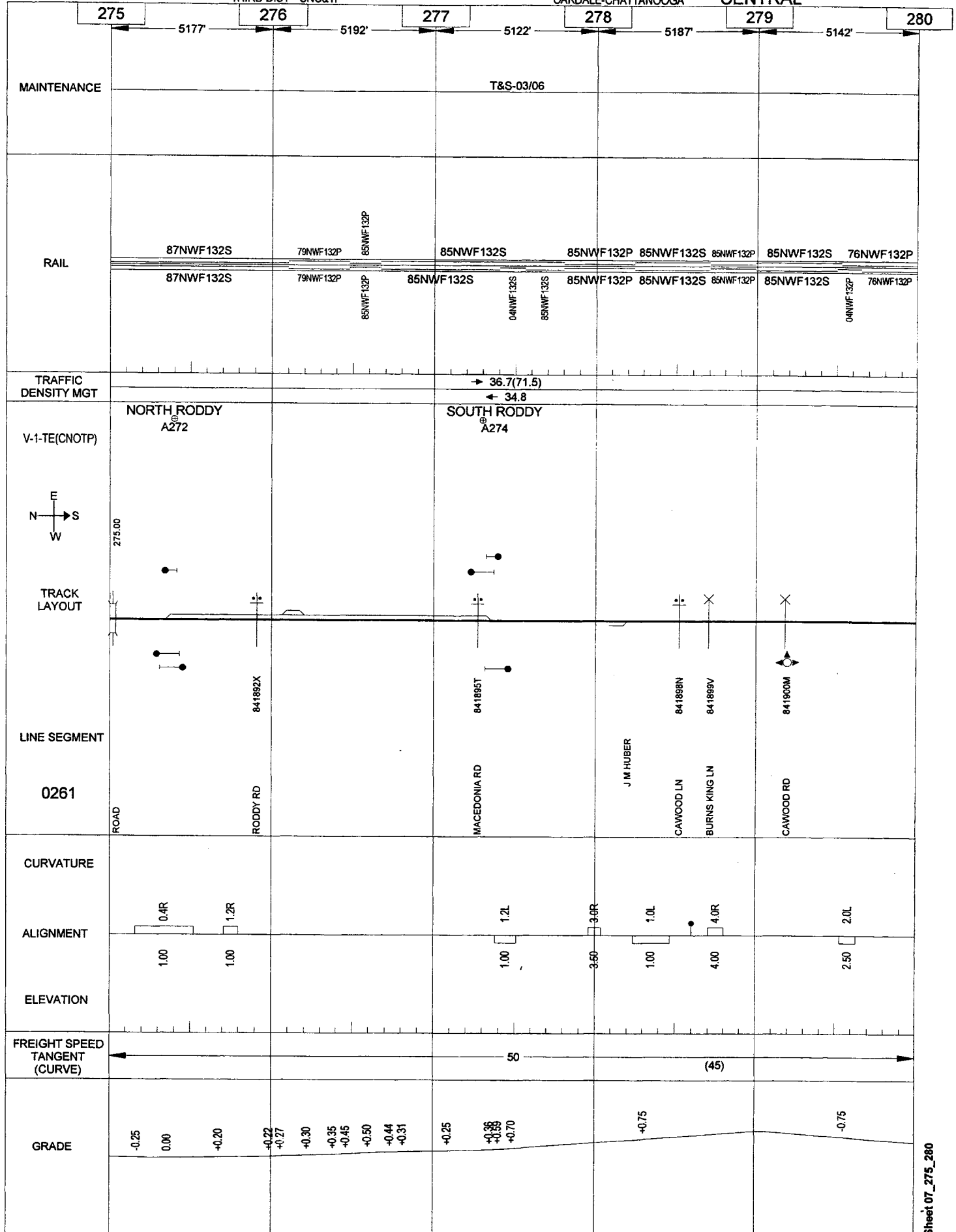
05/31/2006

THIRD DIST - CNO&TP

190

OAKDALE-CHATTANOOGA

CENTRAL



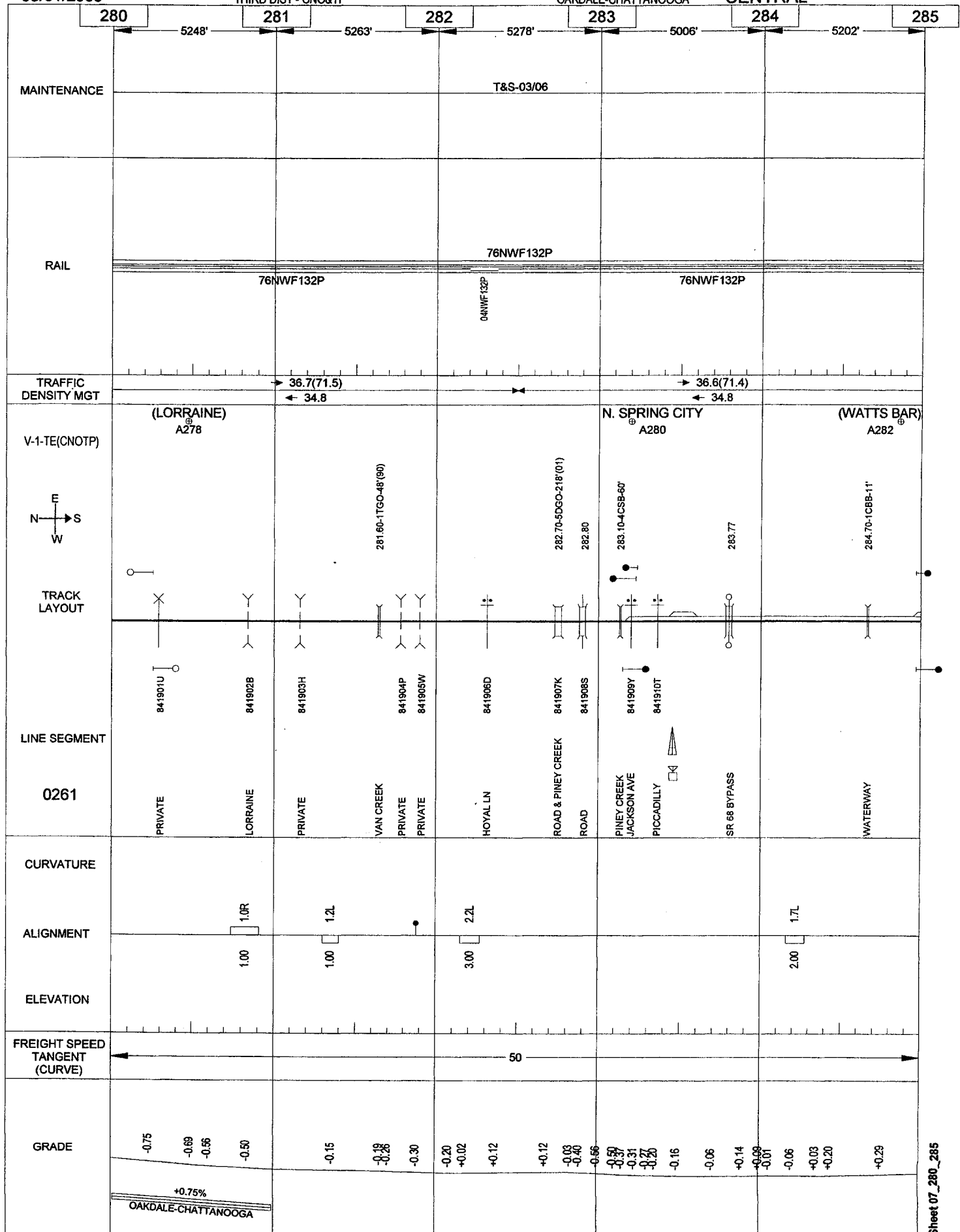
05/31/2006

191

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



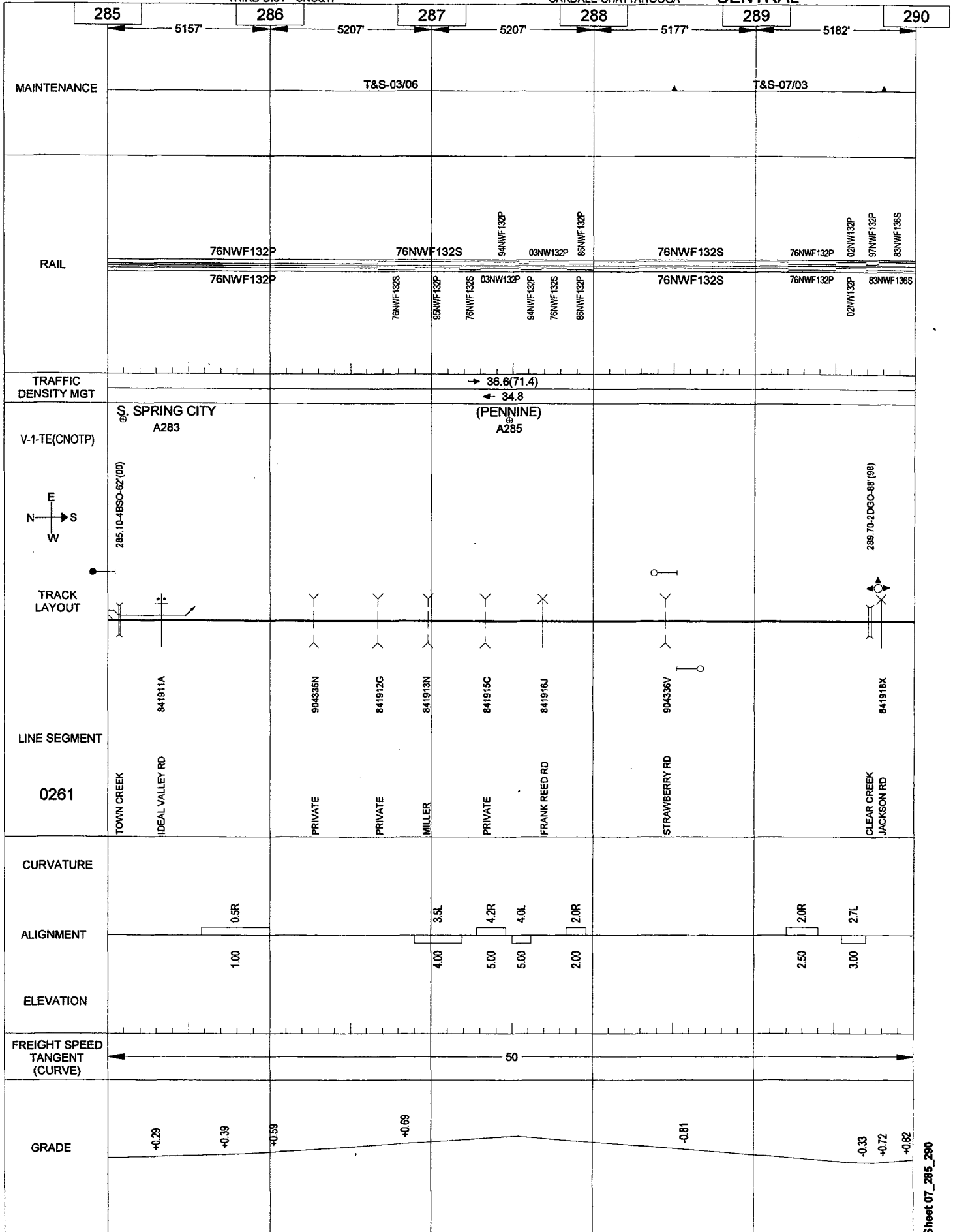
05/31/2006

192

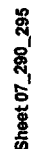
THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



CENTRAL



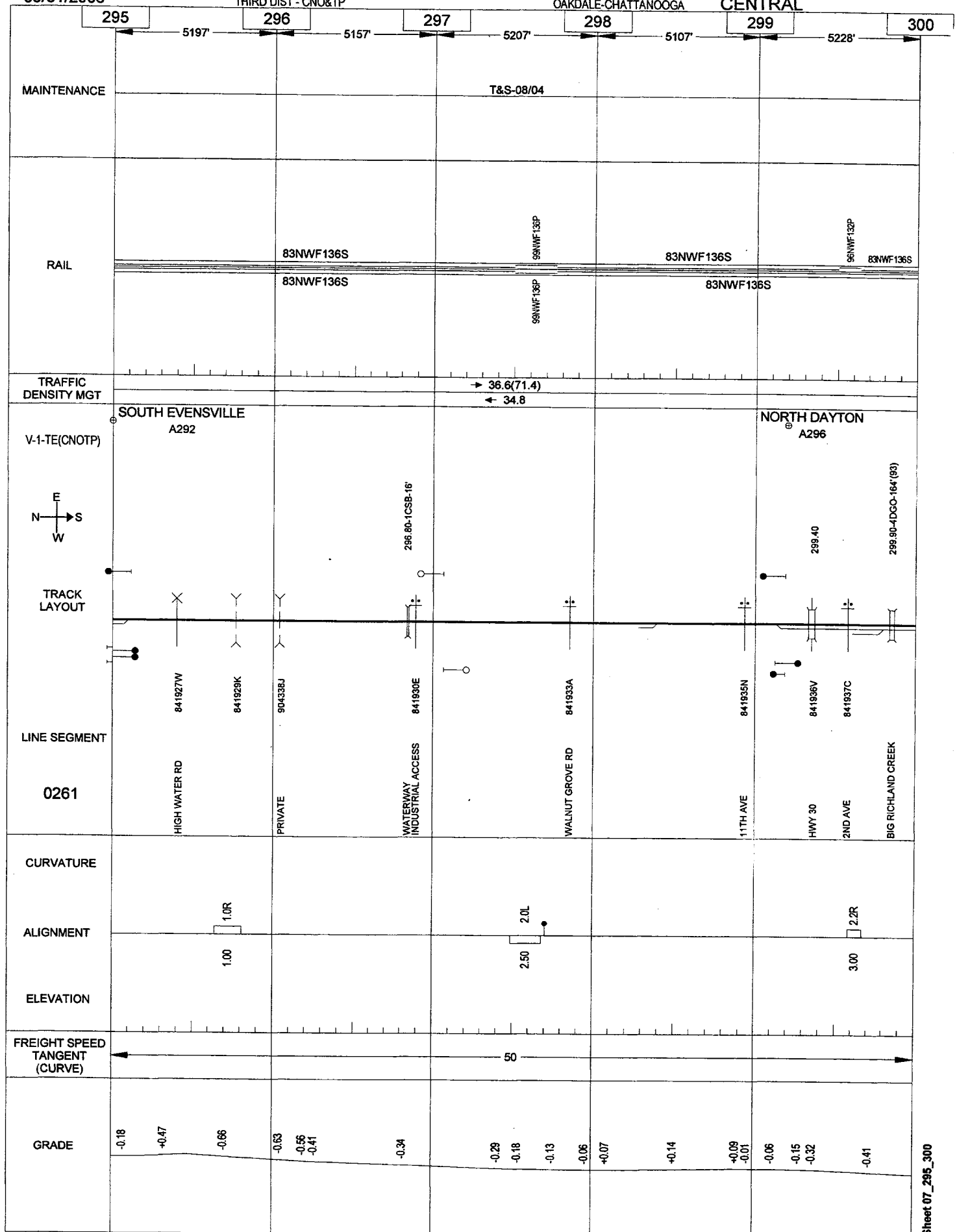
05/31/2006

194

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



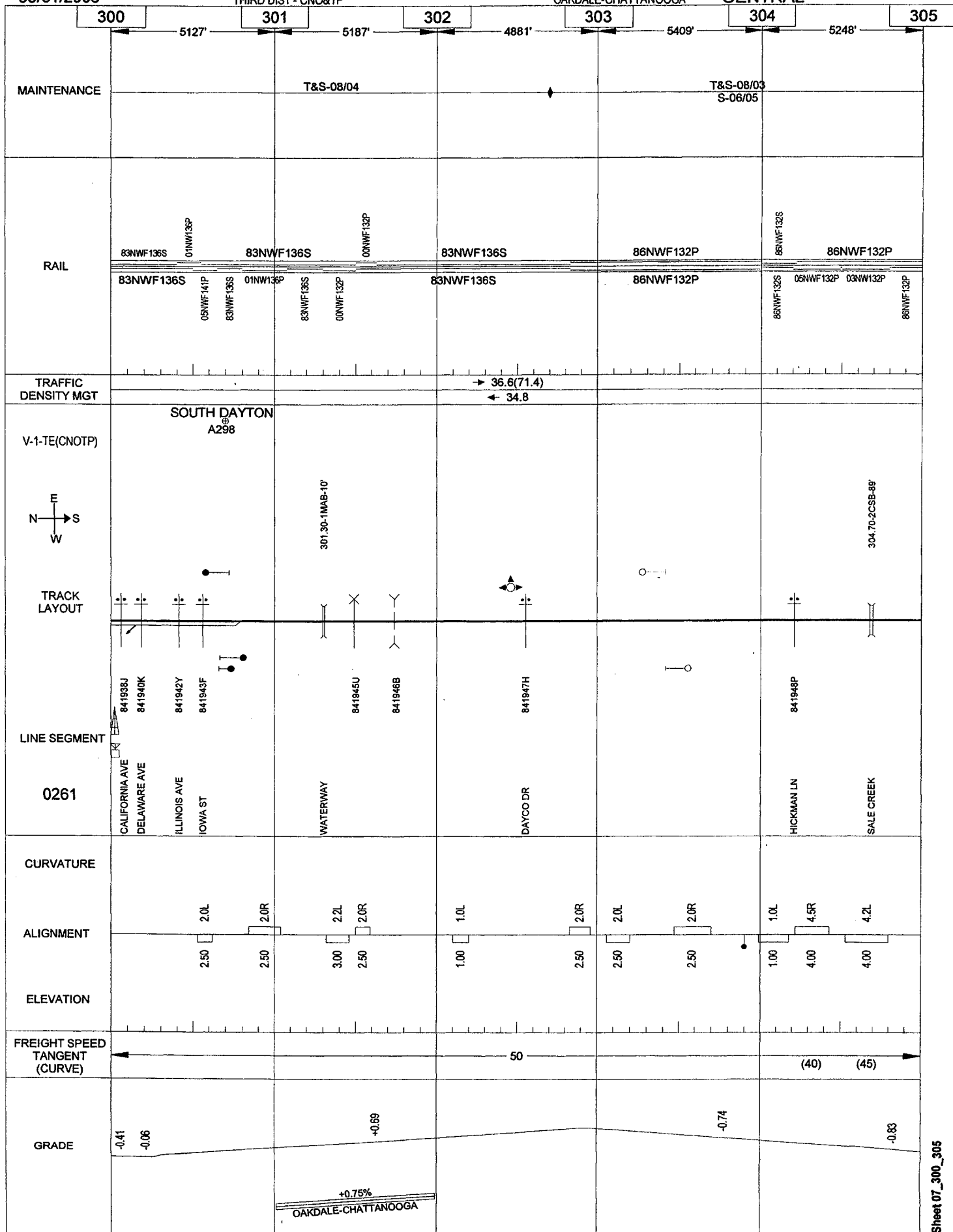
05/31/2006

195

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



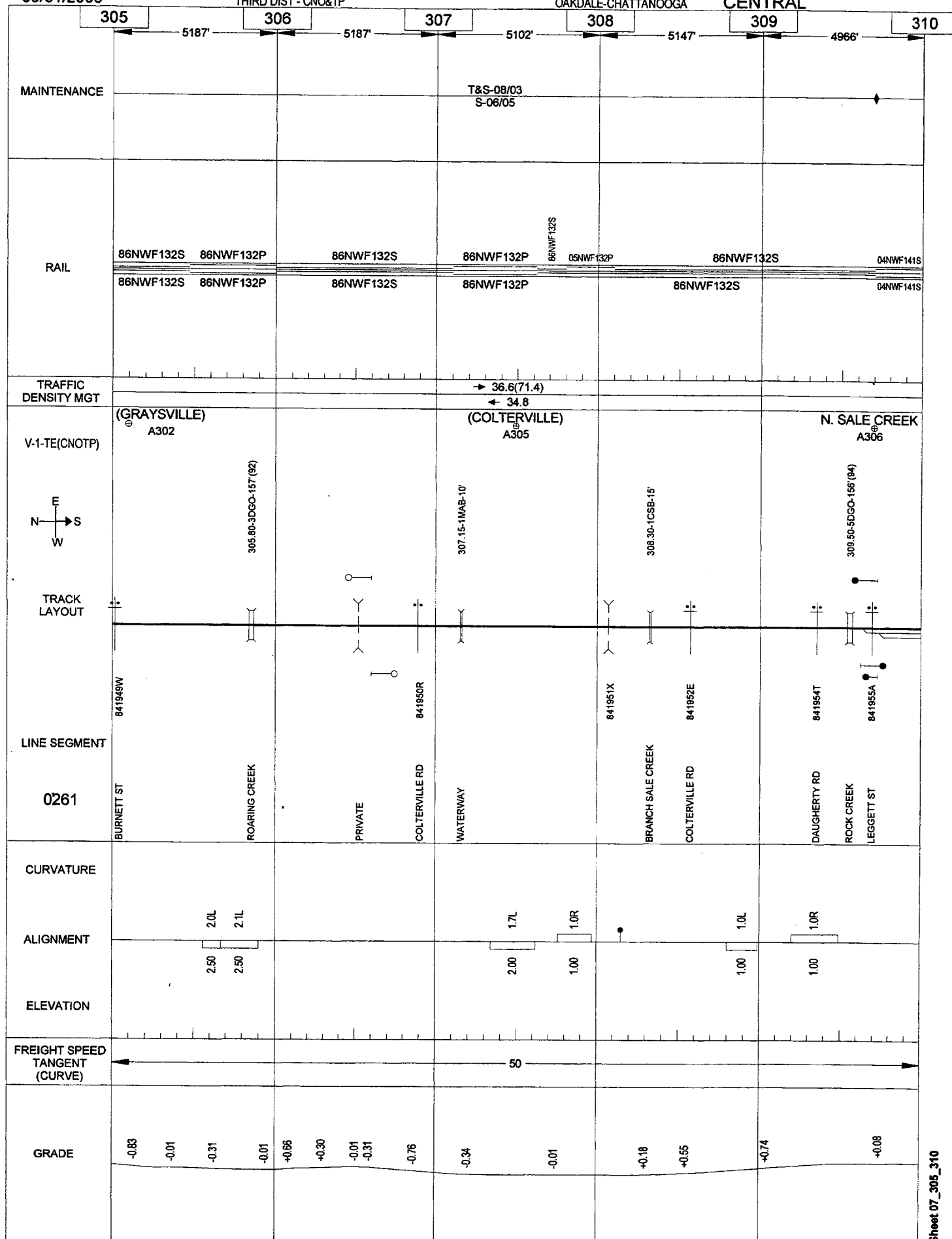
05/31/2006

196

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



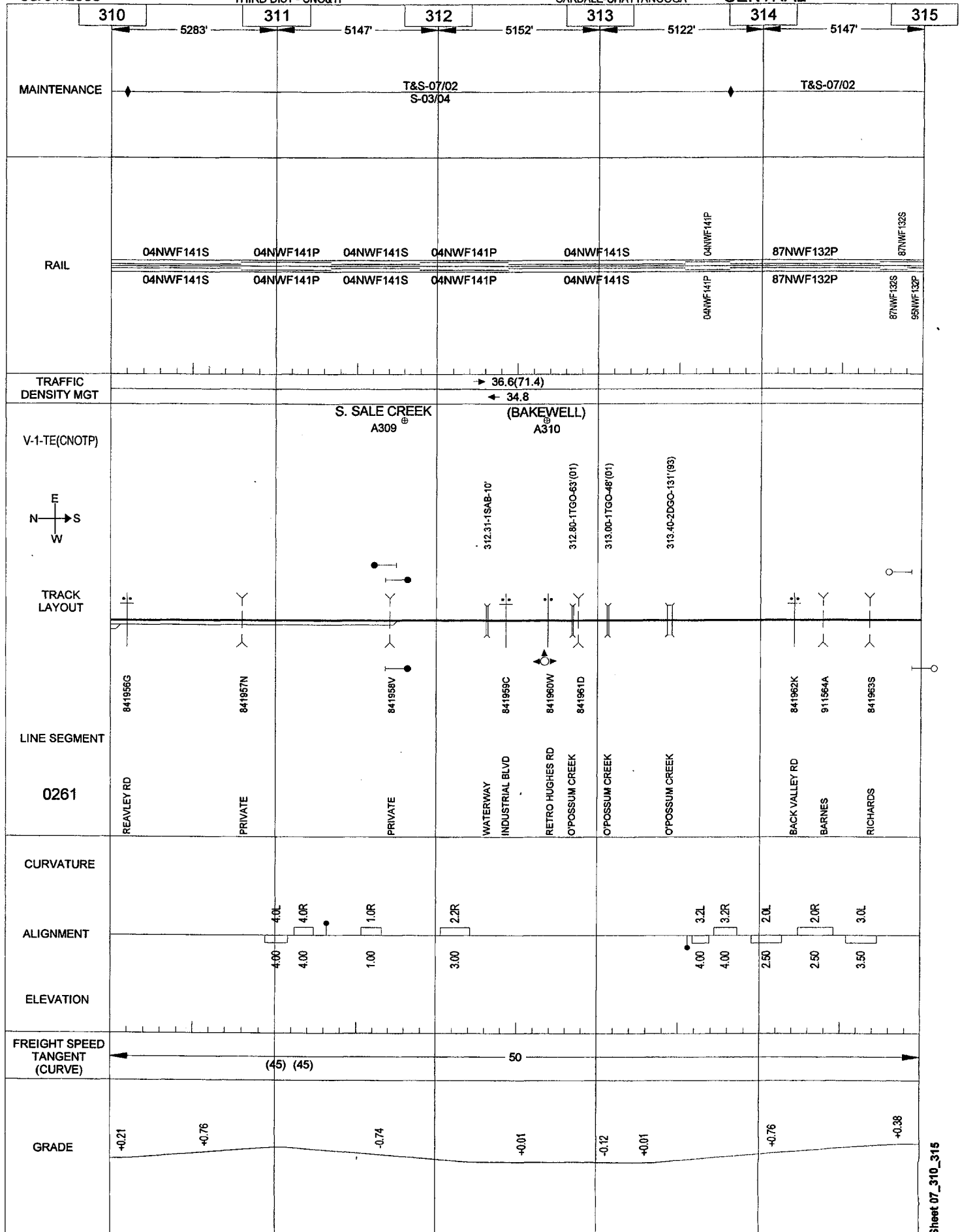
05/31/2006

THIRD DIST - CNO&TP

197

OAKDALE-CHATTANOOGA

CENTRAL



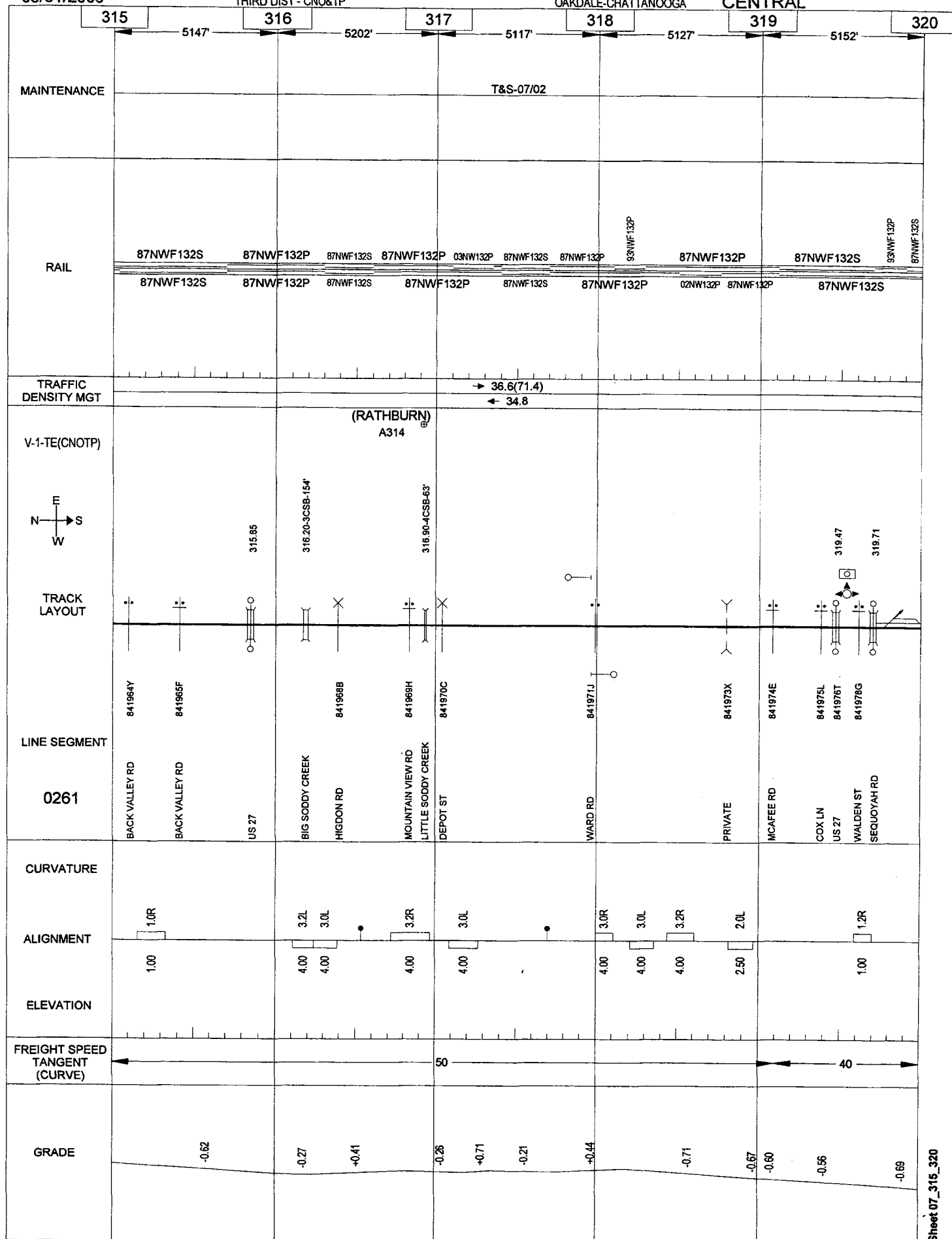
05/31/2006

THIRD DIST - CNO&TP

198

OAKDALE-CHATTANOOGA

CENTRAL



CENTRAL

325

— 521

T&S-07/02

#2

→ 36.6(71.4
← 34.8

DAISY
A318

CAVE SPRINGS
A323

20 10-10CSB-13'

#1
#2

0261

#1

#2

10

GRADE

0.69

04-21

19

Sheet 07_320_325

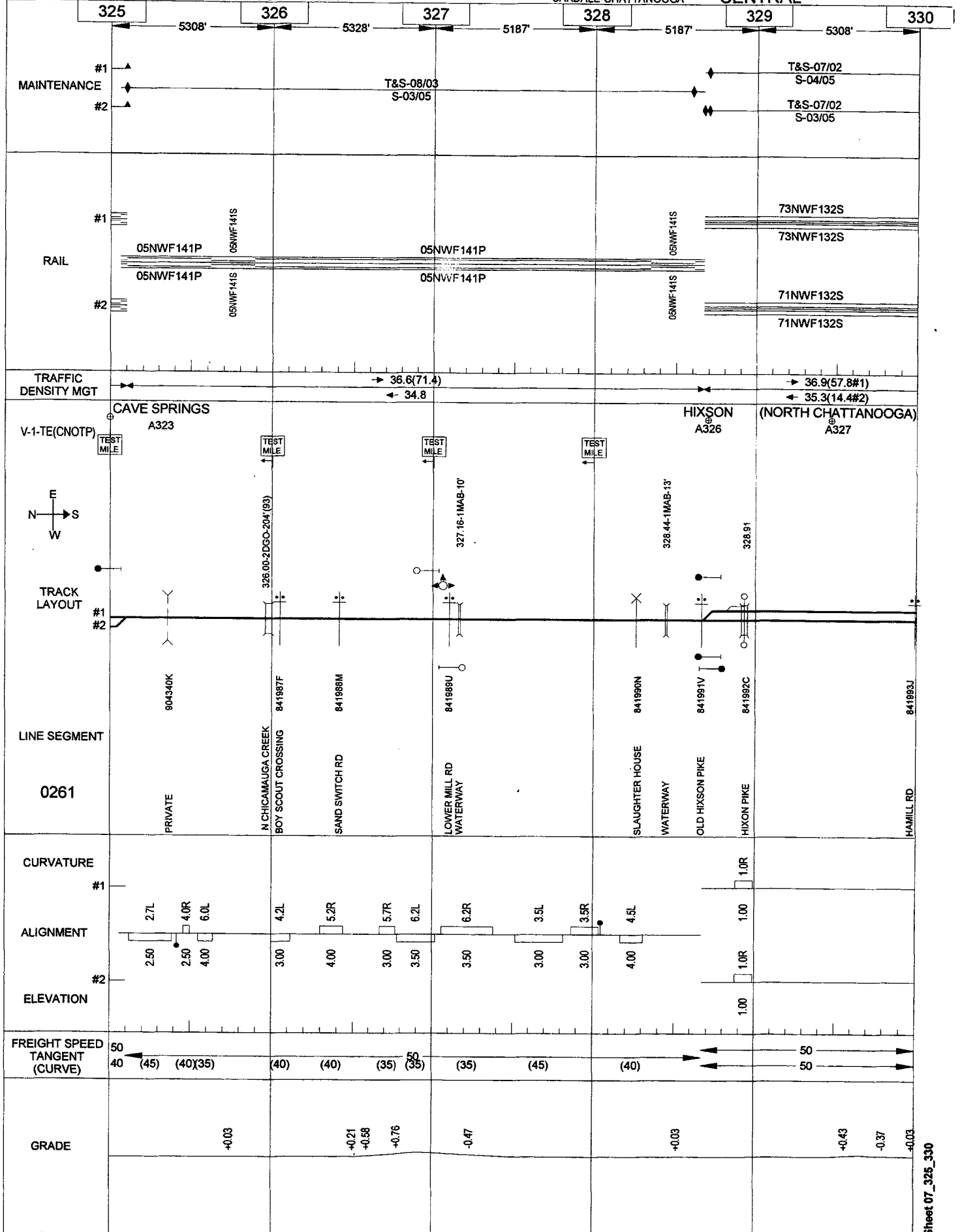
05/31/2006

200

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



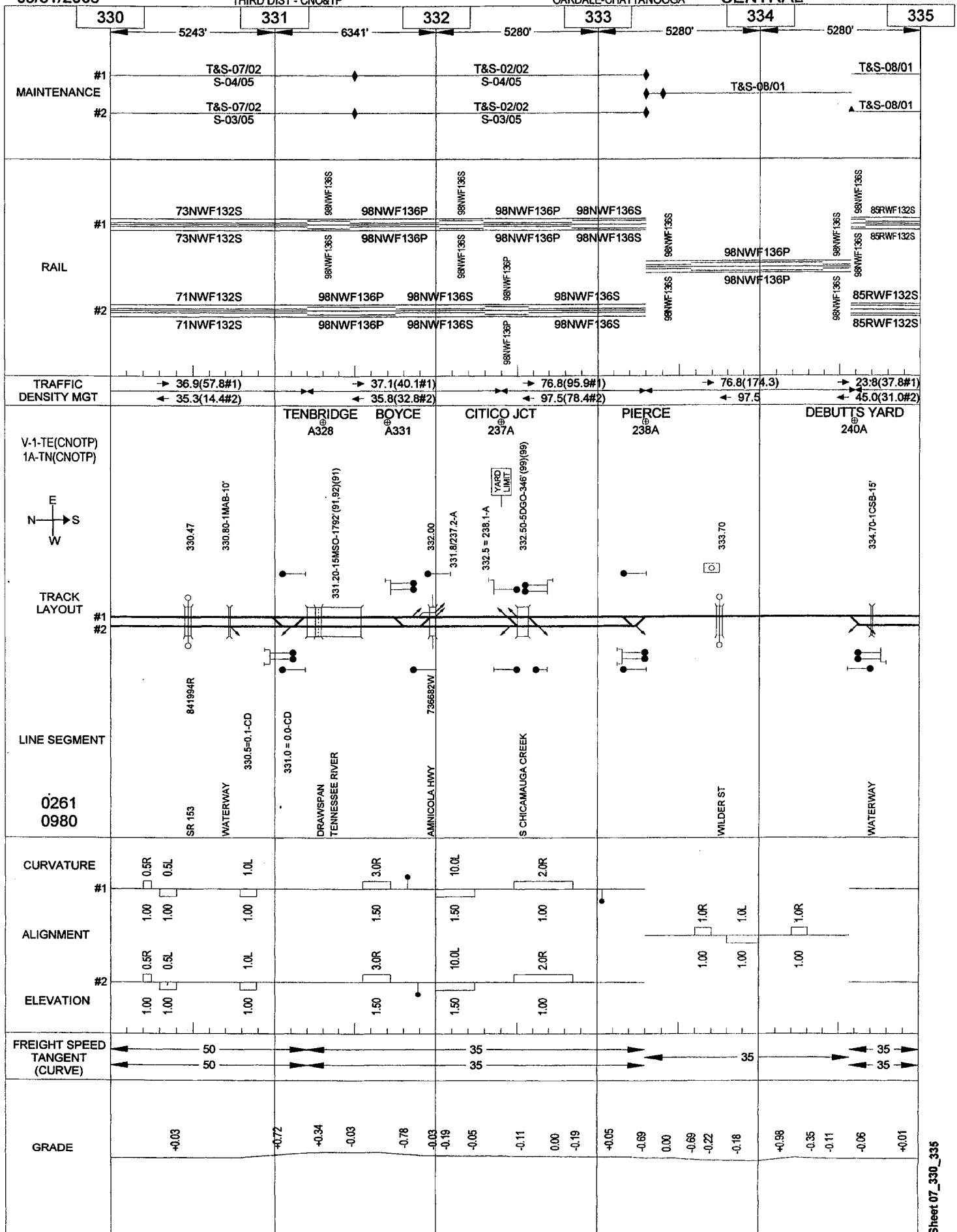
05/31/2006

201

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



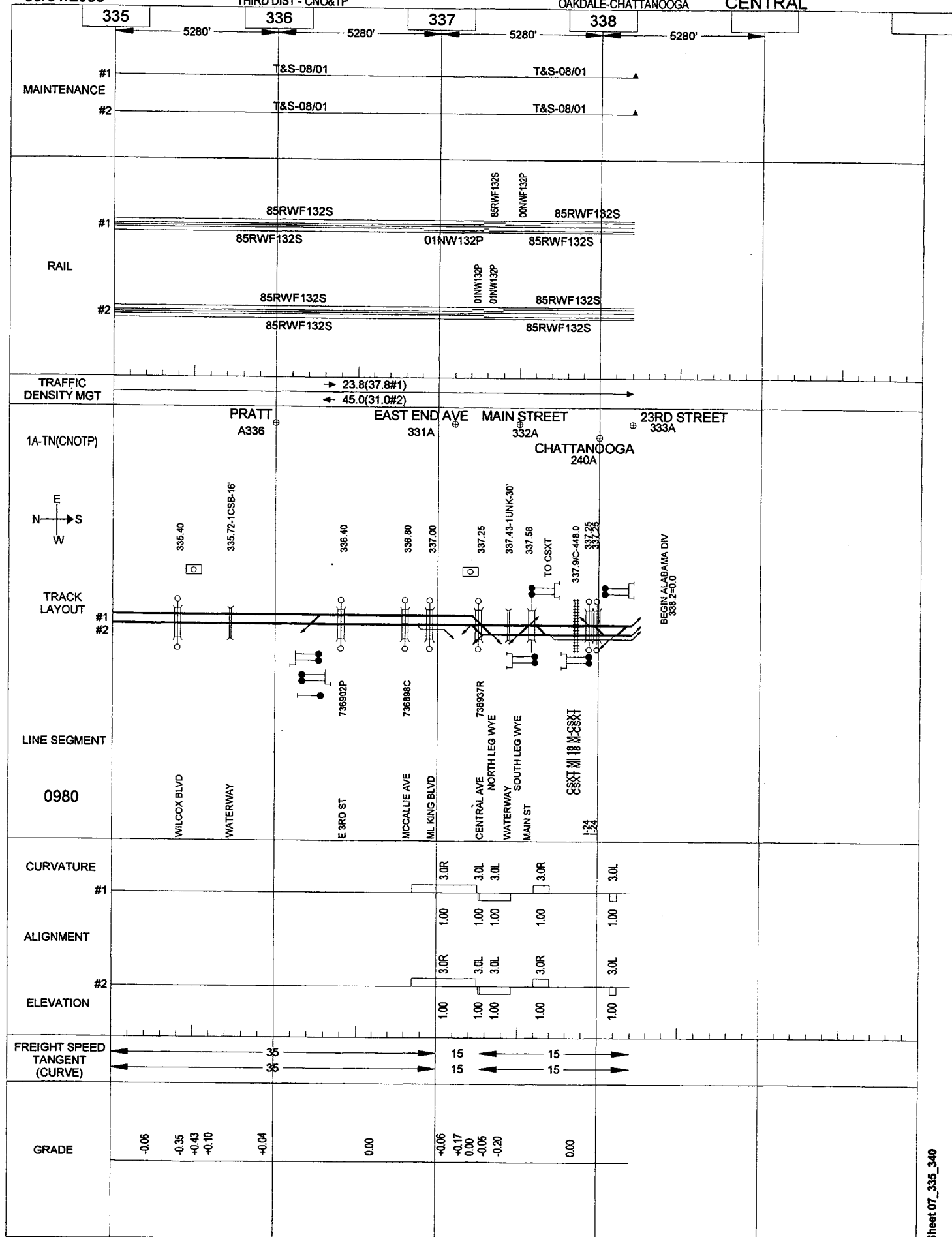
05/31/2006

202

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

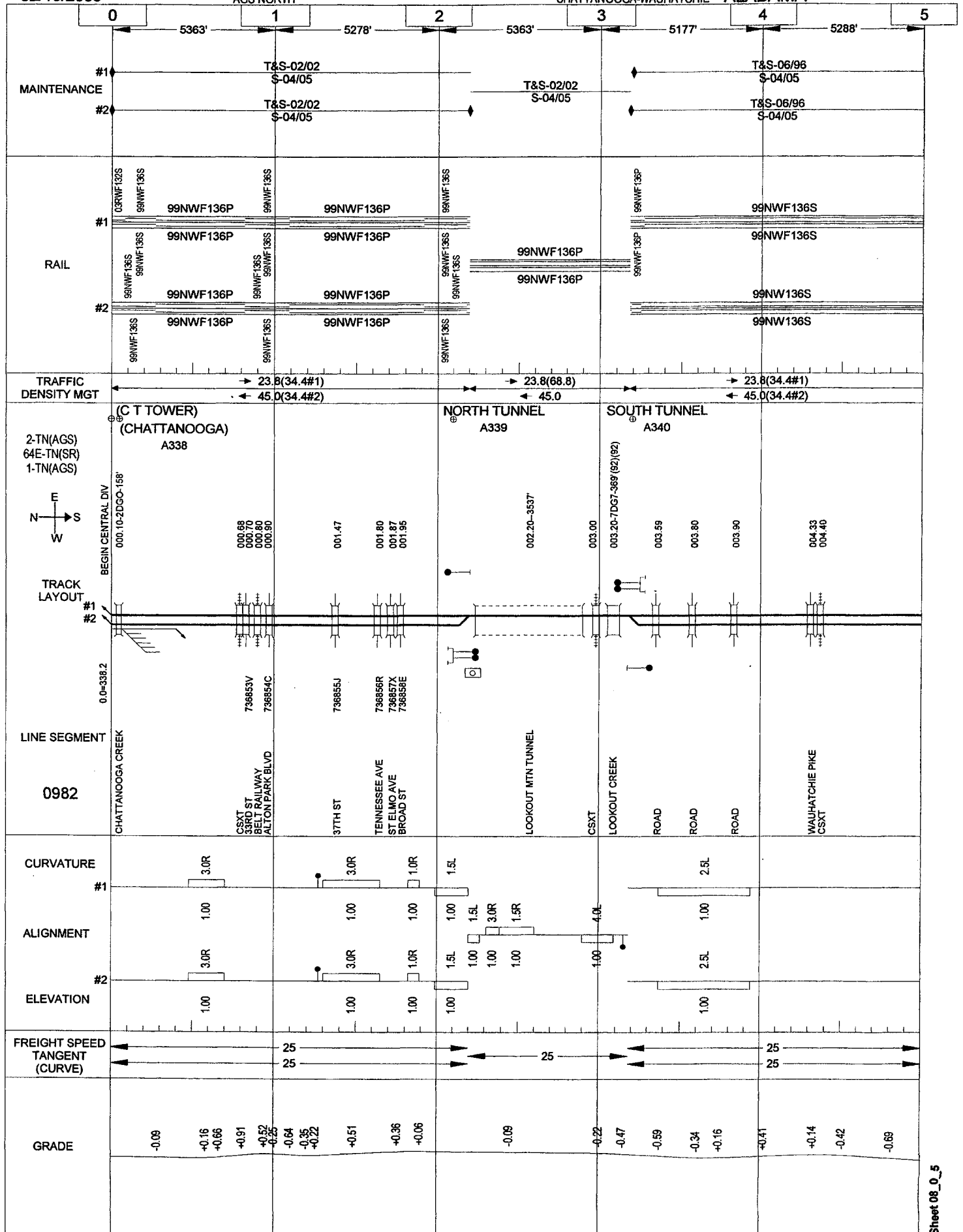
CENTRAL



02/13/2006

AGS NORTH

CHATTANOOGA-WAUHATCHIE ALABAMA



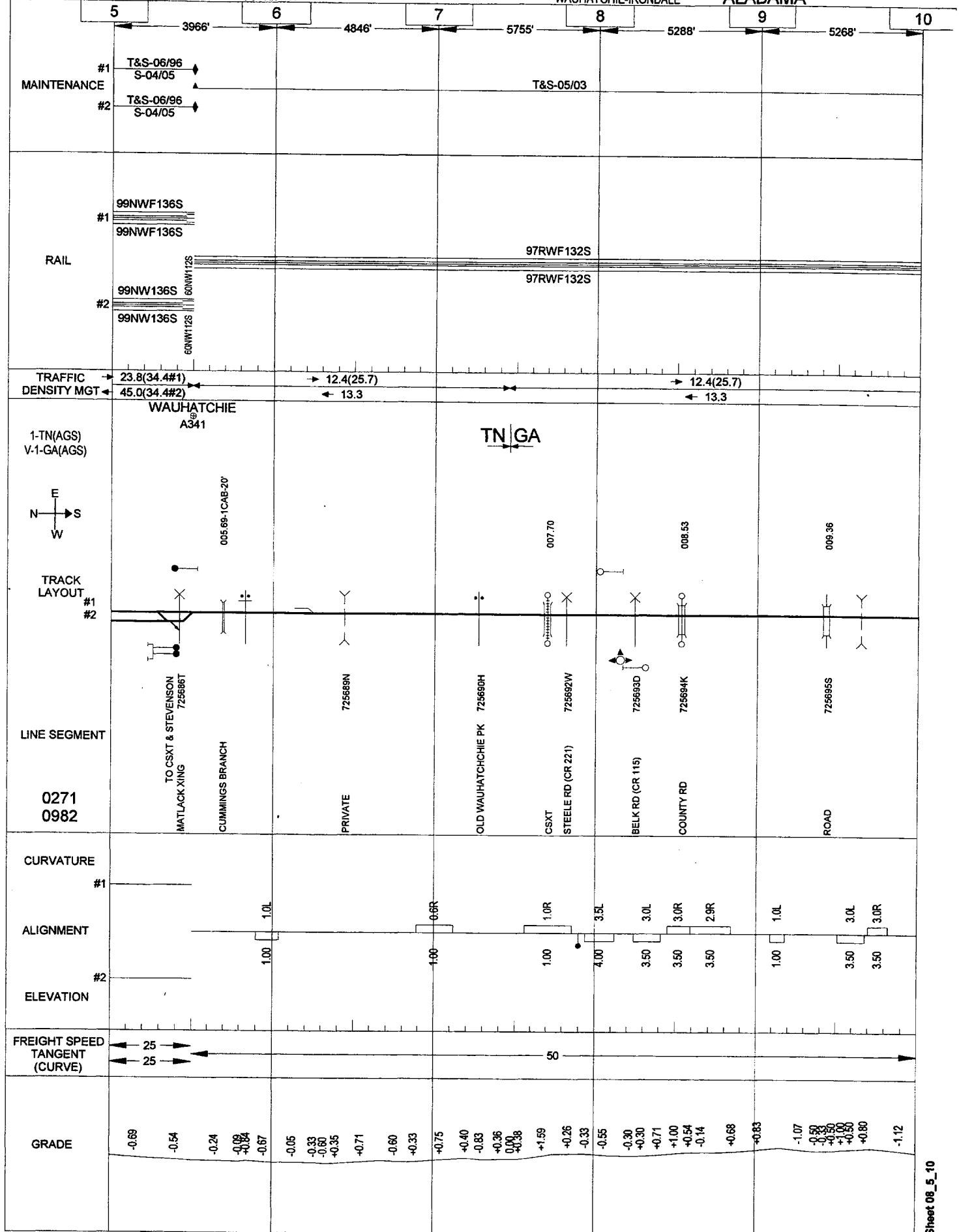
02/13/2006

202.2

AGS NORTH

WAUHATCHIE-IRONDALE

ALABAMA

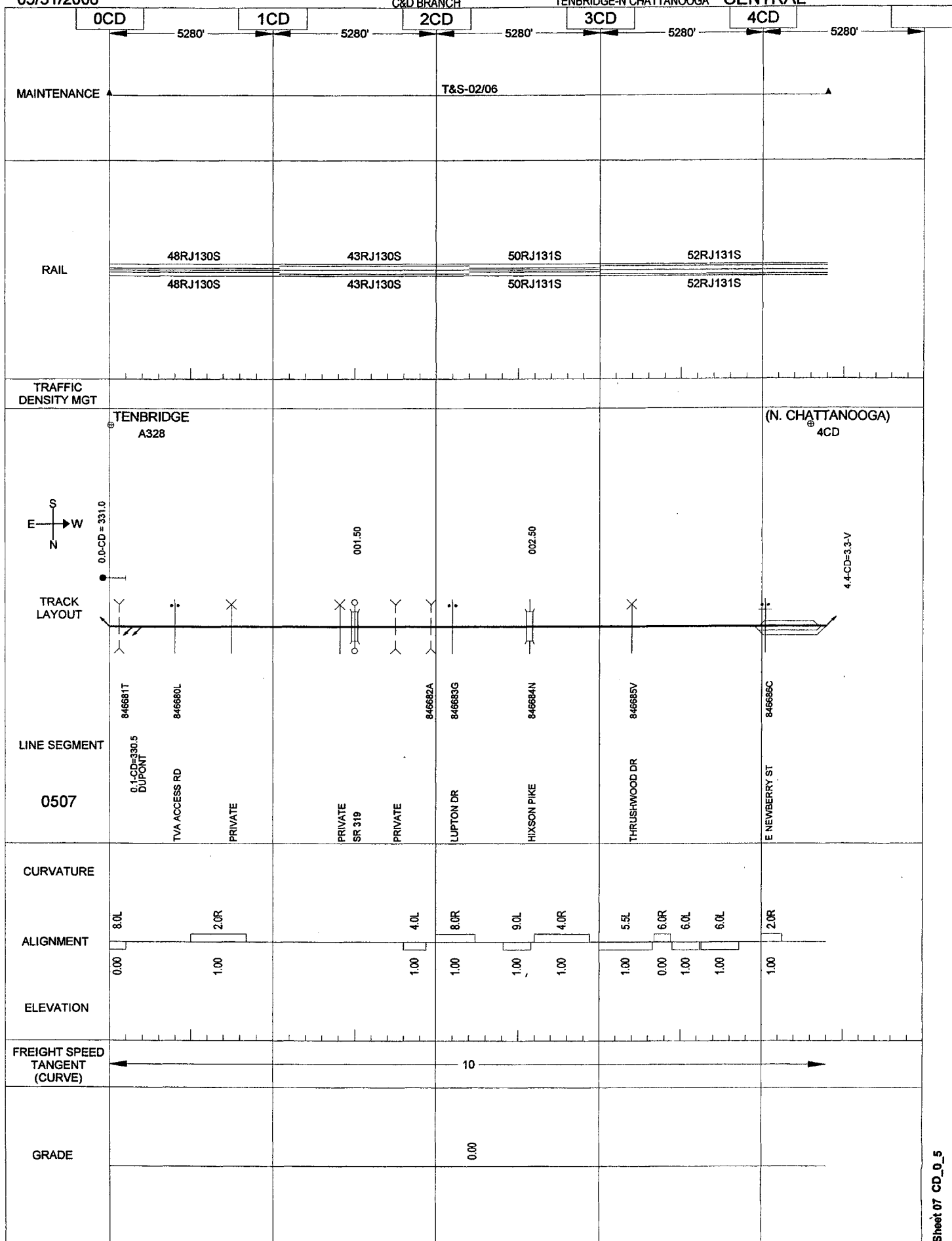


05/31/2006

203
C&D BRANCH

TENBRIDGE-N CHATTANOOGA

CENTRAL



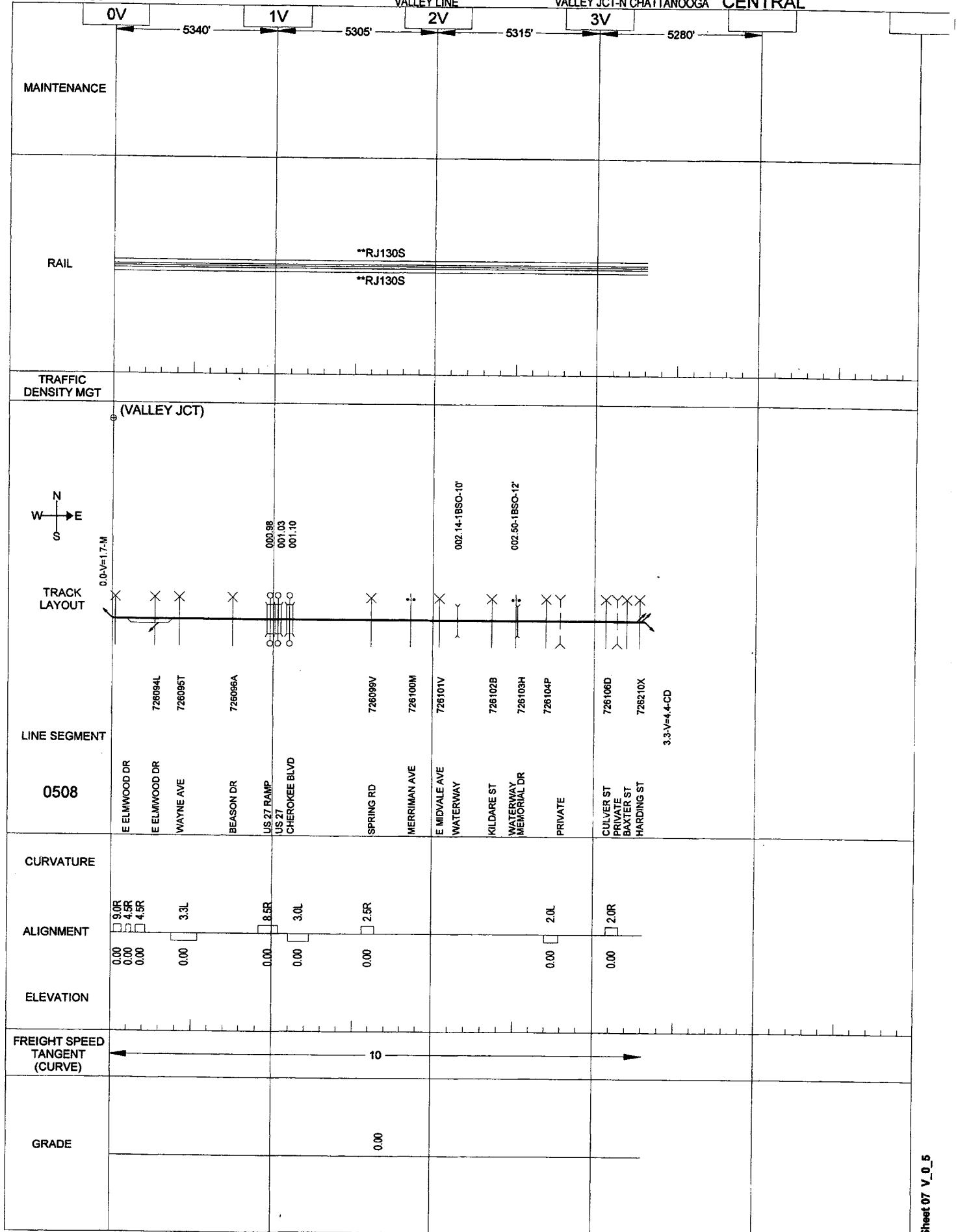
05/31/2006

204

VALLEY LINE

VALLEY JCT-N CHATTANOOGA

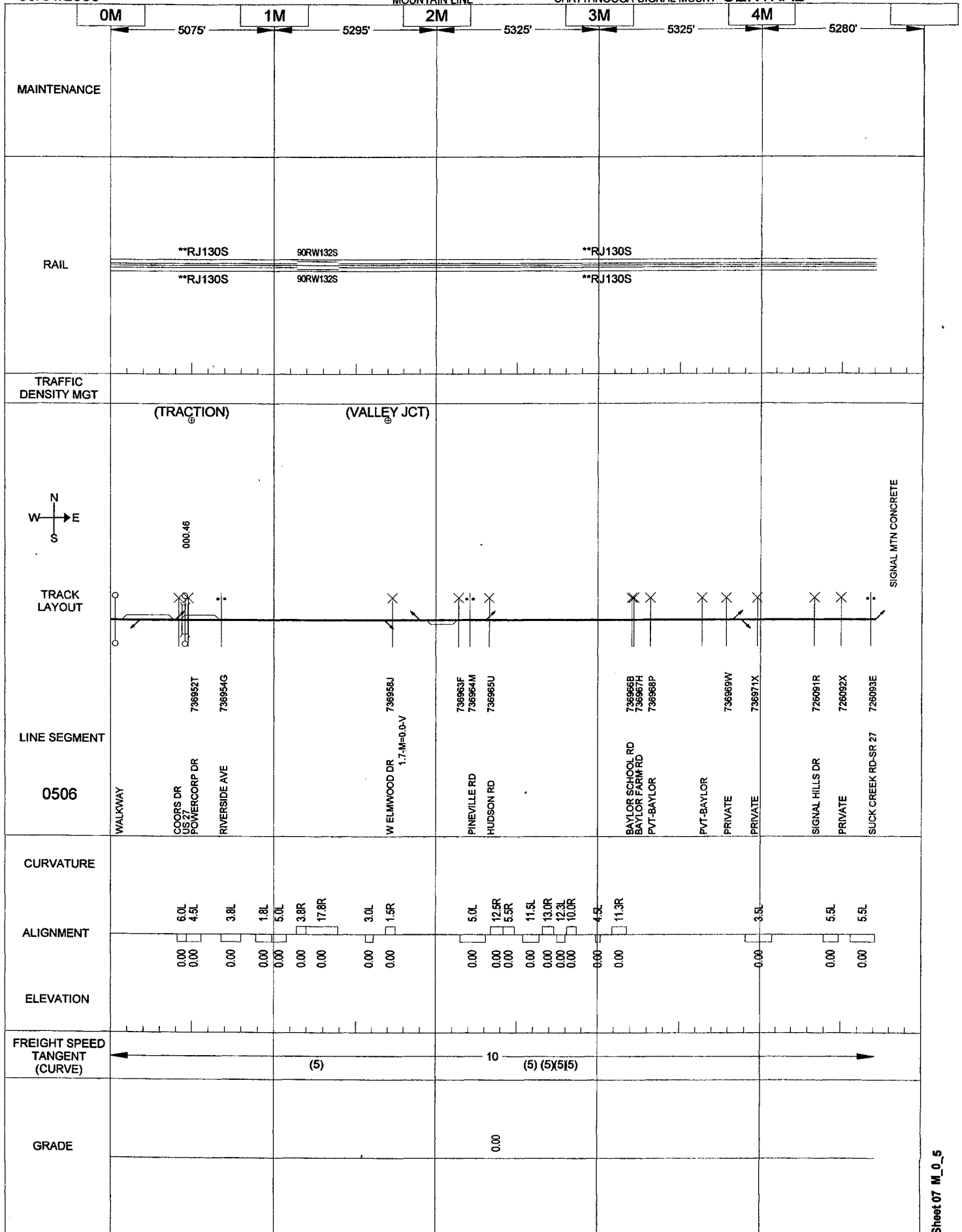
CENTRAL



05/31/2006

205
MOUNTAIN LINE

CHATTANOOGA-SIGNAL MOUNT CENTRAL



05/31/2006

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)

E
N → S
W

TRACK
LAYOUT

SHIPPS YD

TO CSXT

LINE SEGMENT

0441

736852N

736851G

736850A

736842H

736841B

736839A

736835X

C & C RR

W 33RD ST
CSXT
NS (AGS)

W 35TH ST

W 37TH ST

W 38TH ST

W 42ND ST

W 45TH ST

W 47TH ST

CURVATURE

ALIGNMENT

ELEVATION

9.5L

4.8L

10.5L

6.5R

4.0R

0.00

0.00

0.00

0.00

0.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

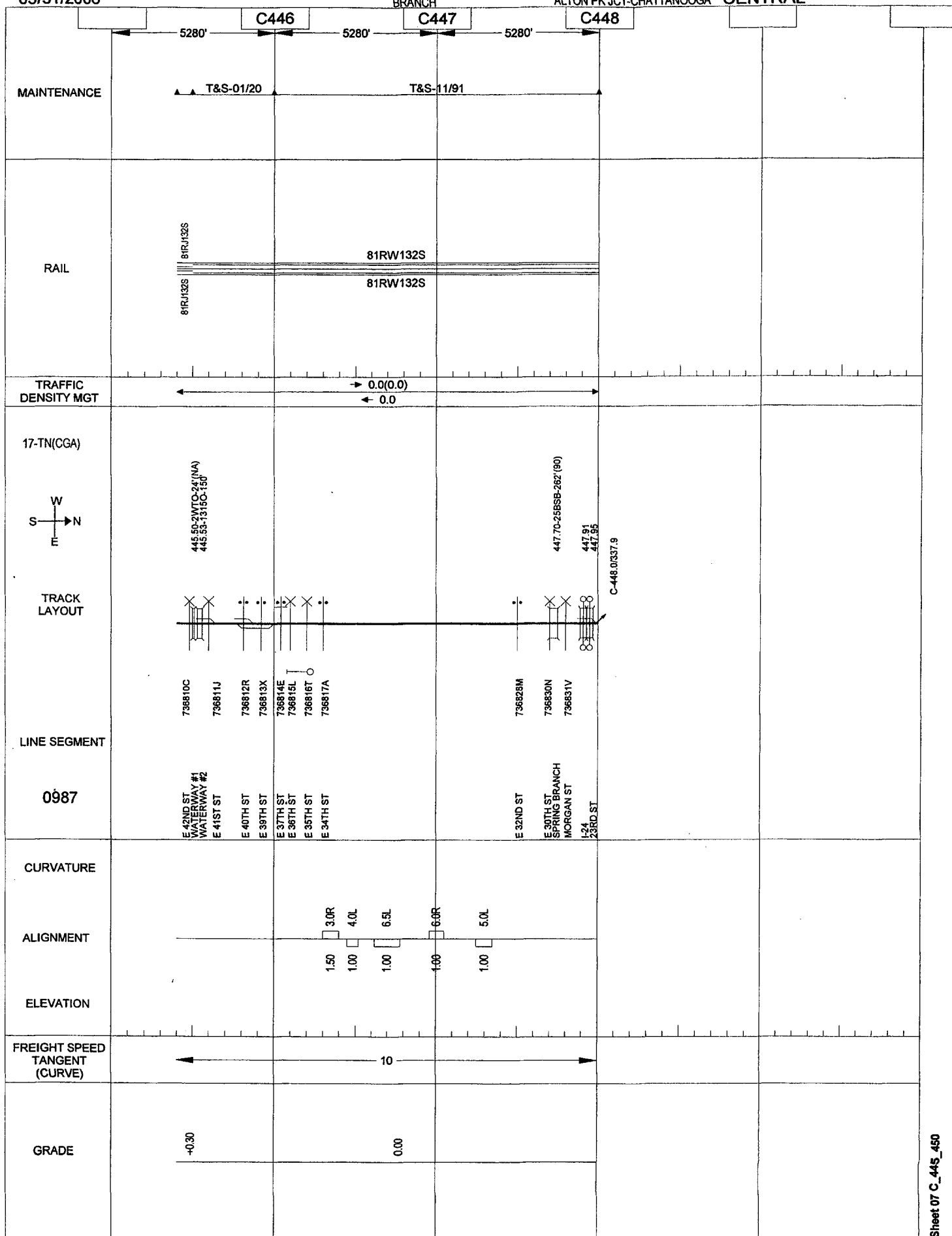
0.00

05/31/2006

207

BRANCH

ALTON PK JCT-CHATTANOOGA CENTRAL



05/31/2006

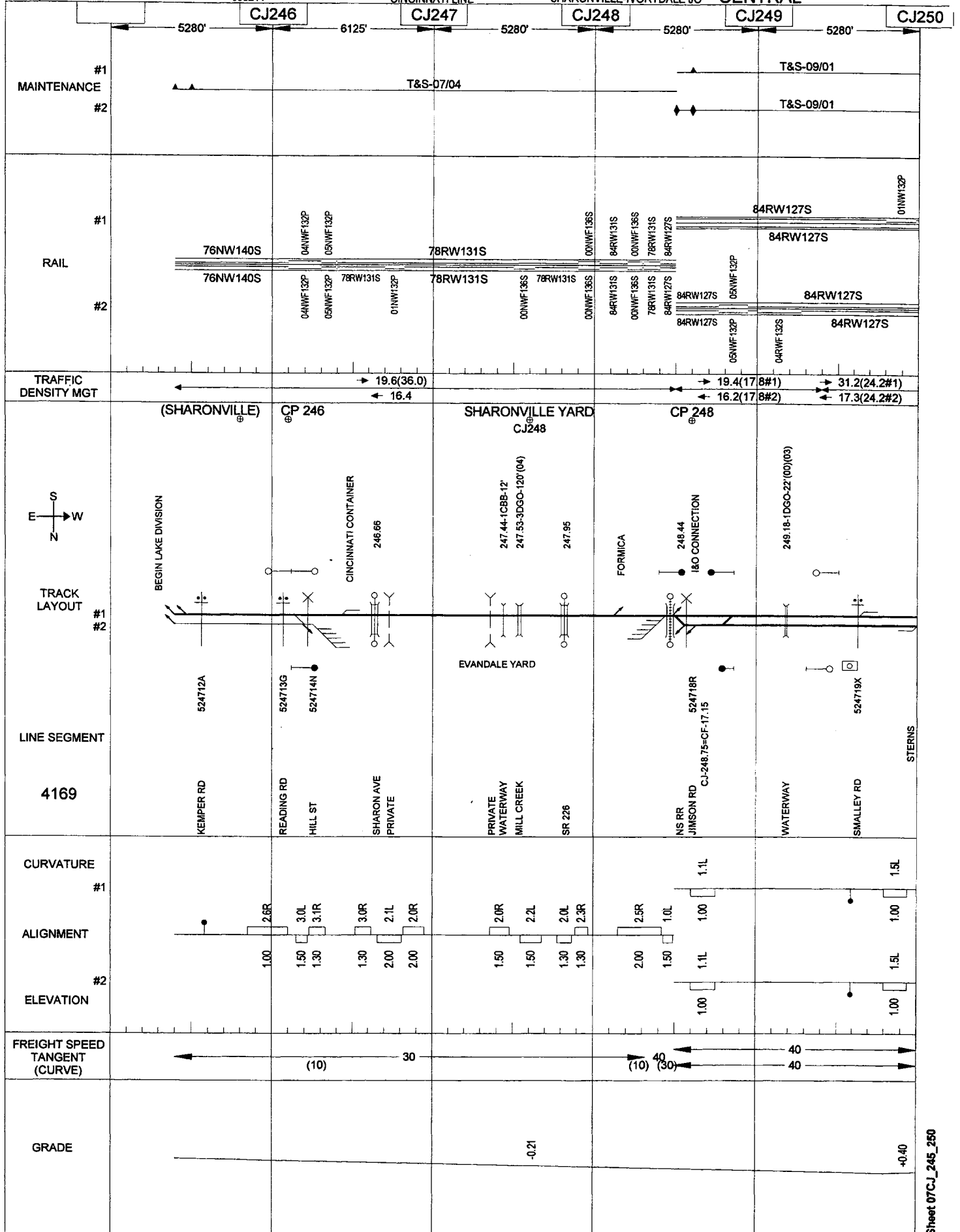
608211

208

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



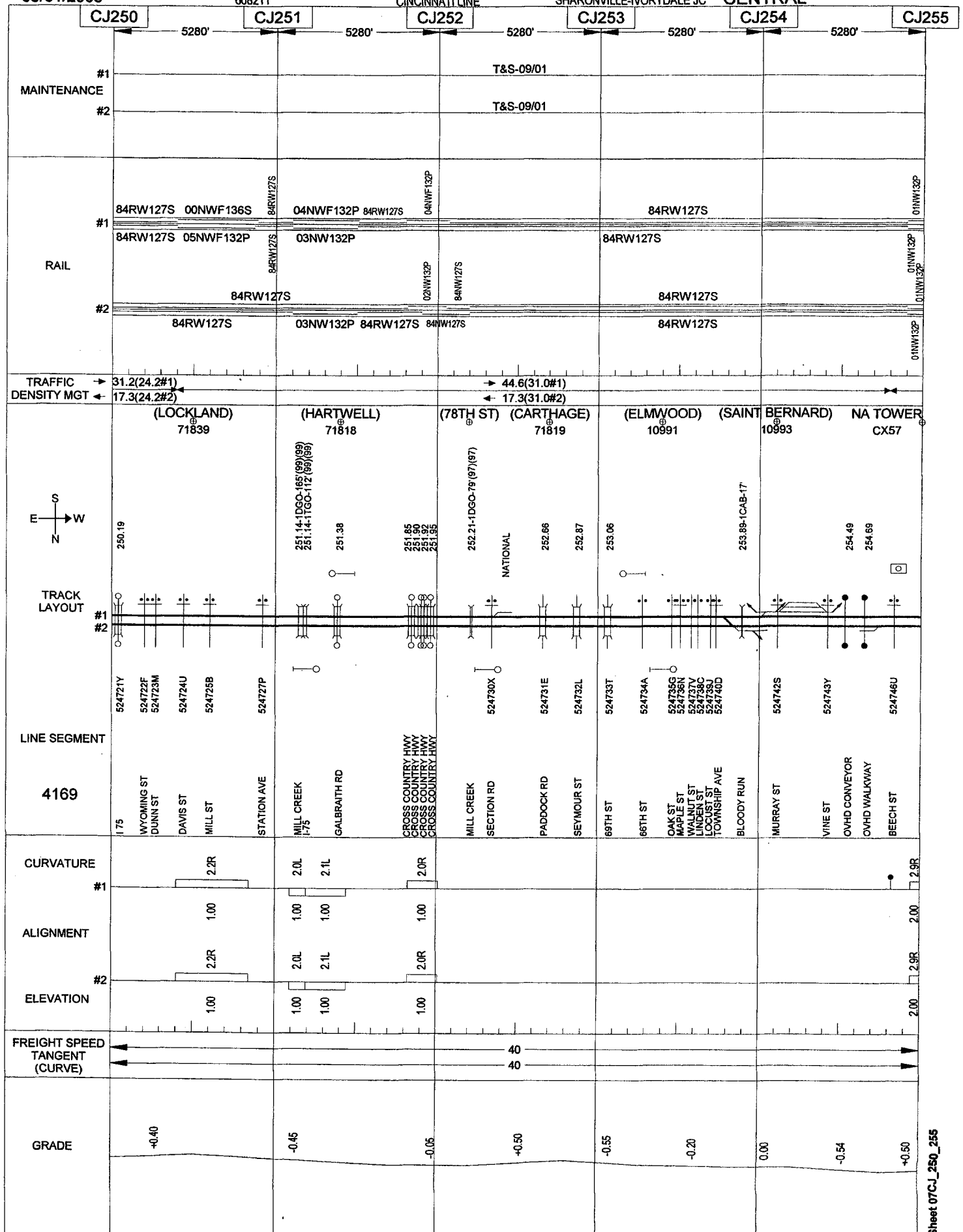
05/31/2006

209

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



05/31/2006

608211

210

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL

CJ255 5280' #1 MAINTENANCE #2						
RAIL #1 84RW127S 41NJ127S #2 41NJ127S						
TRAFFIC DENSITY MGT						
NA TOWER CX57 IVORYDALE JCT 10994 S E — W N TRACK LAYOUT #1 #2 TO CSXT LINE SEGMENT 4169						
CURVATURE #1 2.9R 2.00 ALIGNMENT #2 2.9R 2.00 ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE -0.50						

05/31/2006

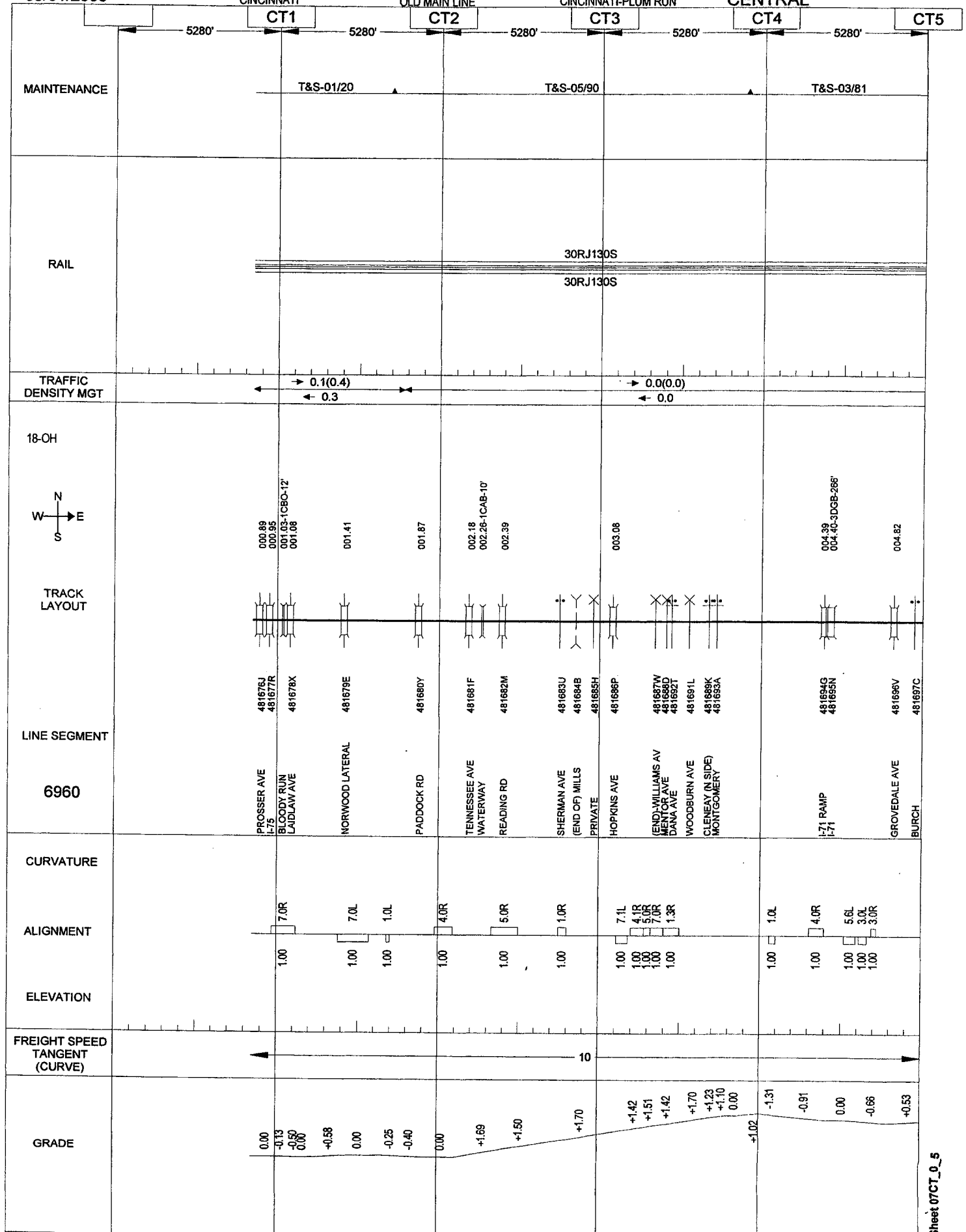
CINCINNATI

211
OLD MAIN LINE

CINCINNATI-PLUM RUN

CENTRAL

CT5



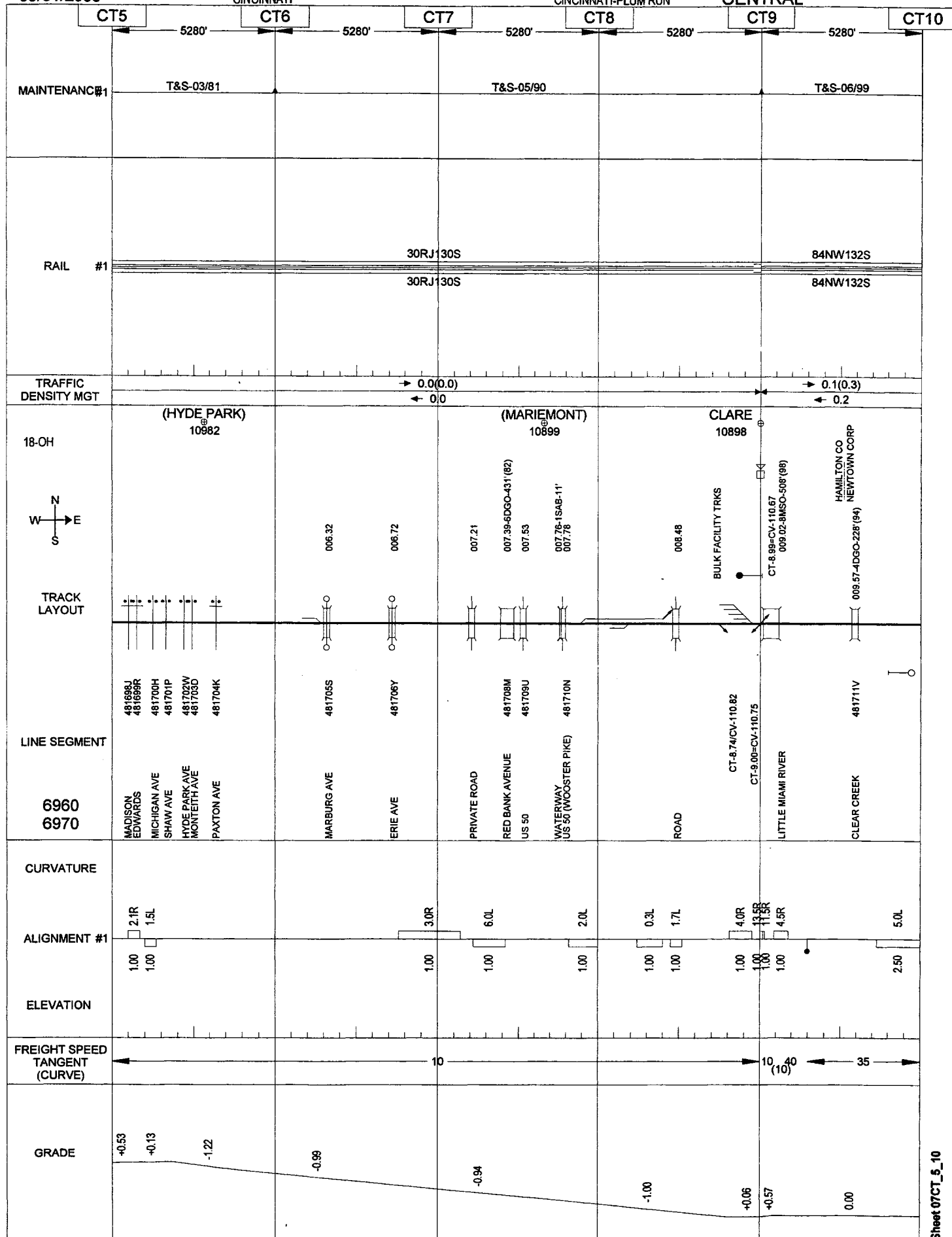
05/31/2006

212

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



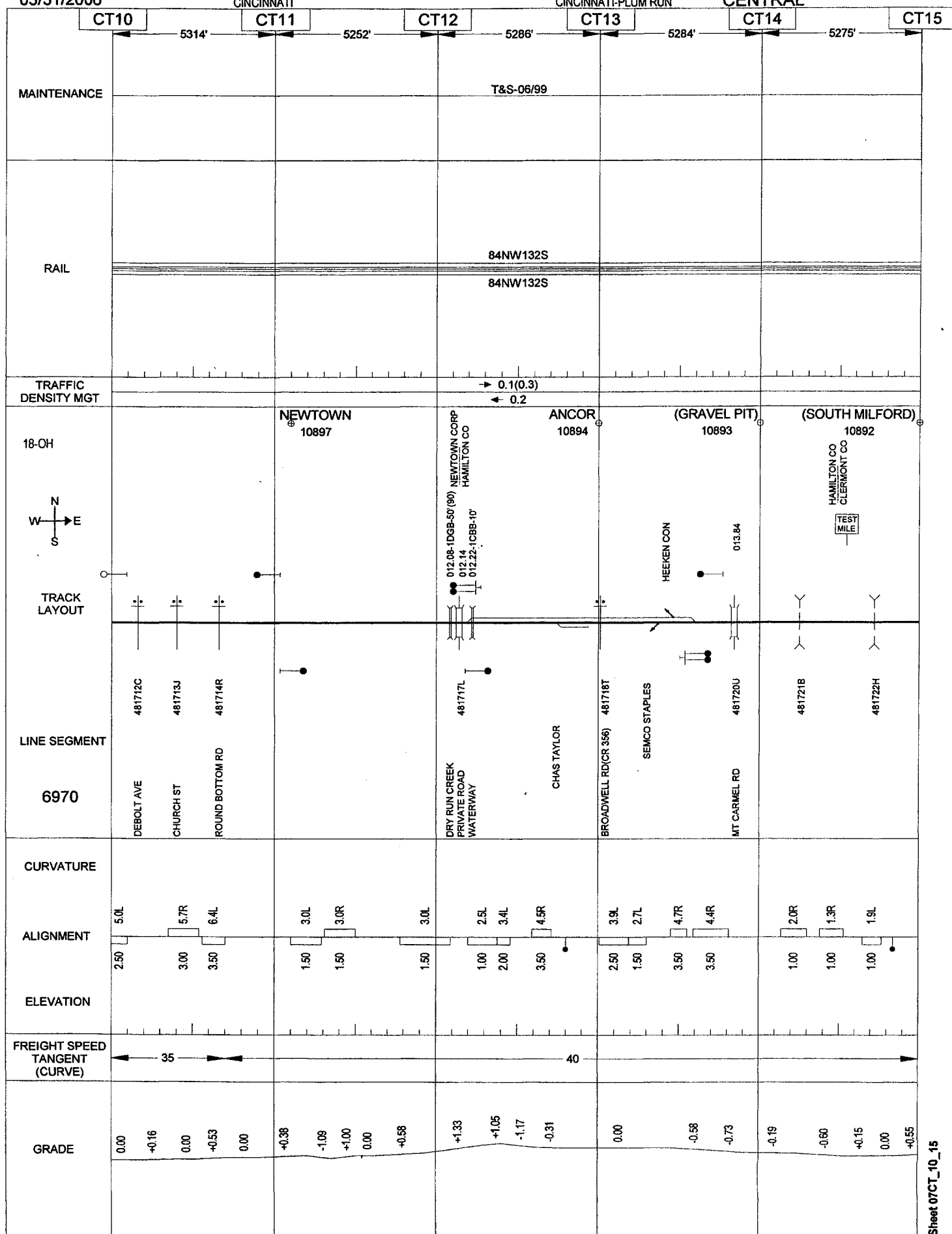
05/31/2006

213

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



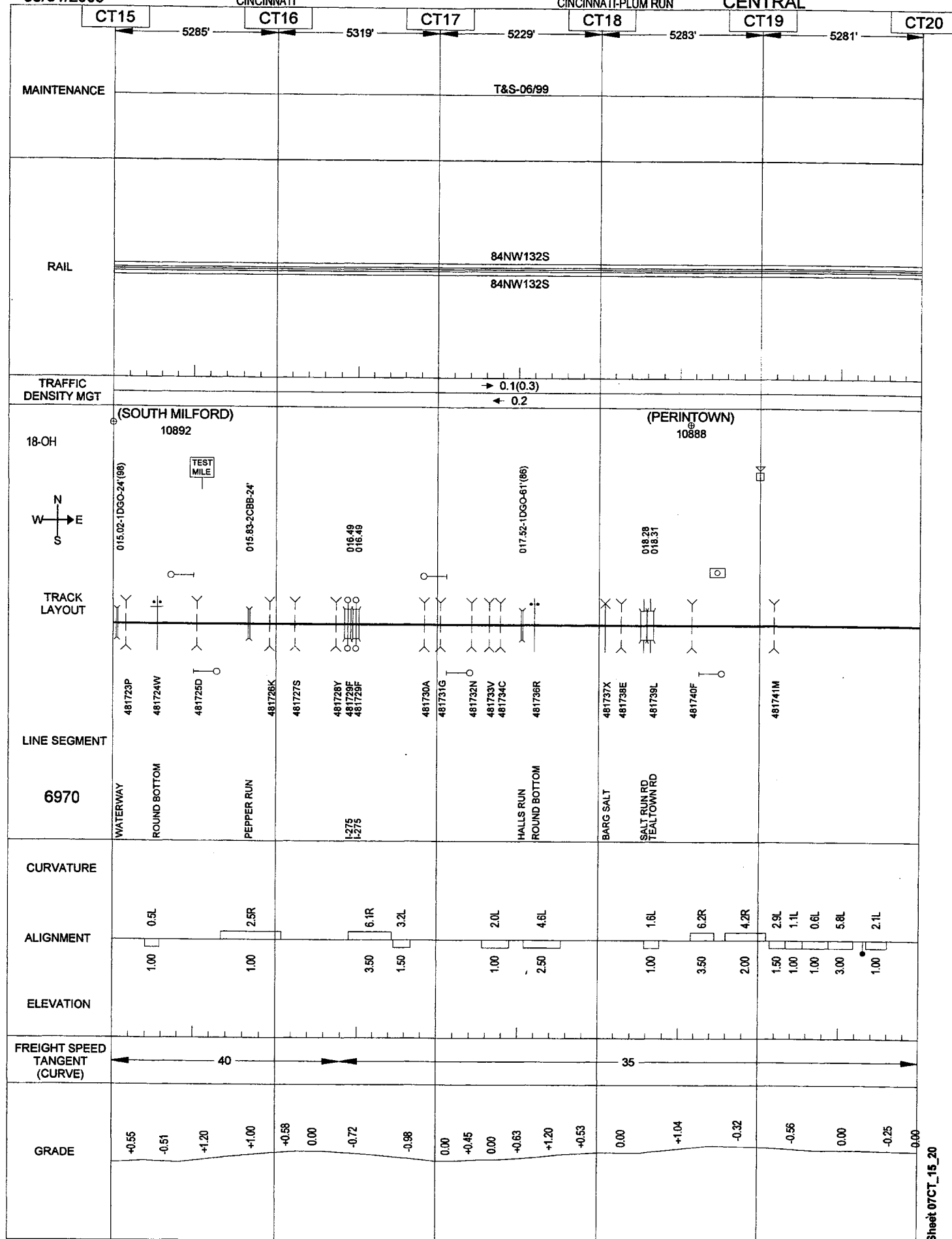
05/31/2006

214

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



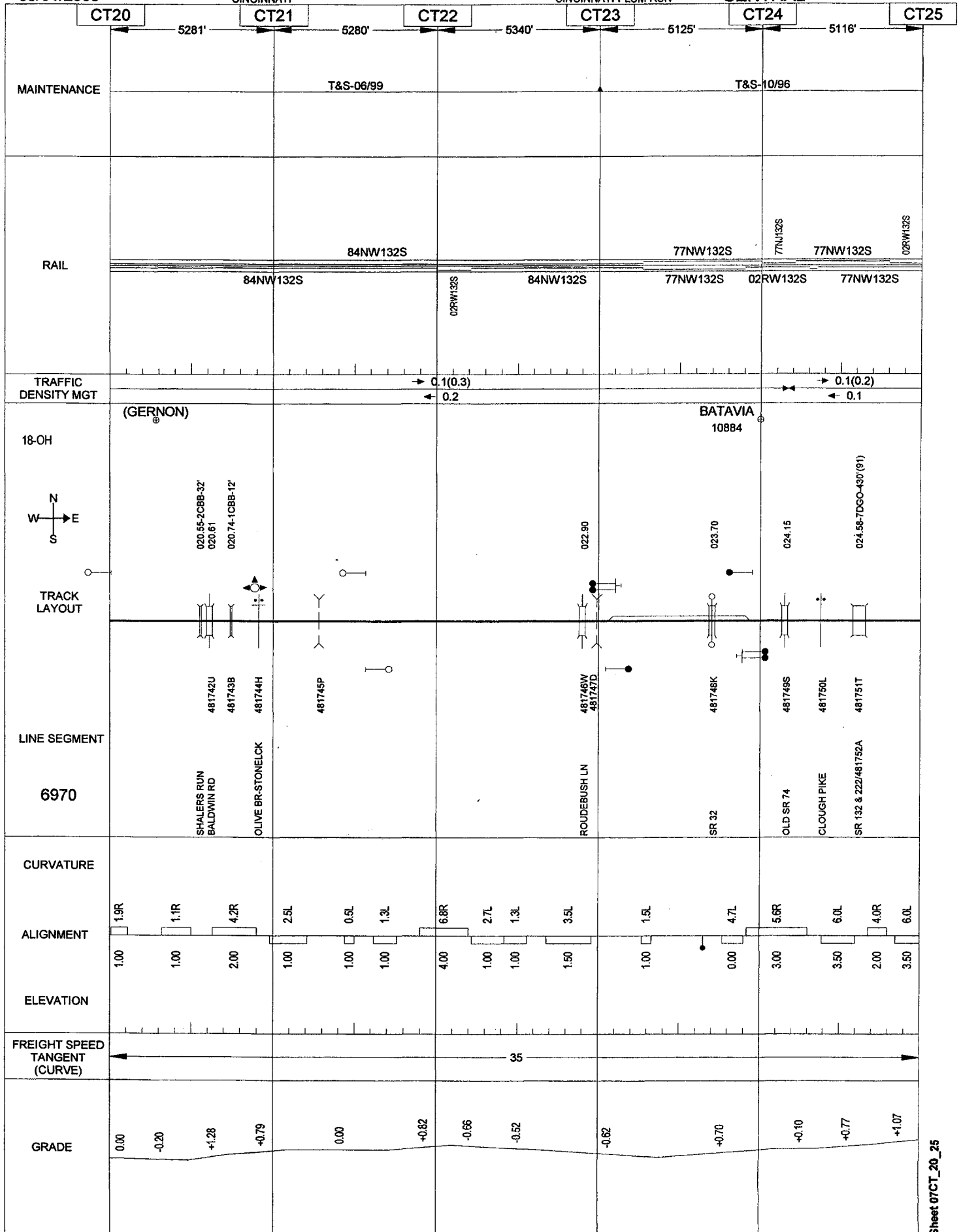
05/31/2006

CINCINNATI

215

CINCINNATI-PLUM RUN

CENTRAL



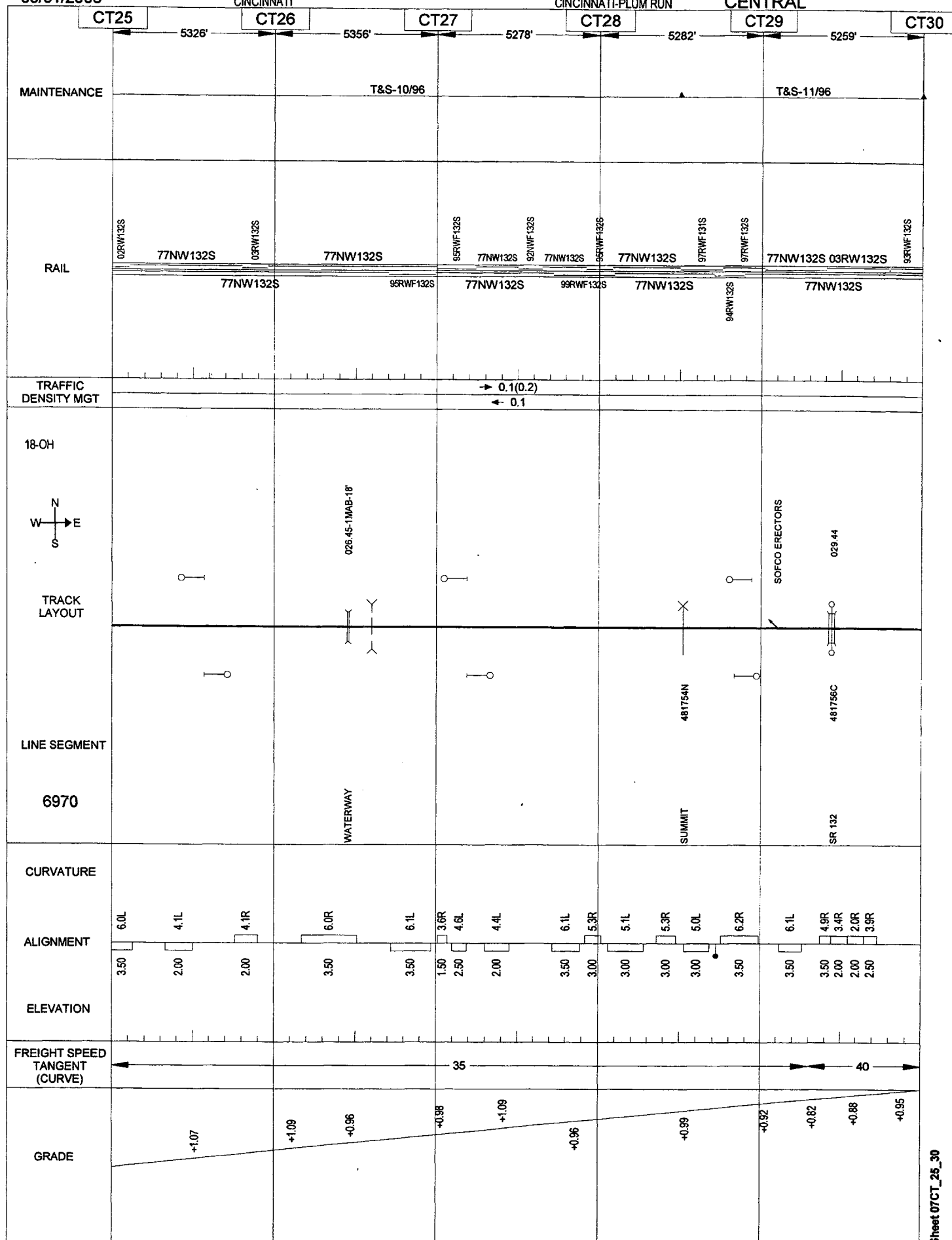
05/31/2006

216

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



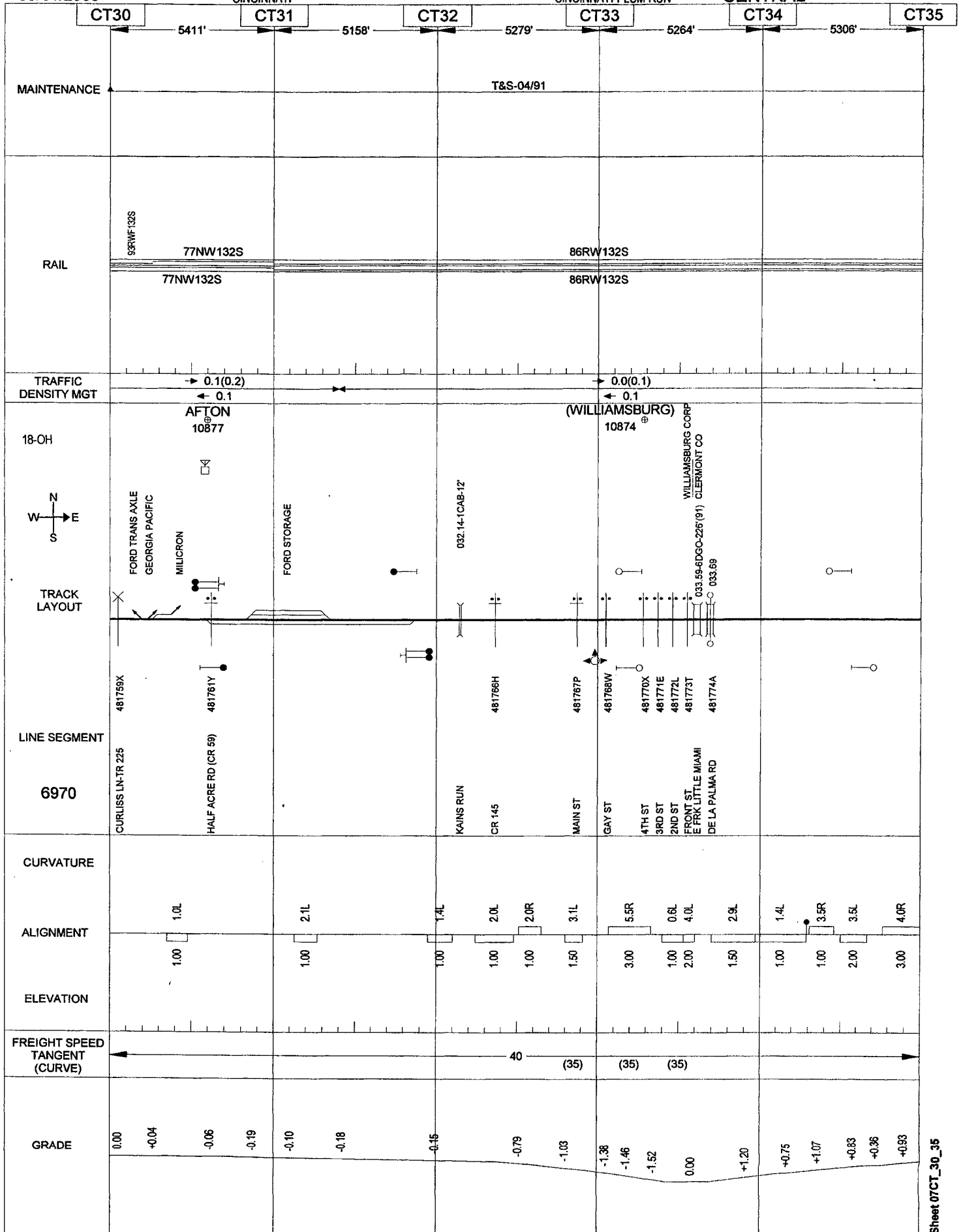
05/31/2006

217

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



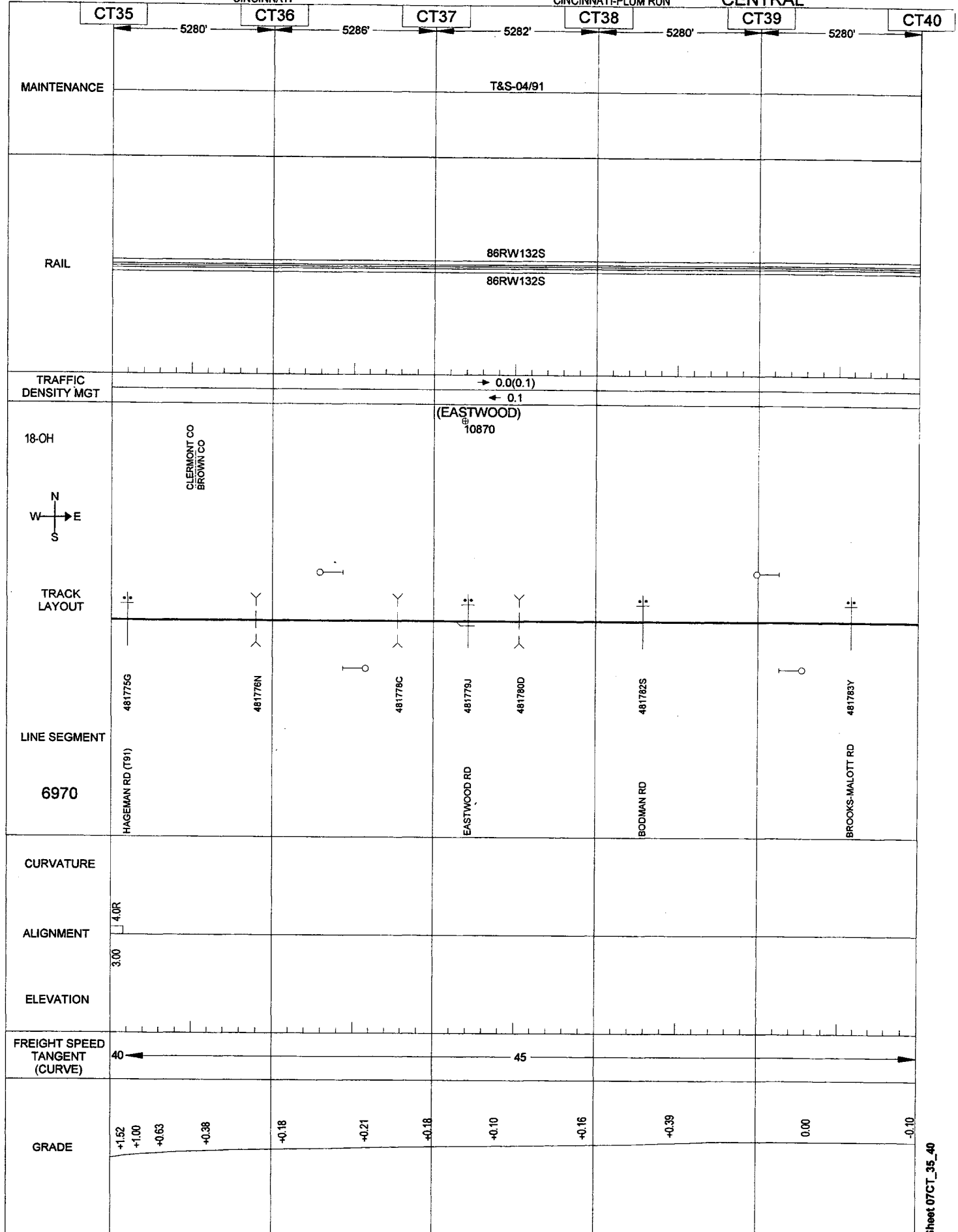
05/31/2006

218

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



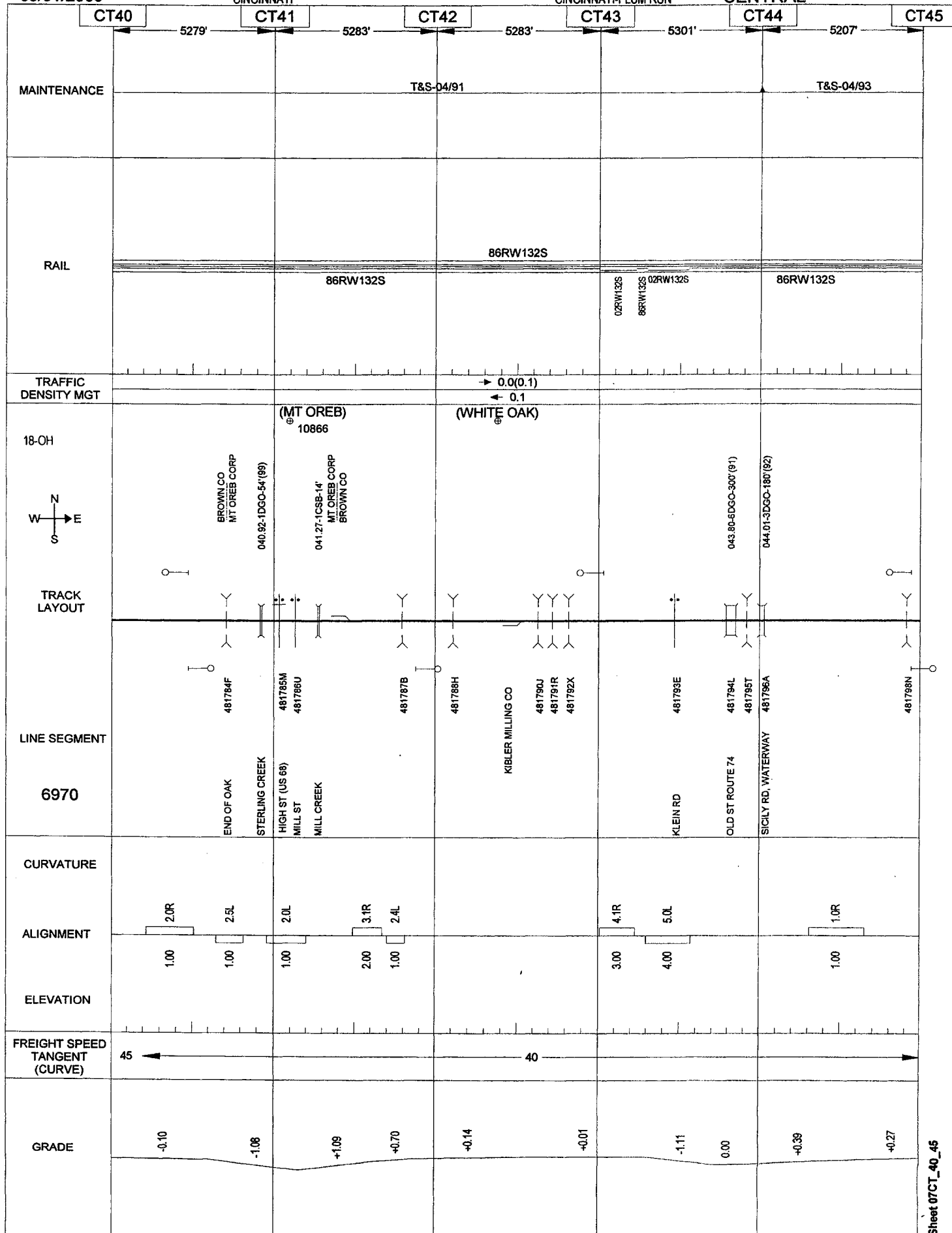
05/31/2006

219

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



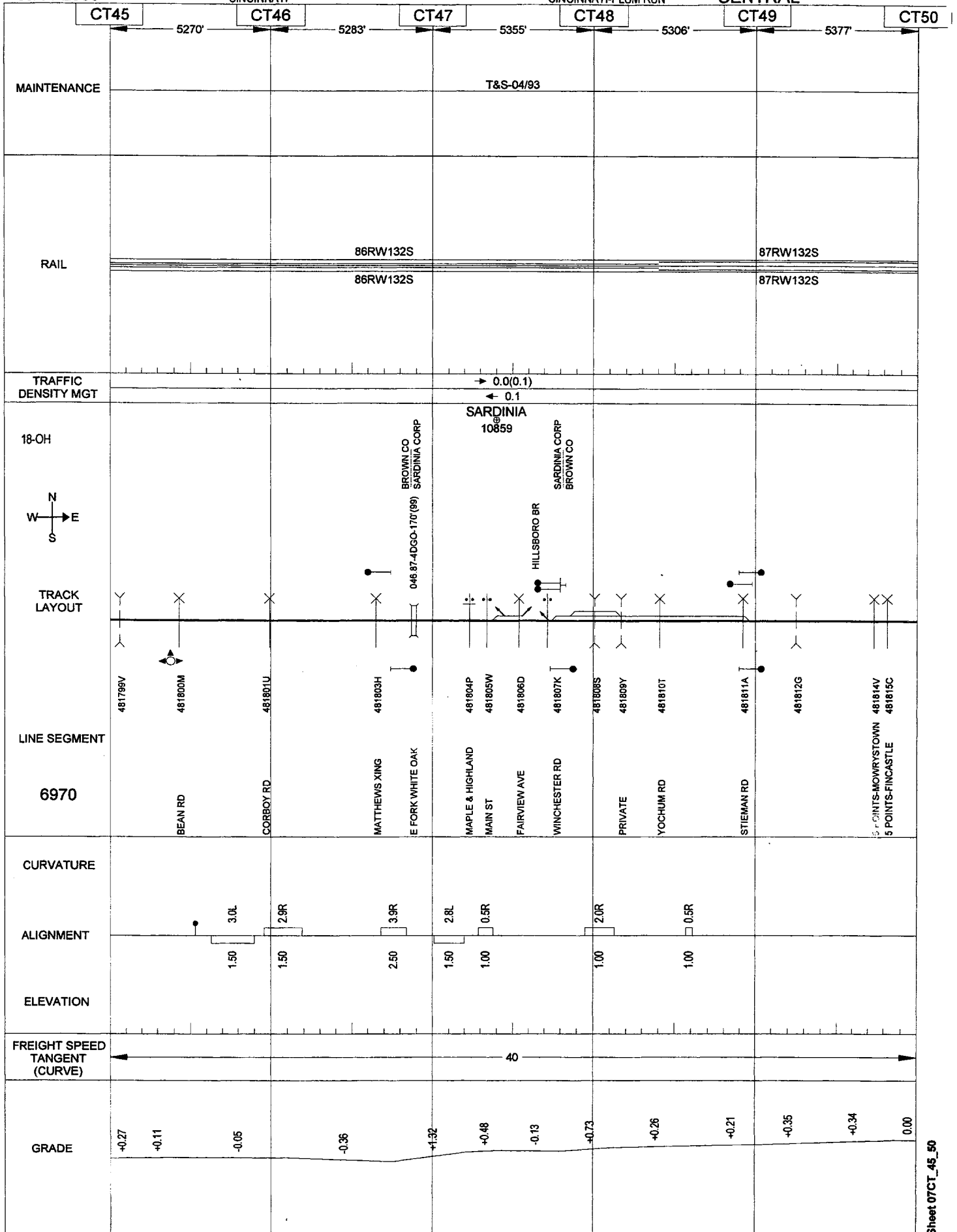
05/31/2006

220

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



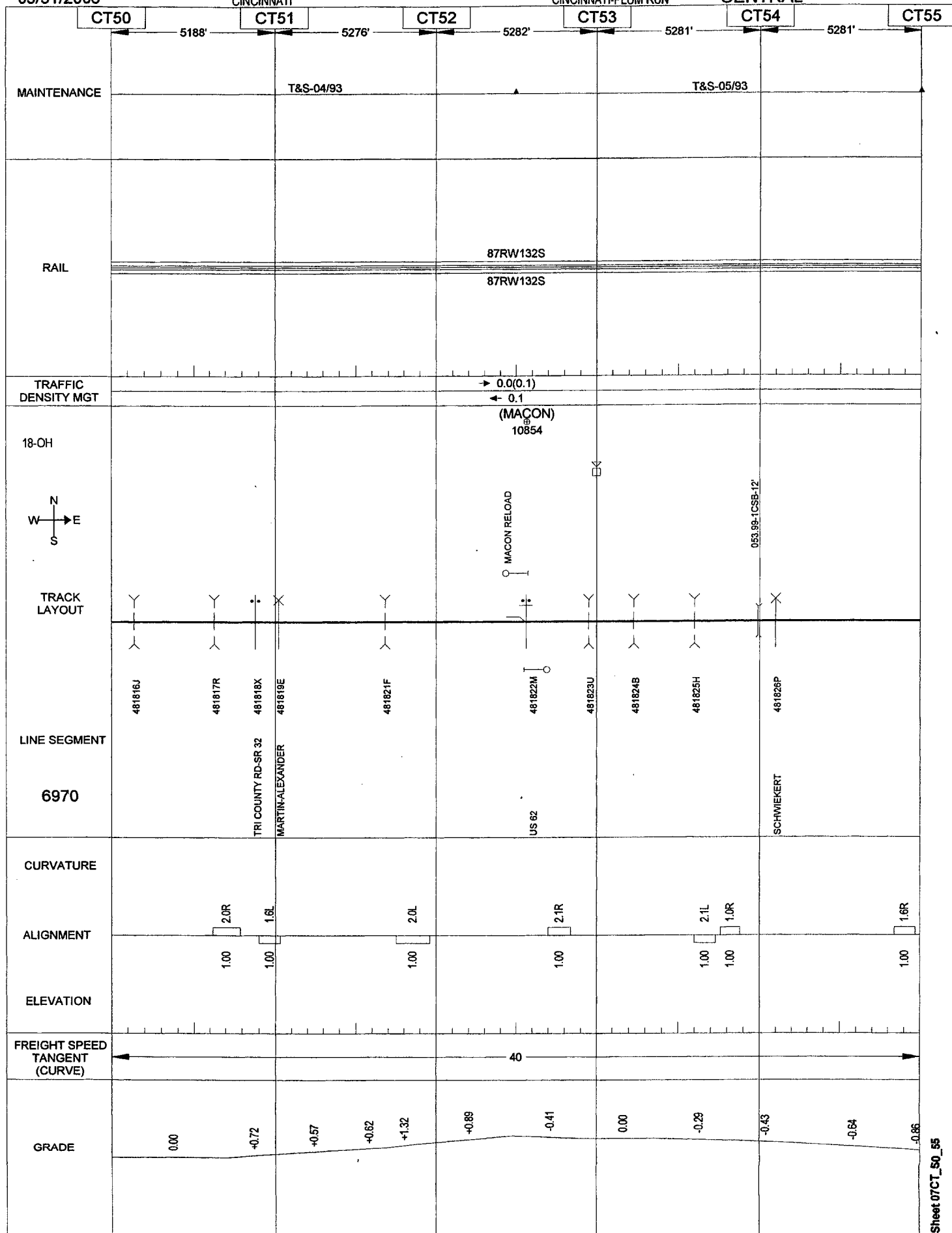
05/31/2006

221

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



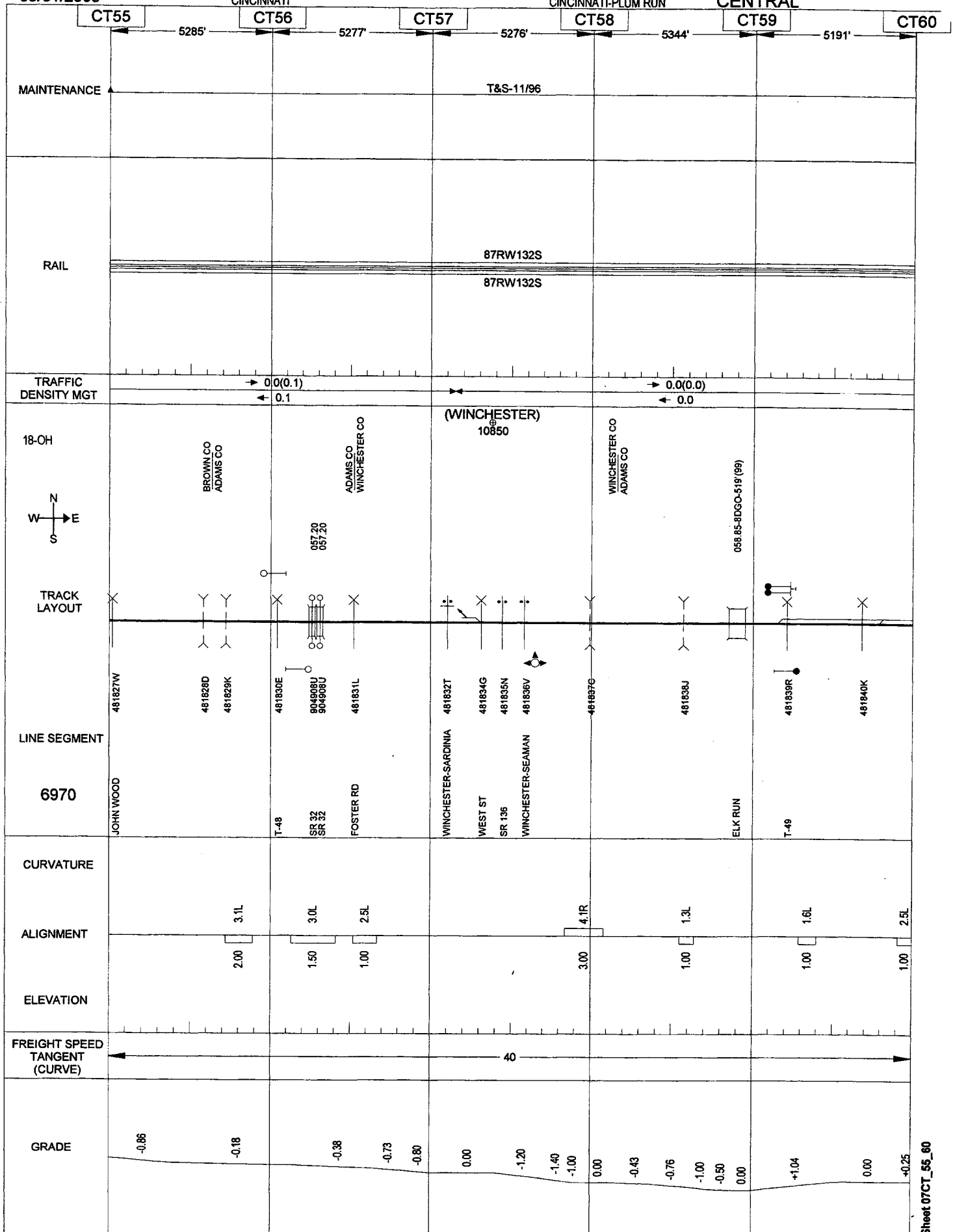
05/31/2006

222

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



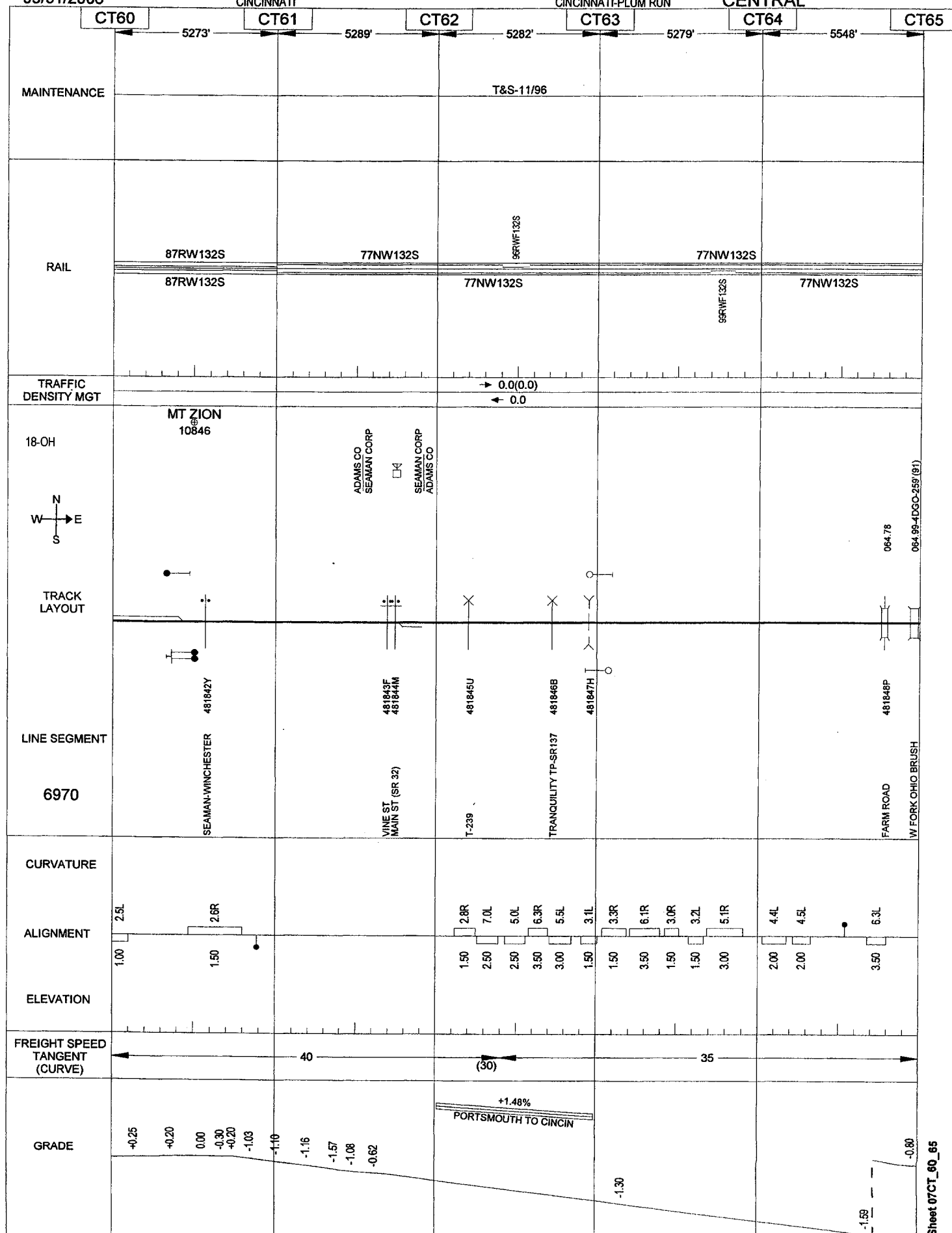
05/31/2006

223

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



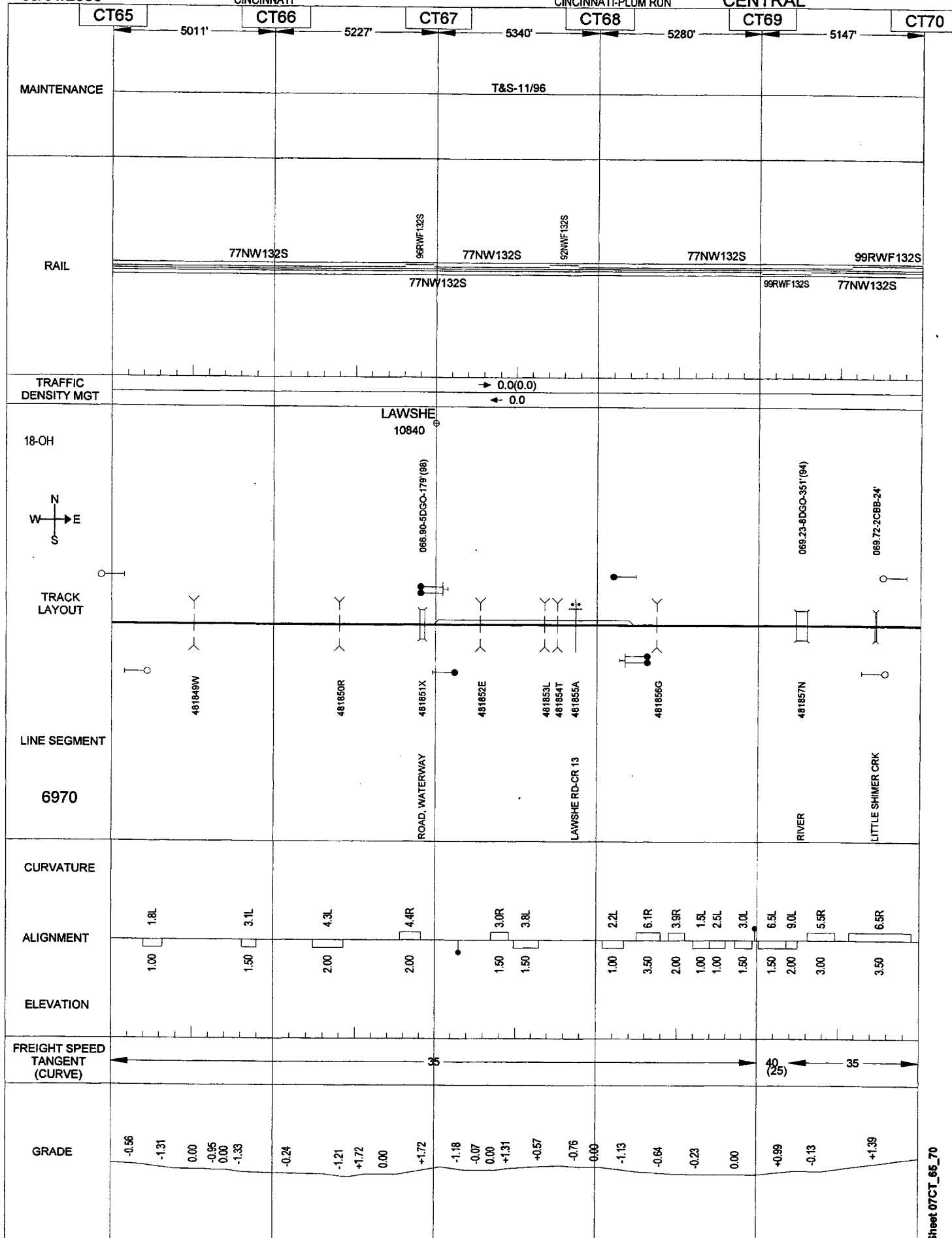
05/31/2006

224

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



CENTRAL

CT75

T&S-06/99

85W132S

→	0.0(0.0)
←	0.0

24'



481860W

6970

2

400

CINCINNATI TO PORTSM

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

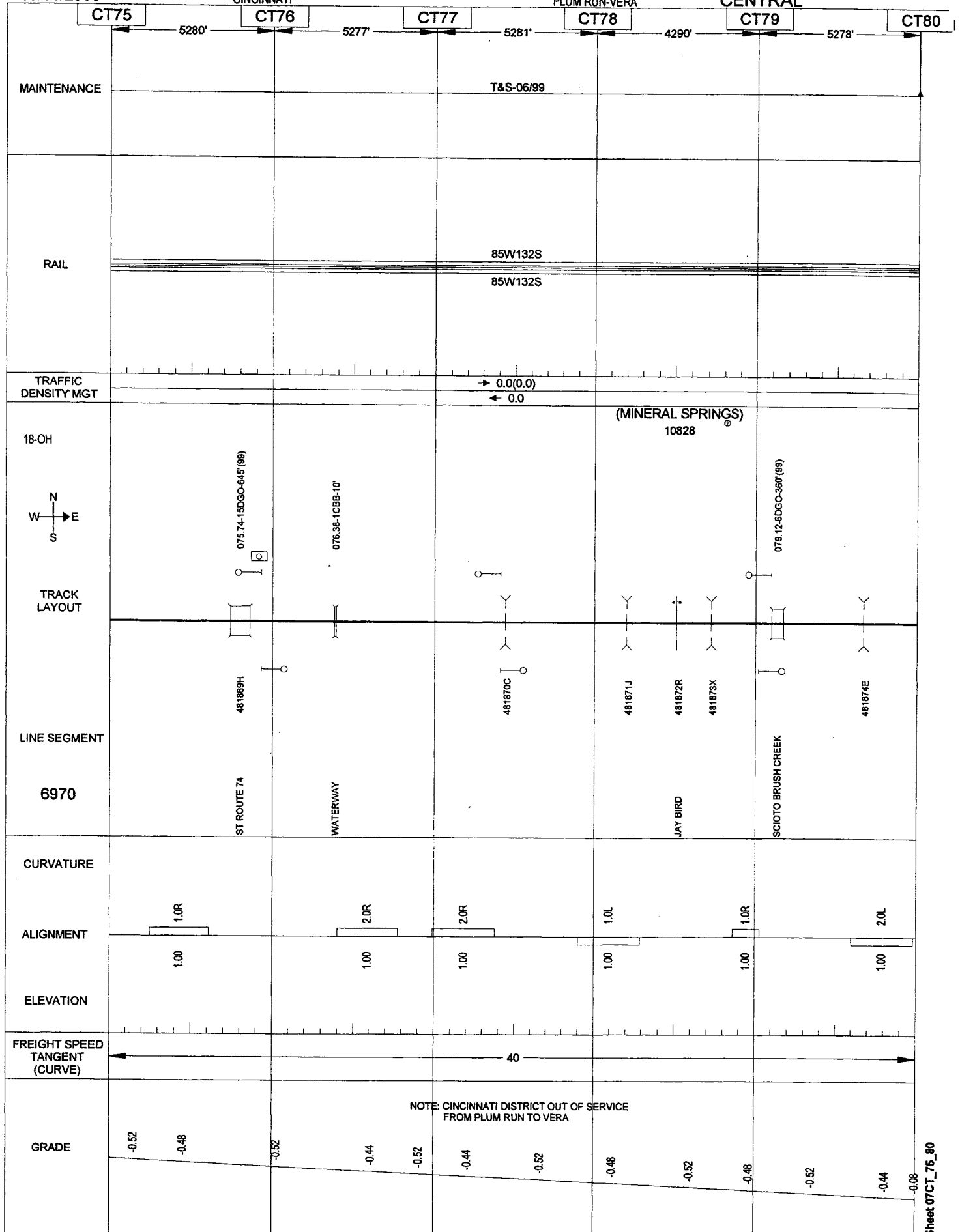
05/31/2006

226

CINCINNATI

PLUM RUN-VERA

CENTRAL



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

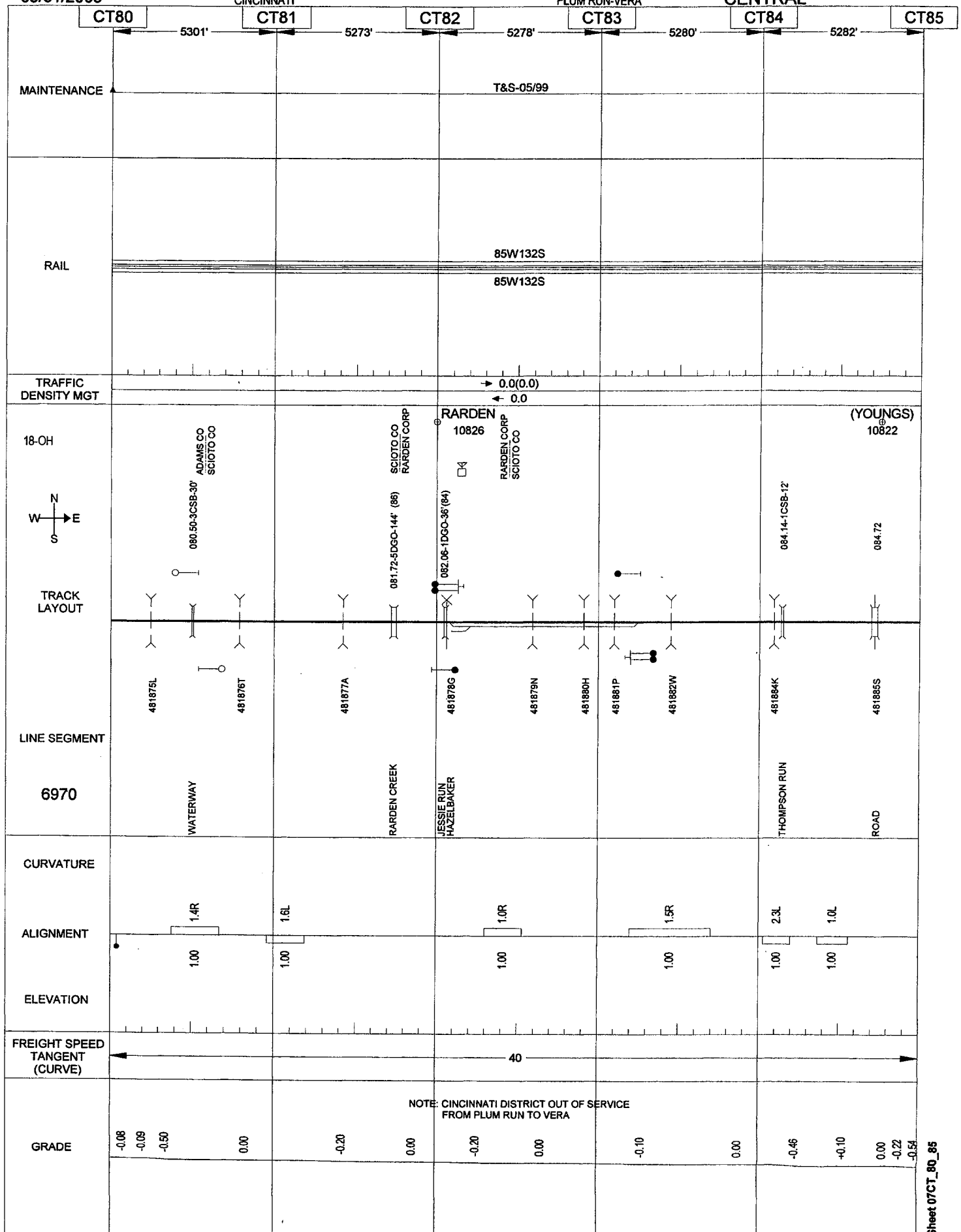
05/31/2006

227

CINCINNATI

PLUM RUN-VERA

CENTRAL



	CT85	CT86	CT87	CT88	CT89	CT90
MAINTENANCE	T&S-05/99					
RAIL	85W132S 85W132S	83W132S 96RW132S	83W132S	83W132S	83RJ132S 83W132S	83W132S
TRAFFIC DENSITY MGT	<div>→ 0.0(0.0)</div> <div>← 0.0</div>					
18-OH	<div>(OTWAY)</div> <div>10820</div> <div>SCIOTO CO OTWAY CORP</div> <div>087.37-1SB-23</div> <div>OTWAY CORP SCIOTO CO</div> <div>088.07-2BS-35</div>					
TRACK LAYOUT						
LINE SEGMENT	481885Y 481887F 481889U	481890N	481891V	481892C 481893J 481894R	481895X 481896E	481897L 481898T
6970	PRIVATE			BLOODY RUN PRIVATE SR 348	WATERWAY	
CURVATURE						
ALIGNMENT	3.0R	3.2L 3.1R	4.1L	3.9R 2.8R	2.5L 2.3R	6.1L 5.6L 1.0L 2.0L
ELEVATION	1.50	2.00 2.00	3.00	2.50 1.50	1.00 1.00	3.50 3.00 1.00 1.00
FREIGHT SPEED TANGENT (CURVE)	<div>← 40</div> <div>→ (35) →</div>					
GRADE	-0.54 -0.14	0.00 +0.50 0.00 0.00 +0.47 0.00 -0.50 0.00 -0.45 0.00	-0.47	0.00 +0.16 0.00 -0.32	0.00 -0.19 -0.32 0.00	+0.31 -1.02 -0.40 0.00 +0.66 -0.45 +0.62

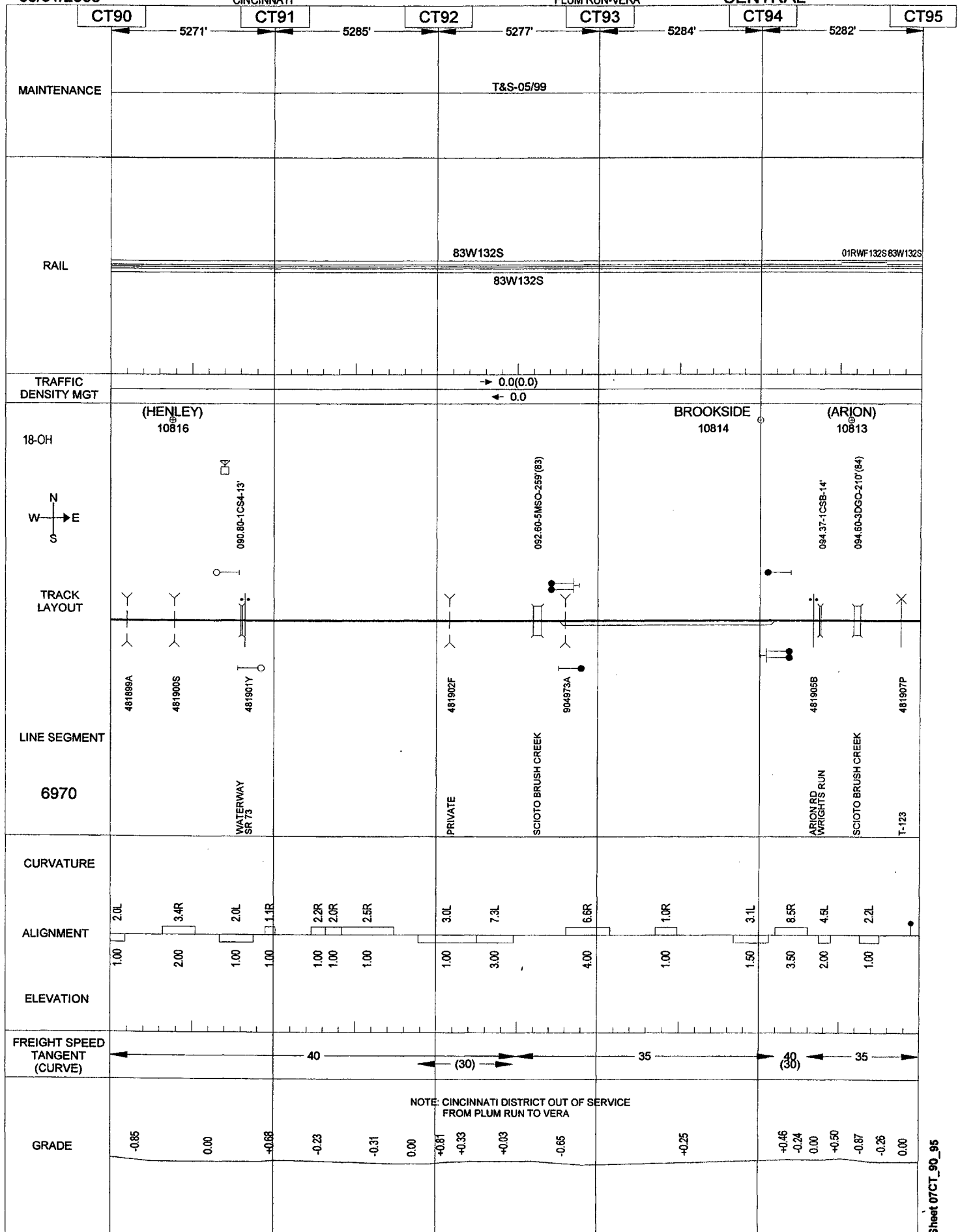
05/31/2006

229

CINCINNATI

PLUM RUN-VERA

CENTRAL



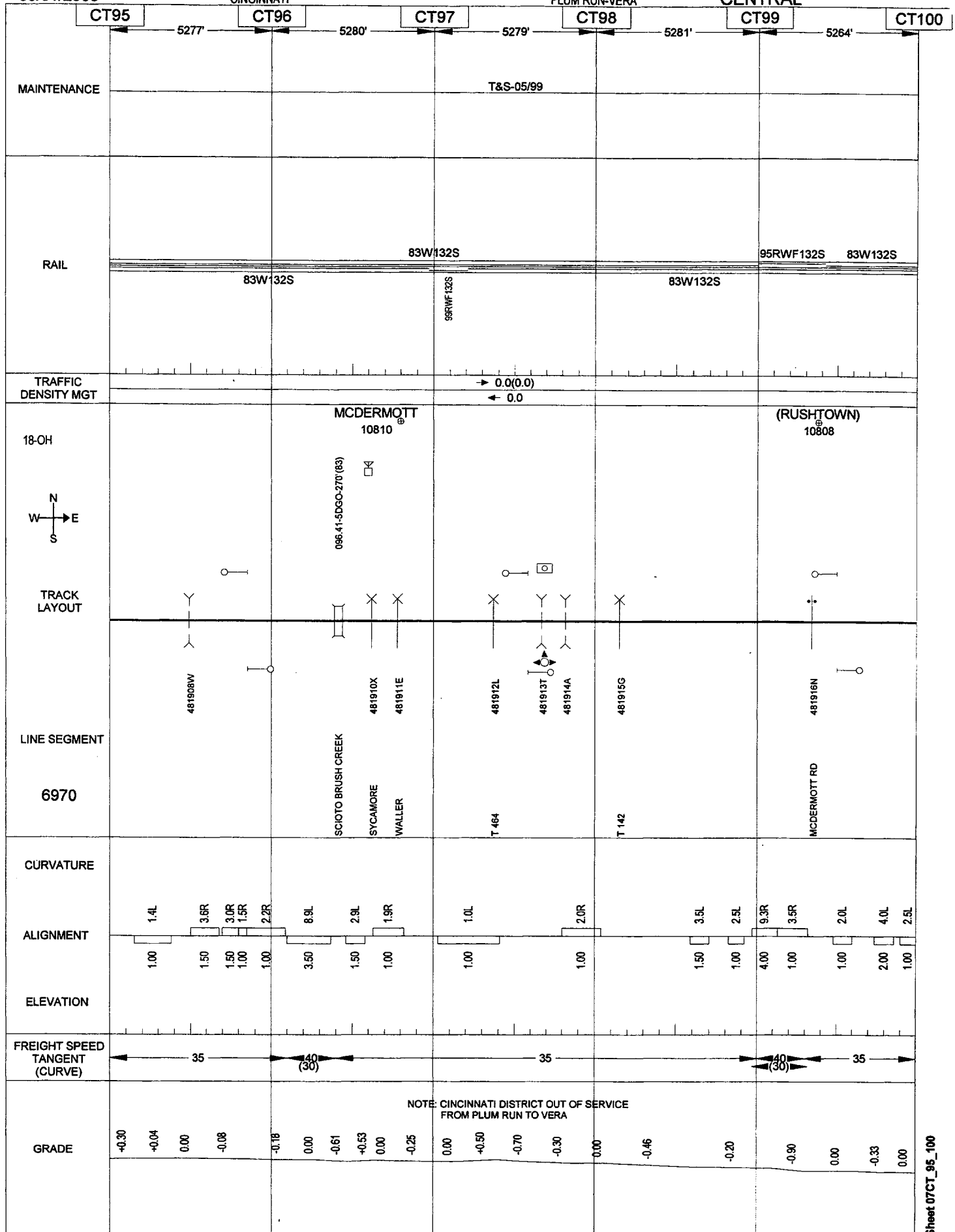
05/31/2006

230

CINCINNATI

PLUM RUN-VERA

CENTRAL



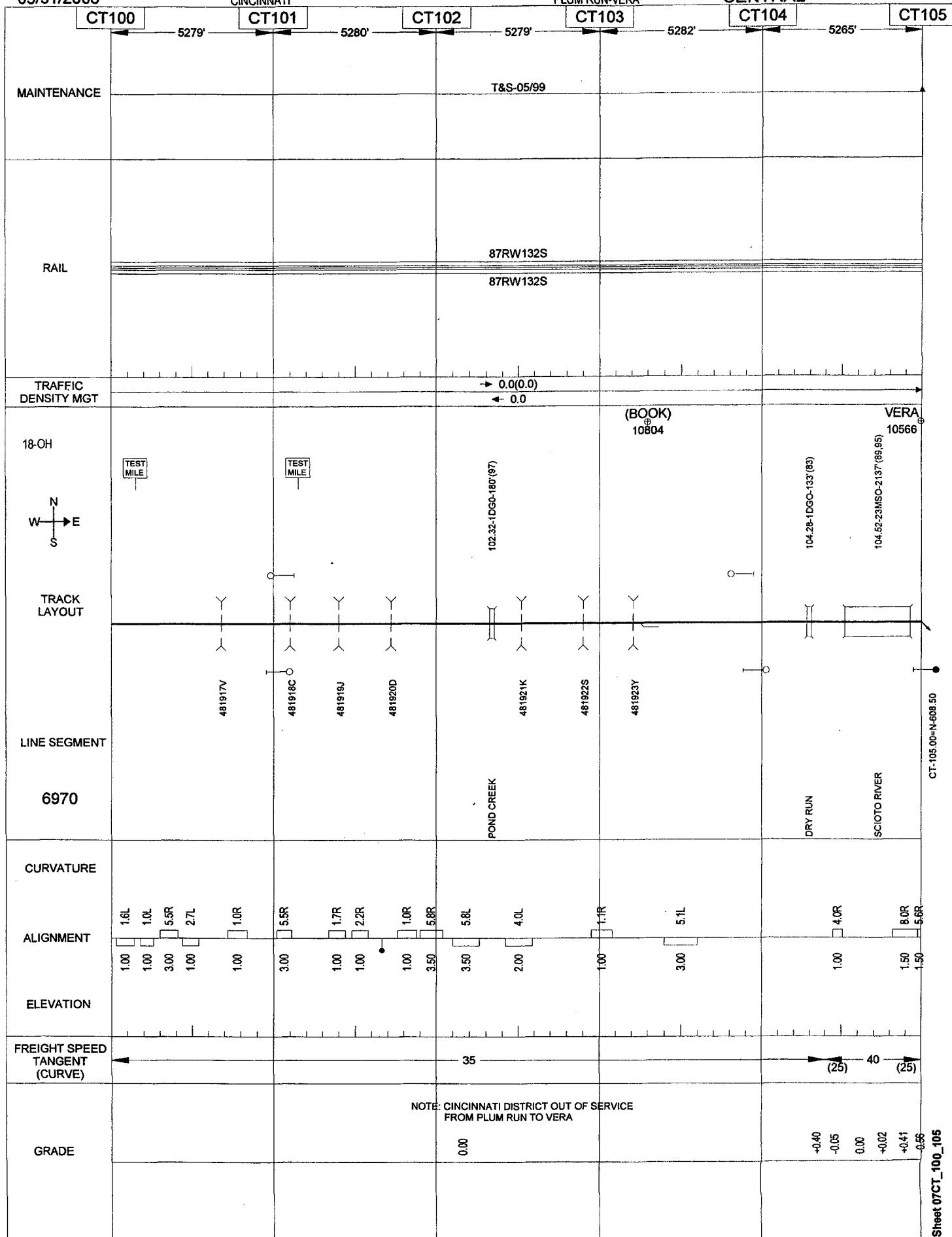
05/31/2006

231

CINCINNATI

PLUM RUN-VERA

CENTRAL



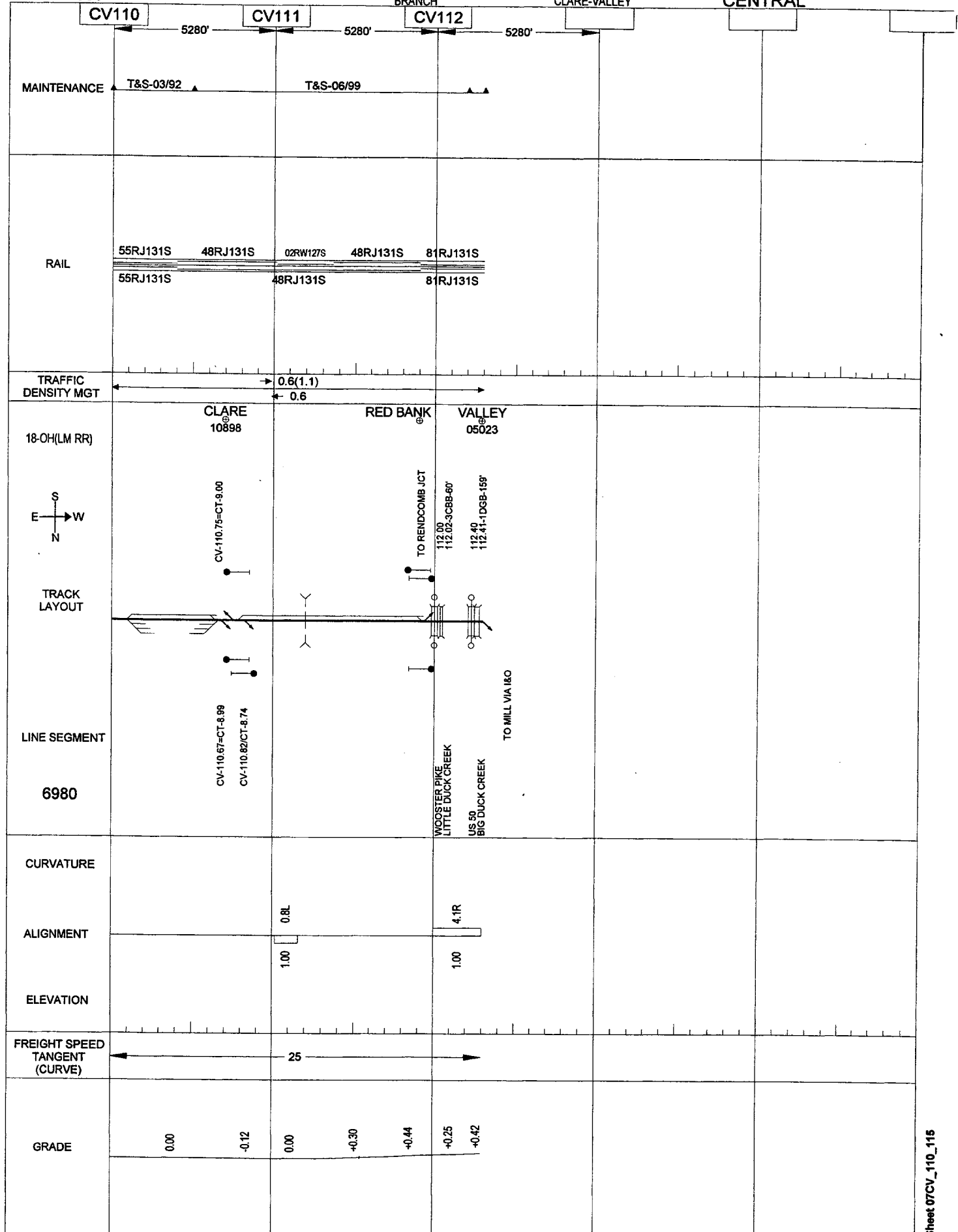
05/31/2006

232

BRANCH

CLARE-VALLEY

CENTRAL



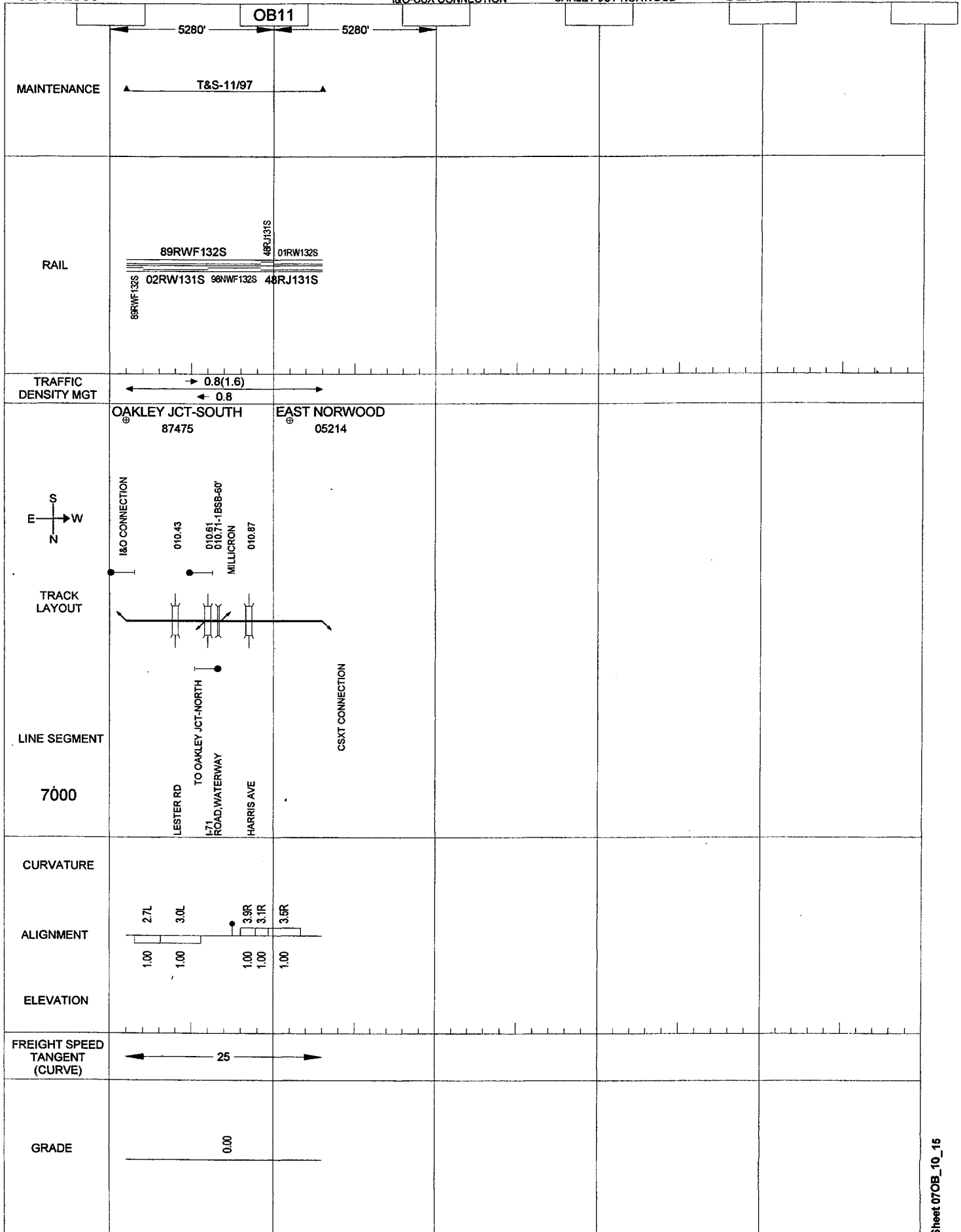
05/31/2006

233

I&O-CSX CONNECTION

OAKLEY JCT-NORWOOD

CENTRAL



05/31/2006

234

THIRD MAIN ON CSX R-O-W

ECKLER-WINTON PLACE

CENTRAL

HX5

5830'

MAINTENANCE

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

RAIL

95NW136S
99RW136S
95NW136S
99NW136P
95NW136S
03NW141P
95NW136S

TRAFFIC
DENSITY MGT

→ 20.3(41.5)
← 21.2

W
S → N
E

ECKLER (RH TOWER)
CX3 CX4
(COLERAIN)
CX5

TRACK
LAYOUT

004.07
004.76
004.90-48SE-184'
HOPPLE ST
CSX SIGNAL BRIDGE
SPRING GROVE AVE
TO CSXT (BE 4.04)

LINE SEGMENT

8451

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

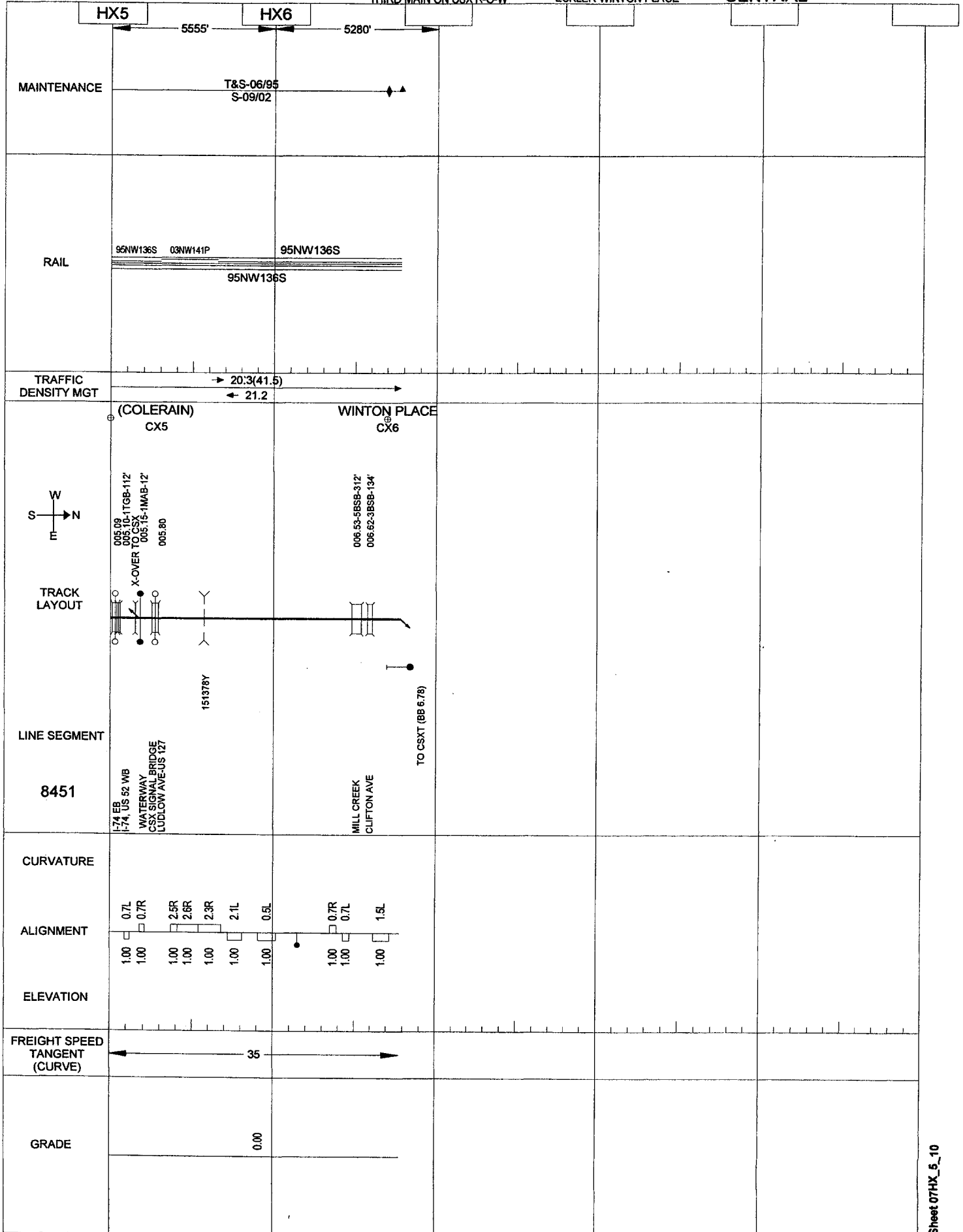
05/31/2006

235

THIRD MAIN ON CSX R-O-W

ECKLER-WINTON PLACE

CENTRAL



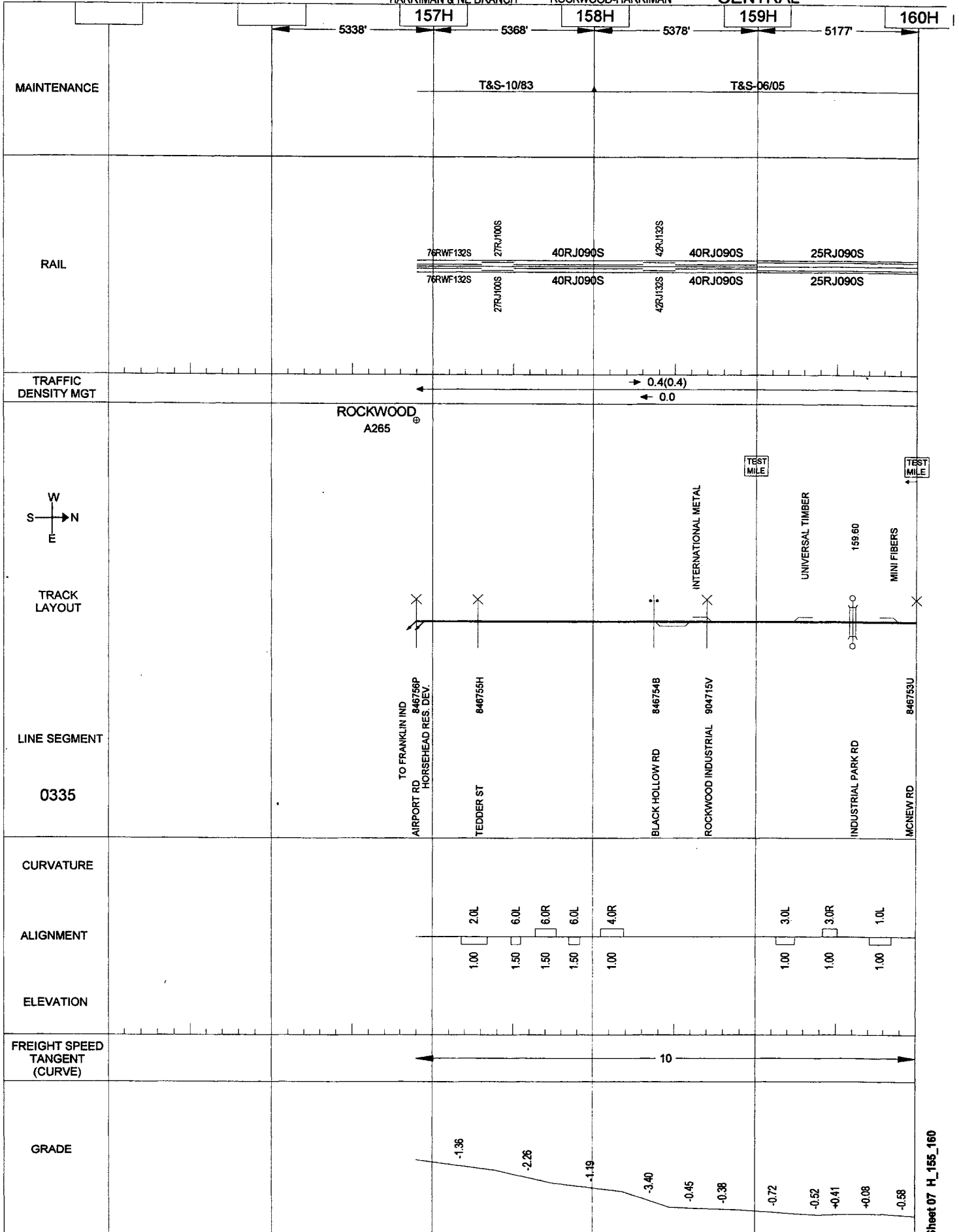
05/31/2006

236

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL

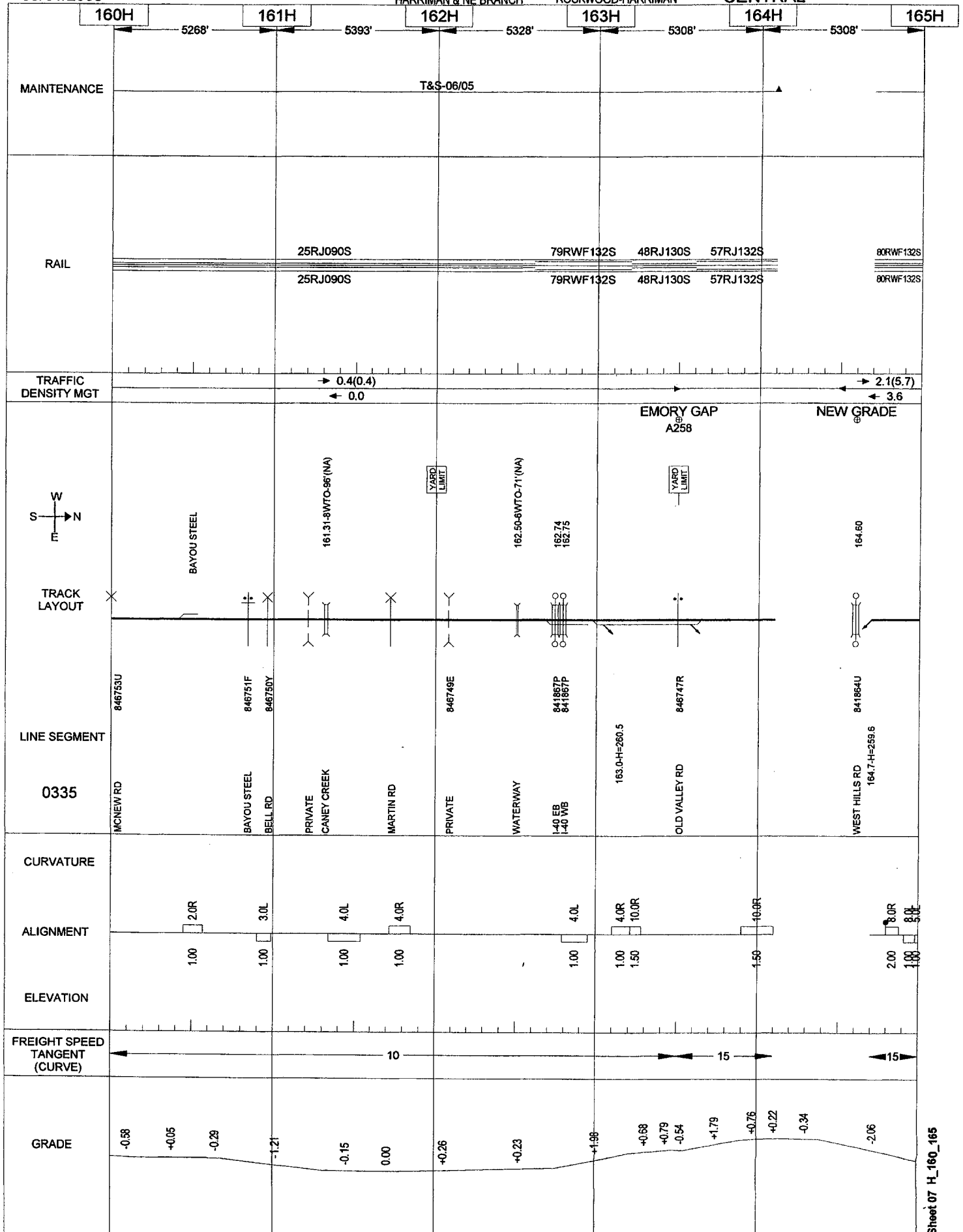


05/31/2006

237
HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



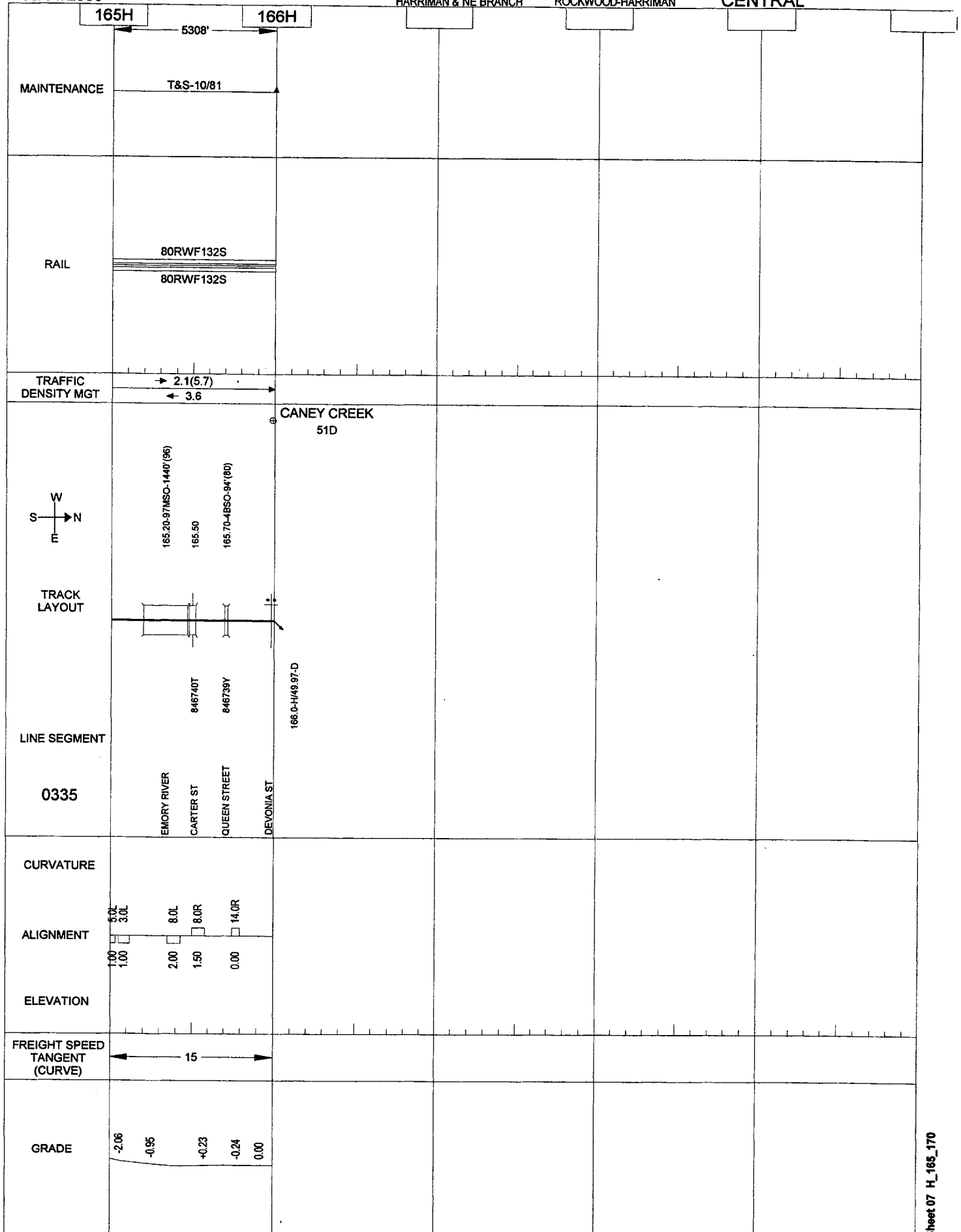
05/31/2006

238

HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL

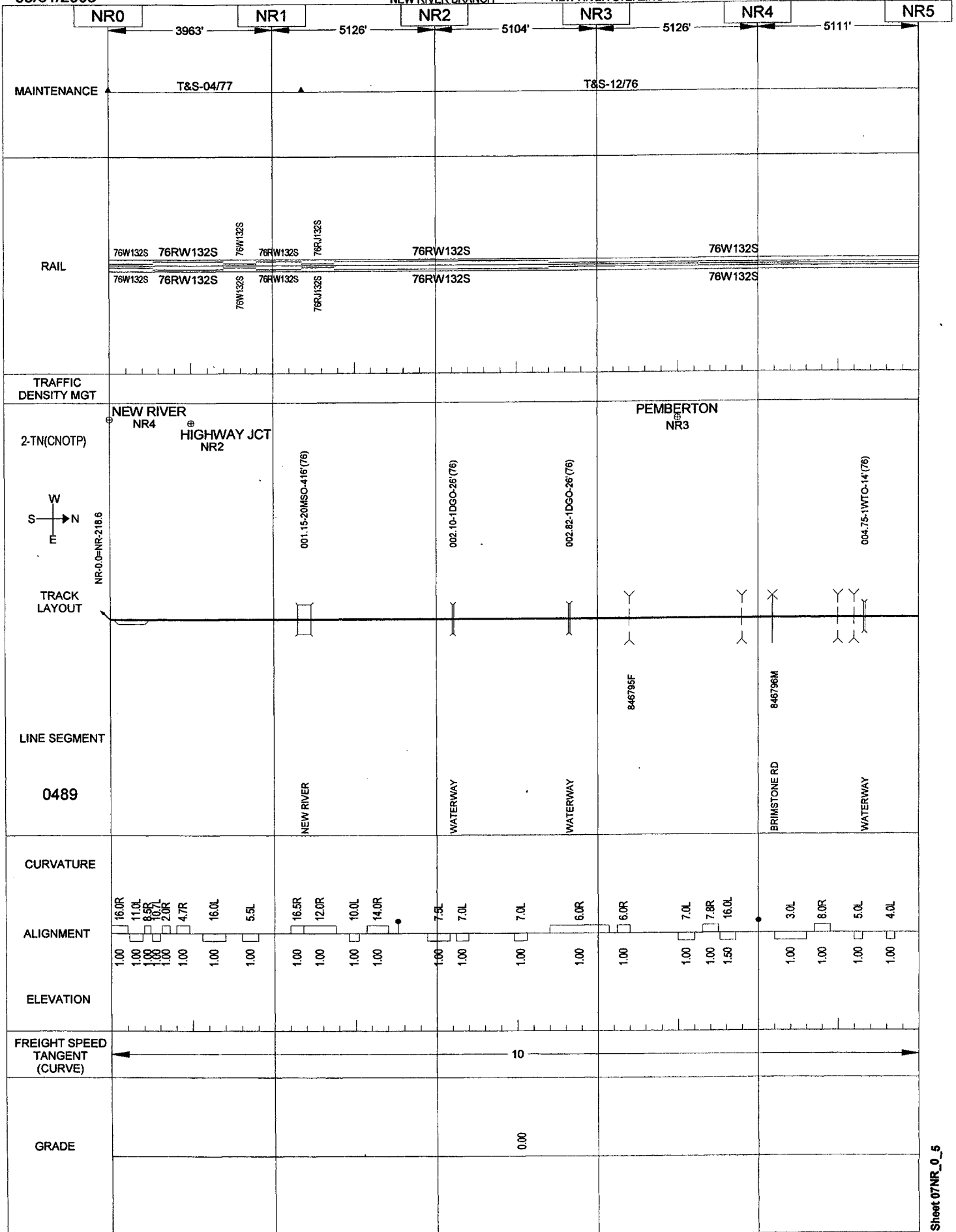


05/31/2006

239
NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



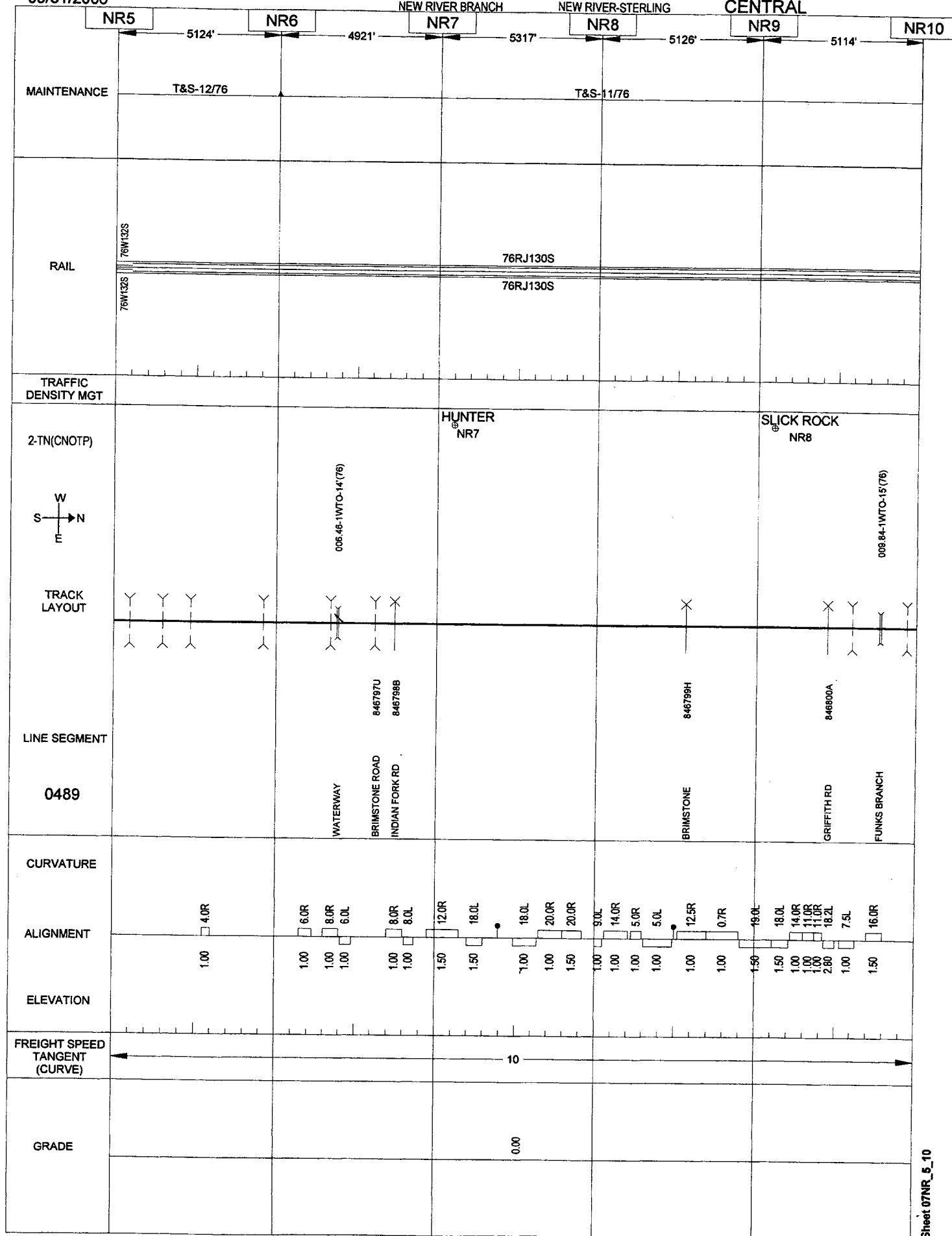
05/31/2006

240

NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL

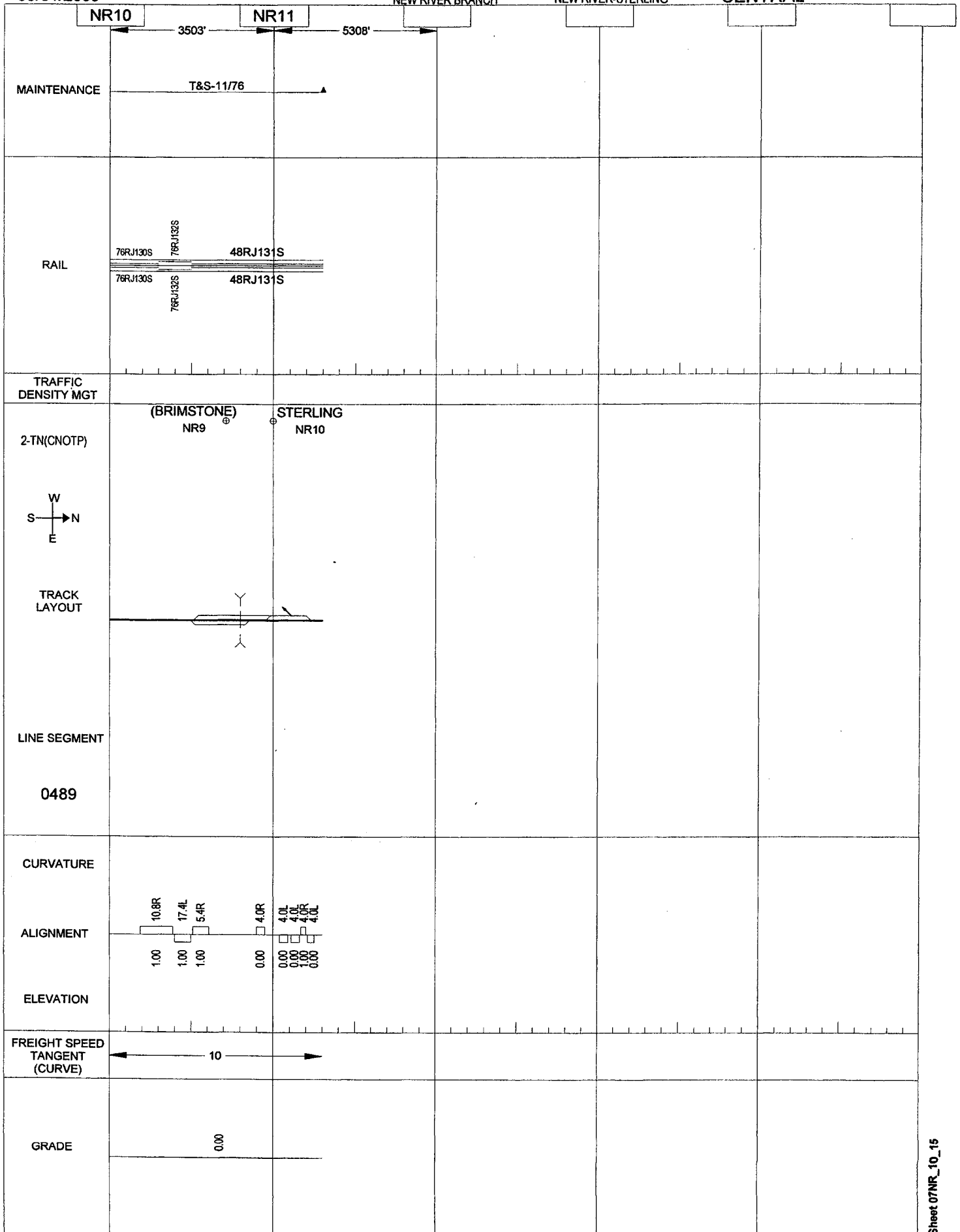


05/31/2006

241
NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL

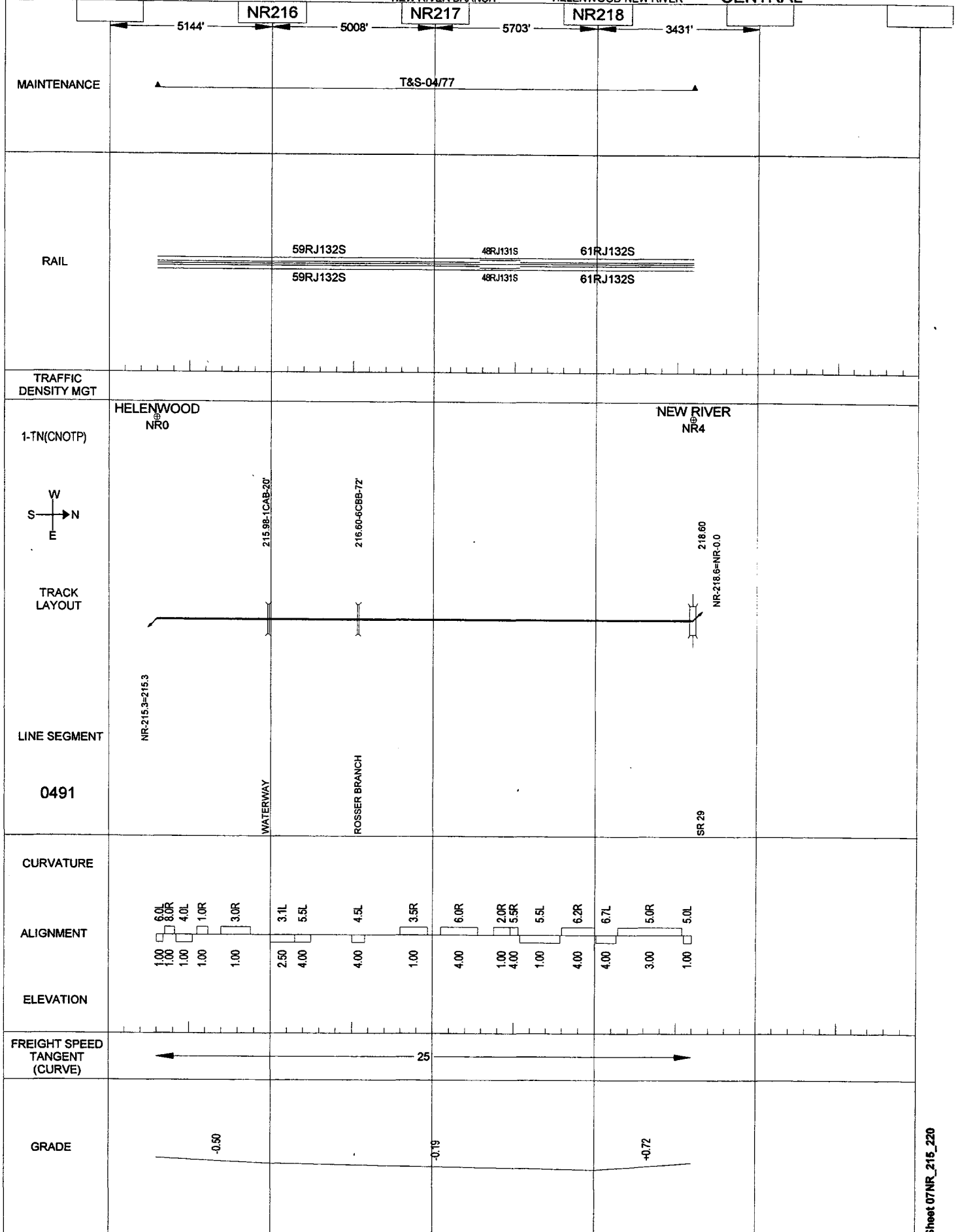


05/31/2006

242
NEW RIVER BRANCH

HELENWOOD-NEW RIVER

CENTRAL

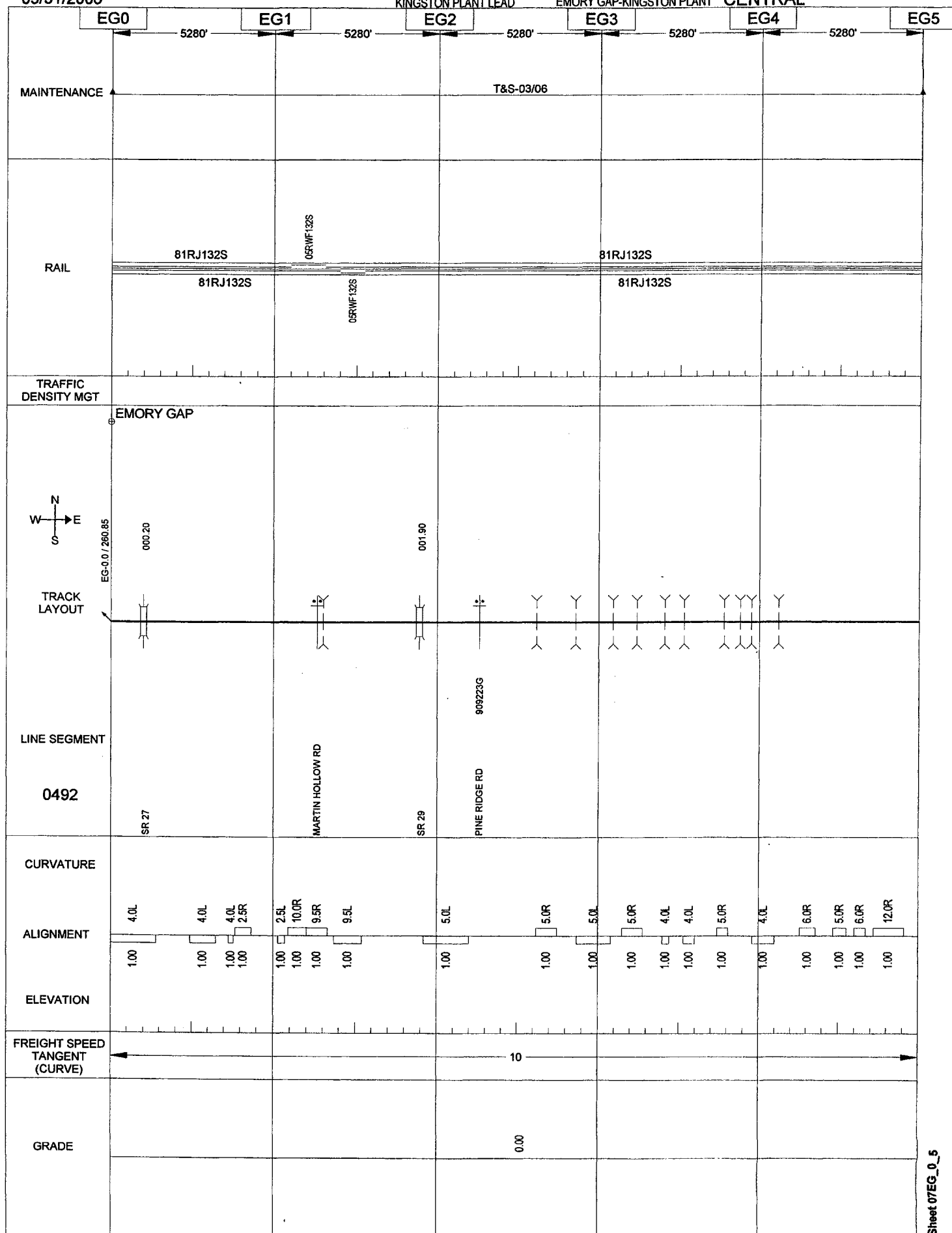


05/31/2006

243
KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



05/31/2006

244
KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL

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

05/31/2006

LOUISVILLE

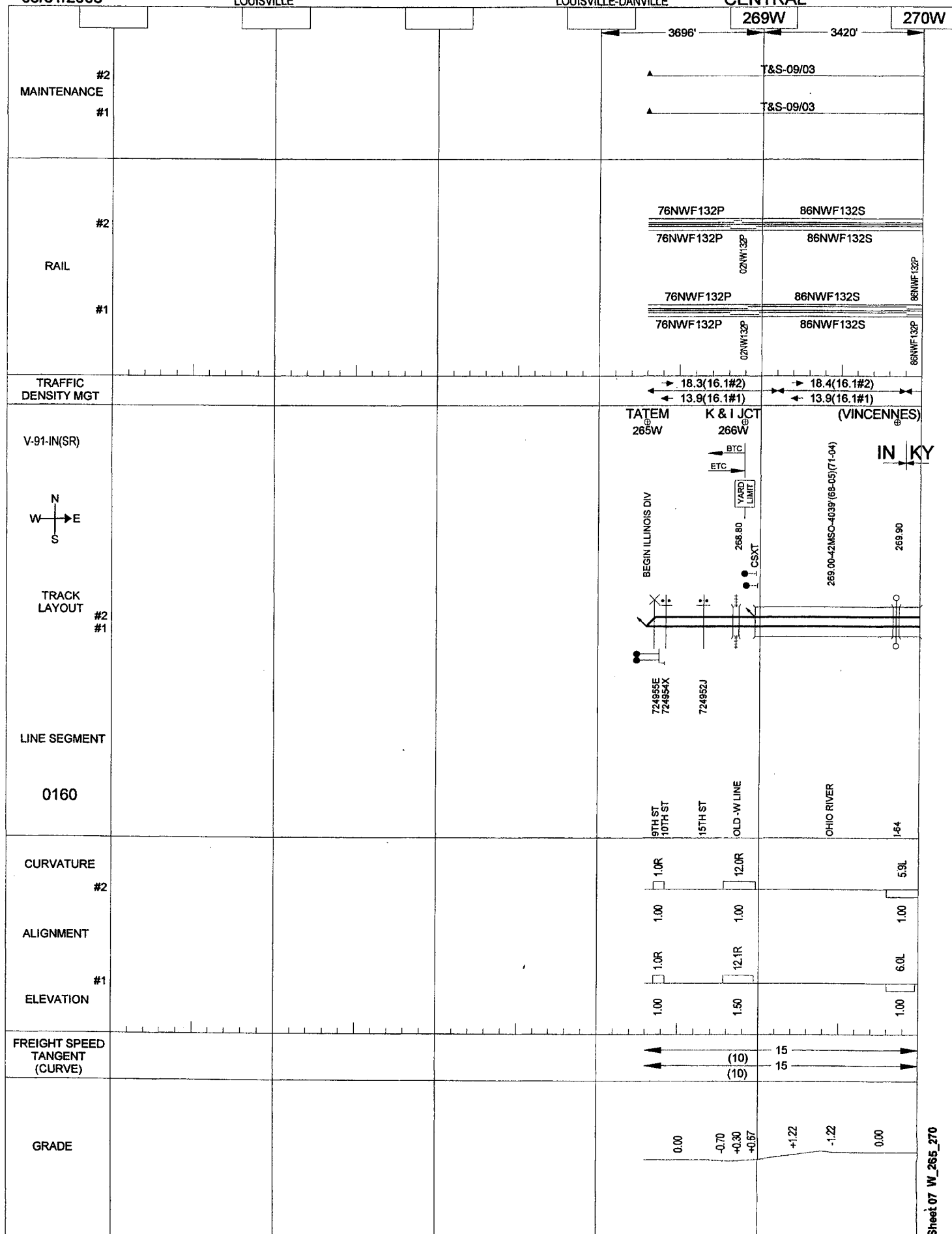
245

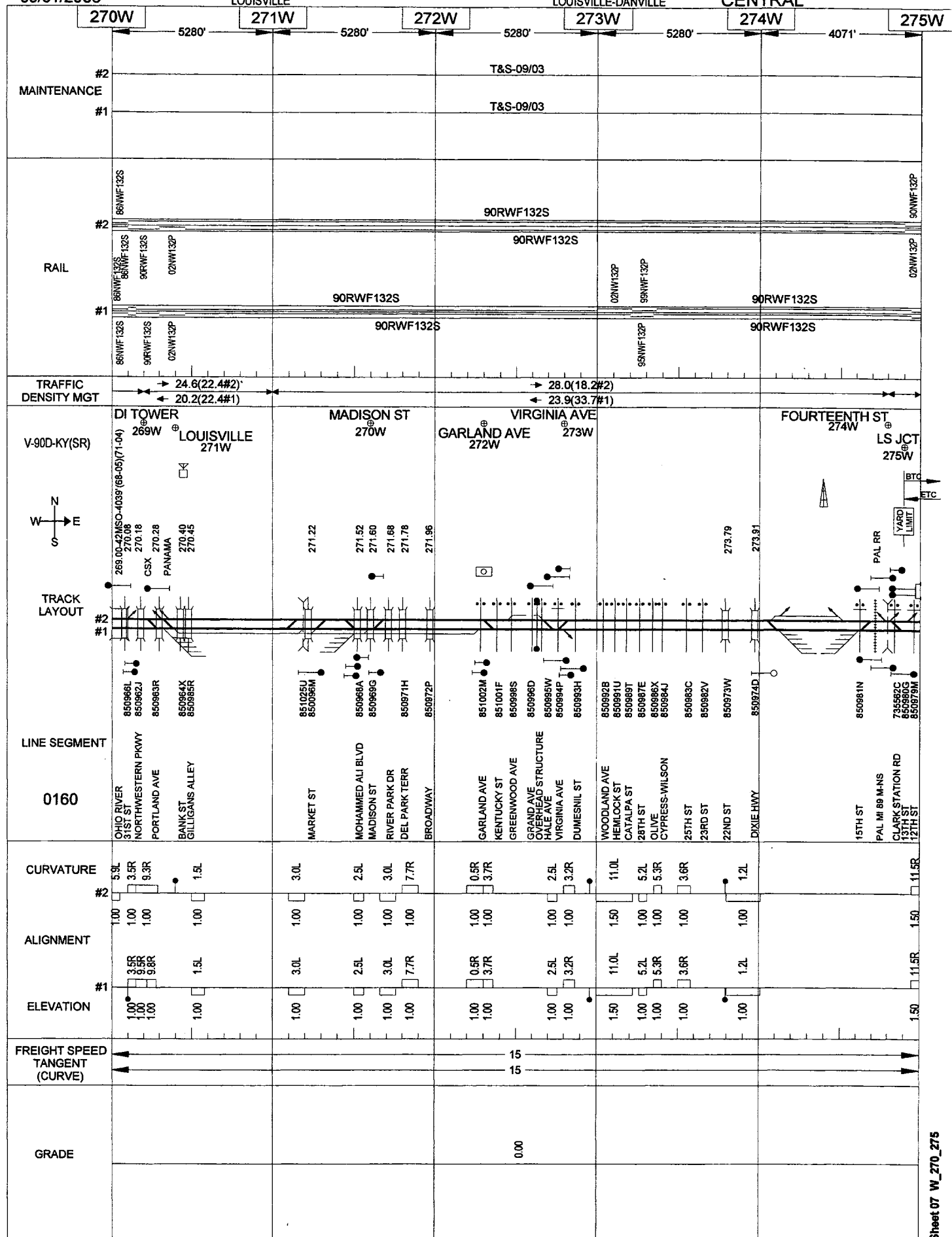
LOUISVILLE-DANVILLE

CENTRAL

269W

270W





275W	276W	277W	278W	279W	280W
------	------	------	------	------	------

MAINTENANCE	#
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T&S-09/03

T&S-09/03

T&S-08/03

RAIL

#

#

TRAFFIC
DENSITY MGT

→ 19.0(22.6#1)
← 15.8(12.2#2)

→ 19.0(34.8)
← 15.8

FOURTH ST FLOYD ST
⊕ ⊕
237W/ 238W/

PRESTONIA
⊕
230W

DUMESNIL
①
280W/

TRACK LAYOUT

LINE SEGMENT

0160

CURVATURE

#

ALIGNMENT

井

**FREIGHT SPEED
TANGENT
(CURVE)**

20
20

1

GRADE

+0.02
+0.08
+0.20
+0.26
+0.17
-0.01
-0.10

-0.28
+0.25
-0.38
-0.38
+1.00
+1.38

+0.60	+0.65	+0.74	+0.79	+0.49	-0.12
-------	-------	-------	-------	-------	-------

-0.09	+0.02	+0.23	+0.66	+0.88	+0.63	+0.14	-0.11	0.38
-------	-------	-------	-------	-------	-------	-------	-------	------

-1.21
-0.36

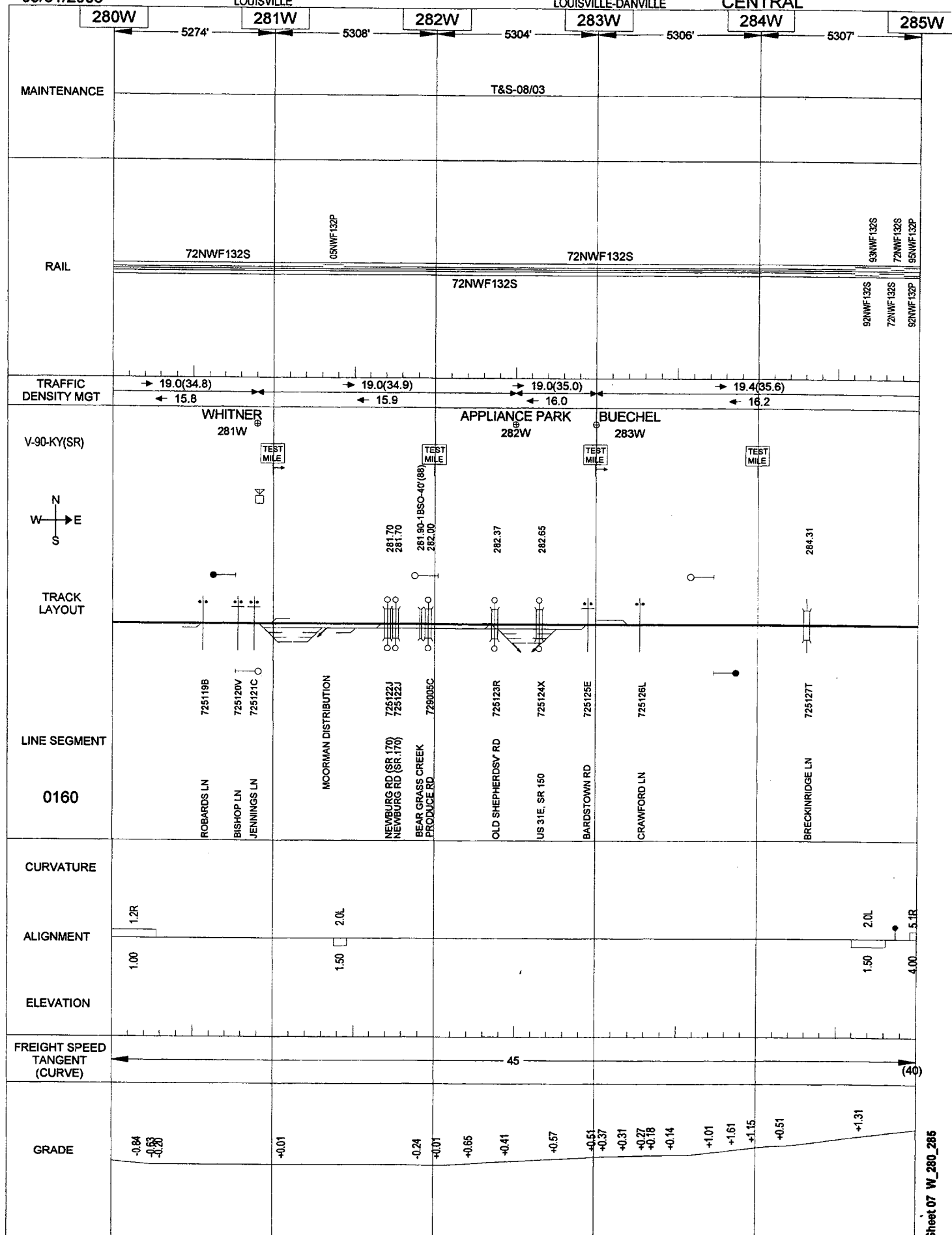
05/31/2006

248

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



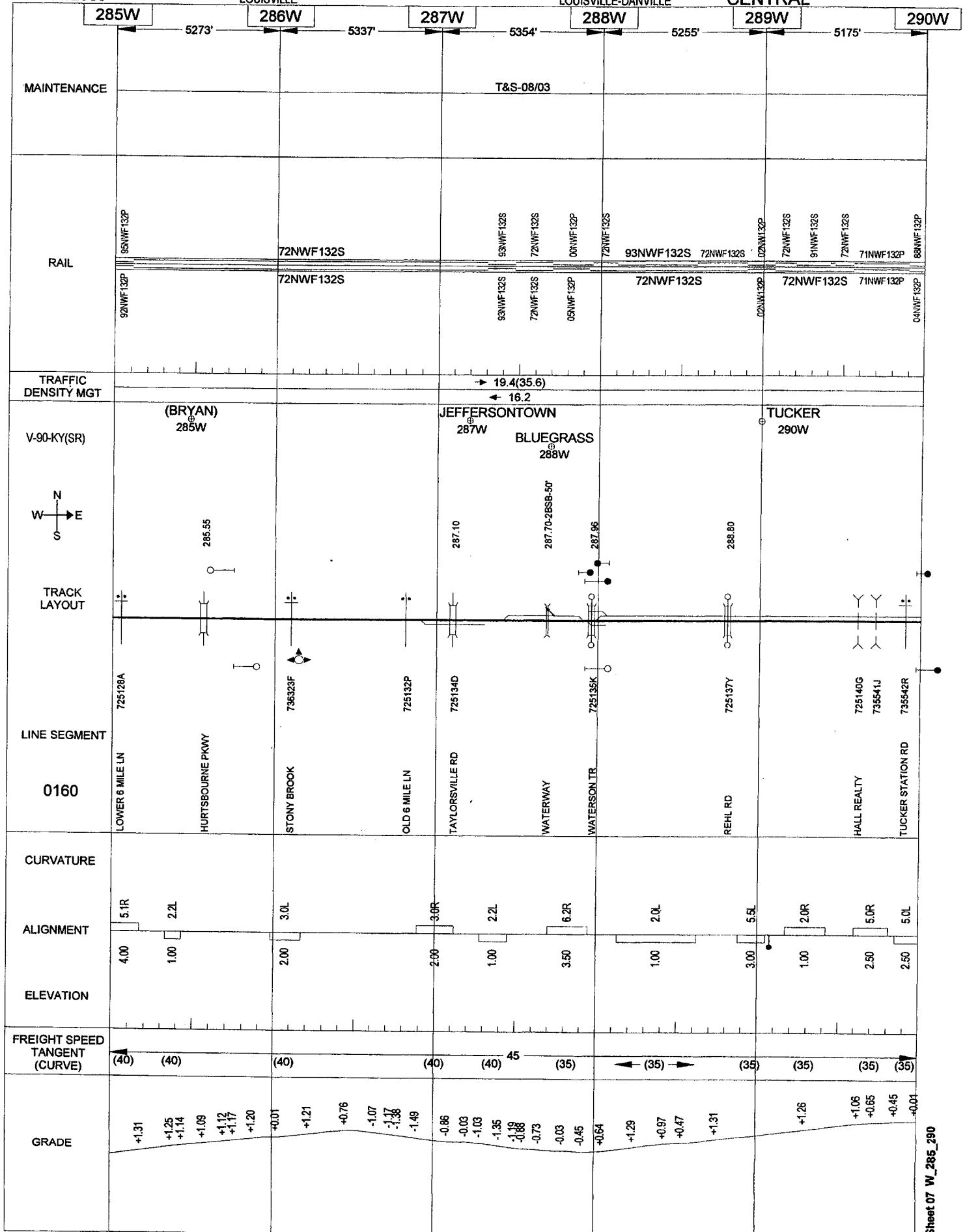
05/31/2006

249

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



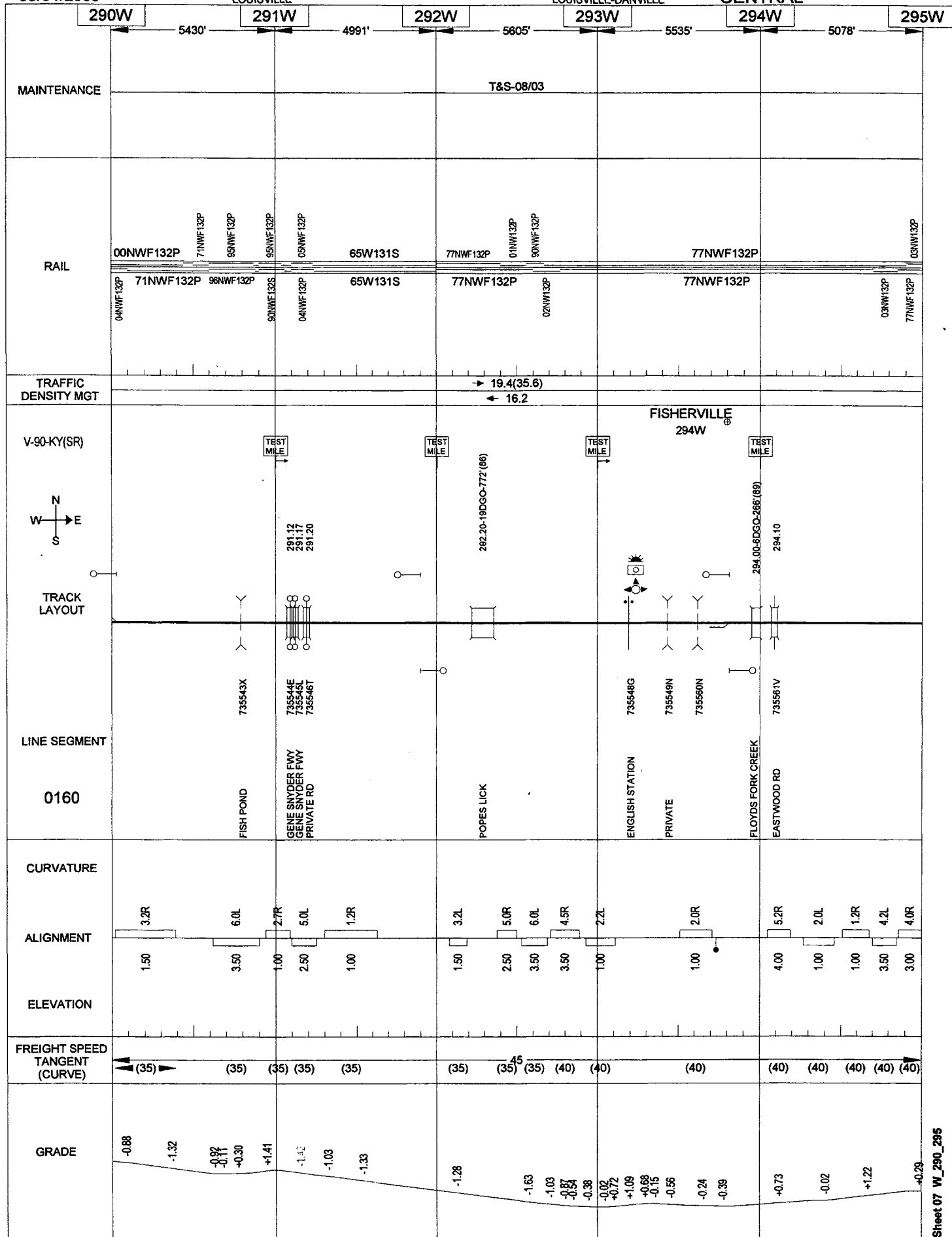
05/31/2006

250

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



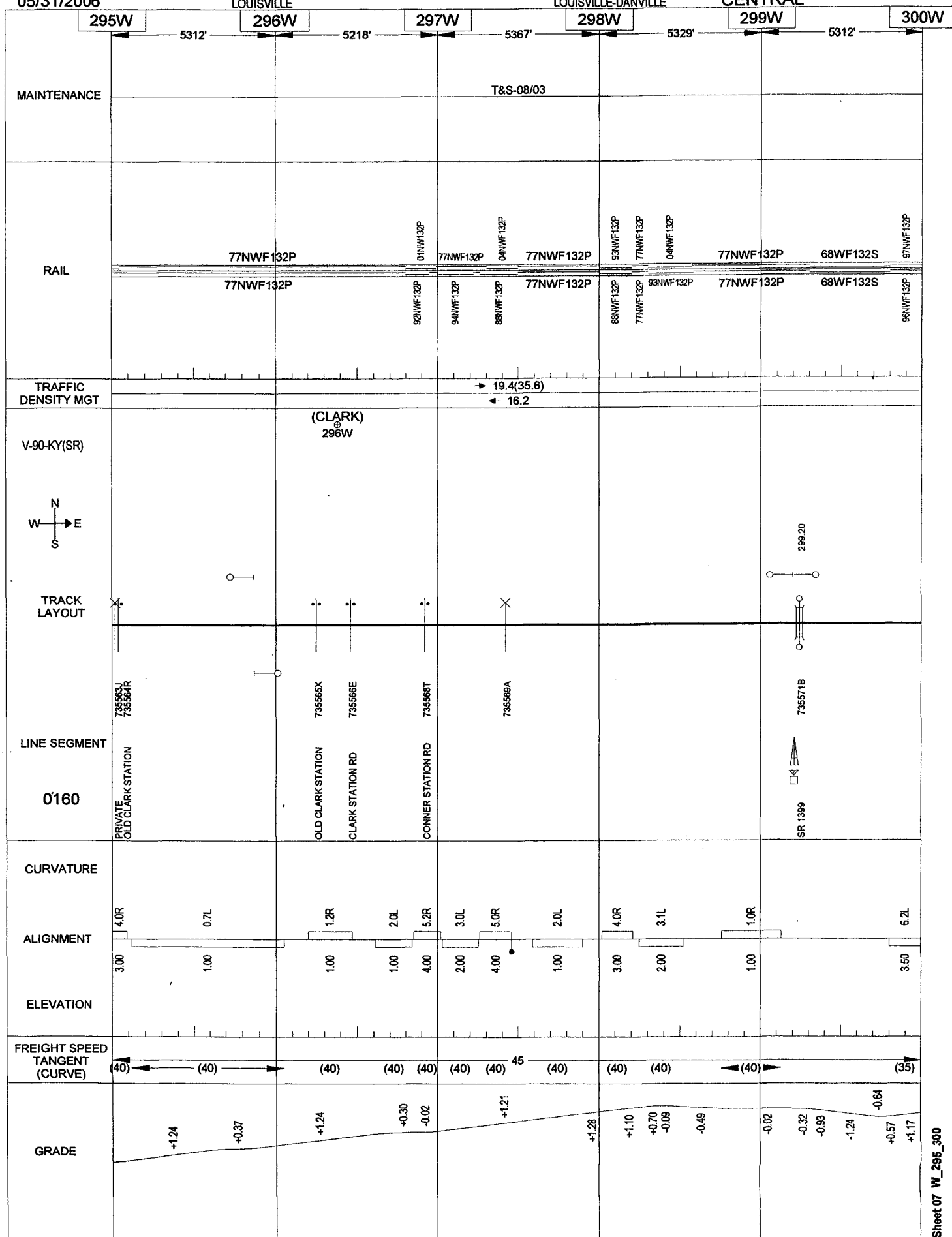
05/31/2006

251

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



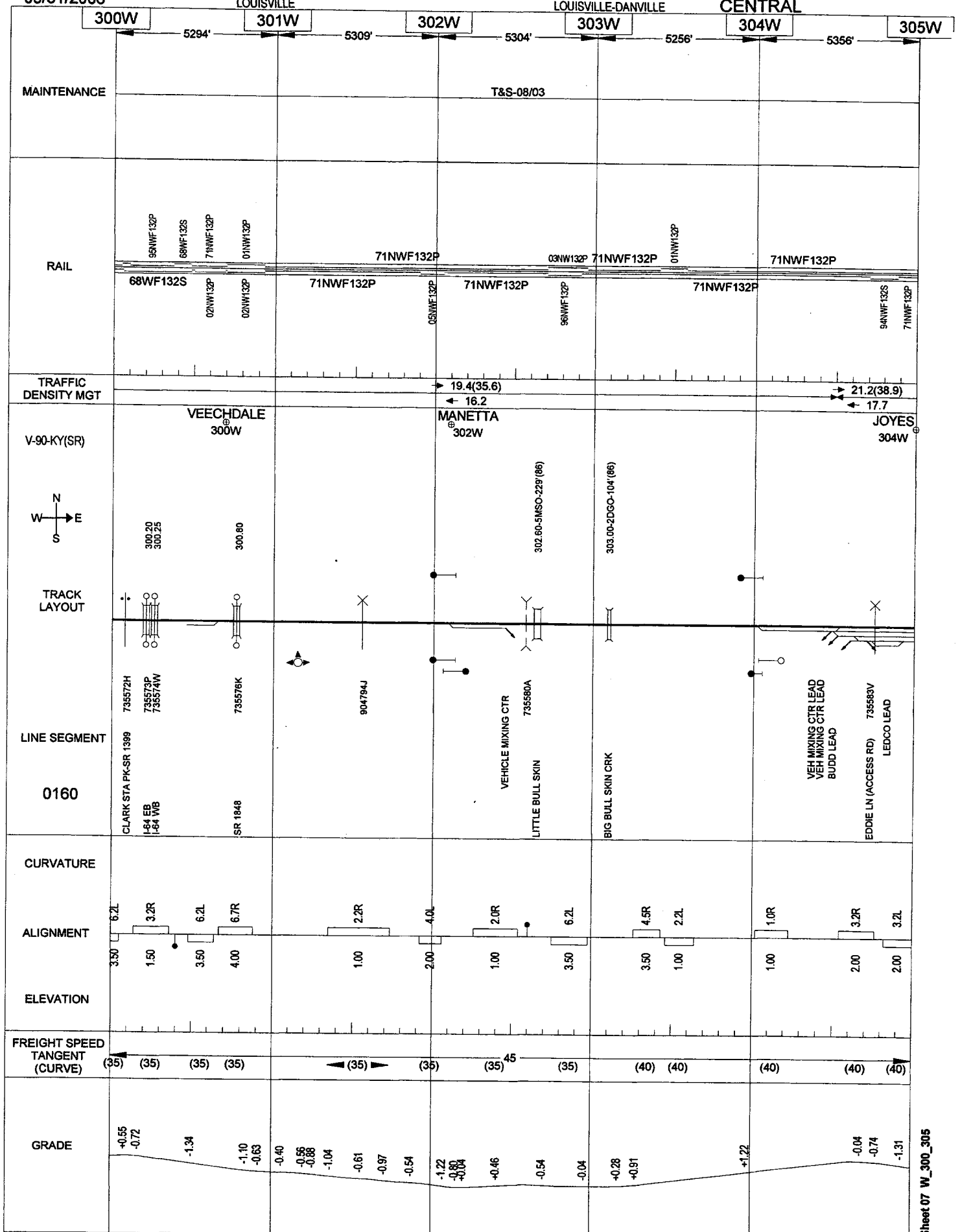
05/31/2006

252

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



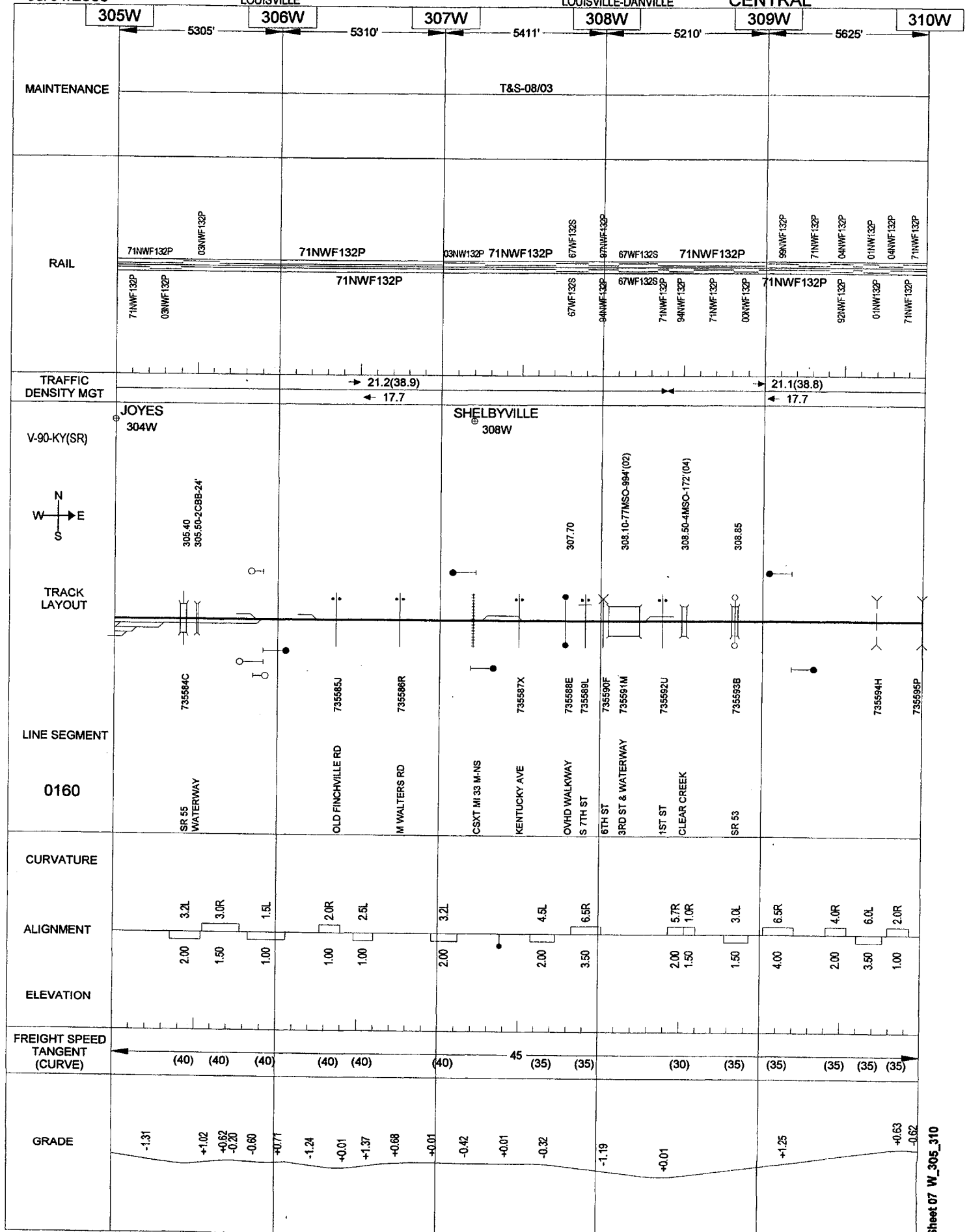
05/31/2006

253

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



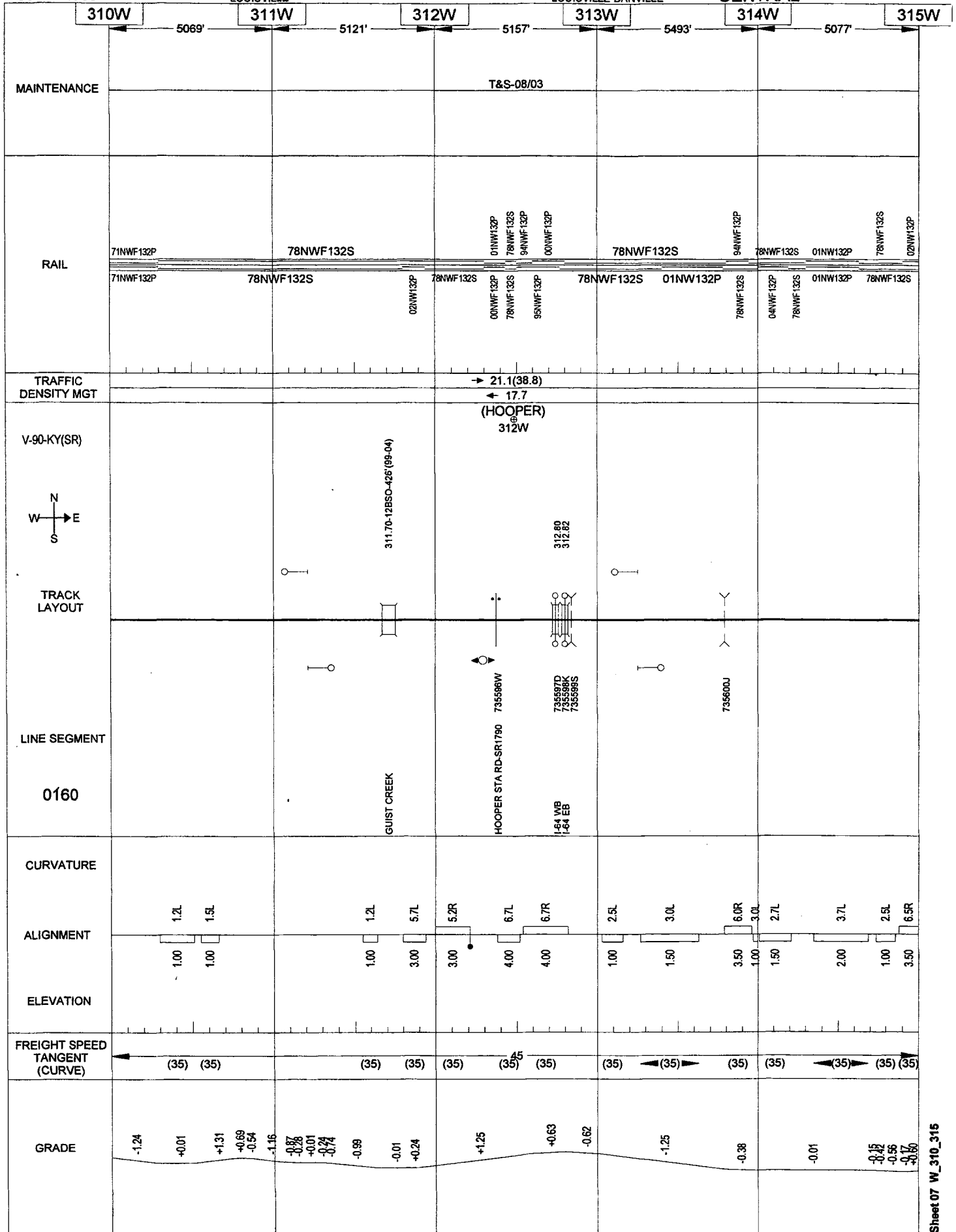
05/31/2006

254

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



CENTRAL

320W

T&S-08/03

RAIL

TRAFFIC
DENSITY MGT

V-90-KY(SR)

(HEMP RIDGE)
315W

WADDY
318W

TRACK LAYOUT

LINE SEGMENT

0160

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

Sheet 07 W_315_320

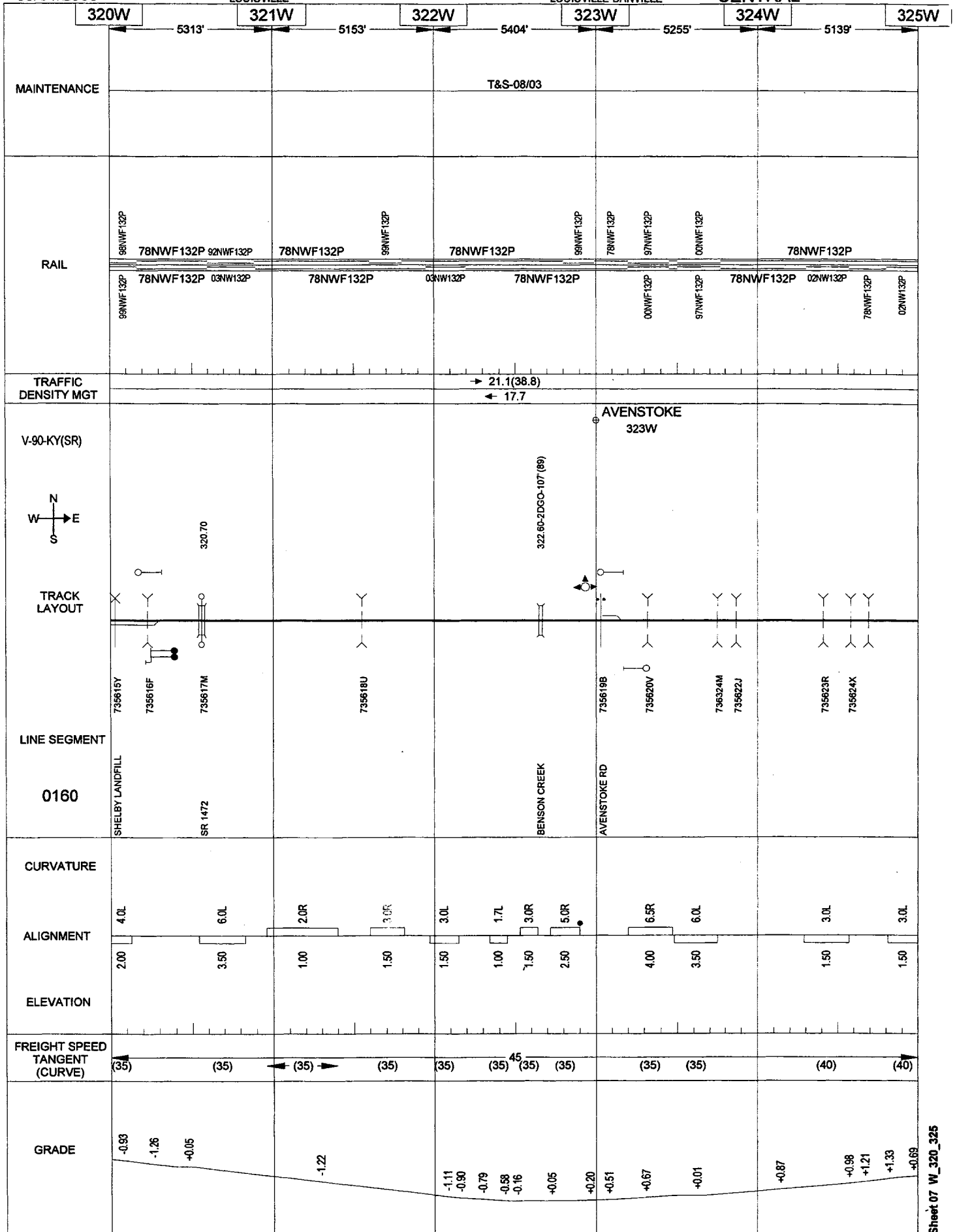
05/31/2006

256

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



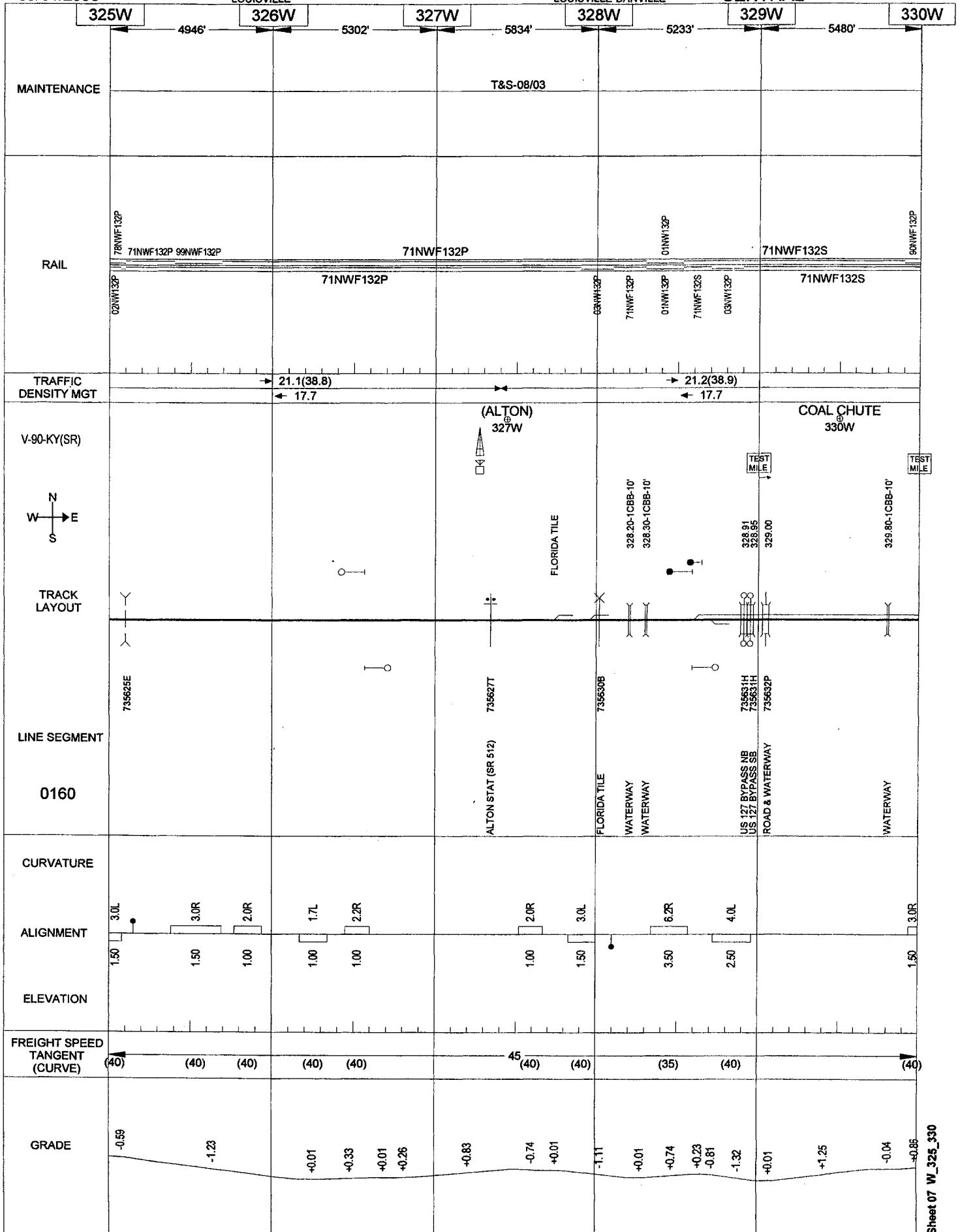
05/31/2006

257

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



CENTRAL



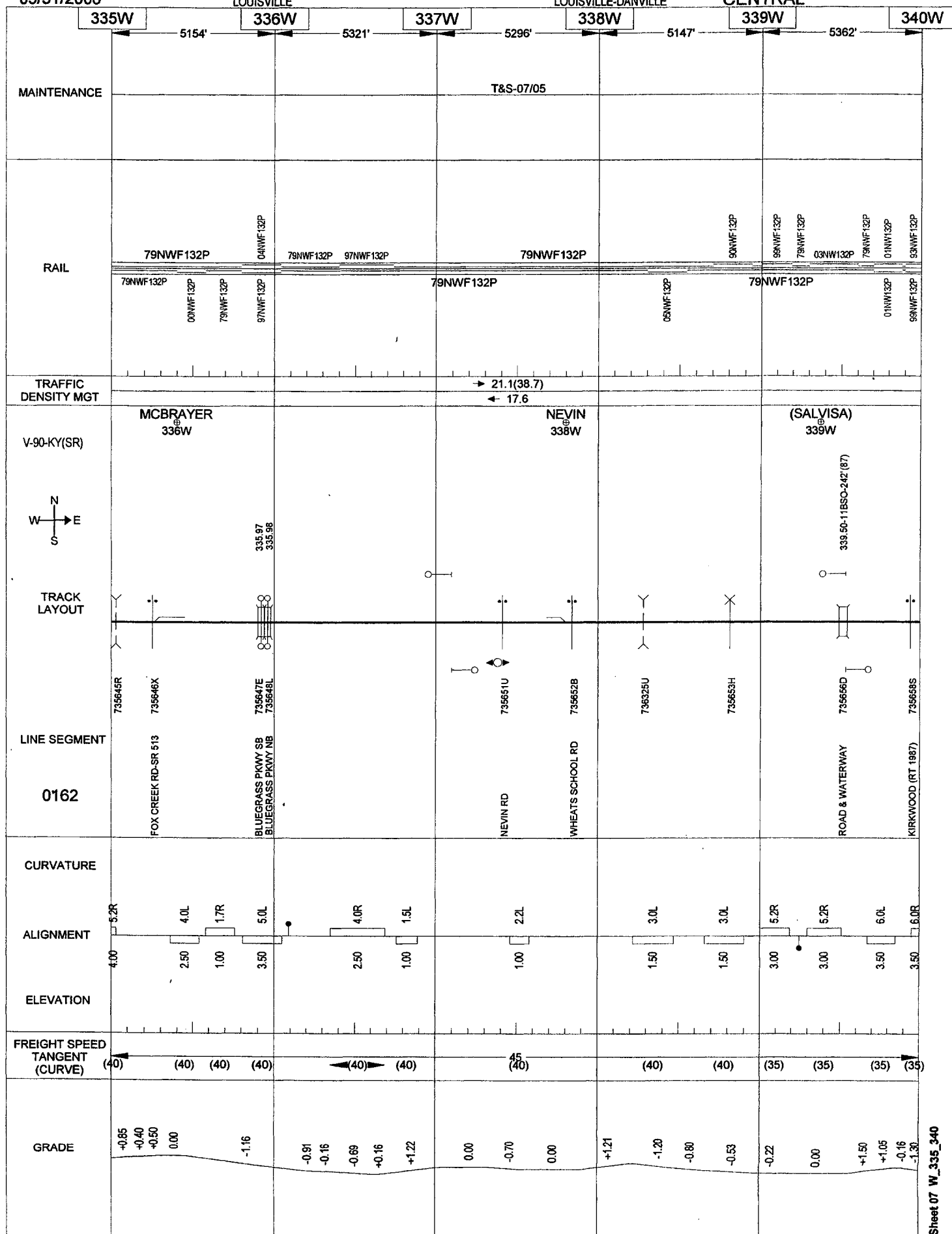
05/31/2006

259

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



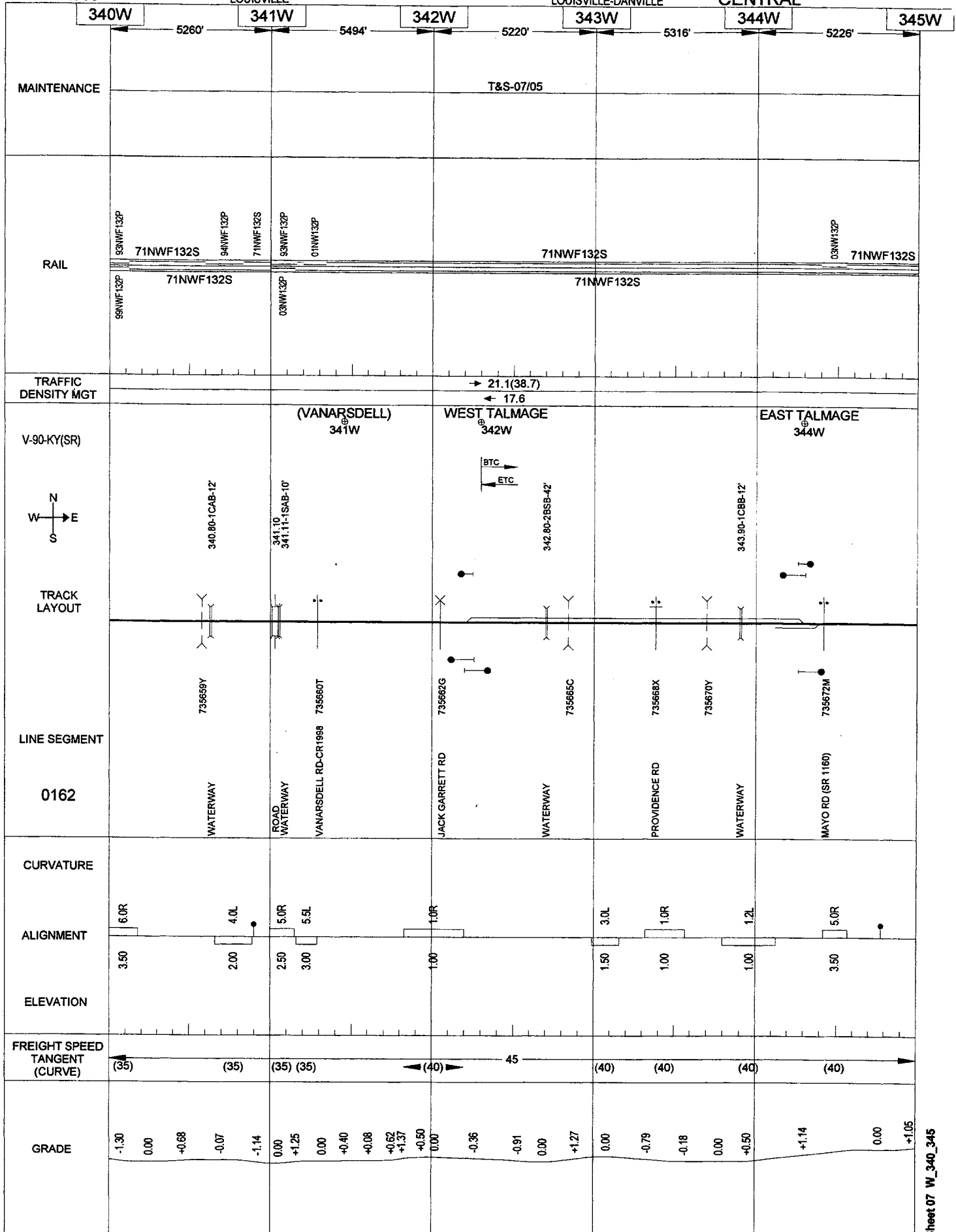
05/31/2006

260

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



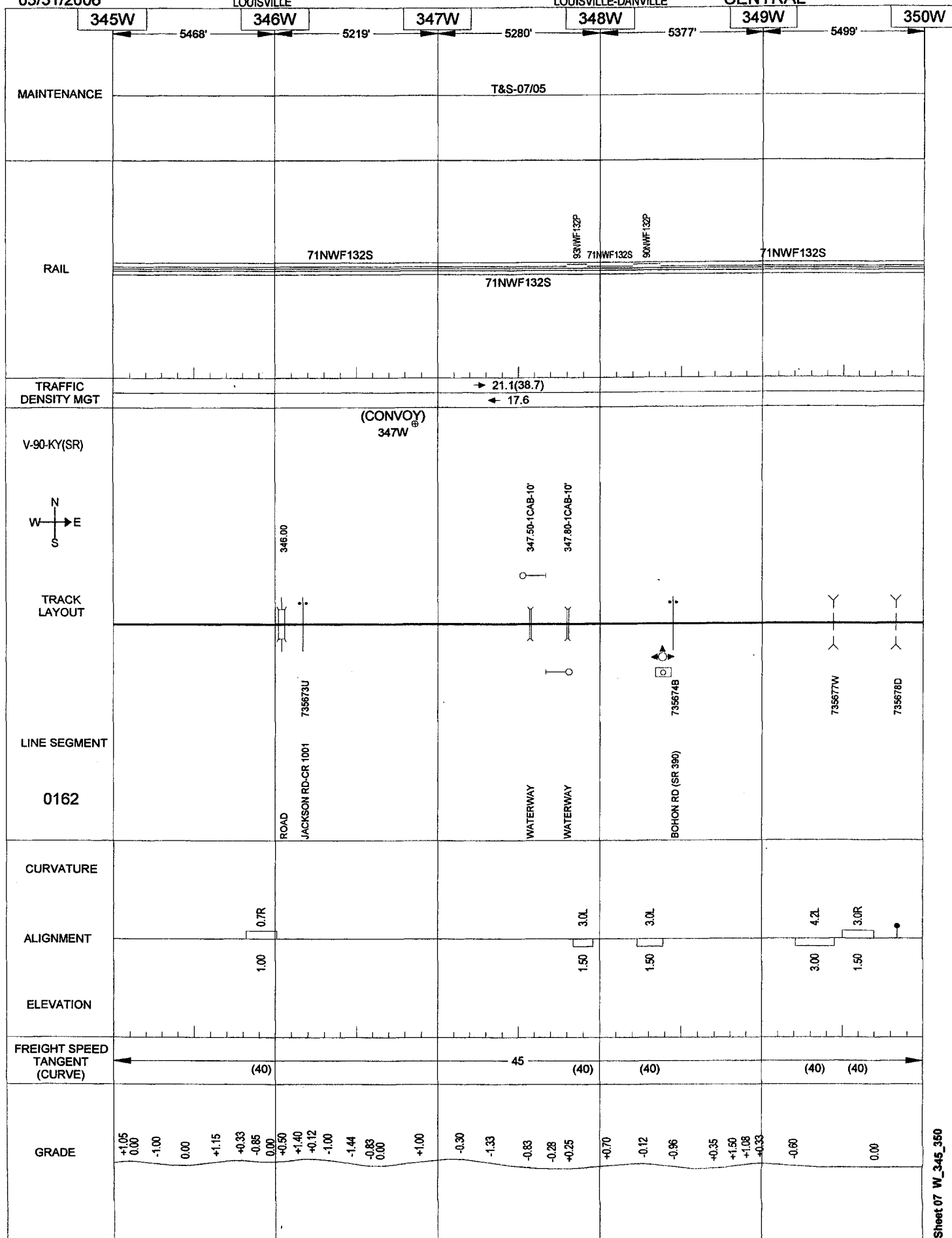
05/31/2006

261

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



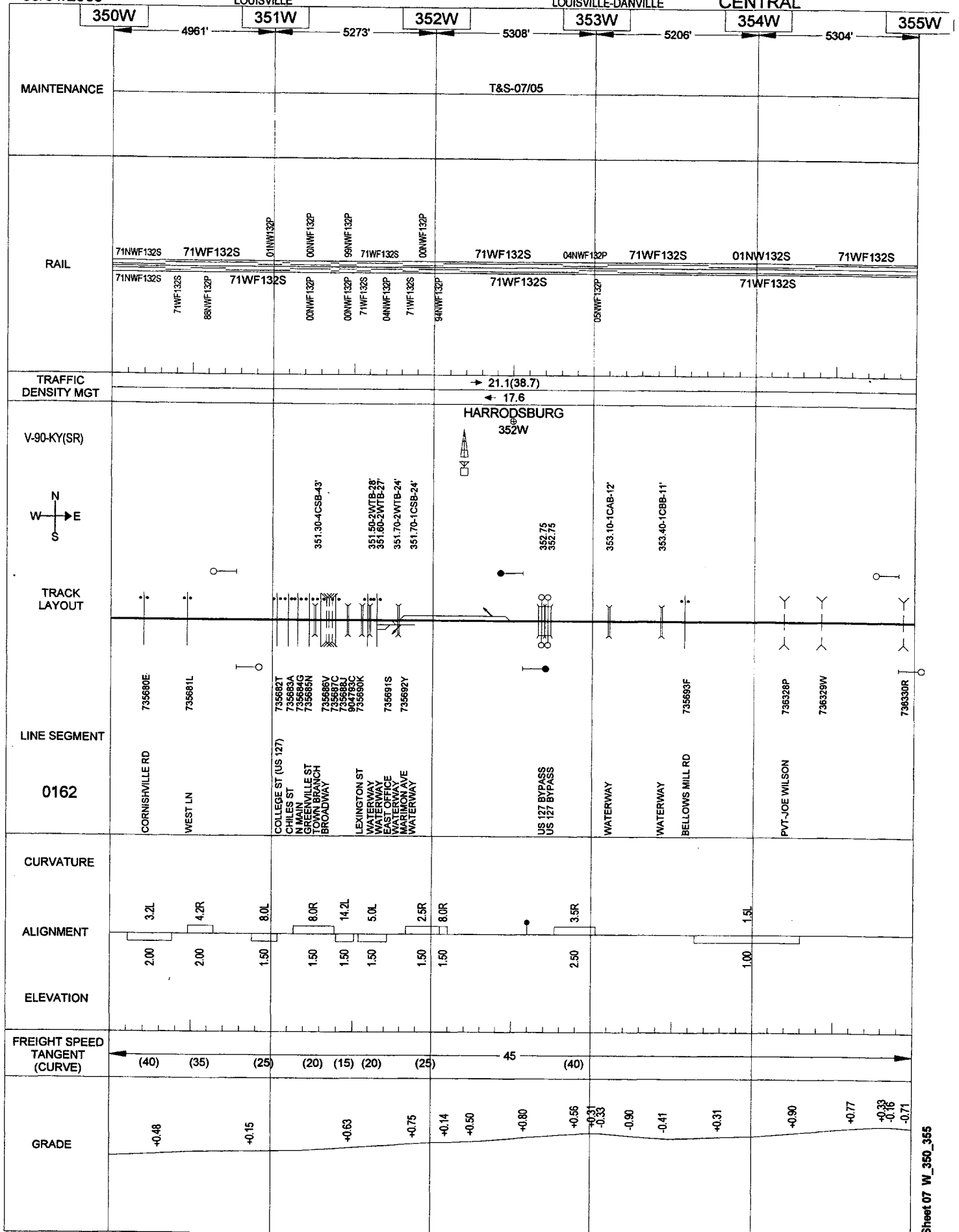
05/31/2006

262

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



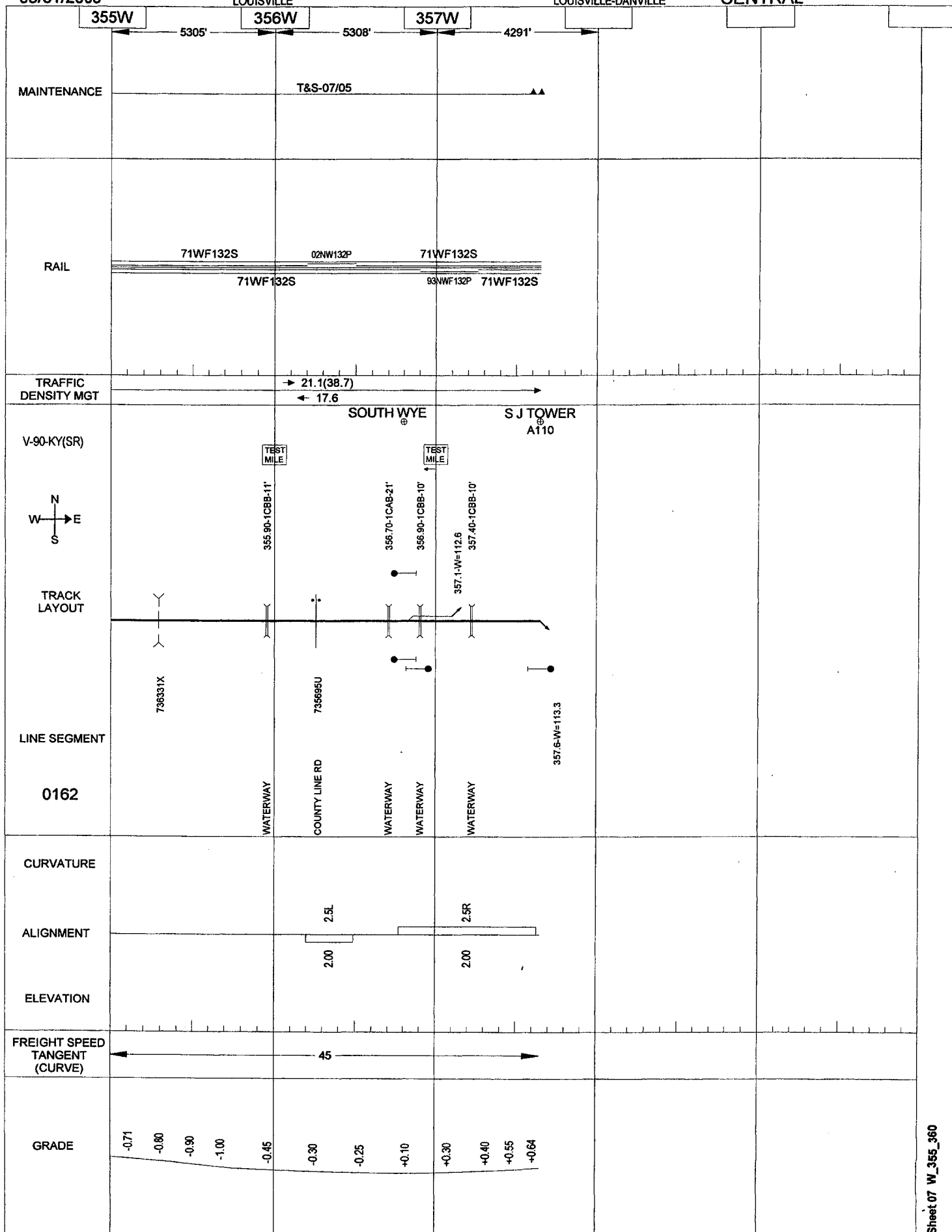
05/31/2006

263

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



04/03/2006

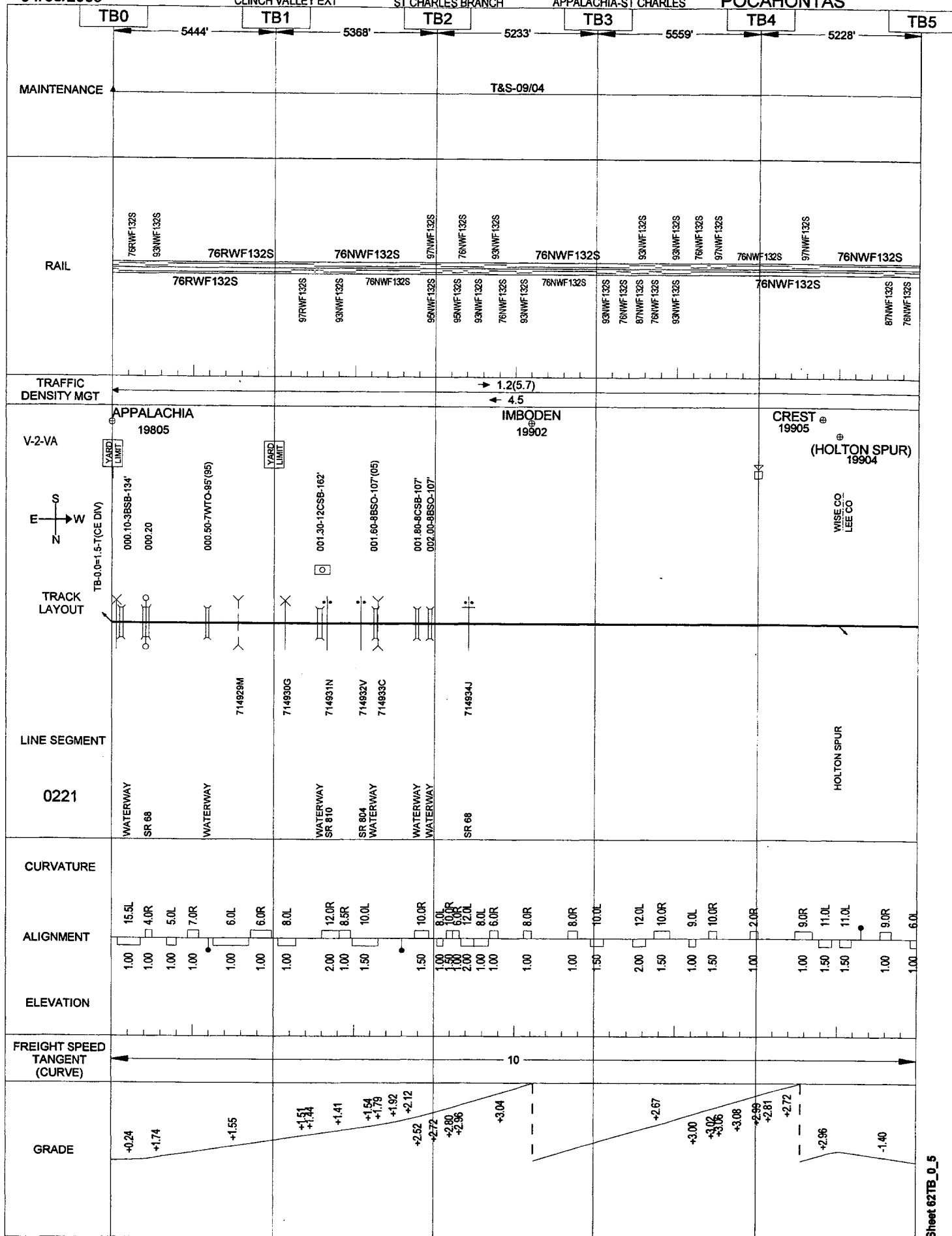
264

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



04/03/2006

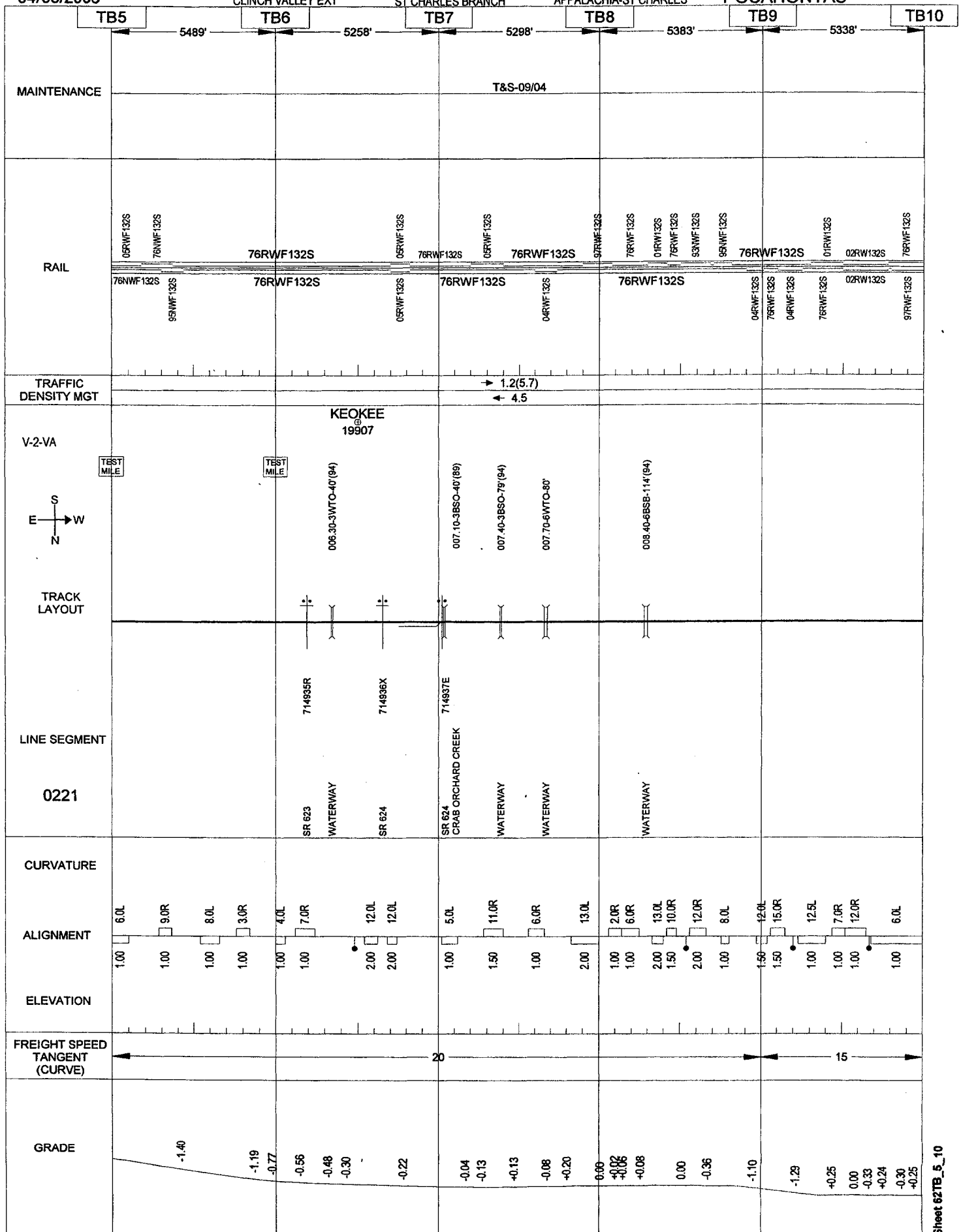
CLINCH VALLEY EXT

265

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



05/30/2006

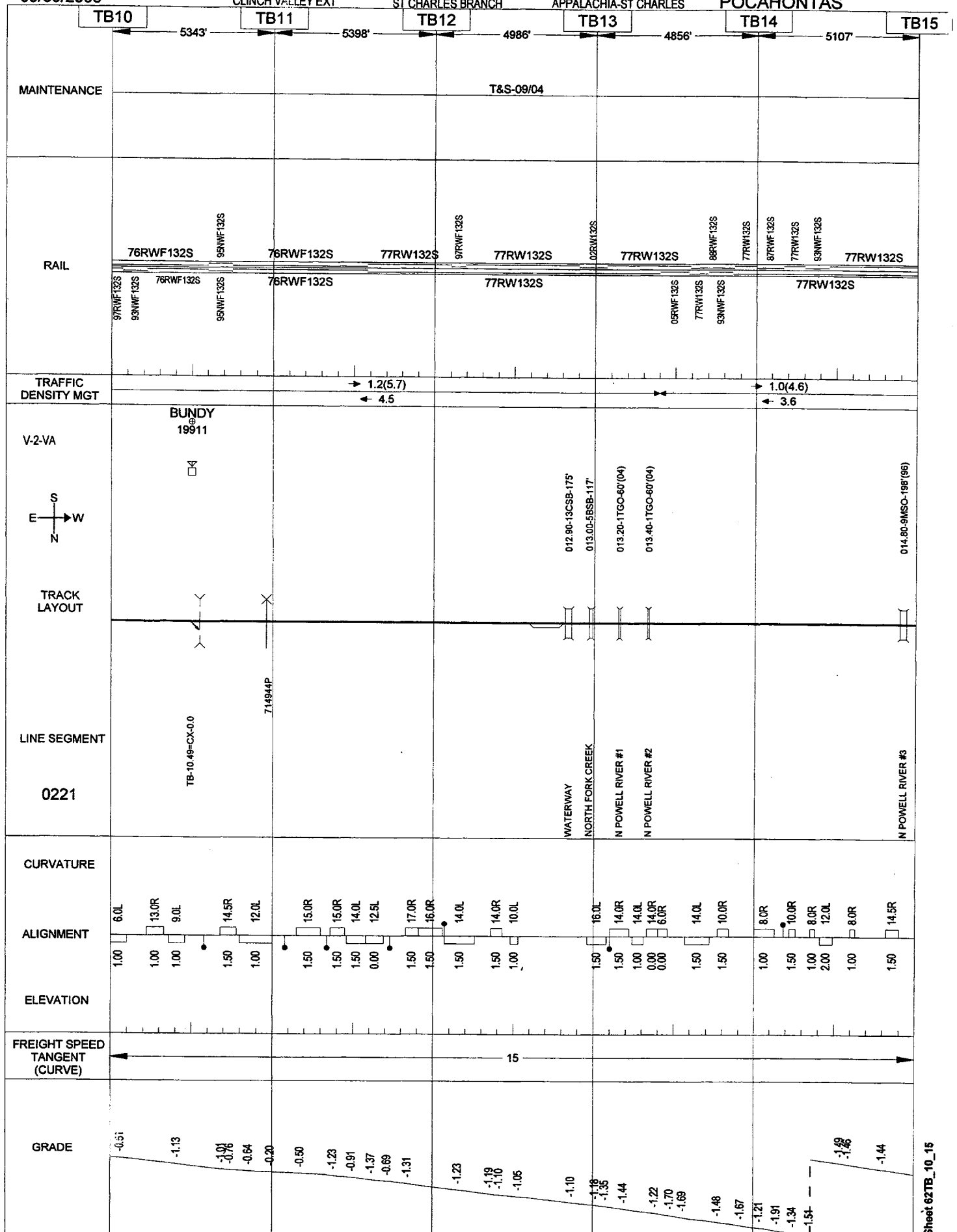
CLINCH VALLEY EXT

266

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



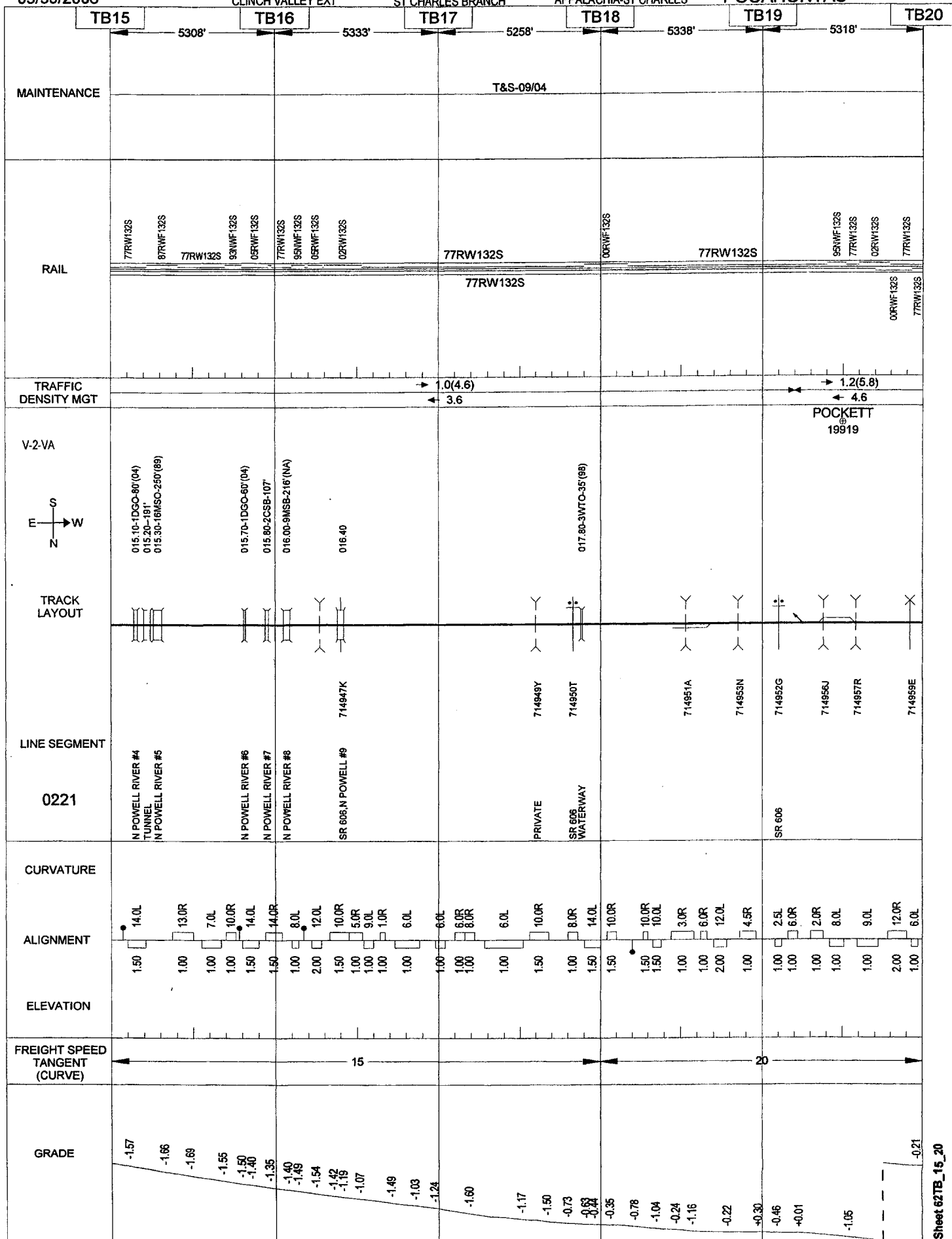
05/30/2006

CLINCH VALLEY EXT

267
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



POCAHONTAS



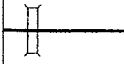
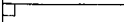


04/03/2006

CLINCH VALLEY EXT

269
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS

	TB25	5280'						
MAINTENANCE	T&S-09/04							
RAIL	<div><div>**RW100S</div><div>**R.J085S</div><div>**RW100S</div><div>**R.J085S</div></div>							
TRAFFIC DENSITY MGT	<div>→ 0.7(3.6)</div> <div>← 2.9</div>							
TRACK LAYOUT	<div><div>S</div><div>E</div><div>N</div><div>W</div><div>025-10-5BSB-192'</div><div></div></div>							
LINE SEGMENT	0221	WATERWAY						
CURVATURE								
ALIGNMENT	<div><div>9.5L</div><div></div></div>							
ELEVATION	<div><div>1.00</div><div></div></div>							
FREIGHT SPEED TANGENT (CURVE)	<div>← 10 →</div>							
GRADE	<div><div>0.00</div><div></div></div>							

05/31/2006

TRACKAGE RIGHTS

270
I&O RR

VALLEY-MILL

CENTRAL

CF8

CF9

CF10

5280'

5280'

5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S

01NW136S

90RW132S

94NW132P

90RW132S

90RW132S

90RW132S

94NW132P

90RW132S

TRAFFIC
DENSITY MGT

→ 0.8(1.6)

← 0.8

V-7-OH

S
E → W
NTRACK
LAYOUTRENDCOMB (VALLEY)
05203TO NS (CV-112.3)
TO OASIS YD

LINE SEGMENT

6990

NS (CT LINE)
LICK RUNWOODLAND RD
DUCK CREEK

ERIE AVE

DUCK CREEK

PASSWAY
CSXT

DUCK CREEK

MADISON RD
DUCK CREEK

RIDGE AVE

CURVATURE

ALIGNMENT

ELEVATION

4.1R
2.001.0R
0.003.4L
1.503.0R
1.504.2L
2.50FREIGHT SPEED
TANGENT
(CURVE)

35

GRADE

-0.42

-0.93

05/31/2006

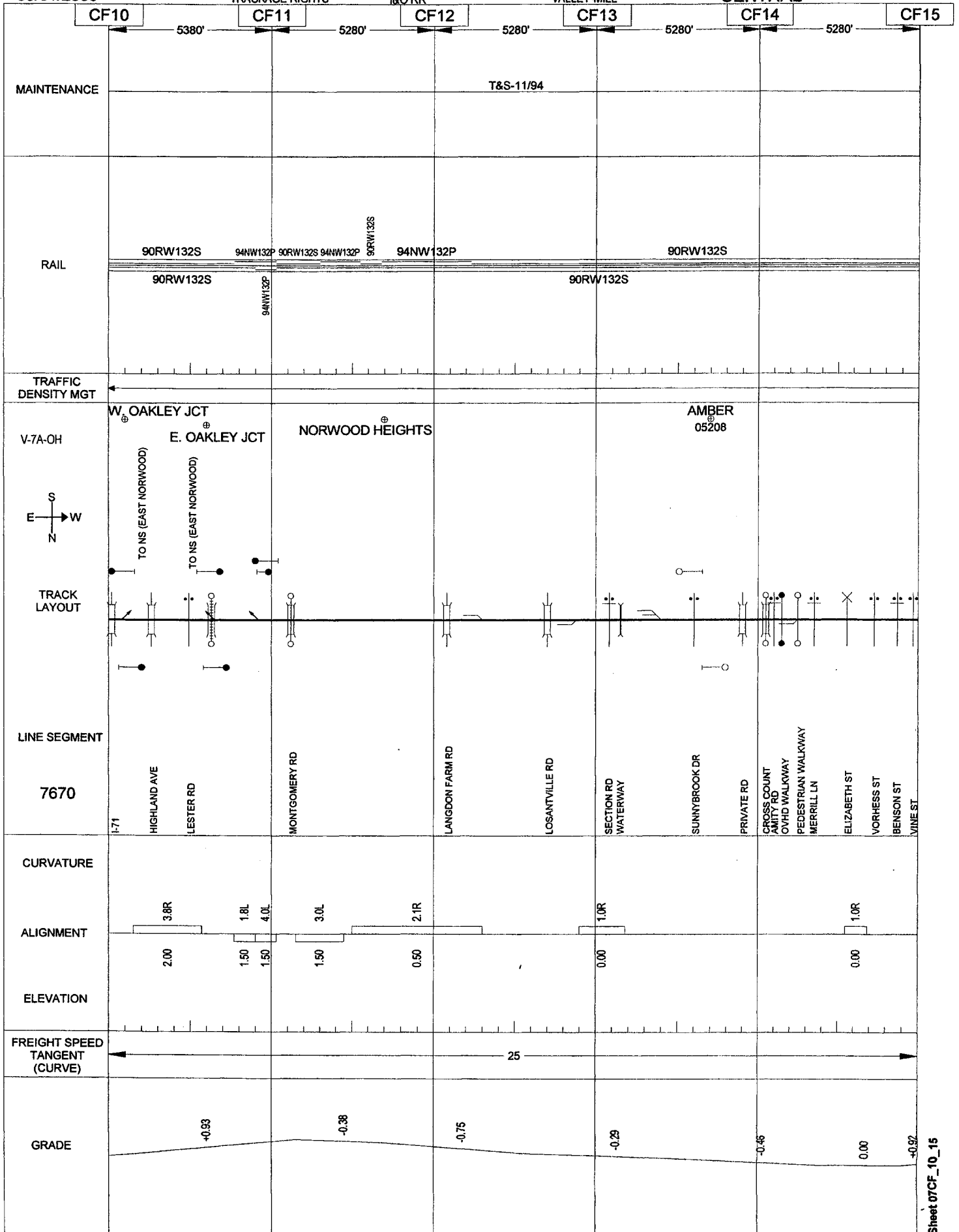
271

TRackage RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



05/31/2006

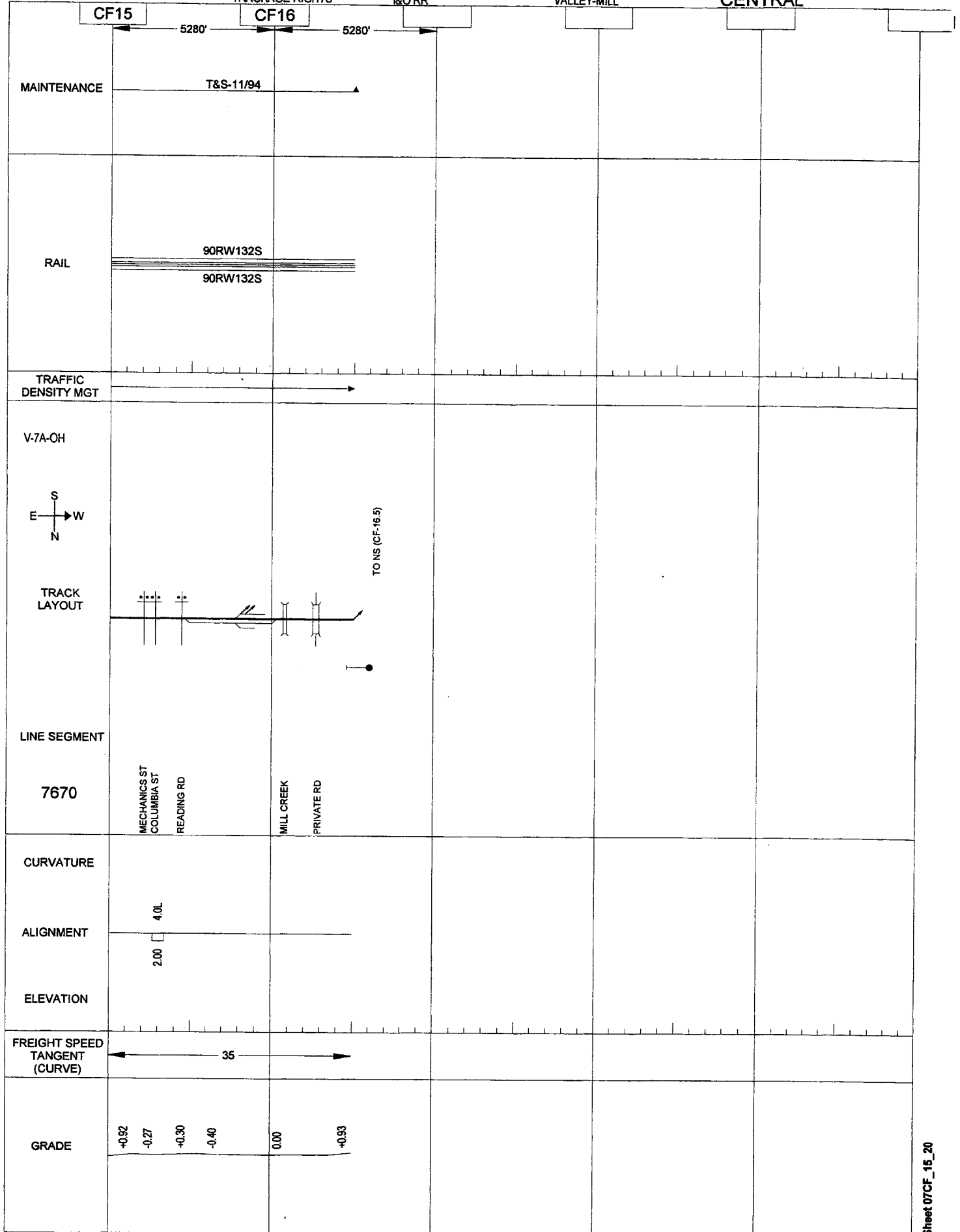
272

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date shown represents when drawing was prepared.**
- 2) Items correspond to:**
District, Branch, and Spur when applicable. (Original NS System)

or
Old Division name and From-To Station names. (Original NS System)

or
RDBR, Line Name, and From-To Station names. (Original CR System)
- 3) Operating Division name.**
- 4) Sheet number within Operating Division.**

Milepost Data Band -

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

Maintenance Section -

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

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight, and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

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, length, and superelevation for each main.
Note: Representation is now provided for both tracks 1 and 2. In prior volumes representation was provided for track 1 only. In double track sections track 2 was only a copy of track 1 and did not necessarily represent actual conditions.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail 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	2005
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
197	312.84	312.80	01	2001
197	313.06	313.00	01	2001

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2005
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	2005
34	168.19-A	168.20	01	2005
37	182.25-A	182.25	01	1987
41	200.01-A	200.00	01	2005
41	200.50-A	200.50	01	1998
41	200.60-A	200.60	01	1998
44	218.88-A	218.80	01	2005
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	2005
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
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2005
114	006.95-CG	006.90	01	2004
114	007.77-CG	007.90	01	2005
114	008.37-CG	008.40	01	1977
115	012.68-CG	012.70	01	1978
116	016.17-CG	016.20	01	1999
117	021.95-CG	022.00	01	1986
121	040.70-CG	040.70	01	1992
121	041.85-CG	041.90	01	1993
123	054.00-CG	054.00	01	1994
124	057.92-CG	057.80	01	1992
124	058.86-CG	058.90	01	1994
124	059.80-CG	059.80	01	1993
125	060.70-CG	060.80	01	1985
125	061.45-CG	061.60	01	1999
125	062.75-CG	062.80	01	1980
125	063.35-CG	063.30	01	1980
125	064.24-CG	064.20	01	1995
88	003.94-CO	003.90	01	1998
88	004.66-CO	004.60	01	1993

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
62	071.50-TC	071.50	01	1997
63	075.70-TC	075.70	01	1998

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
245	268.97-W	269.00	01	2005
			01	2001
			01	1998
			01	1990
			01	1989
			01	1989
			01	1988
			01	1987
			01	1987
			01	1985
			01	1968
245	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
247	276.28-W	276.30	01	1994
248	281.91-W	281.90	01	1988
250	292.22-W	292.20	01	1986
250	293.95-W	294.00	01	1989
252	302.63-W	302.60	01	1986
252	303.09-W	303.00	01	1986
253	308.05-W	308.10	01	2002
253	308.50-W	308.50	01	2004
254	311.67-W	311.70	01	2004
			01	2002
			01	1999
255	316.25-W	316.20	01	2002
256	322.65-W	322.60	01	1989
258	332.26-W	332.20	01	1987
259	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	2005
78	S-202.80	202.70	01	1999
78	S-203.55	203.50	01	1997
79	S-205.40	205.40	01	2002
79	S-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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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
126	CV-216.11	216.12	01	NA
126	CV-218.13	218.13	01	NA
129	MS-219.18	219.18	01	NA
130	MS-221.32	221.32	01	1997
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