



Central Division

2008

***This book is intended for
GENERAL REFERENCE ONLY
and is NOT to be used for operational purposes.***

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 Database:

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:

MAIL:	Engineering D&C	FAX: (404) 529-1369
	1200 Peachtree St, NE - Box 7-142	
	Atlanta, GA 30309-3579	

<u>E MAIL:</u>	<u>MEMO:</u>	<u>PHONE:</u>
tom.berry@nscorp.com	TJBERRY	(404) 529-1949
owen.russell@nscorp.com	ORRUSSEL	(404) 529-2222

NS Corporate Track Database (CTRK):

Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the Corporate Track Database (CTRK). Various departments are responsible for maintaining their data in this database. Questions or information concerning changes, corrections, additions, or deletions to these records should be directed as follows:

Rail, T&S, Surfacing:	Engineering MW&S Department Leonard H. Patrick, Manager Program & Schedules MEMO: LHPATRIC PH. (404) 529-1456 E-MAIL: leonard.patrick@nscorp.com
-----------------------	---

Curves, Elevations And Curve Speeds:	Engineering D&C Department J. C. Bamert, System Track Analyst MEMO: JCBAMERT PH. (404) 529-1204 E-MAIL: joe.bamert@nscorp.com
---	--

Operating Speeds & Speed Restrictions:	Transportation Department K. L. Ricks, Systems Manager Transportation MEMO: KLRICKS PH. (404) 529-2298 E-MAIL: kevin.ricks@nscorp.com
---	--

IN

OH

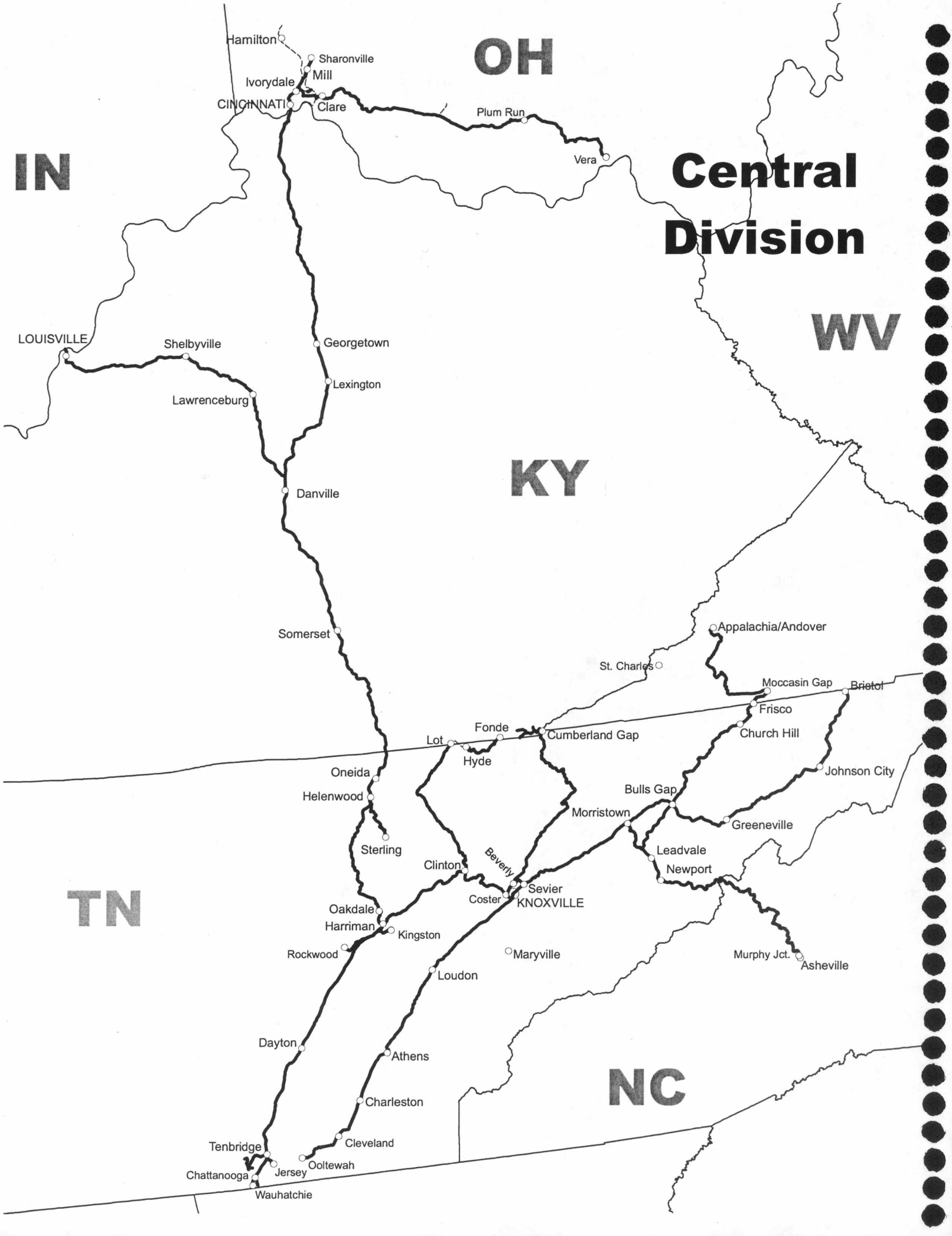
Central Division

WV

KY

TN

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
(2)	Cleveland-South Bradley	0.00 I	- 1.30 I	Cohutta	46.4
	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-Cumberland 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	- 15.44 KA	Knoxville	131
	Cincinnati-Chattanooga	2.45	- 338.20	CNO&TP	135
(3)	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
	Shippys 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	158.00 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	Louisville	245
(4)	Appalachia-St. Charles	TB 0.00	- TB 25.50	Clinch Valley Ext.	264

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

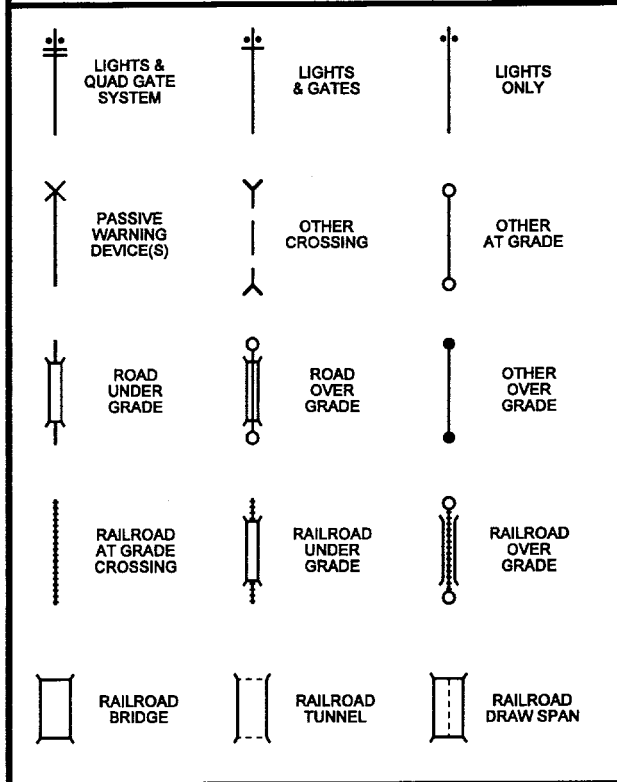
Valley - Mill	CF	7.50	-	CF	16.50	270
---------------	----	------	---	----	-------	-----

Explanation of Graphic Display Conventions	273
--	-----

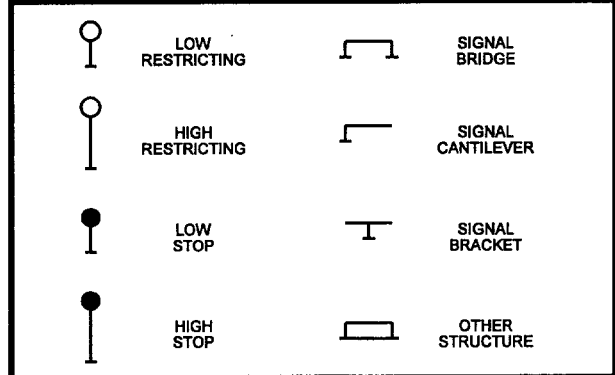
- (1) Georgia Division Line - For Reference Only
- (2) Georgia Division Line Maintained by Central Division Forces
- (3) Alabama Division Line Maintained by Central Division Forces
- (4) Pocahontas Division Line Maintained by Central Division Forces

TRACK CHART SYMBOL LEGEND

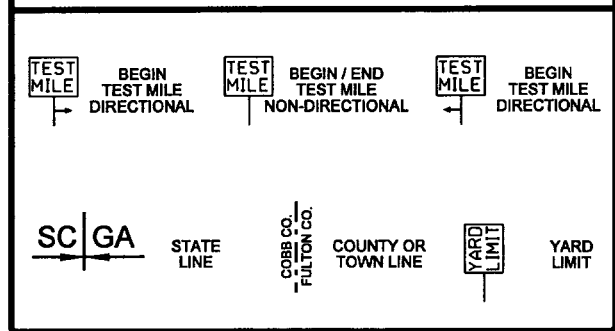
RIGHT OF WAY CROSSINGS



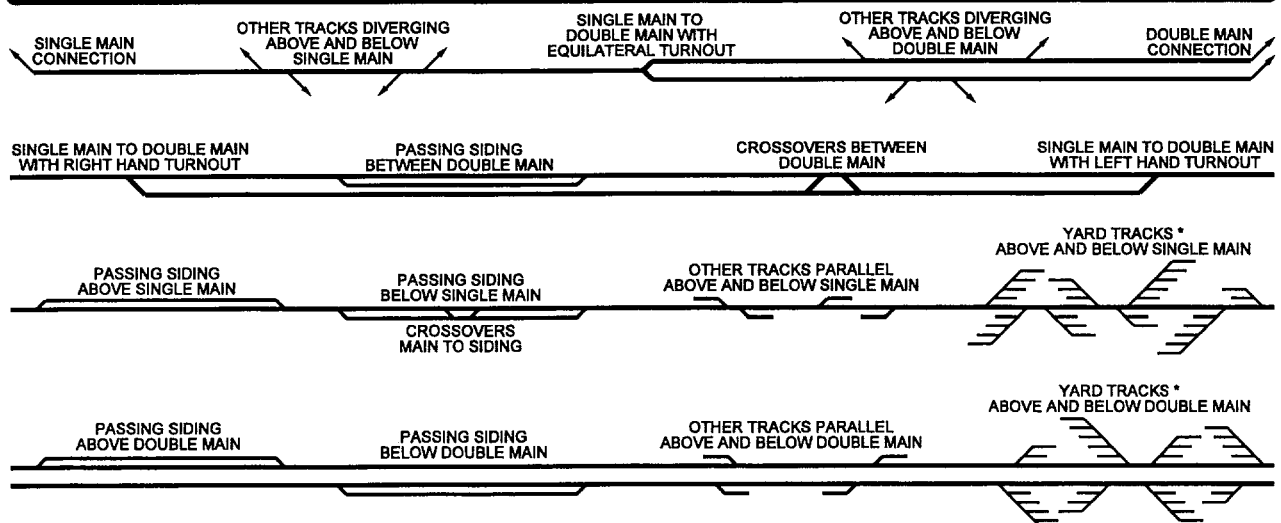
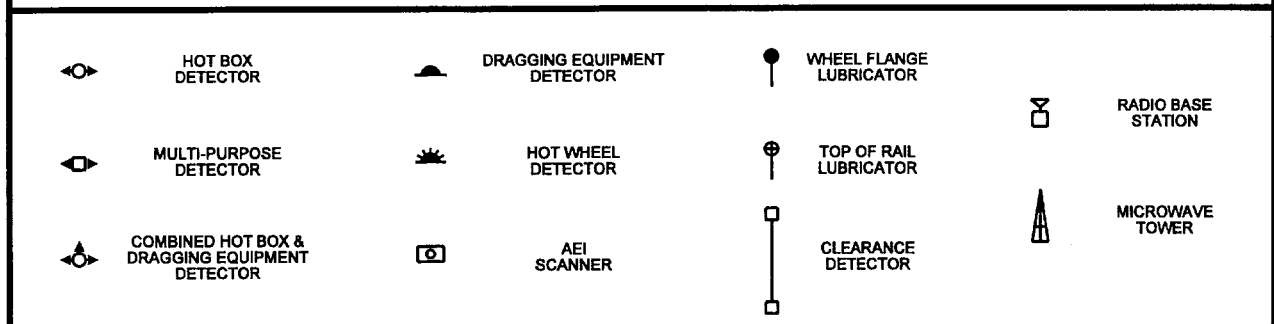
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



*YARD TRACK SYMBOLS MAY BE USED TO INDICATE MULTIPLE TRACKS TOO COMPLEX TO SHOW IN DETAIL

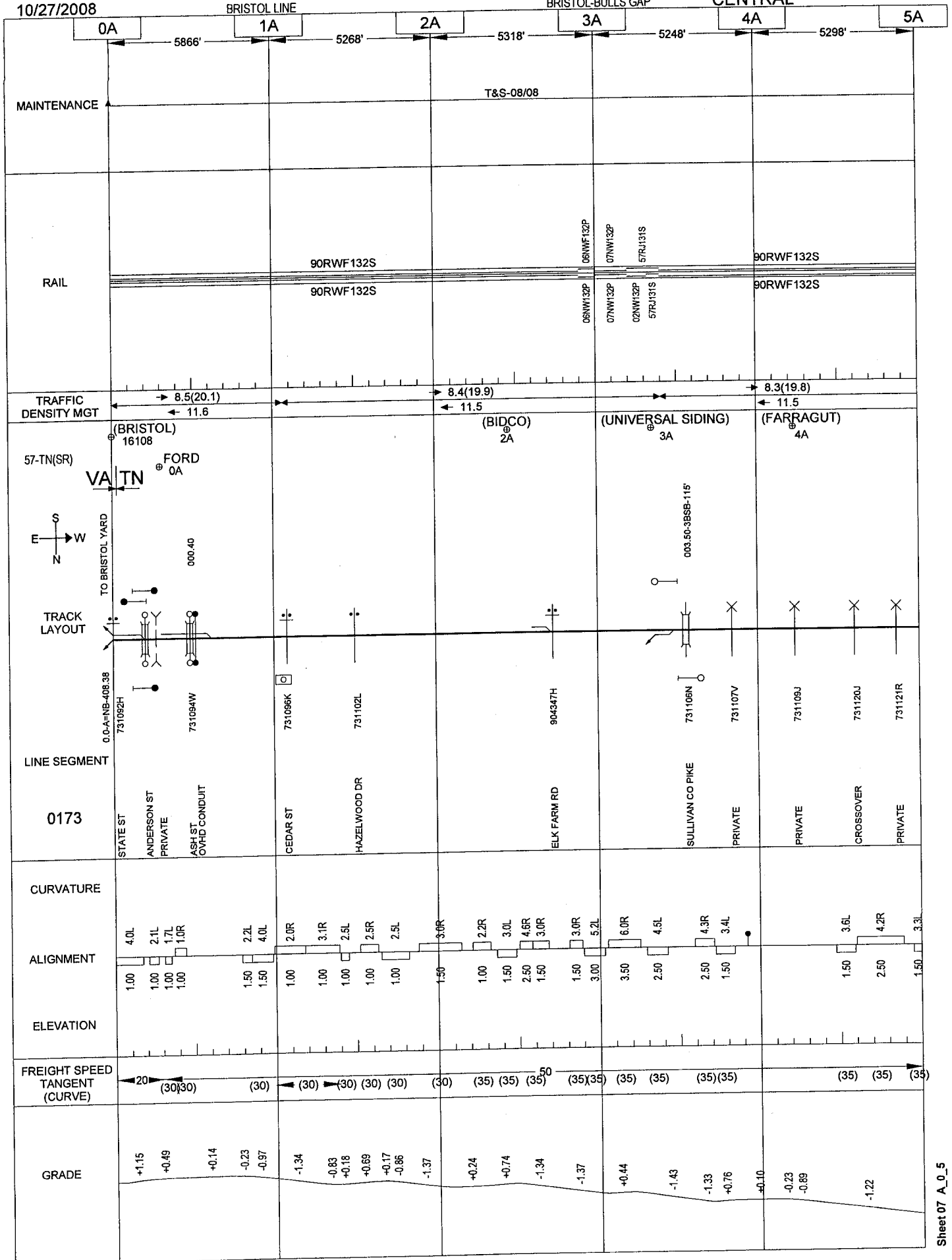
10/27/2008

001

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



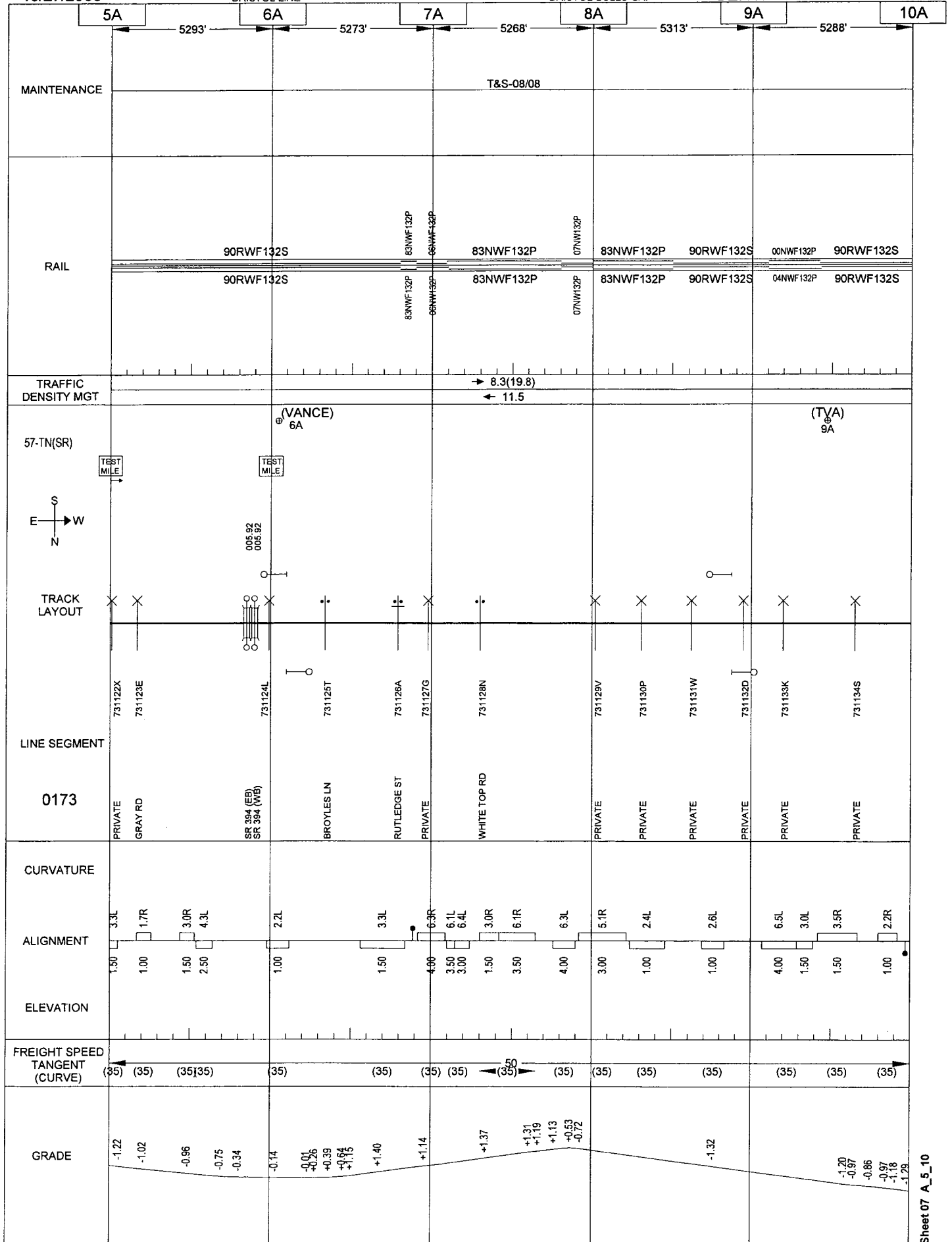
10/27/2008

002

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



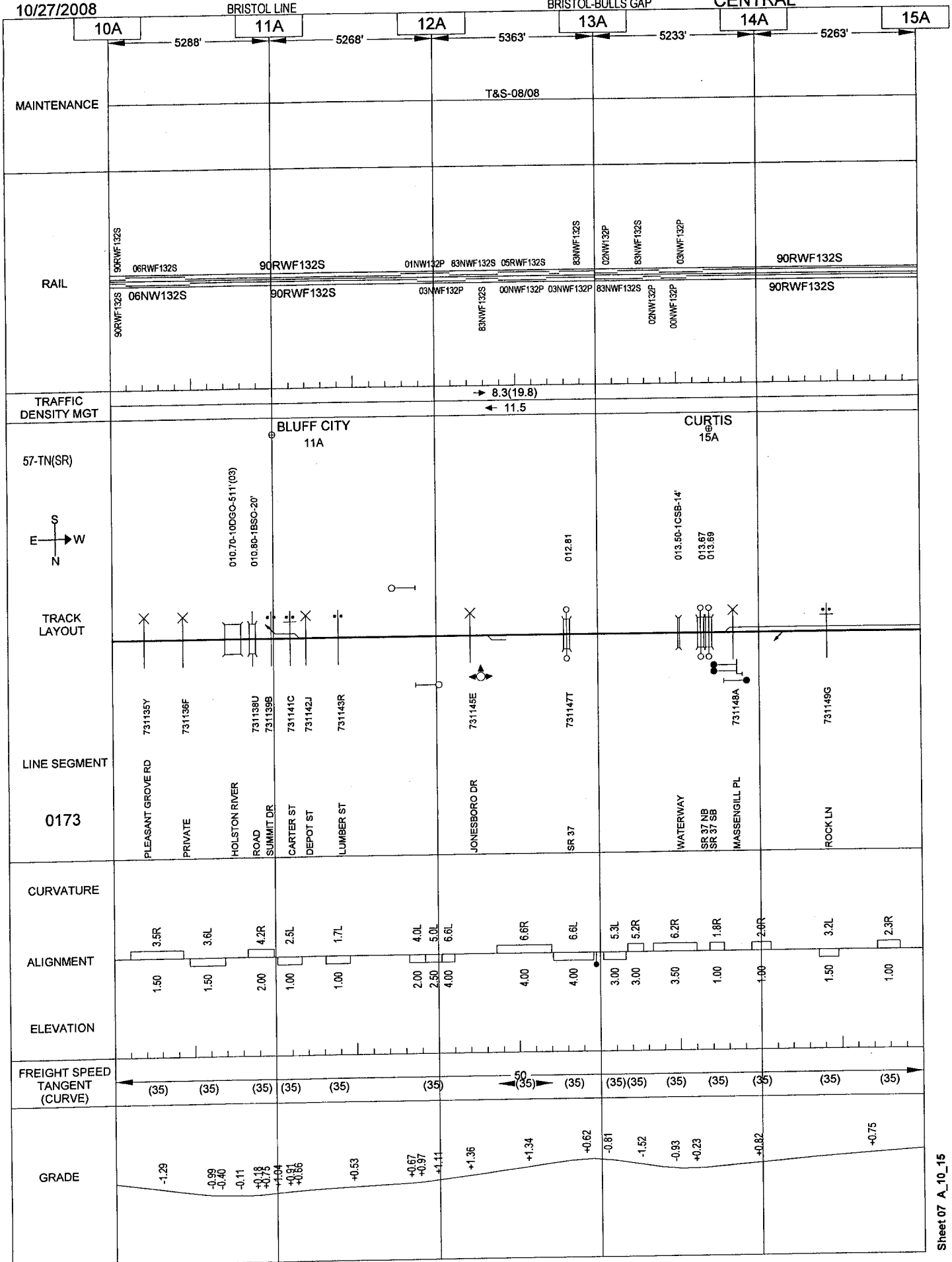
10/27/2008

003

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



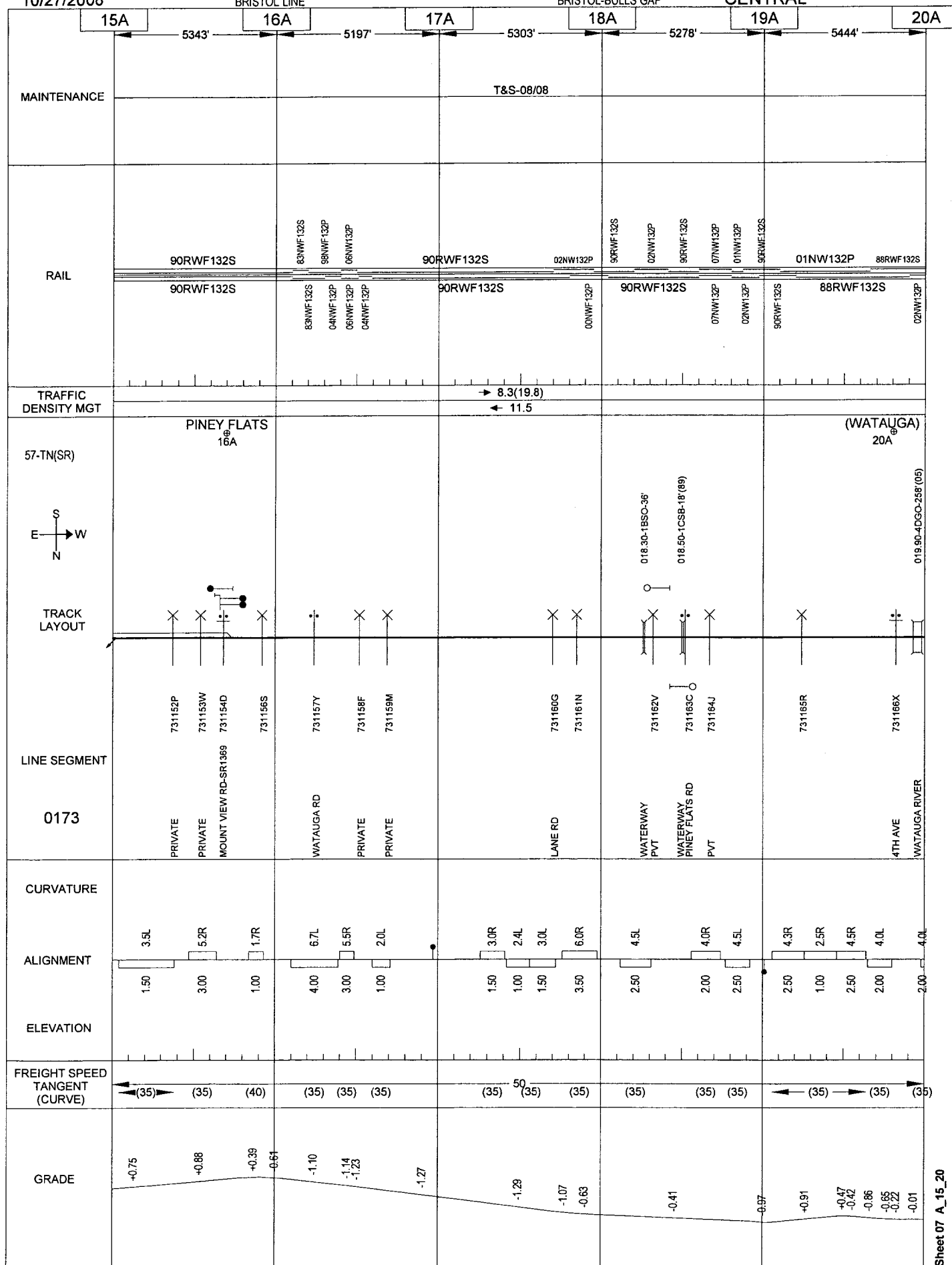
10/27/2008

004

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



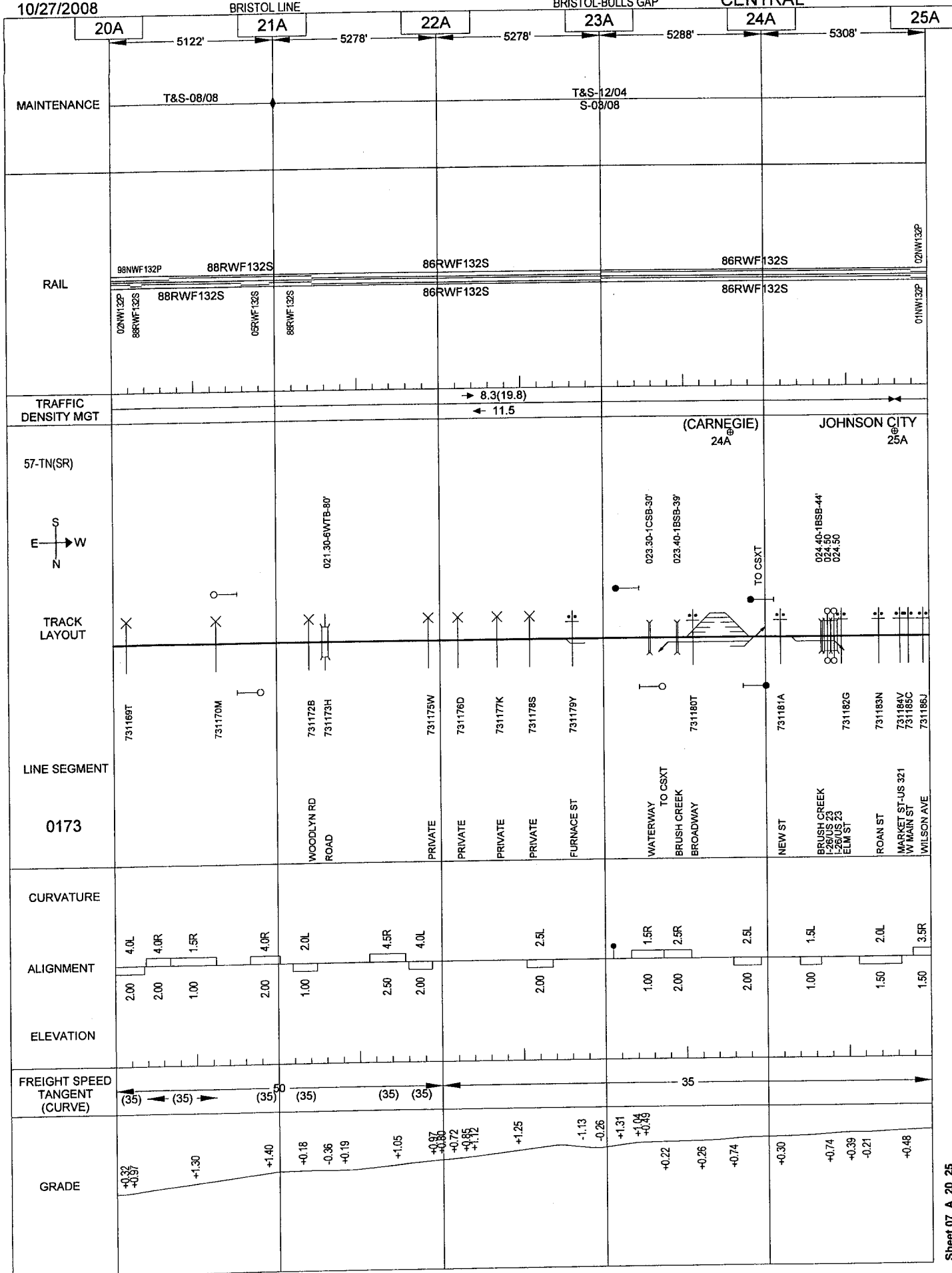
10/27/2008

005

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



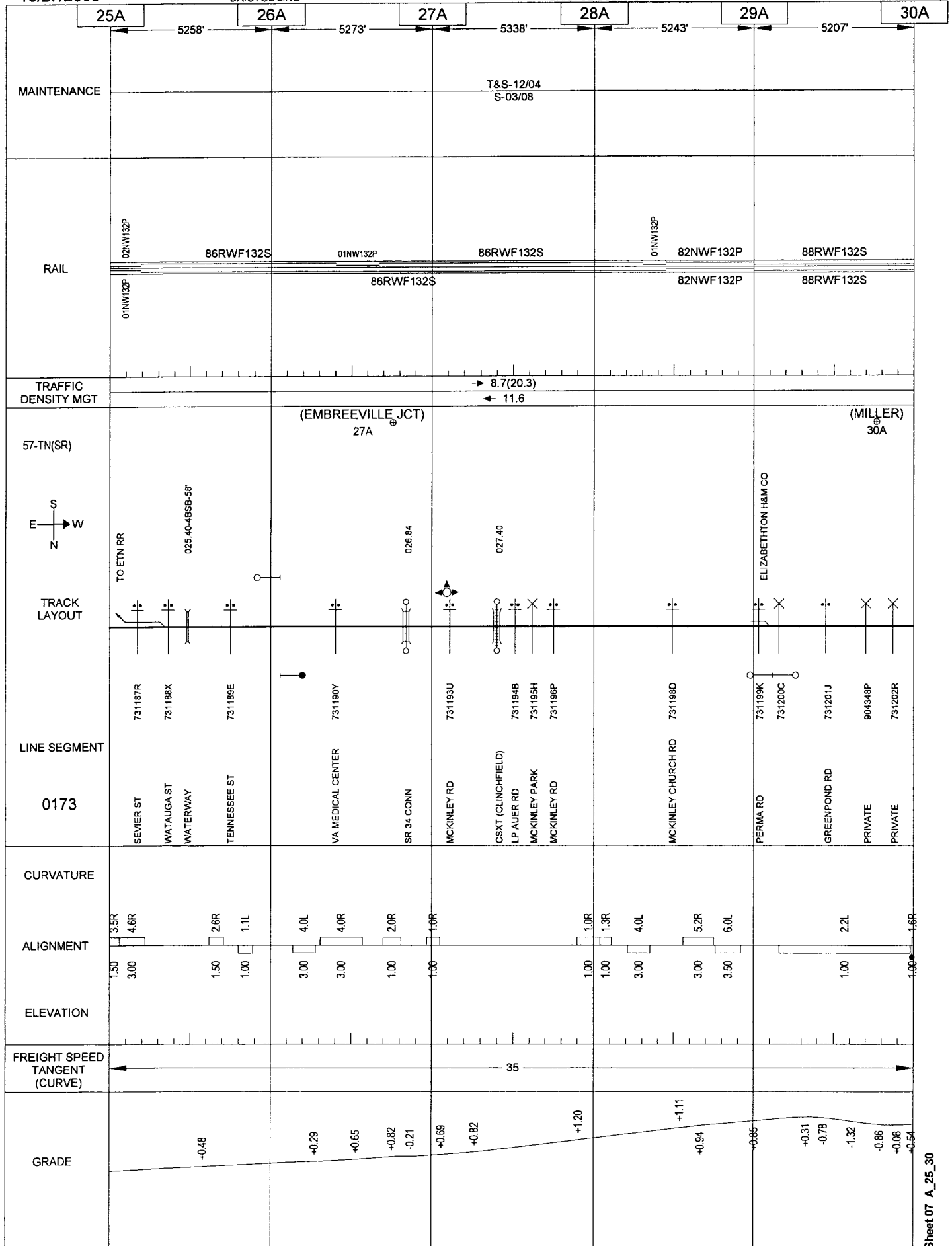
10/27/2008

006

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



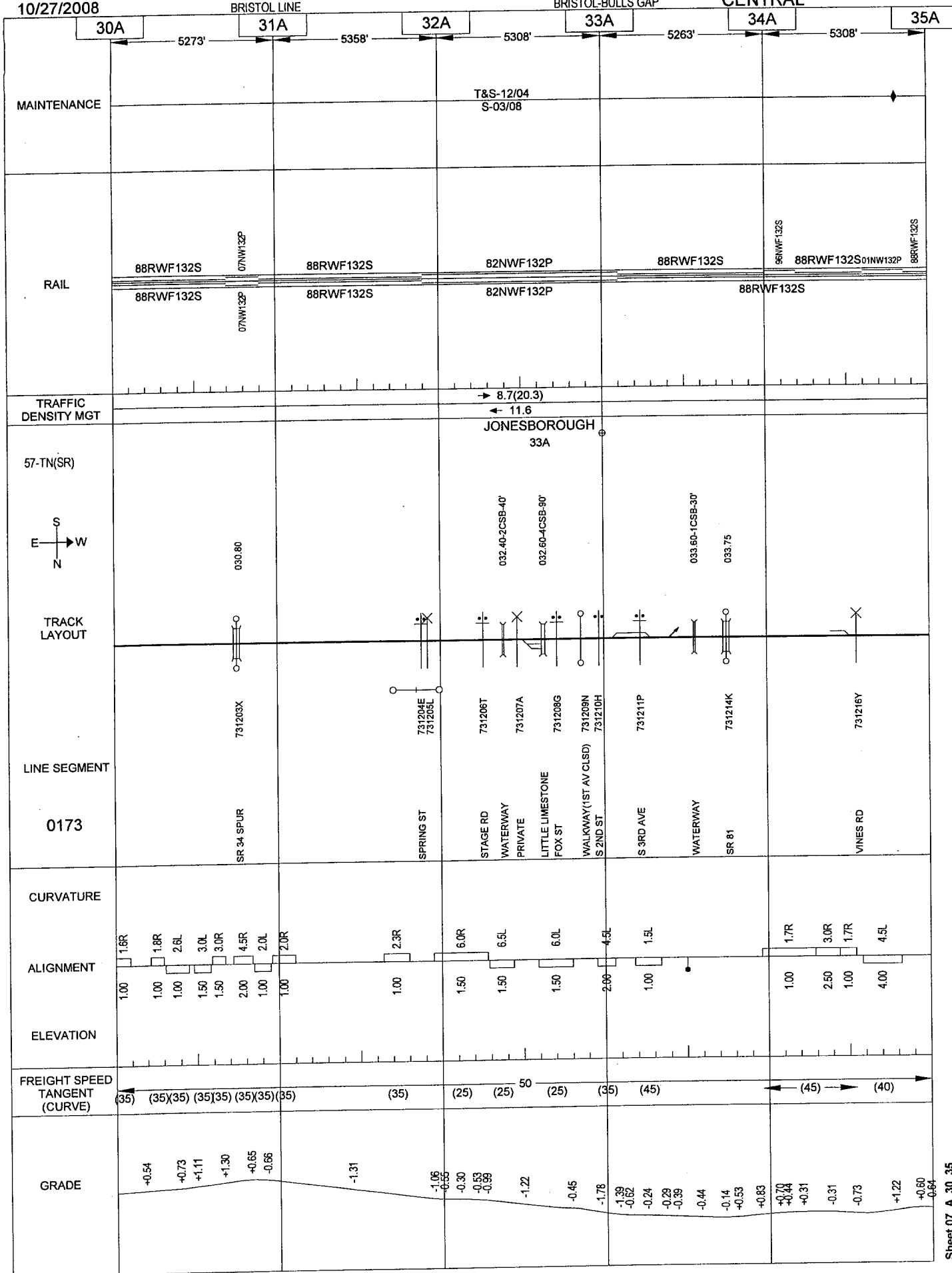
10/27/2008

007

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



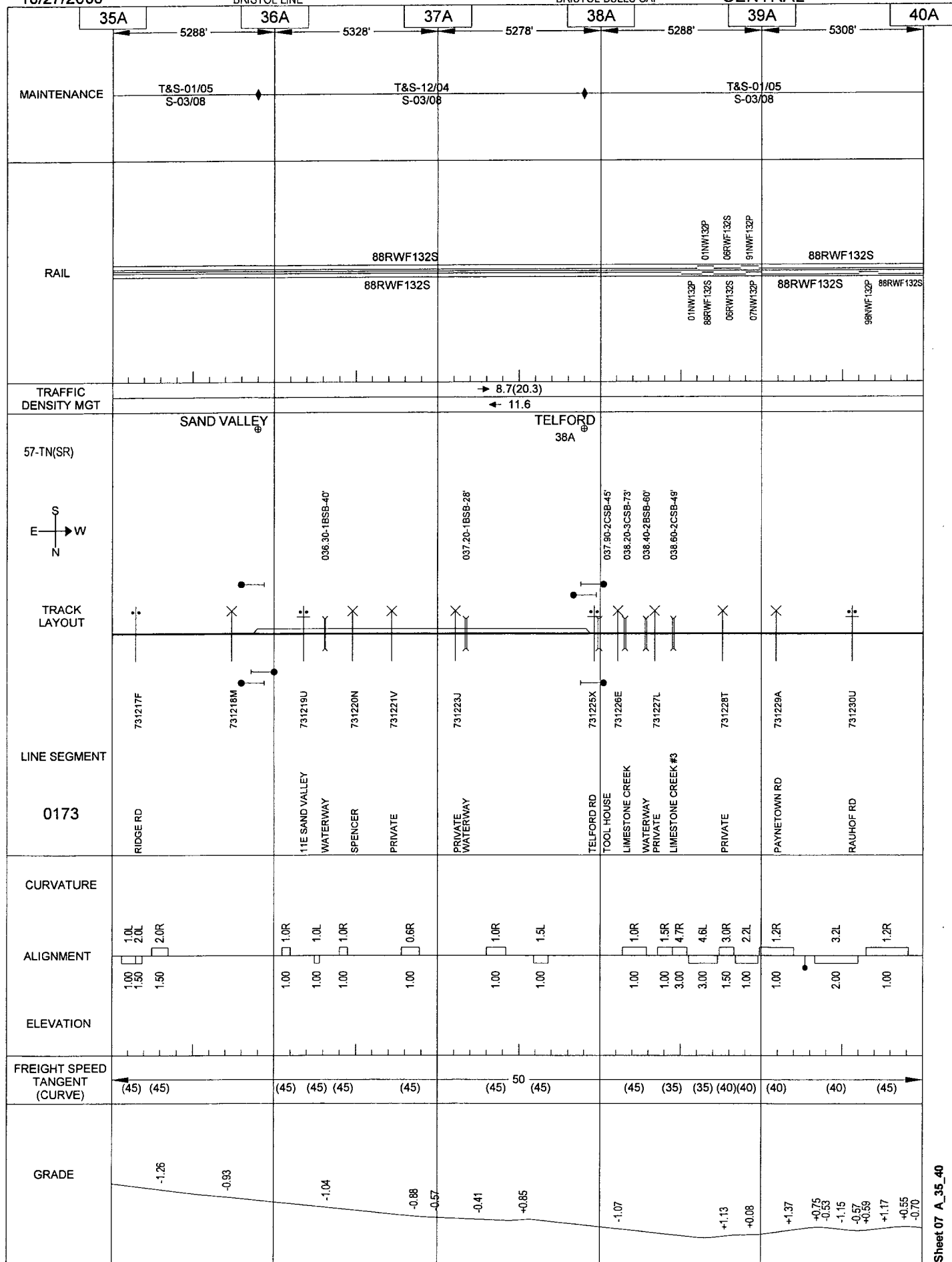
10/27/2008

008

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



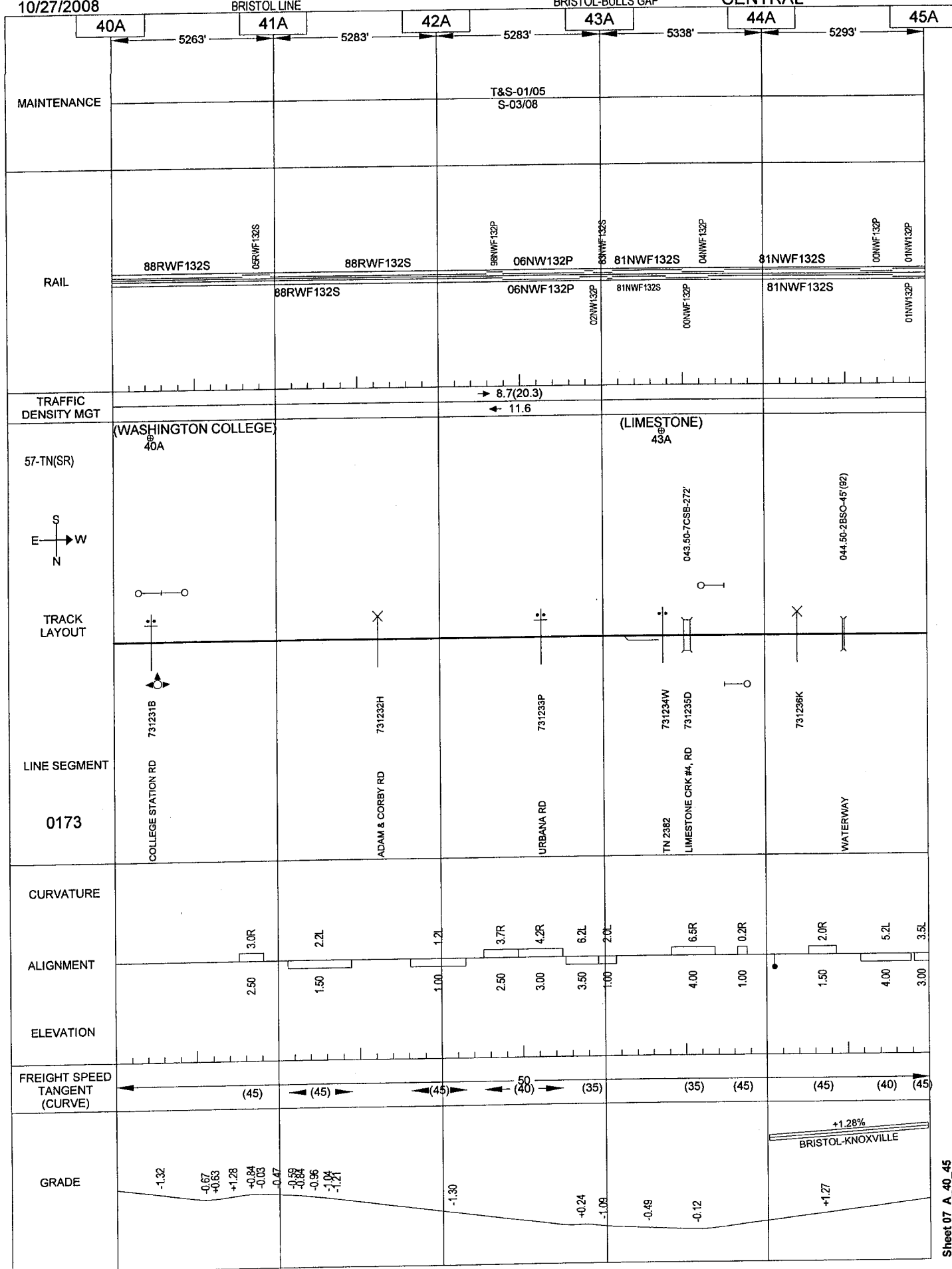
10/27/2008

009

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



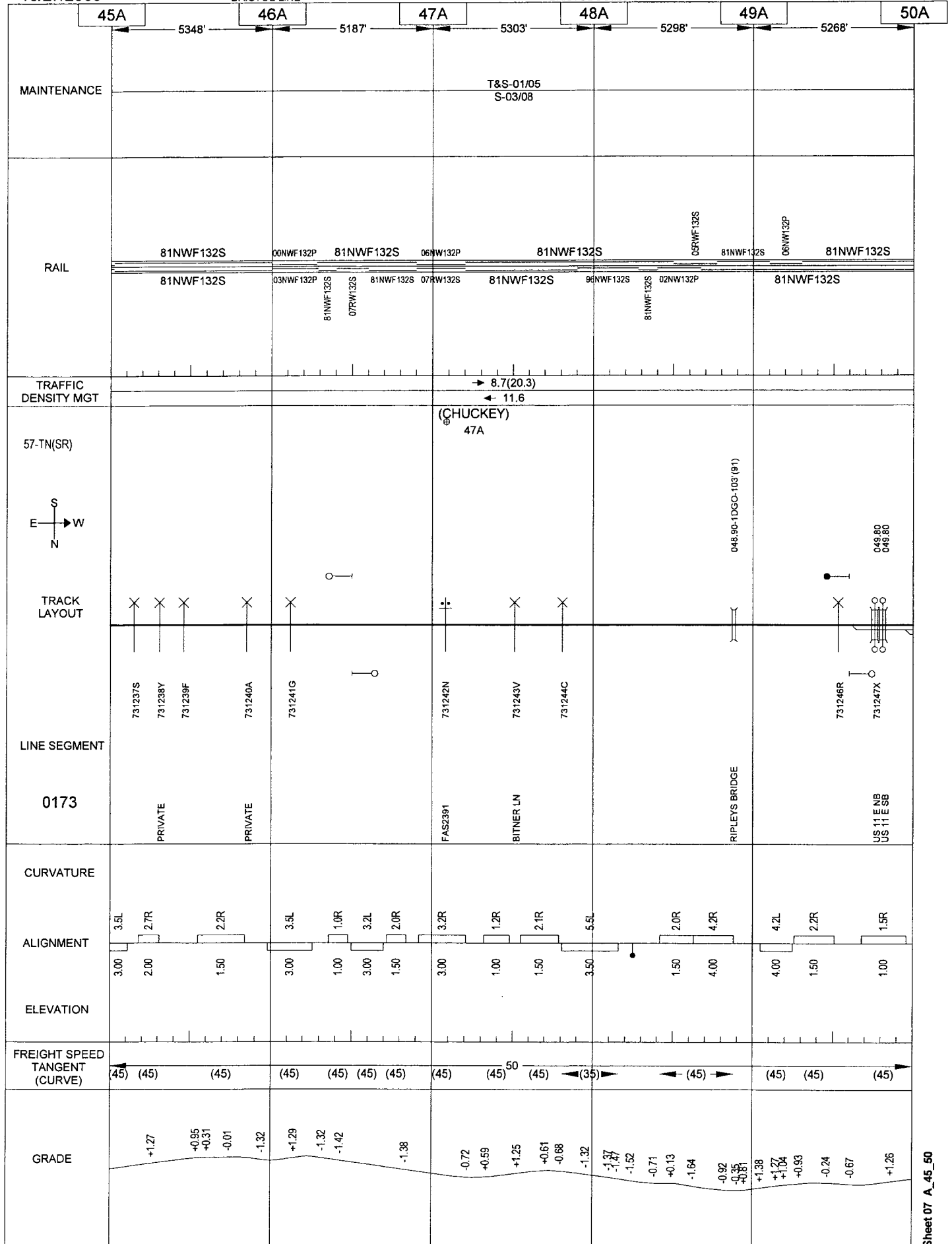
10/27/2008

010

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



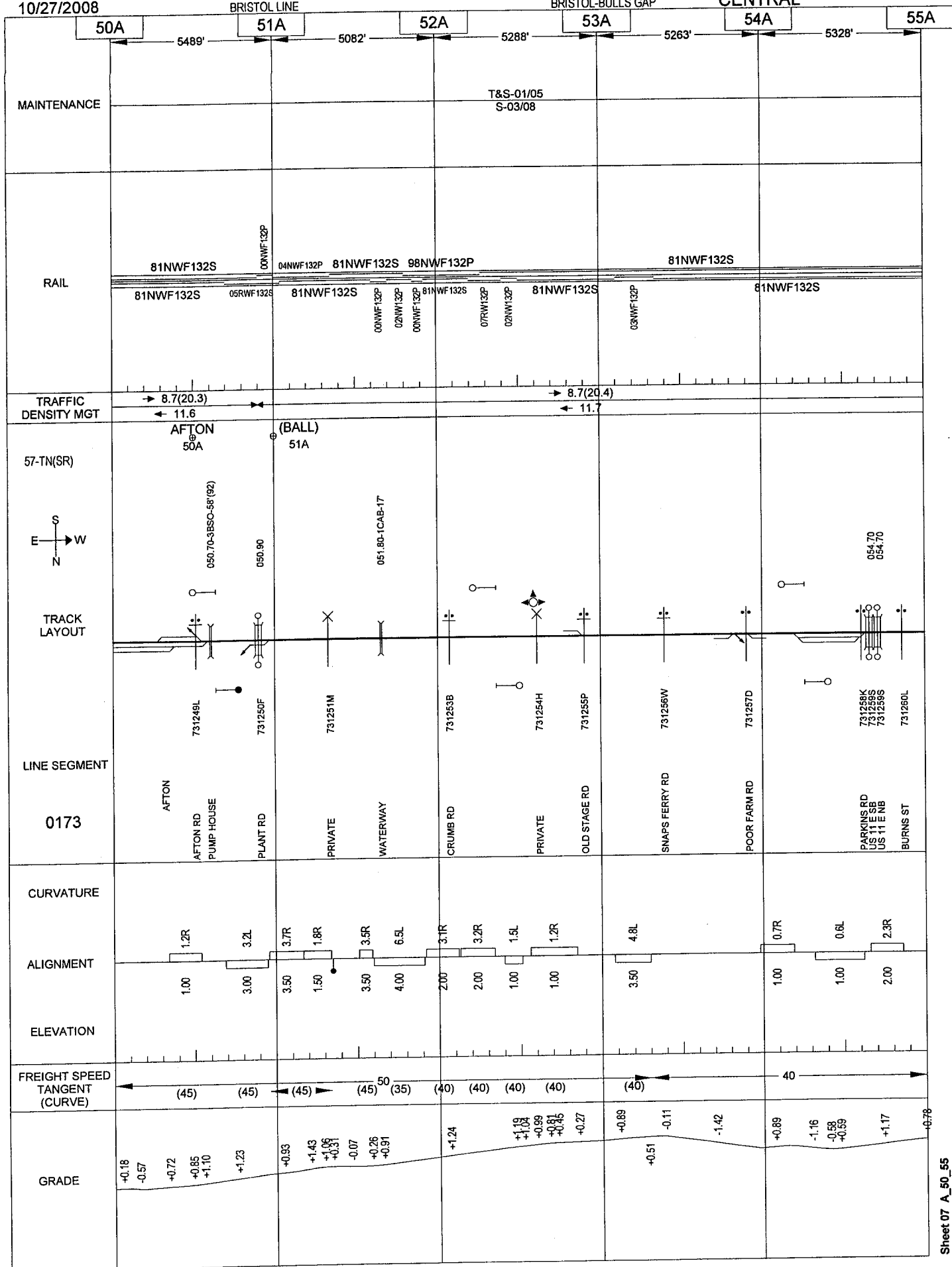
10/27/2008

011

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



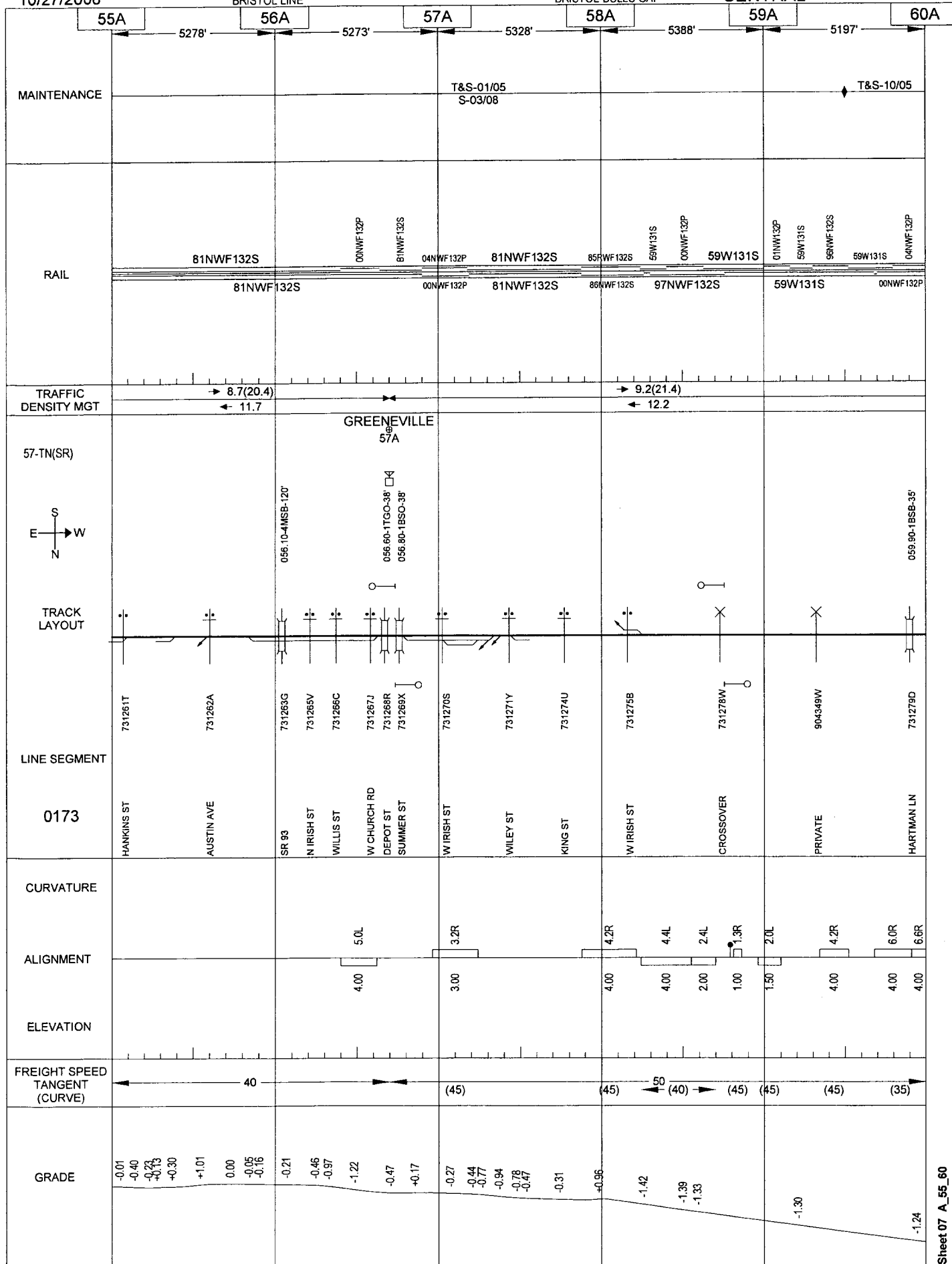
10/27/2008

012

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



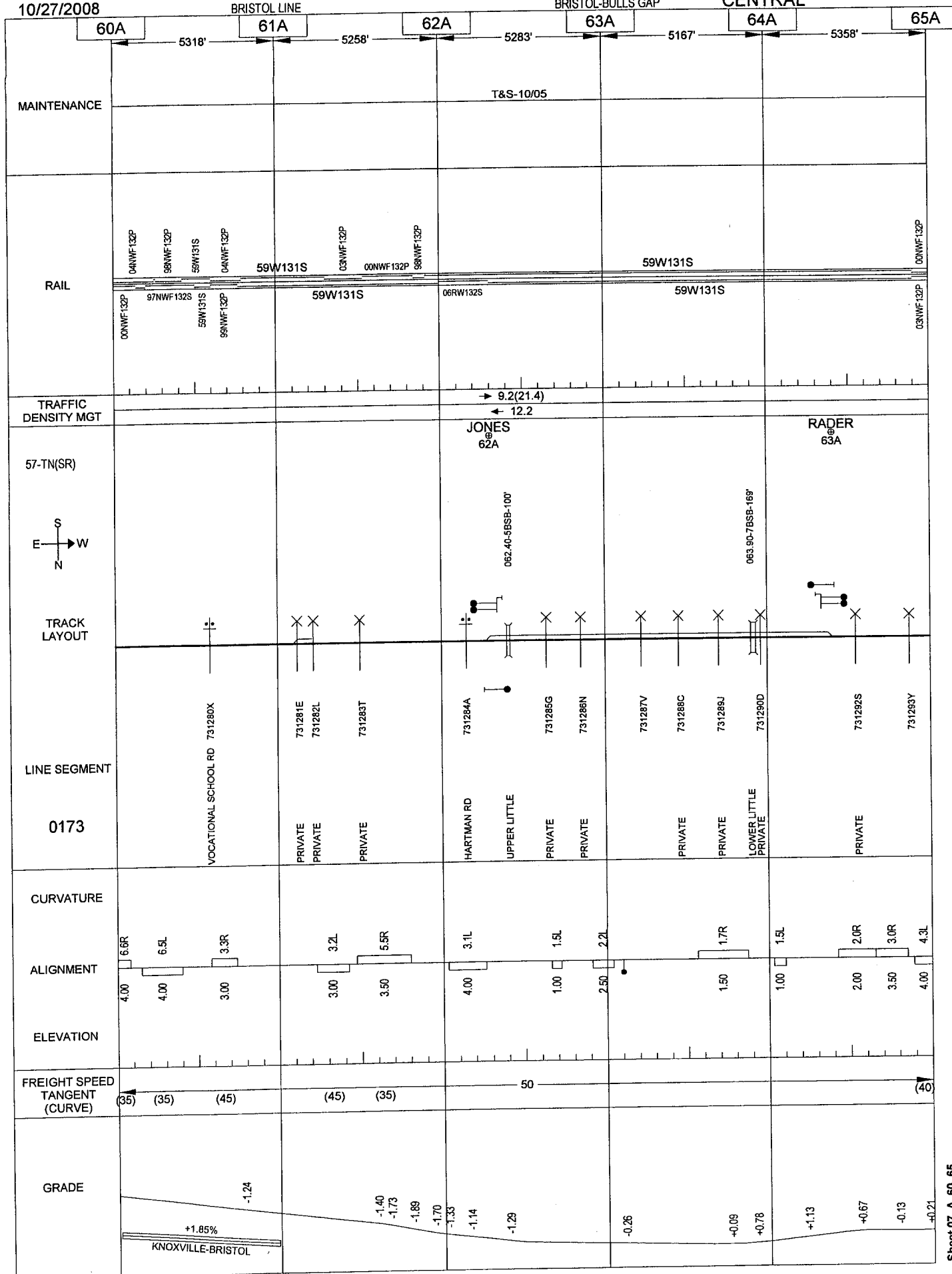
10/27/2008

013

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



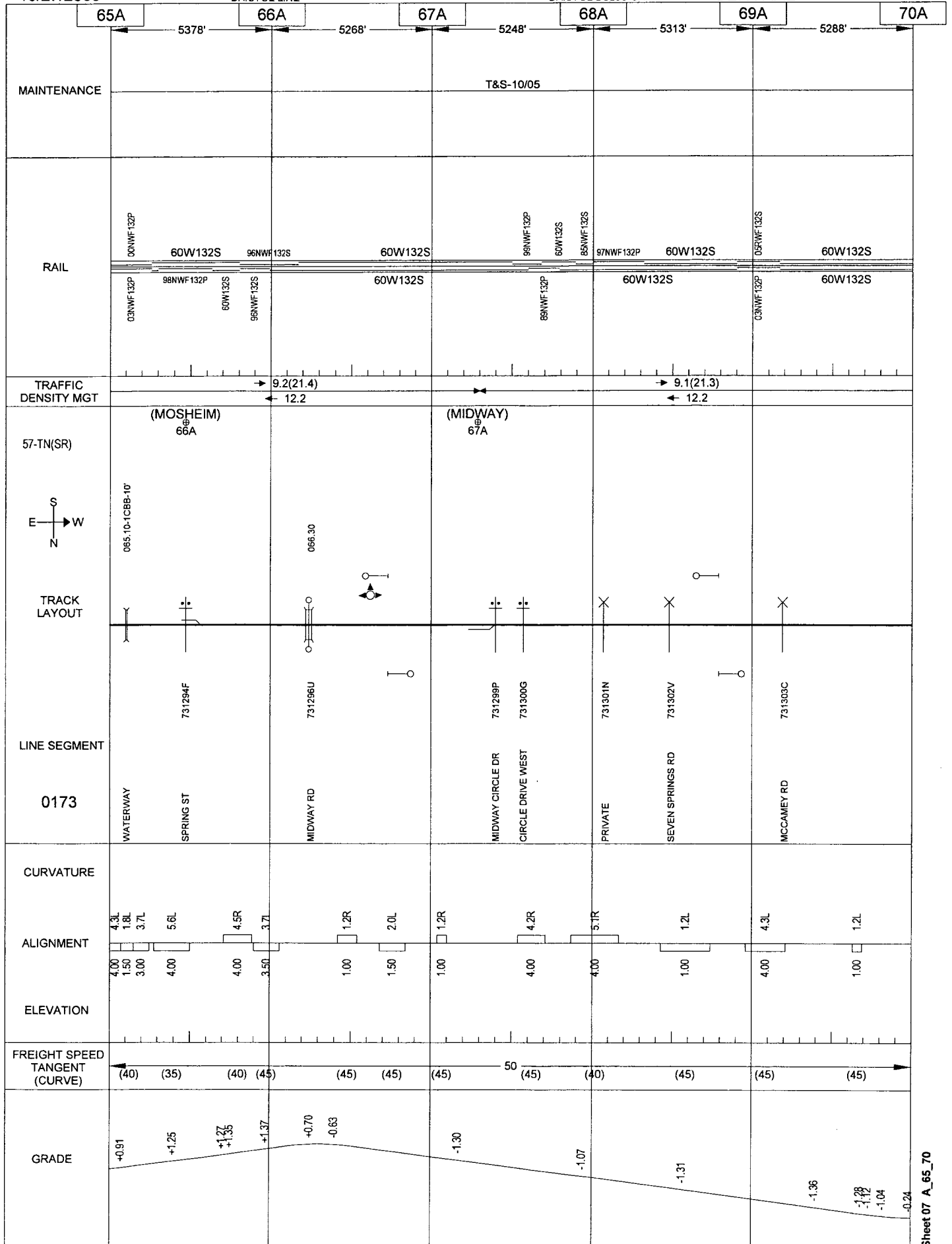
10/27/2008

014

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL

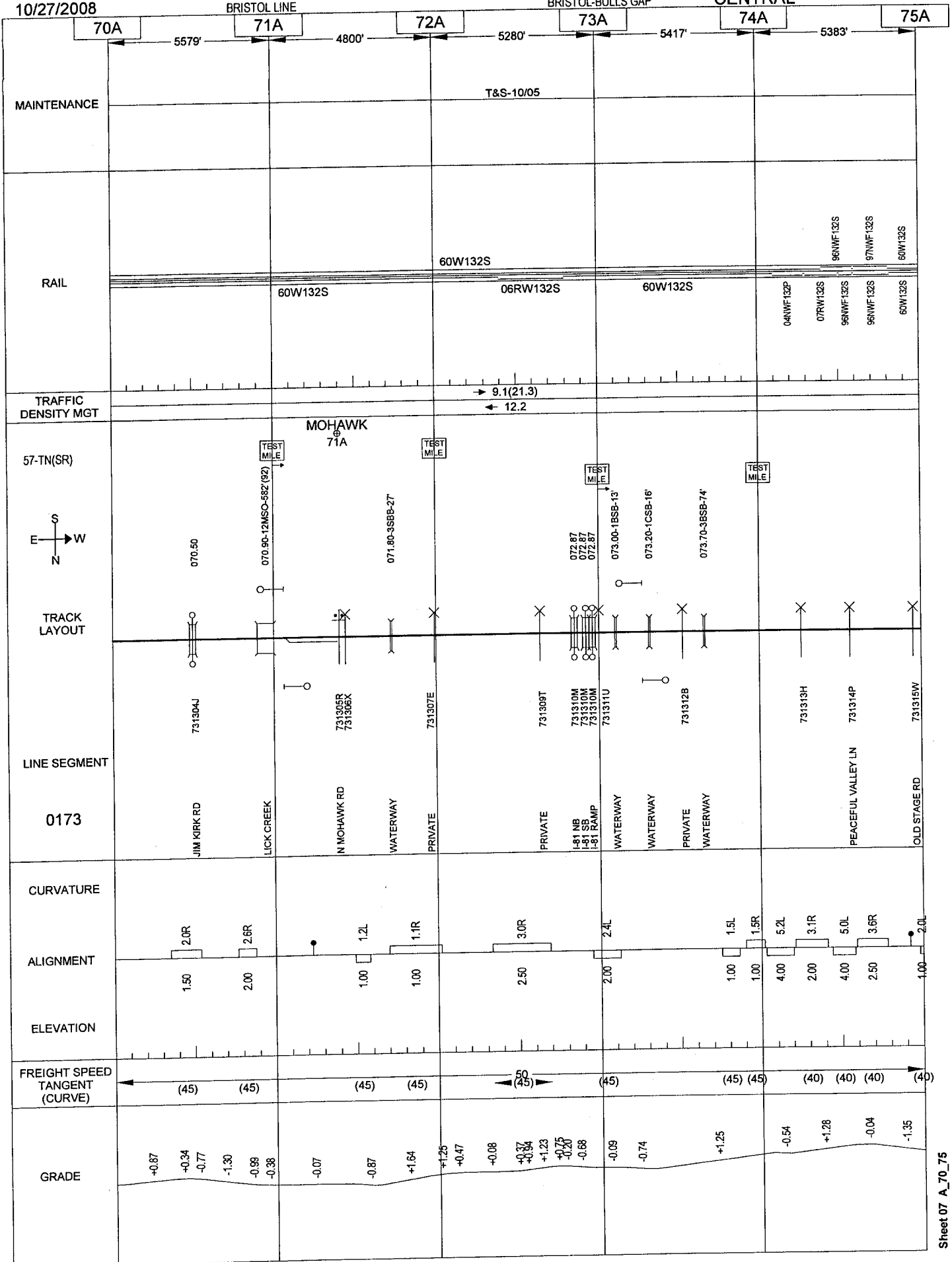


10/27/2008

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



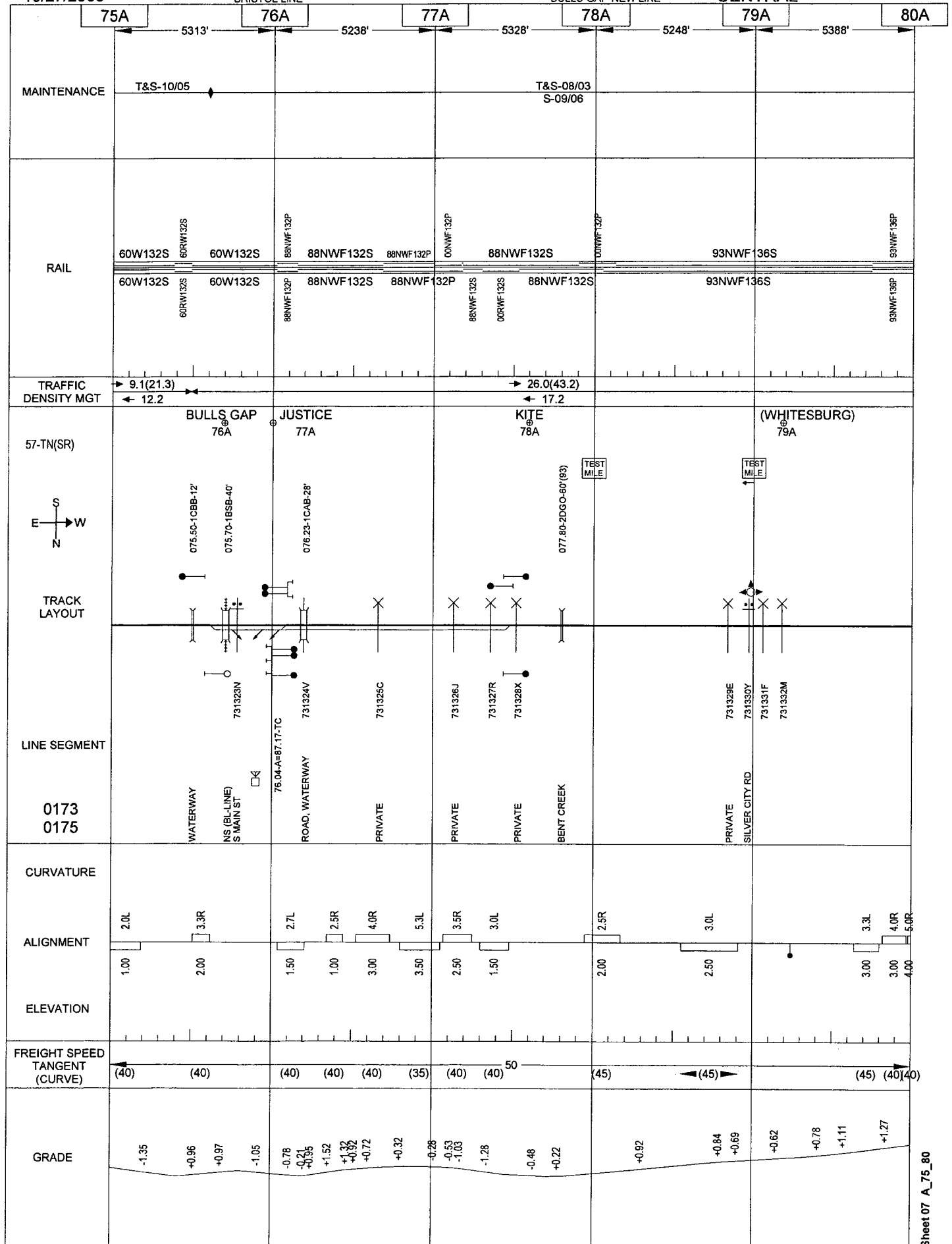
10/27/2008

016

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



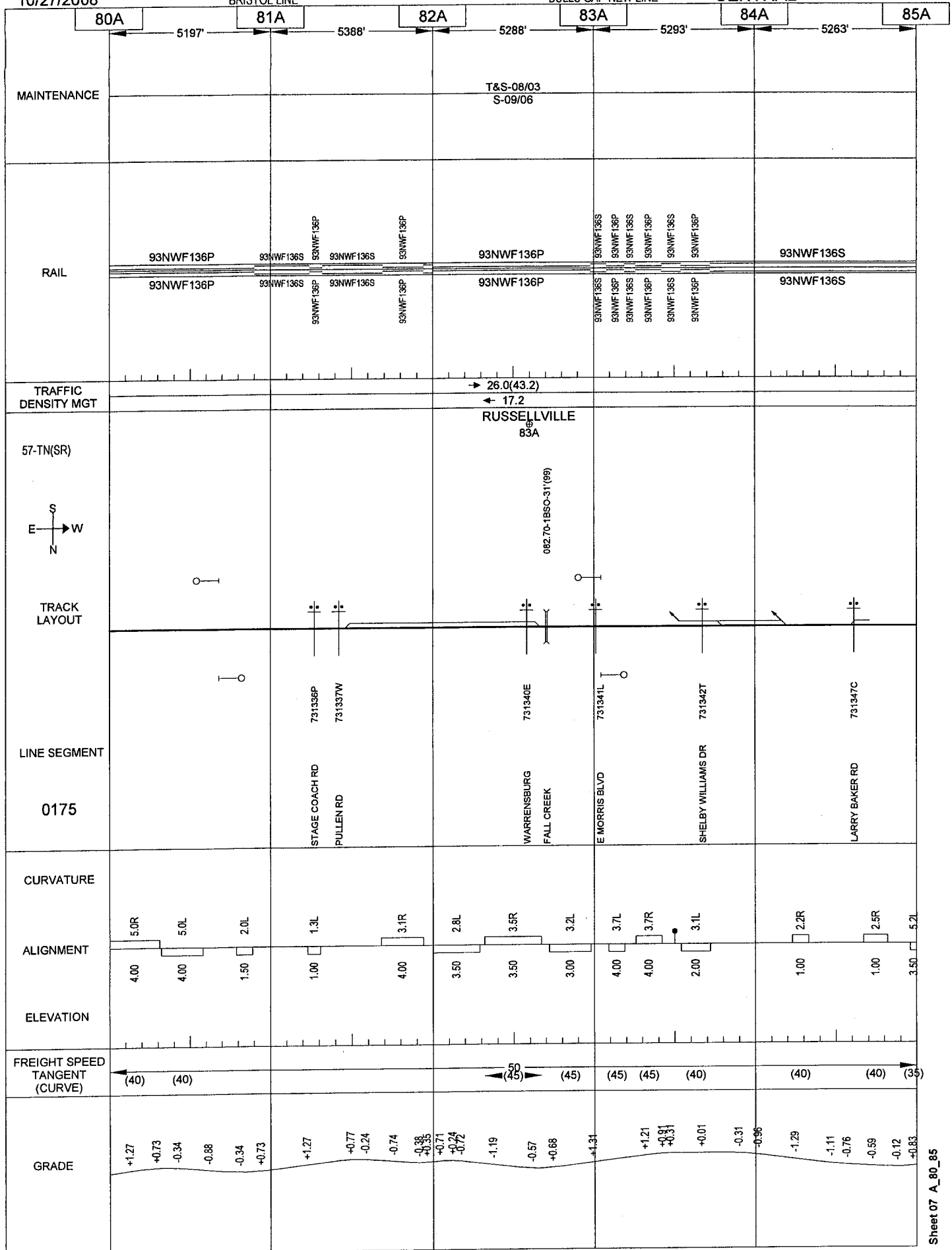
10/27/2008

017

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



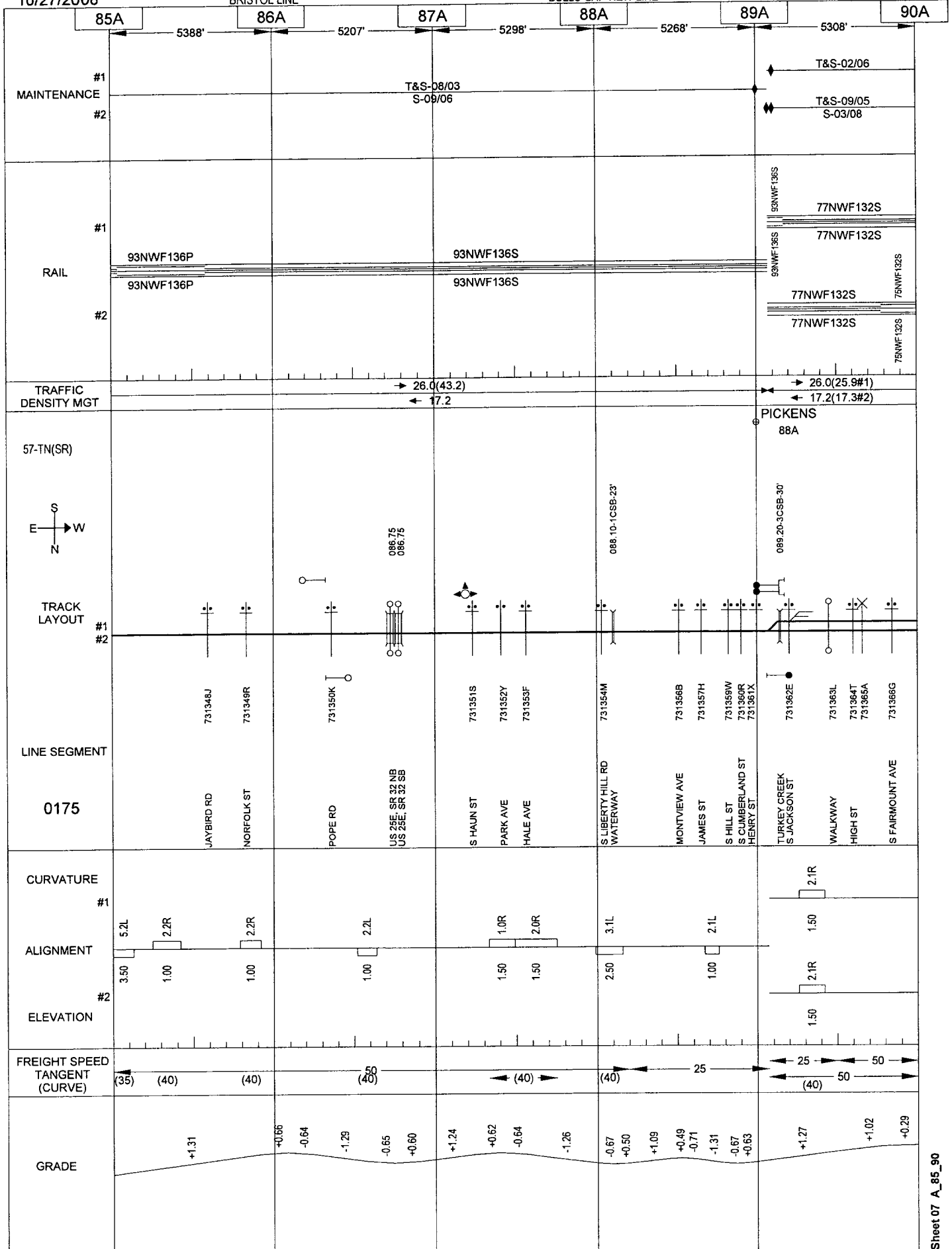
10/27/2008

018

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL



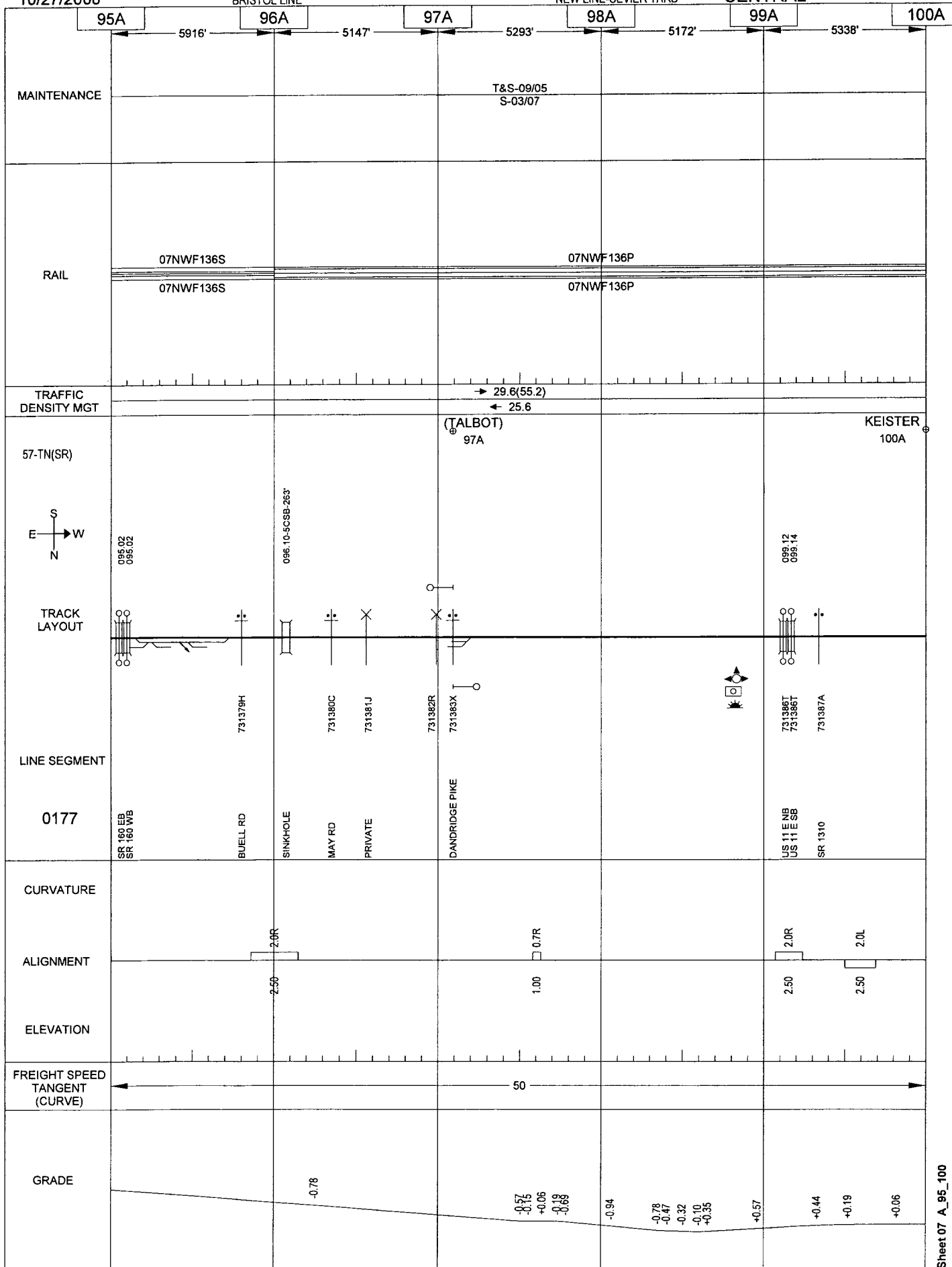
10/27/2008

020

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL

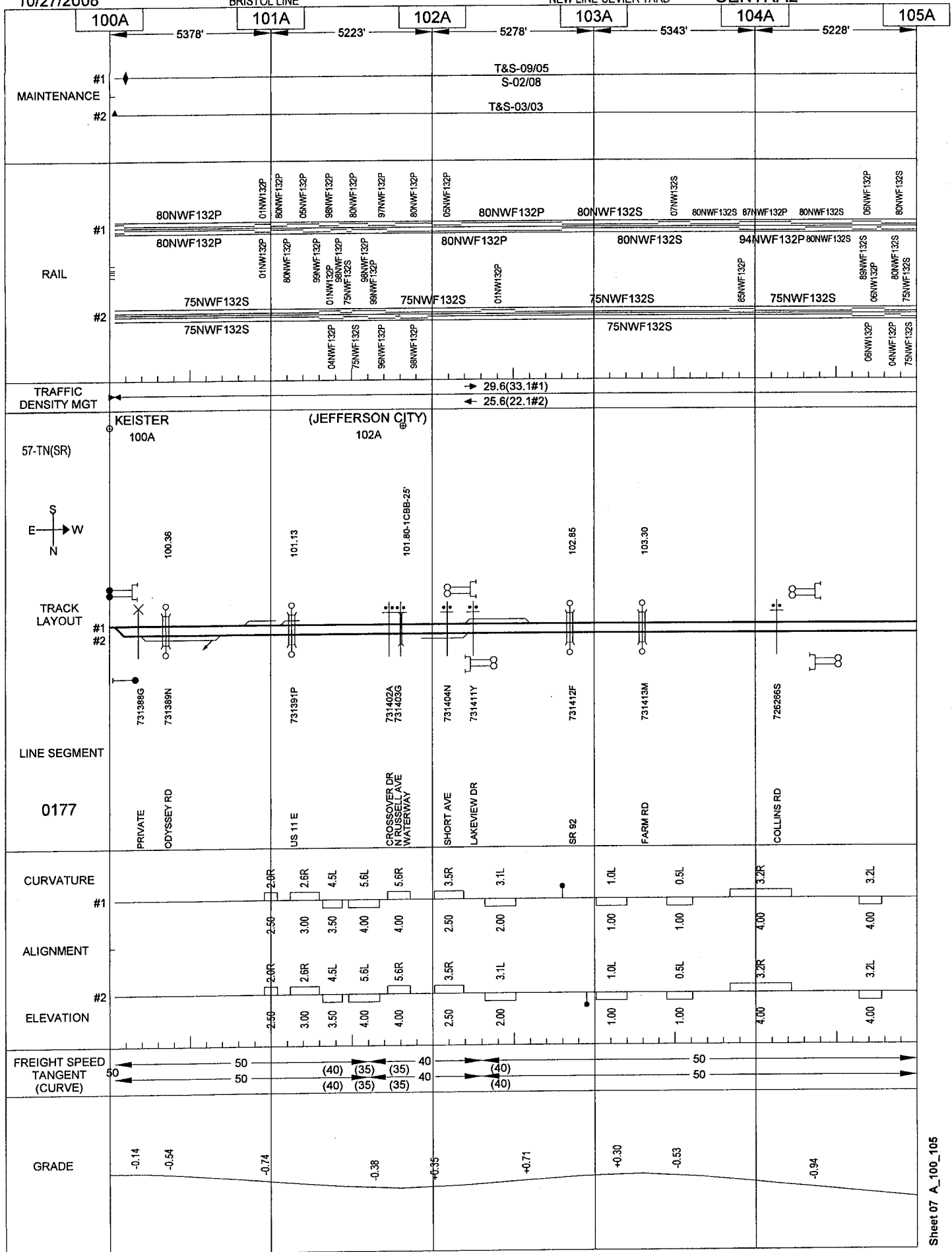


10/27/2008

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



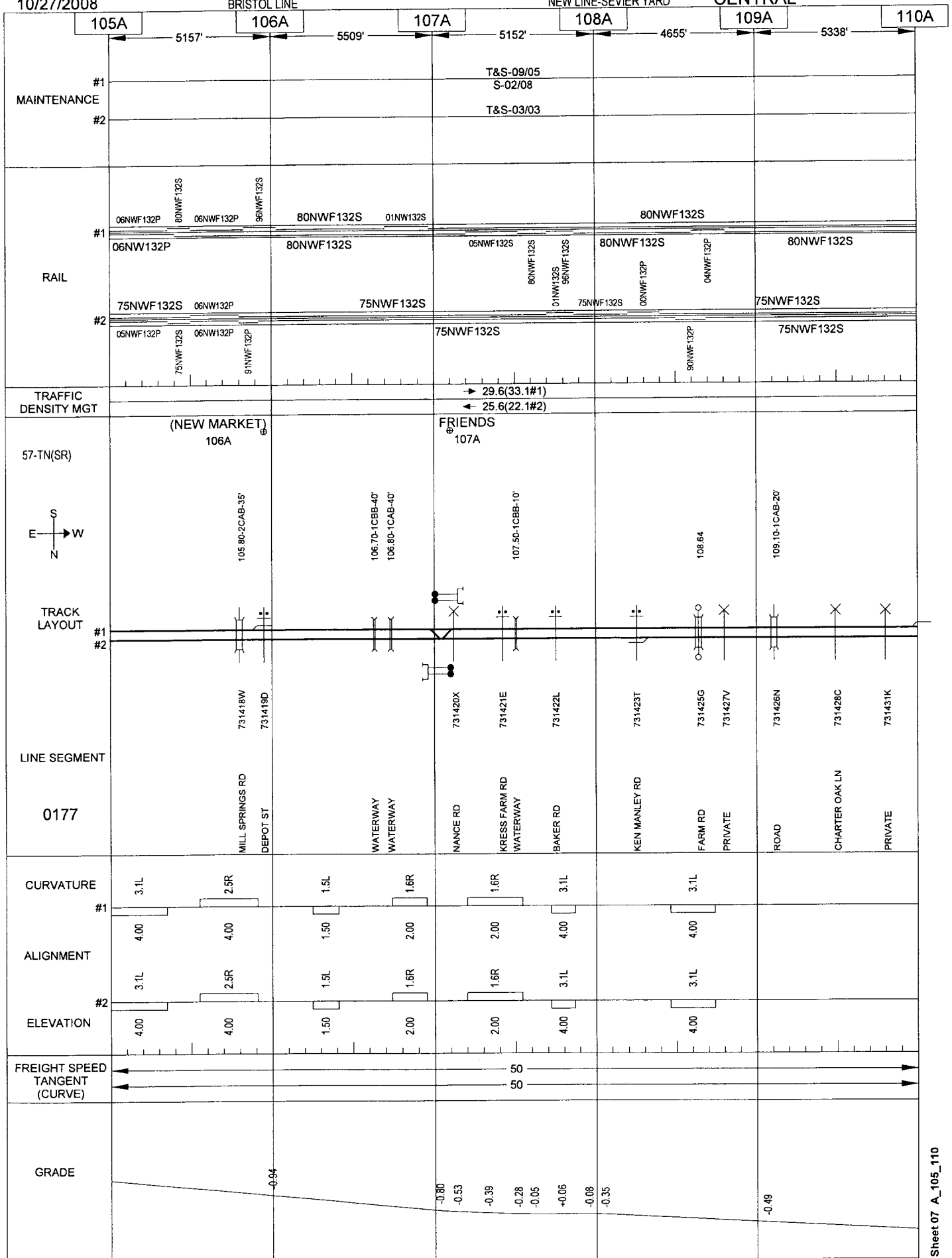
10/27/2008

022

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL

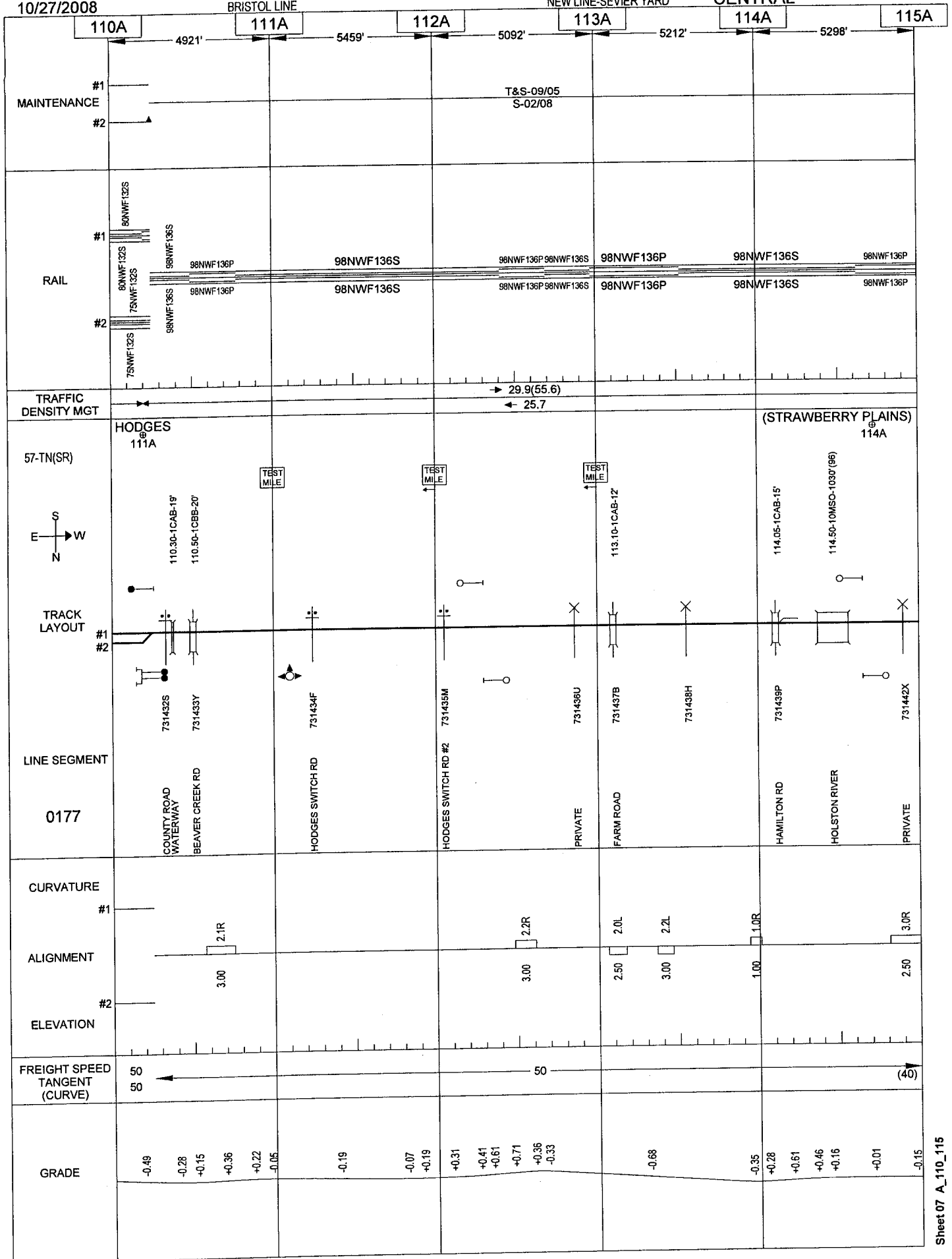


10/27/2008

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



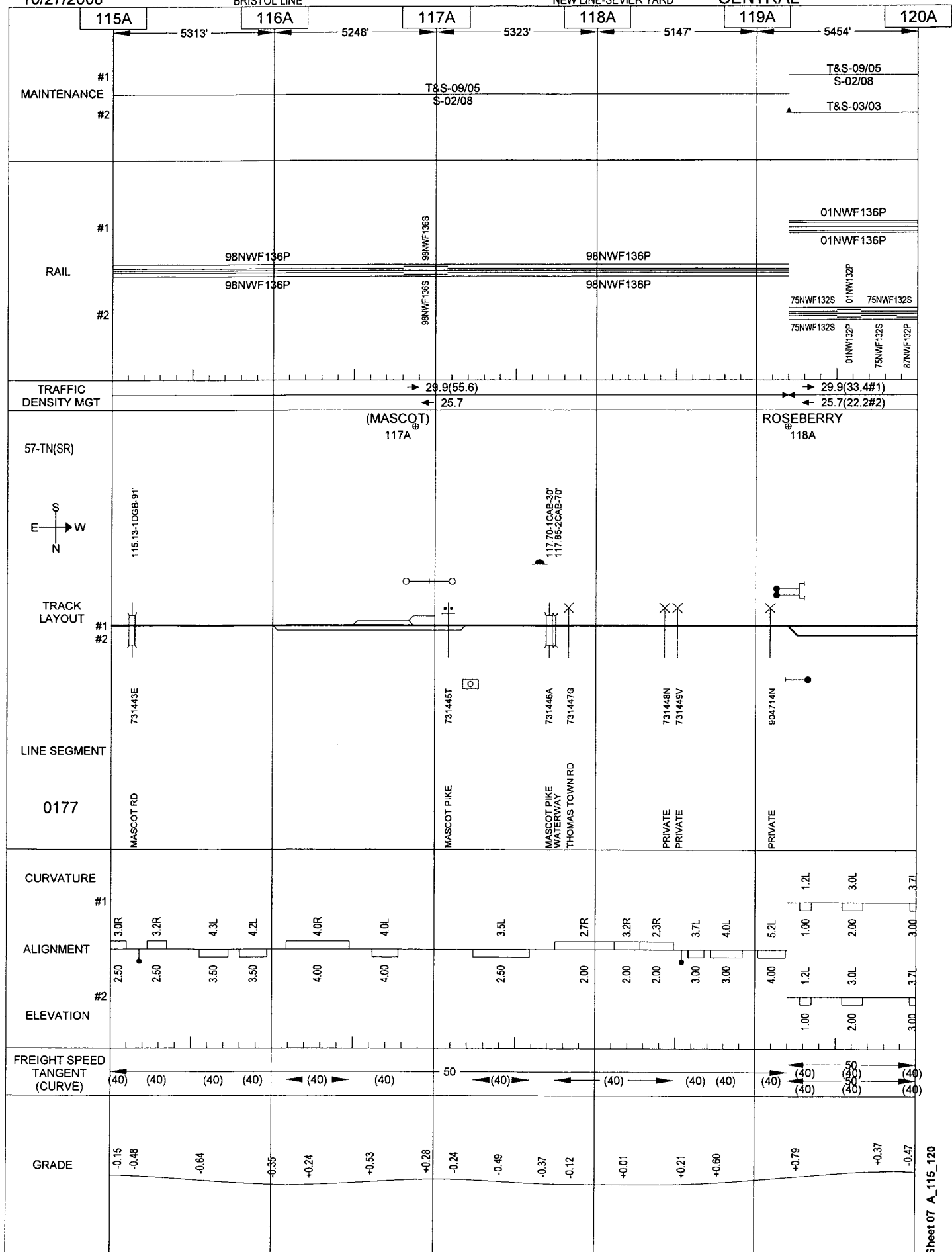
10/27/2008

024

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL



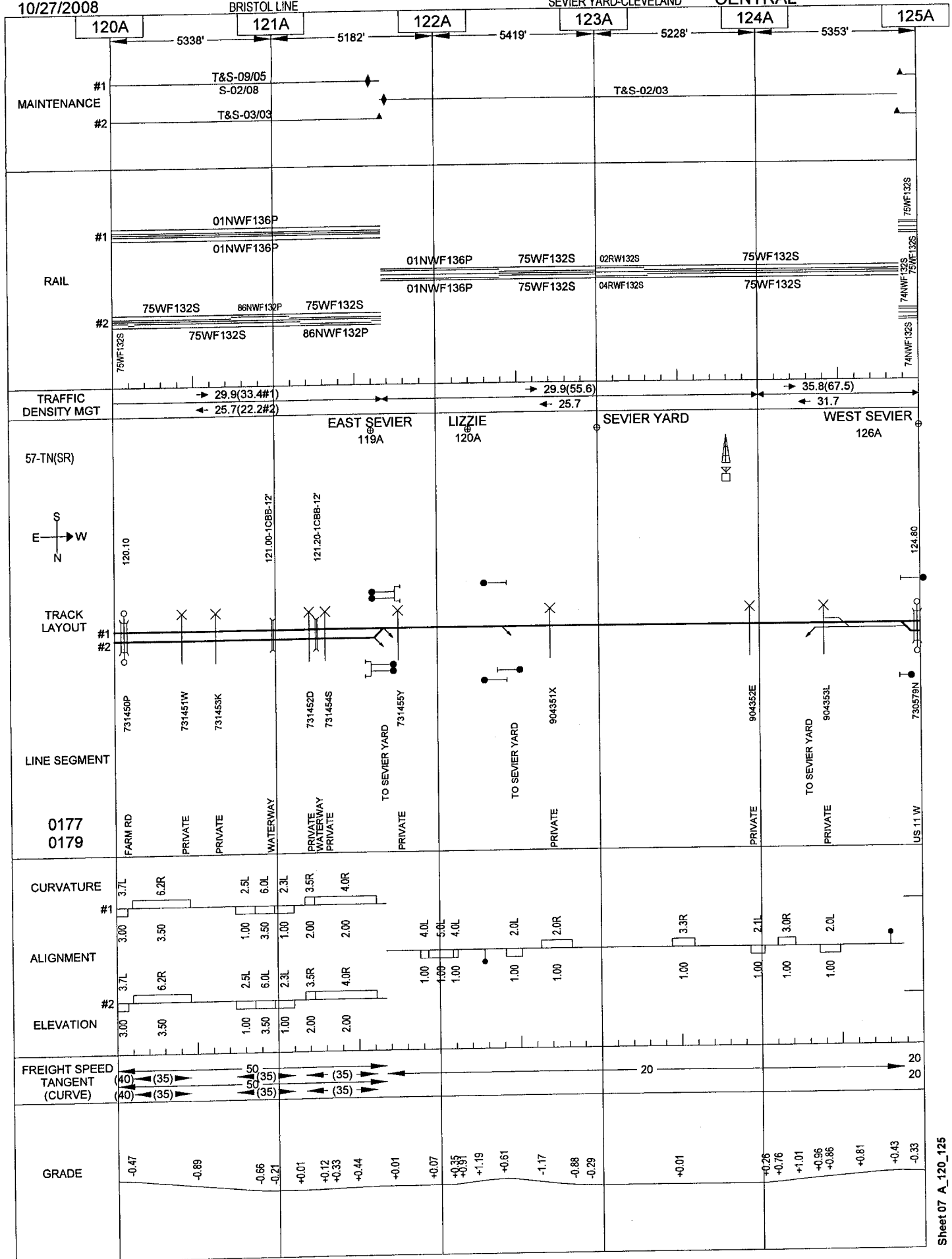
10/27/2008

025

BRISTOL LINE

SEVIER YARD-CLEVELAND

CENTRAL



CENTRAL

130A

14' —

32S

VF132
97N

TEST

1

[illegible]

1

37

5.0L

1

1.00

5_1

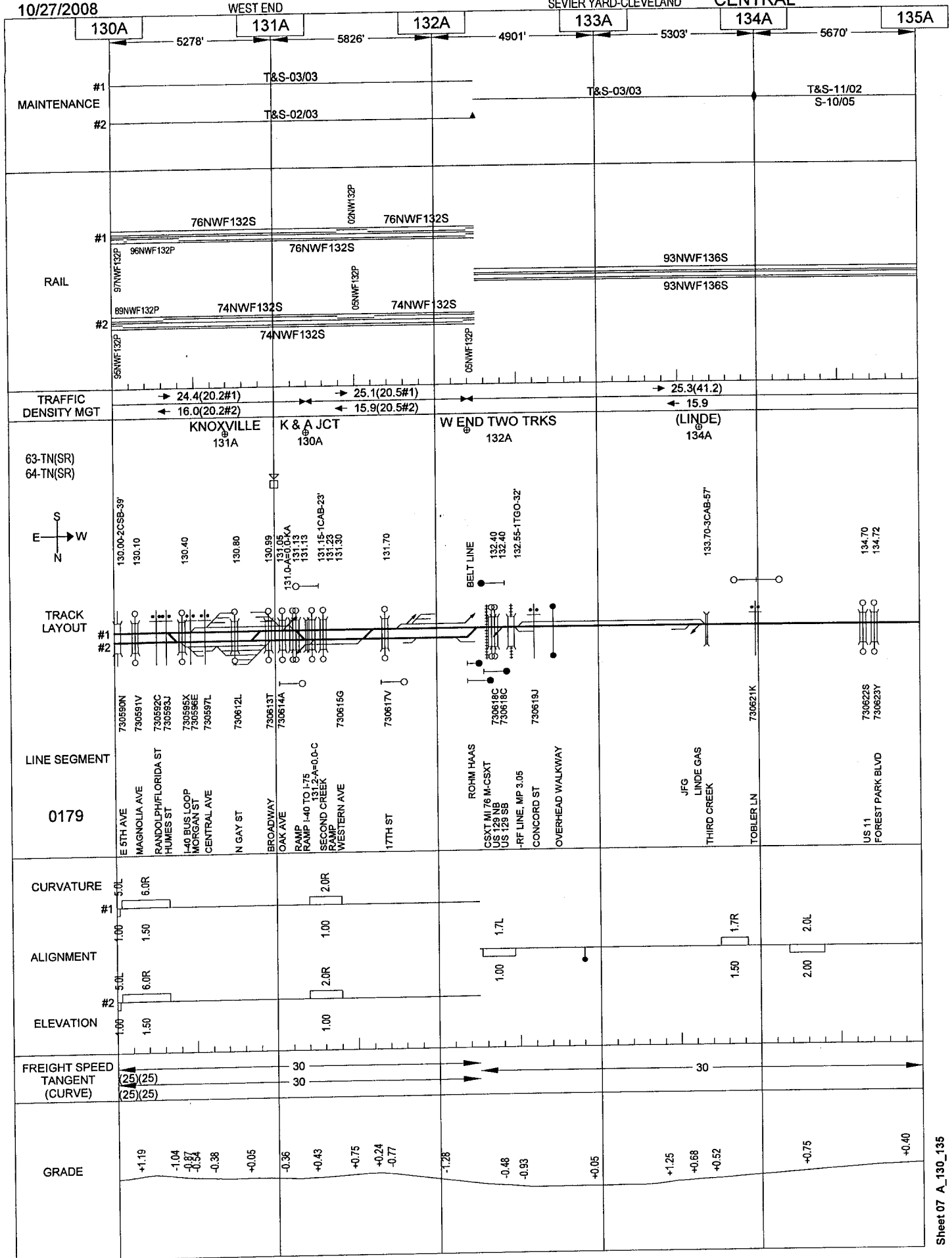
Sheet 07 A_125_130

10/27/2008

027

SEVIER YARD-CLEVELAND

CENTRAL



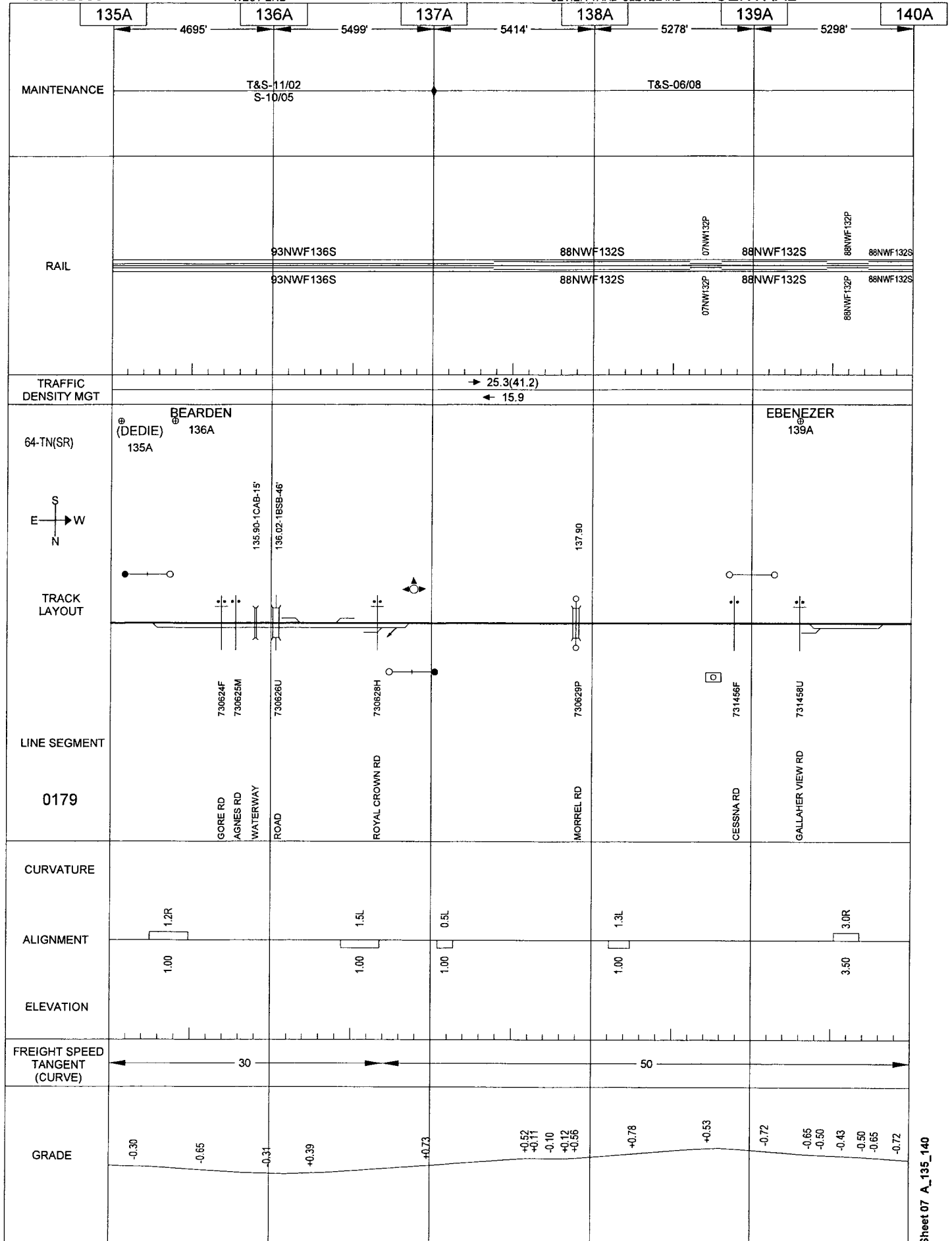
10/27/2008

028

WEST END

SEVIER YARD-CLEVELAND

CENTRAL

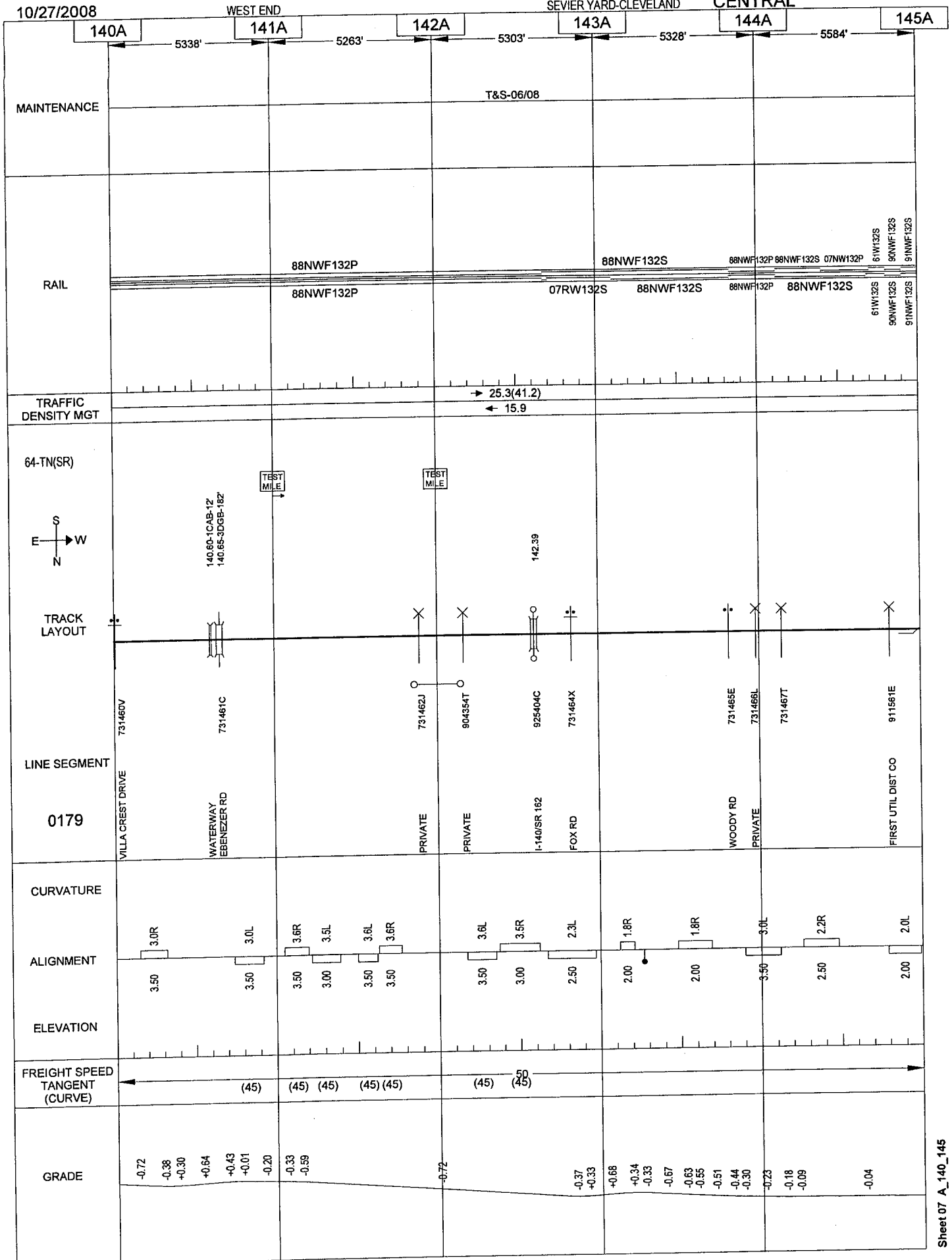


10/27/2008

029

SEVIER YARD-CLEVELAND

CENTRAL



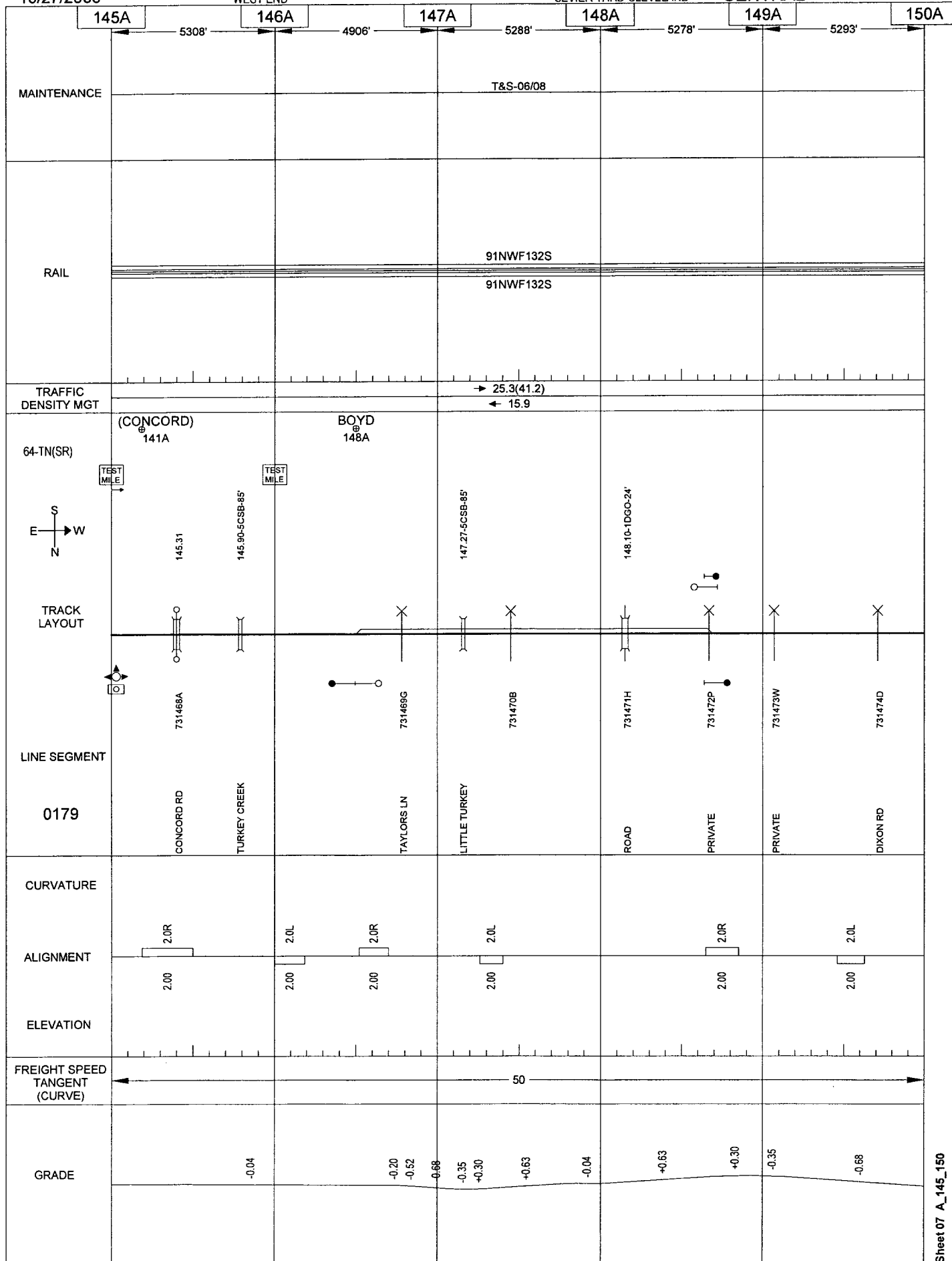
10/27/2008

030

WEST END

SEVIER YARD-CLEVELAND

CENTRAL

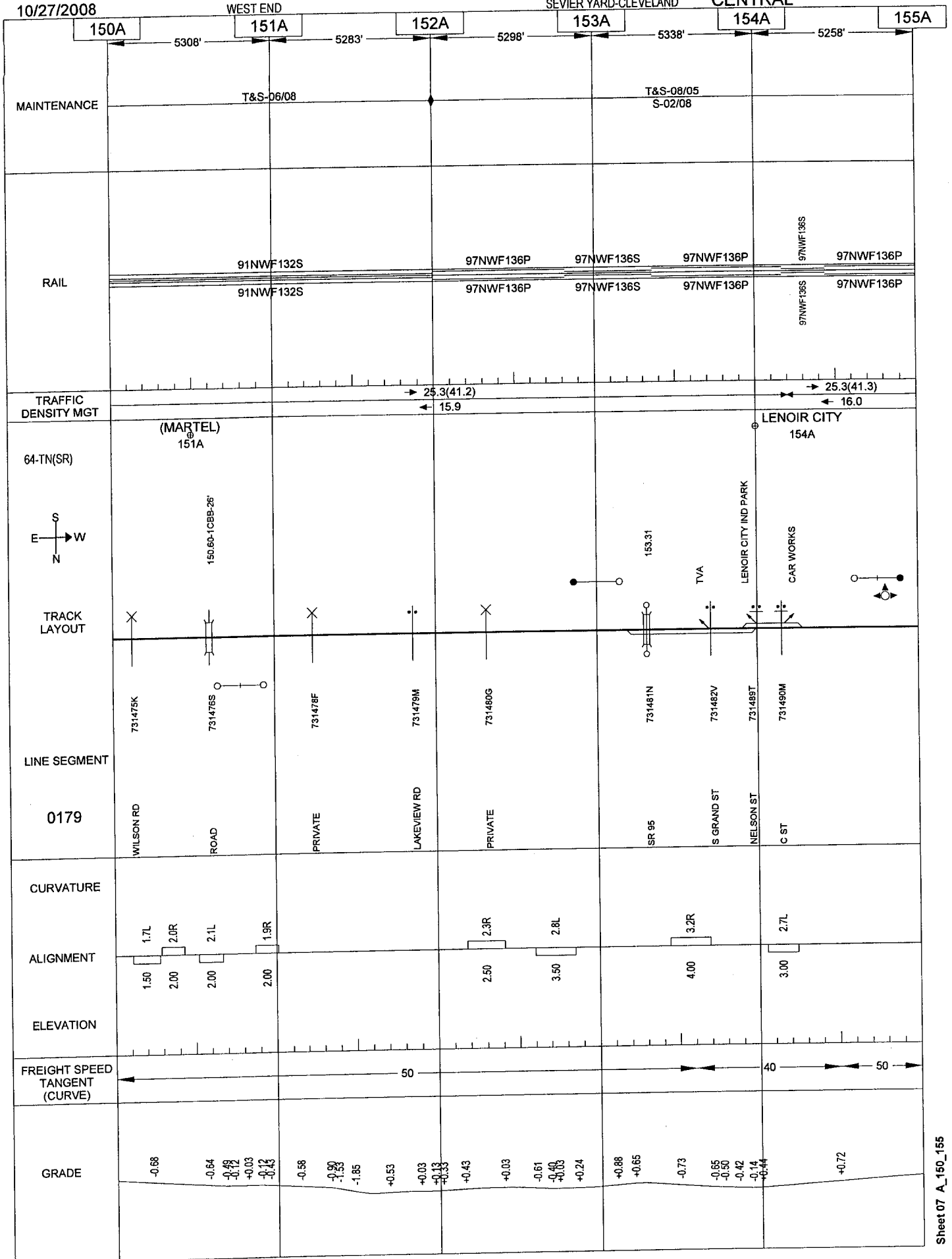


10/27/2008

031

SEVIER YARD-CLEVELAND

CENTRAL



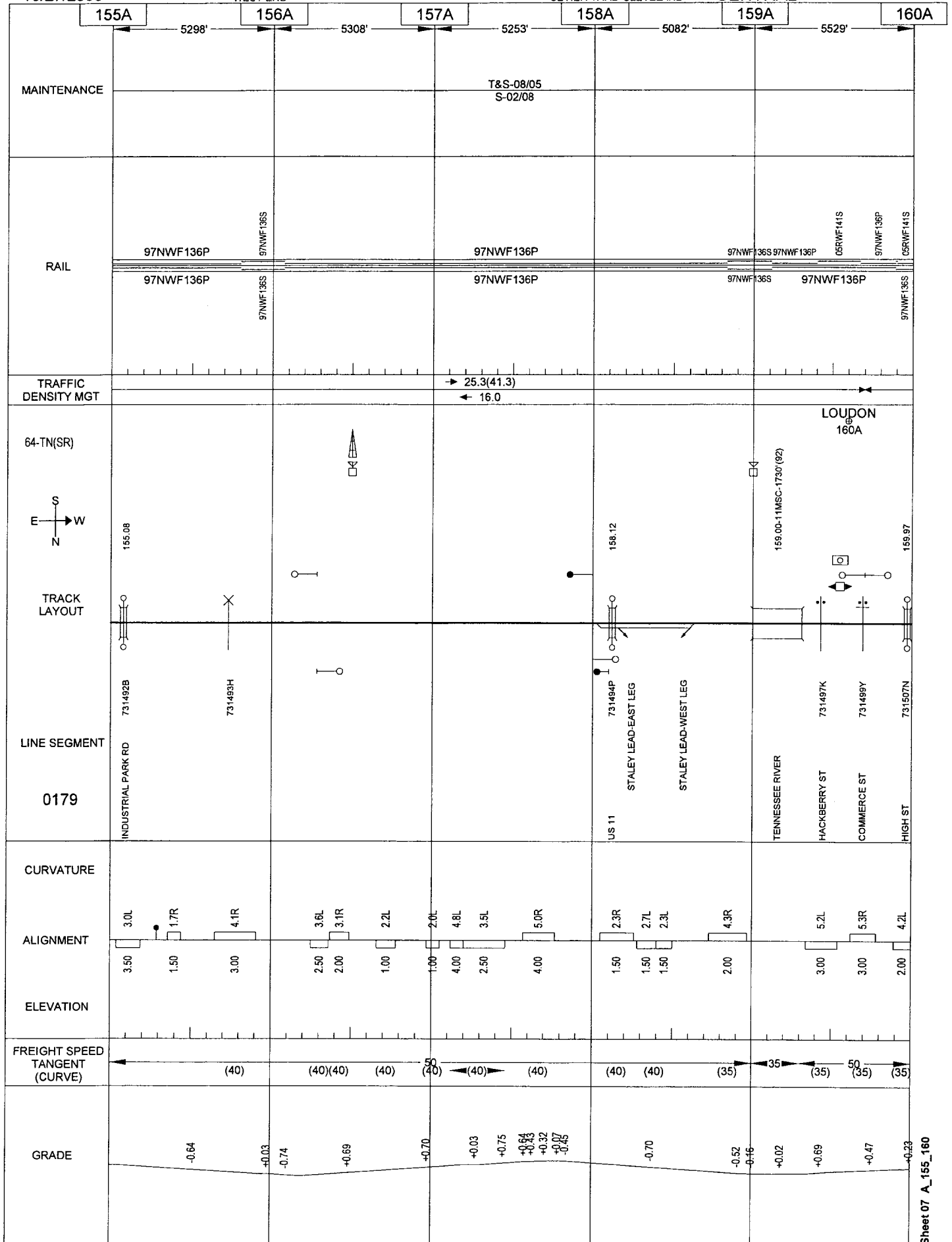
10/27/2008

032

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



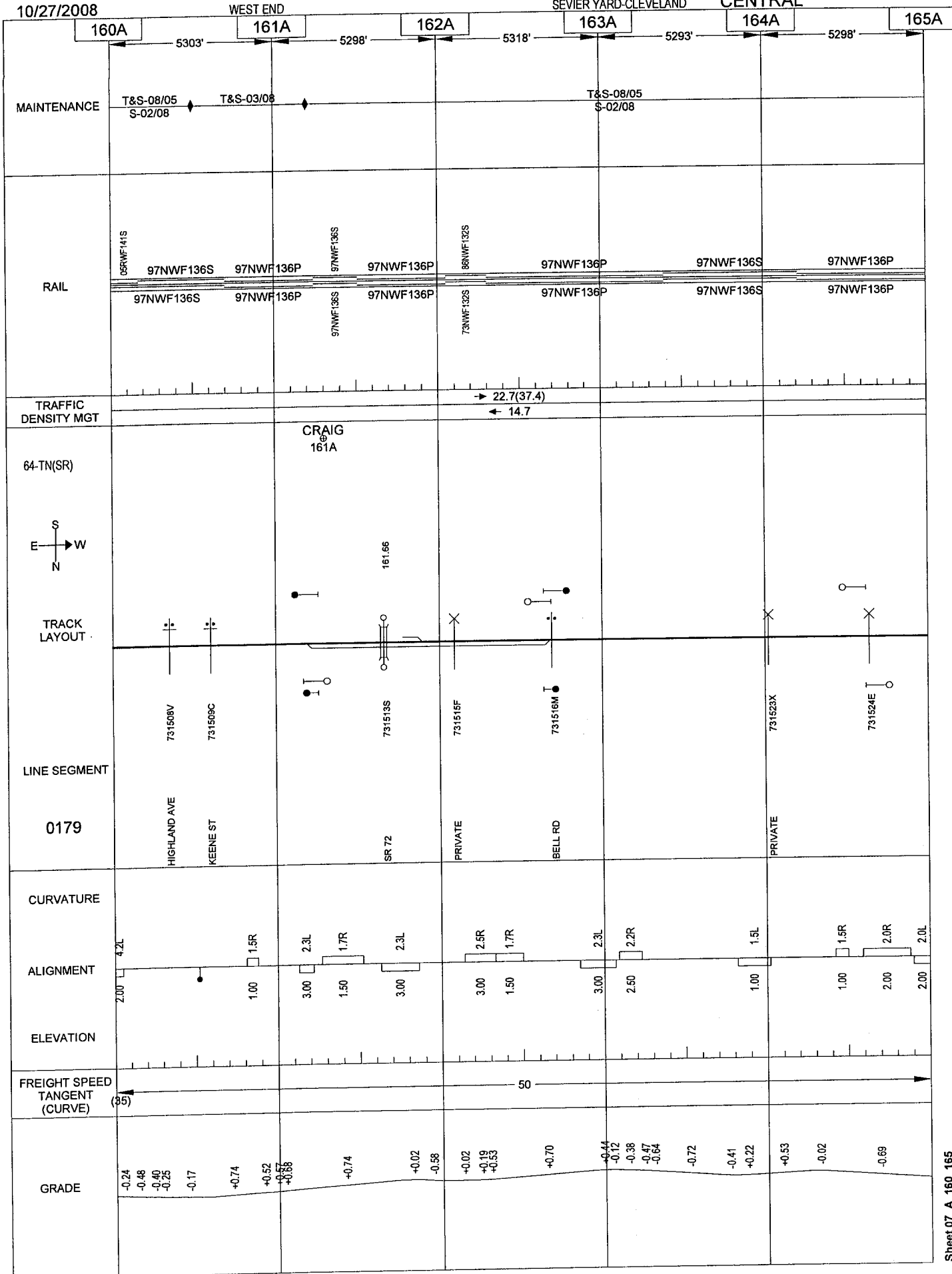
10/27/2008

033

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



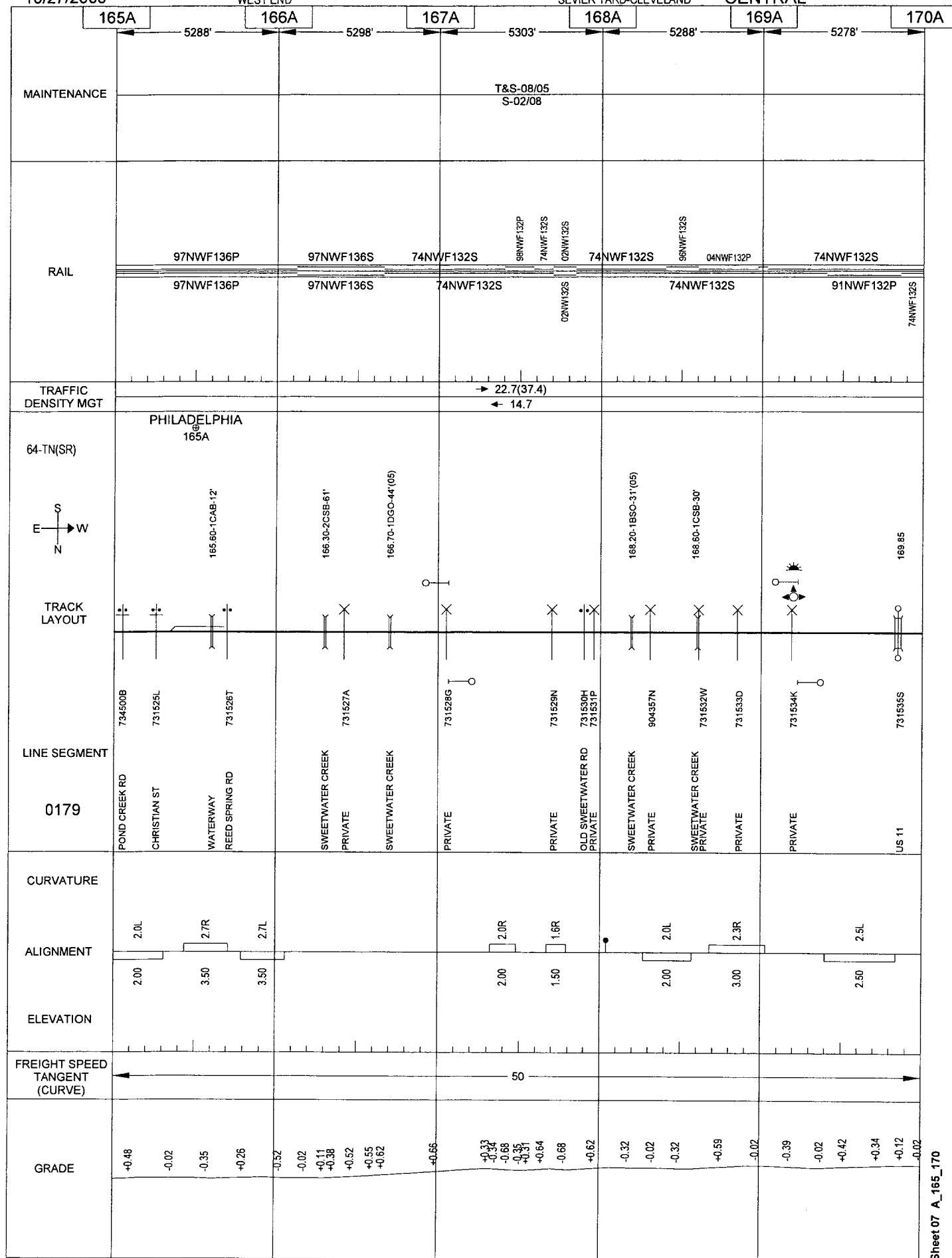
10/27/2008

034

WEST END

SEVIER YARD-CLEVELAND

CENTRAL

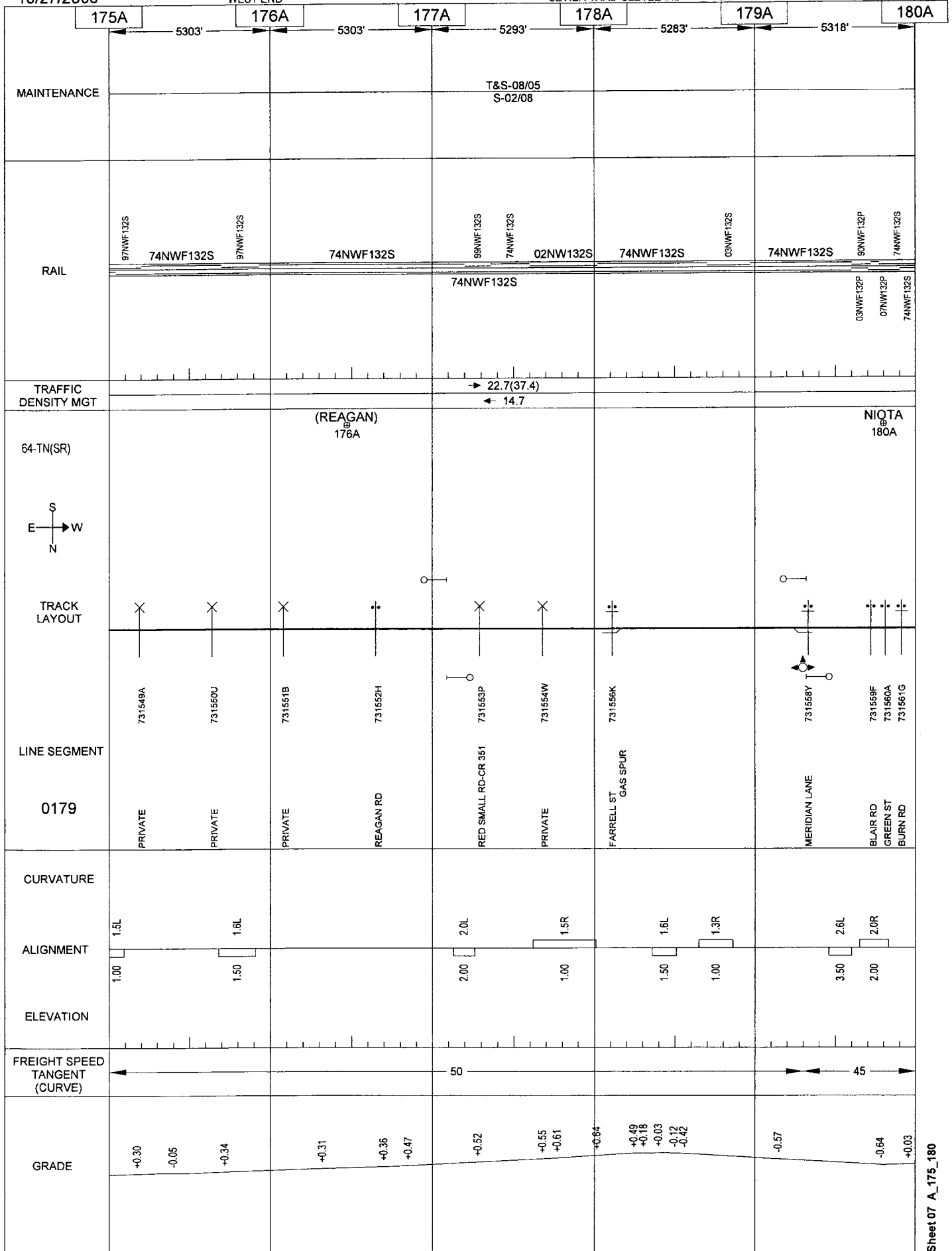


10/27/2008

036

SEVIER YARD-CLEVELAND

CENTRAL



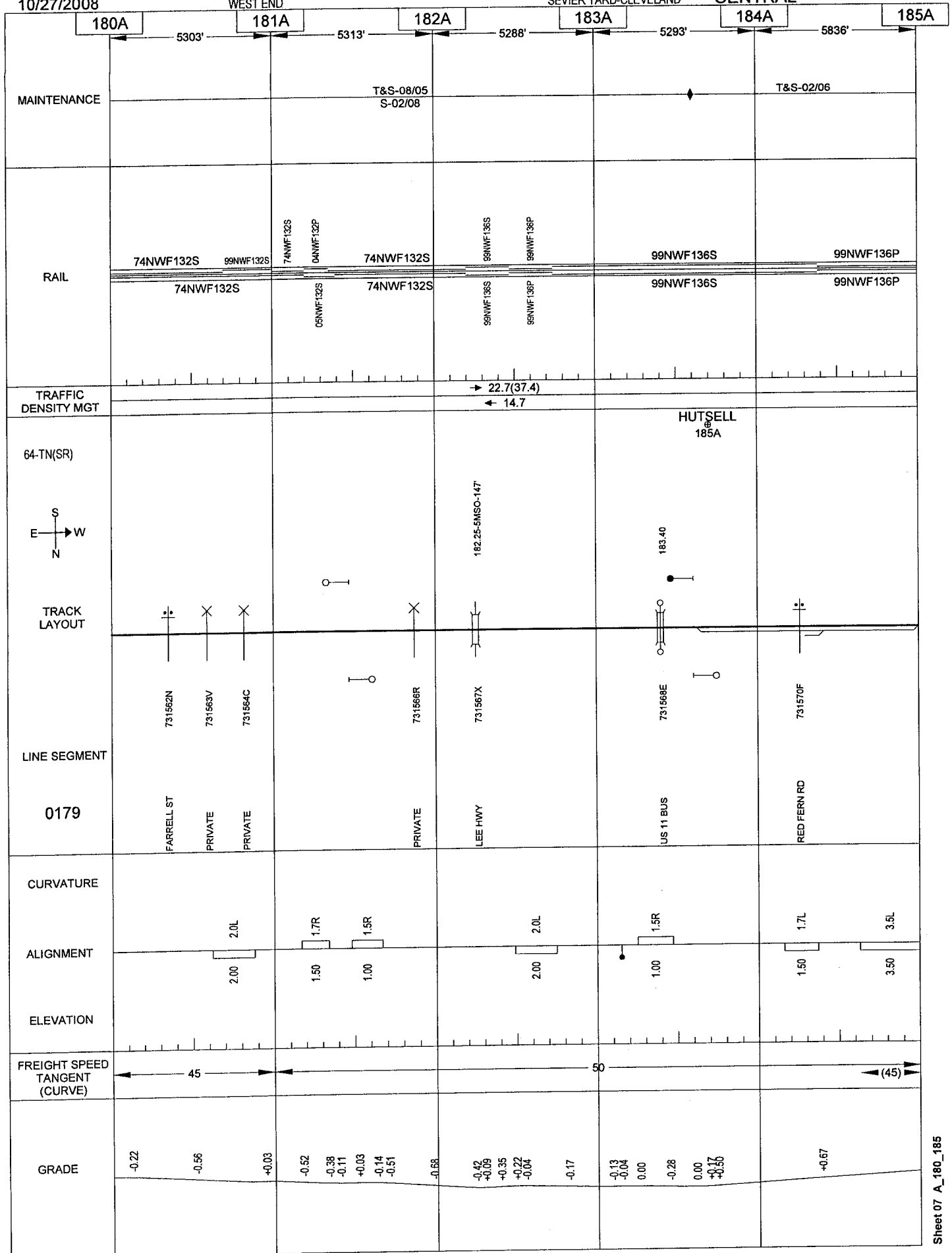
10/27/2008

037

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



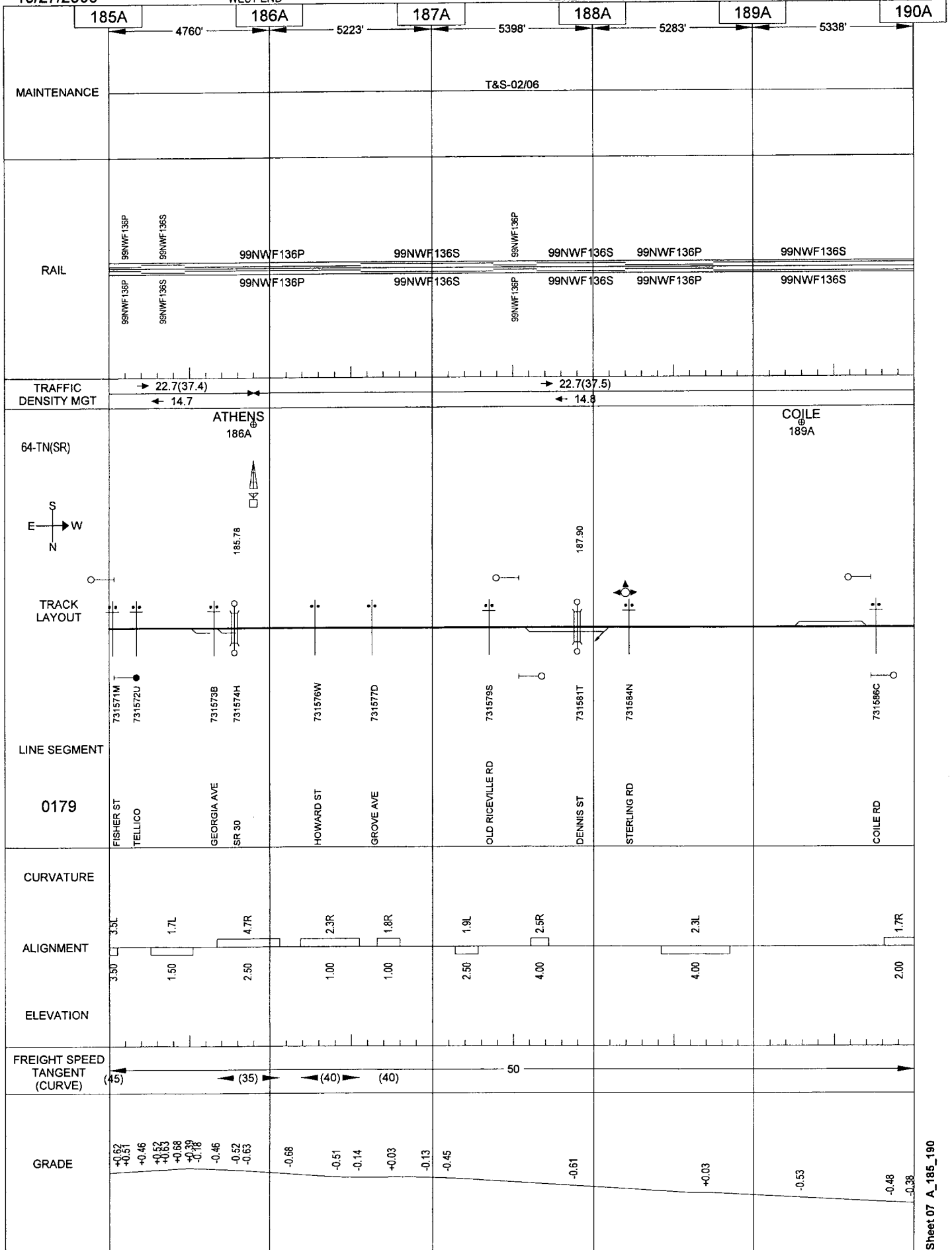
10/27/2008

038

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



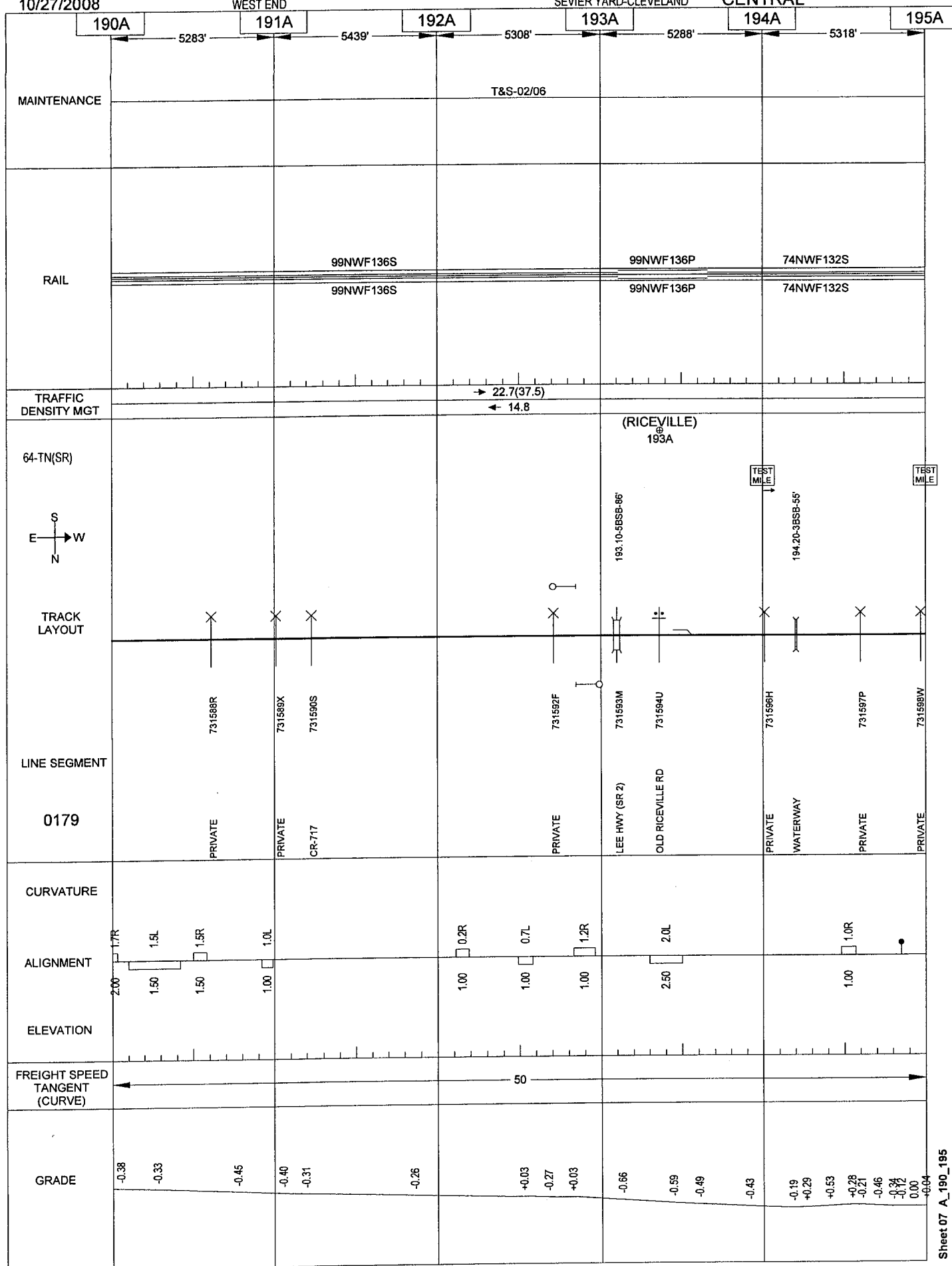
10/27/2008

039

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



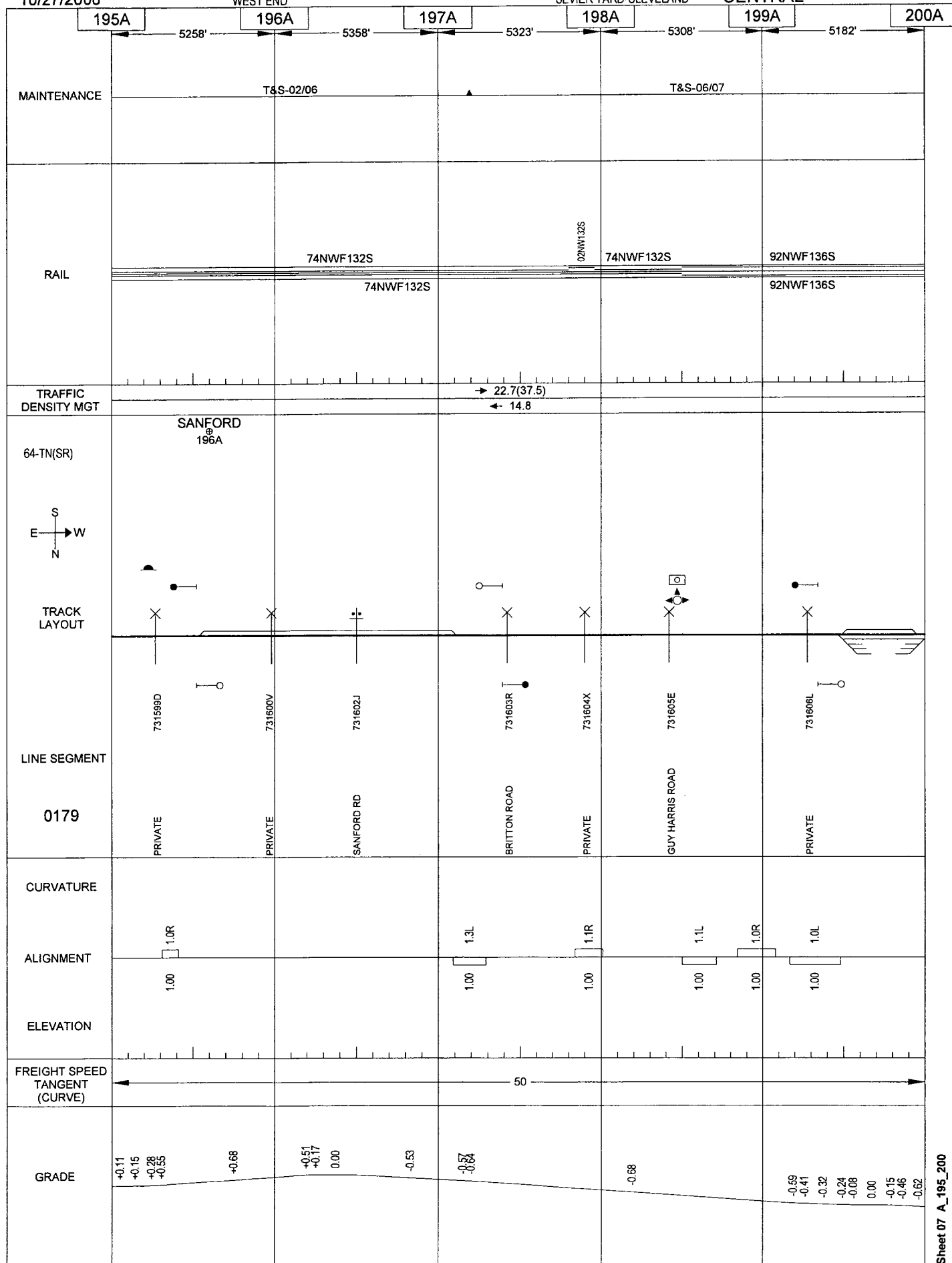
10/27/2008

040

WEST END

SEVIER YARD-CLEVELAND

CENTRAL



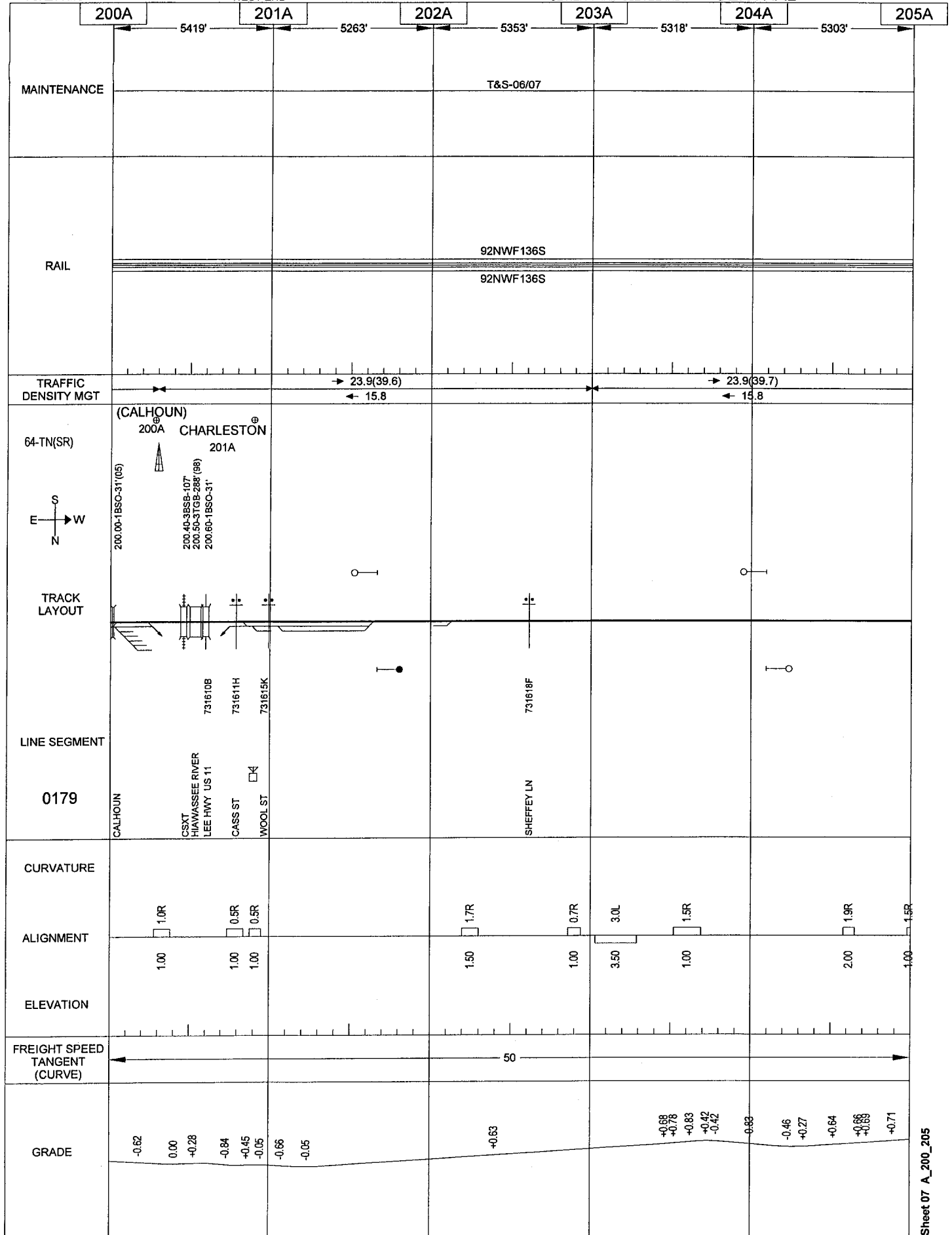
10/27/2008

041

WEST END

SEVIER YARD-CLEVELAND

CENTRAL

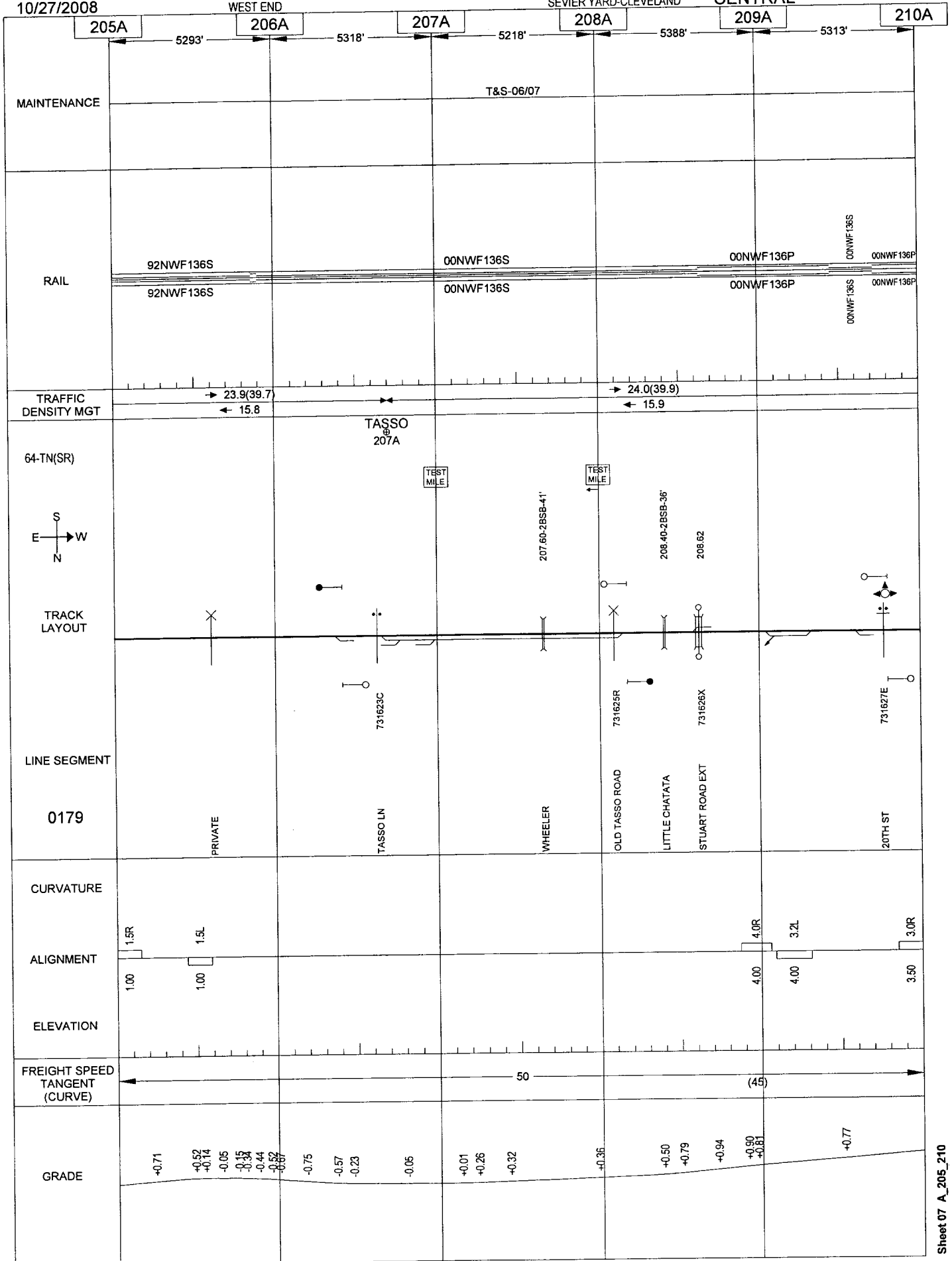


10/27/2008

042

SEVIER YARD-CLEVELAND

CENTRAL



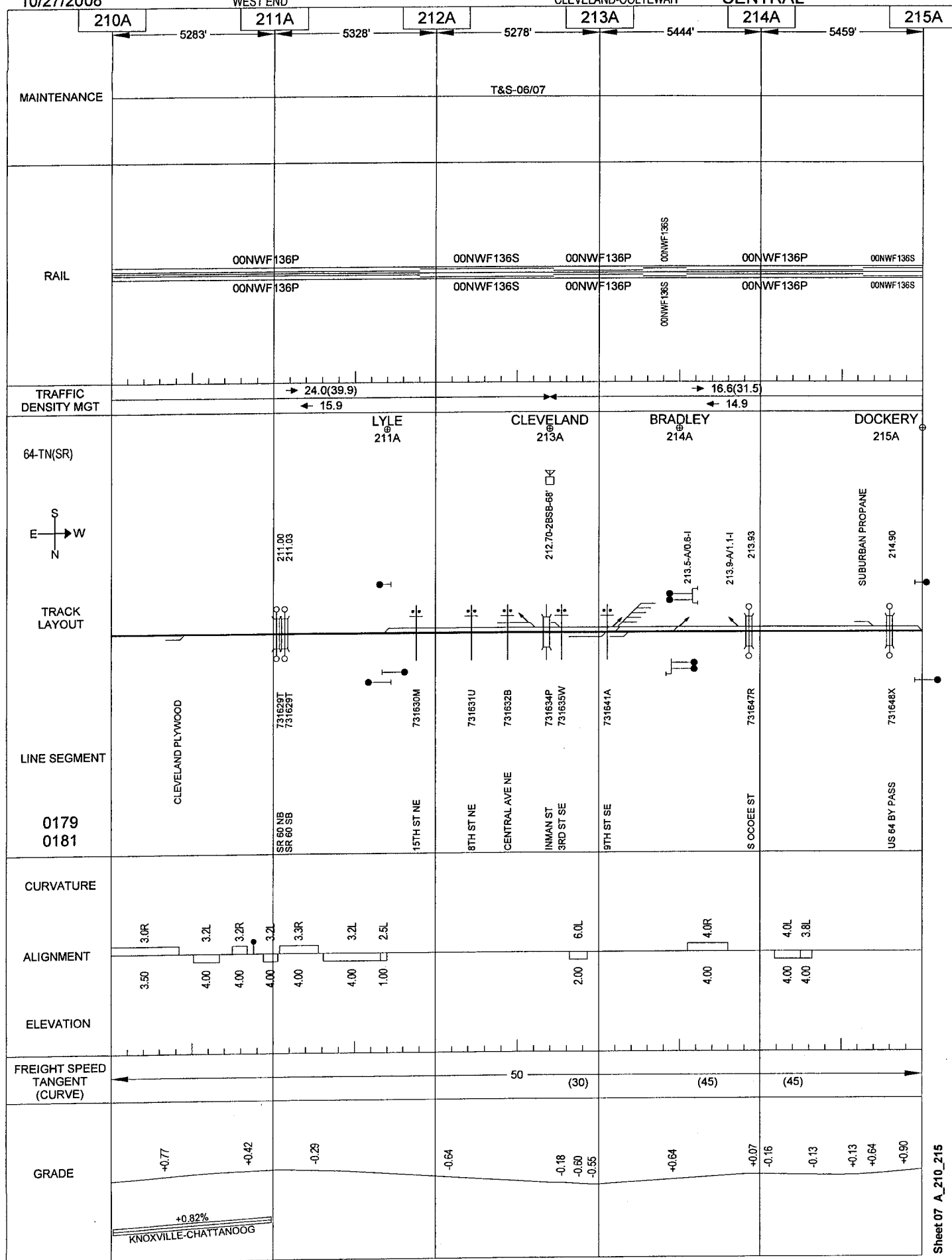
10/27/2008

043

WEST END

CLEVELAND-OOLTEWAH

CENTRAL

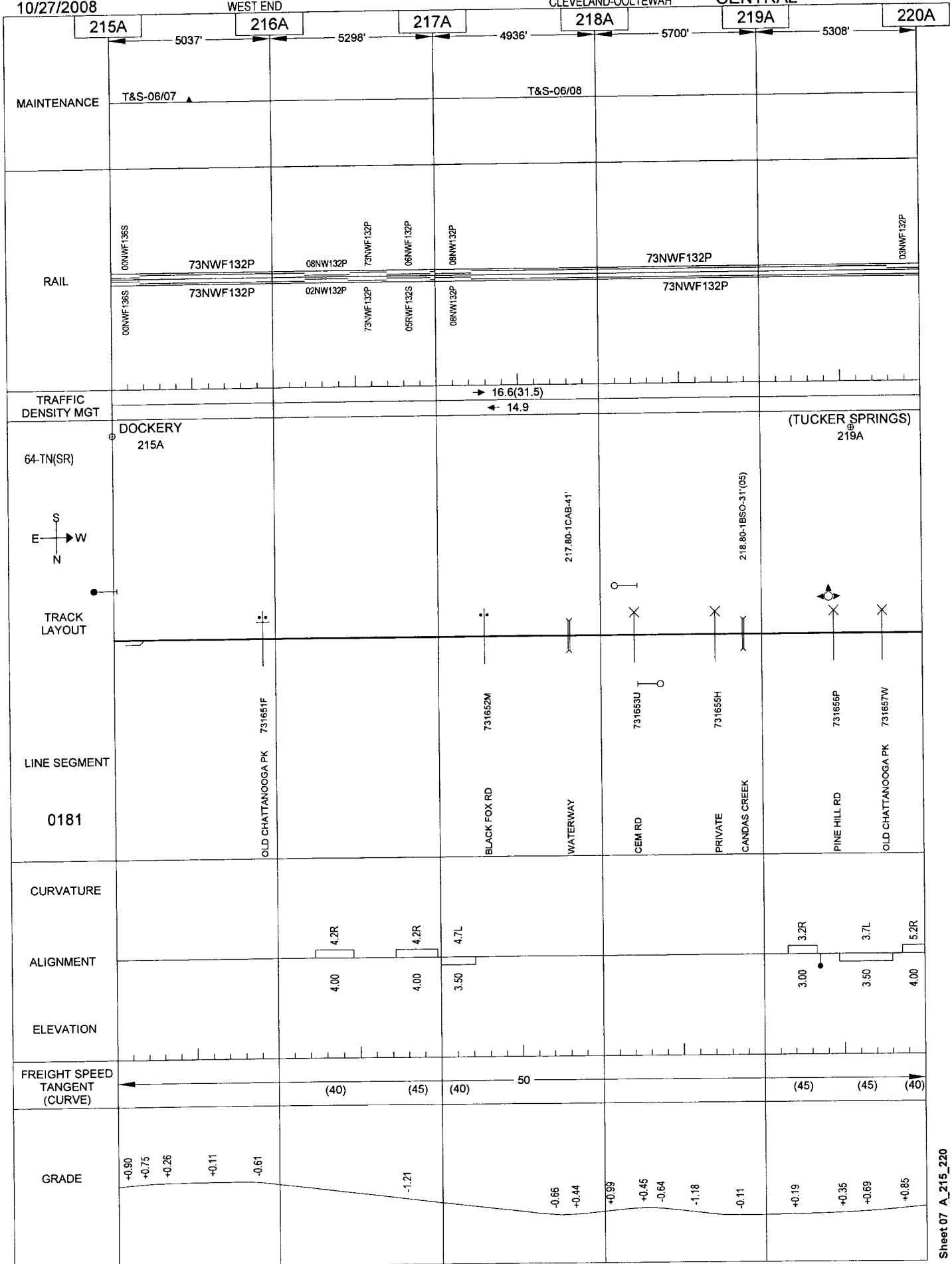


10/27/2008

044

CLEVELAND-OOLTEWAH

CENTRAL

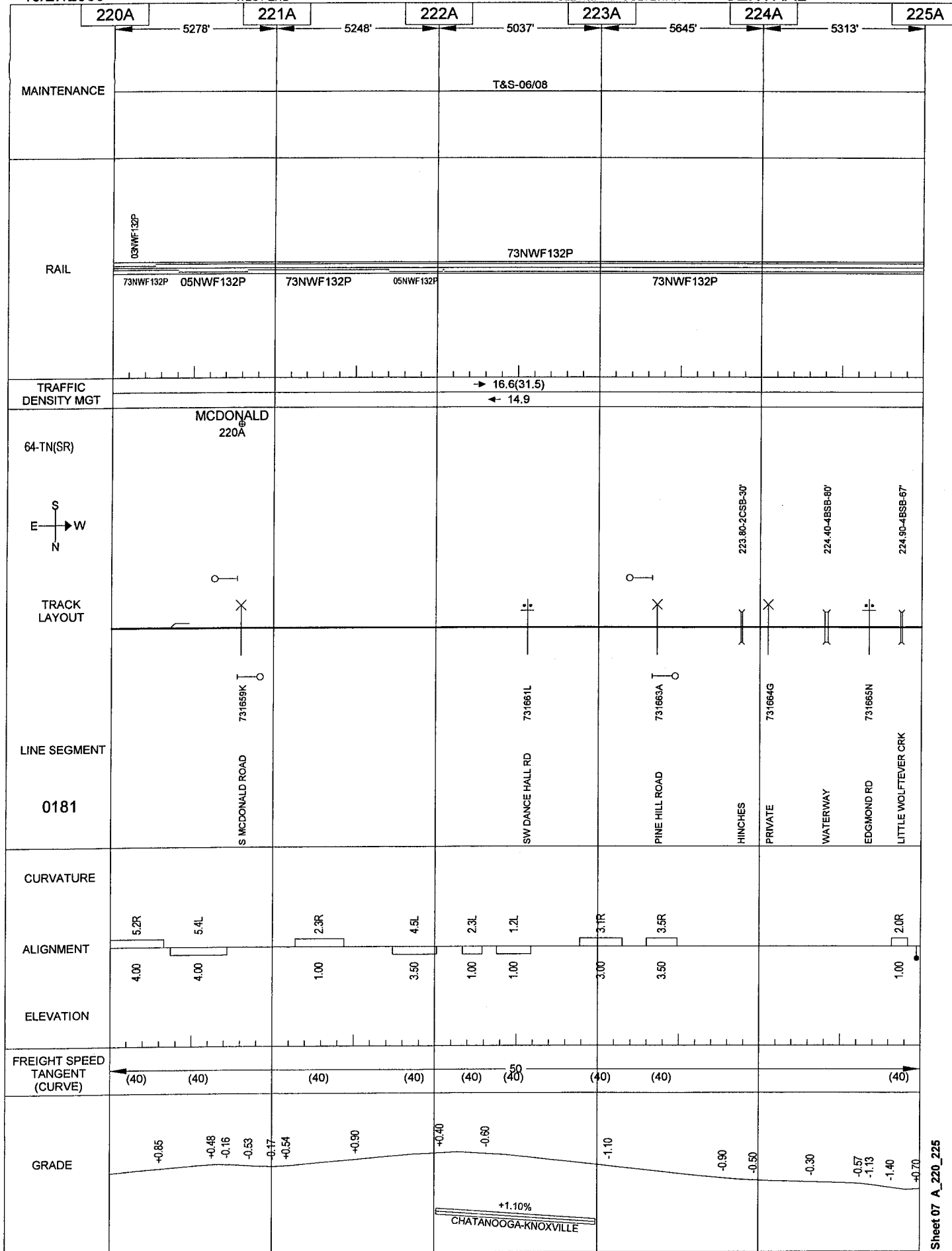


10/27/2008

045

CLEVELAND-OOLTEWAH

CENTRAL

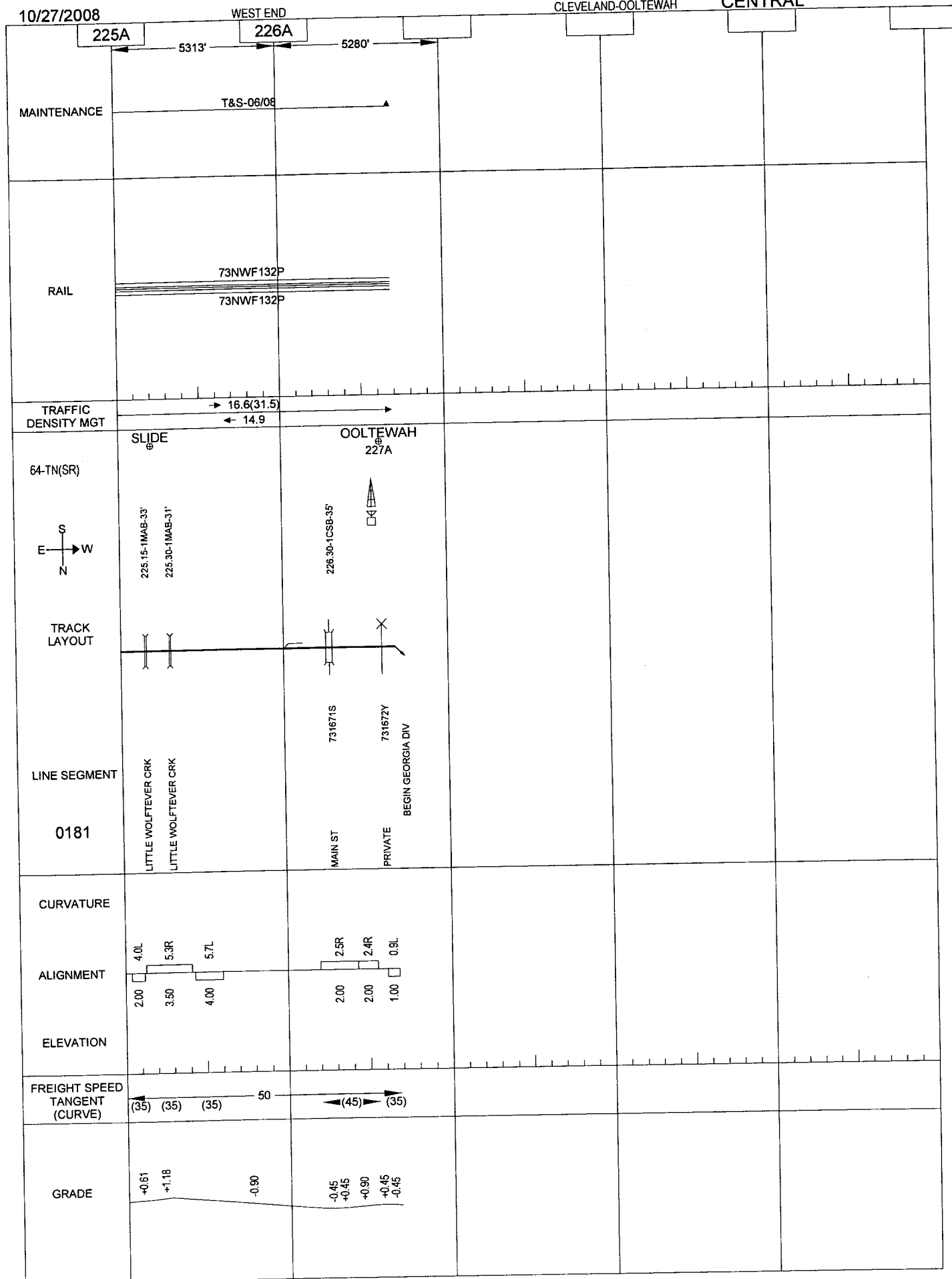


10/27/2008

046

CLEVELAND-OOLTEWAH

CENTRAL



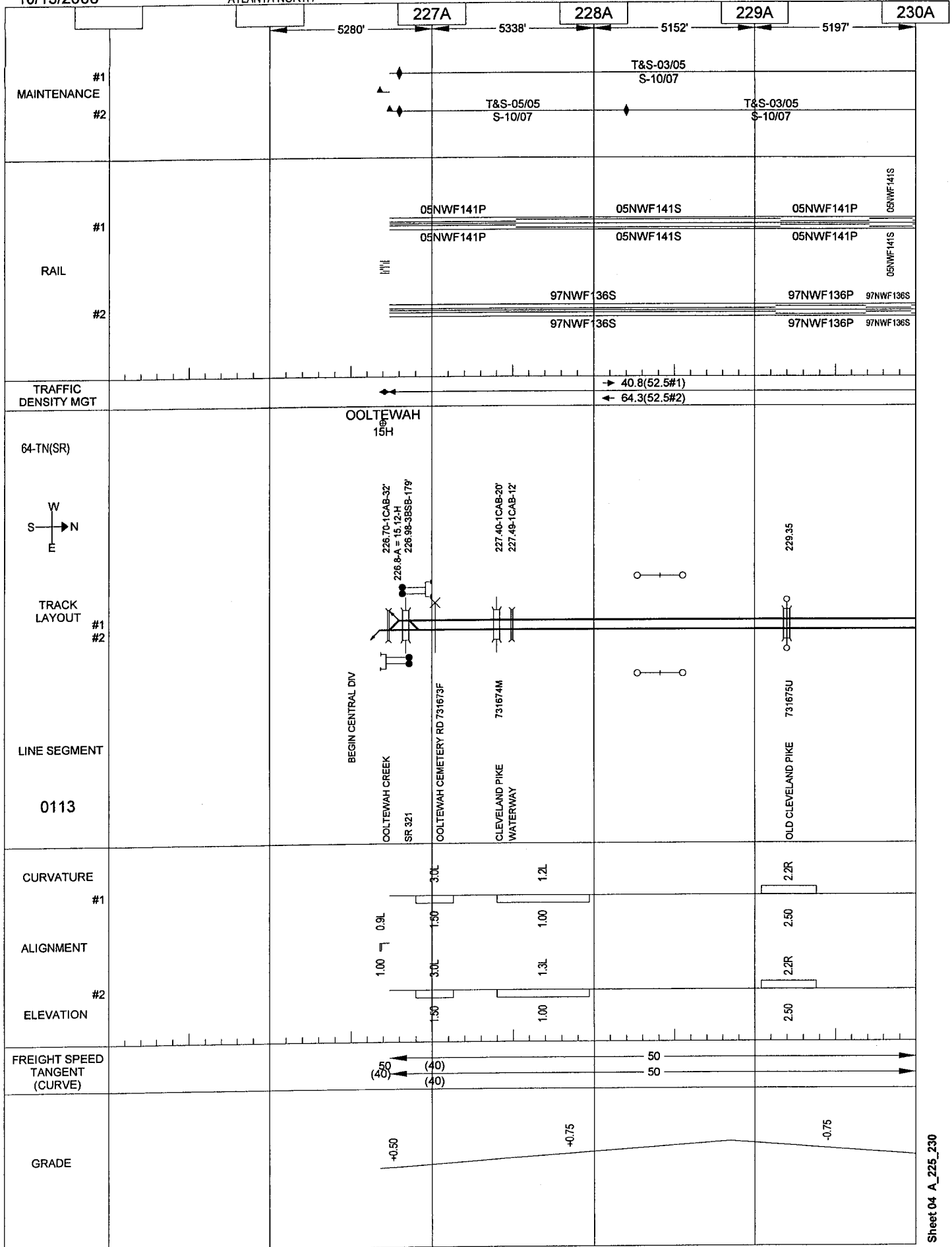
10/13/2008

ATLANTA NORTH

046.1

OOLTEWAH-JERSEY

GEORGIA



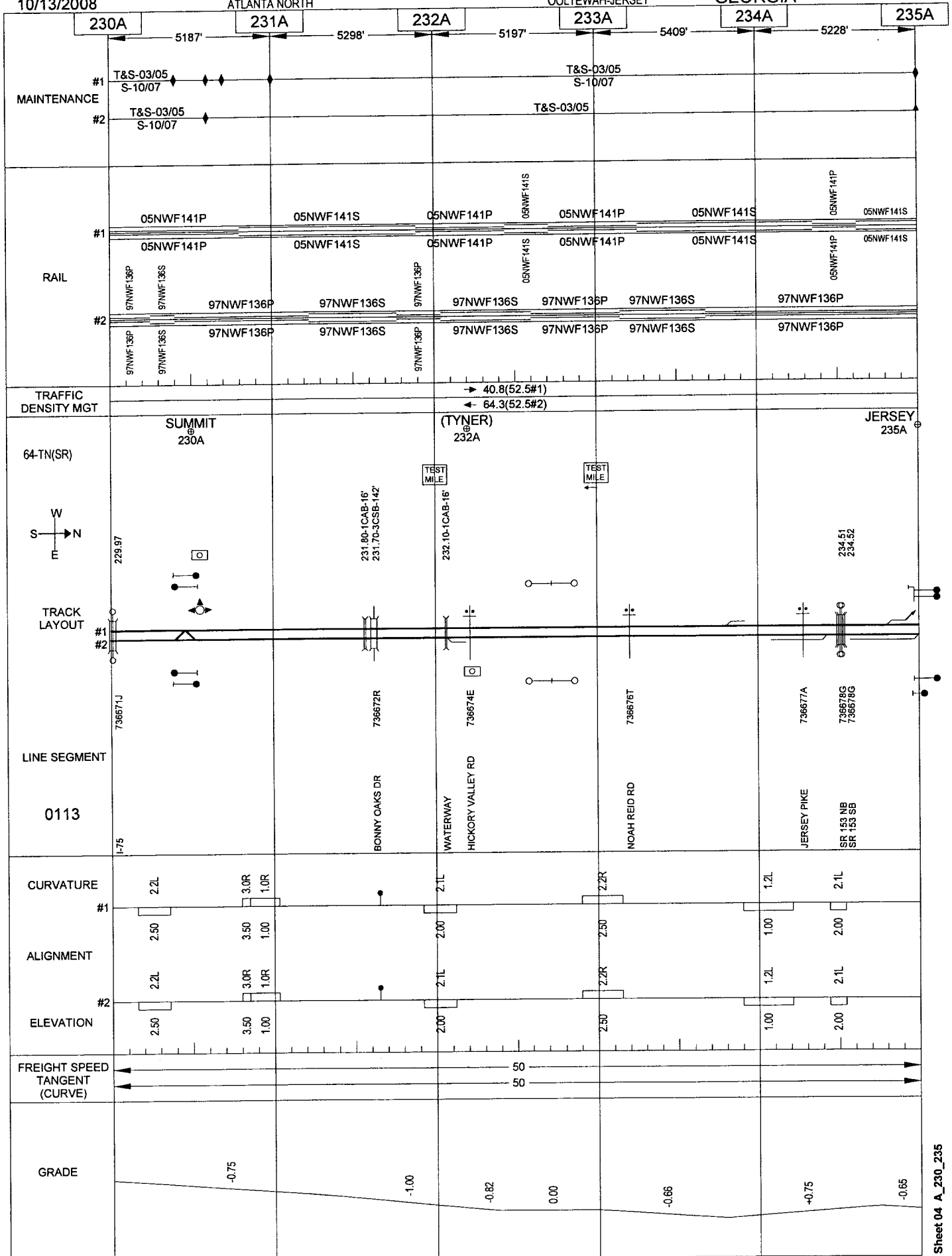
10/13/2008

ATLANTA NORTH

046.2

OOLTEWAH-JERSEY

GEORGIA



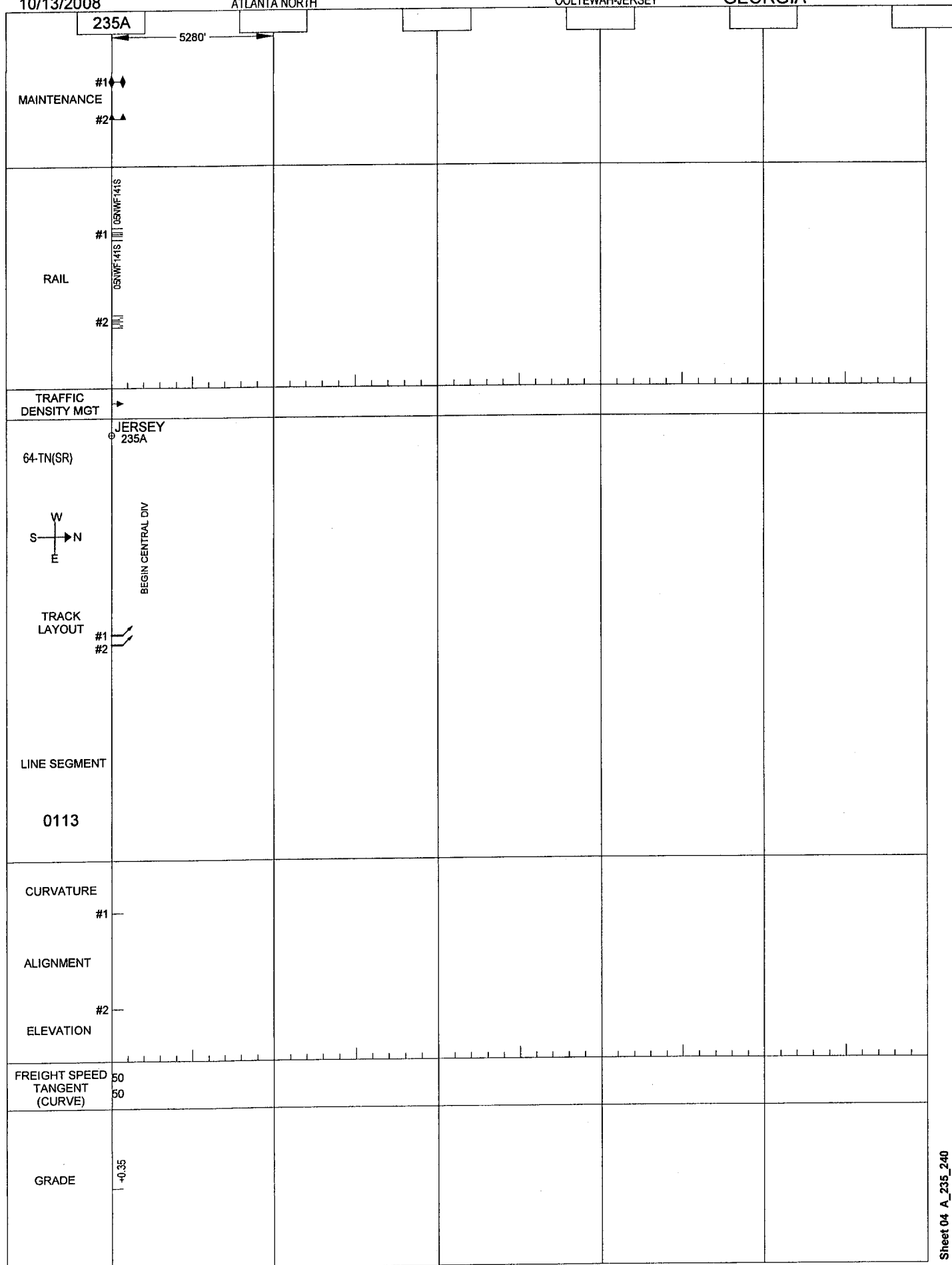
10/13/2008

ATLANTA NORTH

046.3

OOLTEWAH-JERSEY

GEORGIA



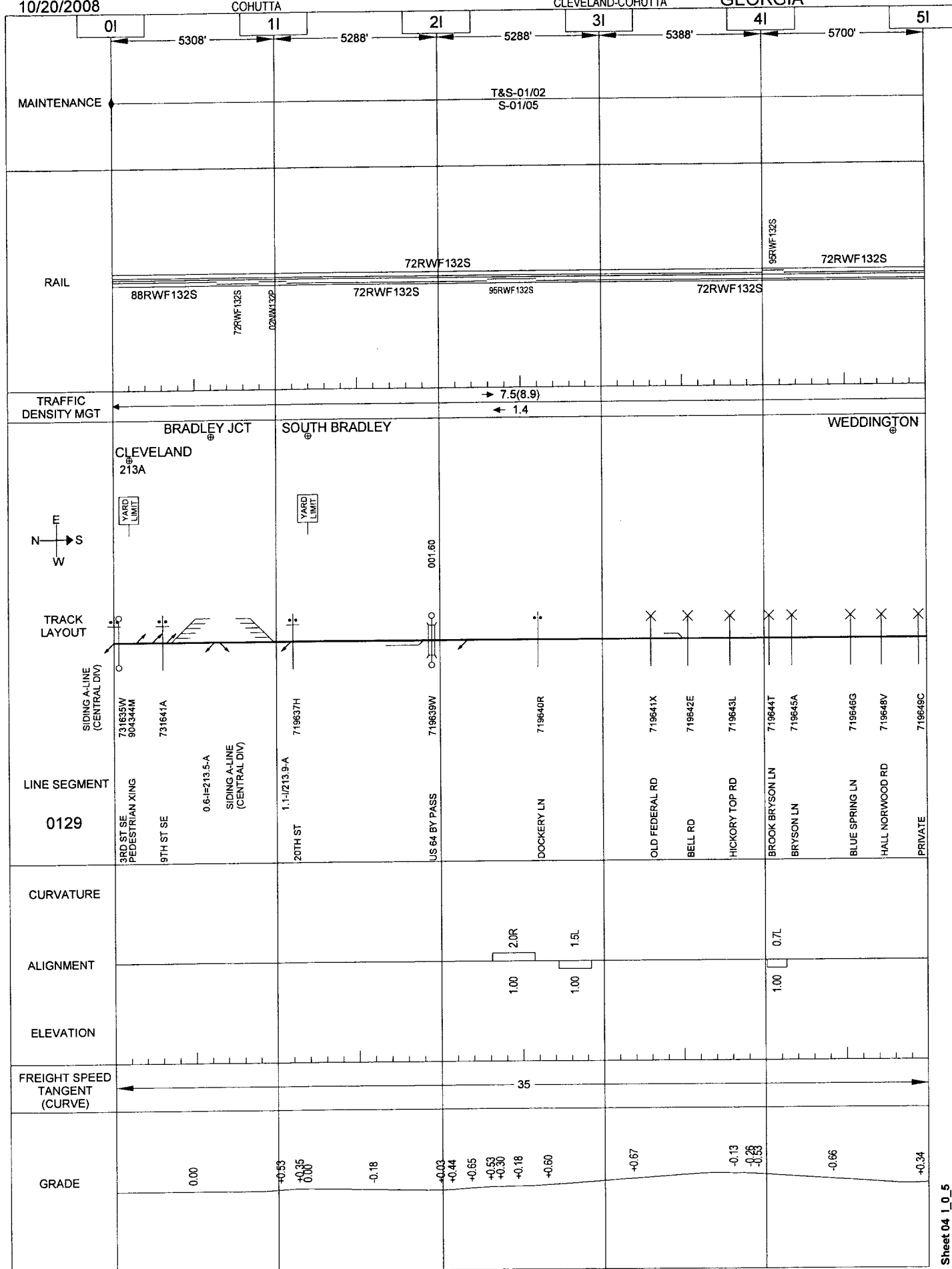
10/20/2008

046.4

COHUTTA

CLEVELAND-COHUTTA

GEORGIA



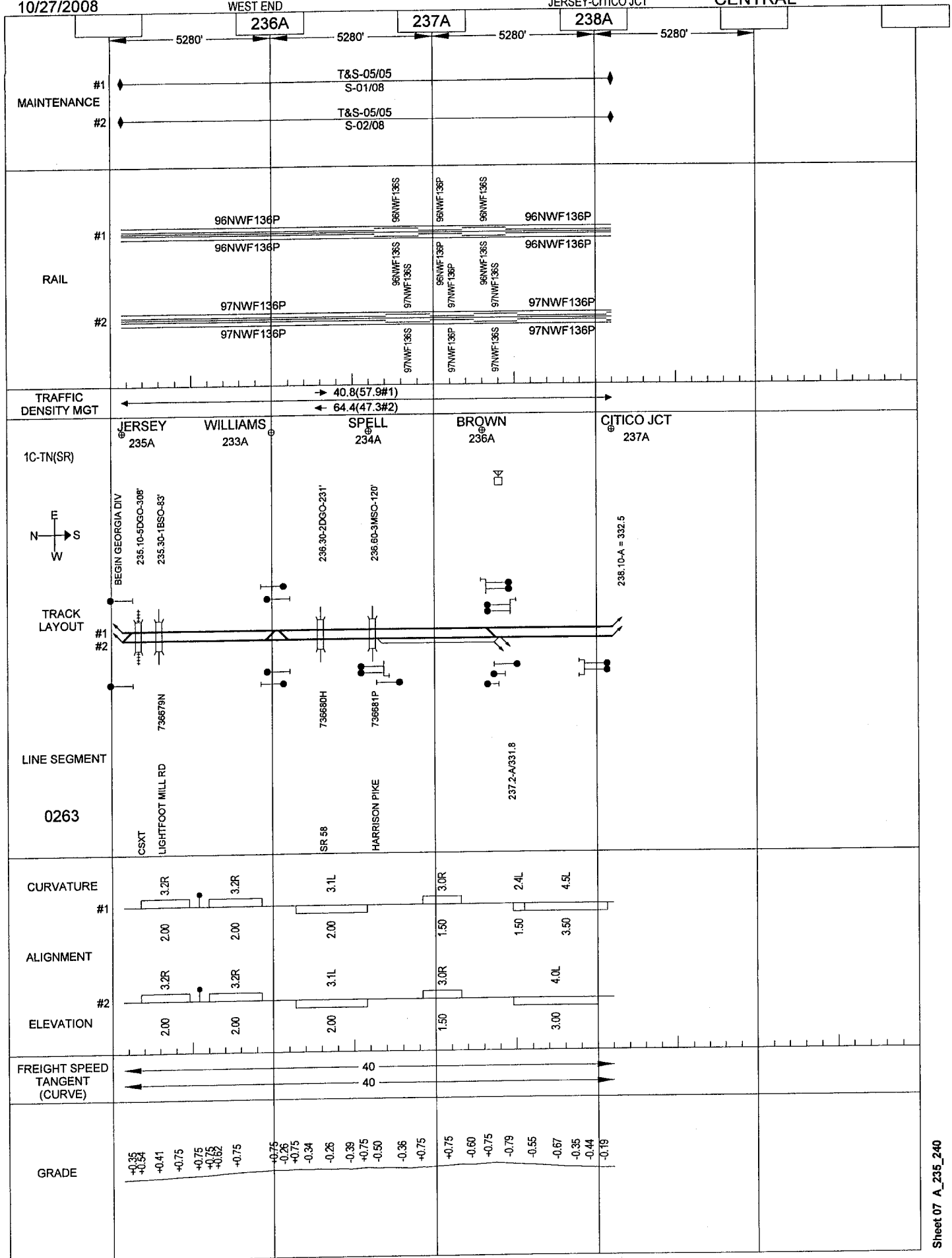
10/27/2008

047

WEST END

JERSEY-CITICO JCT

CENTRAL



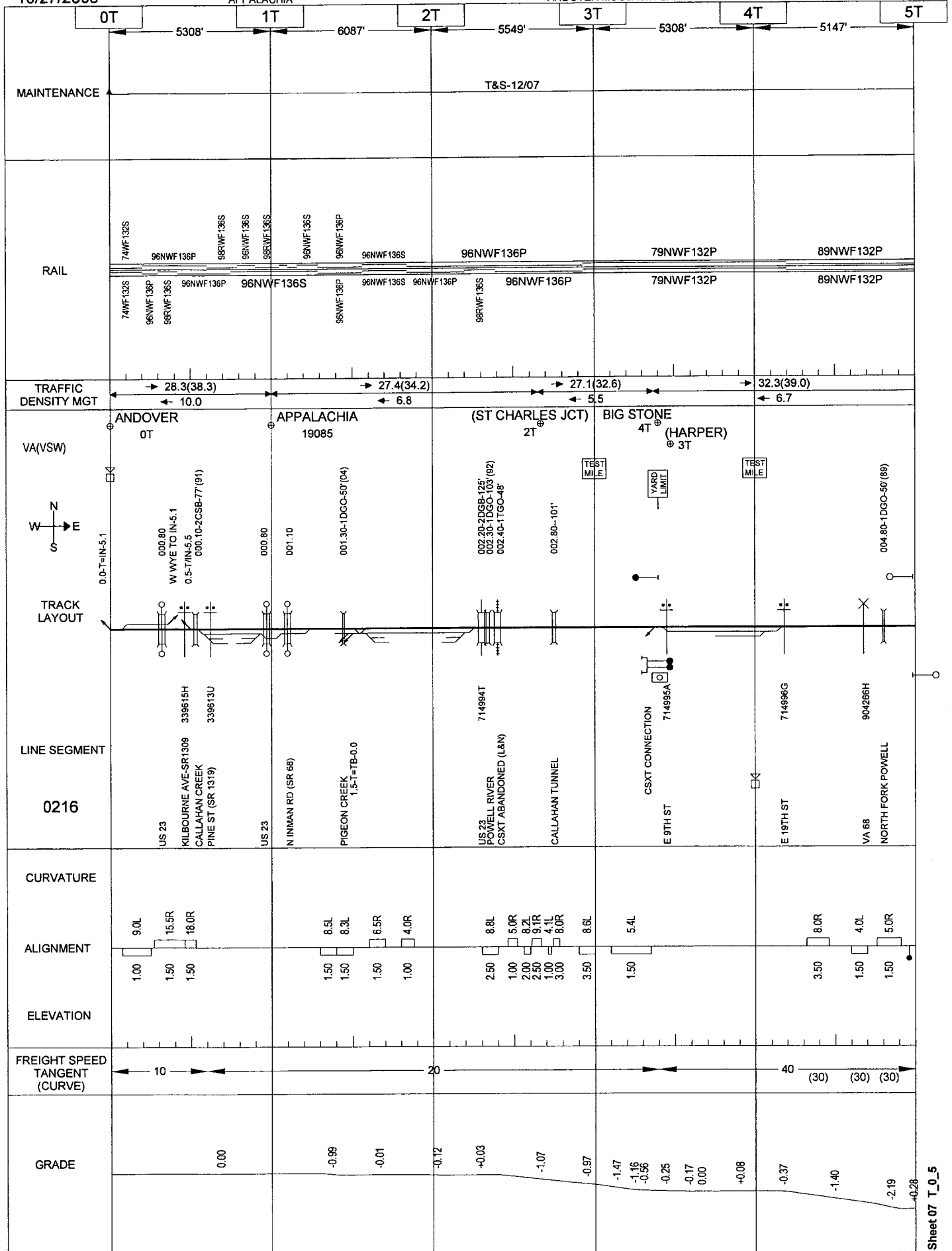
10/27/2008

048

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



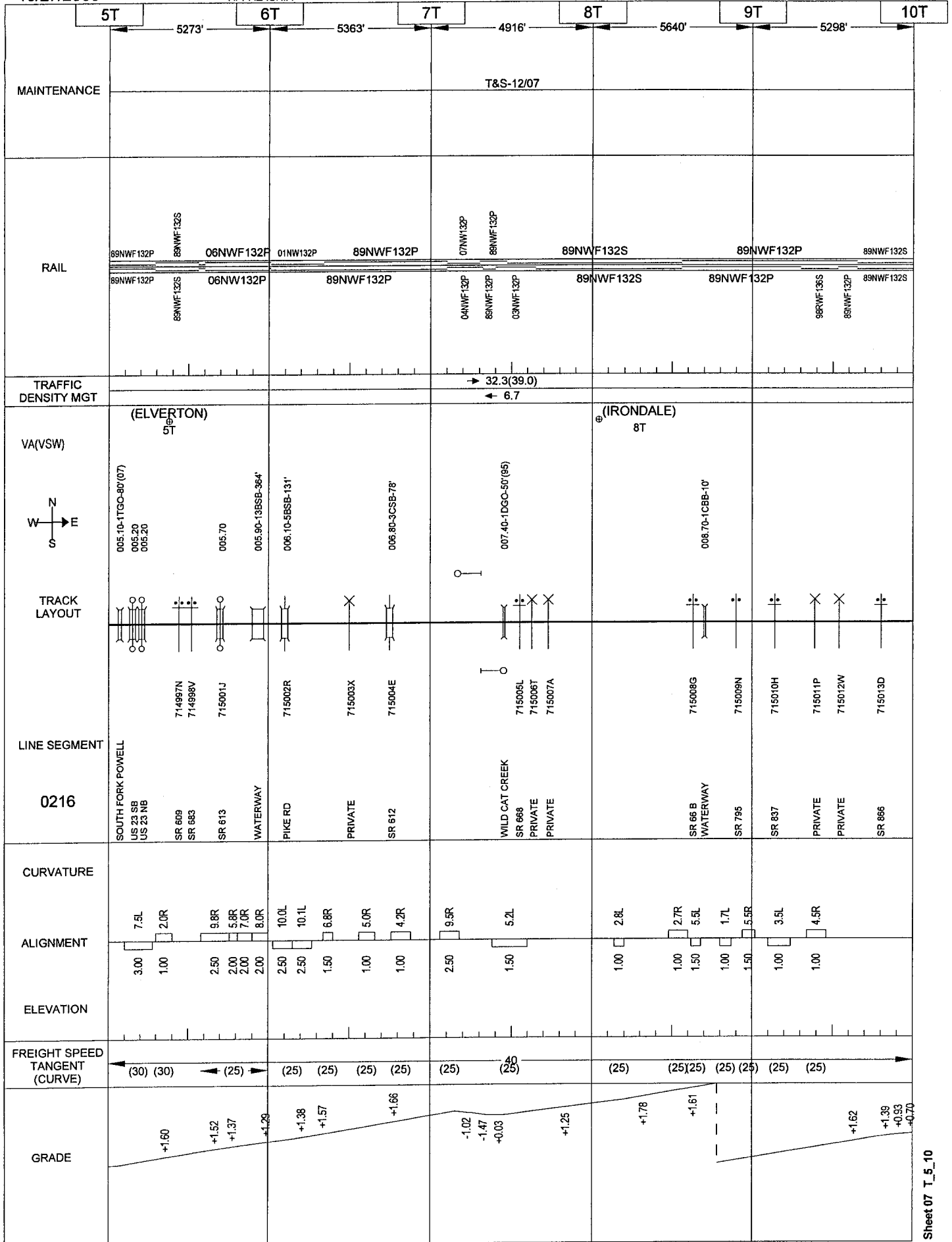
10/27/2008

APPALACHIA

049

ANDOVER-MOCCASIN GAP

CENTRAL



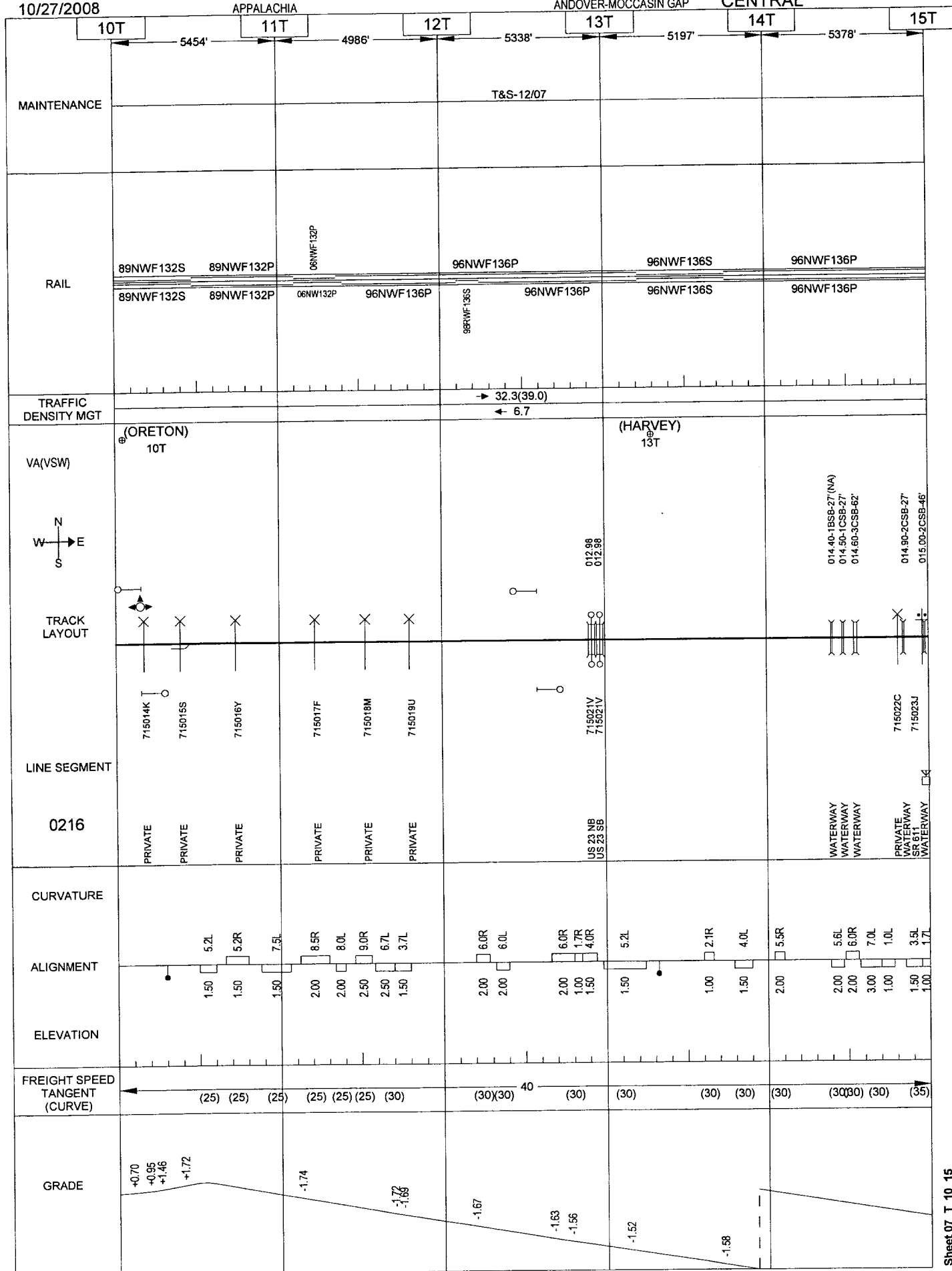
10/27/2008

050

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



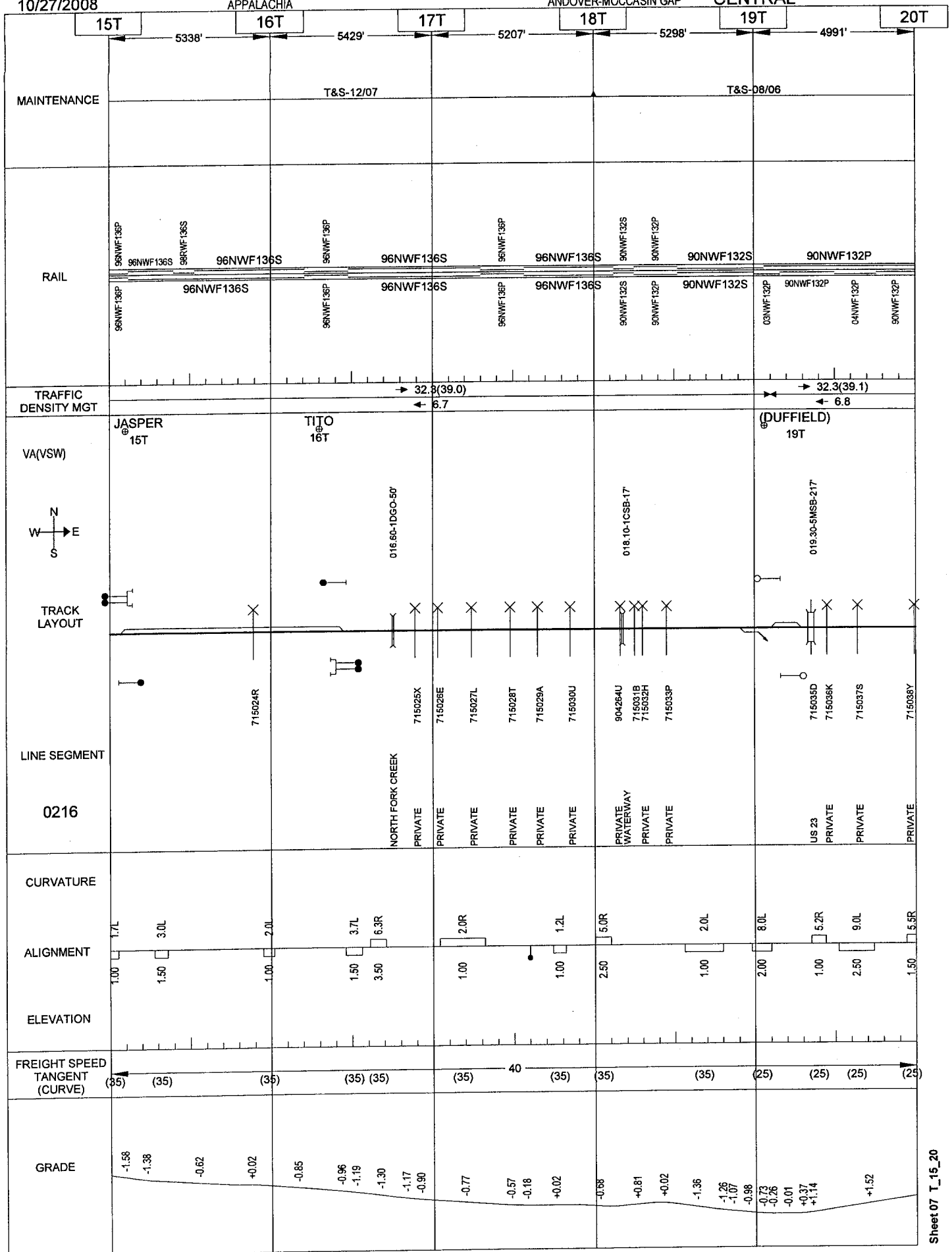
10/27/2008

APPALACHIA

051

ANDOVER-MOCCASIN GAP

CENTRAL



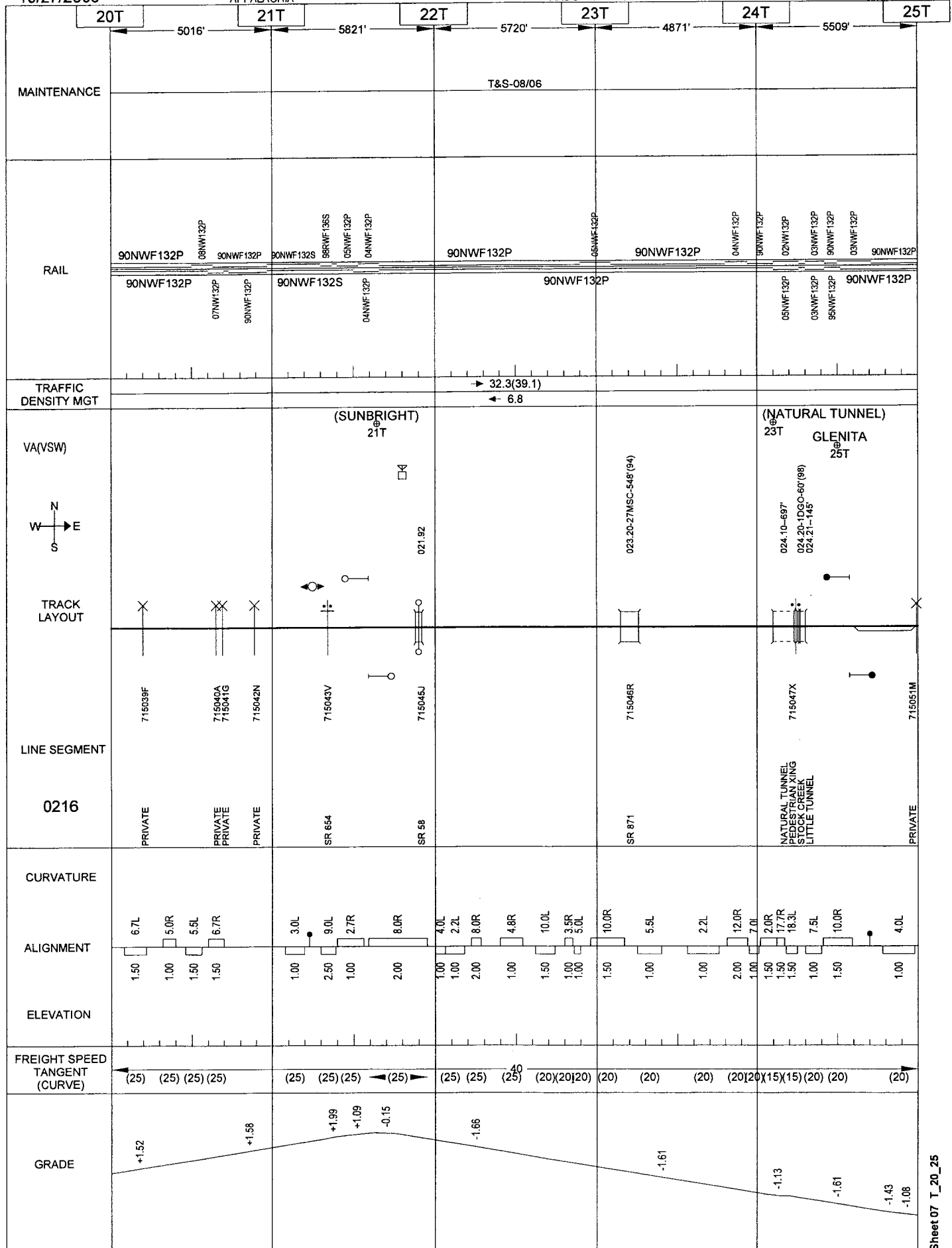
10/27/2008

052

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



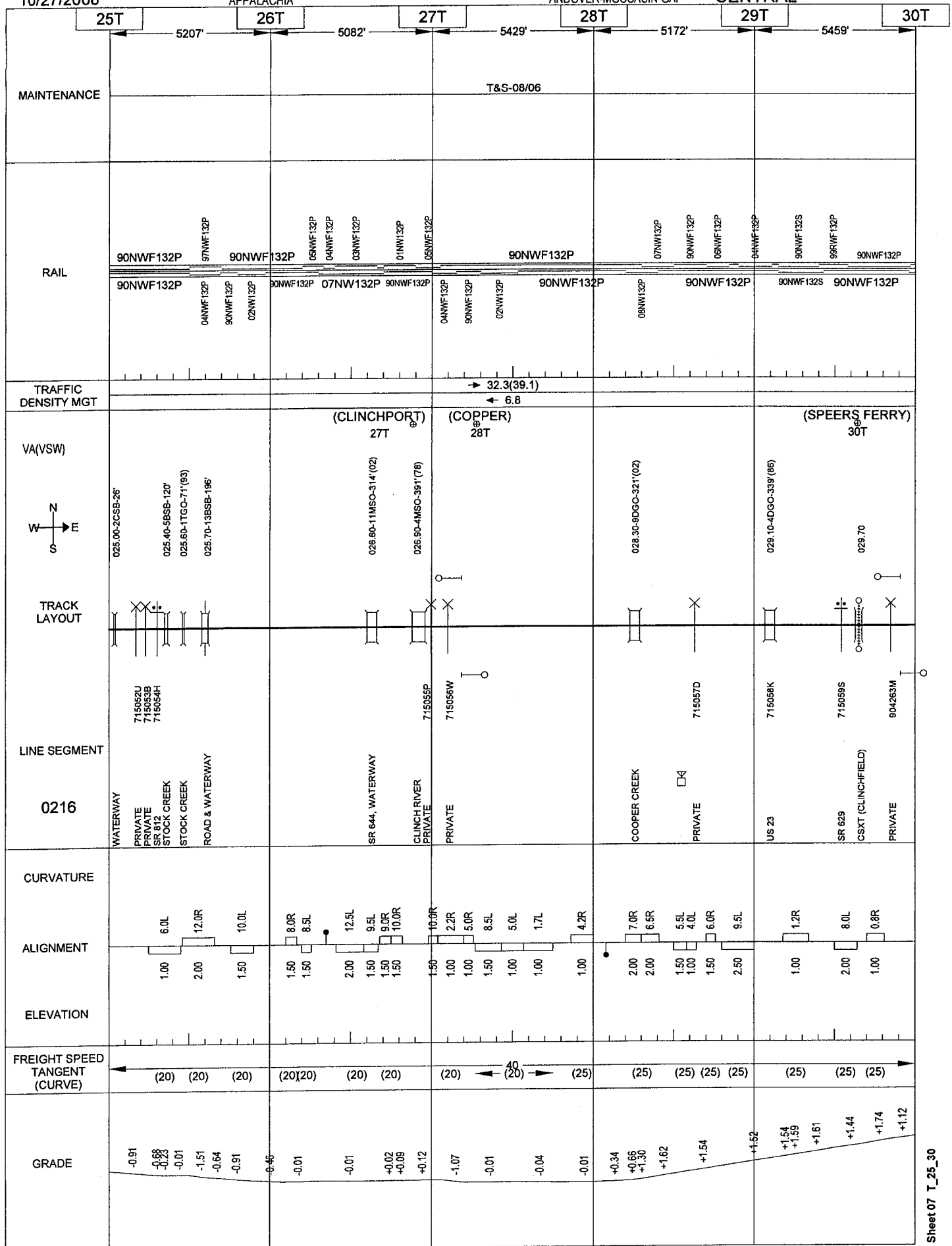
10/27/2008

APPALACHIA

053

ANDOVER-MOCCASIN GAP

CENTRAL



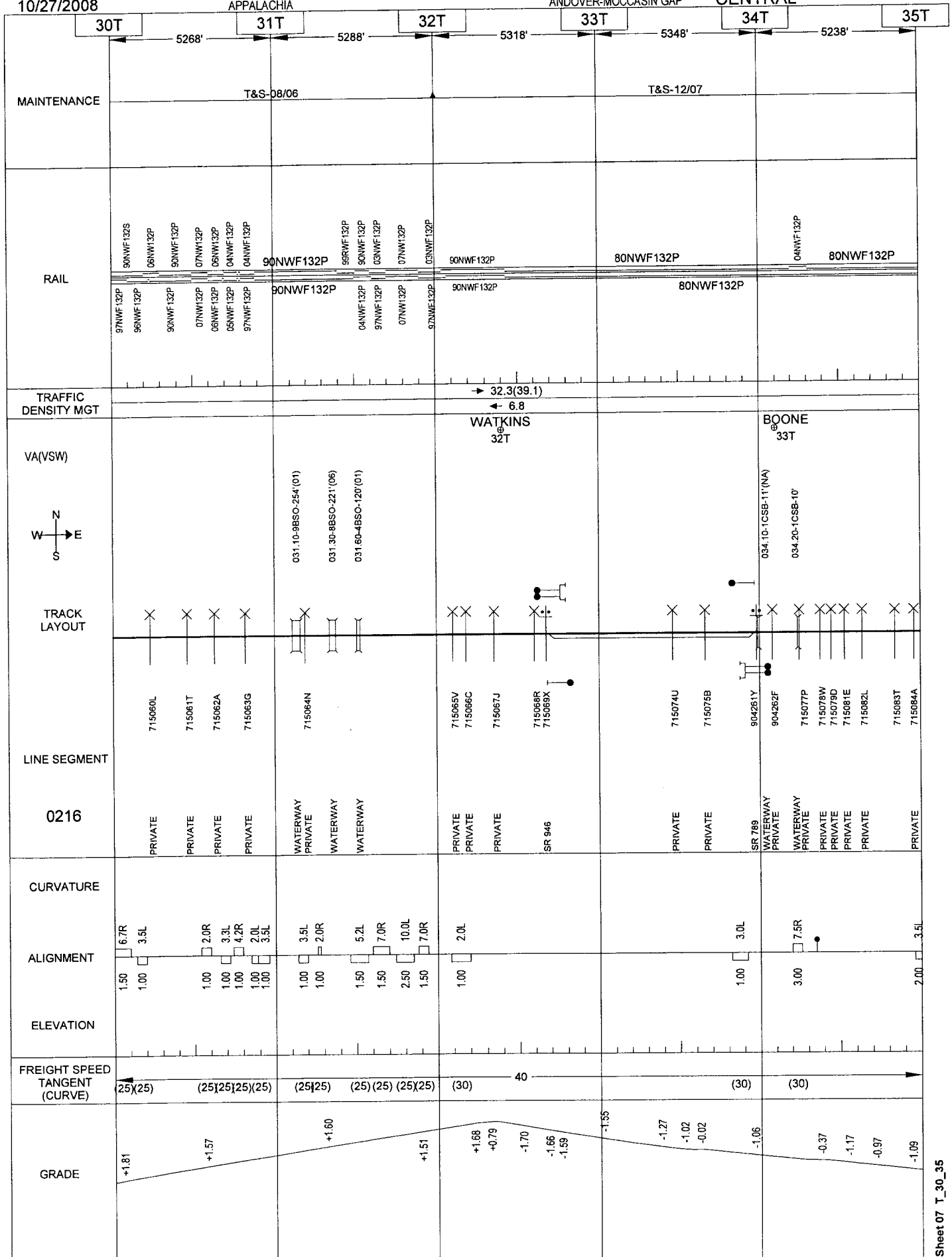
10/27/2008

054

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL



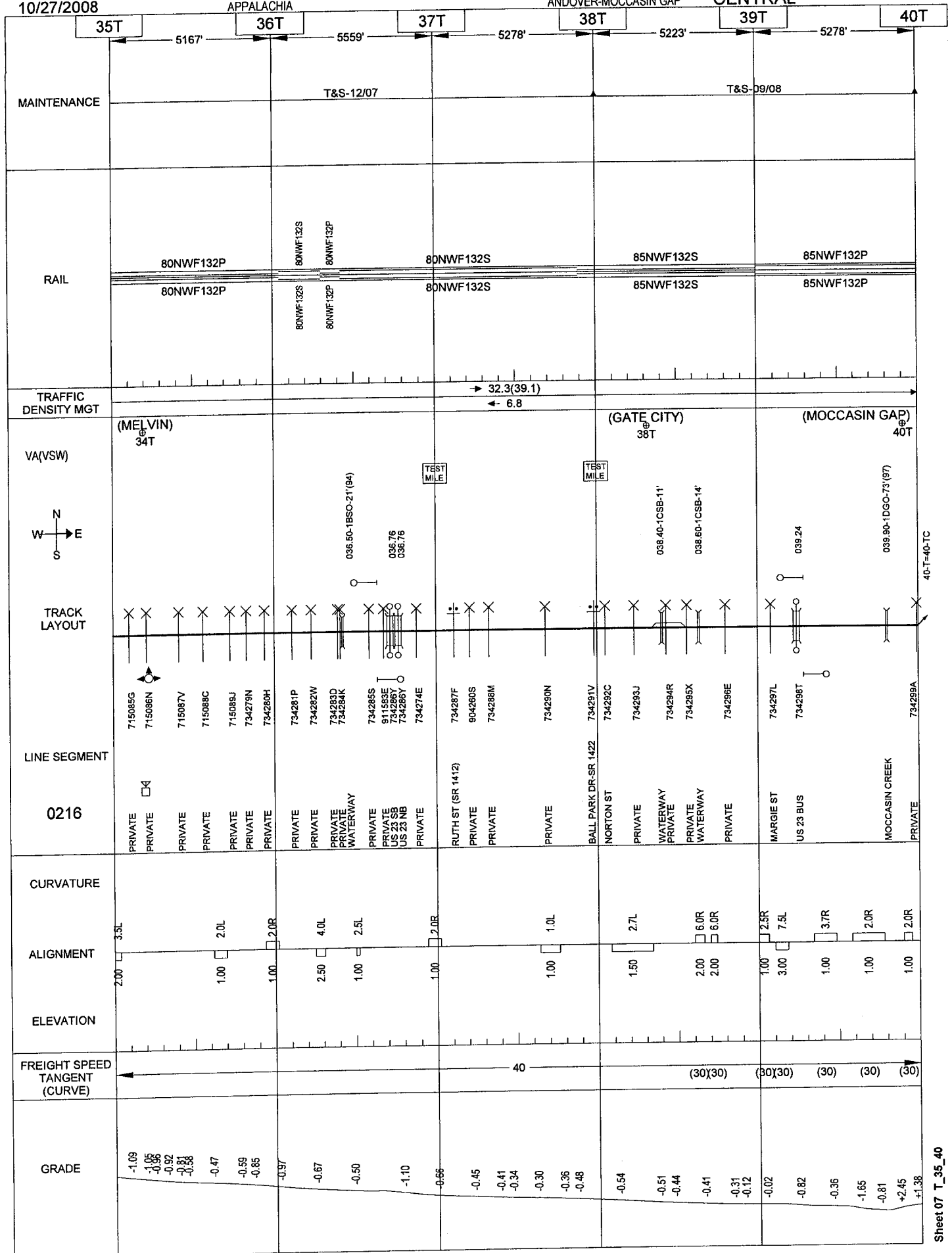
10/27/2008

APPALACHIA

055

ANDOVER-MOCCASIN GAP

CENTRAL



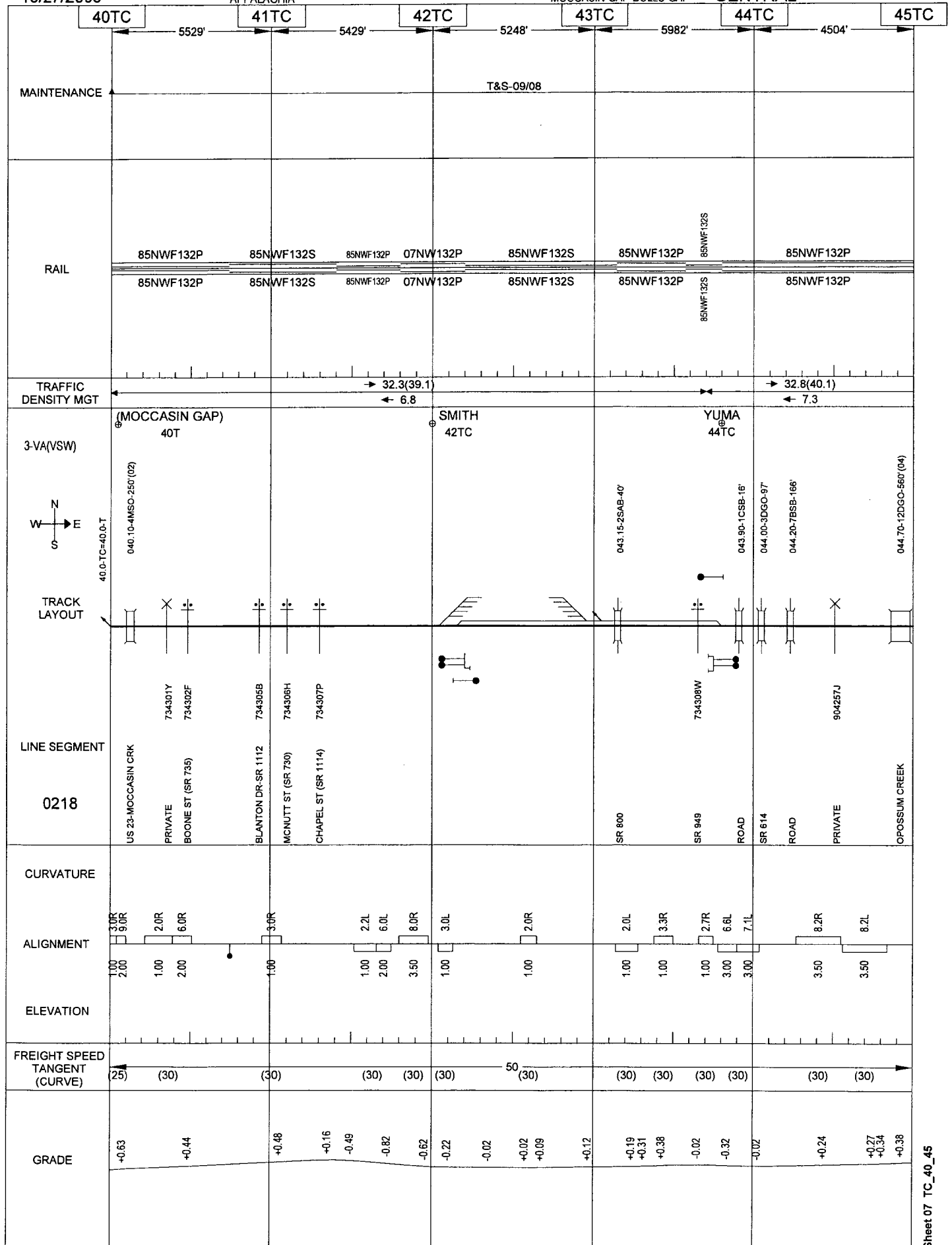
10/27/2008

056

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



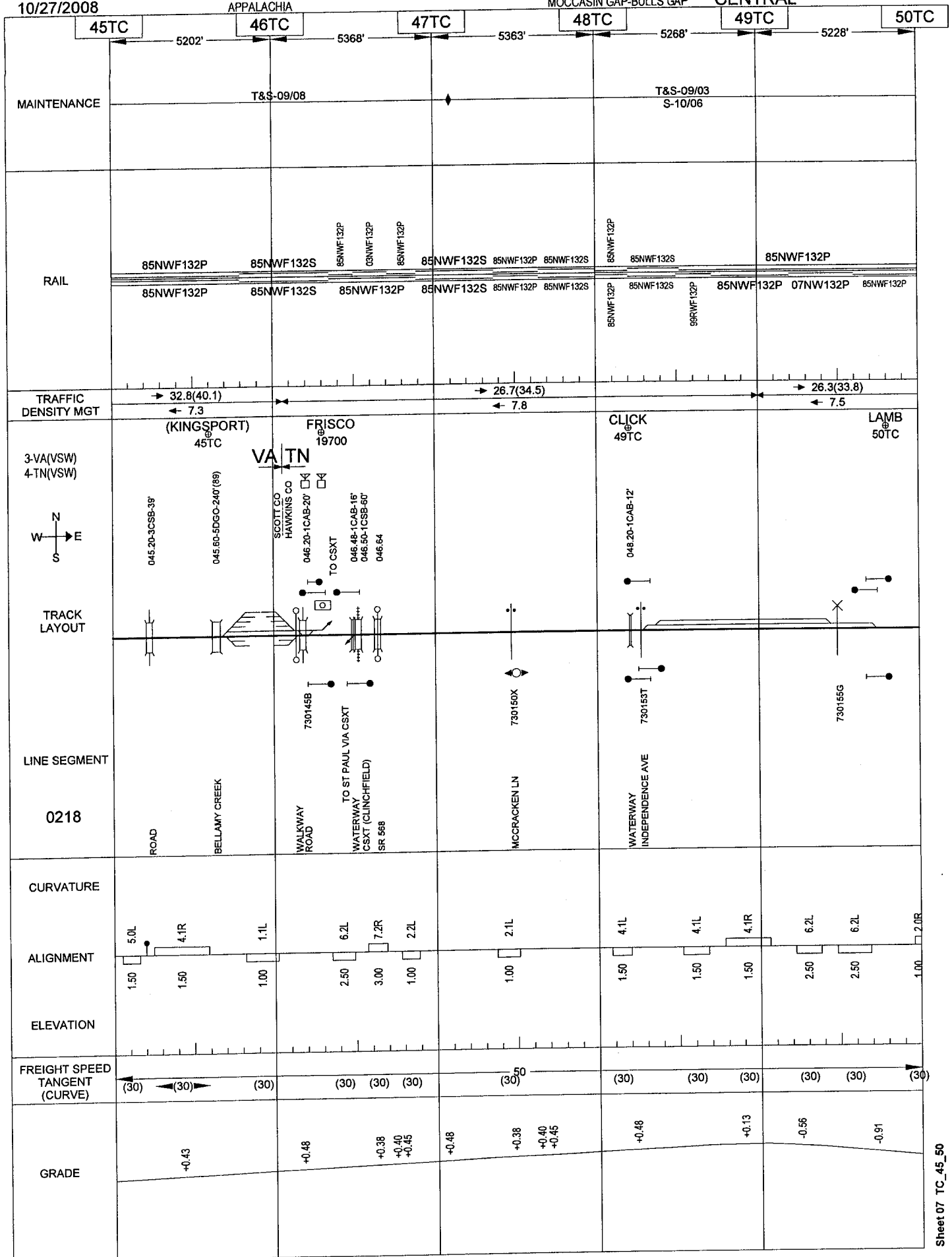
10/27/2008

APPALACHIA

057

MOCCASIN GAP-BULLS GAP

CENTRAL



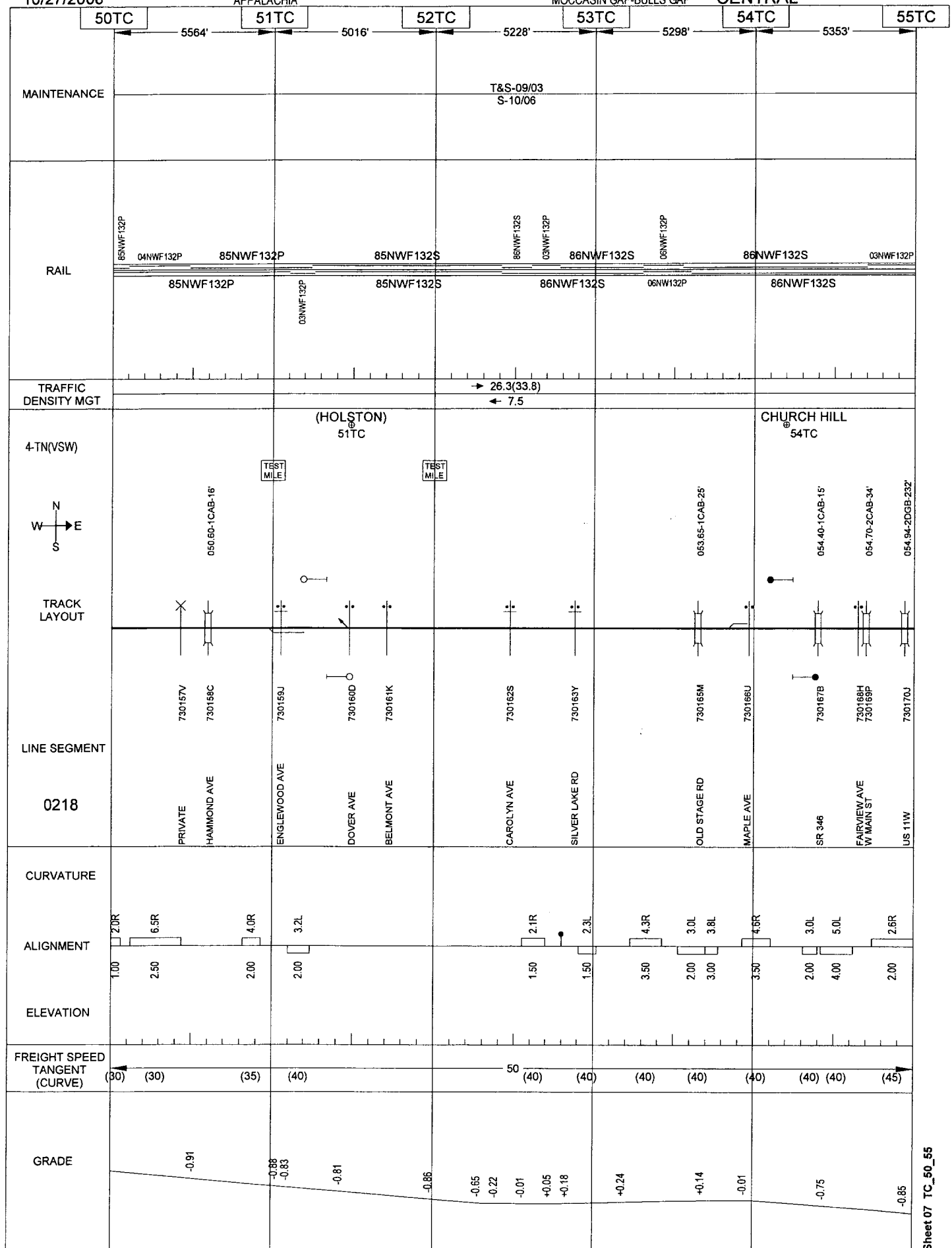
10/27/2008

058

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



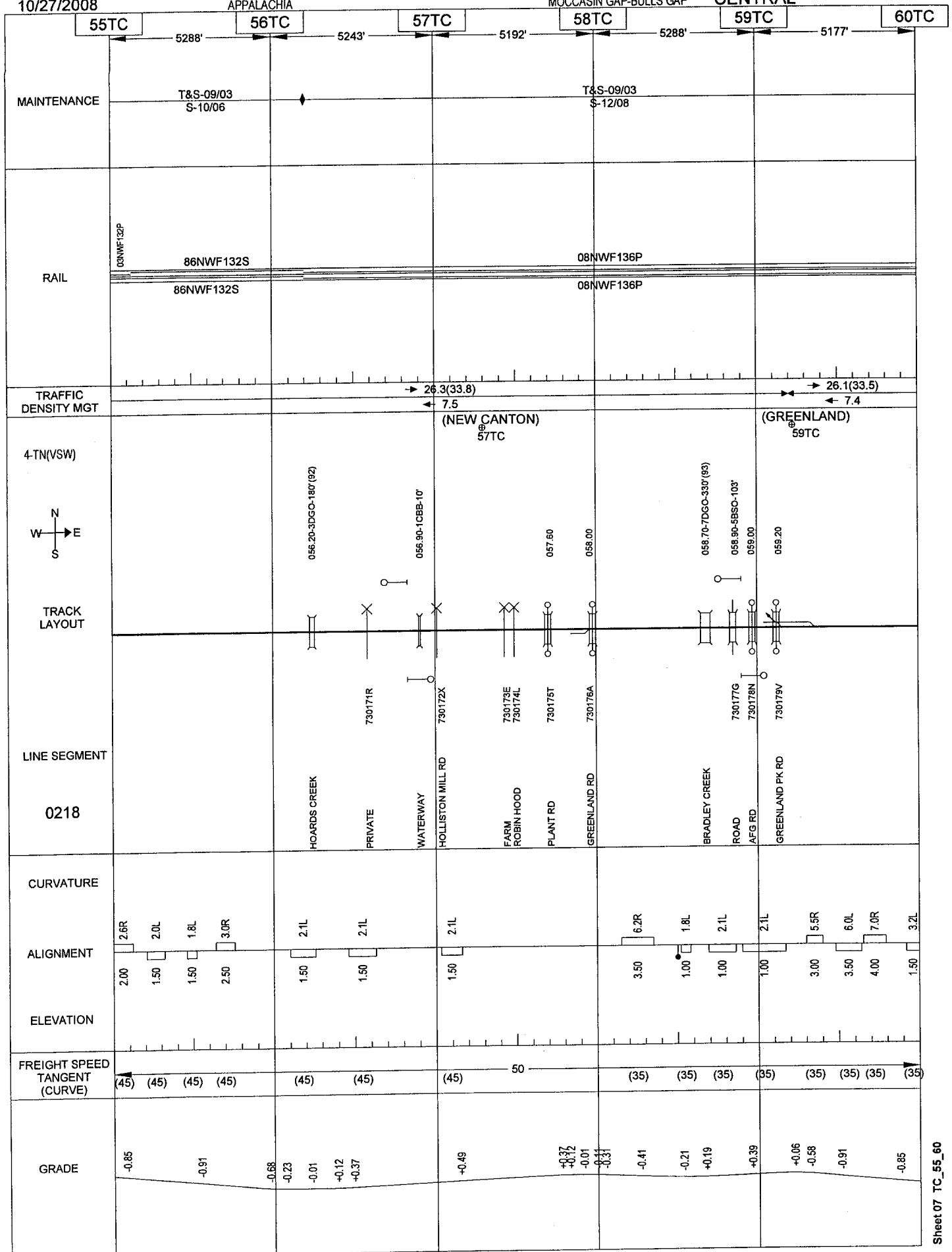
10/27/2008

059

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



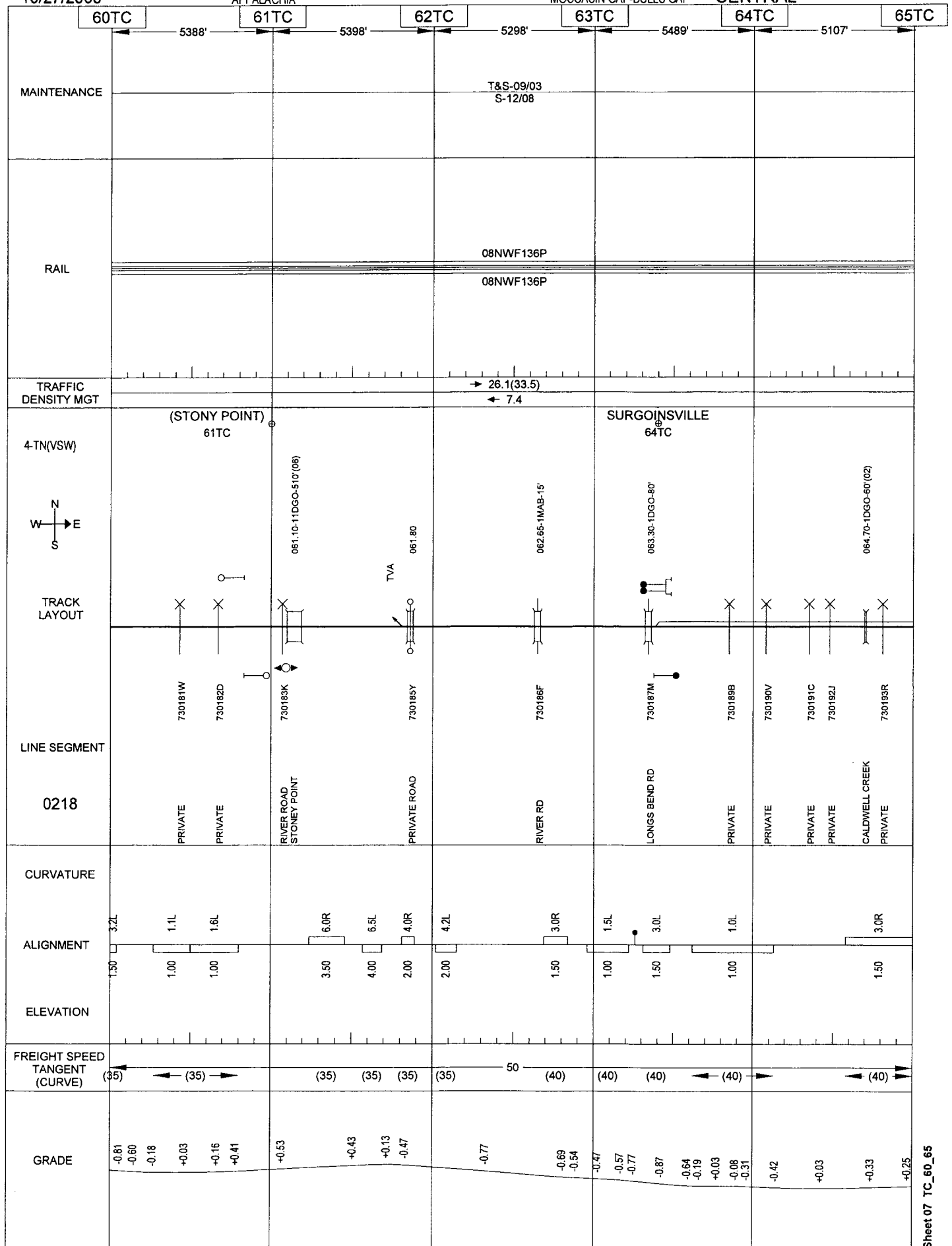
10/27/2008

060

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



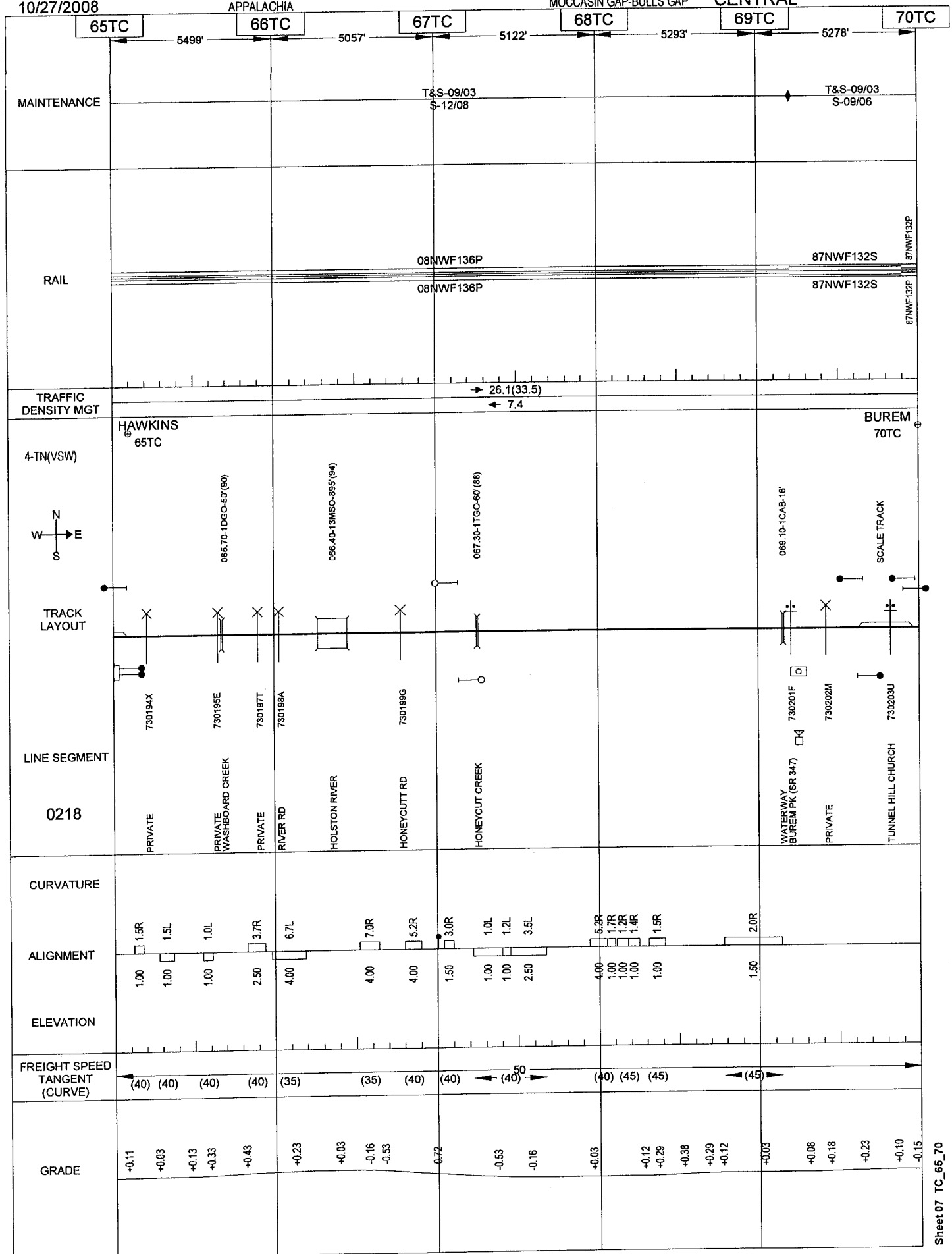
10/27/2008

APPALACHIA

061

MOCCASIN GAP-BULLS GAP

CENTRAL



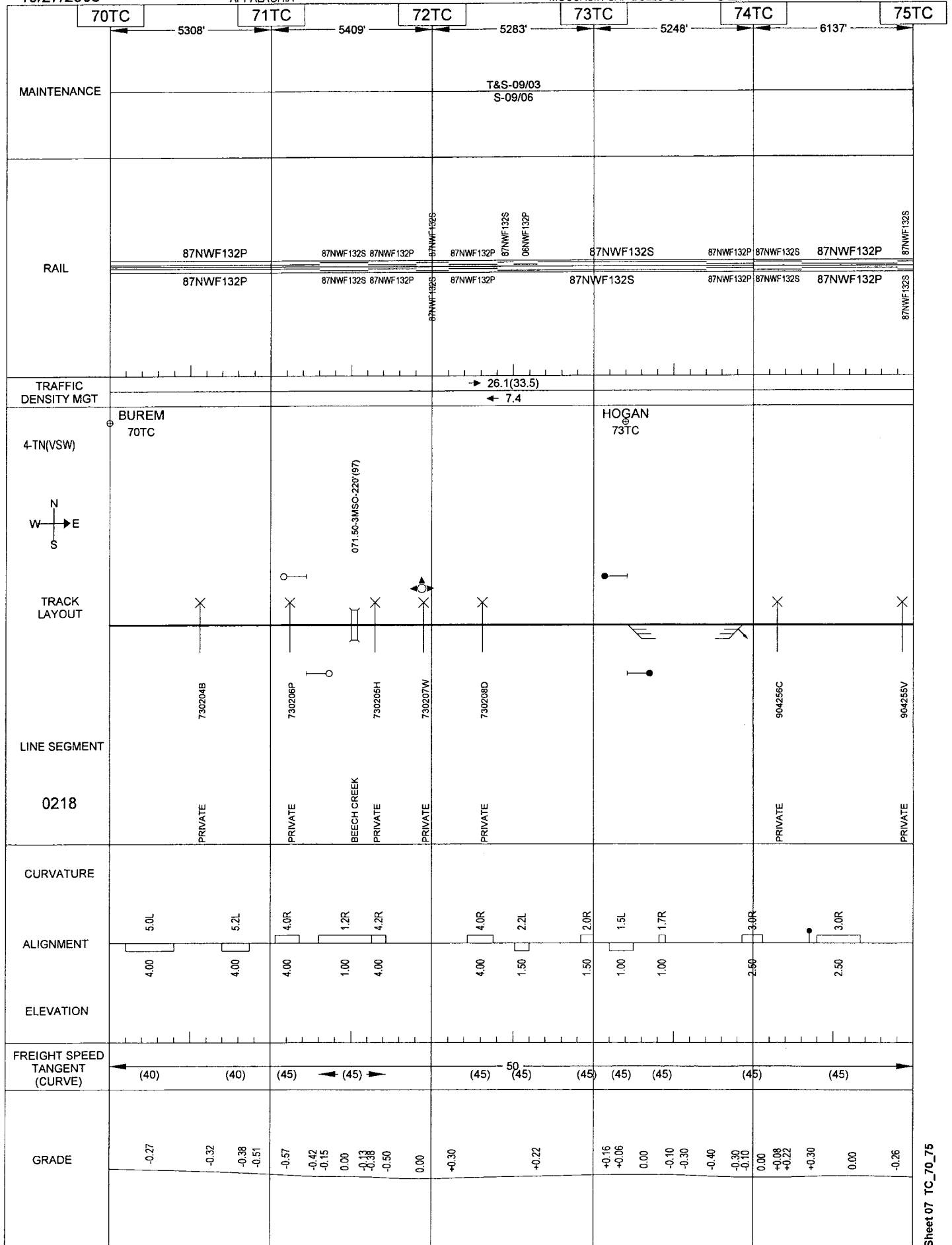
10/27/2008

062

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



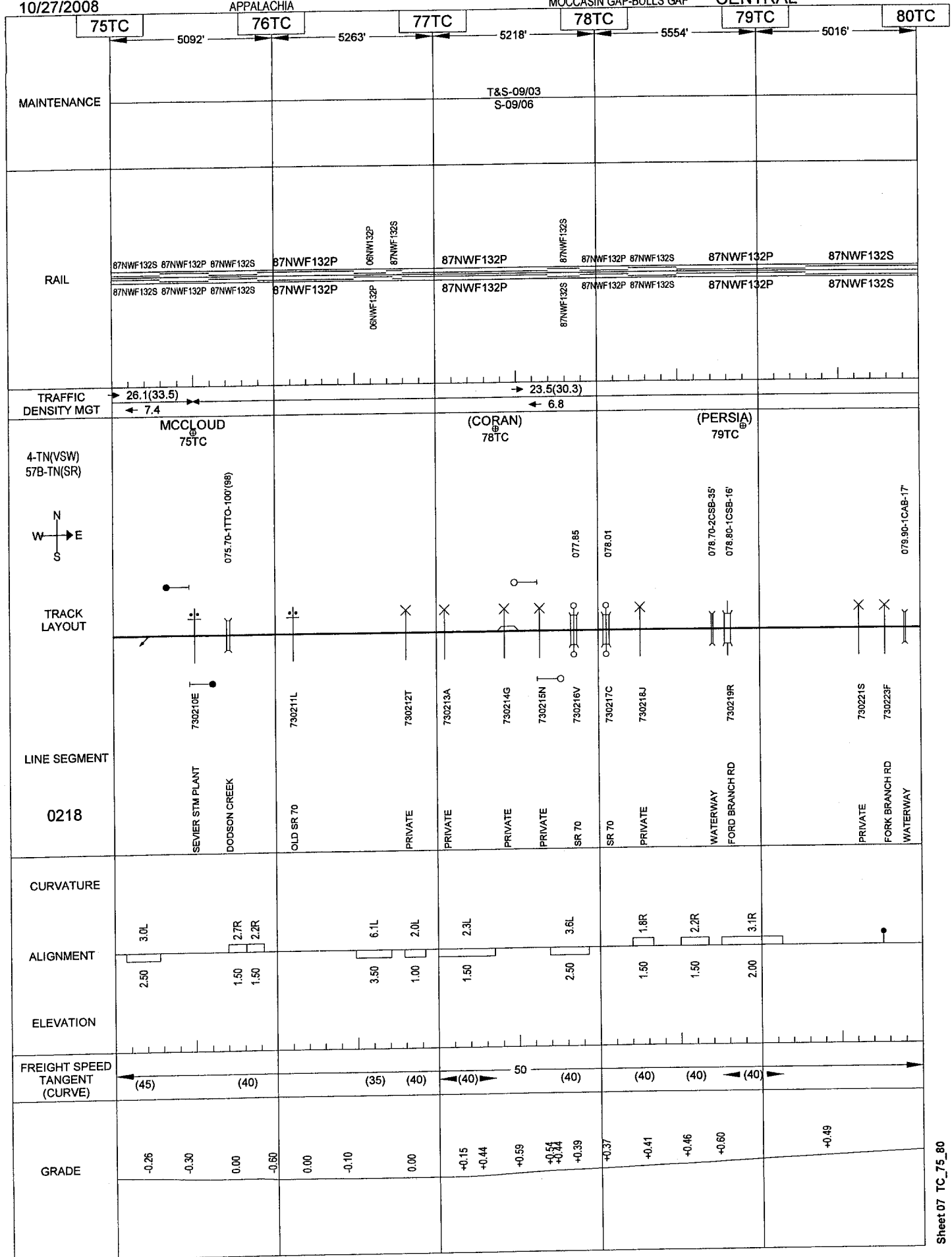
10/27/2008

APPALACHIA

063

MOCCASIN GAP-BULLS GAP

CENTRAL



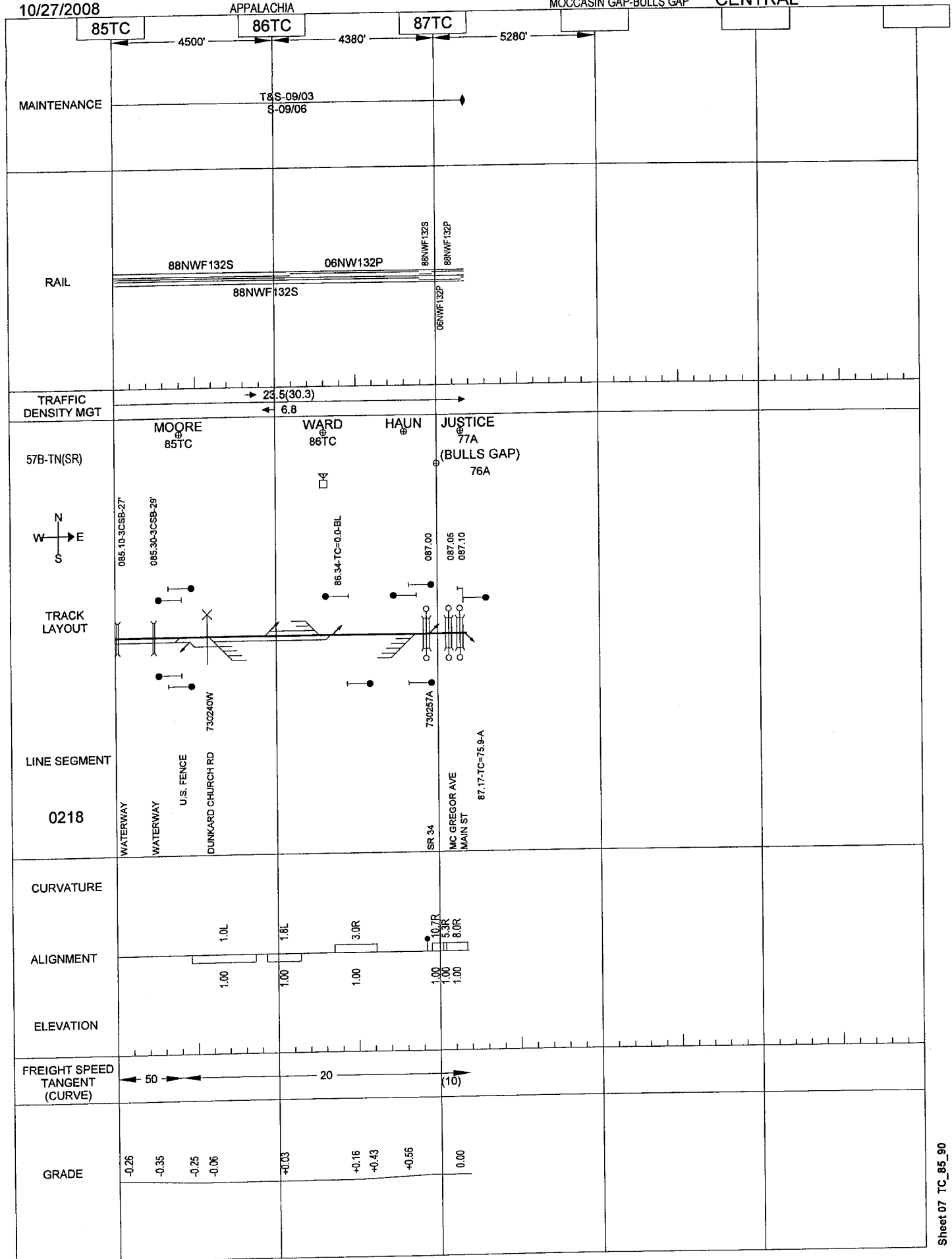
Sheet 07 TC_80_85

10/27/2008

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



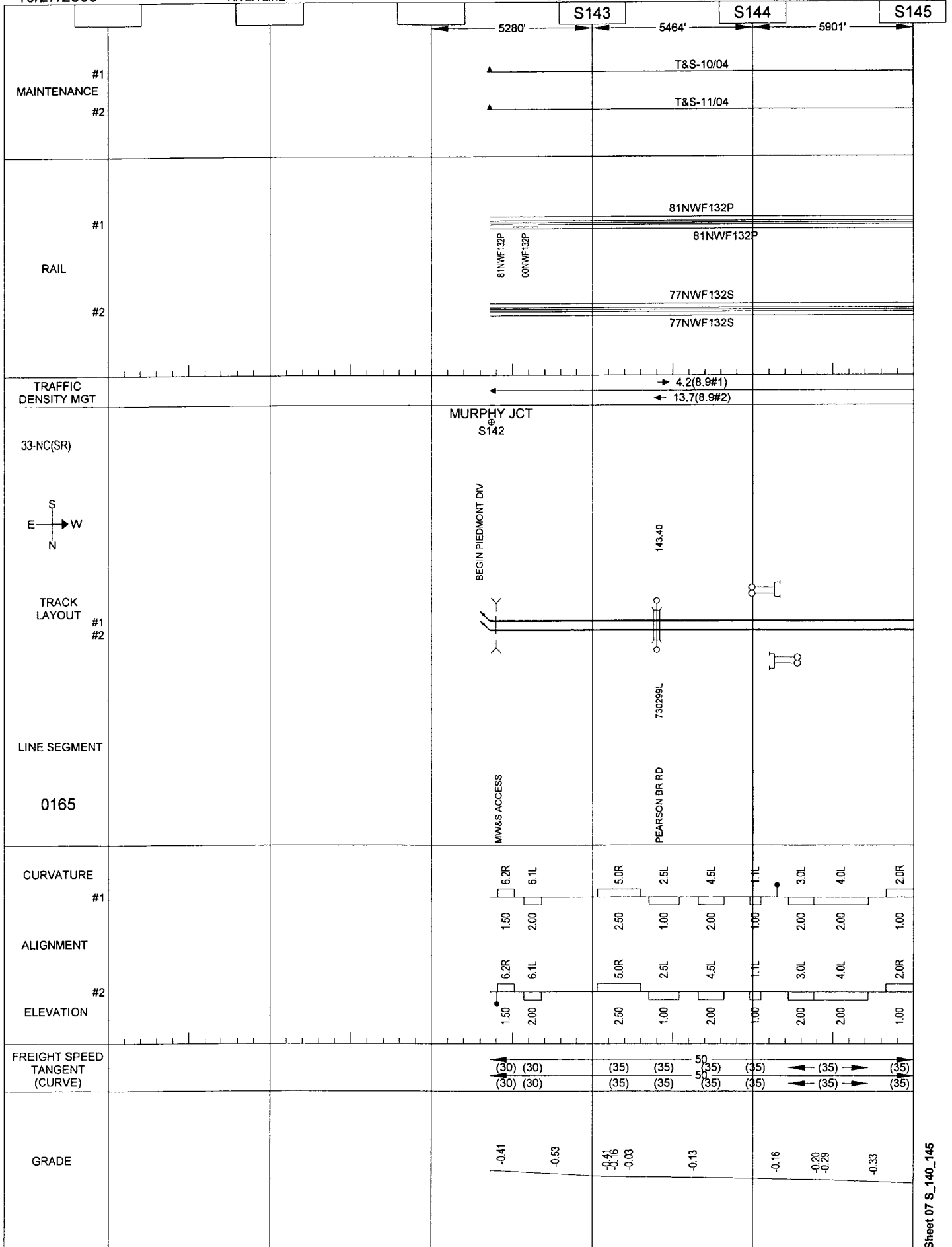
10/27/2008

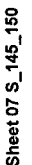
RIVER LINE

066

MURPHY JCT-NEW LINE

CENTRAL





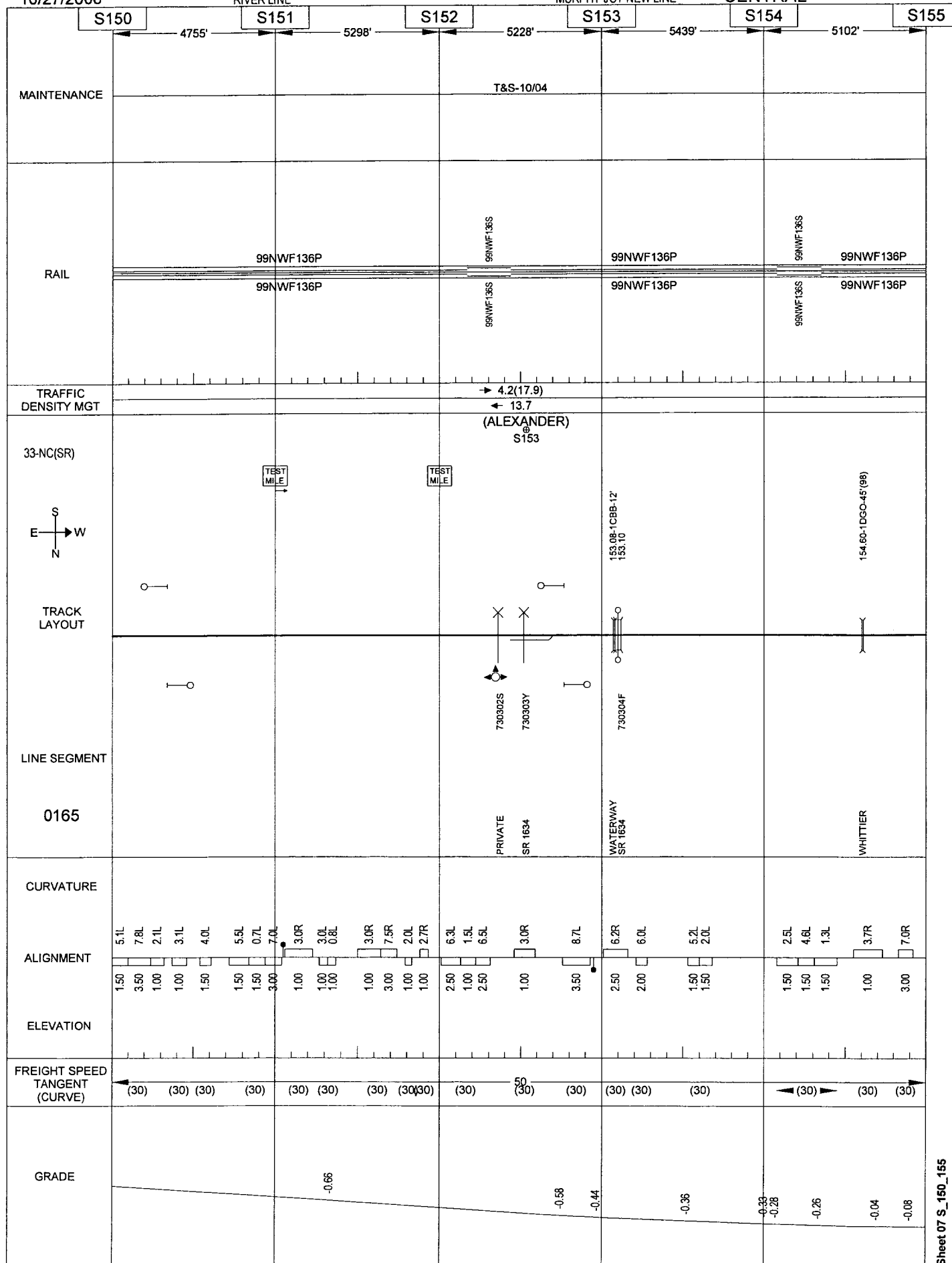
10/27/2008

068

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



Sheet 07 S_155_160

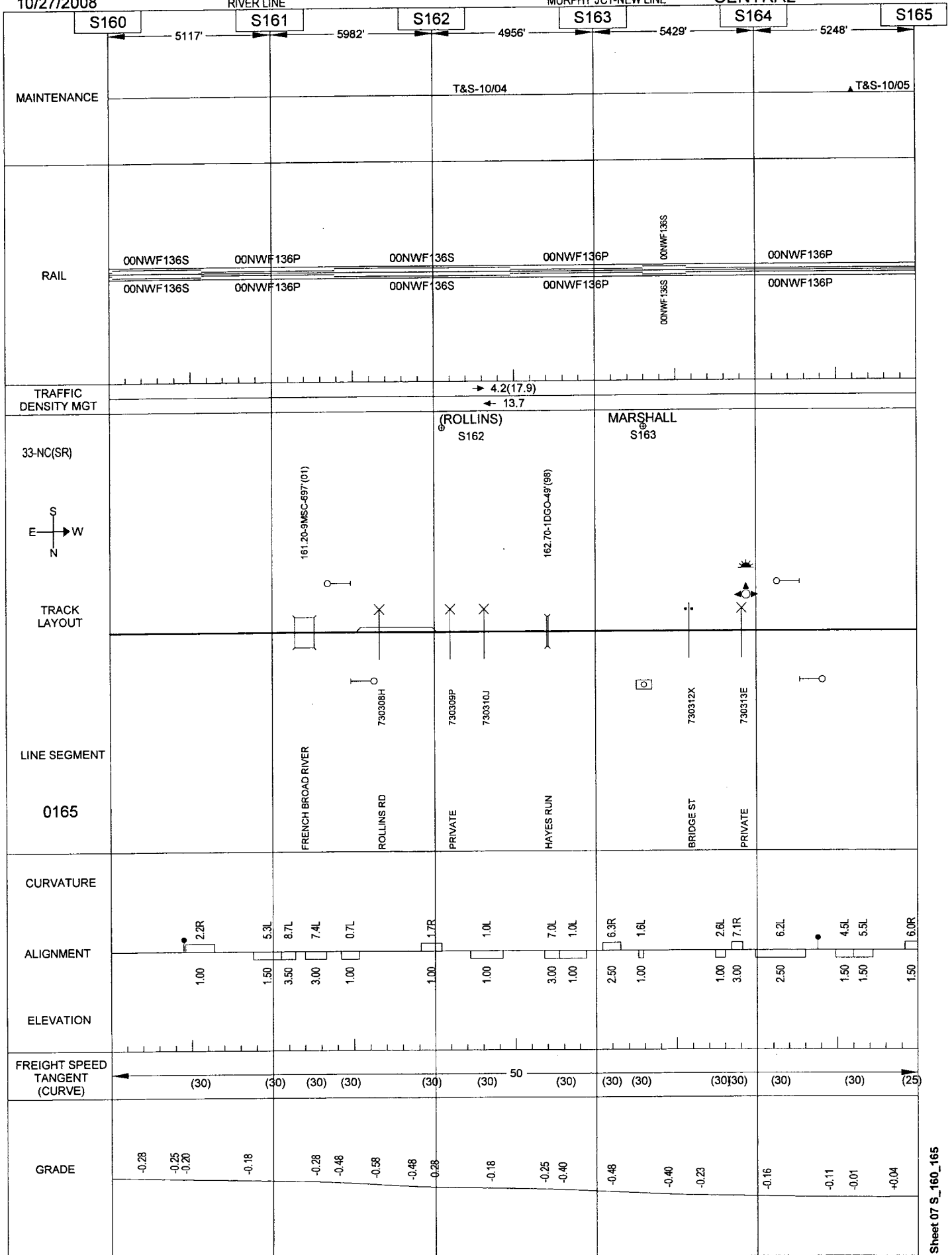
10/27/2008

070

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

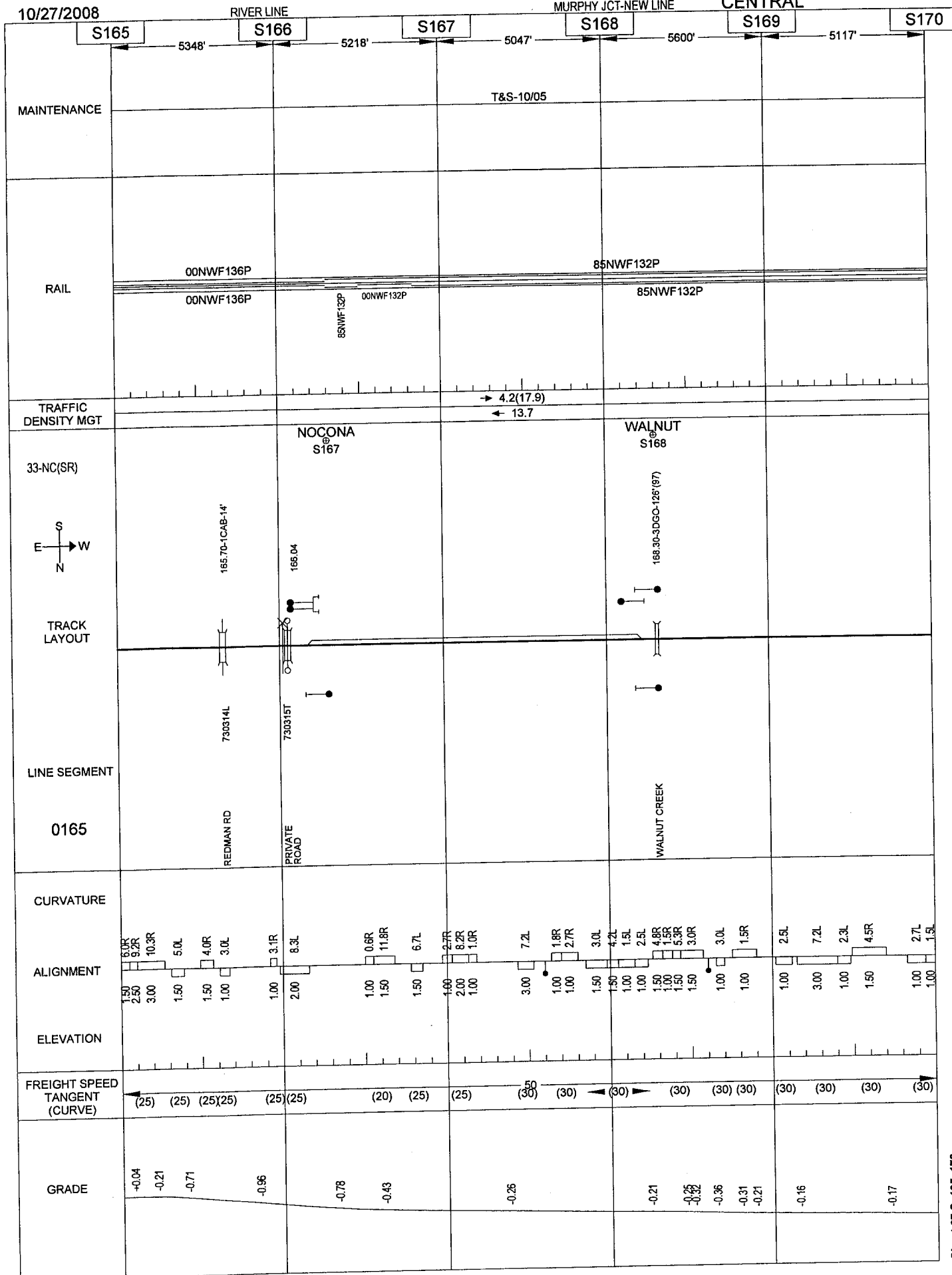


10/27/2008

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



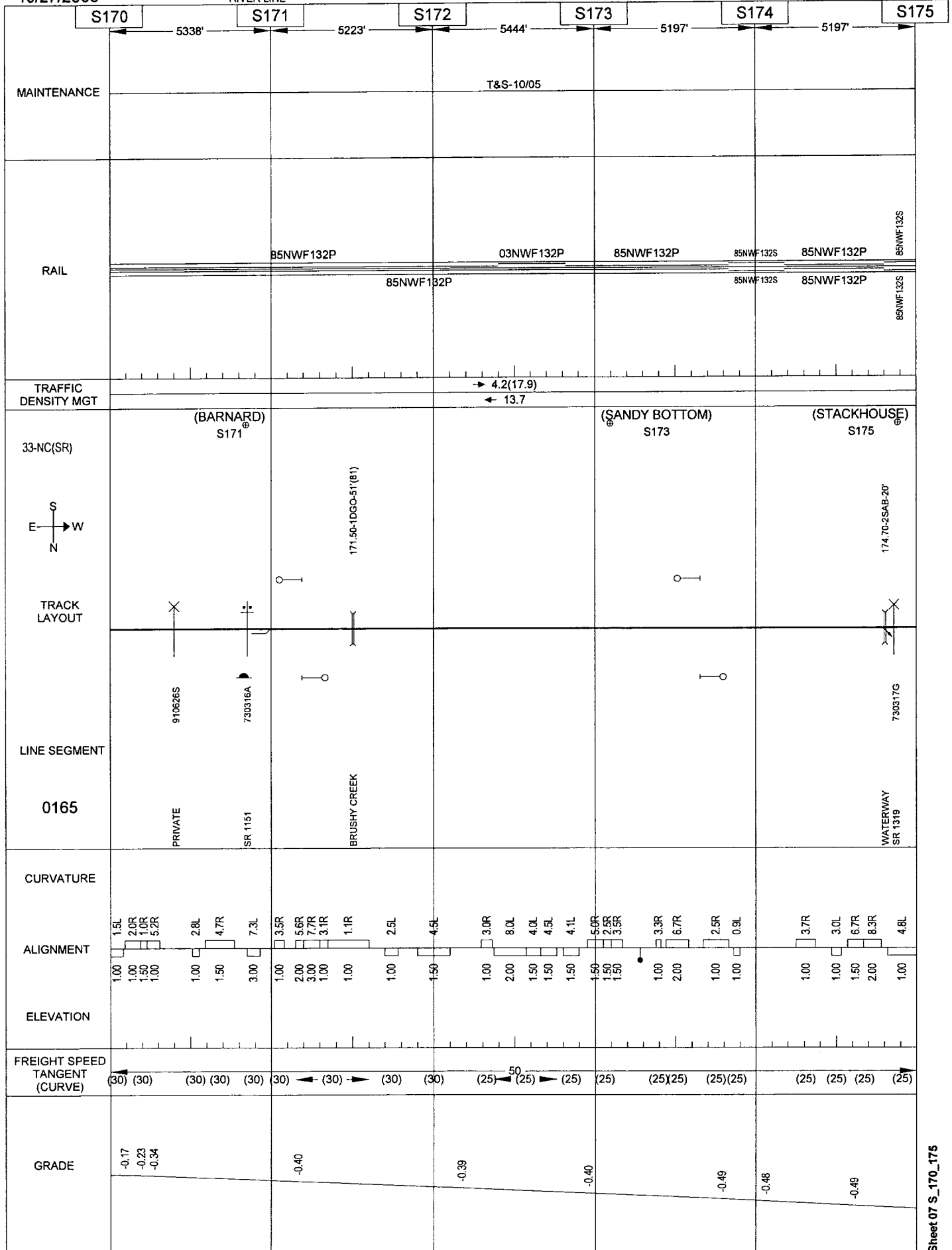
10/27/2008

072

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



S180

5180

4680

T&S-10/05

RAIL

85NWF132S	85NWF132S
-----------	-----------

03NWF132P

85NWF132P

85NWF132P

00NWF132P

85NWF132P

04NWF132P

85NWF132S

86NWF132

05N1WF132P

TRAFFIC
DENSITY MGT

→ 4.2(17.9)

← 13.7

33-NC(SR)

(RUNION)
S176

175.80-12MSC-376'(98)

TRACK LAYOUT

LINE SEGMENT

0165

AIREF RIVER

FRENCH BROAD RIVER

730319V

3300 JIMBURY

APPENDIX

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT (

- 50

GRADE

-0.4

0.49

0.45
0.29

35

36

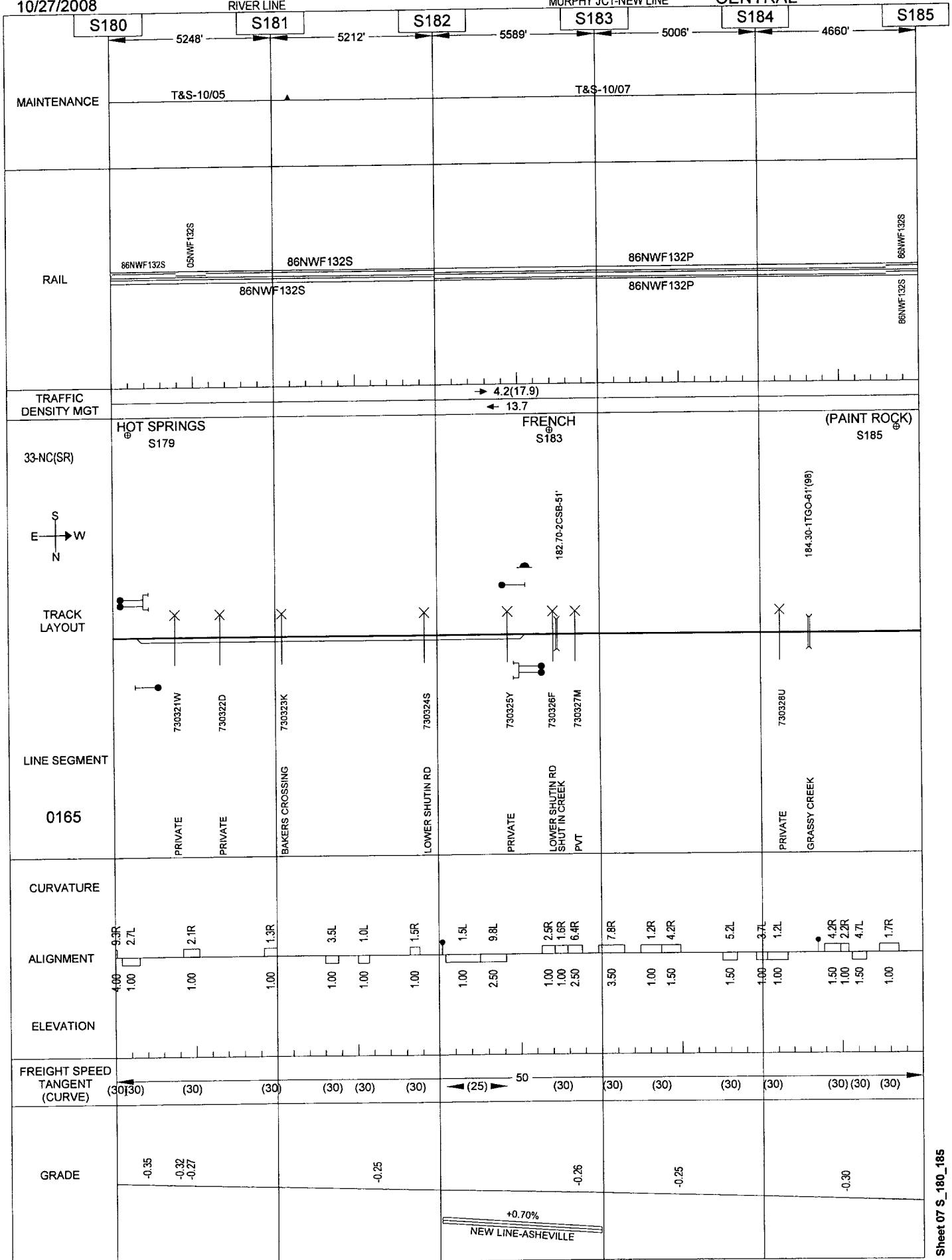
5

10/27/2008

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



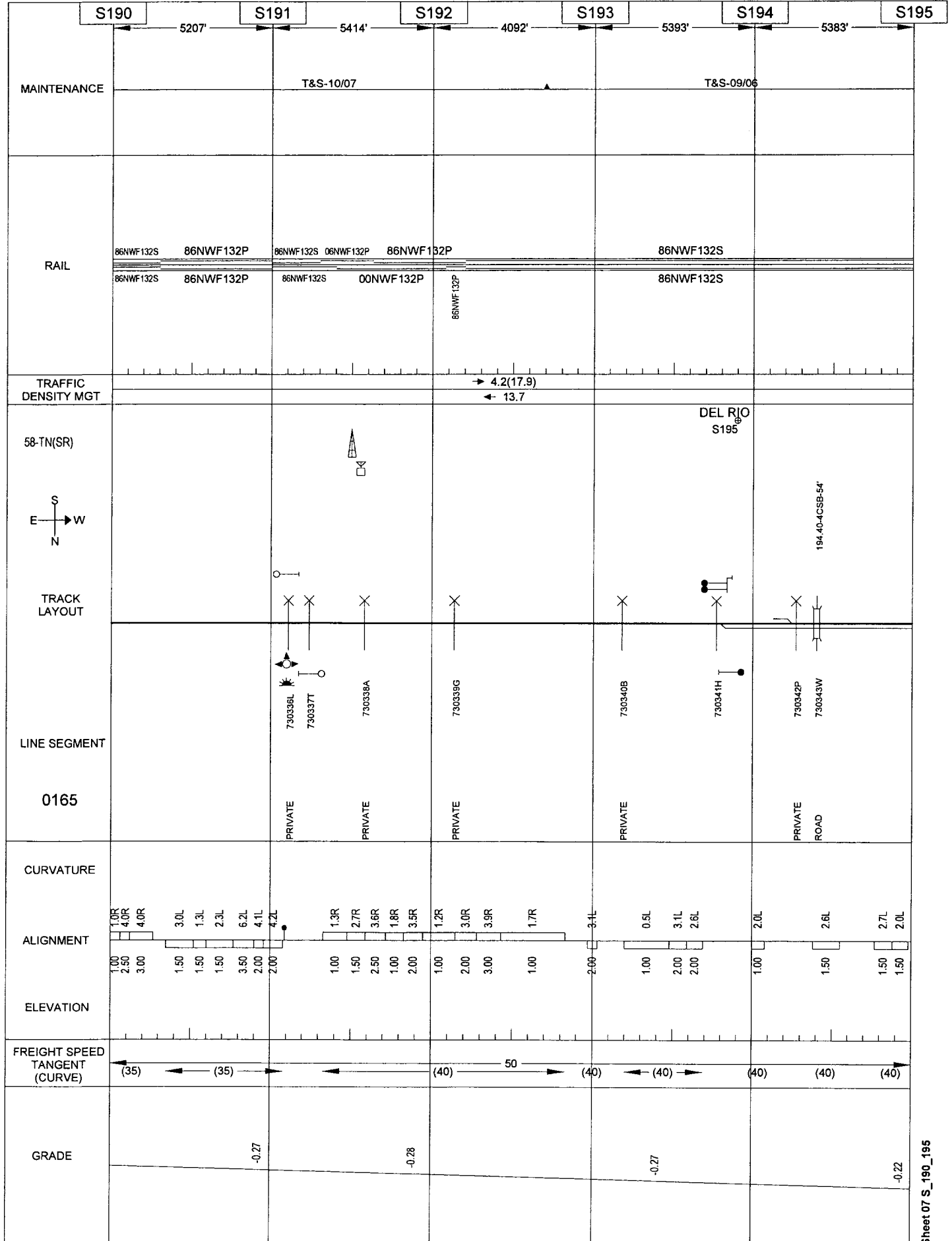
10/27/2008

076

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



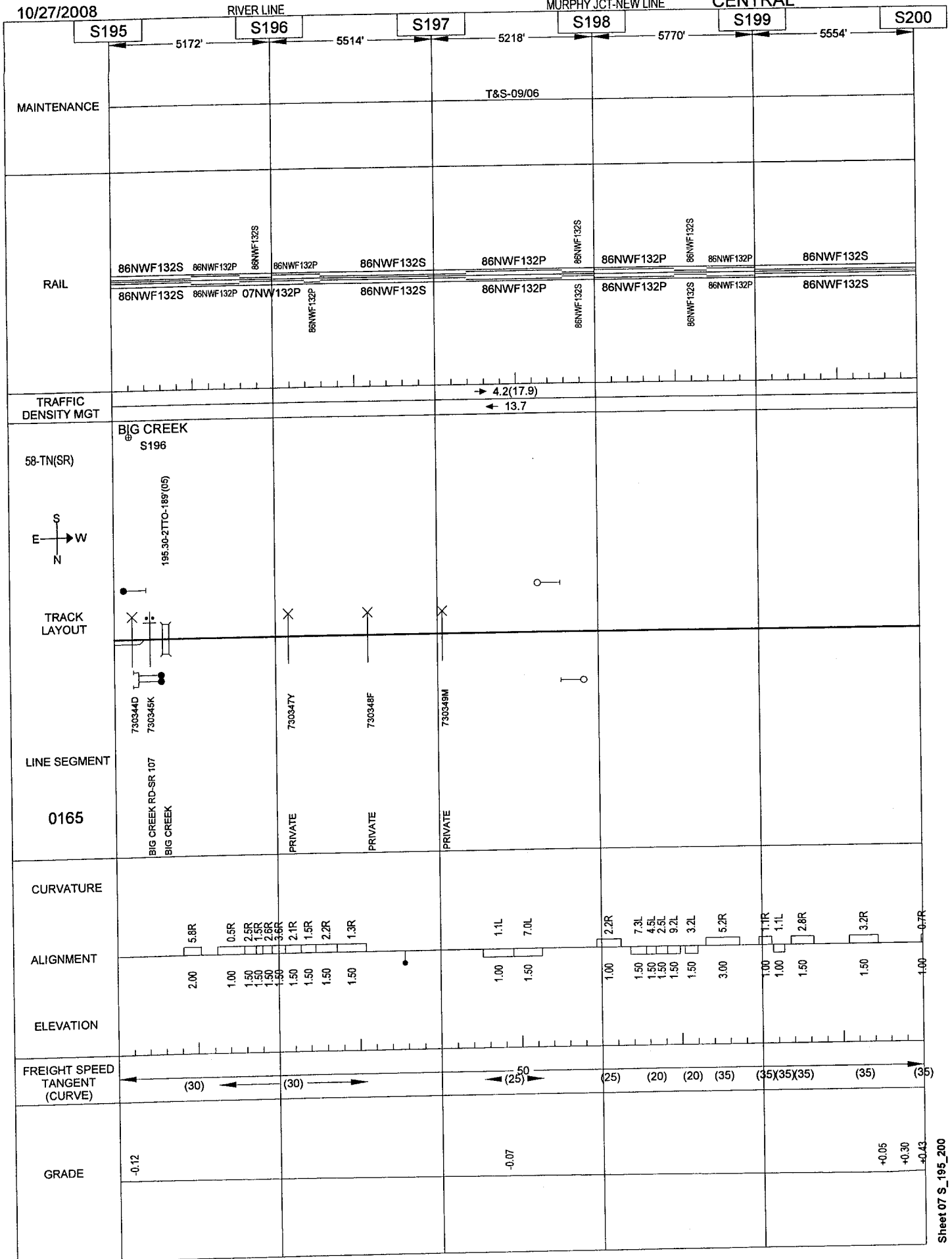
10/27/2008

077

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



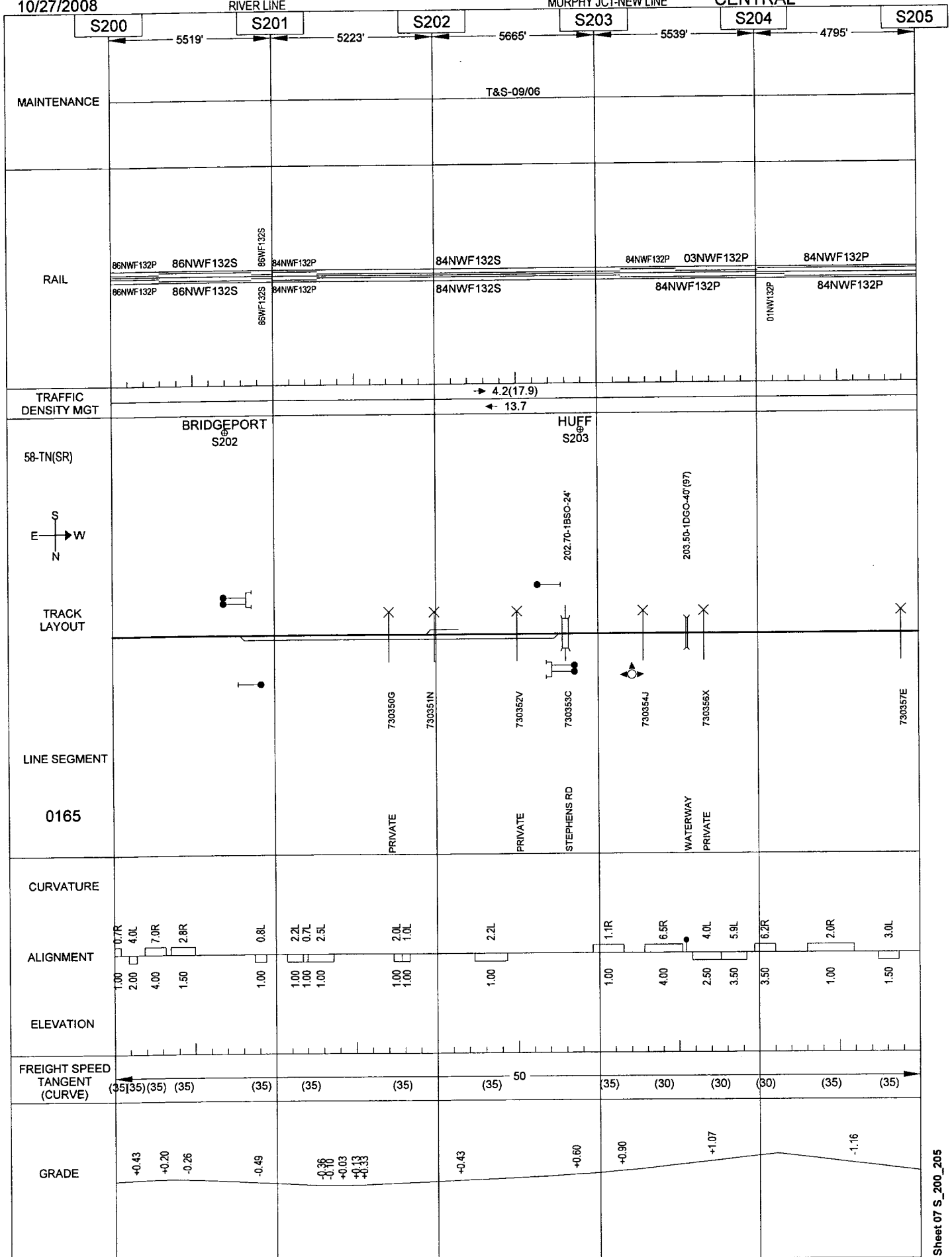
10/27/2008

078

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



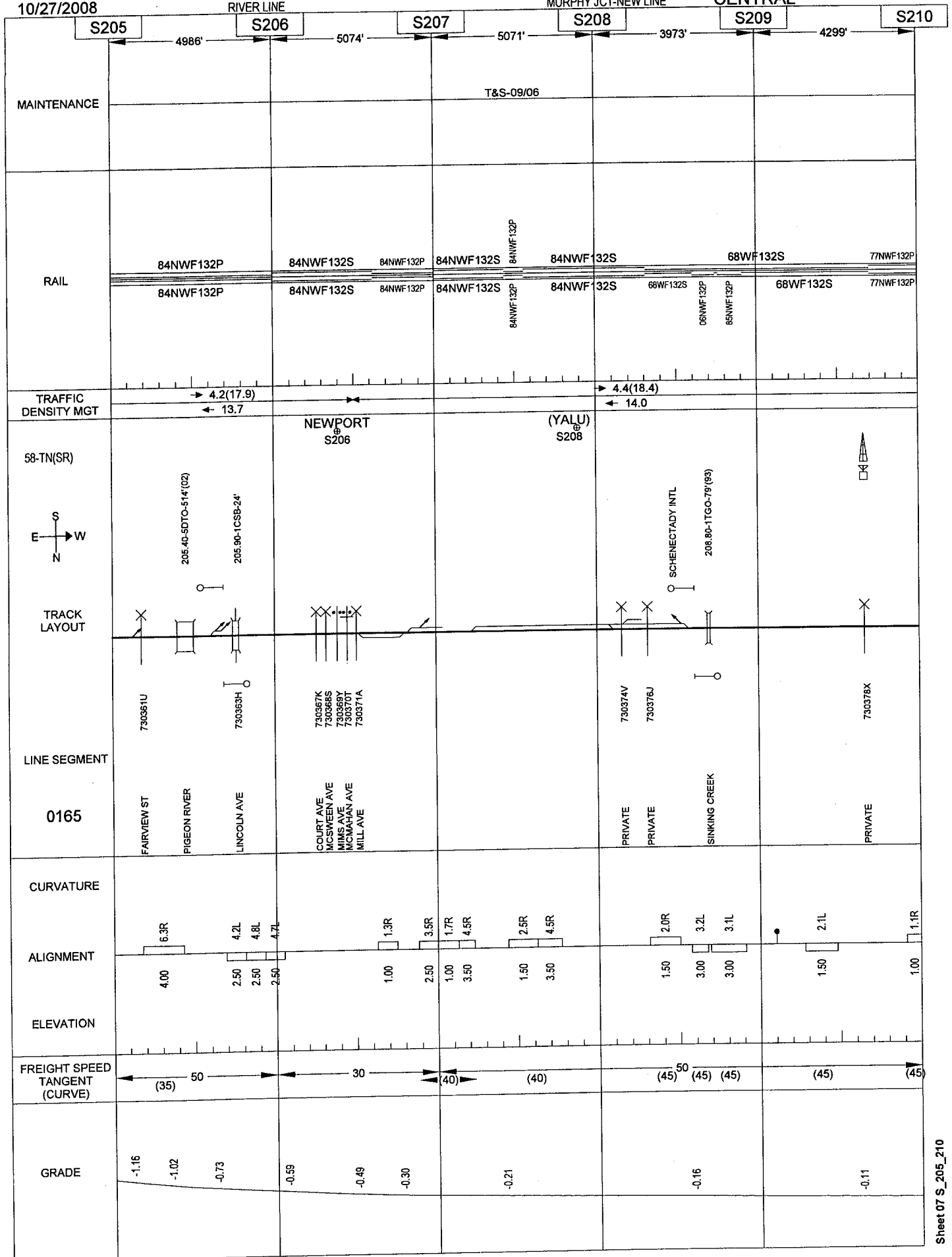
10/27/2008

079

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



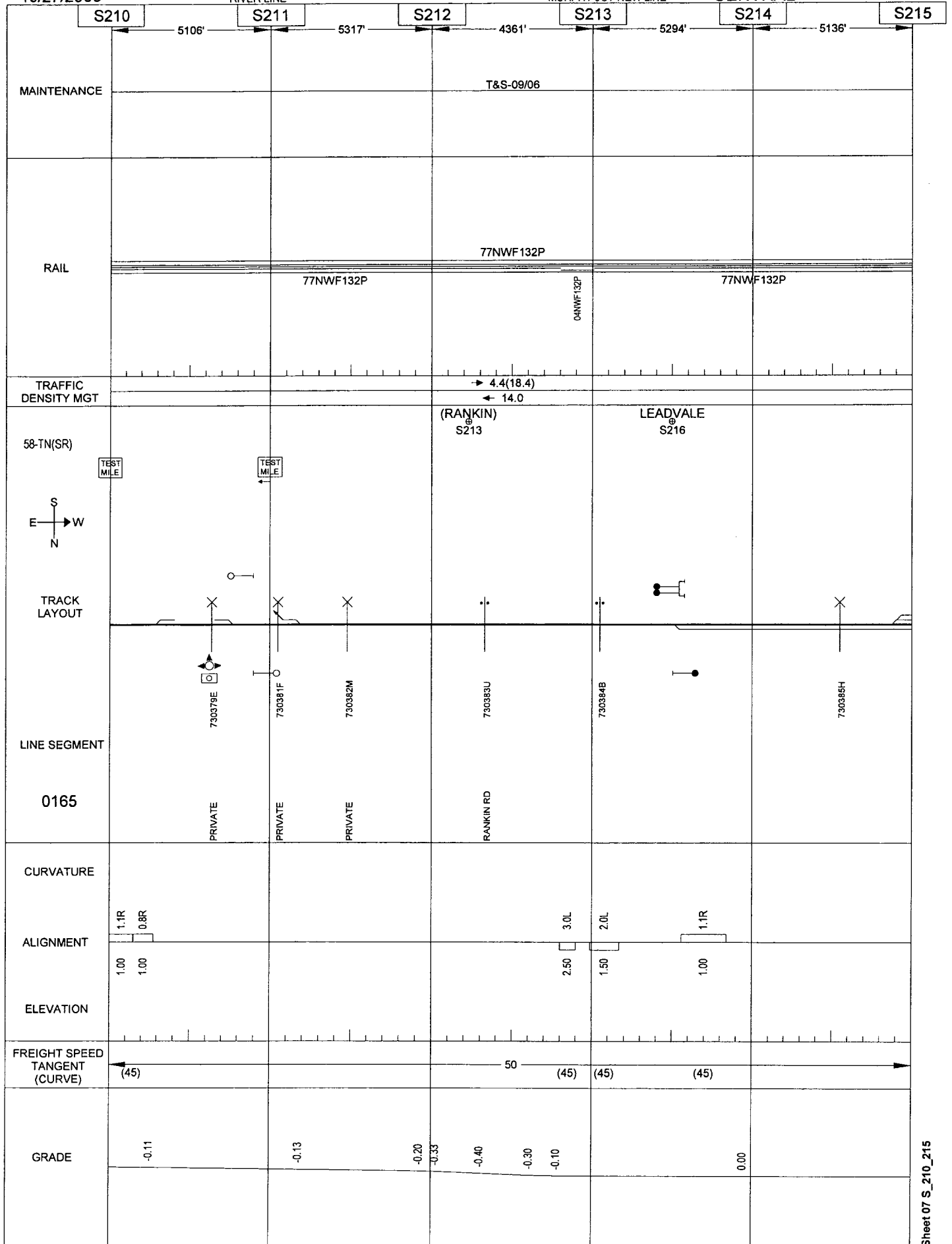
10/27/2008

080

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



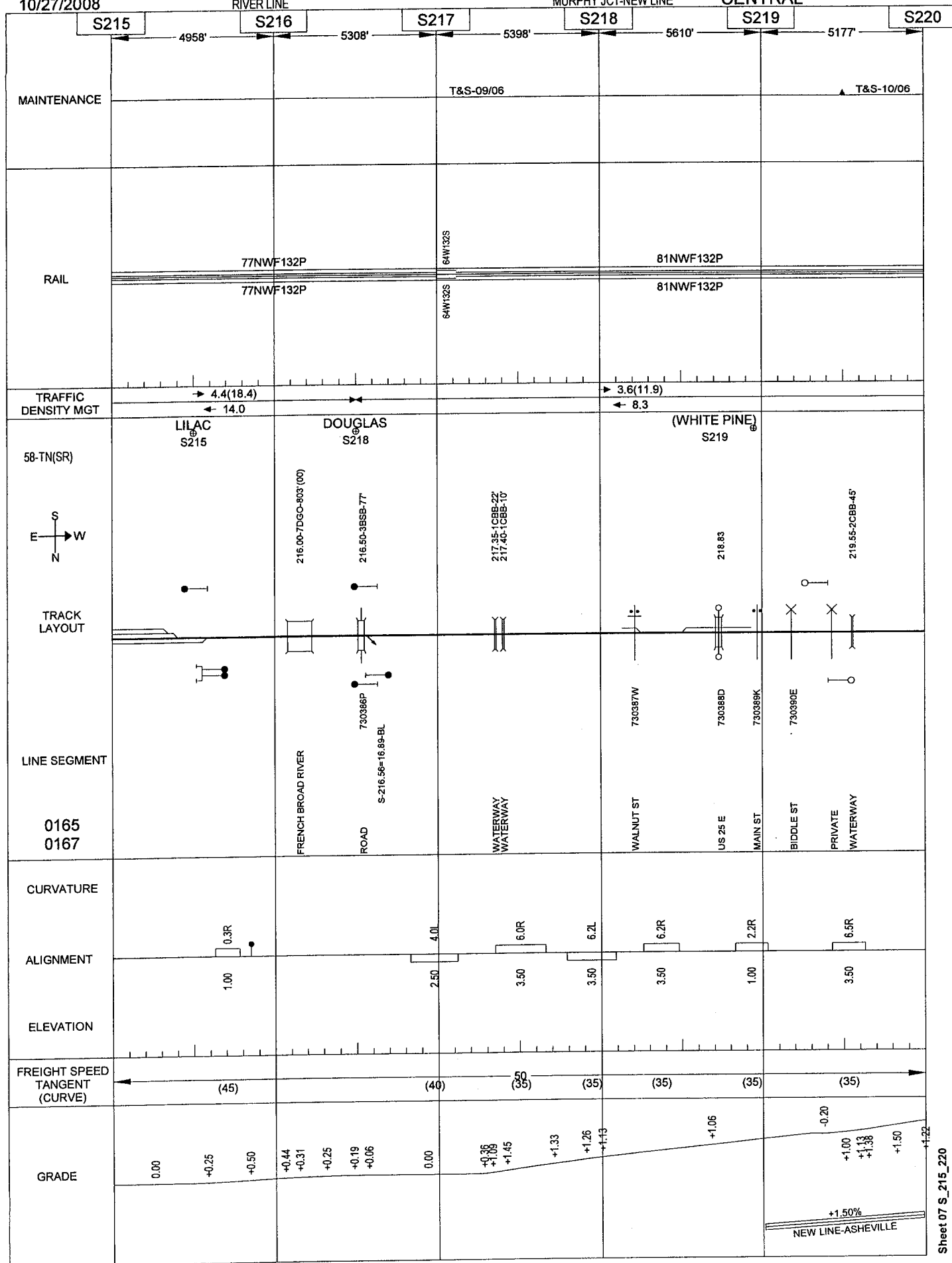
10/27/2008

081

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



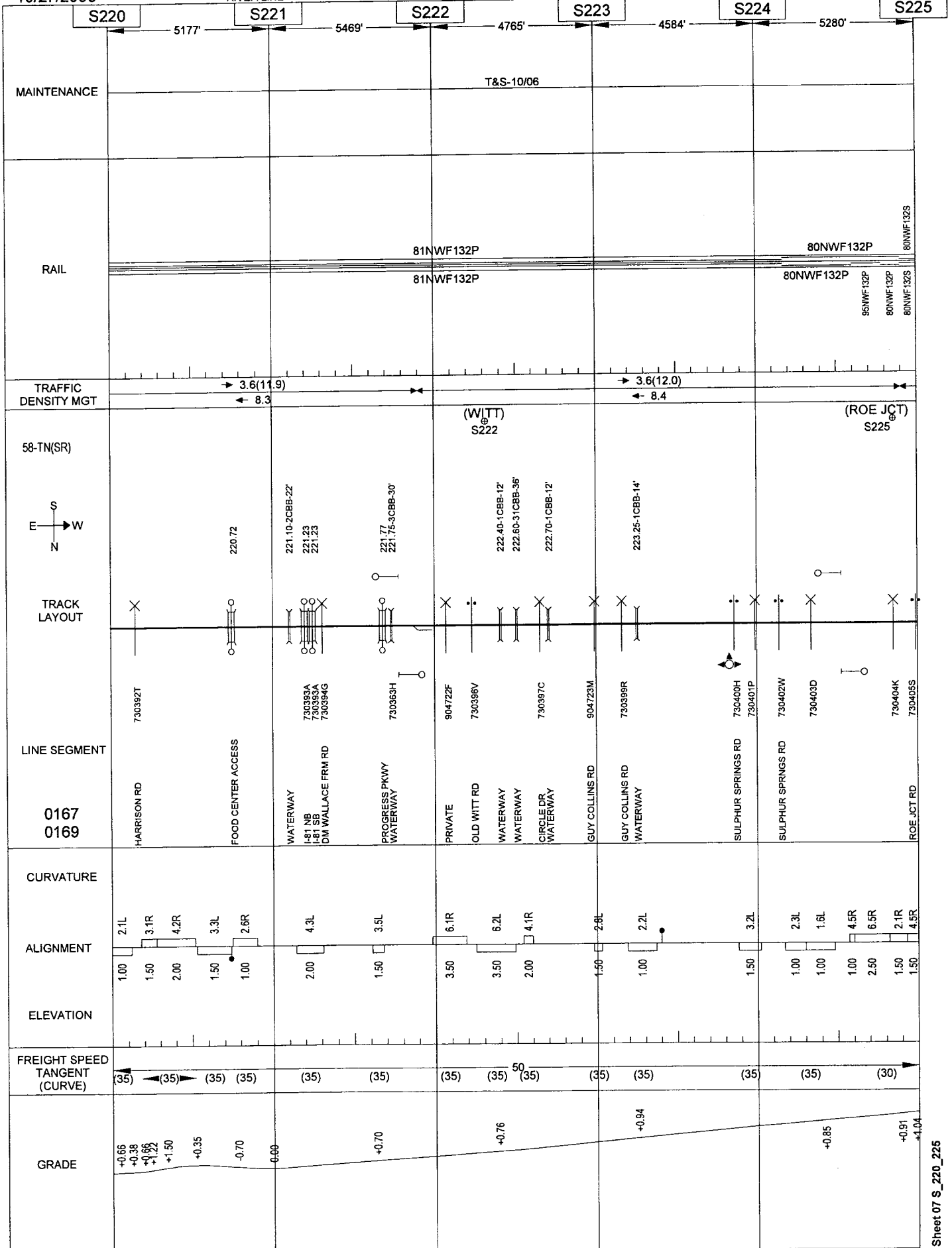
10/27/2008

082

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



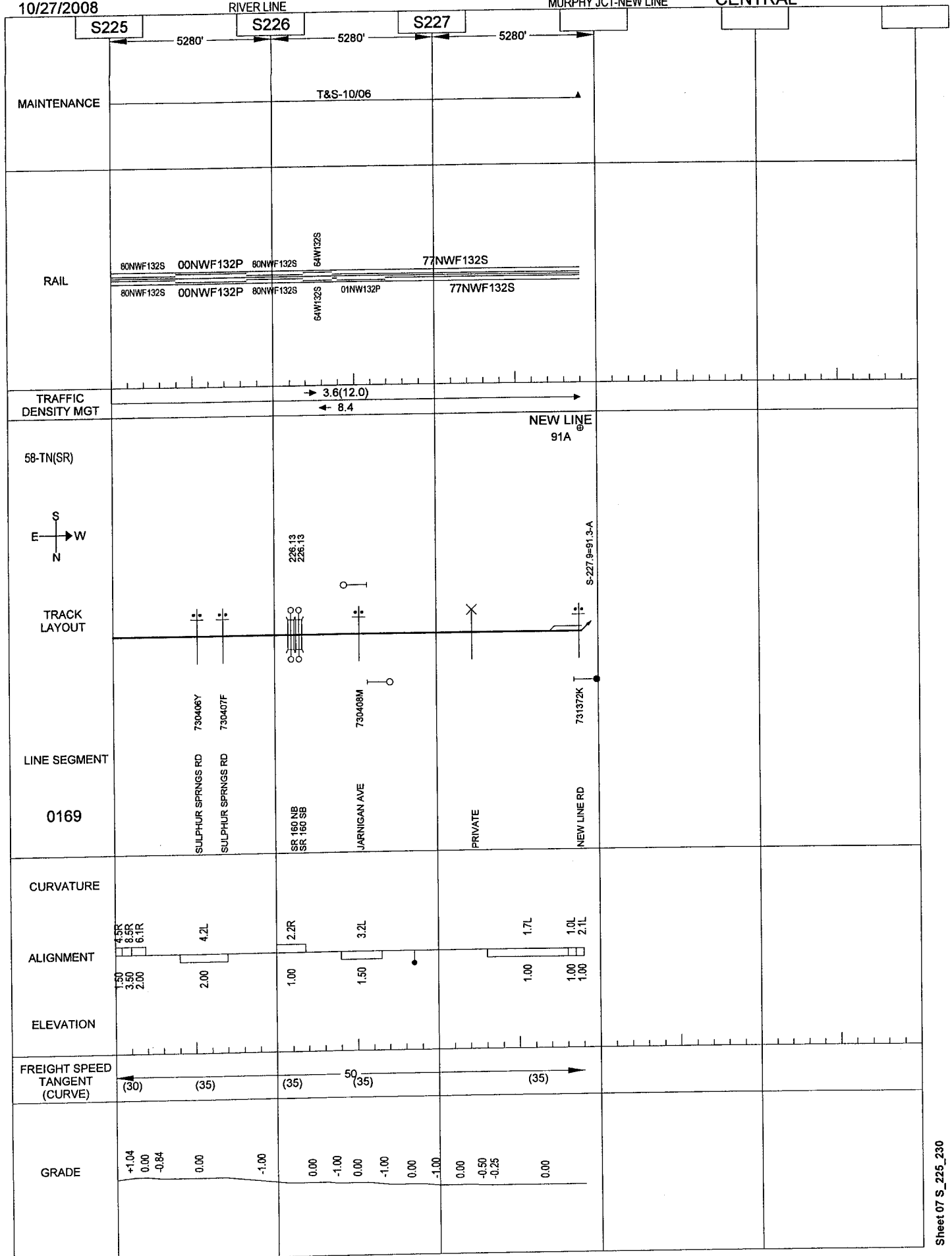
10/27/2008

083

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL



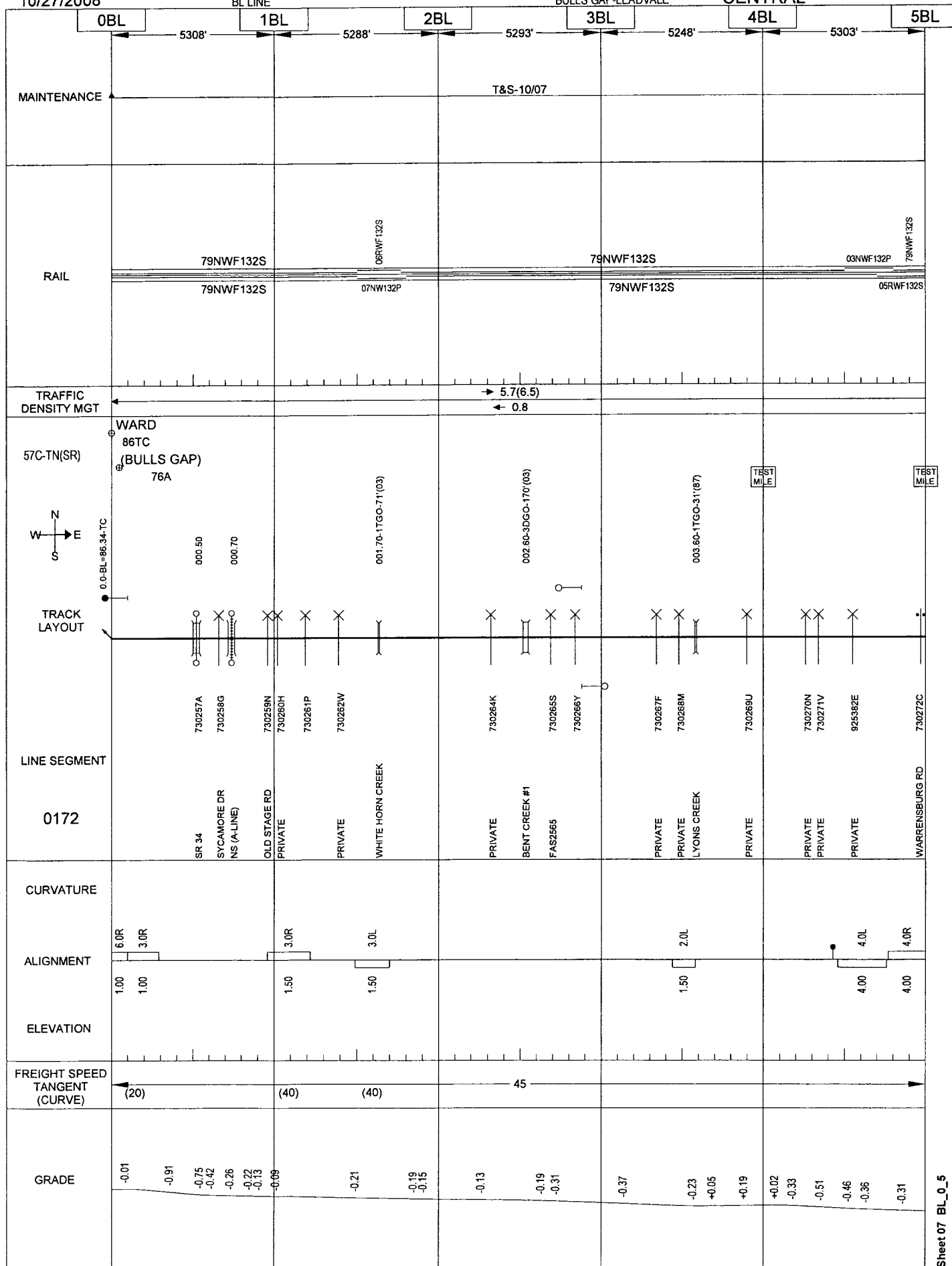
10/27/2008

084

BL LINE

BULLS GAP-LEADVALE

CENTRAL



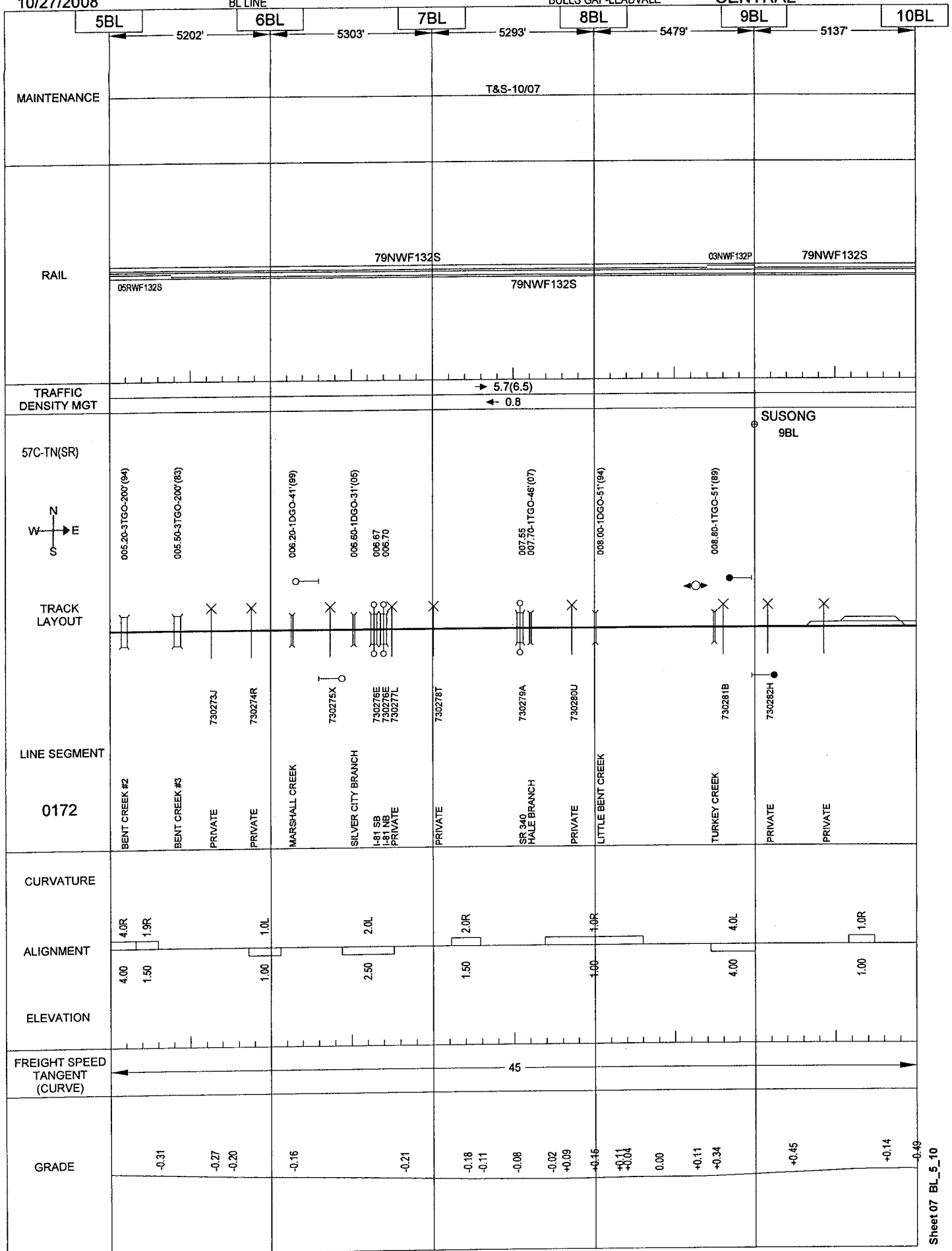
10/27/2008

BL LINE

085

BULLS GAP-LEADVALE

CENTRAL



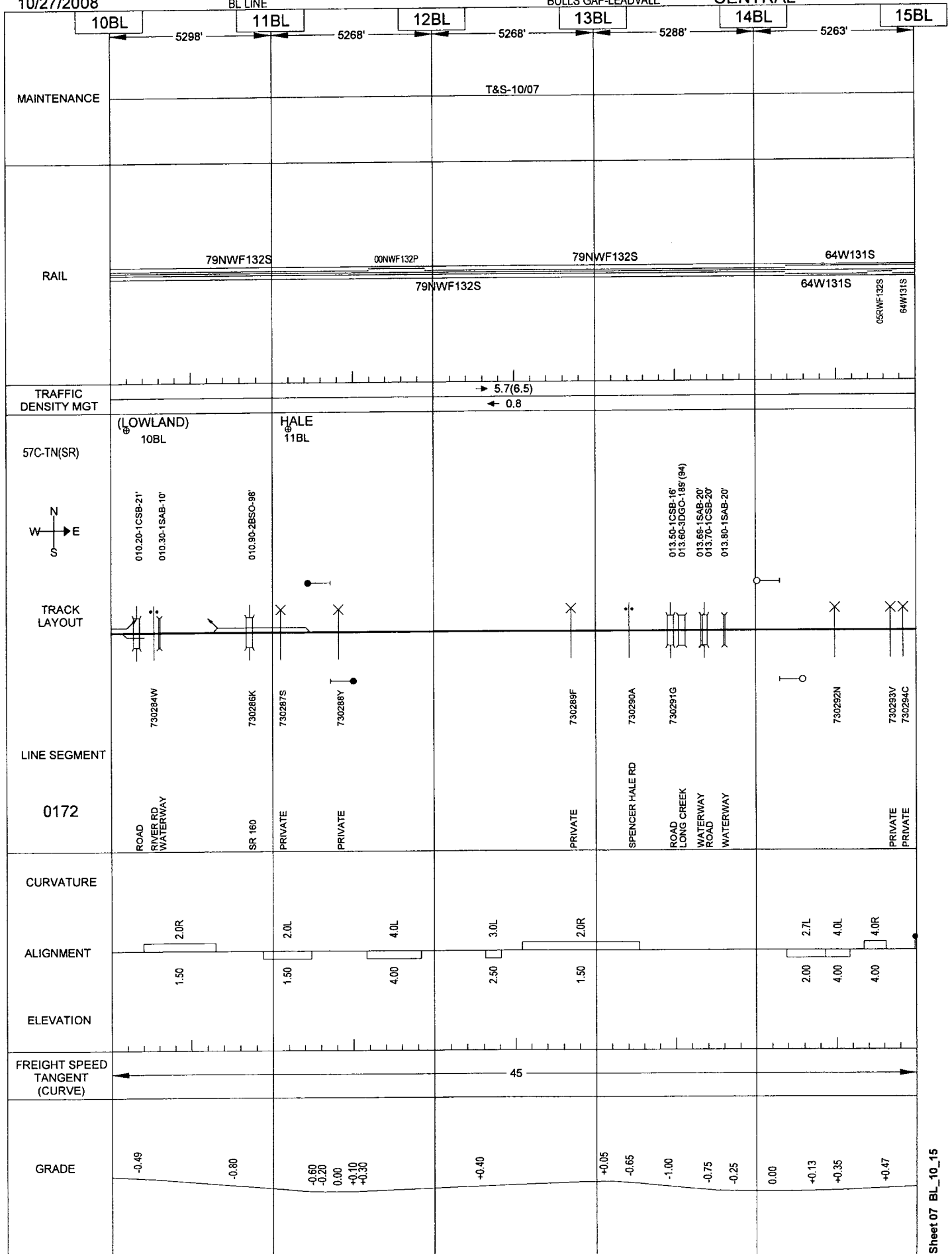
10/27/2008

086

BL LINE

BULLS GAP-LEADVALE

CENTRAL



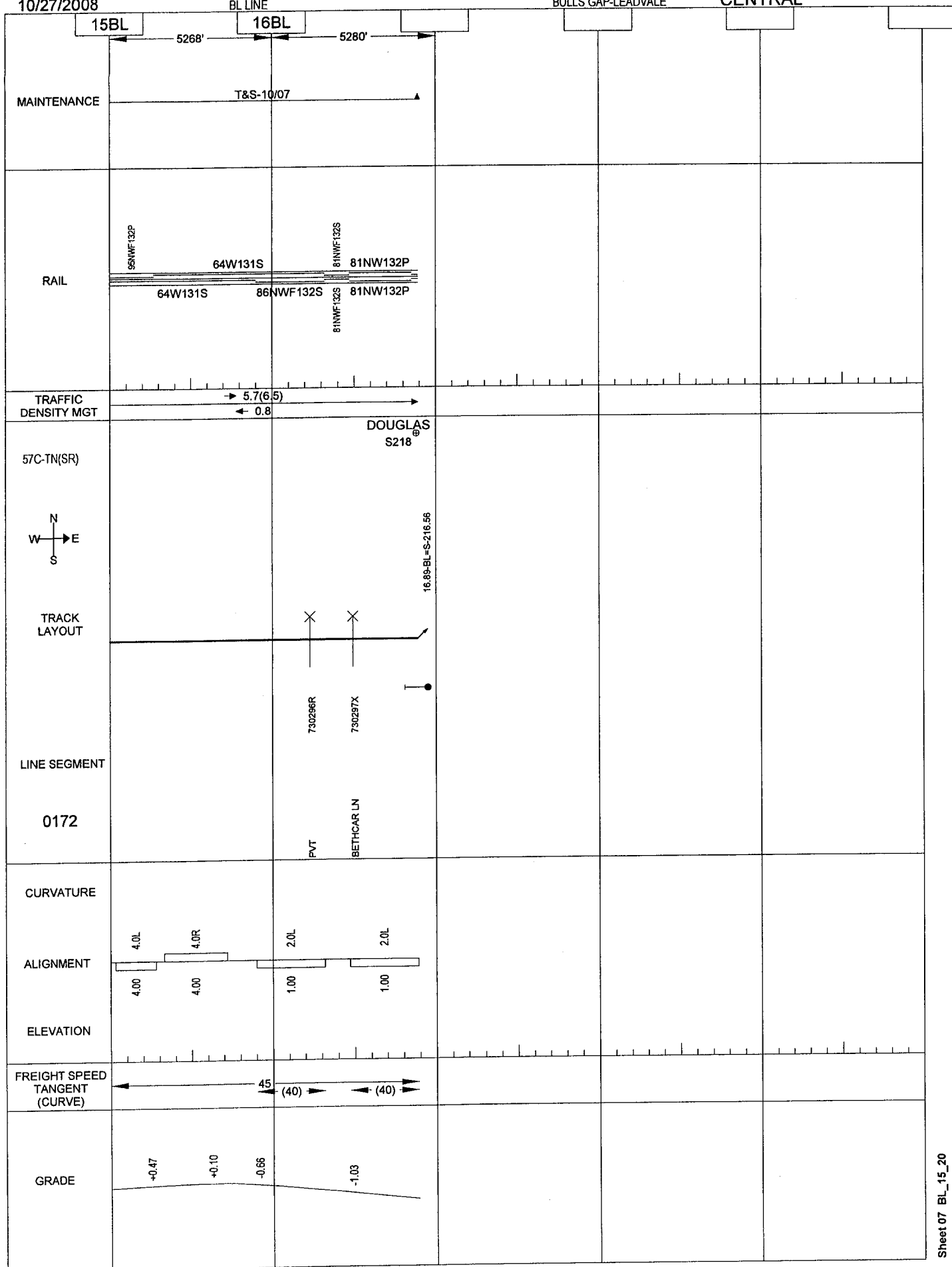
10/27/2008

087

BL LINE

BULLS GAP-LEADVALE

CENTRAL



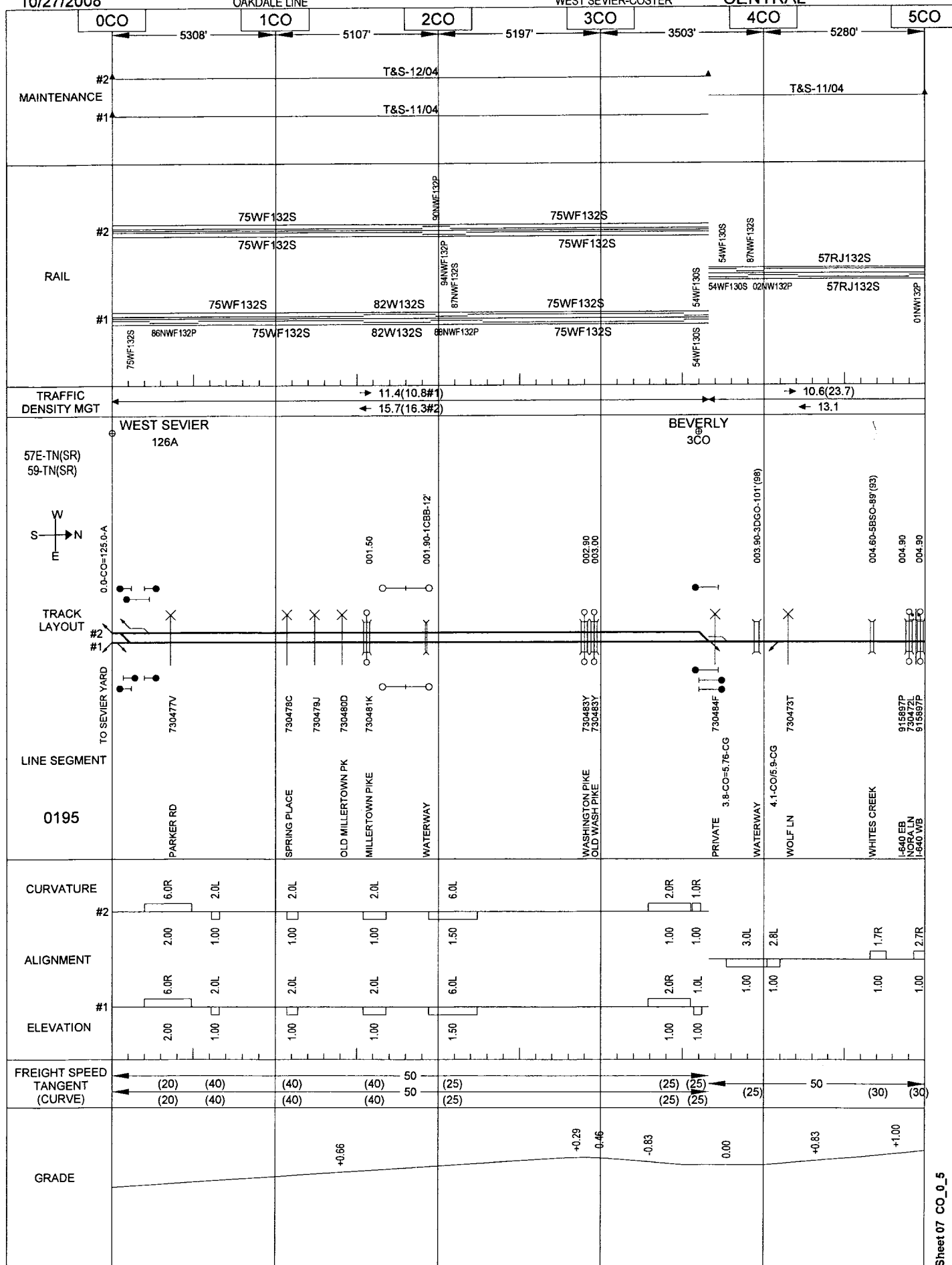
10/27/2008

088

OAKDALE LINE

WEST SEVIER-COSTER

CENTRAL



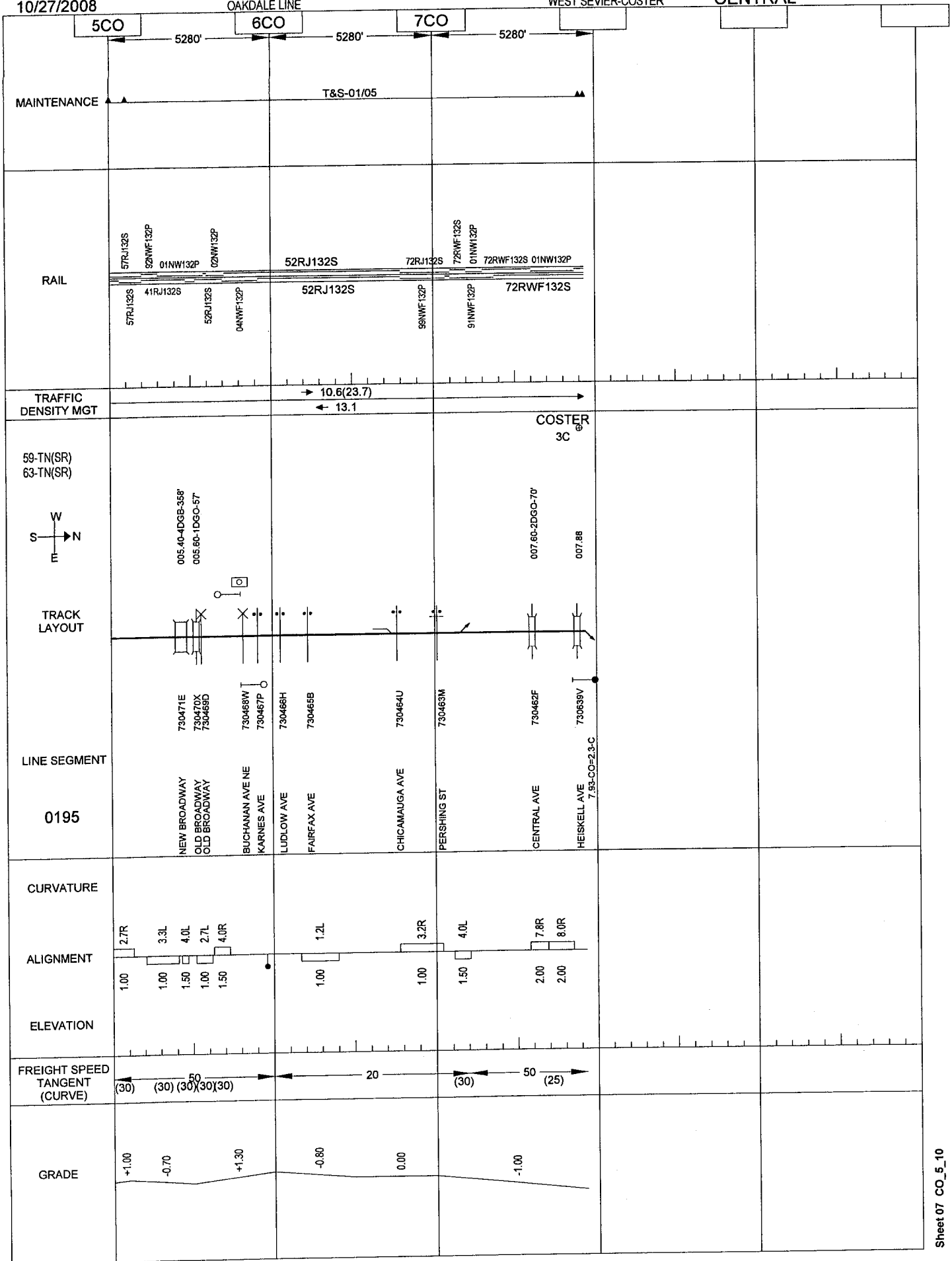
10/27/2008

OAKDALE LINE

089

WEST SEVIER-COSTER

CENTRAL



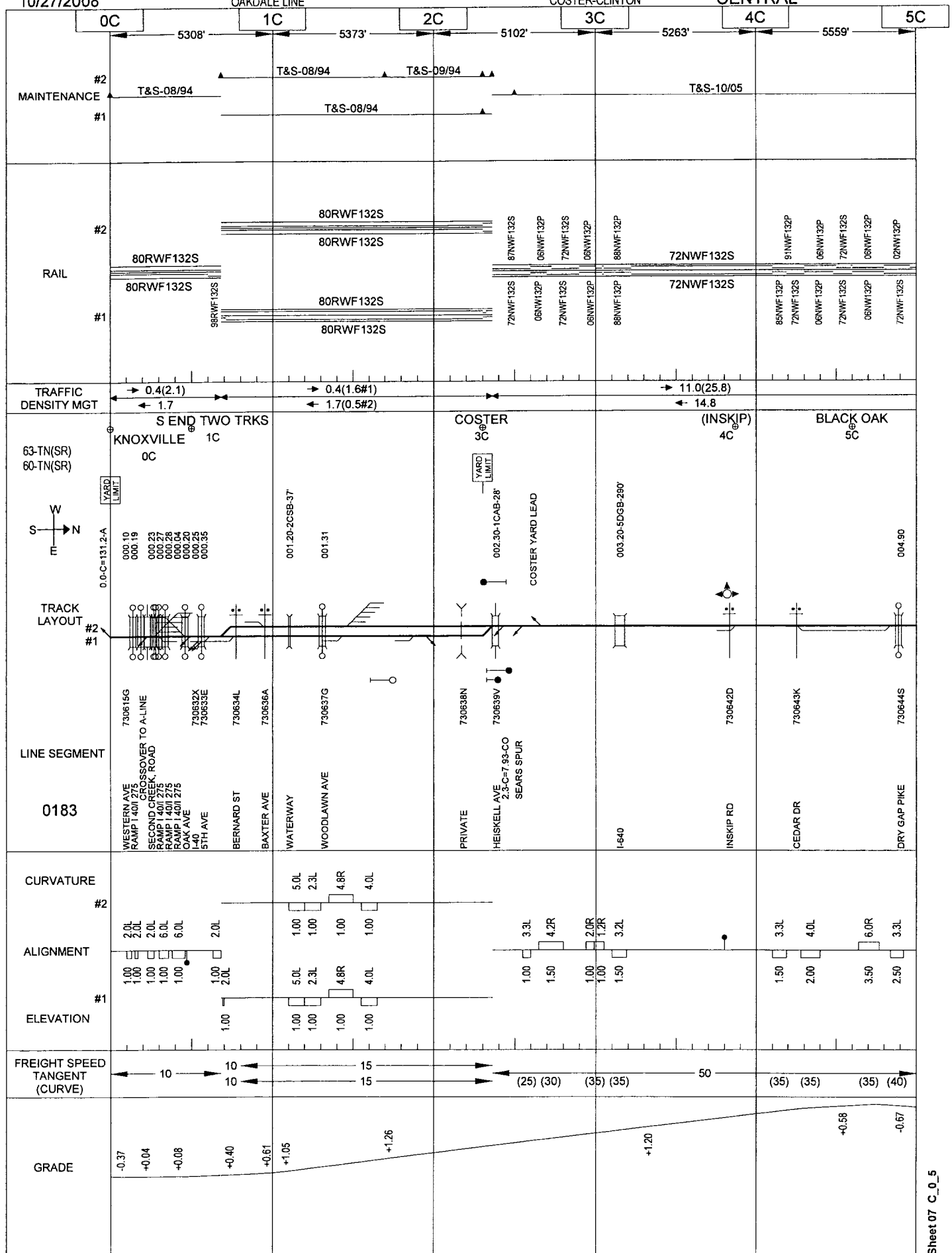
10/27/2008

090

OAKDALE LINE

COSTER-CLINTON

CENTRAL



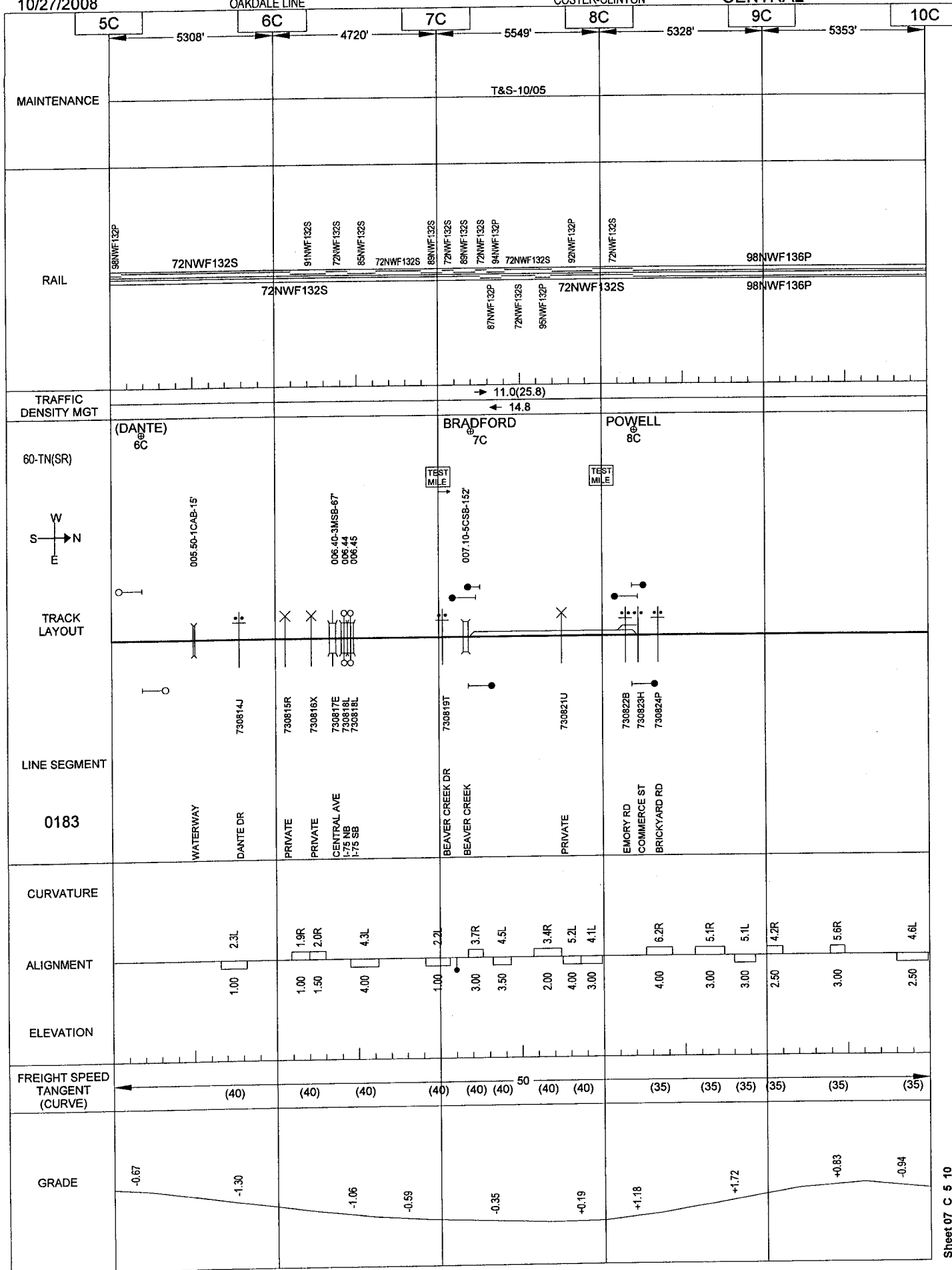
10/27/2008

OAKDALE LINE

091

COSTER-CLINTON

CENTRAL



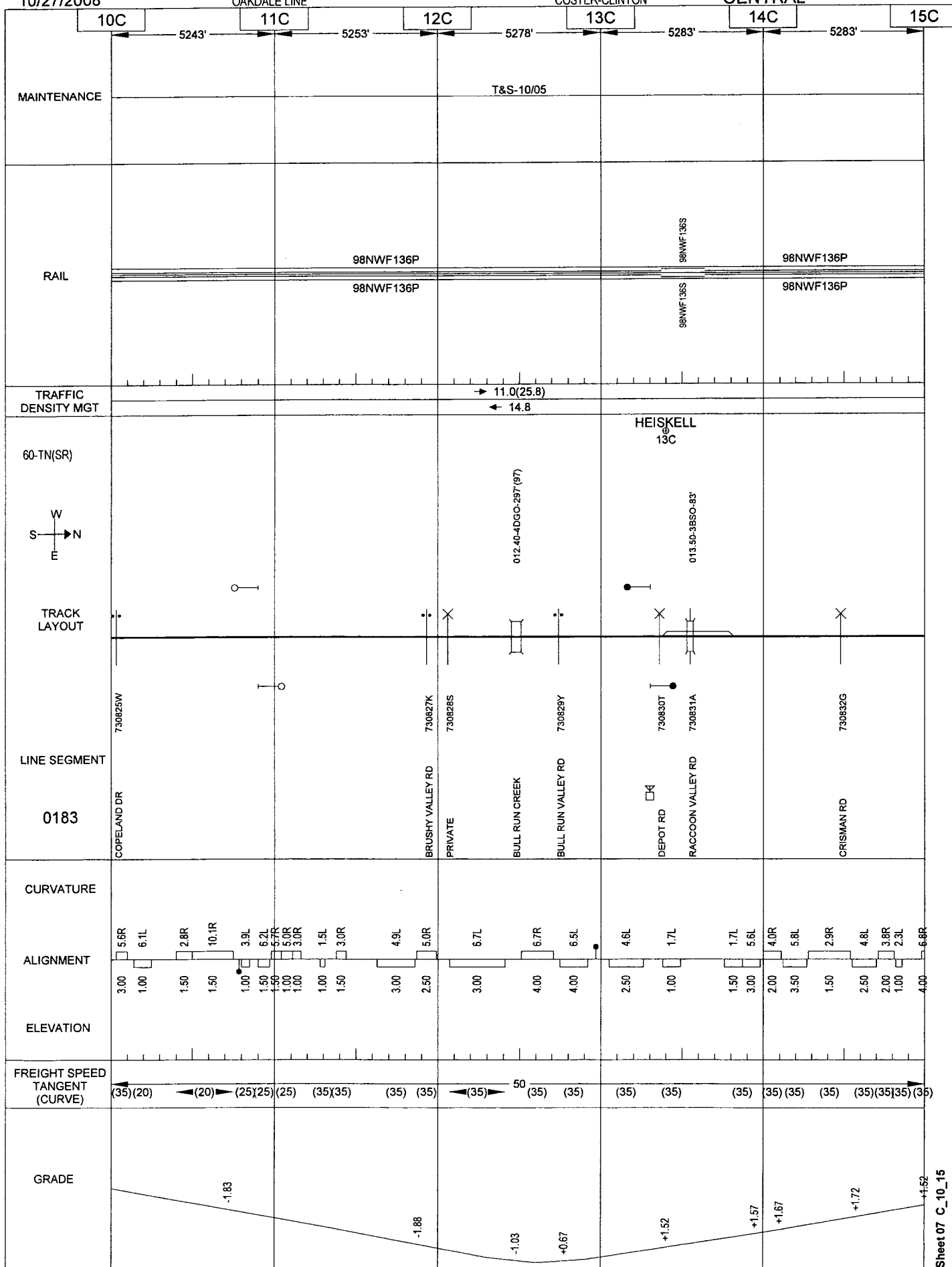
10/27/2008

092

OAKDALE LINE

COSTER-CLINTON

CENTRAL



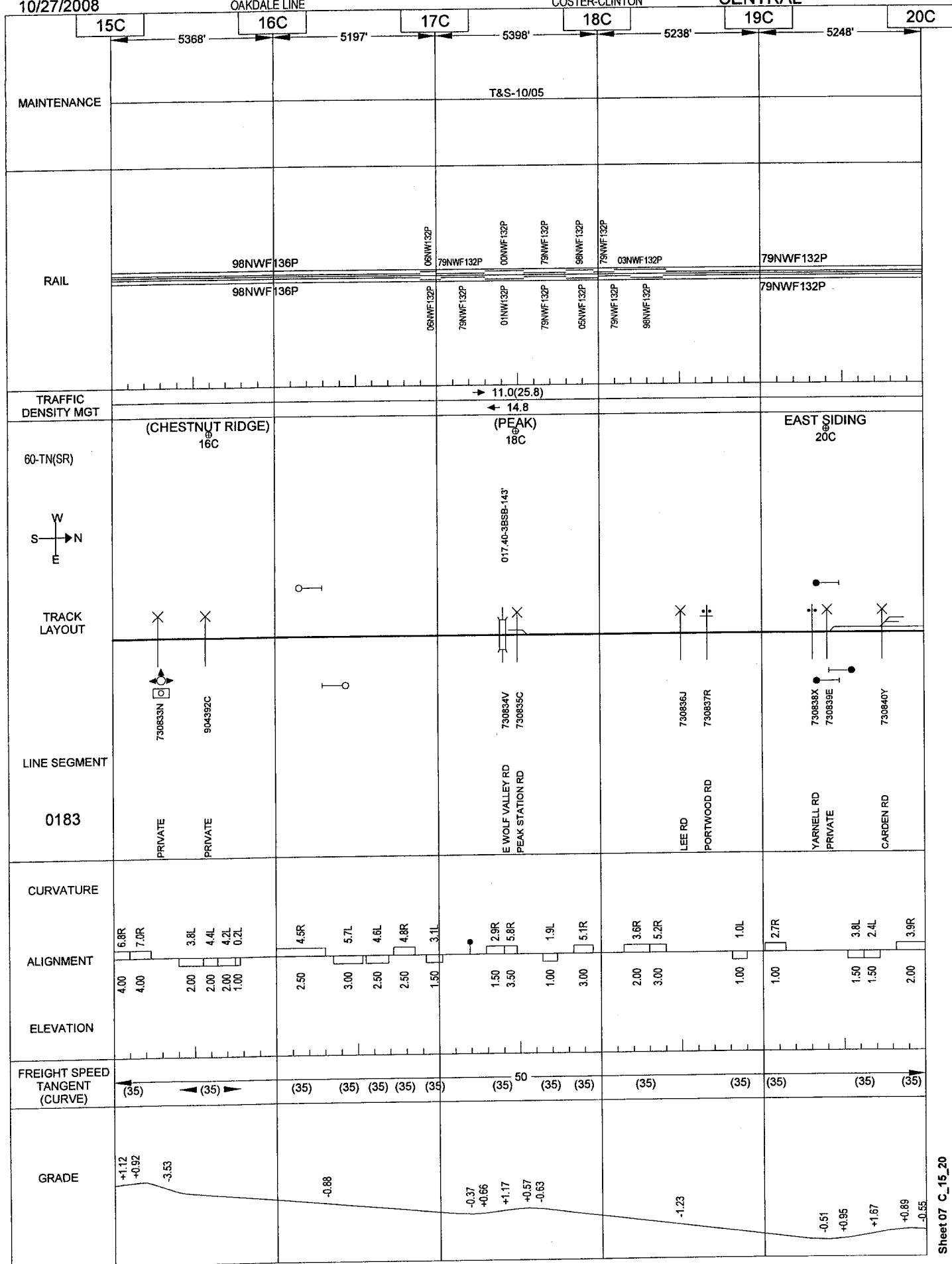
10/27/2008

093

OAKDALE LINE

COSTER-CLINTON

CENTRAL



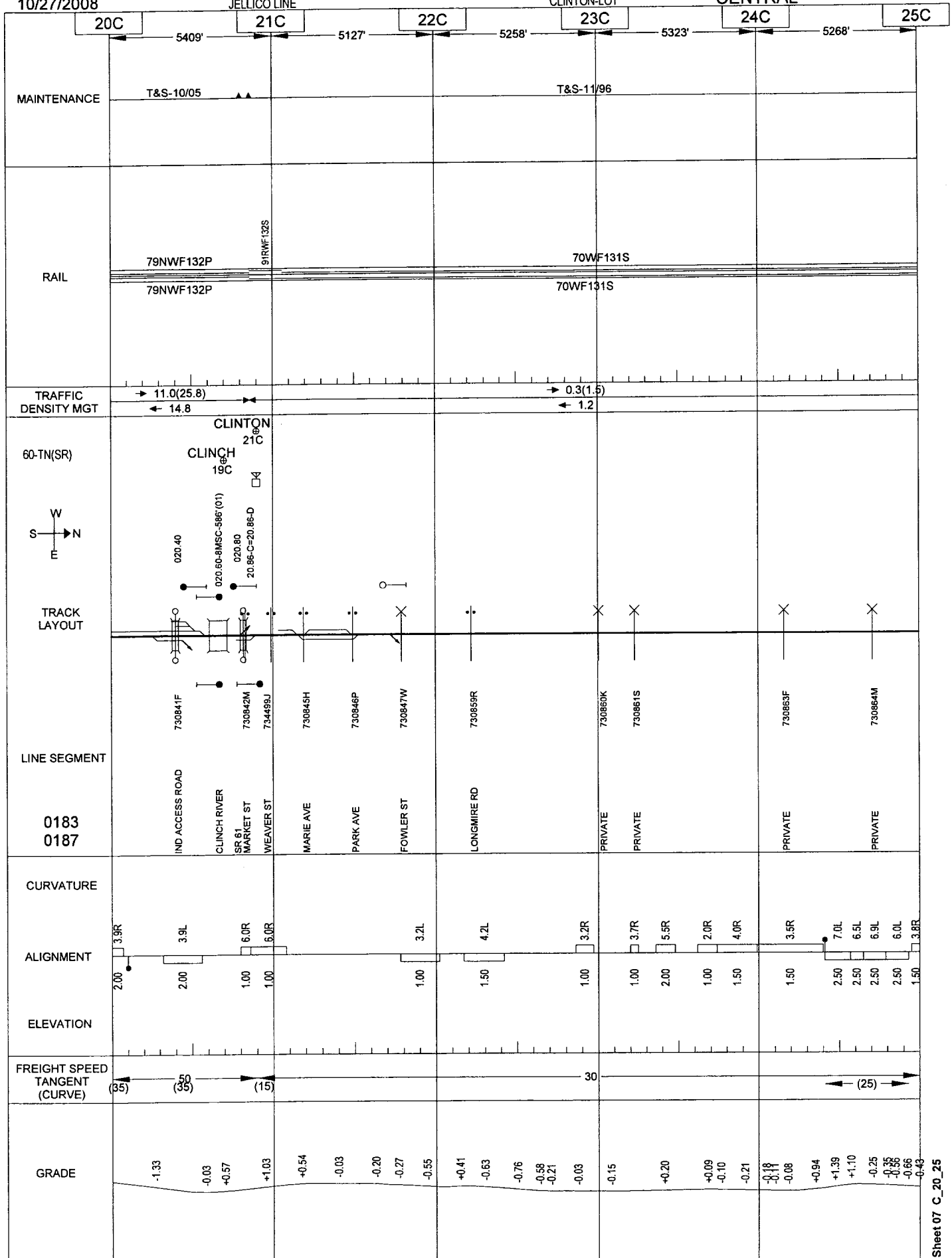
10/27/2008

094

JELICO LINE

CLINTON LOT

CENTRAL



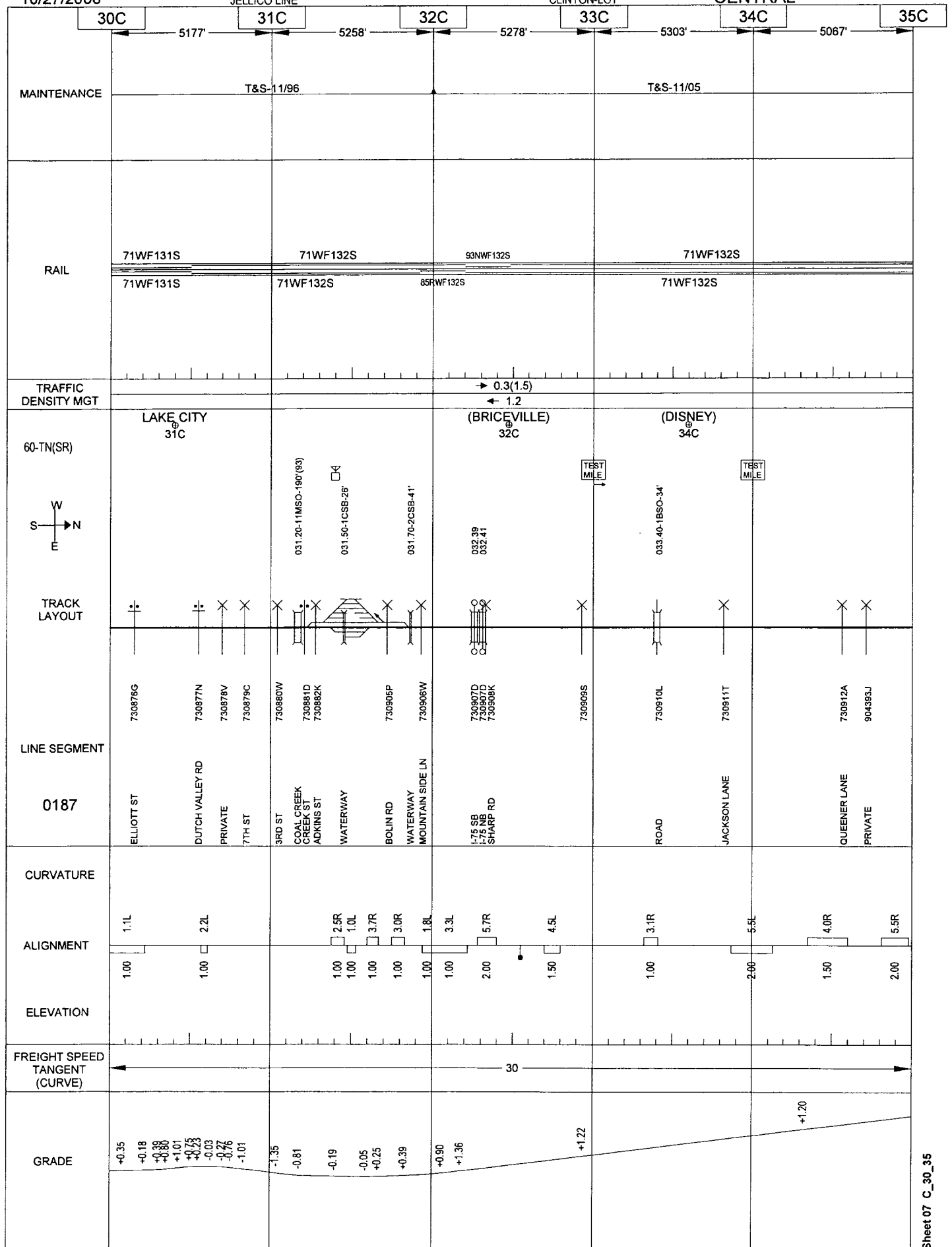
10/27/2008

096

JELICO LINE

CLINTON LOT

CENTRAL



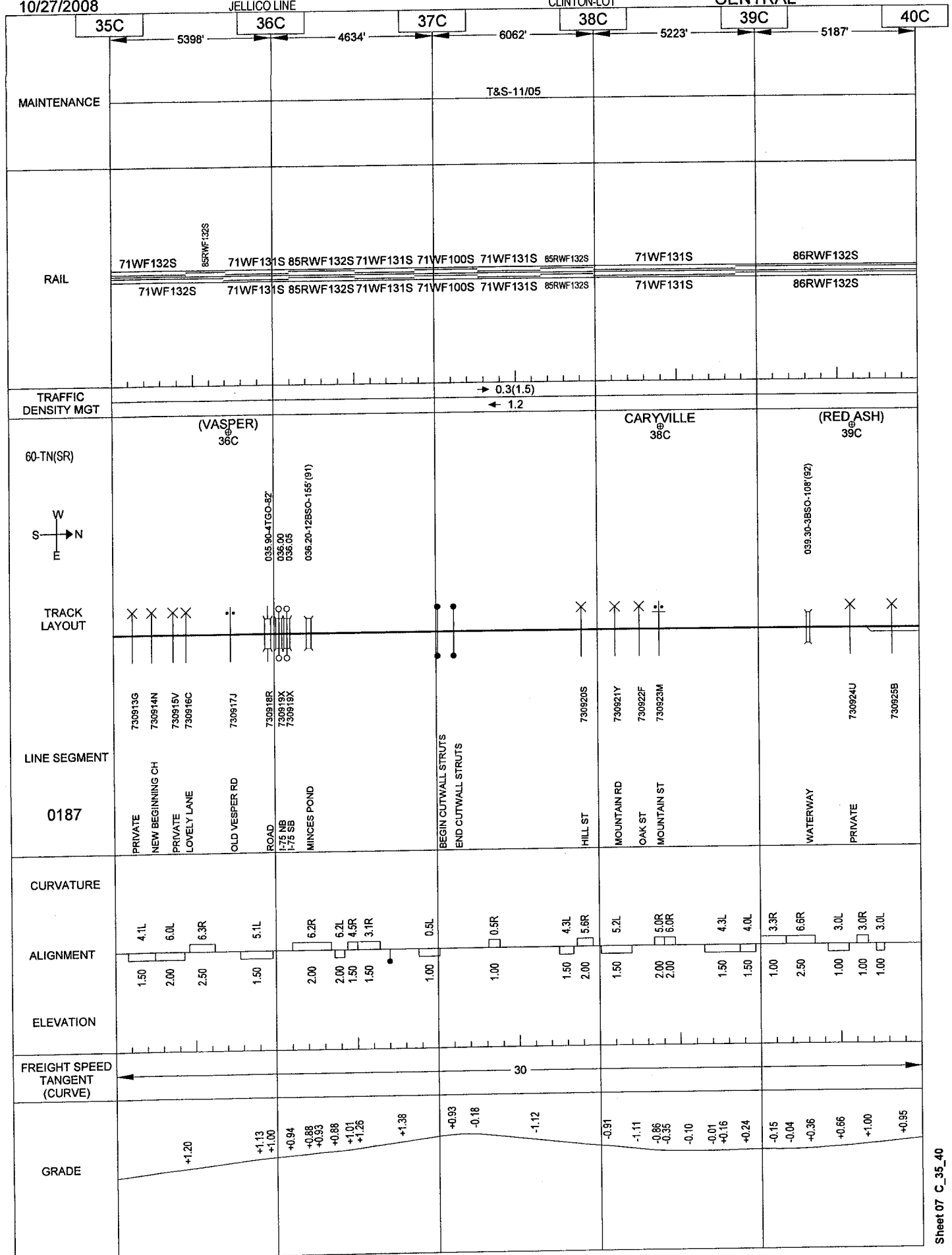
10/27/2008

JELICO LINE

097

CLINTON LOT

CENTRAL



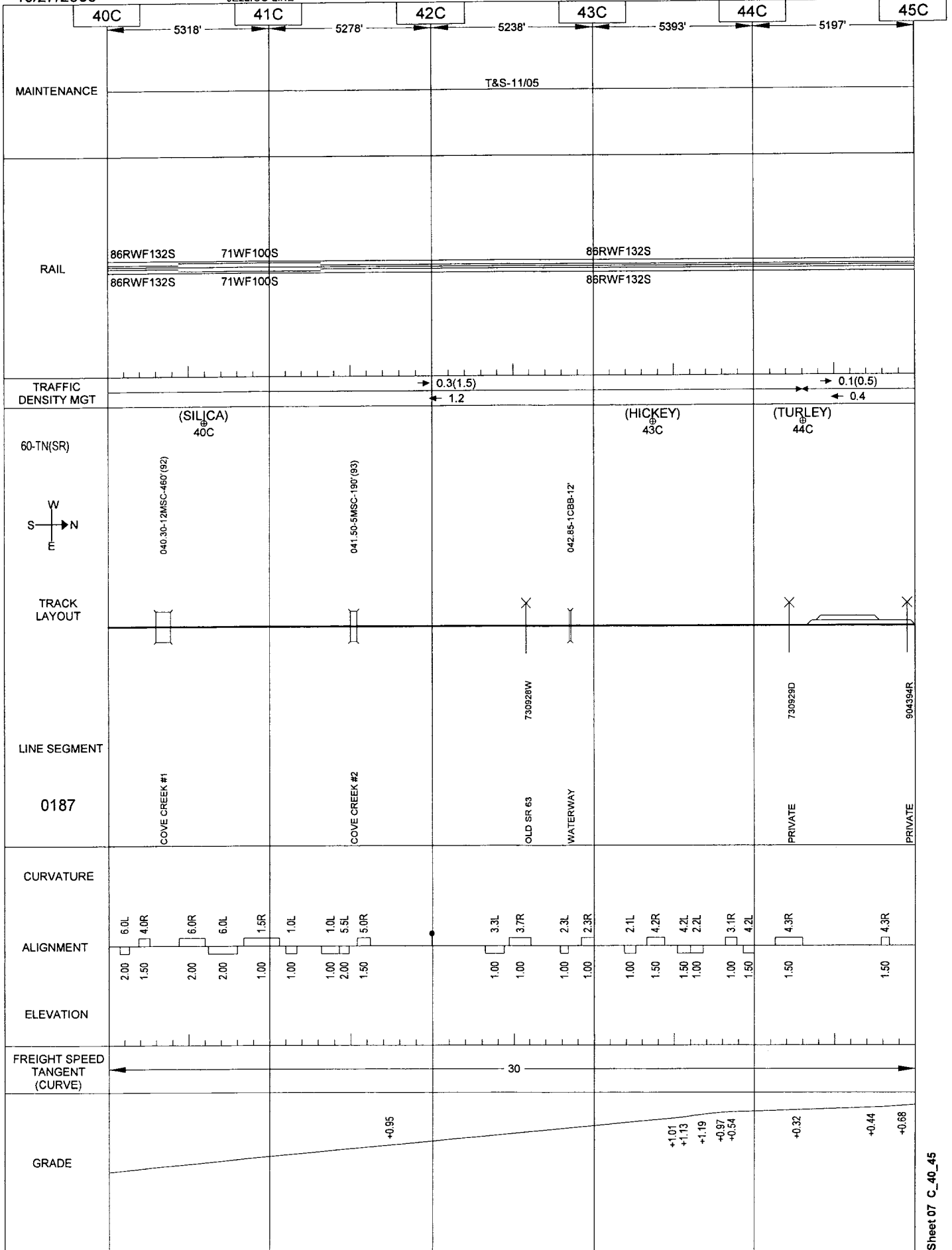
10/27/2008

098

JELICO LINE

CLINTON LOT

CENTRAL



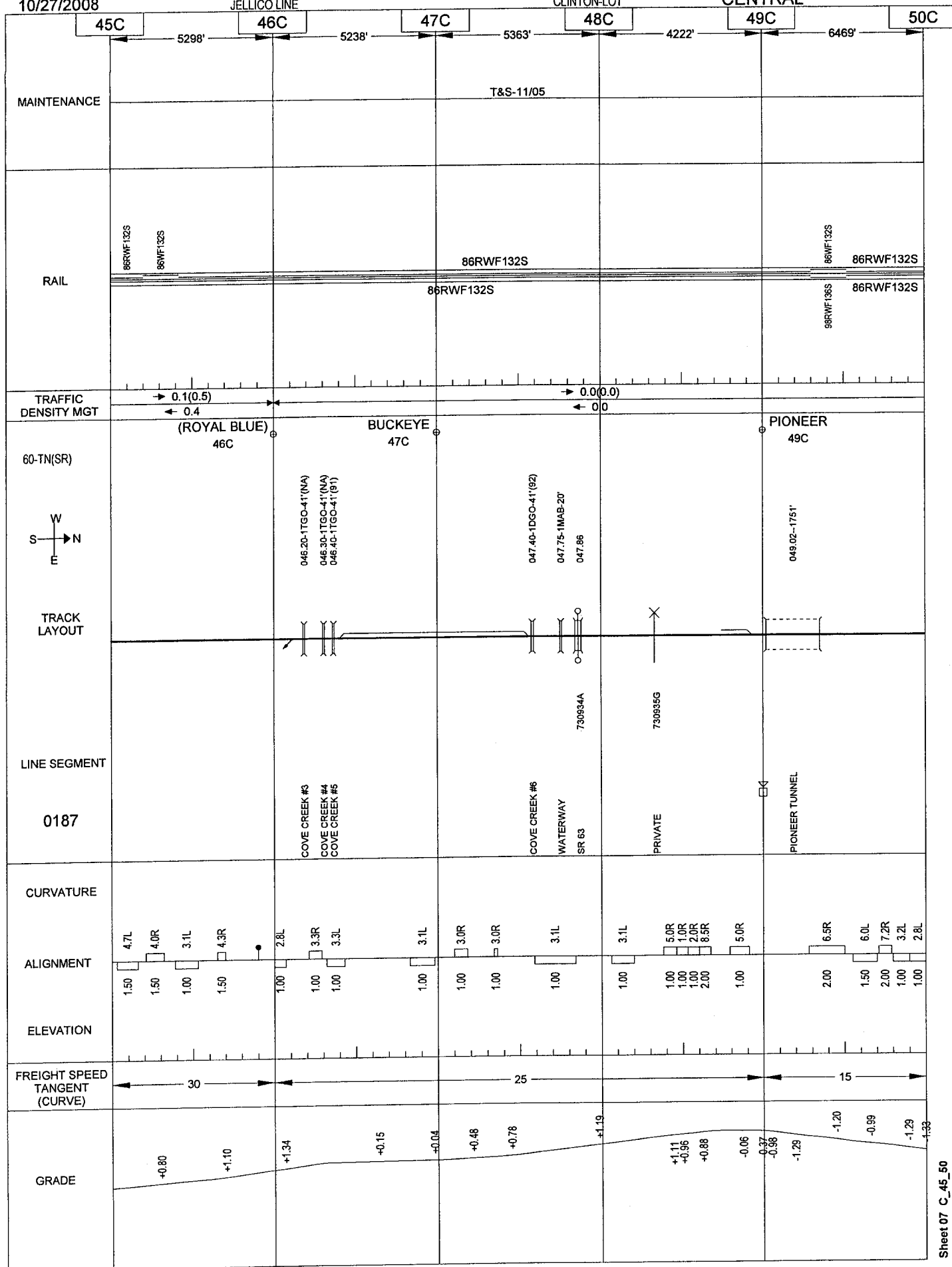
10/27/2008

099

JELICO LINE

CLINTON LOT

CENTRAL



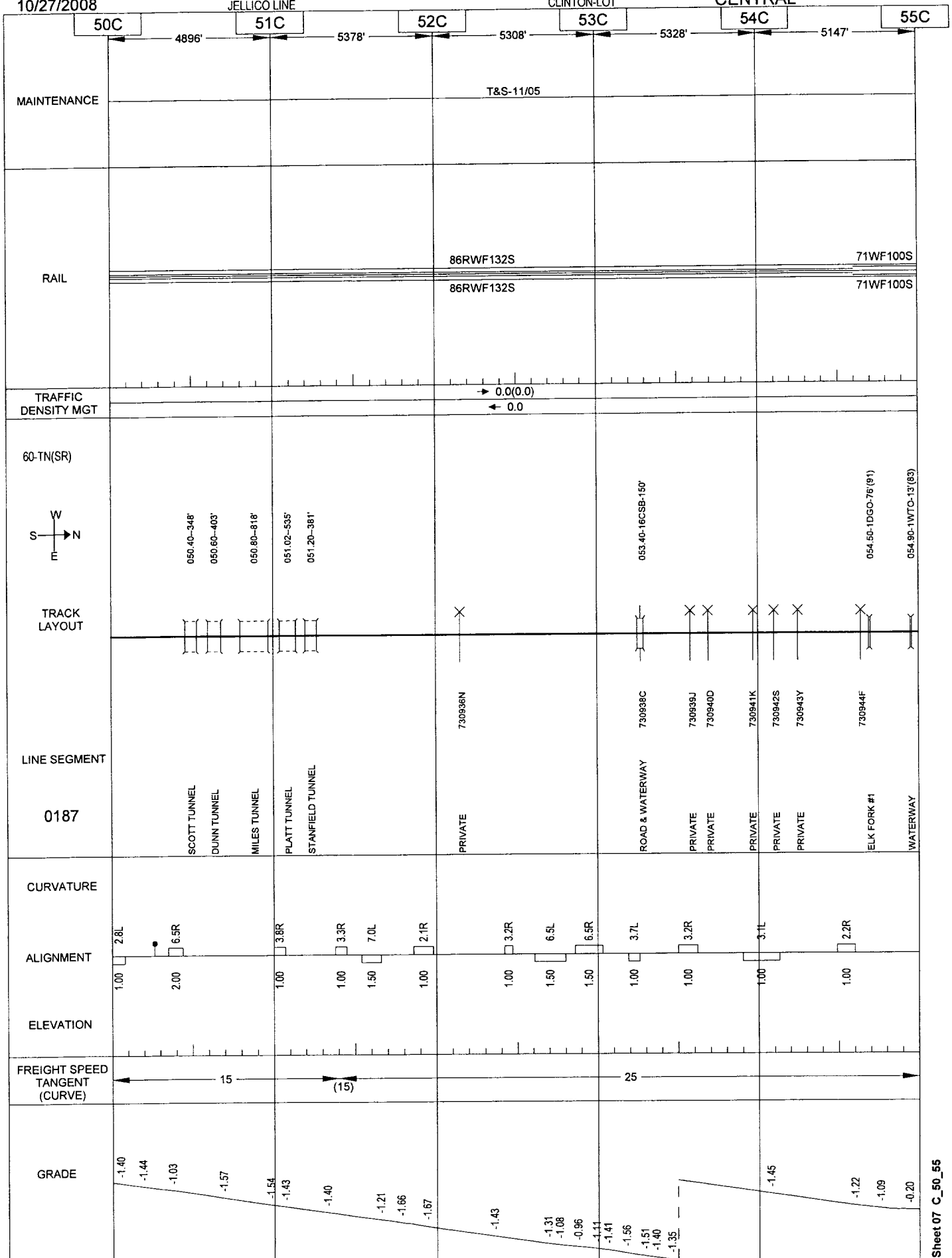
10/27/2008

100

JELICO LINE

CLINTON LOT

CENTRAL



Sheet 07 C_55_60

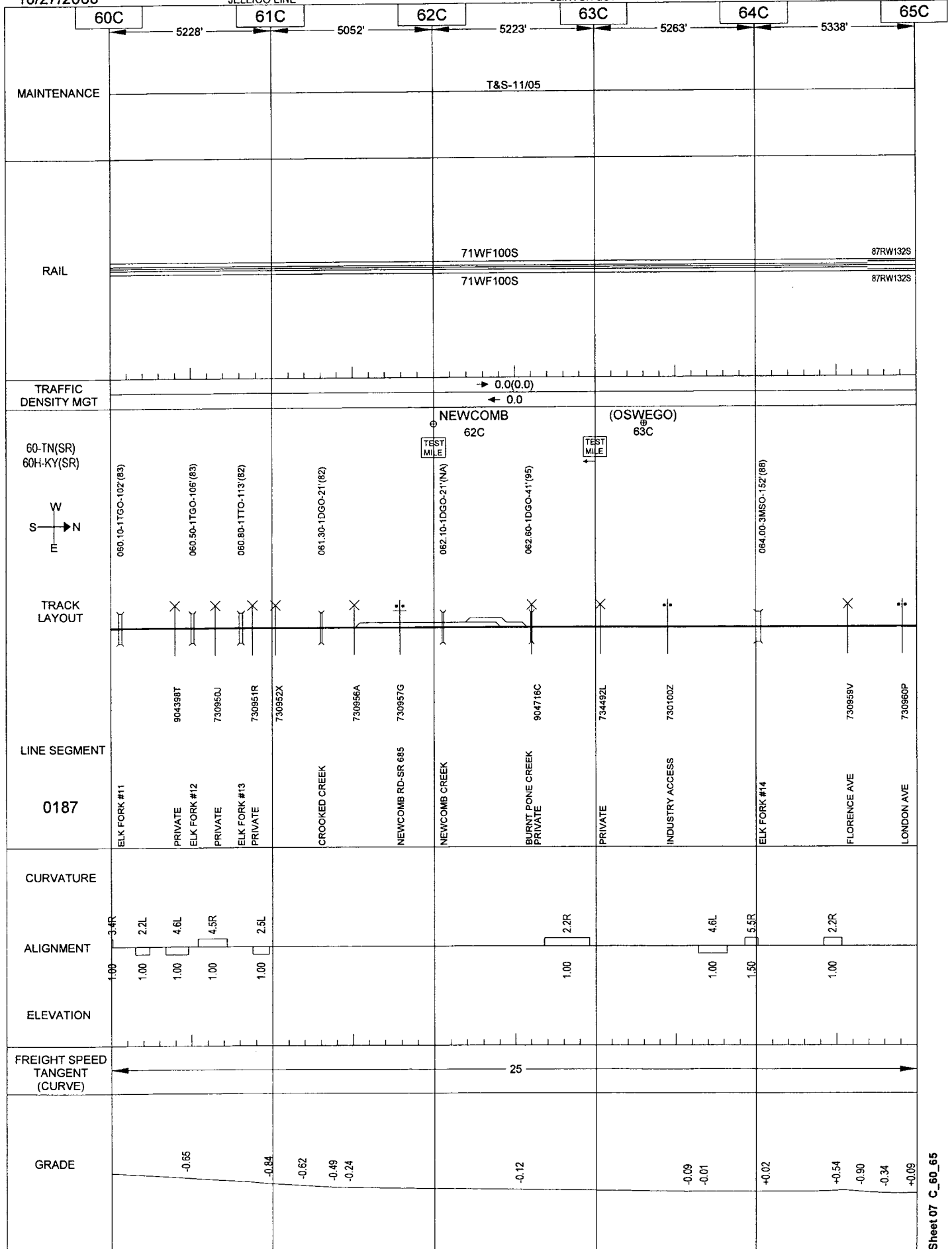
10/27/2008

102

JELICO LINE

CLINTON LOT

CENTRAL

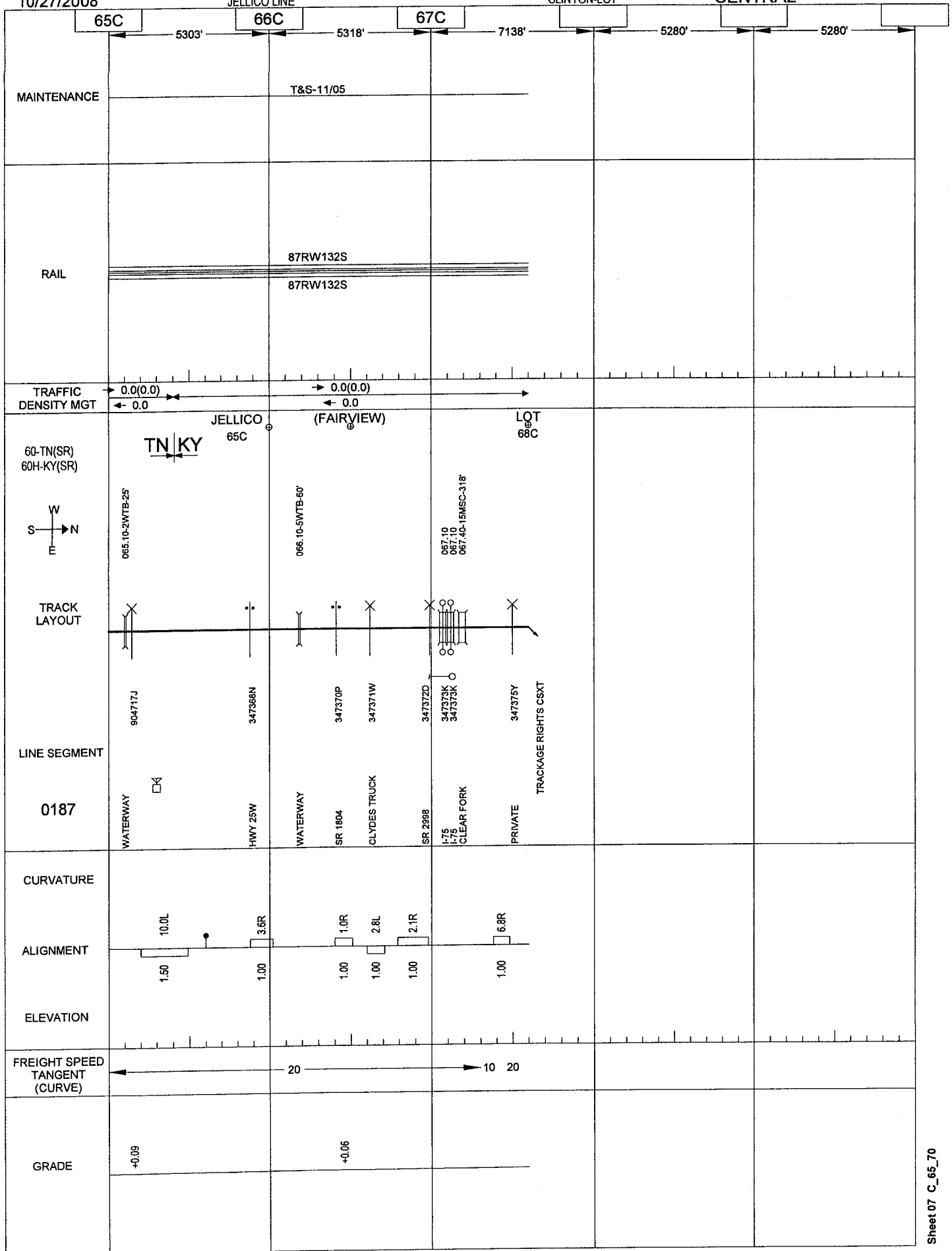


10/27/2008

JELICO LINE

CLINTON LOT

CENTRAL



10/27/2008

JELICO LINE

104

HYDE-FONDE

CENTRAL

74C

75C

5280'

5280'

5280'

4011'

5223'

T&S-11/05

MAINTENANCE

RAIL

83NWF132S

81RWF132S

81RWF132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

60G-TN(SR)

W
S → N
E

TRACK
LAYOUT

(HYDE)
74C

074.00-3MSO-98'(77)

074.40-18MSC-297'(83)
074.50-9MSO-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

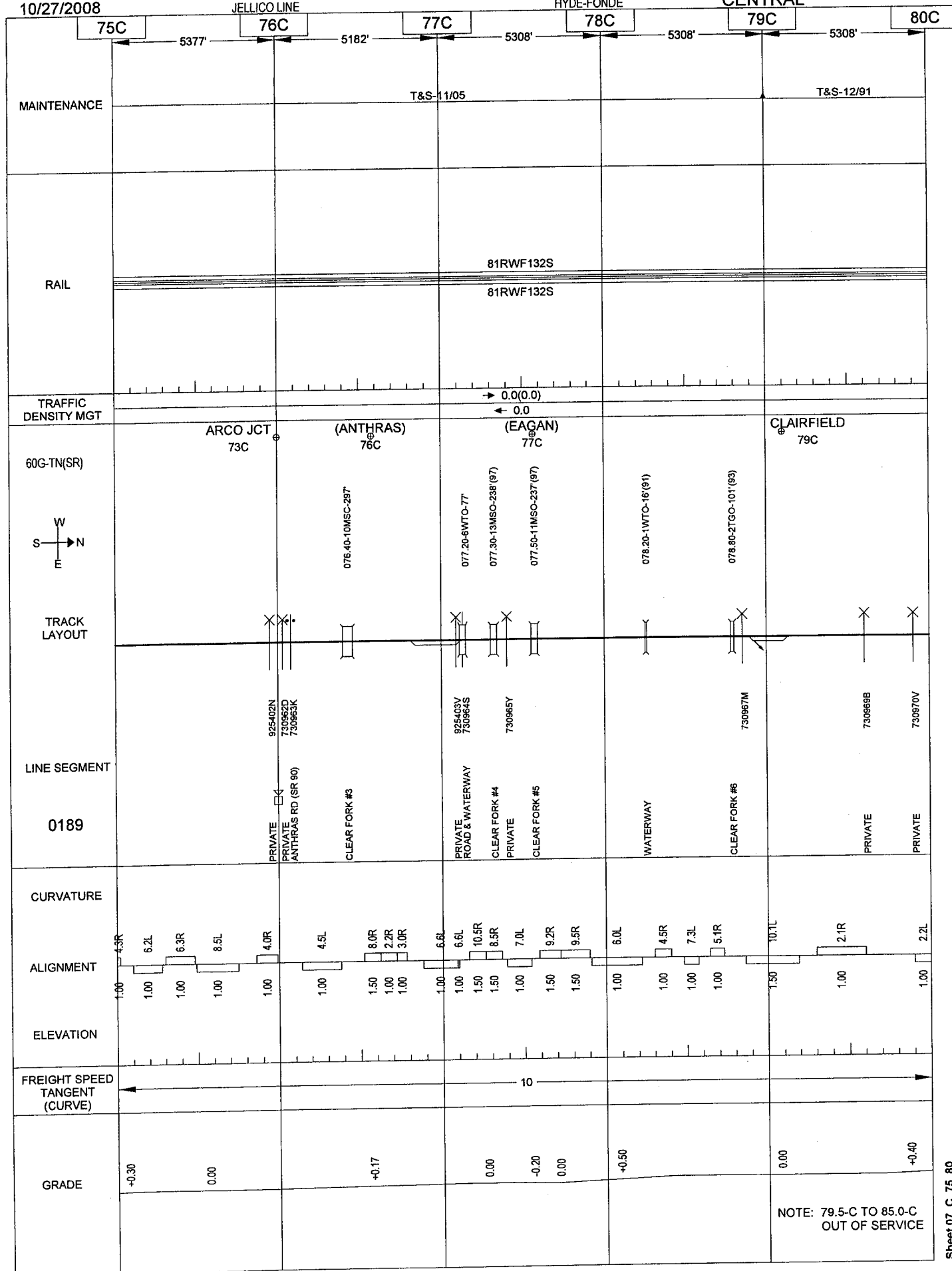
10/27/2008

JELLICO LINE

105

HYDE-FONDE

CENTRAL



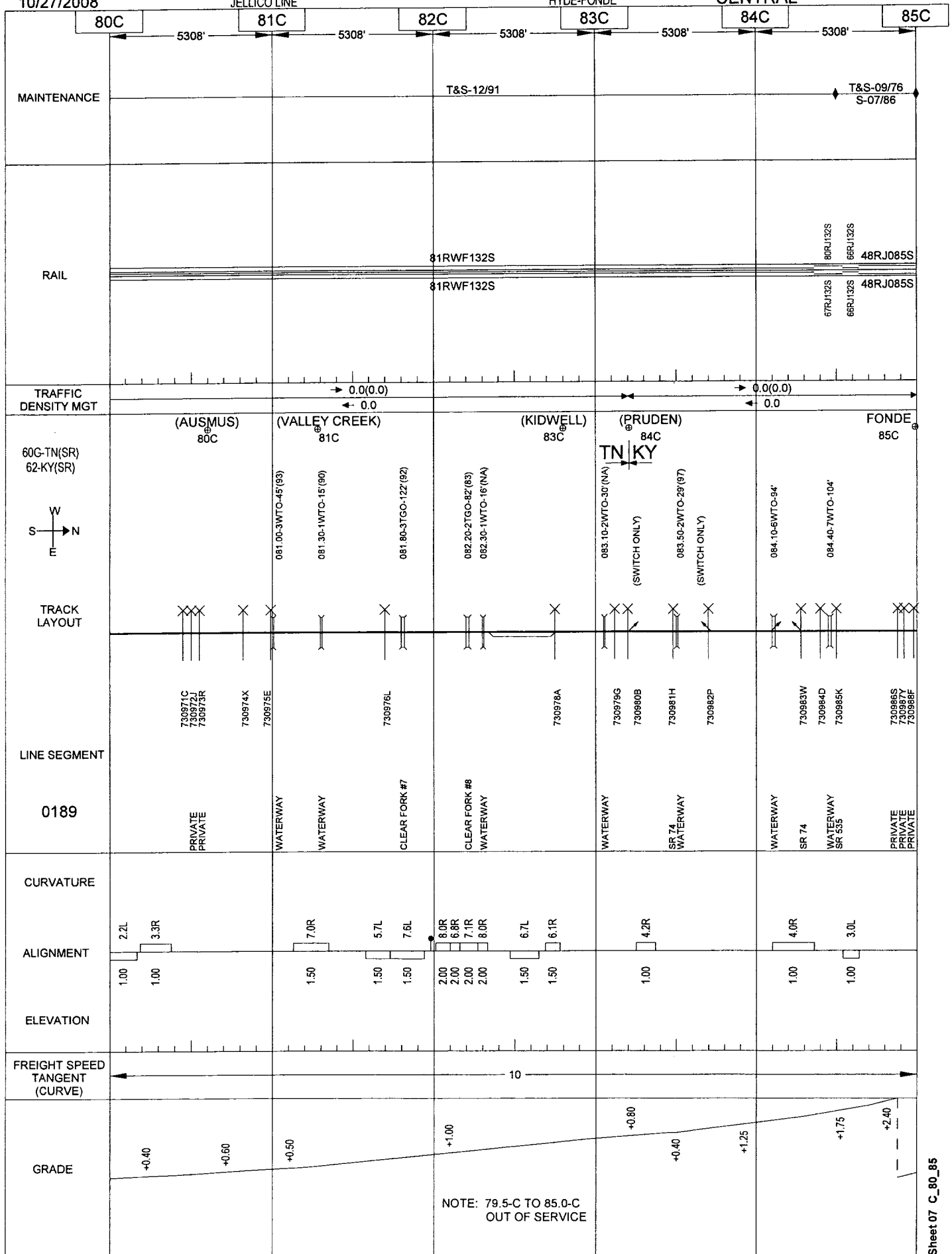
10/27/2008

106

JELICO LINE

HYDE-FONDE

CENTRAL



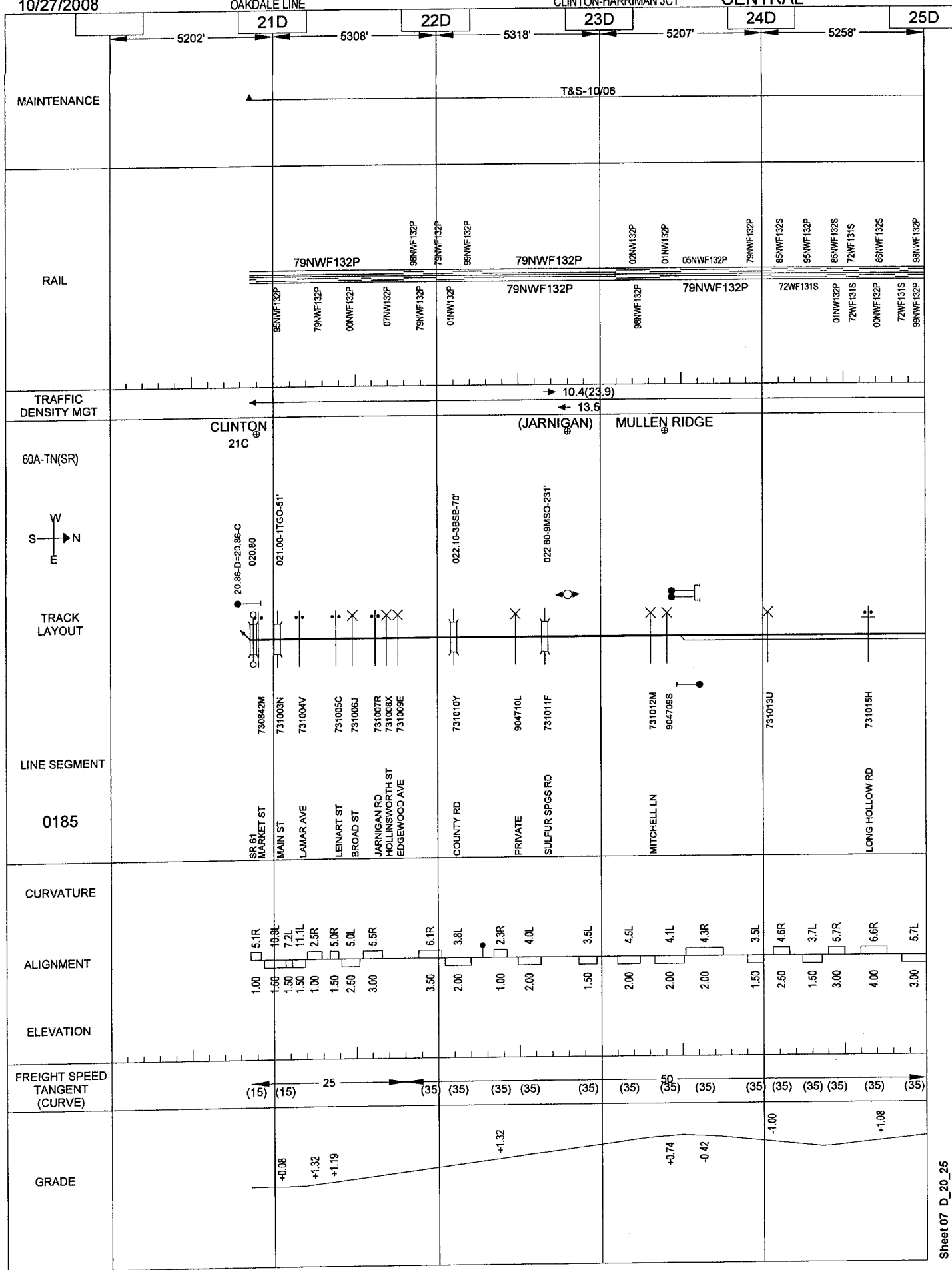
10/27/2008

107

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



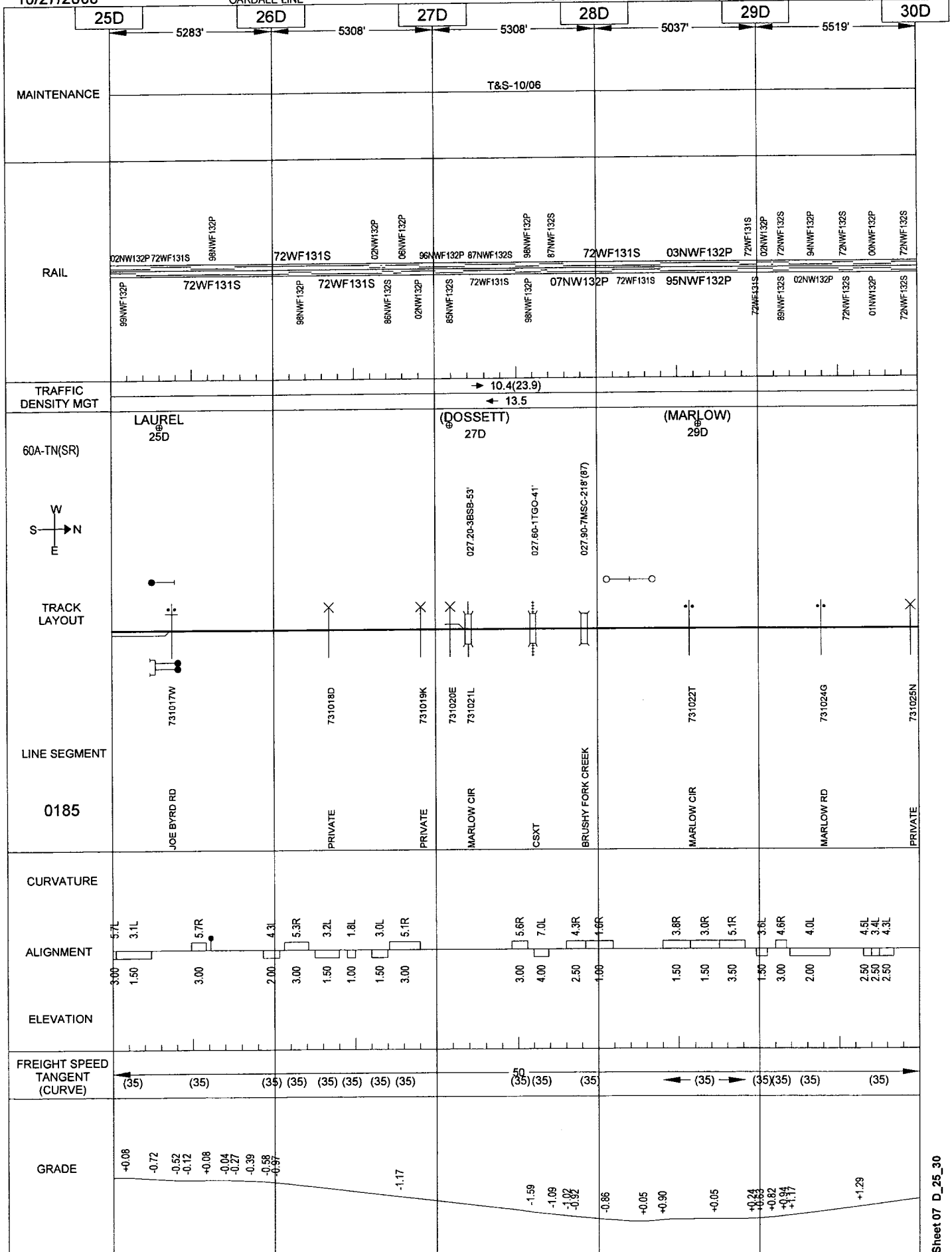
10/27/2008

108

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL



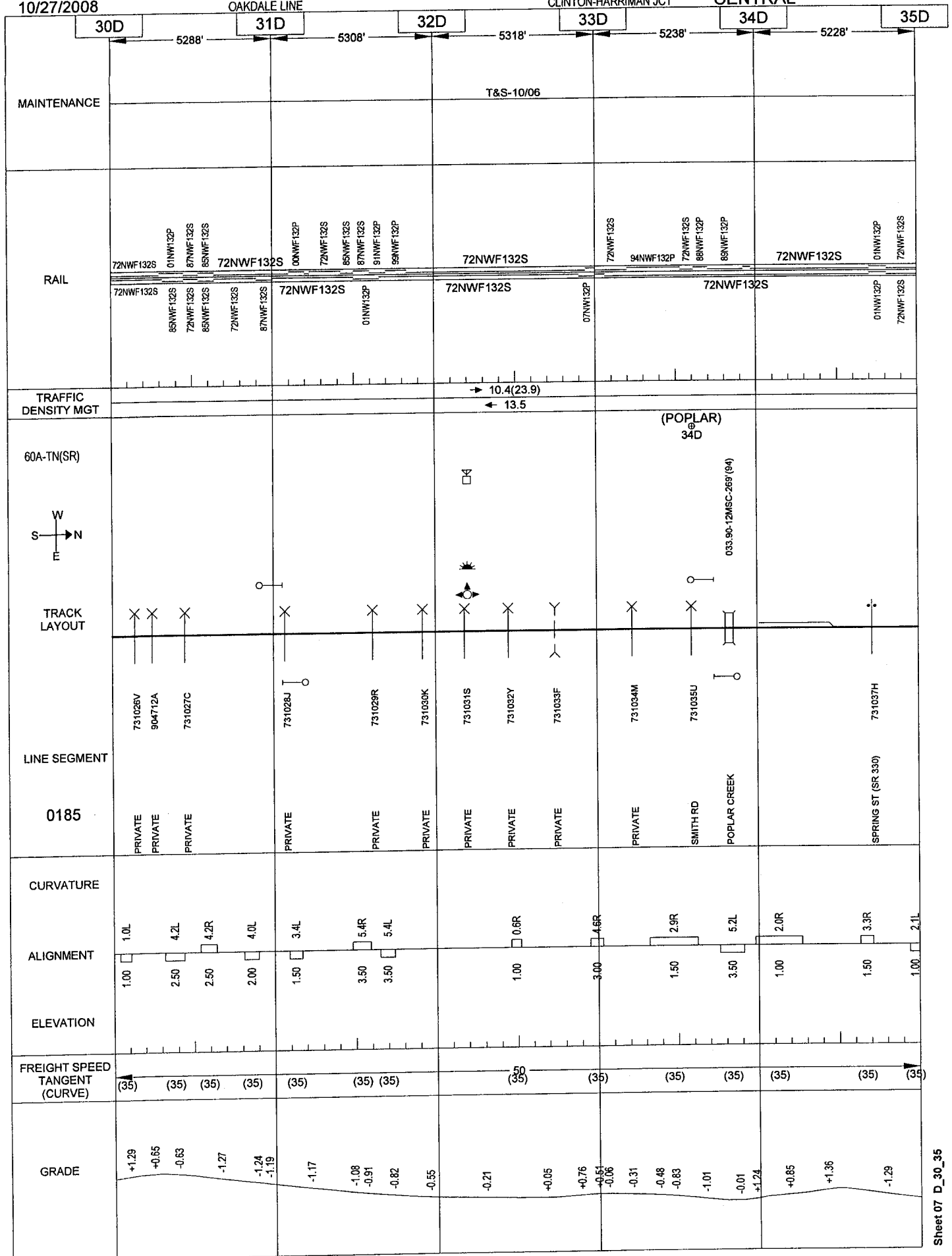
10/27/2008

OAKDALE LINE

109

CLINTON-HARRIMAN JCT

CENTRAL



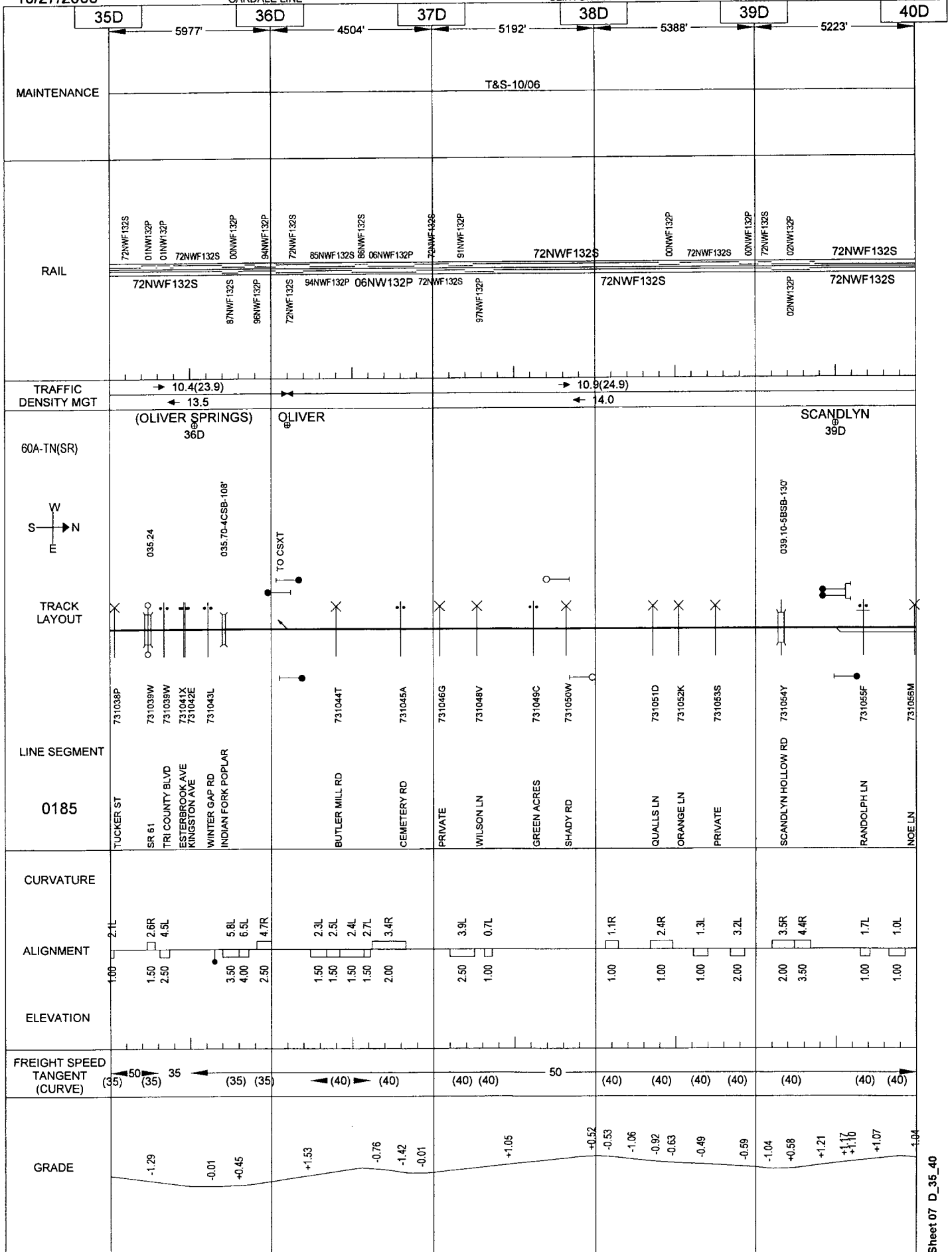
10/27/2008

OAKDALE LINE

110

CLINTON-HARRIMAN JCT

CENTRAL



Sheet 07 D_40_45

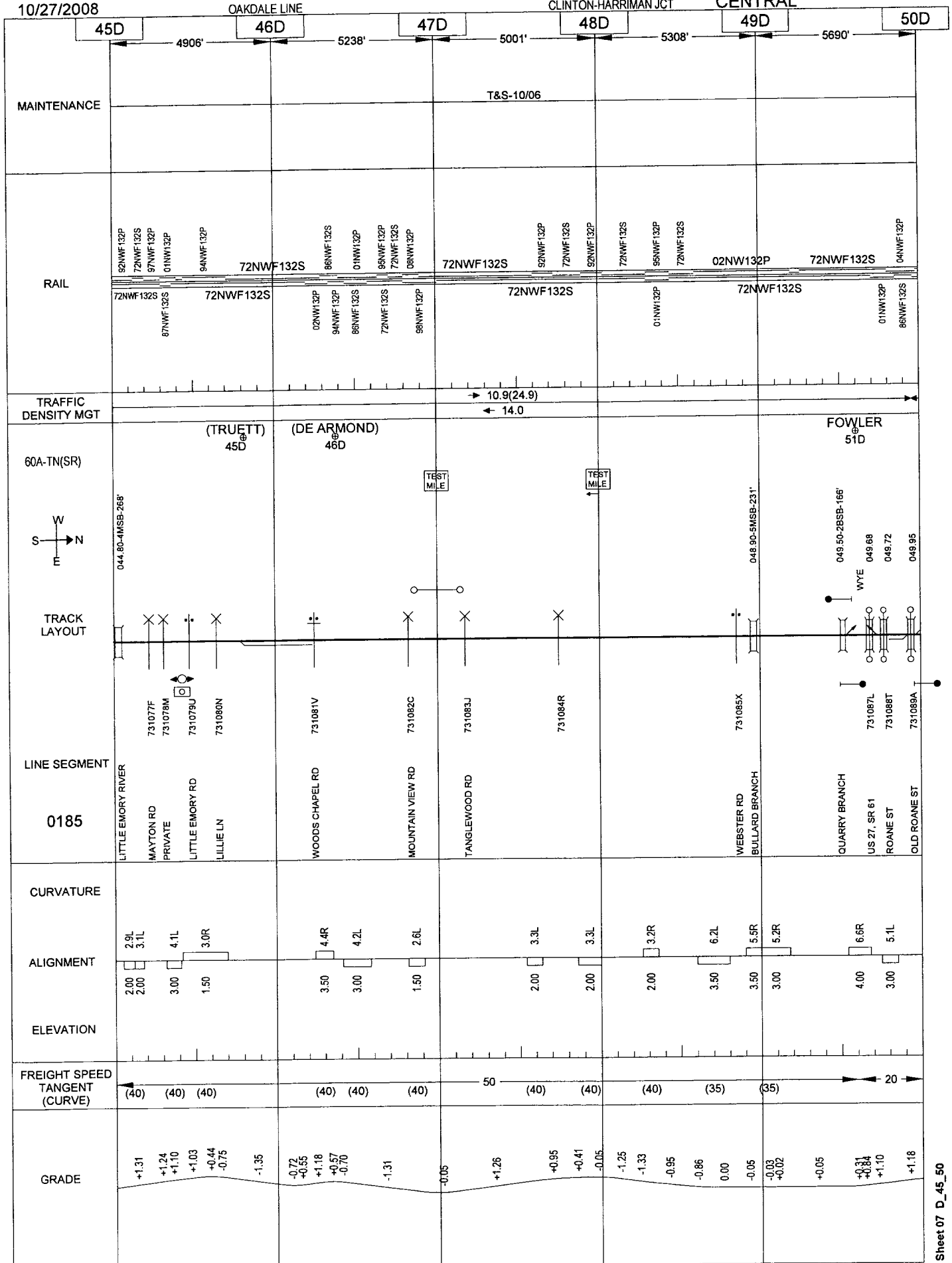
10/27/2008

OAKDALE LINE

112

CLINTON-HARRIMAN JCT

CENTRAL



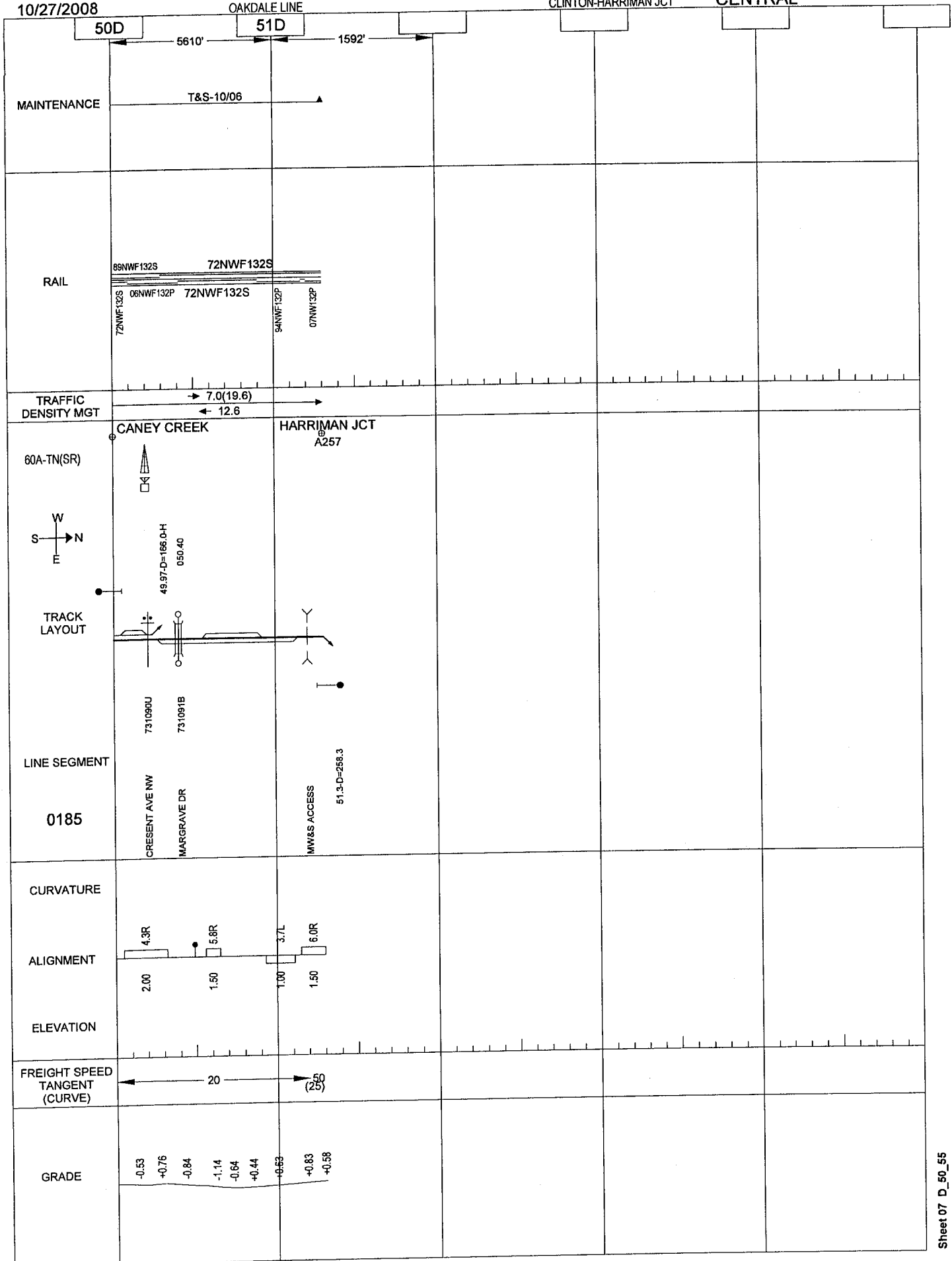
10/27/2008

OAKDALE LINE

113

CLINTON-HARRIMAN JCT

CENTRAL



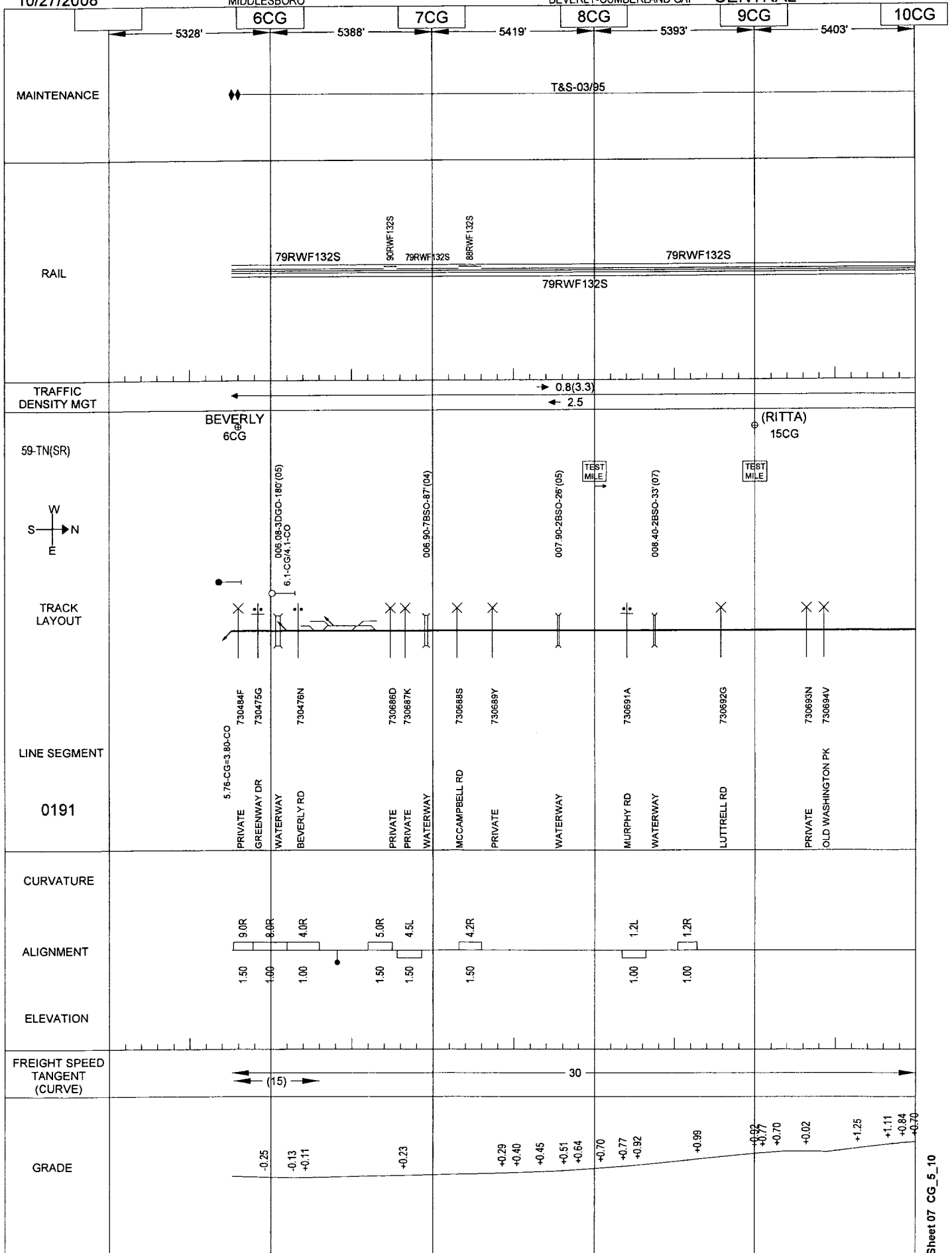
10/27/2008

114

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

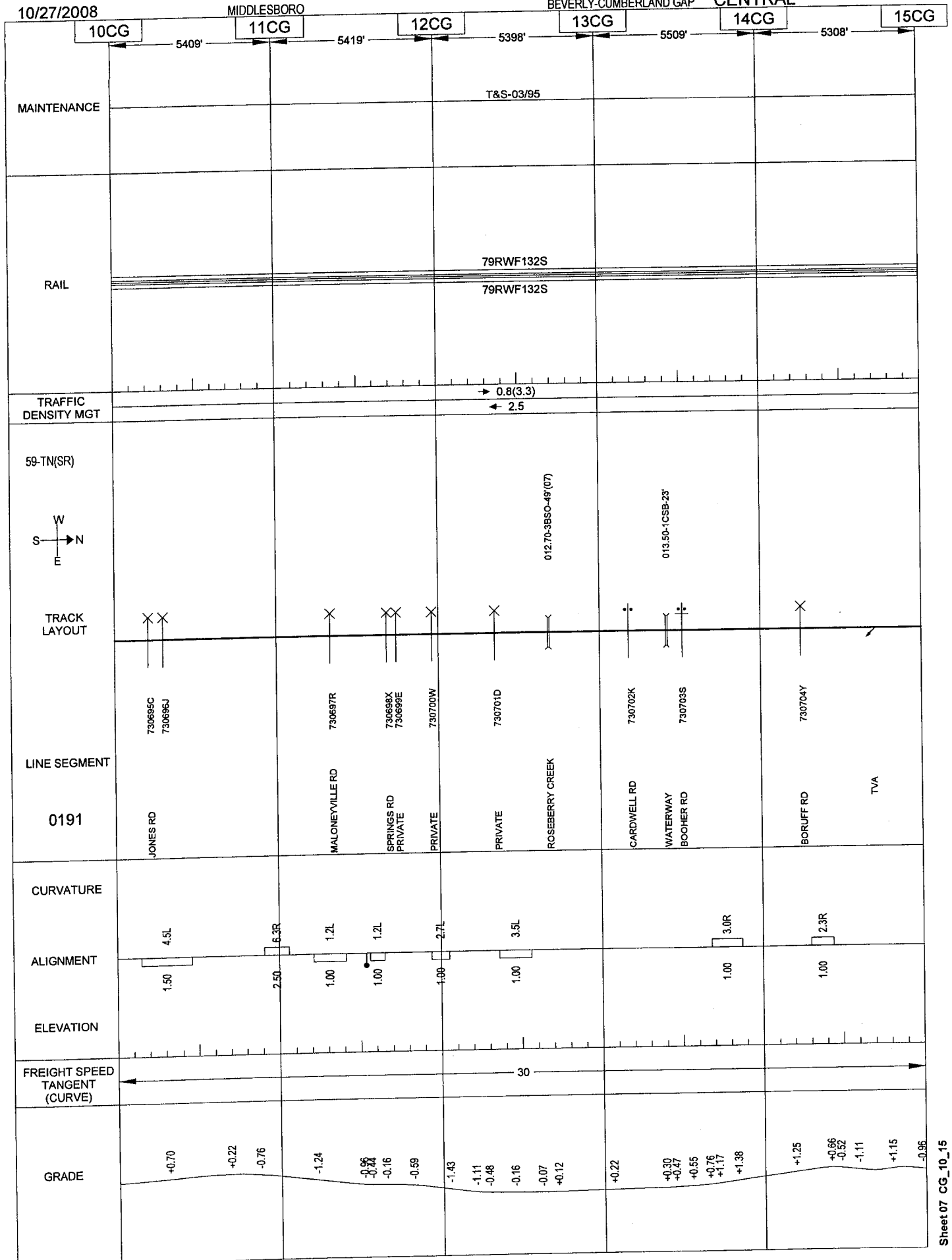


10/27/2008

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

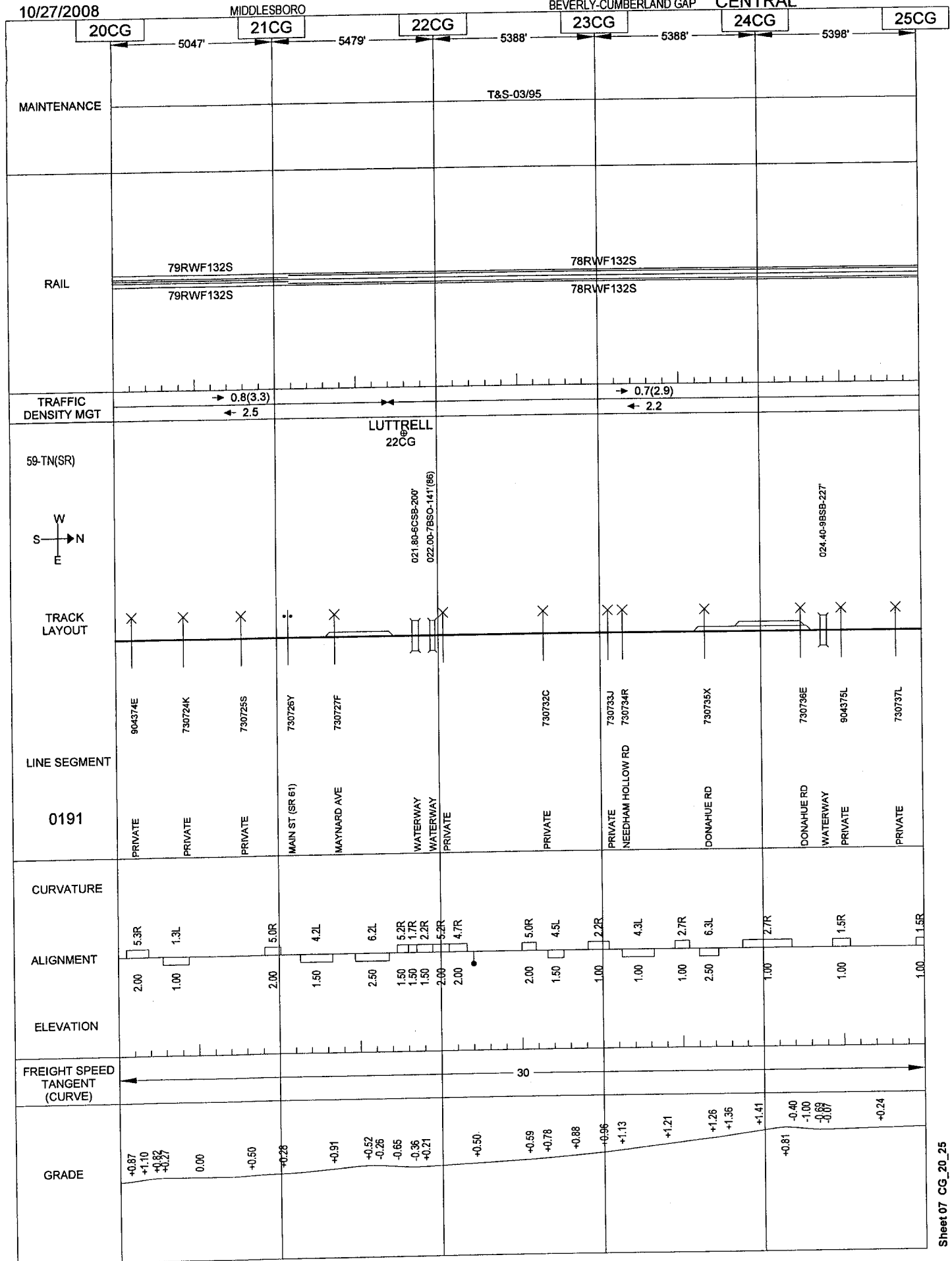


10/27/2008

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



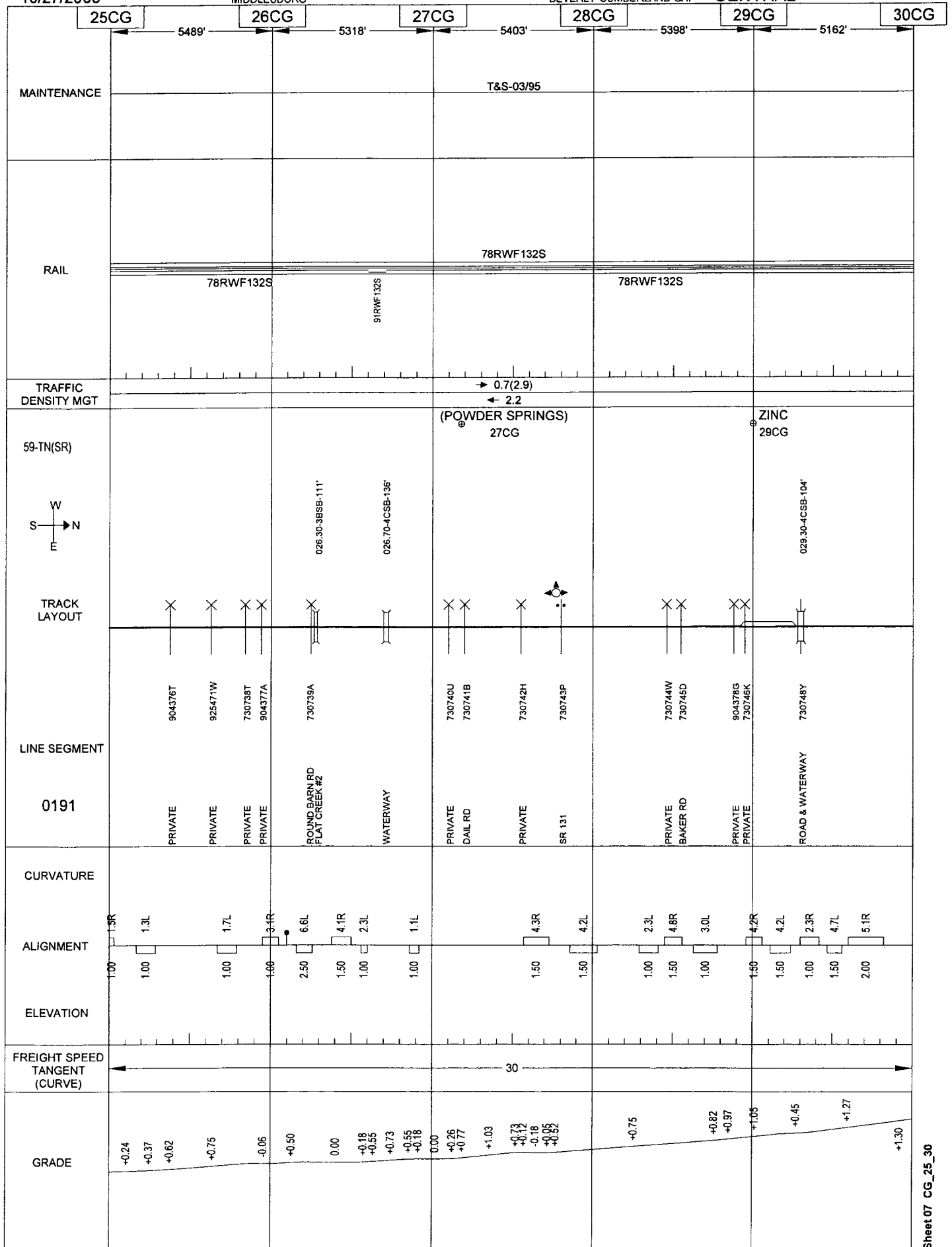
10/27/2008

118

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet 07 CG_30_35

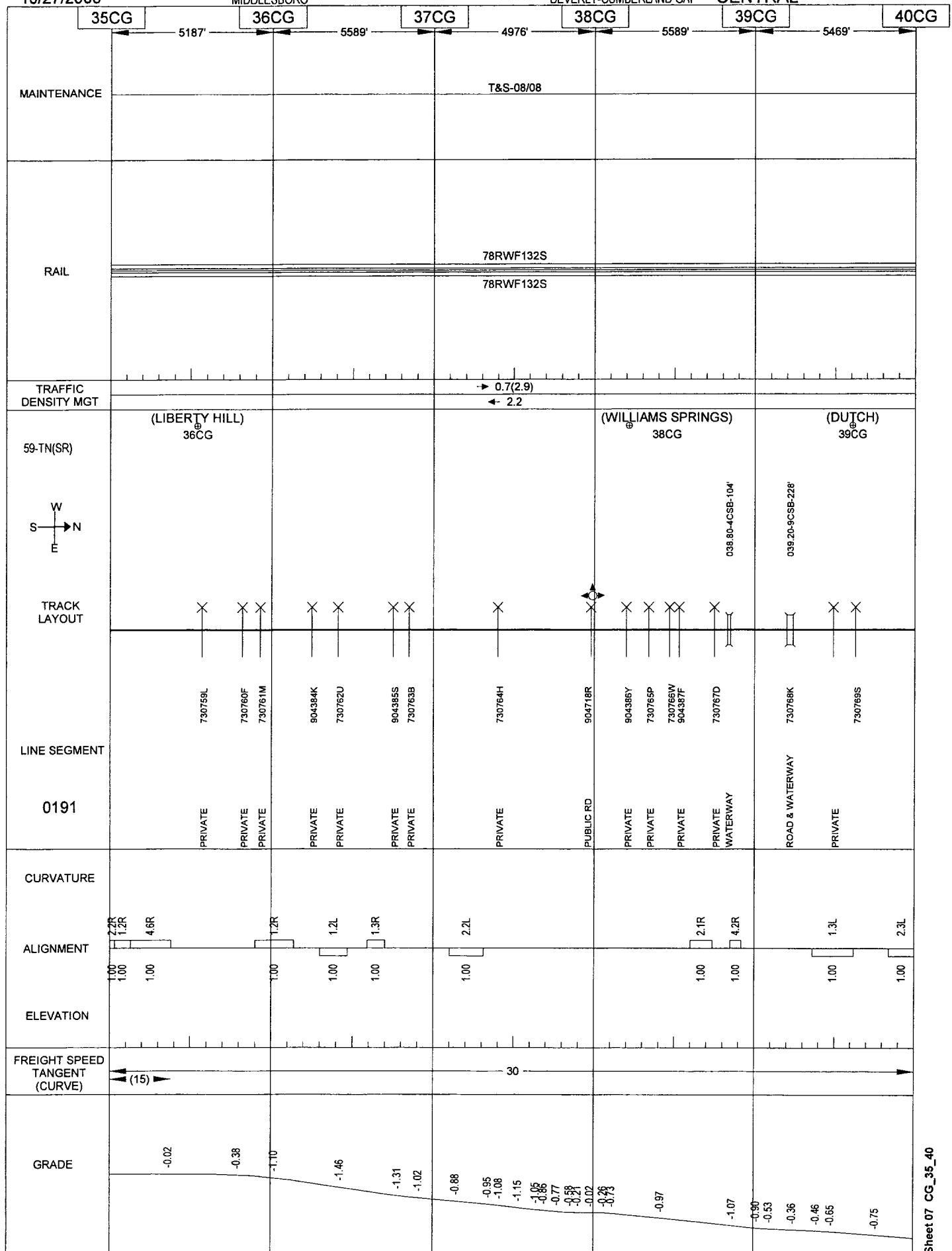
10/27/2008

120

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

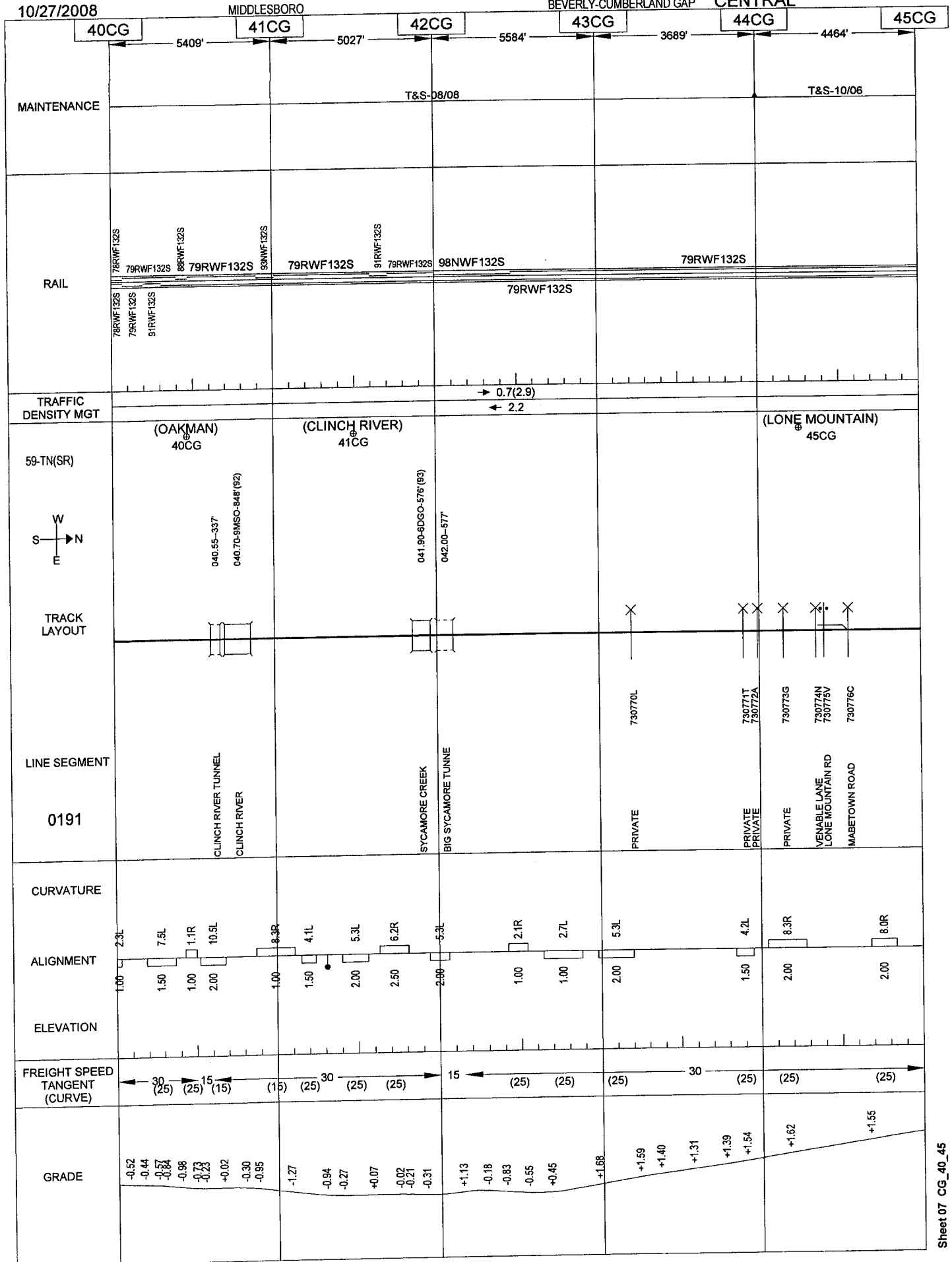


10/27/2008

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



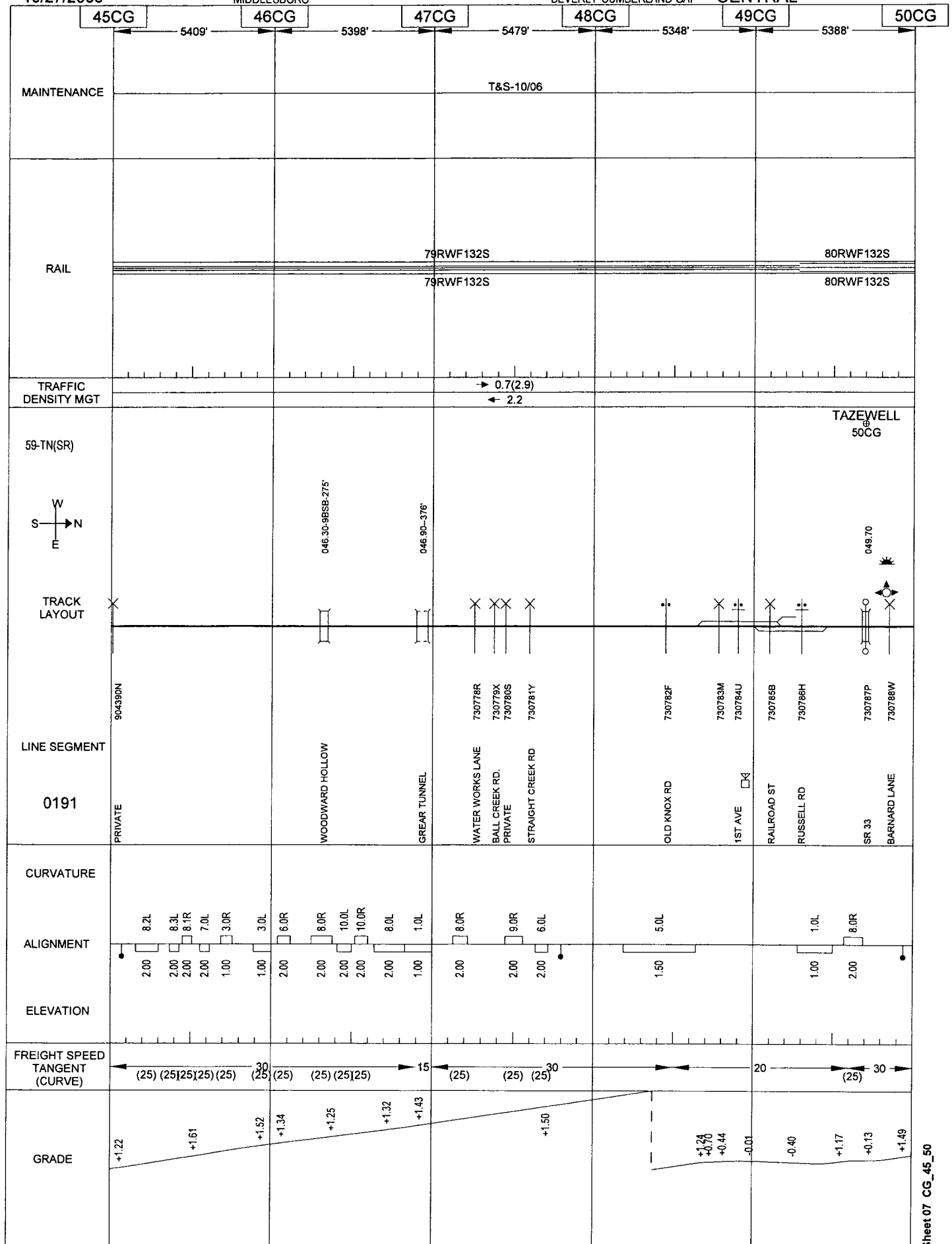
10/27/2008

122

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



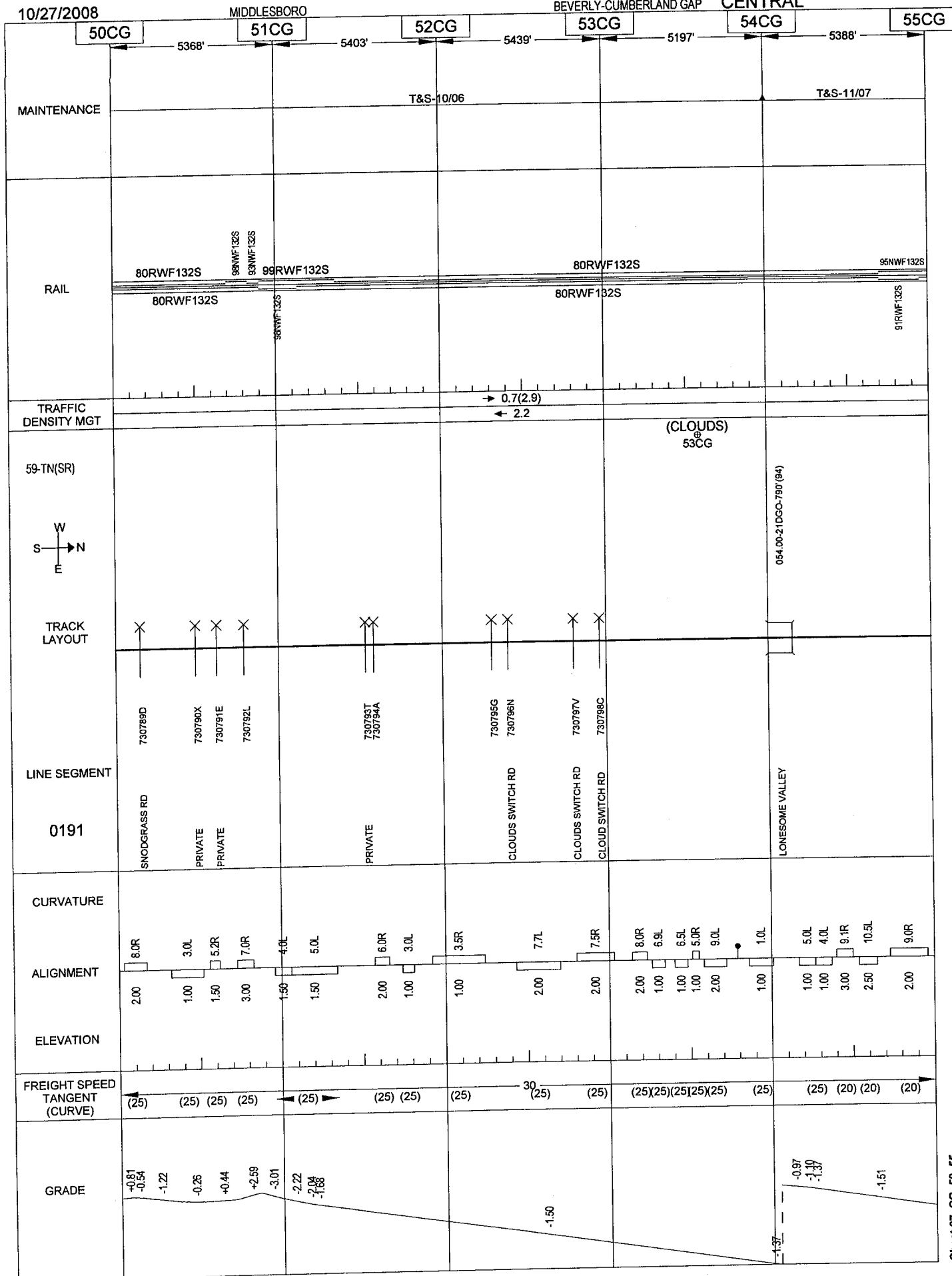
10/27/2008

MIDDLESBORO

123

BEVERLY-CUMBERLAND GAP

CENTRAL



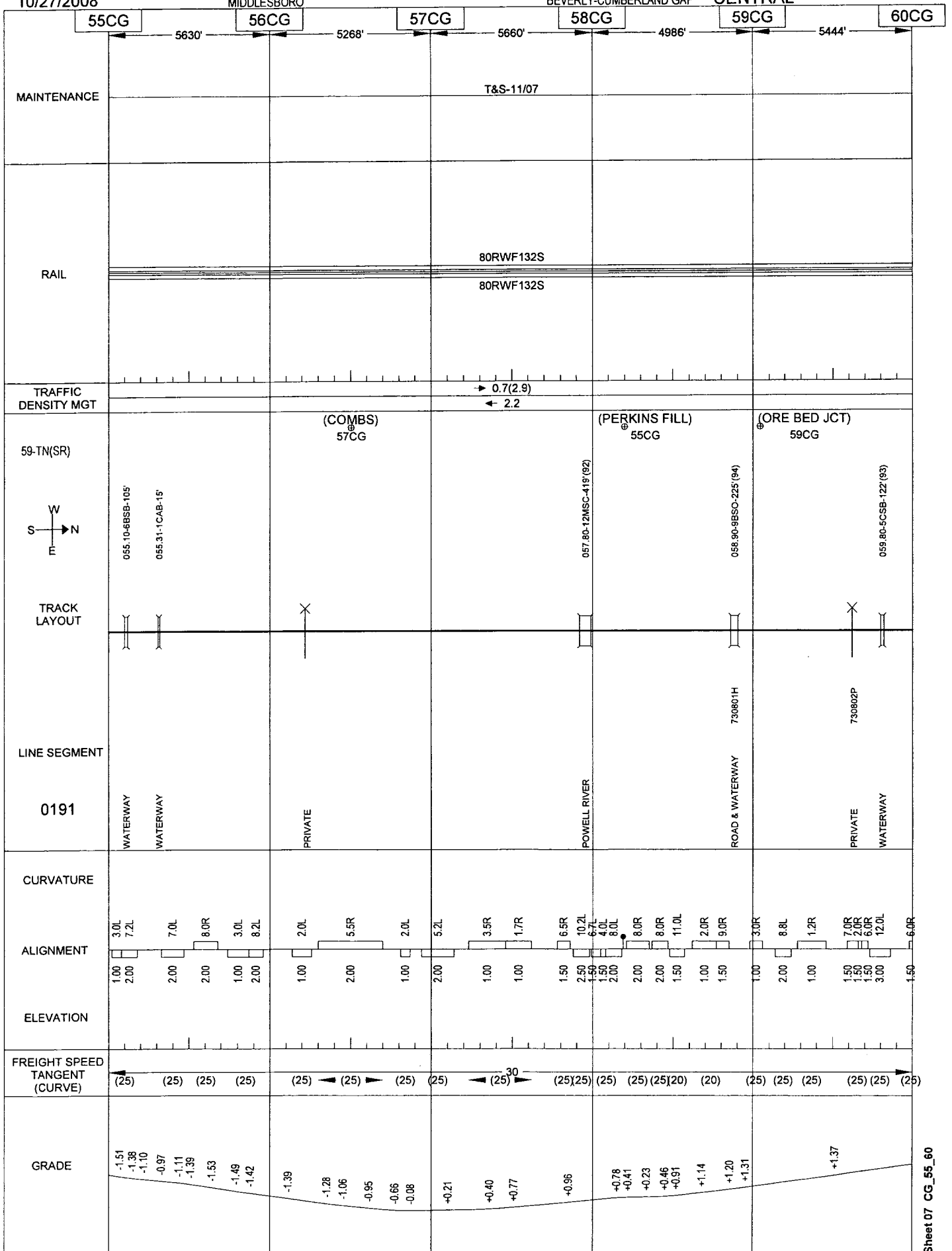
10/27/2008

124

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

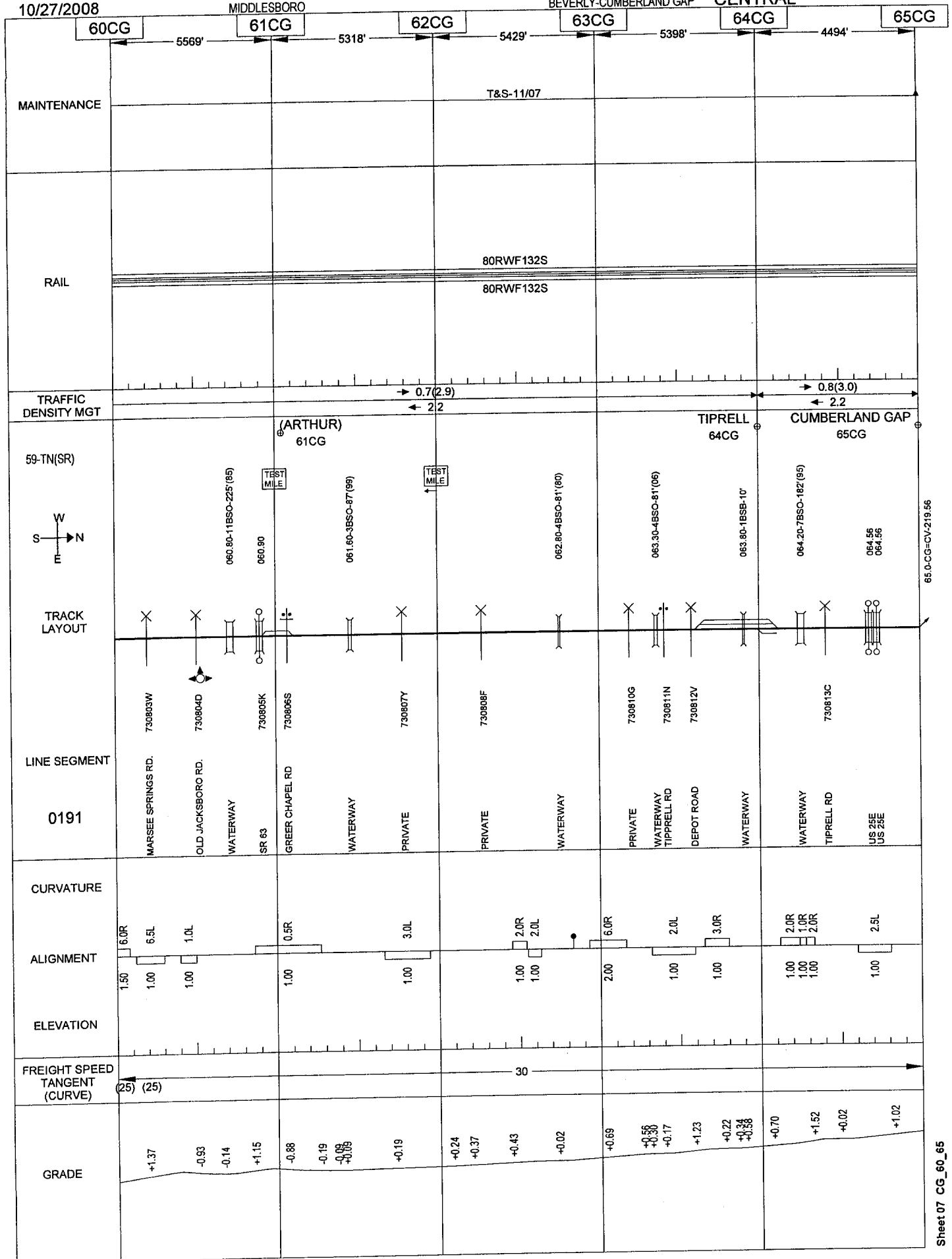


10/27/2008

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

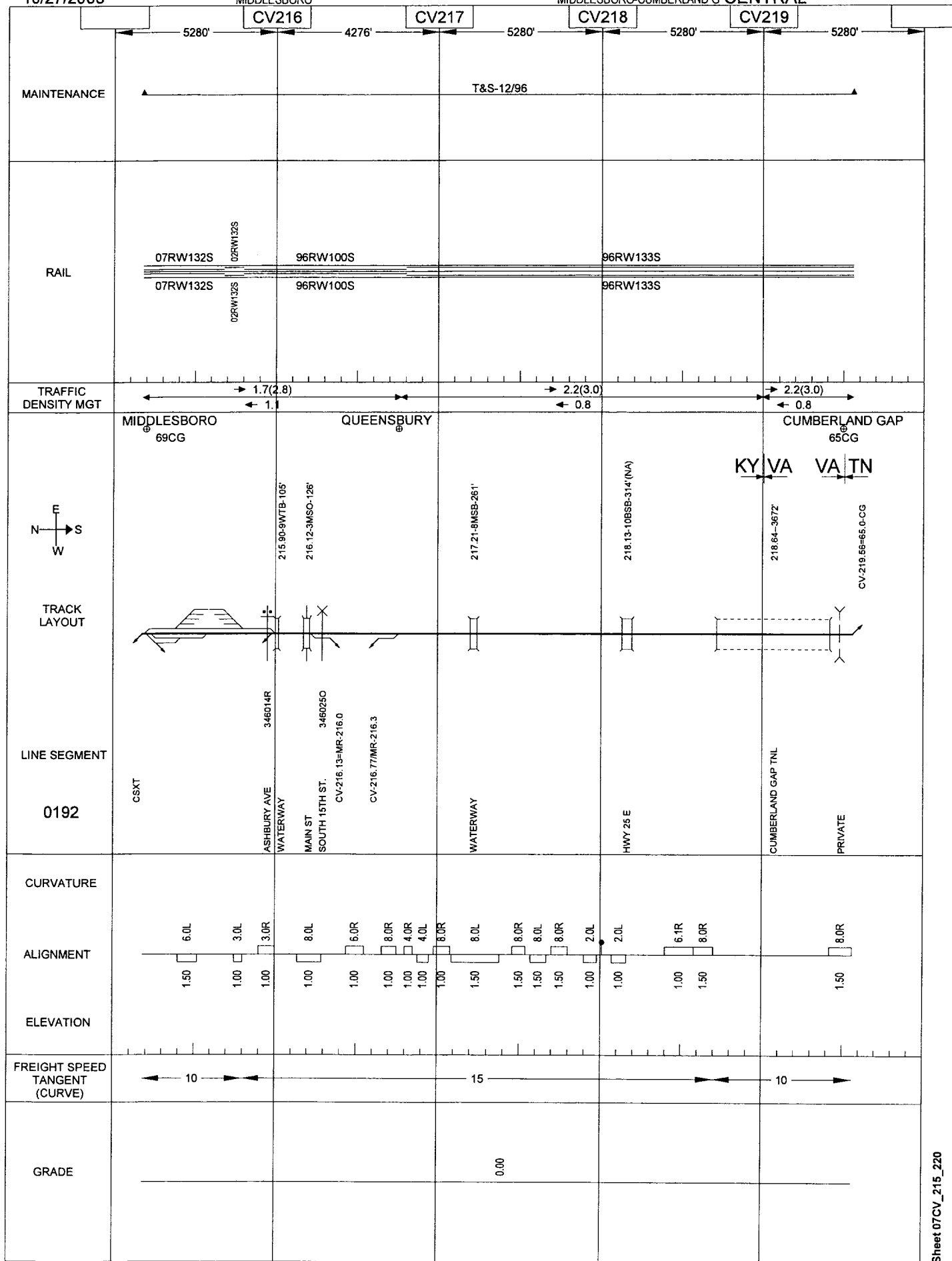


10/27/2008

126

MIDDLESBORO

MIDDLESBORO-CUMBERLAND G CENTRAL



10/27/2008

MIDDLESBORO

127
APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

MR216

MR217

MR218

MR219

MR220

5280'

5280'

5280'

5280'

MAINTENANCE

T&S 12/96

RAIL

96RW133S

*NJ132S

97RW100S

*NJ100S

96RW133S

*NJ132S

97RW100S

*NJ100S

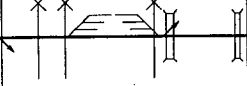
TRAFFIC
DENSITY MGT→ 0.5(1.8)
← 1.3→ 0.4(1.5)
← 1.1

QUEENSBURY

STONEY FORK 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
SOUTH 15TH ST.
DONCASTER ST.
PRIVATE
20TH STREET
EVANS DRIVE

352491X
352493U
352495A
352496G
352497N

352498V
PETERSBURG AVENUE
352498C

352500U
352501B
352502H
352503P

MR-219.0-MS-219.0
352504W
PRIVATE
PRIVATE
352506K

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

5.0R
12.0R
4.0R
10.0L

3.5R
6.0R
5.0L
3.5L
10.0R
5.0L

6.0R
6.0L
4.0R
3.5L
4.0L
6.0R

3.5L
10.0L
1.5L
3.5L

10

0.00

10/27/2008

MIDDLESBORO

128
APPOLLO BRANCH

QUEENSBURY-APPOLO

CENTRAL

	MR220	5280'	MR221					
MAINTENANCE	T&S-12/96							
RAIL	<div> <div>**NJ100S</div> <div>**NJ100S</div> </div>							
TRAFFIC DENSITY MGT	<div> <div>→ 0.0(0.0)</div> <div>← 0.0</div> </div>							
	APPOLO							
<div>W</div> <div>S → N</div> <div>E</div>								
TRACK LAYOUT	<div> <div>X</div> <div>X</div> </div>							
LINE SEGMENT	<div> <div>PRIVATE</div> <div>352508Y</div> <div>LANGLEY BRANCH</div> </div>							
0800								
CURVATURE								
ALIGNMENT	<div> <div>1.5L</div> <div>1.00</div> </div>							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	<div> <div>10</div> </div>							
GRADE	<div> <div>0.00</div> </div>							

10/27/2008

MIDDLESBORO

129
BELL COUNTY BRANCH

STONE FORD JCT-BELL COU

CENTRAL

MS219

MS220

5280'

T&S-12/96

MAINTENANCE

RAIL

96RW133S

96RW133S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

STONE FORD JCT

W
S — N
ETRACK
LAYOUT

219.18-7BSO-143 (NA)

219.43-6WTB-74'

LINE SEGMENT

0810

MS-219.0=MR-219.0

347347V

347348C

43RD STREET
WATERWAY
WINCHESTER (SR 186)

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

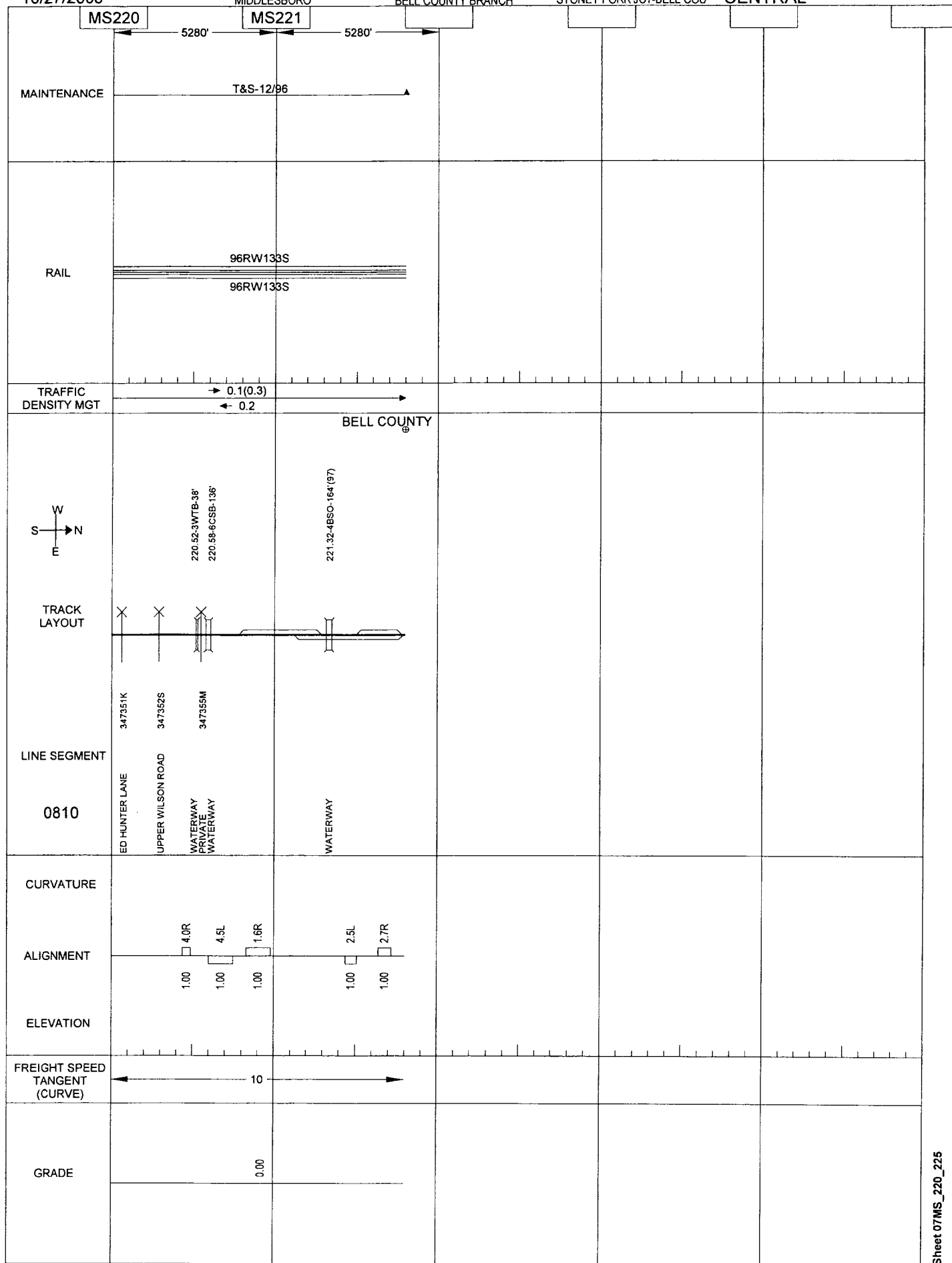
10/27/2008

MIDDLESBORO

130
BELL COUNTY BRANCH

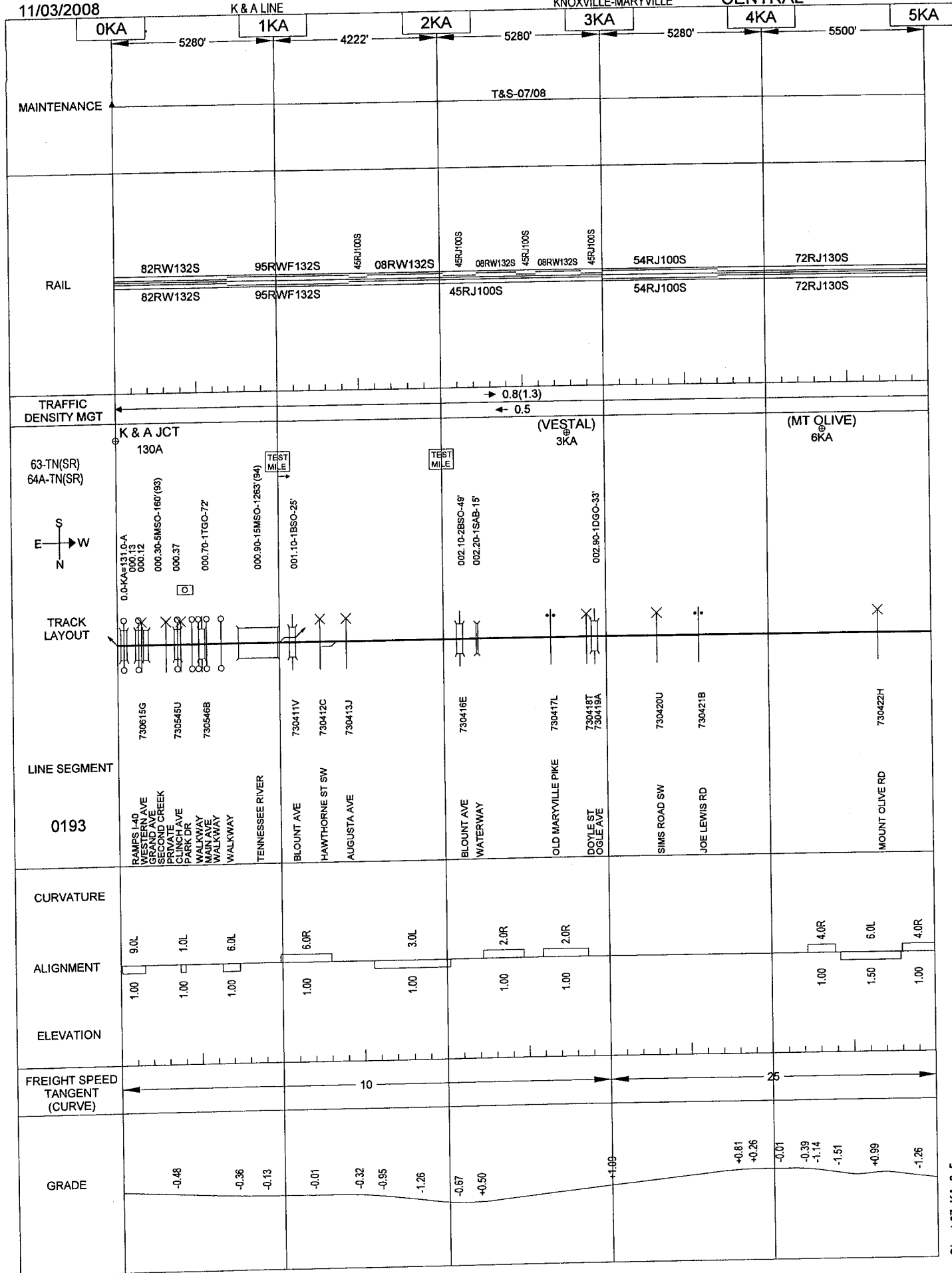
STONEY FORK JCT-BELL COU

CENTRAL



11/03/2008

K & A LINE



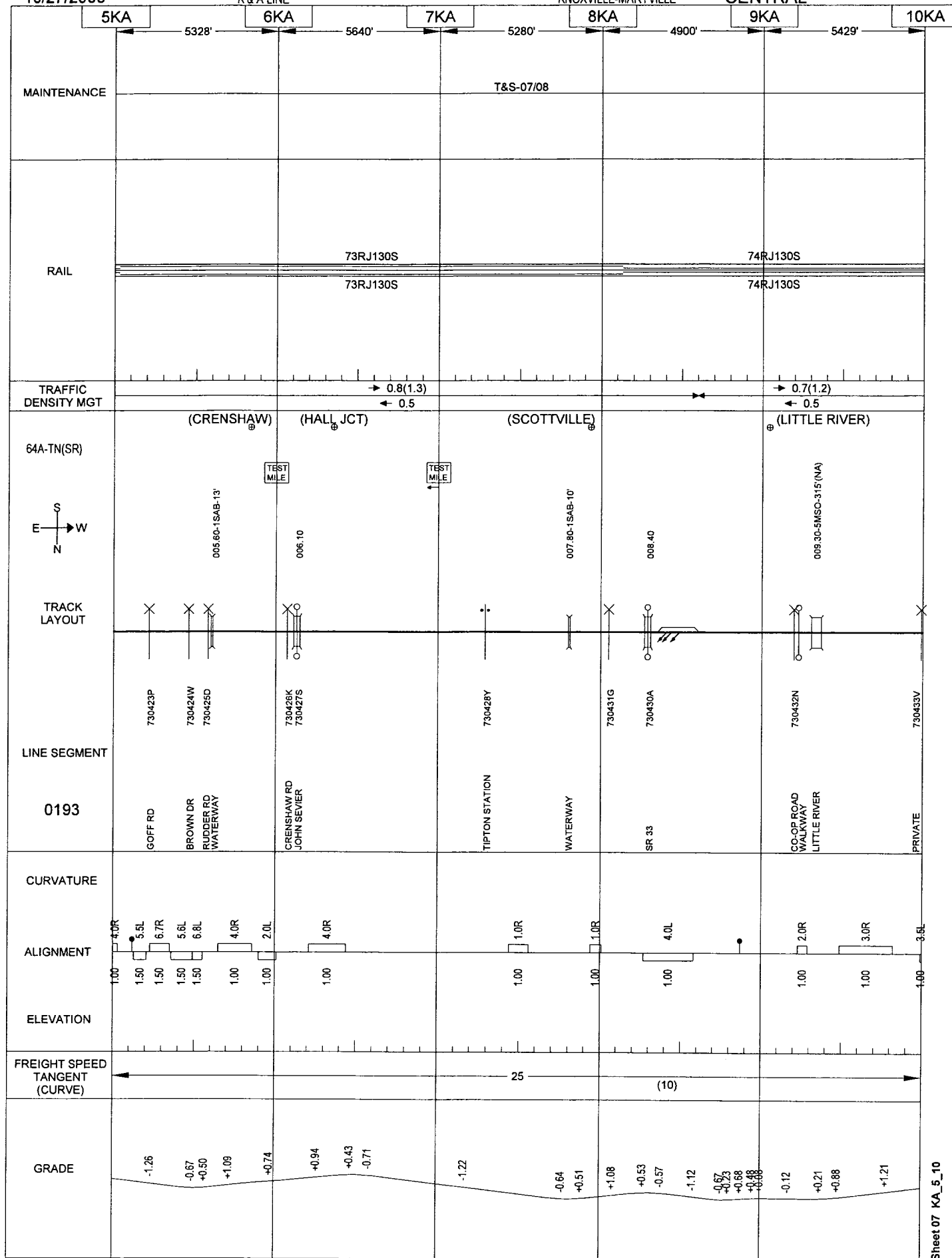
10/27/2008

132

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL

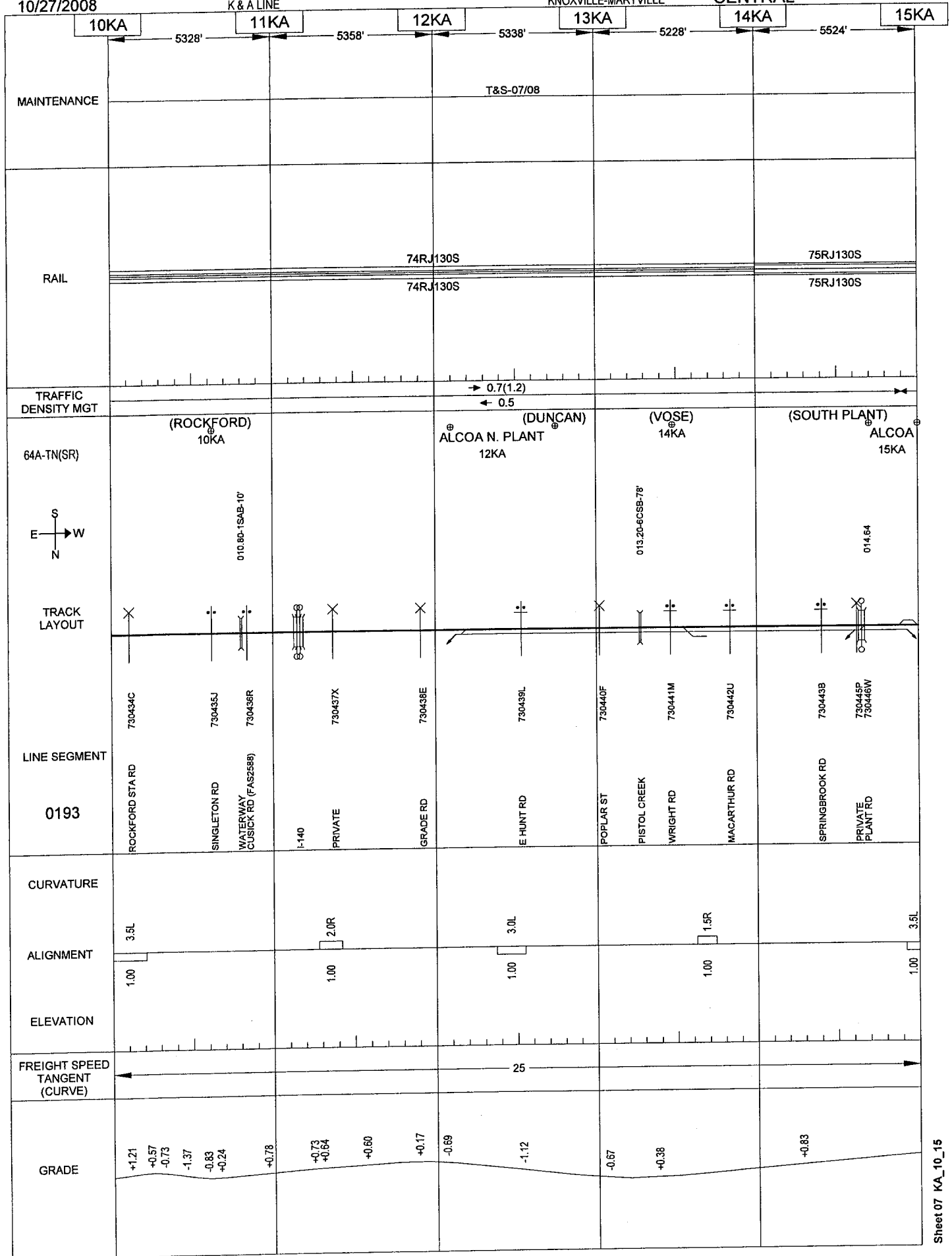


10/27/2008

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



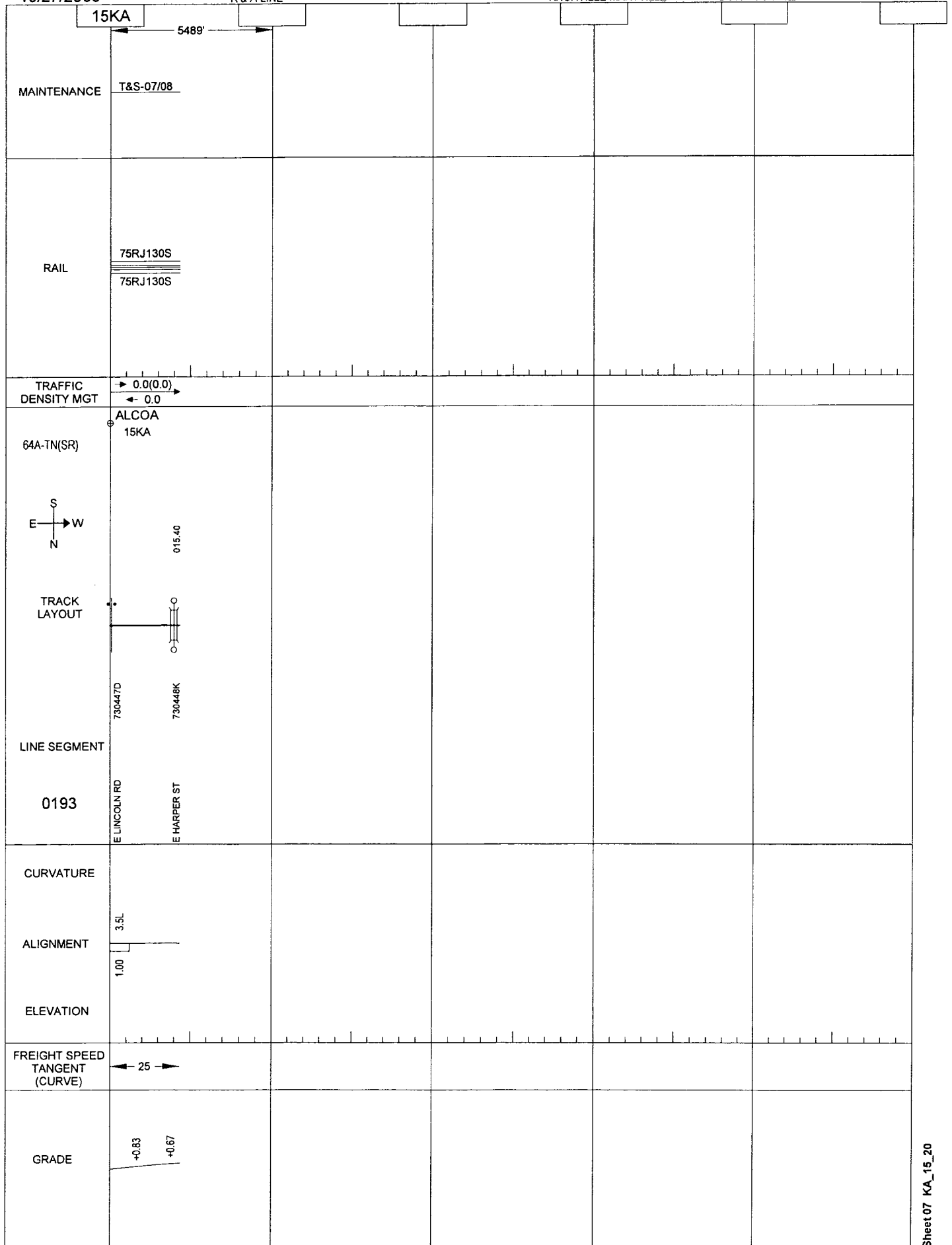
10/27/2008

134

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



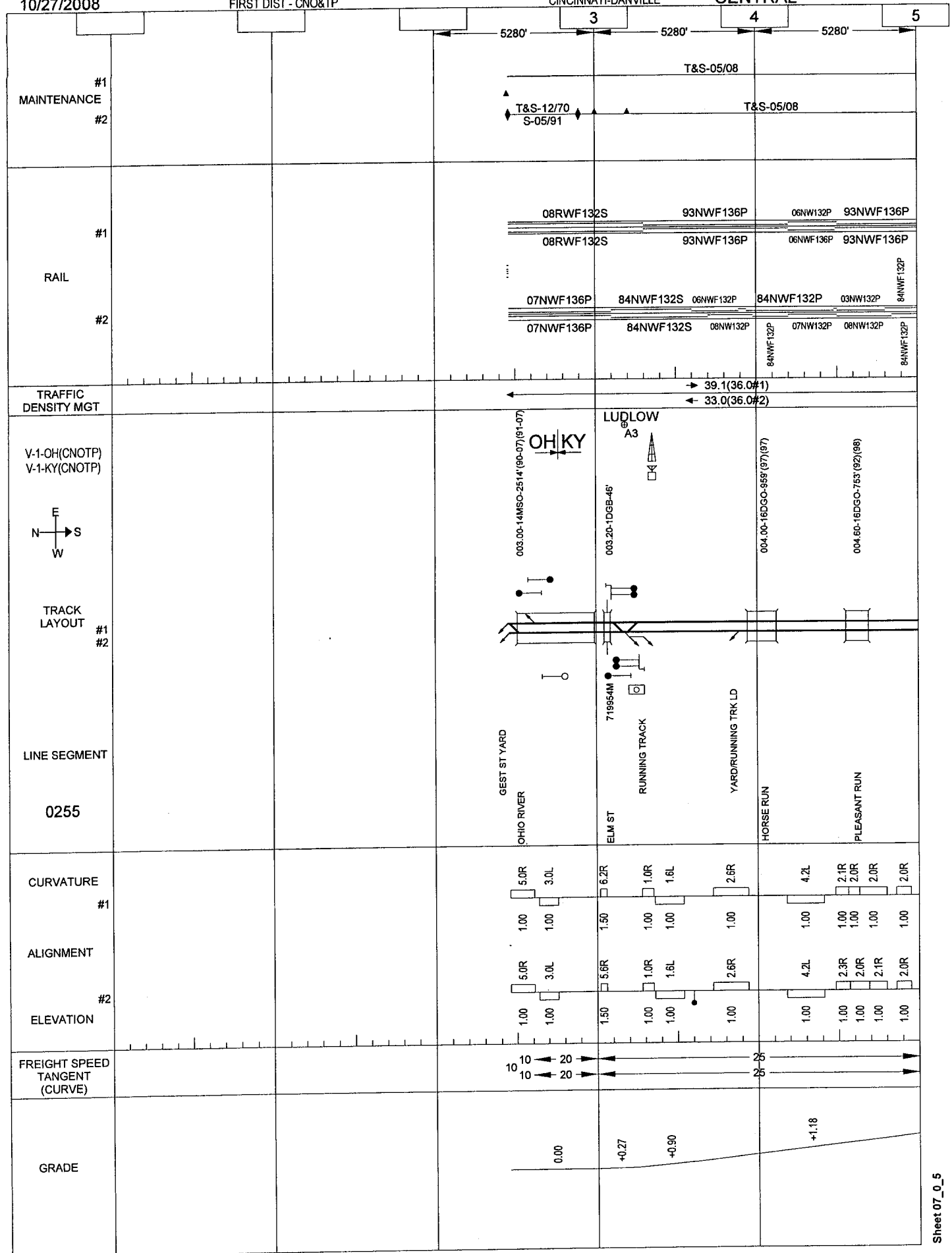
10/27/2008

FIRST DIST - CNO&TP

135

CINCINNATI-DANVILLE

CENTRAL



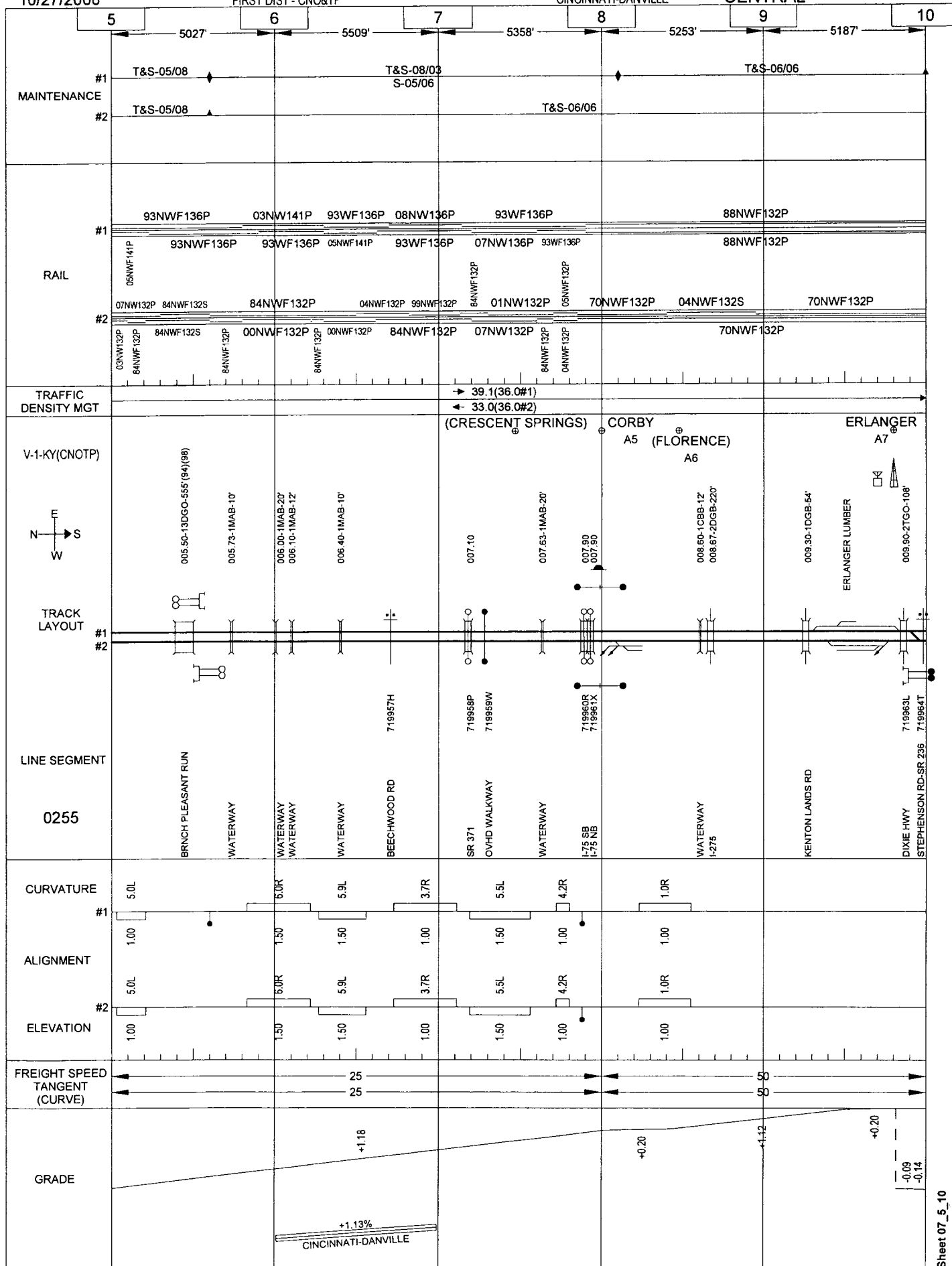
10/27/2008

136

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



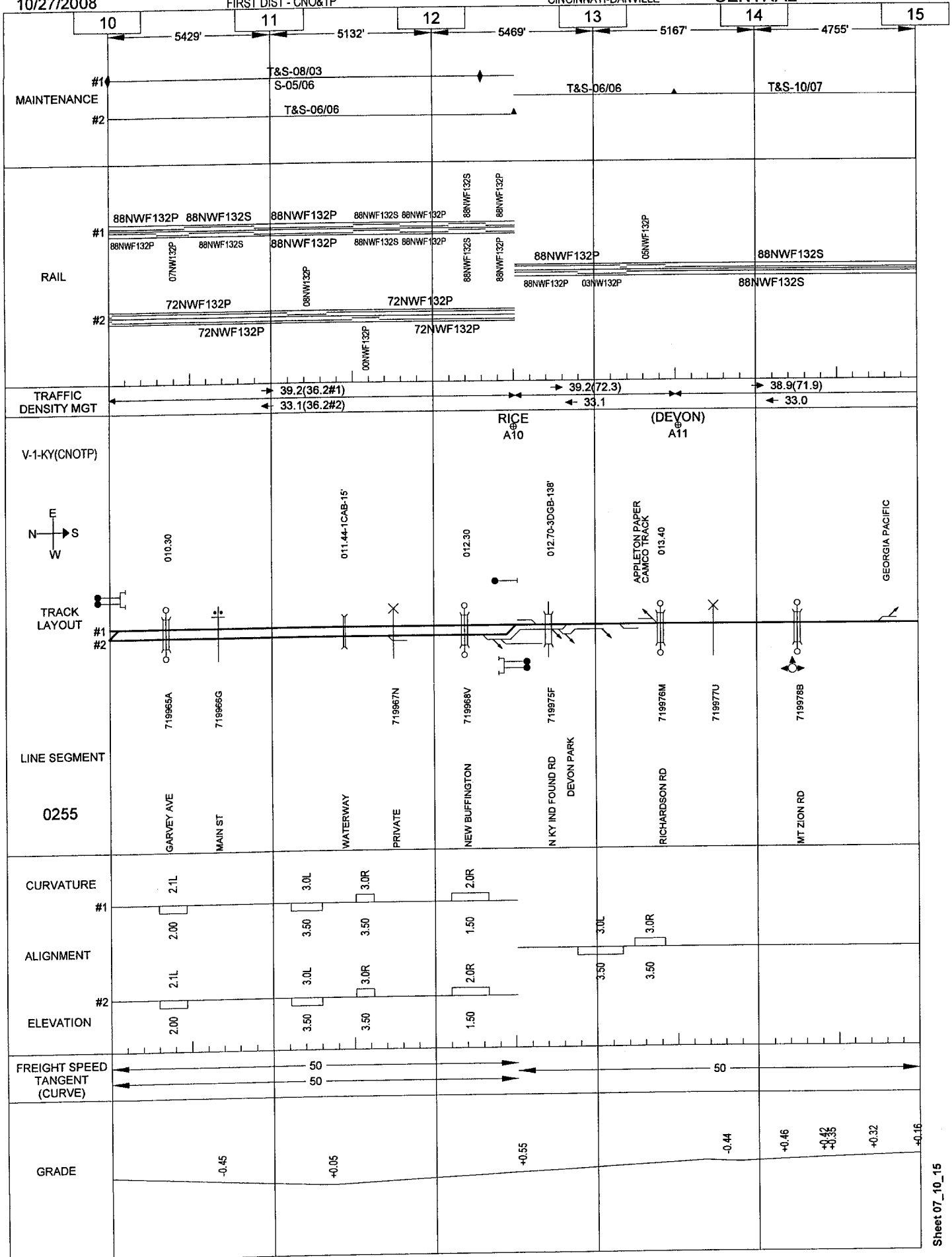
10/27/2008

FIRST DIST - CNO&TP

137

CINCINNATI-DANVILLE

CENTRAL



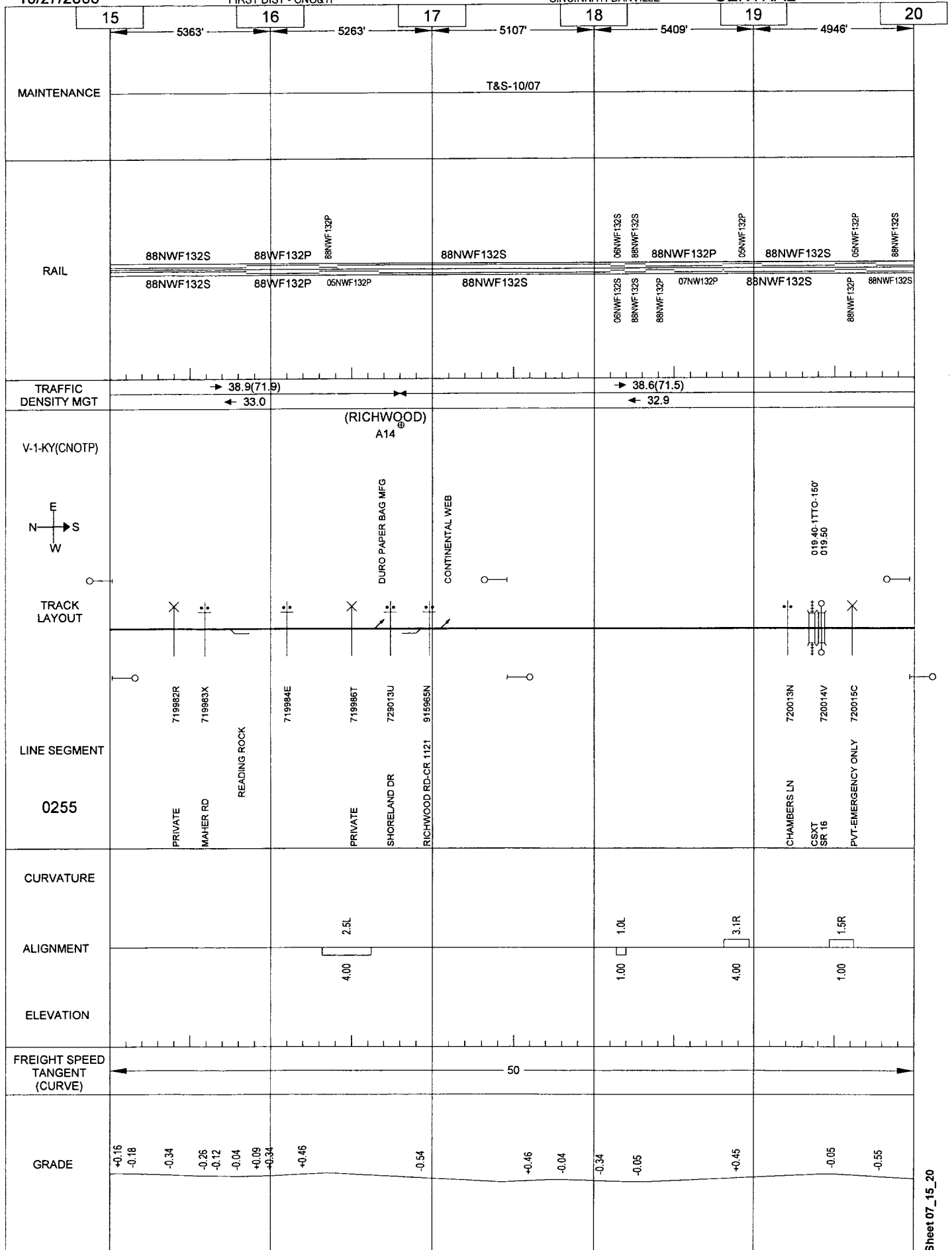
10/27/2008

138

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



CENTRAL

25

5409' —

T&S-07/04
S-04/08
T&S-07/03

94NWF136S	94NWF136P	94NWF136S
94NWF136S	94NWF136P	94NWF136S
	77NWF132P	
	77NWF132P	

→ 38.6(35.8#1)
← 32.9(35.8#2)

(ADAMS)
⊕
A25

TEST	MI.
------	-----

Plan view of the railway track layout. The diagram shows a horizontal track with several segments and junctions. The segments are labeled with identifiers: 20016J, 720017R, 720018X, 720022M, 720023U, 720025H, 720026P, 720027W, 720028D, 720029K, 720030E, and 720031L. The layout includes various track features such as switches, crossings, and junctions, indicated by symbols like 'X' and 'T'. A north arrow is located in the upper left corner.

0255

#

#

— 5 —

GRADE

Sheet 07_20_25

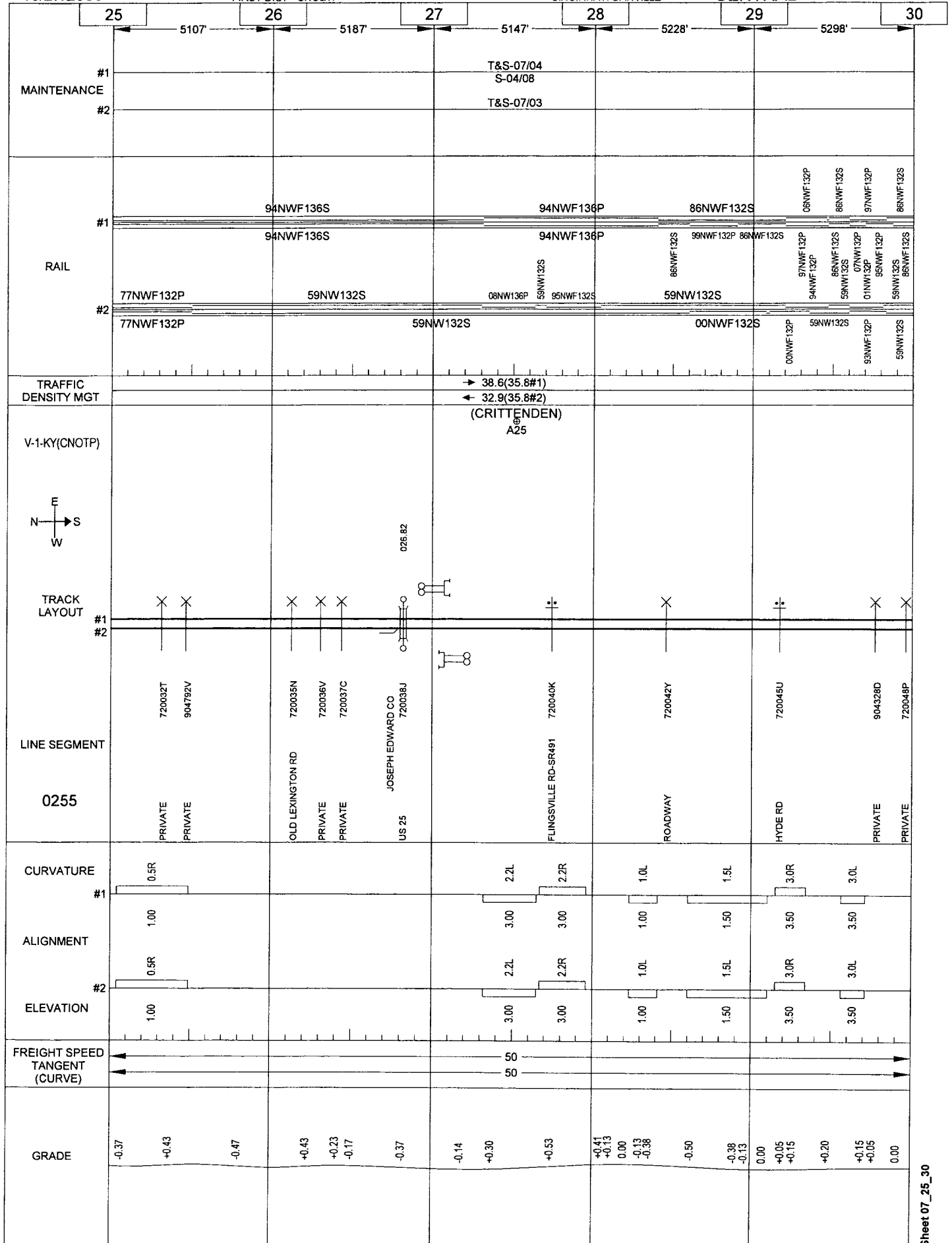
10/27/2008

140

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



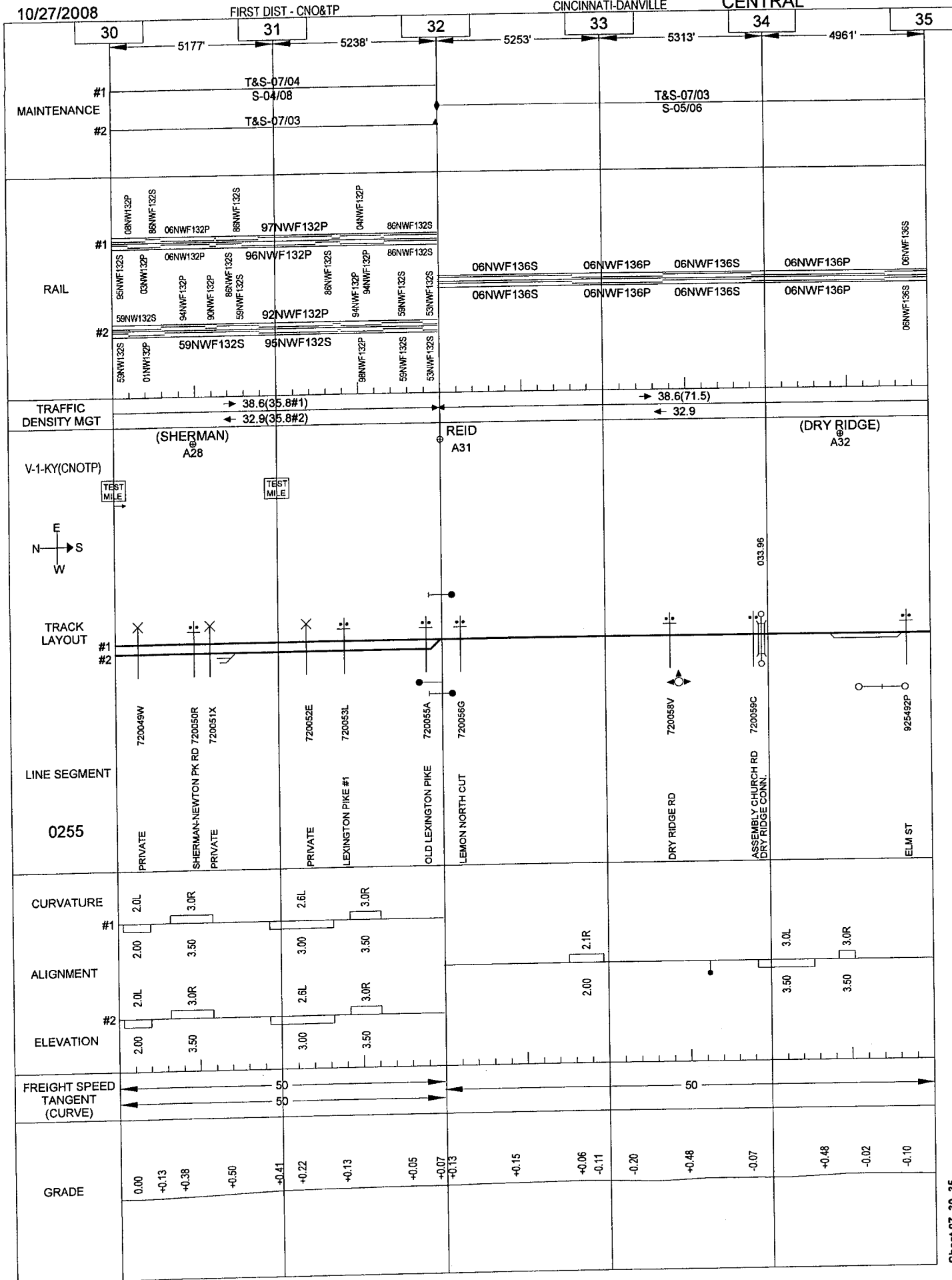
10/27/2008

FIRST DIST - CNO&TP

141

CINCINNATI-DANVILLE

CENTRAL



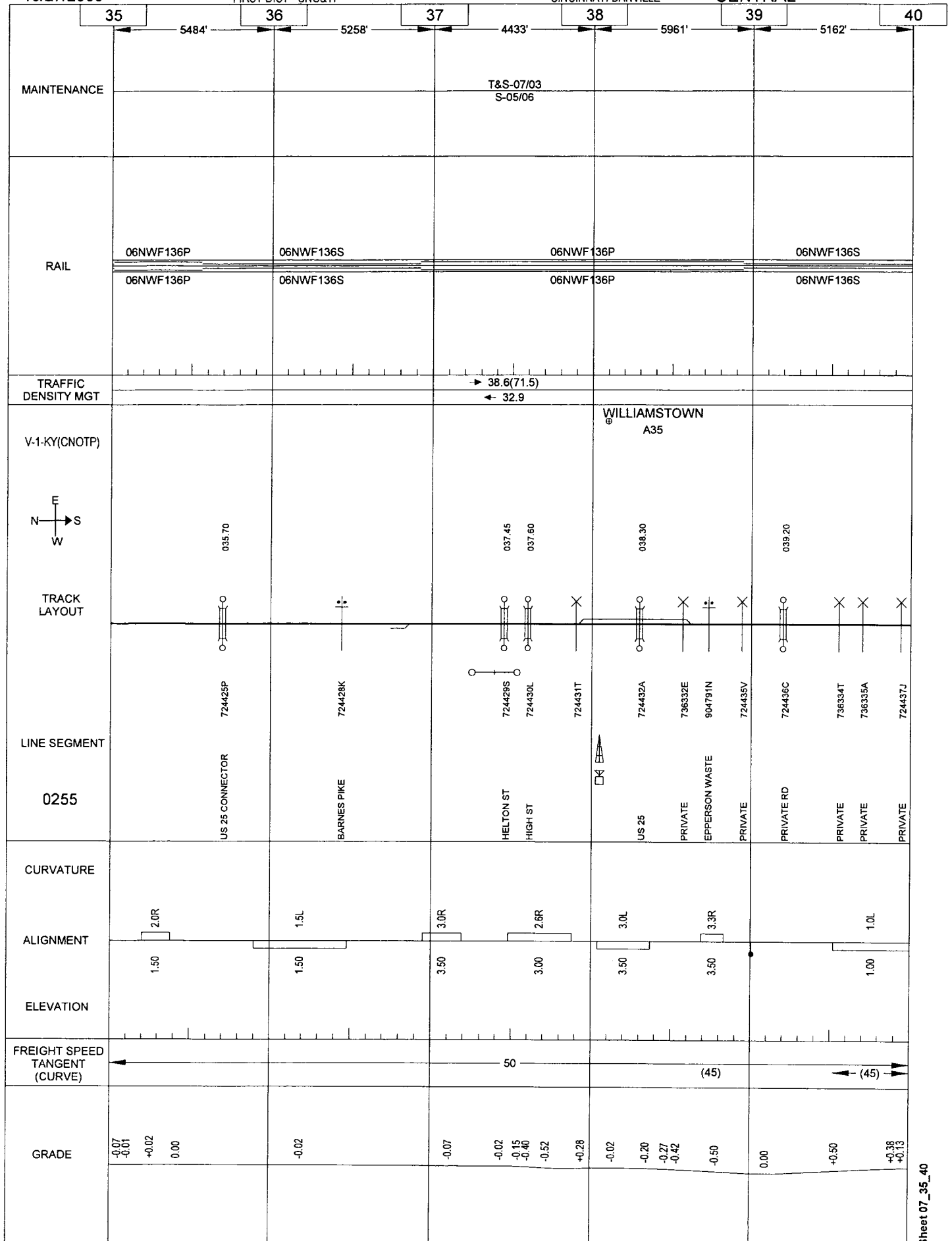
10/27/2008

142

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



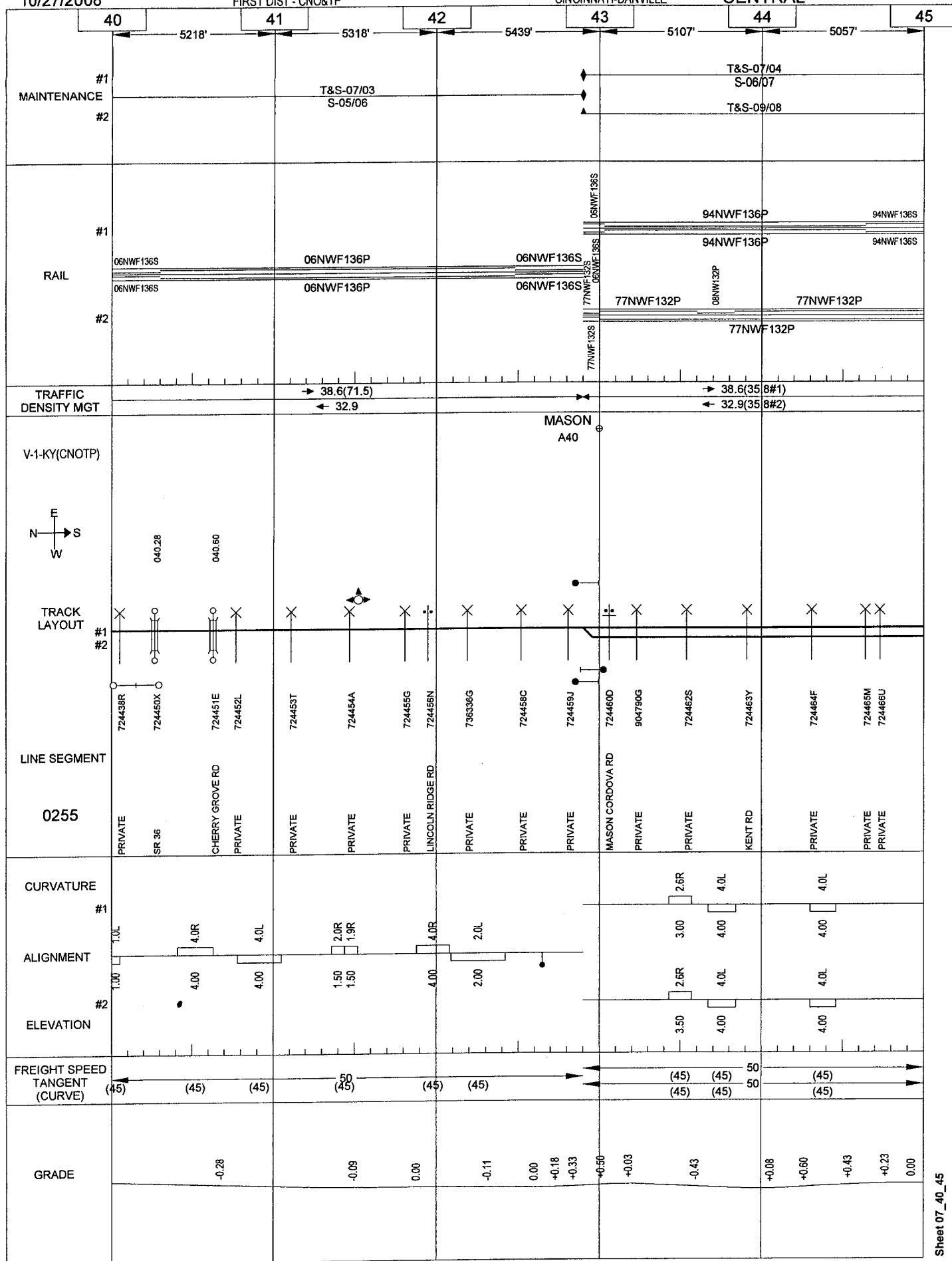
10/27/2008

143

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



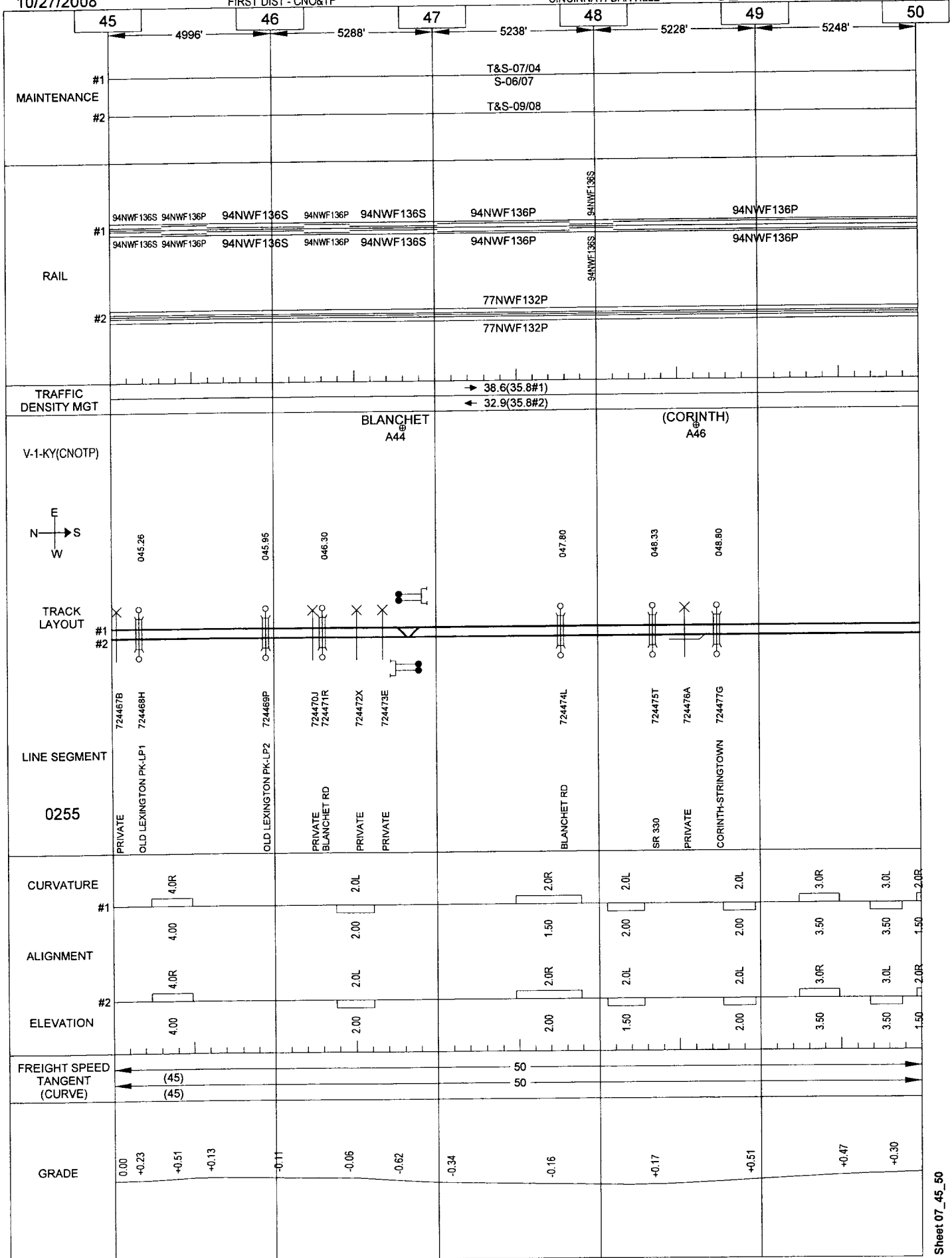
10/27/2008

FIRST DIST - CNO&TP

144

CINCINNATI-DANVILLE

CENTRAL

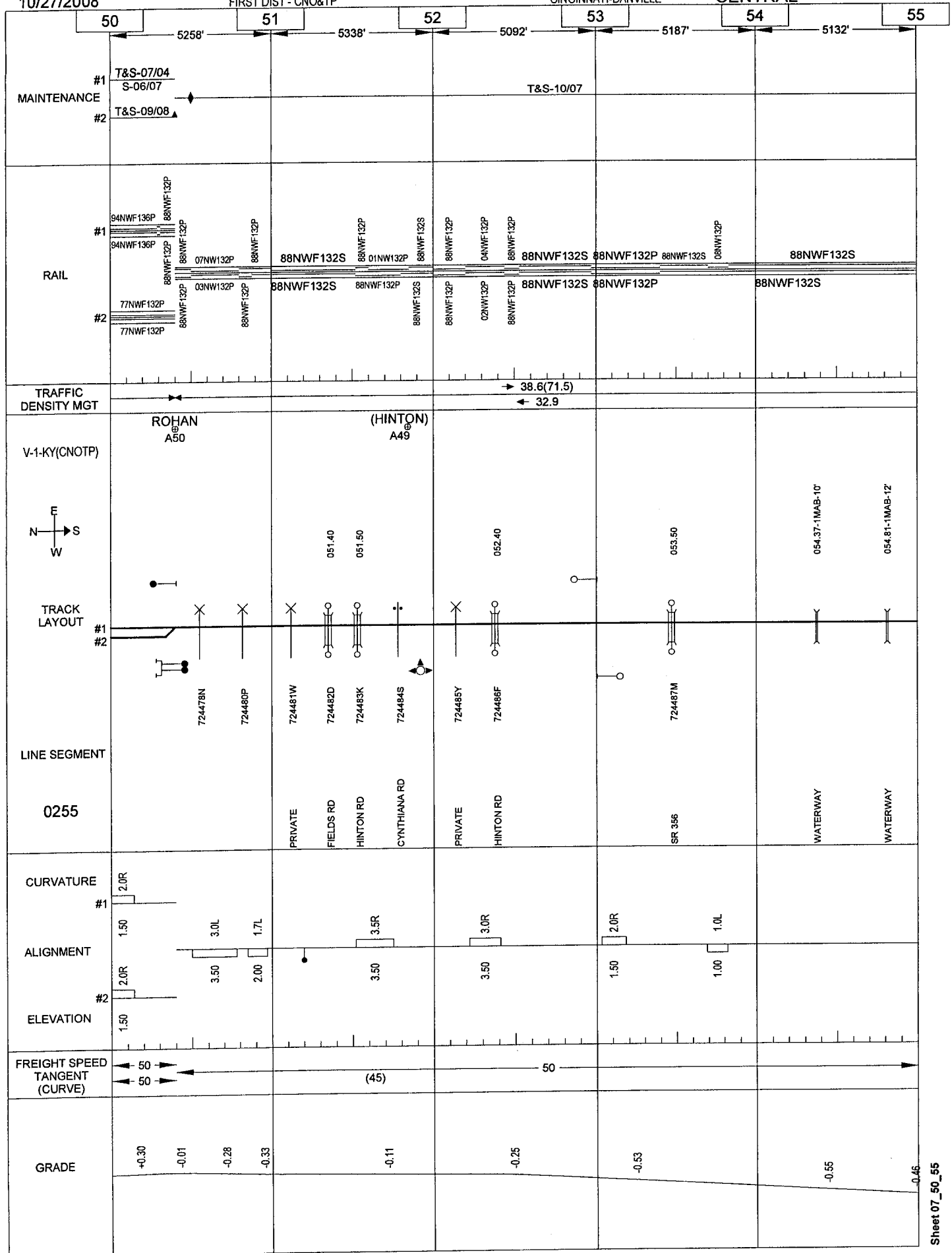


10/27/2008

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



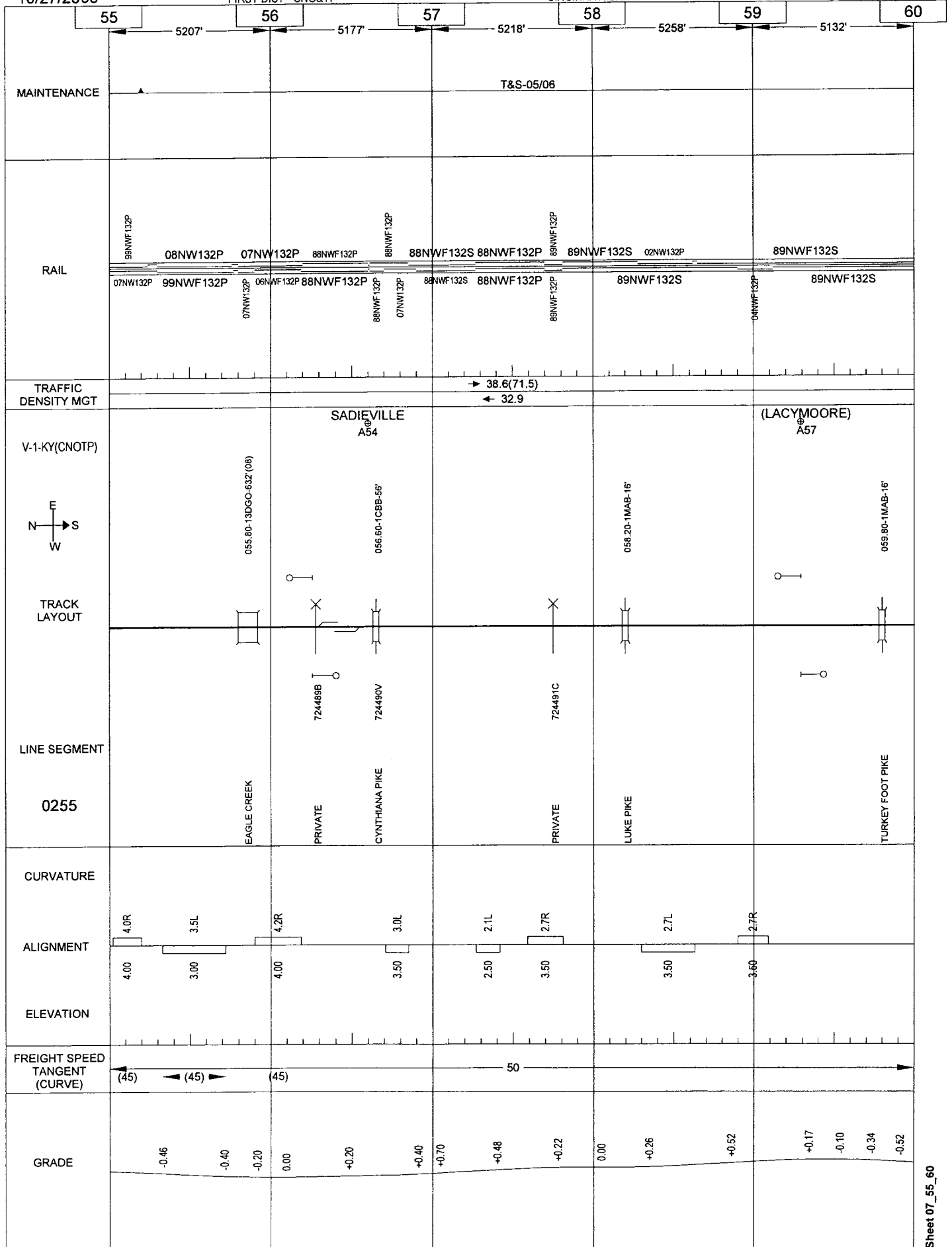
10/27/2008

FIRST DIST - CNO&TP

146

CINCINNATI-DANVILLE

CENTRAL



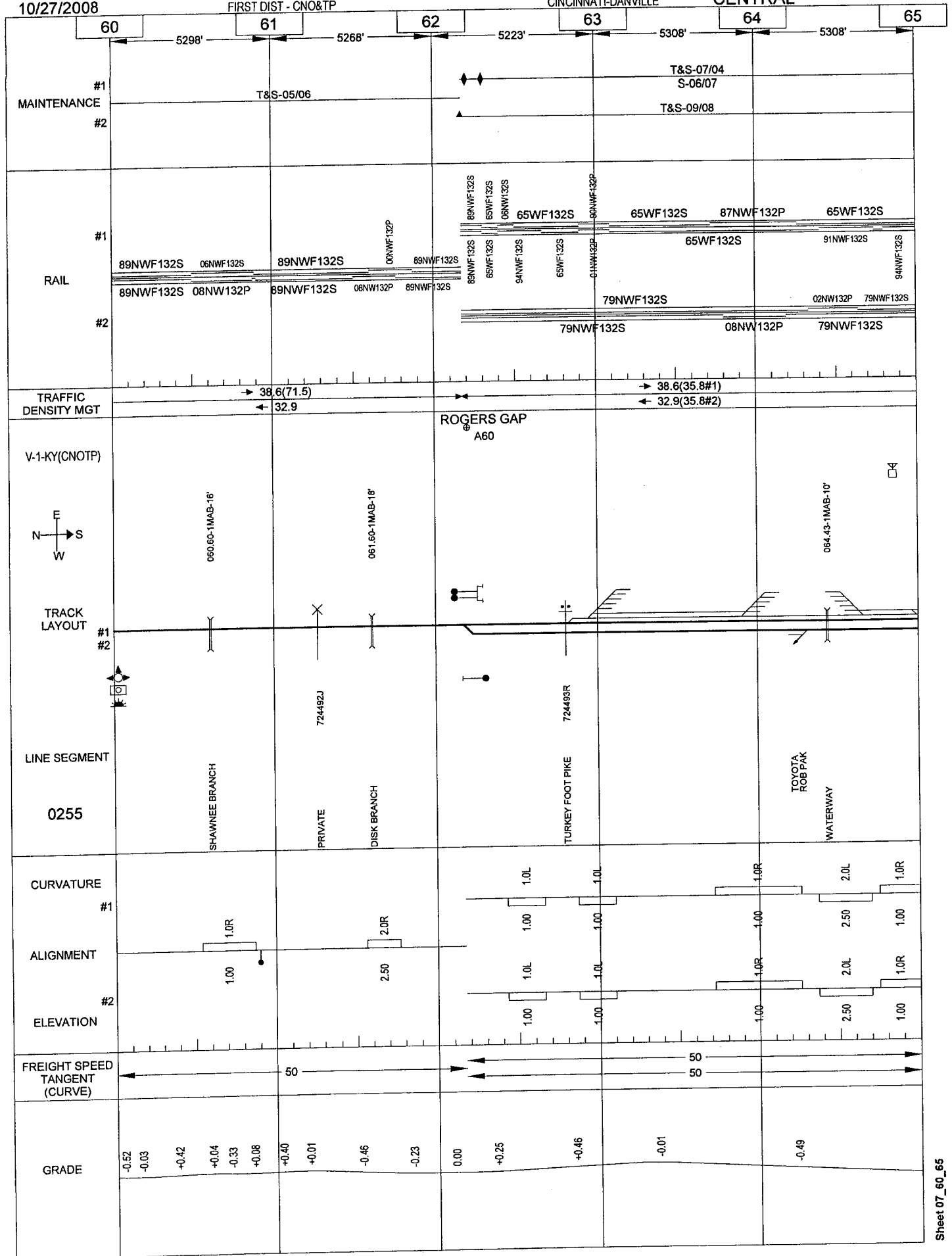
10/27/2008

FIRST DIST - CNO&TP

147

CINCINNATI-DANVILLE

CENTRAL



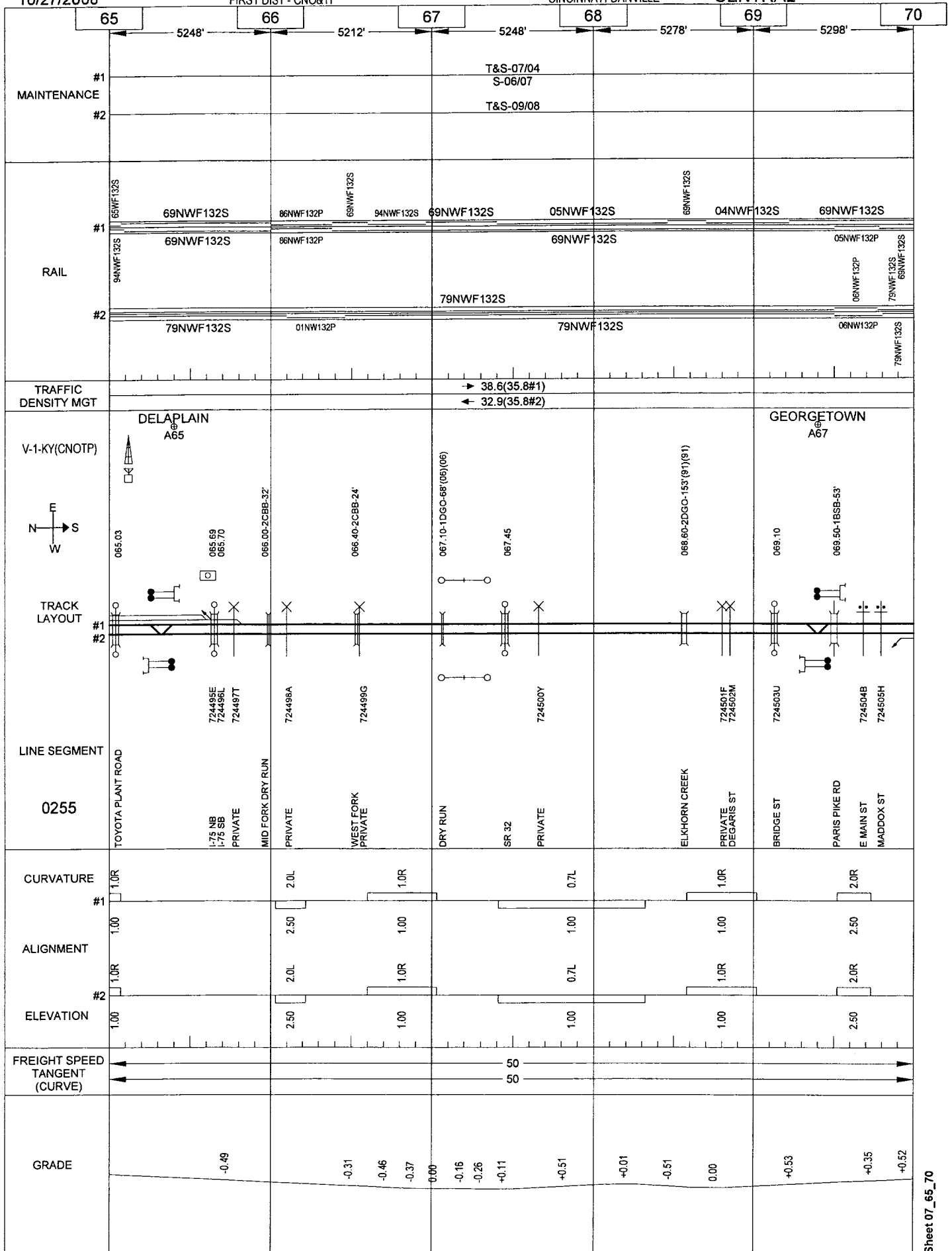
10/27/2008

148

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL

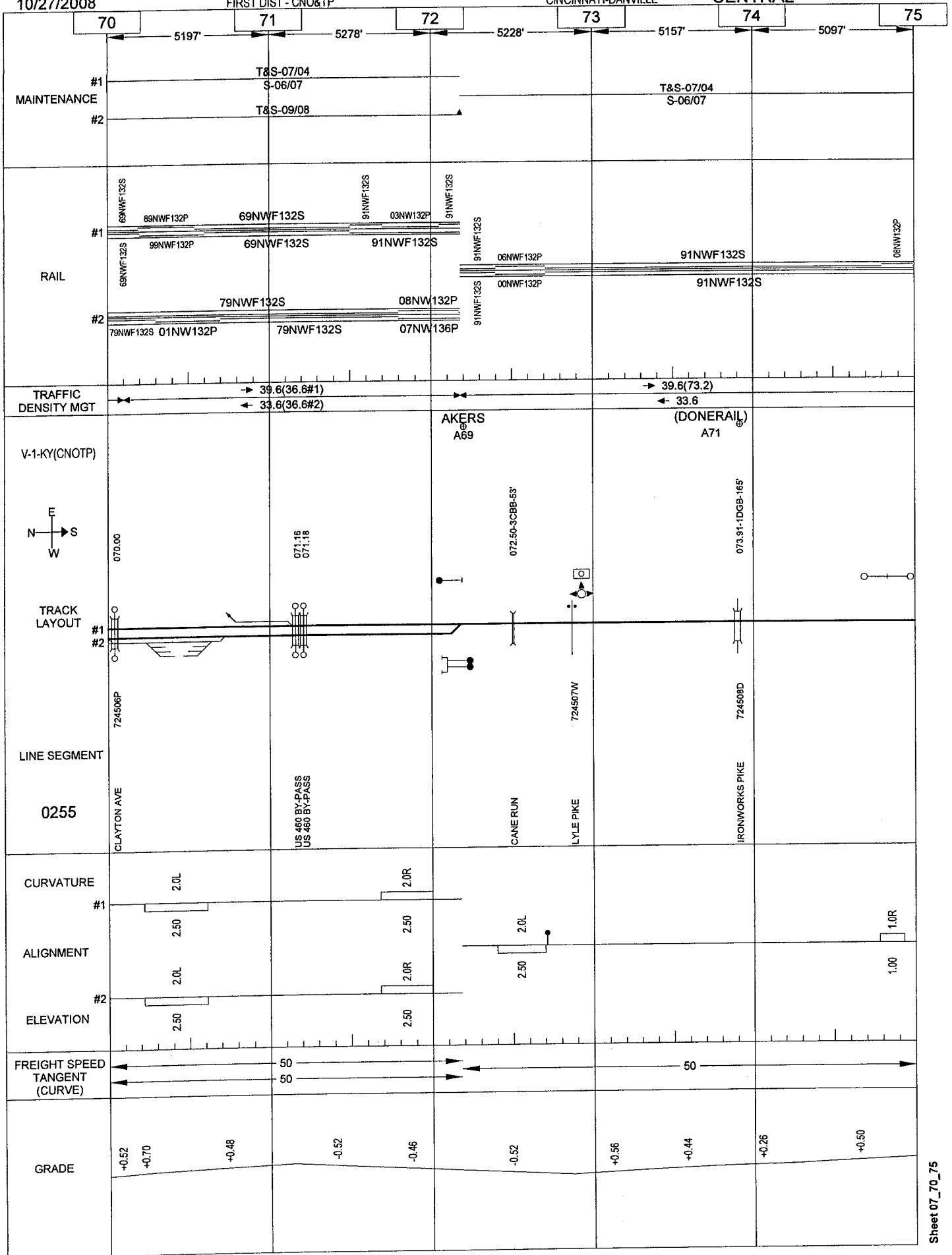


10/27/2008

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



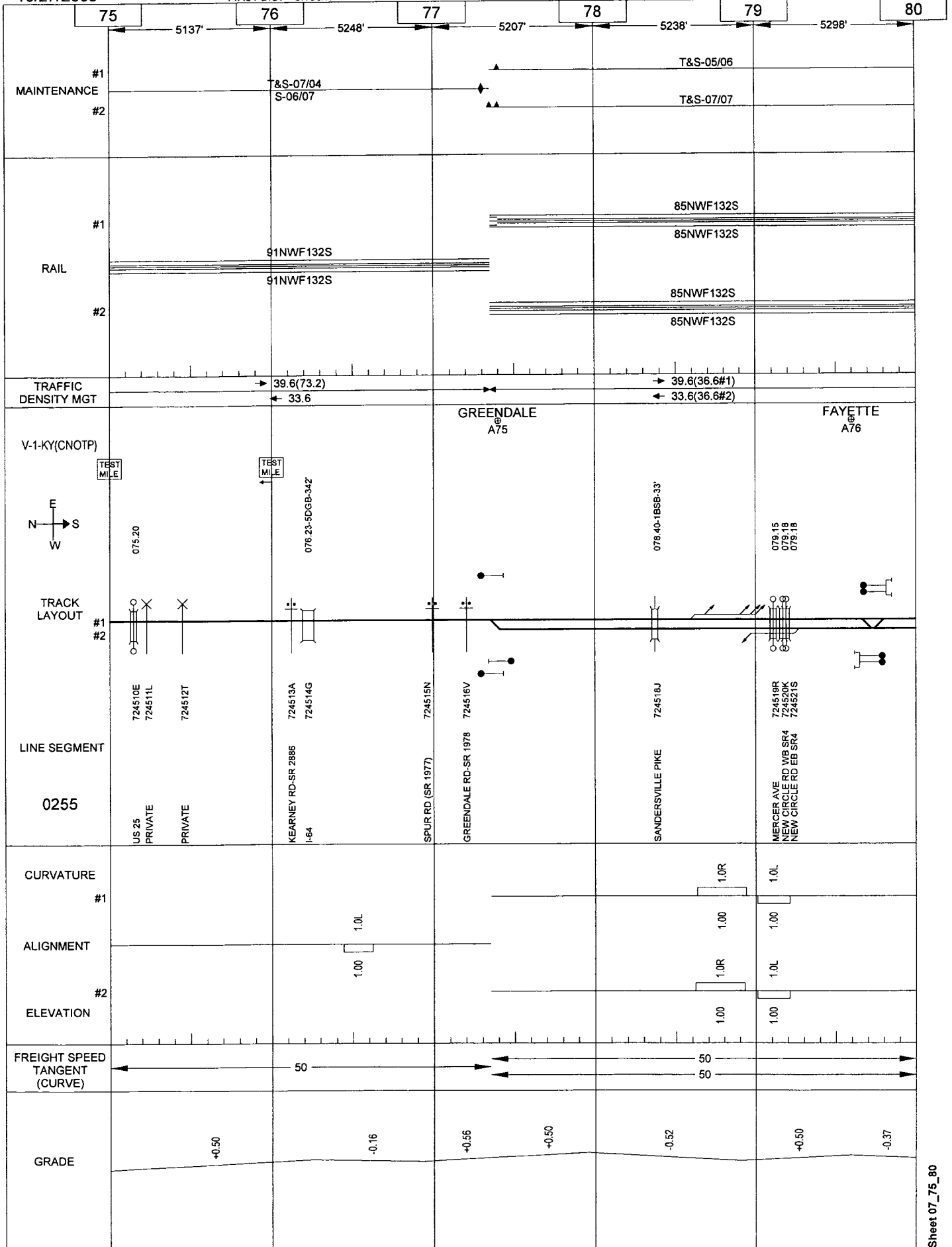
10/27/2008

FIRST DIST - CNO&TP

150

CINCINNATI-DANVILLE

CENTRAL



10/27/2008		FIRST DIST - CNO&TP		CINCINNATI-DANVILLE		CENTRAL					
80		81		82		83		84		85	
5223'		5308'		5328'		5223'		5308'			
#1		#1		#1		#1		#1		#1	
MAINTENANCE		T&S-05/06		T&S-07/07							
#2		#2		#2		#2		#2		#2	
RAIL		85NWF132S		85NWF132S		85NWF132S		85NWF132S		85NWF132S	
TRAFFIC DENSITY MGT		→ 39.6(36.7#1) ← 33.7(36.7#2)		→ 41.3(37.8#1) ← 34.2(37.8#2)							
V-1-KY(CNOTP)		(NORTH LEXINGTON) A77		LEXINGTON A79		ROSEMONT A81					
N E S W		080.90 080.50-1BSB-42' 080.60-1DGO-82'		080.90 081.50-1DGB-102'		081.90 083.50-1DGO-57'		084.20 084.70-1DGB-137'			
TRACK LAYOUT		#1 #2		#1 #2		#1 #2		#1 #2		#1 #2	
LINE SEGMENT		0255		0255		0255		0255		0255	
W MAIN ST		CSXT-2 TRACKS MANCHESTER ST		W HIGH ST		S BROADWAY (US 68) PEDESTRIAN OVERPASS		VIRGINIA AVE		WALLER AVE	
724522Y		724523F		724524M		724525U		724526B		724527H	
ROSEMONT GDN-SR 913		SOUTHLAND DRIVE		STONE RD		NEW CIRCLE ROAD SR4					
724528P		724529W		724530R		724531X					
CURVATURE		#1		#1		#1		#1		#1	
ALIGNMENT		#2		#2		#2		#2		#2	
ELEVATION		2.50		1.00		3.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)		50		50		40		40		50	
GRADE		-0.37		+0.52		-0.50		+0.36		+0.56	
		+0.52		+0.56		+0.33		0.00		+0.56	
		-0.50		+0.36		+0.56		+0.33		0.00	
		+0.36		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56		+0.33		0.00		+0.56	
		+0.56		+0.33		0.00		+0.56		+0.33	
		+0.33		0.00		+0.56		+0.33		0.00	
		0.00		+0.56							

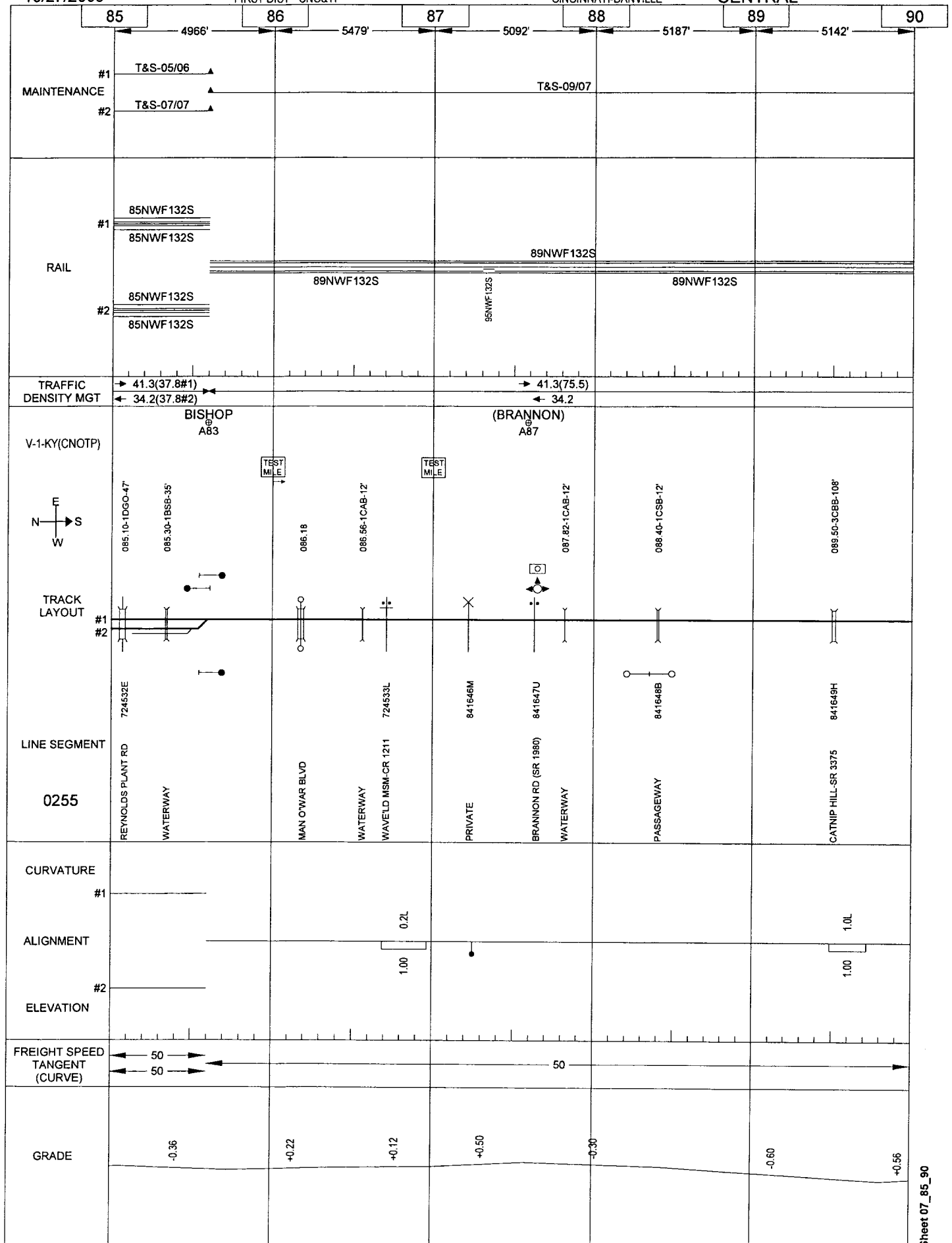
10/27/2008

152

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



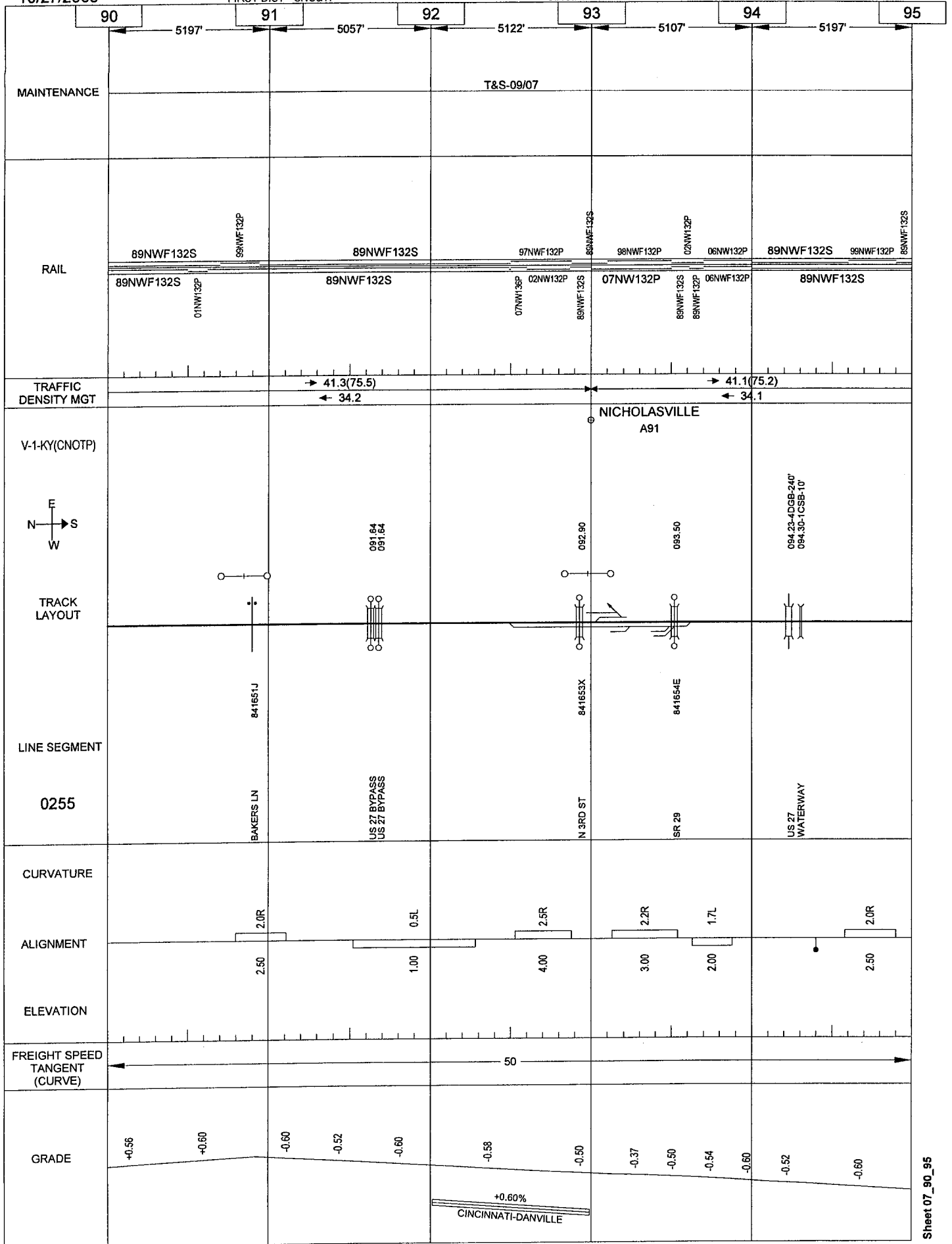
10/27/2008

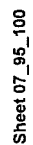
153

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL





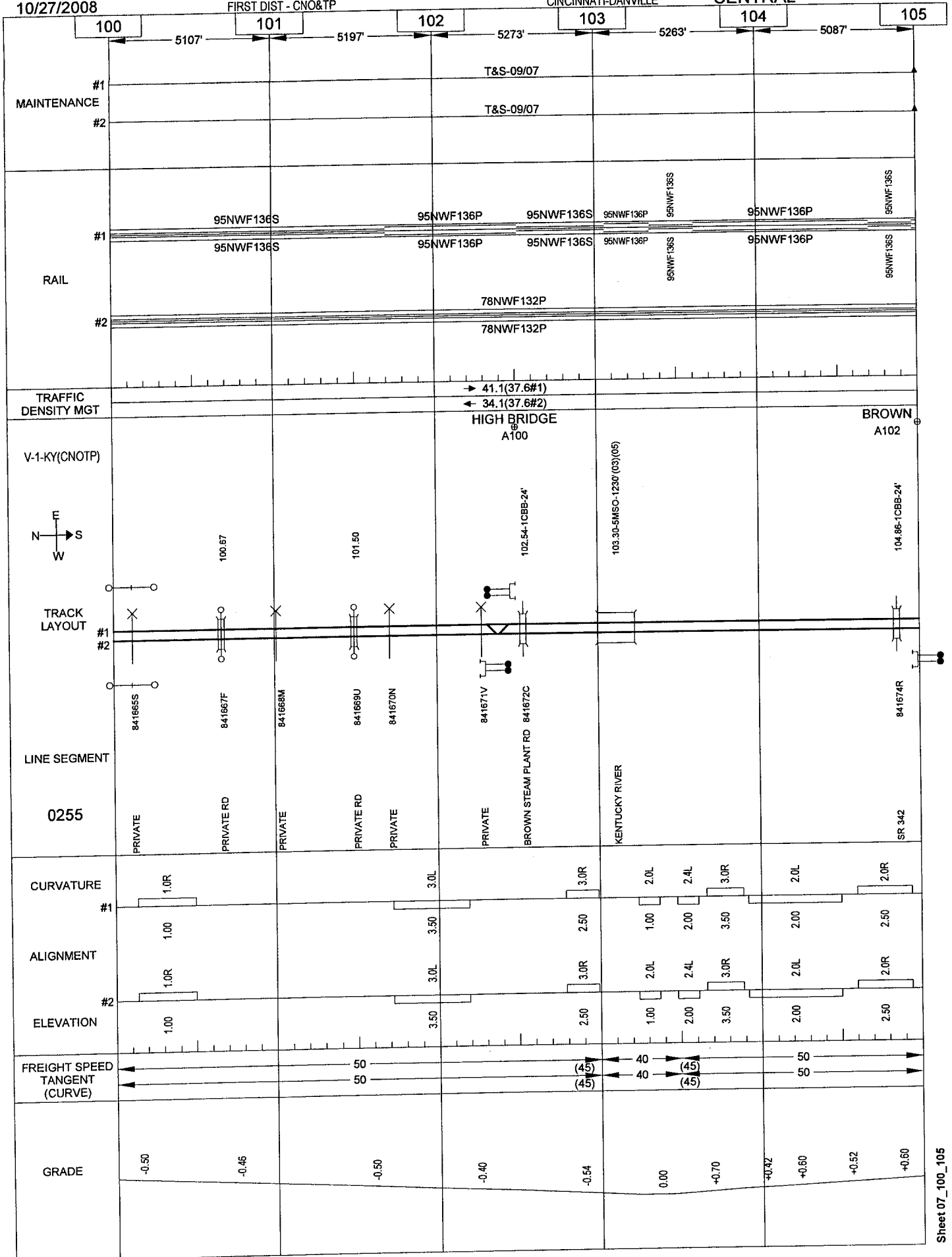
10/27/2008

FIRST DIST - CNO&TP

155

CINCINNATI-DANVILLE

CENTRAL



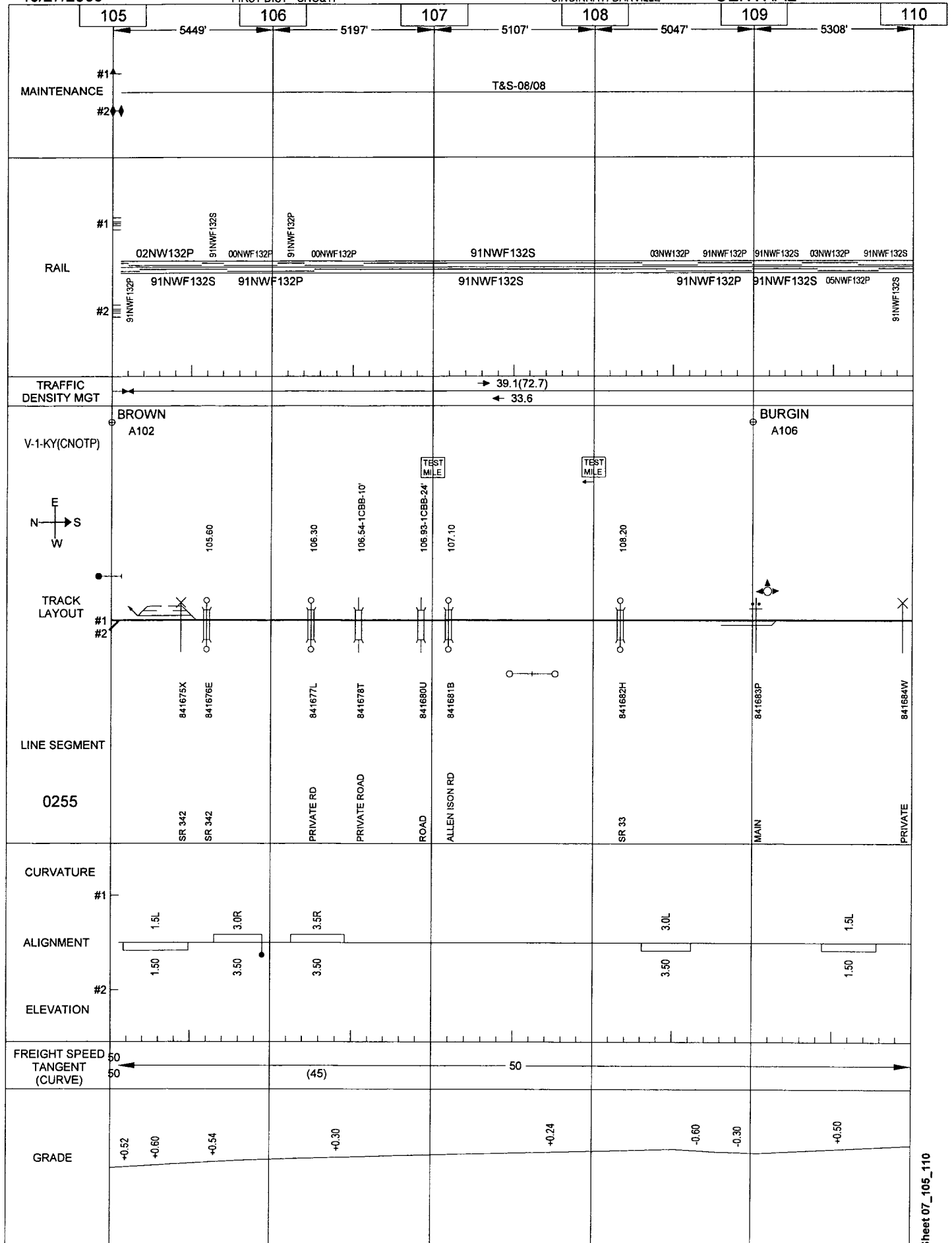
10/27/2008

156

FIRST DIST - CNO&TP

CINCINNATI-DANVILLE

CENTRAL



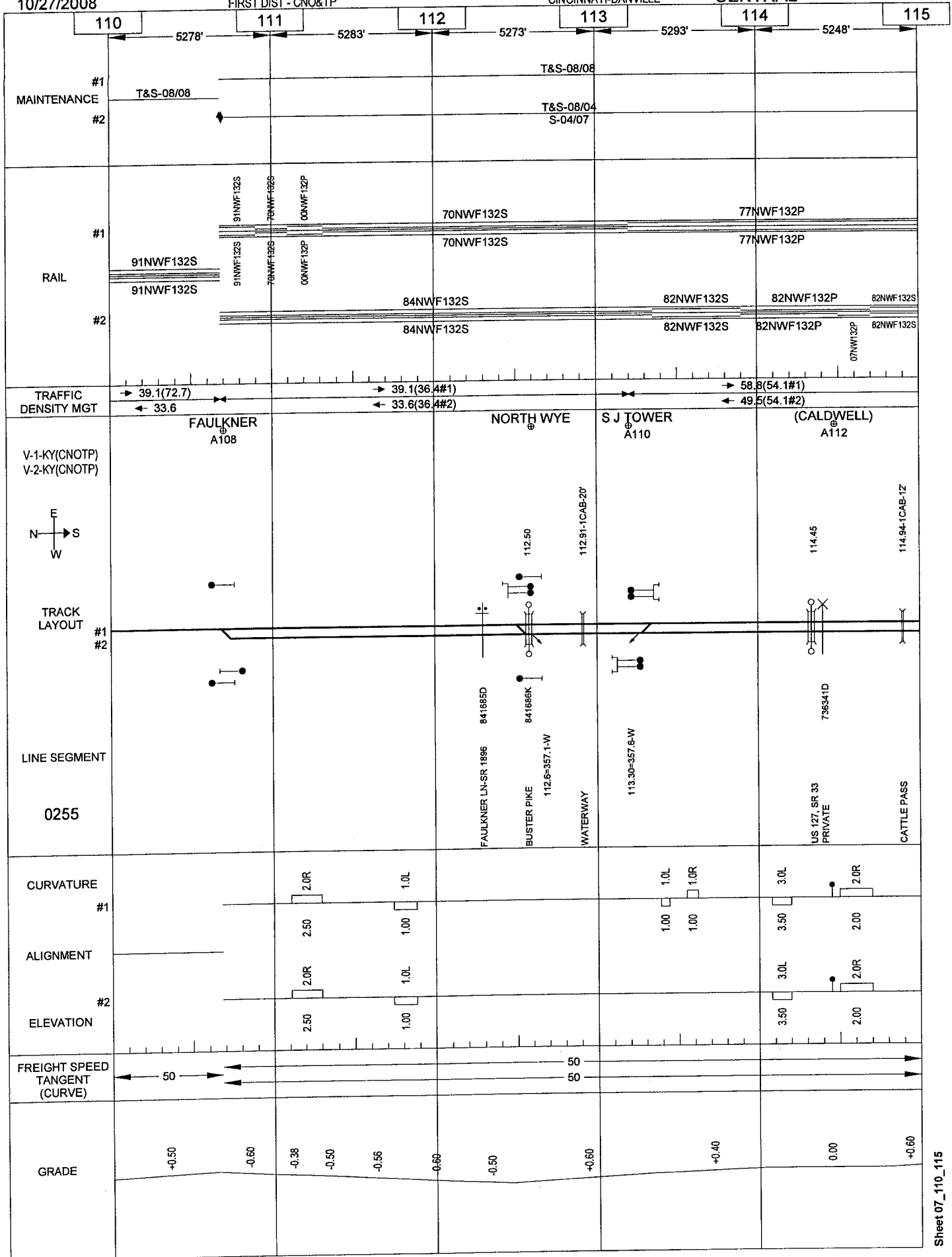
10/27/2008

FIRST DIST - CNO&TP

157

CINCINNATI-DANVILLE

CENTRAL



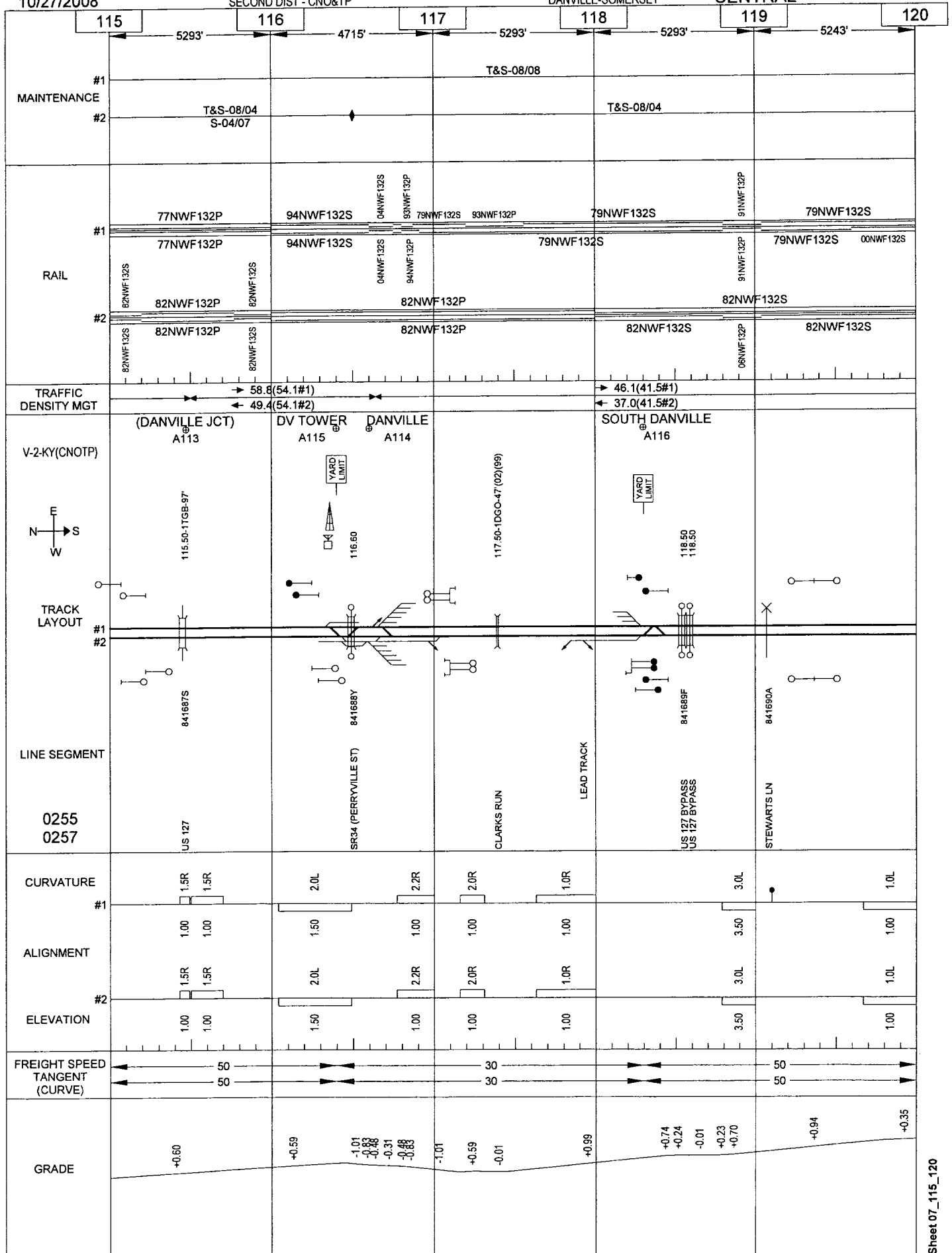
10/27/2008

SECOND DIST - CNO&TP

158

DANVILLE-SOMERSET

CENTRAL



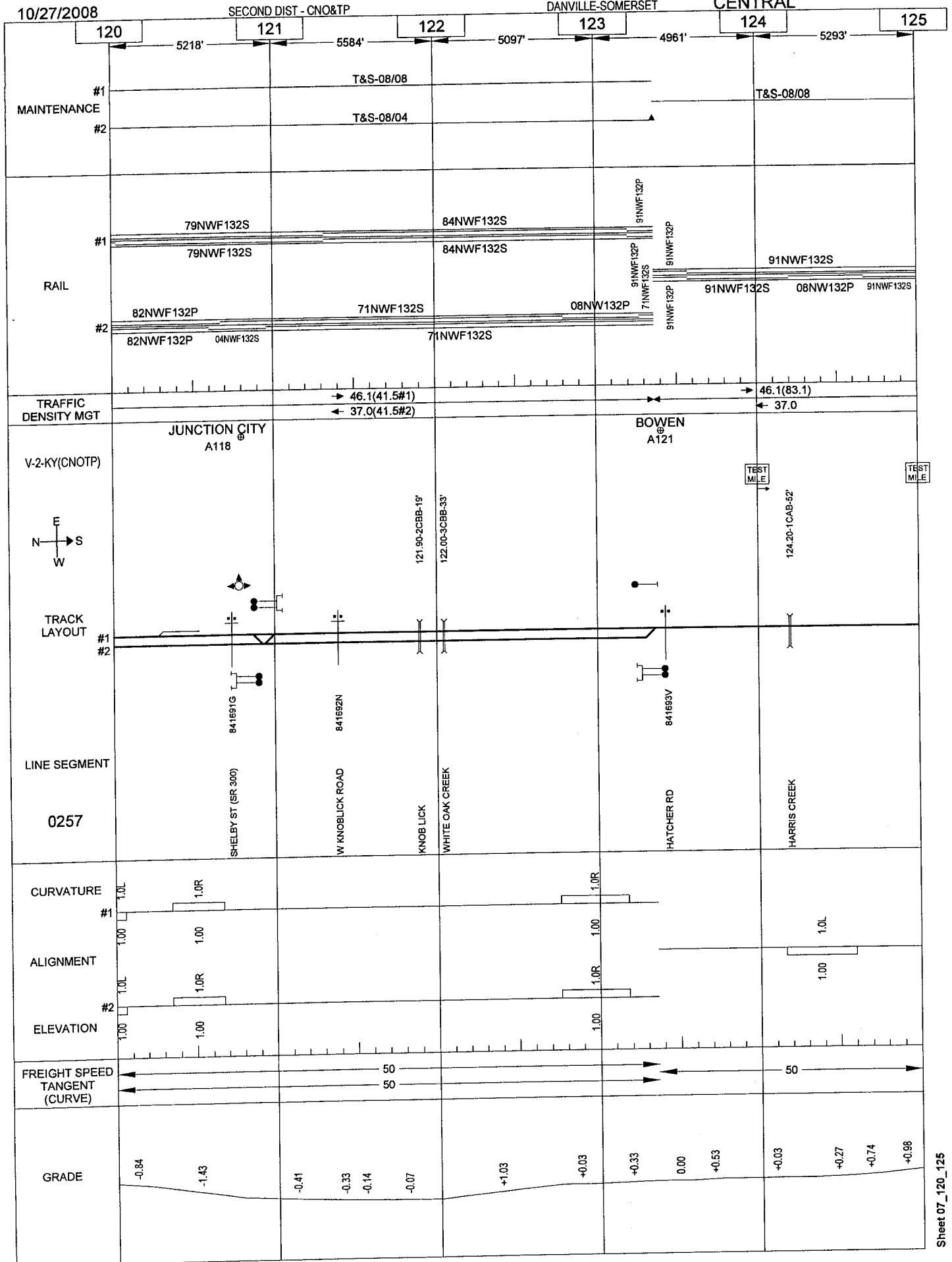
10/27/2008

SECOND DIST - CNO&TP

159

DANVILLE-SOMERSET

CENTRAL



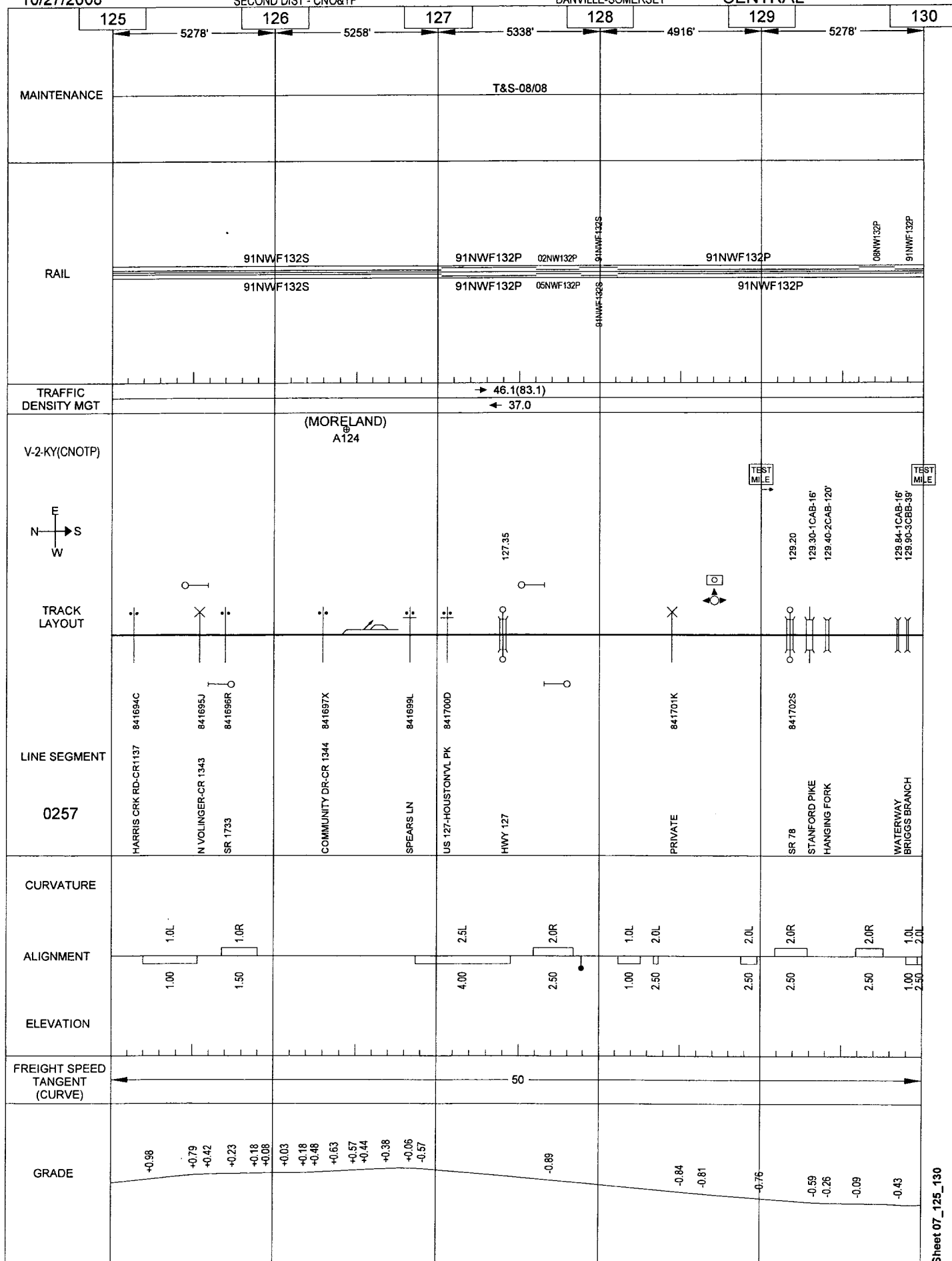
10/27/2008

160

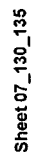
SECOND DIST - CNO&TP

DANVILLE-SOMERSET

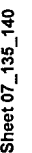
CENTRAL



CENTRAL



CENTRAL



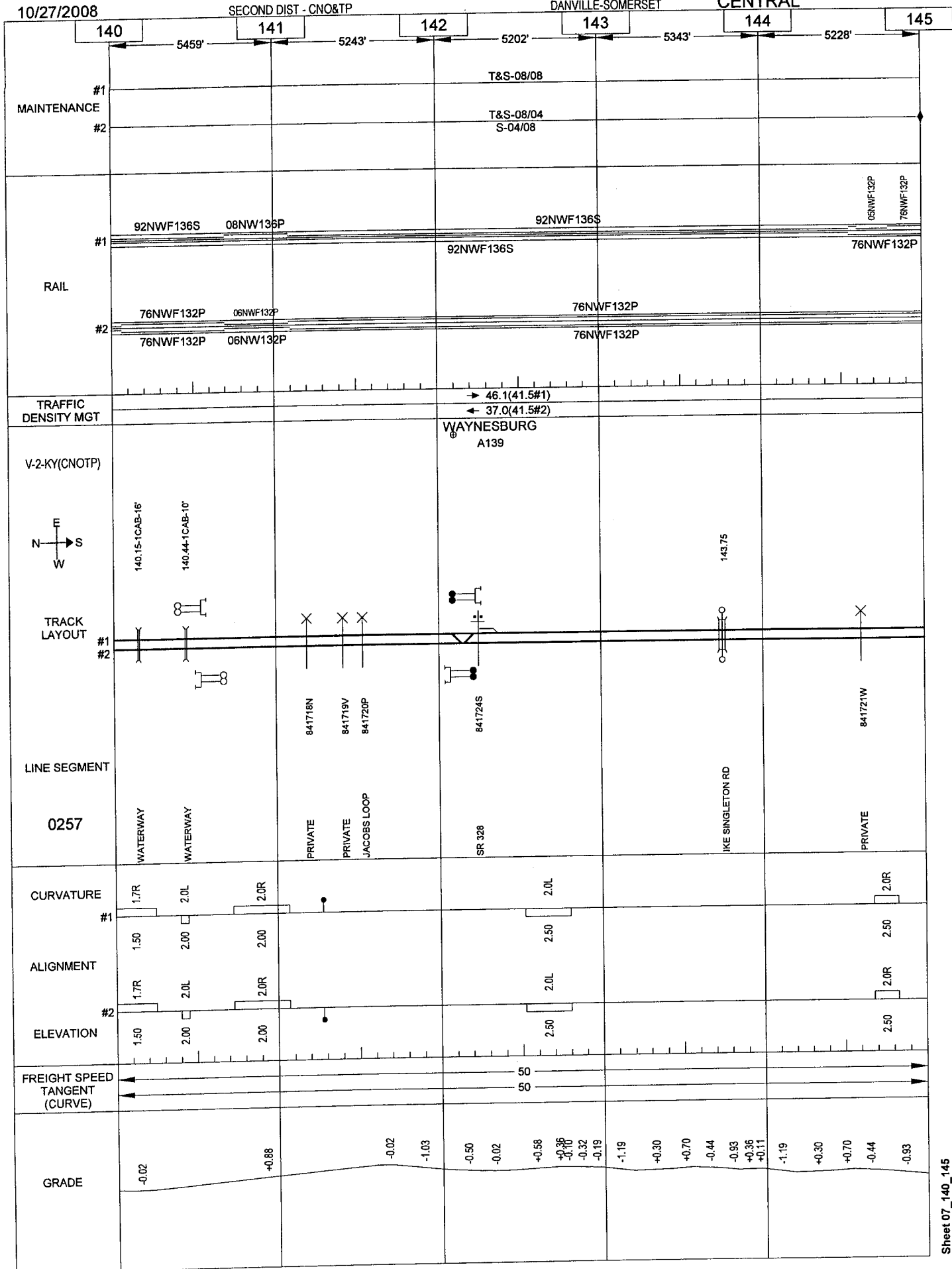
10/27/2008

SECOND DIST - CNO&TP

163

DANVILLE-SOMERSET

CENTRAL



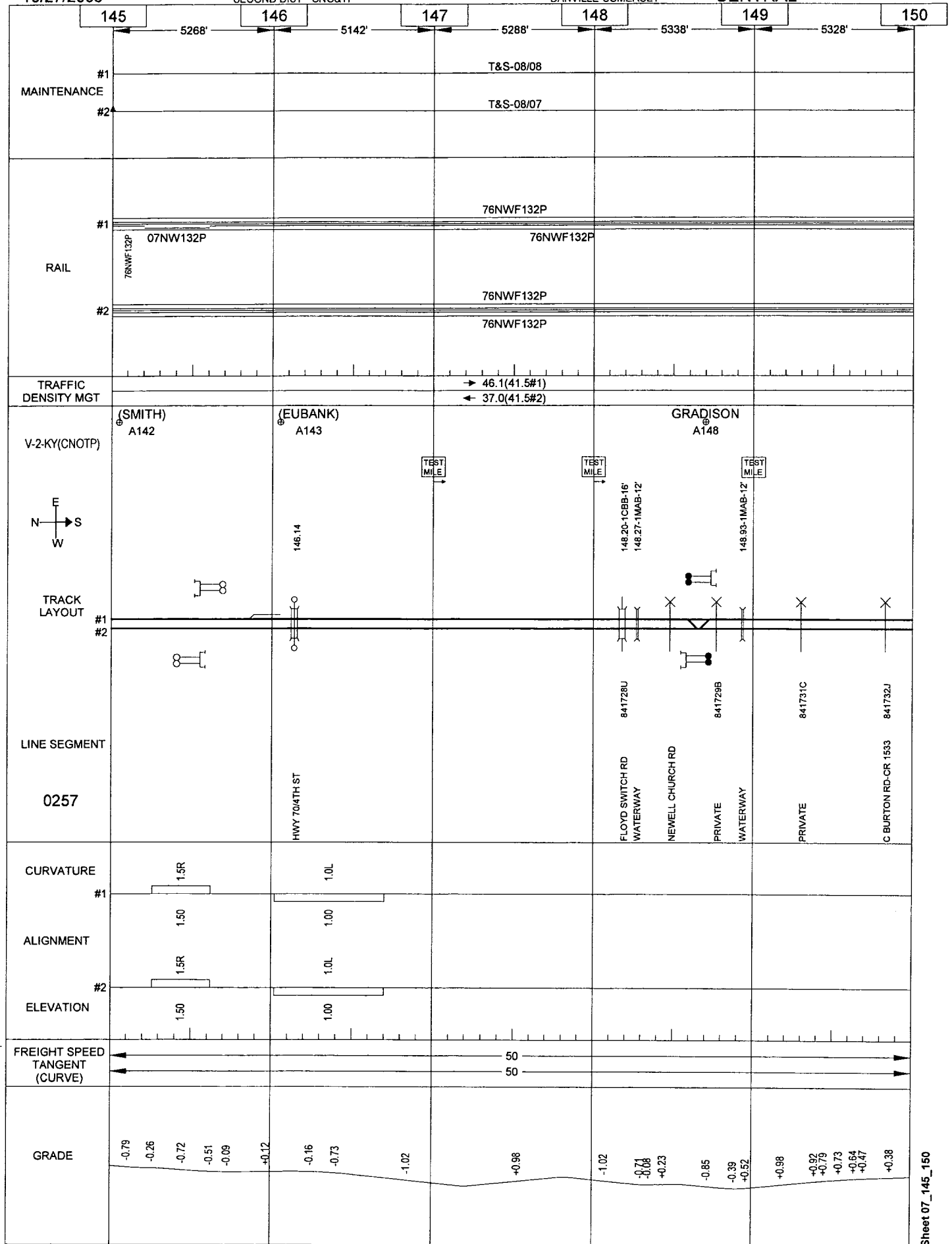
10/27/2008

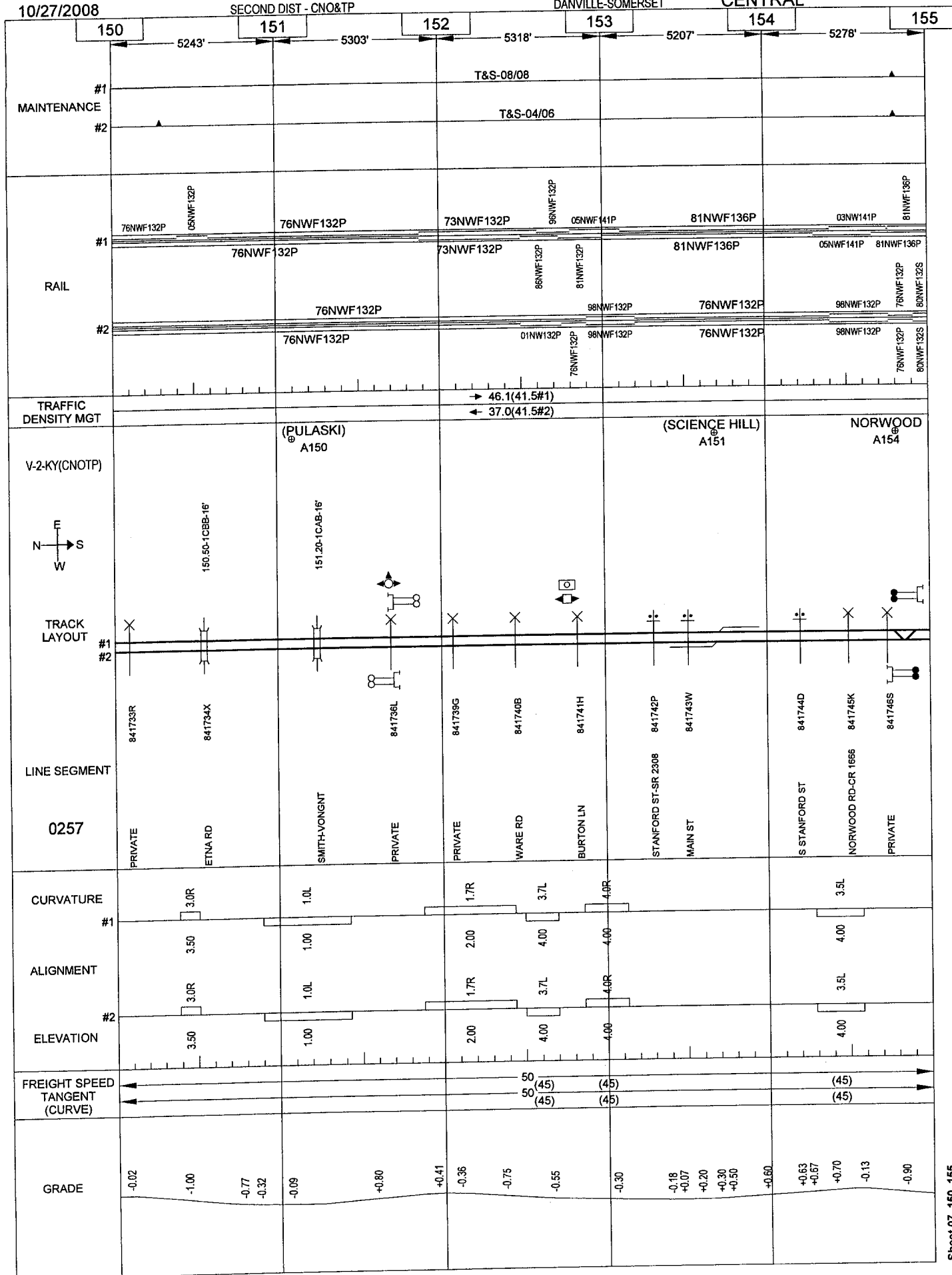
164

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL





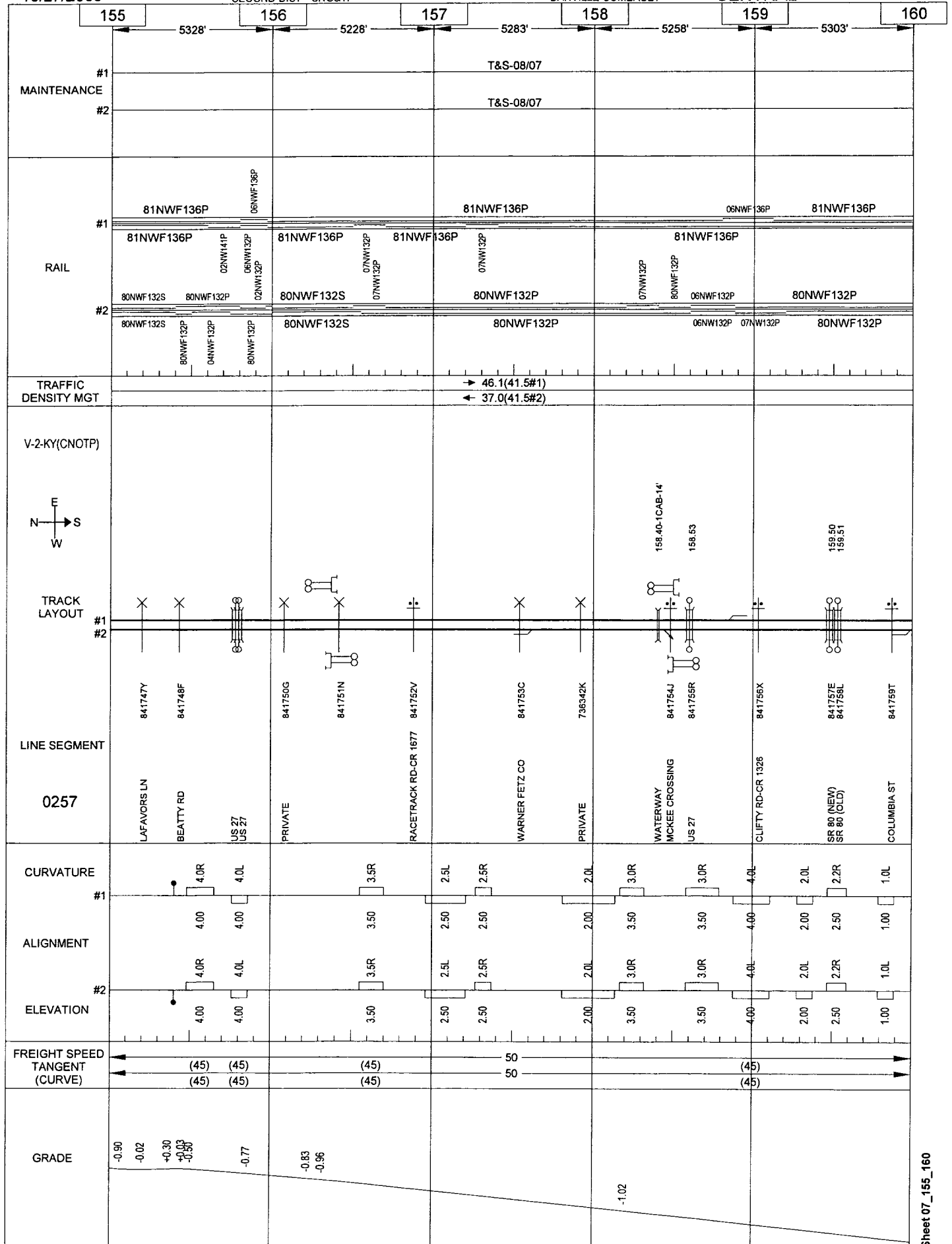
10/27/2008

166

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



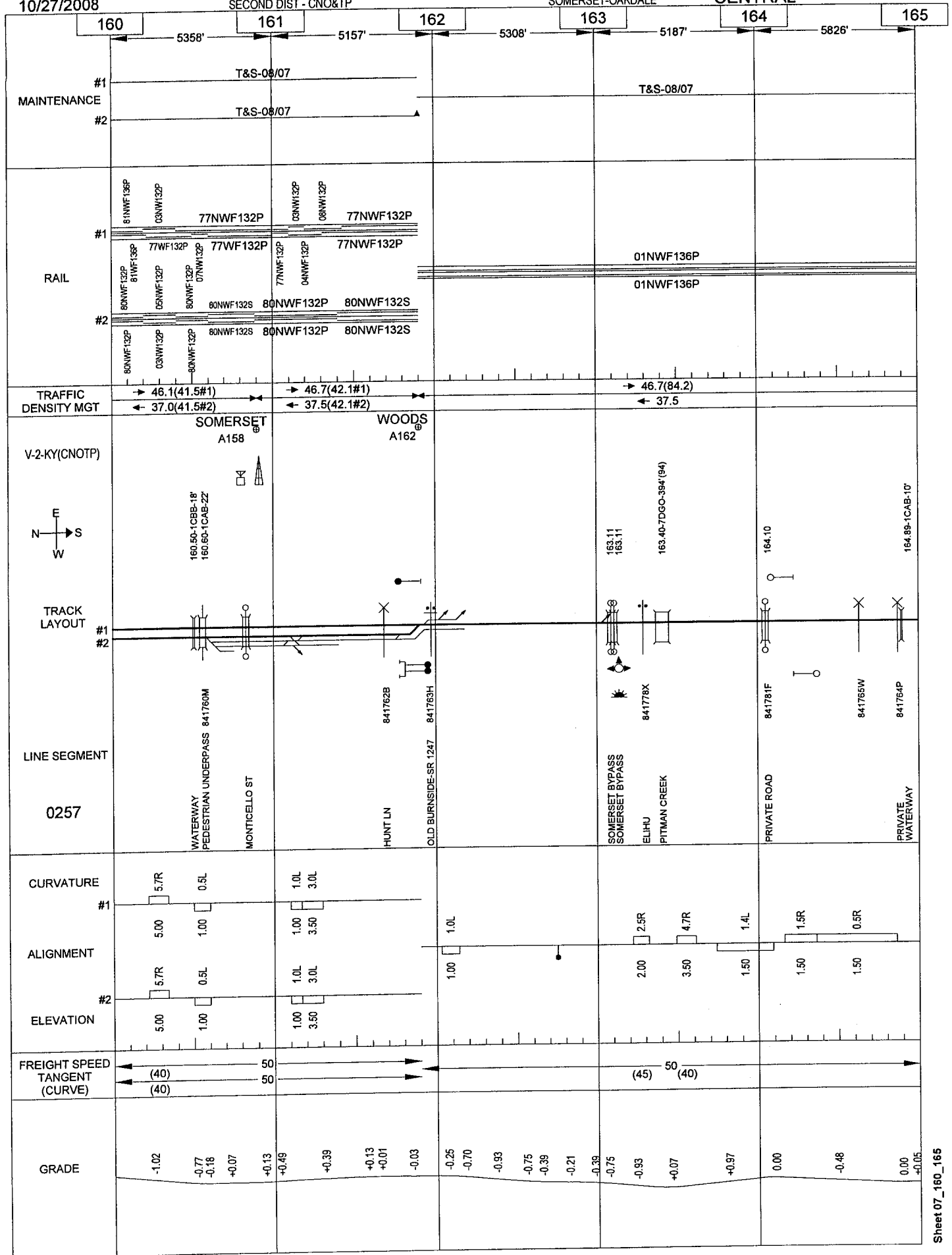
10/27/2008

SECOND DIST - CNO&TP

167

SOMERSET-OAKDALE

CENTRAL



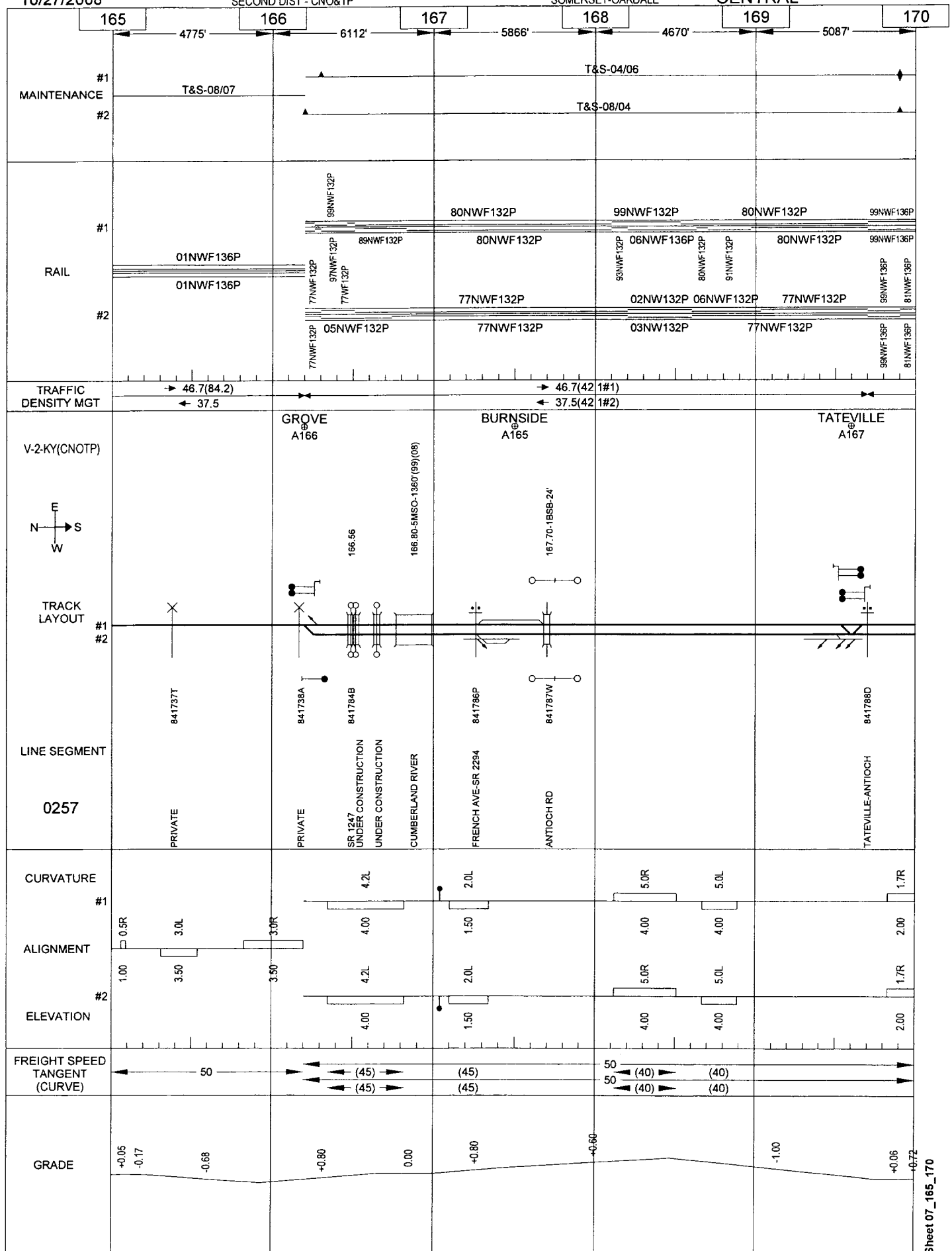
10/27/2008

SECOND DIST - CNO&TP

168

SOMERSET-OAKDALE

CENTRAL



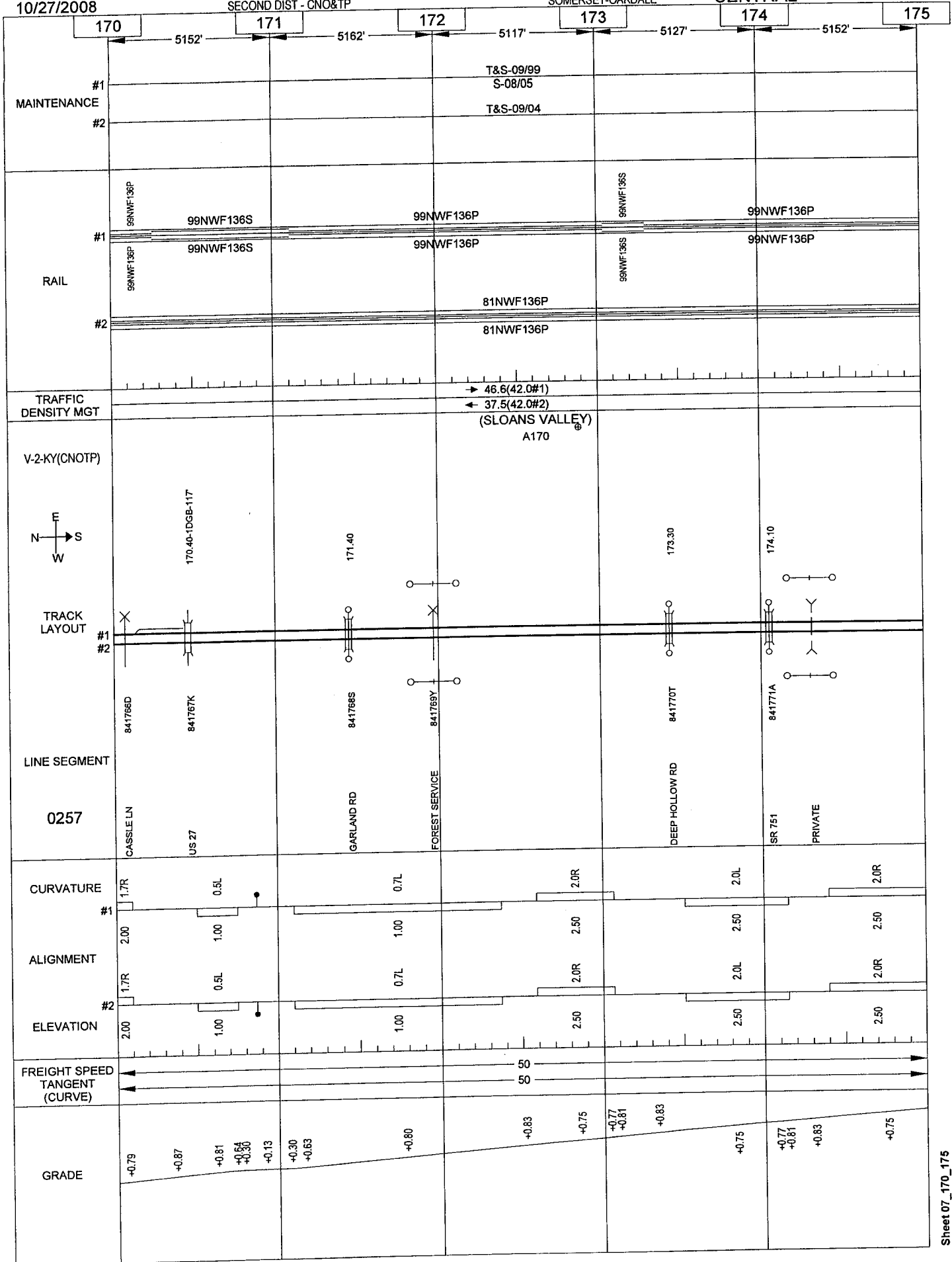
10/27/2008

SECOND DIST - CNO&TP

169

SOMERSET-OAKDALE

CENTRAL



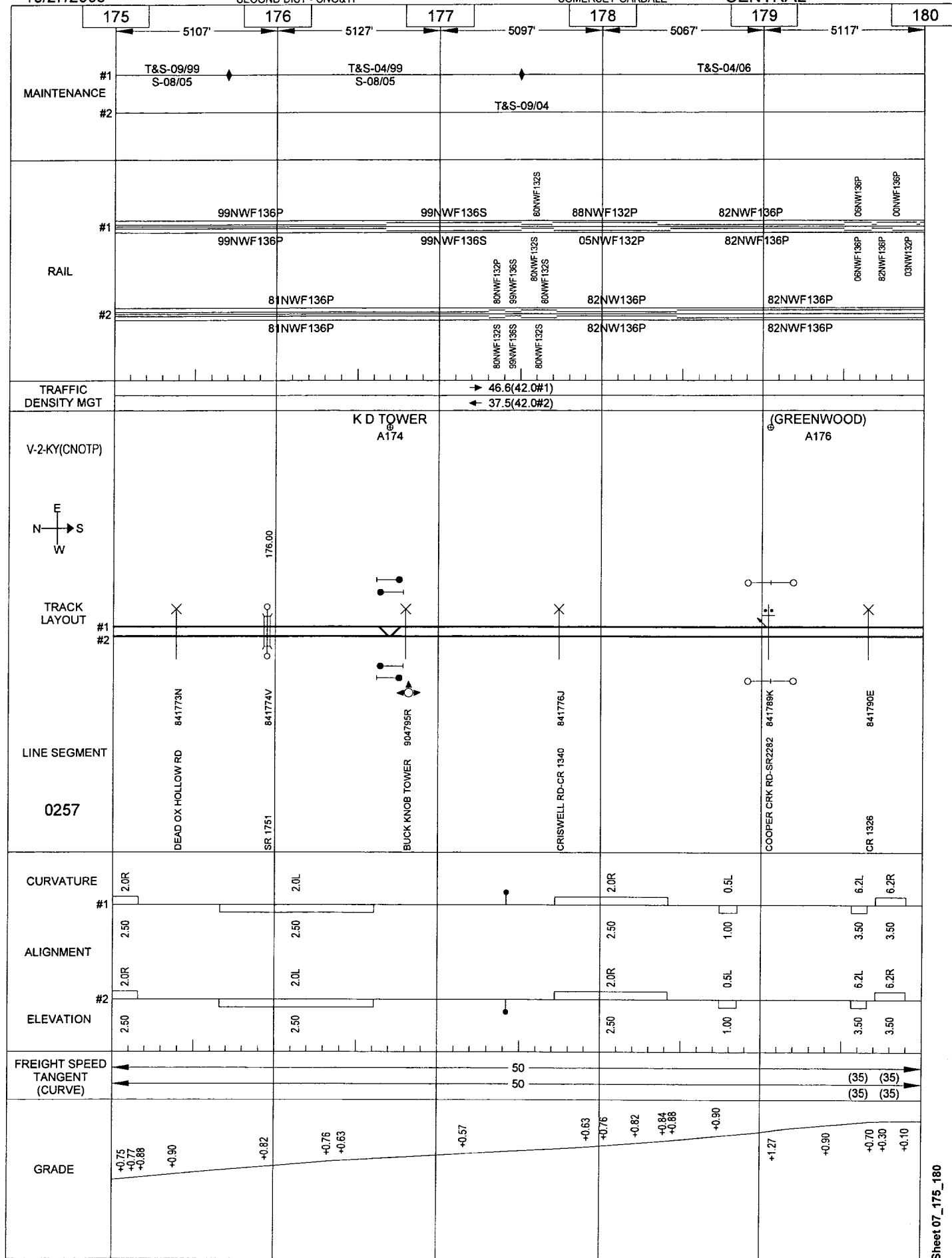
10/27/2008

170

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



Sheet 07_180_185

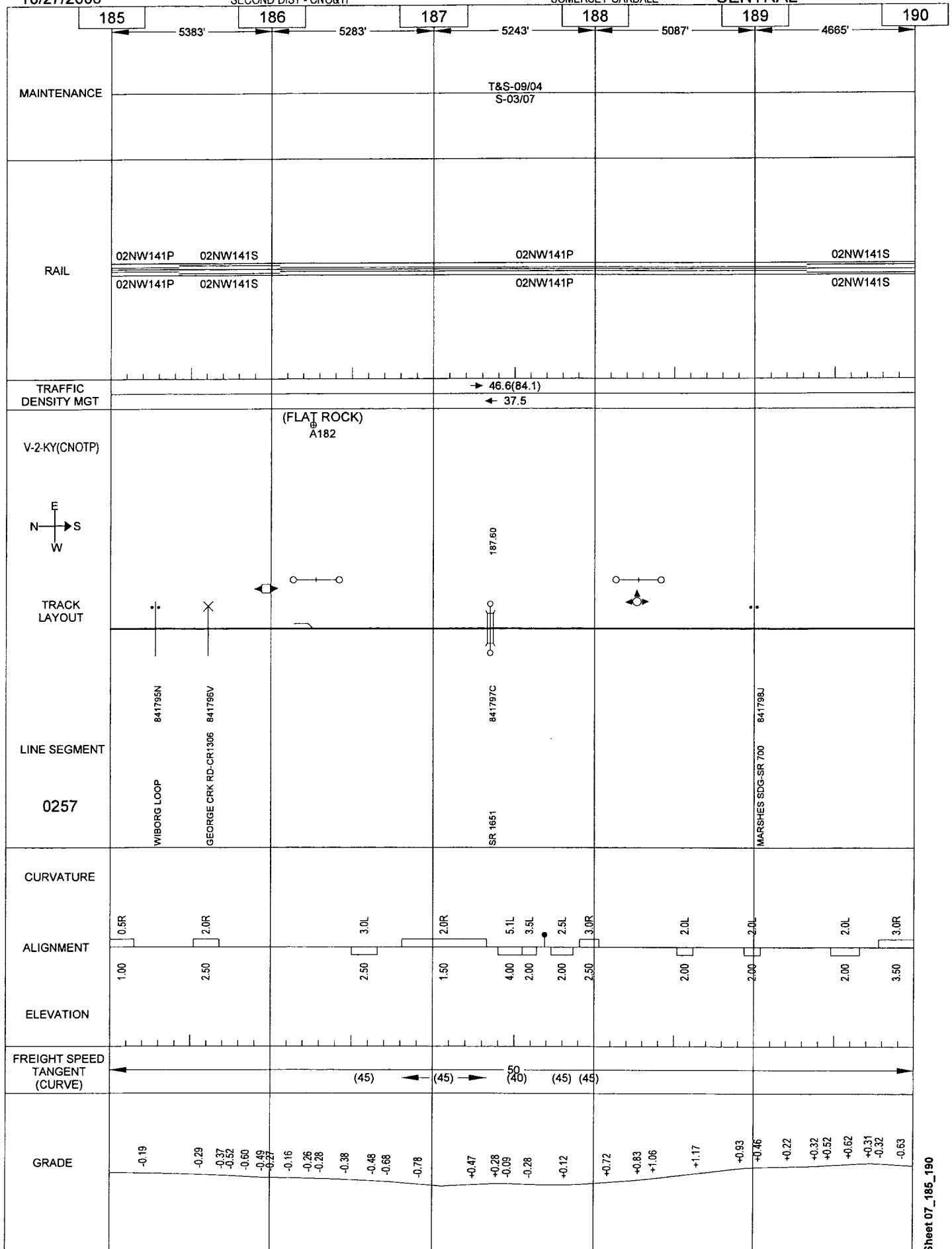
10/27/2008

SECOND DIST - CNO&TP

172

SOMERSET-OAKDALE

CENTRAL

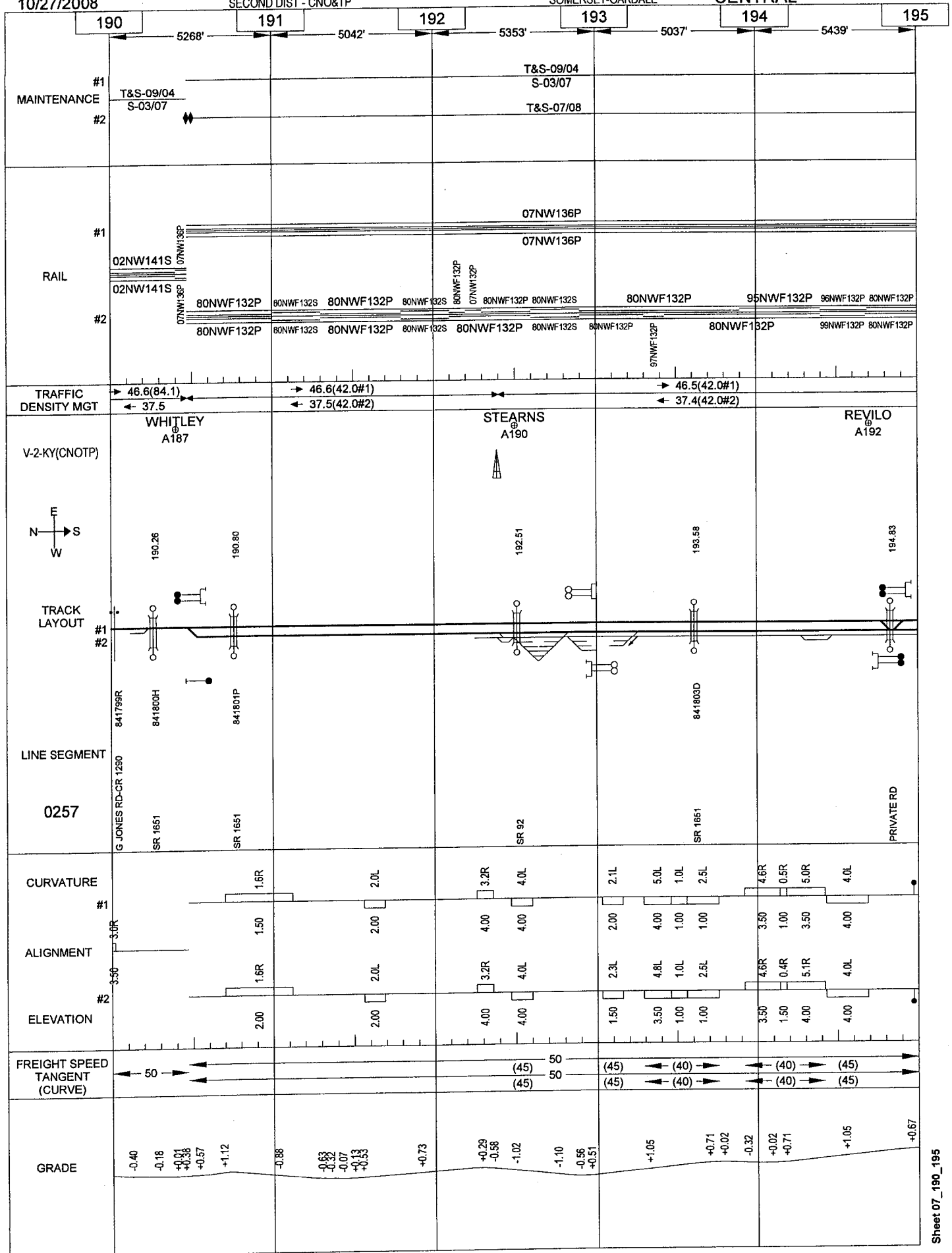


10/27/2008

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



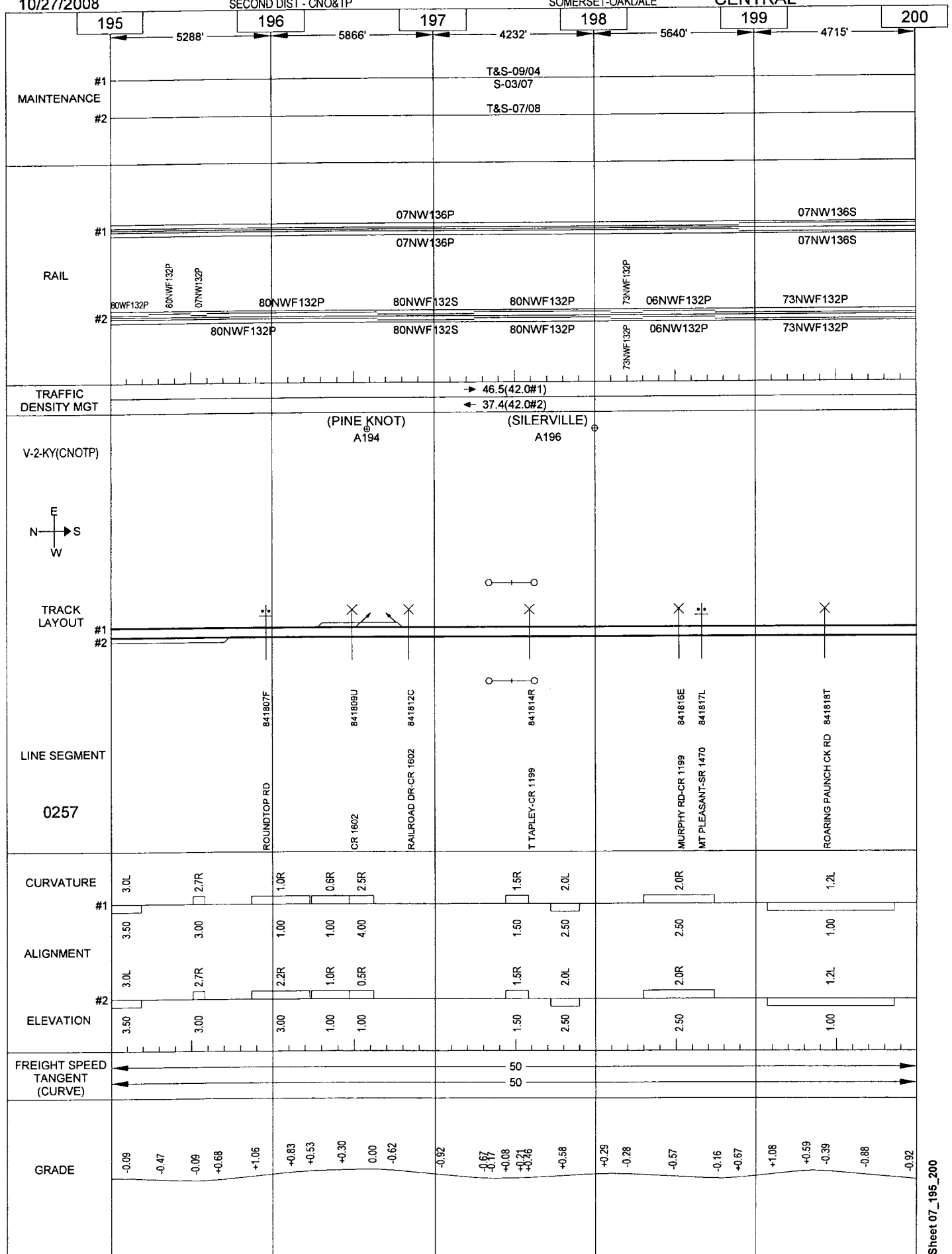
10/27/2008

SECOND DIST - CNO&TP

174

SOMERSET-OAKDALE

CENTRAL



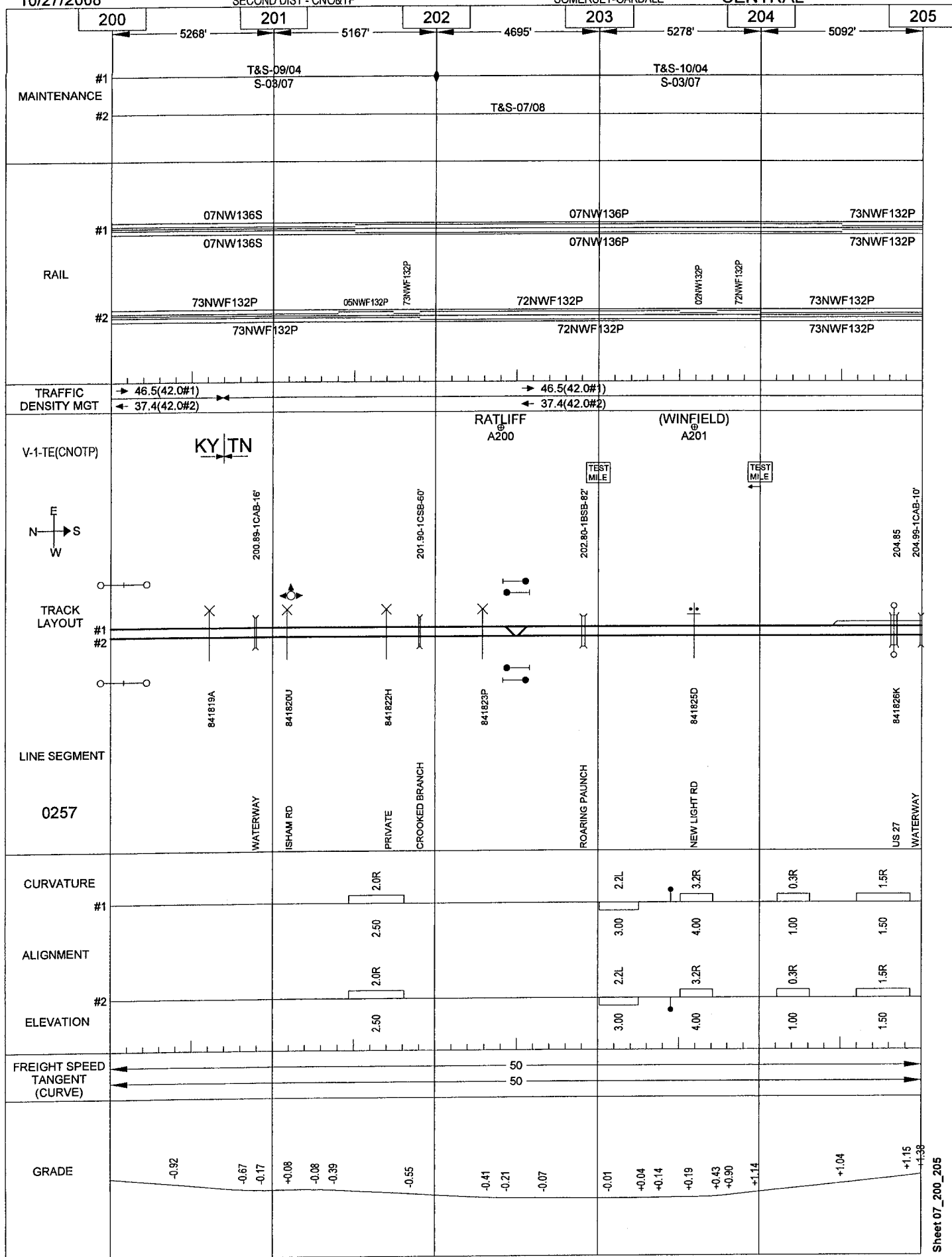
10/27/2008

SECOND DIST - CNO&TP

175

SOMERSET-OAKDALE

CENTRAL



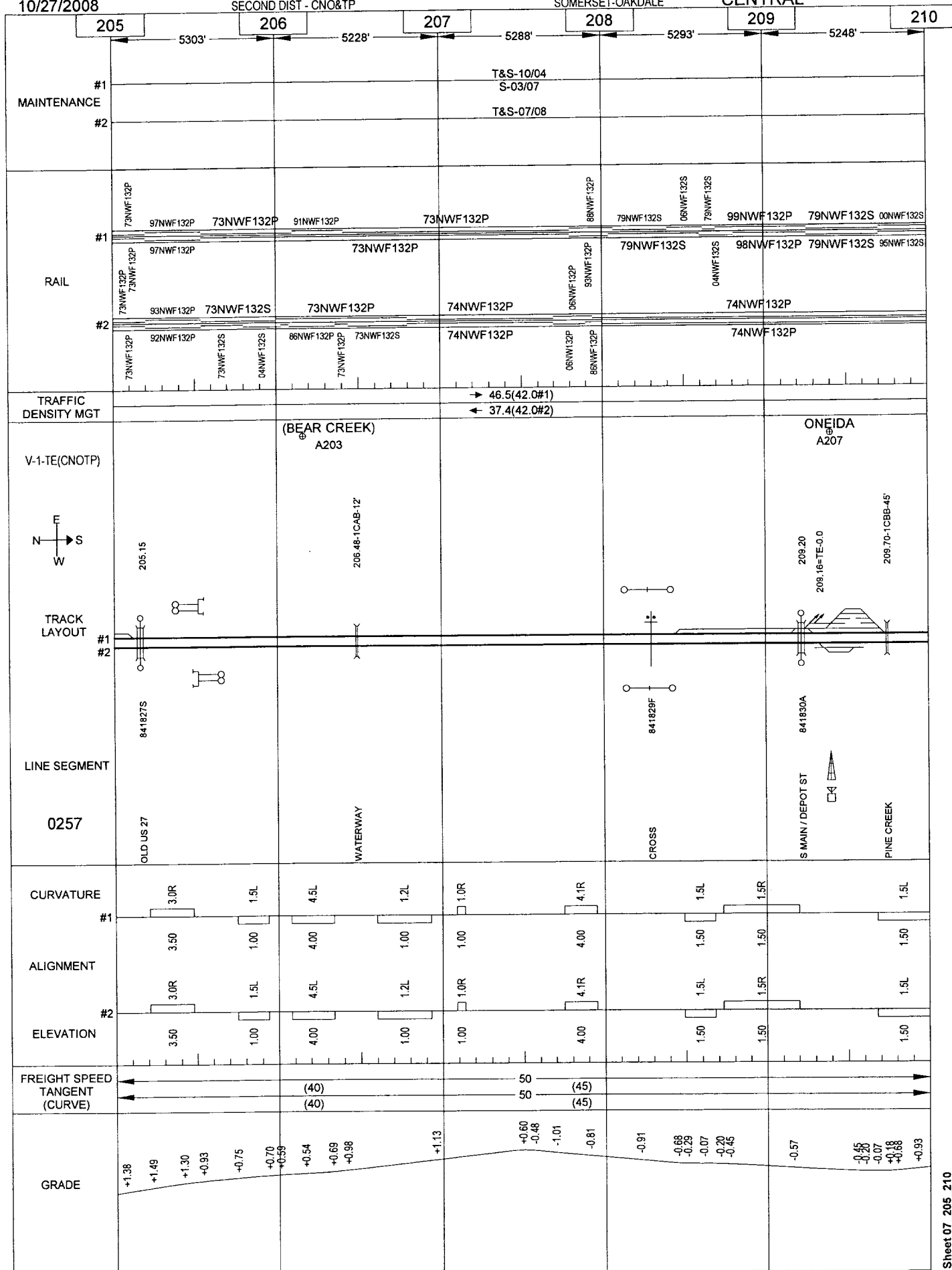
10/27/2008

SECOND DIST - CNO&TP

176

SOMERSET-OAKDALE

CENTRAL

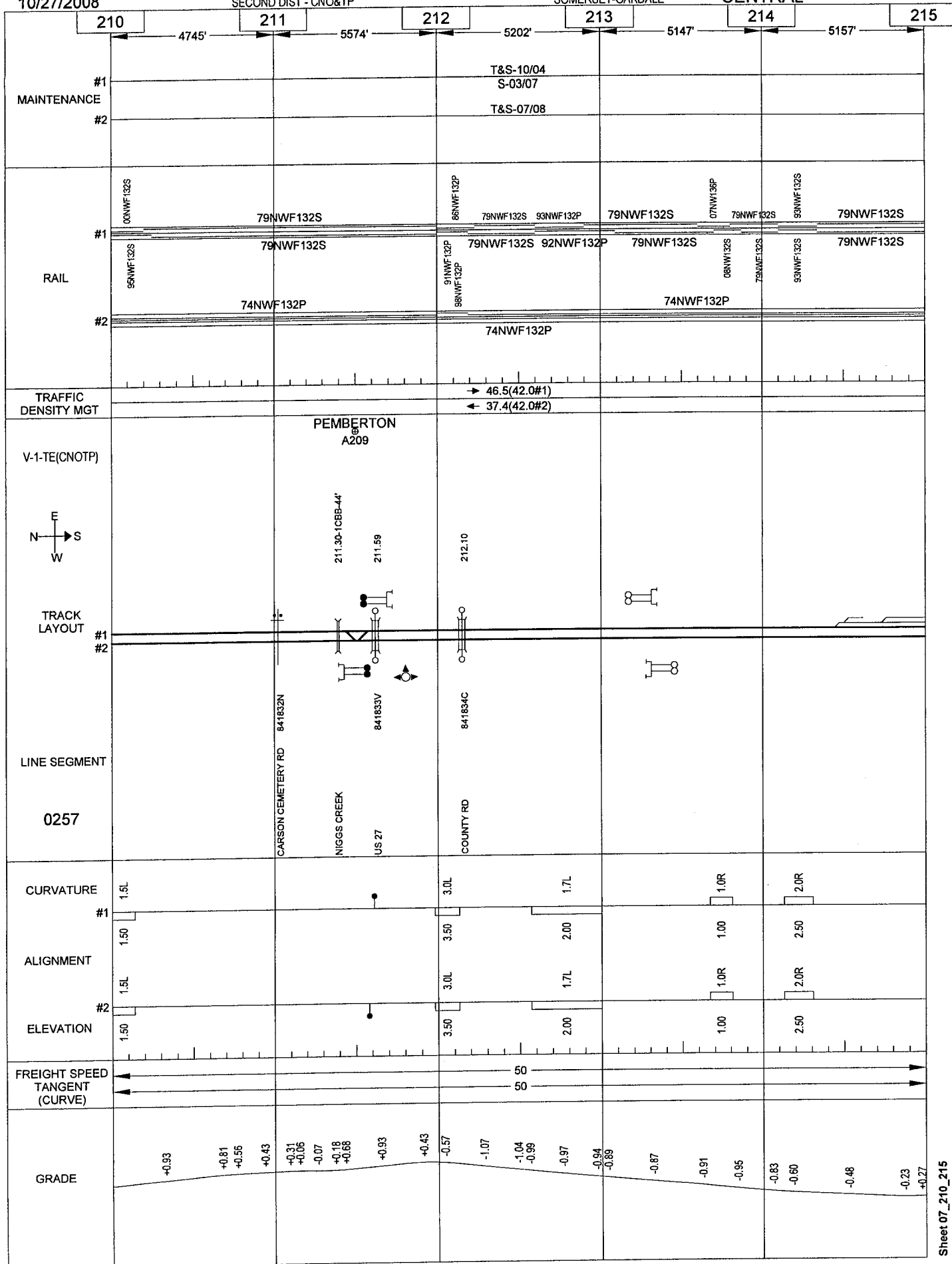


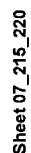
10/27/2008

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL





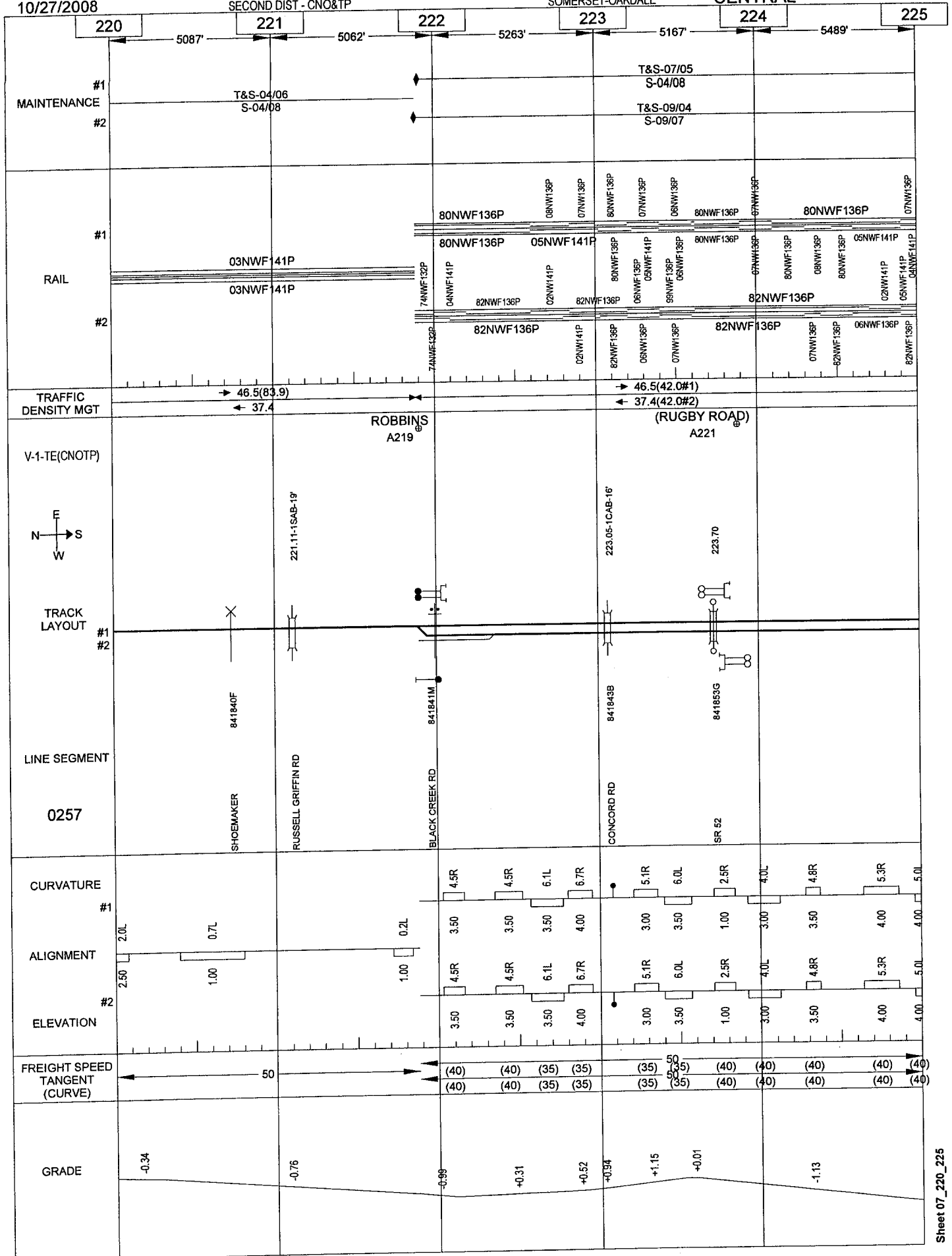
10/27/2008

SECOND DIST - CNO&TP

179

SOMERSET-OAKDALE

CENTRAL



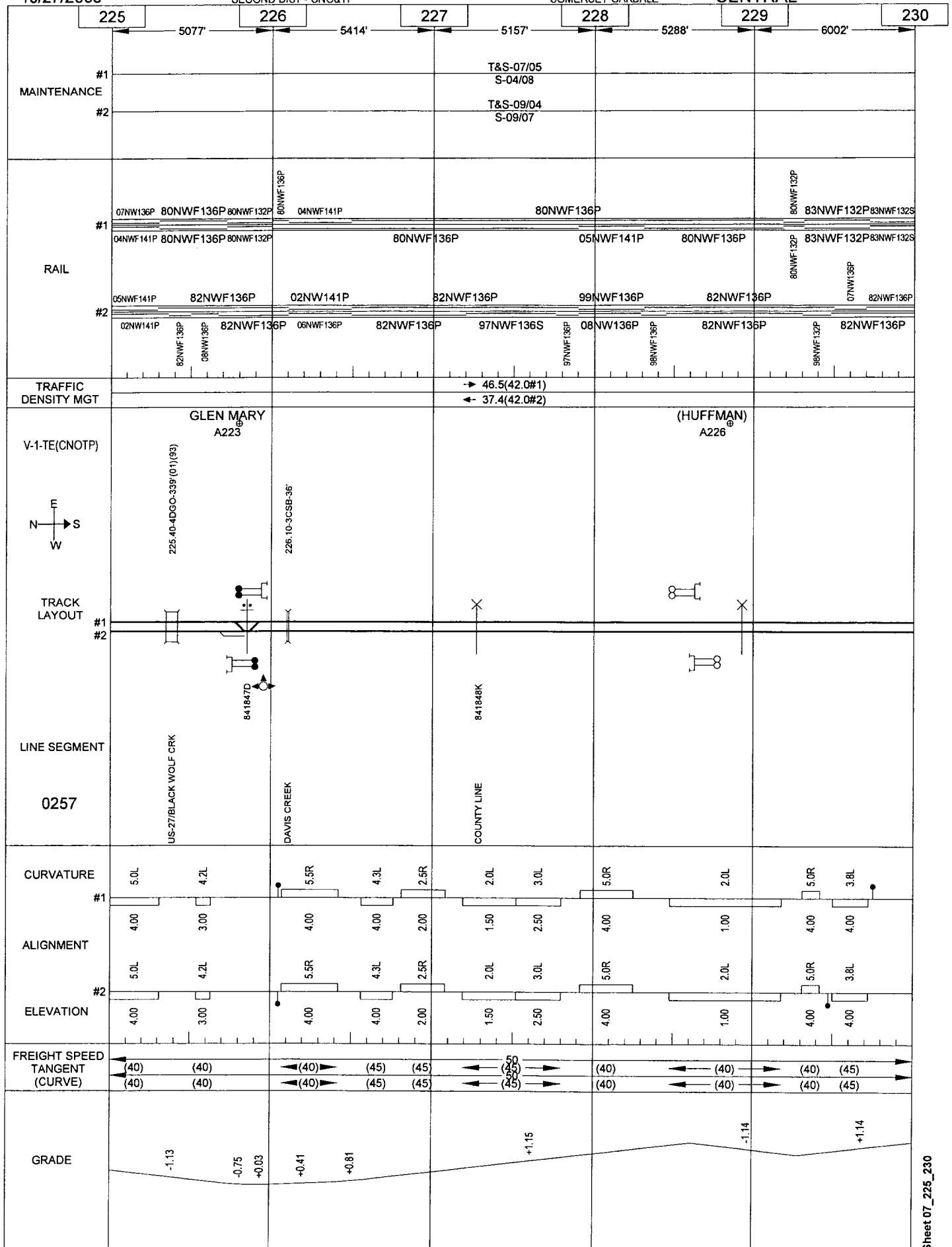
10/27/2008

180

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



Sheet 07_230_235

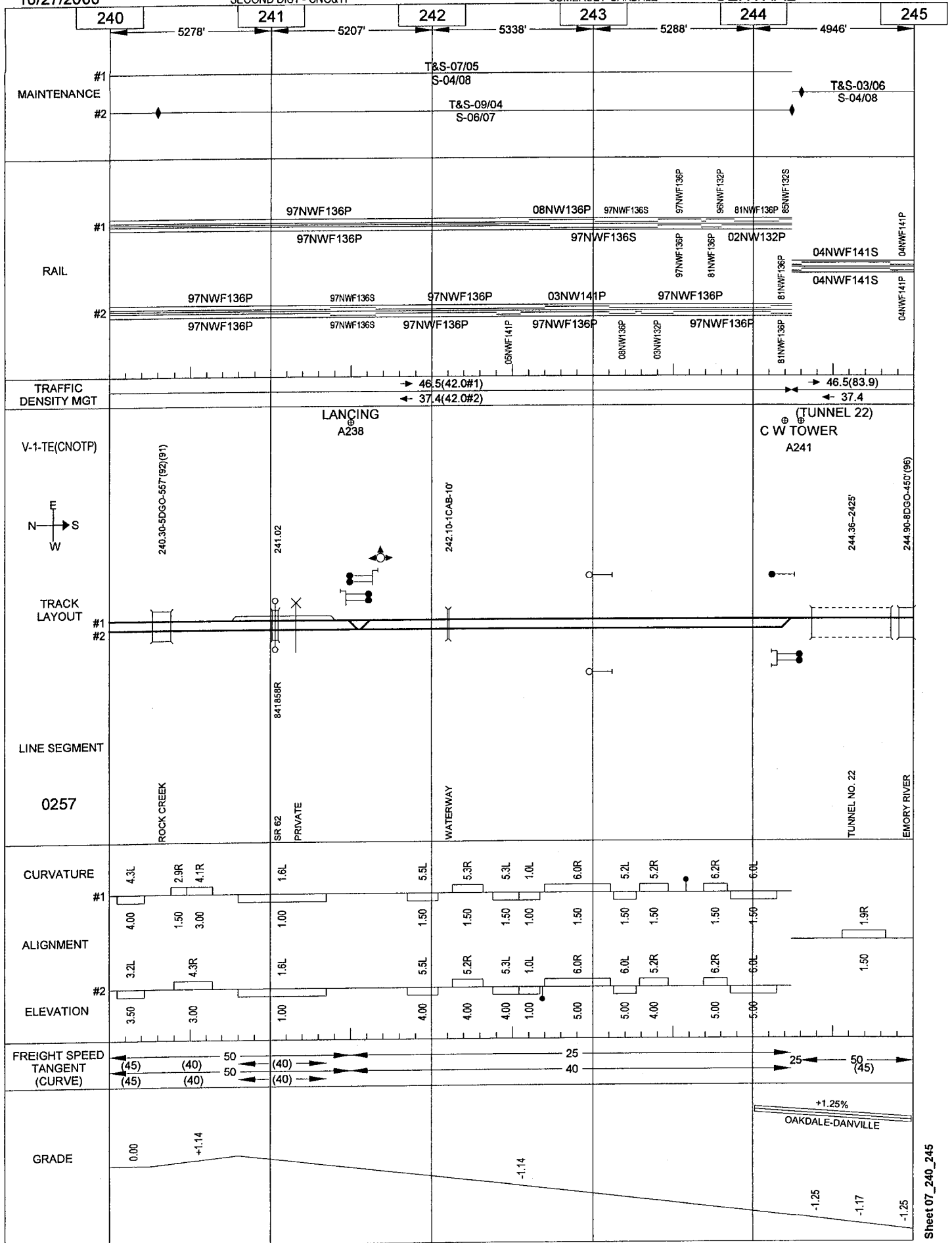
Sheet 07_235_240

10/27/2008

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL



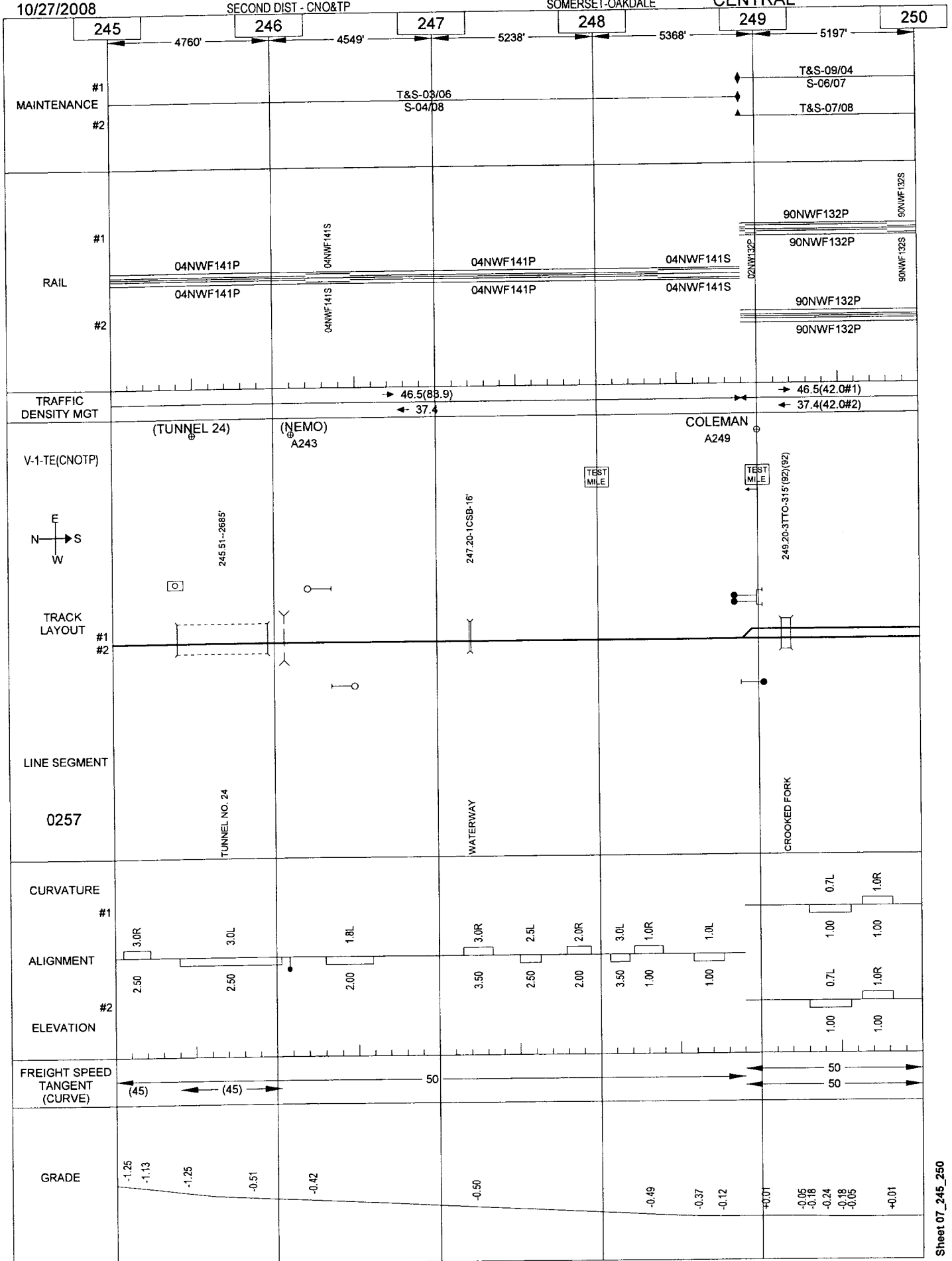
10/27/2008

SECOND DIST - CNO&TP

184

SOMERSET-OAKDALE

CENTRAL

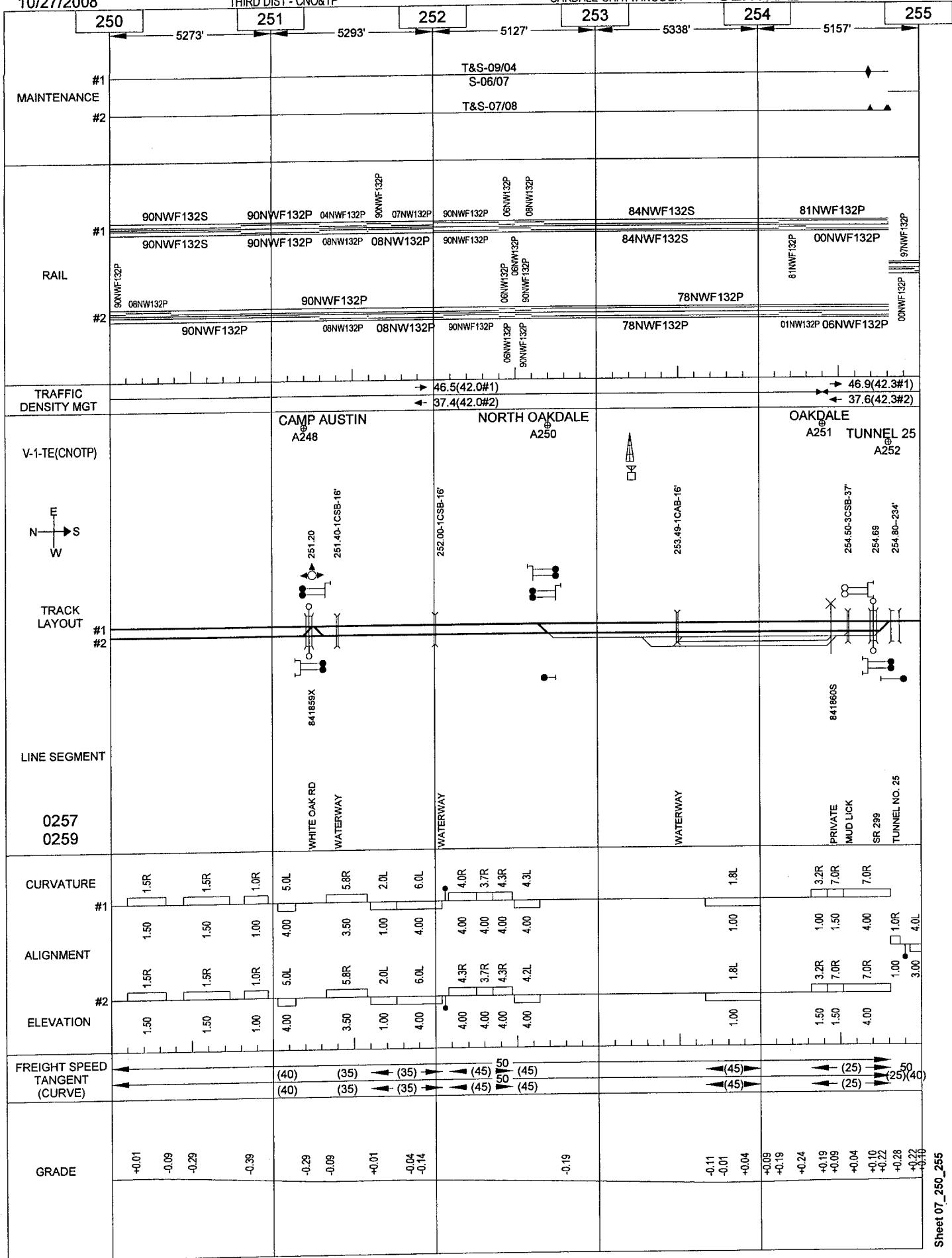


10/27/2008

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



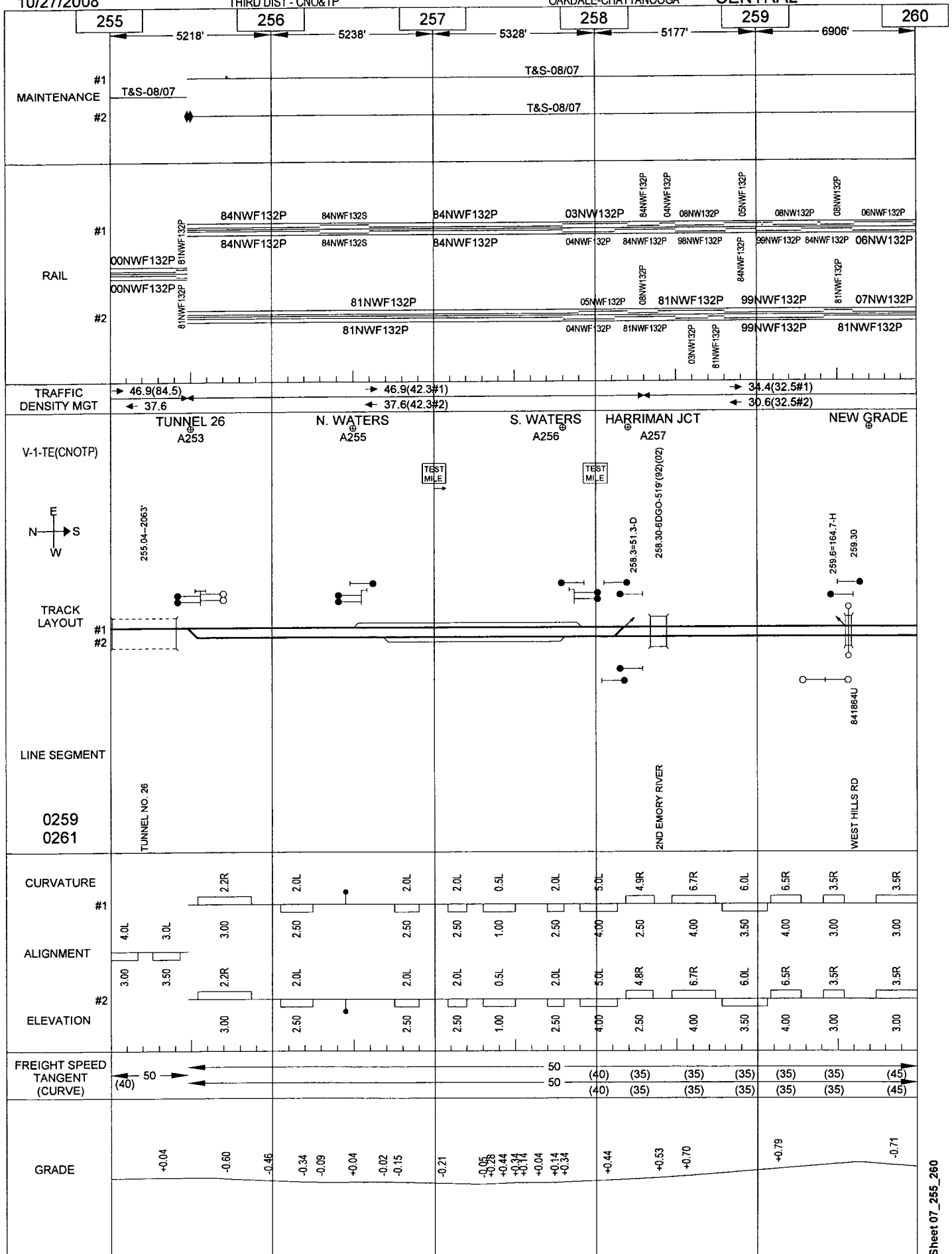
10/27/2008

THIRD DIST - CNO&TP

186

OAKDALE-CHATTANOOGA

CENTRAL



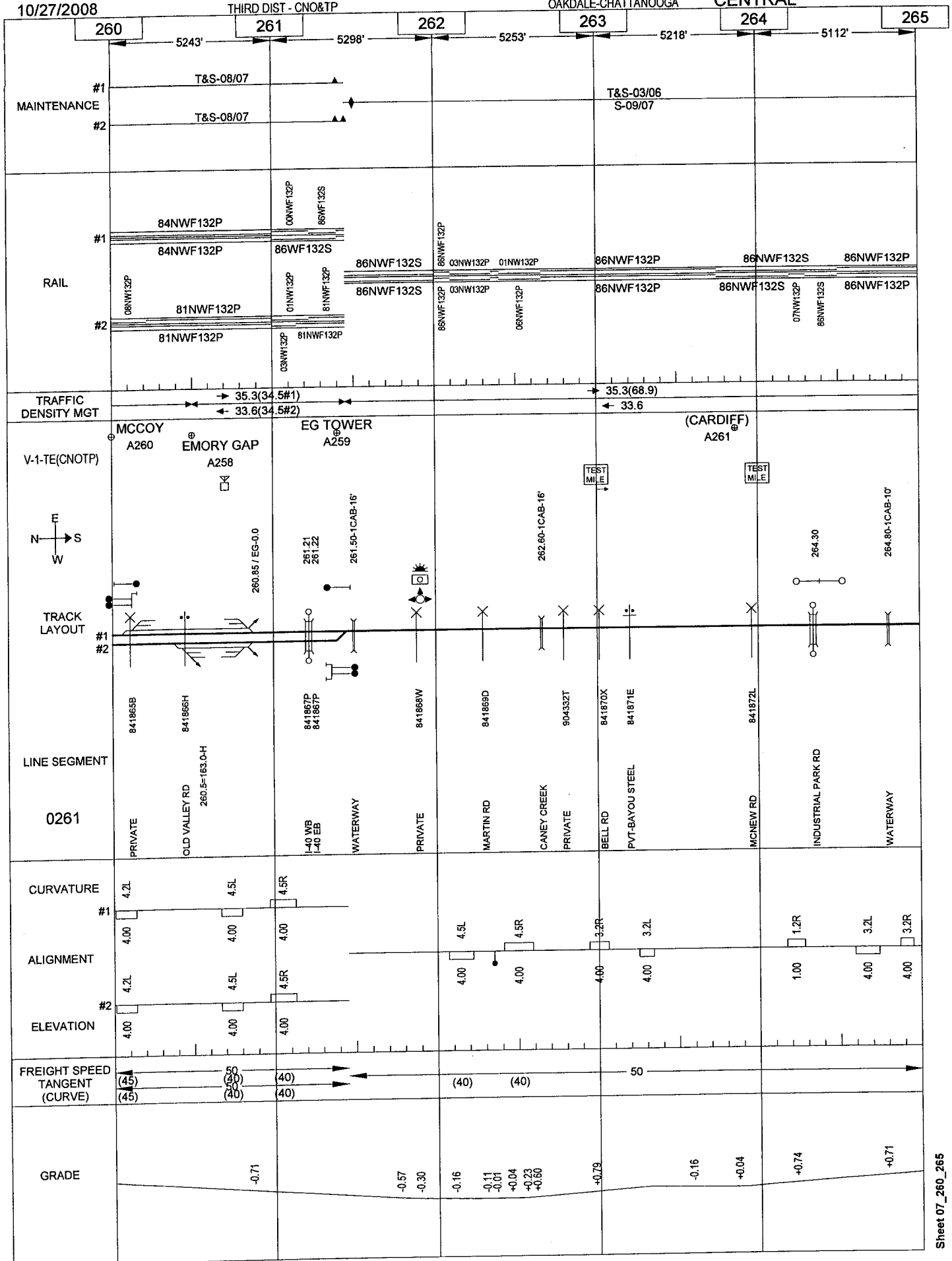
10/27/2008

THIRD DIST - CNO&TP

187

OAKDALE-CHATTANOOGA

CENTRAL



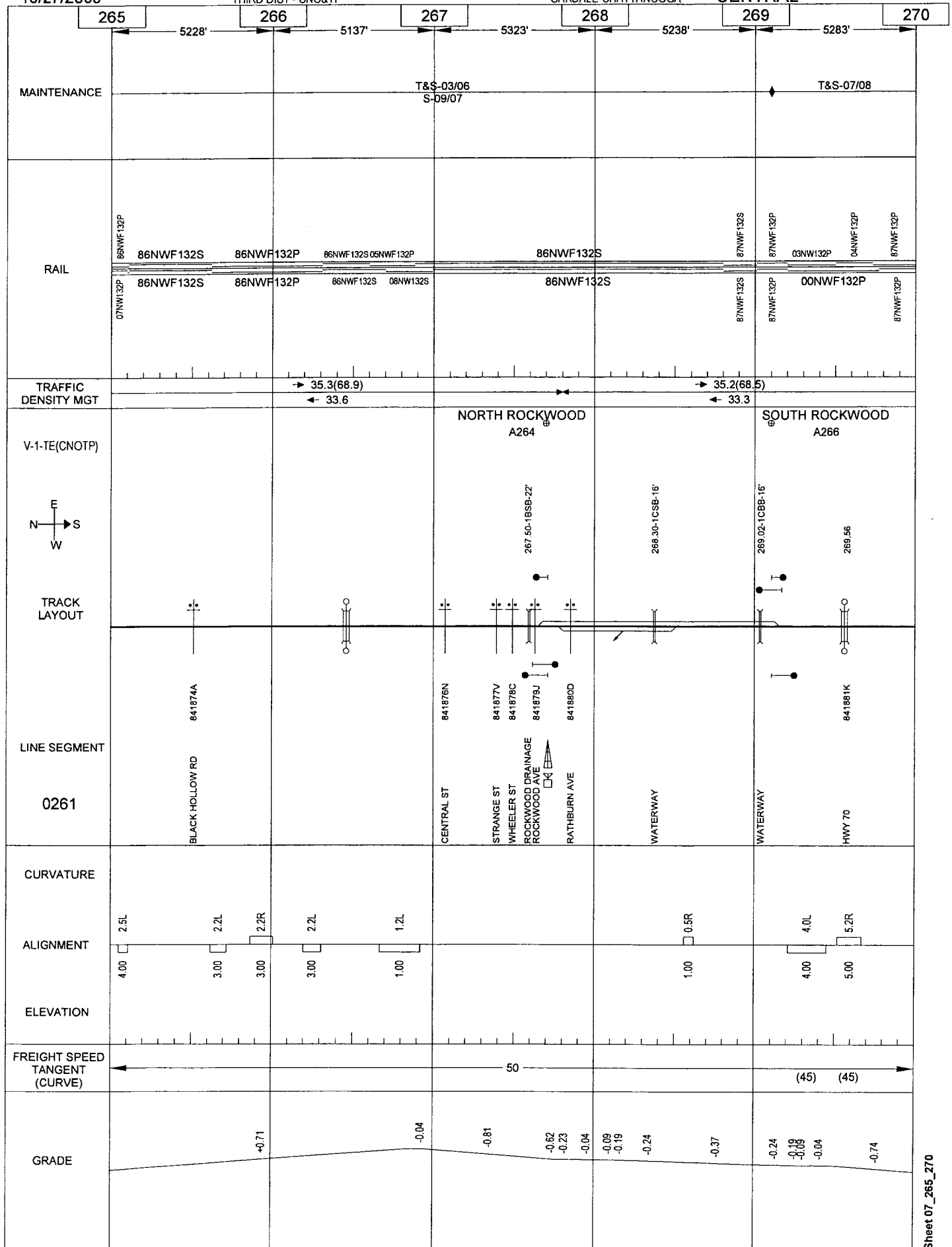
10/27/2008

188

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL

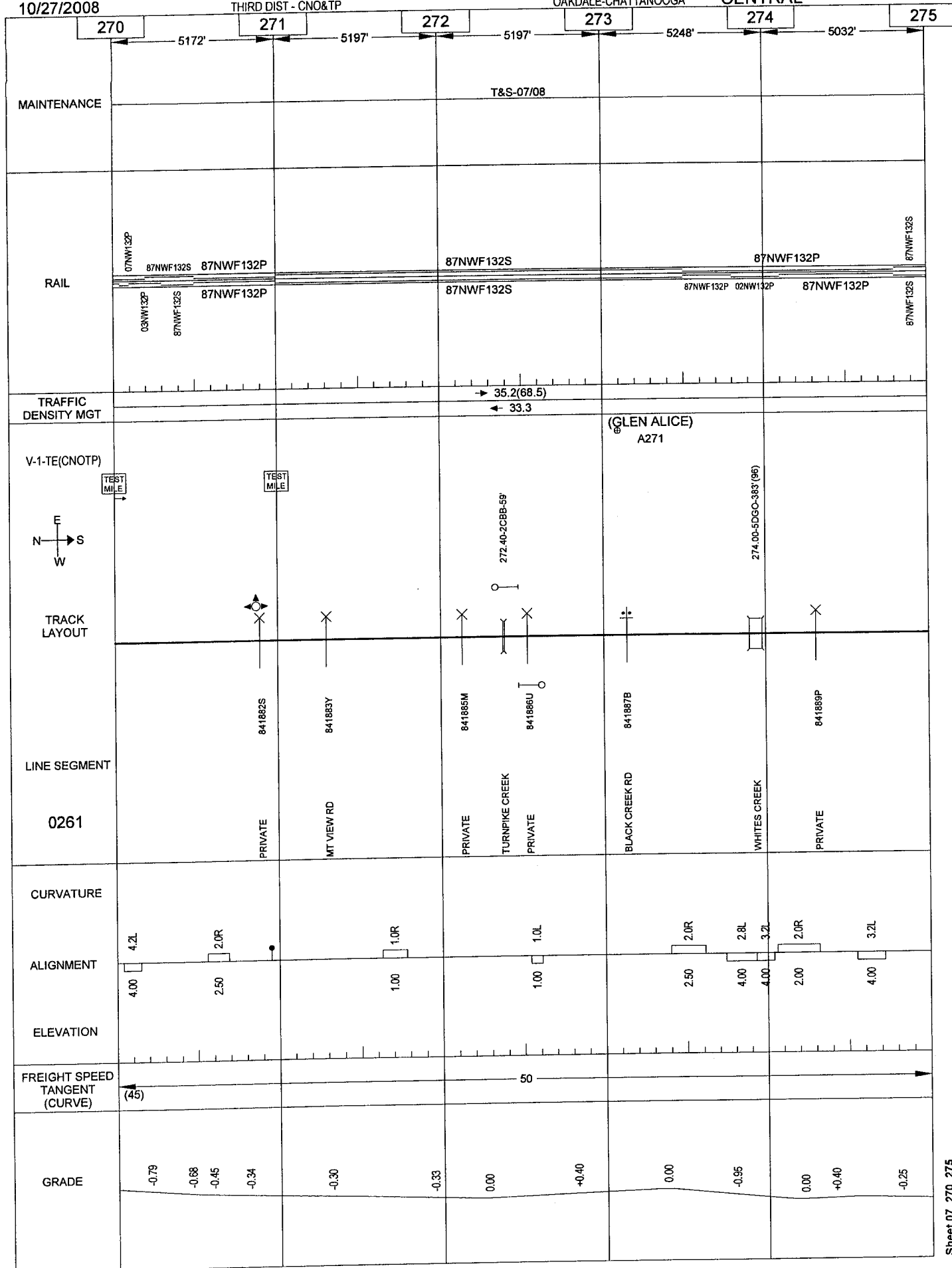


10/27/2008

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



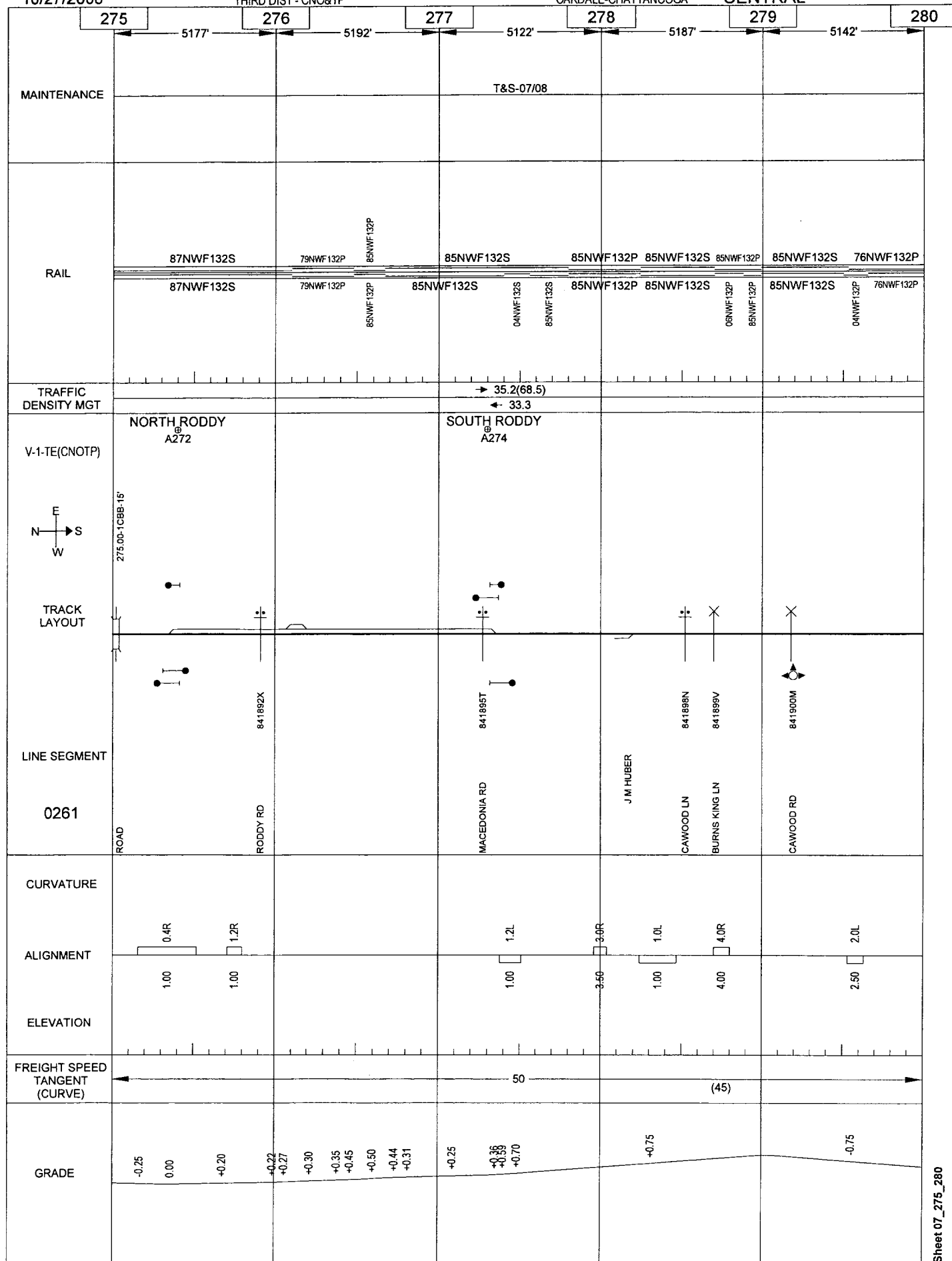
10/27/2008

190

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



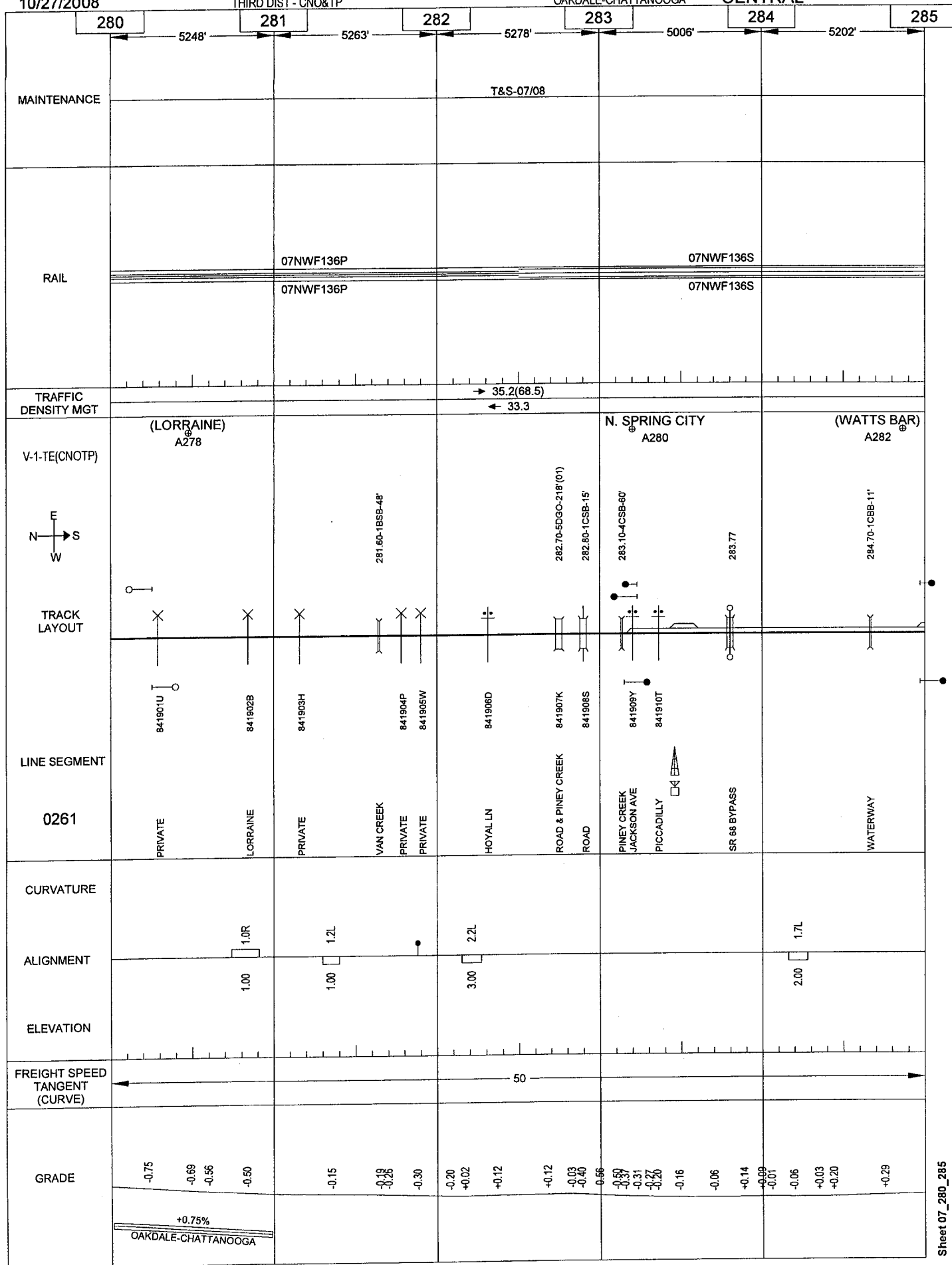
10/27/2008

THIRD DIST - CNO&TP

191

OAKDALE-CHATTANOOGA

CENTRAL



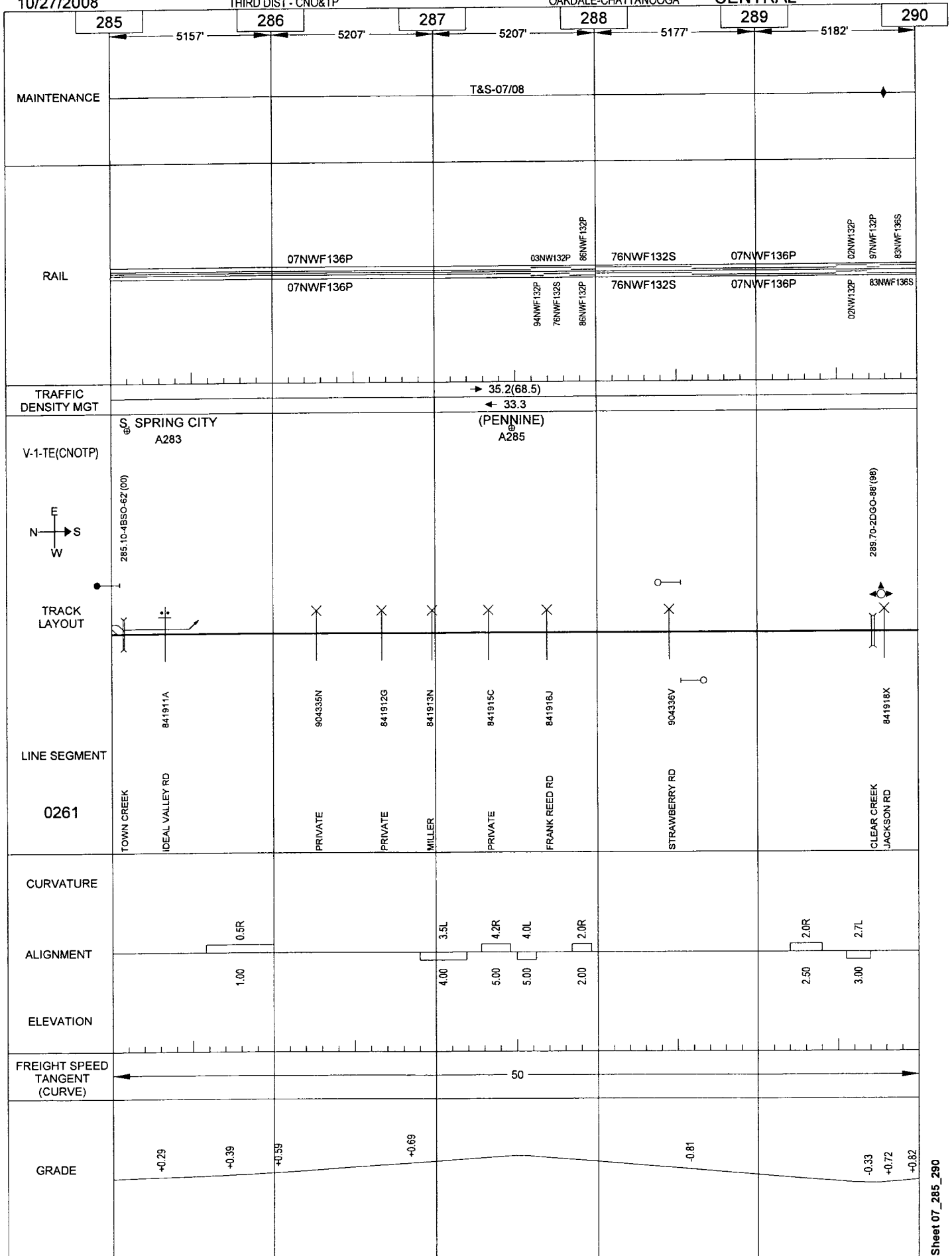
10/27/2008

THIRD DIST - CNO&TP

192

OAKDALE-CHATTANOOGA

CENTRAL



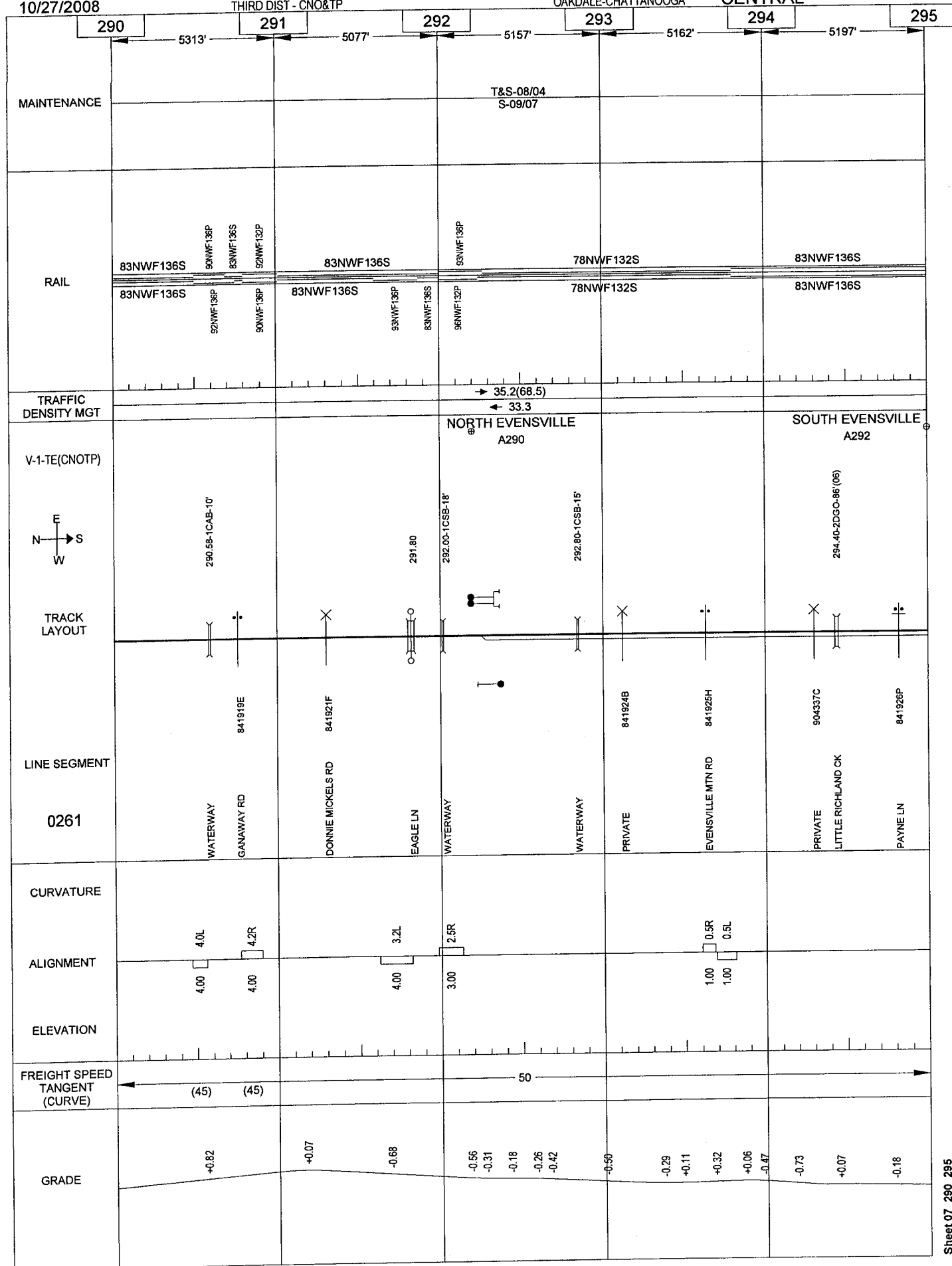
10/27/2008

THIRD DIST - CNO&TP

193

OAKDALE-CHATTANOOGA

CENTRAL



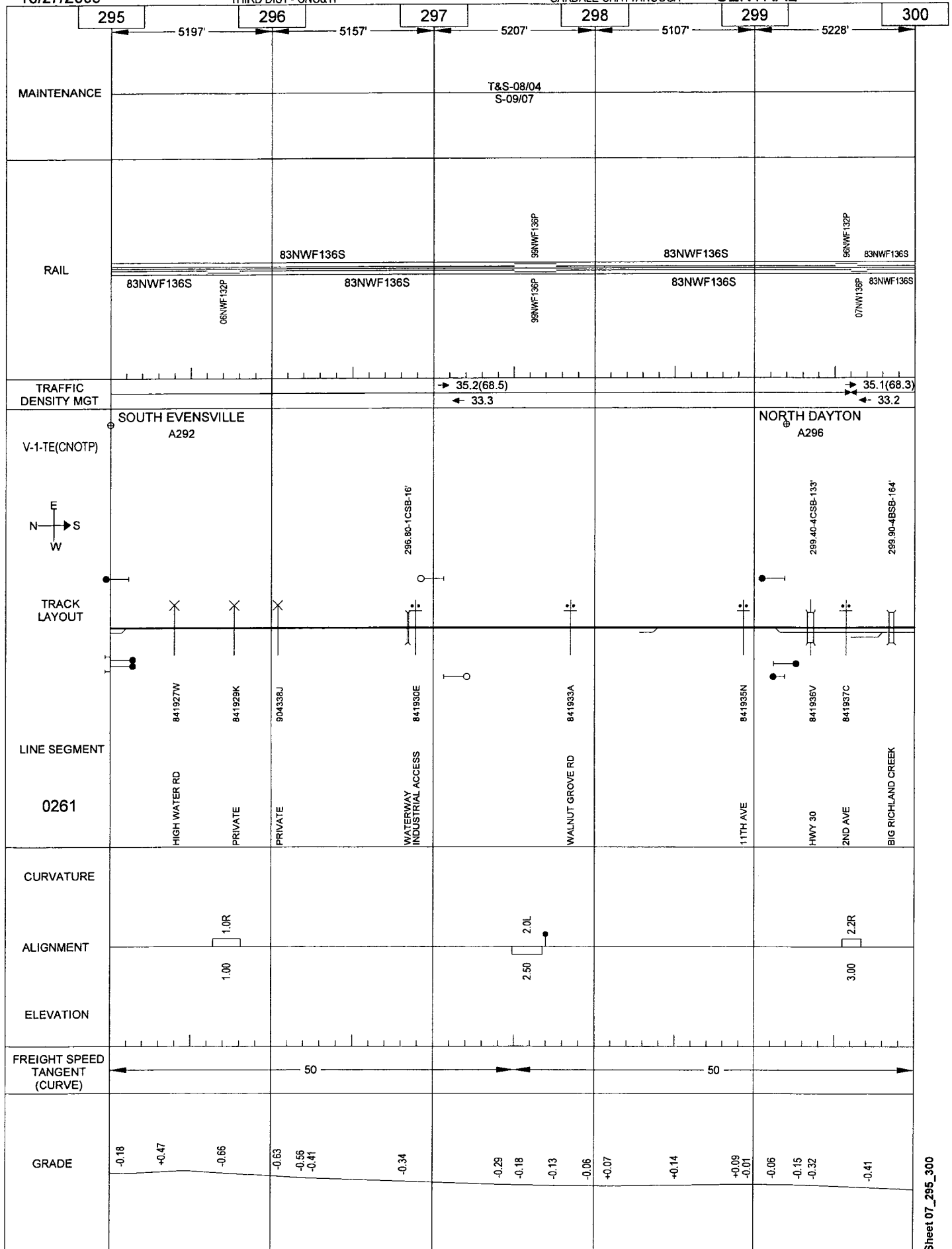
10/27/2008

THIRD DIST - CNO&TP

194

OAKDALE-CHATTANOOGA

CENTRAL

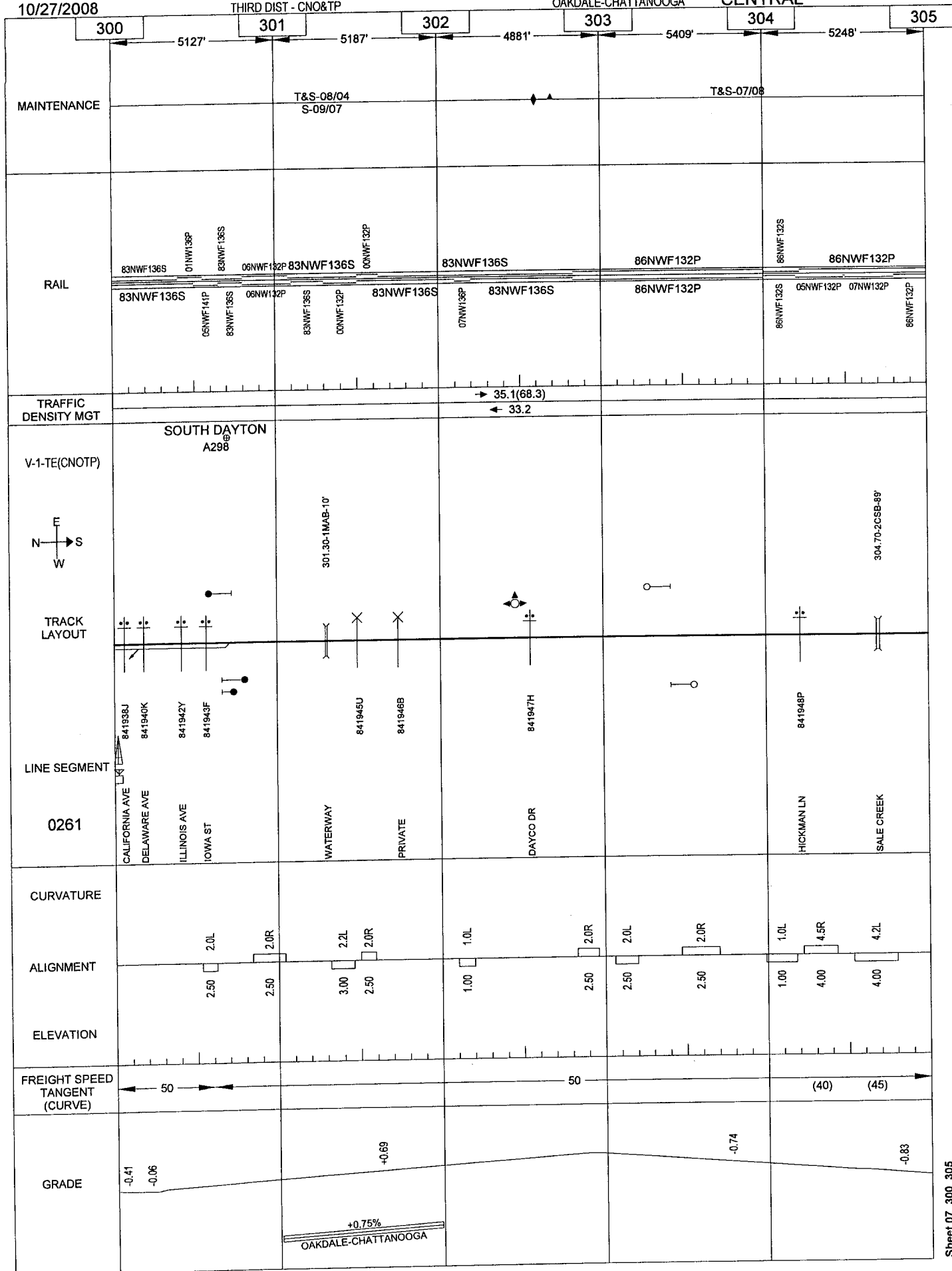


10/27/2008

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



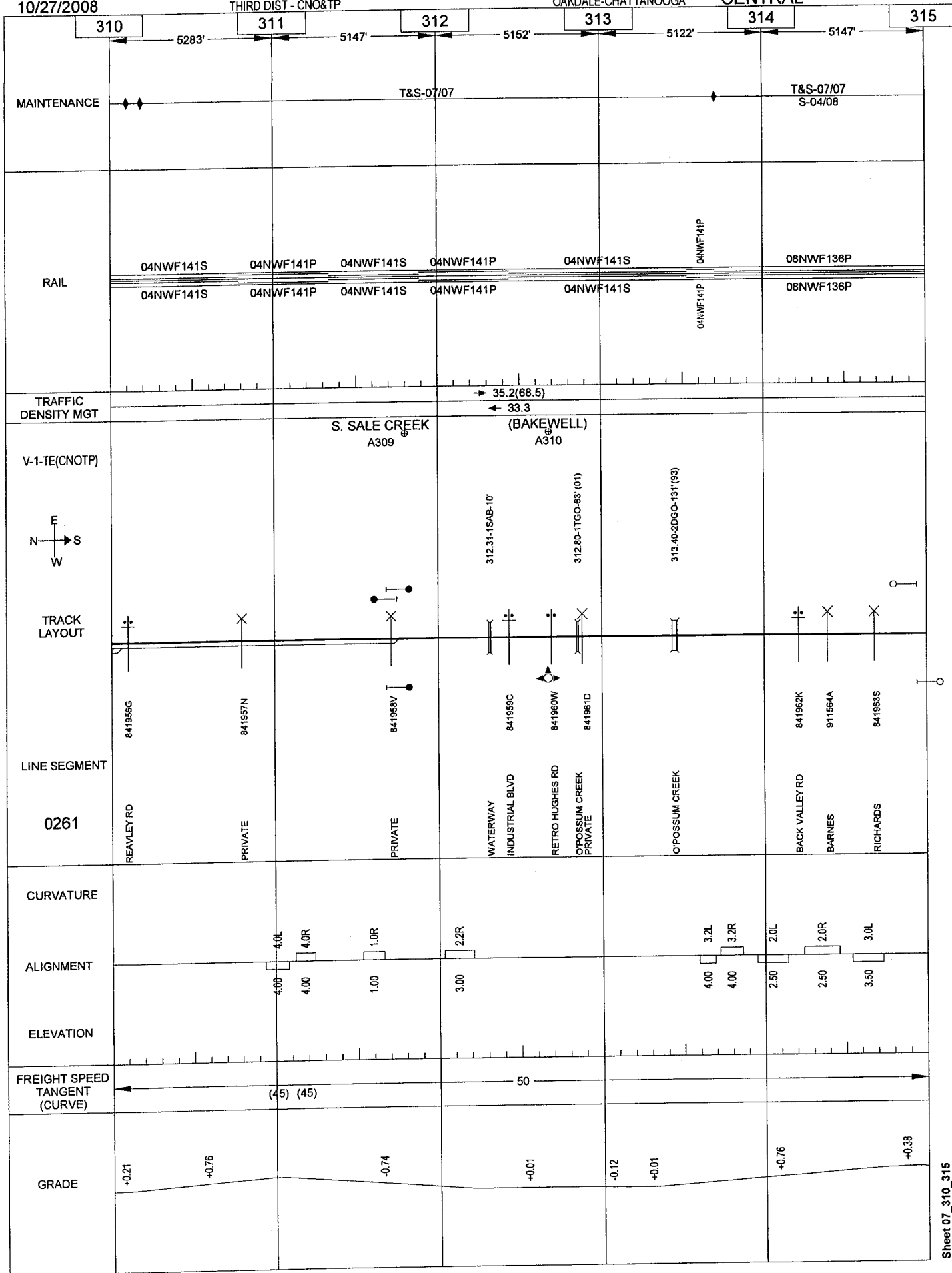
10/27/2008

THIRD DIST - CNO&TP

197

OAKDALE-CHATTANOOGA

CENTRAL



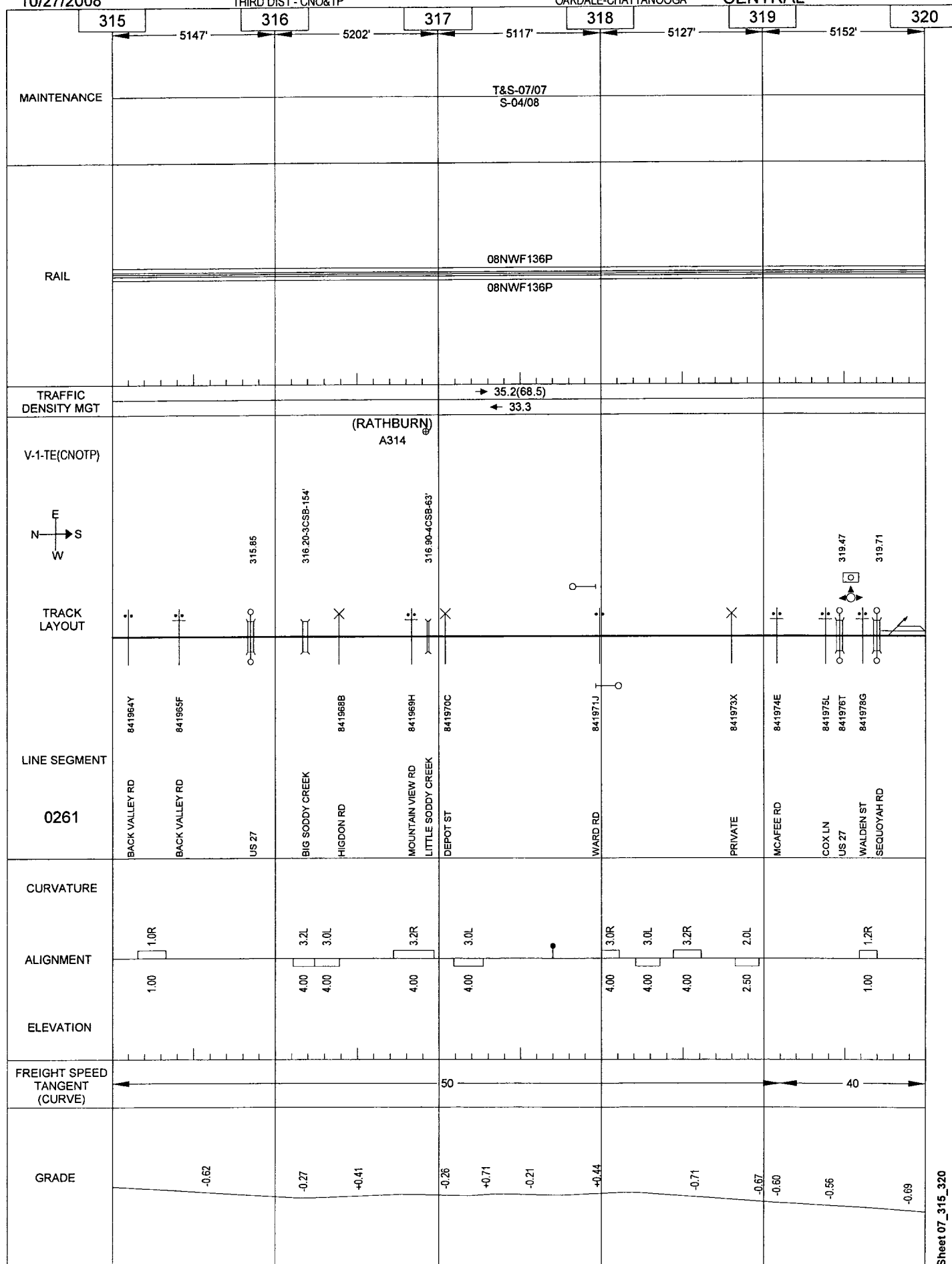
10/27/2008

THIRD DIST - CNO&TP

198

OAKDALE-CHATTANOOGA

CENTRAL

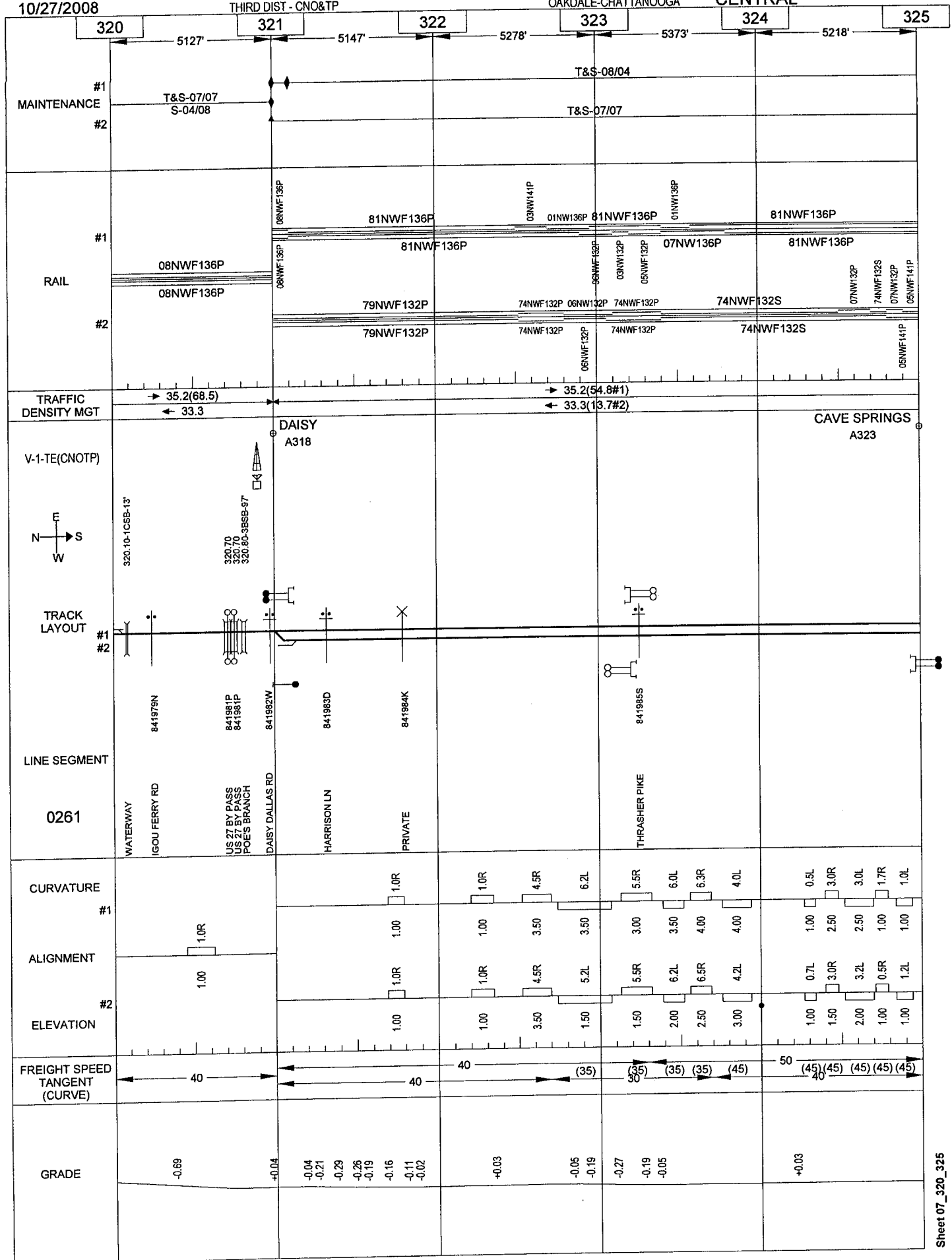


10/27/2008

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



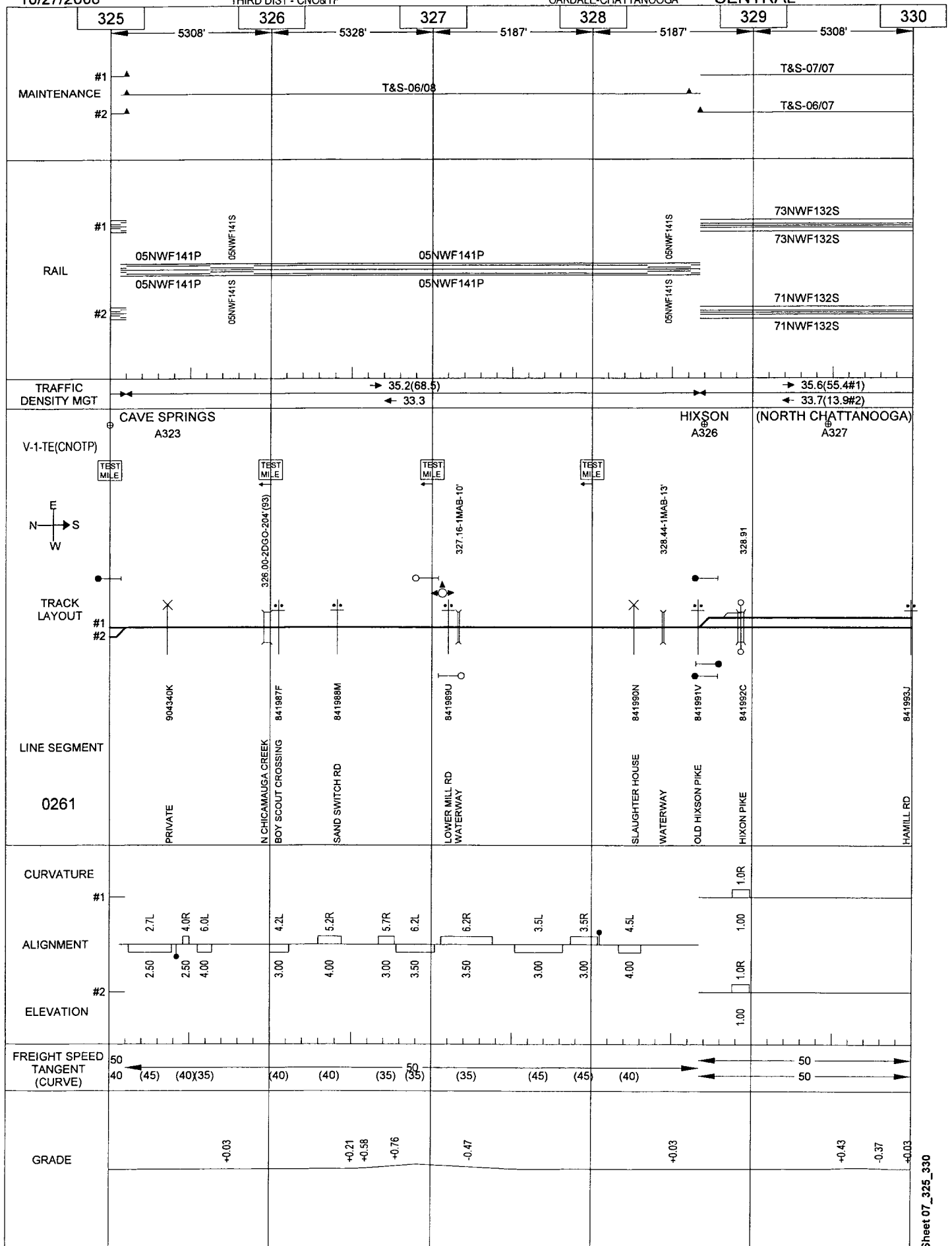
10/27/2008

200

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



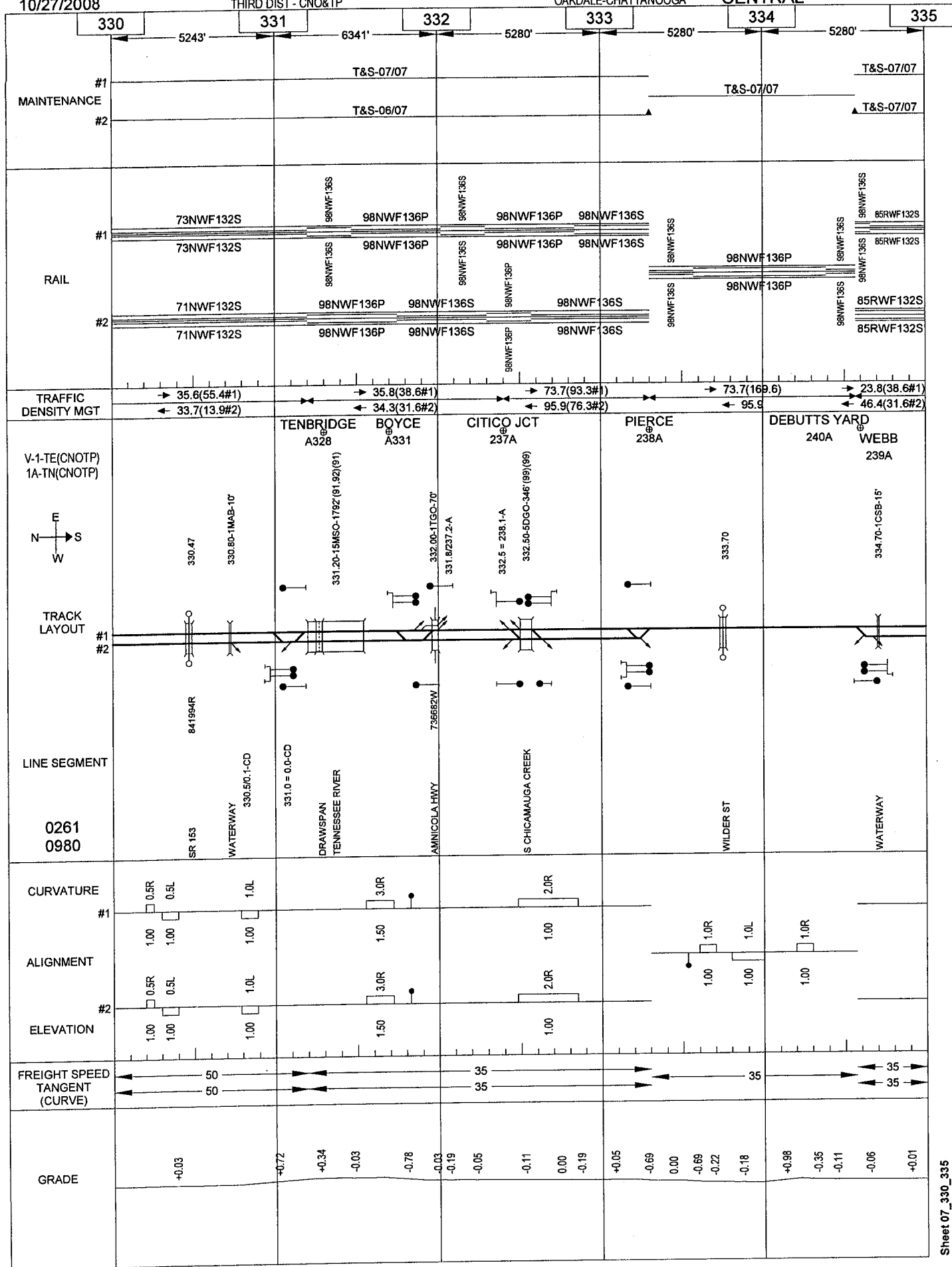
10/27/2008

THIRD DIST - CNO&TP

201

OAKDALE-CHATTANOOGA

CENTRAL



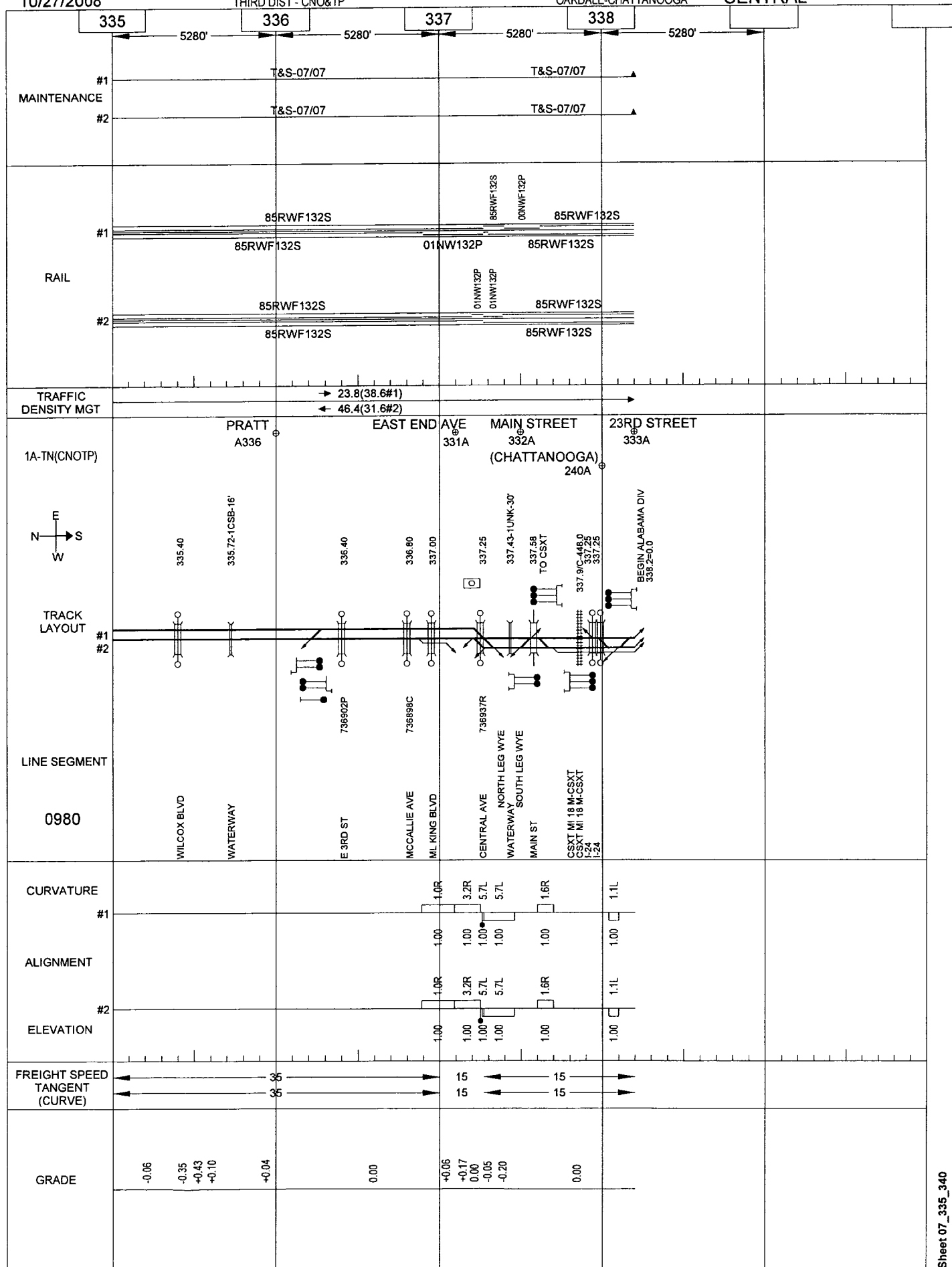
10/27/2008

202

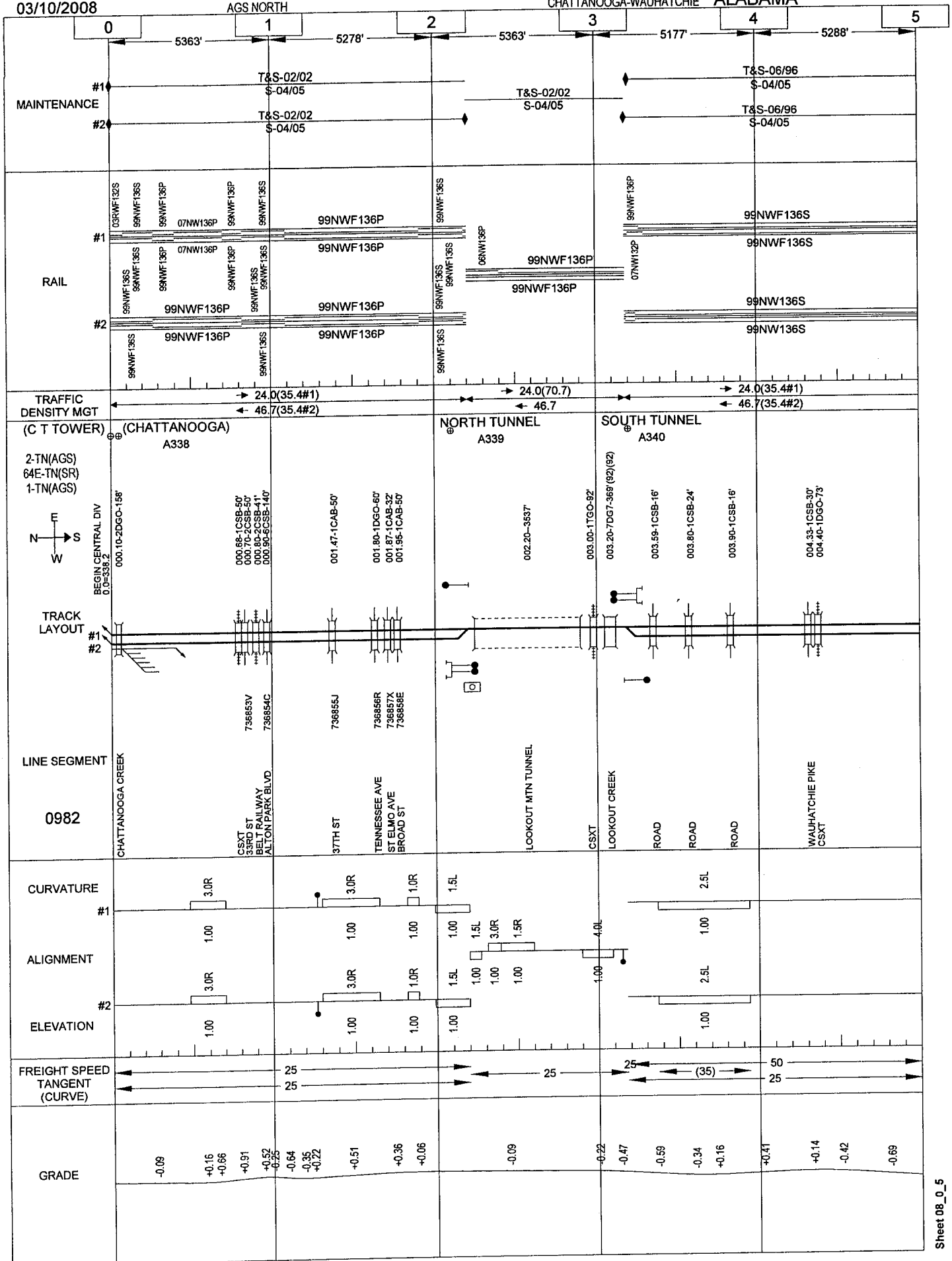
THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL



ALABAMA



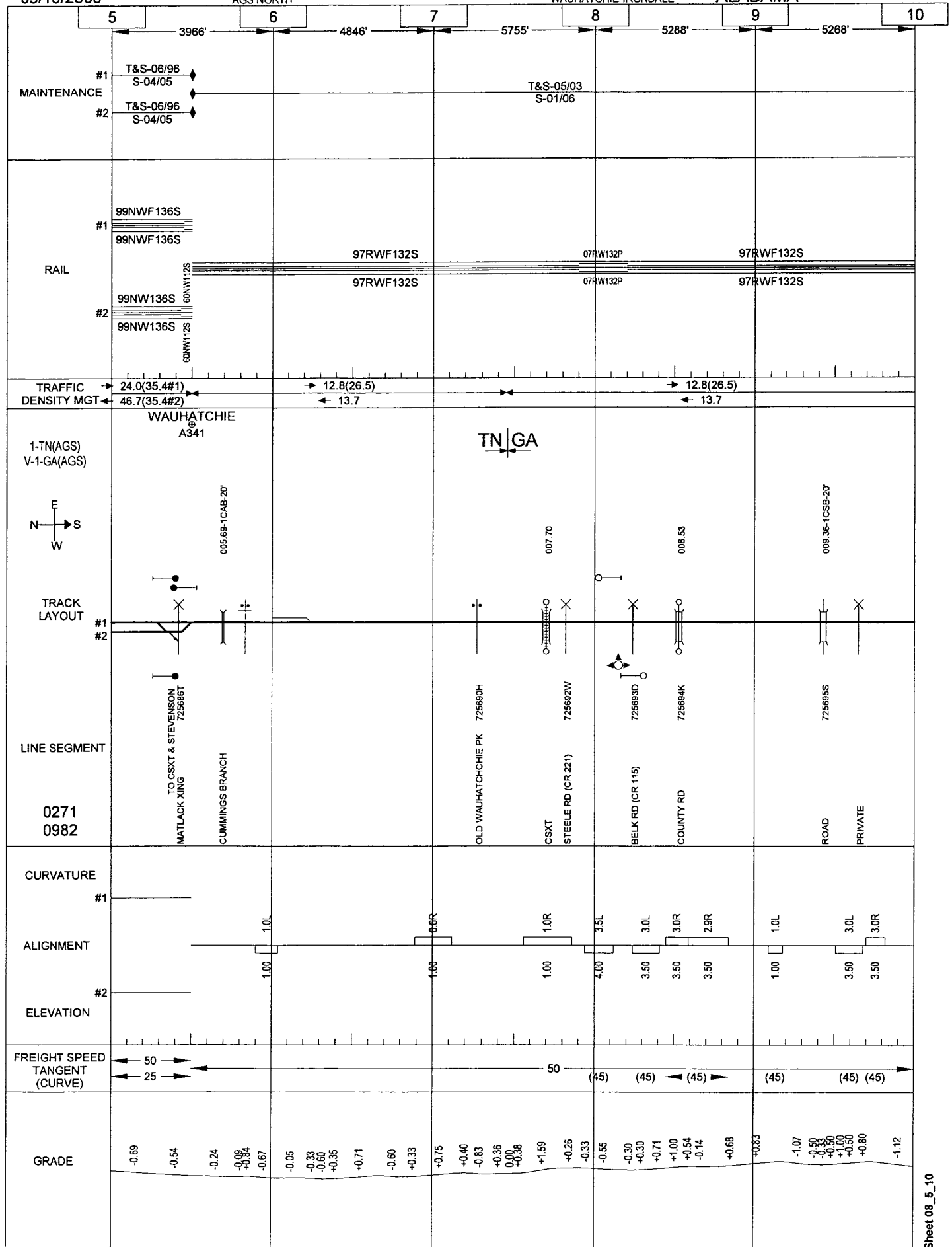
03/10/2008

AGS NORTH

202.2

WAUHATCHIE-IRONDALE

ALABAMA

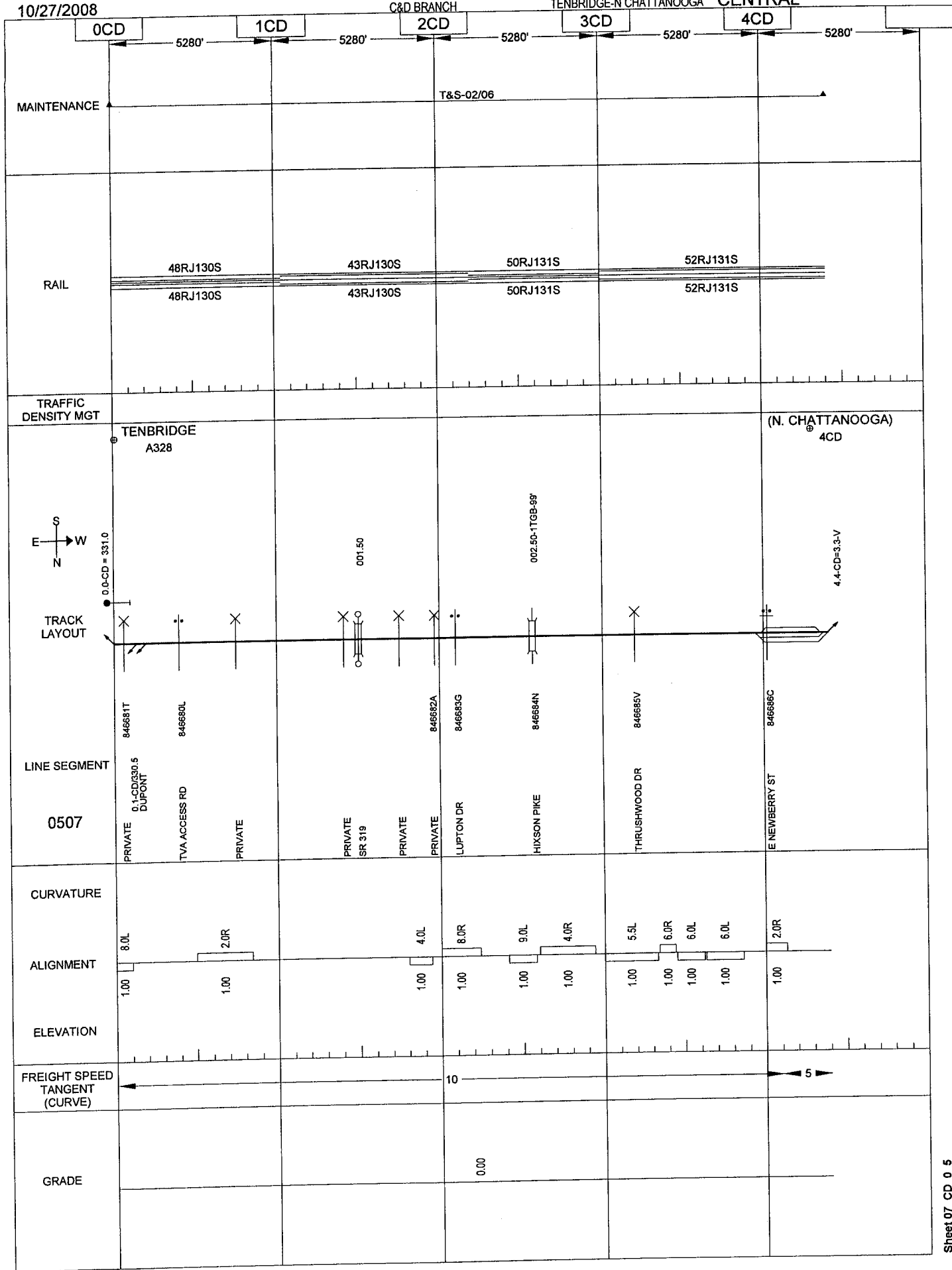


10/27/2008

203
C&D BRANCH

TENBRIDGE-N CHATTANOOGA

CENTRAL

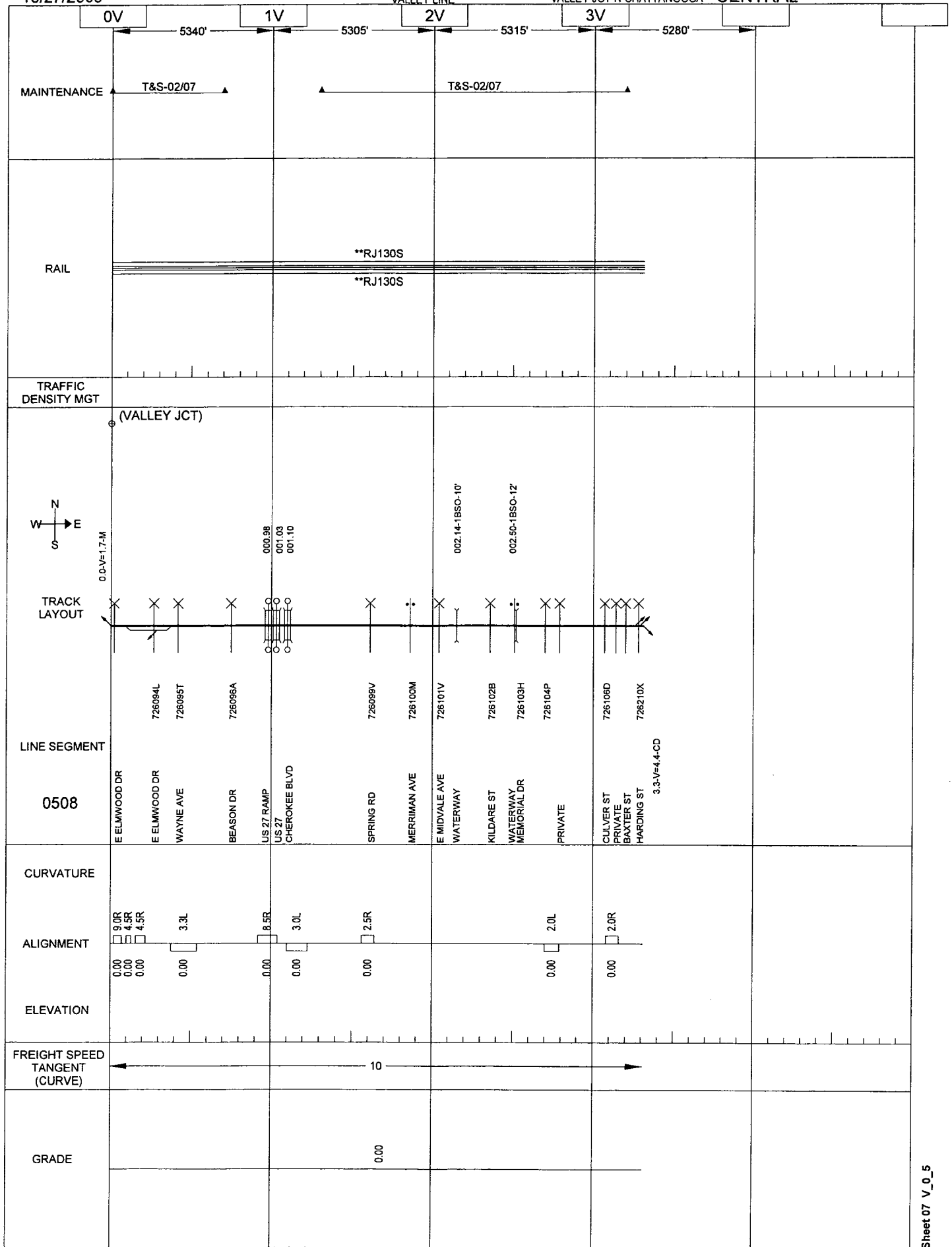


10/27/2008

204
VALLEY LINE

VALLEY JCT-N CHATTANOOGA

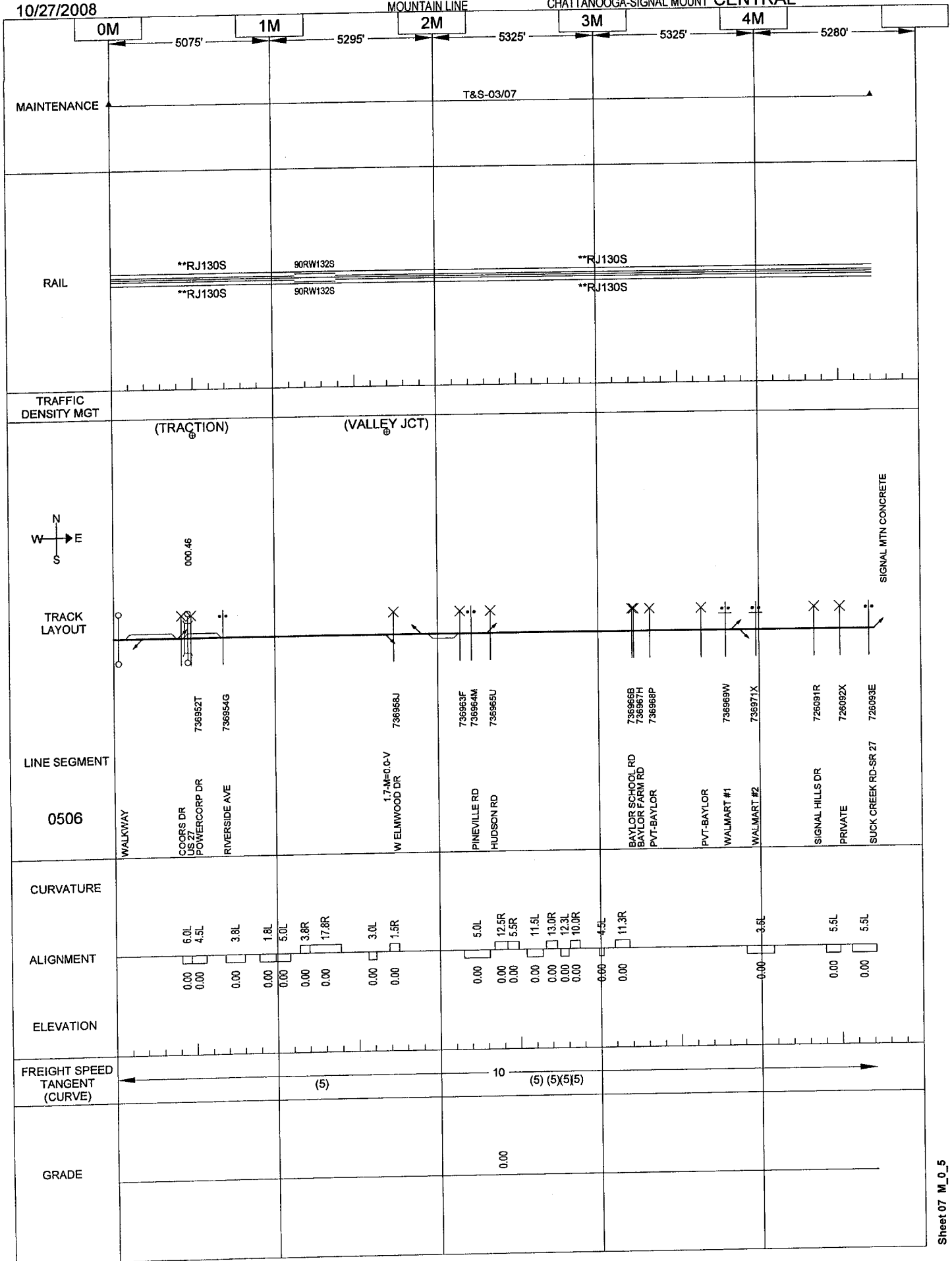
CENTRAL



10/27/2008

205
MOUNTAIN LINE

CHATTANOOGA-SIGNAL MOUNT CENTRAL



10/27/2008

206
TAG LINE

SHIPPS YARD-C&C RR

CENTRAL

TA3

5280'

5390'

MAINTENANCE

RAIL

**RW132S

**RW112S **RJ132S

**RW132S

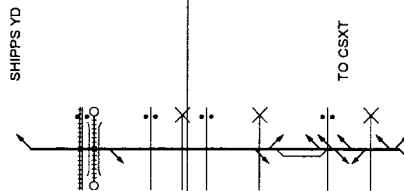
**RW112S **RJ132S

TRAFFIC
DENSITY MGT

(SHIPPS YD)



TRACK
LAYOUT



LINE SEGMENT

0441

SHIPPS YD
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



FREIGHT SPEED
TANGENT
(CURVE)

10

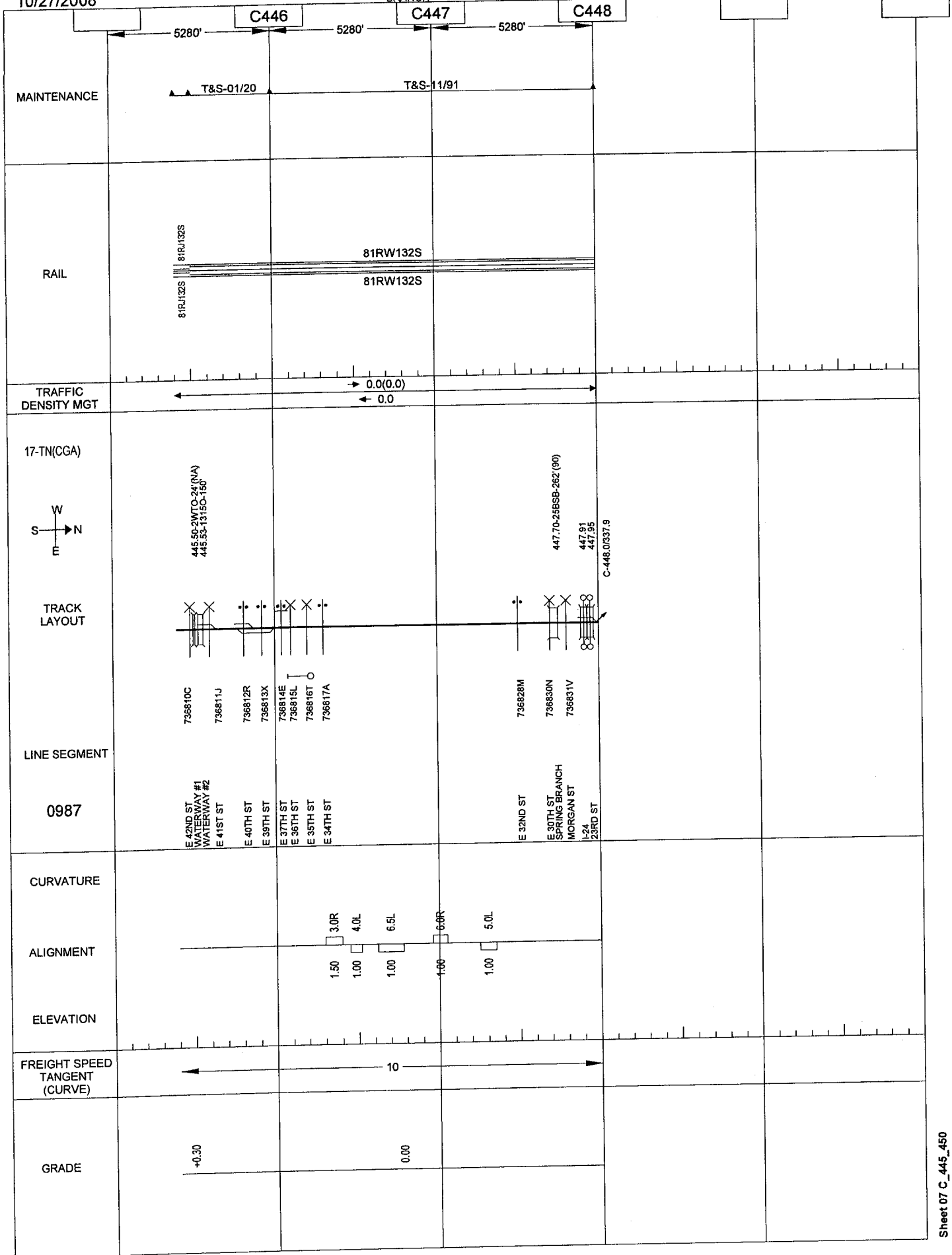
GRADE

0.00

10/27/2008

207
BRANCH

ALTON PK JCT-CHATTANOOGA CENTRAL



CJ250

CJ250

5280' —

T&S-07/06

84RW127

19.3(3)

(3)

249.18-1DGO-22'(00)(03)

4169

ELEVATION

- 30

.40

10/27/2008

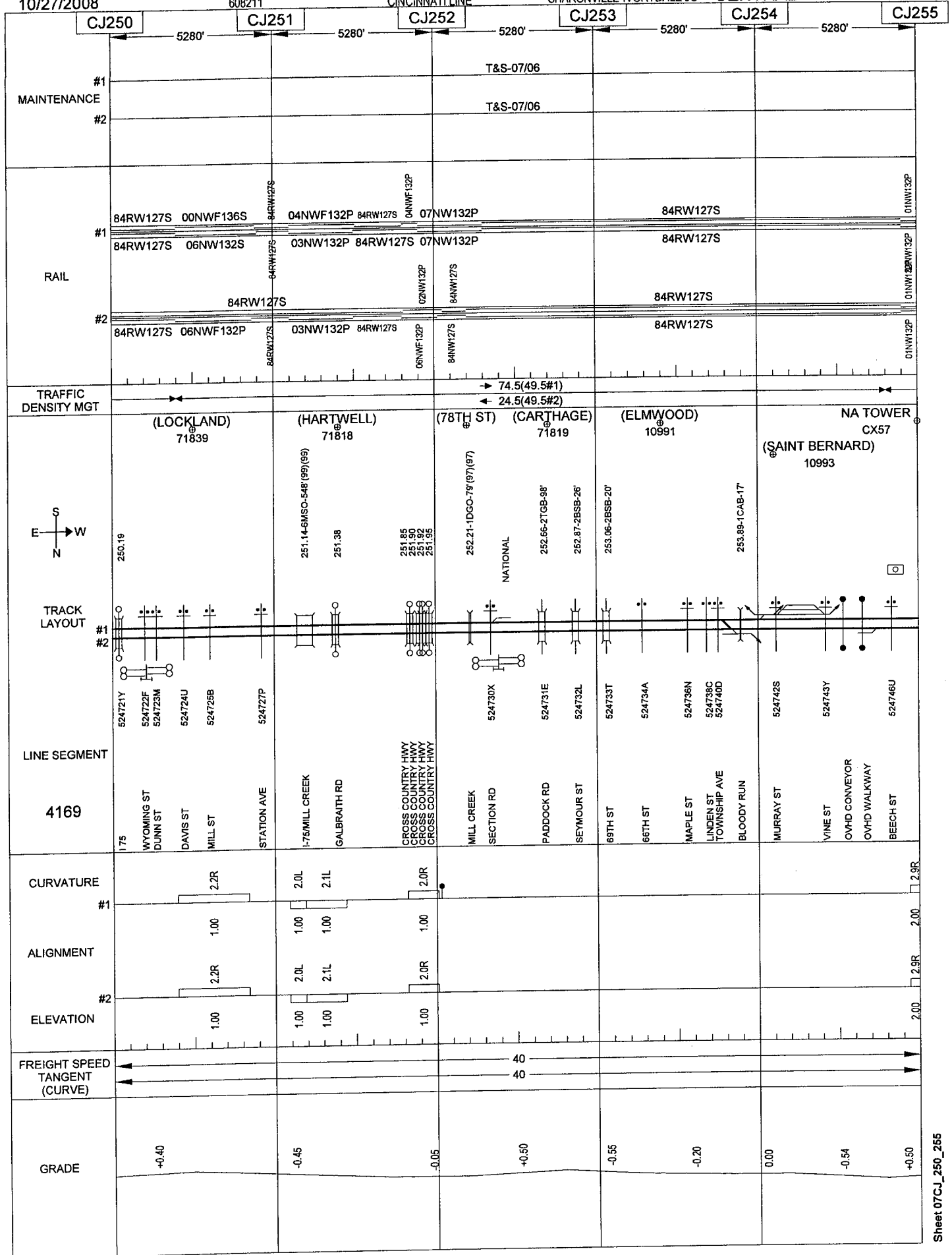
608211

209

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL



10/27/2008

608211

210

CINCINNATI LINE

SHARONVILLE-IVORYDALE JC

CENTRAL

CJ255

5280'

MAINTENANCE

#1

#2

RAIL

#1

84RW127S

41NW127S

#2

41NW127S

TRAFFIC
DENSITY MGT

NA TOWER
CX57
CINCINNATI
IVORYDALE JCT
10994



TRACK
LAYOUT

#1

#2

LINE SEGMENT

4169

TO CSXT (BB-7.5)

CURVATURE

#1

2.9R

2.00

ALIGNMENT

#2

2.9R

2.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

40

GRADE

-0.50

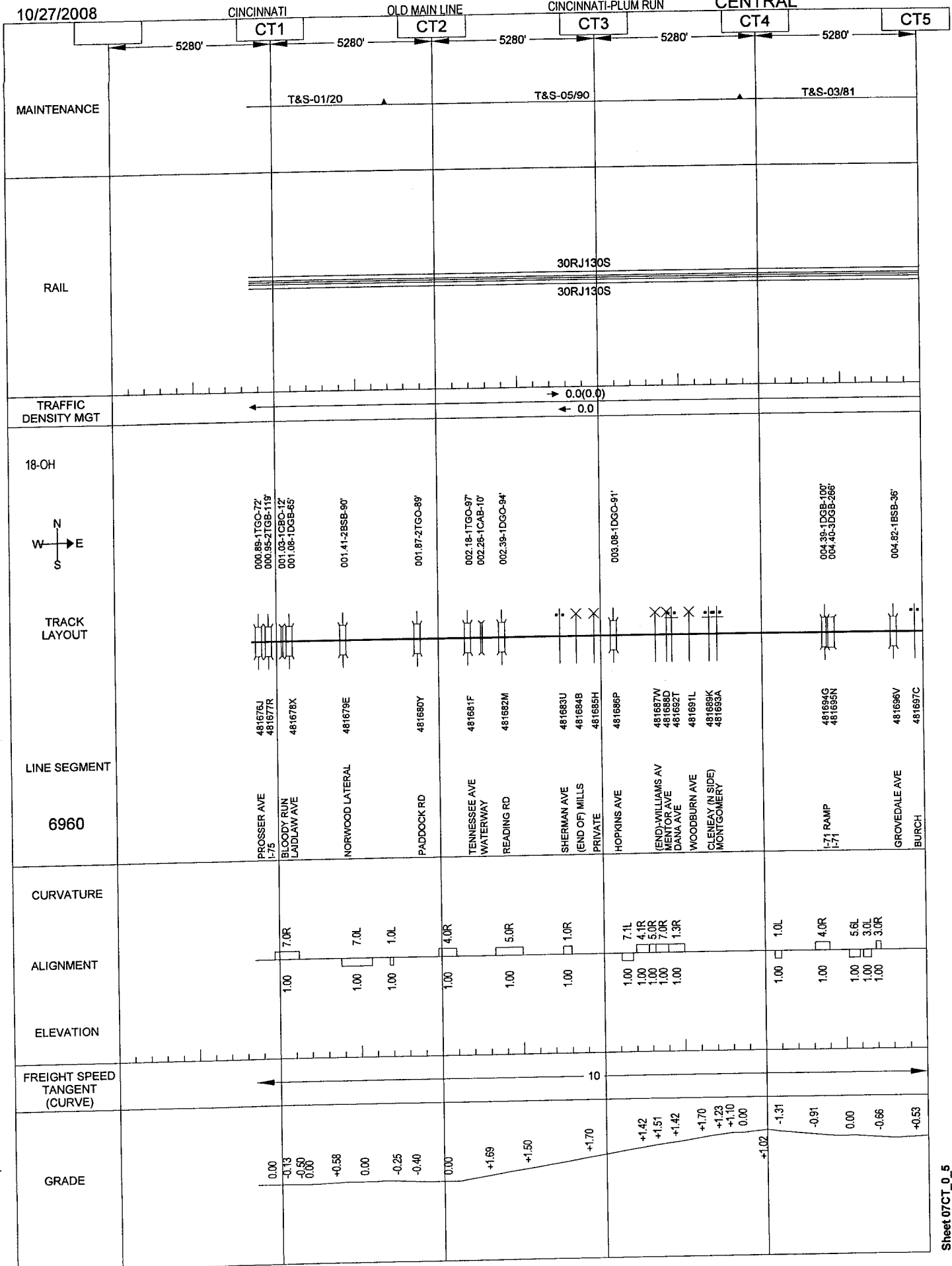
10/27/2008

CINCINNATI

OLD MAIN LINE

CINCINNATI-PLUM RUN

CENTRAL



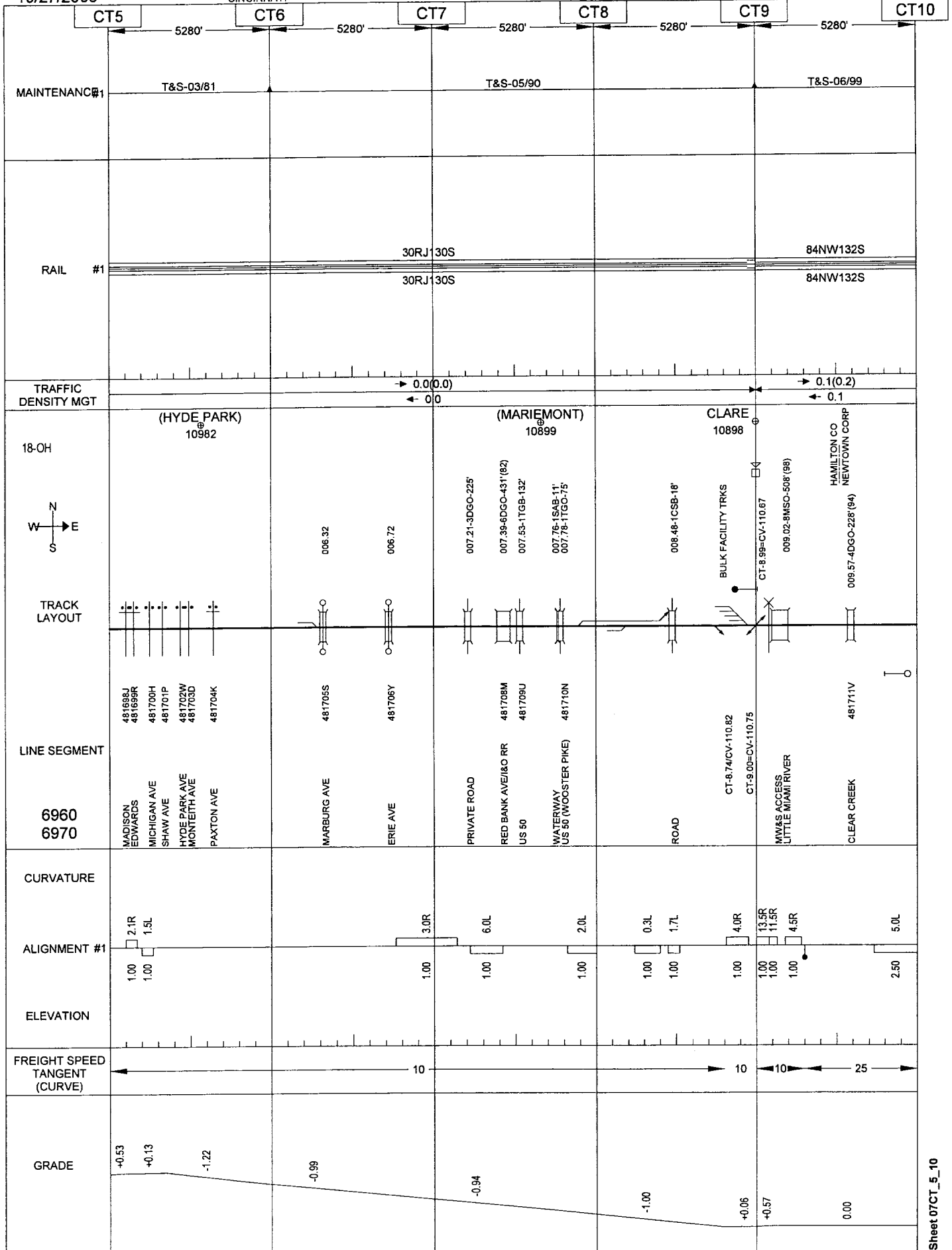
10/27/2008

212

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

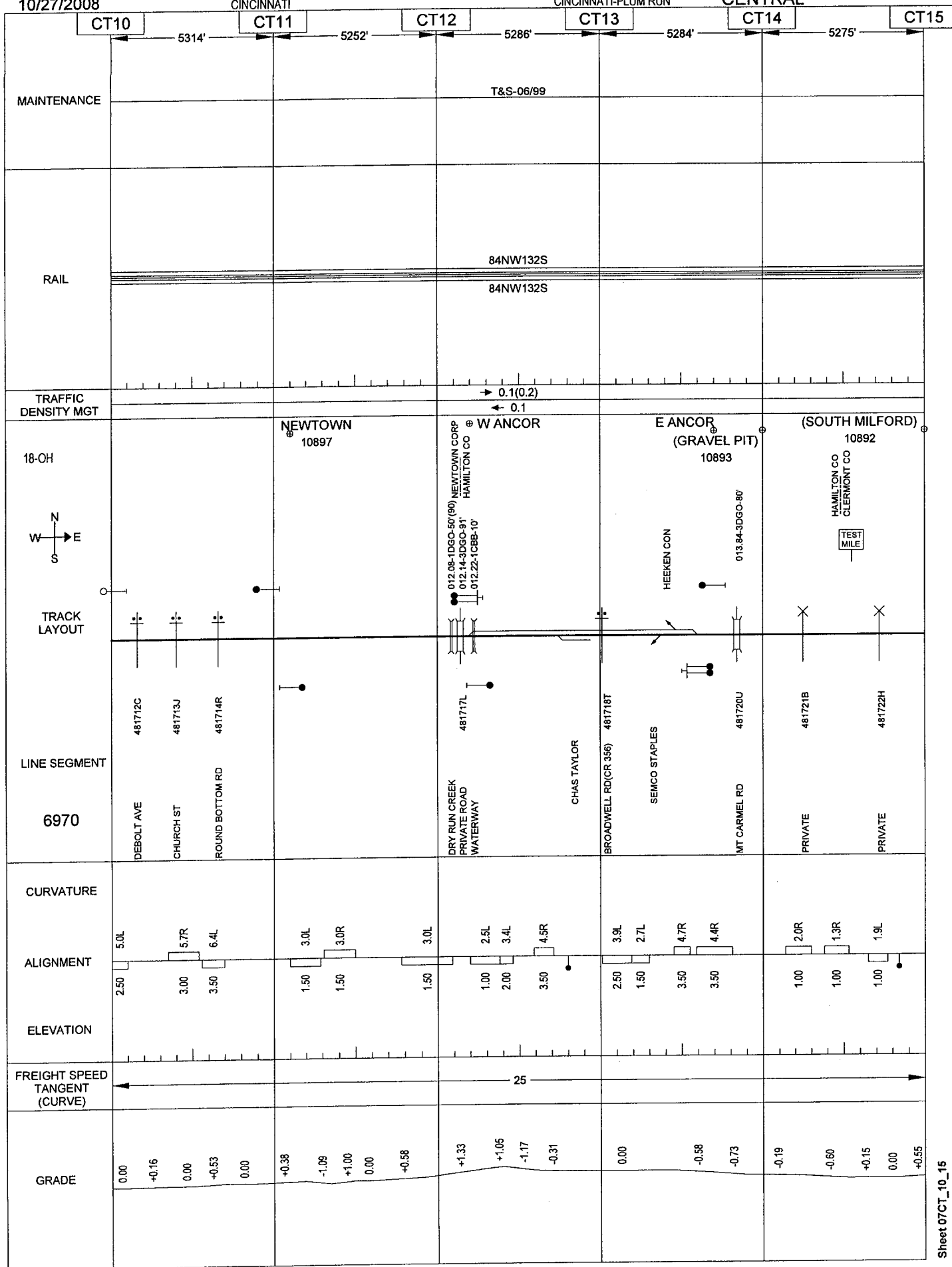


10/27/2008

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



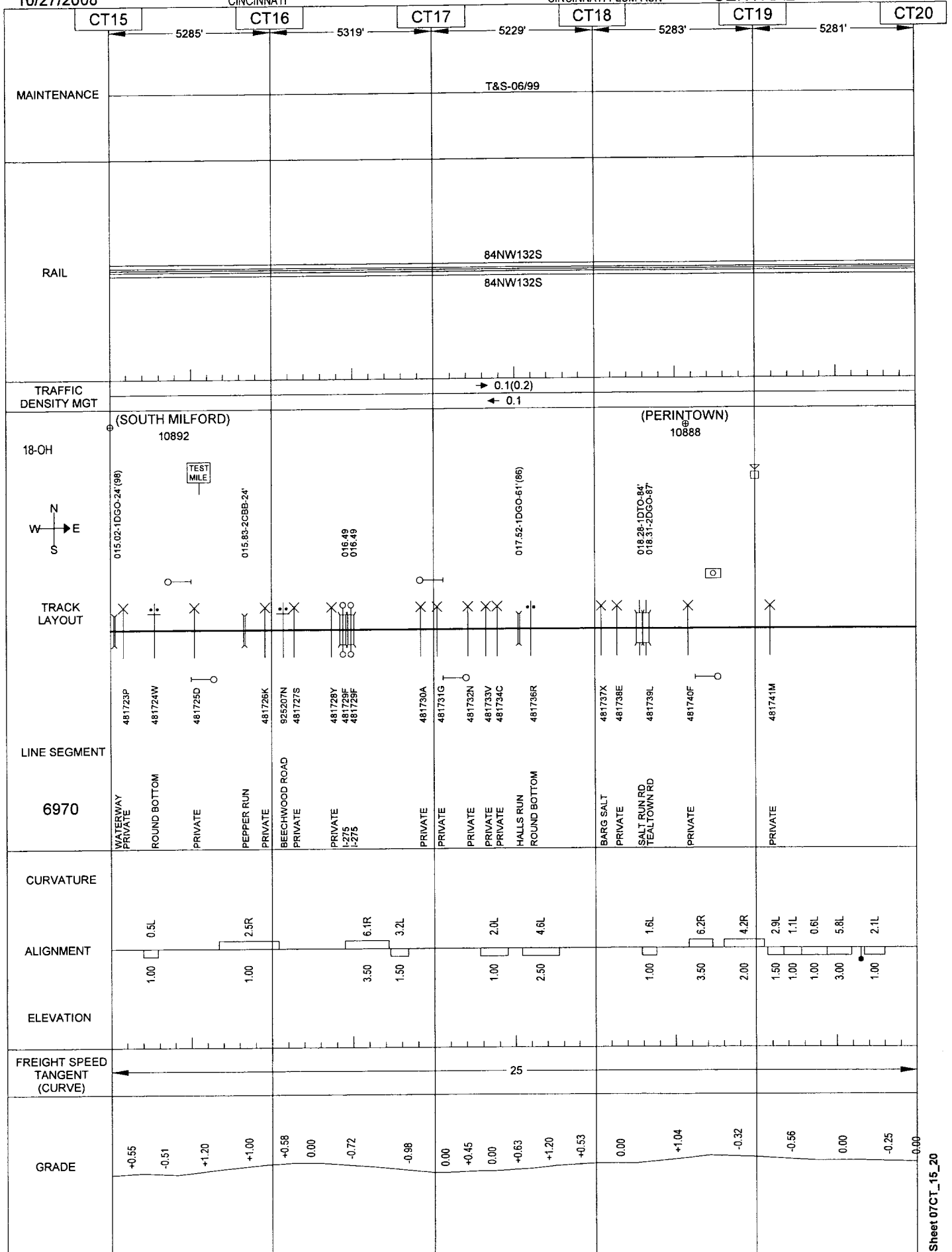
10/27/2008

CINCINNATI

214

CINCINNATI-PLUM RUN

CENTRAL



Sheet 07CT_20_25

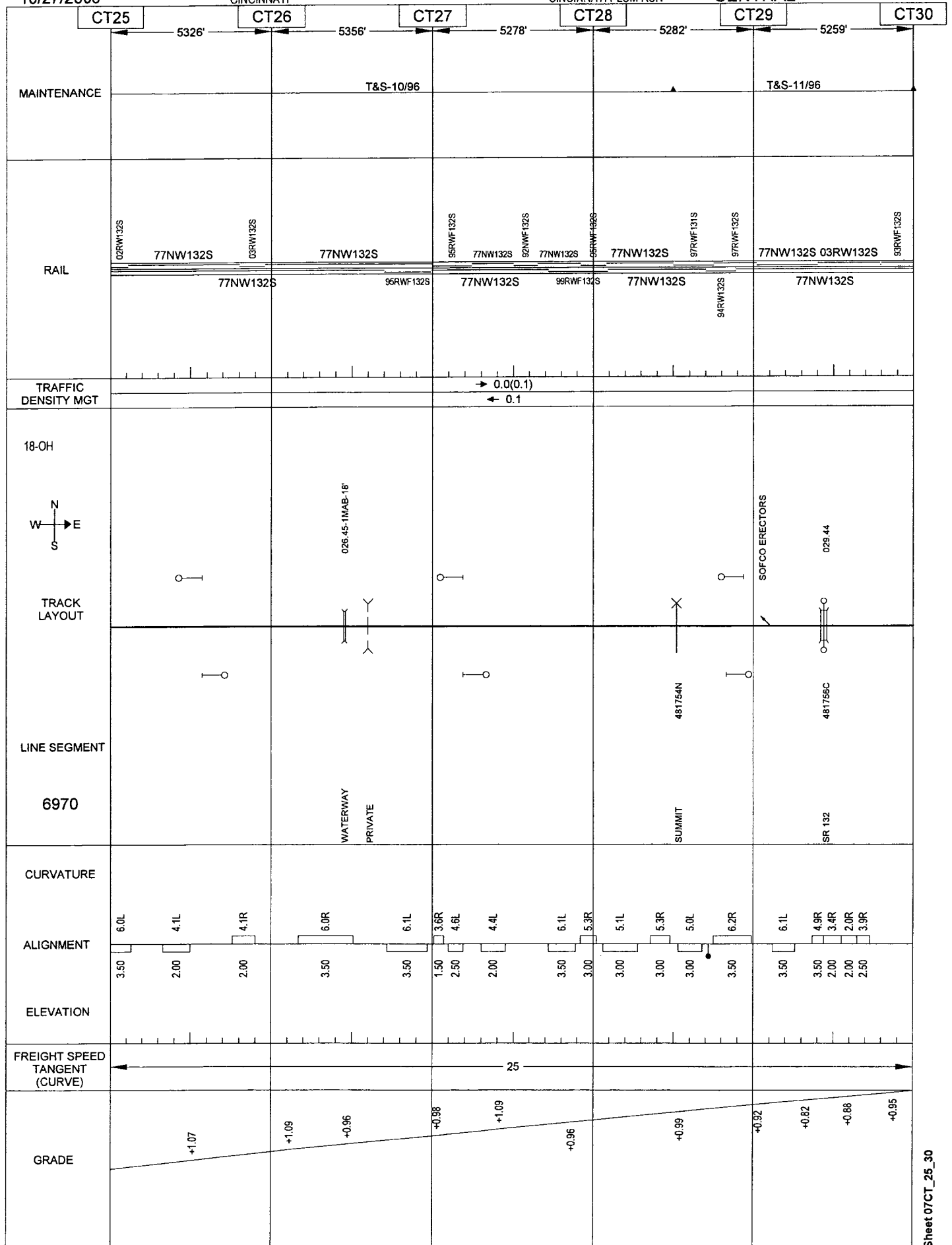
10/27/2008

216

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

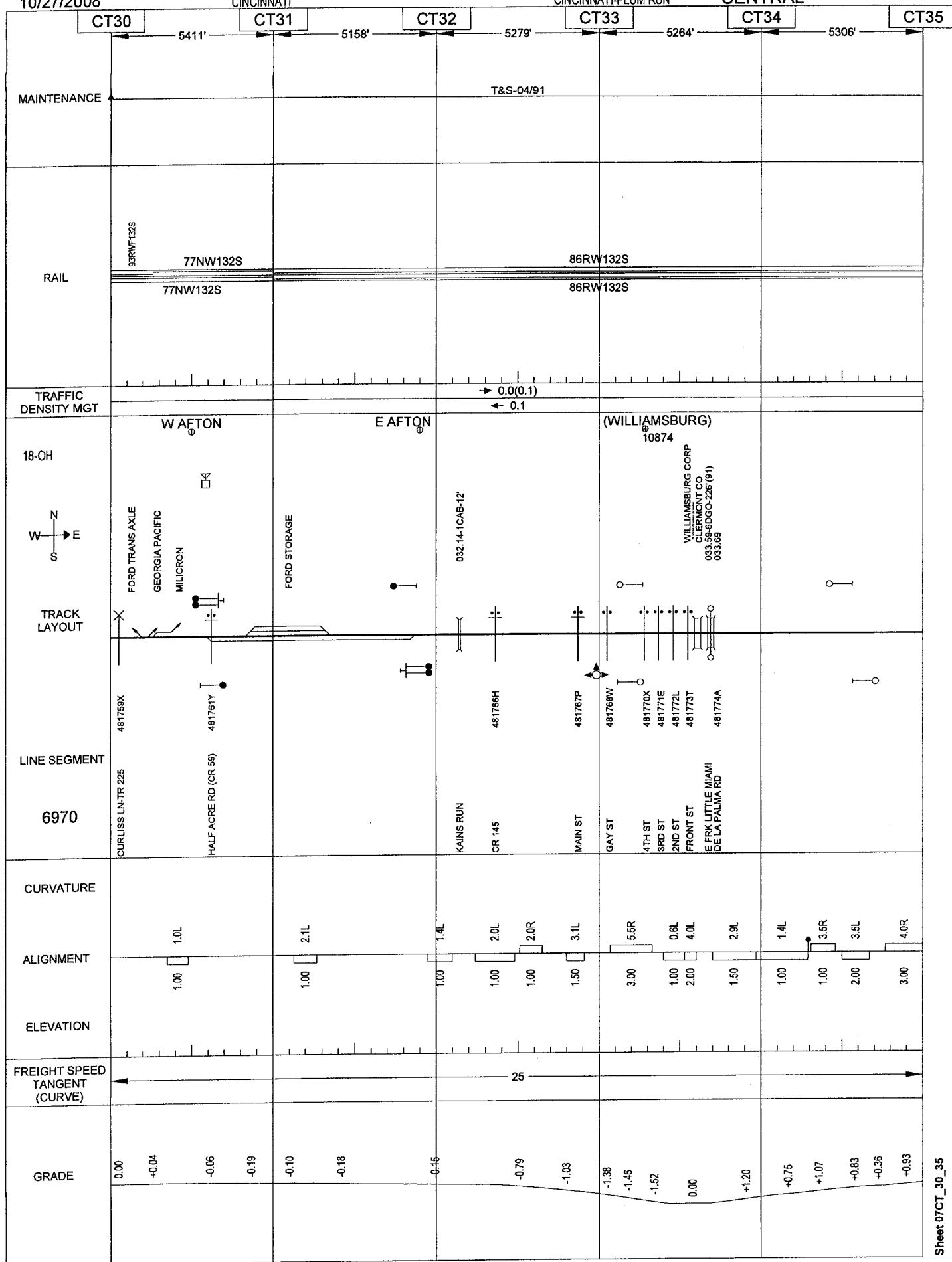


10/27/2008

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



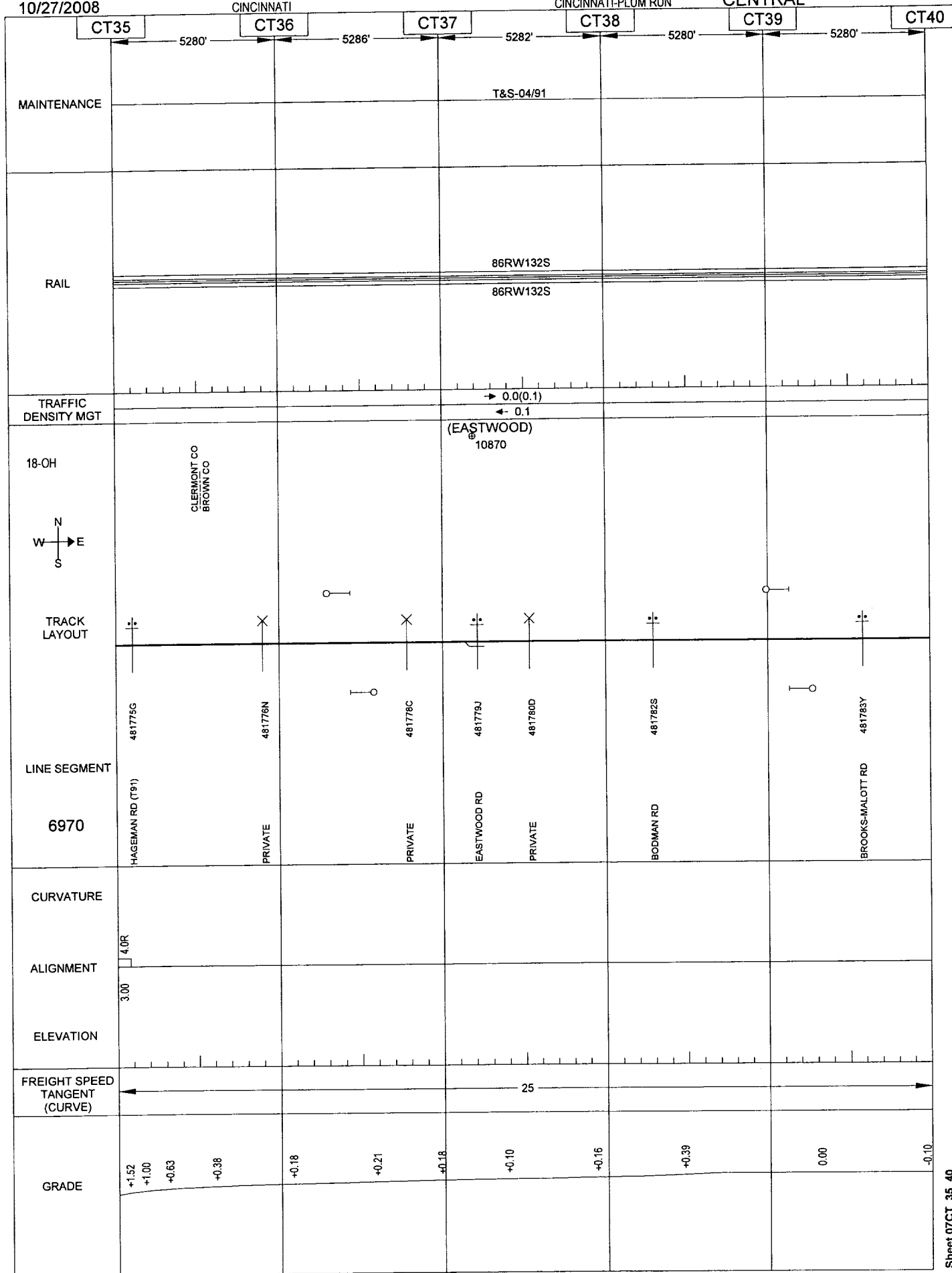
10/27/2008

218

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



Sheet 07CT_40_45

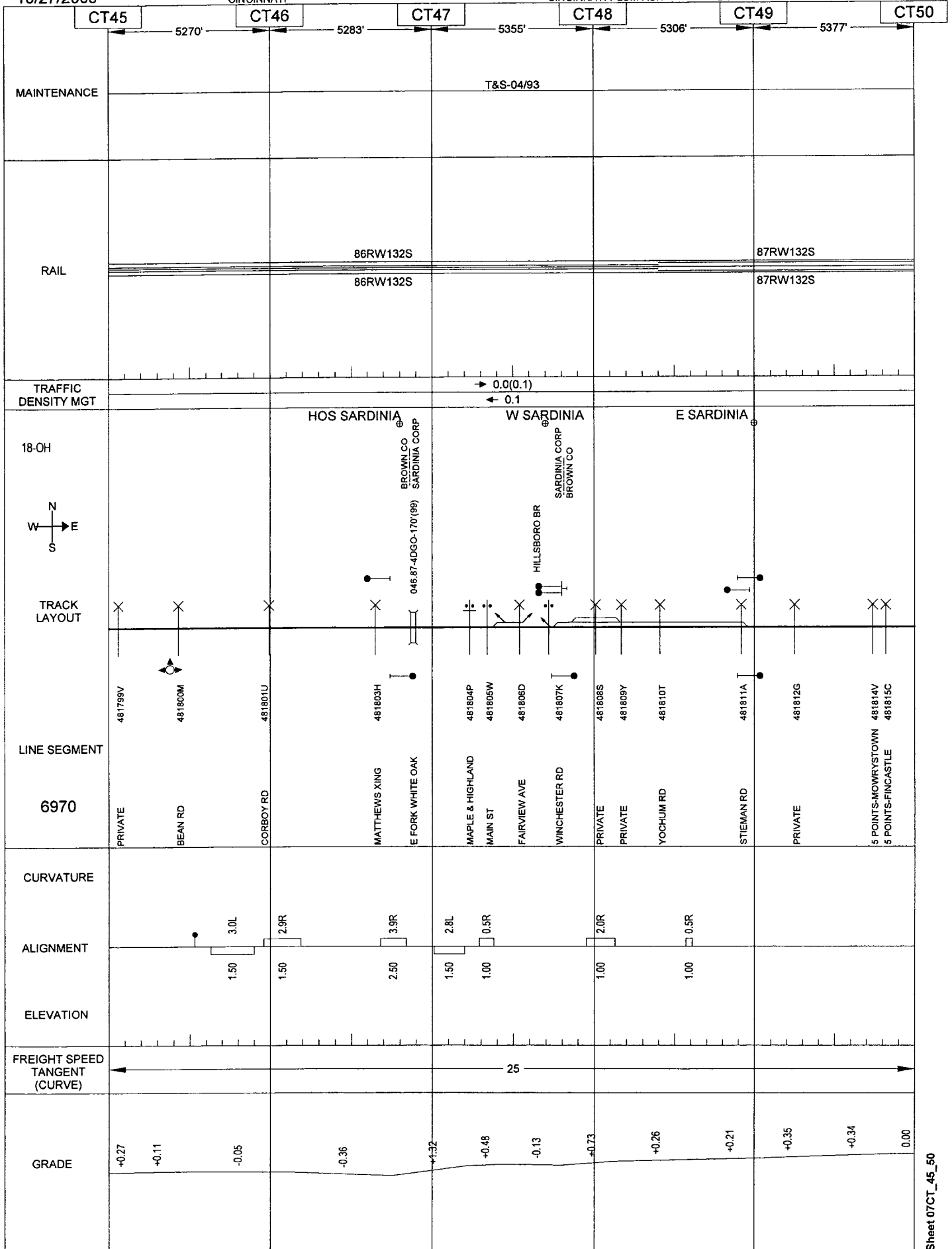
10/27/2008

220

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



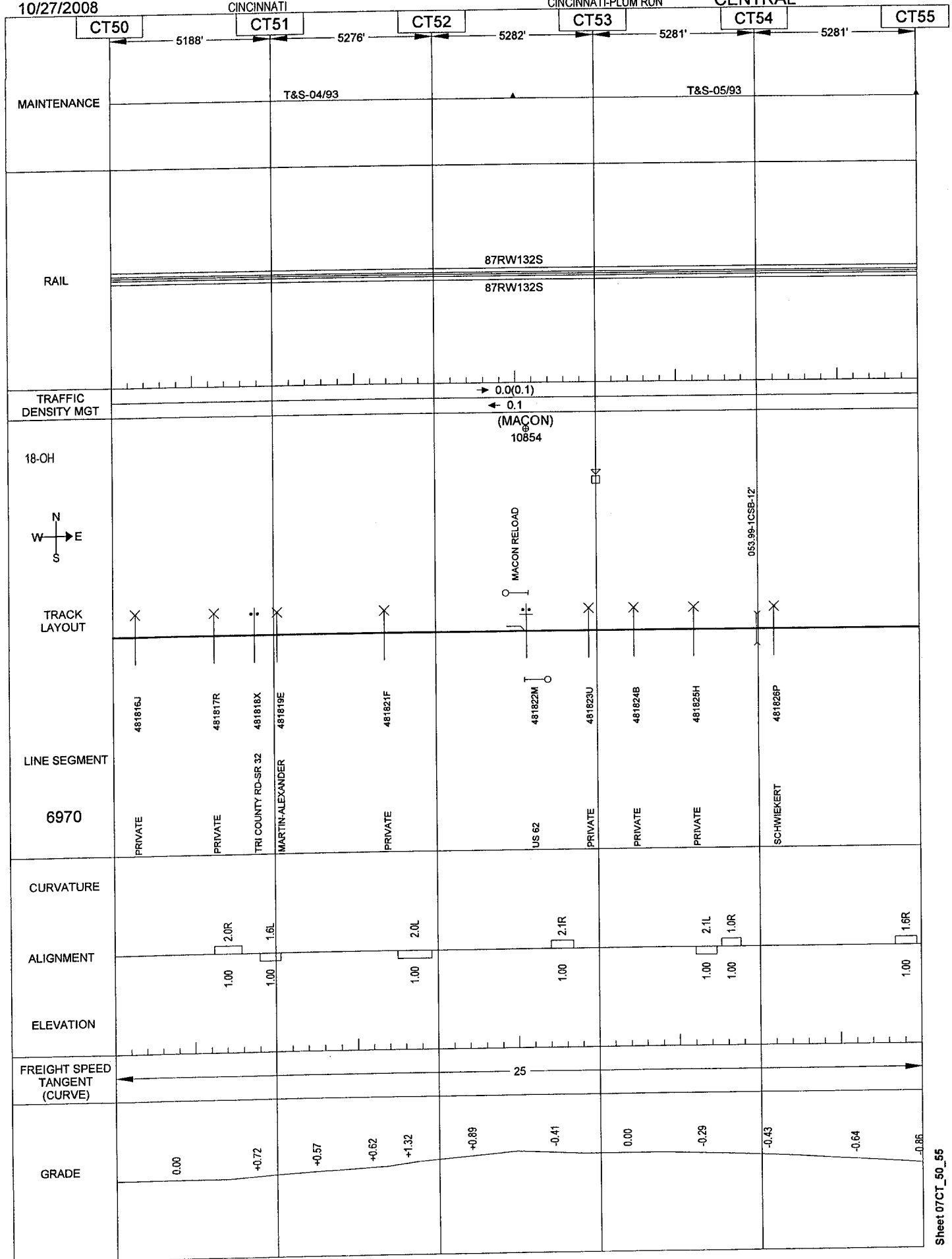
10/27/2008

221

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



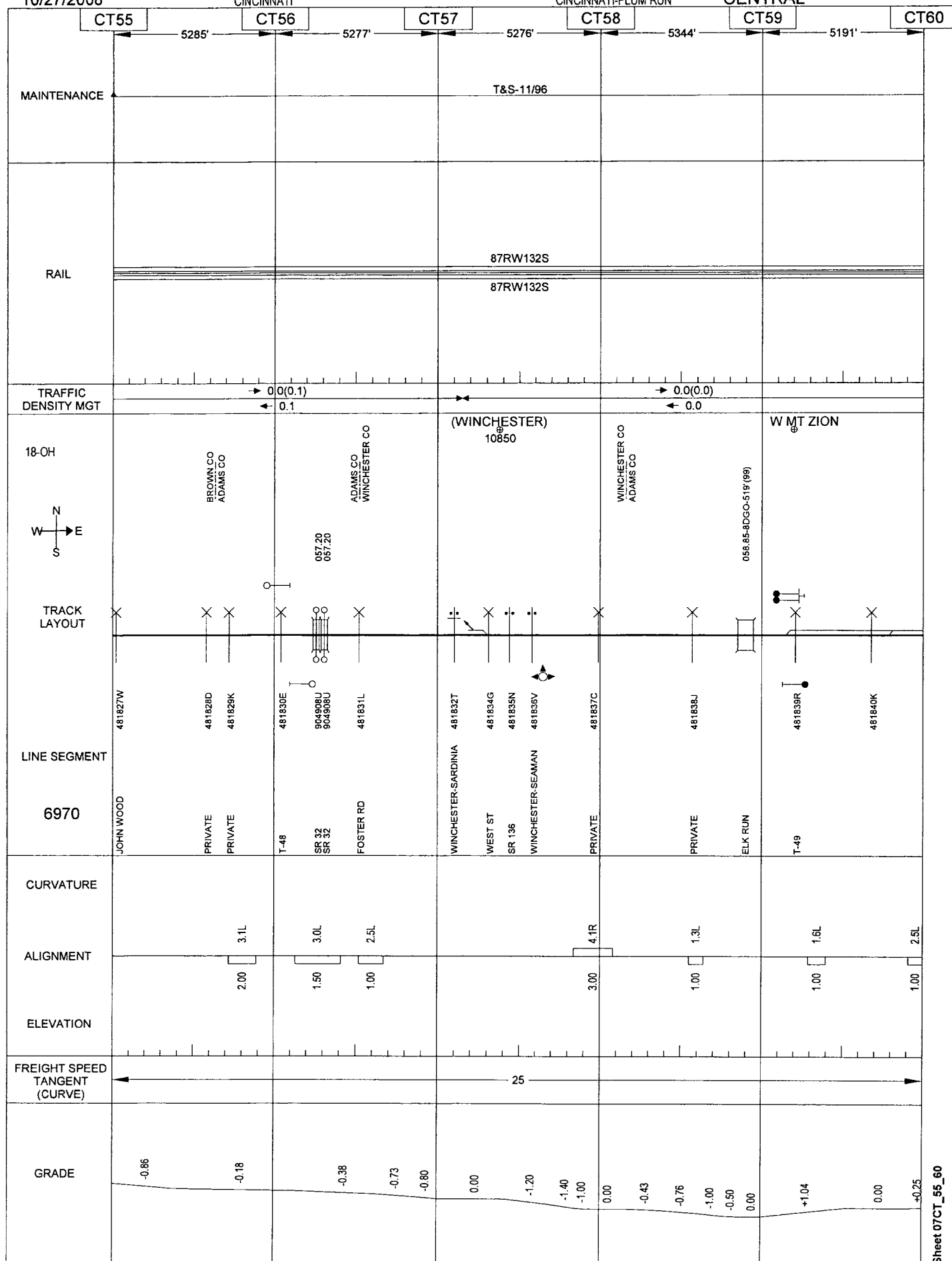
10/27/2008

222

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL

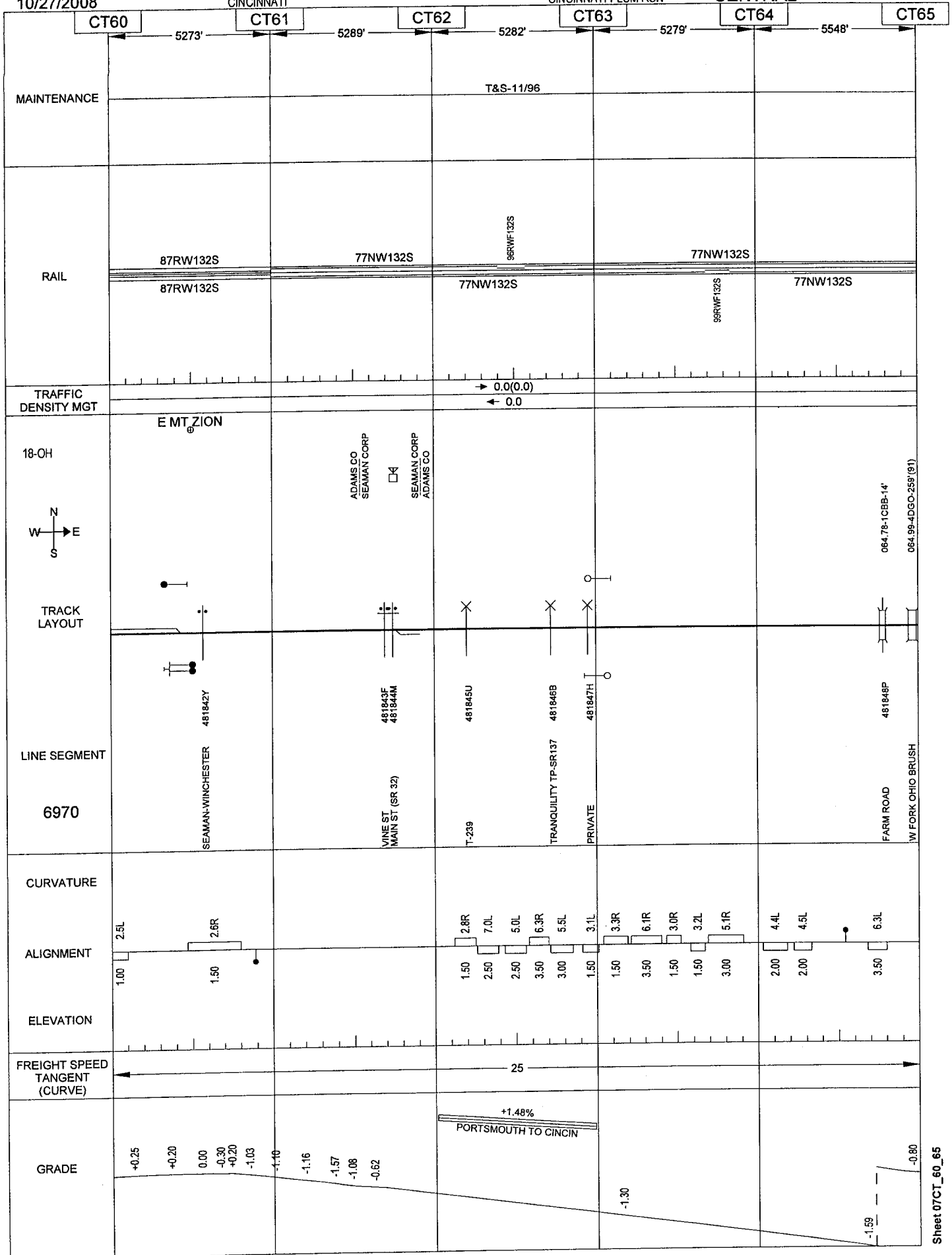


10/27/2008

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



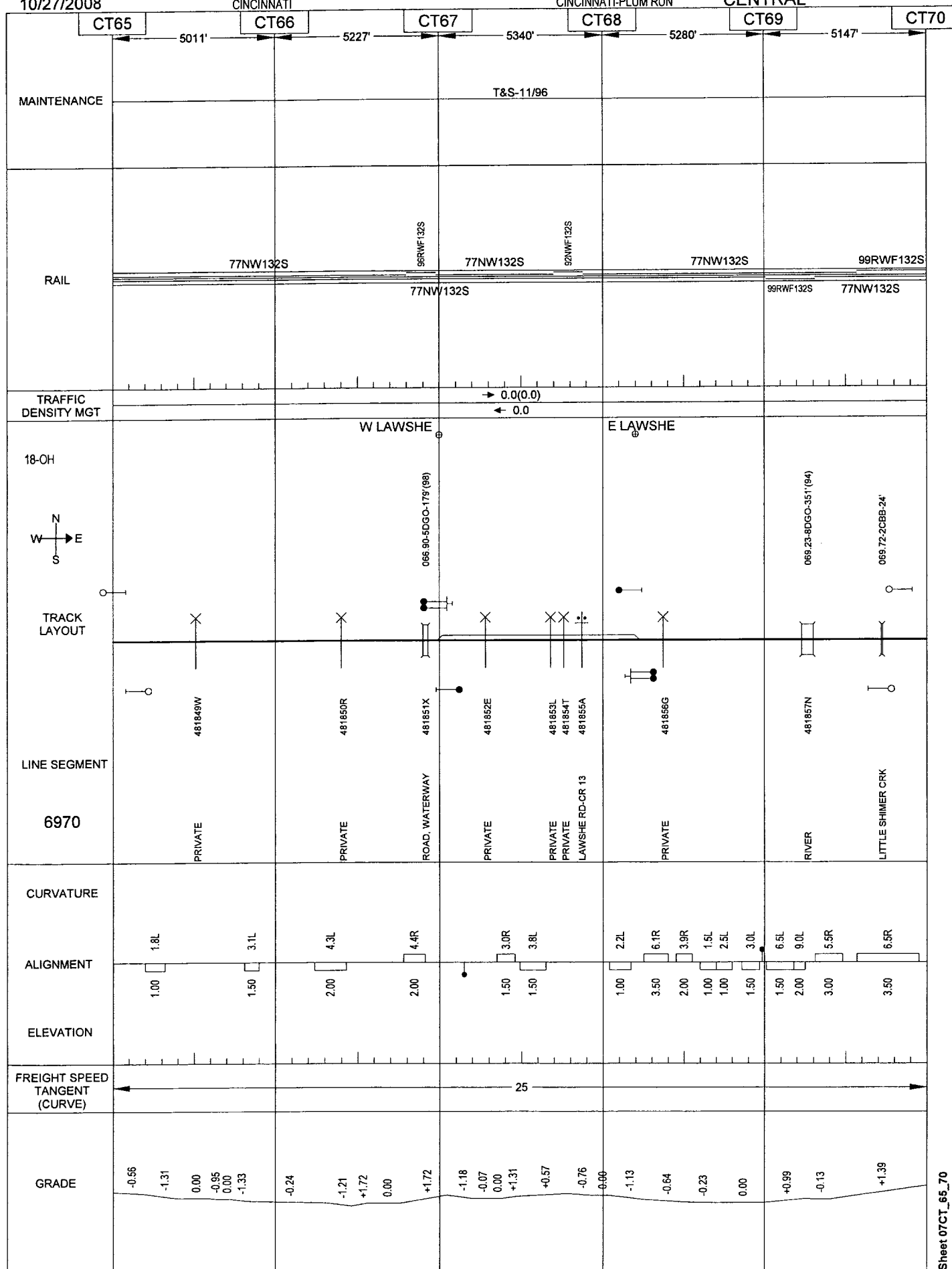
10/27/2008

224

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



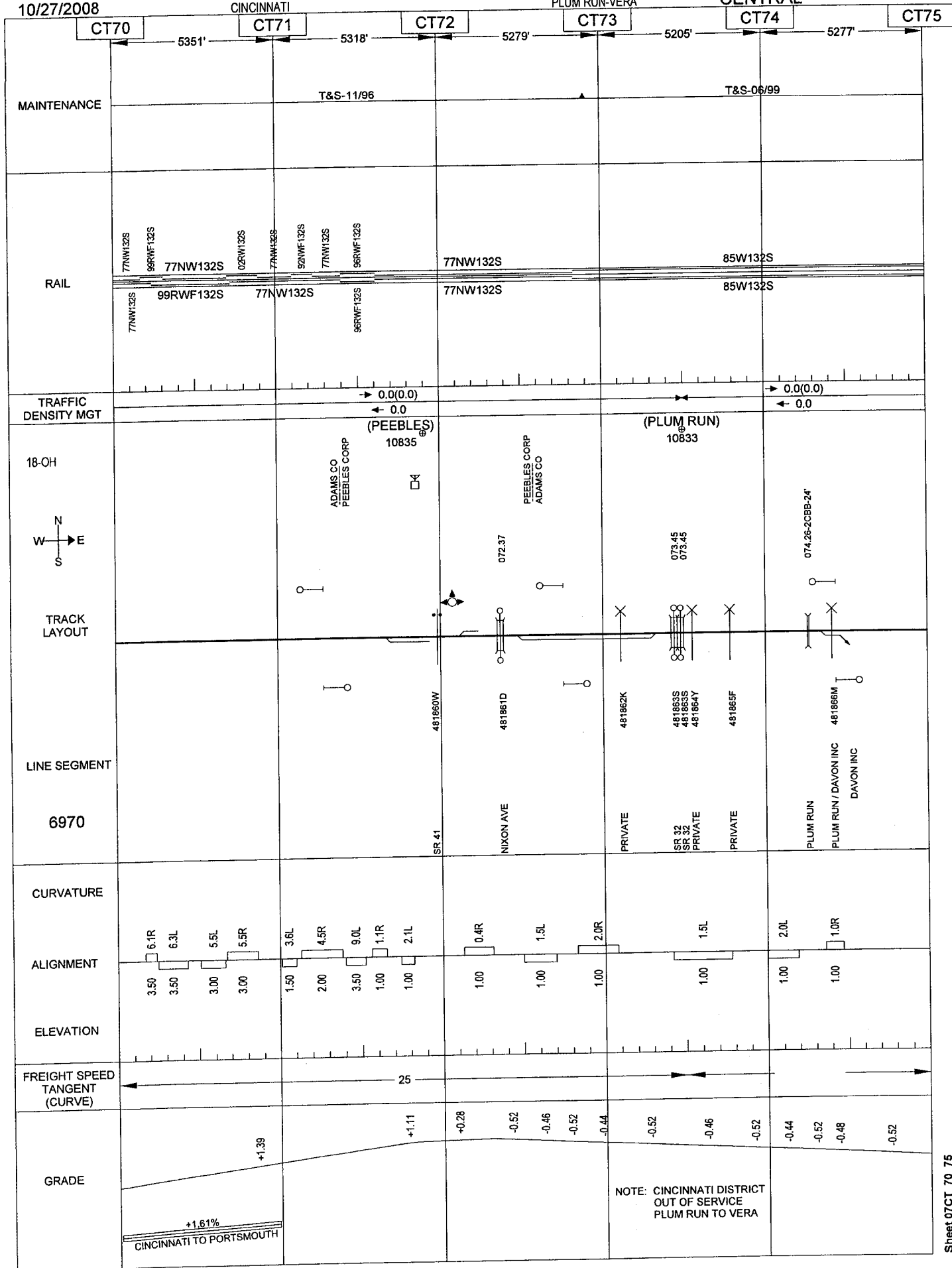
10/27/2008

225

CINCINNATI

PLUM RUN-VERA

CENTRAL



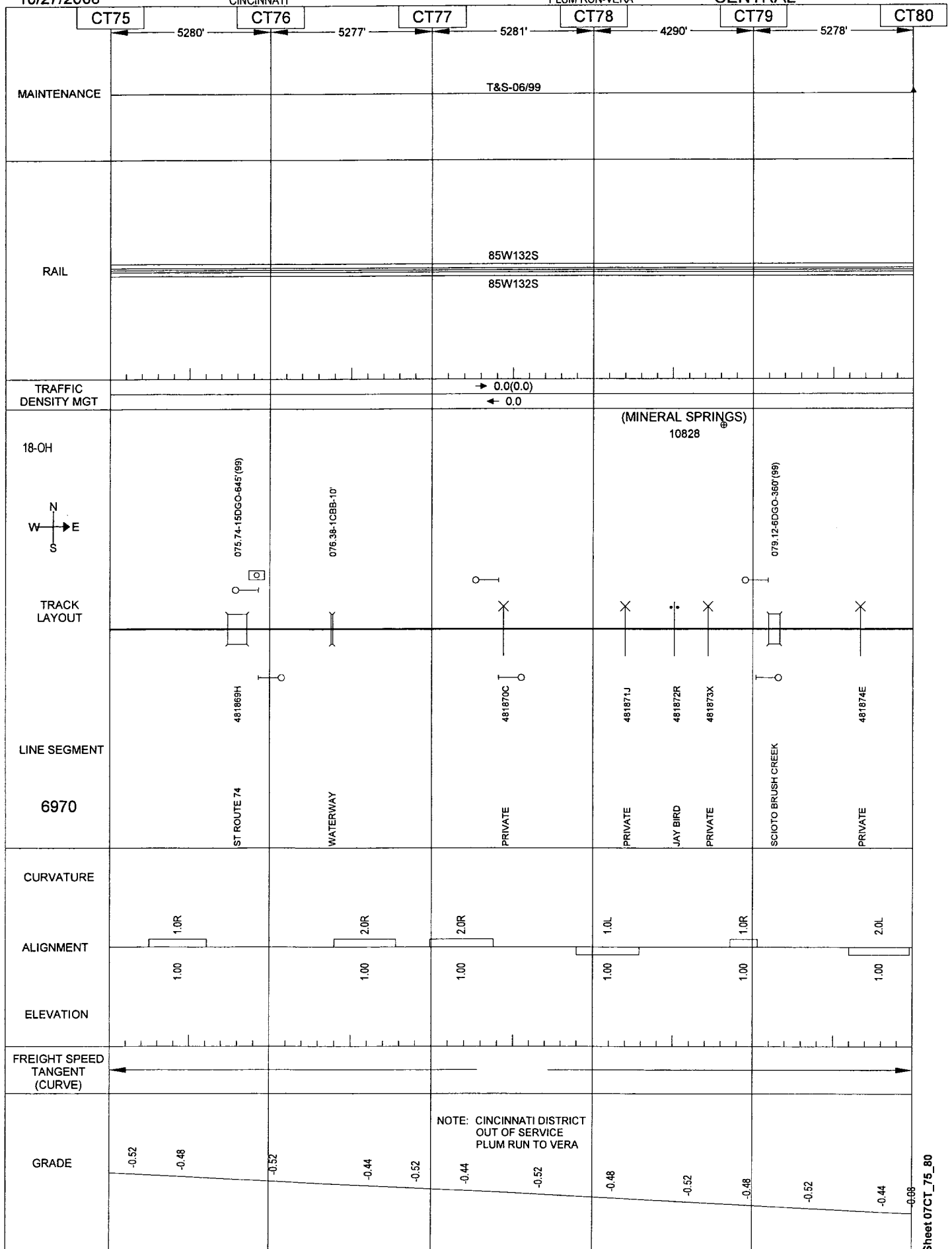
10/27/2008

226

CINCINNATI

PLUM RUN-VERA

CENTRAL

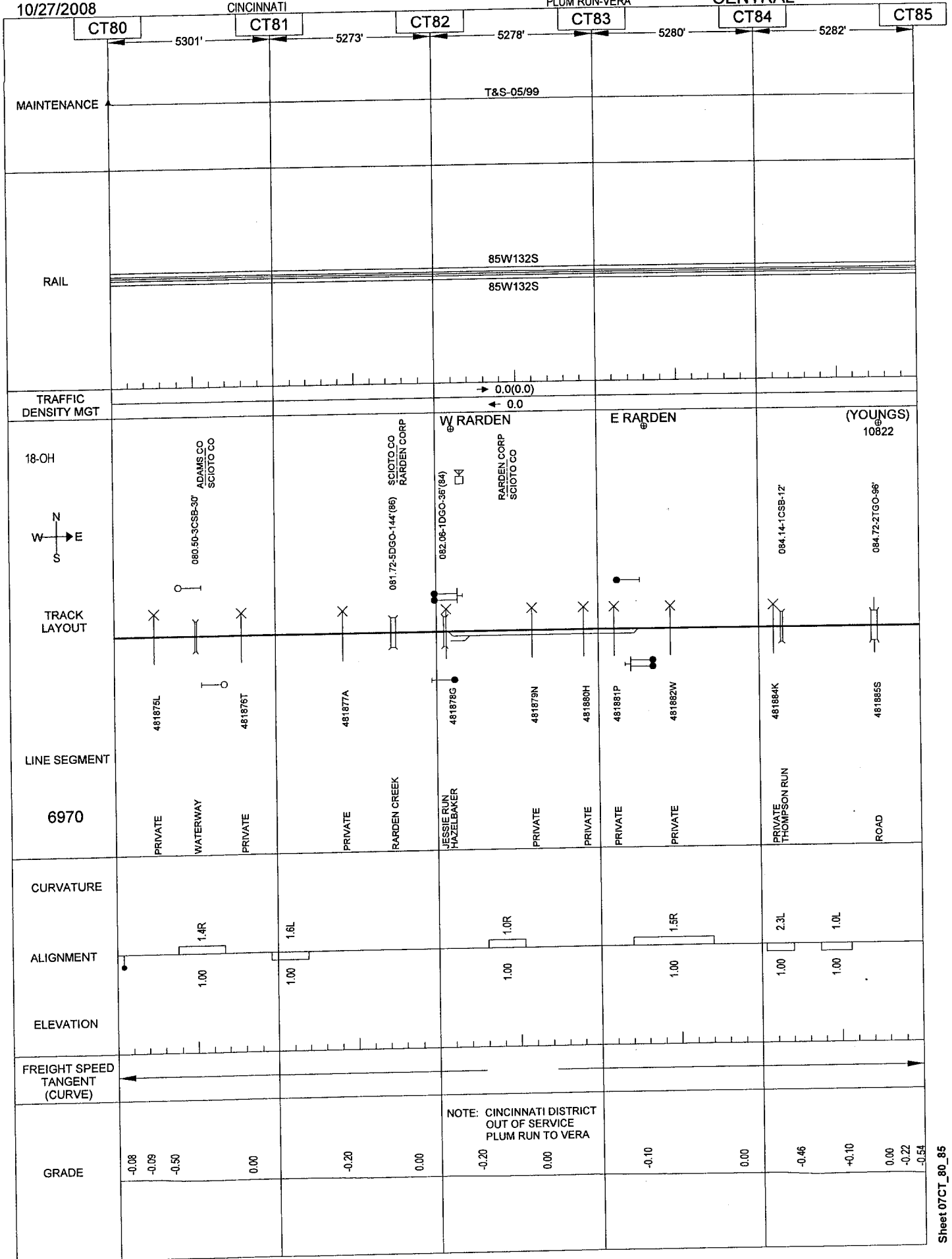


10/27/2008

CINCINNATI

PLUM RUN-VERA

CENTRAL



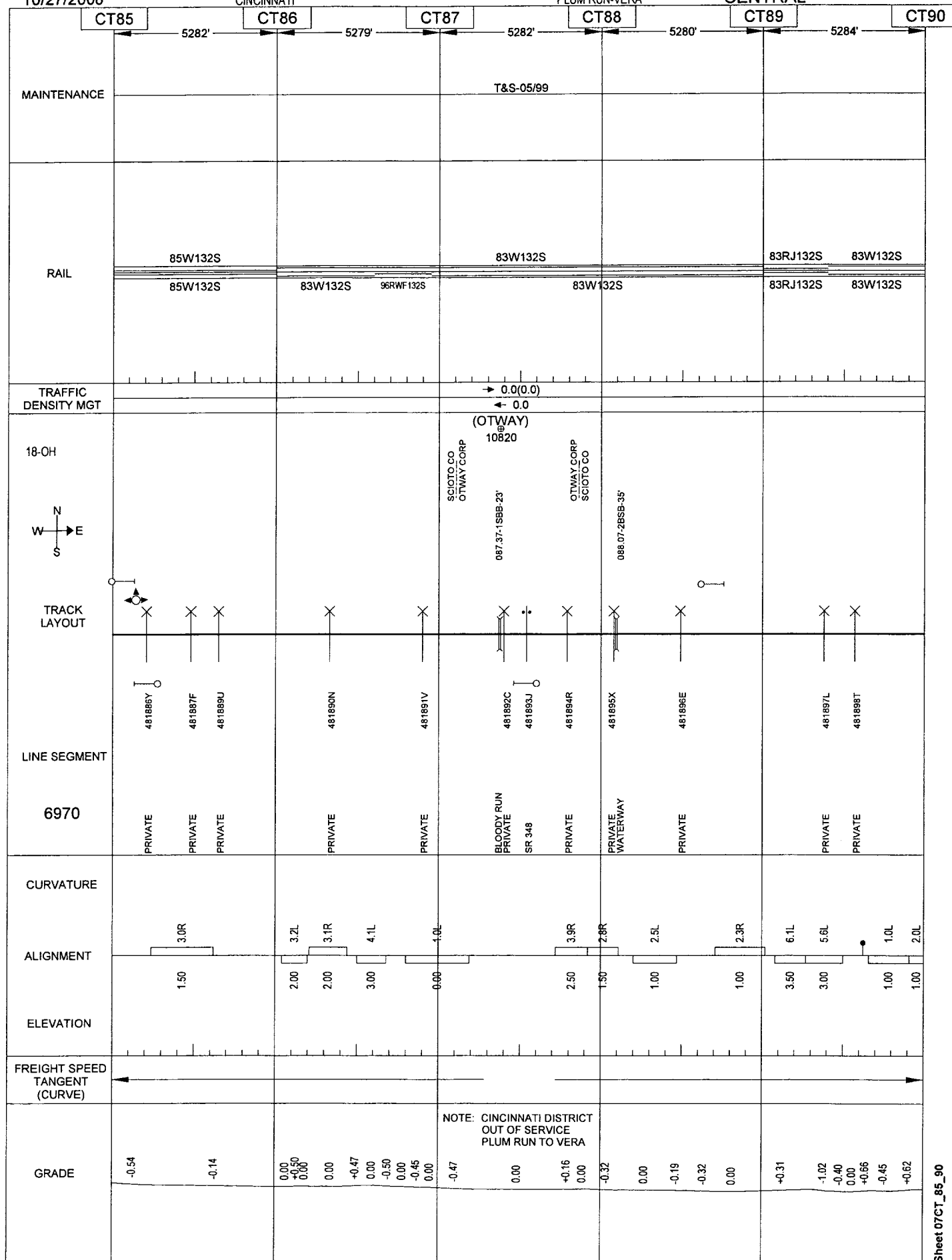
10/27/2008

228

CINCINNATI

PLUM RUN-VERA

CENTRAL



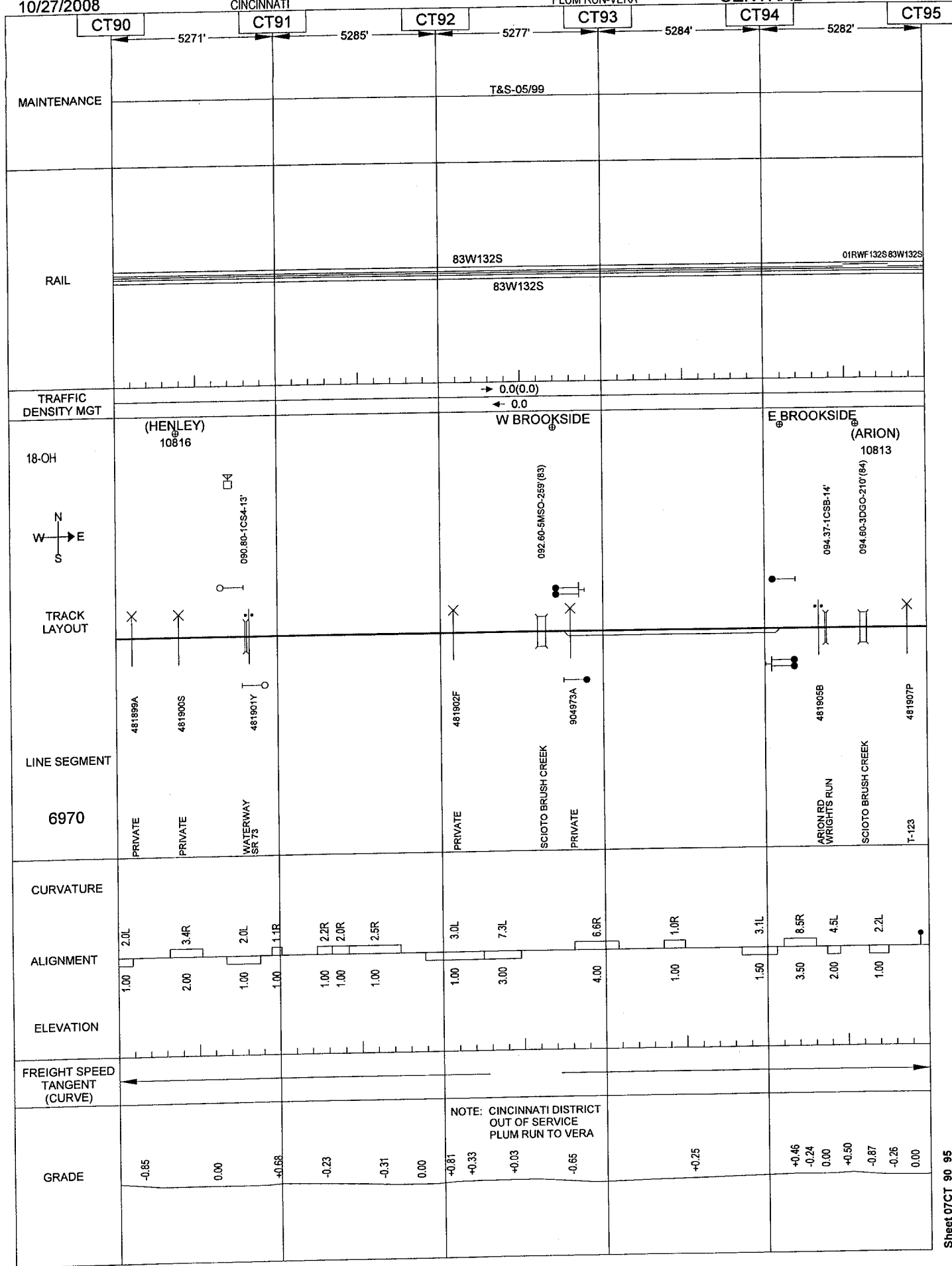
10/27/2008

229

CINCINNATI

PLUM RUN-VERA

CENTRAL



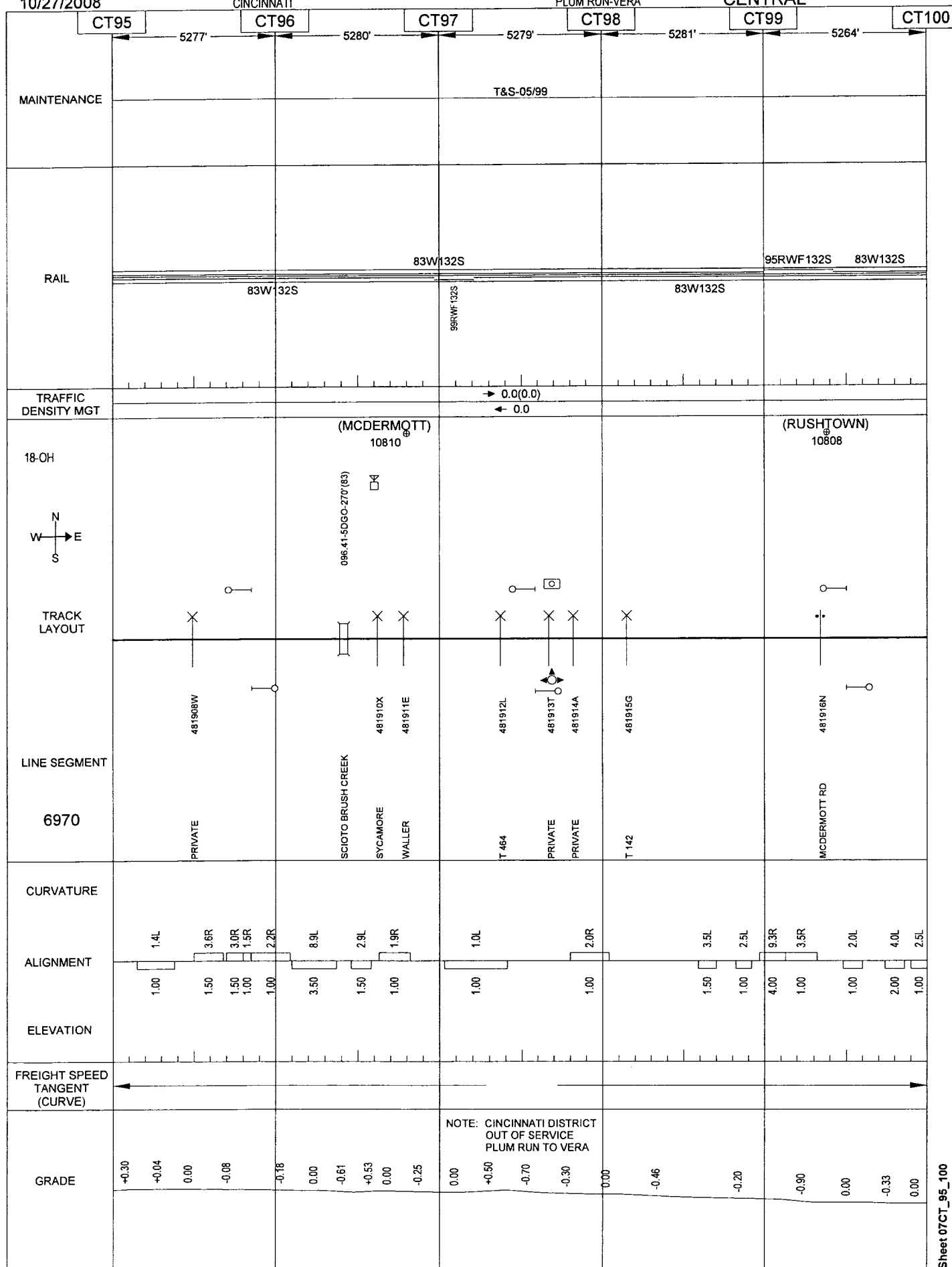
10/27/2008

230

CINCINNATI

PLUM RUN-VERA

CENTRAL



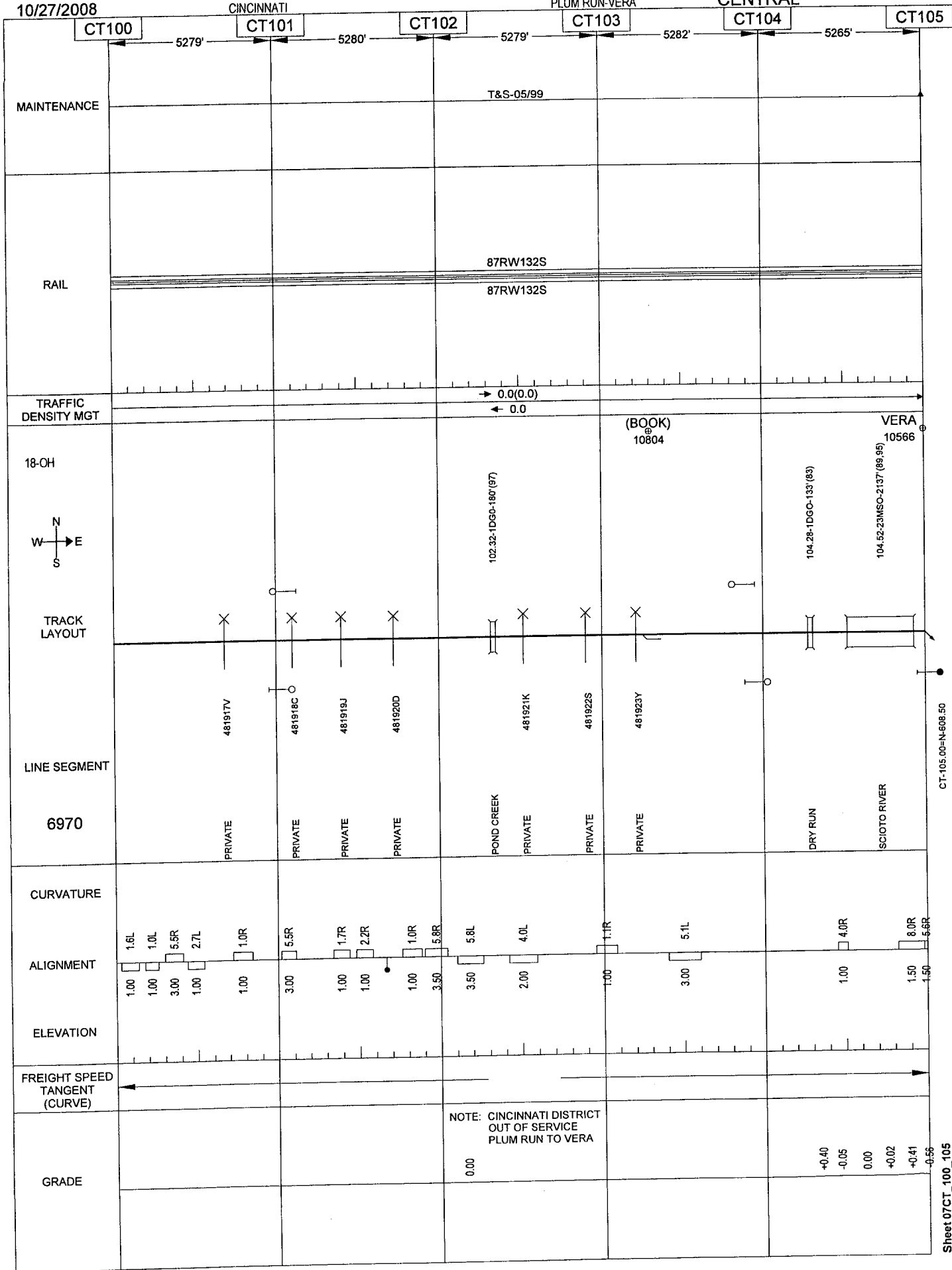
10/27/2008

231

CINCINNATI

PLUM RUN-VERA

CENTRAL



CT-105.00-N-608.50

Sheet 07CT_100_105

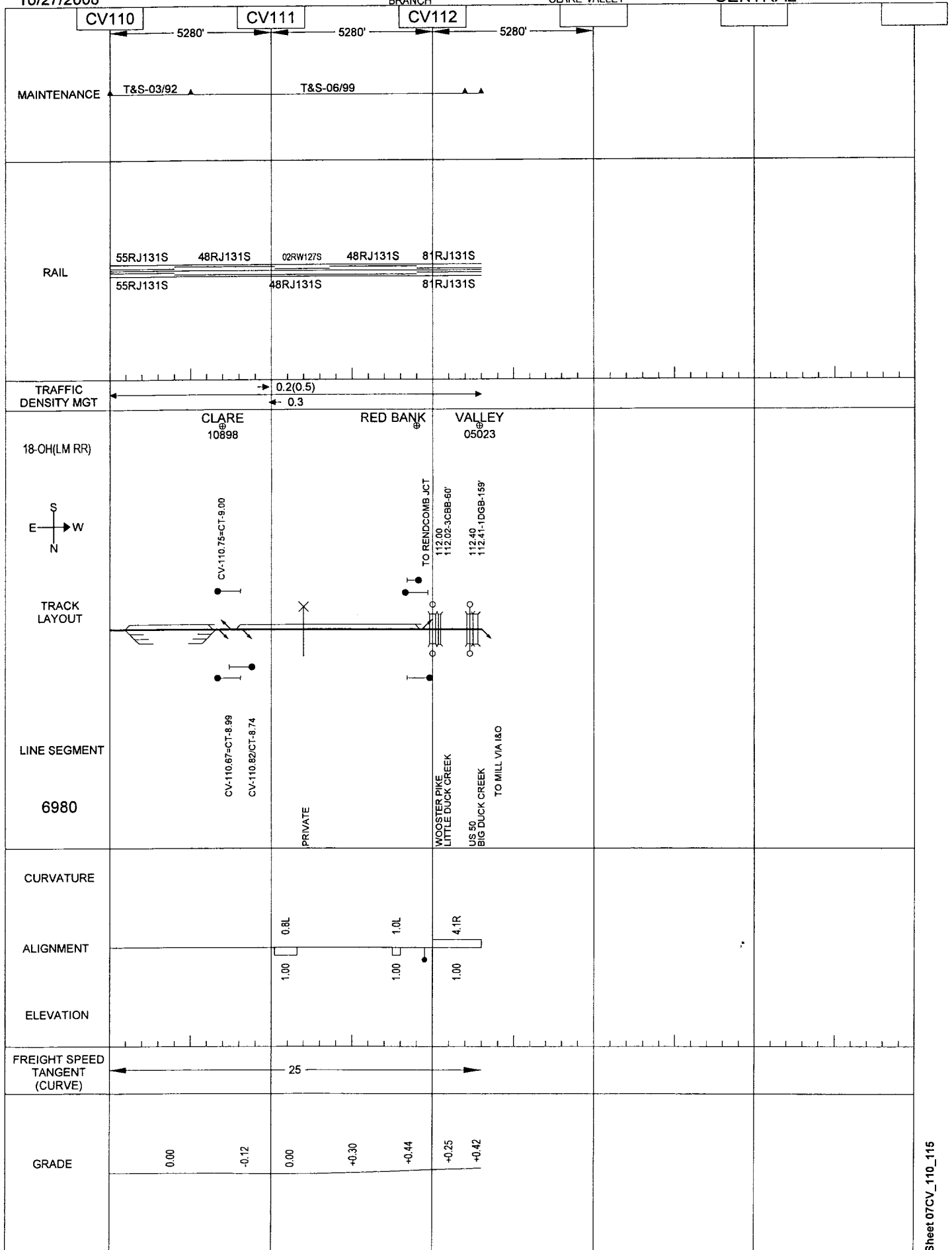
10/27/2008

232

BRANCH

CLARE-VALLEY

CENTRAL



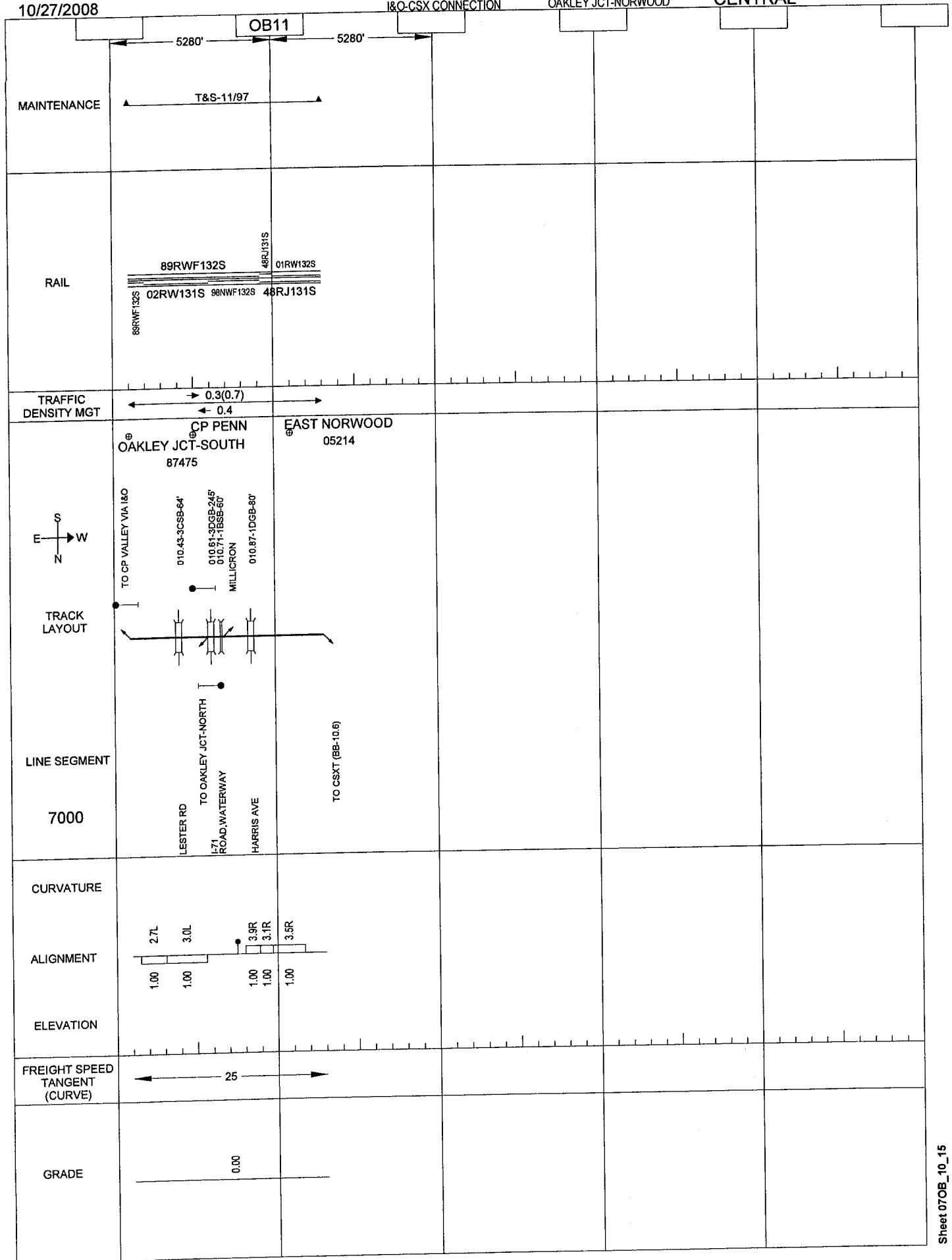
10/27/2008

233

I&O-CSX CONNECTION

OAKLEY JCT-NORWOOD

CENTRAL



10/27/2008

234
THIRD MAIN ON CSX ROW

ECKLER-WINTON PLACE

CENTRAL

HX5

5830'

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

MAINTENANCE

RAIL

95NW136S 95NW136S 95NW136P 95NW136S
 07NW136P 95NW136S

TRAFFIC
DENSITY MGT

→ 19.8(41.7)
 ← 21.9

W
 S → N
 E

TRACK
LAYOUT

GP HOPPLE STREET
 (RH TOWER)
 ECKLER CX4
 CX3

TO CSXT (BE 4.04)

004.07

004.90-48SB-184"

CSXT MAIN 2

LINE SEGMENT

8451

HOPPLE ST

SPRING GROVE AVE

CURVATURE

ALIGNMENT

ELEVATION

6.0R 3.2R
 2.00 2.00

3.0R 3.5R
 1.50 2.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

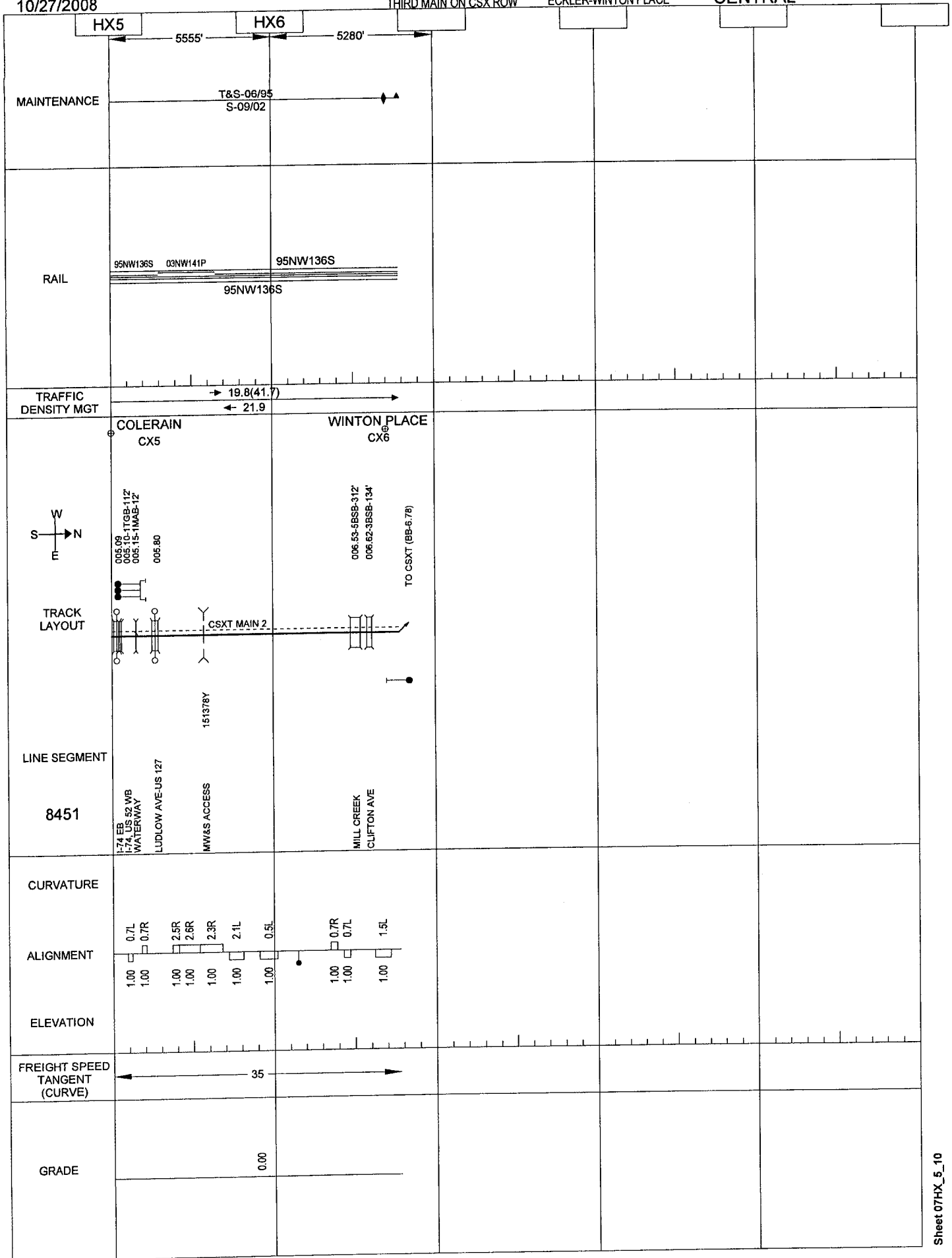
10/27/2008

235

THIRD MAIN ON CSX ROW

ECKLER-WINTON PLACE

CENTRAL



10/27/2008

236
HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL

158H

159H

160H

5378'

5177'

T&S-06/05

MAINTENANCE

RAIL

40RJ090S

42RJ132S

40RJ090S

25RJ090S

40RJ090S

40RJ090S

25RJ090S

TRAFFIC
DENSITY MGT

0.1(0.1)
0.0

W
S → N
E

TRACK
LAYOUT

TEST
MILE

UNIVERSAL TIMBER

159.60

MINI FIBERS

LINE SEGMENT

0335

FRANKLIN IND.

BLACK HOLLOW RD 846754B

ROCKWOOD INDUSTRIAL 904715V

INDUSTRIAL PARK RD

MCNEW RD 846753J

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-1.19

-3.40

-0.45

-0.38

-0.72

-0.52

+0.41

+0.08

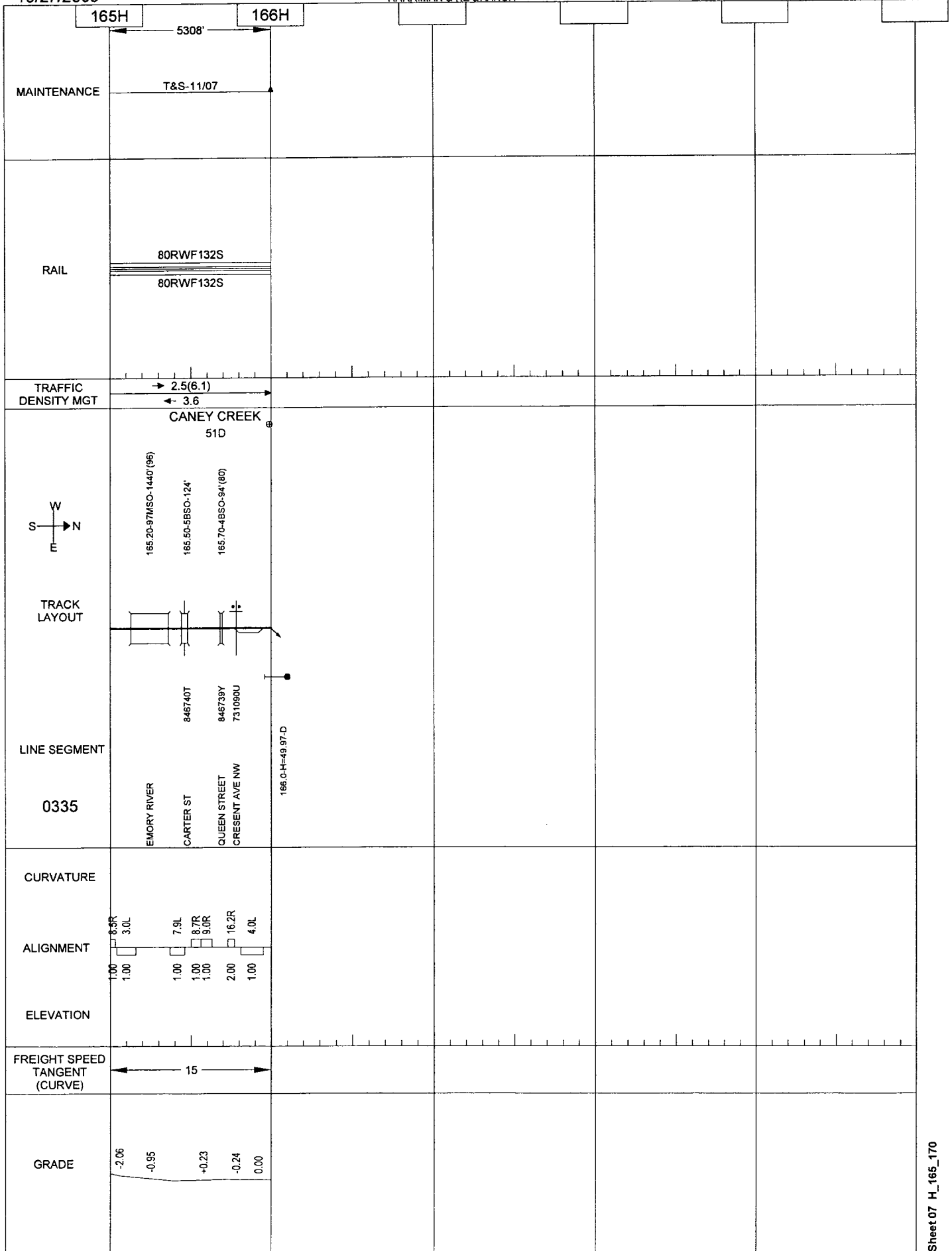
-0.58

10/27/2008

238
HARRIMAN & NE BRANCH

ROCKWOOD-HARRIMAN

CENTRAL



CENTRAL

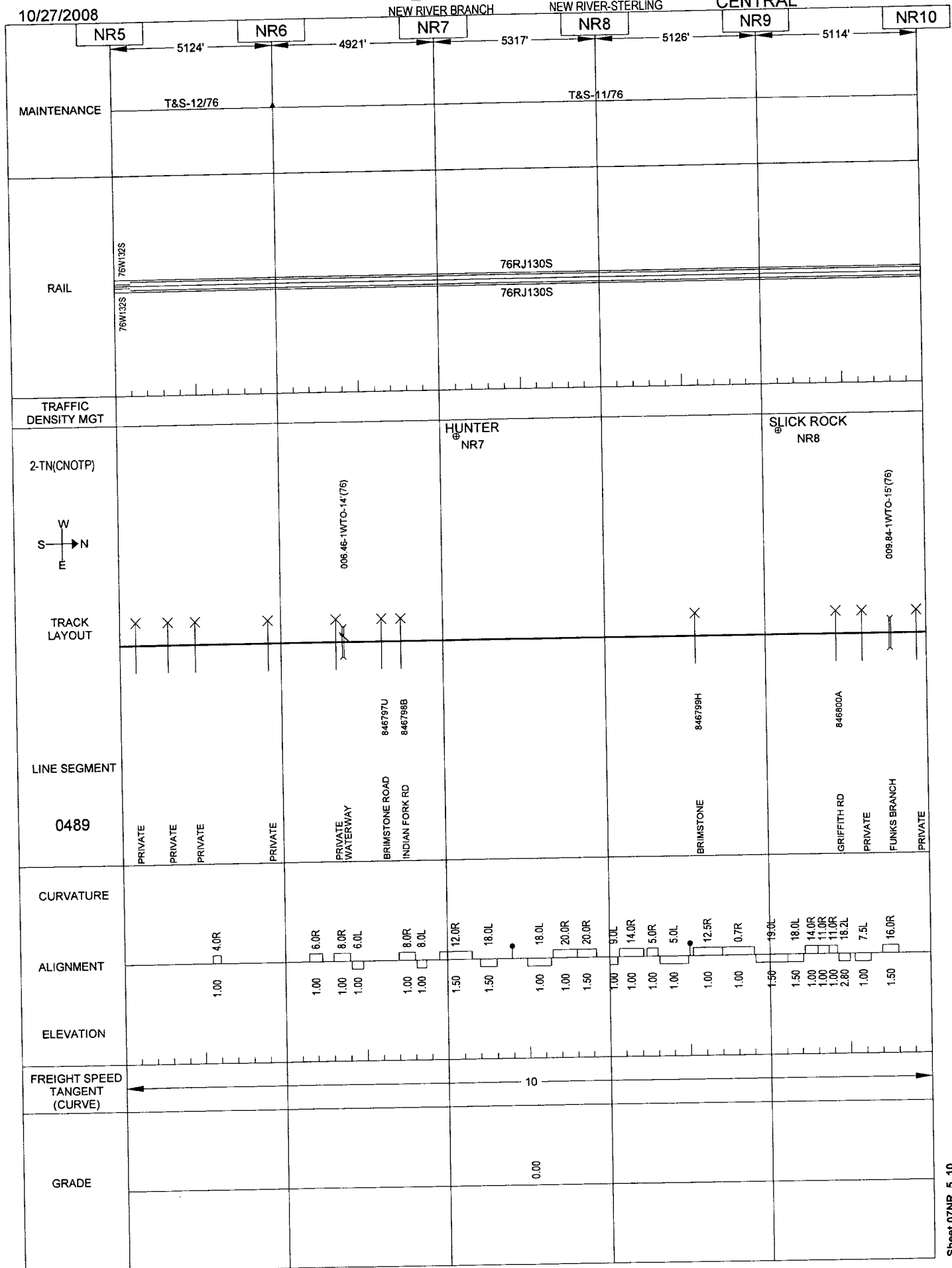
Sheet 07NR_0_5

10/27/2008

240
NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL

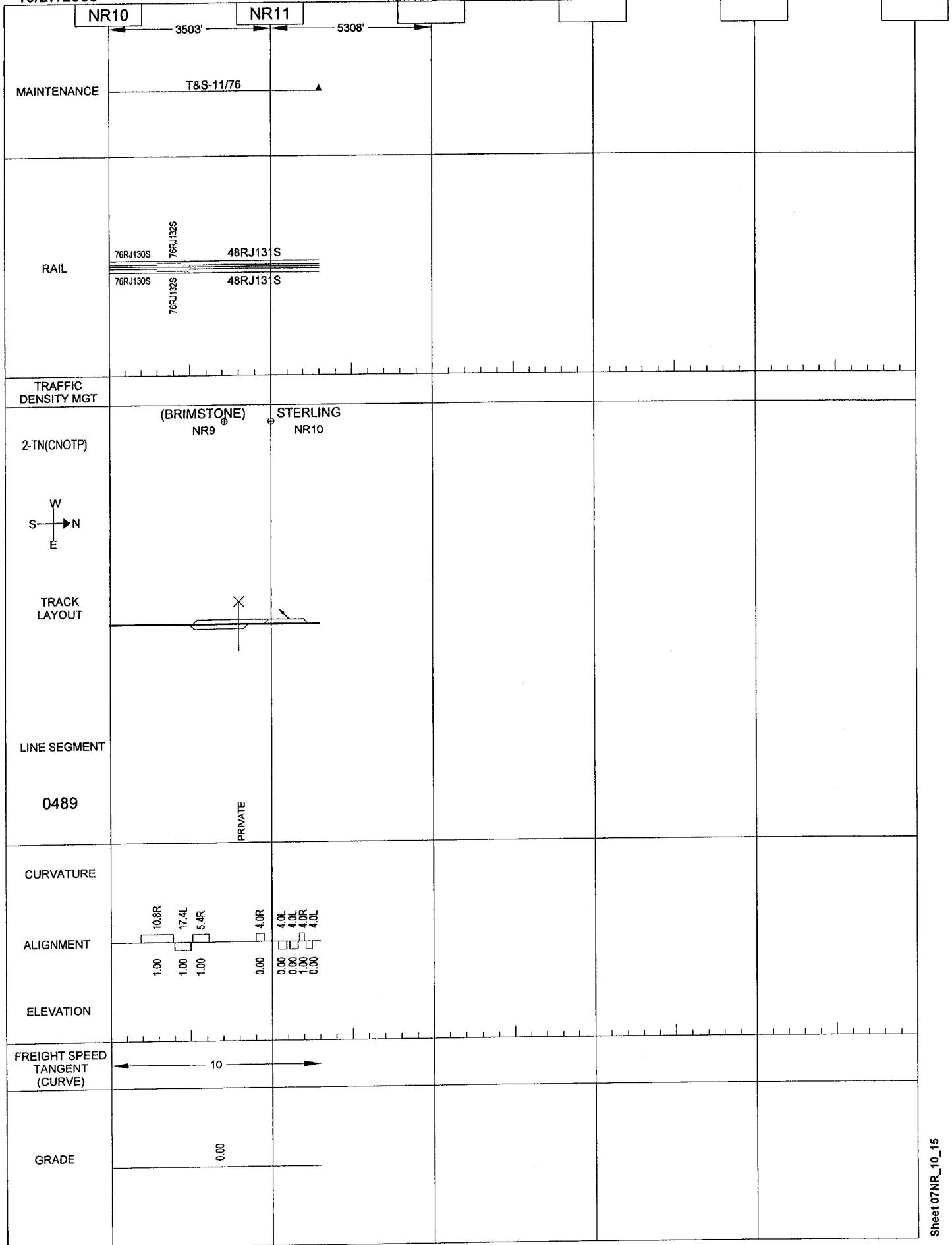


10/27/2008

241
NEW RIVER BRANCH

NEW RIVER-STERLING

CENTRAL



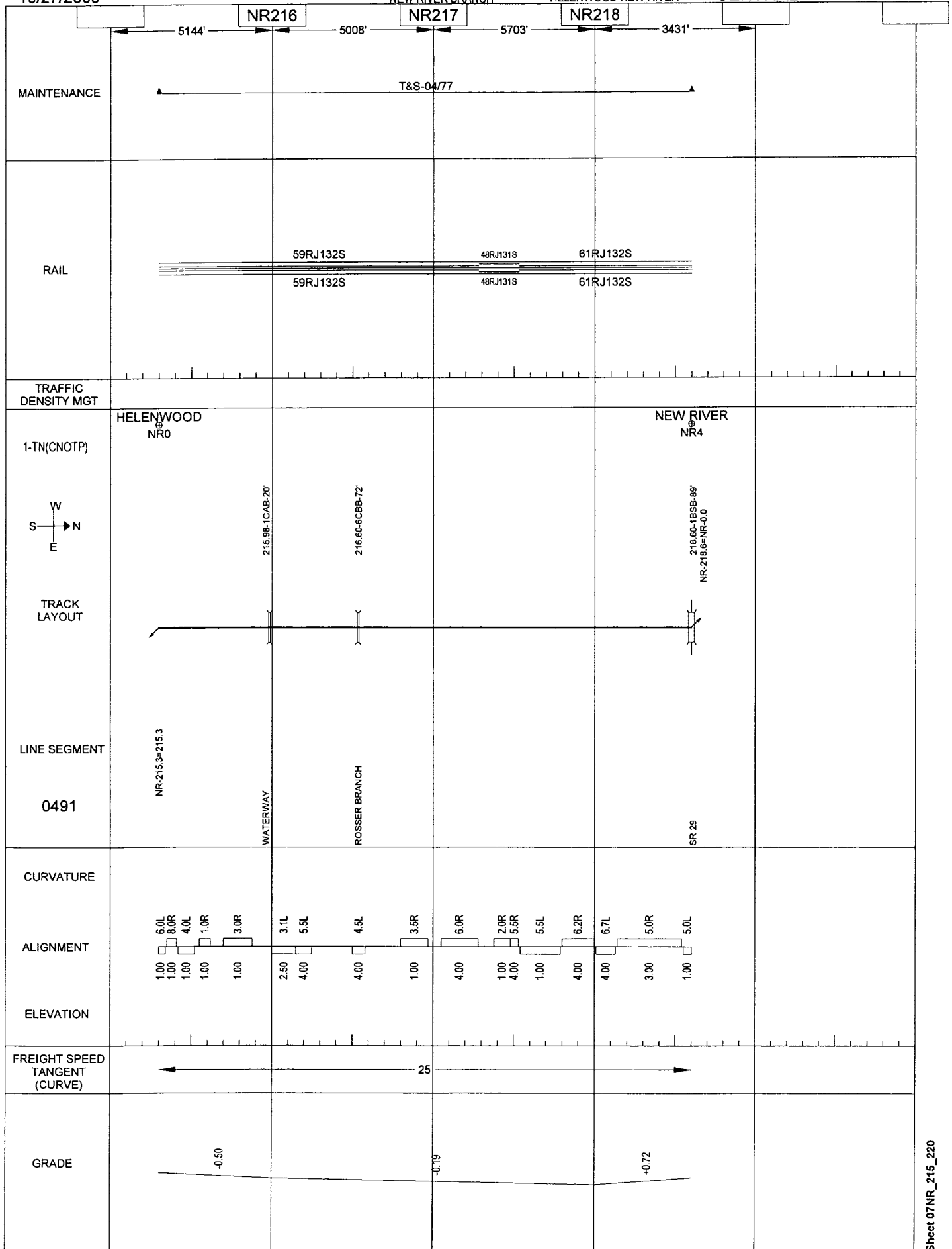
10/27/2008

242

NEW RIVER BRANCH

HELENWOOD-NEW RIVER

CENTRAL

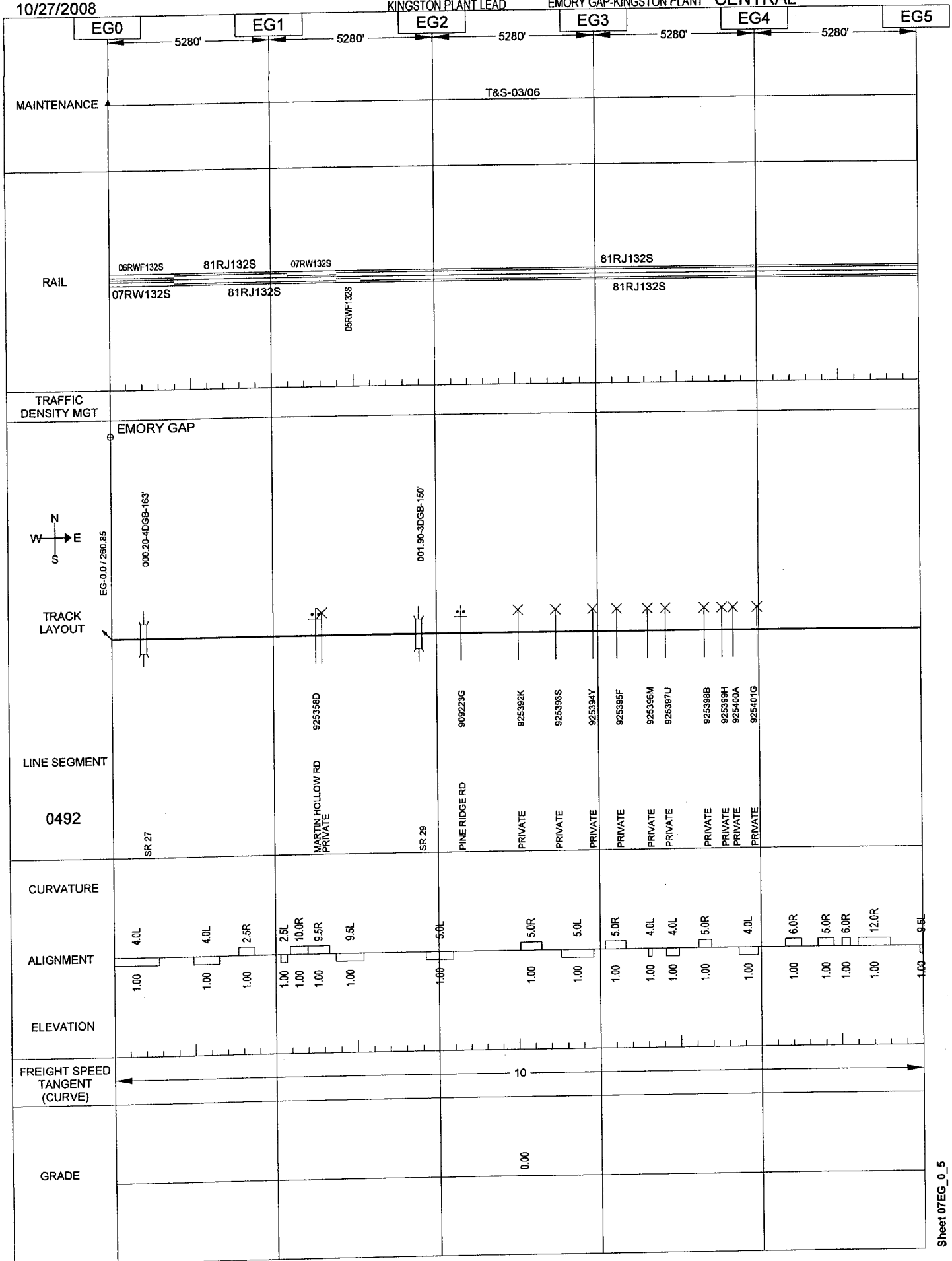


10/27/2008

243
KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



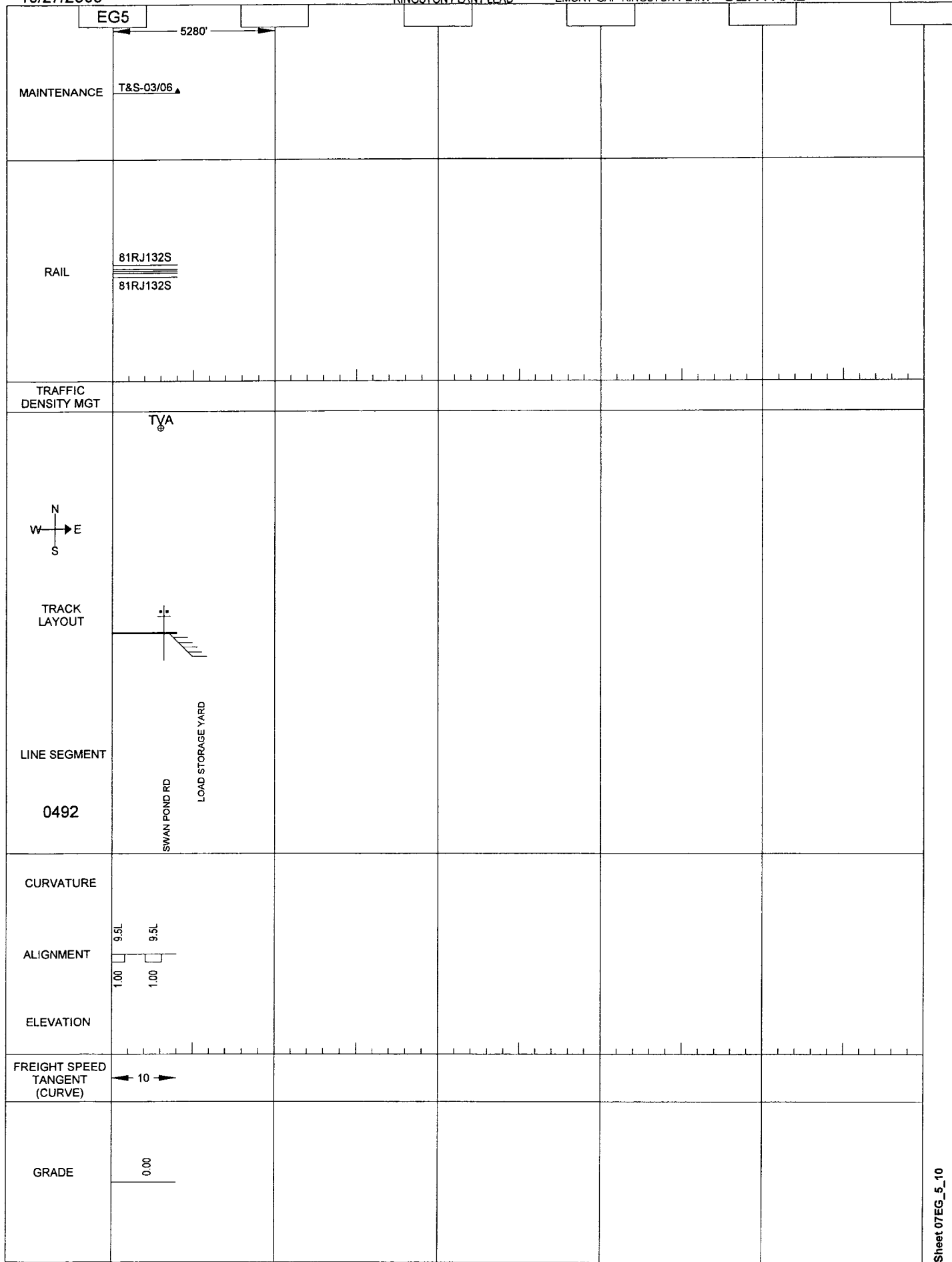
10/27/2008

244

KINGSTON PLANT LEAD

EMORY GAP-KINGSTON PLANT

CENTRAL



10/27/2008

LOUISVILLE

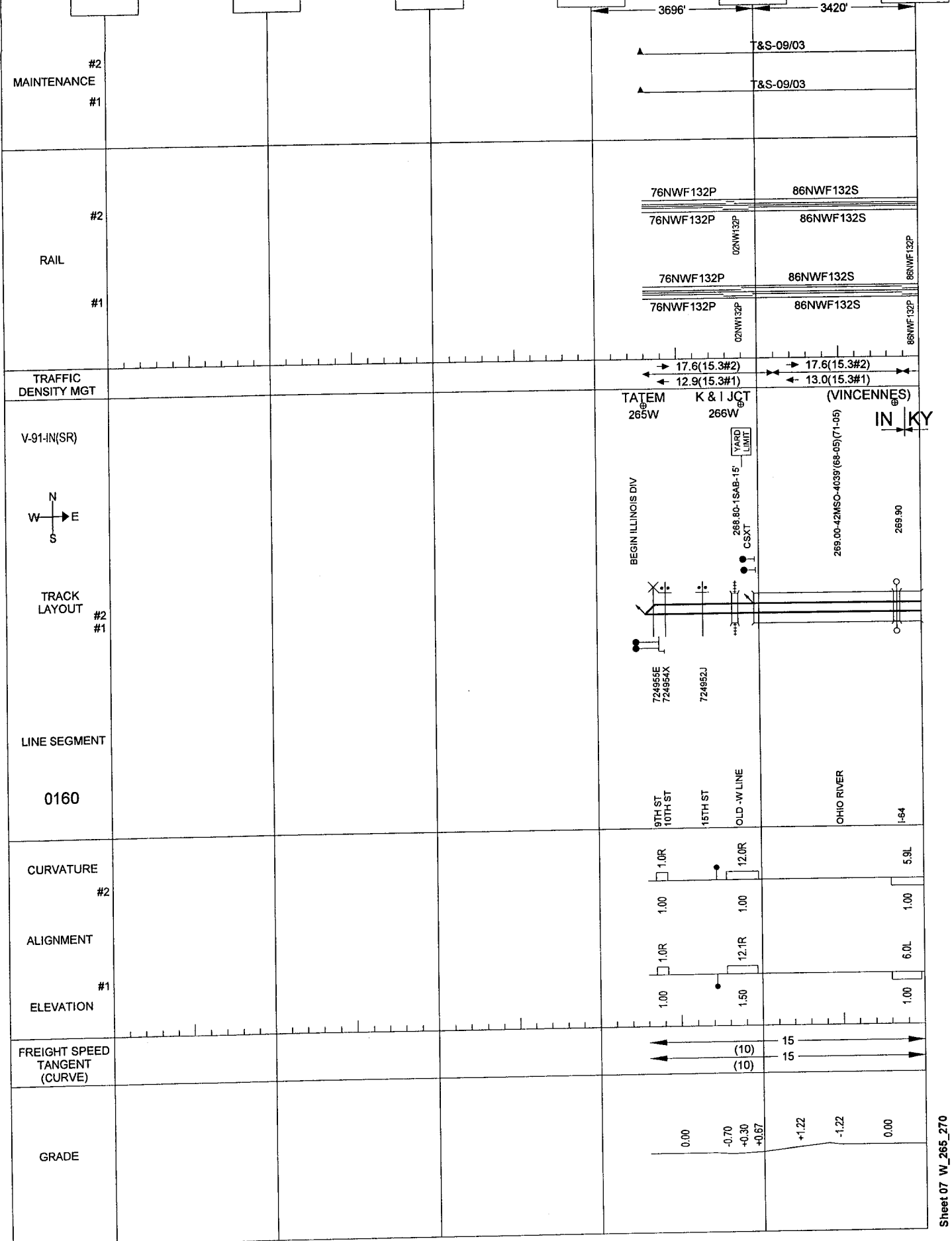
245

LOUISVILLE-DANVILLE

CENTRAL

269W

270W

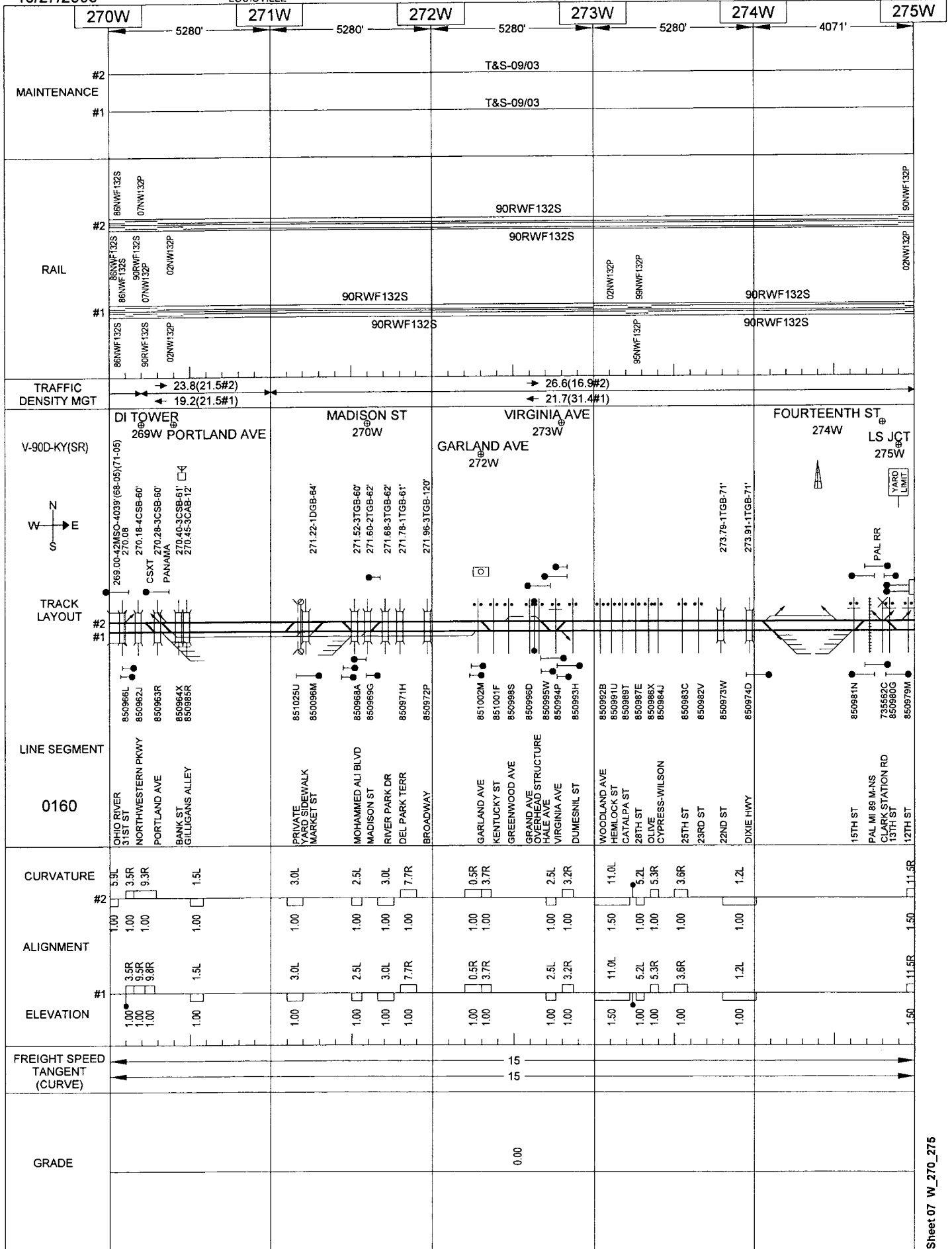


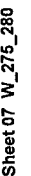
10/27/2008

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL





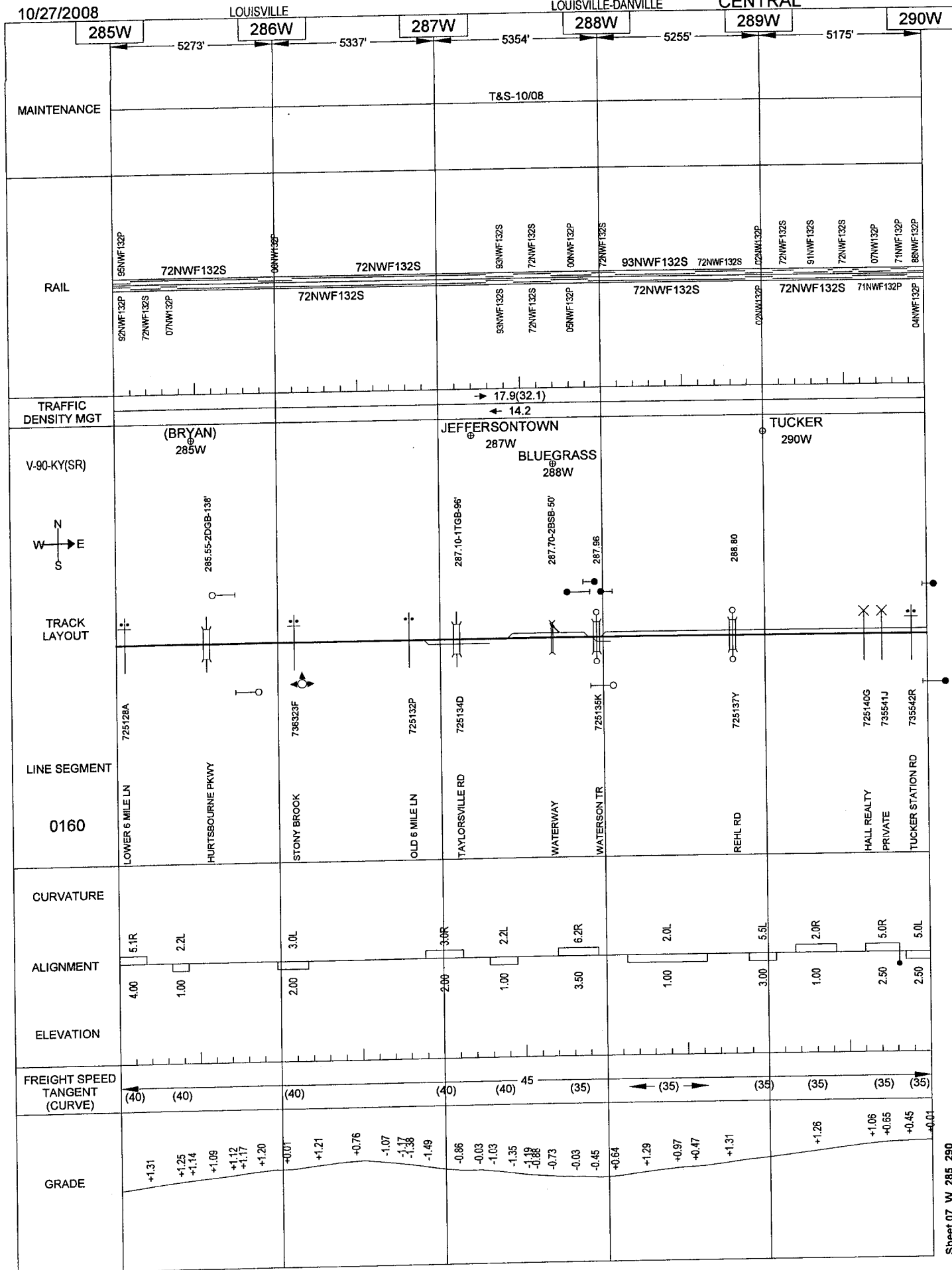
Sheet 07 W_280_285

10/27/2008

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



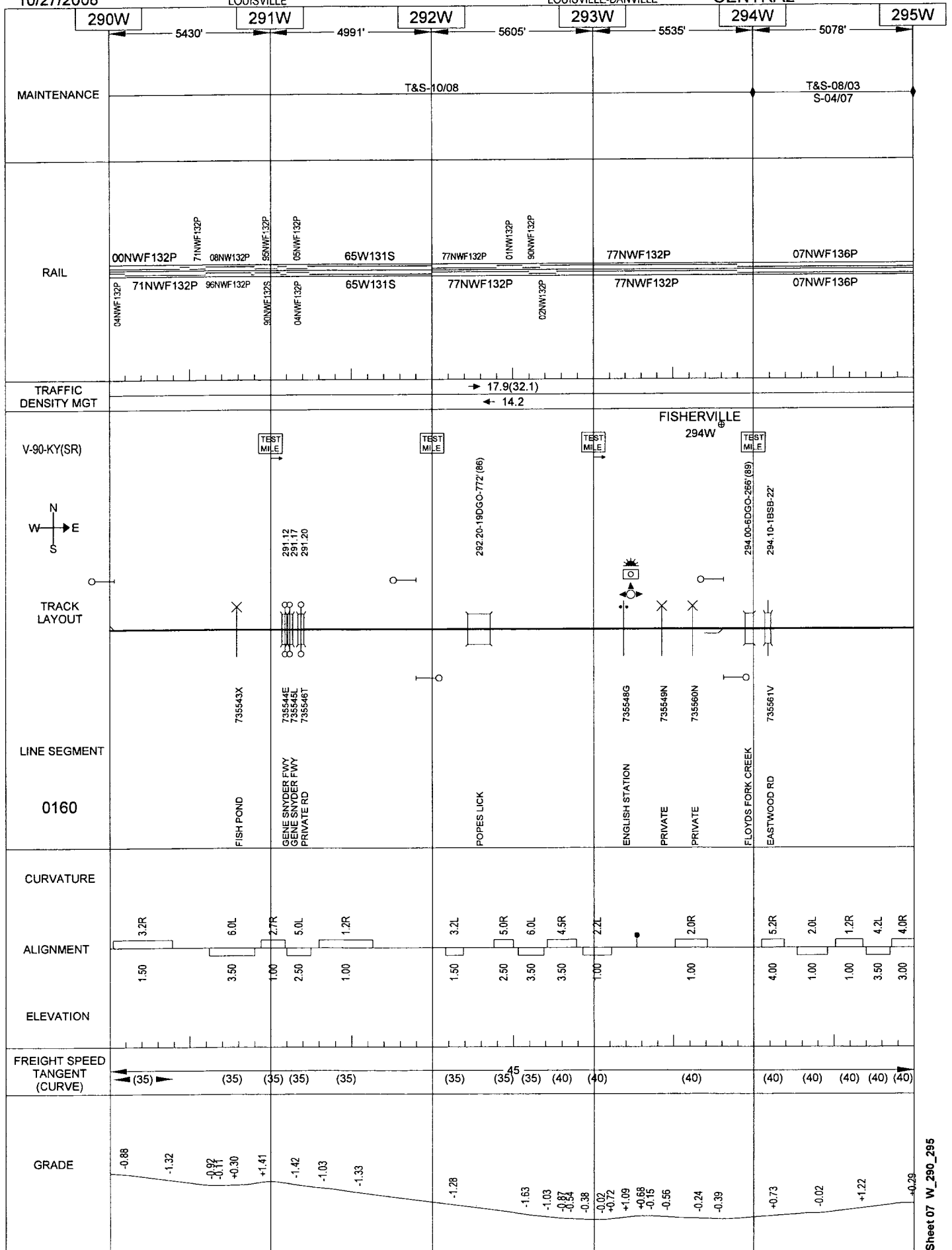
10/27/2008

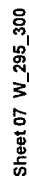
250

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL





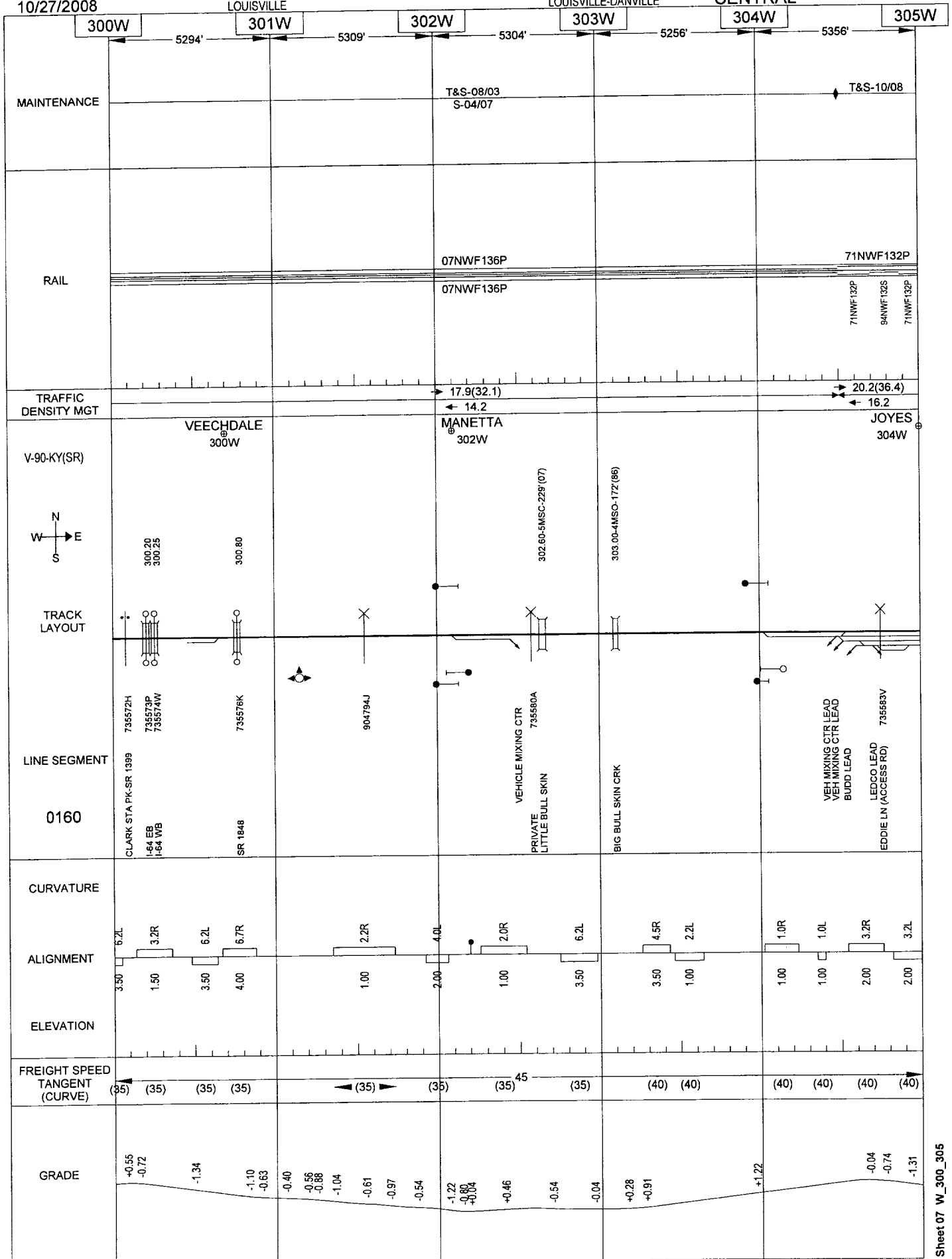
10/27/2008

252

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

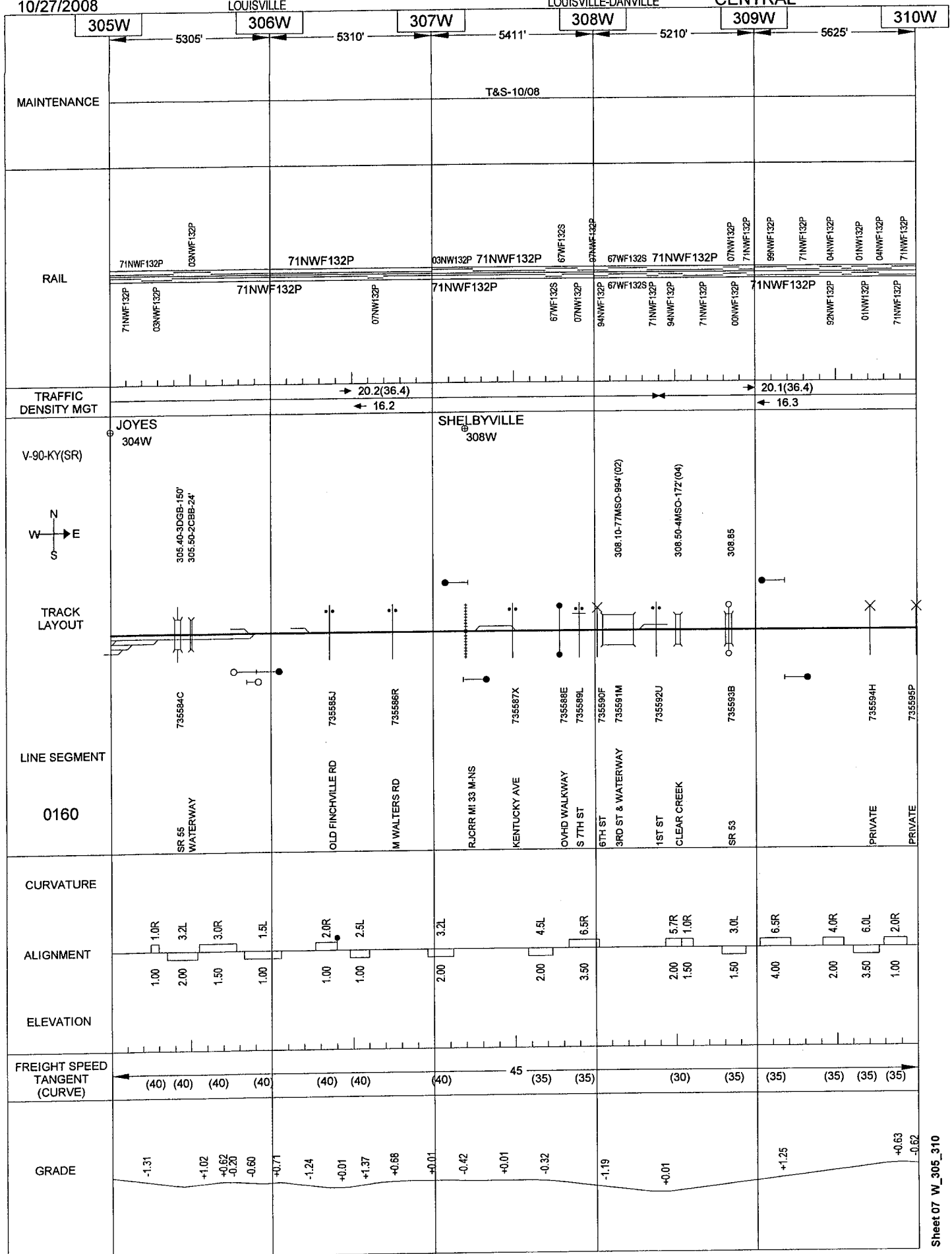


10/27/2008

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



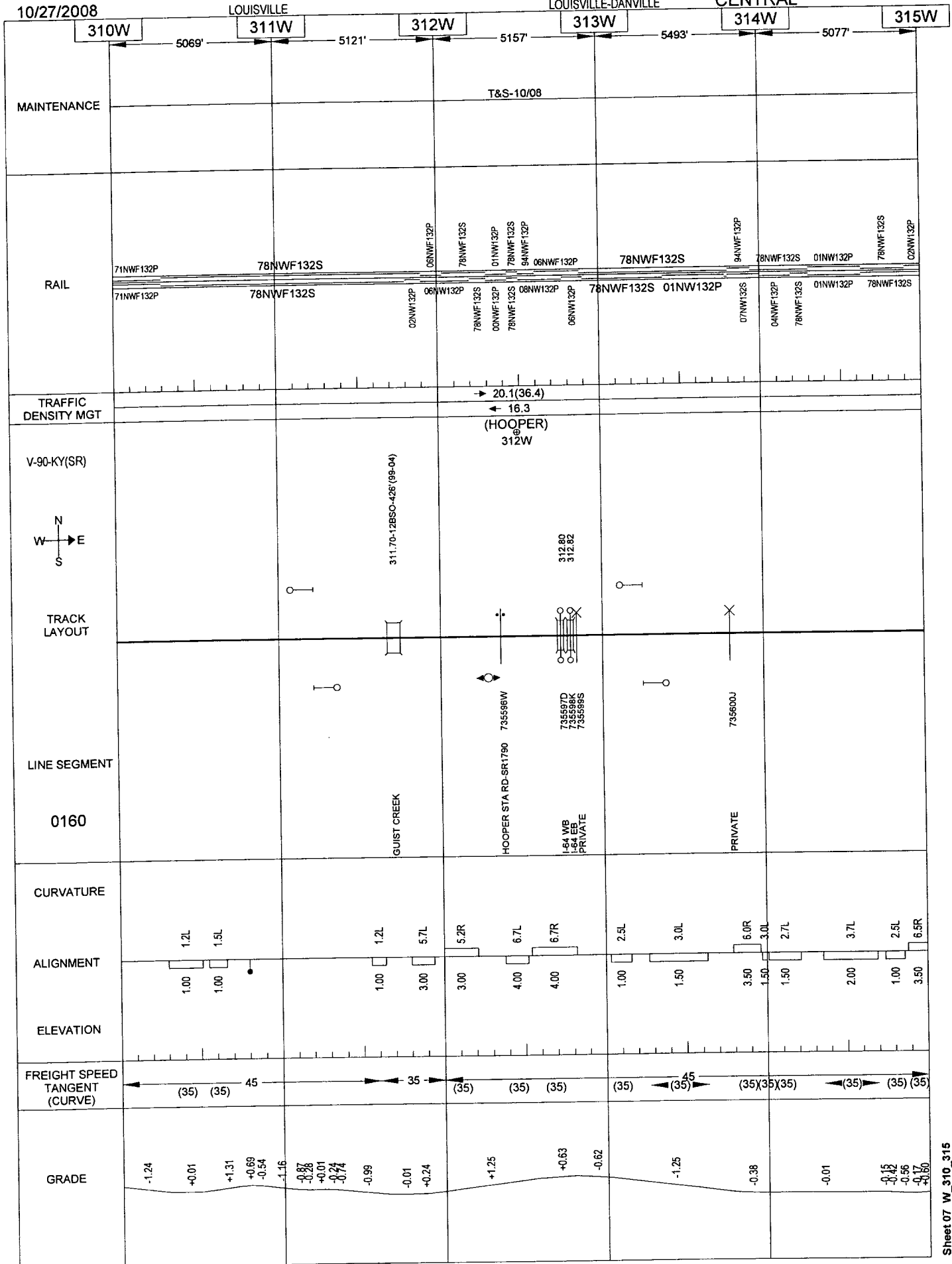
10/27/2008

254

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



10/27/2008

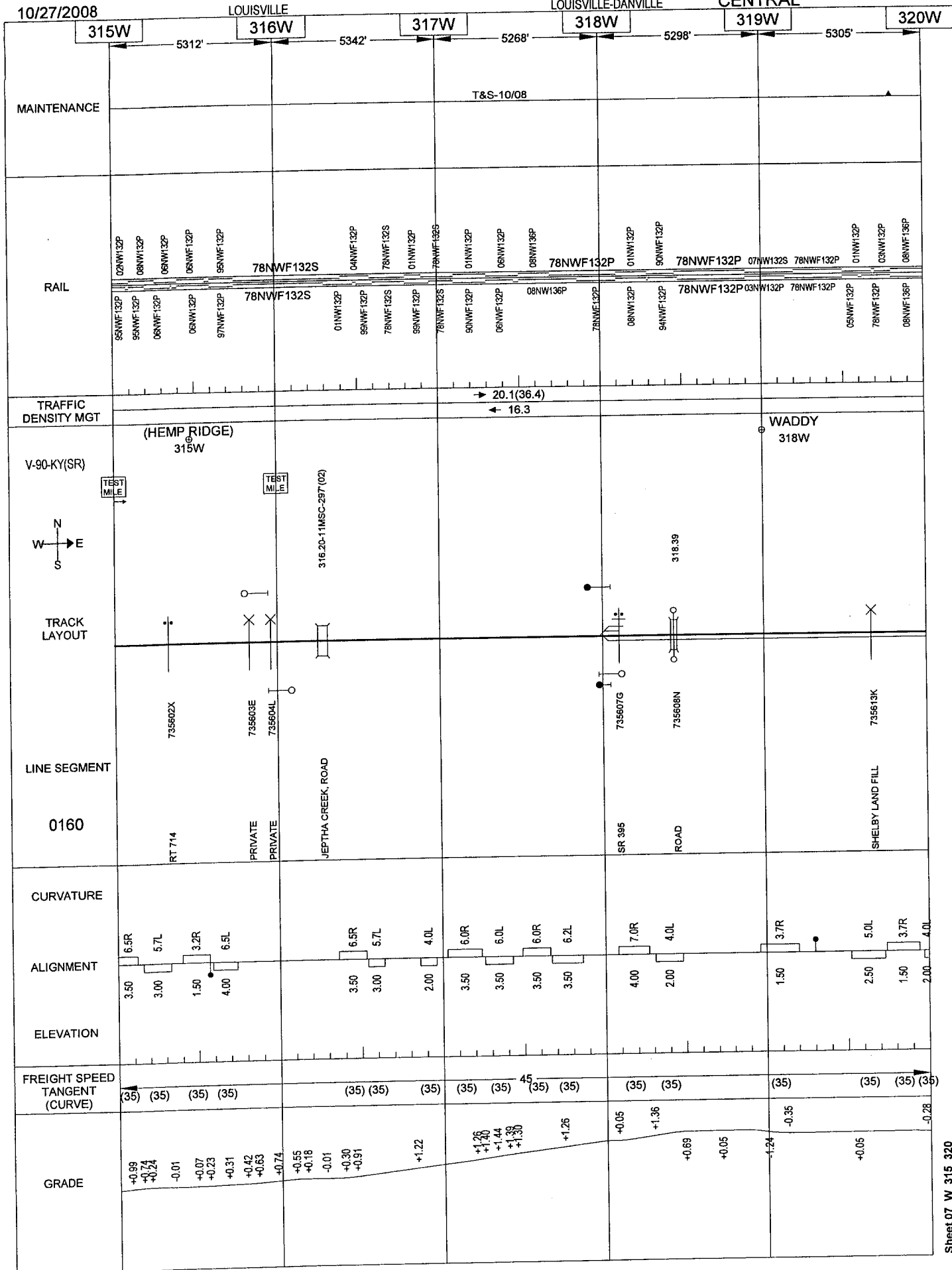
LOUISVILLE

255

LOUISVILLE-DANVILLE

CENTRAL

320W



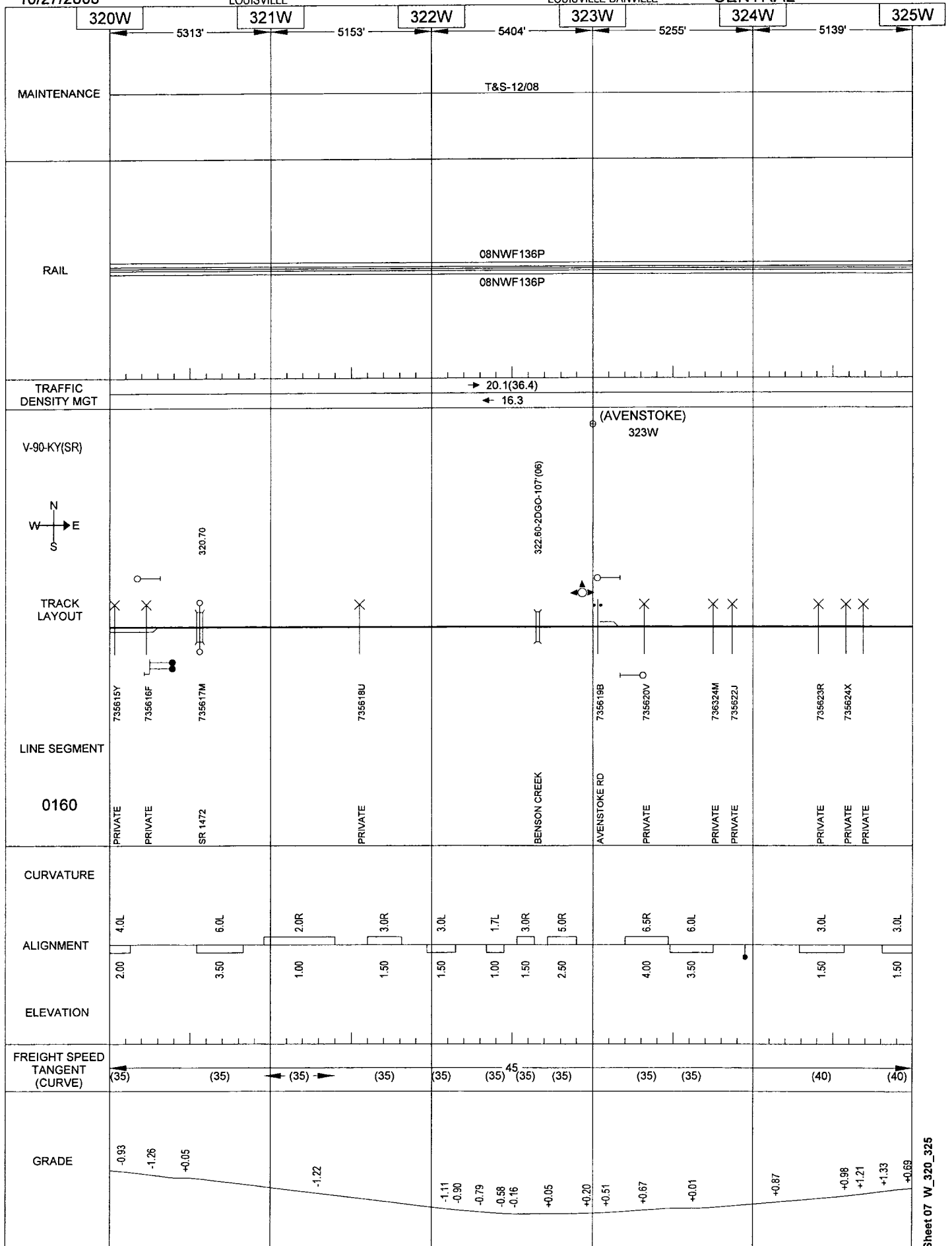
10/27/2008

256

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

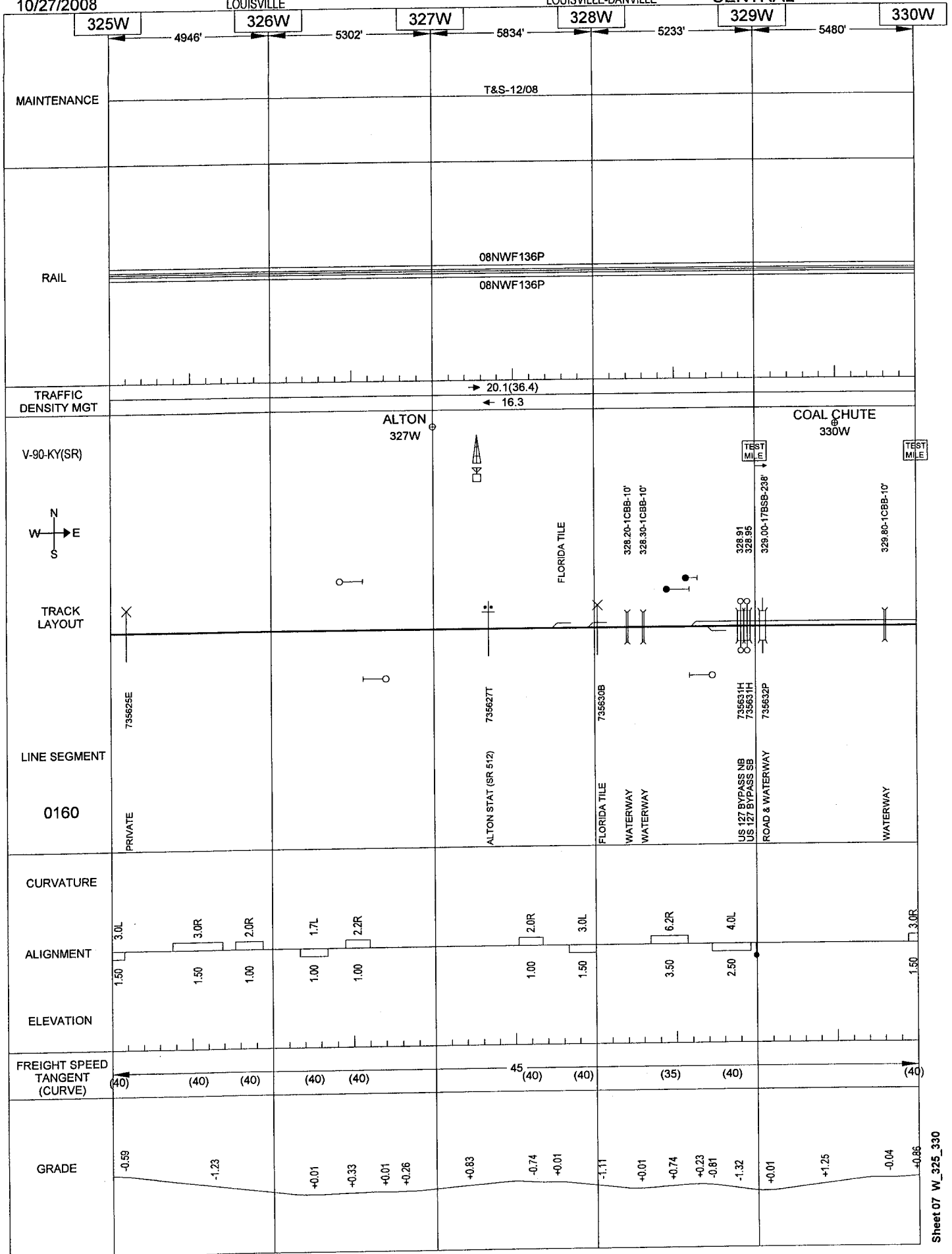


10/27/2008

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



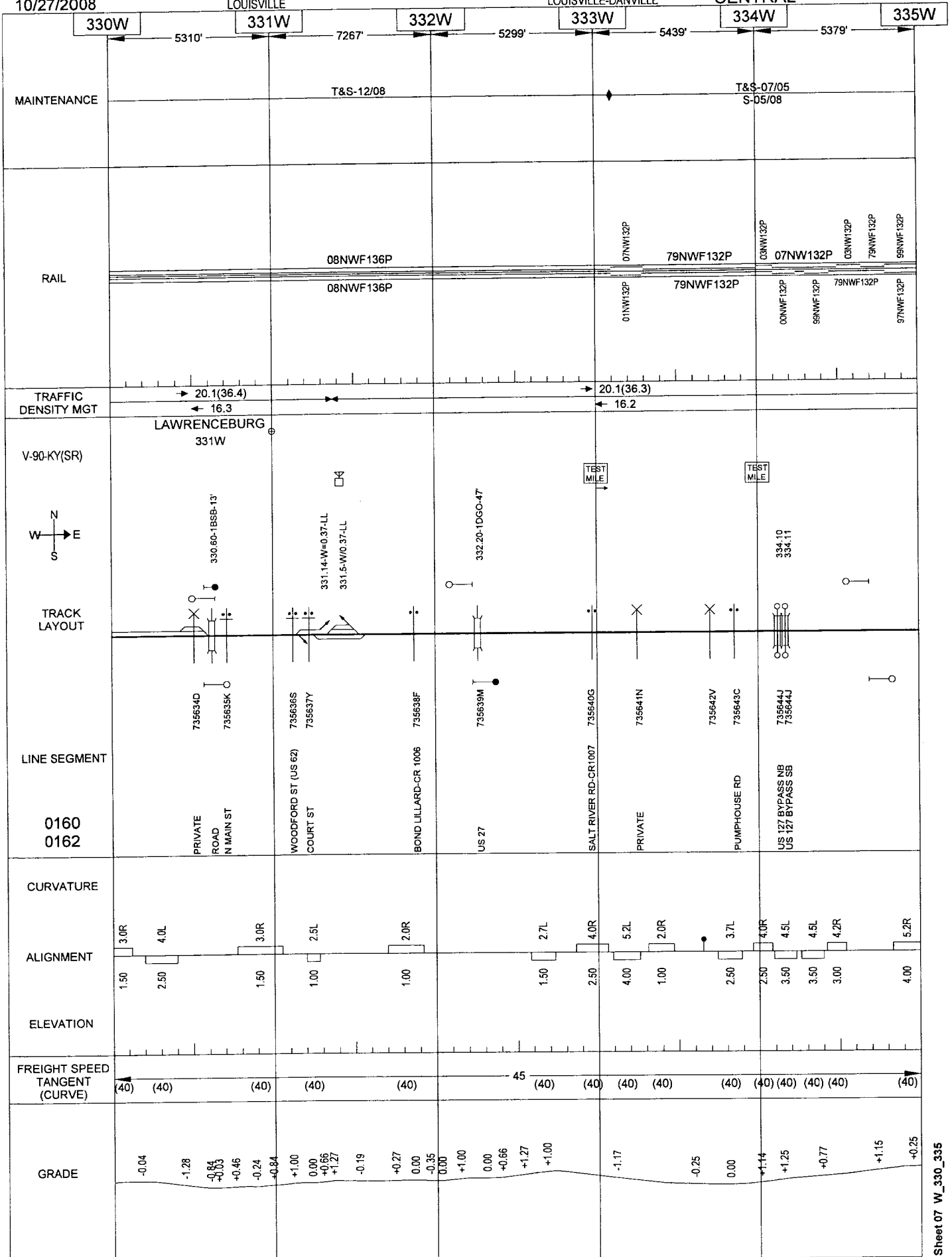
10/27/2008

258

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL

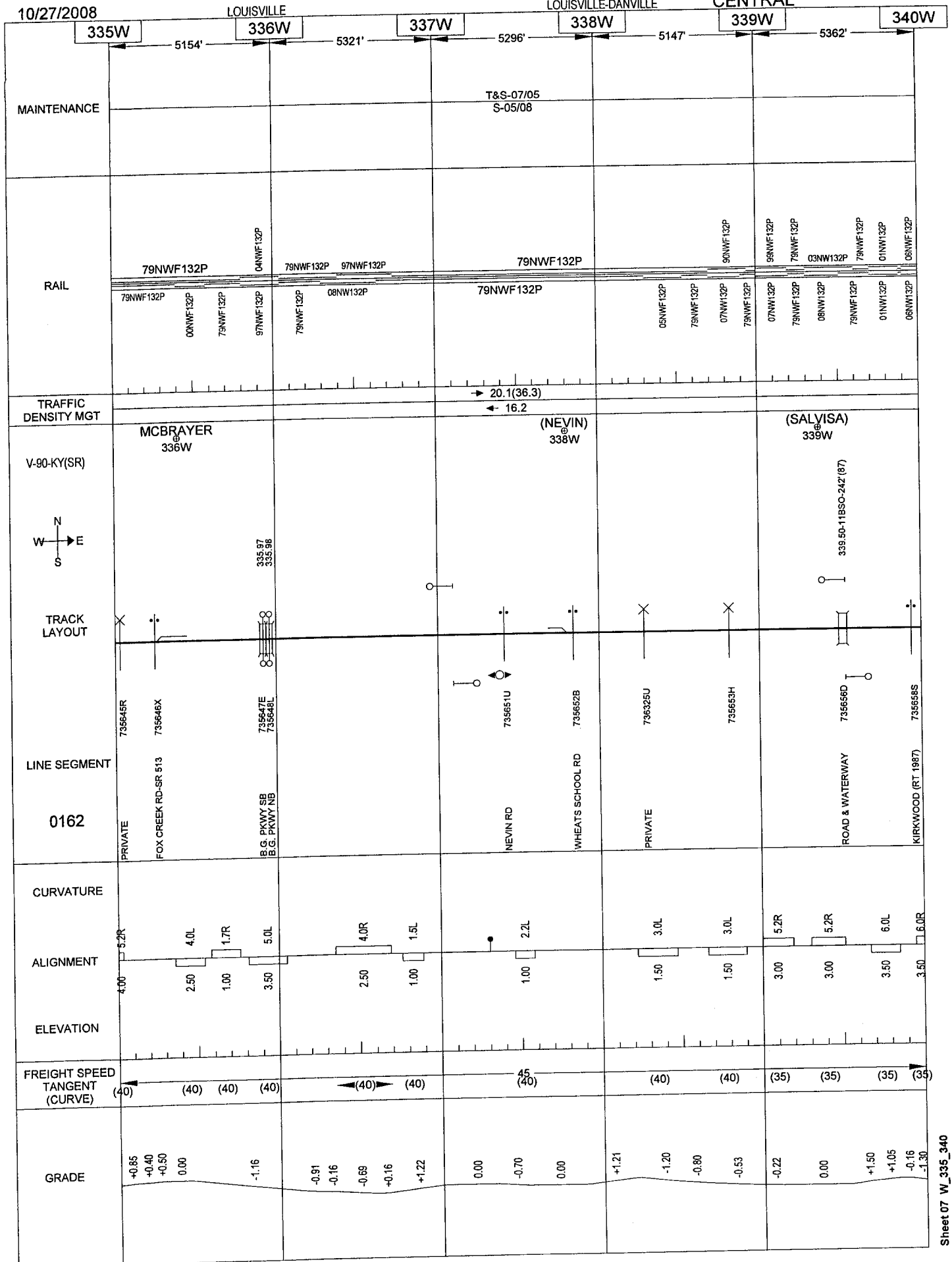


10/27/2008

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



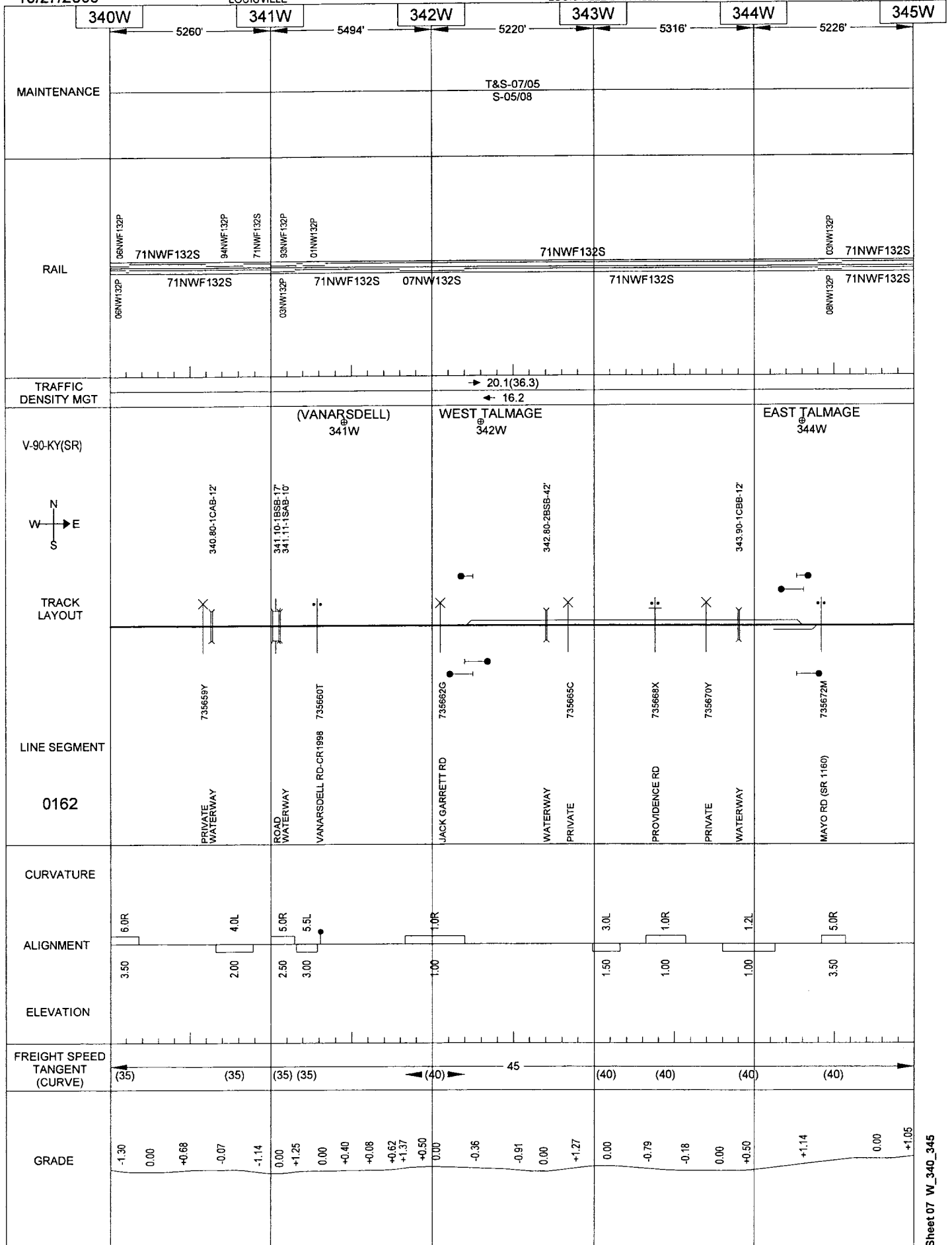
10/27/2008

260

LOUISVILLE

LOUISVILLE-DANVILLE

CENTRAL



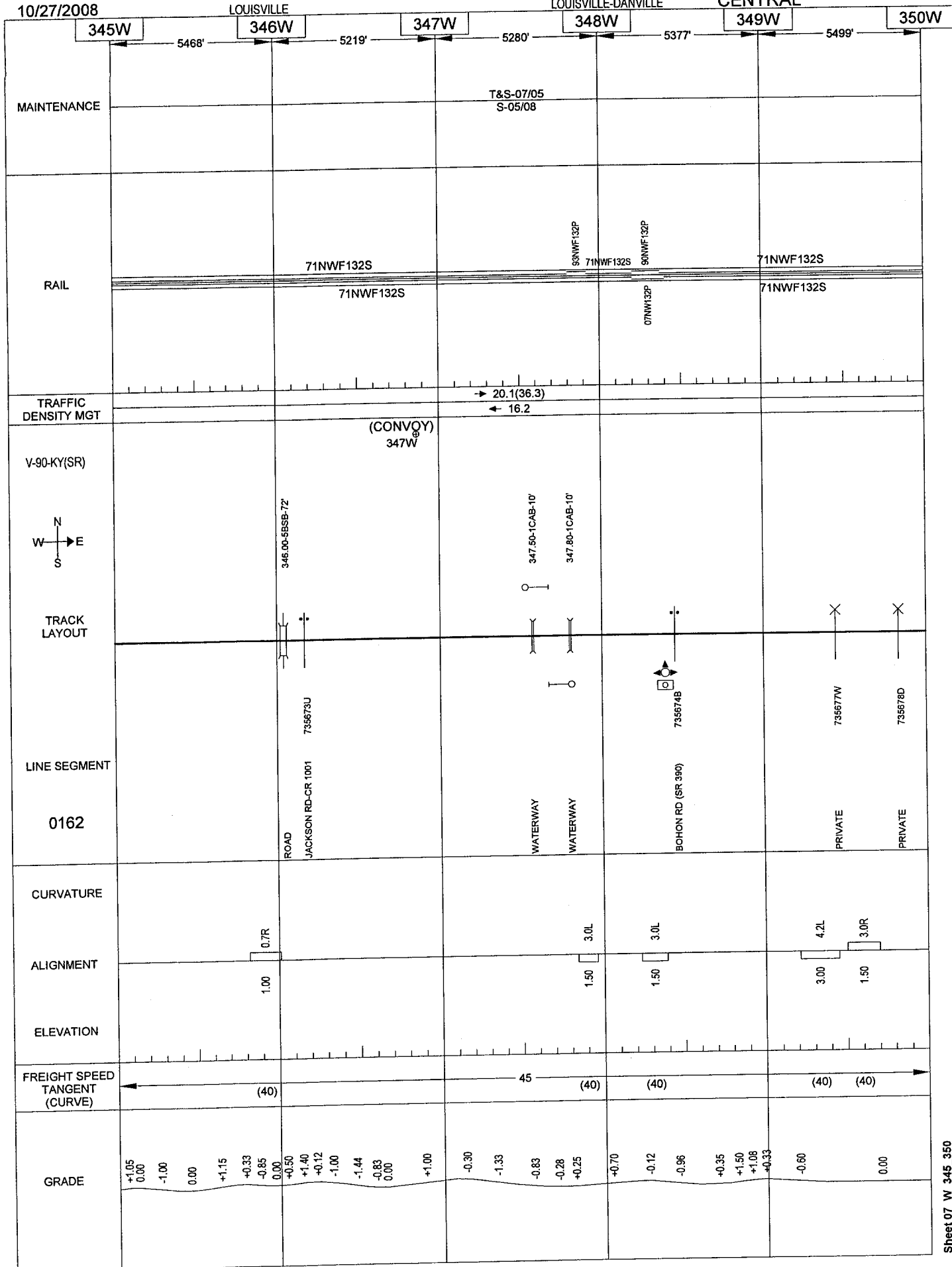
10/27/2008

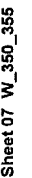
LOUISVILLE

261

LOUISVILLE-DANVILLE

CENTRAL





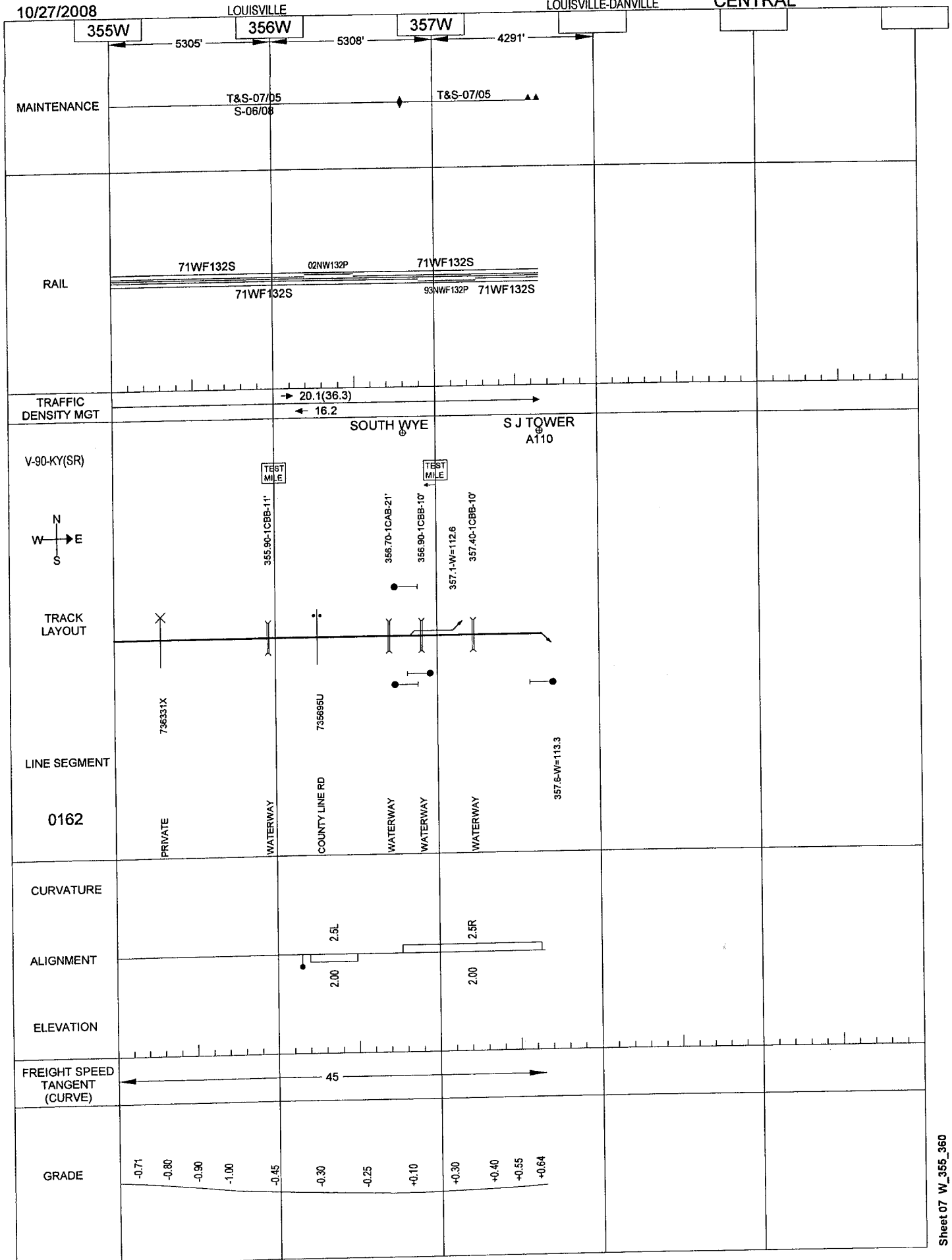
10/27/2008

LOUISVILLE

263

LOUISVILLE-DANVILLE

CENTRAL



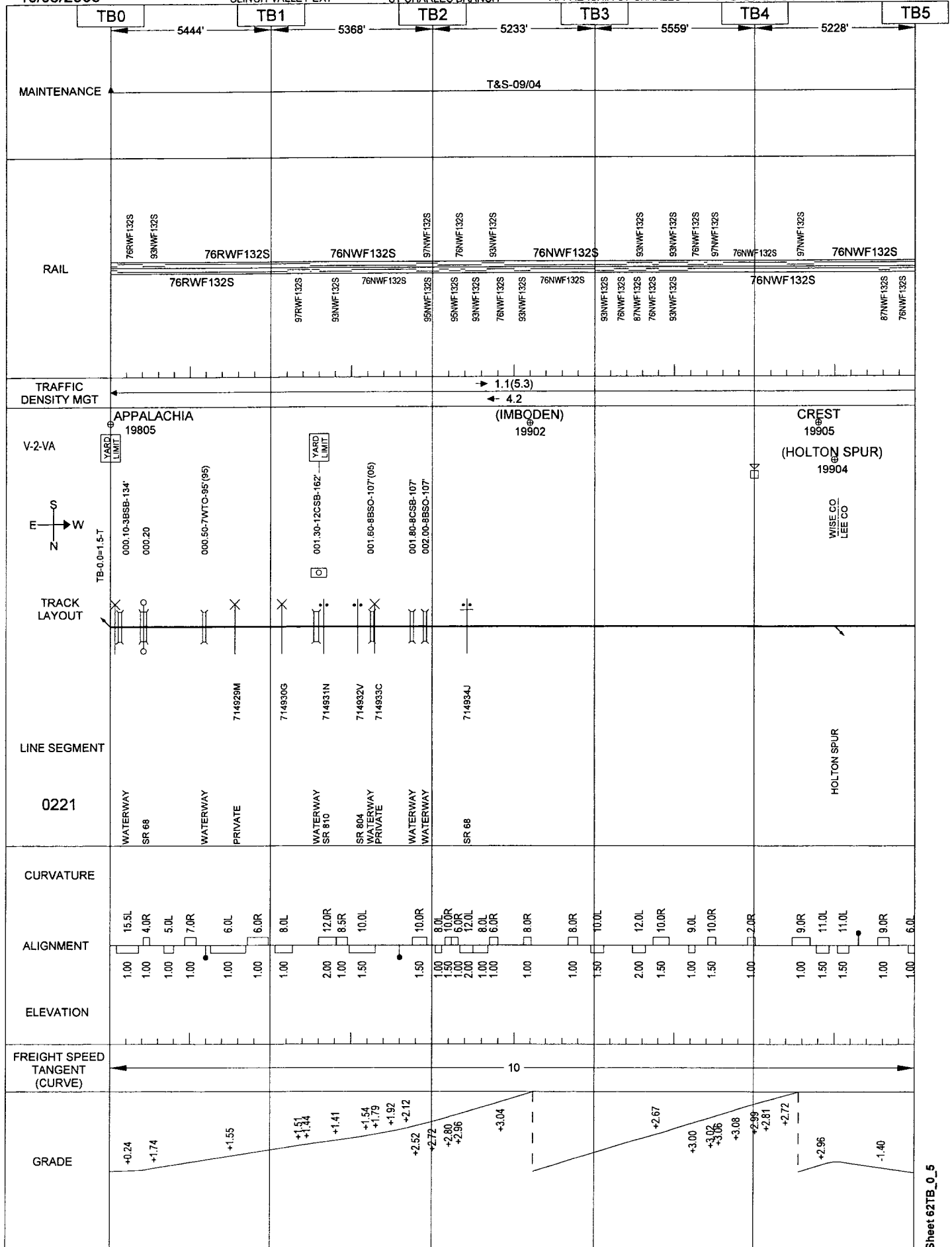
10/06/2008

CLINCH VALLEY EXT

ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



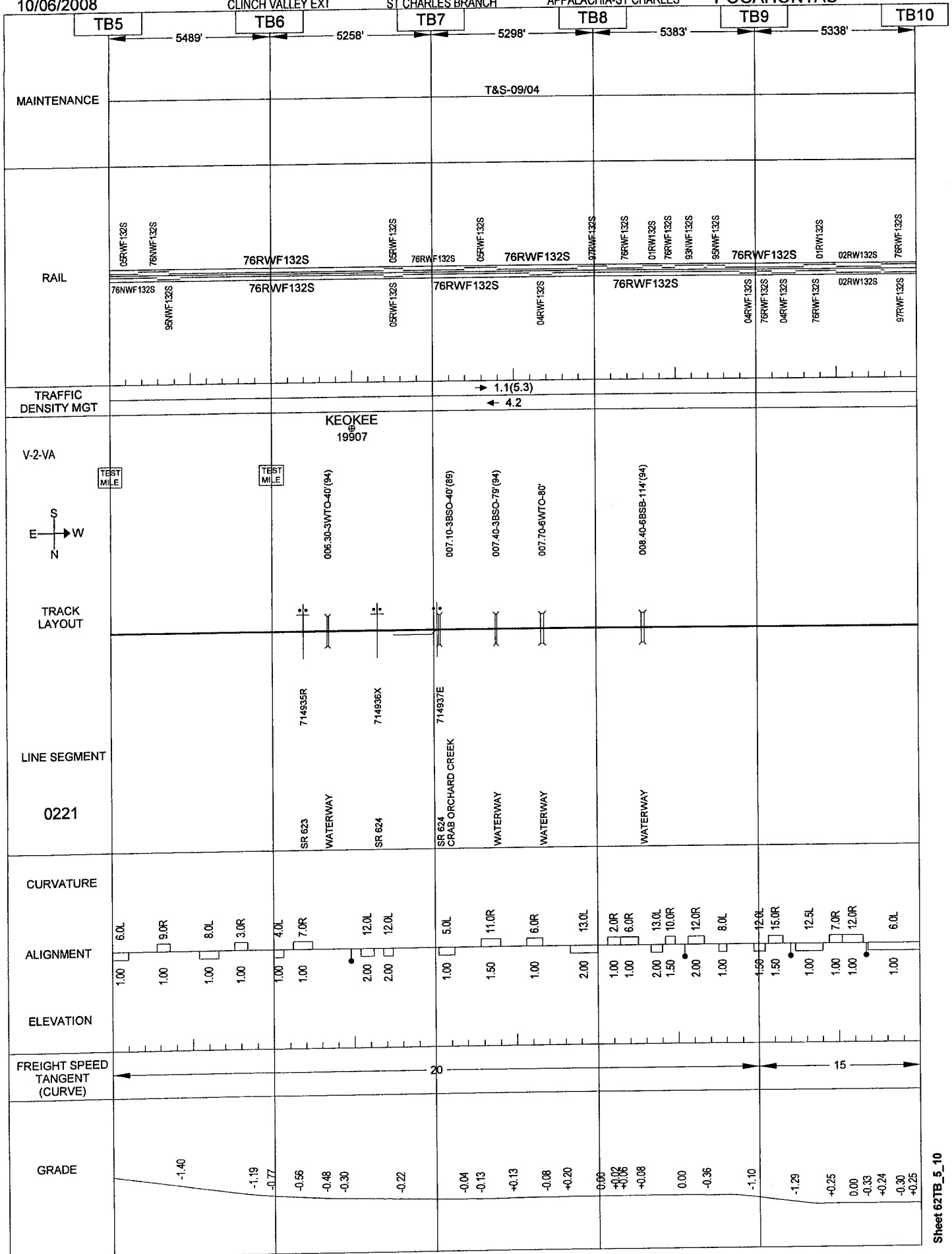
10/06/2008

CLINCH VALLEY EXT

265
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



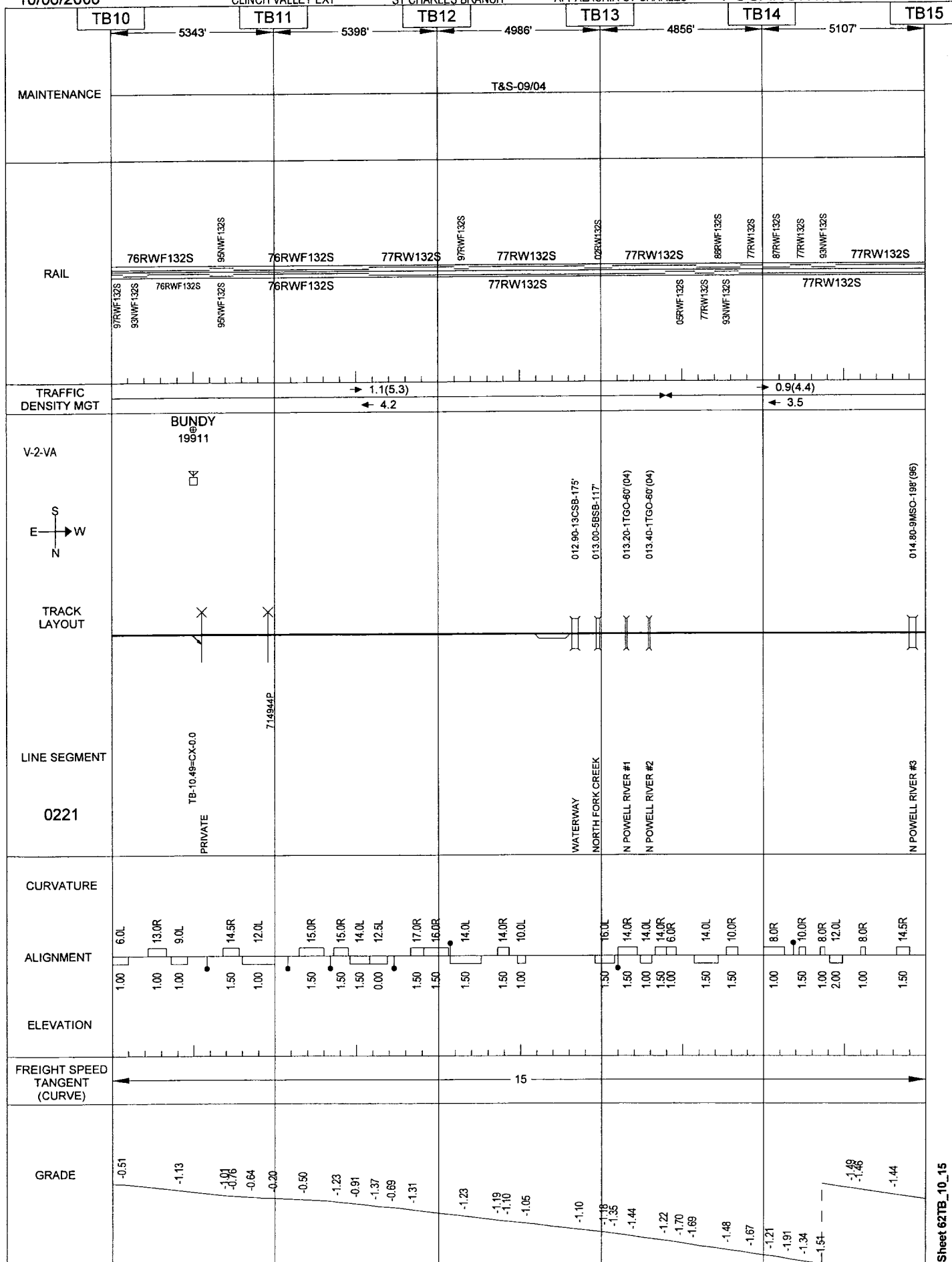
10/06/2008

CLINCH VALLEY EXT

266
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



10/06/2008

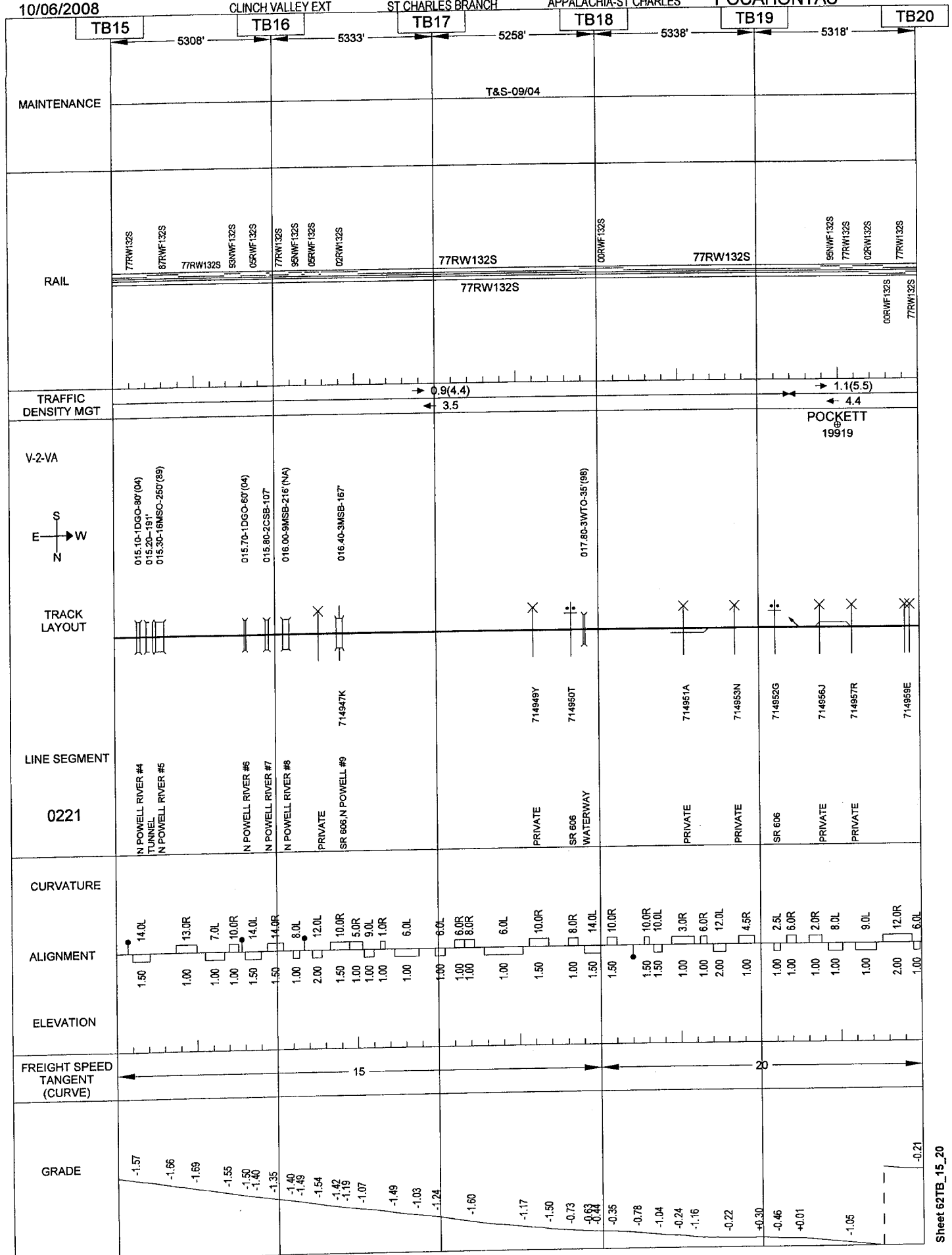
CLINCH VALLEY EXT

267
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS

TB20



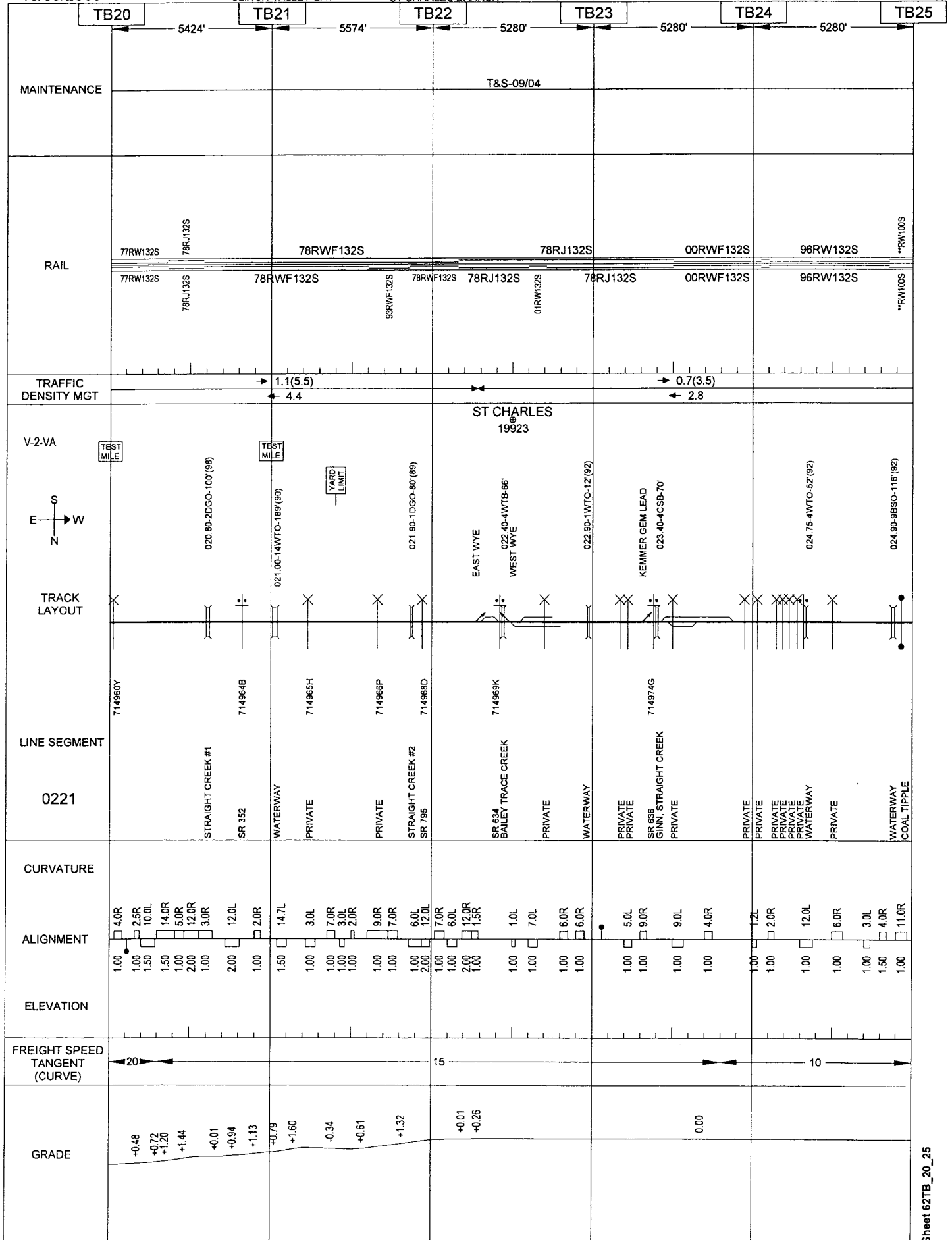
10/06/2008

CLINCH VALLEY EXT

268
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS



10/06/2008

CLINCH VALLEY EXT

269
ST CHARLES BRANCH

APPALACHIA-ST CHARLES

POCAHONTAS

TB25

5280'

MAINTENANCE

T&S-09/04 ▲

RAIL

**RW100S
RW100SRJ085S
**RJ085STRAFFIC
DENSITY MGT→ 0.7(3.5)
← 2.8S
E → W
NTRACK
LAYOUT

025.10-585S-192

YARD
LIMIT

LINE SEGMENT

0221

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

9.5L
1.00FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

10/28/2008

TRACKAGE RIGHTS

270
I&O RR

VALLEY-MILL

CENTRAL

CF10

5280'

5280'

5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S

01NW136S

90RW132S

94NW132P

90RW132S

90RW132S

90RW132S

94NW132P

90RW132S

TRAFFIC
DENSITY MGT

→ 0.3(0.7)

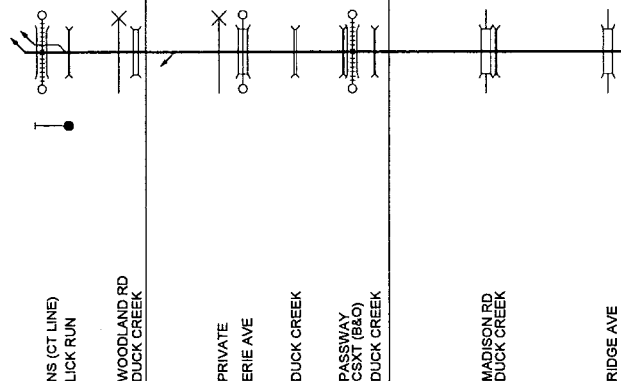
← 0.4

V-7-OH

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

LINE SEGMENT

6990



CURVATURE

ALIGNMENT

ELEVATION

4.1R

1.0R

3.4L

3.0R

4.2L

2.00

0.00

1.50

1.50

2.50

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+0.42

+0.93

10/28/2008

TRACKAGE RIGHTS

271
I&O RR

VALLEY-MILL

CENTRAL

CF15

CF10

CF11

CF12

CF13

CF14

MAINTENANCE

T&S-11/94

RAIL

90RW132S

94NW132P

90RW132S 94NW132P

90RW132S

94NW132P

90RW132S

90RW132S

90RW132S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

V-7A-OH

W. OAKLEY JCT
E. OAKLEY JCT

NORWOOD HEIGHTS

AMBER
05208S
E
N
WTRACK
LAYOUT

LINE SEGMENT

7670

TO NS (EAST NORWOOD)

TO NS (EAST NORWOOD)

I-71
HIGHLAND AVELESTER RD
I&O RR

MONTGOMERY RD

LANGDON FARM RD

LOSANTVILLE RD

SECTION RD
WATERWAY

SUNNYBROOK DR

PRIVATE RD

CROSS COUNT
AMITY RDOVHD WALKWAY
PEDESTRIAN WALKWAY

MERRILL LN

ELIZABETH ST

VORHES ST

BENSON ST
VINE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

3.8R

2.00

1.8L

1.50

4.0L

1.50

3.0L

1.50

2.1R

0.50

1.0R

0.00

1.0R

0.00

← 30 →

35 →

+0.93

-0.38

-0.75

-0.29

-0.45

0.00

+0.92

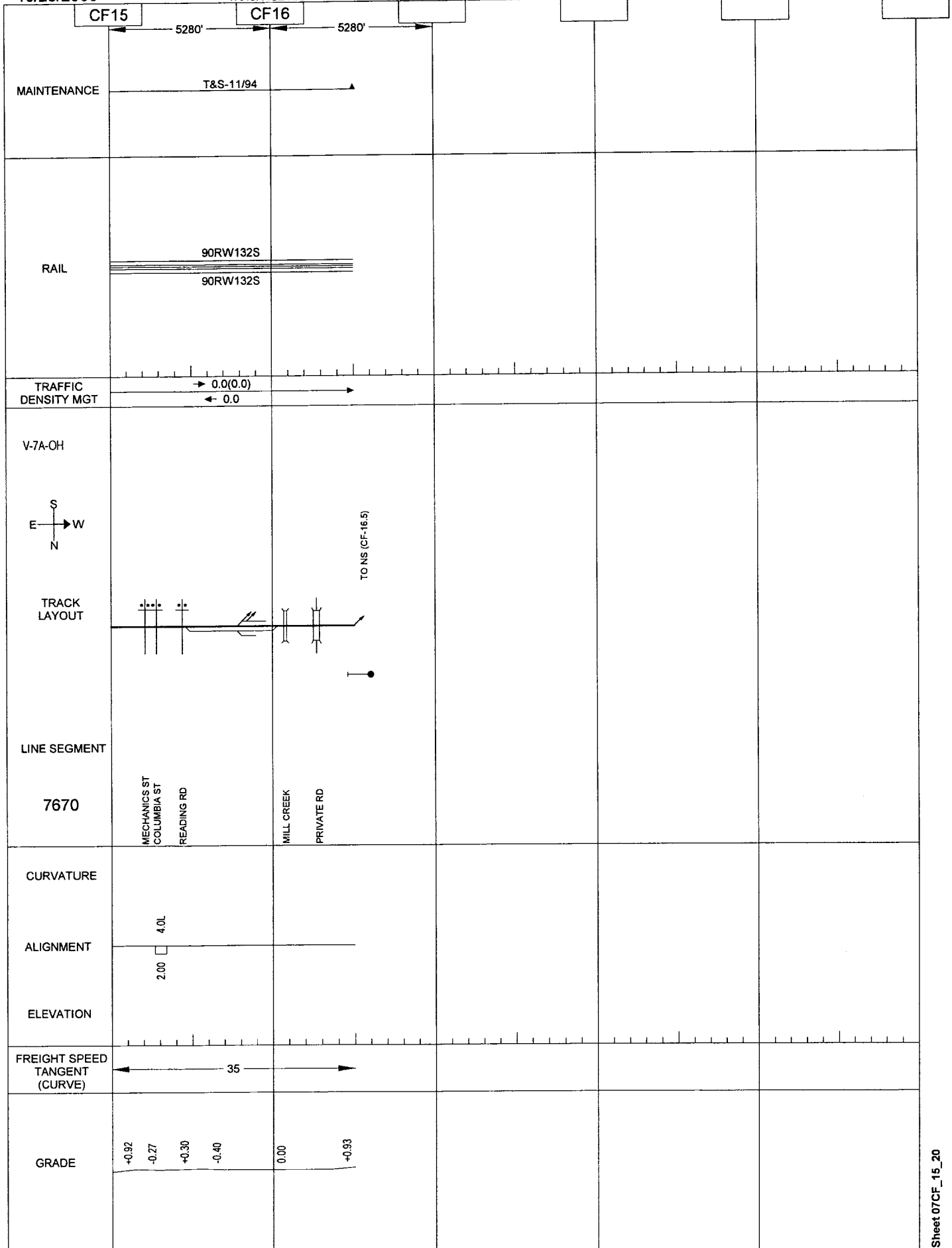
10/28/2008

TRACKAGE RIGHTS

272
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) or 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. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. 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: The = symbol indicates that the lines connect directly and the / symbol indicates that the lines connect indirectly through a yard or side track.

Alignment Section -

- 1) Graphic representation is given for curve direction, length, and super-elevation for each main.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Super-elevation 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 Rail
R	Relay Rail
W	Welded Rail
J	Jointed Rail
F	Field Welded Rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
 B = Ballast Deck
 C = Combination

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
135	002.51	003.00	01	2007
			01	2006
			01	1999
			01	1991
			01	1990
135	002.51	003.00	02	2007
			02	2006
			02	2006
			02	1999
			02	1991
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	2008
146	056.65	056.60	01	1992
148	067.06	067.10	01	2006
148	067.06	067.10	02	2006
148	068.55	068.60	BOTH	1991
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	2008
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	273.90	274.00	01	1996
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	2006
196	305.84	305.80	01	1992
197	313.43	313.40	01	1993
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	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	2007
47	235.30-A	235.30	02	1992
47	236.30-A	236.30	BOTH	2006
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	2007
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
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	027.70-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
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	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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	077.13-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	2007
115	012.68-CG	012.70	01	2007
116	016.17-CG	016.20	01	1999
117	021.95-CG	022.00	01	1986
121	040.69-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	2006
125	064.24-CG	064.20	01	1995
88	003.94-CO	003.90	01	1998
88	004.66-CO	004.60	01	1993
89	005.53-CO	005.60	01	1993
89	007.60-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	165.13-H	165.20	01	1996
238	165.46-H	165.50	01	2001
238	165.68-H	165.70	01	1980
131	000.16-KA	000.30	01	1993

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
131	000.52-KA	000.70	01	1991
131	000.75-KA	000.90	01	1994
131	001.08-KA	001.10	01	1983
131	002.10-KA	002.10	01	1983
131	002.93-KA	002.90	01	1991
132	009.31-KA	009.30	01	NA
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	2007
48	004.80-T	004.80	01	1989
49	005.06-T	005.10	01	2007
49	007.45-T	007.40	01	1995
50	014.40-T	014.40	01	NA
52	023.15-T	023.20	01	1994
52	024.25-T	024.20	01	1998
53	025.46-T	025.60	01	1993
53	026.60-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	2006
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	2006
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
245	268.97-W	269.00	01	2005
			01	2001
			01	1998
			01	1990
			01	1989
			01	1988
			01	1987
			01	1985
			01	1968
245	268.97-W	269.00	02	2005
			02	2004
			02	2001
			02	1998
			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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
250	292.22-W	292.20	01	1986
250	293.95-W	294.00	01	1989
252	302.63-W	302.60	01	2007
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	2006
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-161.14	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-179.20	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
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-009.10	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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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-216.19	216.12	01	NA
126	CV-218.13	218.13	01	NA
129	MS-219.08	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