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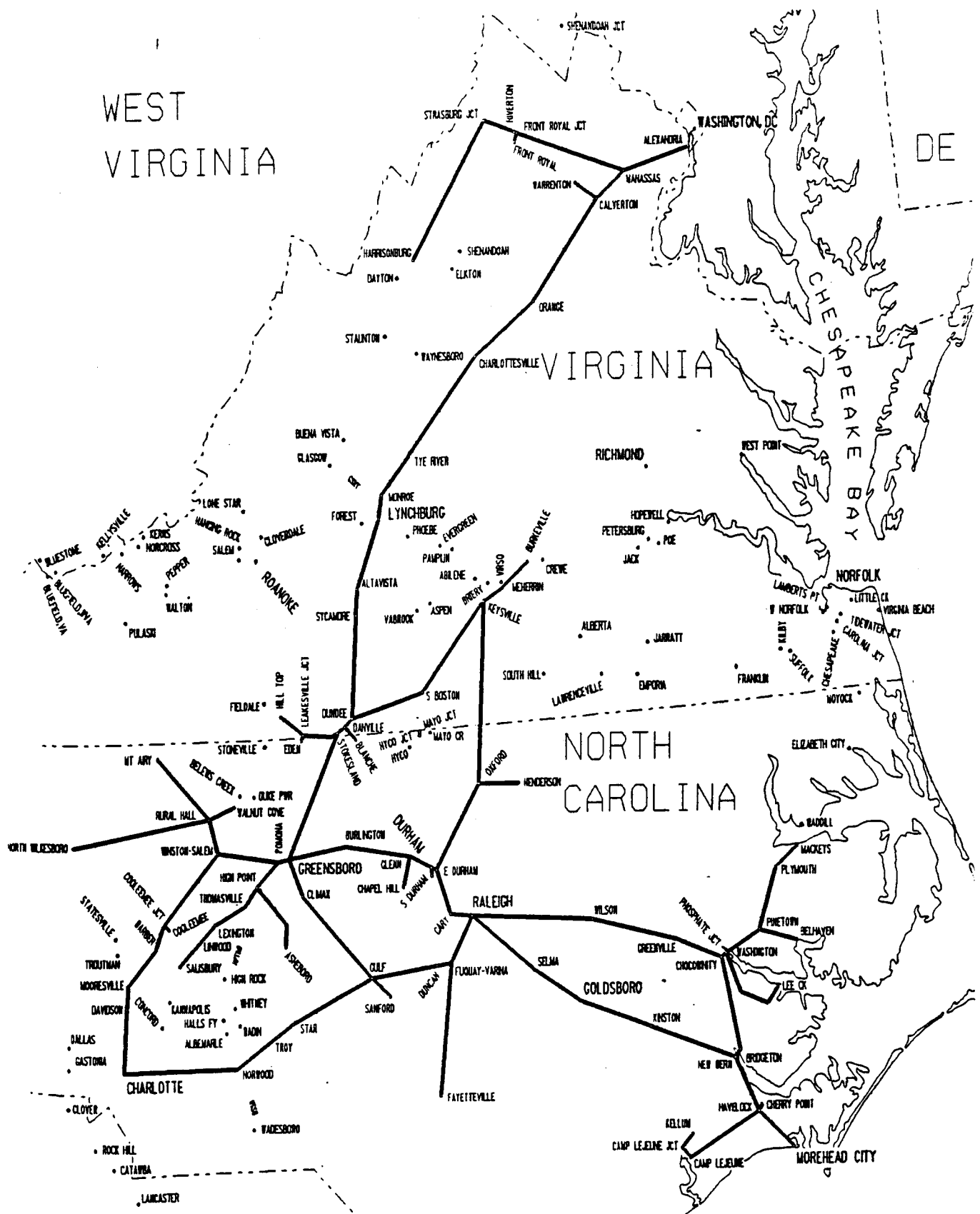


## EASTERN DIVISION—TRACK CHART

1989

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Eastern Division

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## 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.

or

Items correspond to Old Division Name, and From-To station names.

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 -

1. T&S date displayed above each main and surfacing date 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.

### Rail Section -

Data displayed above main for south or west rail. Data displayed below each main for north or east rail. Representation gives year laid, rail type, rail weight and premium (P) VS standard (blank) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

### Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths for each main.

### Track Layout Section -

1. Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
2. Area 1 gives station location and names.

3. Area 2 gives Territory markers (Terminal Control, Test Miles, Yard Limits, state lines, county/incorporated lines), and Equipment locations (Microwave towers, telephone, radio base stations).
4. Area 3 gives Bridge and Crossing technical specification. For Crossings at grade, this specification is AAR number (DOT number). For Bridges, 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.
5. Area 4 (and Area 6) gives signals, signal structures, Pole lines & detector locations.
6. Area 5 gives graphic representation of crossings (both private and public), underpasses, overpasses, bridges and tunnels.  
  
Also displayed in Area 5 is a track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory. Detail of display is limited to switches on main track and adjacent track.
7. Area 6 gives the common name (street, highway, river) associated with the graphic symbols in Area 5 and the technical specifications in Area 3.

#### Alignment Section -

1. Graphic representation is given for curve direction and length for each main.
2. Curvature is specified to tenths of a degree above each main along with left/right indication.
3. Superelevation is specified to tenths of an inch below each main.
4. Location of wheel flange lubricators are given along mains.

#### Freight Speed Section -

Curve and tangent speeds are given based on timetables.

#### Grade Section -

Grade shown based on ascending milepost direction. Ruling grades are displayed based upon determination made by Operations Research.

#### Program Section -

Provided for M of W to outline maintenance programs for current year.

Table 1

NWF	New welded rail which has been field welded
NW	New welded rail which has not been field welded
RWF	Rewelded welded rail which has been field welded
RW	Rewelded welded rail which has not been field welded
WF	Relay welded rail which has been field welded
W	Relay welded rail which has not been field welded
NB	New butt welded (78') rail
N	New jointed rail
-	No symbol represents relay jointed rail
RB	Relay butt welded (78') rail
C	Cropped jointed rail

Table 2.

#### 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

# SYMBOL LEGEND

RIGHT OF WAY CROSSINGS		
PUBLIC CROSSBUCKS ONLY	PUBLIC LIGHTS ONLY	PUBLIC LIGHTS & GATES
PRIVATE CROSSING	PRIVATE UNDERPASS	PRIVATE OVERPASS
PUBLIC UNDERPASS	PUBLIC OVERPASS	OTHER AT GRADE
RAILROAD BRIDGE	RAILROAD TUNNEL	RAILROAD DRAW BRIDGE
RAILROAD CROSSING	RAILROAD UNDERGRADE	RAILROAD OVERGRADE

SIGNAL STRUCTURES	
	SIGNAL BRIDGE
	SIGNAL CANTILEVER
	SIGNAL BRACKET
	OTHER STRUCTURE

POLE LINES	
	INCREASING CROSSING FROM ABOVE
	DECREASING CROSSING FROM BELOW
	INCREASING CROSSING FROM ABOVE
	DECREASING CROSSING FROM BELOW
	POLE LINE BEGIN/END
	POLE LINE CONTINUATION

SIGNAL TYPES	
ABSOLUTE HIGH 1 HEAD	PERMISSIVE HIGH 1 HEAD
ABSOLUTE HIGH 2 HEADS	PERMISSIVE HIGH 2 HEADS STAGGERED
ABSOLUTE HIGH 3 HEADS	ABSOLUTE HIGH 2 HEADS LIMITED SPACE
ABSOLUTE HIGH 2 HEADS WIDE SPACING	ABSOLUTE HIGH 3 HEADS LIMITED SPACE
ABSOLUTE DWARF 1 HEAD	ABSOLUTE DWARF 2 HEADS
PERMISSIVE DWARF 1 HEAD	
LOW RESTRICTING	LOW STOP
HIGH RESTRICTING	HIGH STOP

DETECTORS	
HOT BOX BI-DIRECTIONAL	COMBINED HOTBOX & DRAGGING EQUIPMENT
HOT BOX DIRECTIONAL	MULTI-PURPOSE BI-DIRECTIONAL
HOT BOX DIRECTIONAL	MULTI-PURPOSE DIRECTIONAL
DRAGGING EQUIPMENT	MULTI-PURPOSE DIRECTIONAL
HOT WHEEL	CLEARANCE DETECTOR
	LOOSE WHEEL

EQUIPMENT	
	WAYSIDE TELEPHONE
	MICROWAVE TOWER
	WHEEL FLANGE LUBRICATOR
	RADIO BASE STATION

TERRITORY MARKERS	
BTC ETC	BEGIN/END TERMINAL CONTROL
TEST MILE DIRECTIONAL	YARD LIMIT
TEST MILE DIRECTIONAL	VA GA STATE LINE
TEST MILE NON-DIRECTIONAL	DIVIDE POINT CO/INC LINE

	SINGLE TO DOUBLE MAIN WITH EQUILATERAL TURNOUT
	SINGLE TO DOUBLE MAIN WITH LEFT HAND TURNOUT
	SINGLE TO DOUBLE MAIN WITH RIGHT HAND TURNOUT
	PASSING SIDING ABOVE SINGLE MAIN
	PASSING SIDING BELOW SINGLE MAIN
	PASSING SIDING ABOVE DOUBLE MAIN
	PASSING SIDING BELOW DOUBLE MAIN

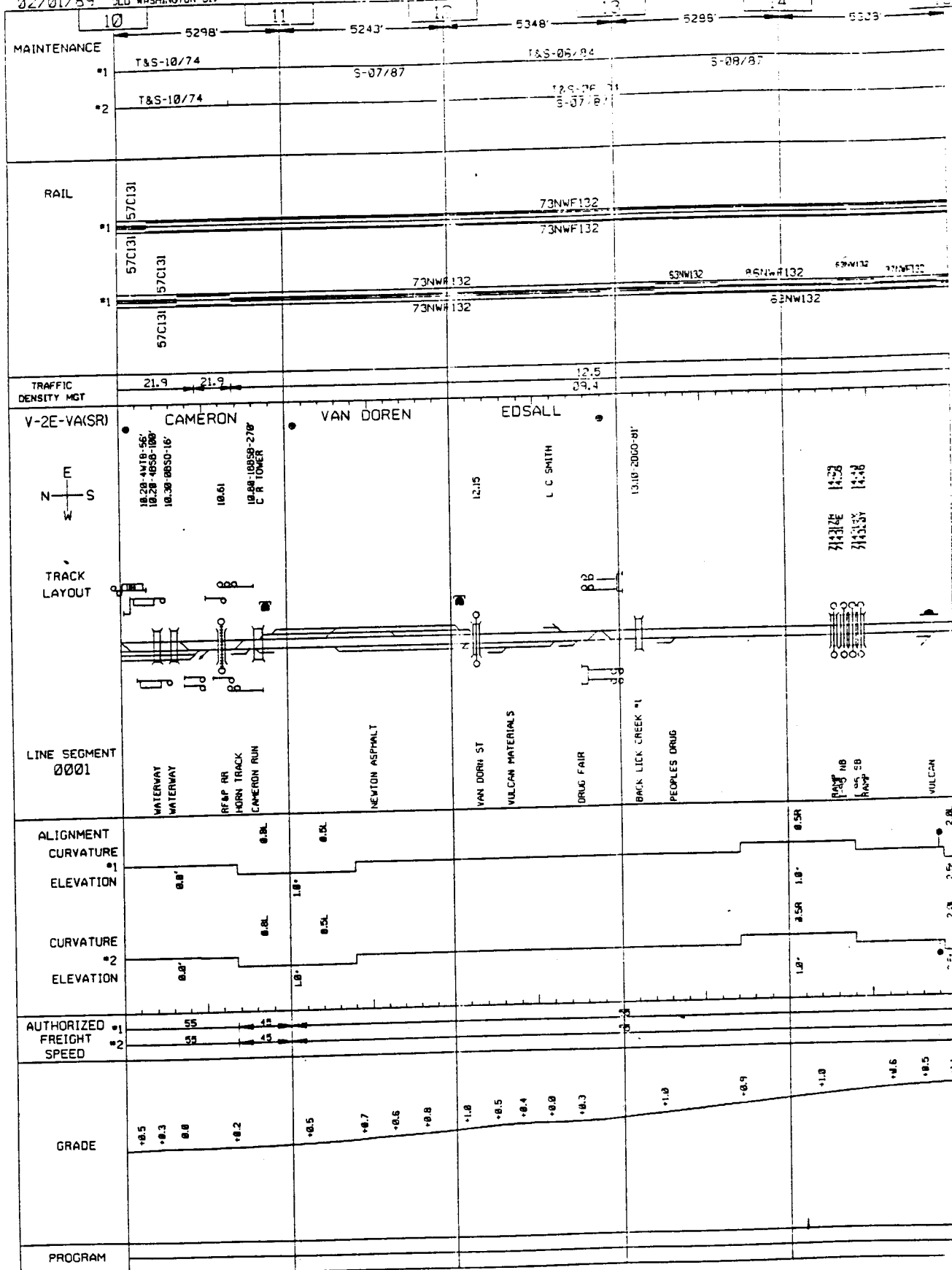
	PASSING SIDING BETWEEN DOUBLE MAIN
	INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN
	INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN
	CROSSOVERS BETWEEN DOUBLE MAIN
	YARD TRACKS ABOVE AND BELOW MAINS

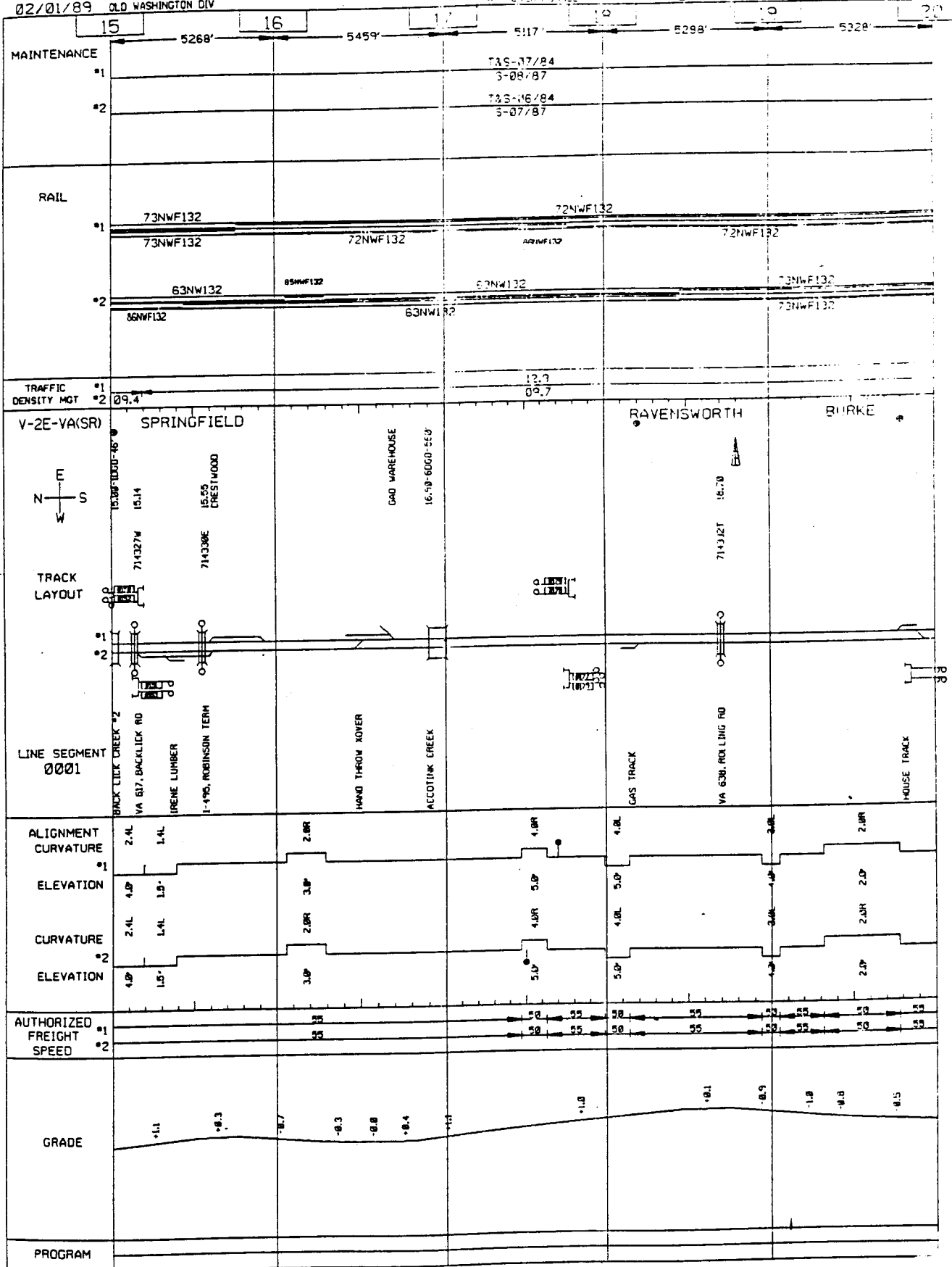


027017						5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE										T&S-10/74	T&S-10/74
#1											
#2											
RAIL										570131	570131
#1										570131	570131
#2										570131	570131
TRAFFIC DENSITY MGT	#1	#2									
V-2E-VA(SR)										A F TOWER	9.0 sec 42"
<div>E N — S W</div>											
TRACK LAYOUT											
LINE SEGMENT 0001											WAINES MIL. RATE
ALIGNMENT											
CURVATURE #1										0.0	
ELEVATION										0.0	
CURVATURE #2										0.0	
ELEVATION										0.0	
AUTHORIZED FREIGHT SPEED										55	
GRADE										-0.0	-0.3 -0.5
PROGRAM											

02/01/89 OLD WASHINGTON DIV

AF TOWER-MONROE





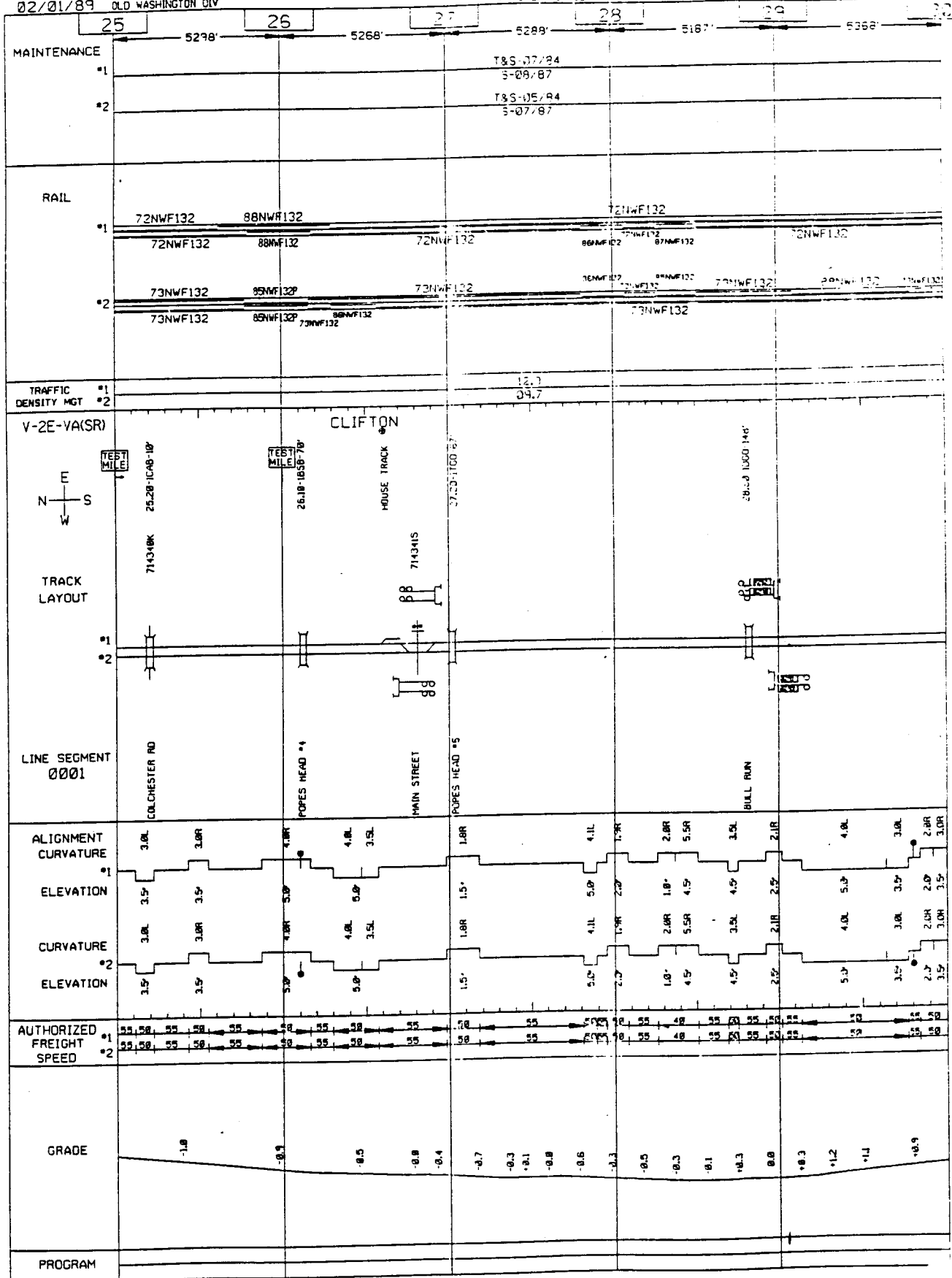


02/01/89 OLD WASHINGTON DIV

AF TOWER-MONROE

EASTERN

SHEET 5







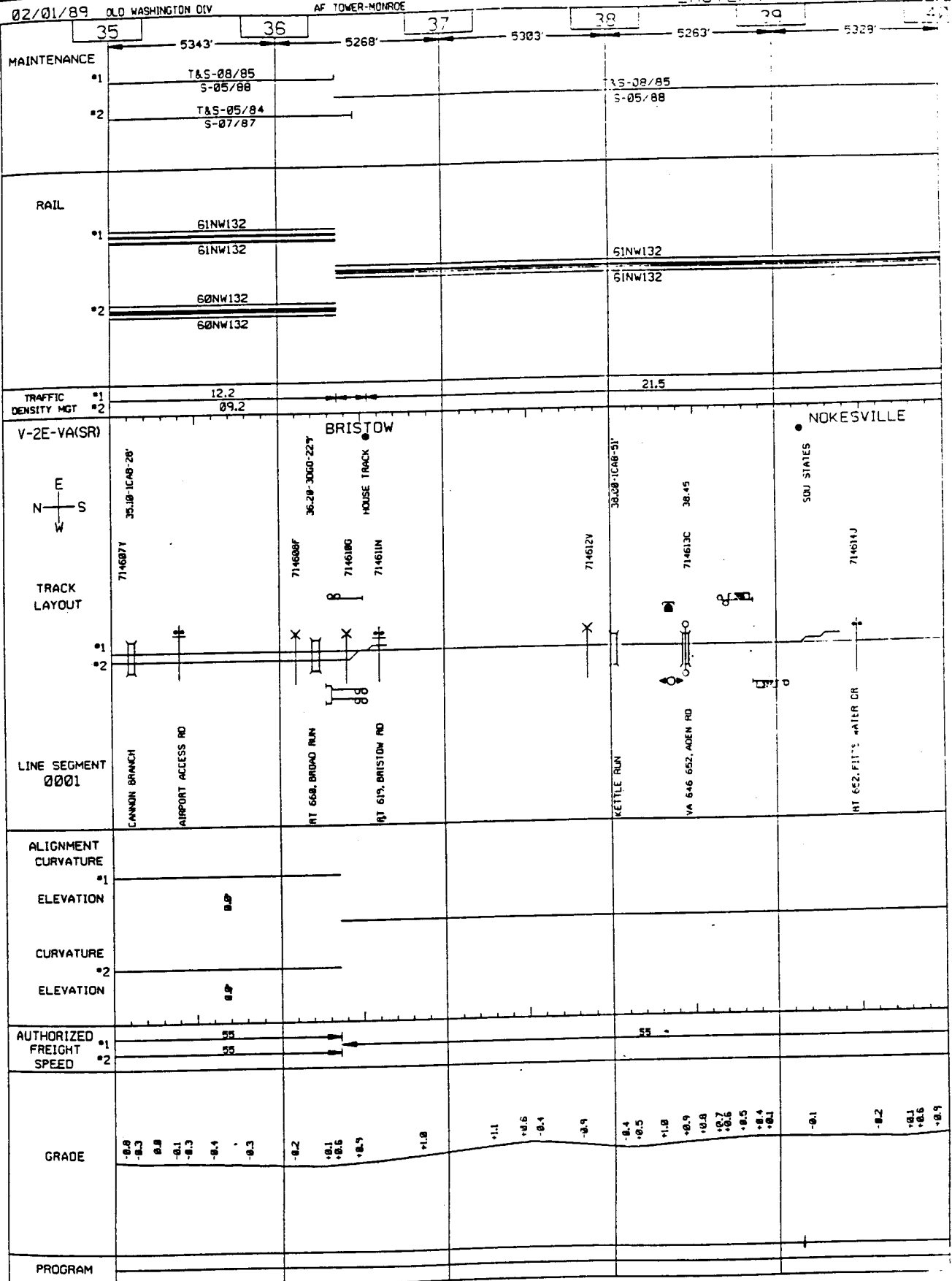
NORFOLK  
SOUTHERN

02/01/89 OLD WASHINGTON DIV

AF TOWER-MONROE

EASTERN

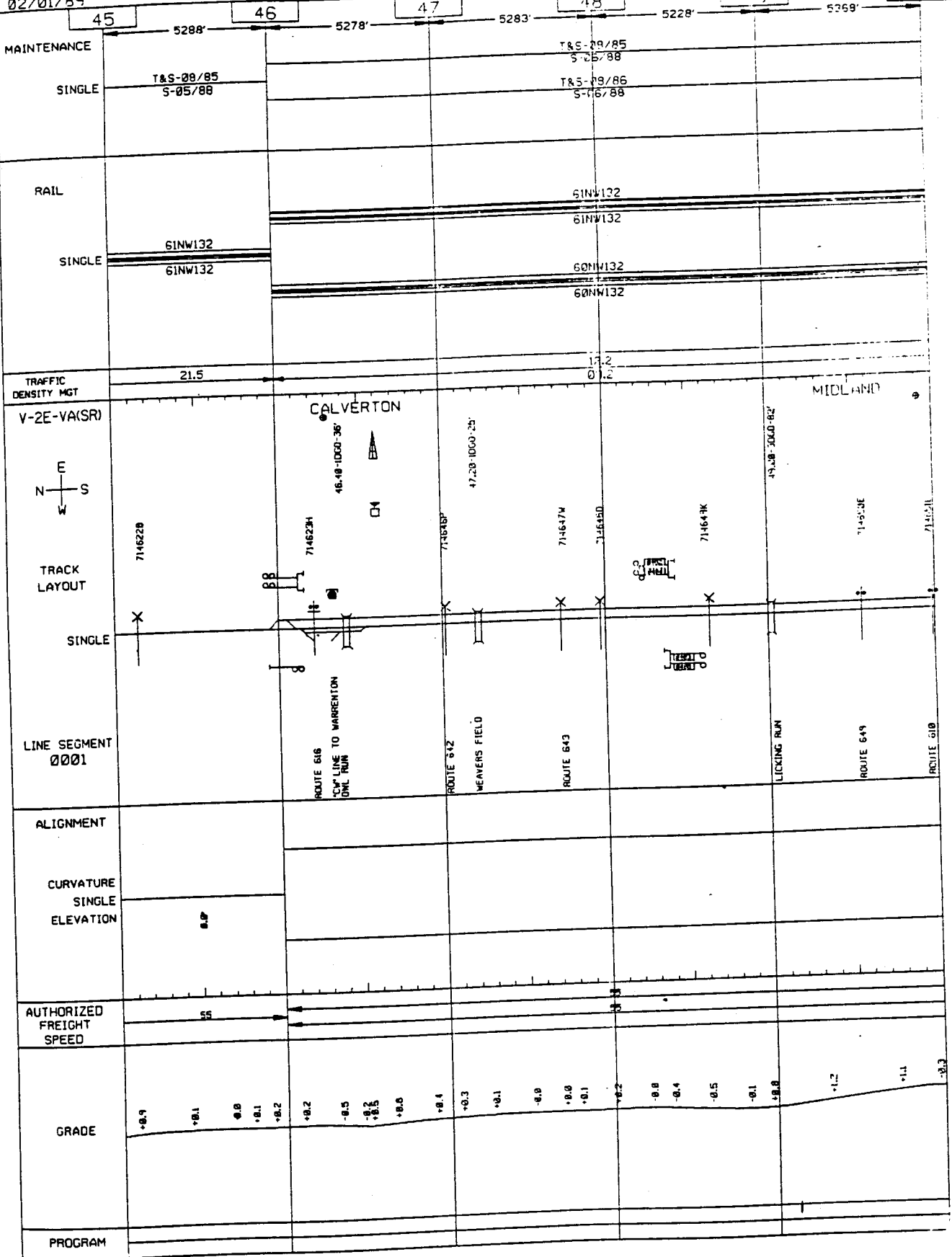
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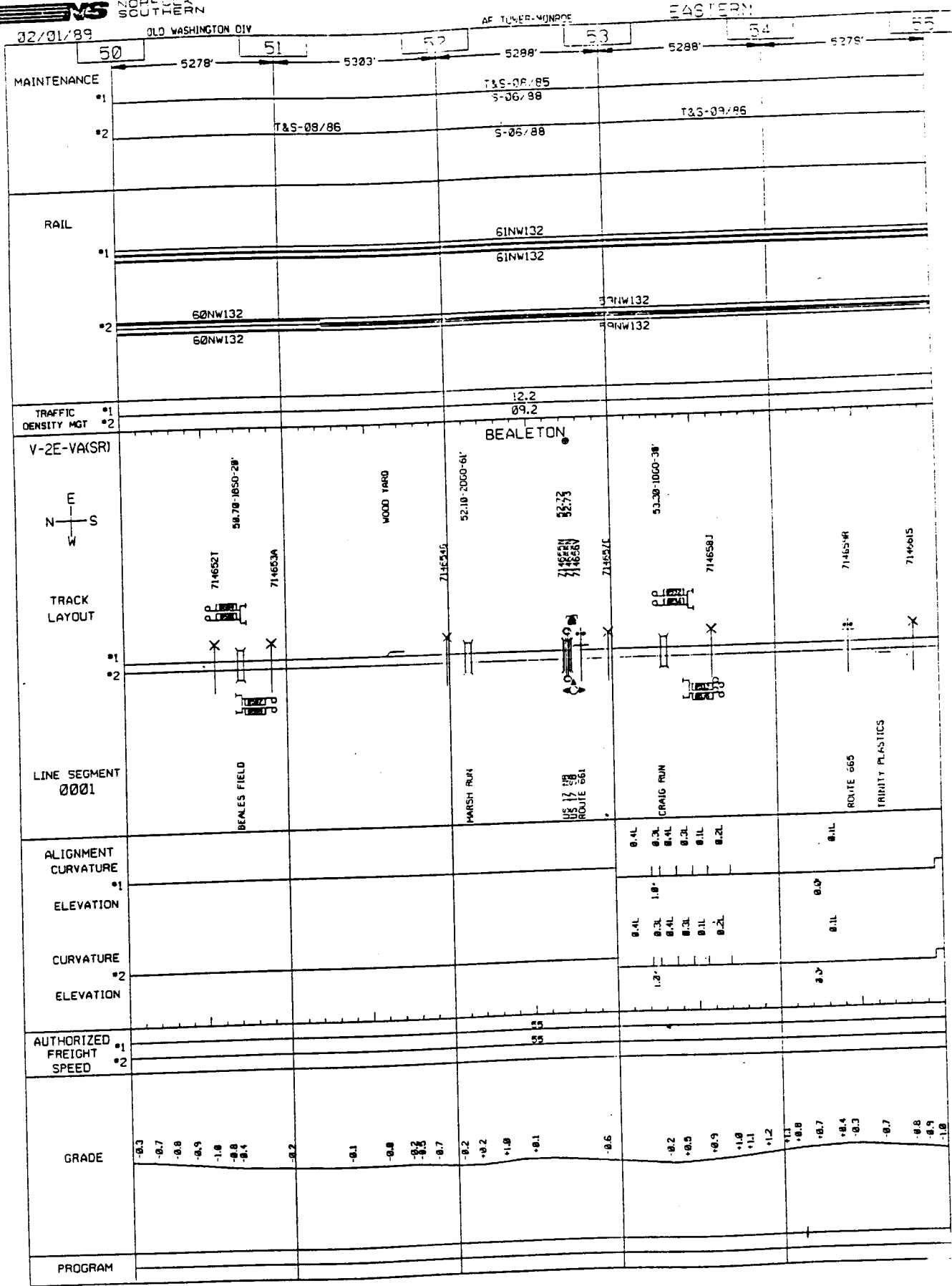




02/01/89

AF TOWER-MONROE





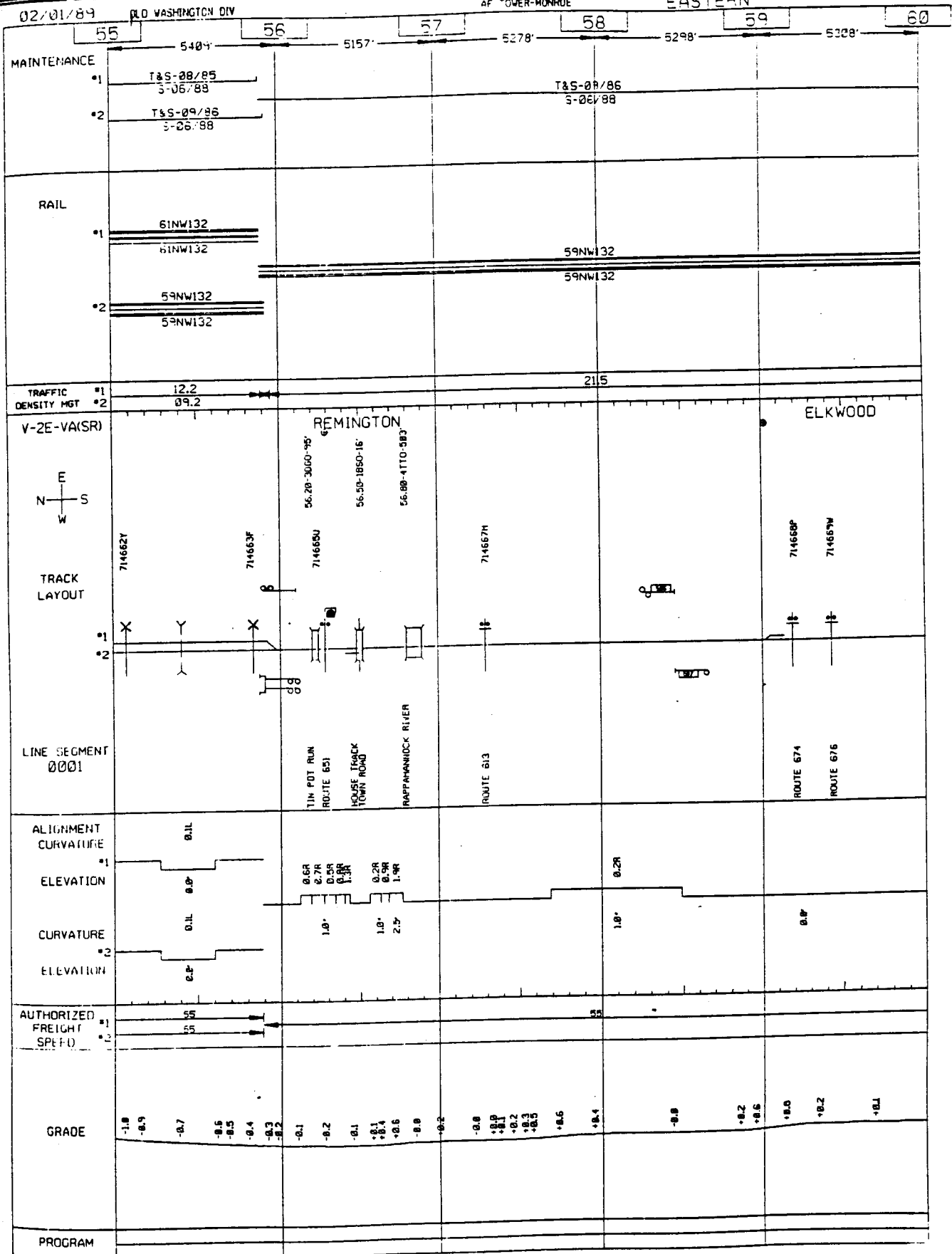
02/01/89

OLD WASHINGTON DIV

AF TOWER-MONROE

EASTERN

SHEET 11



02/01/89 OLD WASHINGTON DIV

AF TOWER-MONROE

EASTERN

	60	61	62	63	64	65
MAINTENANCE	5278'	5303'	5298'	5278'	5328'	
SINGLE			T&S-09/86 5-06/88			
RAIL						
SINGLE			59NW132 59NW132			
TRAFFIC DENSITY MGT			21.5			
V-2E-VA(SR)		BRANDY STATION				INLET
<div> <div>E</div> <div>N</div> <div>S</div> <div>W</div> </div>			62.10-1000-35'		64.10-2000-07'	
TRACK LAYOUT	714671X	714672E		714674T	714675A	714676G
SINGLE	X			X		
LINE SEGMENT 0001		ROUTE 669	JONAH RUN		US 29	ROUTE 605
ALIGNMENT						
CURVATURE SINGLE ELEVATION			0.0			
AUTHORIZED FREIGHT SPEED			55			
GRADE	+0.1 +0.2 +0.6 +0.5 +1.2 +1.1 +1.8 +0.8 +0.4 -1.8 -0.8 -0.7 -0.3 +0.5 +0.9 -0.7 -0.2 -0.0 +0.3 +0.8 +1.0 +0.9 +0.7 +0.8 +0.3 -0.0 +0.1 +0.5 +0.6					
PROGRAM						

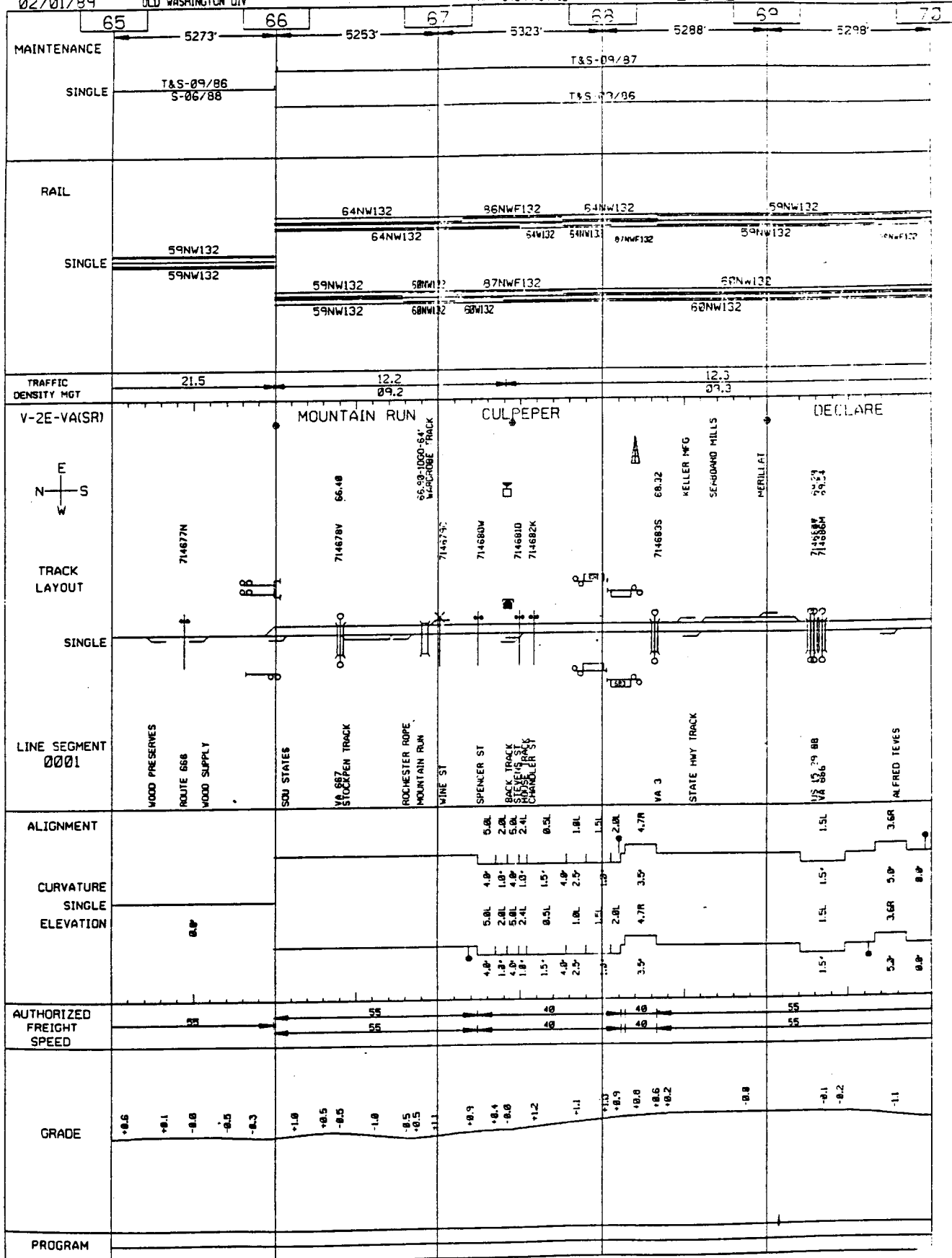
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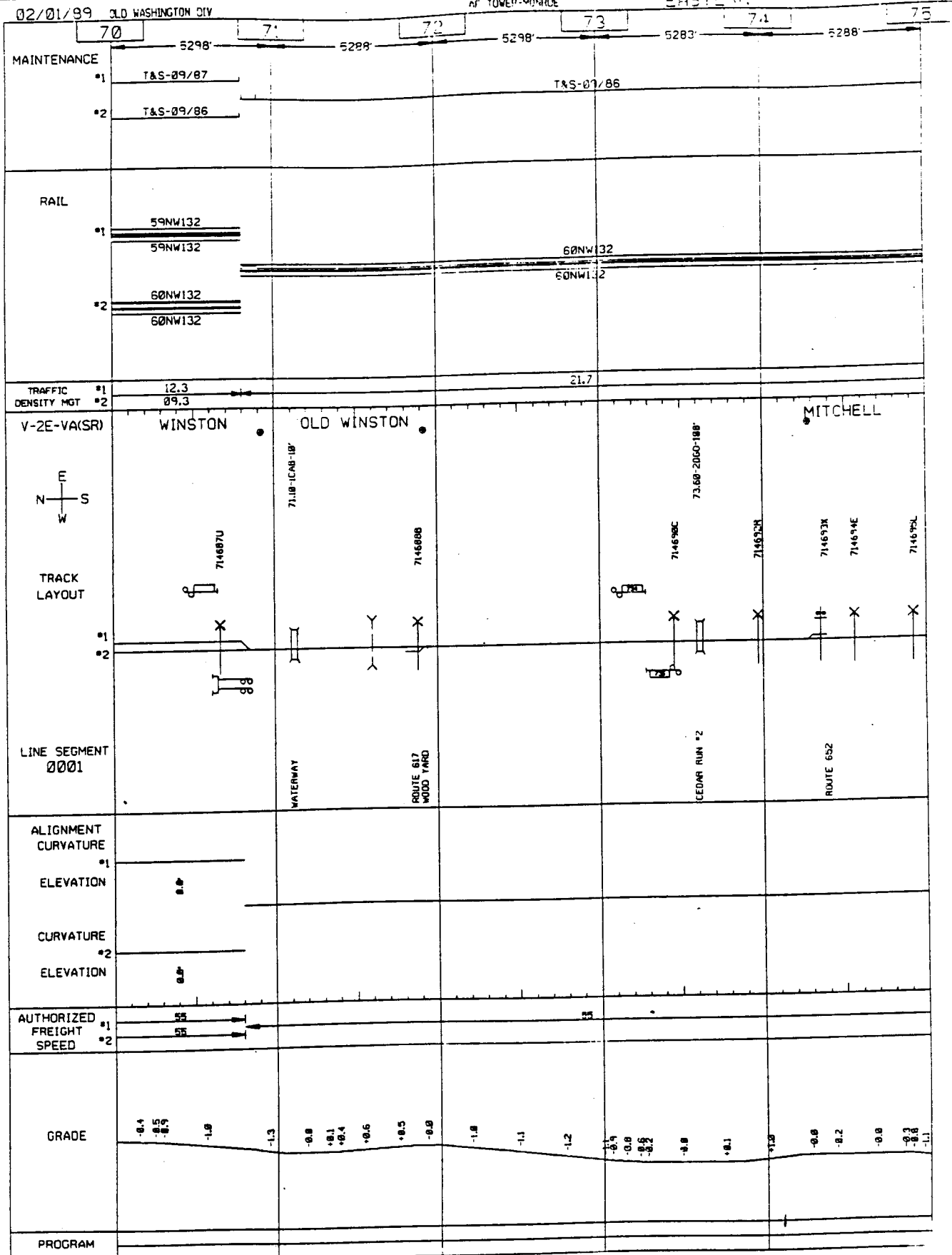
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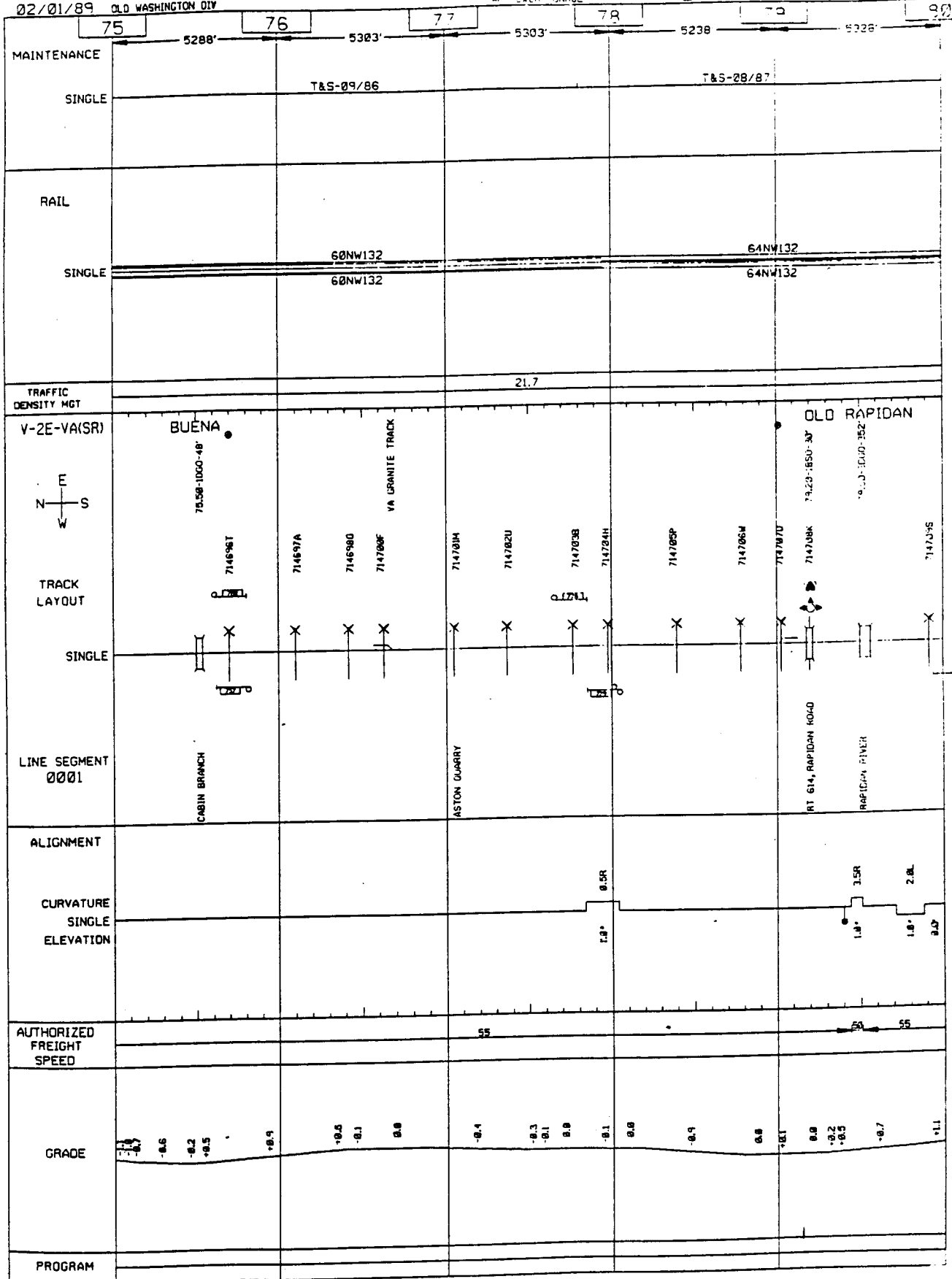
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EASTERN

SHEET 13



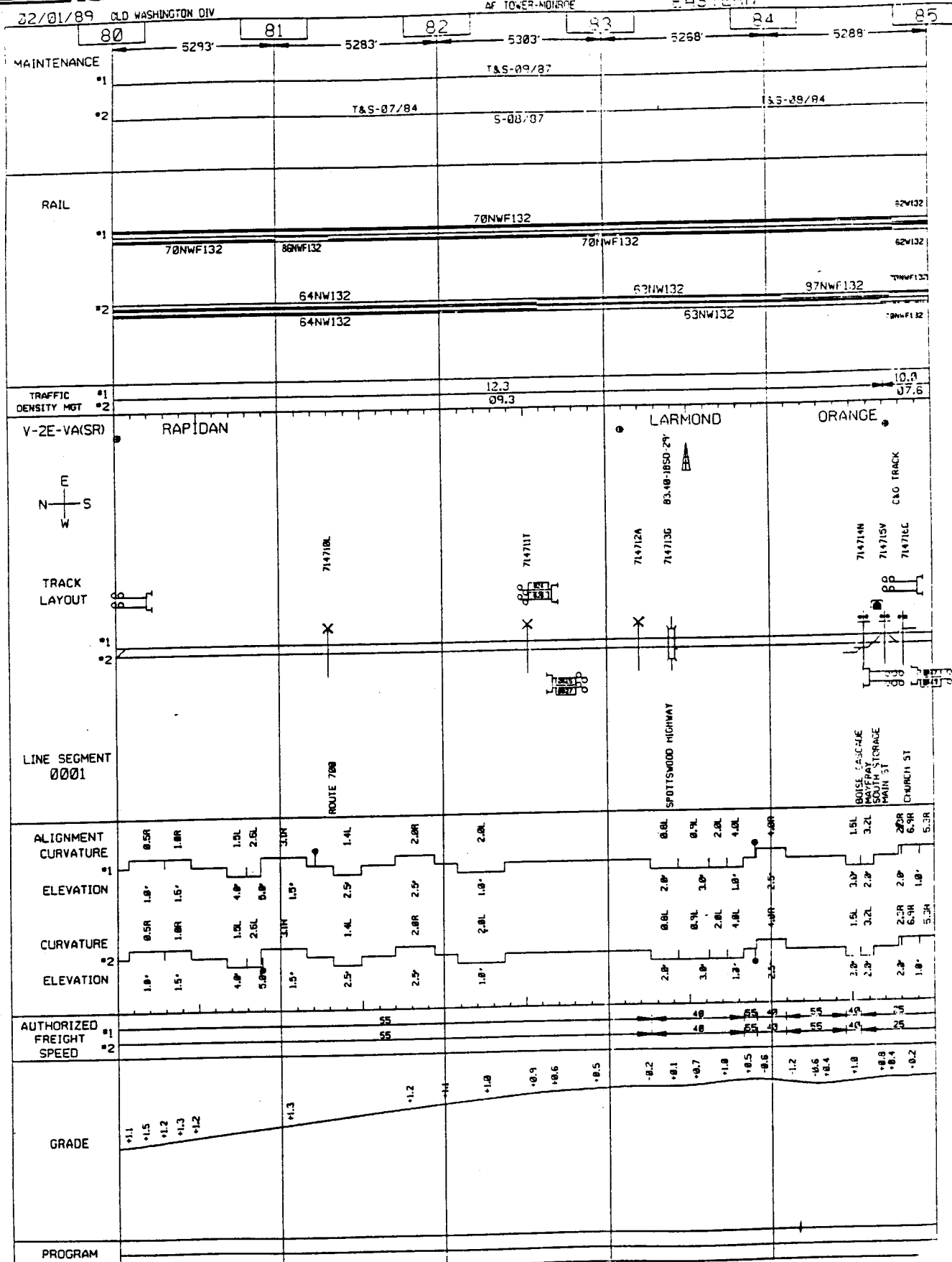




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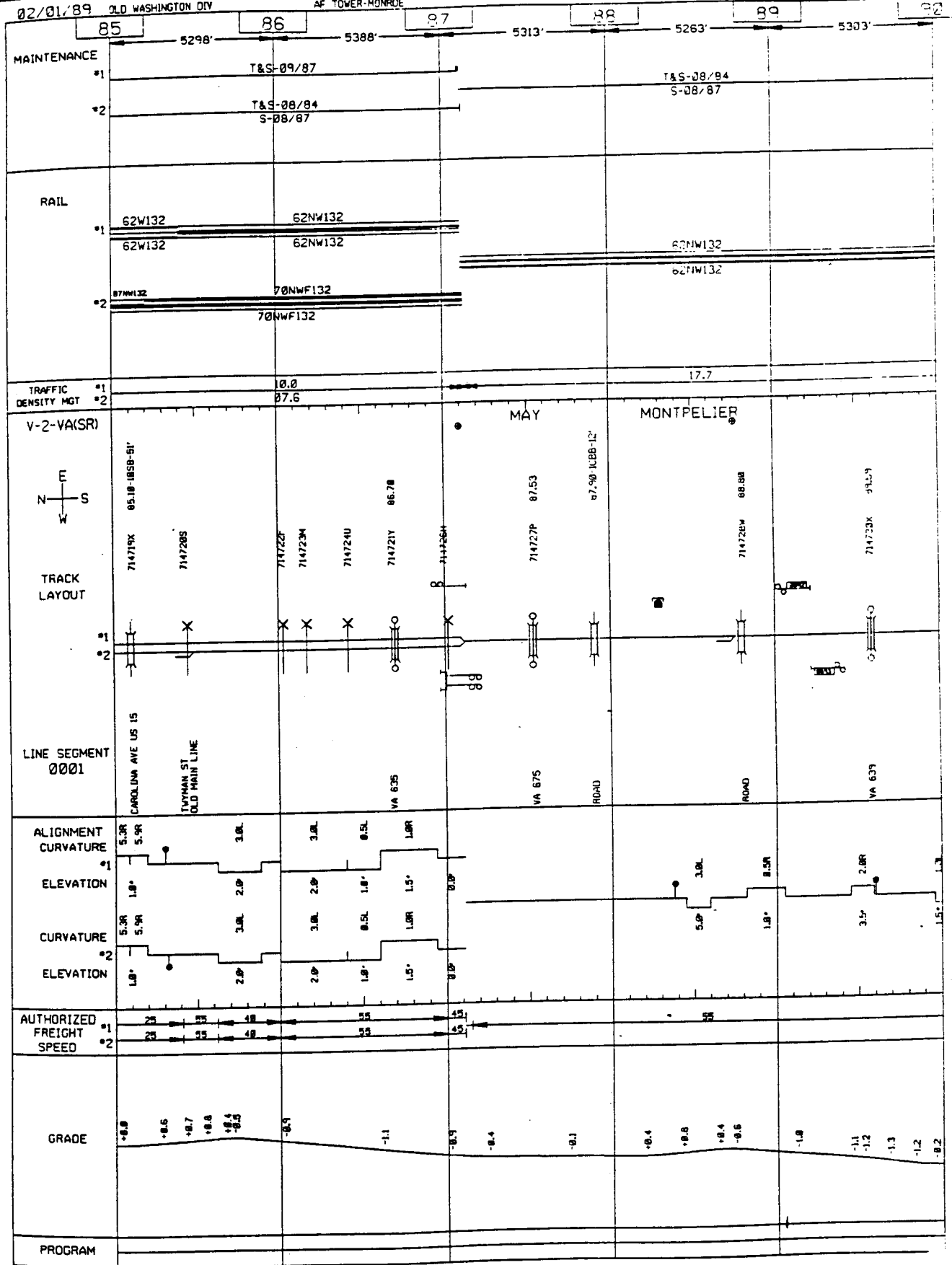
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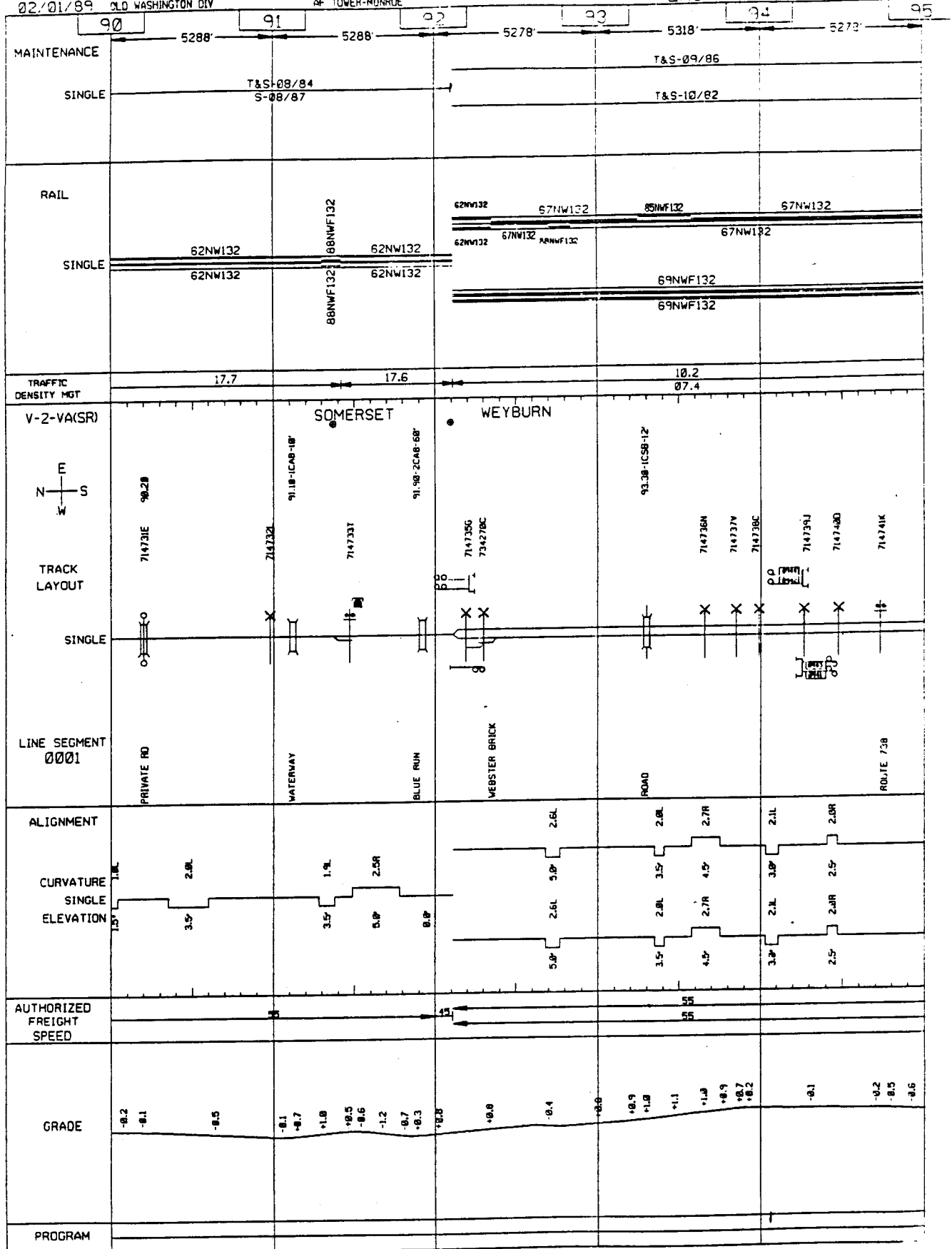
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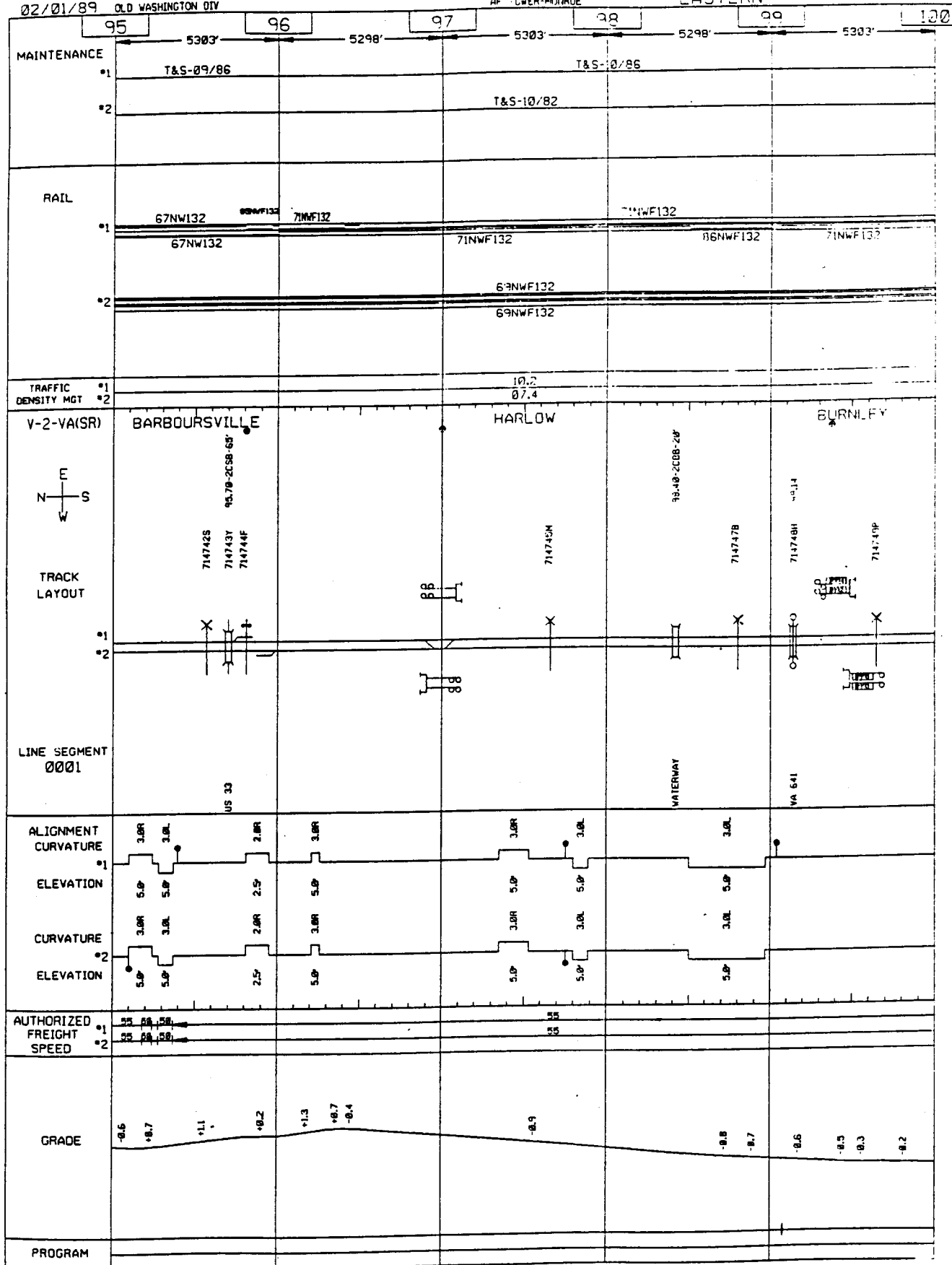




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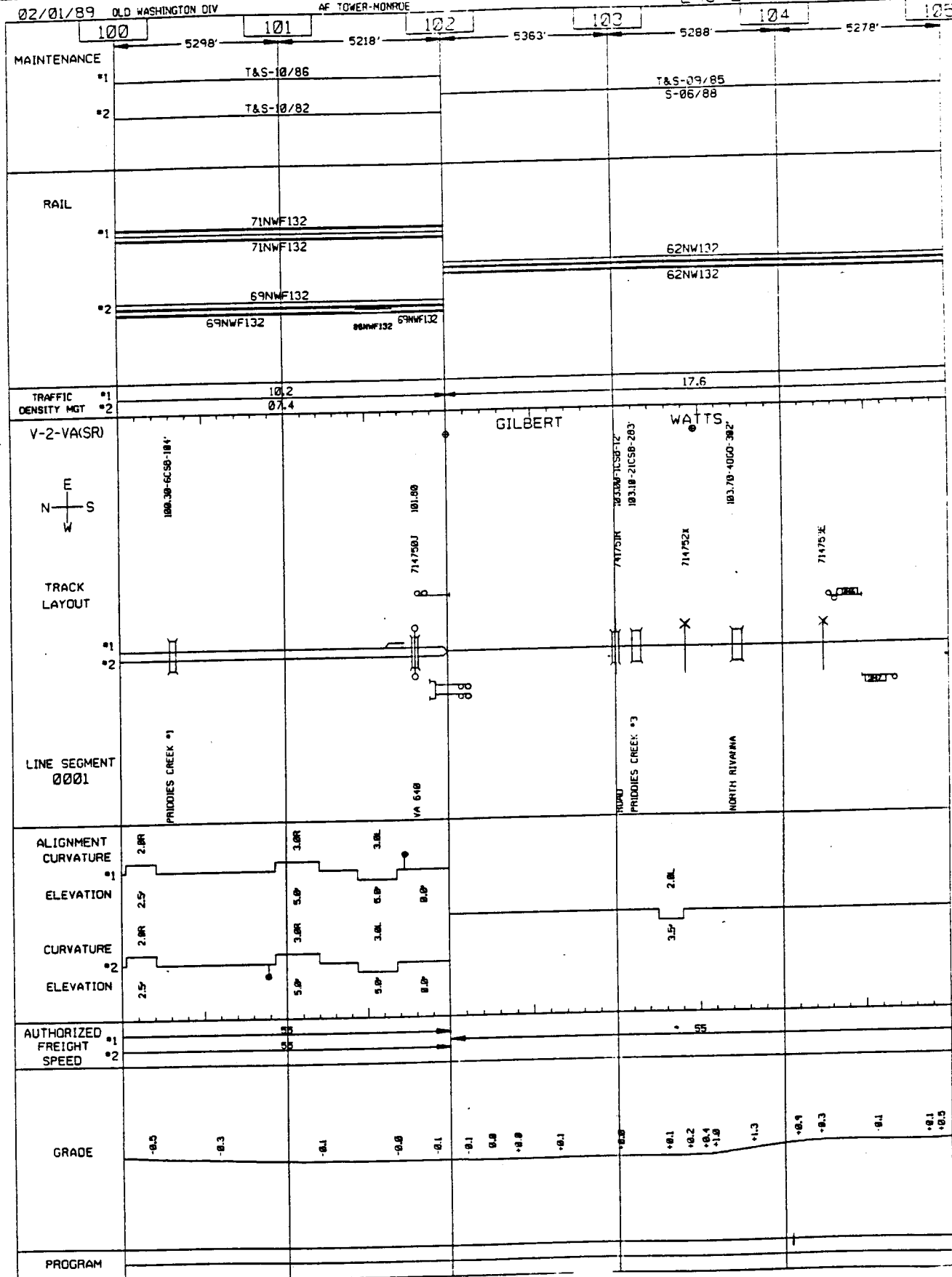
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AF TOWER-MONROE

EASTERN



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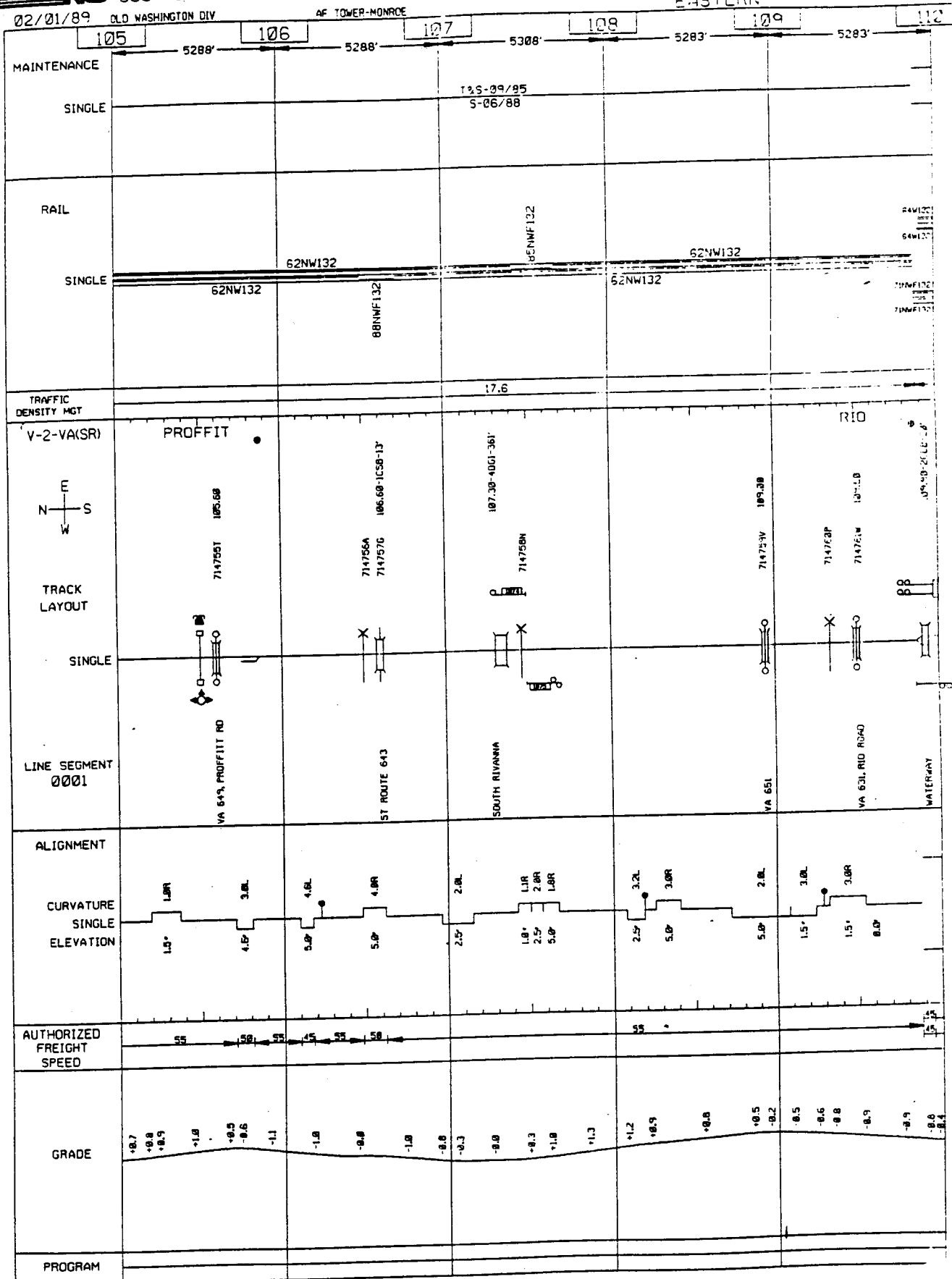
NORFOLK  
SOUTHERN

02/01/89 OLD WASHINGTON DIV

AF TOWER-MONROE

EASTERN

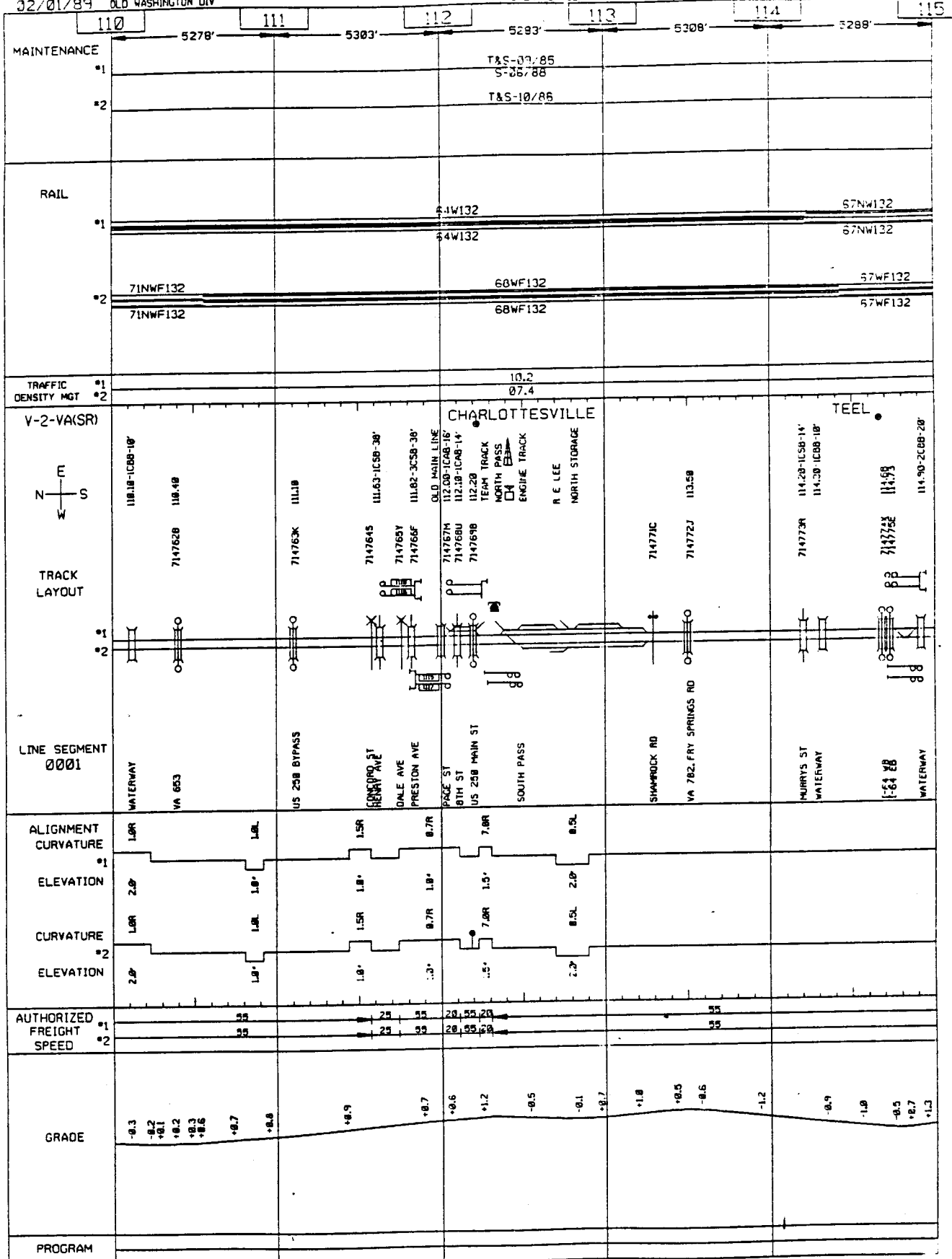
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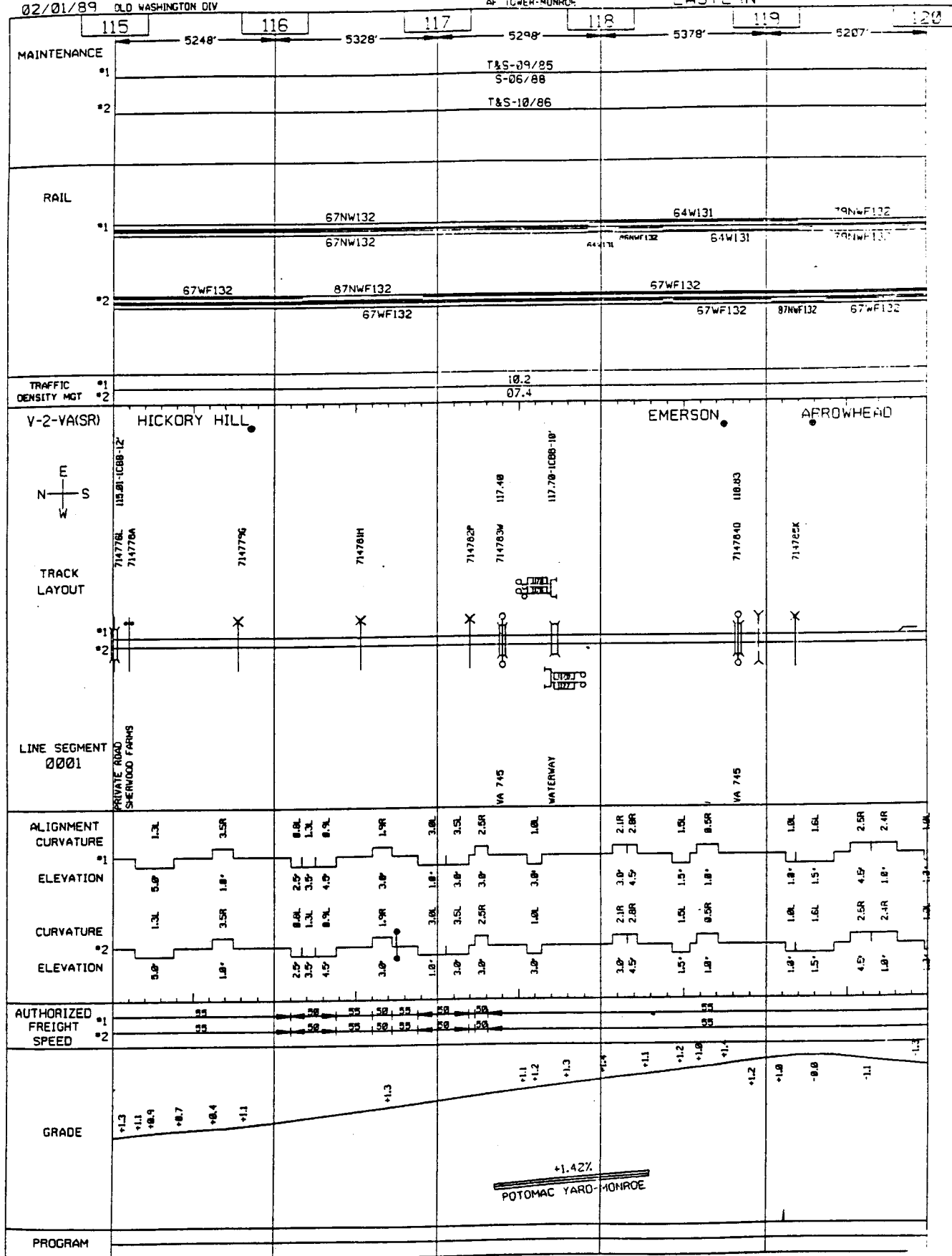


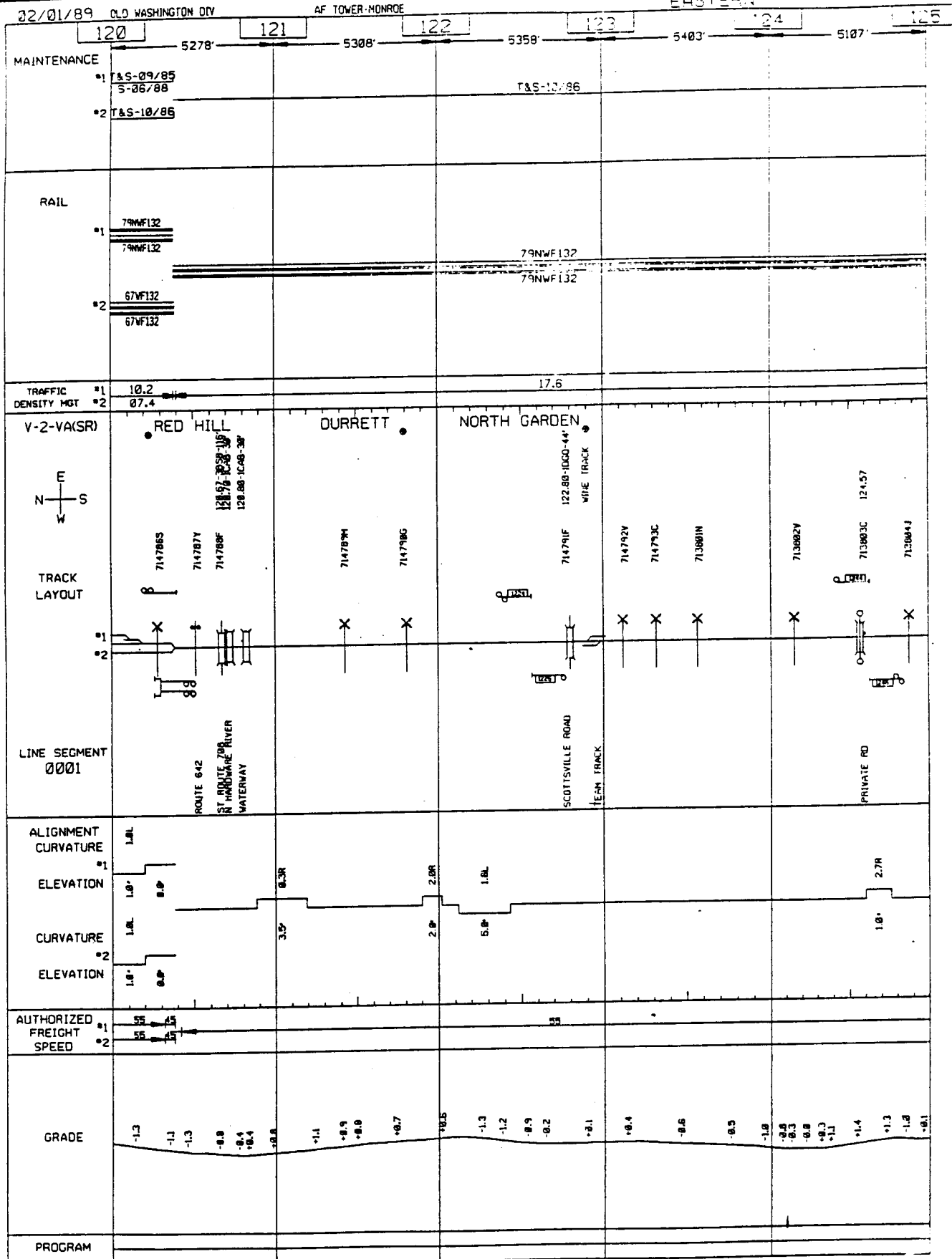
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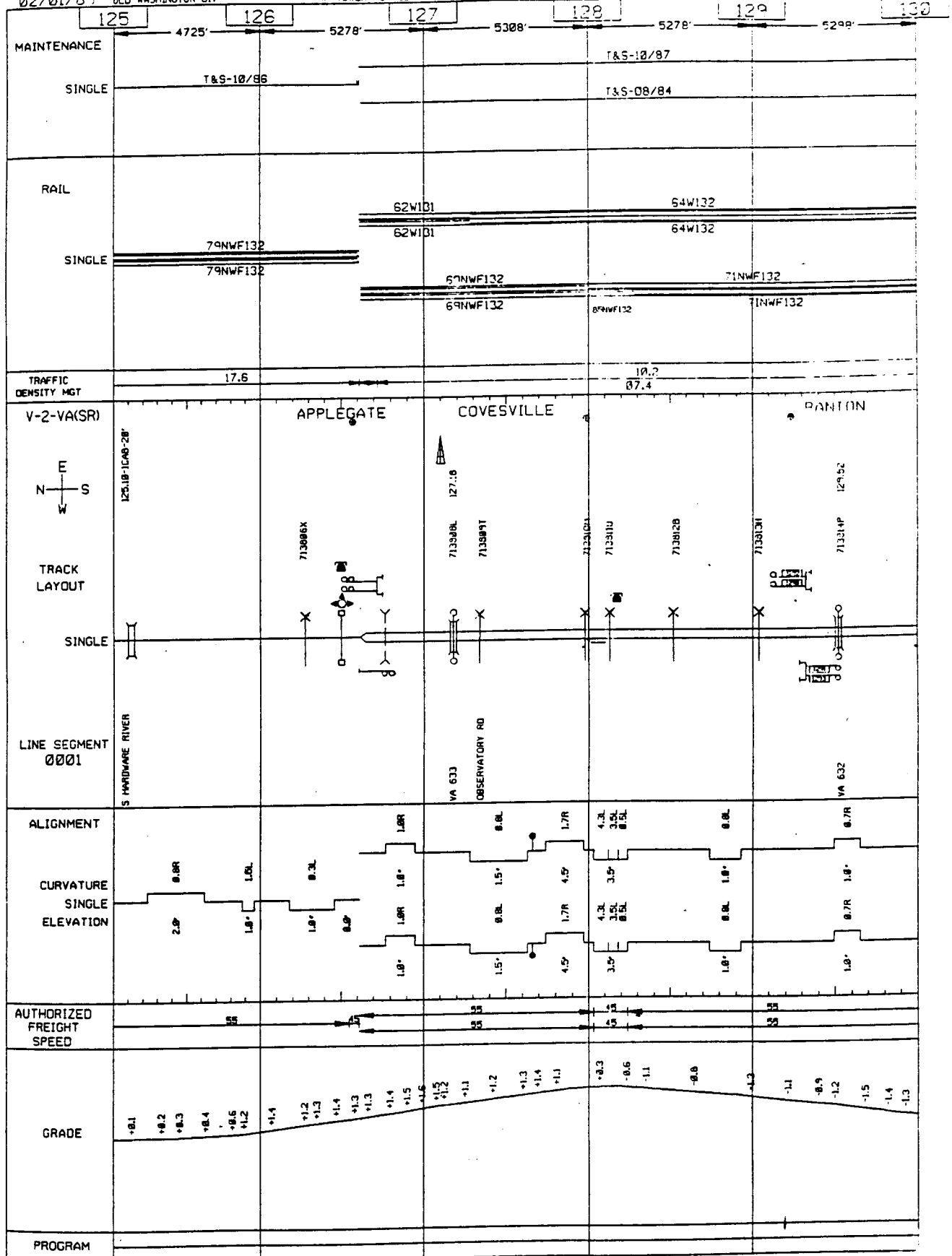






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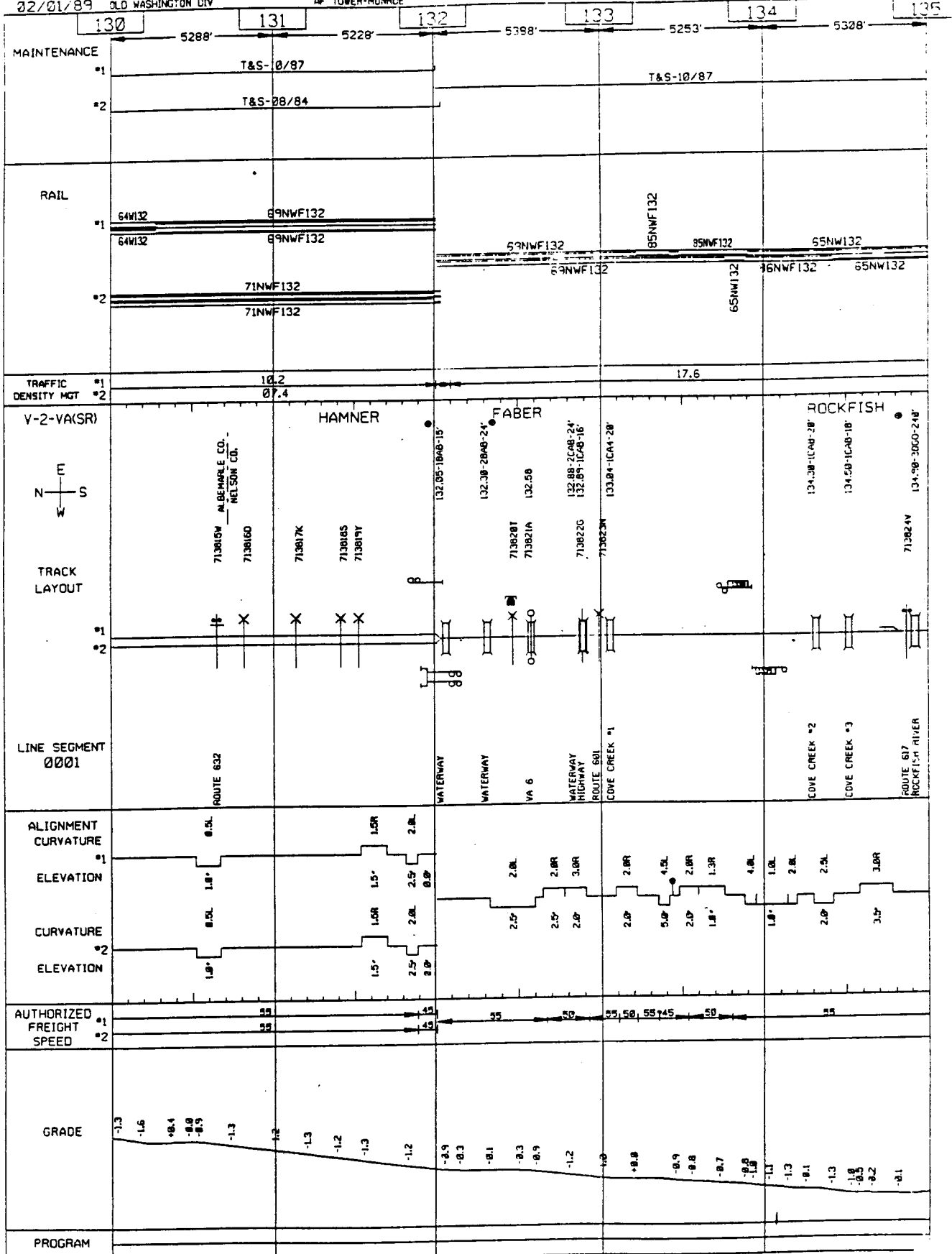
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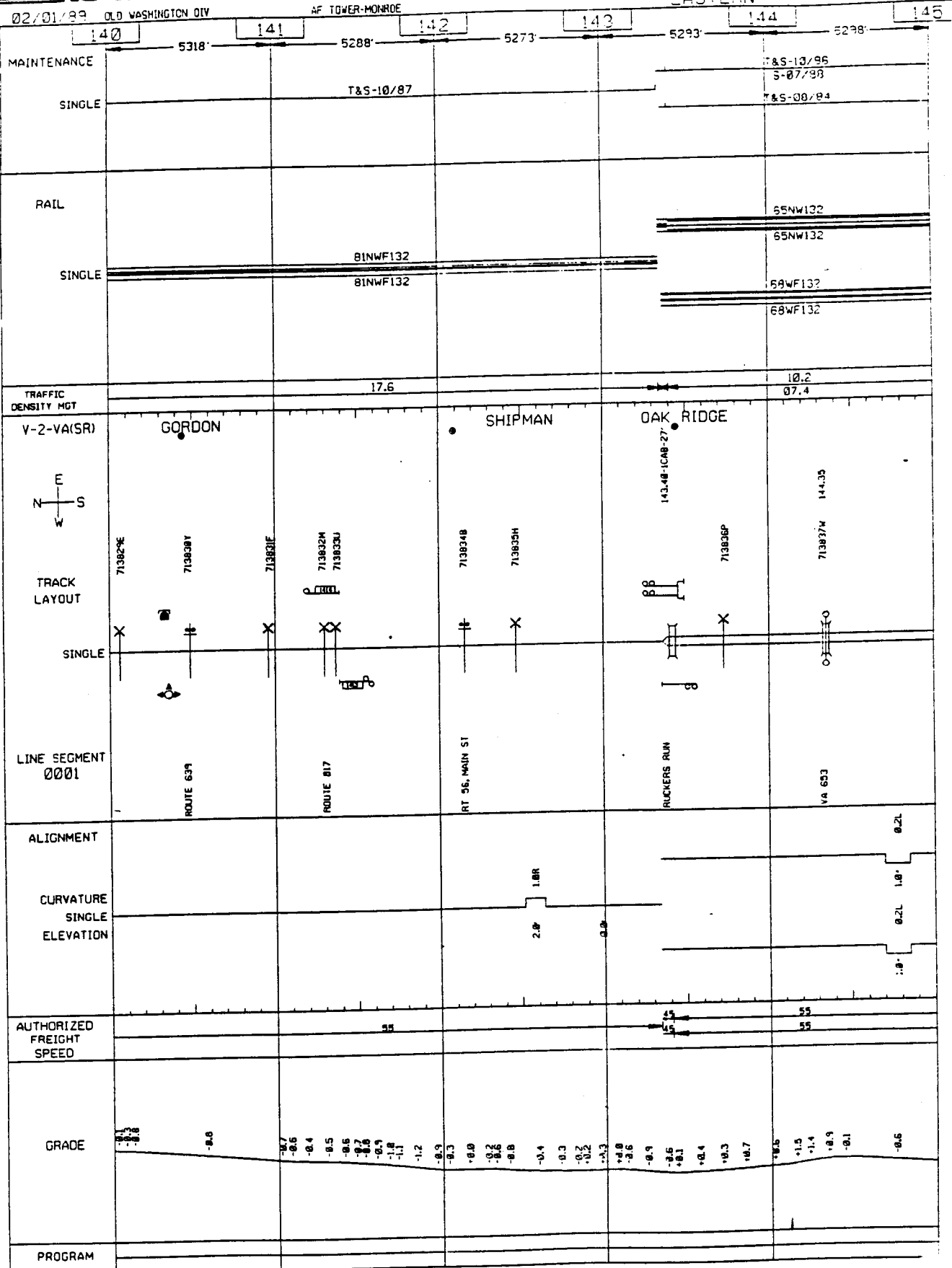


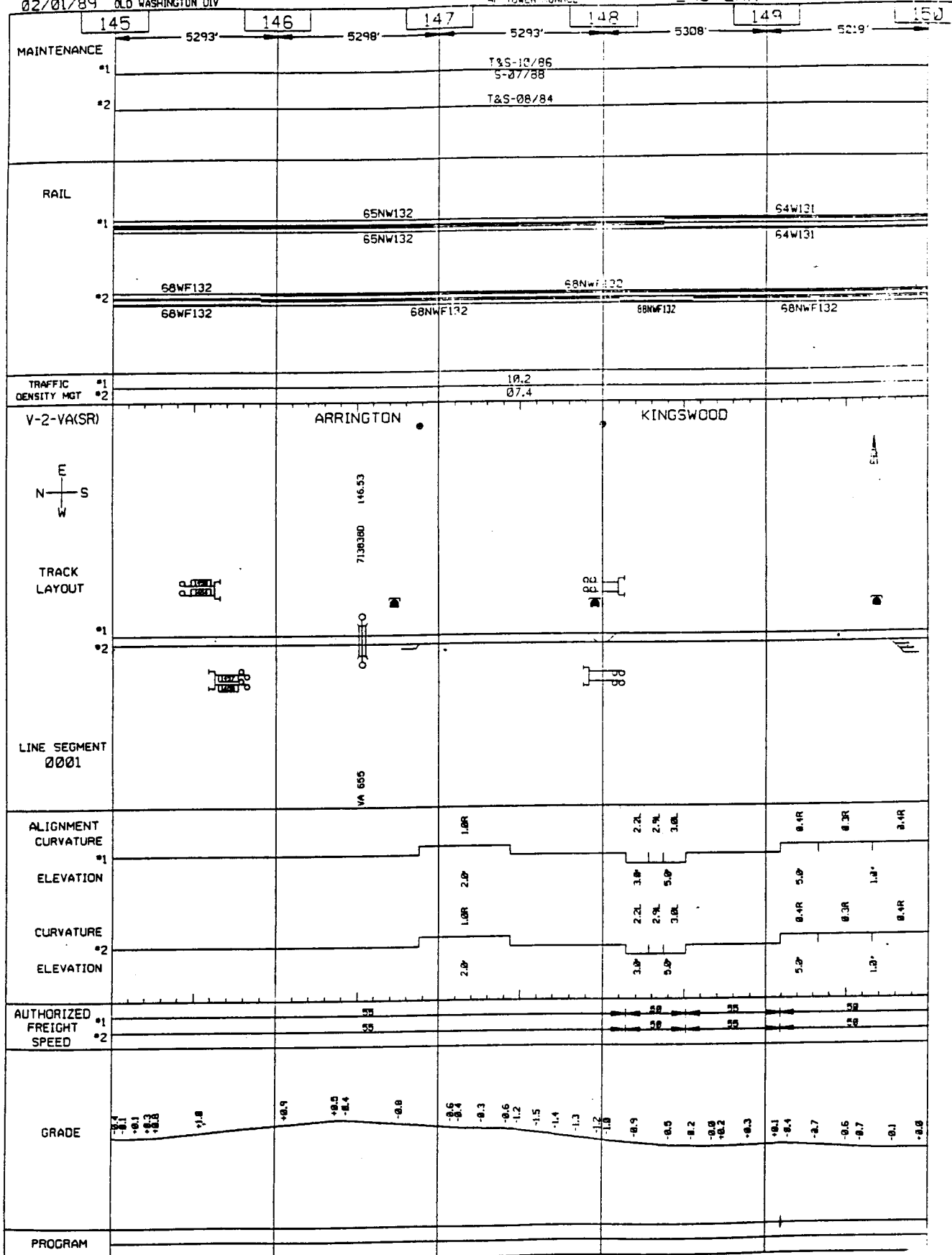


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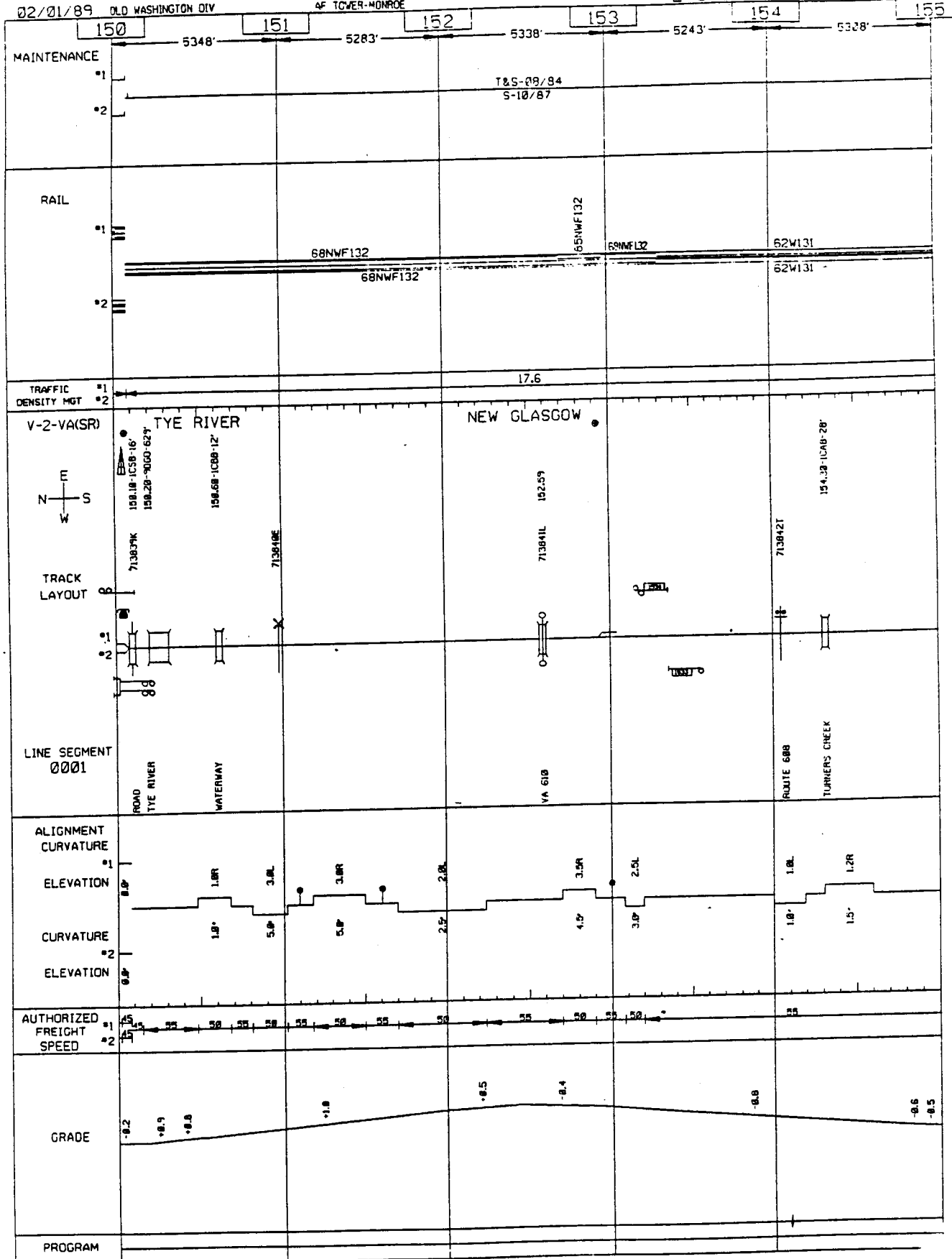
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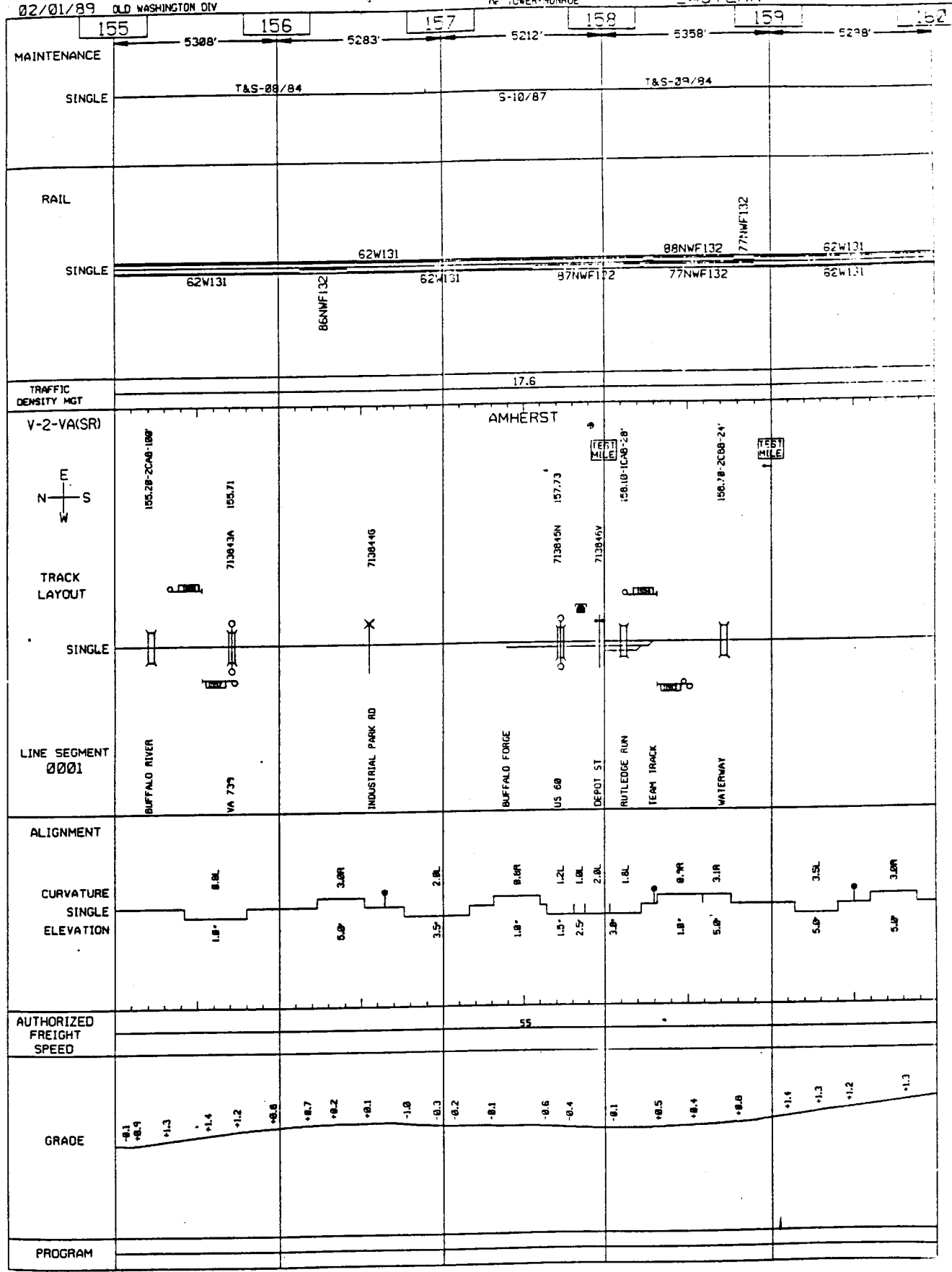




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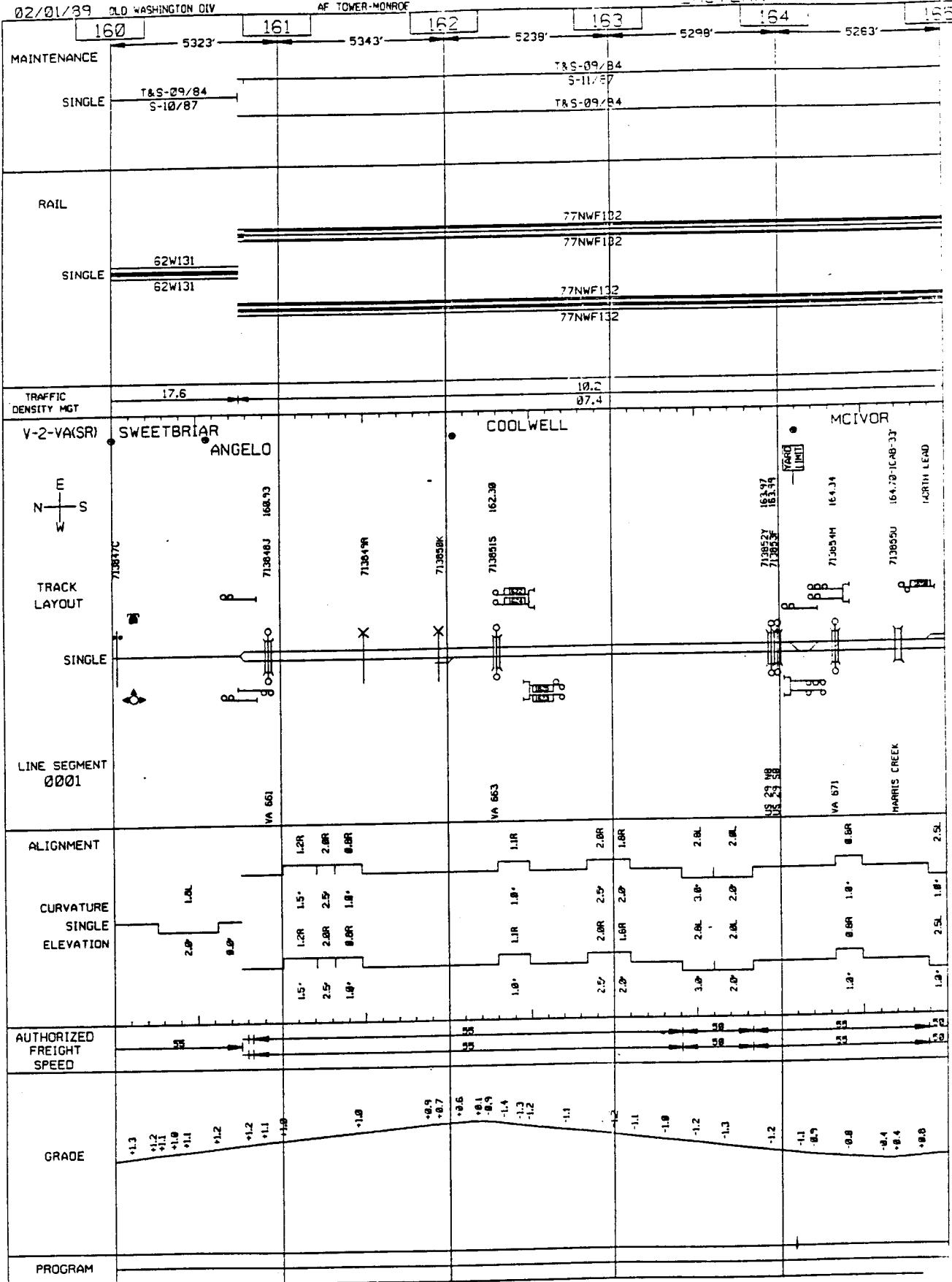
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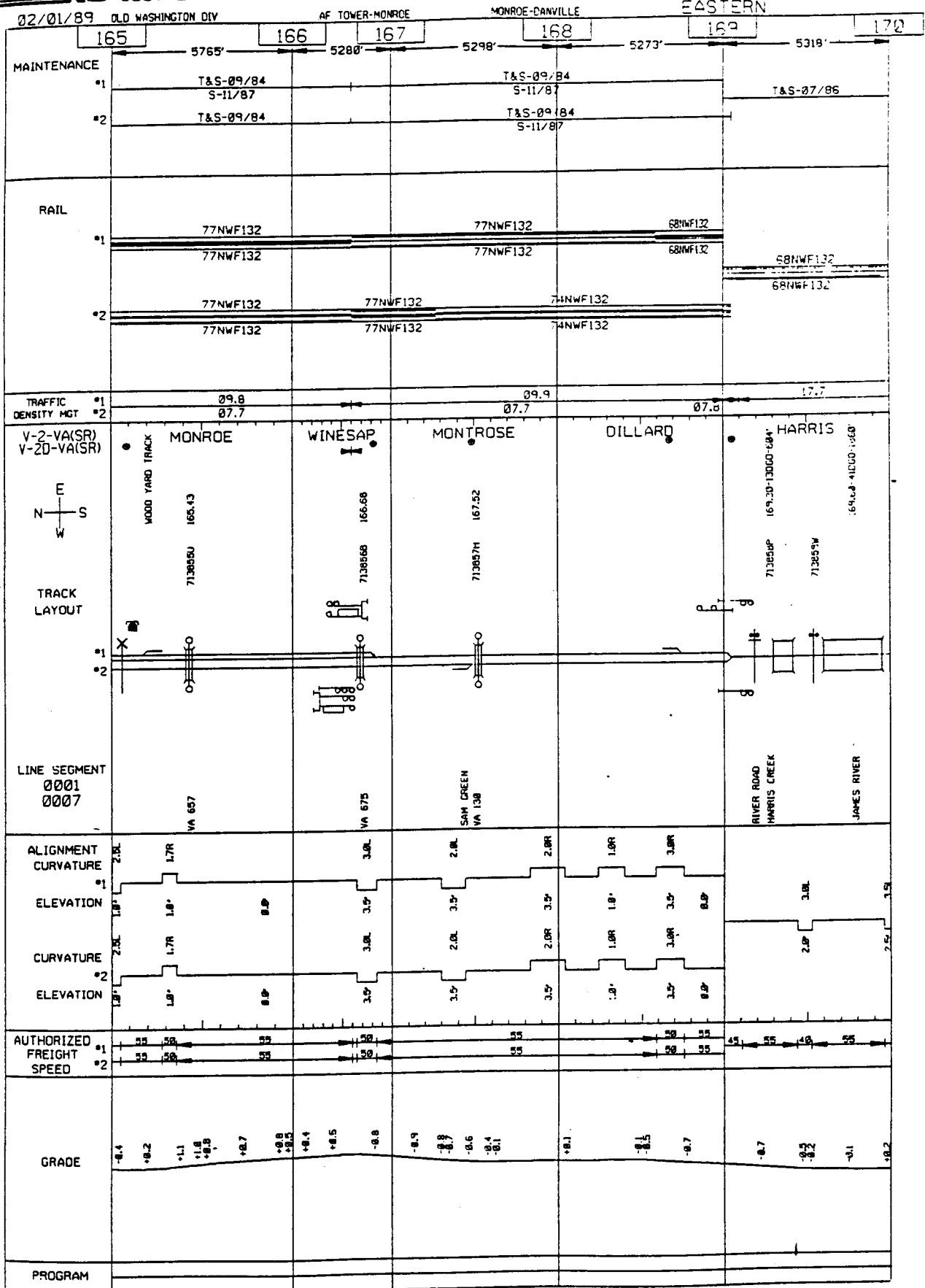




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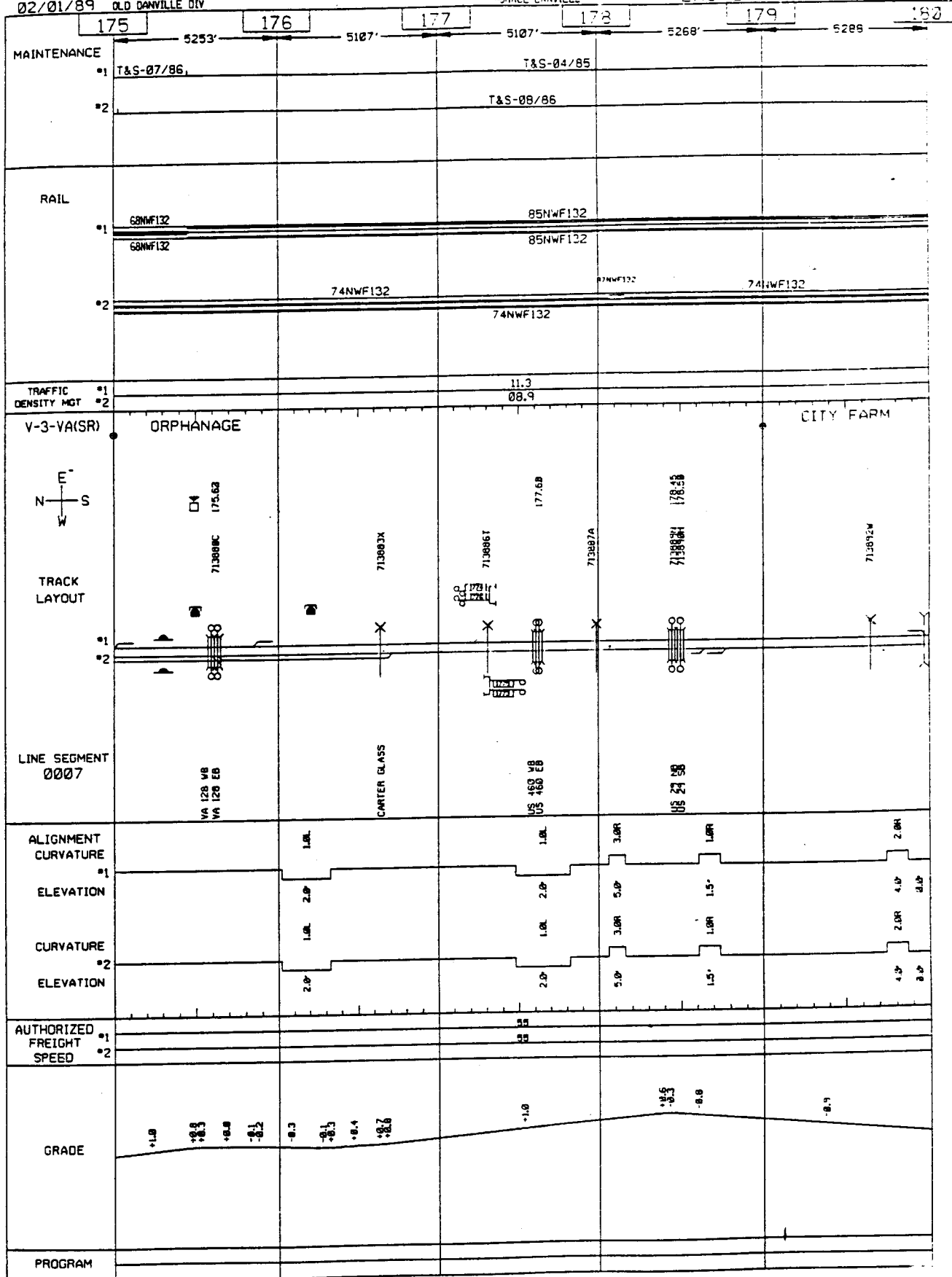




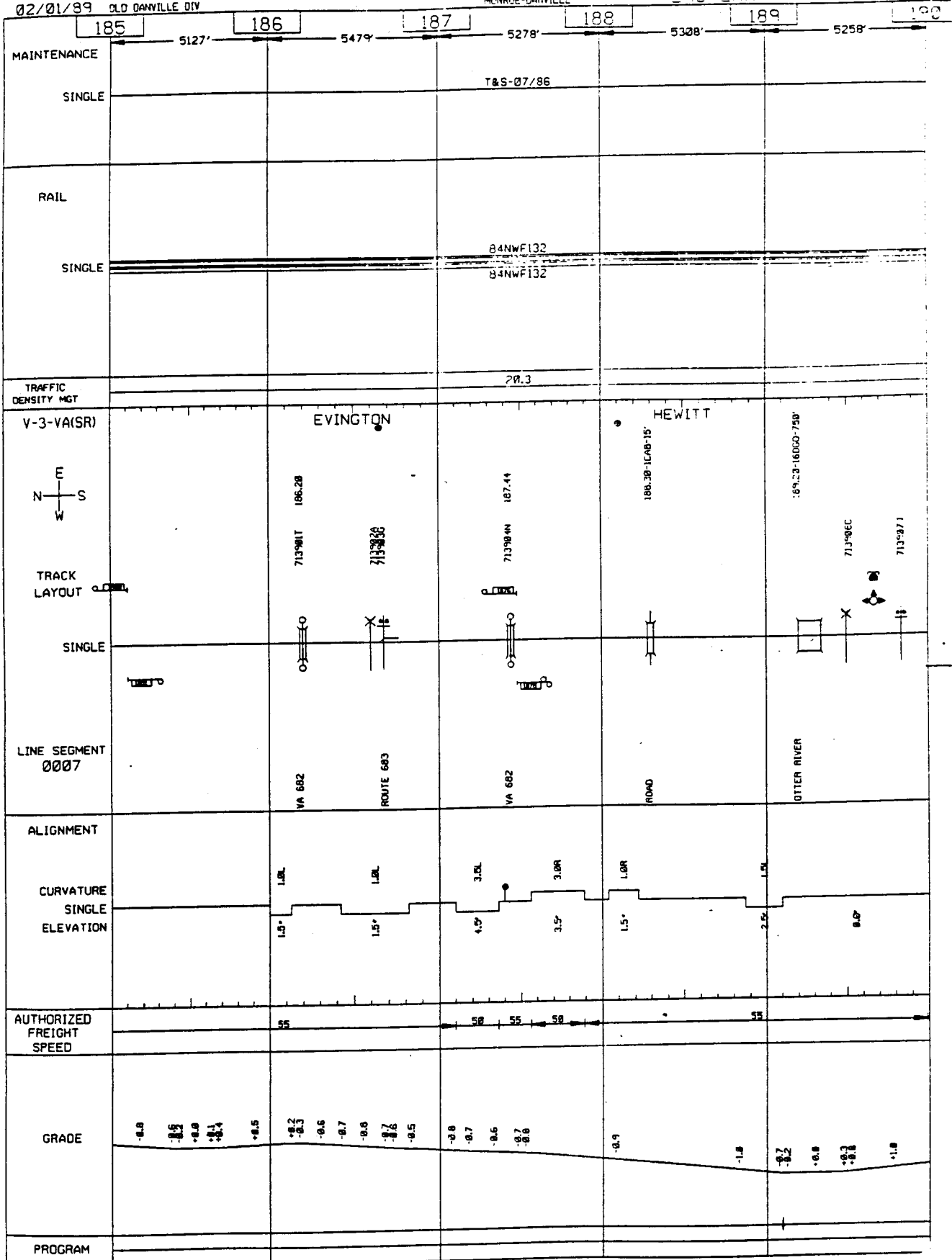
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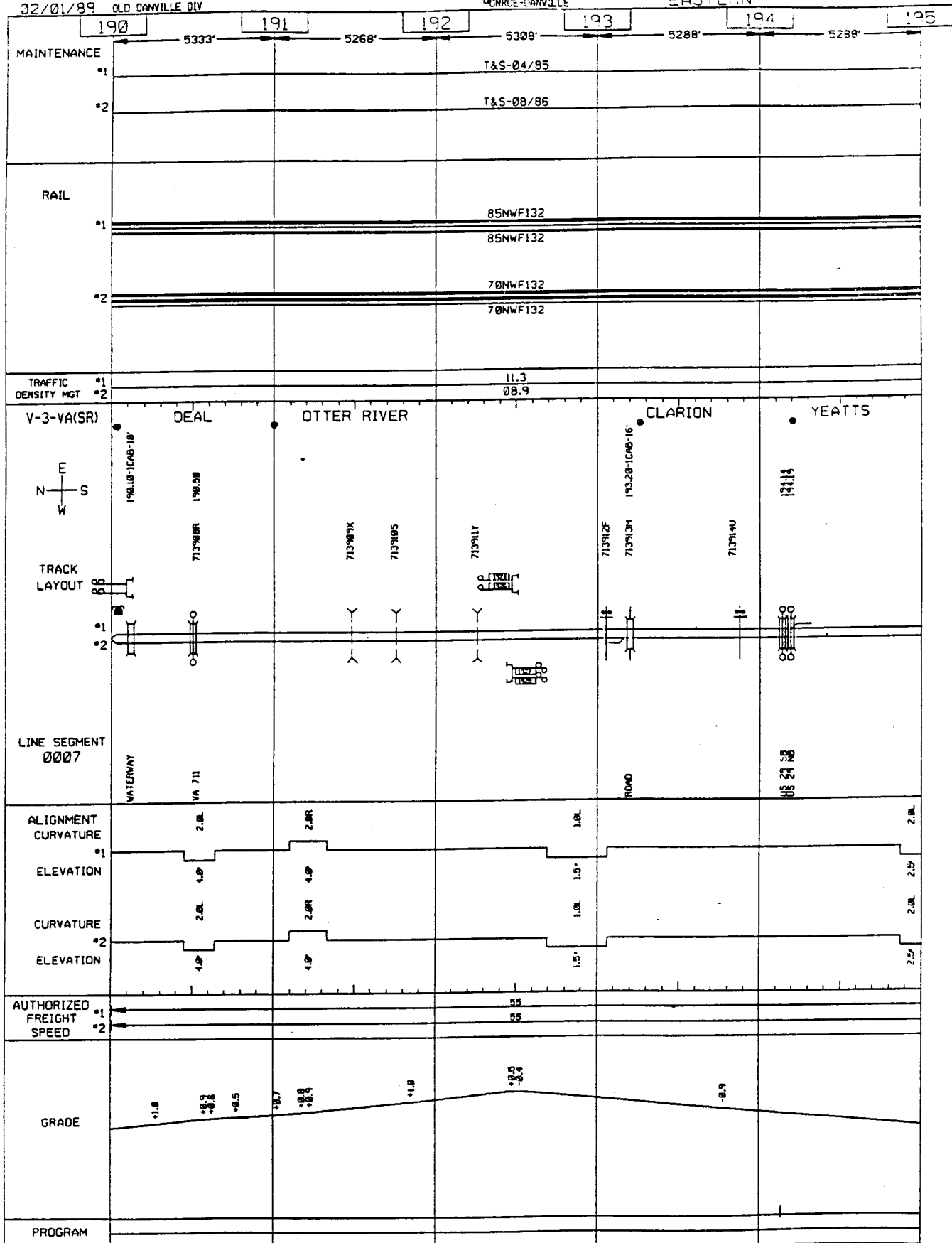
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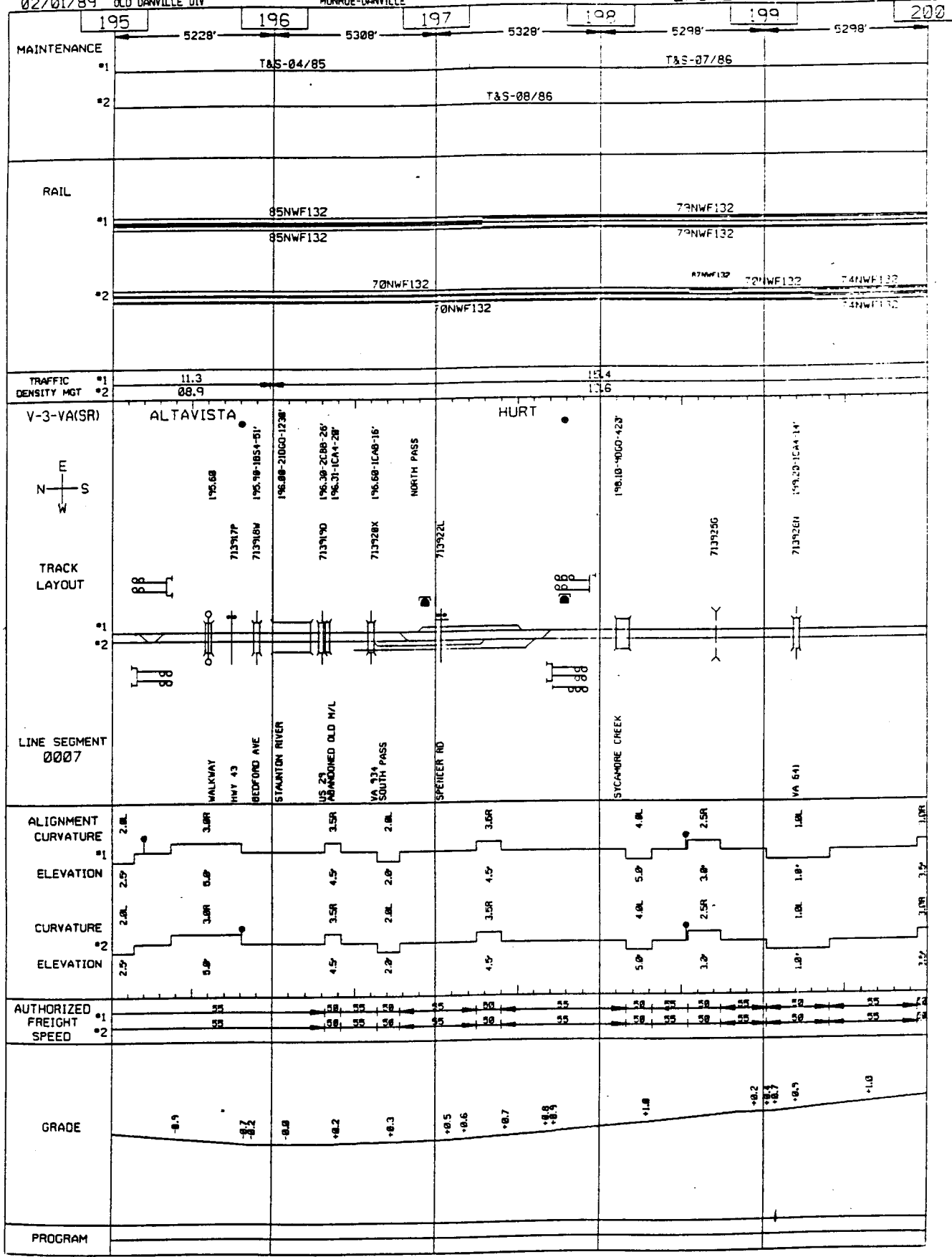




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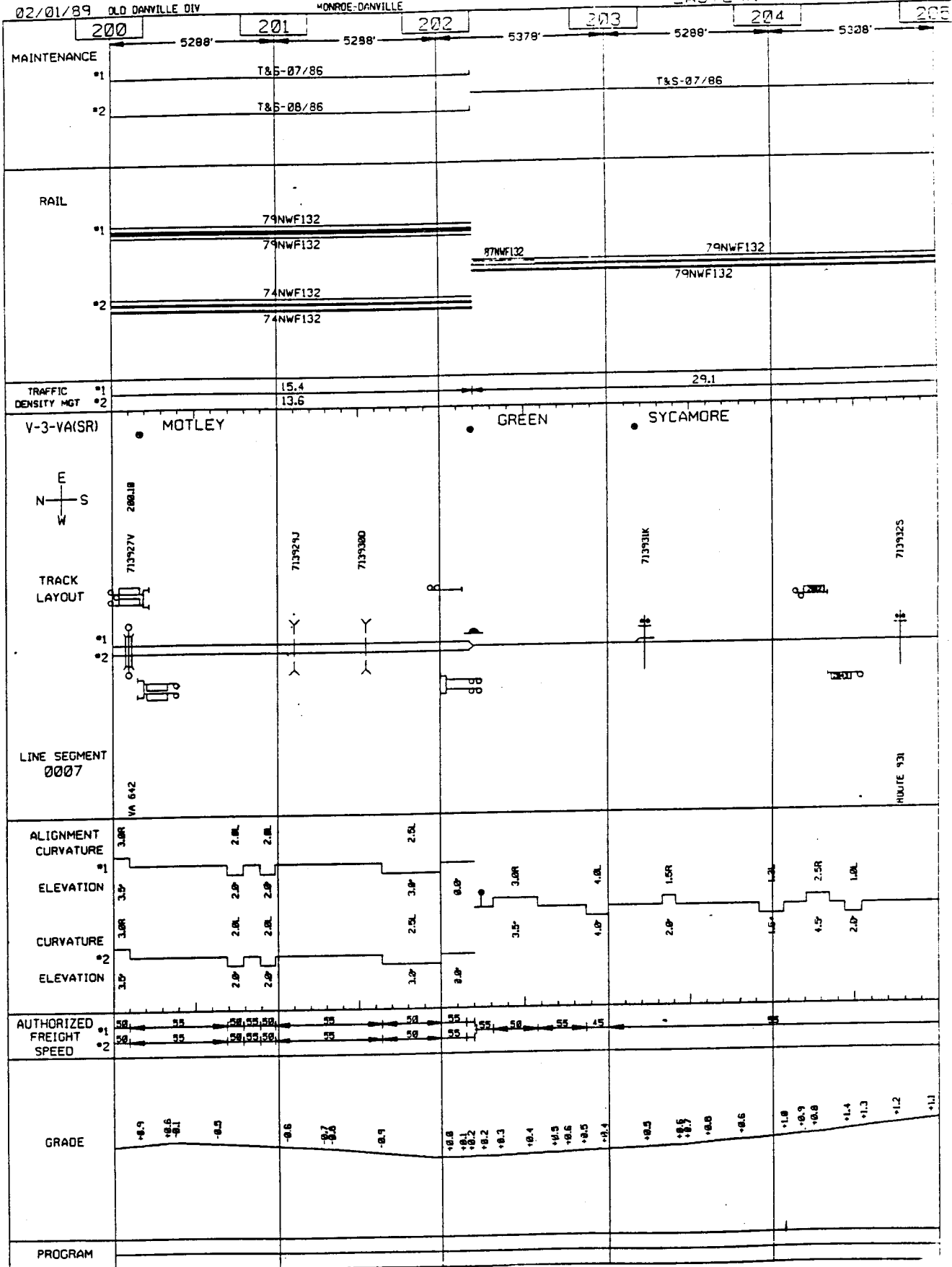
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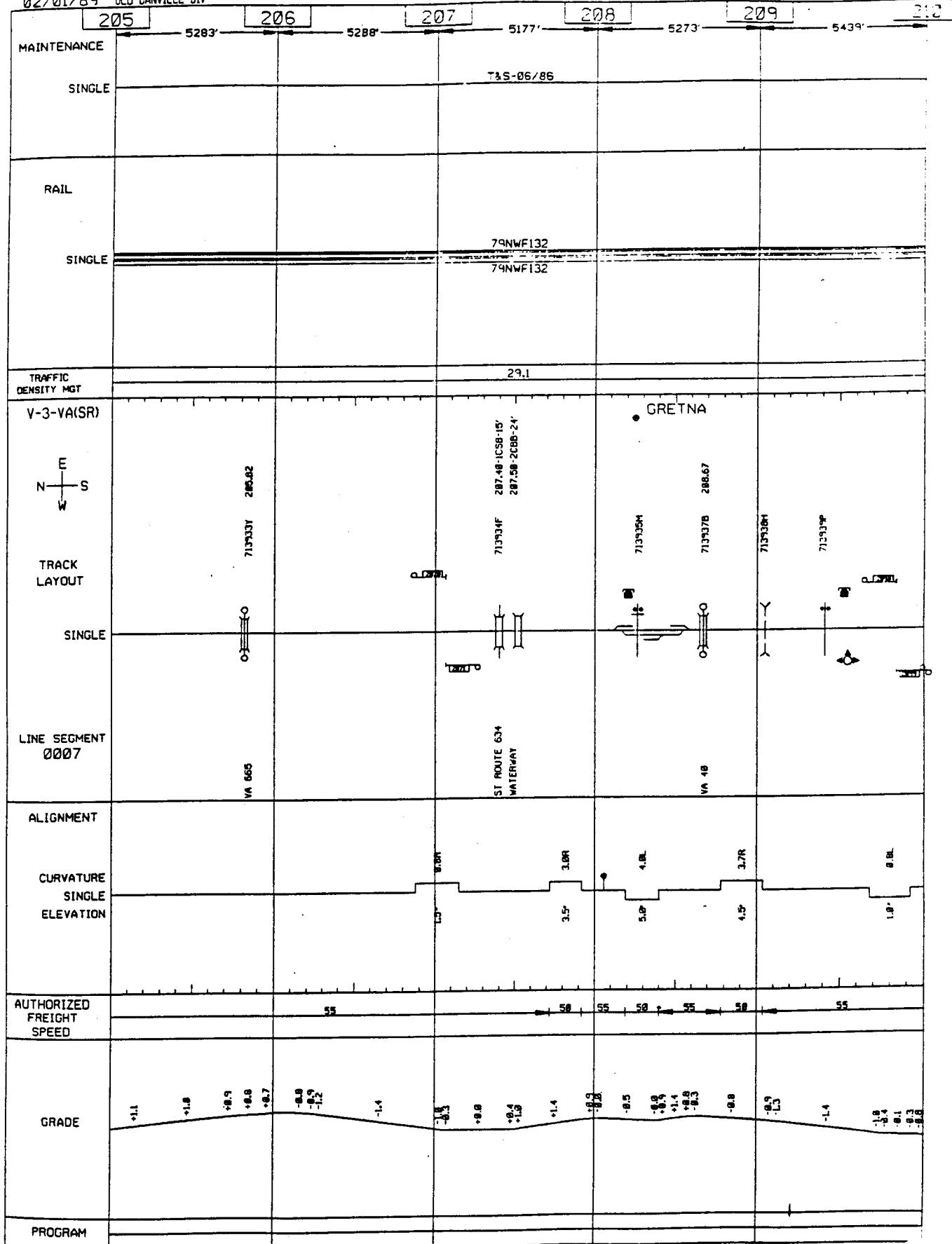


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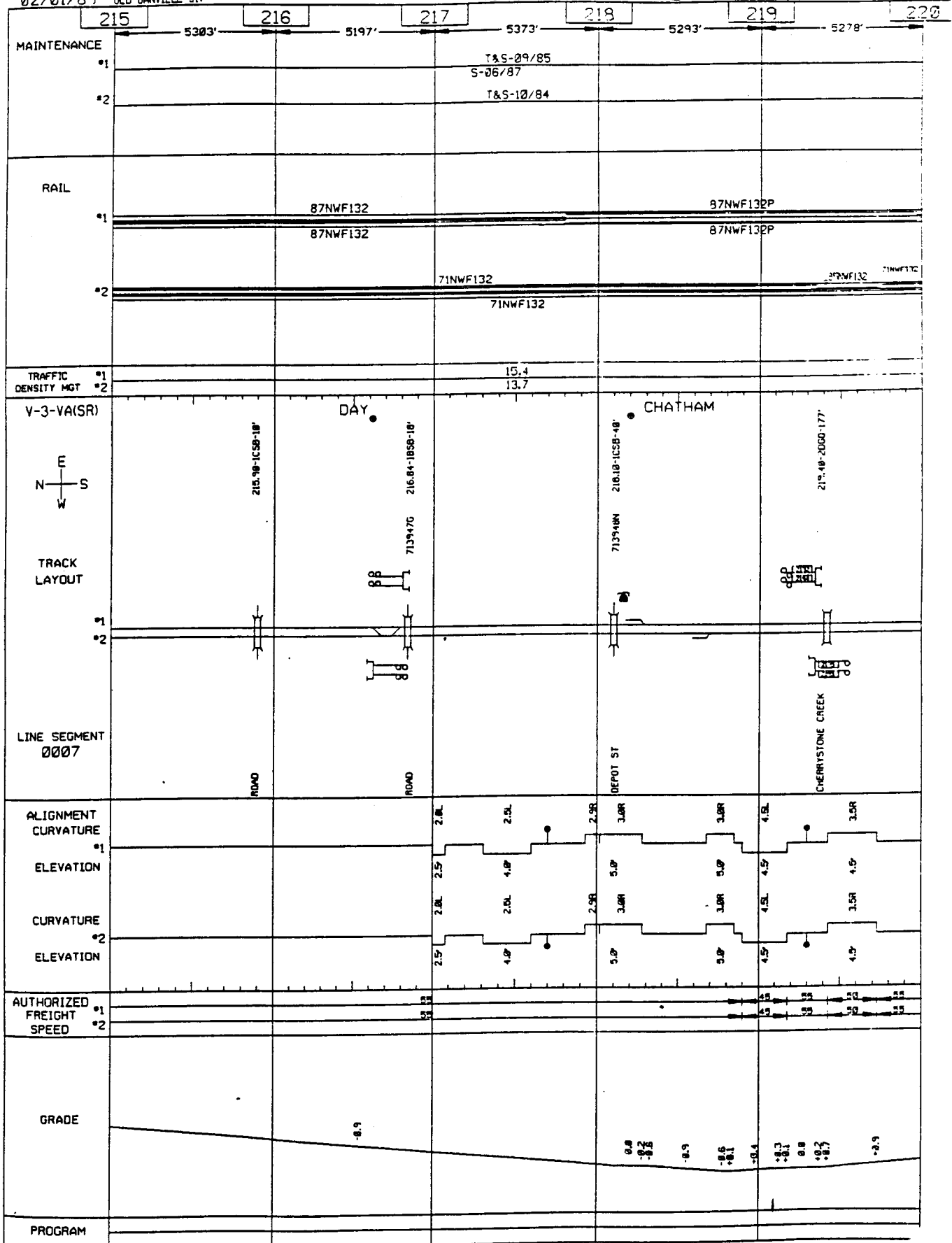




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MONROE-DANVILLE

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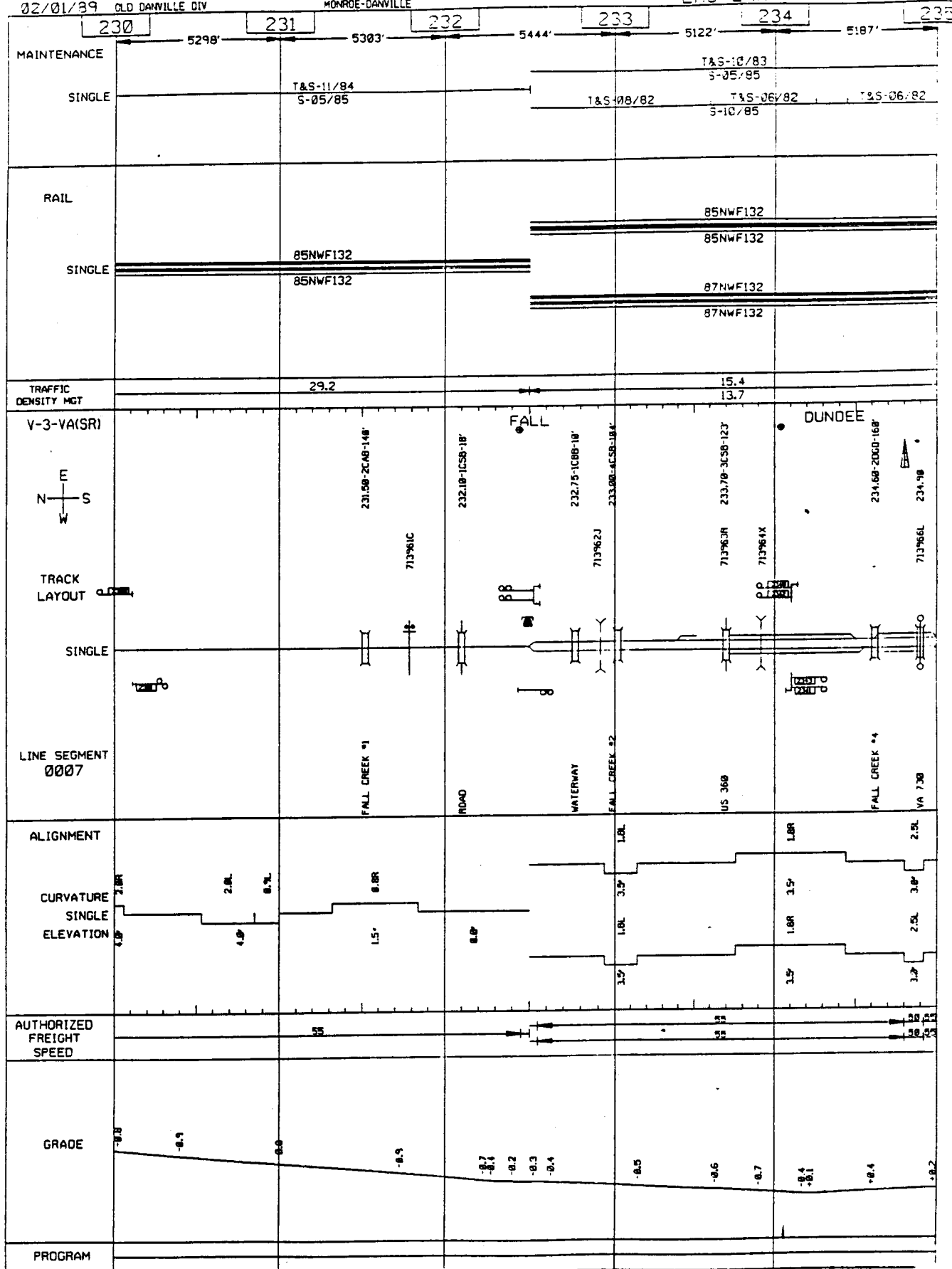




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MONROE-DANVILLE

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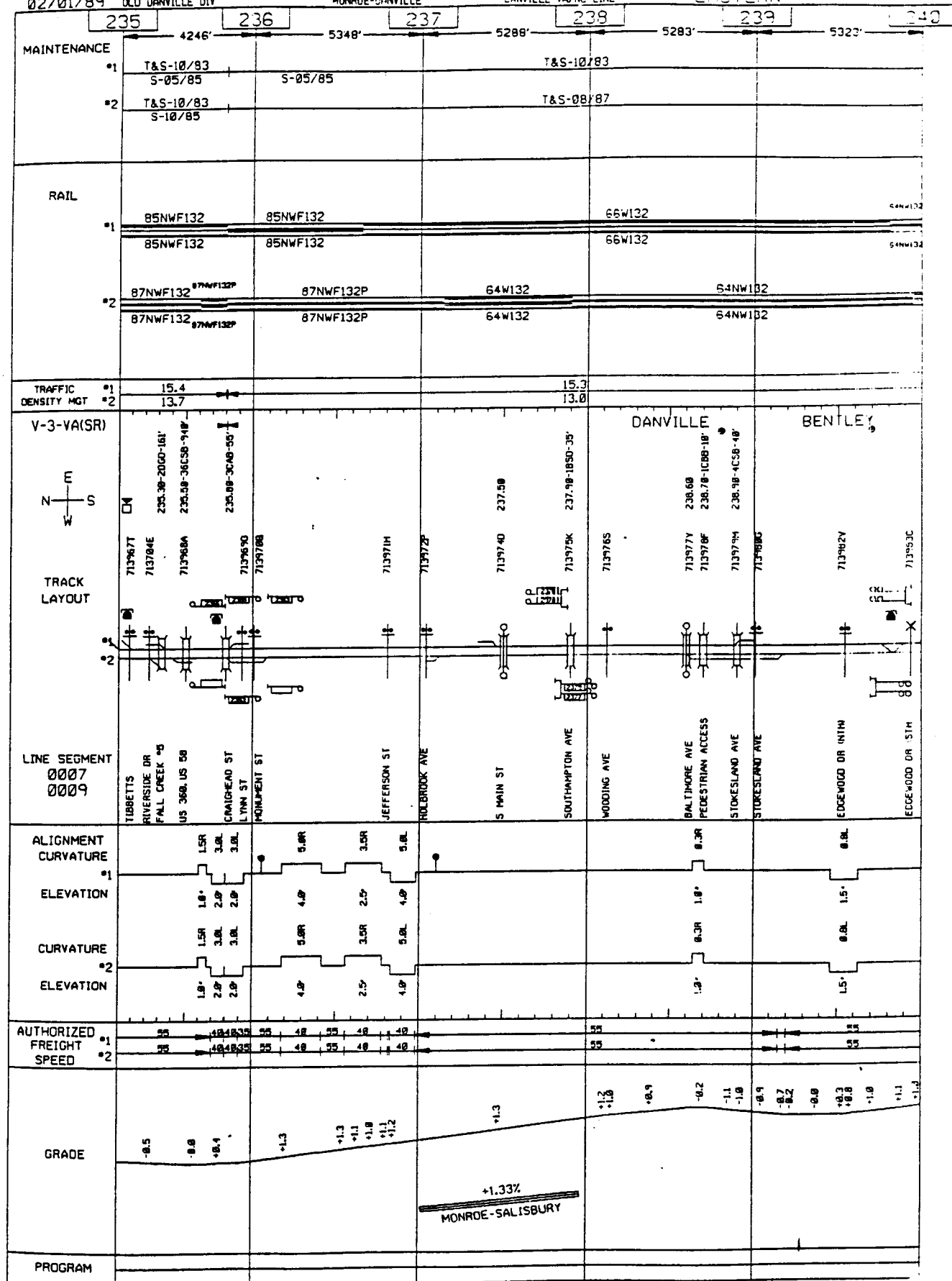


02/01/89 OLD DANVILLE DIV

MONROE-DANVILLE

DANVILLE-VA/NC LINE

EASTERN

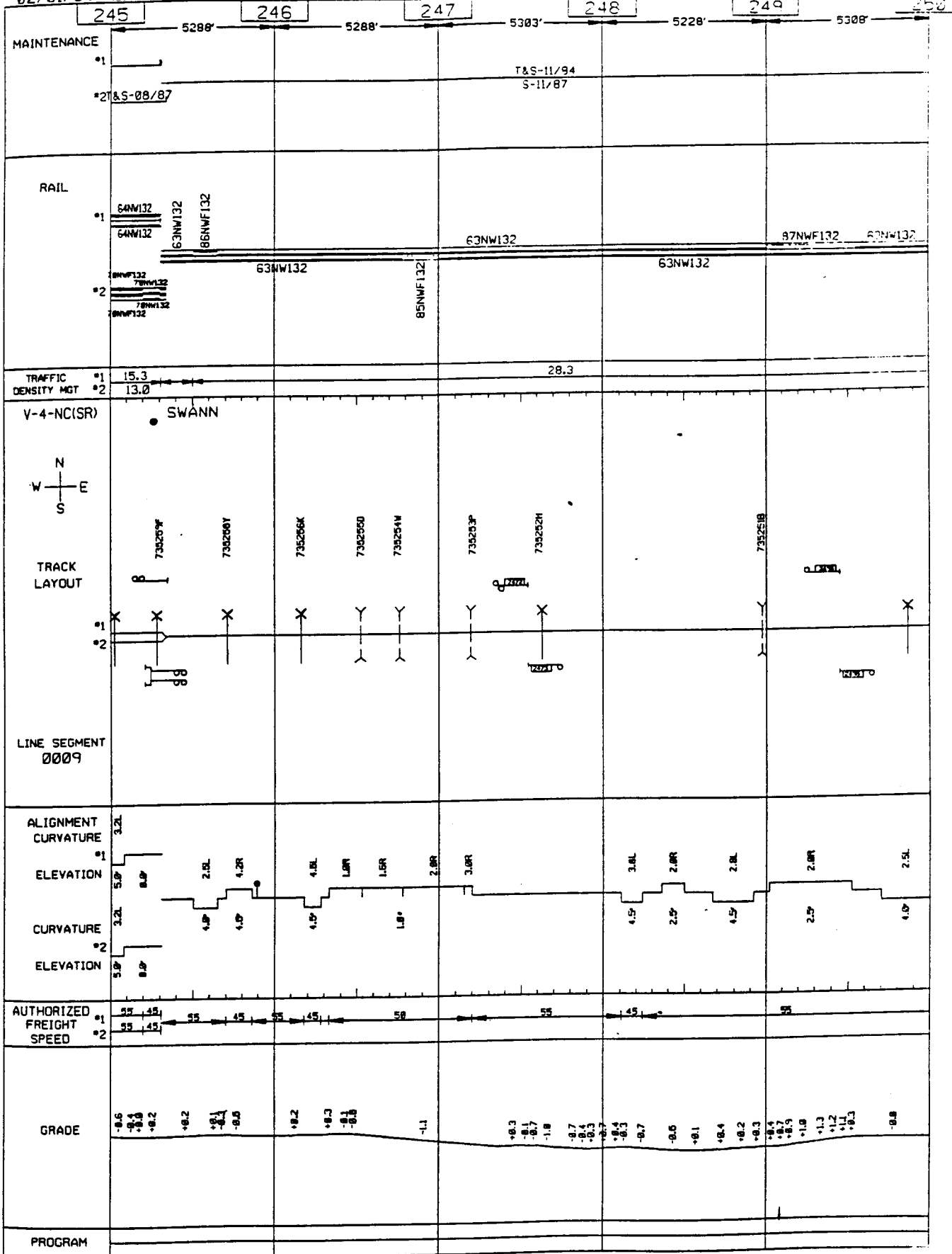




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VA/NC LINE-GREENSBORO

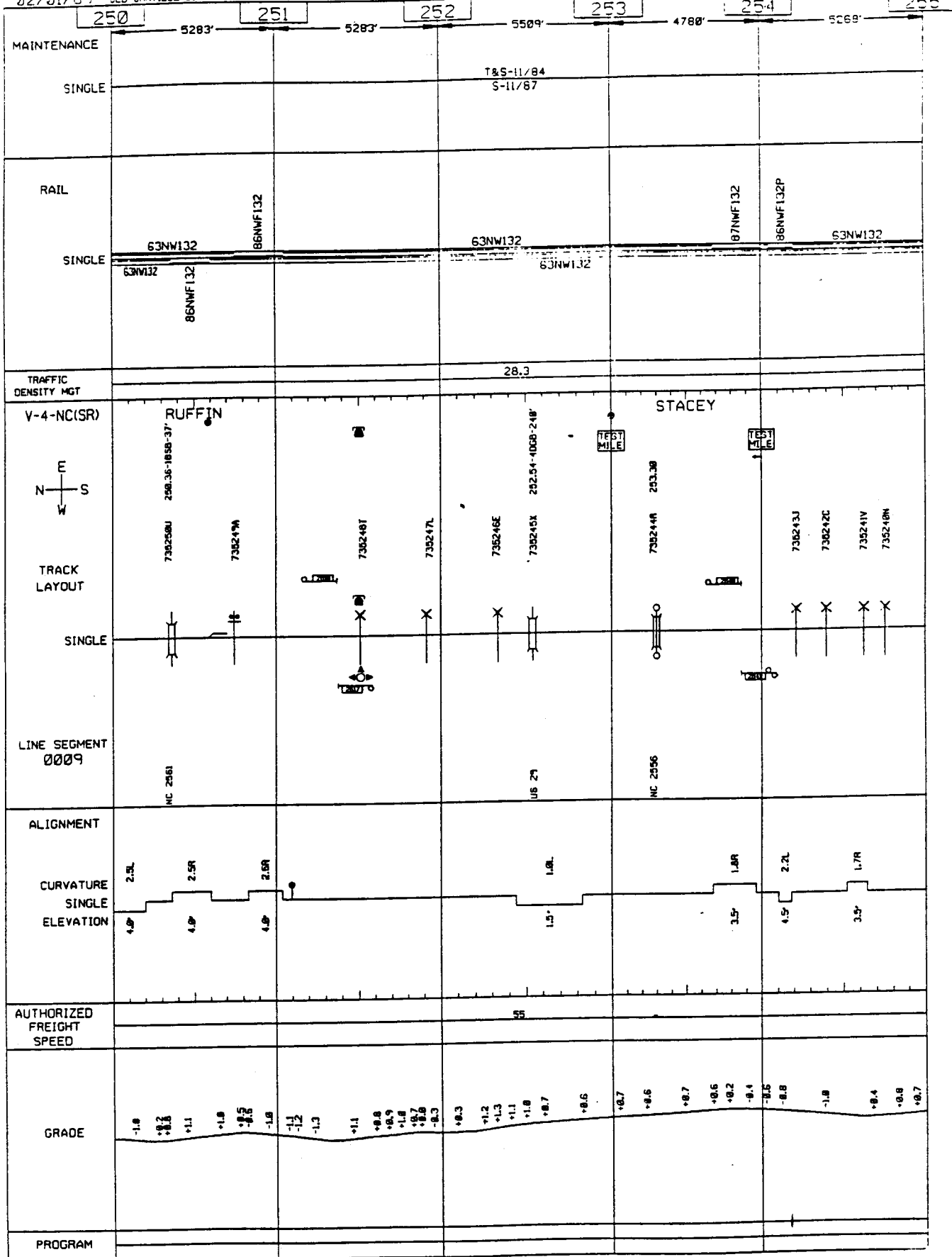
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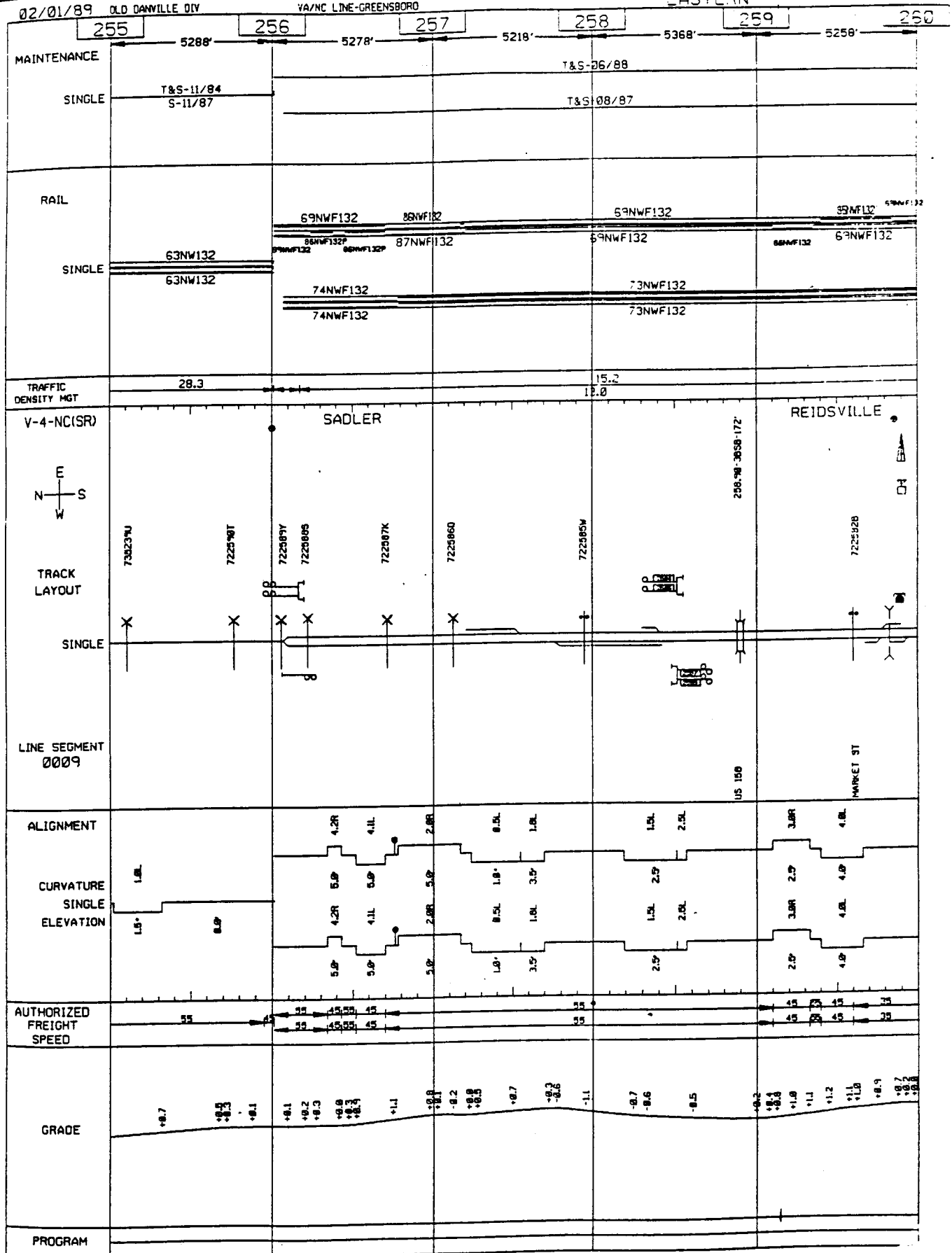
VA/NC LINE-GREENSBORO

EASTERN



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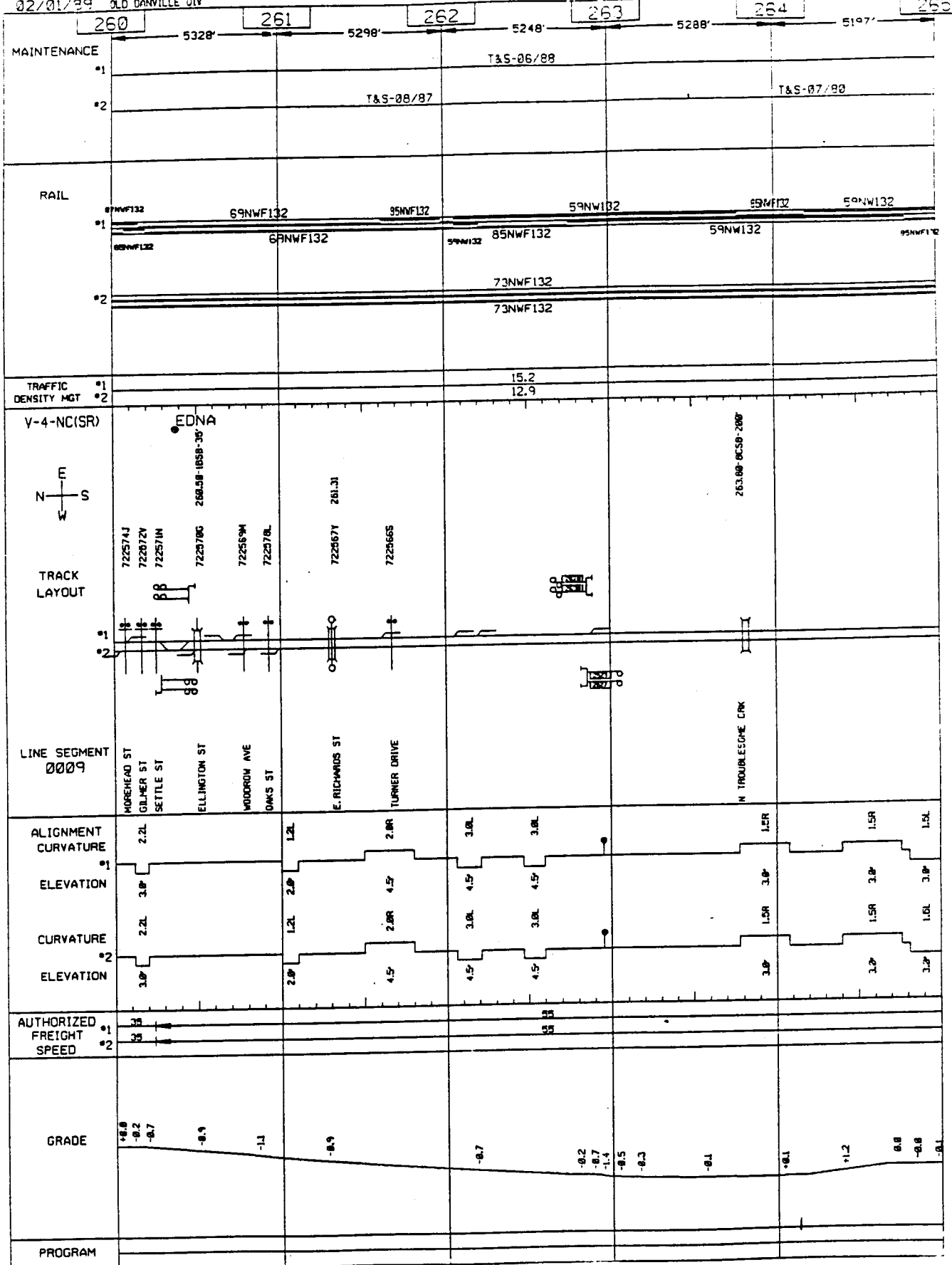
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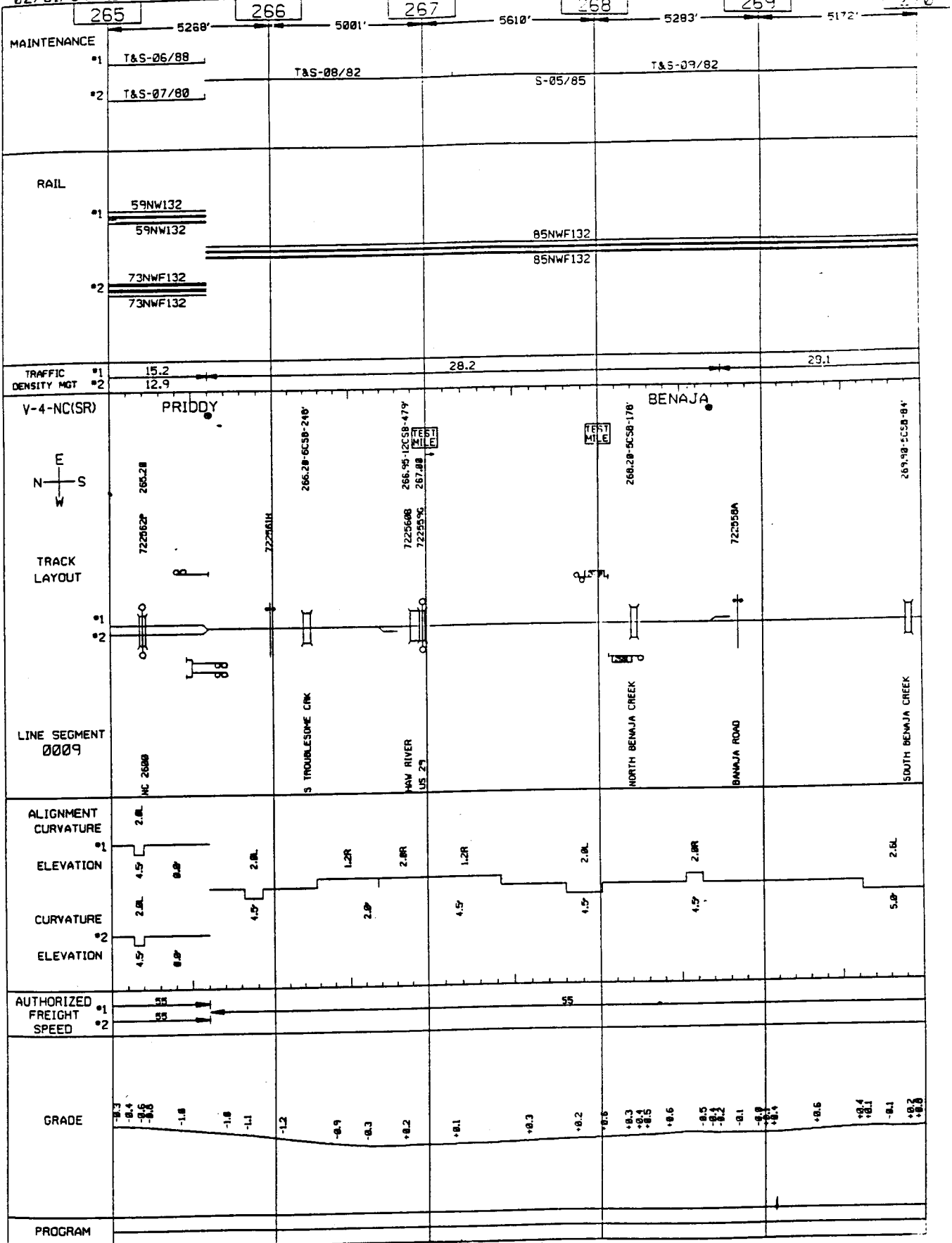
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EASTERN



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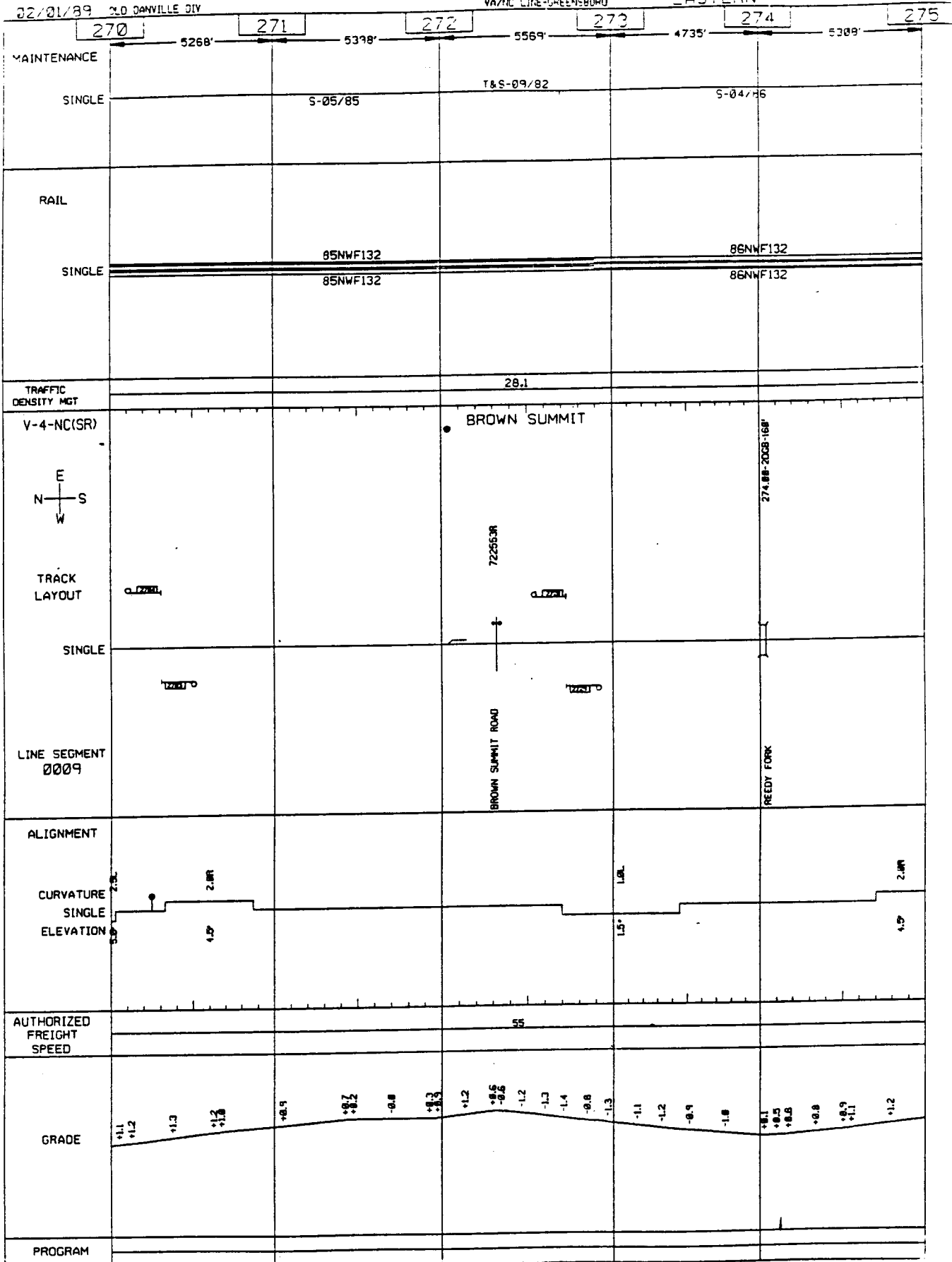
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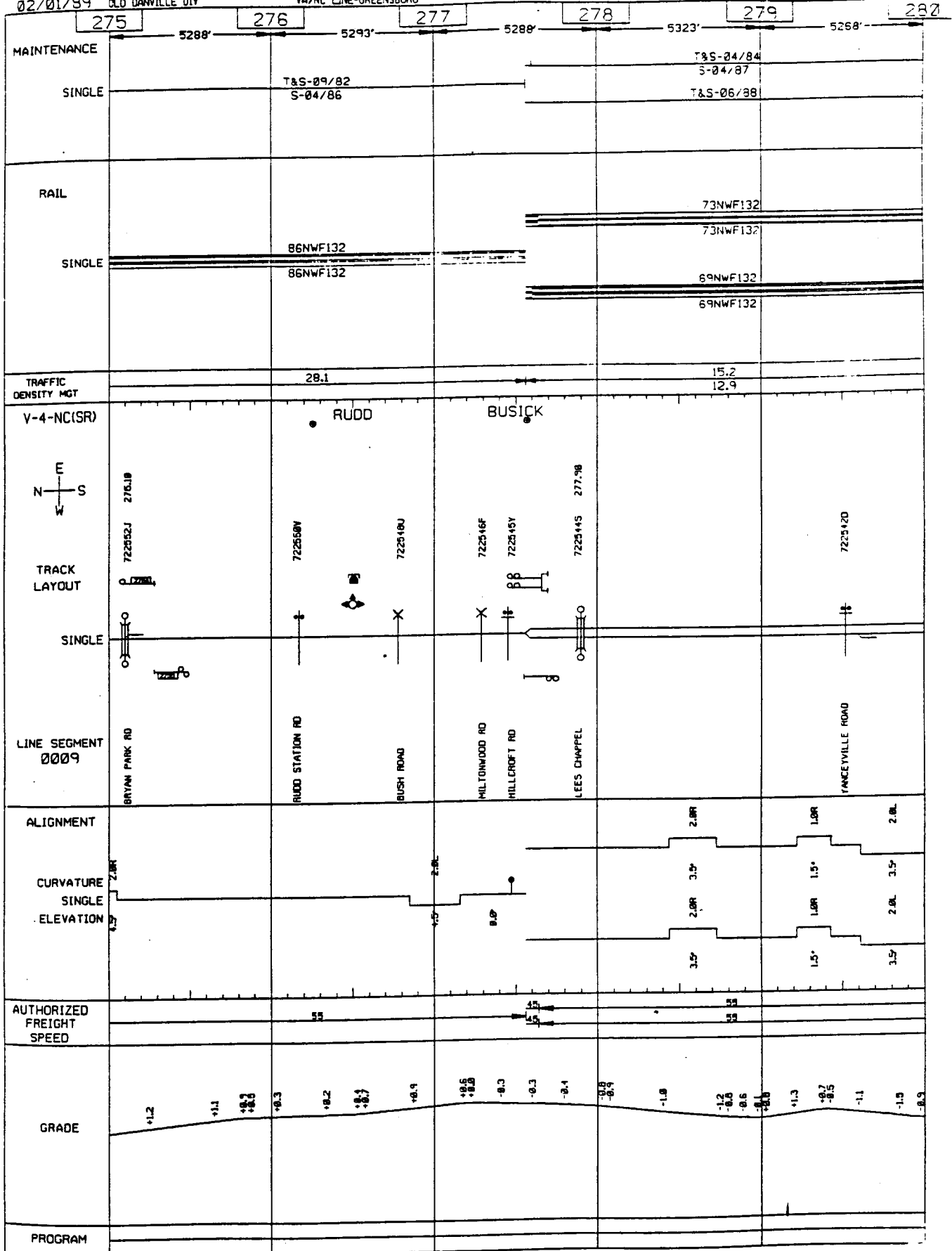


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VA/NC LINE-GREENSBORO

EASTERN





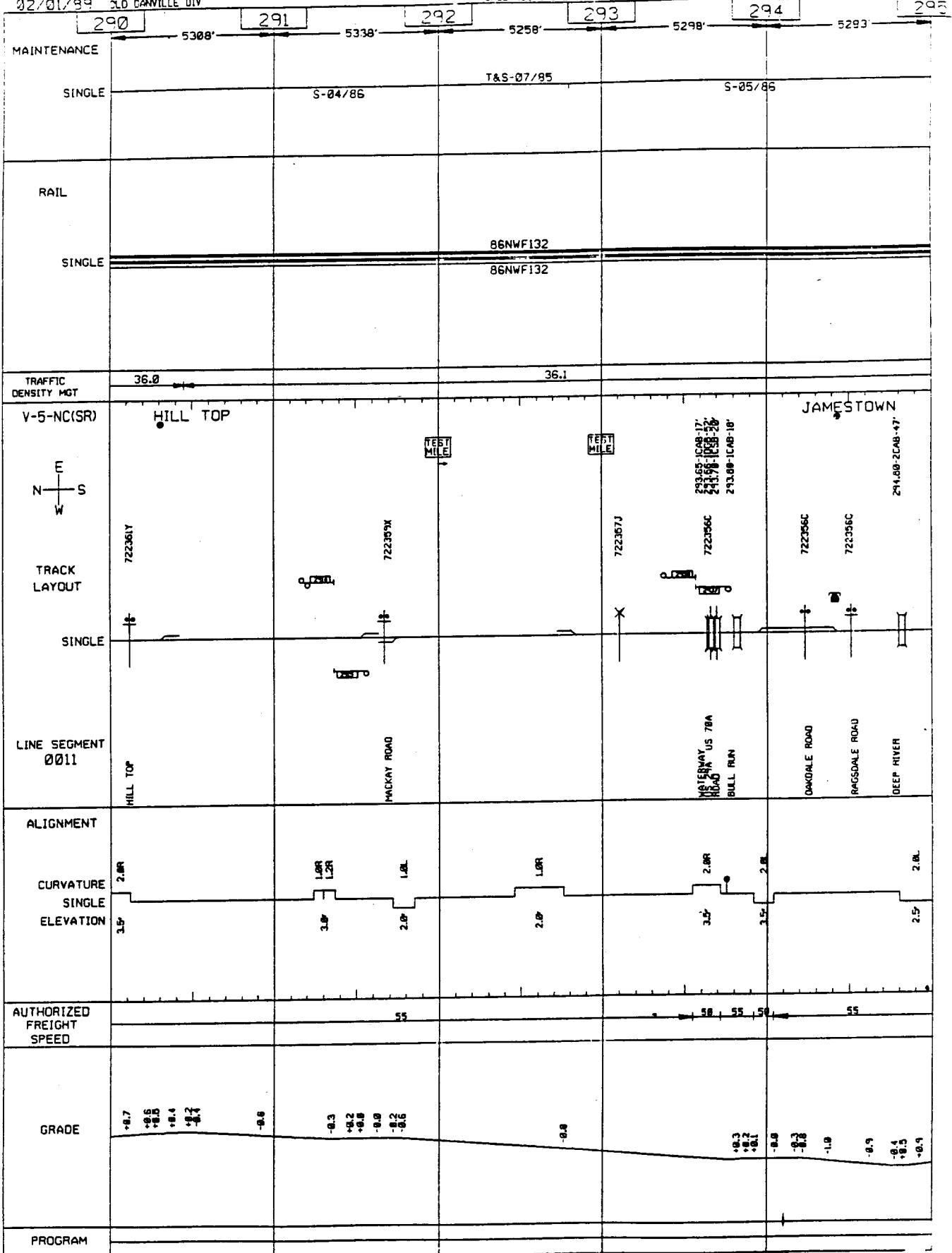




02/01/89 OLD DANVILLE DIV

GREENSBORO-SPENCER

EASTERN

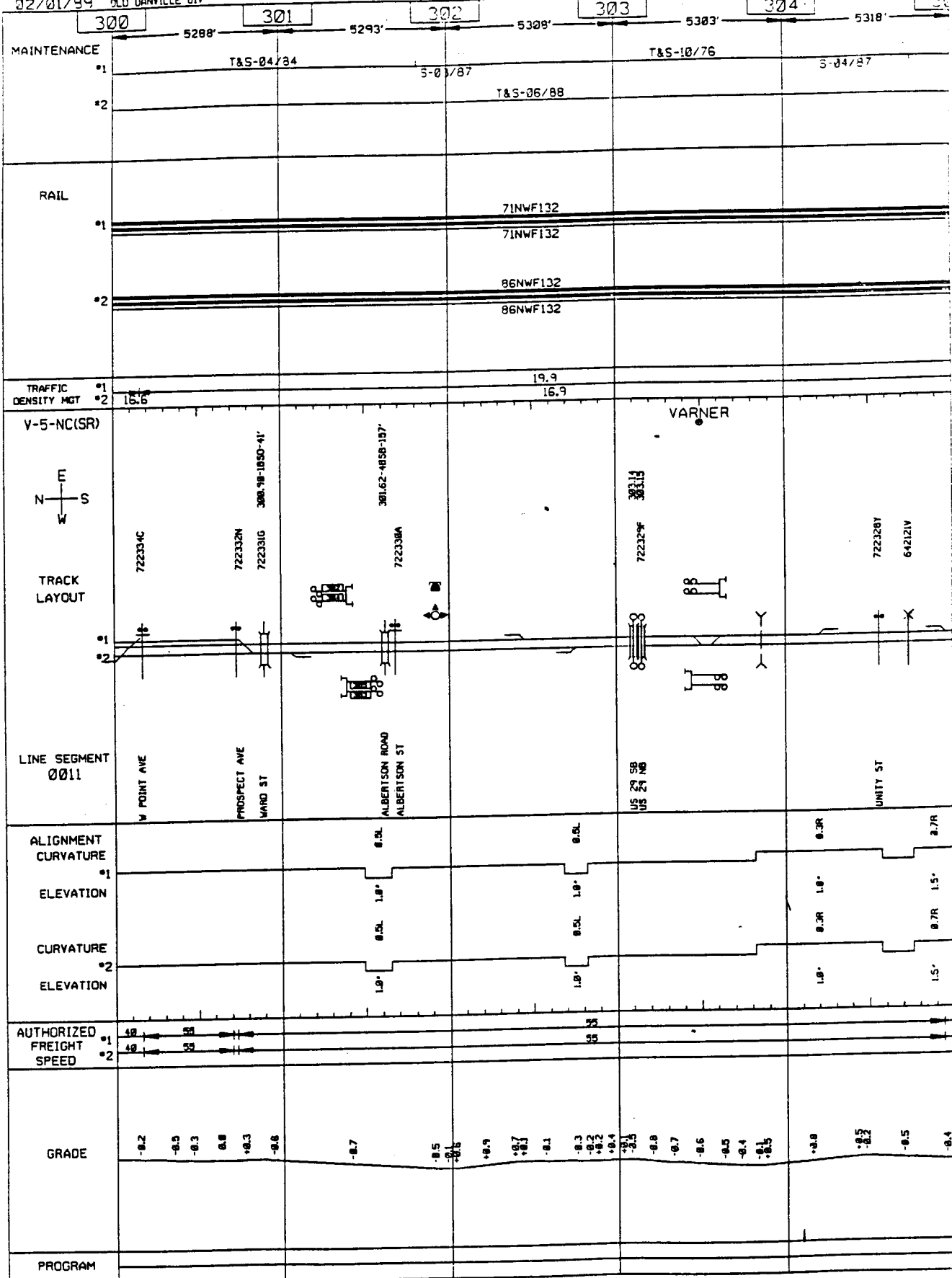




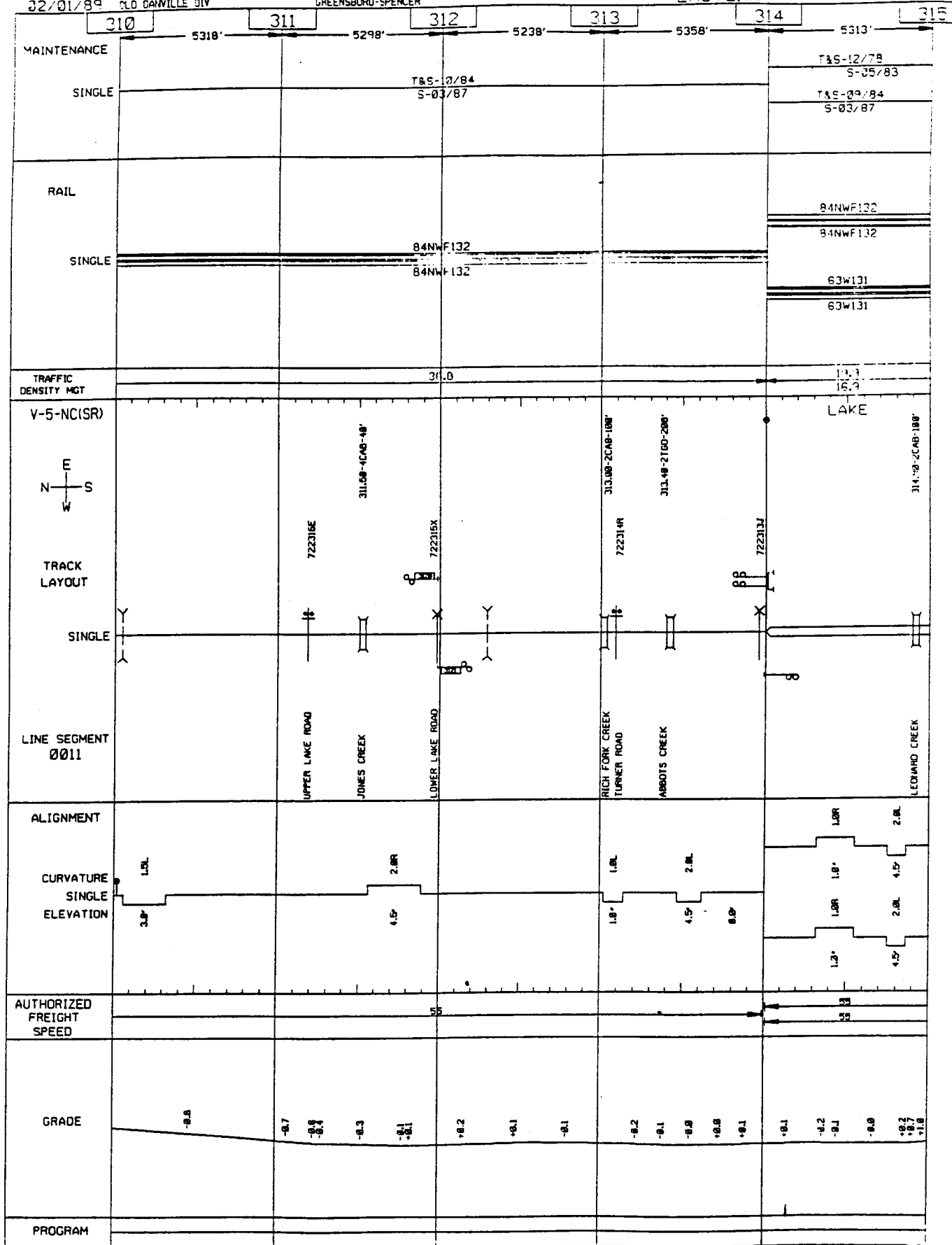
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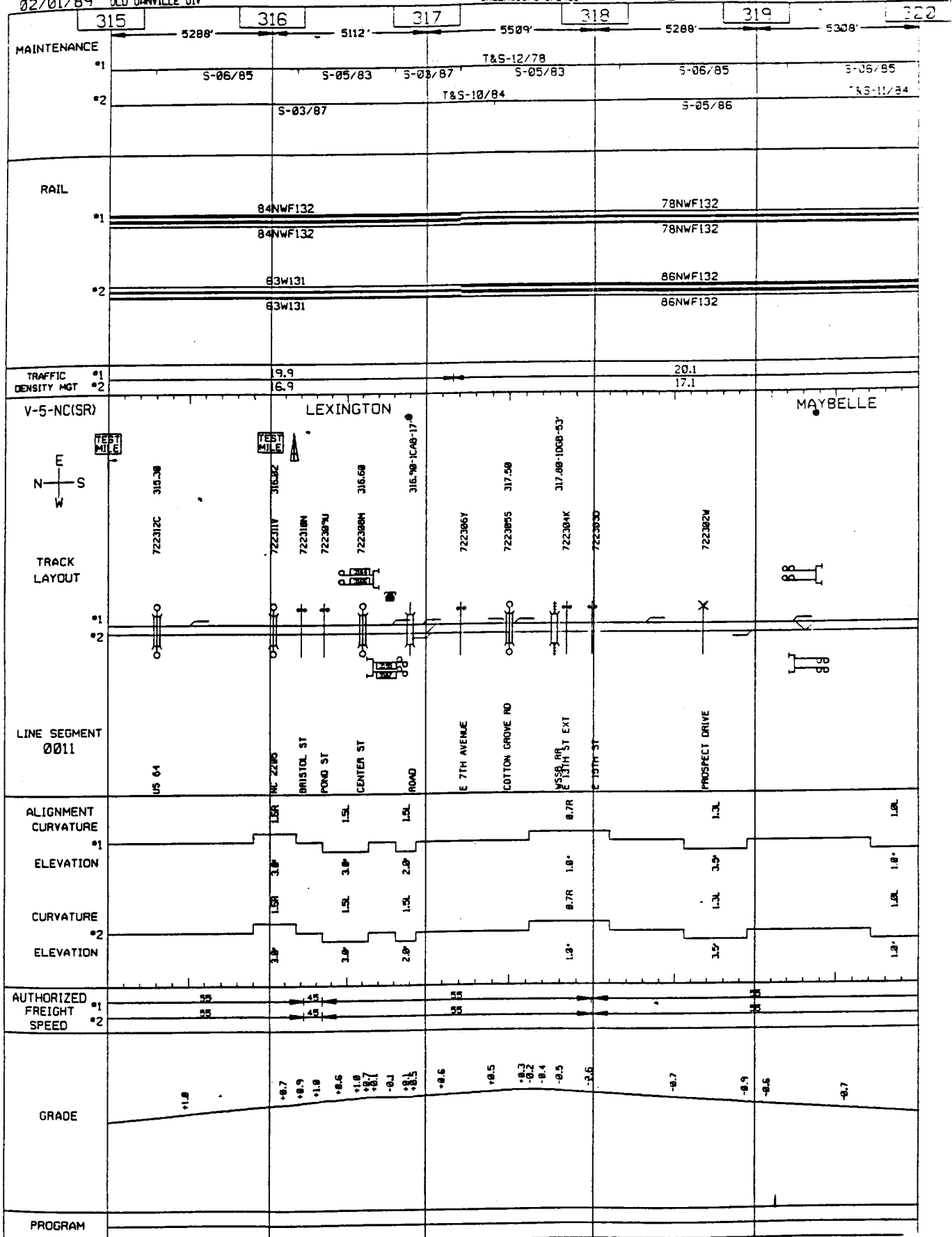
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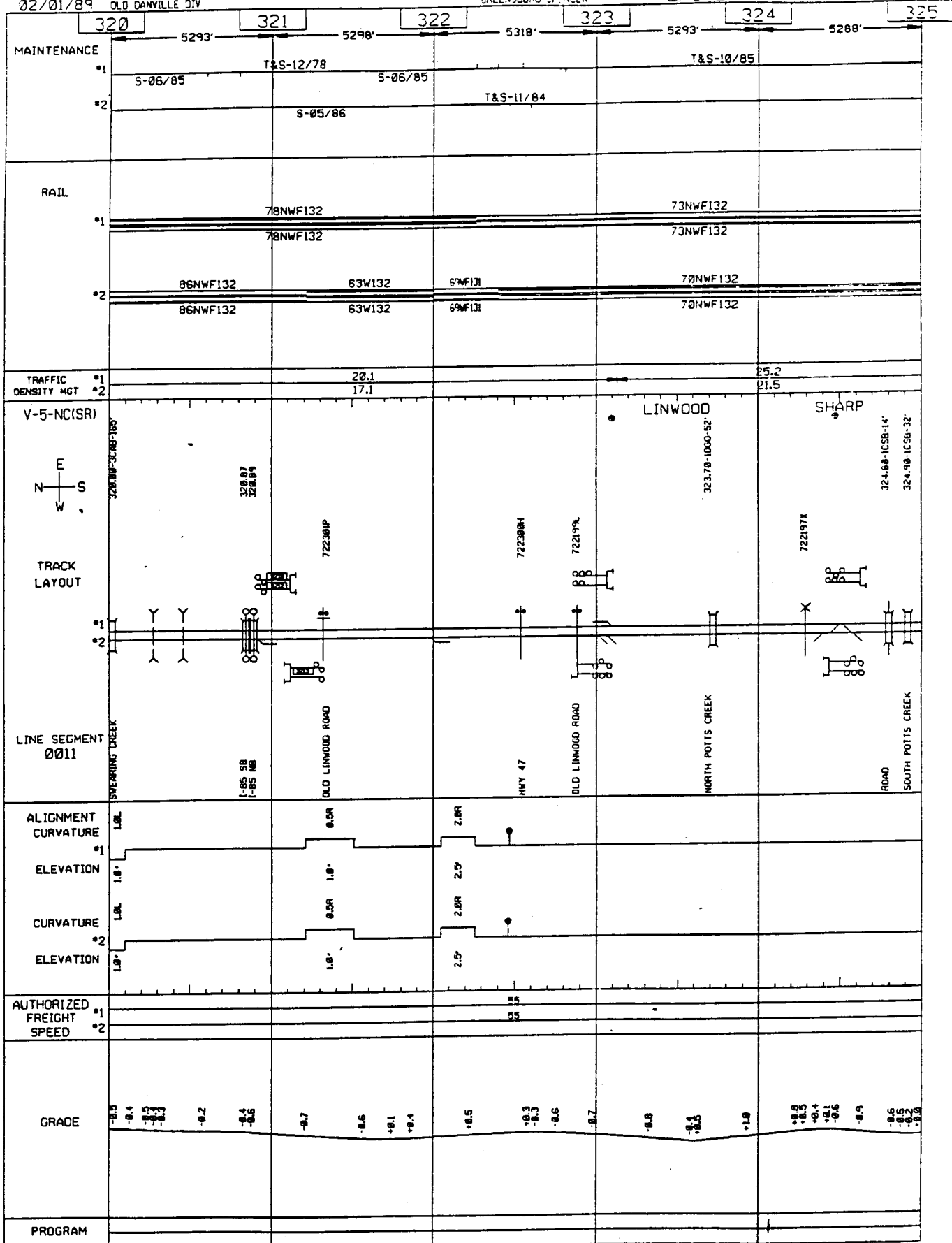
EASTERN







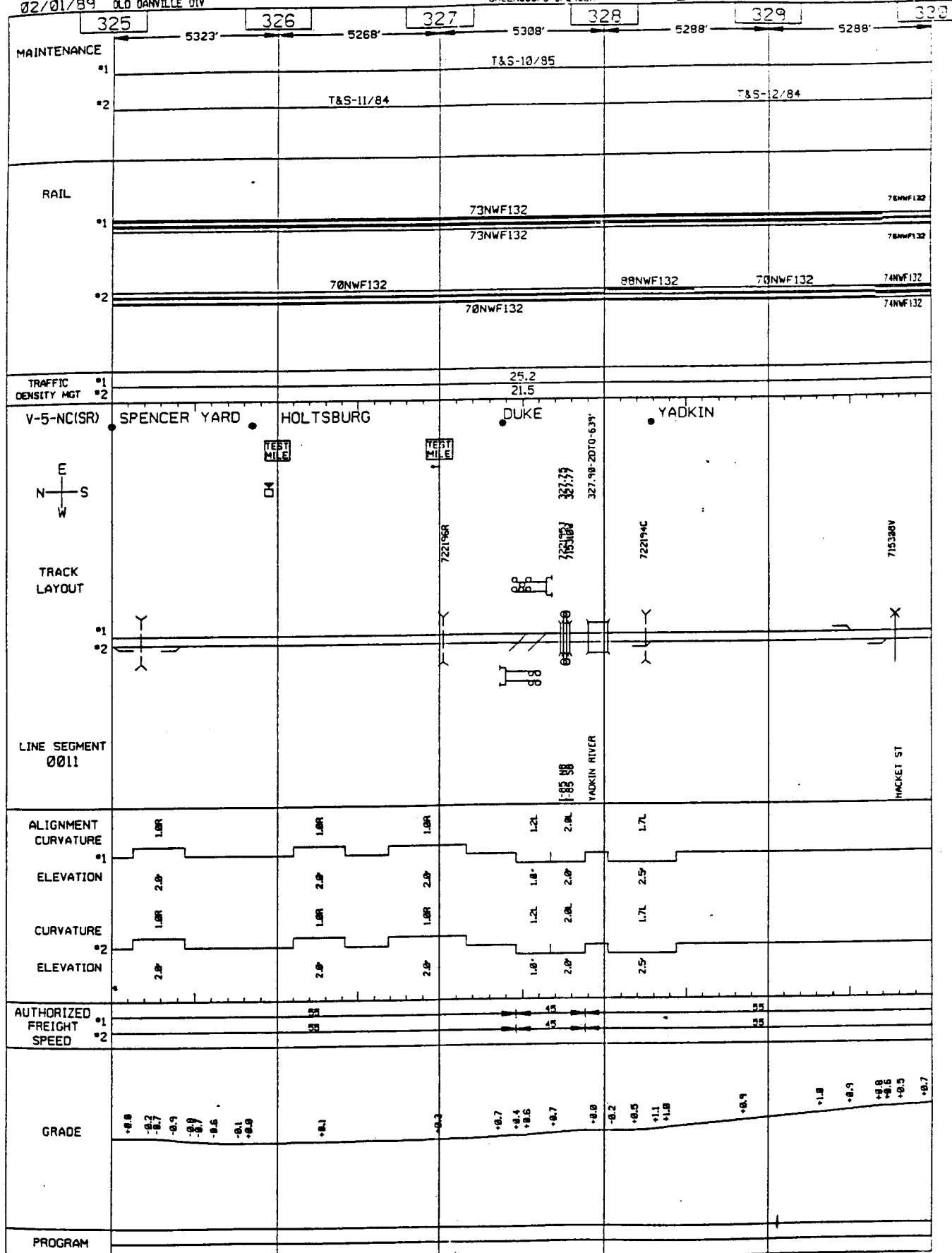




02/01/89 OLD DANVILLE DIV

GREENSBORO-SPENCER

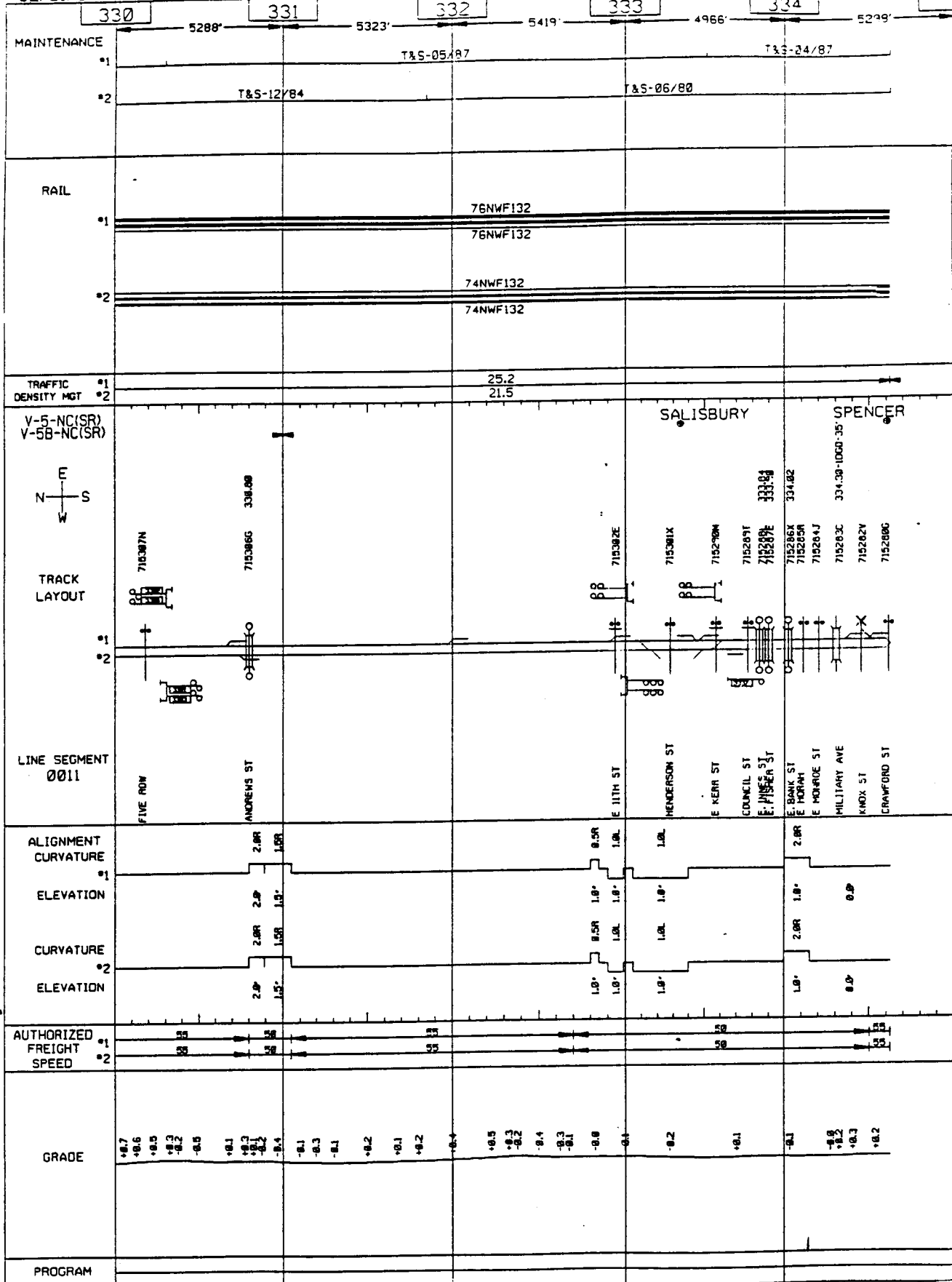
EASTERN

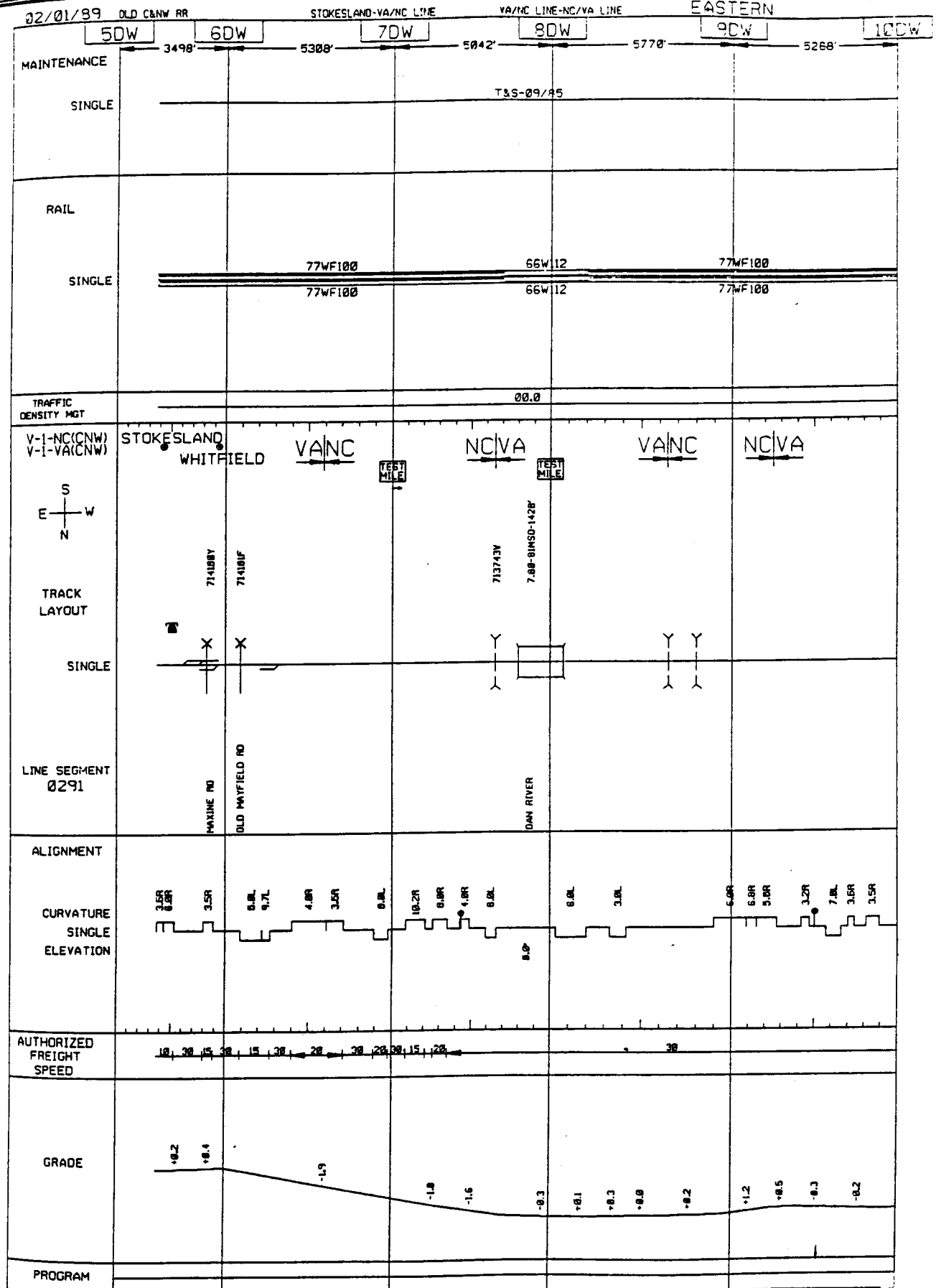


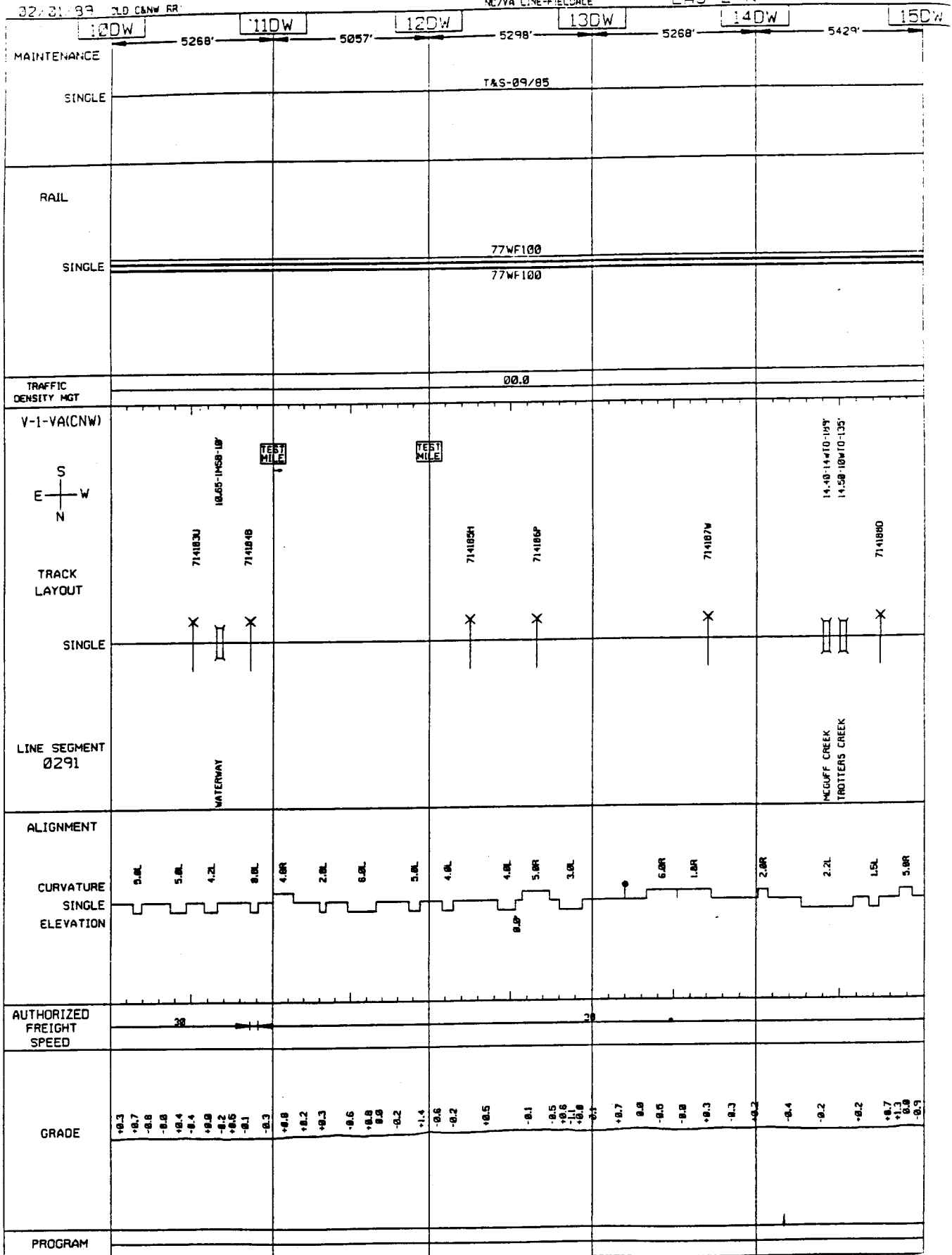
02/01/89 OLD DANVILLE DIV

GREENSBORO-SPENCER

EASTERN





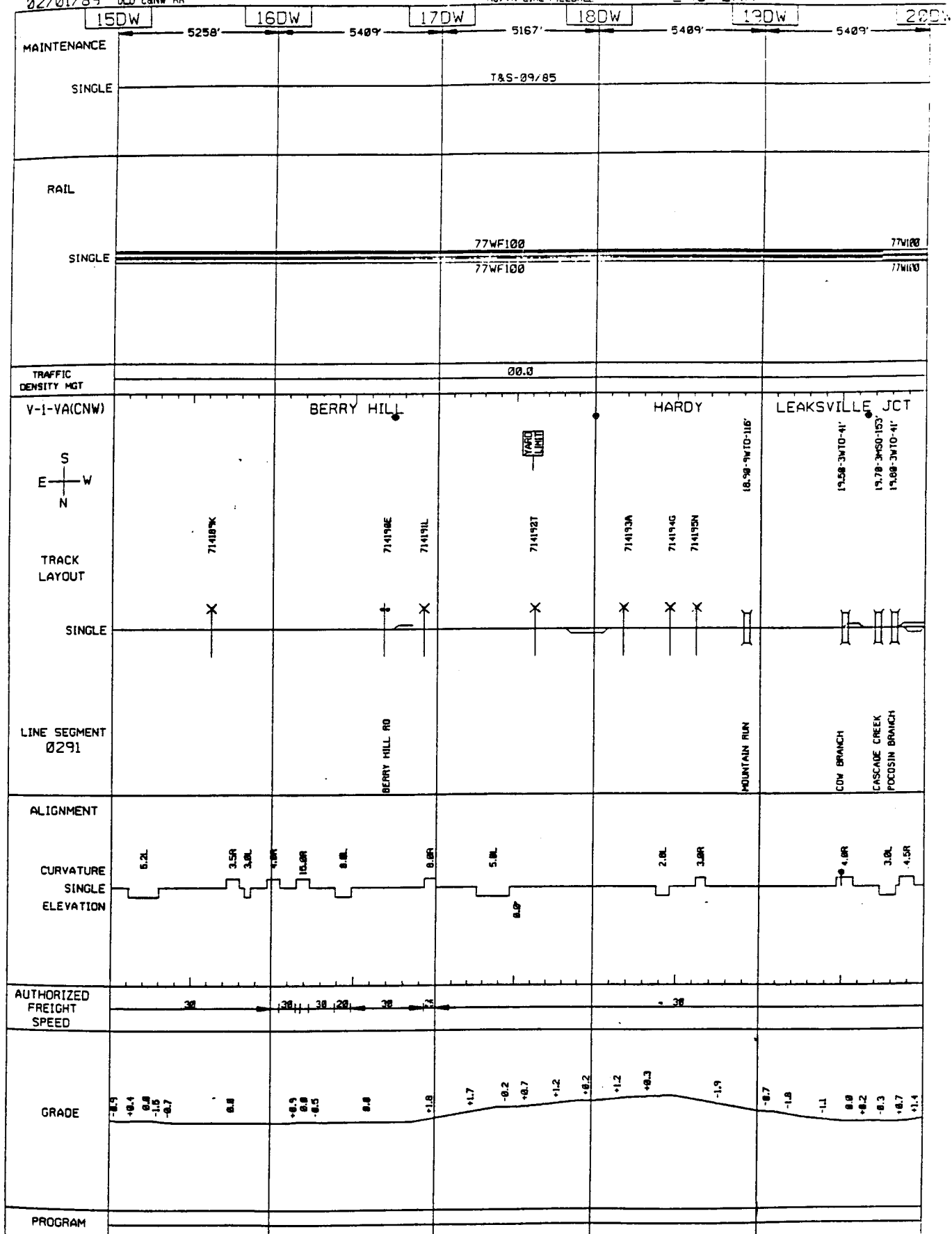


02/01/89 OLD C&NW RR

NC/VA LINE-FIELDALE

EASTERN

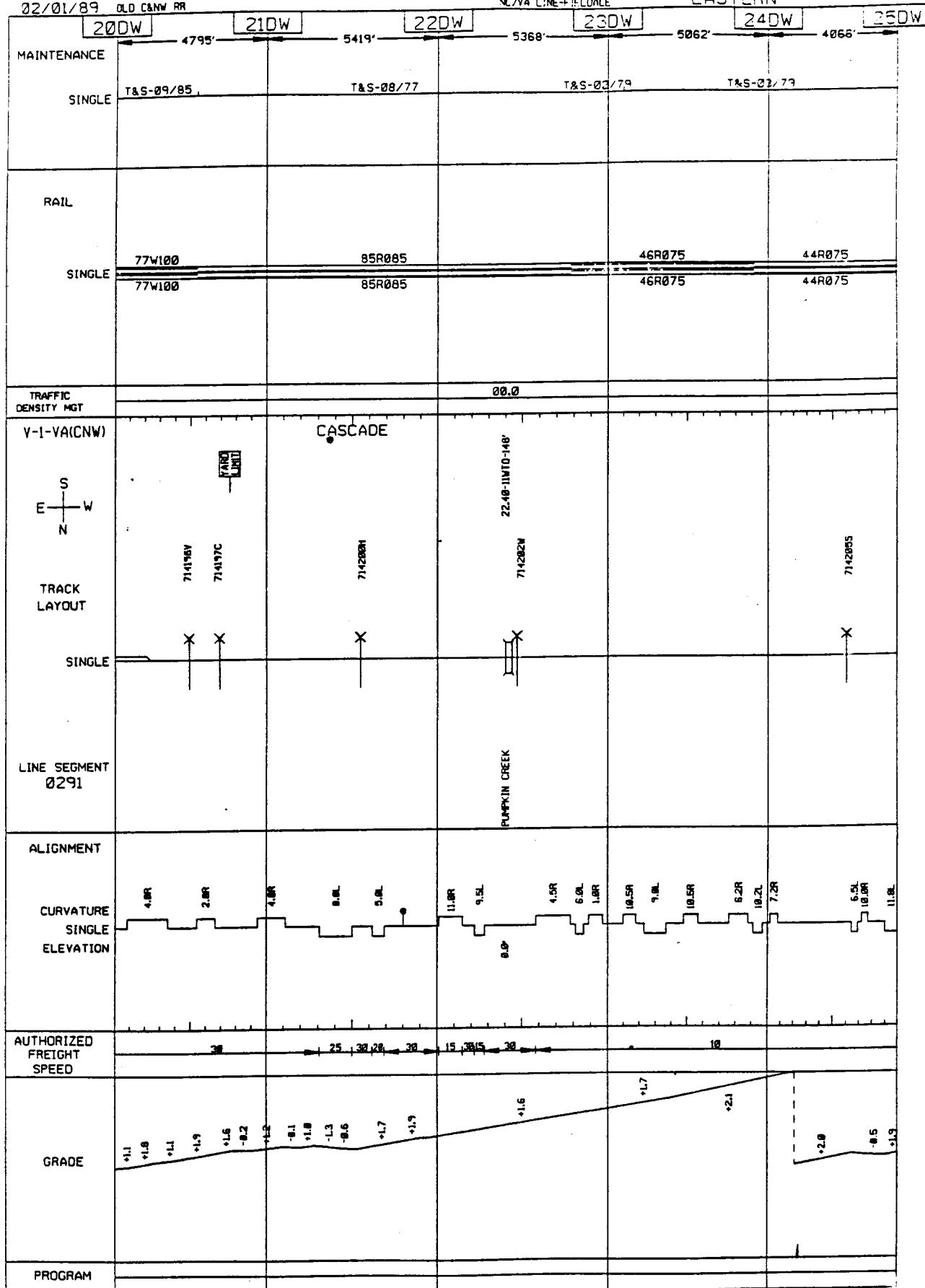
SHEET 69

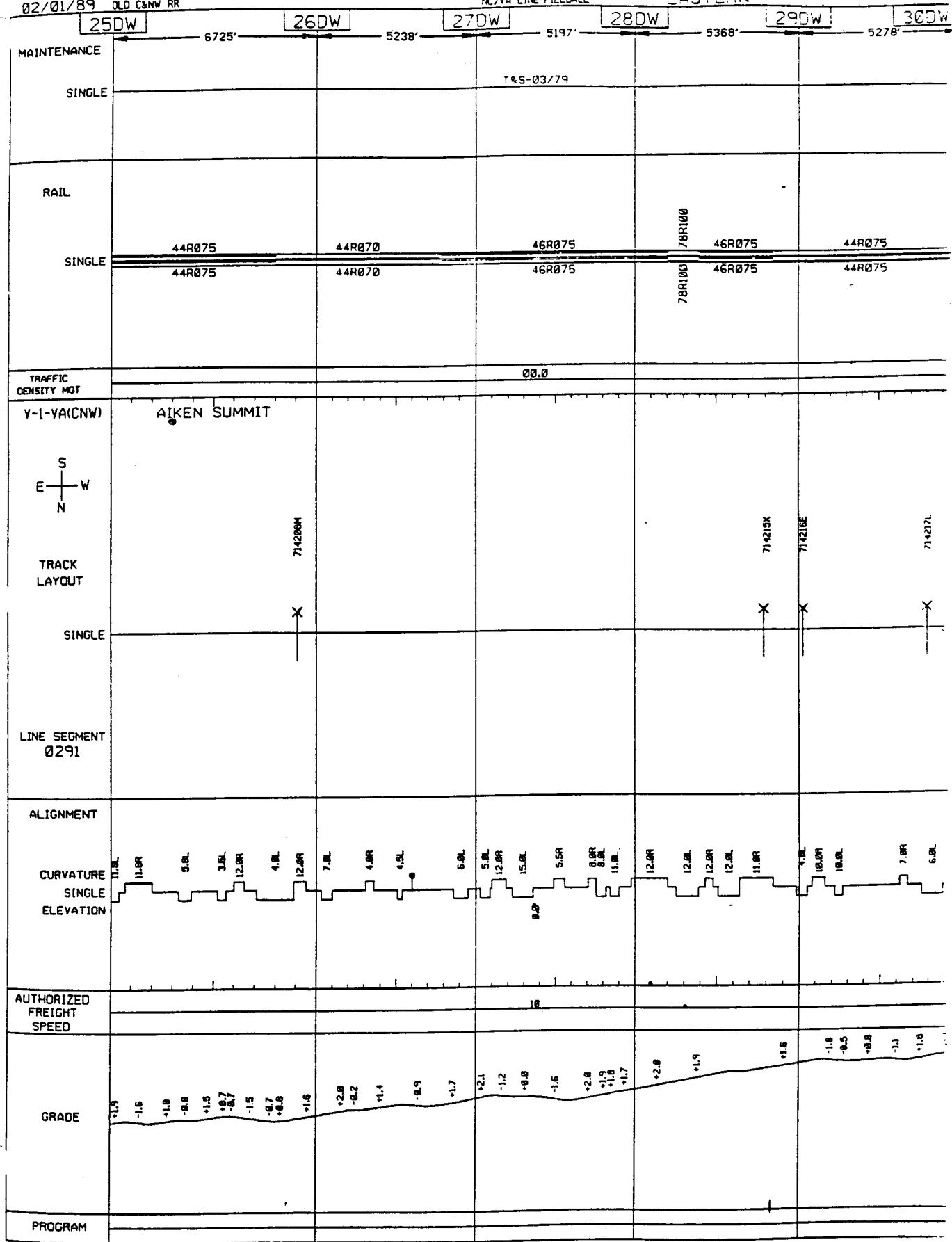


02/01/89 OLD CANW RR

NCVA LINE-FIELD

EASTERN

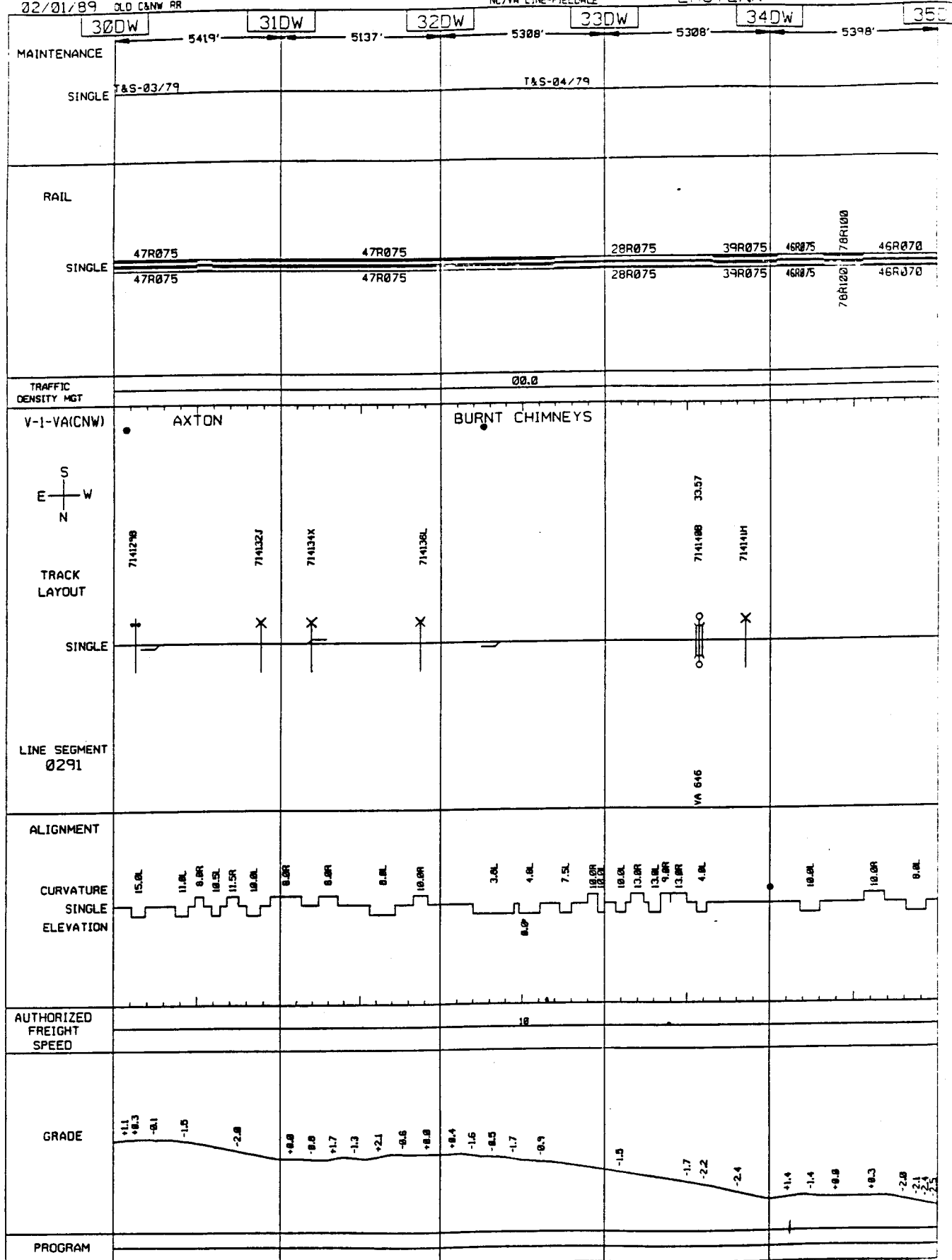




02/01/89 OLD CANW RR

NC/VA LINE-FIELDALE

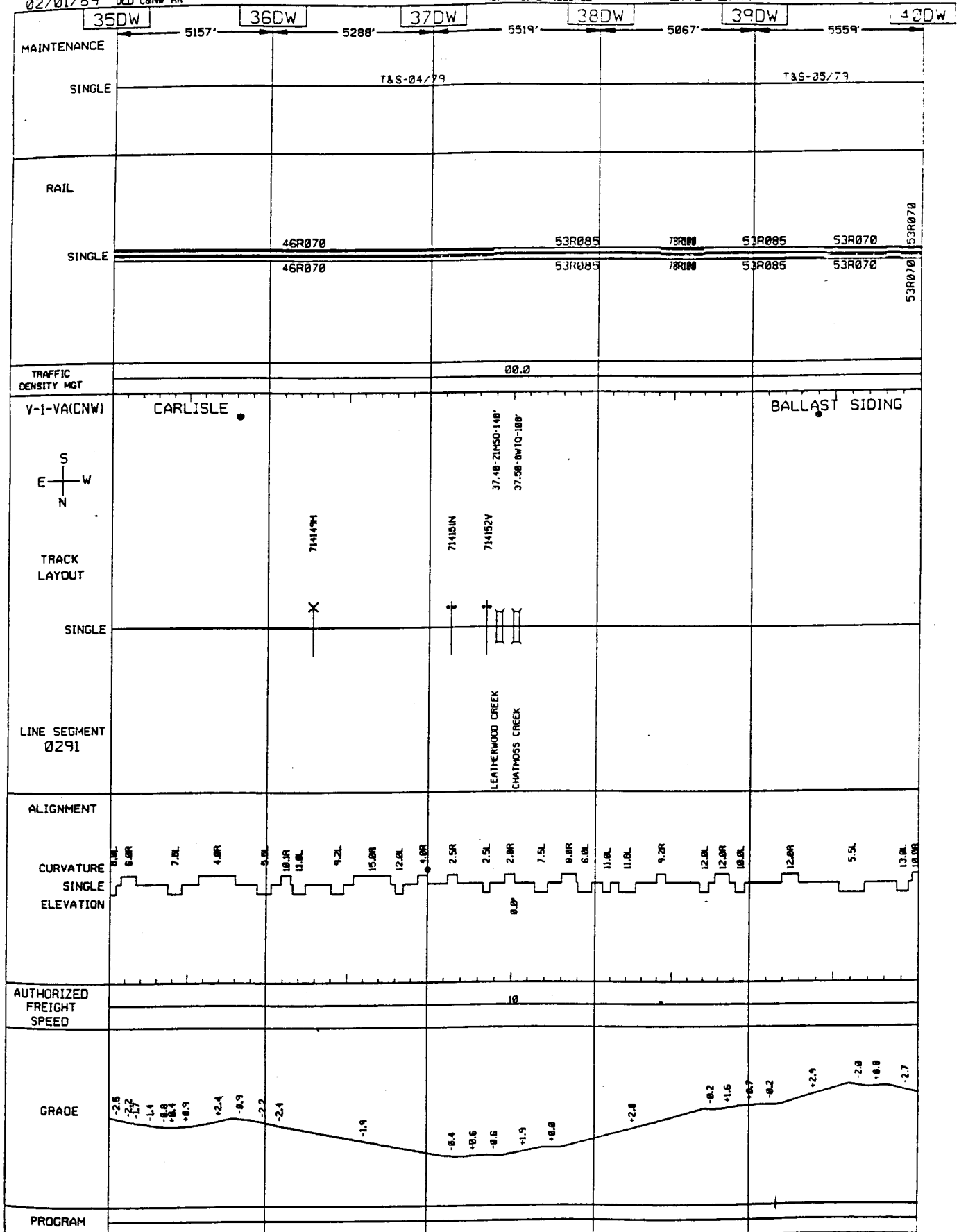
EASTERN

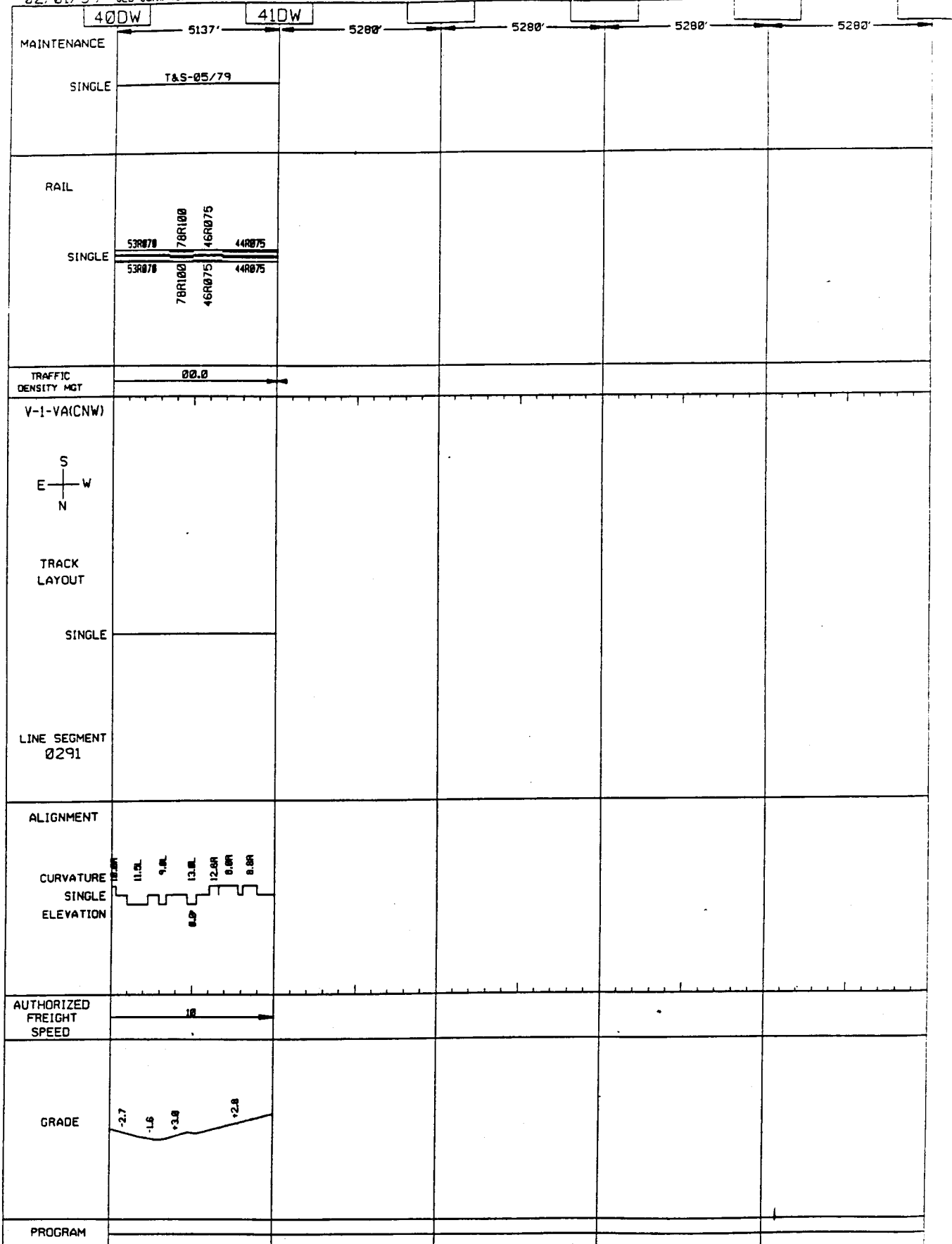


02/01/89 OLD C&W RR

NC/VA LINE-FIELDALE

EASTERN





02/01/89

OLD C&NW RR

LEAKSVILLE JCT-VA/NC LIN

VA/NC LINE-LEAKSVILLE

EASTERN

19L

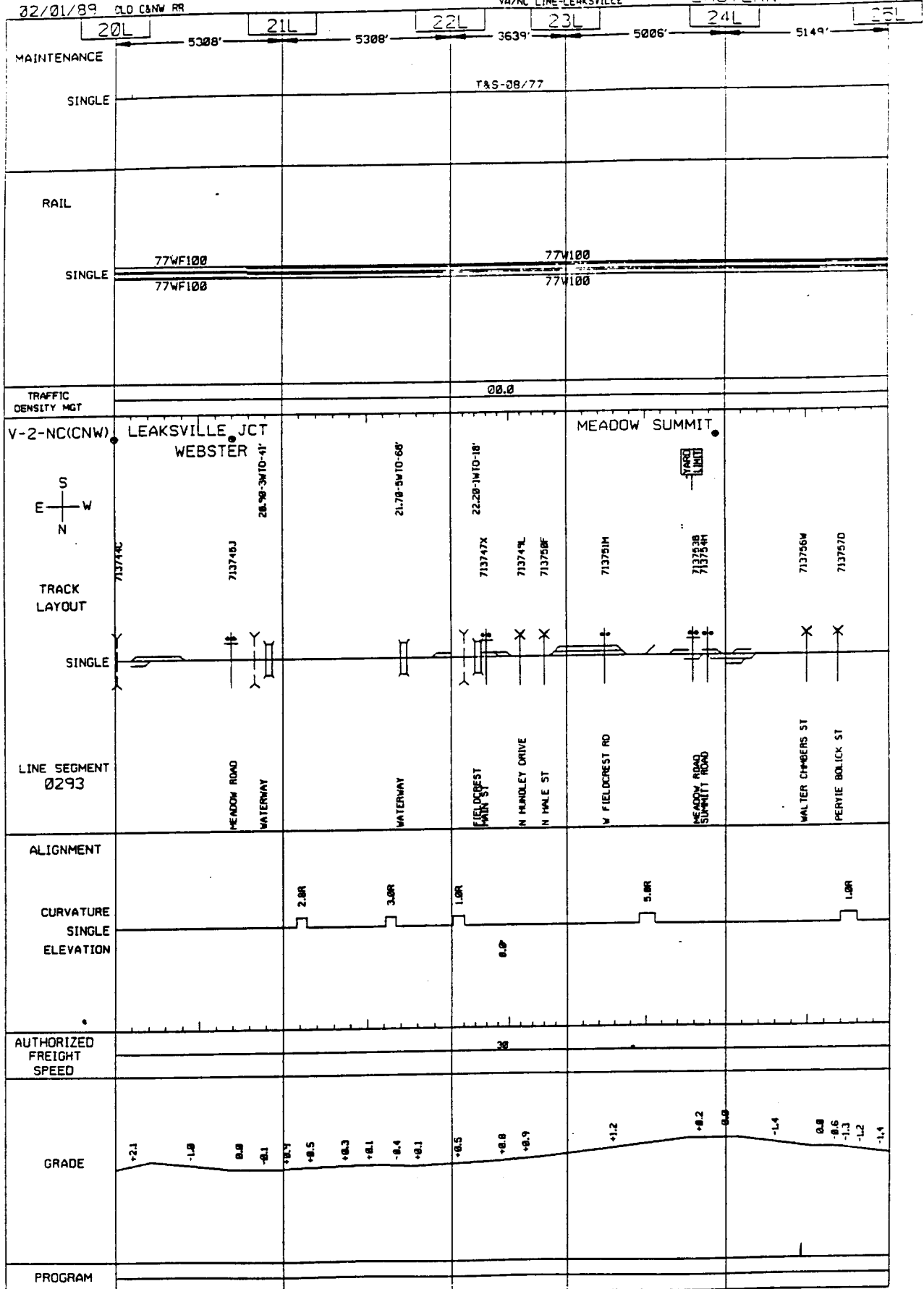
20L

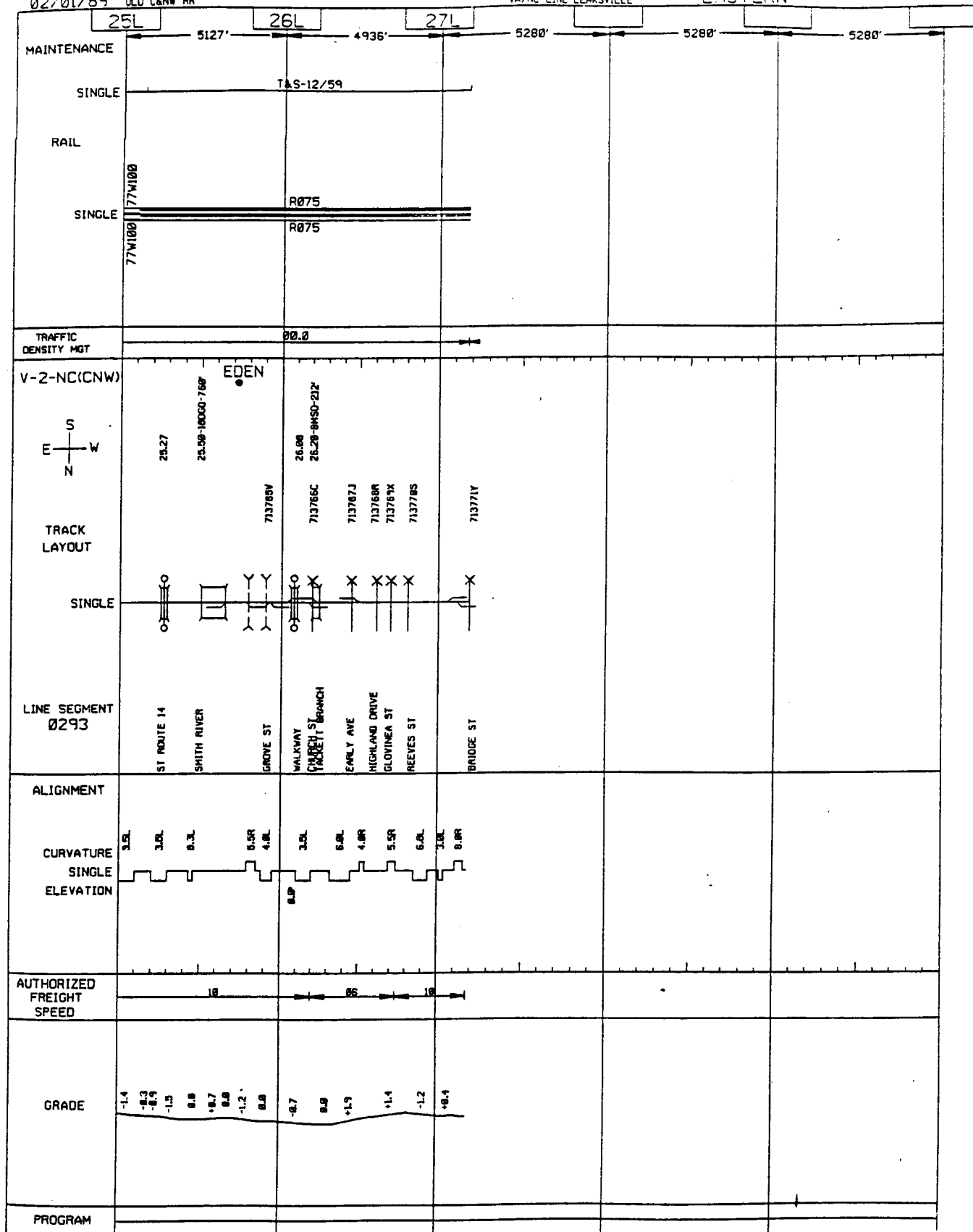
MAINTENANCE	5280'	5280'	5280'	5280'	5308'
SINGLE					
RAIL					
SINGLE					77WF100 77WF100
TRAFFIC DENSITY MGT					00.0
V-2-NC(CNW)					VA/NC
<div style="text-align: center;">           S                         E — W                         N         </div>					
TRACK LAYOUT					
SINGLE					
LINE SEGMENT 0293					
ALIGNMENT					
CURVATURE					0.0L
SINGLE					0.0'
ELEVATION					
AUTHORIZED FREIGHT SPEED					30
GRADE					+2.1
PROGRAM					

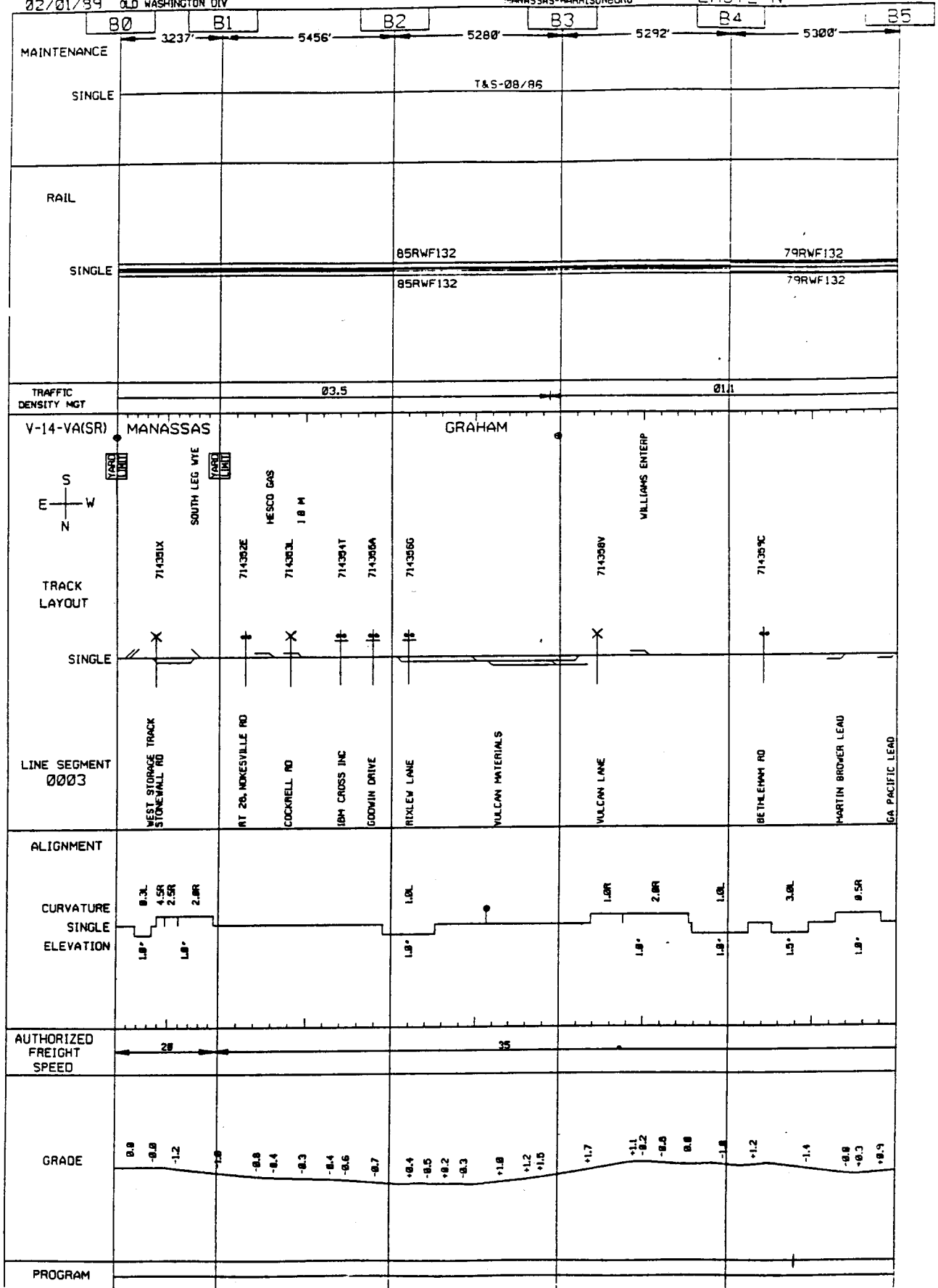
02/01/89 OLD CNW RR

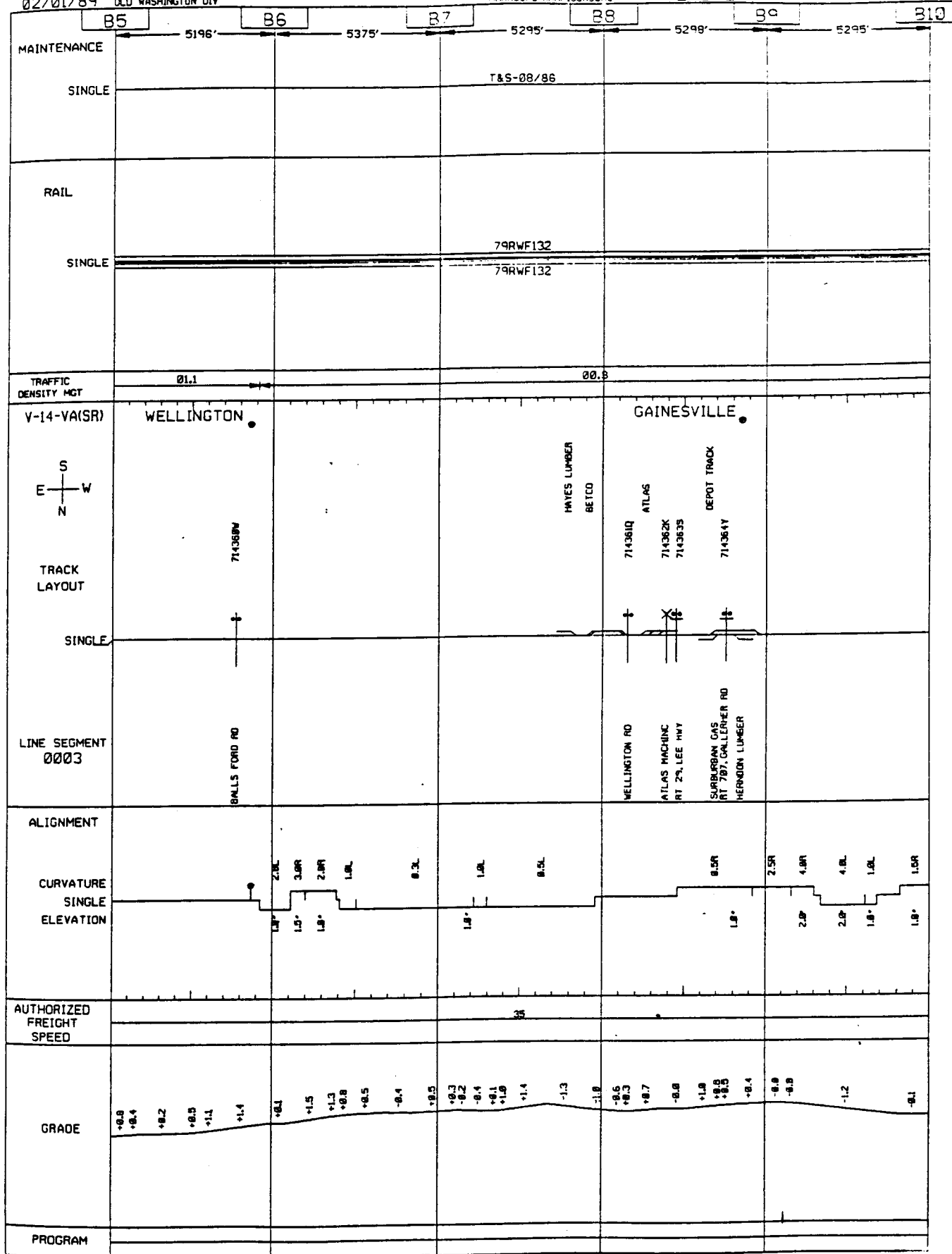
VA/NC LINE-LEAKSVILLE

EASTERN





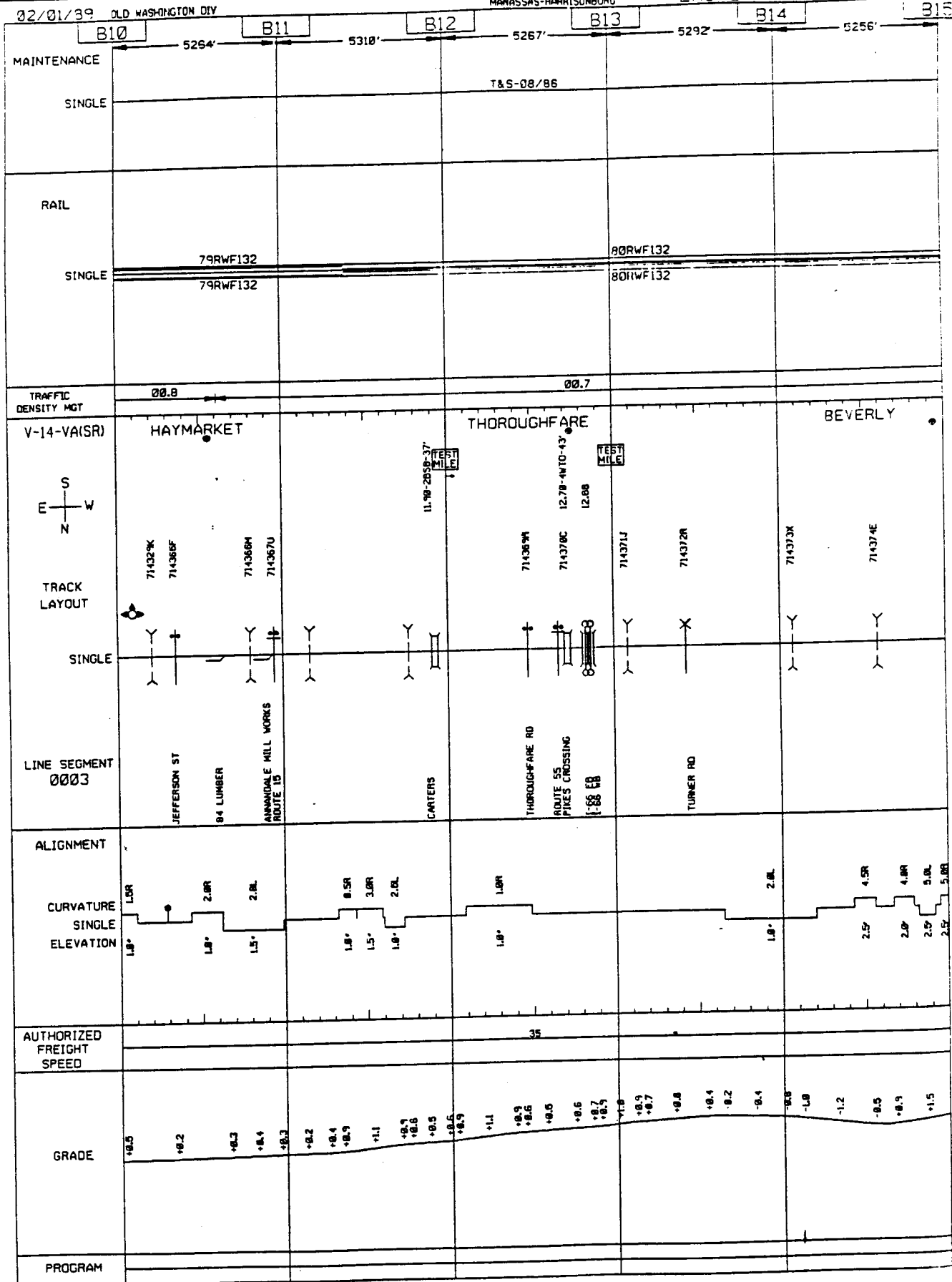


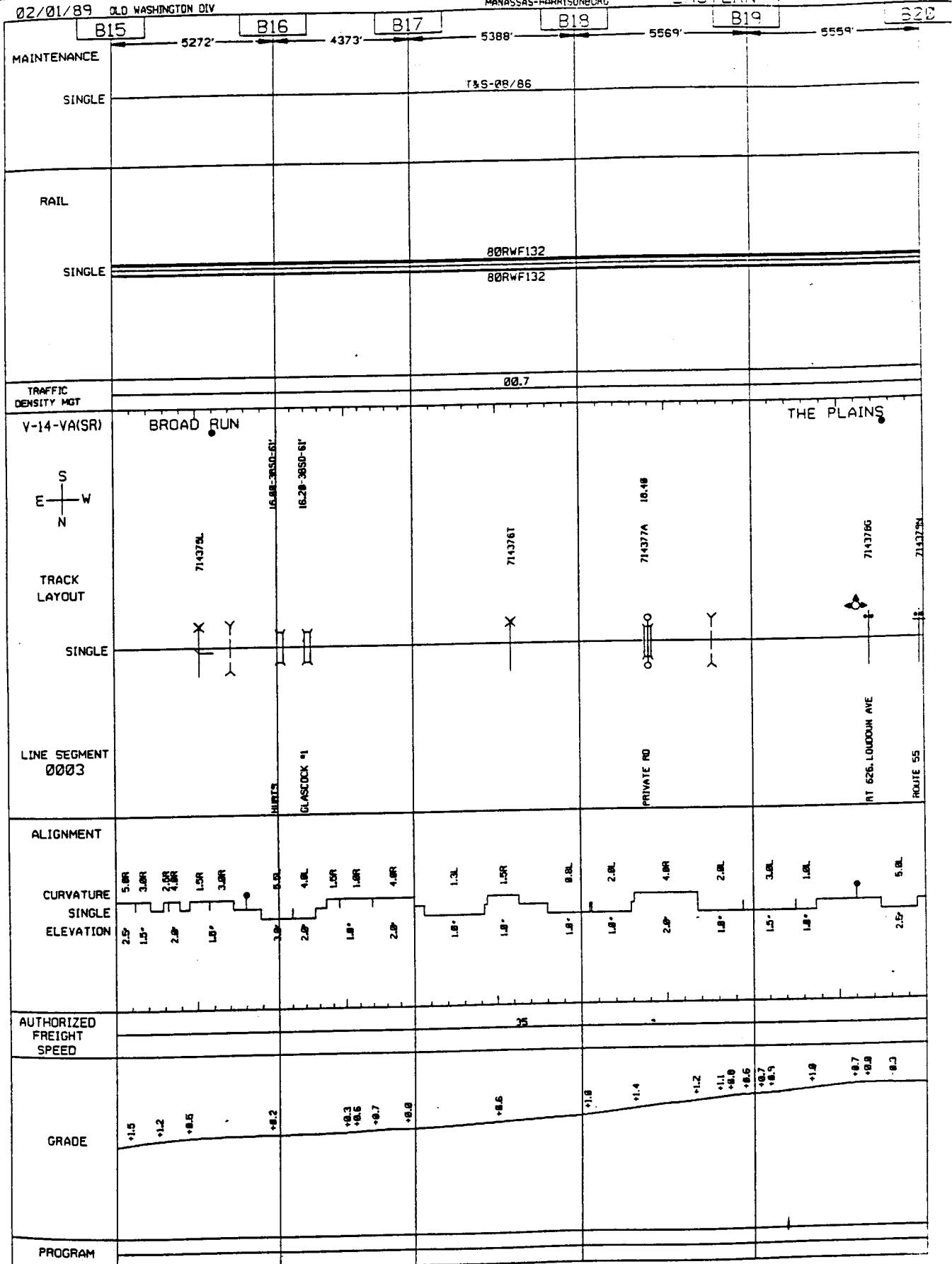


02/01/89 OLD WASHINGTON DIV

MANASSAS-HARRISONBURG

EASTERN

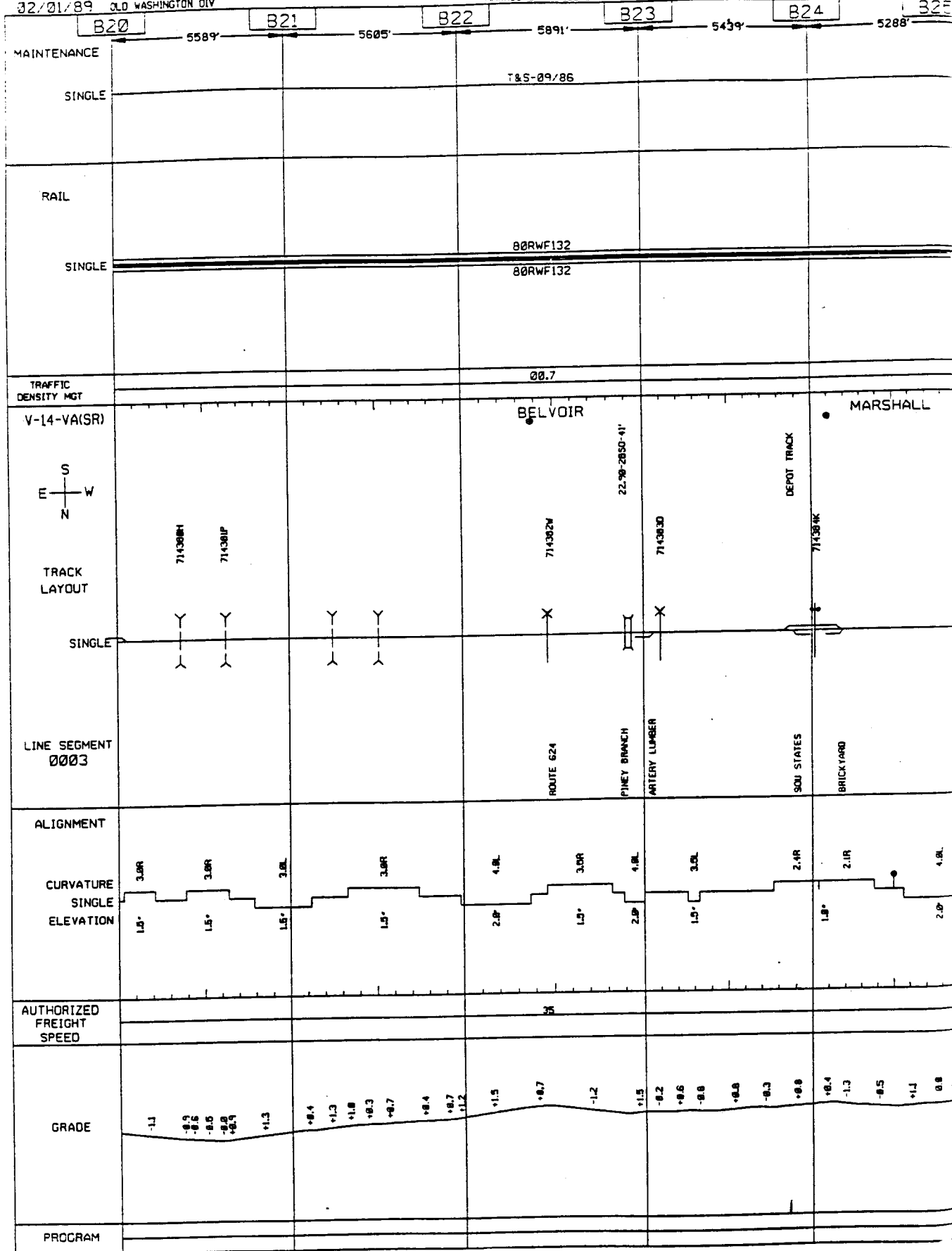


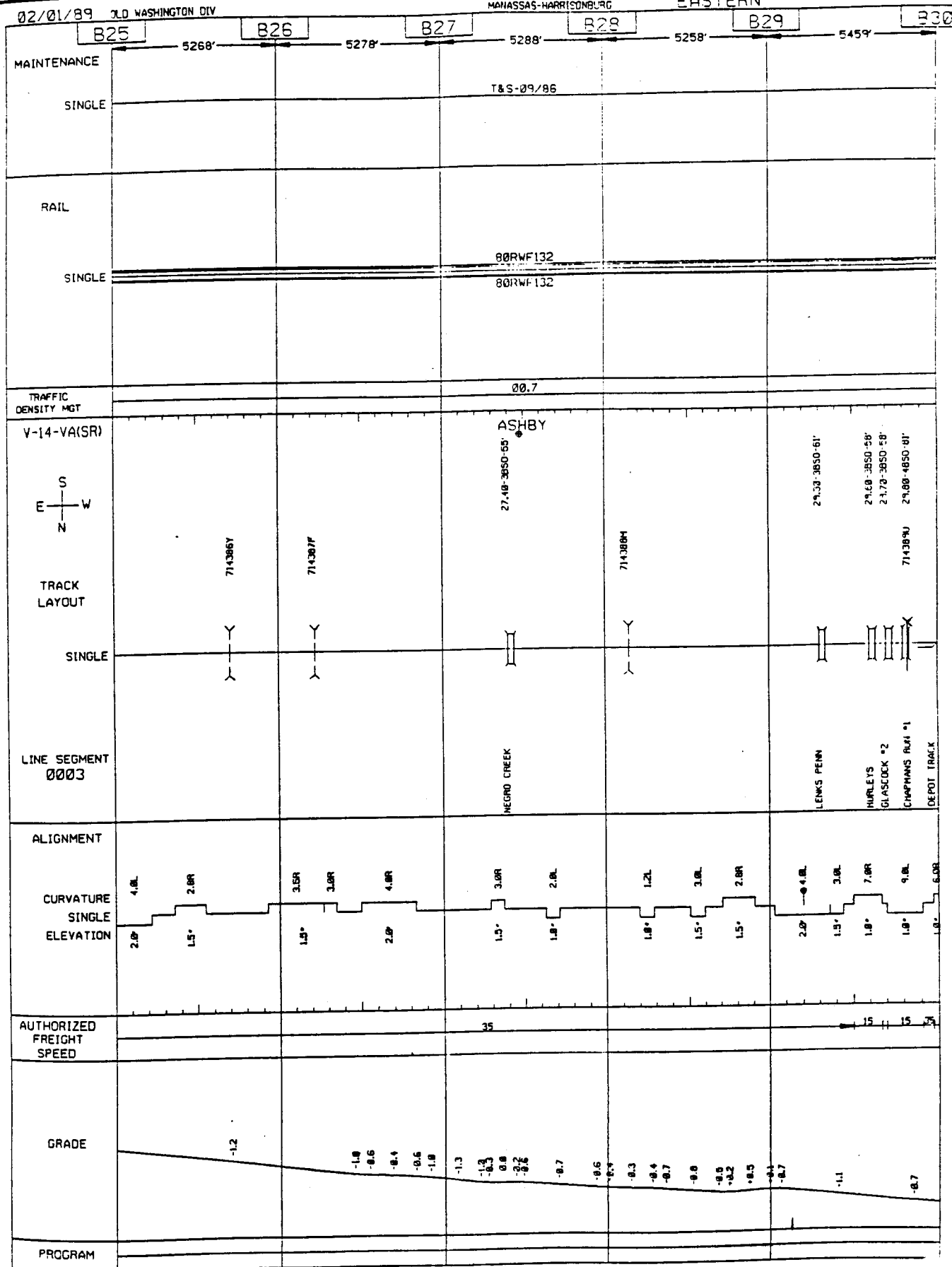


02/01/89 OLD WASHINGTON DIV

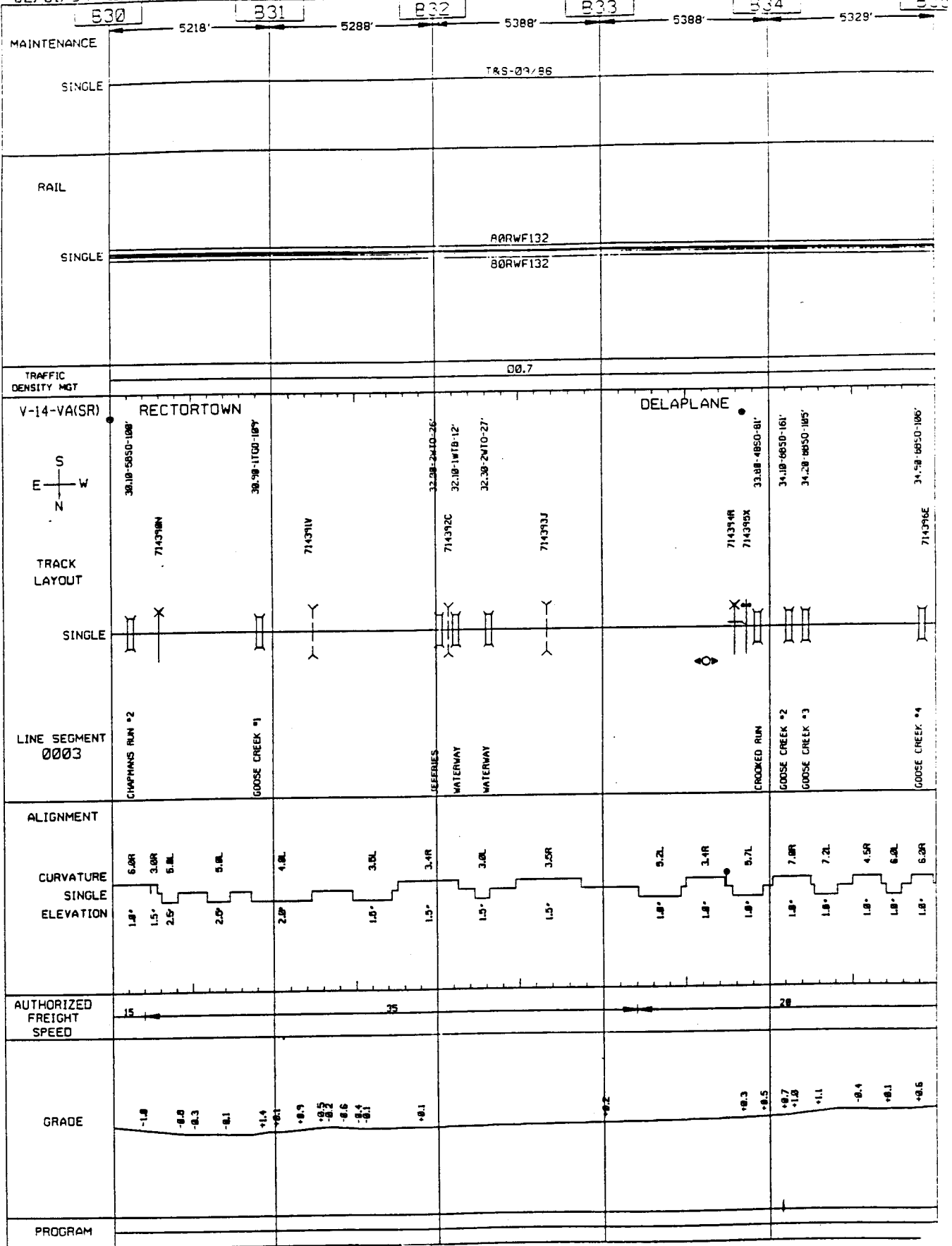
MANASSAS-HARRISONBURG

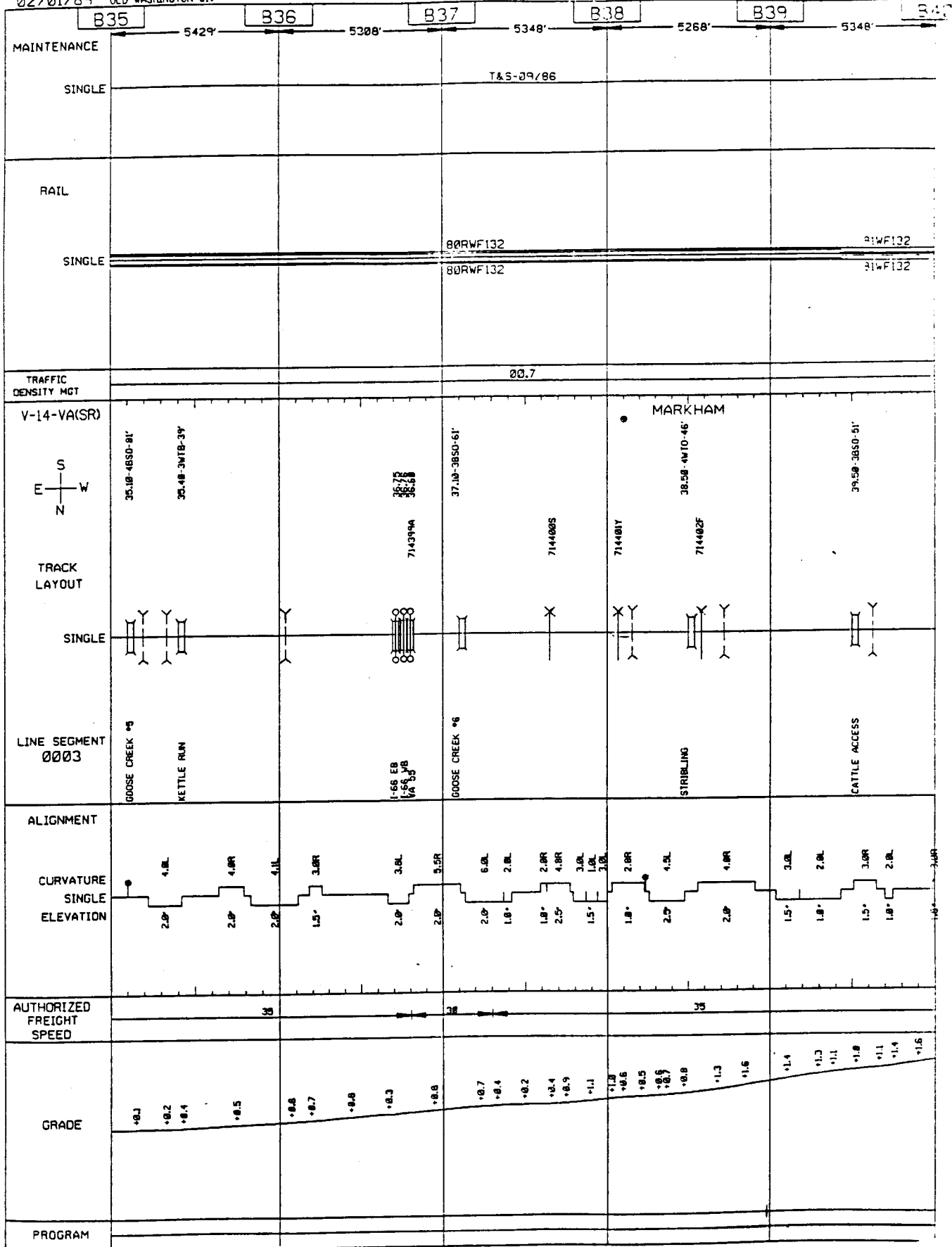
EASTERN



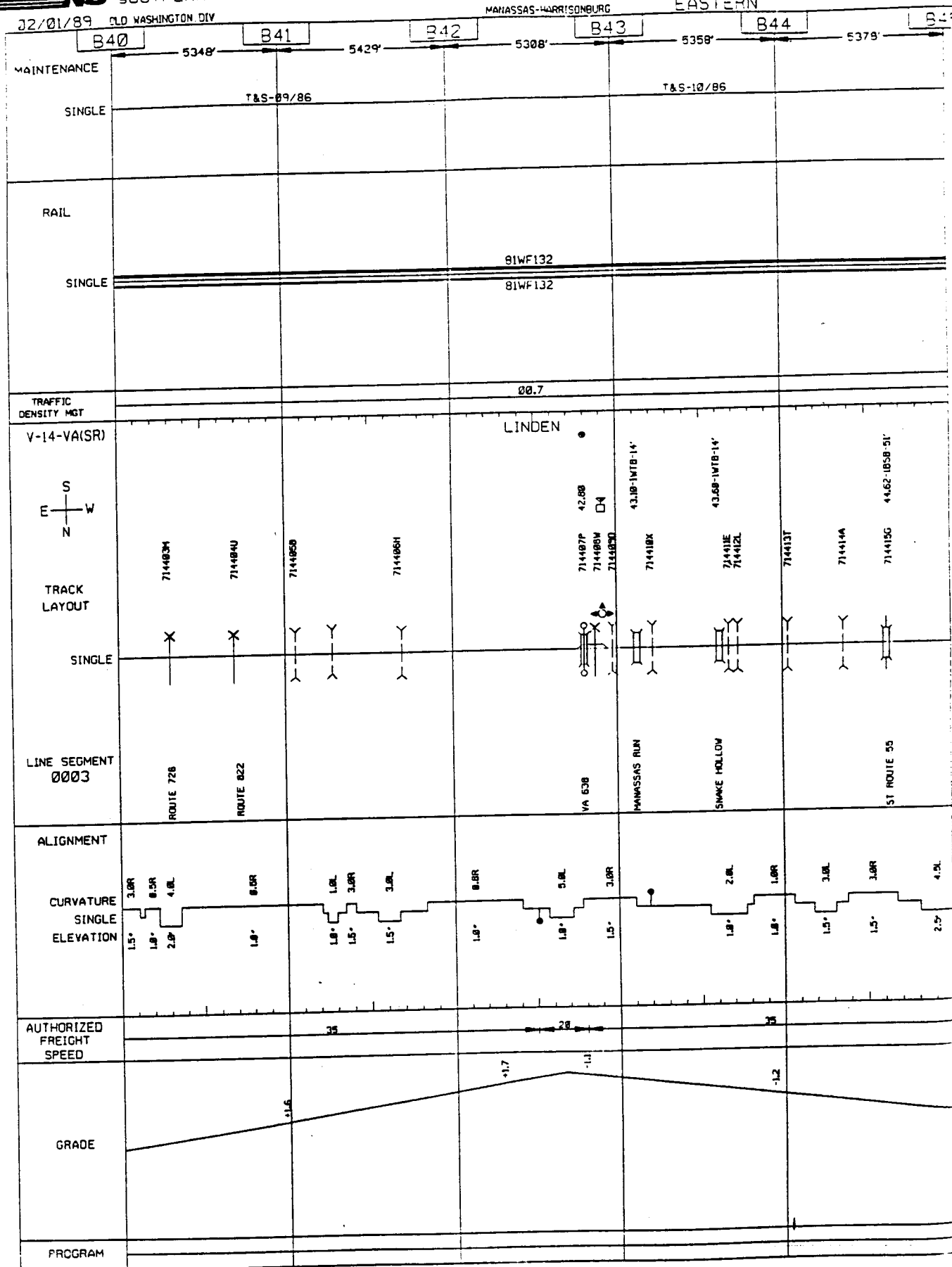


02/01/99 OLD WASHINGTON DIV





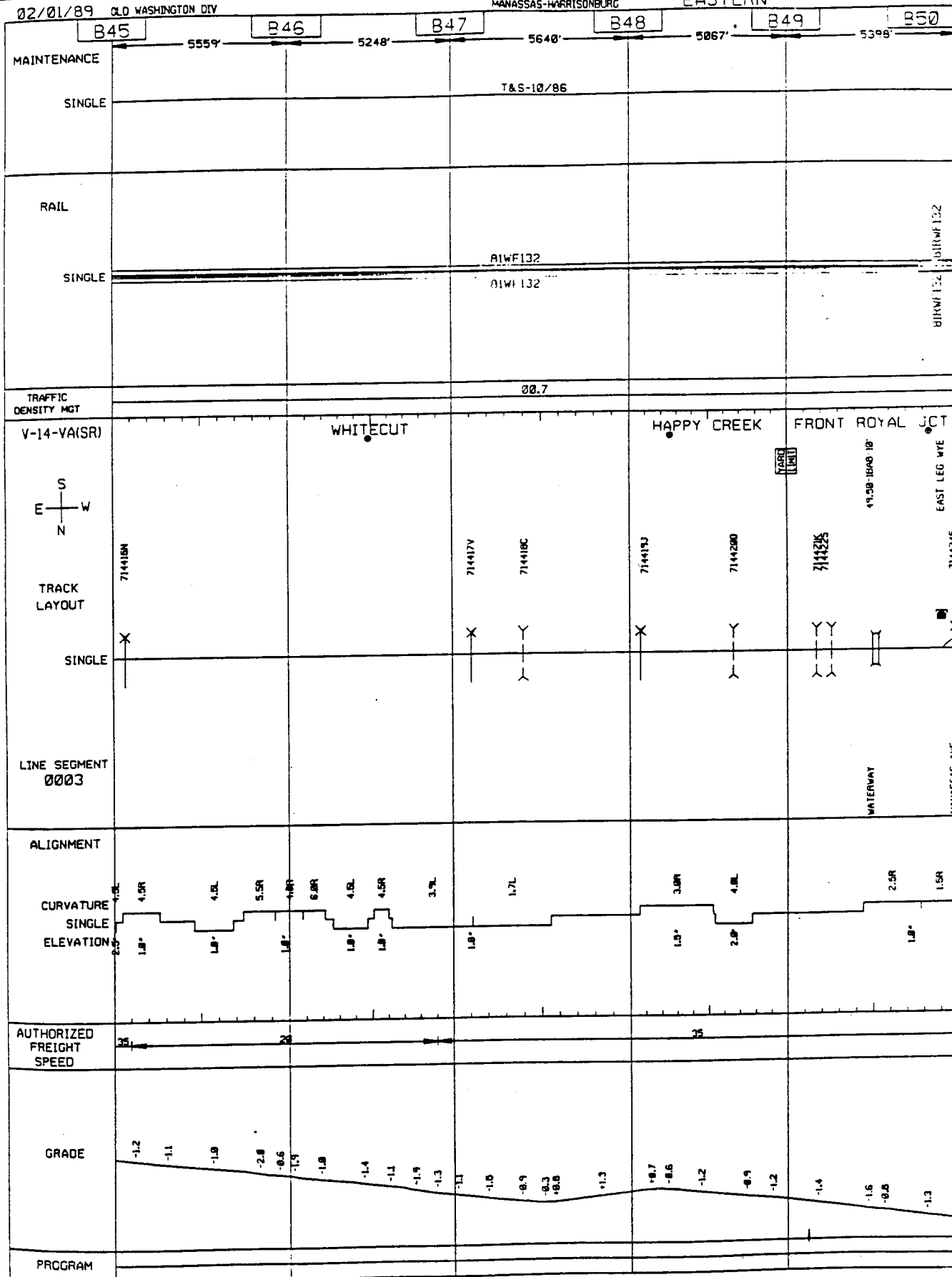
12/01/89 OLD WASHINGTON DIV



02/01/89 OLD WASHINGTON DIV

MANASSAS-HARRISONBURG

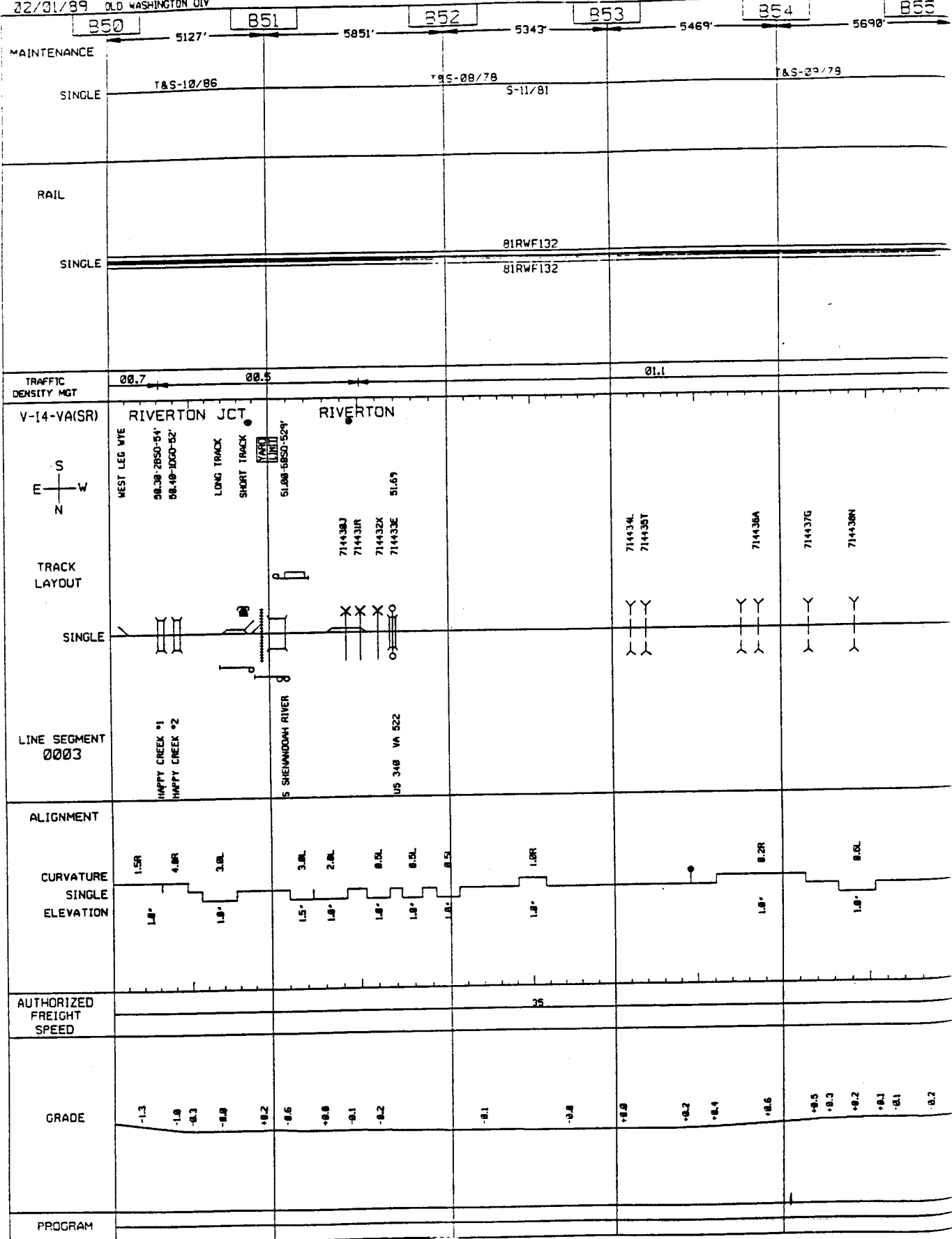
EASTERN

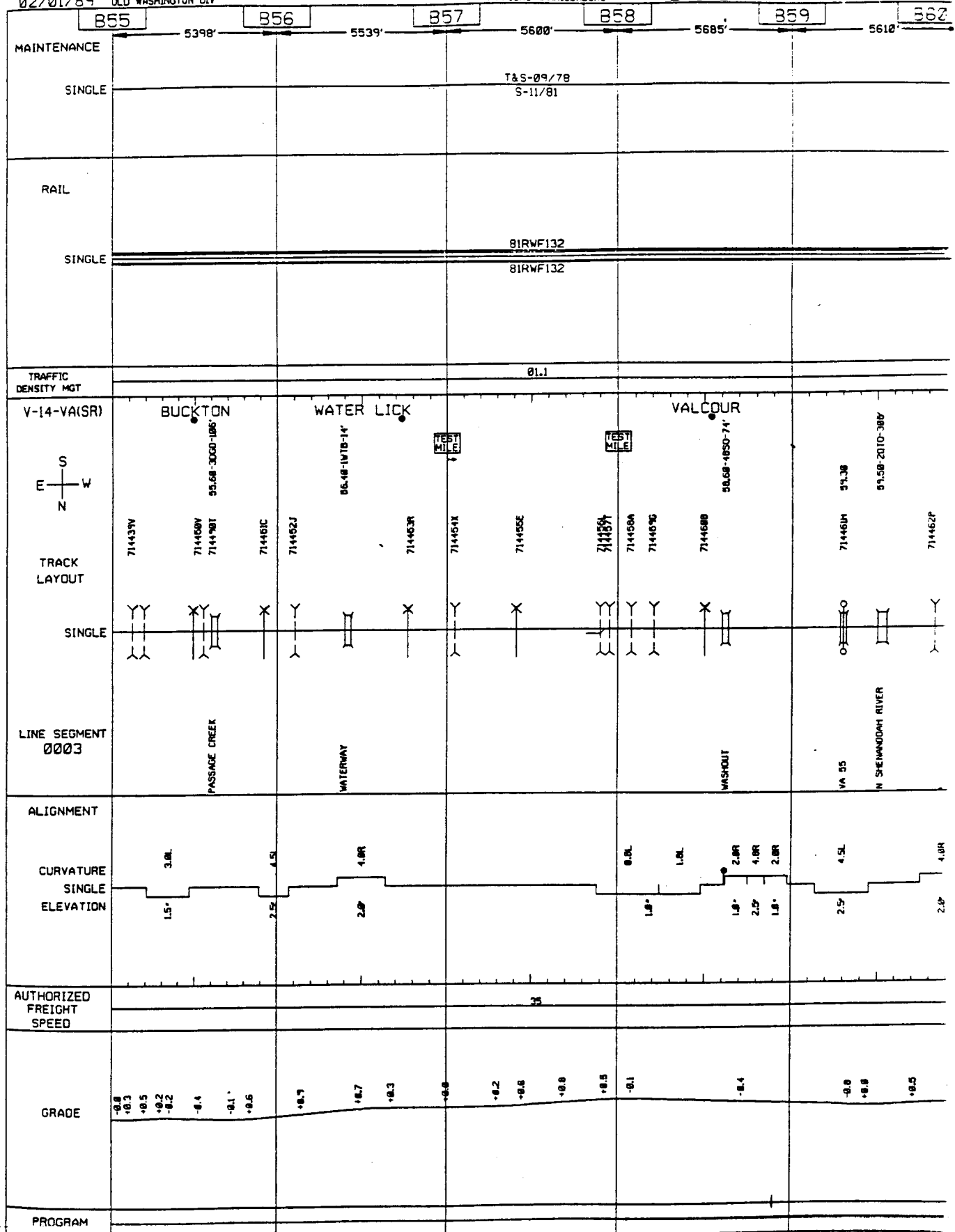


22/01/89 OLD WASHINGTON DIV

MANASSAS-HARRISONBURG

EASTERN





NS

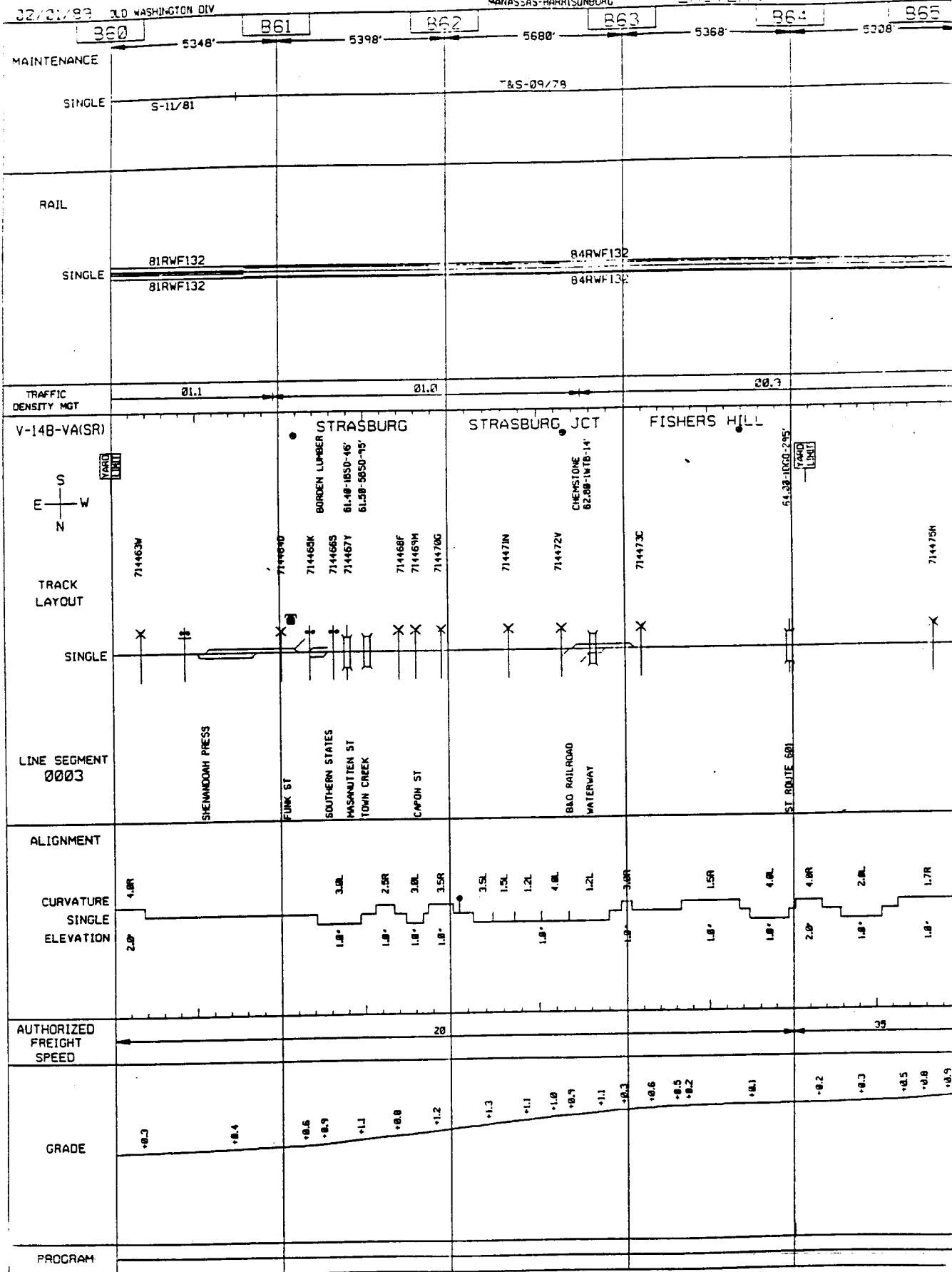
NORTHERN  
SOUTHERN

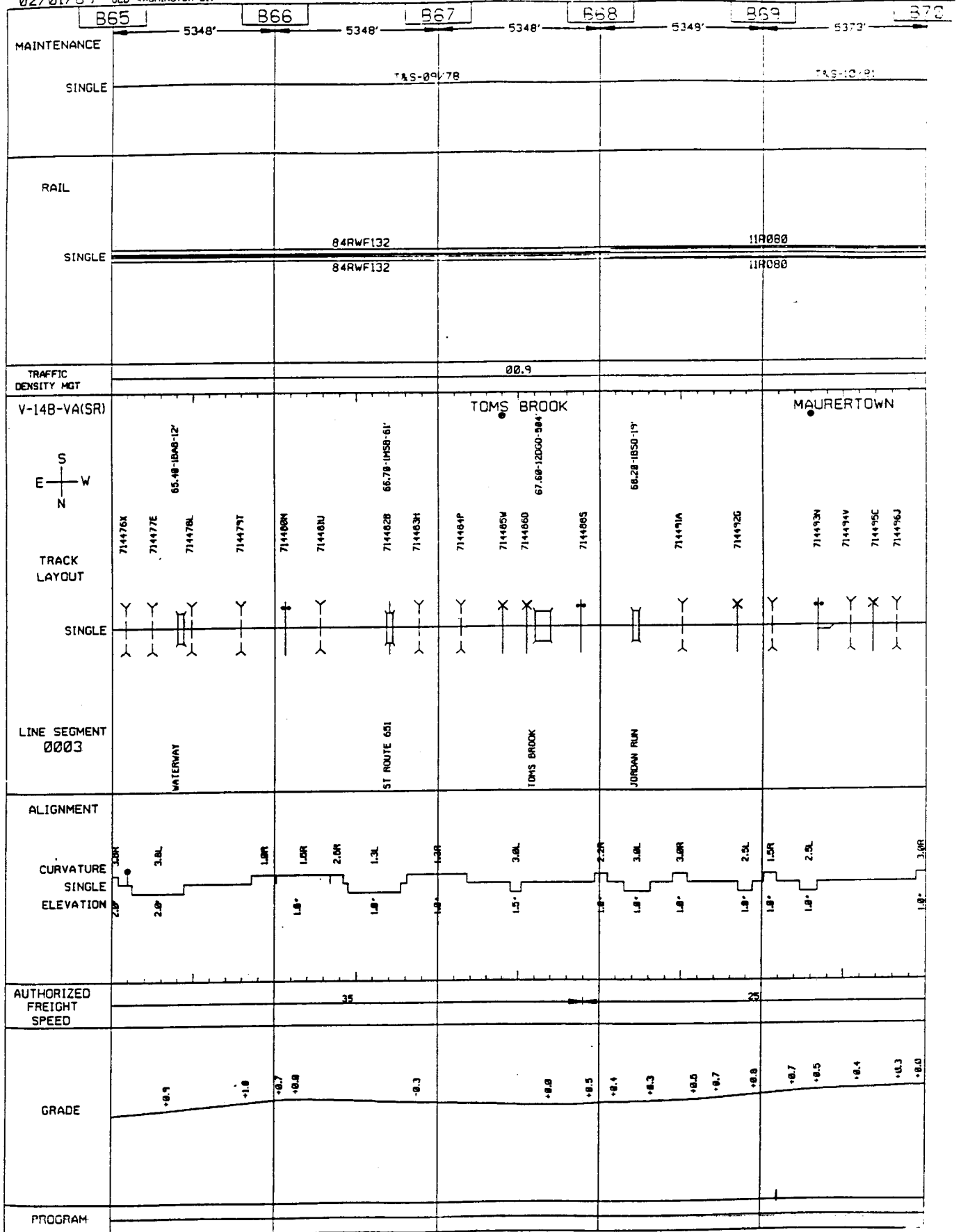
SHEET 90

02/01/88 D.D. WASHINGTON DIV

MANASSAS-HARRISONBURG

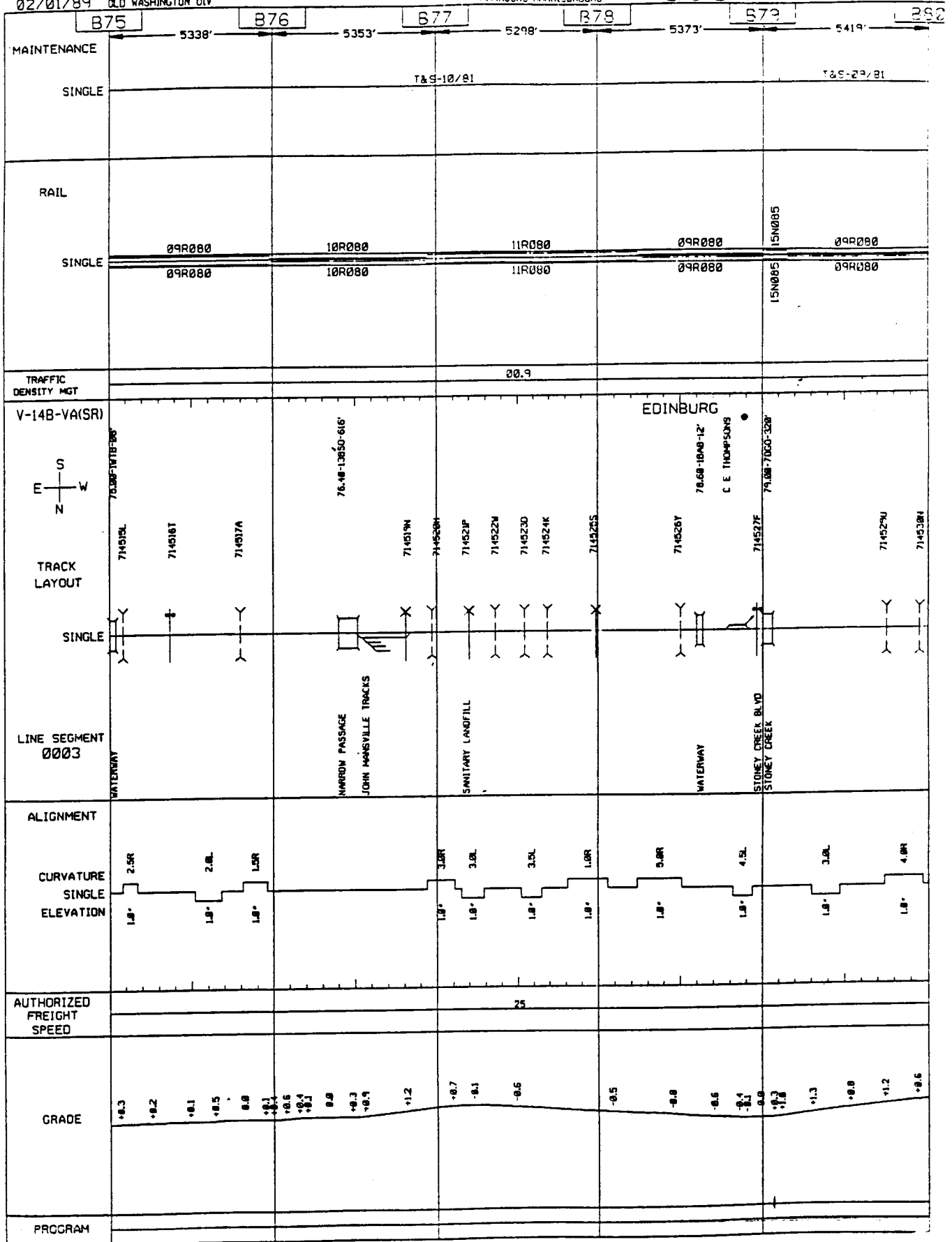
EASTERN



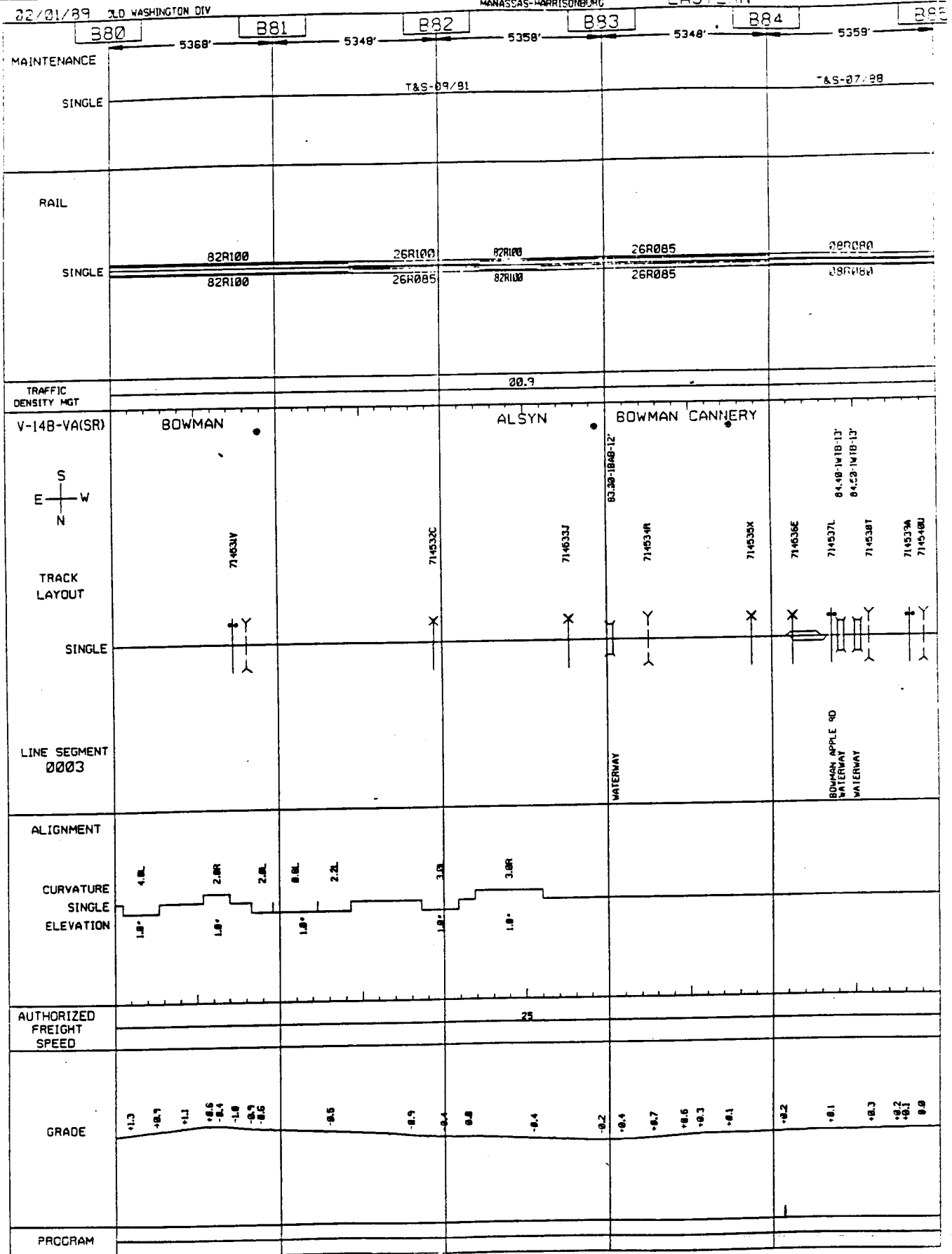


22/01/89 OLD WASHINGTON DIV

	B70	B71	B72	B73	B74	B75
MAINTENANCE	5328'	5348'	5338'	5409'	5338'	
SINGLE			T&S-10/91			
RAIL						
SINGLE	11R080	11R080	1895N085	08R085	09R085	35R085
TRAFFIC DENSITY MGT			00.9			
V-14B-VA(SR)				WOODSTOCK		
TEST MILE						
TRACK LAYOUT	714457R	714498X	714499E	714501D	714502X	714503S
SINGLE						
LINE SEGMENT 0003						
ALIGNMENT						
CURVATURE SINGLE ELEVATION	3.0R	3.0L	3.0R	3.0R	3.0L	2.5L
AUTHORIZED FREIGHT SPEED						
GRADE	+0.0	-0.1	-0.2	-0.3	-0.4	-0.5
PROGRAM						



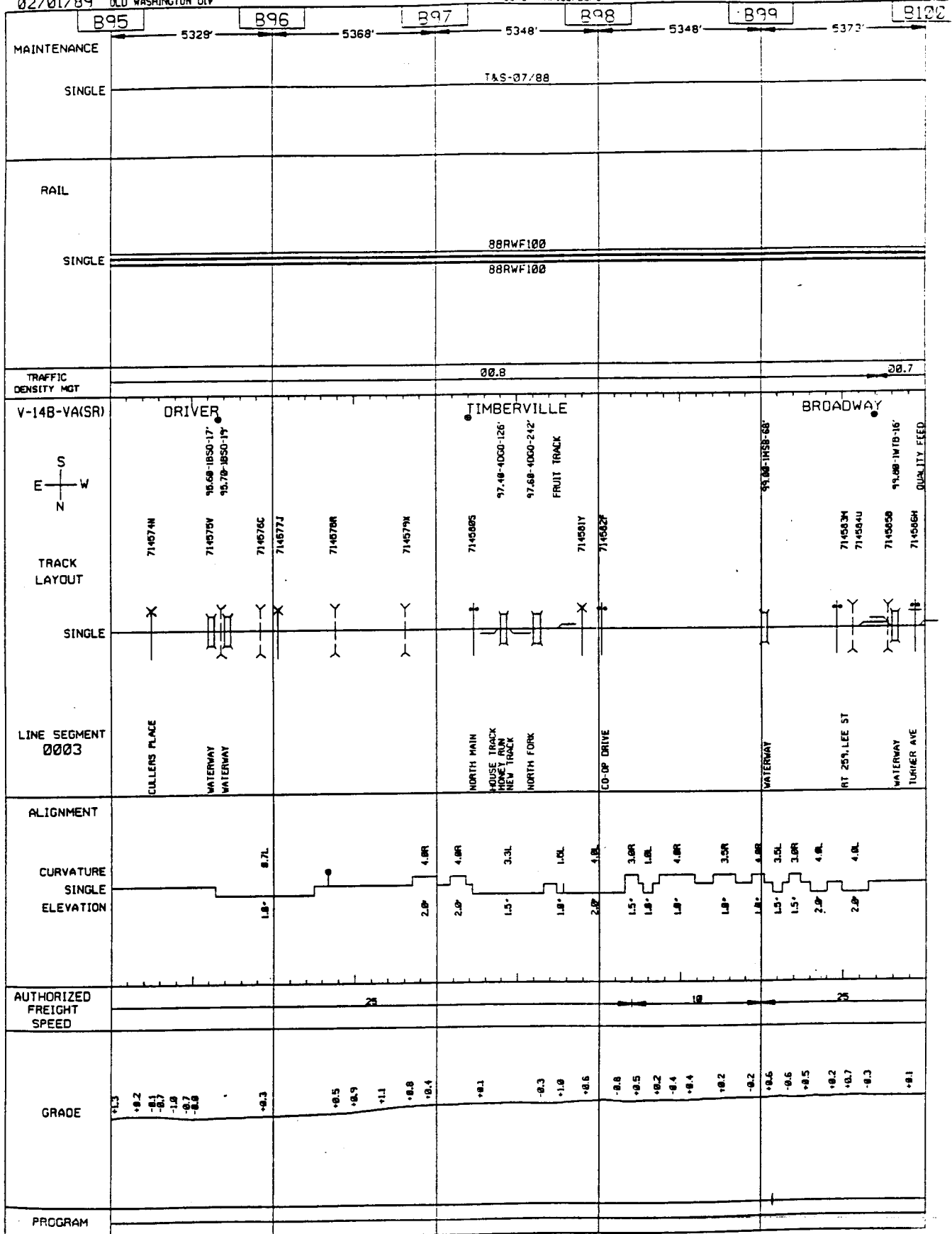
22/01/89 30 WASHINGTON DIV

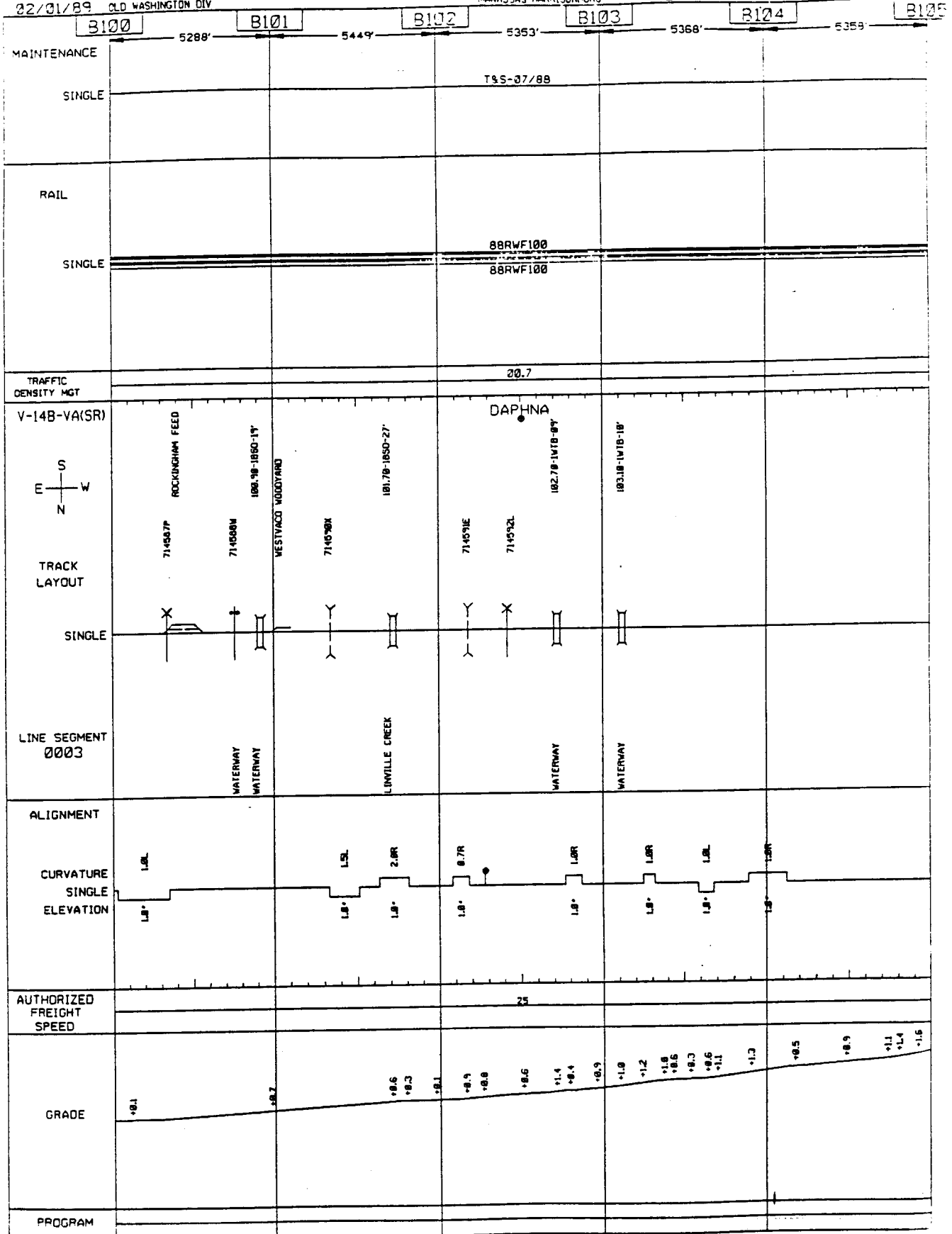


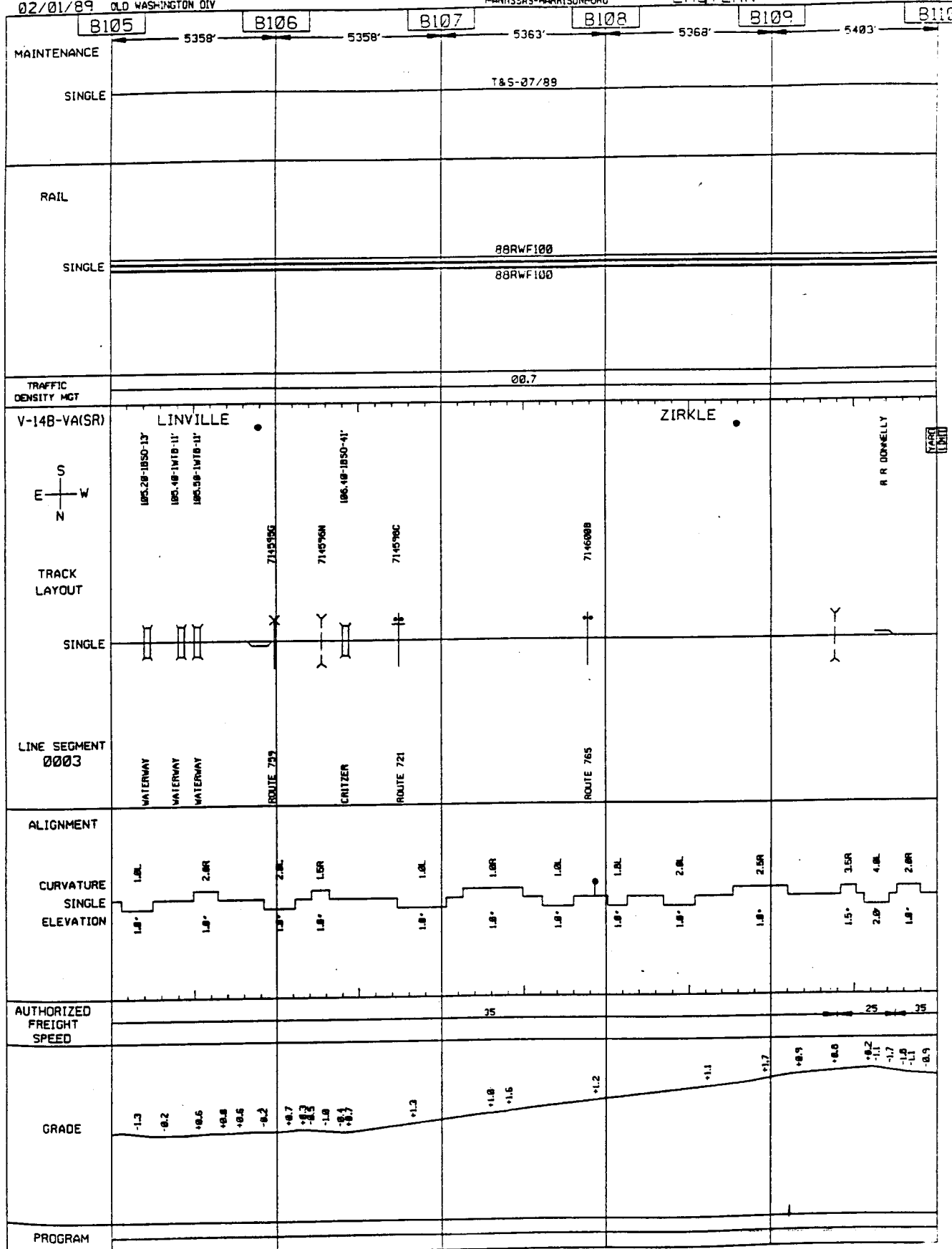


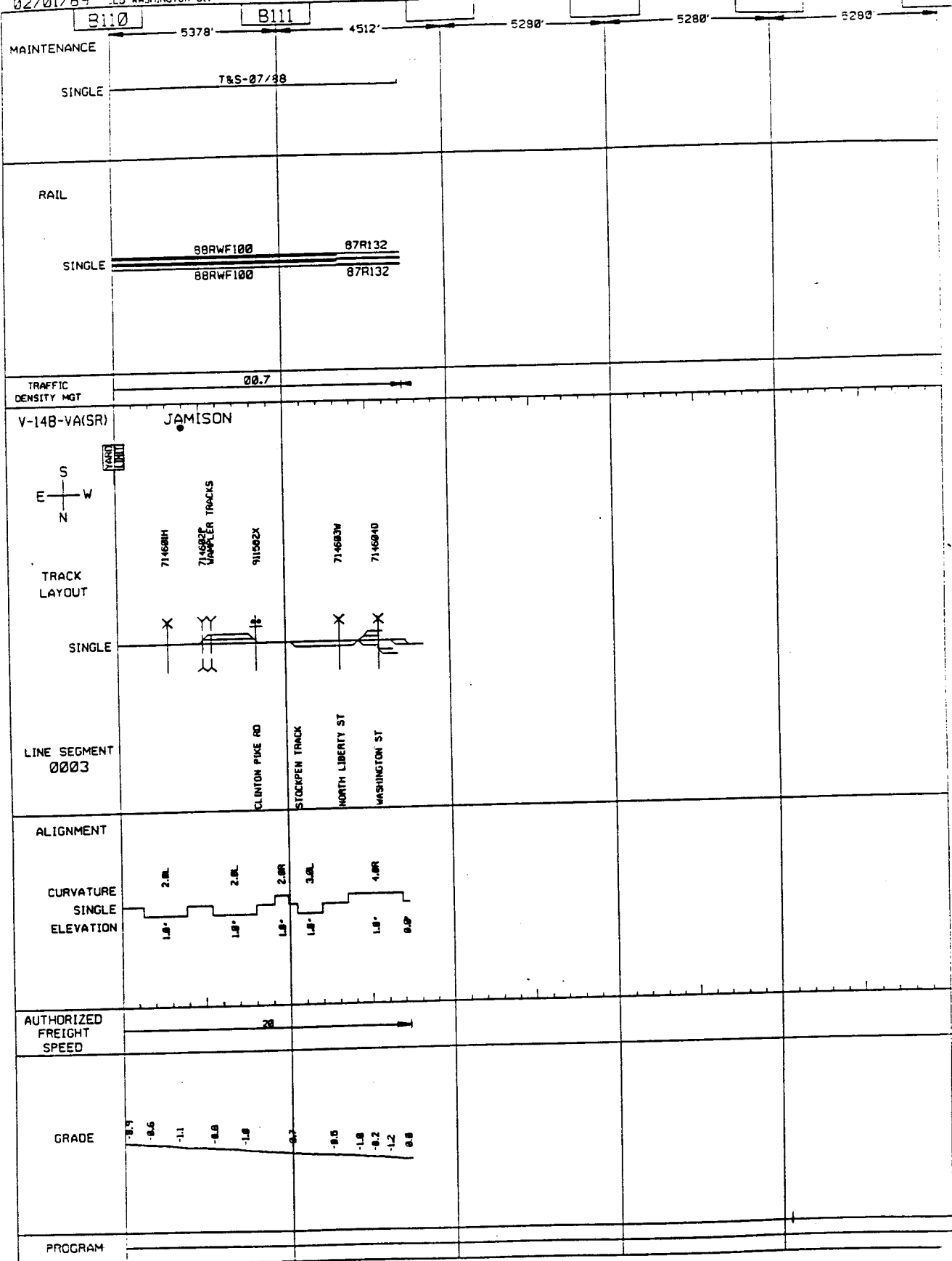
32/01/99 OLD WASHINGTON DIV

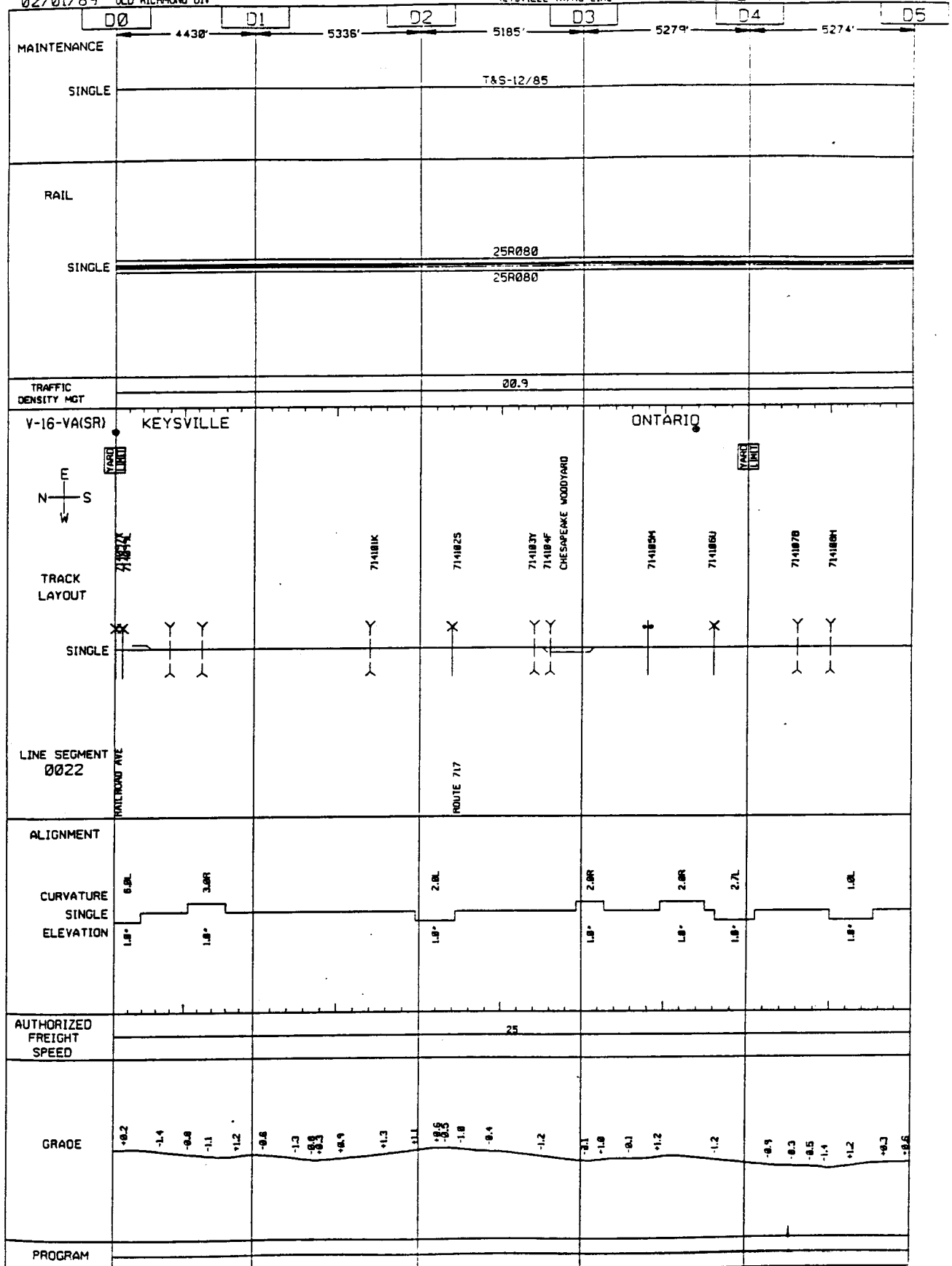
	B90	B91	B92	B93	B94	B95
	5328'	5358'	5358'	5368'	5348'	
MAINTENANCE						
SINGLE			T&S-07/88			
RAIL						
SINGLE			88RWF100	88RWF100		
TRAFFIC DENSITY MGT			00.8			
V-148-VA(SR)	QUICKSBURG			NEW MARKET	MOFFETT	
TRACK LAYOUT	714559L 714568F 714561H 714562U	714563B	714565P 714566W 714567D	714568K	714571T 714572A	
SINGLE	Y X Y Y	X	X Y Y Y	X	X Y Y Y	
LINE SEGMENT 0003			WATERWAY		ROUTE 616 WATERWAY	
ALIGNMENT						
CURVATURE SINGLE ELEVATION	1.8L 1.8°	1.8R 1.8°	2.8L 1.8°	2.8R 1.8°	1.8L 1.8°	2.2R 1.8°
AUTHORIZED FREIGHT SPEED			30			
GRADE	-6.8 +1.1 -6.8 -6.3 +1.3	-6.8 6.8 +1.3 -6.4 -1.1 -6.2	+6.1 -6.5 -6.8 +6.4 +6.1	-6.5 -6.7 -6.3 +6.8 -1.8 -6.8 -6.5	+1.2 -6.5 +1.9 +6.7 -6.1 -6.2	
PROGRAM						







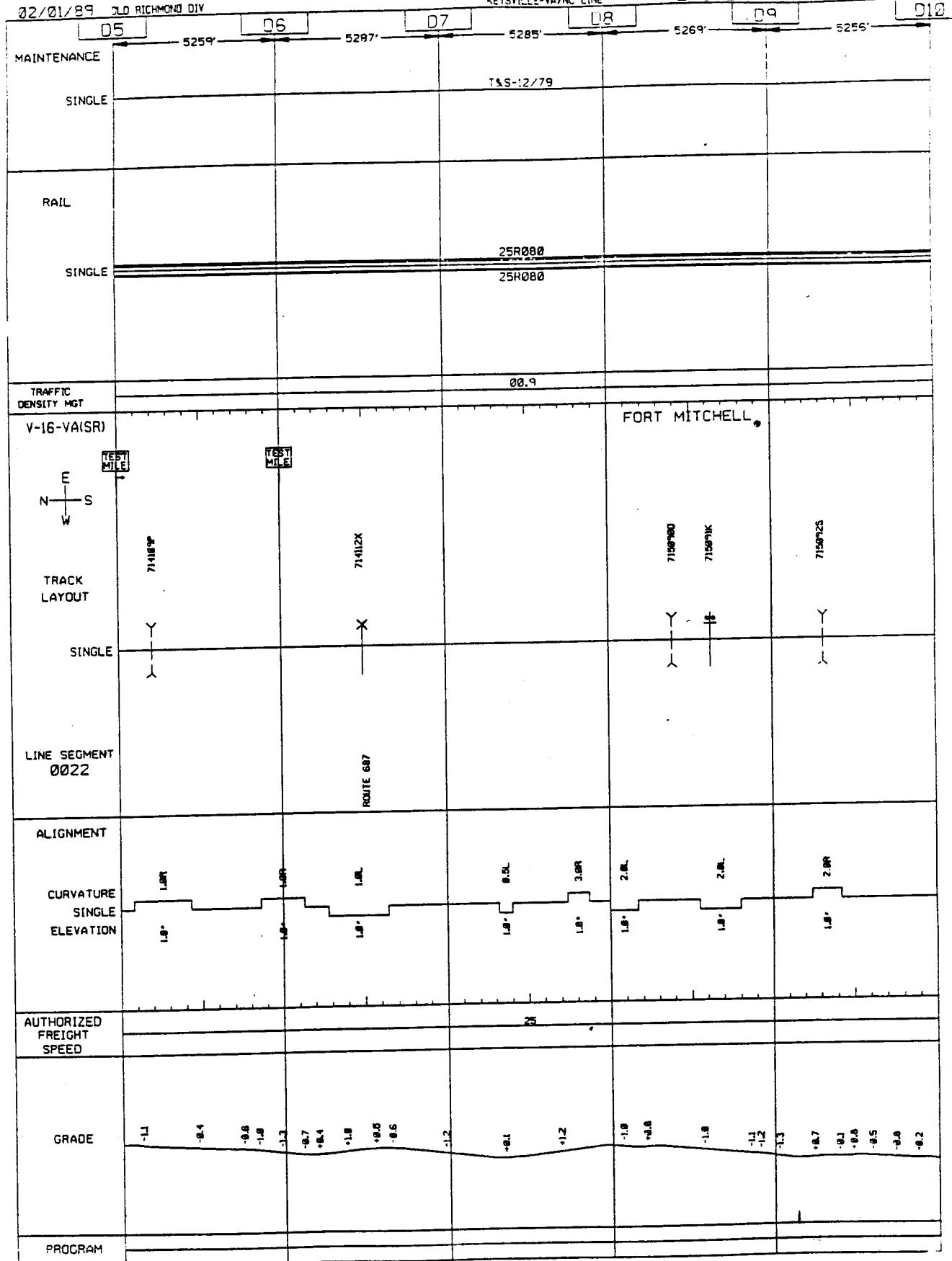


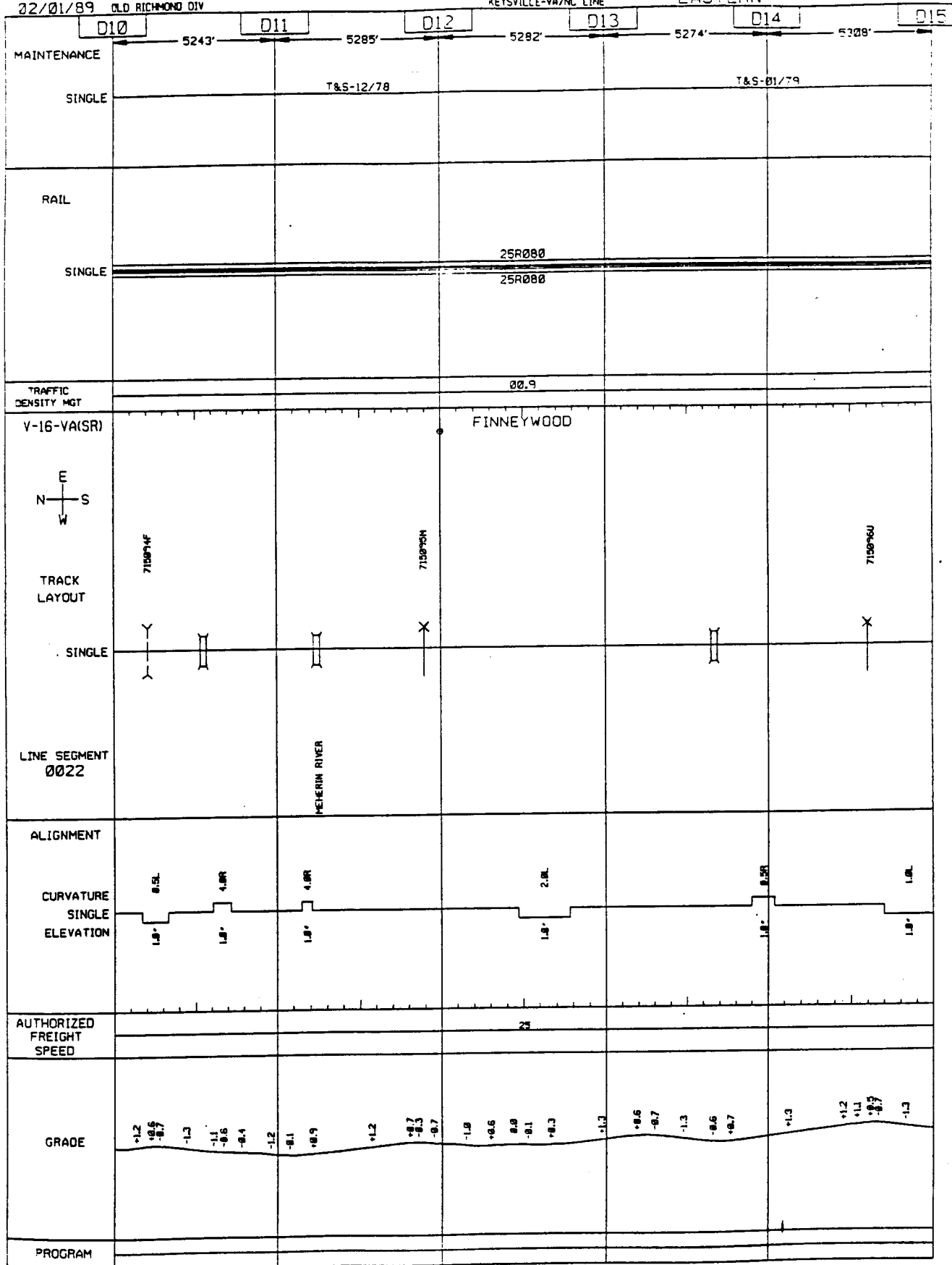


02/01/89 OLD RICHMOND DIV

KEYSVILLE-VA/NC LINE

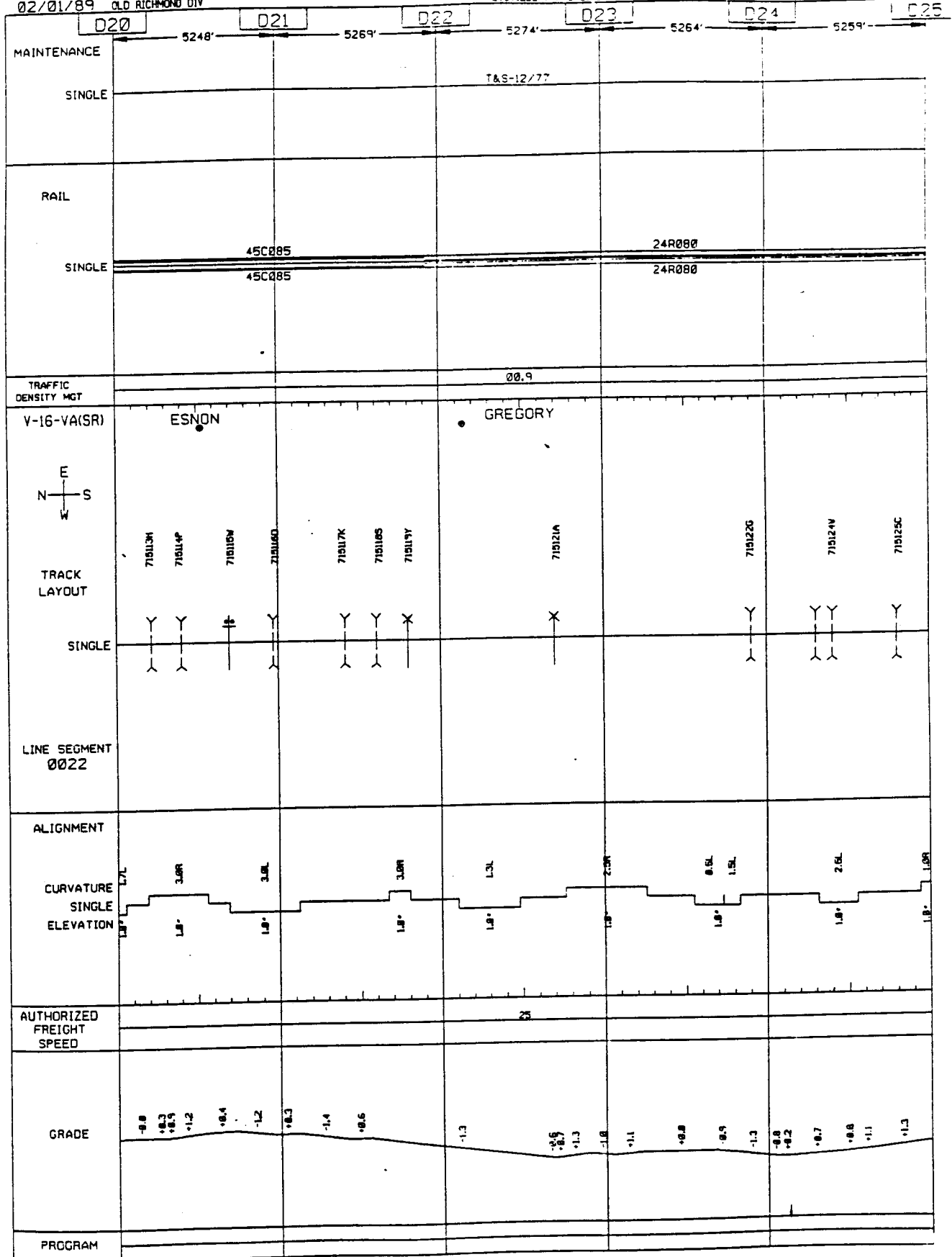
EASTERN







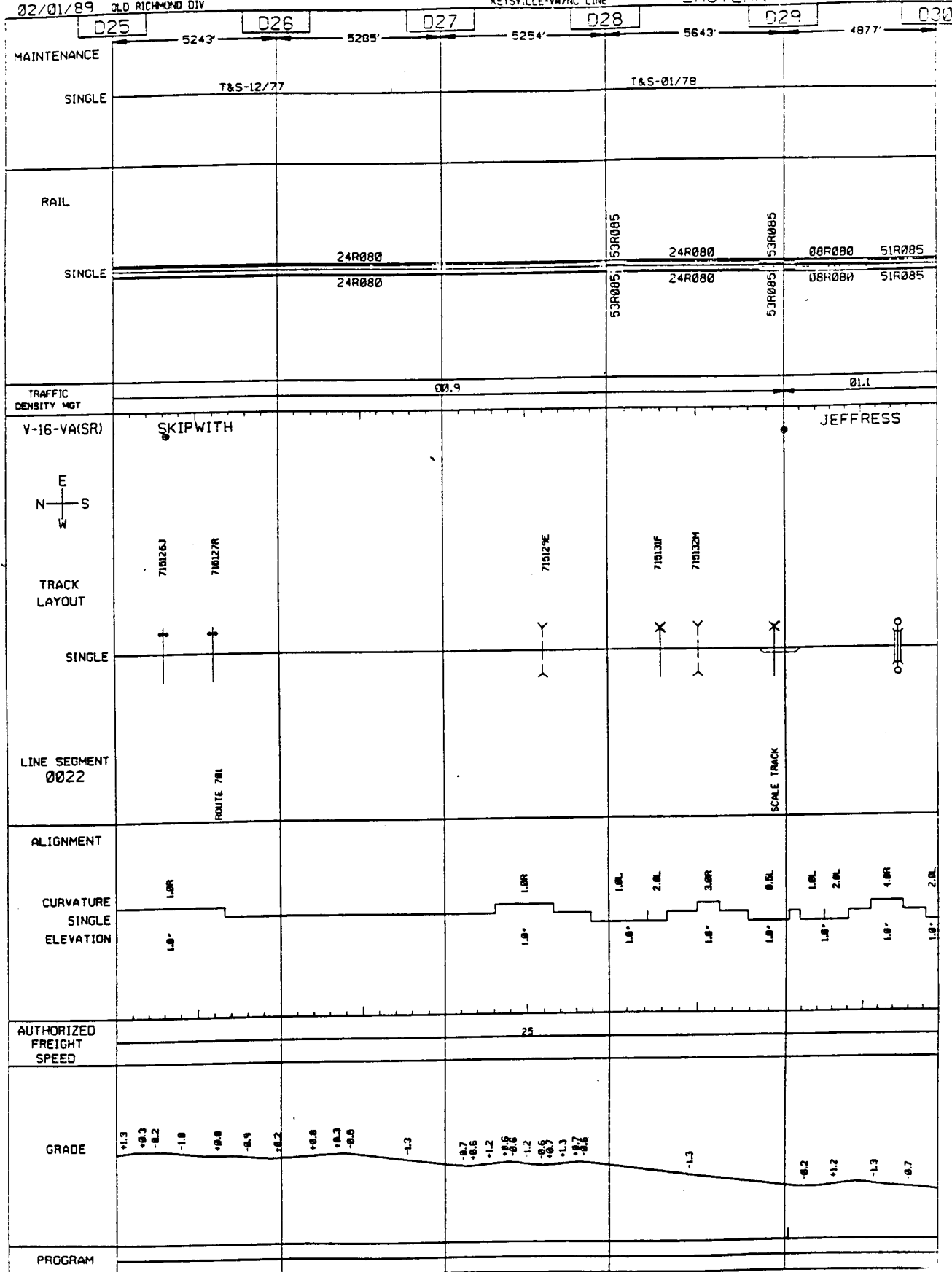
02/01/89 OLD RICHMOND DIV



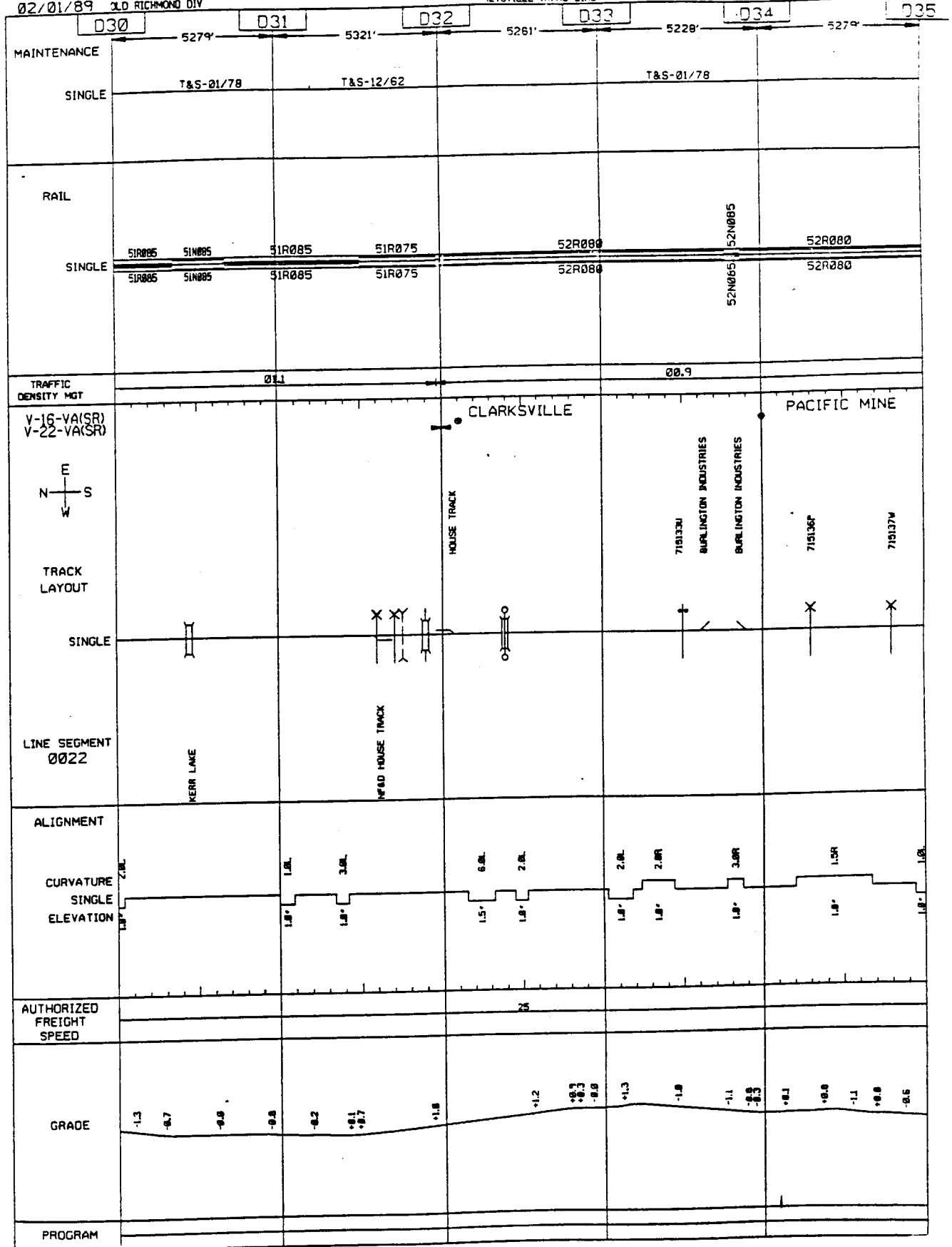
02/01/89 OLD RICHMOND DIV

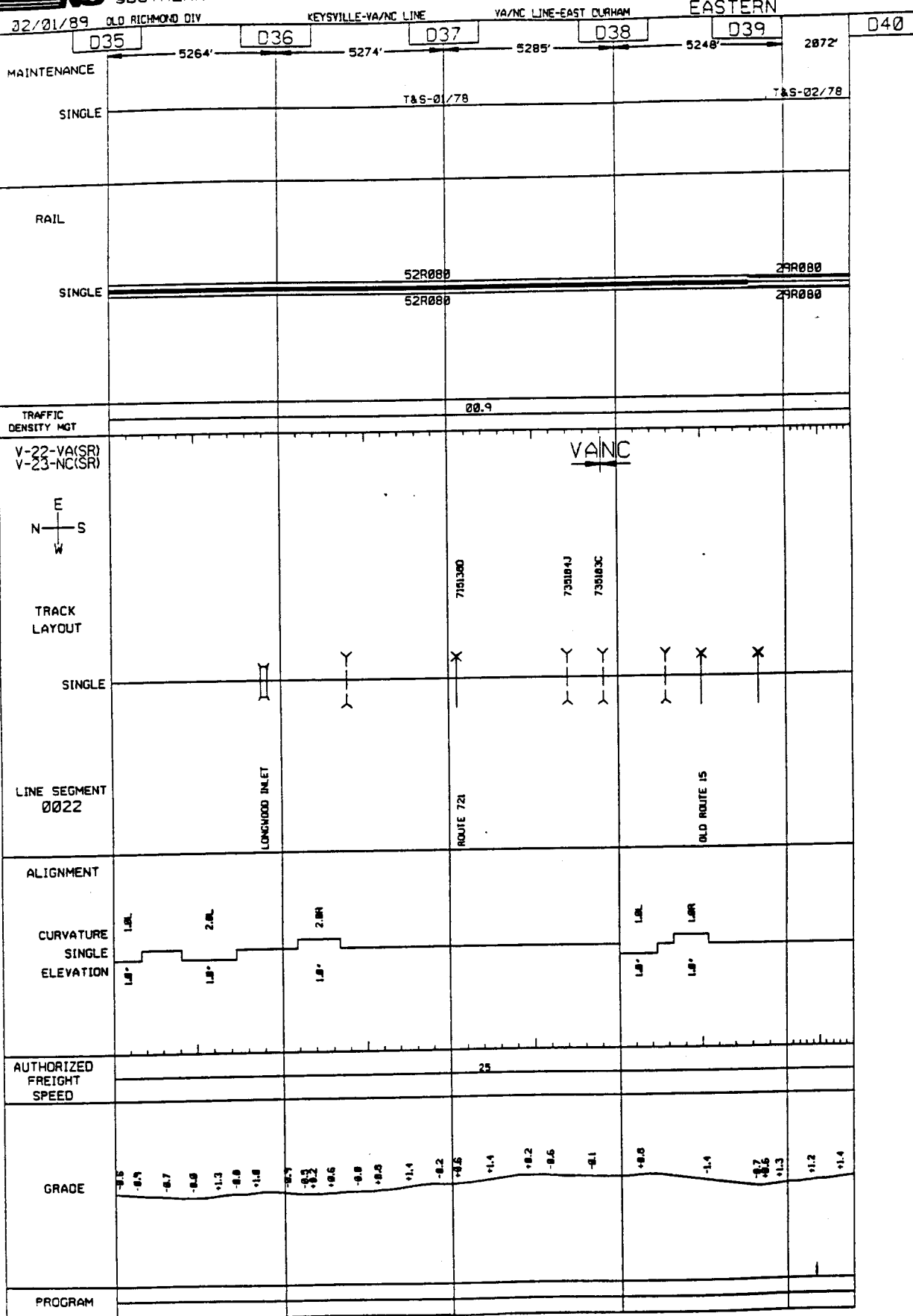
KEYSVILLE-VA/NC LINE

EASTERN



02/01/89 OLD RICHMOND DIV

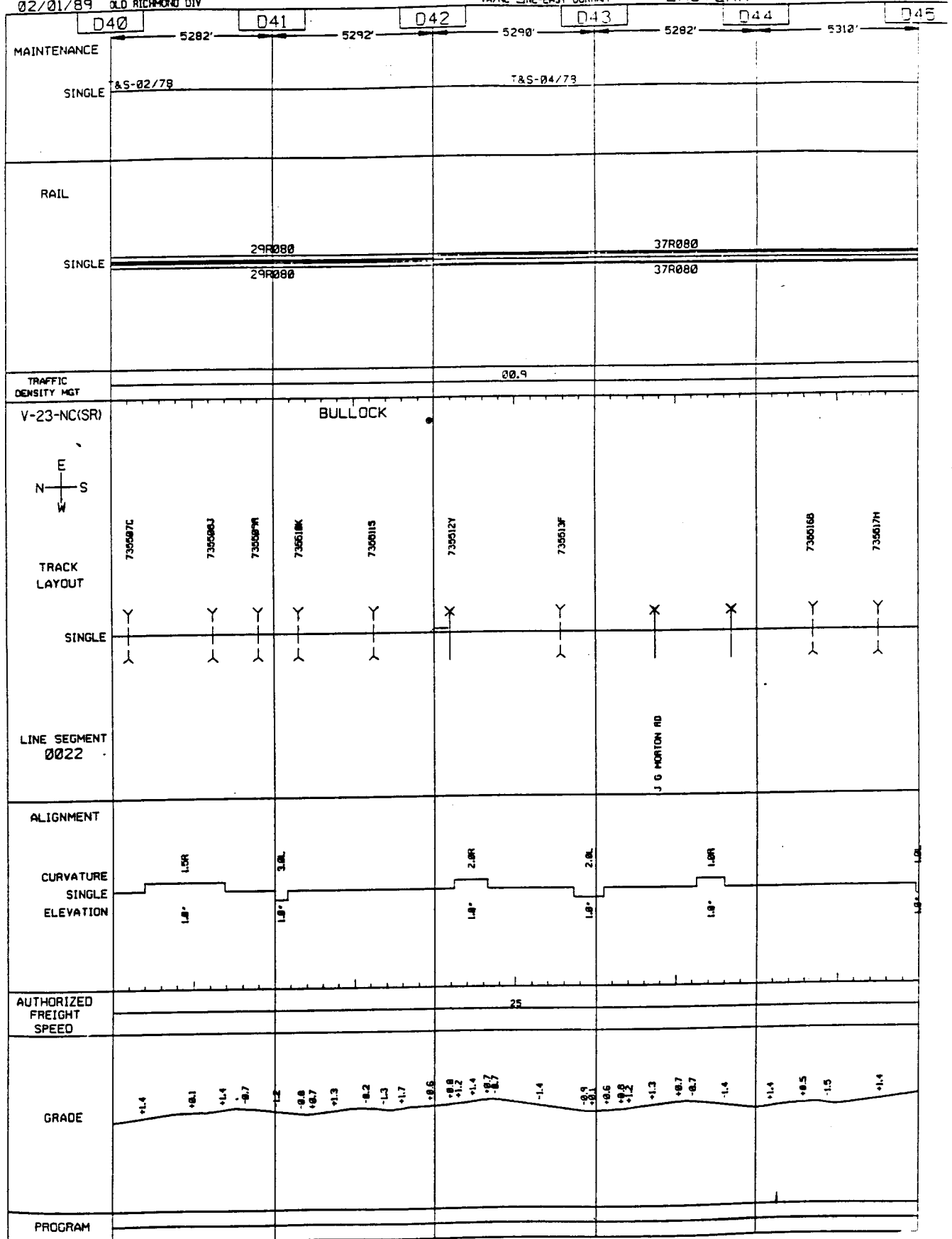




02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

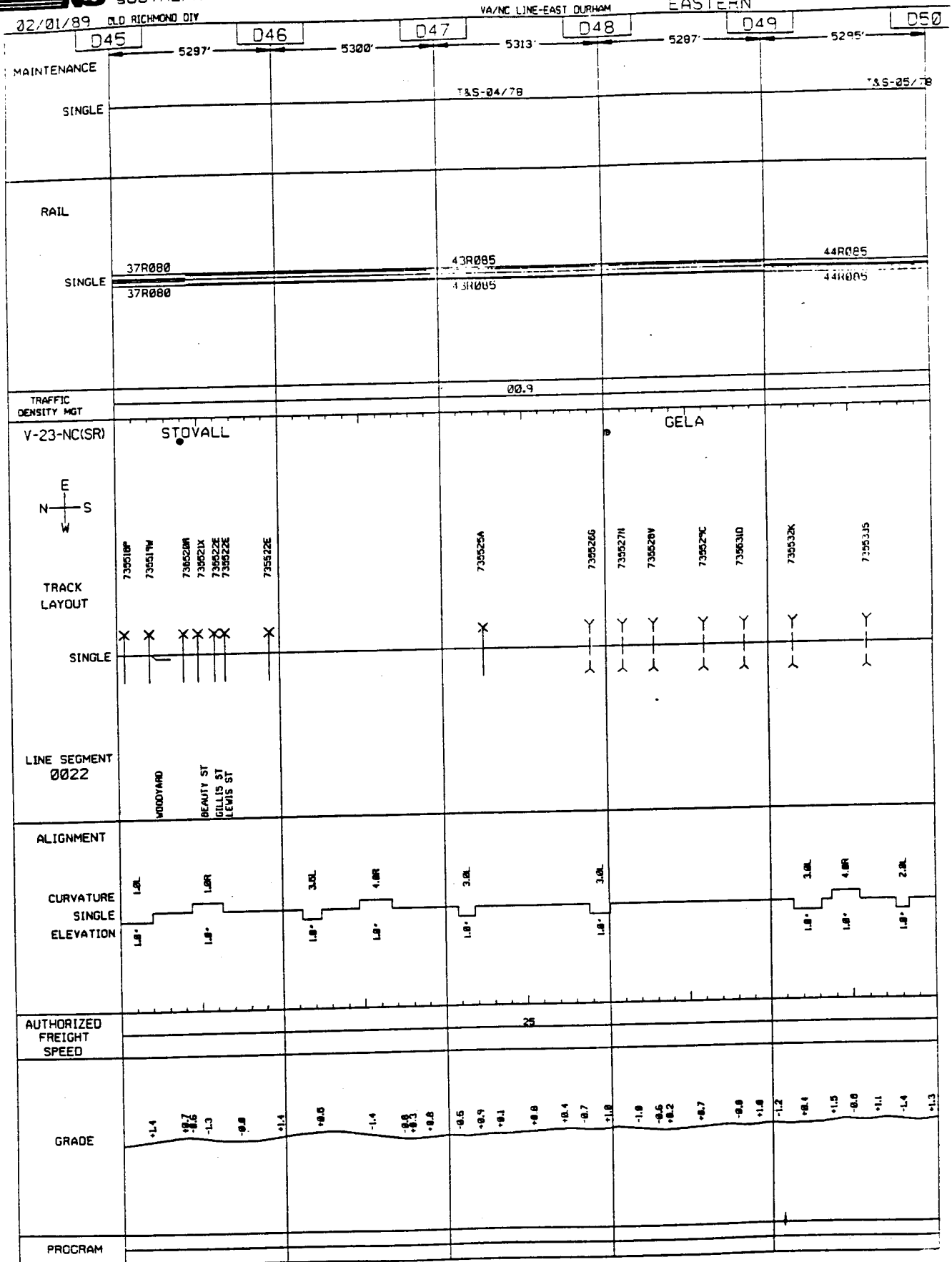
EASTERN



02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

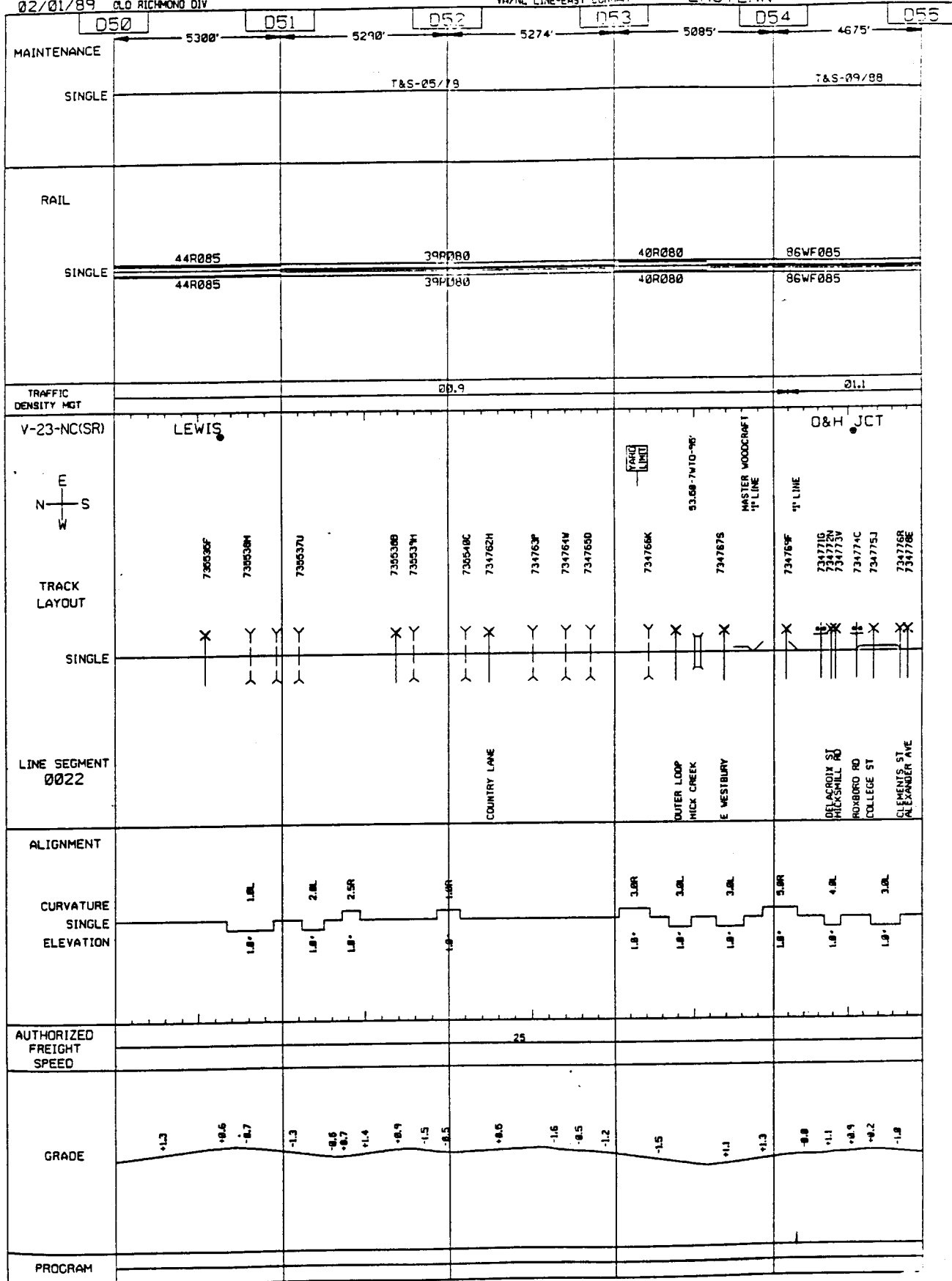
EASTERN



02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

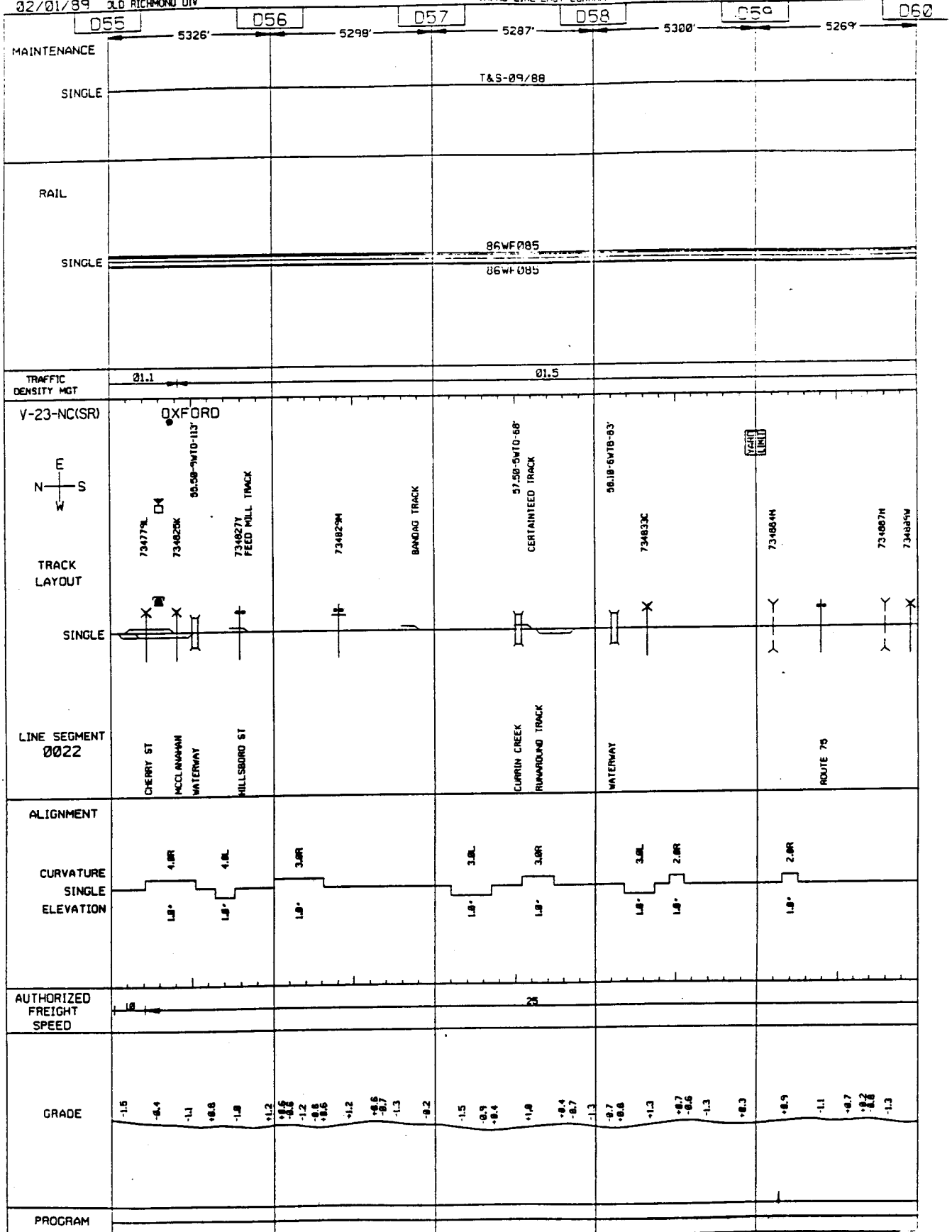
EASTERN

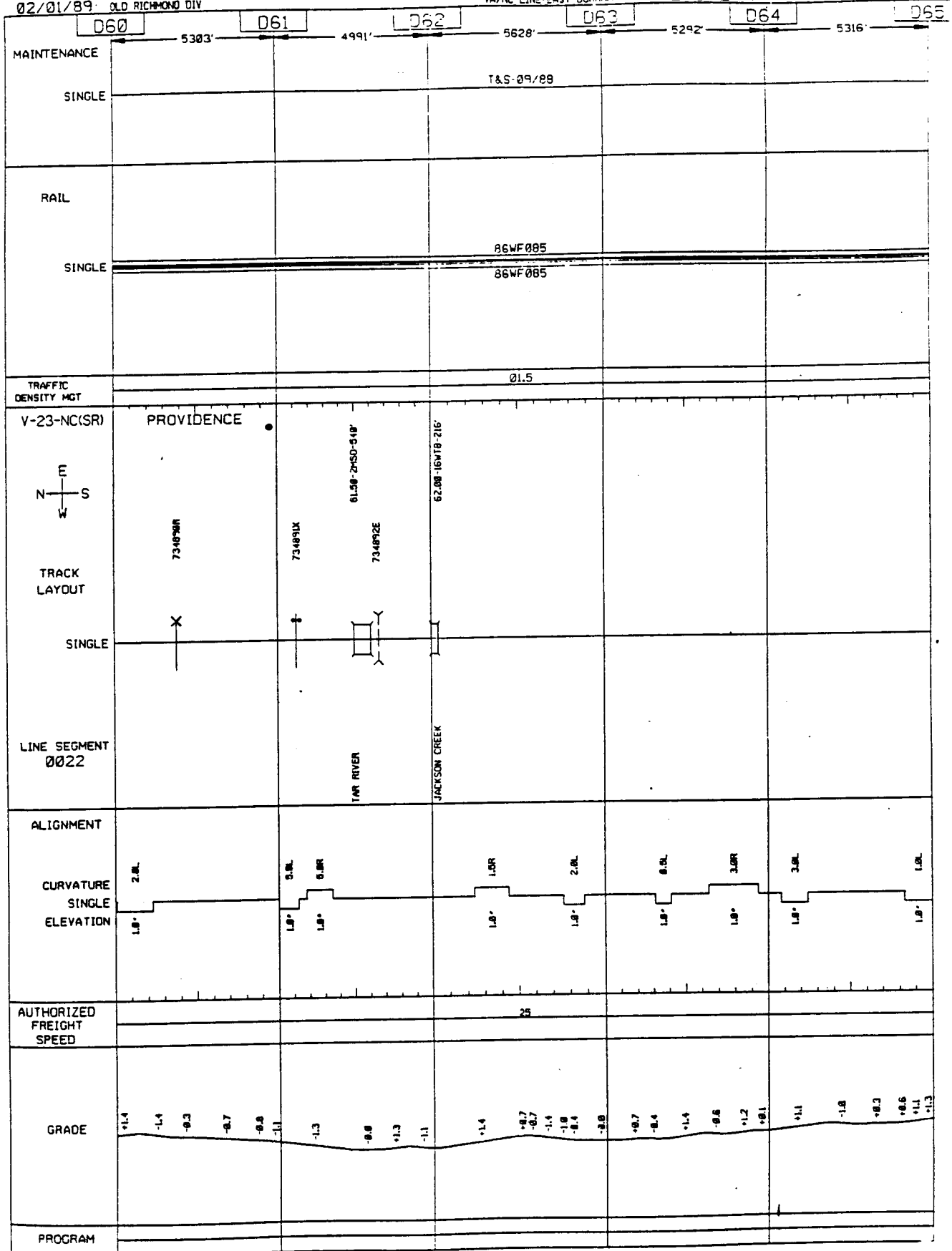


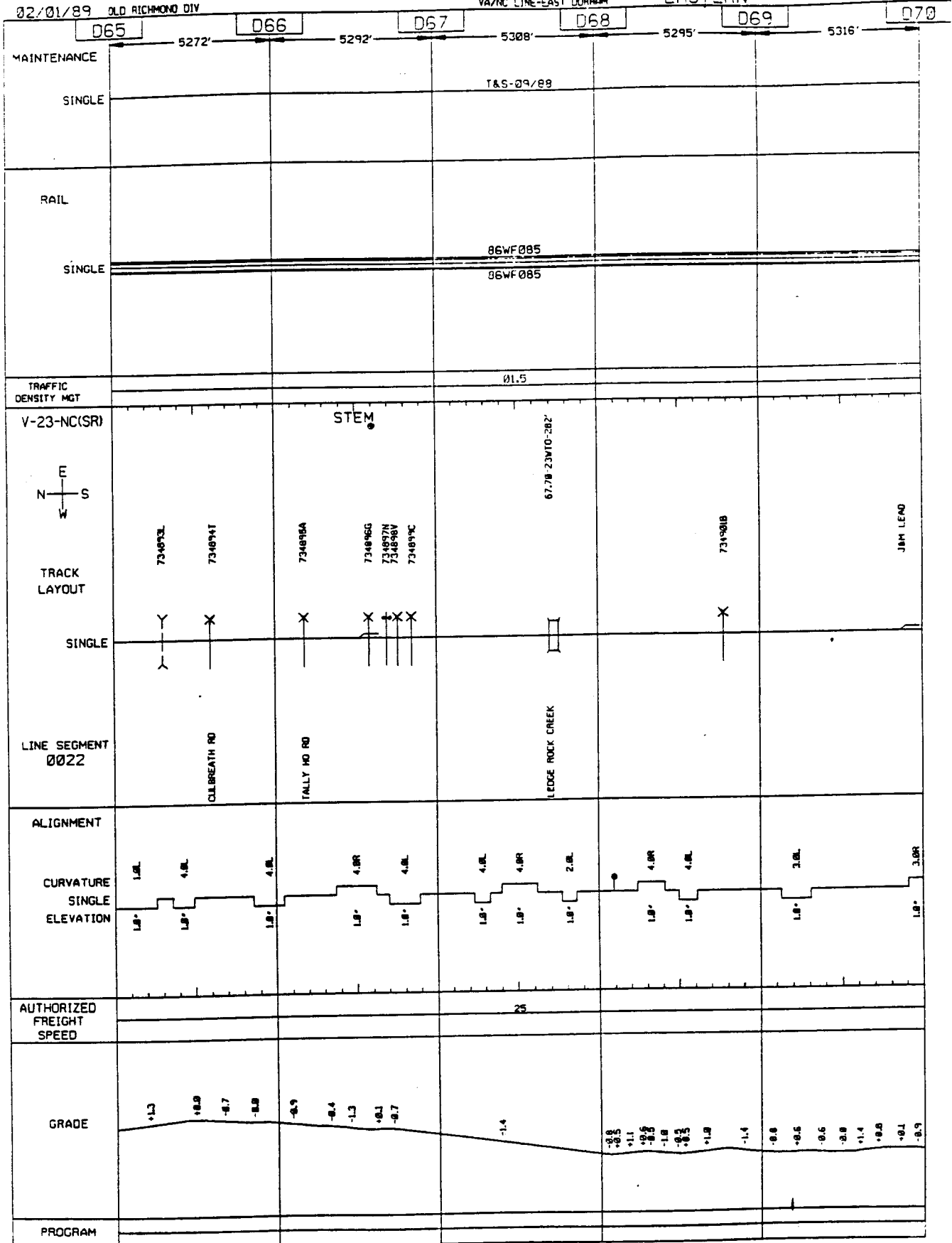
02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

EASTERN



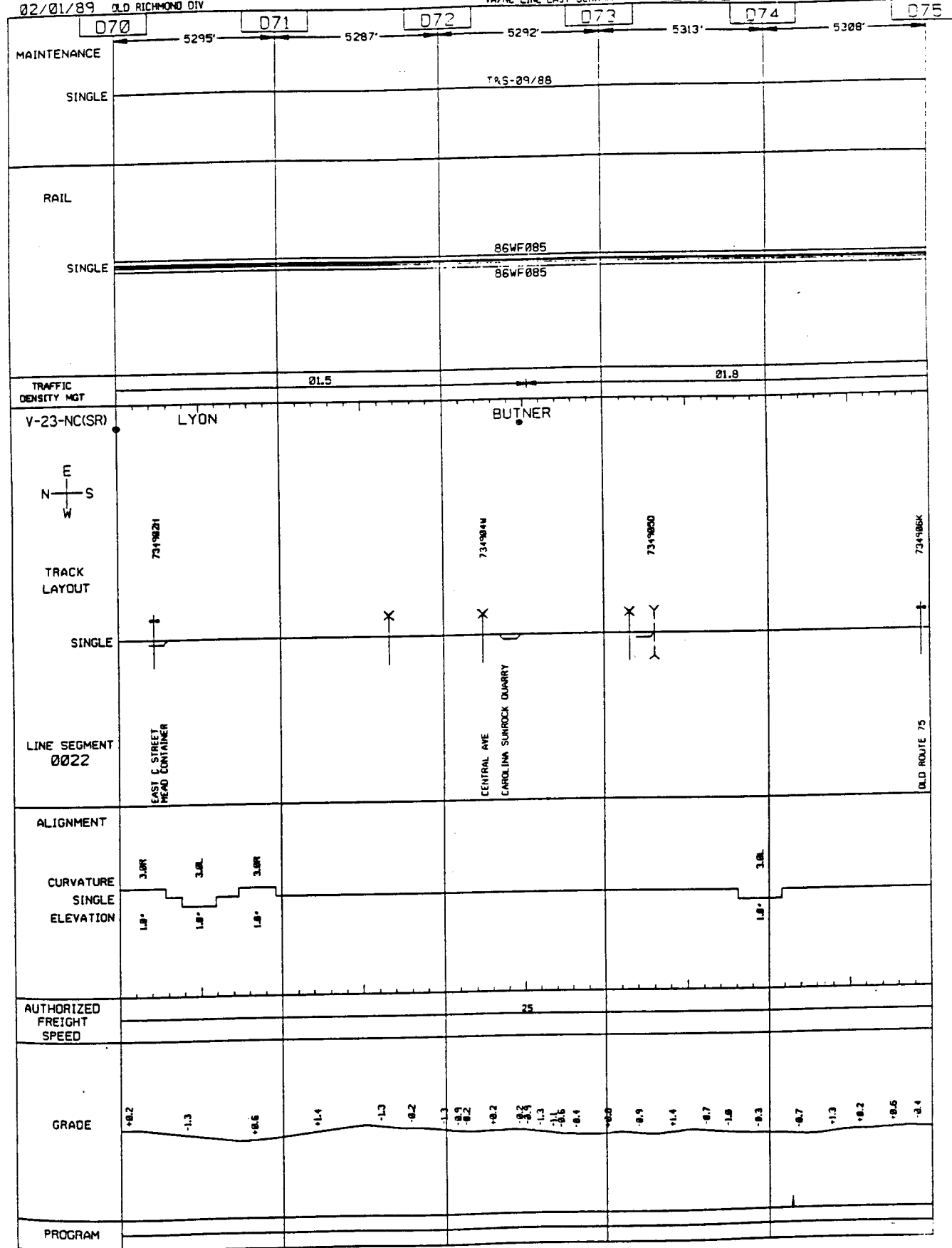




02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

EASTERN

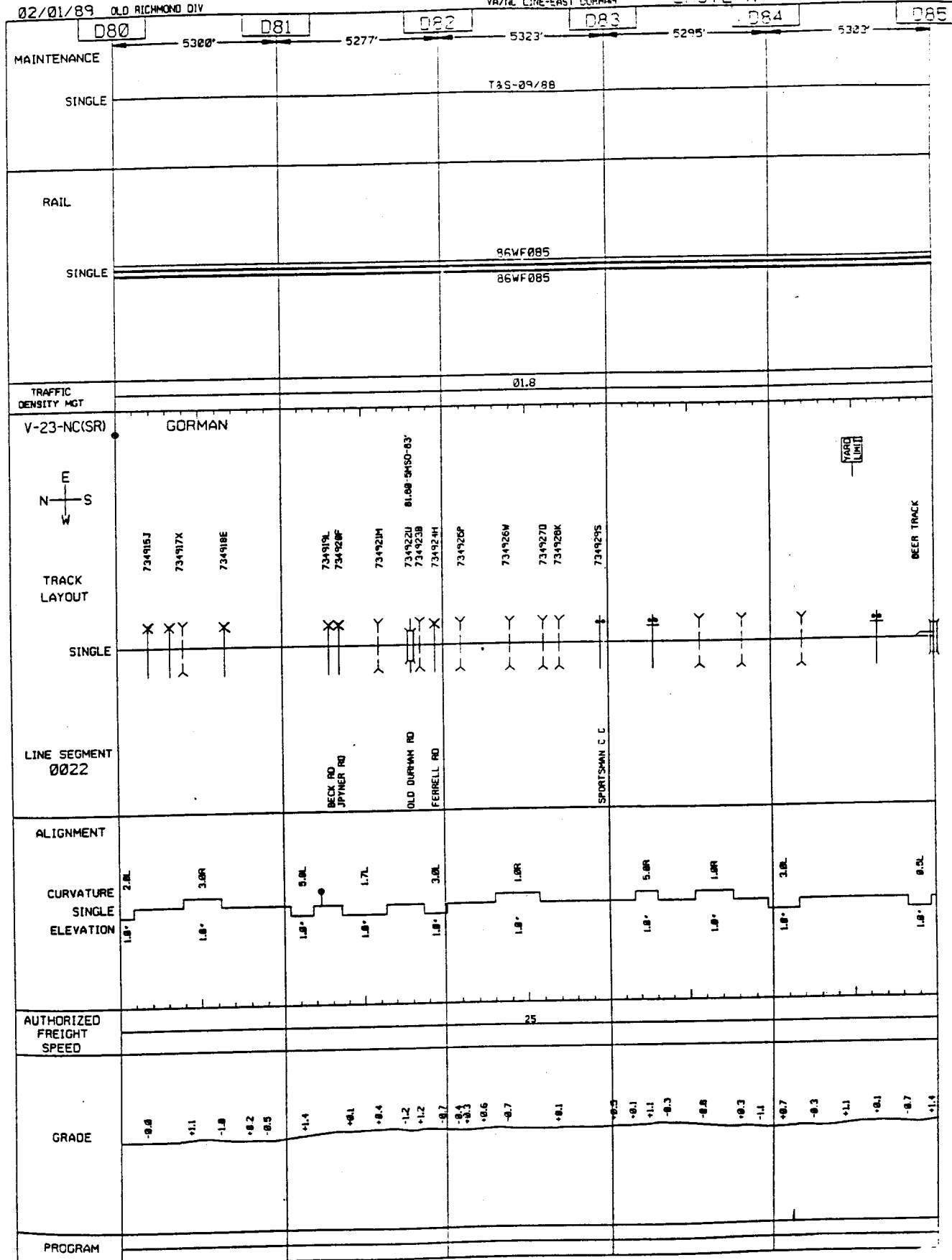




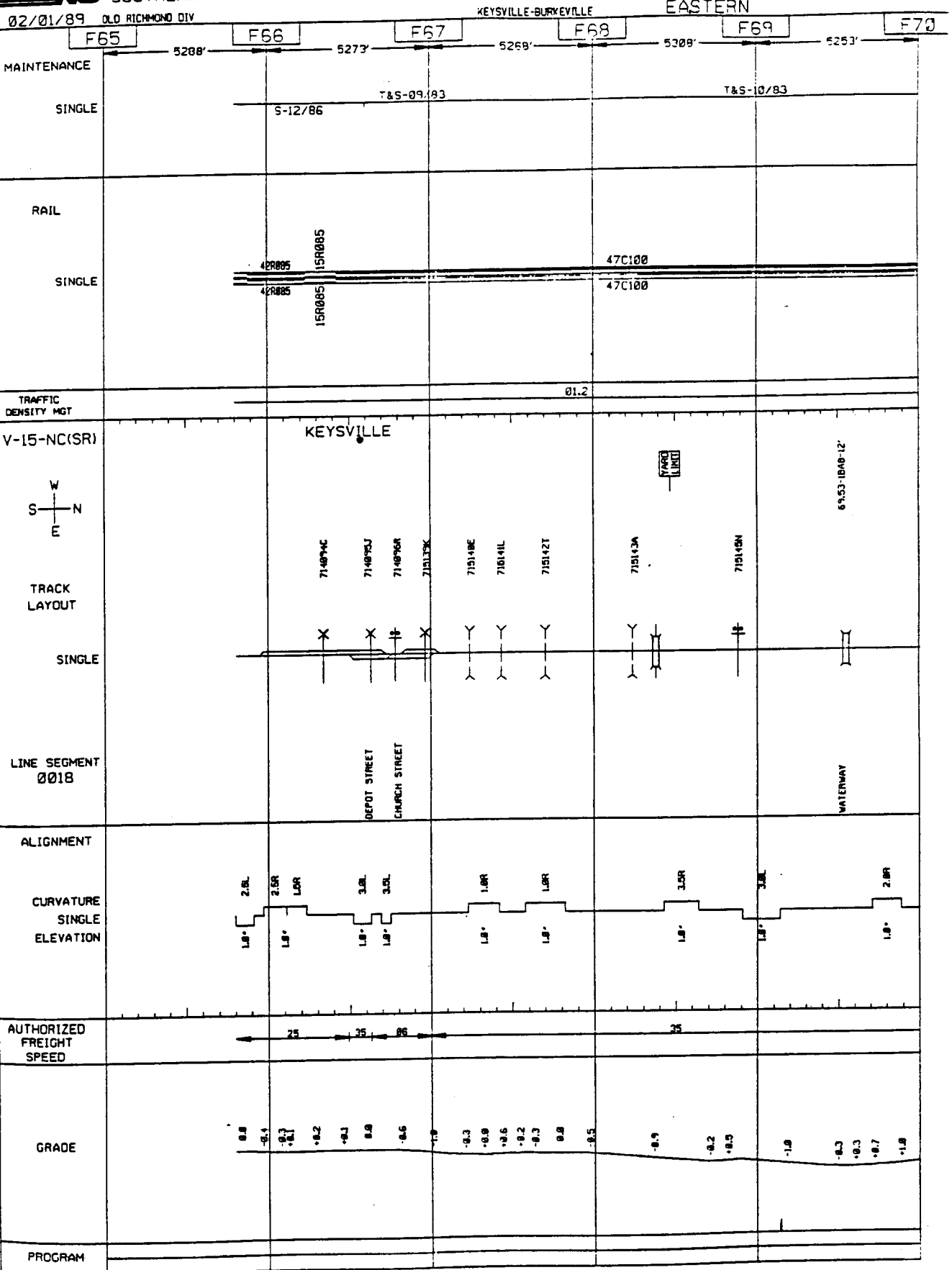
02/01/89 OLD RICHMOND DIV

VA/NC LINE-EAST DURHAM

EASTERN



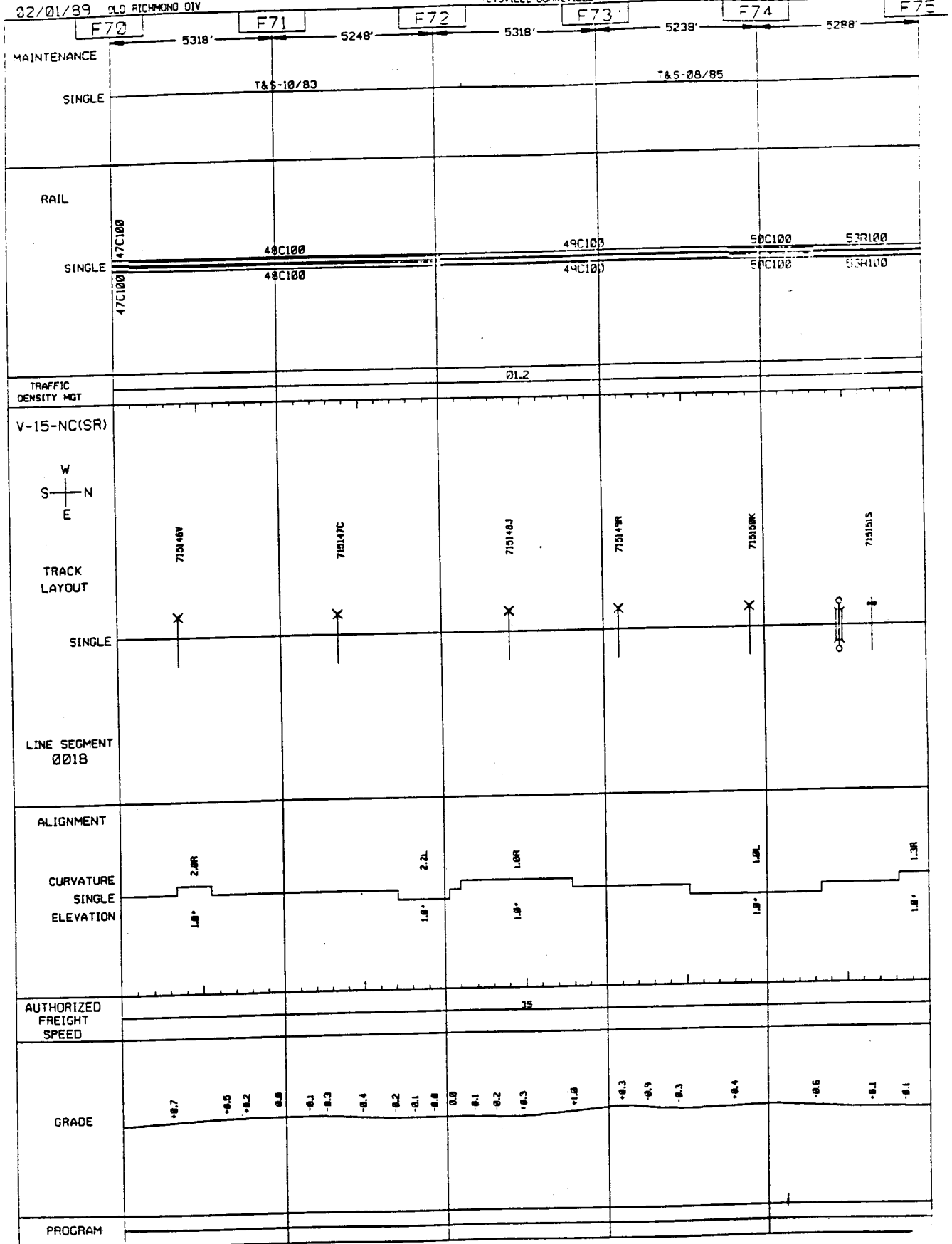


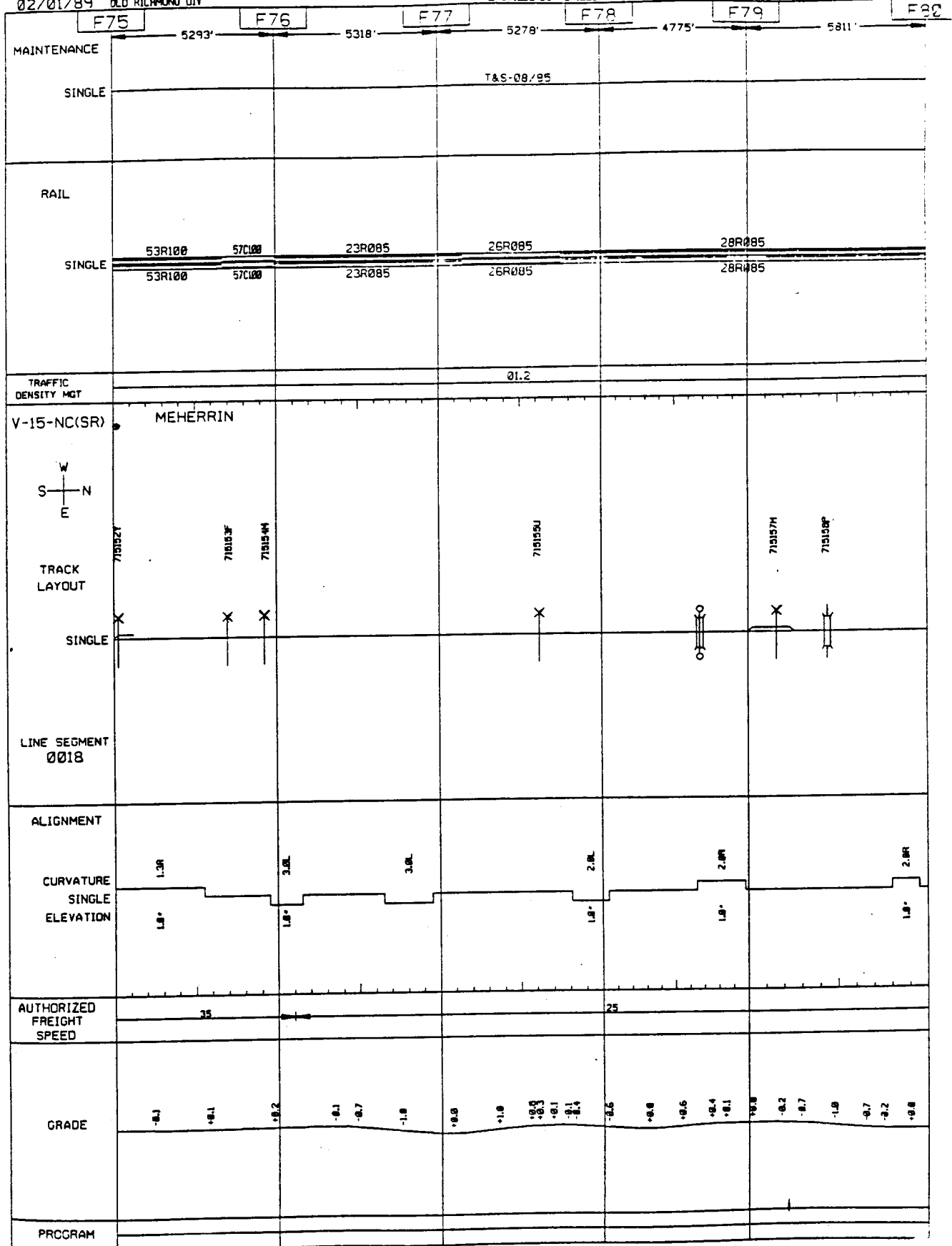


02/01/89 OLD RICHMOND DIV

WEYSVILLE-BURKEVILLE

EASTERN

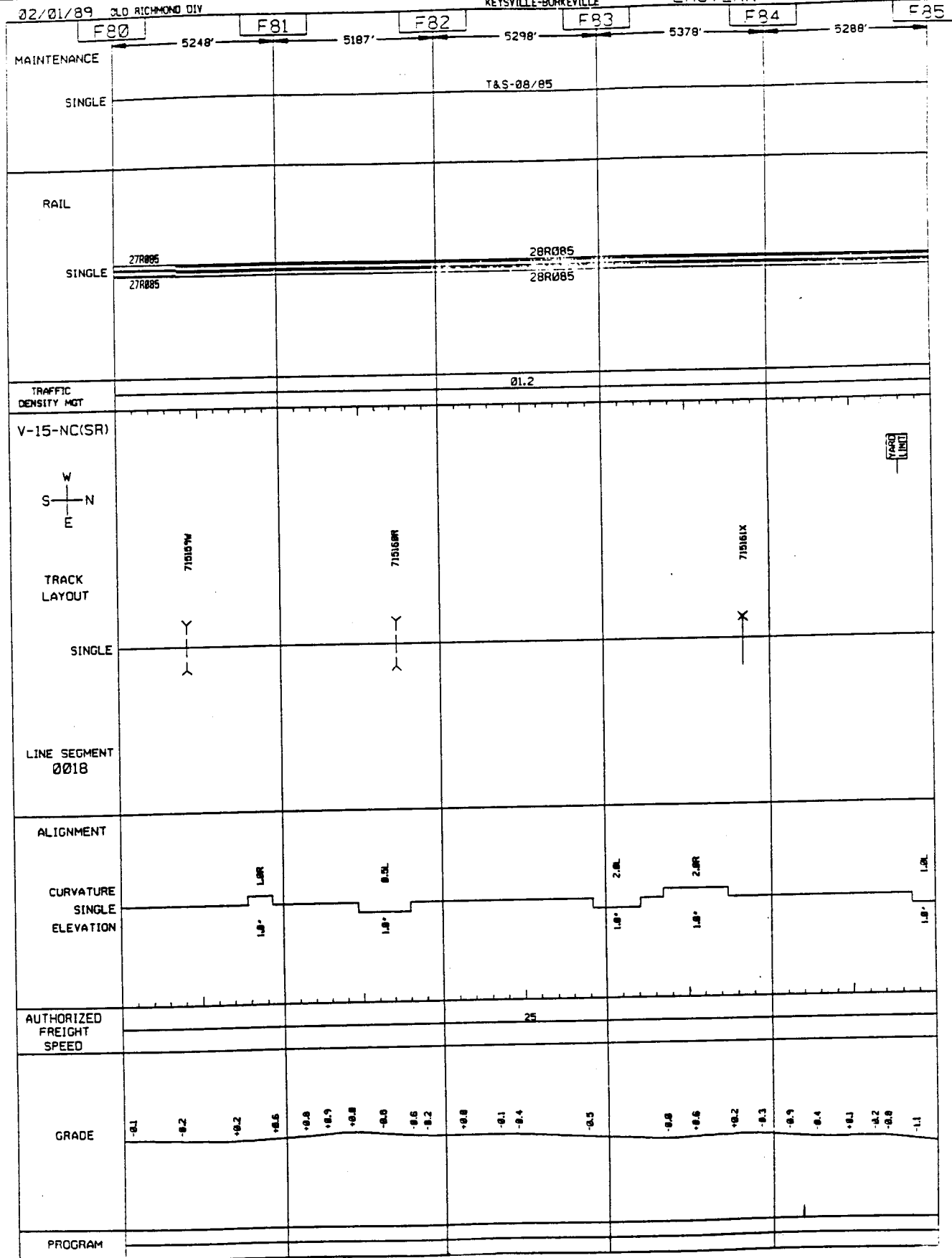




02/01/89 OLD RICHMOND DIV

KEYSVILLE-BURKEVILLE

EASTERN

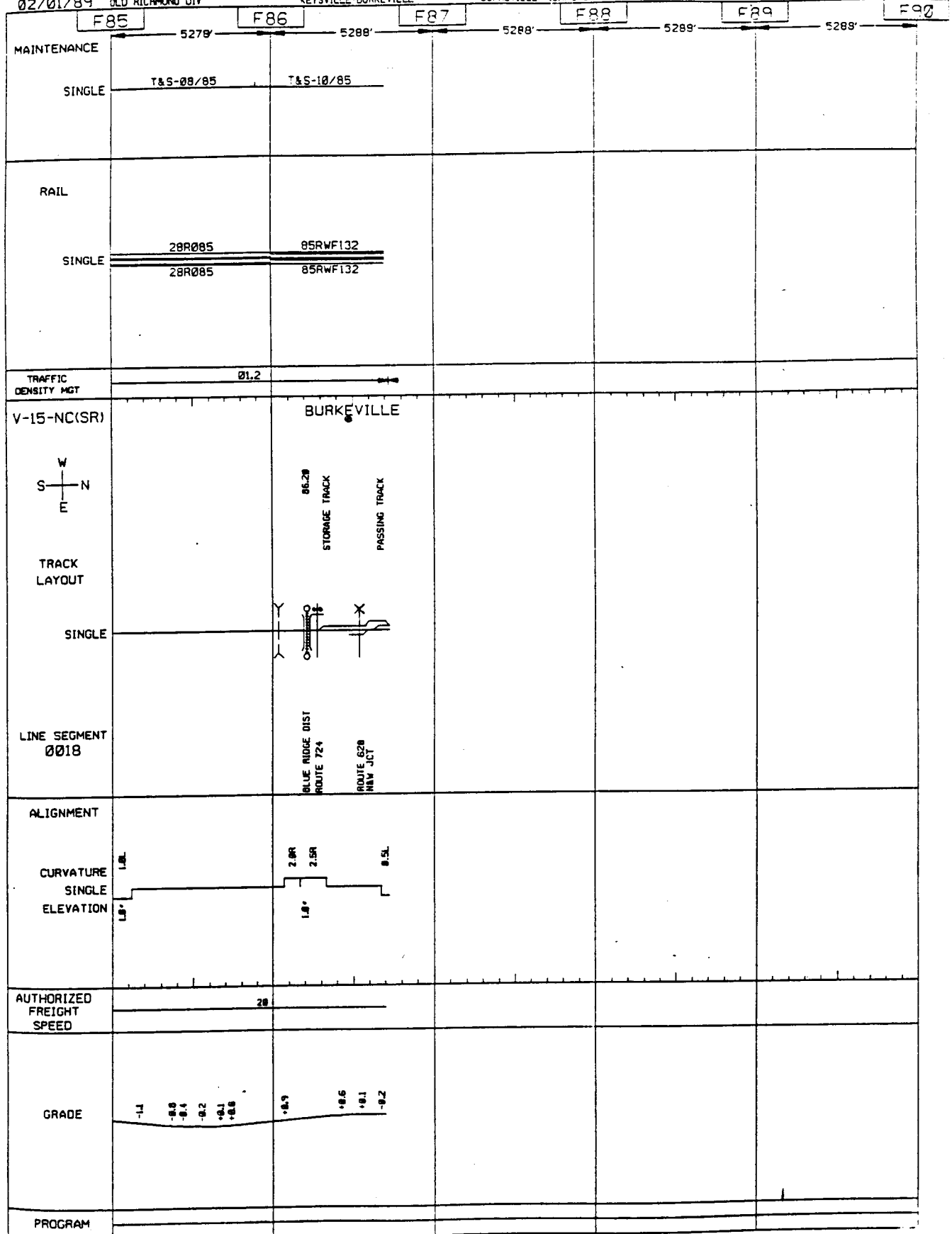


02/01/89 OLD RICHMOND DIV

KEYSVILLE-BURKEVILLE

BURKEVILLE-RICHMOND

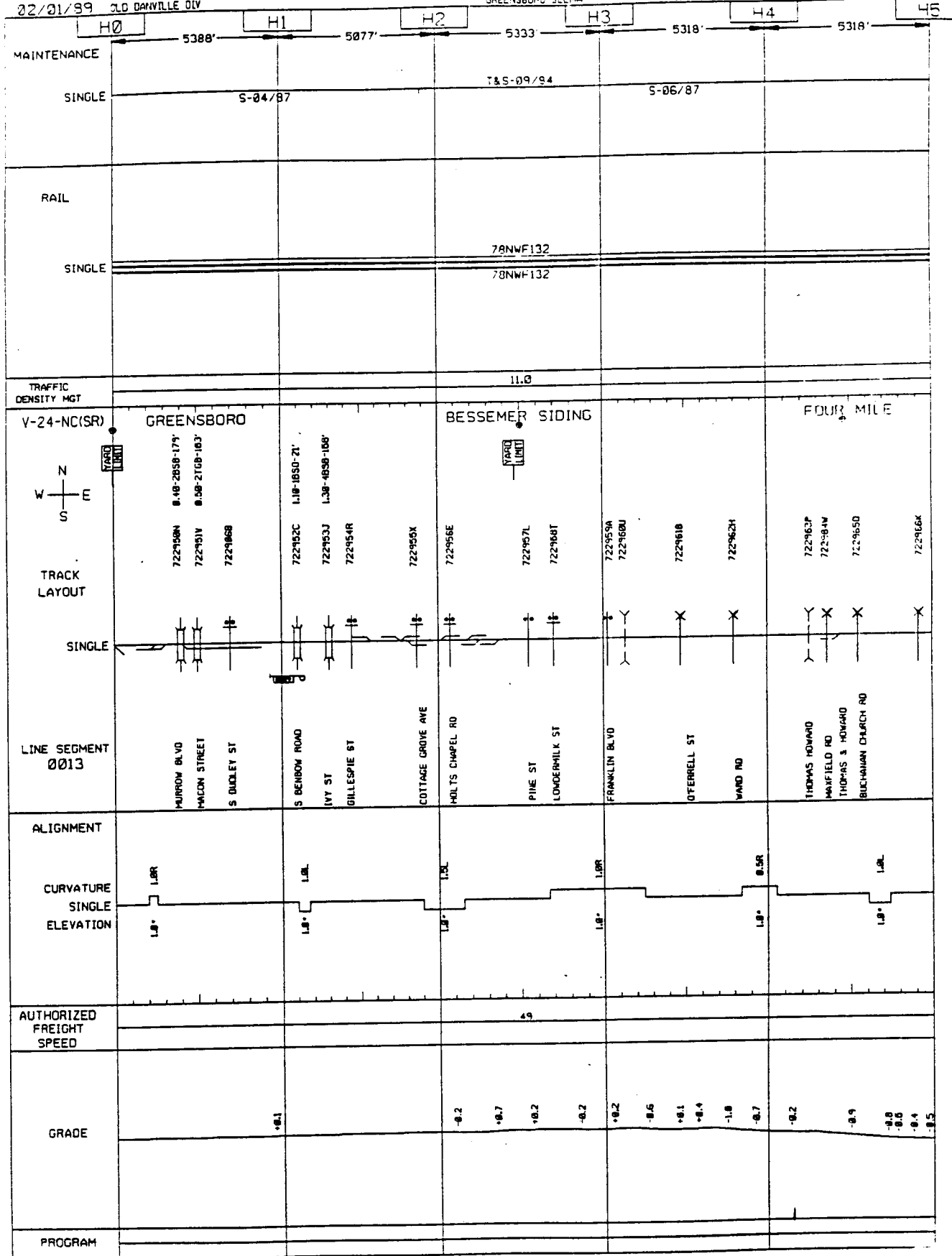
EASTERN

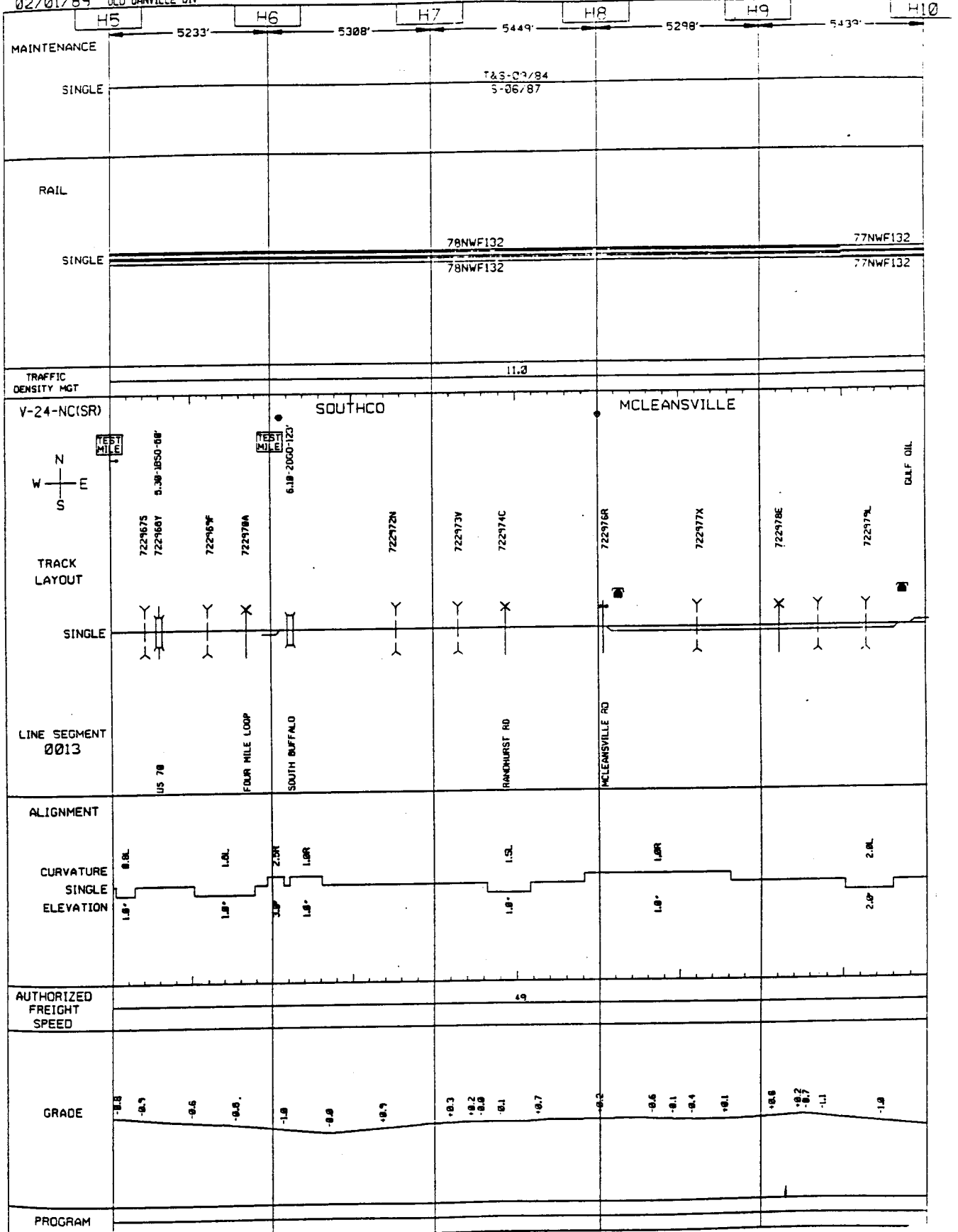


02/01/89 OLD DANVILLE DIV

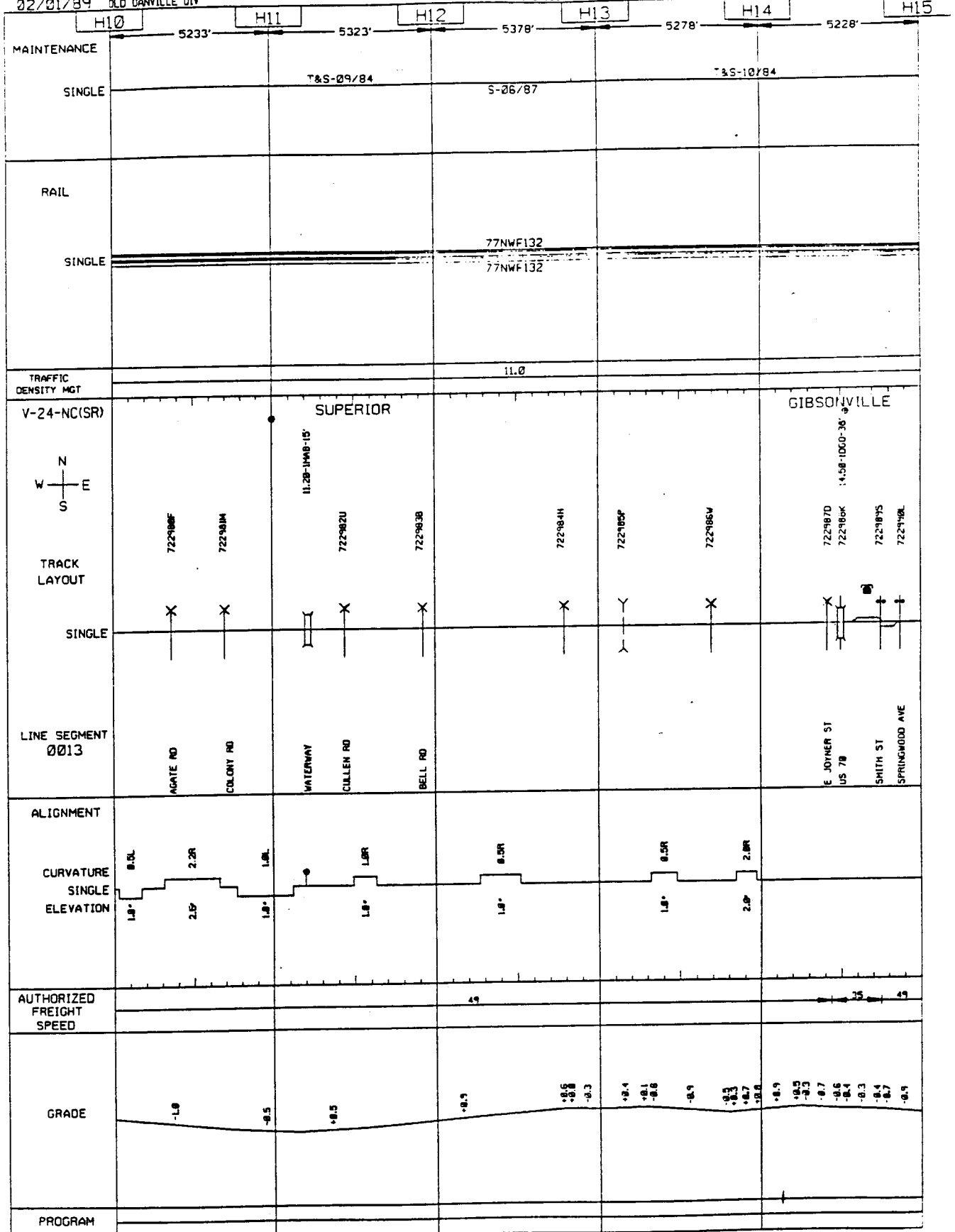
GREENSBORO-SELMA

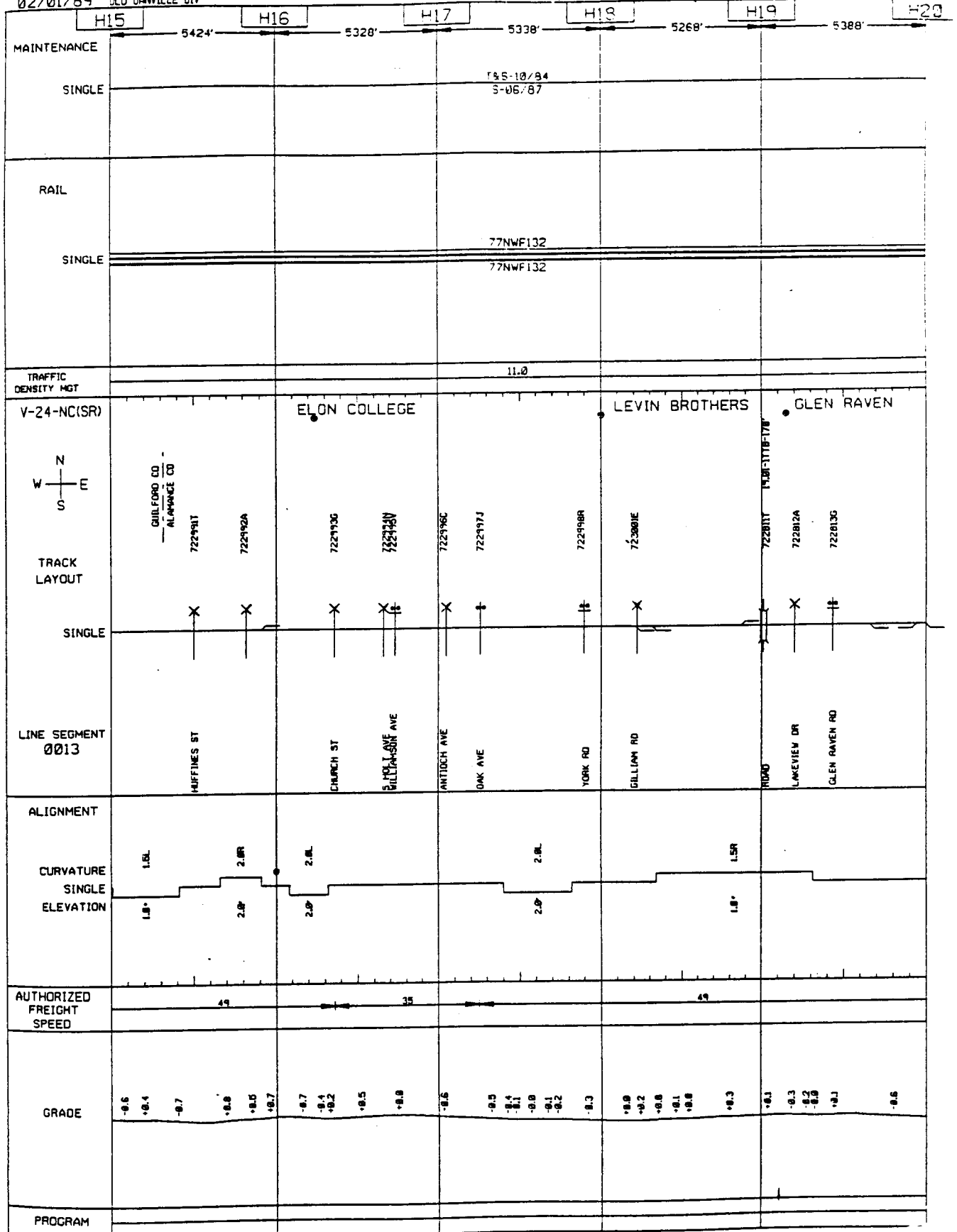
EASTERN





02/01/89 OLD DANVILLE DIV

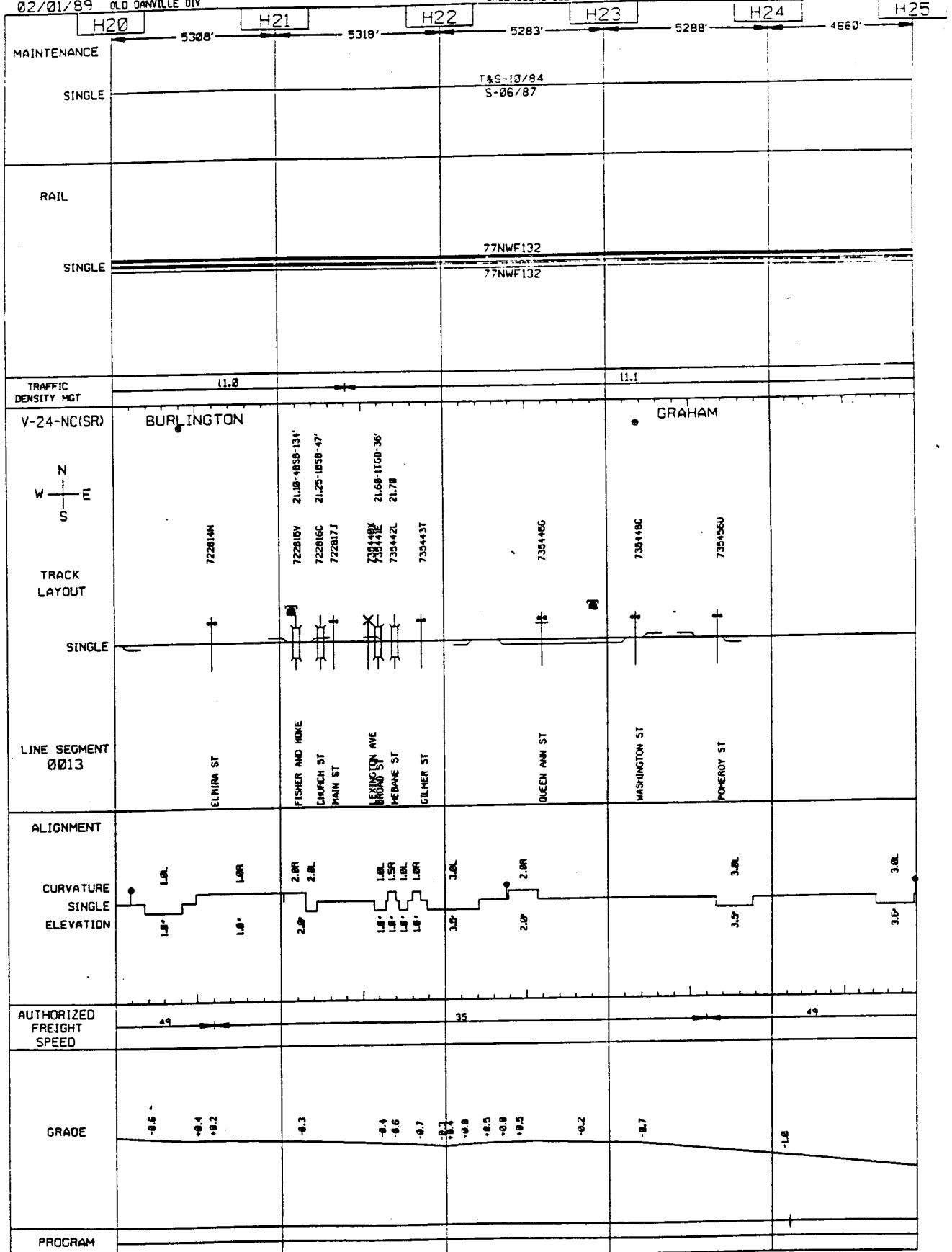


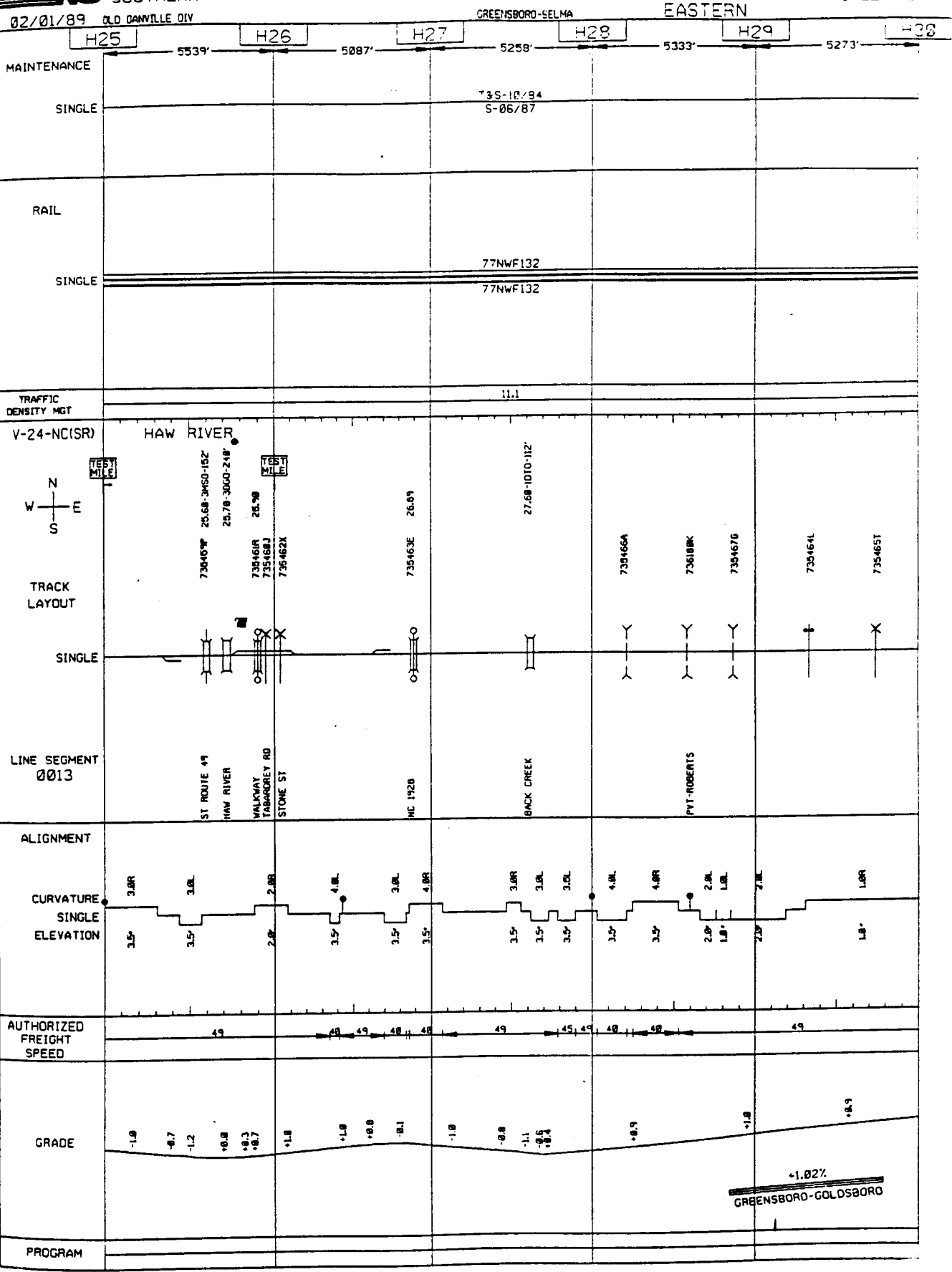


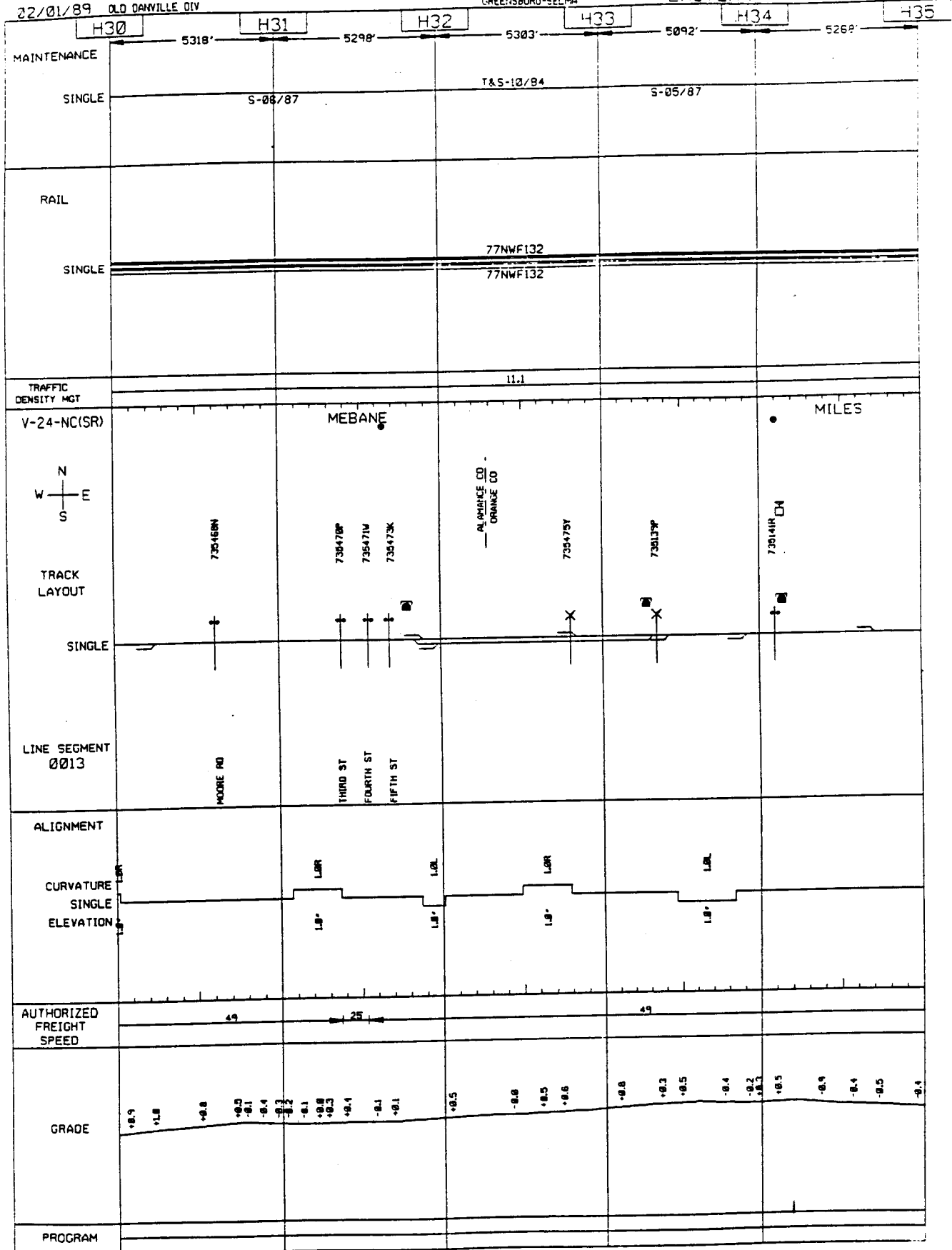
02/01/89 OLD DANVILLE DIV

GREENSBORO-SELMA

EASTERN

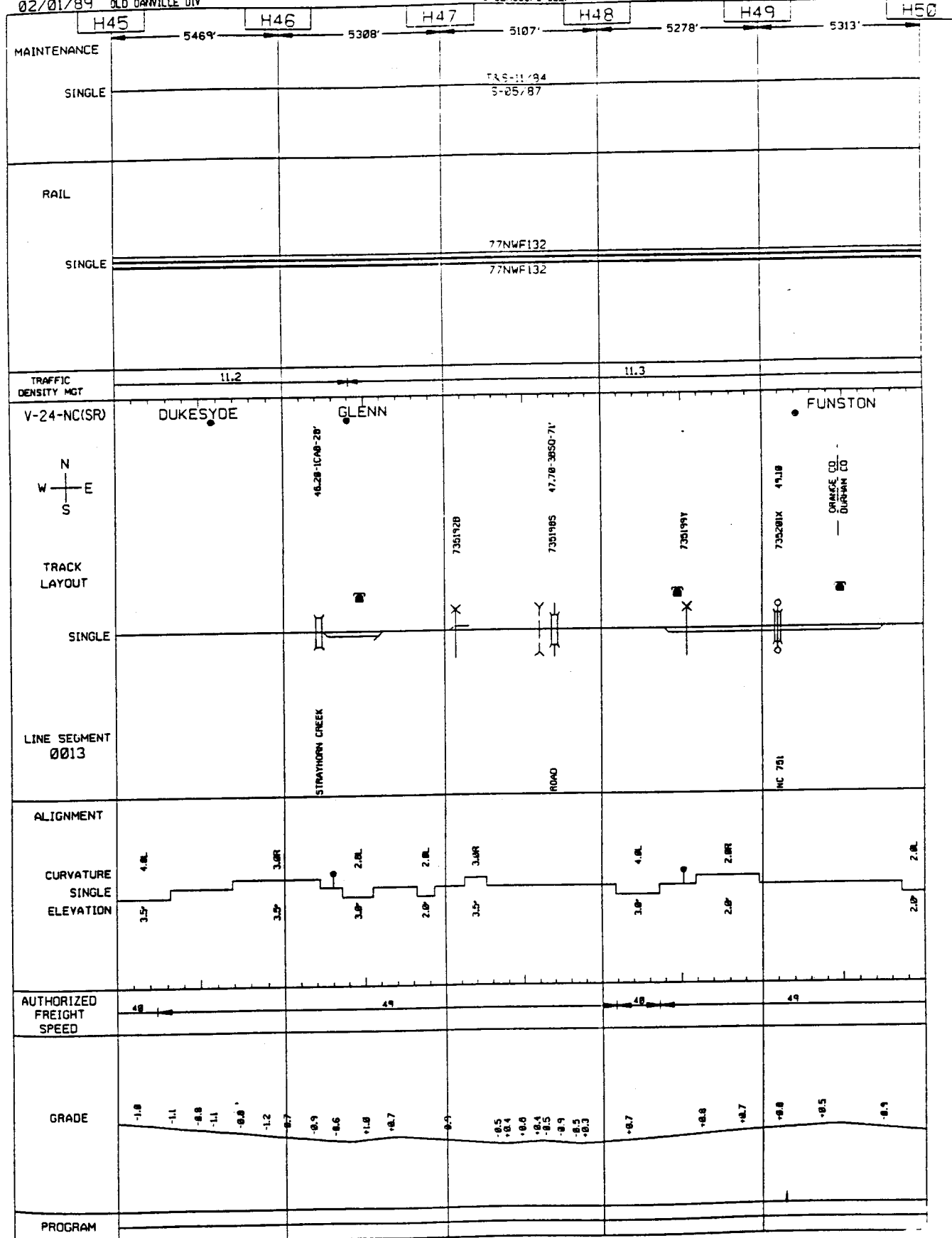








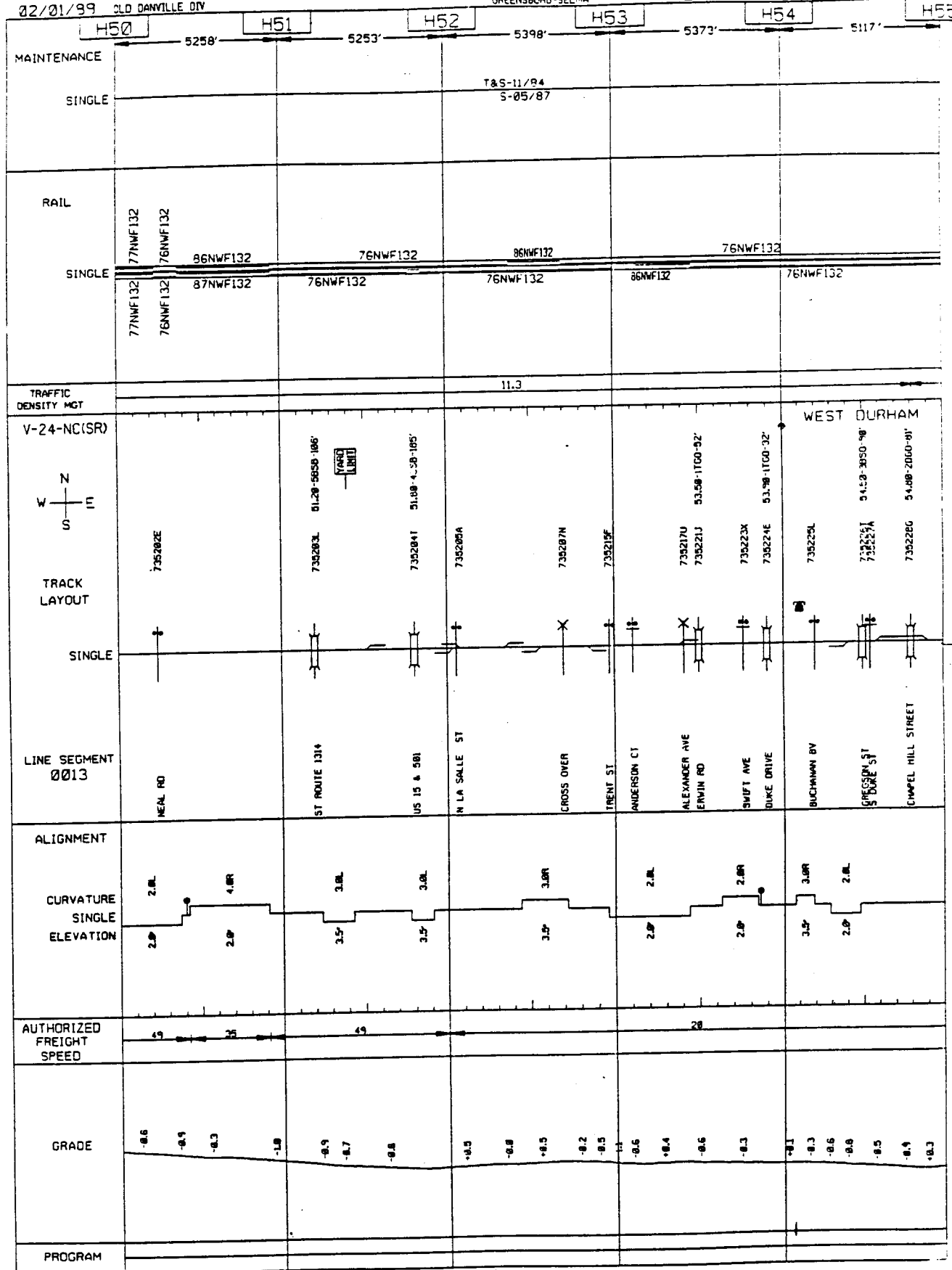




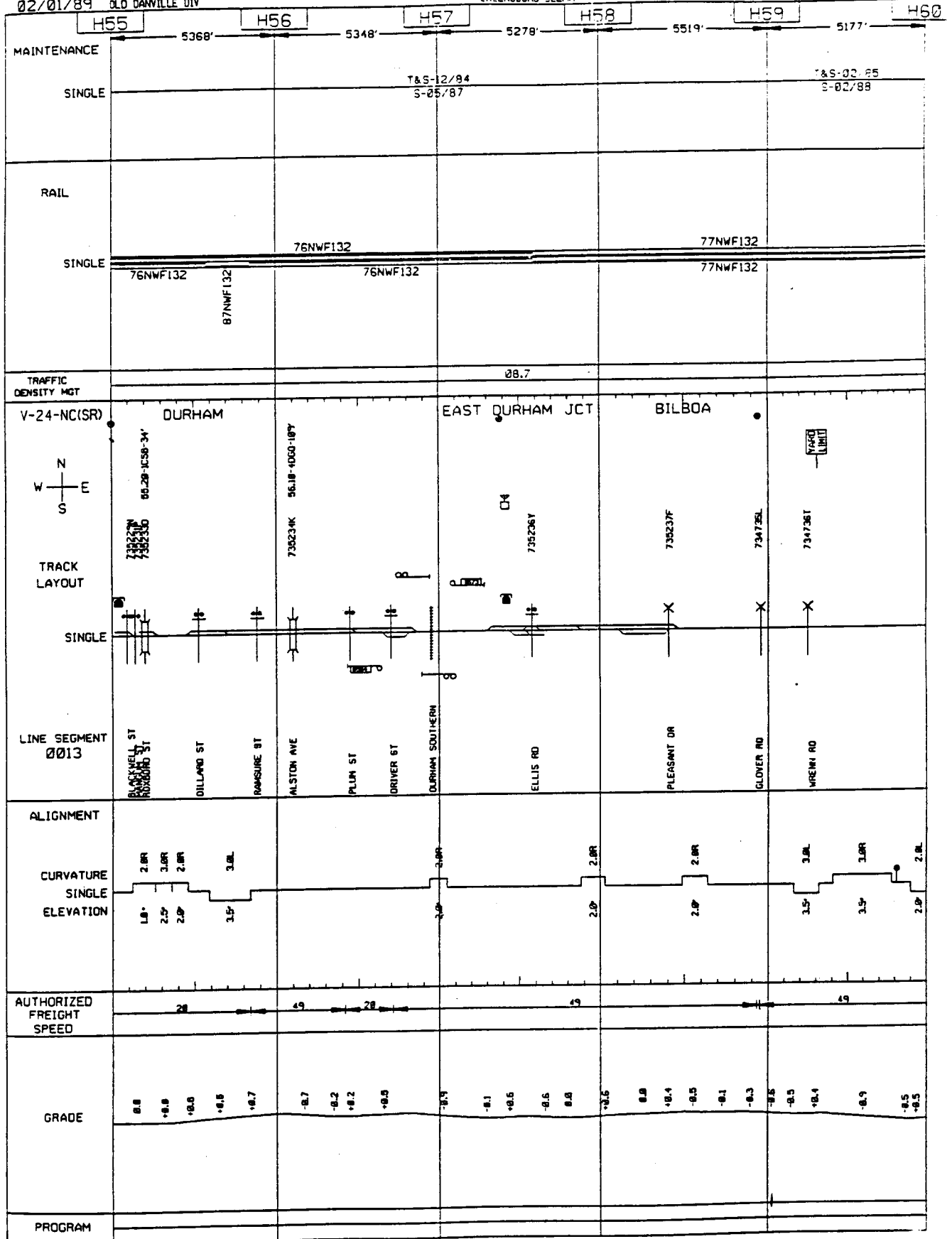
02/01/99 OLD DANVILLE DIV

GREENSBORO-SELMA

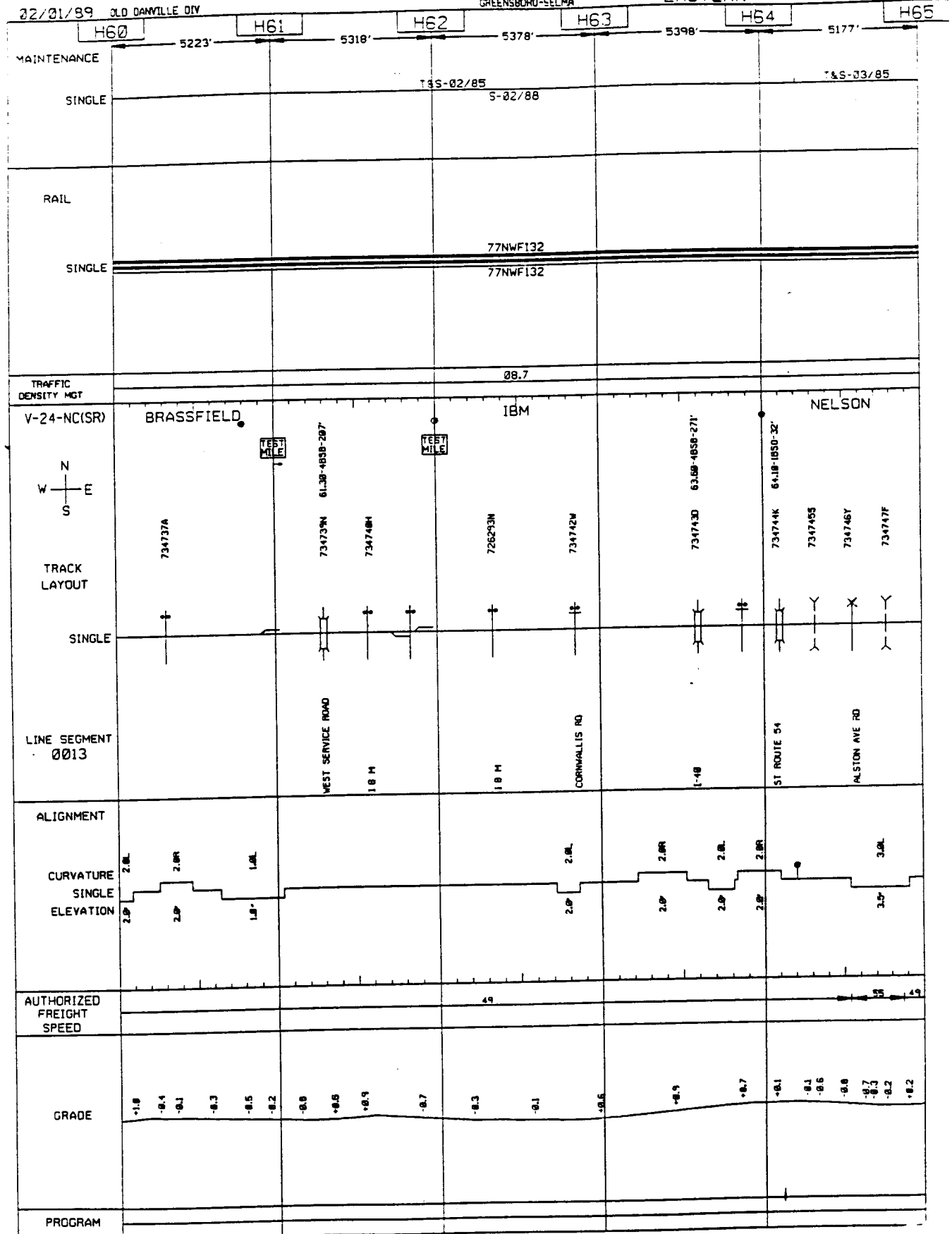
EASTERN

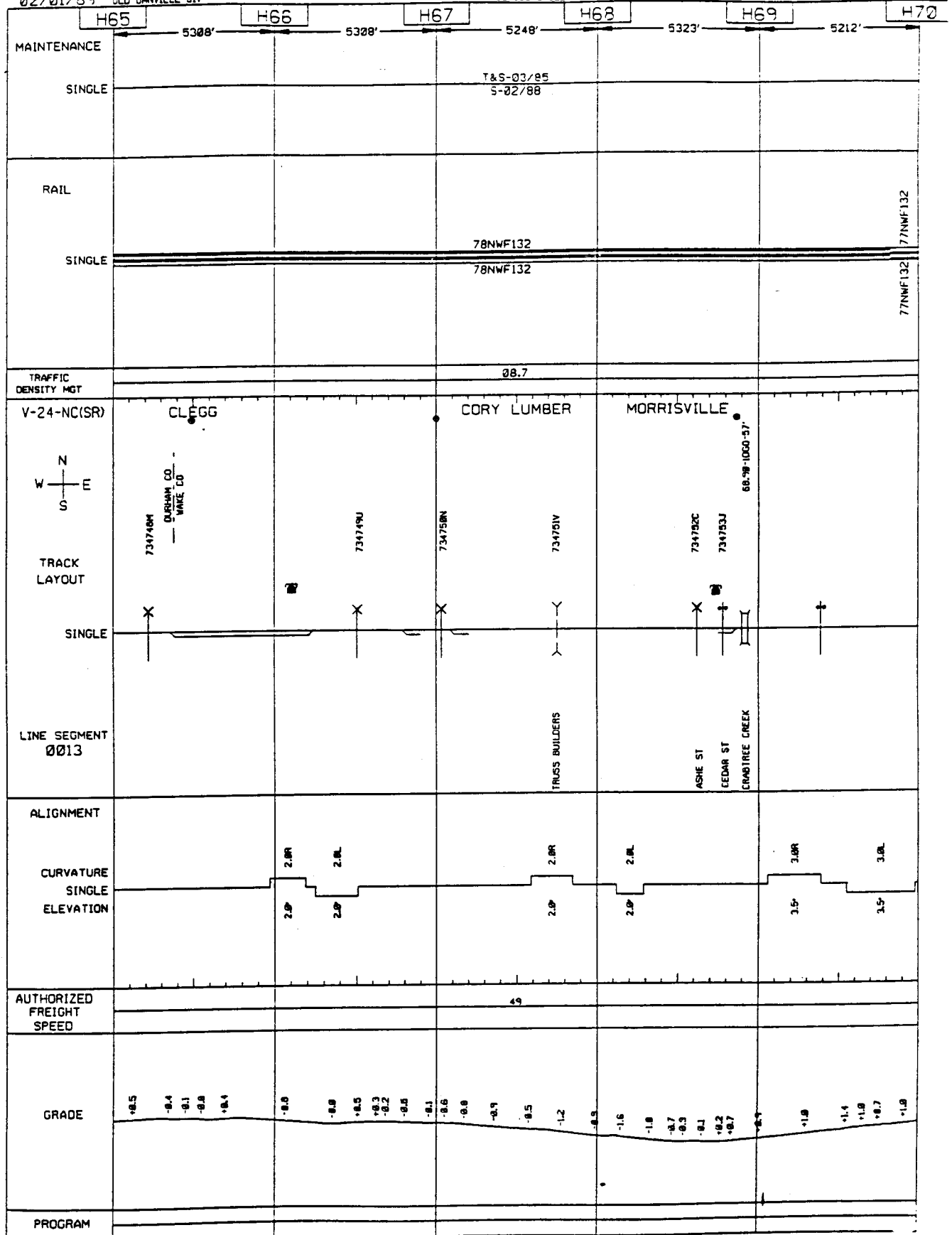


02/01/89 OLD DANVILLE DIV

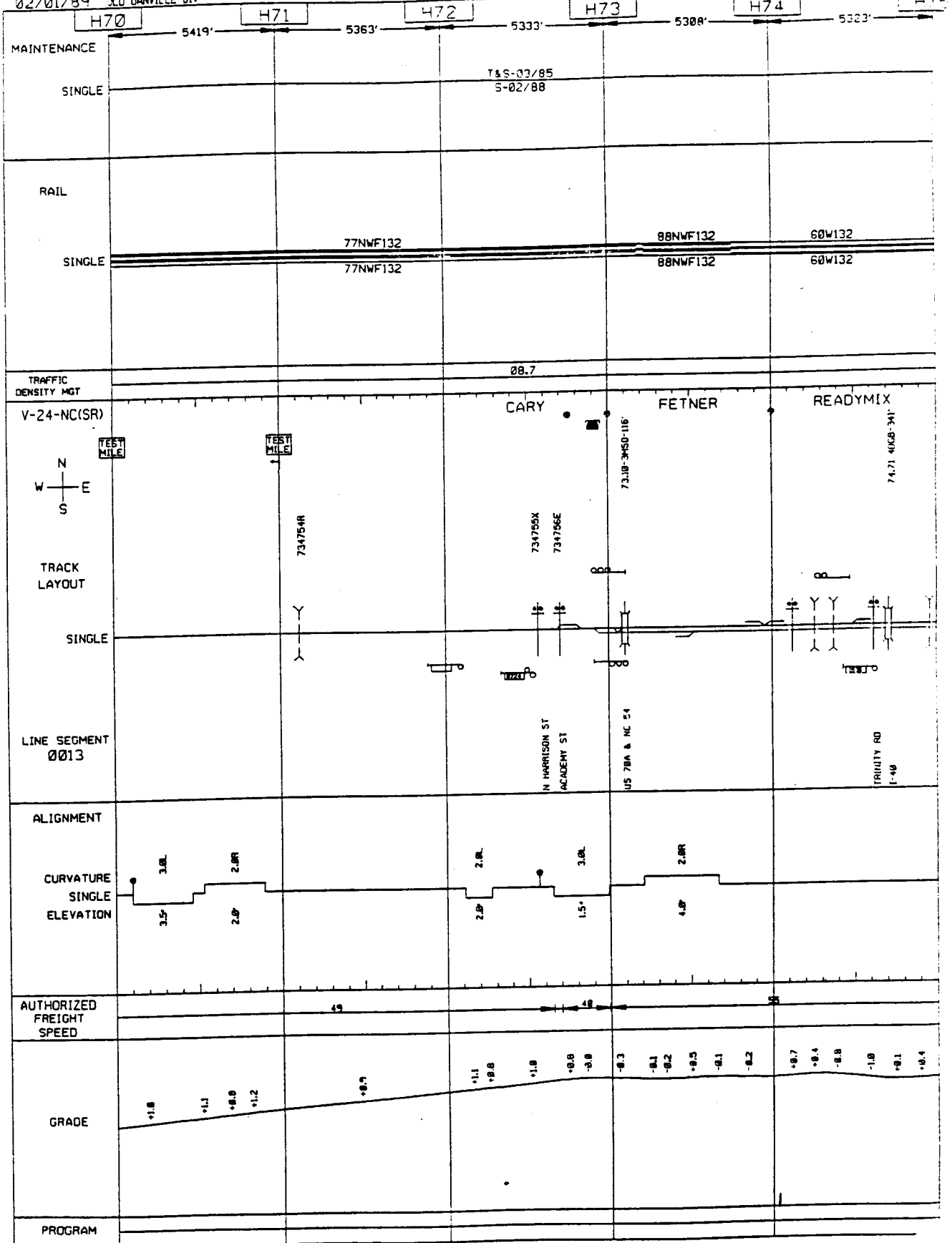


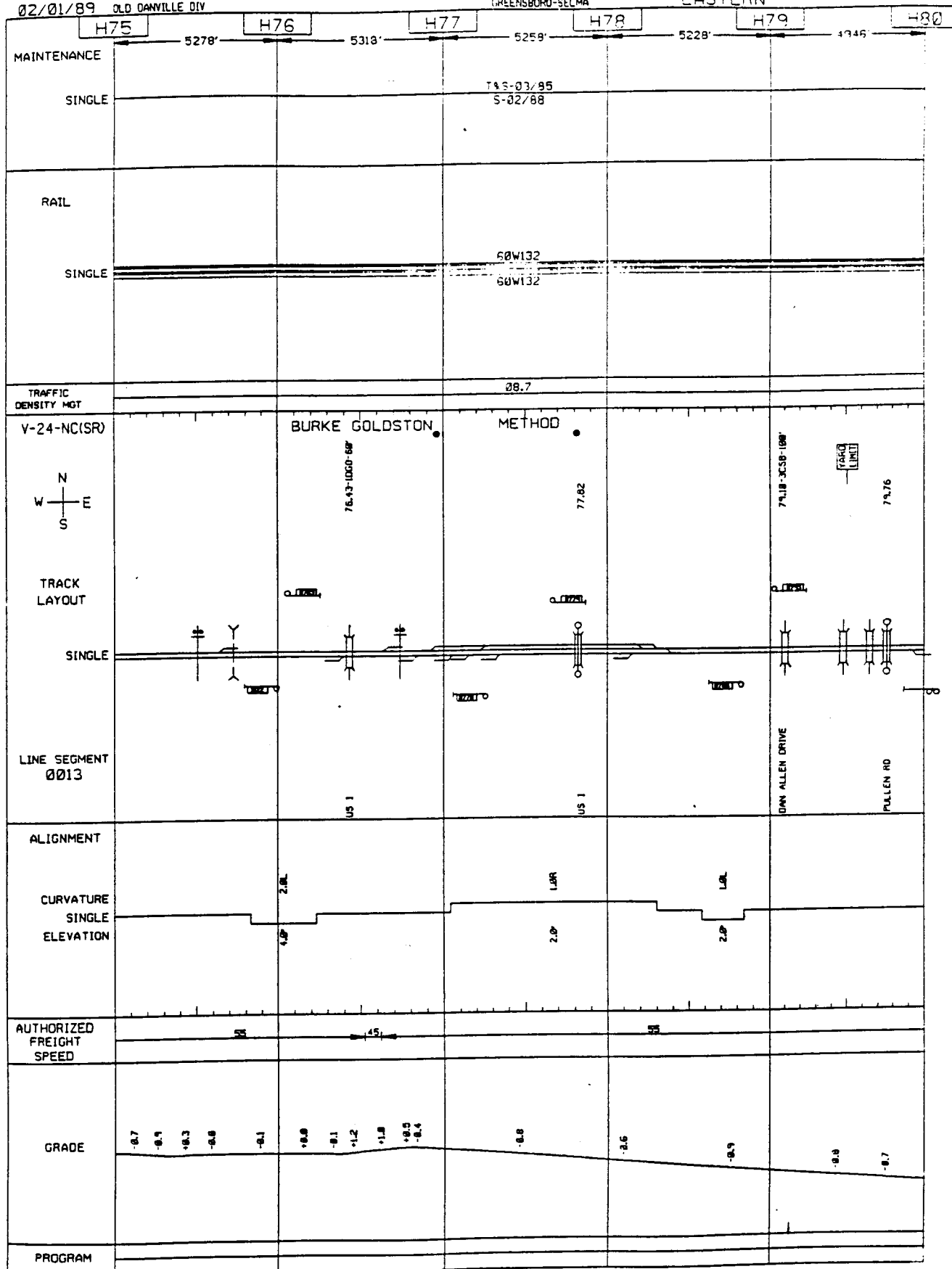
02/01/89 OLD DANVILLE DIV





02/01/89 3.0 DANVILLE DIV

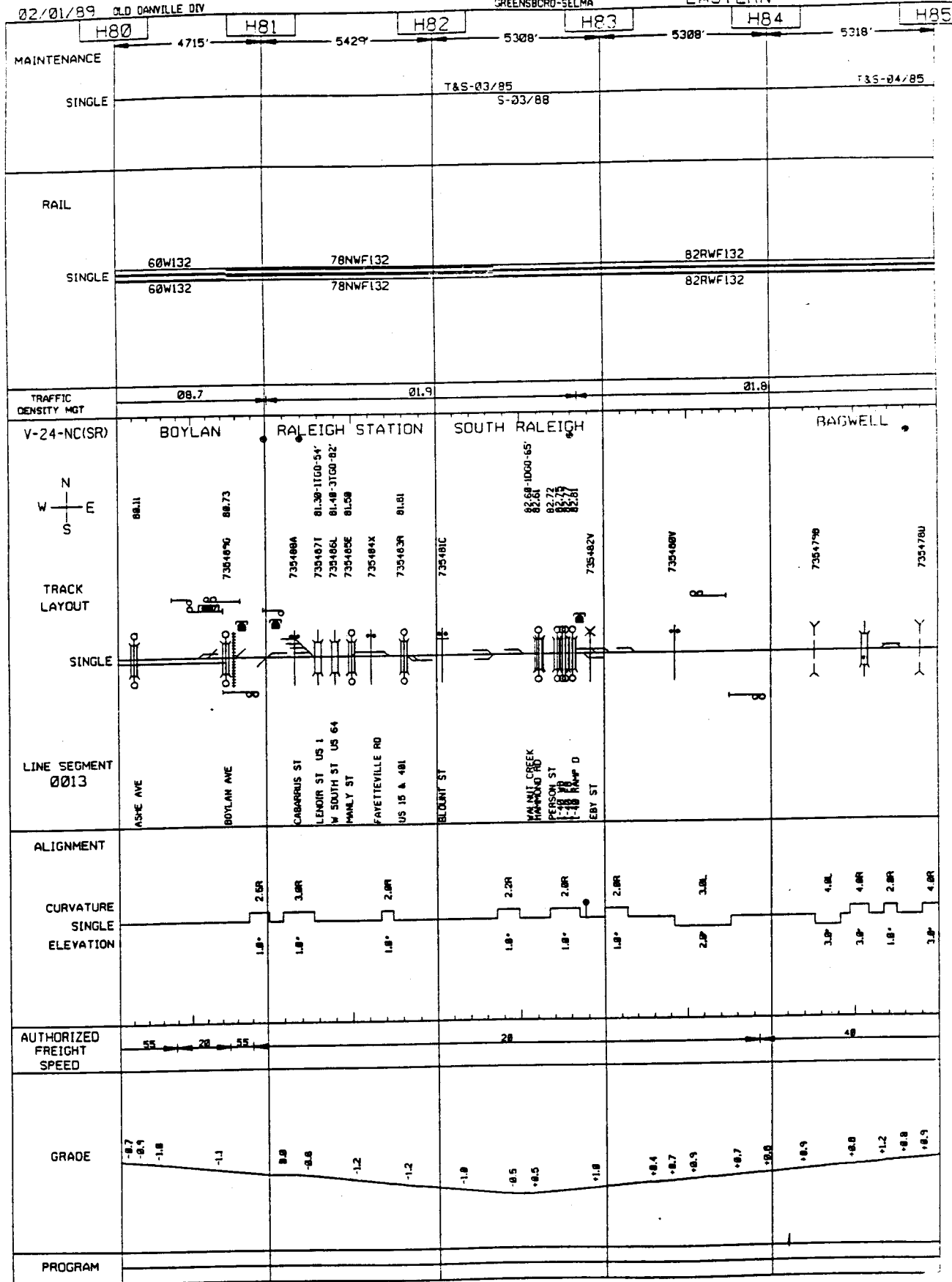


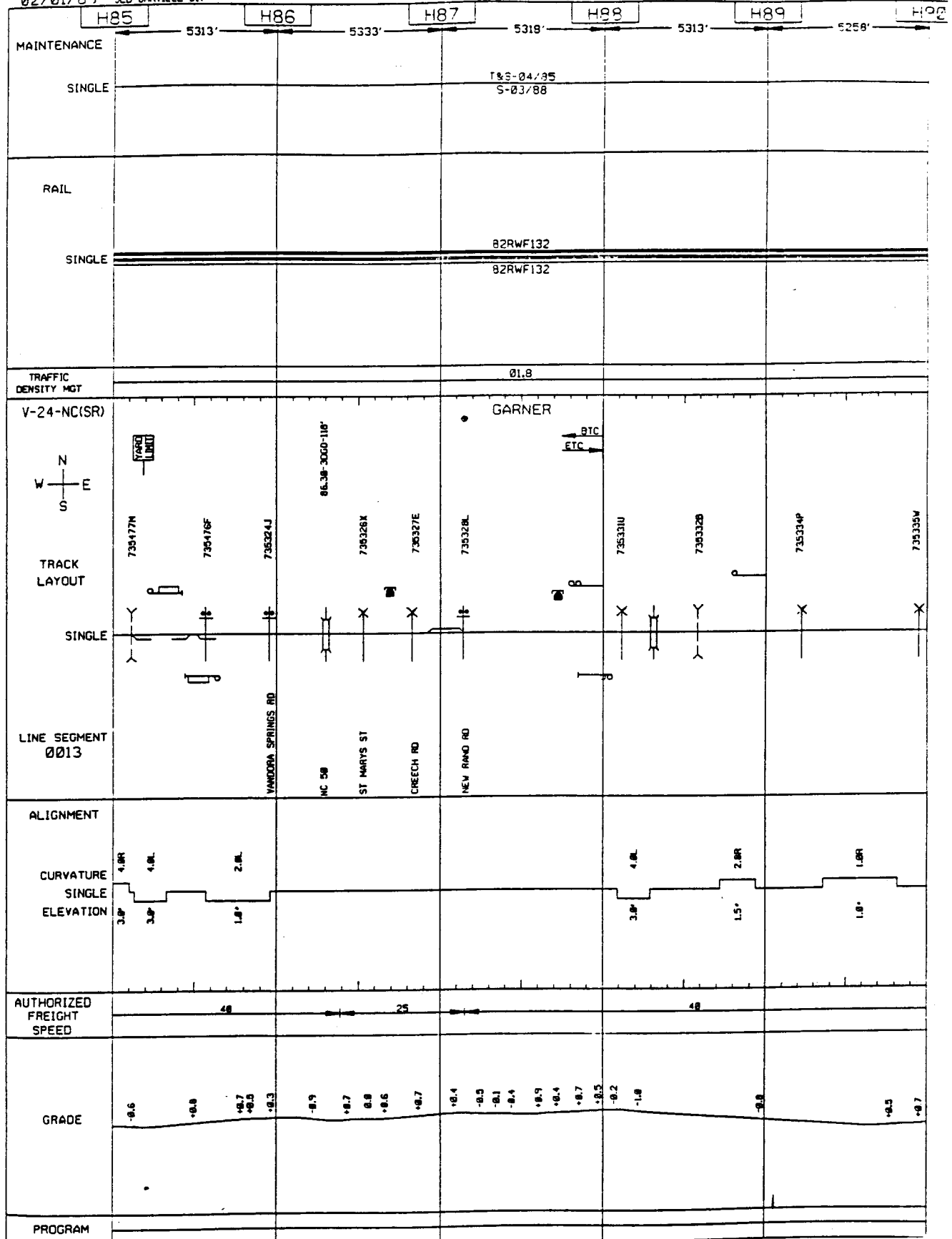


02/01/89 OLD DANVILLE DIV

GREENSBORO-SELMA

EASTERN

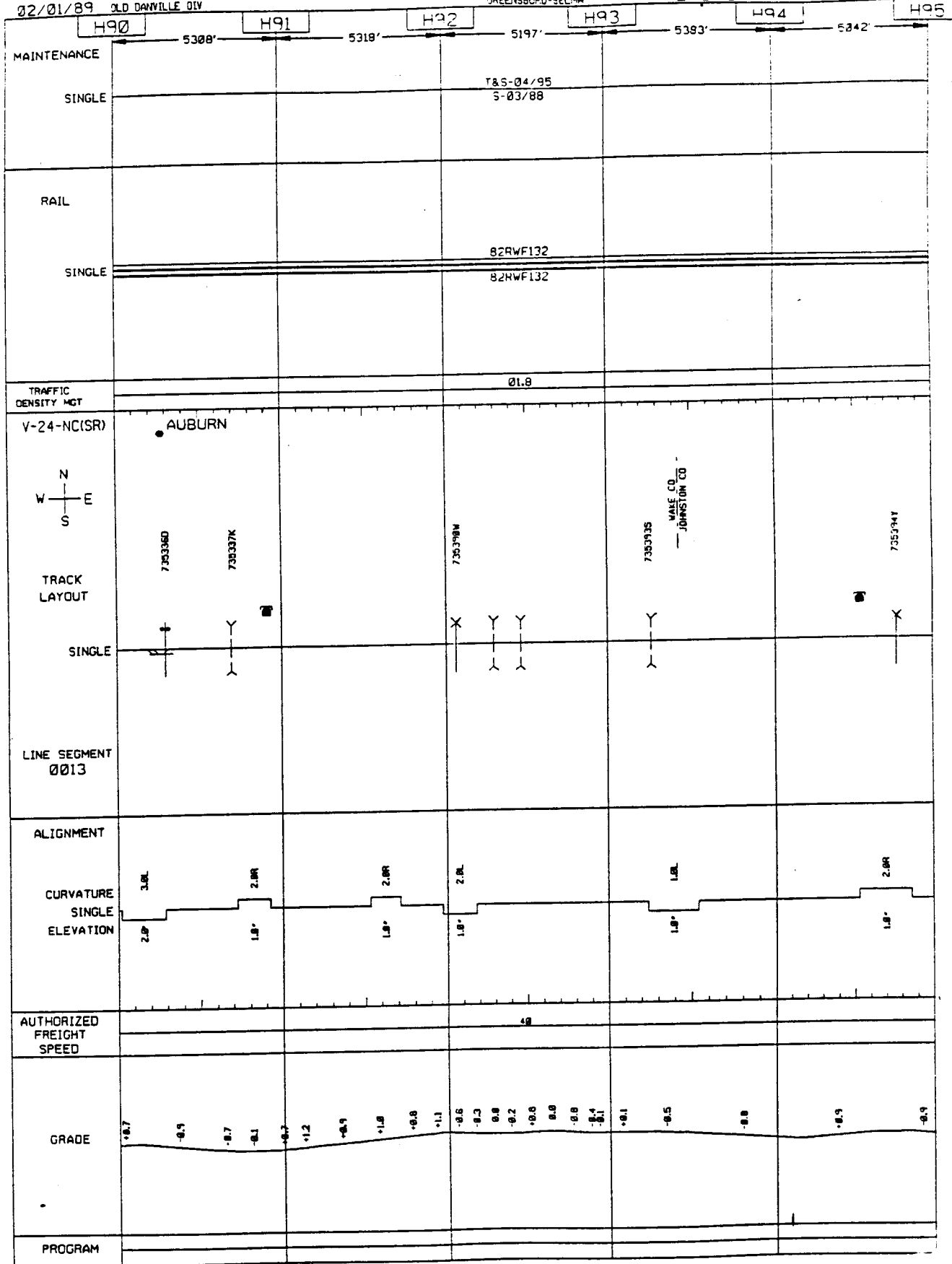


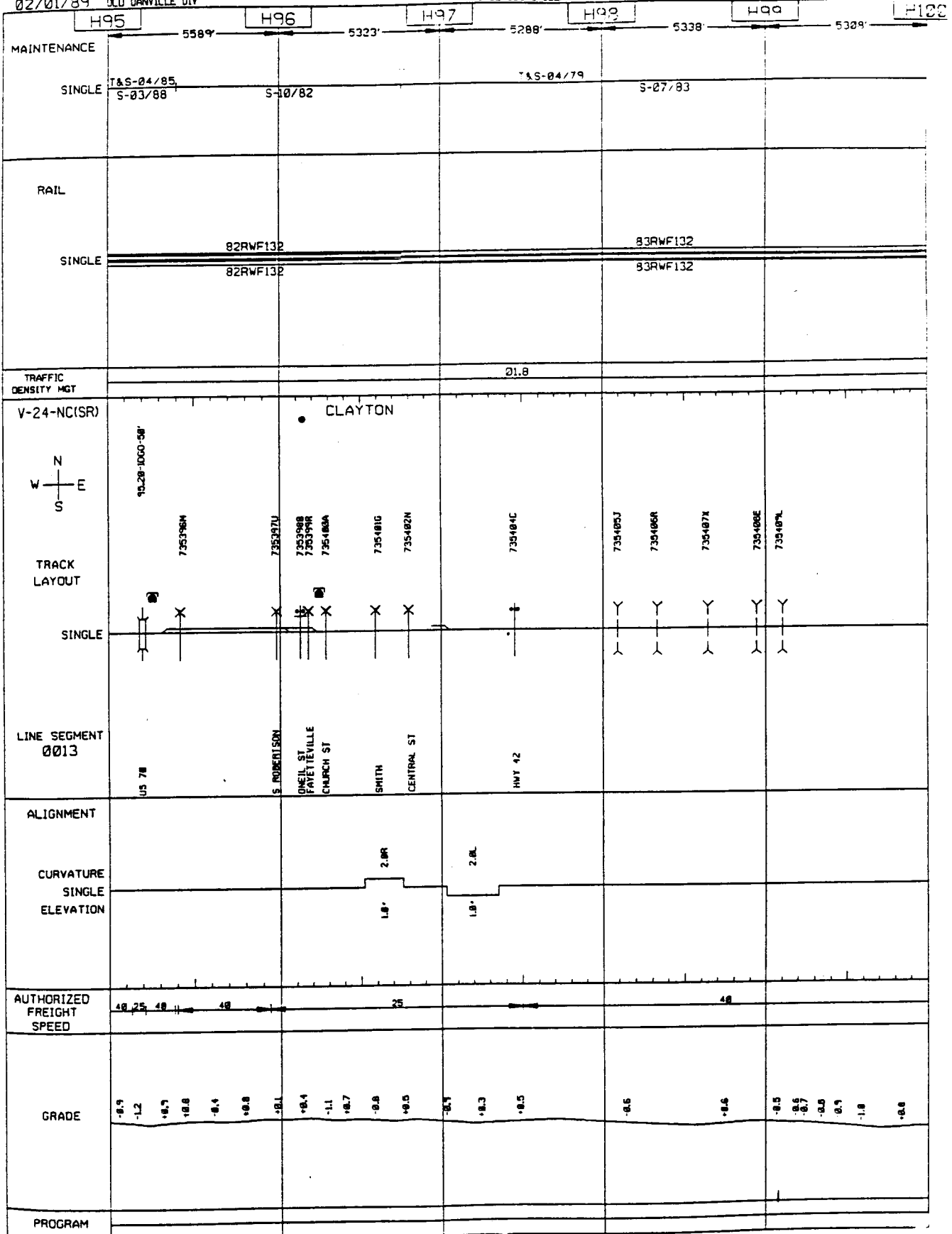


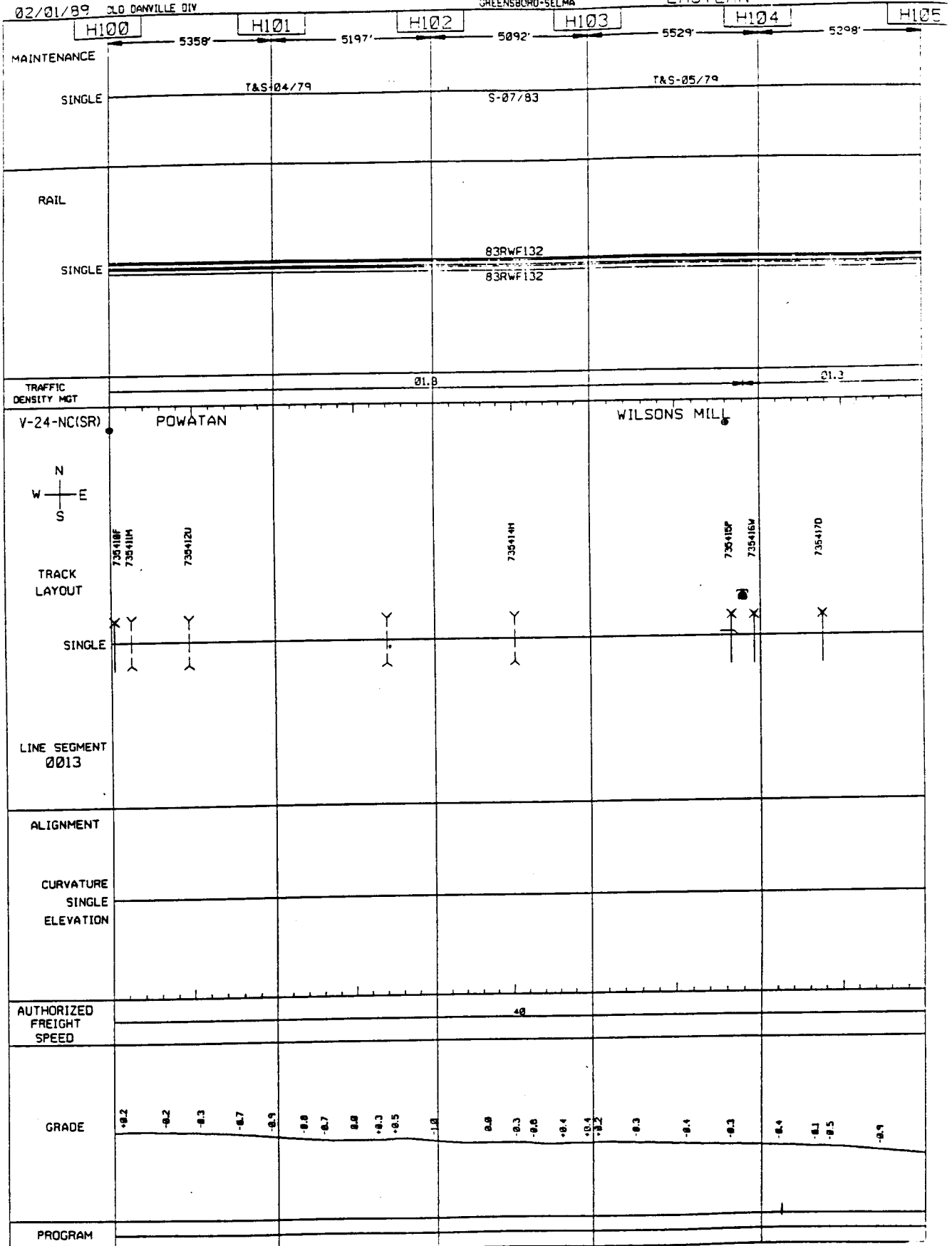
02/01/89 OLD DANVILLE DIV

GREENSBORO-SELMA

EASTERN





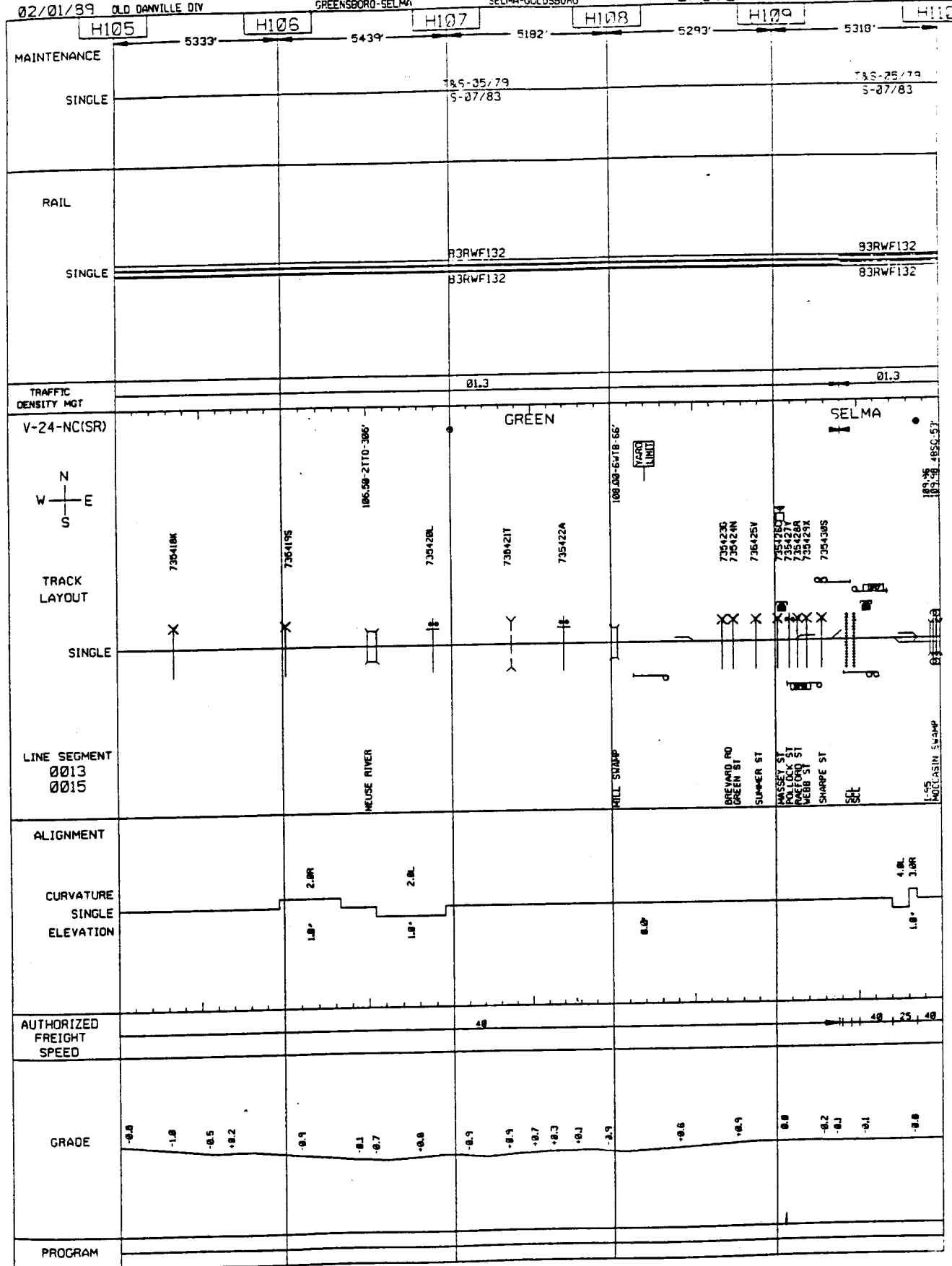


02/01/89 OLD DANVILLE DIV

GREENSBORO-SELMA

SELMA-GOLDSBORO

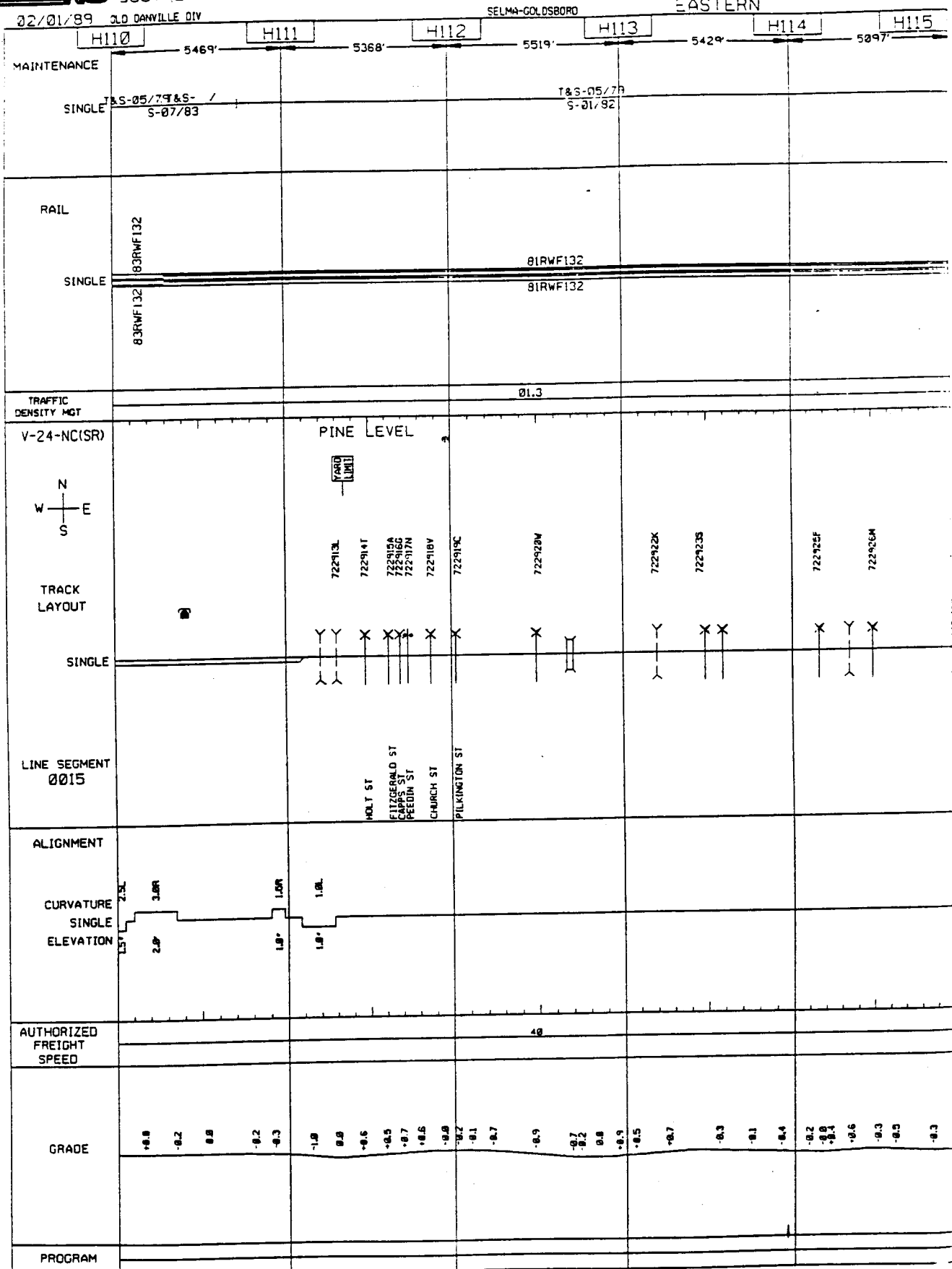
EASTERN

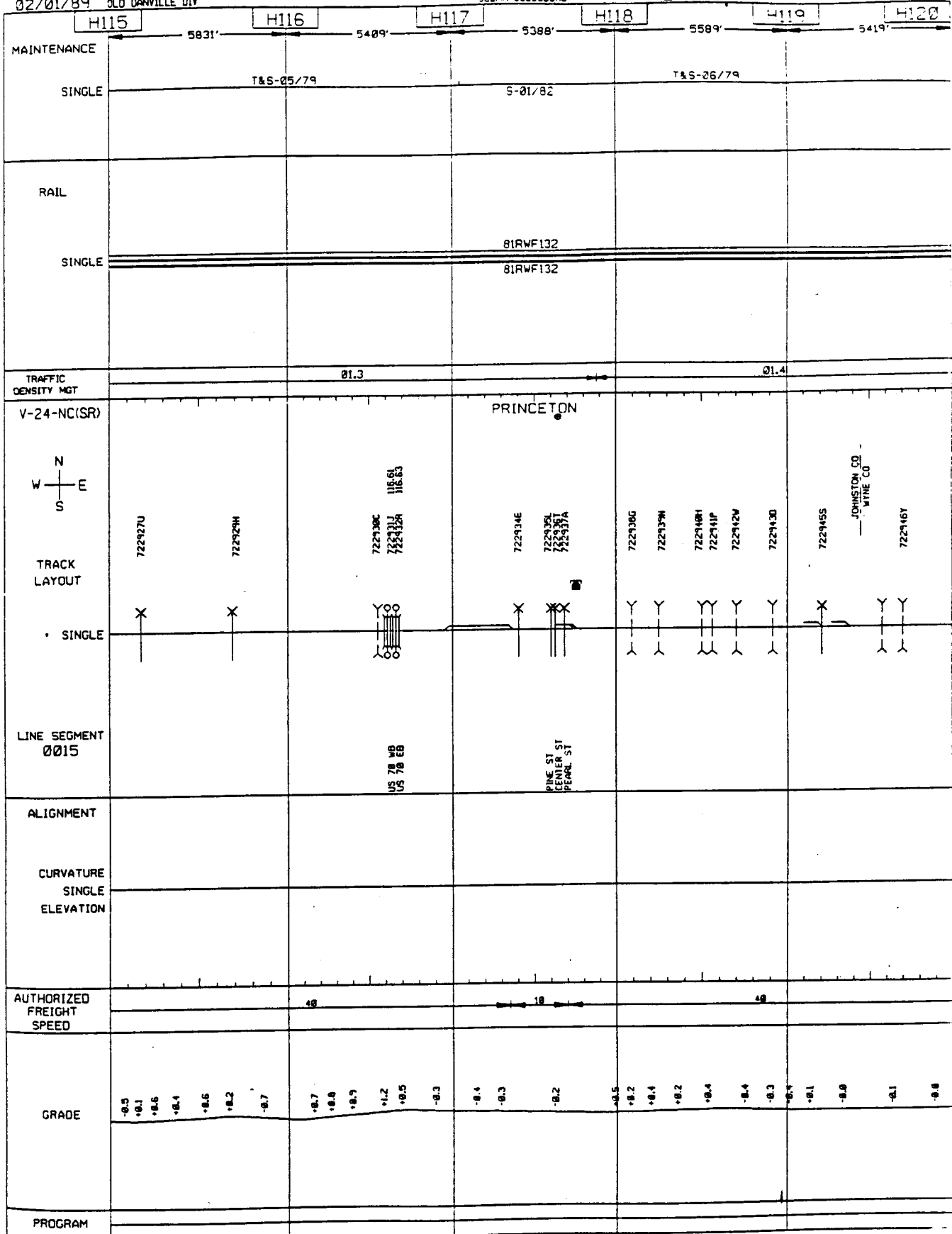


02/01/89 OLD DANVILLE DIV

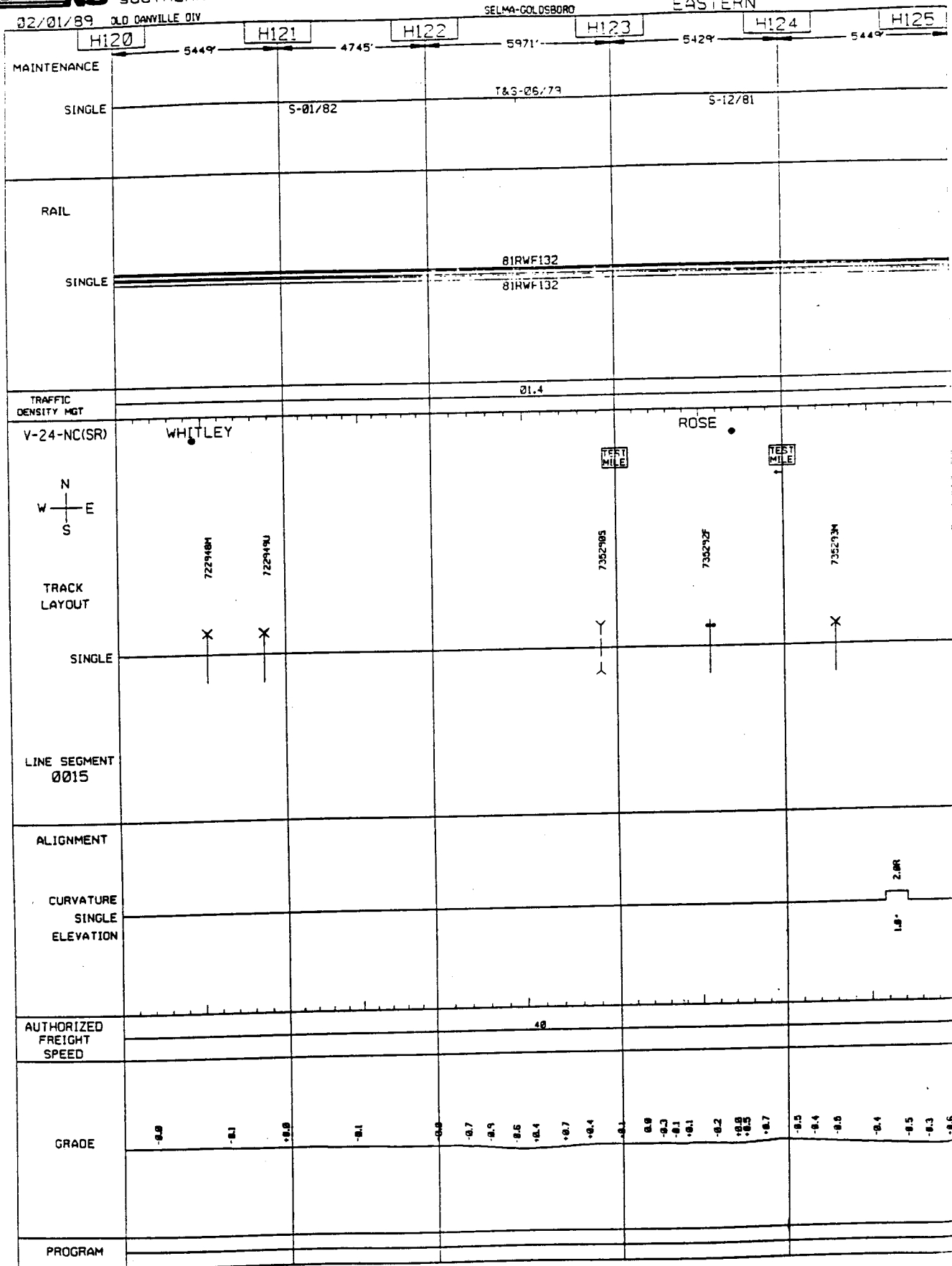
SELMA-GOLDSBORO

EASTERN

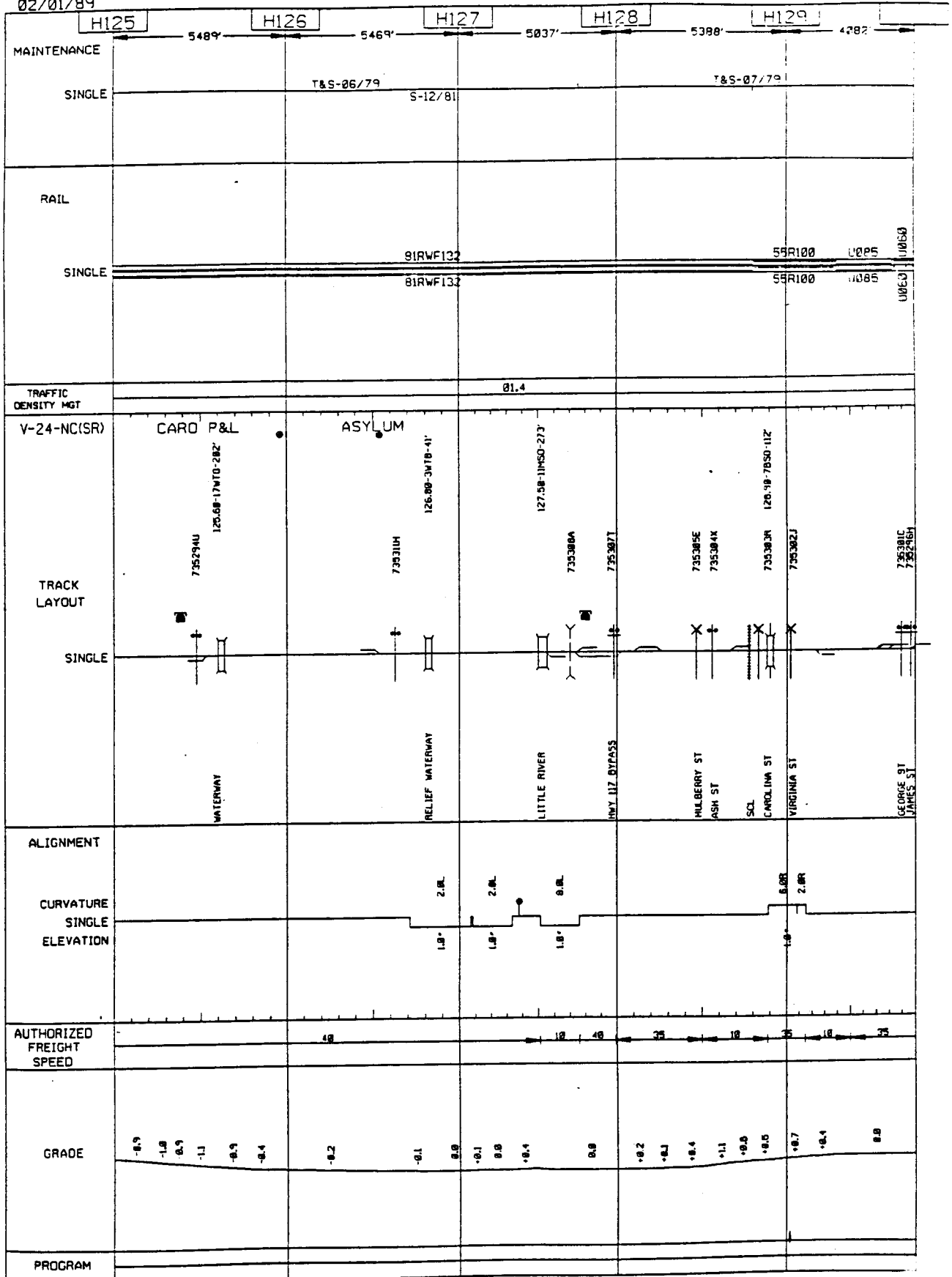




02/01/89 OLD DANVILLE DIV



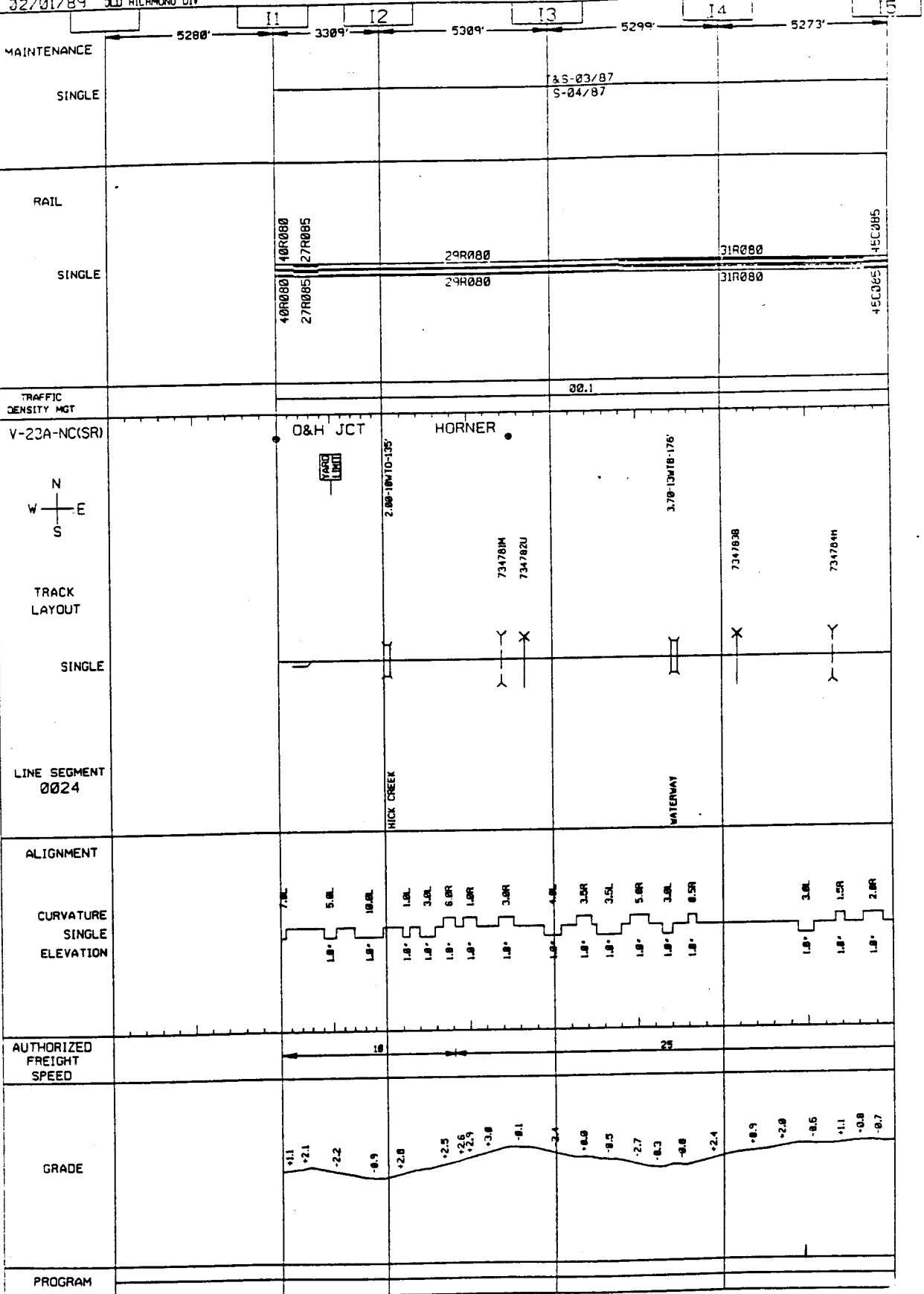
02/01/89

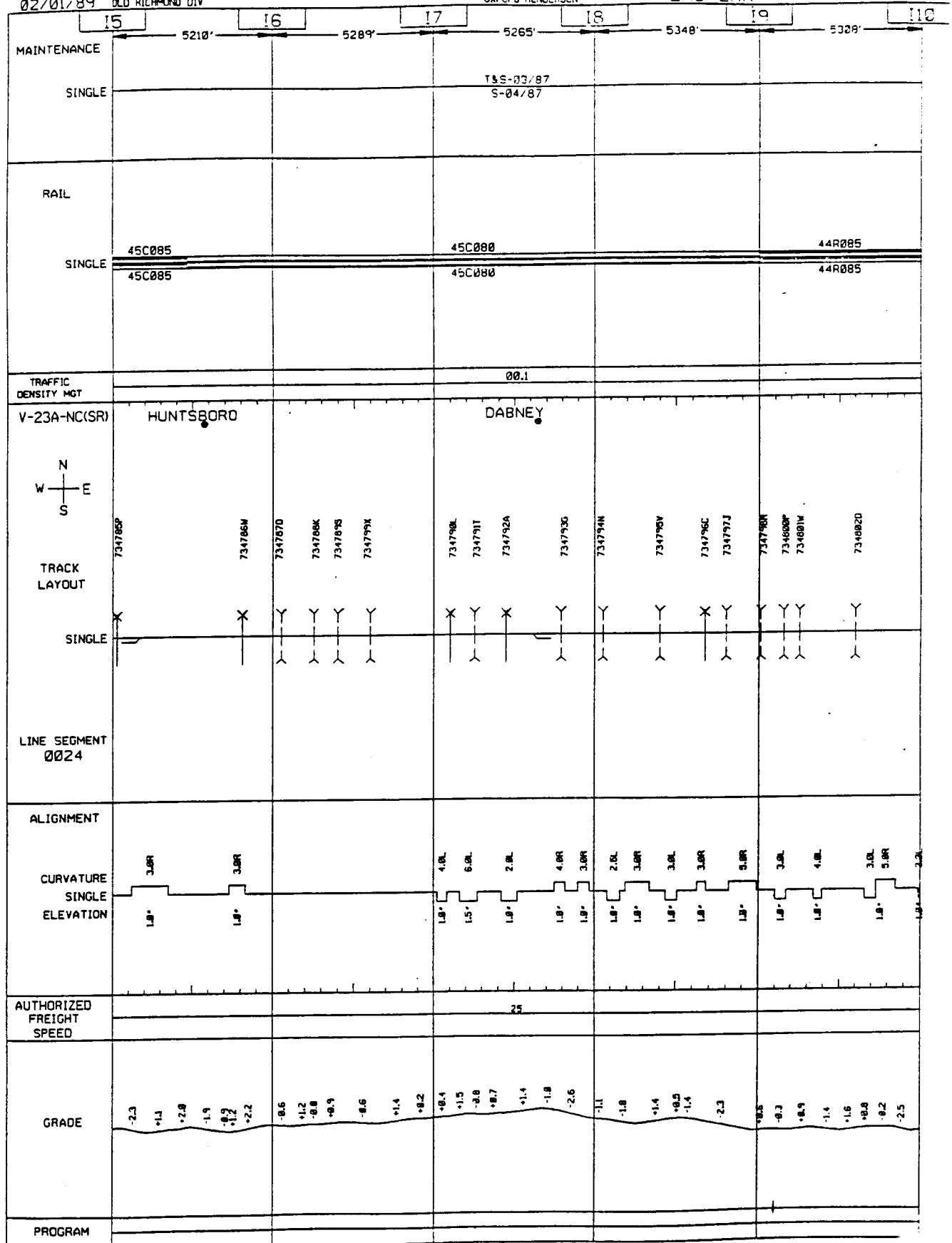


02/01/89 OLD RICHMOND DIV

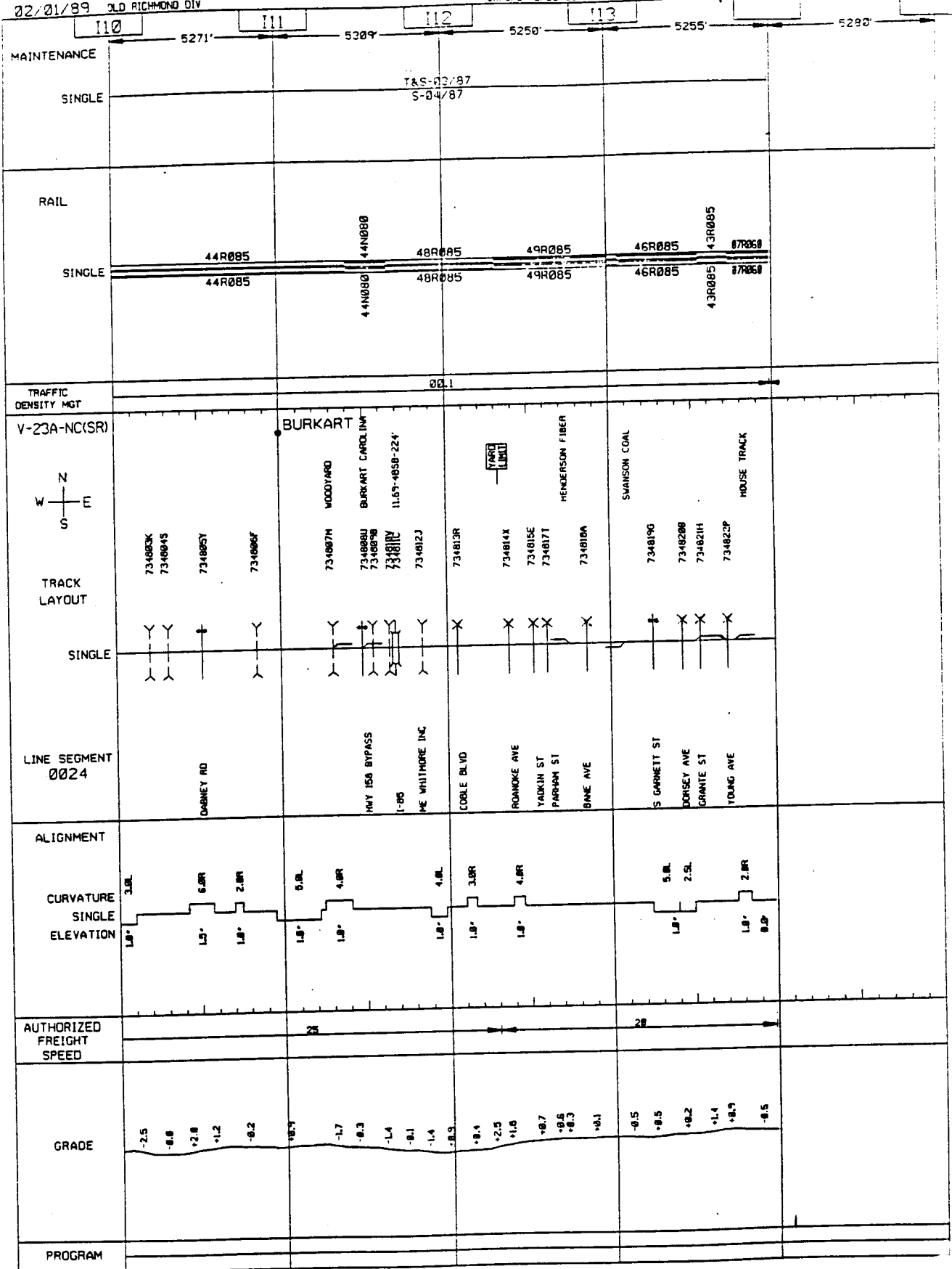
OXFORD-HENDERSON

EASTERN





02/01/89 OLD RICHMOND DIV

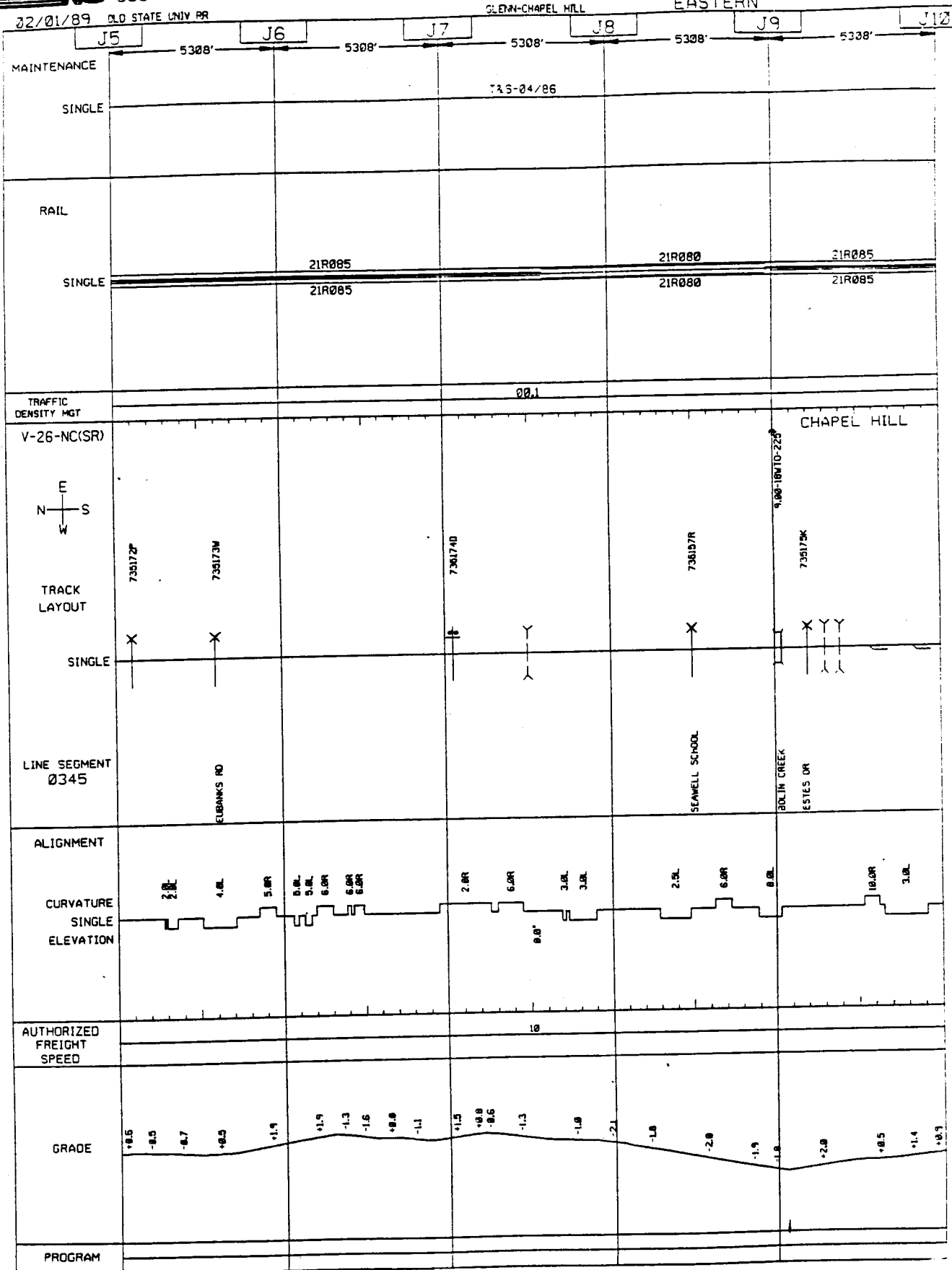




02/01/89 OLD STATE UNIV RR

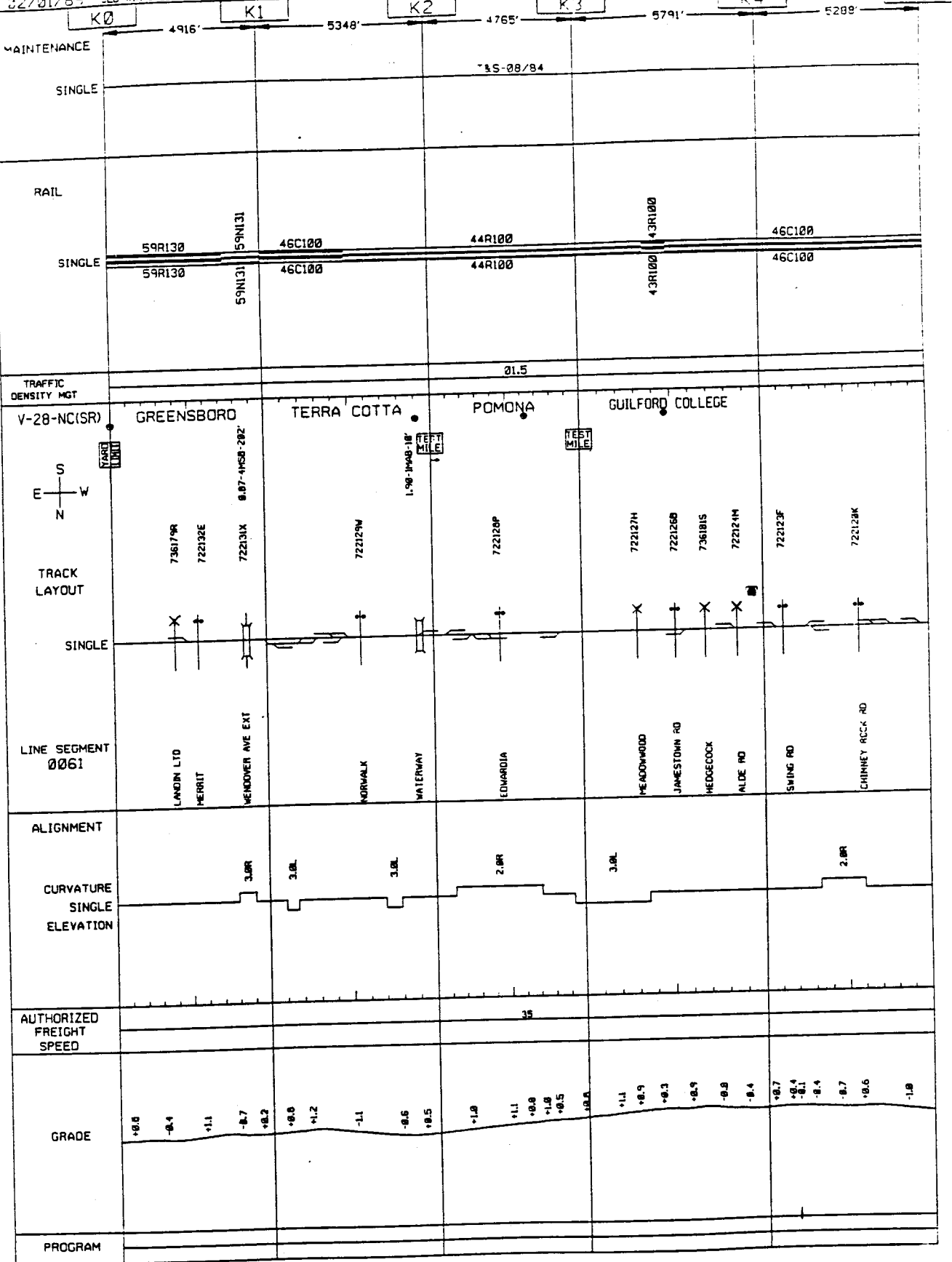
GLENN-CHAPEL HILL

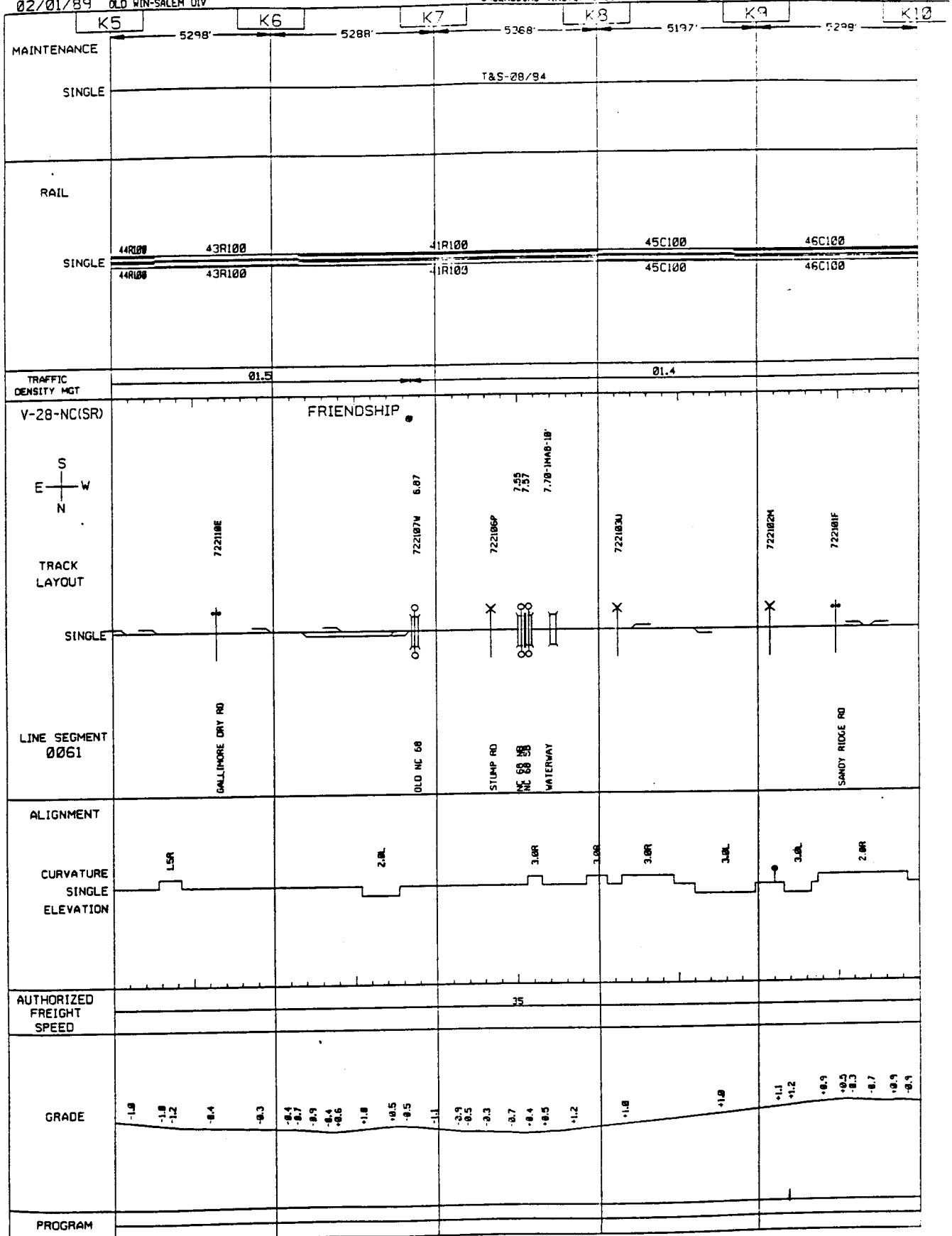
EASTERN



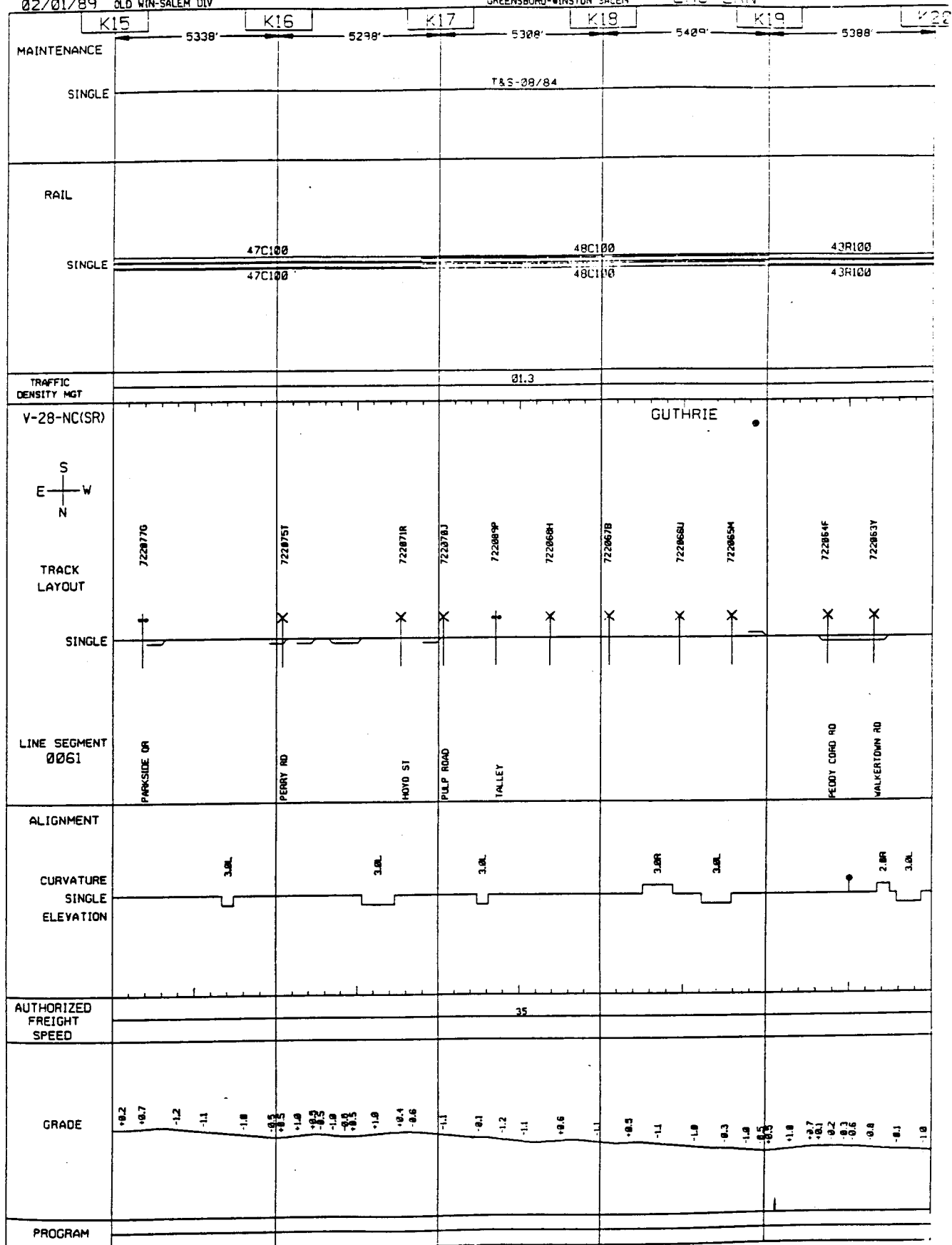
J10		5280'	5280'	5280'	5280'	5280'
MAINTENANCE						
SINGLE	T&S-04/86					
RAIL						
SINGLE	21R085 21R085					
TRAFFIC DENSITY MGT	00.0					
V-26-NC(SR)						
<div style="text-align: center;">           E                         N — S                         W         </div>						
TRACK LAYOUT						
SINGLE						
LINE SEGMENT 0345						
ALIGNMENT						
CURVATURE SINGLE ELEVATION	2					
AUTHORIZED FREIGHT SPEED	10					
GRADE						
PROGRAM						

32/01/89 OLD WIN-SALEM DIV





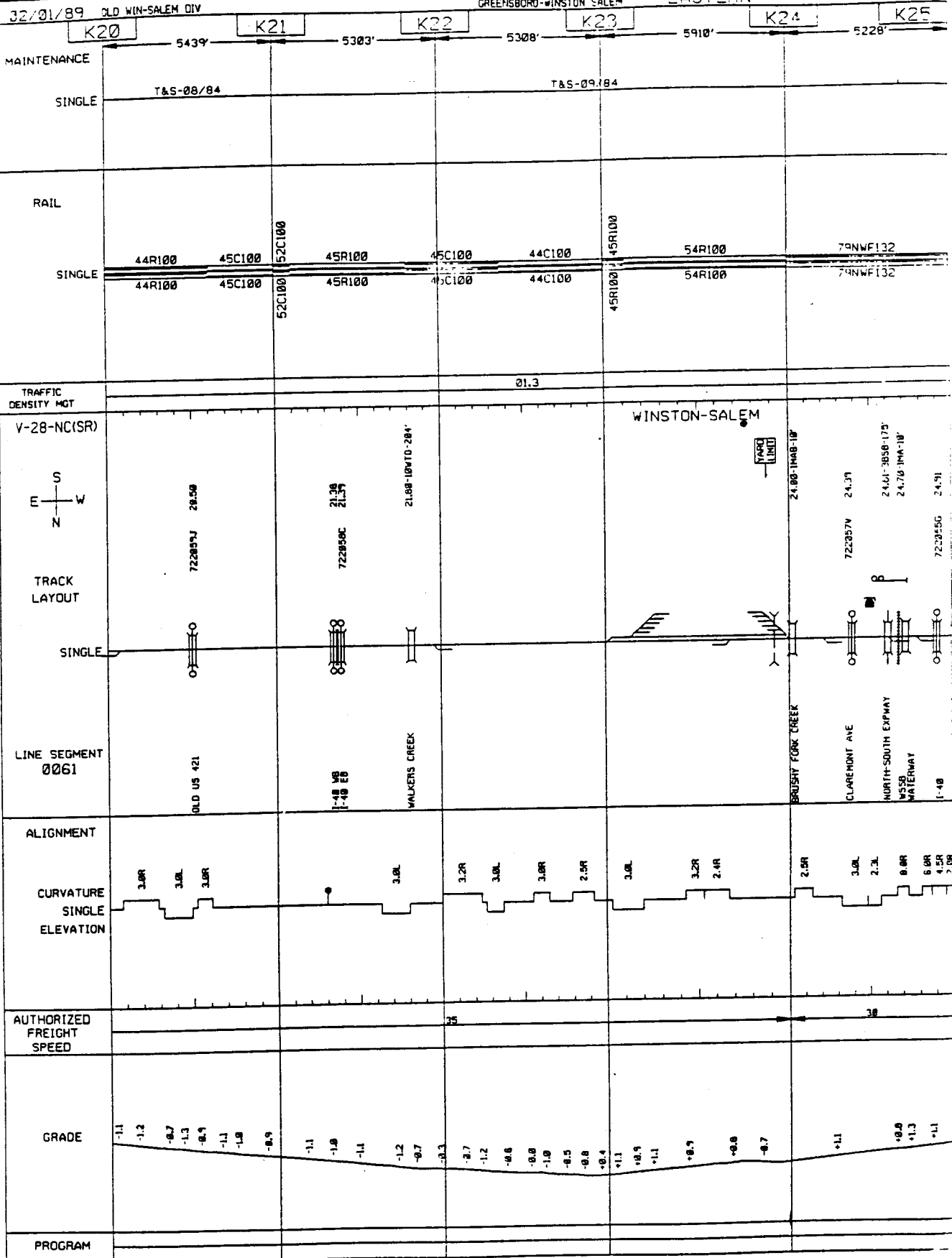




32/01/89 OLD WIN-SALEM DIV

GREENSBORO-WINSTON SALEM

EASTERN

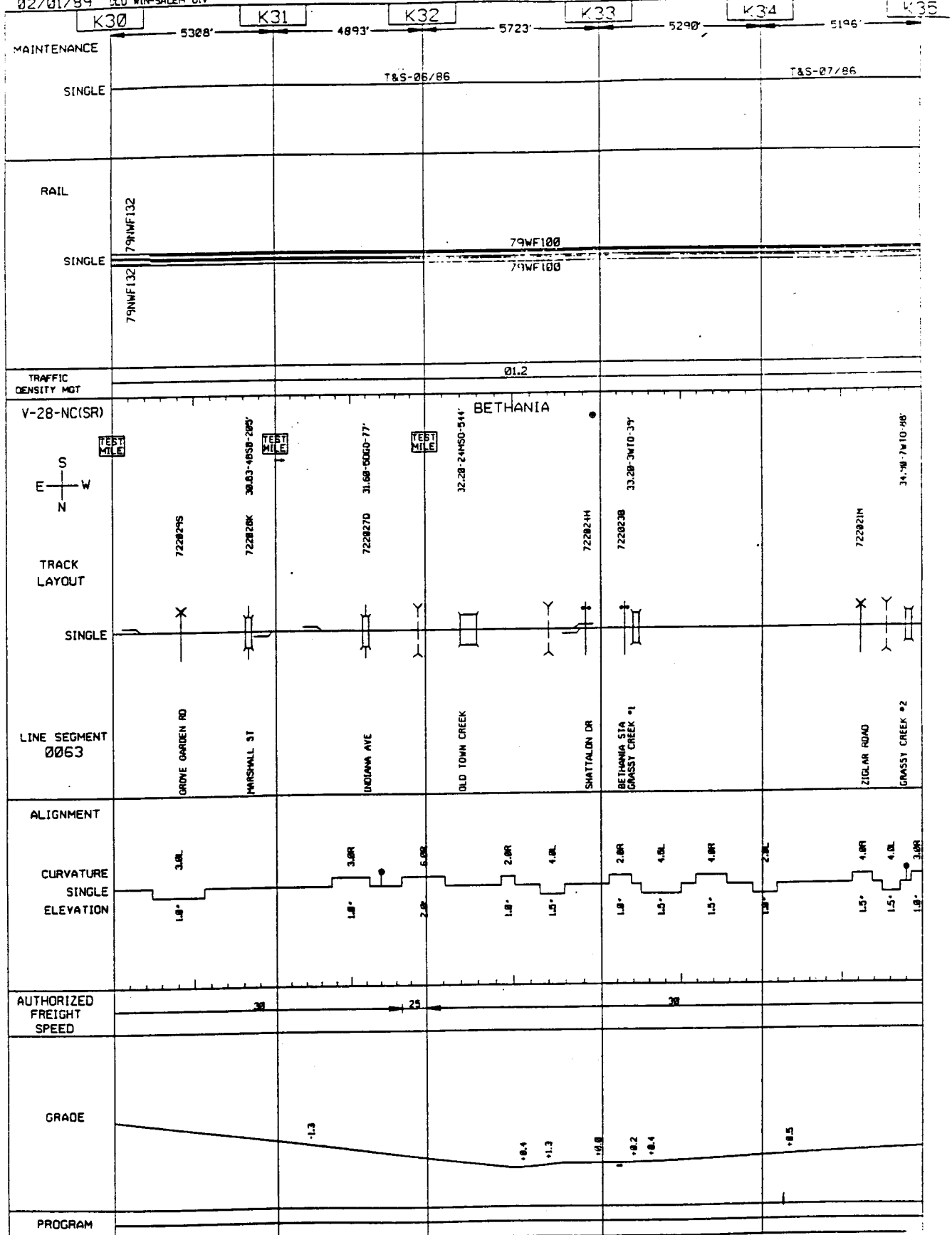




02/01/89 OLD WIN-SALEM DIV

WINSTON SALEM-W WILKES

EASTERN

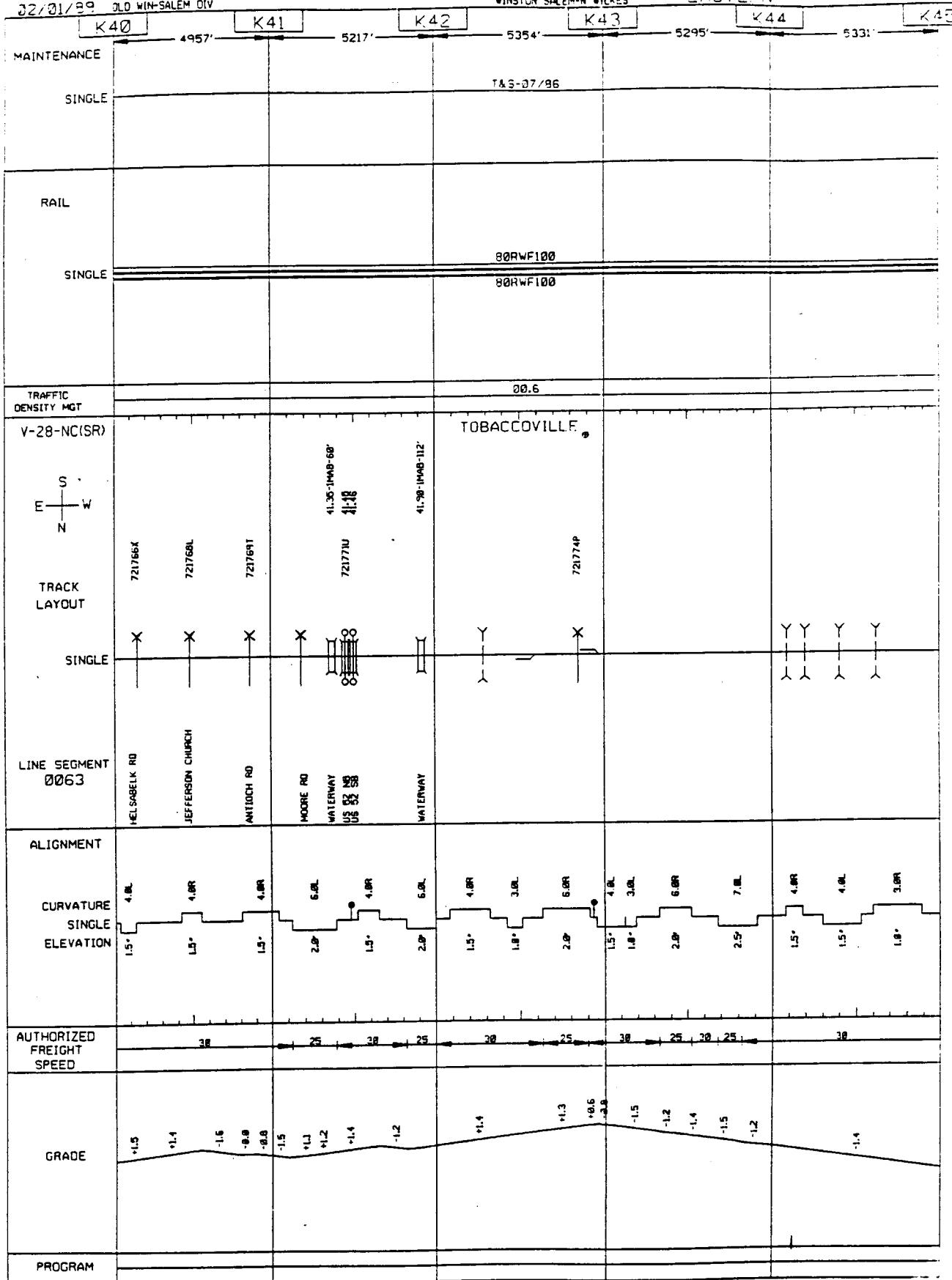




02/01/89 OLD WIN-SALEM DIV

WINSTON SALEM-N WILKES

EASTERN

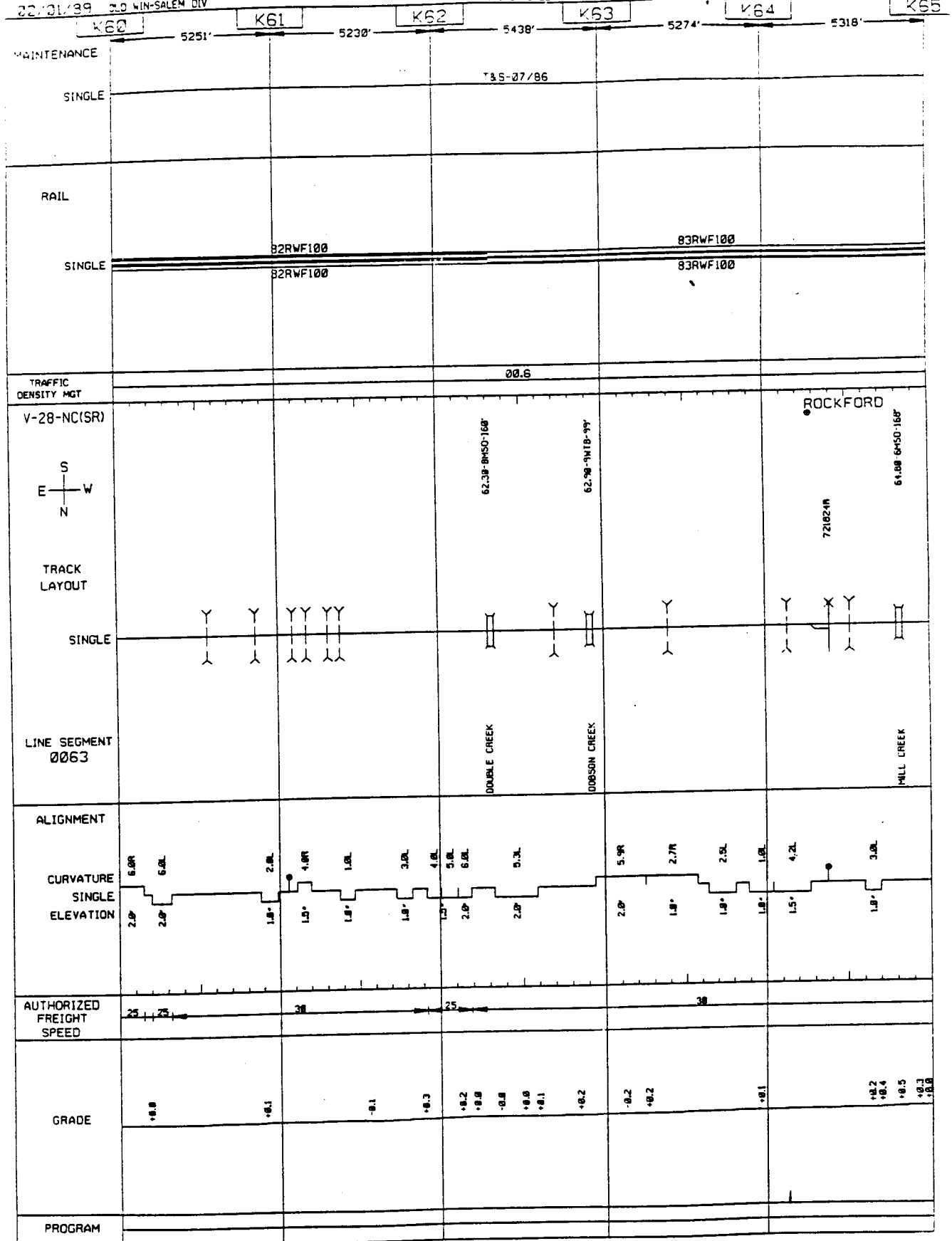








22/01/89 3.D WIN-SALEM DIV



	K65	K66	K67	K68	K69	K70
	5285'	5264'	5321'	5495'	5085'	
MAINTENANCE						
SINGLE	T&S-07/86		T&S-28/96		T&S-28/97	
RAIL						
SINGLE			83RWF100	83RWF100		83RWF100
TRAFFIC DENSITY MGT			20.6			
V-28-NC(SR)				68.58-27450-456		
TRACK LAYOUT						
SINGLE	Y	Y	Y	Y	Y	Y
LINE SEGMENT 0063				FISHER RIVER		
ALIGNMENT						
CURVATURE SINGLE ELEVATION	6.0R 2.0°	5.0R 1.5°	4.0R 1.0°	2.0L 1.0°	3.0R 1.0°	2.0L 1.0°
AUTHORIZED FREIGHT SPEED	30	25	30	25	30	25
GRADE	-0.1 -0.0 +0.1 +0.2	0.0 +0.2 +0.1 +0.0	+0.1 +0.4 -0.2 +0.1 0.0 -0.4	+0.2 +0.1 0.0	0.0	
PROGRAM						















































































































































































































































































































































