



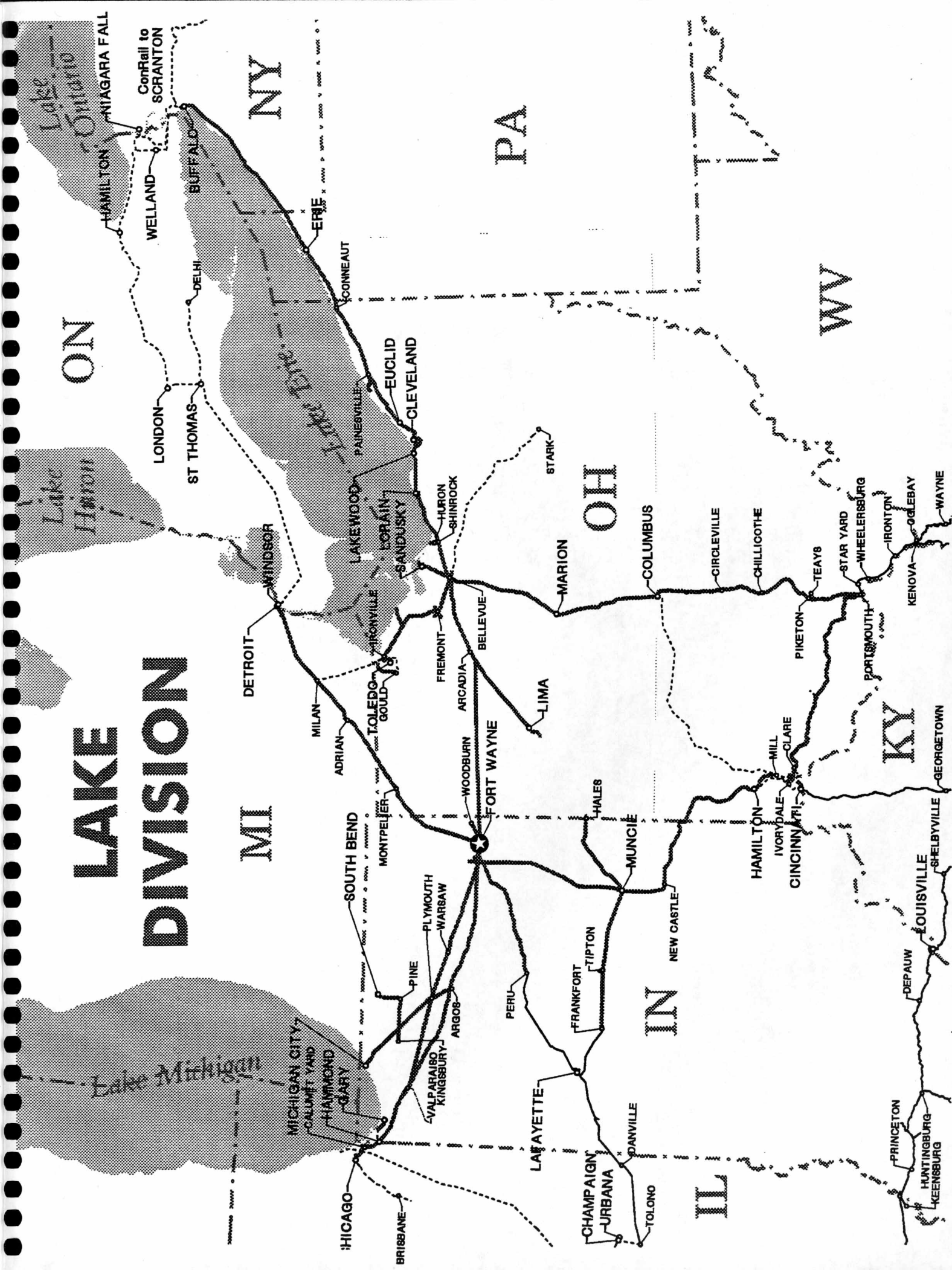
®

**NORFOLK  
SOUTHERN**

# **Lake Division**

**1999**

# LAKE DIVISION



## **THIS BOOK IS INTENDED FOR GENERAL REFERENCE ONLY**

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# LAKE DIVISION

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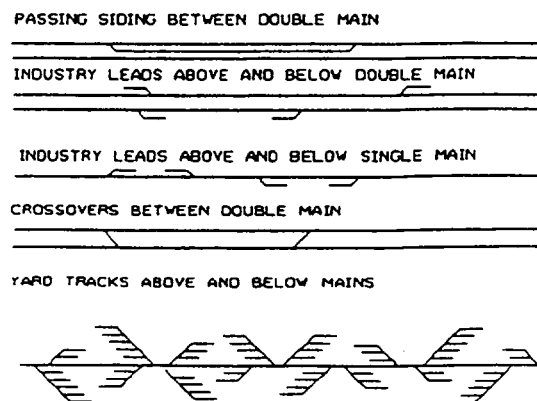
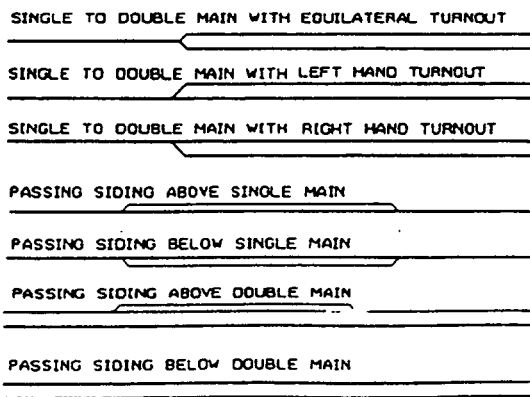
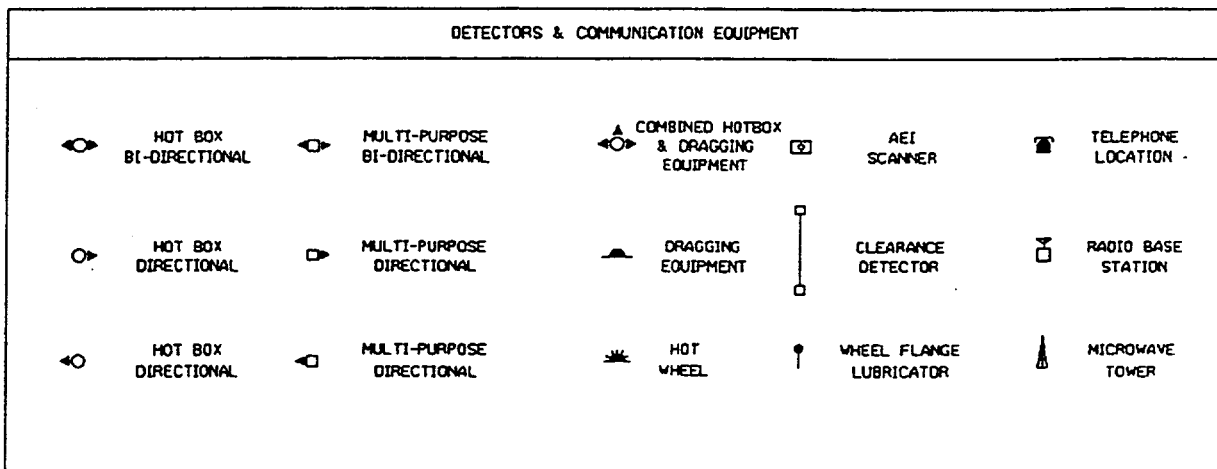
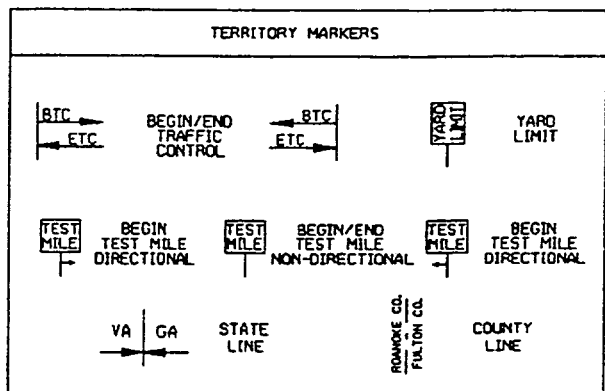
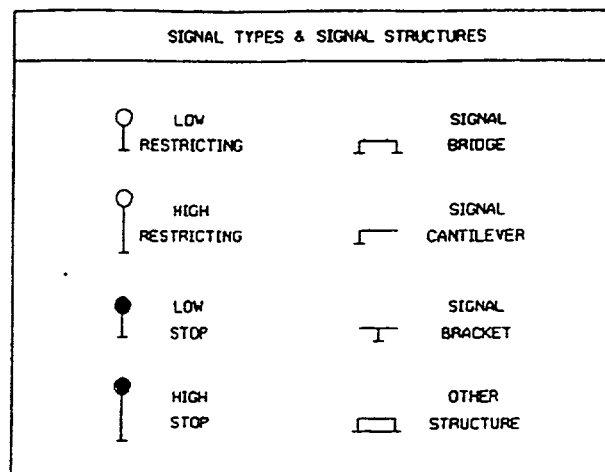
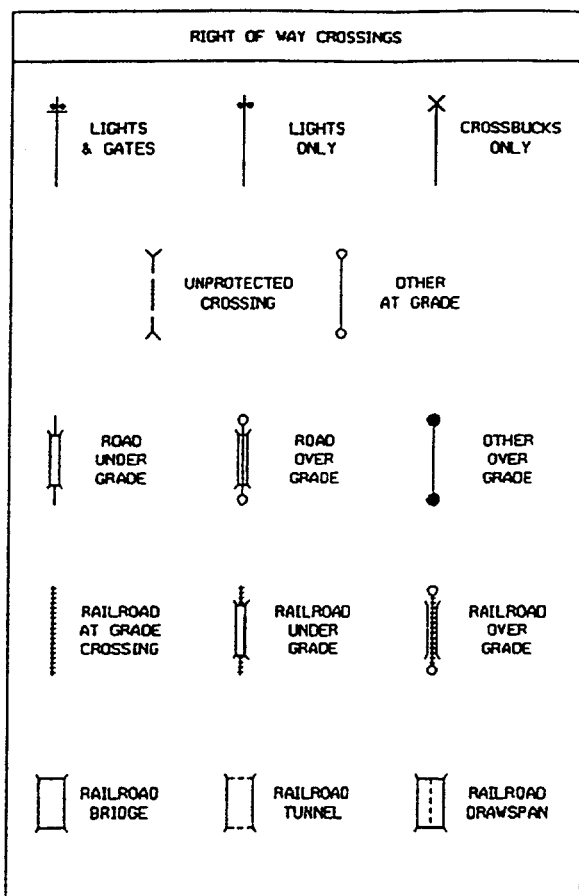
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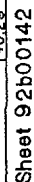
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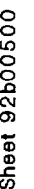
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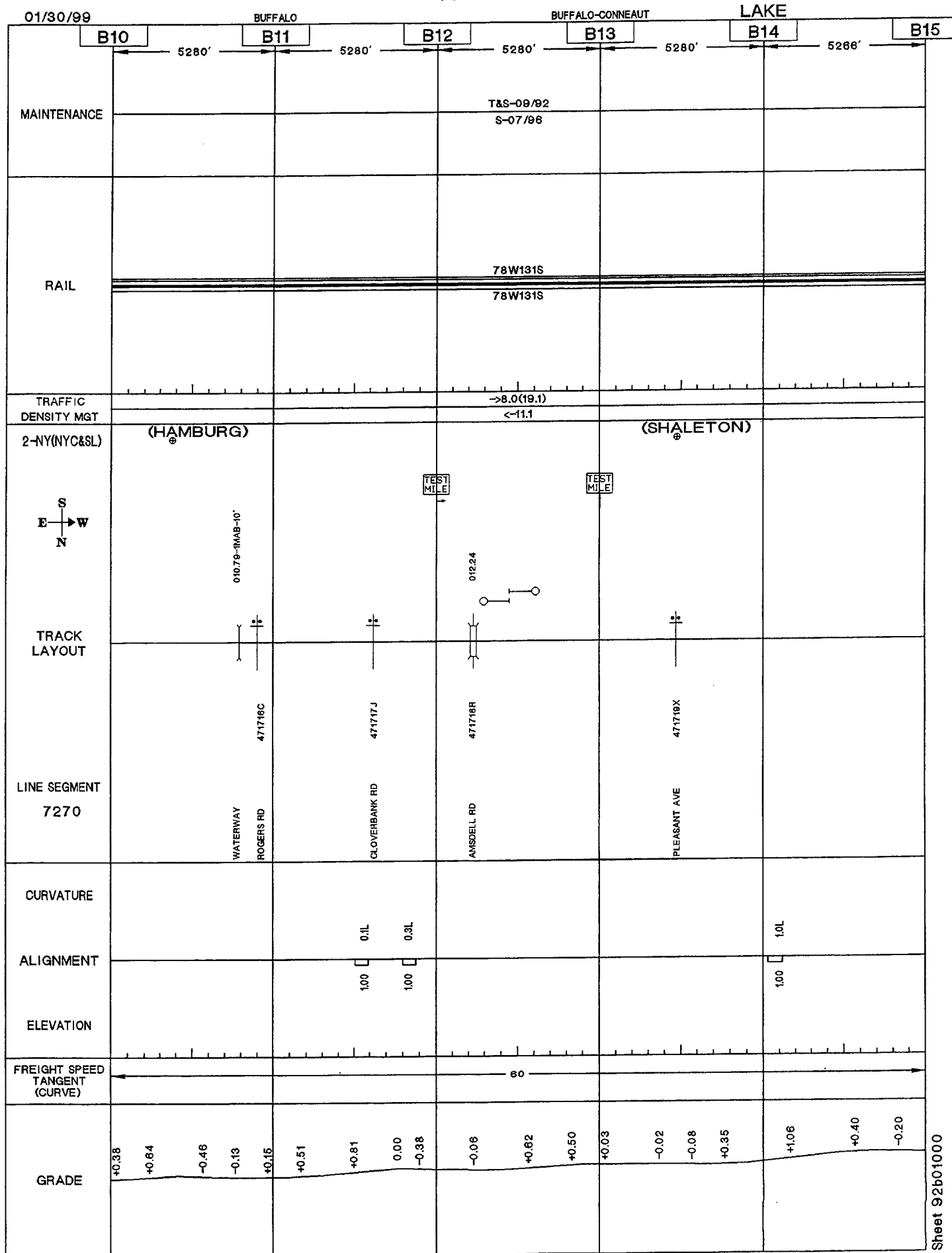
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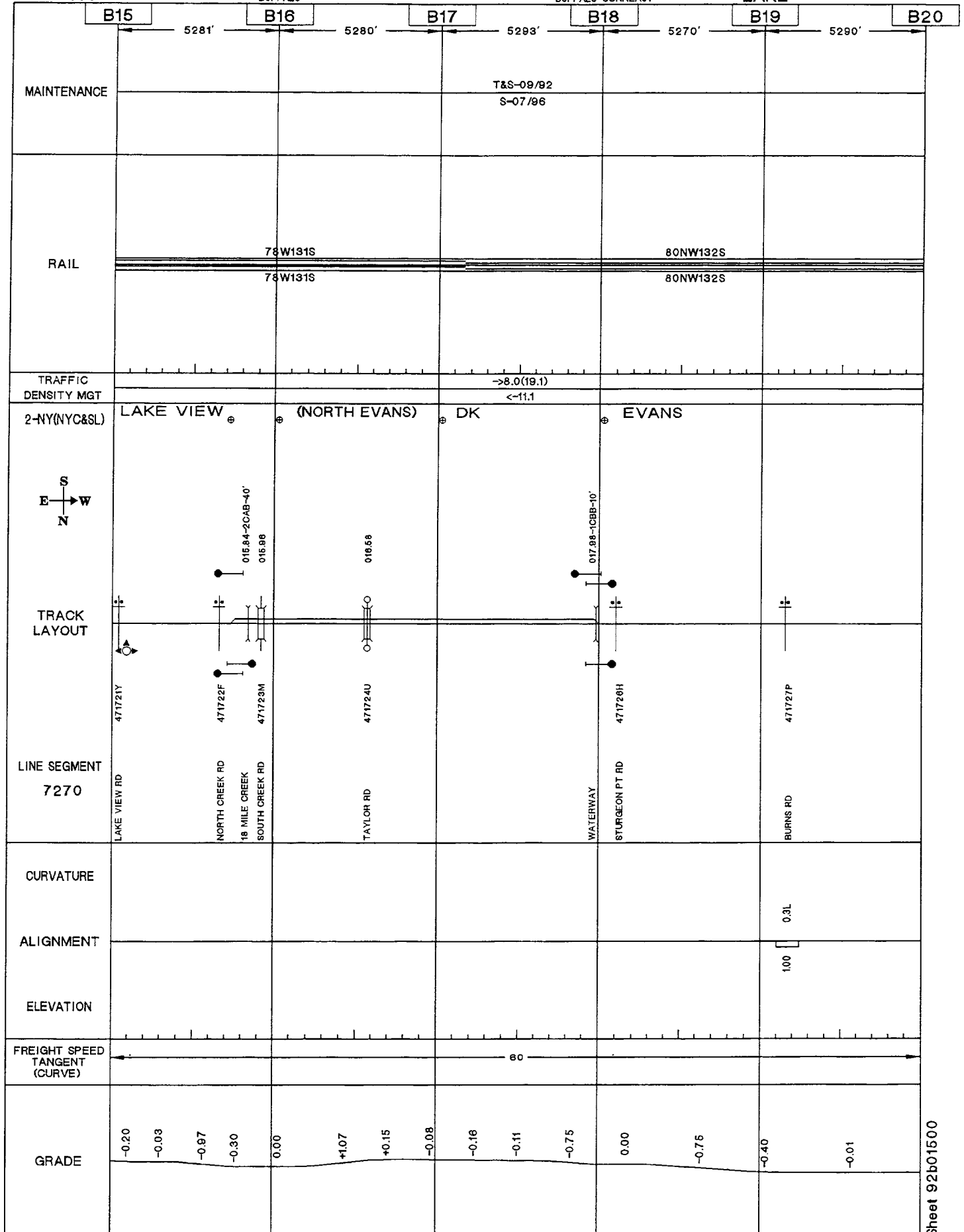


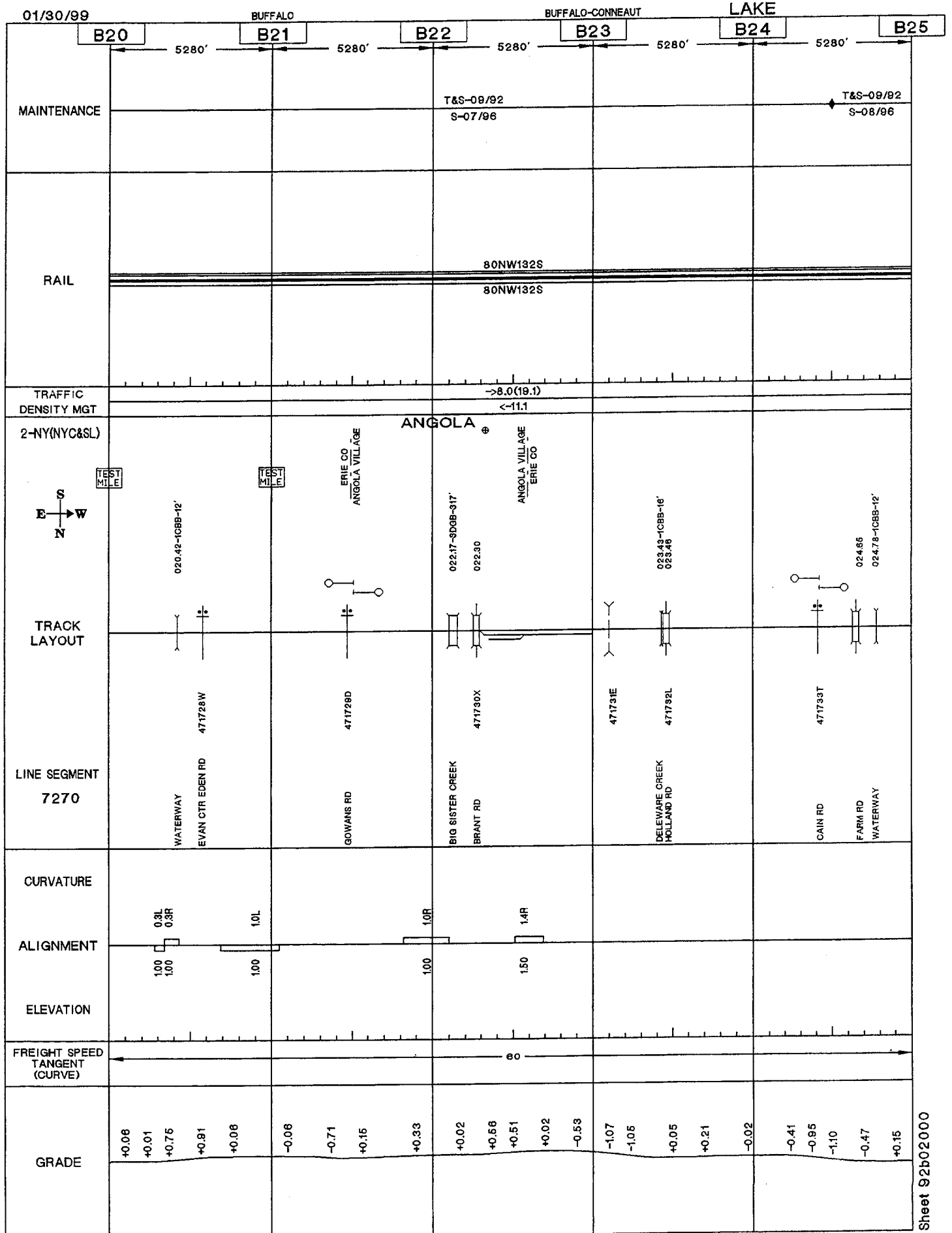
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BUFFALO

BUFFALO-CONNEAUT

LAKE





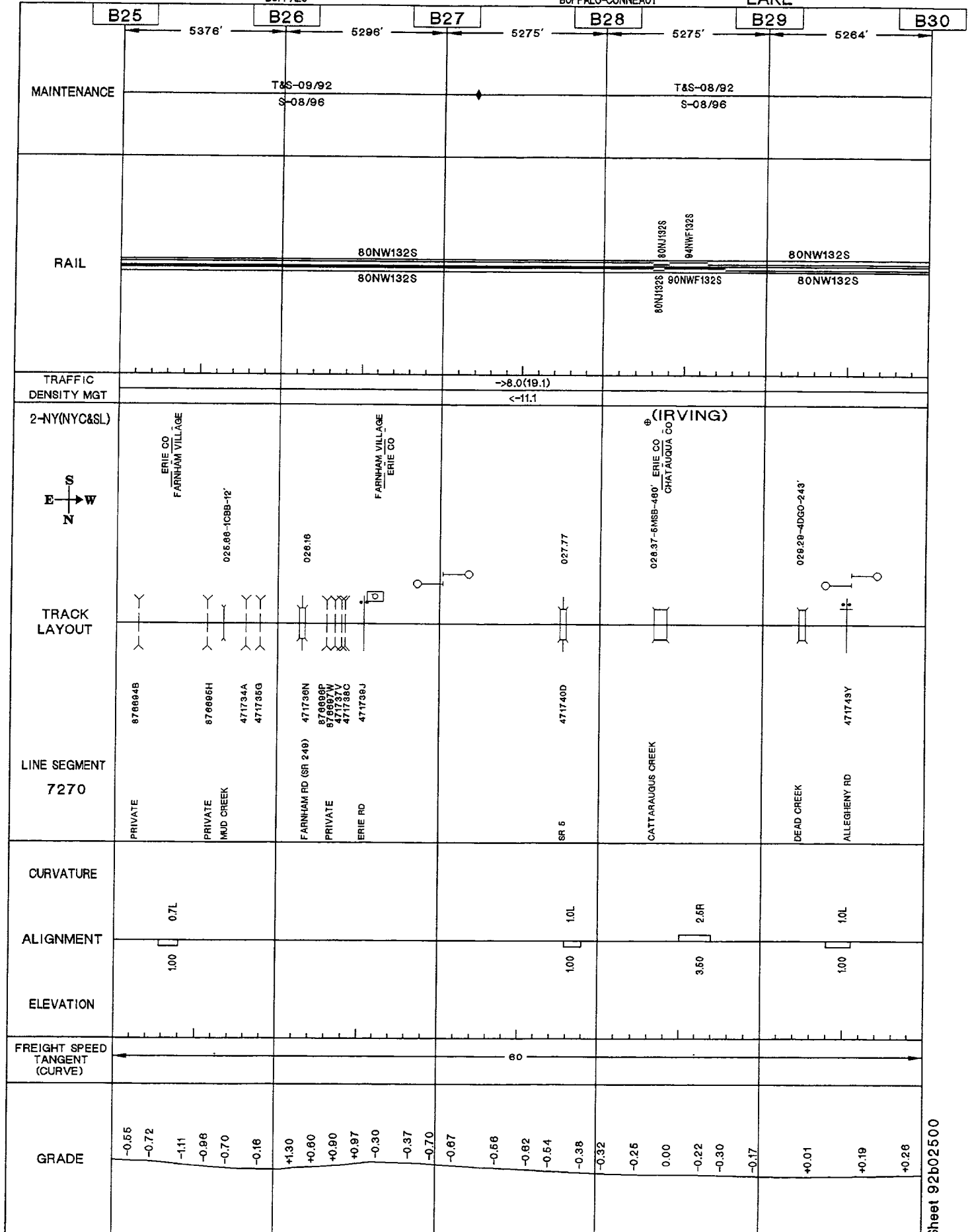


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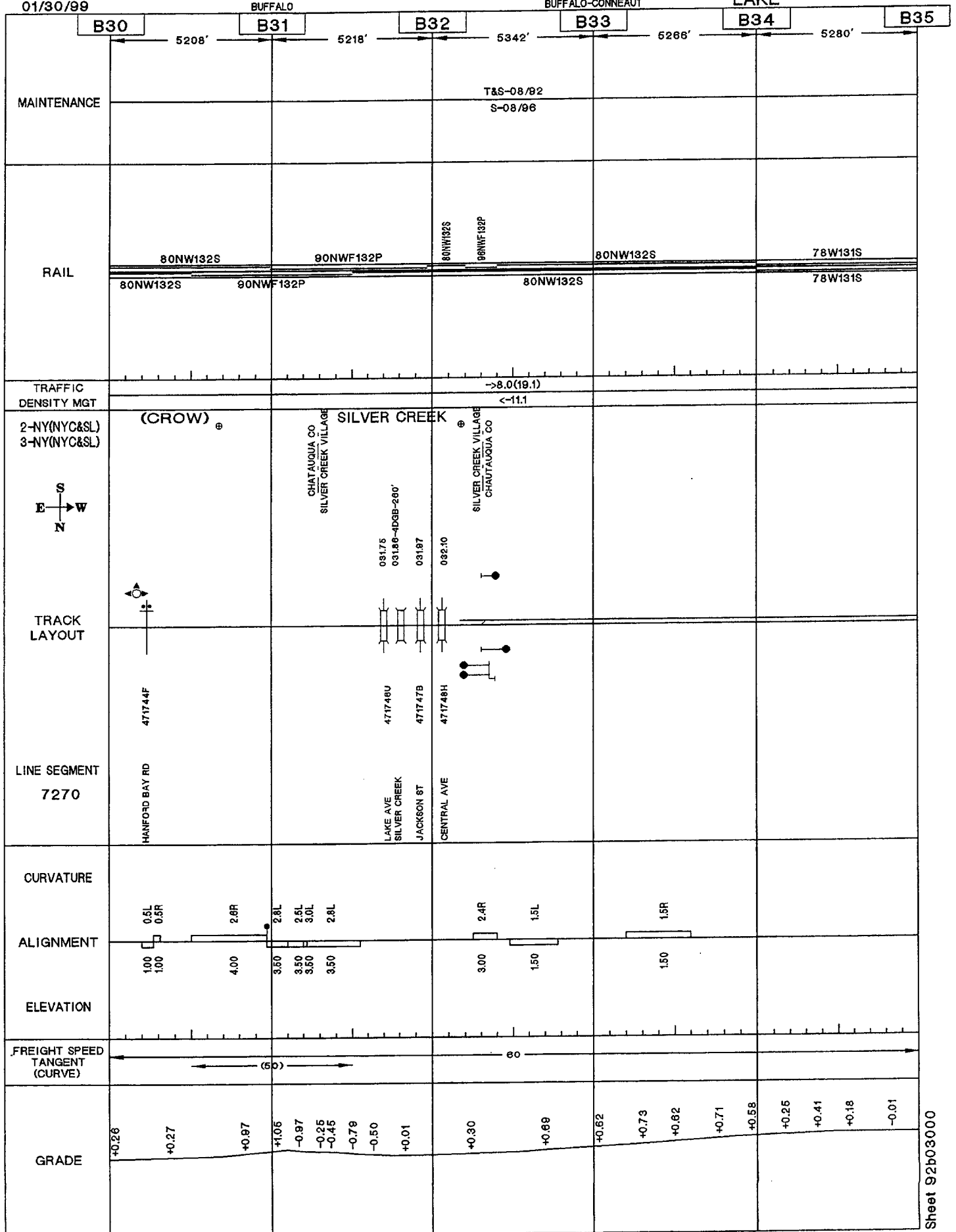


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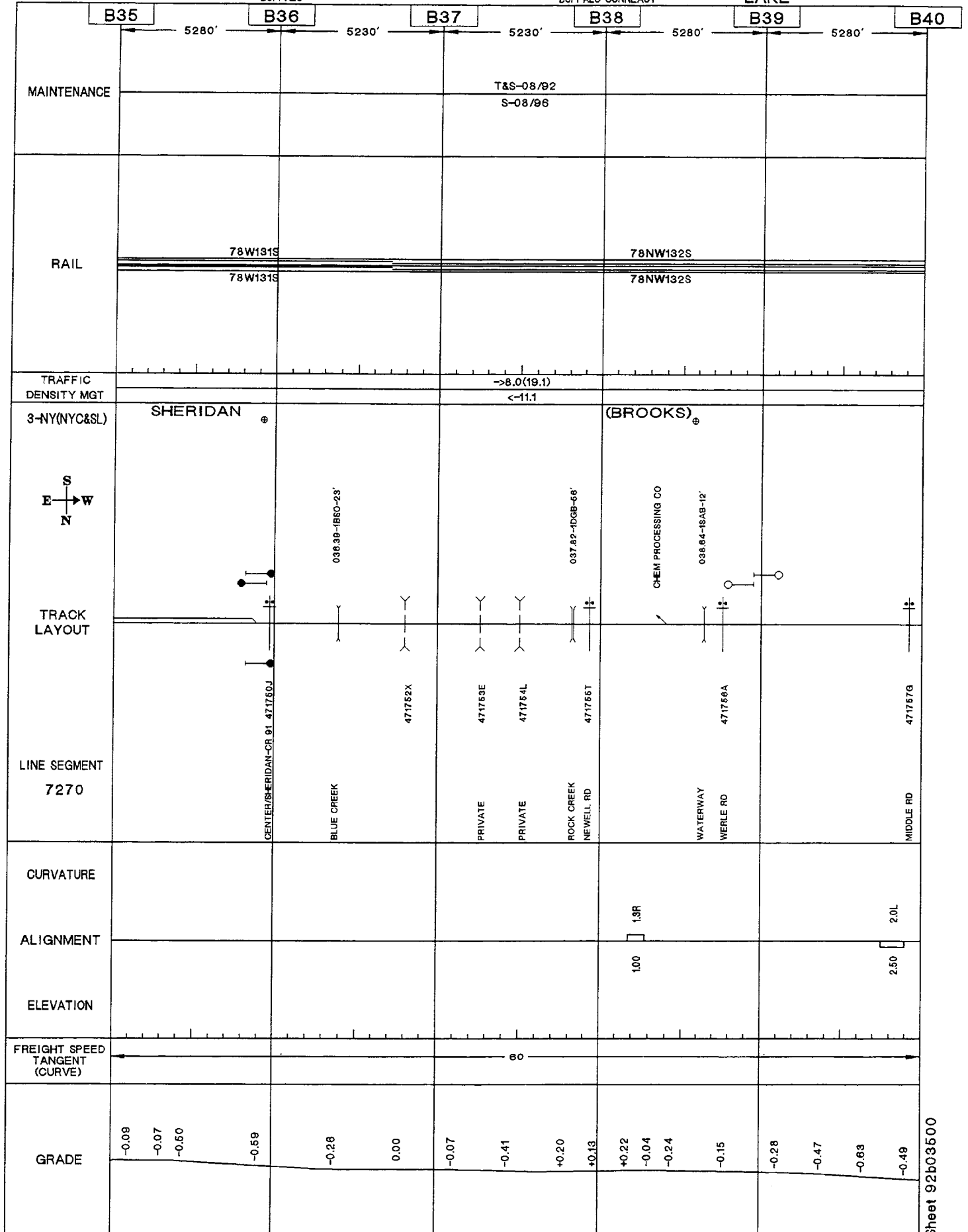


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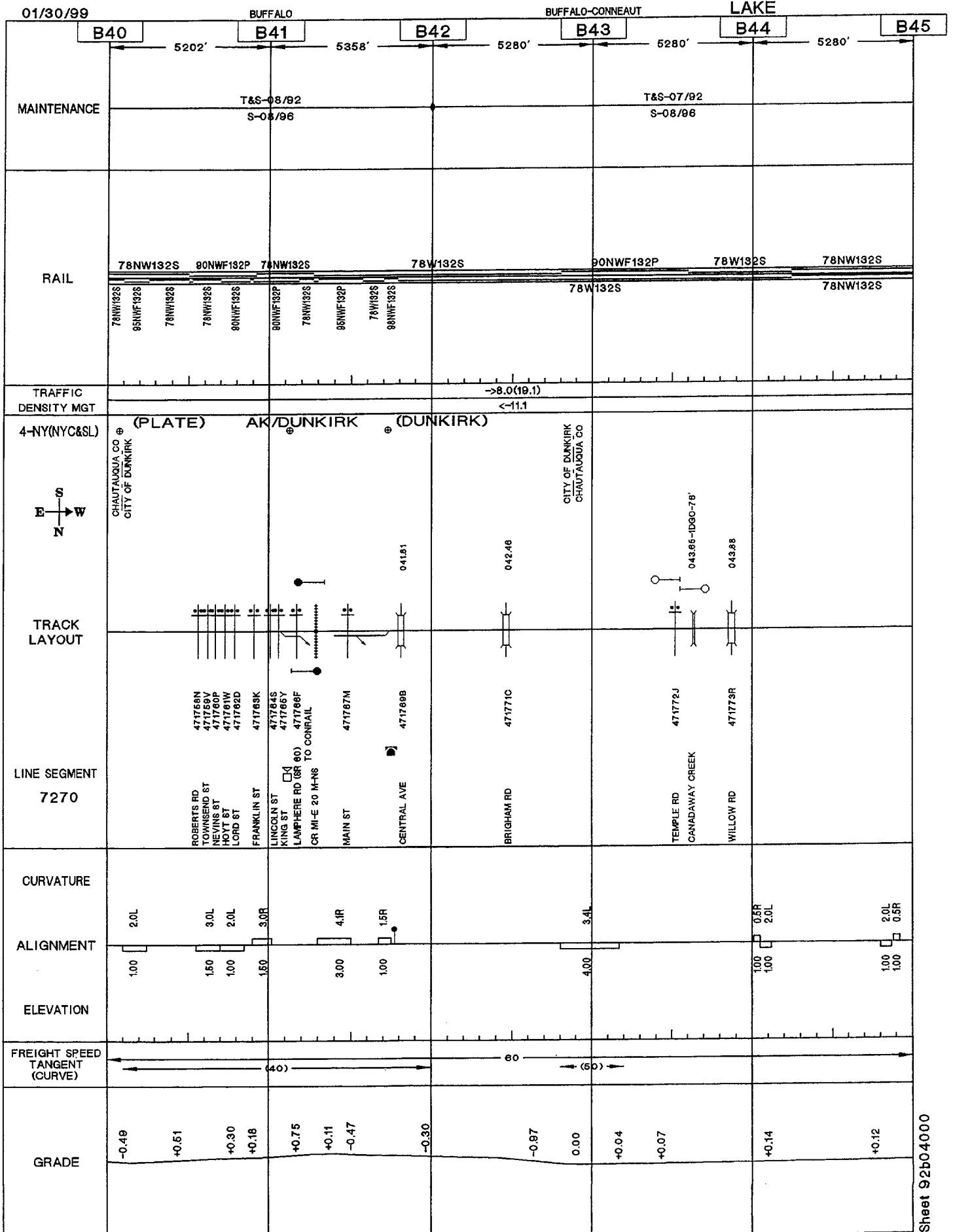
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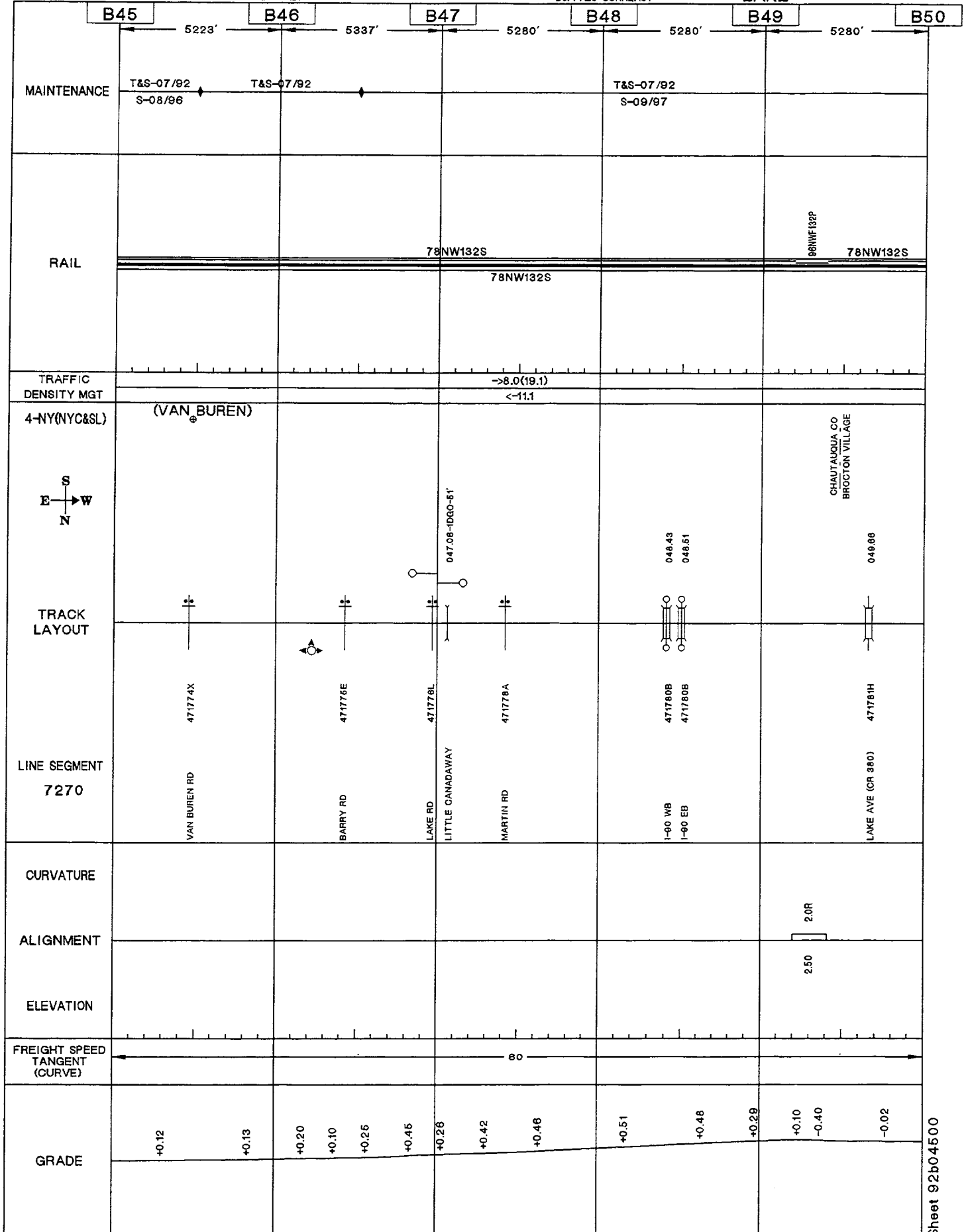


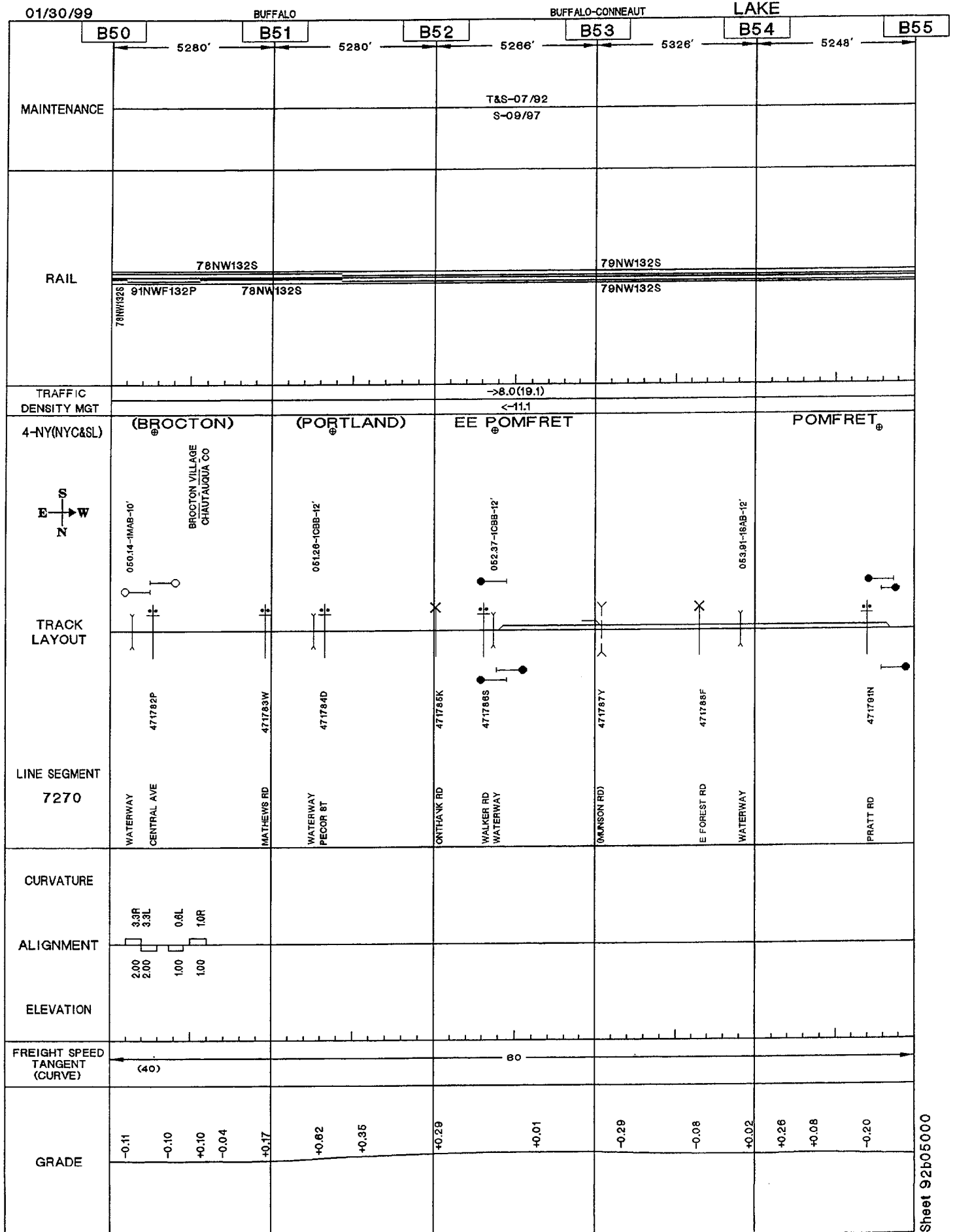
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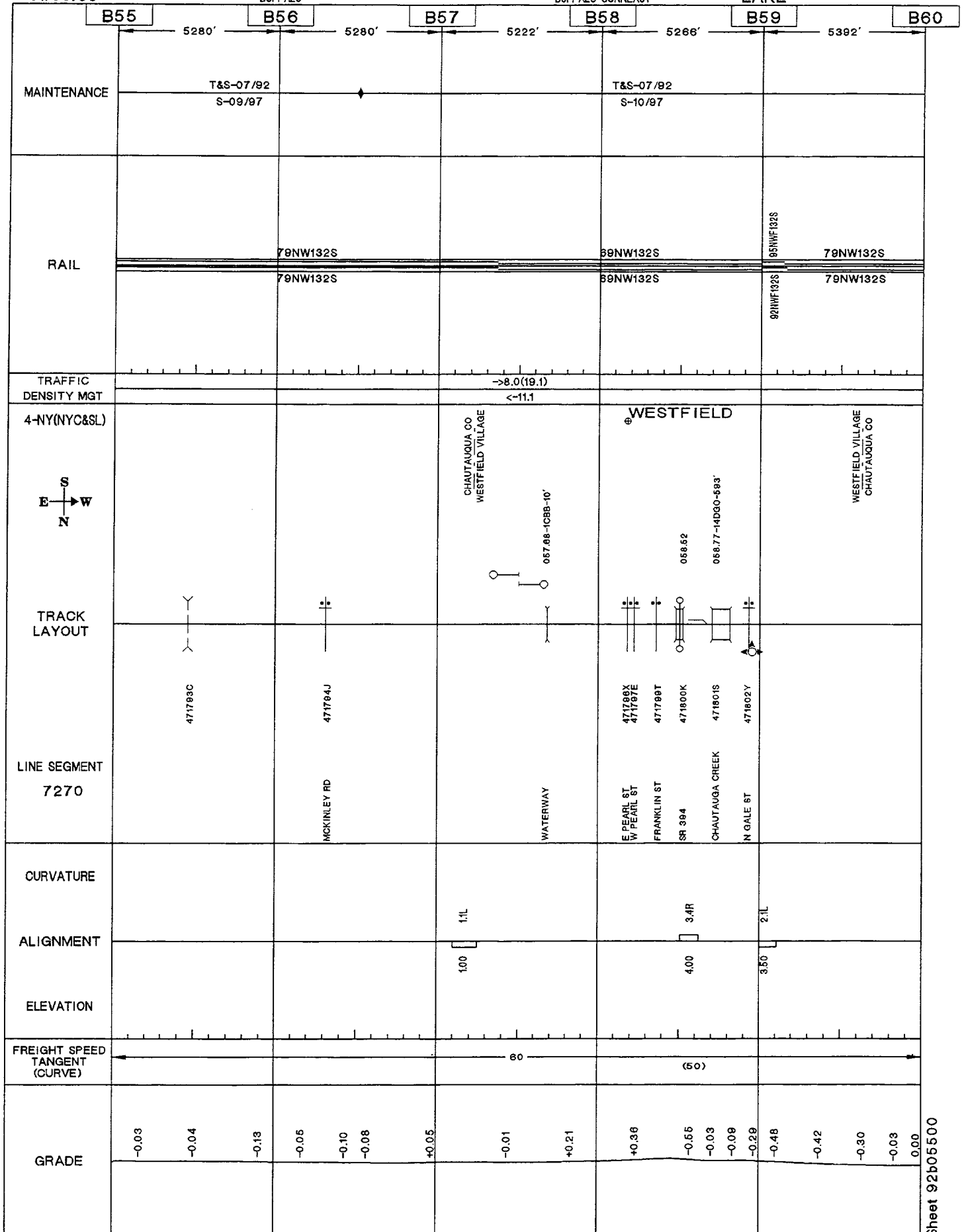


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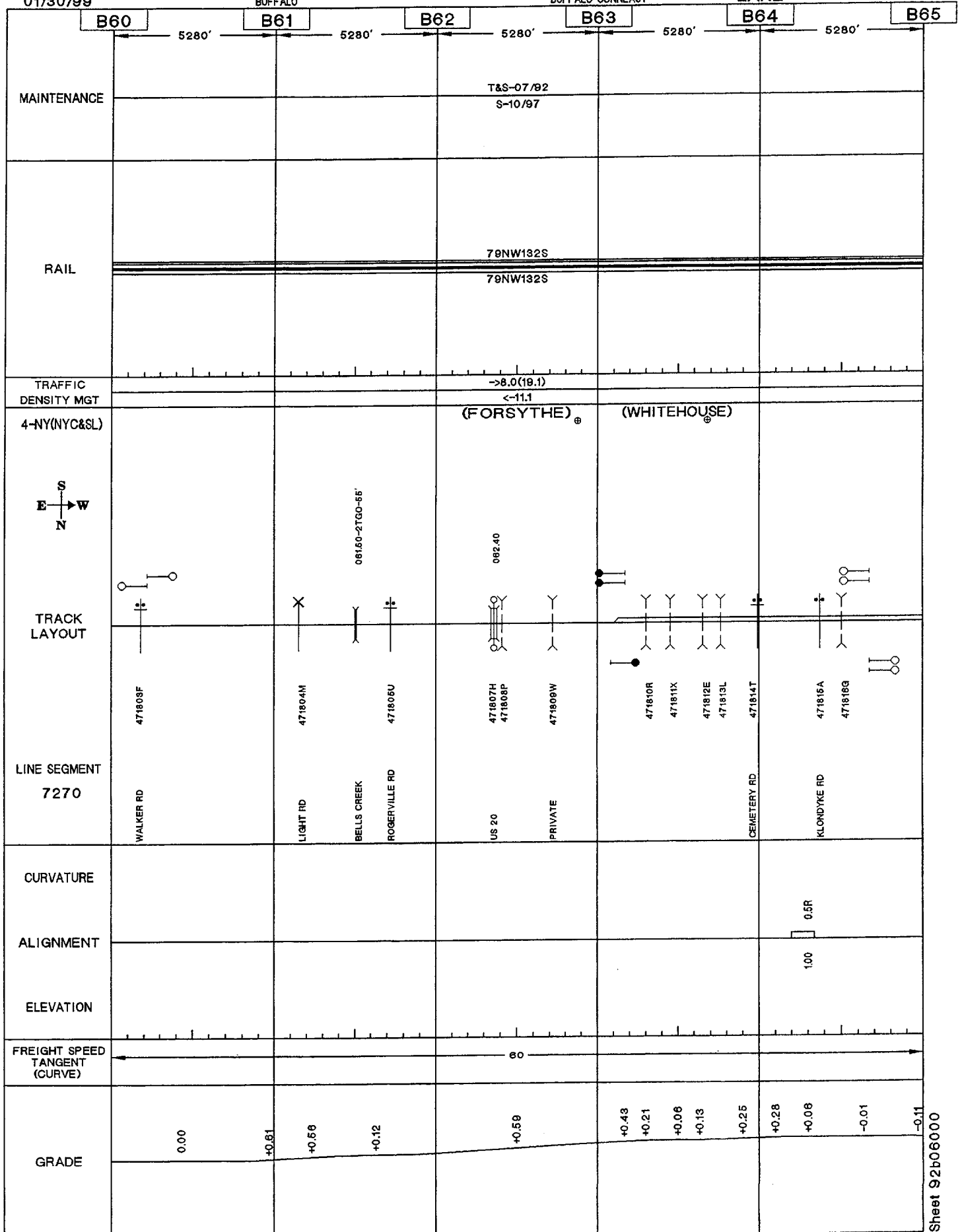


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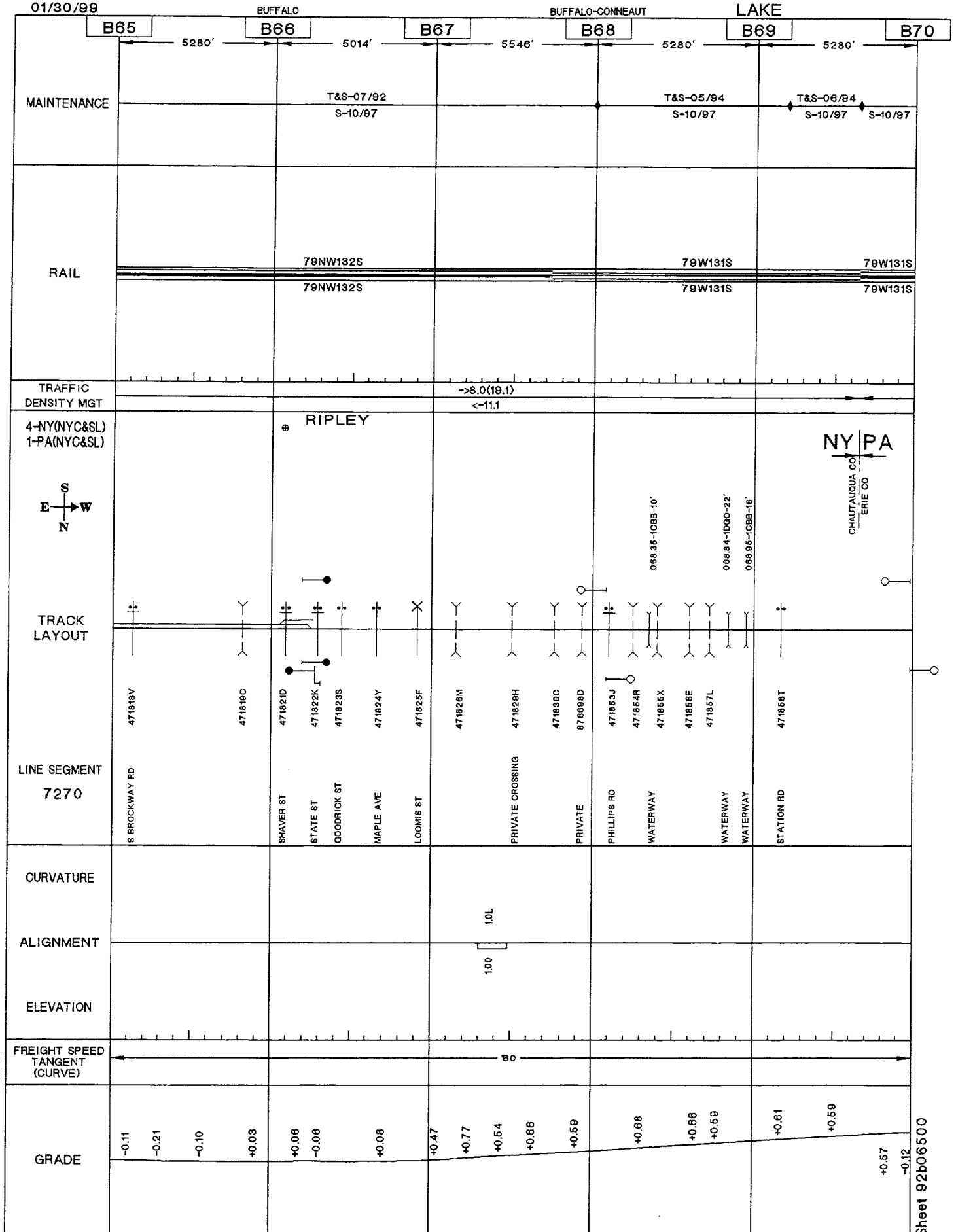
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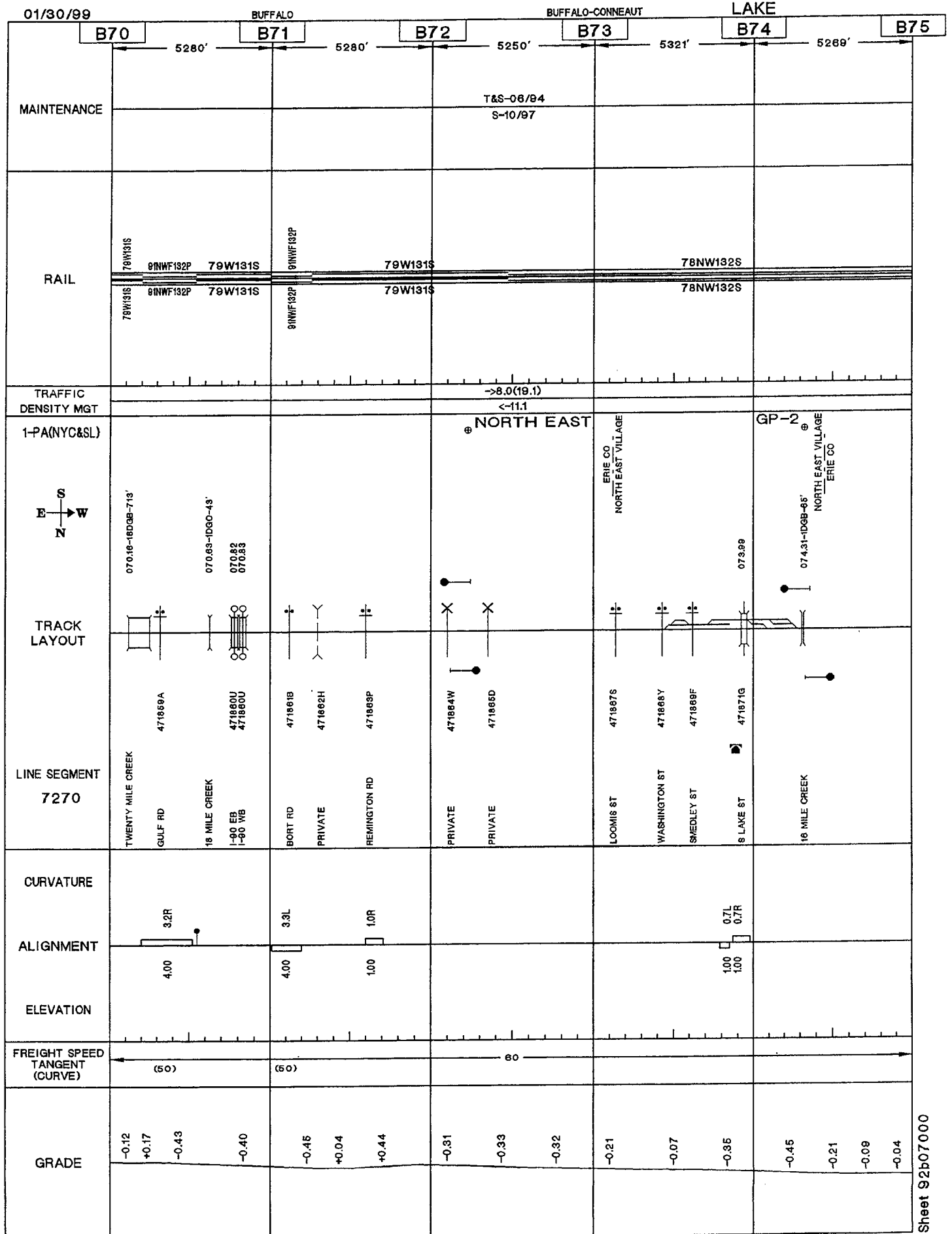
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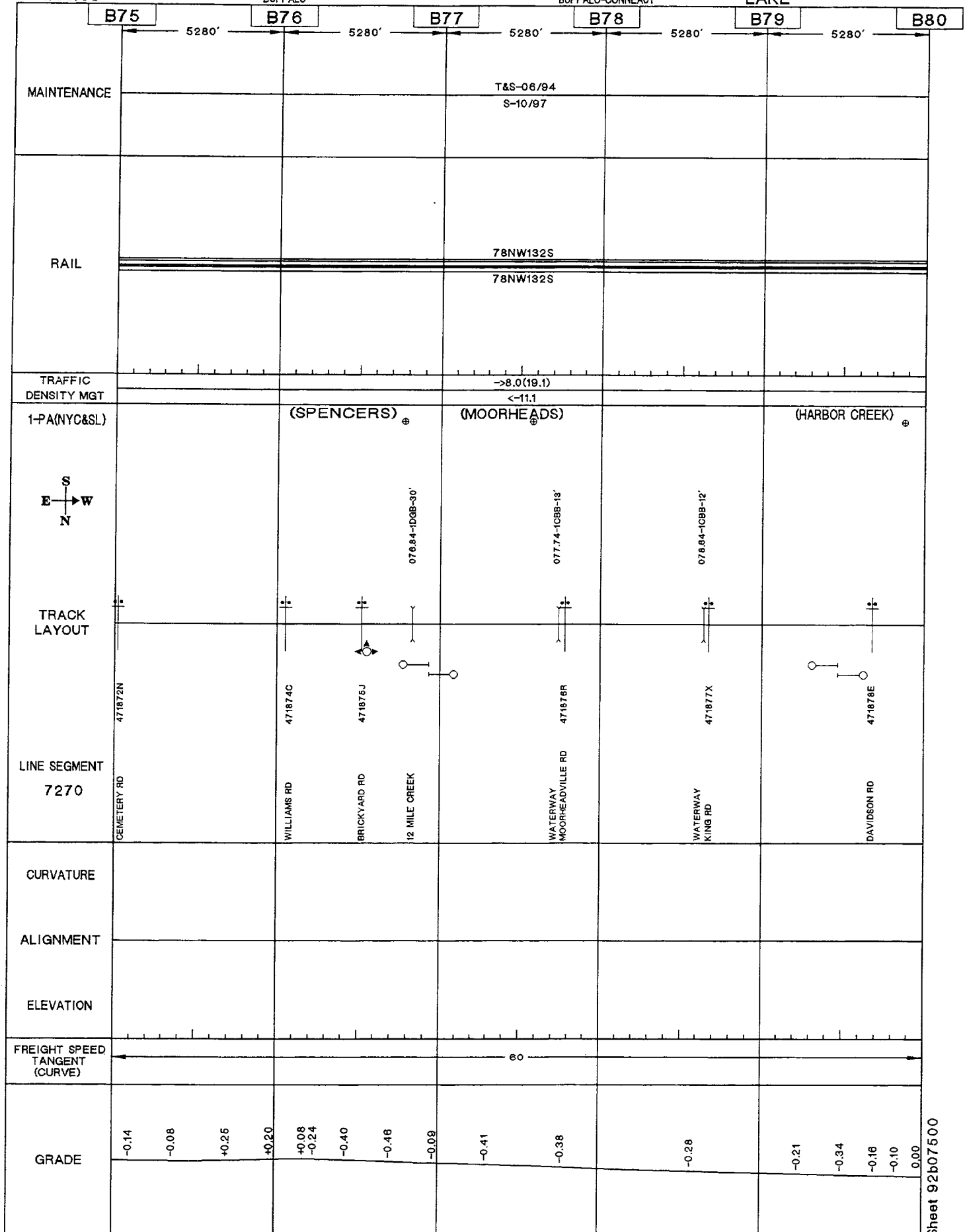


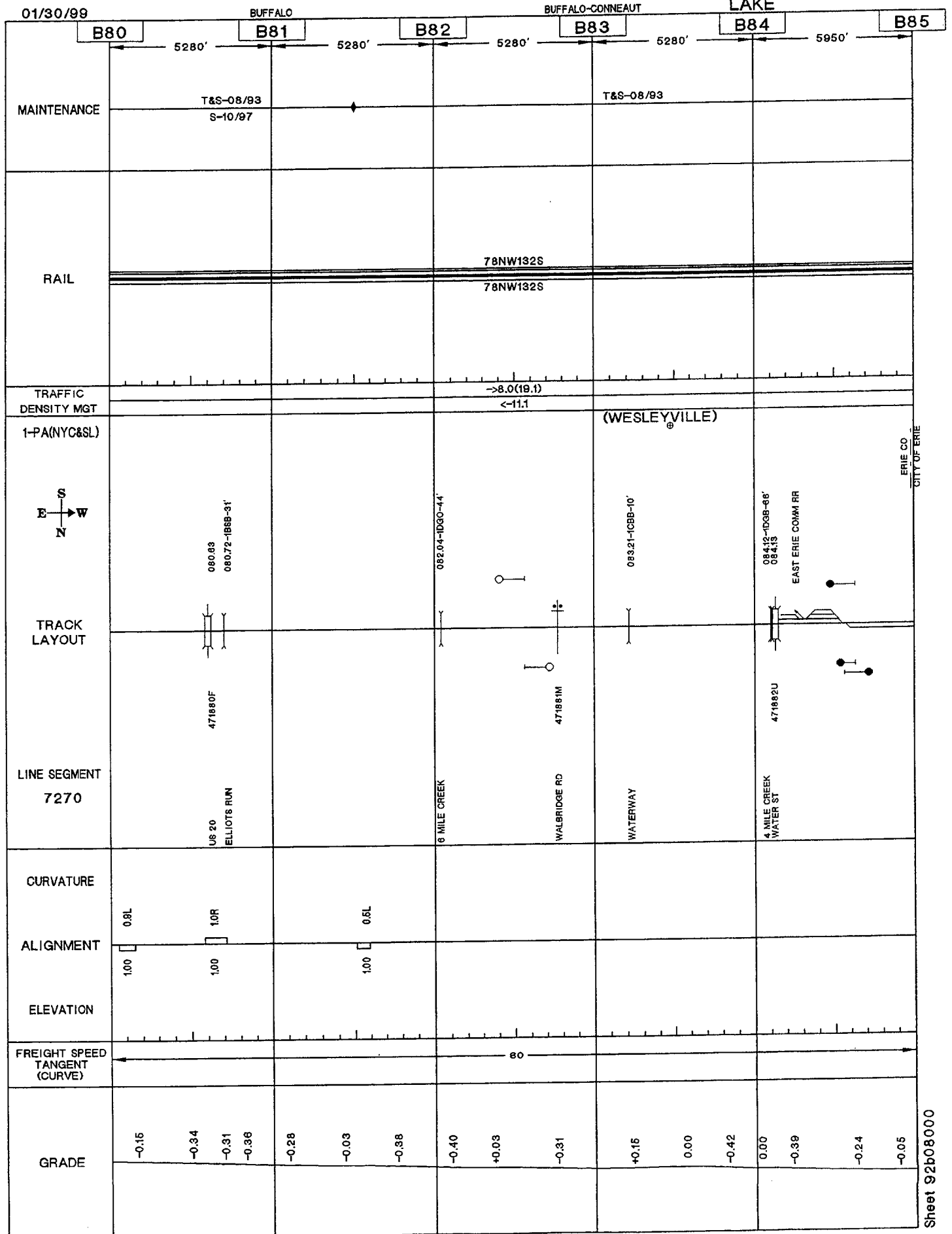
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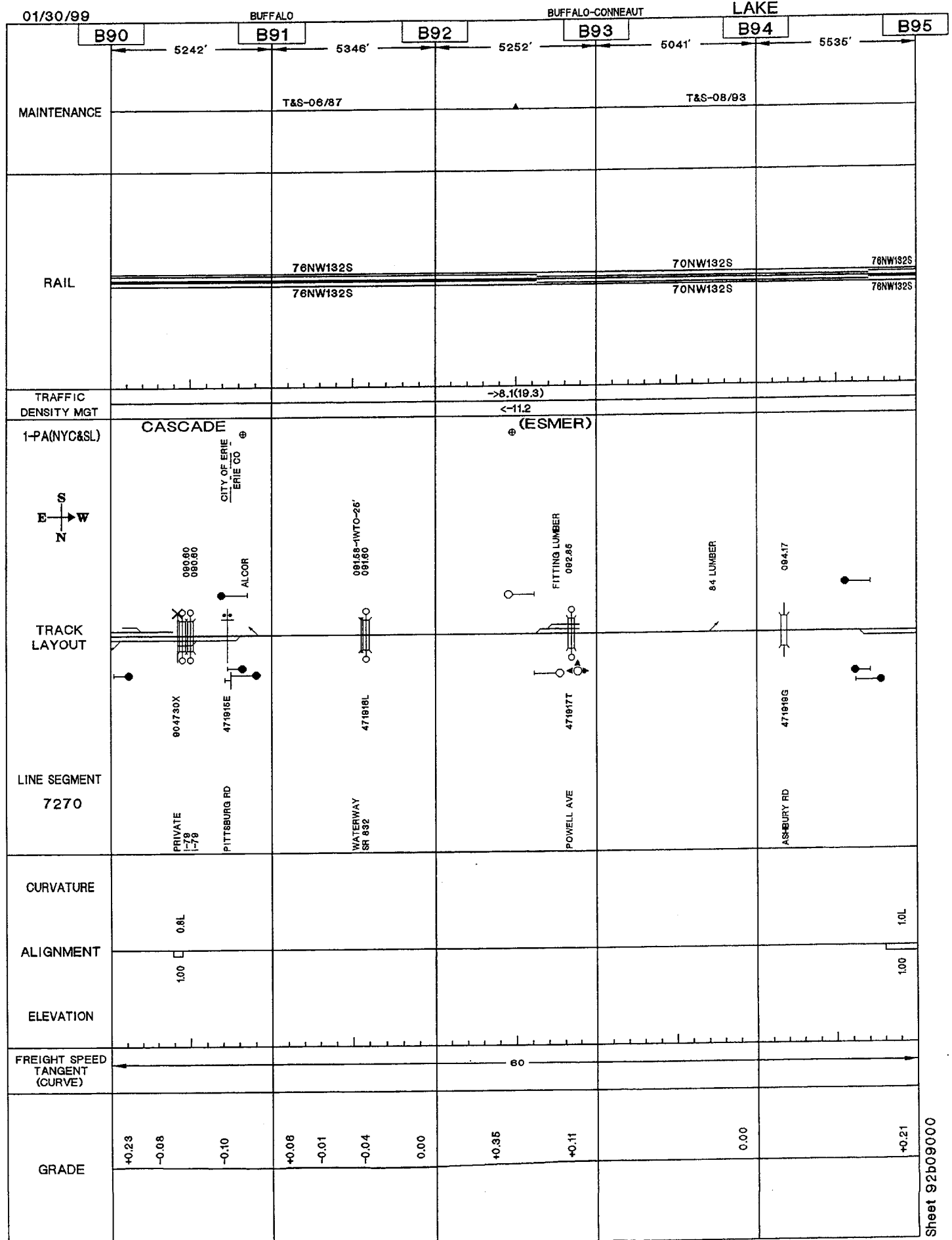
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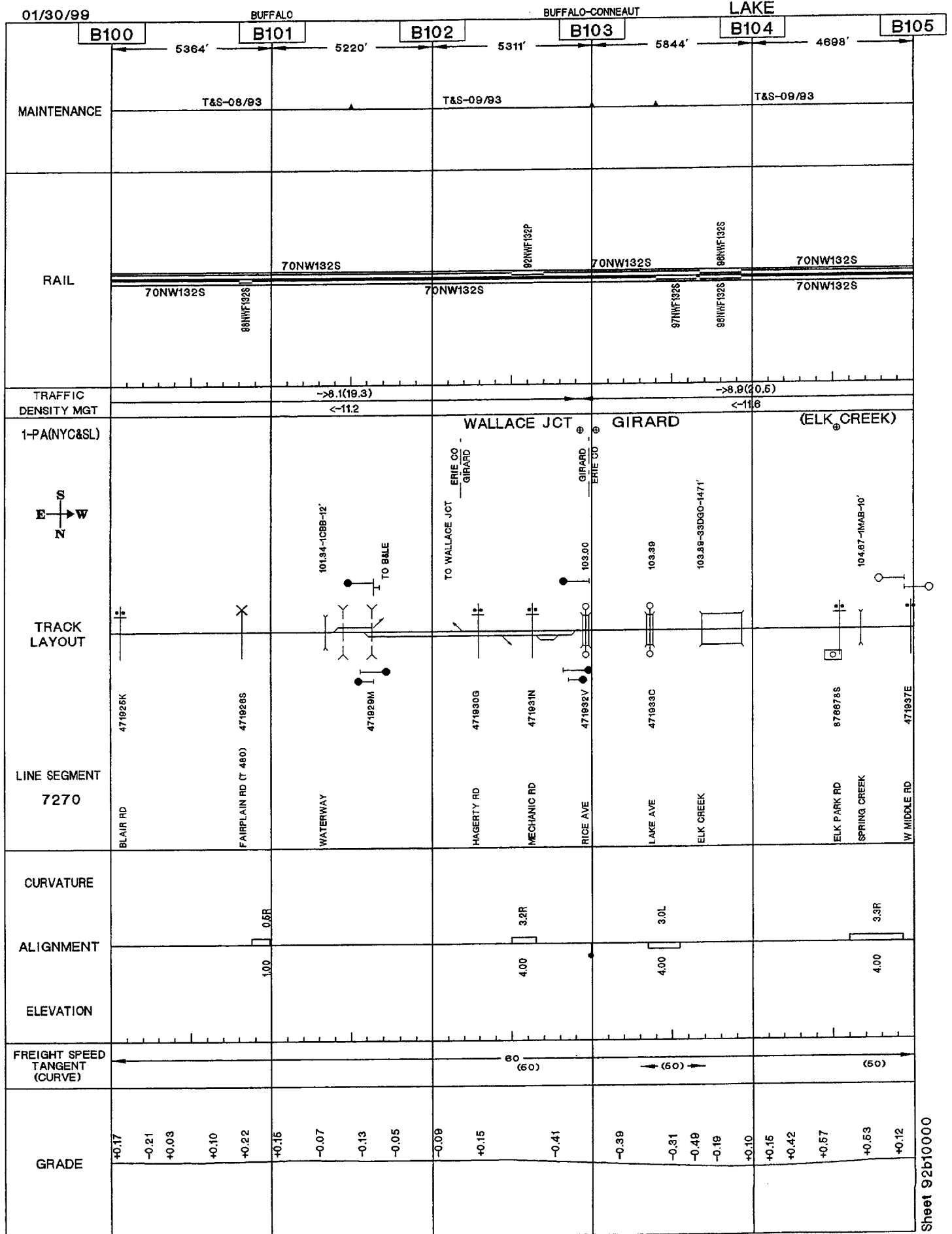


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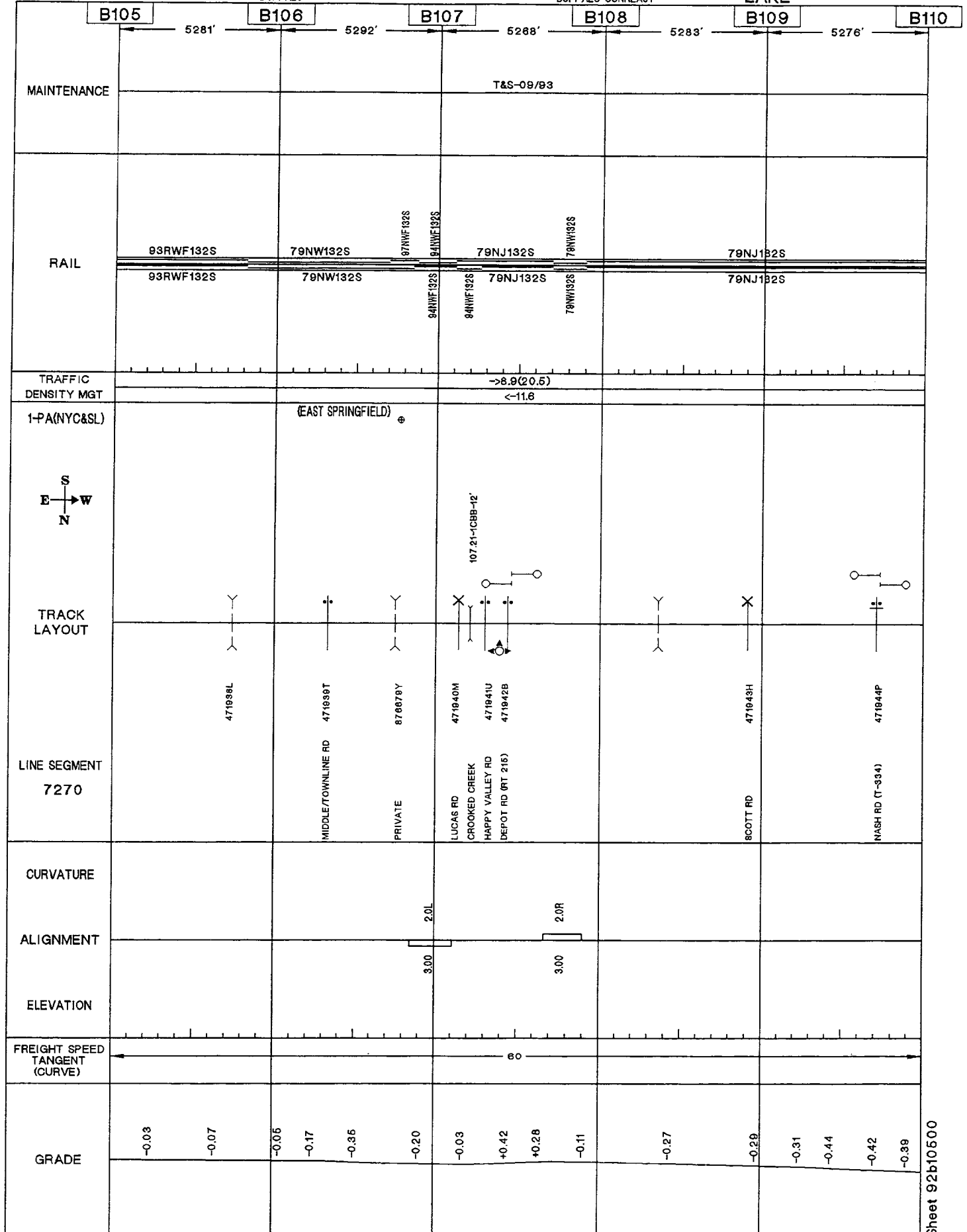


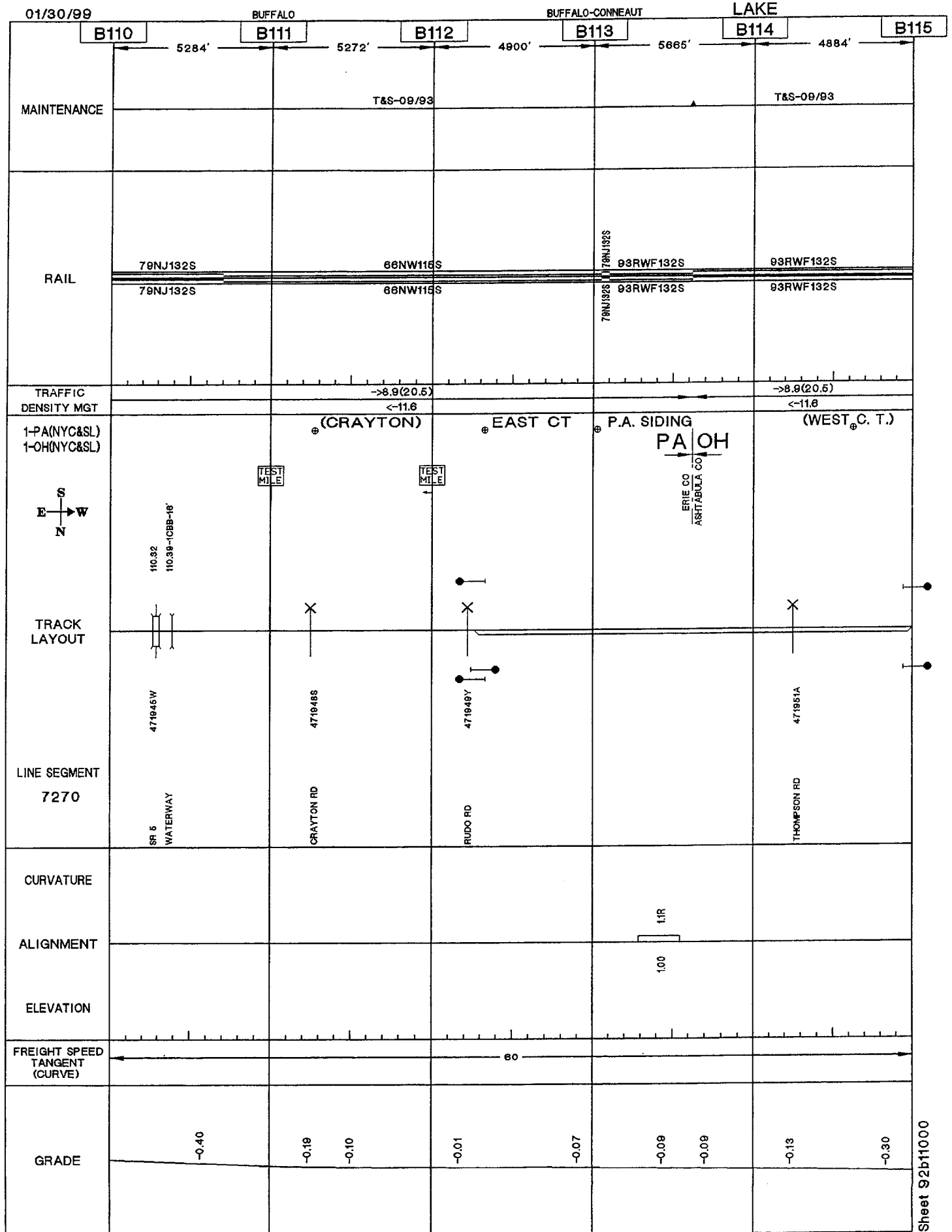
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BUFFALO

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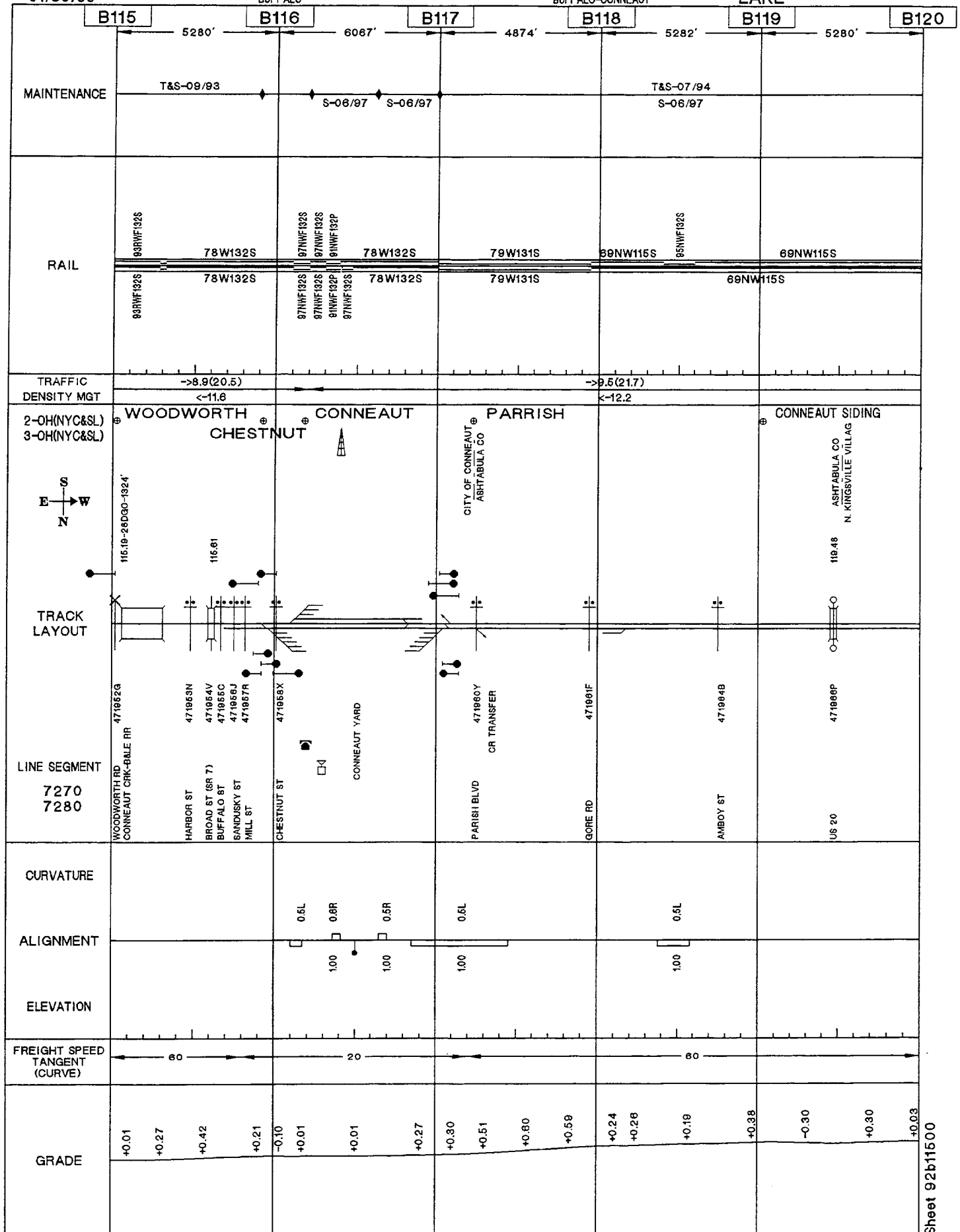


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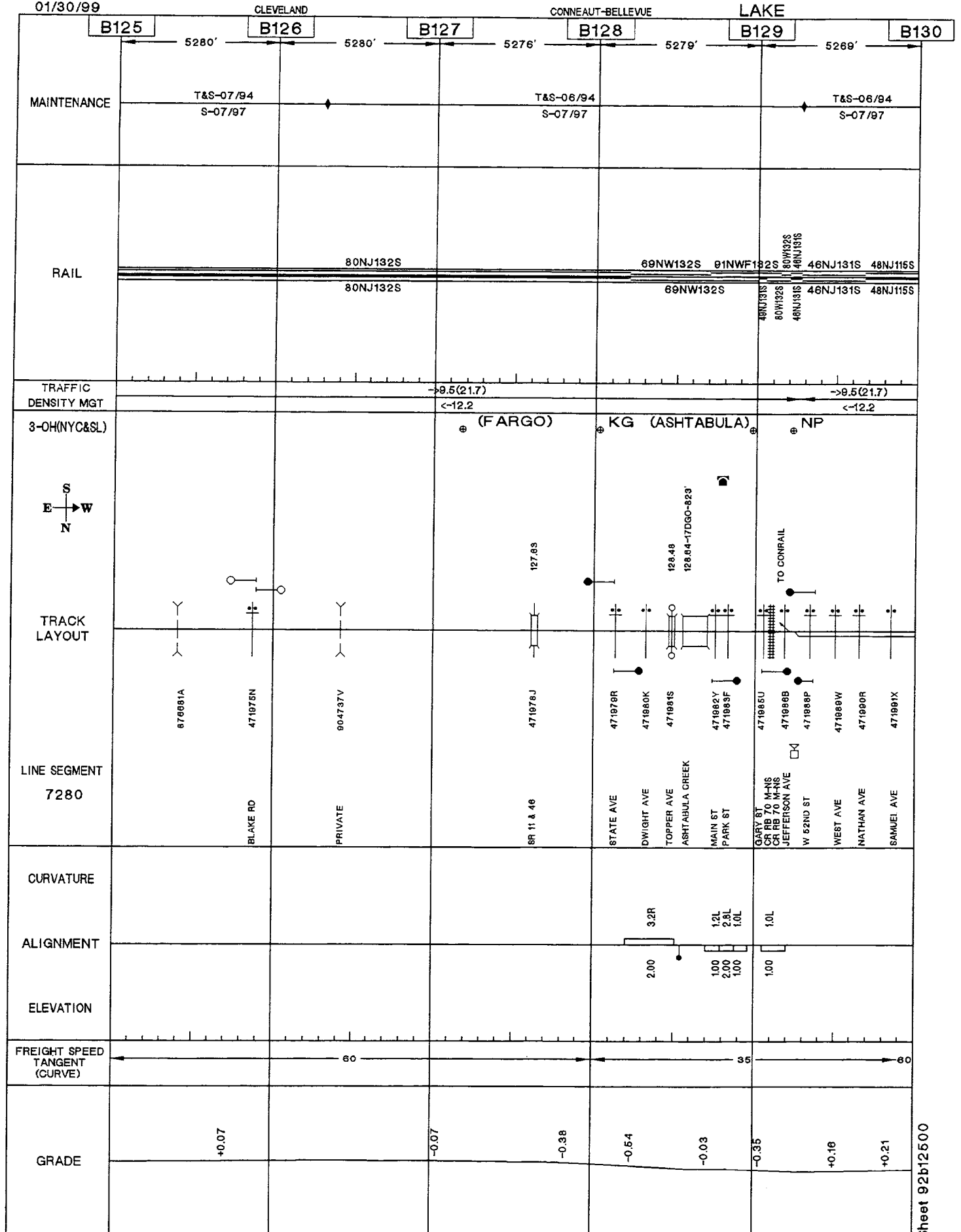
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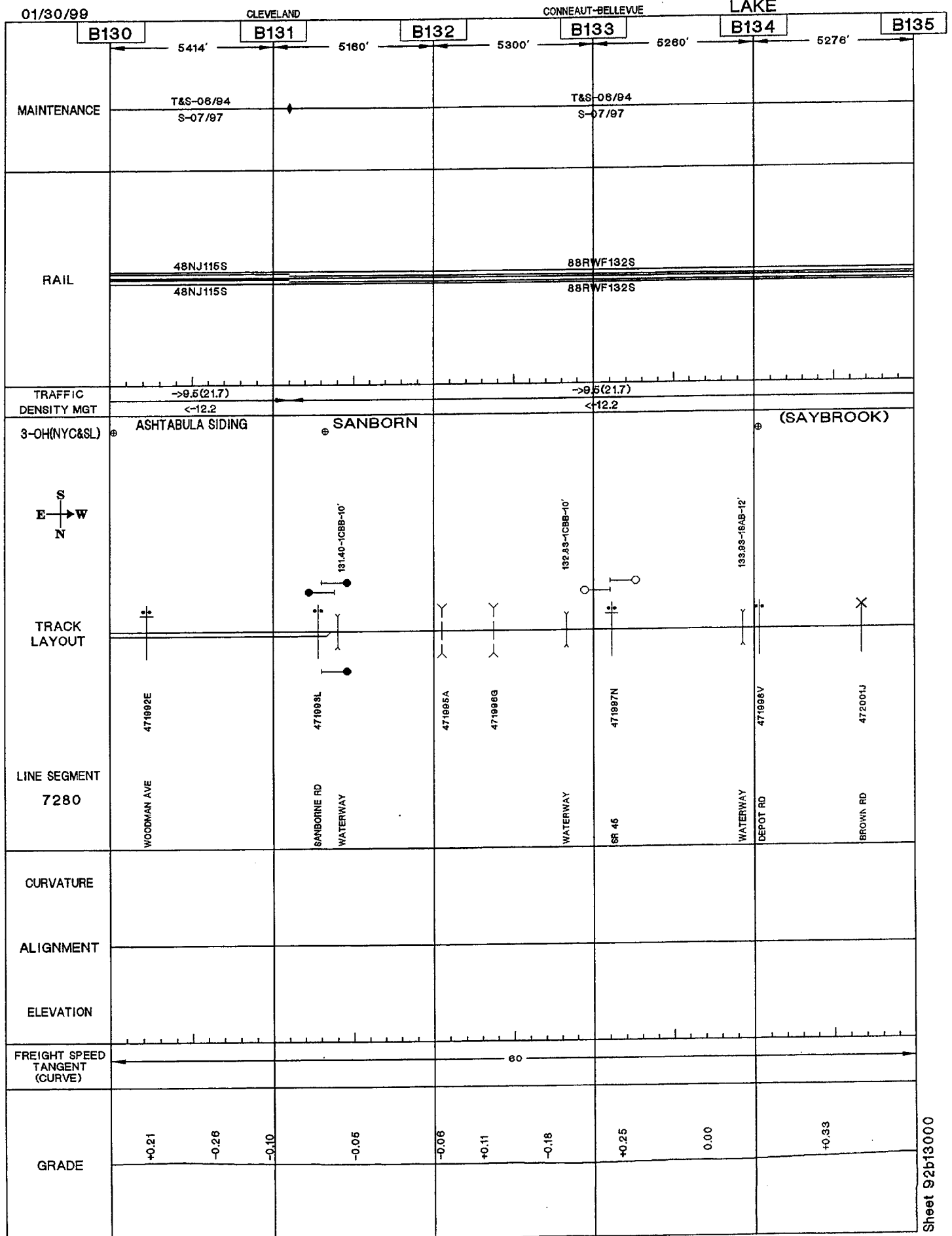
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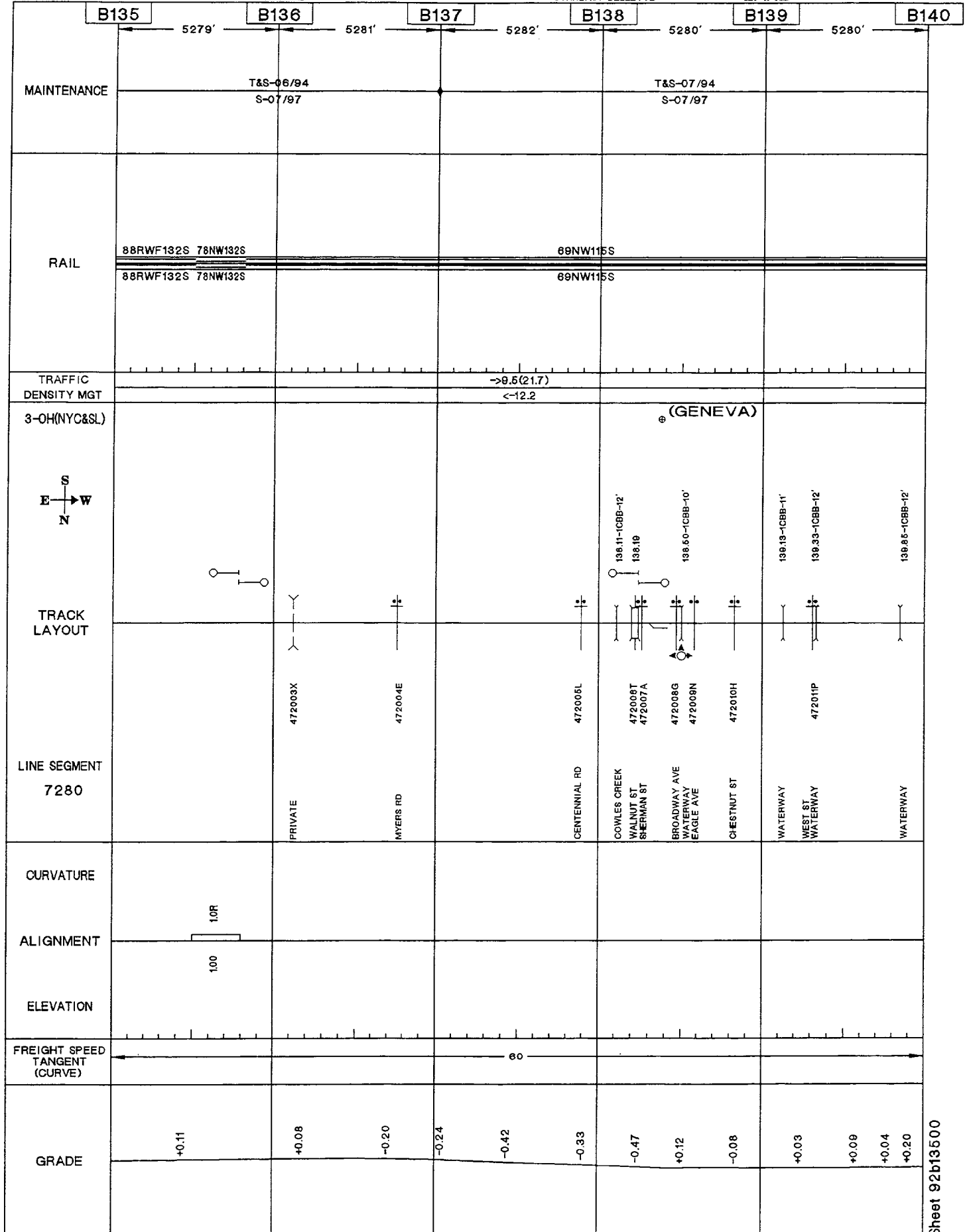


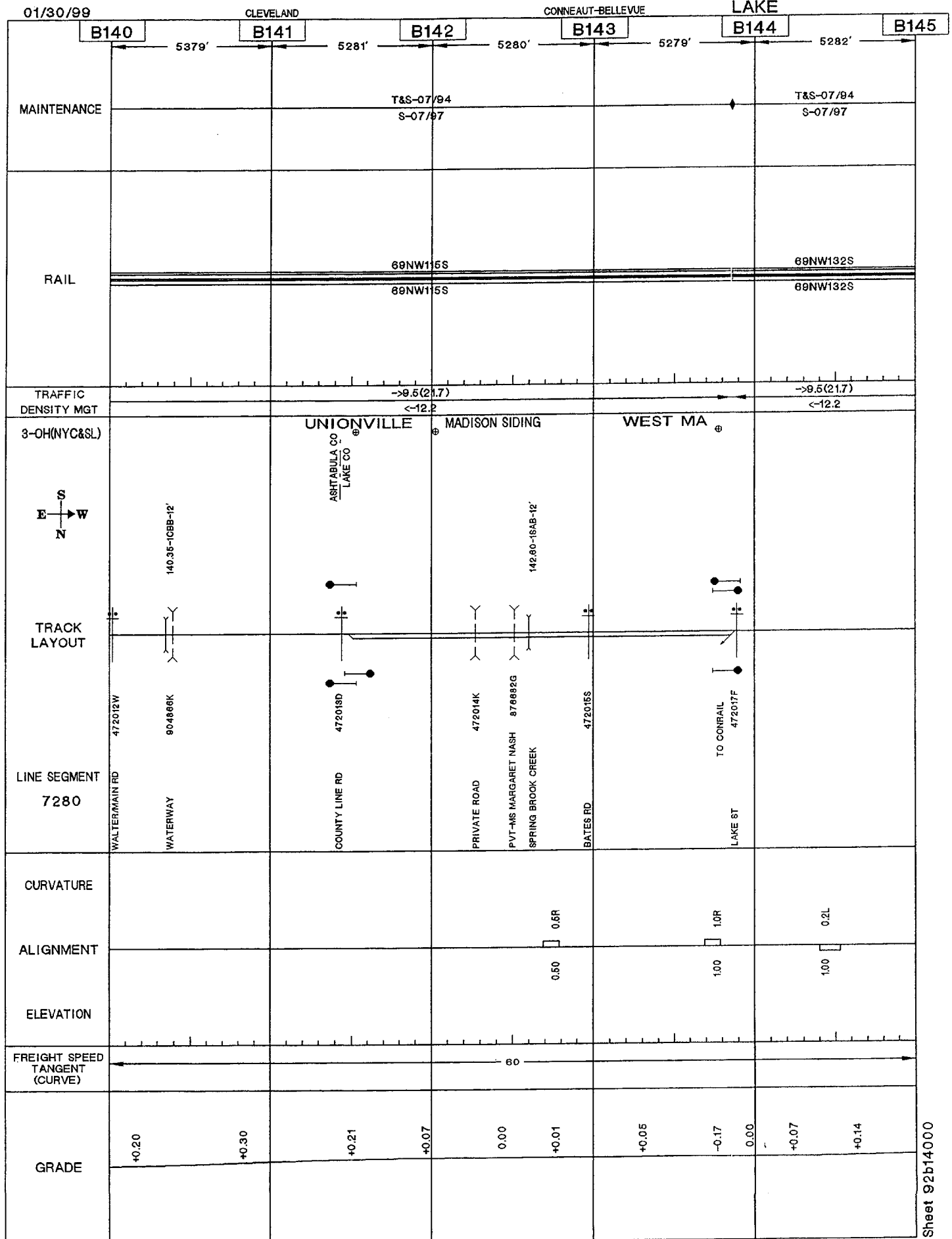
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CLEVELAND

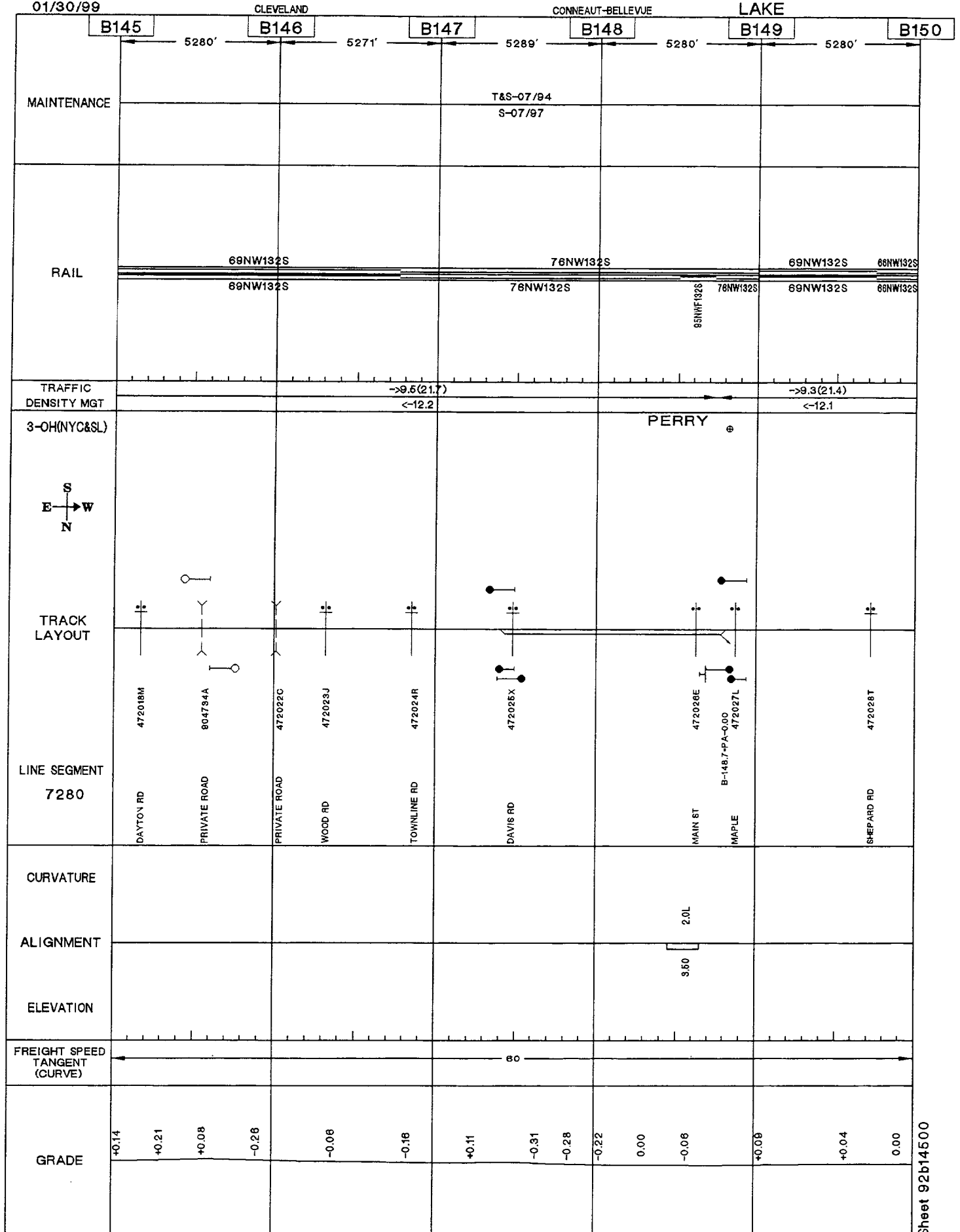
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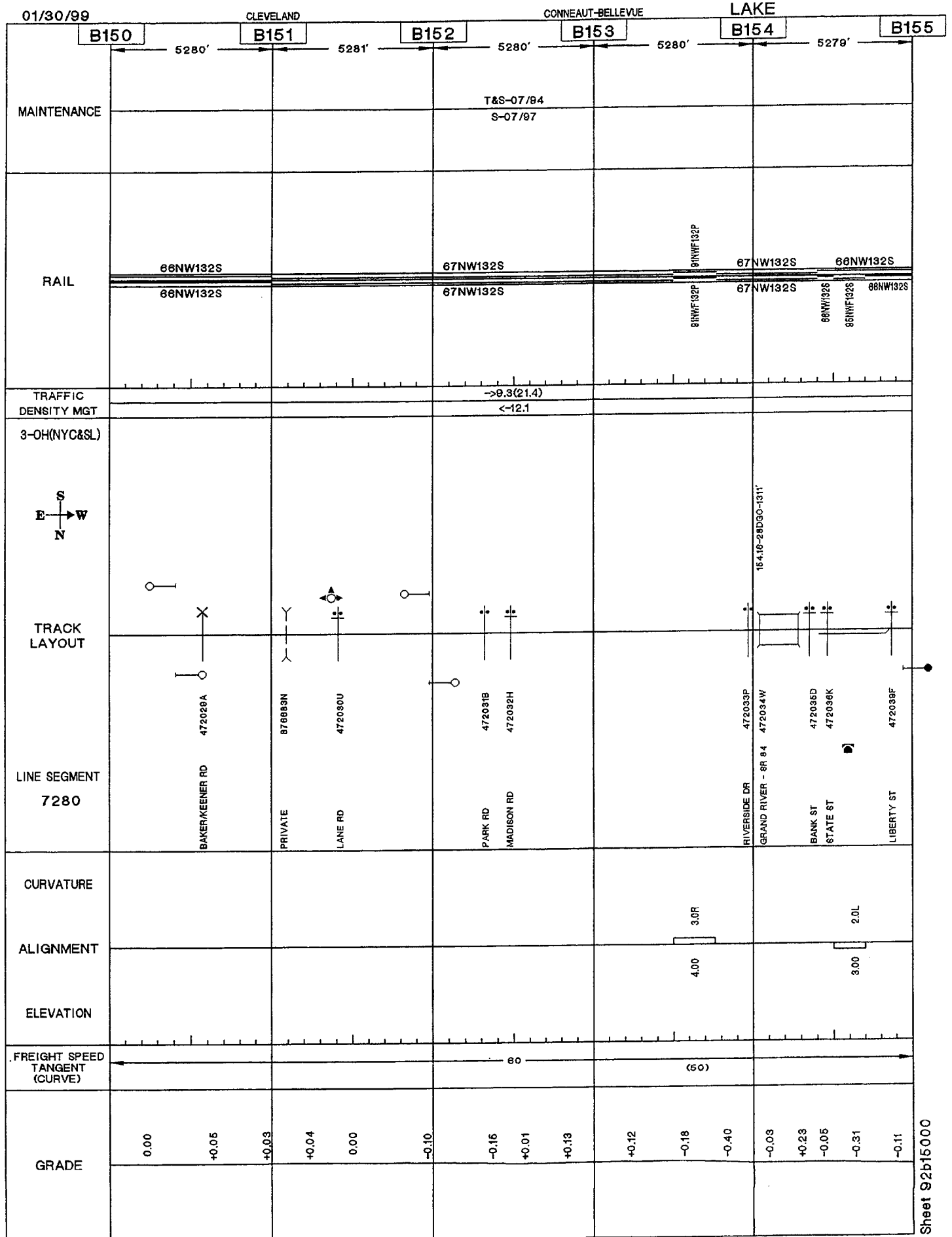
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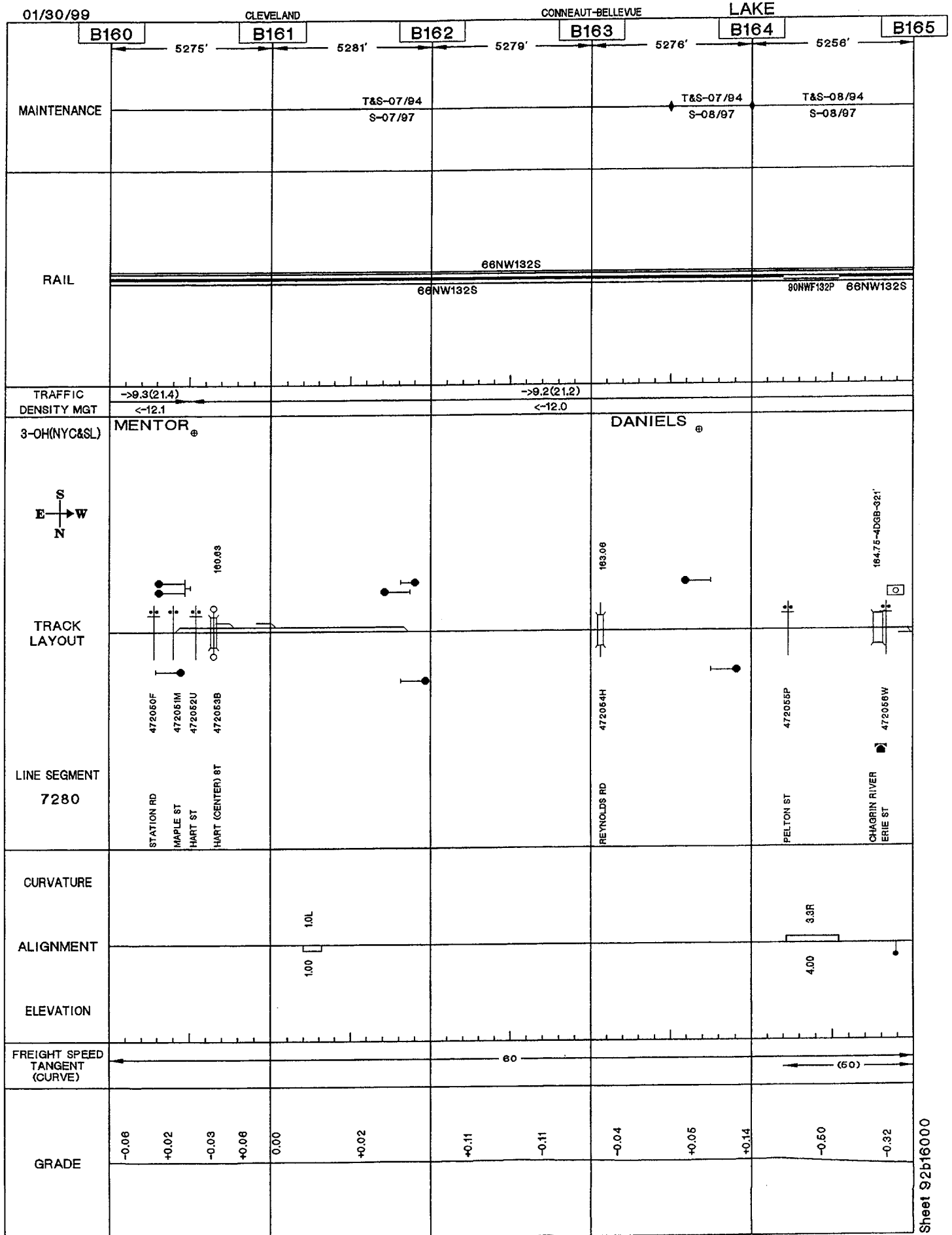


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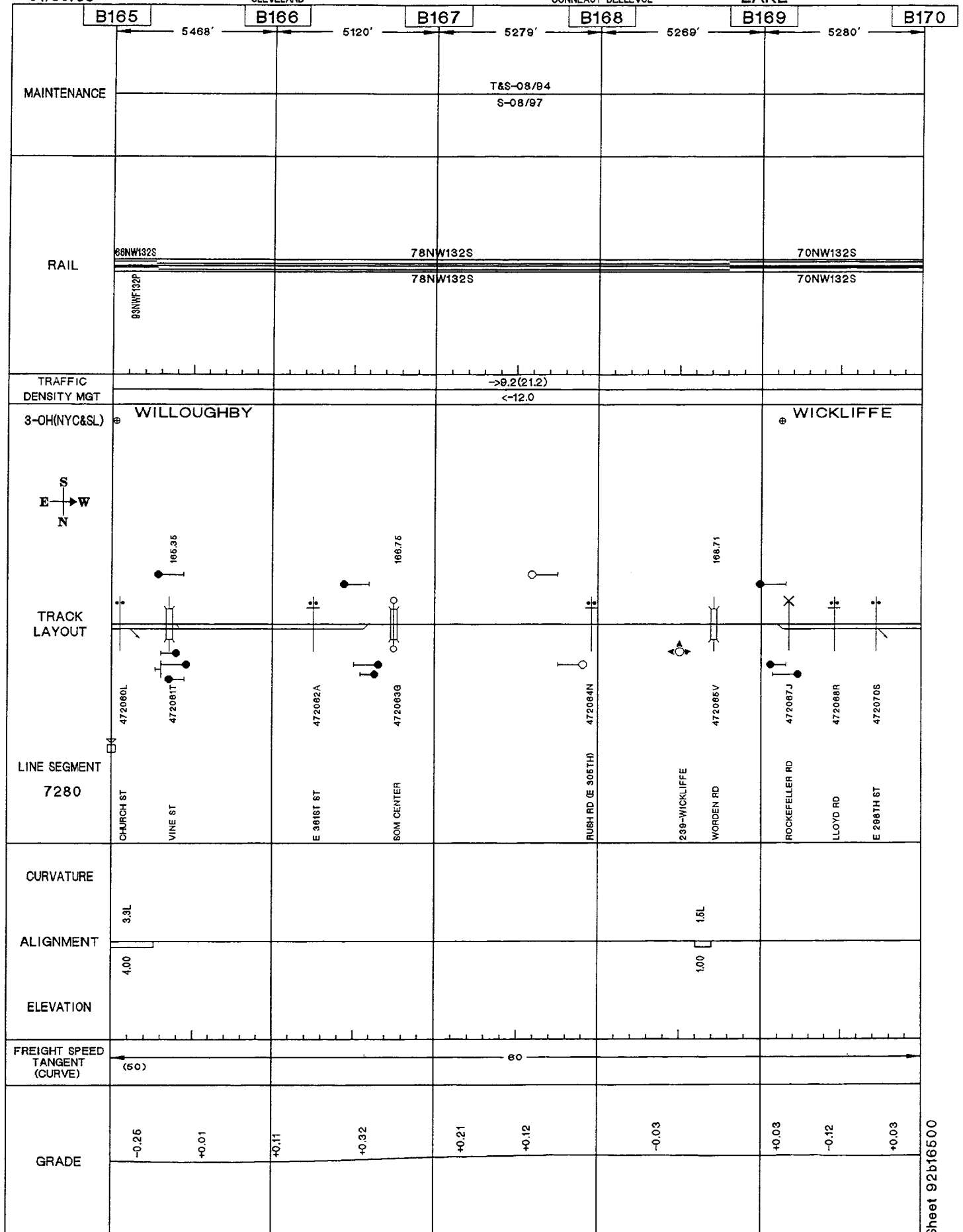


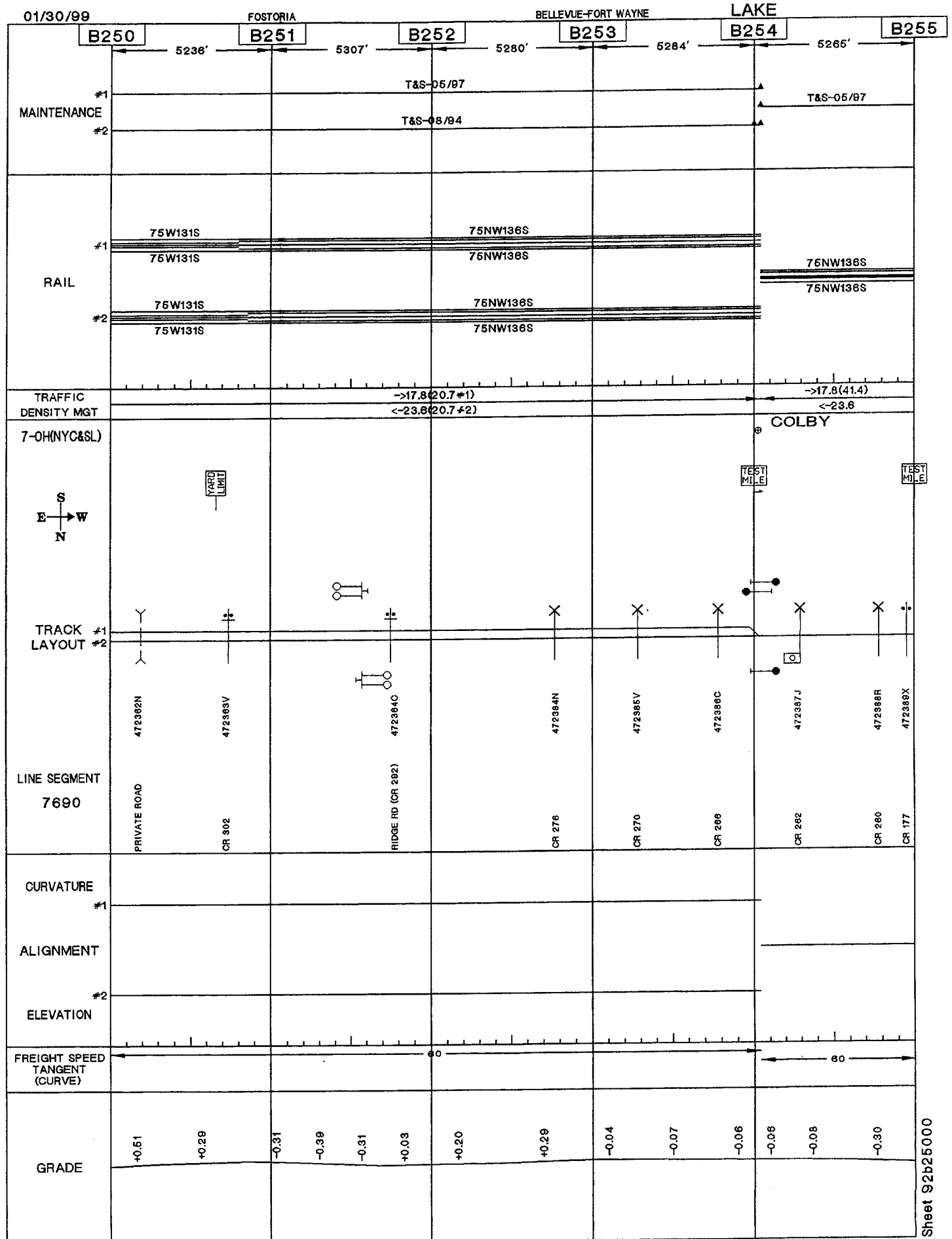
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CLEVELAND

CONNEAUT-BELLEVUE

LAKE





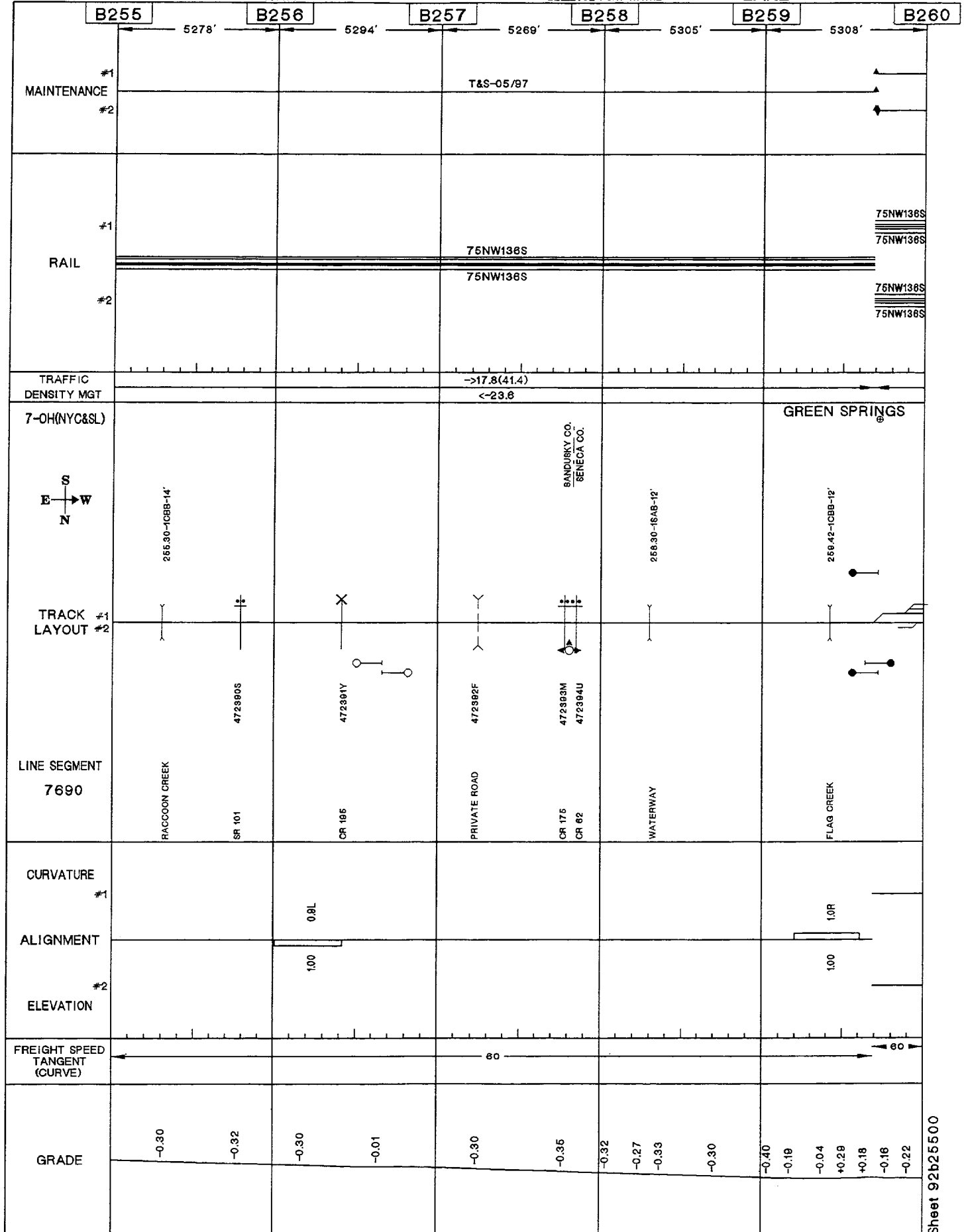


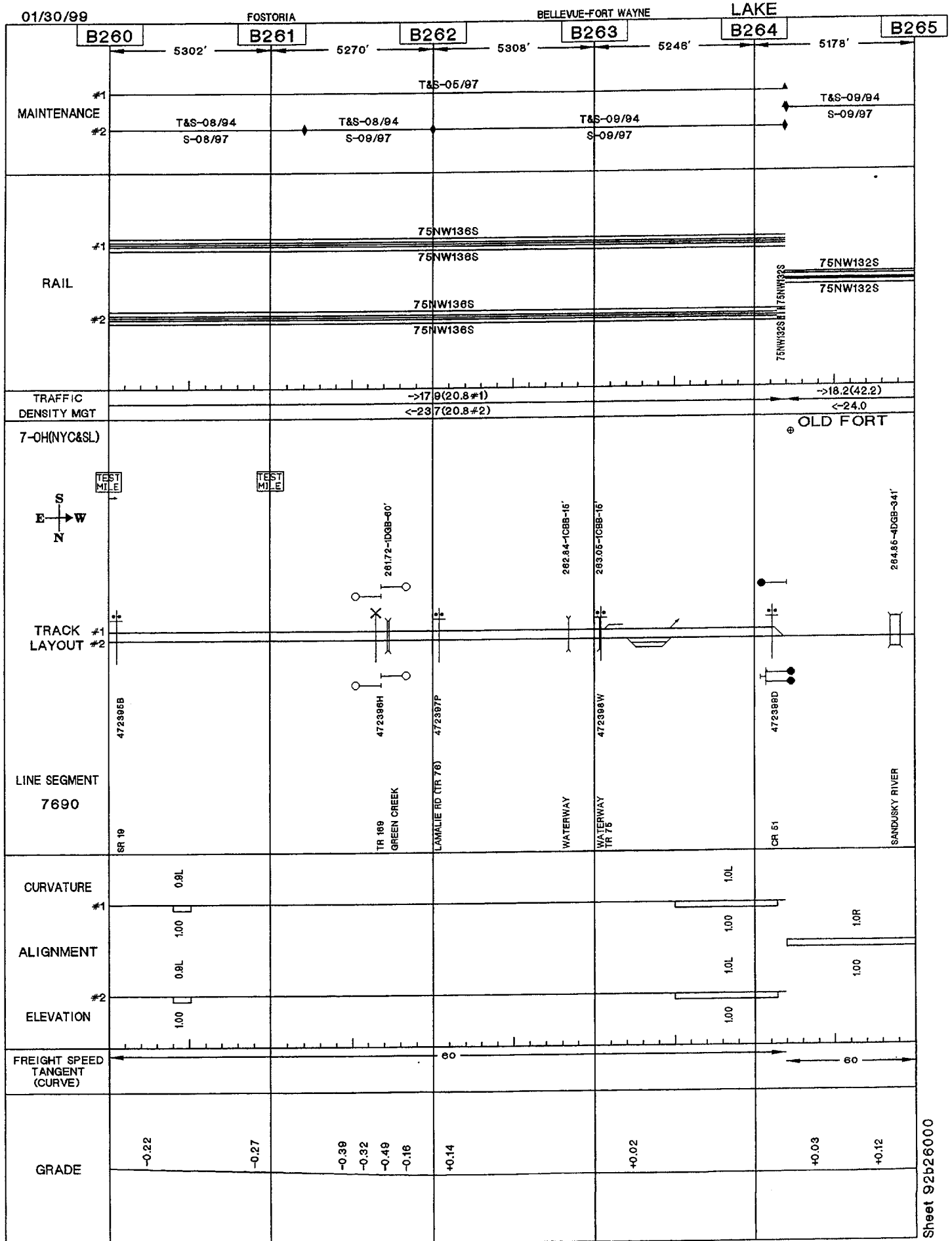
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FOSTORIA

BELLEVUE-FORT WAYNE

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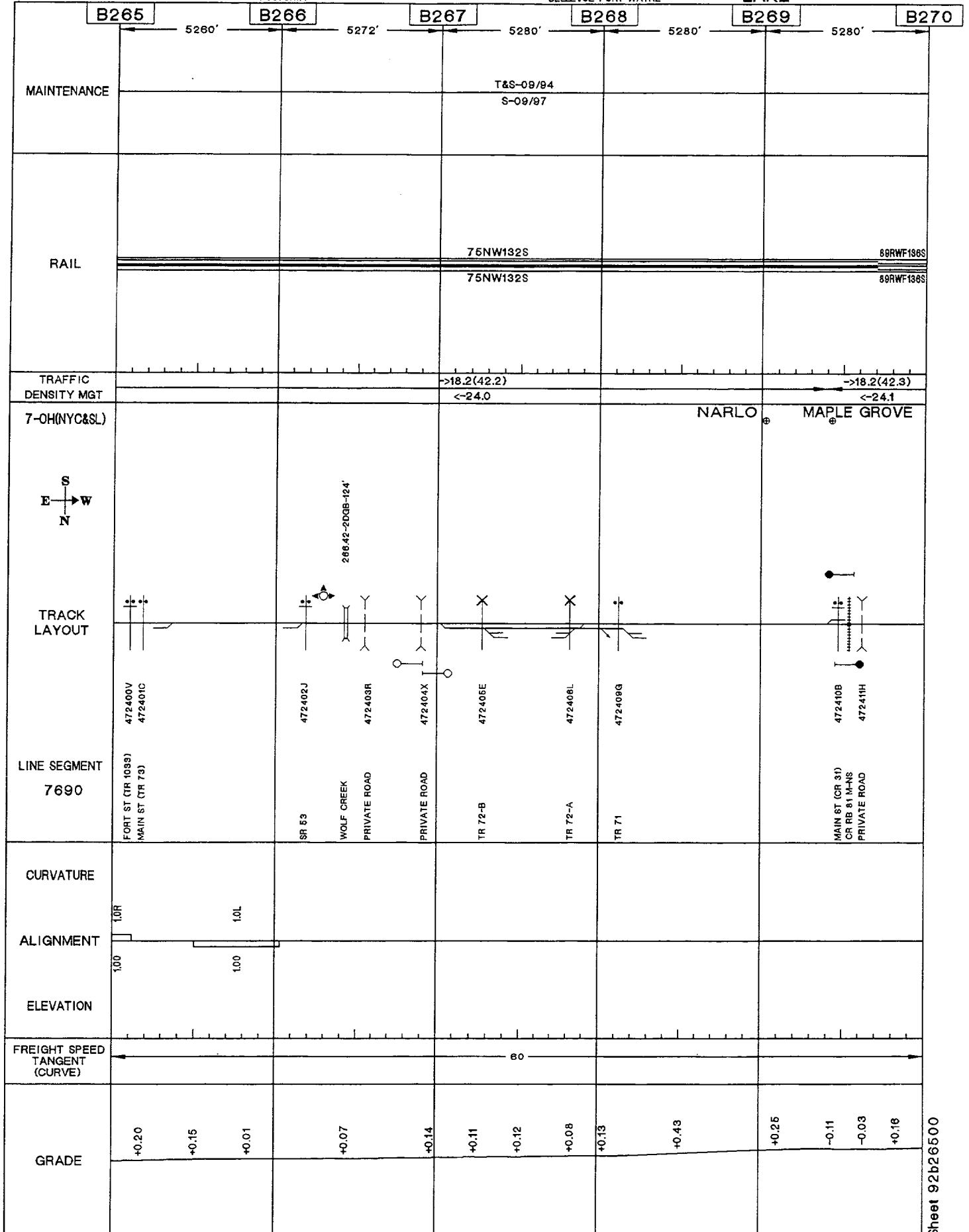


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FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



01/30/99		FOSTORIA		BELLEVUE-FORT WAYNE		LAKE					
B270		B271		B272		B273		B274		B275	
5348'		5298'		5298'		5308'		5280'			
MAINTENANCE				T&S-08/94 S-09/97							
RAIL		89RWF136S 89RWF136S		75NW136S 75NW136S		89RWF136S 89RWF136S		89RWF136S 89RWF136S			
TRAFFIC DENSITY MGT				→18.2(42.3) ←24.1							
7-OH(NYC&SL)											
<div><div>S</div><div>E</div><div>N</div><div>W</div></div>		27127-108B-16'				27348-208B-24'					
TRACK LAYOUT		<div><div>Y</div><div>X</div><div>+</div></div>		<div><div>+</div><div>Y</div><div>Y</div></div>		<div><div>Y</div><div>+</div><div>+</div></div>		<div><div>Y</div><div>X</div></div>		<div><div>X</div></div>	
LINE SEGMENT 7690		PRIVATE ROAD 472413W CR 11 TR 162		LOFT RD (TR 69) CATTLE PASS PRIVATE ROAD 472416S 472417Y		PRIVATE ROAD 472418F SR 635 472419M		WATERWAY 472420B TR 101		CR 5 472421N	
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				60							
GRADE		+0.16 +0.34 +0.31 -0.01		-0.08 -0.04 -0.01		+0.09 +0.02		0.00		+0.17 +0.09	

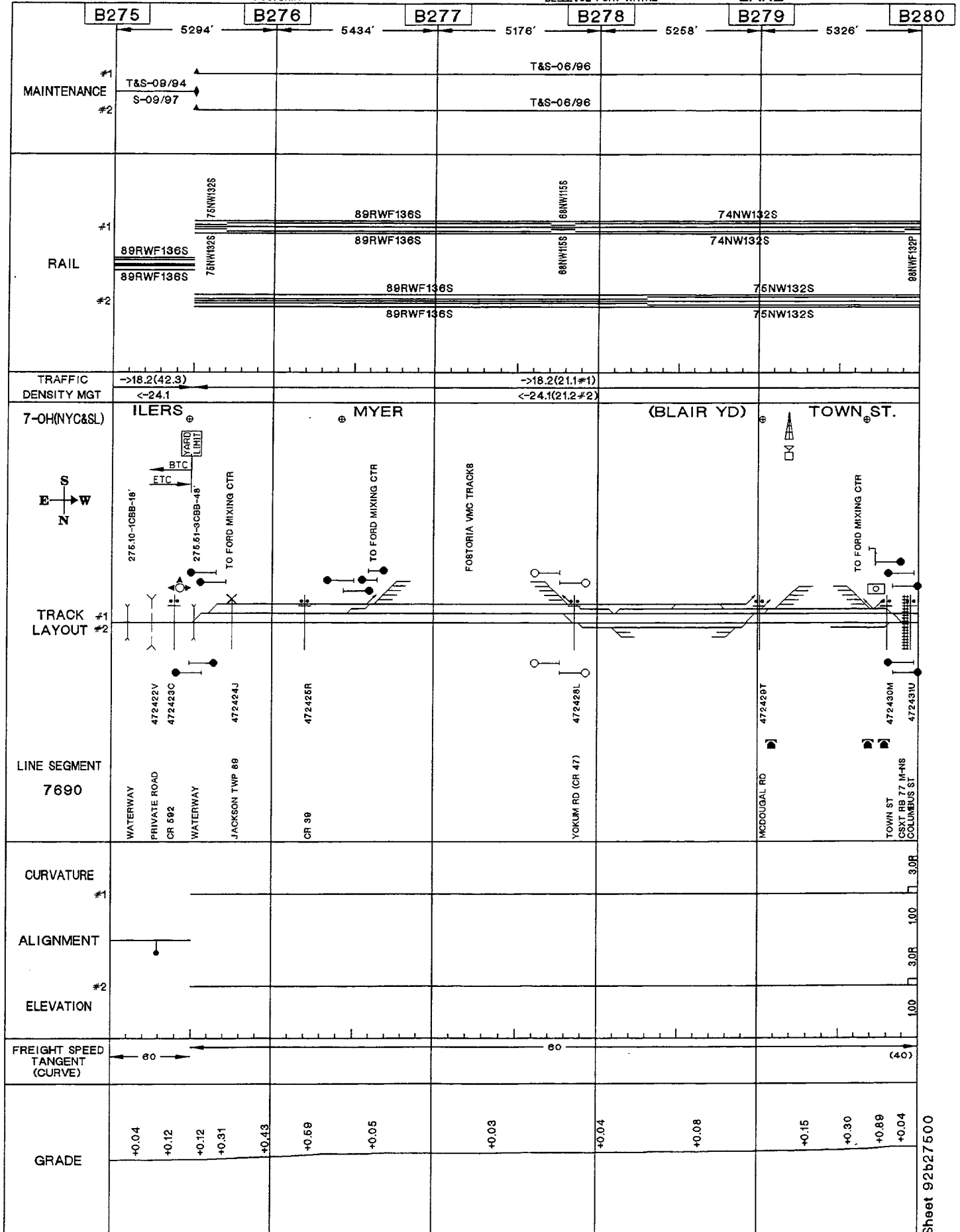
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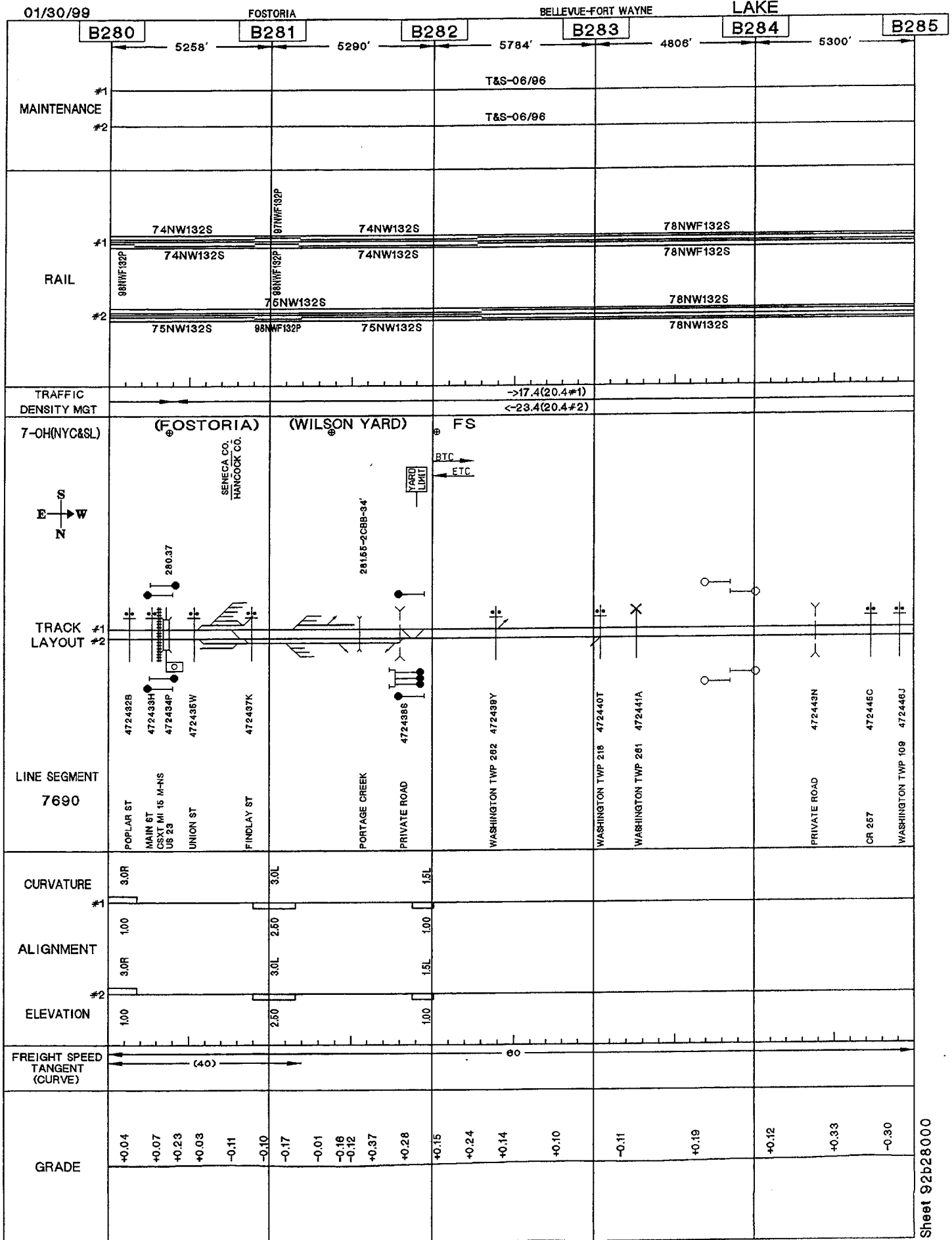
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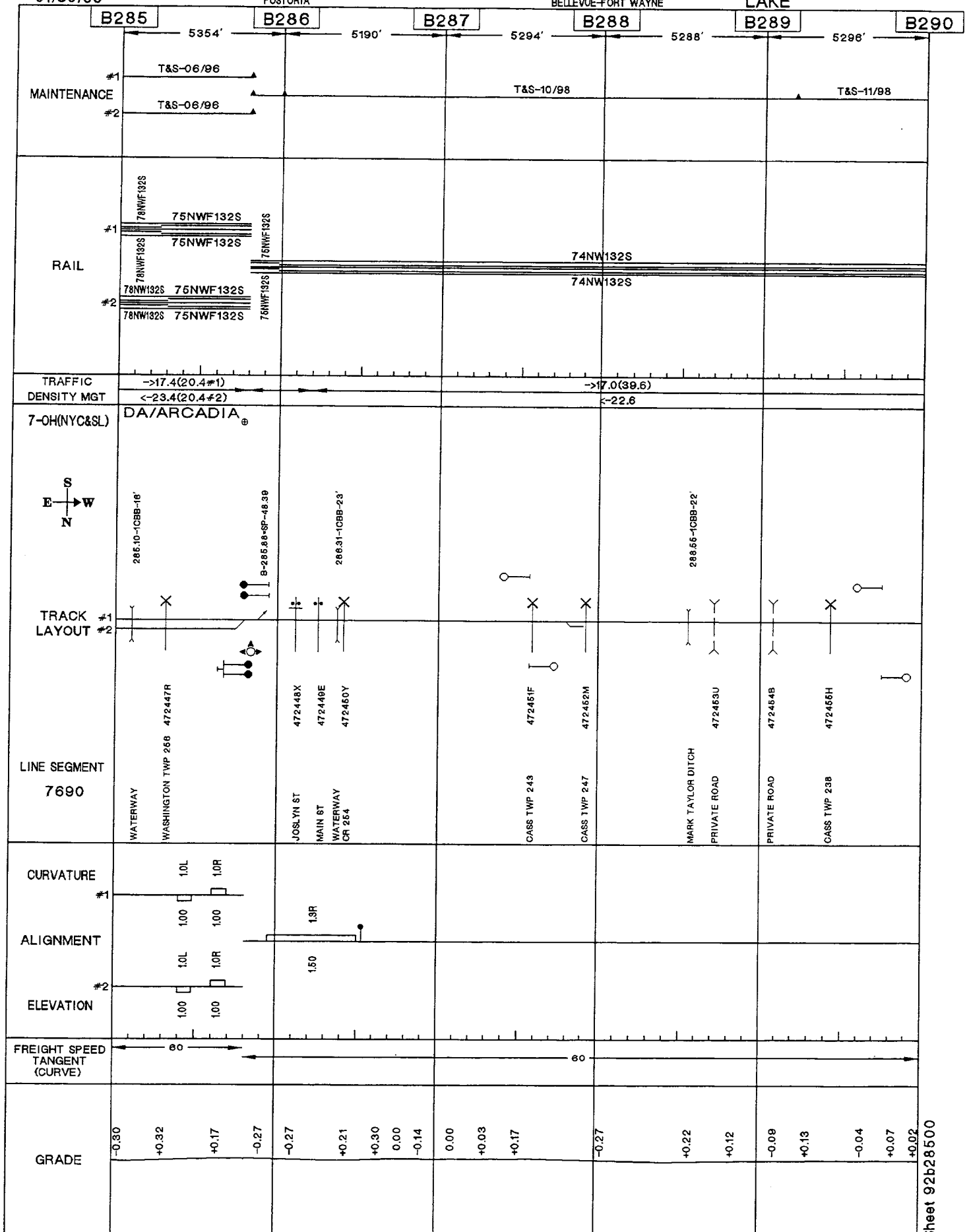


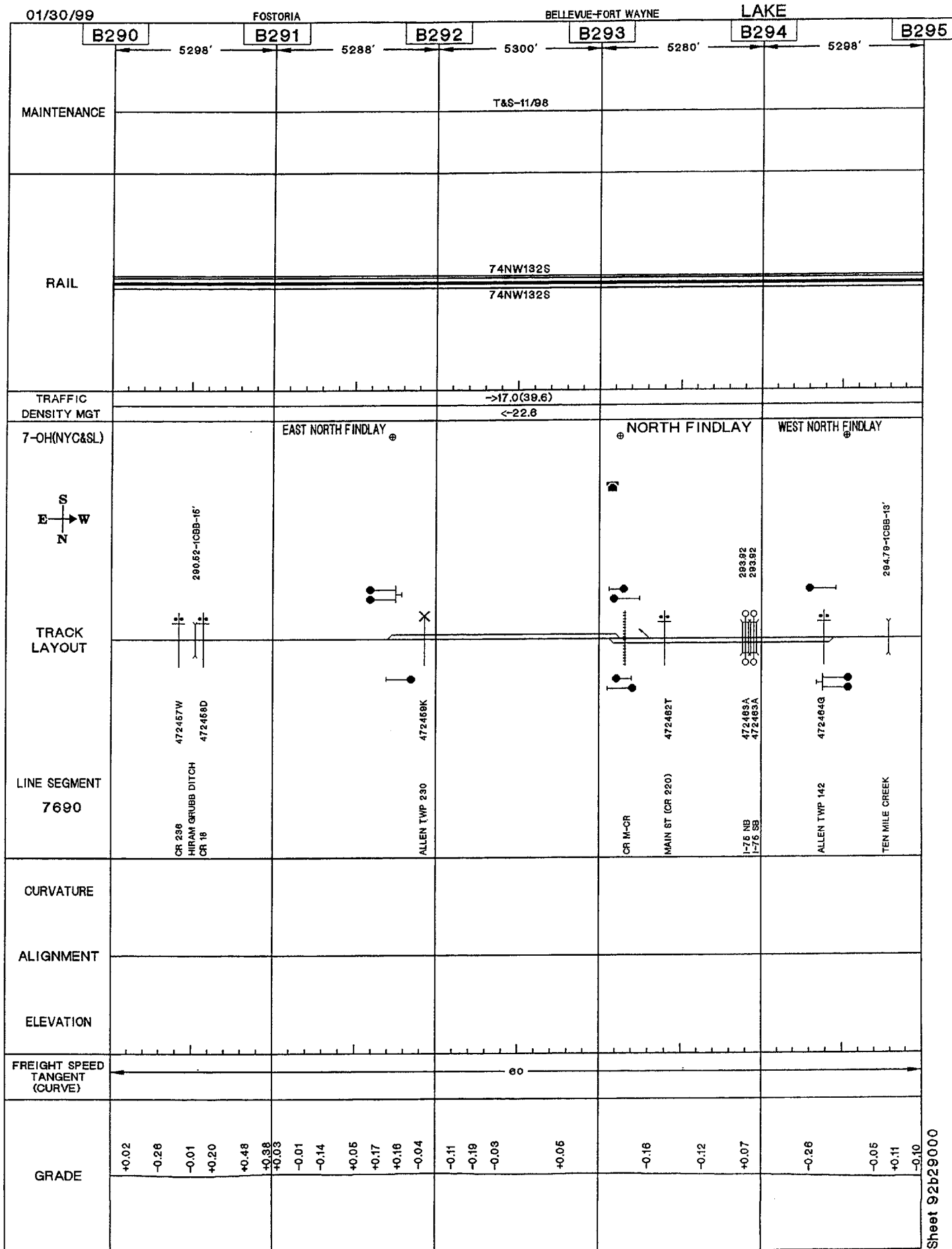
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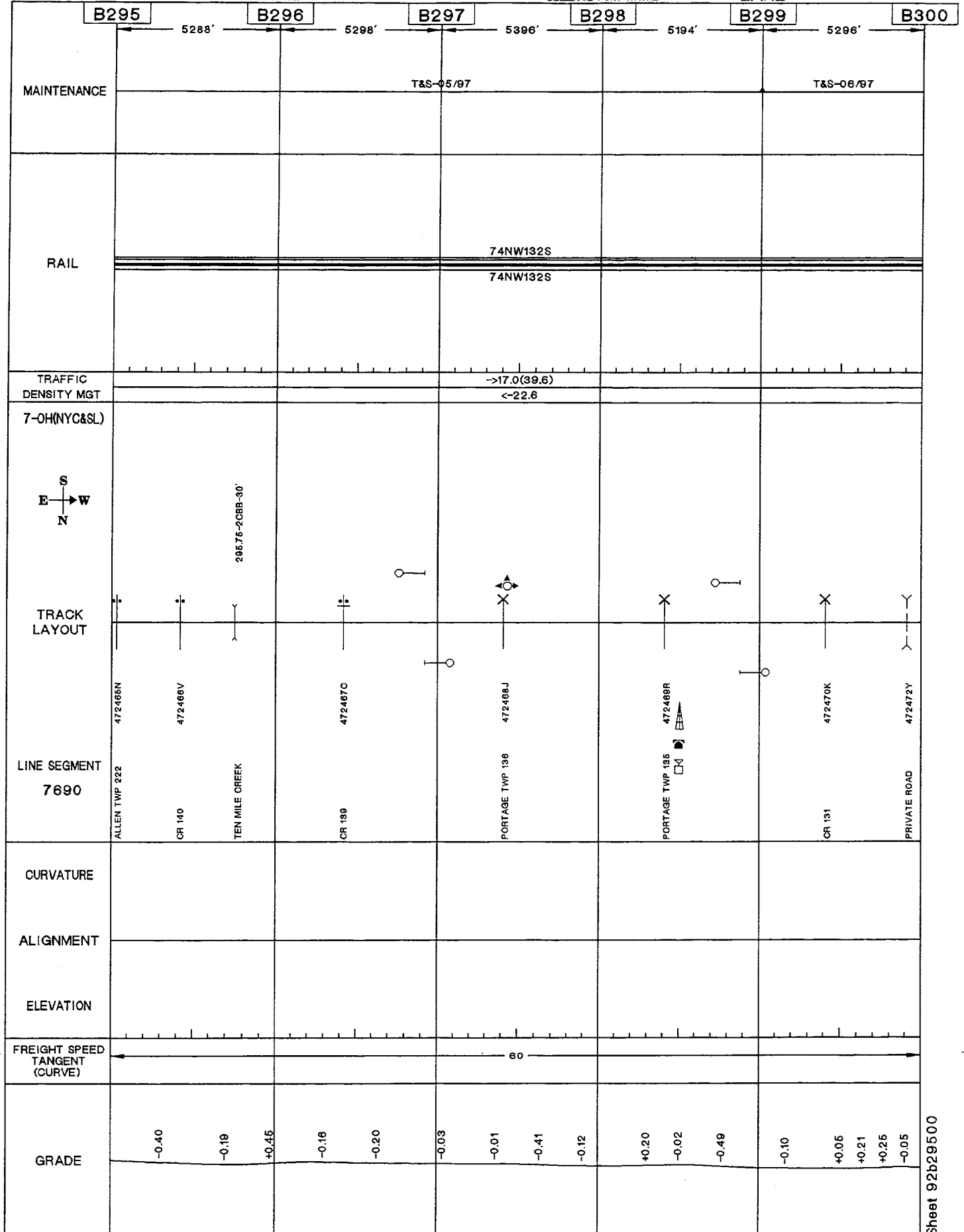


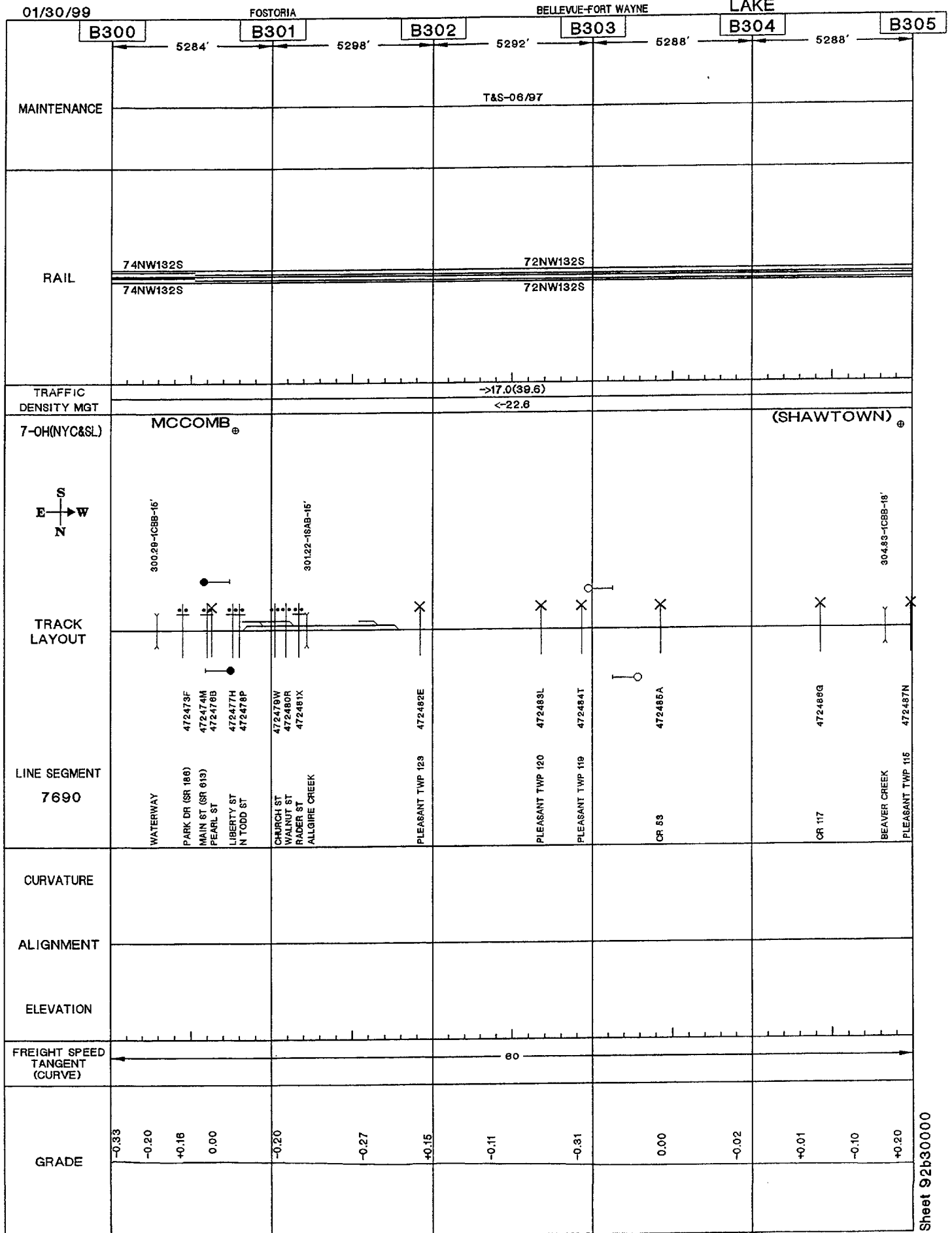
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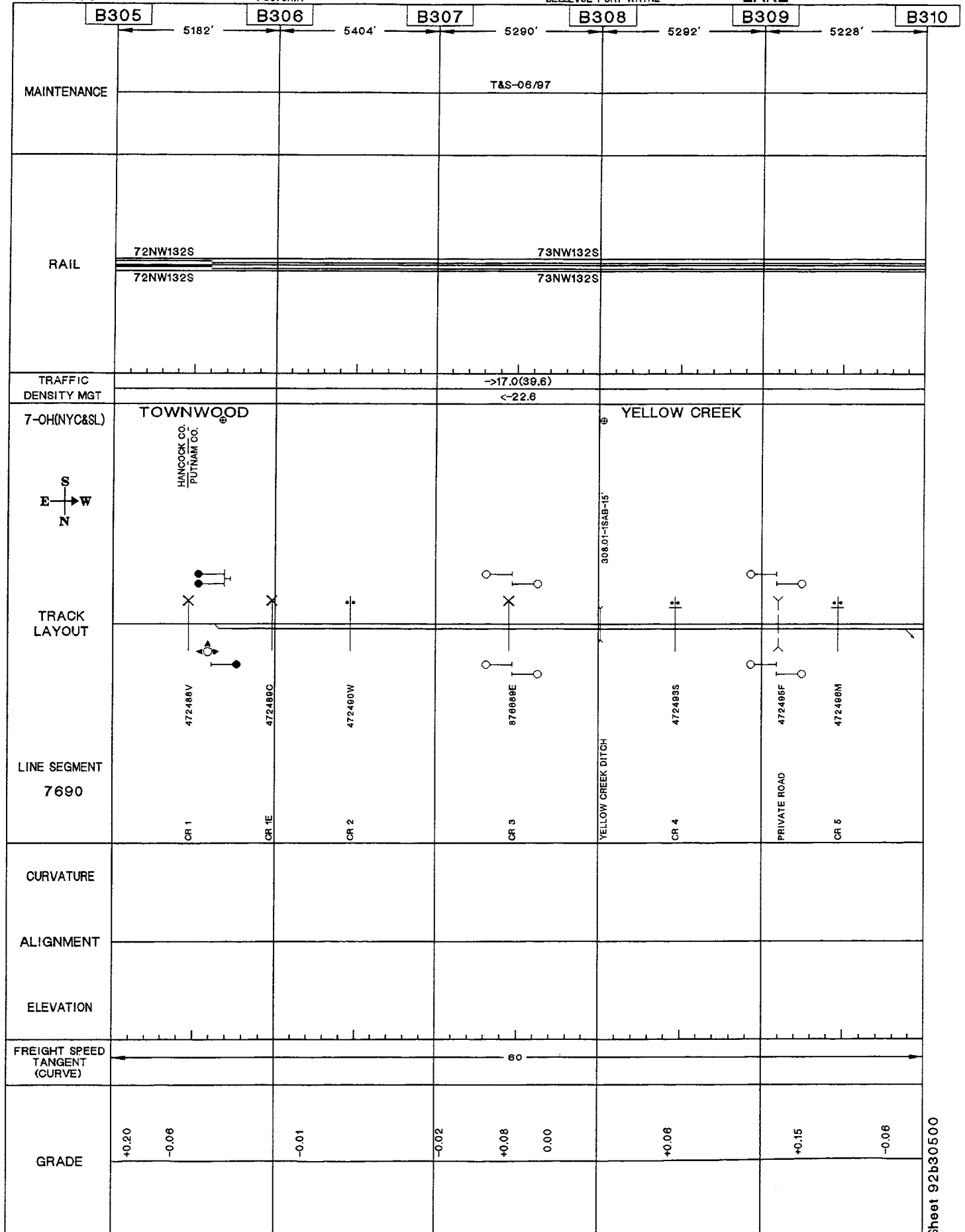


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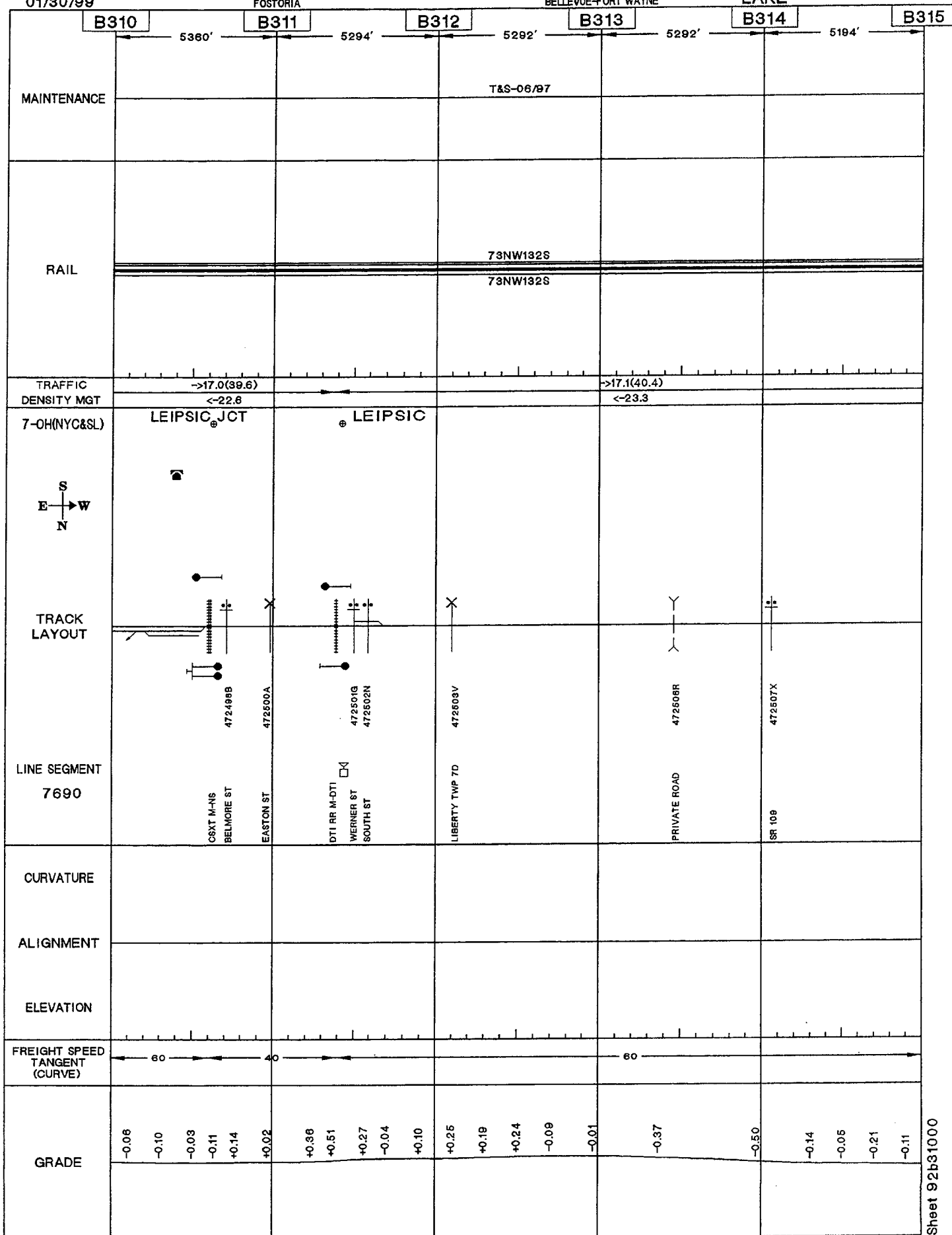


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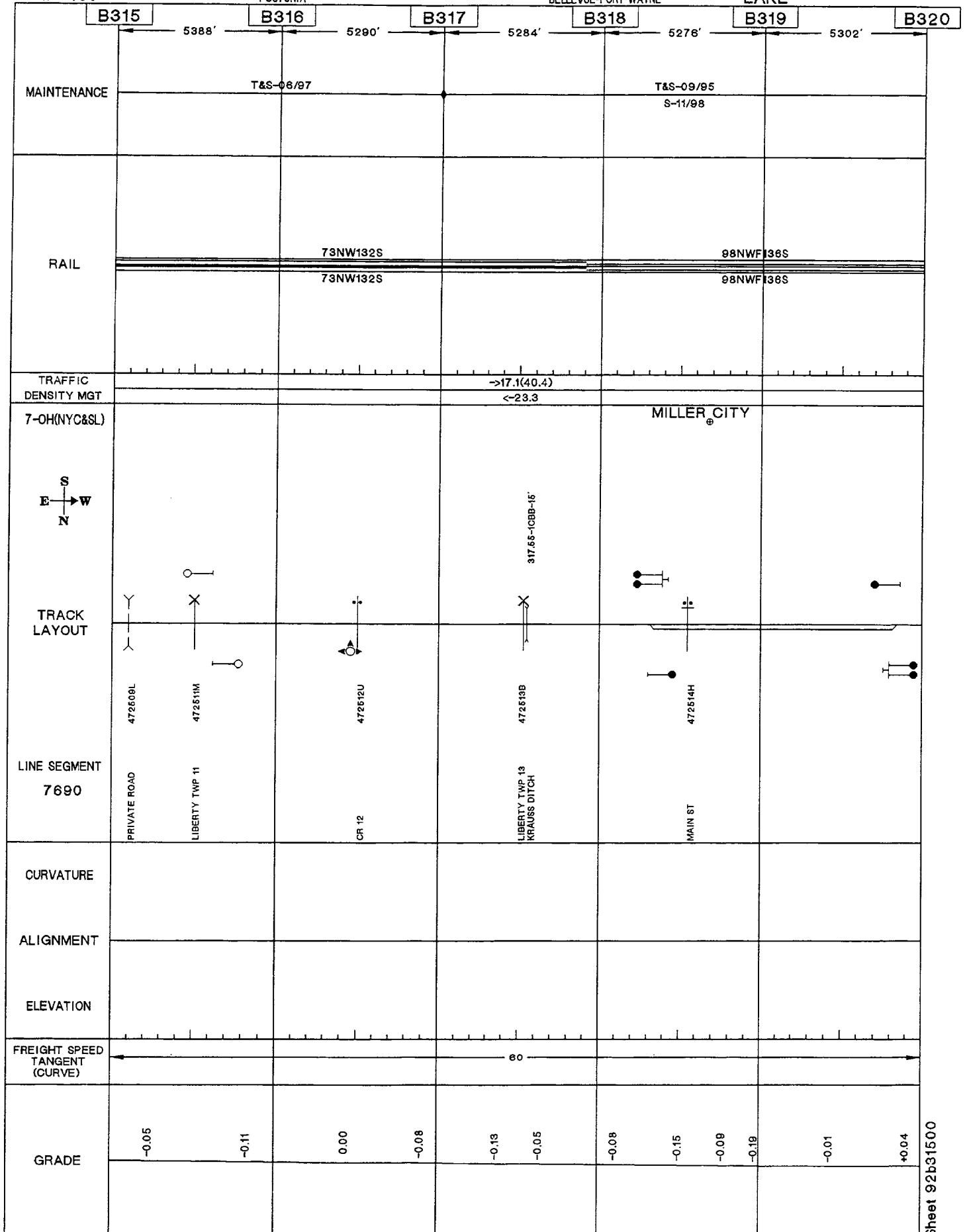


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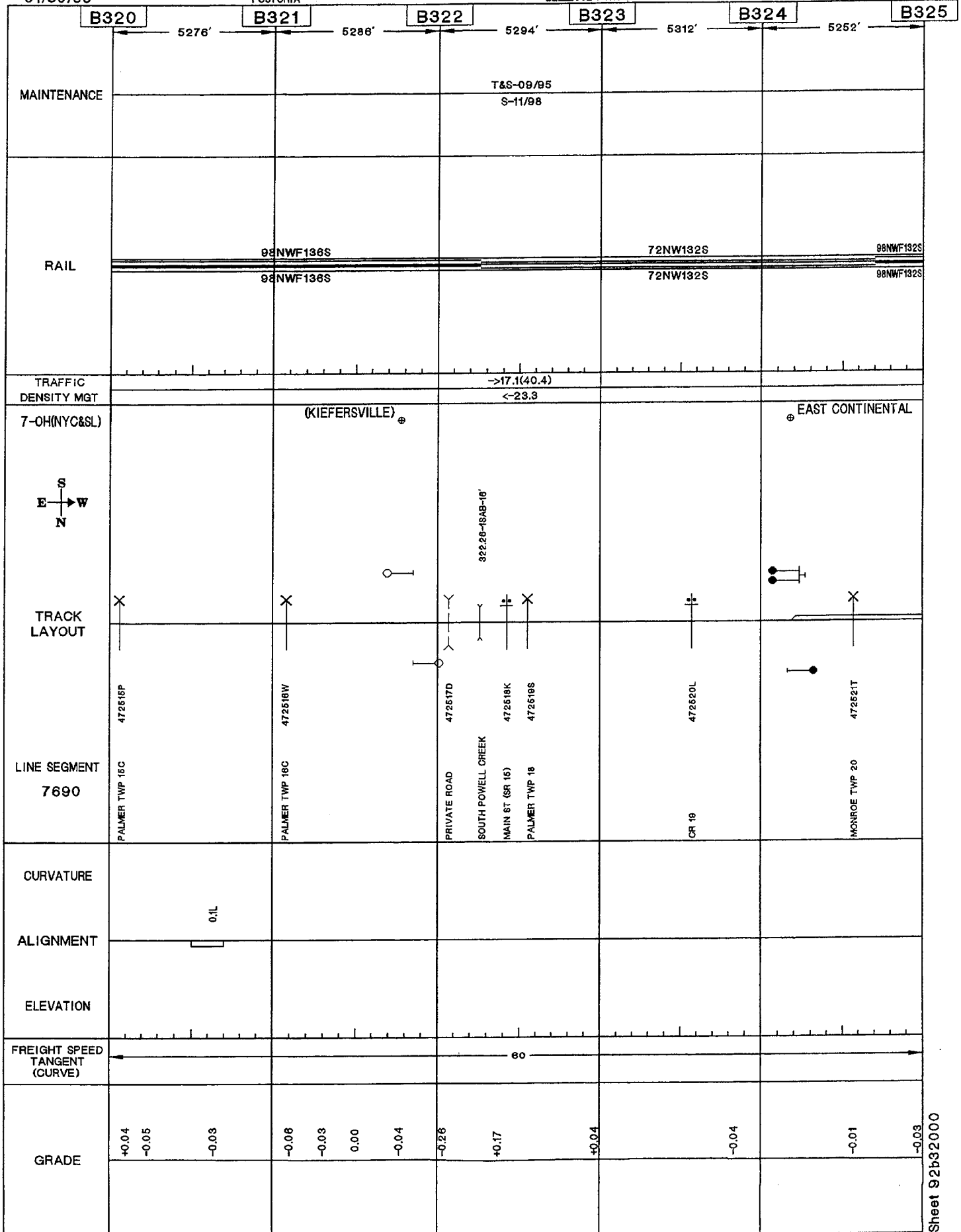


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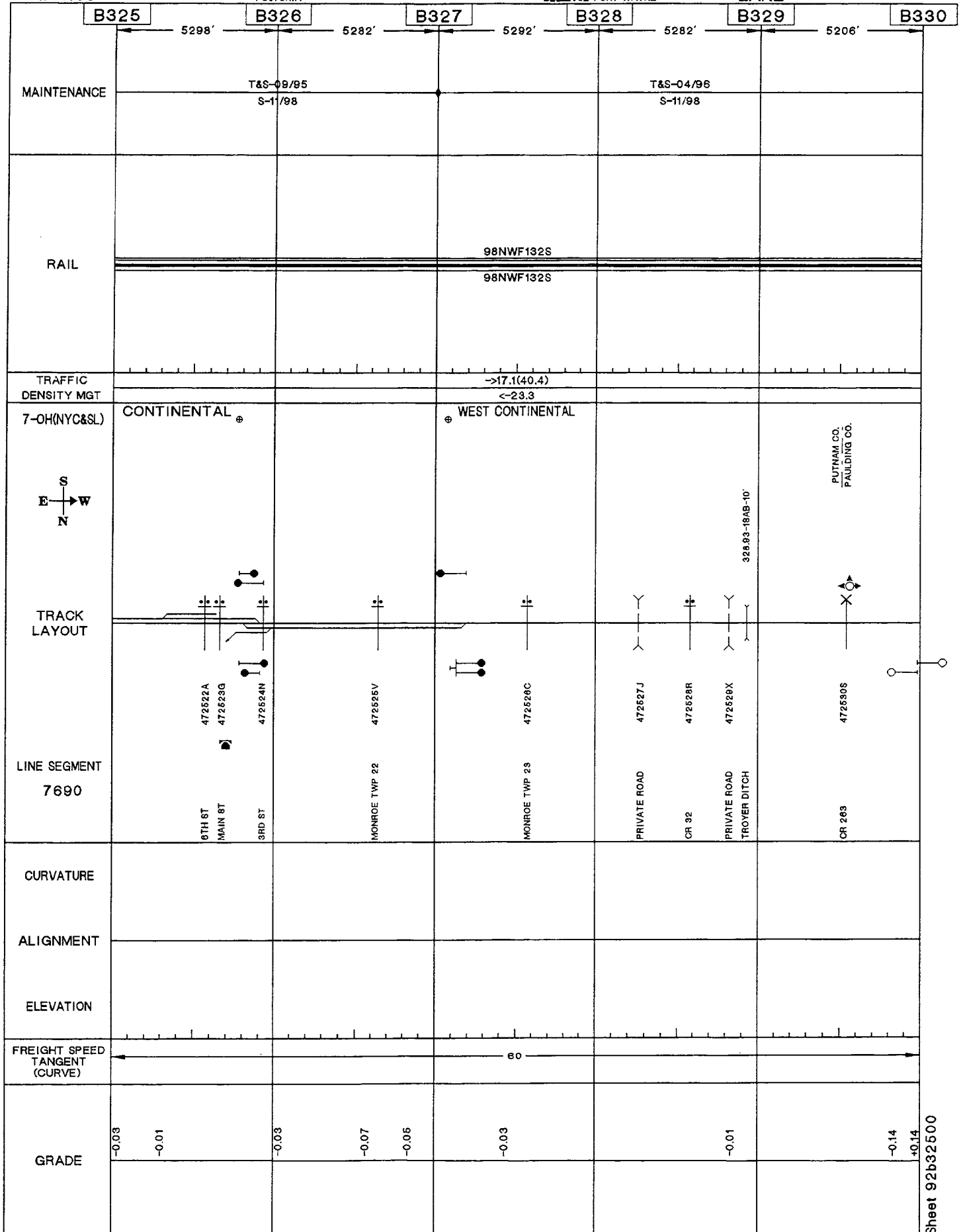


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BELLEVUE-FORT WAYNE

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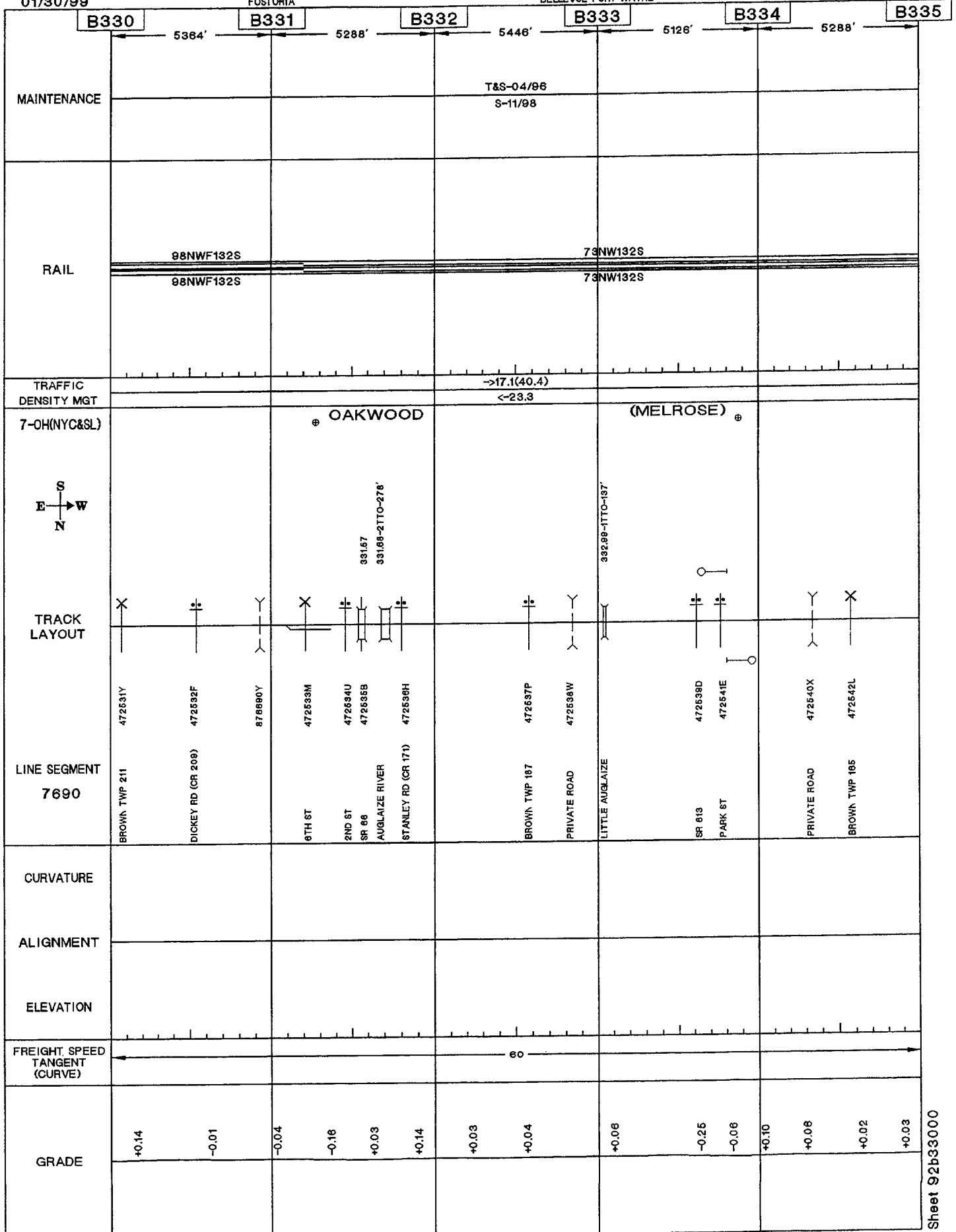


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FOSTORIA

BELLEVUE-FORT WAYNE

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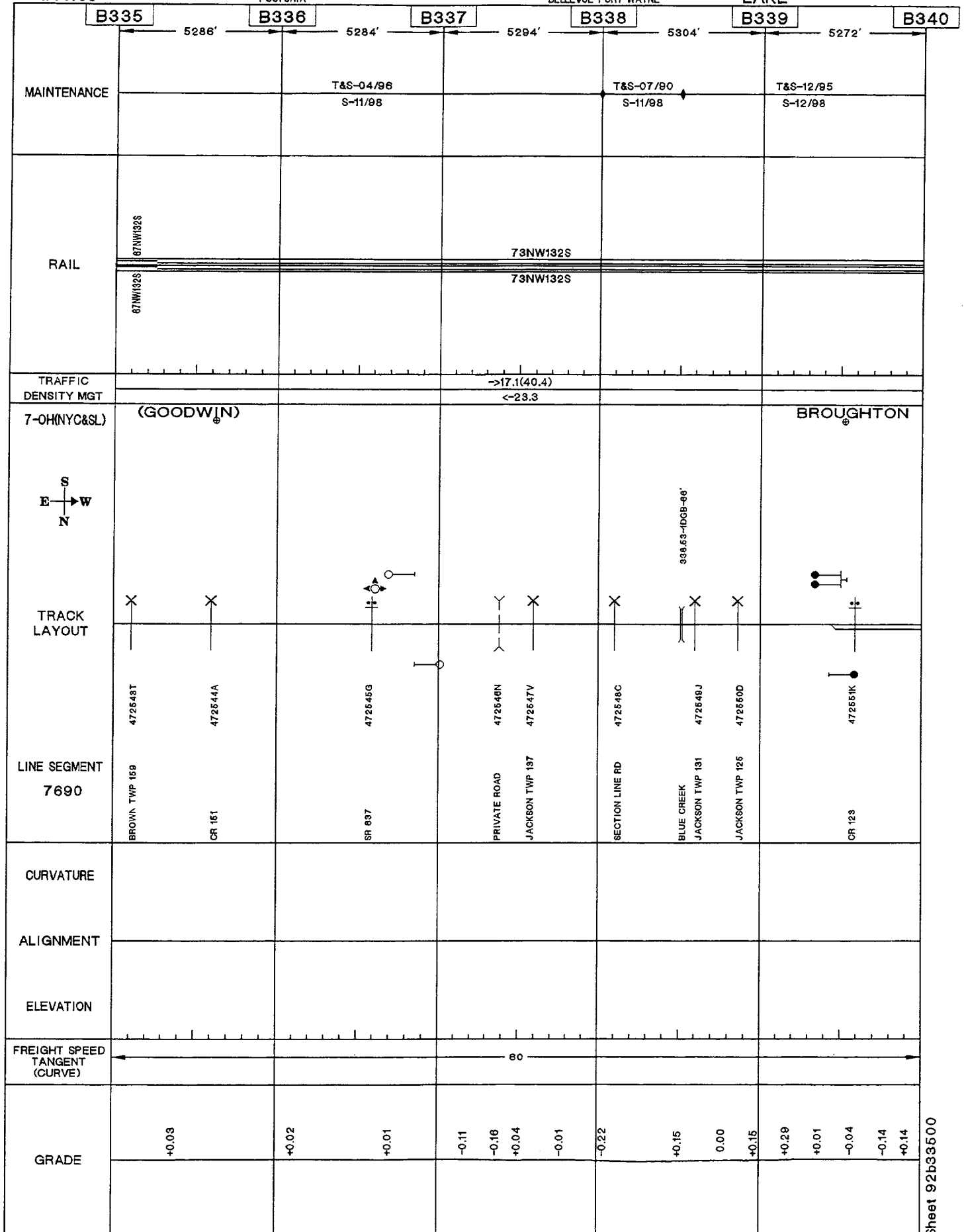


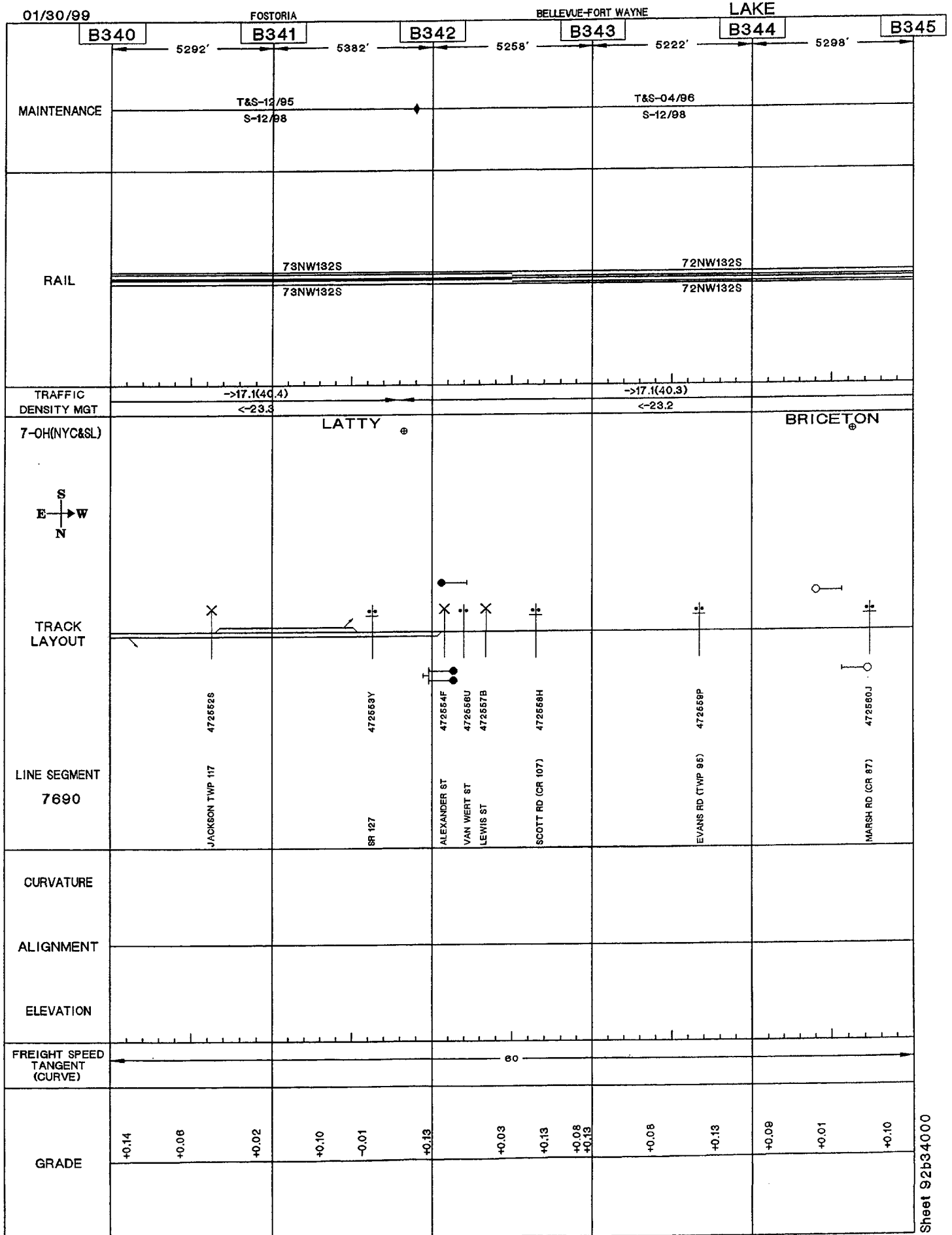
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FOSTORIA

BELLEVUE-FORT WAYNE

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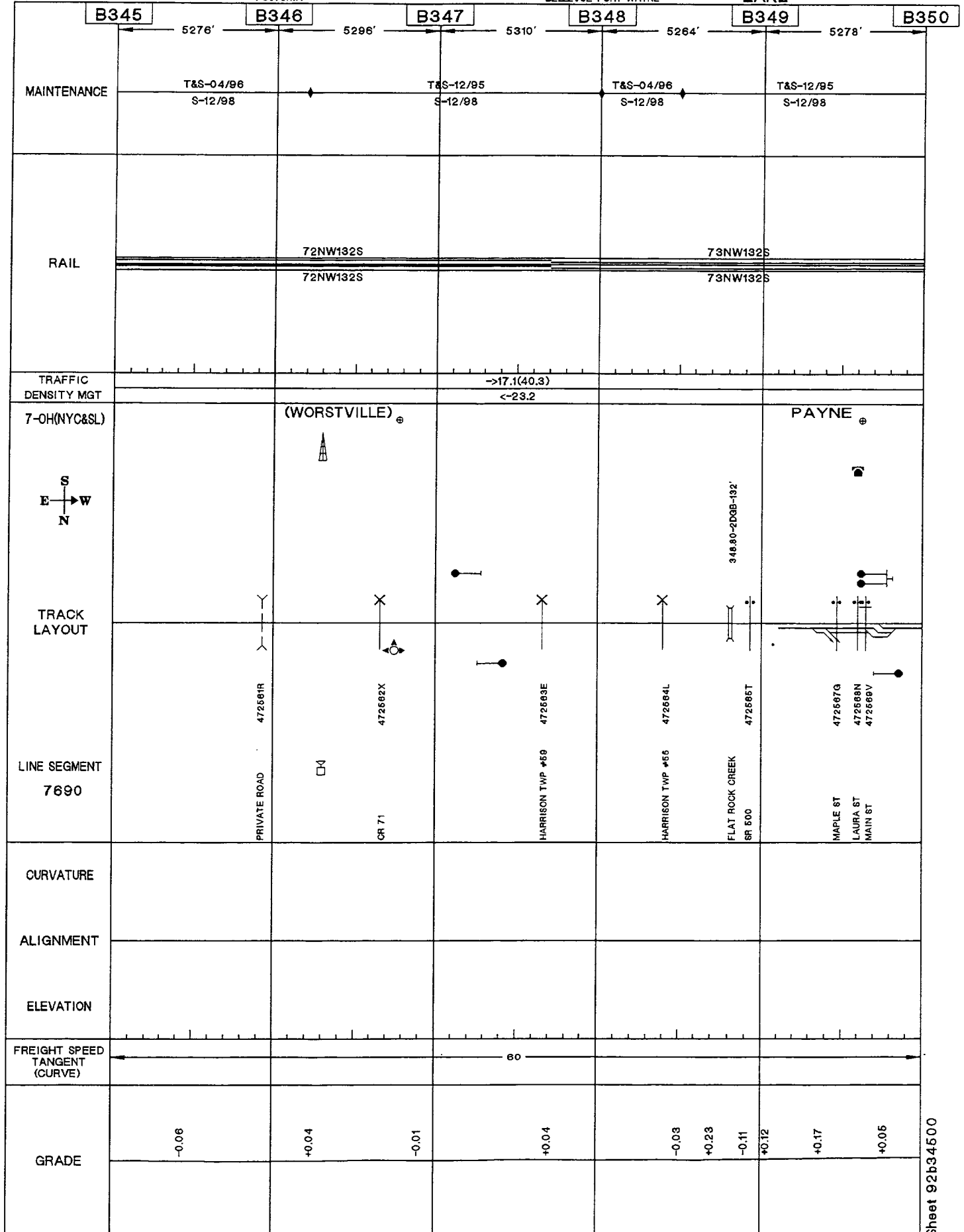


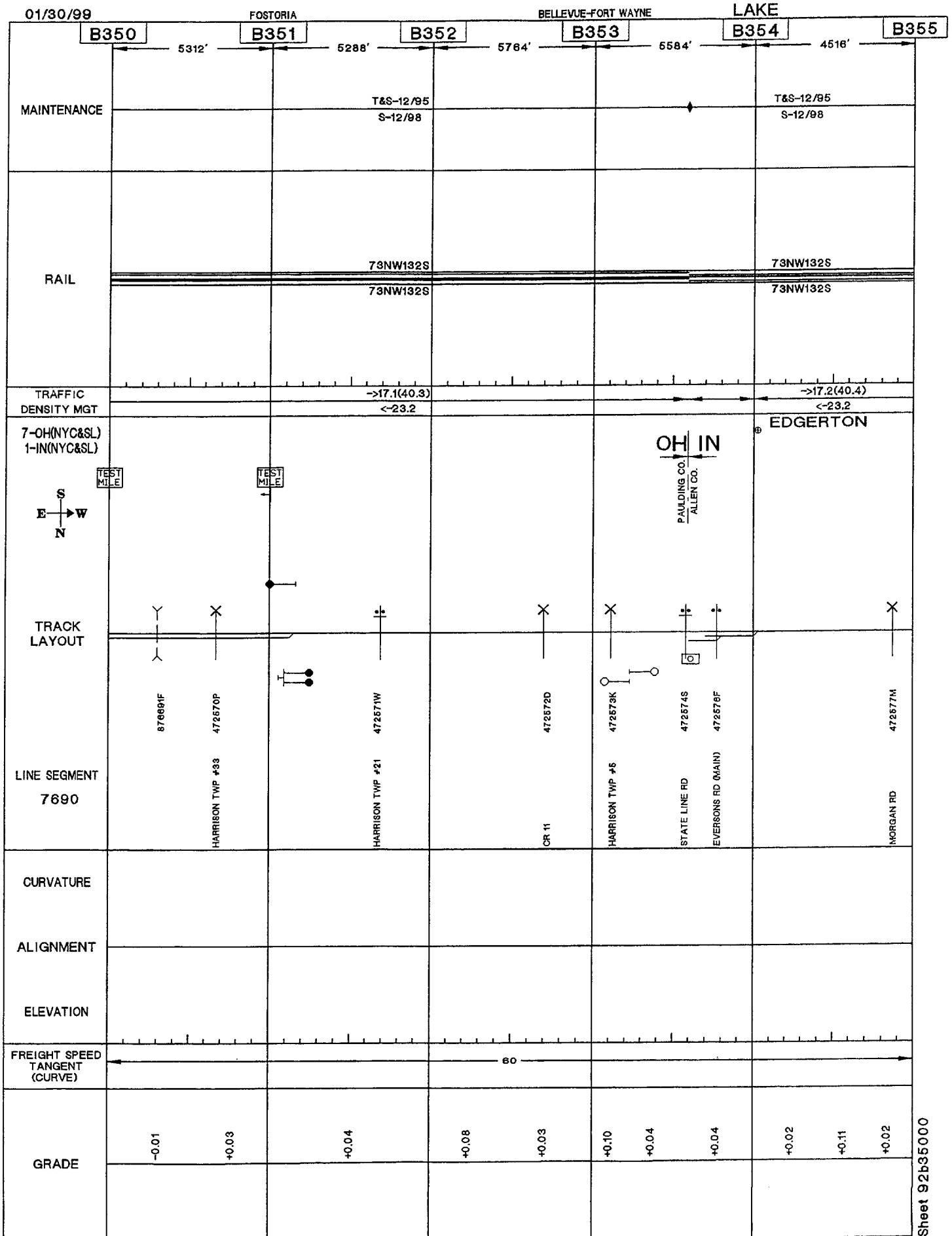
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FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



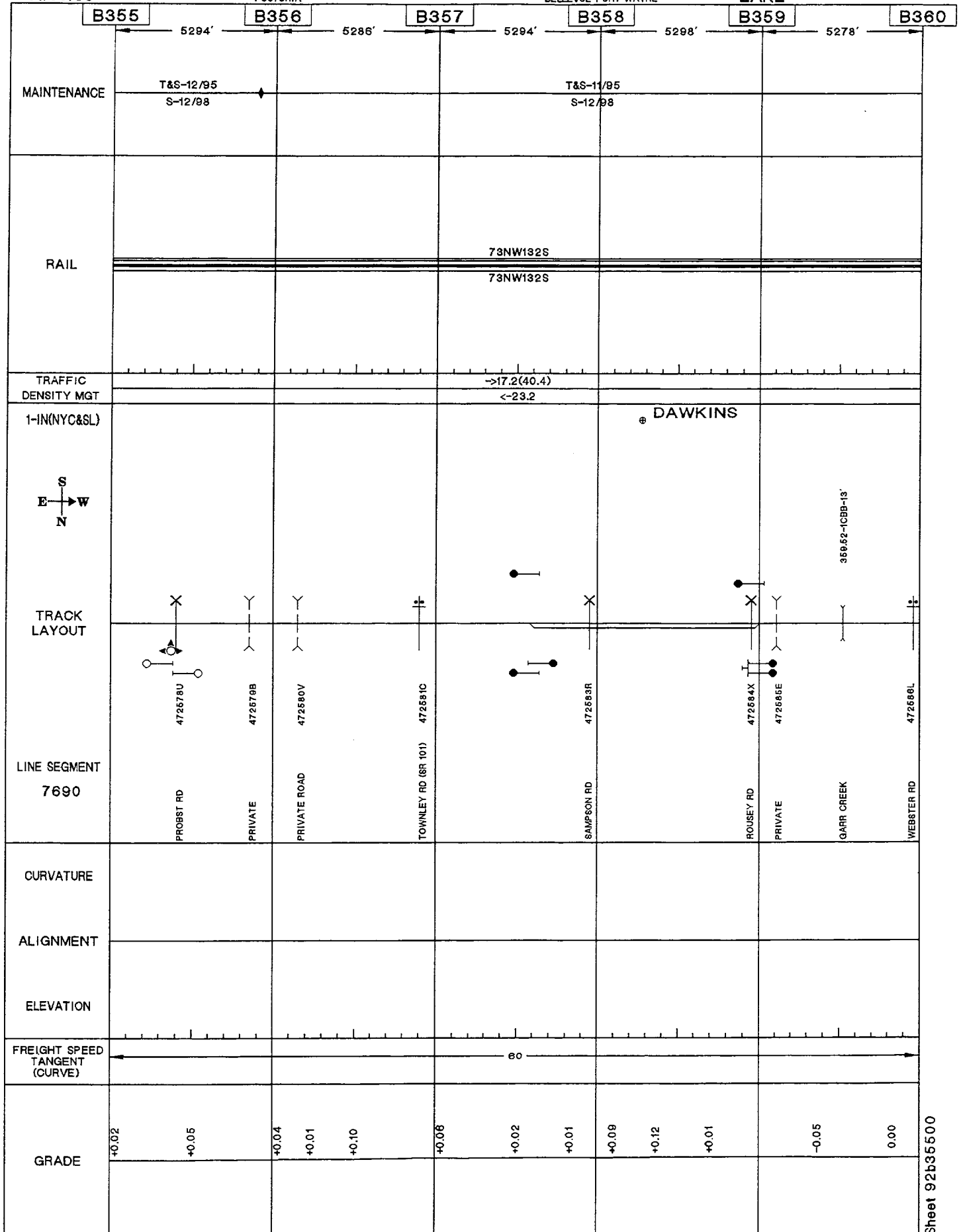


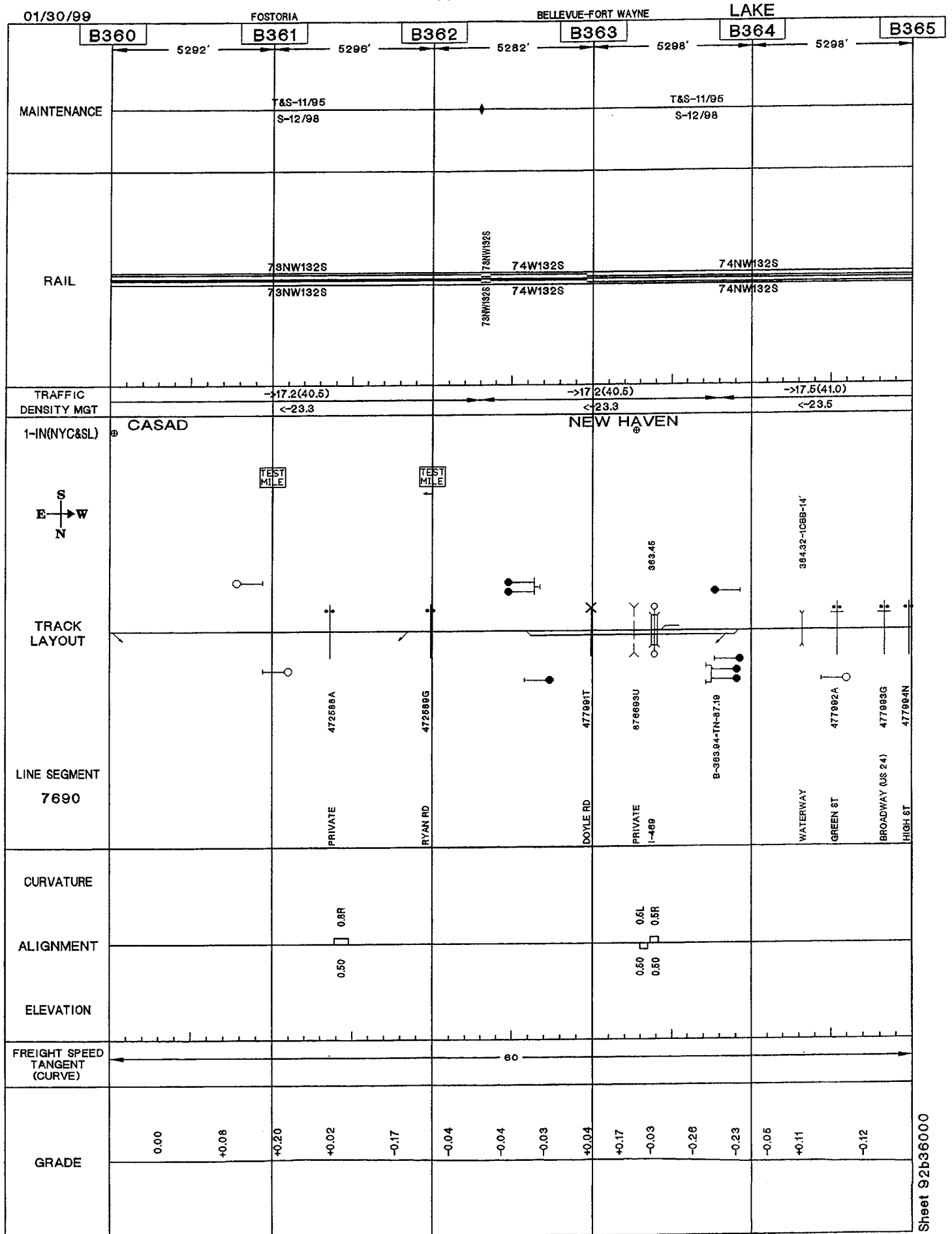
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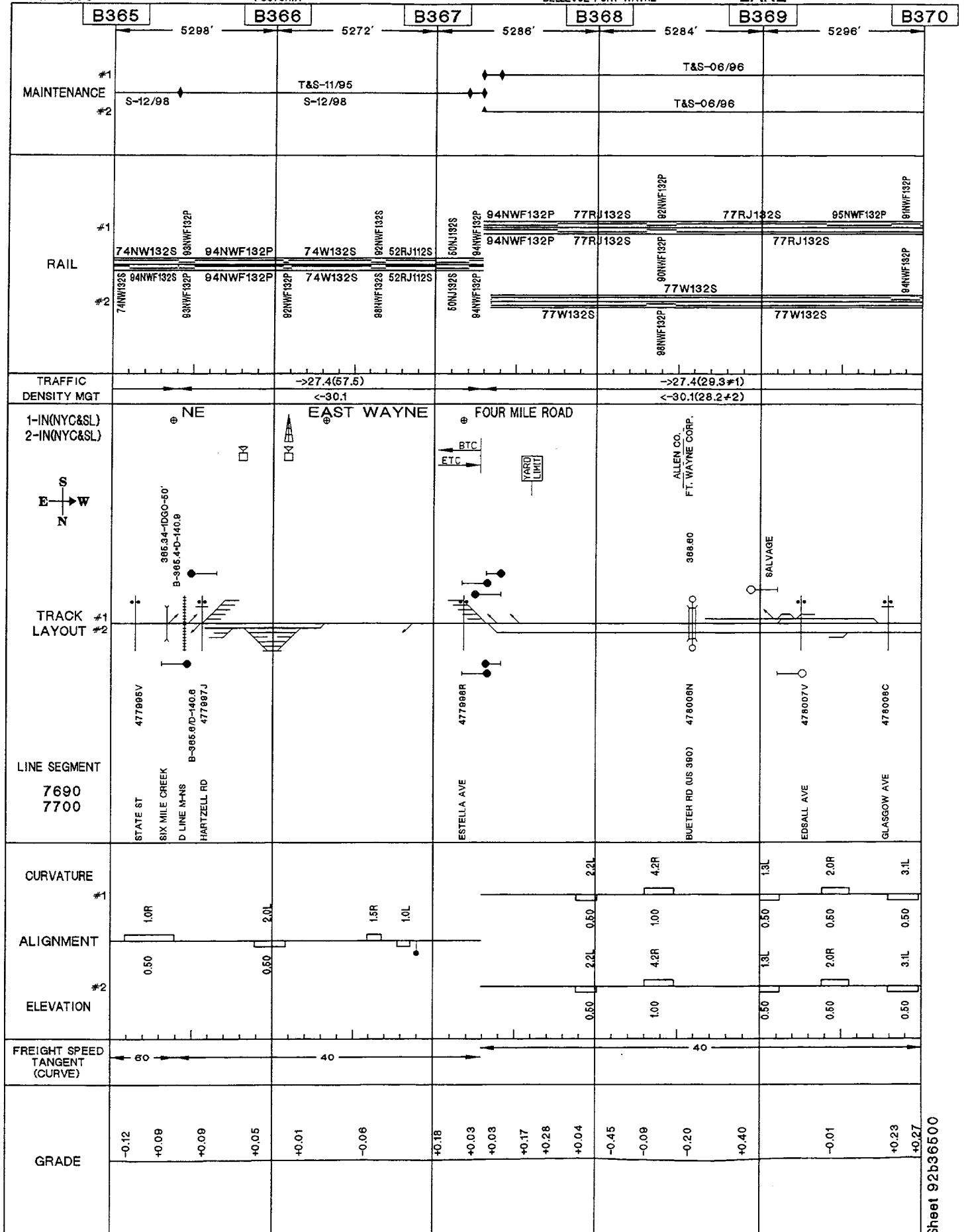


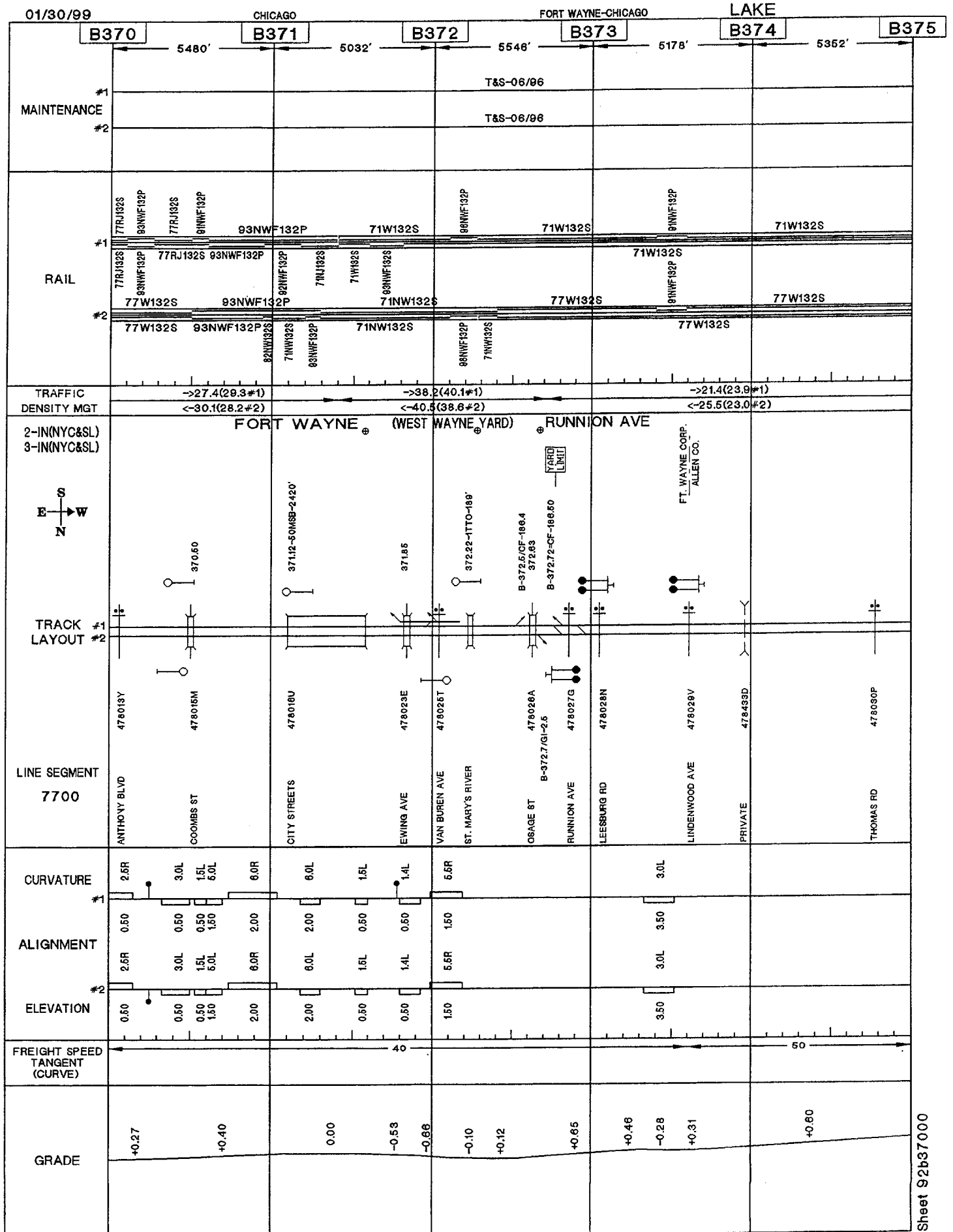
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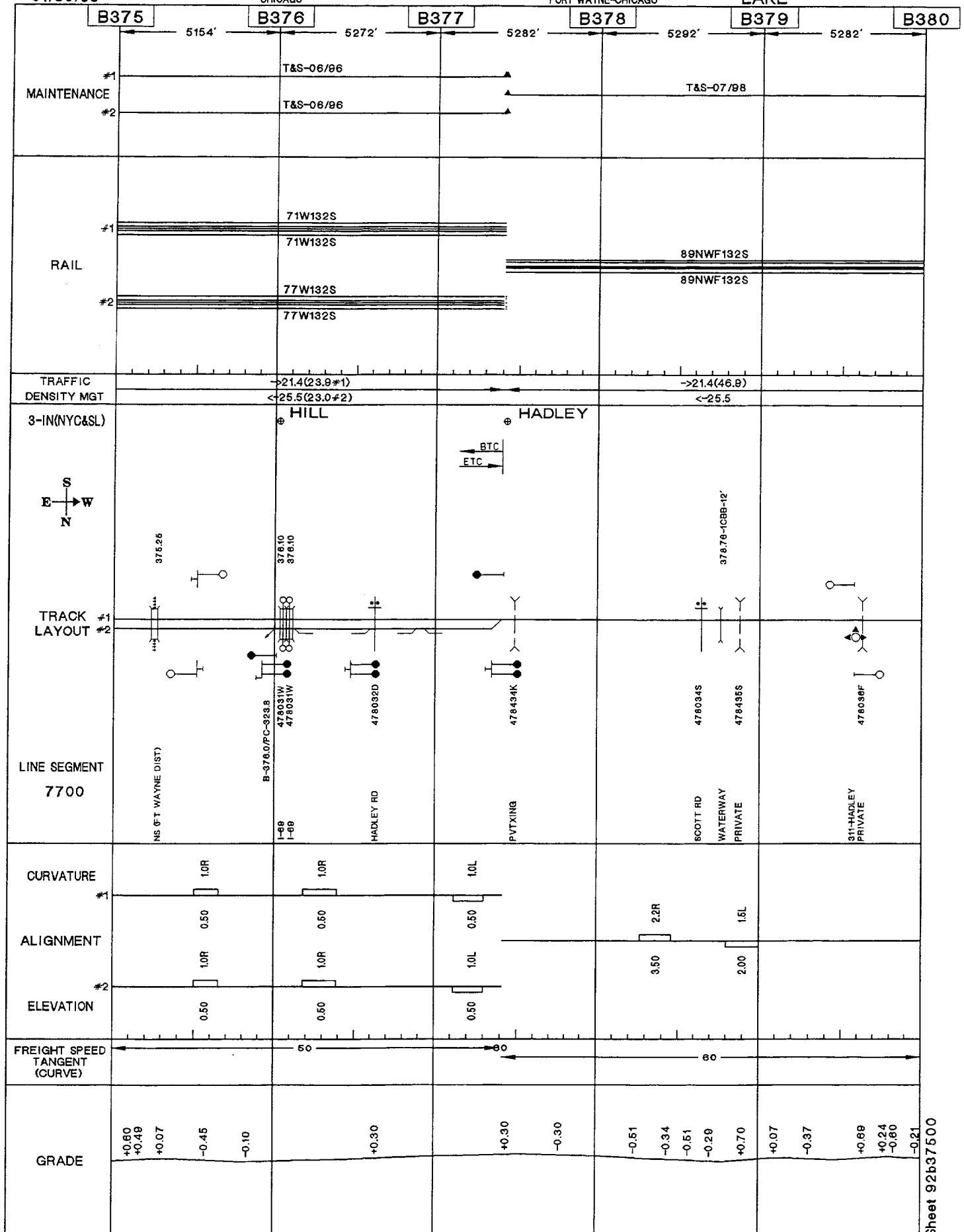


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CHICAGO

FORT WAYNE-CHICAGO

LAKE

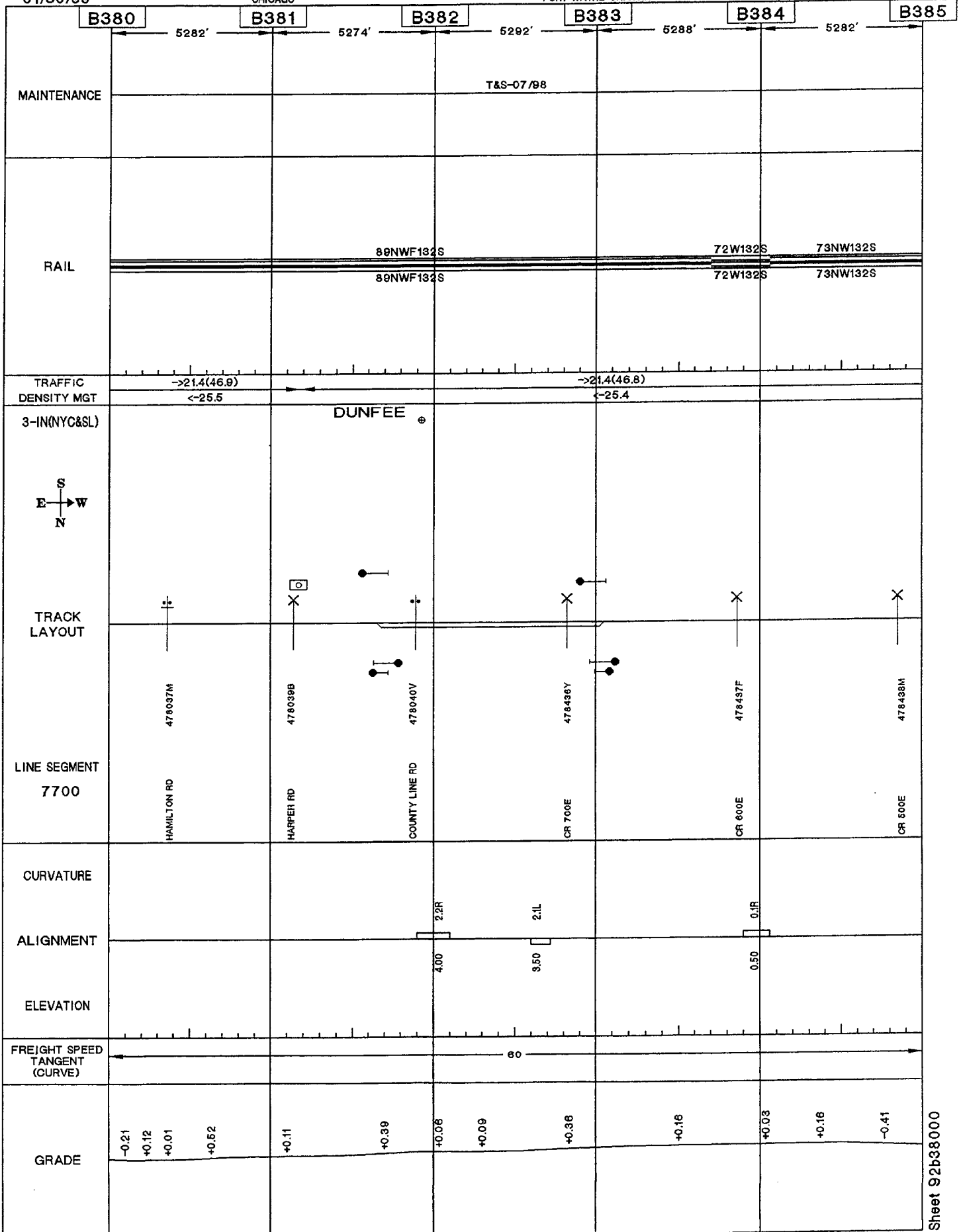


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CHICAGO

FORT WAYNE-CHICAGO

LAKE

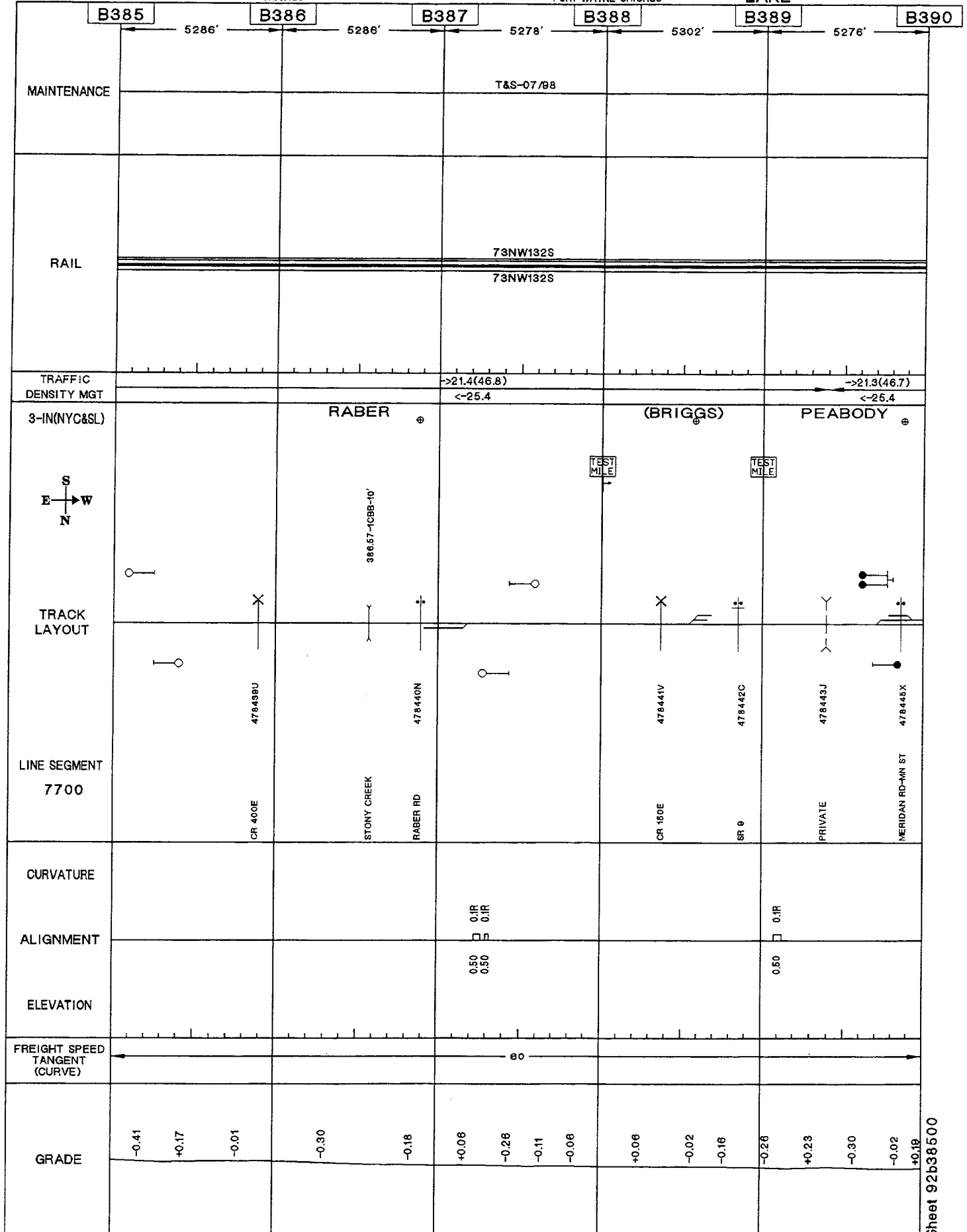


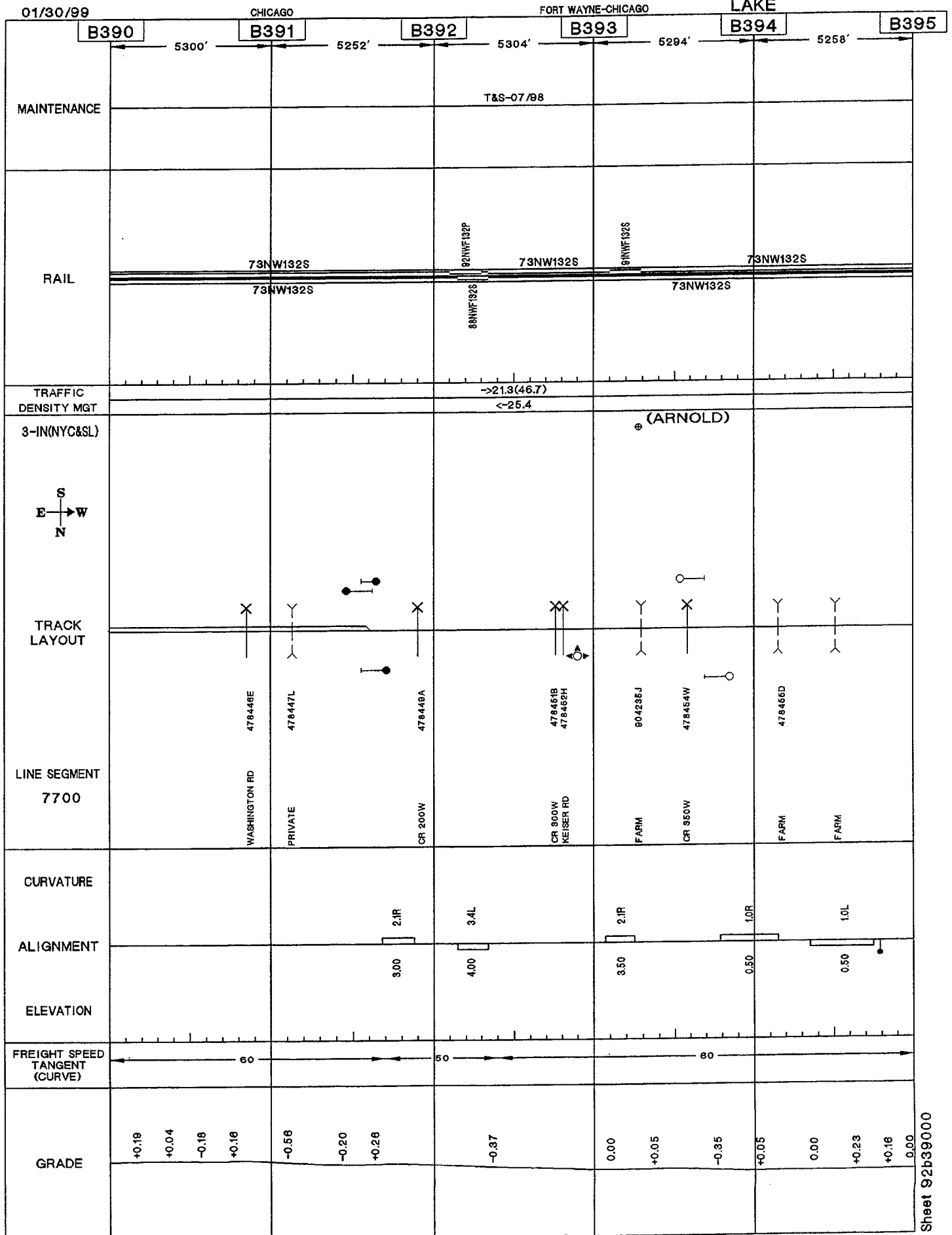
01/30/99

CHICAGO

FORT WAYNE-CHICAGO

LAKE



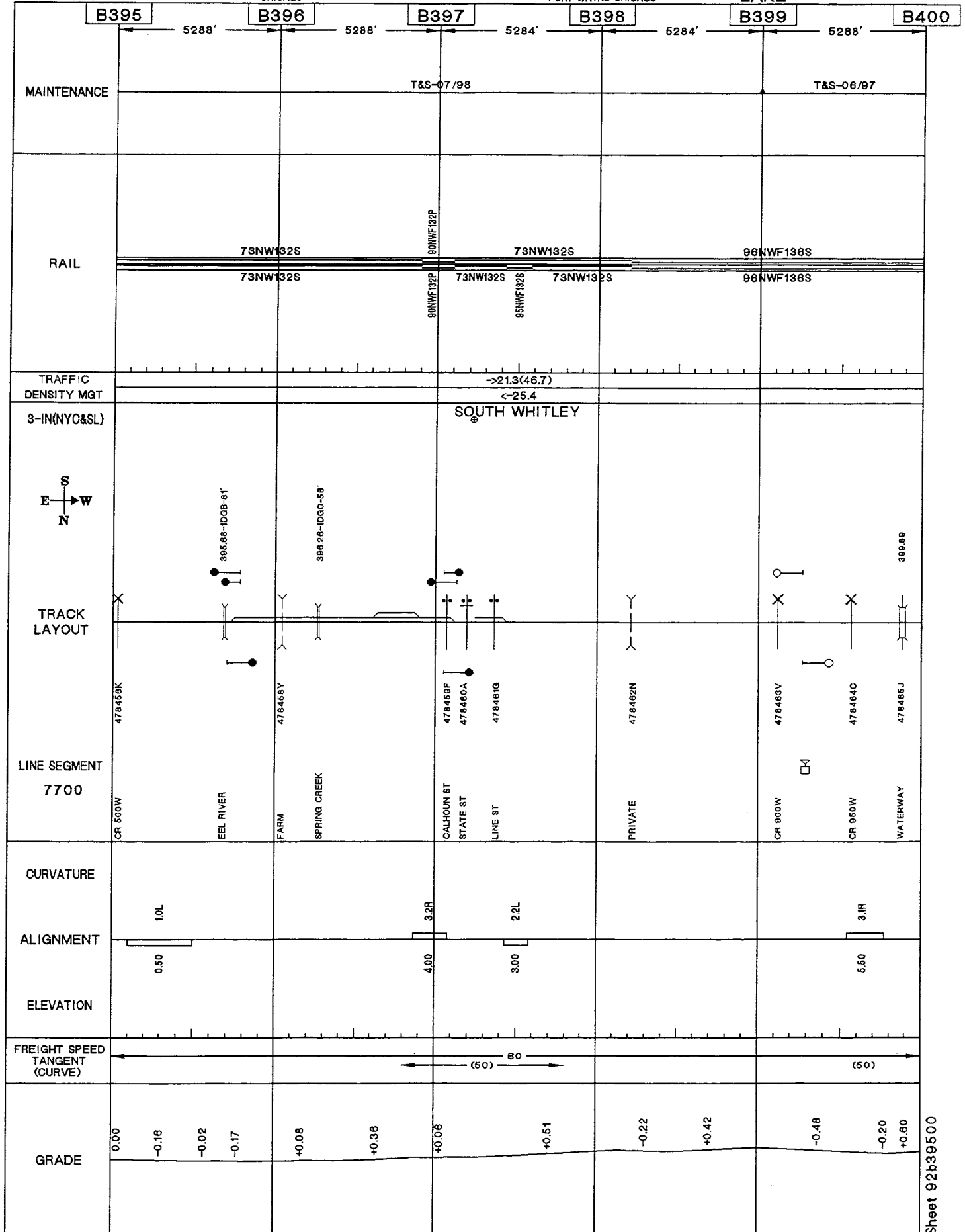


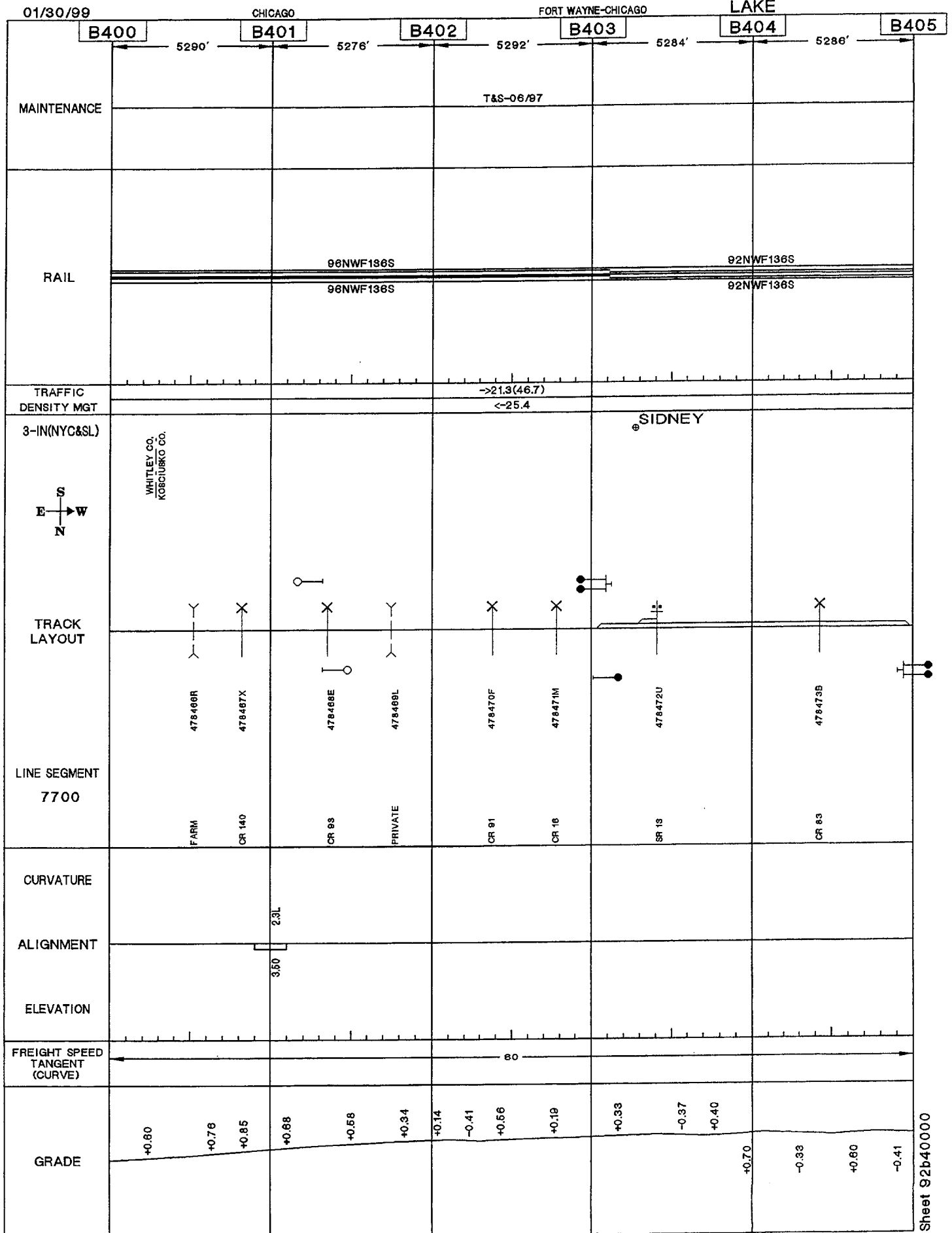
01/30/99

CHICAGO

FORT WAYNE-CHICAGO

LAKE



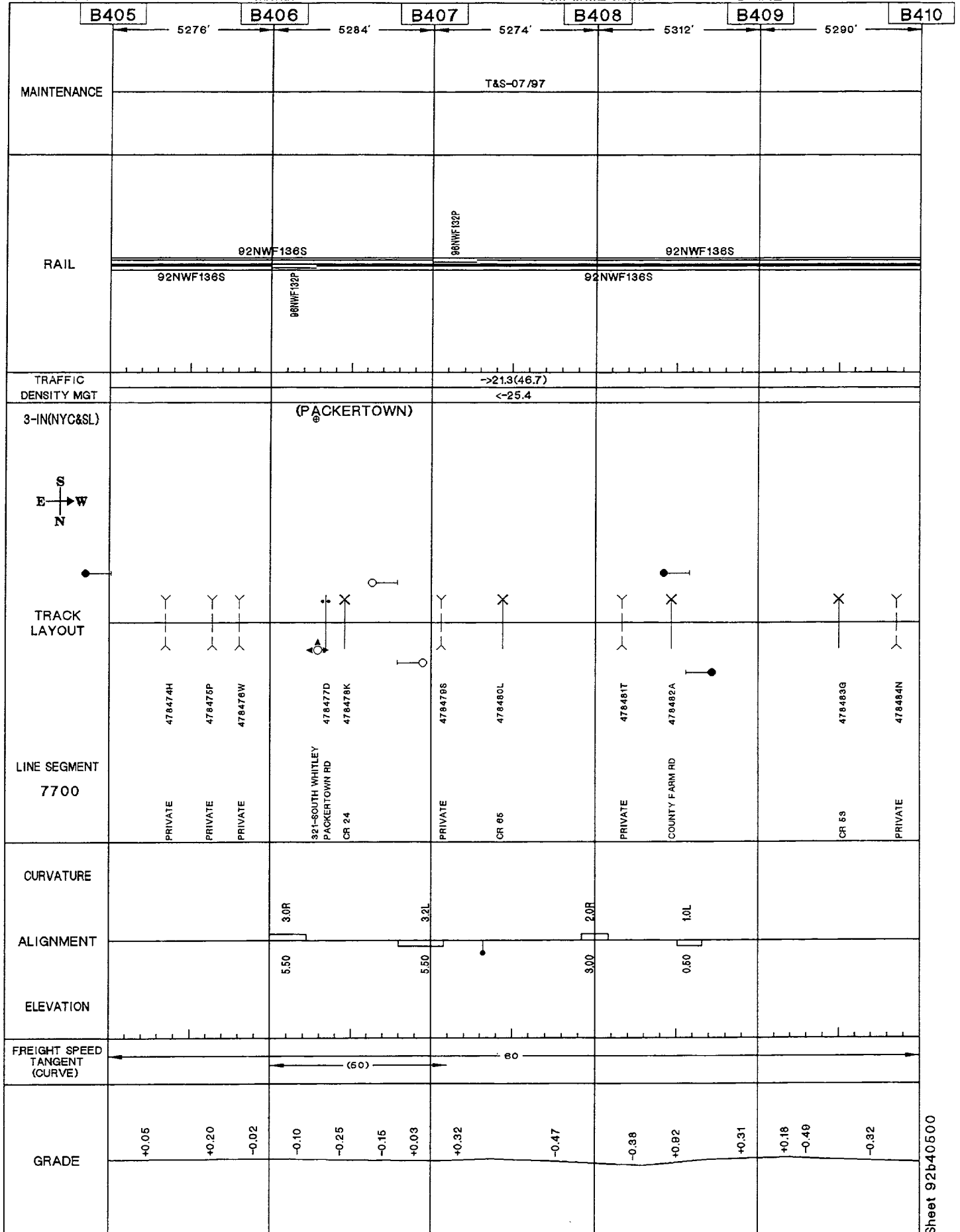


01/30/99

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FORT WAYNE-CHICAGO

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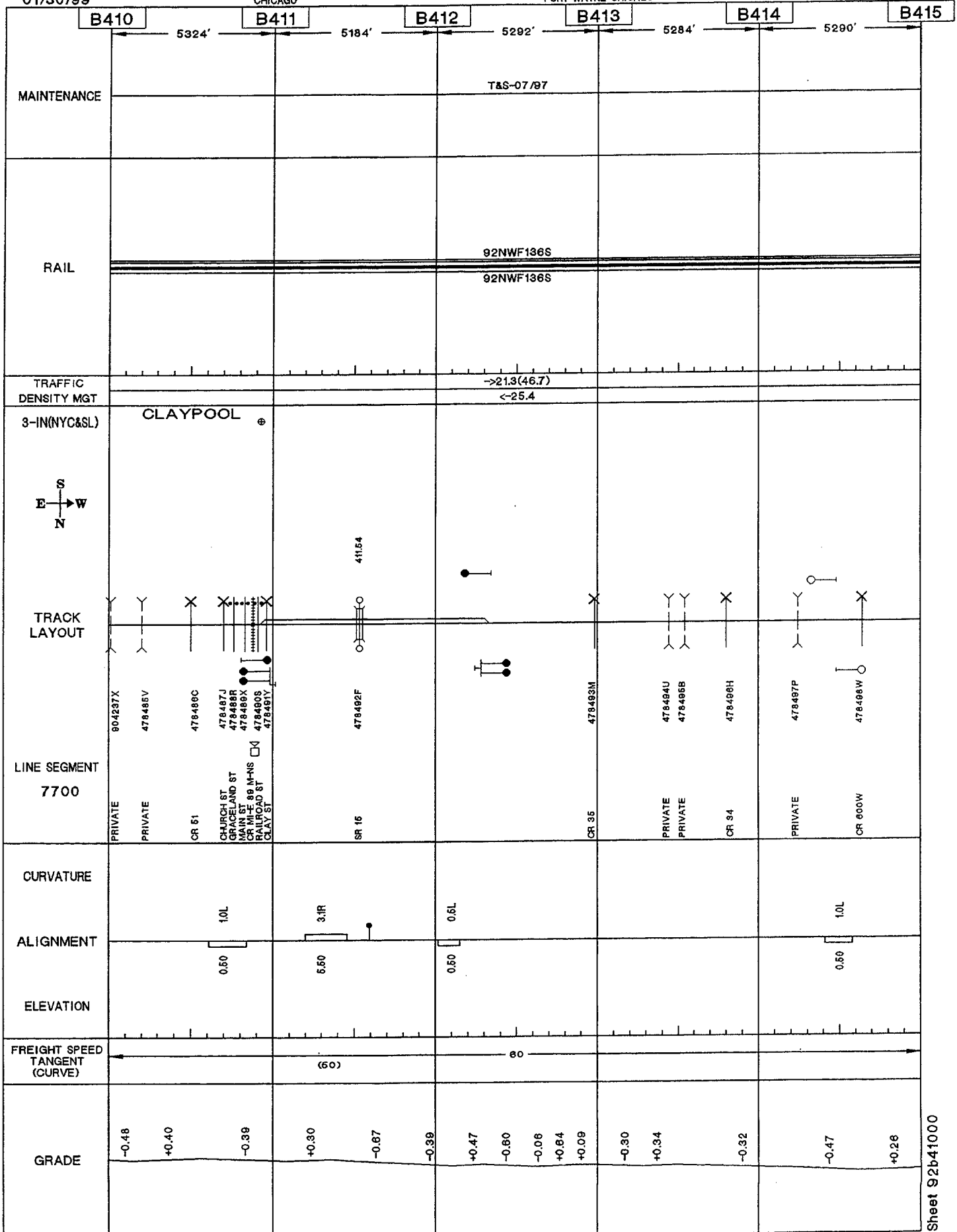


01/30/99

CHICAGO

FORT WAYNE-CHICAGO

LAKE



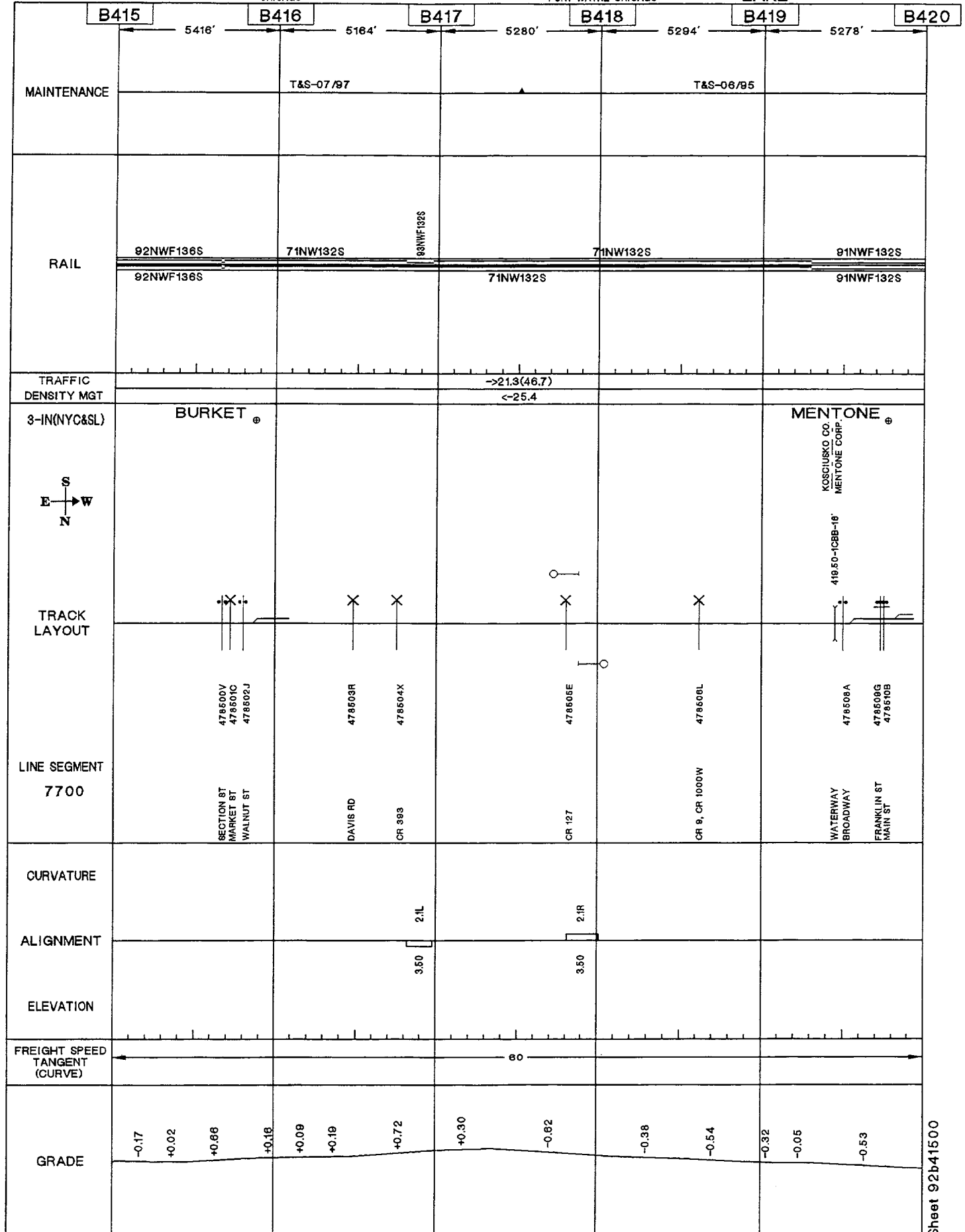


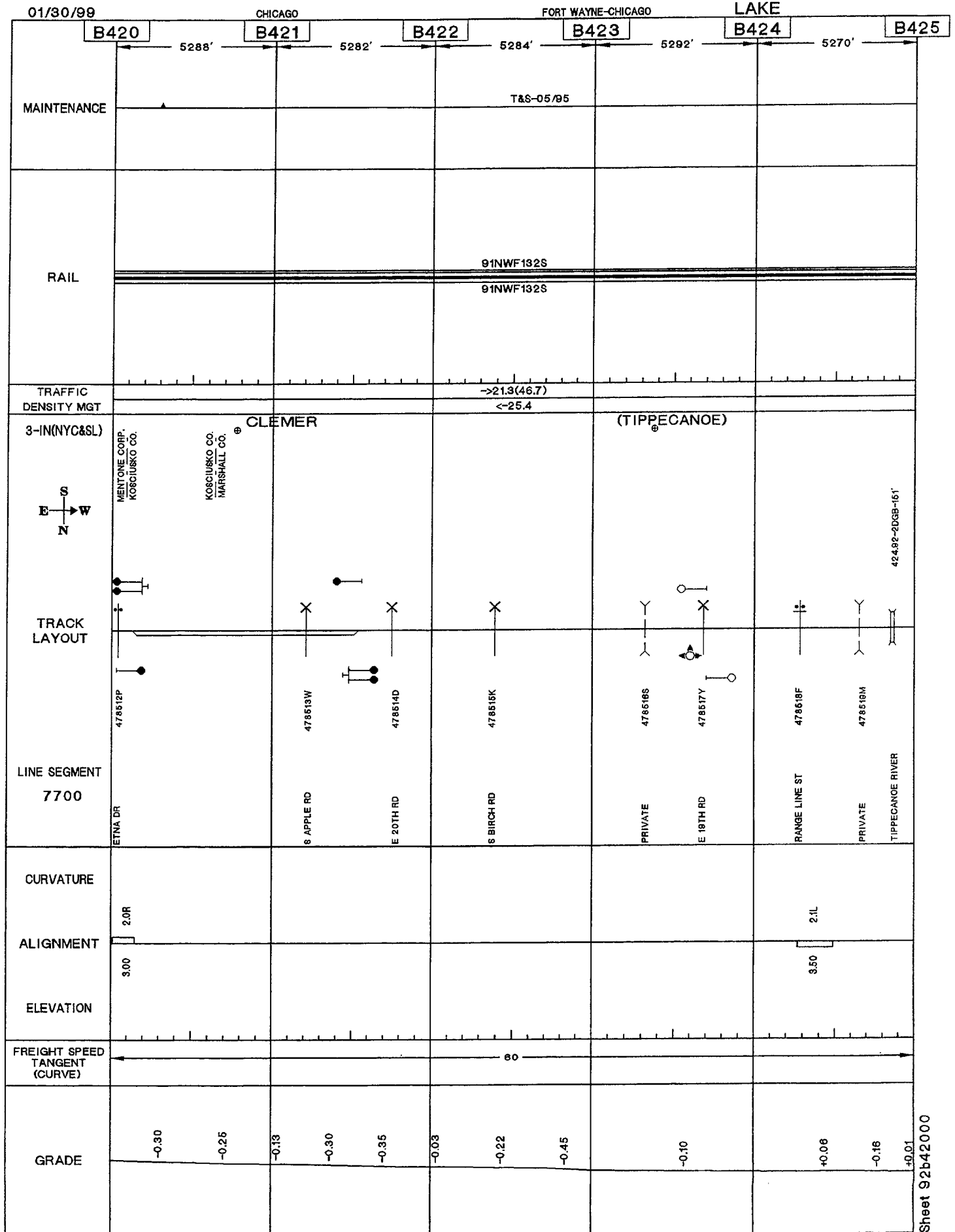
01/30/99

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FORT WAYNE-CHICAGO

LAKE



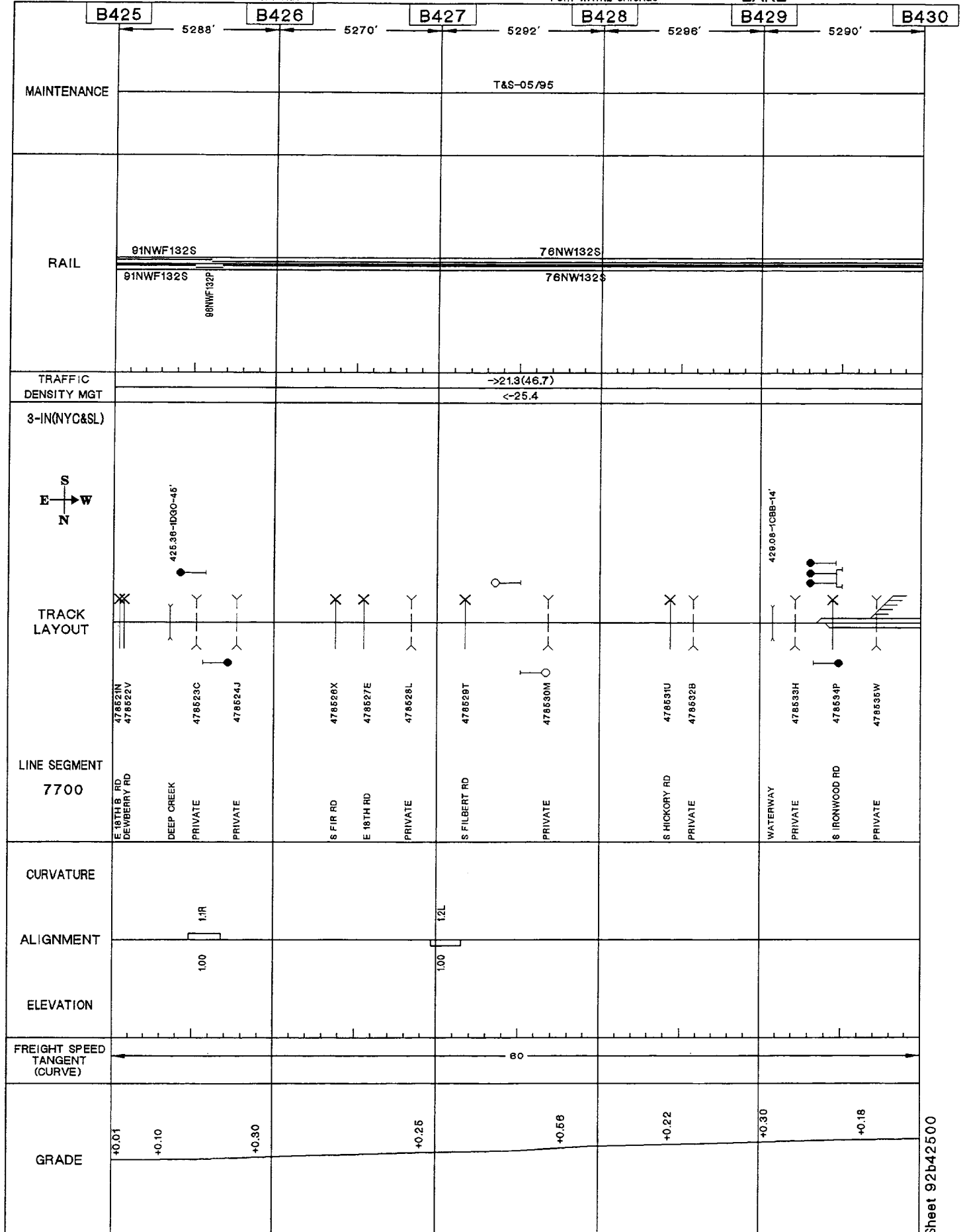


01/30/99

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LAKE

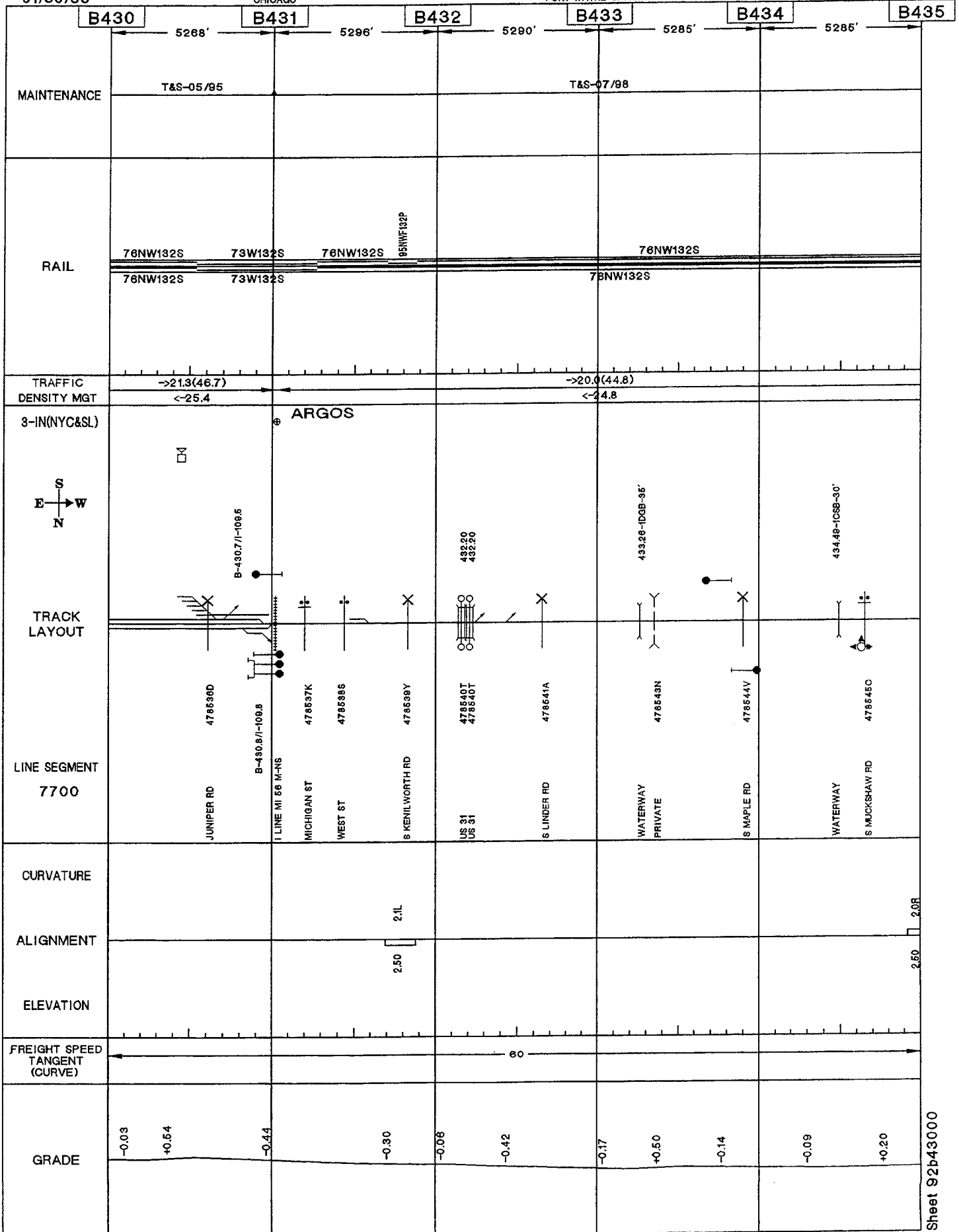


01/30/99

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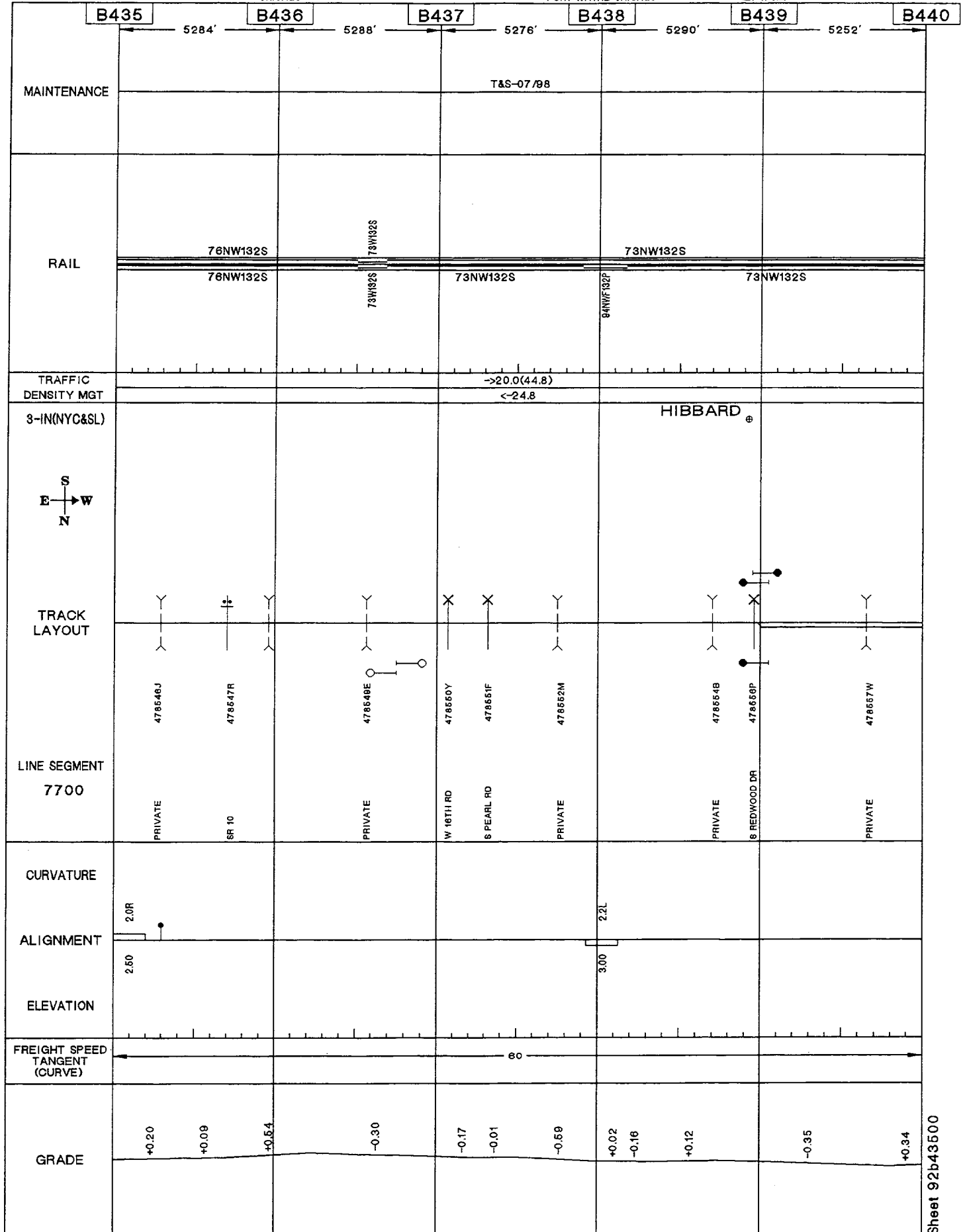


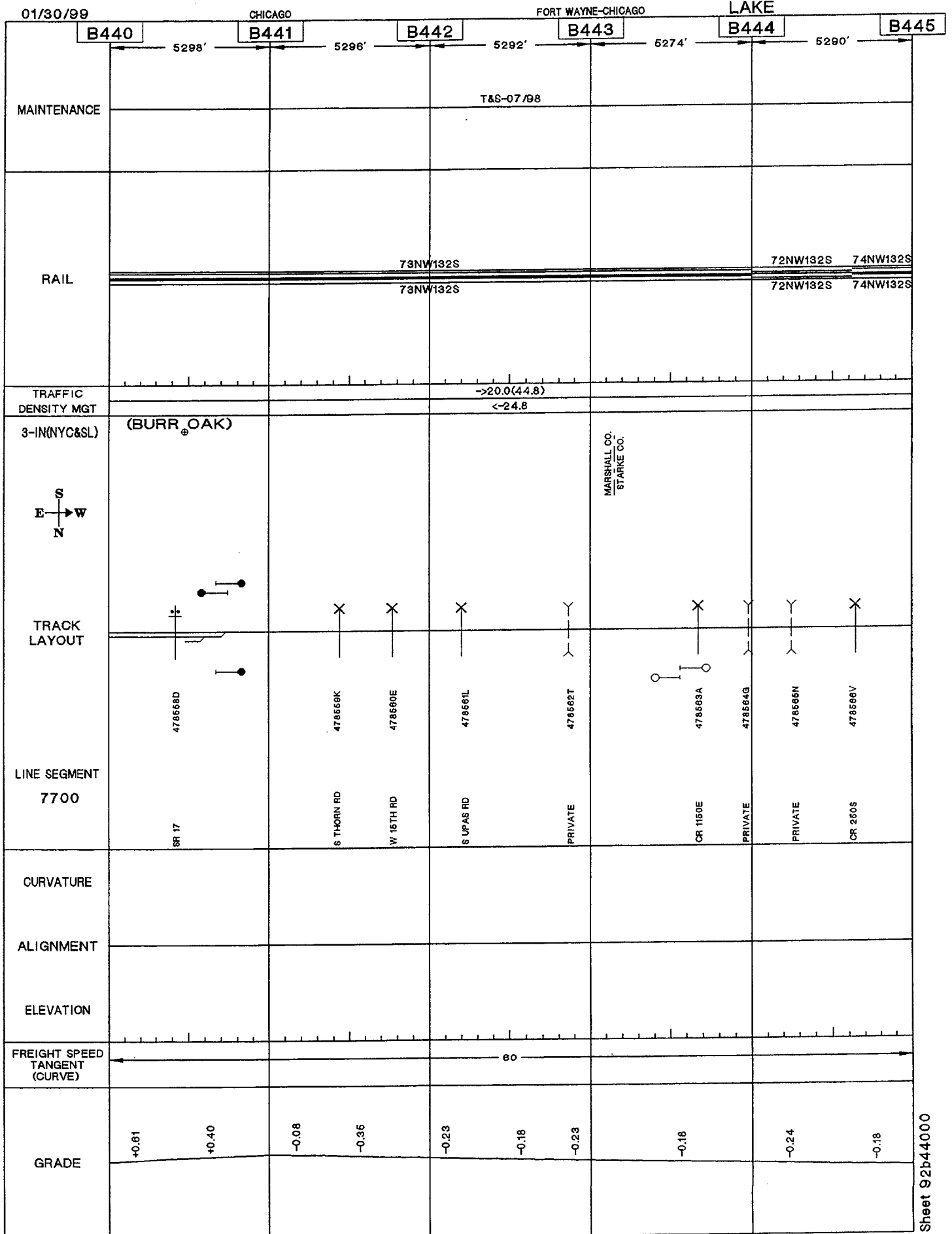
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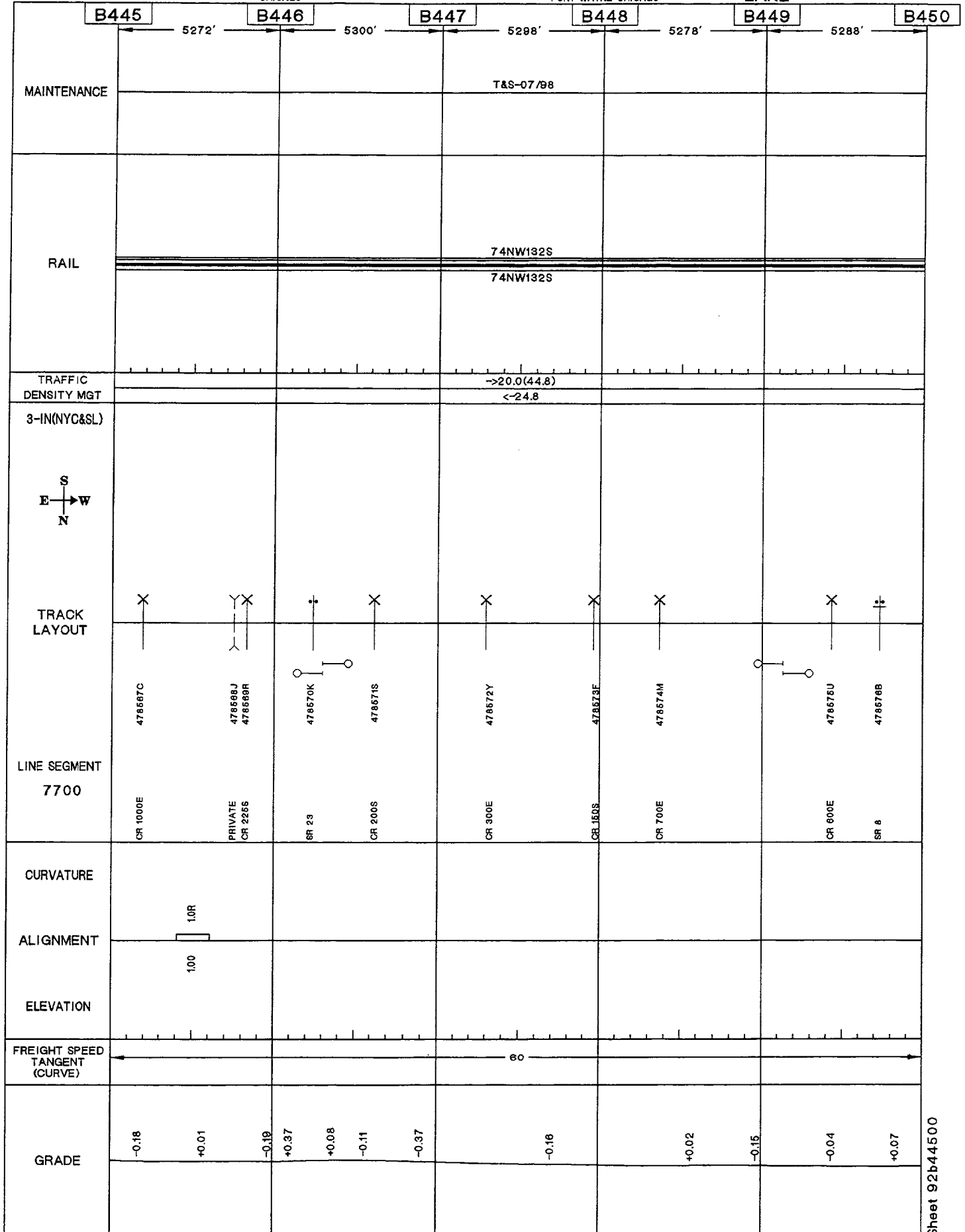


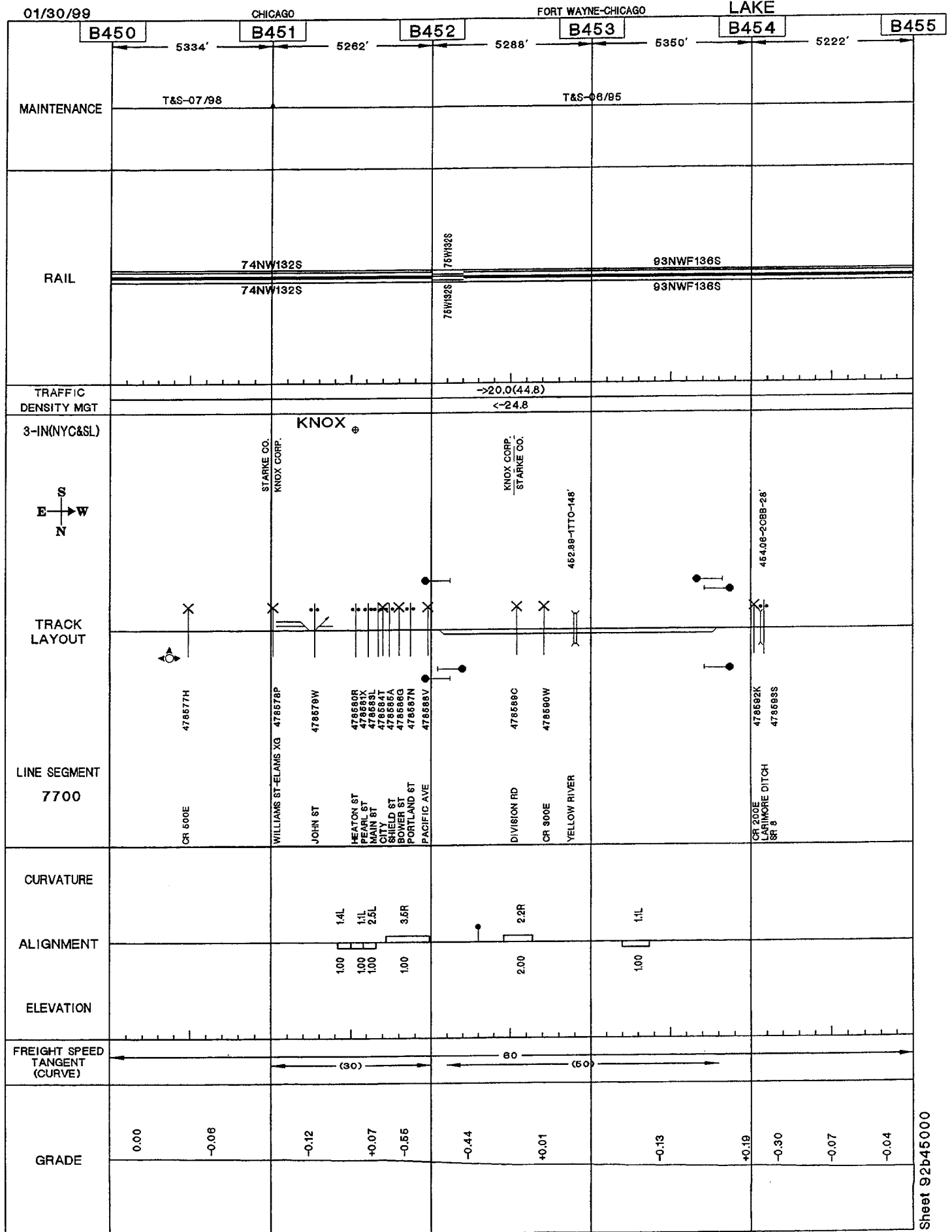
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FORT WAYNE-CHICAGO

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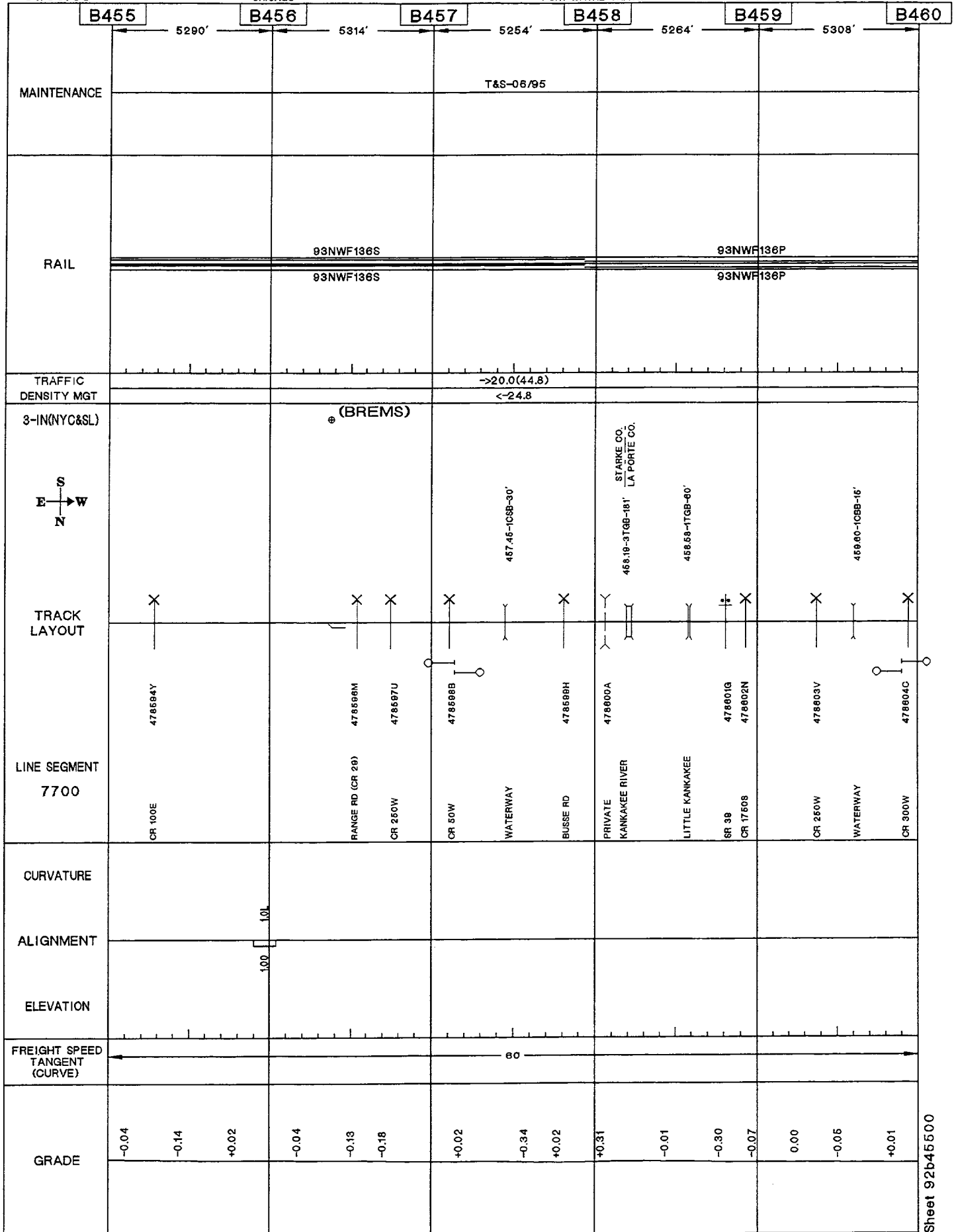


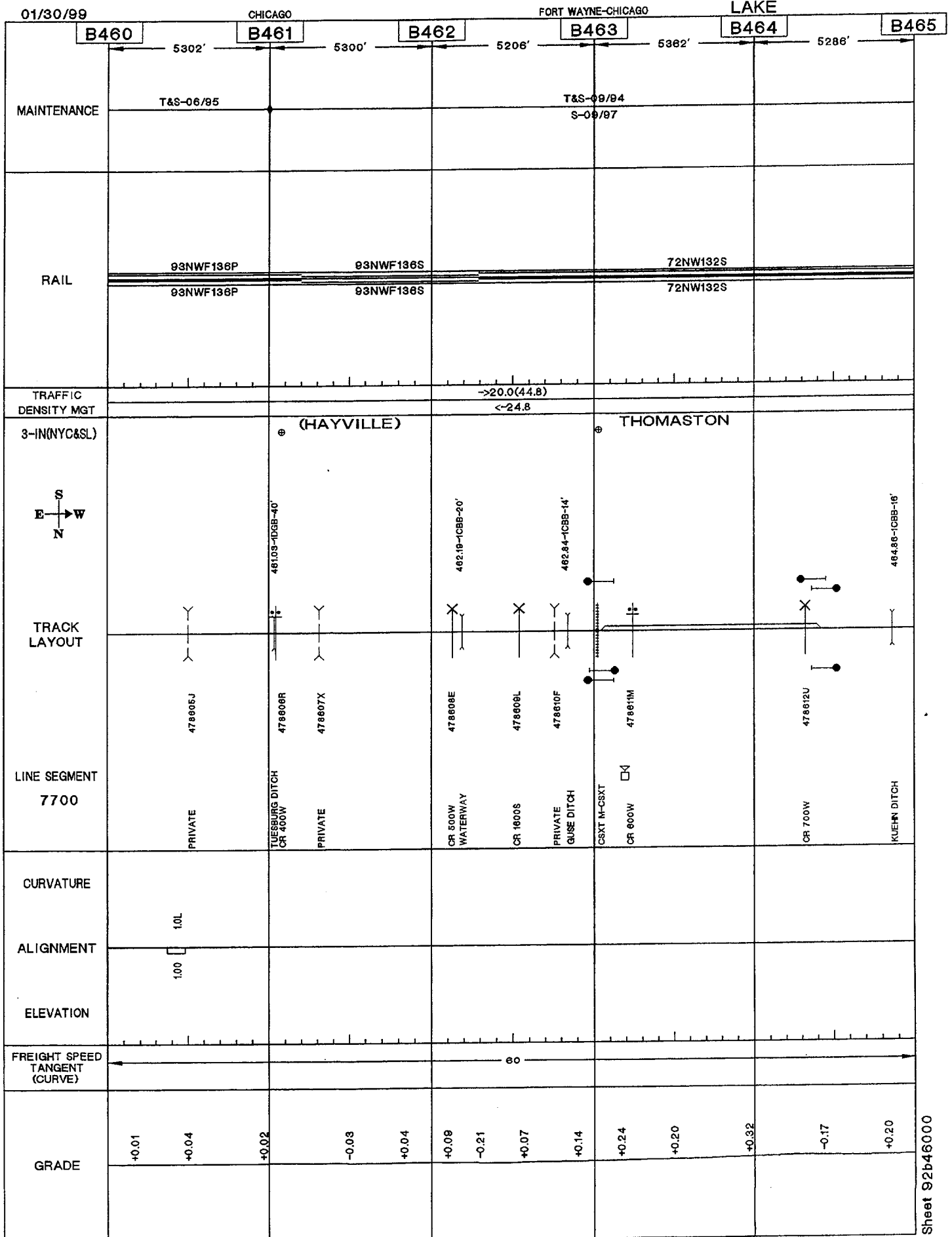
01/30/99

CHICAGO

FORT WAYNE-CHICAGO

LAKE



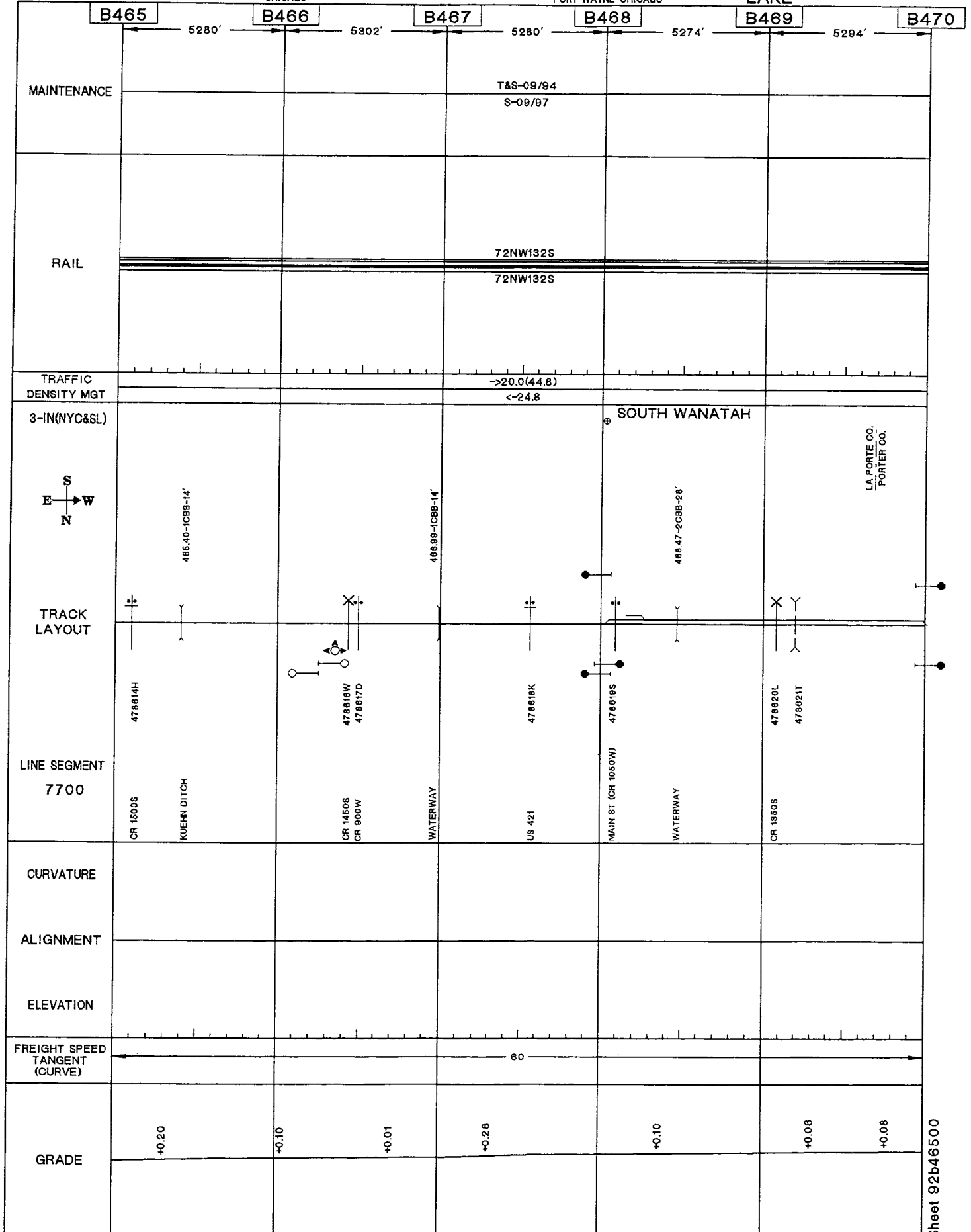


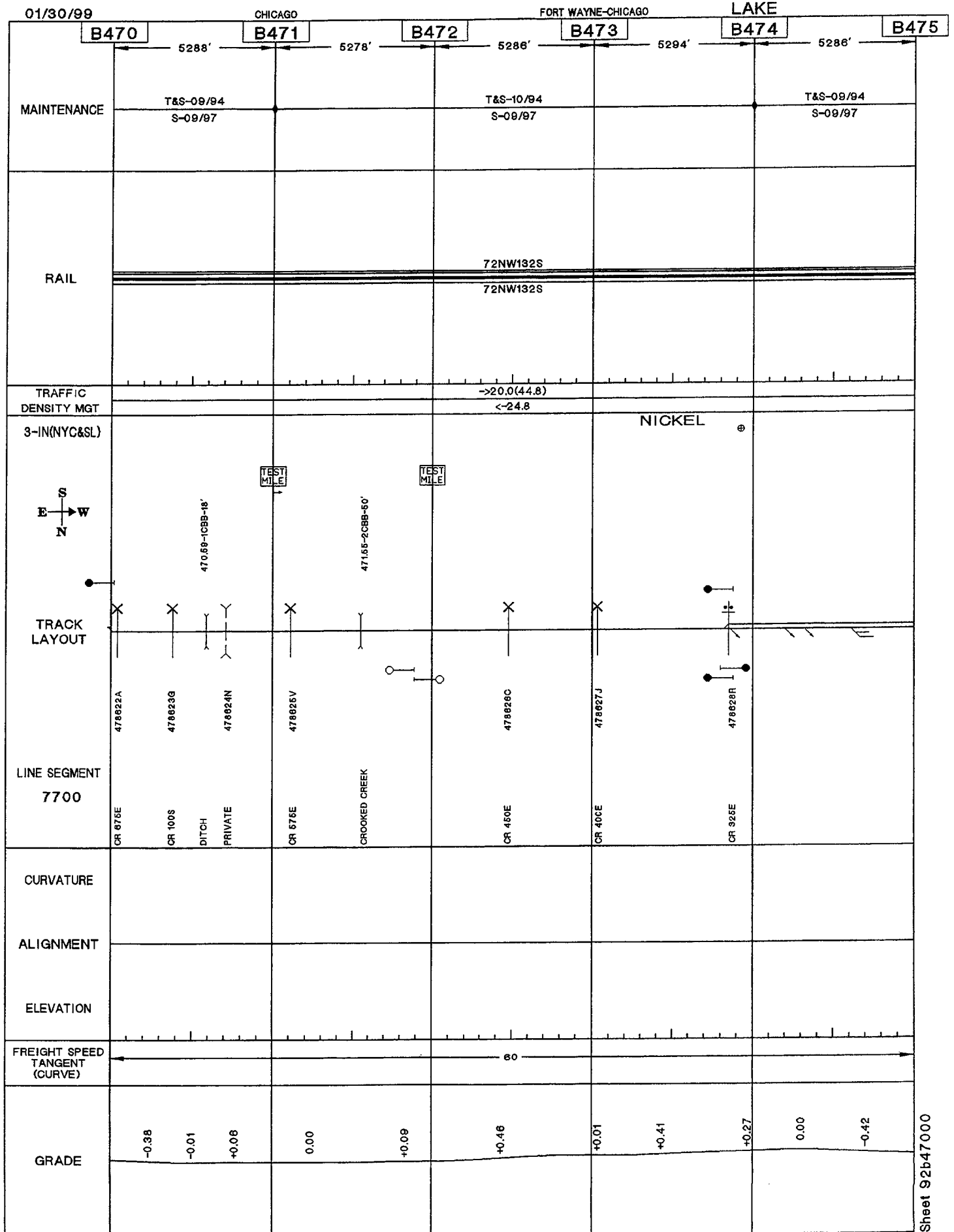
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FORT WAYNE-CHICAGO

LAKE



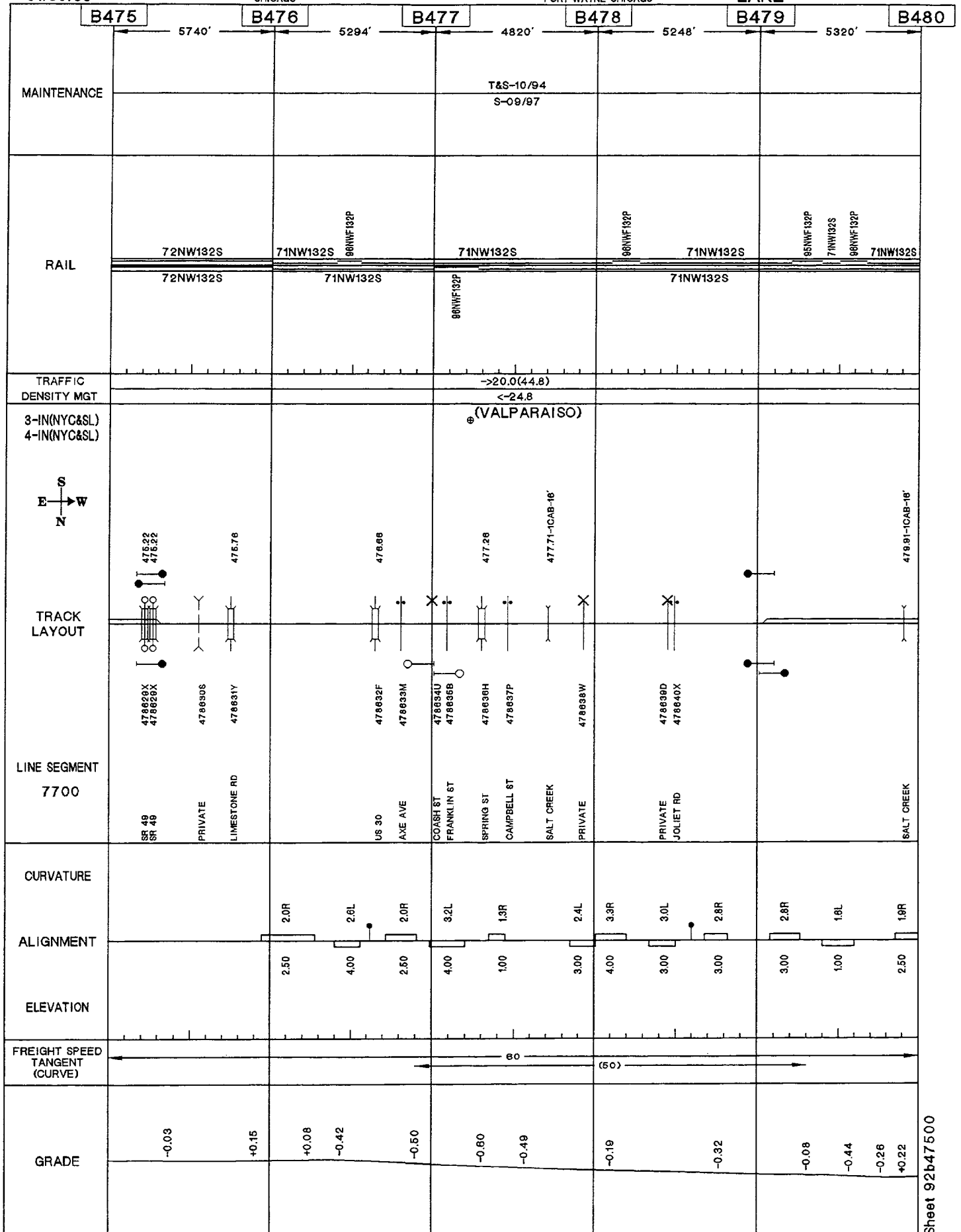


01/30/99

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FORT WAYNE-CHICAGO

LAKE

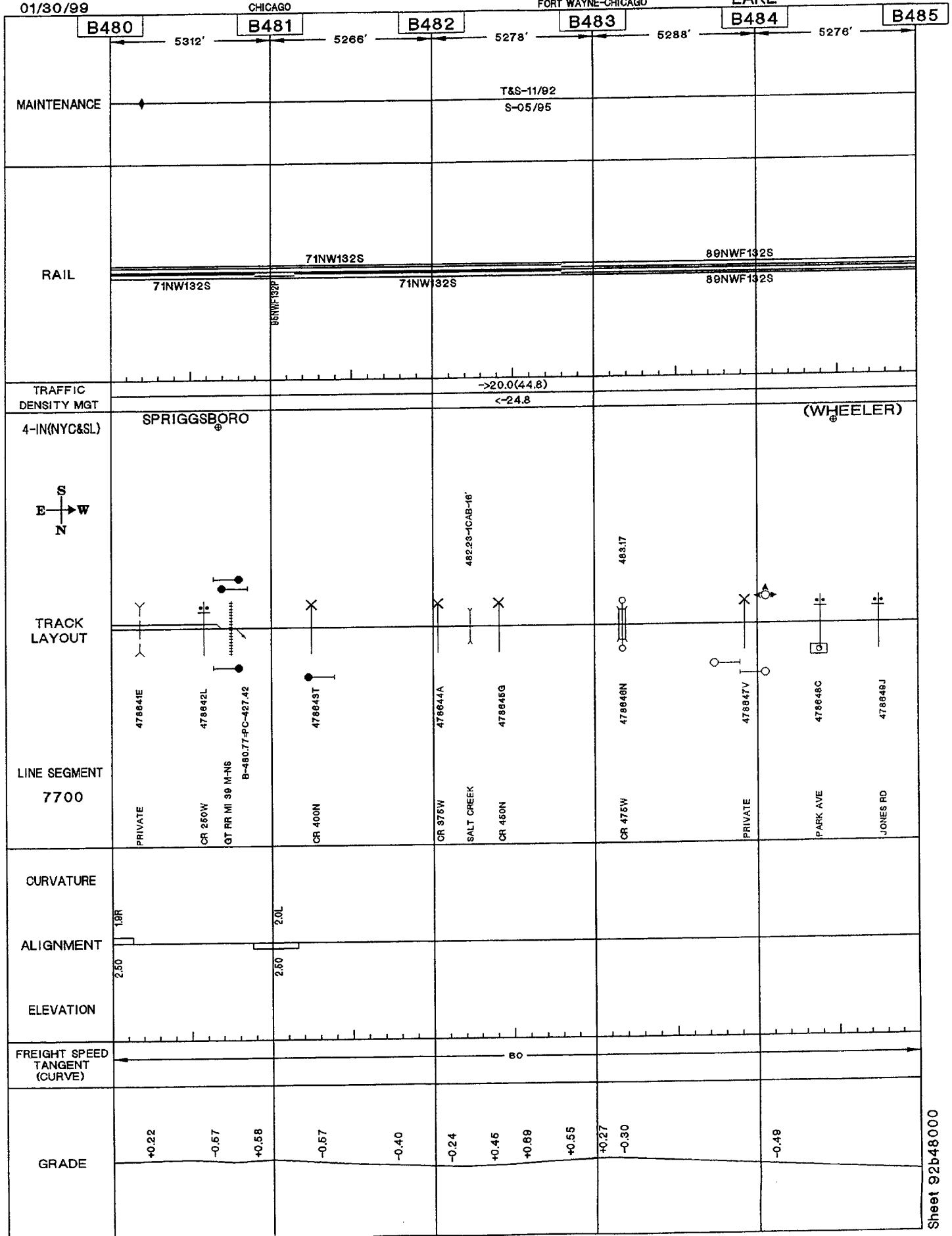


01/30/99

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FORT WAYNE-CHICAGO

LAKE

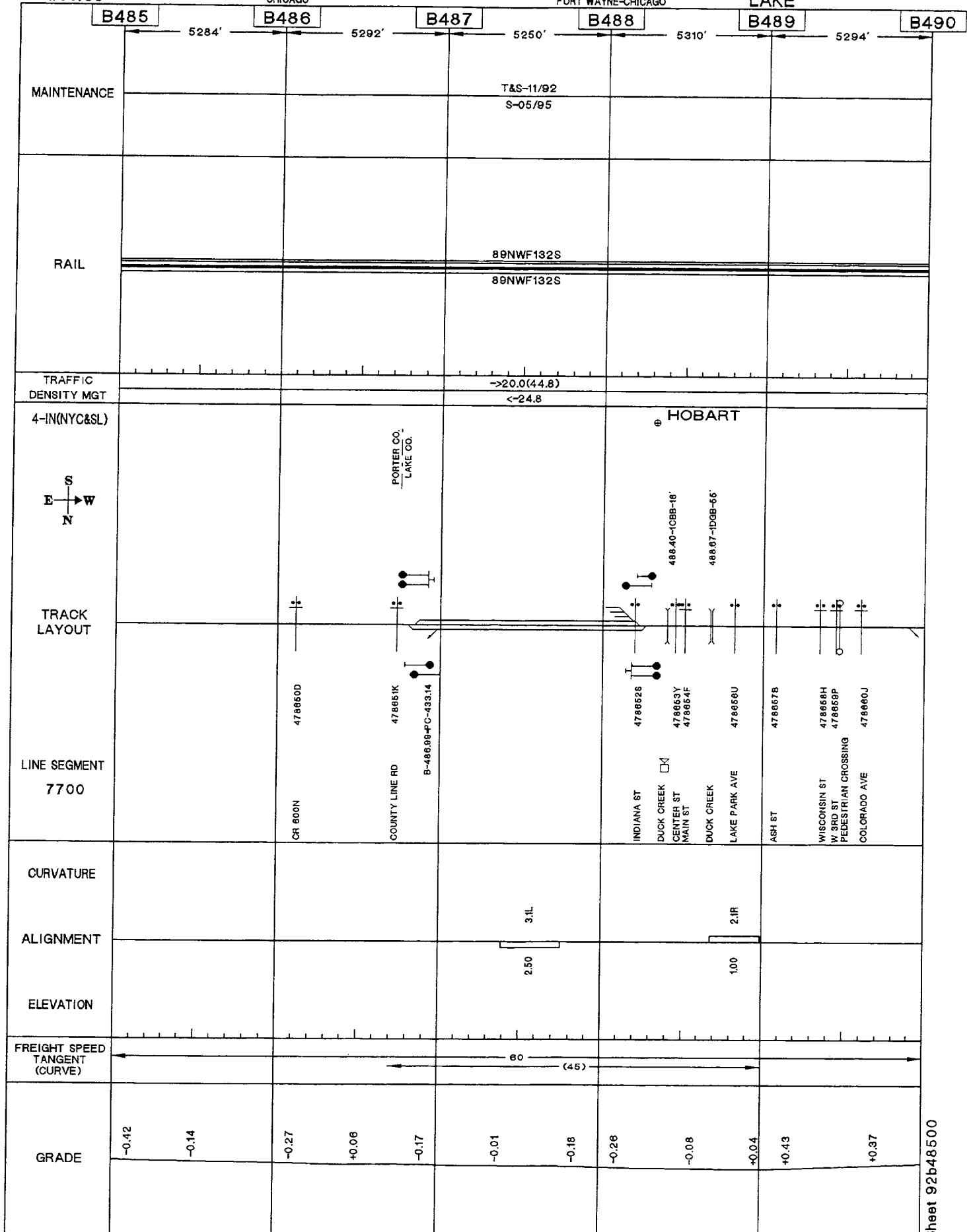


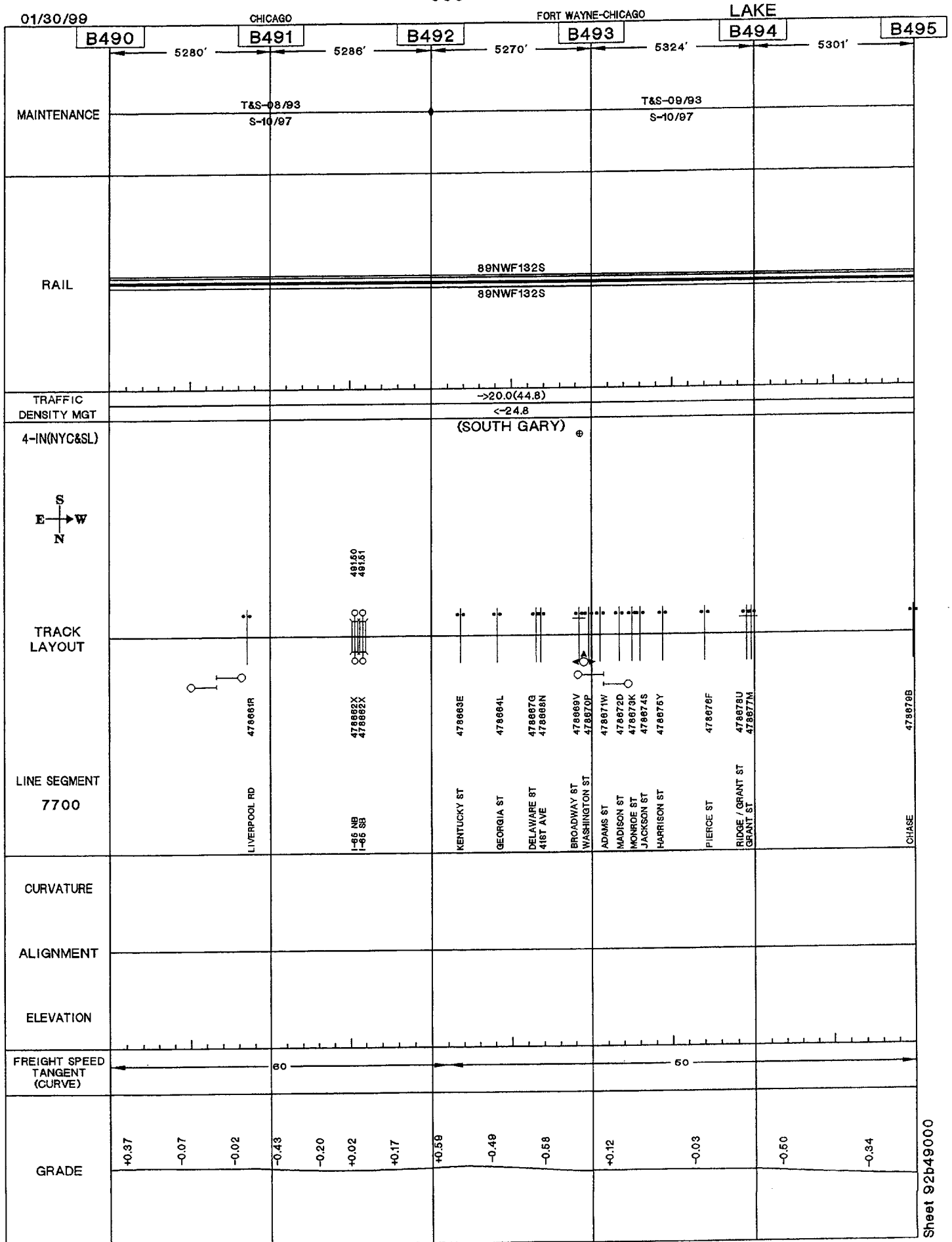
01/30/99

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FORT WAYNE-CHICAGO

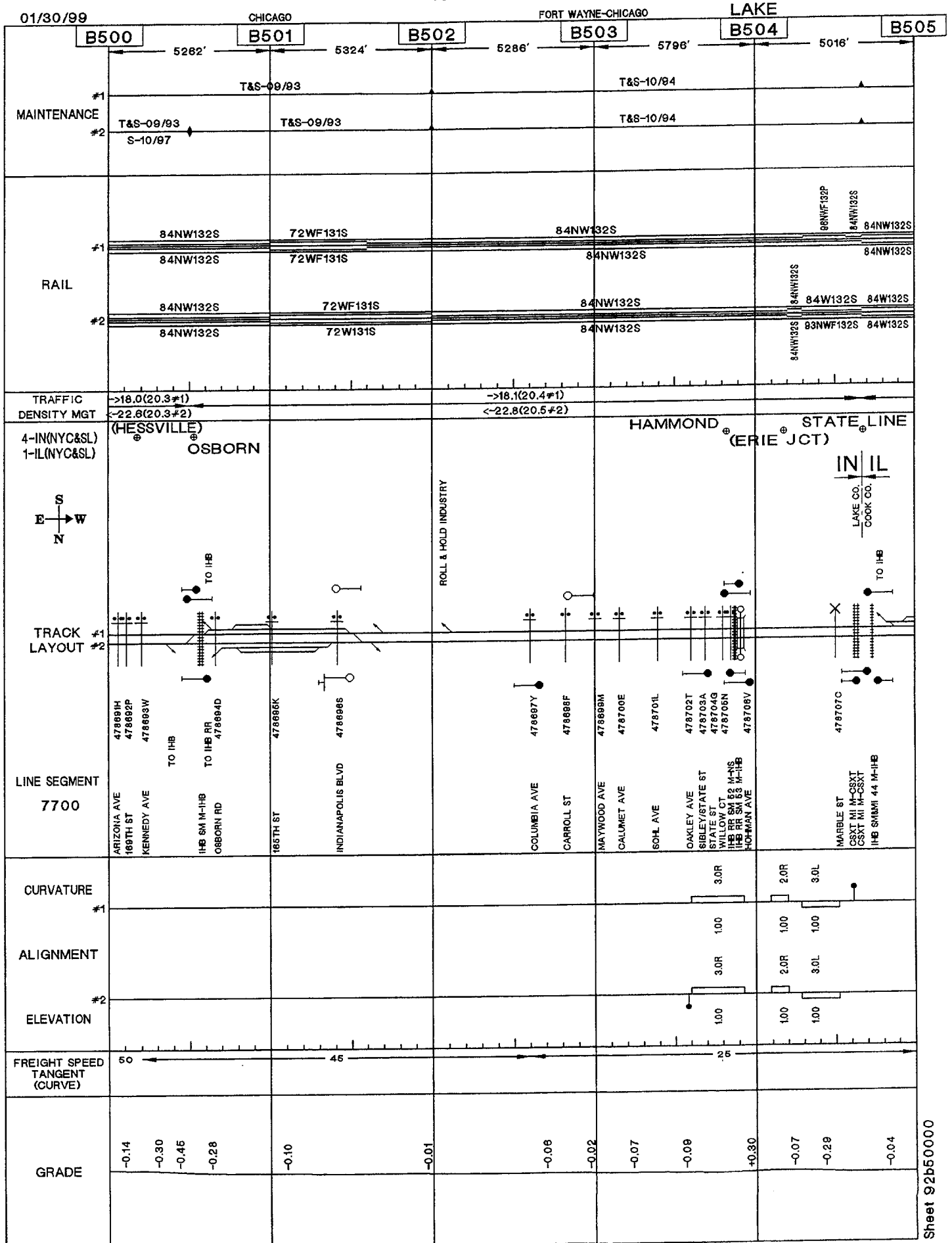
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Sheet 92b49500

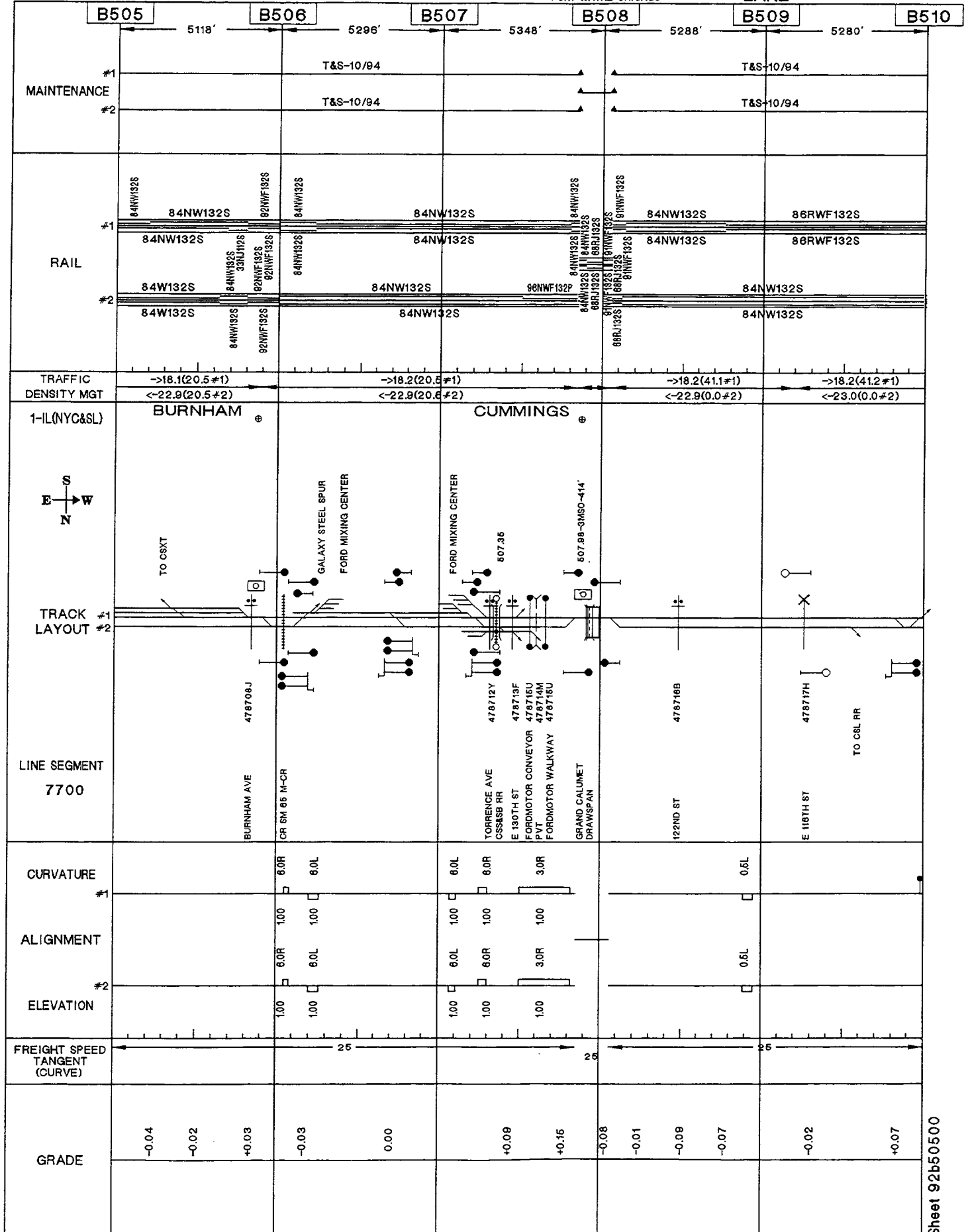


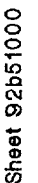
01/30/99

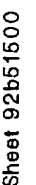
CHICAGO

FORT WAYNE-CHICAGO

LAKE







Sheet 92pb00000

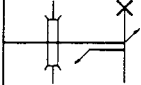
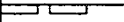
01/30/99

CHICAGO

PULLMAN BRANCH

PULLMAN JCT TO 130TH STR

LAKE

	PB5					
MAINTENANCE	T&S-12/85					
RAIL	00W115S 00W115S 00J115S    00J115S					
TRAFFIC DENSITY MGT	->0.0(0.0) <-0.0					
TRACK LAYOUT	(130TH ST) TO CHICAGO PORT AUTH 					
LINE SEGMENT 7704	I-80 130TH ST					
CURVATURE						
ALIGNMENT	12.0L 12.0L 					
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

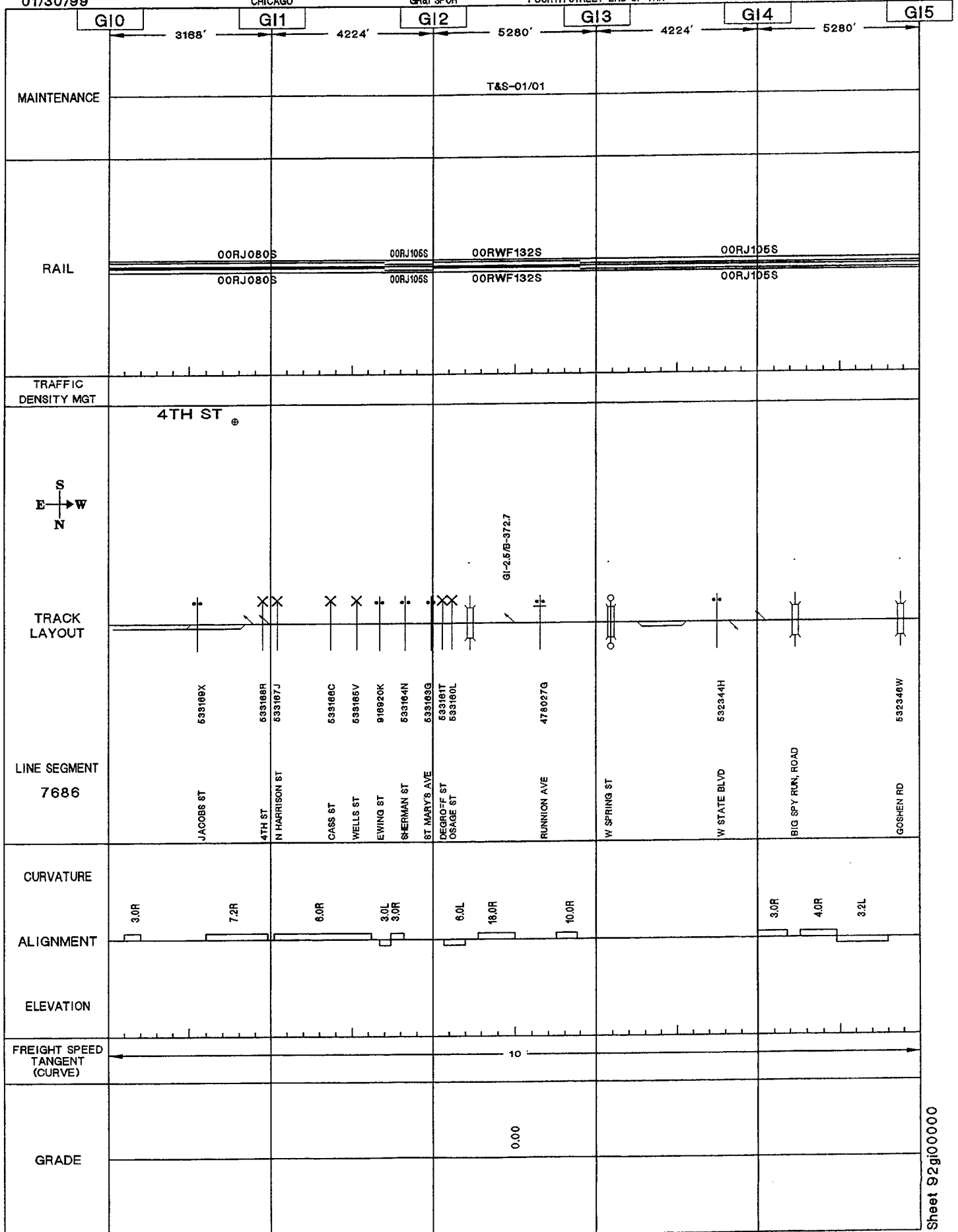
01/30/99

CHICAGO

GR&amp;I SPUR

FOURTH STREET-END OF TRK

LAKE





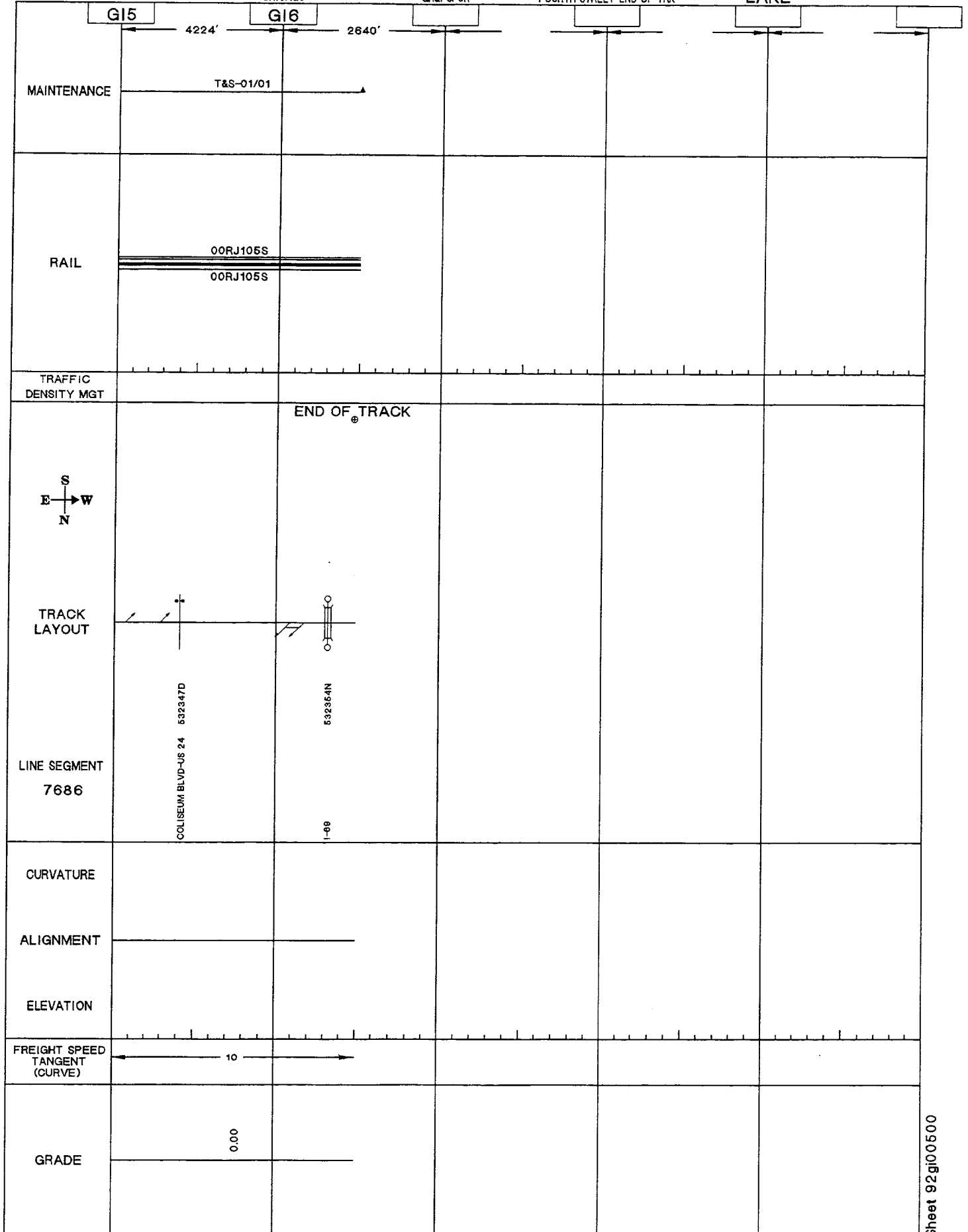
01/30/99

CHICAGO

GR&I SPUR

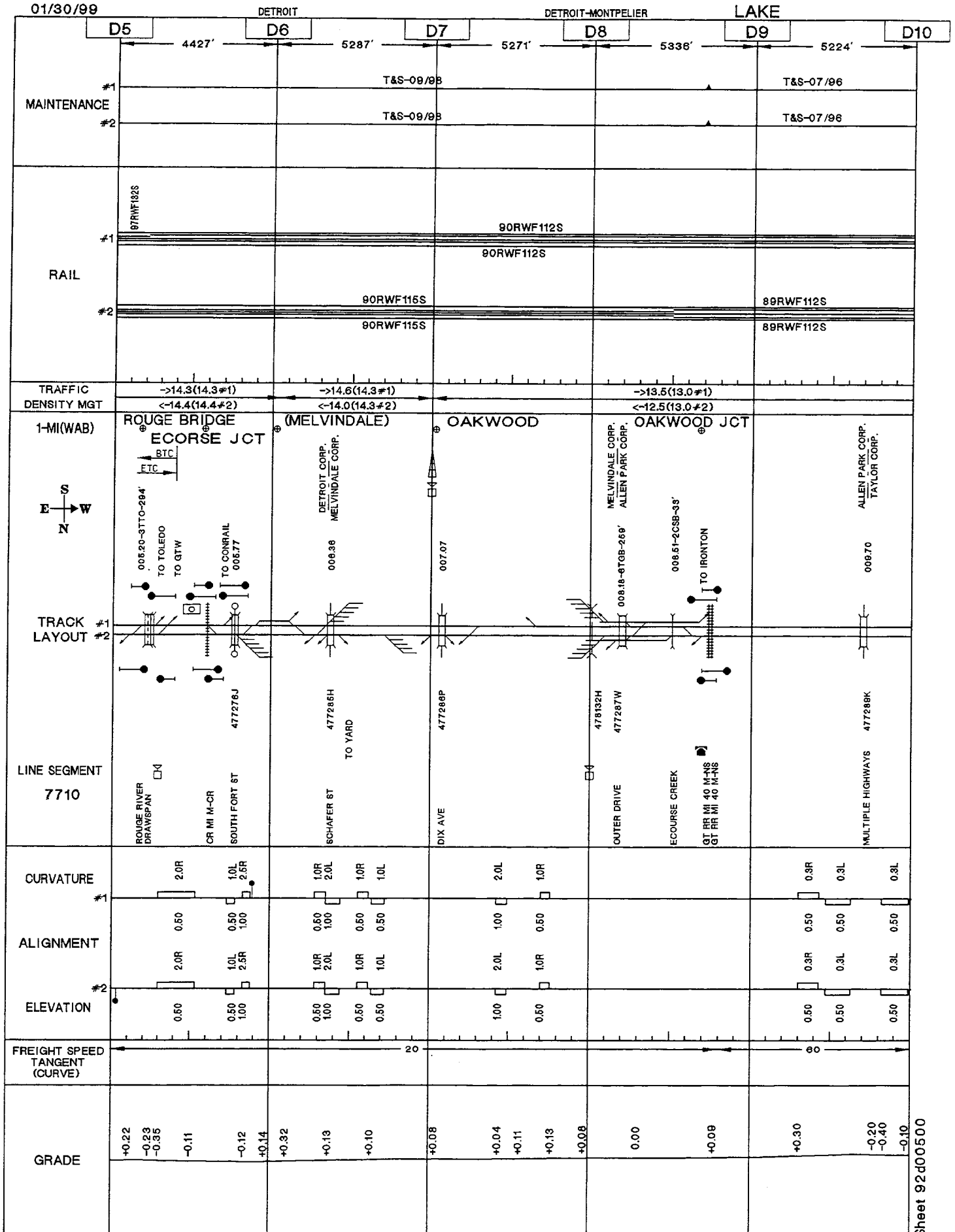
FOURTH STREET-END OF TRK

LAKE



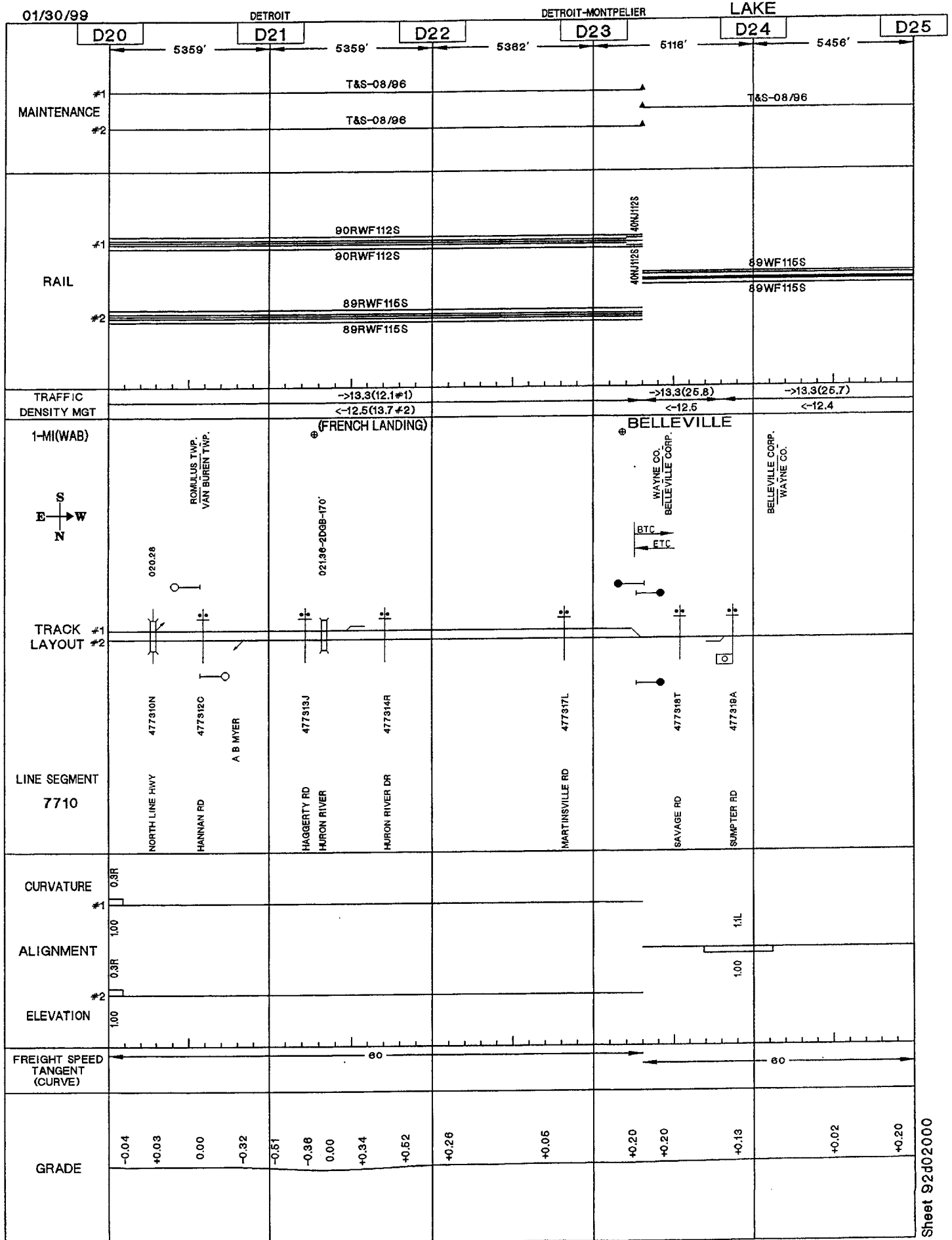
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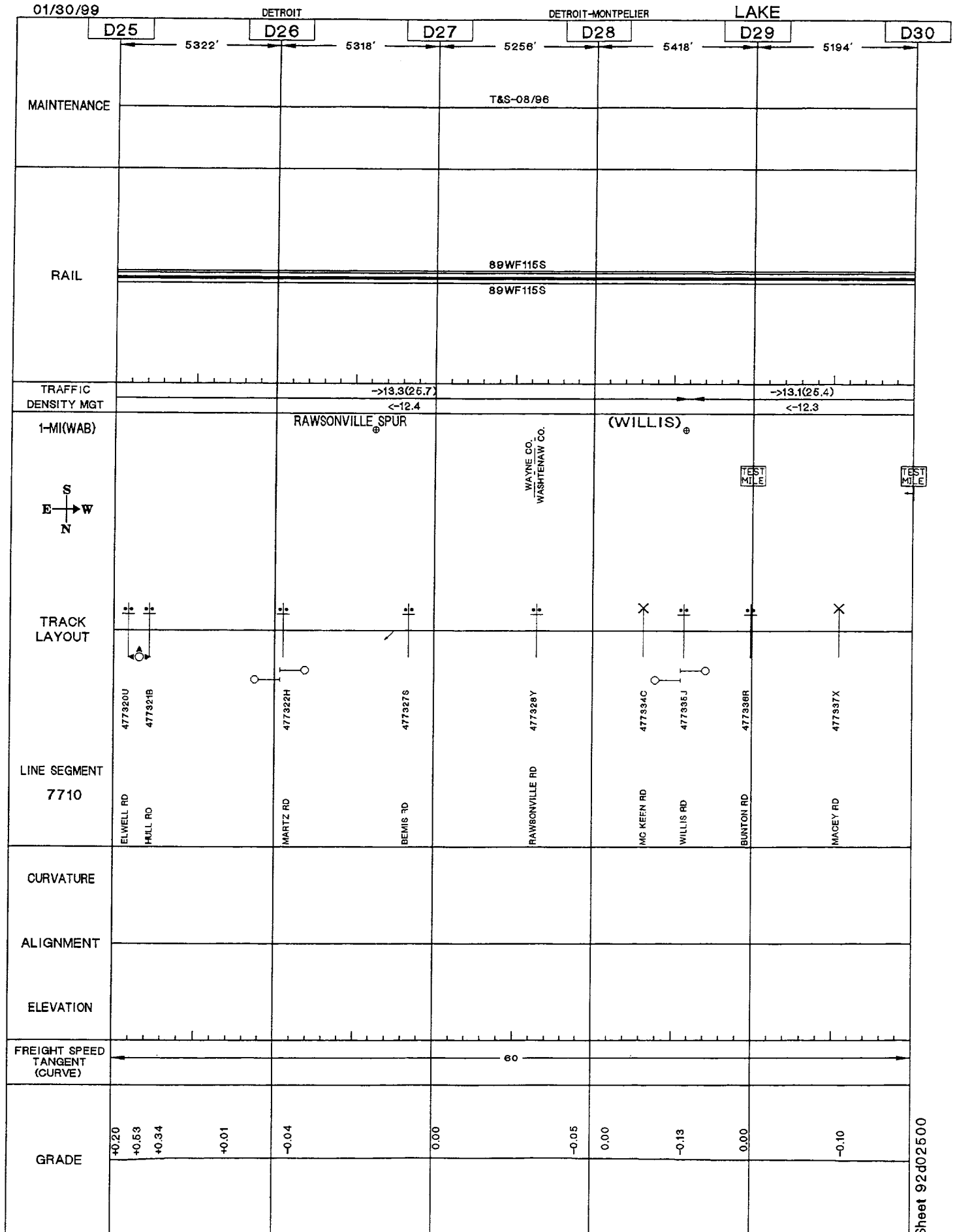
01/30/99

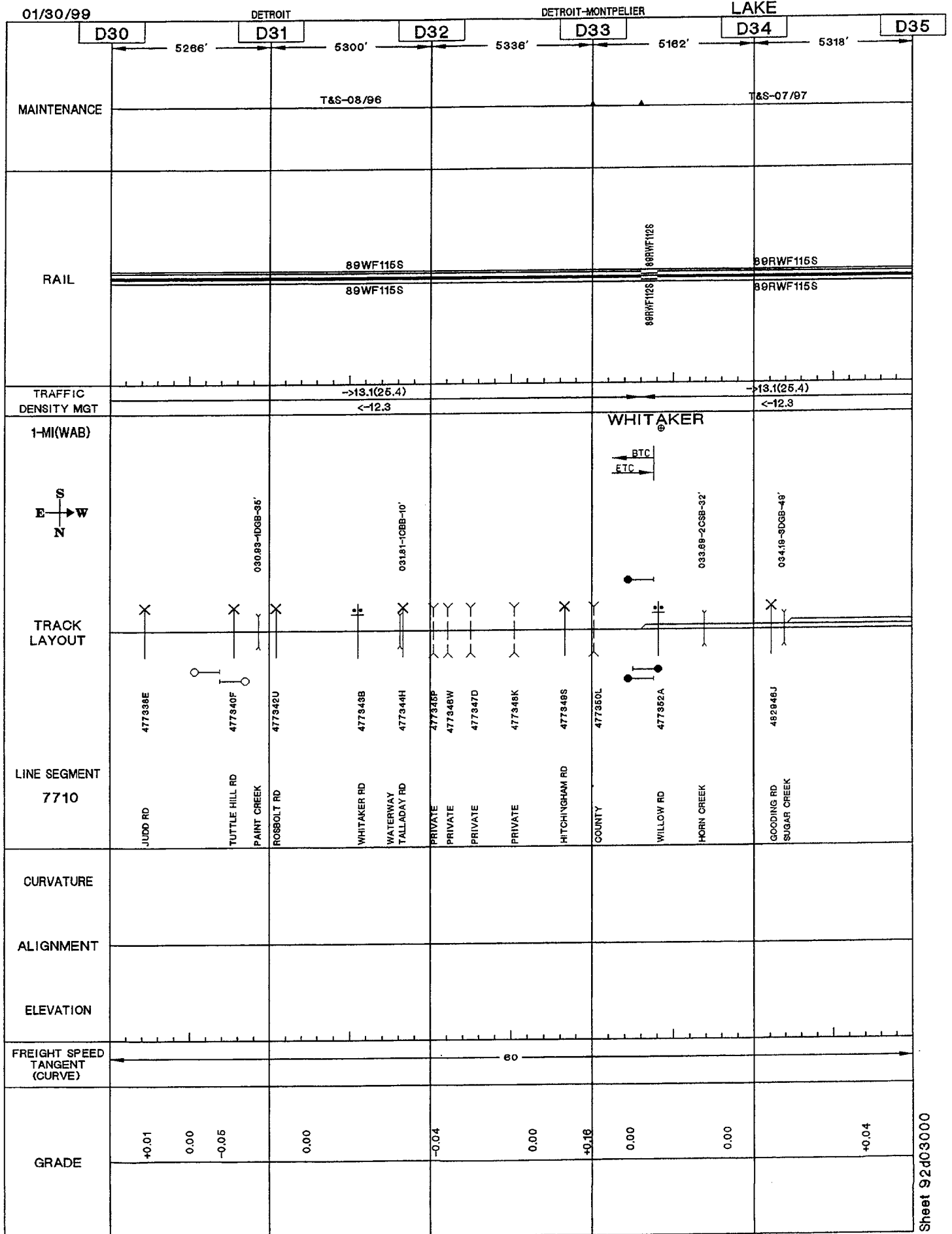


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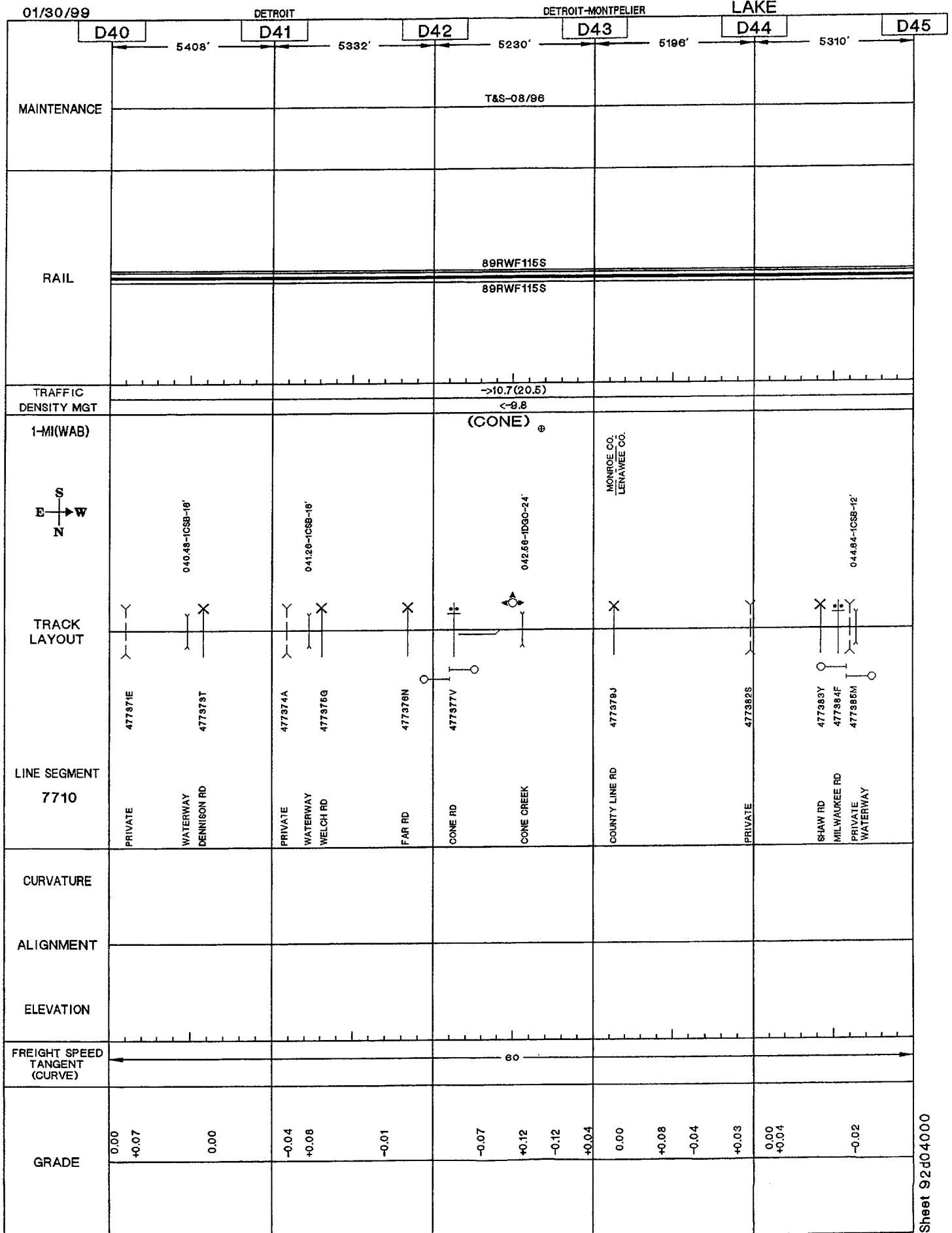


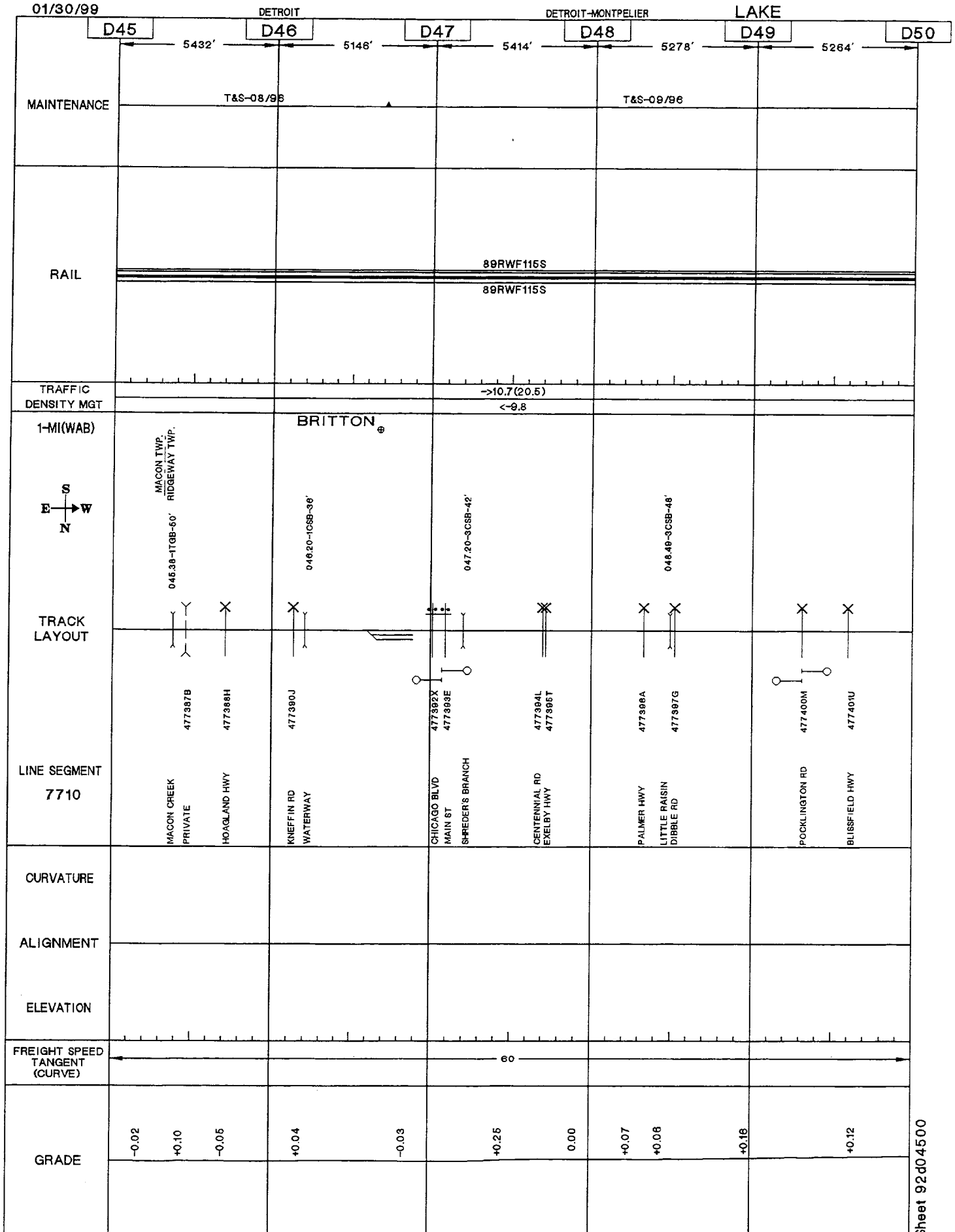


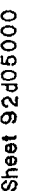




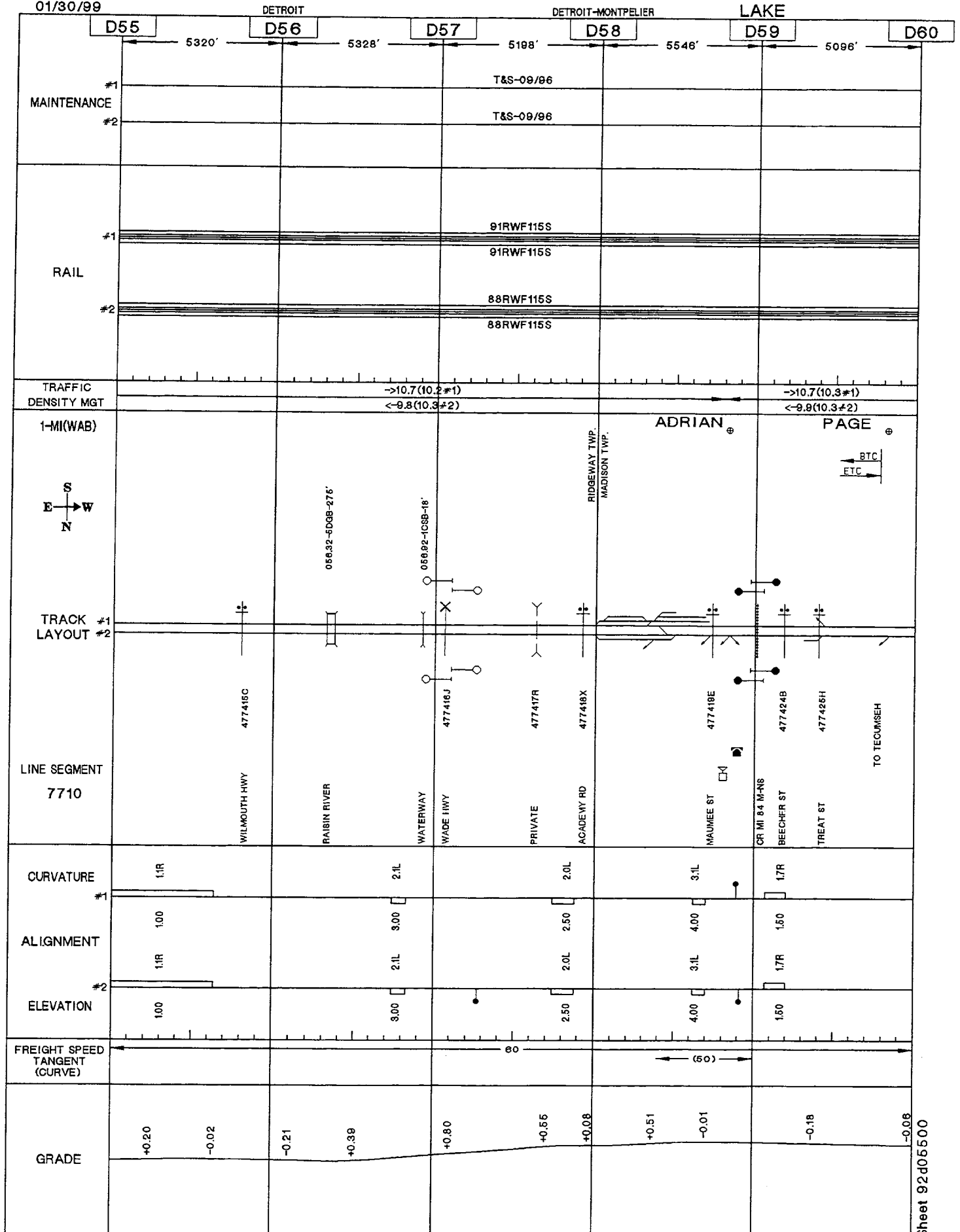
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01/30/99

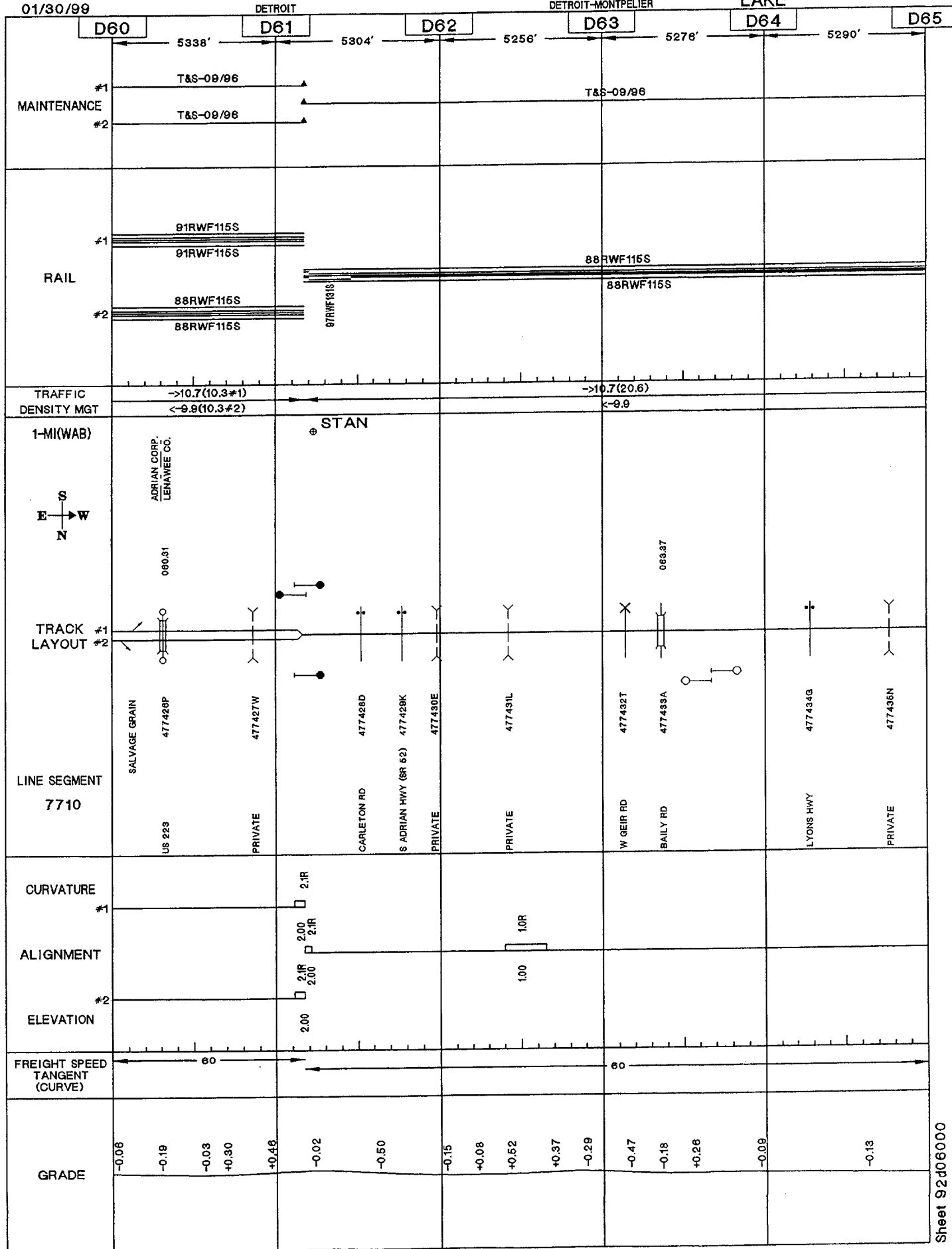


01/30/99

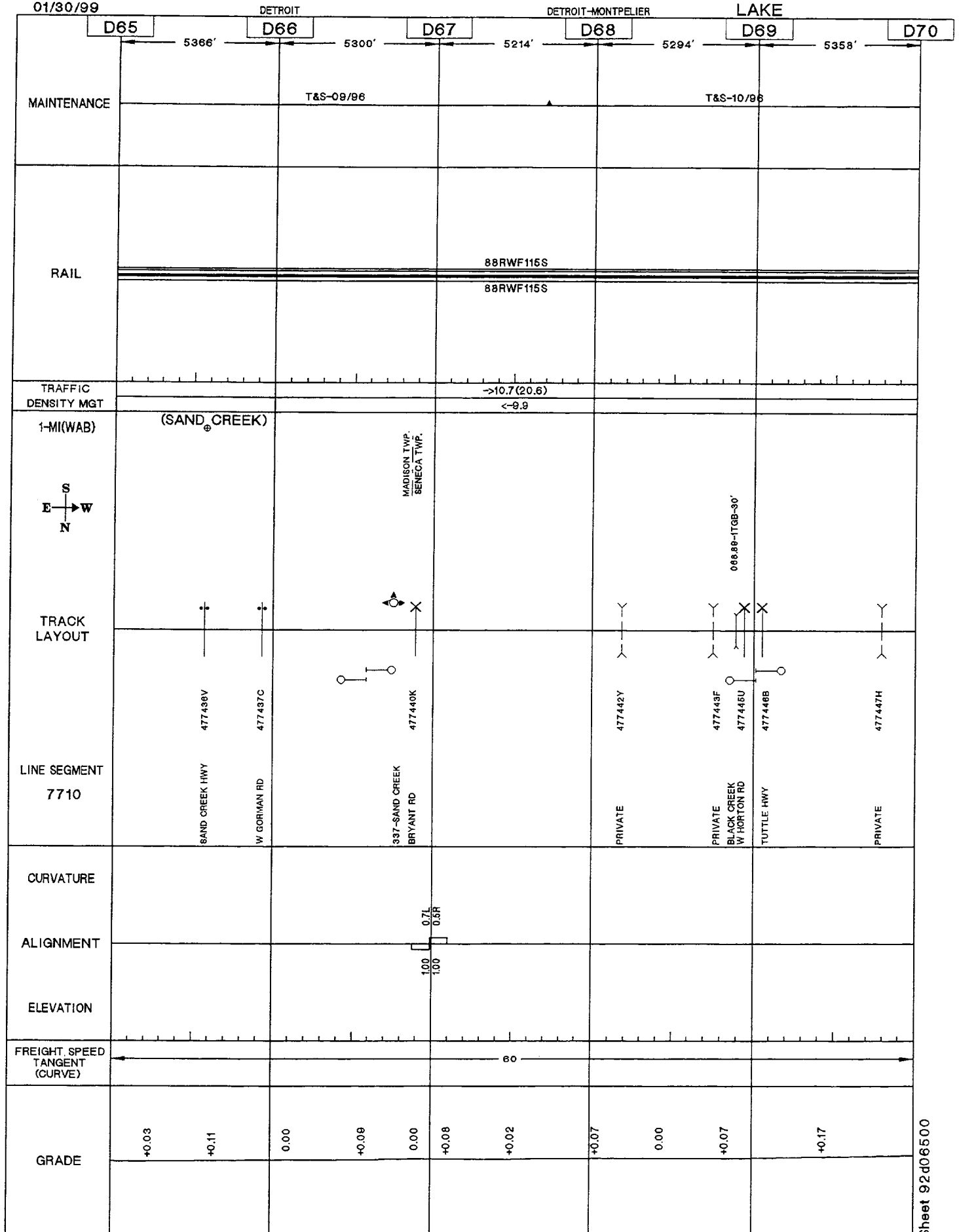
DETROIT

DETROIT-MONTPELIER

LAKE



01/30/99

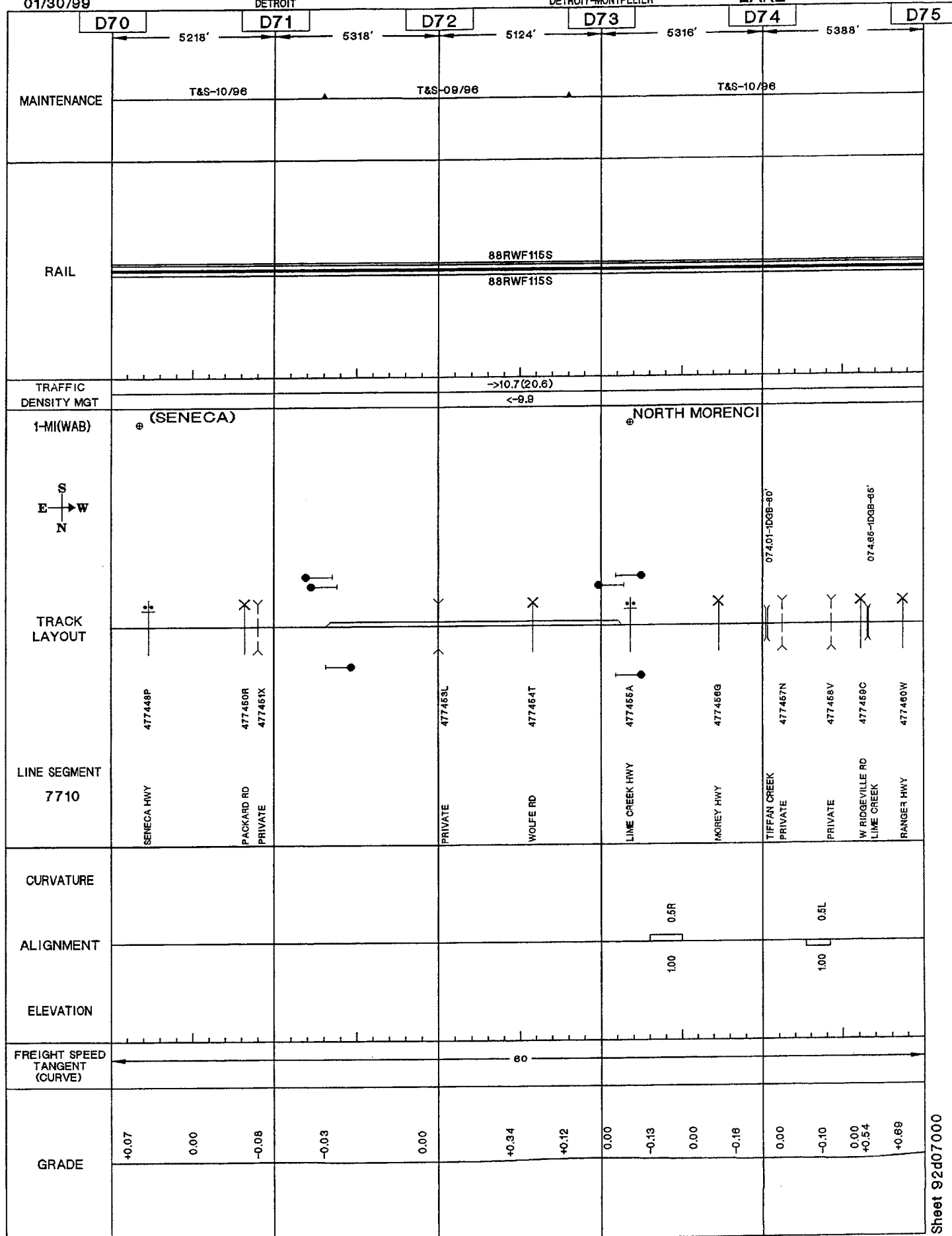


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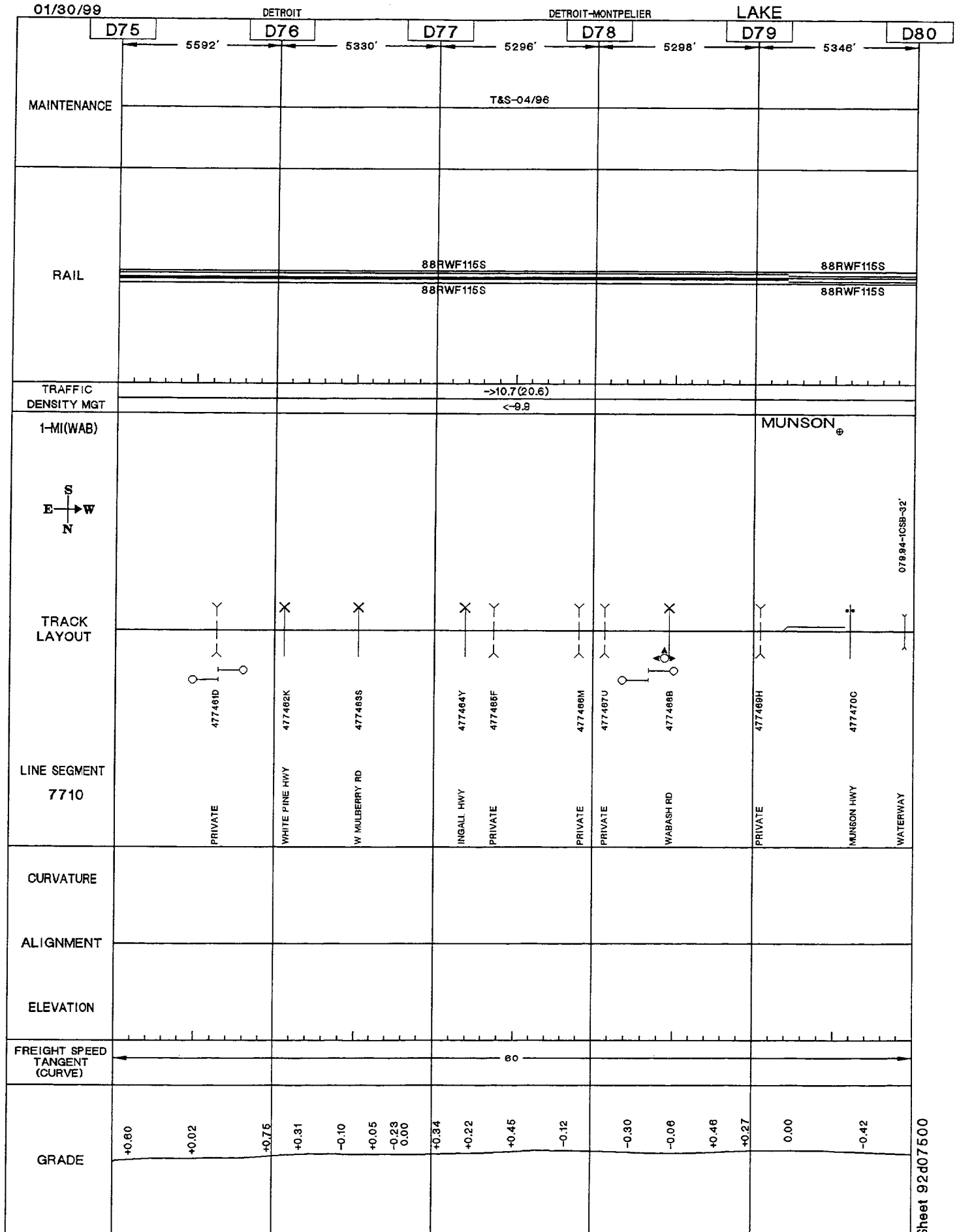
DETROIT

DETROIT-MONTPELIER

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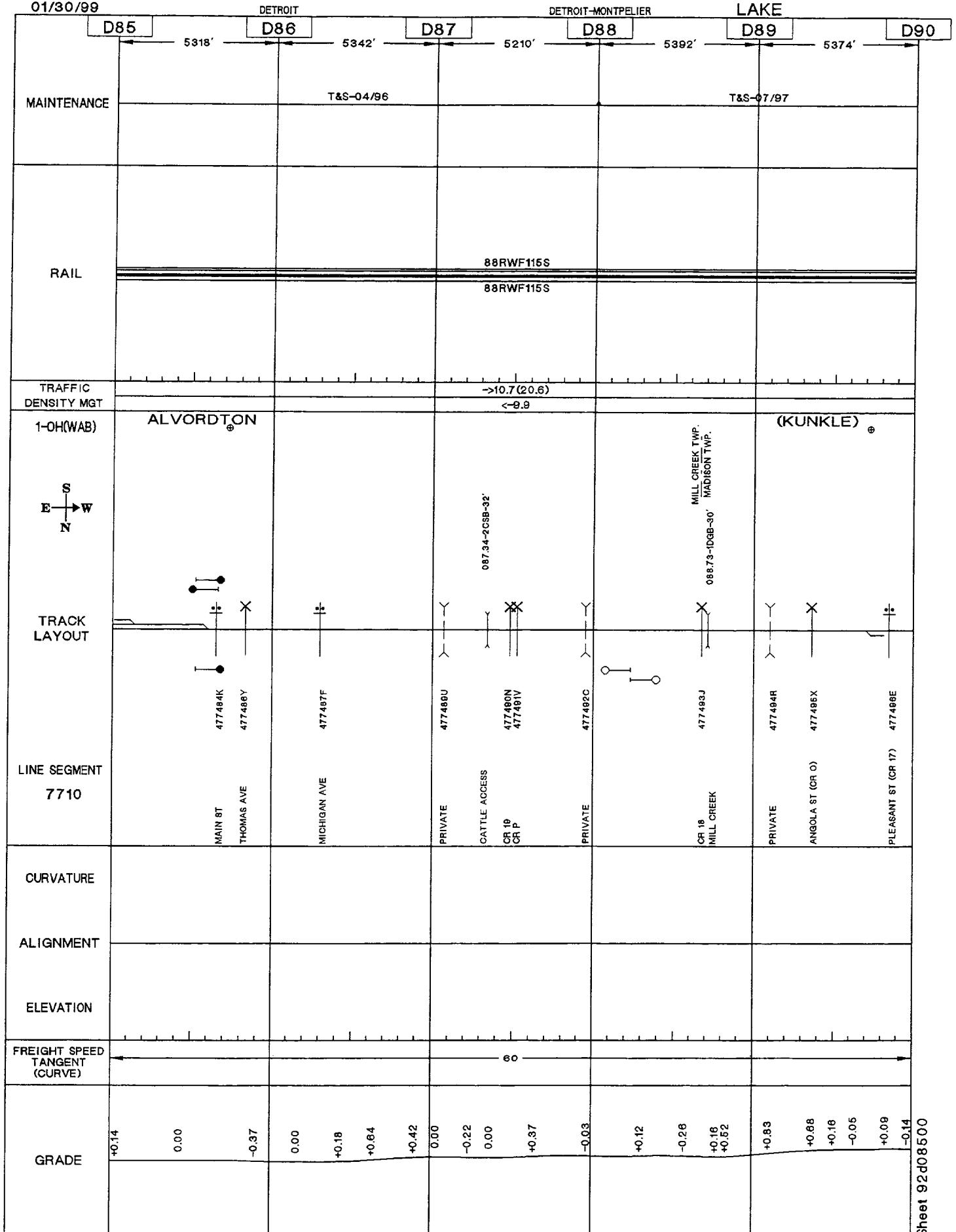


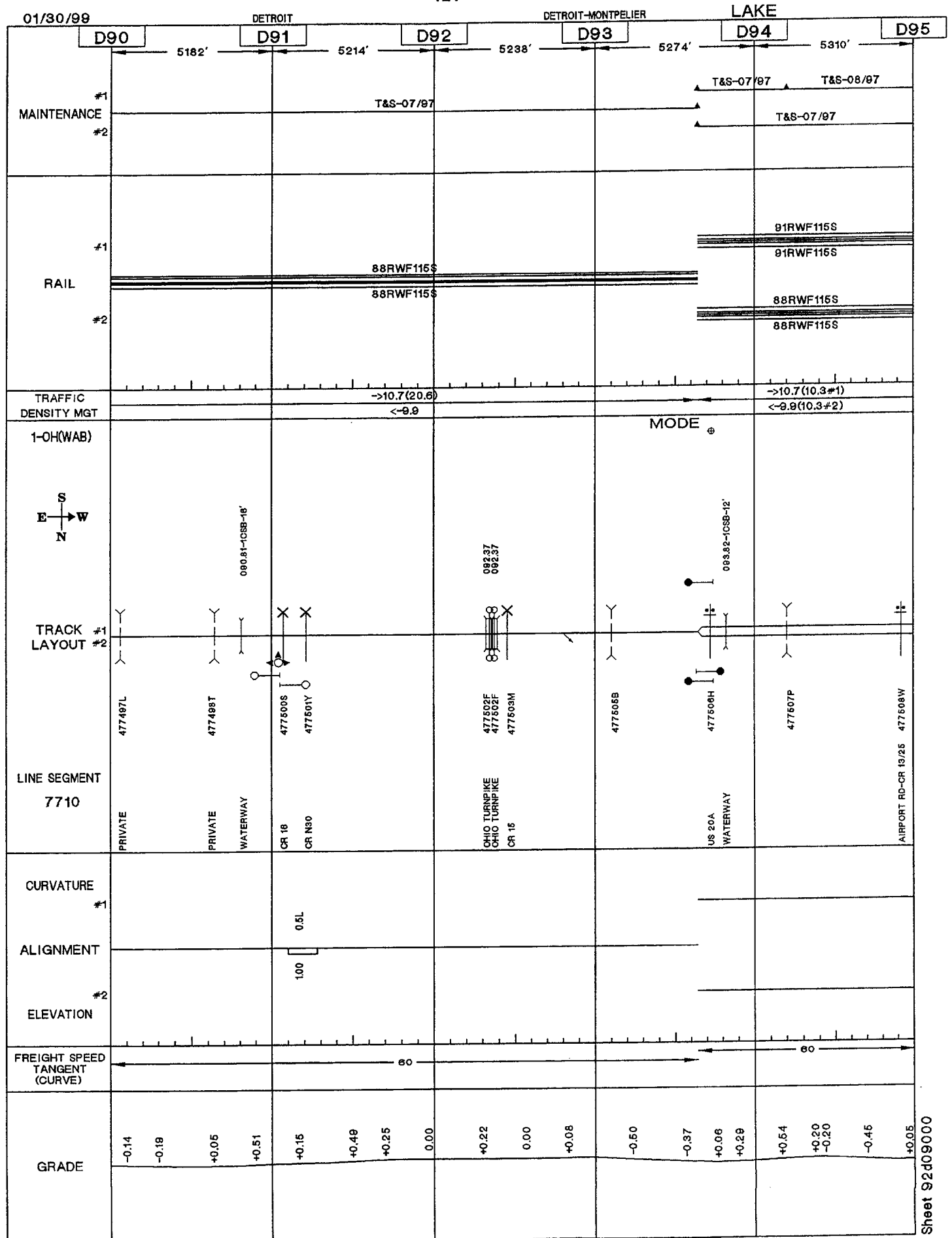




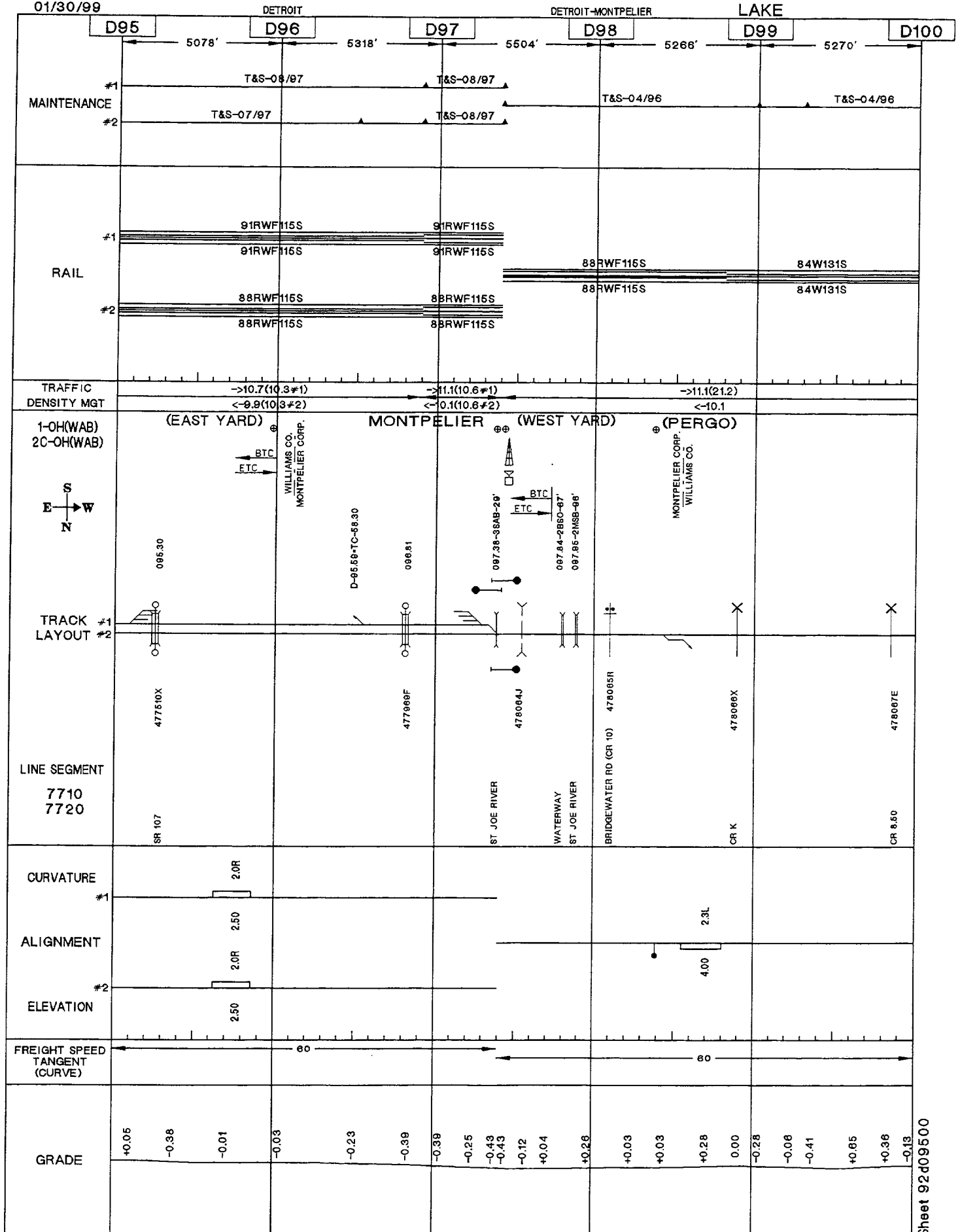
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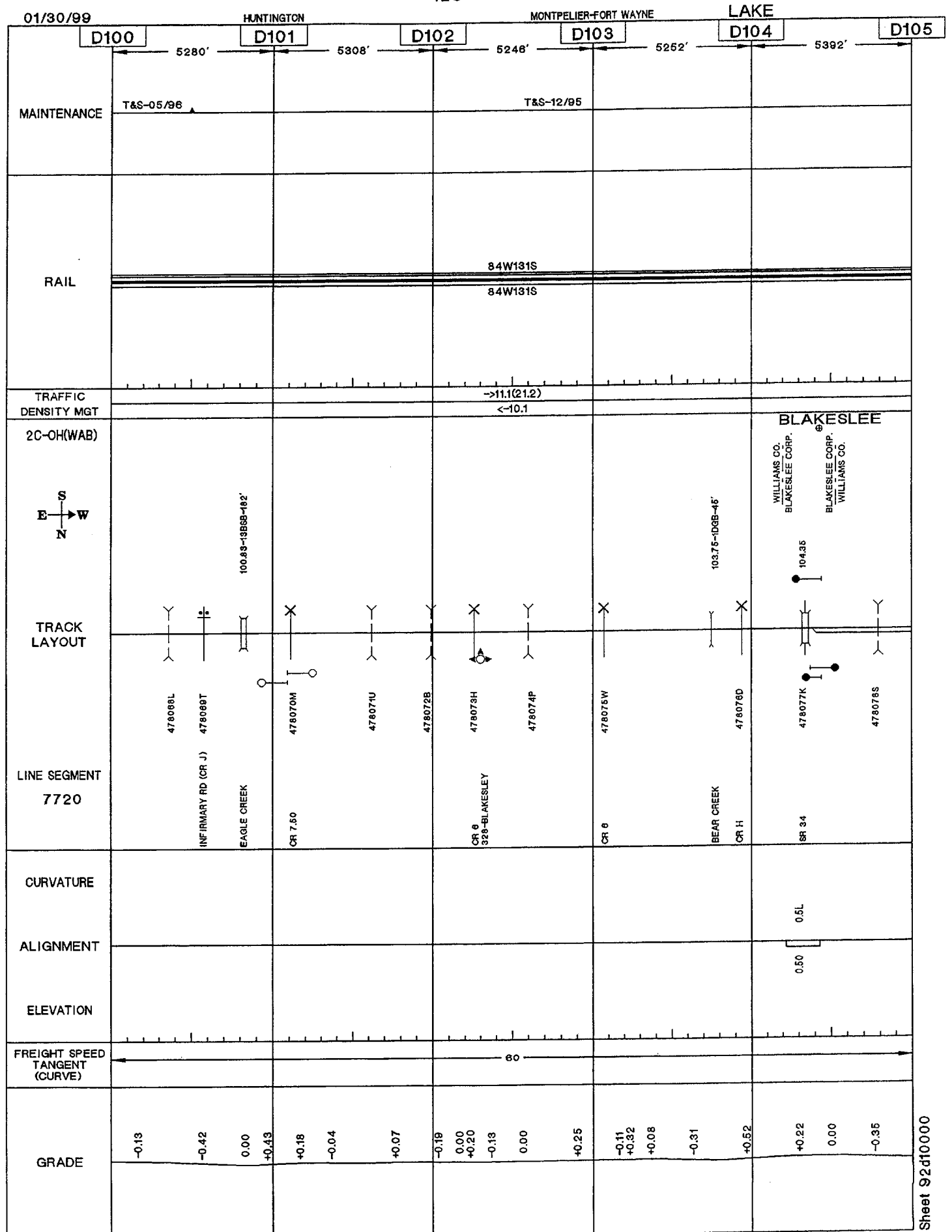
01/30/99





01/30/99



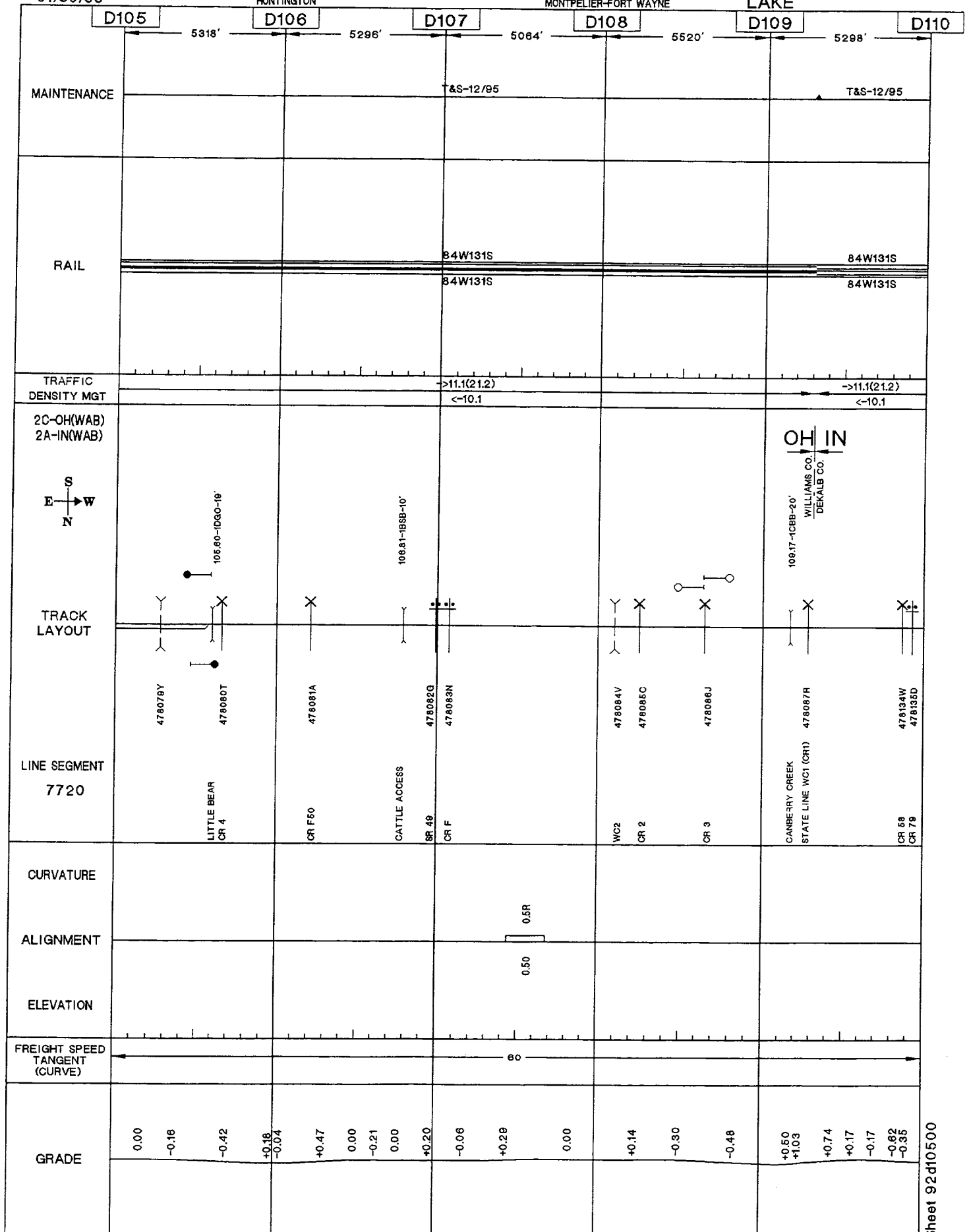


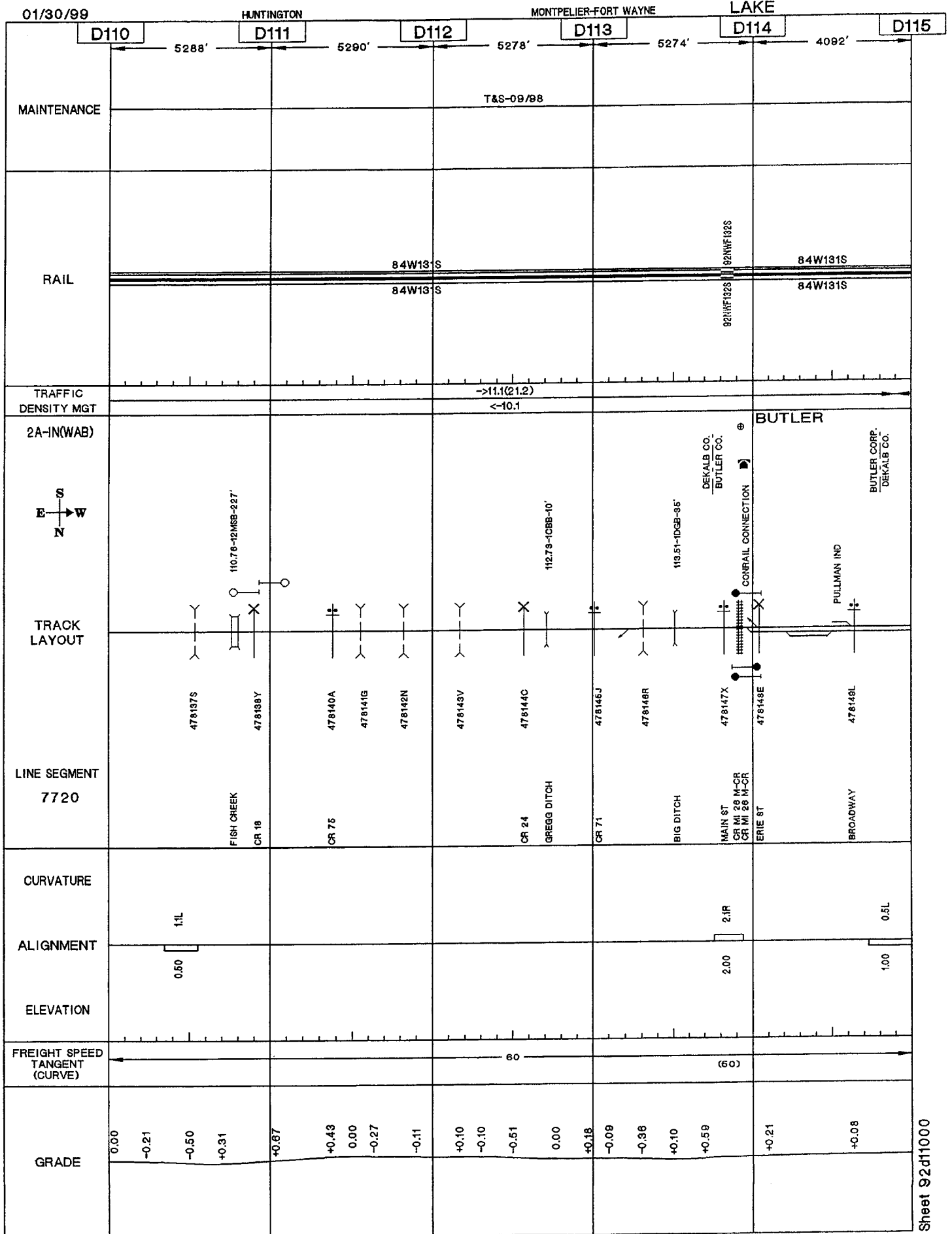
01/30/99

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE





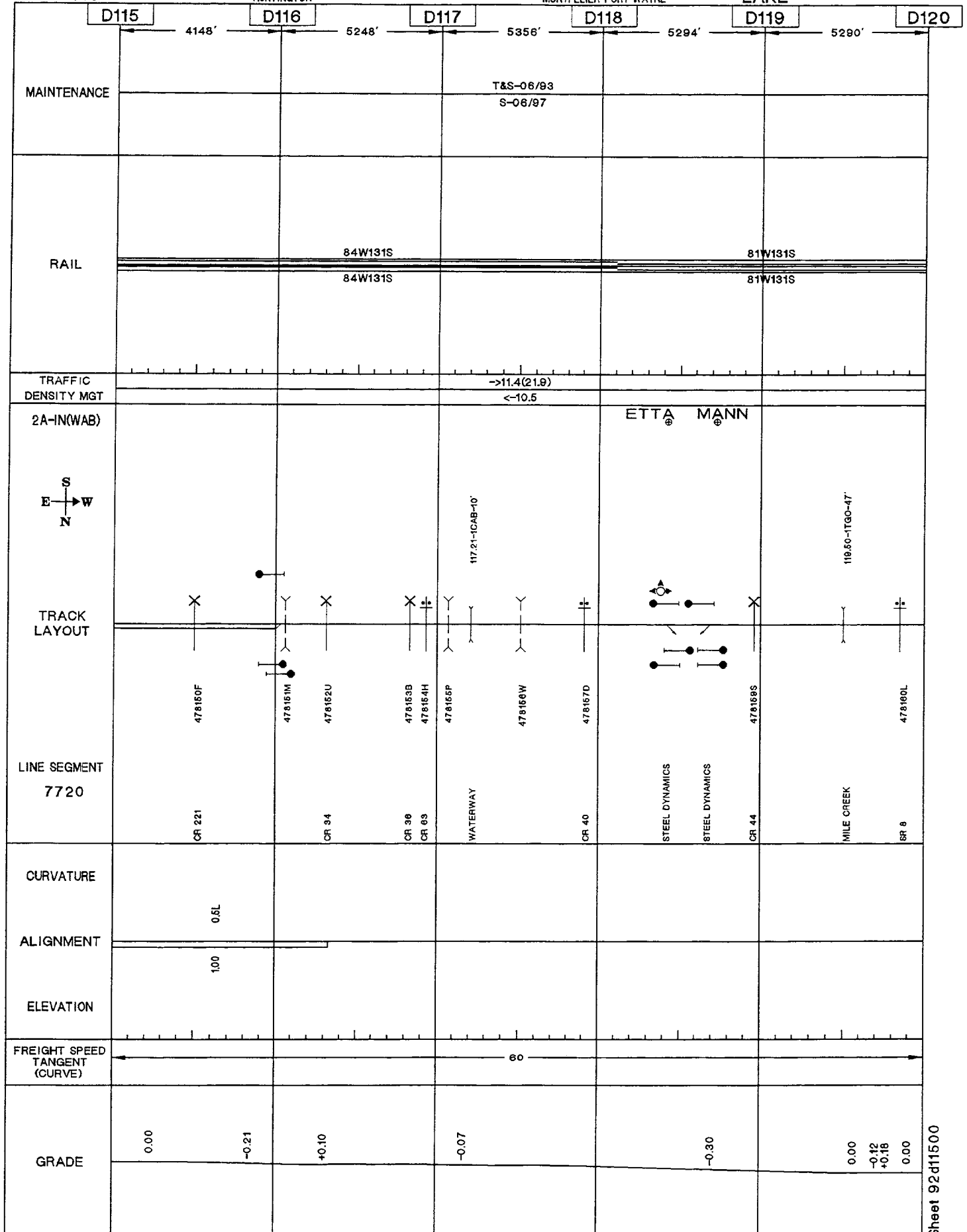


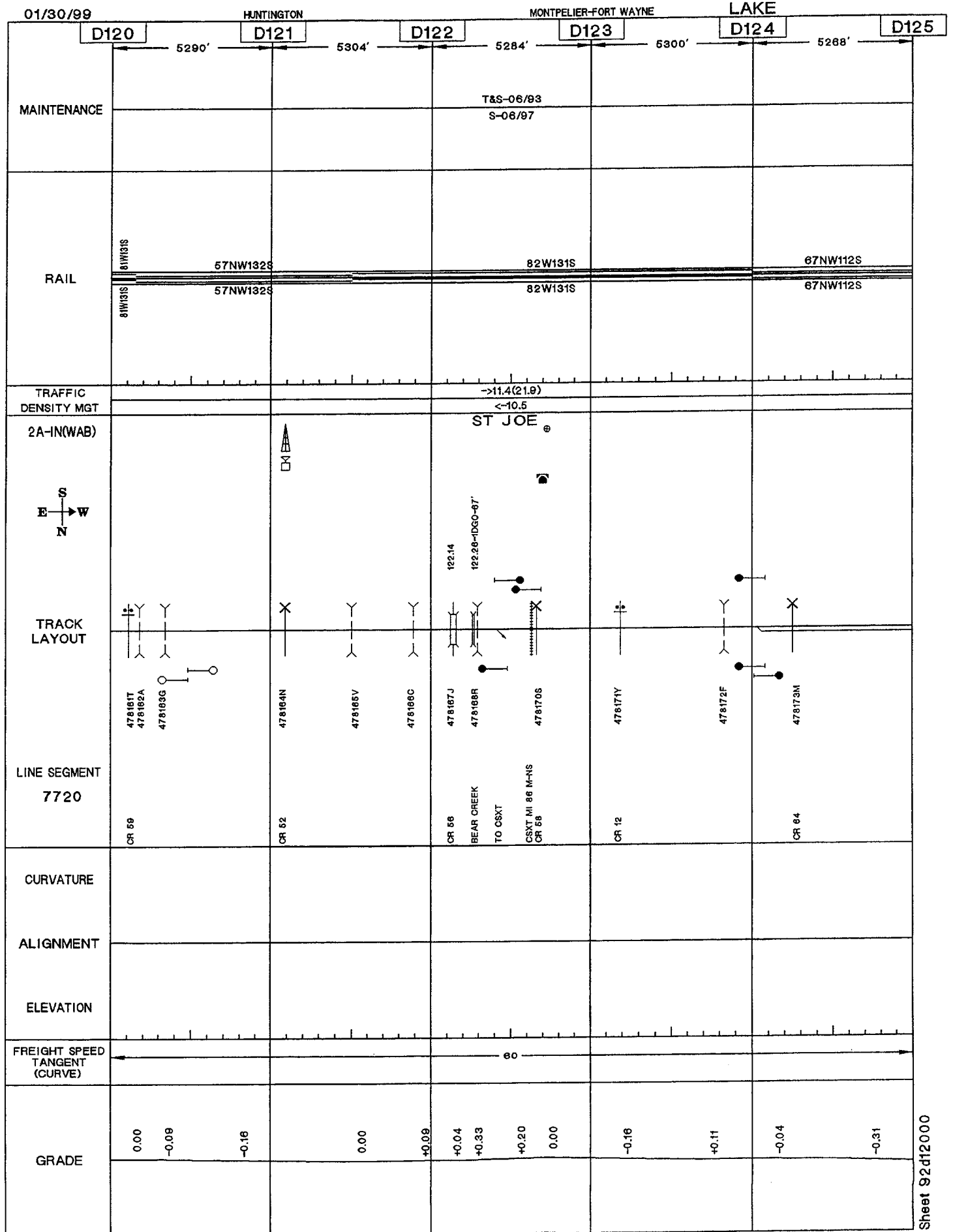
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HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



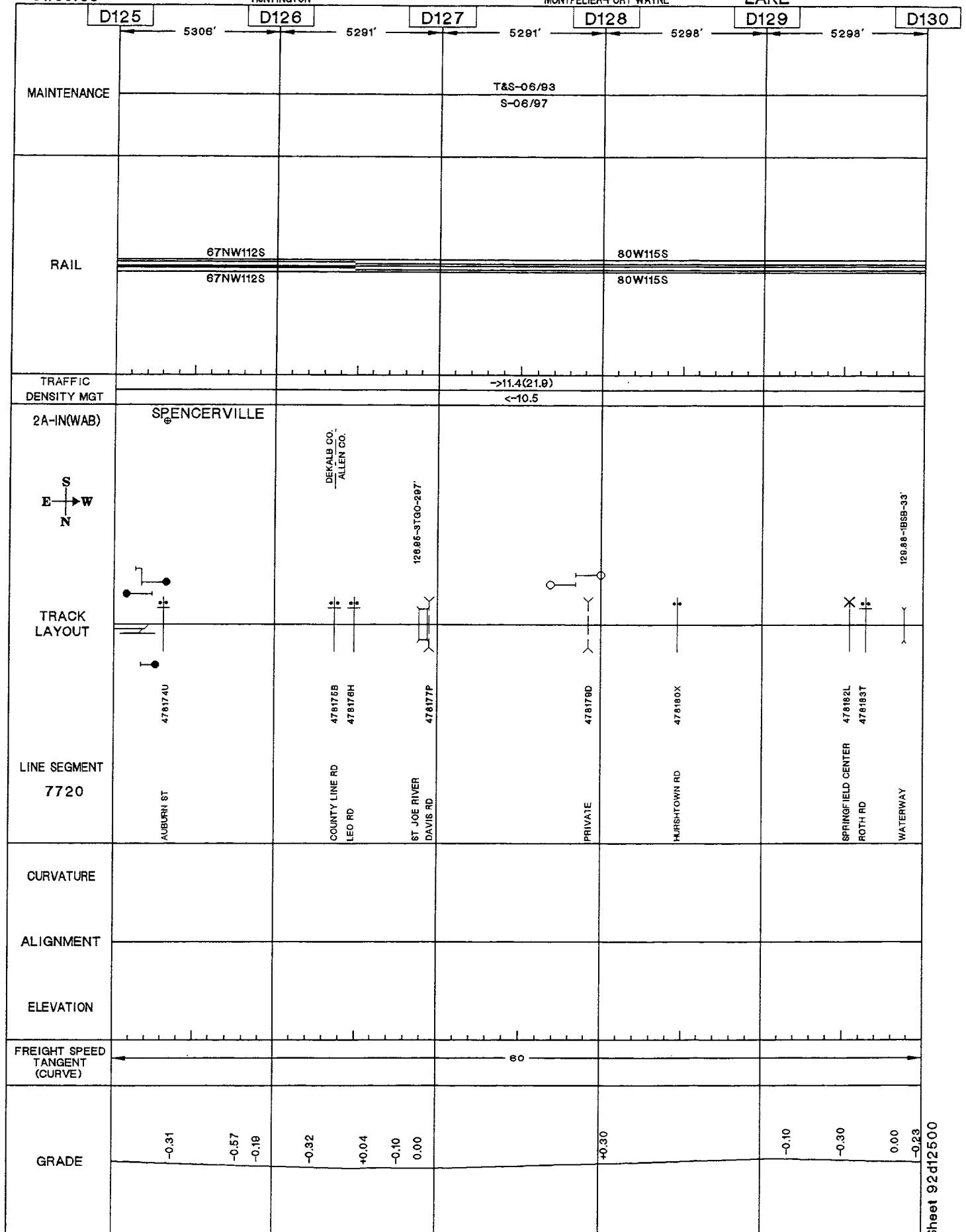


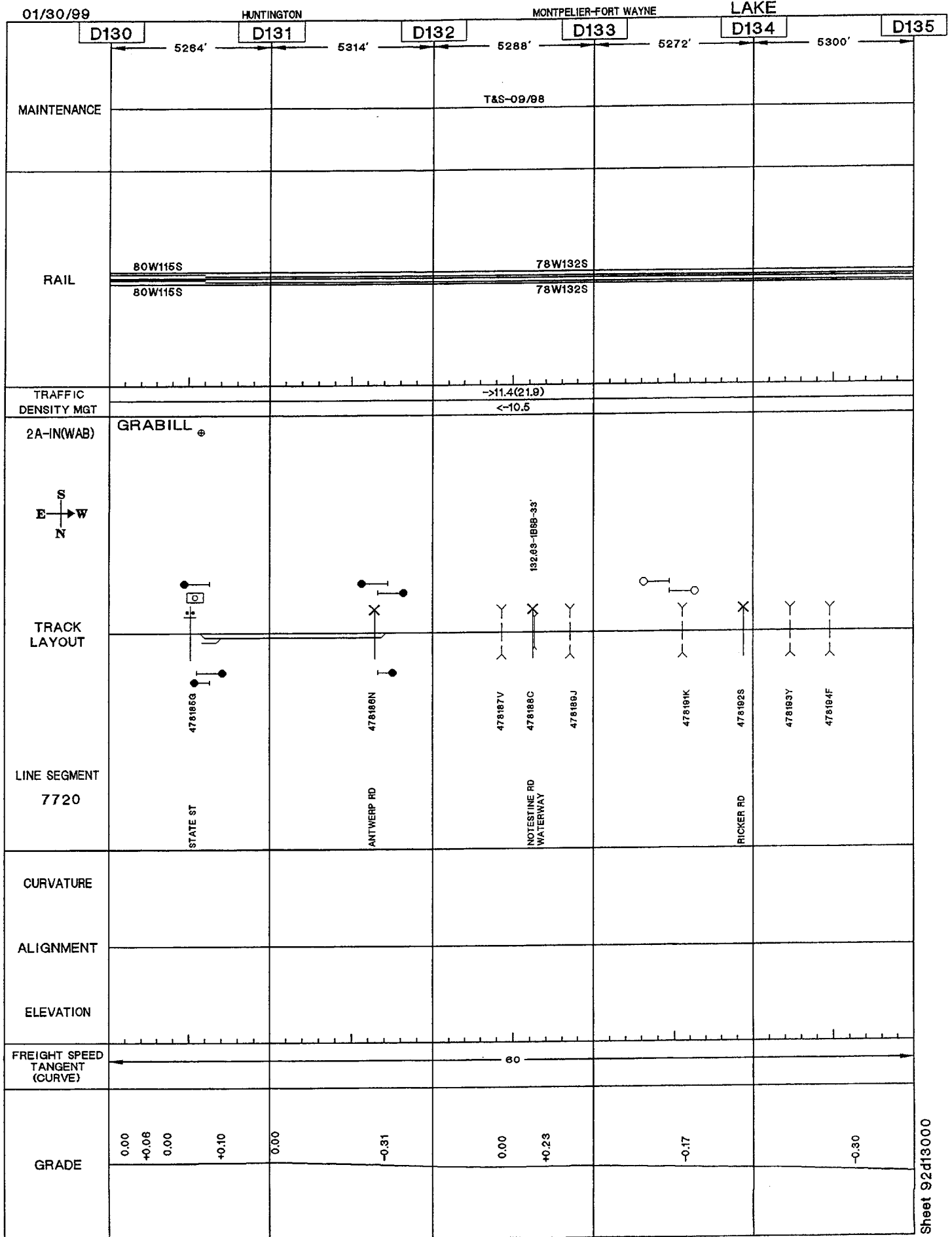
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HUNTINGTON

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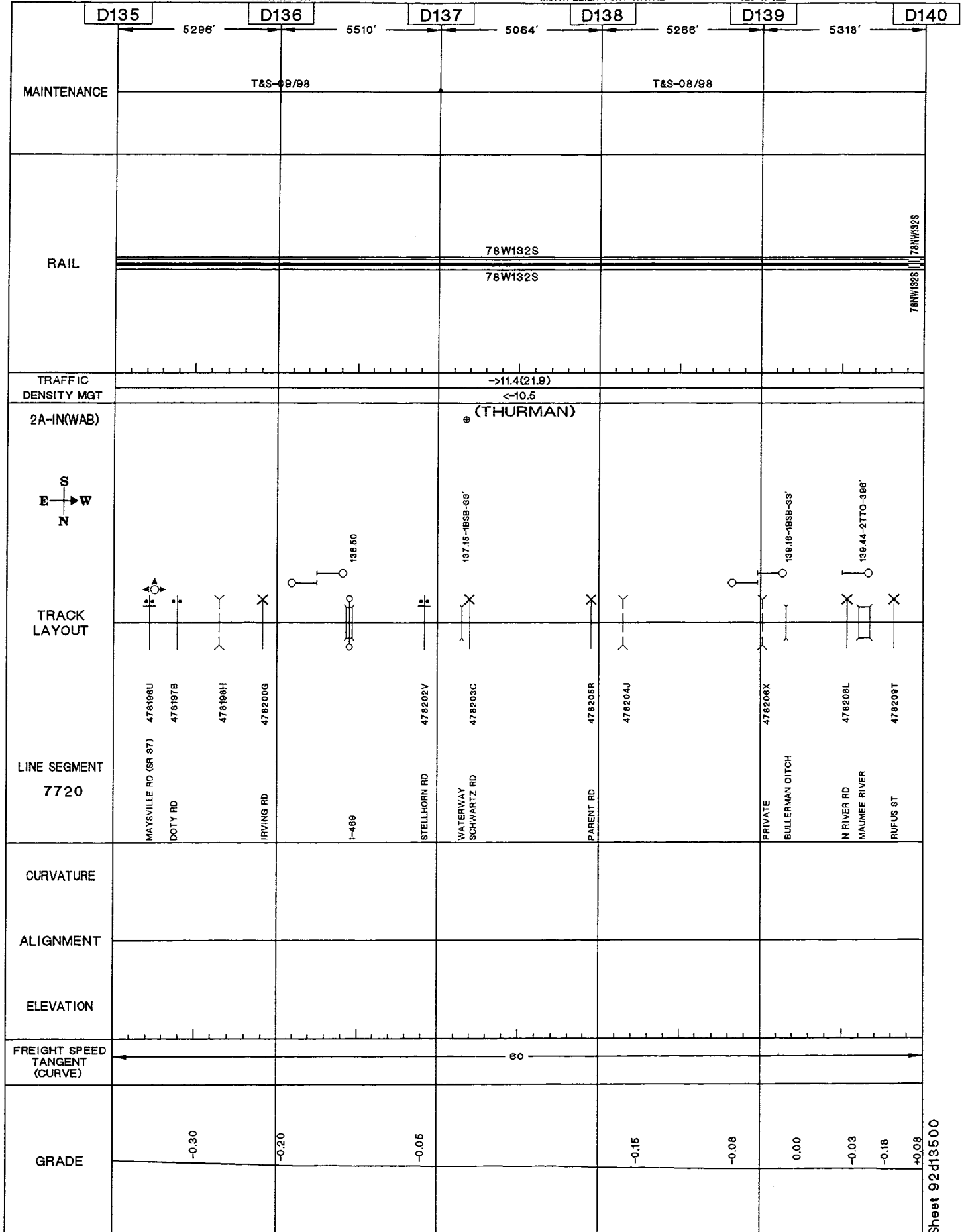


01/30/99

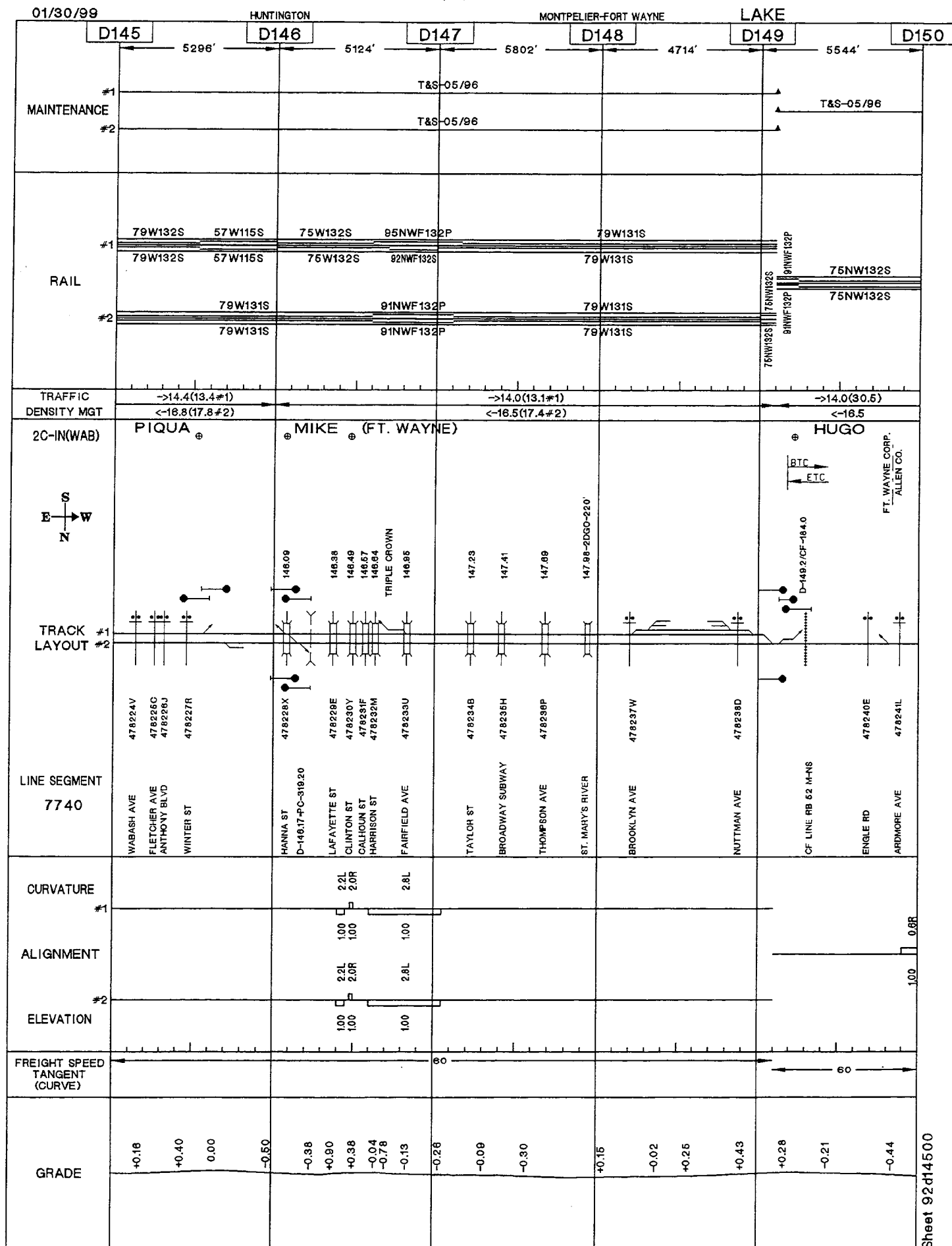
HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



Sheet 92d14000

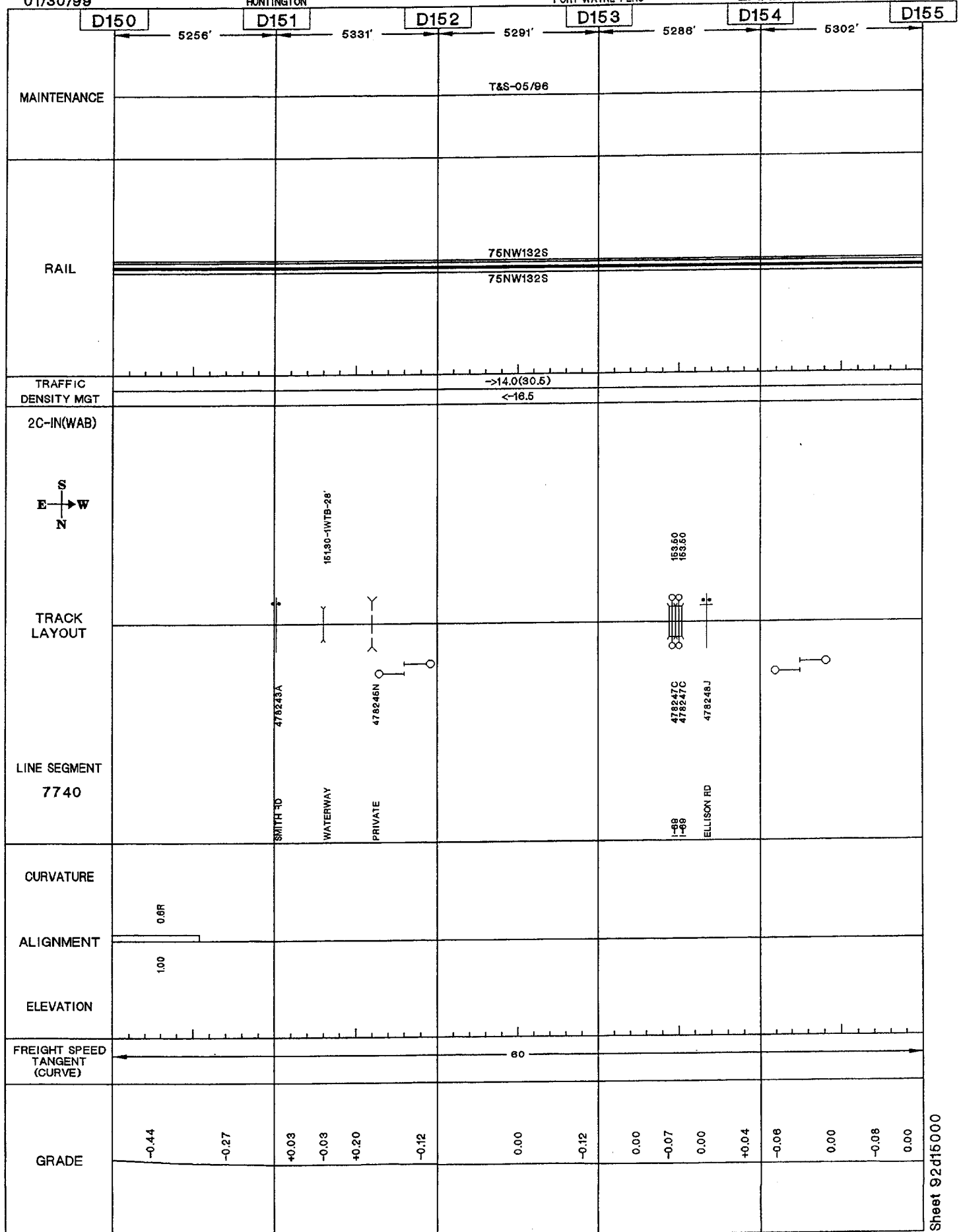


01/30/99

HUNTINGTON

FORT WAYNE-PERU

LAKE



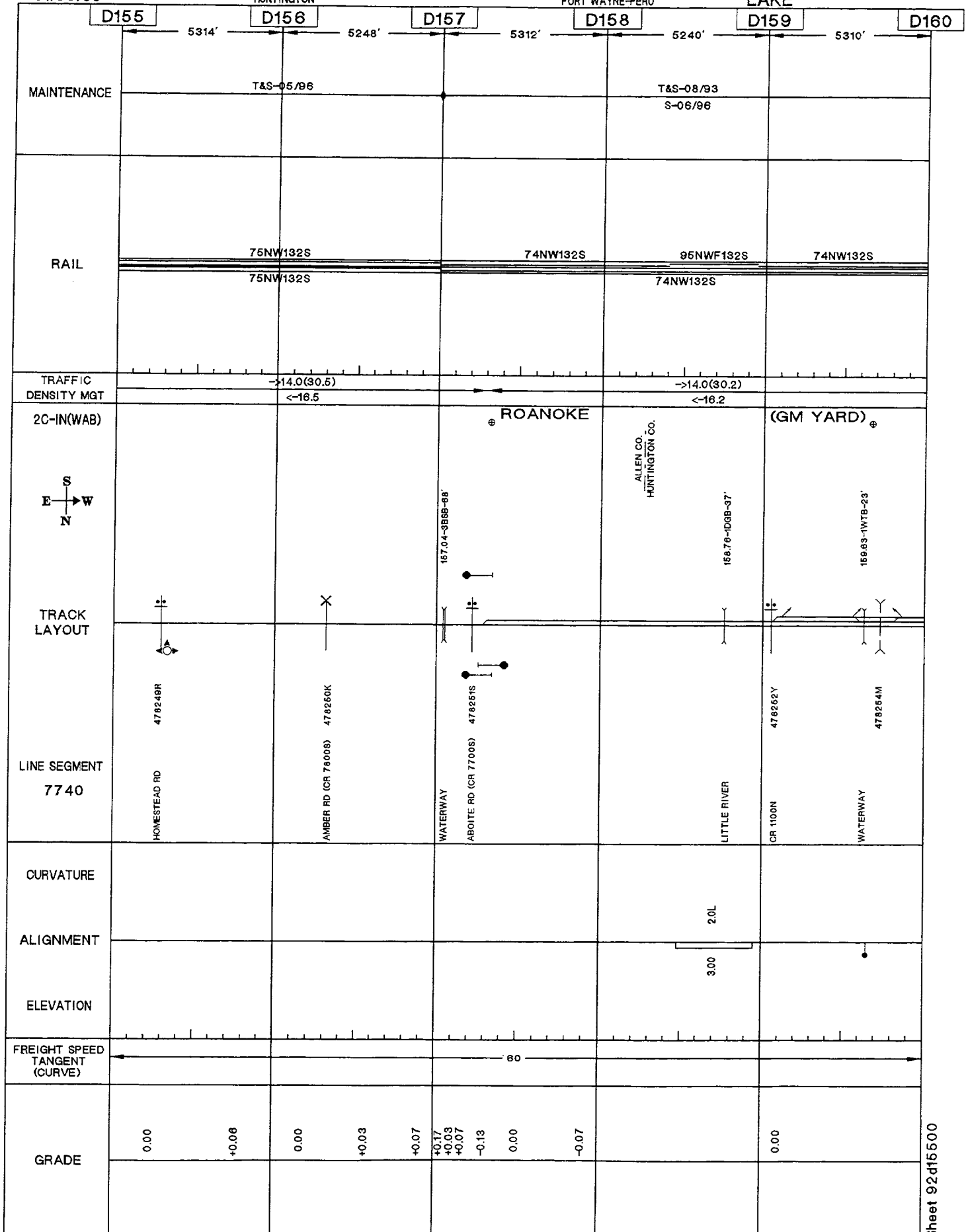


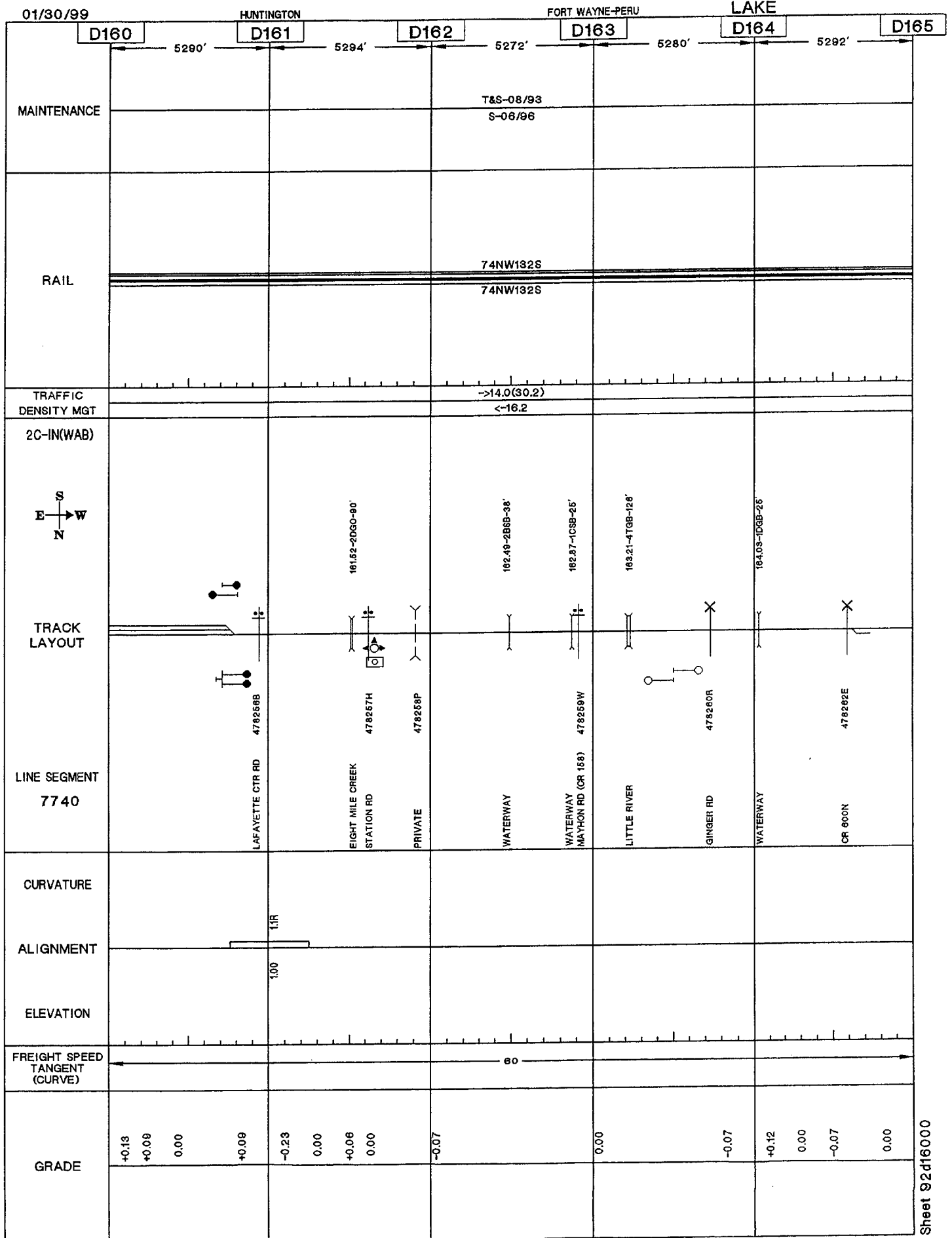
01/30/99

HUNTINGTON

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LAKE



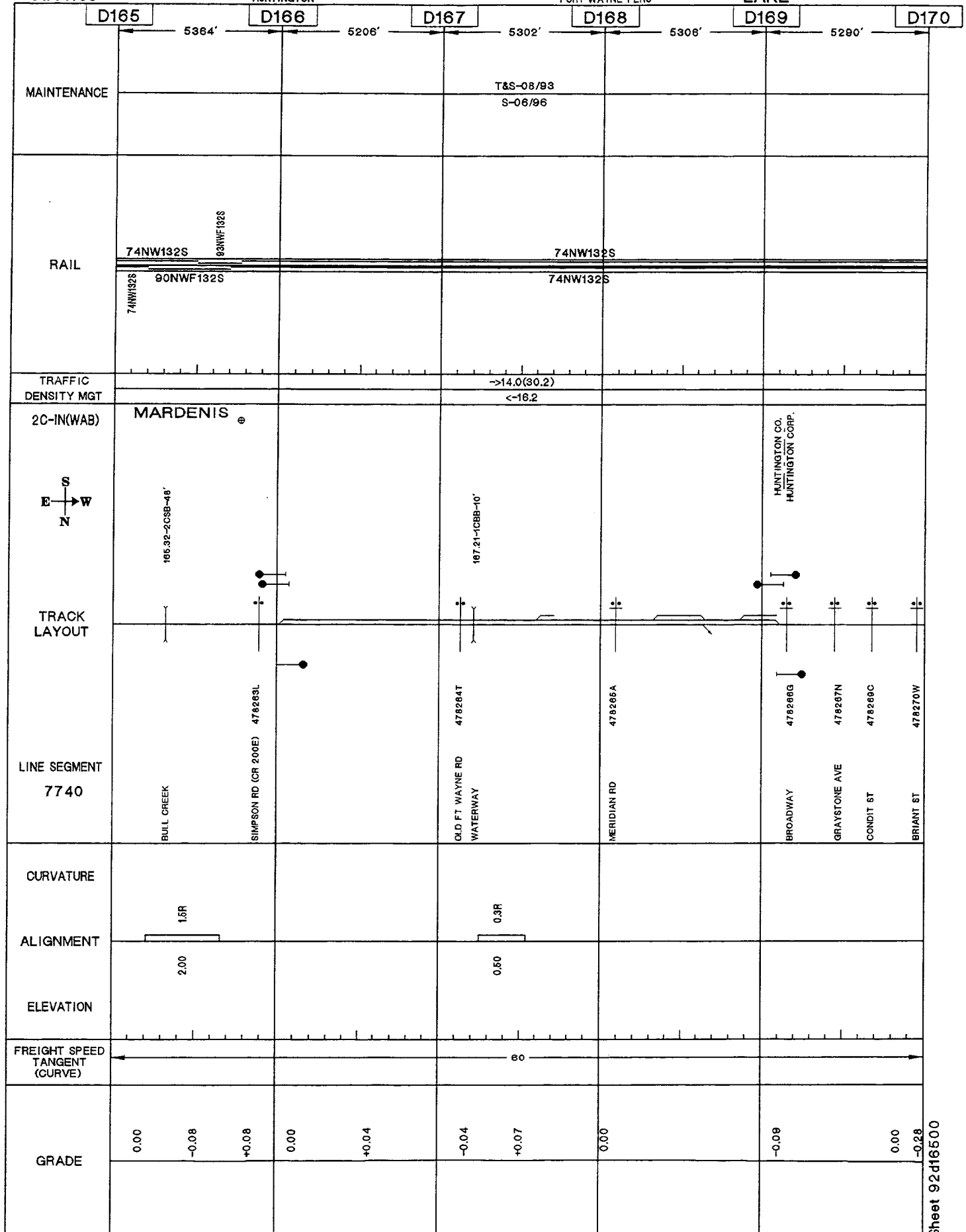


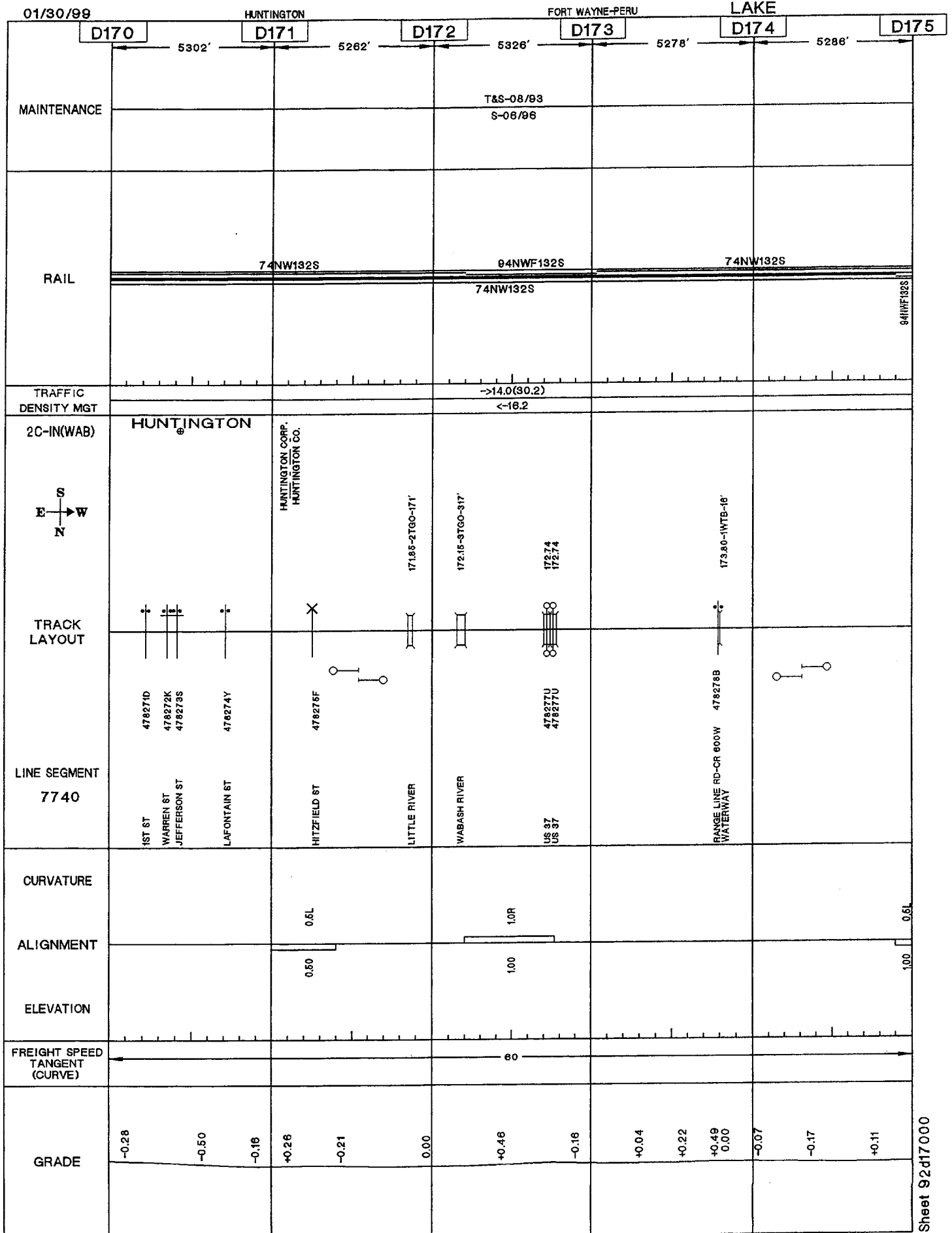
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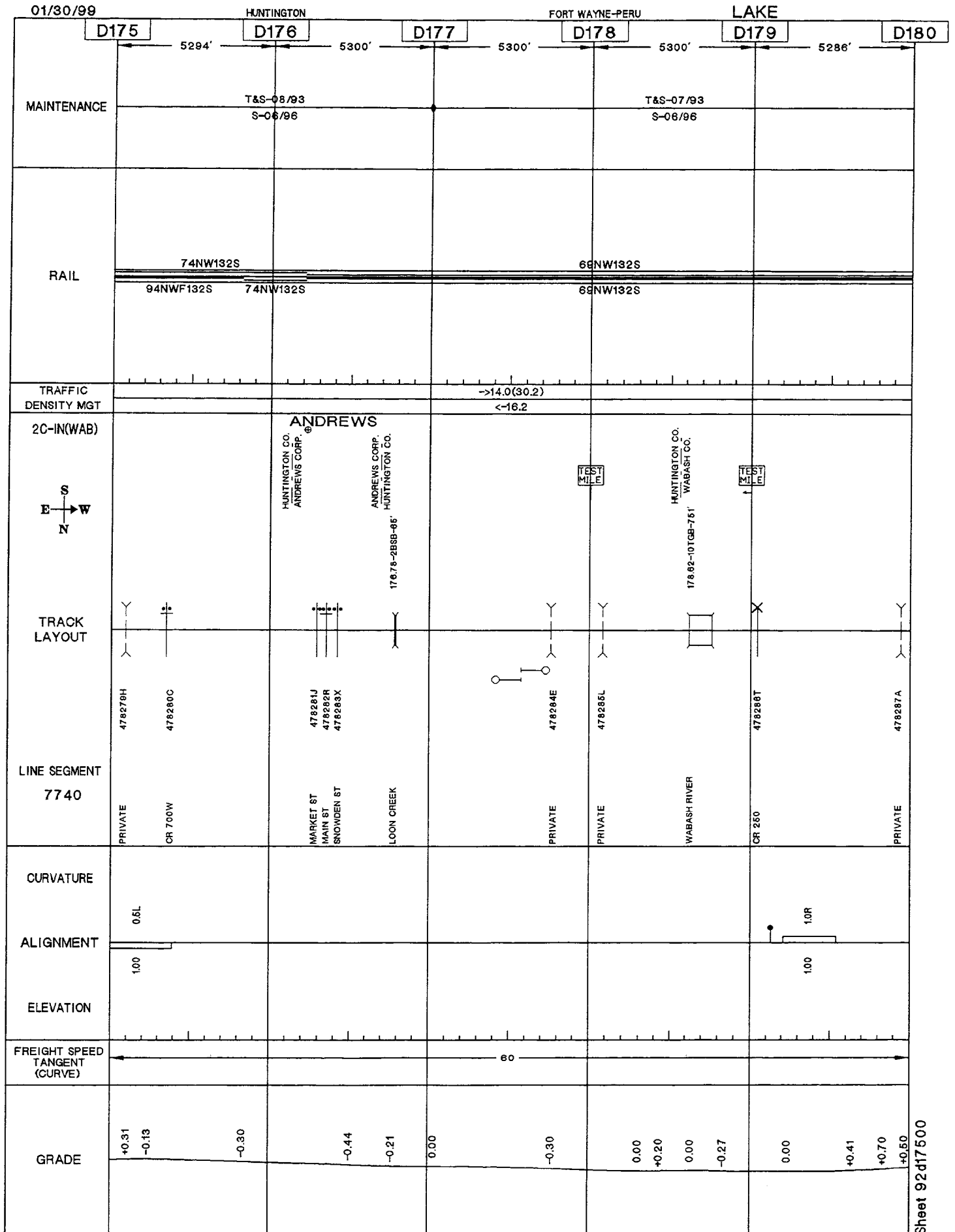
HUNTINGTON

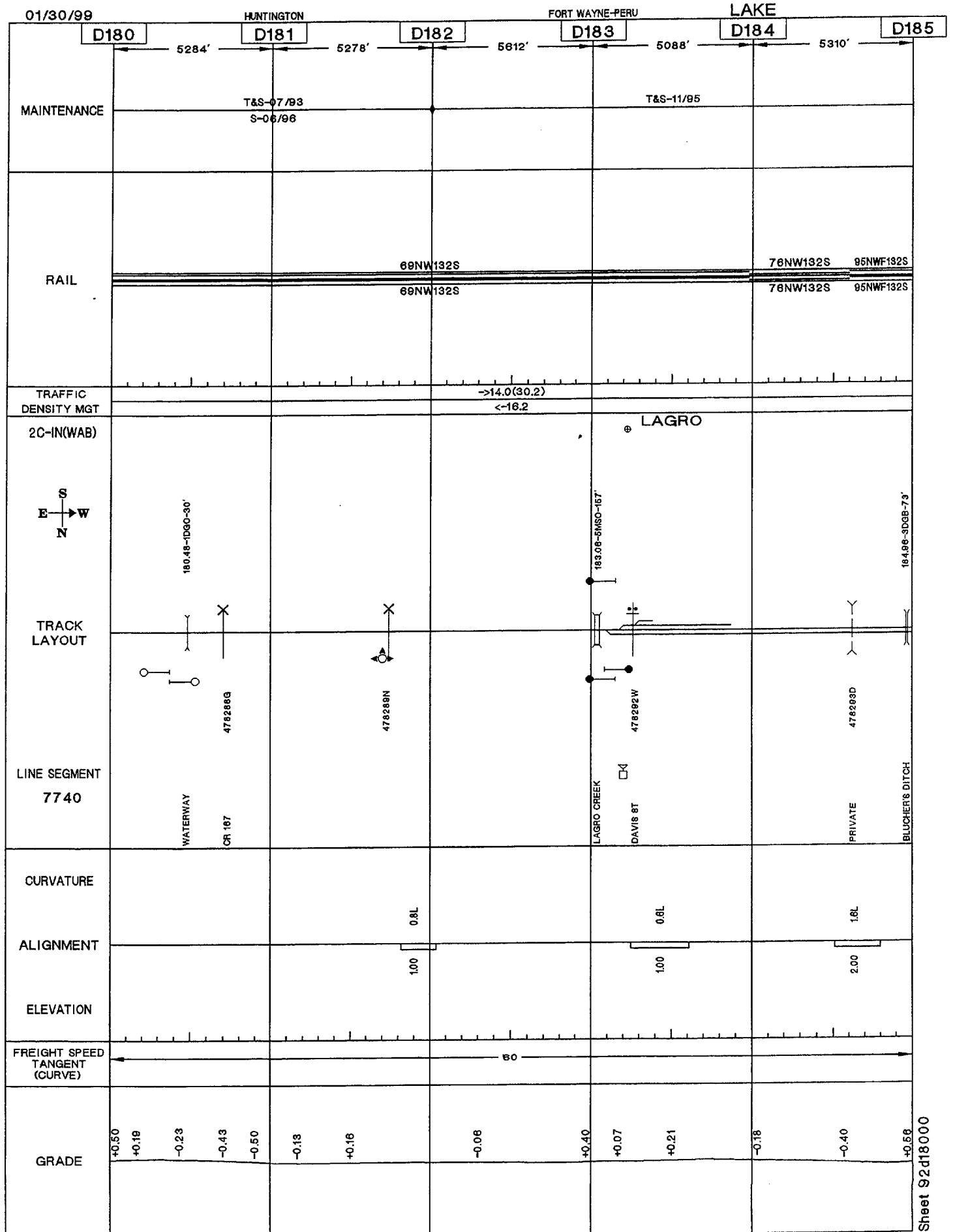
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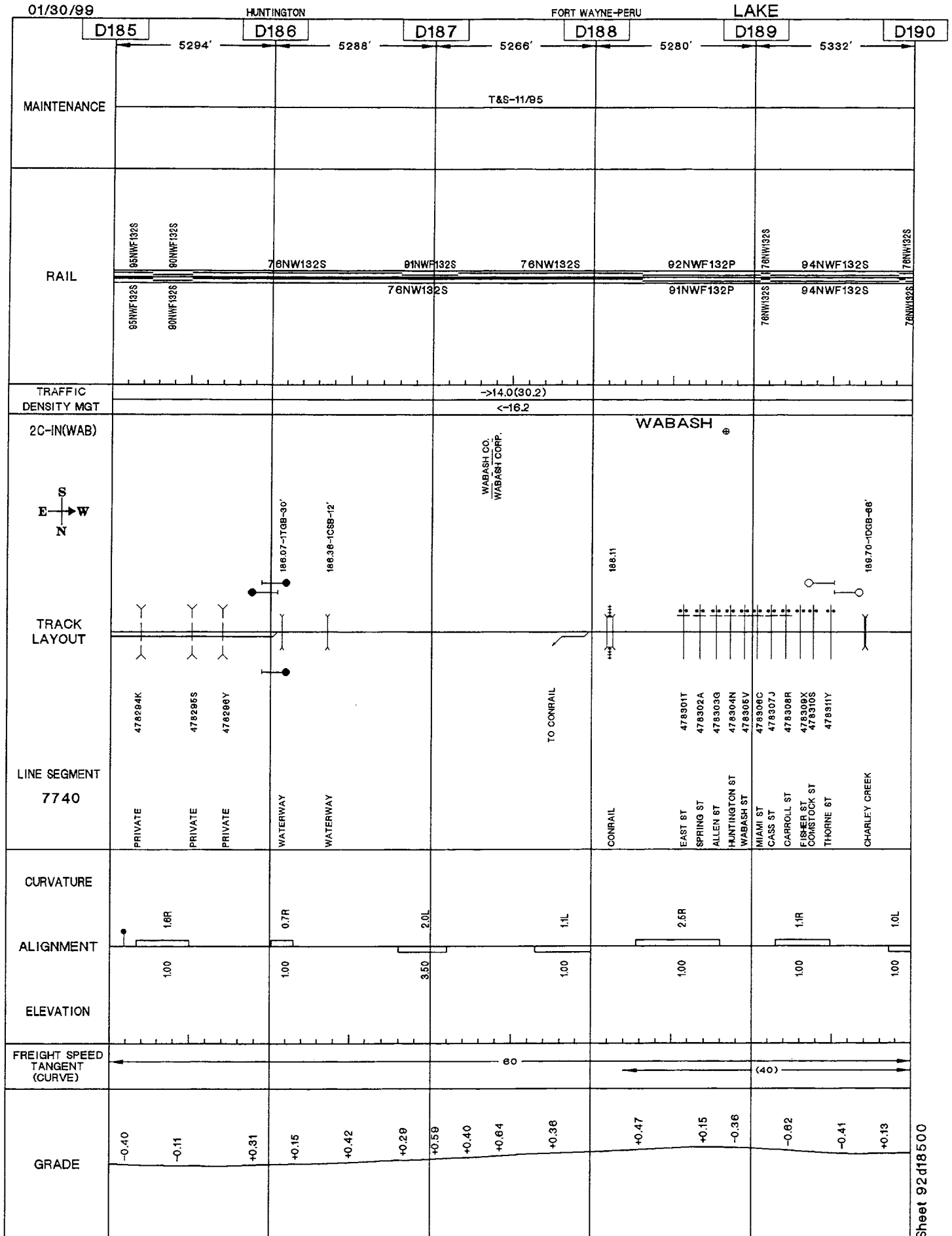
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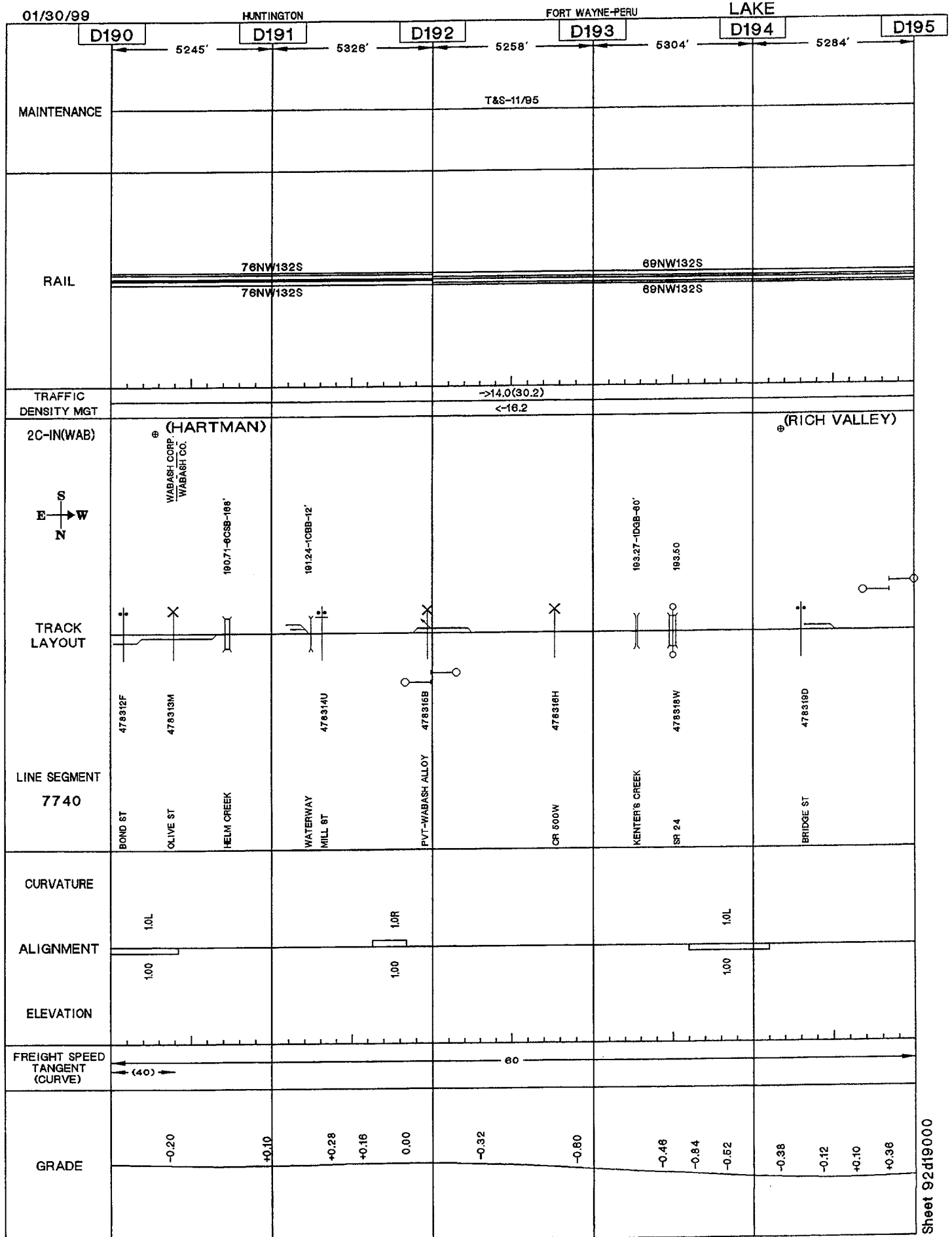












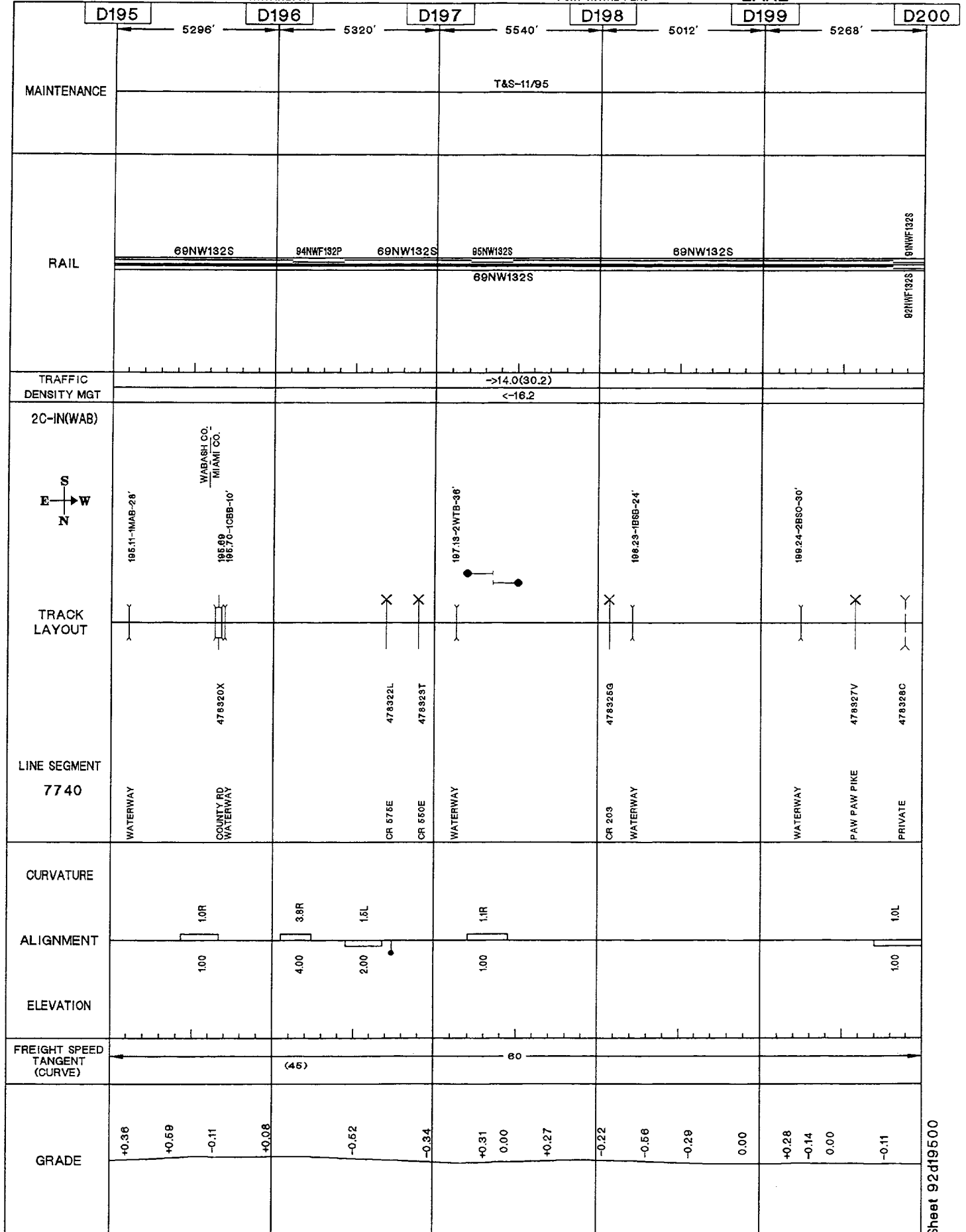


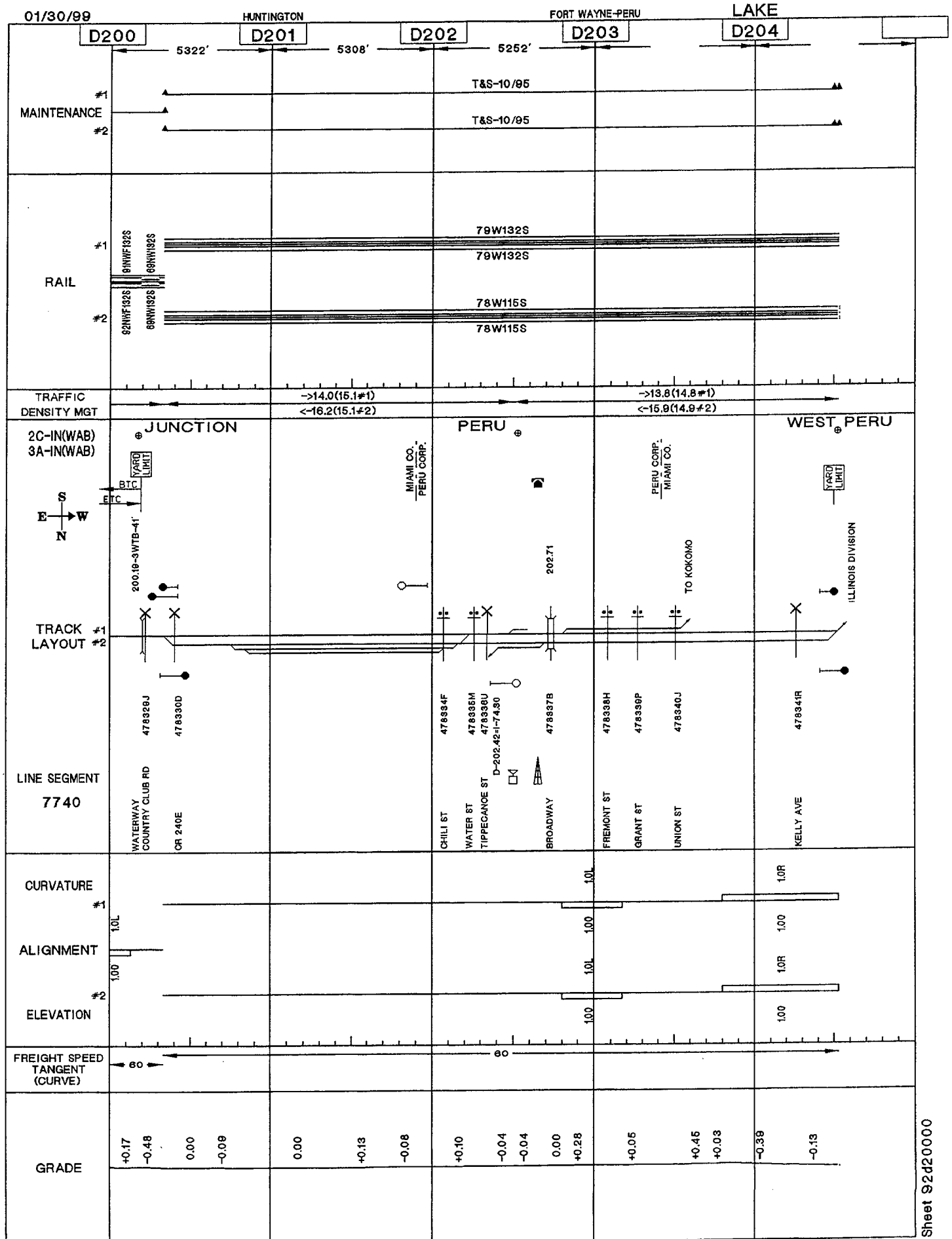
01/30/99

HUNTINGTON

FORT WAYNE-PERU

LAKE





01/30/99

NEW CASTLE

MILL-HAMILTON

LAKE

CF17

CF18

CF19

CF20

5280' 5280' 5280' 5280'

MAINTENANCE

T&S-10/97

RAIL

77W131S

77W131S

00W132S  
00W132S

77W131S

77W131S

TRAFFIC  
DENSITY MGT

->0.1(4.1)  
<-4.0

->16.1(35.8)  
<-19.7

10-OH(PCC&SL)

MILL

(VAUGHAN YARD)  
(EVENDALE)

(SHARONVILLE)



TRACK  
LAYOUT

TO CONRAIL  
018.67

CONRAIL CONN TRK  
017.60

CONRAIL (FOX PAPER)

CONRAIL (MONTG.WARD)

018.54  
018.54

018.83-1WTO-26'

LINE SEGMENT  
7680

TRKG RIGHTS OVER CR

624861M

CONRAIL (ADM)

624862U

624864H

624861F  
624861F

CONRAIL (PURINA)

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

60

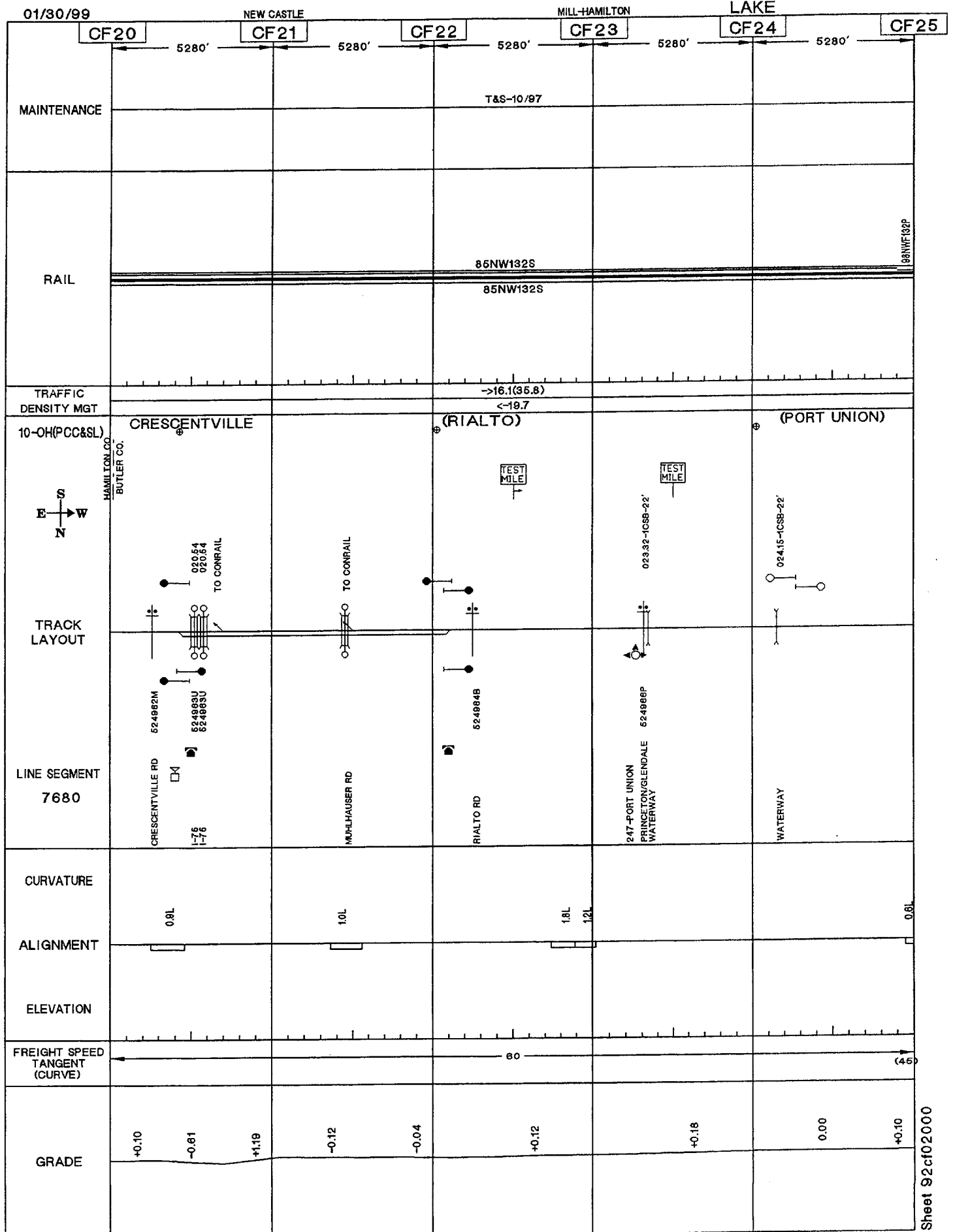
GRADE

+0.93  
-1.00

+0.12

0.00

+0.10

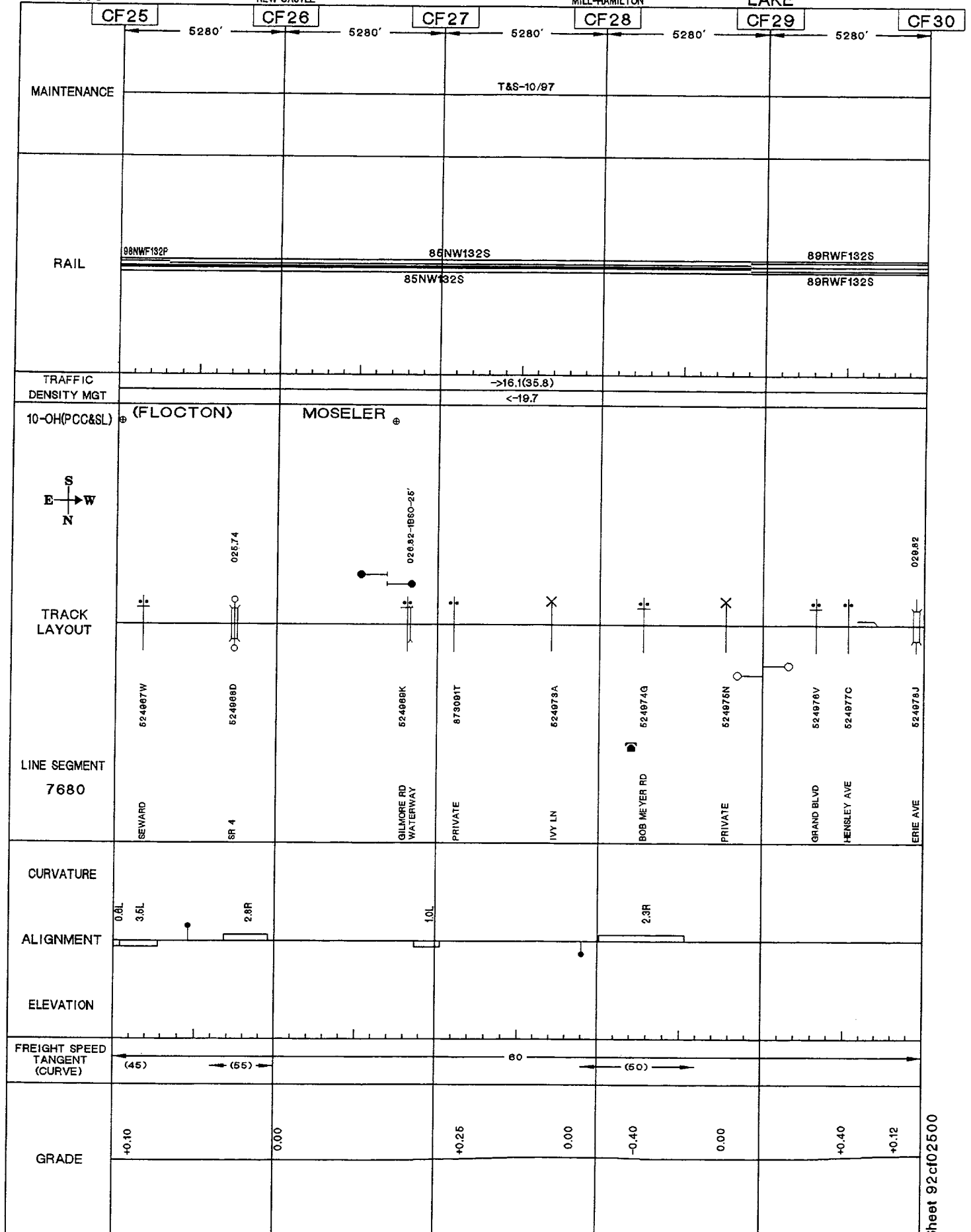


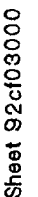
01/30/99

NEW CASTLE

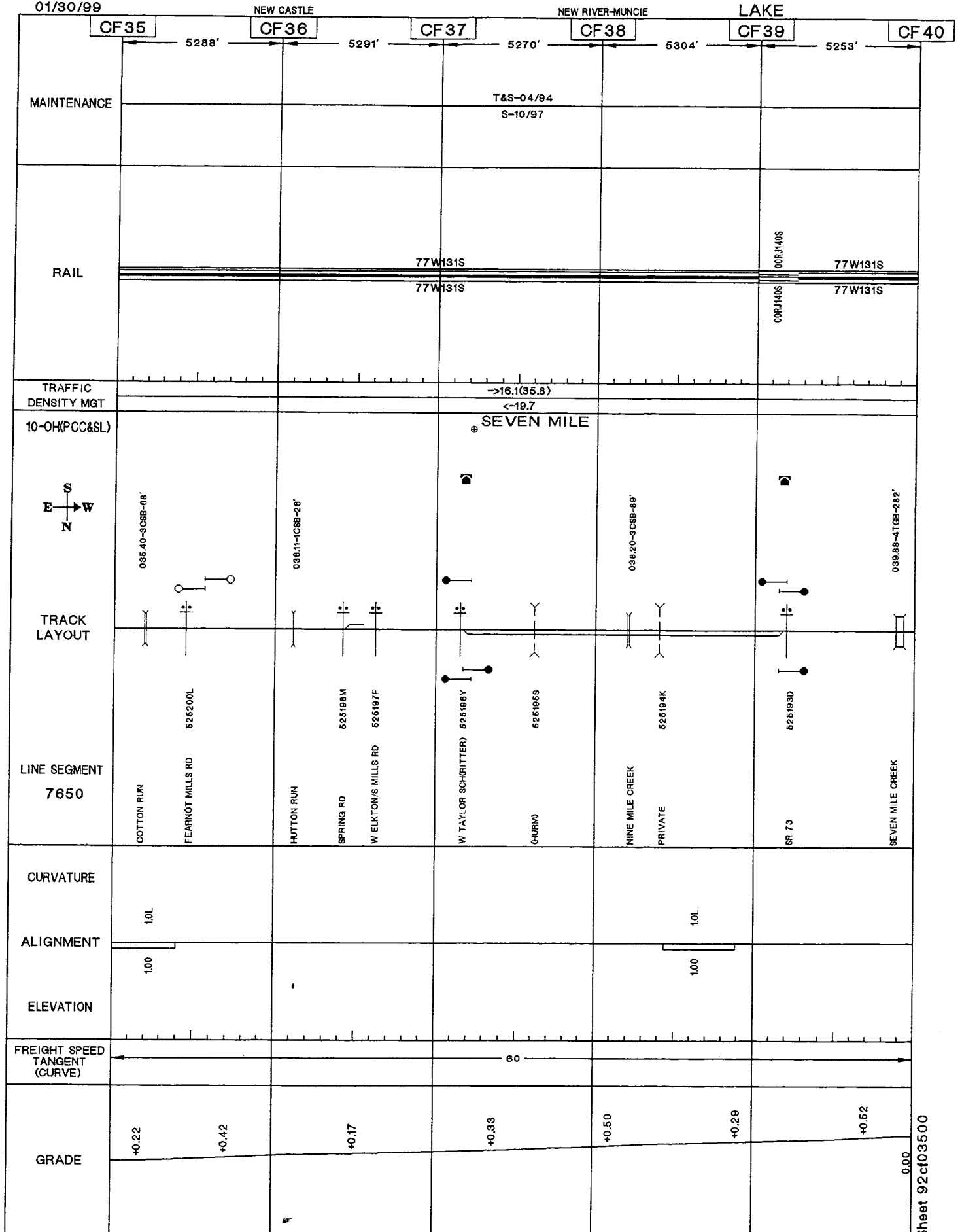
MILL-HAMILTON

LAKE





01/30/99

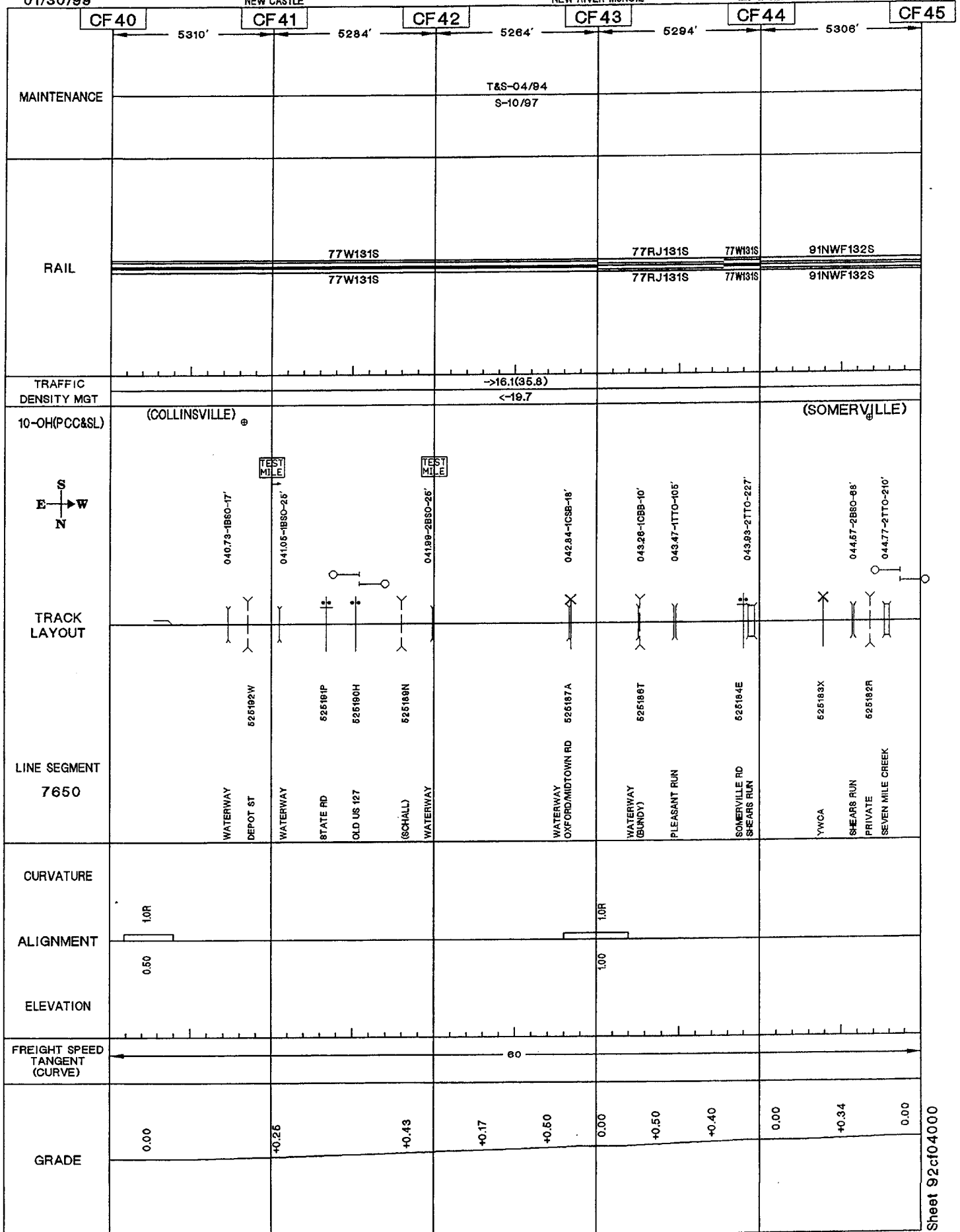


01/30/99

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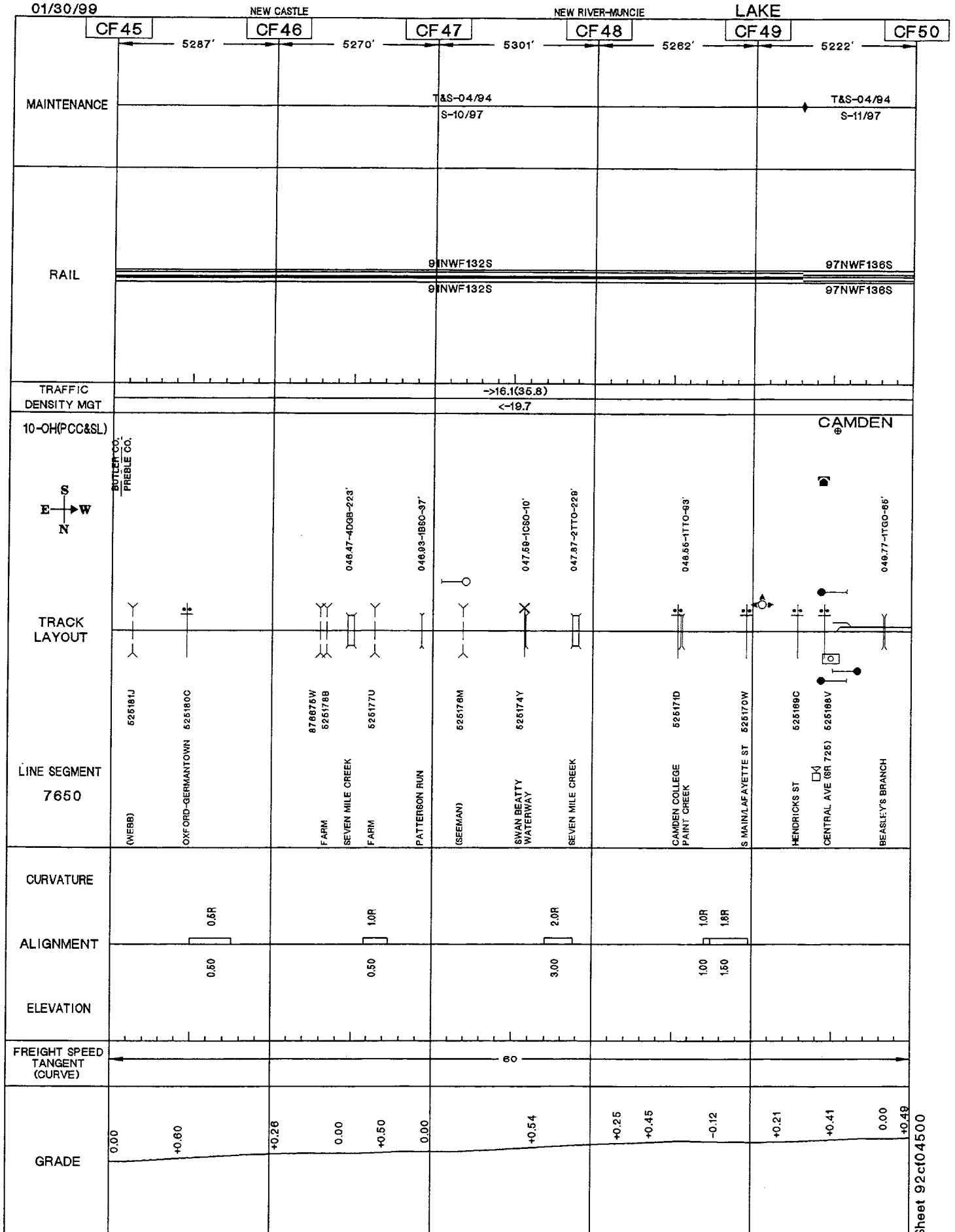
NEW RIVER-MUNCIE

LAKE





01/30/99

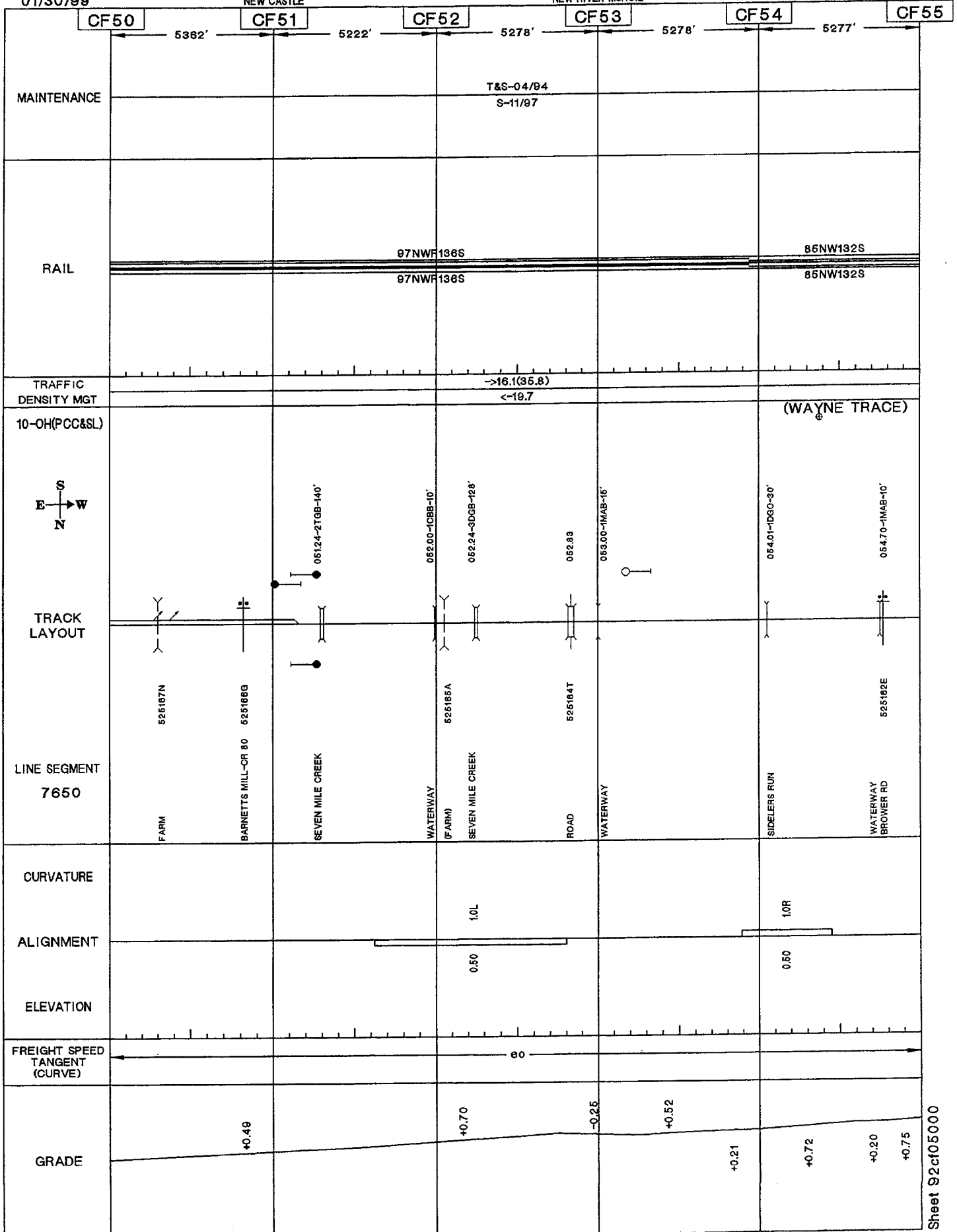


01/30/99

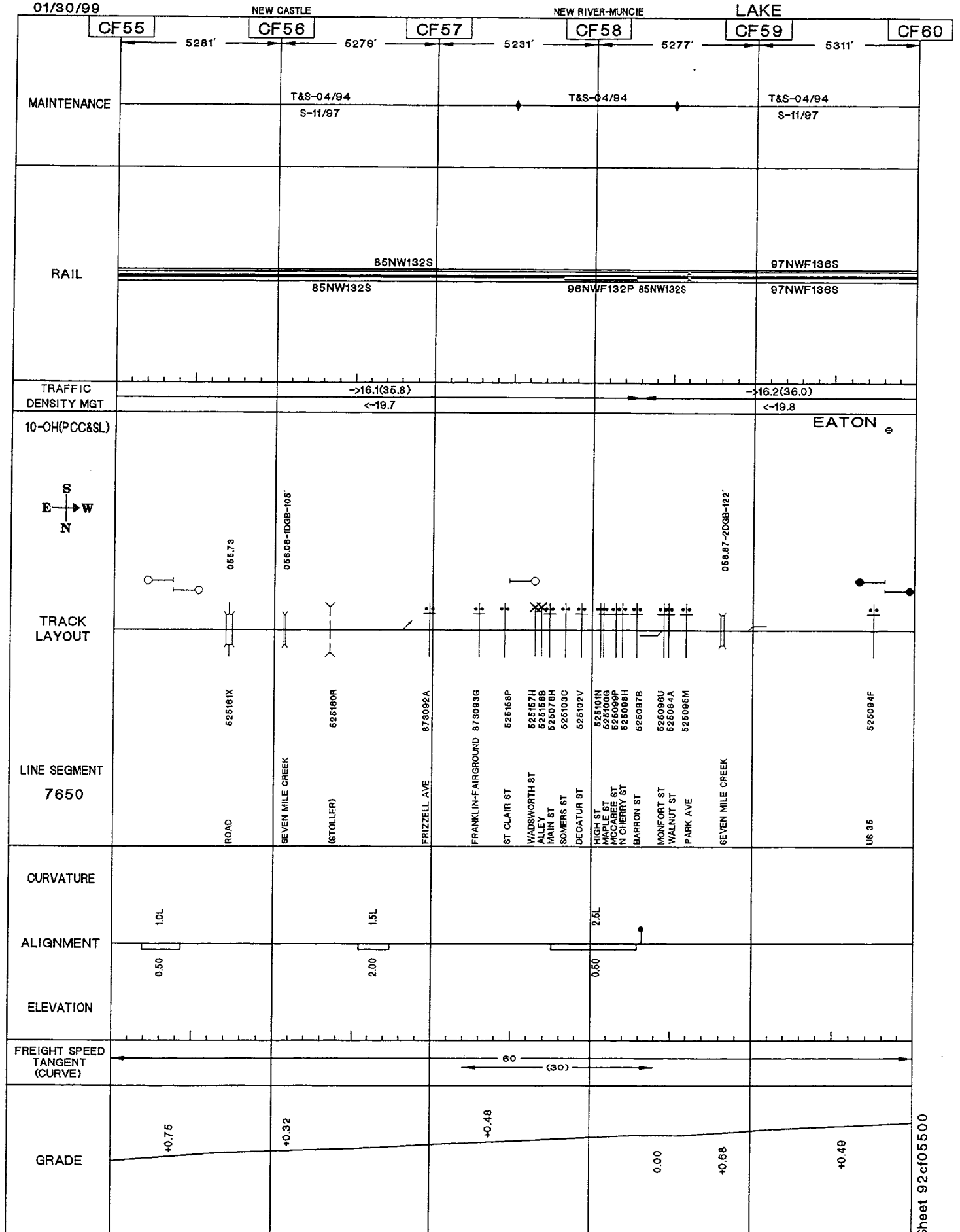
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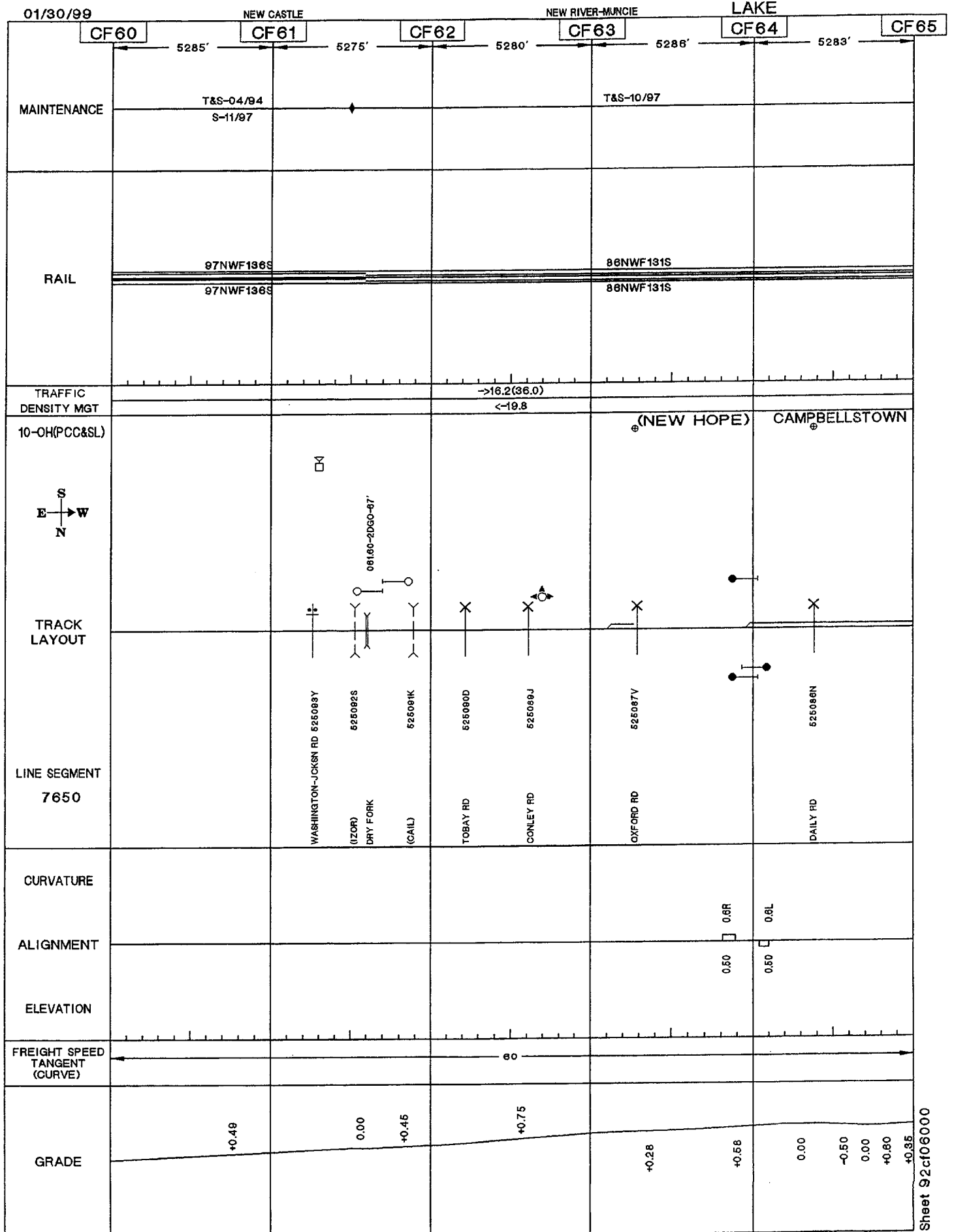
NEW RIVER-MUNCIE

LAKE



01/30/99



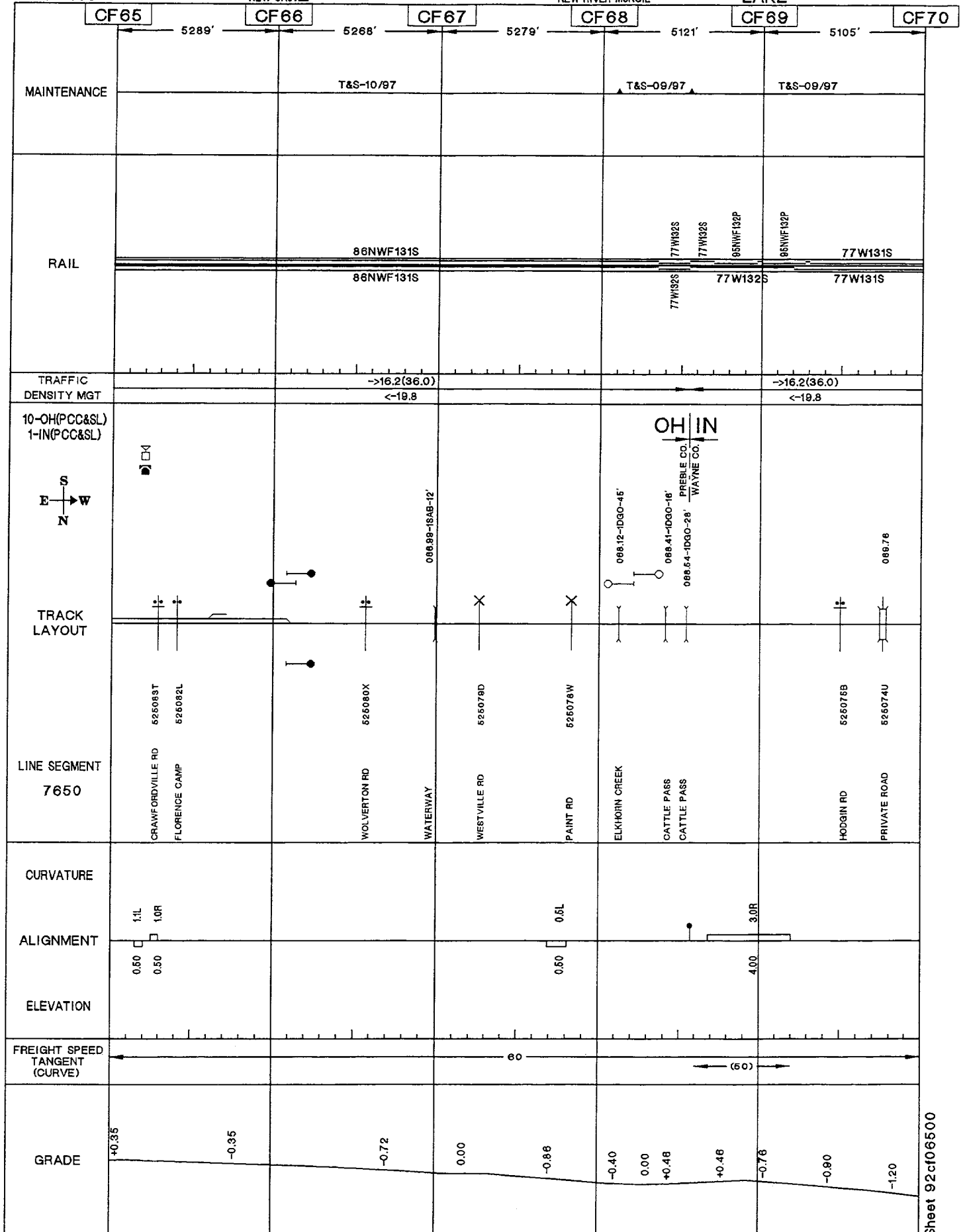


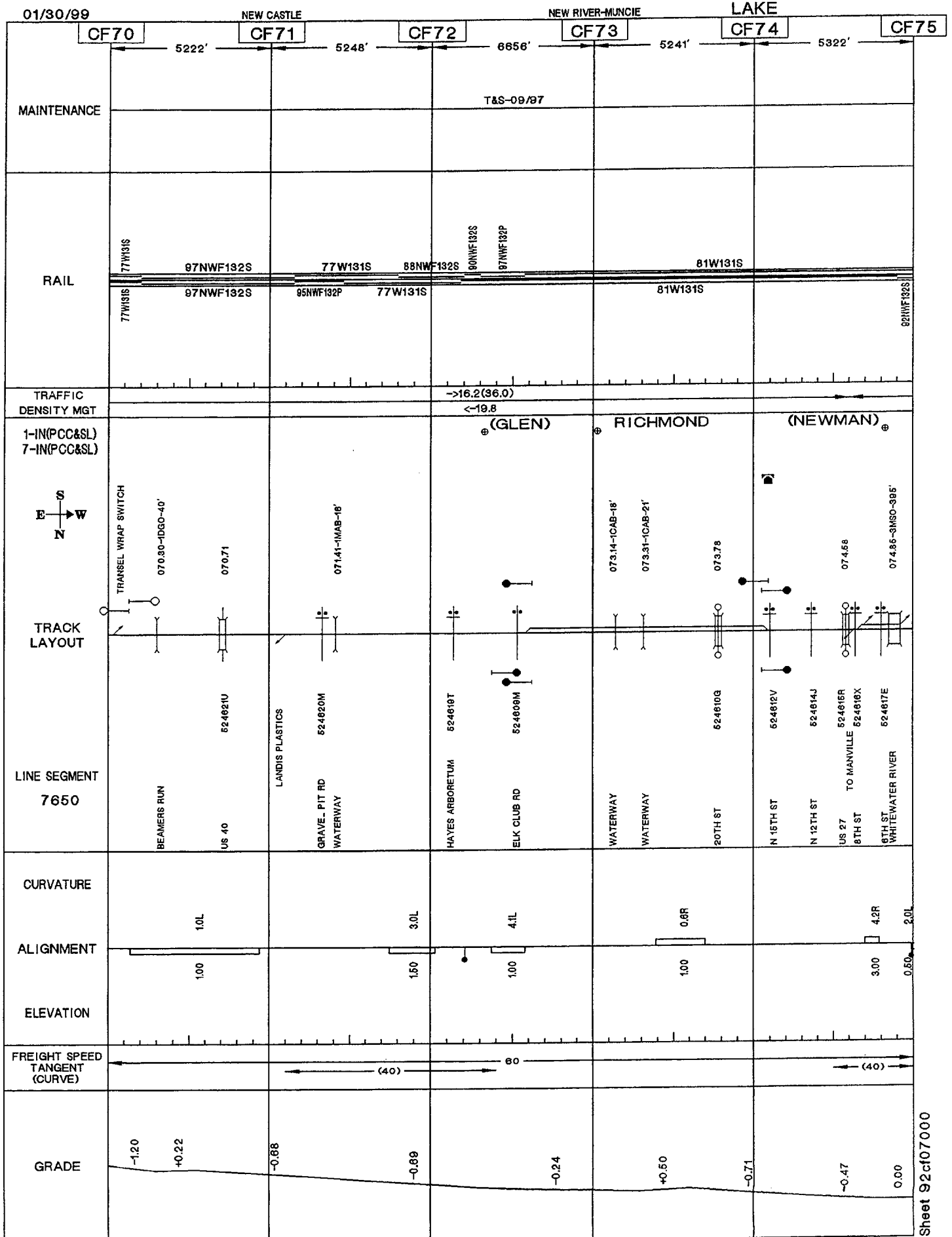
01/30/99

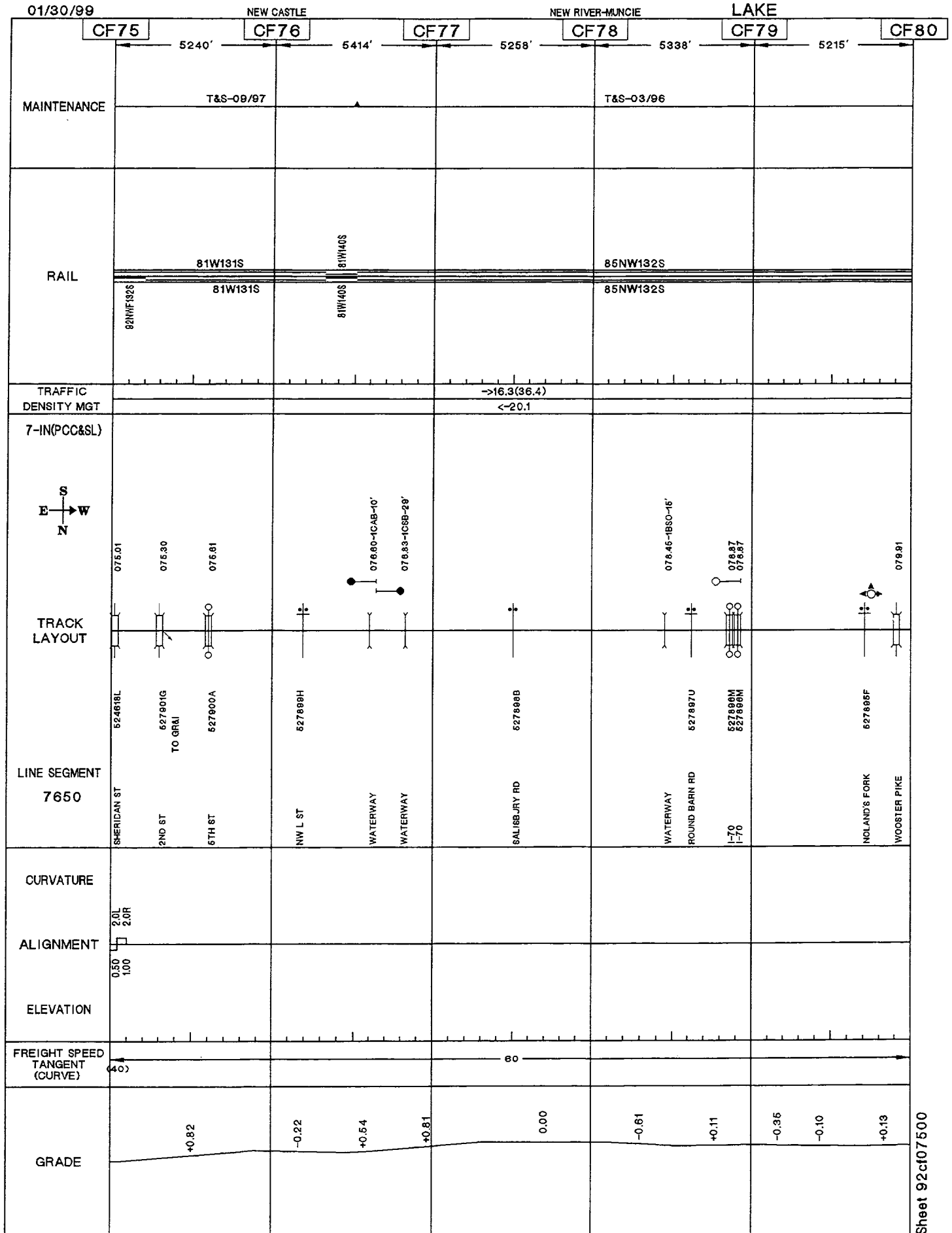
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NEW RIVER-MUNCIE

LAKE





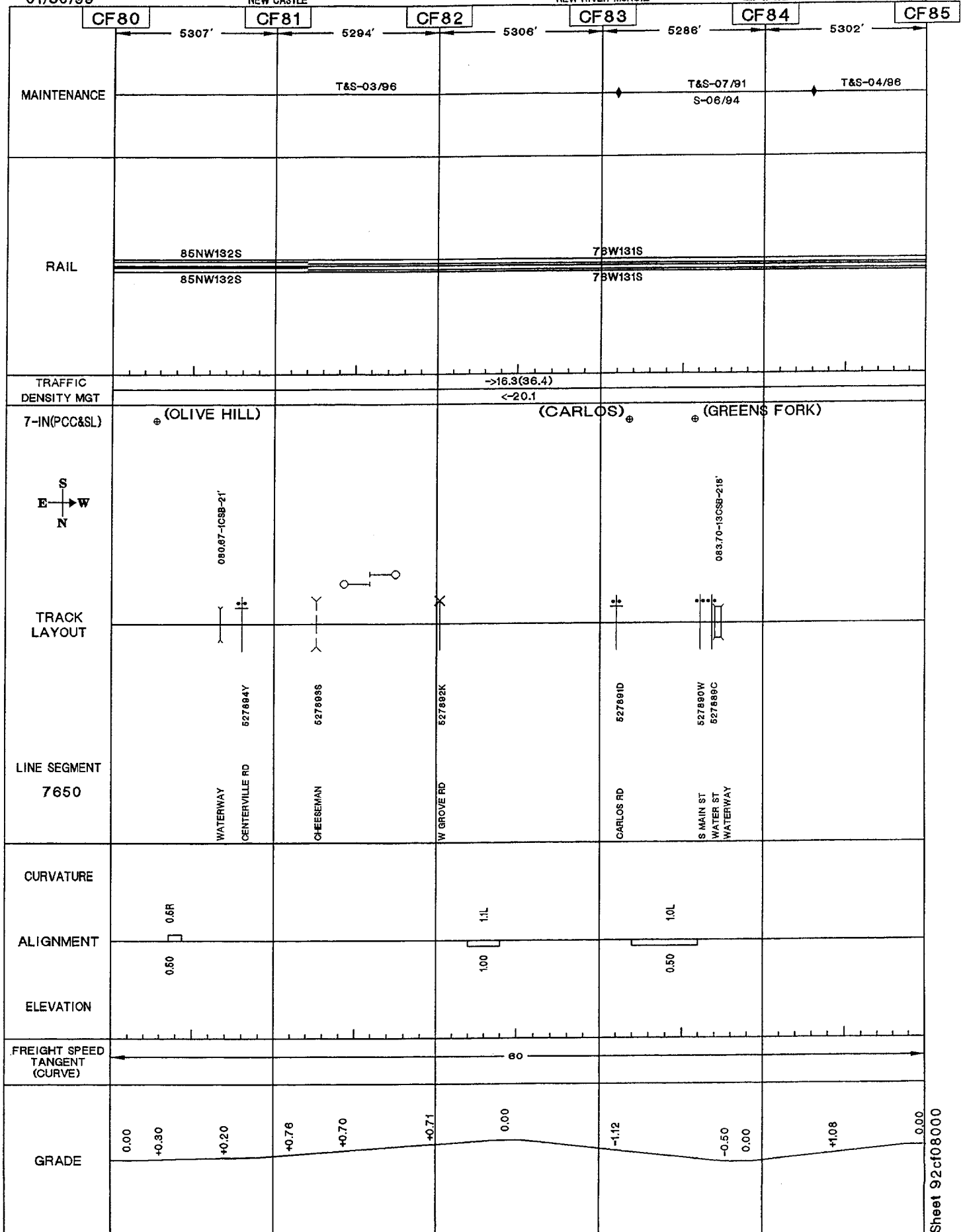


01/30/99

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



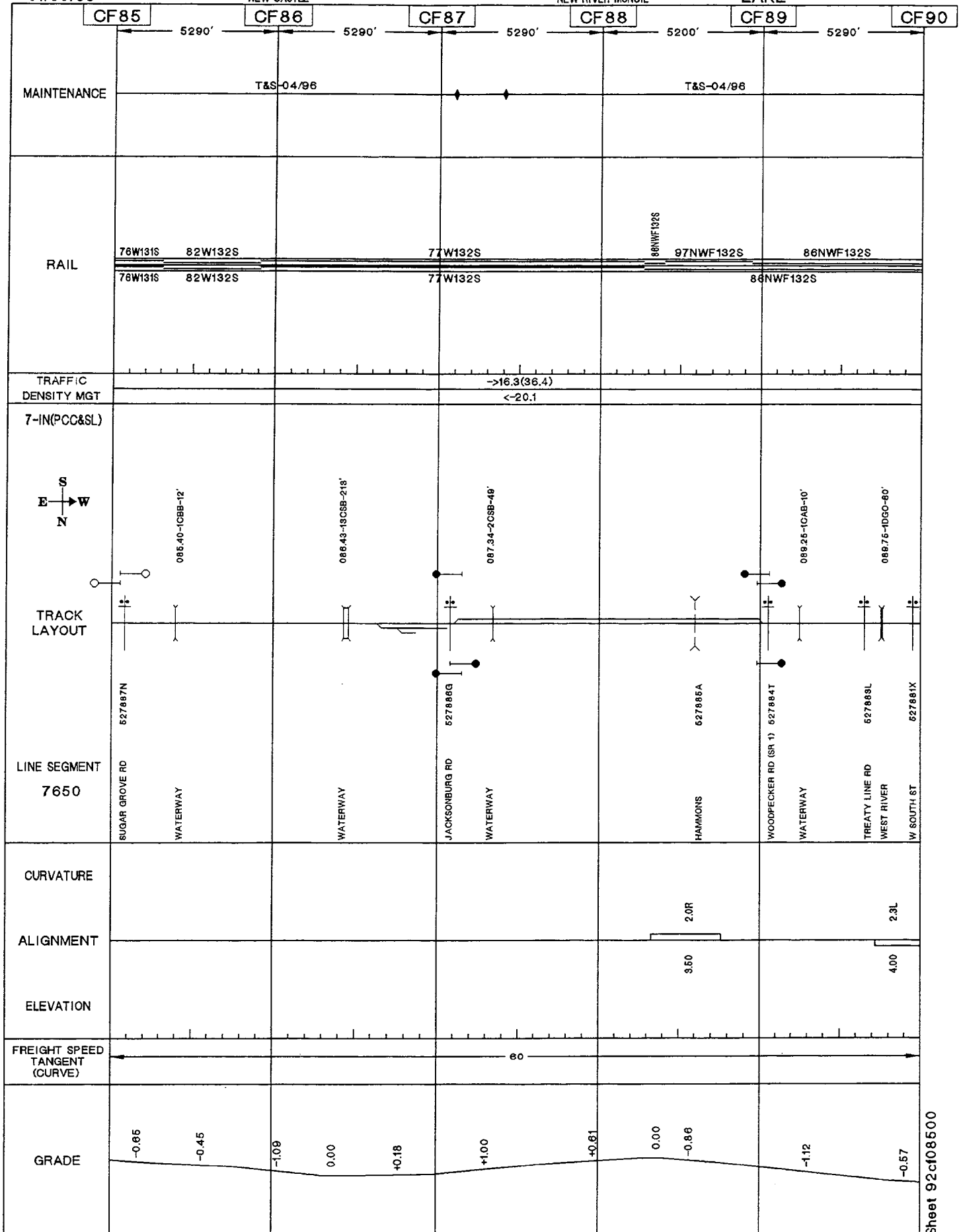


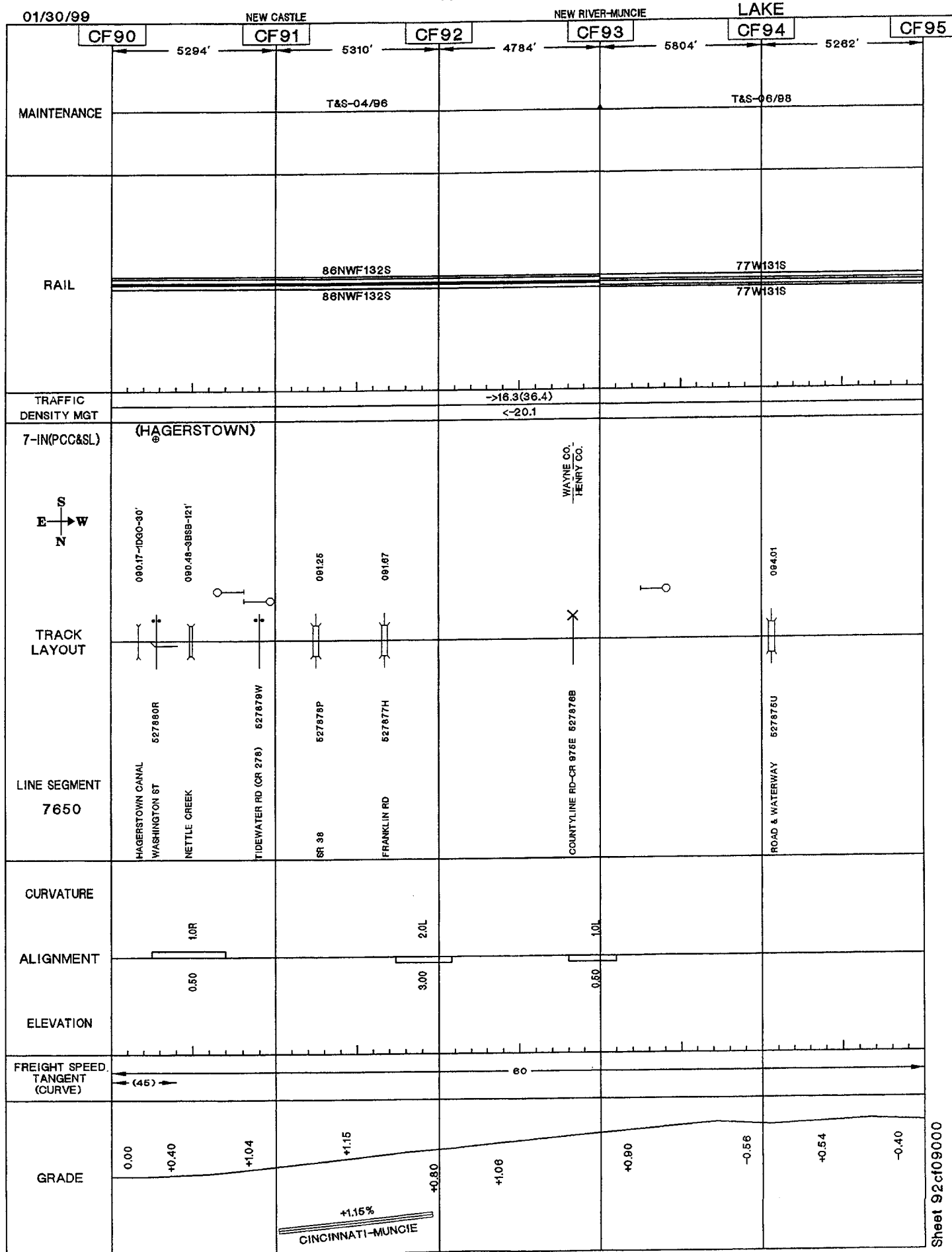
01/30/99

NEW CASTLE

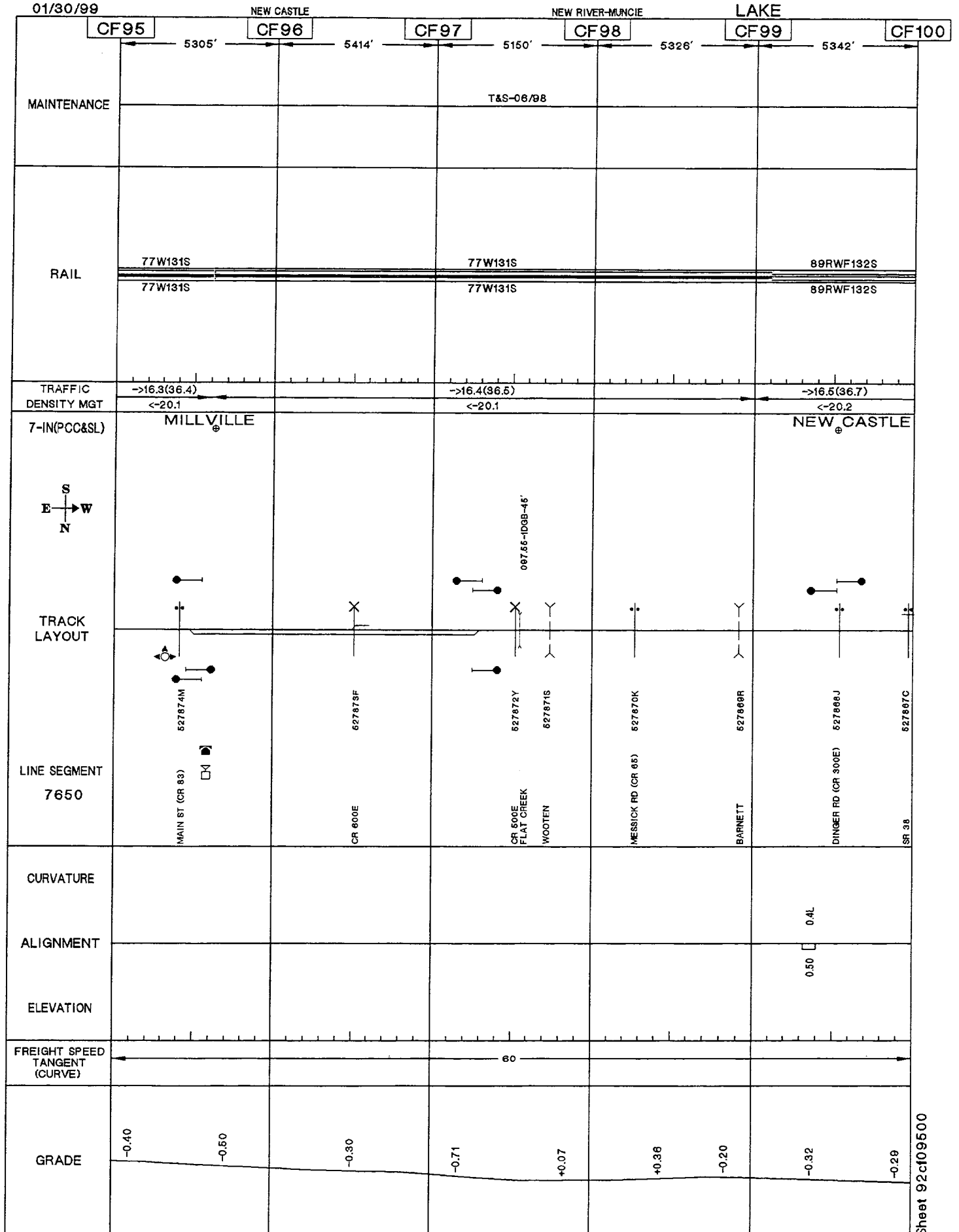
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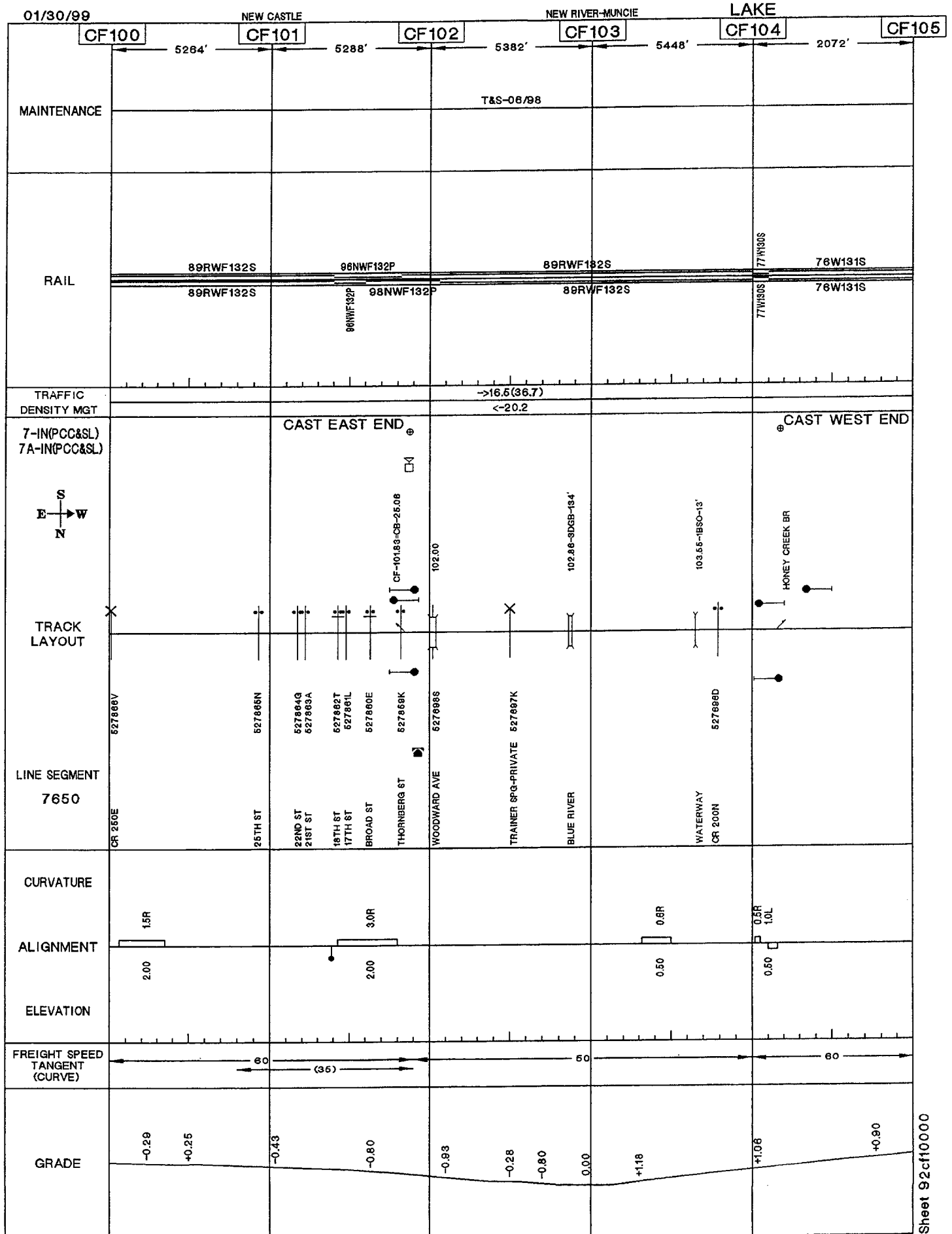
LAKE





01/30/99



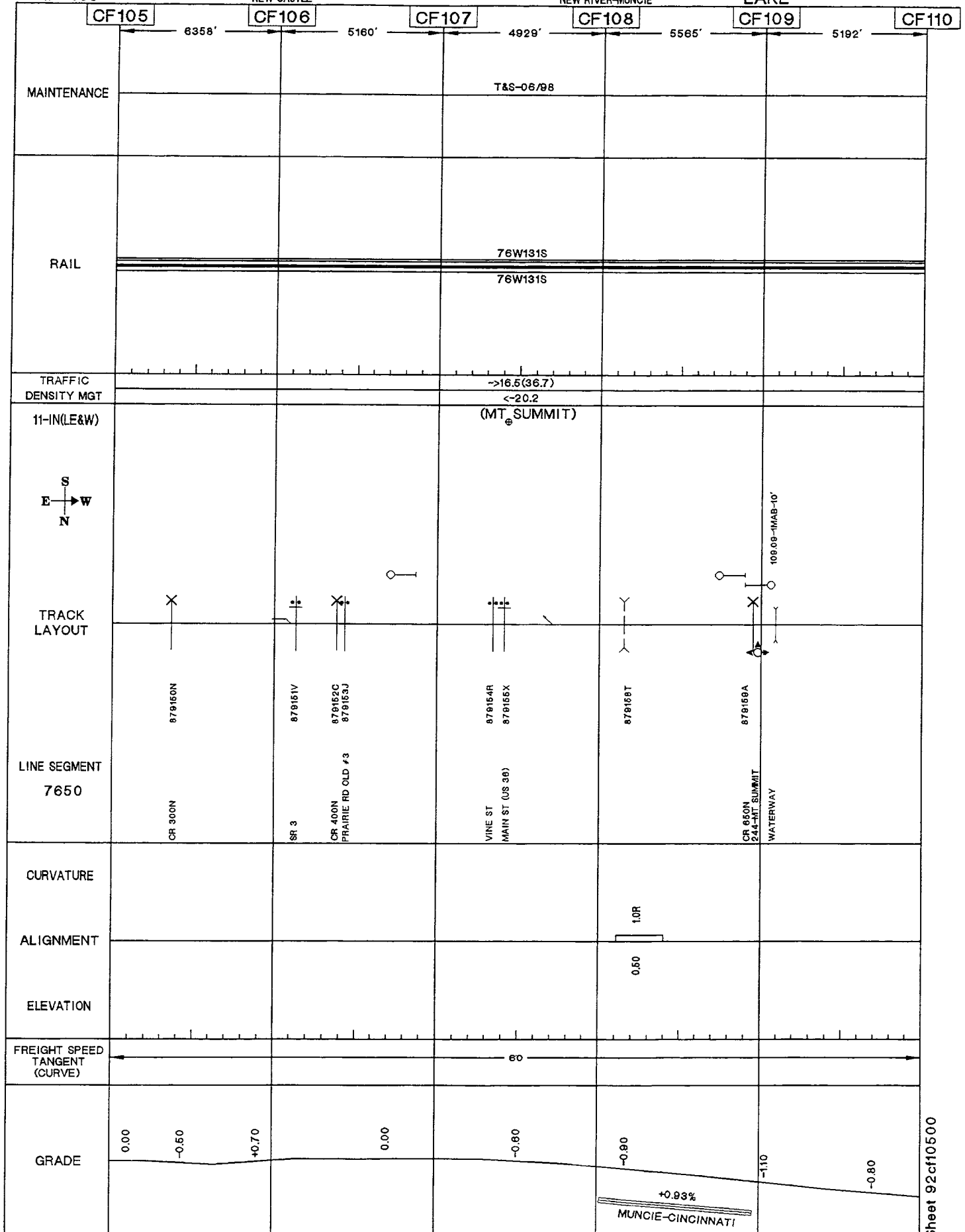


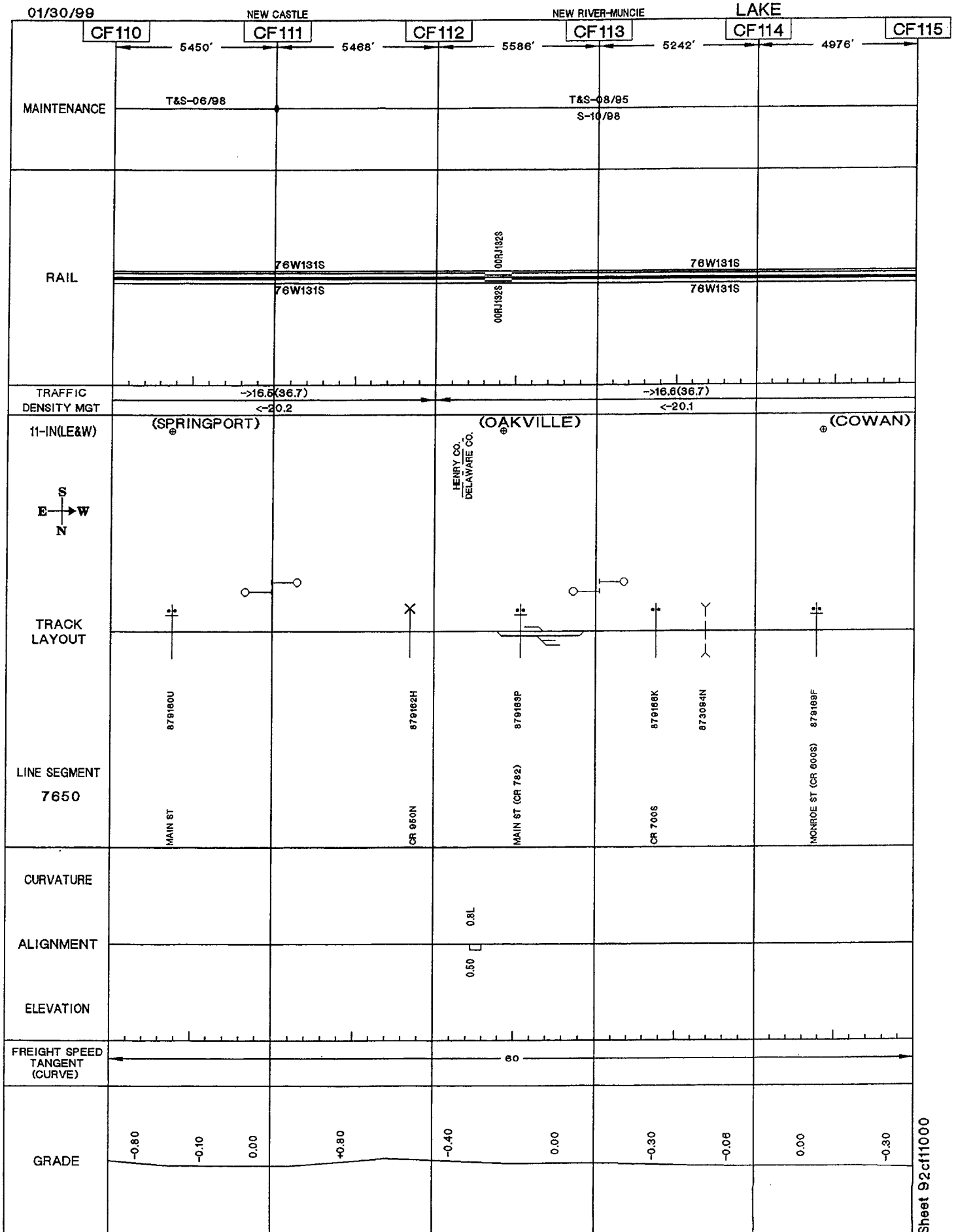
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NEW CASTLE

NEW RIVER-MUNCIE

LAKE



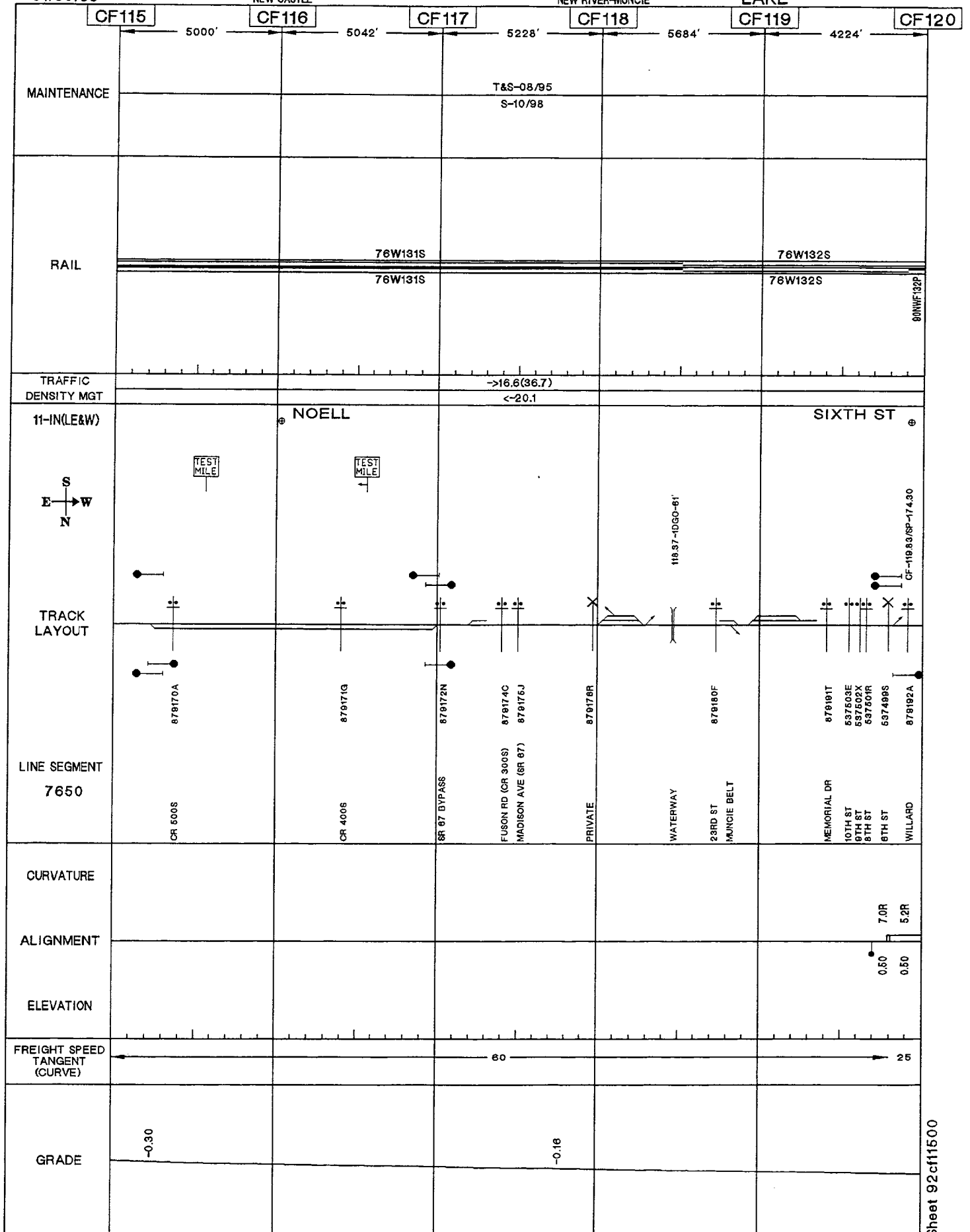


01/30/99

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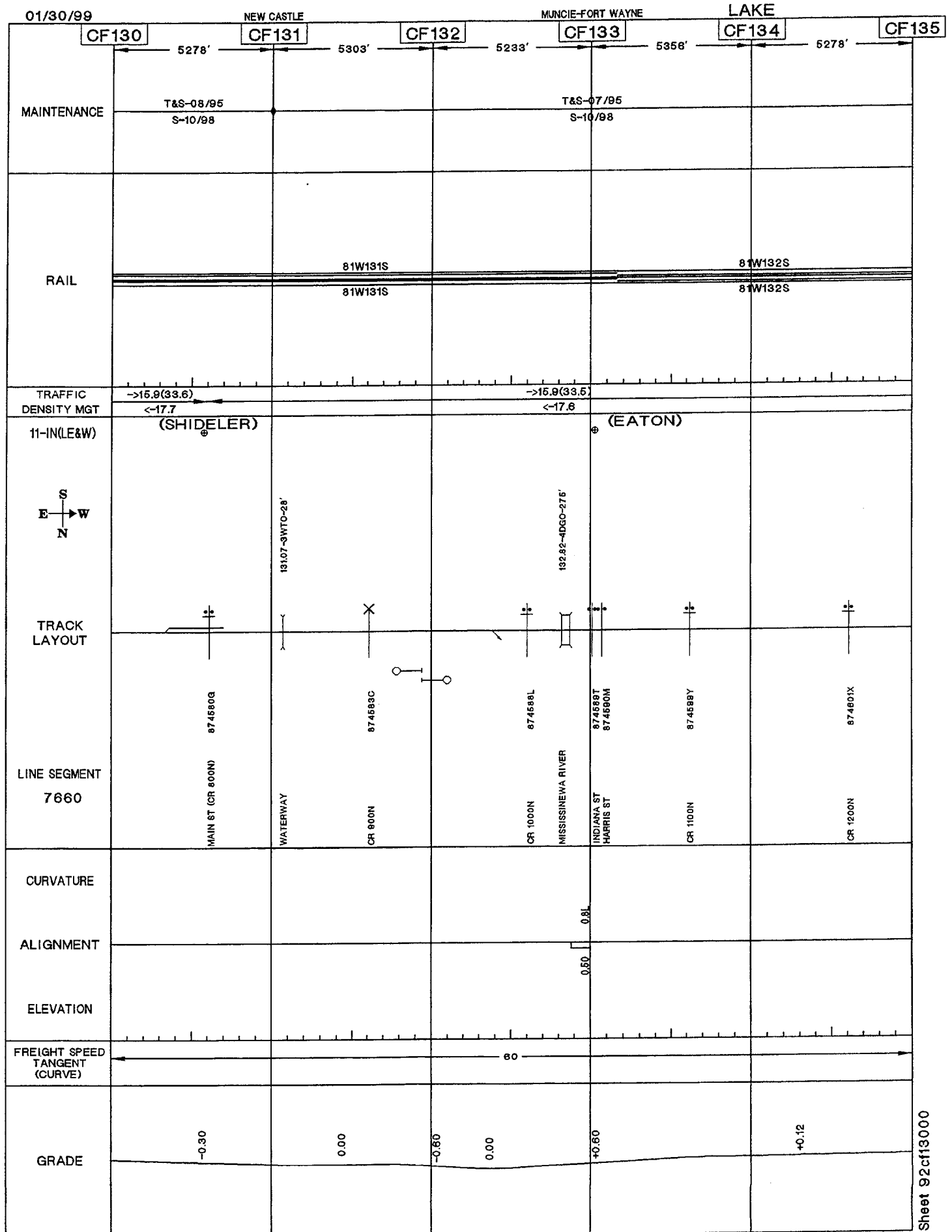
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Sheet 92cf12000



Sheet 92c12500

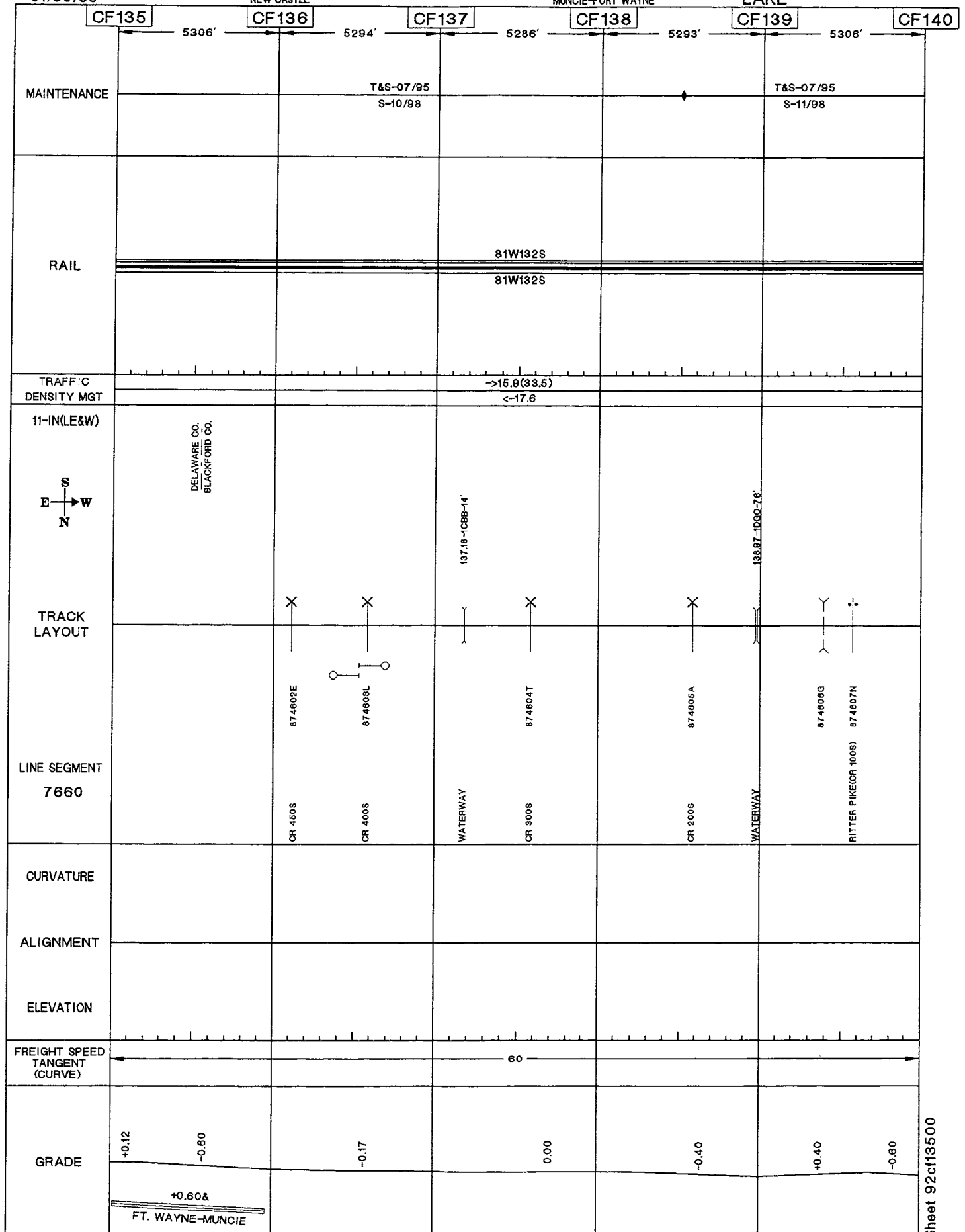


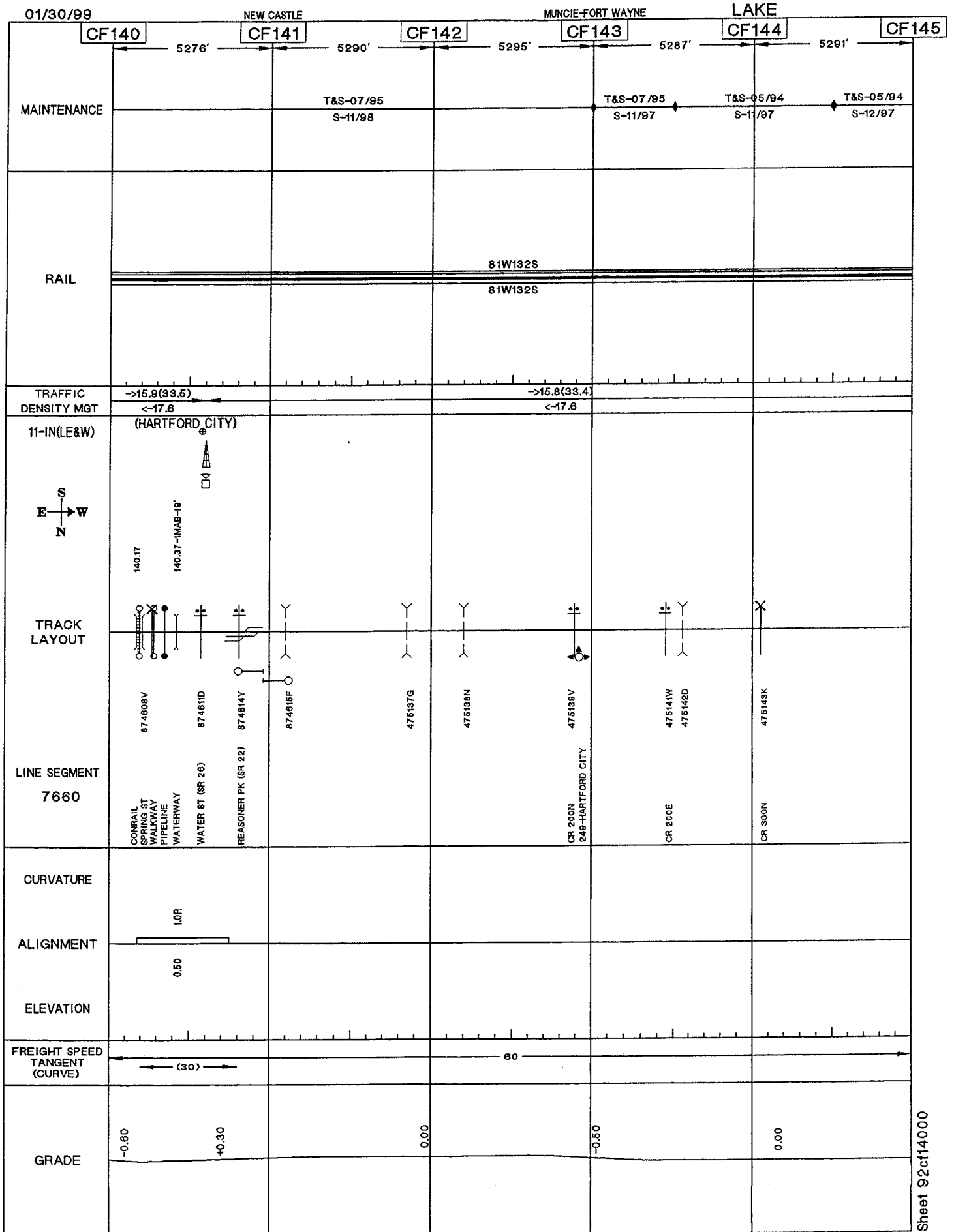
01/30/99

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



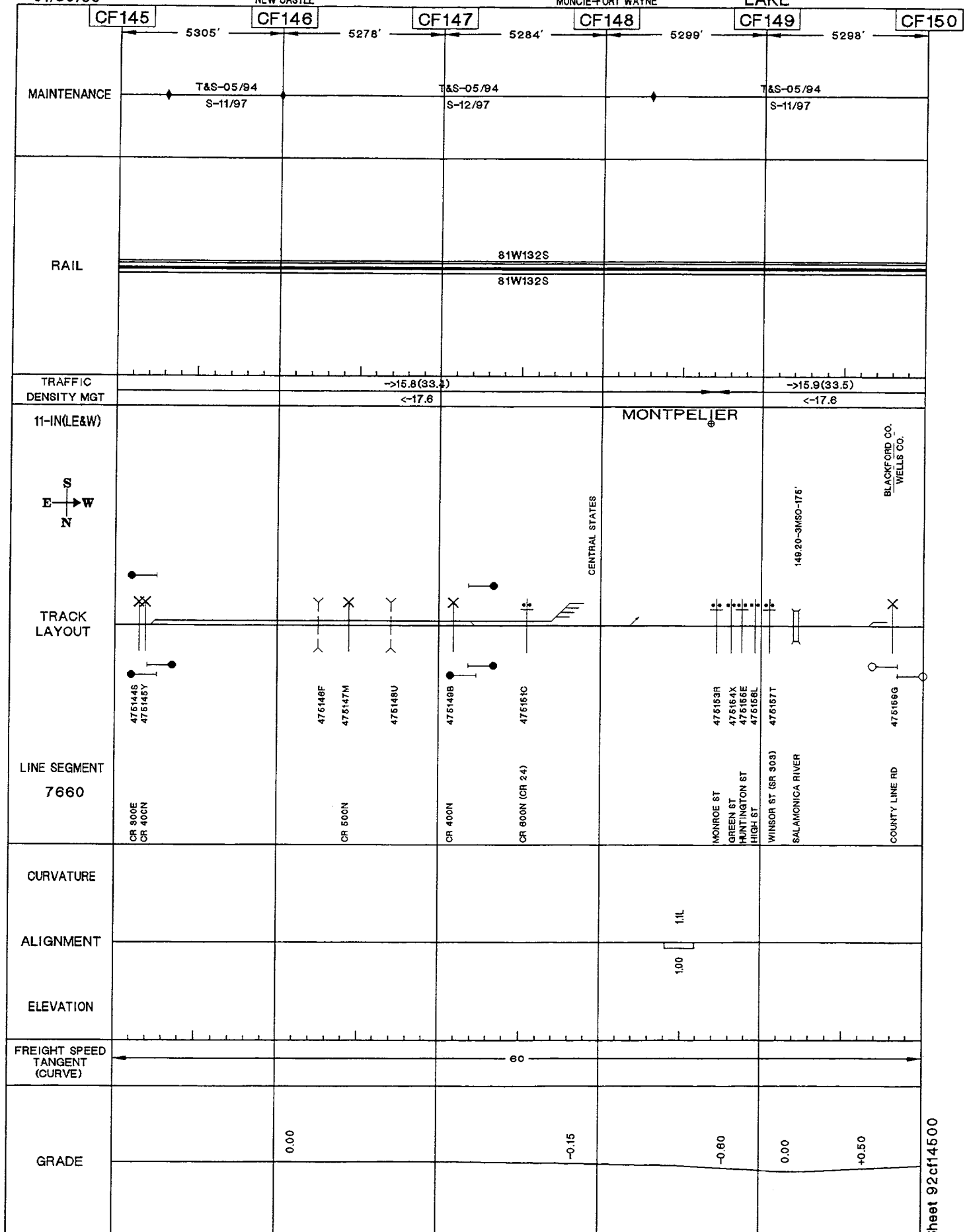


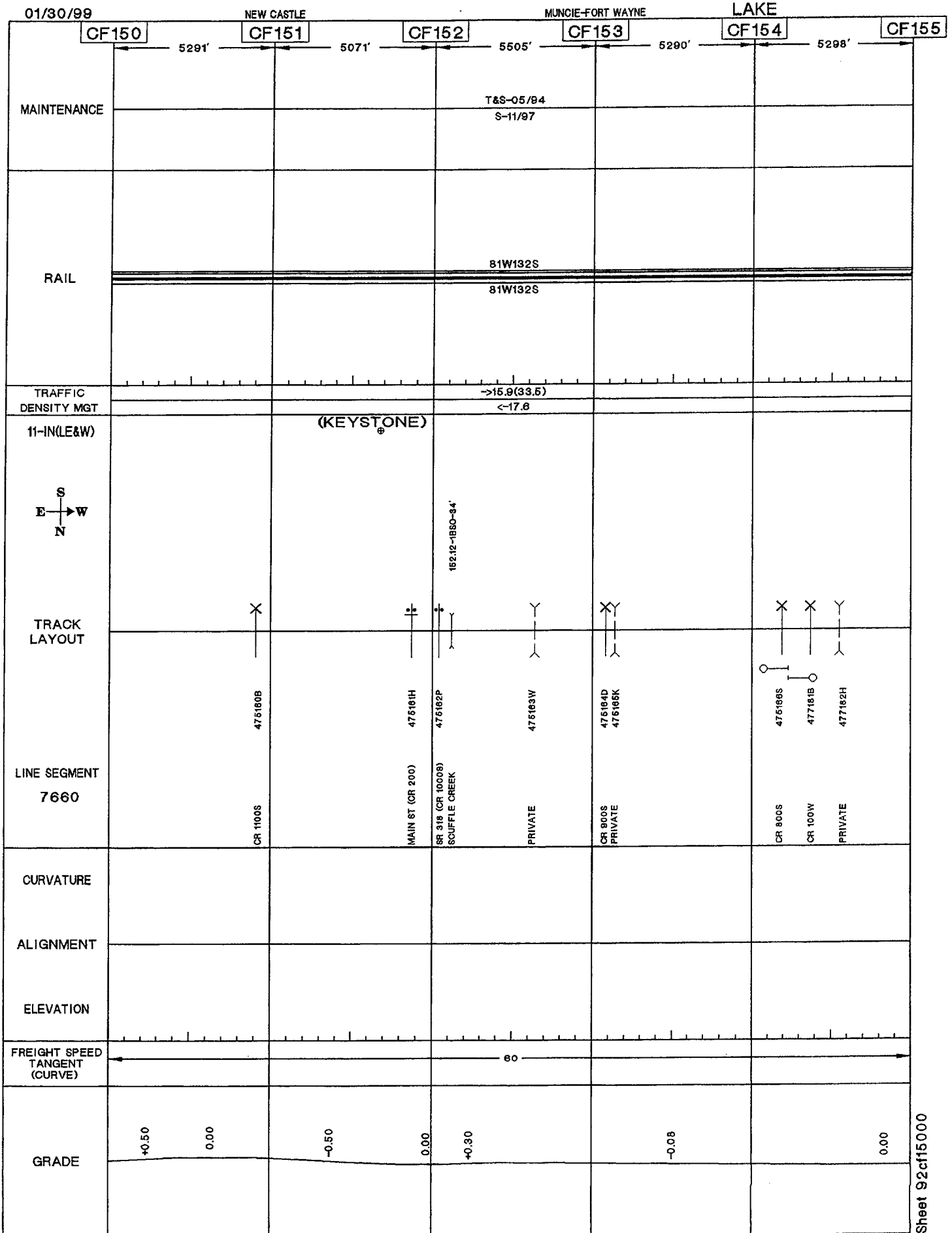
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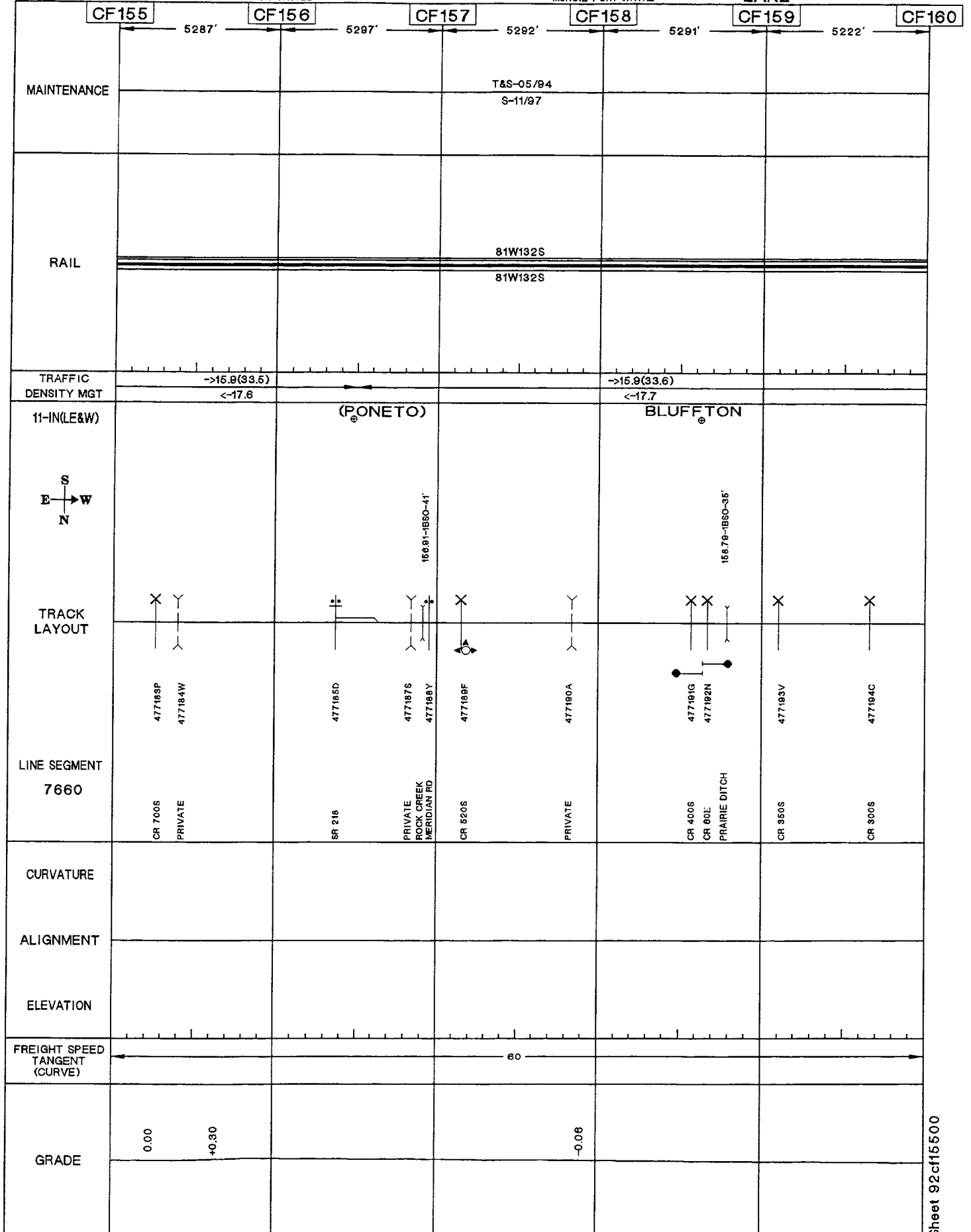


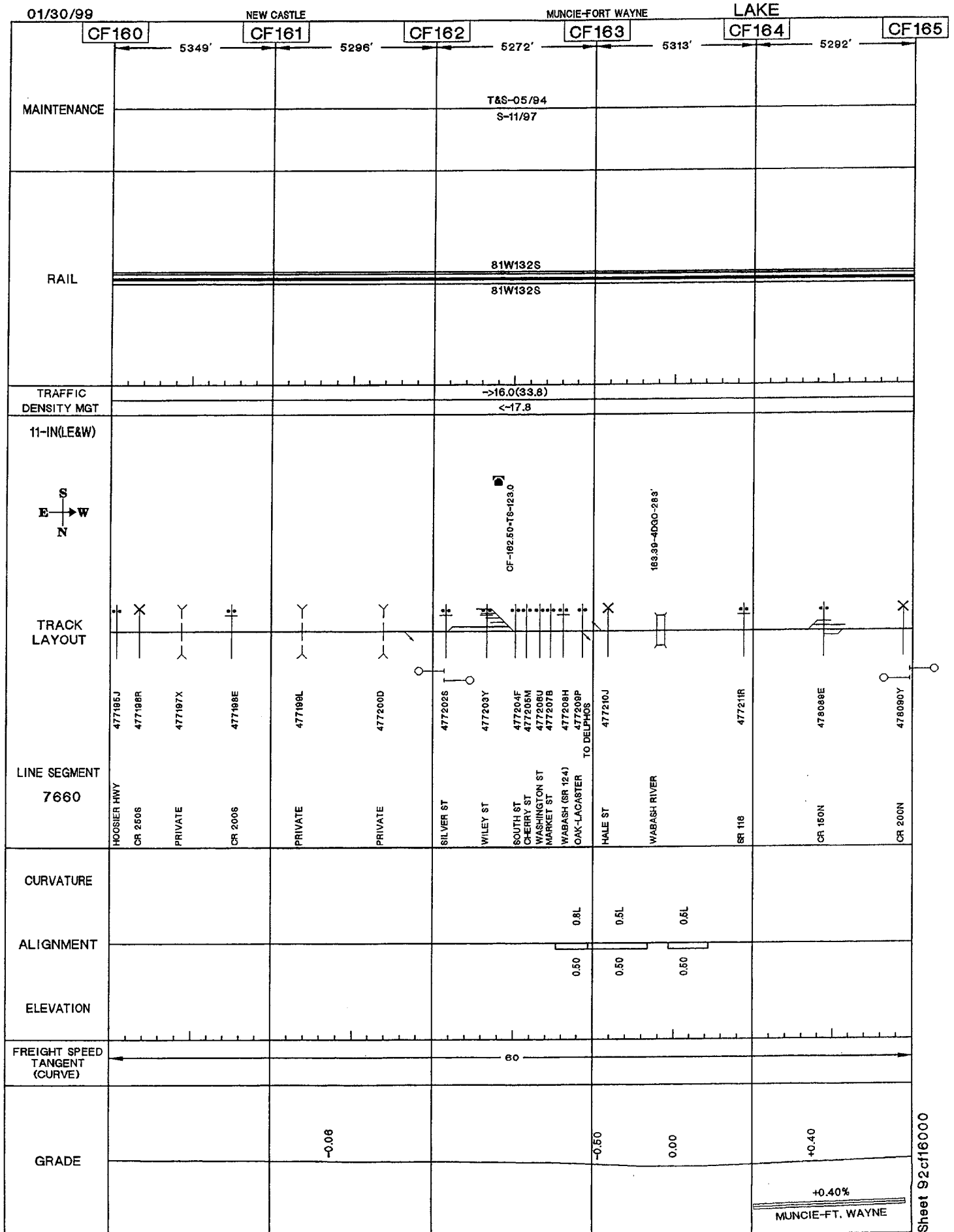
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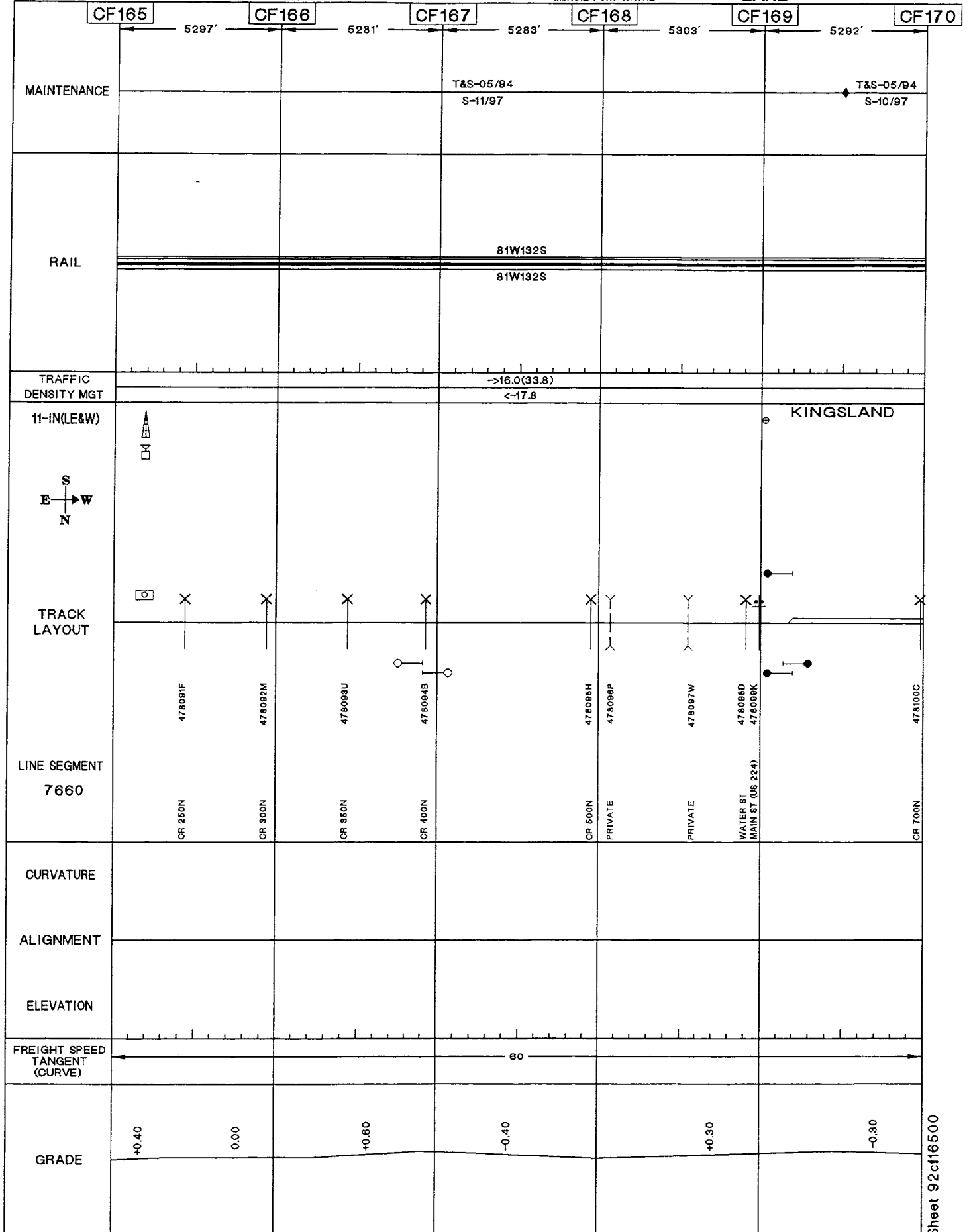


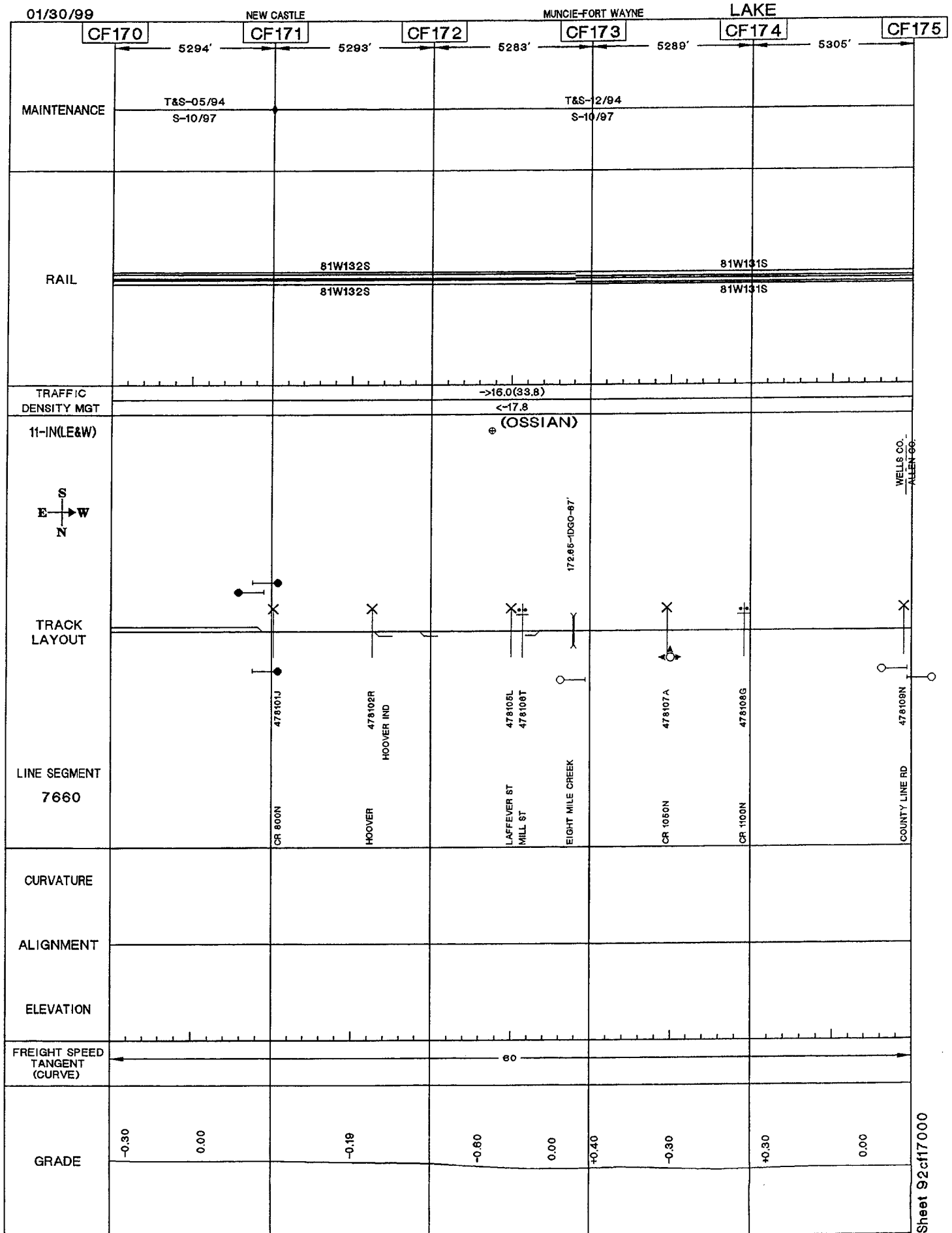
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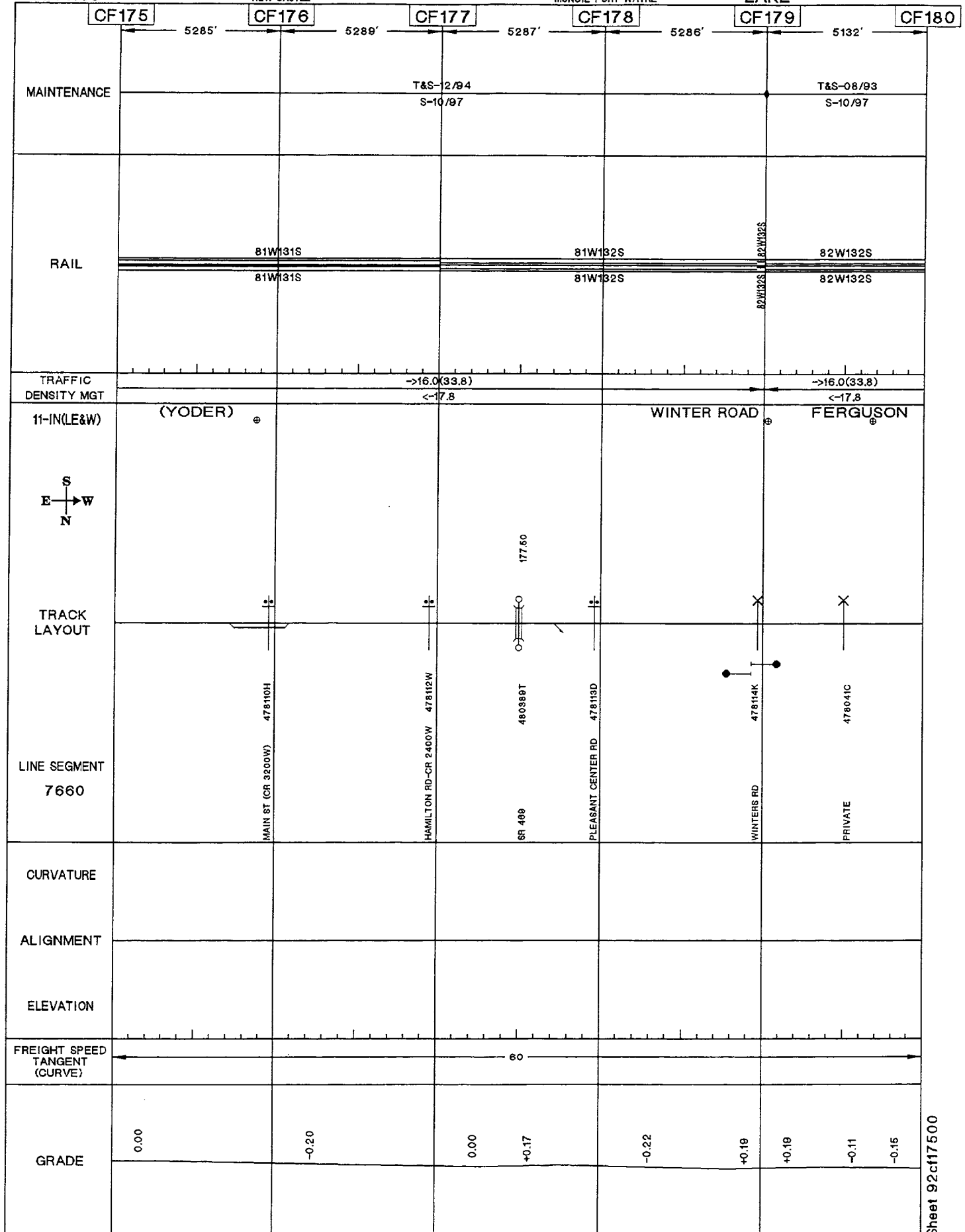


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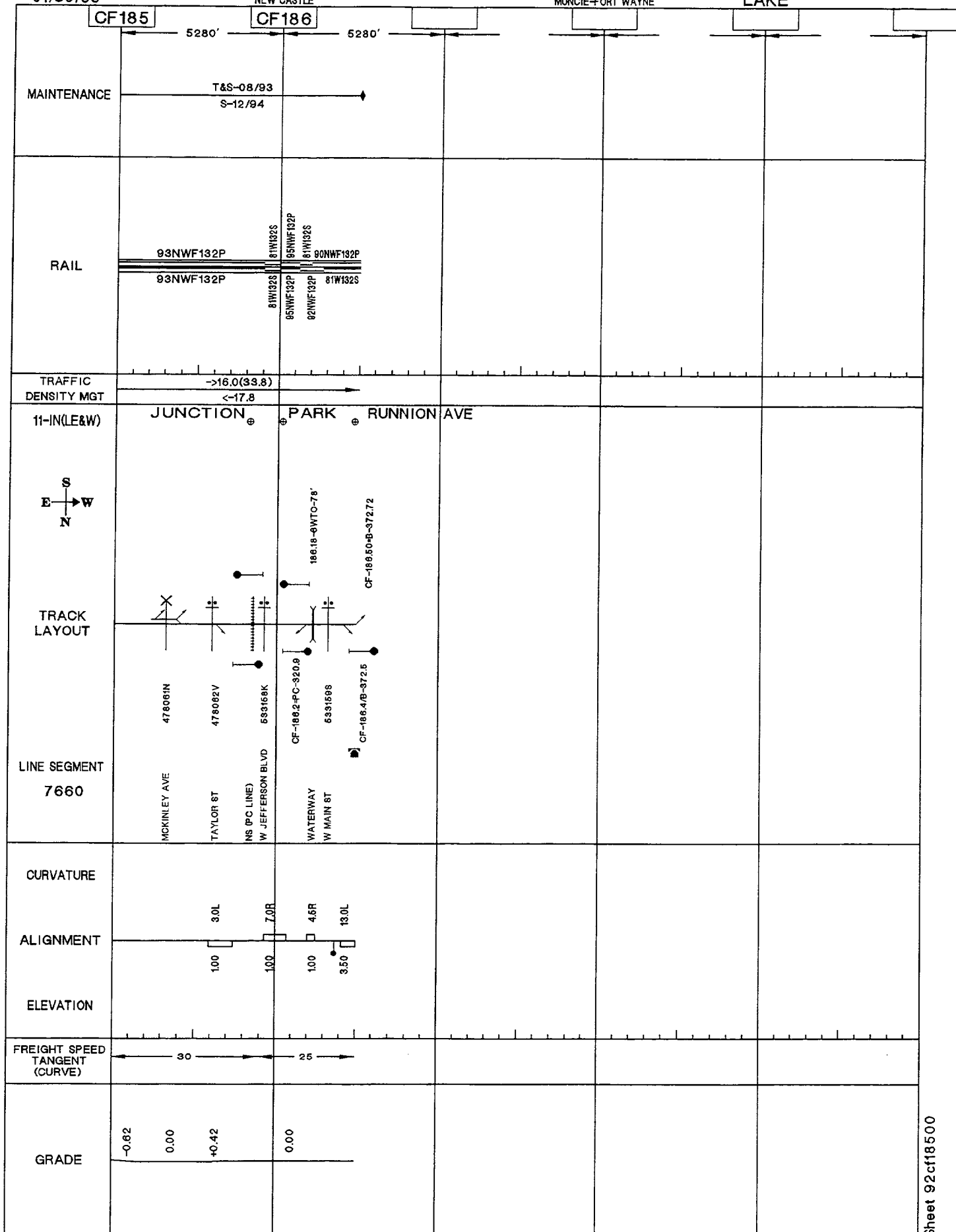
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01/30/99

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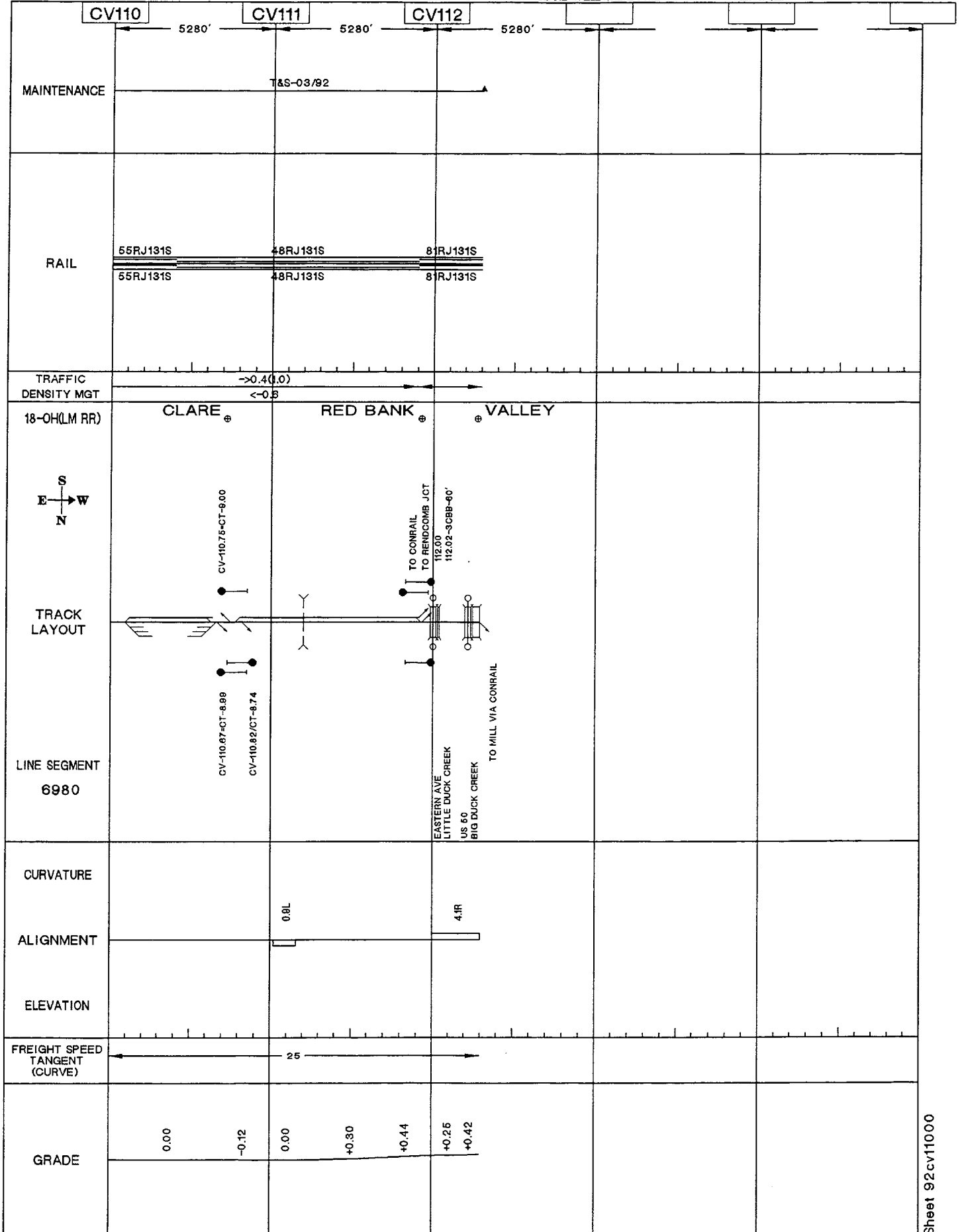
MAINTENANCE					
RAIL					
TRAFFIC DENSITY MGT					
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY BLANK				
LINE SEGMENT					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					

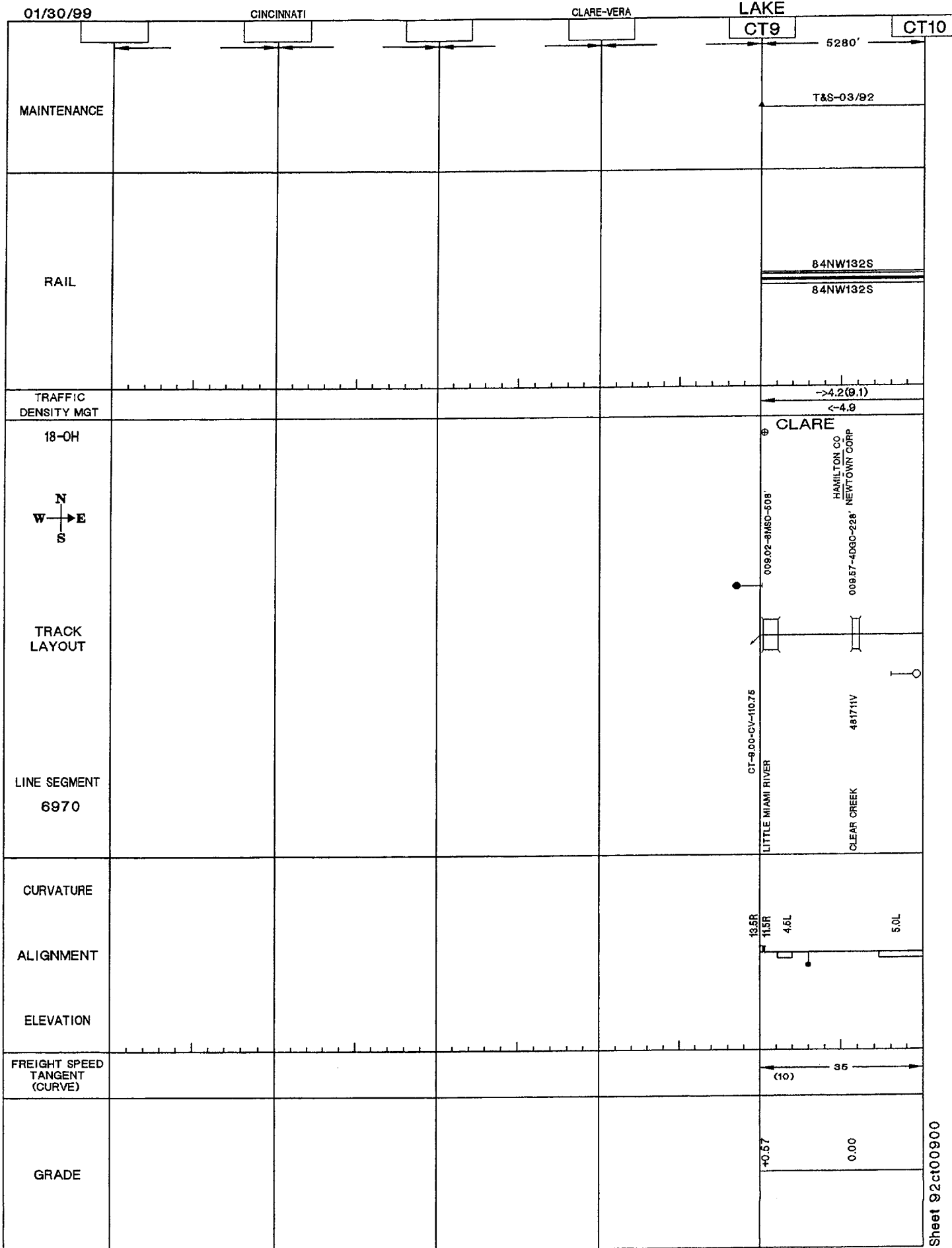
01/30/99

CINCINNATI

CLARE-VALLEY/RENDOMB

LAKE





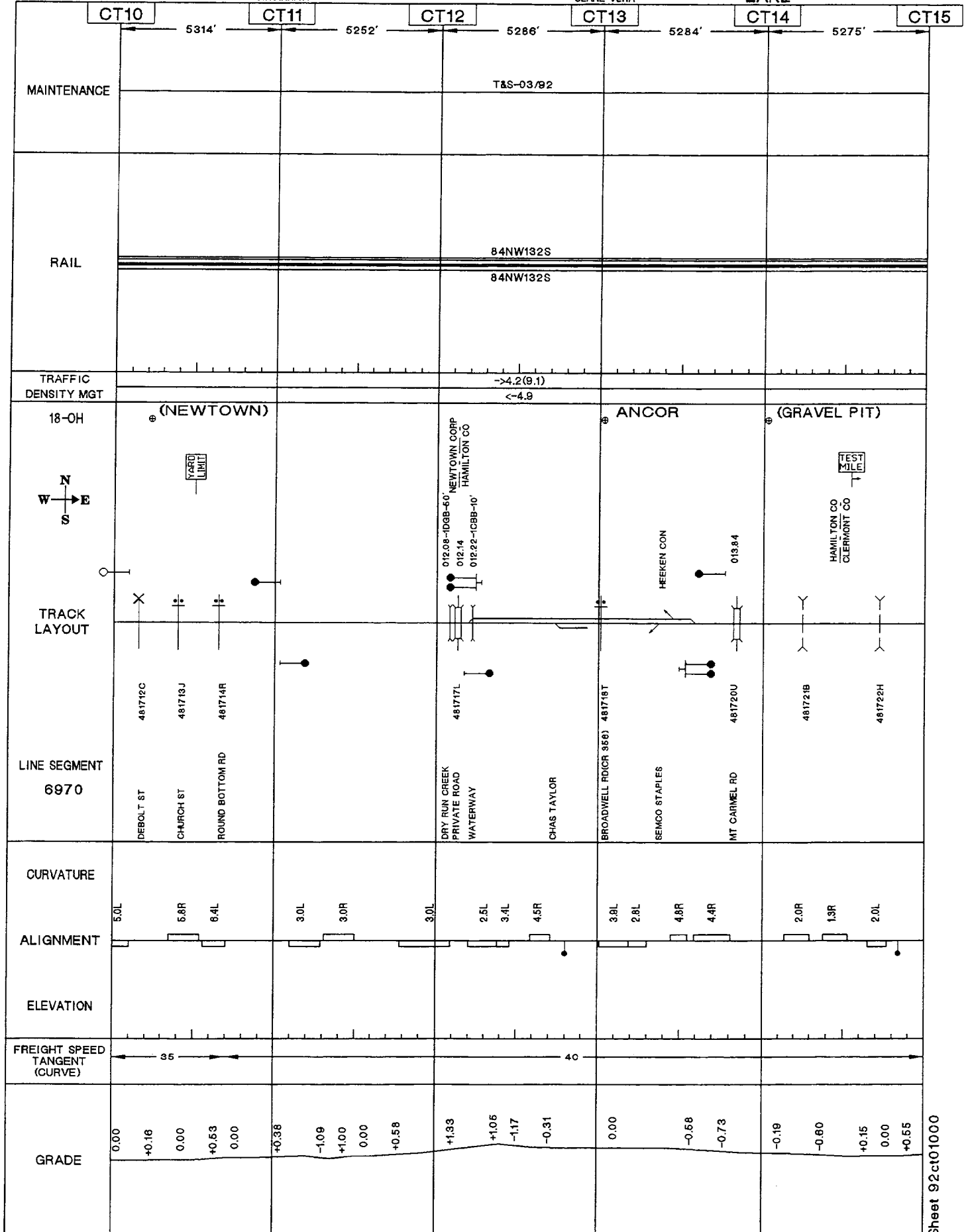


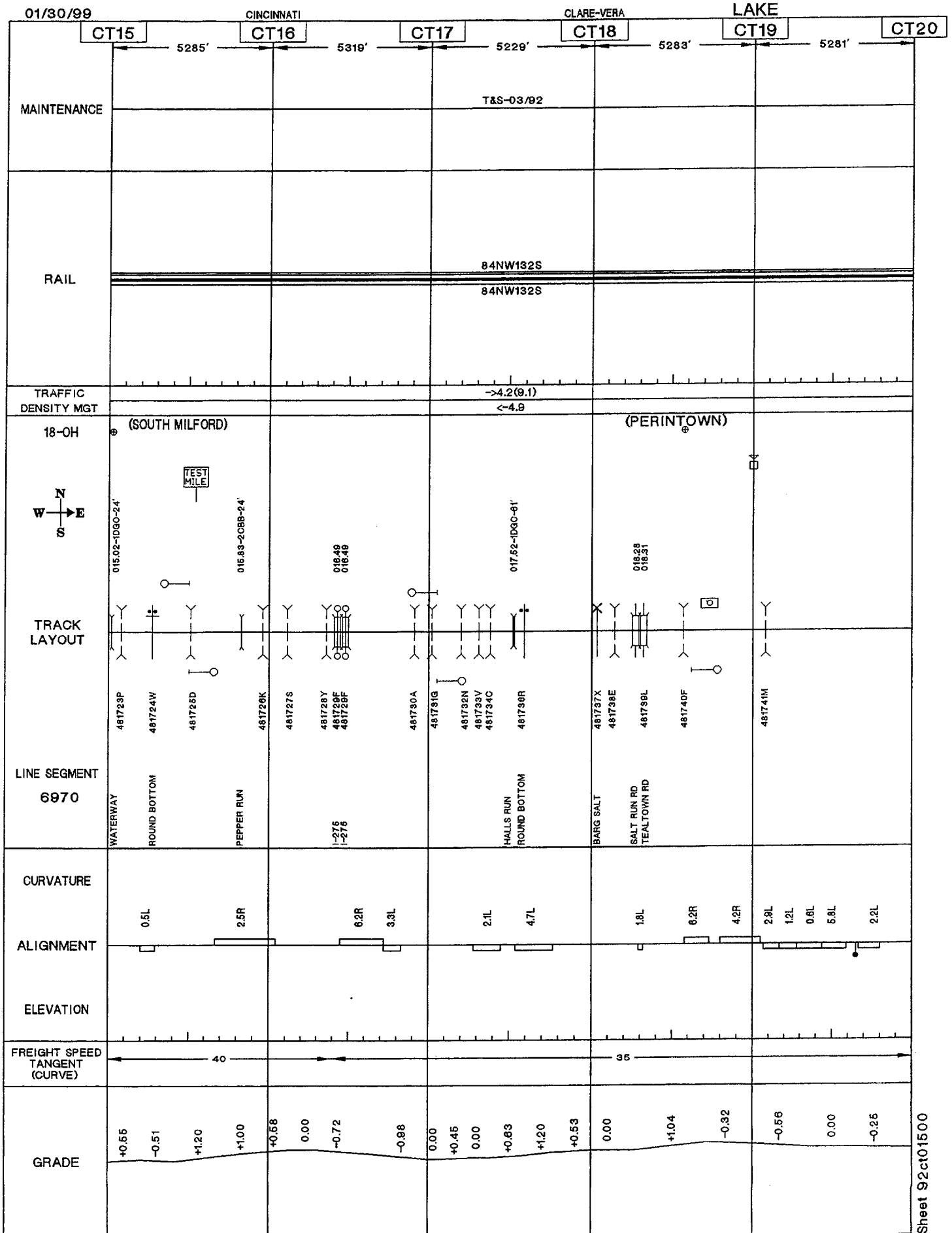
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CINCINNATI

CLARE-VERA

LAKE



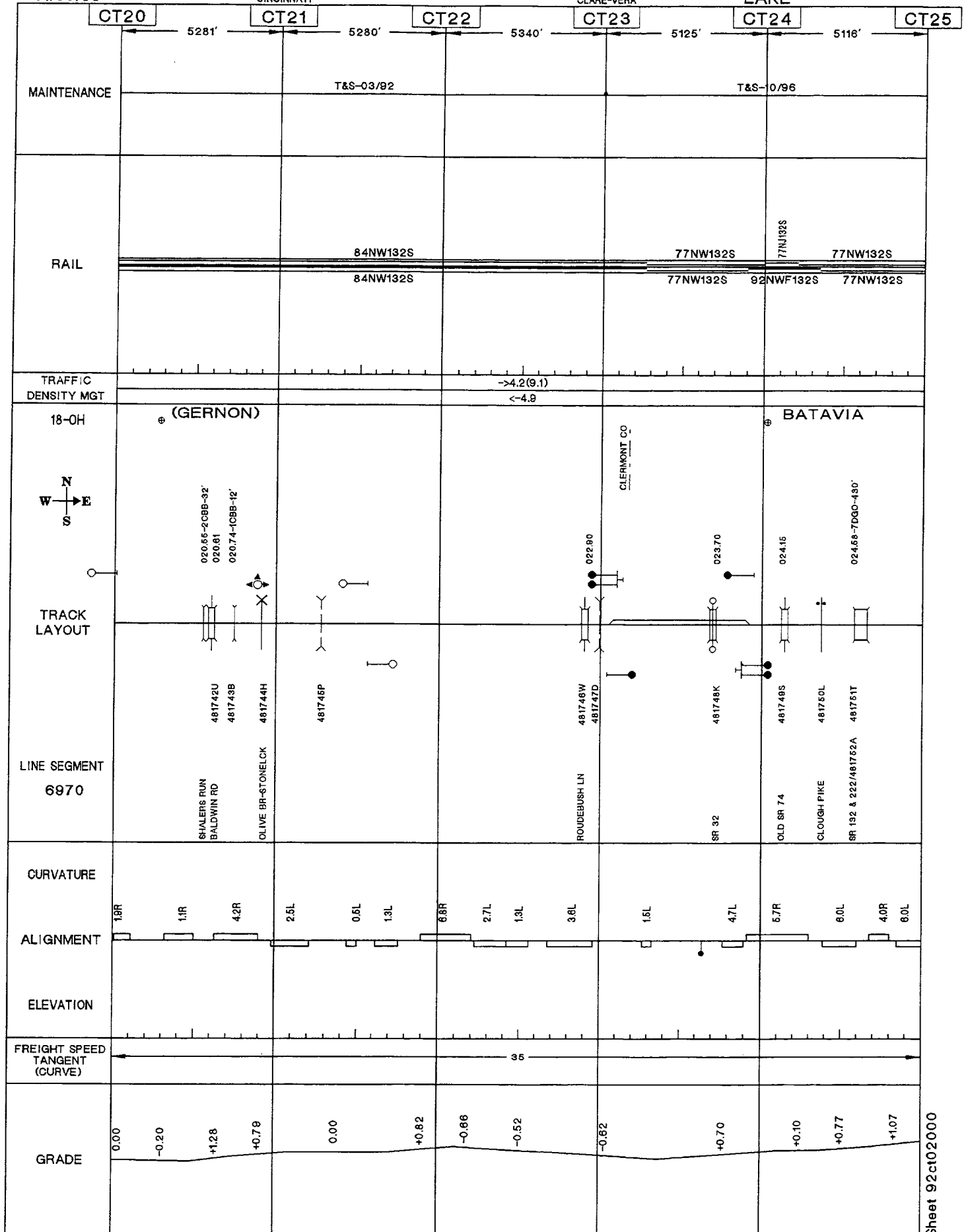


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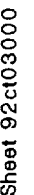
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CLARE-VERA

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Sheet 92ct02500

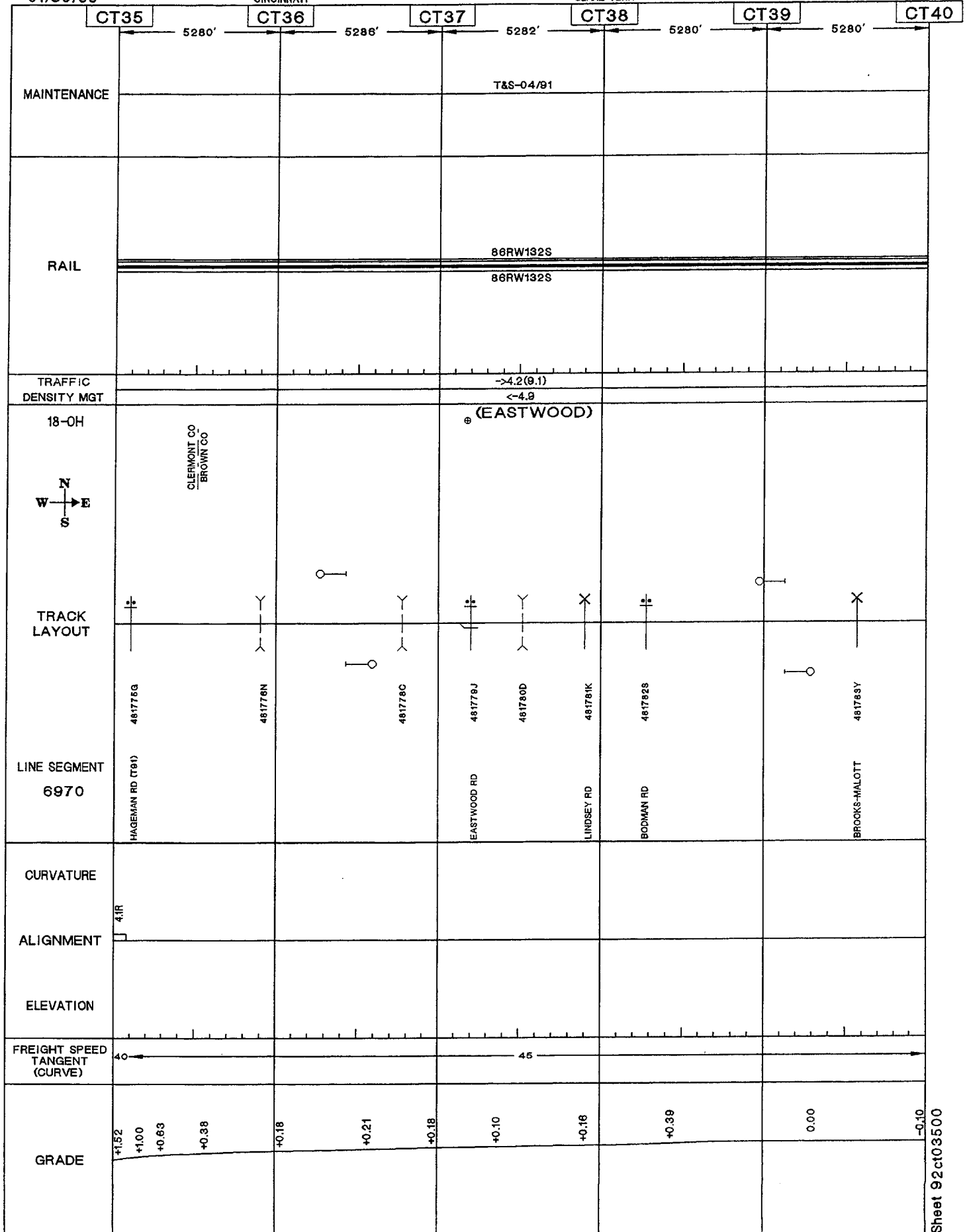


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CINCINNATI

CLARE-VERA

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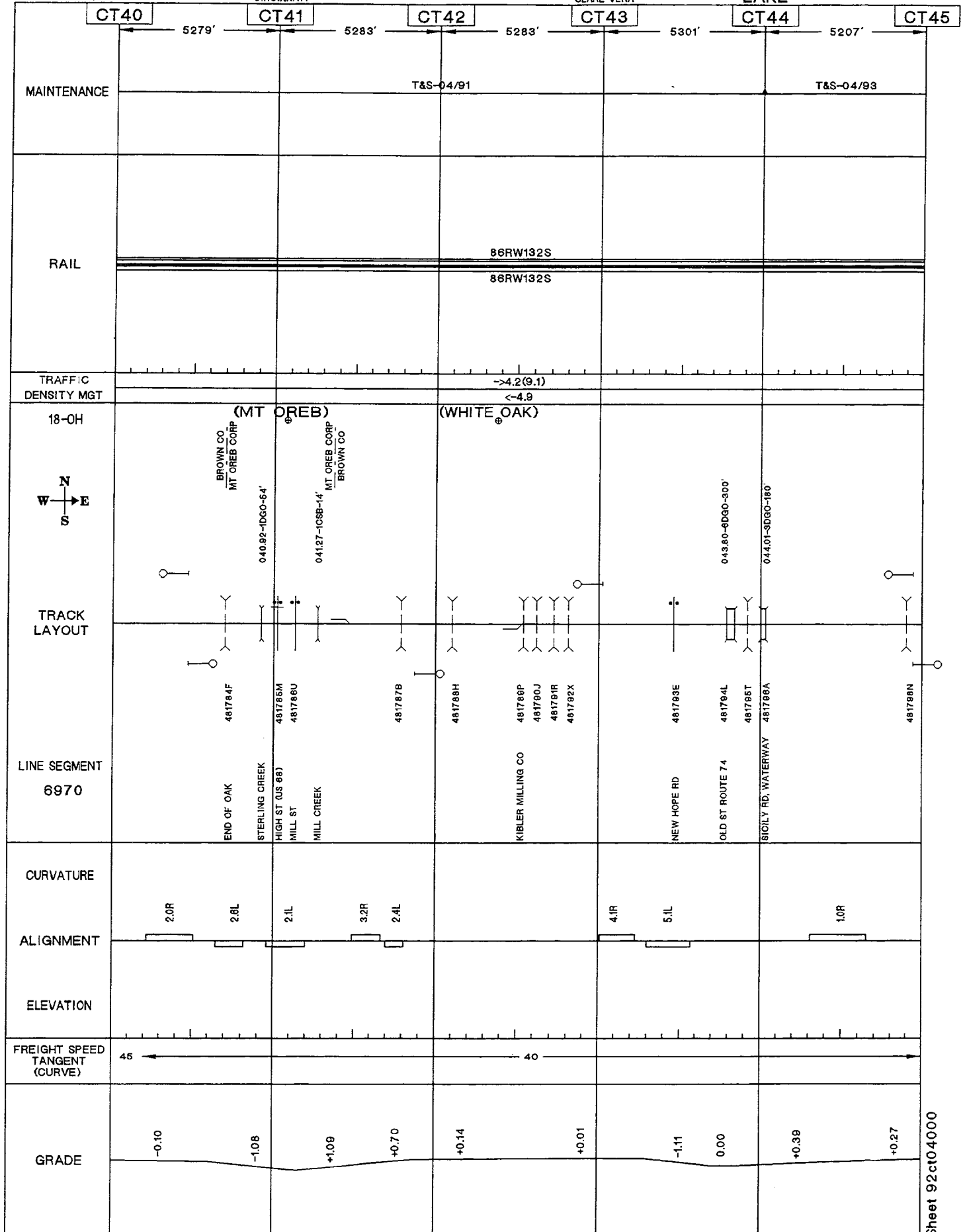


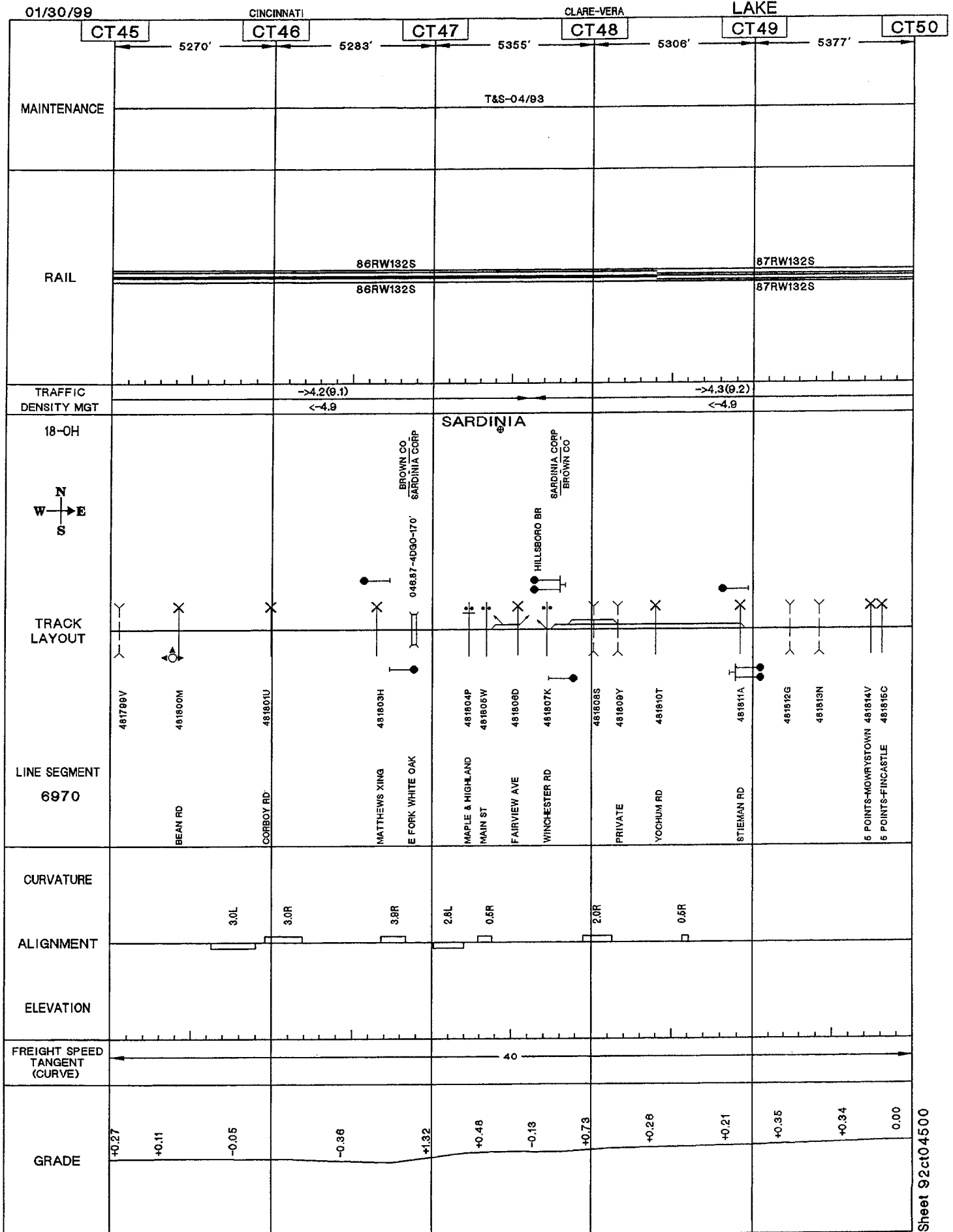
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LAKE





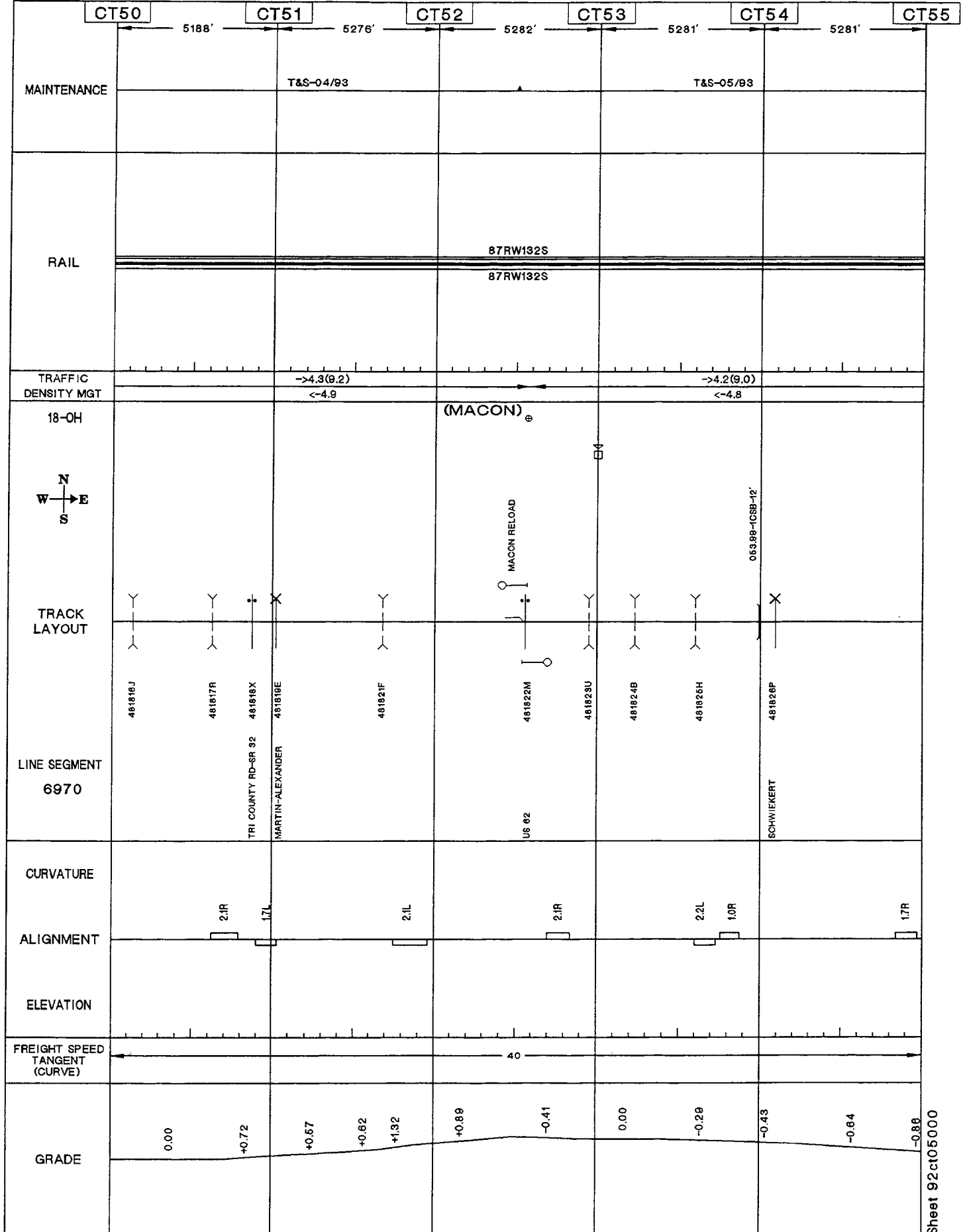


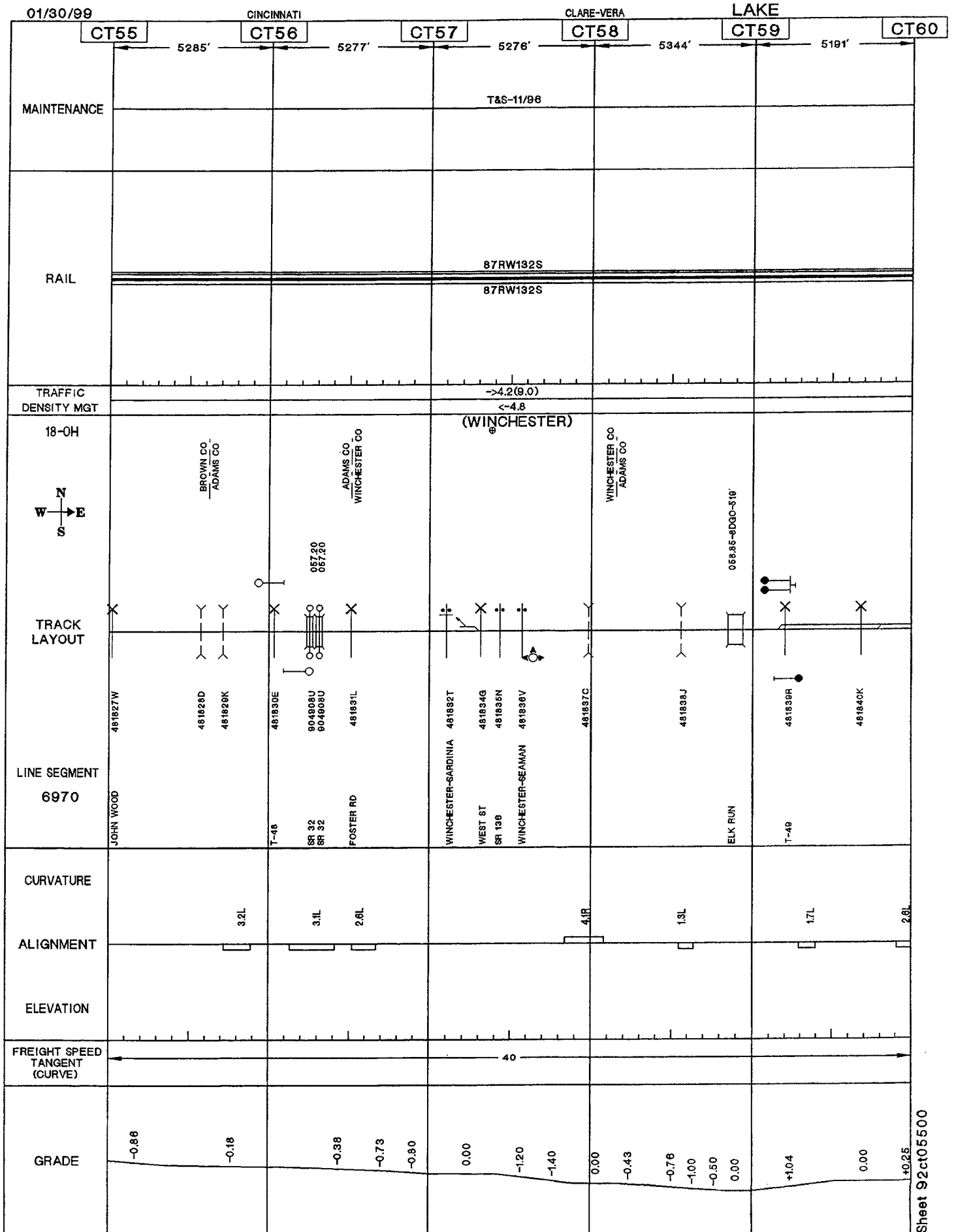
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CLARE-VERA

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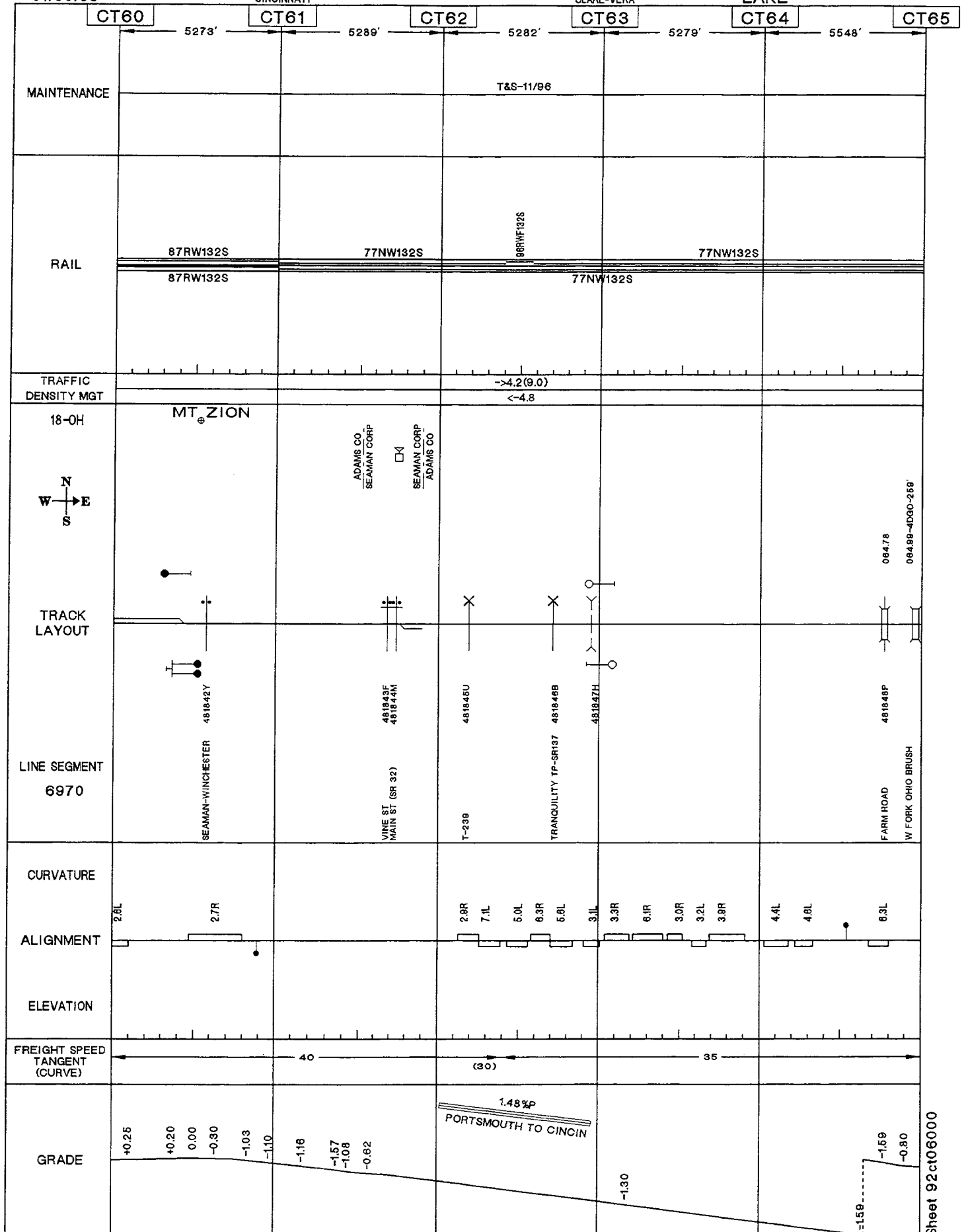


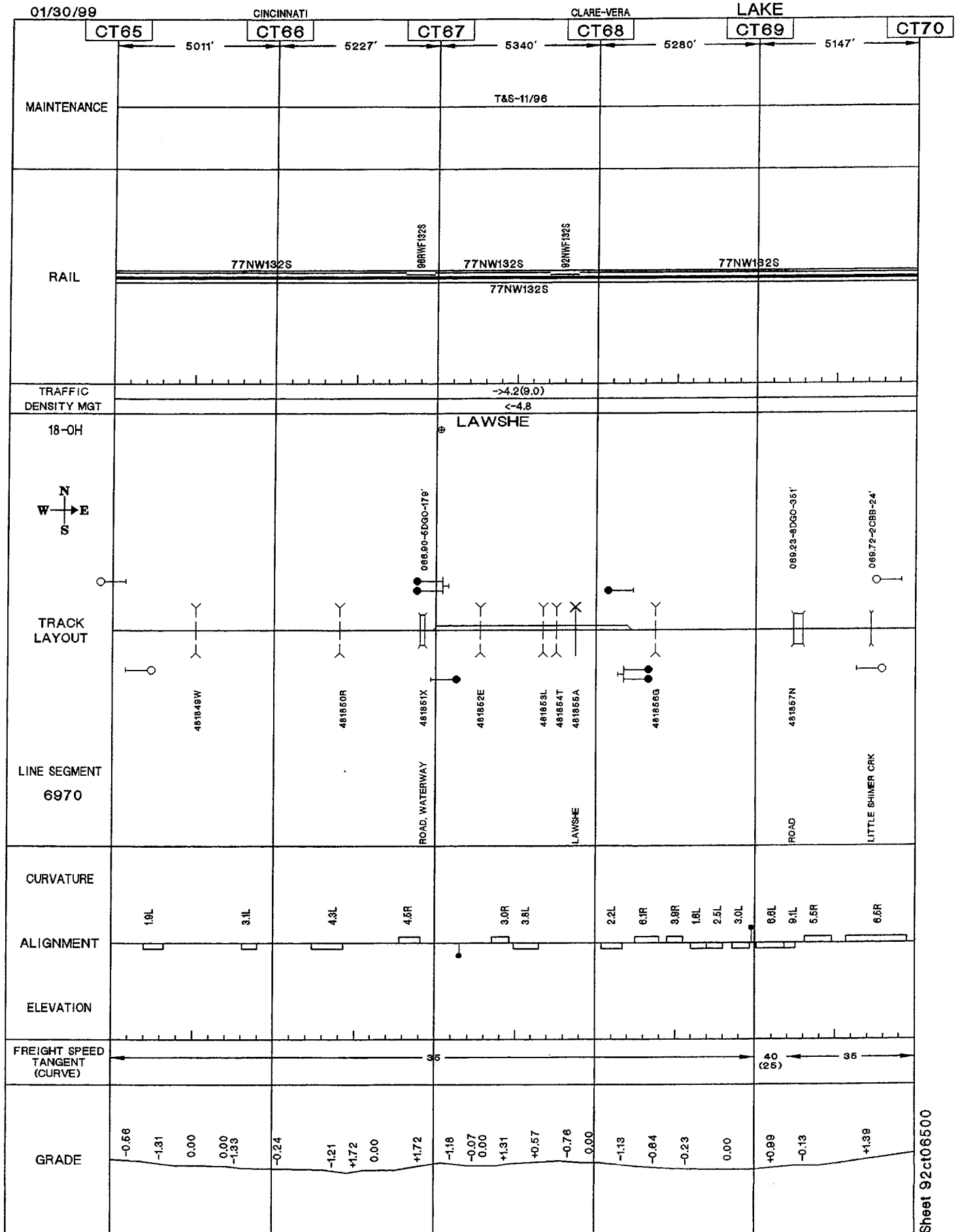
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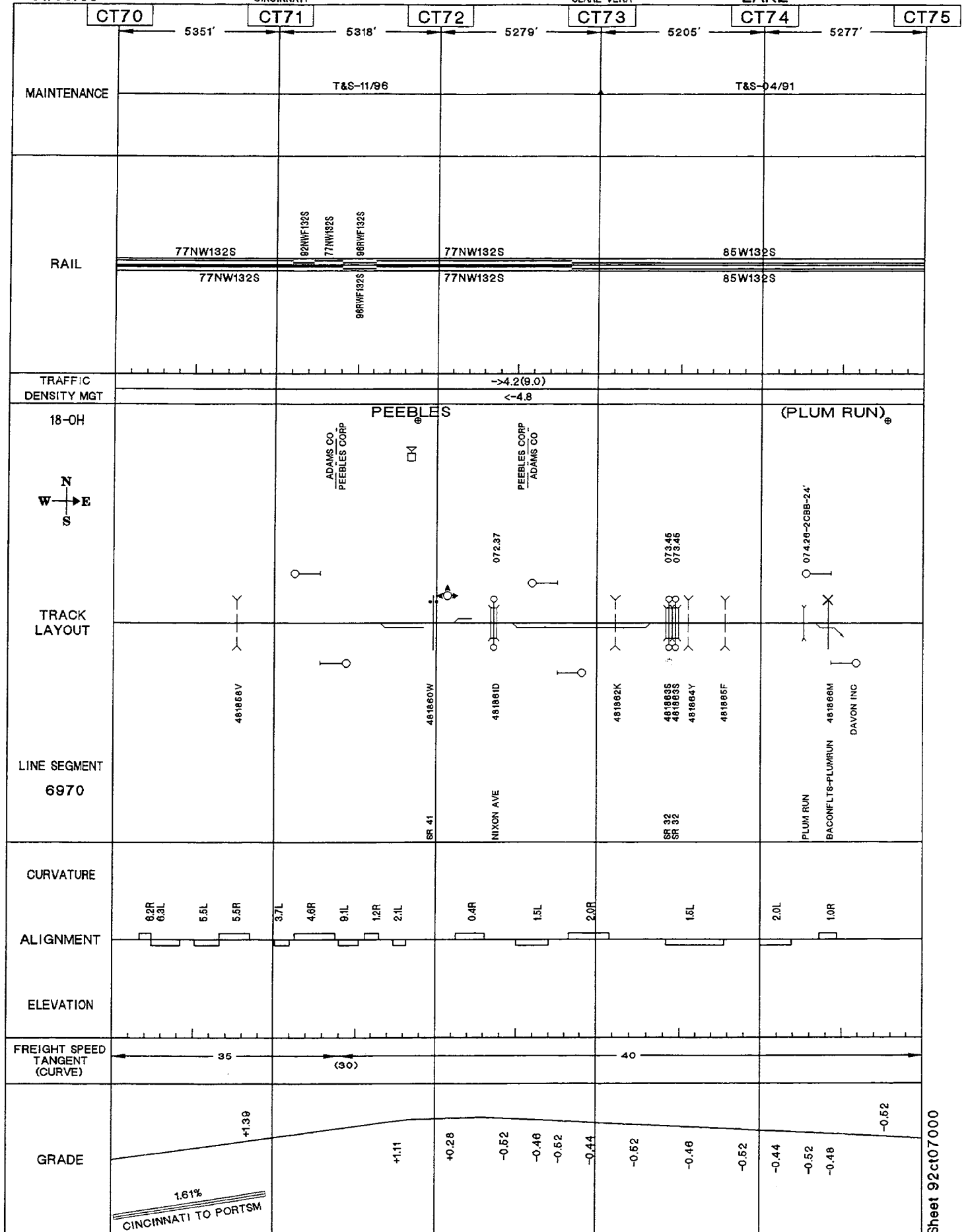


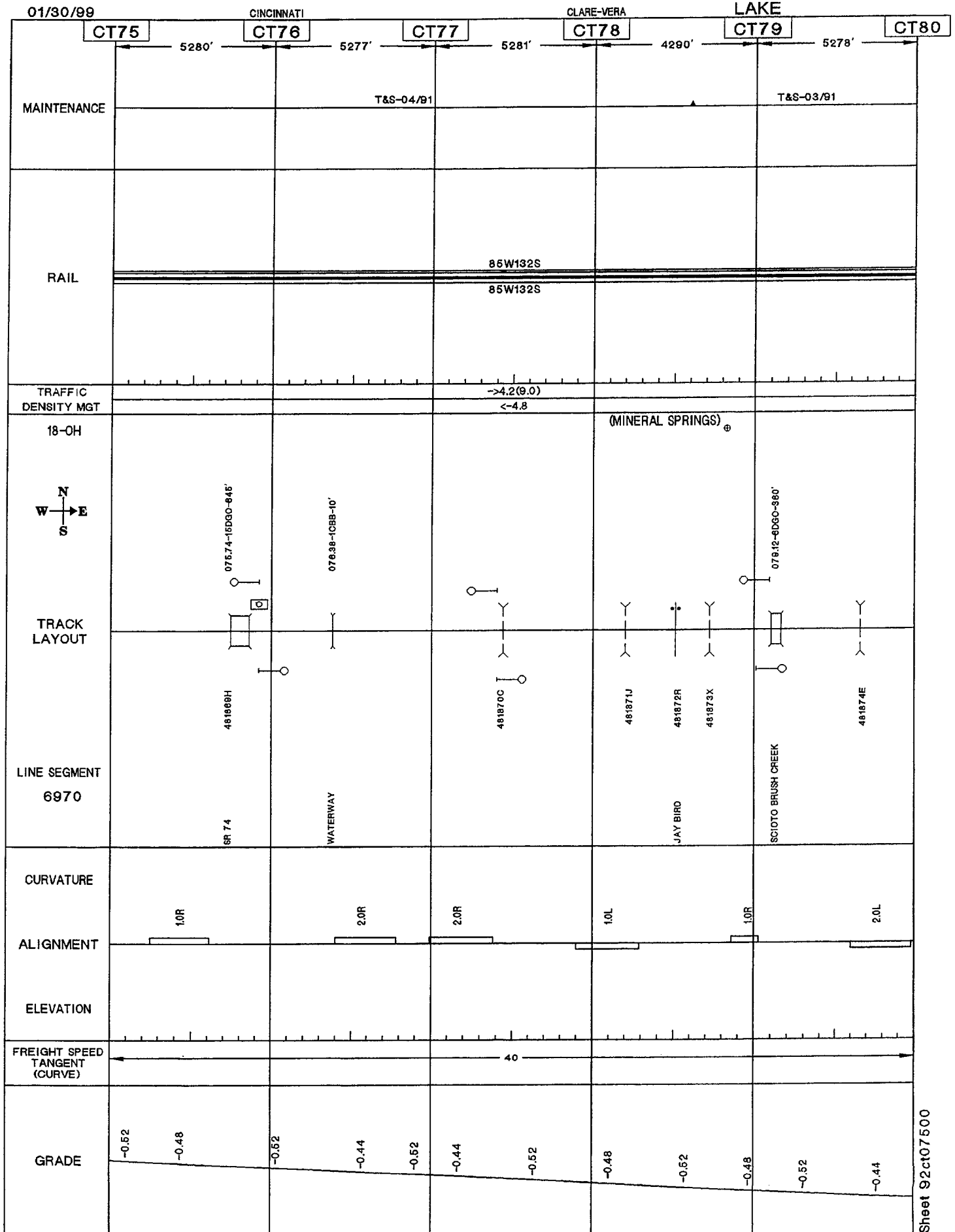
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CLARE-VERA

LAKE



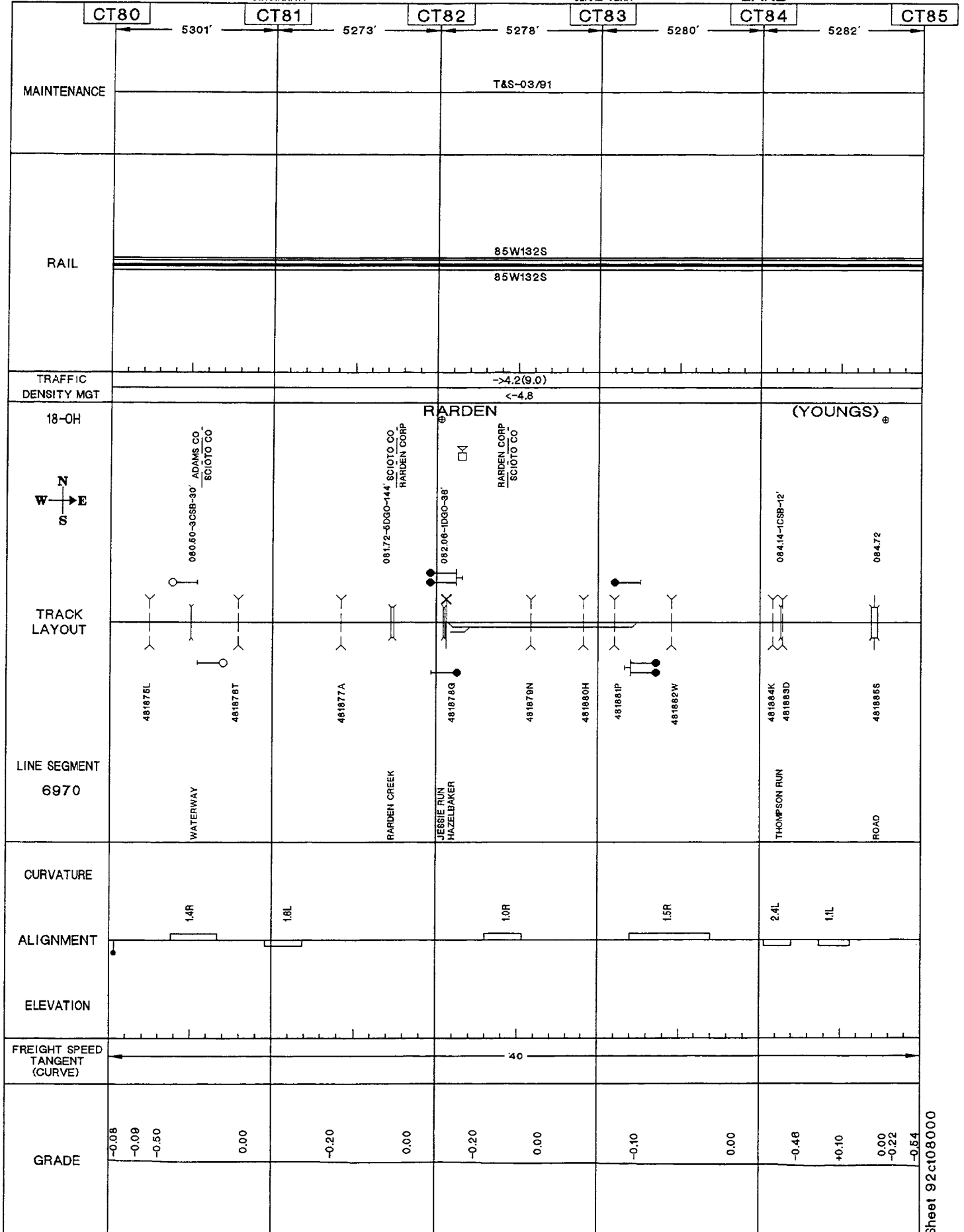


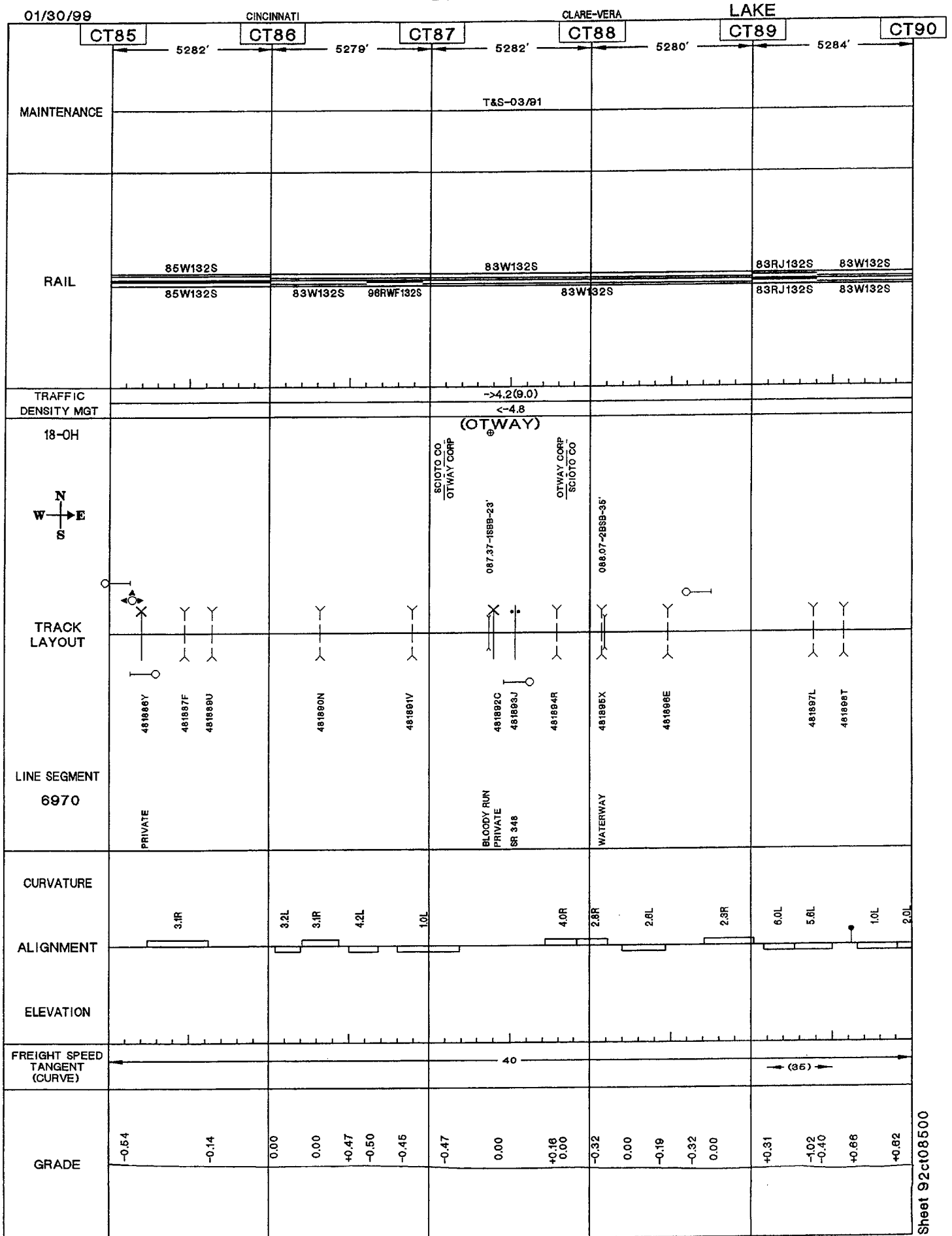
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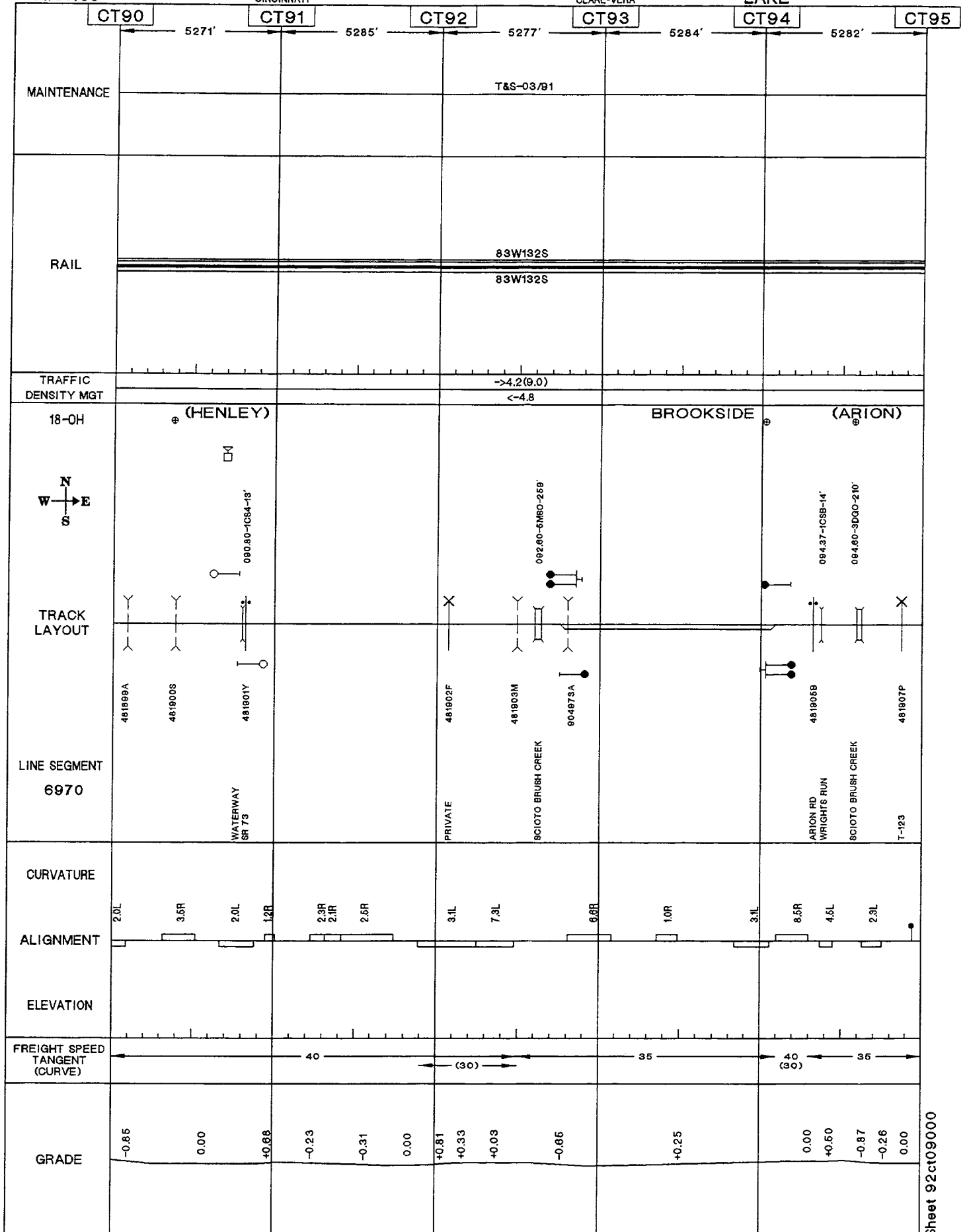


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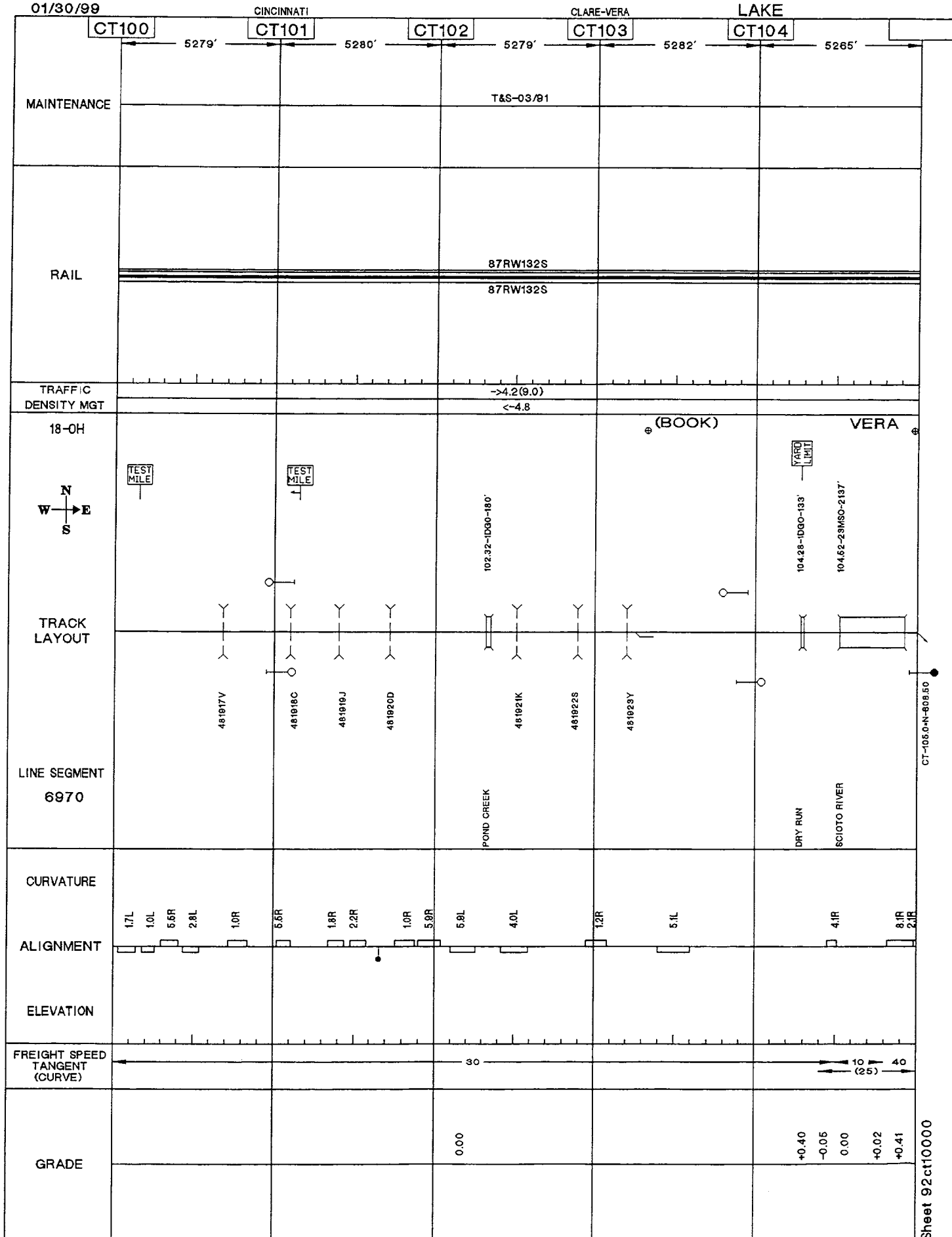
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Sheet 92ct09500

01/30/99

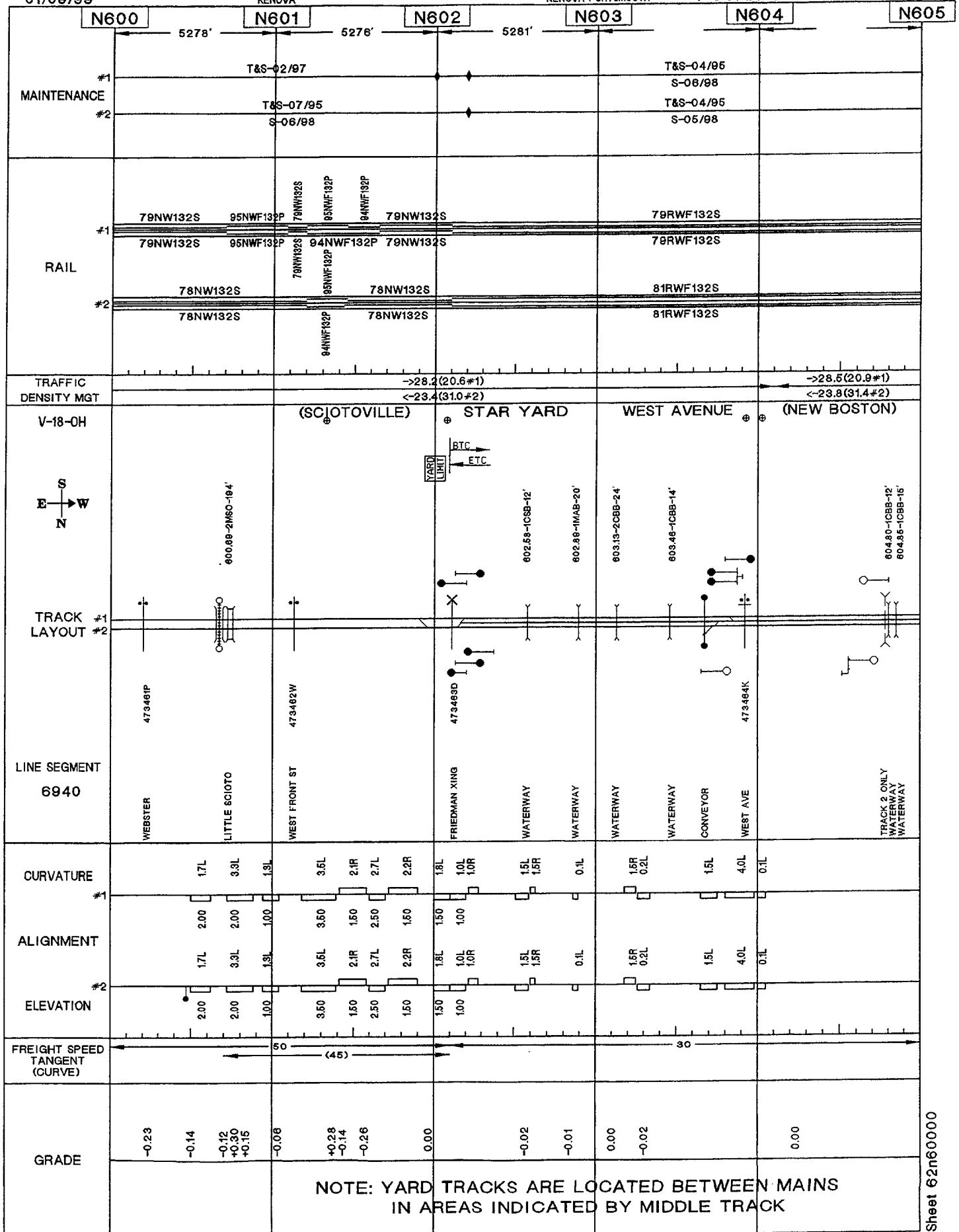


01/09/99

KENOVA

KENOVA-PORTSMOUTH

POCAHONTAS

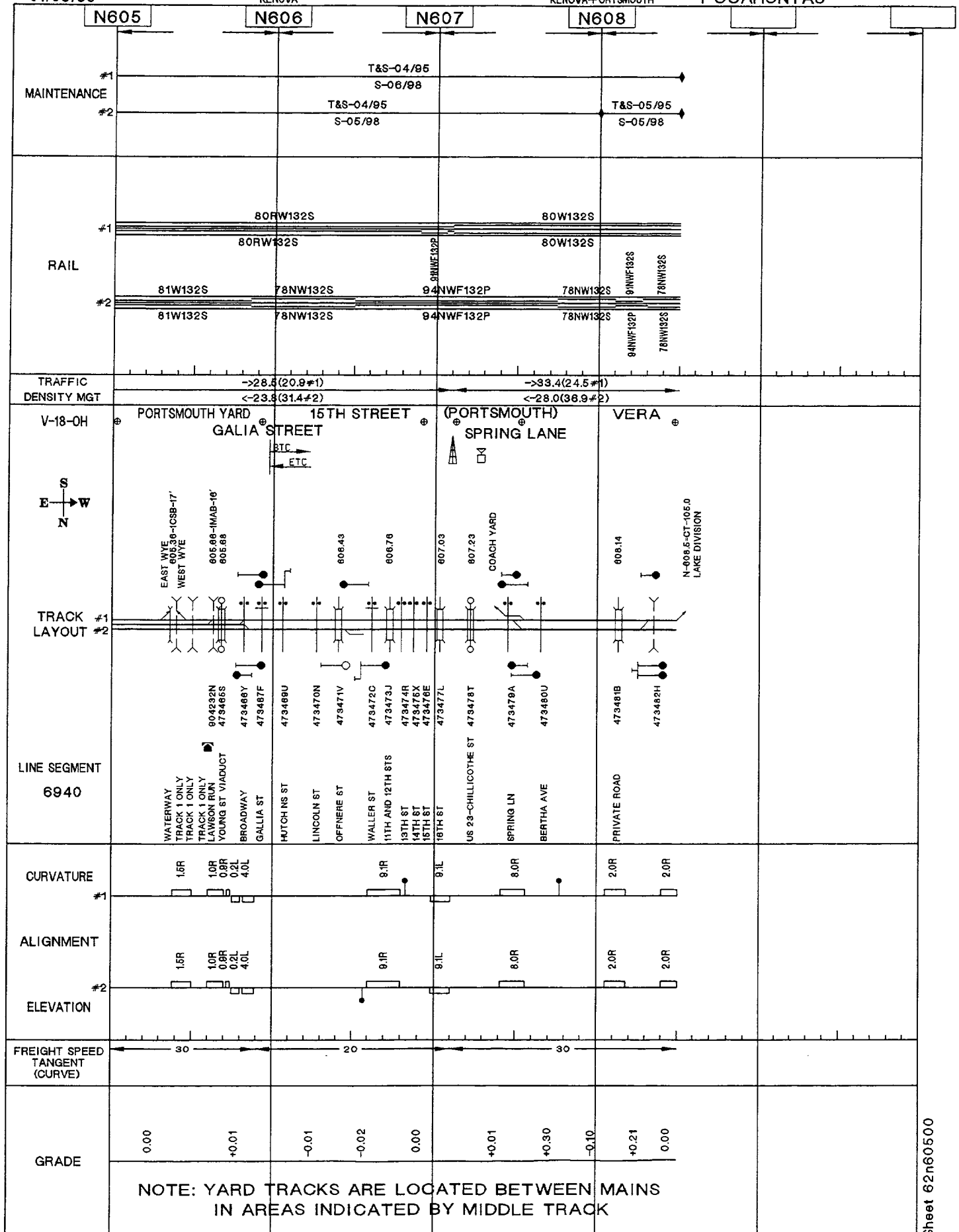


01/09/99

KENOVA

KENOVA-PORTSMOUTH

POCAHONTAS



01/30/99

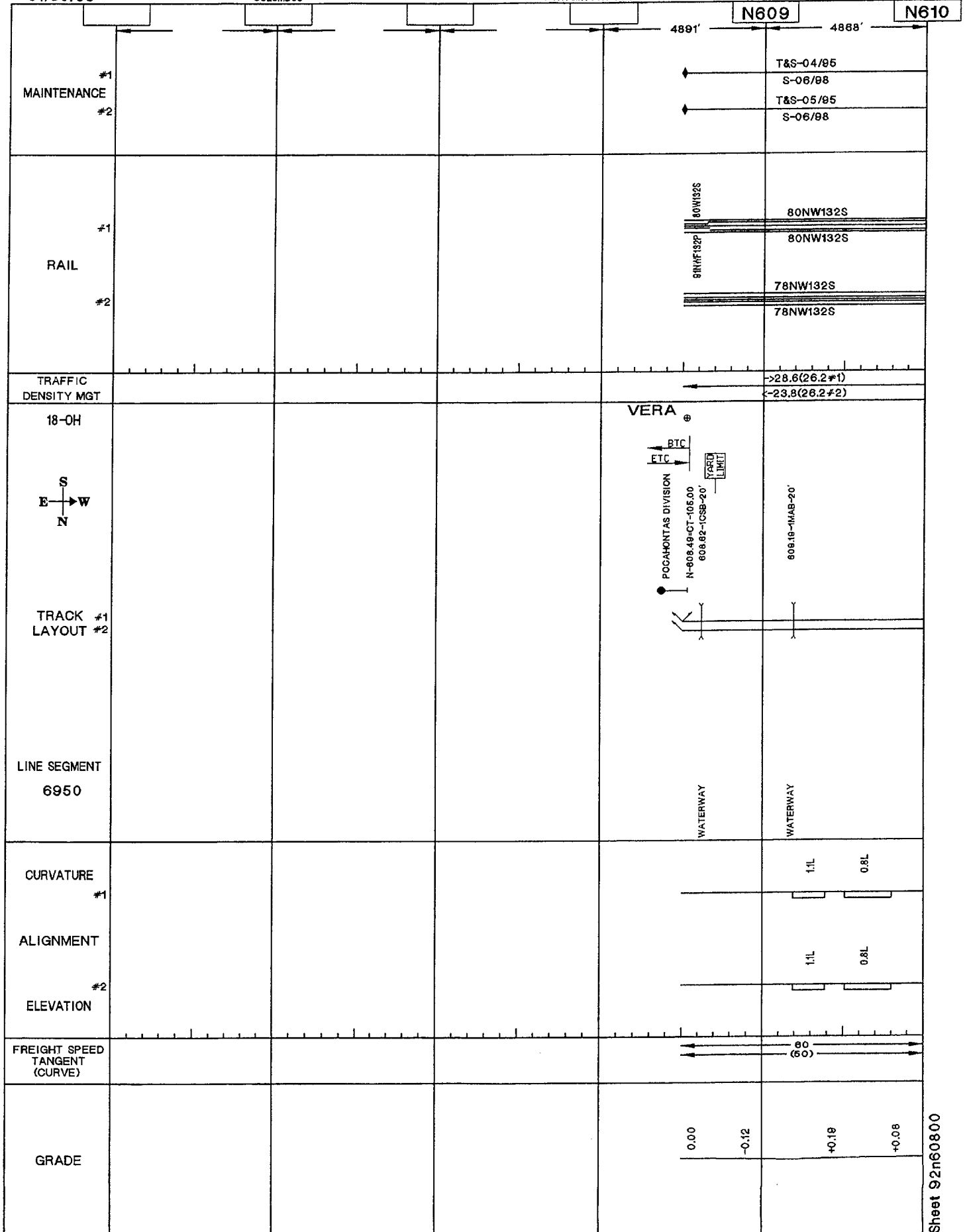
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PORTSMOUTH-COLUMBUS

LAKE

N609

N610

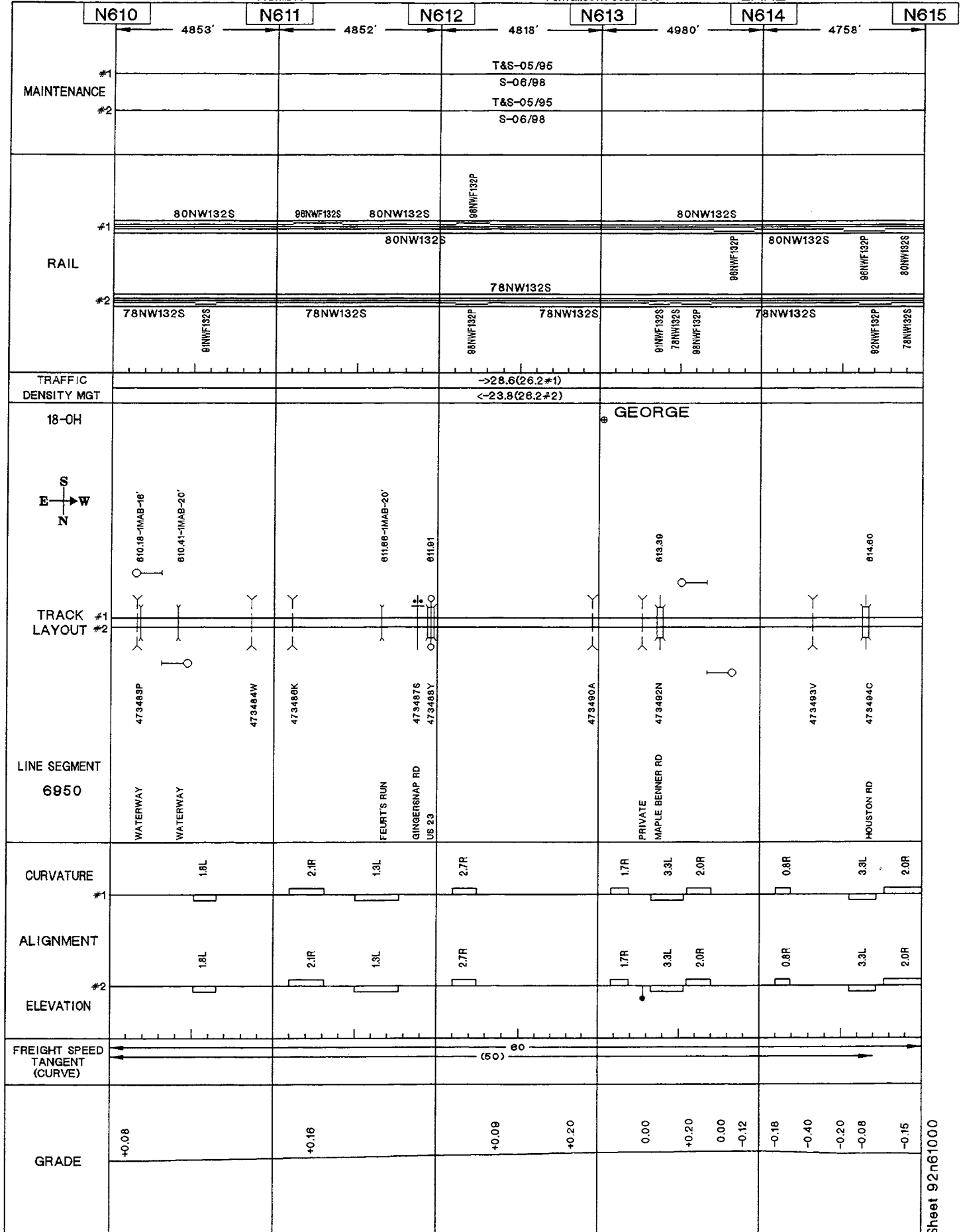


01/30/99

COLUMBUS

PORTSMOUTH-COLUMBUS

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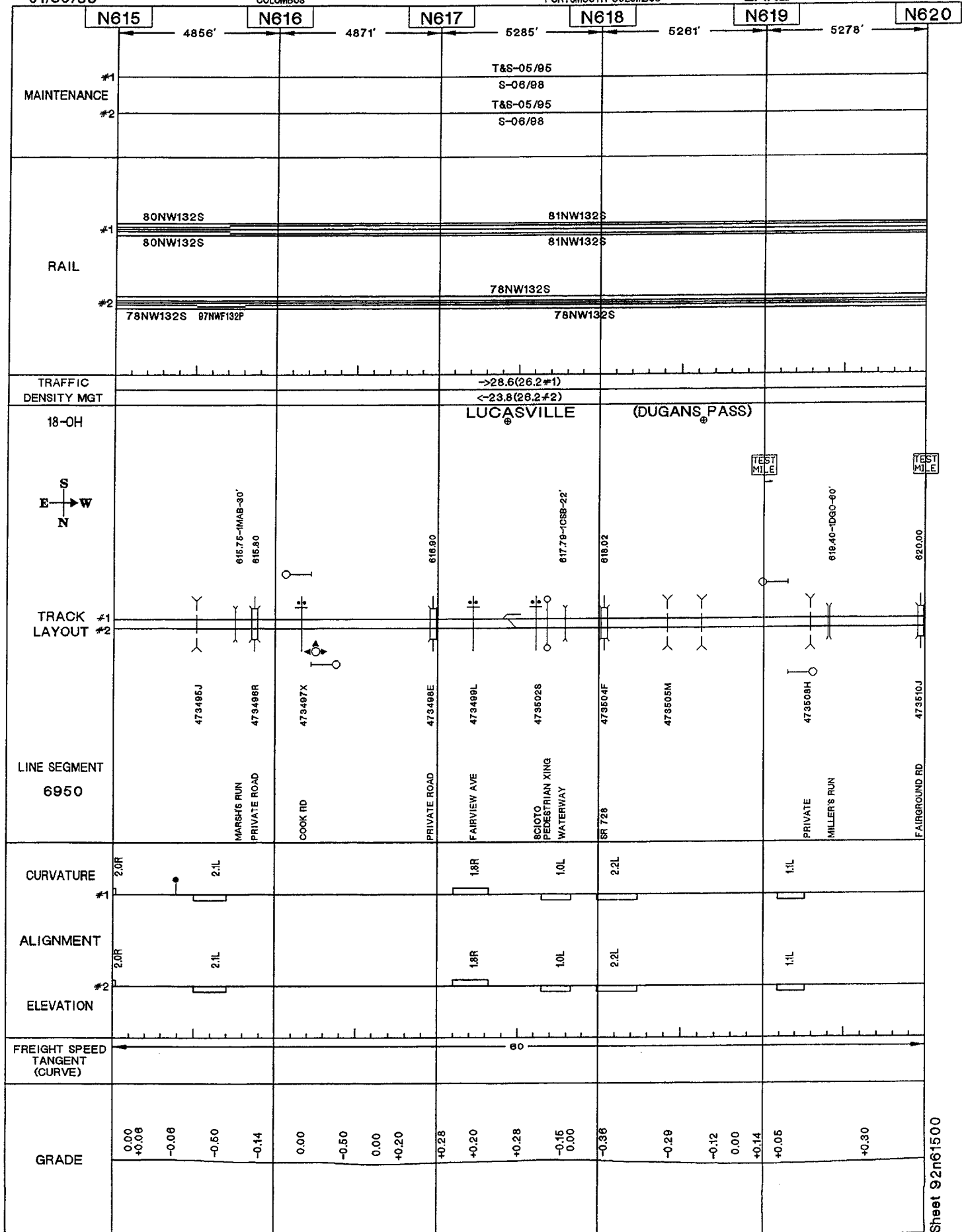


01/30/99

COLUMBUS

PORTSMOUTH-COLUMBUS

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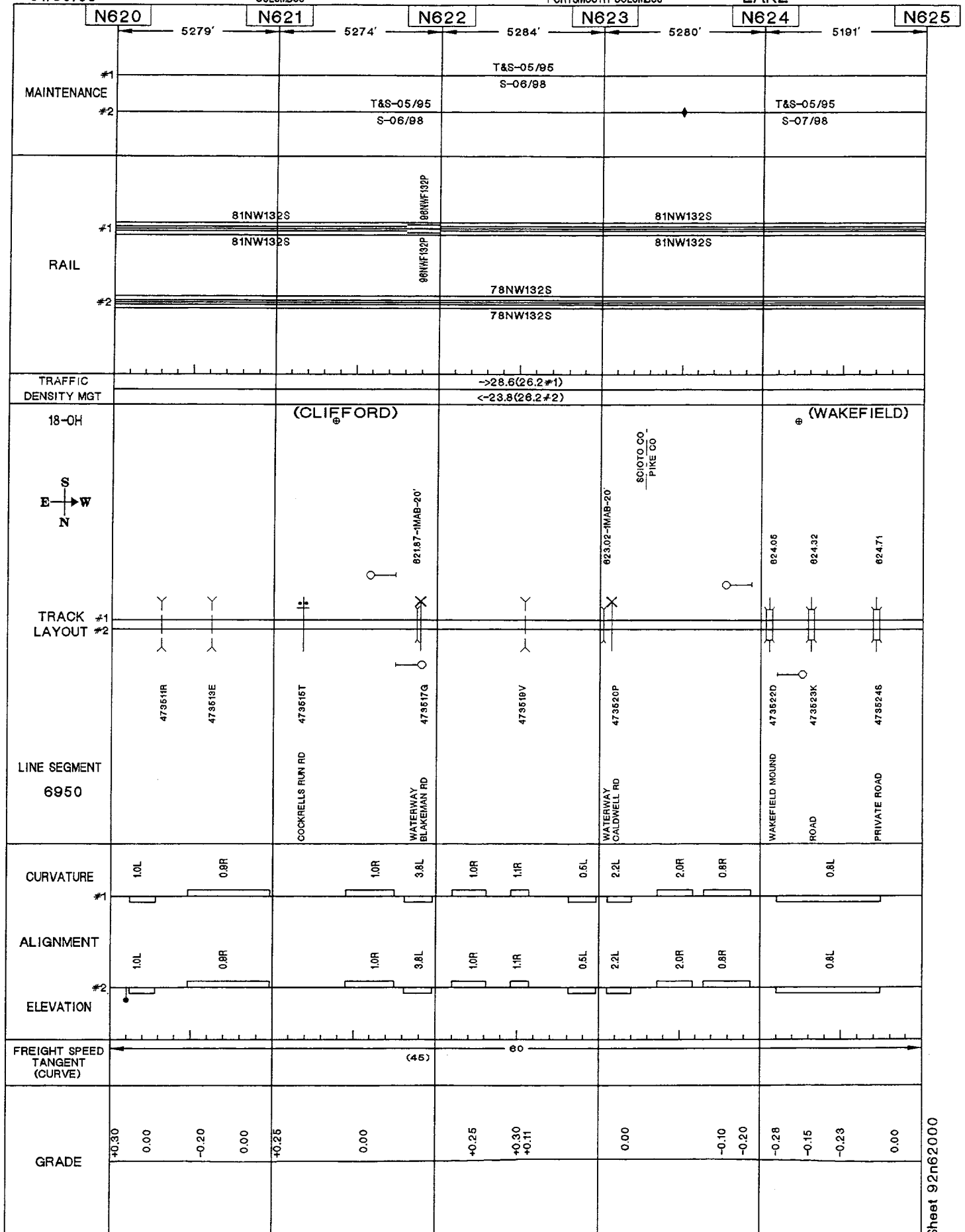


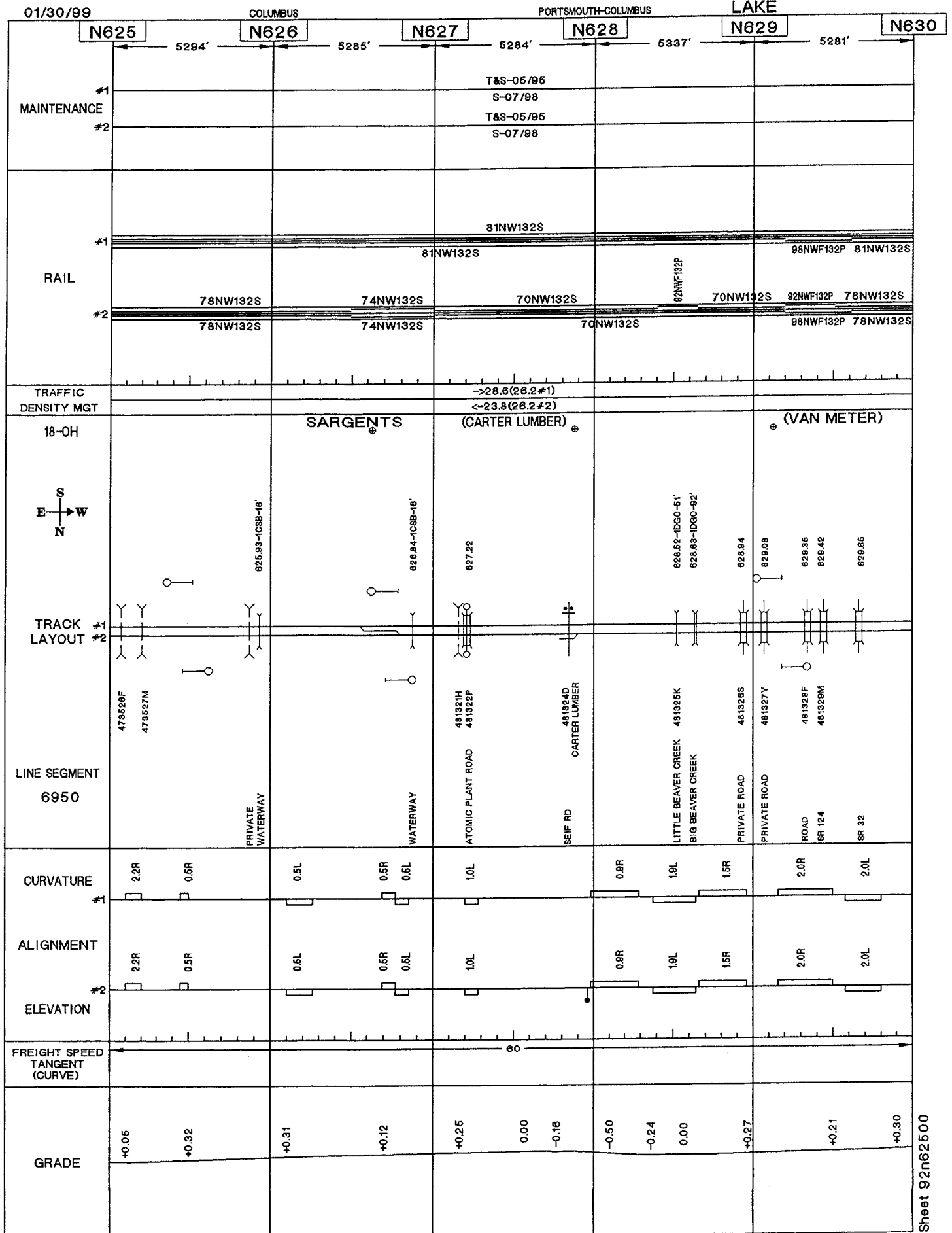
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COLUMBUS

PORTSMOUTH-COLUMBUS

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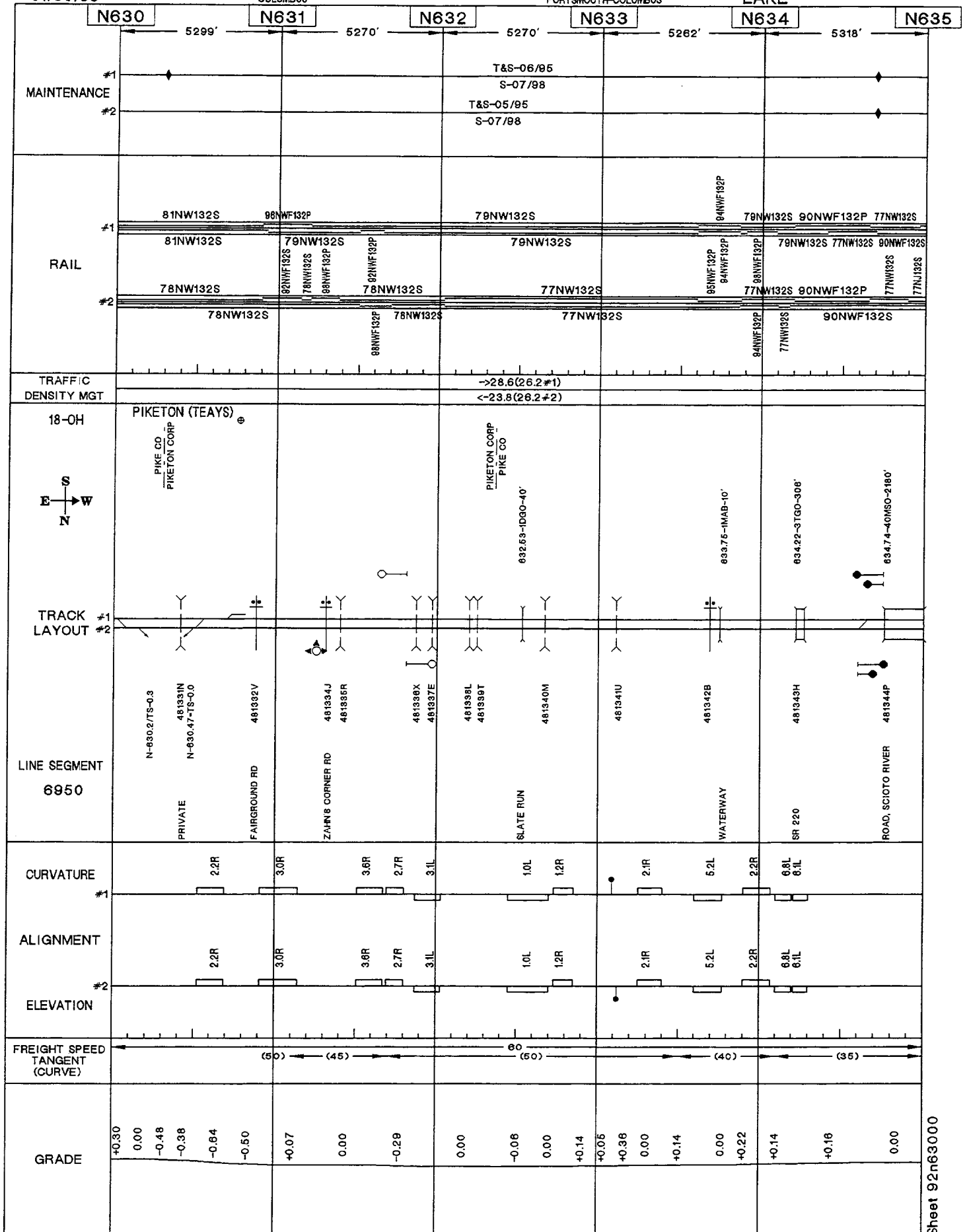


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COLUMBUS

PORTSMOUTH-COLUMBUS

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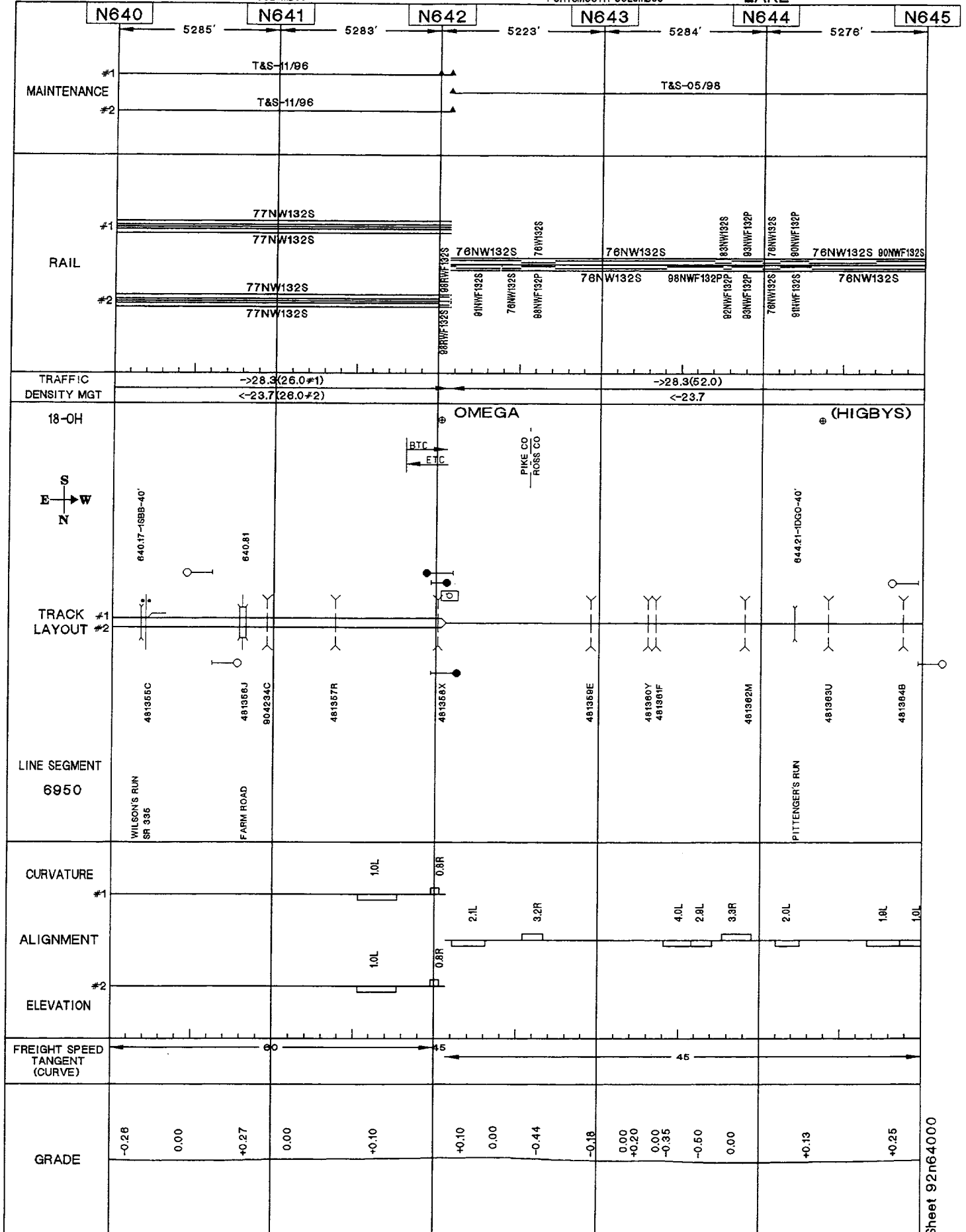
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01/30/99

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



Sheet 92n64500

Sheet 92n65000

Sheet 92n65500

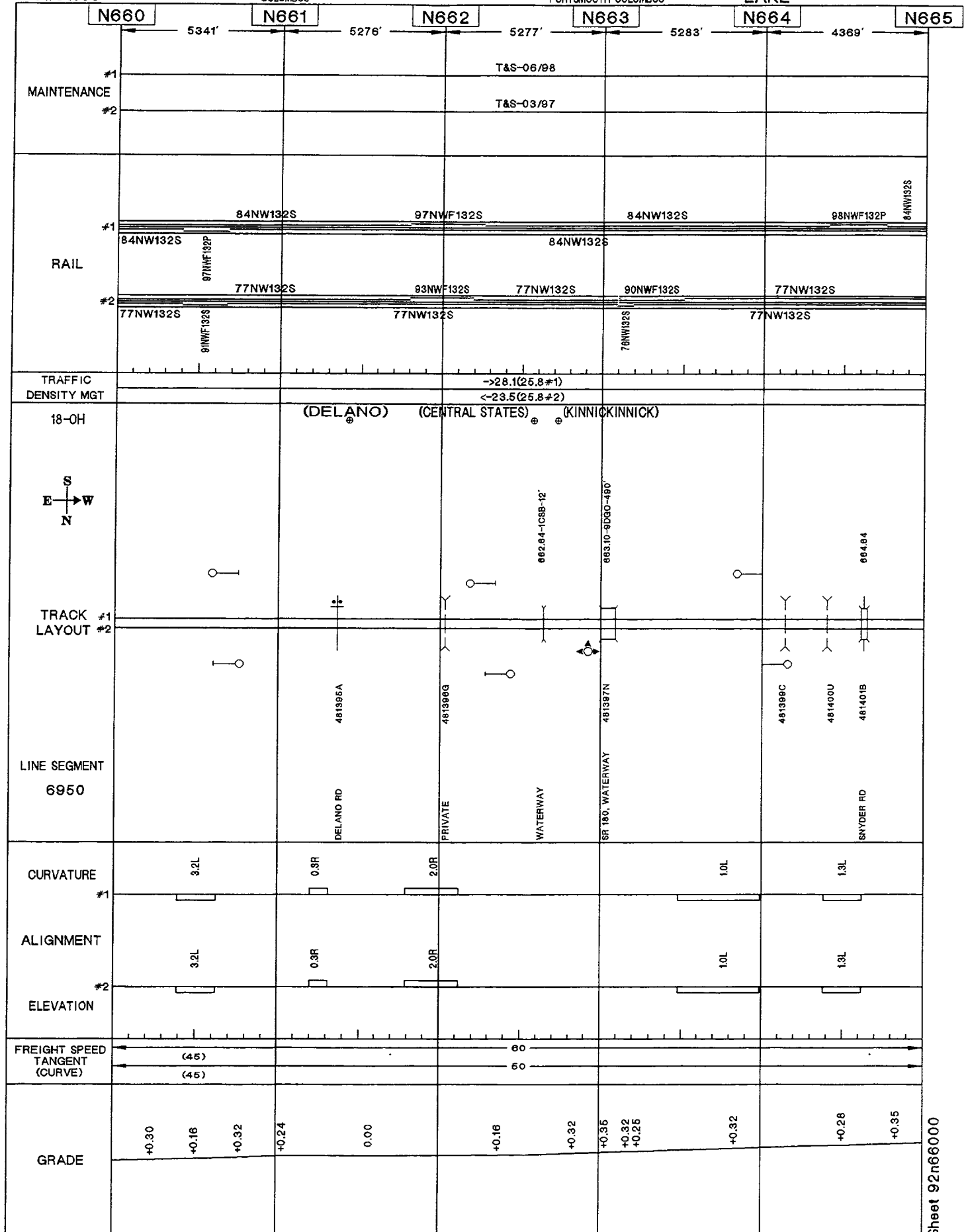


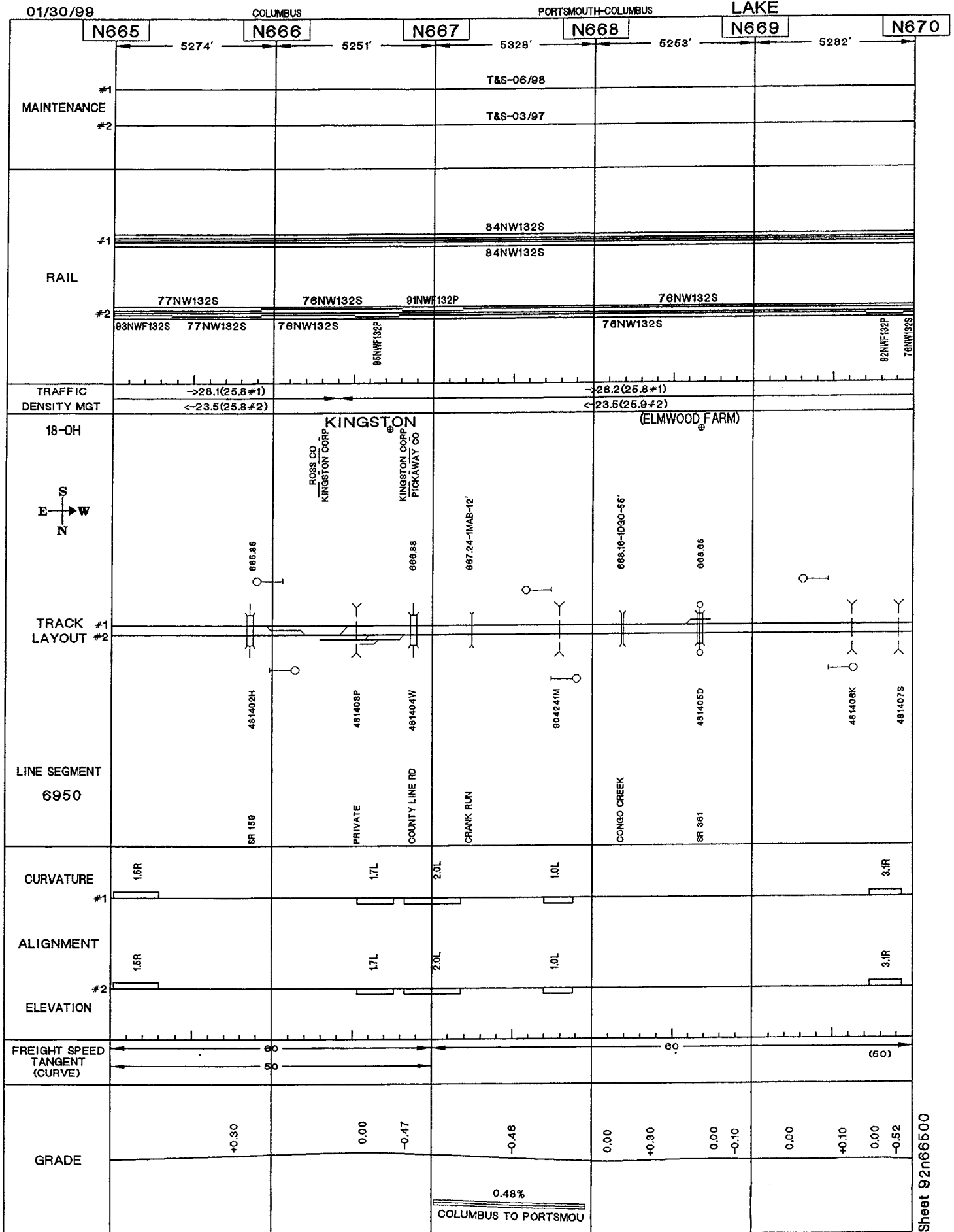
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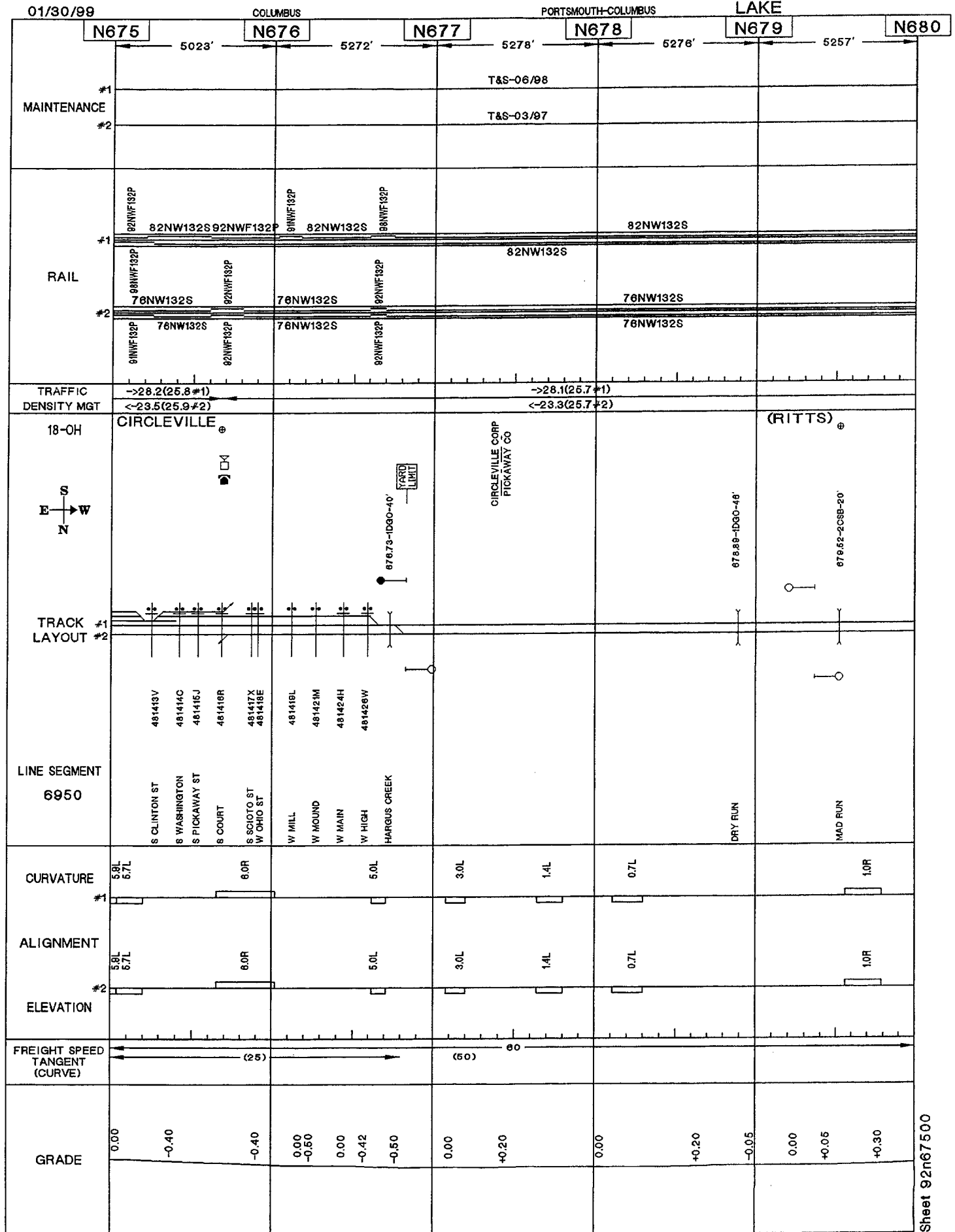
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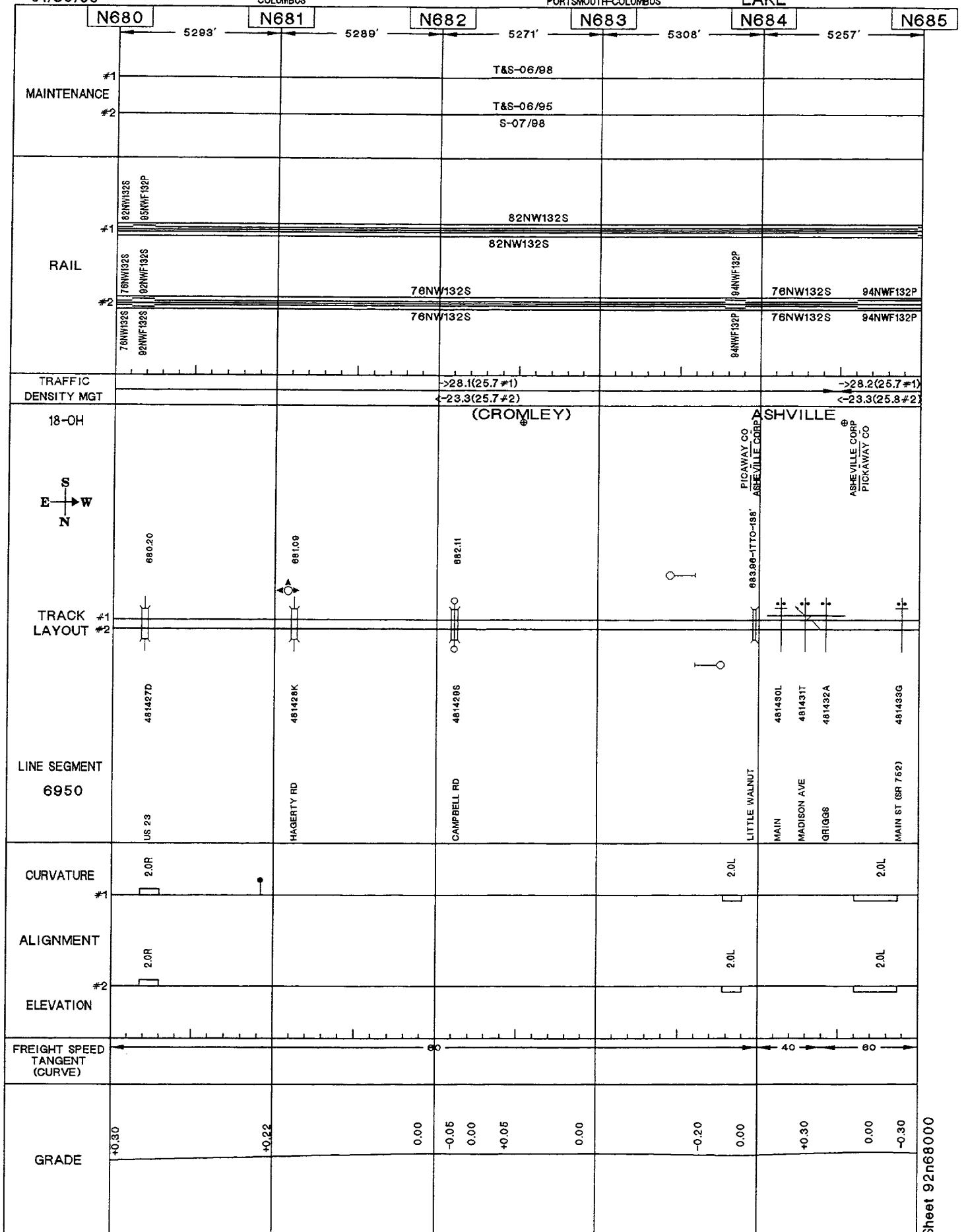


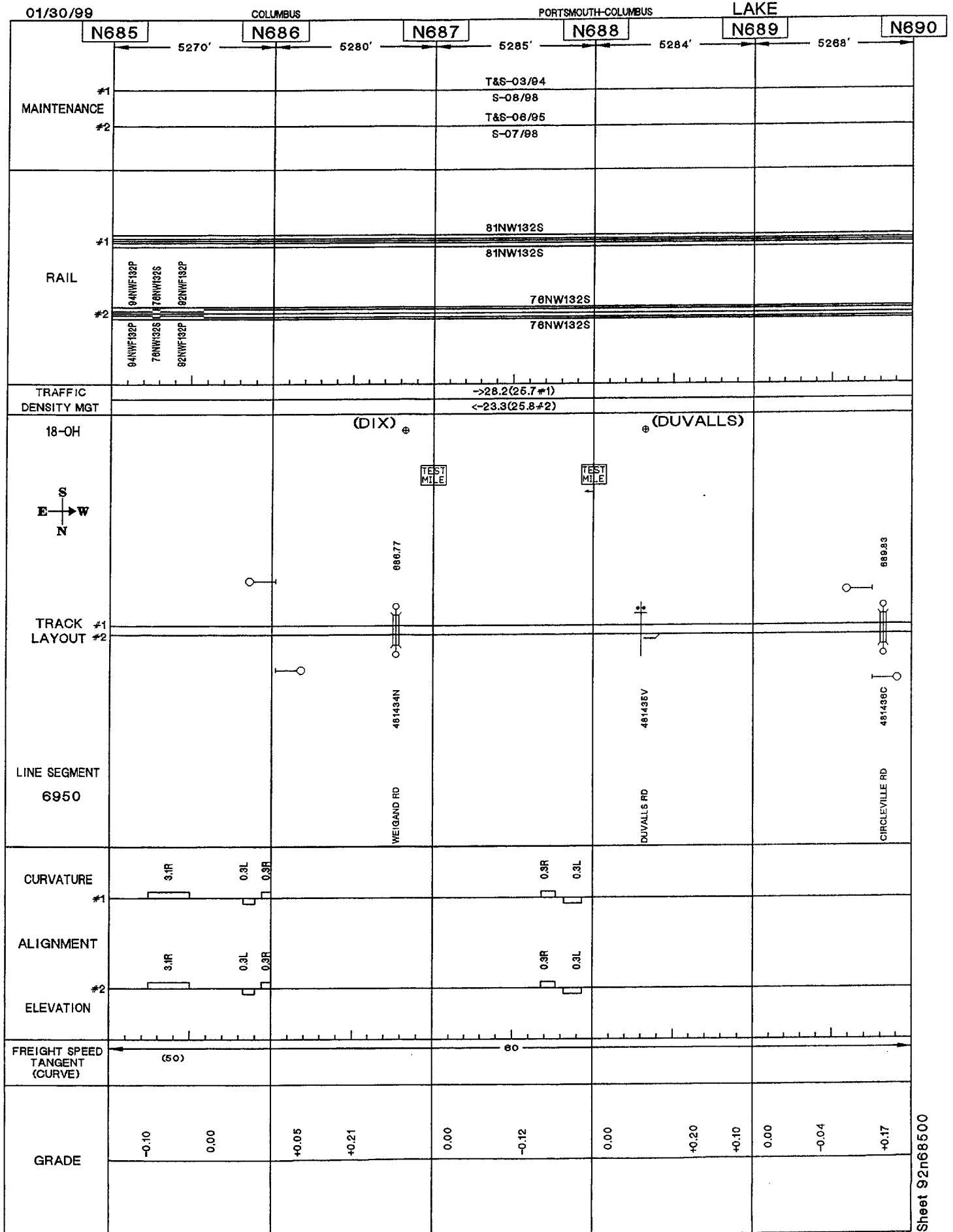
01/30/99

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



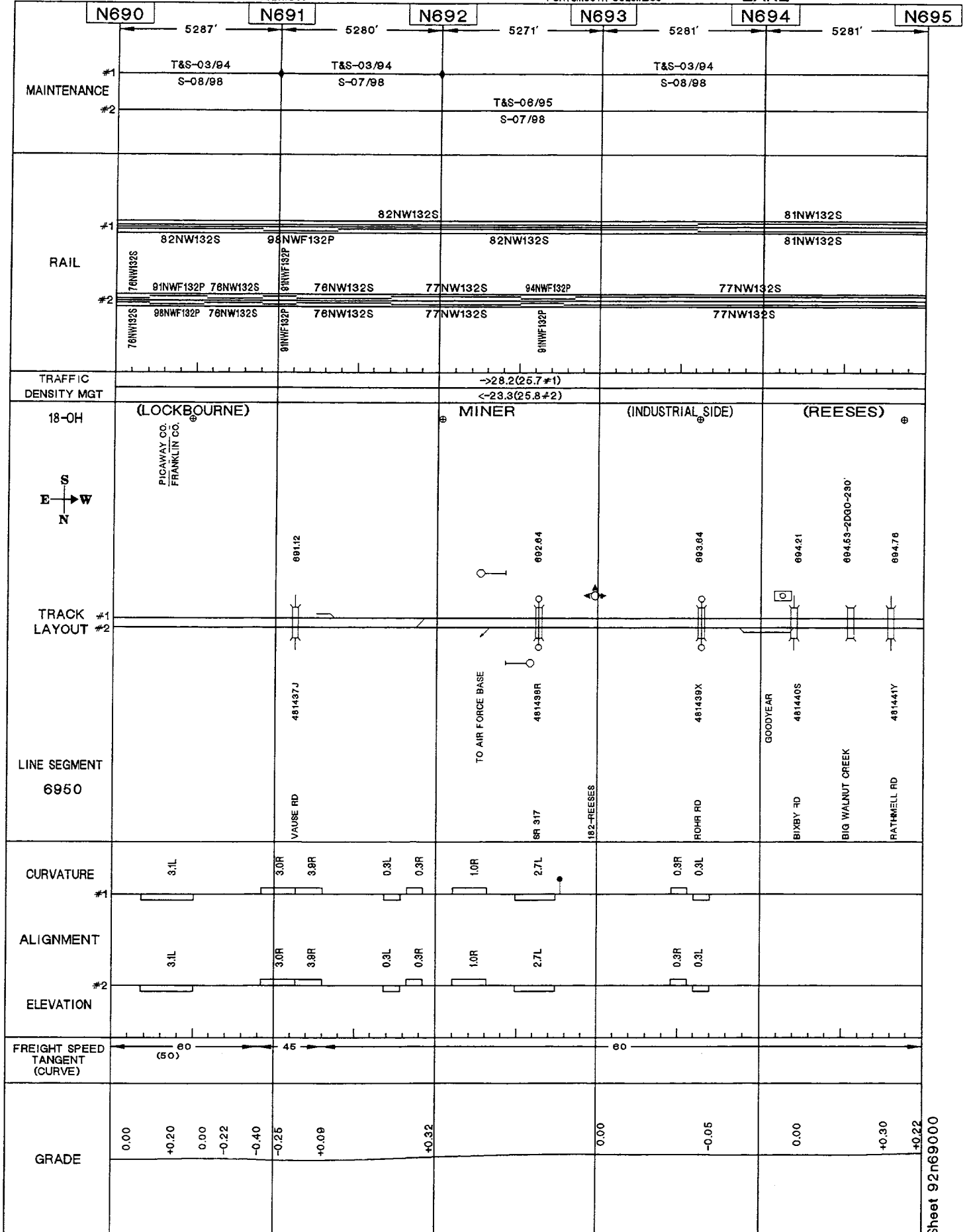


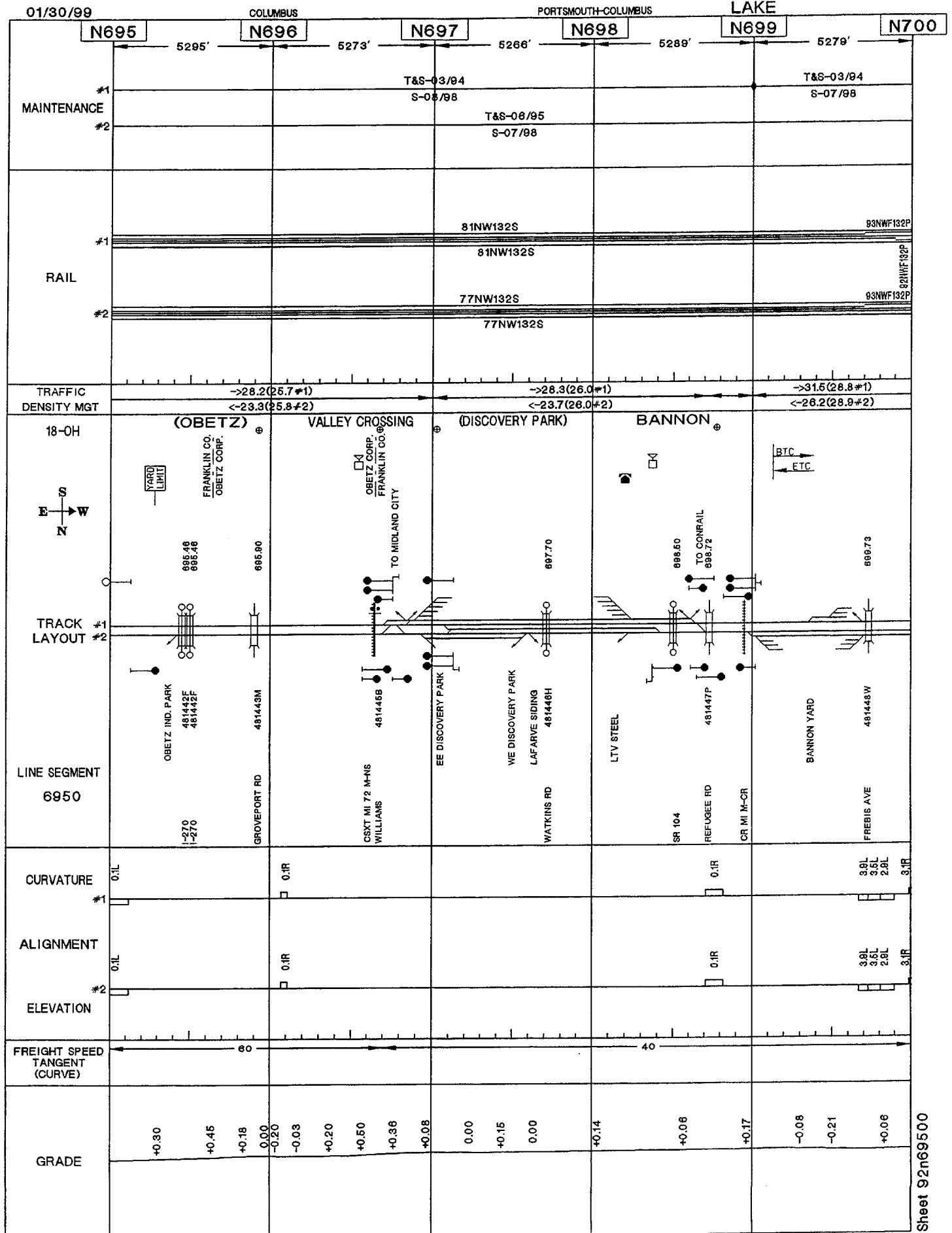
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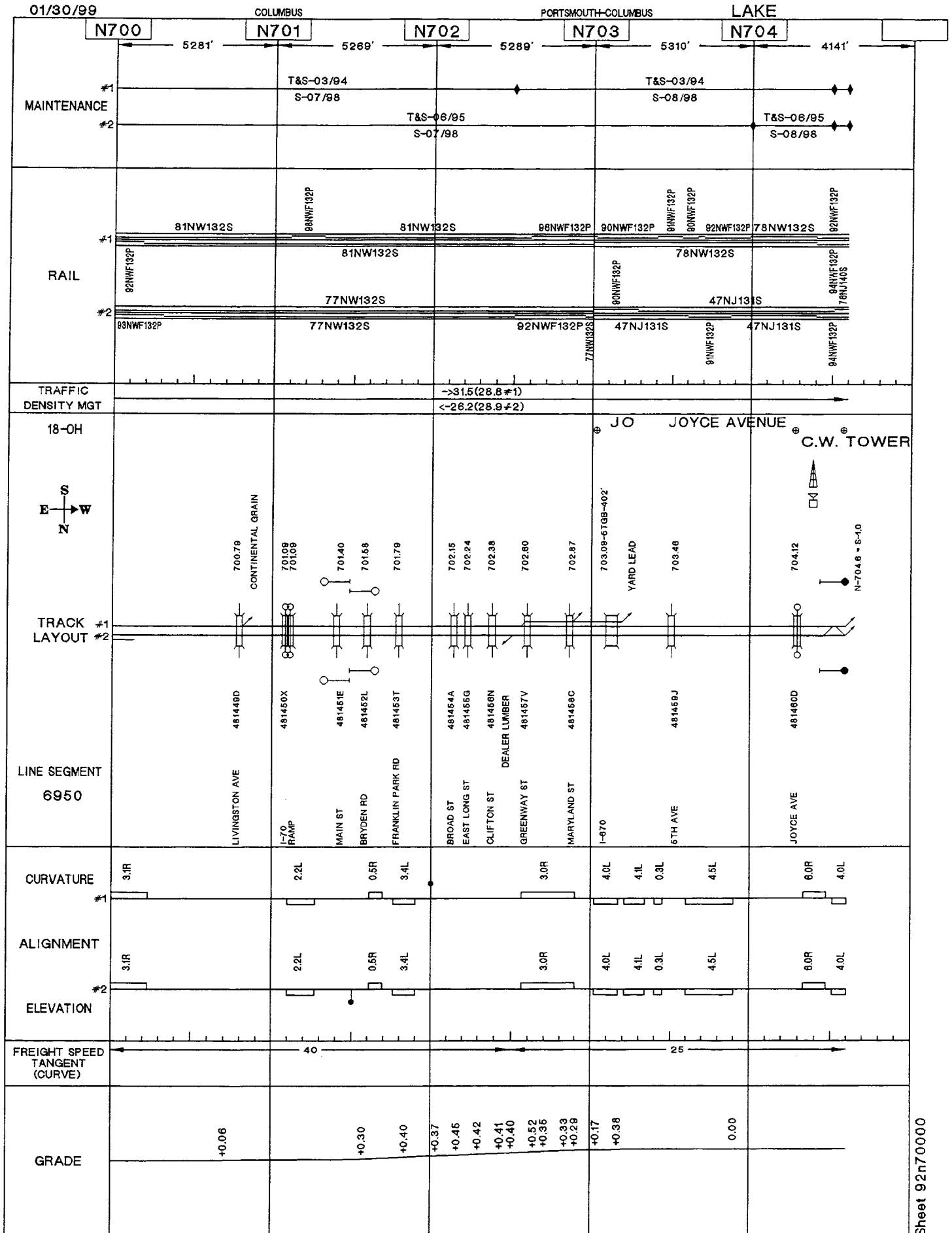
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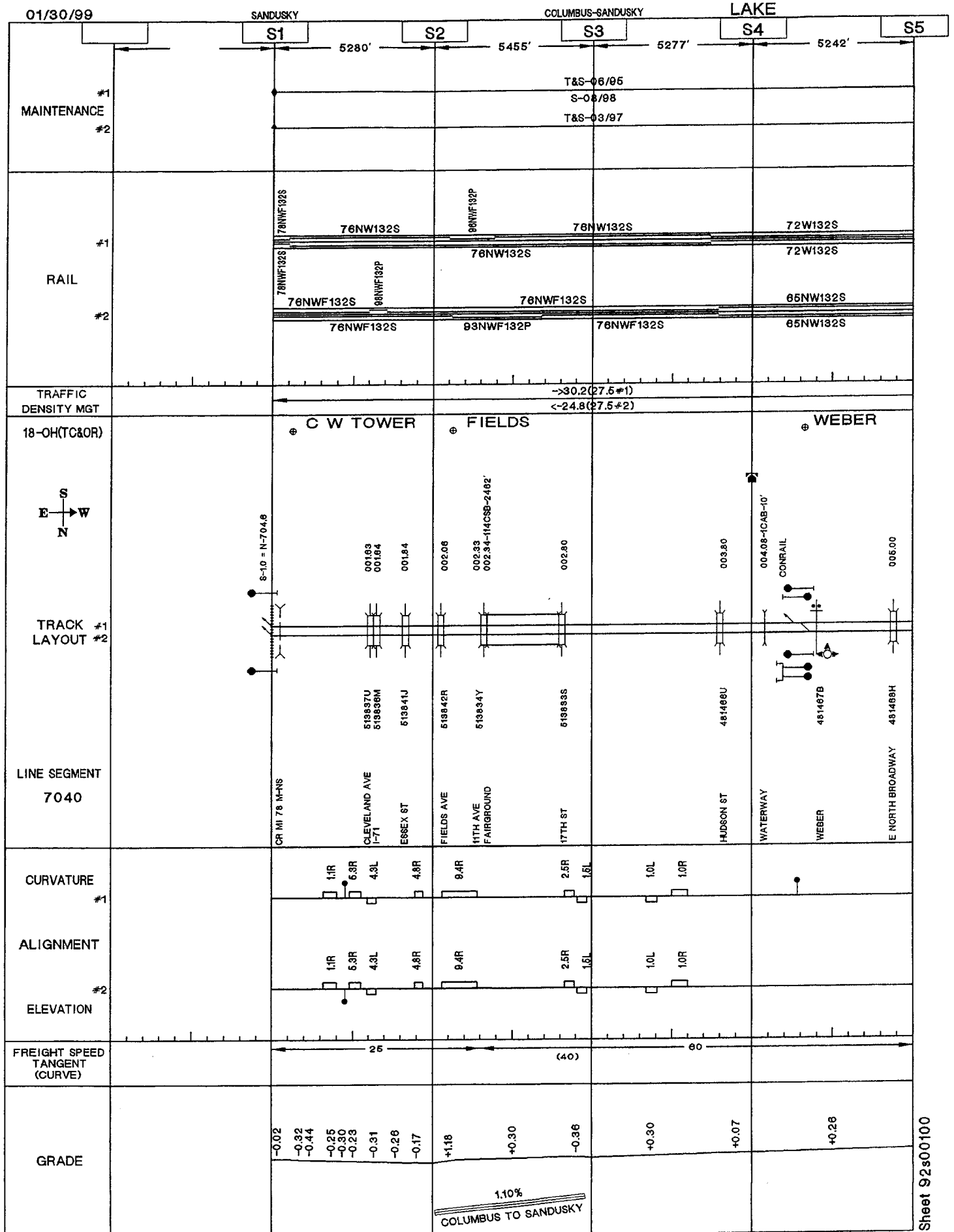
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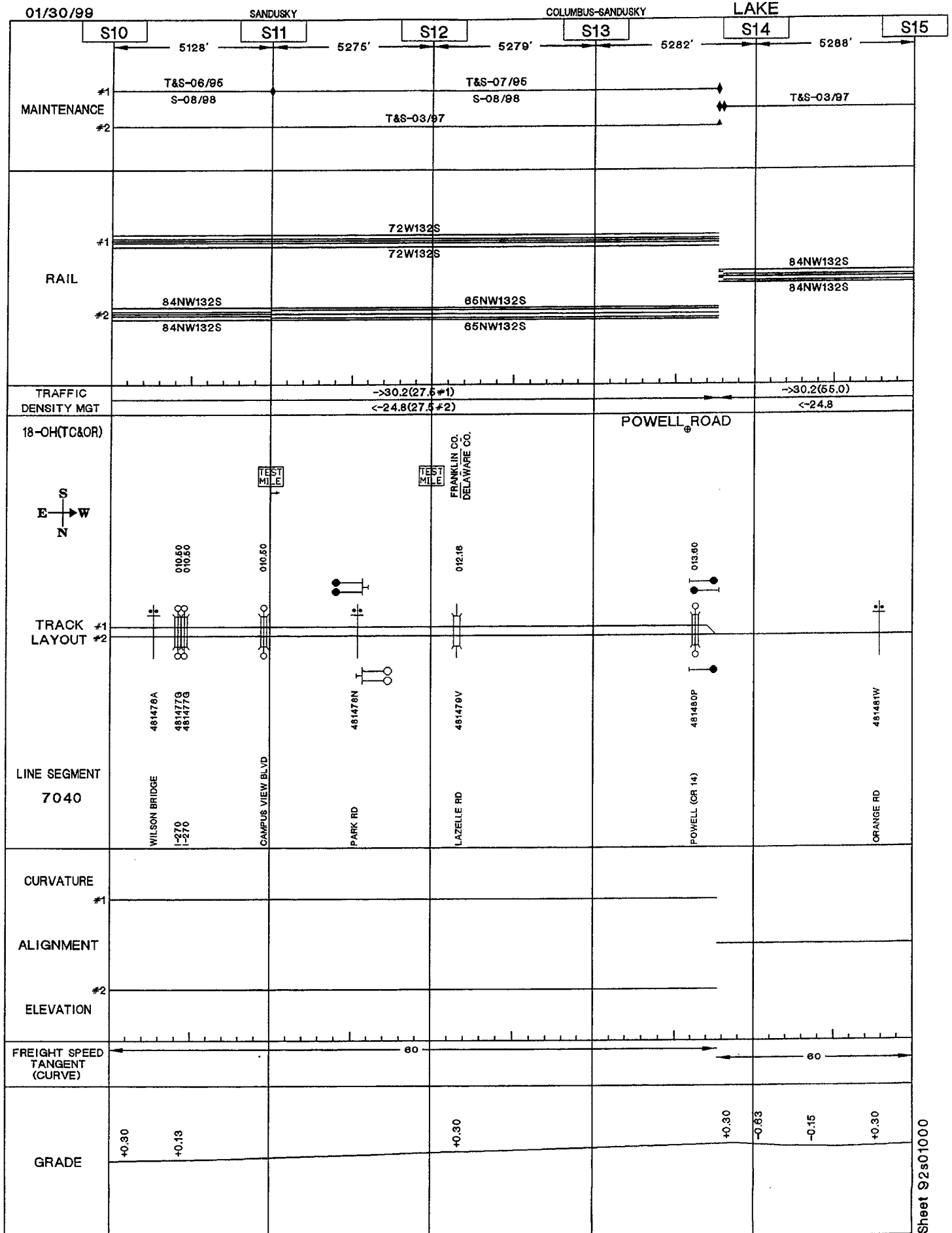








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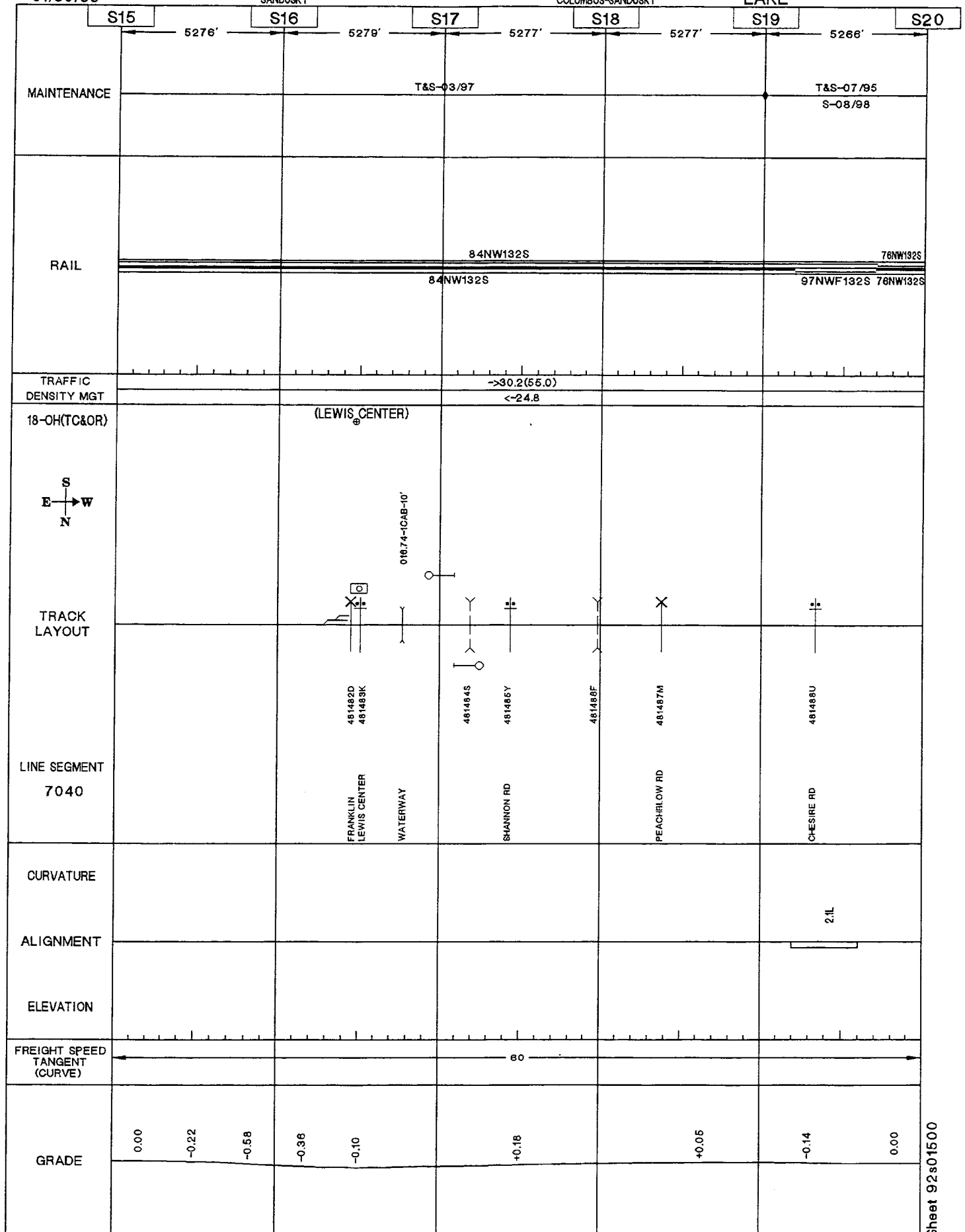


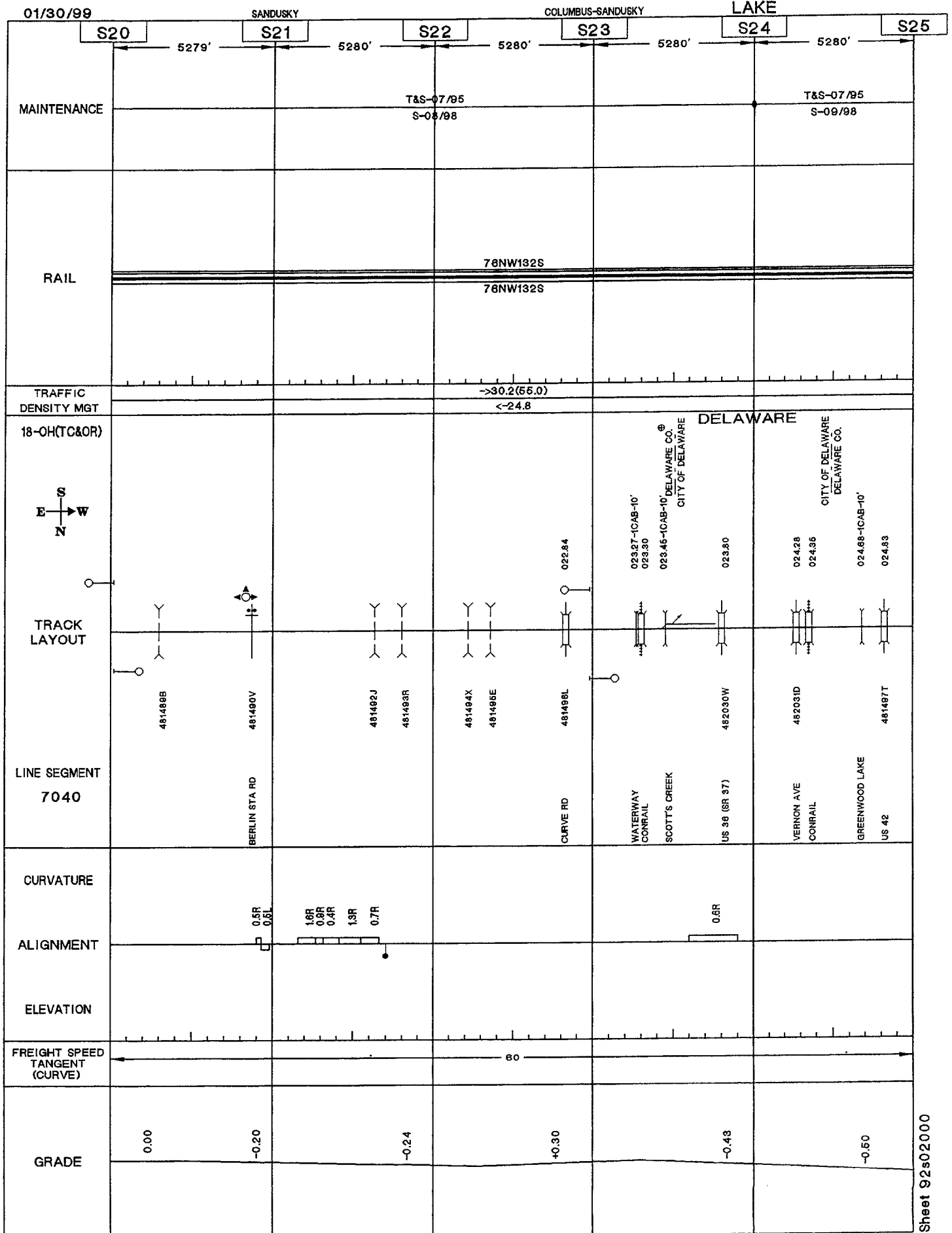
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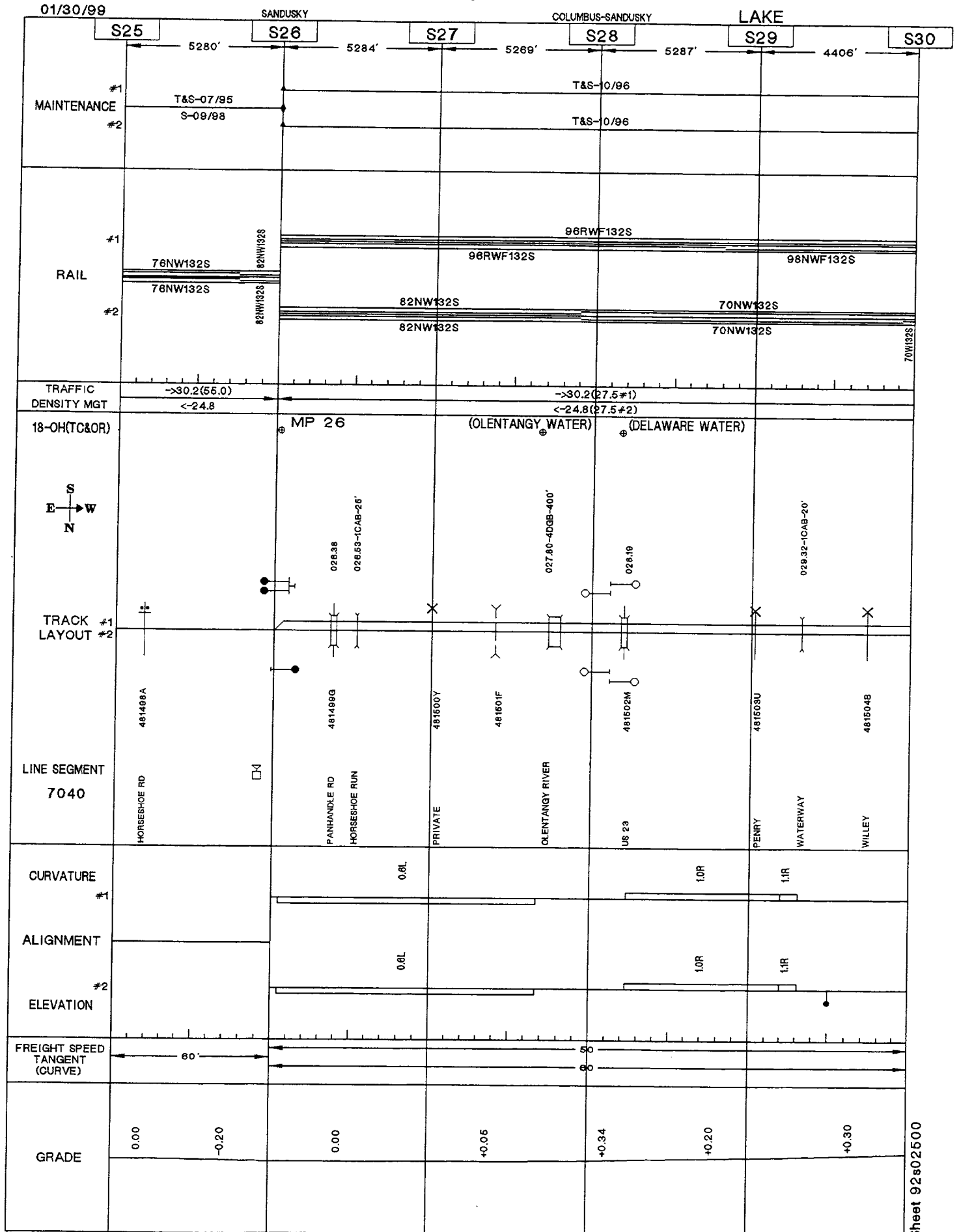
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COLUMBUS-SANDUSKY

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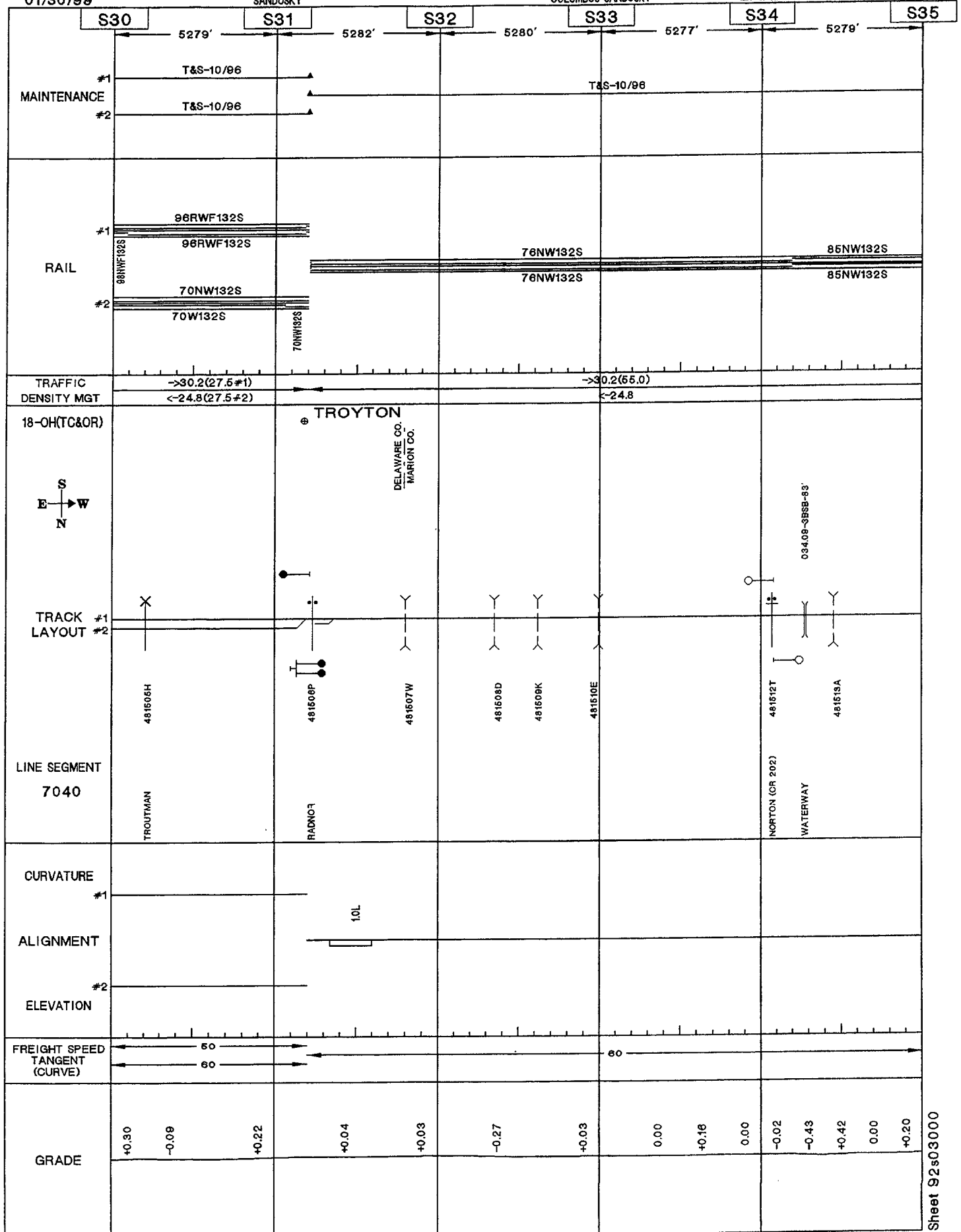


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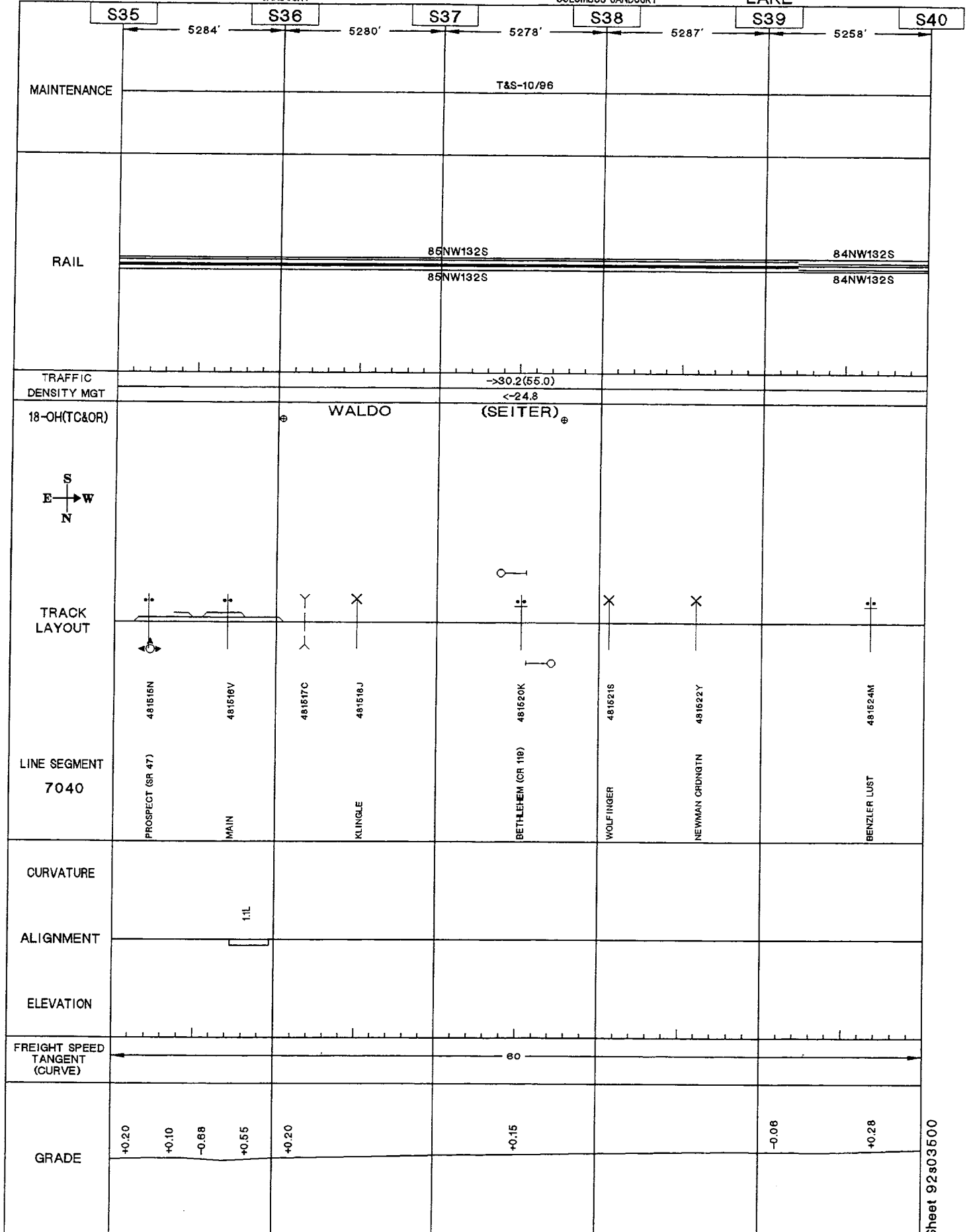


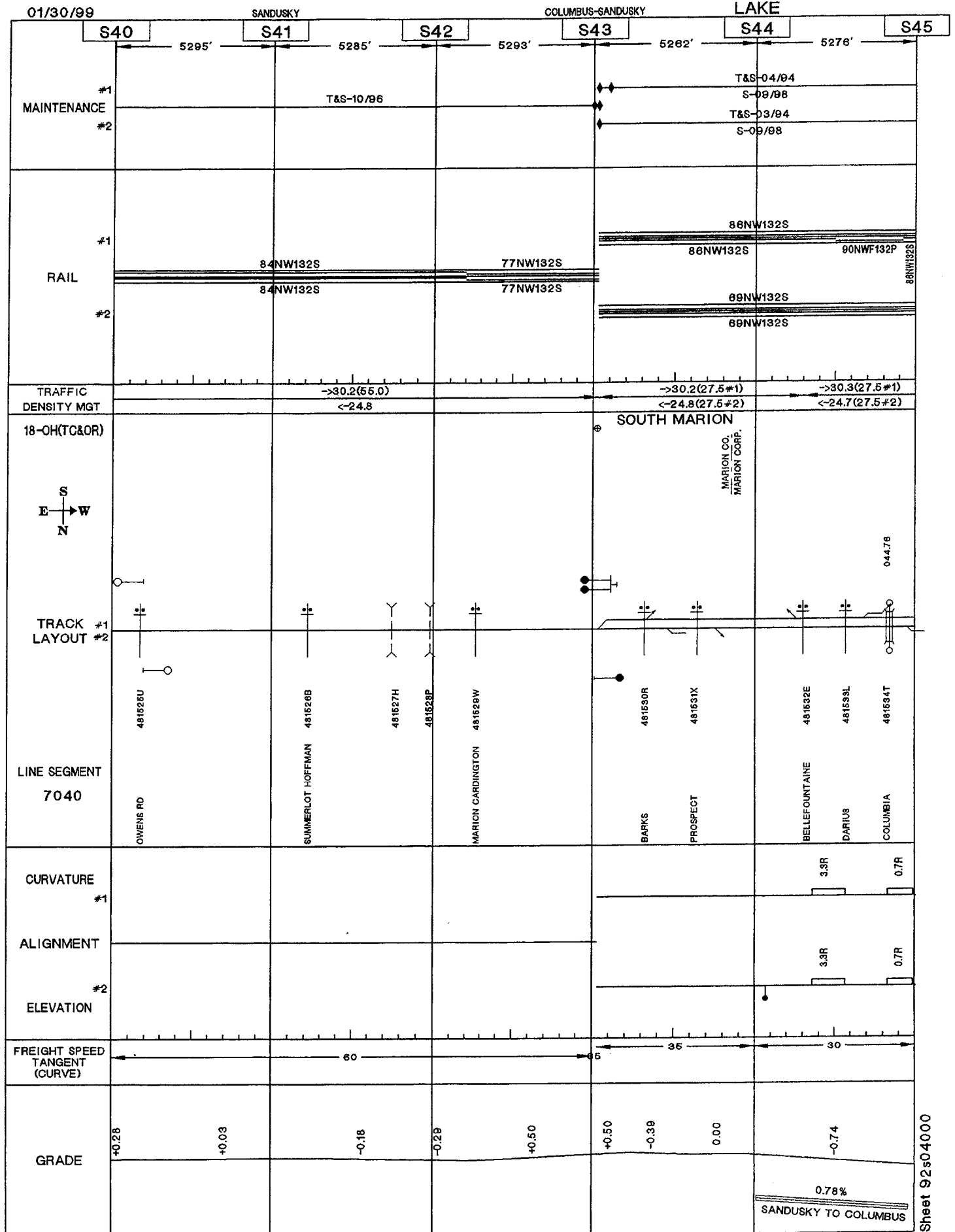
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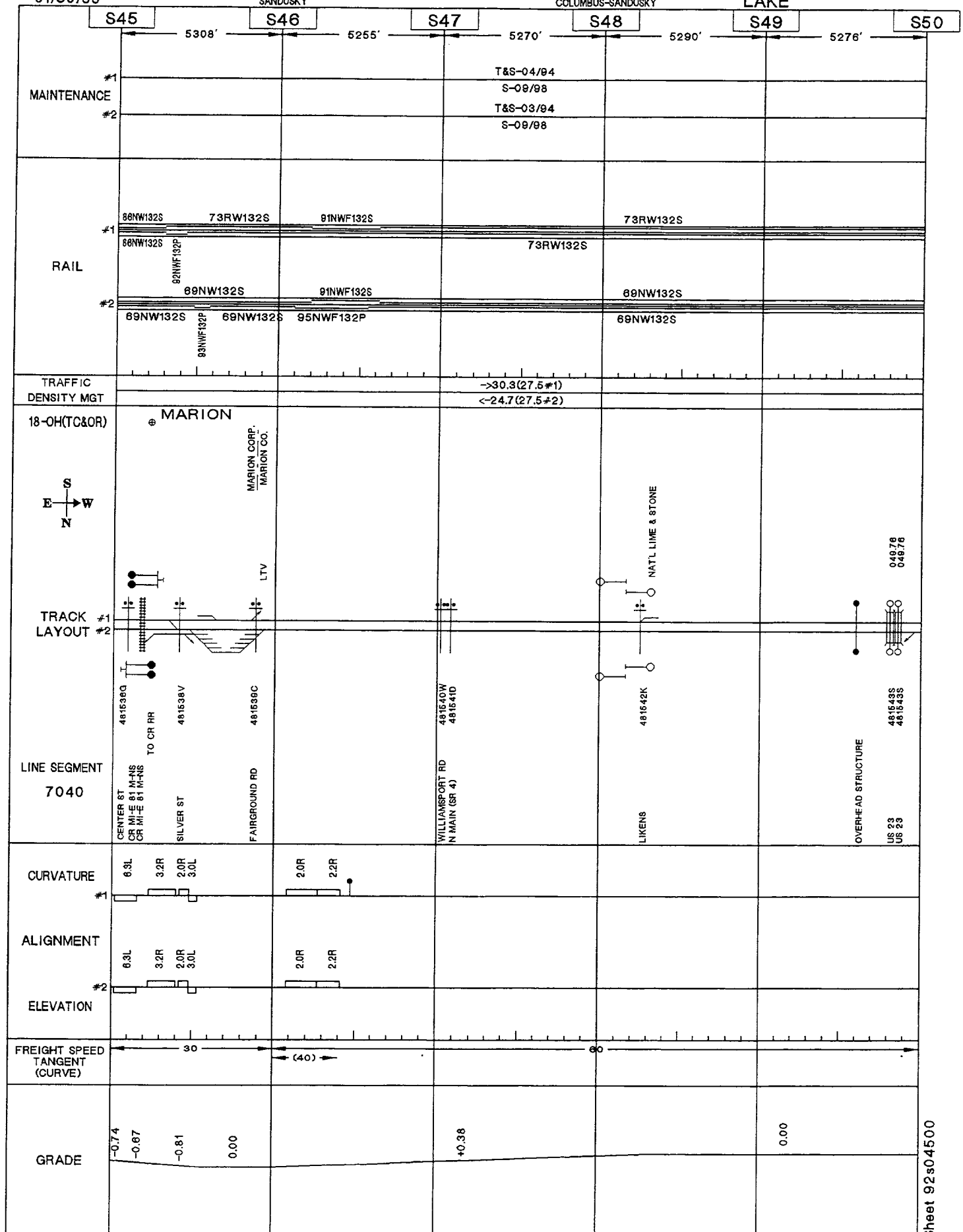


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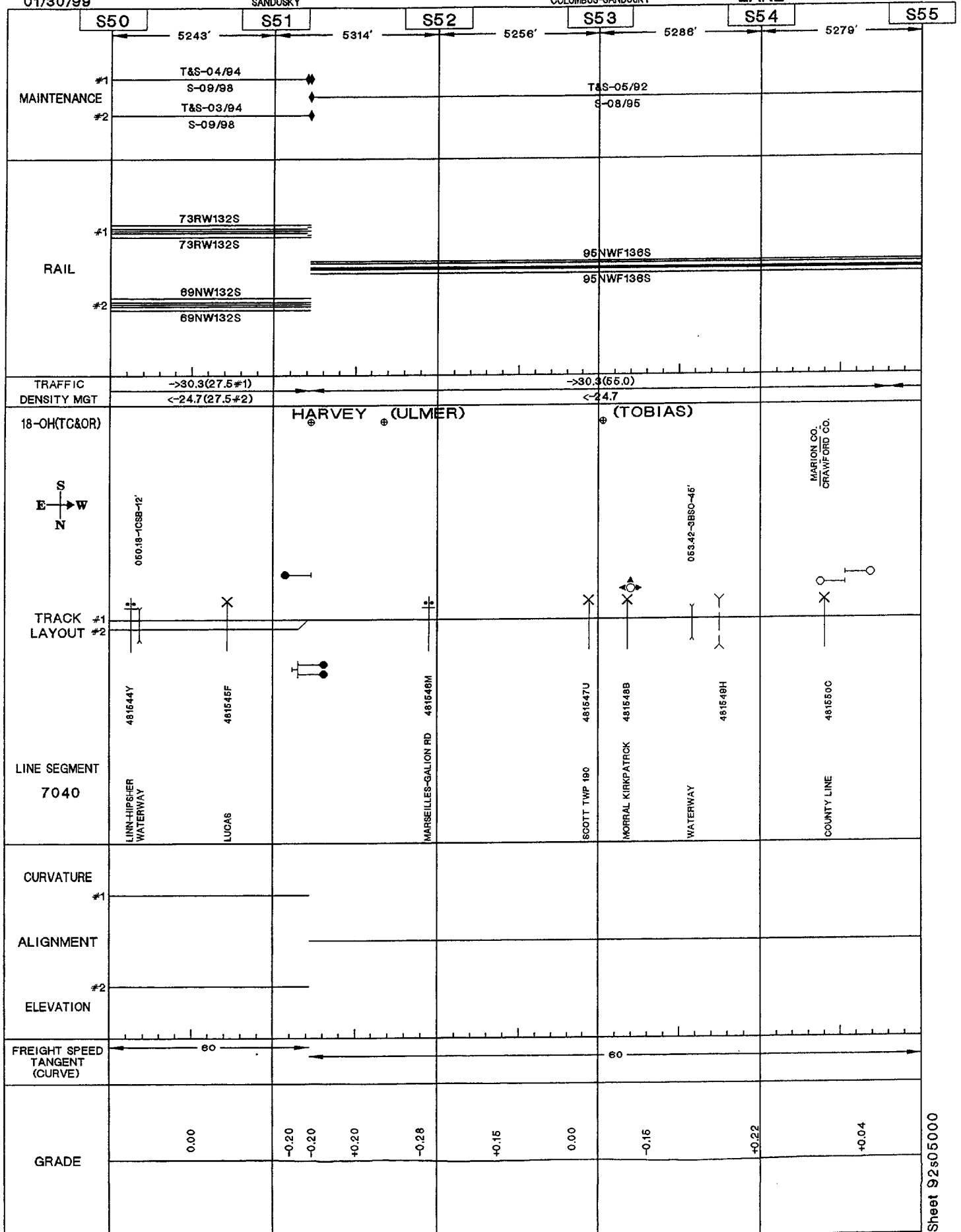


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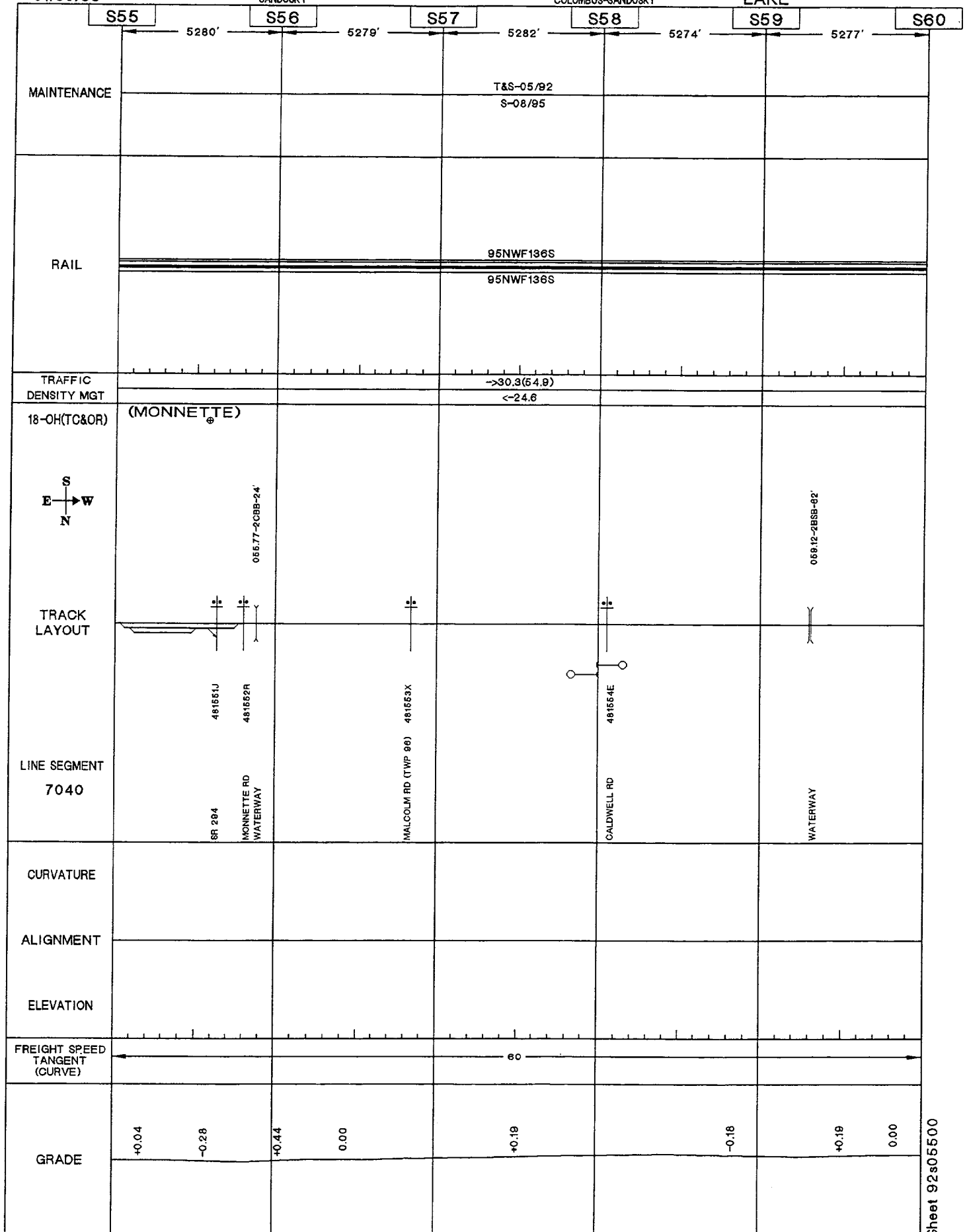


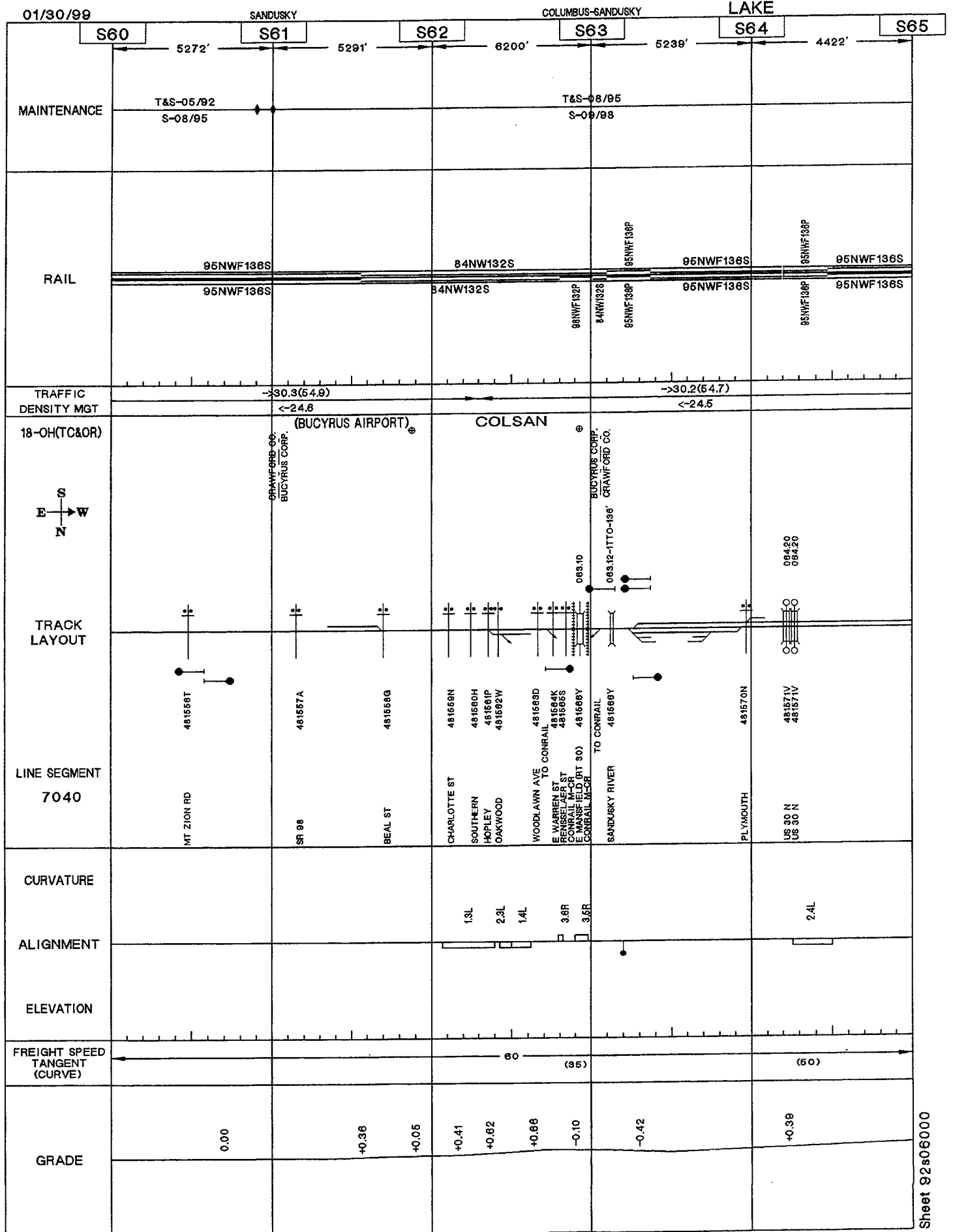
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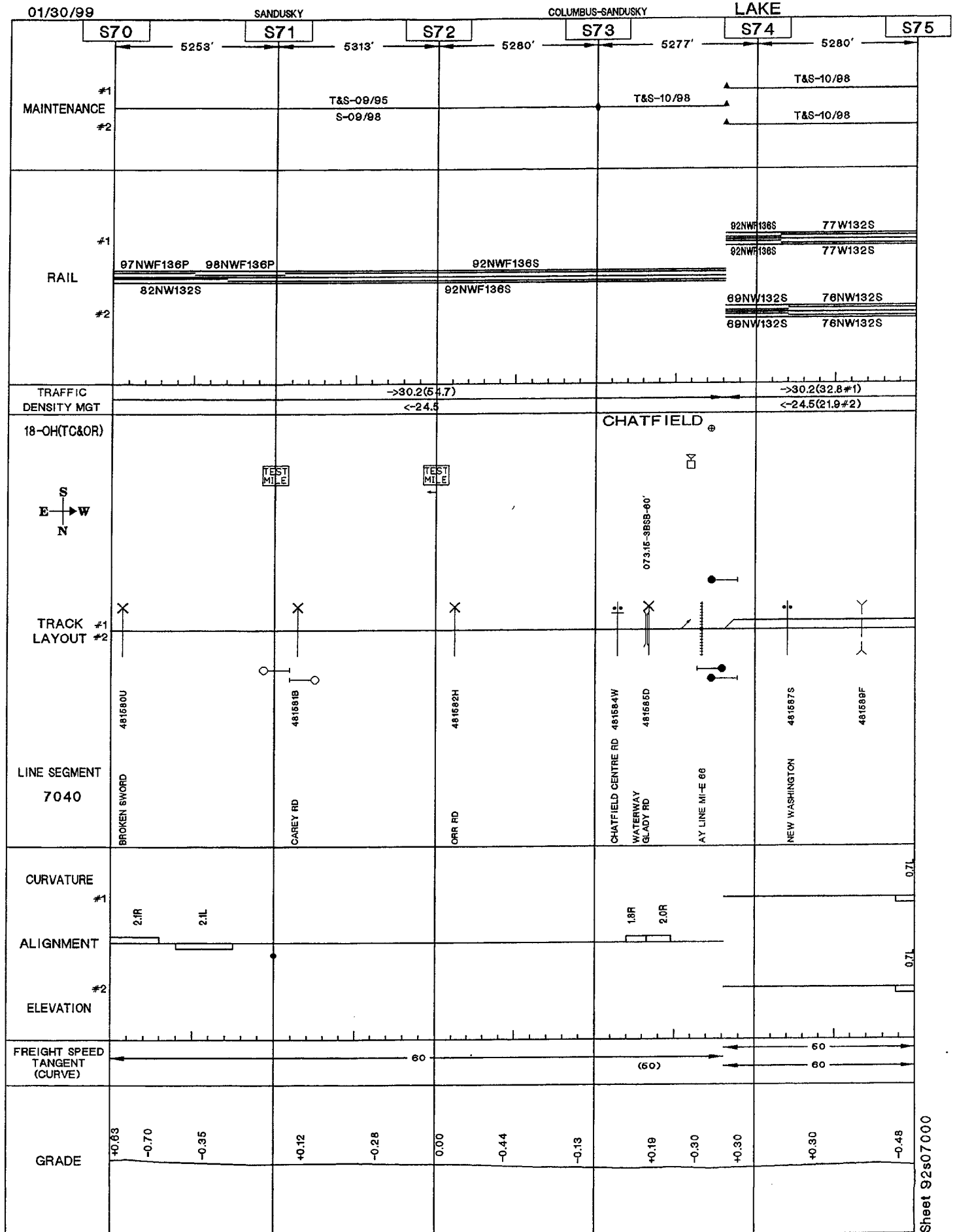
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Sheet 92s06500



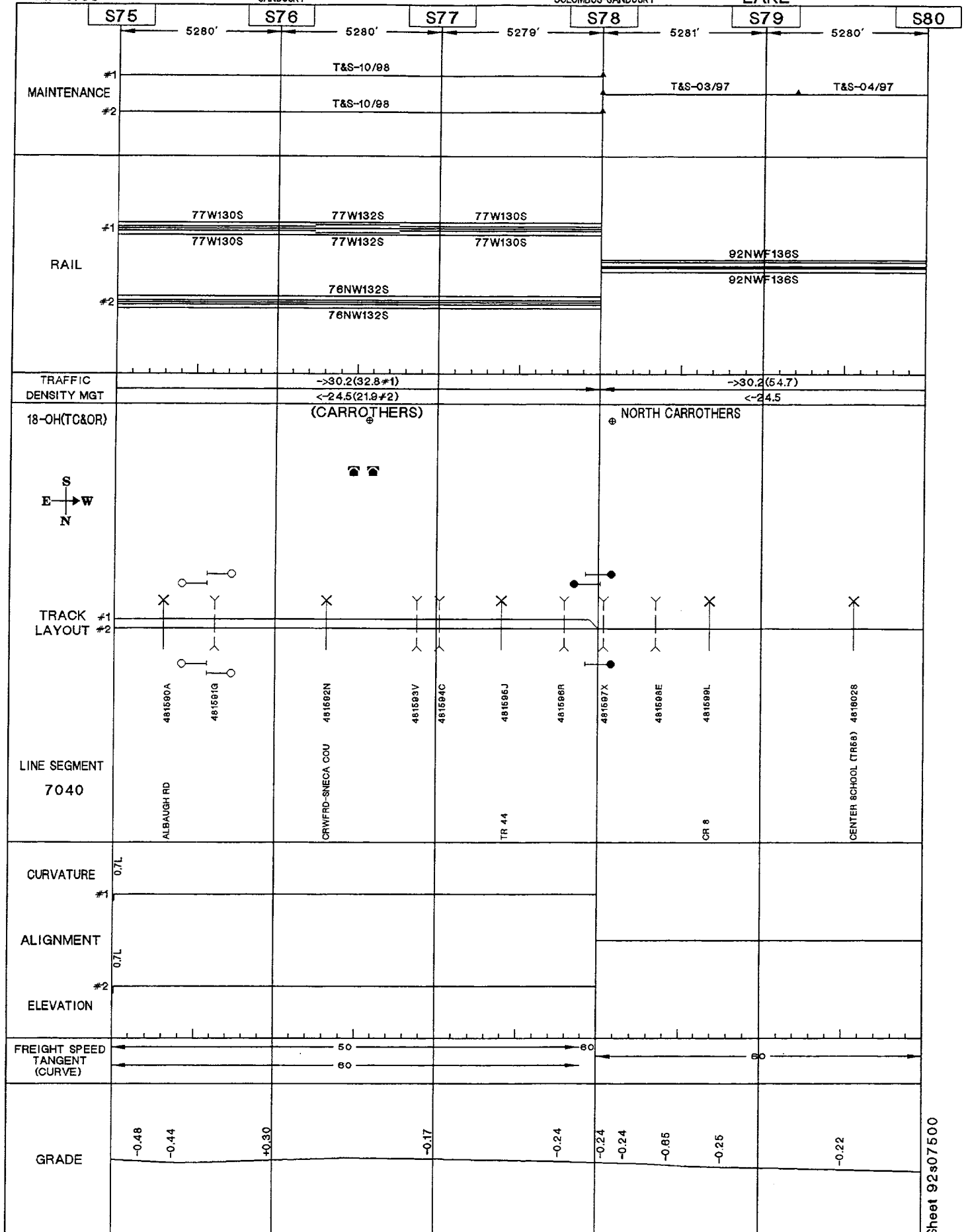


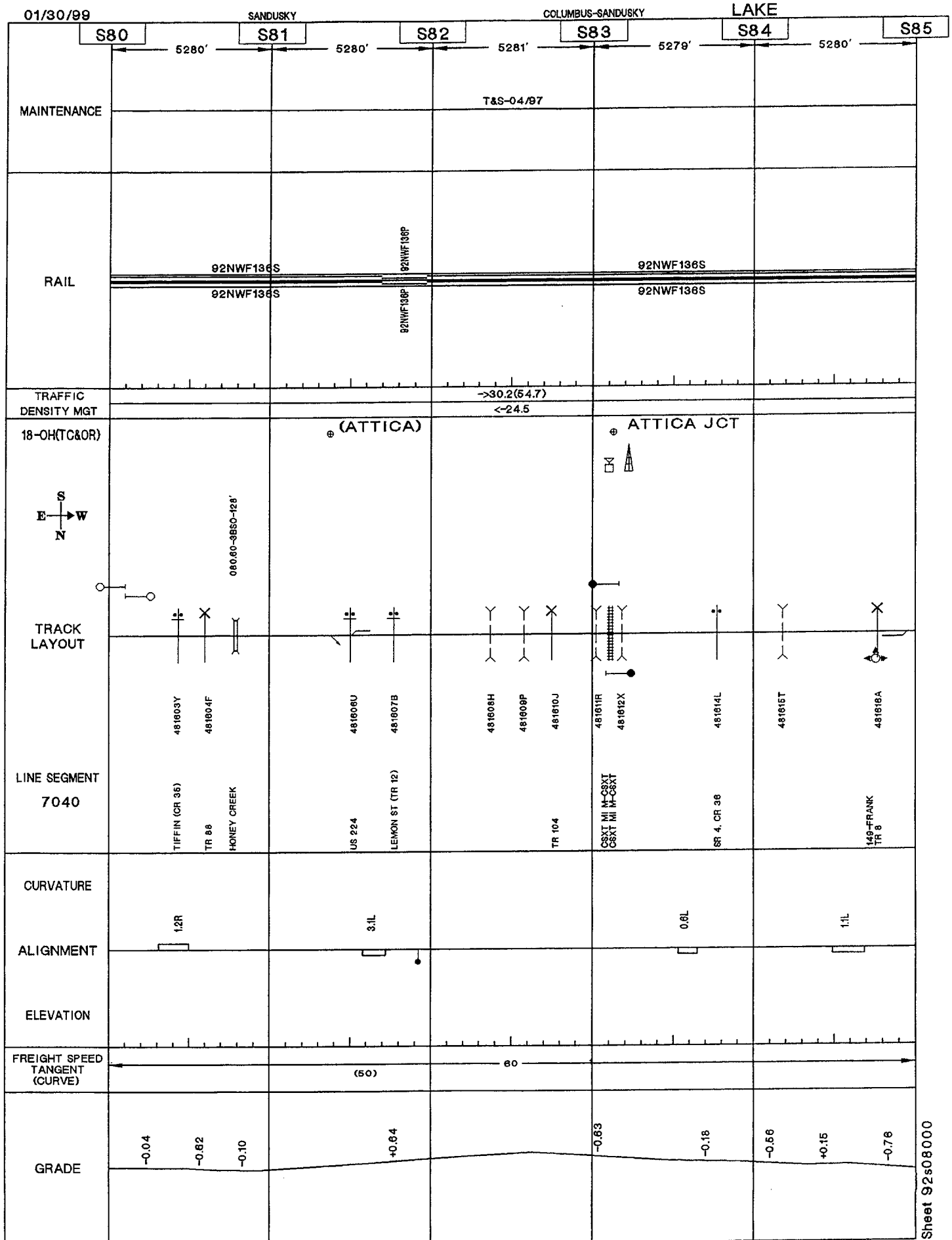
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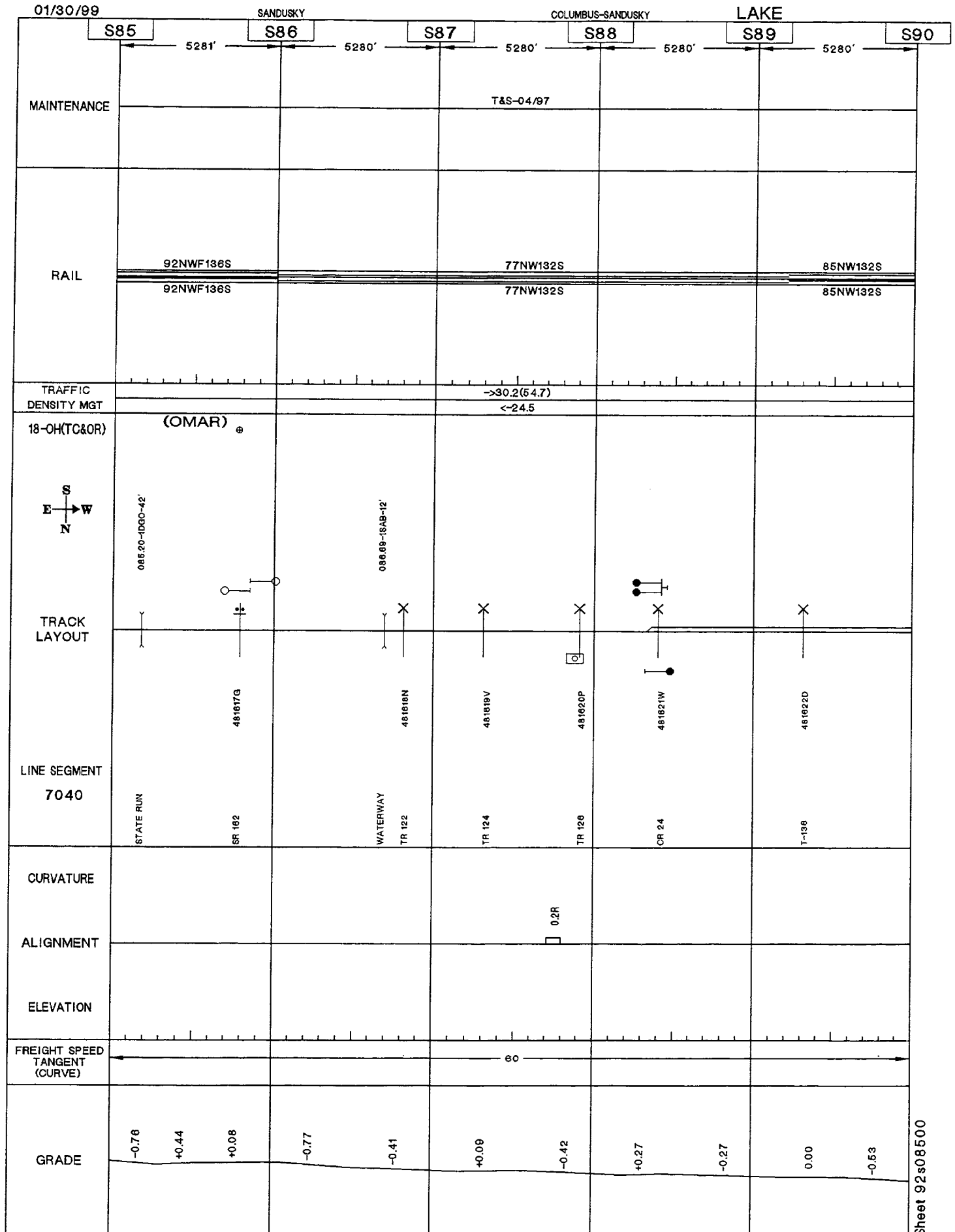
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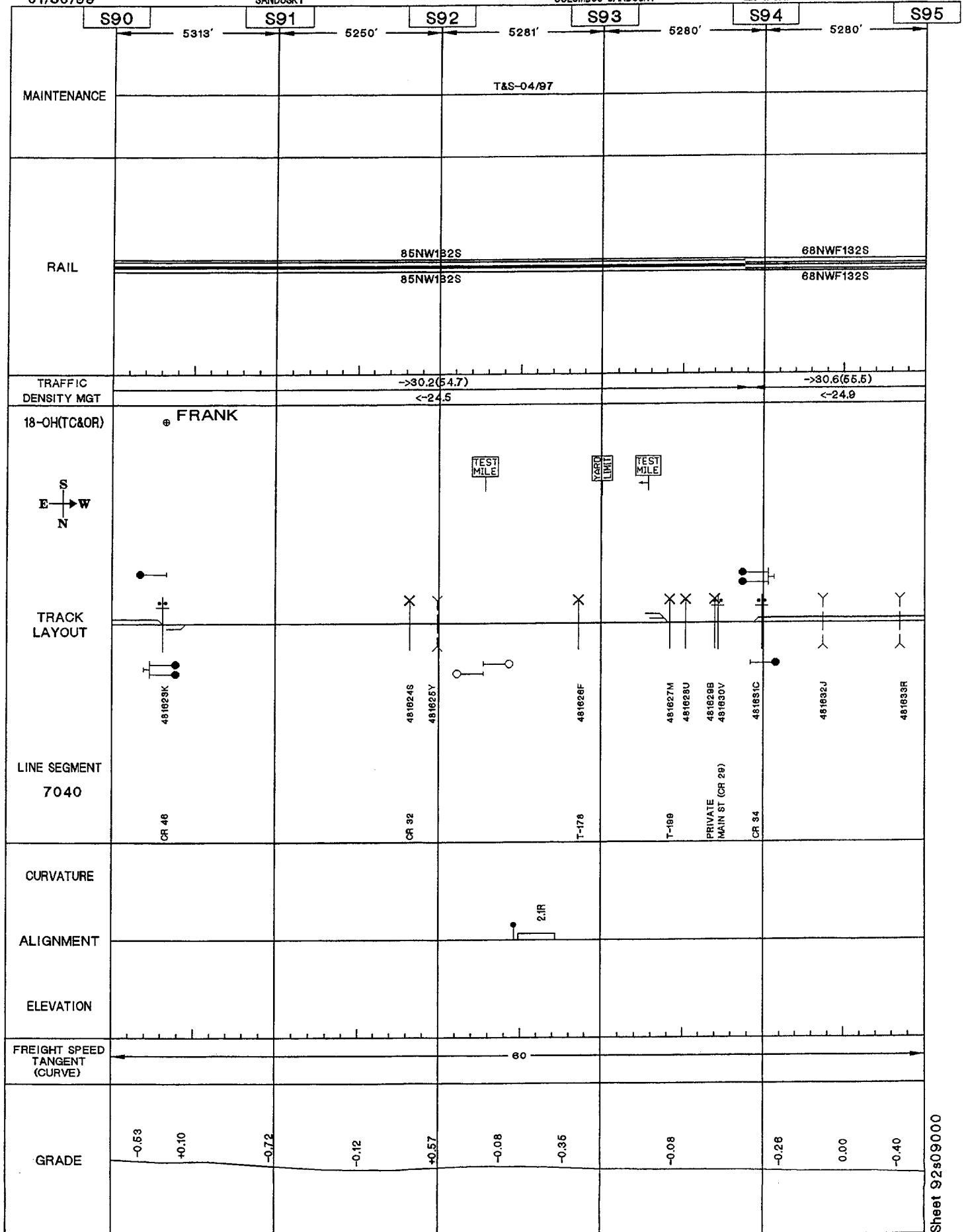


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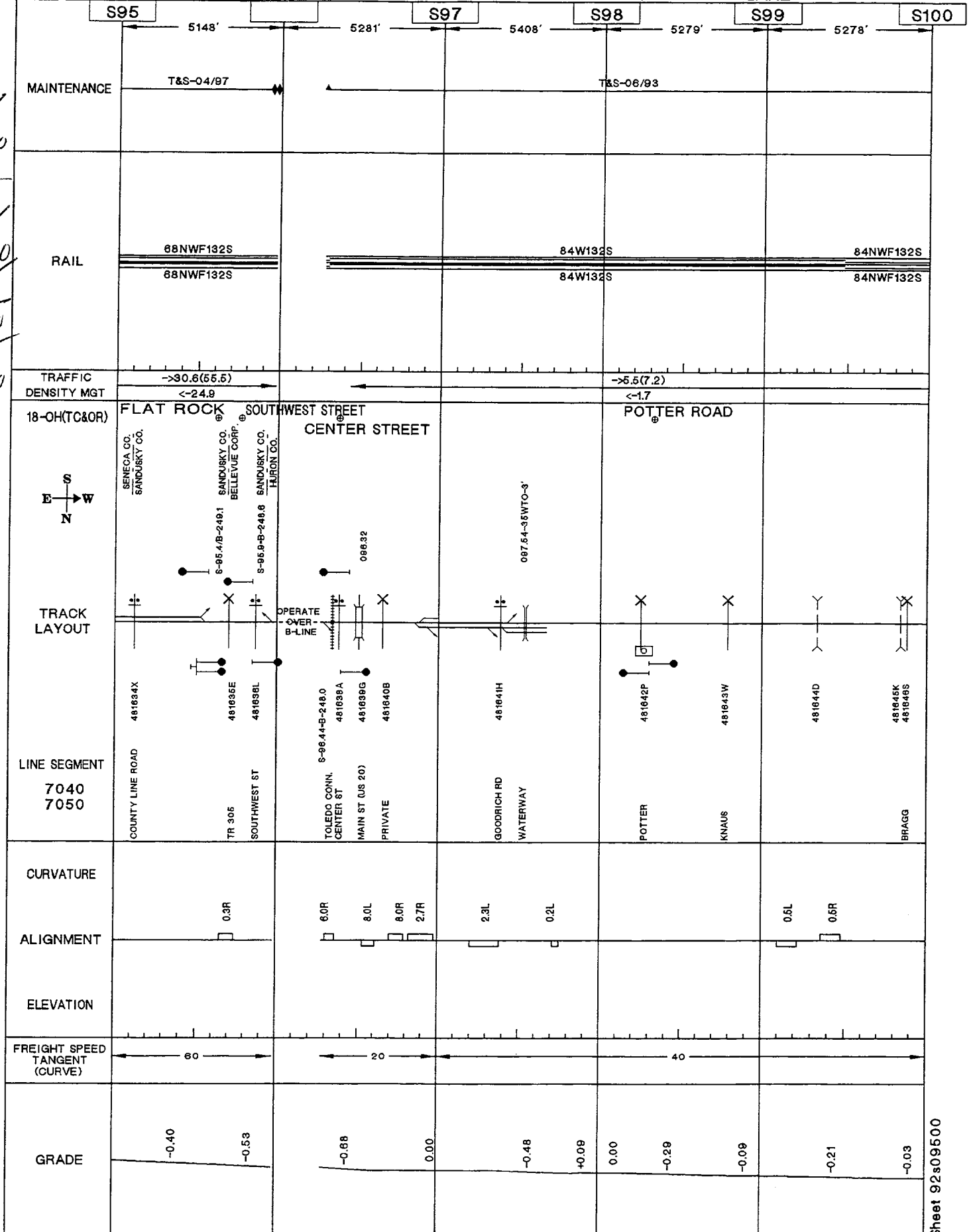


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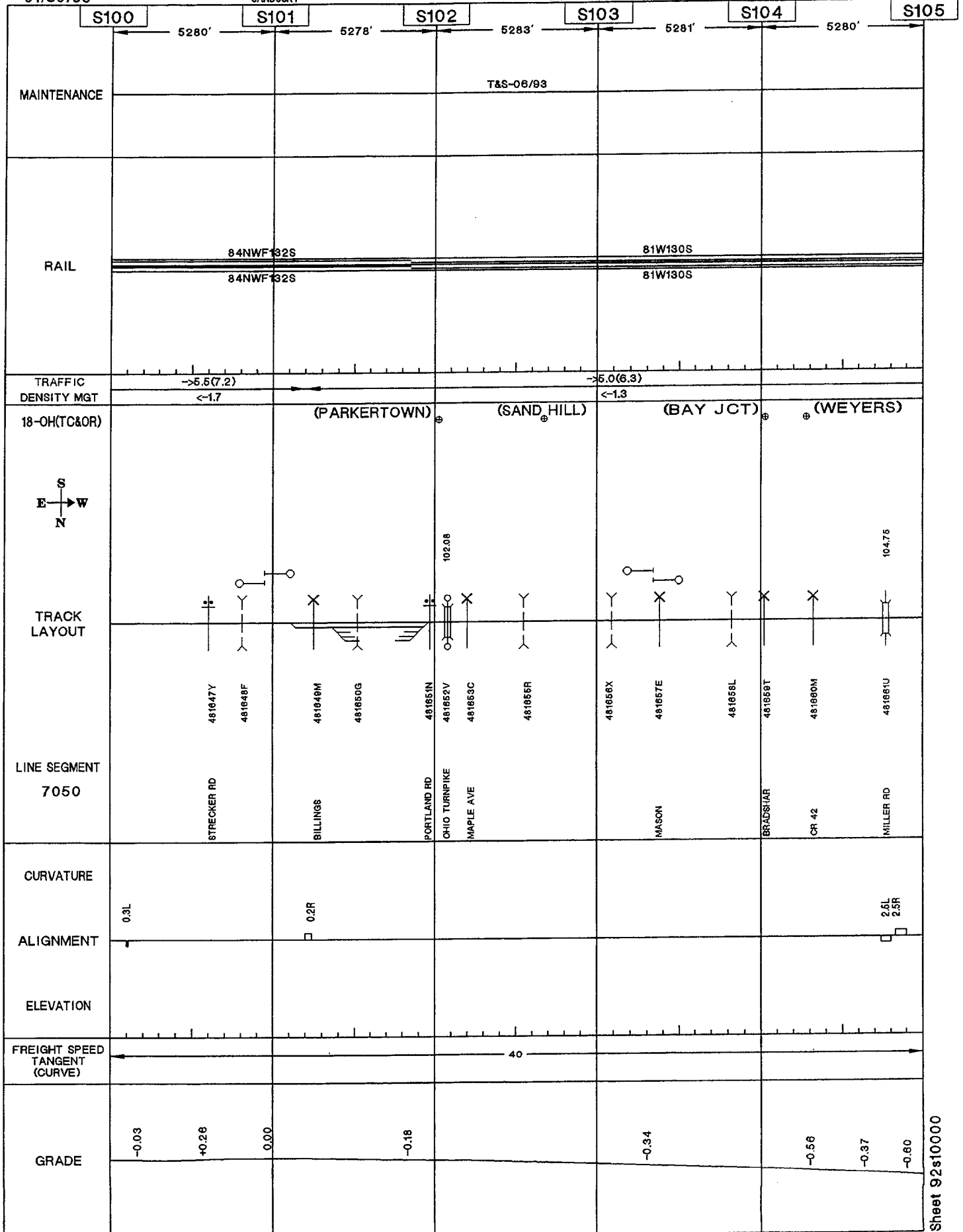


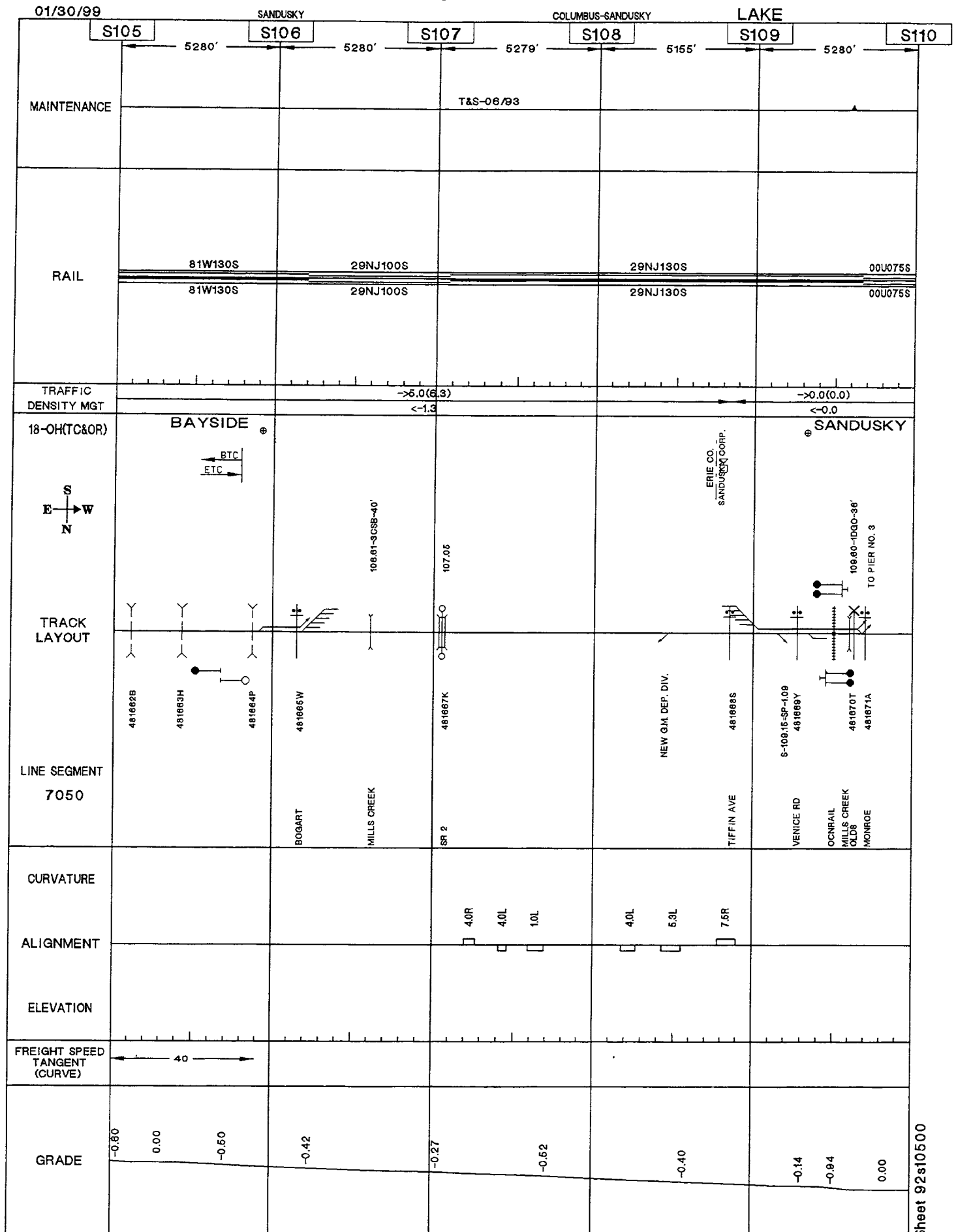
01/30/99

SANDUSKY

COLUMBUS-SANDUSKY

LAKE





01/30/99		SANDUSKY		COLUMBUS-SANDUSKY		LAKE	
	S110	5280'	S111	5175'			
MAINTENANCE	T&S-01/01		T&S-12/01				
RAIL	00U075S		00U075S				
	00U075S		00U075S				
TRAFFIC DENSITY MGT	->0.0(0.0)		<-0.0				
18-OH(TC&OR)							
<div data-bbox="156 850 239 934"> <p>S E—W N</p> </div>							
TRACK LAYOUT							
LINE SEGMENT 7050							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)							
GRADE	0.00						



01/30/99

TOLEDO

TOLEDO BELT

IRONVILLE-END BELT

LAKE

TB2

TB3

TB4

TB5

5280'

5280'

5280'

5280'

MAINTENANCE

T&amp;S-12/93

RAIL

00U076S

00U075S

TRAFFIC  
DENSITY MGT

→0.0(0.0)

&lt;-0.0

6-OH(W&amp;L)

N  
W → E  
S

TRACK  
LAYOUT

003.18

003.48

003.66

LINE SEGMENT  
7445WOODVILLE  
473871NNAVARRE AVE  
473872VNEVADA  
473873CGREENWOOD  
473874JSTARR AVE  
473876RKELSEY  
473878XDEARBORN  
473877ESEAMAN ST  
473878LI-475  
473879TBURGER  
473880MMILFORD  
473881UCONSAUL  
473882BPAINE  
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CSXT

YORK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

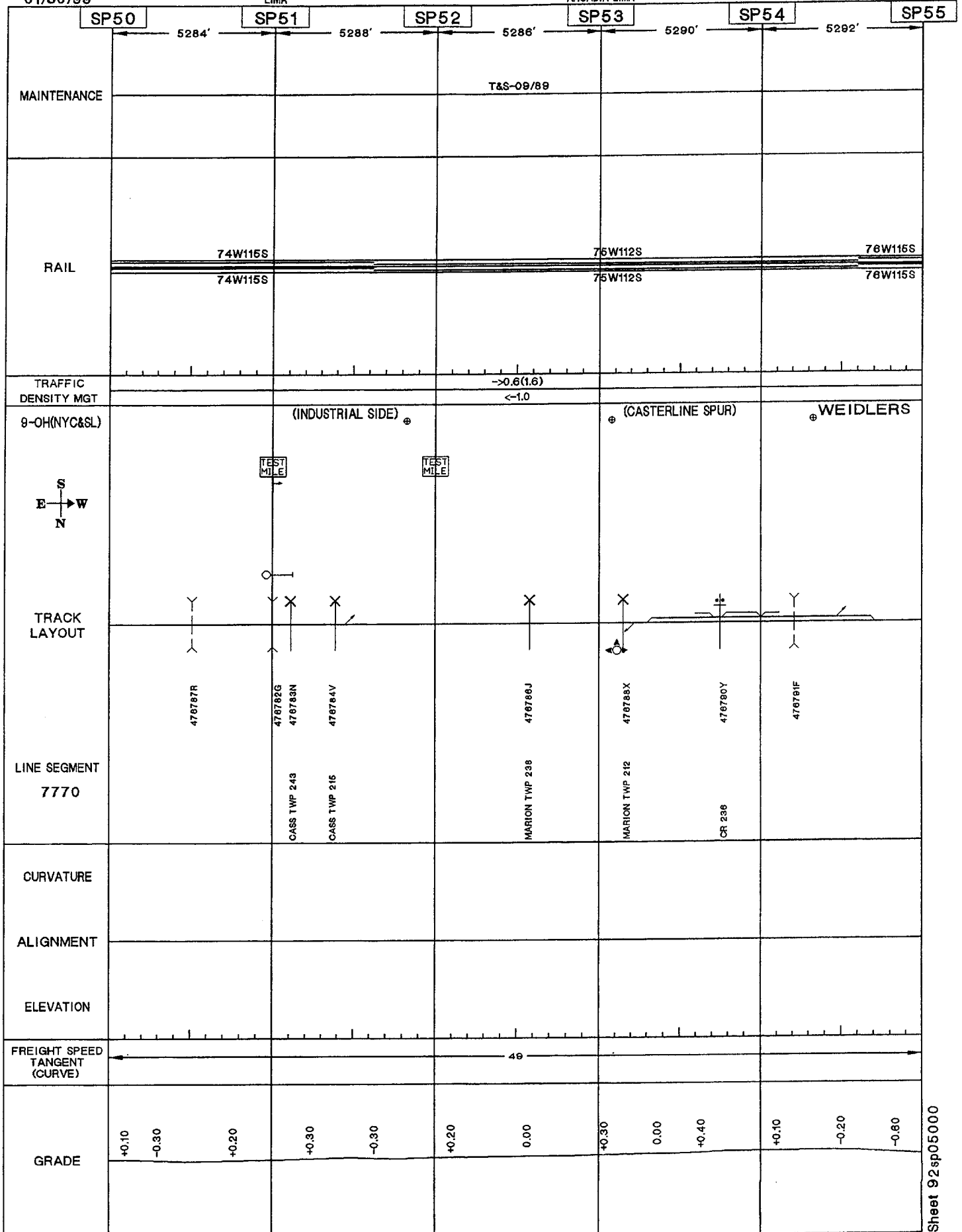
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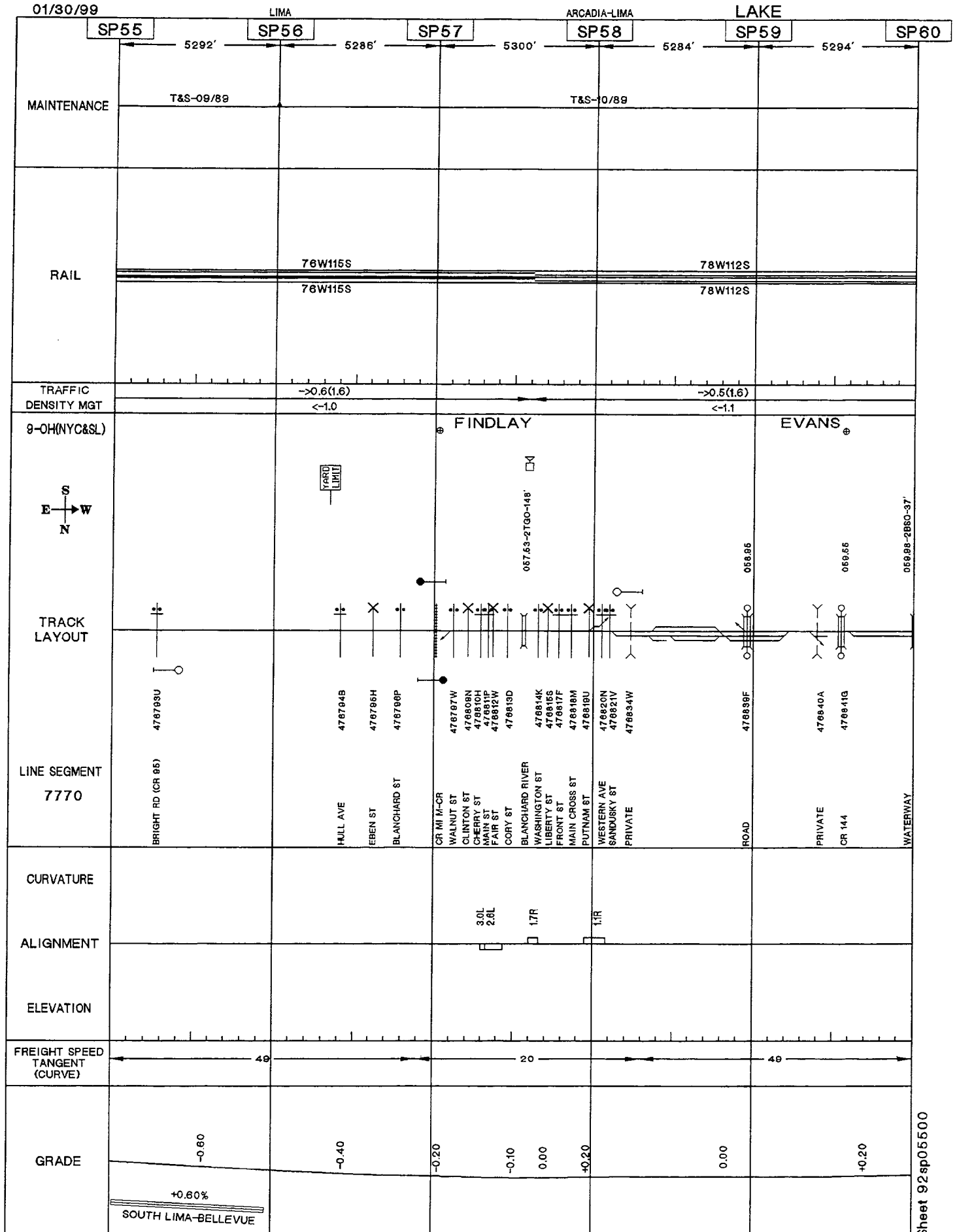
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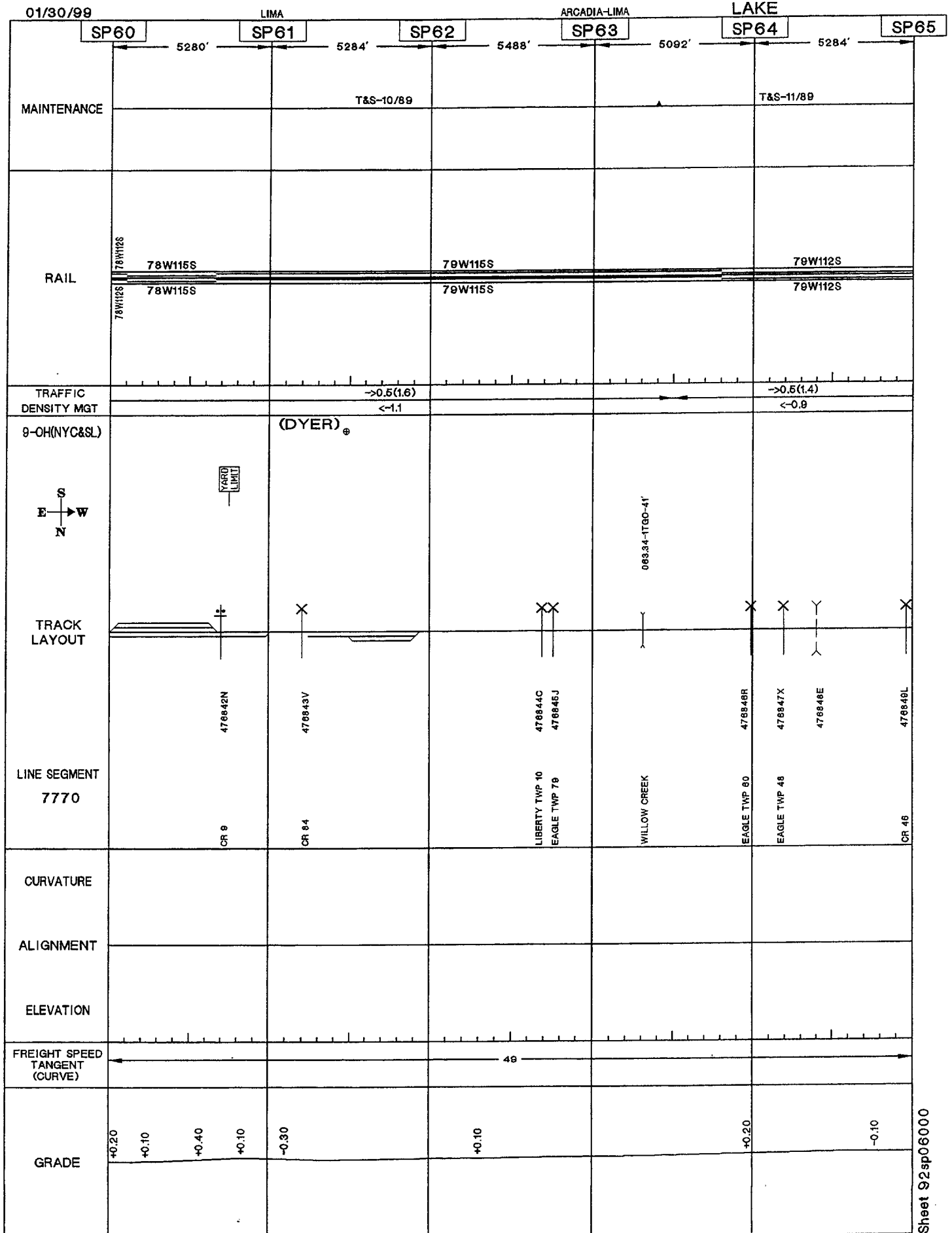
LIMA

ARCADIA-LIMA

LAKE







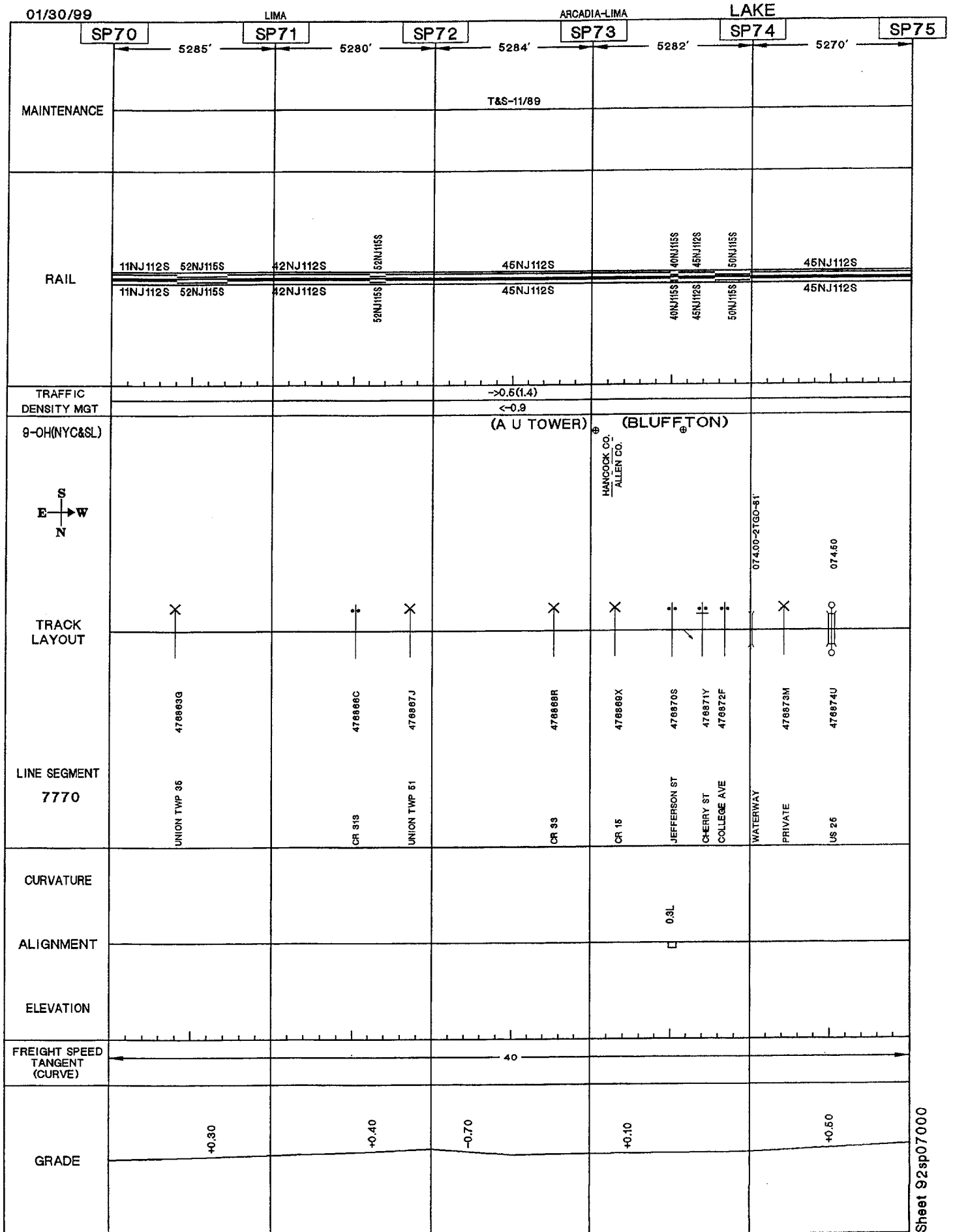
01/30/99

LIMA

ARCADIA-LIMA

LAKE

	SP65	SP66	SP67	SP68	SP69	SP70
	5280'	5282'	5290'	5272'	5285'	
MAINTENANCE	T&S-11/89					
RAIL	79W112S	40NJ112S	41RJ112S	11NJ112S		
	79W112S	40NJ112S	41RJ112S	11NJ112S		
TRAFFIC DENSITY MGT			->0.5(1.4) <-0.8			
9-OH(NYC&SL)		(RAWSON)			MT CORY	
TRACK LAYOUT						
	476850F	476851M 476852U 476853B 476854H	476856W	476857D 476858K 476859S	476860L	476861T 476862A
LINE SEGMENT 7770	CR 69	VANCE ST HENDERSON ST MAIN ST GAW ST	CR 37	UNION TWP 57 UNION TWP 38 WATERWAY	CR 26	MAIN ST UNION TWP 36
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	40		40			
GRADE	-0.10	+0.10	0.00 -0.50	+0.50	0.00	-0.40 +0.30

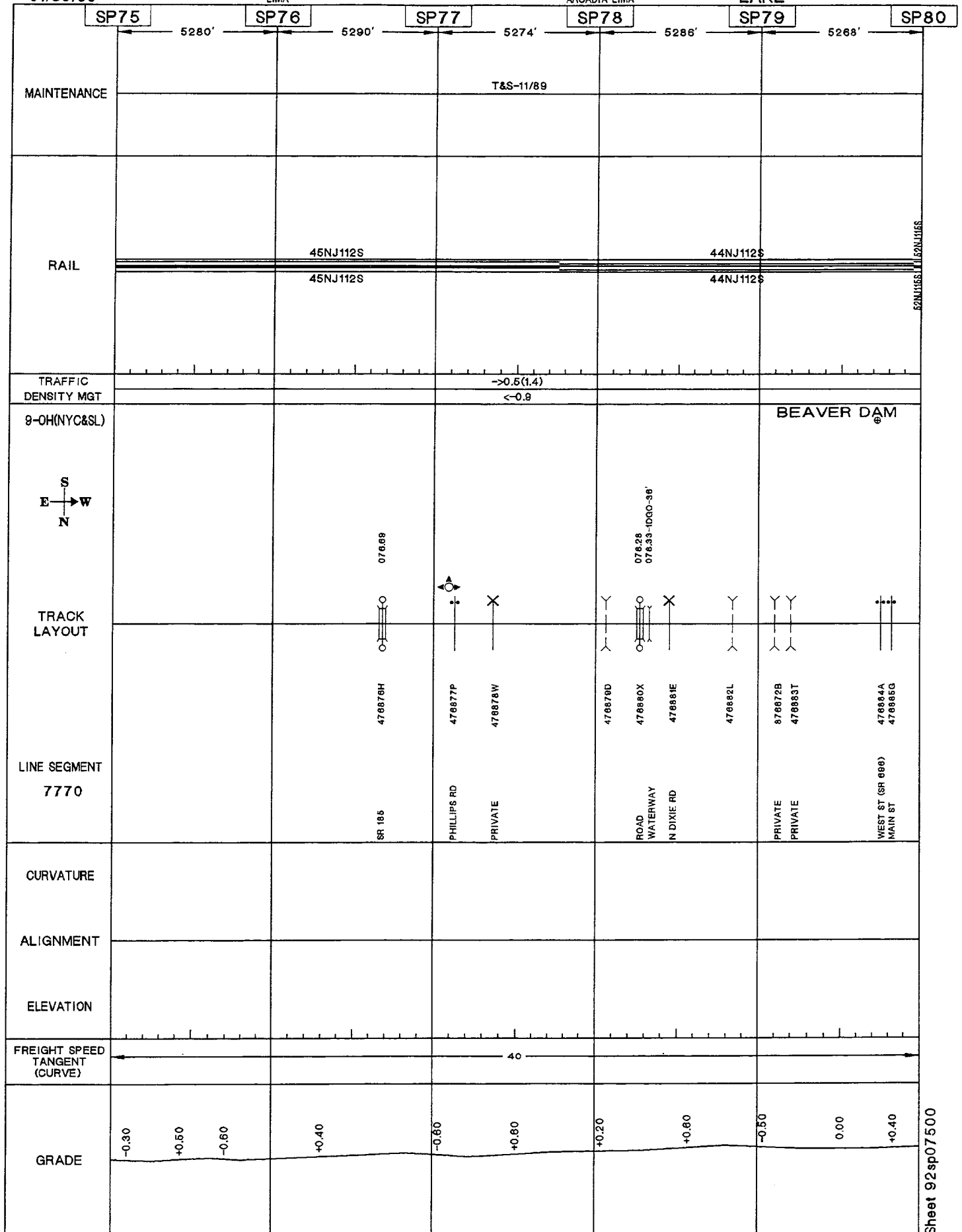


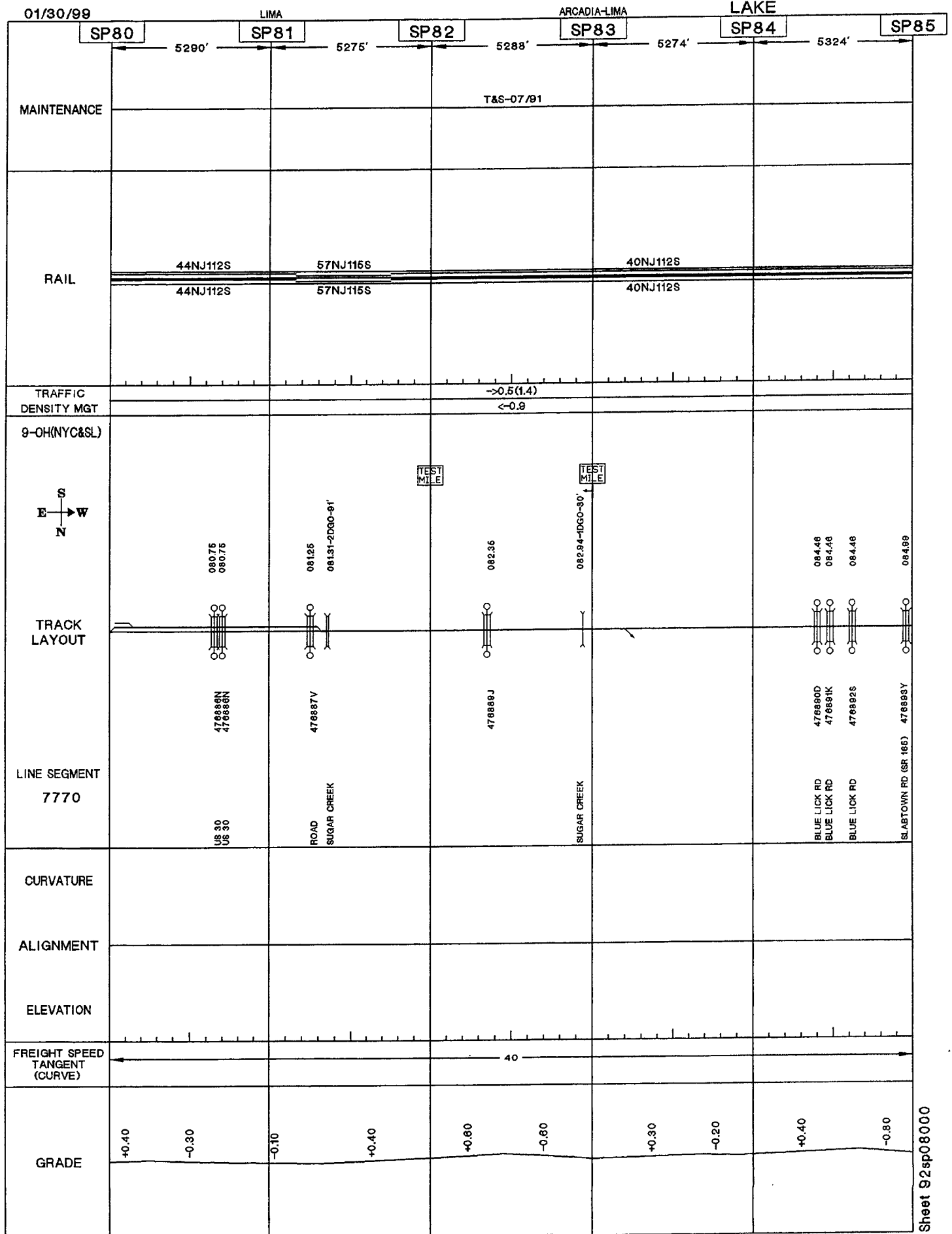
01/30/99

LIMA

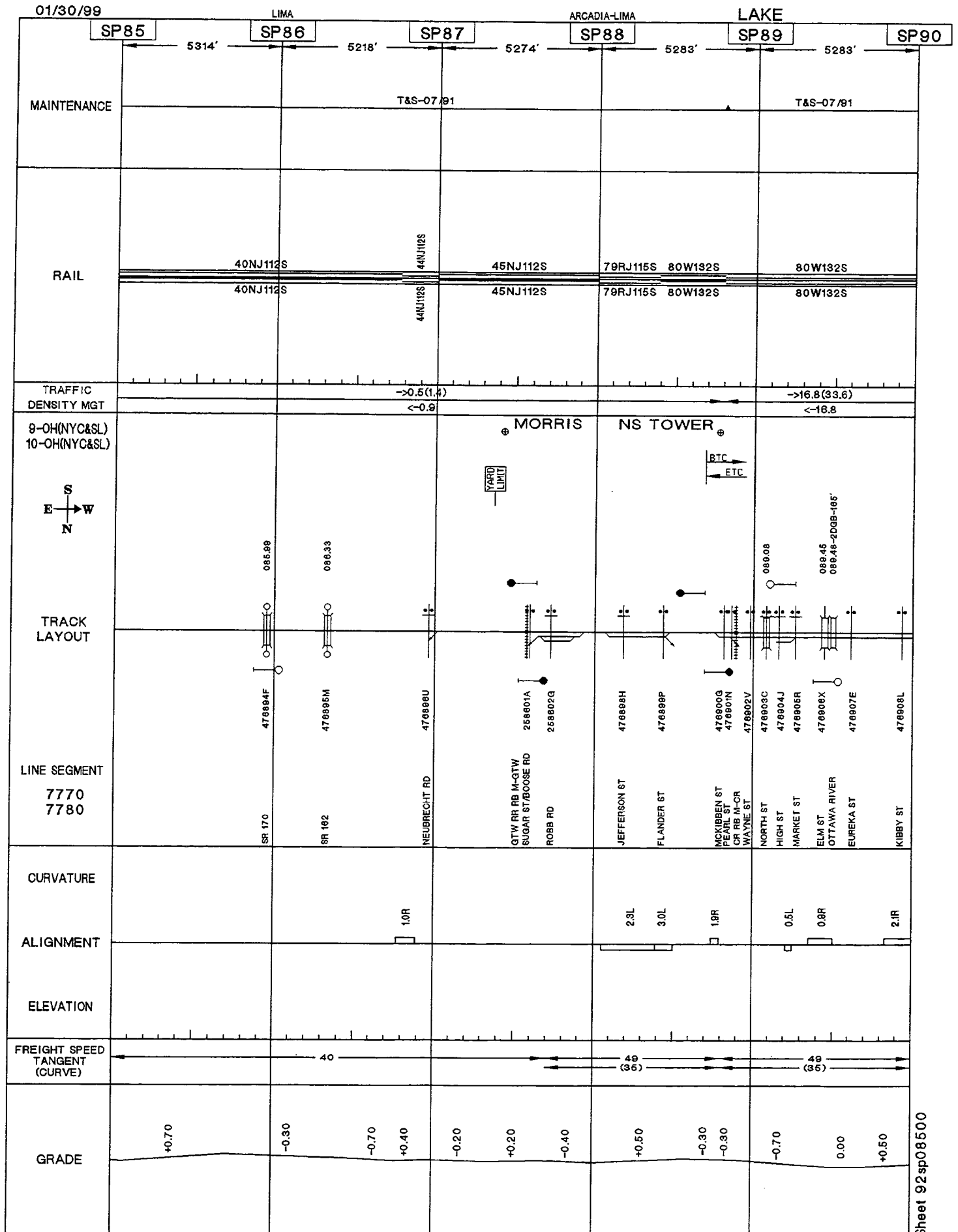
ARCADIA-LIMA

LAKE

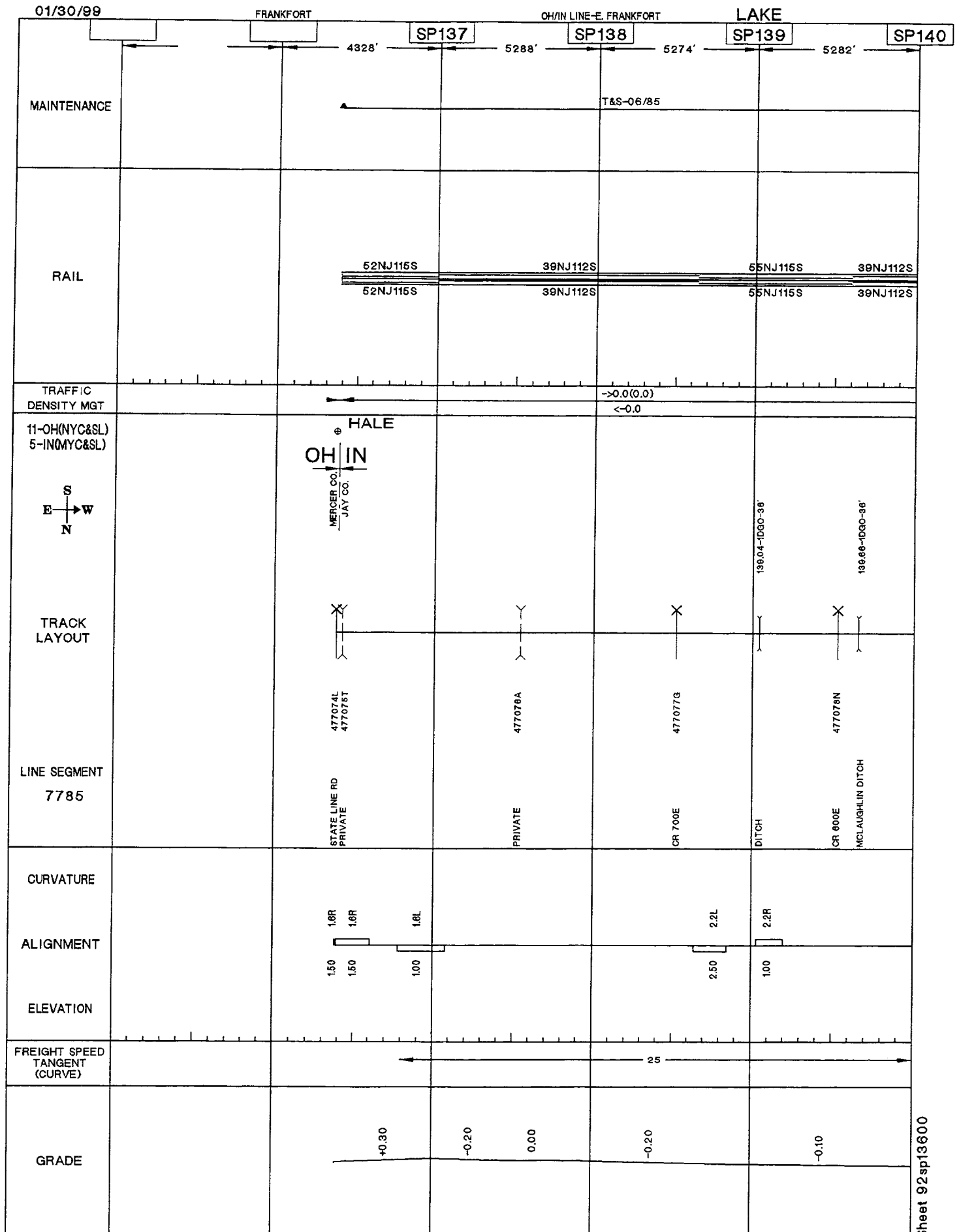


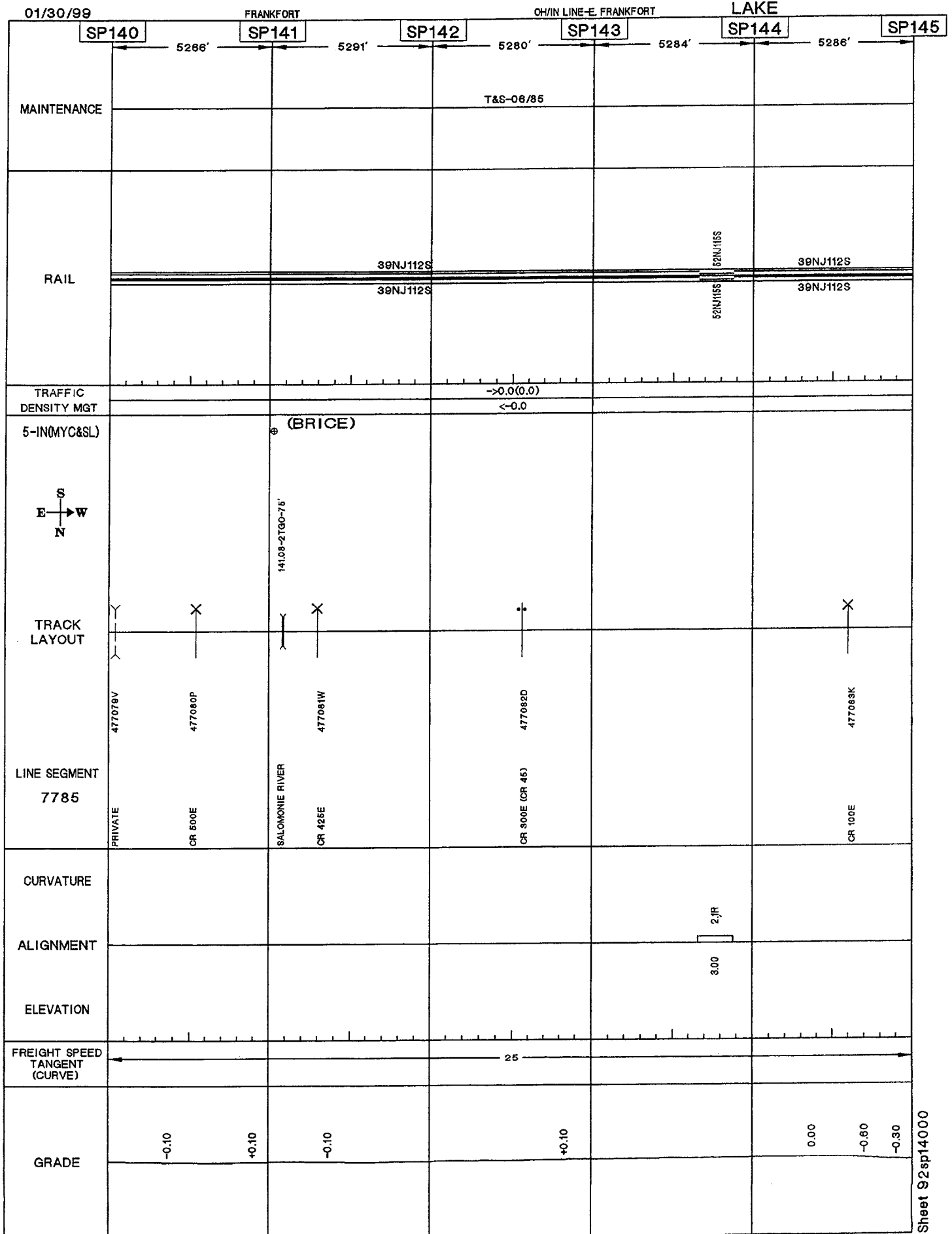






Sheet 92sp09000



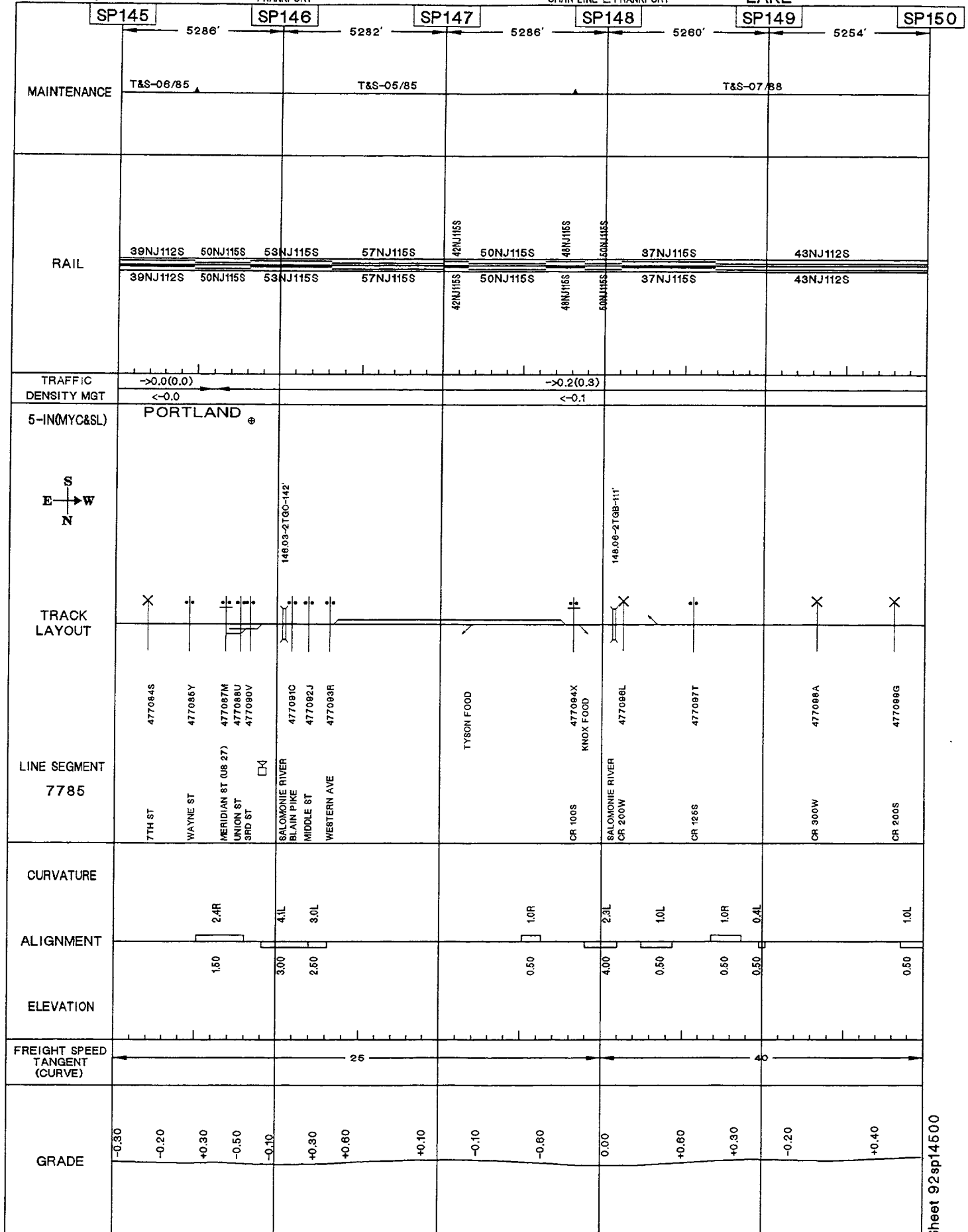


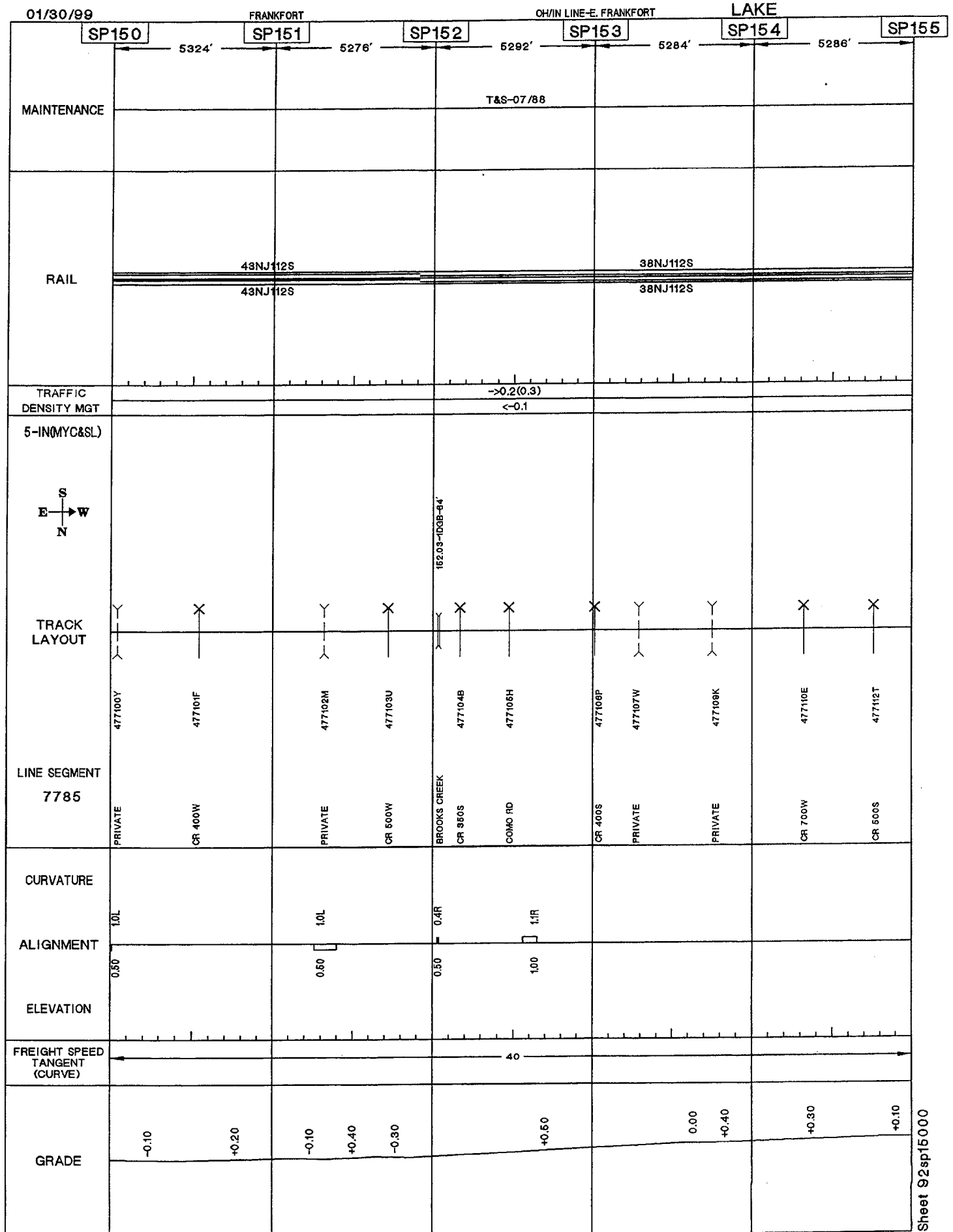
01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE



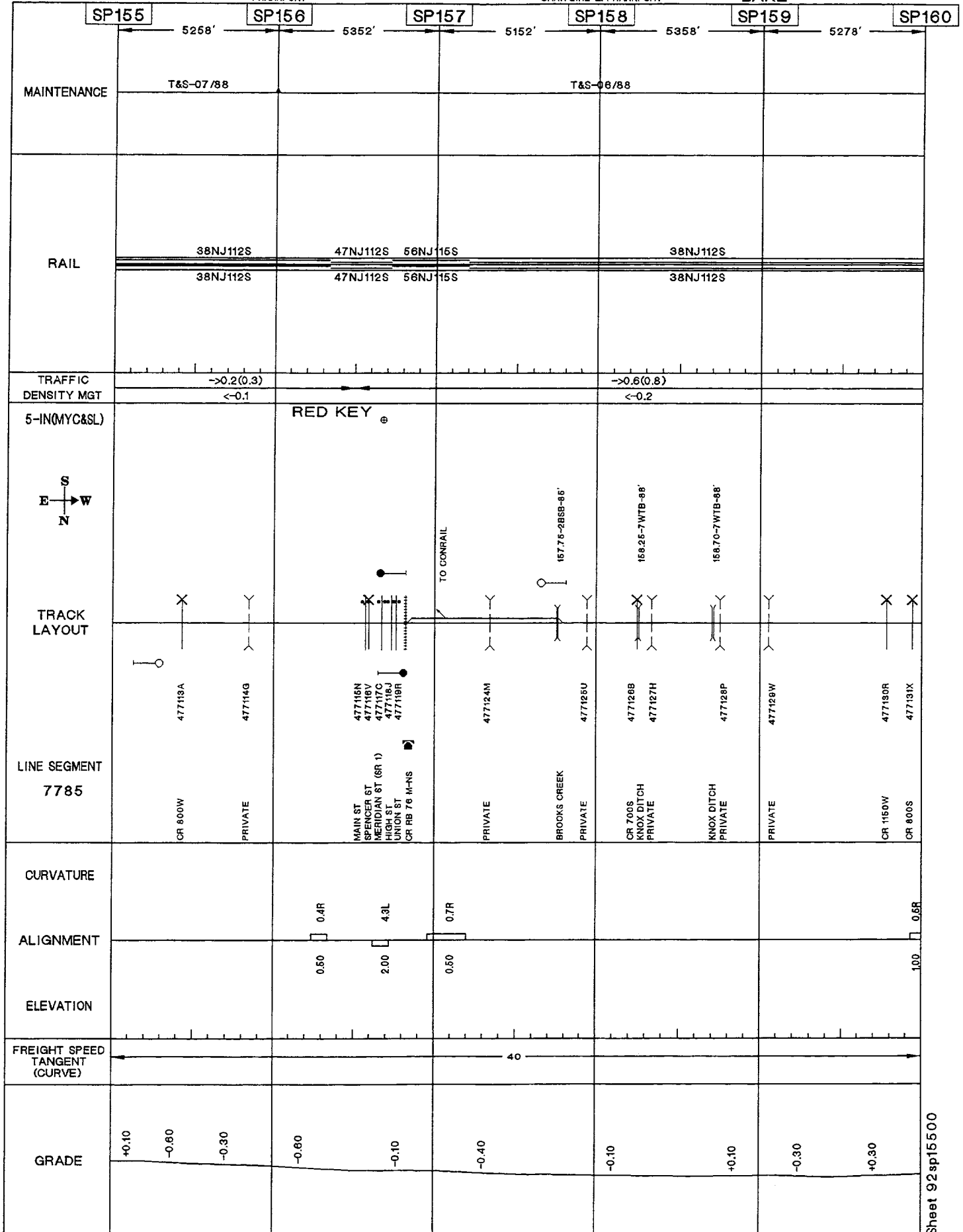


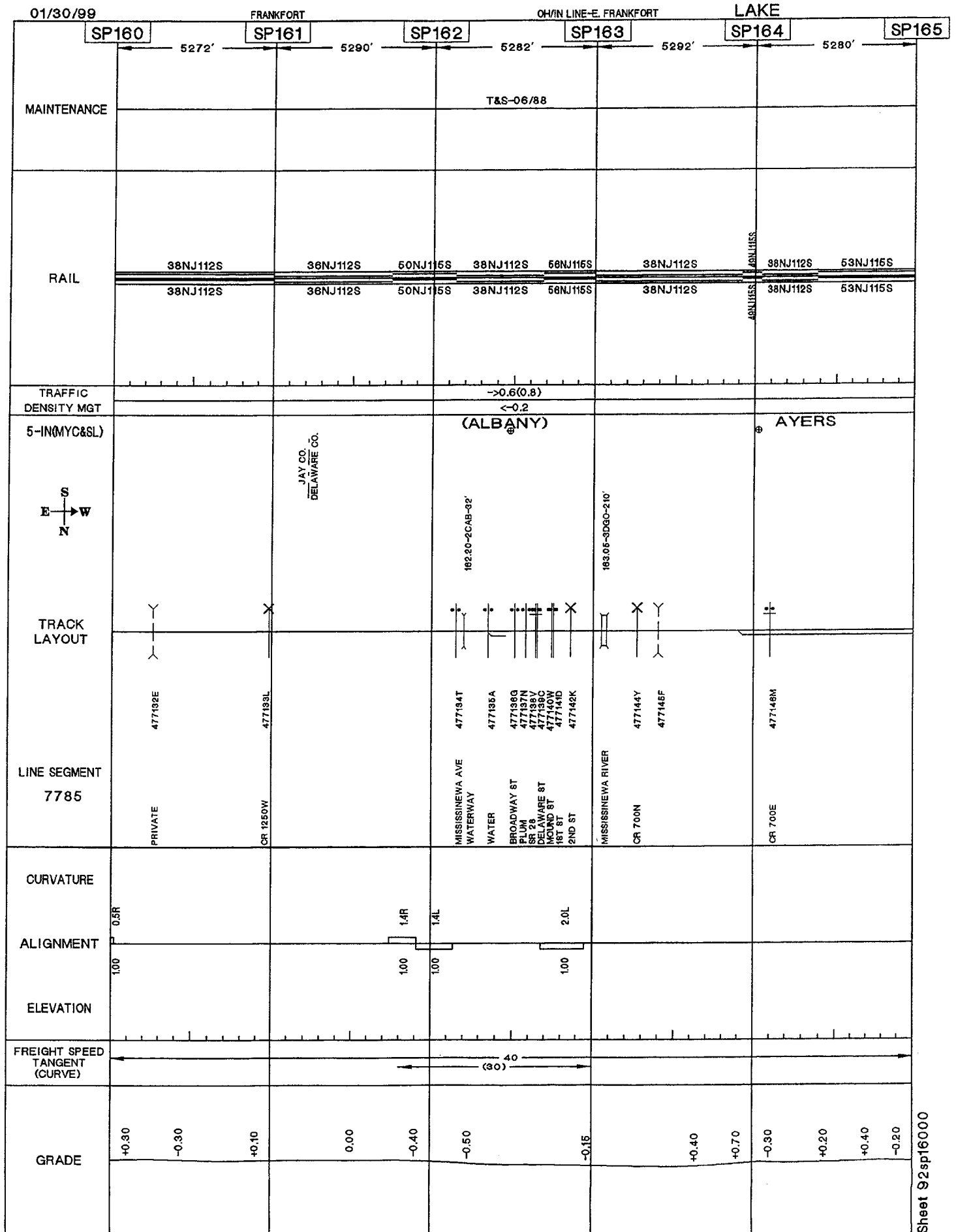
01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE





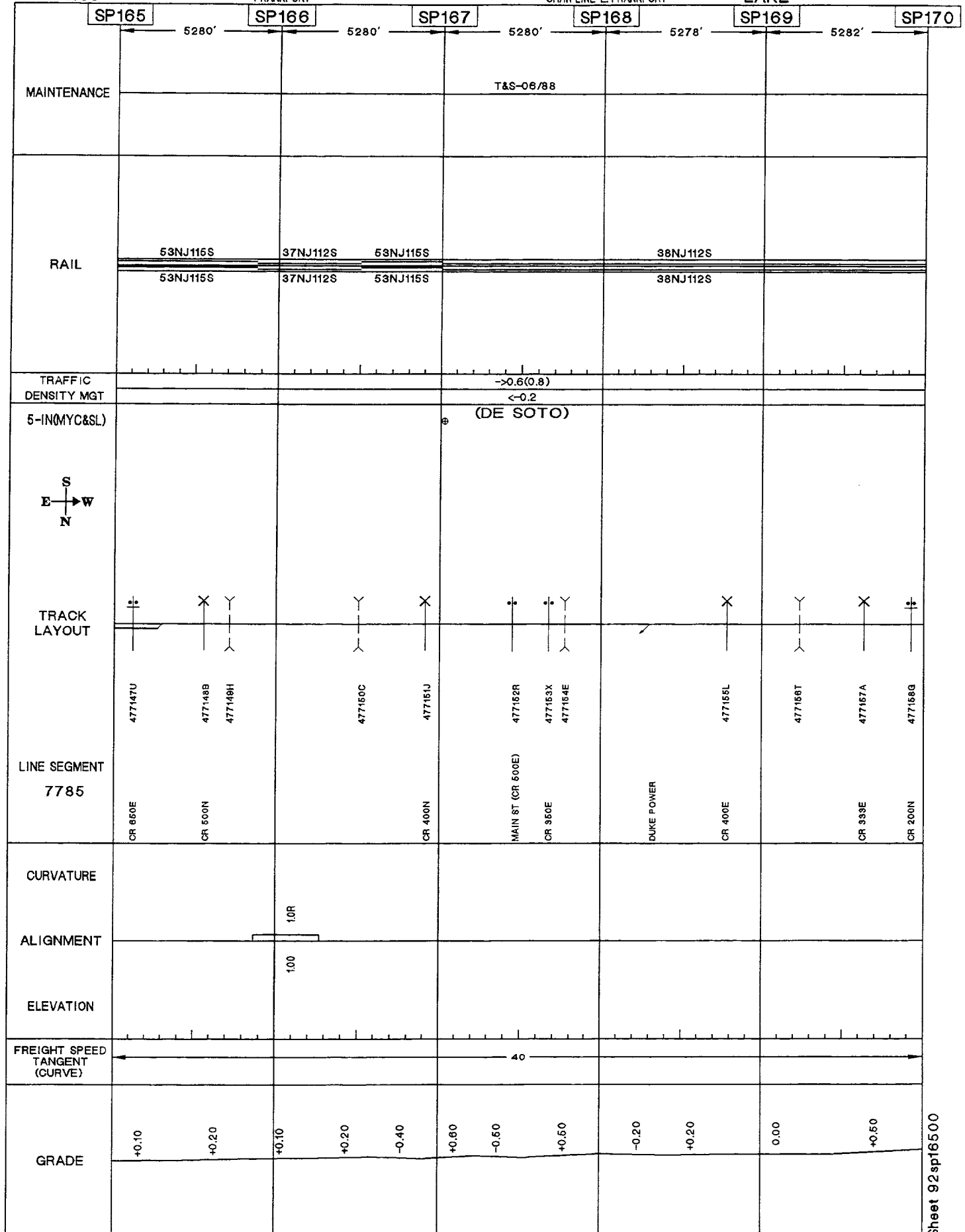


01/30/99

FRANKFORT

OH/IN LINE-E, FRANKFORT

LAKE



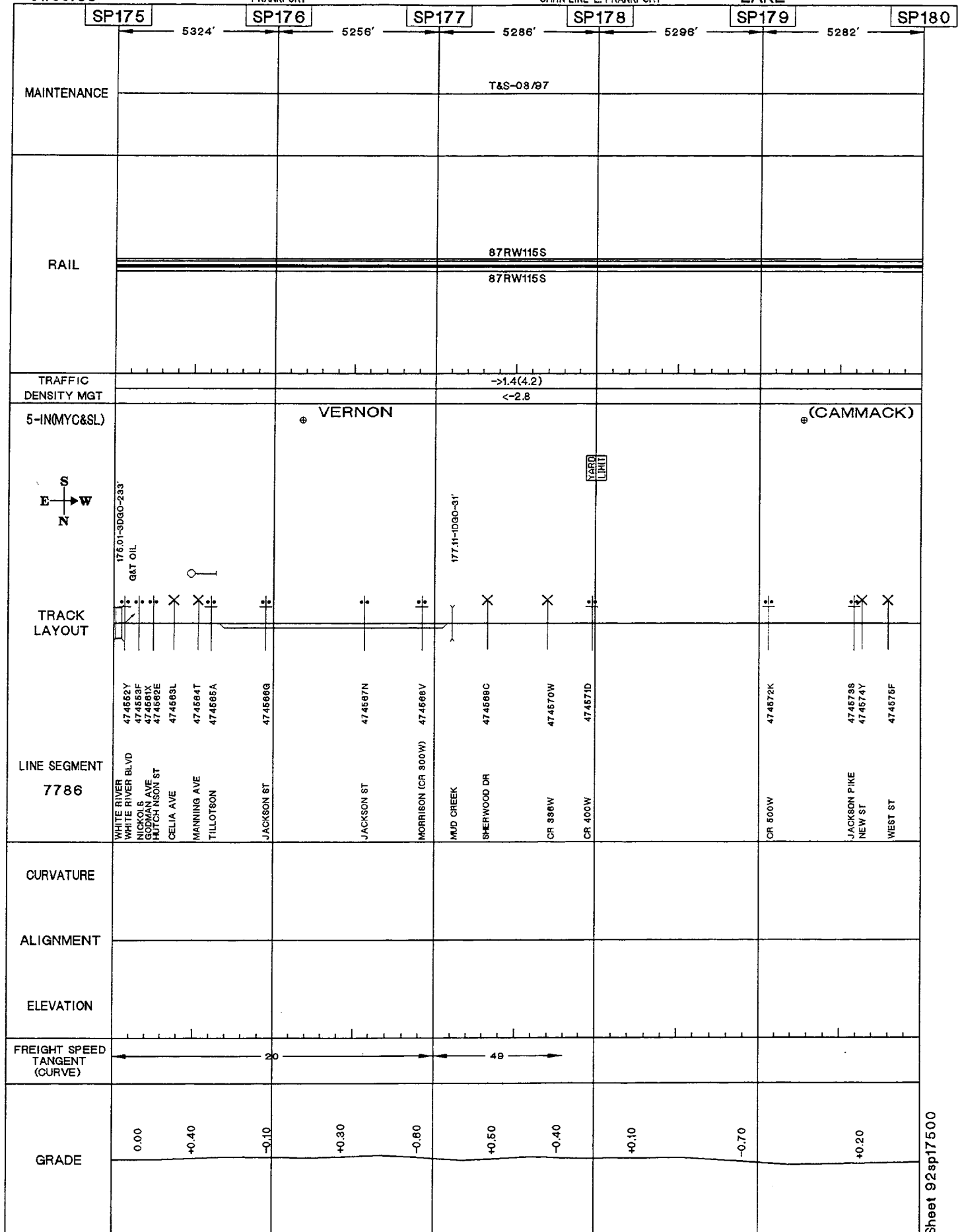
Sheet 92sp17000

01/30/99

FRANKFORT

OH/N LINE-E, FRANKFORT

LAKE



01/30/99

FRANKFORT

OH/IN LINE-E, FRANKFORT

LAKE

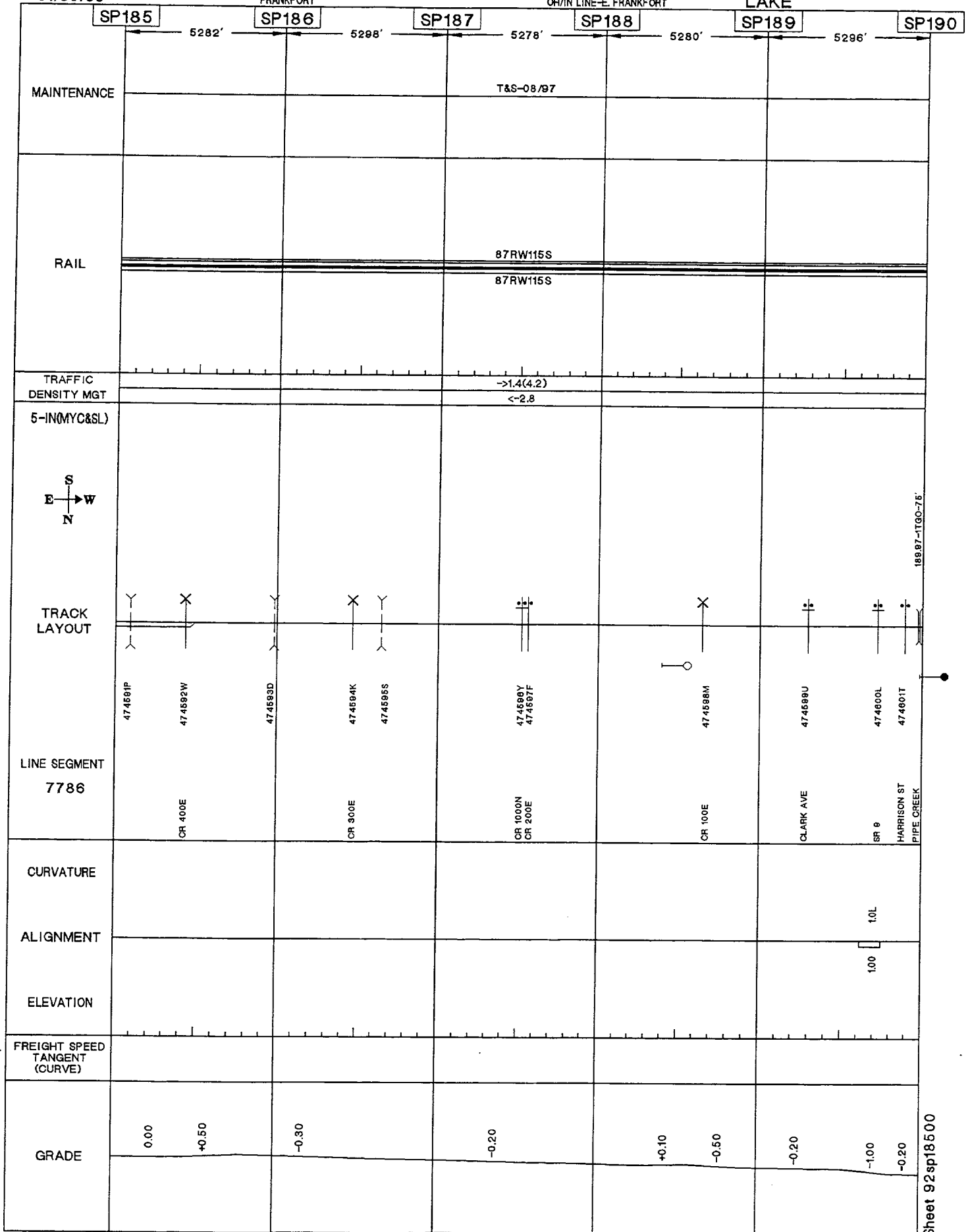
	SP180	SP181	SP182	SP183	SP184	SP185
	5248'	5290'	5280'	5288'	5290'	
MAINTENANCE			T&S-08/97			
RAIL			87RW115S			
			87RW115S			
TRAFFIC DENSITY MGT			->1.4(4.2)			
			<-2.8			
5-IN(MYC&SL)						GILMAN
						DELAWARE CO. MADISON CO. @
TRACK LAYOUT						
LINE SEGMENT	474578M CAMMACK CR 800W  474577U CR 160N	474578B CR 700W  474578H 430390M SR 332	474580C CR 800W  474581J CR 850W	474582R 474583X 474583X 474584E CR 925W BIG KILLOUCK CR 850W	474588T 474587A 474588G 474590H CO LINE RD (1000) CR 800N MAIN ST	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE	-0.30 +0.50 -0.30	-0.90 +0.50	-0.60 +0.80 -0.80	-0.70 +0.80	0.00	

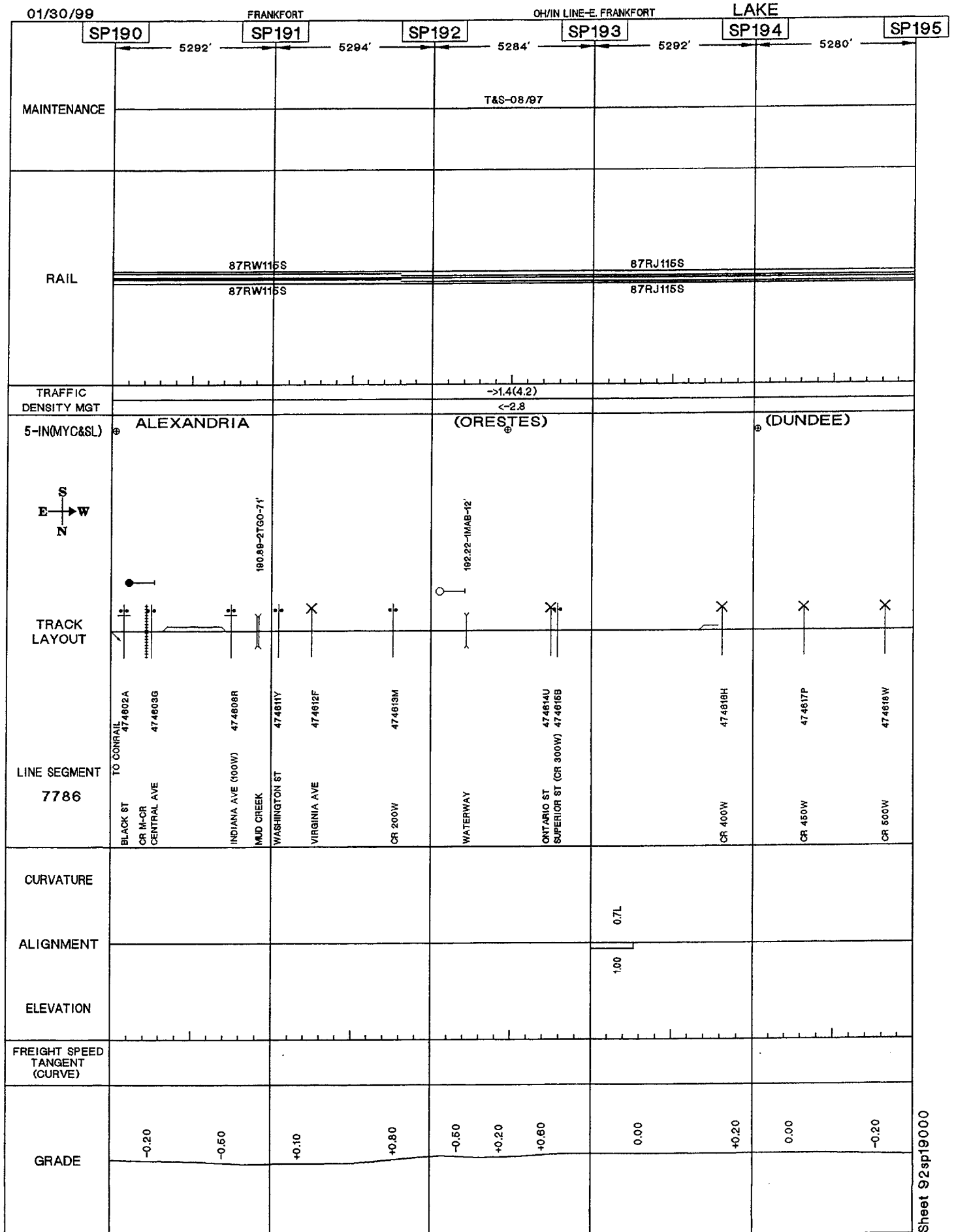
01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE



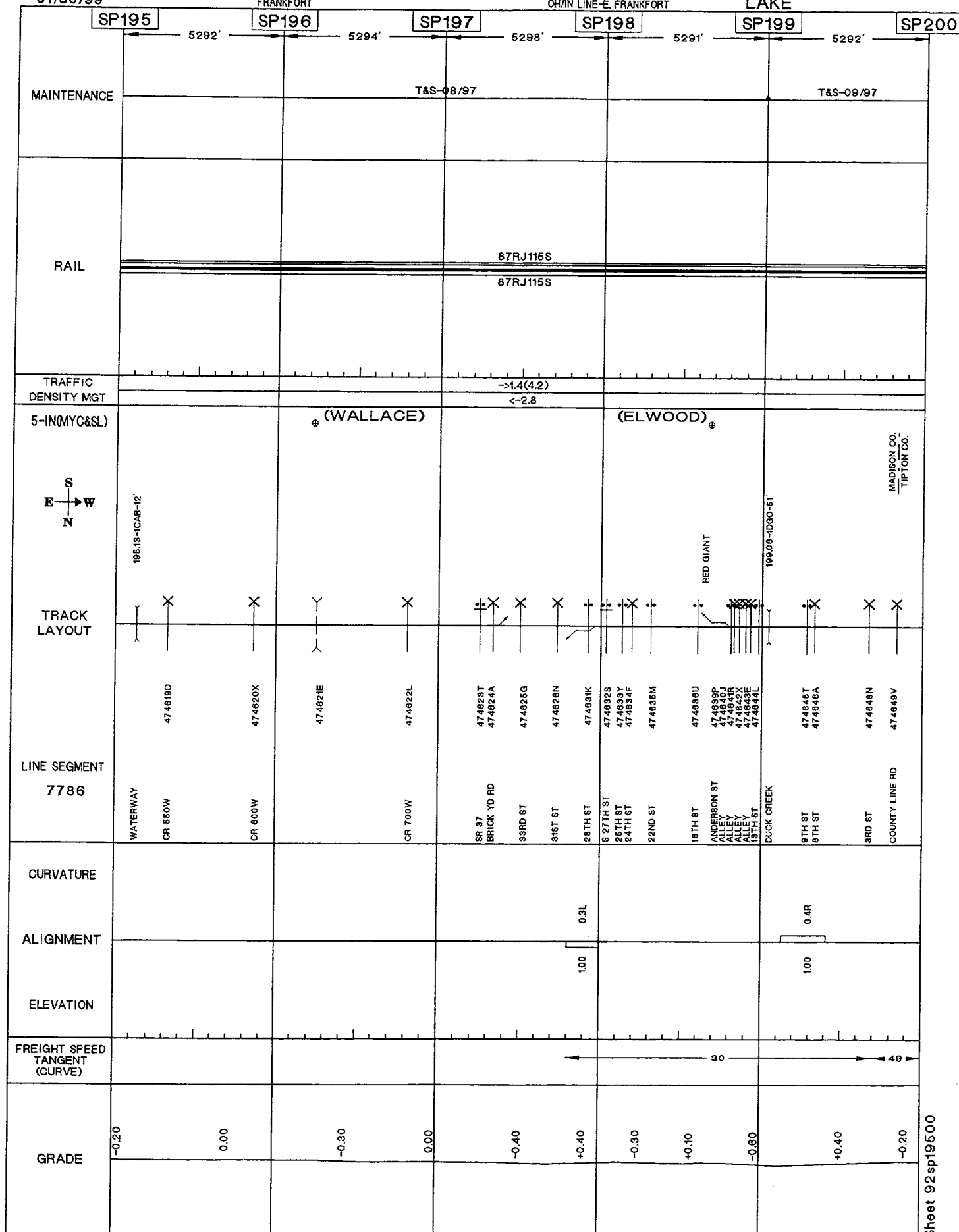


01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE

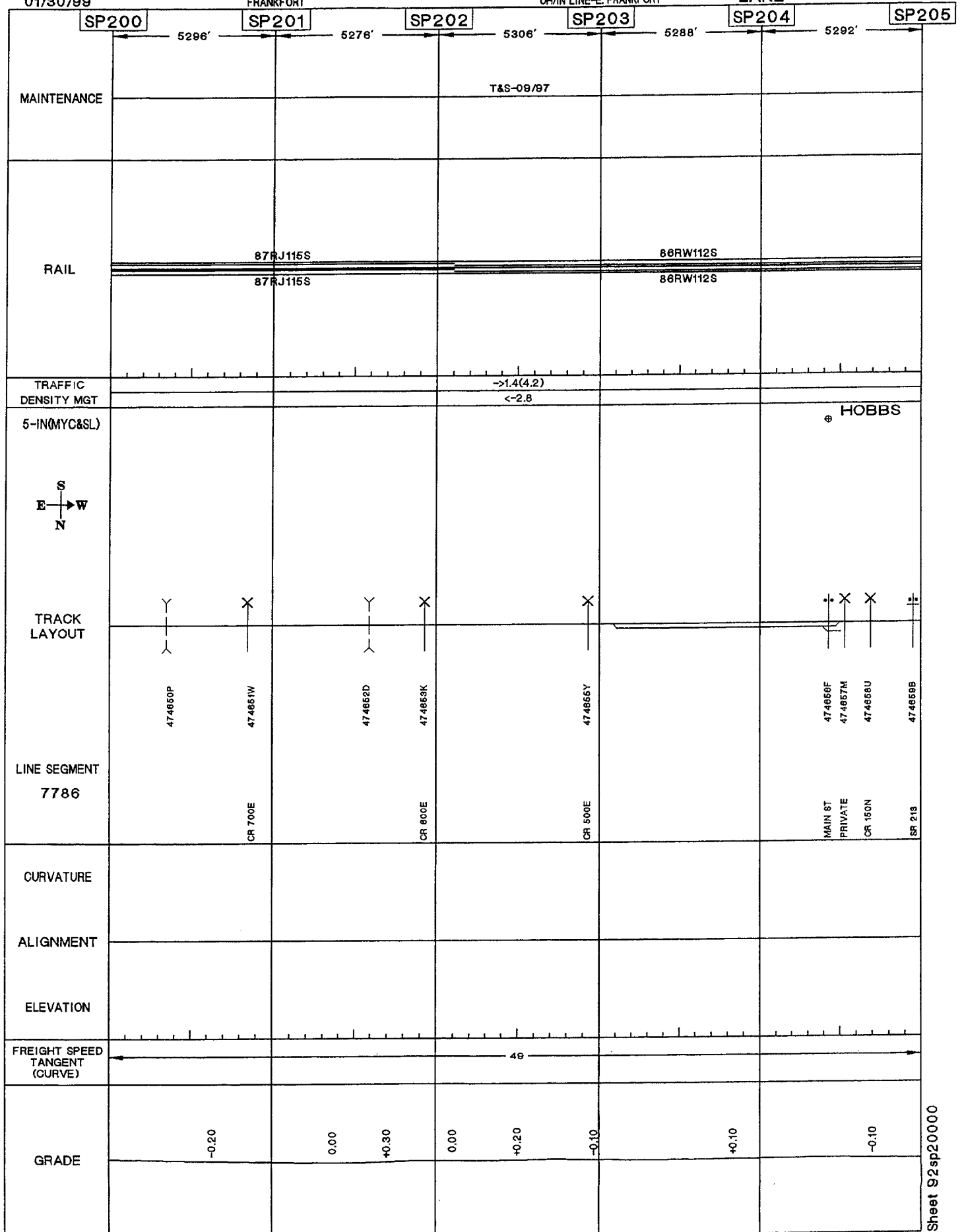


01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE



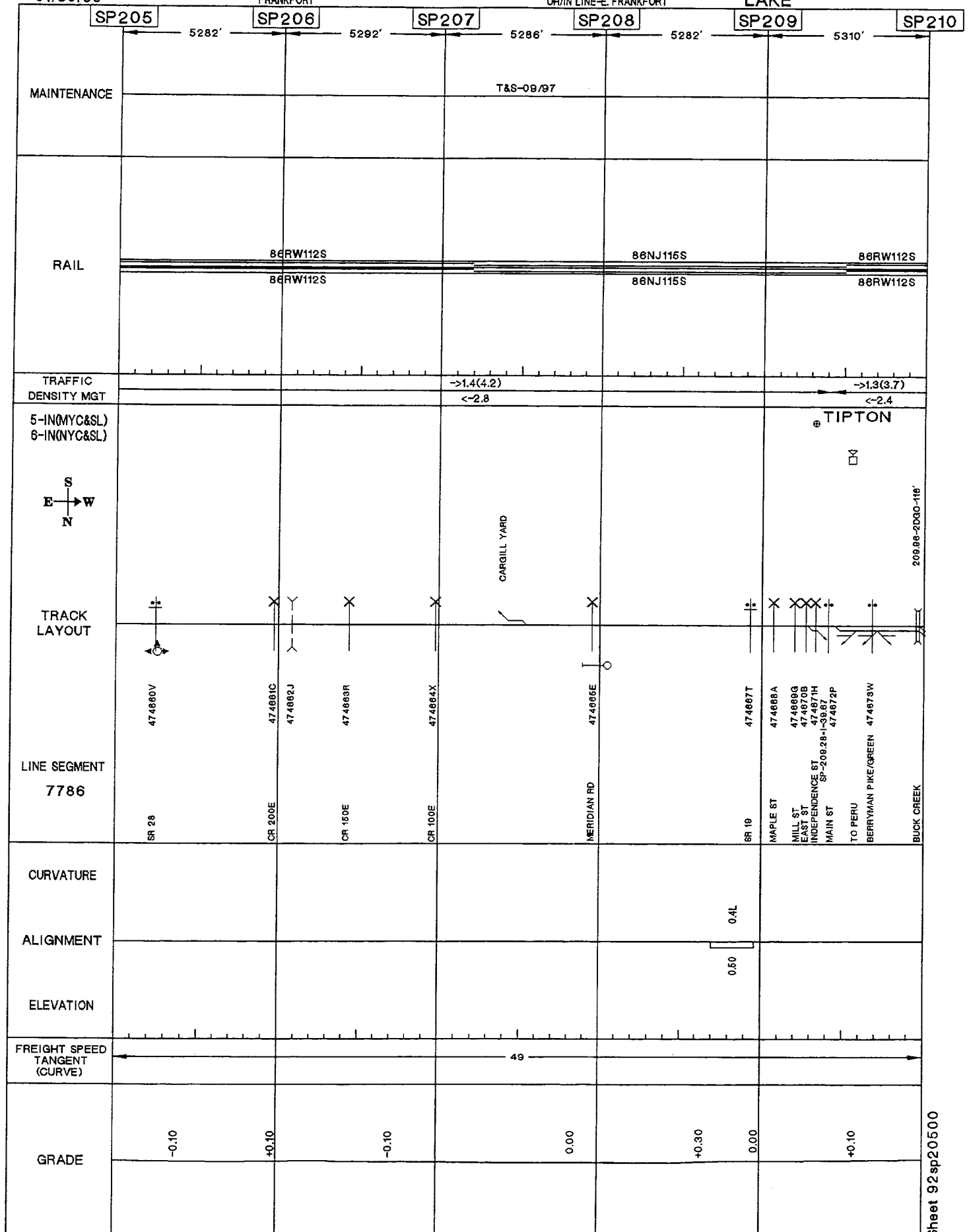


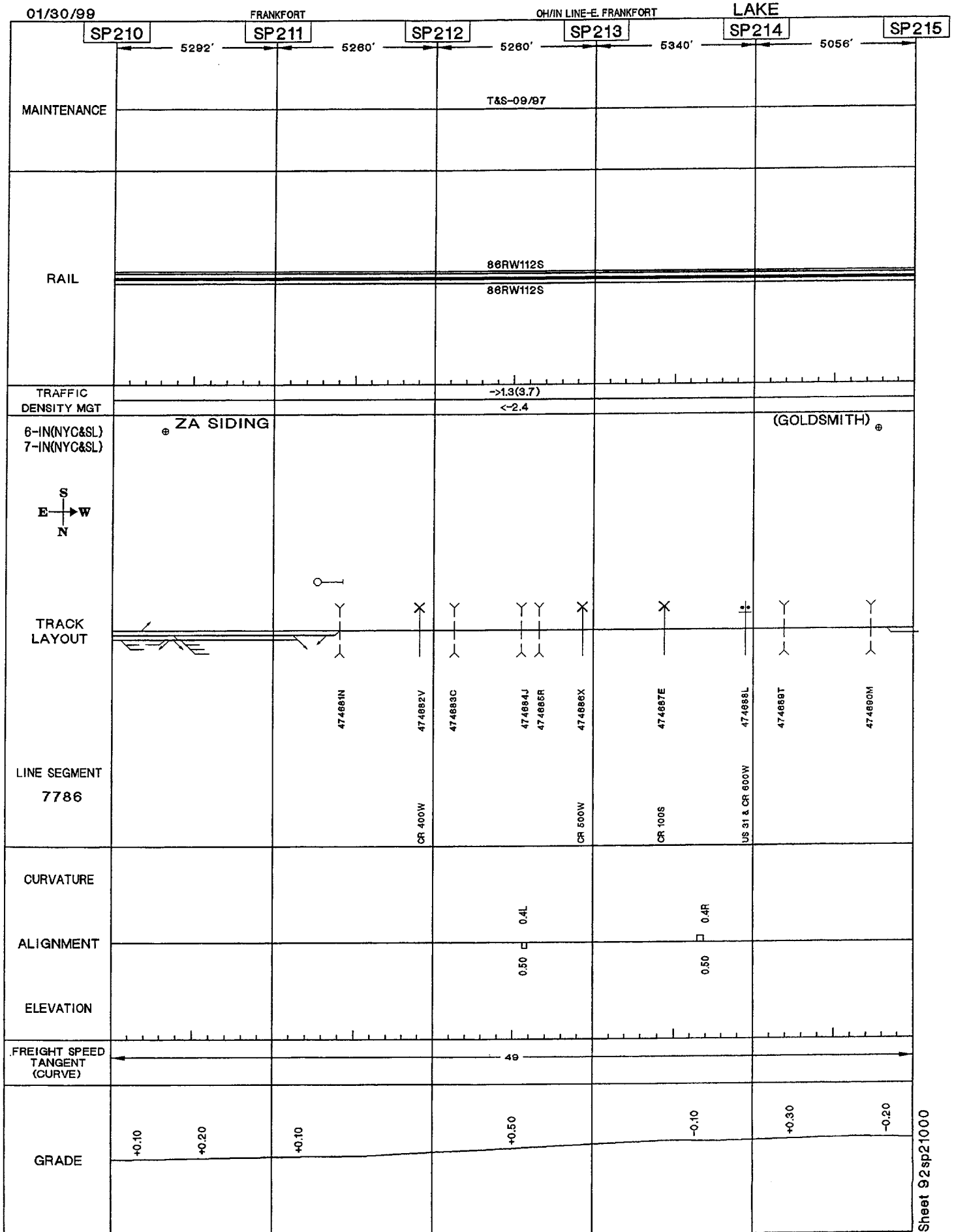
01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE






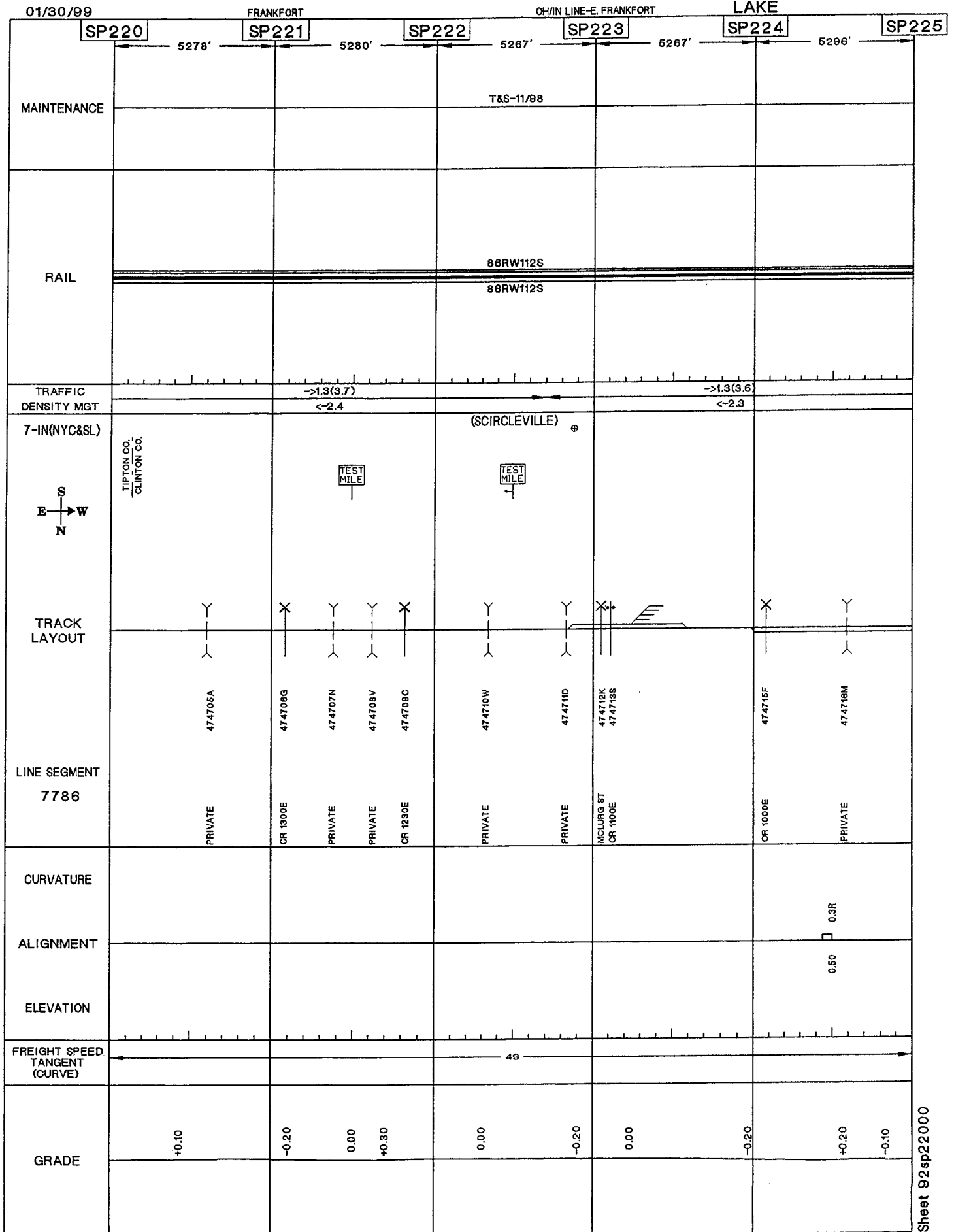
01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE

	SP215	SP216	SP217	SP218	SP219	SP220
	5480'	5274'	5258'	5296'	5270'	
MAINTENANCE			T&S-09/97		T&S-11/98	
RAIL			86RW112S	86RW112S		
TRAFFIC DENSITY MGT			->1.3(3.7)			
			<-2.4			
7-IN(NYC&SL)						⊕ KEMPTON
						
TRACK LAYOUT	XX		X	Y	Y	X
	474681U 474682B	216.10-1CSB-18'	474683H	474684P	474685W	474686D 474687K
LINE SEGMENT	7786					
	MERIDIAN ST 725 W (CONT. FLASH)	WATERWAY	CR 900W	PRIVATE	CR 1075W	PIKE ST MAIN ST ELM ST WEST ST
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	-0.20	+0.10	0.00		+0.10	





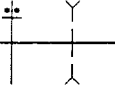
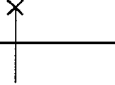
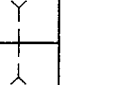


01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE

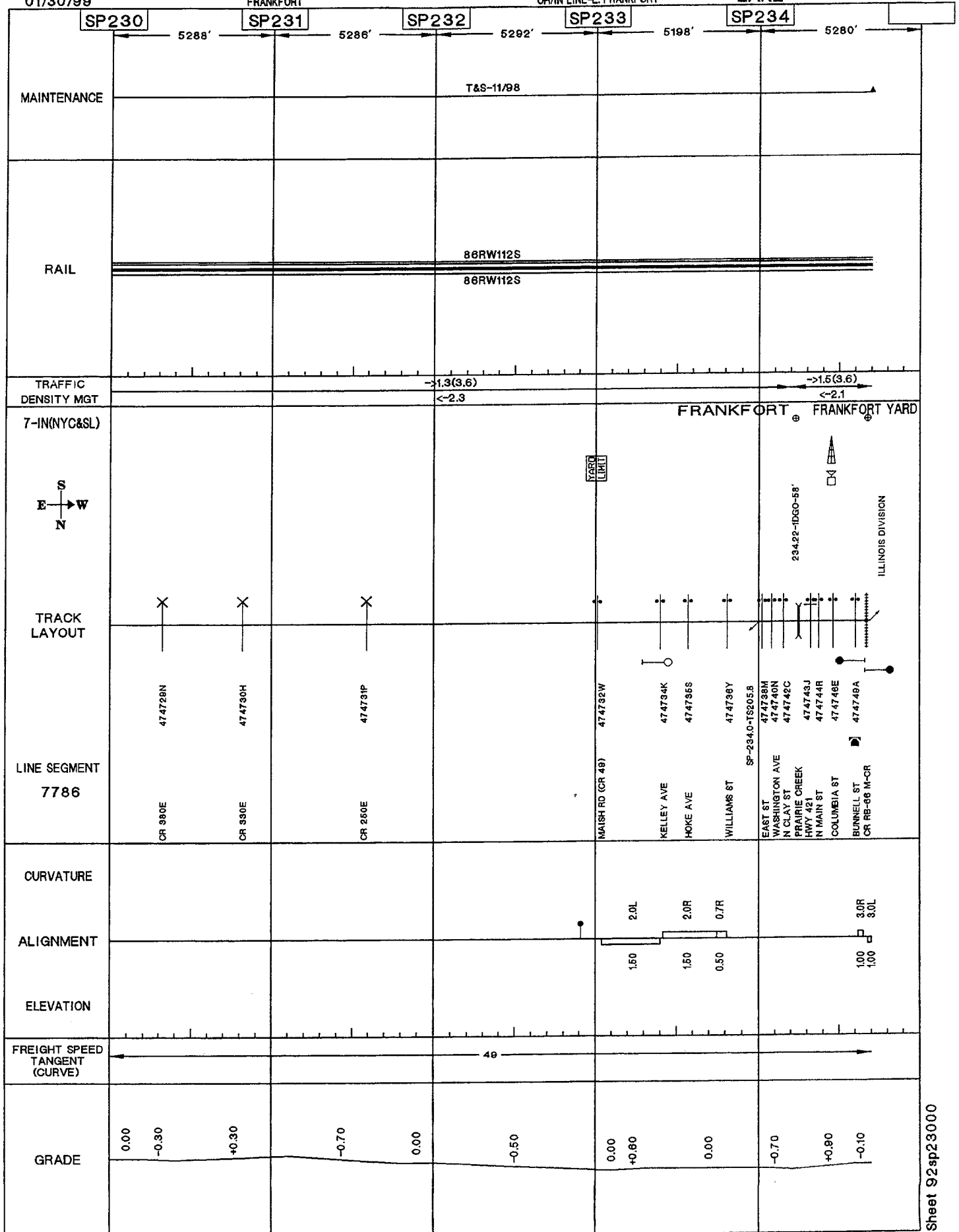
	SP225	SP226	SP227	SP228	SP229	SP230
	5296'	5288'	5288'	5302'	5252'	
MAINTENANCE			T&S-11/98			
RAIL			86RW112S			
			86RW112S			
TRAFFIC DENSITY MGT			->1.3(3.6) <-2.3			
7-IN(NYC&SL)	HILLISBURG			(BOYLESTON)		
			227.70'-108B-10'			
TRACK LAYOUT						
LINE SEGMENT 7786	474717U 474718B 474718H	474720C	474721J 474722R 474723X	474724E	474726L 474726T	474727A 474728G
	CR 800E GREEN ST SPRING ST	CR 830E	PRIVATE PRIVATE PRIVATE	CR 700E WATERWAY	BR 29 PRIVATE	CR 500E PRIVATE
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	(35)		49			
GRADE	-0.10 -0.40 +0.20 -0.30	+0.10 0.00 +0.40 0.00	-0.40 -0.10	-0.08	0.00	

01/30/99

FRANKFORT

OH/IN LINE-E. FRANKFORT

LAKE



291.1

01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS

SP235

MAINTENANCE

RAIL

55N/116S  
77W/131S

TRAFFIC  
DENSITY MGT

V-7-IN

CR CROSSING

S  
E → W  
N

LAKE DIVISION

TRACK  
LAYOUT

LINE SEGMENT  
7980

474750U

ROSSVILLE AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

15

GRADE

0.00

Sheet 94sp23470

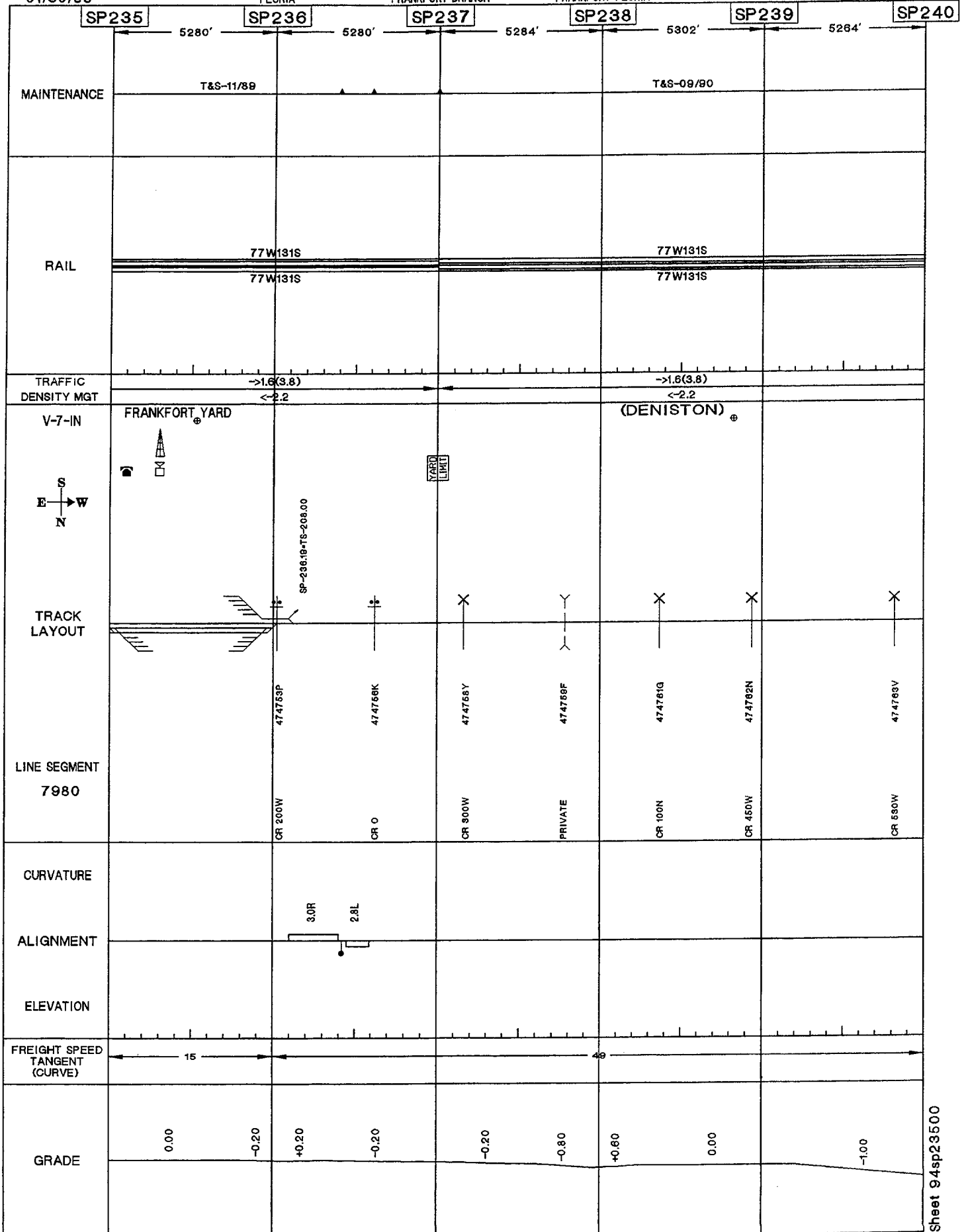
01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS





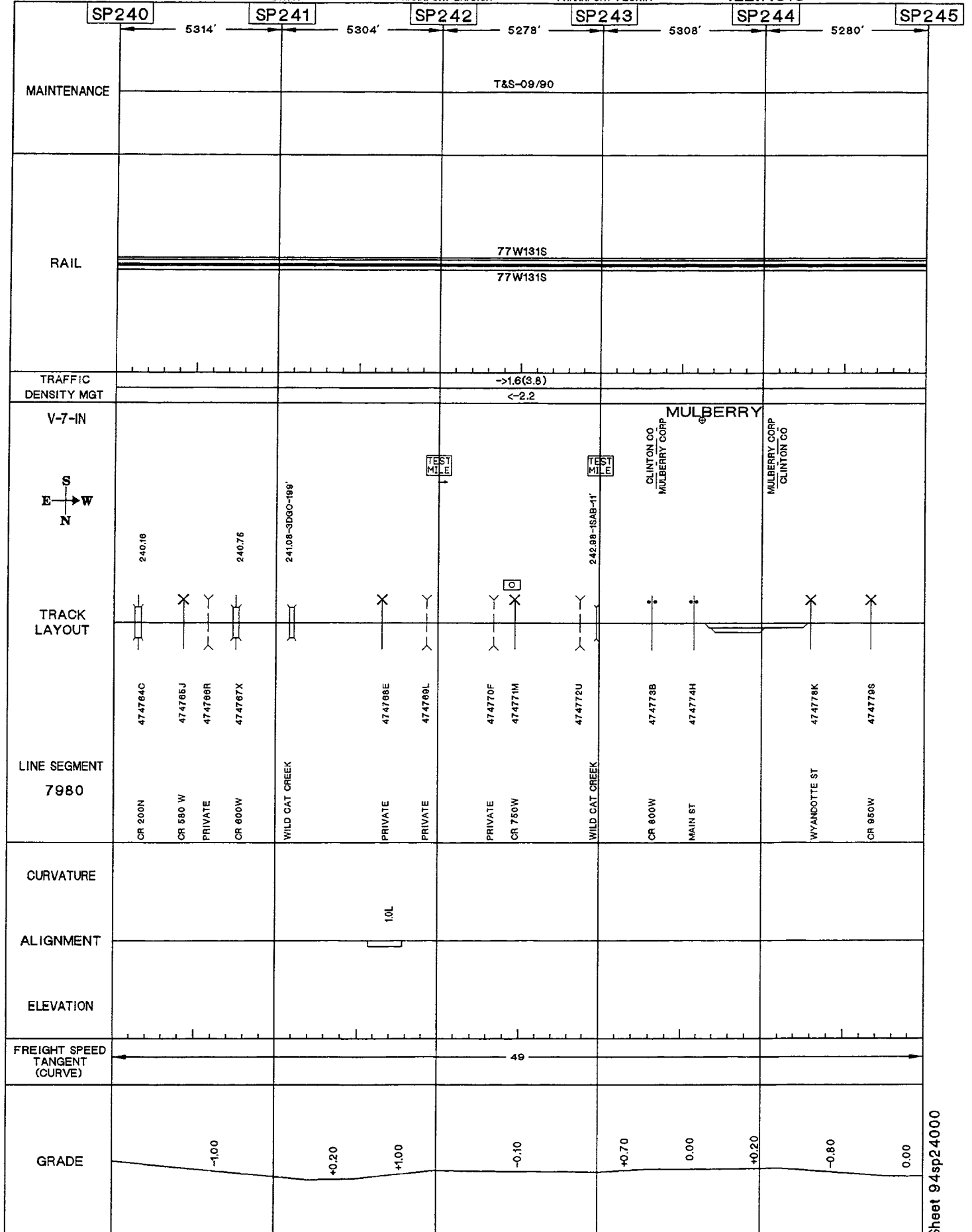
01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



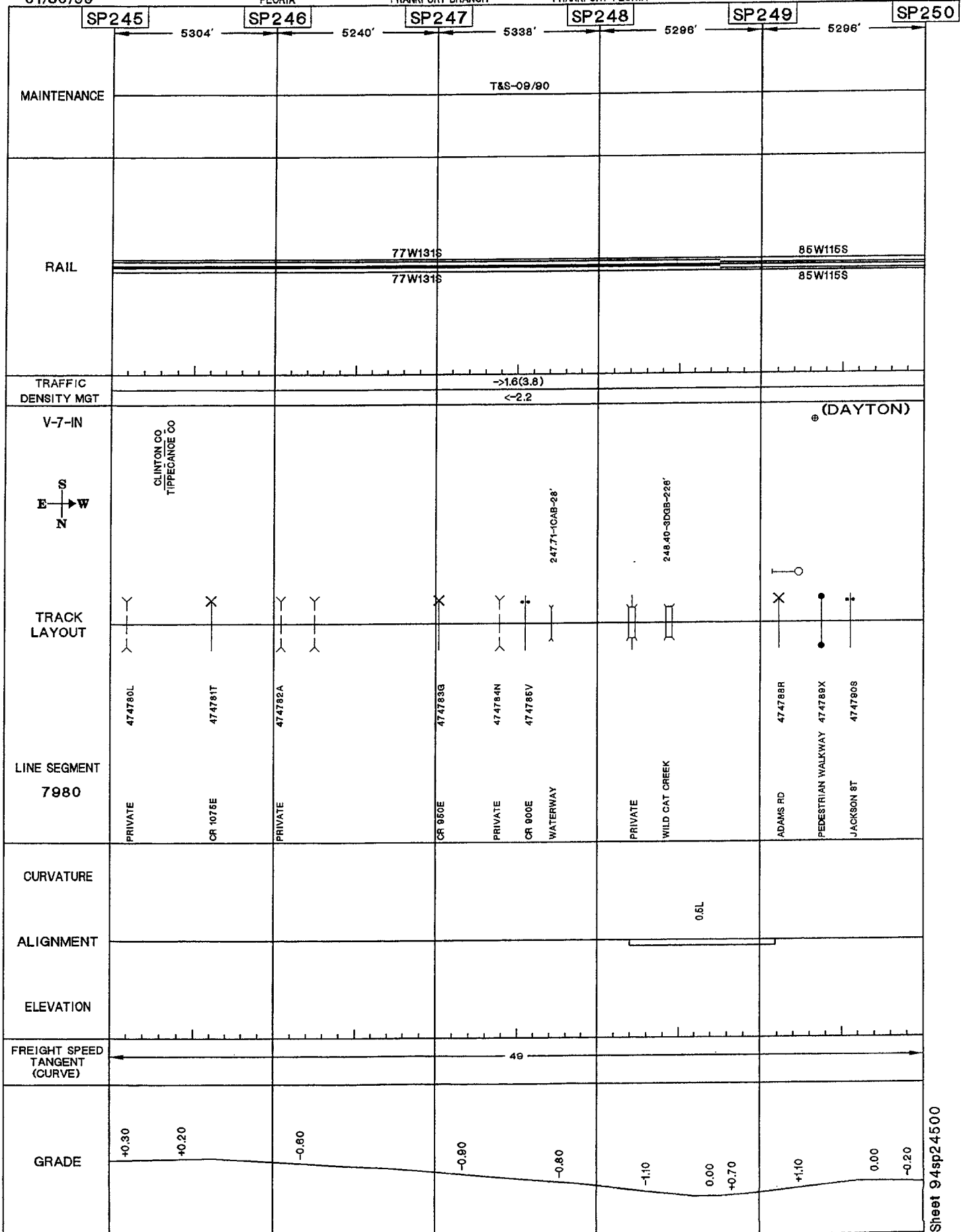
01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



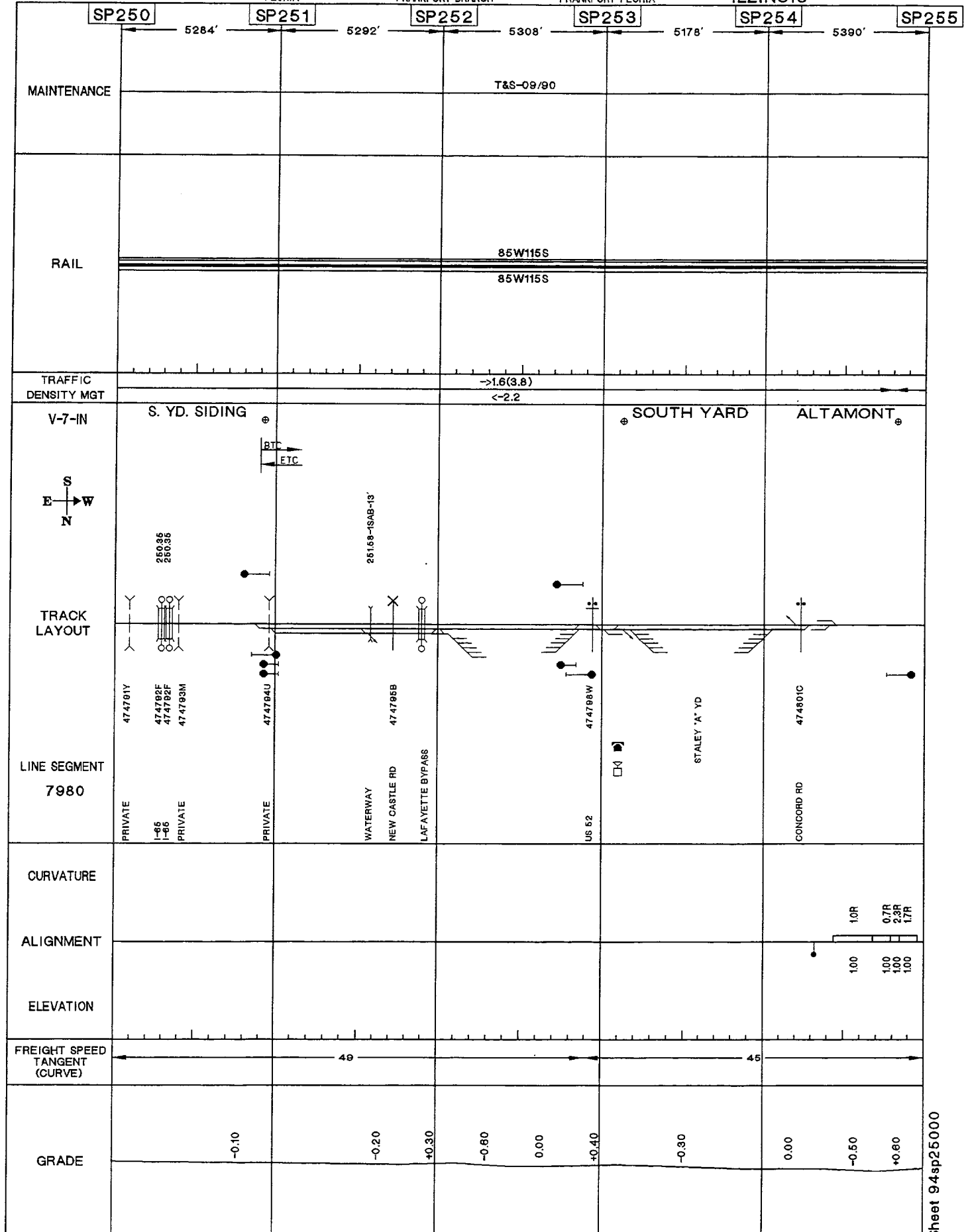
01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



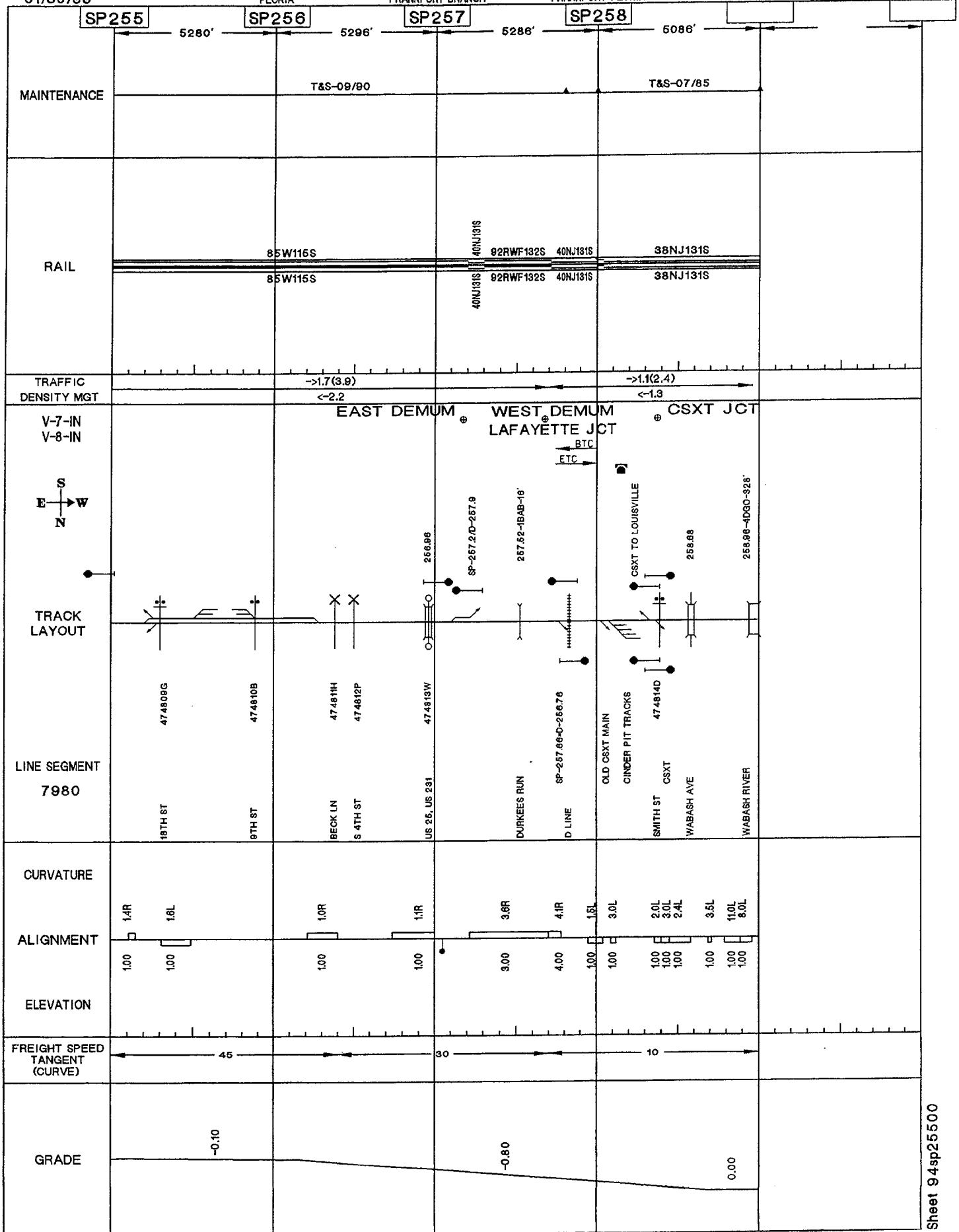
01/30/99

PEORIA

FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



01/30/99

FRANKFORT

KOKOMO-FRANKFORT

LAKE

TS184

TS185

5280'

5280'

MAINTENANCE

T&S-01/01

RAIL

27RWF090S

27RWF090S

TRAFFIC  
DENSITY MGT

->0.0(0.0)

<-0.0

V-19-IN(NW)

(KOKOMO) ⊕

S  
E → W  
N

TO RAIL TECH

TRACK  
LAYOUT

+

475805P

CR 100 S

LINE SEGMENT  
7801

CURVATURE

ALIGNMENT

ELEVATION

1.0R

2.00

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

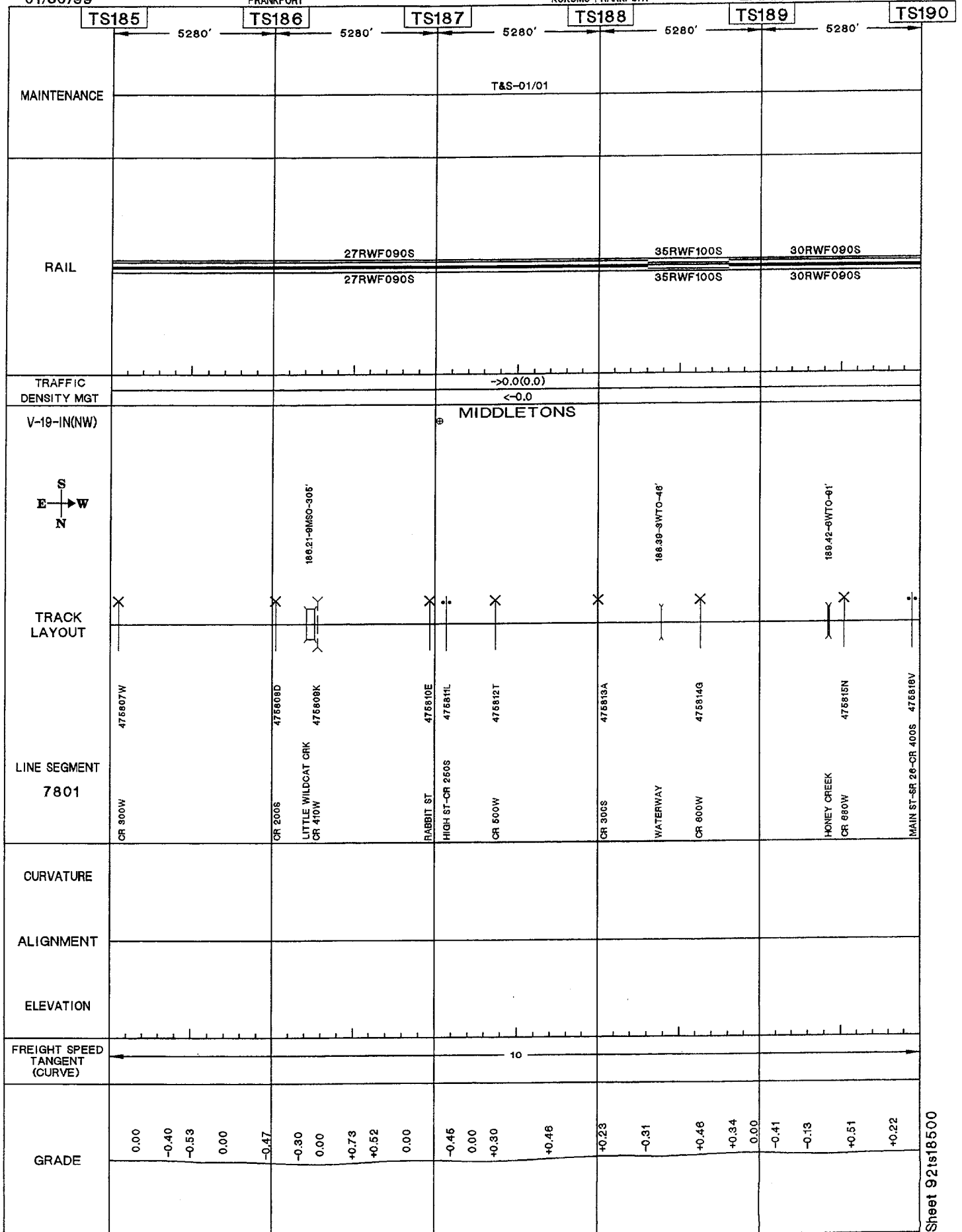
+0.14  
+0.66  
+0.37  
0.00  
+0.10  
+0.31  
+0.41  
+0.24

01/30/99

FRANKFORT

KOKOMO-FRANKFORT

LAKE



01/30/99

FRANKFORT

KOKOMO-FRANKFORT

LAKE

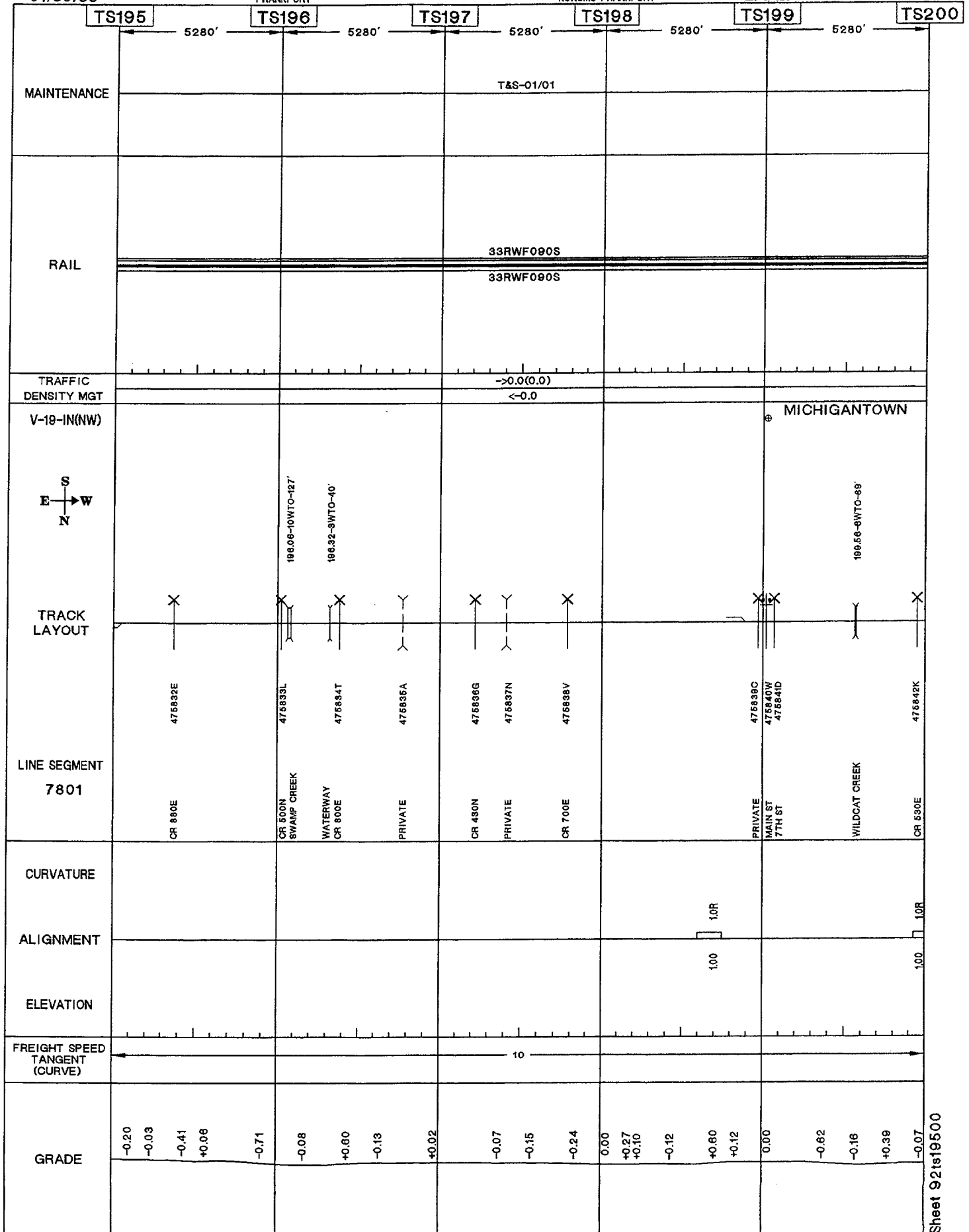
	TS190	TS191	TS192	TS193	TS194	TS195
MAINTENANCE	T&S-01/01					
RAIL	30RWF090S 30RWF090S	35RWF100S 35RWF100S			33RWF090S 33RWF090S	
TRAFFIC DENSITY MGT	→0.0(0.0) ←0.0					
V-19-IN(NW)	RUSSIAVILLE ⊗					
TRACK LAYOUT	<div> <div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div> <div> <div>19103-8WTO-77'</div> <div>19139-4WTO-52'</div> <div>HOWARD CO.</div> <div>CLINTON CO.</div> </div> </div>					
LINE SEGMENT	7801					
CURVATURE	10L					
ALIGNMENT	100					
ELEVATION	2.00					
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	-0.11 +0.42 +0.48 -0.43	-0.12 0.00 +0.88 +0.06 -0.13 +0.52	0.00 +0.20 +0.29 +0.19 0.00	+0.24 -0.08 +0.07 0.00 +0.23	-0.15 -0.05 0.00	-0.09

01/30/99

FRANKFORT

KOKOMO-FRANKFORT

LAKE



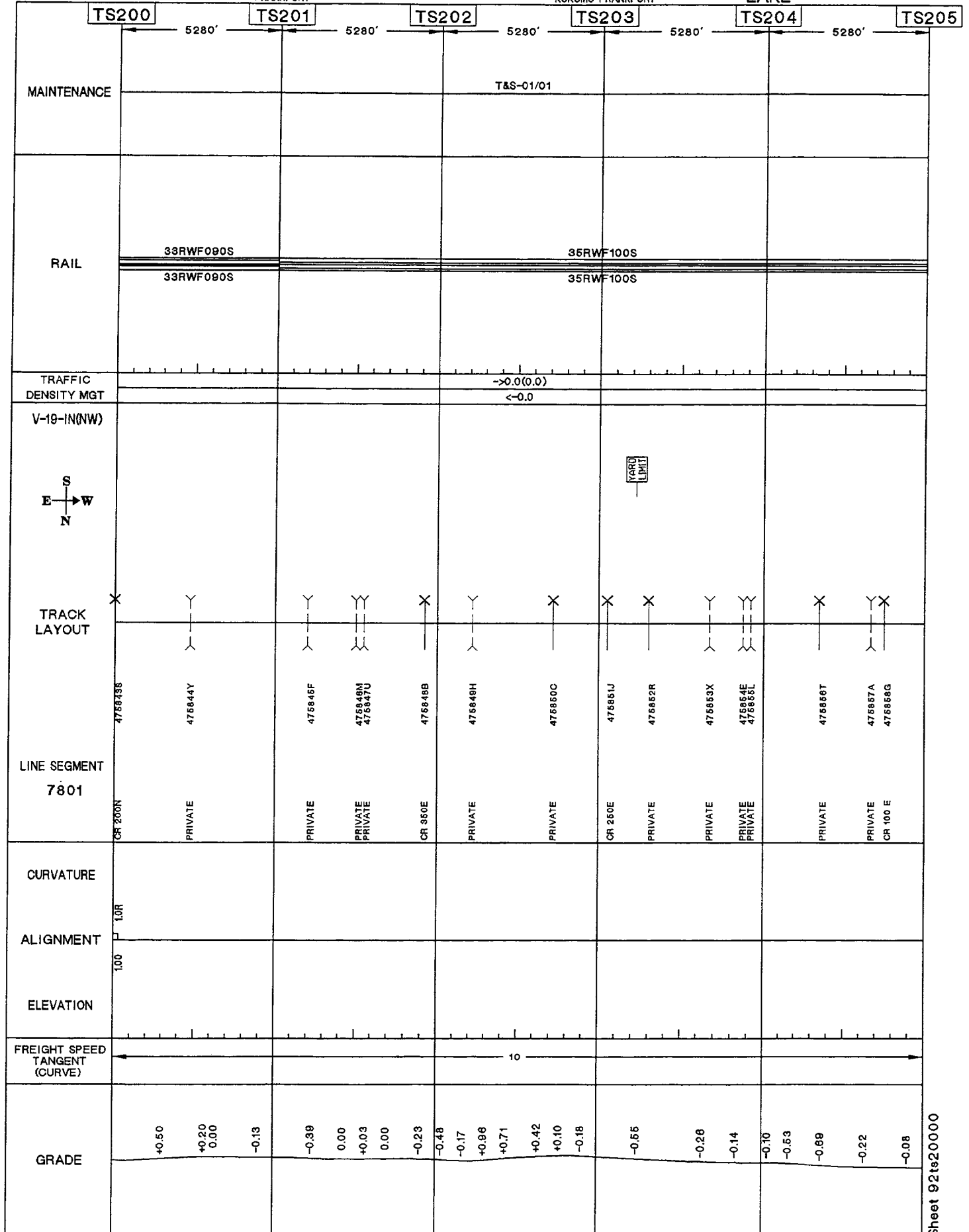


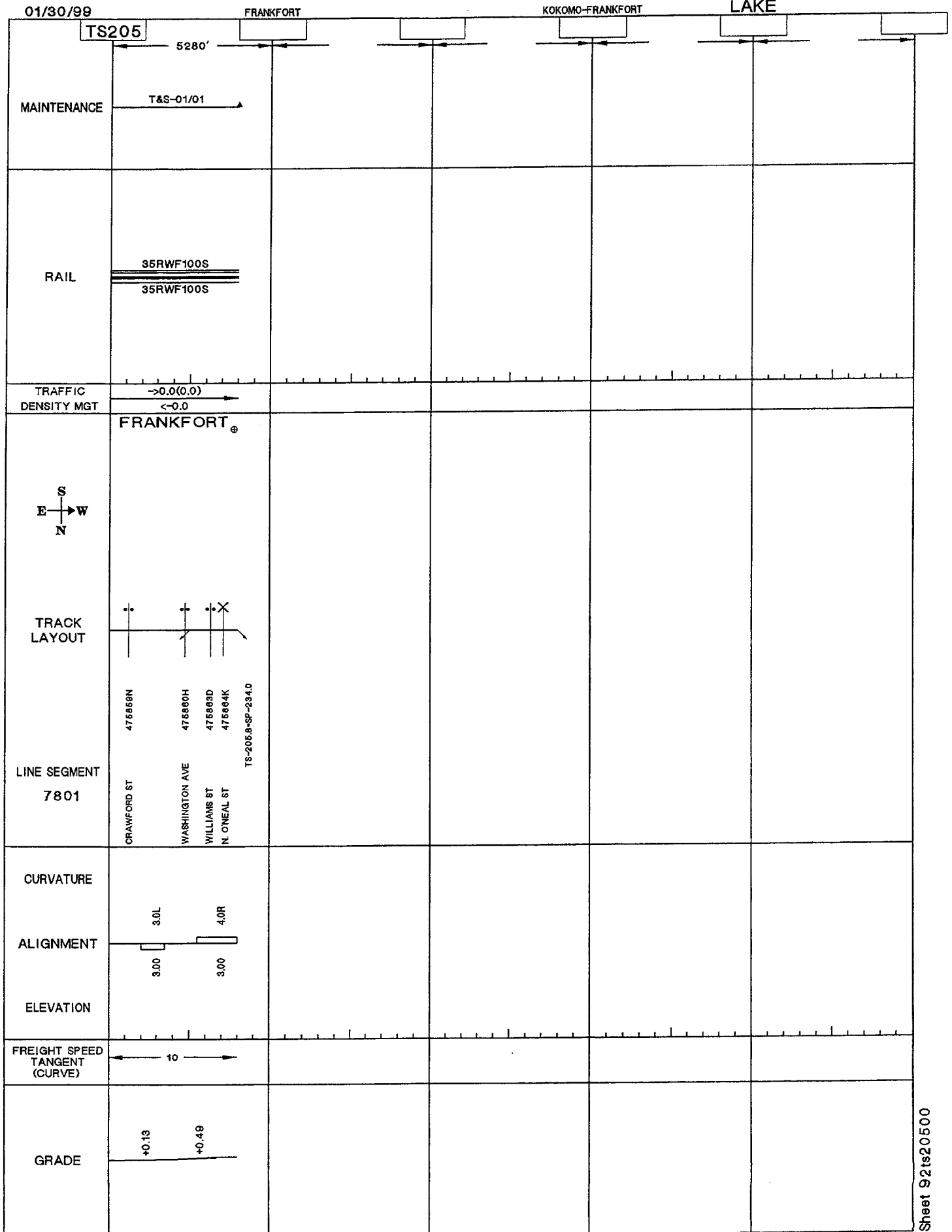
01/30/99

FRANKFORT

KOKOMO-FRANKFORT

LAKE





01/30/99

FRANKFORT

TIPTON

LAKE

140

1742'

MAINTENANCE

RAIL

43RWF090S

43RWF090S

TRAFFIC  
DENSITY MGT

14-IN(NW)

W  
S — N  
E

TRACK  
LAYOUT

TIPTON

I-39.85/SF-200.58

I-39.07-SF-200.28

478806E

MAIN ST

LINE SEGMENT  
7757

CURVATURE

ALIGNMENT

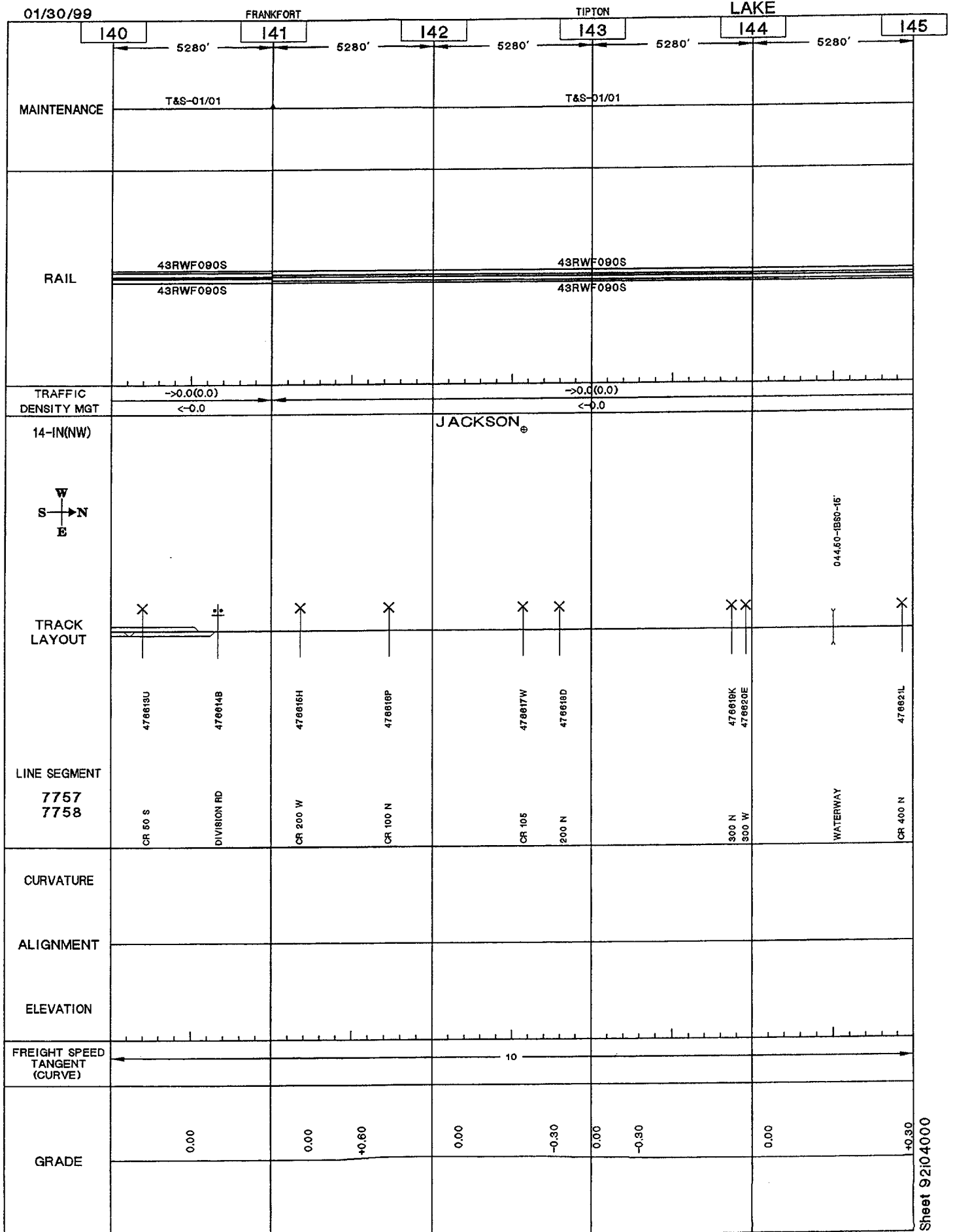
ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

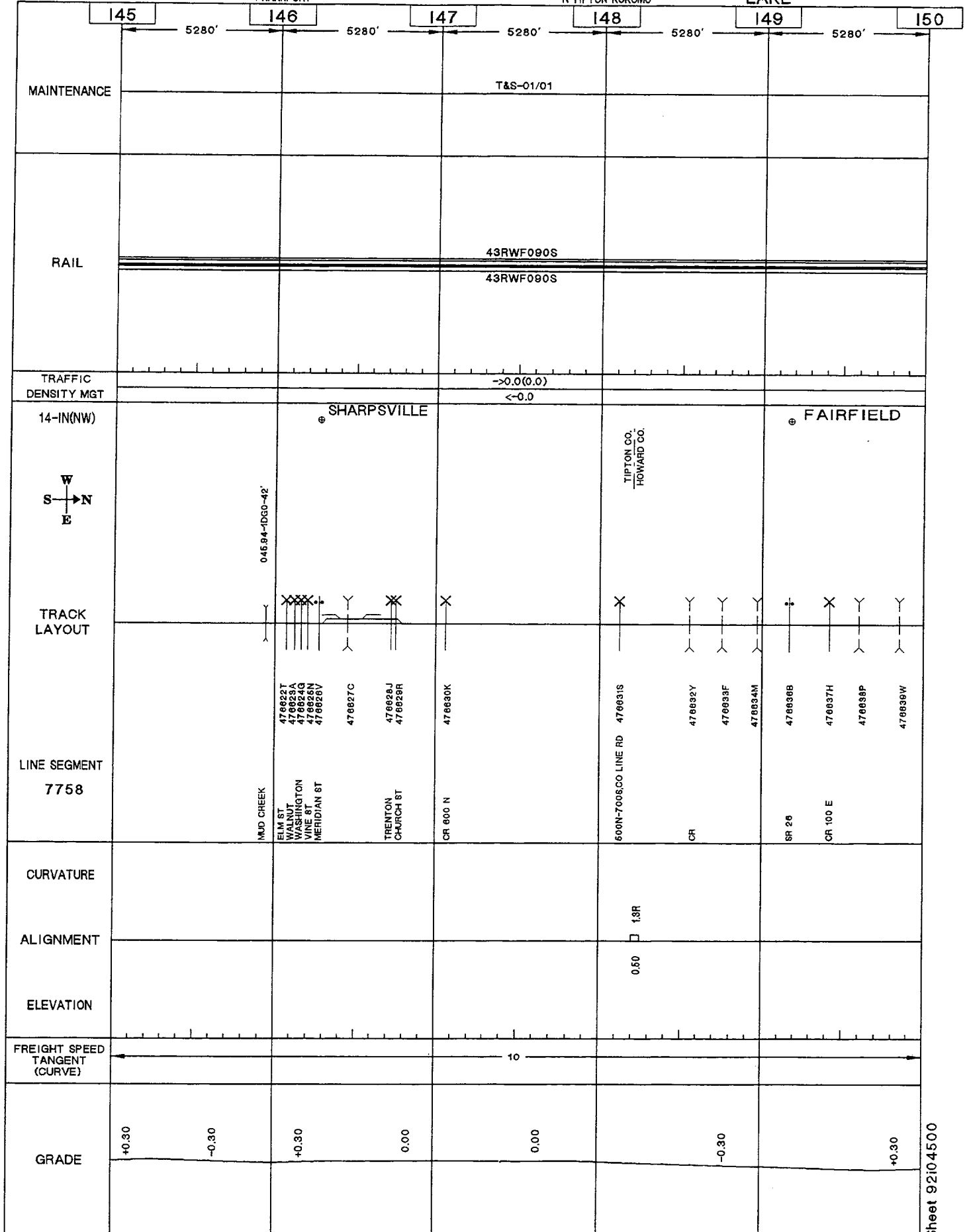


01/30/99

FRANKFORT

N TIPTON-KOKOMO

LAKE

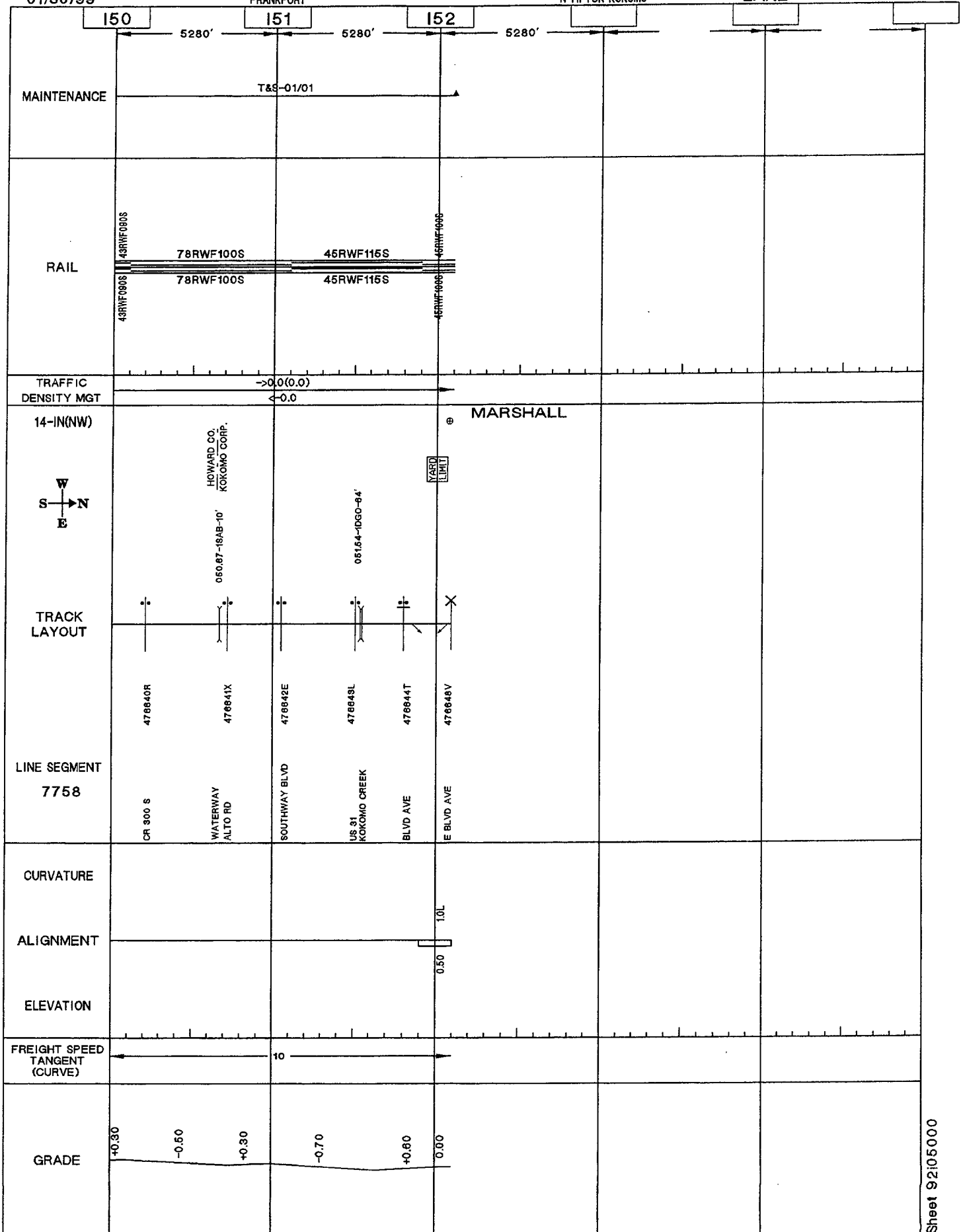


01/30/99

FRANKFORT

N TIPTON-KOKOMO

LAKE



01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE

I109

I110

5379'

5271'

MAINTENANCE

T&S-11/94

RAIL

29RJ090S  
29RJ090S

54RJ112S  
54RJ112S

49RJ112S  
49RJ112S

98RW132S  
98RW132S

TRAFFIC  
DENSITY MGT

→1.7(2.5)  
←0.8

15-IN(LE&W)

ARGOS

W  
S—N  
E

MARSHALL CO.  
ARGOS CORP.

TRACK  
LAYOUT

1

1-108.5/B-430.7  
1-108.8/B-430.8

NS MI 58 M-11S

483400B  
SOUTH ST

LINE SEGMENT  
7760

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10 25

GRADE

-1.00

-0.50

0.00

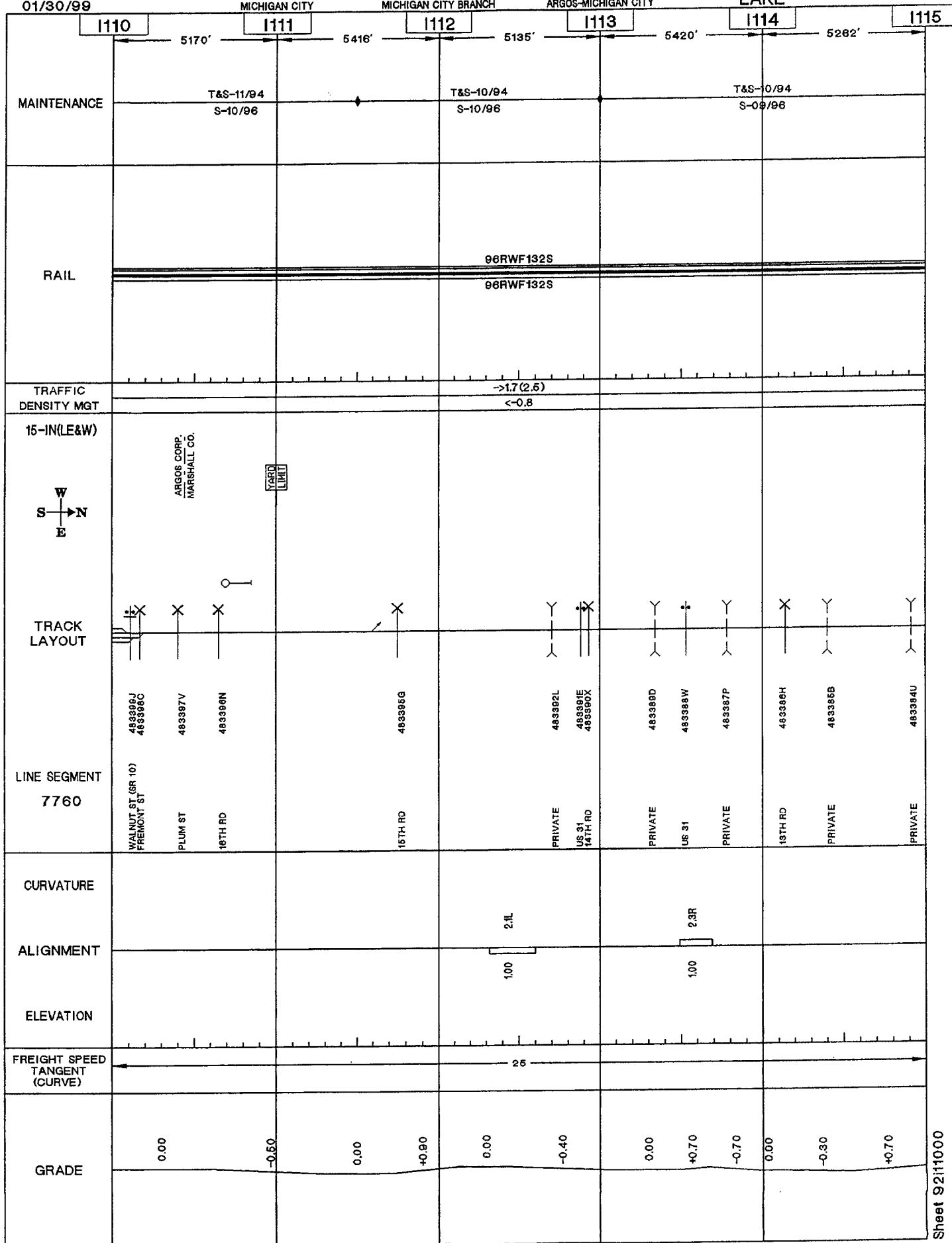
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE





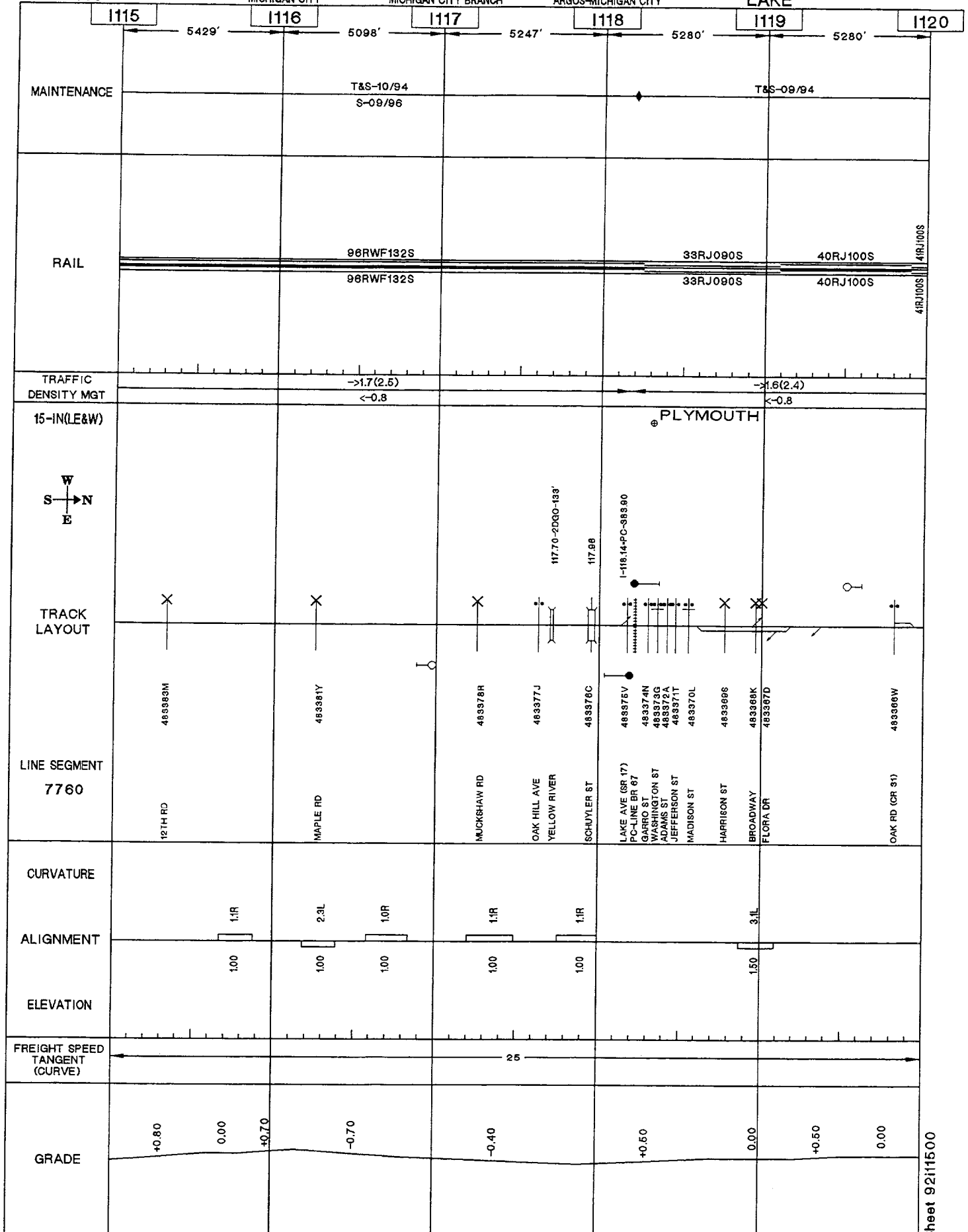
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE



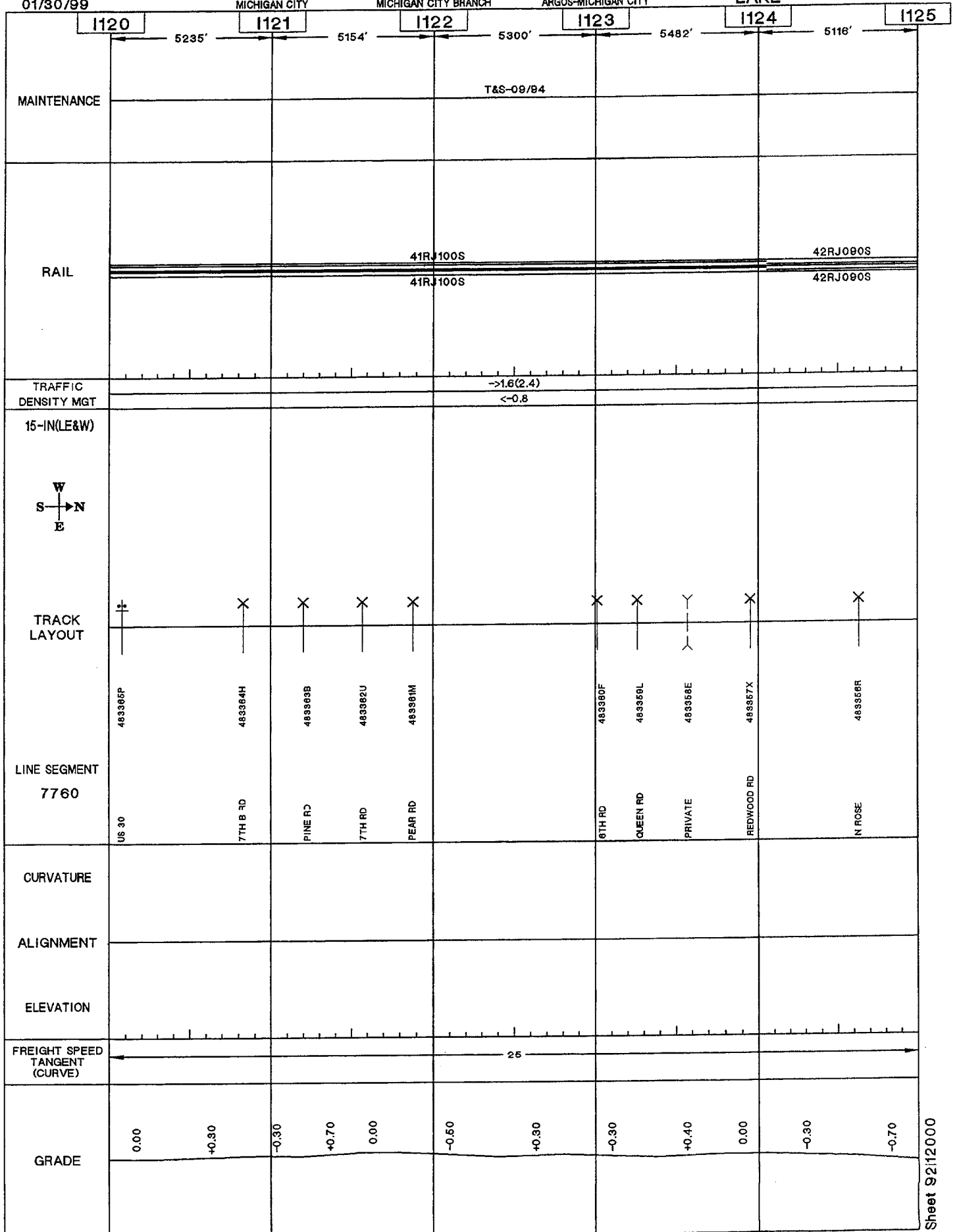
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE



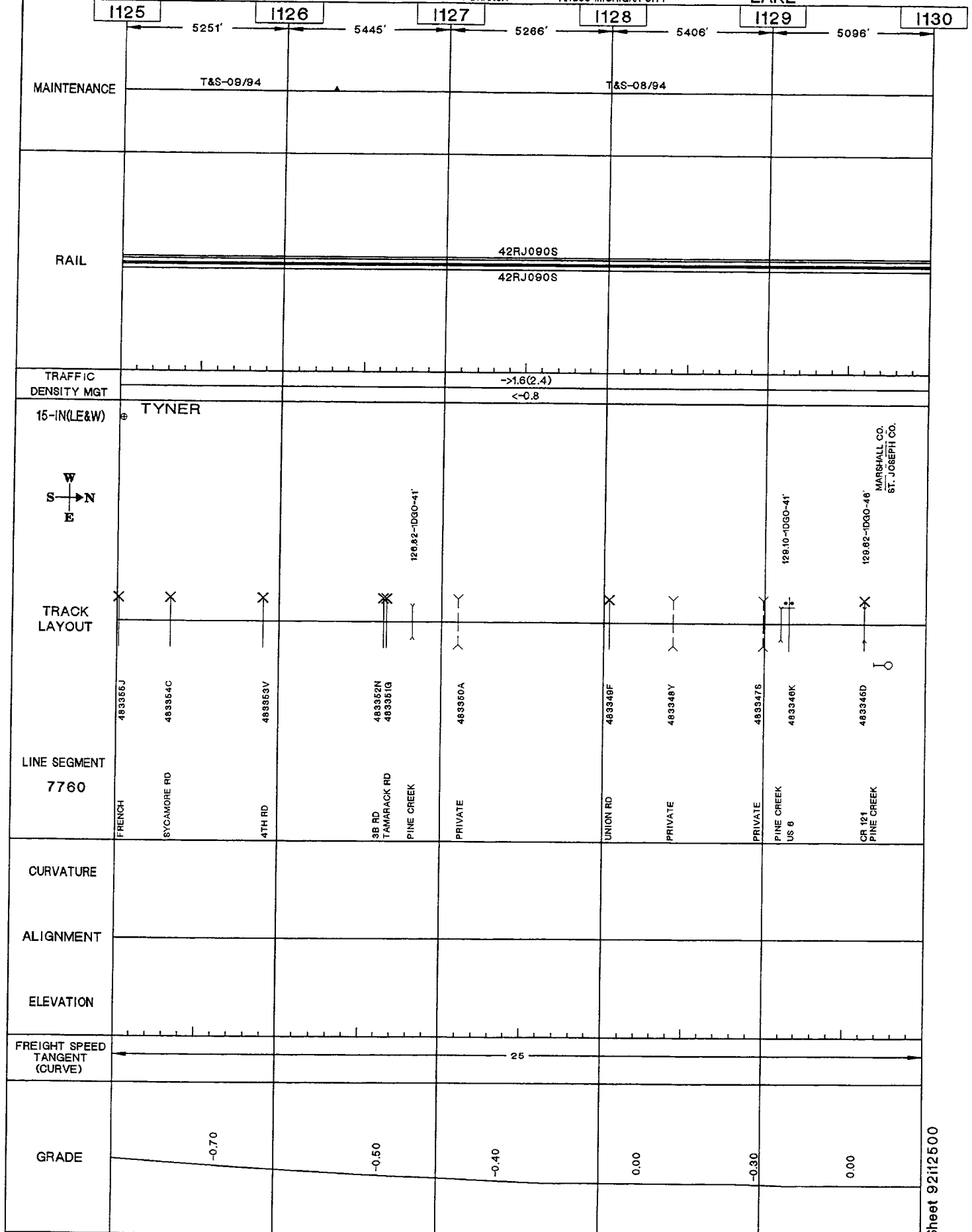
01/30/99

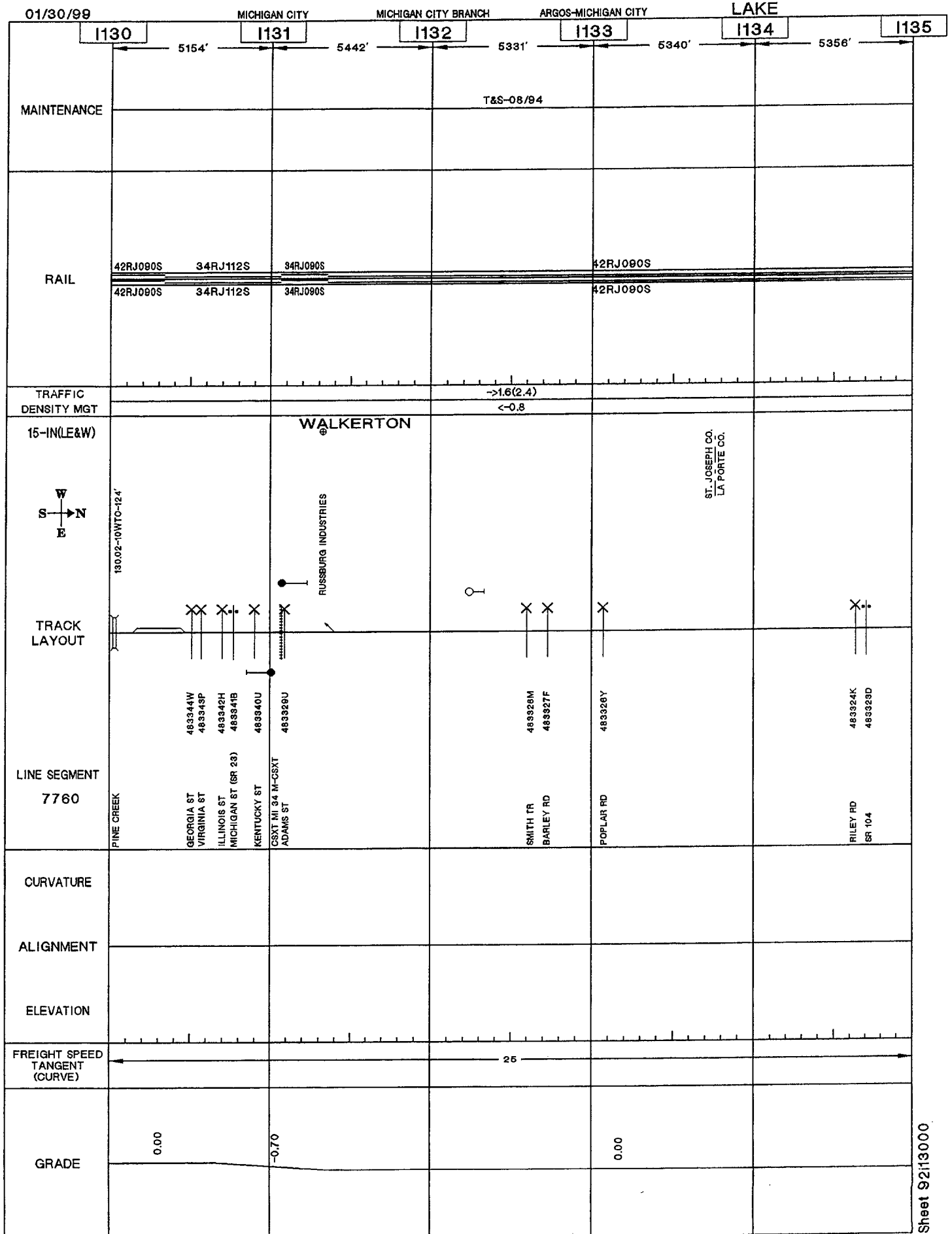
MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE





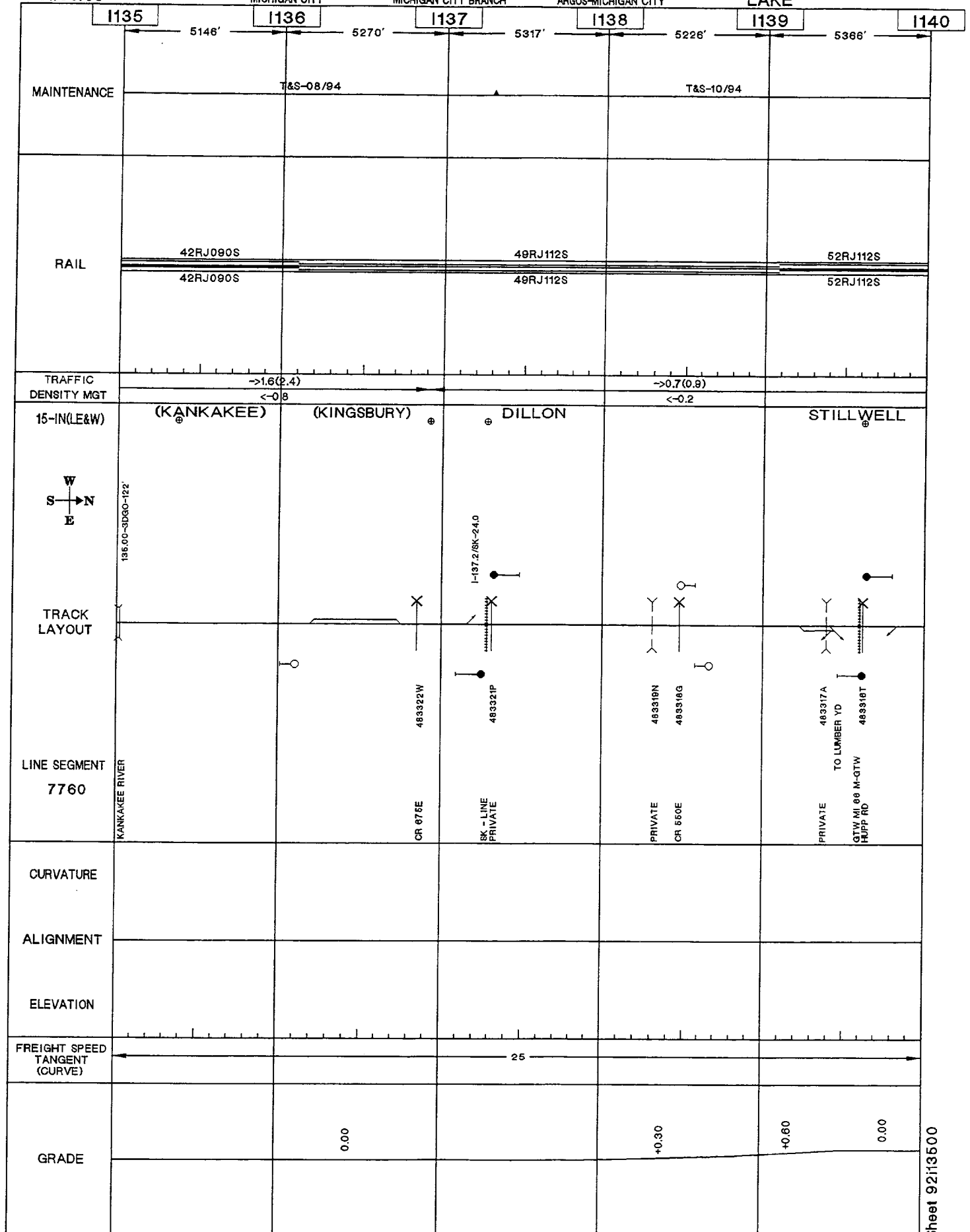
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE



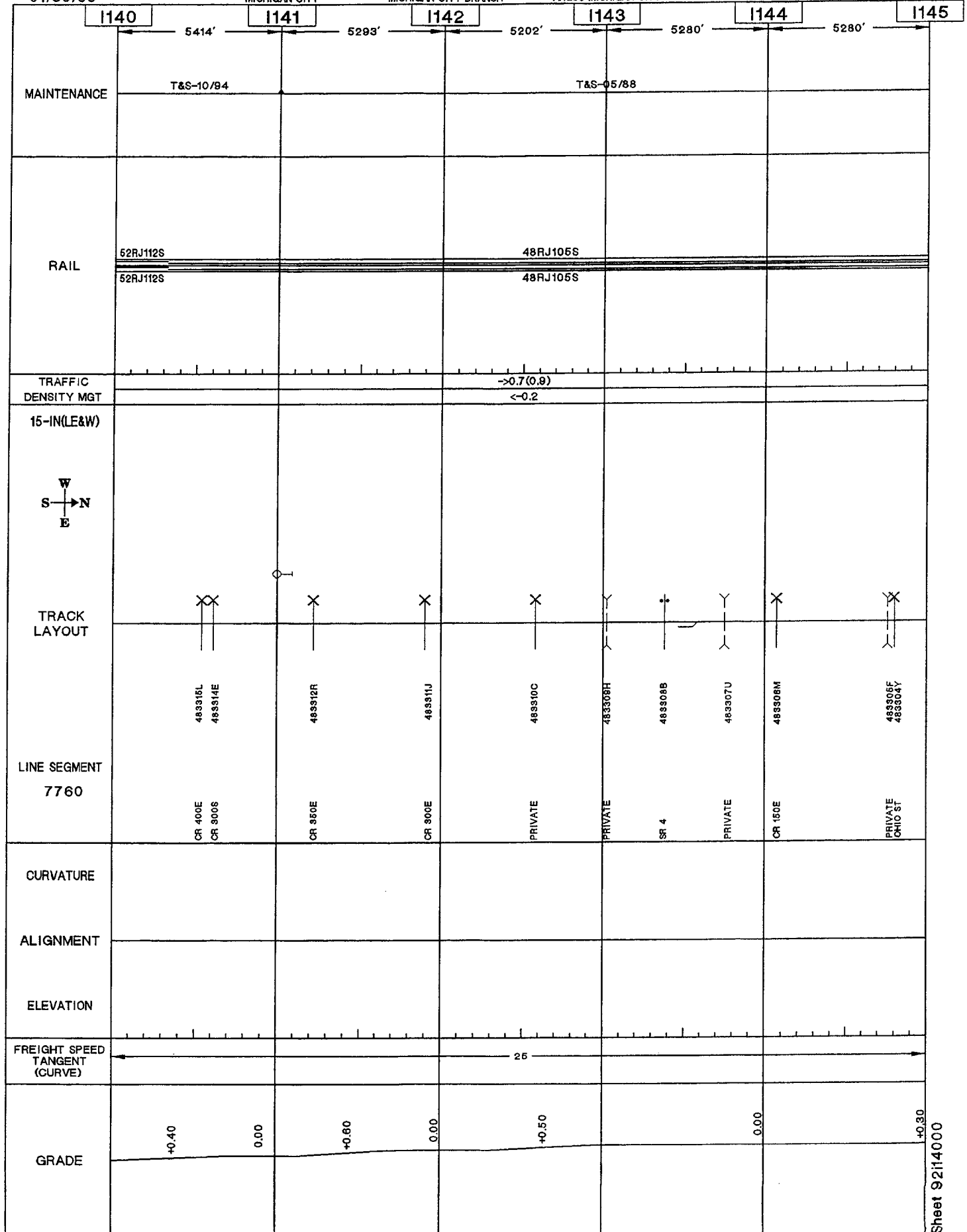
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE



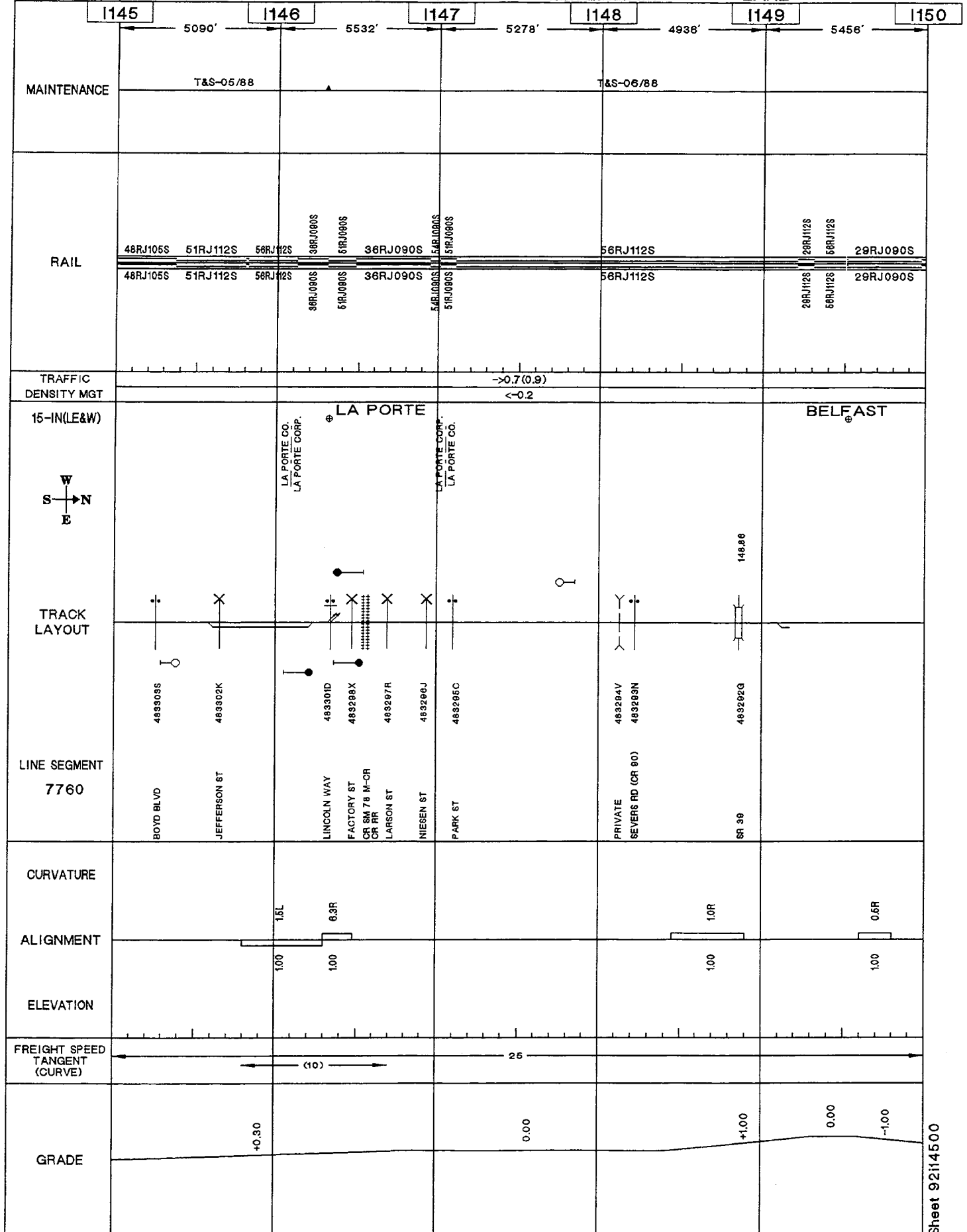
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE



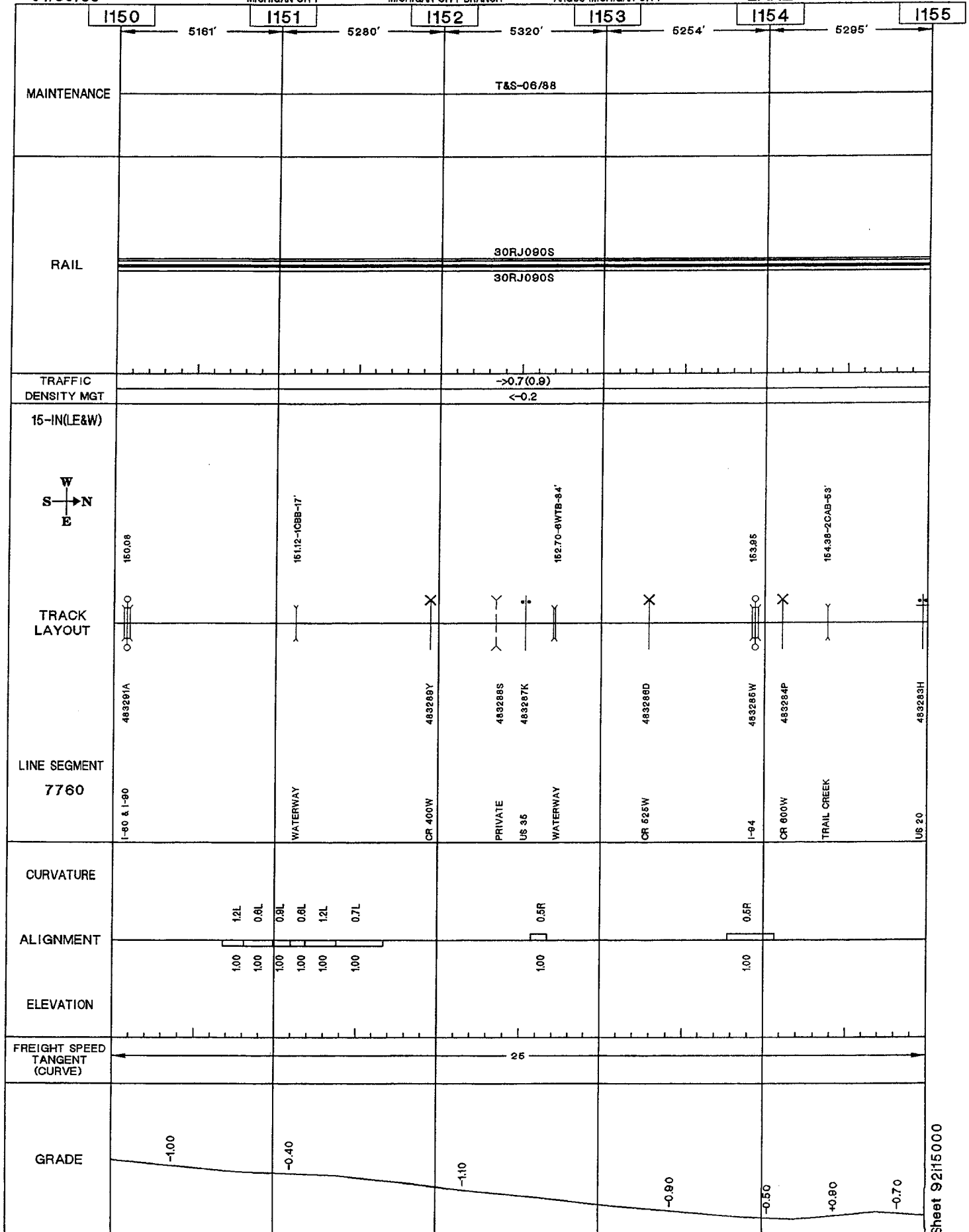
01/30/99

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE





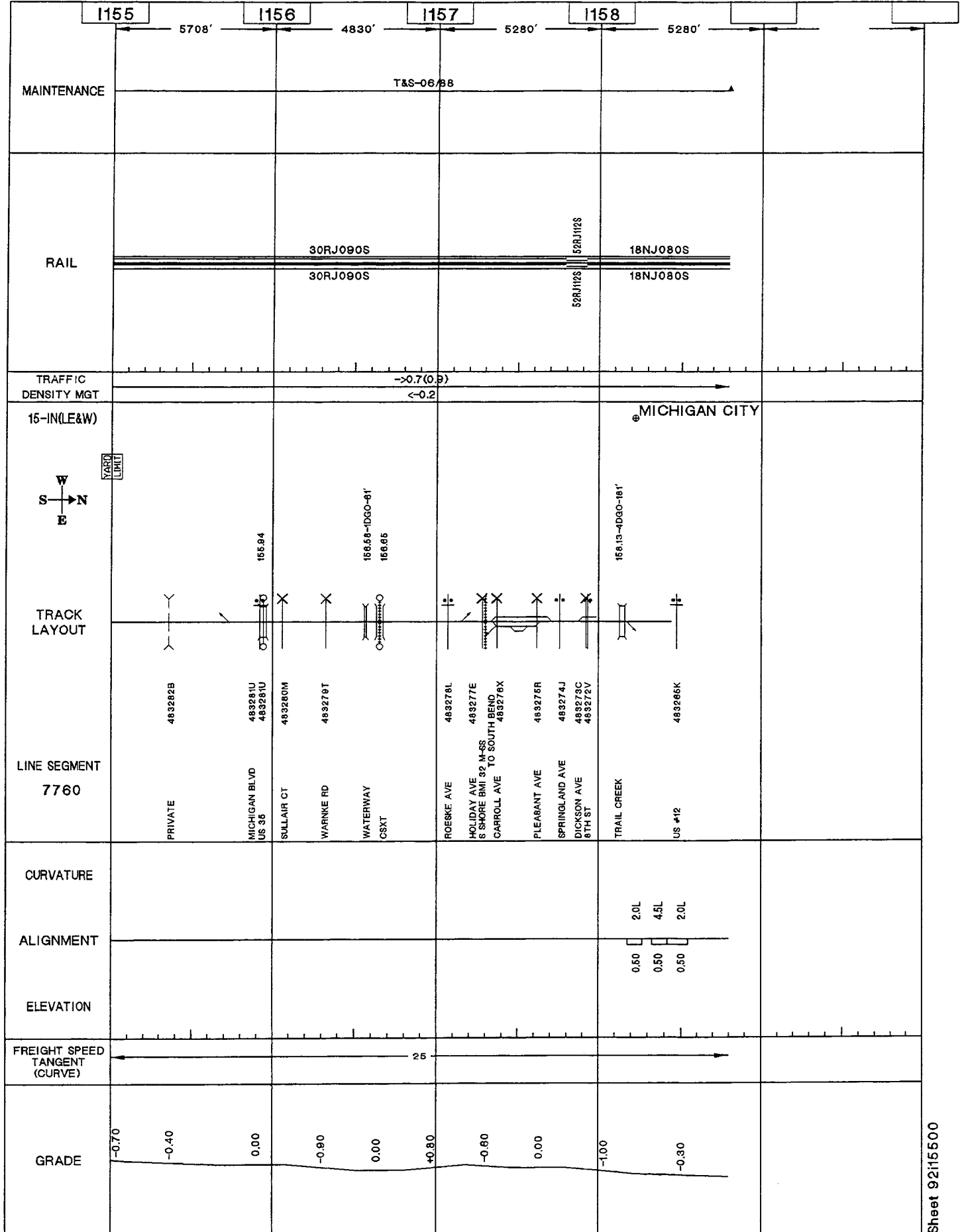
01/30/99

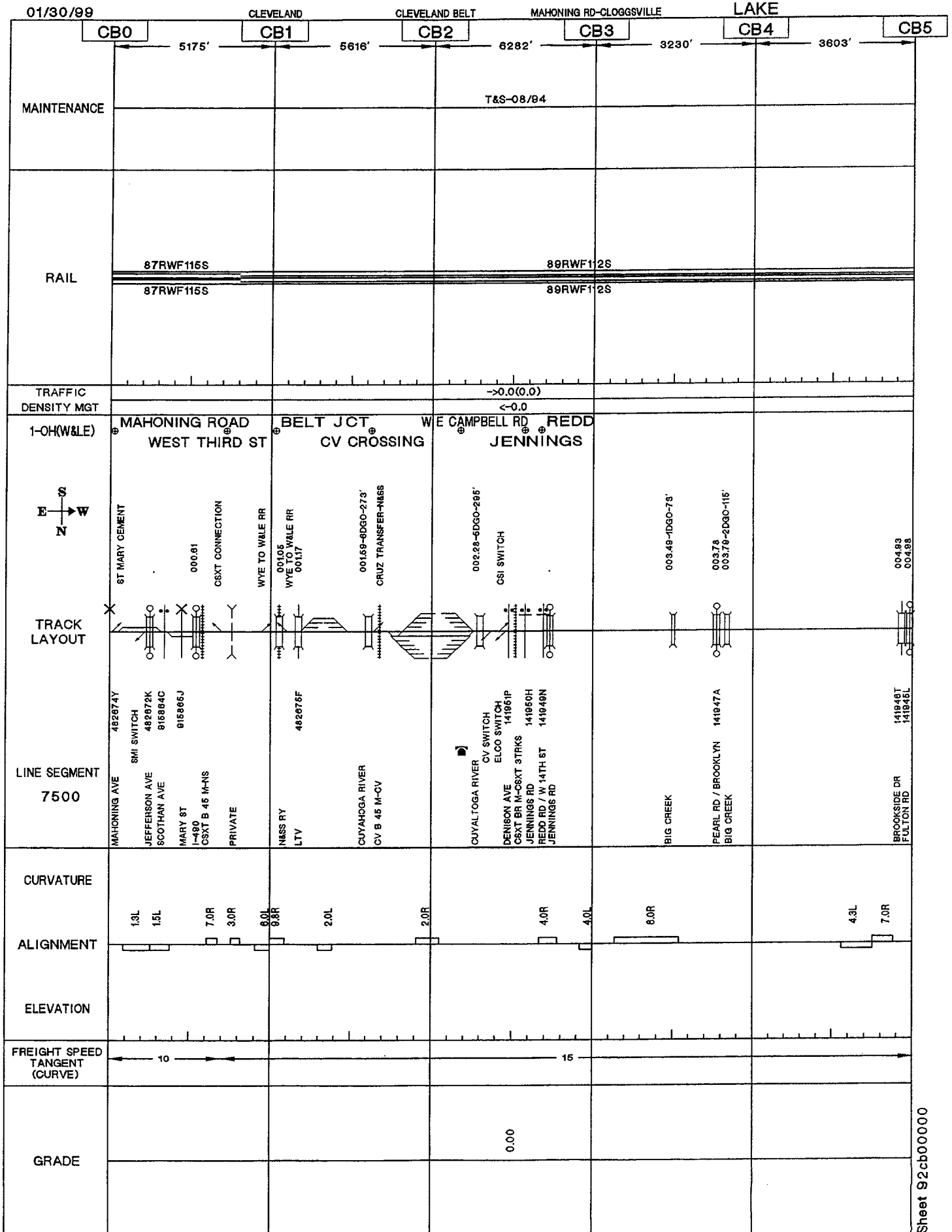
MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-MICHIGAN CITY

LAKE





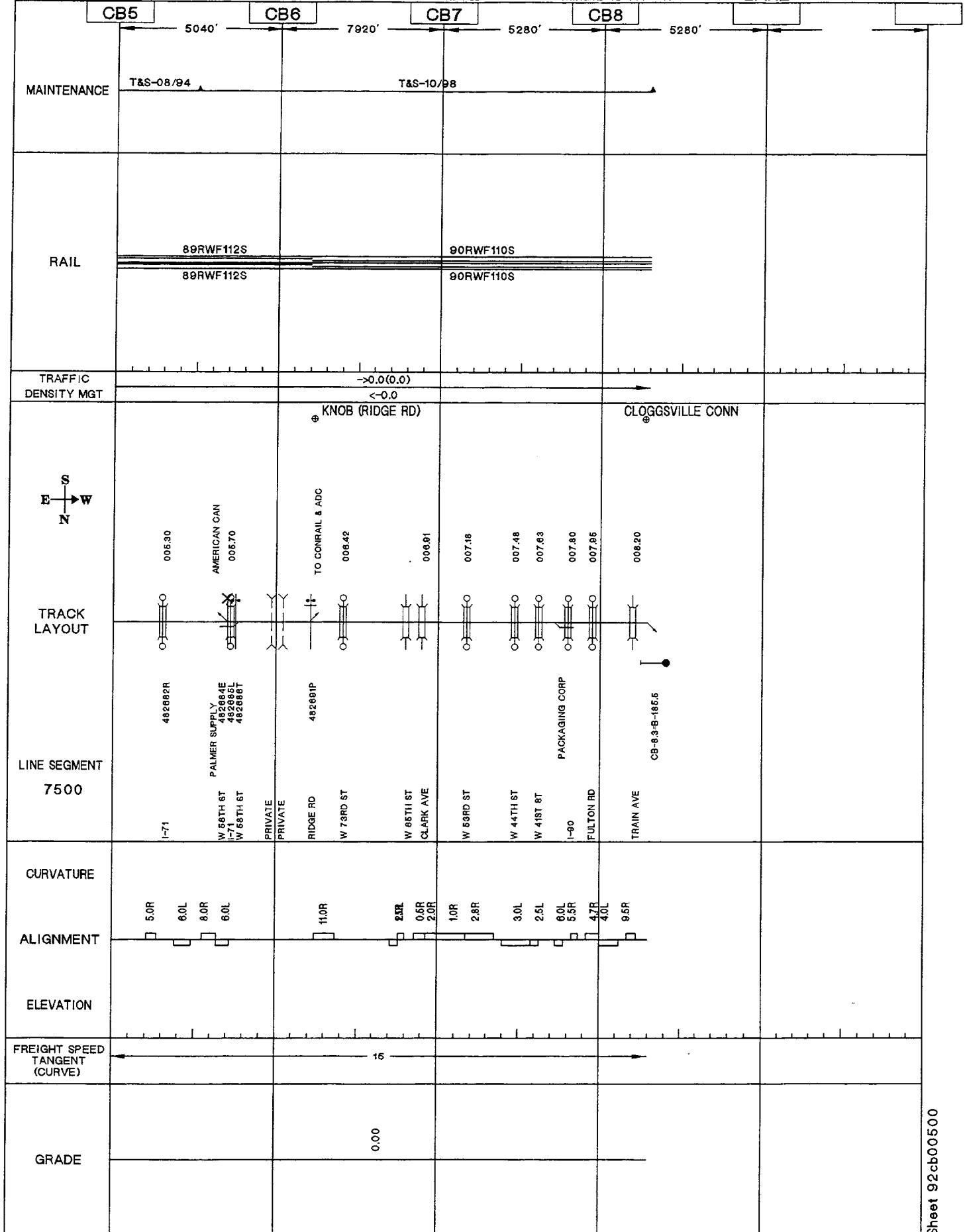
01/30/99

CLEVELAND

CLEVELAND BELT

MAHONING RD-CLOGGSVILLE

LAKE



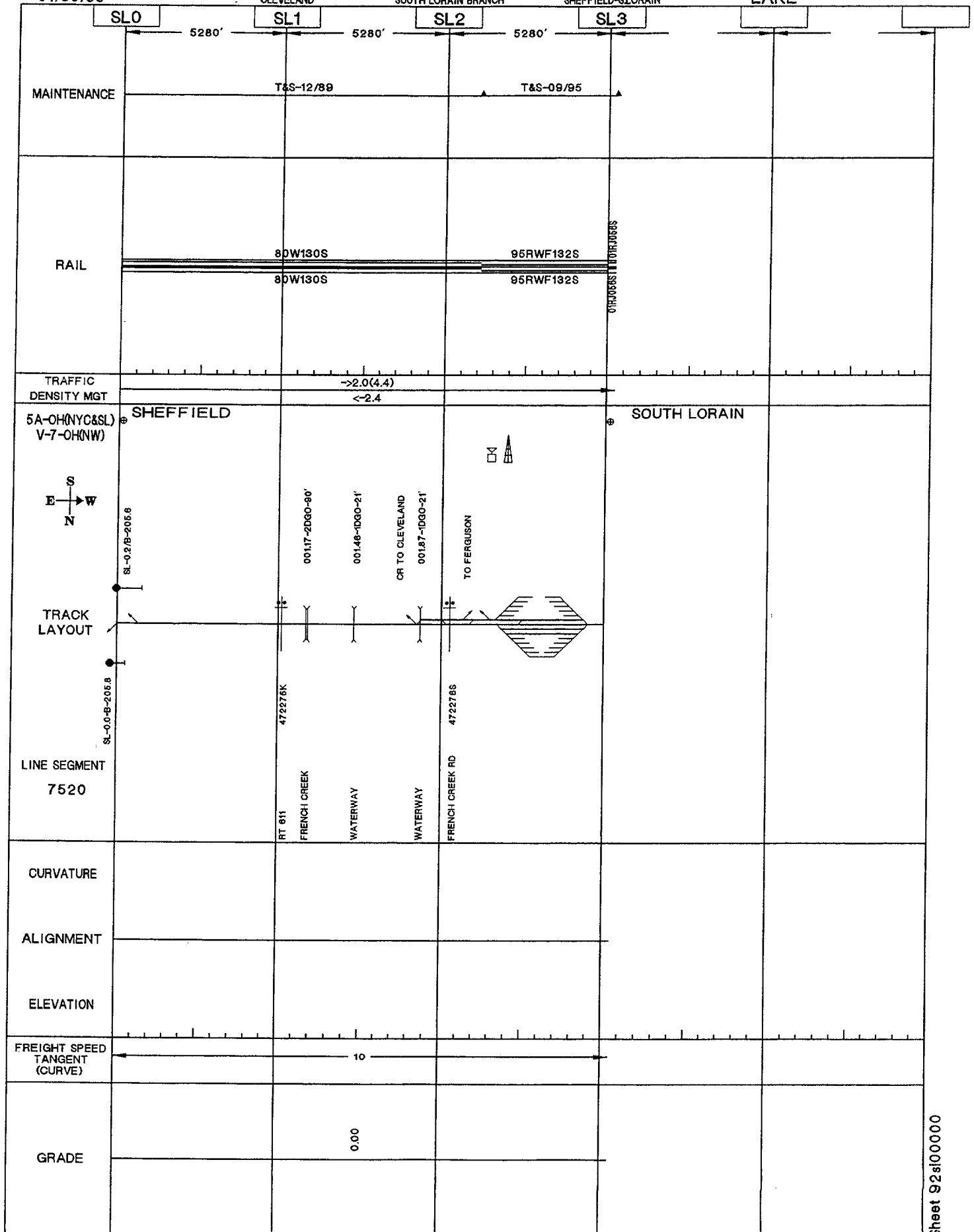
01/30/99

CLEVELAND

SOUTH LORAIN BRANCH

SHEFFIELD-SLORAIN

LAKE



01/30/99

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

TN79

TN80

5346'

T&S-06/90

48RJ090S

48RJ090S

->0.3(0.5)

<-0.2

WOODBURN

2B-IN(WAB)

S  
E → W  
N

TRACK  
LAYOUT

X

X

477840D

477843Y

WOODBURN RD

HETRICK

LINE SEGMENT  
7871

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

25

GRADE

+0.04

+0.07

01/30/99

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

	TN80	TN81	TN82	TN83	TN84	TN85
	5200'	5366'	5362'	5241'	5301'	
MAINTENANCE			T&S-06/90			
RAIL			49RJ090S			
			49RJ090S			
TRAFFIC DENSITY MGT			->0.3(0.5) <-0.2			
2B-IN(WAB)				(GARR CREEK)		
TRACK LAYOUT	080.10-3WTO-40'	080.70-3WTO-36'	082.16-2WTO-28'	083.58-5WTO-70'		
LINE SEGMENT 7871	WATERWAY PVTXING 477844F	SAMPSON RD EDGERTON DITCH 477845M TO GOODRICH PLANT	PRIVATE PRIVATE 477848U 477847B ROUSEY 477851R	WATERWAY BREMER 477853E PRIVATE 477850J WEBSTER 477854L	PRIVATE GARR CREEK RD 477852X 477855T GARR CREEK	BERTHAUD 477856A HARPER RD 477857G PRIVATE 477858N PRIVATE 477859V
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			25			
GRADE	+0.07 -0.12 0.00	+0.04 0.00 +0.10	0.00 +0.07	0.00	+0.08	

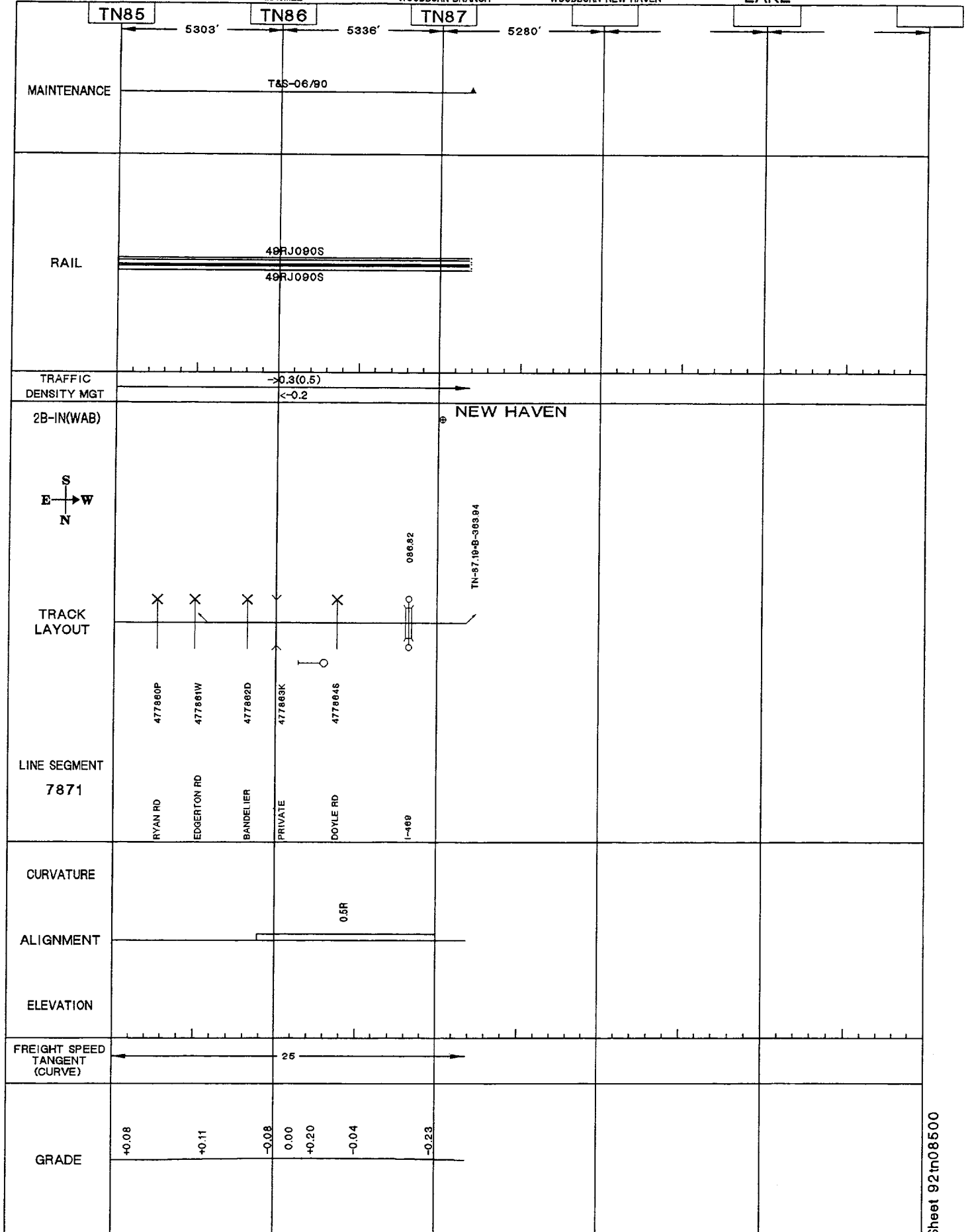
01/30/99

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE



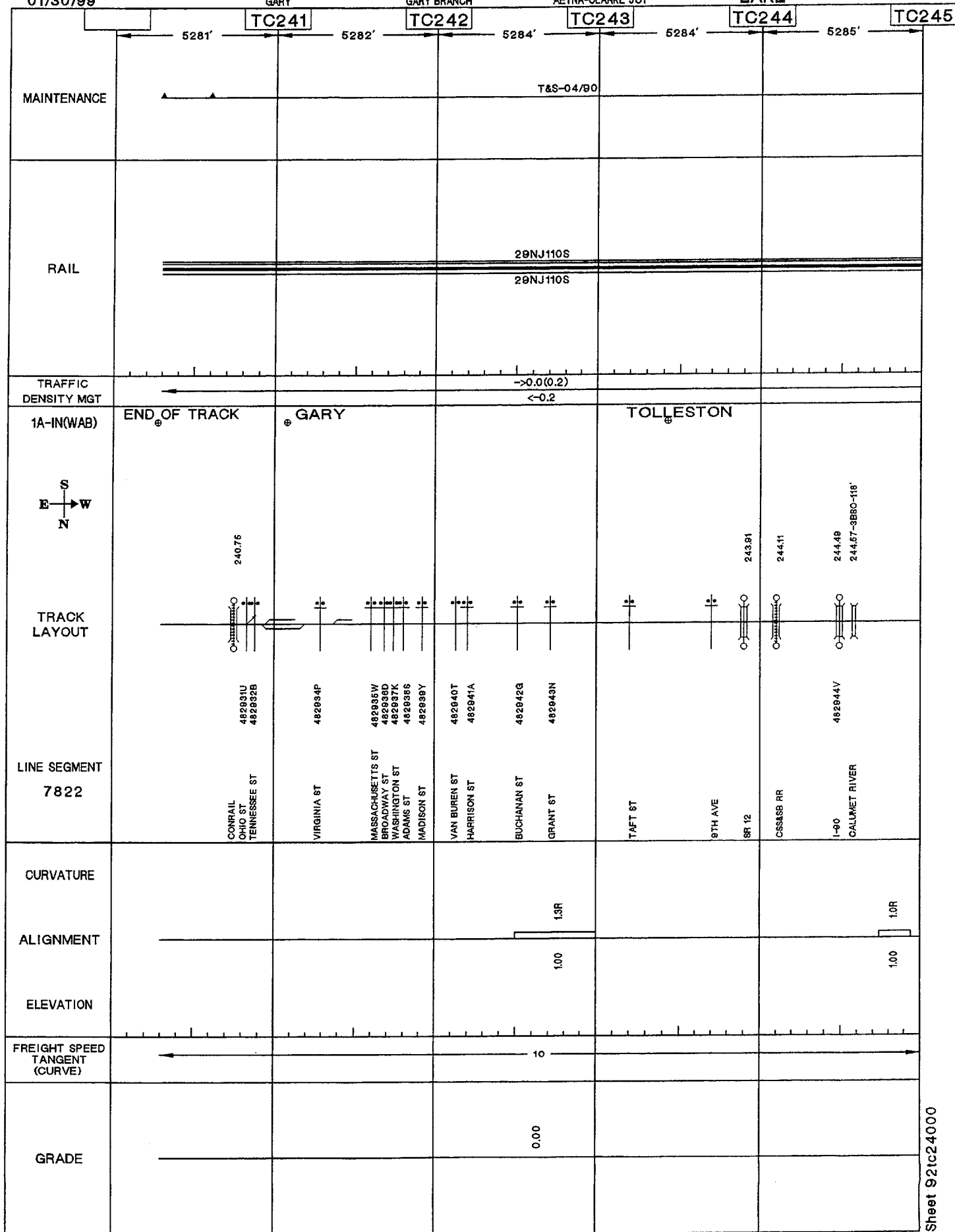
01/30/99

GARY

GARY BRANCH

AETNA-CLARKE JCT

LAKE





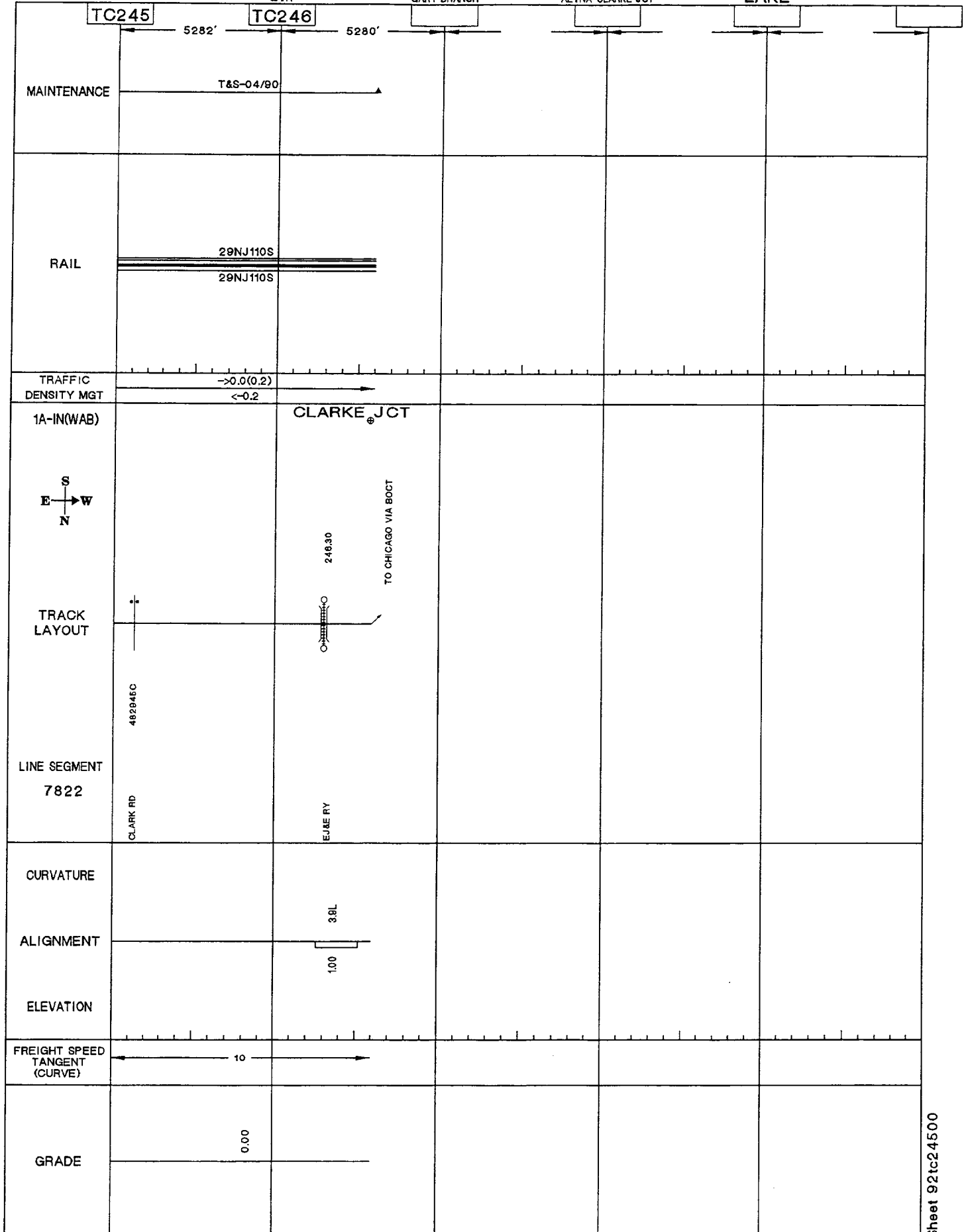
01/30/99

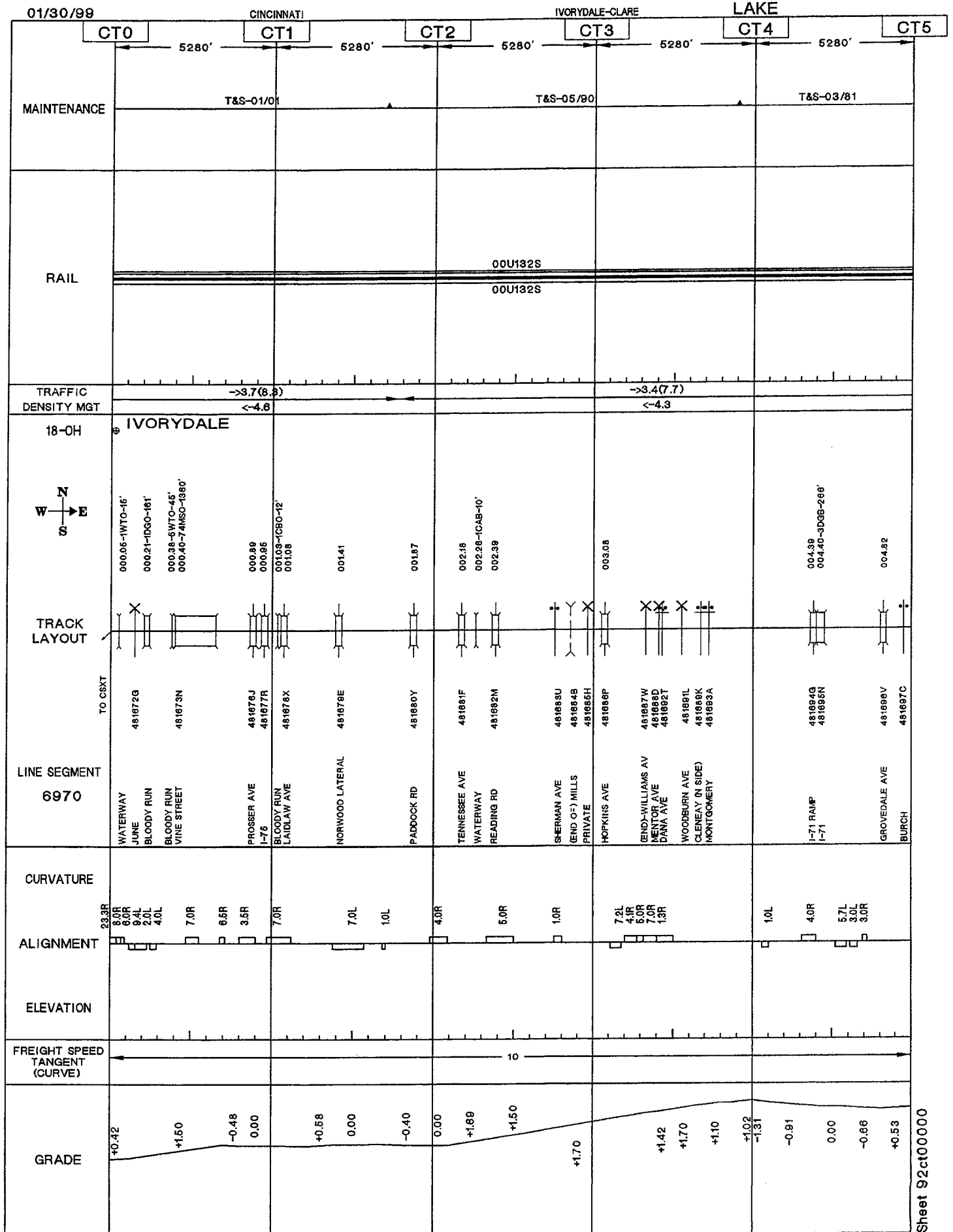
GARY

GARY BRANCH

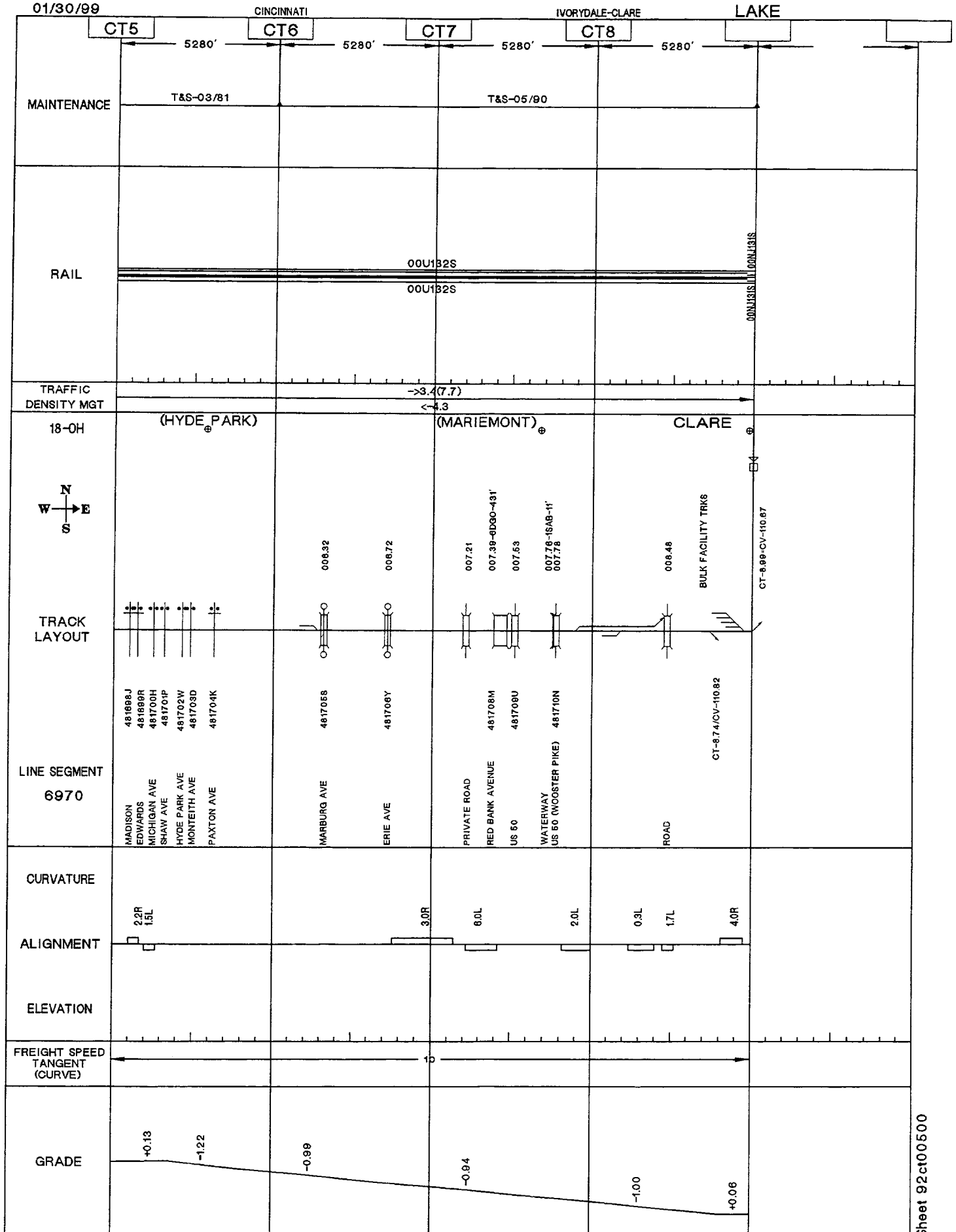
AETNA-CLARKE JCT

LAKE





01/30/99



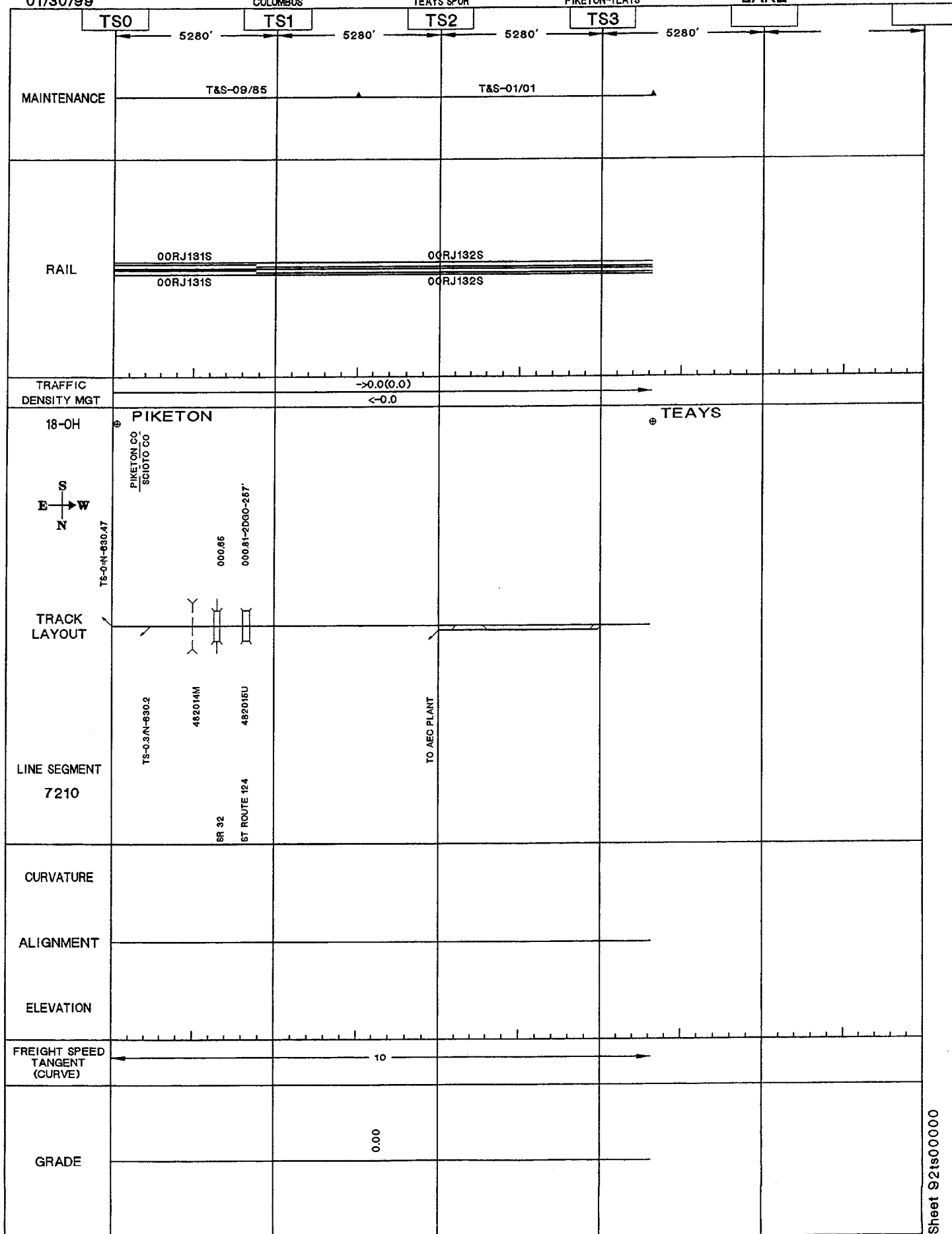
01/30/99

COLUMBUS

TEAYS SPUR

PIKETON-TEAYS

LAKE



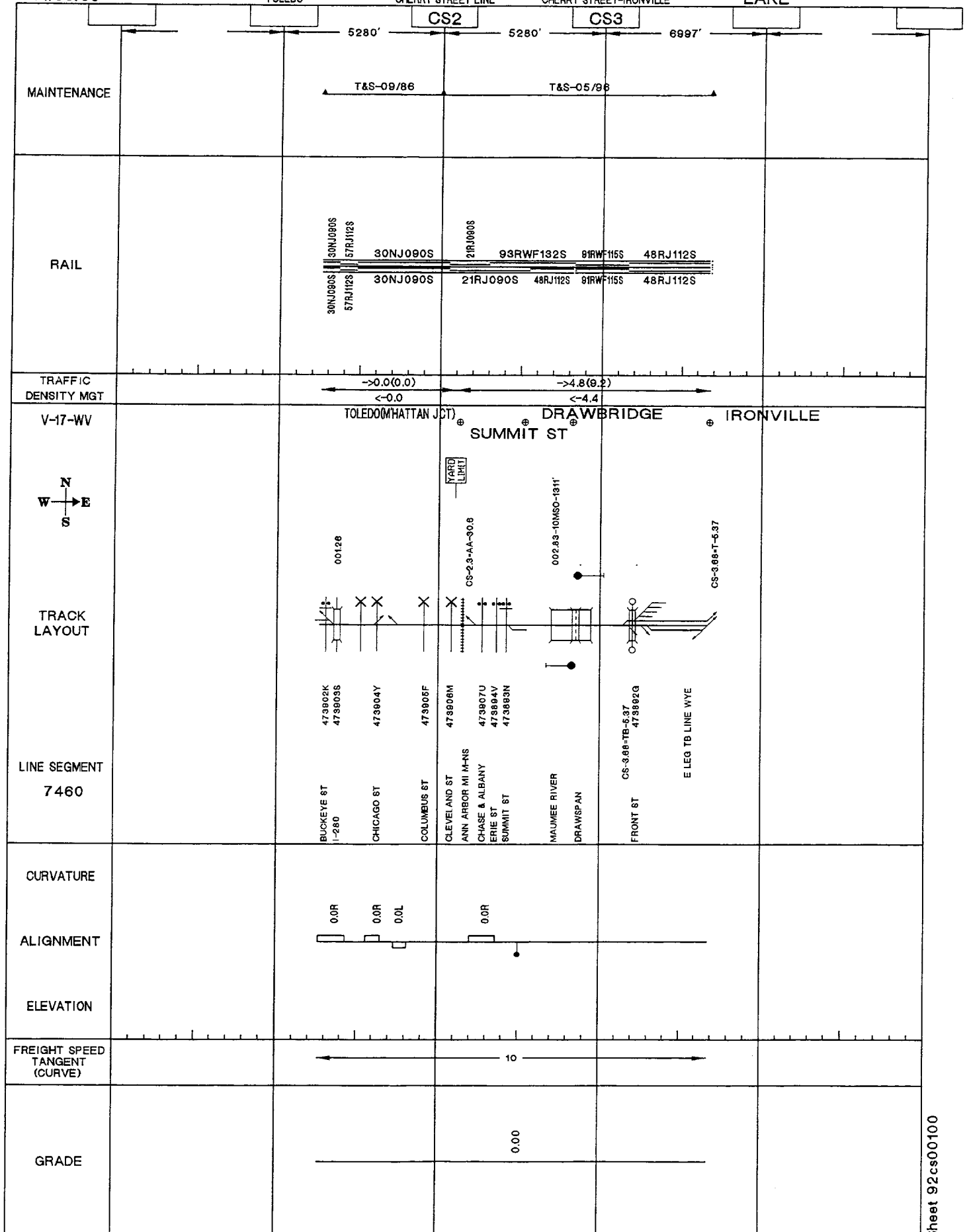
01/30/99

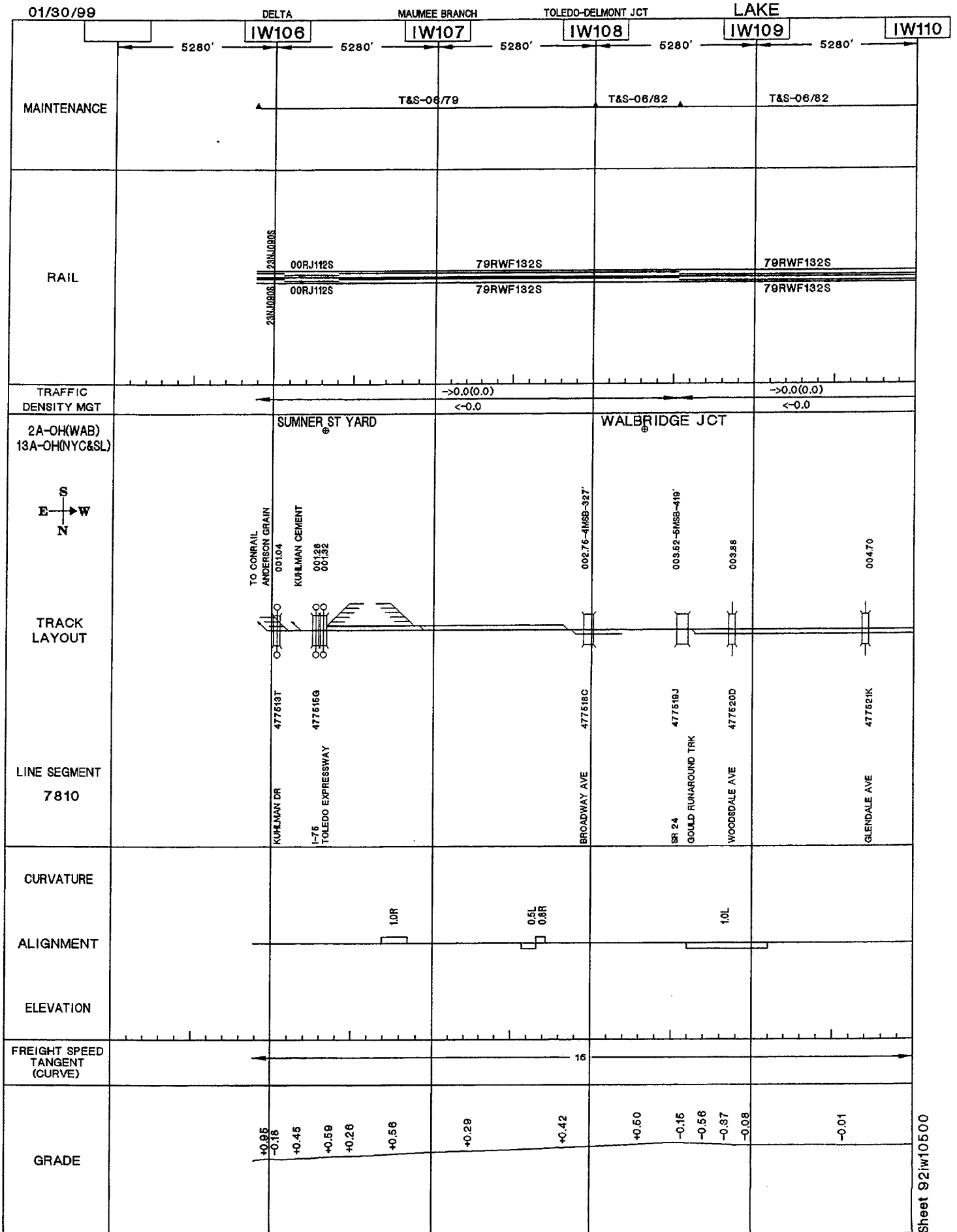
TOLEDO

CHERRY STREET LINE

CHERRY STREET-IRONVILLE

LAKE





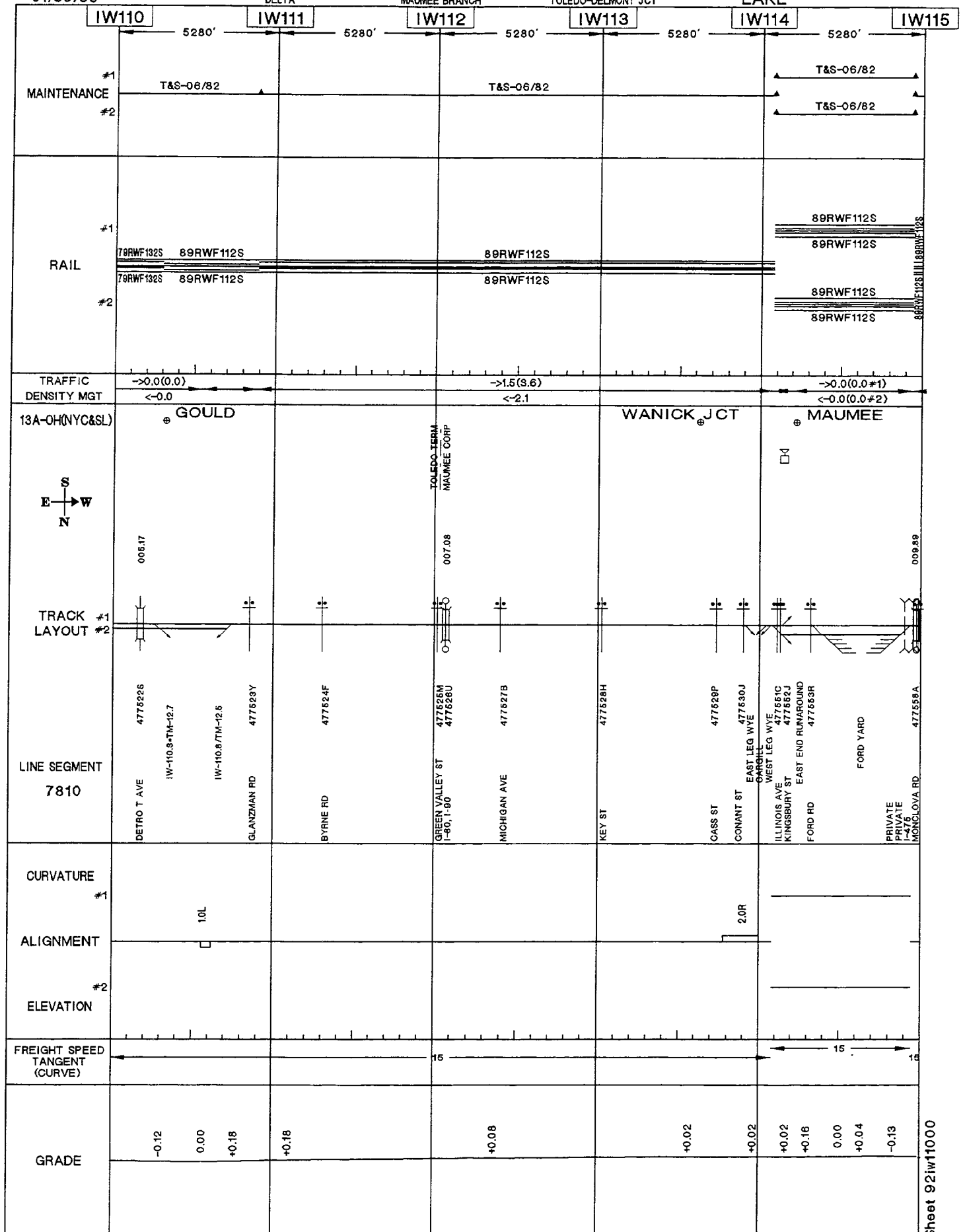
01/30/99

DELTA

MAUMEE BRANCH

TOLEDO-DELMONT JCT

LAKE



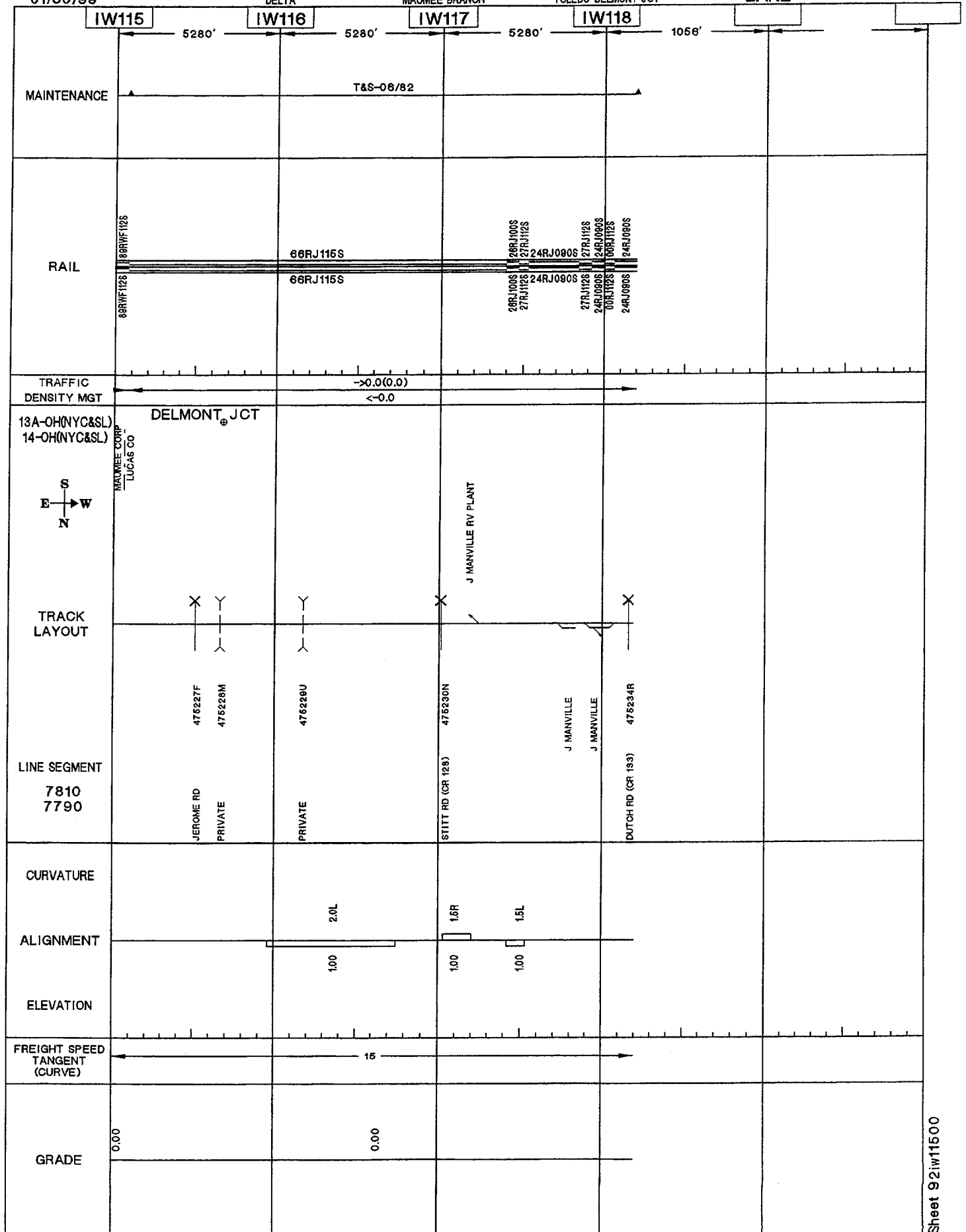
01/30/99

DELTA

MAUMEE BRANCH

TOLEDO-DELMONT JCT

LAKE





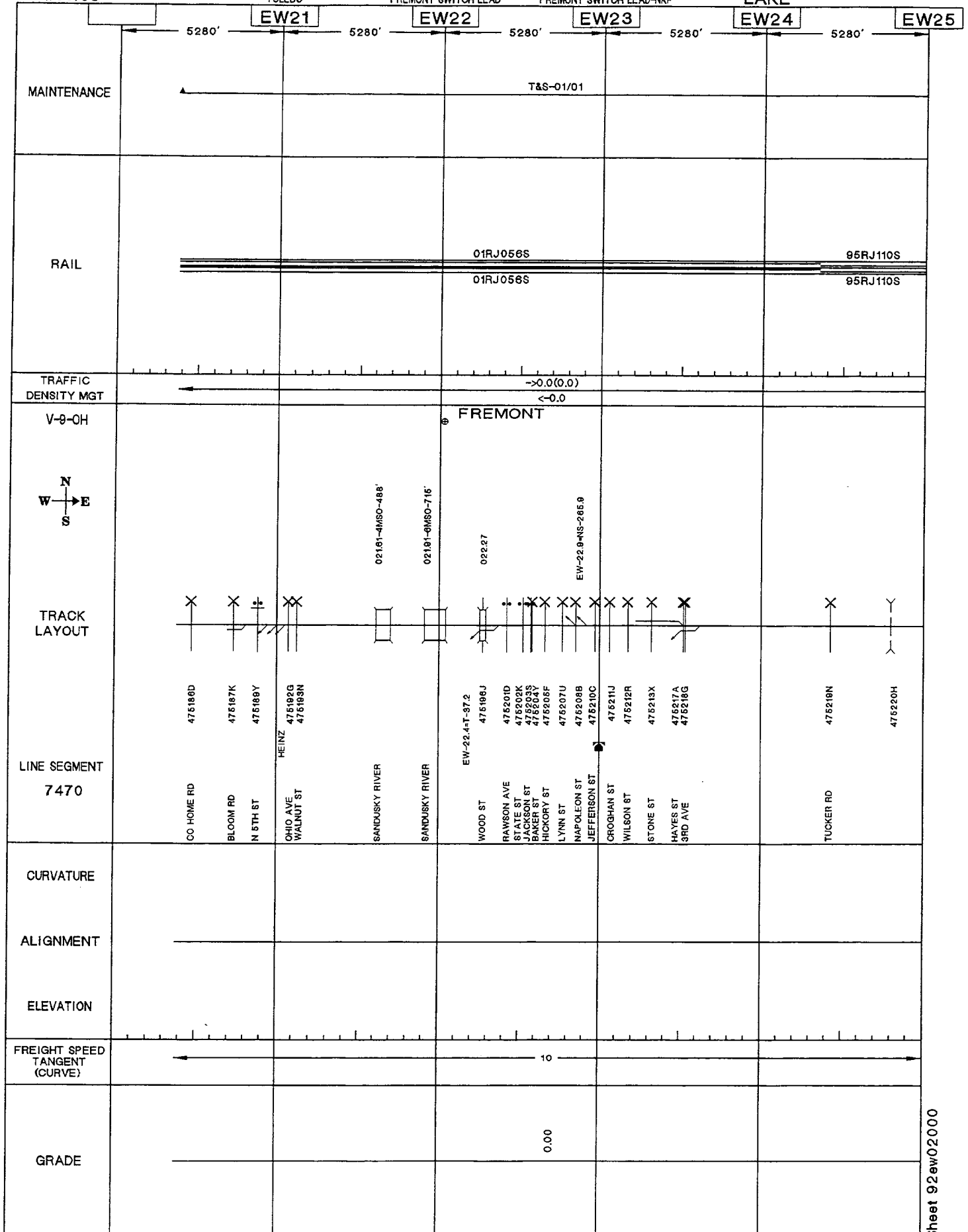
01/30/99

TOLEDO

FREMONT SWITCH LEAD

FREMONT SWITCH LEAD-NKP

LAKE



01/30/99

TOLEDO

FREMONT SWITCH LEAD

FREMONT SWITCH LEAD-NKP

LAKE

EW25

MAINTENANCE

T&amp;S-01/01

RAIL

01RJ075S

01RJ075S

TRAFFIC  
DENSITY MGT

DAVIDSON

N  
W — E  
STRACK  
LAYOUTLINE SEGMENT  
7470

BUCKLAND AVE (CR 41) 47622IP

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

0.00

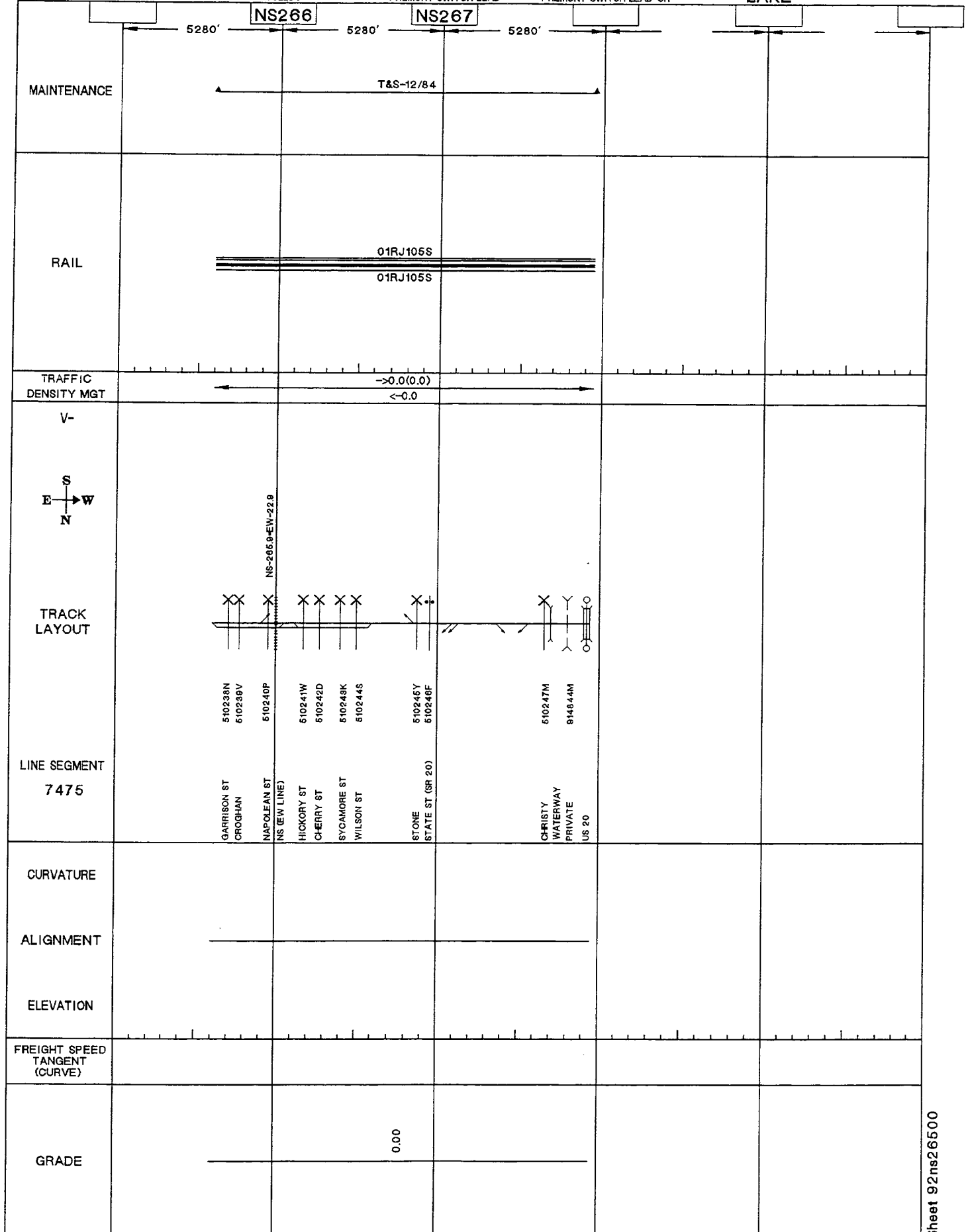
01/30/99

TOLEDO

FREMONT SWITCH LEAD

FREMONT SWITCH LEAD-CR

LAKE



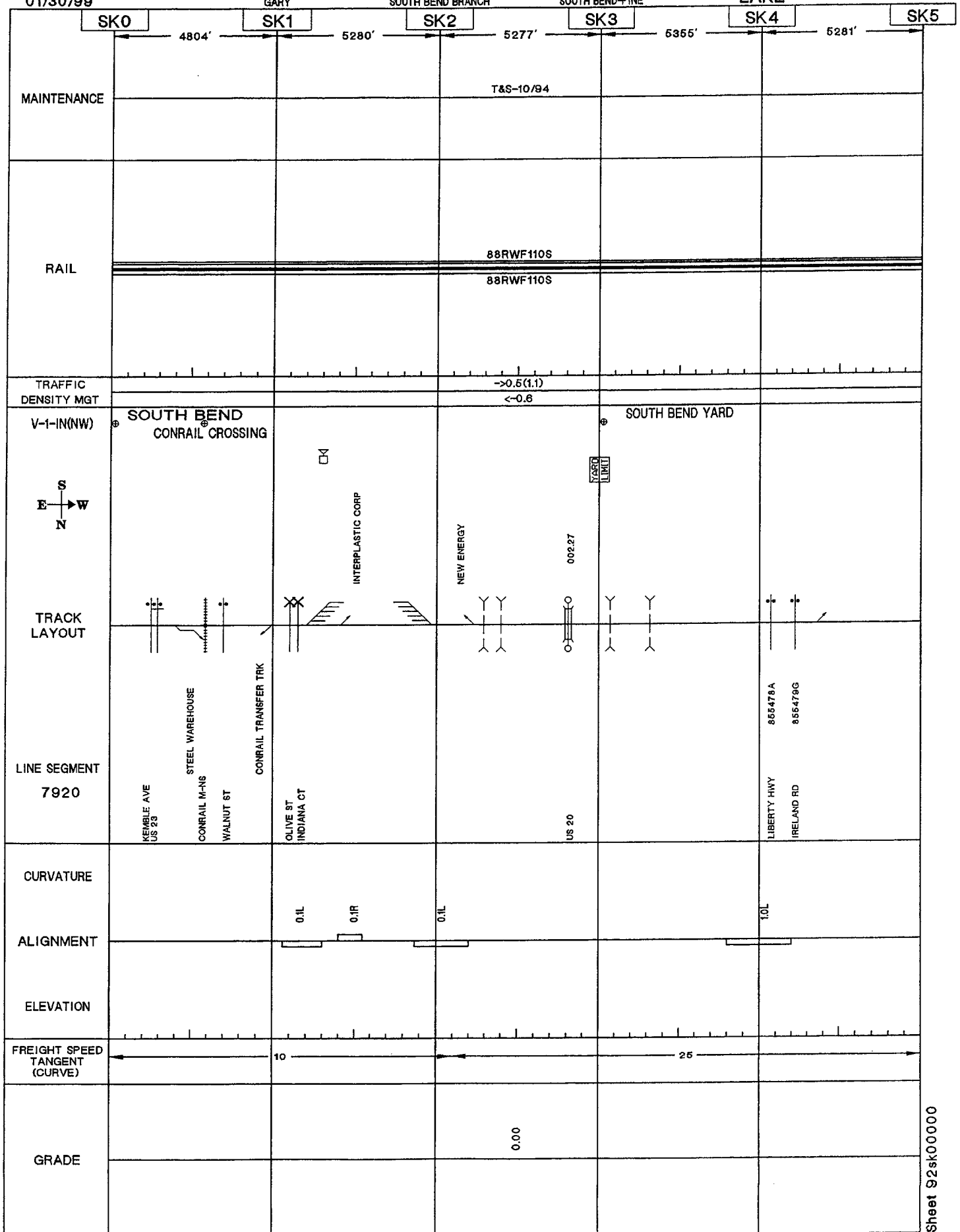
01/30/99

GARY

SOUTH BEND BRANCH

SOUTH BEND-PINE

LAKE



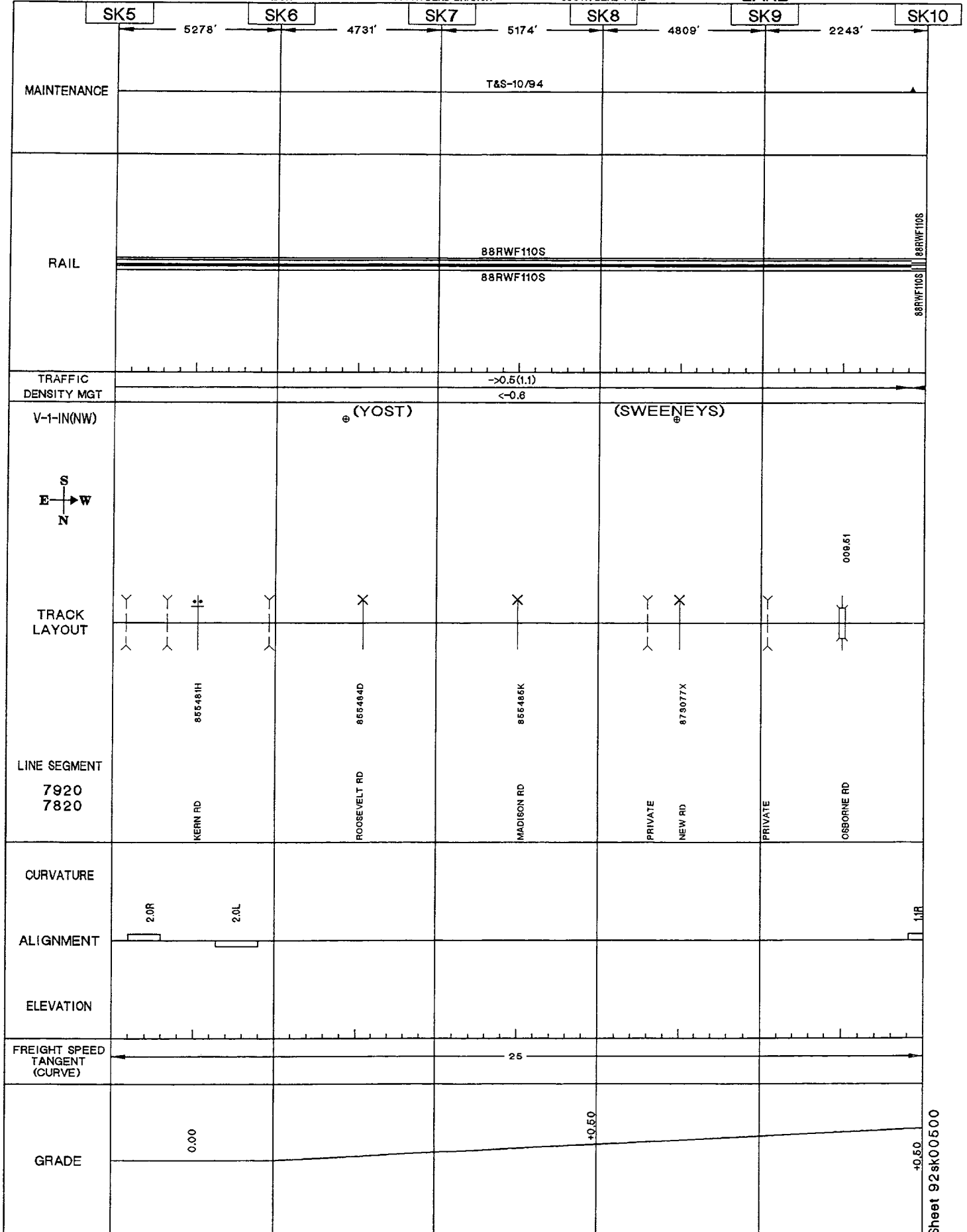
01/30/99

GARY

SOUTH BEND BRANCH

SOUTH BEND-PINE

LAKE



Sheet 92sk01000

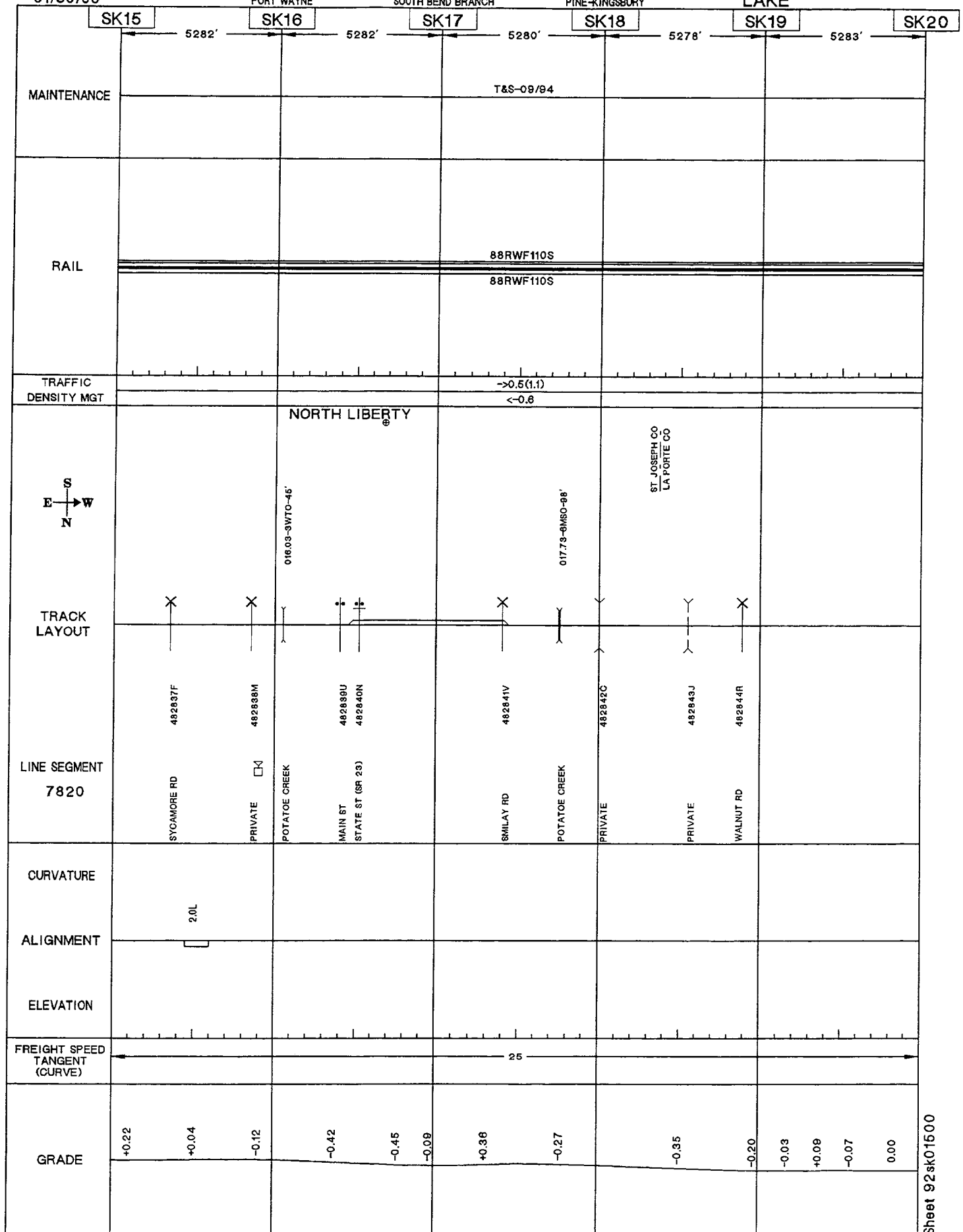
01/30/99

FORT WAYNE

SOUTH BEND BRANCH

PINE-KINGSBURY

LAKE



Sheet 92sk02000



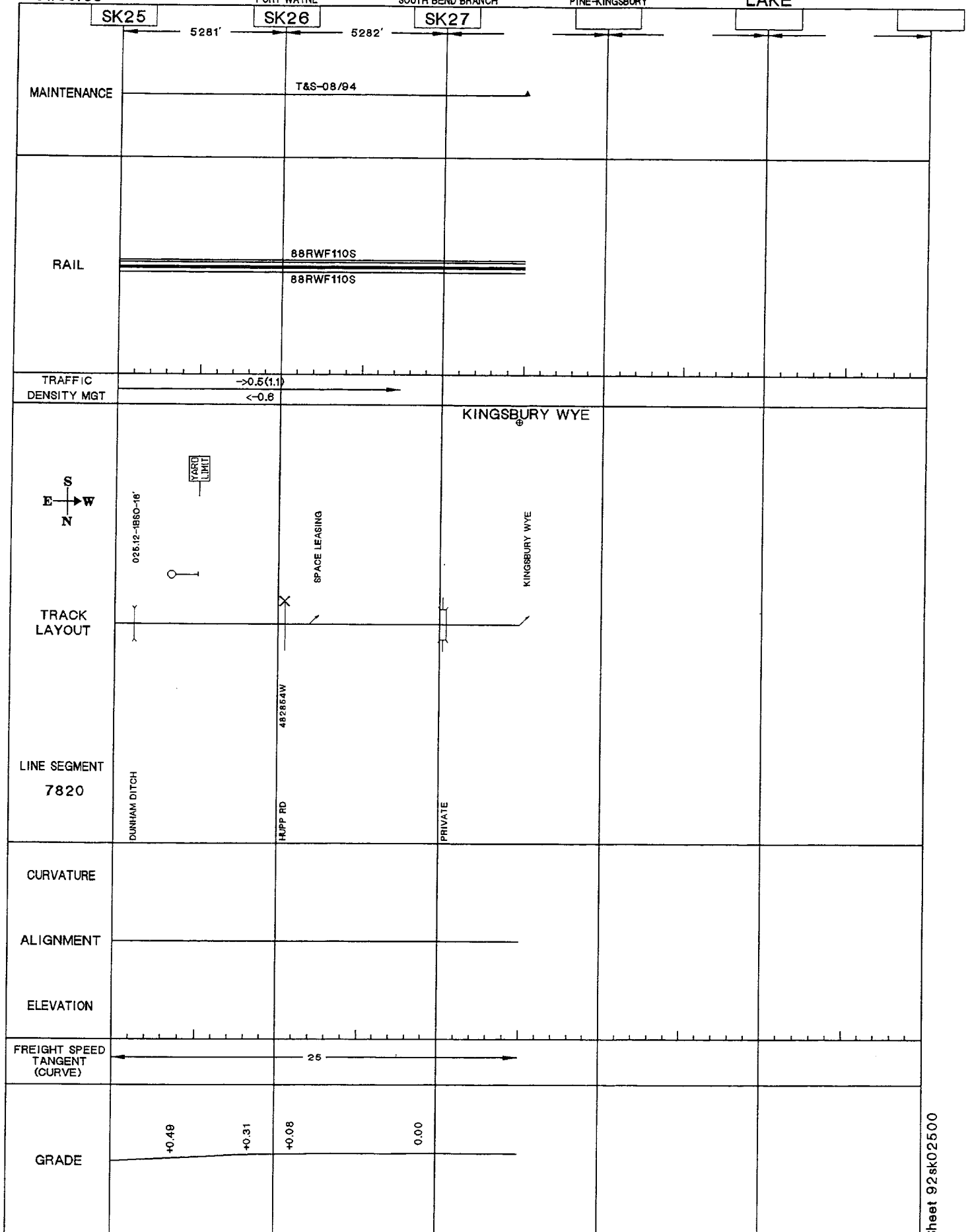
01/30/99

FORT WAYNE

SOUTH BEND BRANCH

PINE-KINGSBURY

LAKE



337

01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE

PC320

5381'

T&amp;S-10/97

MAINTENANCE

RAIL

97NWF136S

97NWF136S

TRAFFIC  
DENSITY MGT

→0.4(0.7)

←0.3

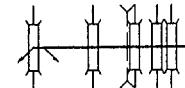
MIKE ⊕ (FT. WAYNE) ⊕

3-IN(PFW&amp;C)

S  
E → W  
N

TRACK  
LAYOUTLINE SEGMENT  
7701

319.20 319.45 319.62 319.70 319.77



PC-319.20+0-146.17

HANNA ST

LAFAYETTE ST

CLINTON ST

CALHOUN ST

HARRISON ST

CURVATURE

ALIGNMENT

4.4R 3.5R 4.3R

1.50 1.50 1.50

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

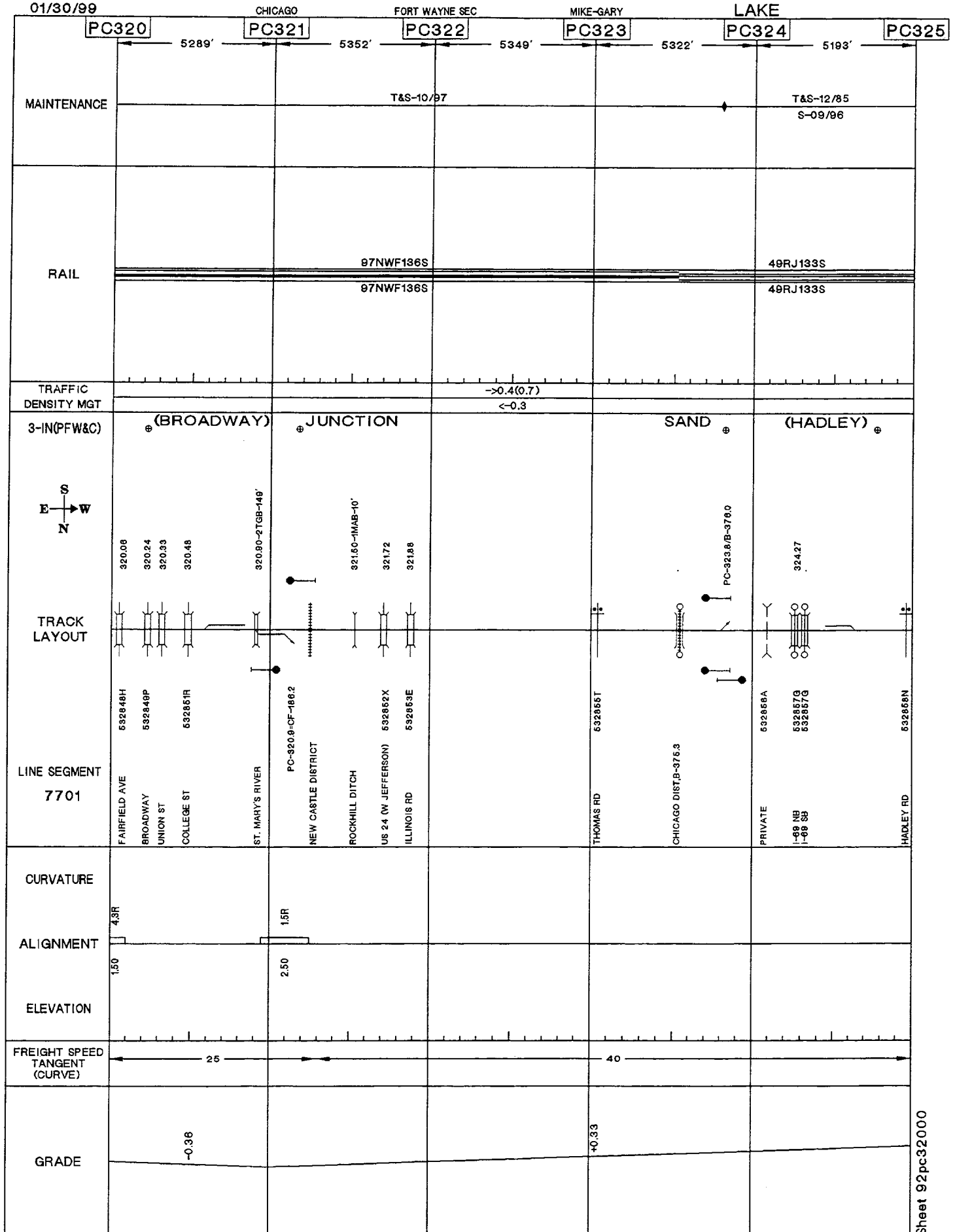
25

GRADE

-0.36

Sheet 92pc31900

01/30/99



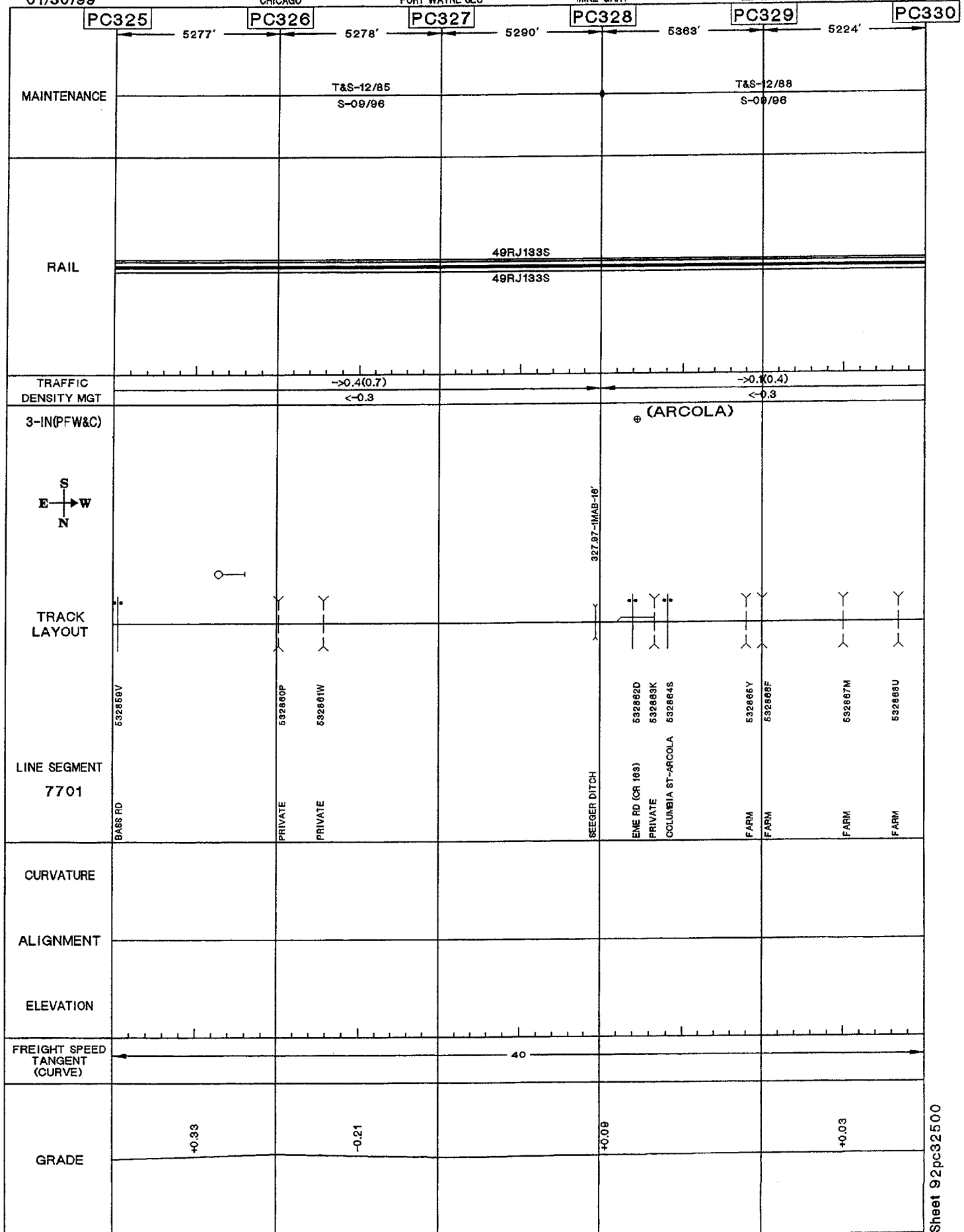
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



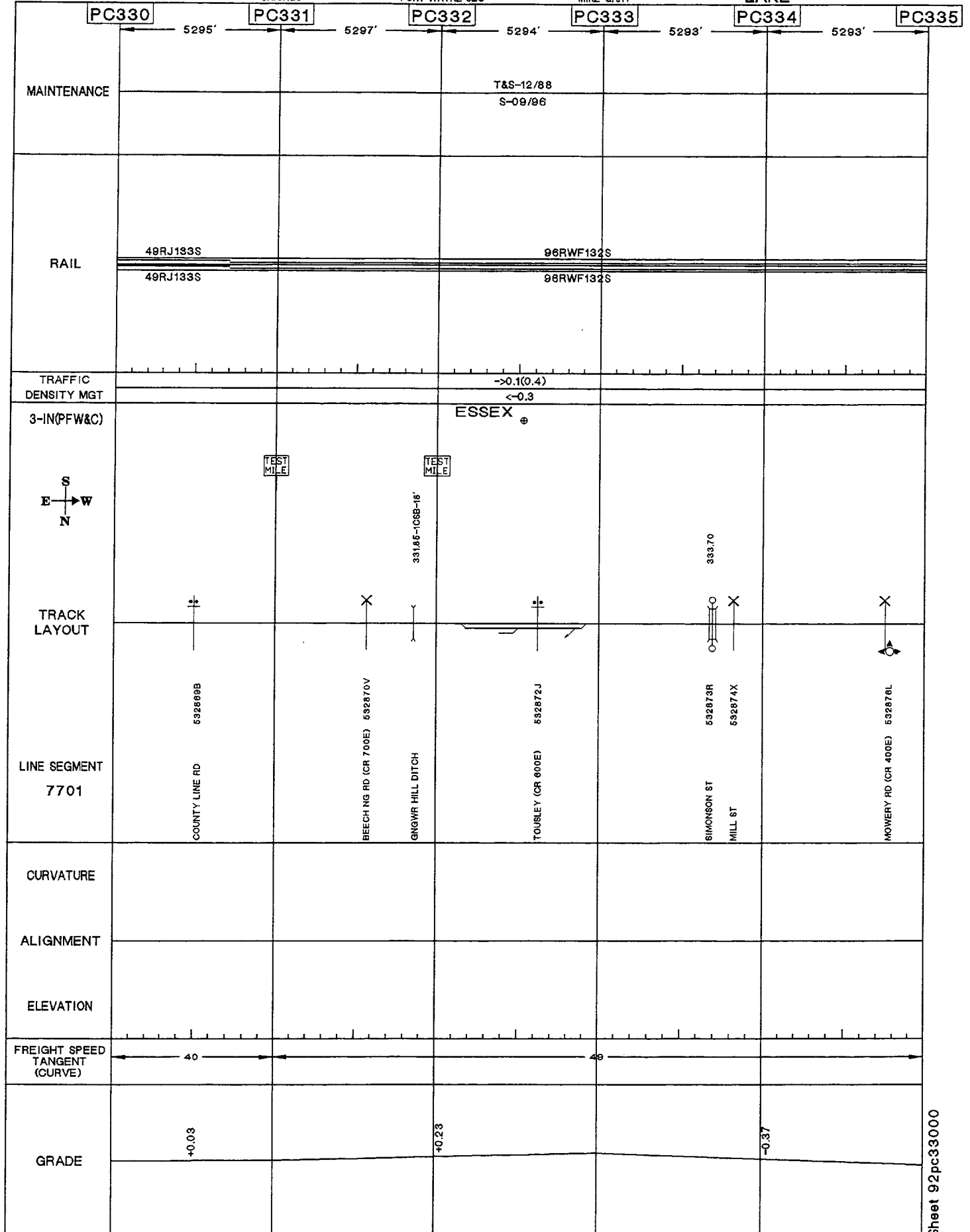
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE

	PC335	PC336	PC337	PC338	PC339	PC340
	5292'	5269'	5290'	5434'	5185'	
MAINTENANCE			T&S-12/88 S-09/96			
RAIL			96RWF132S			
			96RWF132S			
TRAFFIC DENSITY MGT			->0.1(0.4) <-0.3		->0.1(0.3) <-0.2	
3-IN(PFW&C)				(COLUMBIA CITY)		
TRACK LAYOUT	335.50-1MAB-10'		337.06-1MAB-50'	335.76-2MAB-70'	339.21-1CBB-10'	
LINE SEGMENT 7701	MOSSMAN DITCH	PAGES RD (CR 69)	EEL RIVER	OHIO ST SR 9 BLUE RIVER LINE ST (SR 205)	PHILLIP DITCH POOR FARM RD	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	+0.05	-0.16	+0.43	-0.16	+0.40	

01/30/99

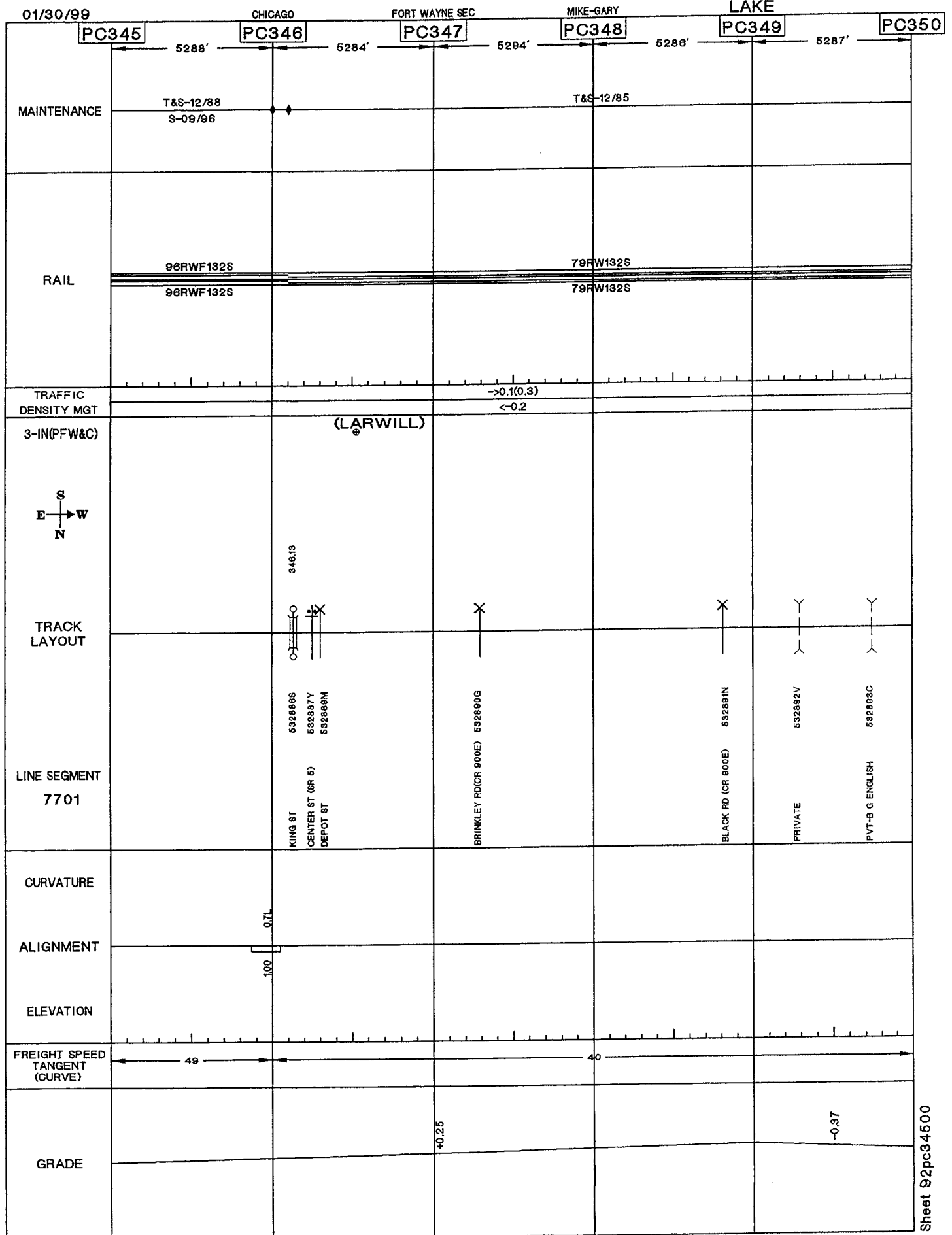
CHICAGO

FORT WAYNE SEC

MIKE-GARY

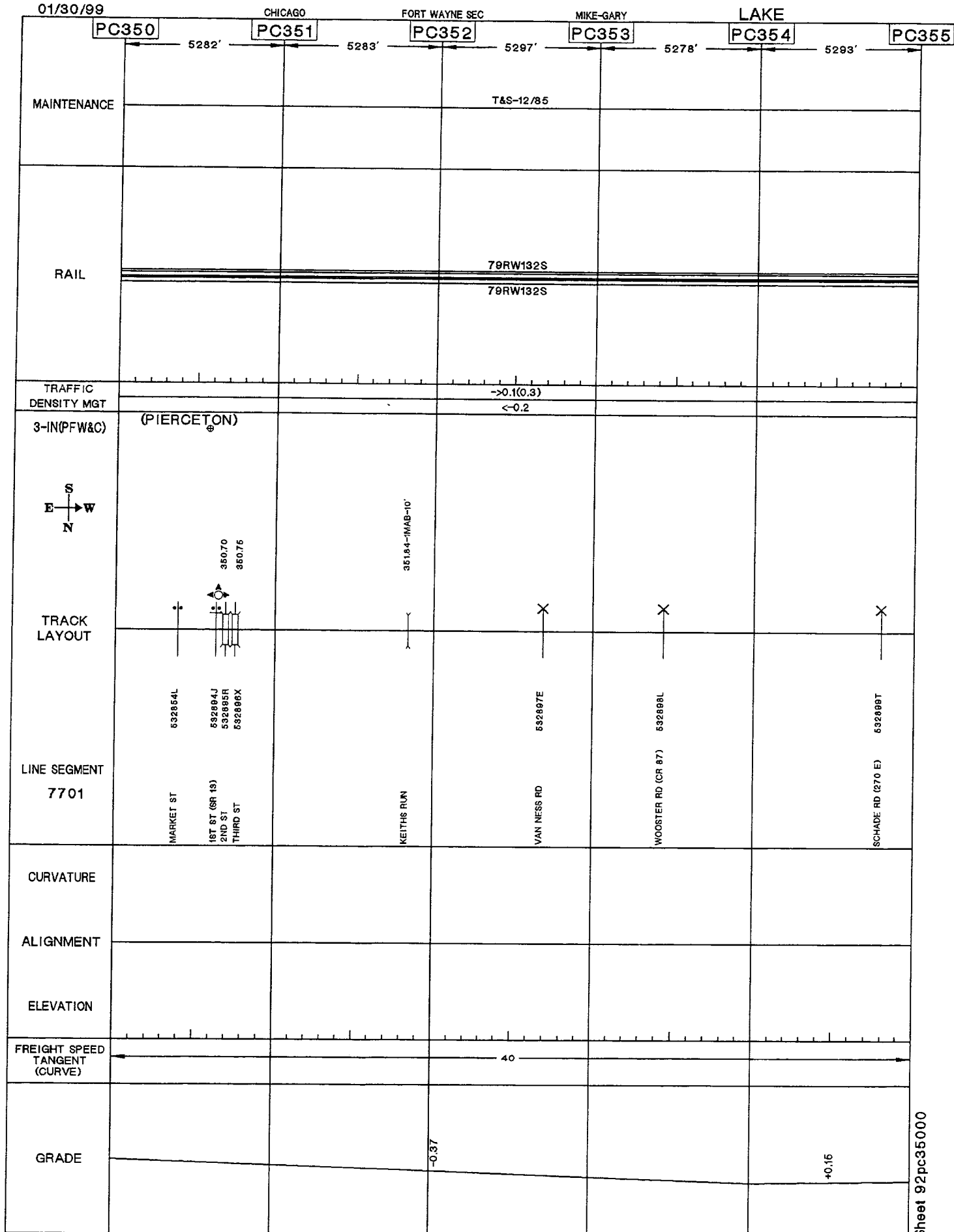
LAKE

	PC340	PC341	PC342	PC343	PC344	PC345
	5283'	5296'	5303'	5290'	5291'	
MAINTENANCE			T&S-12/88 S-09/96			
RAIL			96RWF132S 96RWF132S			
TRAFFIC DENSITY MGT			->0.1(0.3) <-0.2			
3-IN(PFW&C)						
<div style="text-align: center;">           S            E — W            N         </div>						
TRACK LAYOUT		X	X	X	Y	
LINE SEGMENT 7701		532882P WOLF RD	532883W PEARL (CR 300E)	532884D SPRING CREEK BUTLER (CR 400W)	532885K PRIVATE	
CURVATURE			0.8L		1.6R	
ALIGNMENT			1.00		2.00	
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	+0.40	+0.08	-0.14		+0.25	





01/30/99



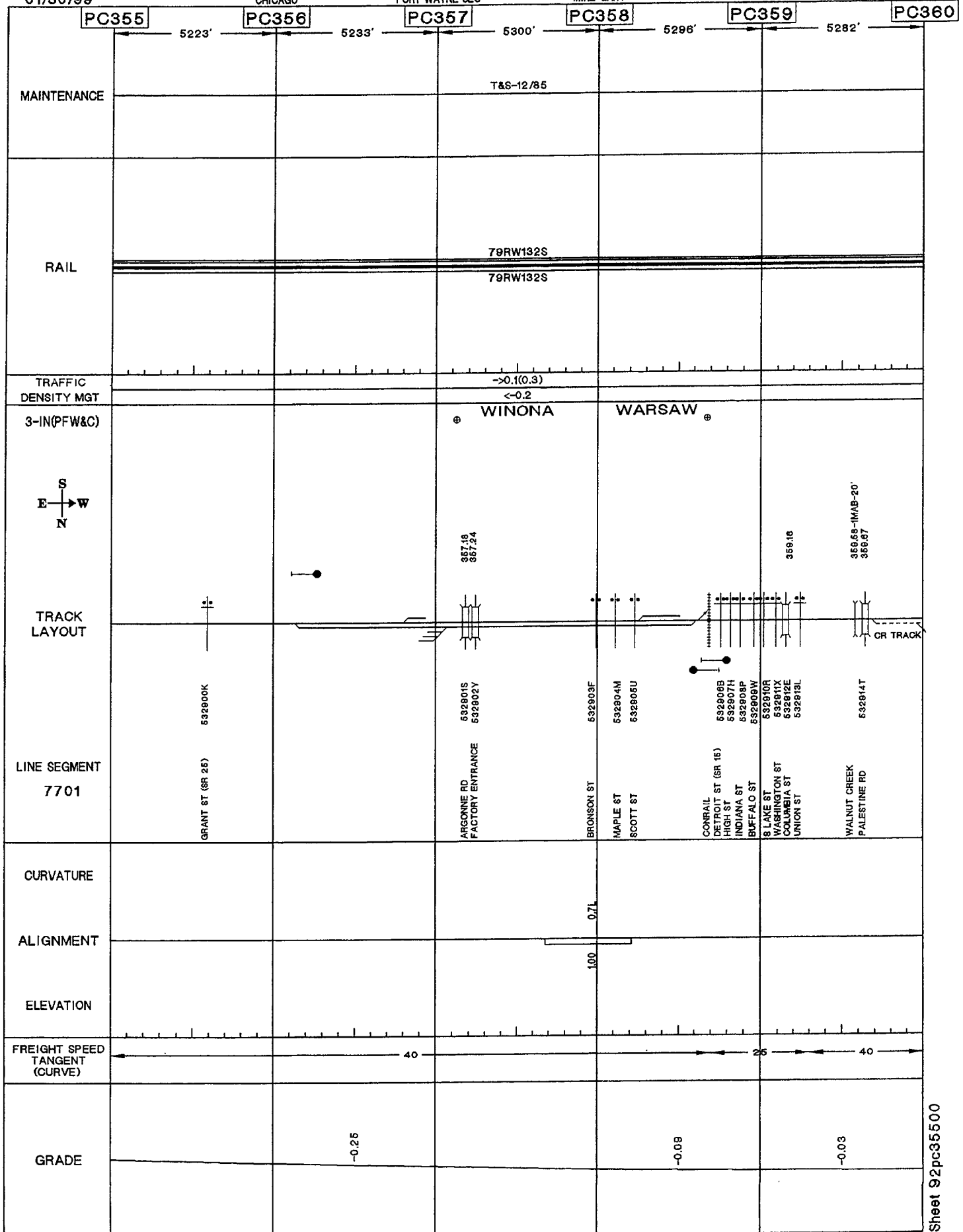
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



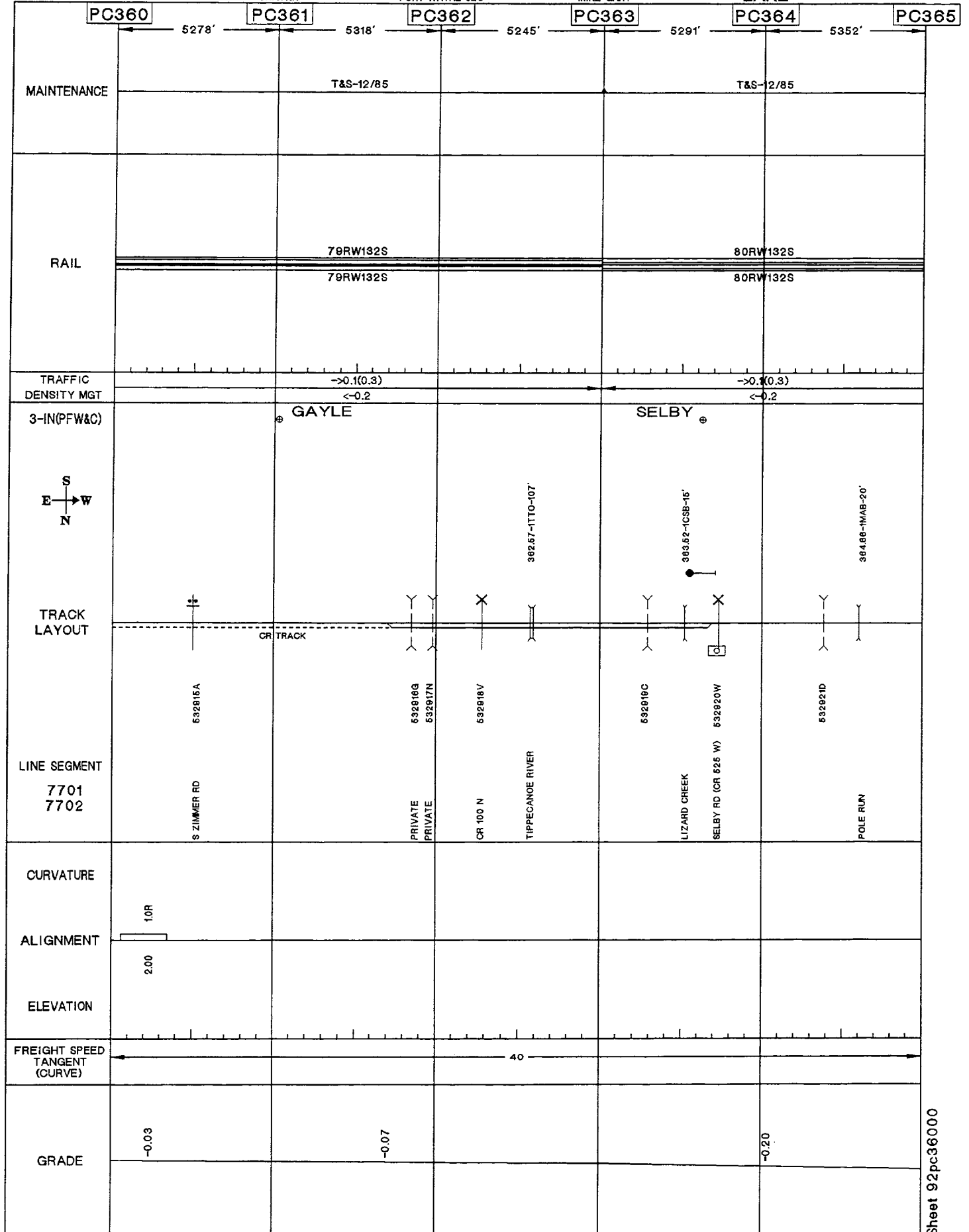
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE

	PC365	PC366	PC367	PC368	PC369	PC370
	5220'	5291'	5279'	5227'	5337'	
MAINTENANCE	T&S-12/85		T&S-04/96		T&S-05/96	
RAIL	80RW132S		42RJ131S			
	80RW132S		42RJ131S			
TRAFFIC DENSITY MGT			->0.1(0.3)			
			<-0.2			
3-IN(PFW&C)	(ATWOOD)				(ETNA GREEN)	
TRACK LAYOUT						
LINE SEGMENT	7702					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			40			
GRADE	-0.20			-0.20		

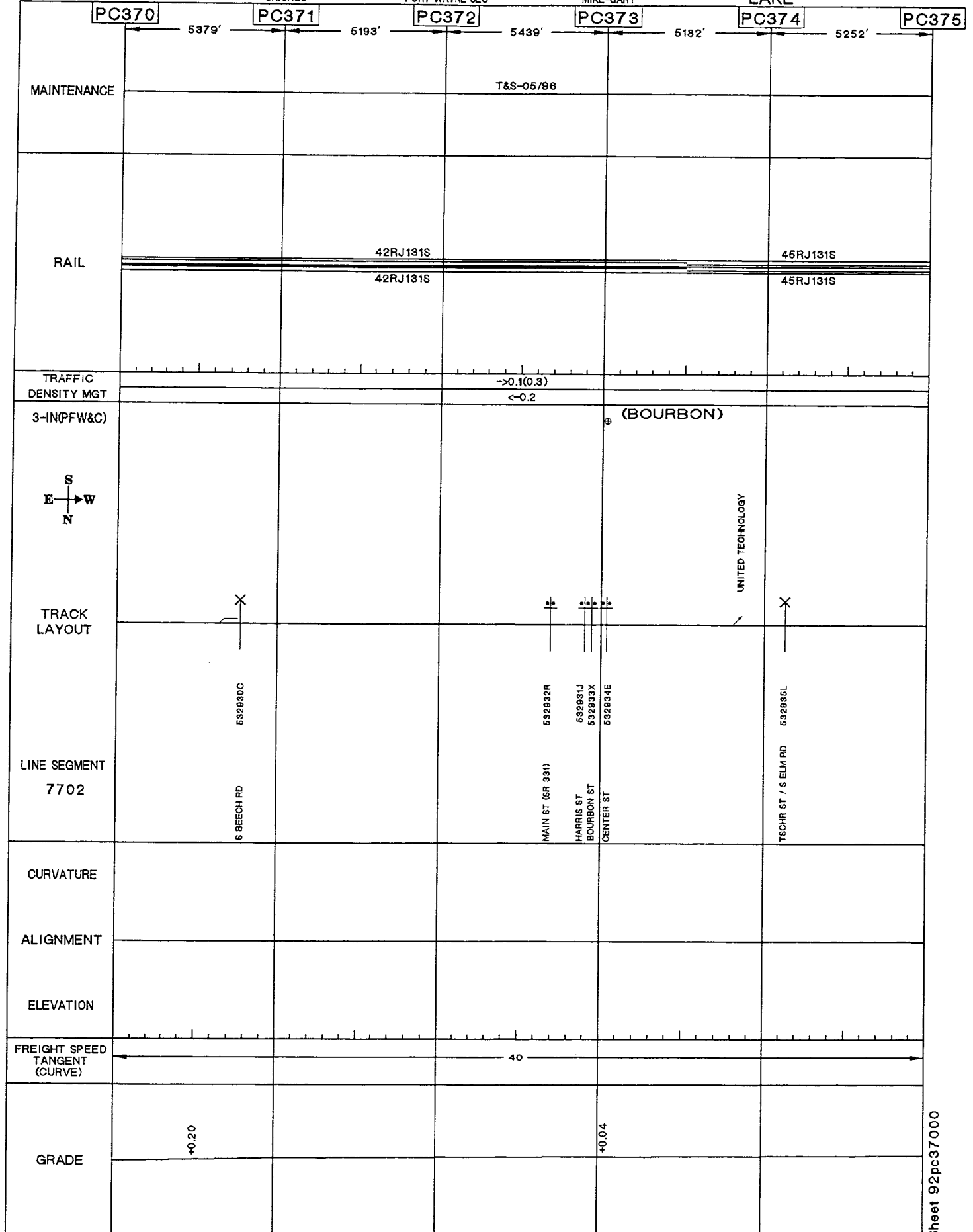
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



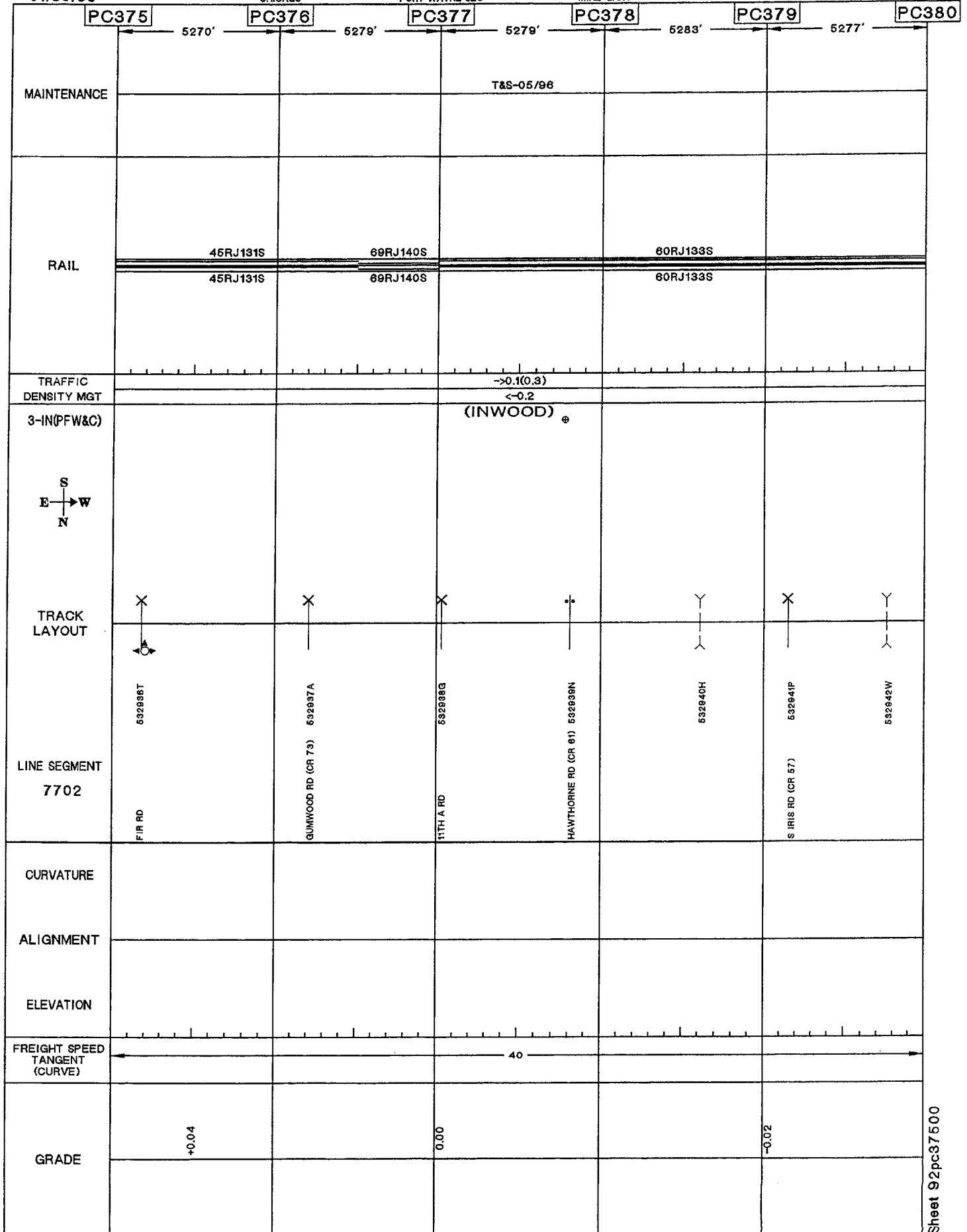
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



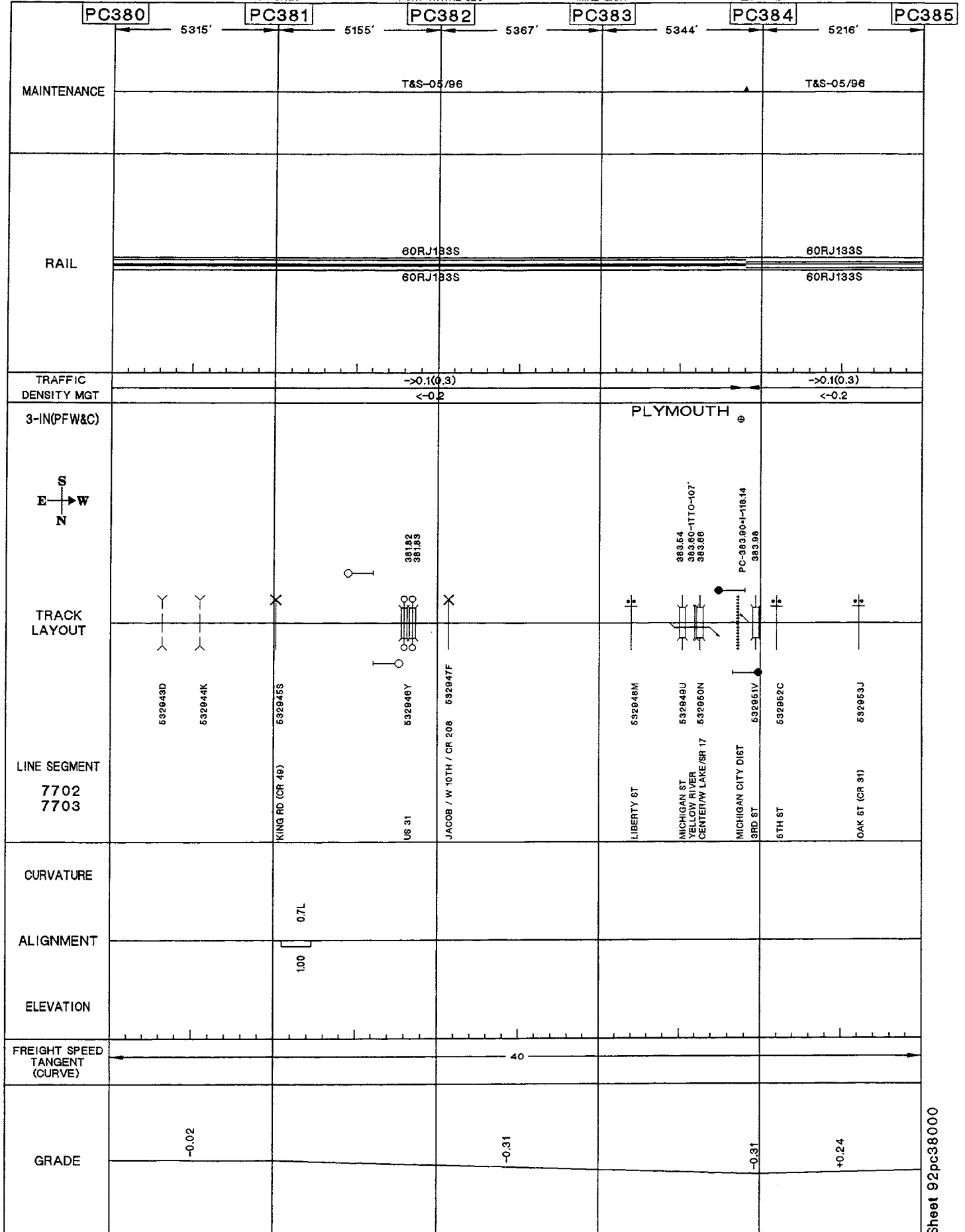
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



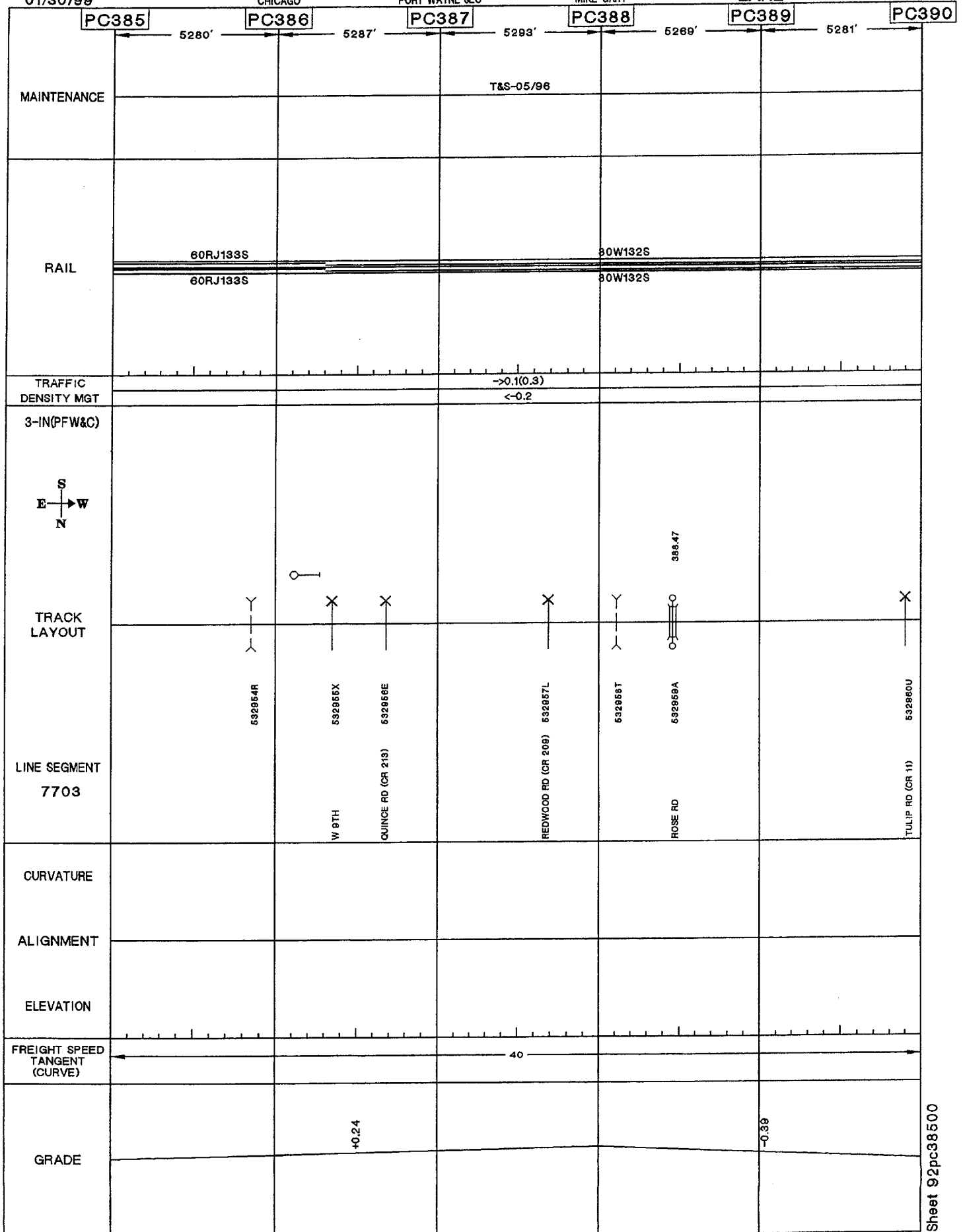
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE





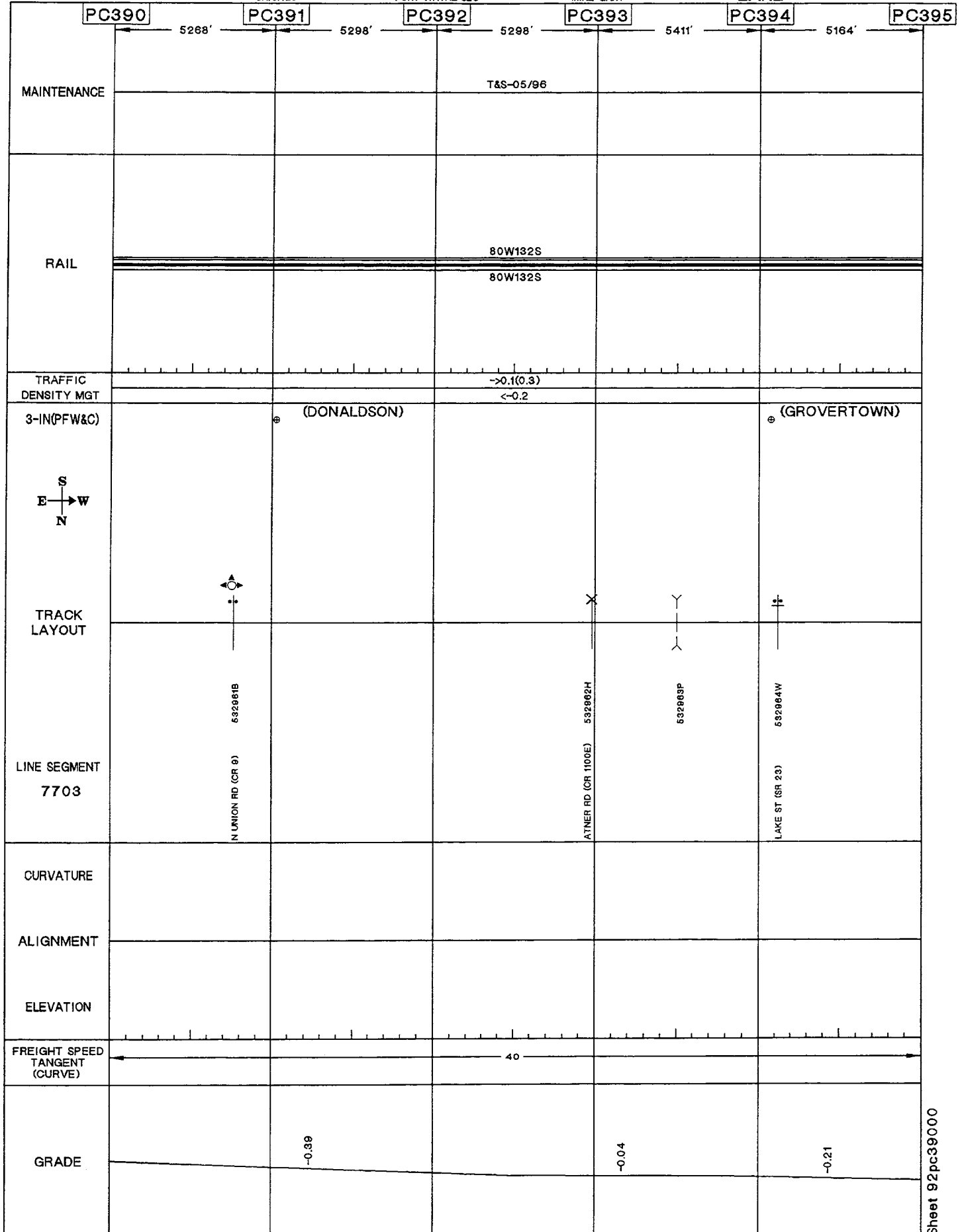
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



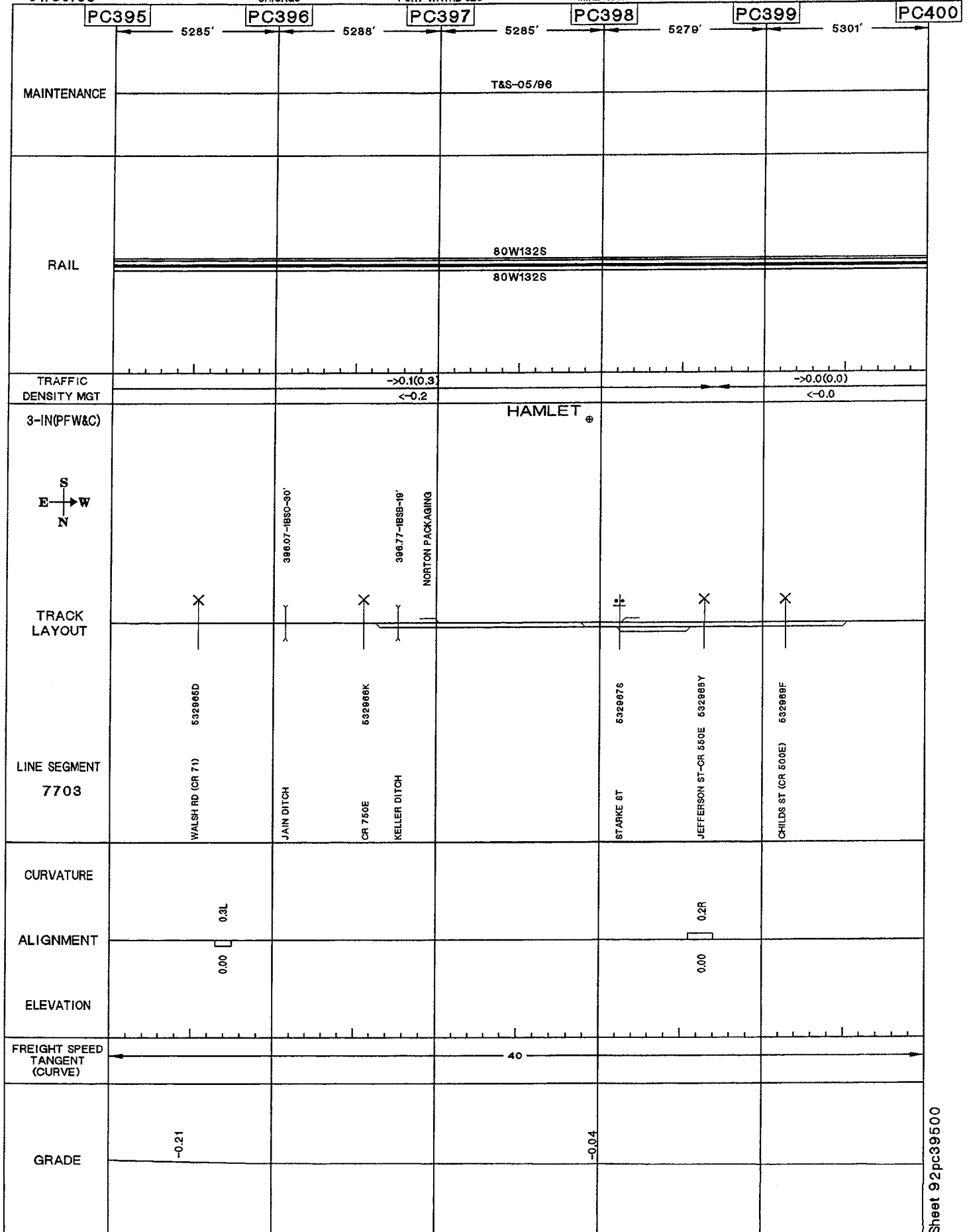
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



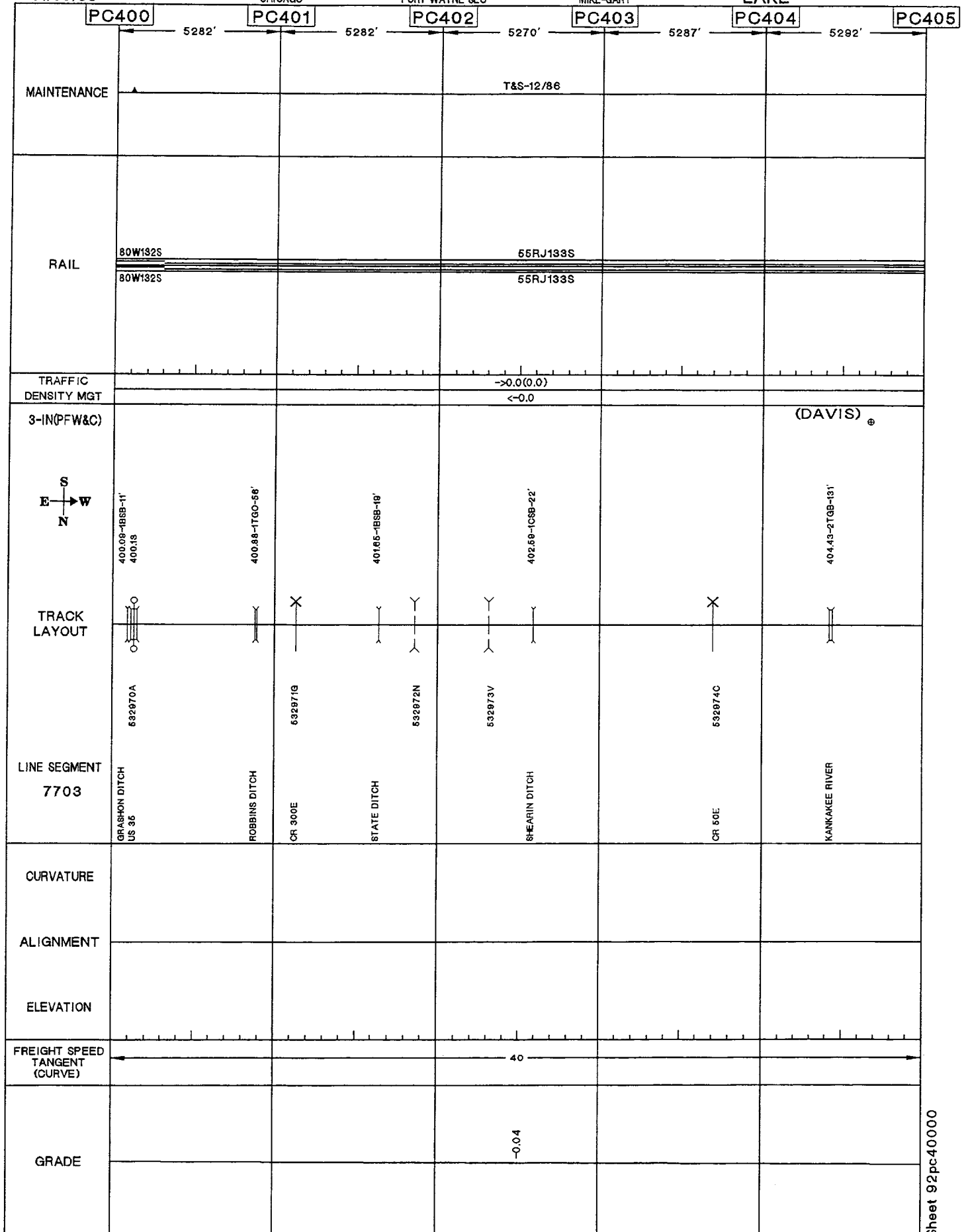
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



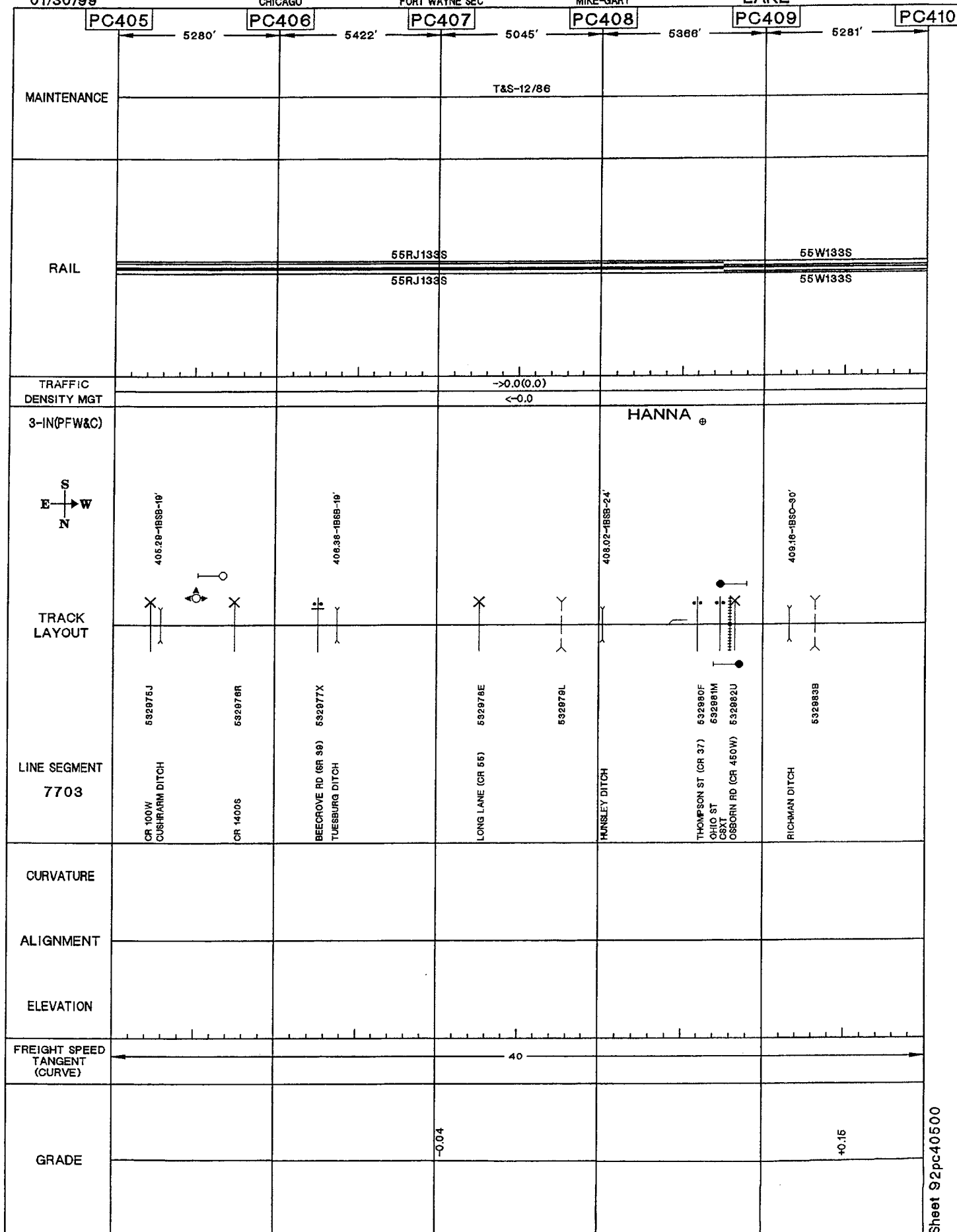
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



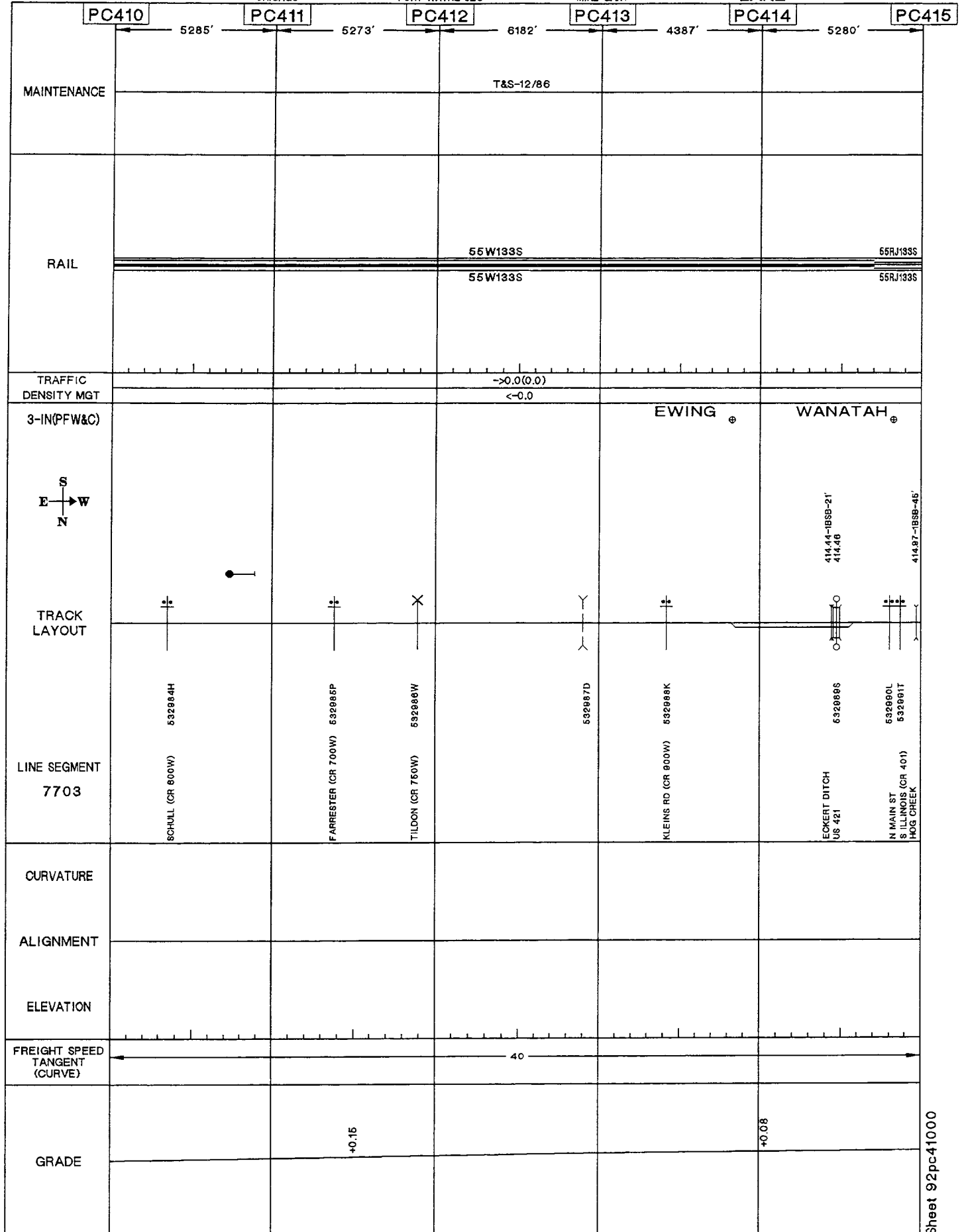
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



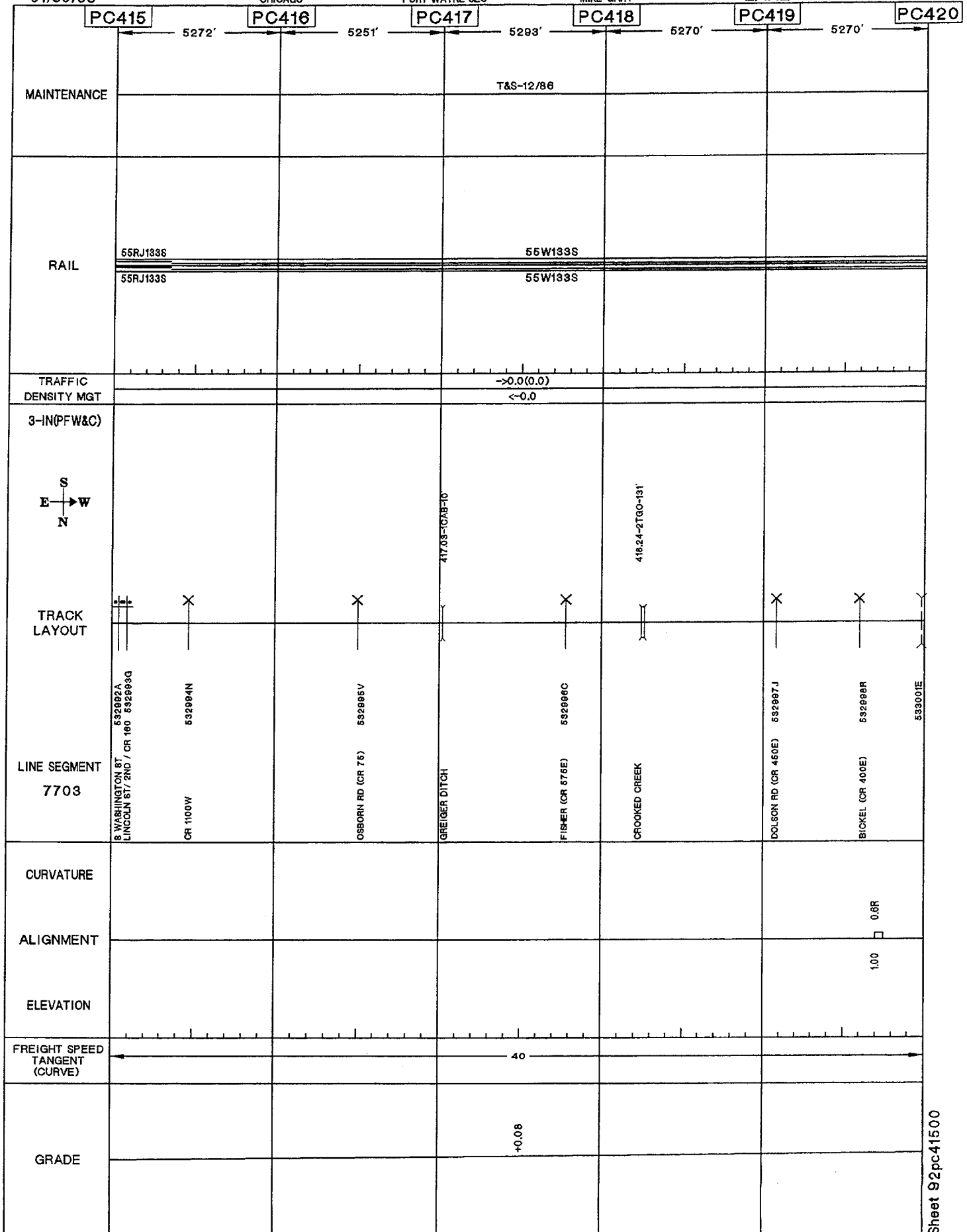
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



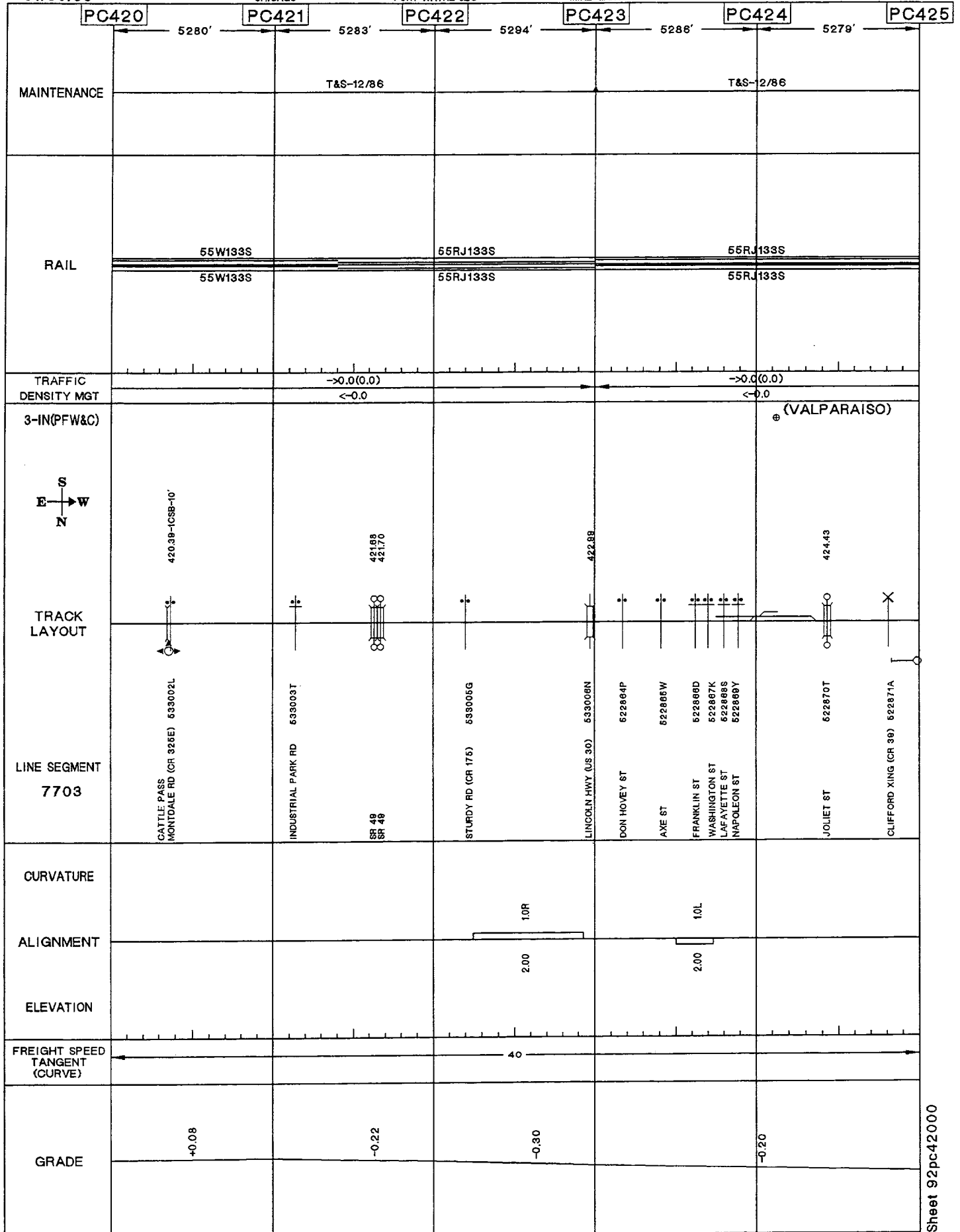
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



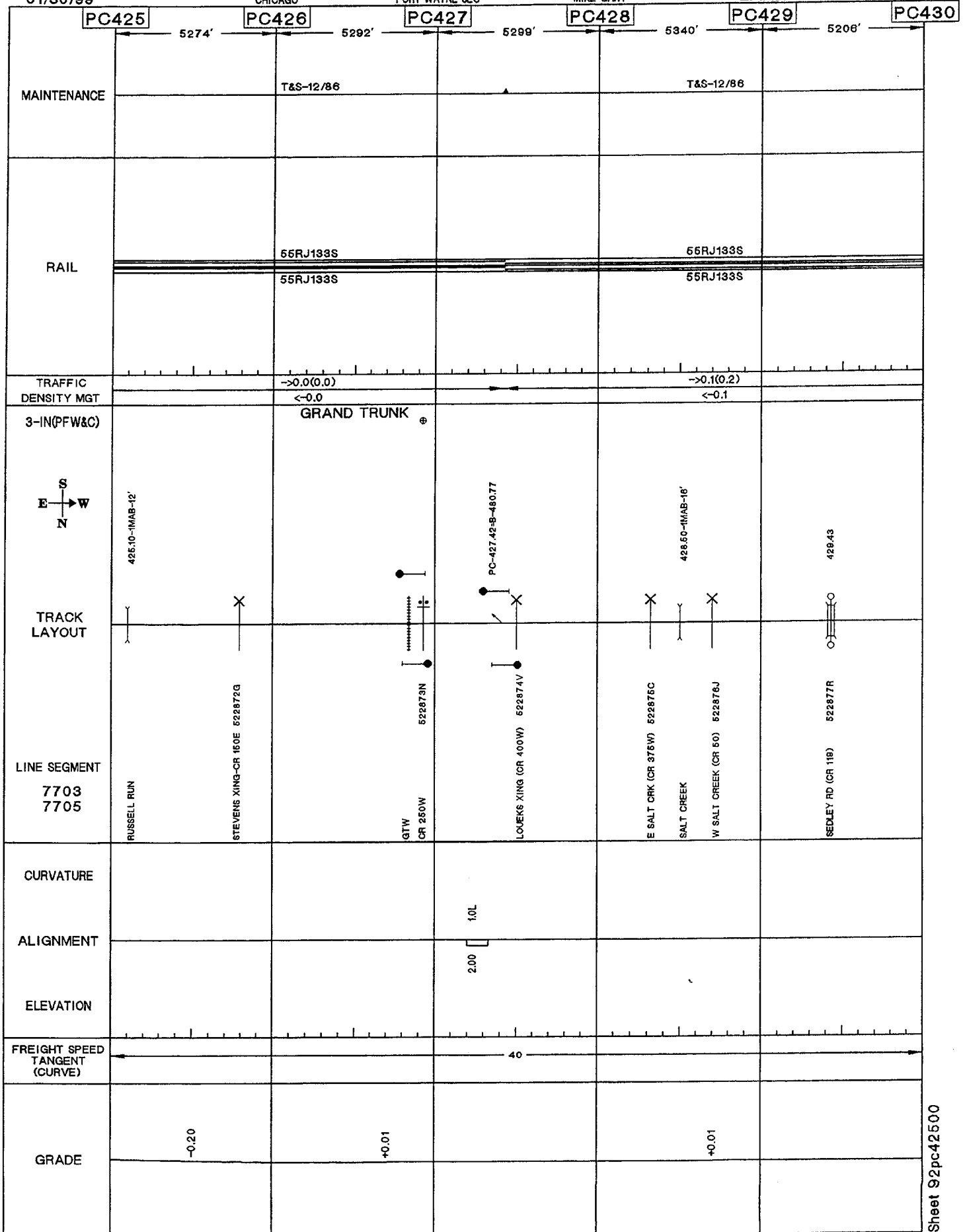
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE





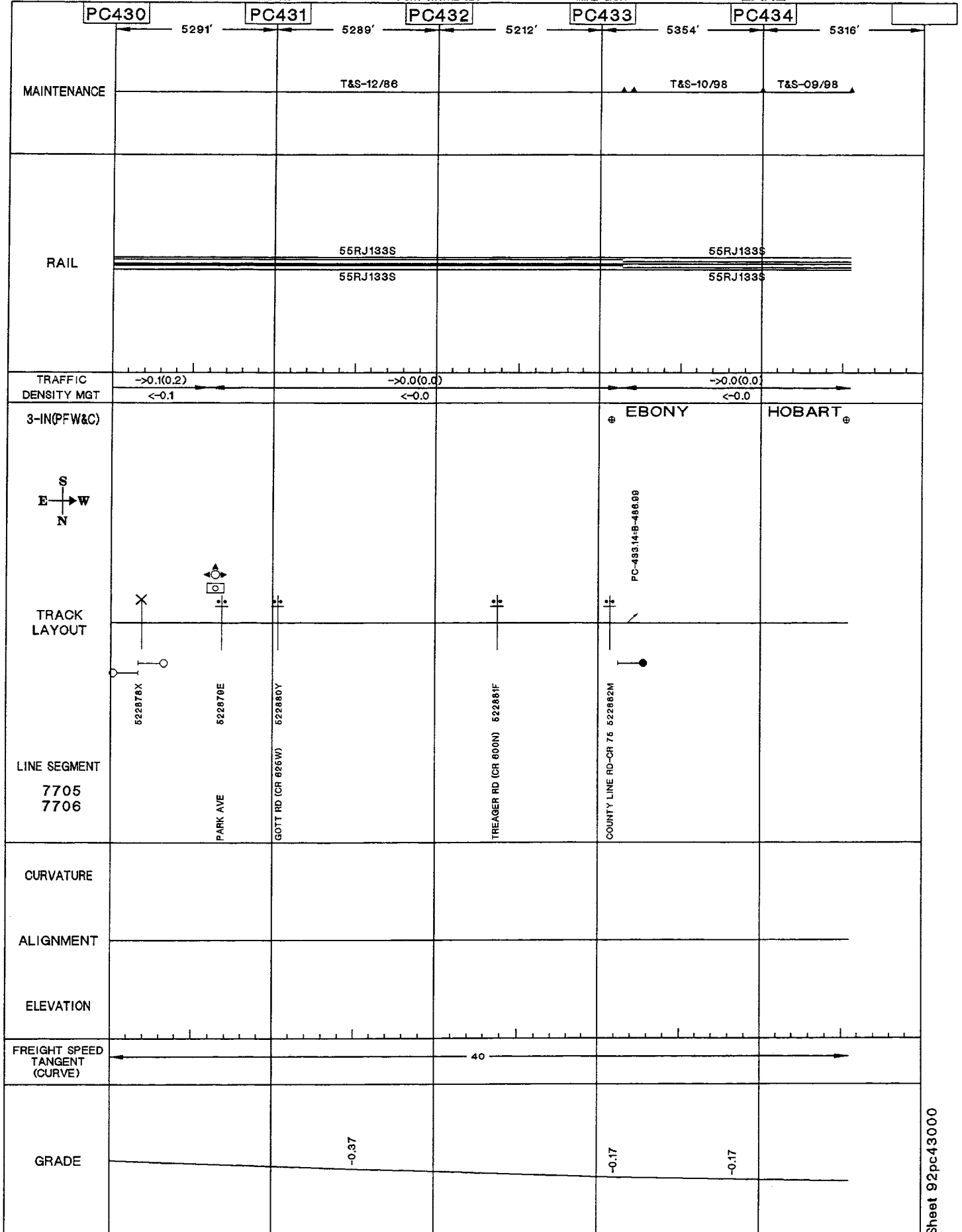
01/30/99

CHICAGO

FORT WAYNE SEC

MIKE-GARY

LAKE



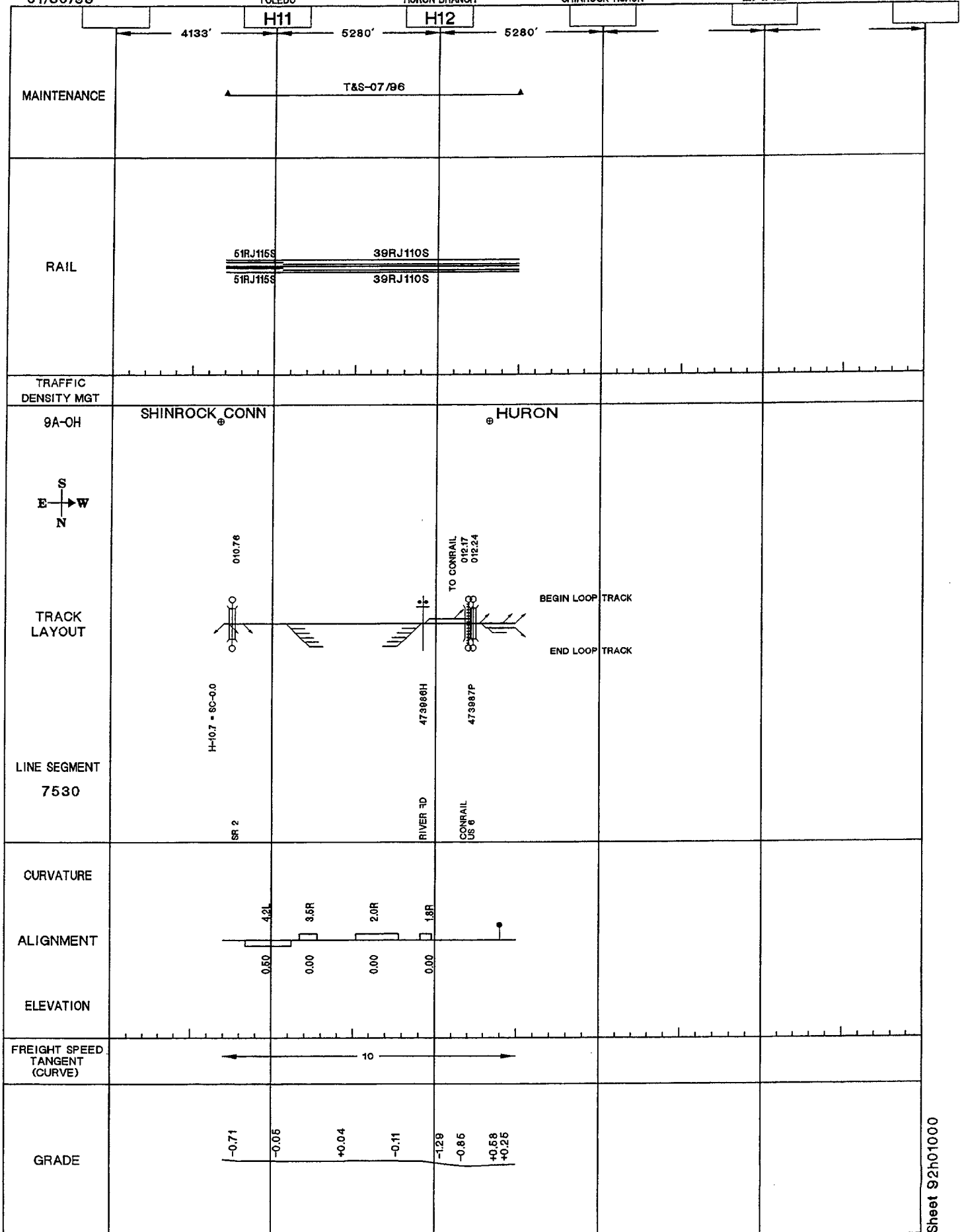
01/30/99

TOLEDO

HURON BRANCH

SHINROCK-HURON

LAKE



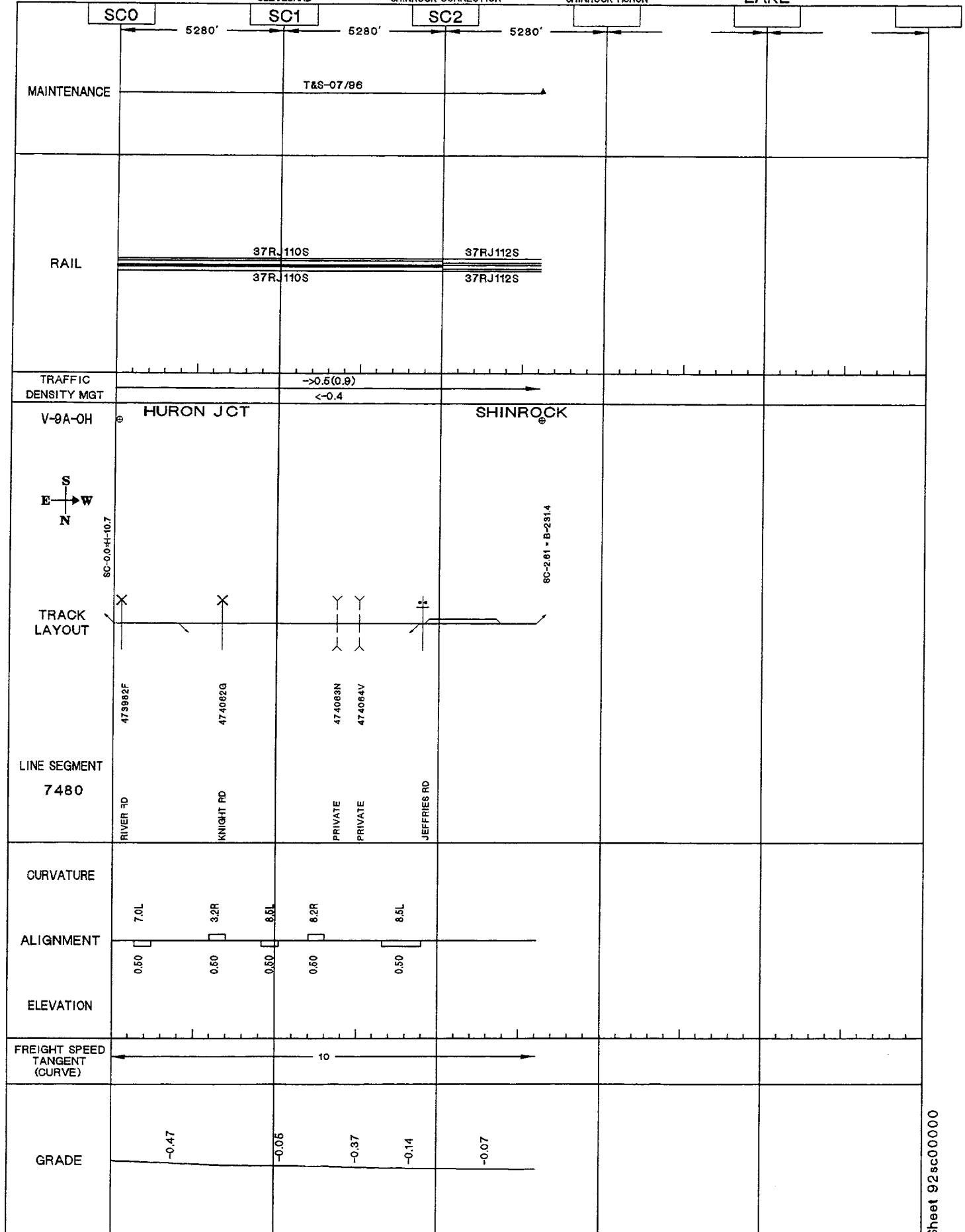
01/30/99

CLEVELAND

SHINROCK CONNECTION

SHINROCK-HURON

LAKE



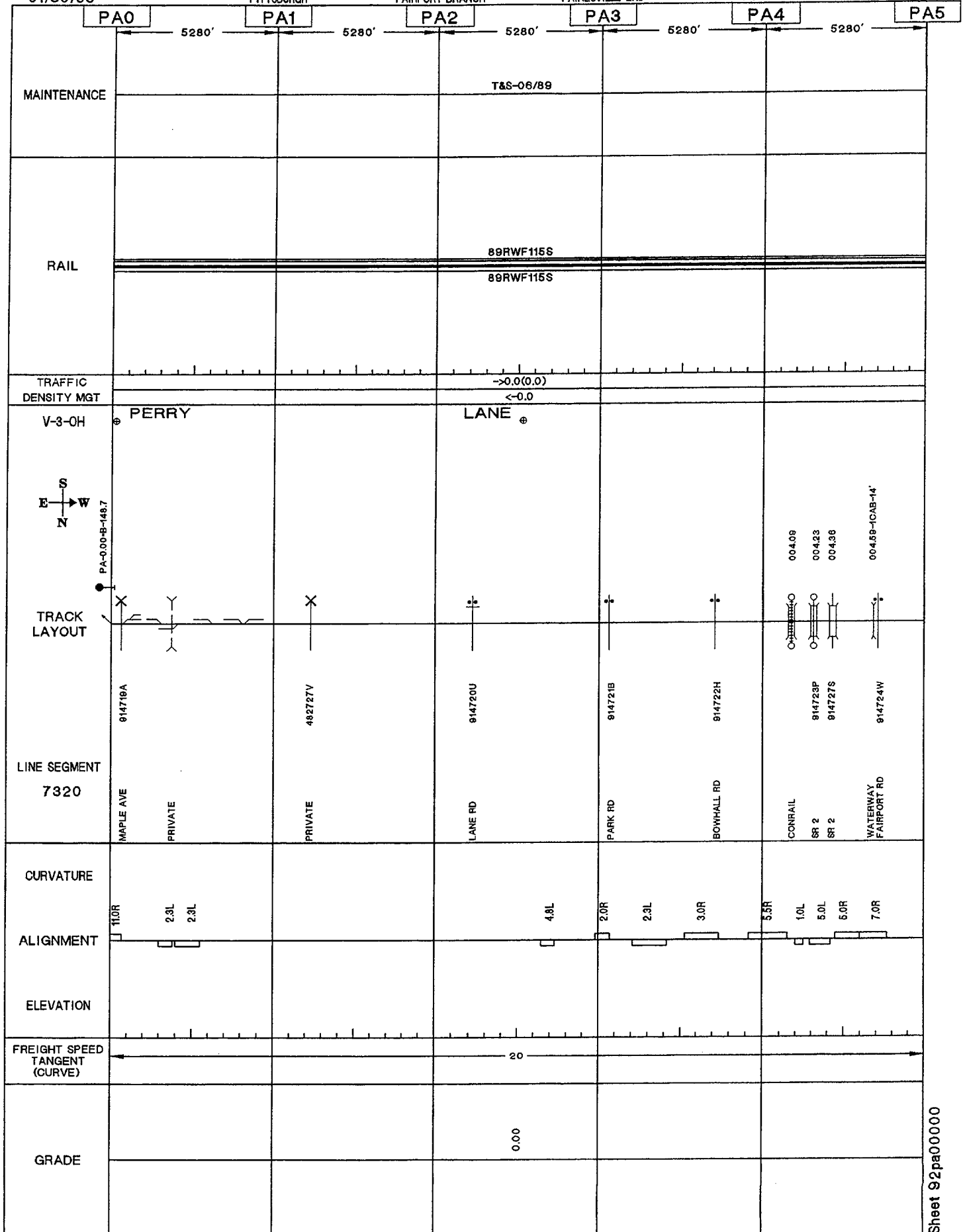
01/30/99

PITTSBURGH

FAIRPORT BRANCH

PAINESVILLE-END

LAKE



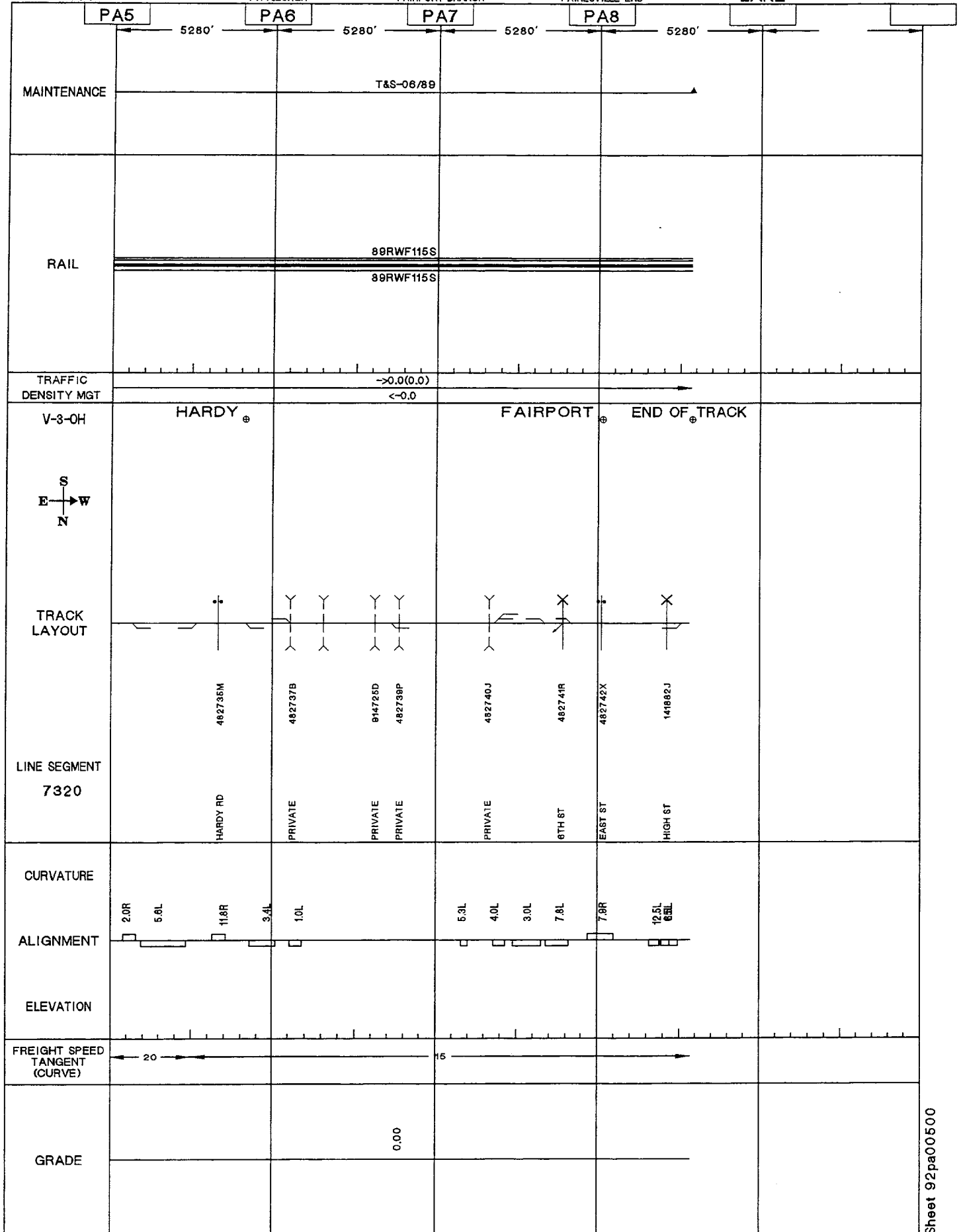
01/30/99

PITTSBURGH

FAIRPORT BRANCH

PAINESVILLE-END

LAKE



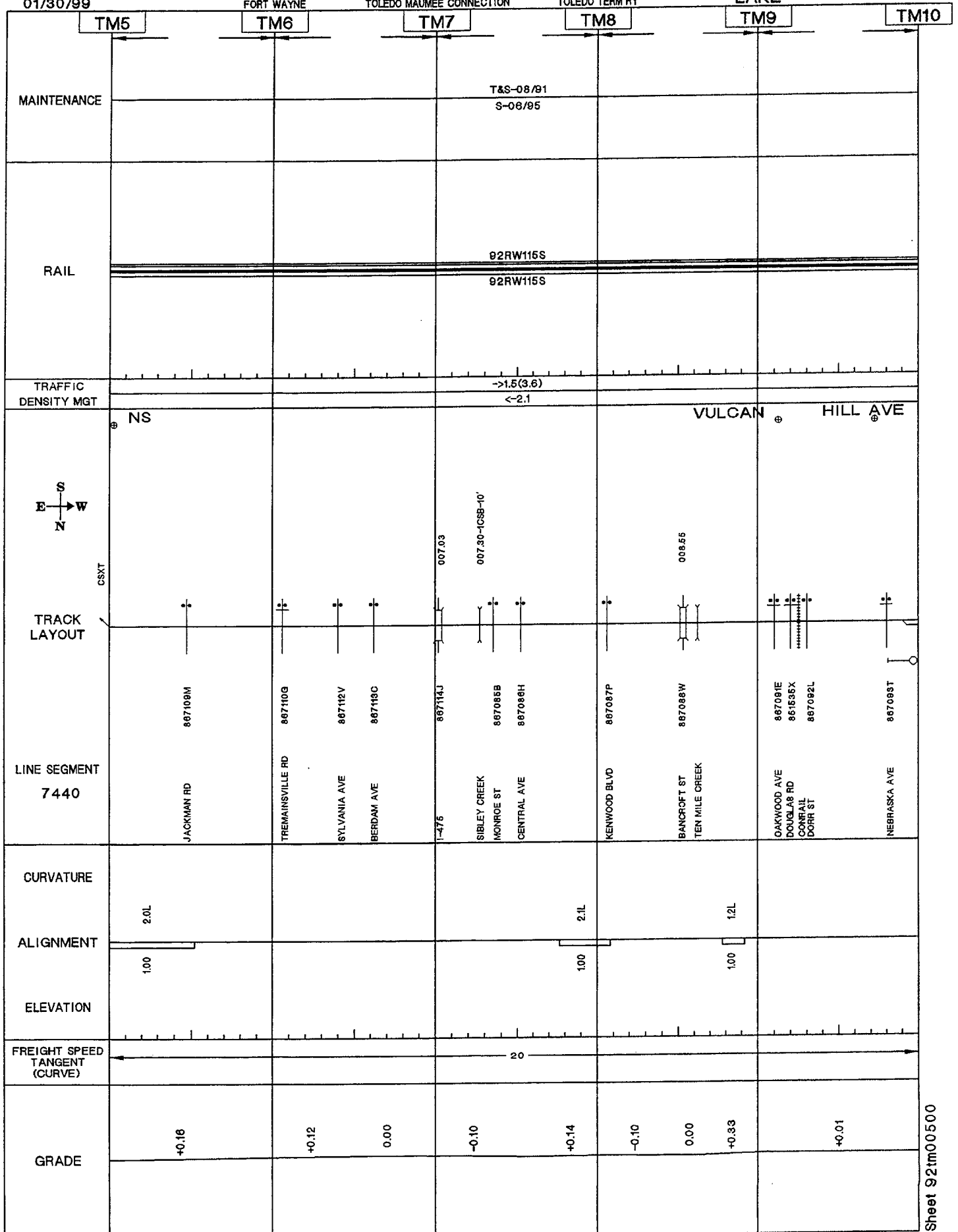
01/30/99

FORT WAYNE

TOLEDO MAUMEE CONNECTION

TOLEDO TERM RY

LAKE



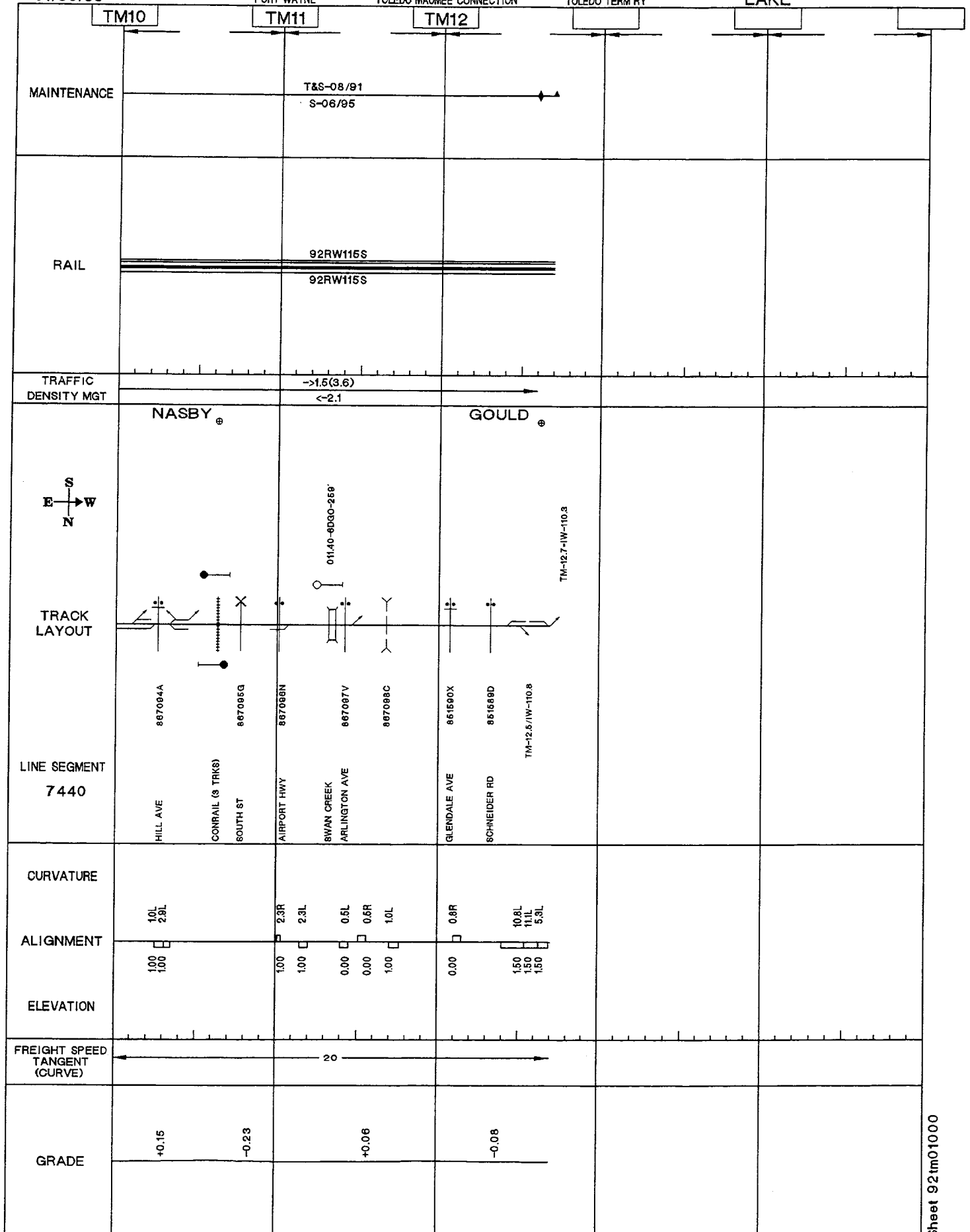
01/30/99

FORT WAYNE

TOLEDO MAUMEE CONNECTION

TOLEDO TERM RY

LAKE



01/30/99

TOLEDO

DAVIS BESSE LEAD

DAVIS BESSE LD

LAKE

	TE0	TE1	TE2	TE3	TE4	TE5
MAINTENANCE	T&S-01/01					
RAIL	01RJ115S					
TRAFFIC DENSITY MGT						
V-8-OH						
TRACK LAYOUT						
LINE SEGMENT 7310	473780H 473781P 473782W 473783D 473784K SR 590	473785S 473786Y 473787F 473788M LICKERT HARDER RD BENTON-CARROLL	473789J 473790N	473792C 473793J 473794R 473795X 473796E 473797L NORTH RD	473798T 473799A 473800S PRIVATE	473802F
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					



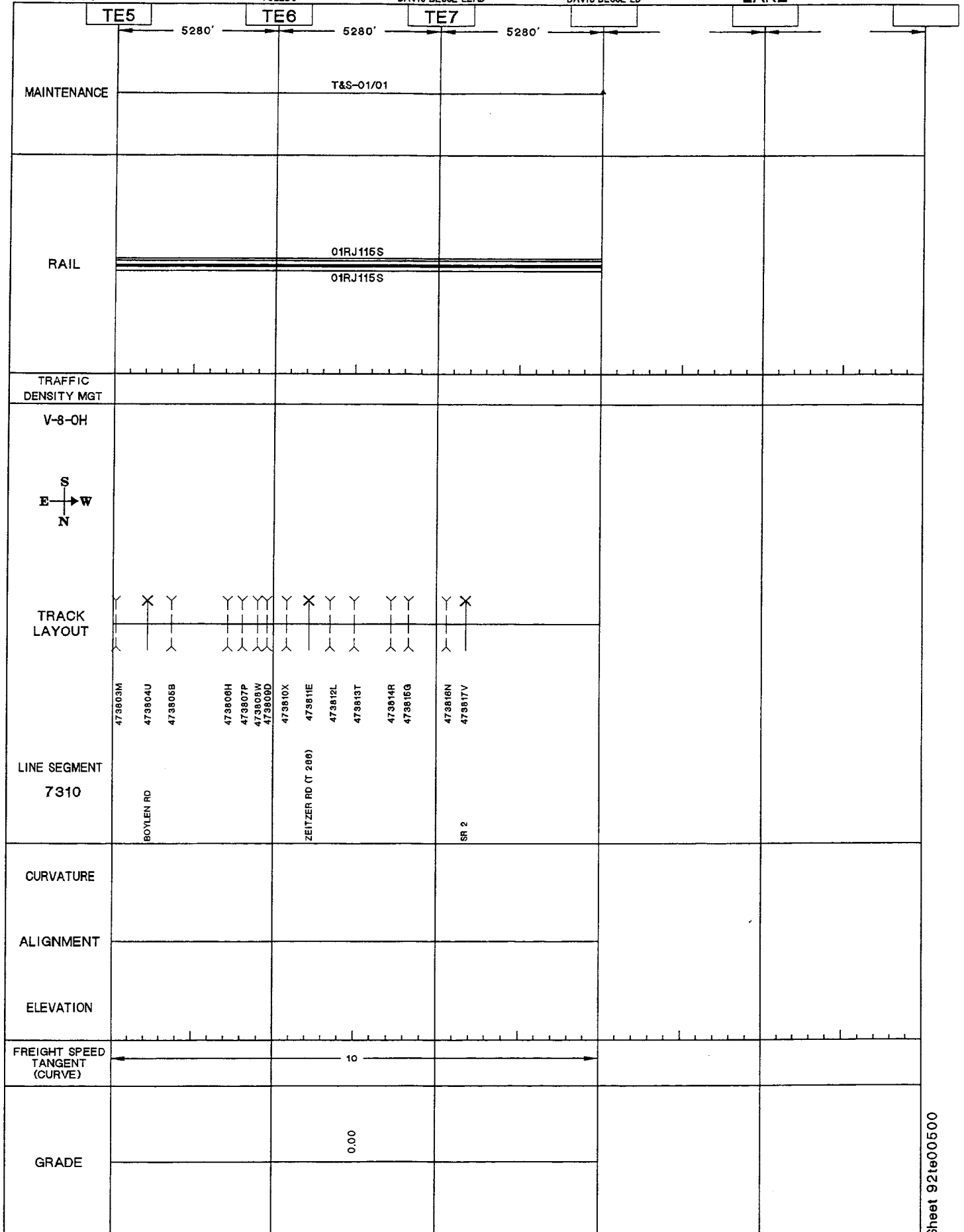
01/30/99

TOLEDO

DAVIS BESSE LEAD

DAVIS BESSE LD

LAKE



01/30/99

TOLEDO

LAKE SHORE CONNECTION

LAKE SHORE CONNECTION

LAKE

LS249

LS250

5280'

5280'

T&amp;S-12/93

MAINTENANCE

RAIL

80RWF132S

80RWF132S

TRAFFIC  
DENSITY MGT

V-8-OH

S  
E → W  
N

TRACK  
LAYOUTLINE SEGMENT  
7632

TO WALE



473858R

473859X

473860S

473862F

473865B

BAUER RD

PRAIRIE RD

MONROE ST

SOUTHWEST ST

LS-249-B-248.4

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

GRADE

7.0R  
7.0L

0.6L

1.0R

0.5R

0.2R

0.00

01/30/99

TOLEDO

LAKE SHORE CONNECTION

LAKE SHORE CONNECTION

LAKE

	LS250	5280'						
MAINTENANCE	T&S-12/93							
RAIL								
TRAFFIC DENSITY MGT								
TRACK LAYOUT								
LINE SEGMENT 7632								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)								
GRADE	0.00							

01/30/99

SANDUSKY

SANDUSKY

LAKE

	SP0	SP1				
MAINTENANCE	T&S-01/01					
RAIL	00RJ090S 00RJ090S					
TRAFFIC DENSITY MGT						
TRACK LAYOUT	<div> <div> <div>S</div> <div>E → W</div> <div>N</div> </div> <div> <div>000.21</div> <div>000.86</div> <div>000.91-100.41</div> <div>8P-1.00-S-100.15</div> </div> <div> <div>475171N</div> <div>475167Y</div> <div>475173C</div> </div> <div> <div>PRIVATE CAMP ST</div> <div>MILL ST</div> <div>MILL CREEK</div> </div> </div>					
LINE SEGMENT 7765						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

01/30/99

CINCINNATI

OAKLEY JCT-BOND HILL

LAKE

		OB11				
MAINTENANCE	T&S-11/97					
RAIL	98NWF132S					
TRAFFIC DENSITY MGT	$\rightarrow 19.9(20.5)$ $\leftarrow 0.8$					
TRACK LAYOUT			EAST NORWOOD			
LINE SEGMENT 7000						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

12/03/94

TRACKAGE RIGHTS OVER I&amp;O RR

373

VALLEY-MILL (I&amp;O RR)

LAKE

CP8

CP9

CP

MAINTENANCE

T&amp;S-11/94

RAIL

90RWF132S

94NWF132P

90RWF132S

90RWF132S

94NWF132P

90RWF132S

TRAFFIC  
DENSITY, MGT

-&gt;12.0, 22.0

&lt;-10.0

RENDOMB (VALLEY)

(TRACKAGE RIGHTS ONLY)

N  
W — E  
STRACK  
LAYOUT

LINE SEGMENT

TO NS (CV-112.3)  
TO OASIS YARDNS (CT-LINE)  
LOCK RUNWOODLAND RD  
DUCK CREEK

ERIE AVE

DUCK CREEK

PASSWAY  
CSXT  
DUCK CREEKMADISON RD  
DUCK CREEK

RIDGE AVE

CURVATURE

ALIGNMENT

ELEVATION

.4.1R  
2.001.0R  
0.00.3.4L  
1.50.3.0R  
1.50.4.2L  
2.50FREIGHT SPEED  
TANGENT  
(CURVE)

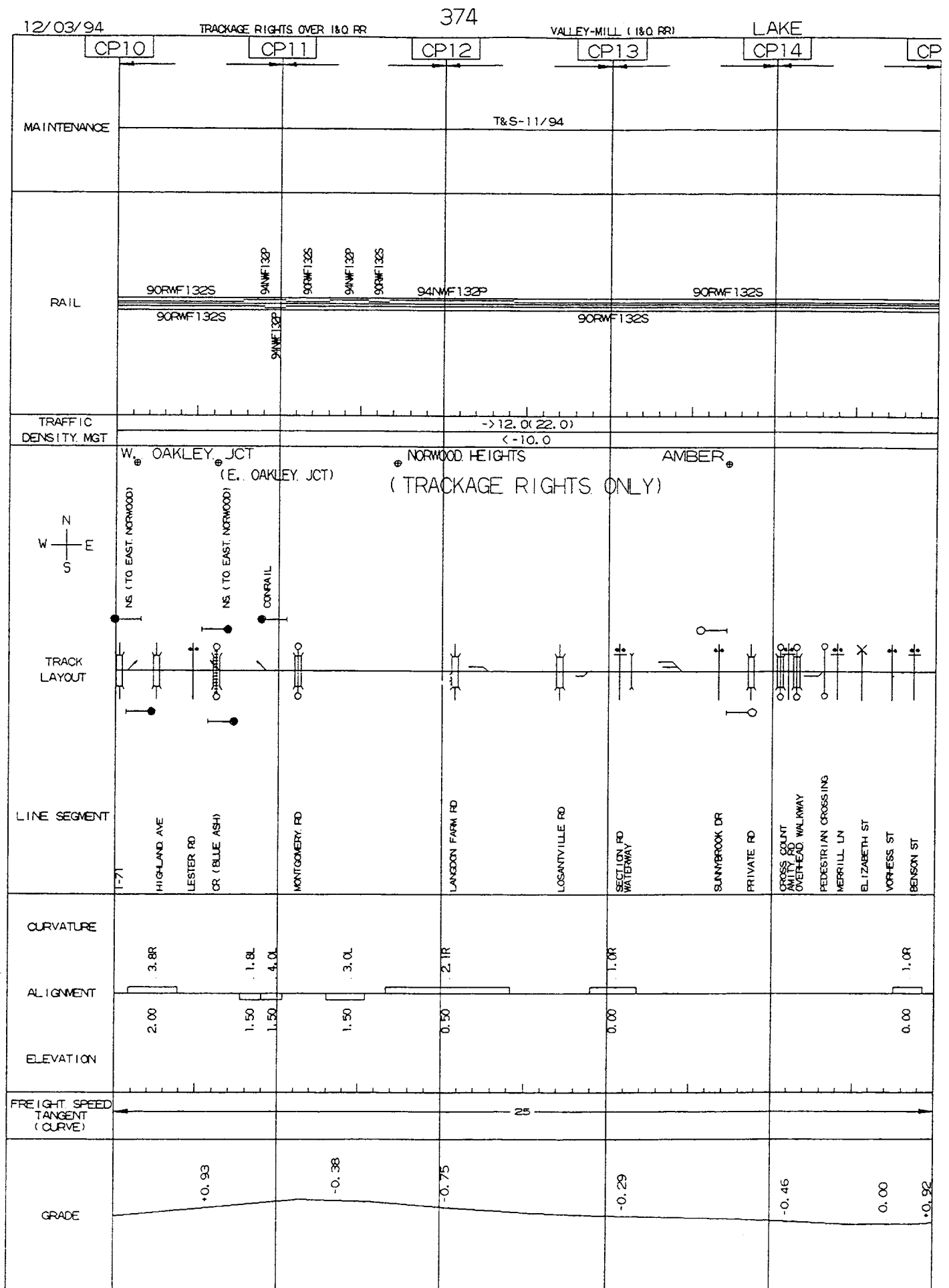
35

GRADE

+0.42

+0.40

+0.93



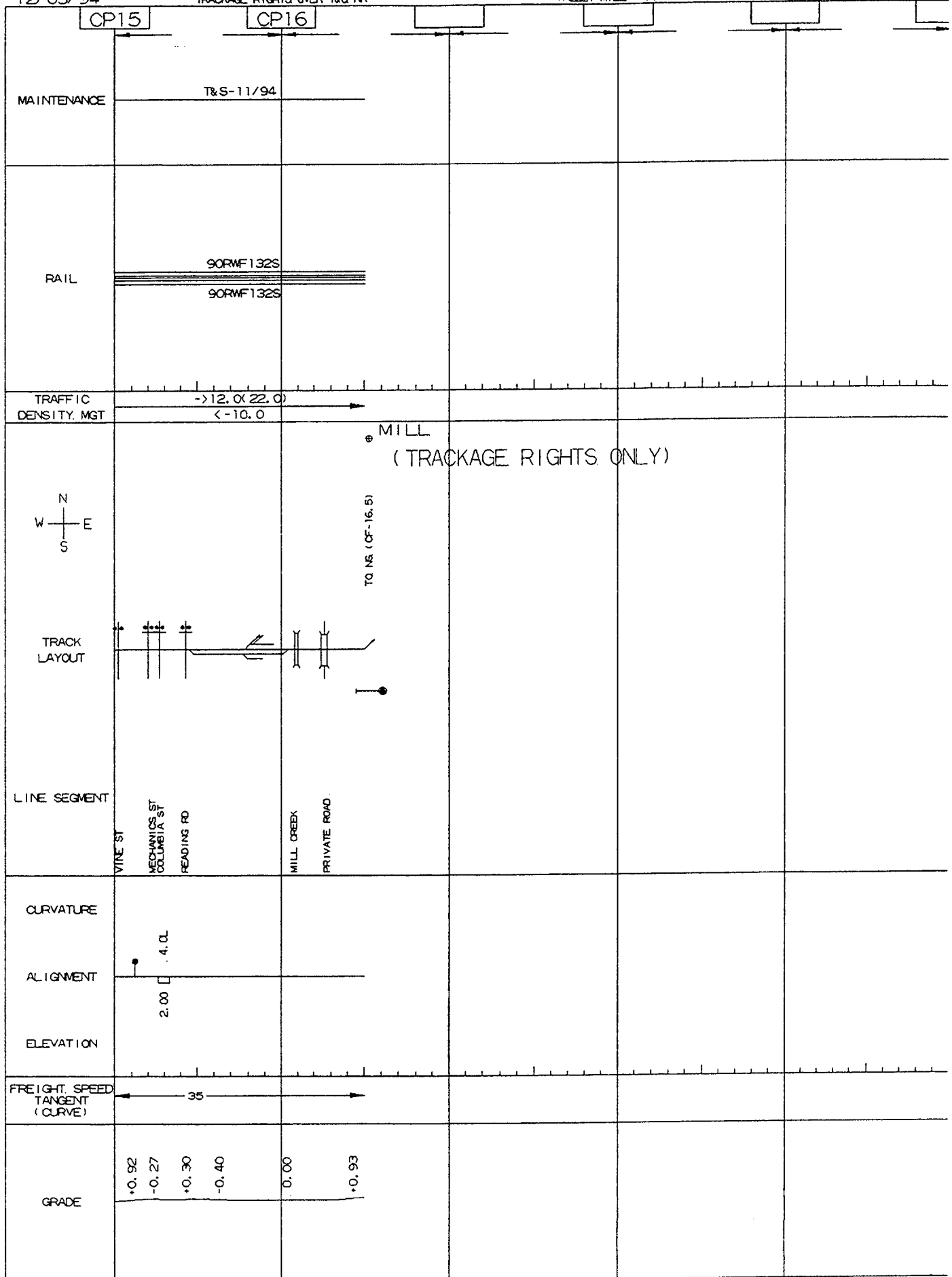
12/03/94

TRACKAGE RIGHTS OVER I&amp;O RR

375

VALLEY-MILL ( I&amp;O RR)

LAKE





## Explanation of Graphic Display Conventions

### Top Margin - (Left to Right)

- 1) Data 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 -

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

### 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.**
- 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.**
- 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. Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.**

**The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owning Road, Crossing Type, Angle and Maintaining Road.**

- 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.**
  - **Equalities which show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point). Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.)**

**Alignment Section -**

- 1) **Graphic representation is given for curve direction and length for each main.**  
 (Note: Representation is currently provided for track 1 only. In double track sections track 2 is only a copy of track 1 and may not represent actual conditions.)
- 2) **Curvature is specified to tenths of a degree above each main along with left/right indication.**
- 3) **Location of wheel flange lubricators are given along mains.**

**Freight Speed Section -**

Curve and tangent speed limits taken from the timetables. The curve speed limit (shown within parentheses) is suppressed if it is the same as on tangent track. The speed limit on #2 track is suppressed if it is the same as on #1 track.

**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**

<b>NWF</b>	<b>New welded rail which has been field welded</b>
<b>NW</b>	<b>New welded rail which has not been field welded</b>
<b>RWF</b>	<b>Rewelded welded rail which has been field welded</b>
<b>RW</b>	<b>Rewelded welded rail which has not been field welded</b>
<b>WF</b>	<b>Relay welded rail which has been field welded</b>
<b>W</b>	<b>Relay welded rail which has not been field welded</b>
<b>NB</b>	<b>New butt welded (78') rail</b>
<b>N</b>	<b>New jointed rail</b>
<b>R</b>	<b>Relay jointed rail</b>
<b>RB</b>	<b>Relay butt welded (78') rail</b>
<b>C</b>	<b>Cropped jointed rail</b>

**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**

## **Data Sources**

**This book is prepared and published by the Engineering Systems office in Atlanta. It is based on update and correction information supplied to Engineering Systems by various sources throughout the Norfolk Southern System. The vast majority of information is supplied by the office and field personnel of the Maintenance of Way, Communications & Signals and Transportation Departments. This information is supplemented and verified by videos taken by the NS-31 test car during their normal test routine. Additional input is provided by various Engineering offices for such items as grade crossings, bridges and similar fixtures. Miscellaneous changes can come from any source (internal or external to NS) as long as some verification of the validity of the information can be obtained.**

**Engineering Systems makes every effort to insure that the information presented in these books is accurate and up-to-date. It should be noted however, that the accuracy of the information presented is limited by the following constraints:**

- **The information supplied to Engineering Systems comes from many varied sources and cannot always be confirmed before the book is published.**
- **The track systems is constantly changing and the book can only represent some point in time. Therefore, the book may not reflect the actual conditions present at some later point in time.**
- **Not all changes and corrections are noted and reported to Engineering Systems.**

**In order to minimize the effect of the above limitations these books are currently published on an annual basis. Beginning in 1999 all books were published at the end of the year rather than throughout the year. This was done to allow all divisions to start the new year with a set of books which cover the same time period and include all of the previous year's changes.**