



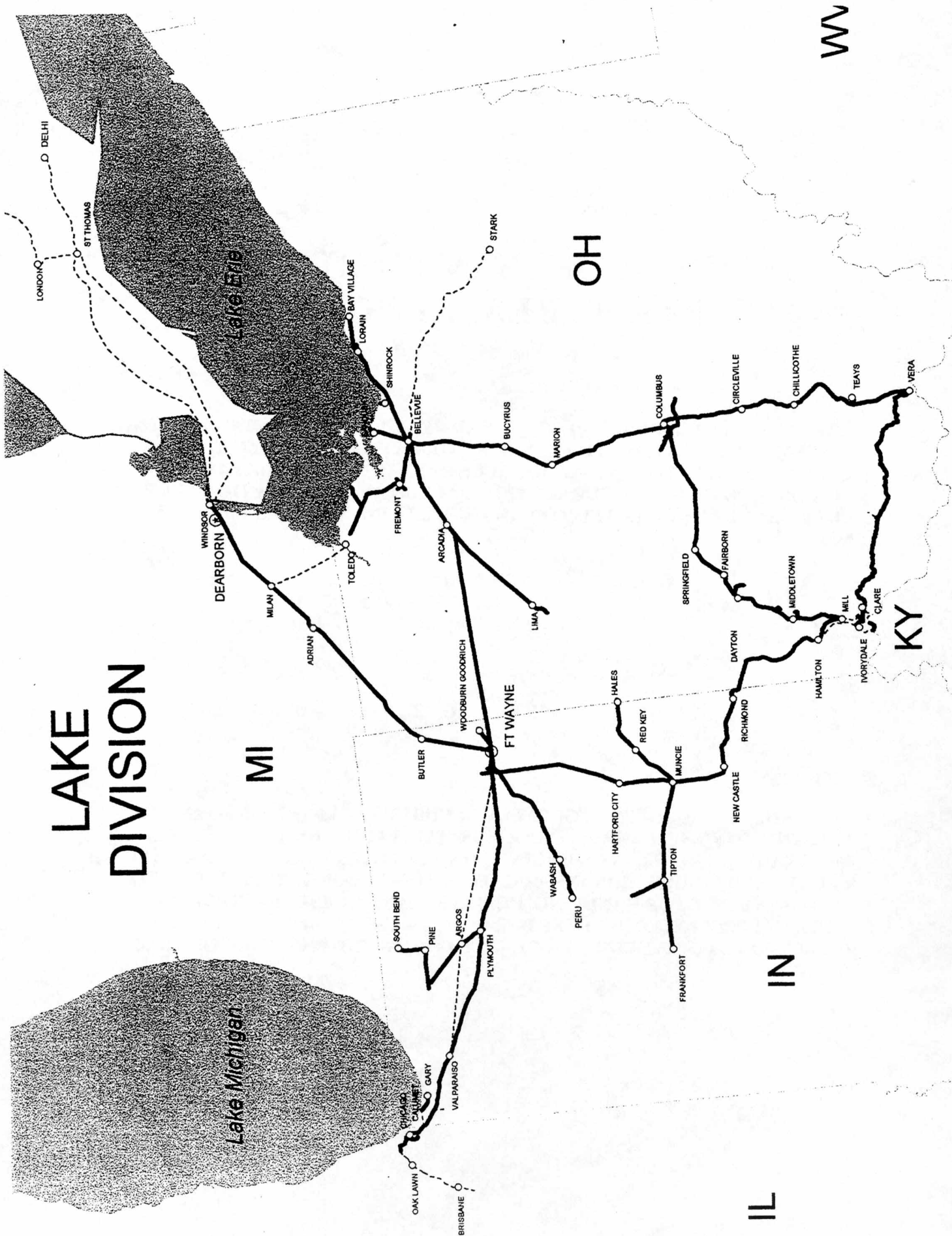
®

**NORFOLK  
SOUTHERN**

# **Lake Division**

**2000**

# LAKE DIVISION



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

**THIS BOOK IS PREPARED AND PUBLISHED BY THE OFFICE OF ENGINEERING SYSTEMS-ATLANTA AND IS BASED ON INFORMATION SUPPLIED TO ENGINEERING SYSTEMS THROUGH DECEMBER 1999. INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS BOOK SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE (\*) AS FOLLOWS.**

<b>MAIL:</b>	<b>ENGINEERING SYSTEMS 99 SPRING ST. SW BOX # 139 ATLANTA, GA 30303</b>
<b>FAX</b>	<b>(404) 529-1311</b>
<b>MEMO</b>	<b>ENJCE (J.C. ELLIOTT PH 7-529-1315)</b>

**(\*) NOTE:**

**THE RAIL, T&S, SURFACING, CURVE, AND CURVE ELEVATION INFORMATION PRESENTED IN THESE TRACK CHARTS IS MAINTAINED BY THE ENGINEER OF TRACK OFFICE IN ATLANTA. ENGINEERING SYSTEMS WILL FORWARD ALL UPDATE AND CORRECTION INFORMATION CONCERNING THESE ITEMS TO THAT OFFICE FOR HANDLING. HOWEVER, ANY QUESTIONS REGARDING THE DATA PRESENTED IN THESE PARTICULAR CATEGORIES SHOULD BE DIRECTED TO C.W. ALEXANDER OR A.I. PATEL IN THE ENGINEER OF TRACK OFFICE.**



# LAKE DIVISION

## TABLE OF CONTENTS

STATION FROM TO	MILEPOST FROM TO	DISTRICT	PAGE
BAY VILLAGE - BELLEVUE	B 197.30 - B 245.00	CLEVELAND	1
BELLEVUE - FORT WAYNE	B 245.00 - B 367.33	FOSTORIA	11
FORT WAYNE - CHICAGO	B 367.33 - B 518.70	CHICAGO	35
PULLMAN BRANCH	PB 0.00 - PB 5.50	CHICAGO	66
GR&I SPUR	GI 0.00 - GI 6.50	CHICAGO	68
DETROIT - MONTEPELIER	D 1.40 - D 96.90	DETROIT	70
MONTEPELIER - PERU	D 96.90 - D 204.53	HUNTINGTON	89
MILL - WEST WAYNE	CF 16.50 - CF 186.50	NEW CASTLE	111
CLARE VALLEY	CV 110.00 - CV 112.30	CINCINNATI	147
CLARE - VERA	CT 9.00 - CT 105.00	CINCINNATI	148
** STAR YARD - VERA	N 602.10 - N 608.50	KENOVA	167.1
VERA - COLUMBUS	N 608.50 - N 704.60	COLUMBUS	168
COLUMBUS - SANDUSKY	S 1.00 - S 111.43	SANDUSKY	188
MP 8 - YEOMANS	T 8.00 - T 54.70	TOLEDO	211
ARCADIA - LIMA	SP 48.39 - SP 95.00	LIMA	221
OH/IN ST LN - FRANKFORT	SP 136.38 - SP 234.70	FRANKFORT	231
* FRANKFORT - LAFAYETTE	SP 234.70 - SP 259.00	PEORIA	250.1
KOKOMO - FRANKFORT	TS 183.70 - TS 205.80	FRANKFORT	251
TIPTON - KOKOMO	I 39.67 - I 52.10	FRANKFORT	257
ARGOS - KANKAKEE (CSSB)	I 108.60 - I 136.00	MICHIGAN CITY	261
COLUMBUS (CP138) - SHARONVILLE	CJ 138.00 - CJ 246.60	CINCINNATI LINE	268
DENNISON AVE - BUCKEYE	KM 0.40 - KM 9.50	BUCKEYE LINE	291
SCIOTO (COLUMBUS) - BANNON	AM 132.10 - AM 137.60	WESTERN BR (PT.11)	293
BRANNON - BRICE	RR 0.00 - RR 7.00	W. VIRGINIA SEC	295
CLEMENT - DAYTON (CP207)	ZX 12.10 - ZX 15.40	XENIA I.T.	297
MIDDLETON - MONROE	IM 0.00 - IM 5.90	MIDDLETON I.T.	299
CLEMENT - KETTERING	ZQ 0.00 - ZQ 3.20	CLEMENT I.T.	301
CARLISLE JCT. - FRANKLN (END)	QD 0.00 - QD 3.60	FRANKLIN I.T.	302
SOUTH LORAIN BRANCH	SL 0.00 - SL 3.05	CLEVELAND	304
WOODBURN BRANCH	TN 79.00 - TN 87.19	MAUMEE	305
GARY BRANCH	TC 240.30 - TC 246.60	GARY	308
IVORYDALE - CLARE	CT 0.00 - CT 9.00	CINCINNATI	310
TEAYS SPUR	TS 0.00 - TS 3.32	COLUMBUS	312
FREMONT SWITCHING LD	EW 20.38 - EW 25.50	TOLEDO	313
FREMONT SWITCHING LD -CR	NS 265.60 - NS 267.95	TOLEDO	315
SOUTH BEND BRANCH	SK 0.00 - SK 24.00	MICHIGAN CITY	316
HURON BRANCH	H 10.70 - H 12.50	CLEVELAND	321
HURON BRANCH	SC 0.00 - SC 2.61	CLEVELAND	322
DAVID BESSE LEAD	TE 0.00 - TE 8.00	TOLEDO	323
LAKE SHORE CONNECTION	LS 248.24 - LS 250.90	TOLEDO	325
SANDUSKY	SP 0.00 - SP 1.09	SANDUSKY	327
OAKLEY JCT - E. NORWOOD	OB 10.10 - OB 11.30	CINCINNATI	328
WEBER - COLUMBUS (CP138)	CJ 134.40 - CJ 138.00	WEBER RD. CONN	329
BUCKEYE YD - BUCKEYE	QZ 0.00 - QZ 3.30	BUCKEYE YD BRANCH	331

### -(FOR REFERENCE ONLY) TRACKAGE RIGHTS OVER I&O RR-

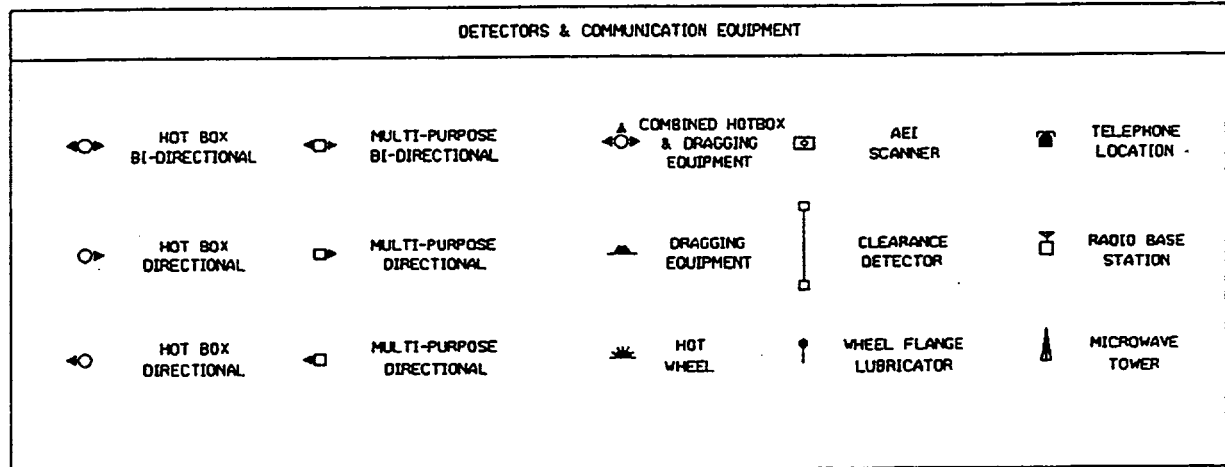
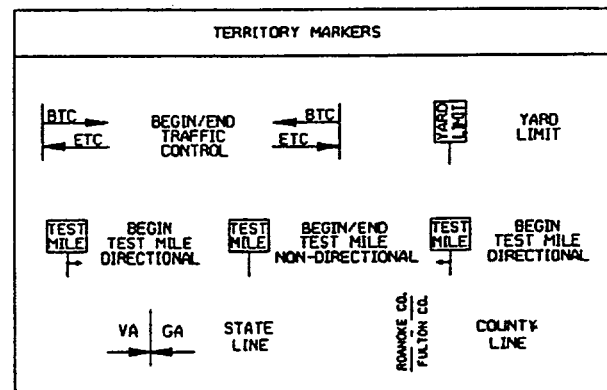
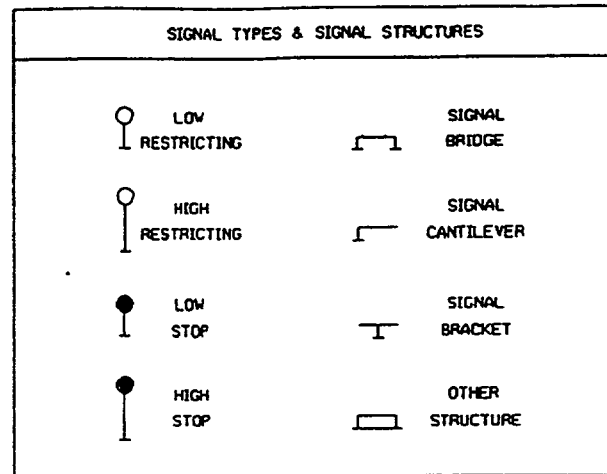
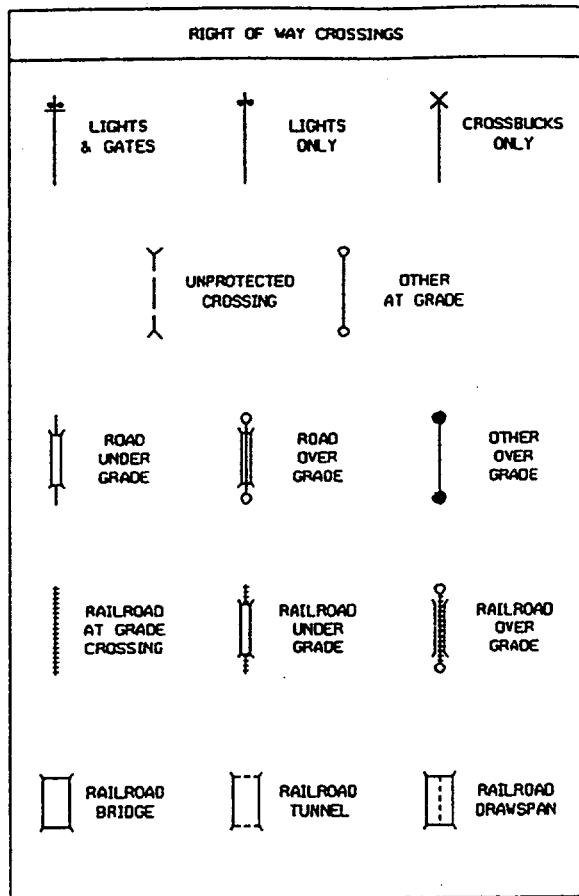
VALLEY-MILL	CP 7.50 - CP 16.50	332
EXPLANATION OF GRAPHIC DISPLAY CONVENTIONS		335
DATA SOURCES		339

\* - ILLINOIS DIVISION LINES MAINTAINED BY LAKE DIVISION FORCES -

\*\* - POCAHONTAS DIVISION LINES MAINTAINED BY LAKE DIVISION FORCES-



# TRACK CHART SYMBOL LEGEND



SINGLE TO DOUBLE MAIN WITH EQUILATERAL TURNOUT

SINGLE TO DOUBLE MAIN WITH LEFT HAND TURNOUT

SINGLE TO DOUBLE MAIN WITH RIGHT HAND TURNOUT

PASSING SIDING ABOVE SINGLE MAIN

PASSING SIDING BELOW SINGLE MAIN

PASSING SIDING ABOVE DOUBLE MAIN

PASSING SIDING BELOW DOUBLE MAIN

PASSING SIDING BETWEEN DOUBLE MAIN

INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN

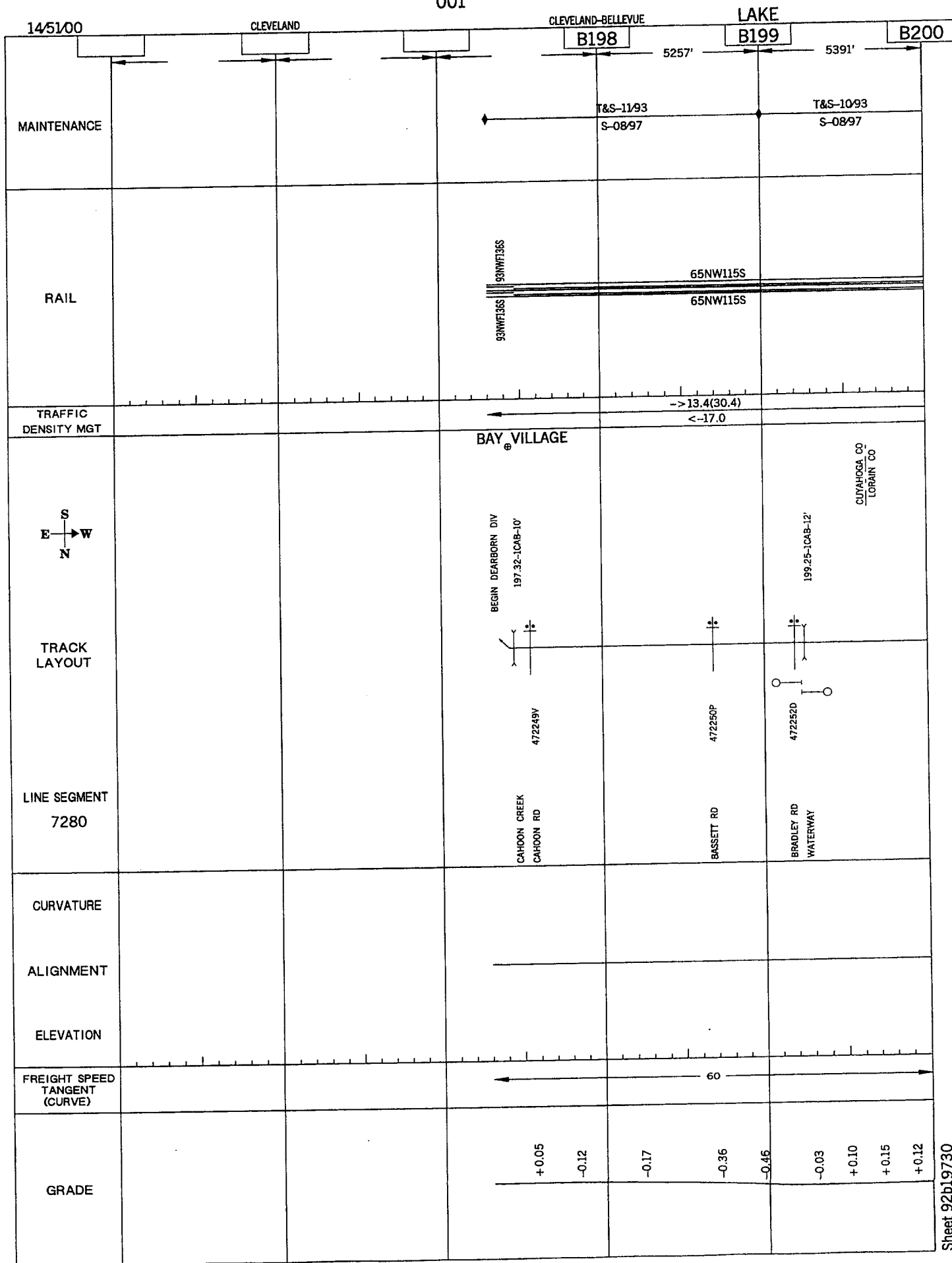
INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN

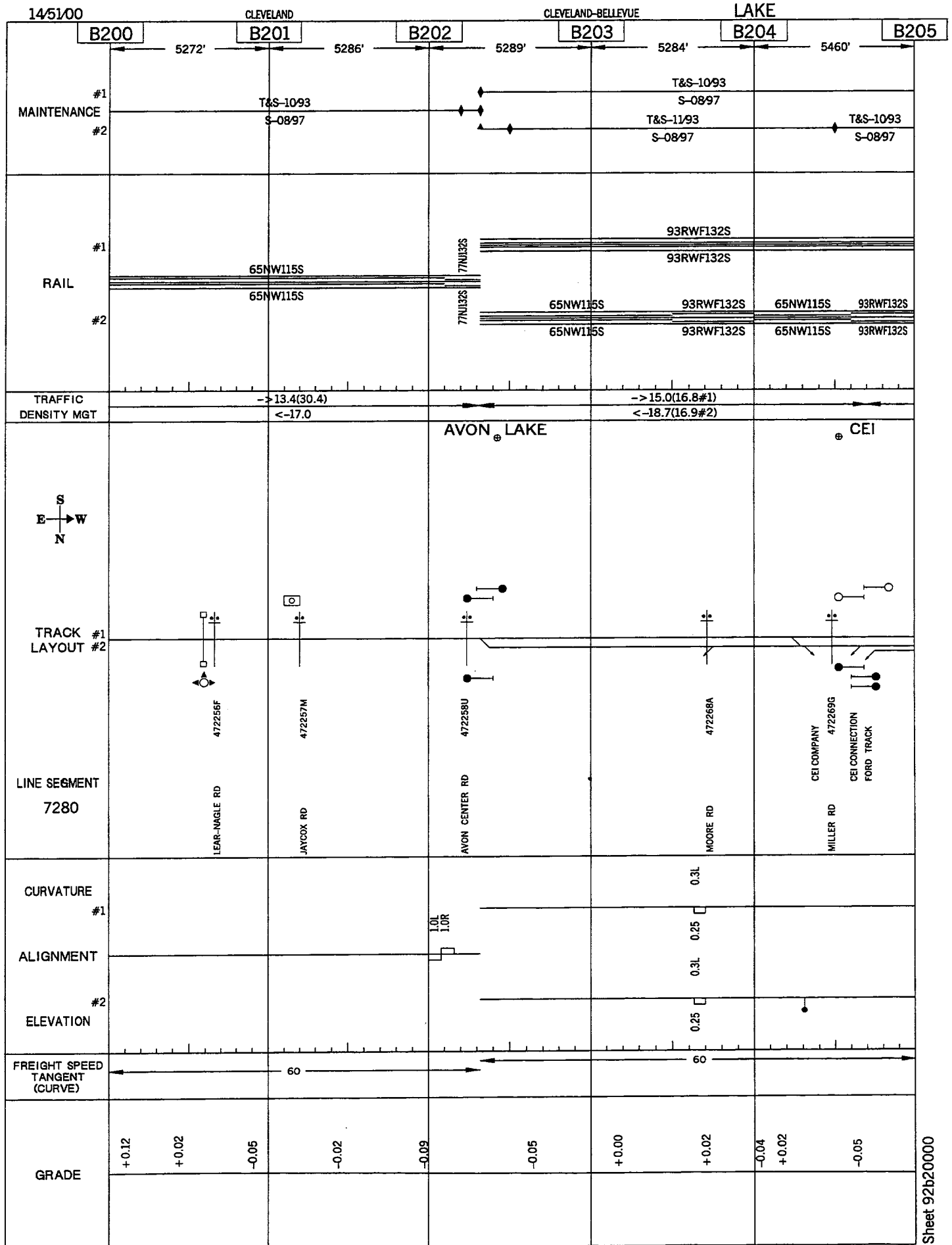
CROSSOVERS BETWEEN DOUBLE MAIN

YARD TRACKS ABOVE AND BELOW MAINS

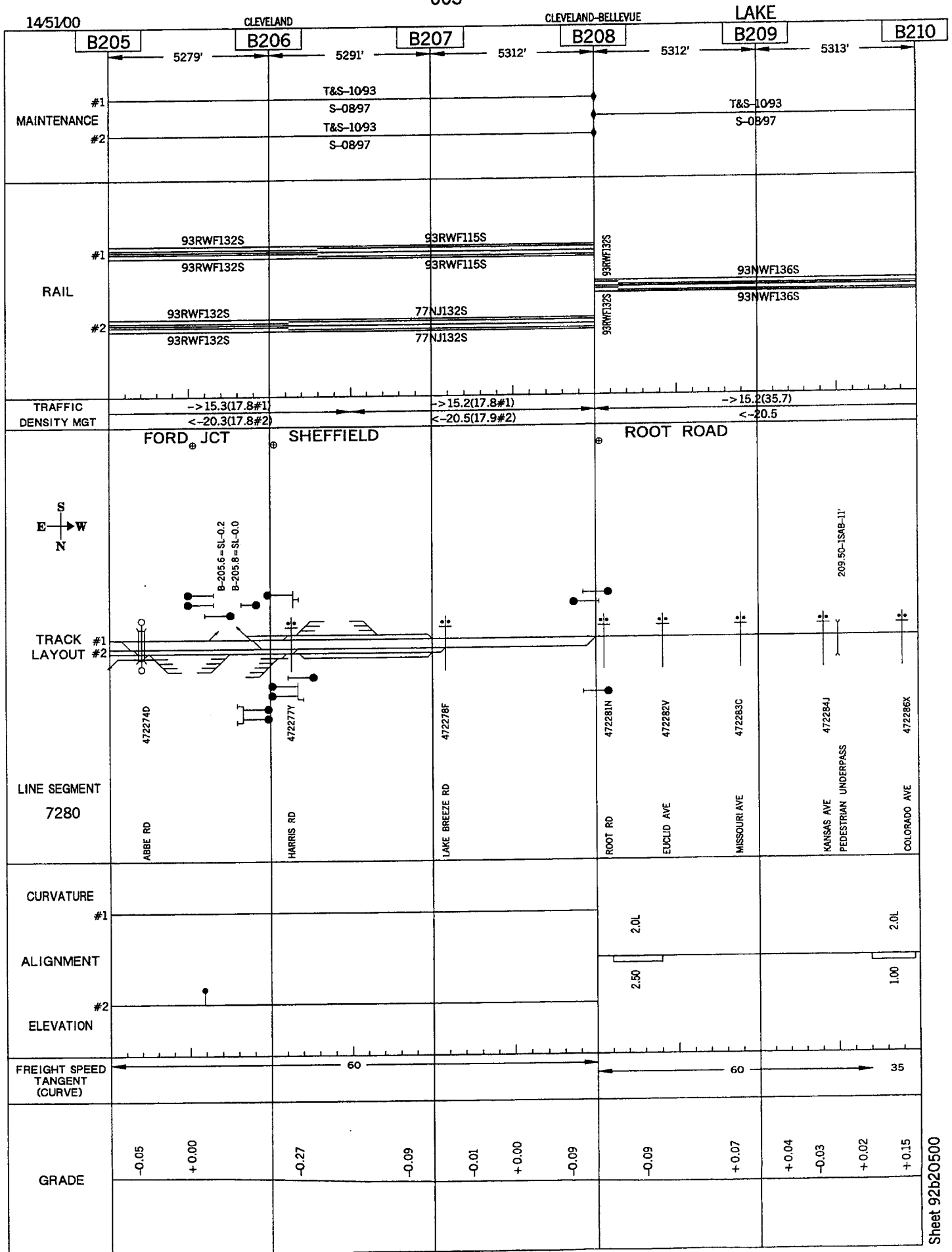


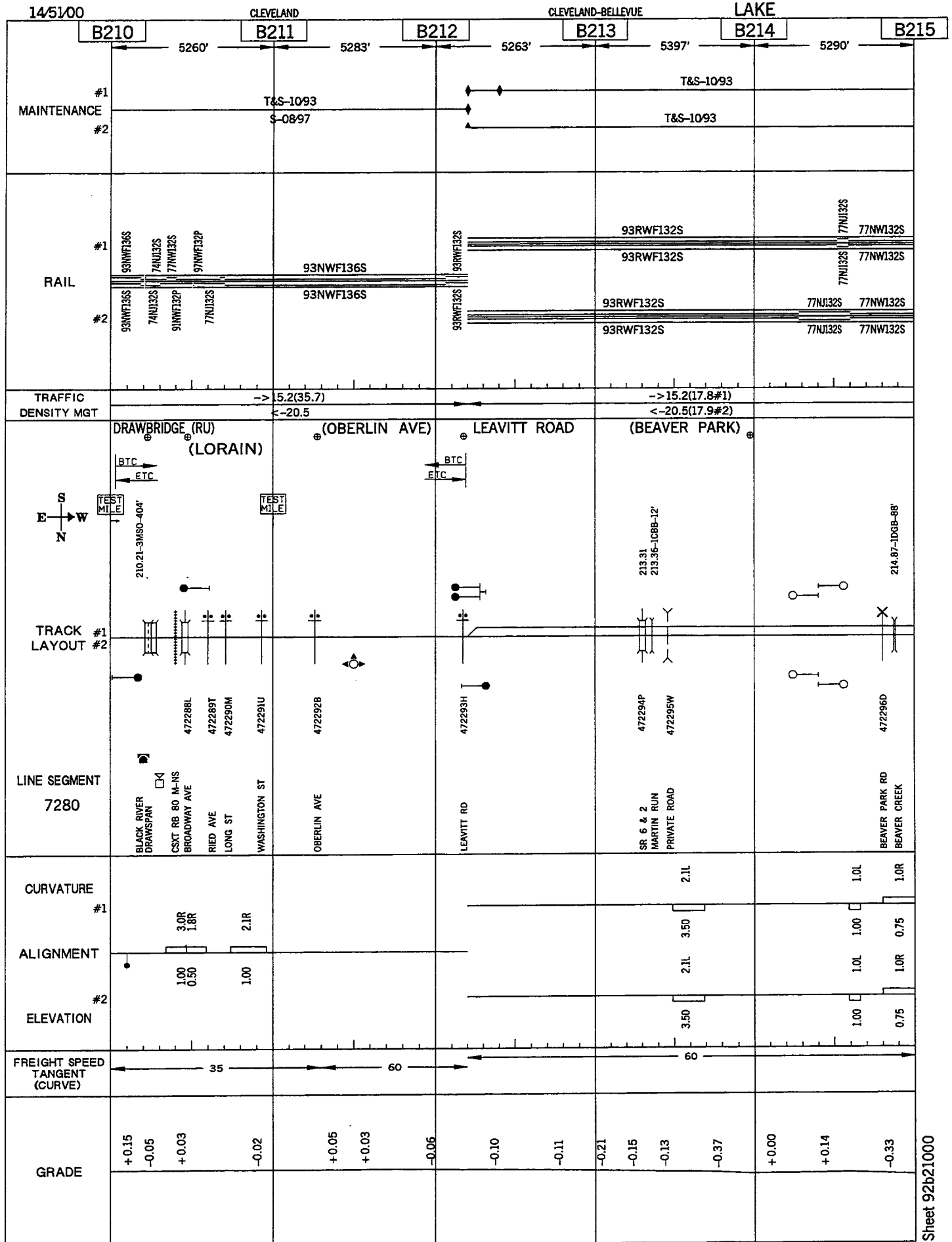
001





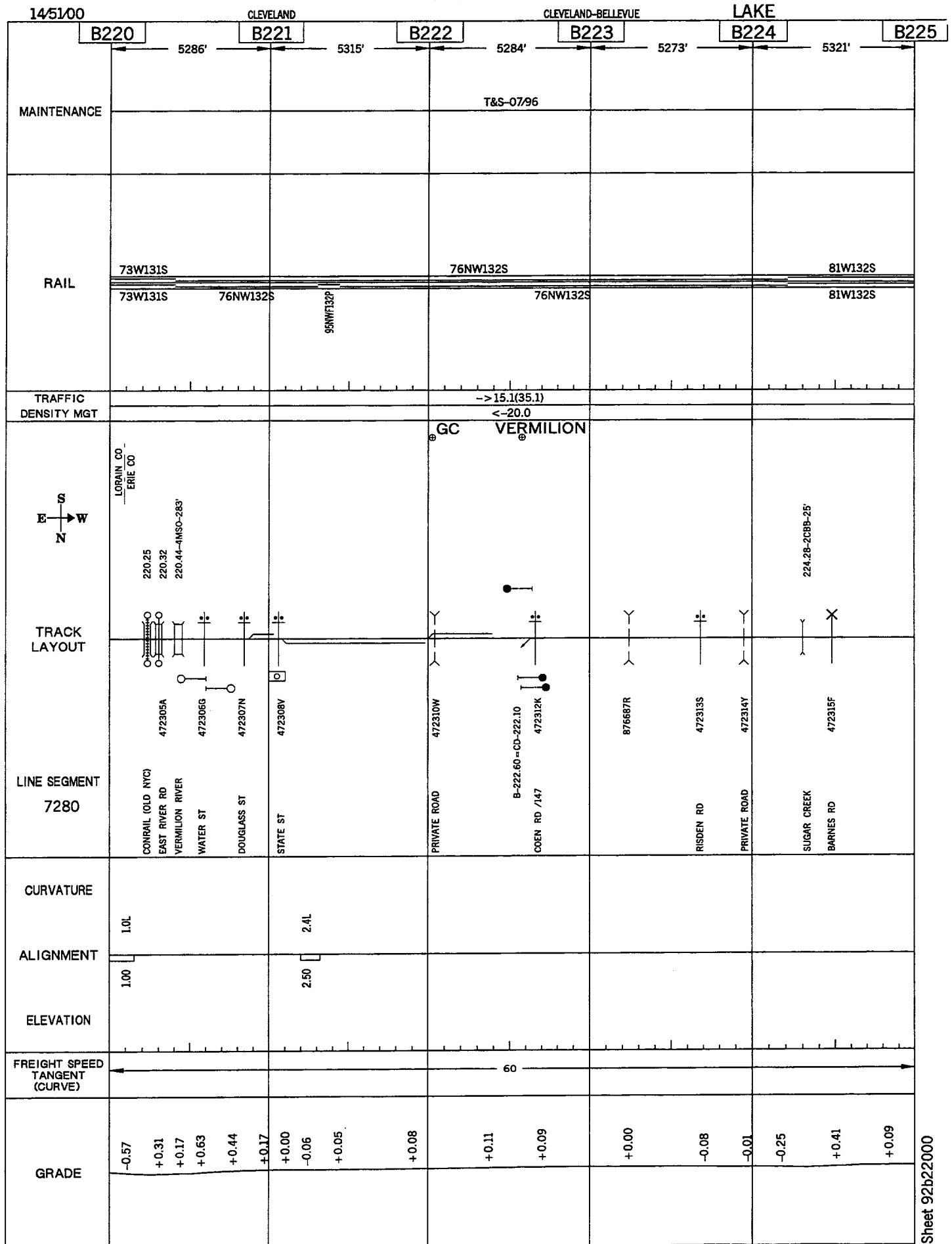


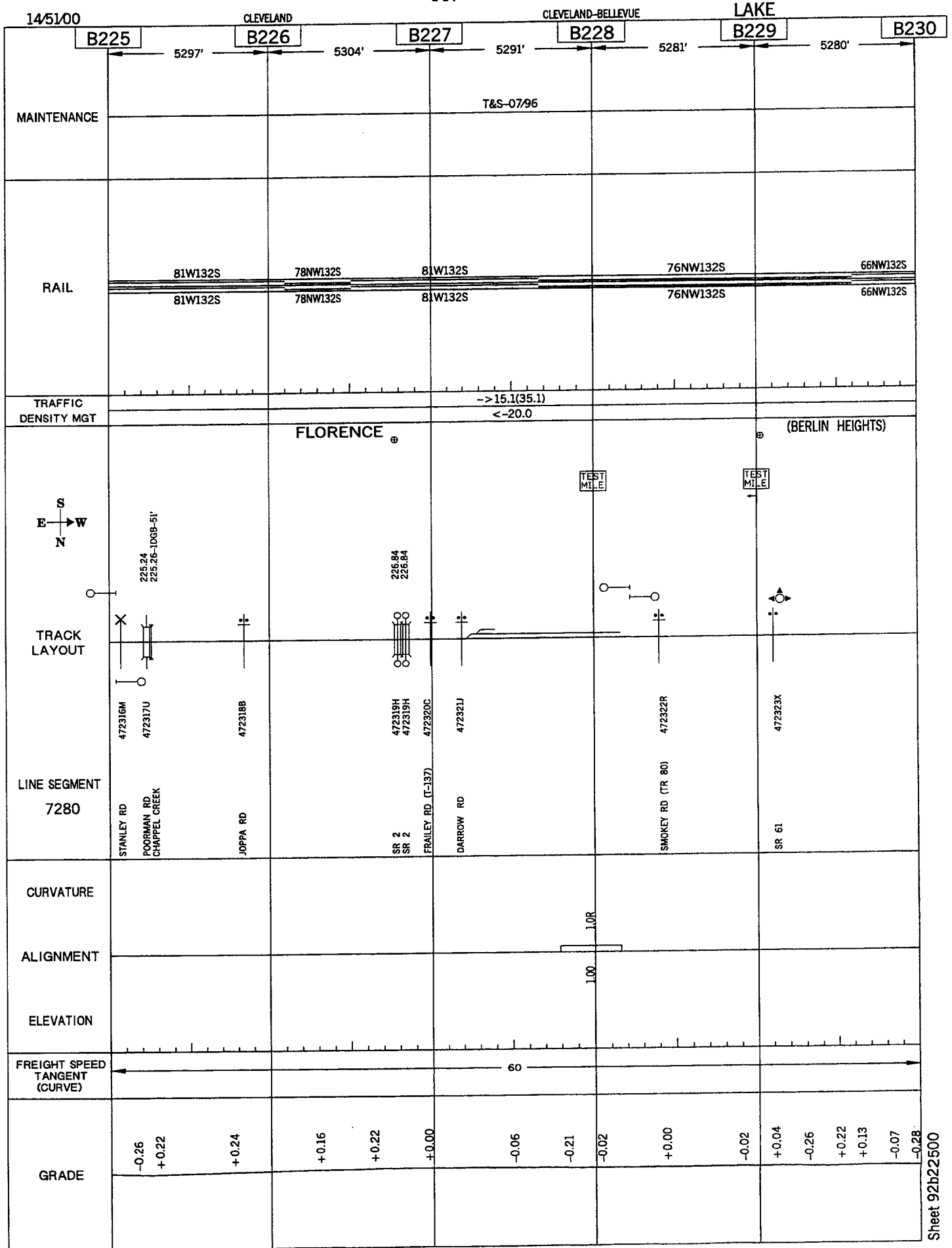


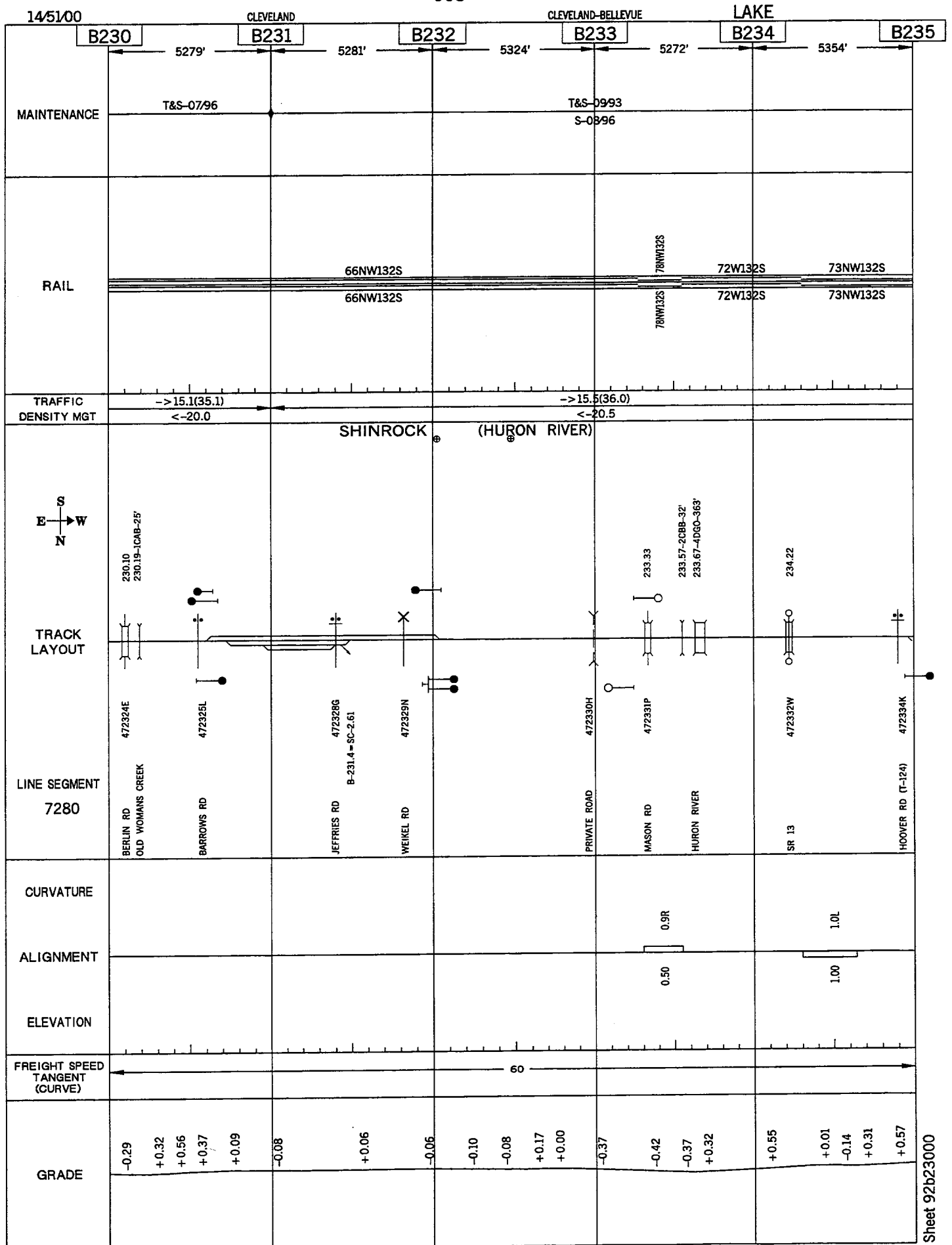


Sheet 92b21500



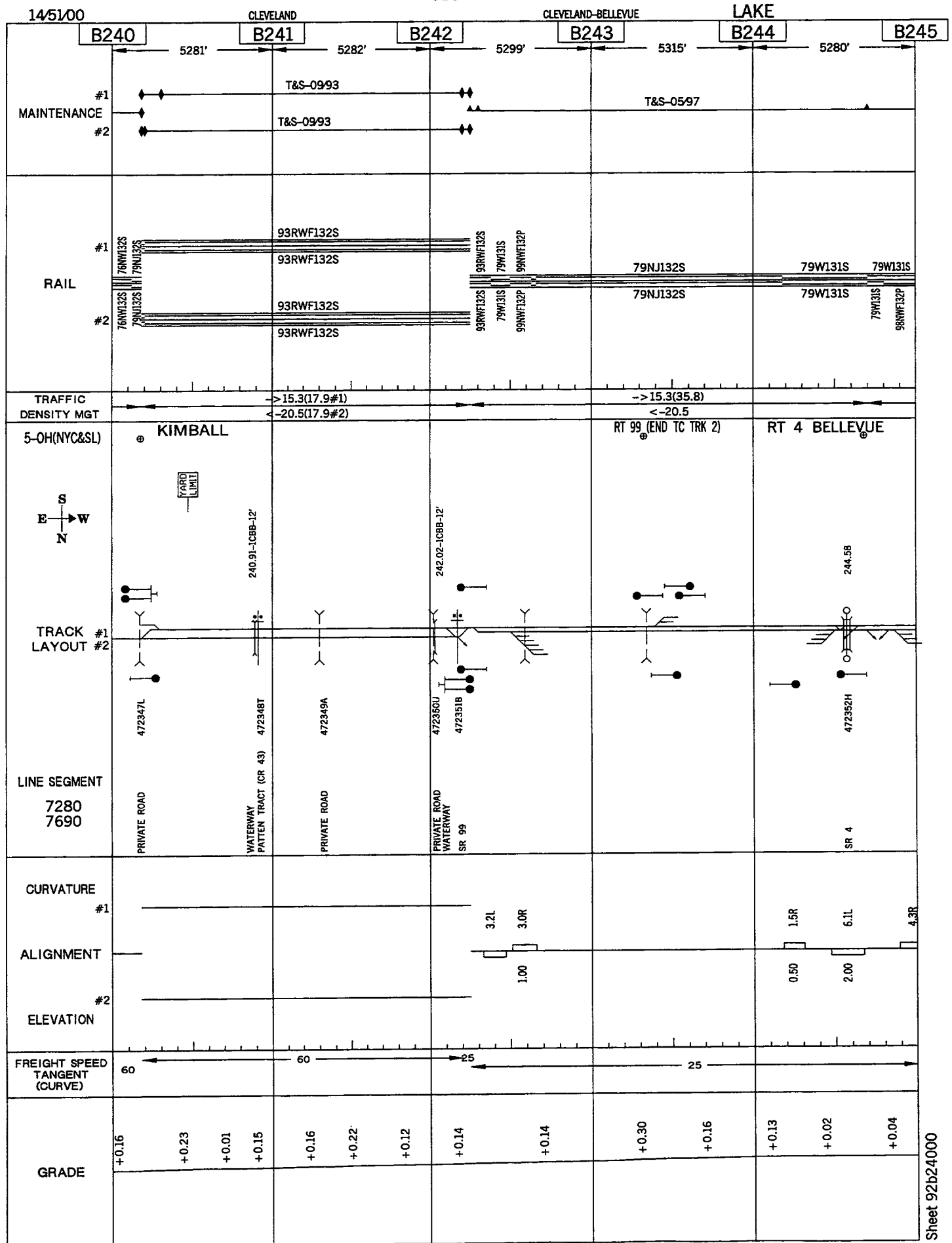


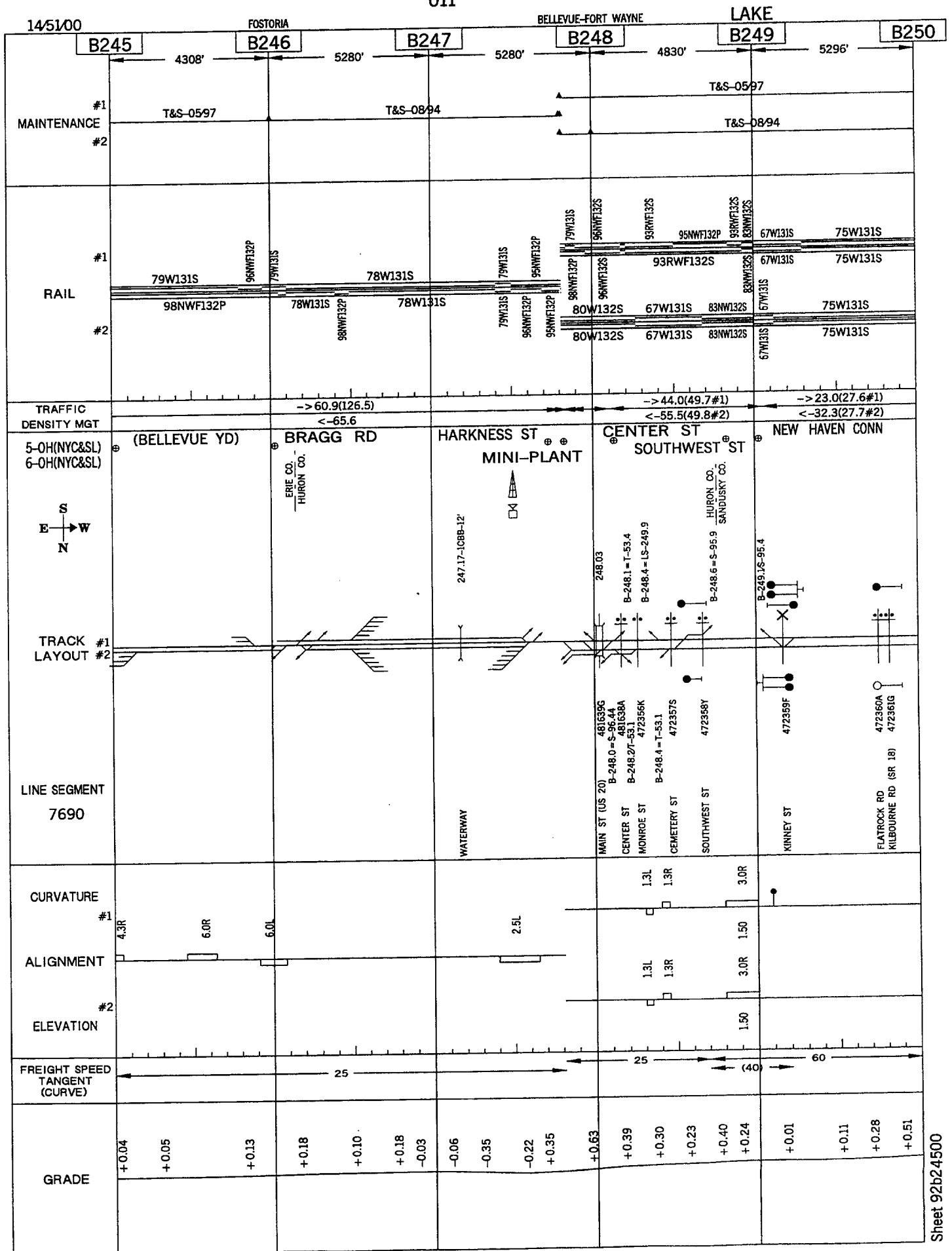




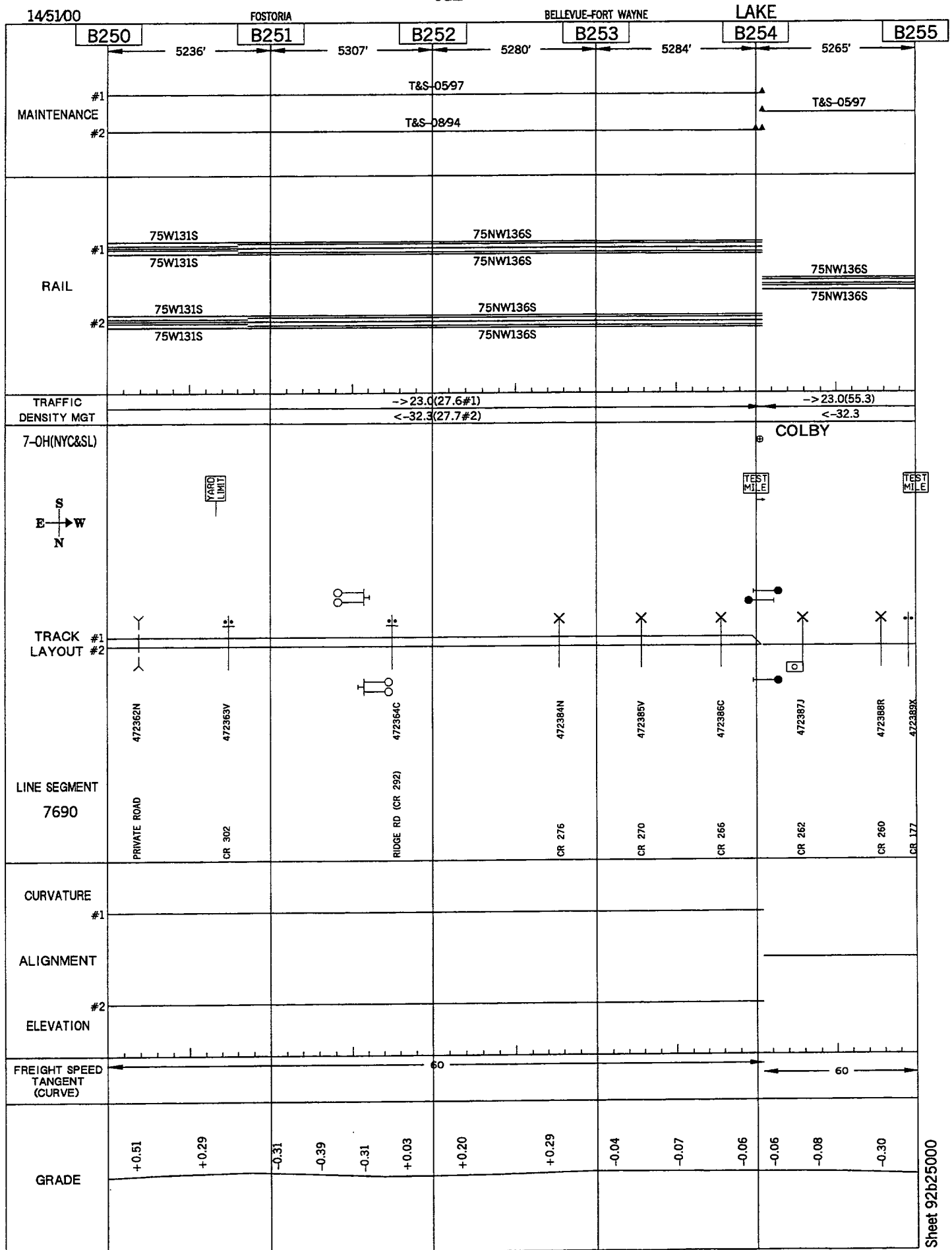


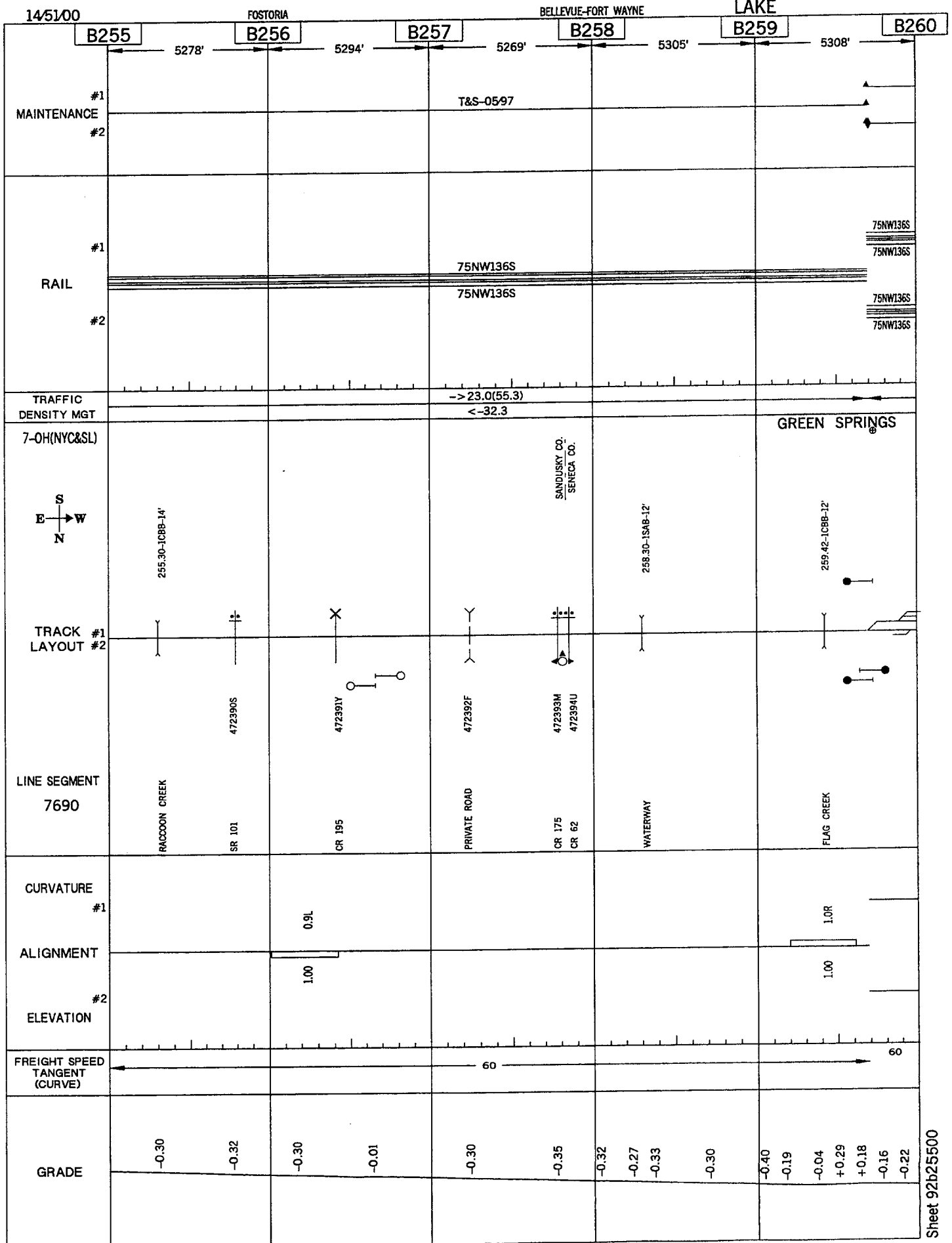


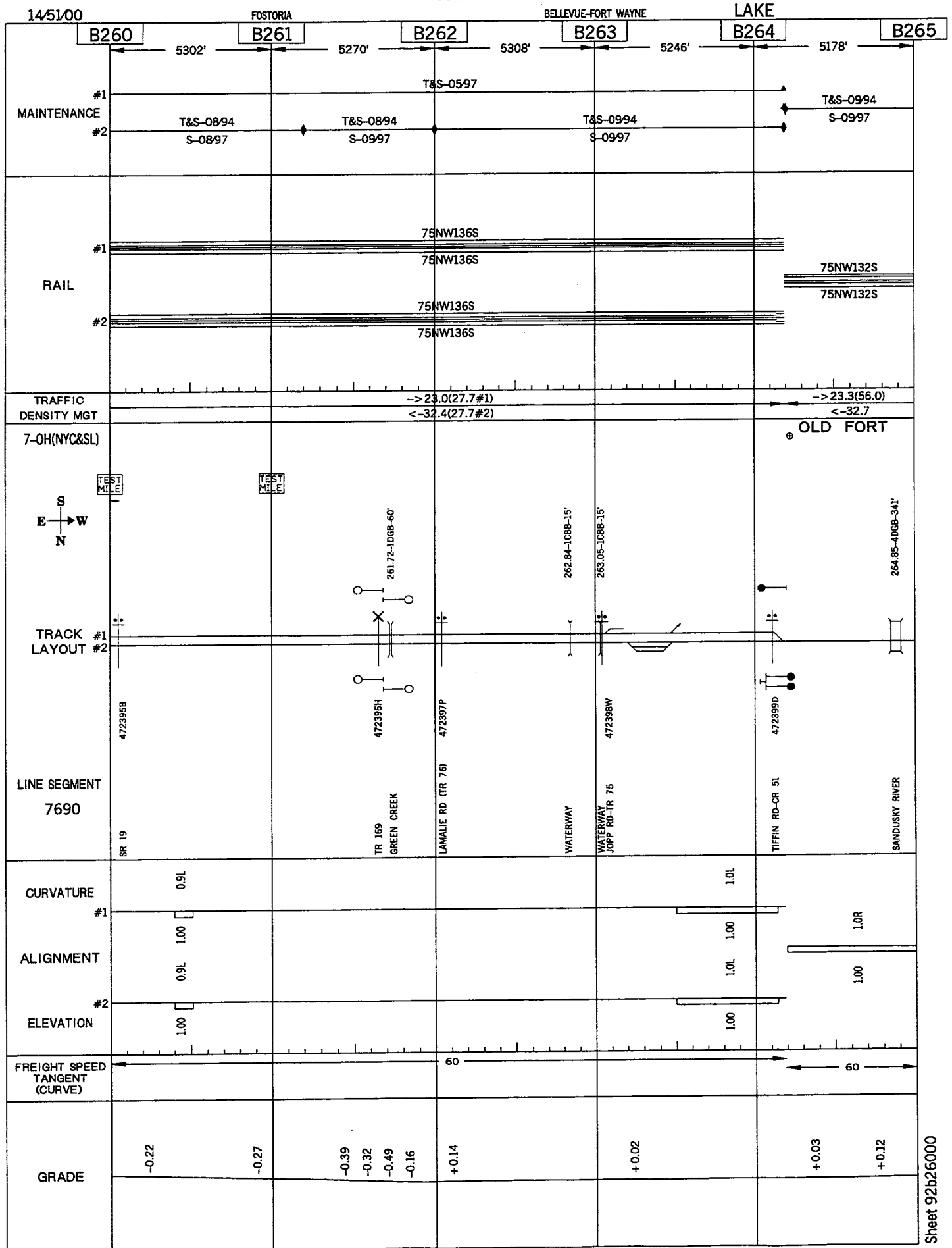


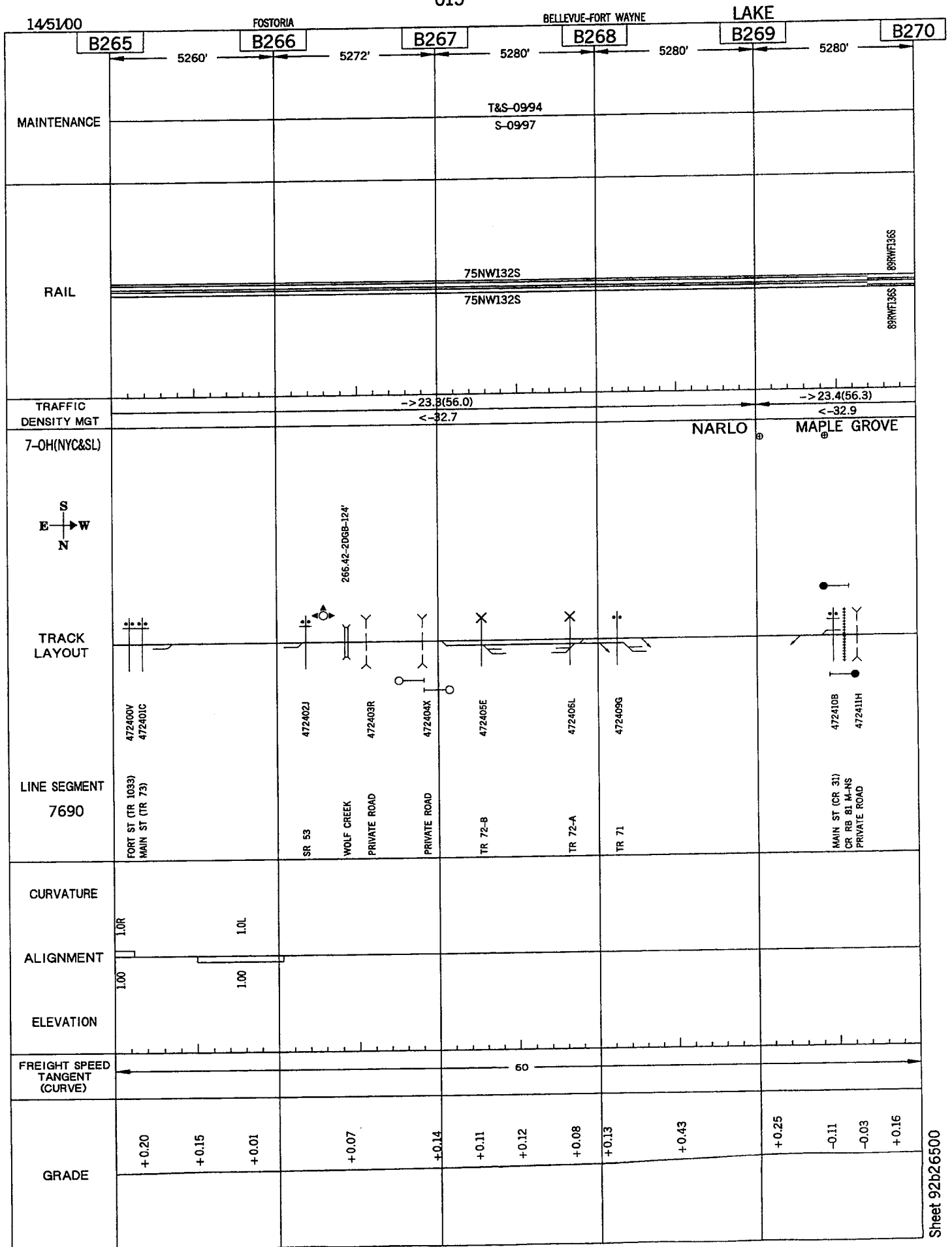


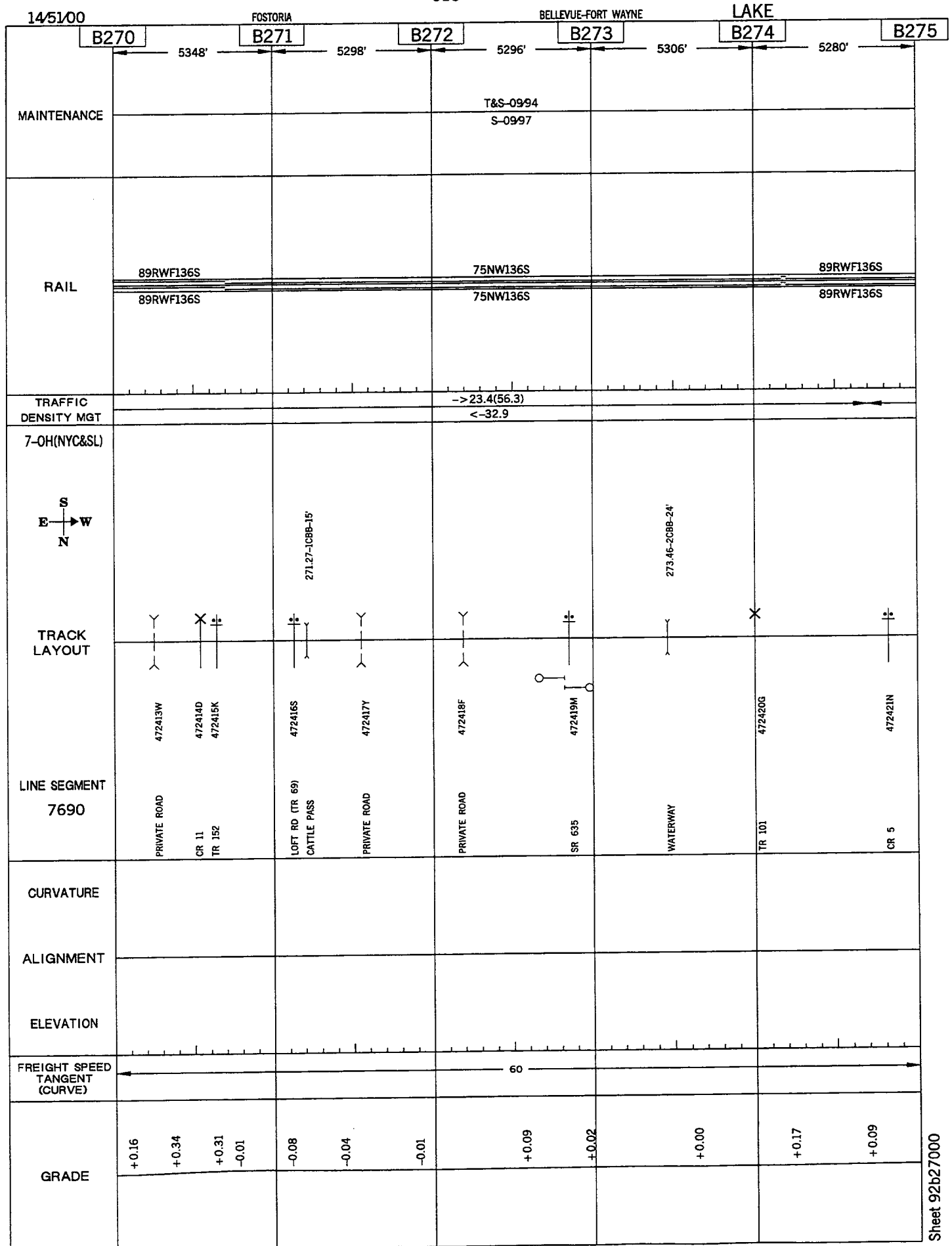


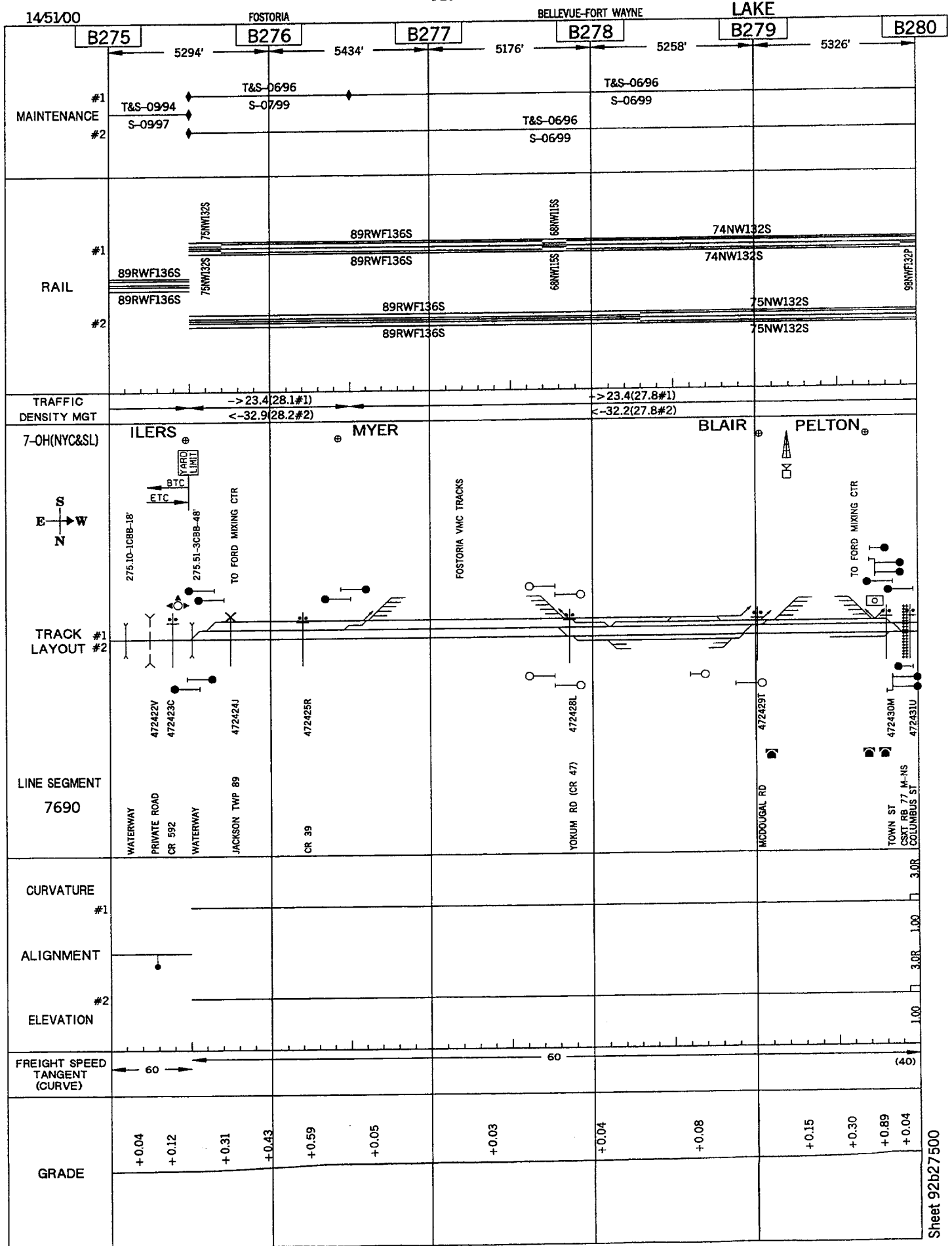


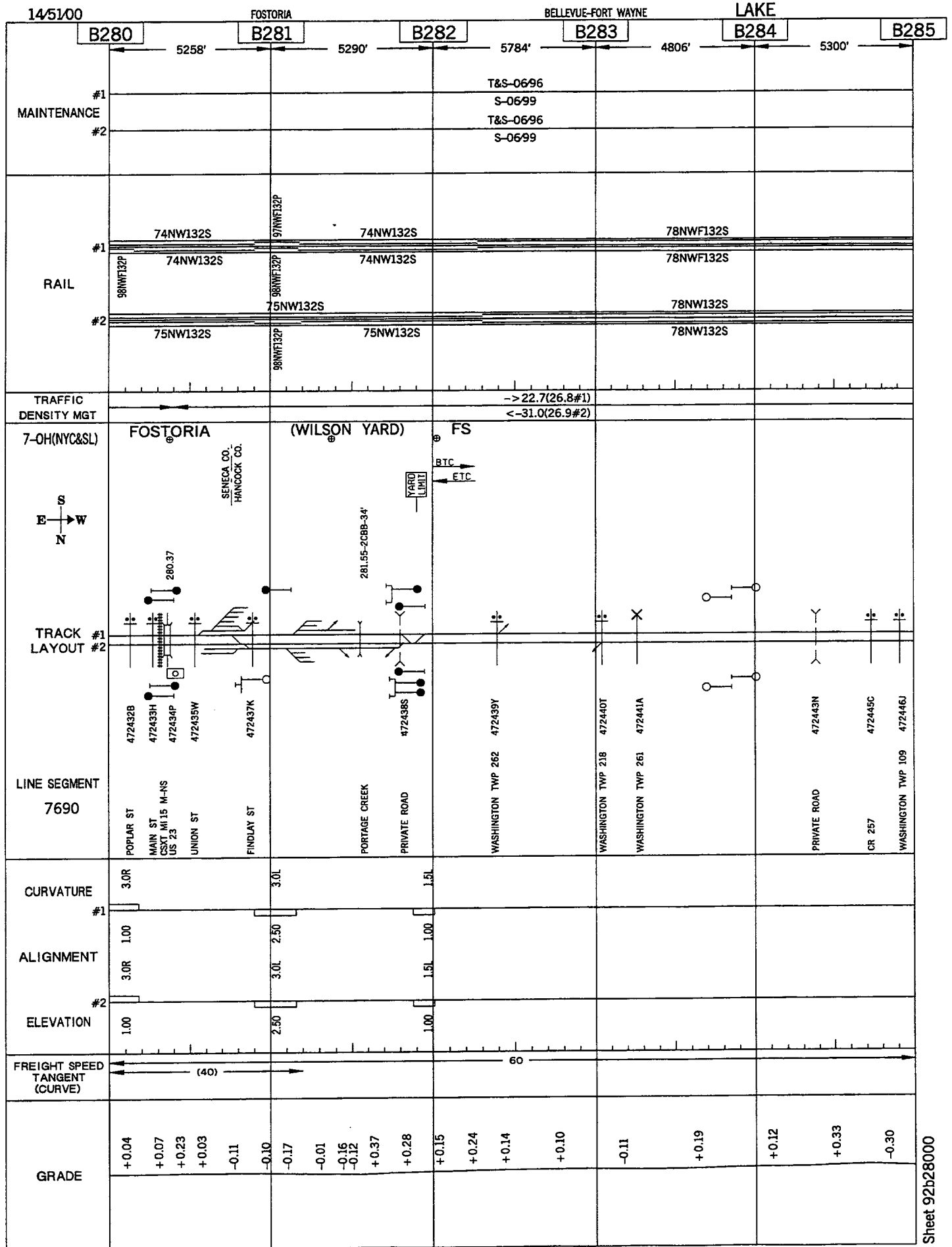




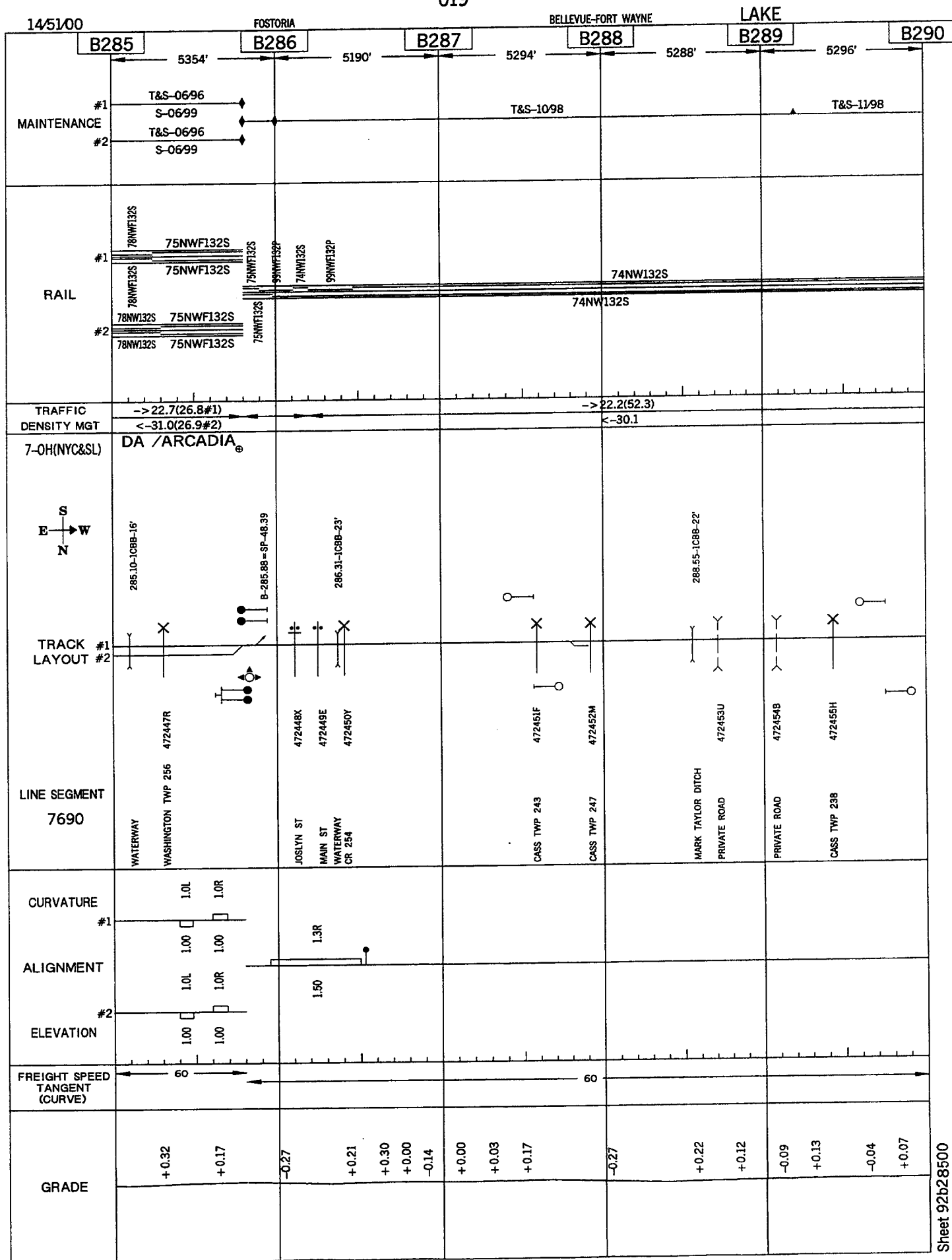


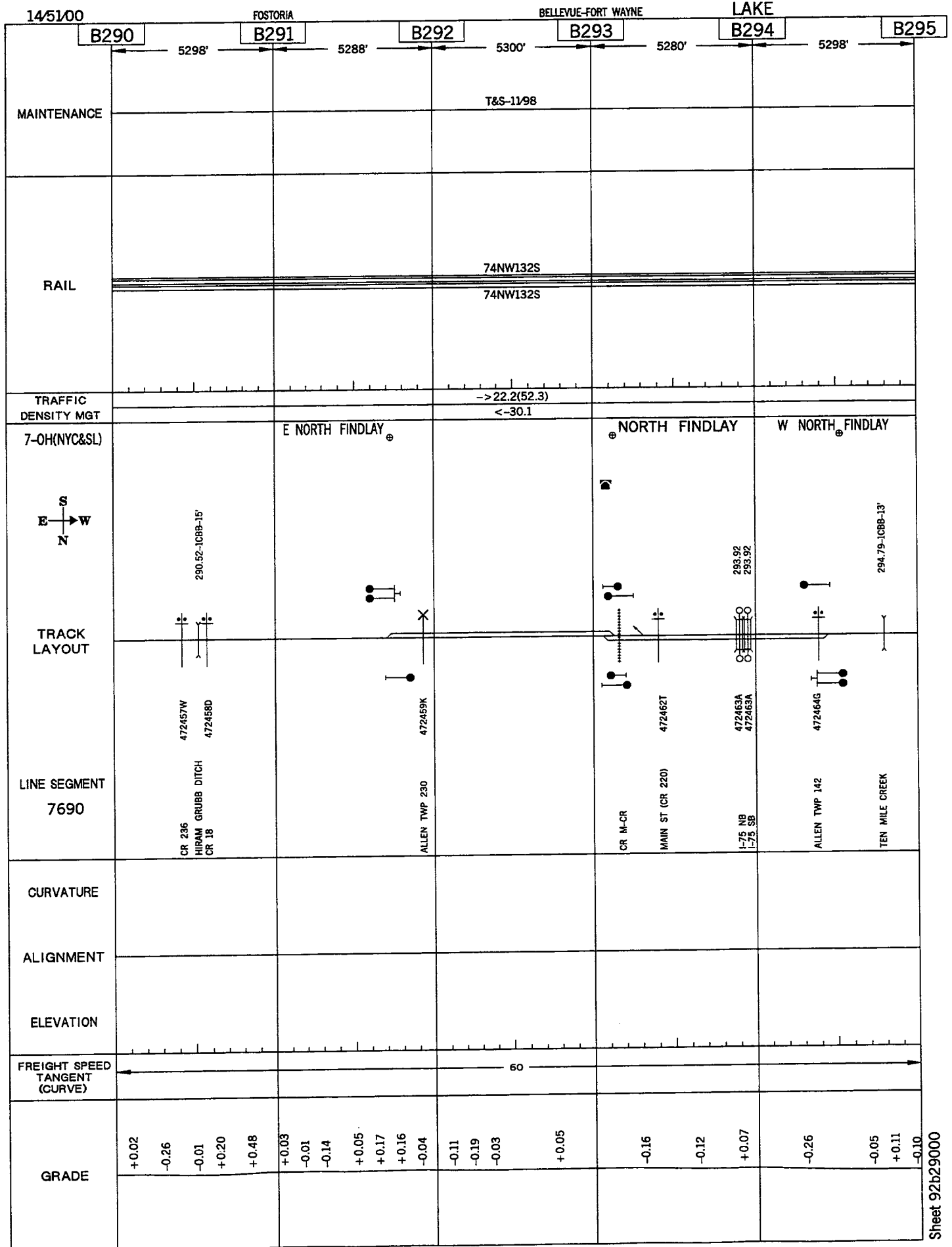


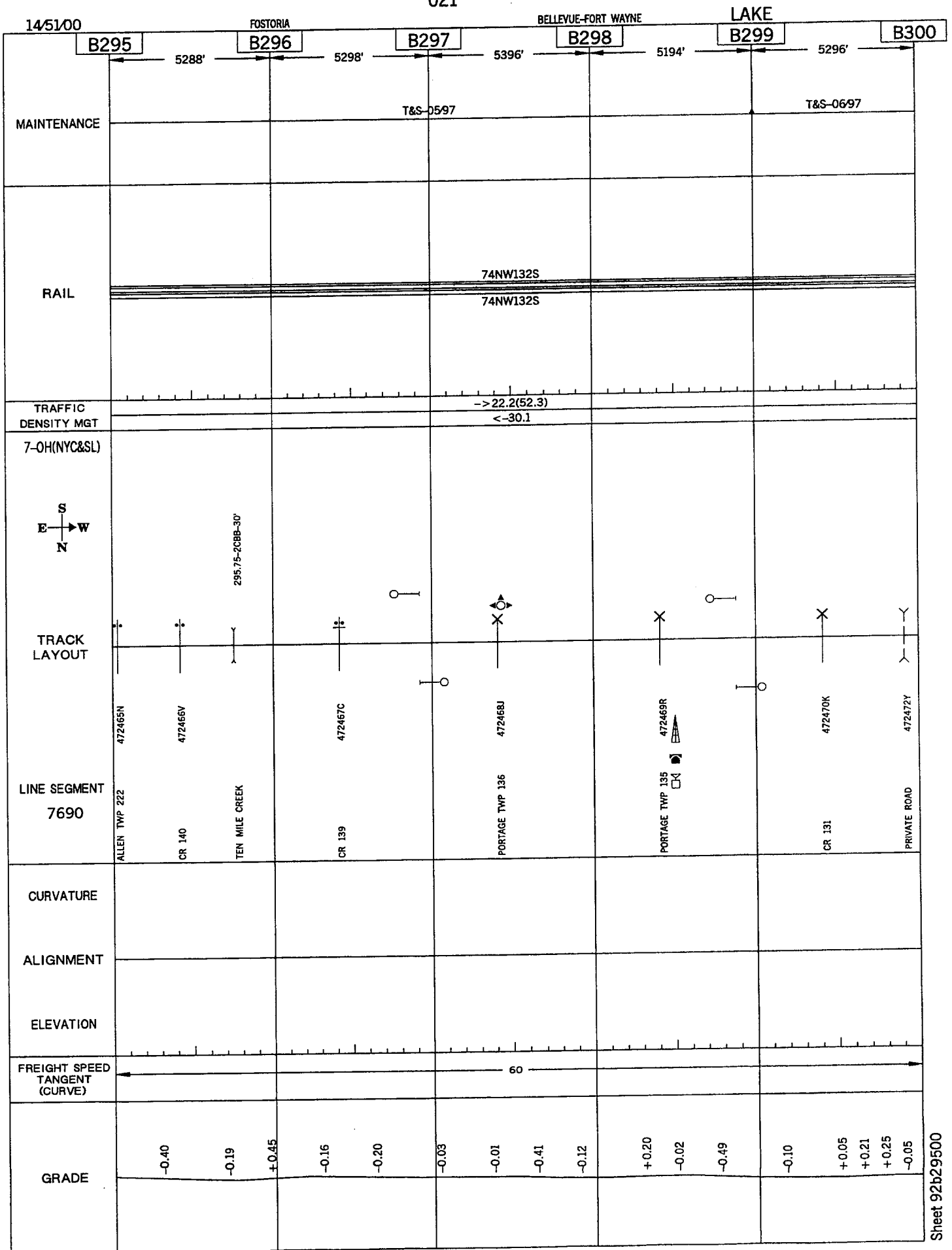


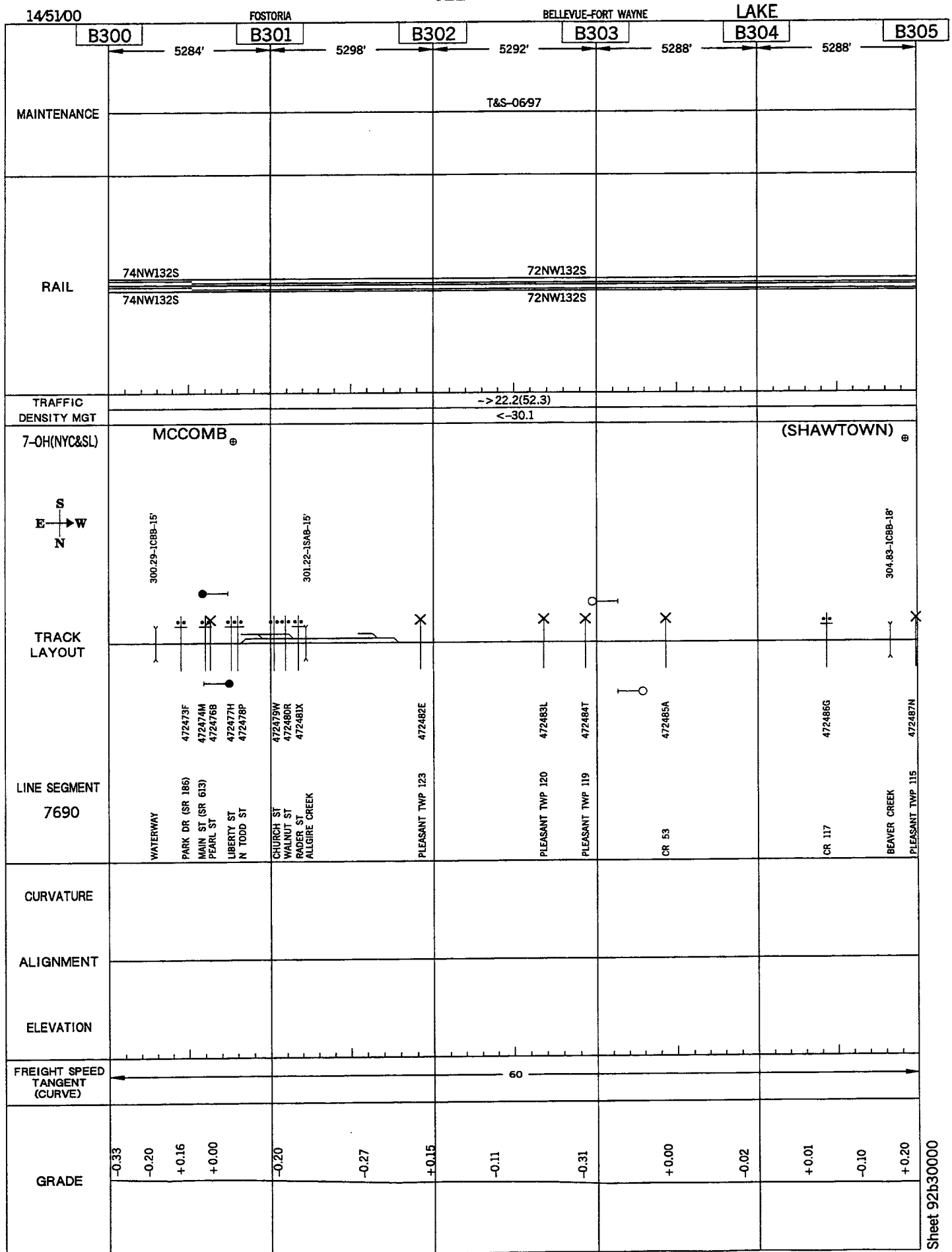


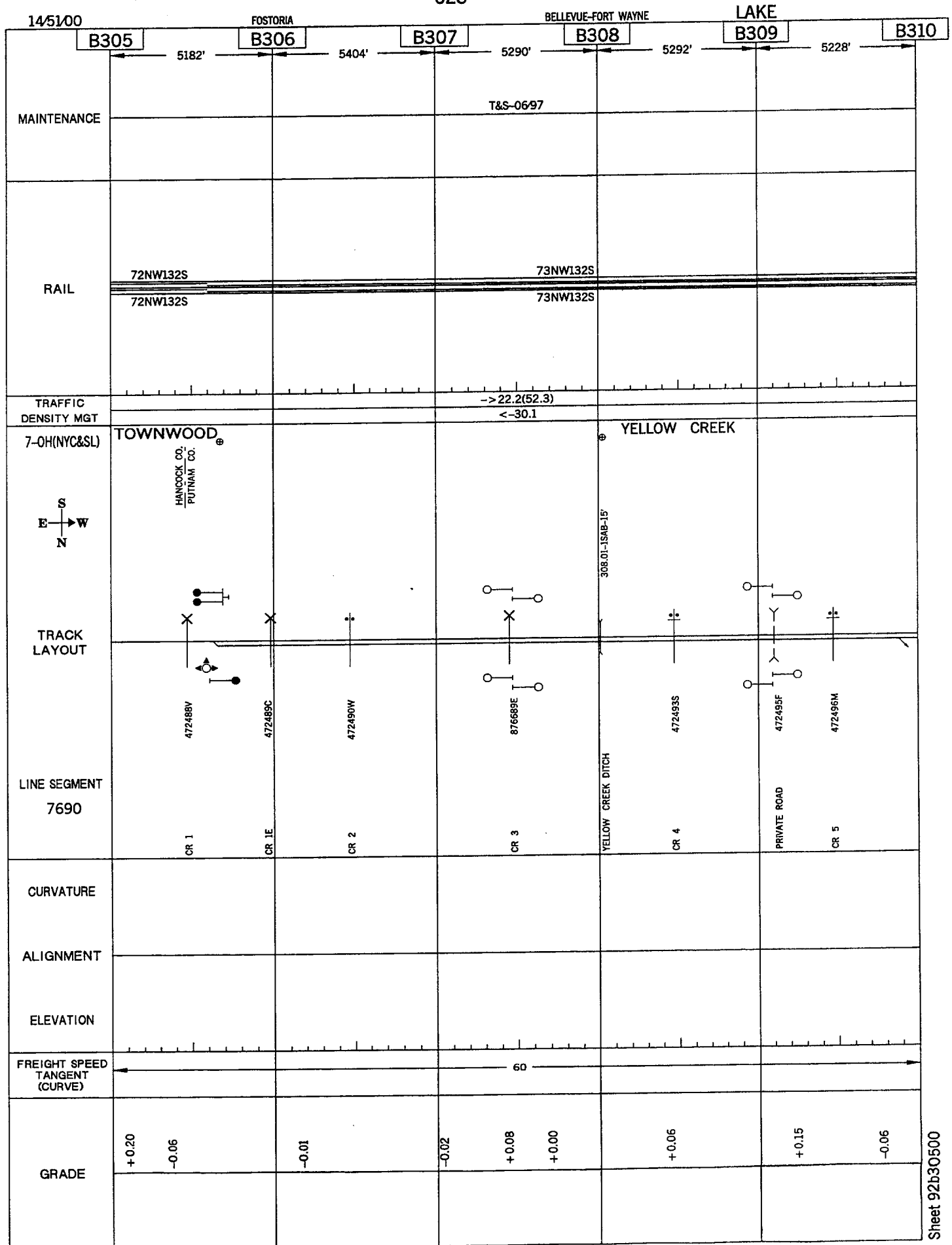


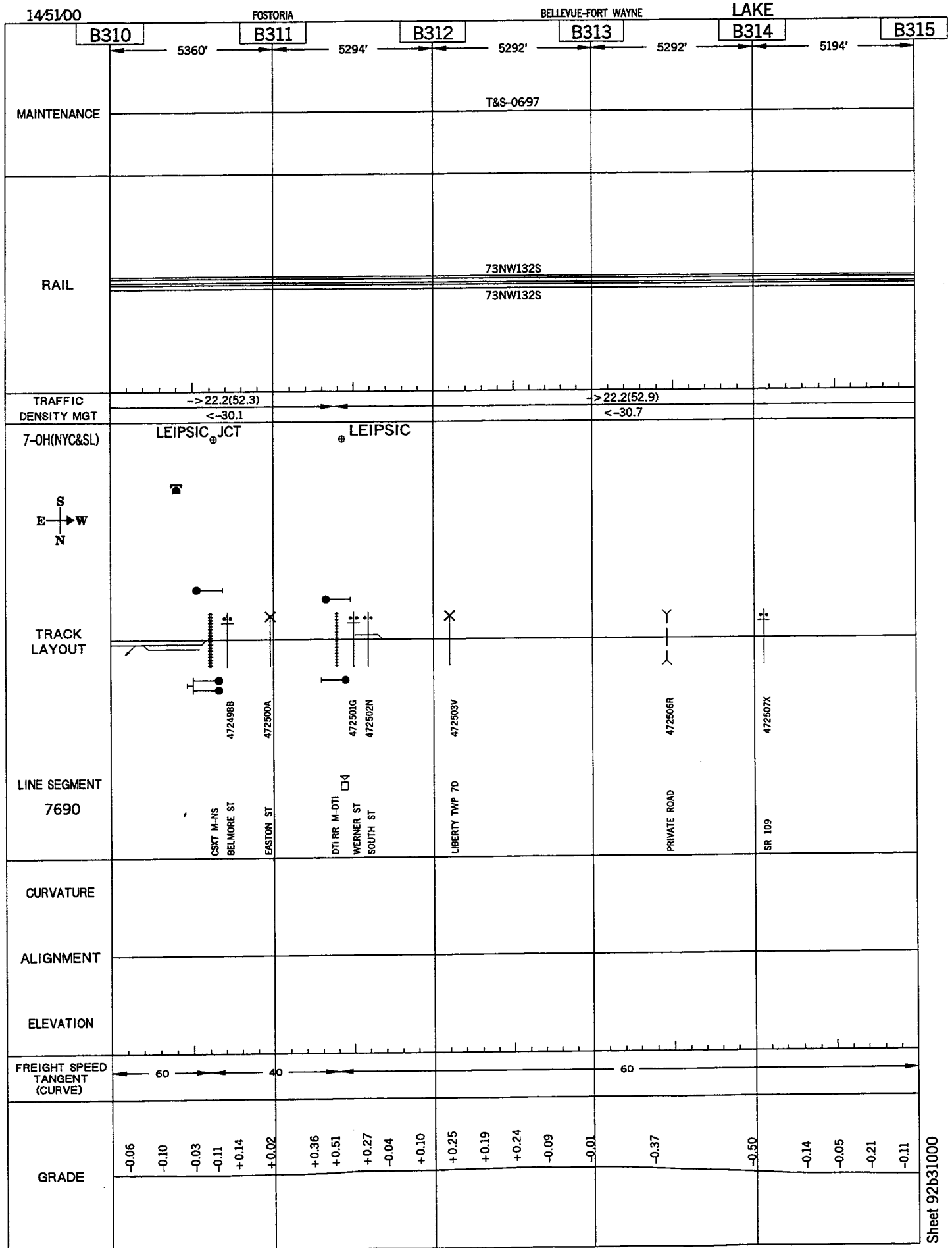


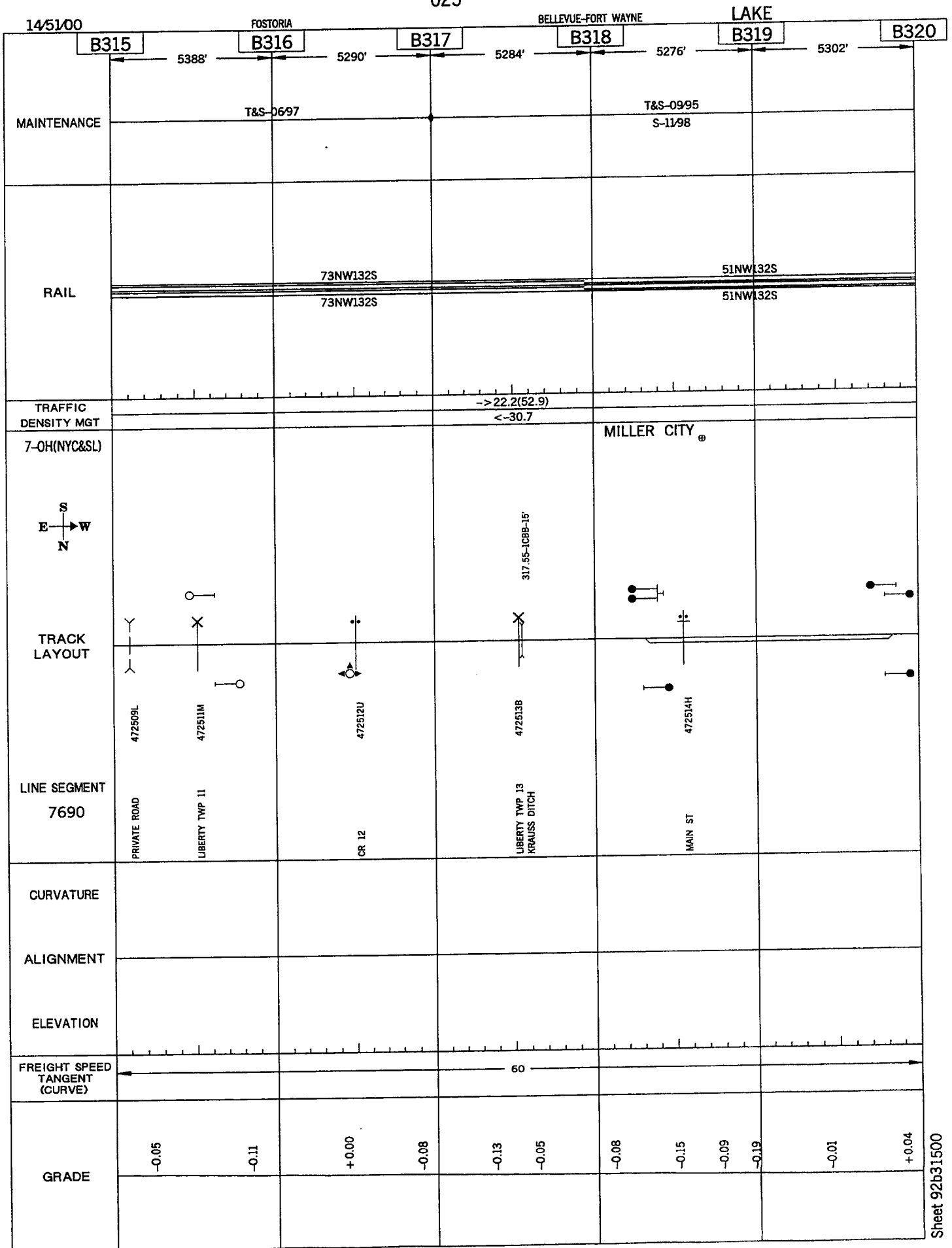




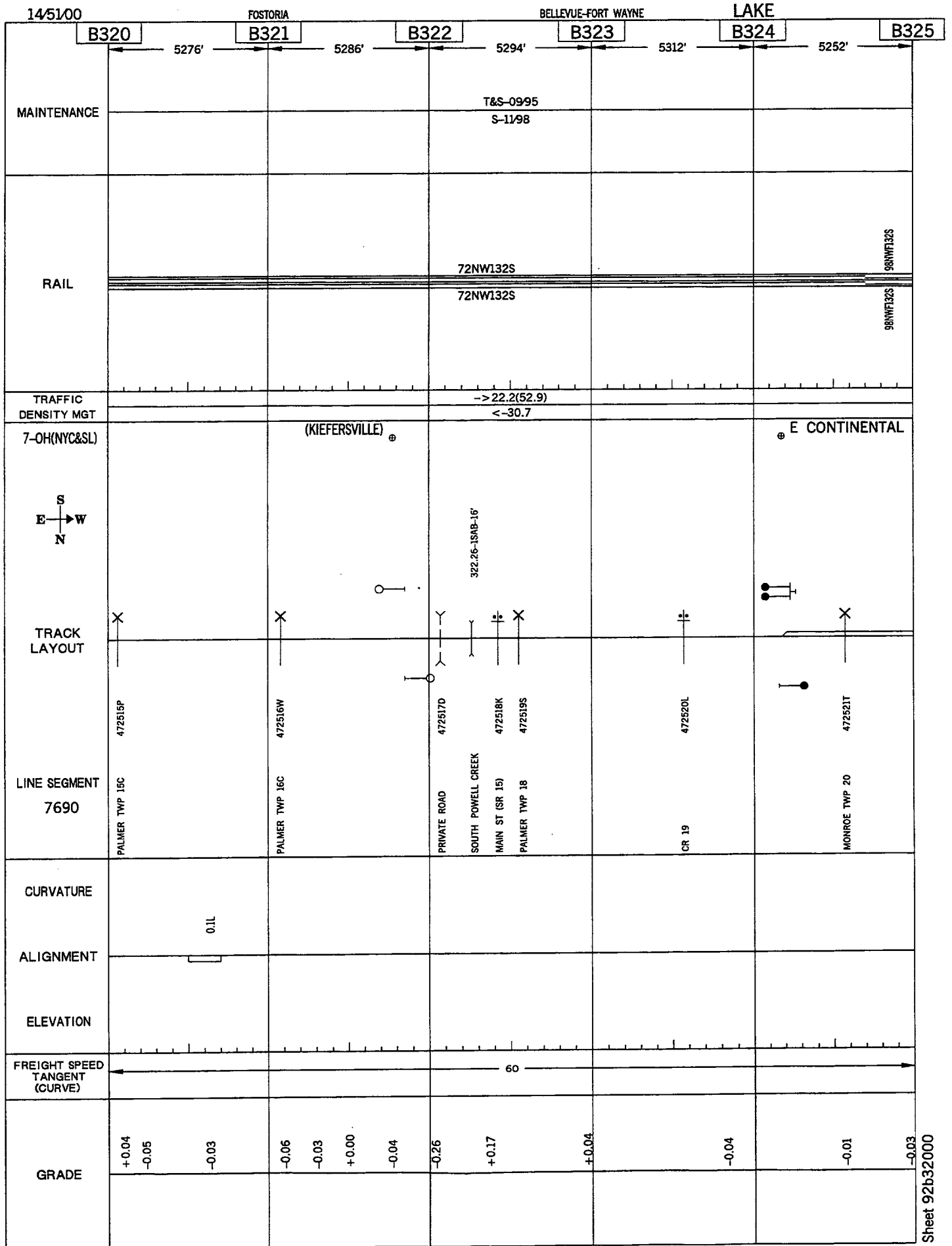


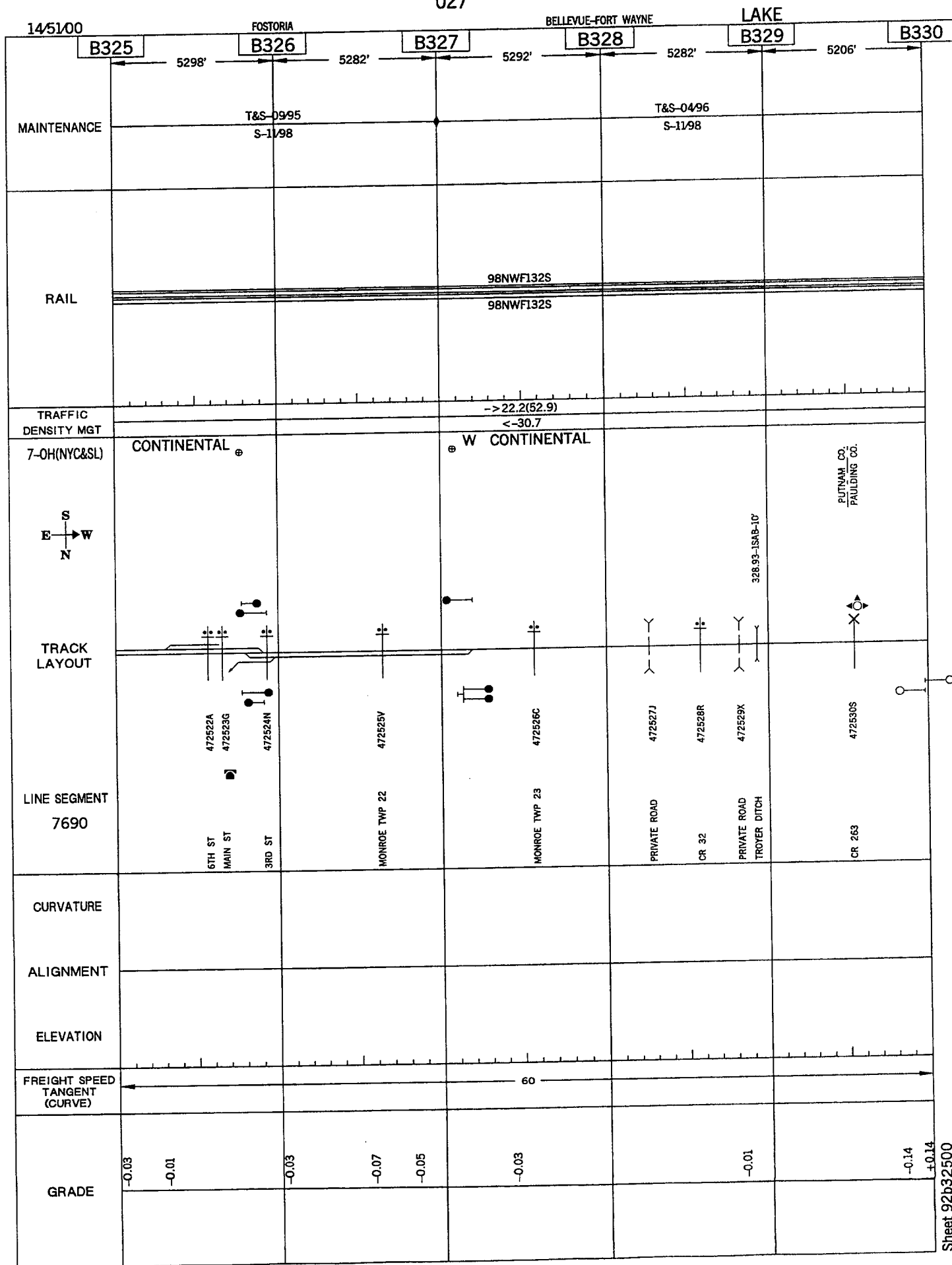





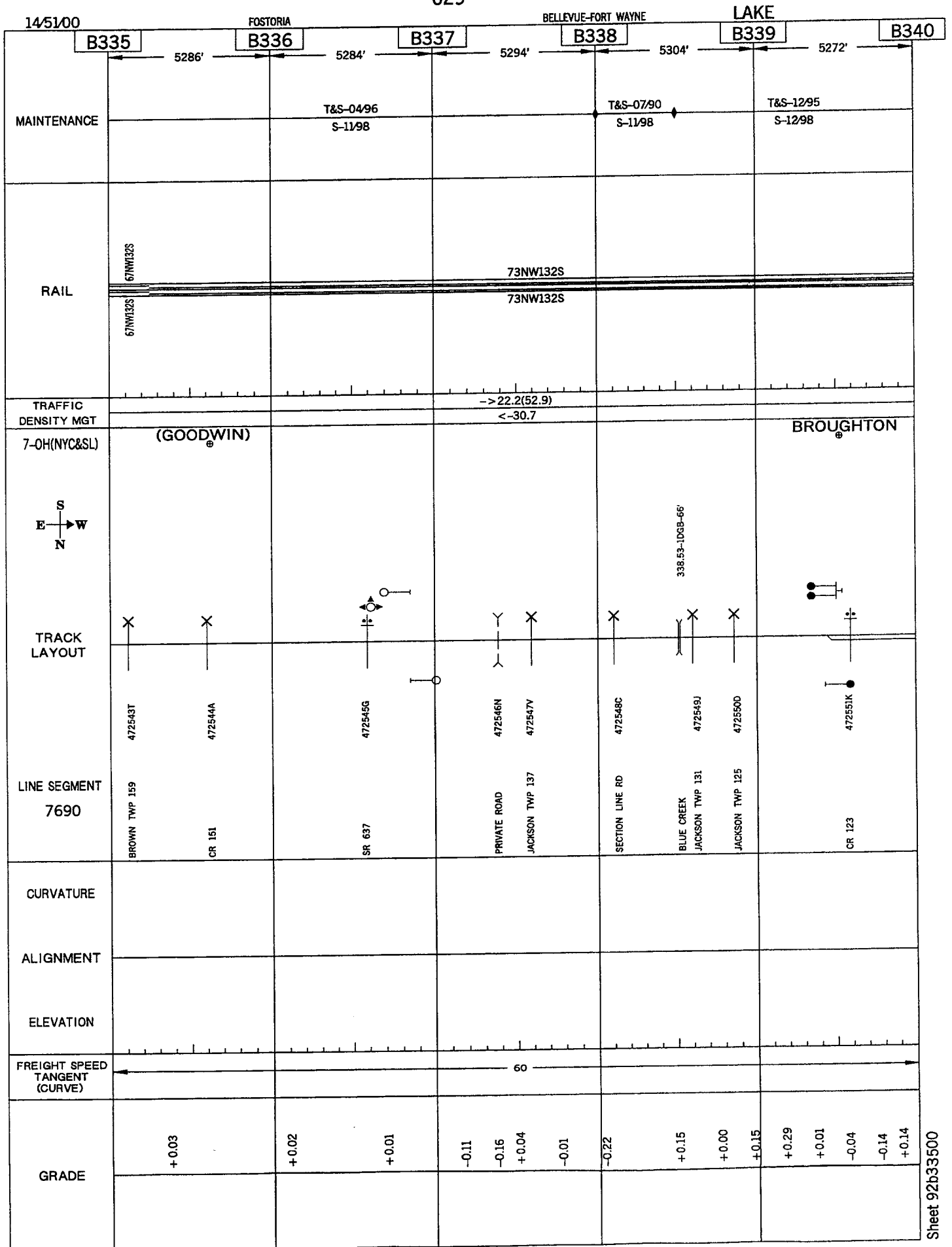


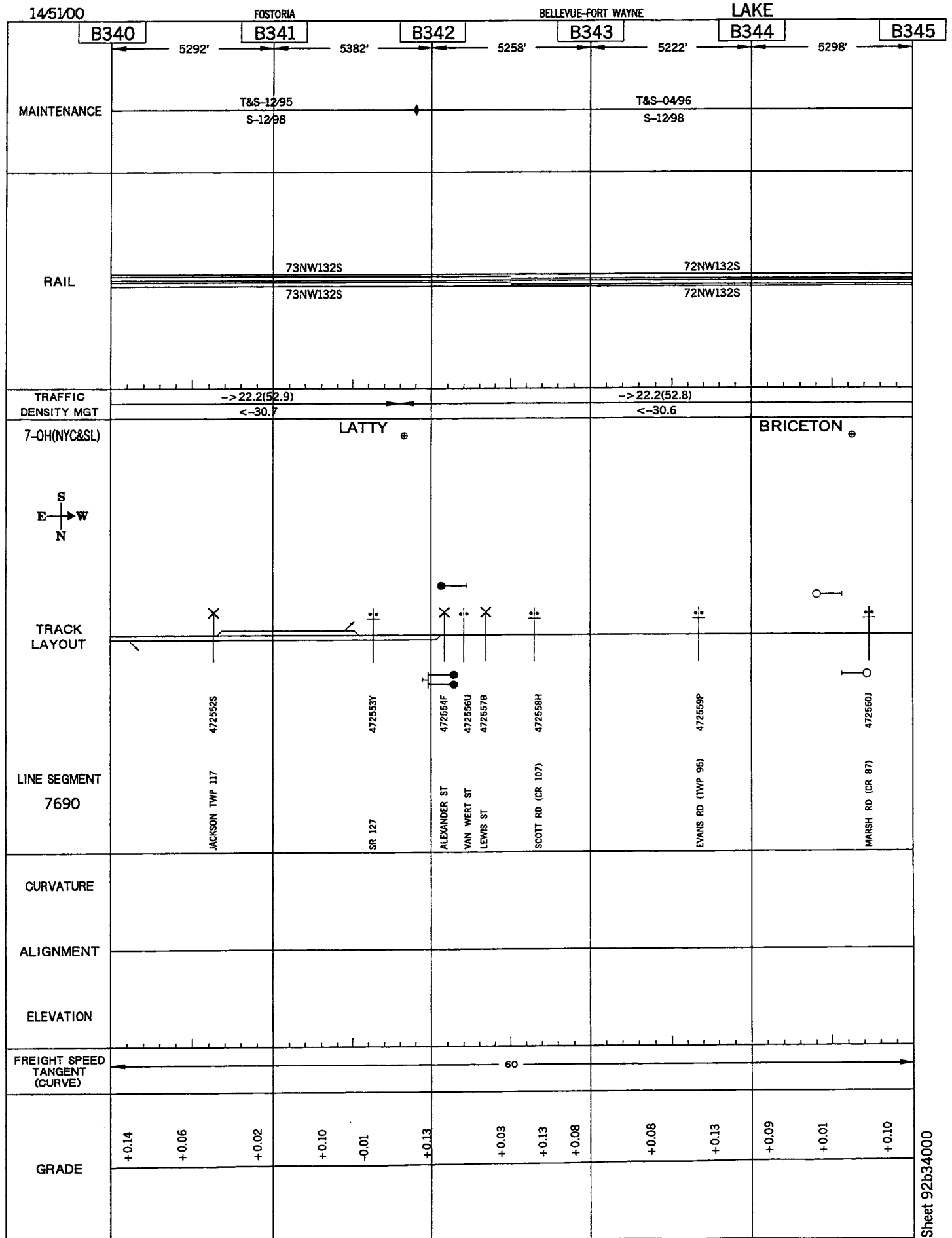


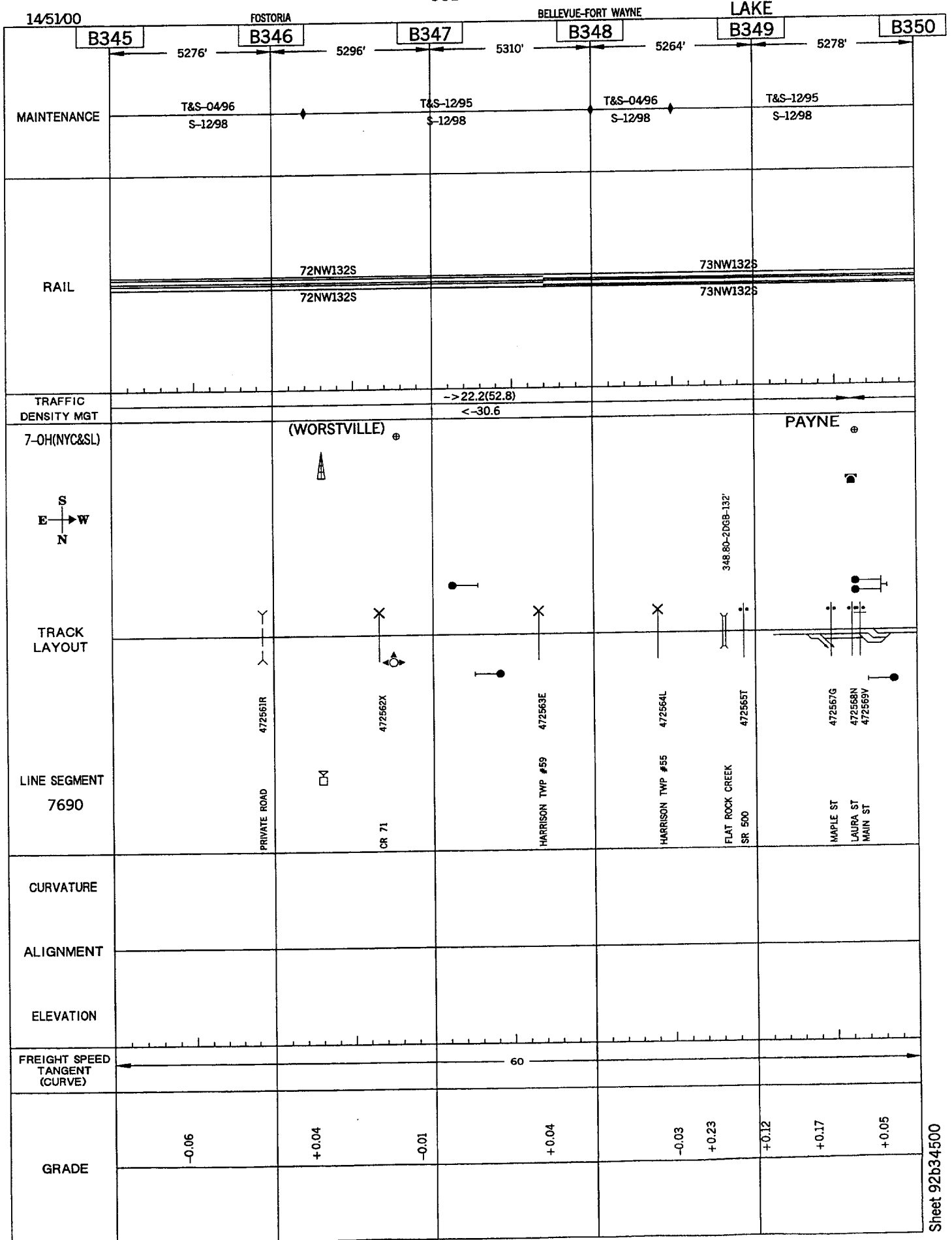


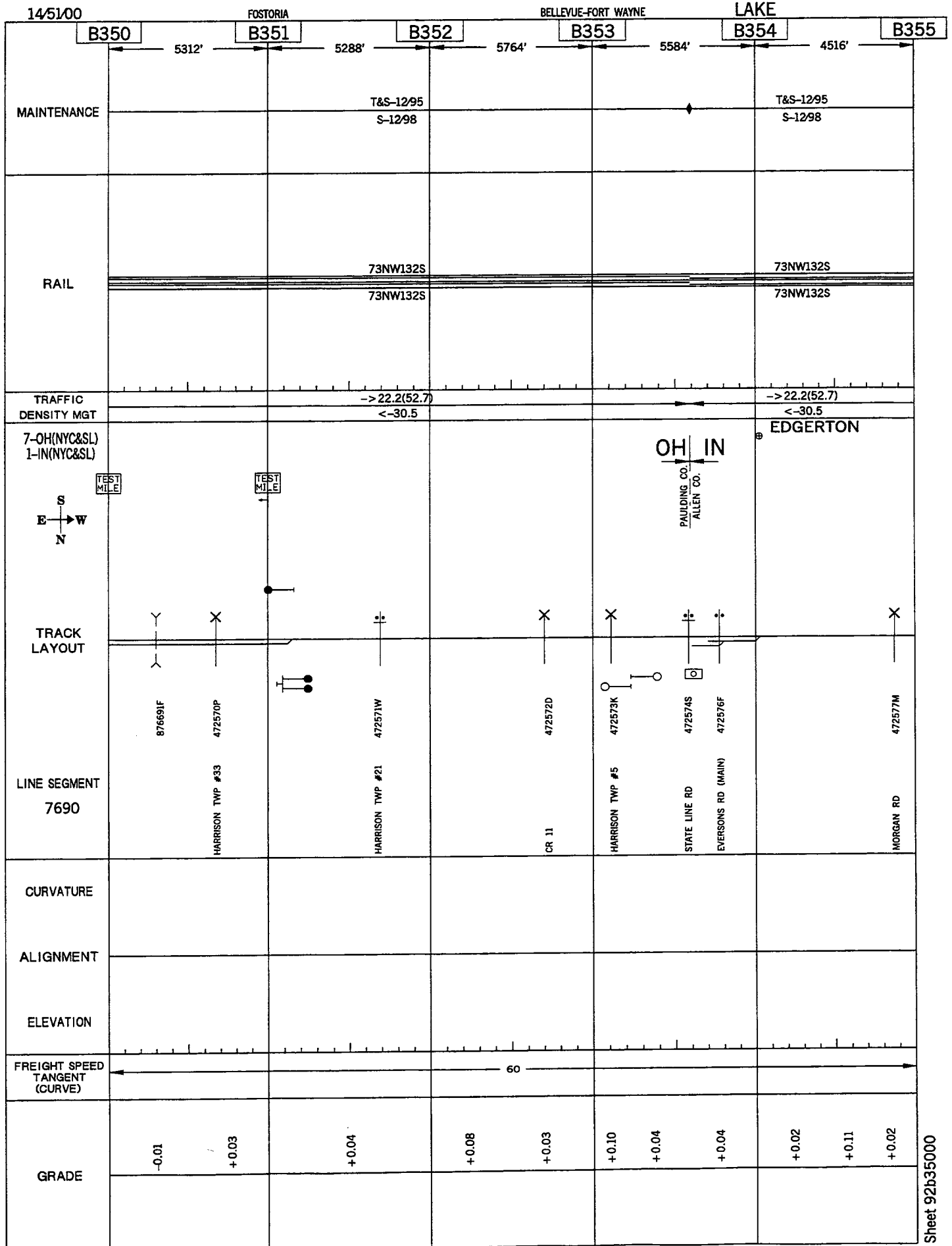


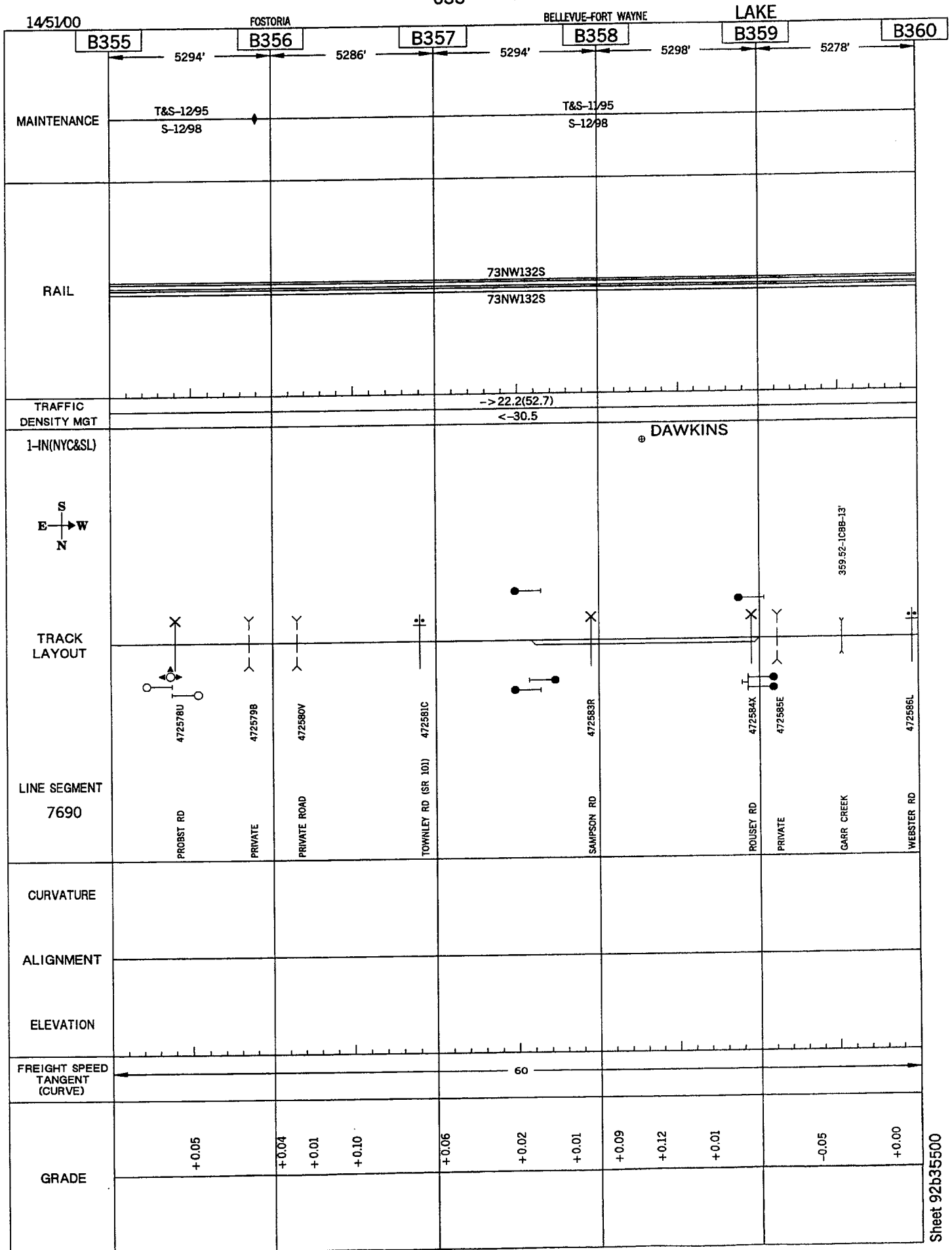
1451/00	FOSTORIA		BELLEVUE-FORT WAYNE		LAKE	
	B330	B331	B332	B333	B334	B335
	5364'	5288'	5446'	5126'	5288'	
MAINTENANCE			T&S-0496 S-11/98			
RAIL	98NWF132S 98NWF132S		73NW132S 73NW132S			
TRAFFIC DENSITY MGT			-> 22.2(52.9) <-30.7			
7-OH(NYC&SL)		OAKWOOD		(MELROSE)		
						
TRACK LAYOUT	X	Y	Y	Y	Y	X
LINE SEGMENT 7690	BROWN TWP 211 472531Y	DICKEY RD (CR 209) 472532F 876690Y	6TH ST 472533M 2ND ST 472534U SR 66 472535B AUGLAIZE RIVER 472536H STANLEY RD (CR 171)	BROWN TWP 187 472537P PRIVATE ROAD 472538W LITTLE AUGLAIZE 332.99-1170-137'	SR 613 472539D PARK ST 472541E	PRIVATE ROAD 472540X BROWN TWP 165 472542L
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			60			
GRADE	+0.14 -0.01	-0.04 -0.16 +0.03 +0.14	+0.03 +0.04	+0.06 -0.25 -0.06	+0.10 +0.06 +0.02	+0.03



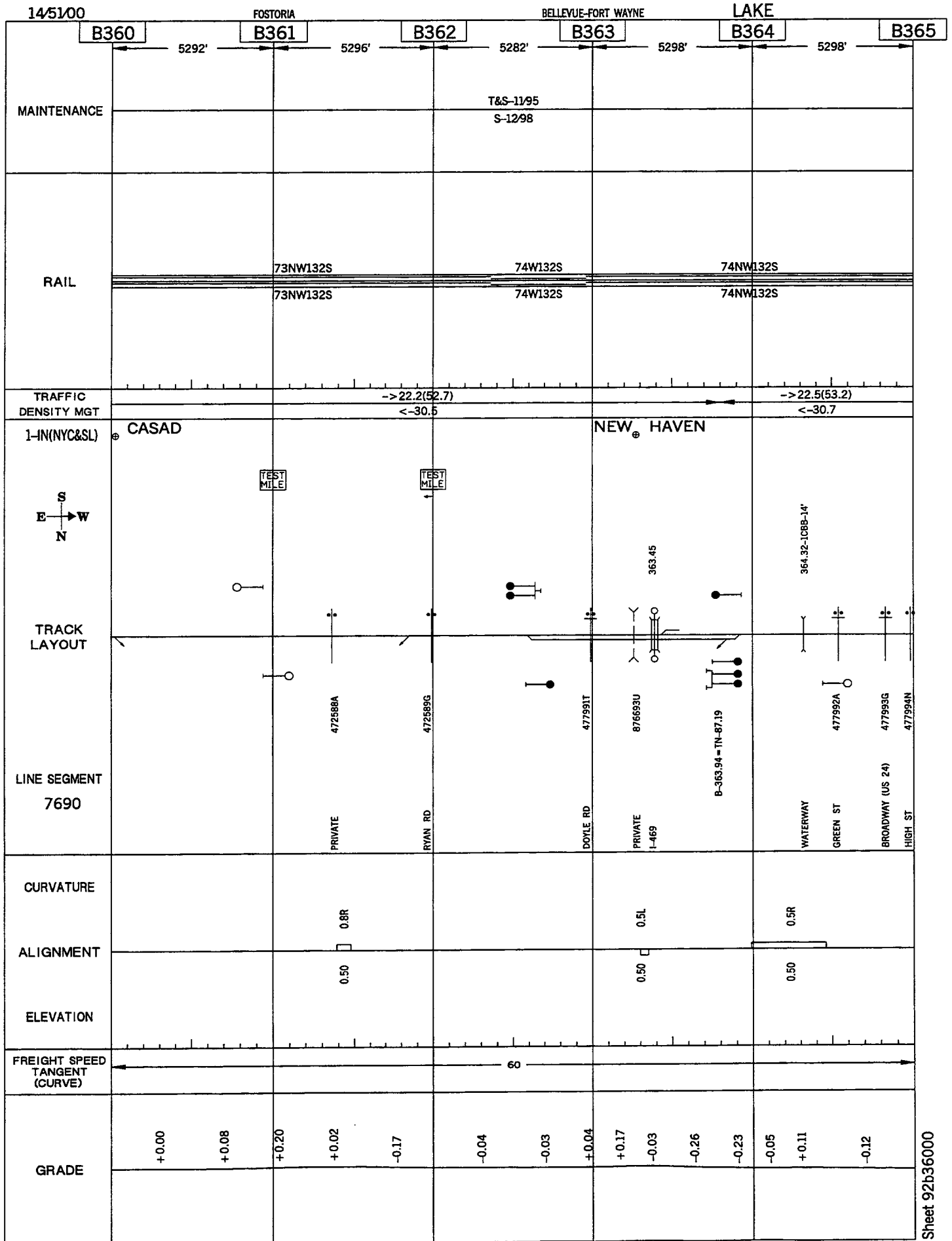




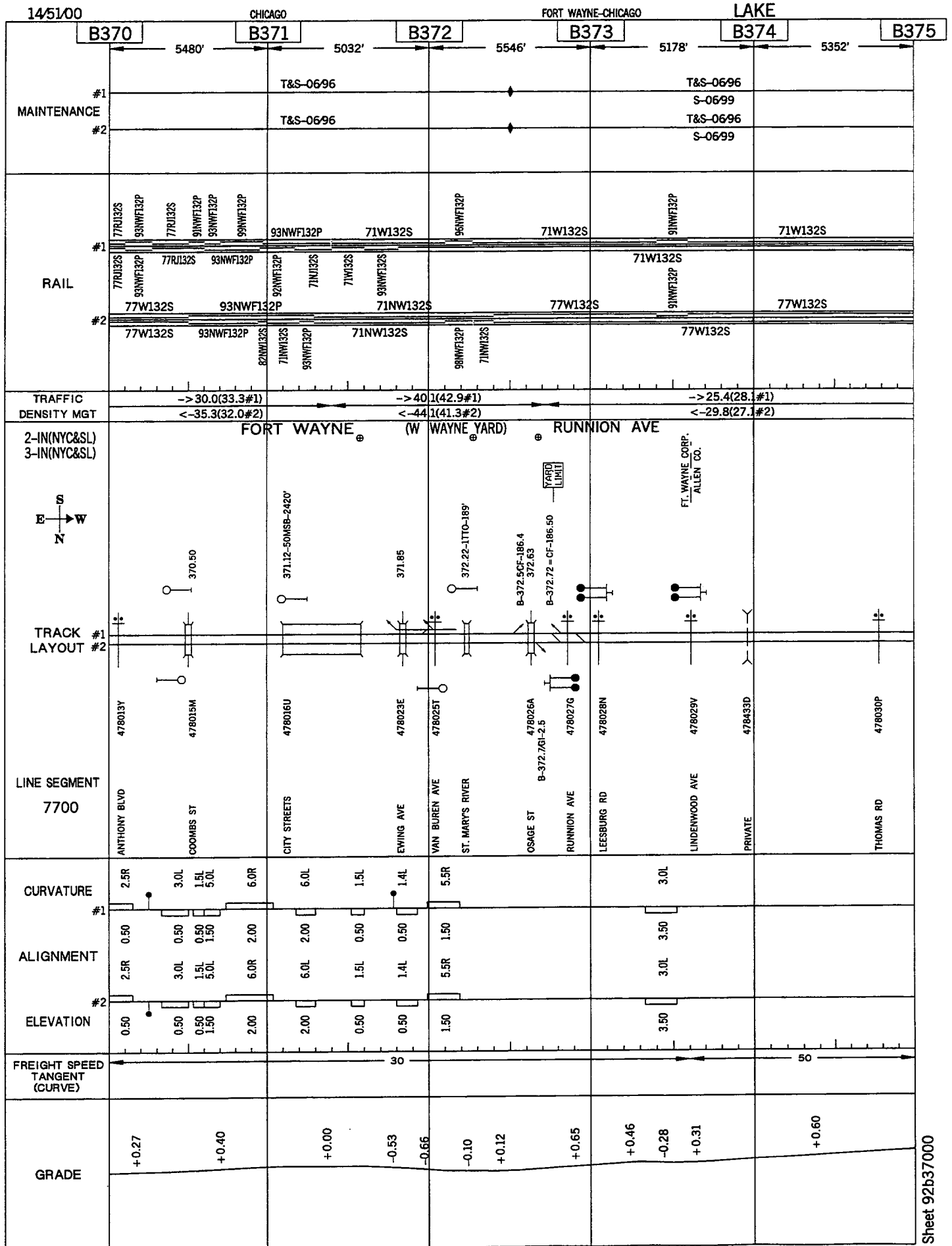


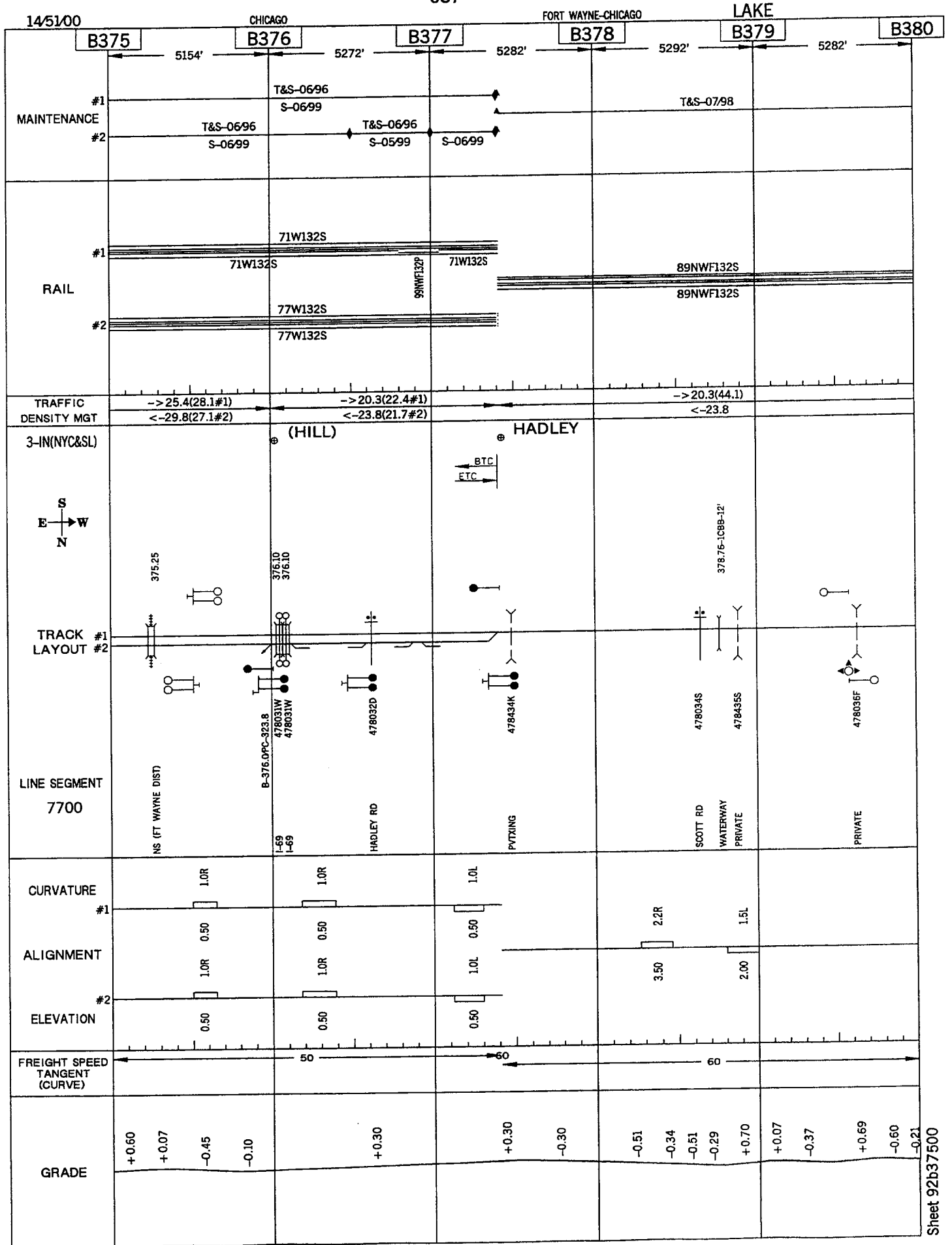










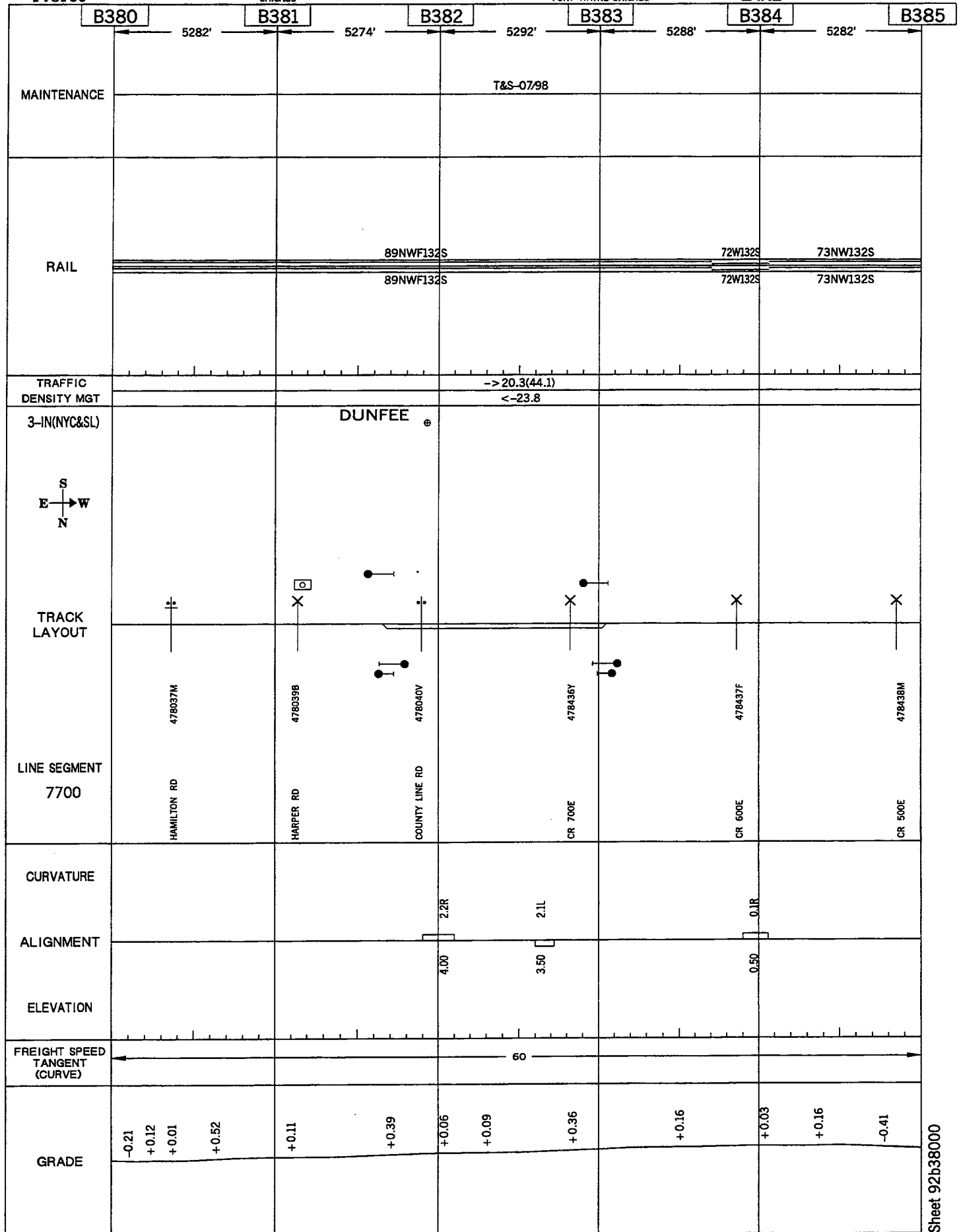


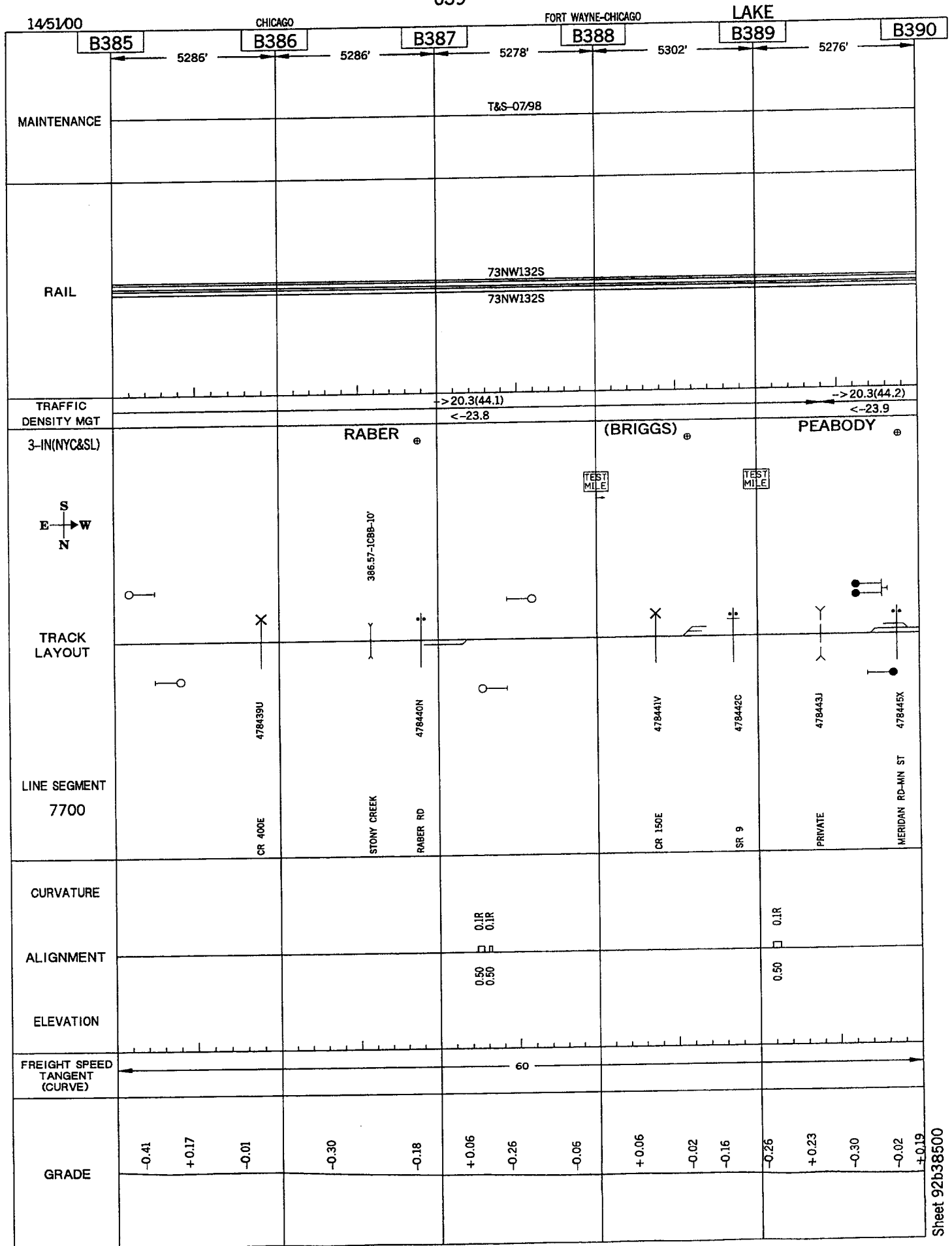
14/51/00

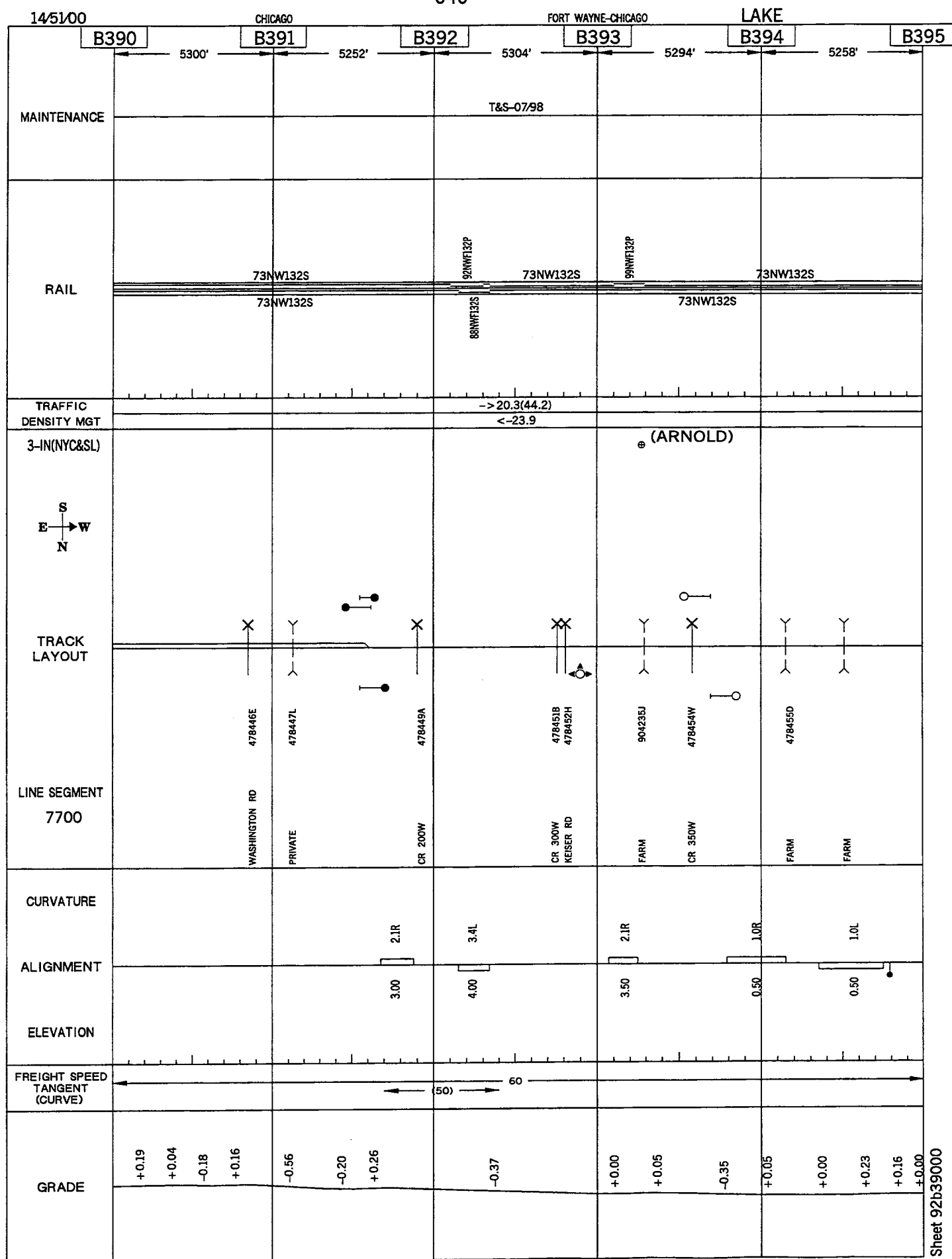
CHICAGO

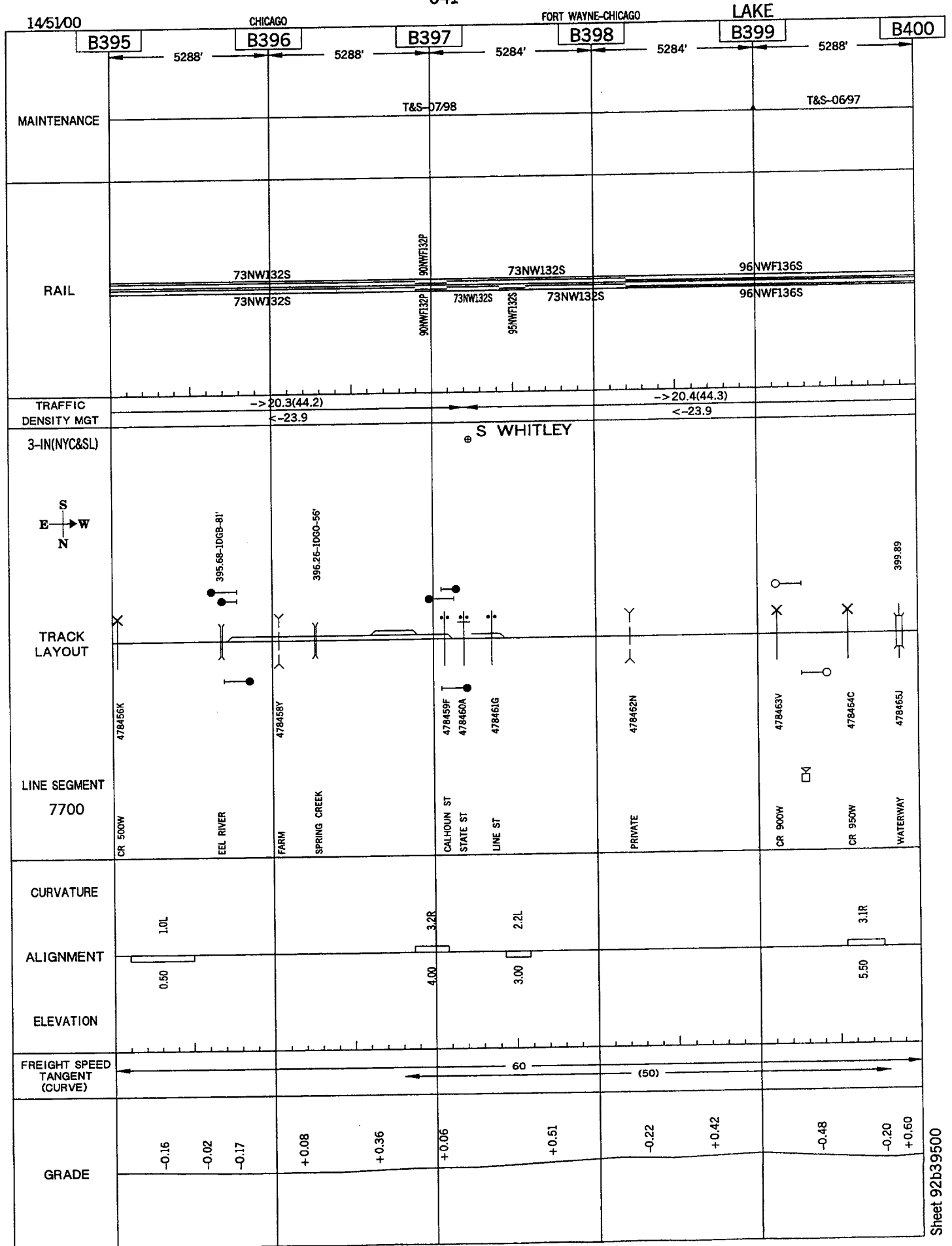
FORT WAYNE-CHICAGO

LAKE

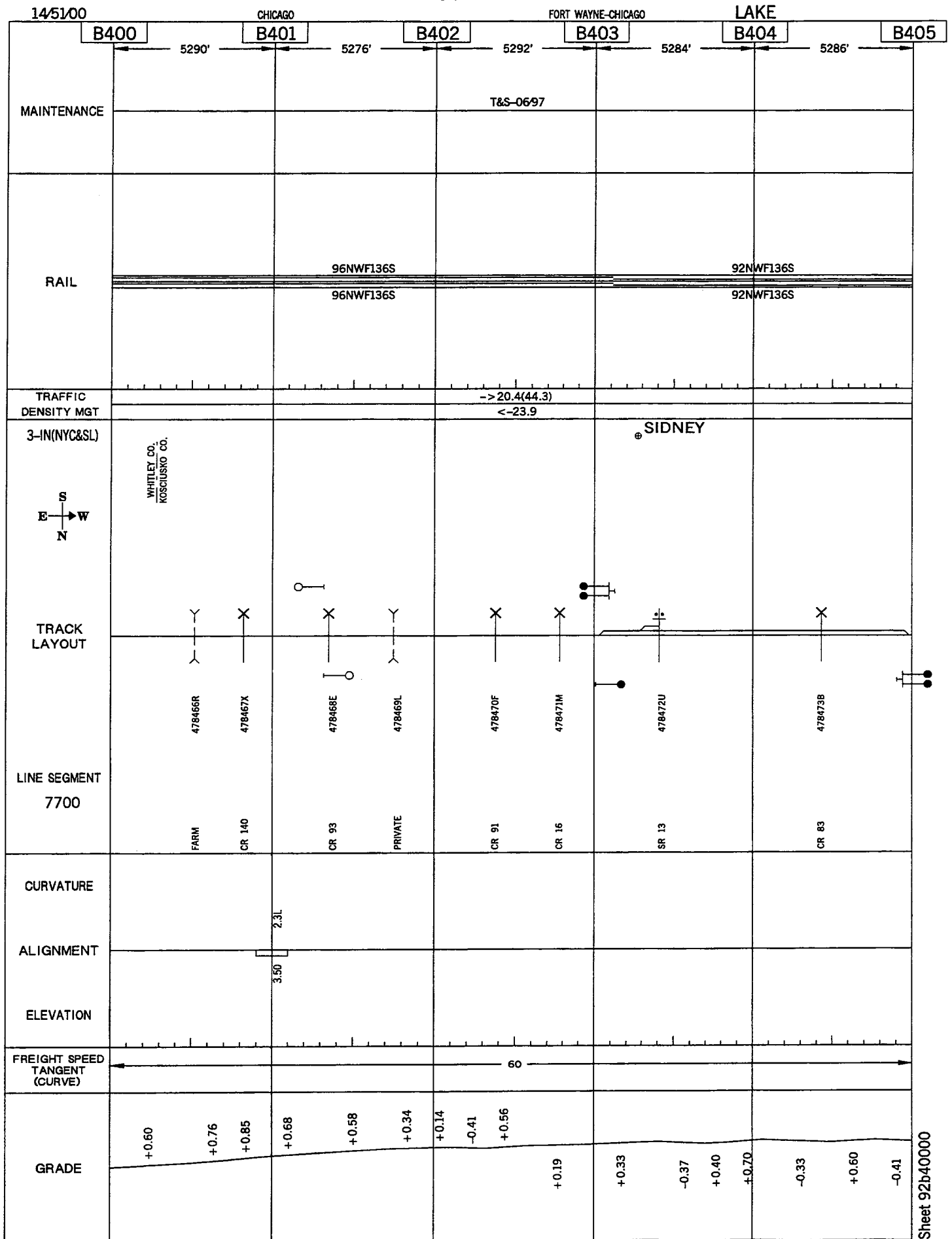


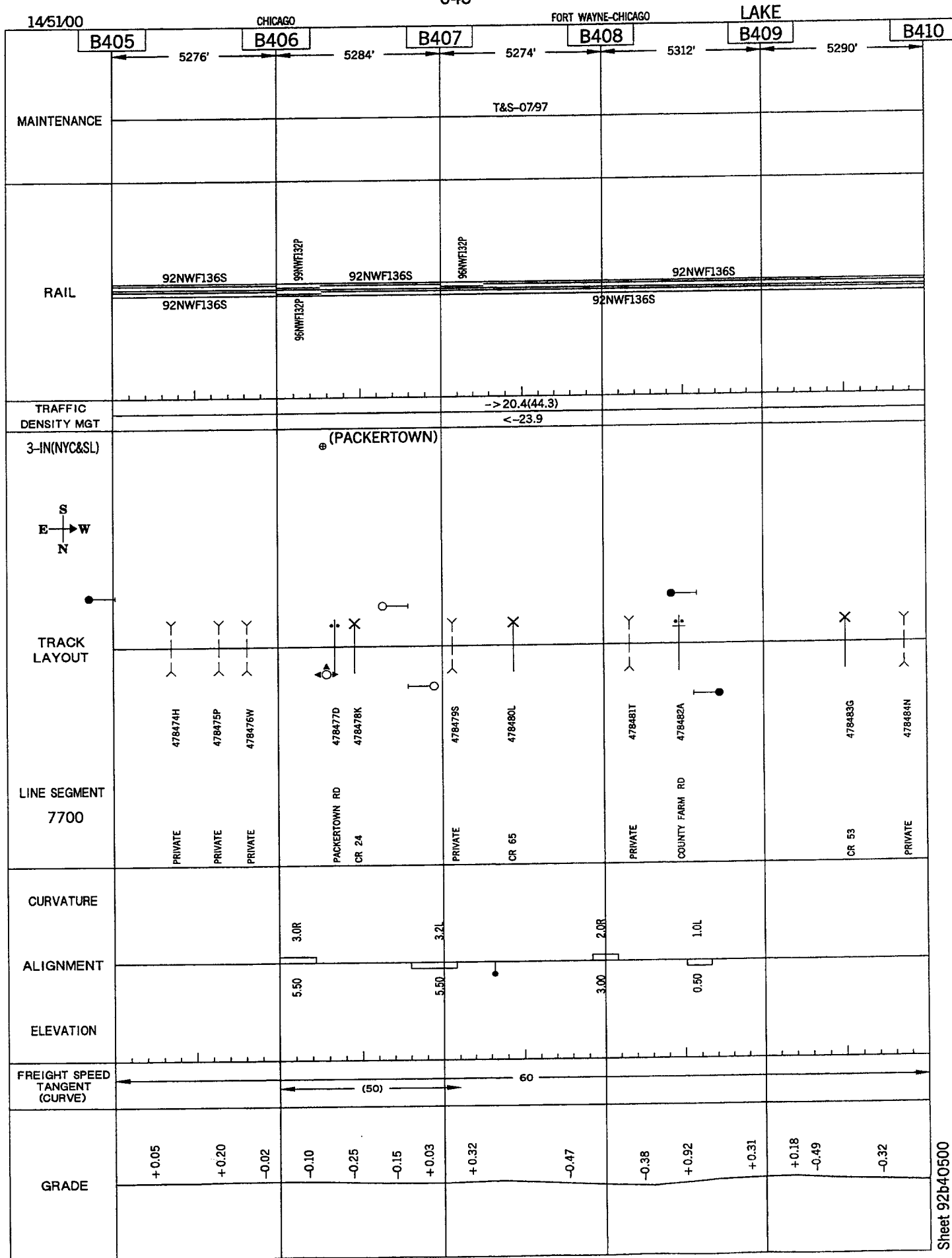




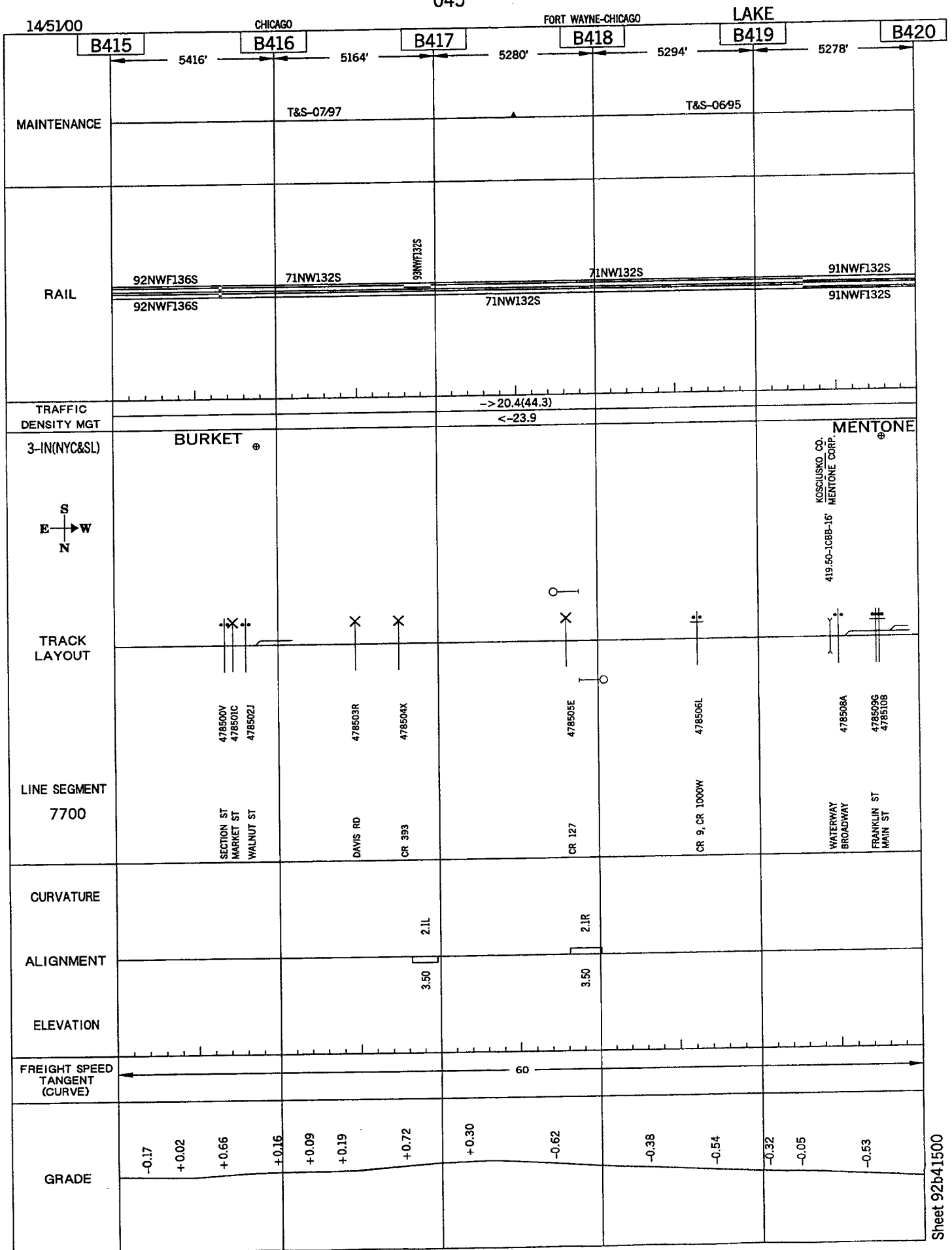


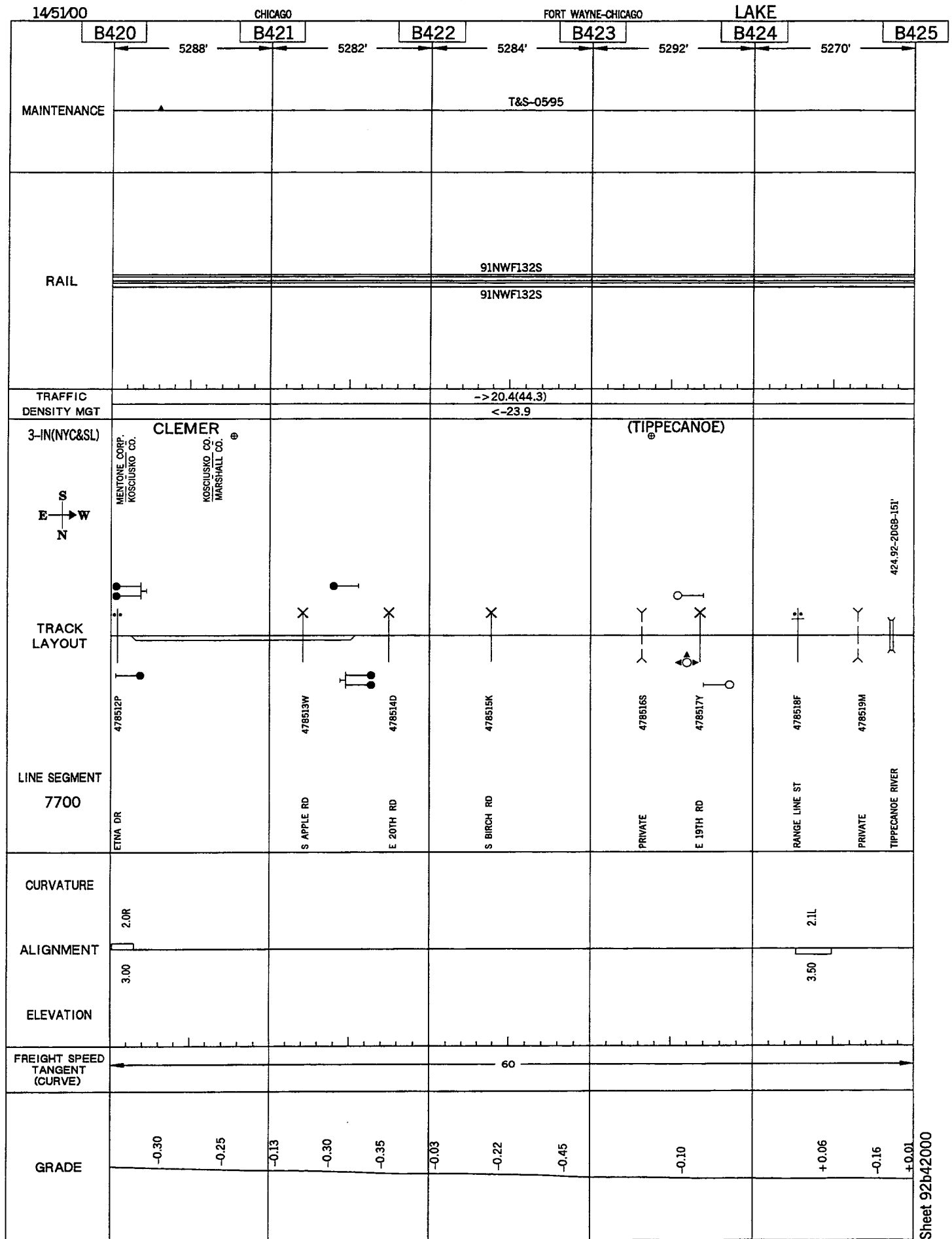


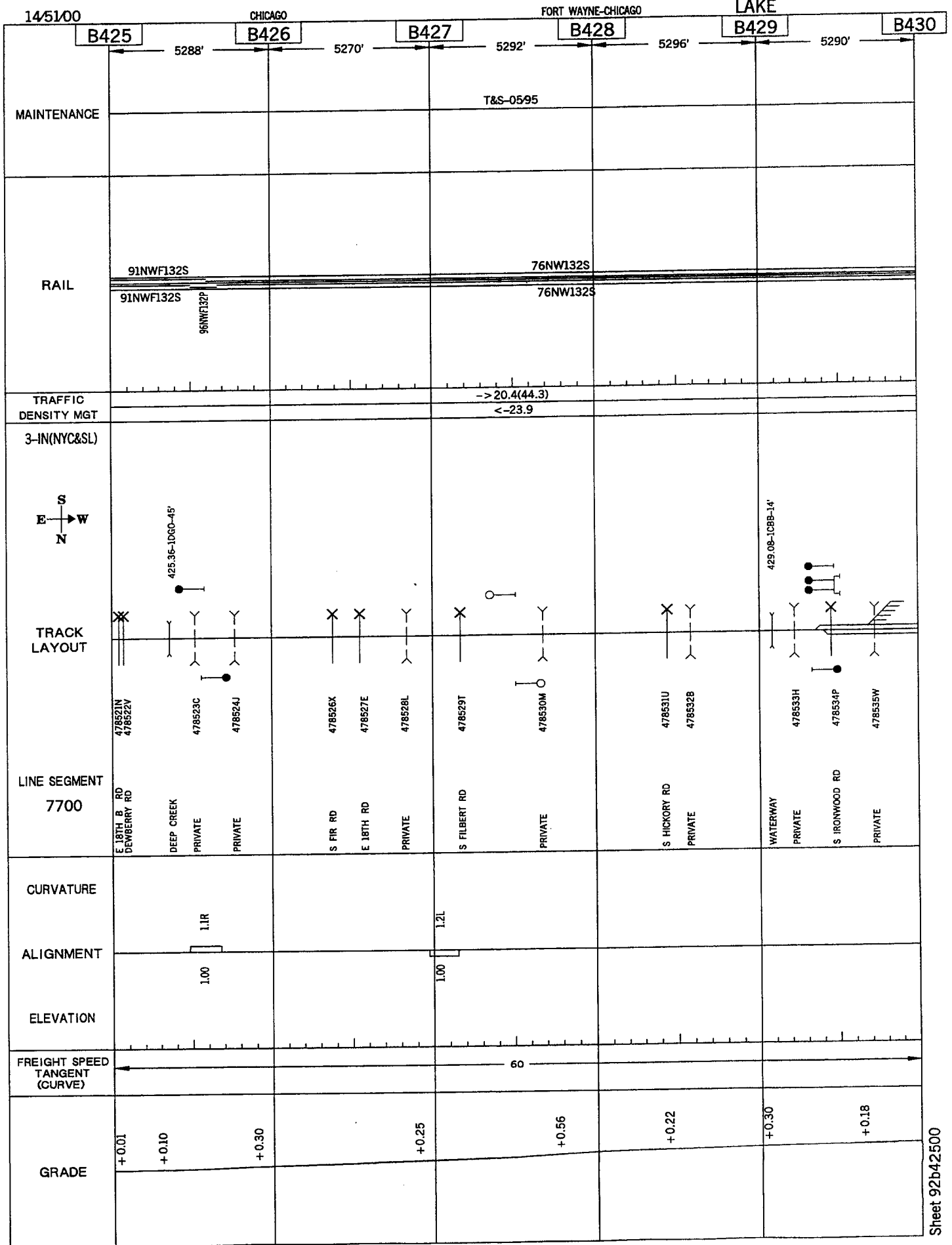


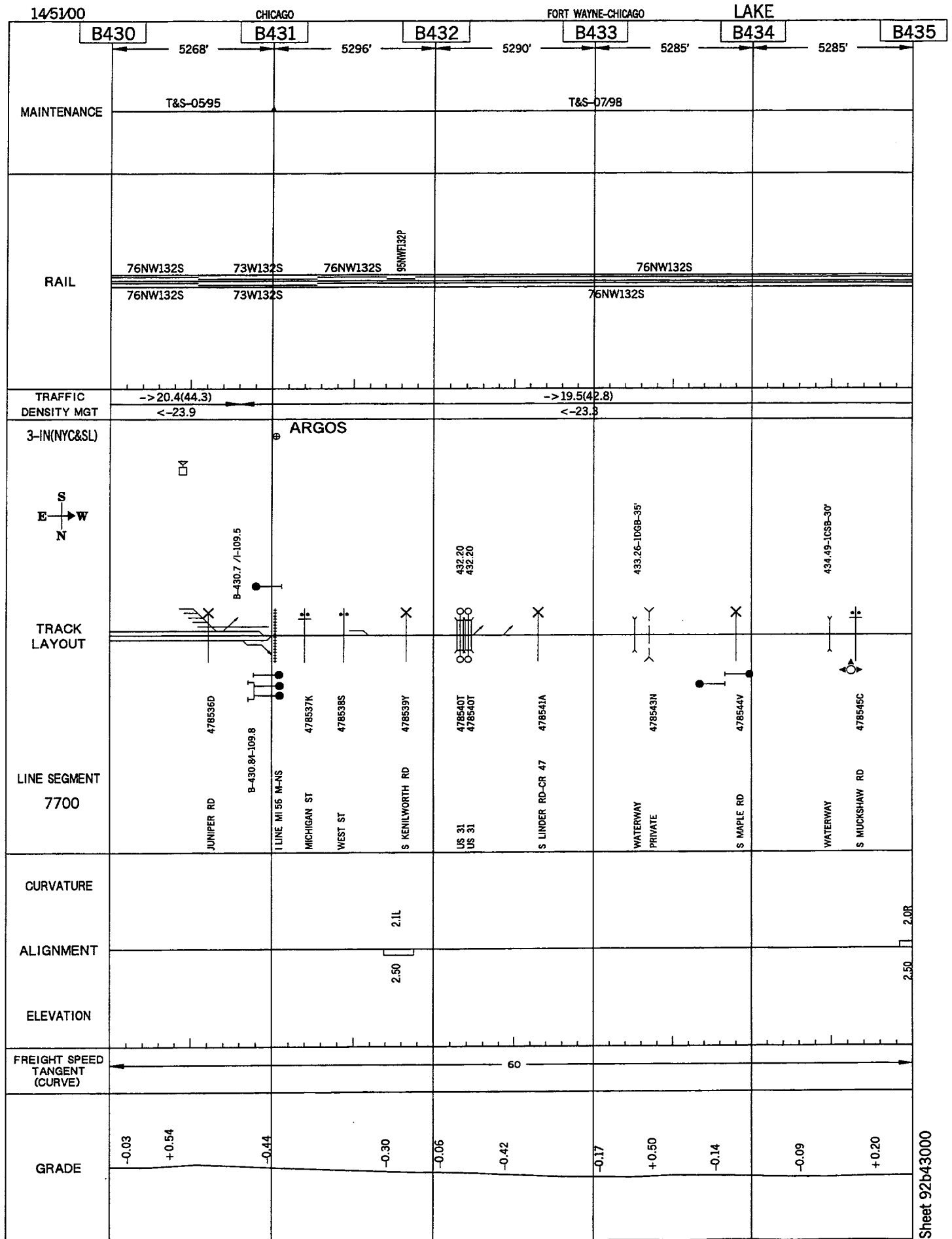


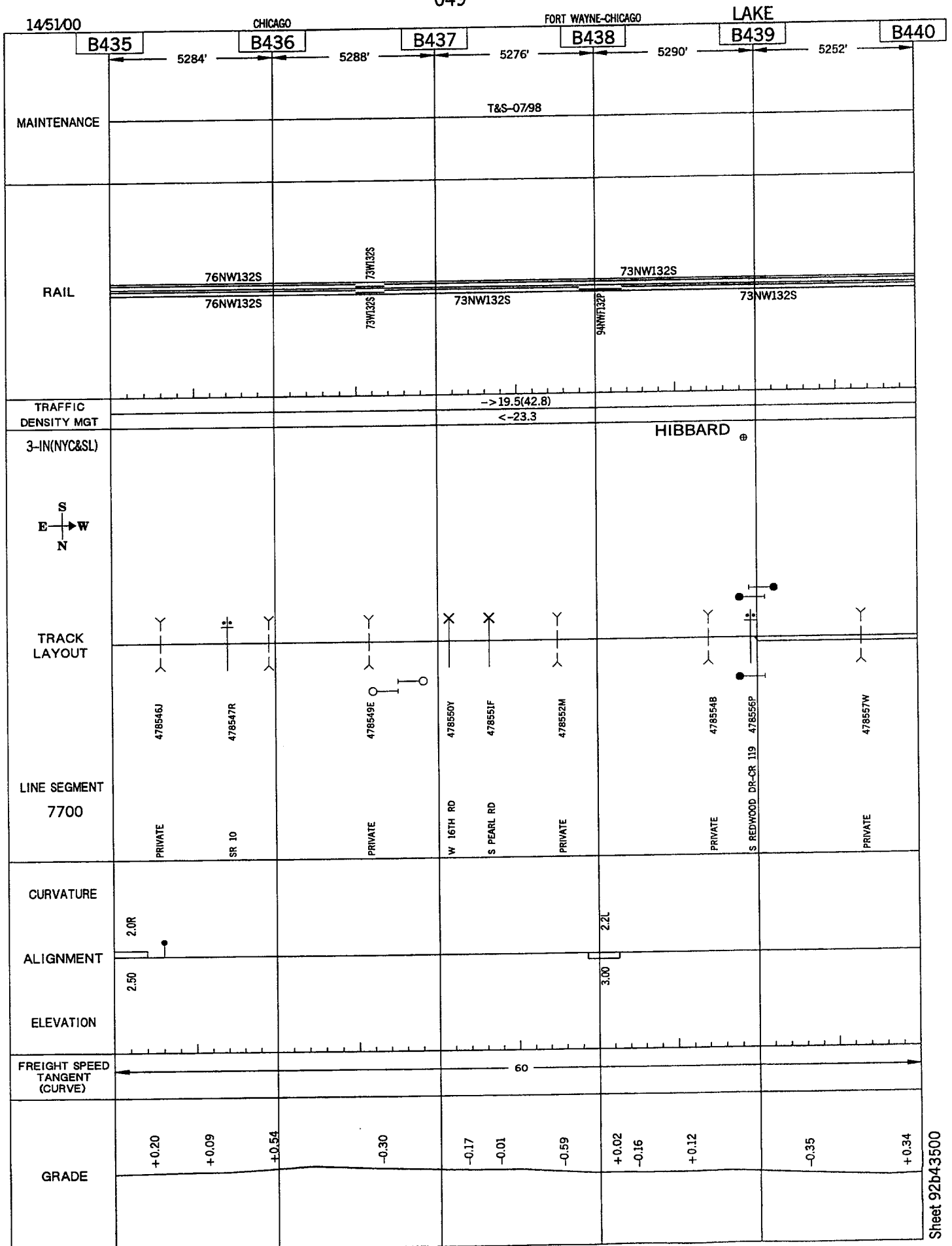
Sheet 92b41000





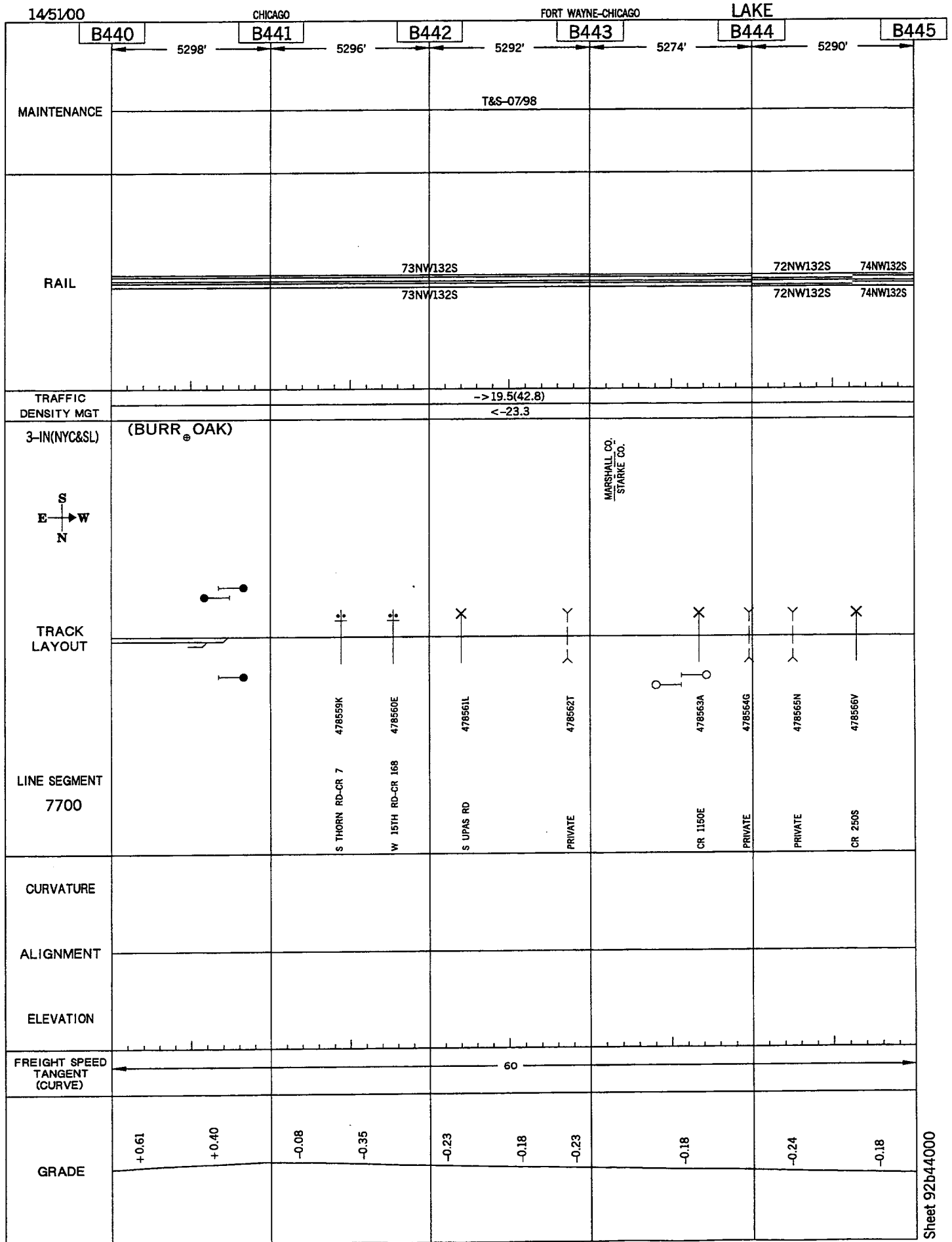








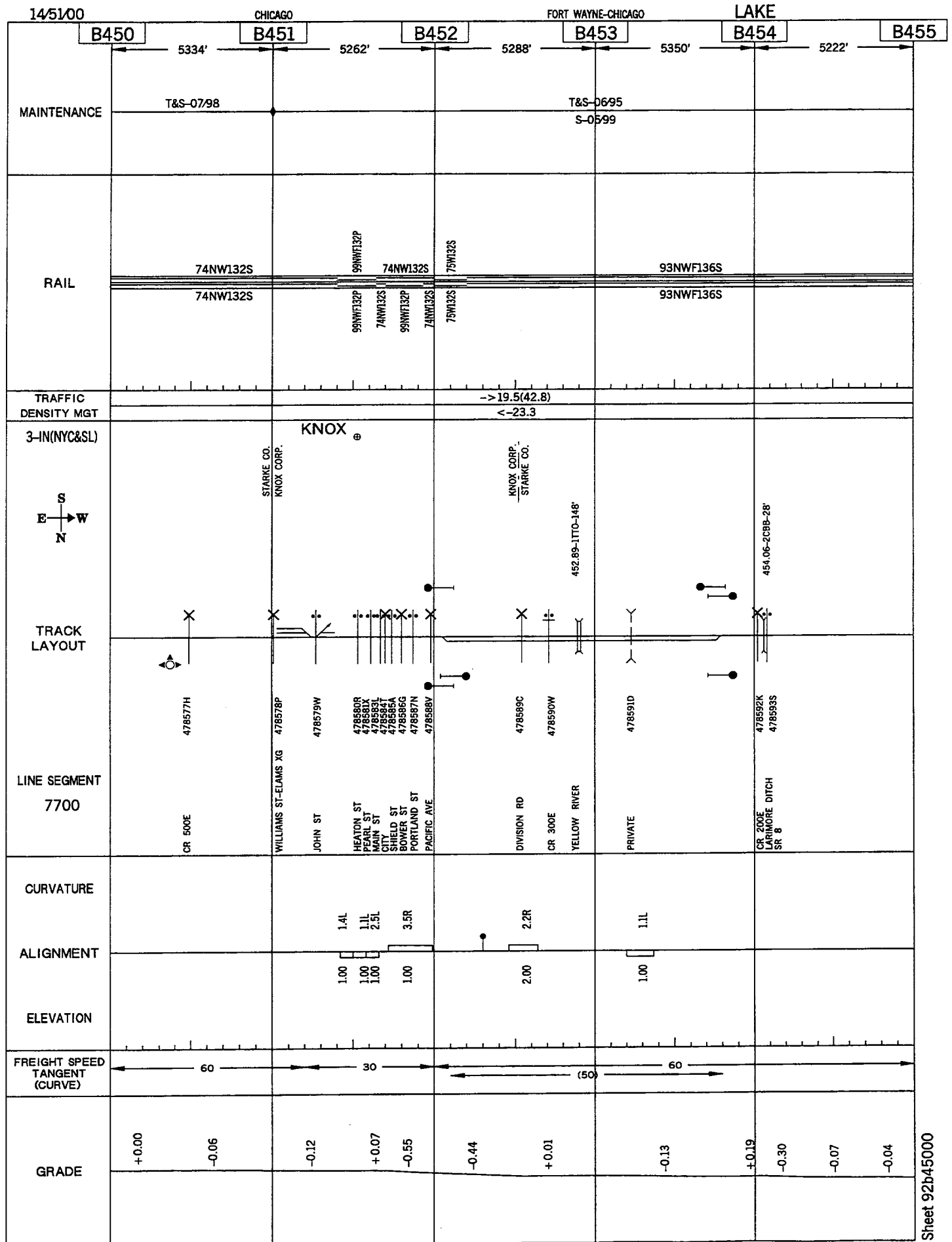
050

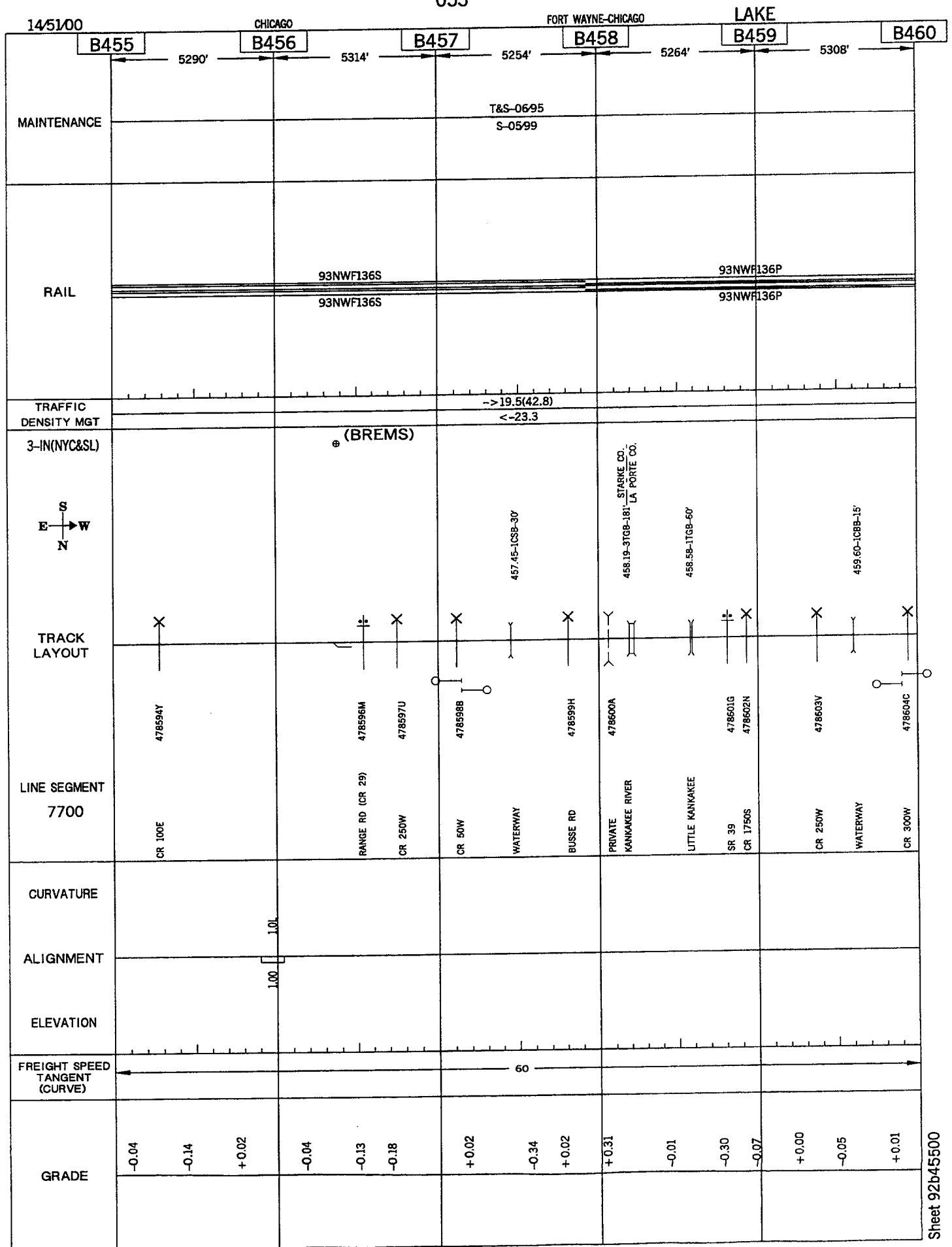


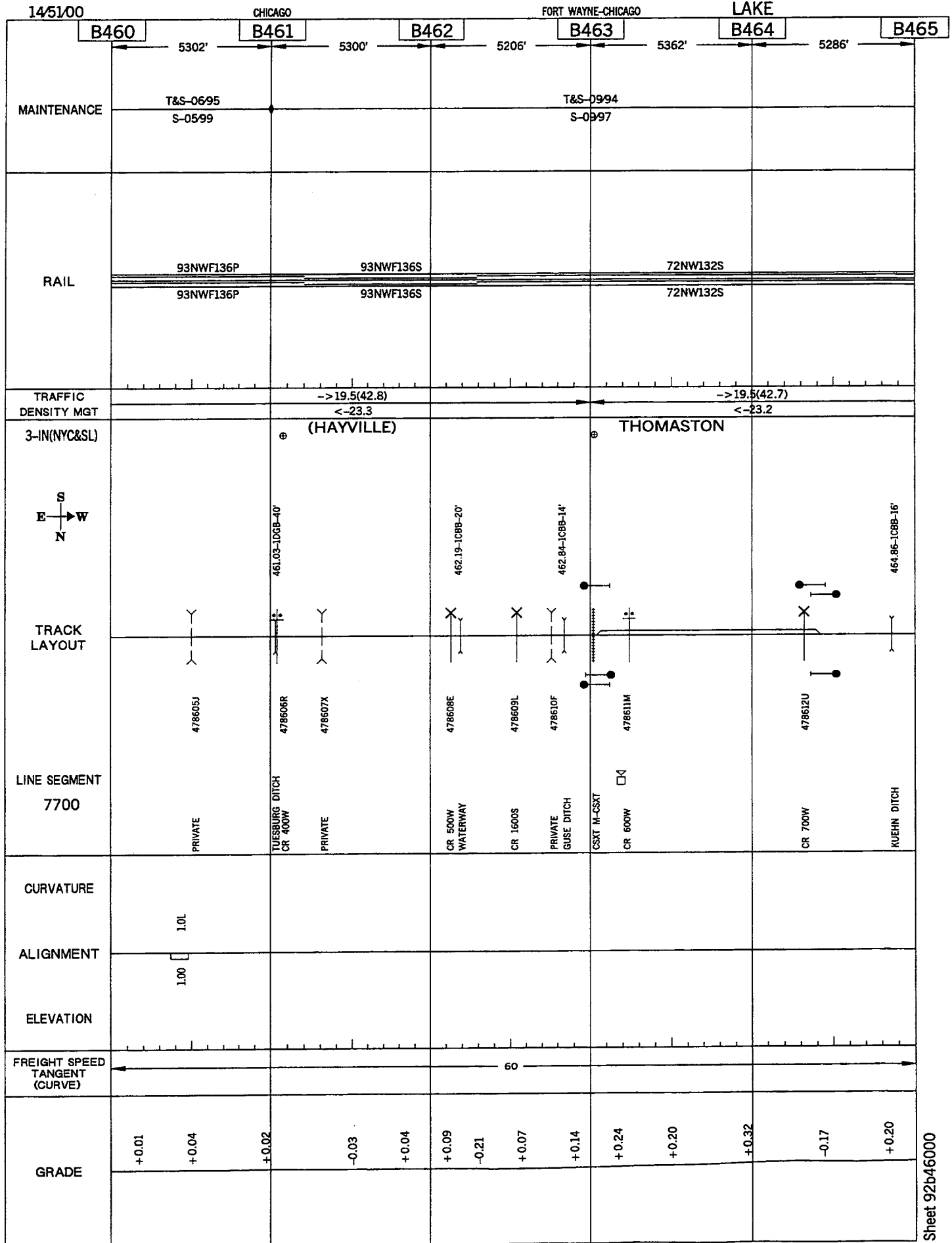
5288

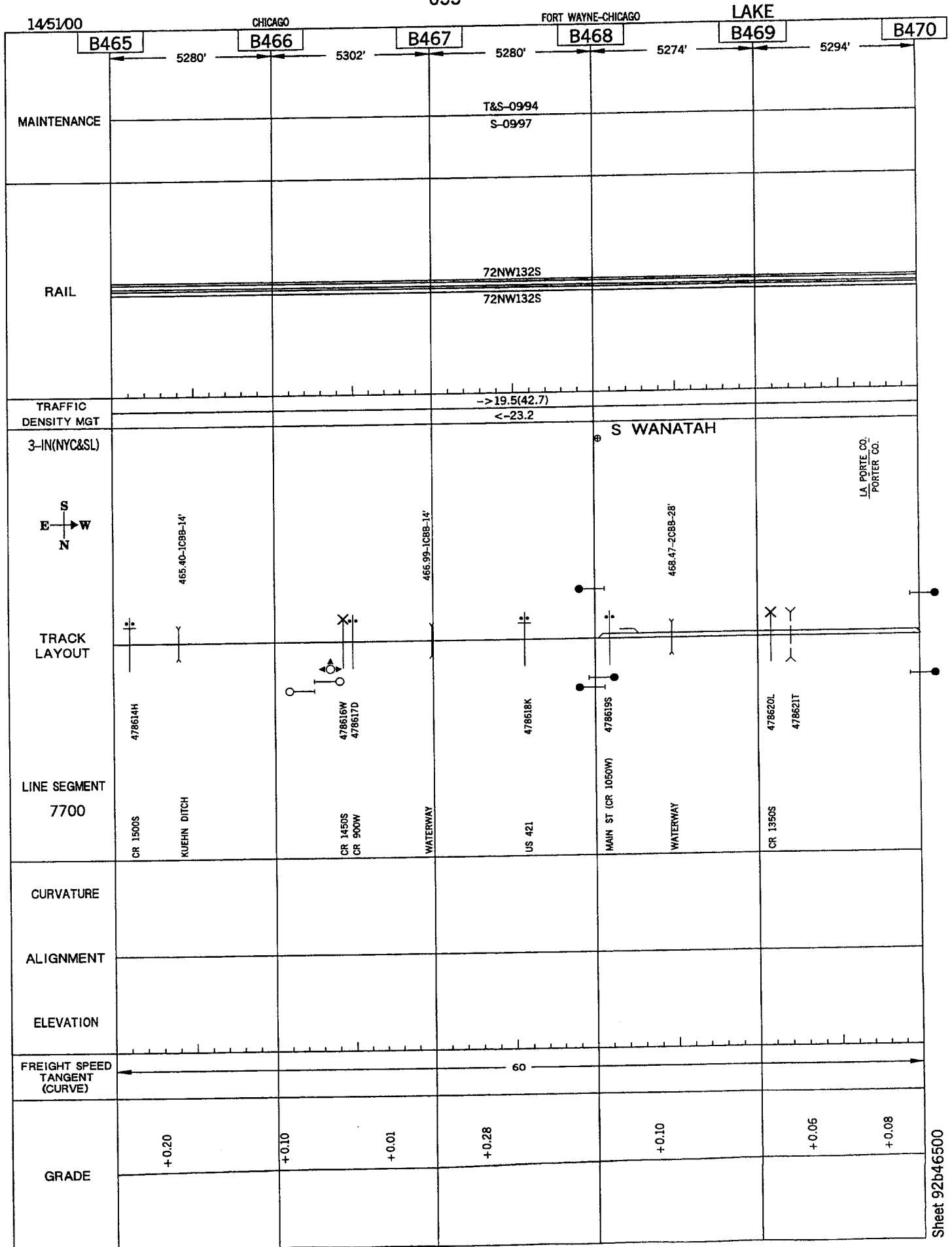
+0.07

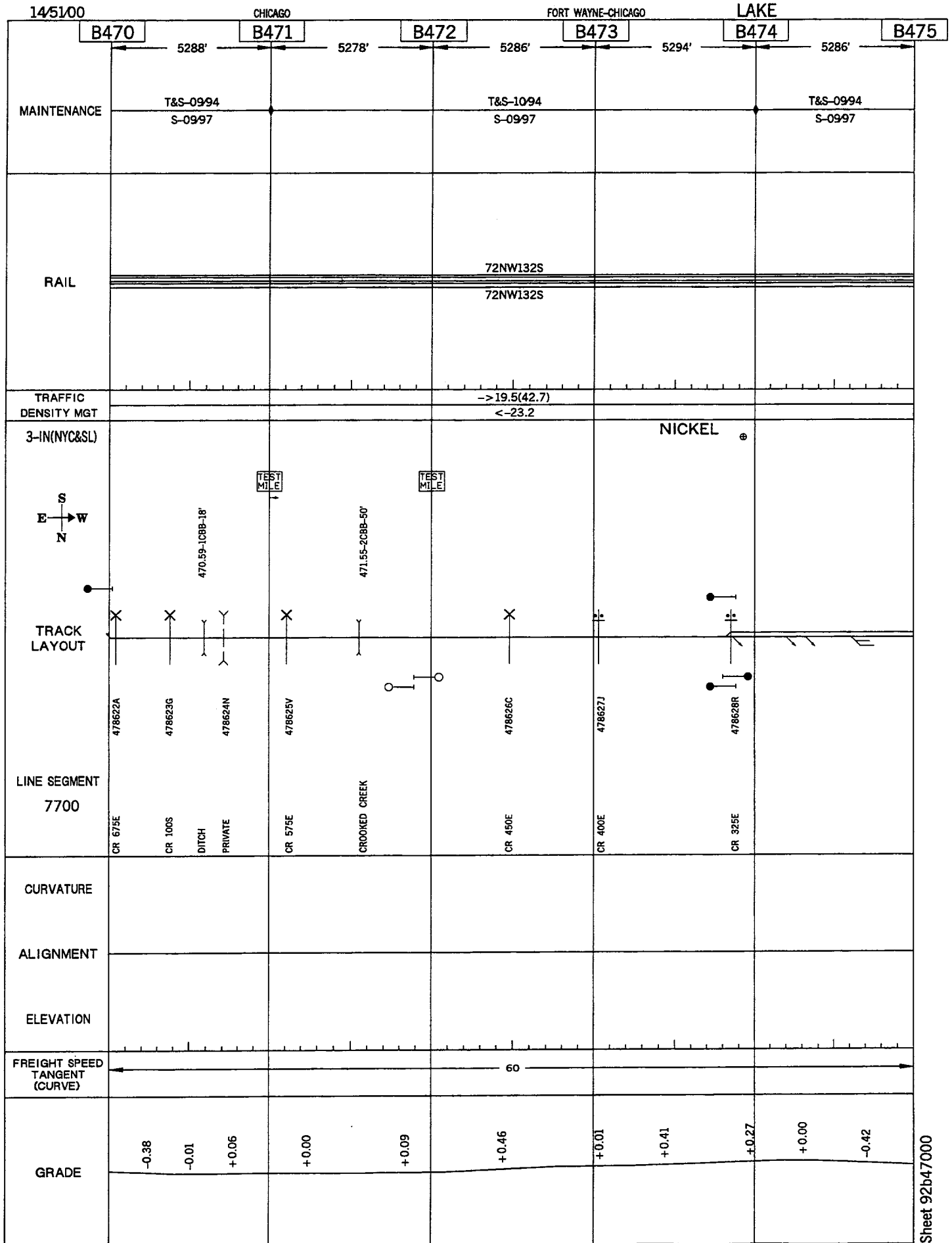
Sheet 92b44500

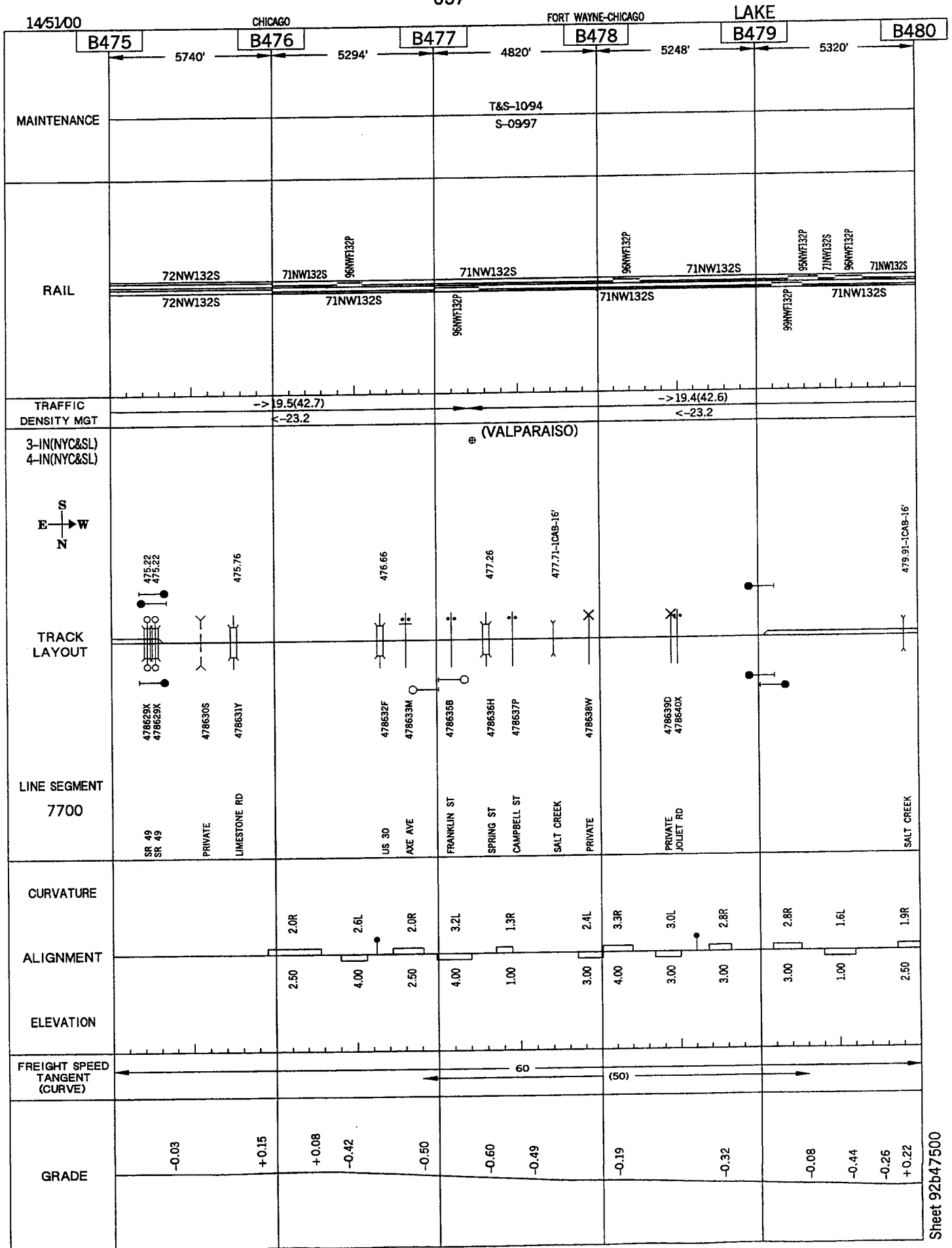












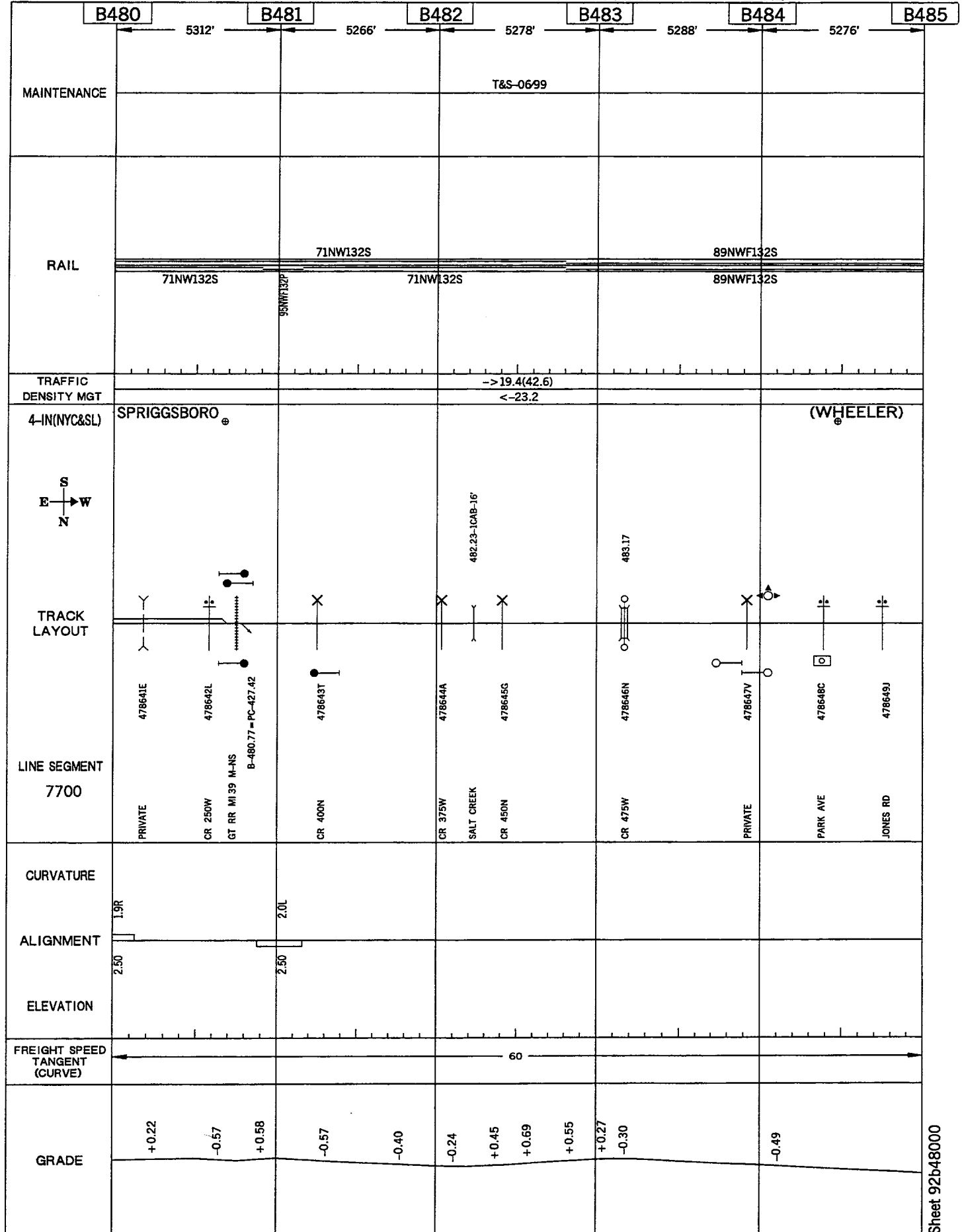


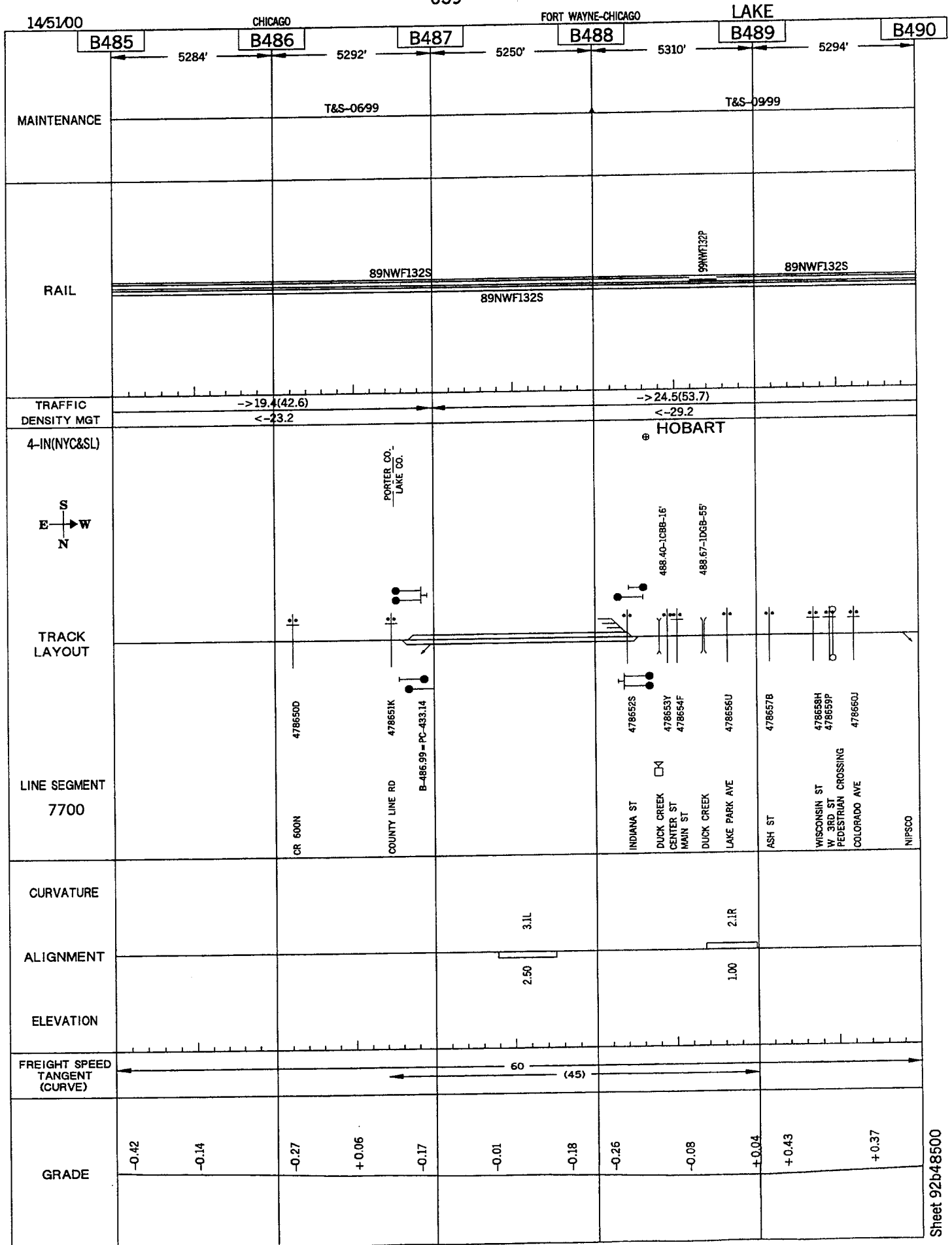
14/51/00

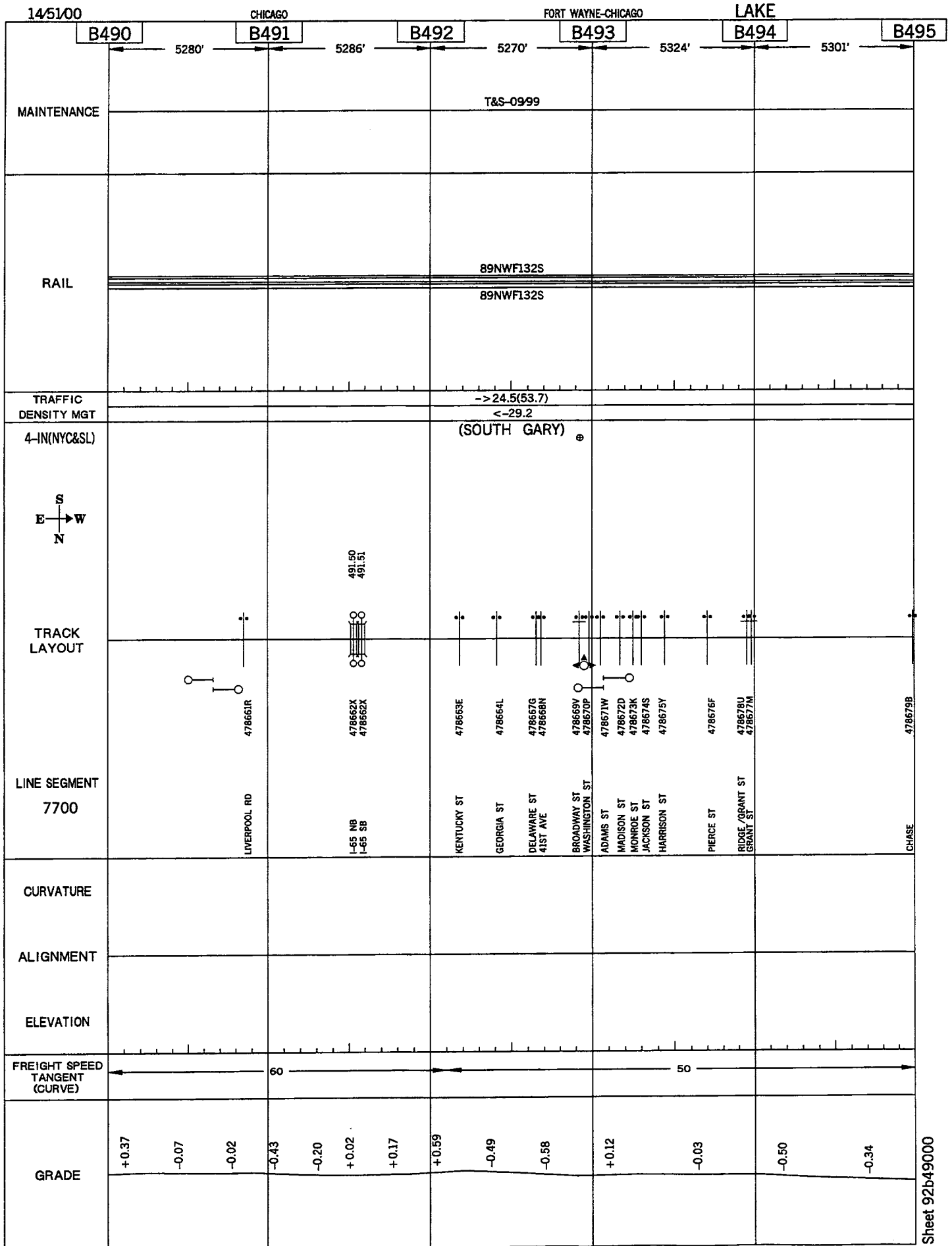
CHICAGO

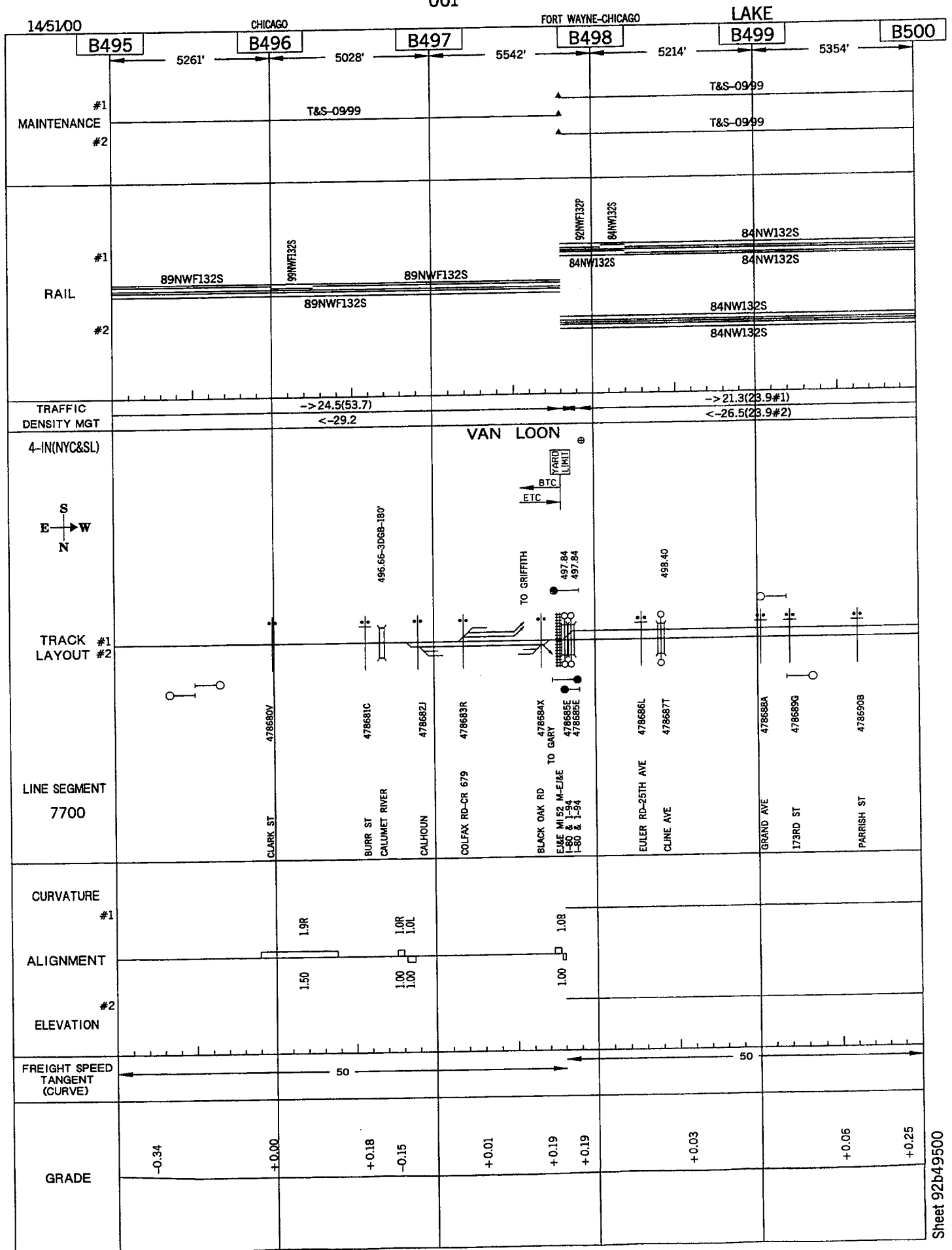
FORT WAYNE-CHICAGO

LAKE

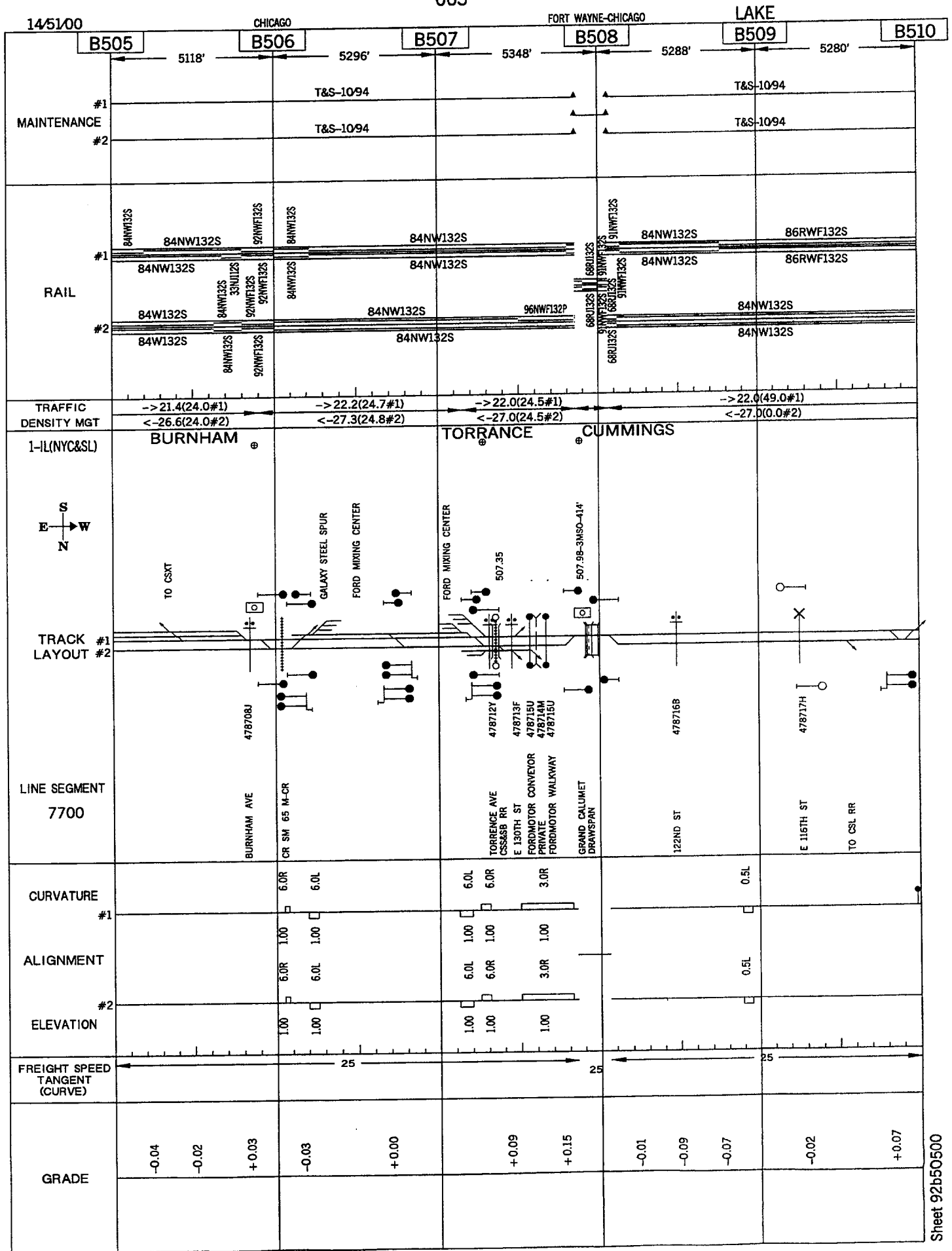








Sheet 92b50000





Sheet 92b51500



066

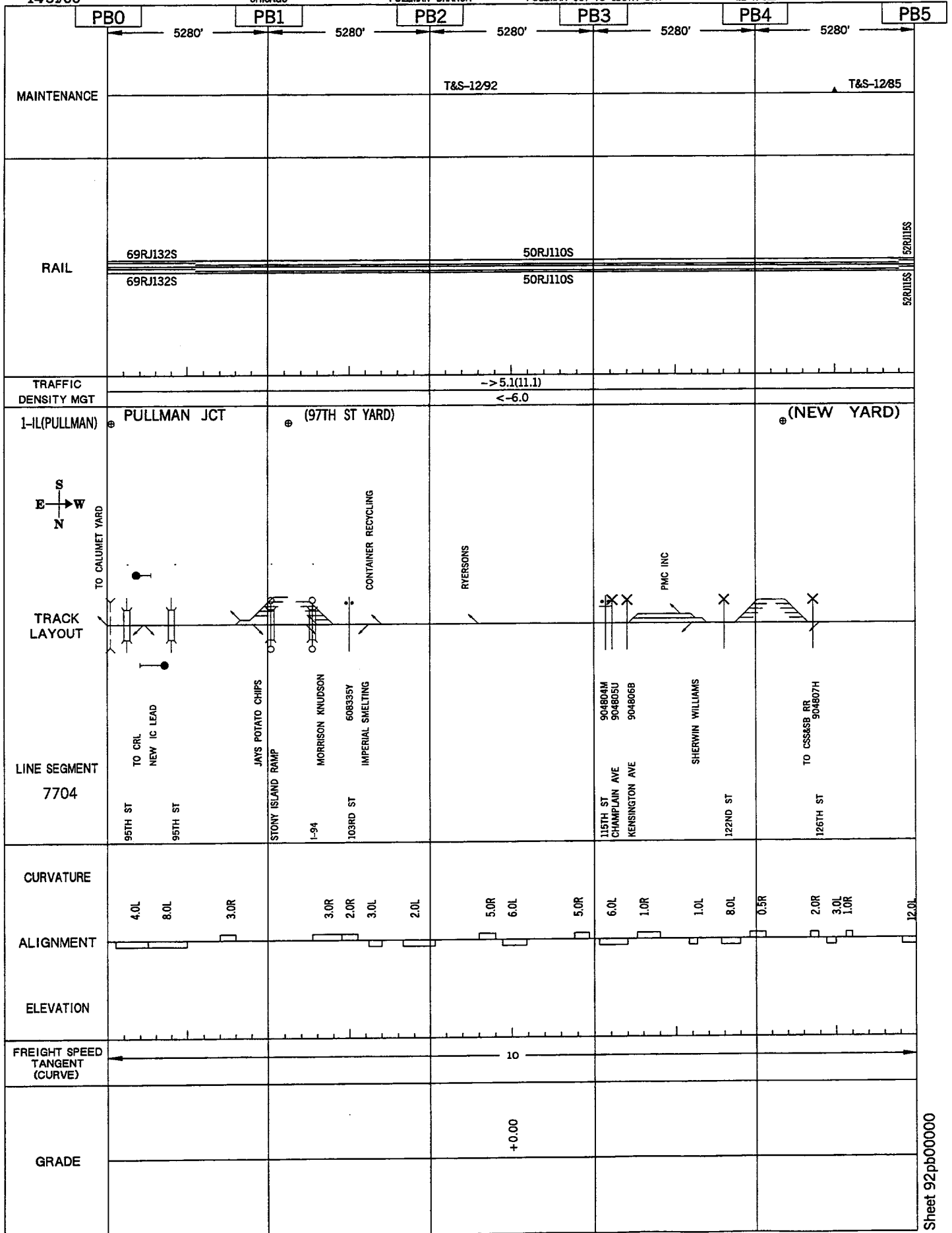
14/5100

CHICAGO

PULLMAN BRANCH

PULLMAN JCT TO 130TH STR

LAKE



067

14/51/00

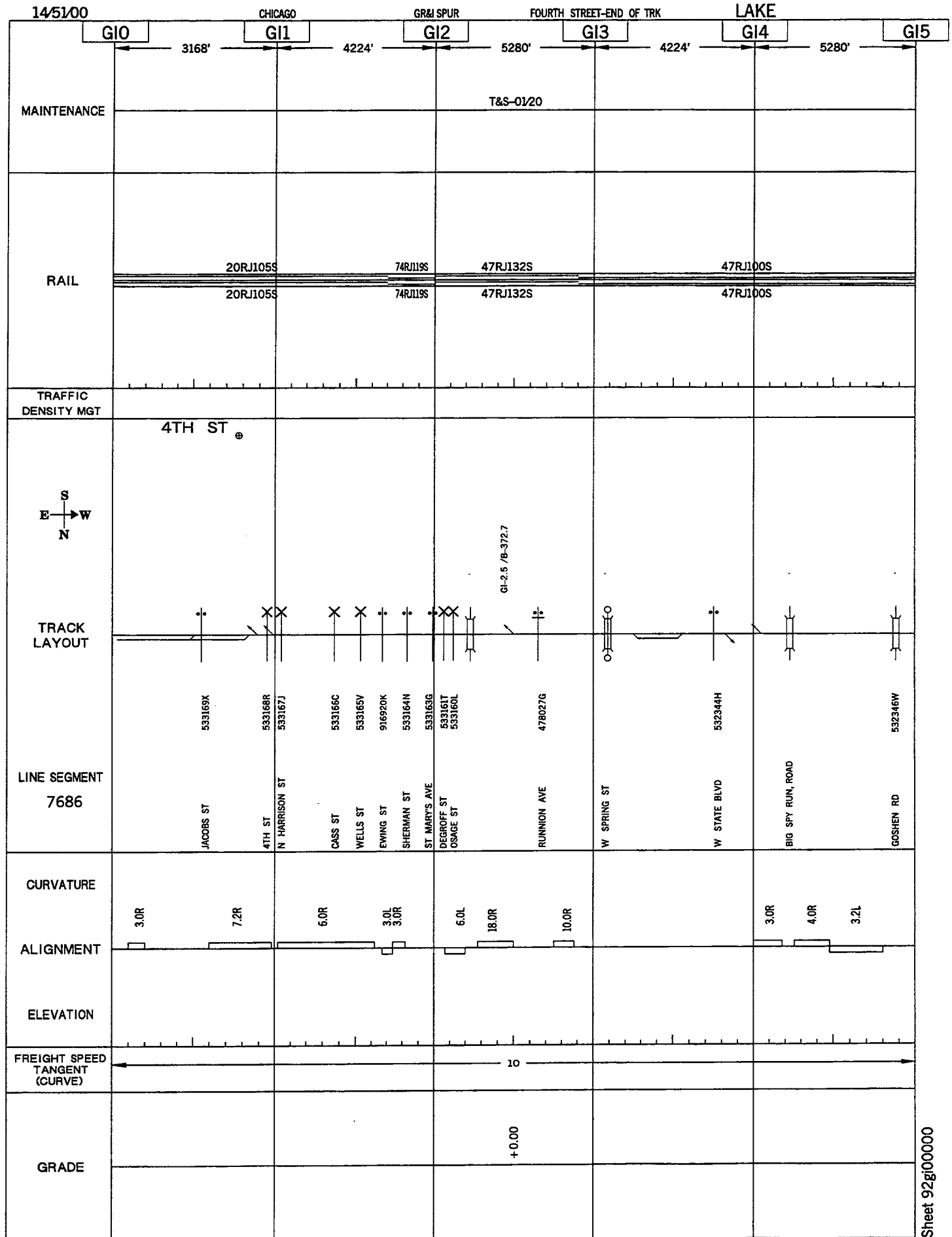
CHICAGO

PULLMAN BRANCH

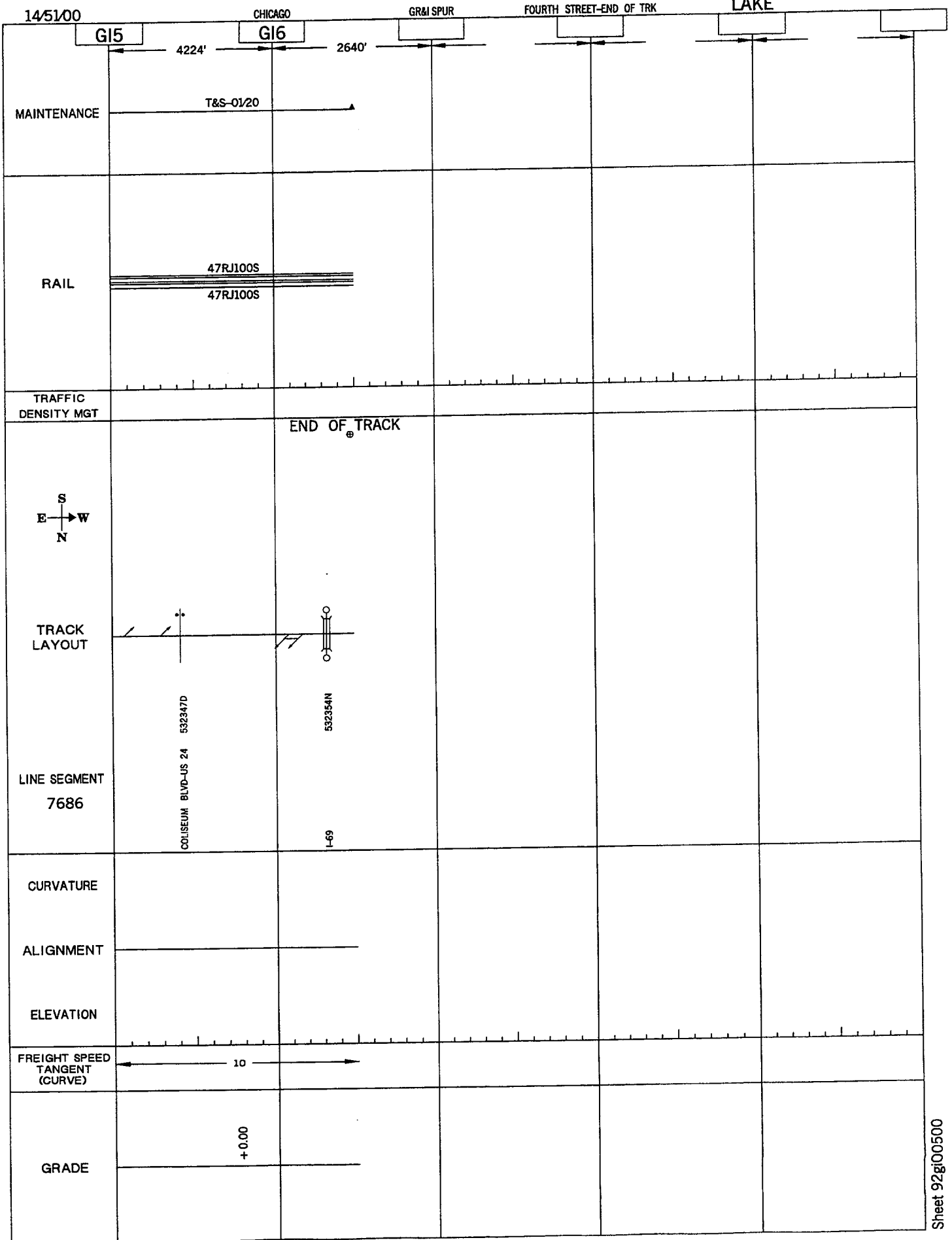
PULLMAN JCT TO 130TH STR

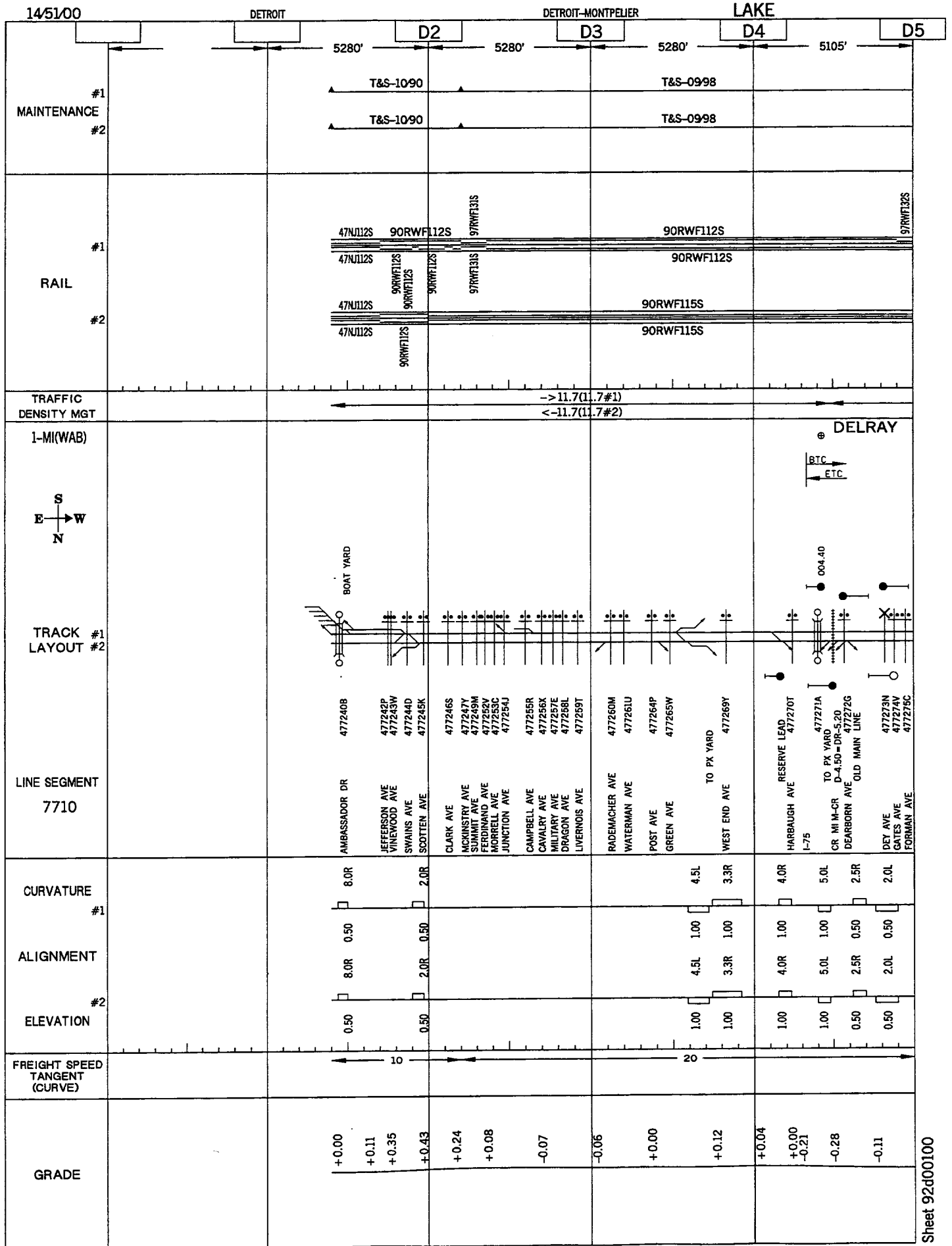
LAKE

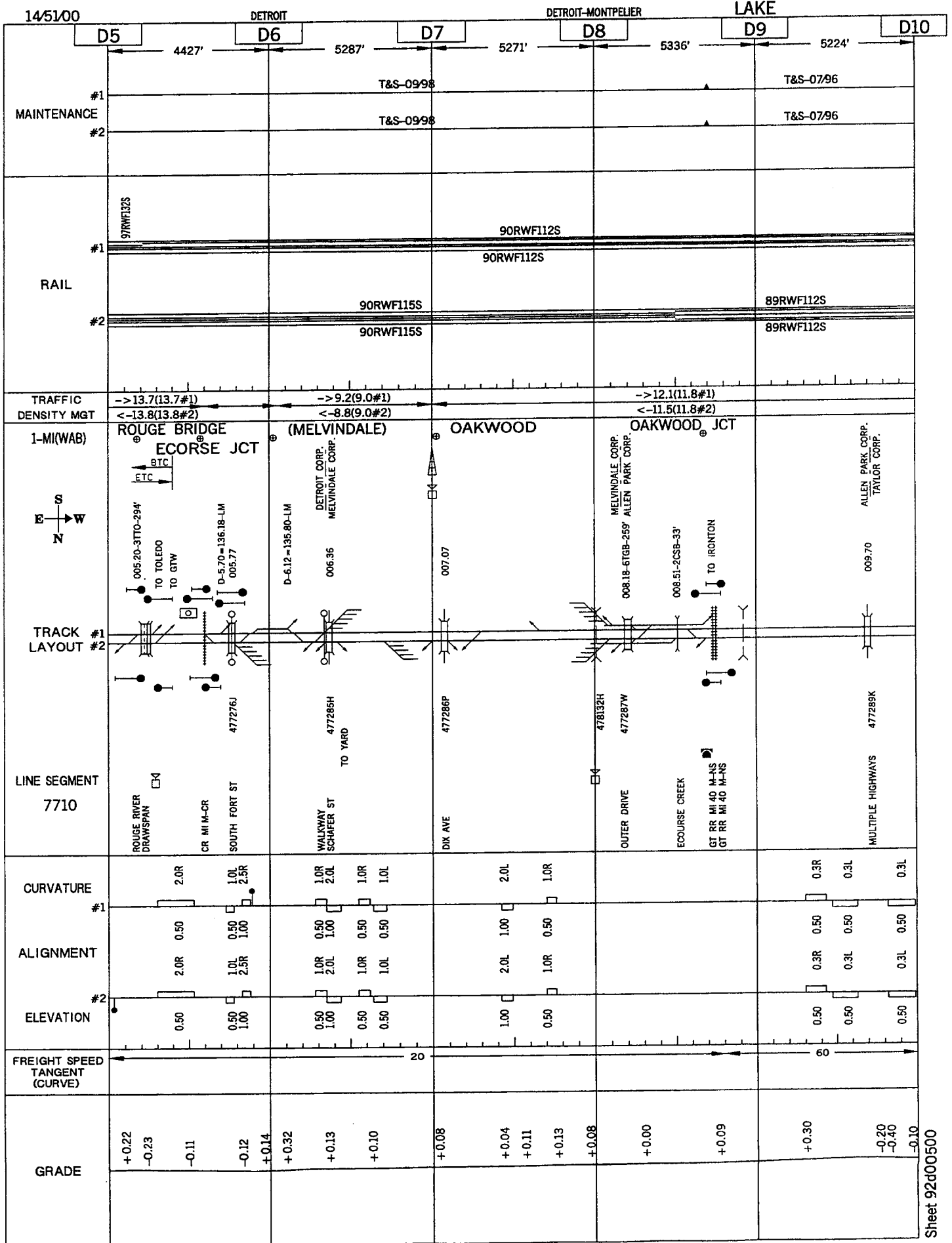
	PB5					
	5280'					
MAINTENANCE	T&S-12/85					
RAIL	52RJ115S 52RJ115S					
TRAFFIC DENSITY MGT						
TRACK LAYOUT	(130TH ST) TO CHICAGO PORT AUTH					
LINE SEGMENT 7704	I-80					
CURVATURE	12.0L 12.0L					
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	+0.00					



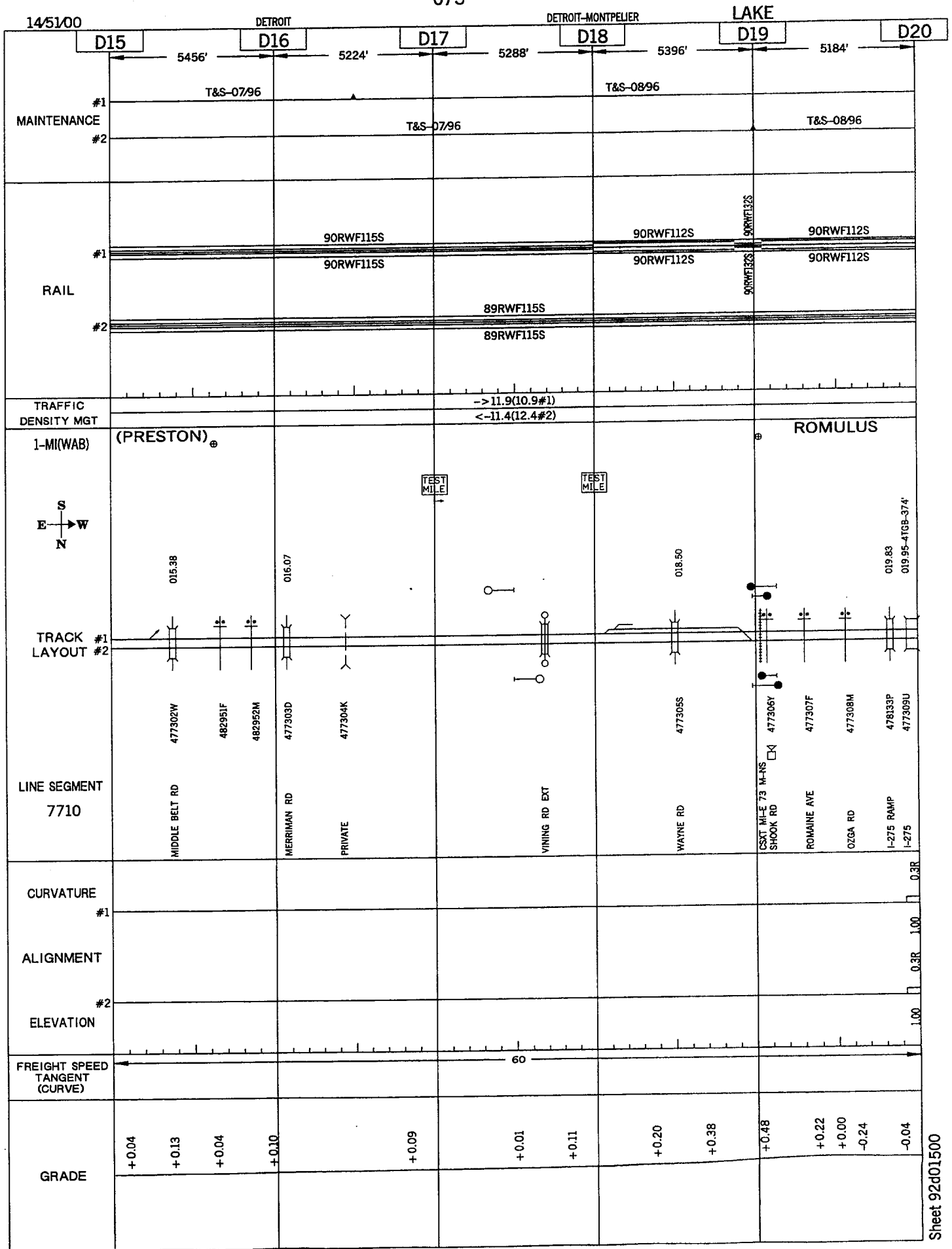
069



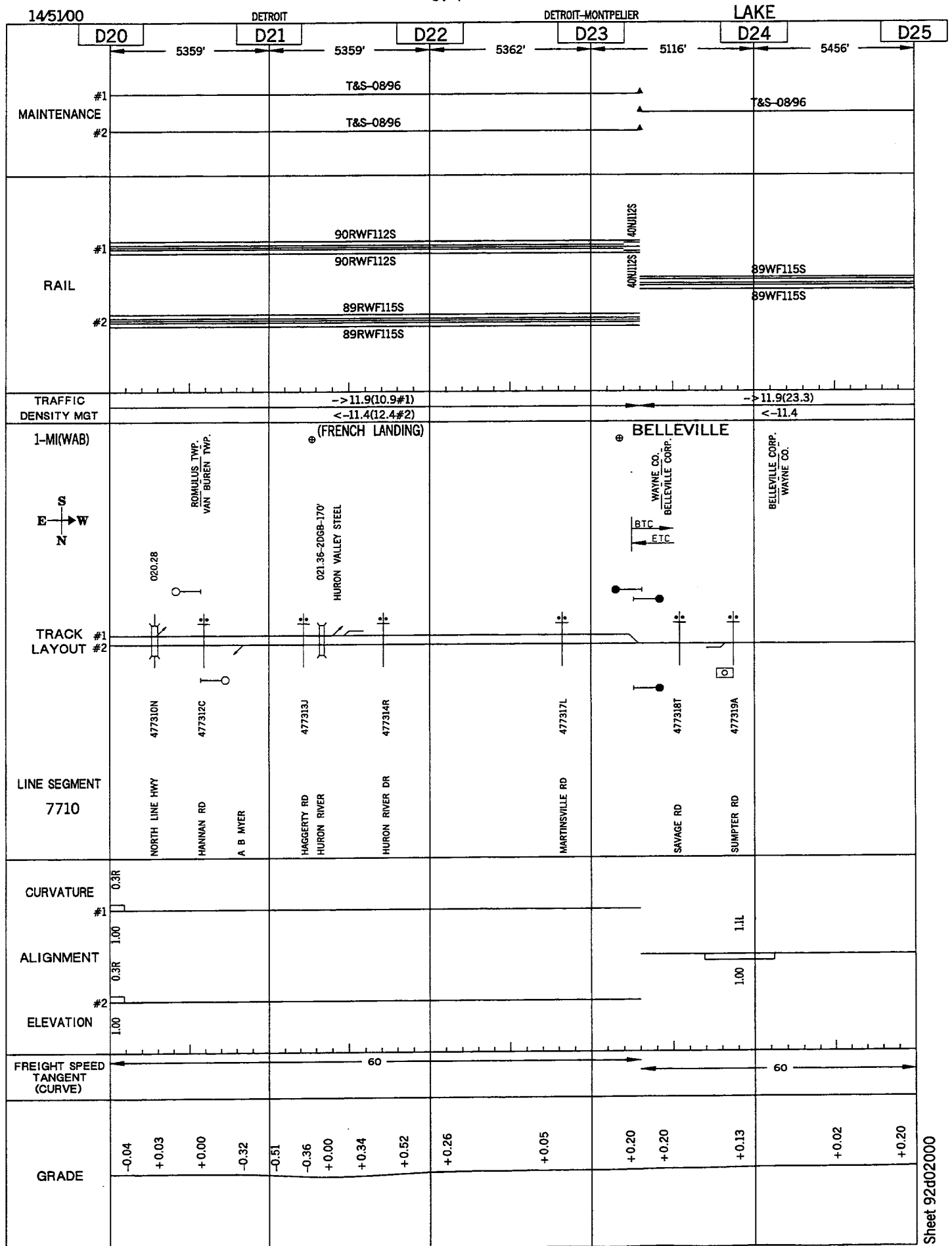


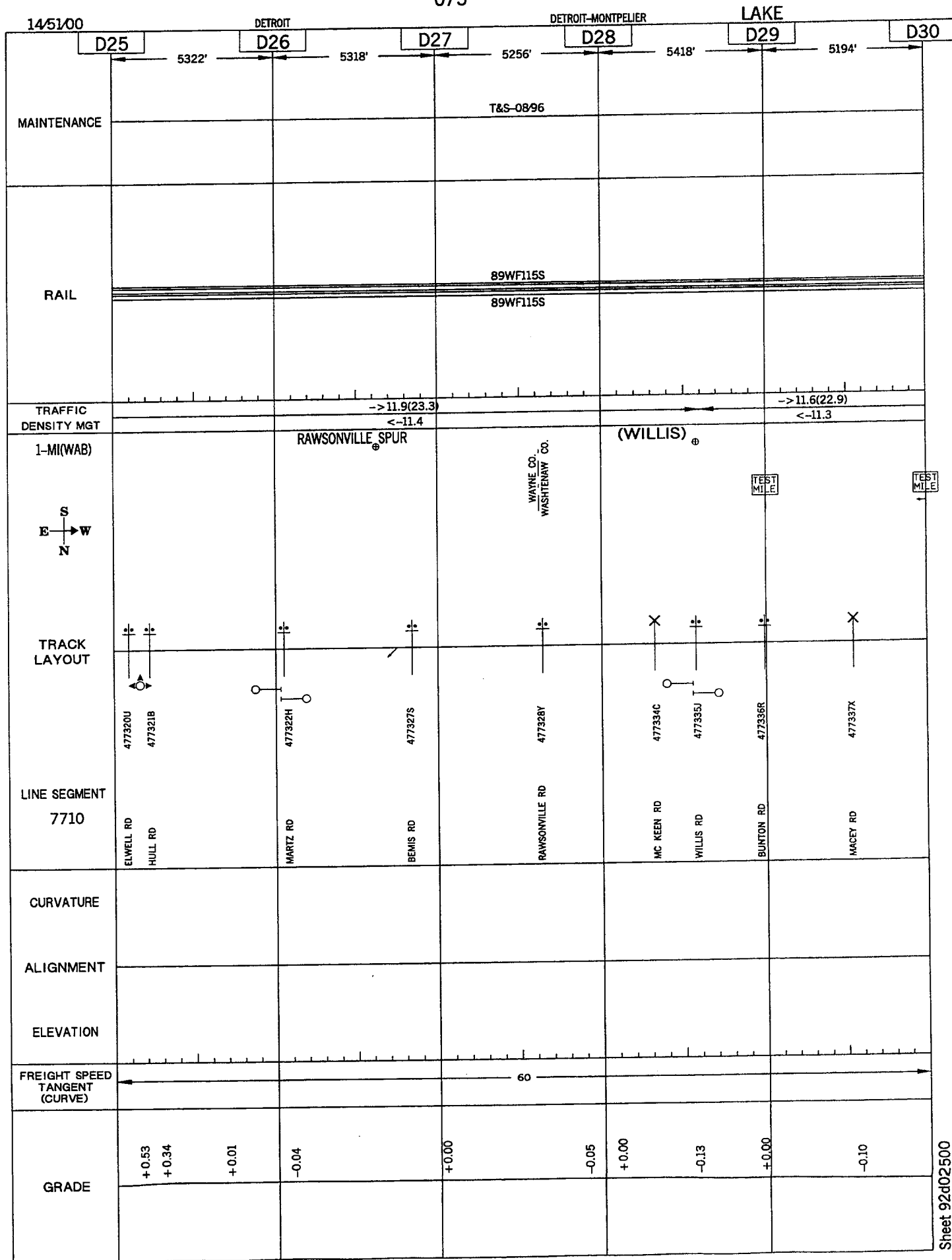


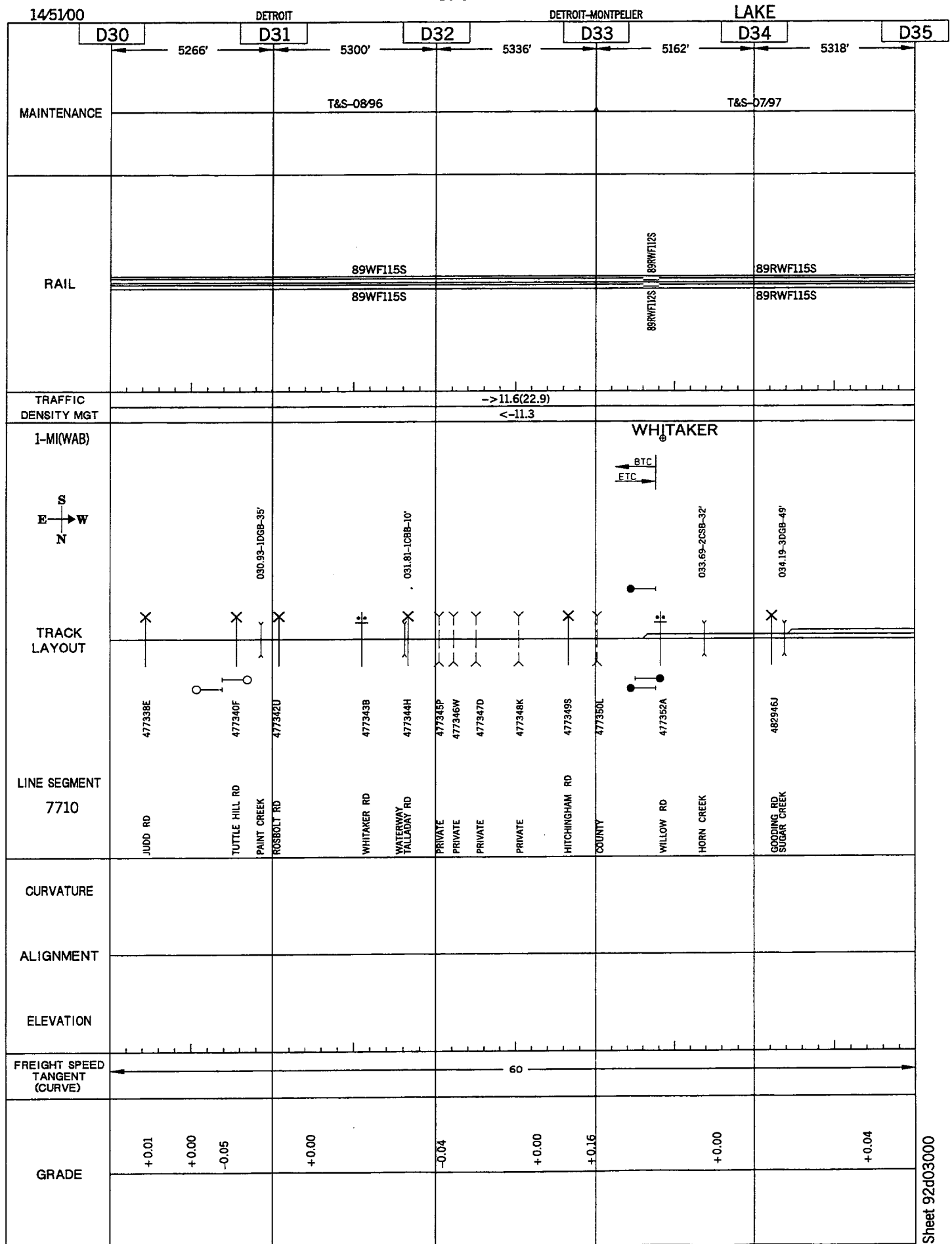
Sheet 92d01000

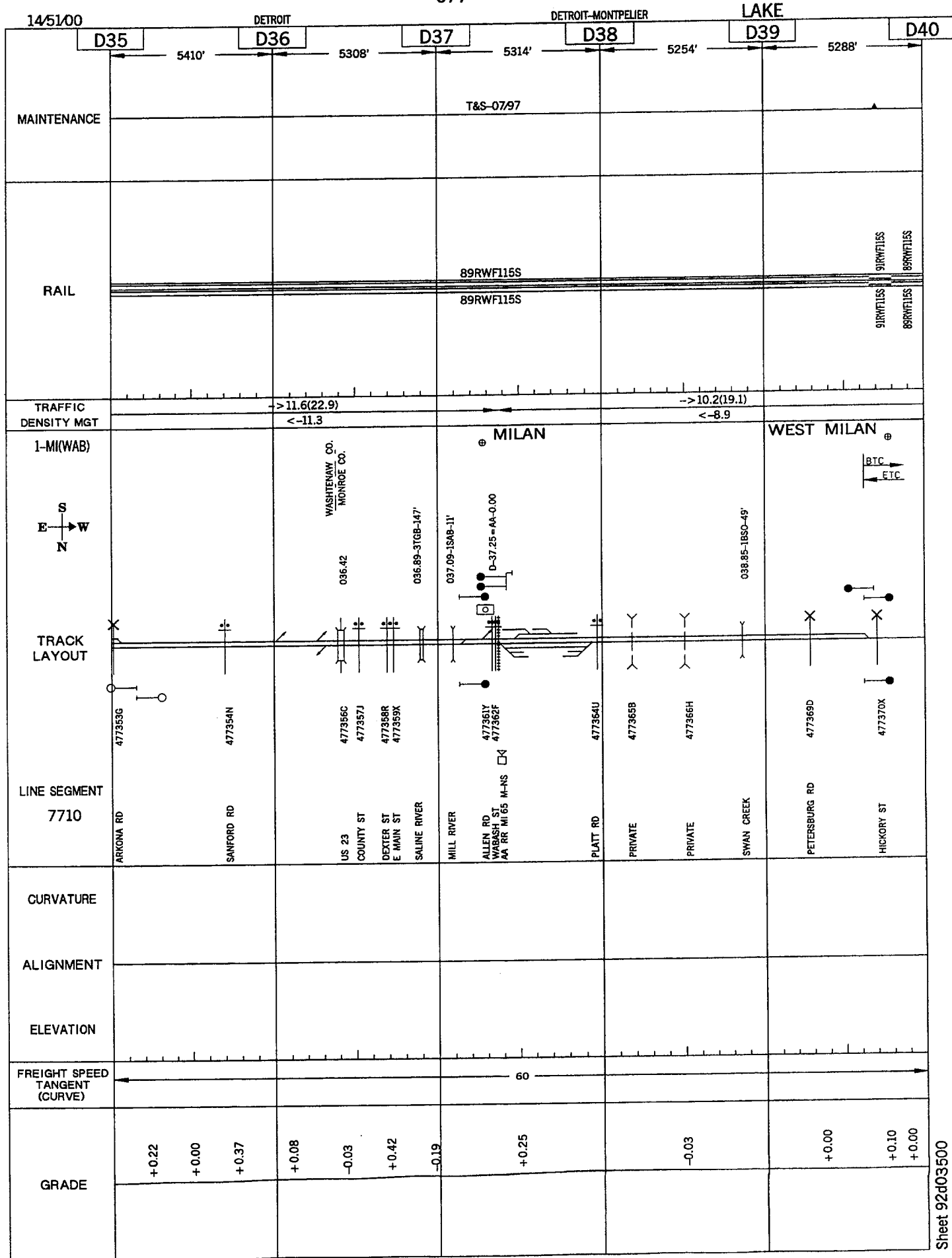


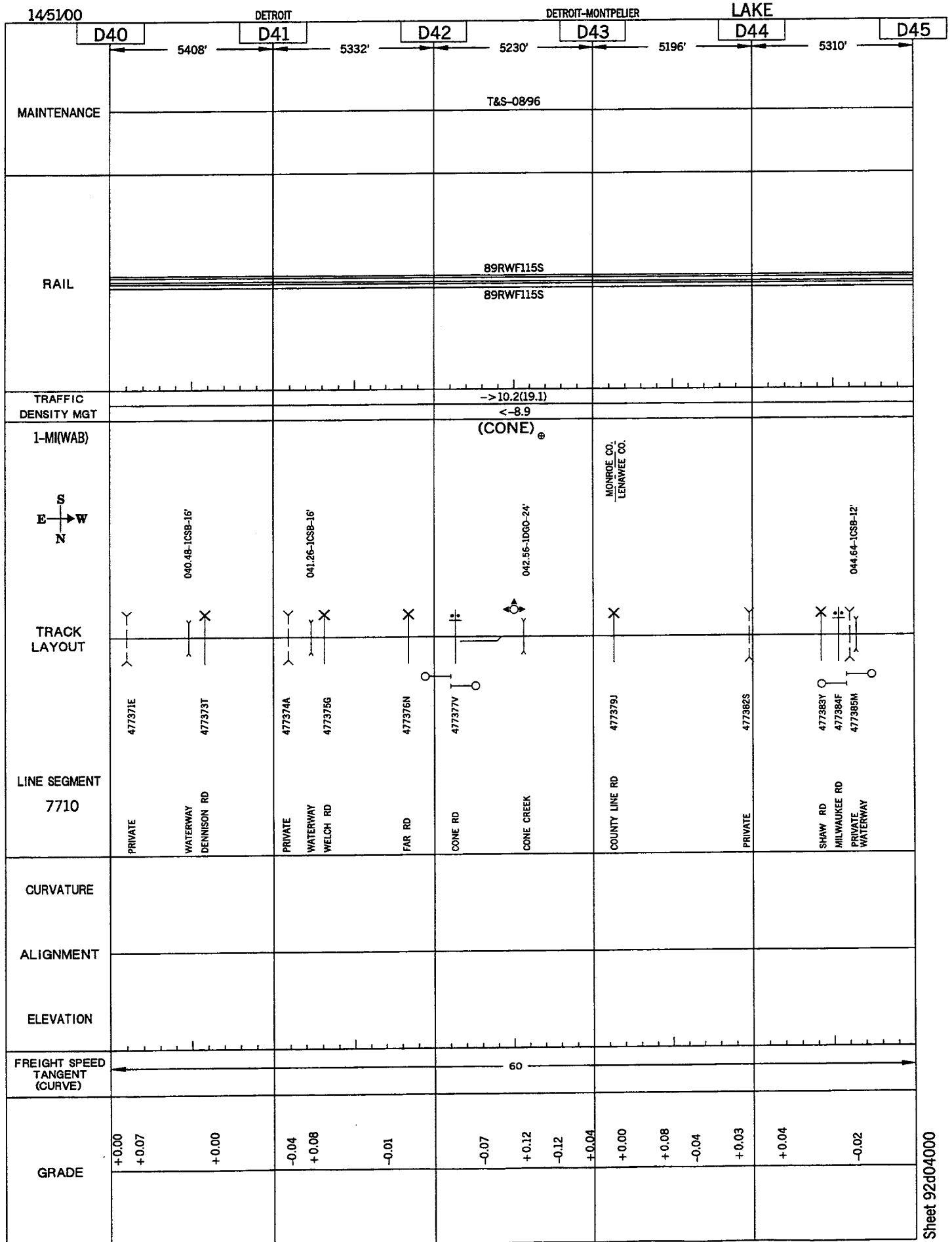


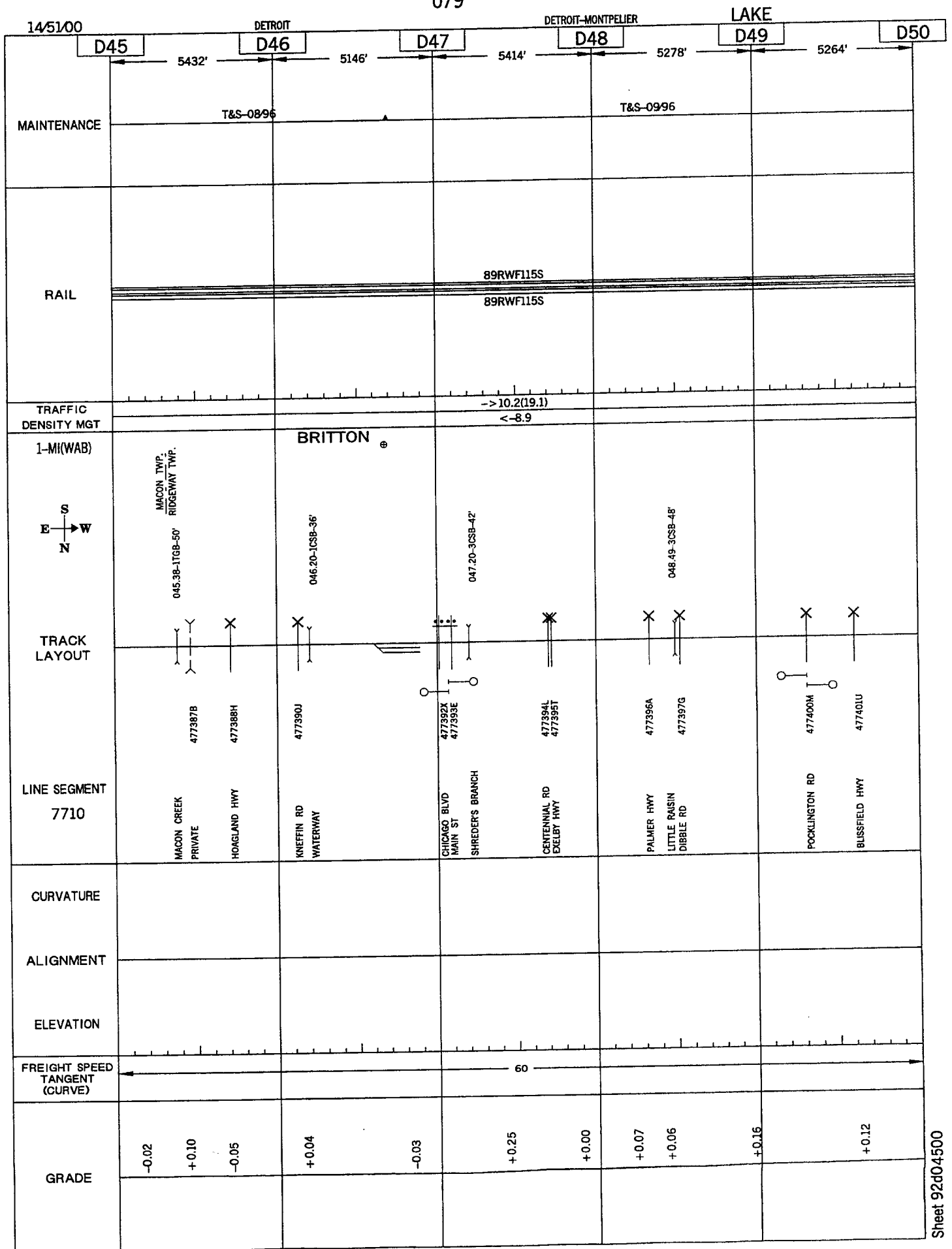


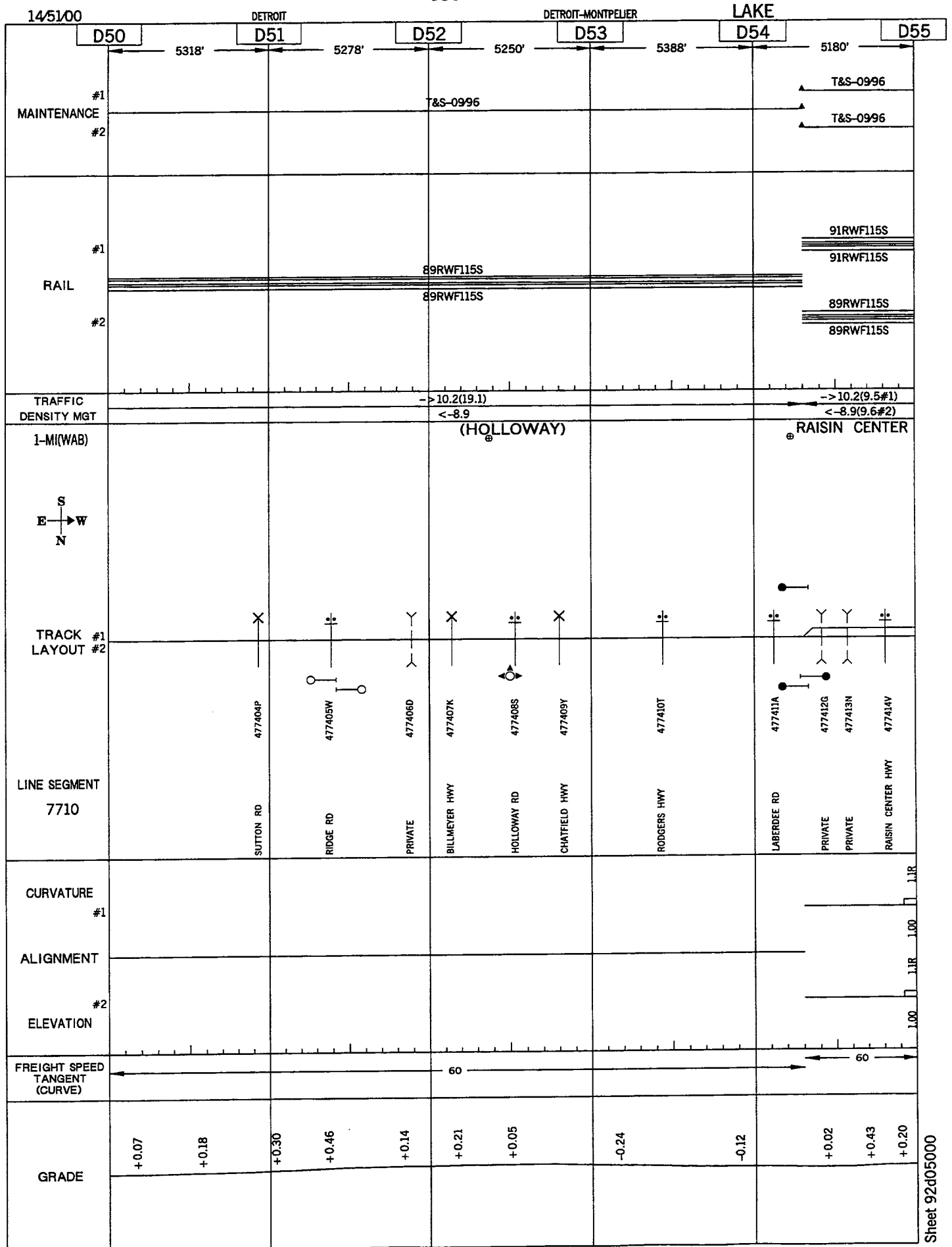


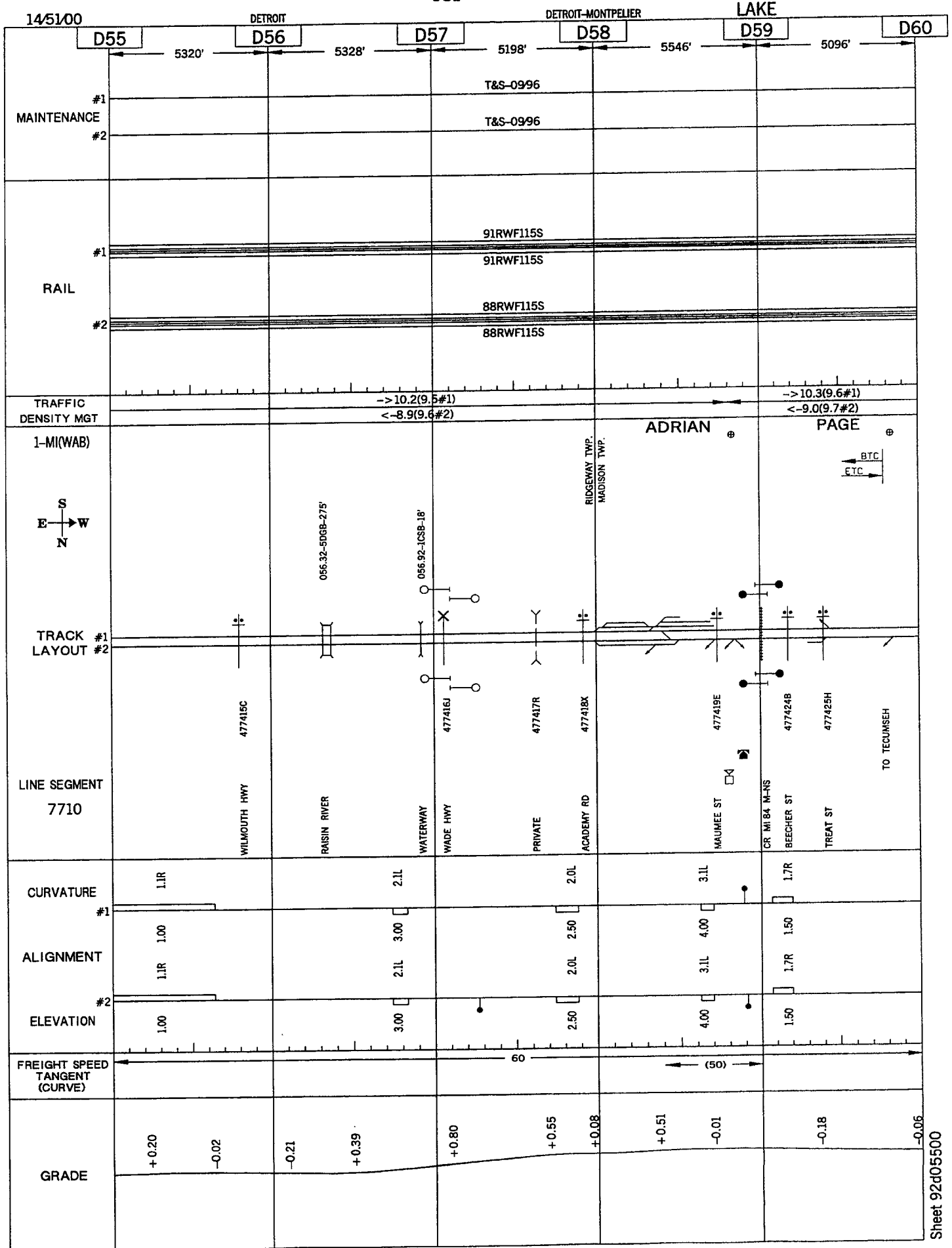




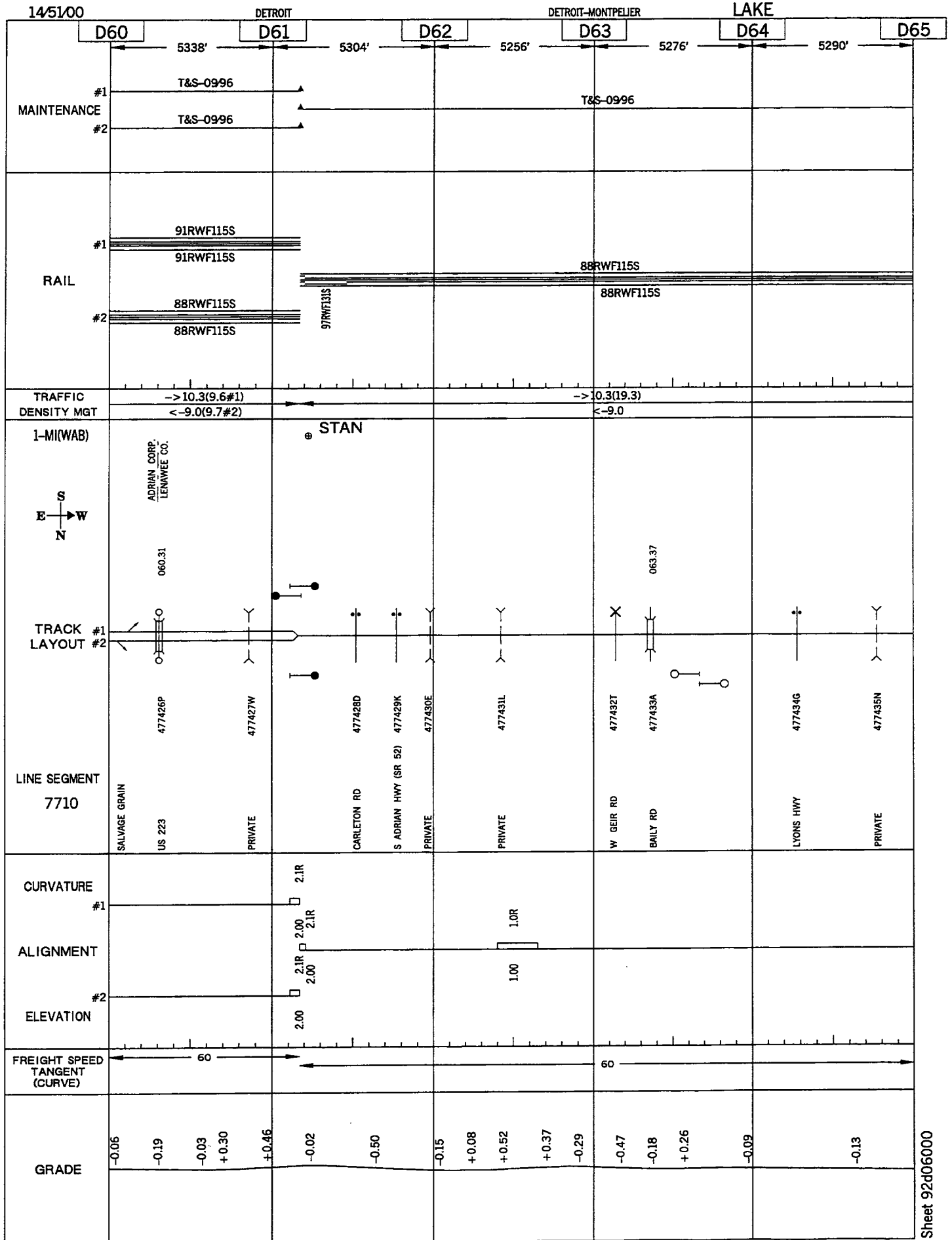


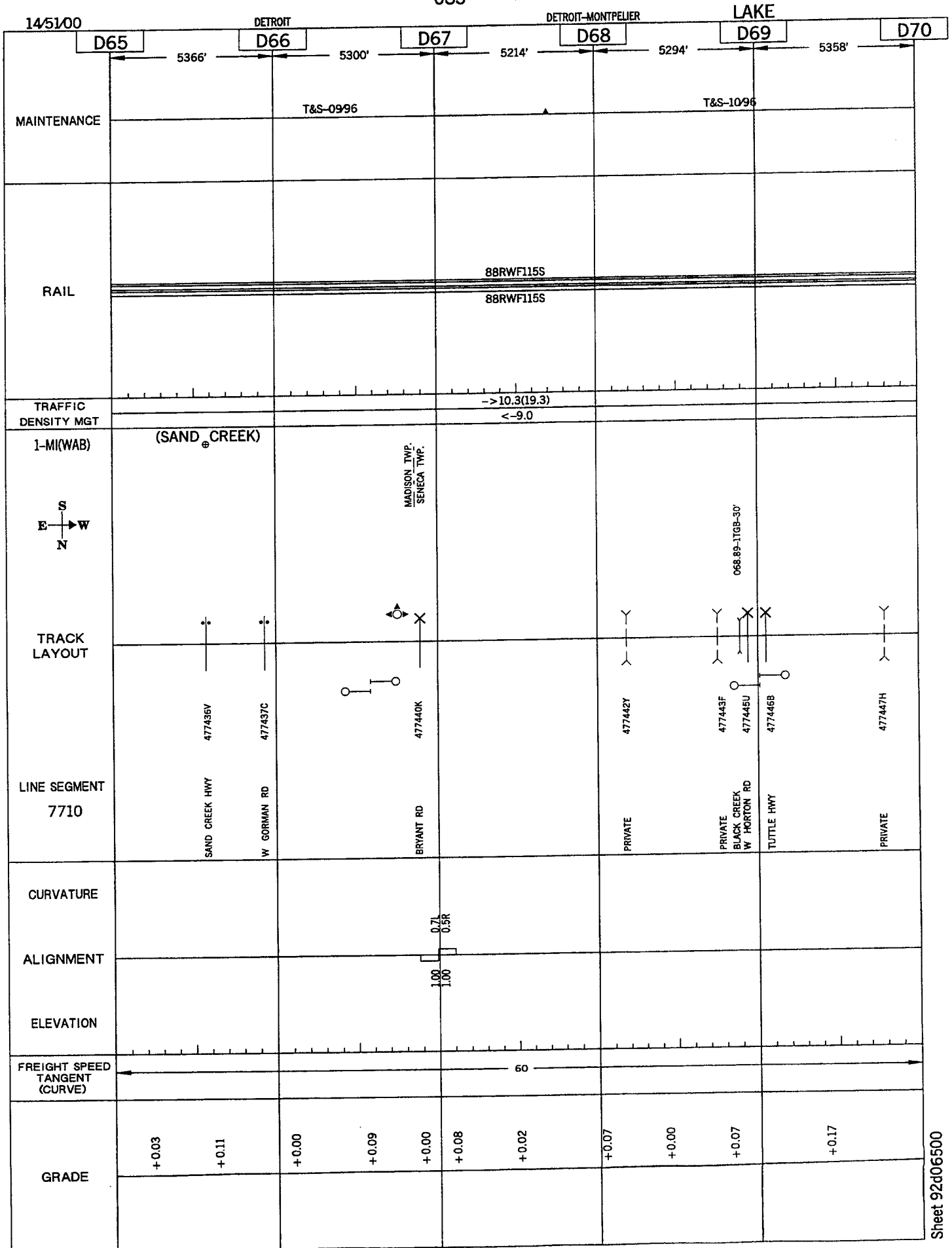


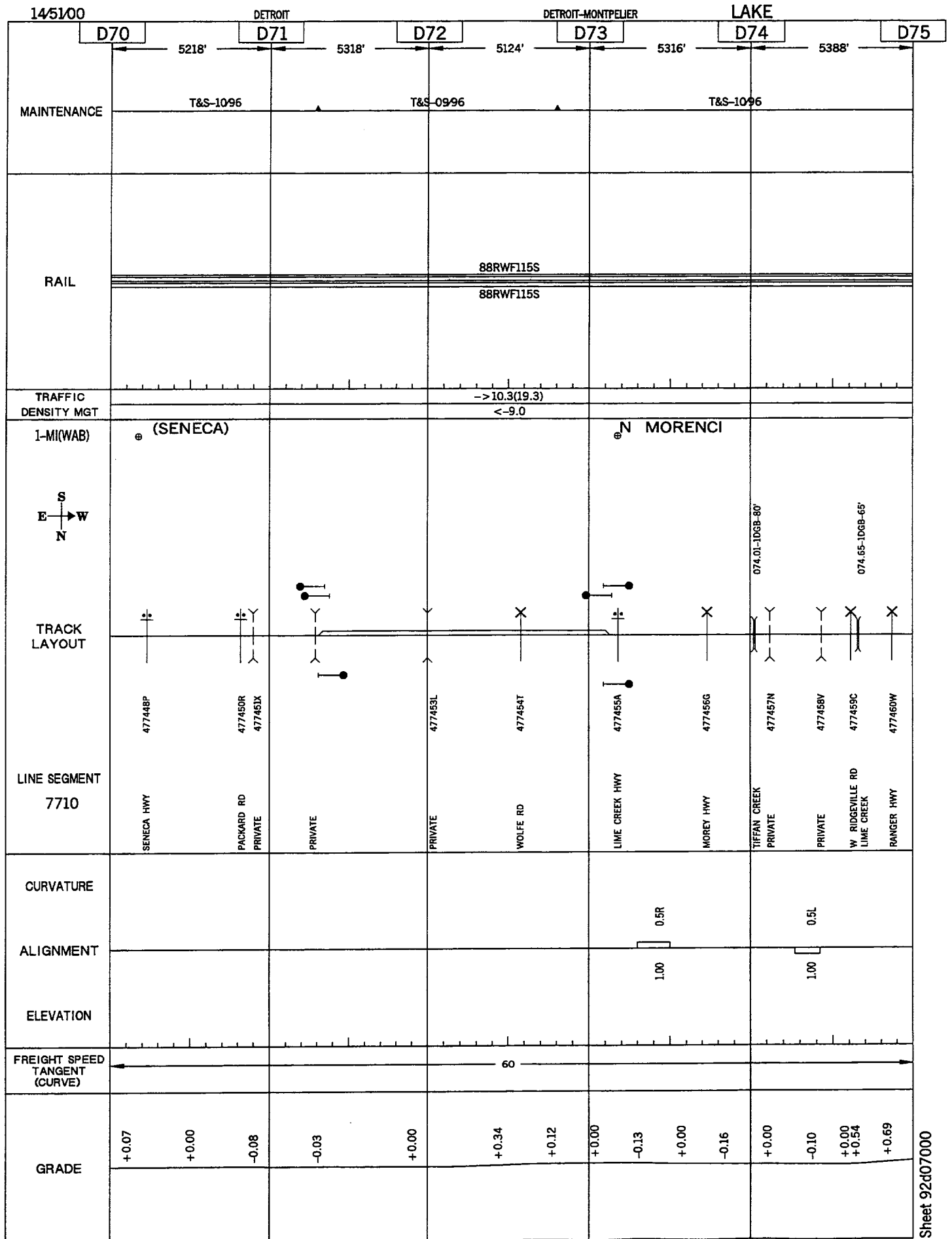




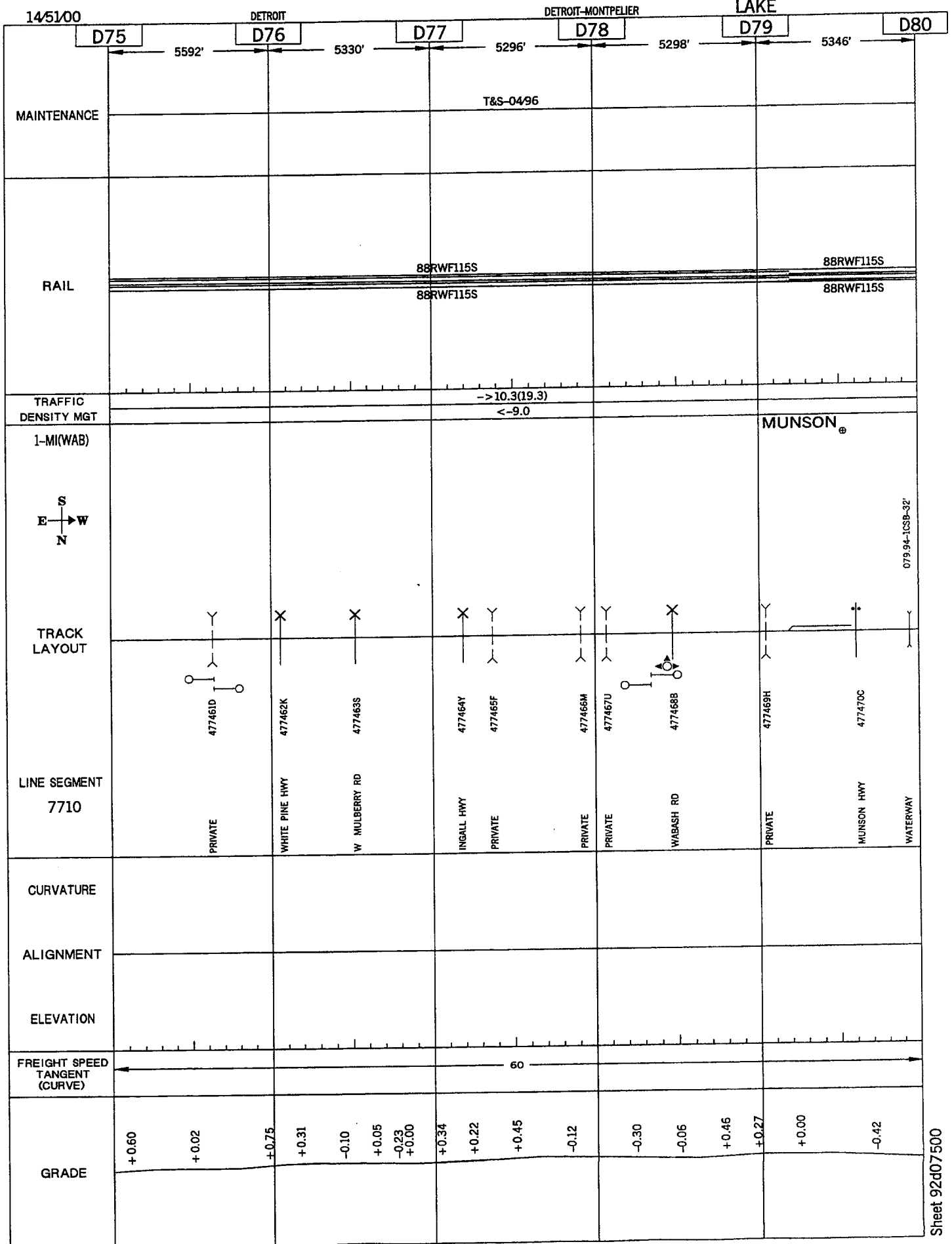


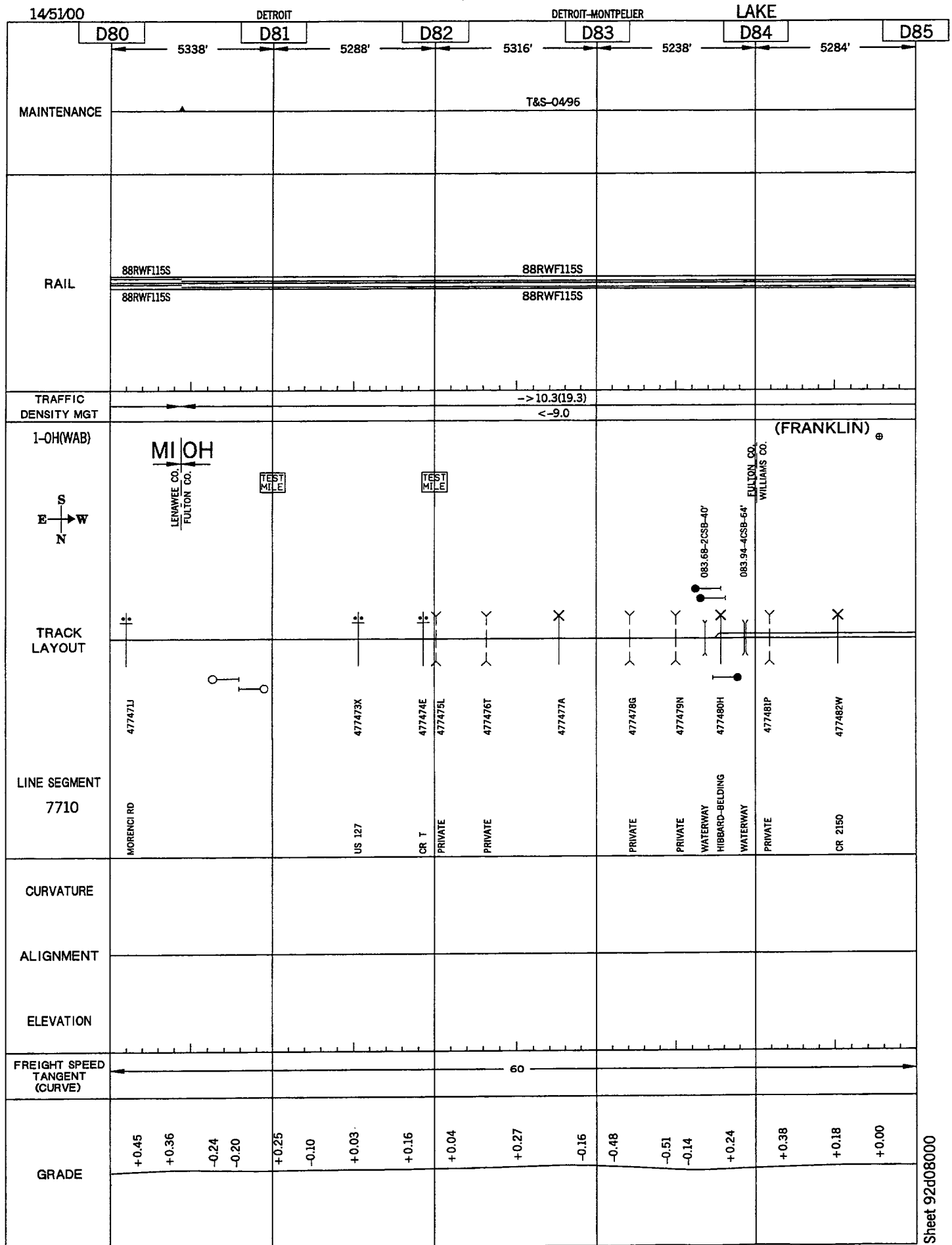


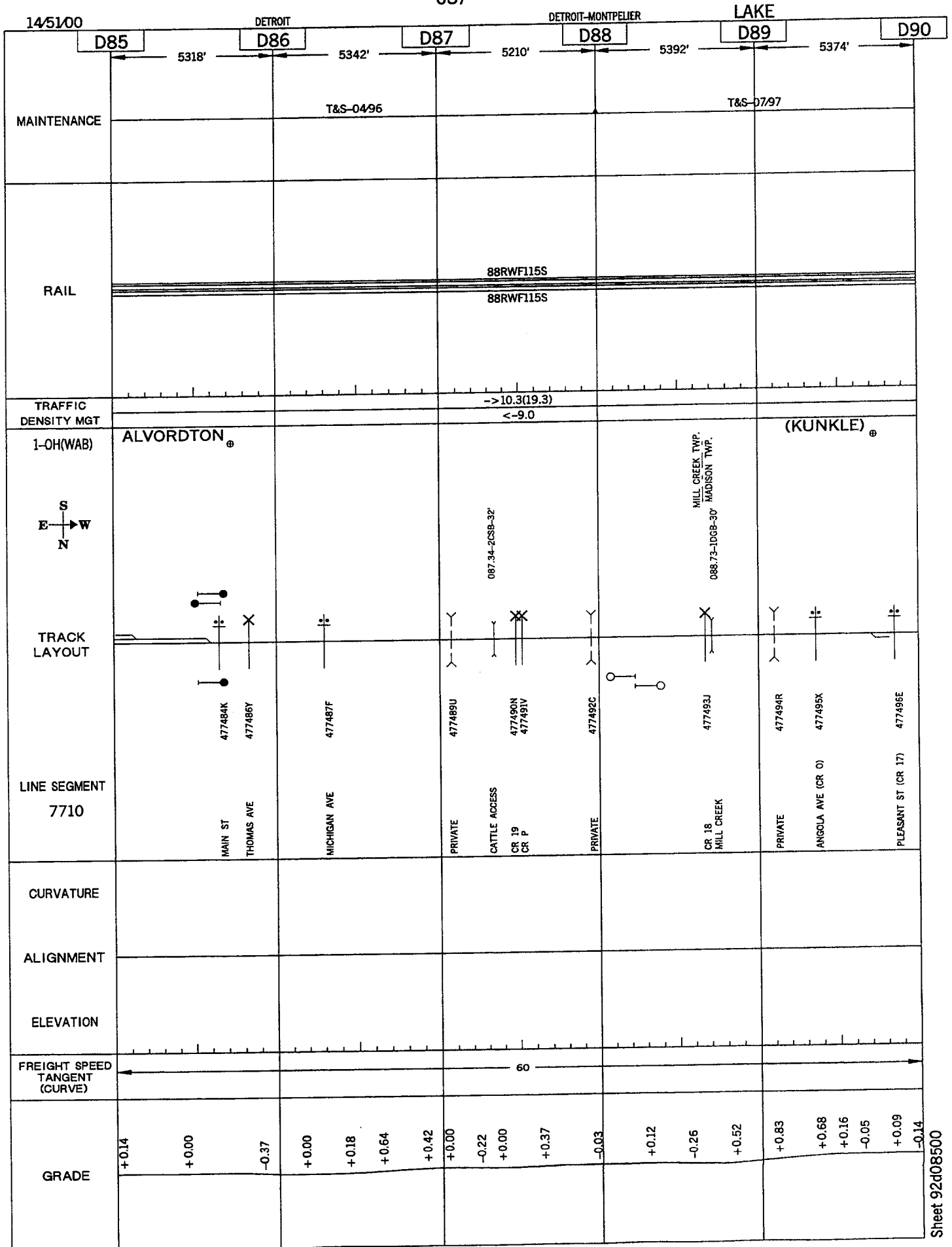


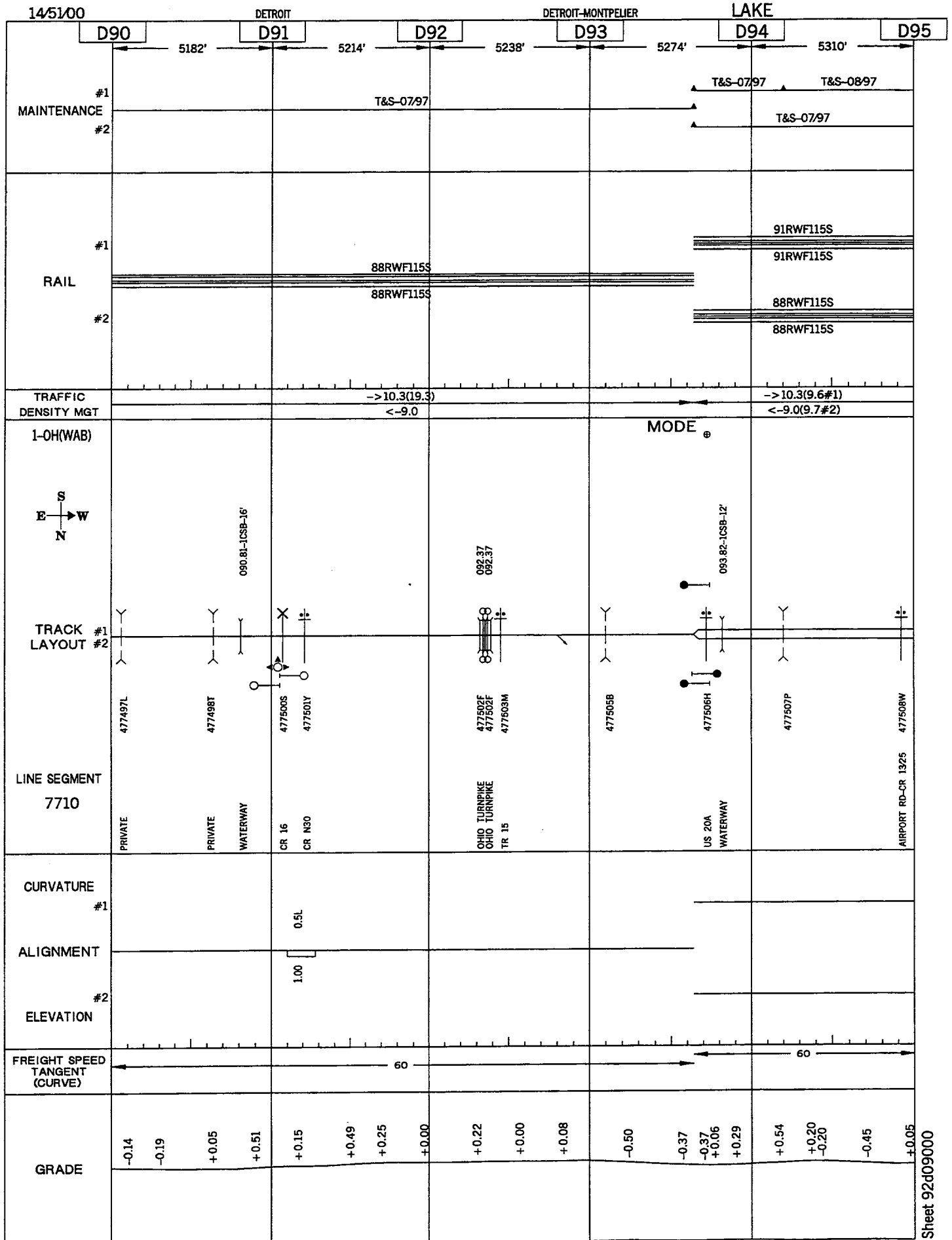


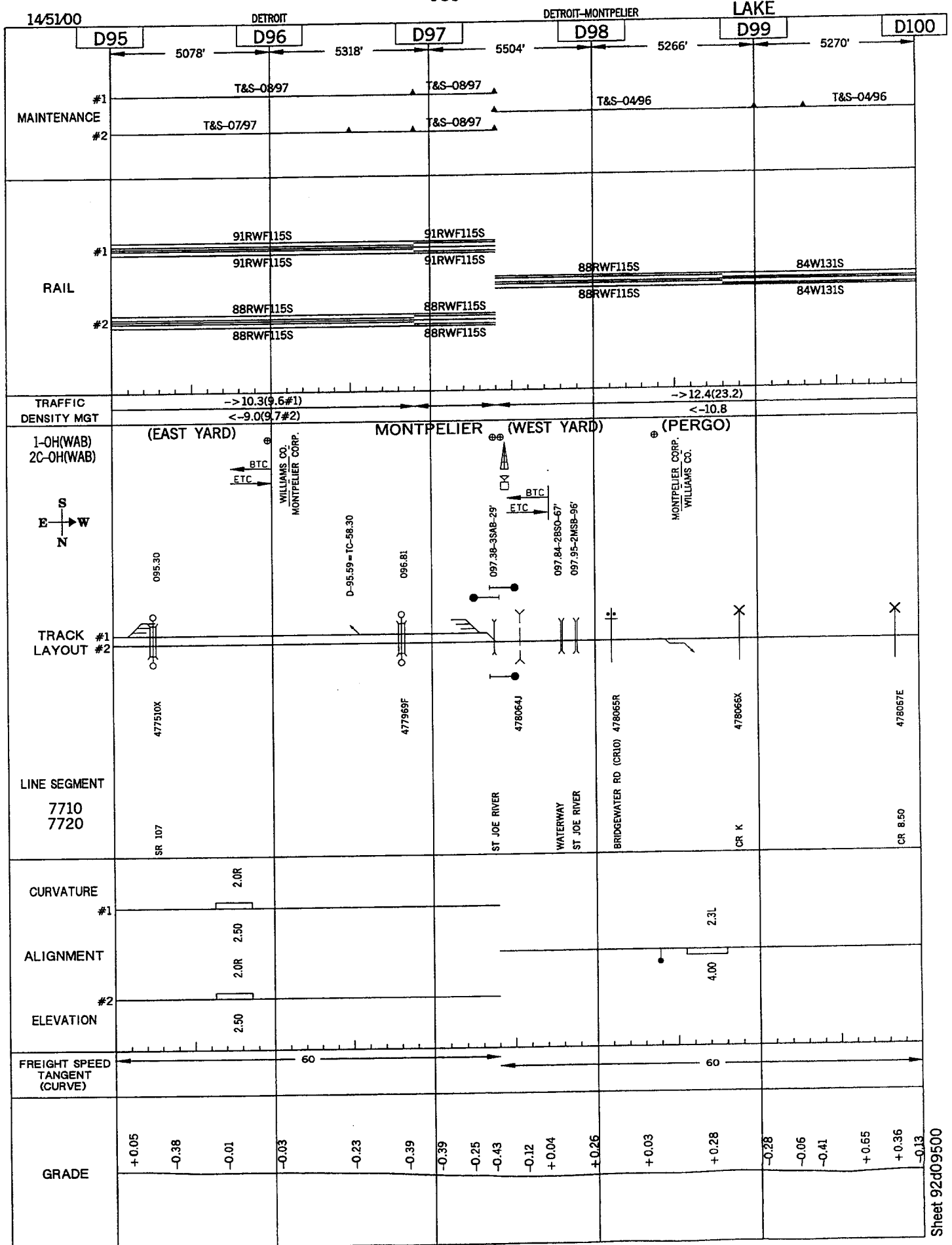
085



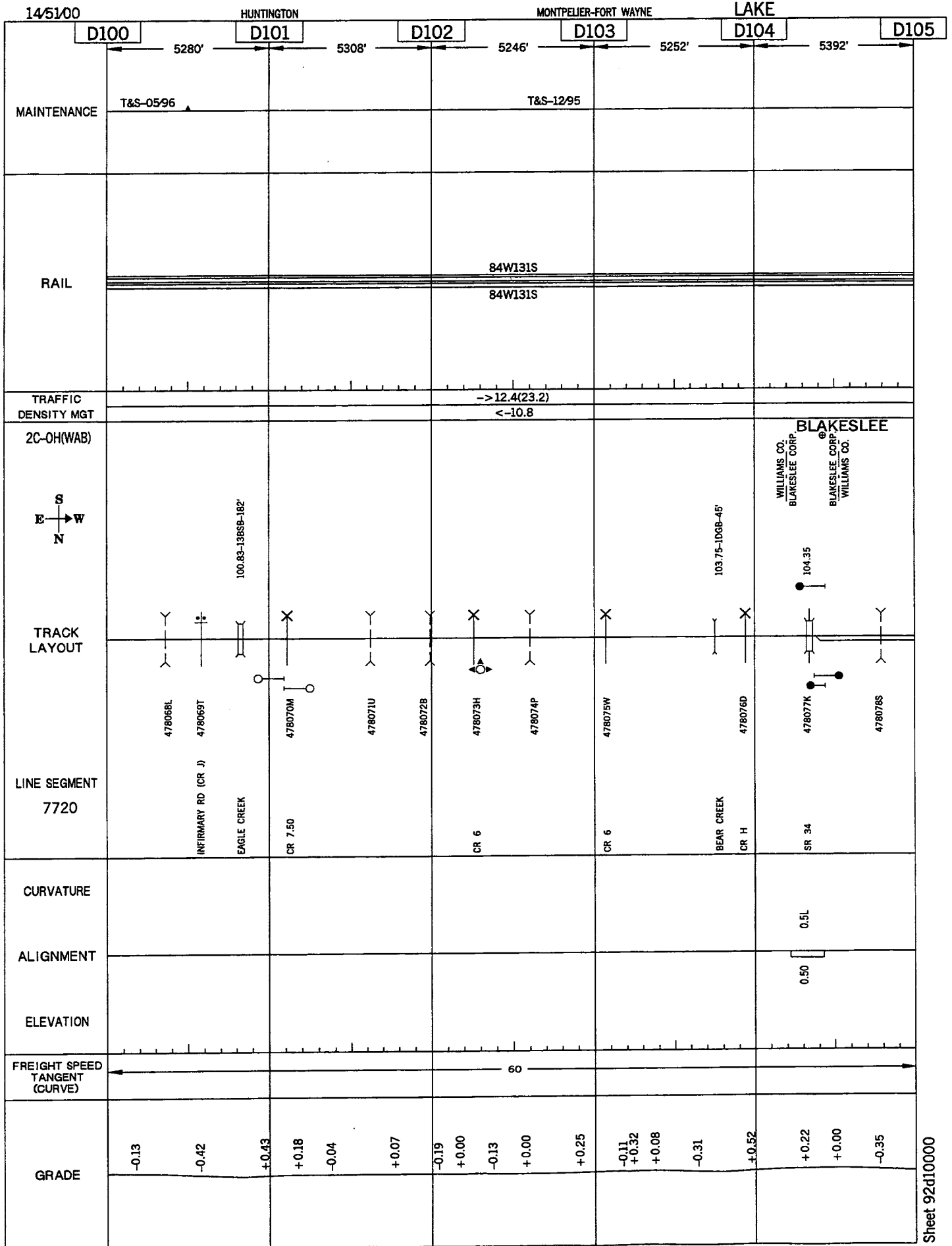


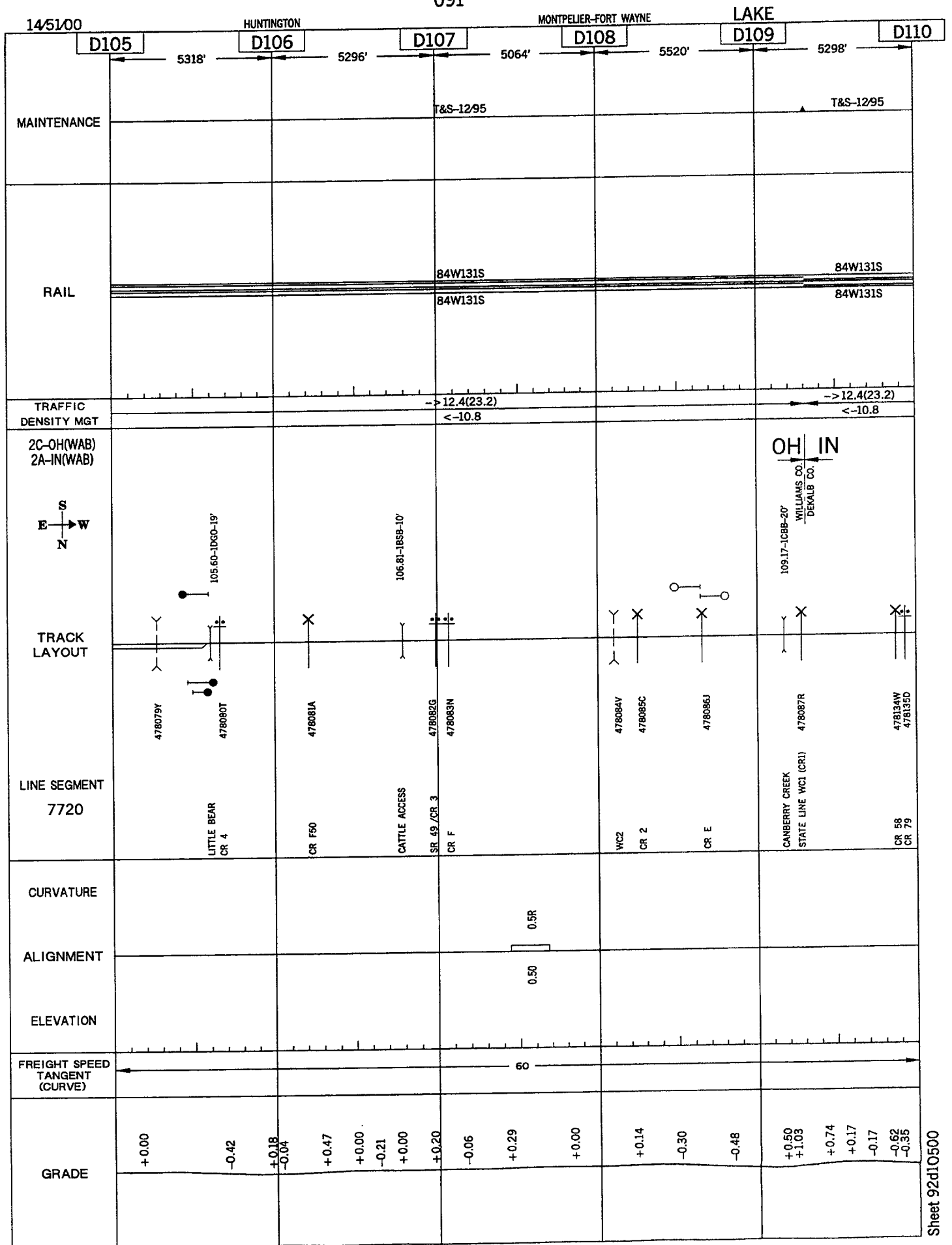


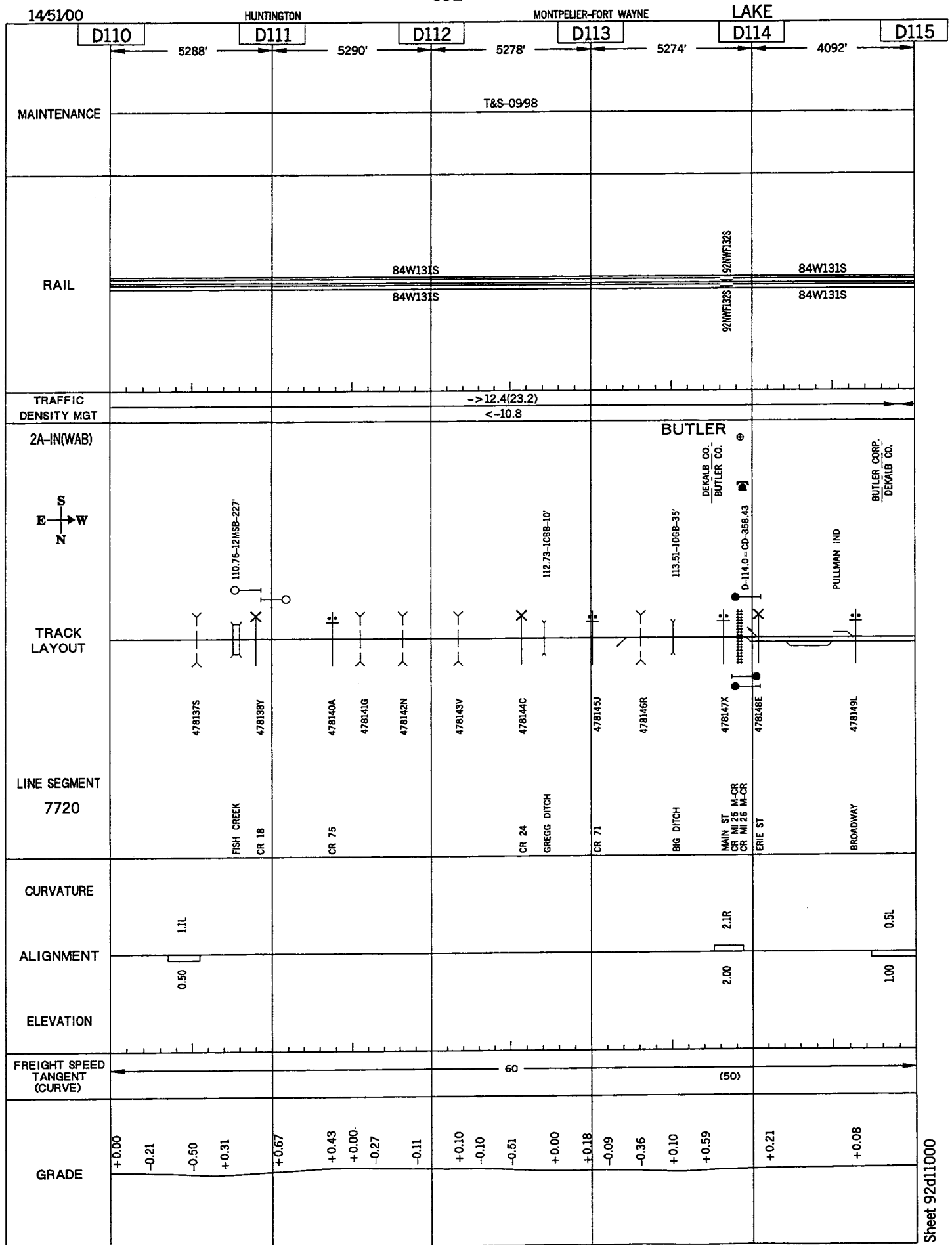


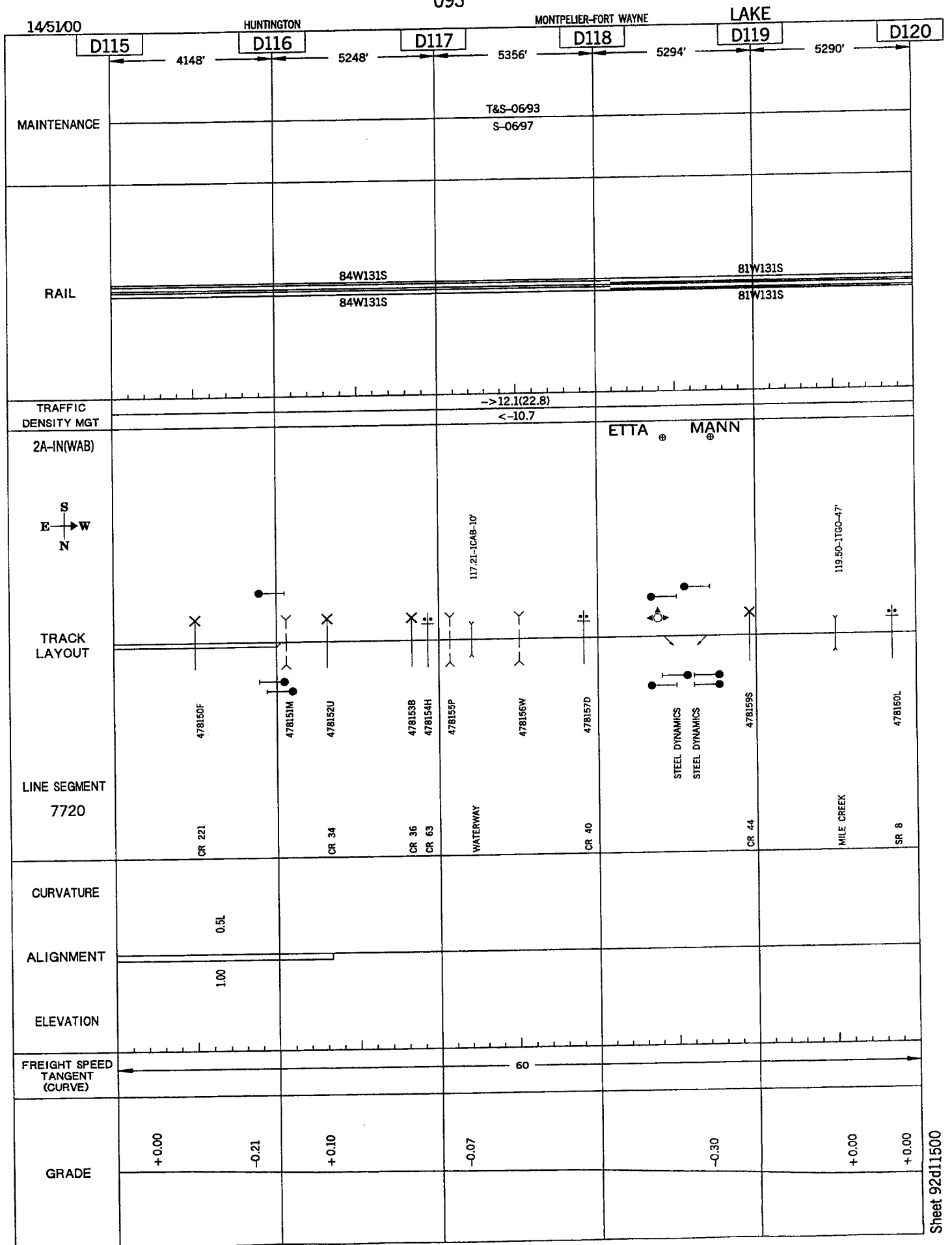


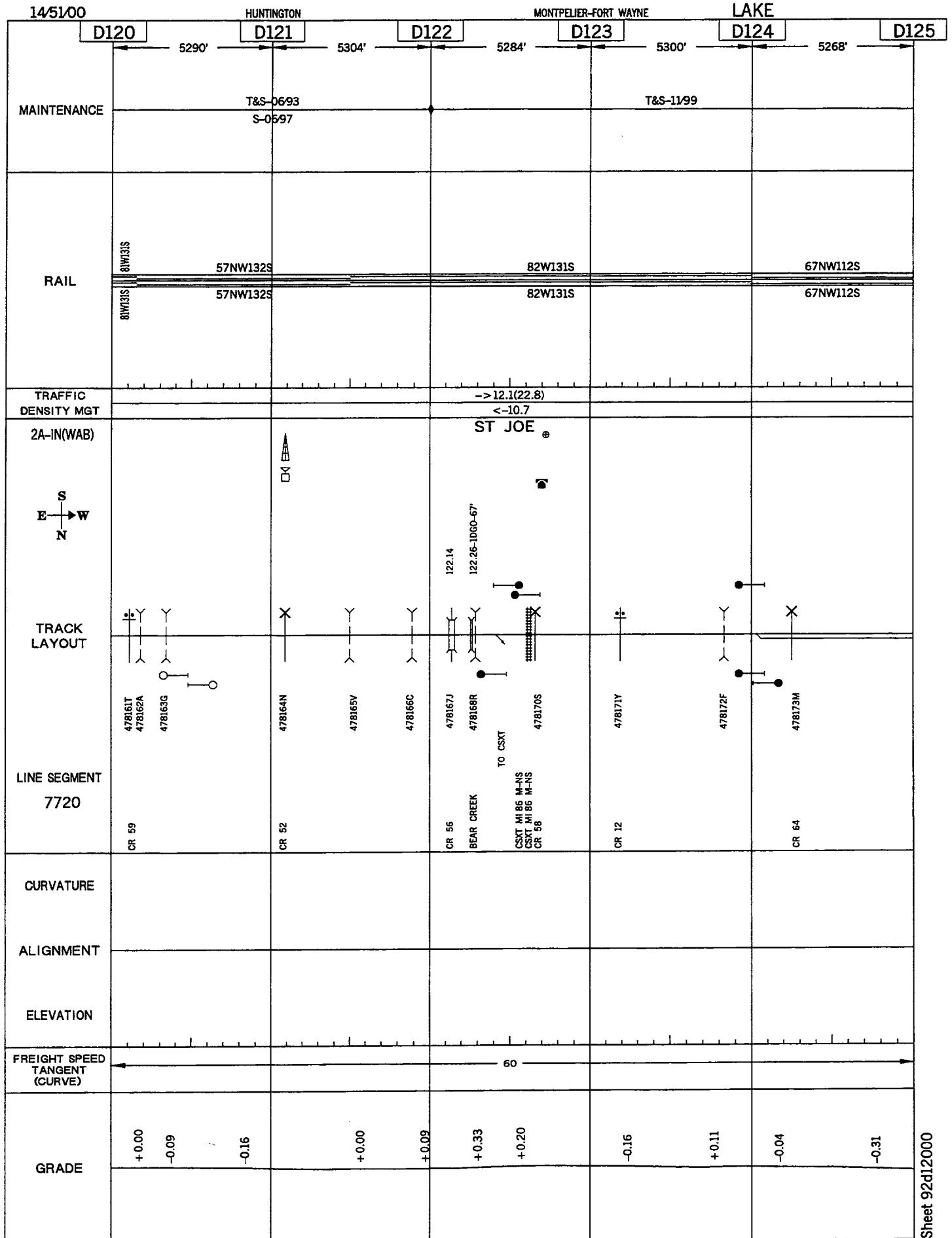


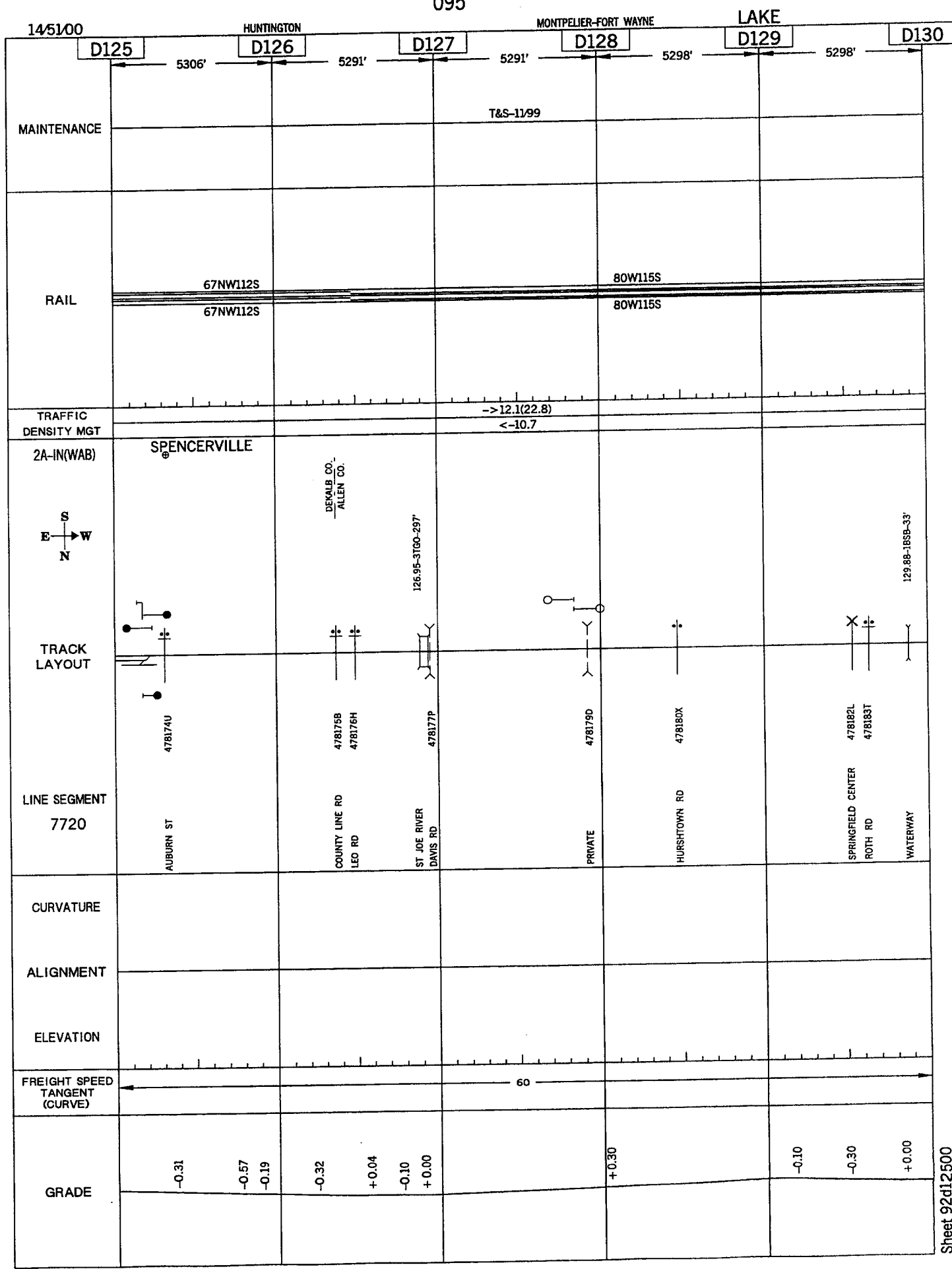


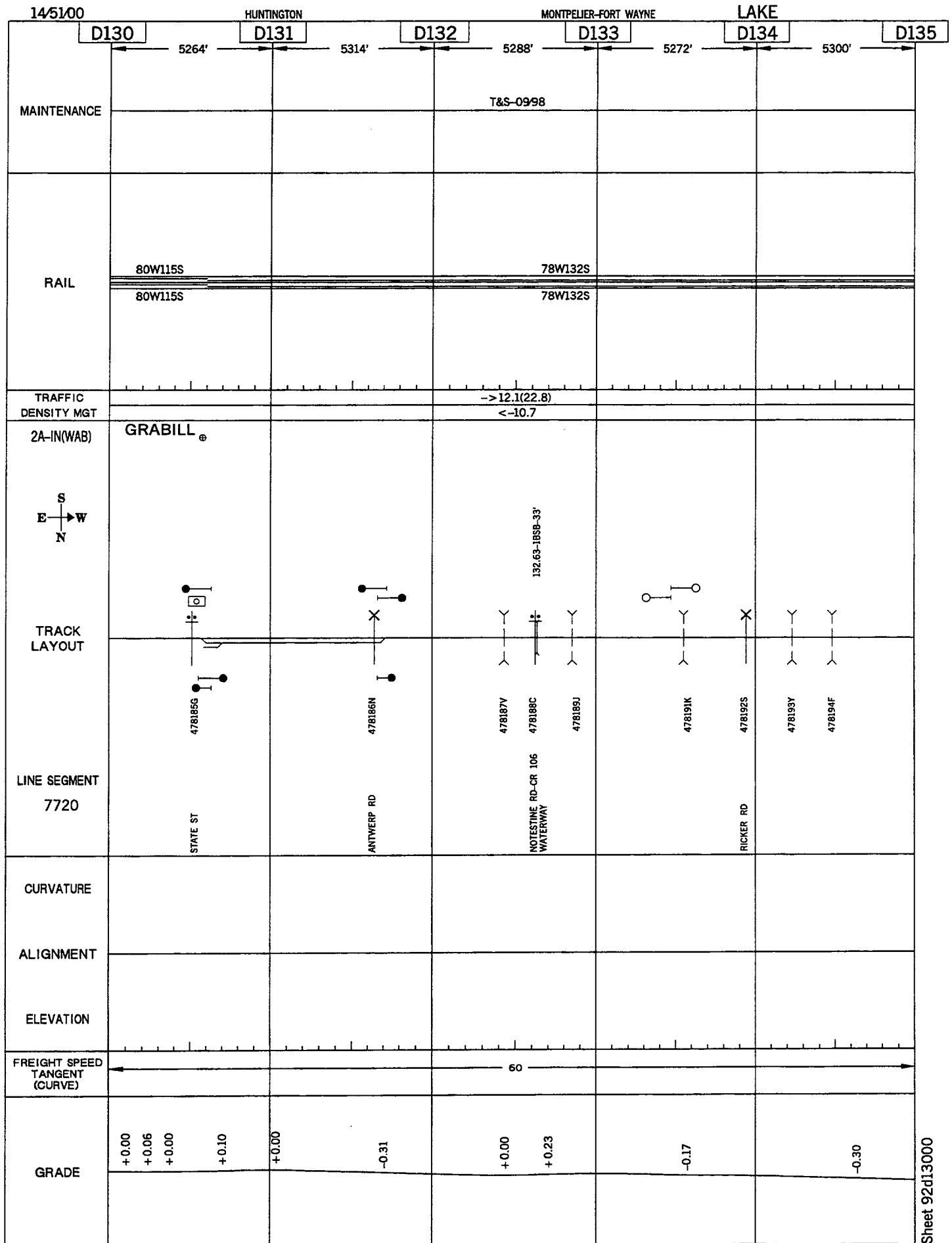


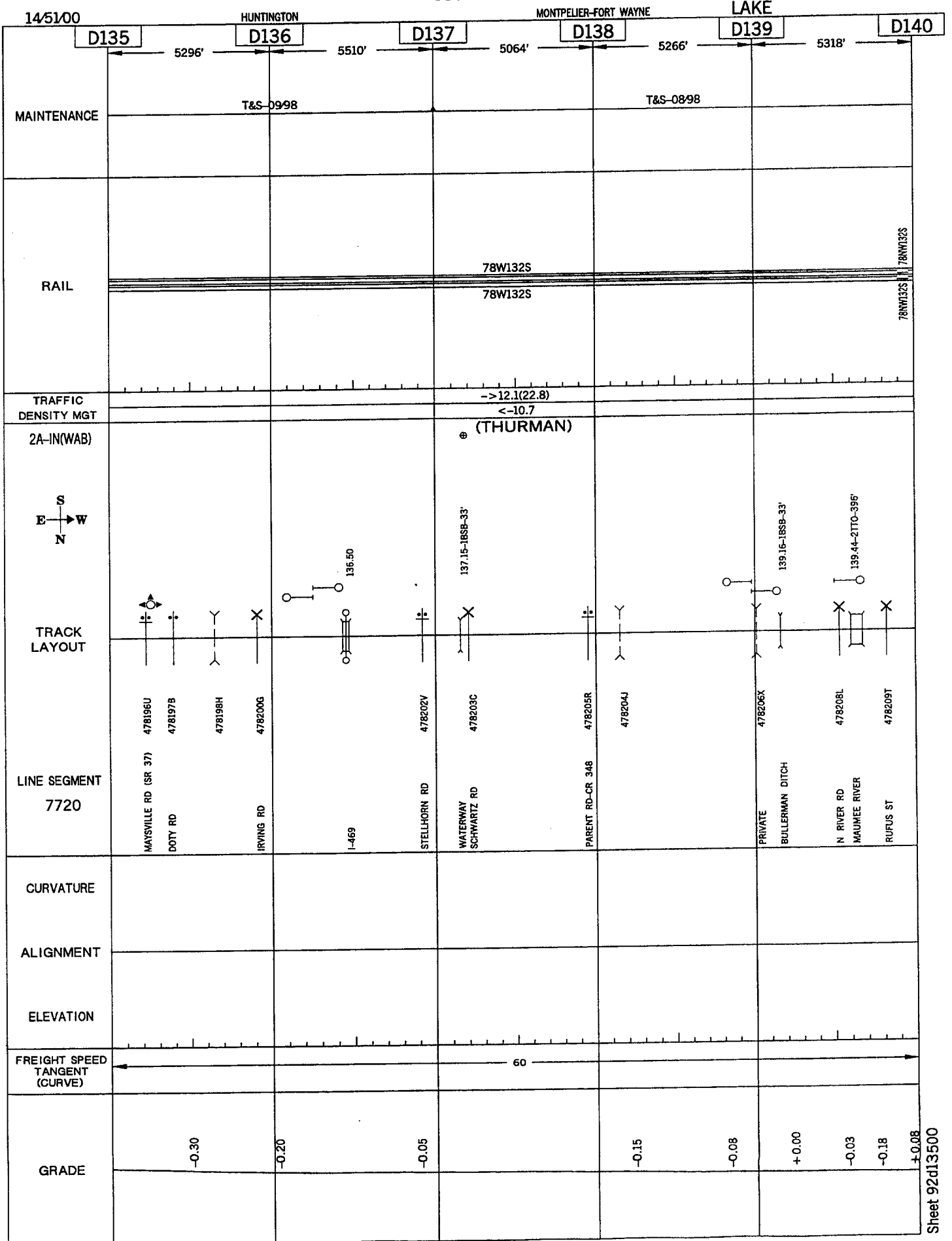




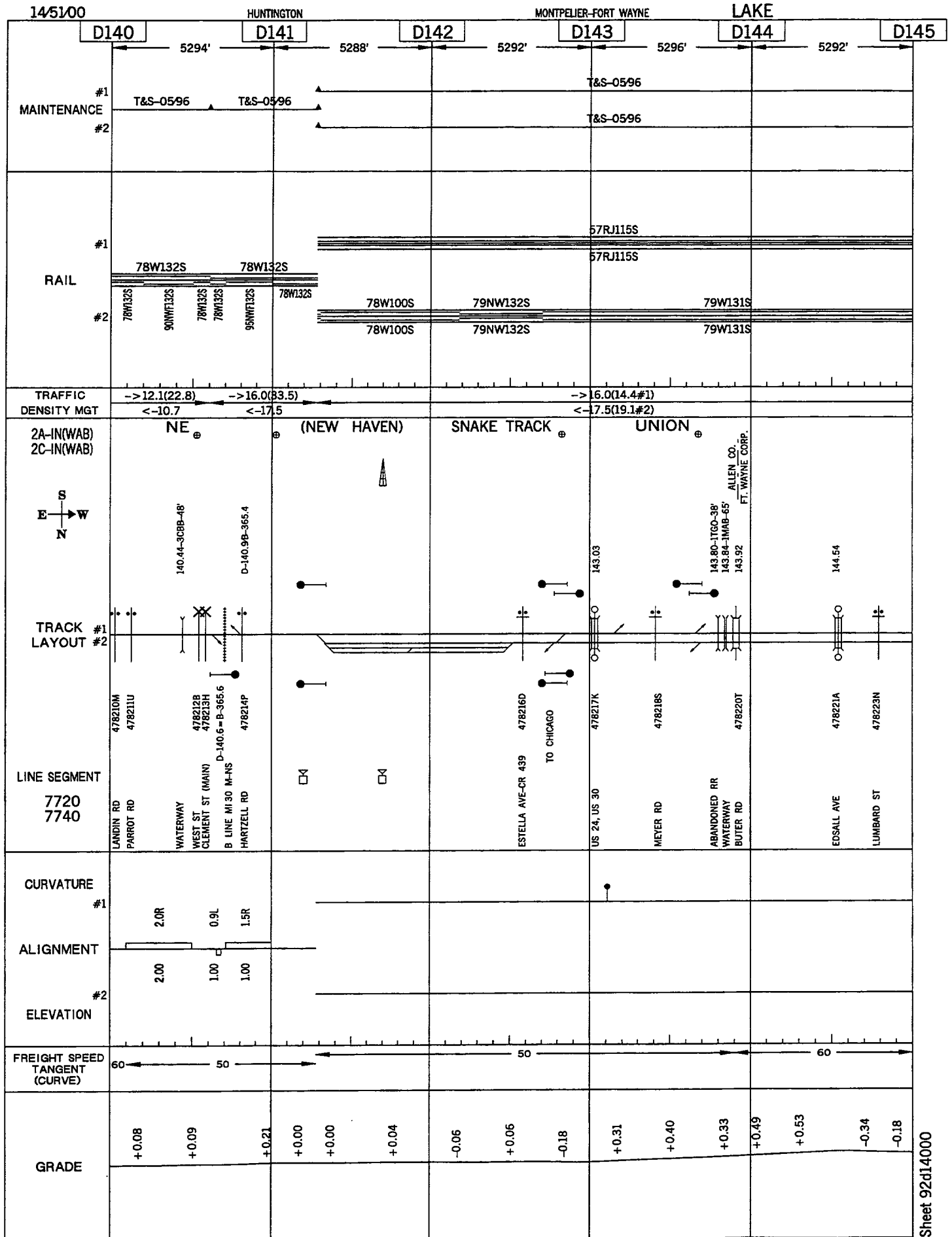


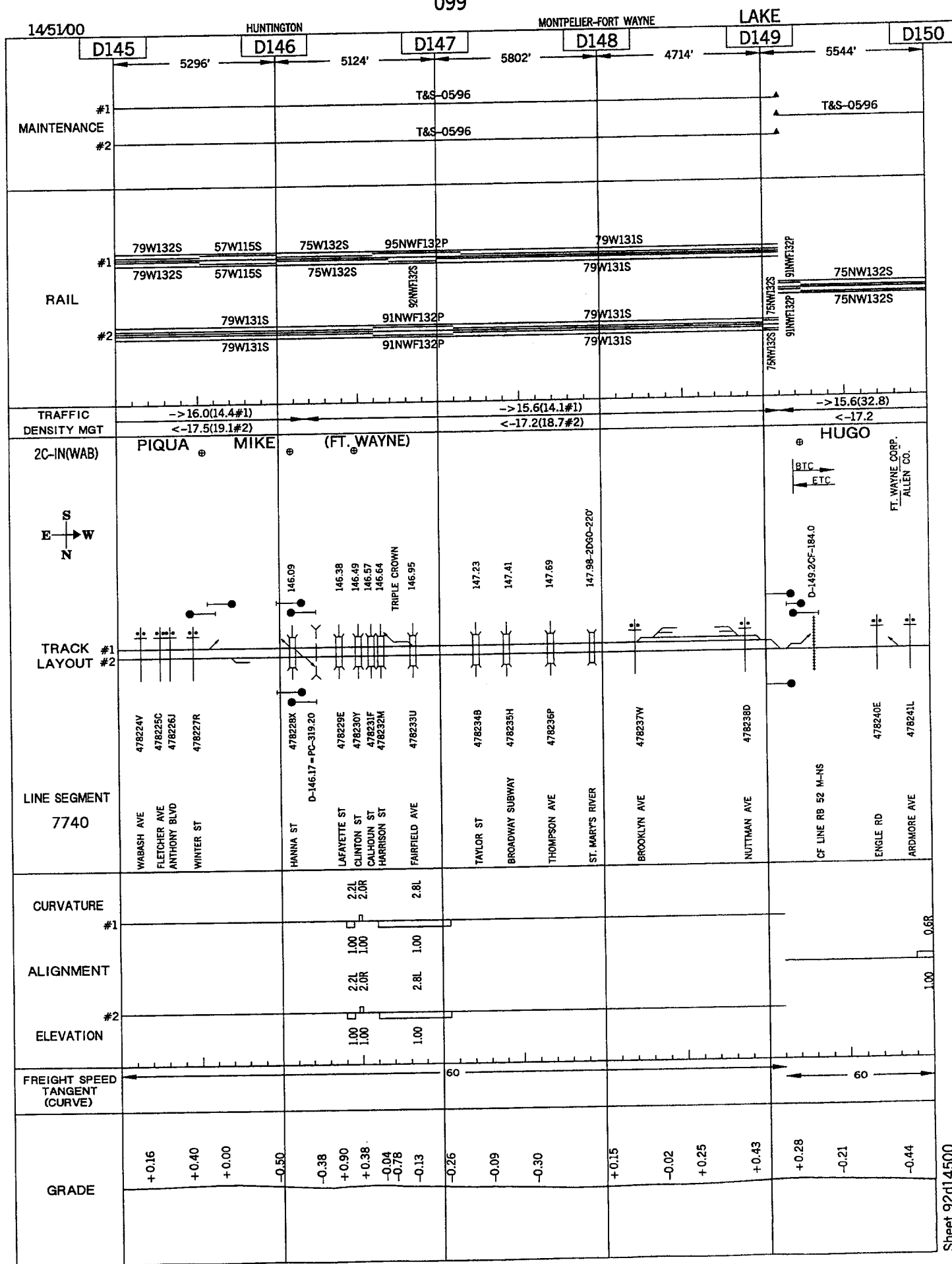




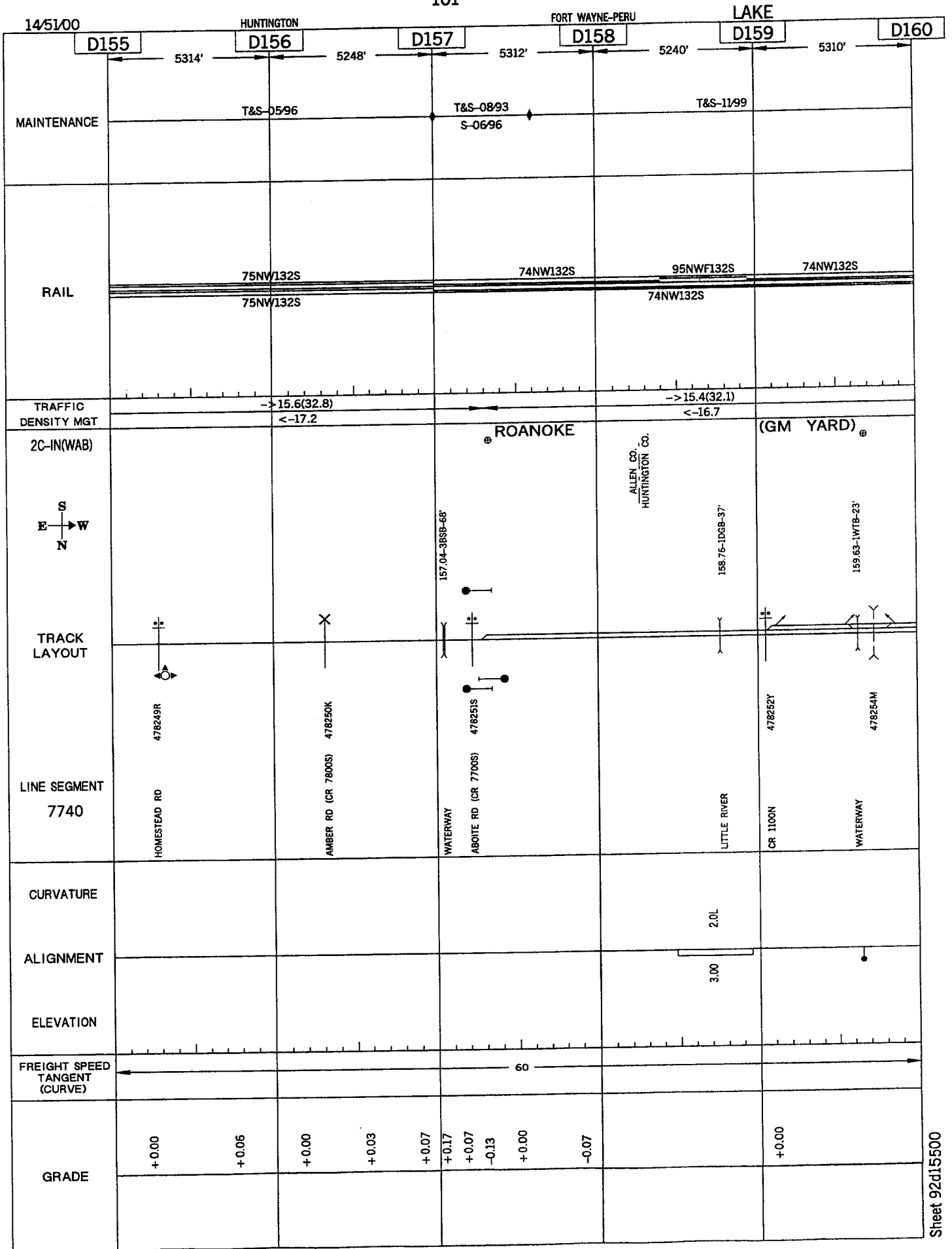




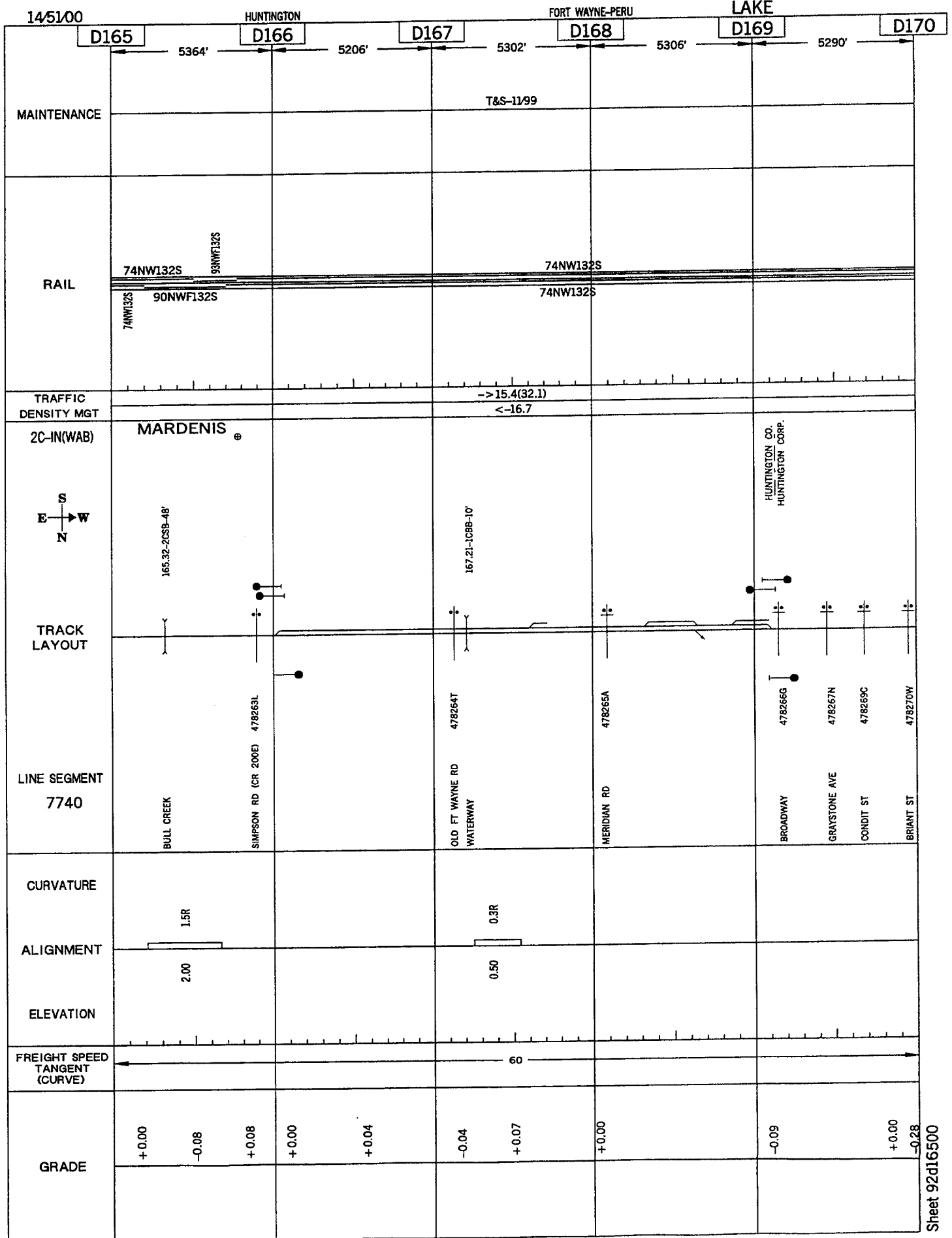


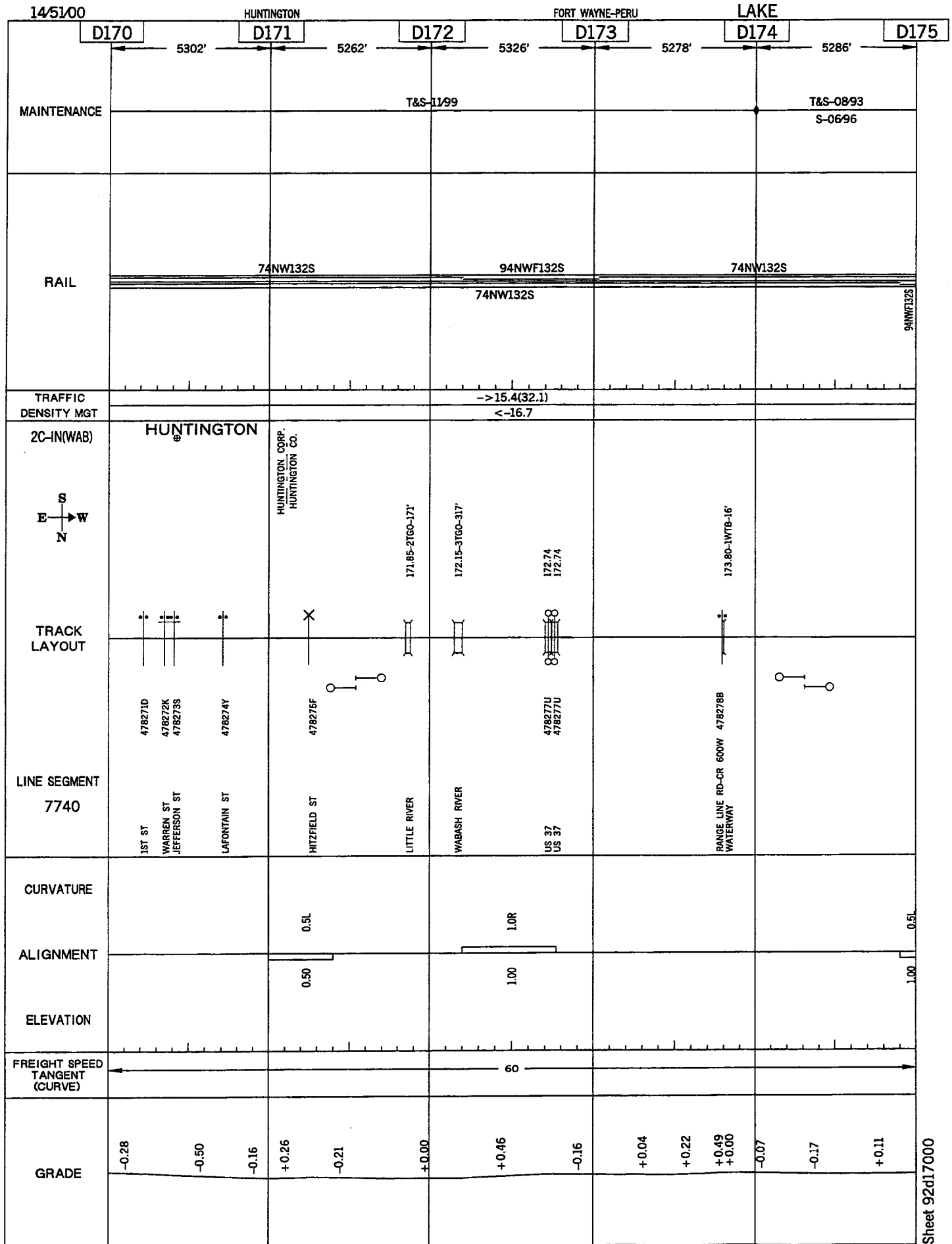


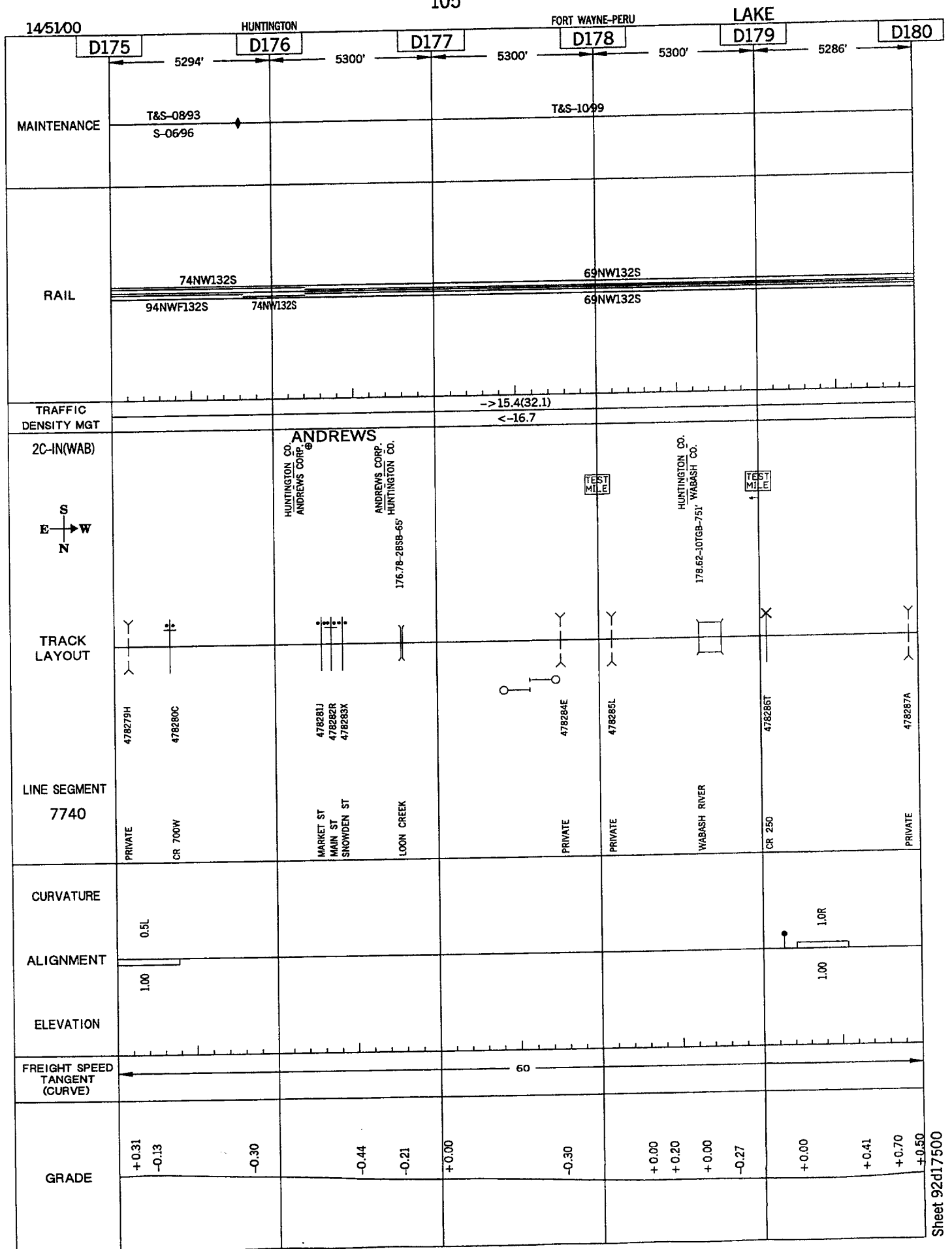
Sheet 92d15000



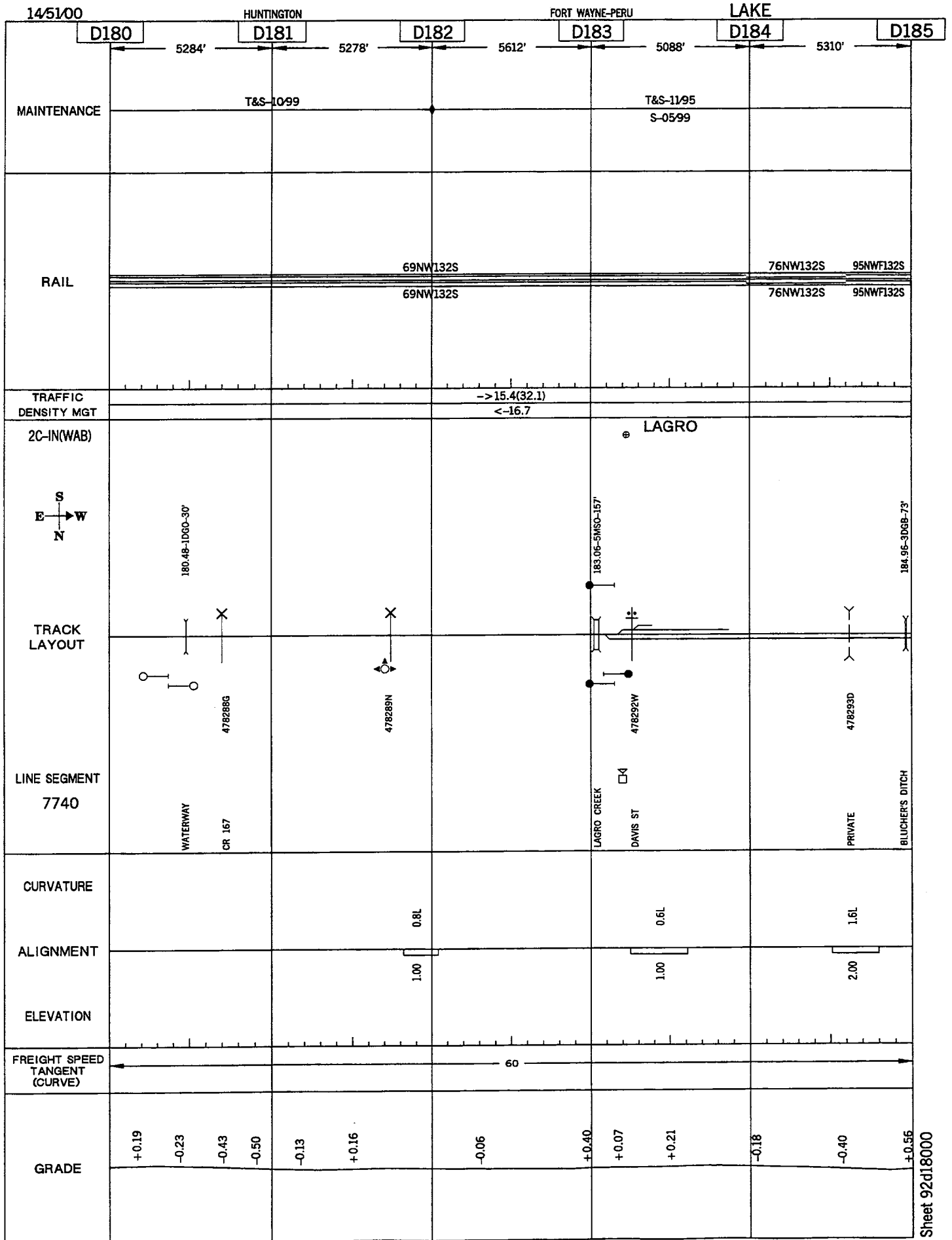
Sheet 92d16000



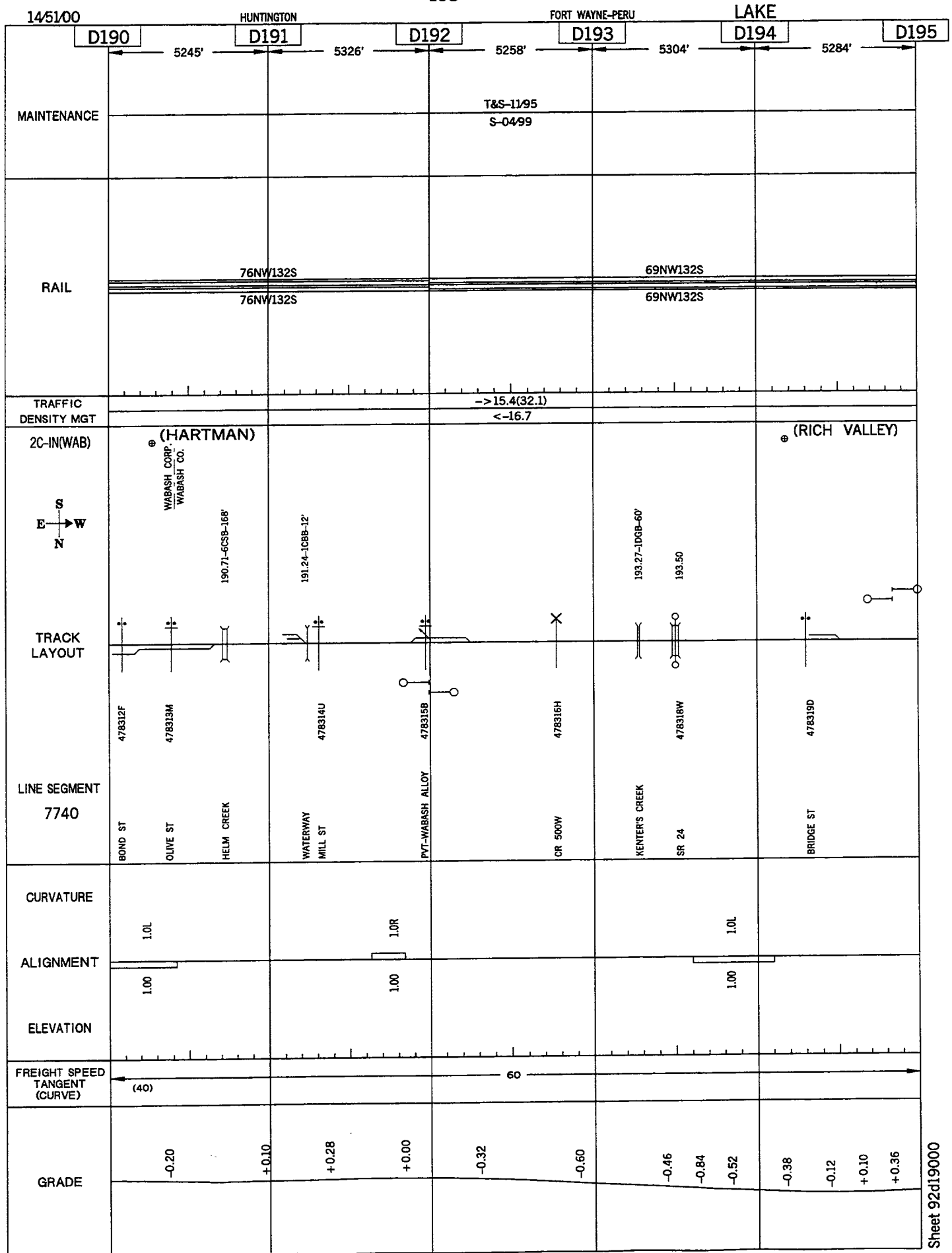


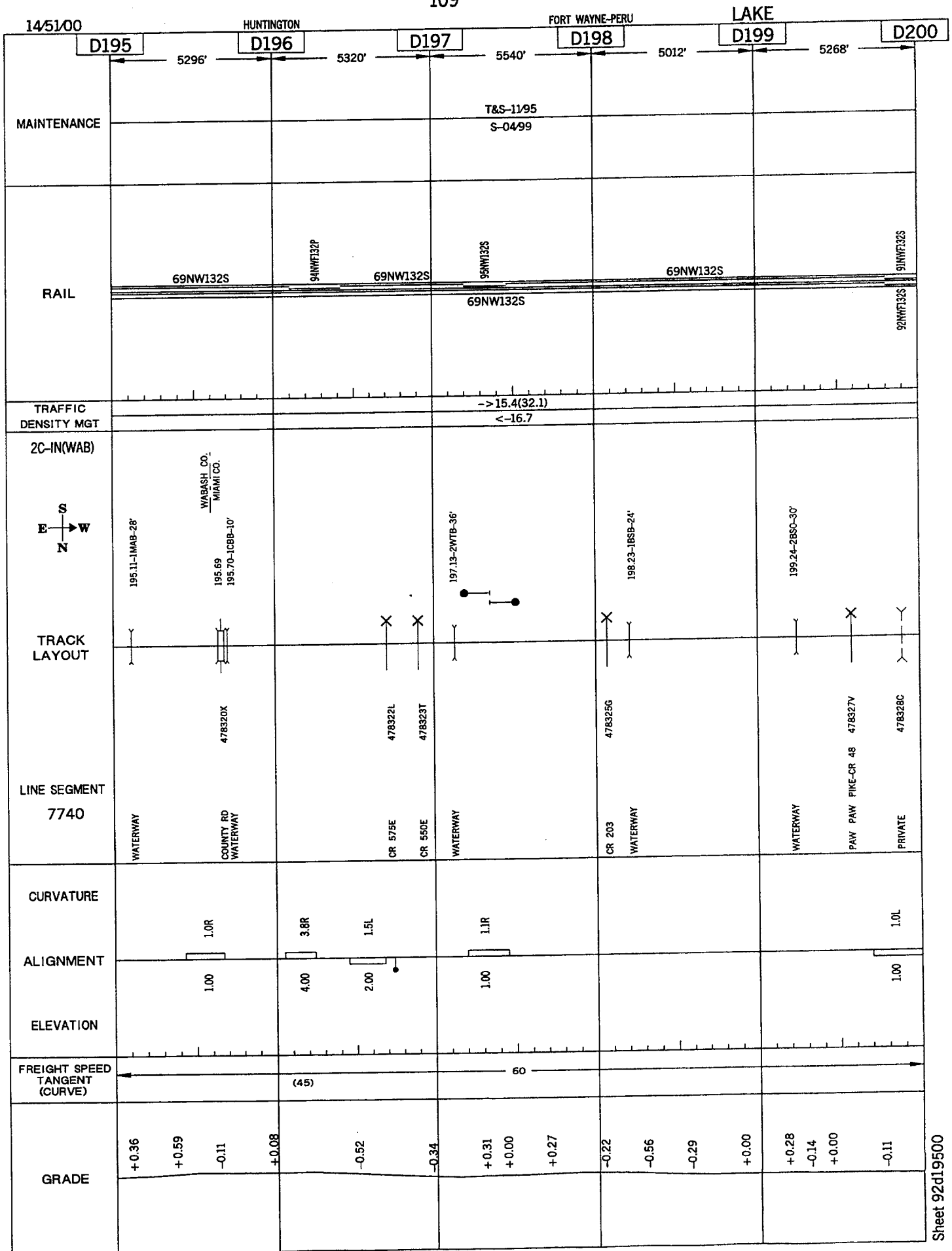


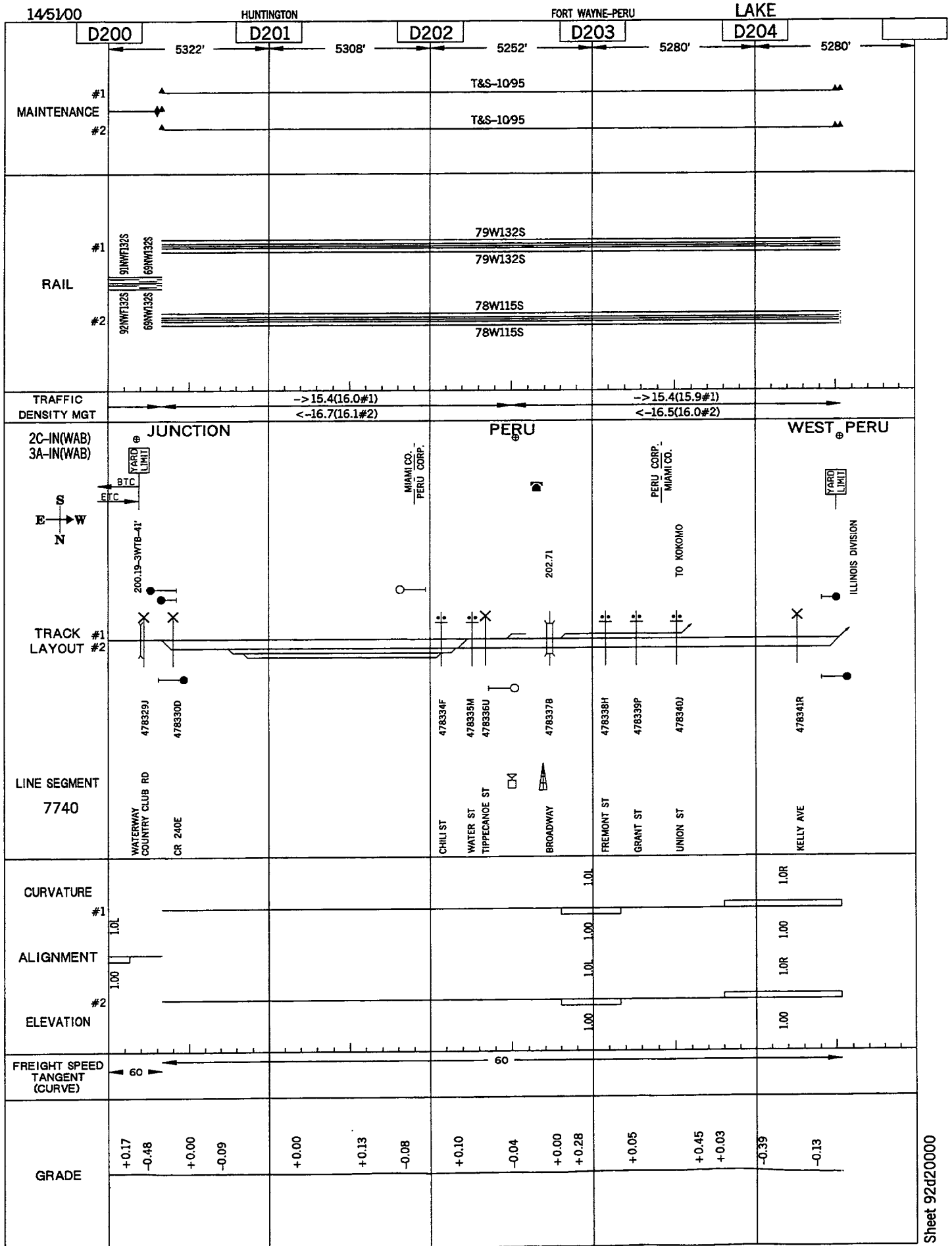


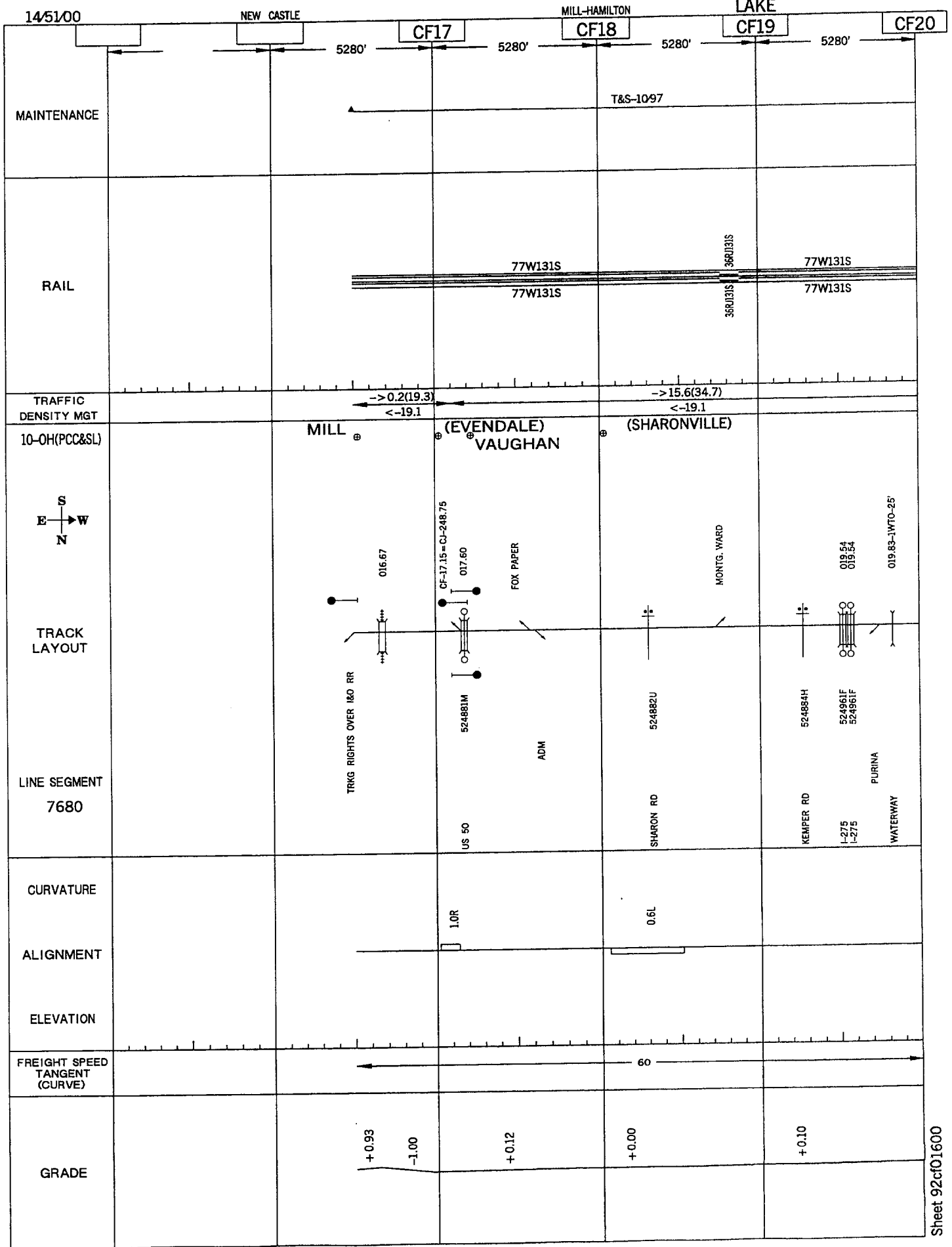


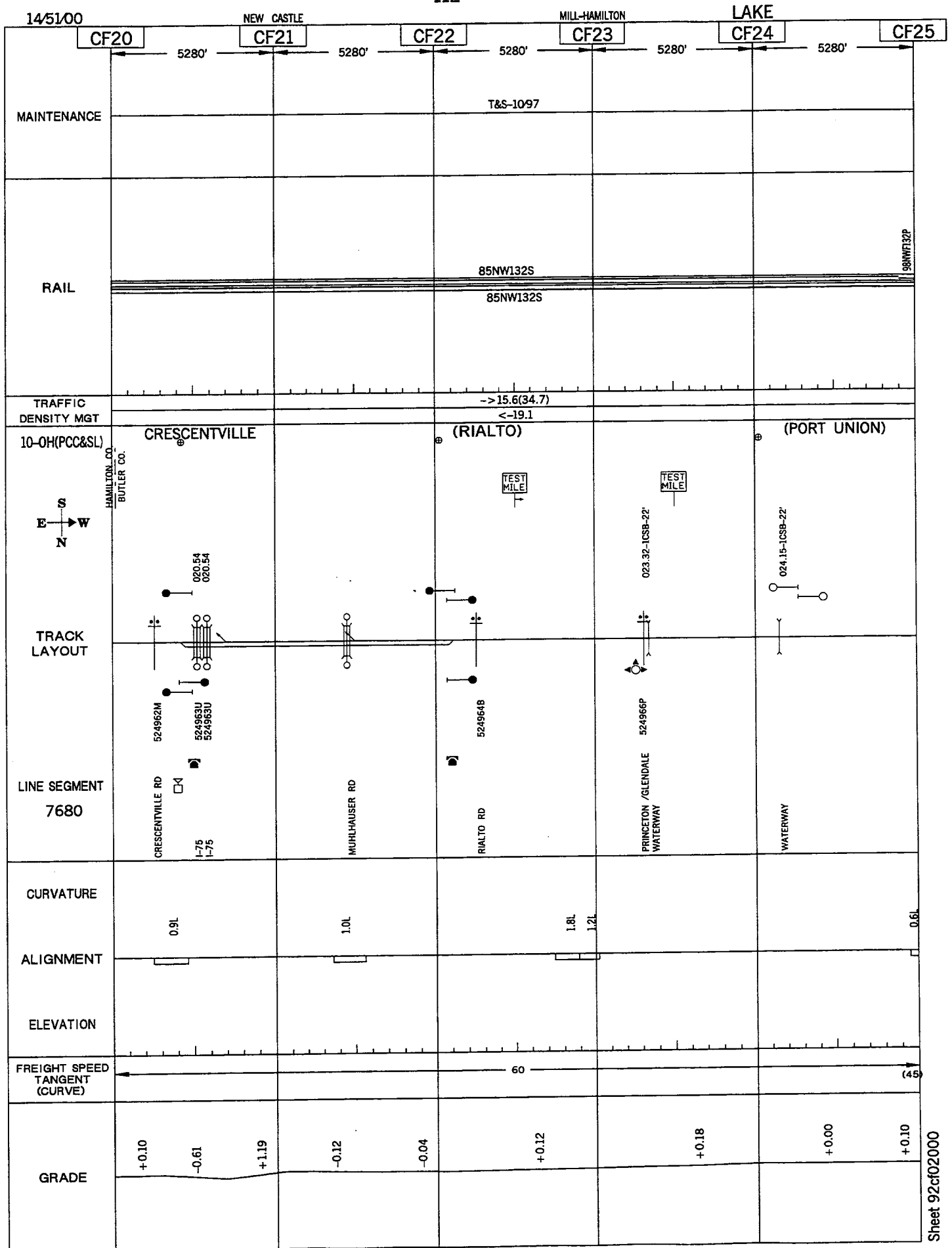
Sheet 92d18500

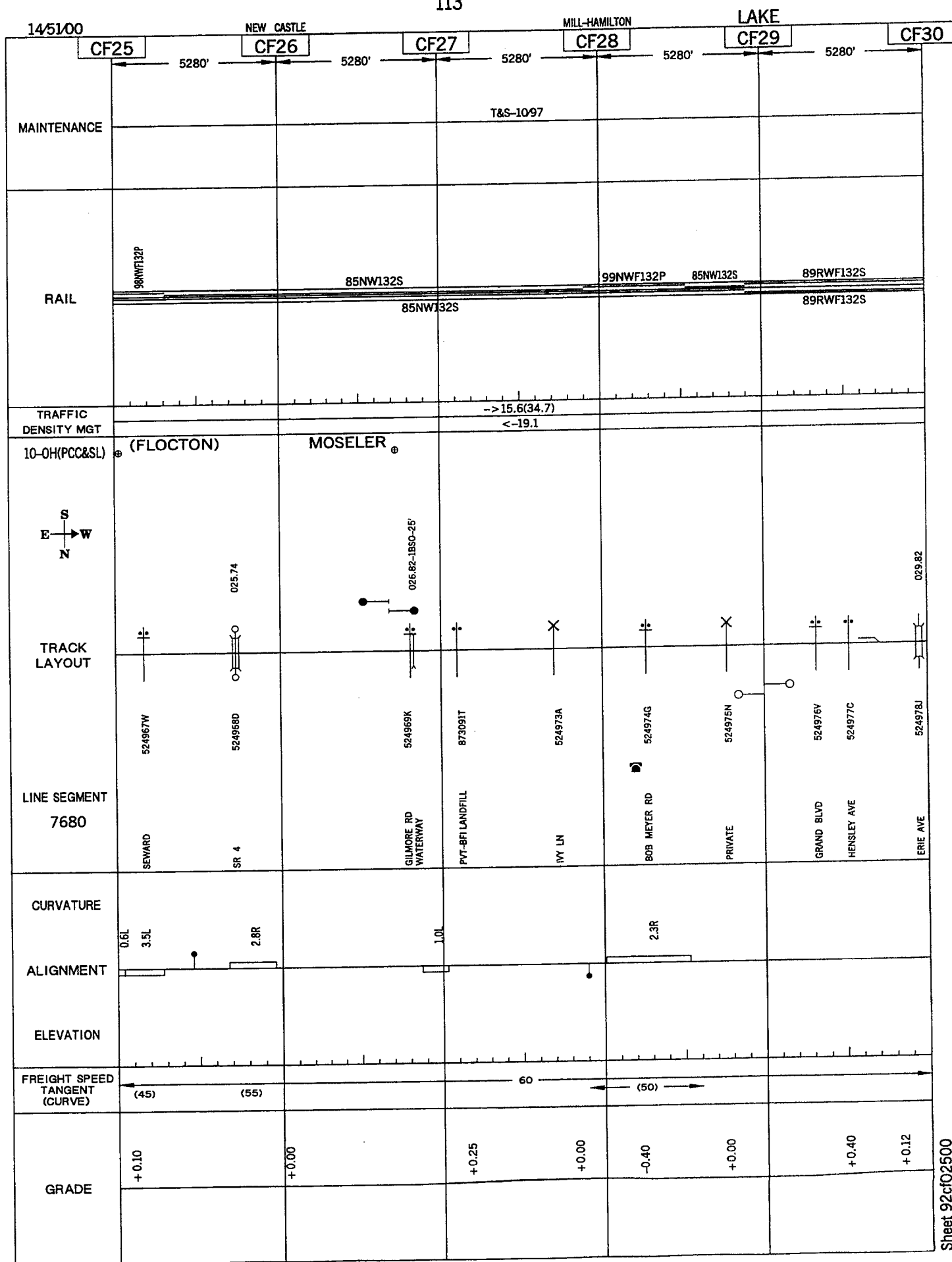




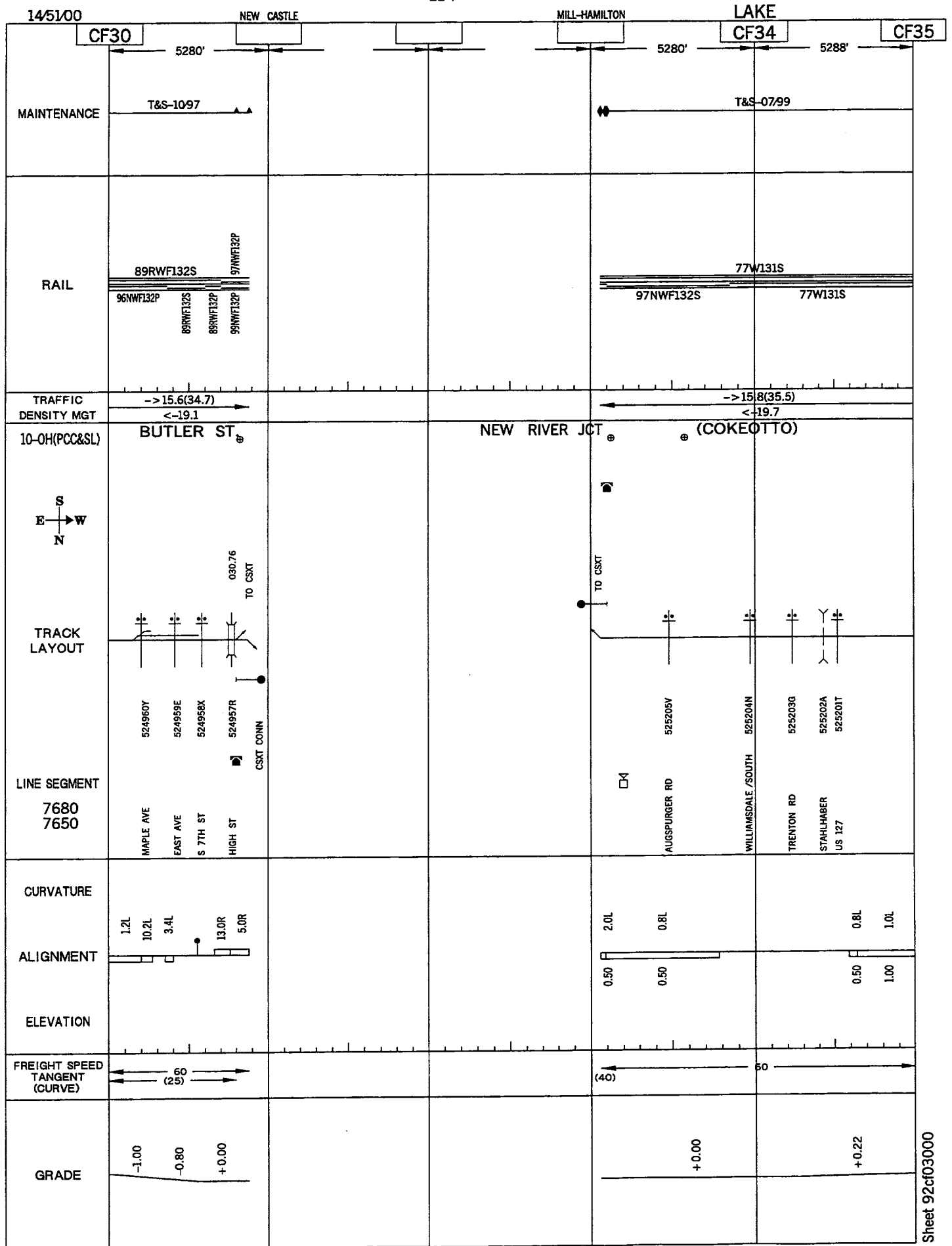


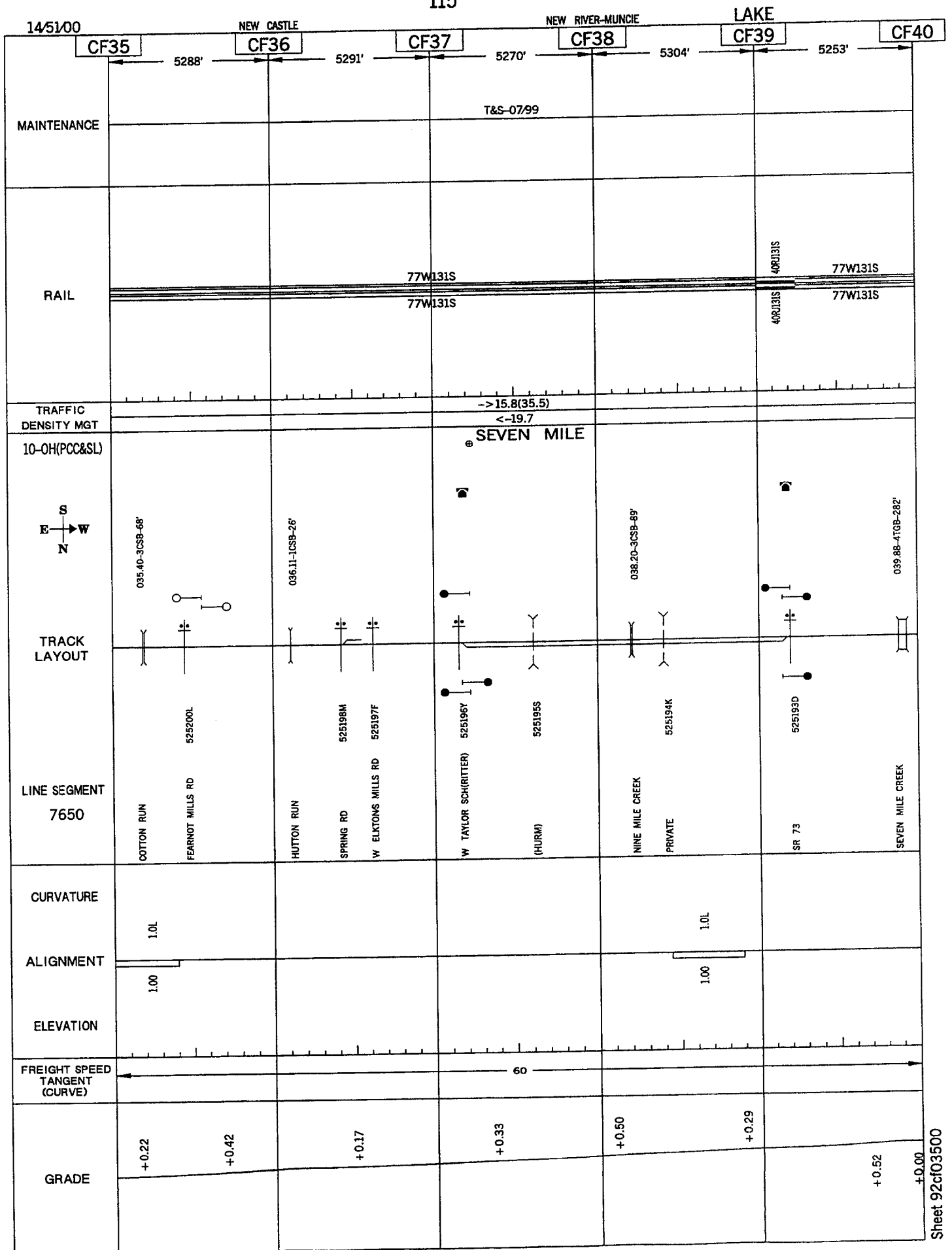


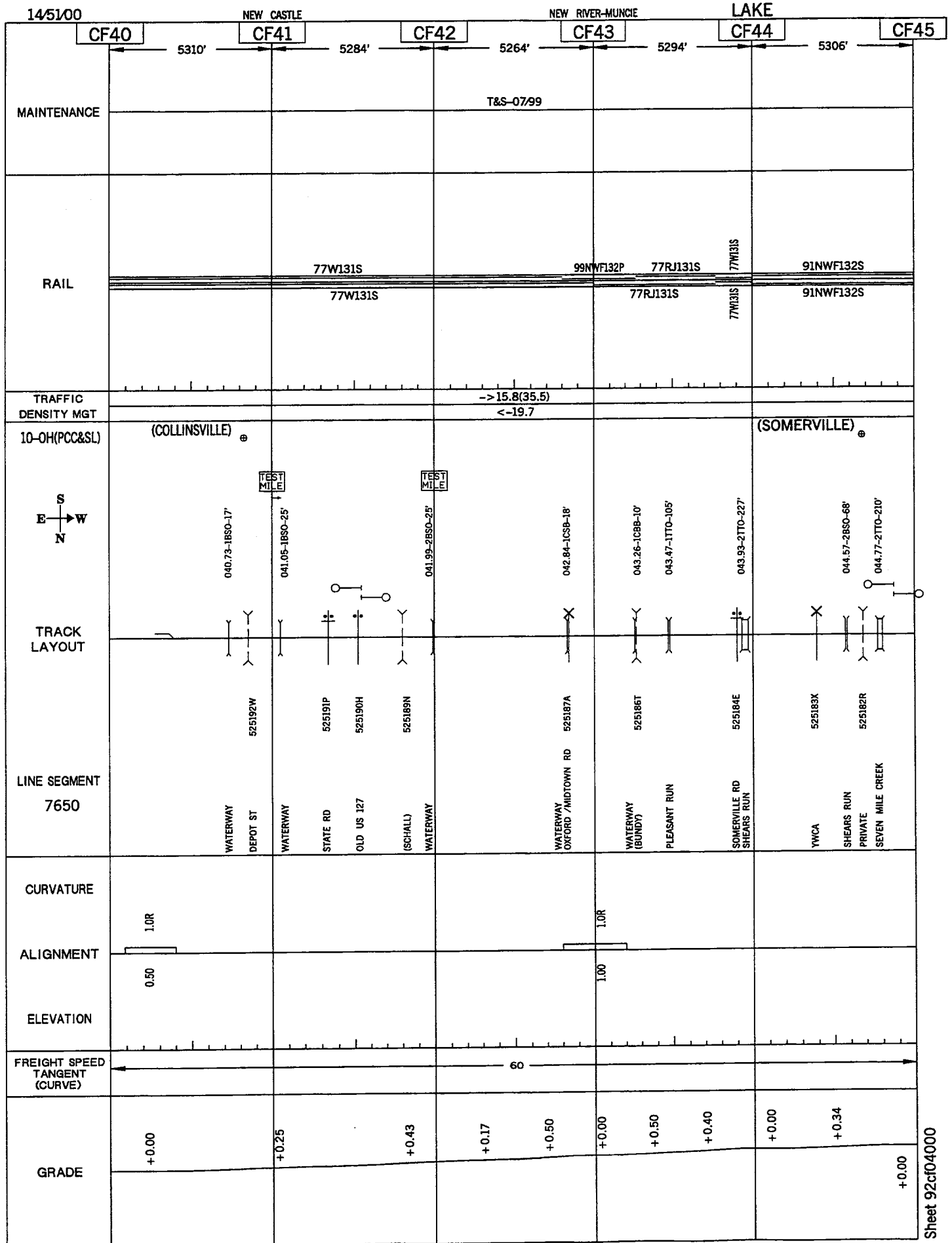


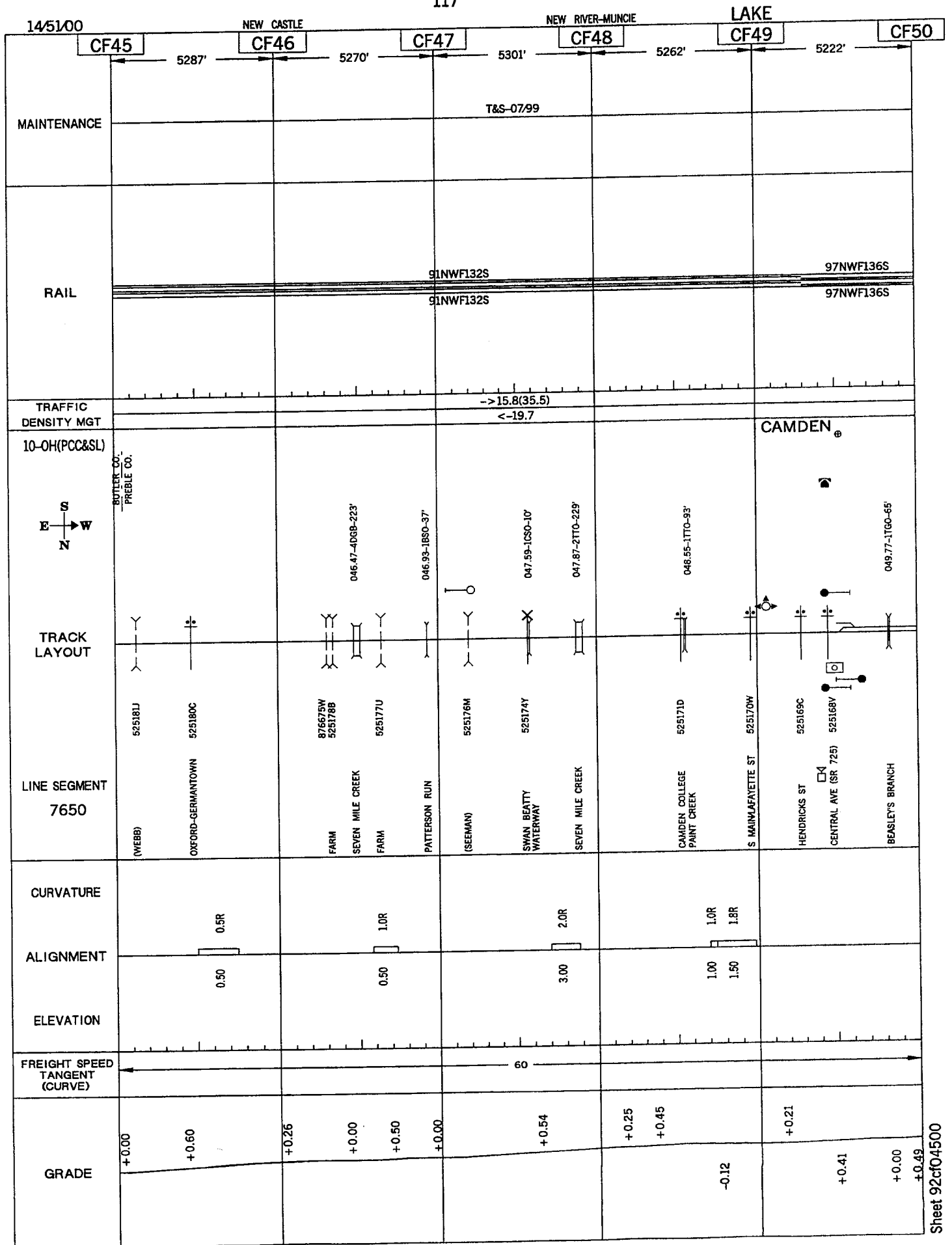


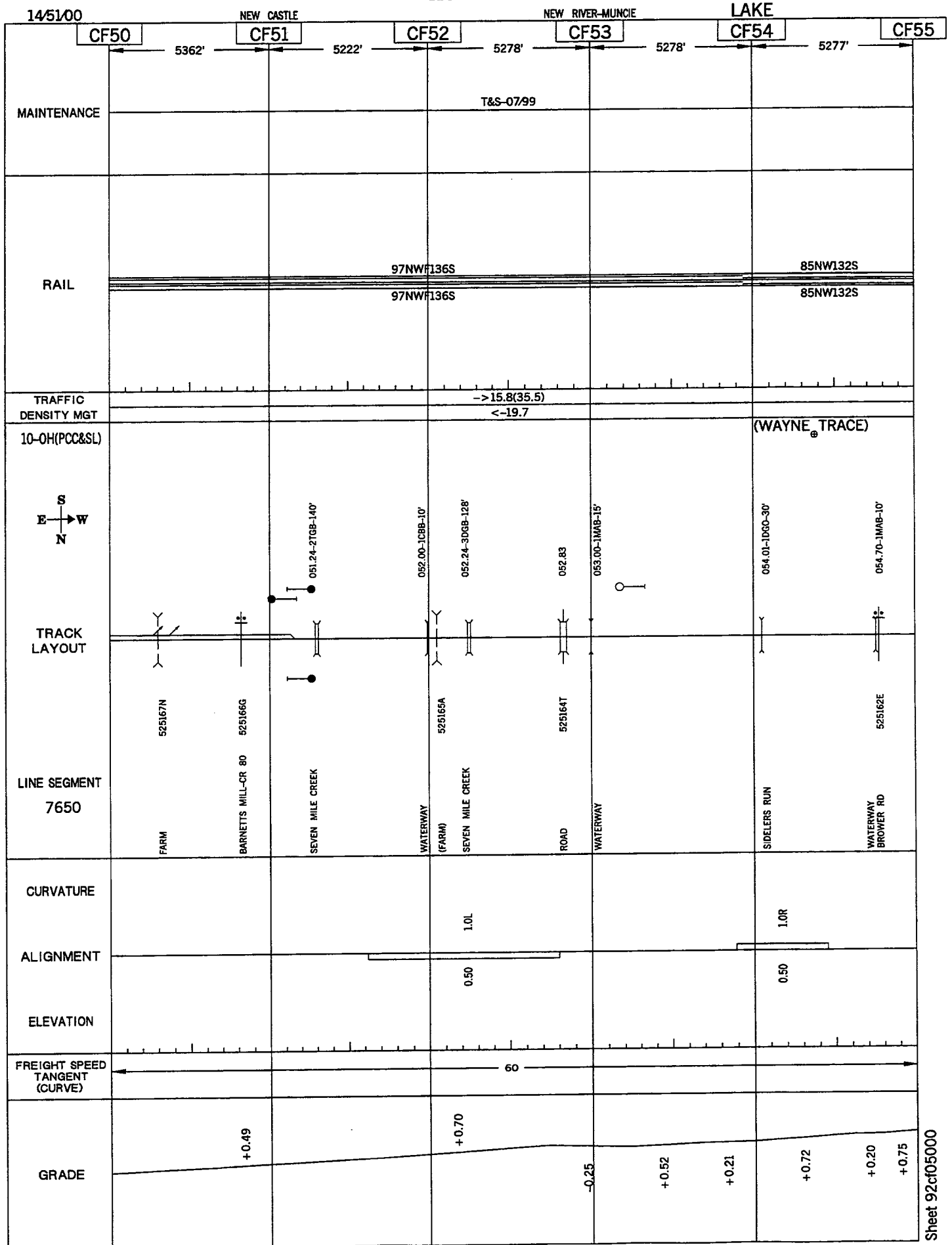




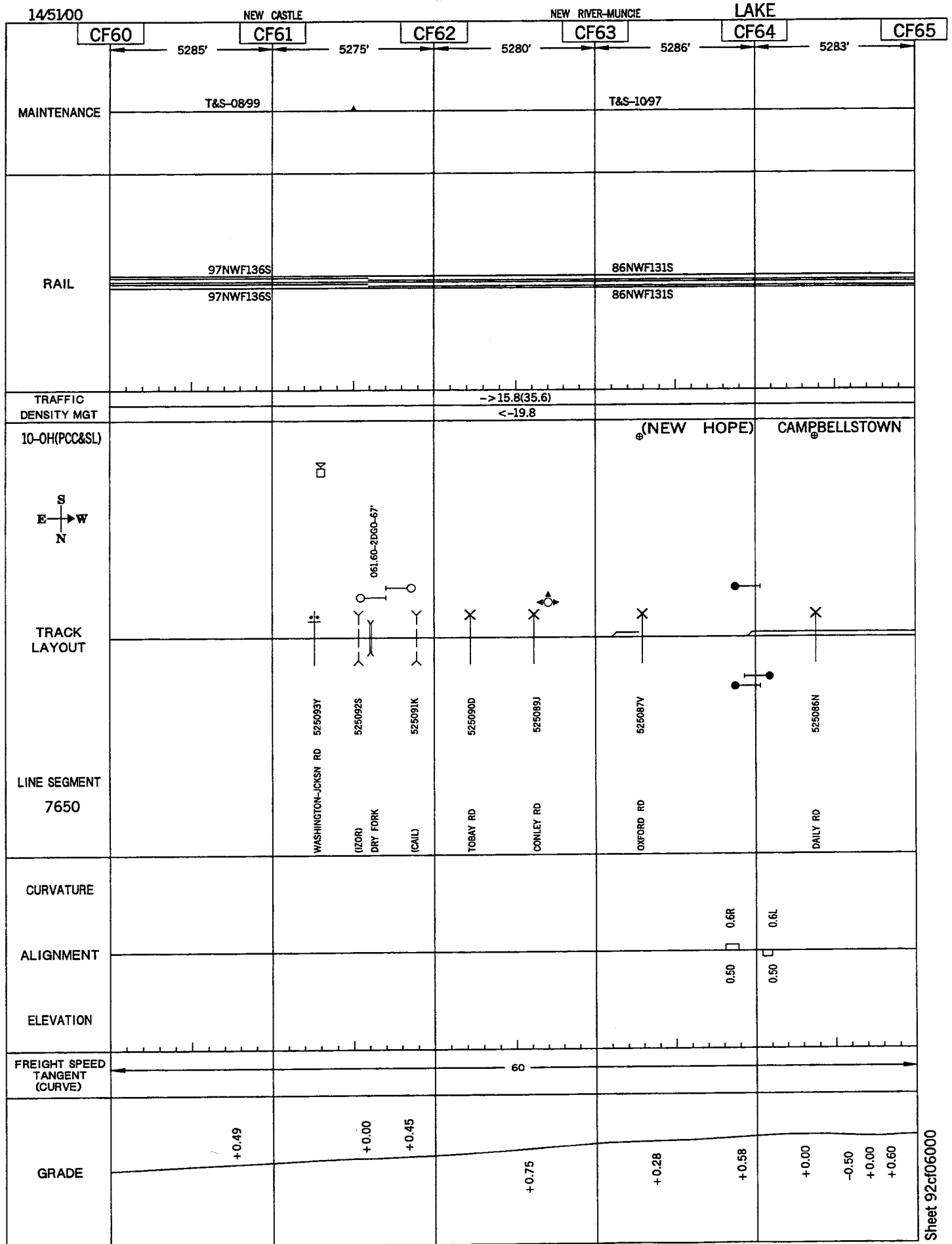


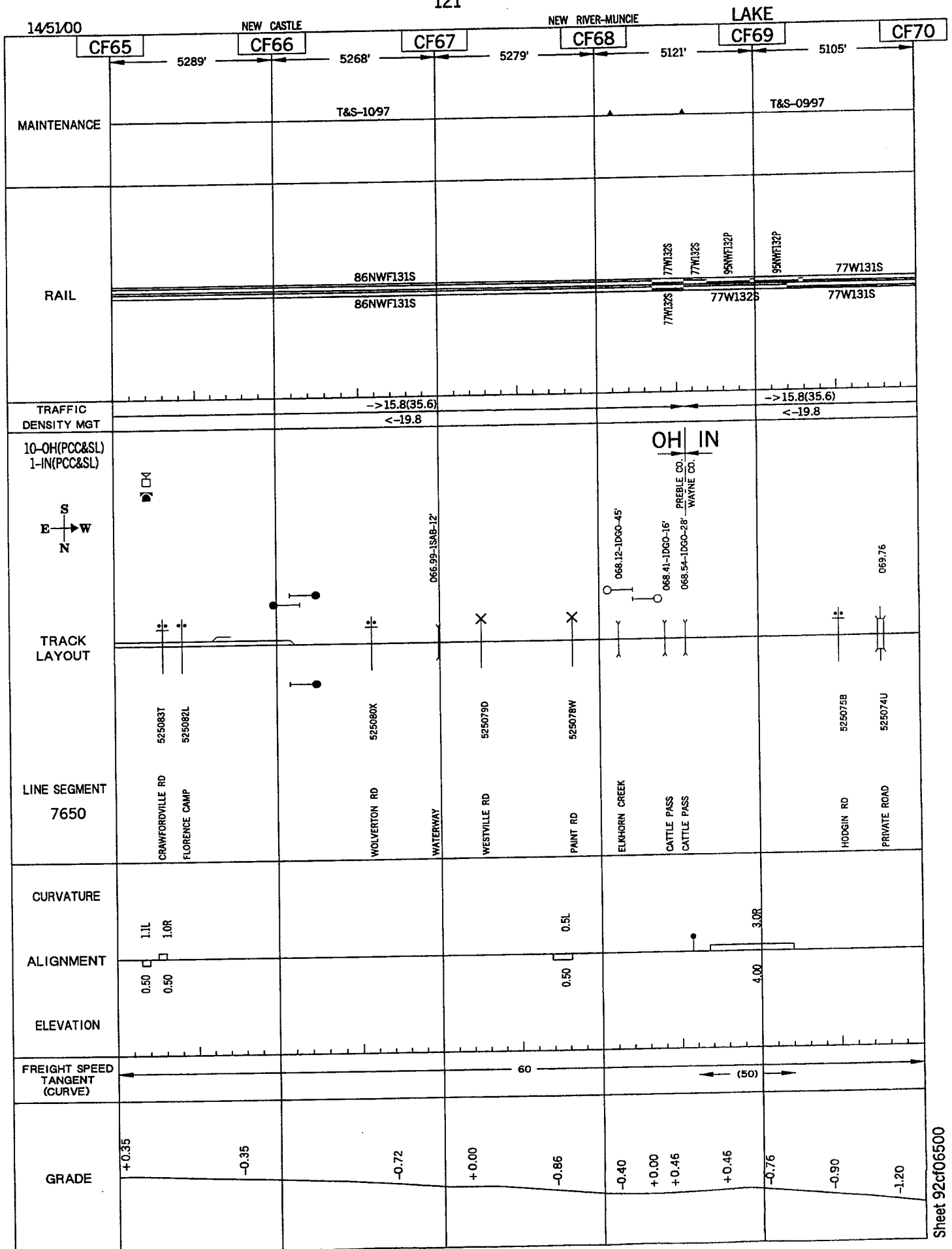




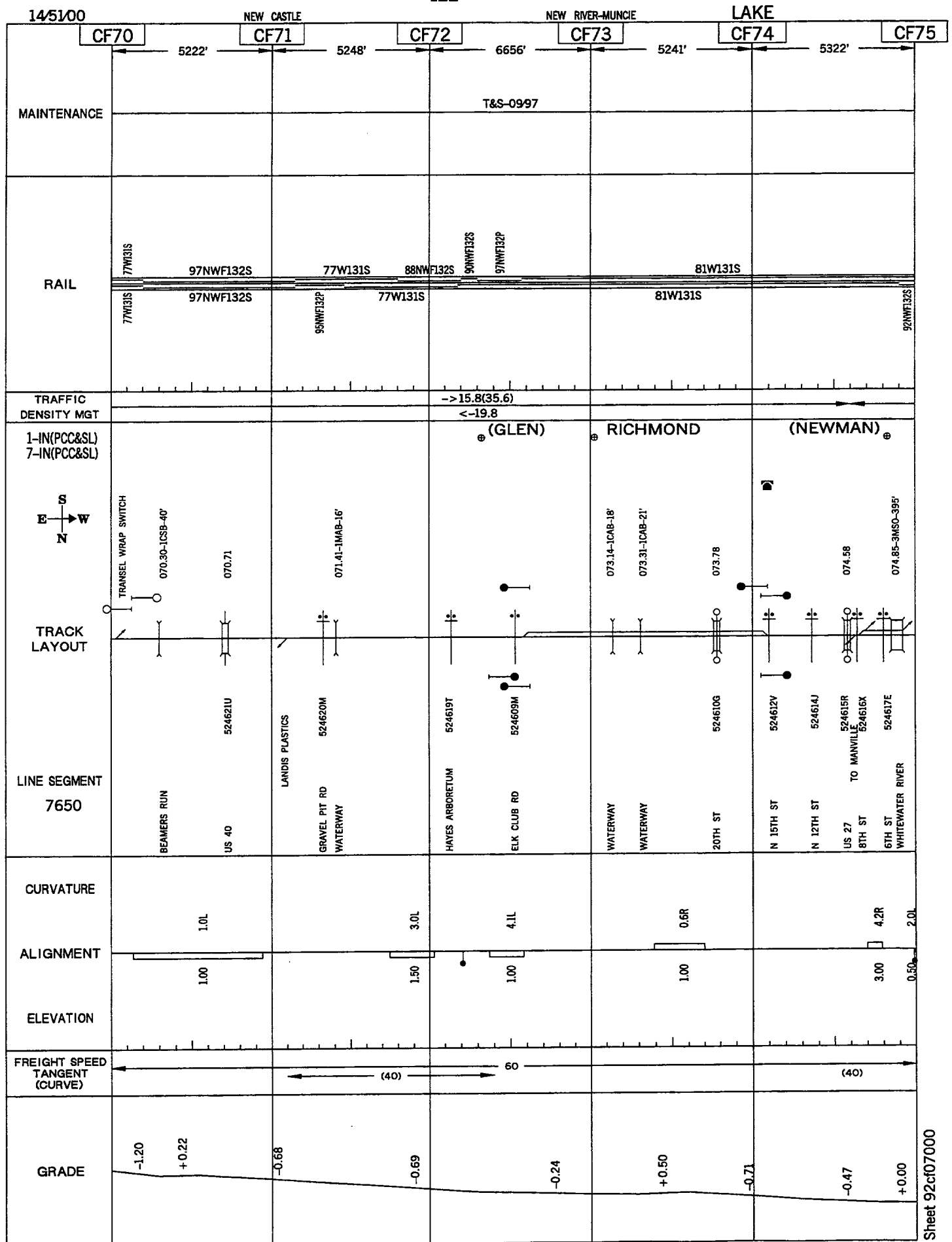


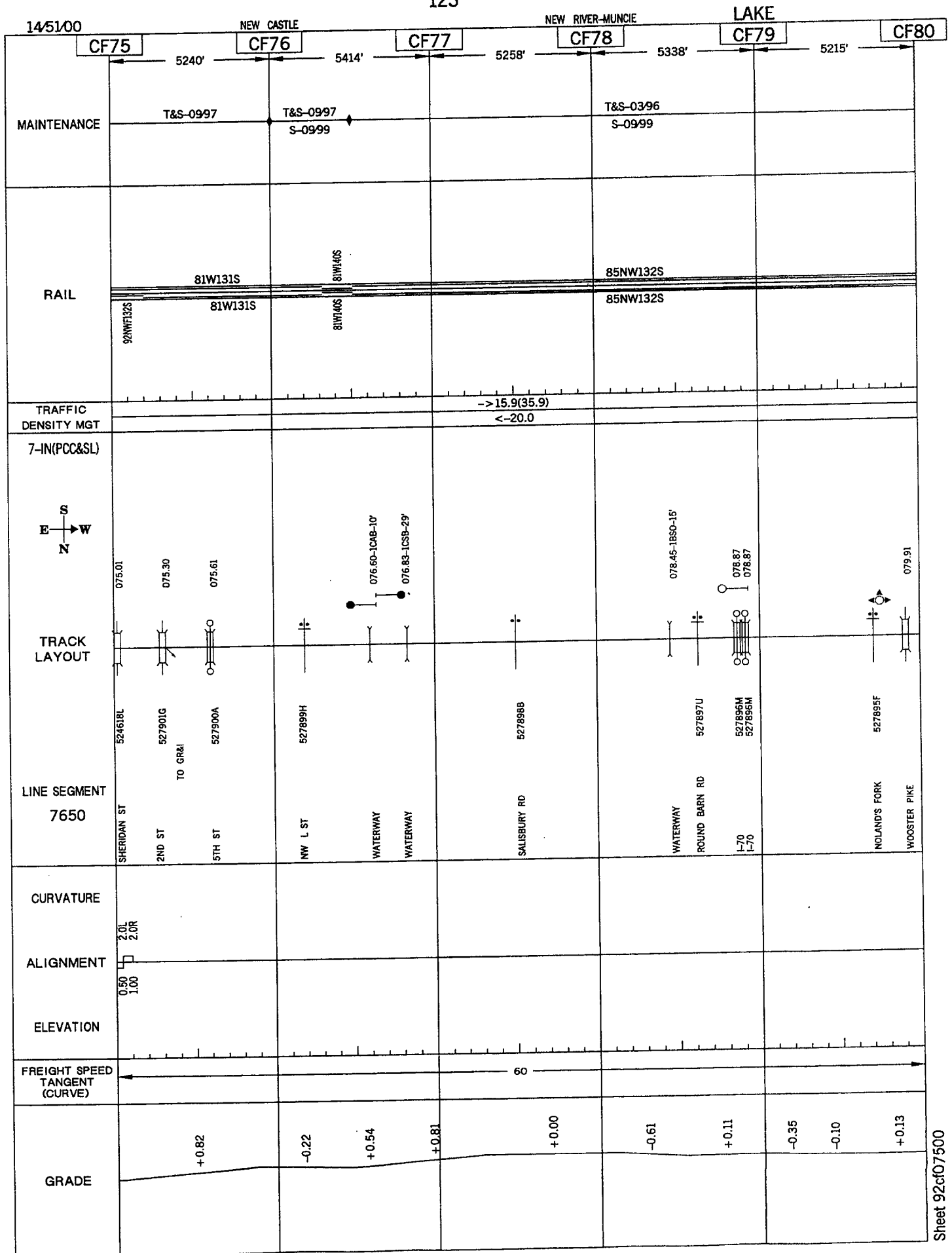


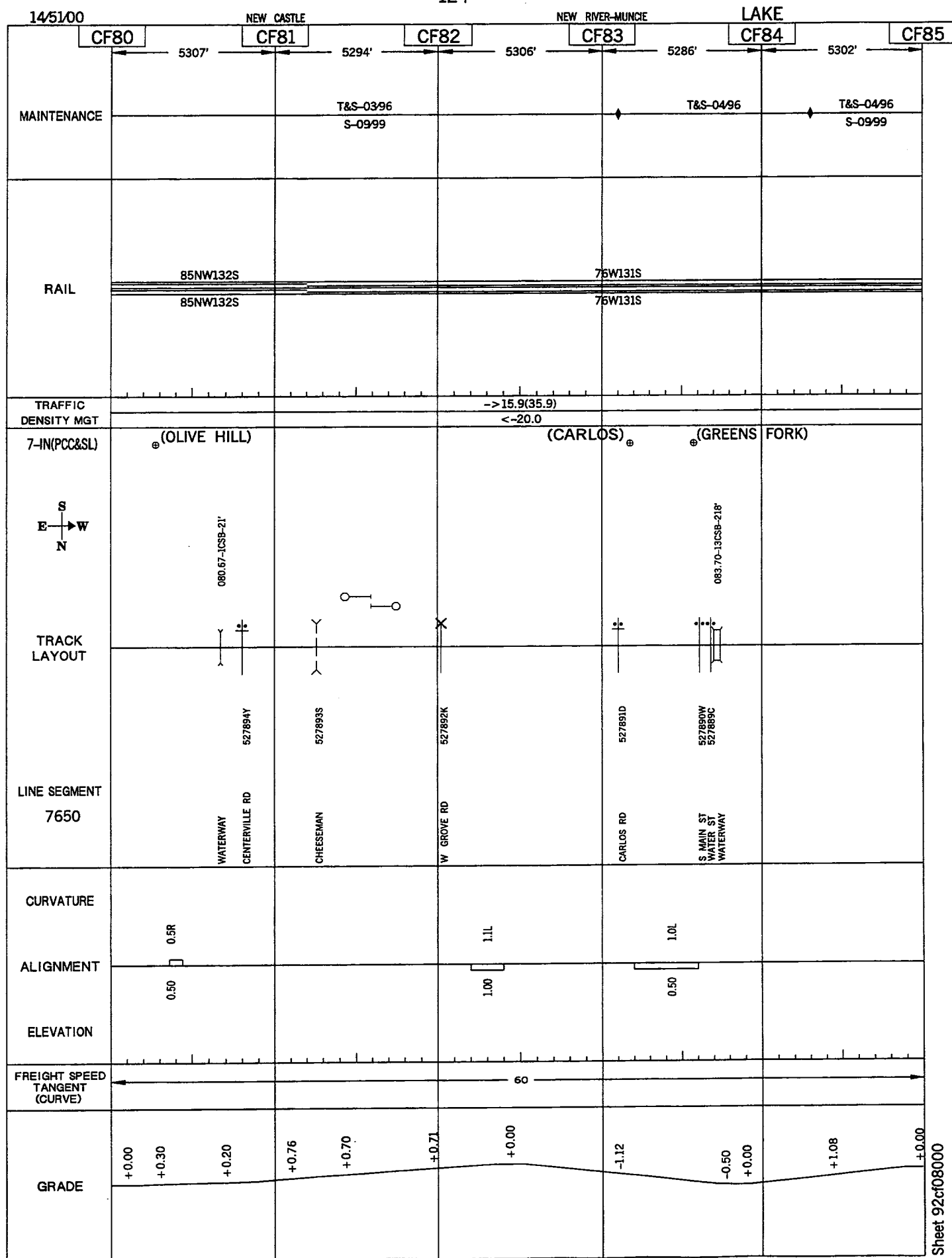


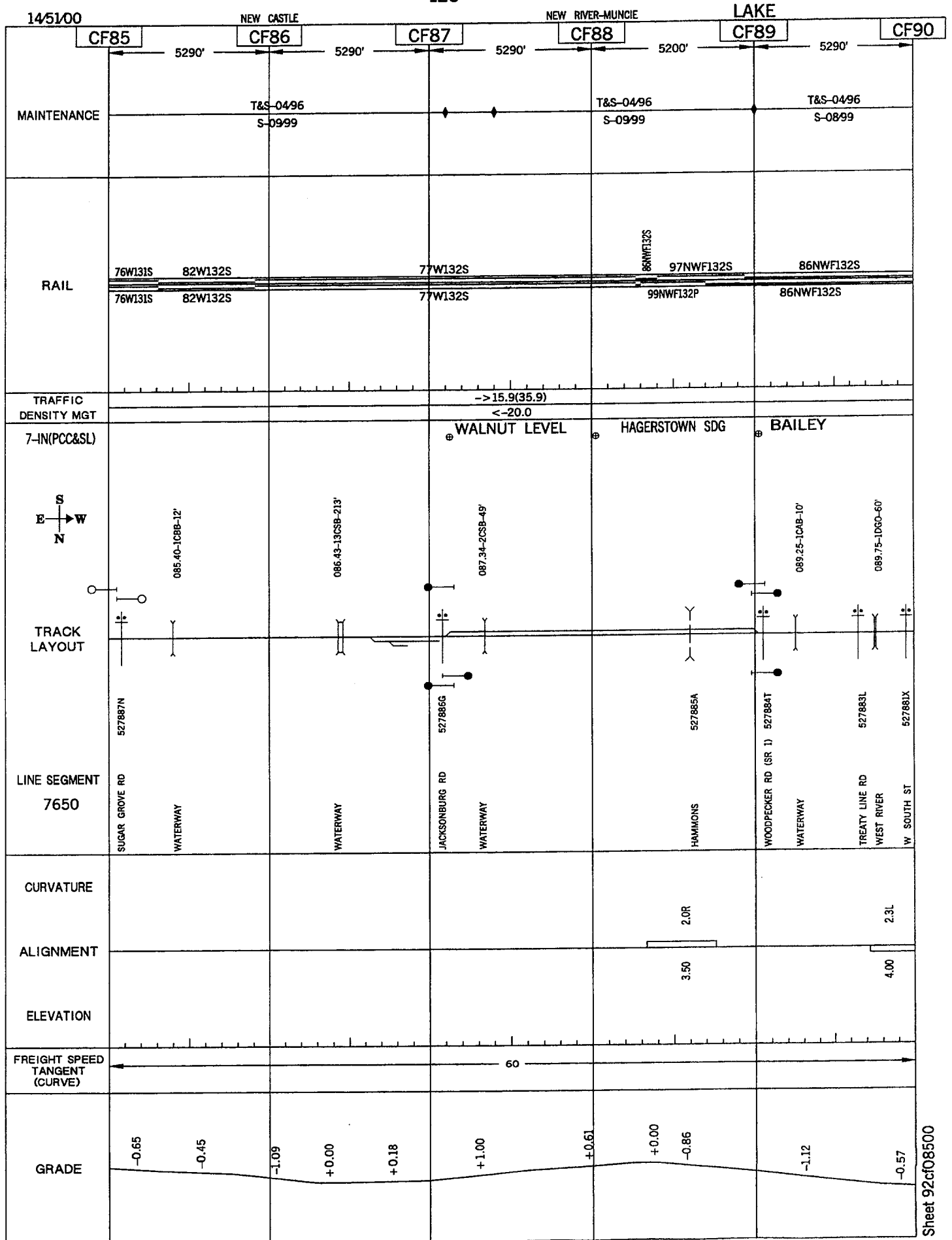


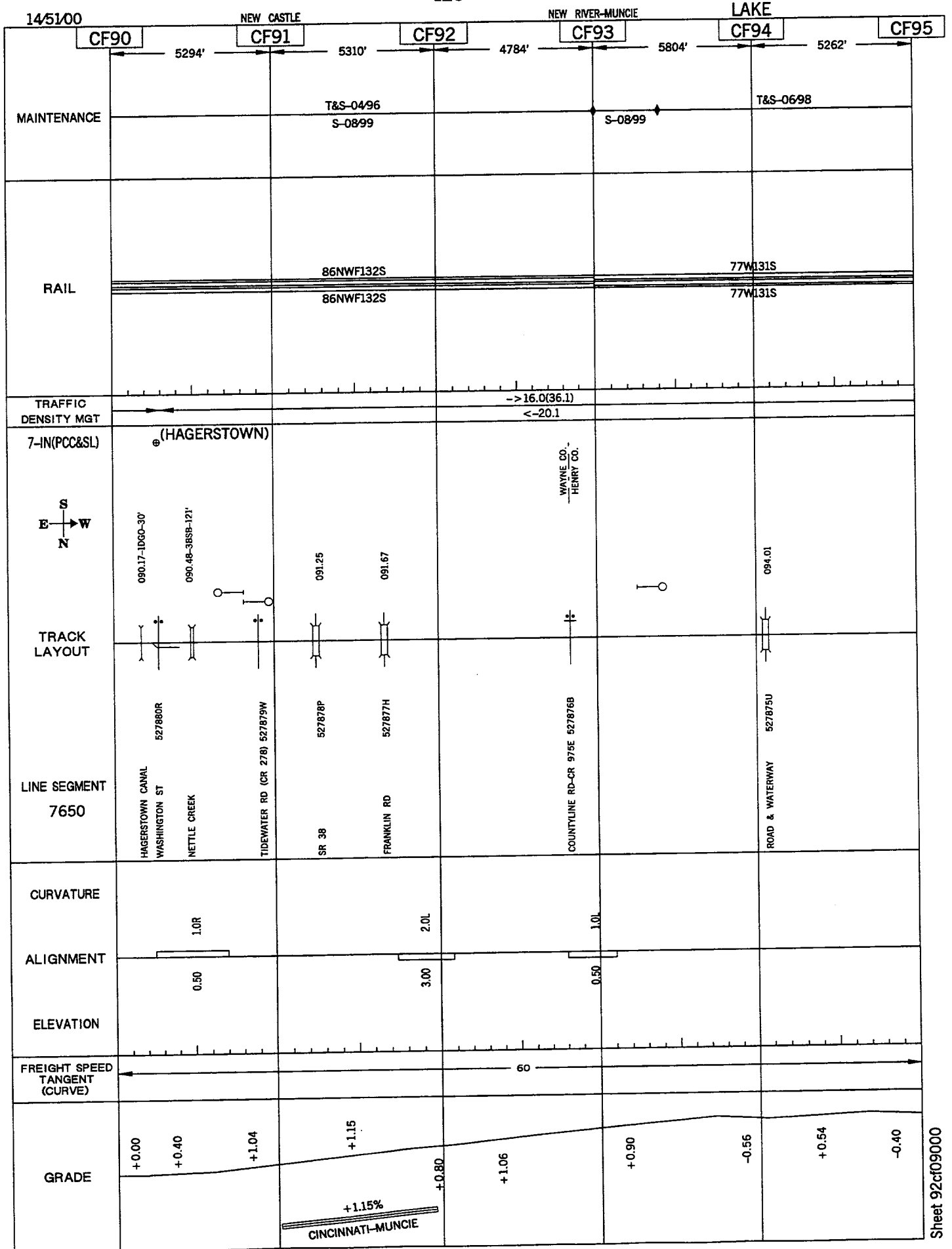


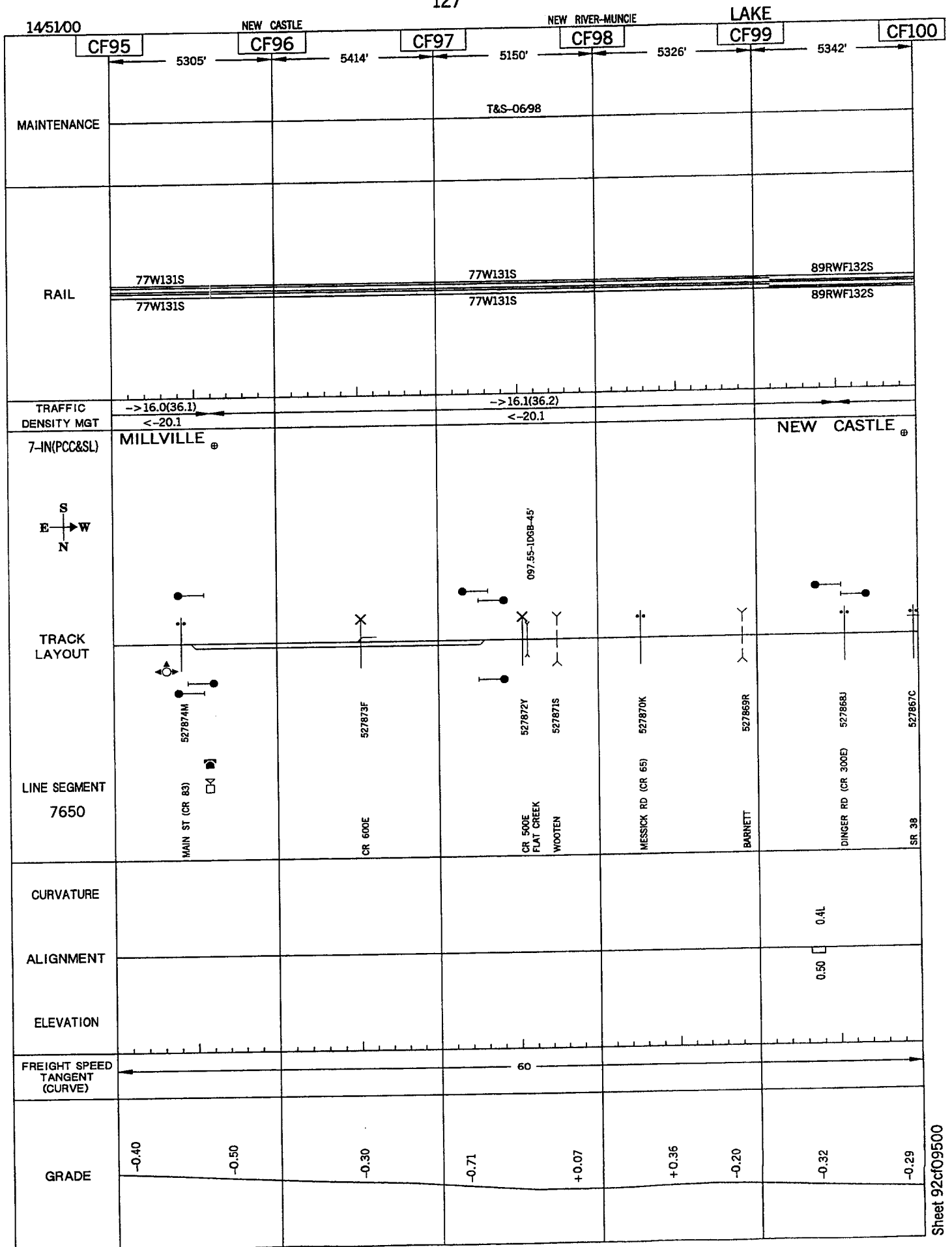


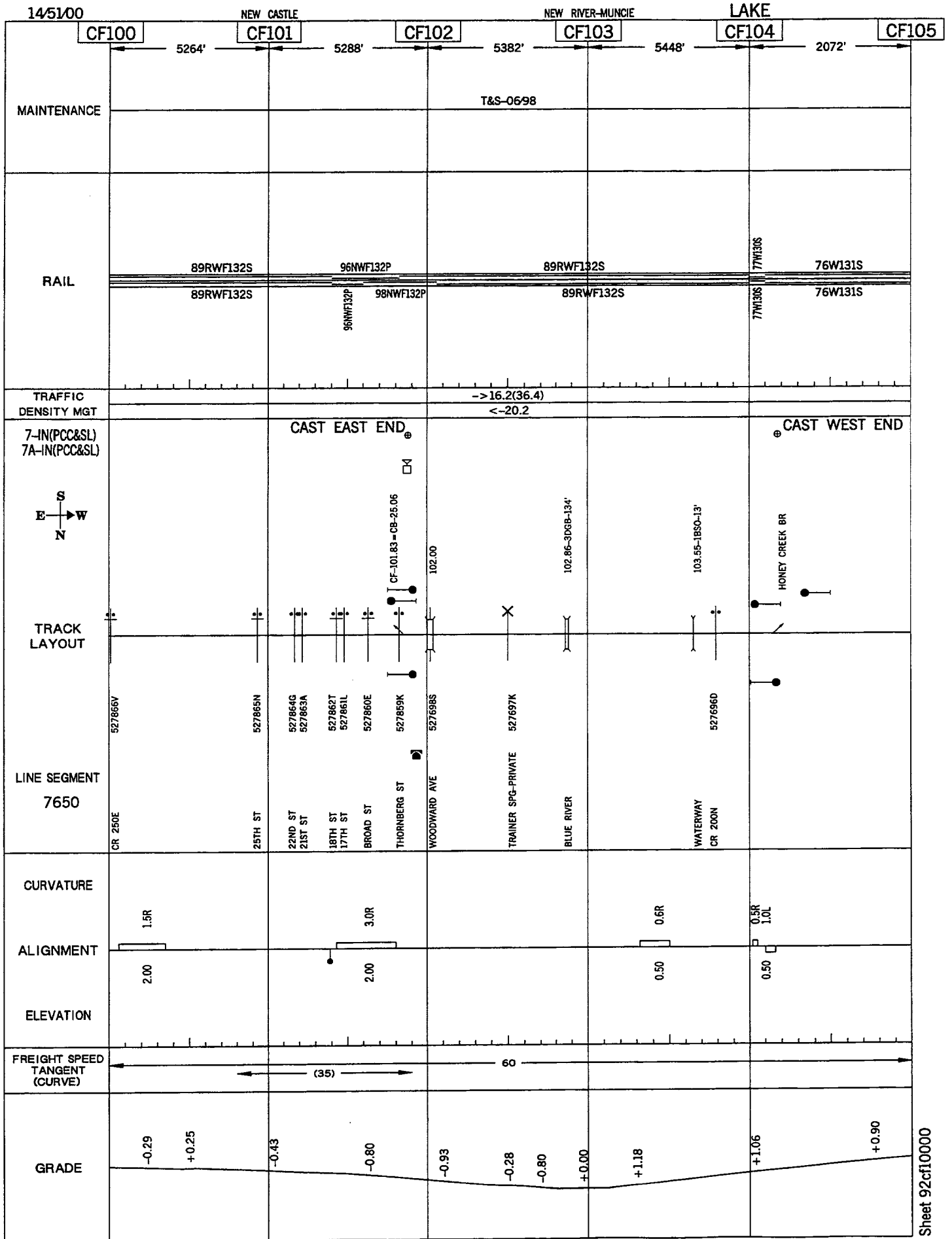


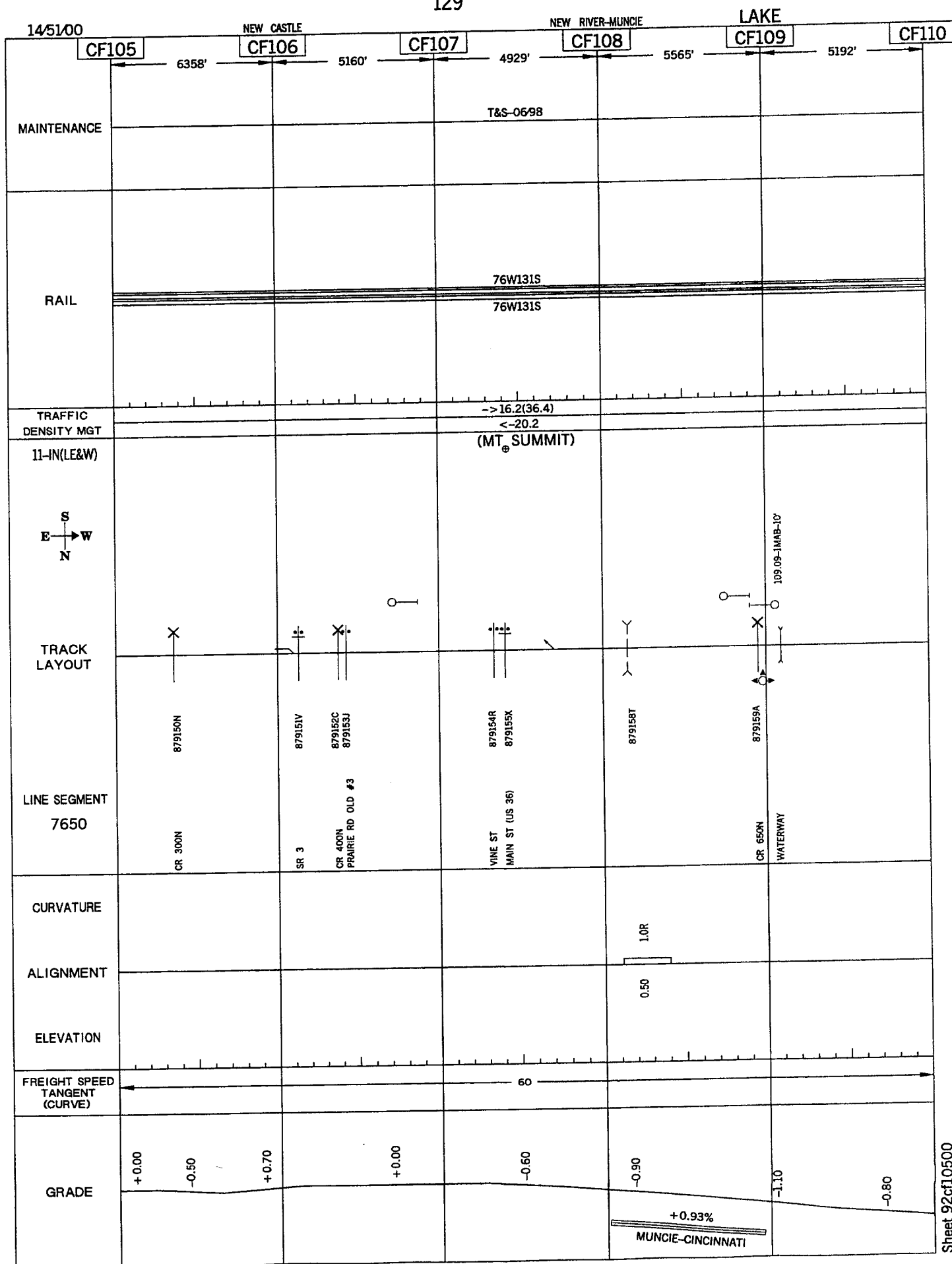




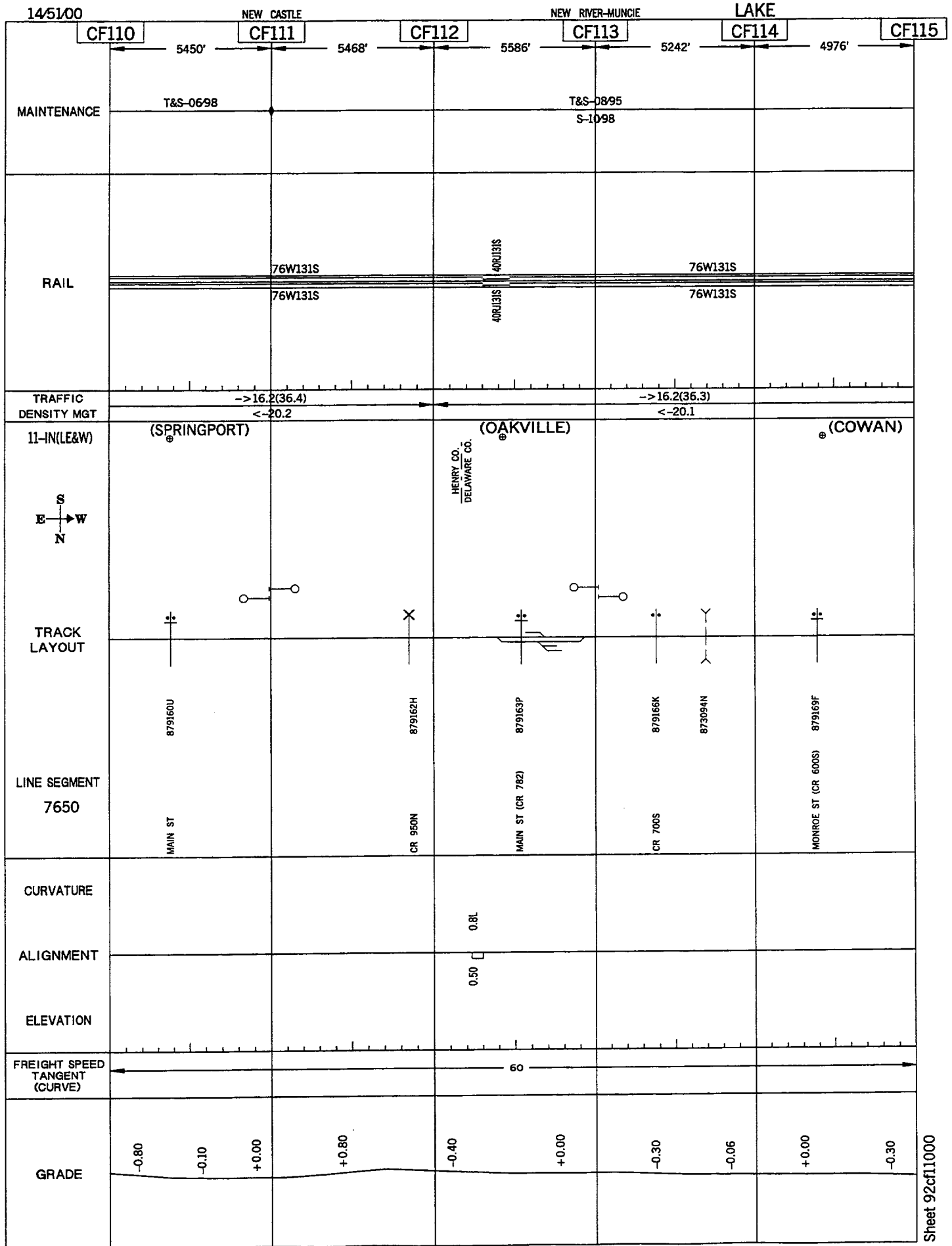


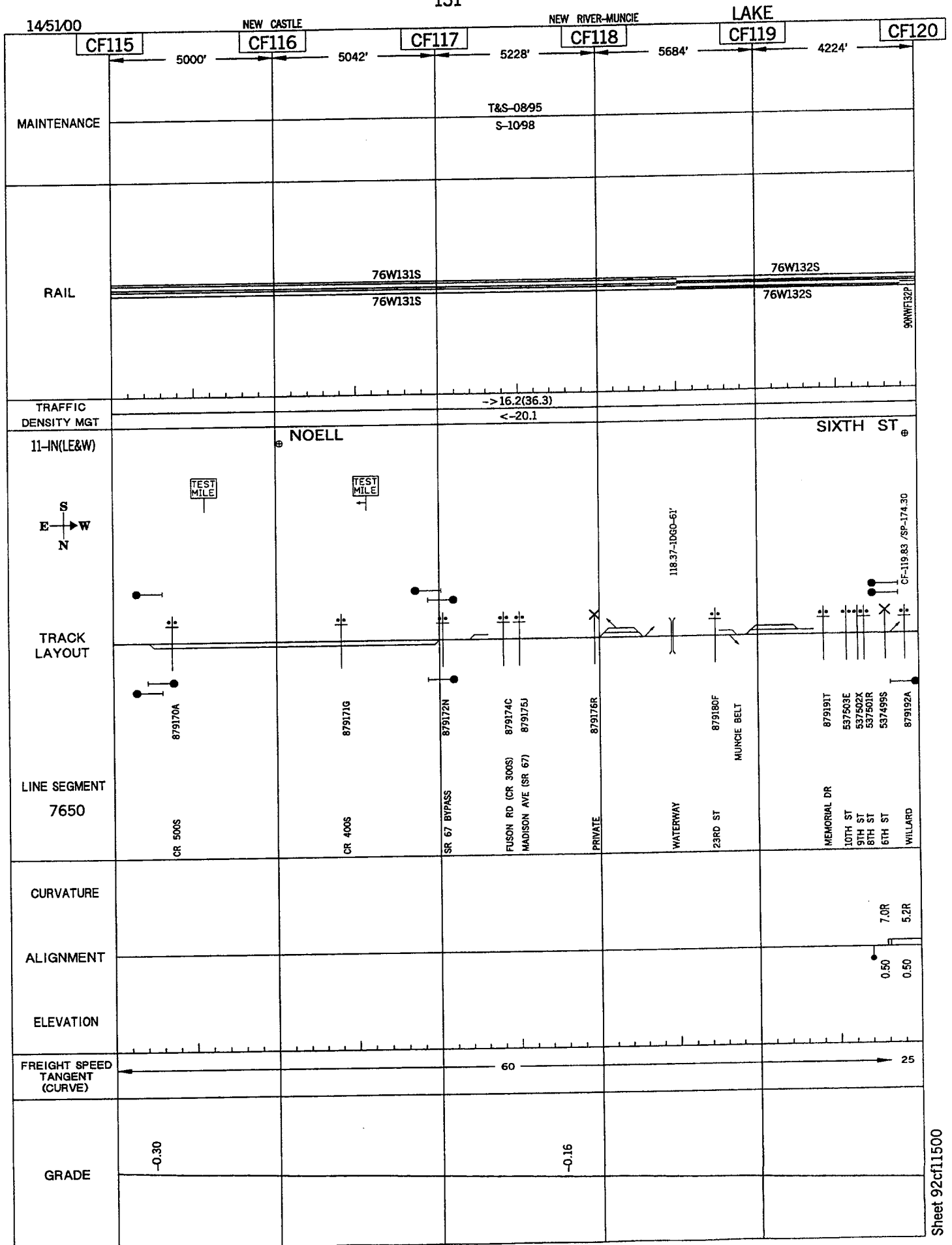


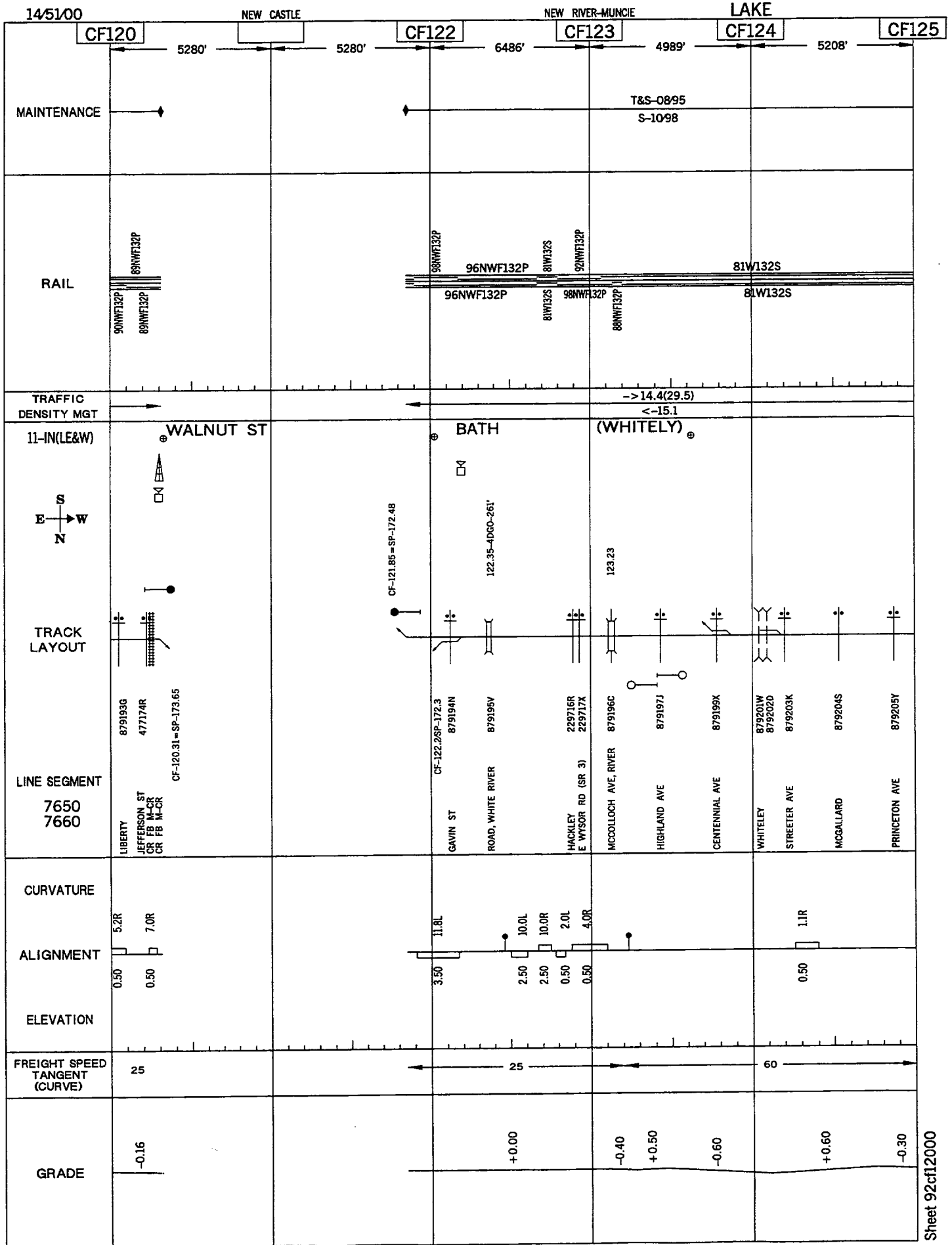


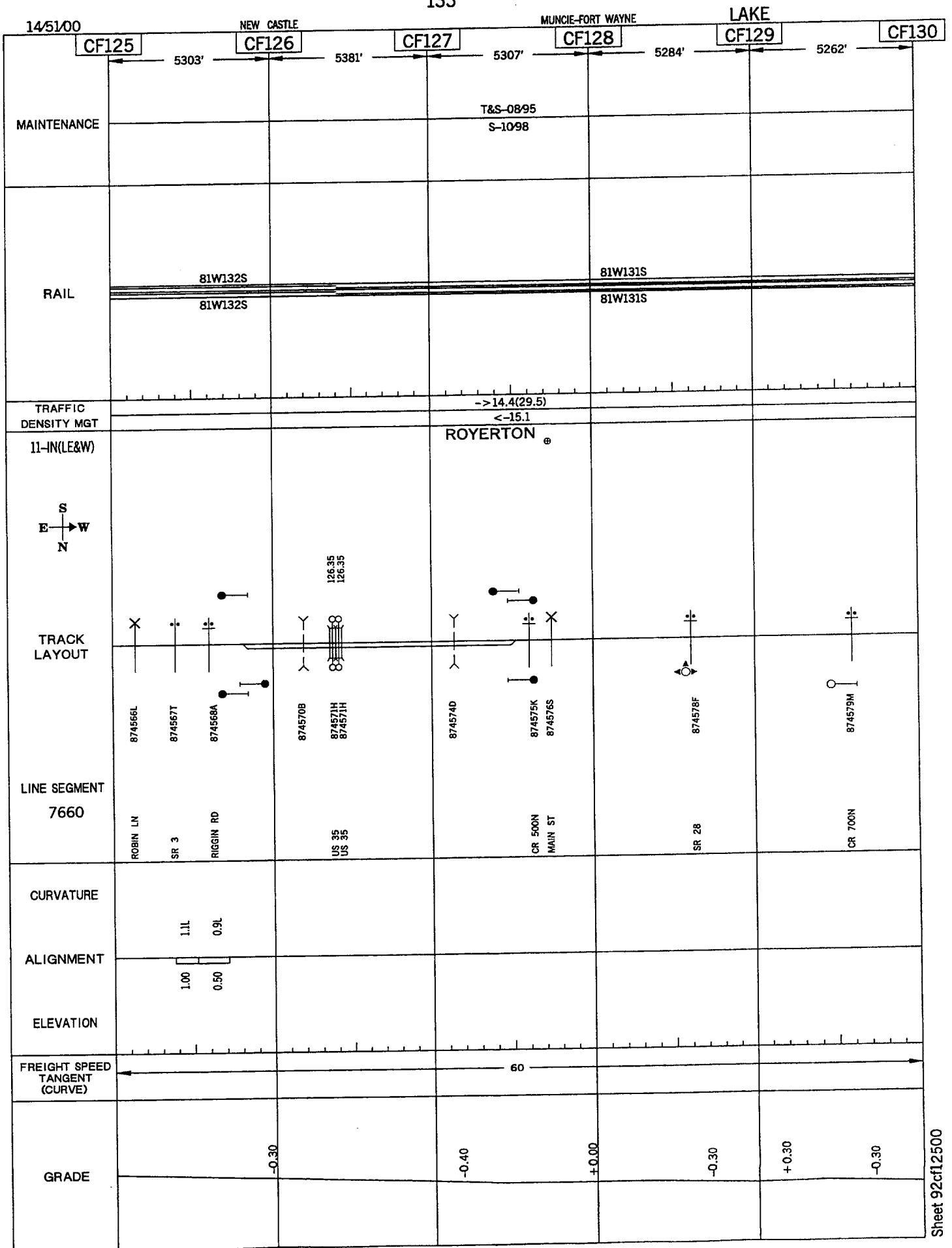


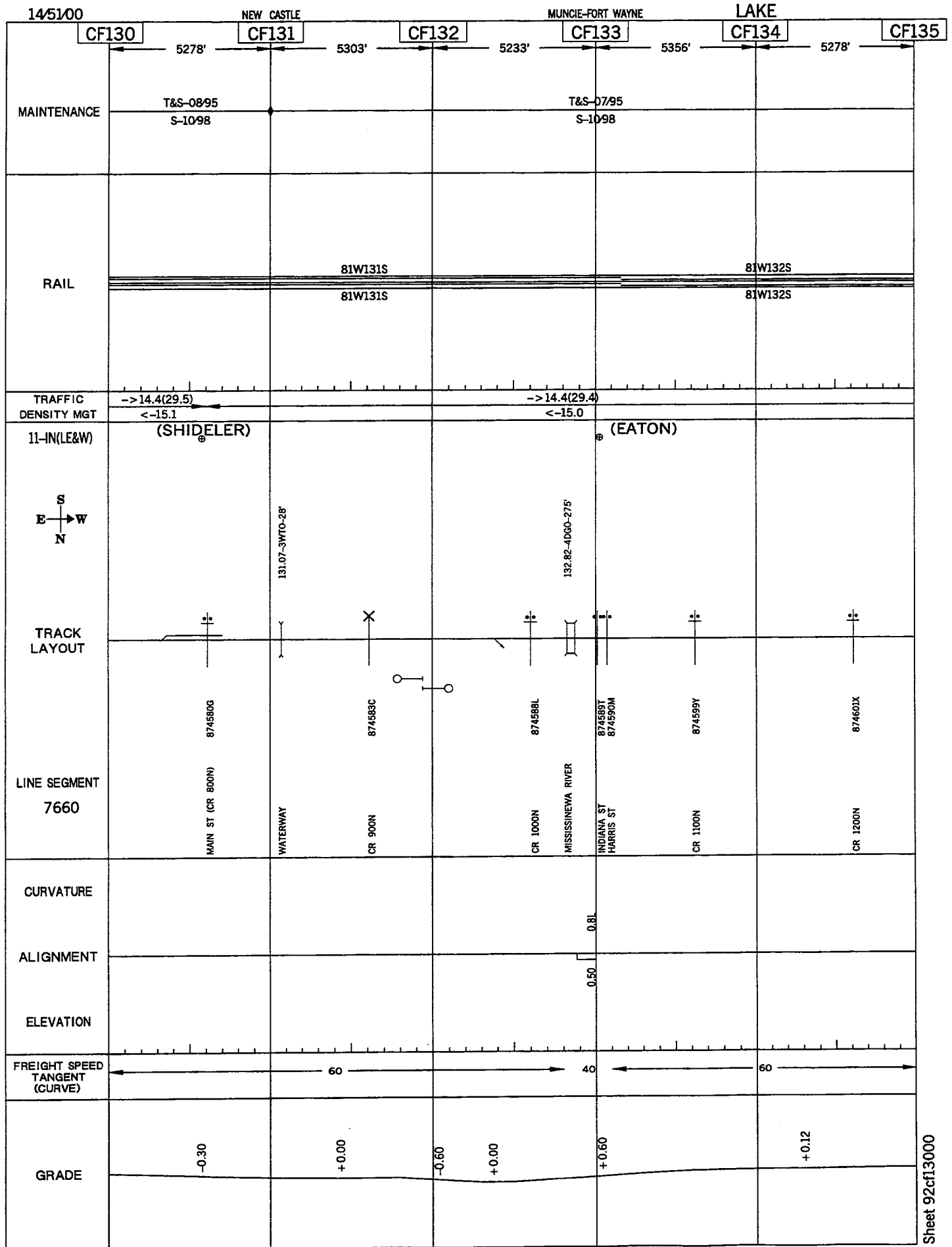


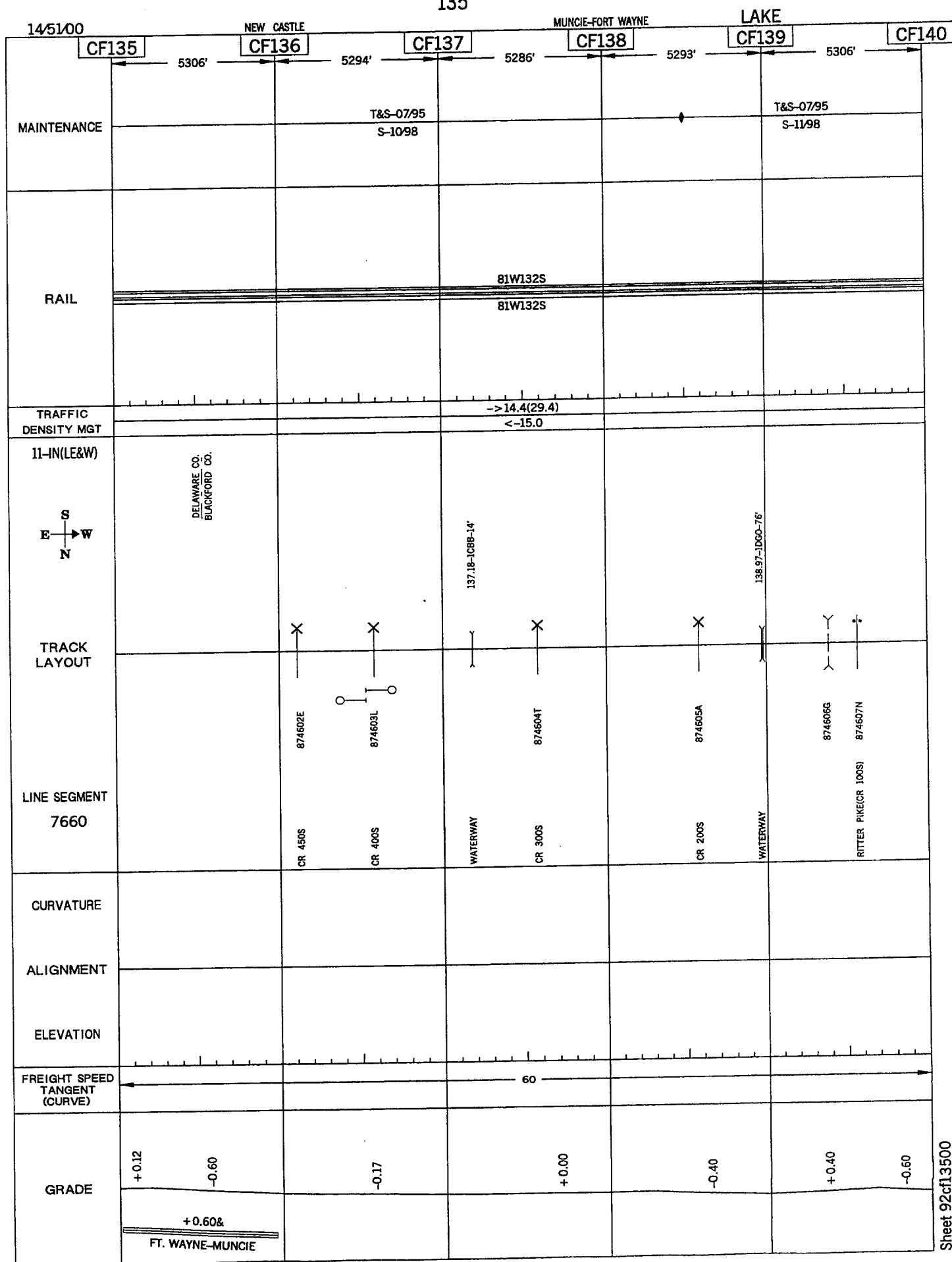


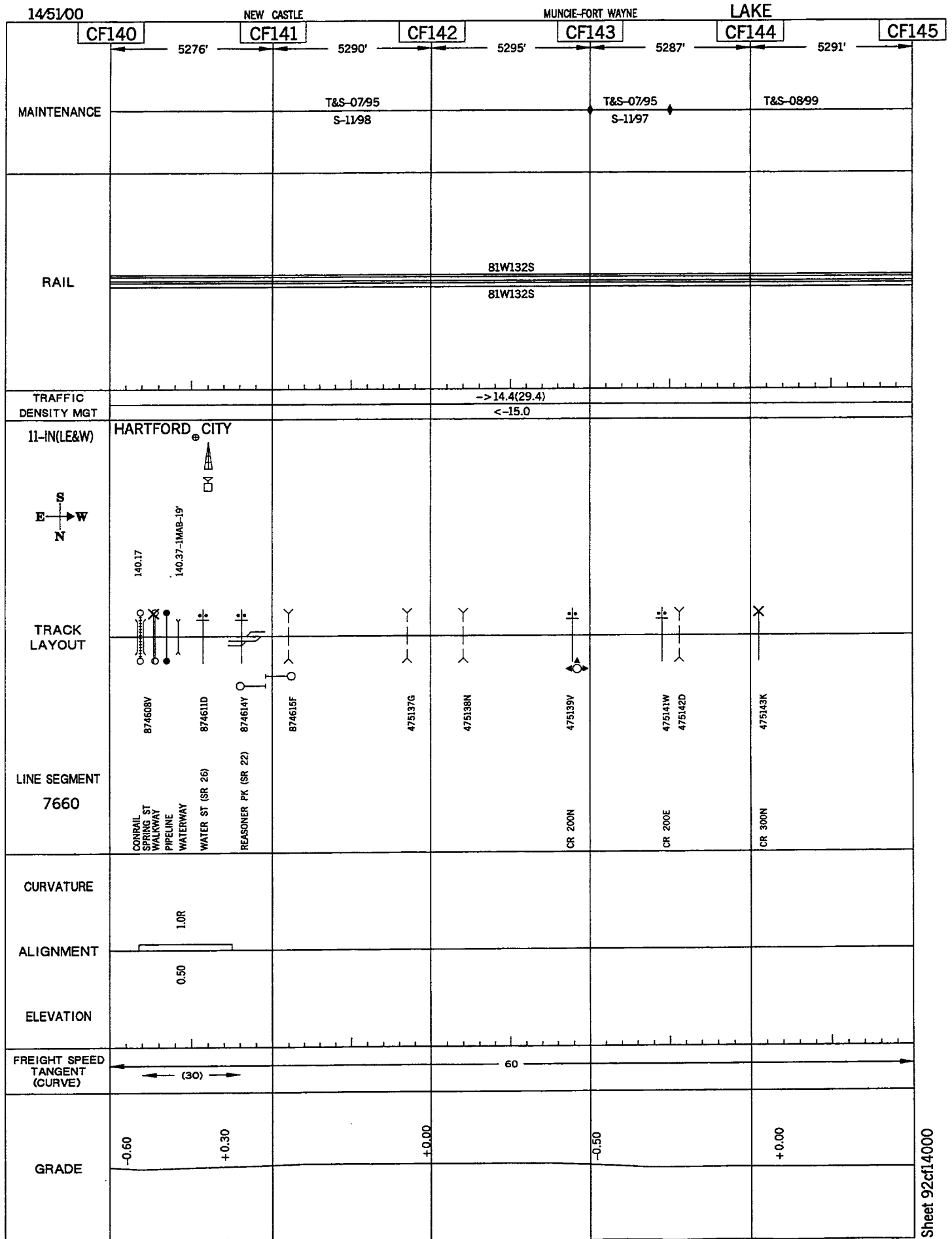


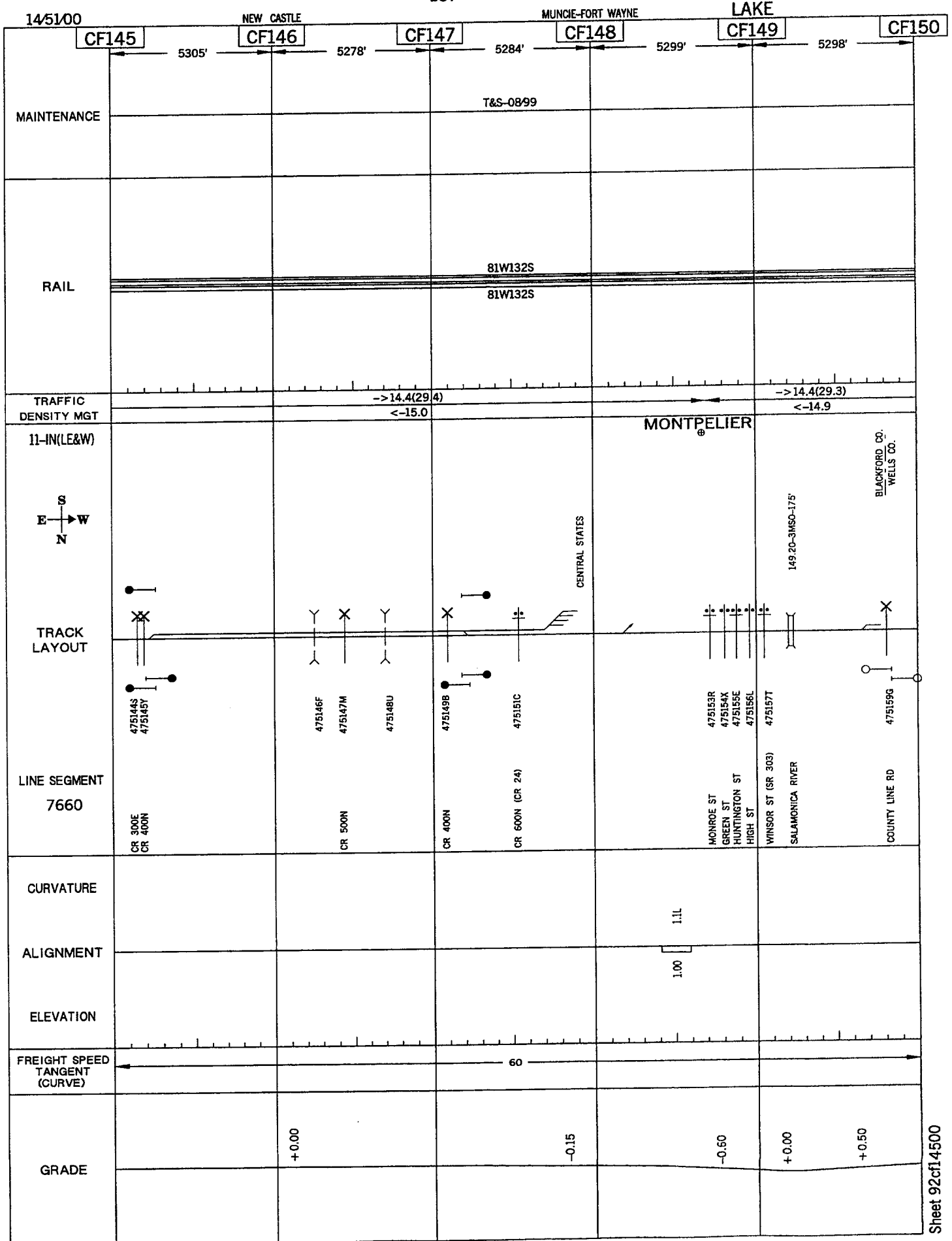




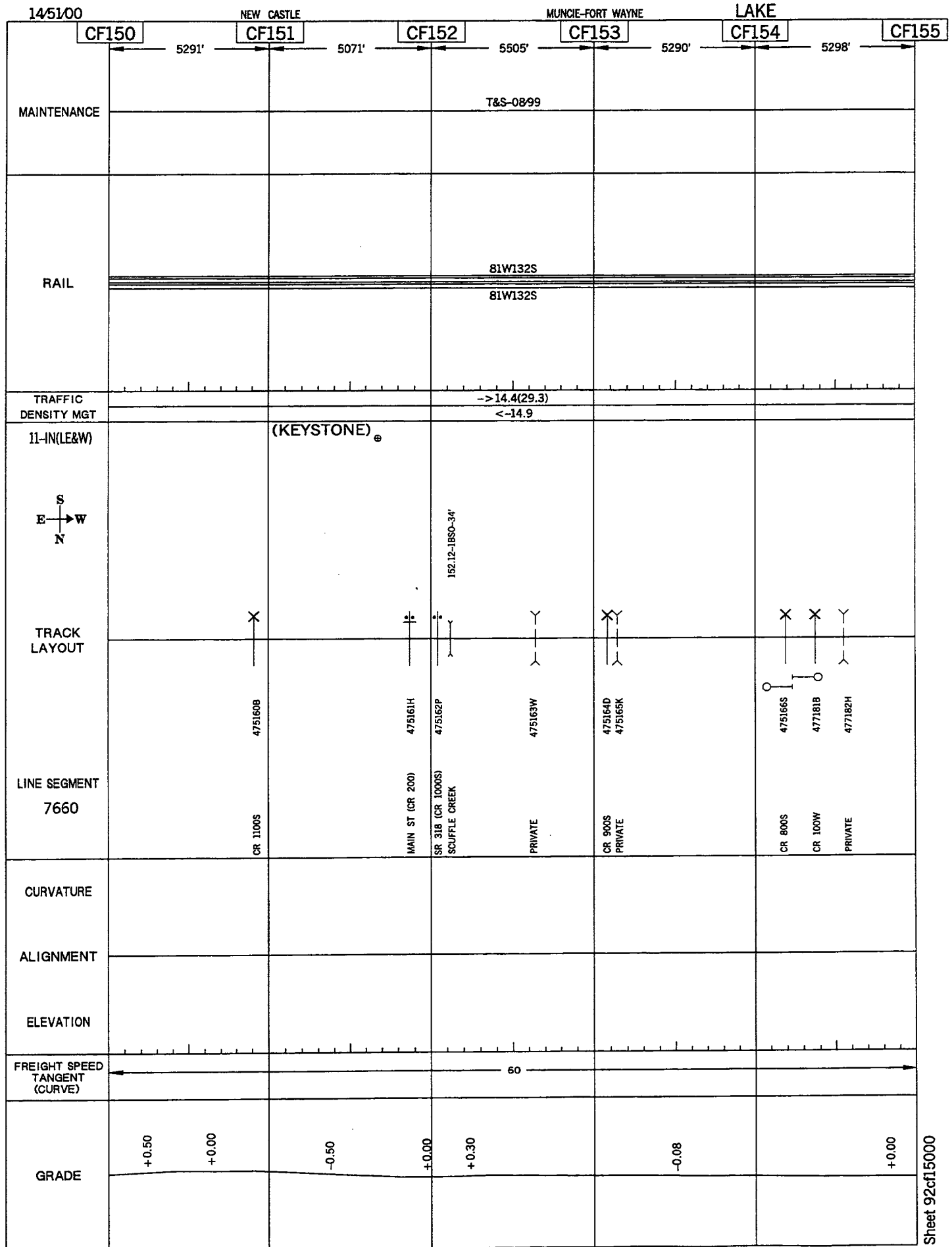




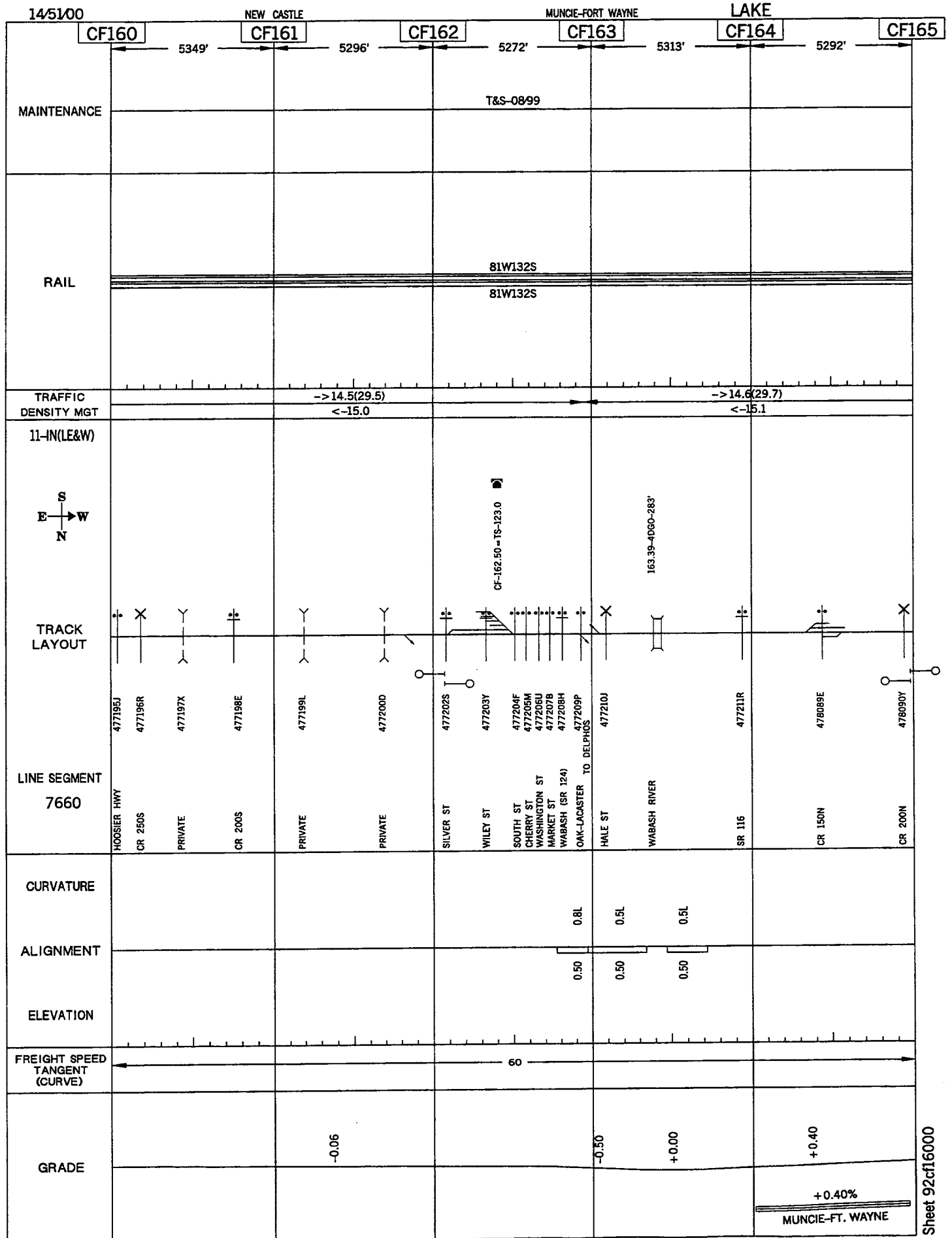


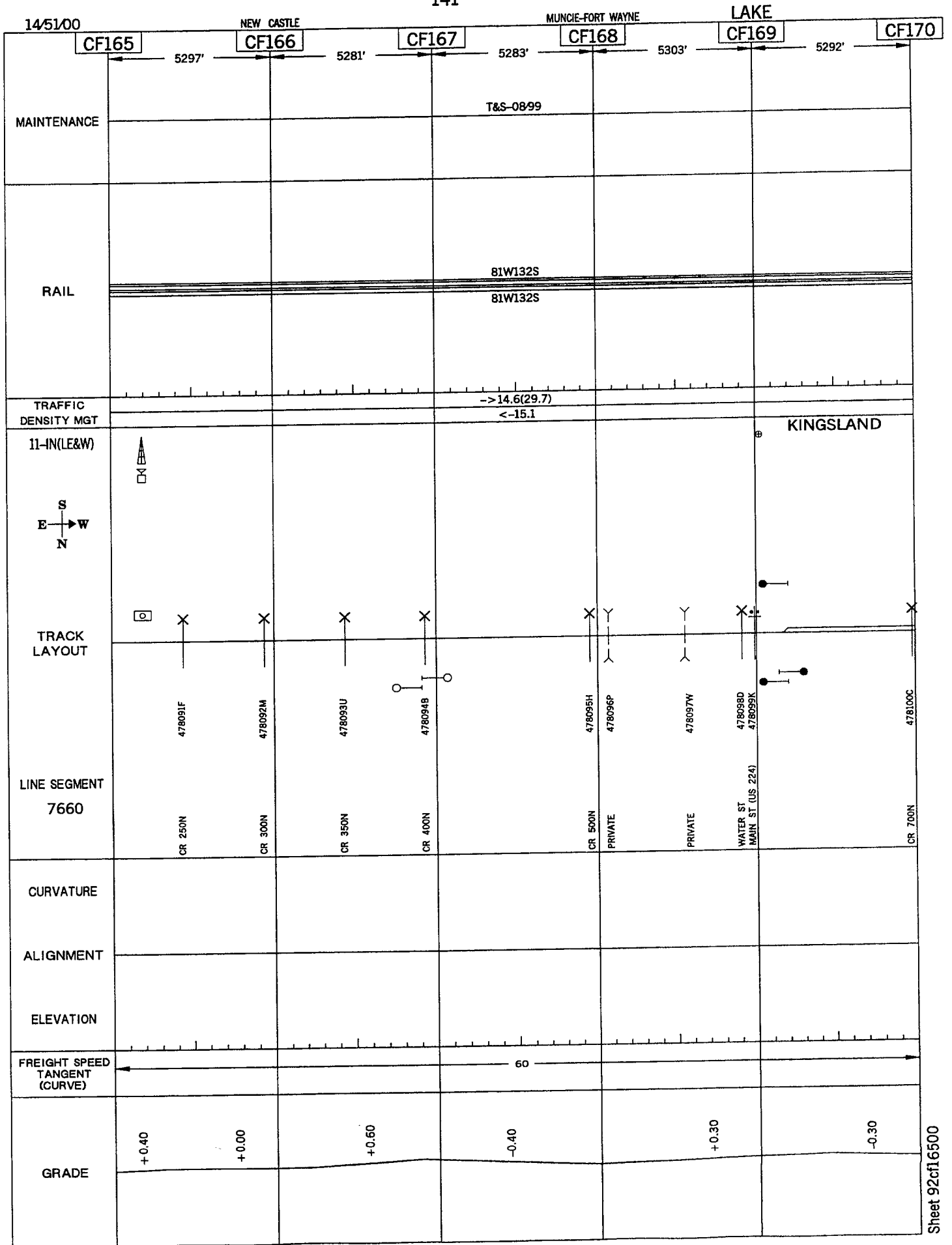


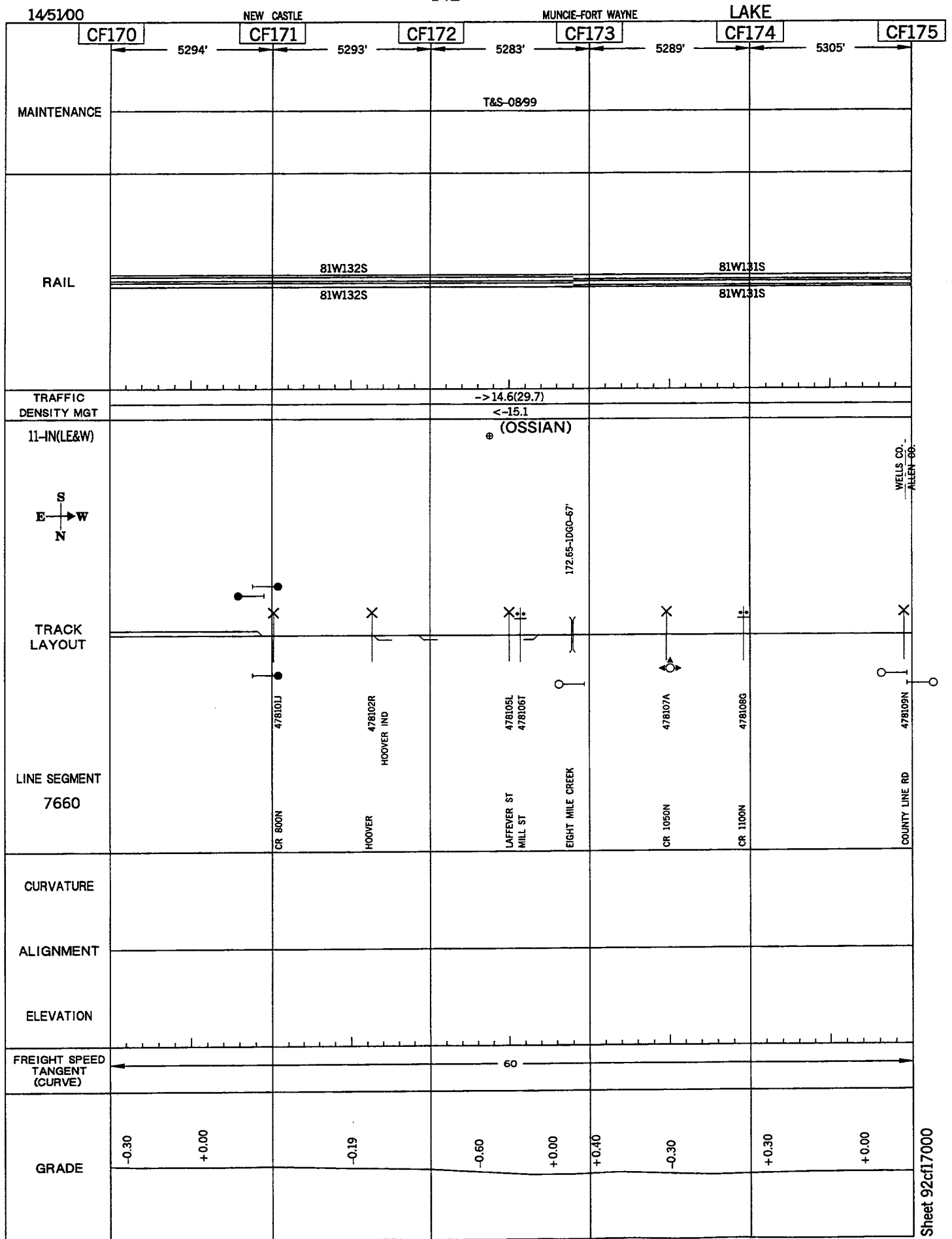


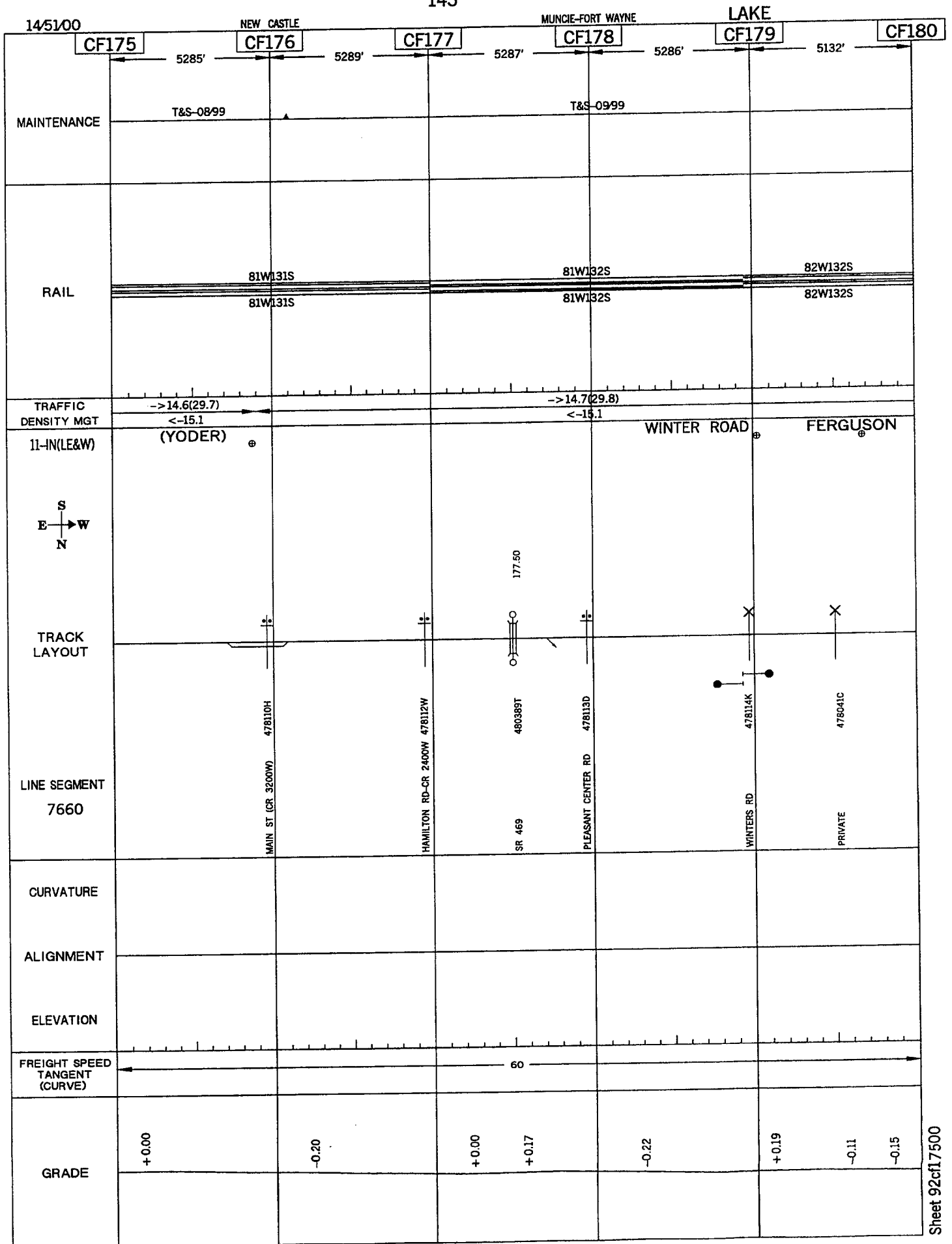


Sheet 92cf15500

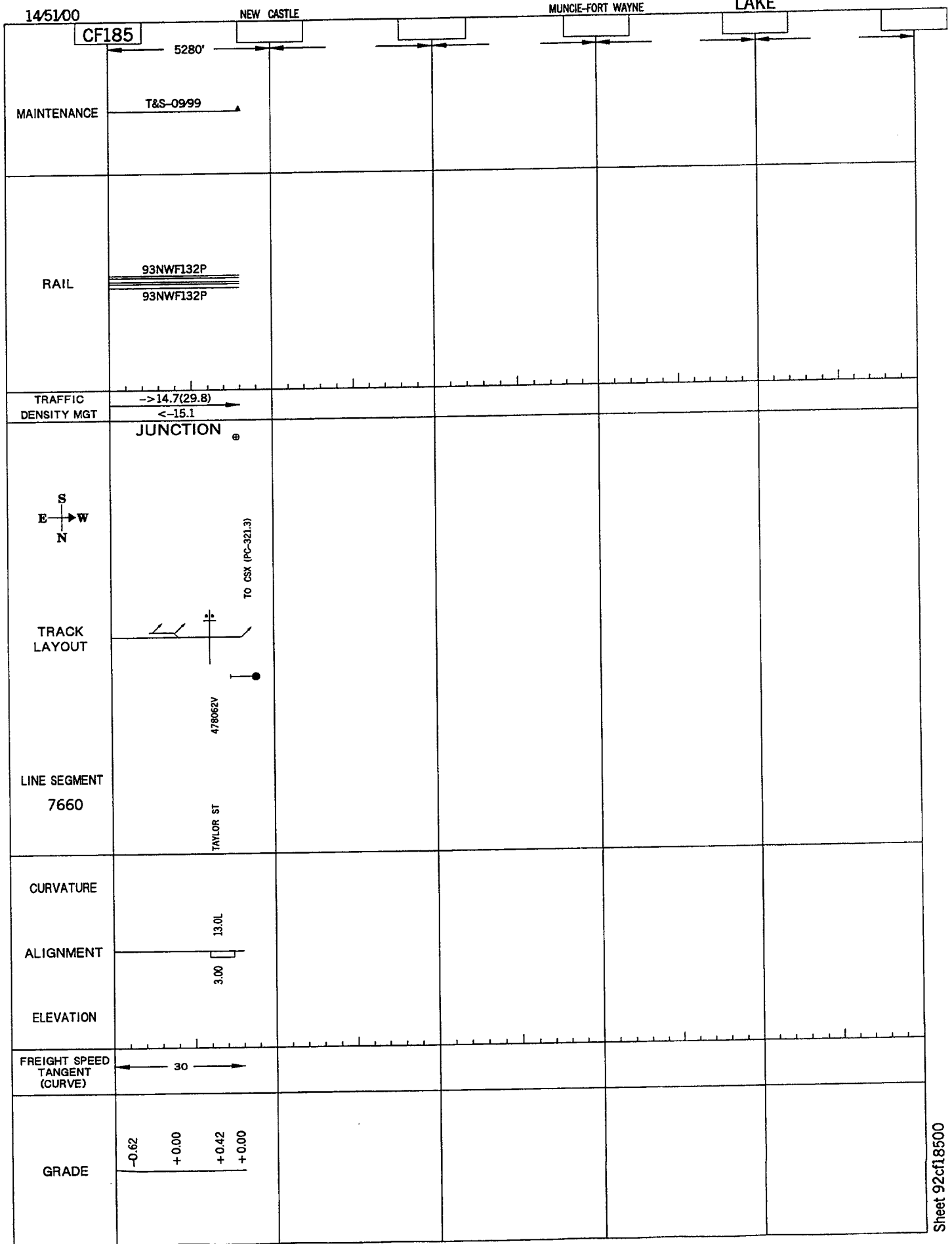






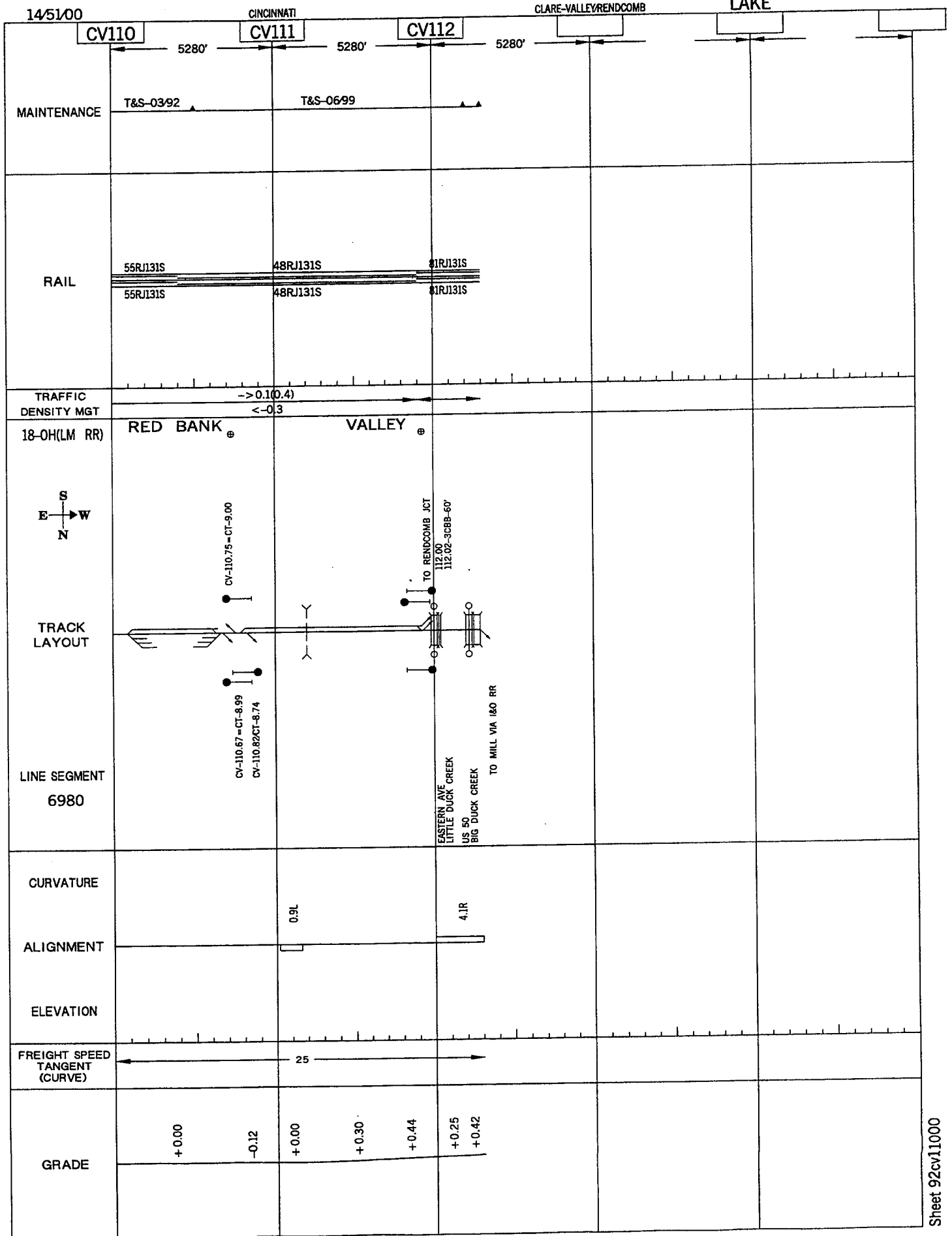


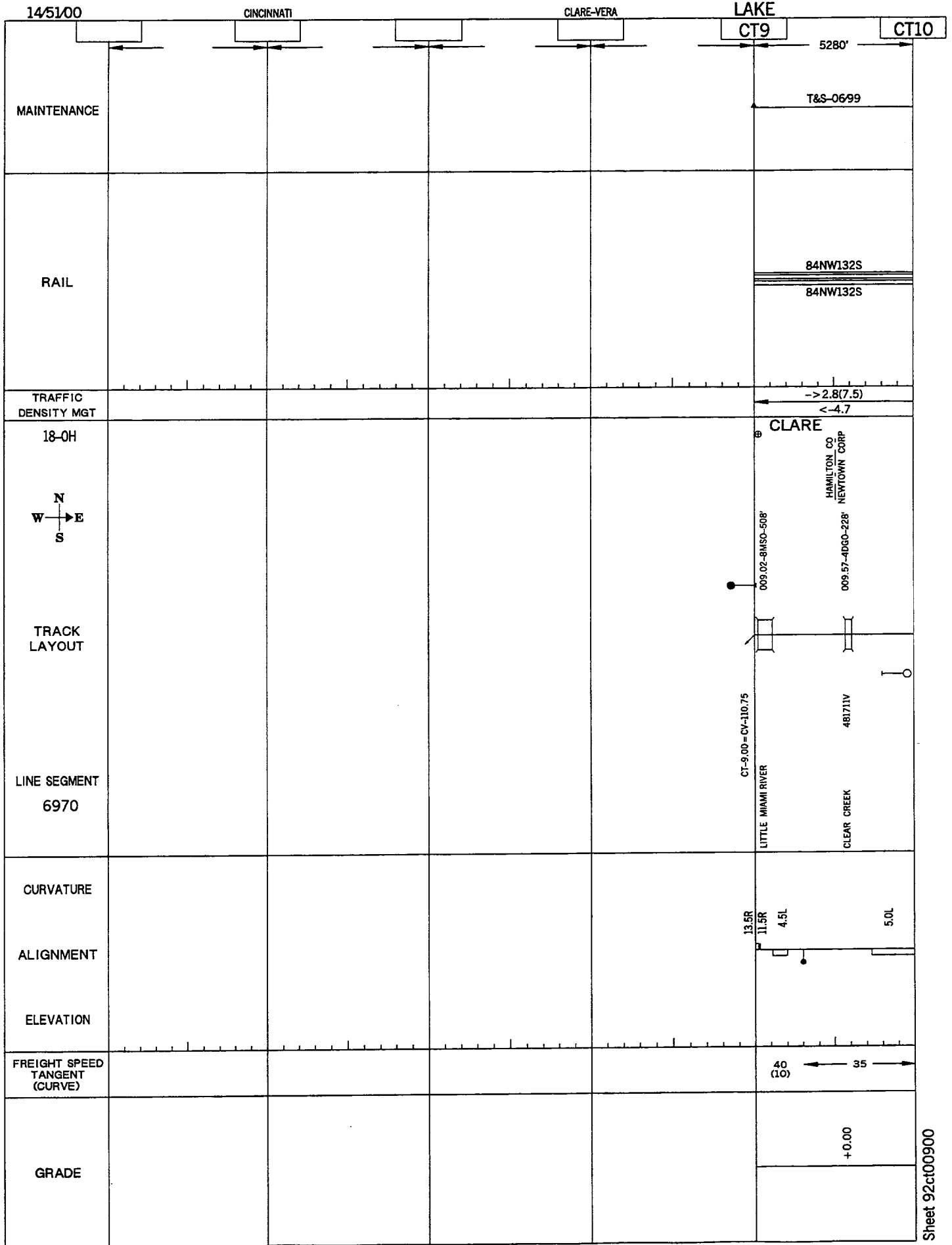
Sheet 92cf18000

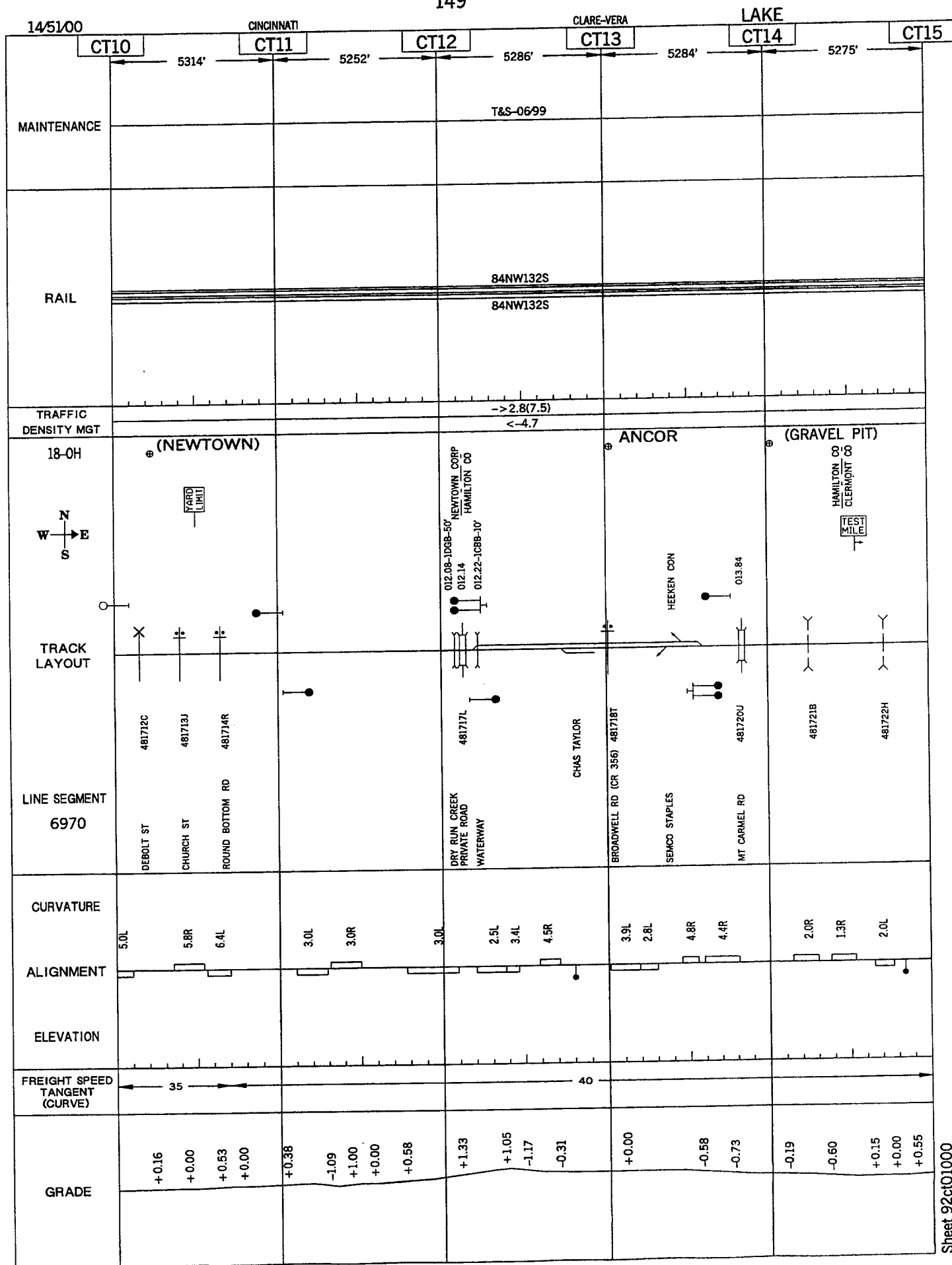


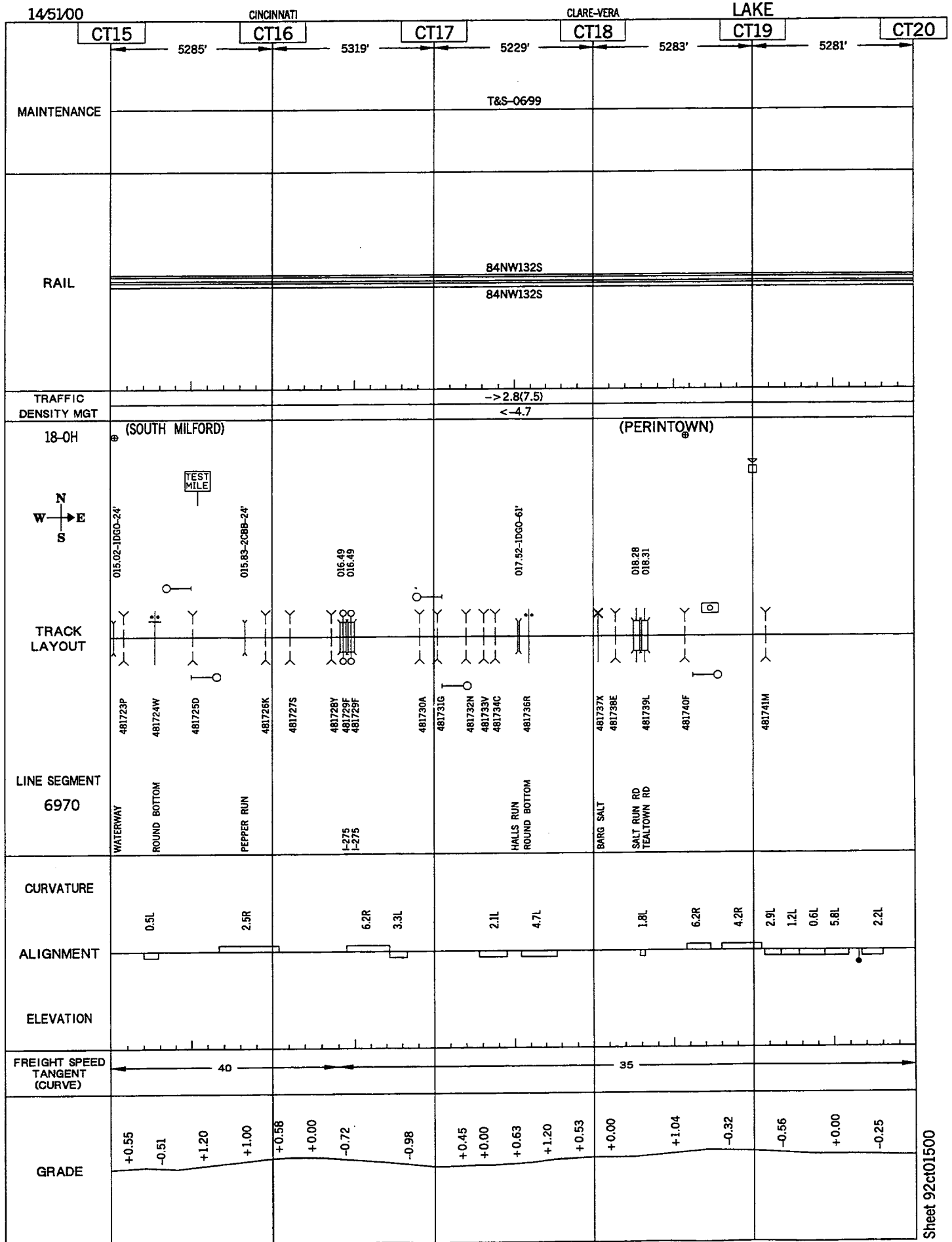


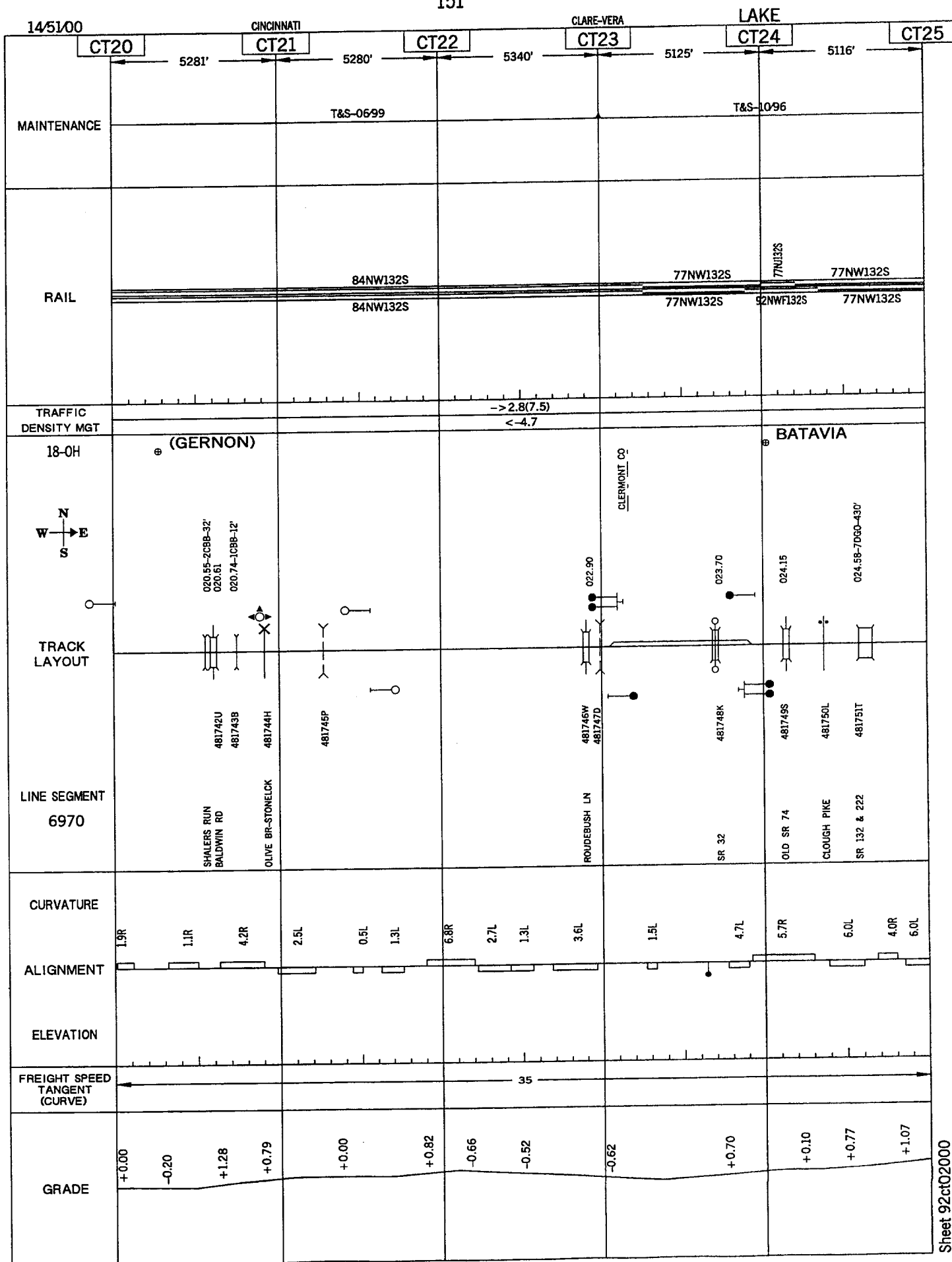
MAINTENANCE					
RAIL					
TRAFFIC DENSITY MGT					
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY LEFT BLANK				
LINE SEGMENT					
CURVATURE					
ALIGNMENT					
ELEVATION					
FREIGHT SPEED TANGENT (CURVE)					
GRADE					



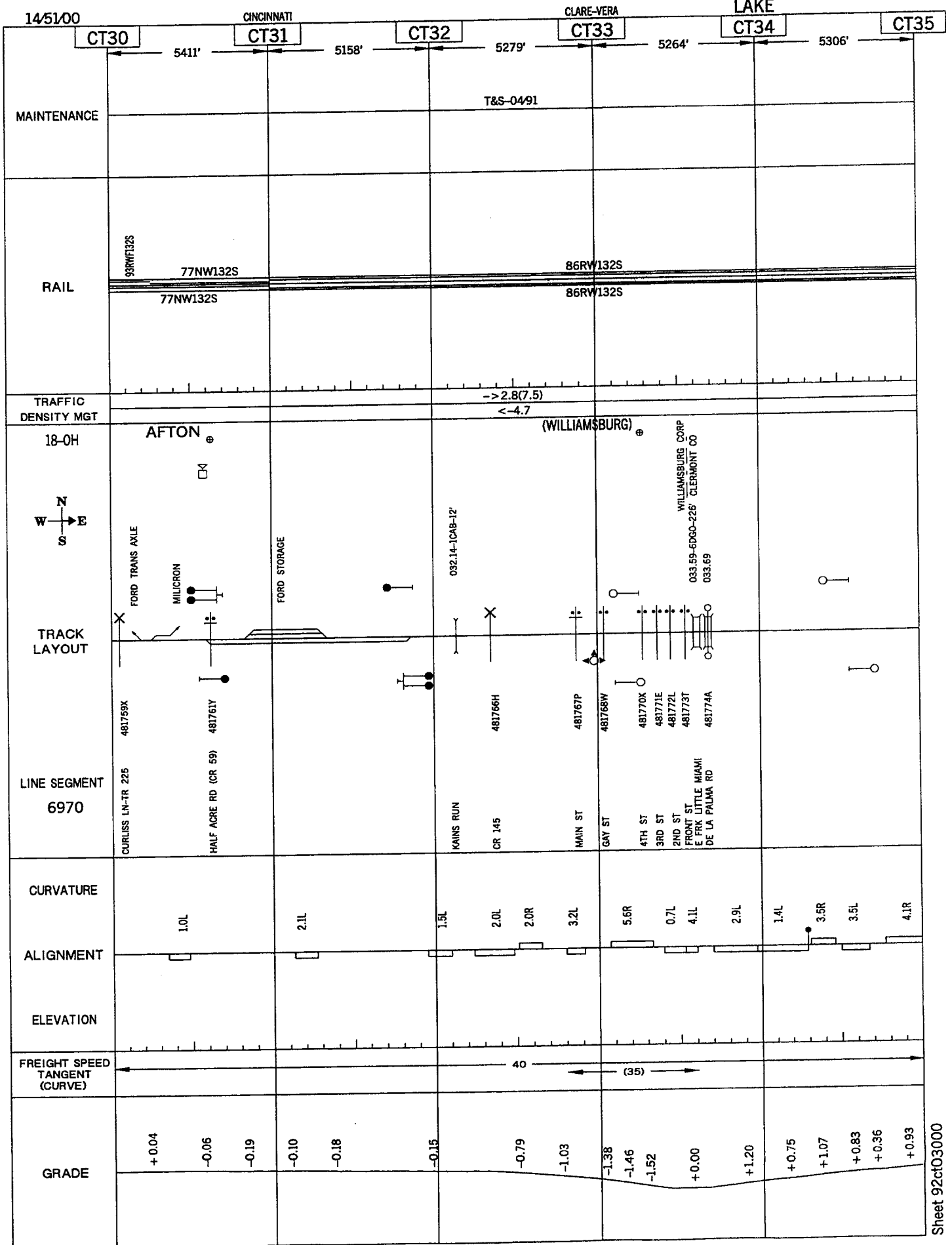




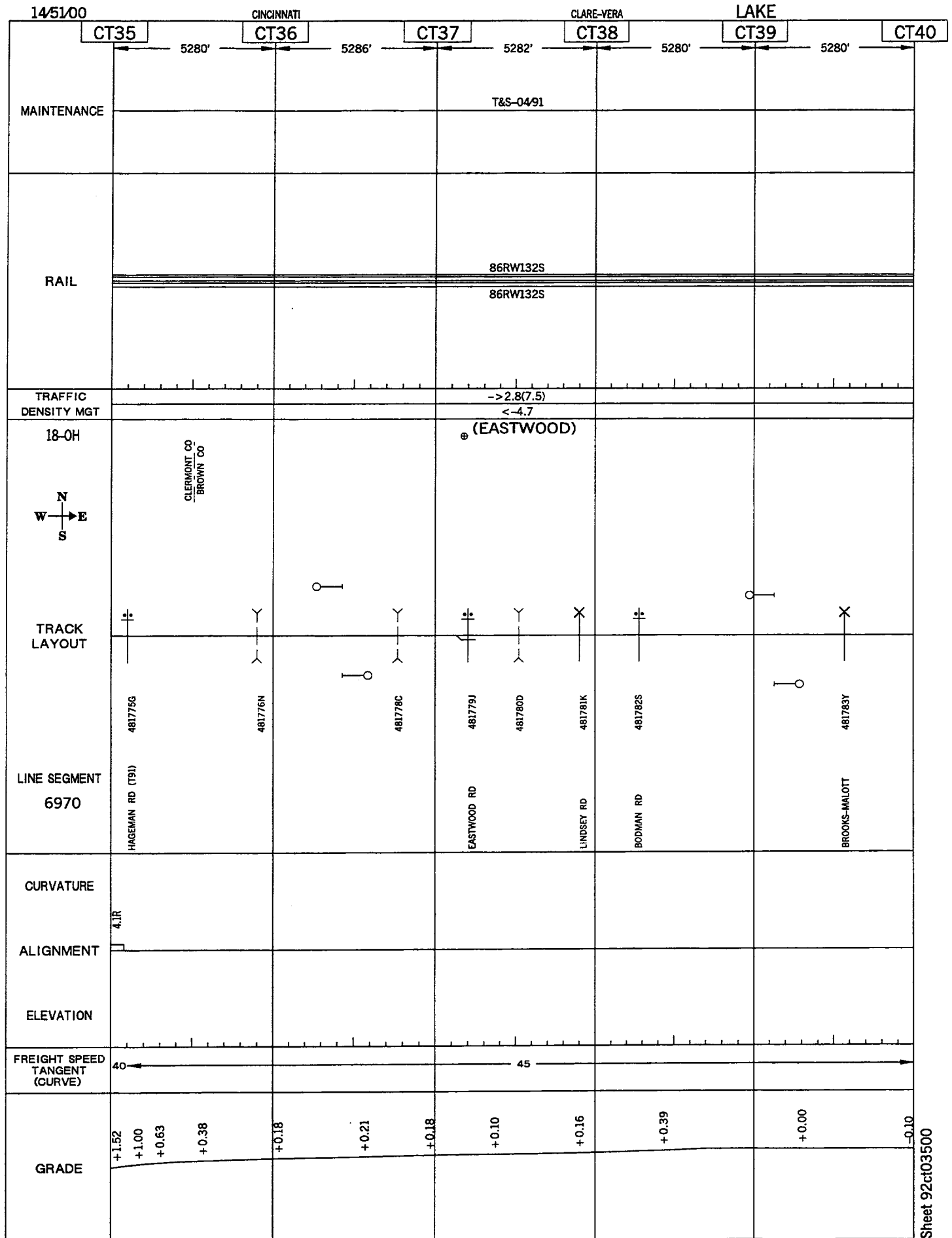


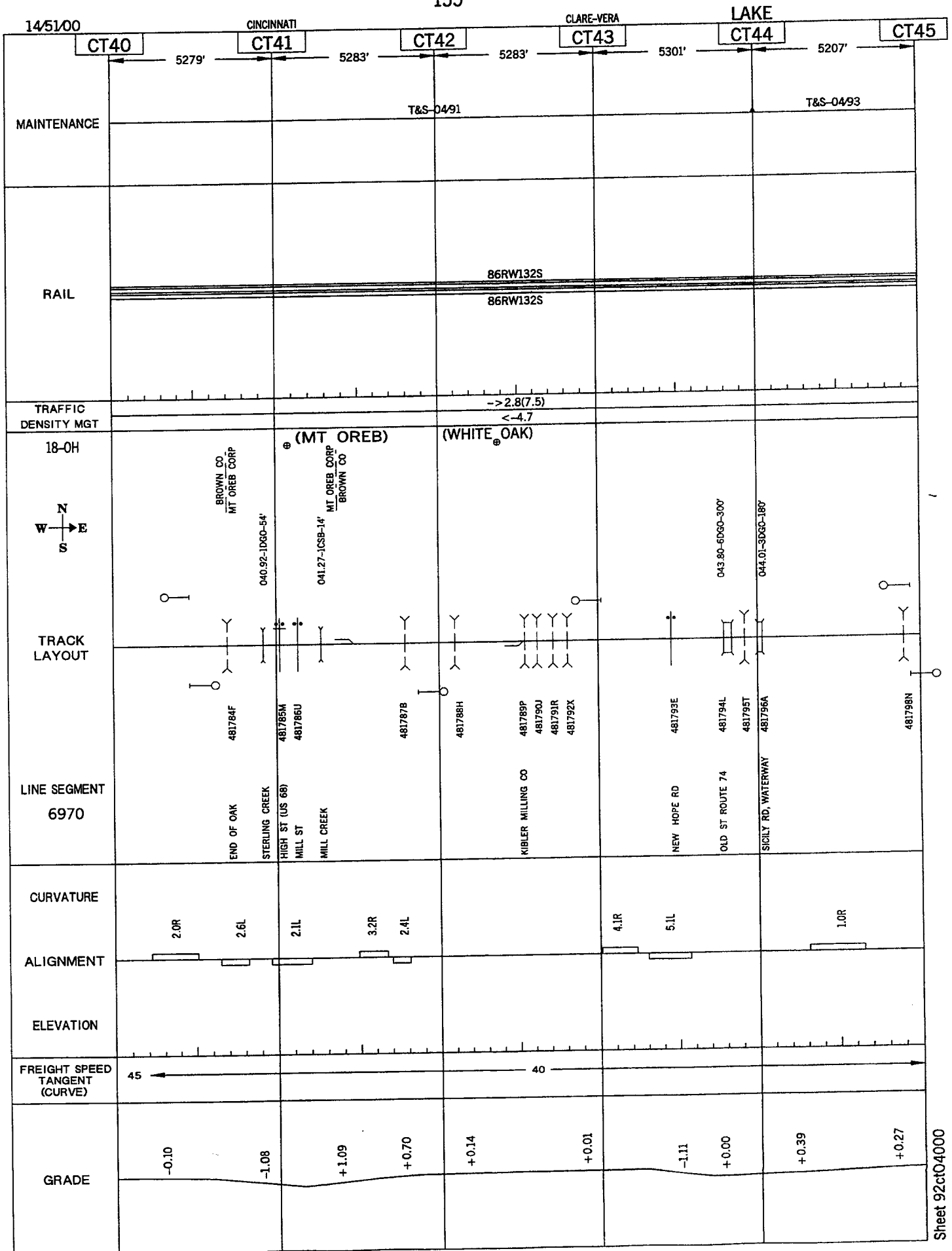


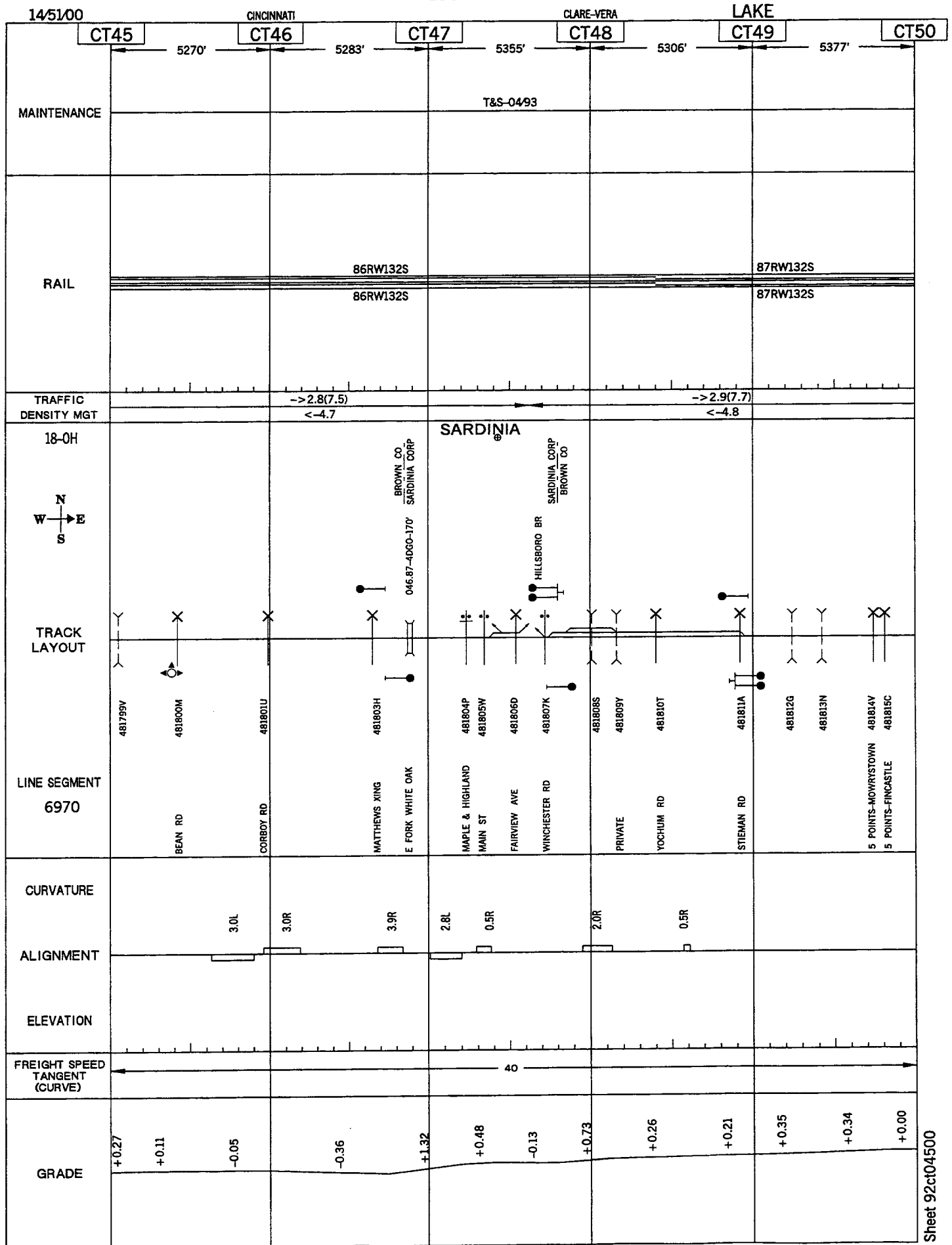
Sheet 92ct02500

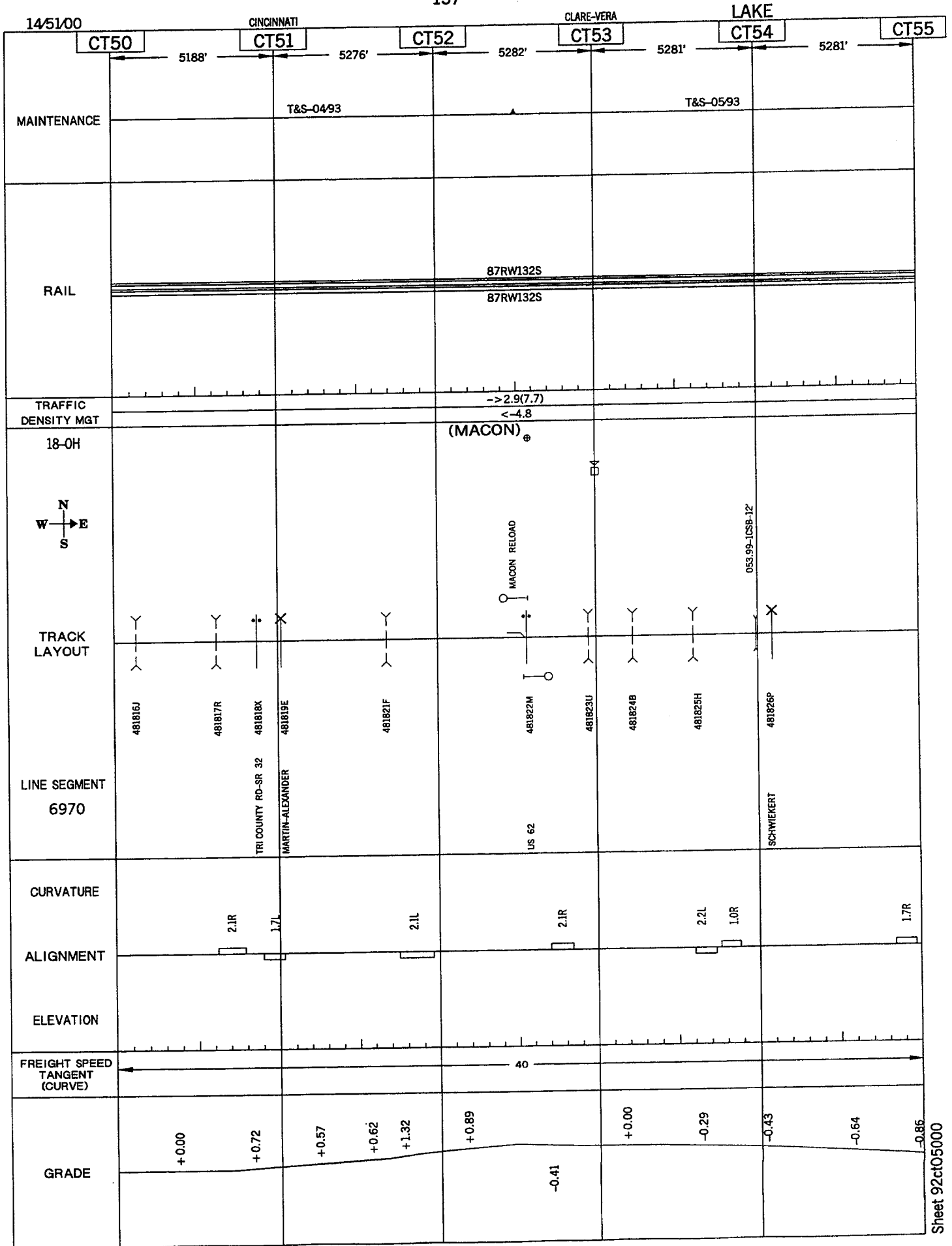


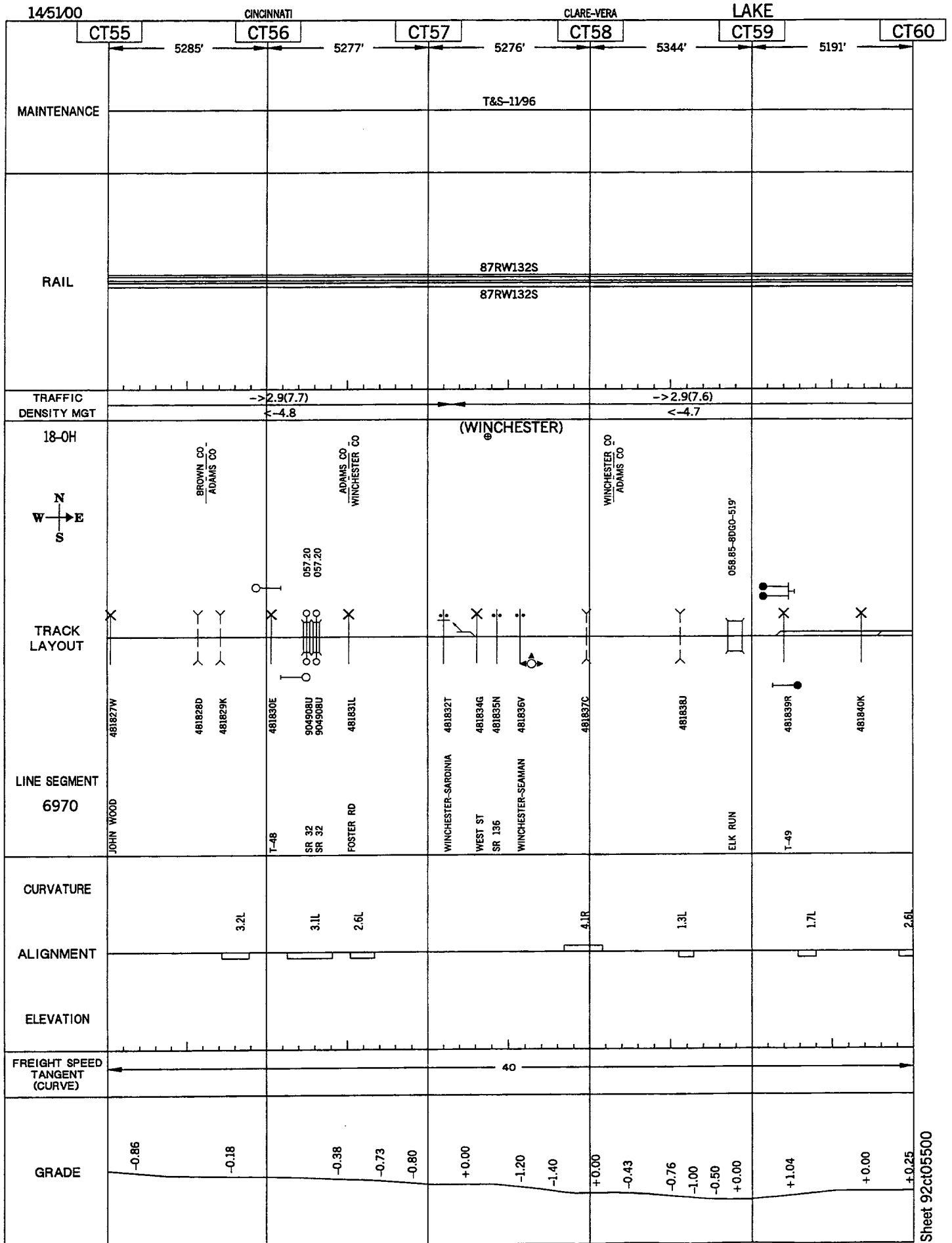


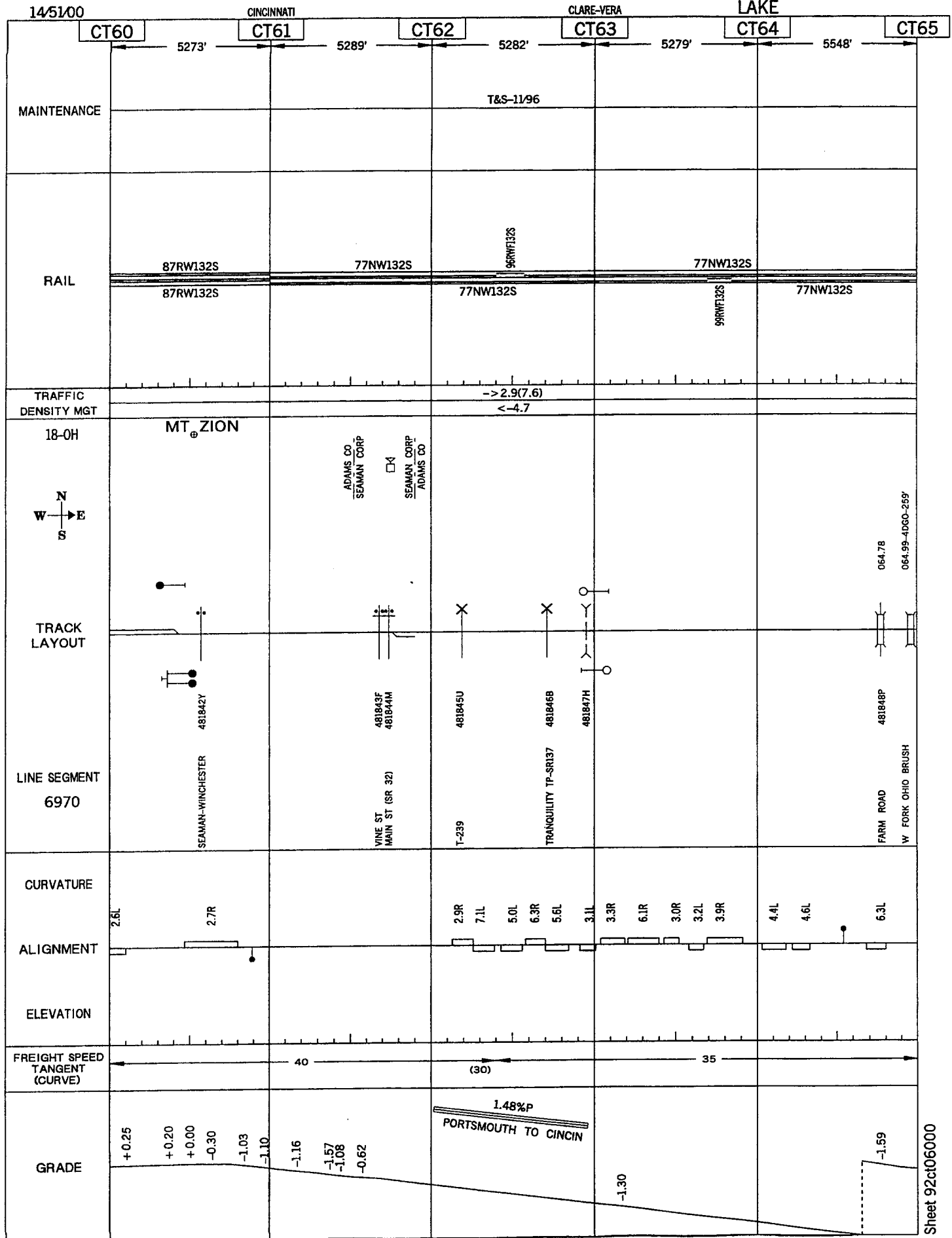


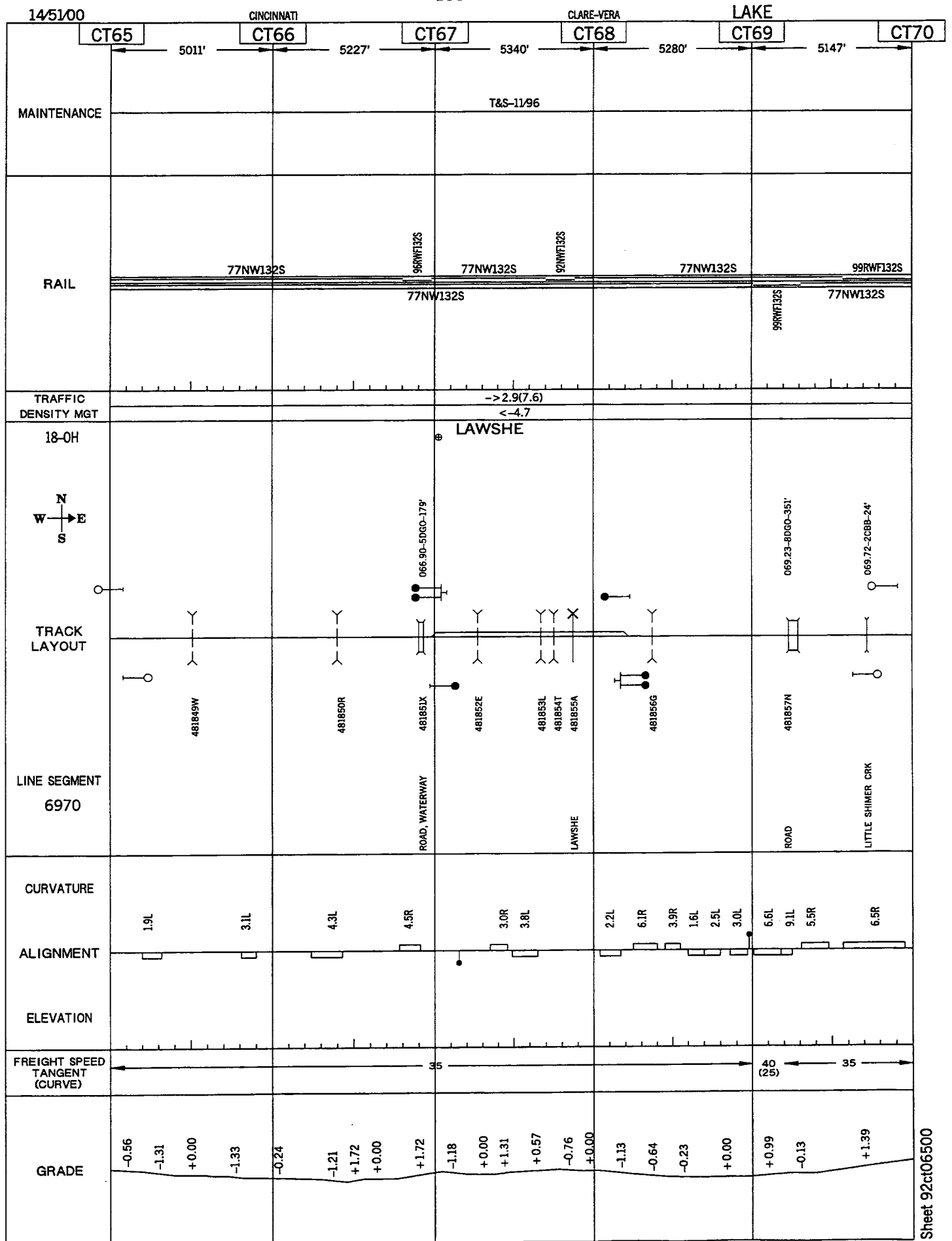


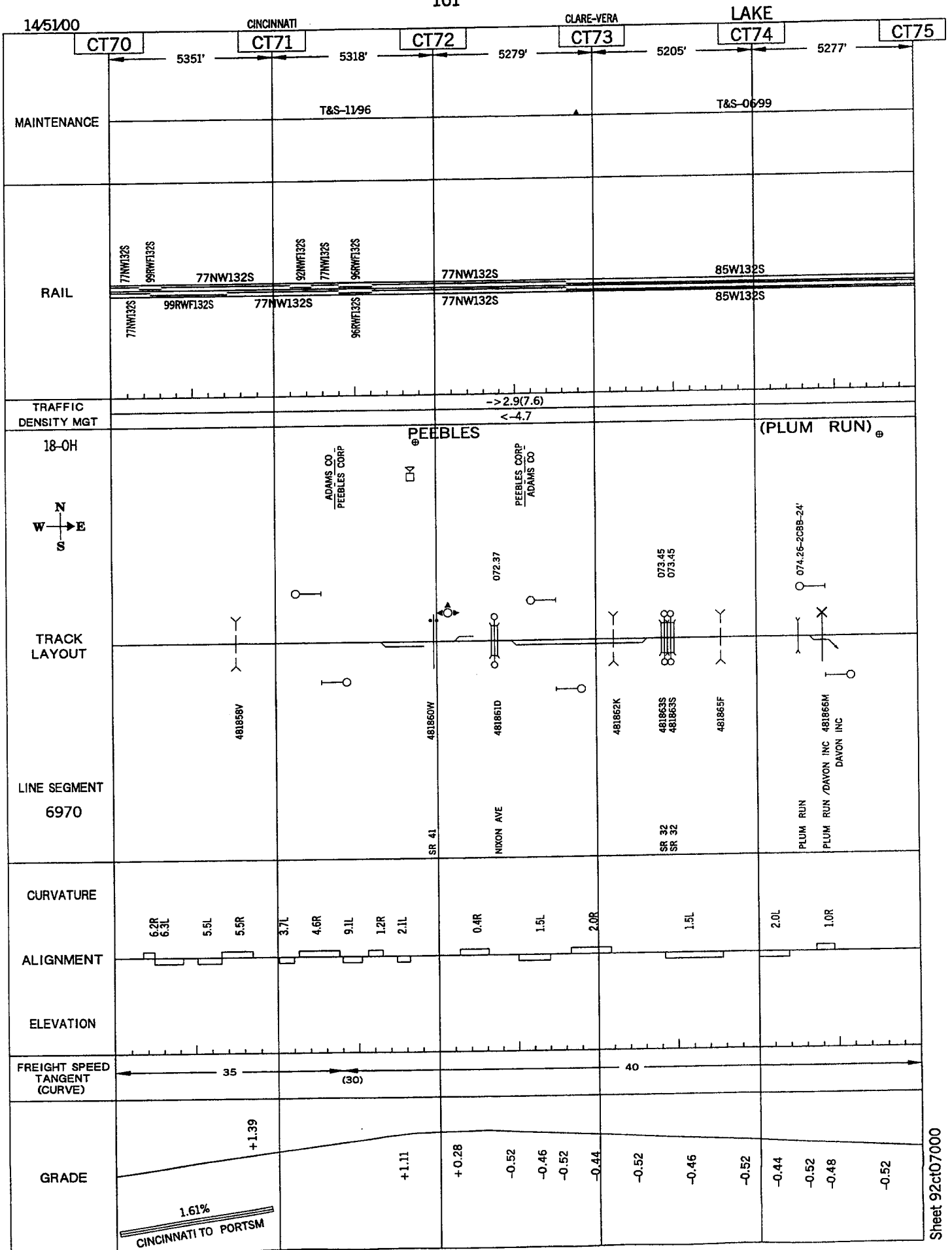




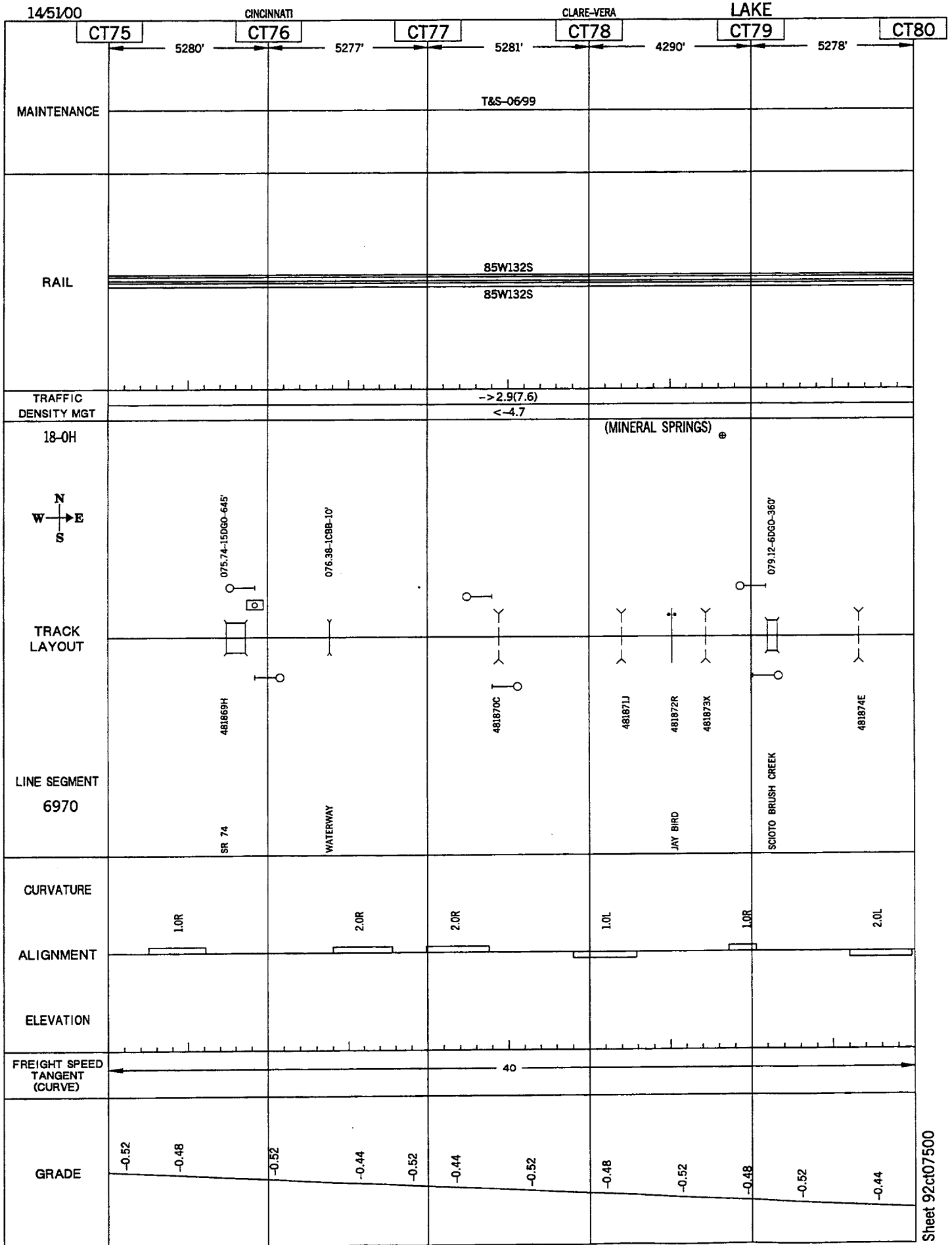


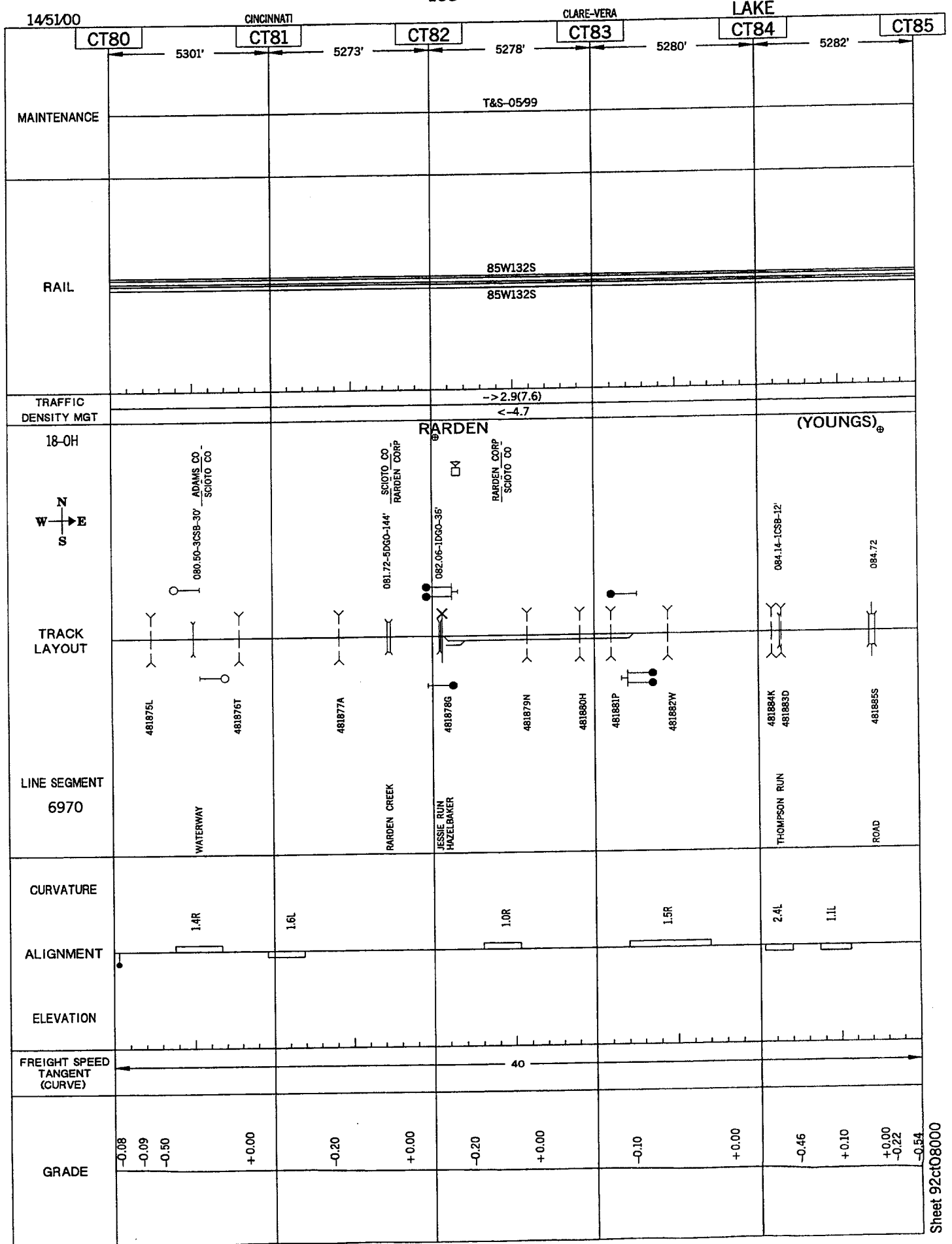


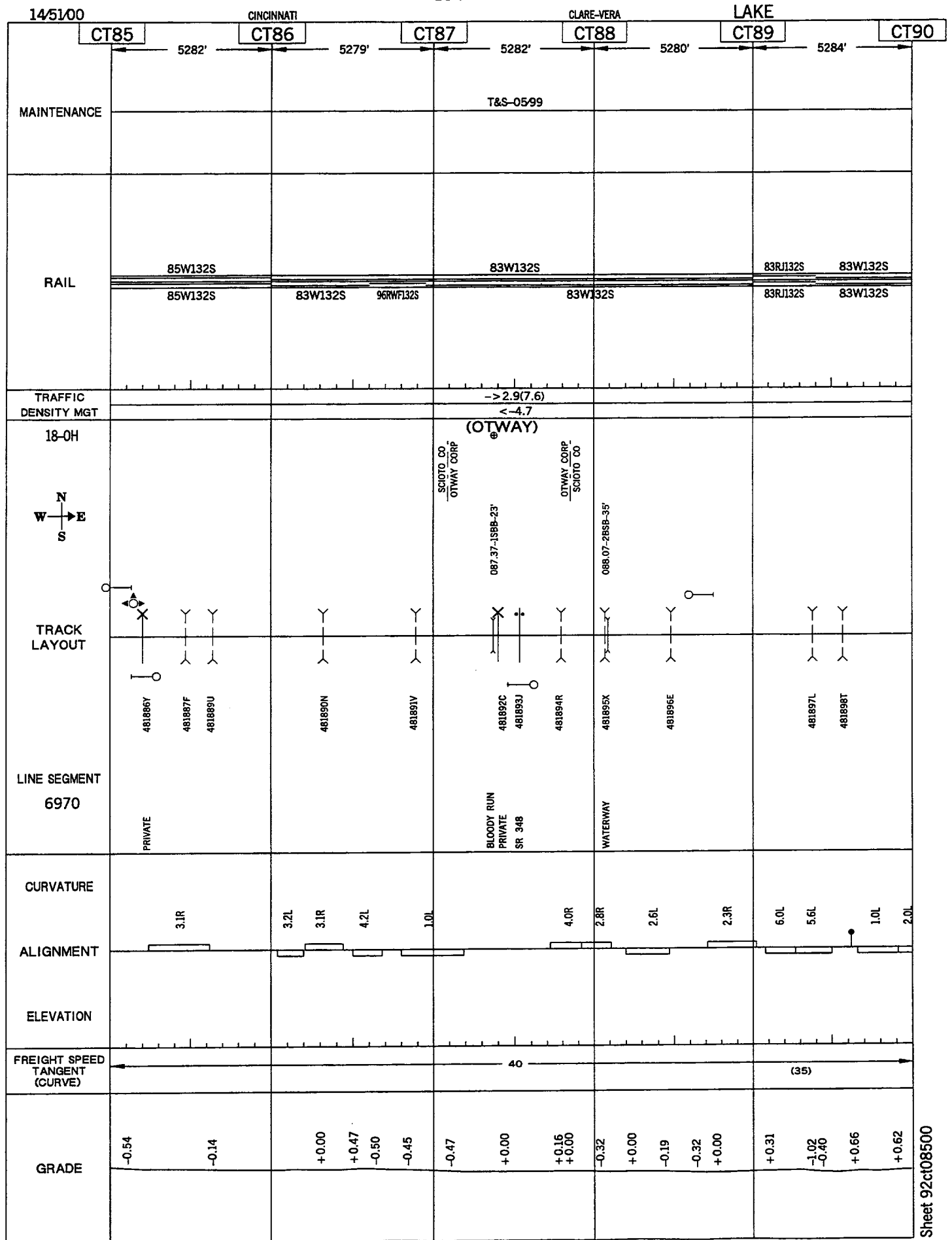


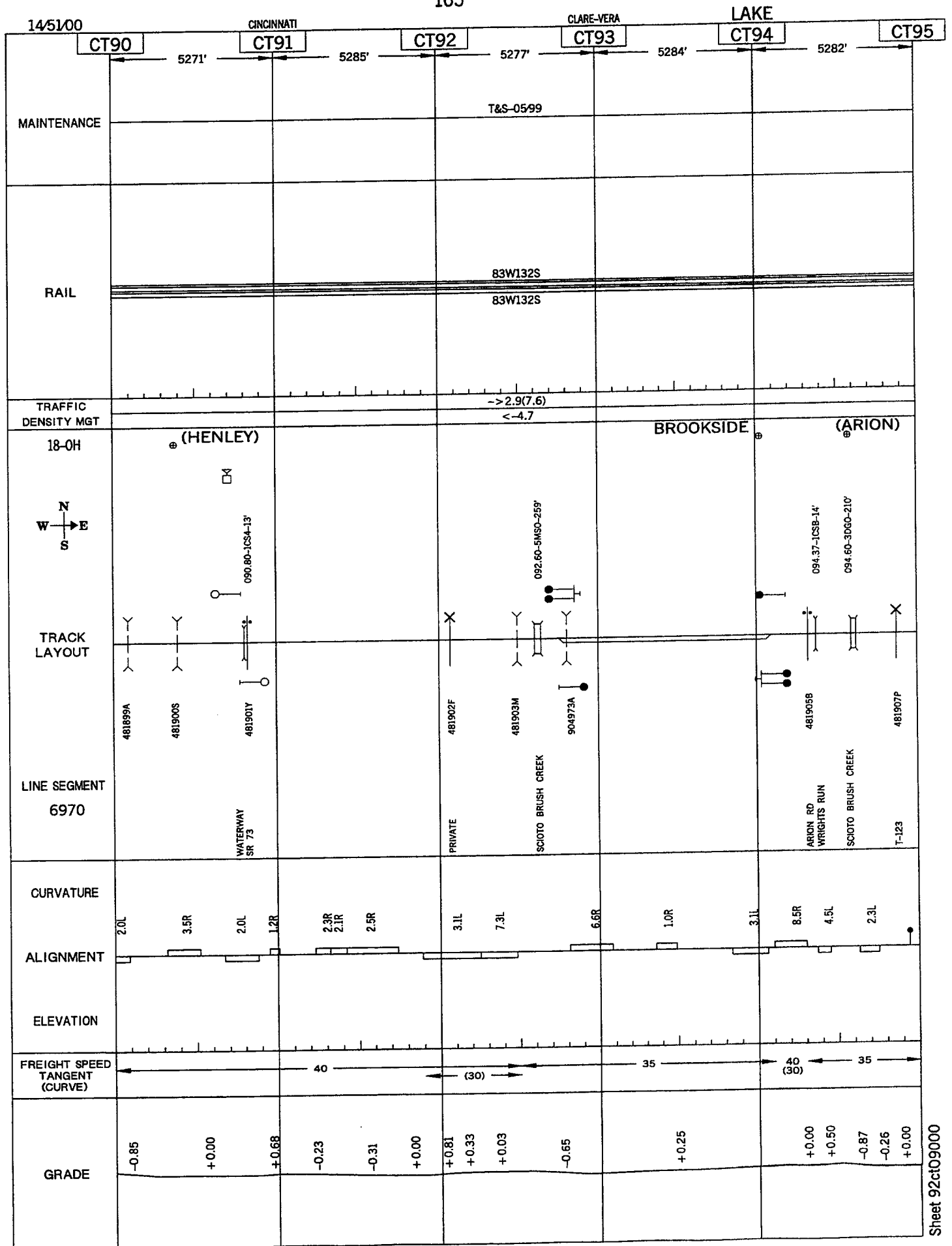




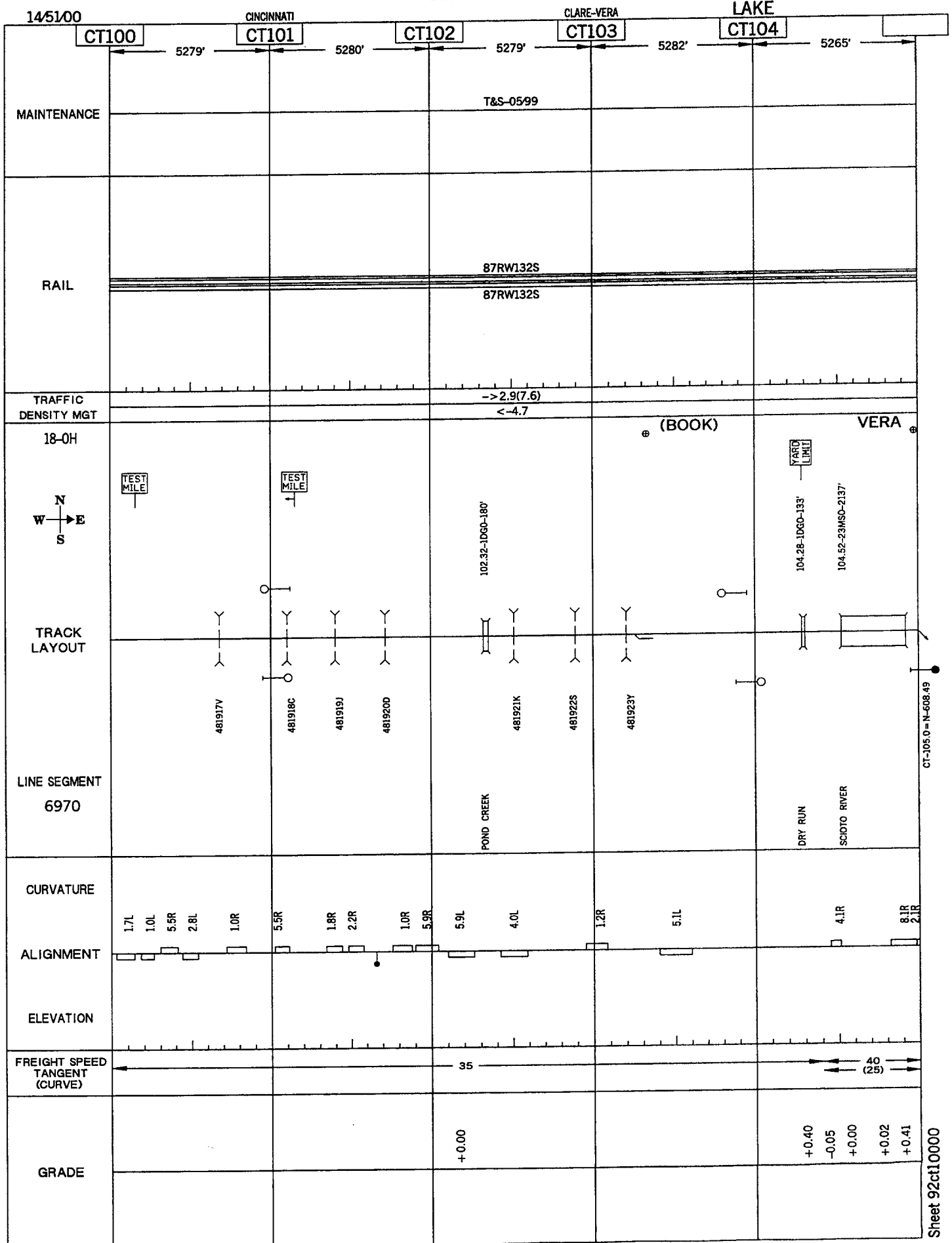


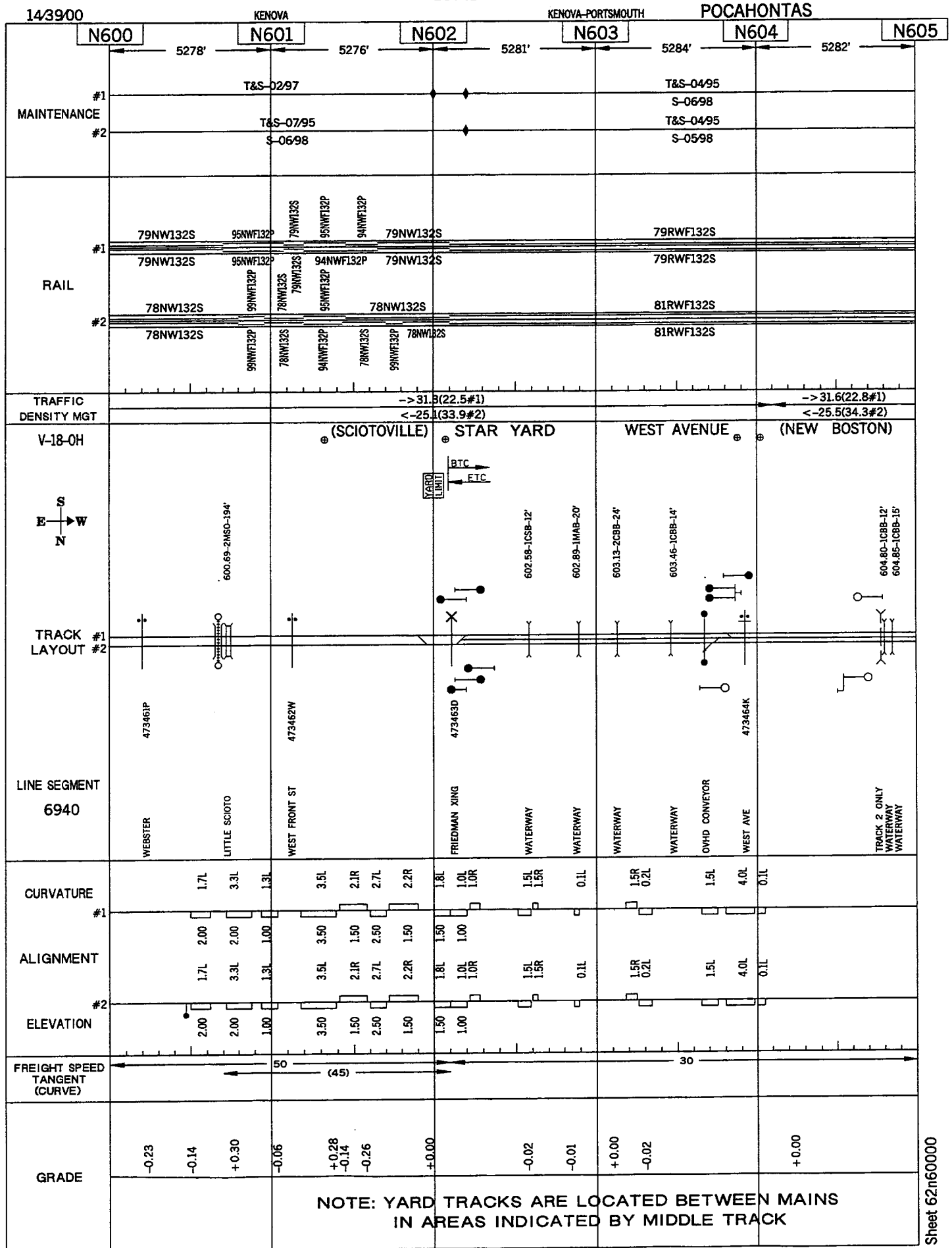


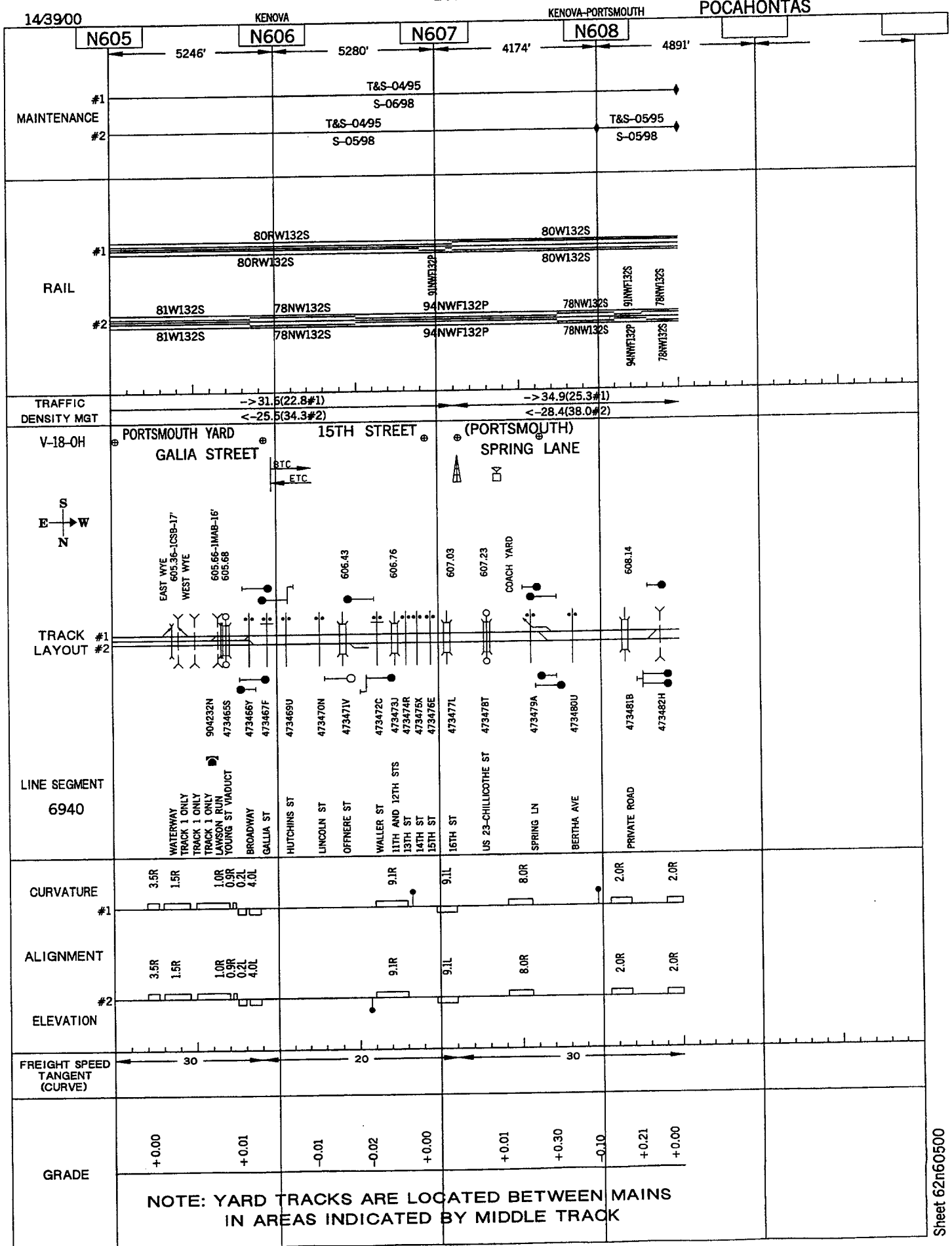




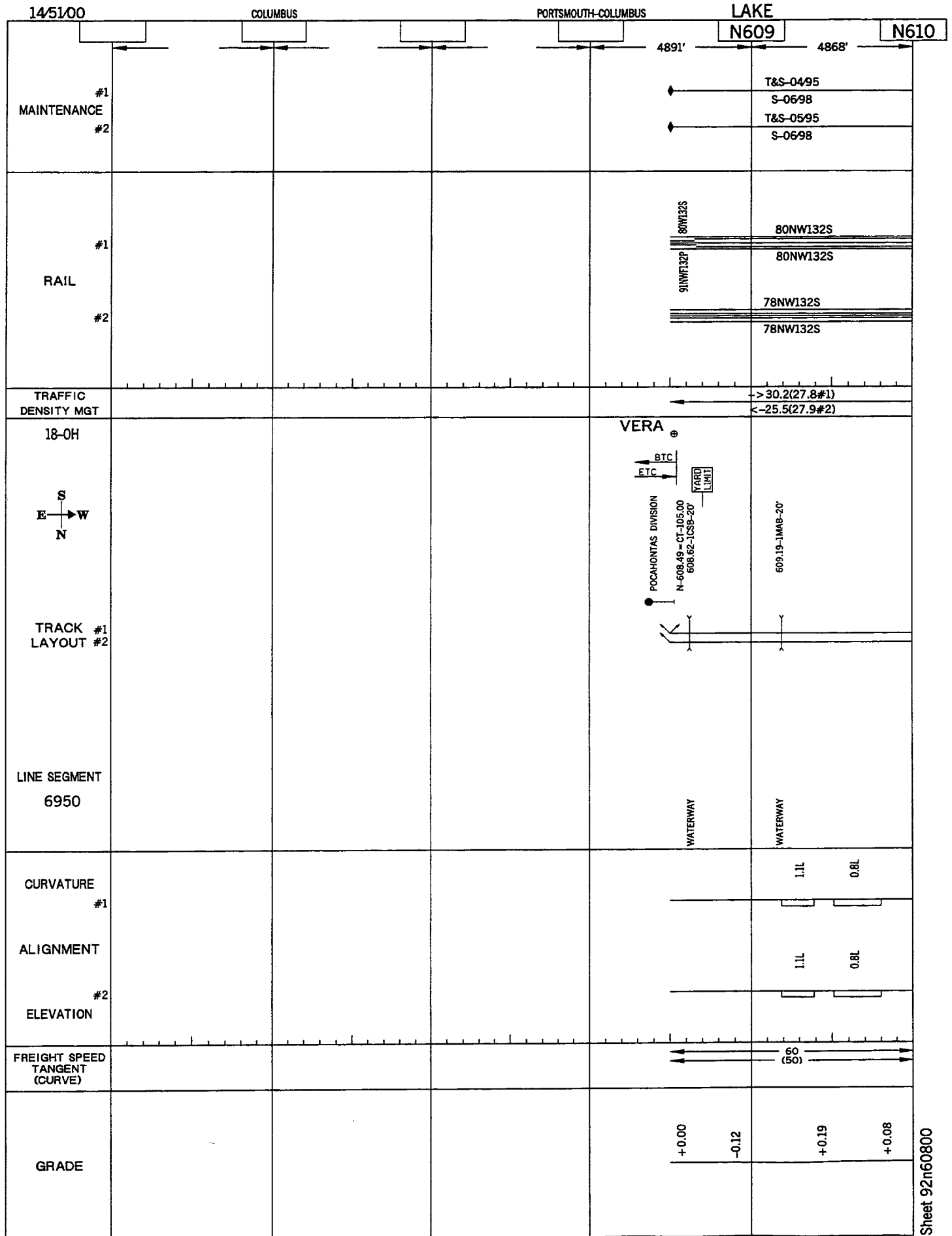
Sheet 92ct09500



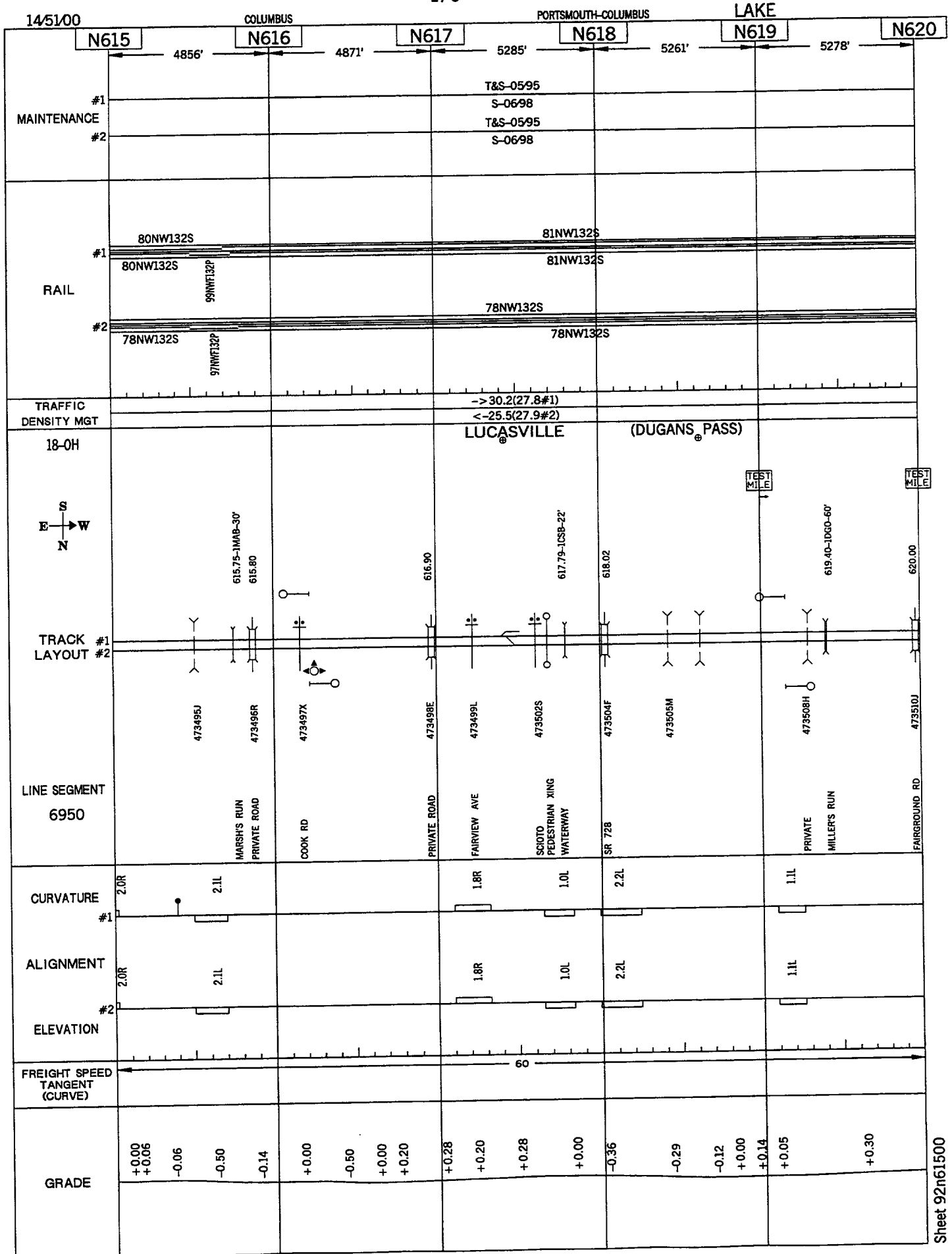






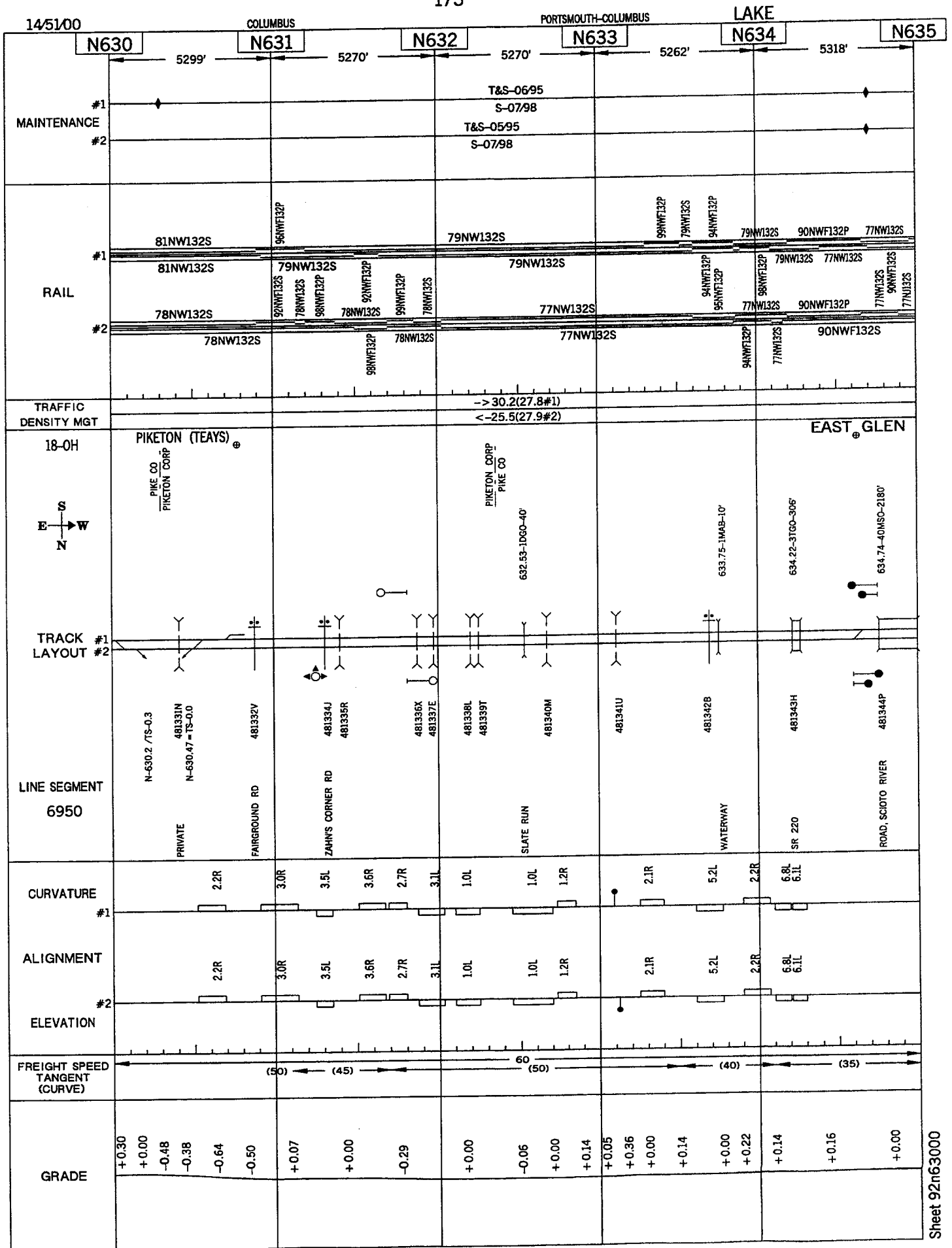


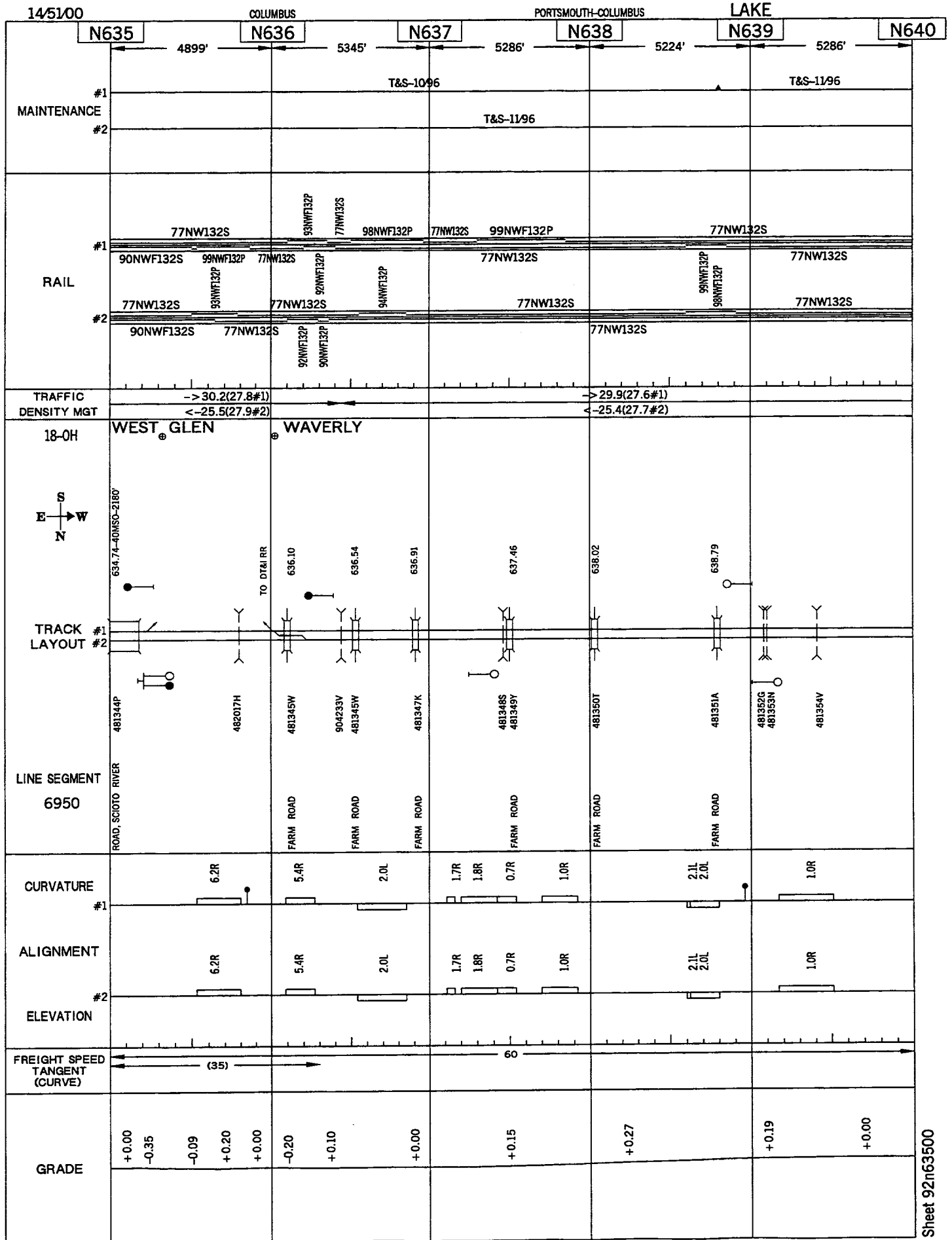
Sheet 92n61000

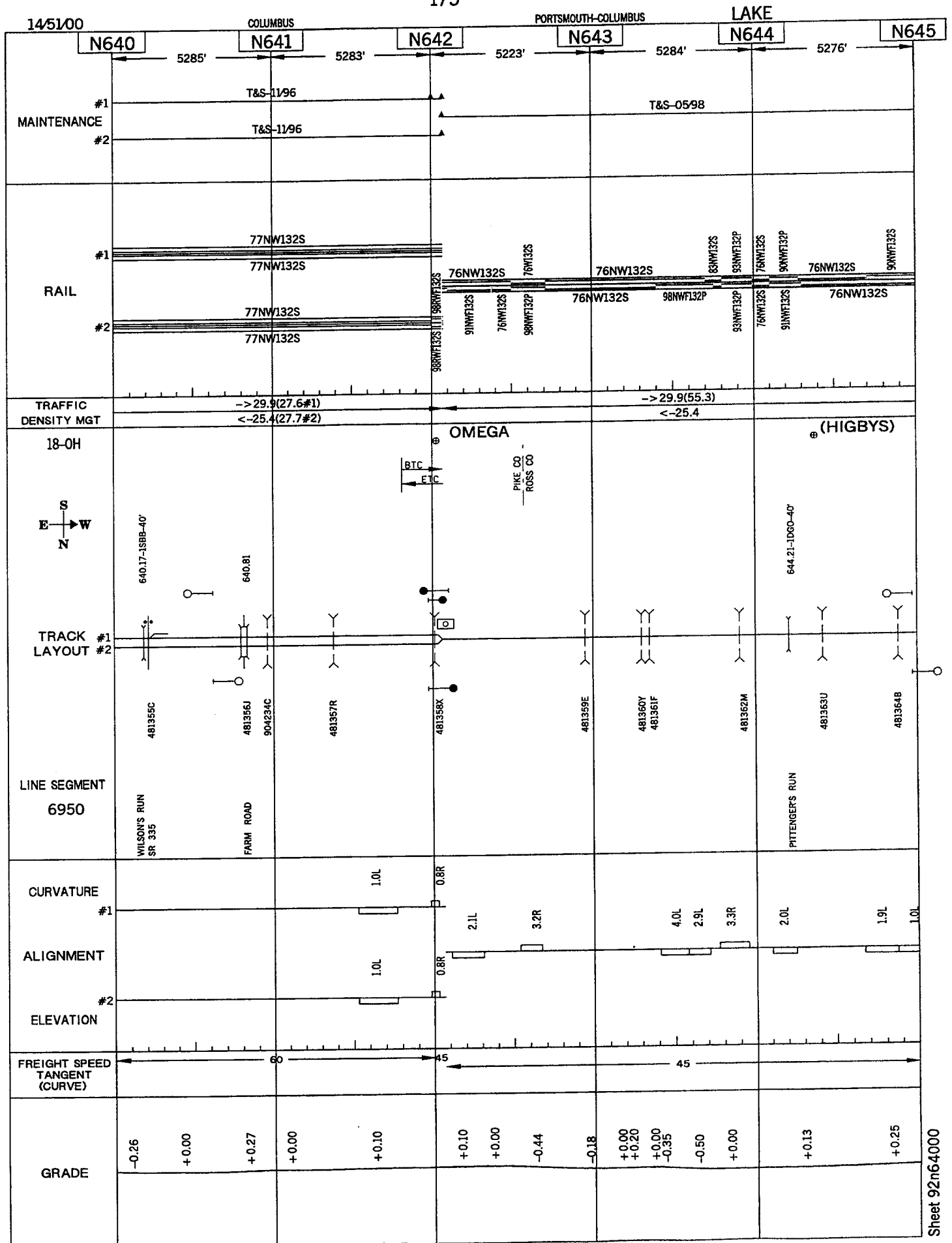


Sheet 92n62000

Sheet 92n62500



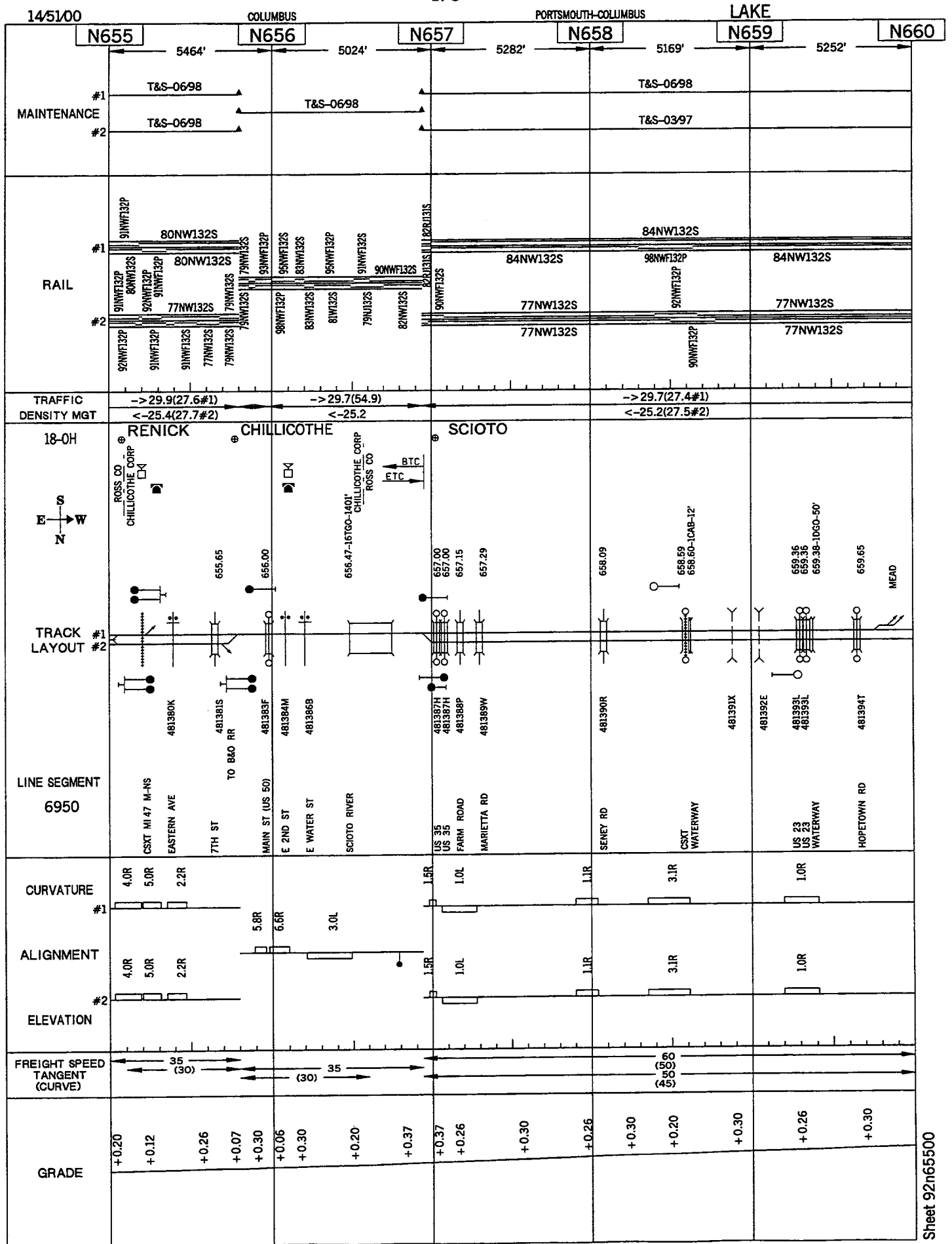


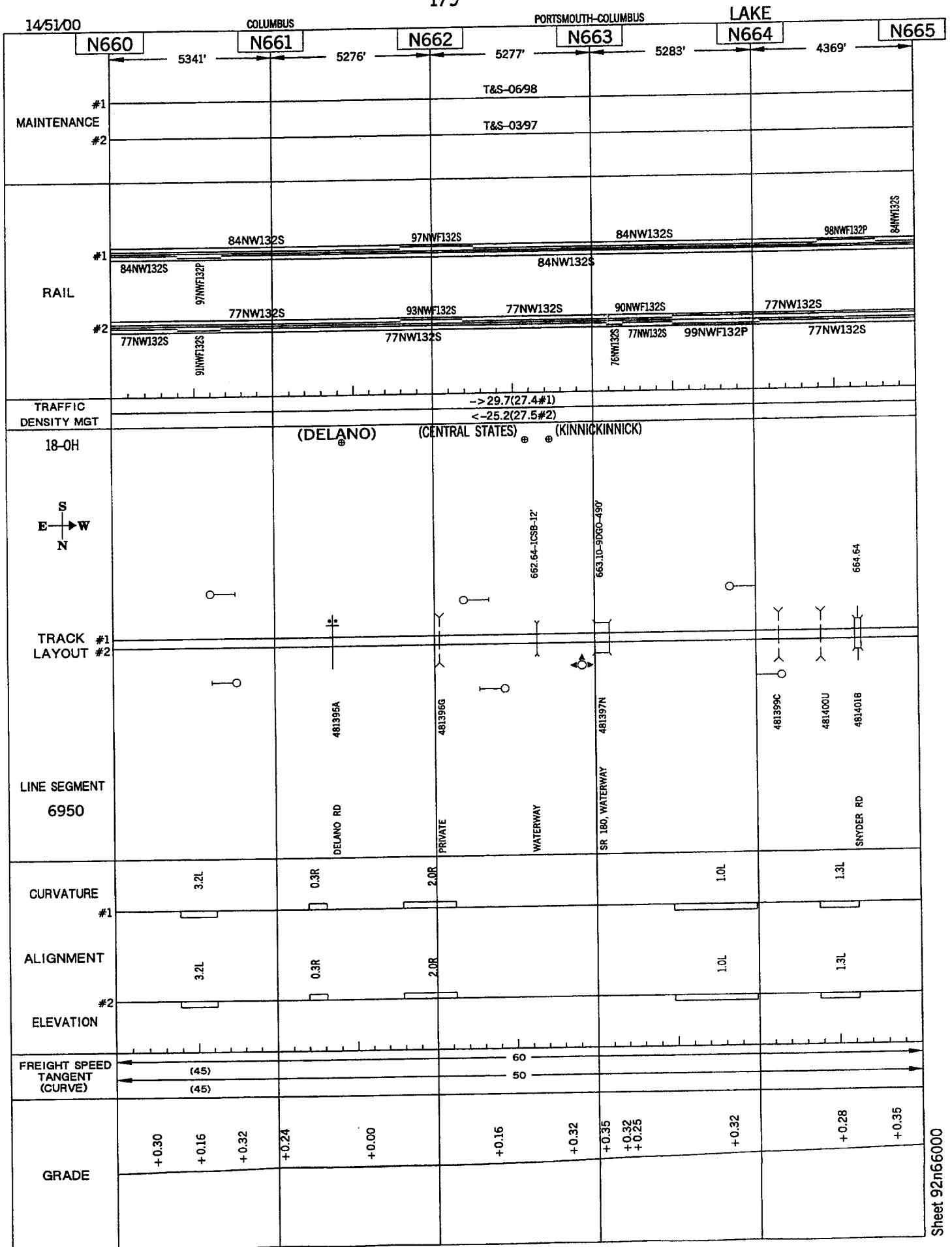


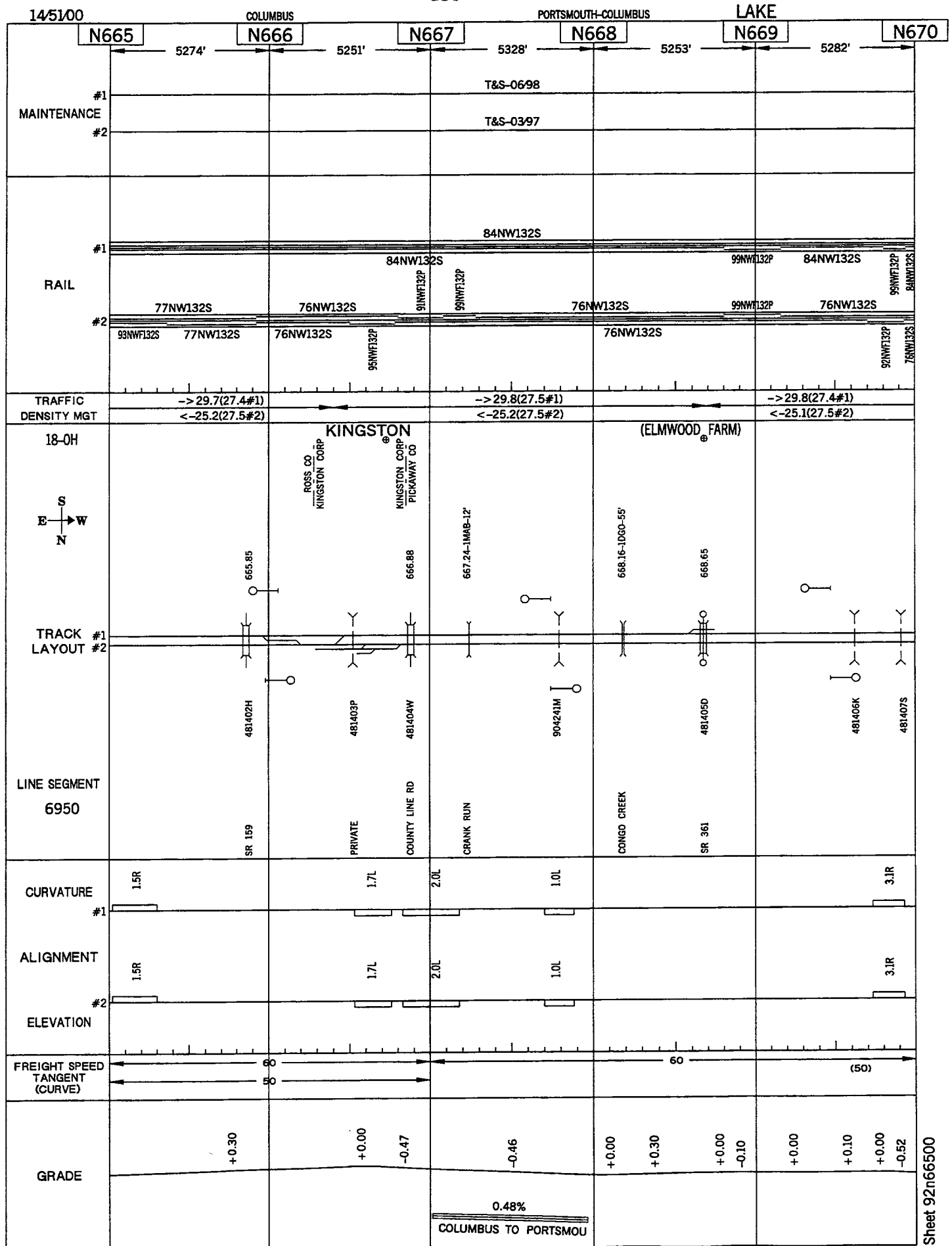


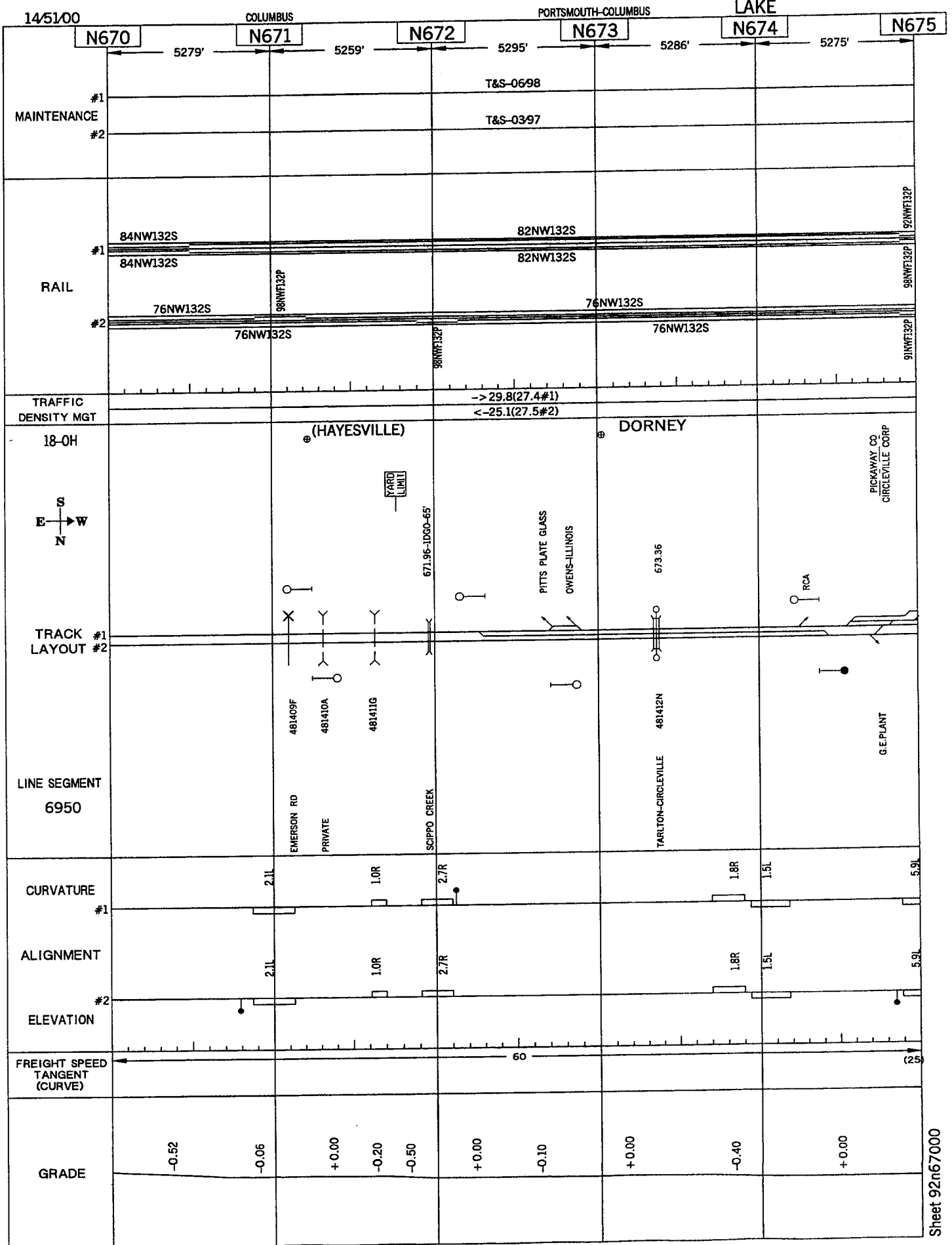
Sheet 92n64500

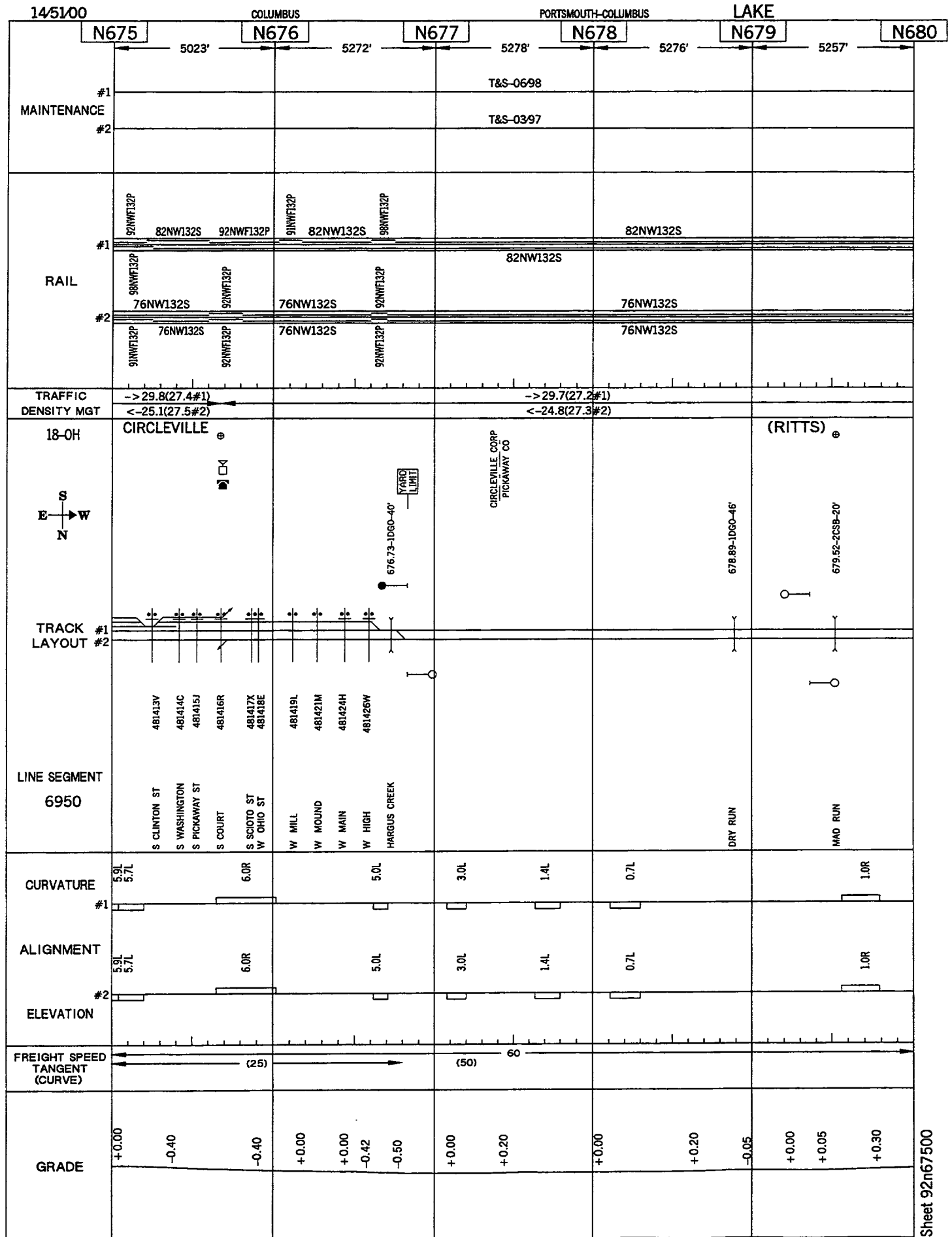


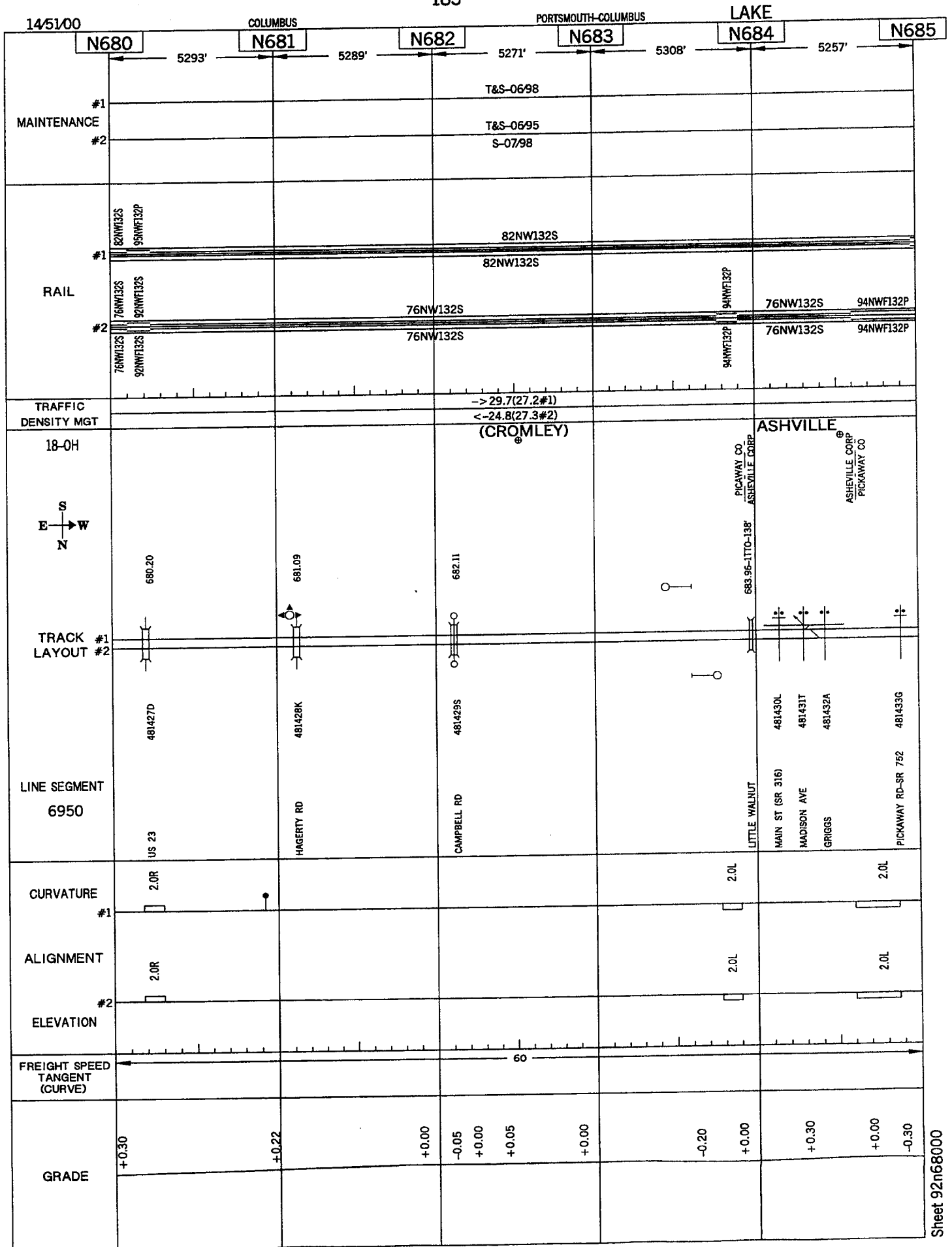




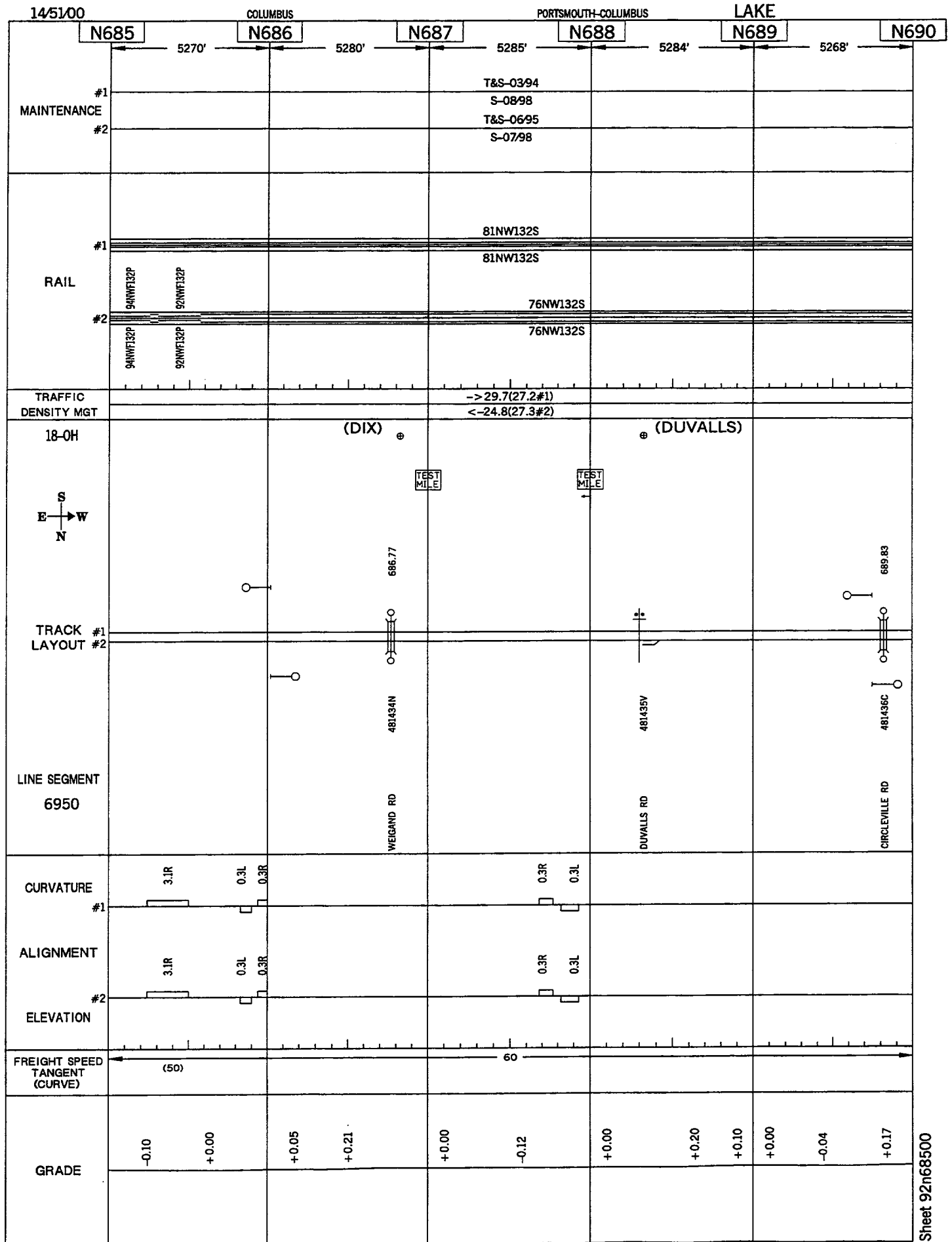


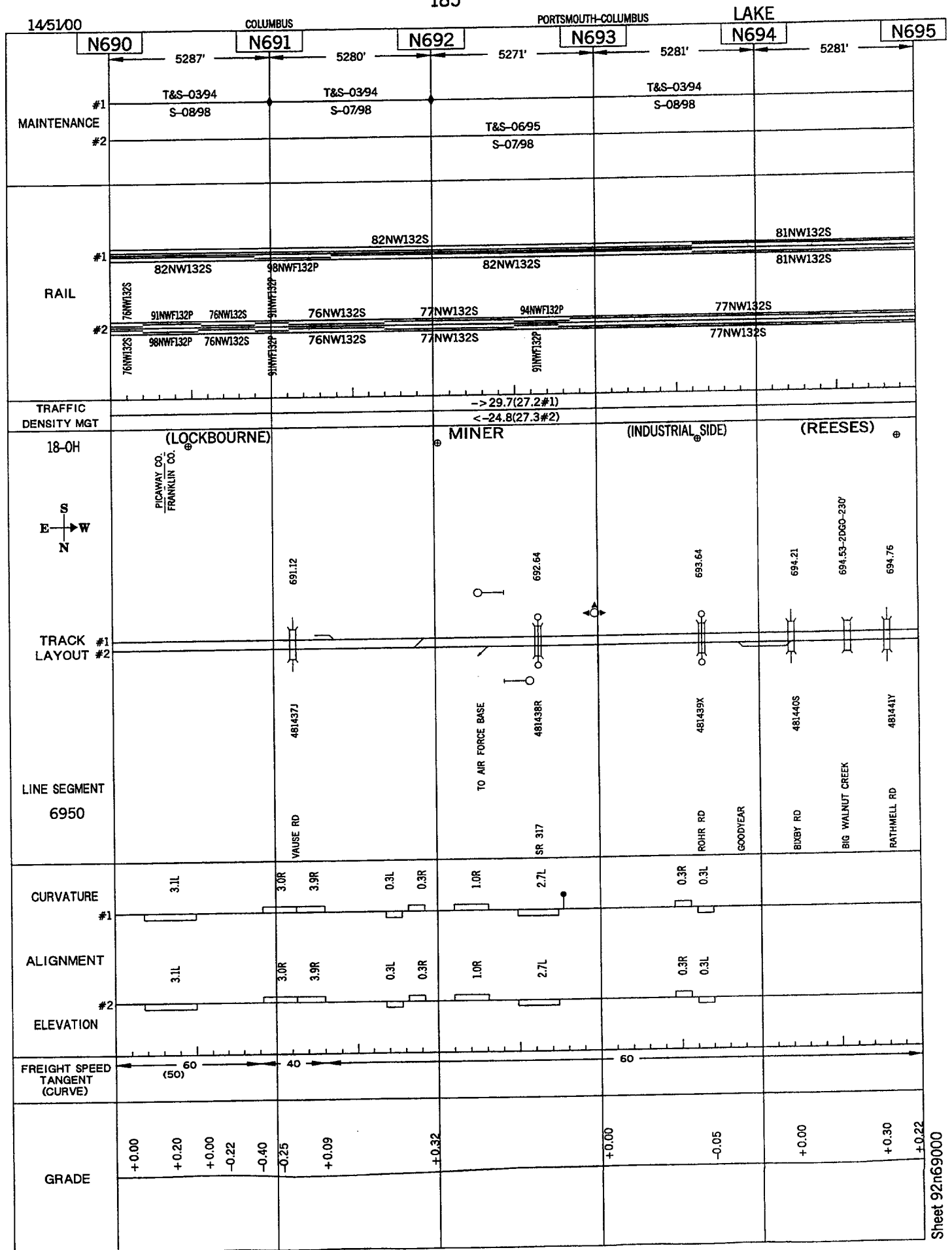


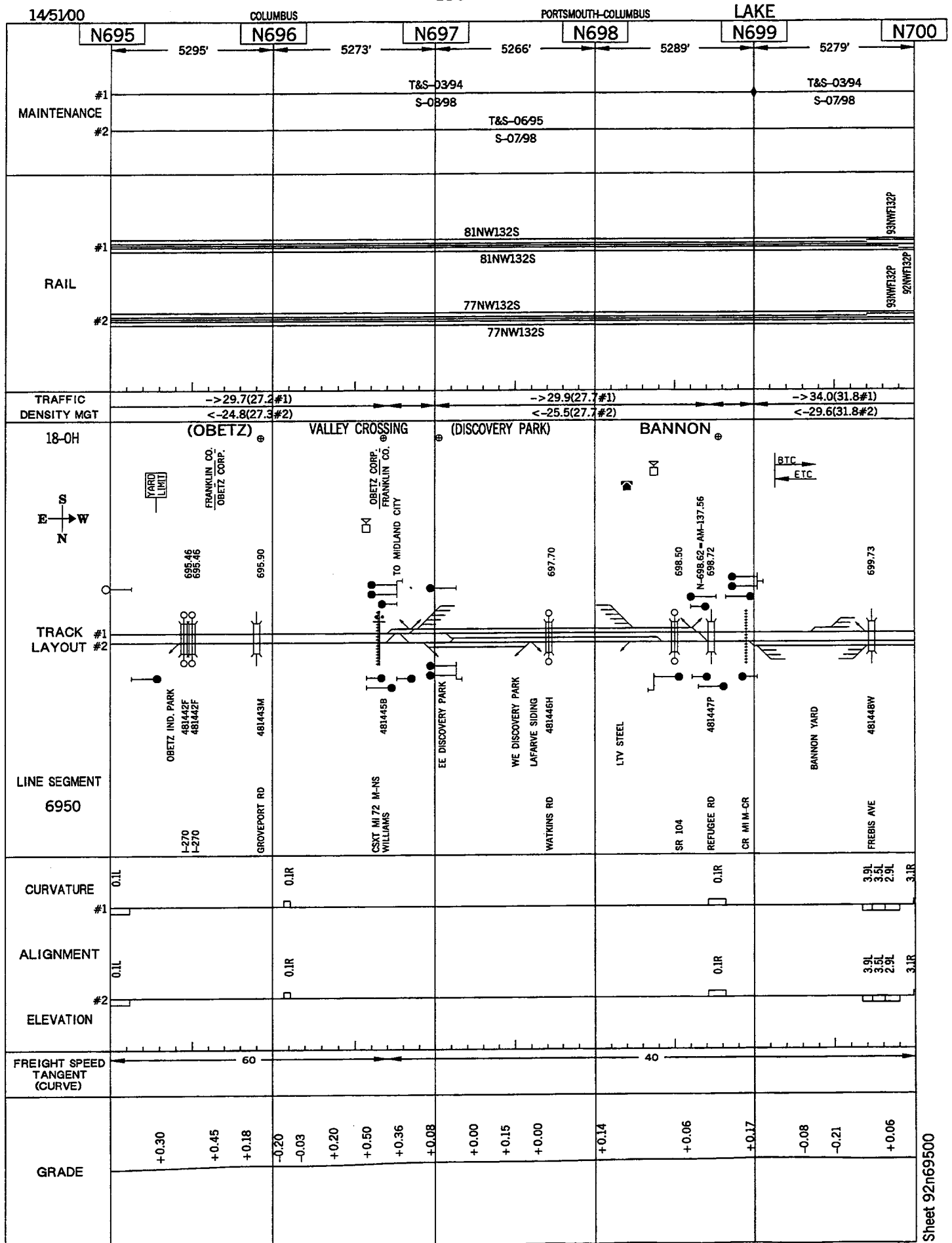




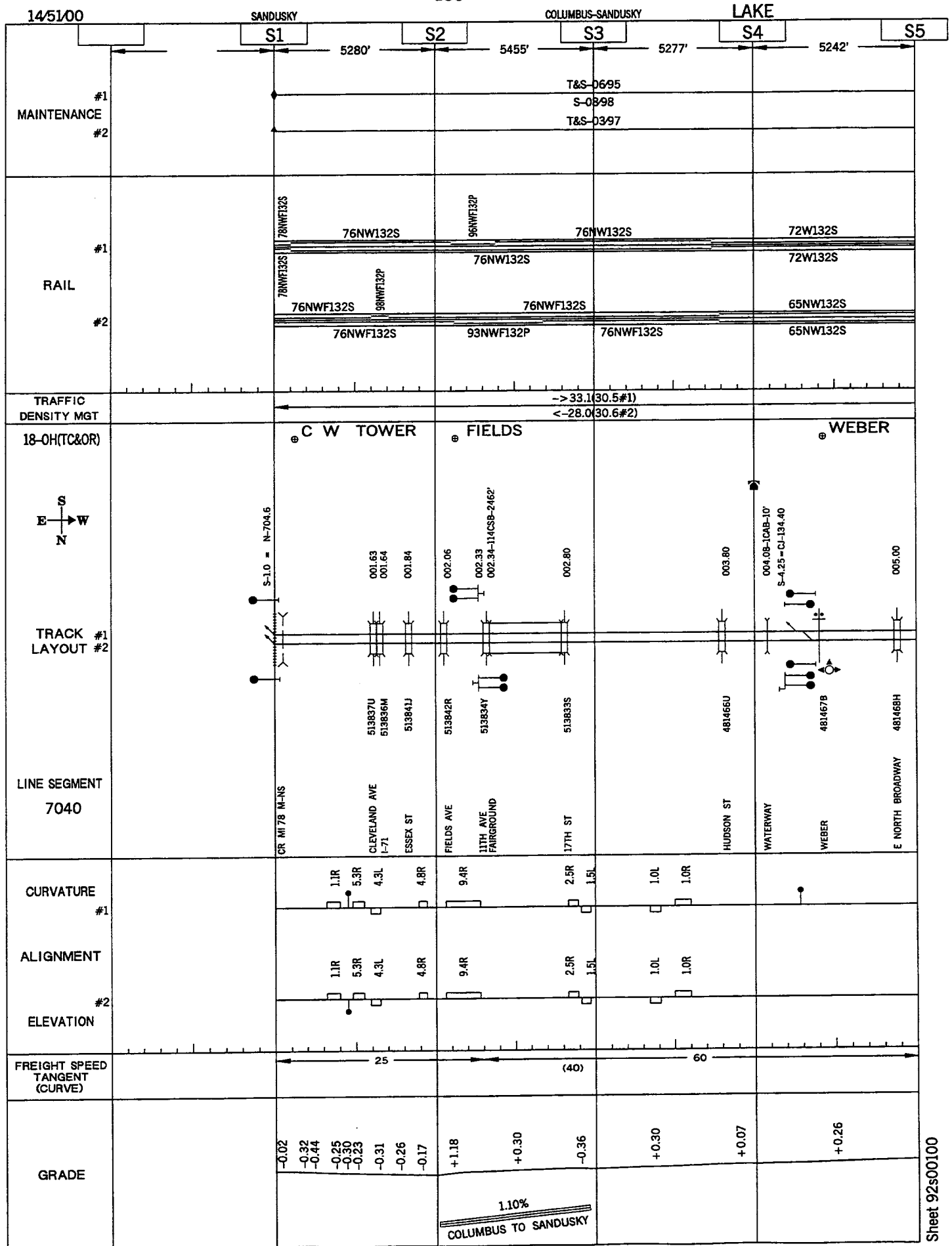


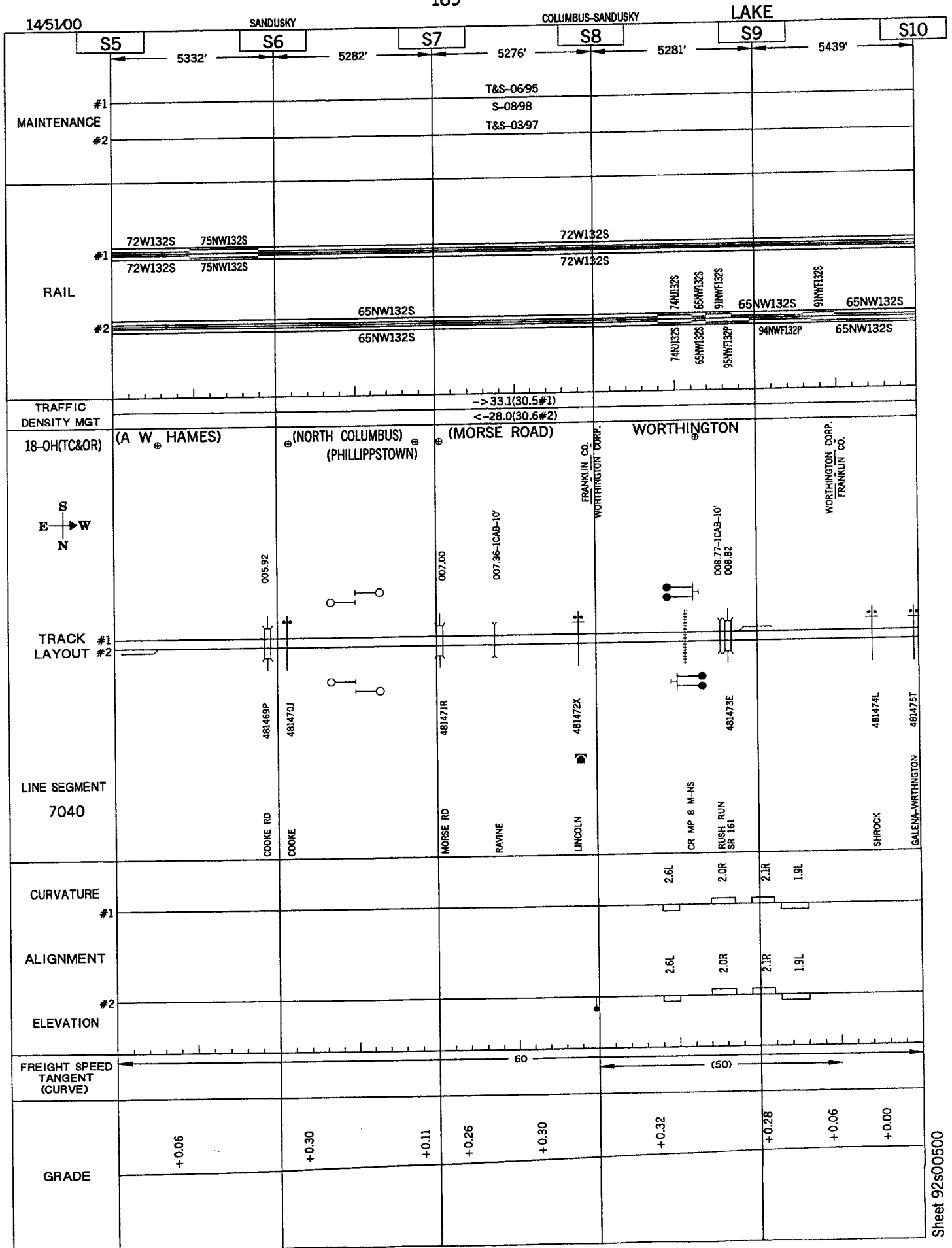


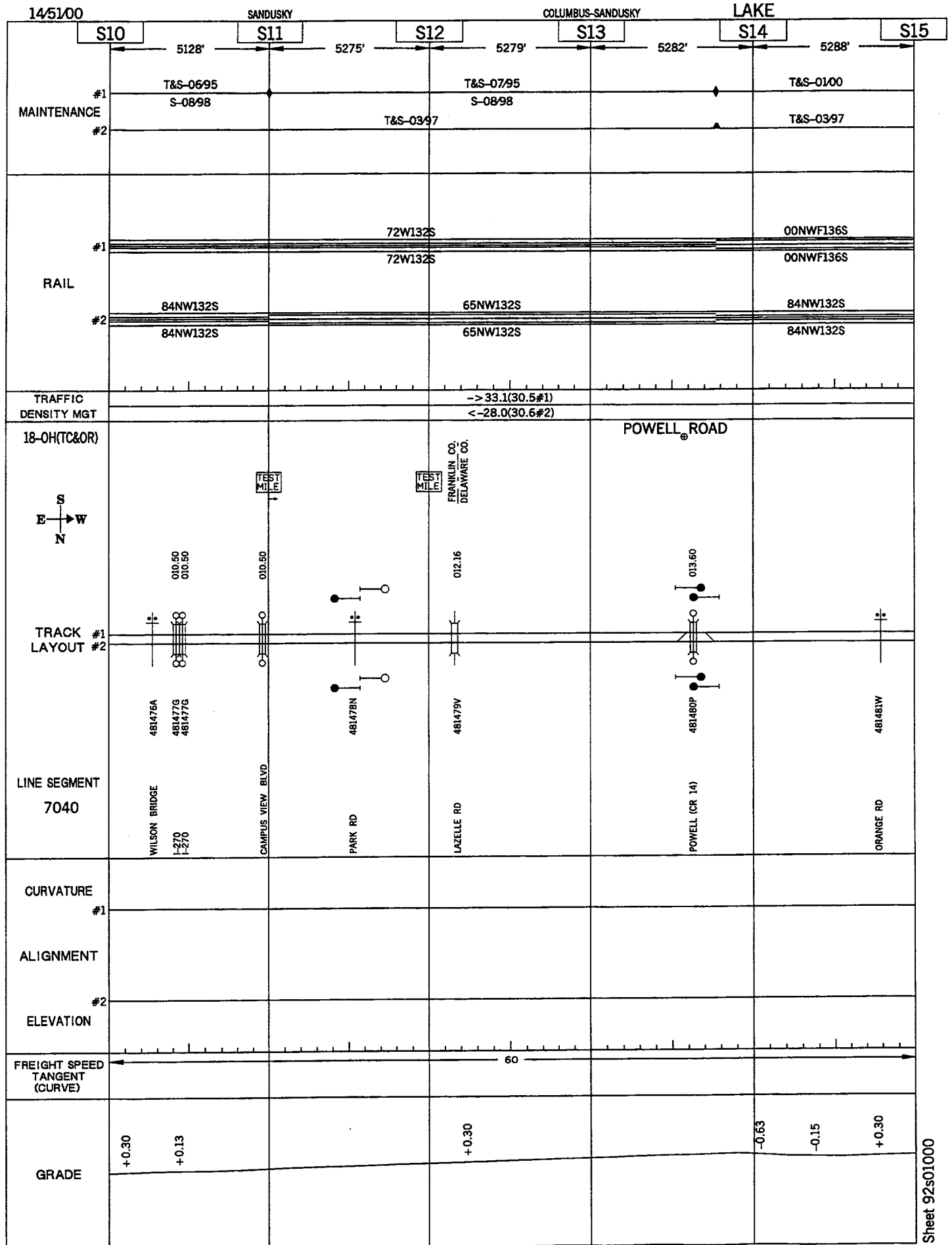






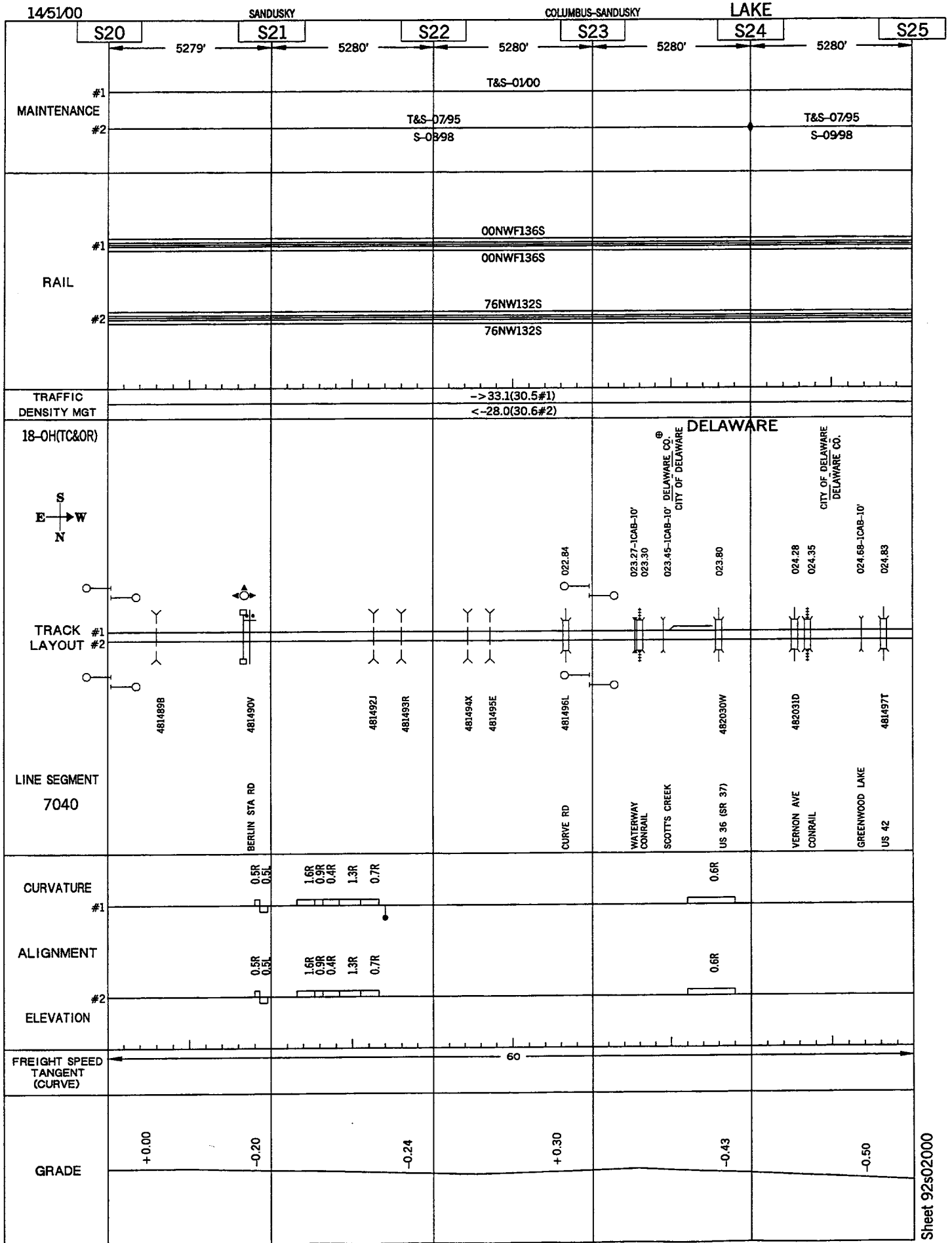


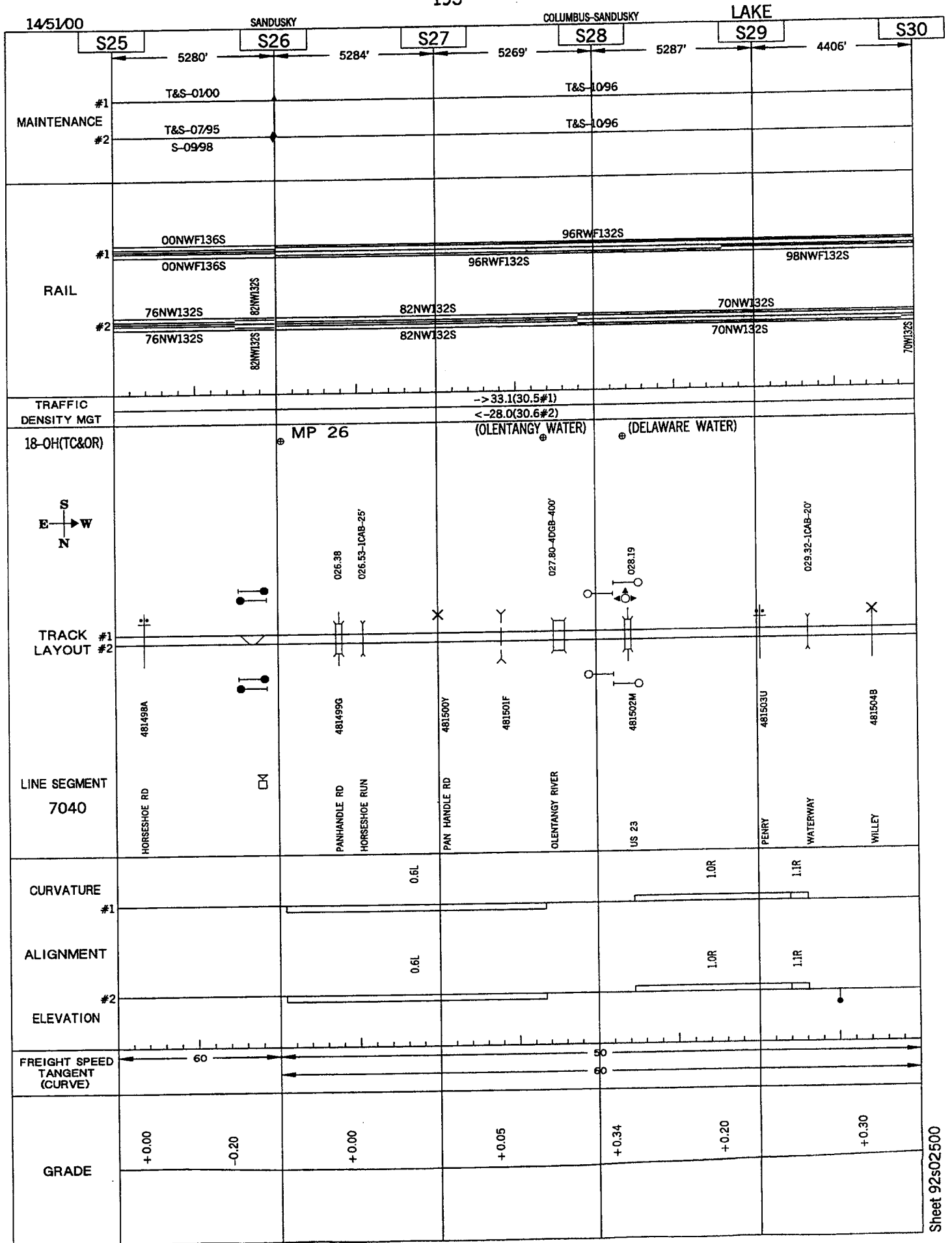


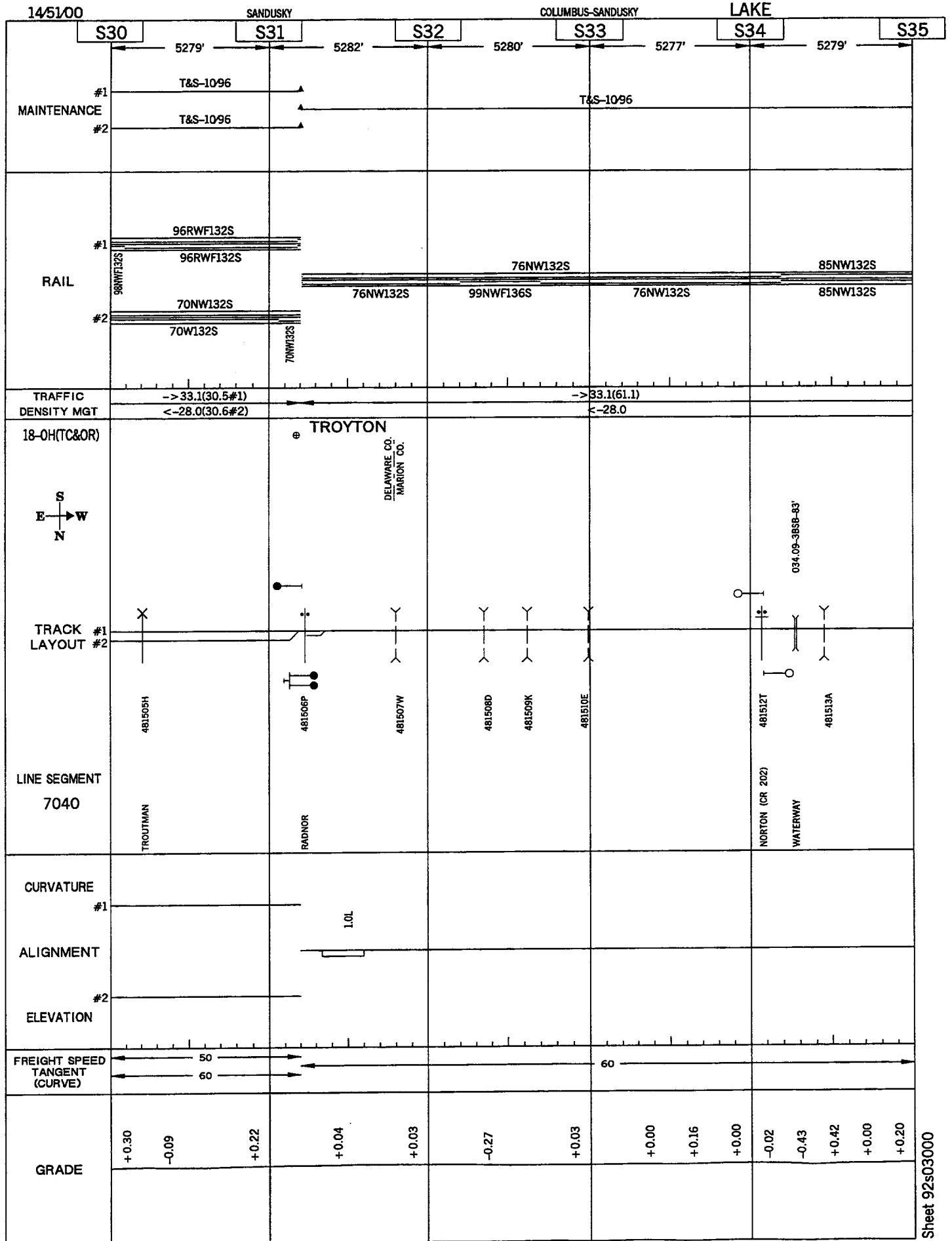


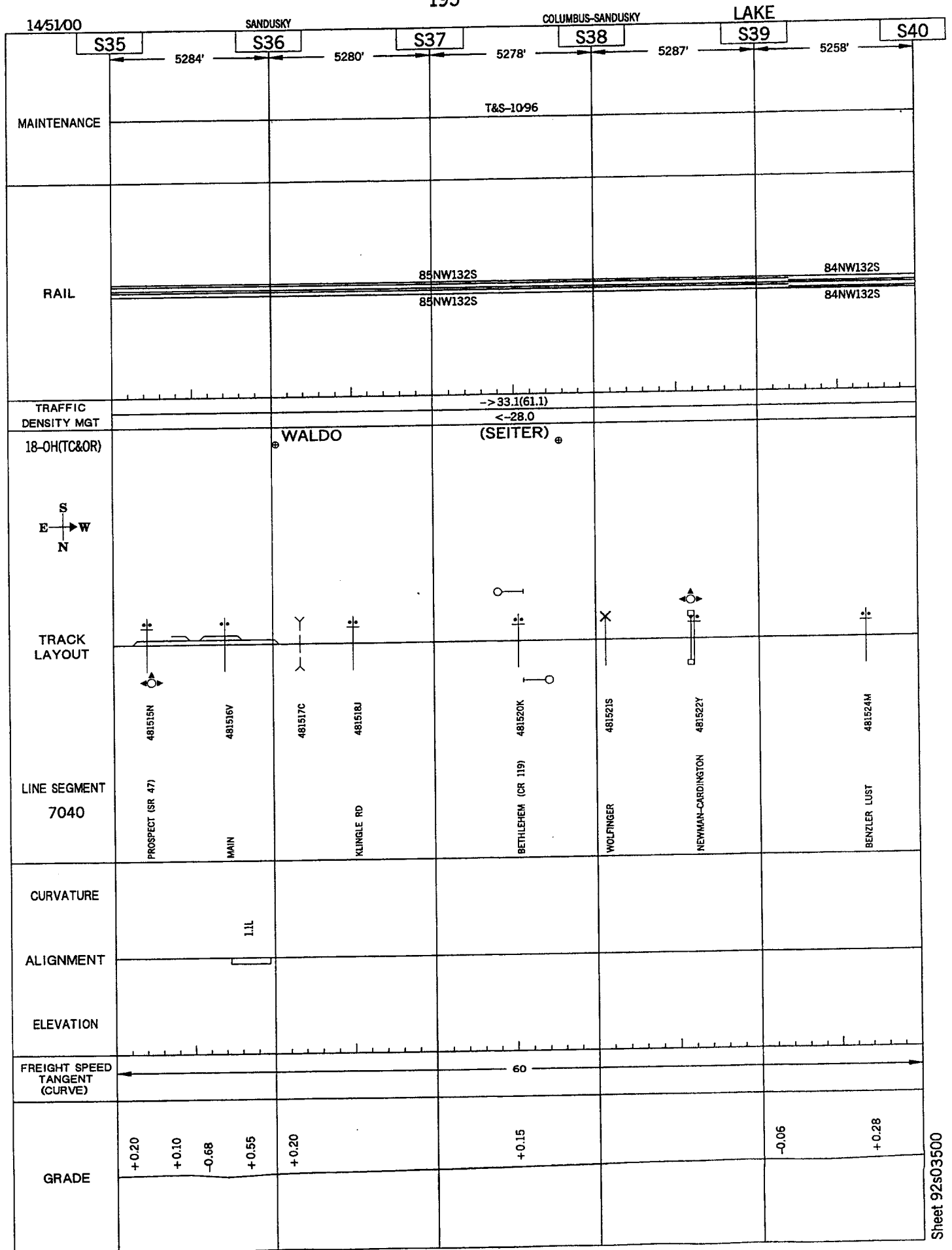
Sheet 92s01500

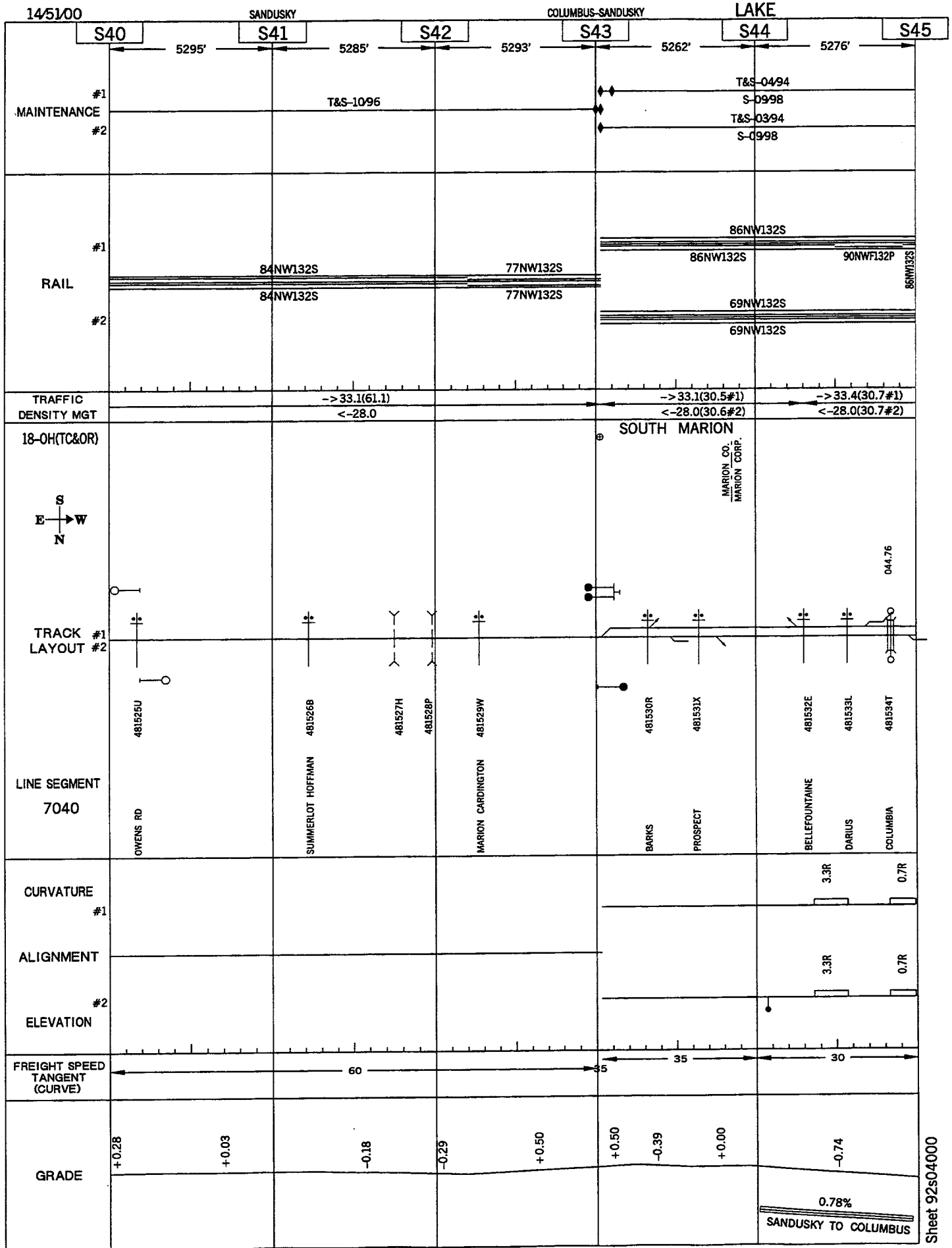


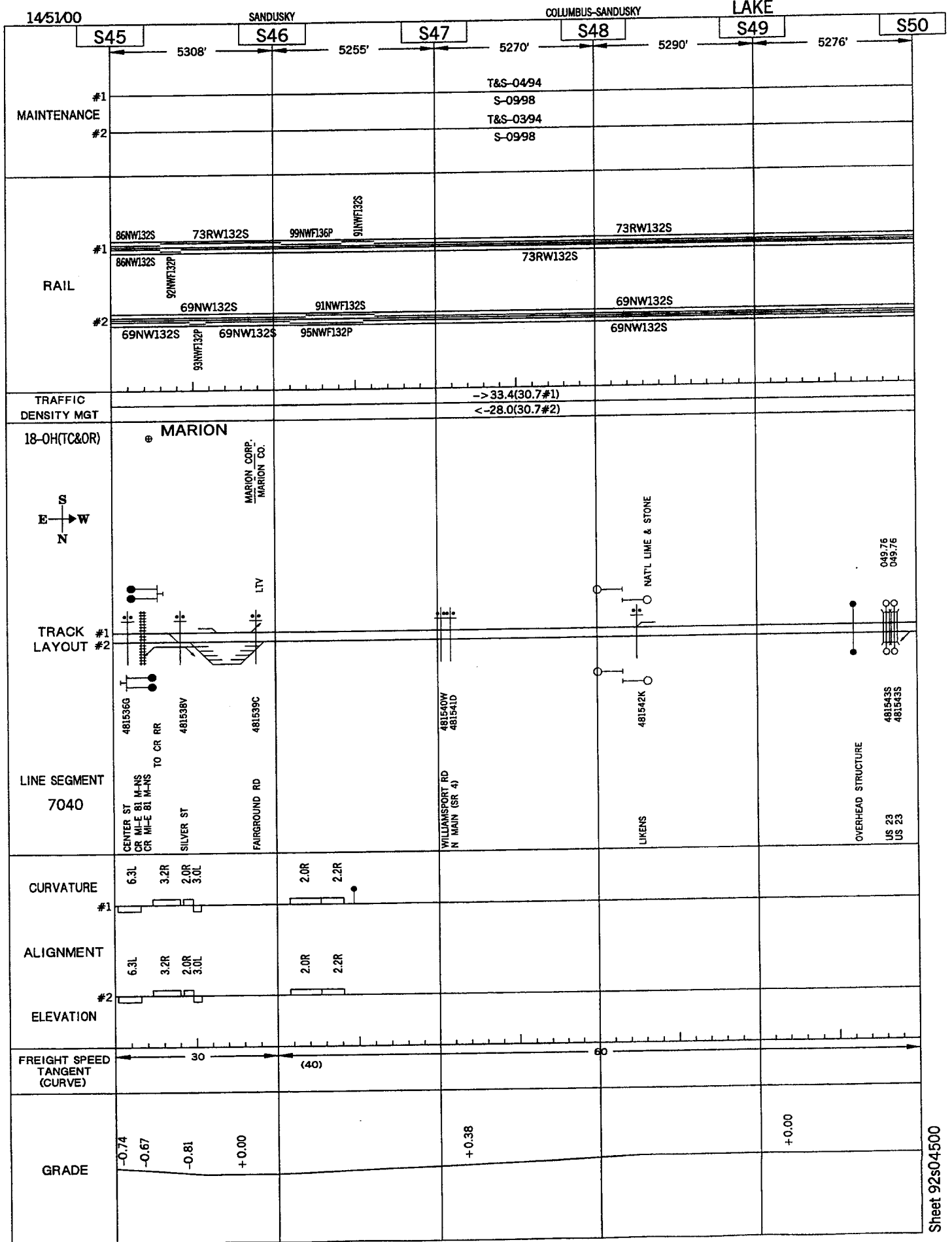


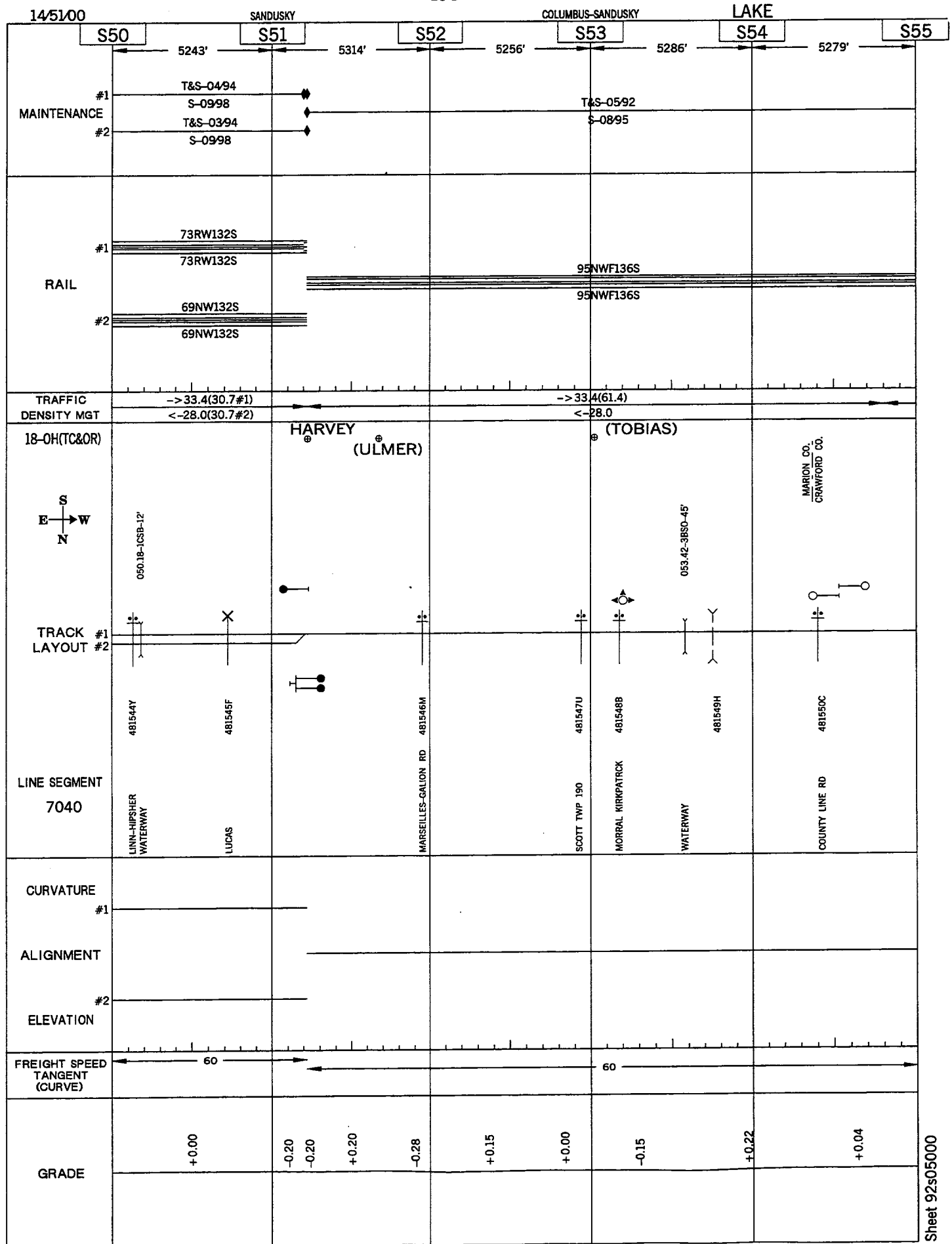


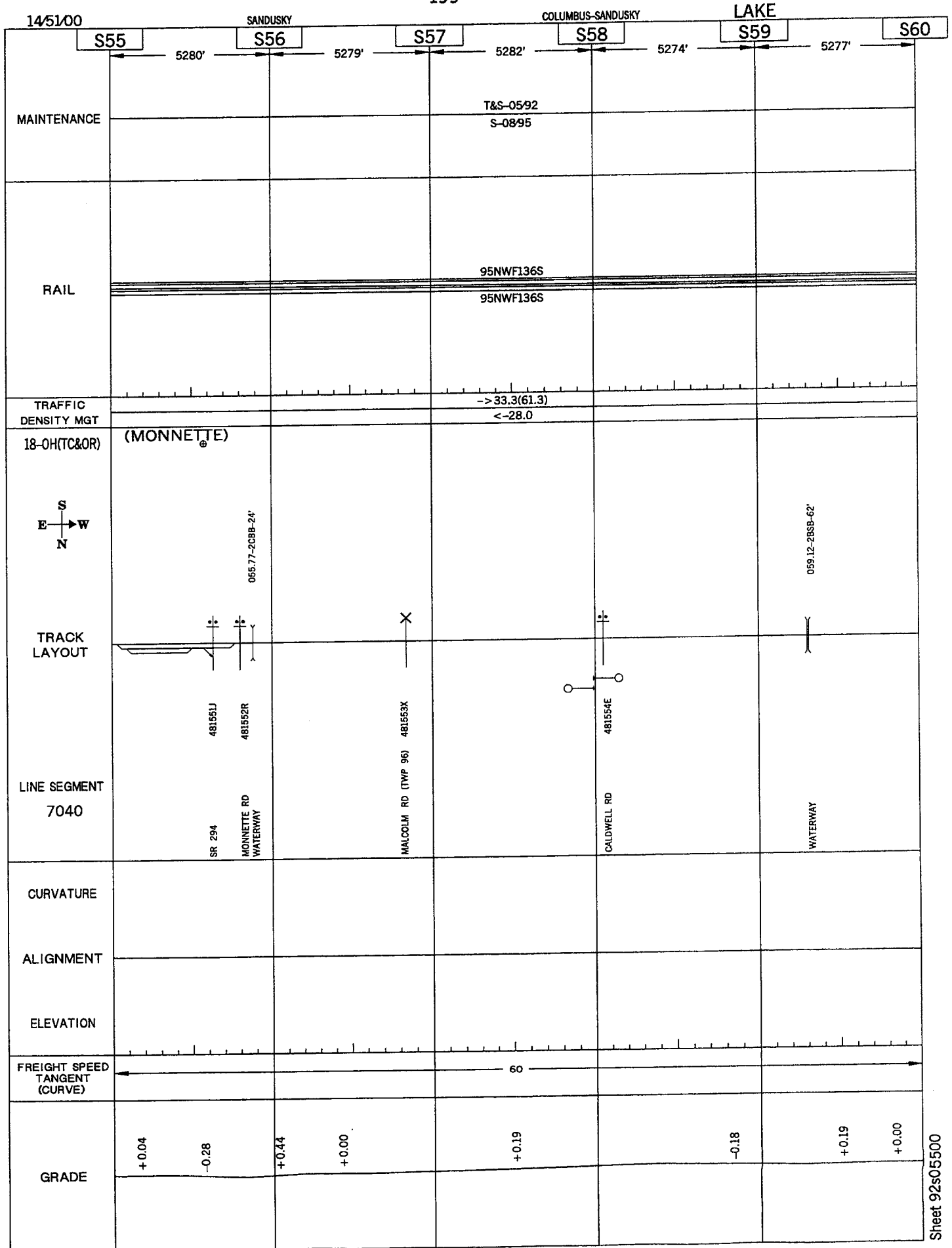




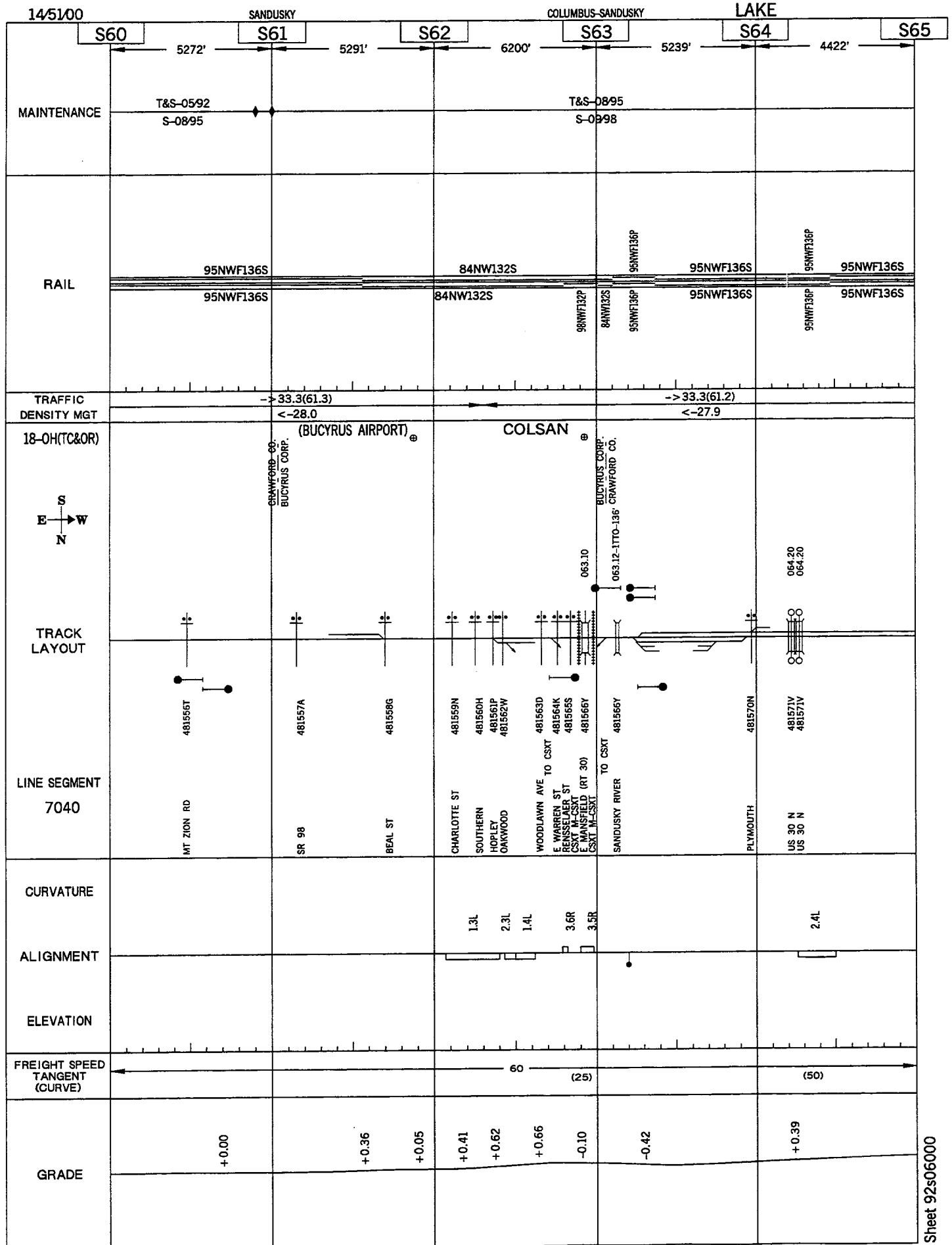


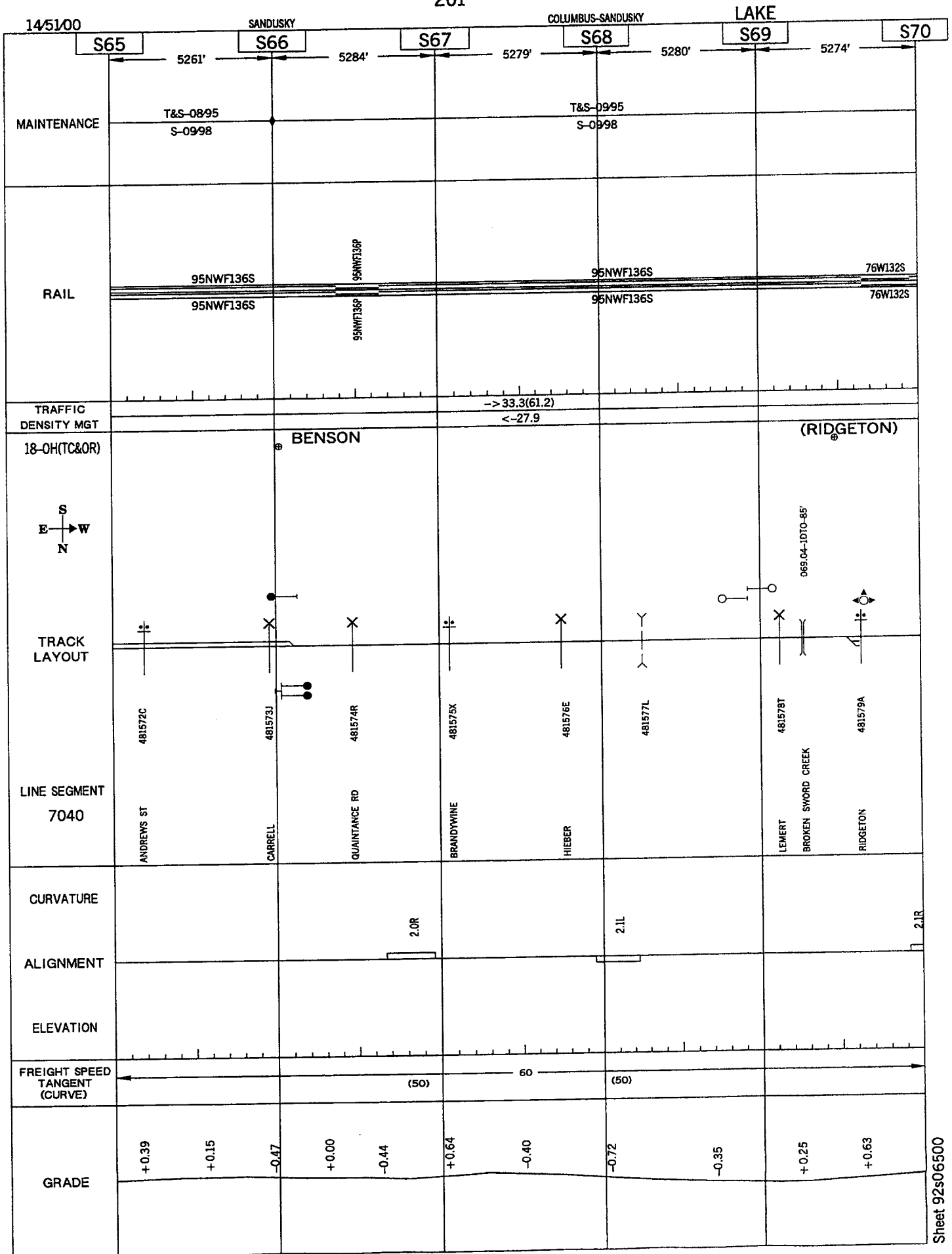


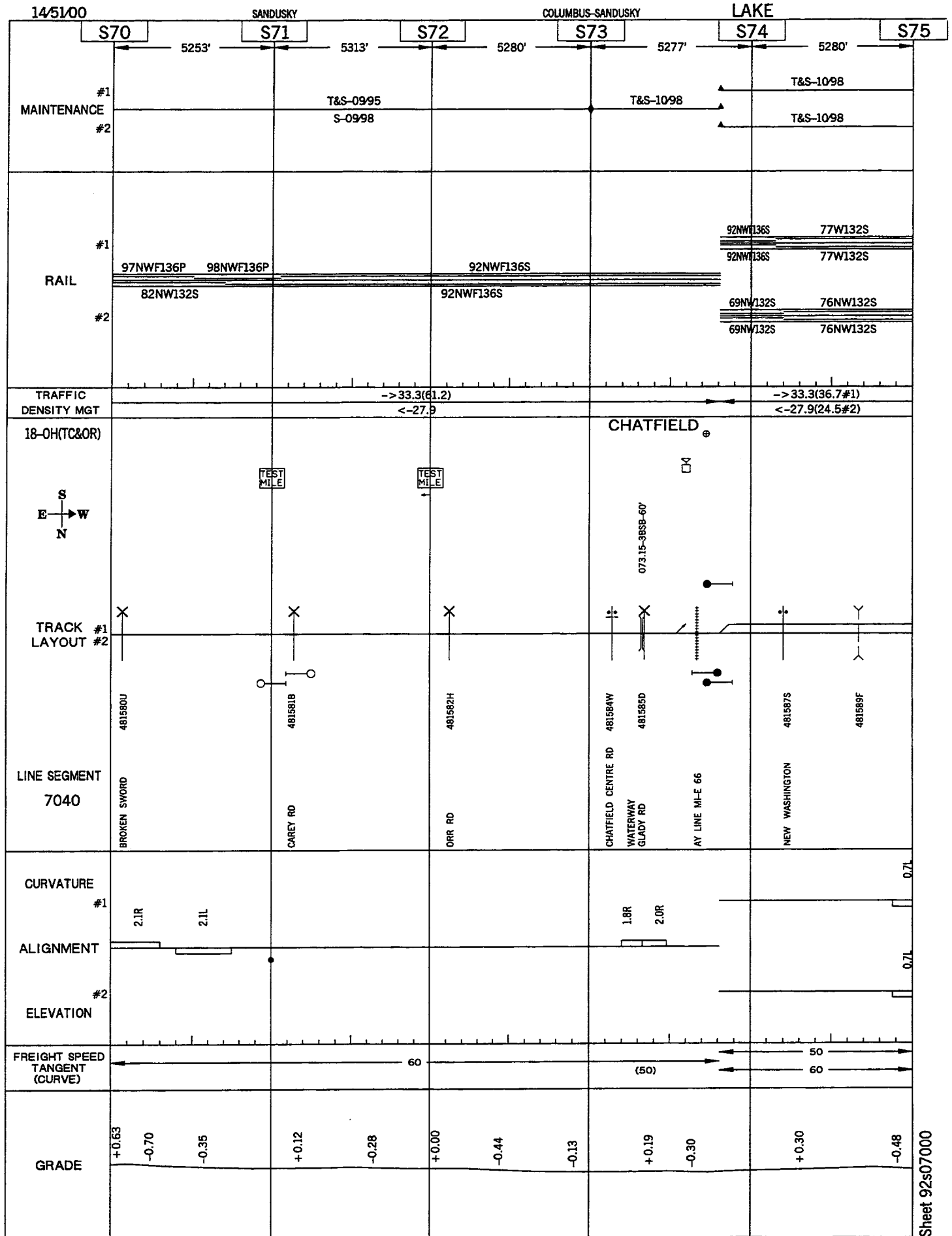


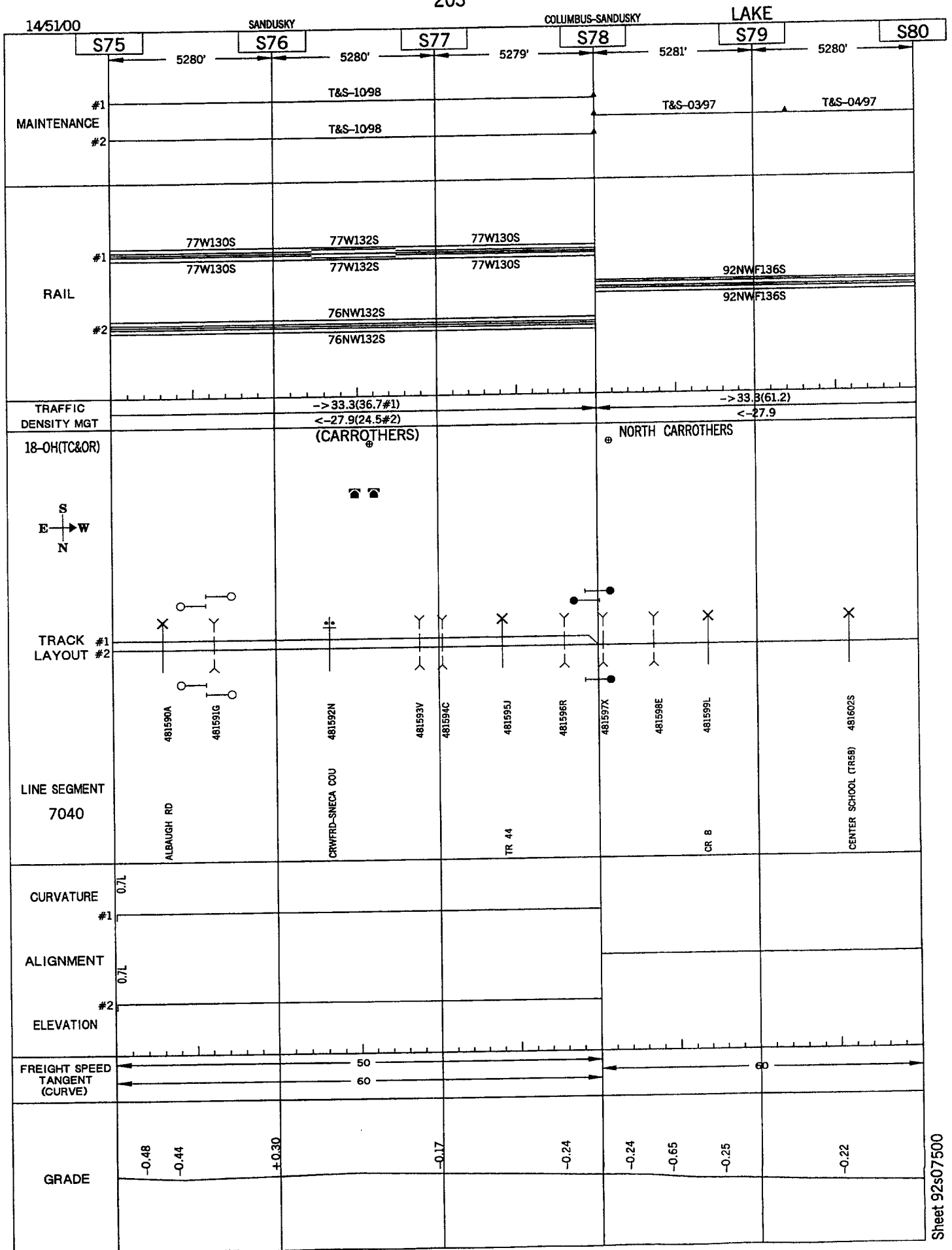


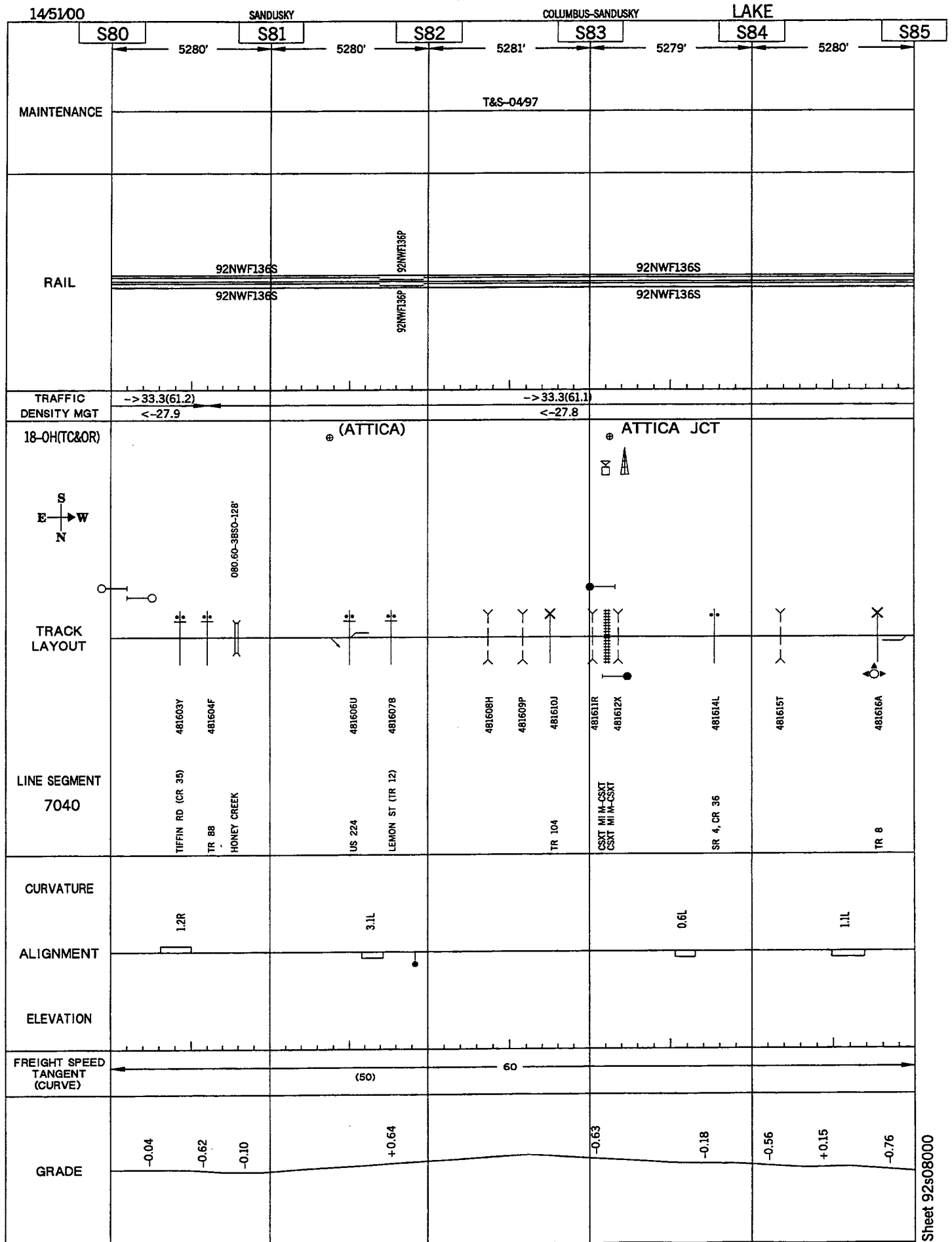


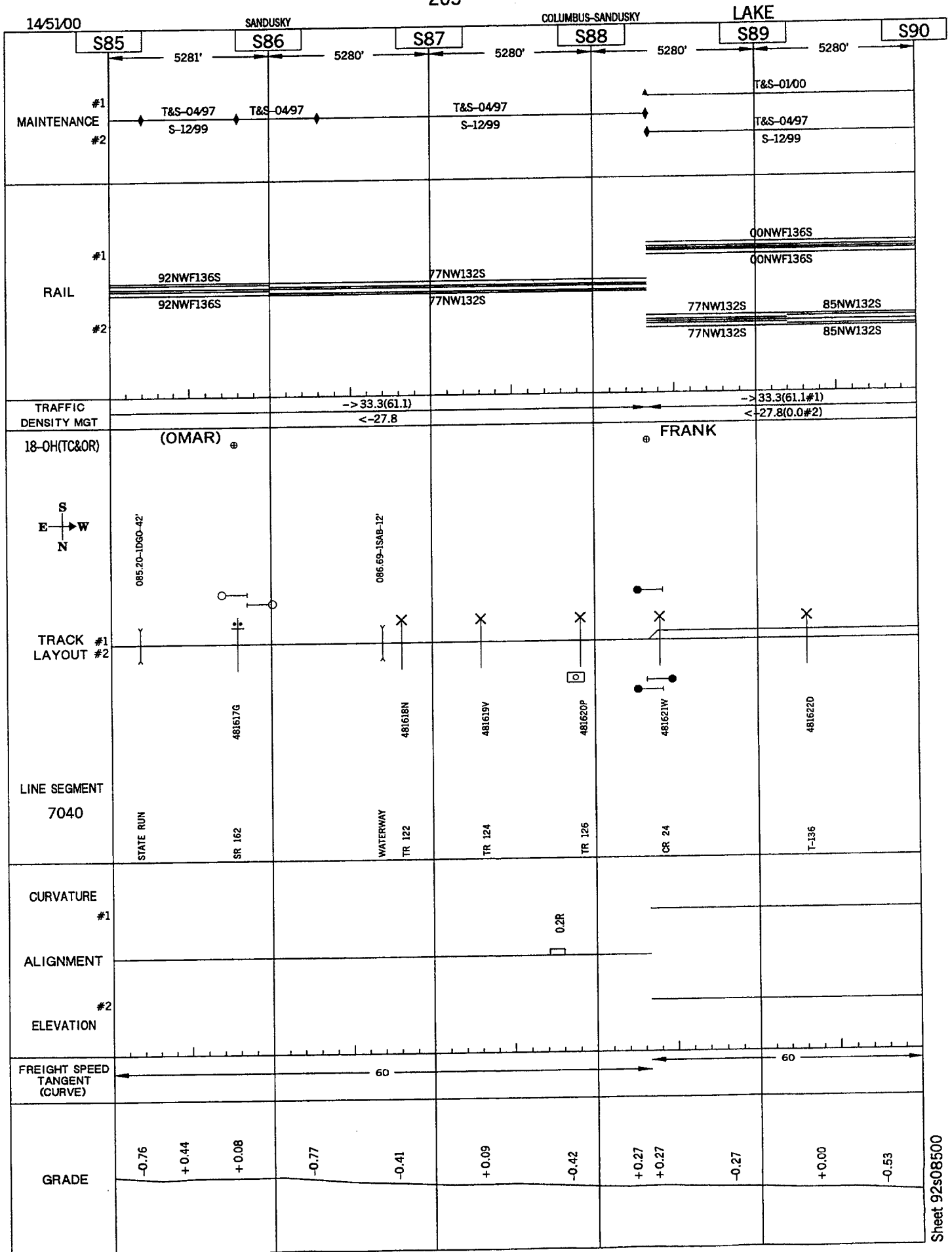


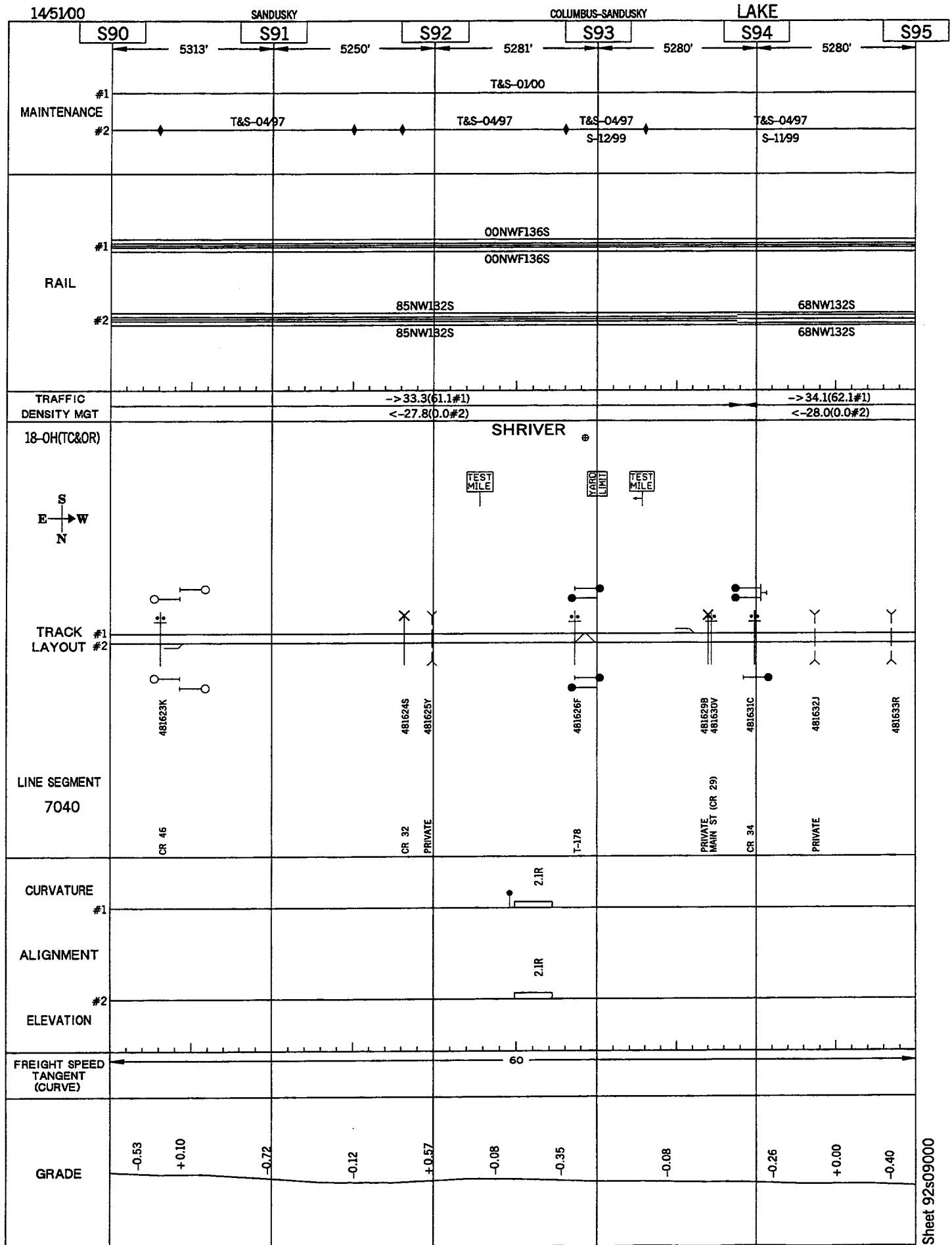


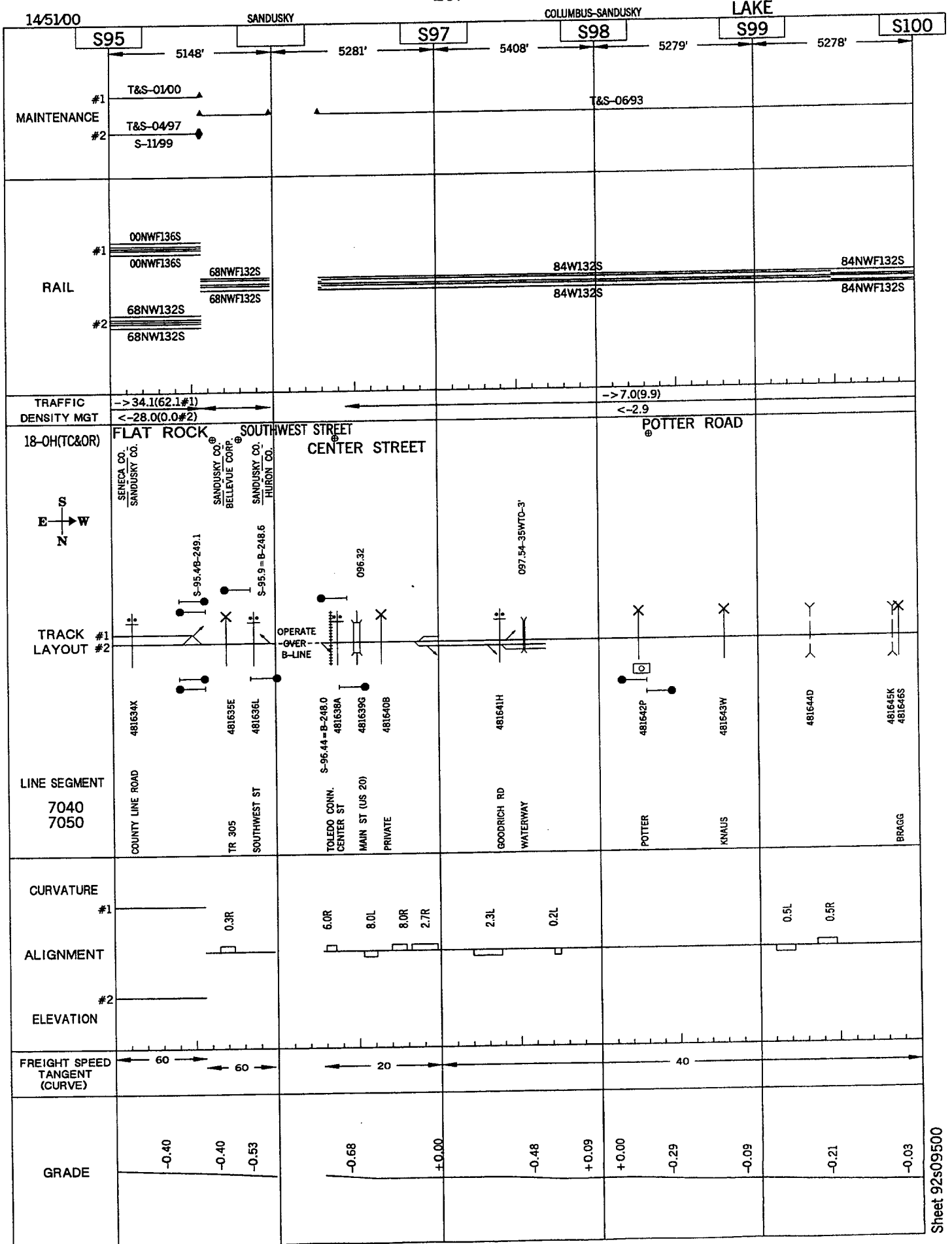




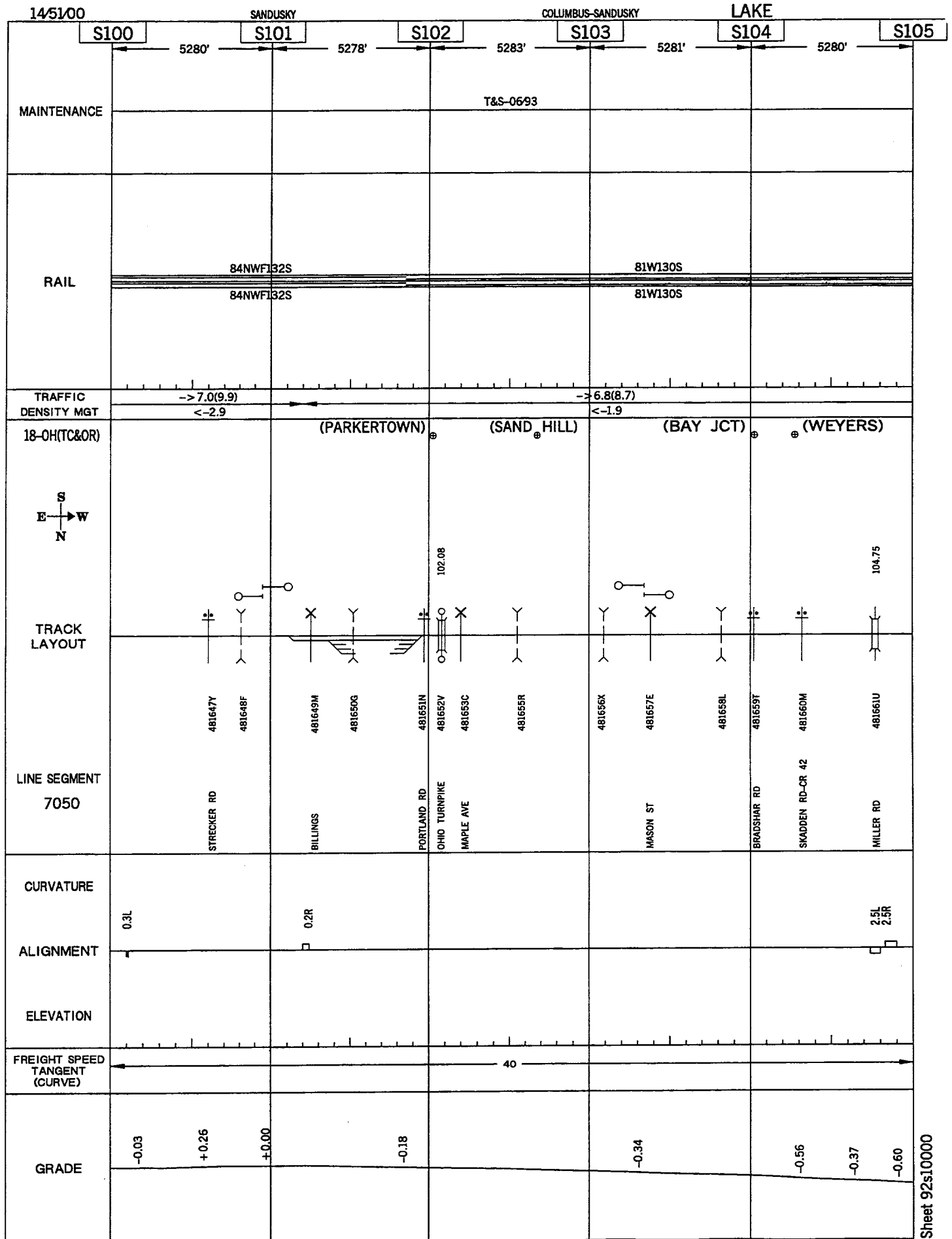


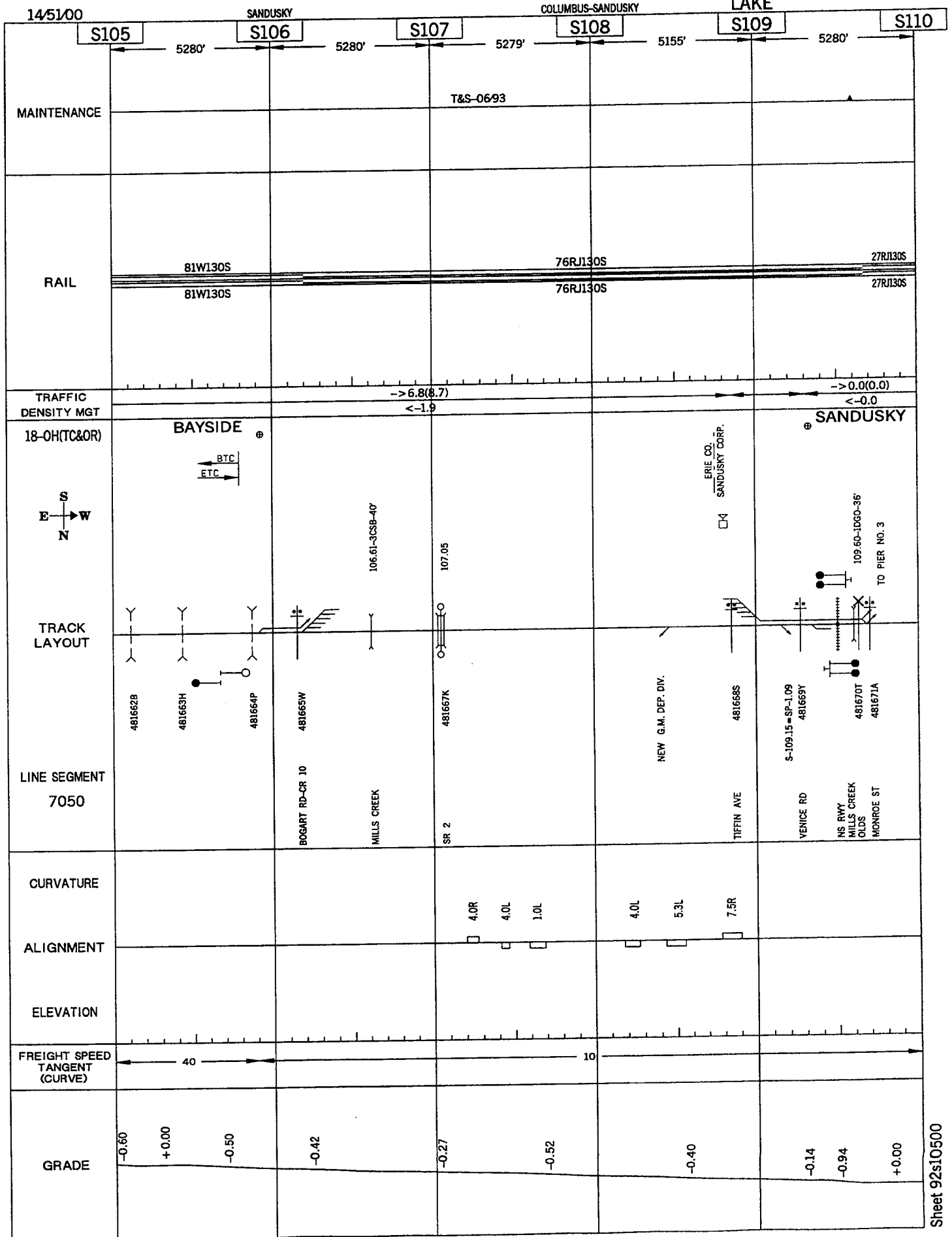










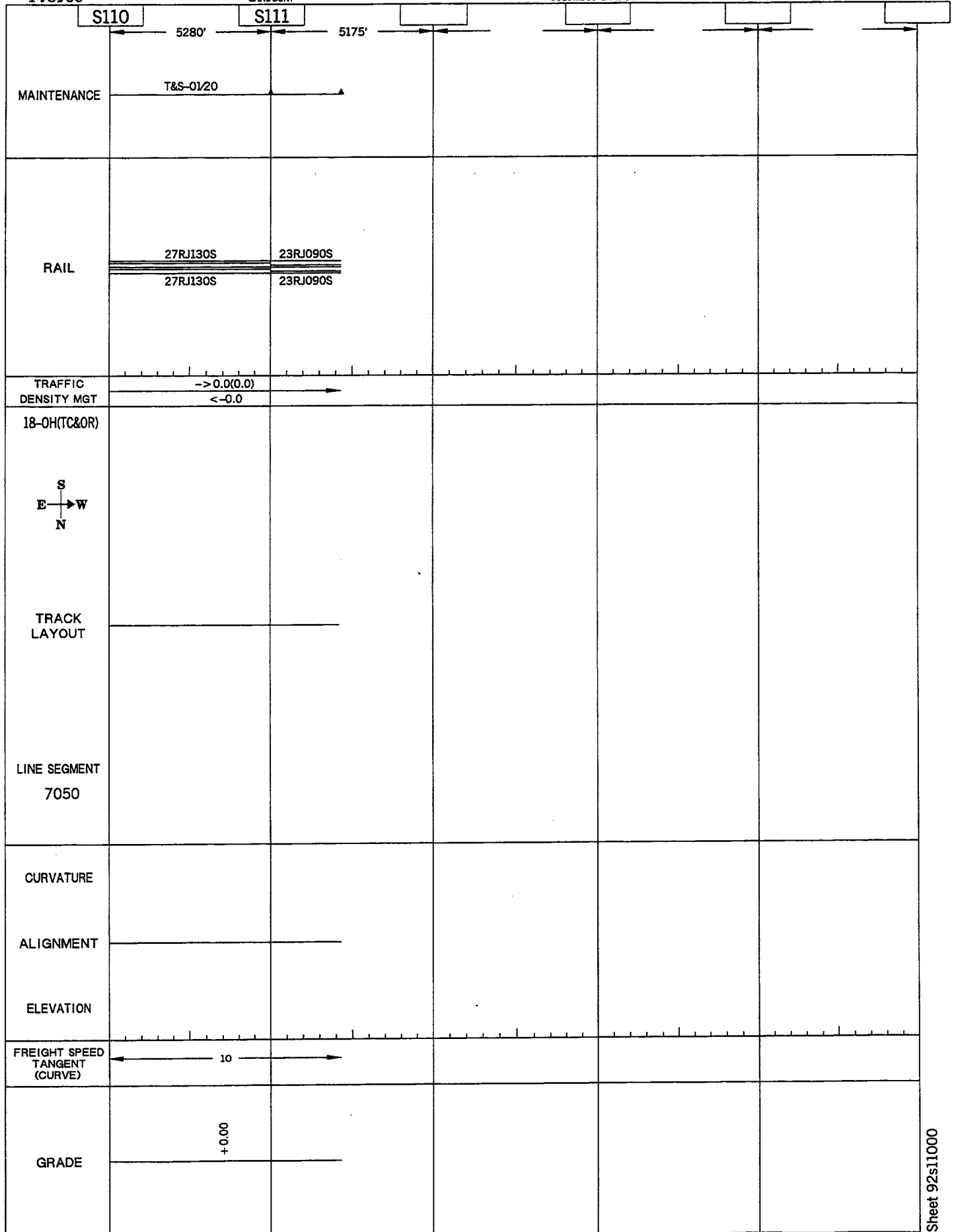


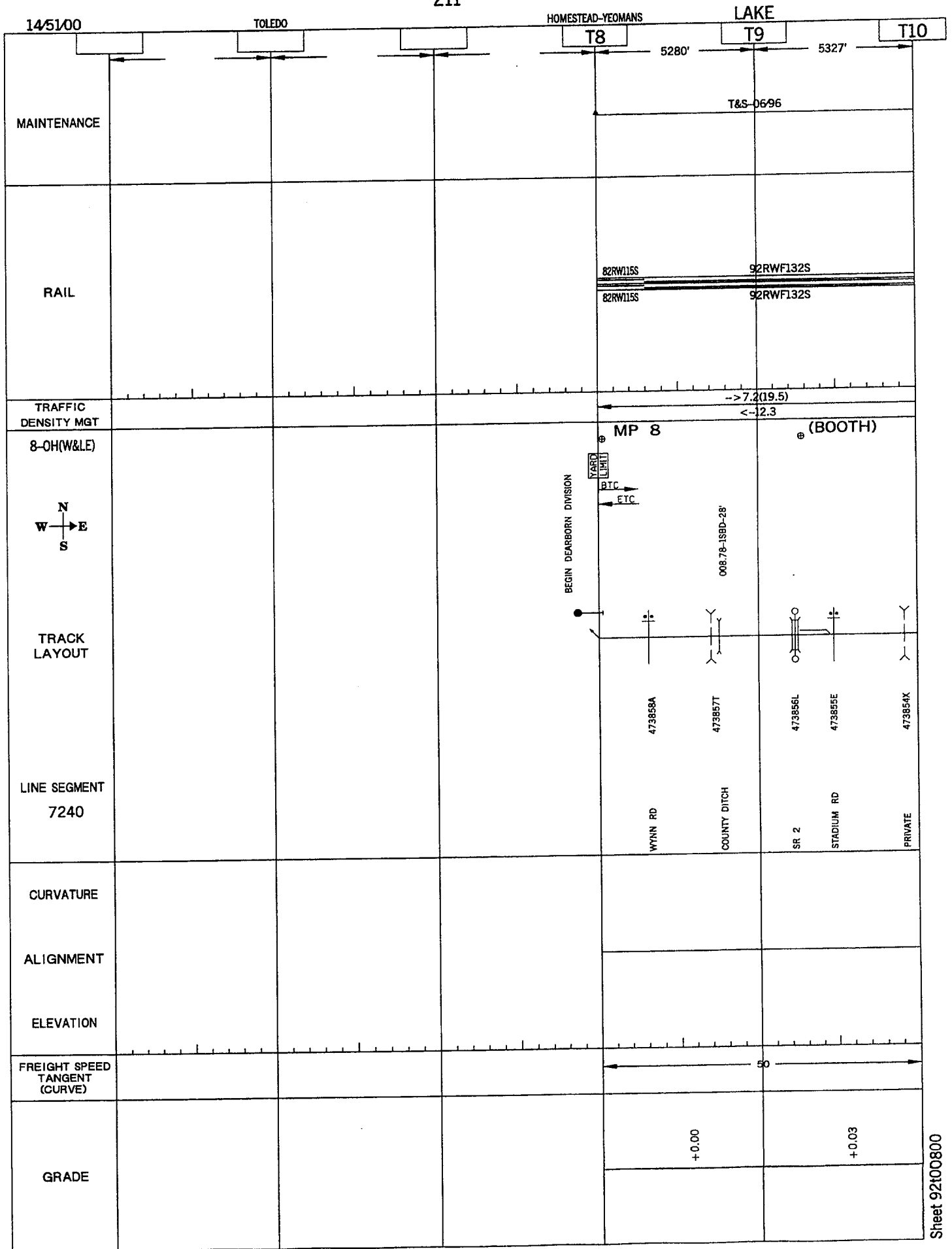
14/51/00

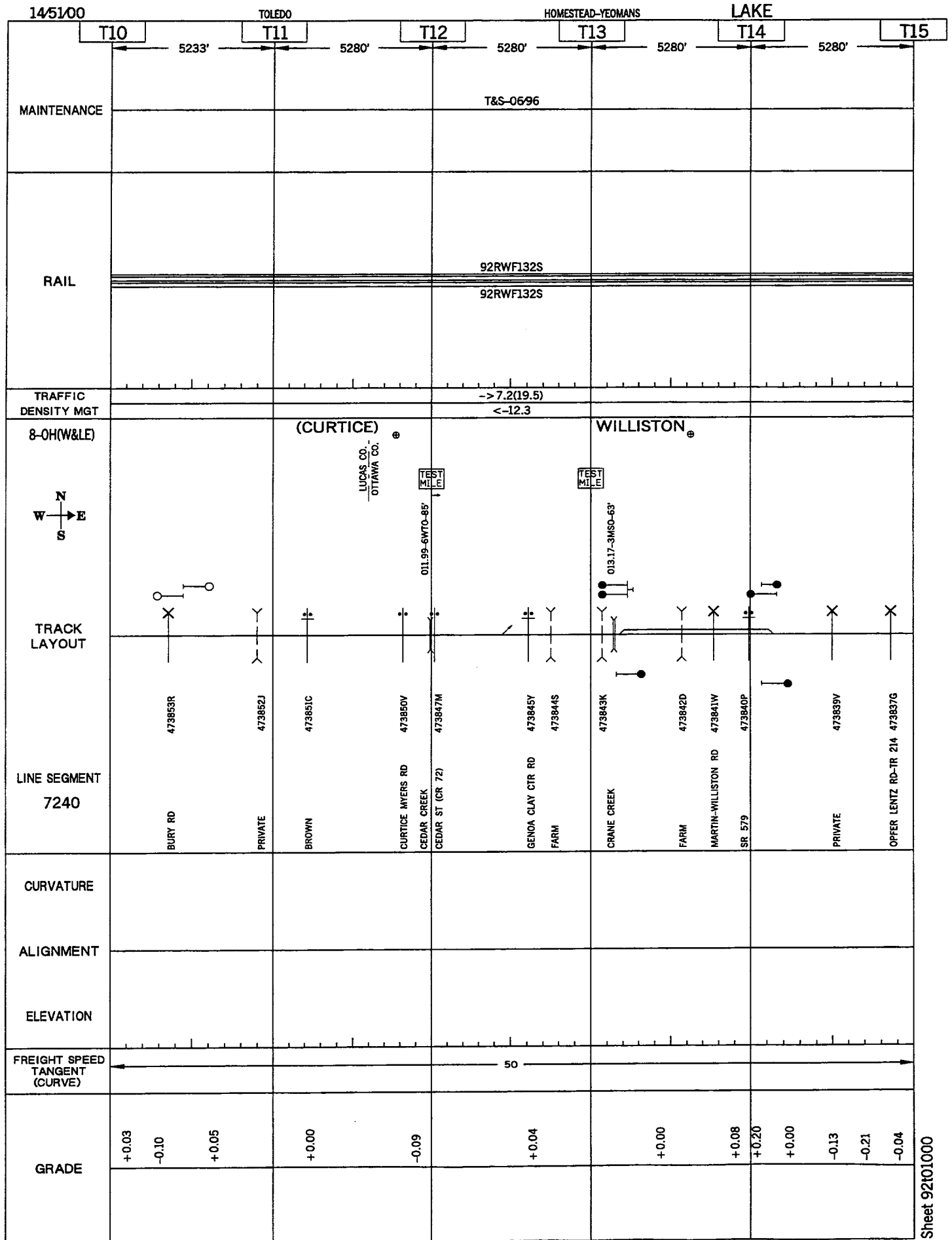
SANDUSKY

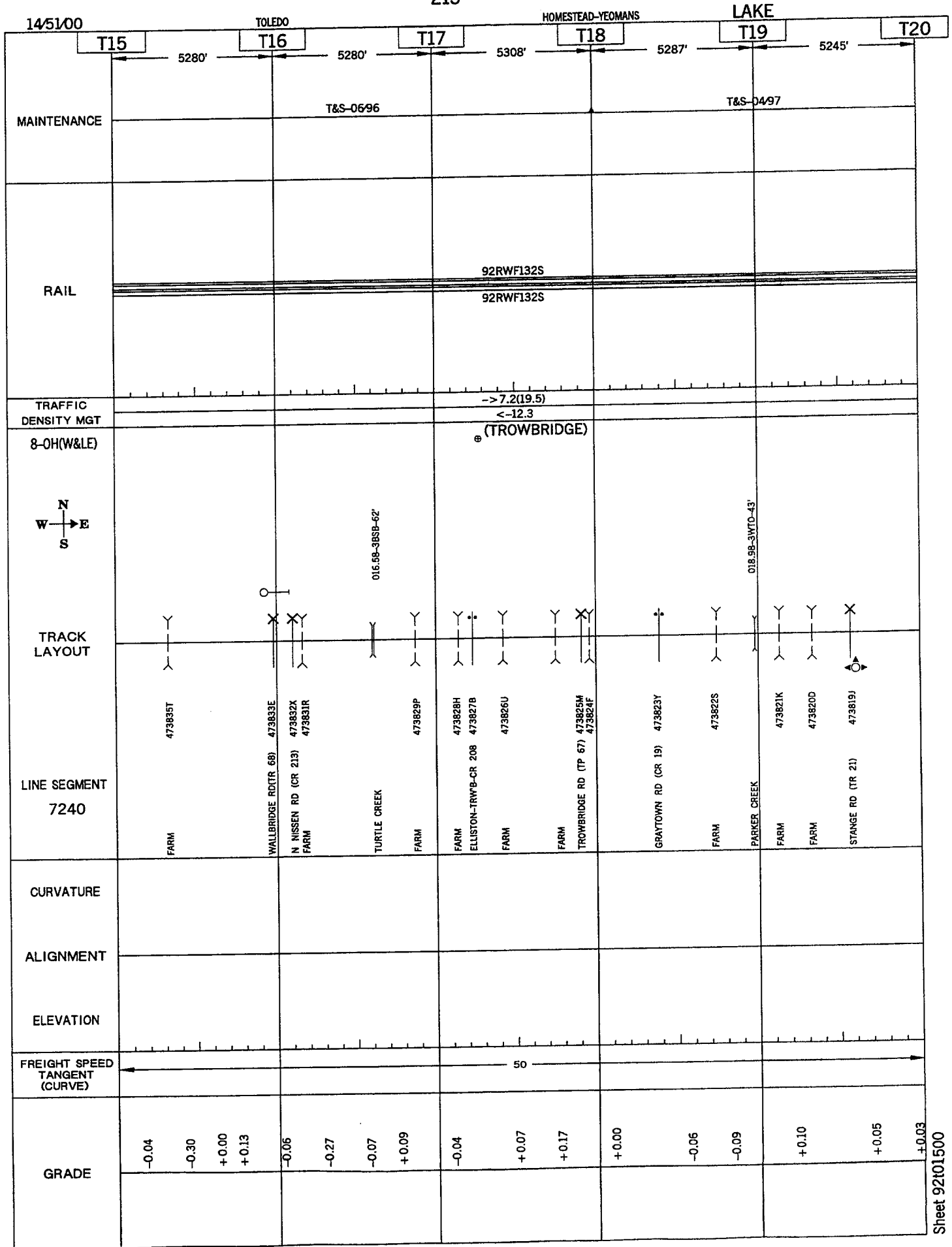
COLUMBUS-SANDUSKY

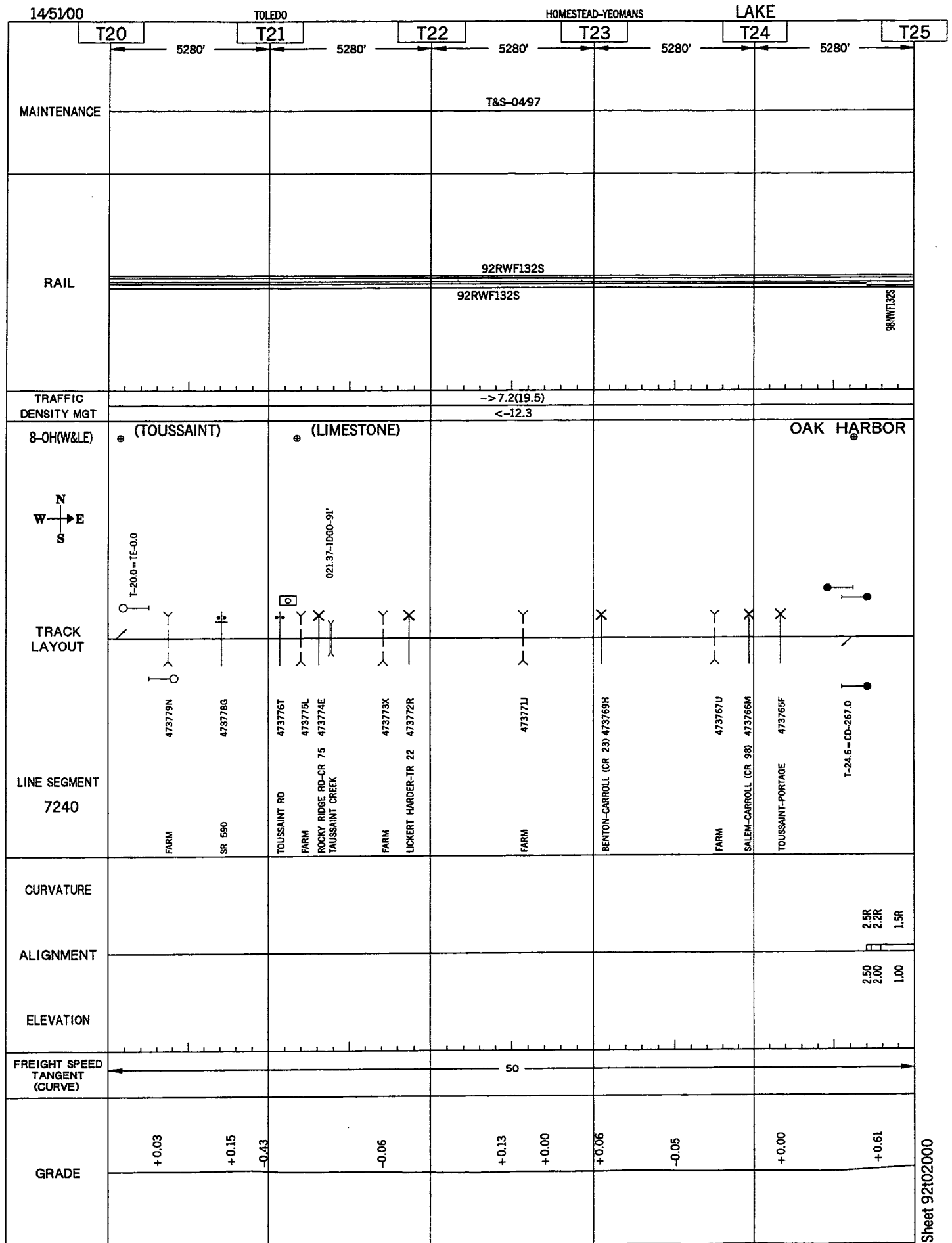
LAKE

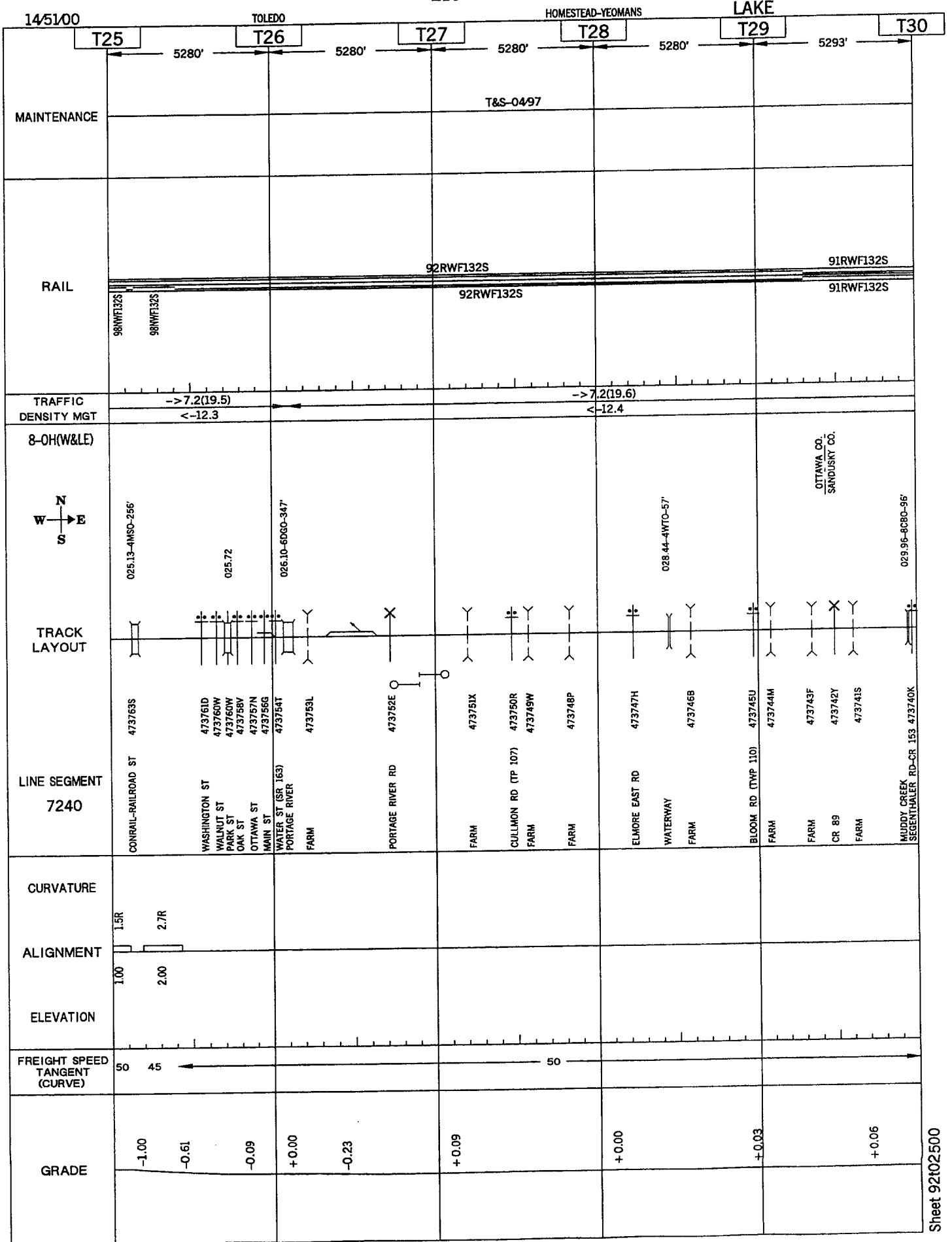




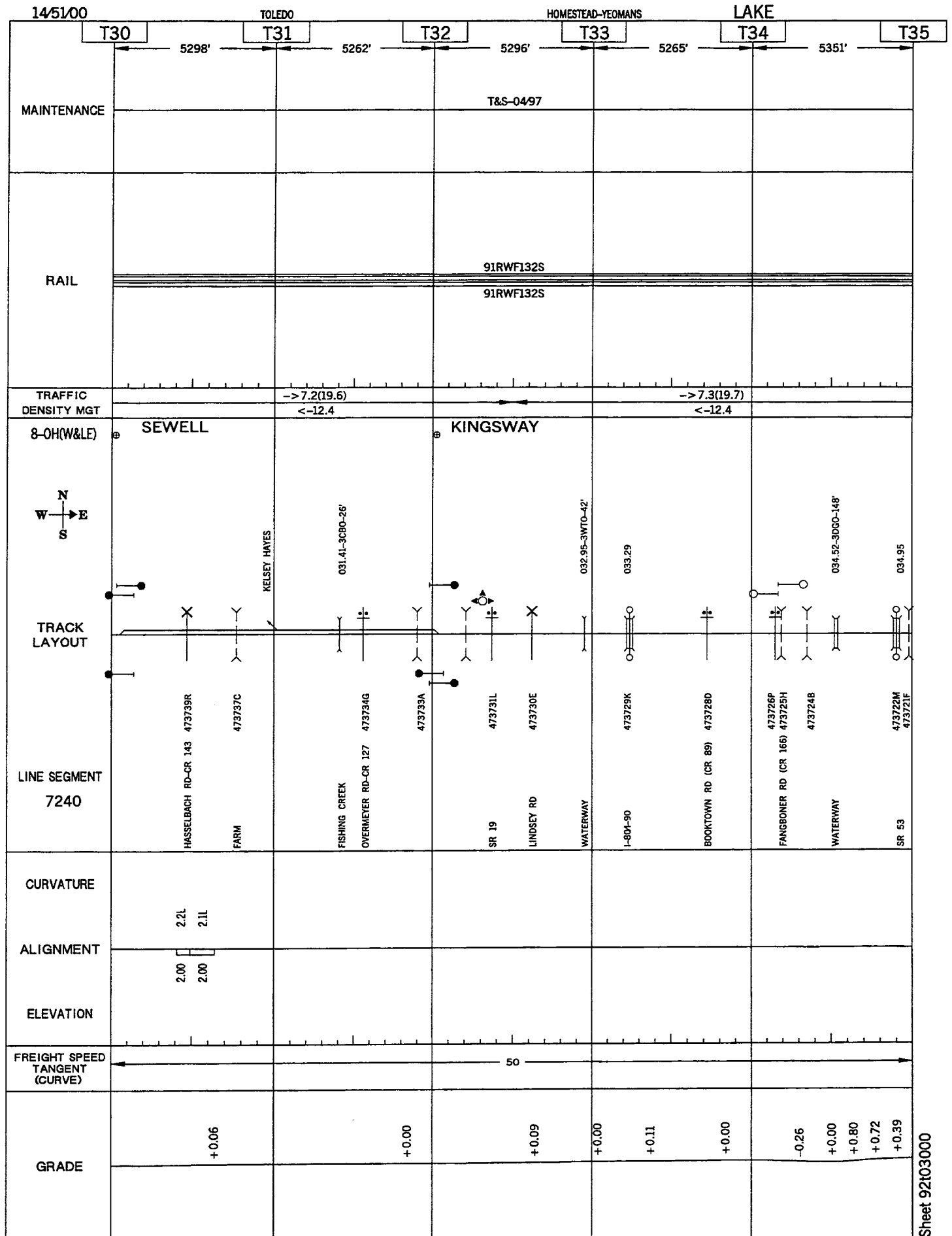


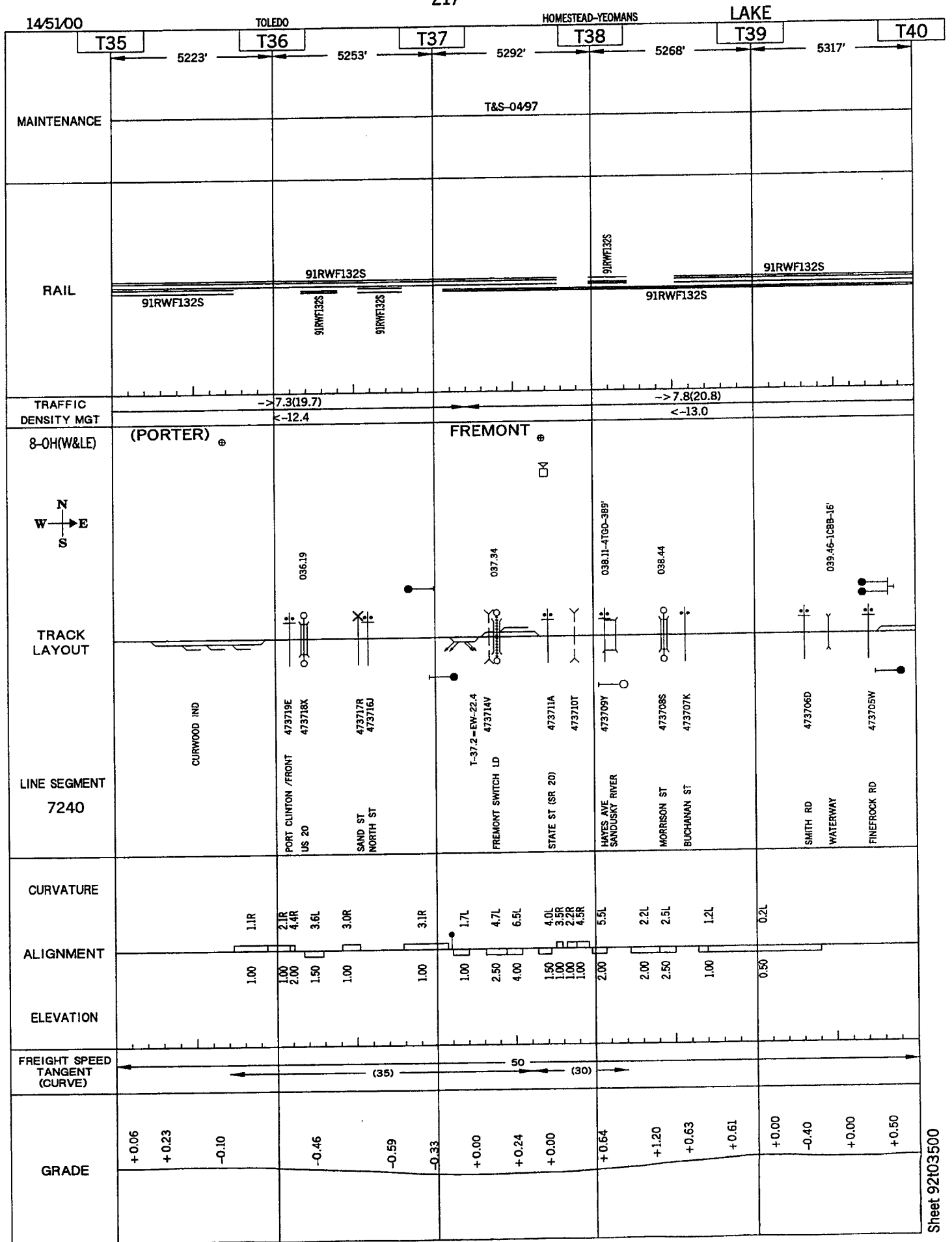


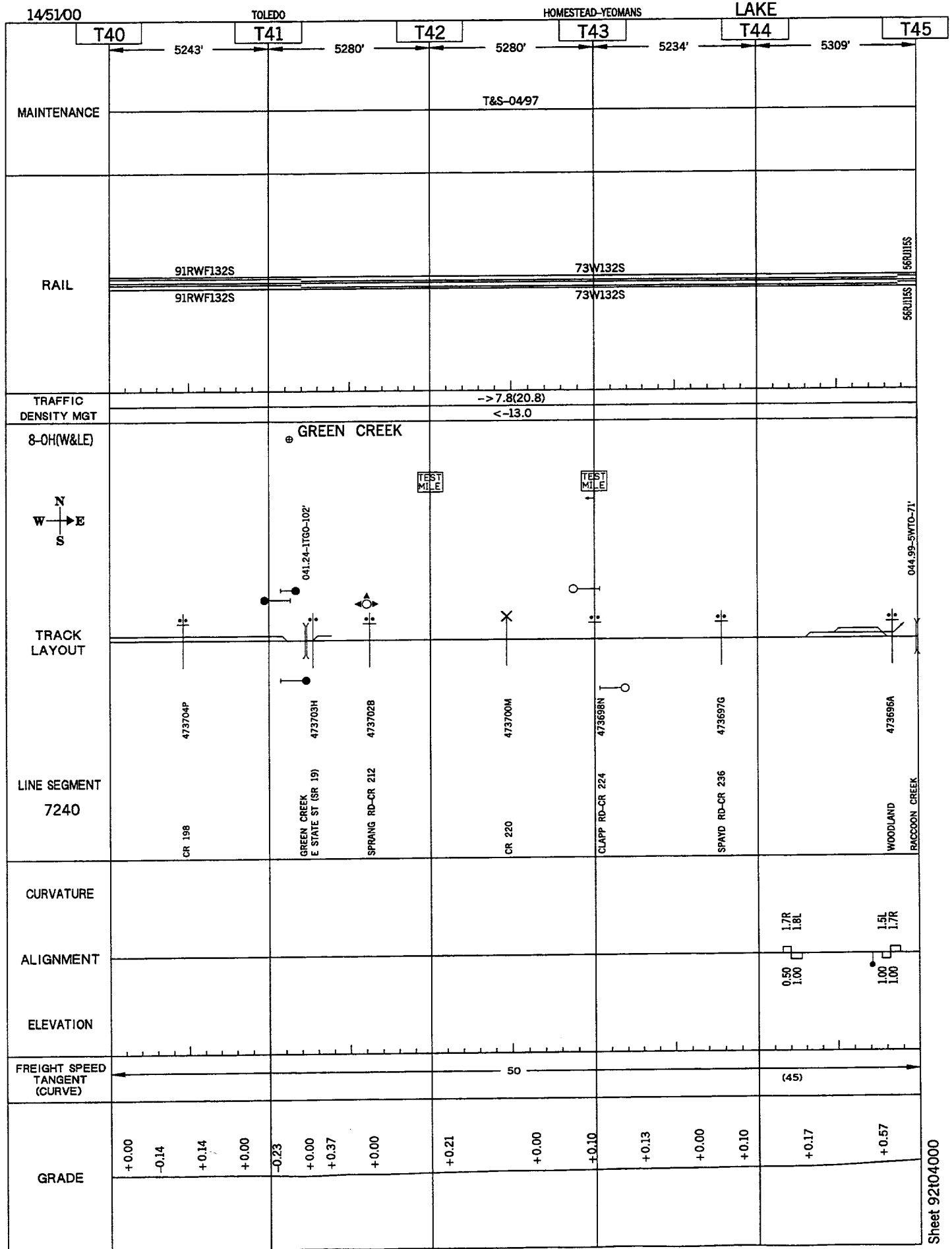


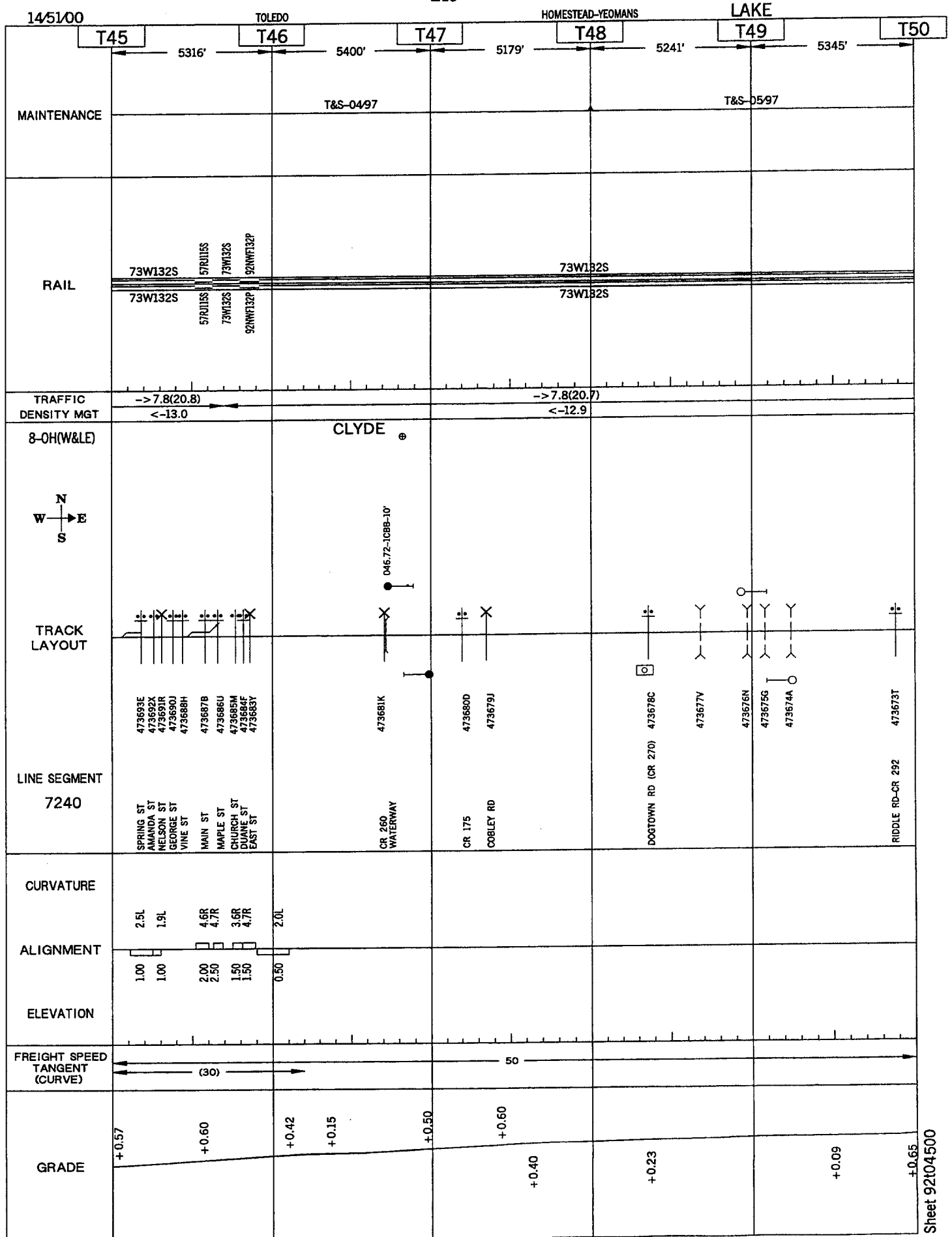




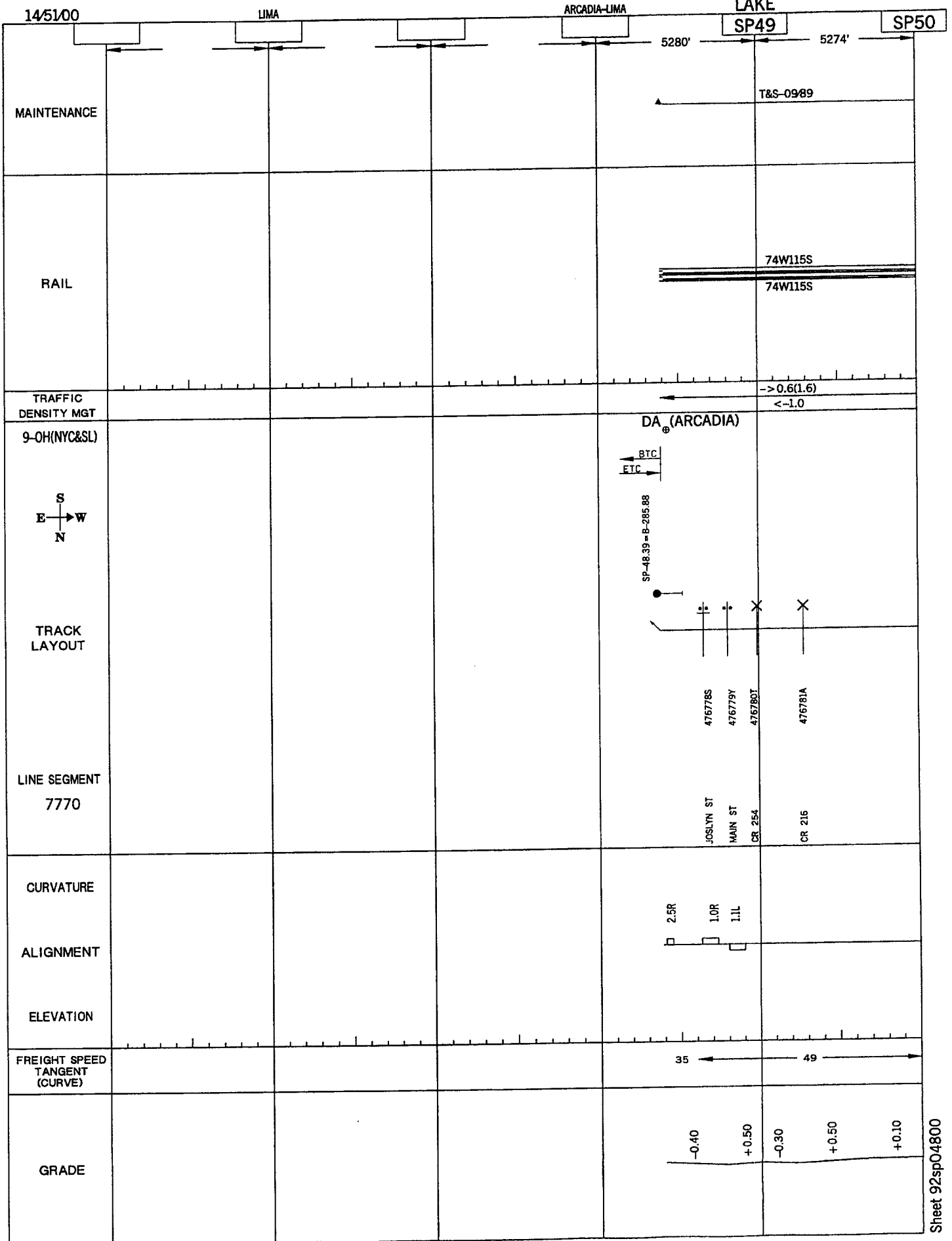




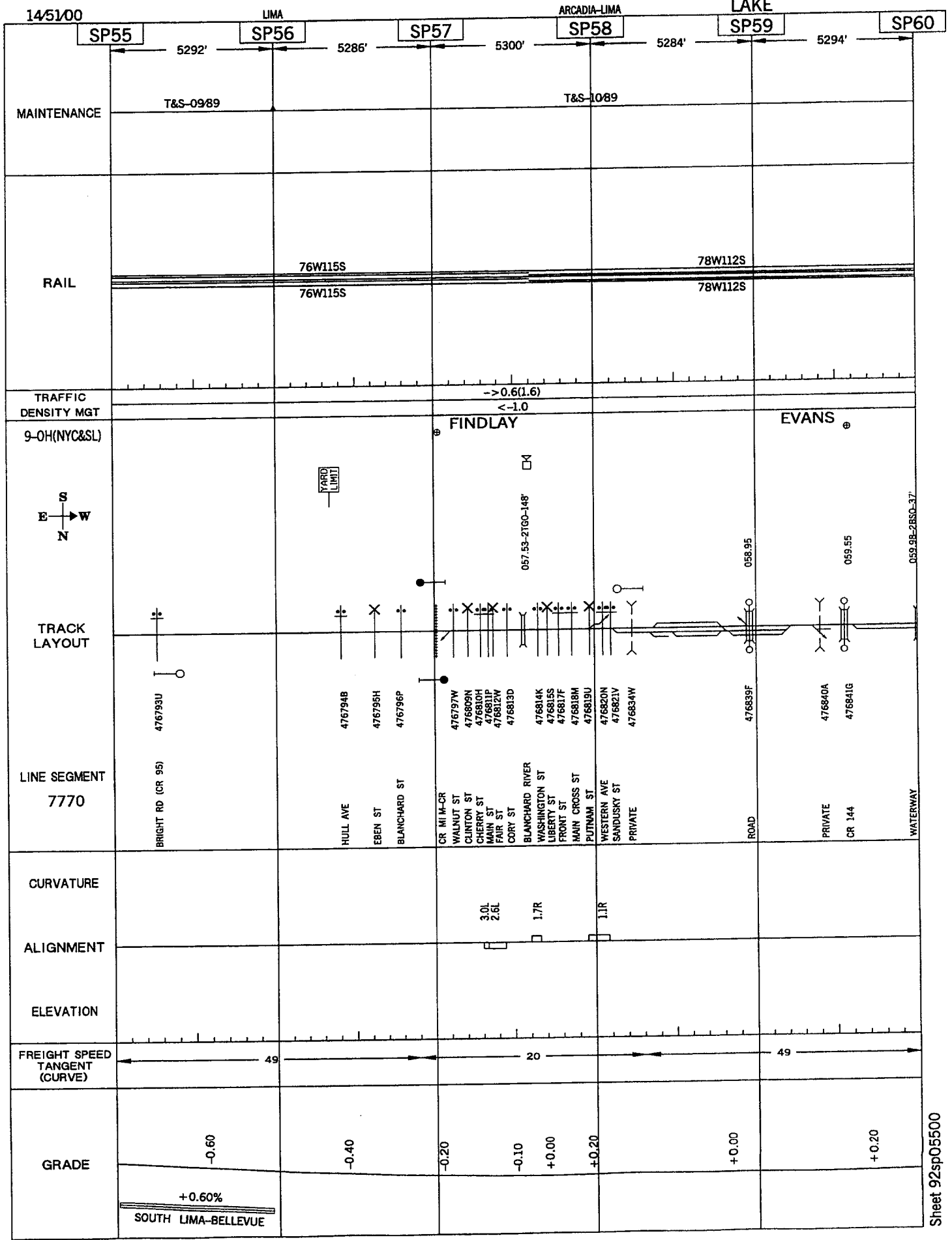




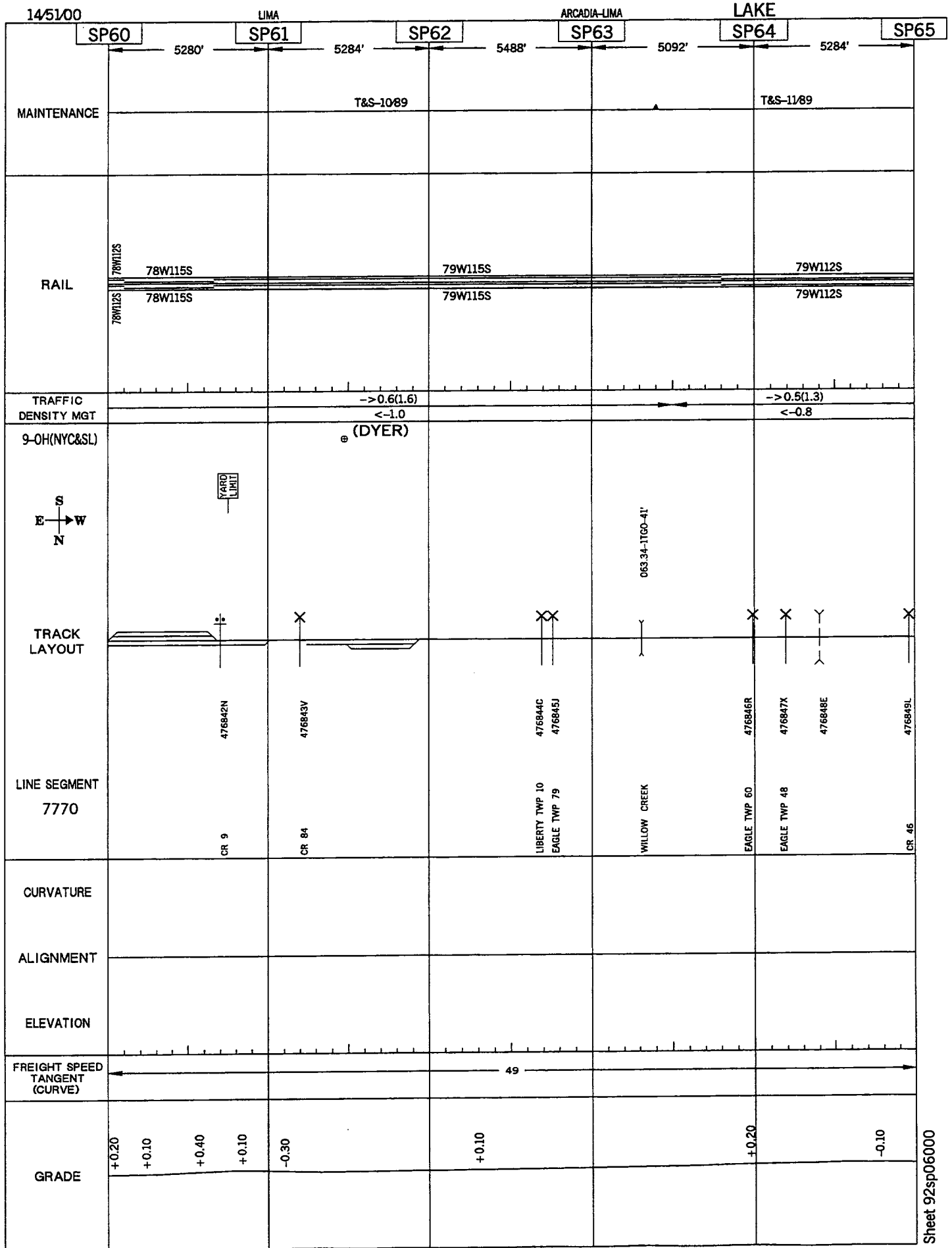


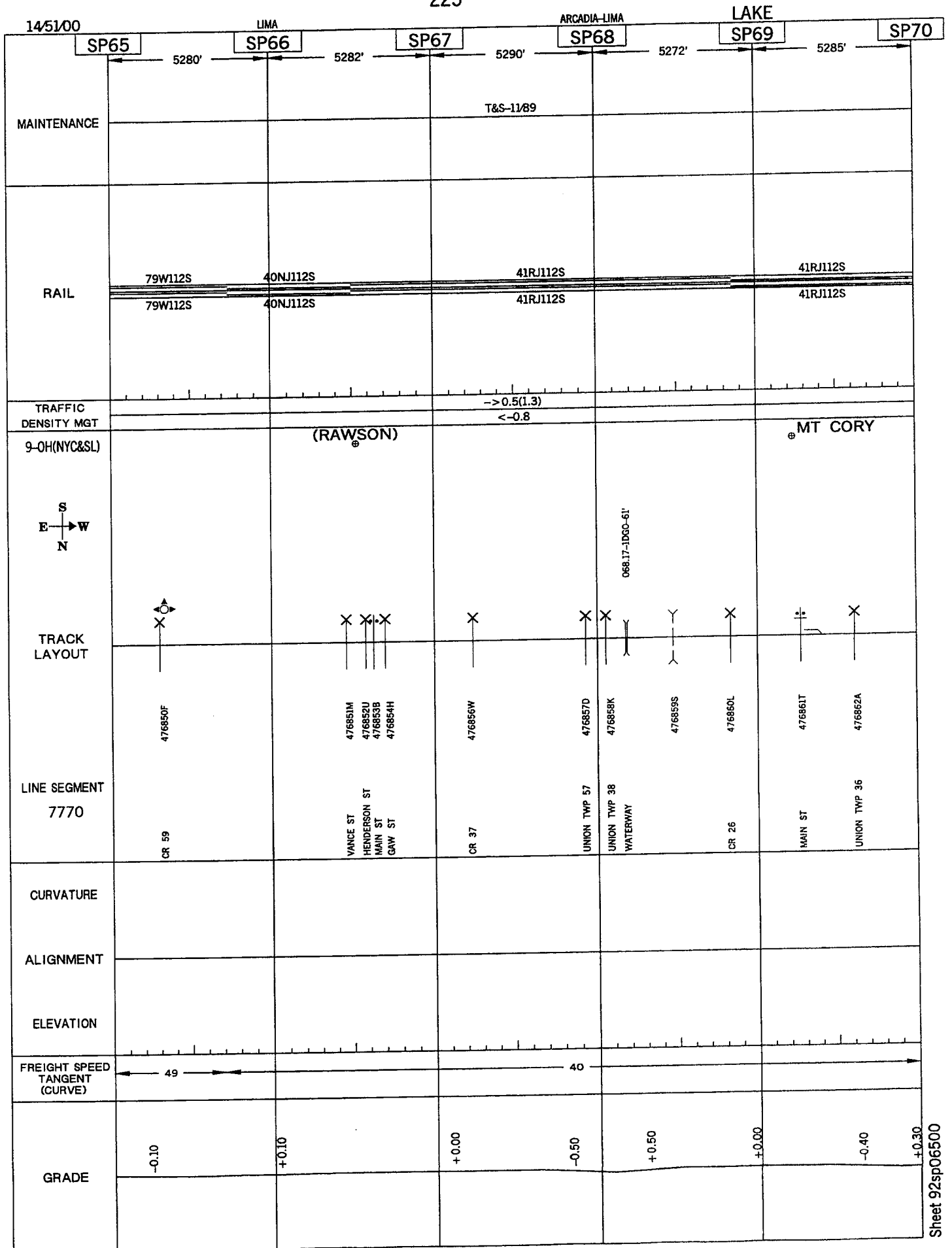


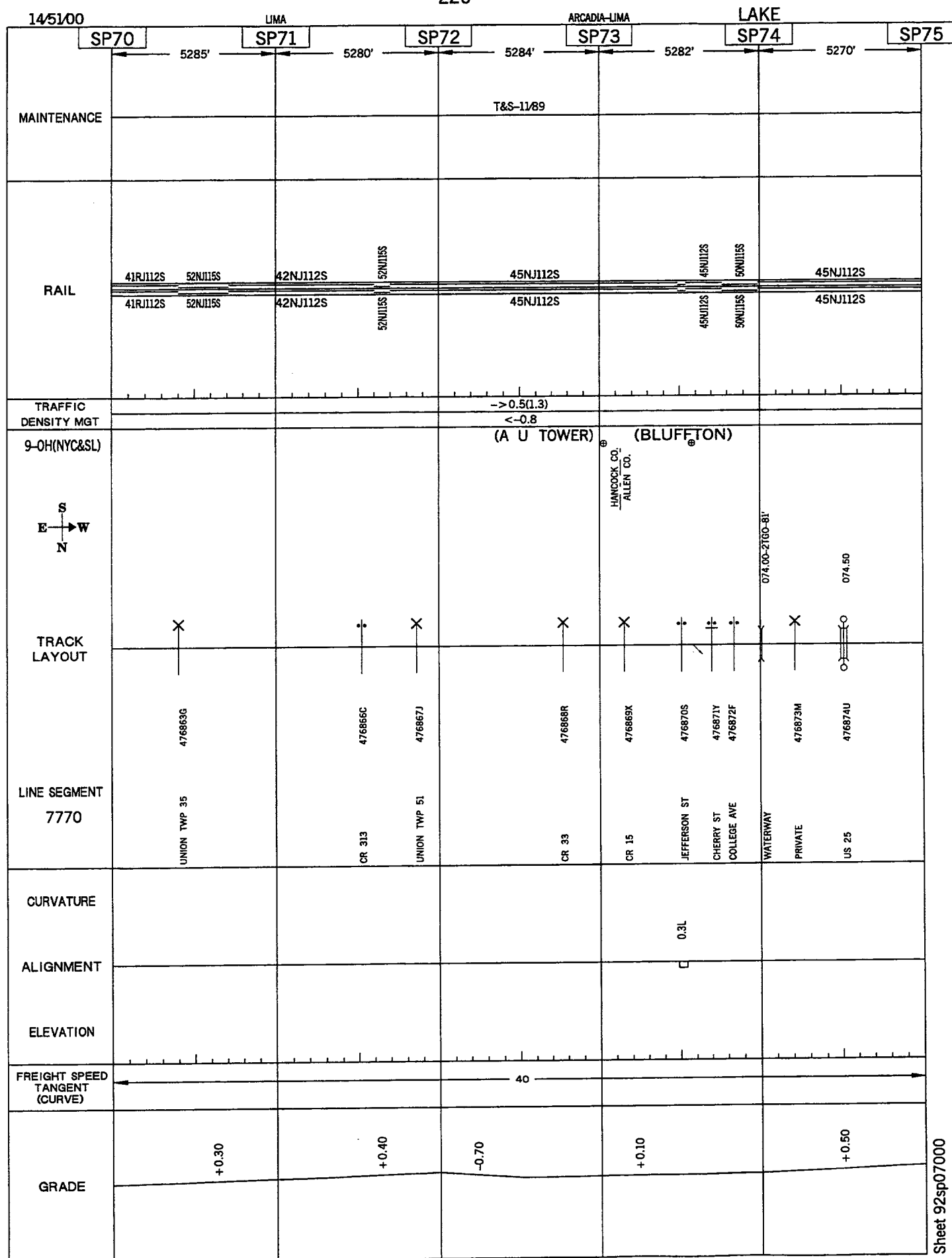
Sheet 92sp05000

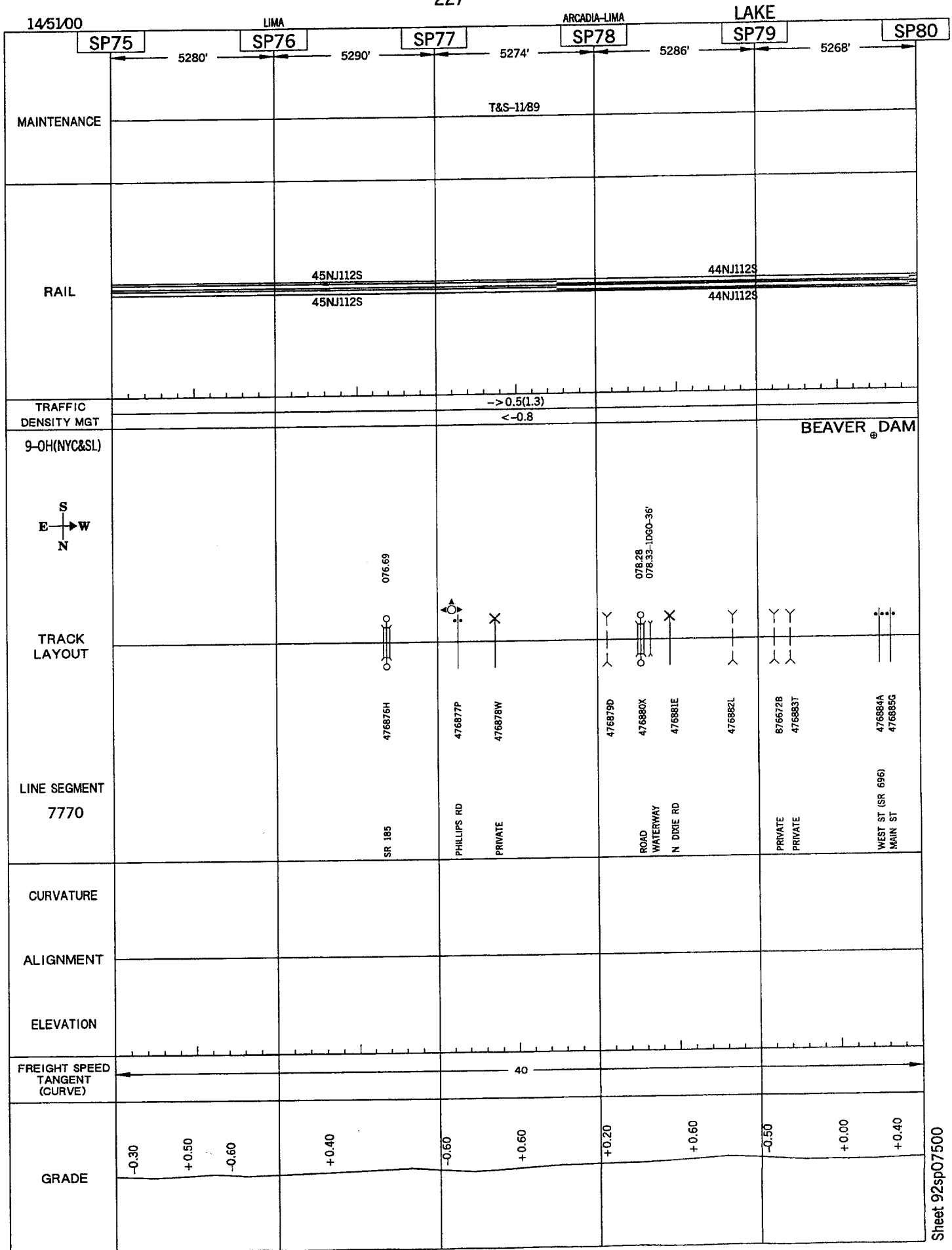


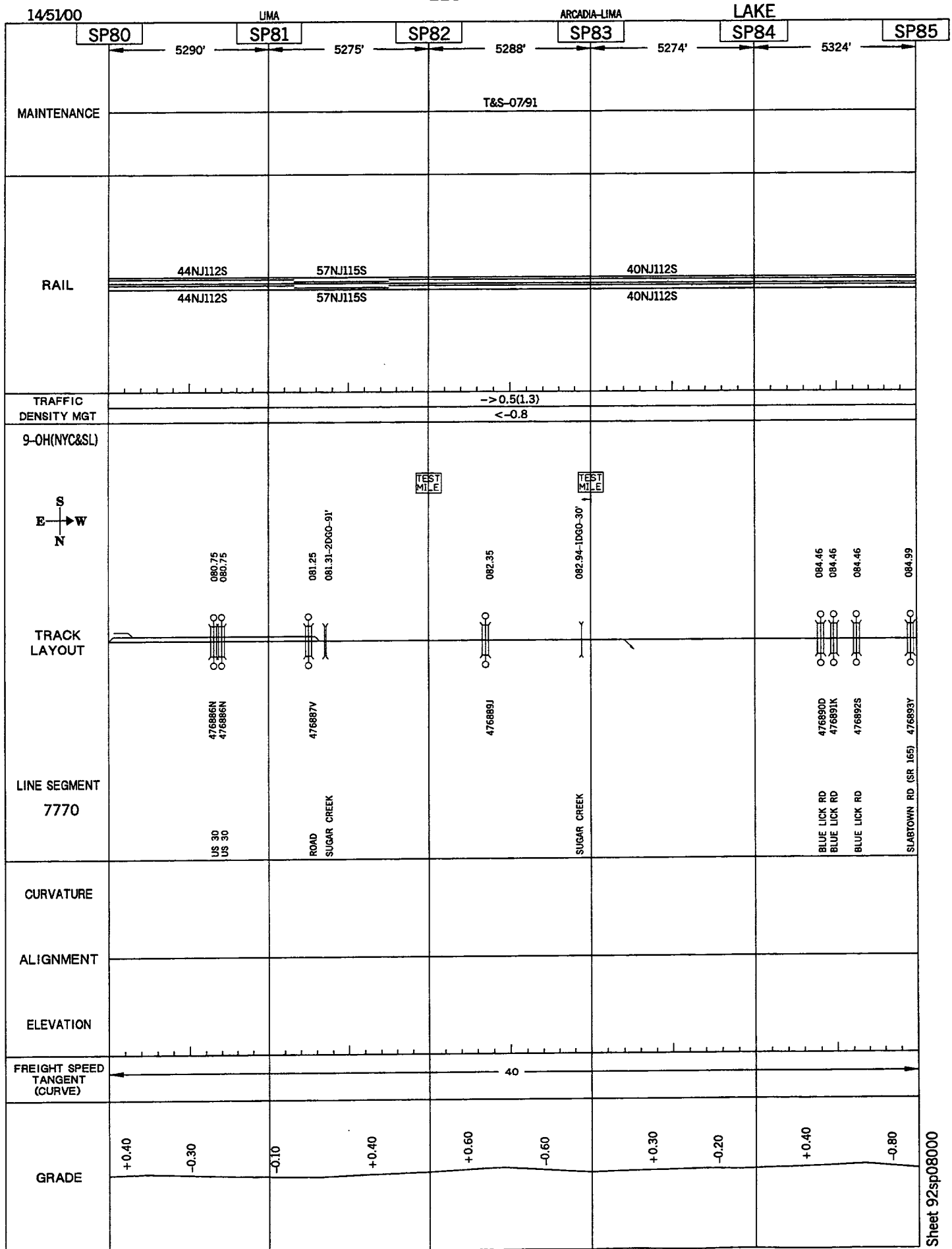


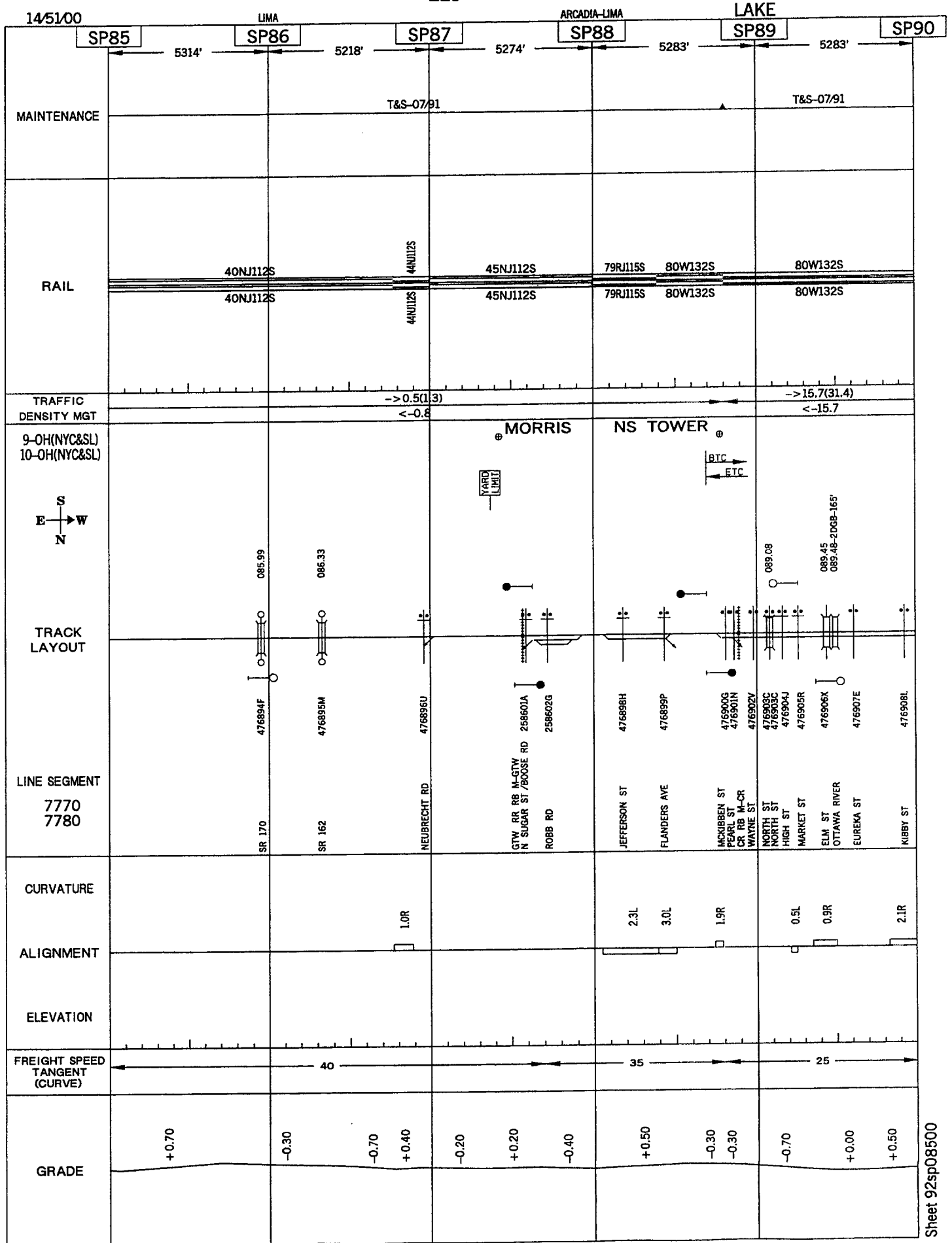


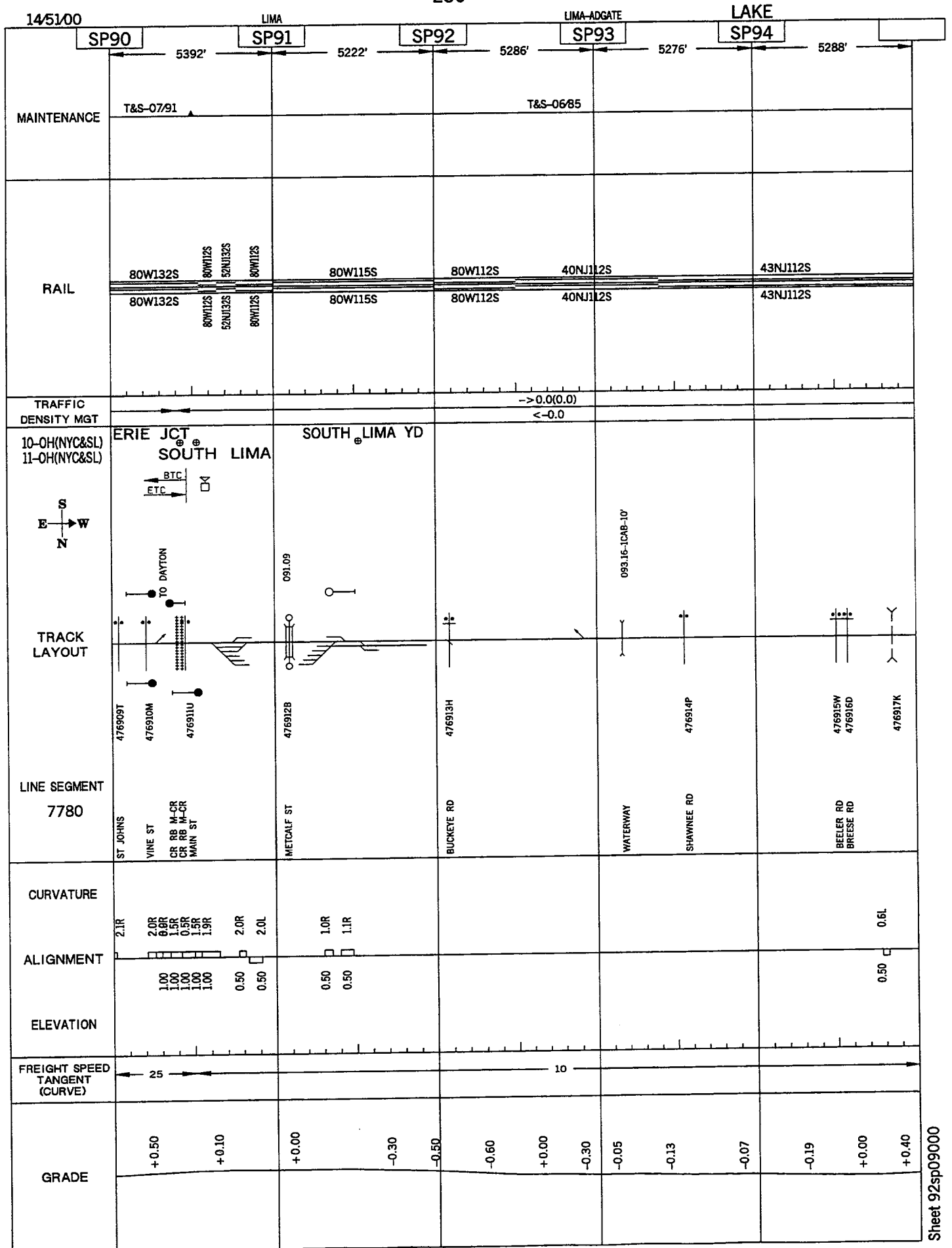


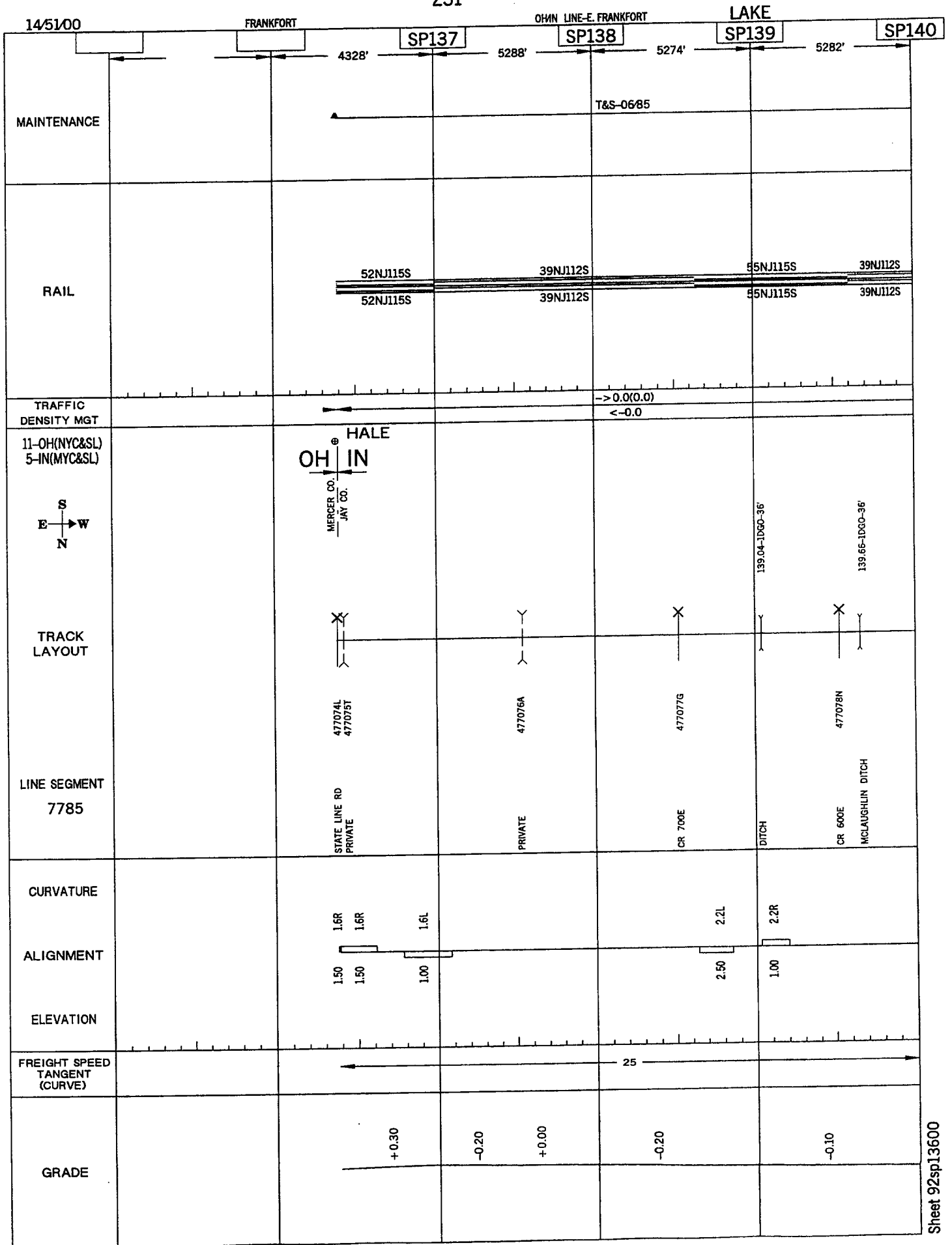






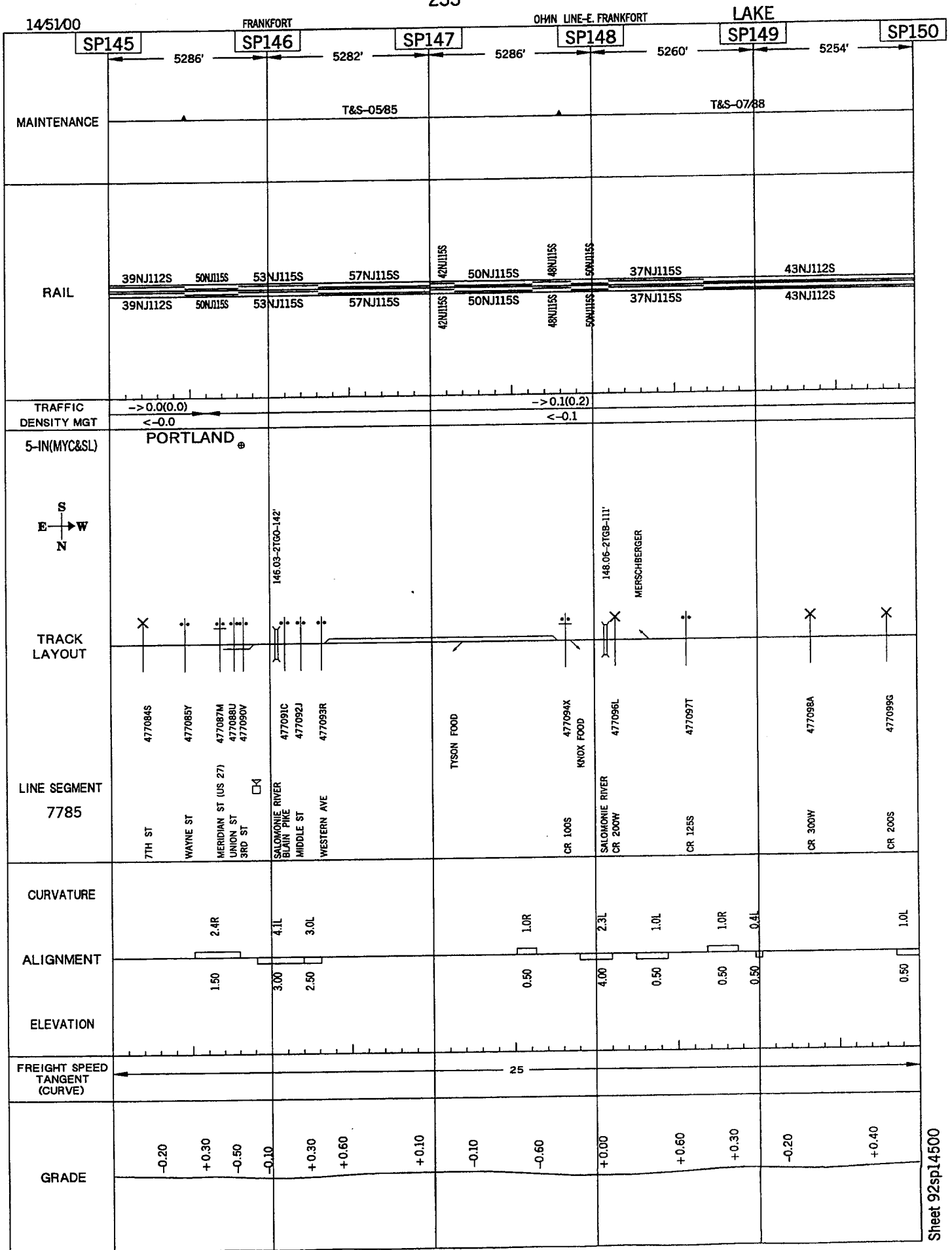


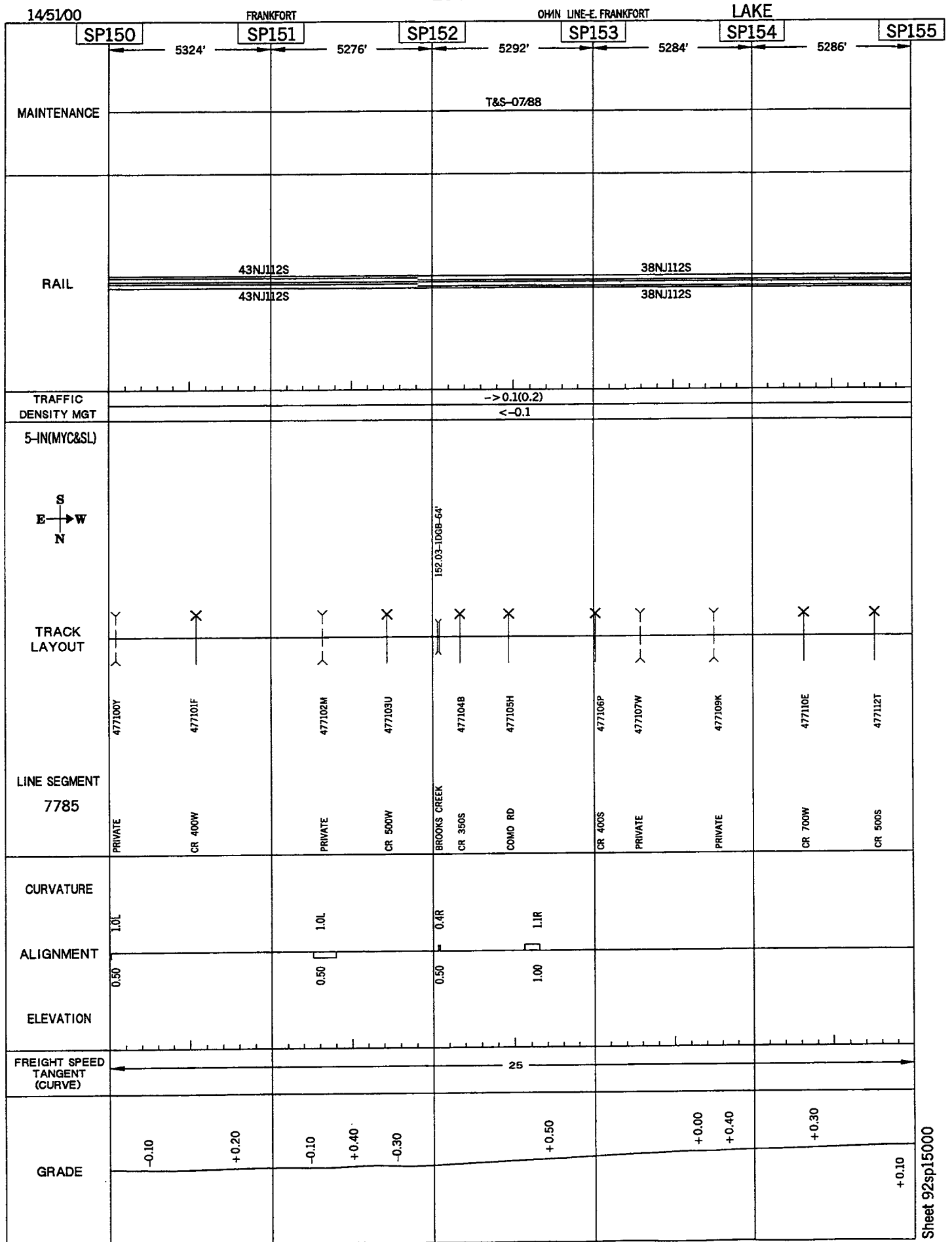




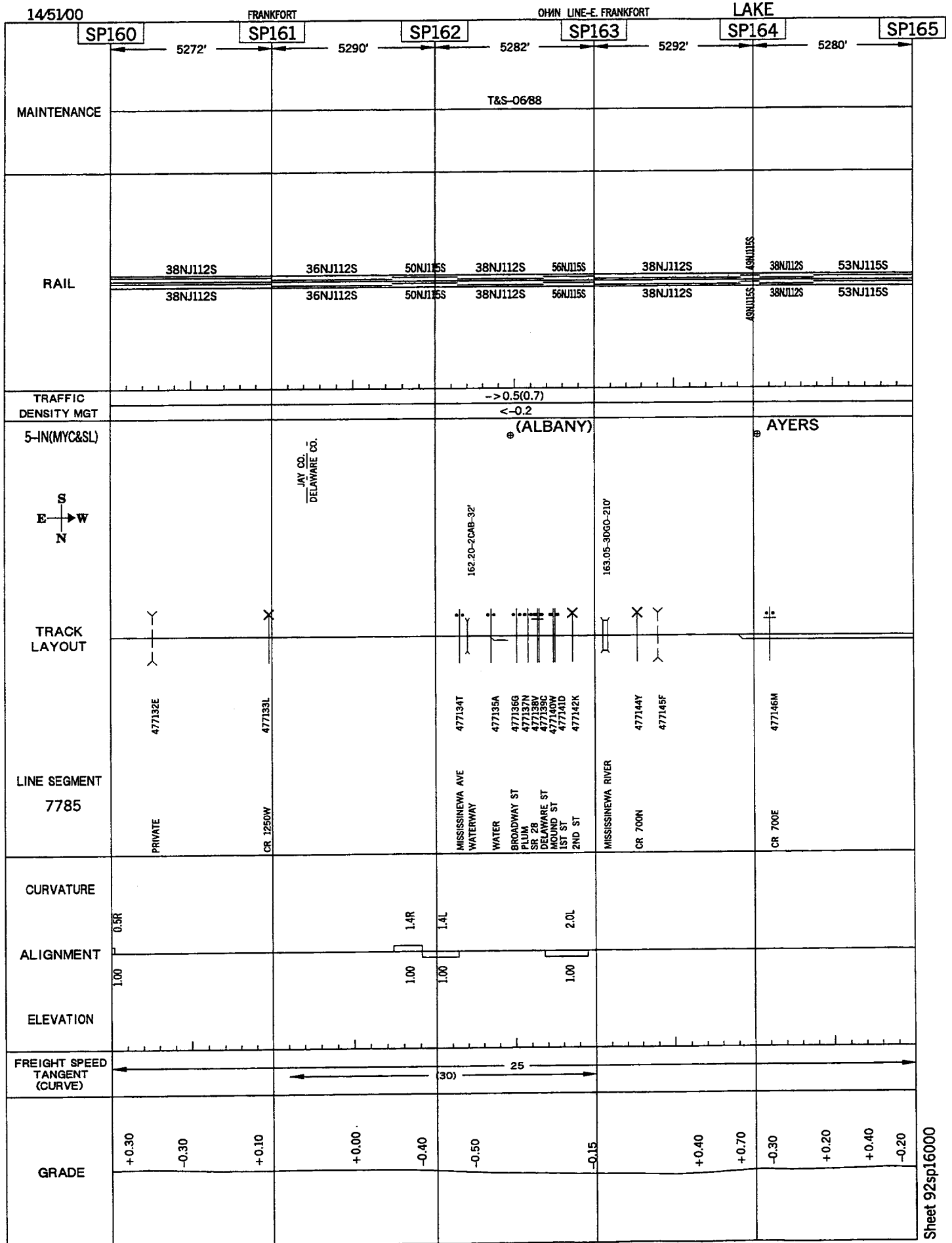


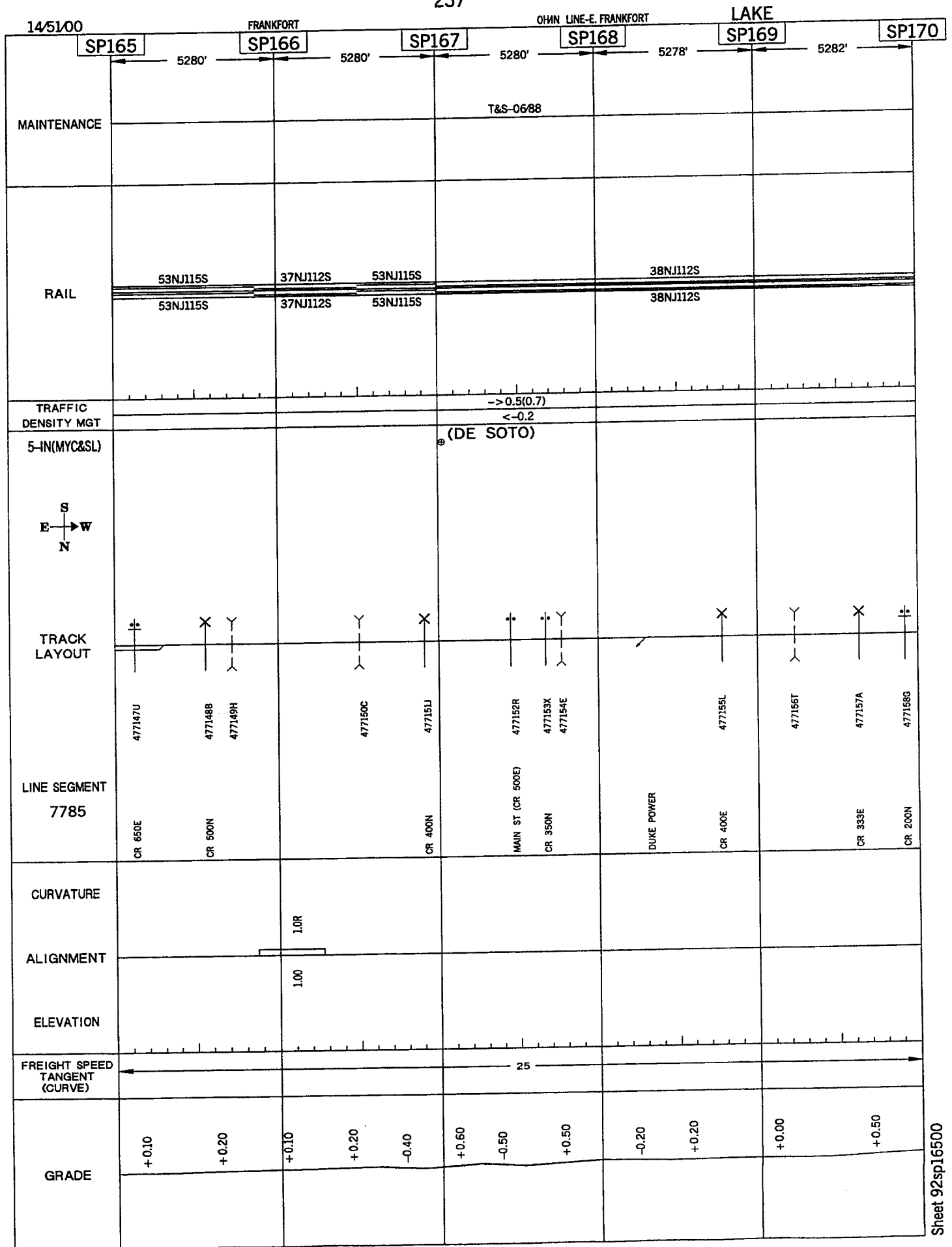
Sheet 92sp14000

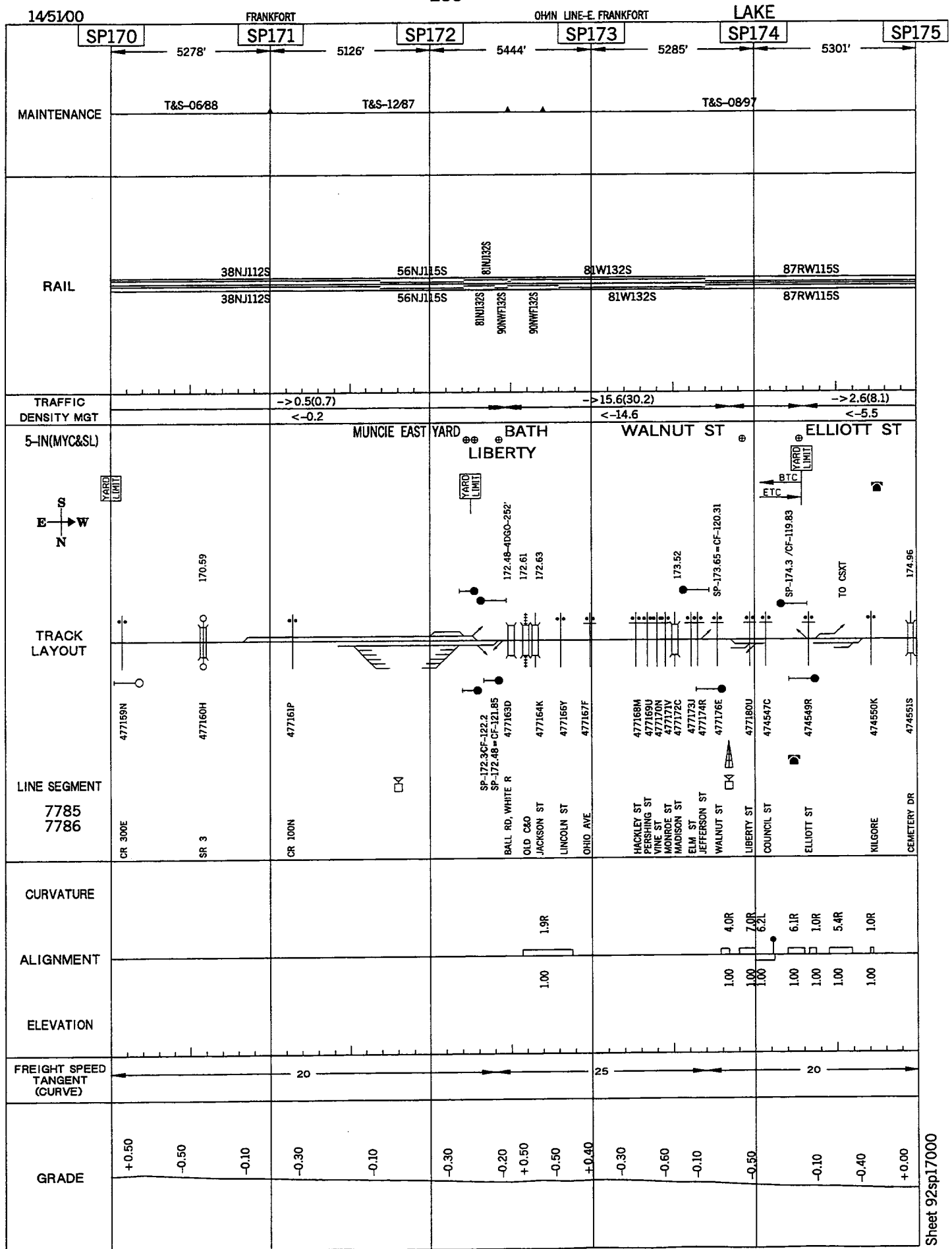


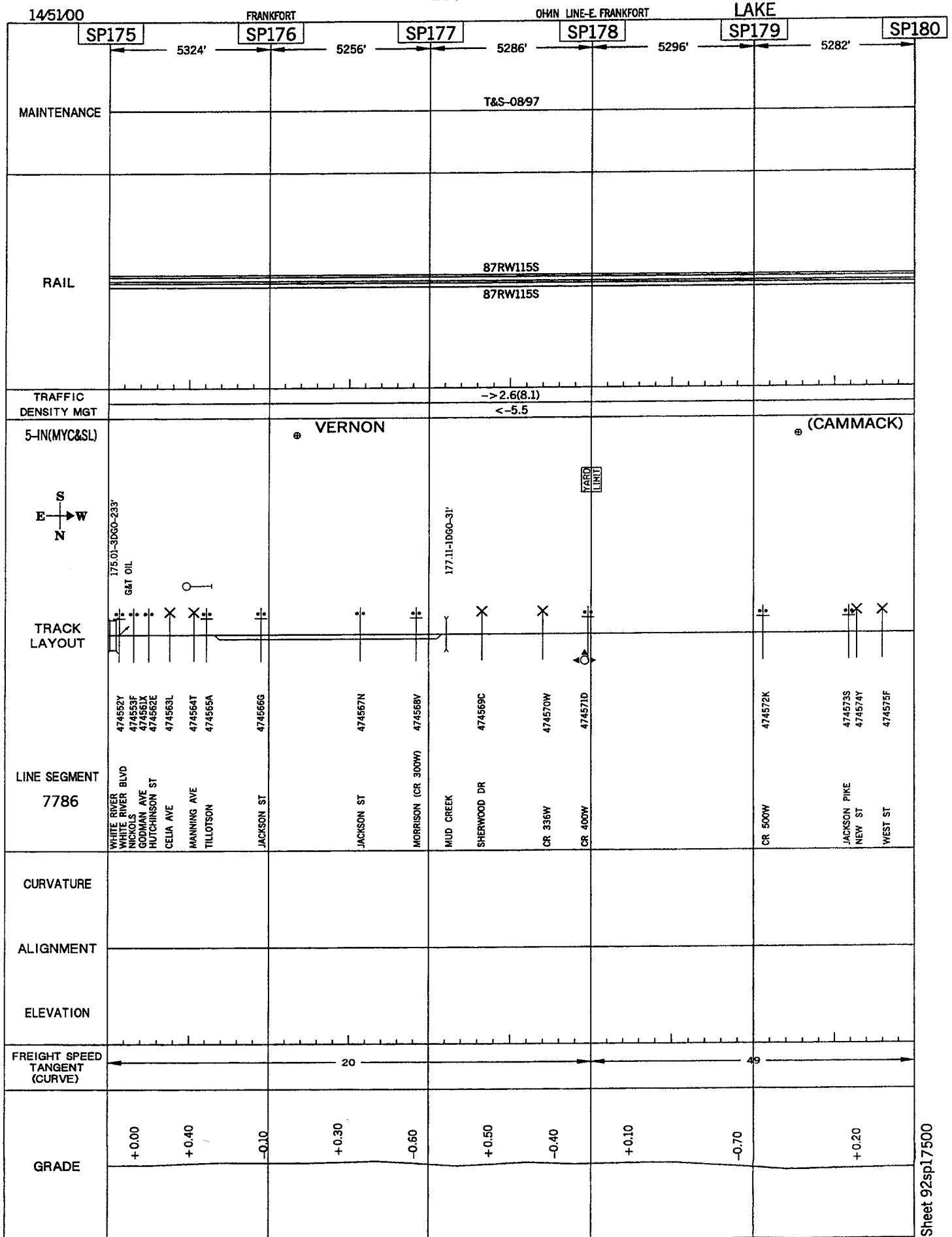


Sheet 92sp15500

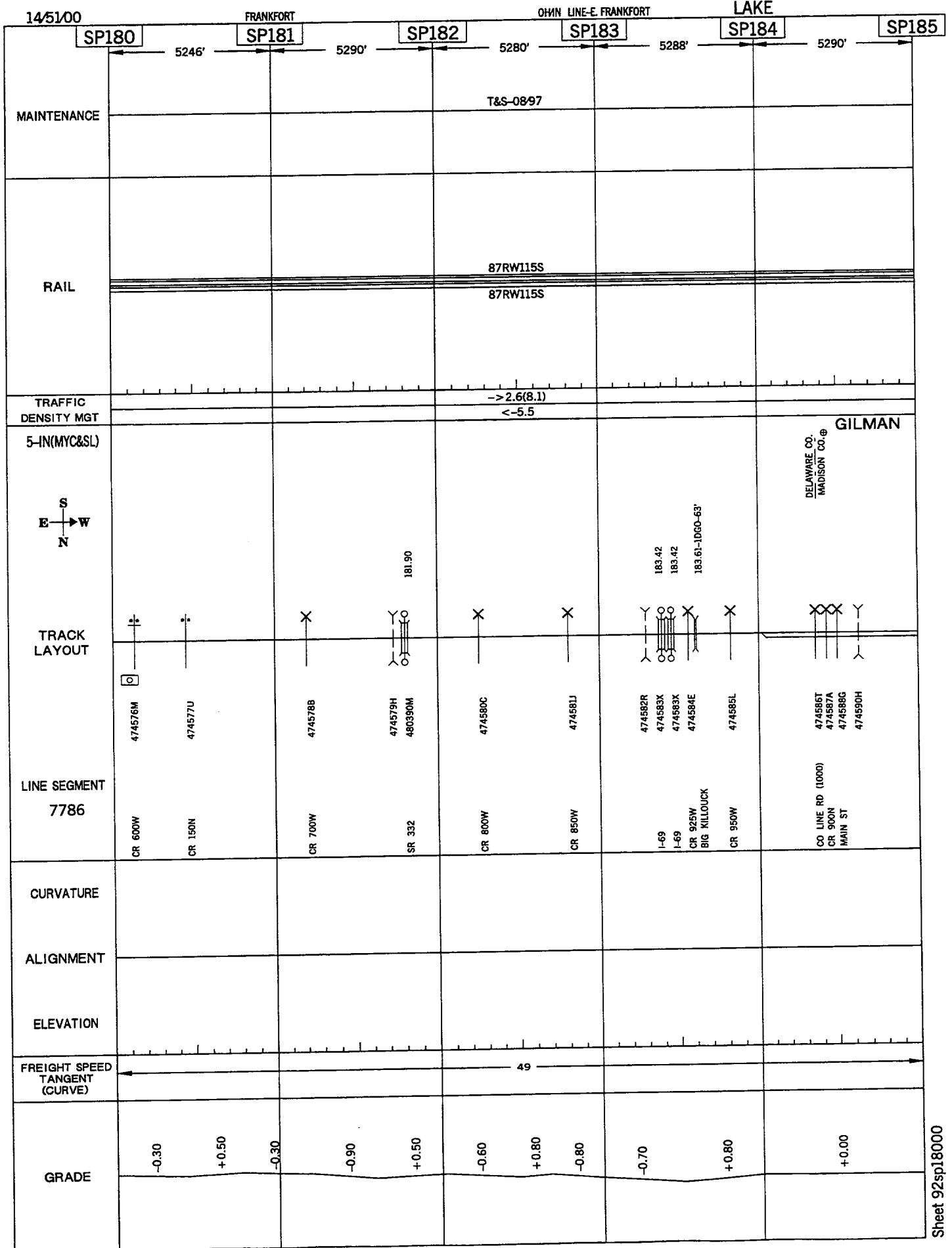


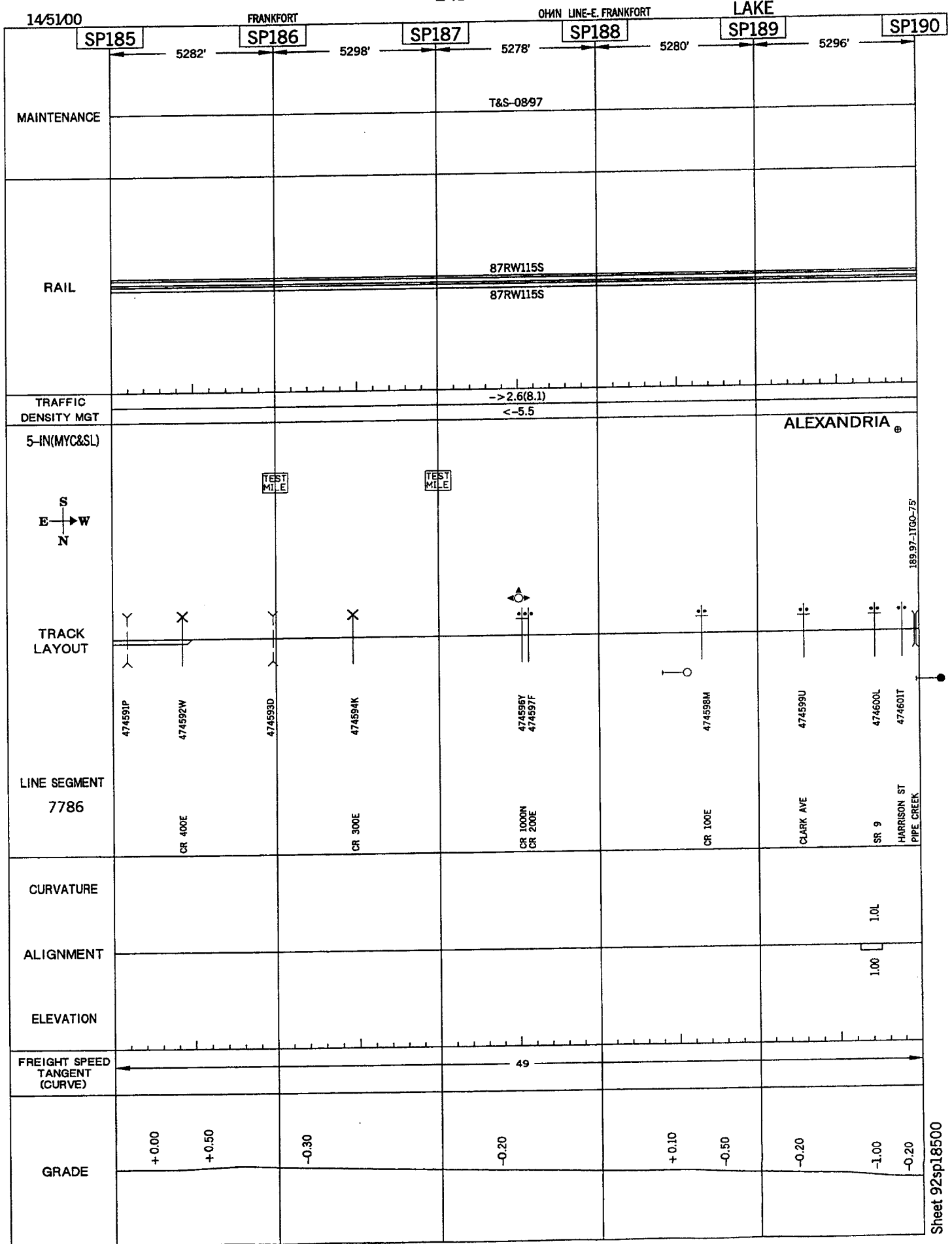


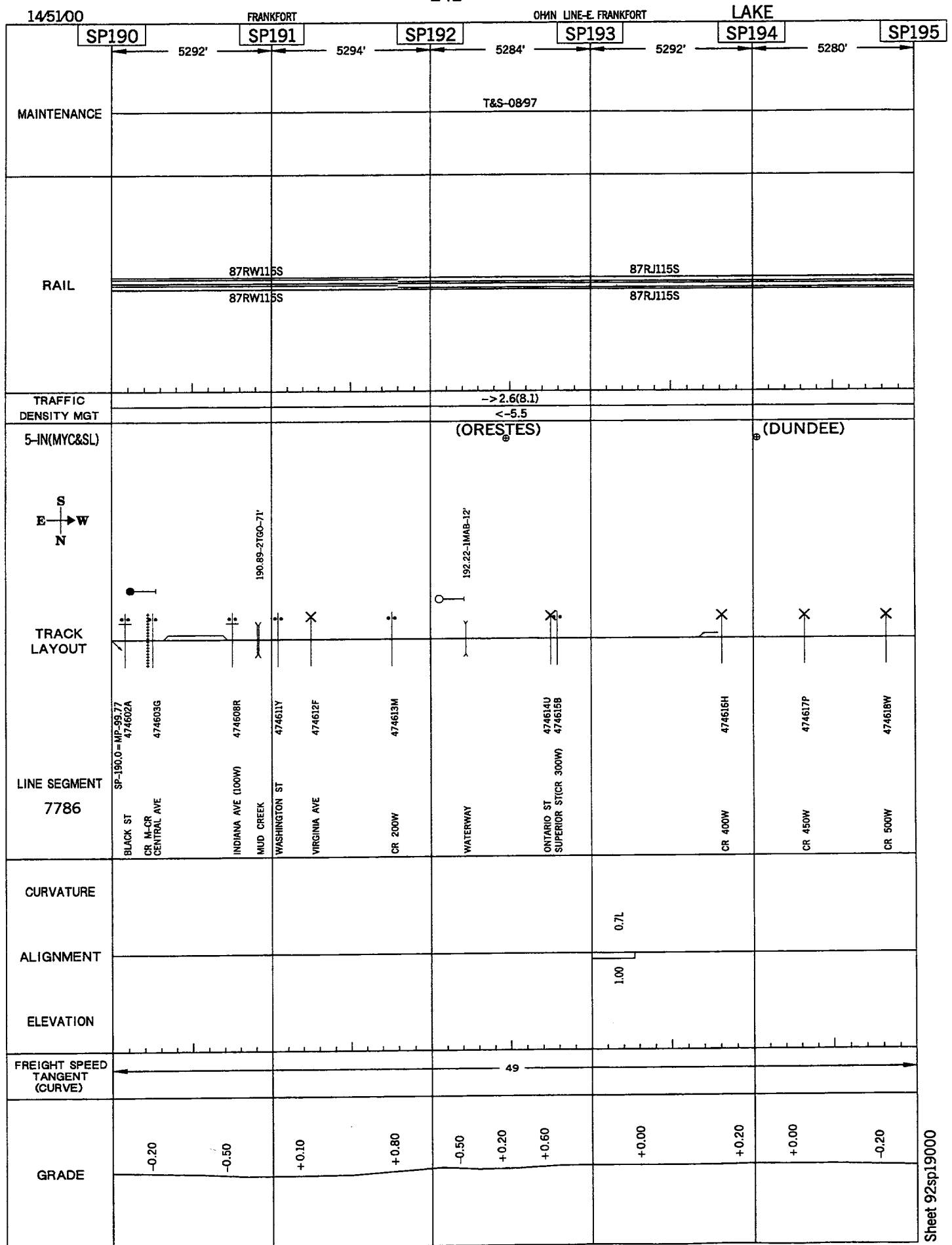


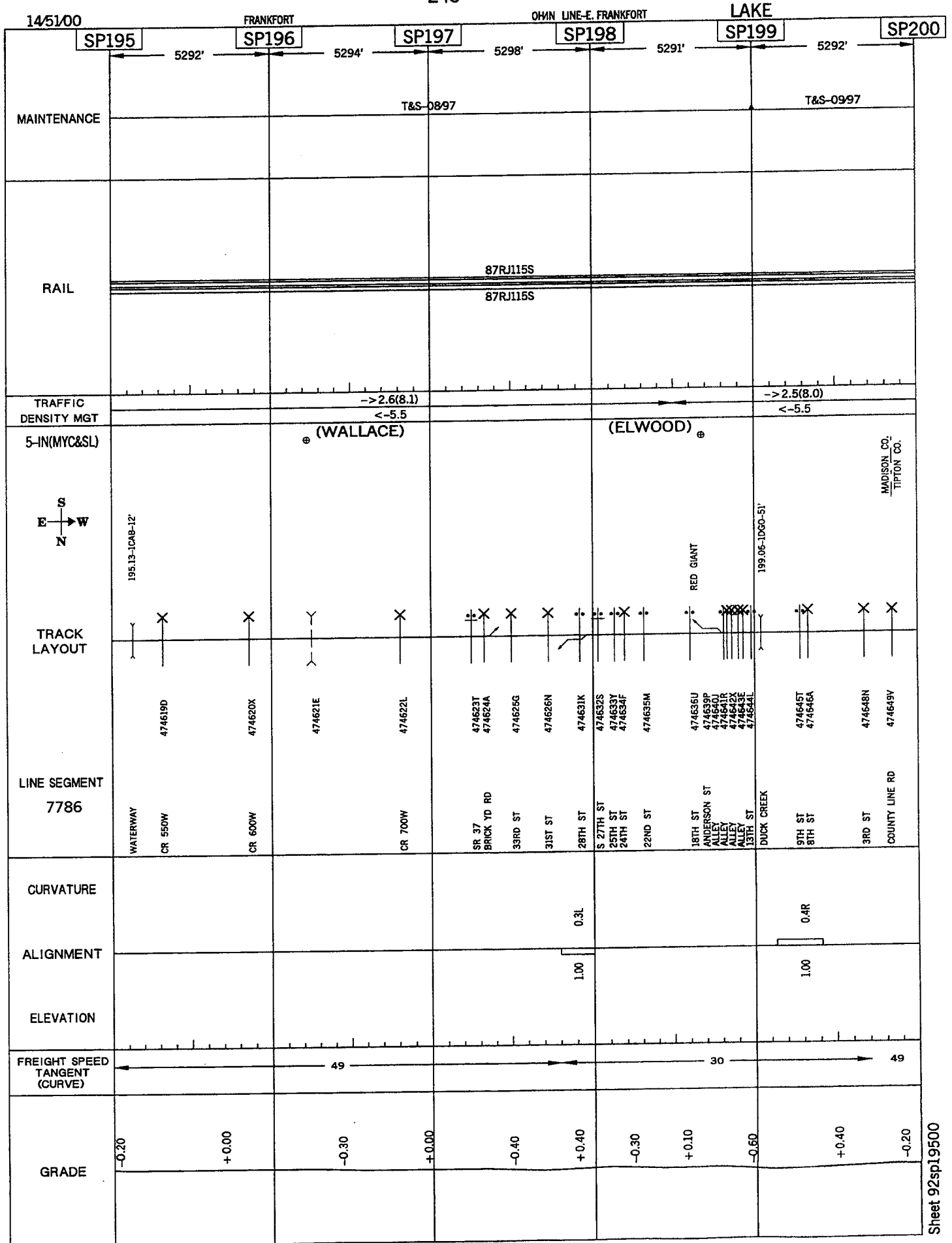


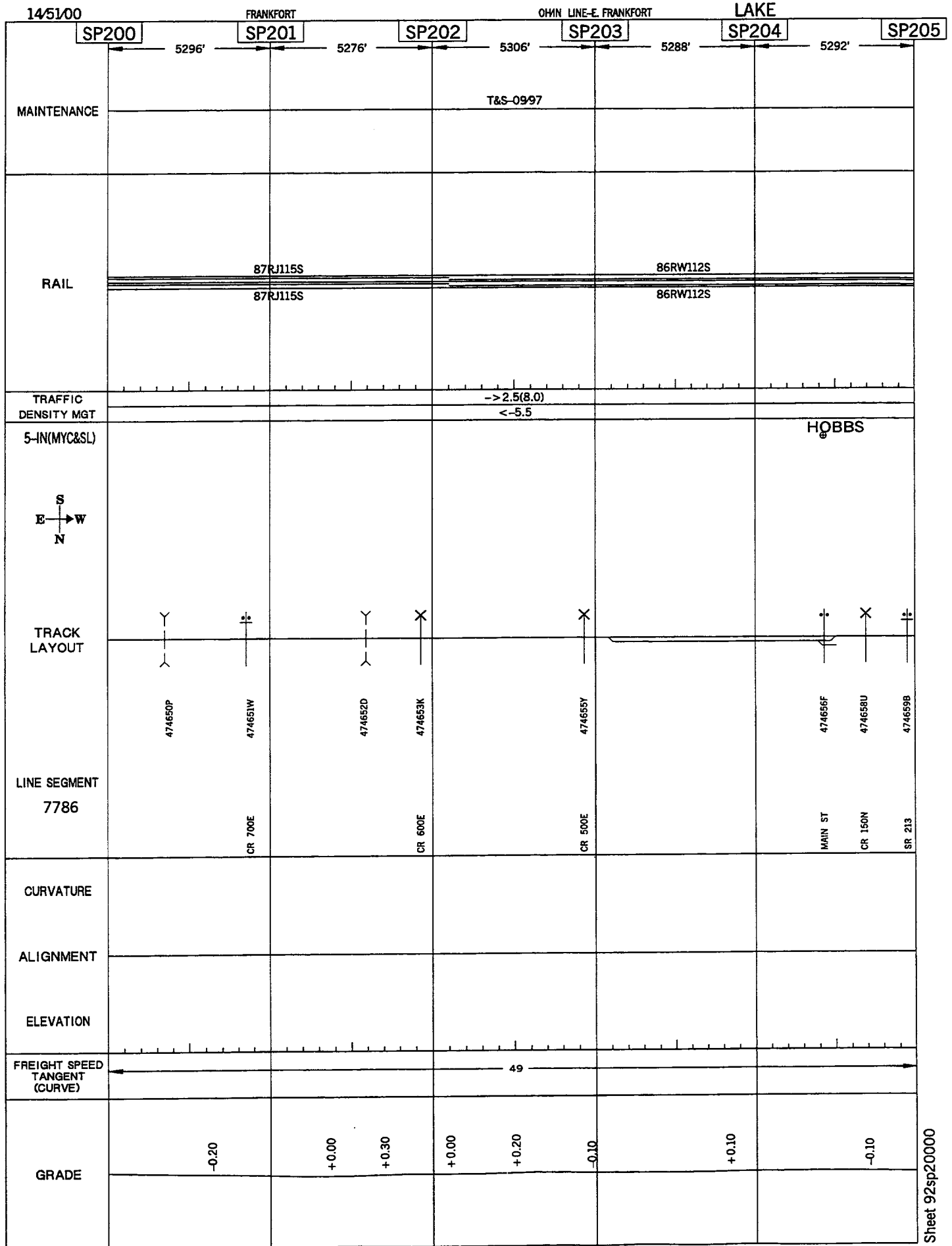


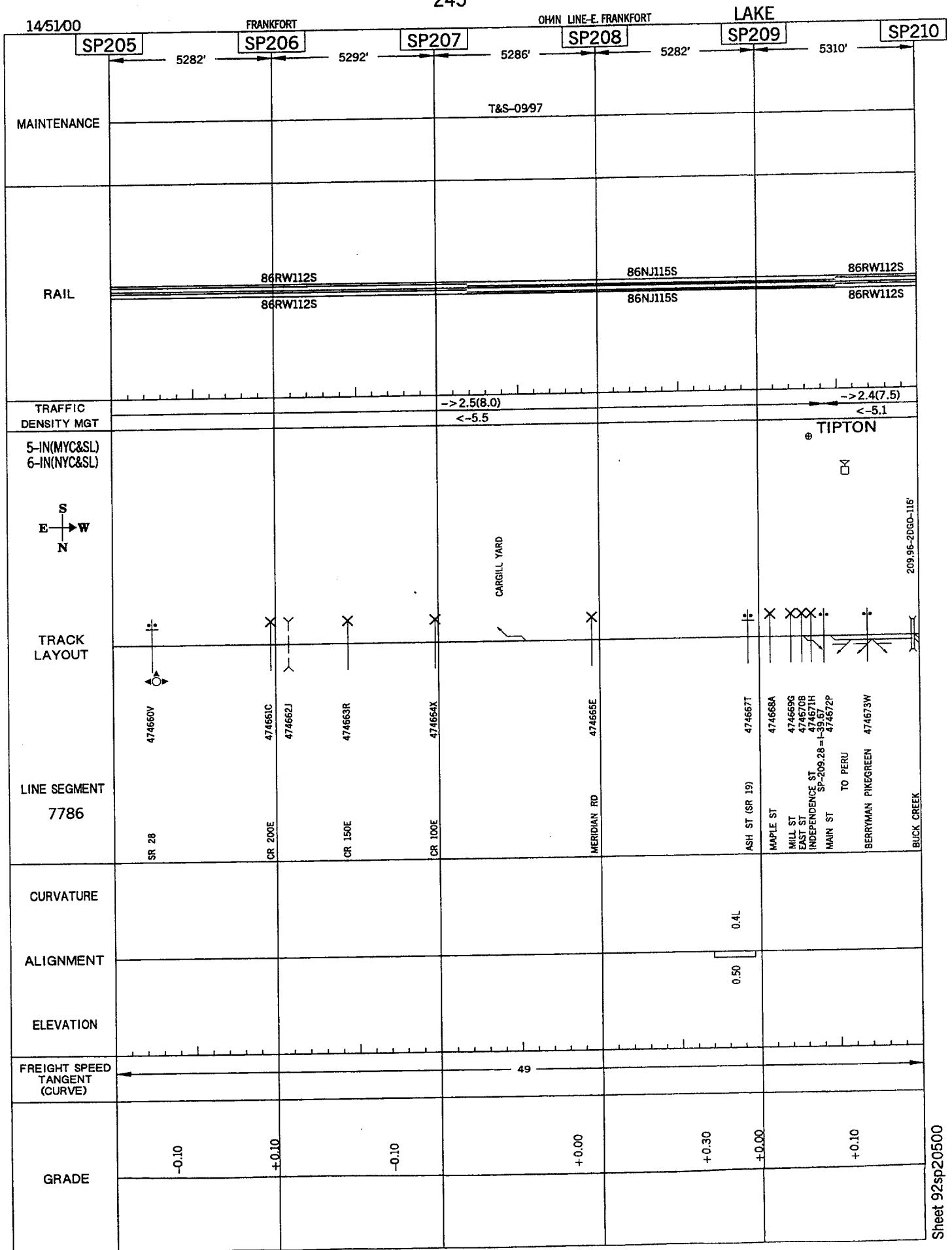


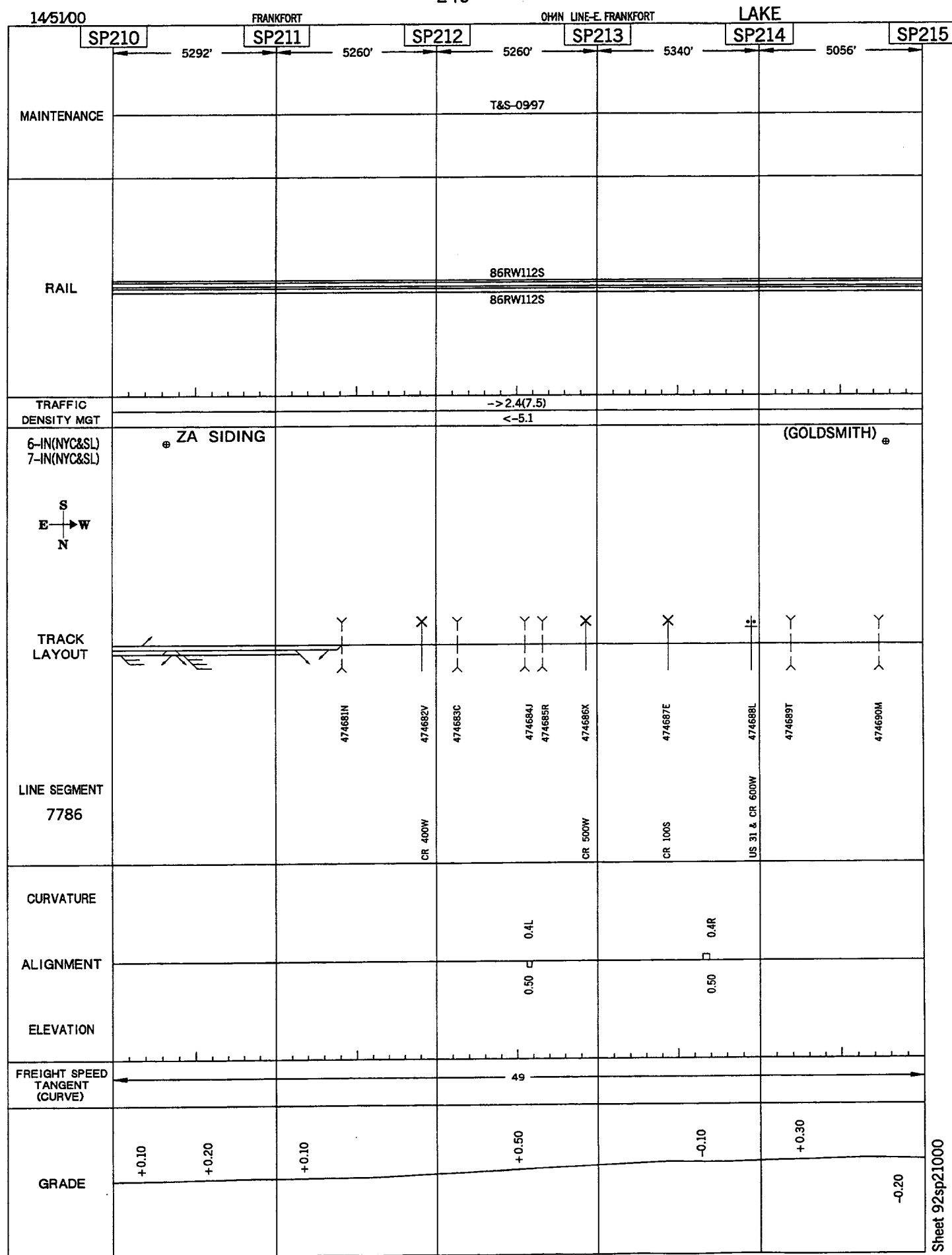


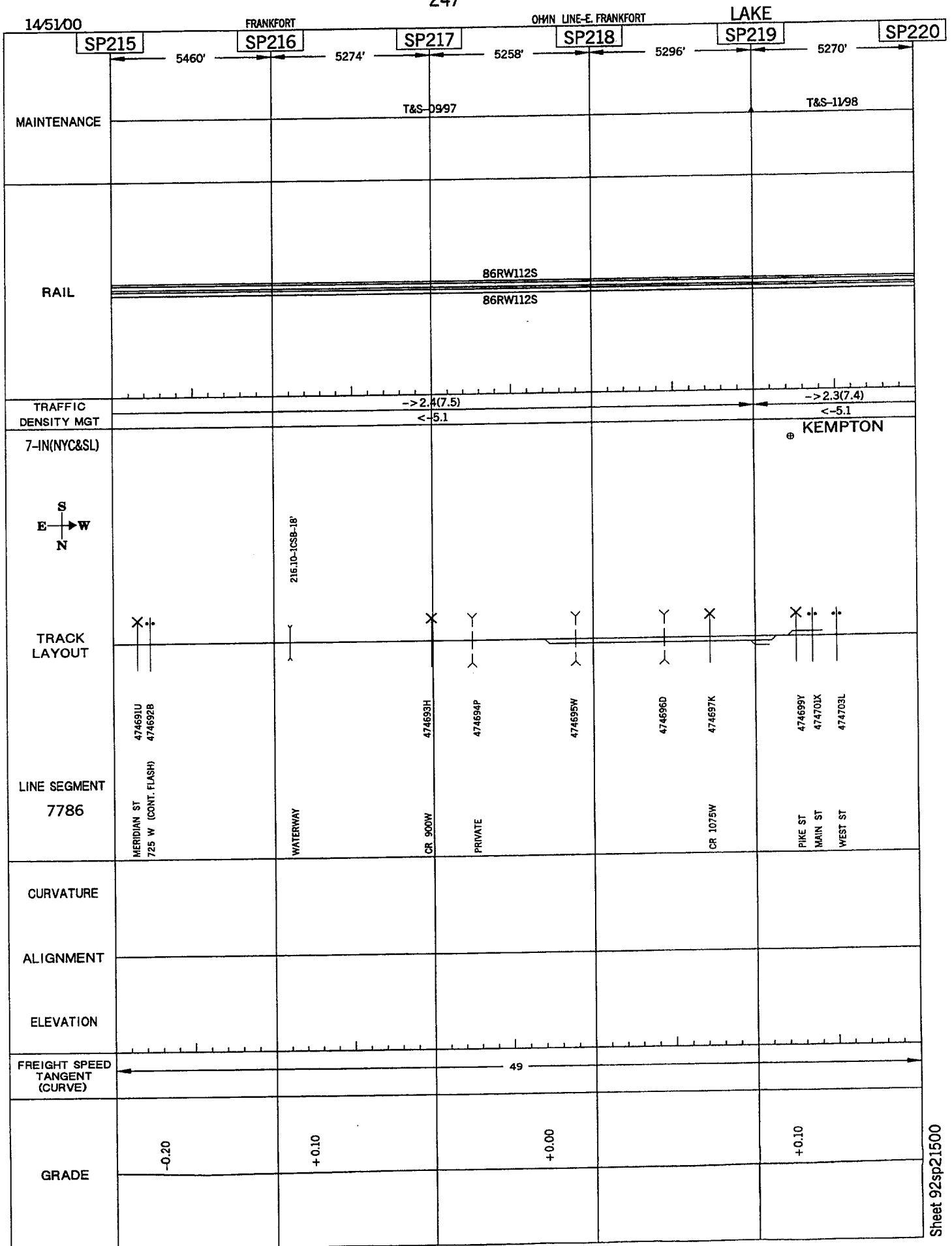




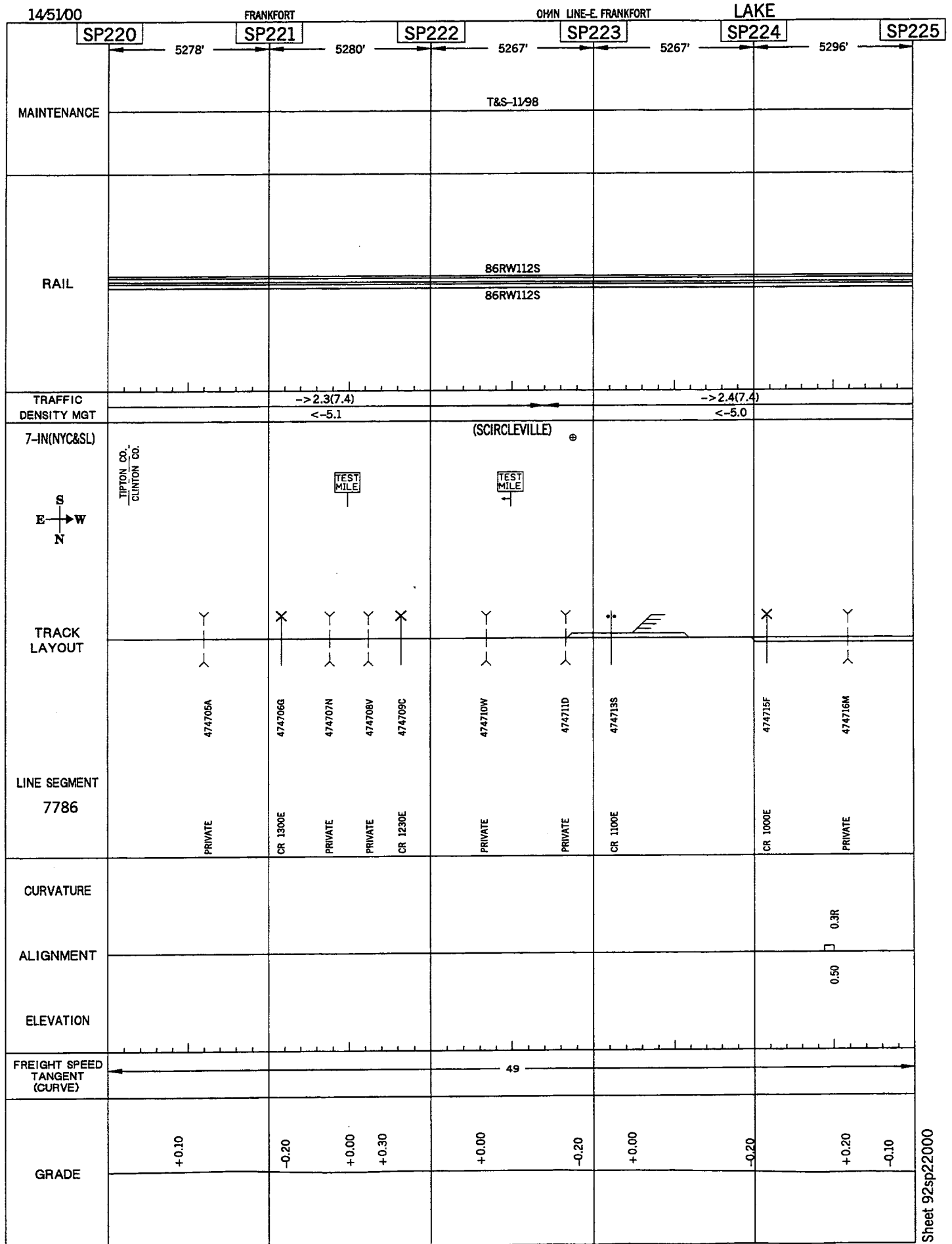




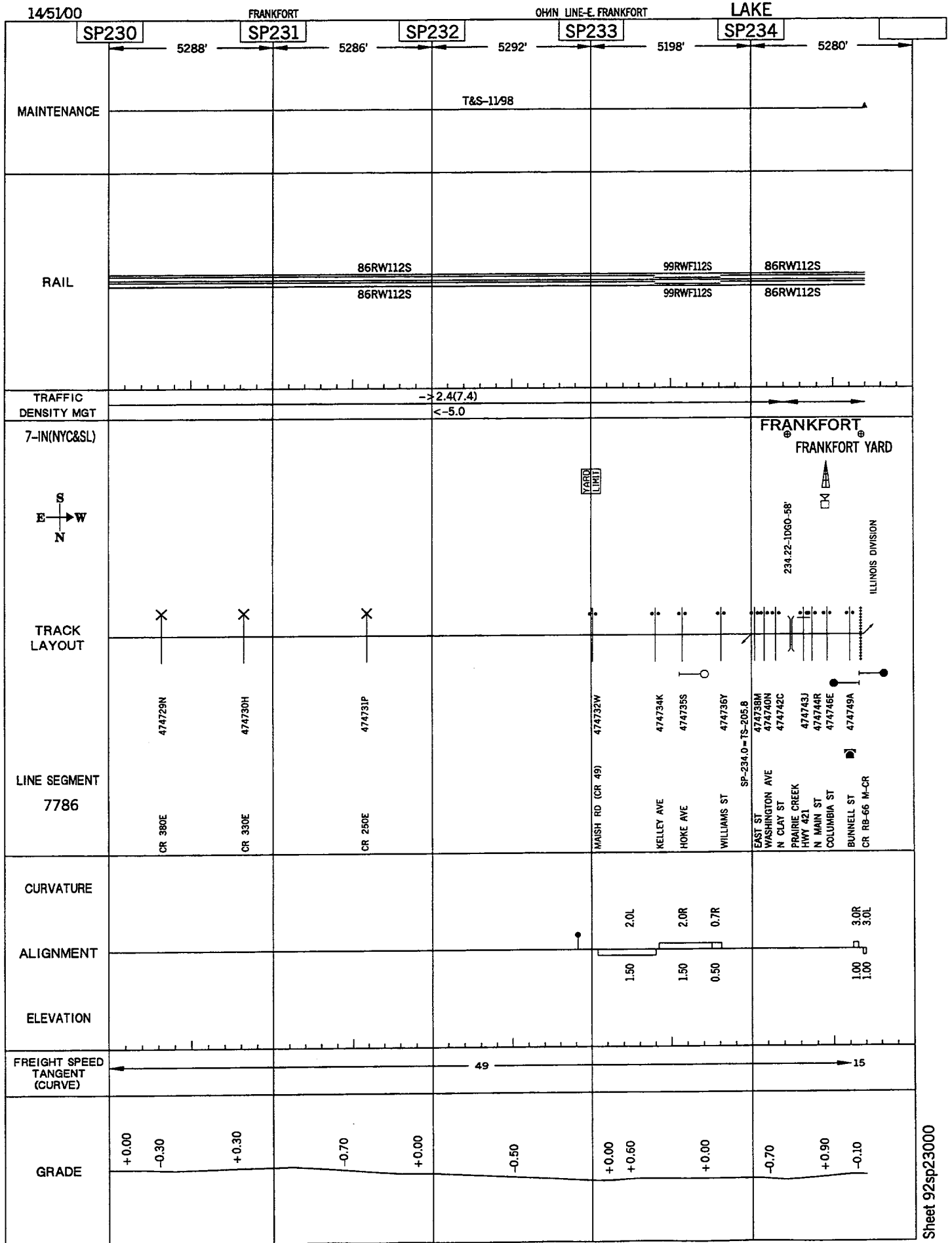




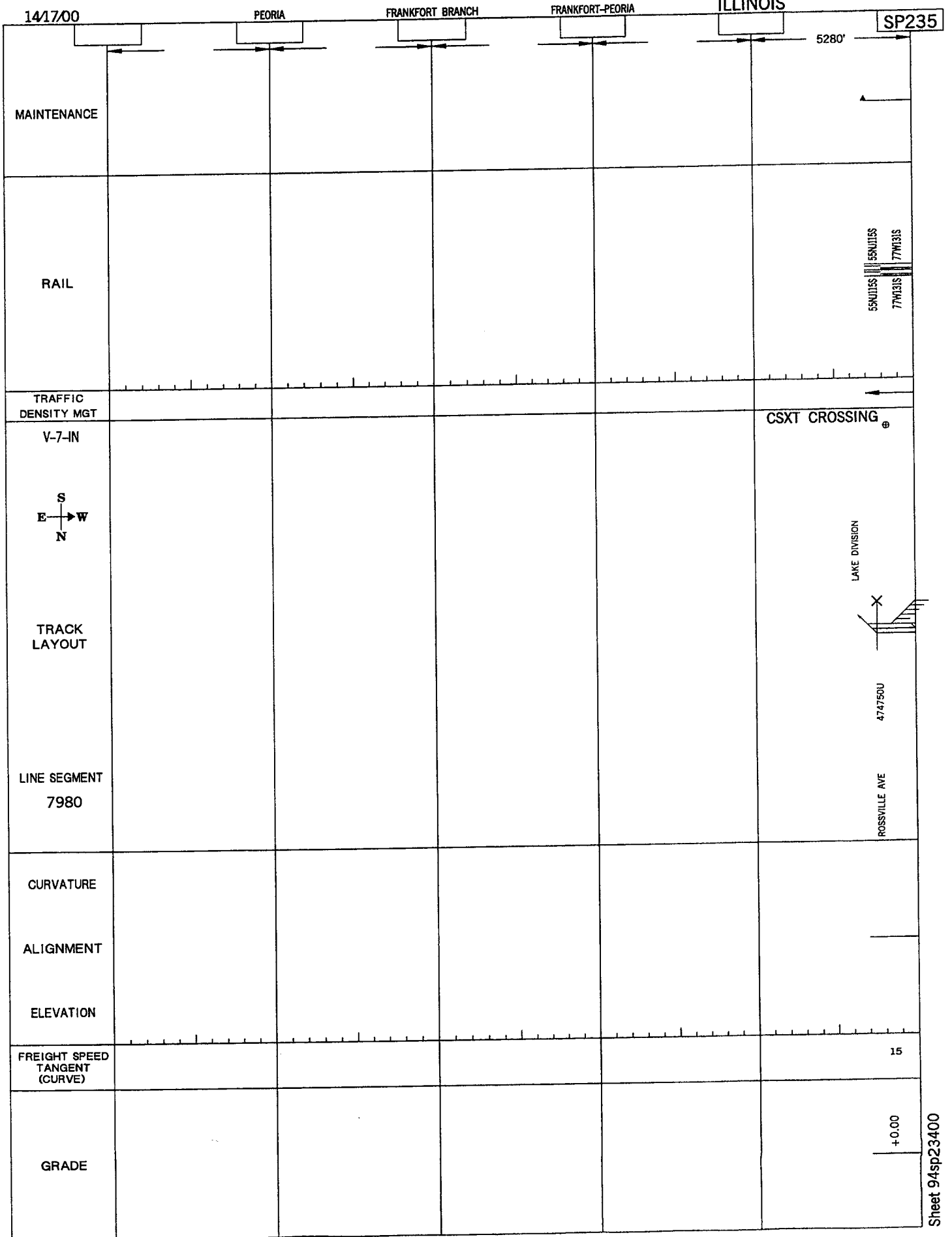




Sheet 92sp22500



250.1



250.2

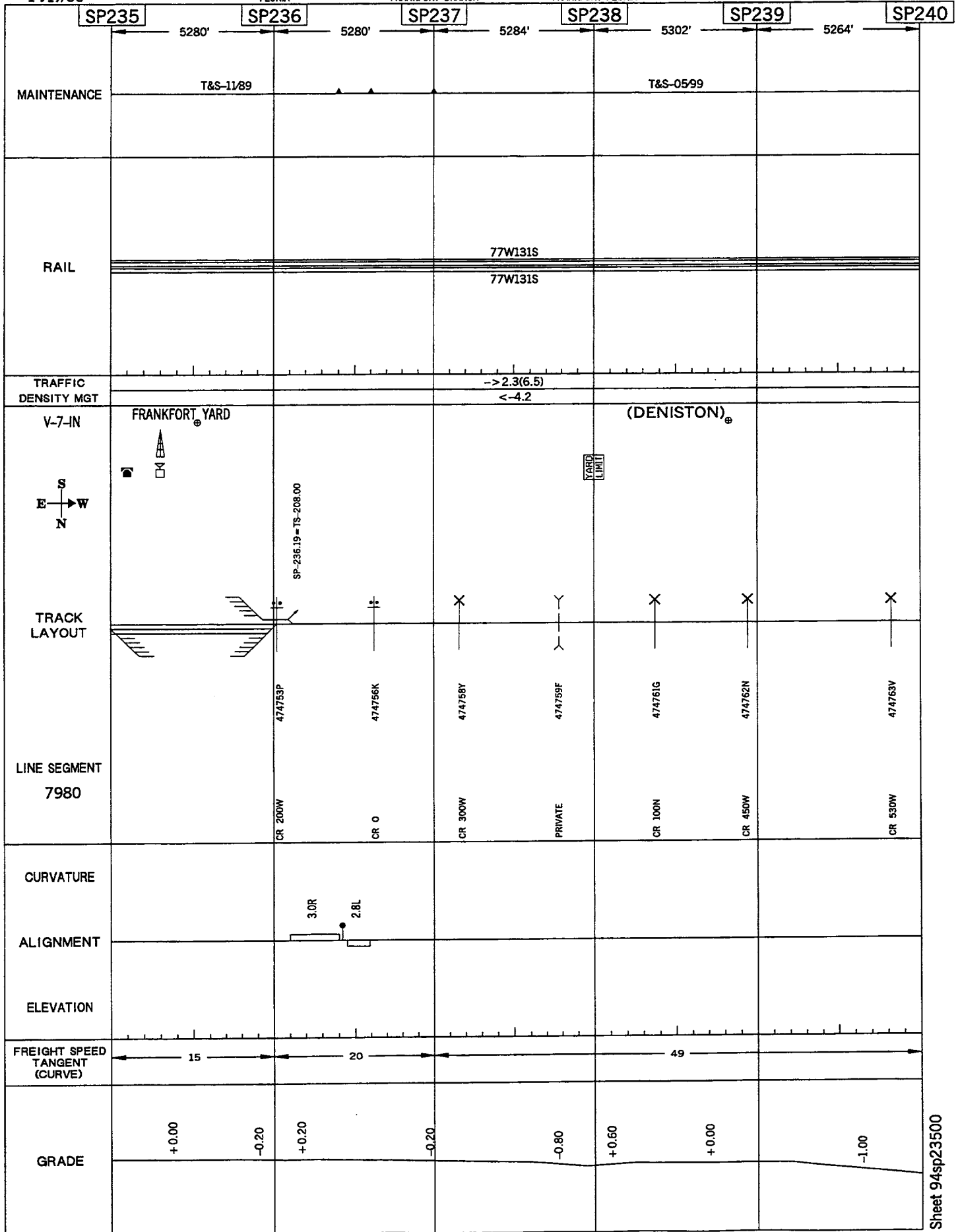
14/17/00

PEORIA

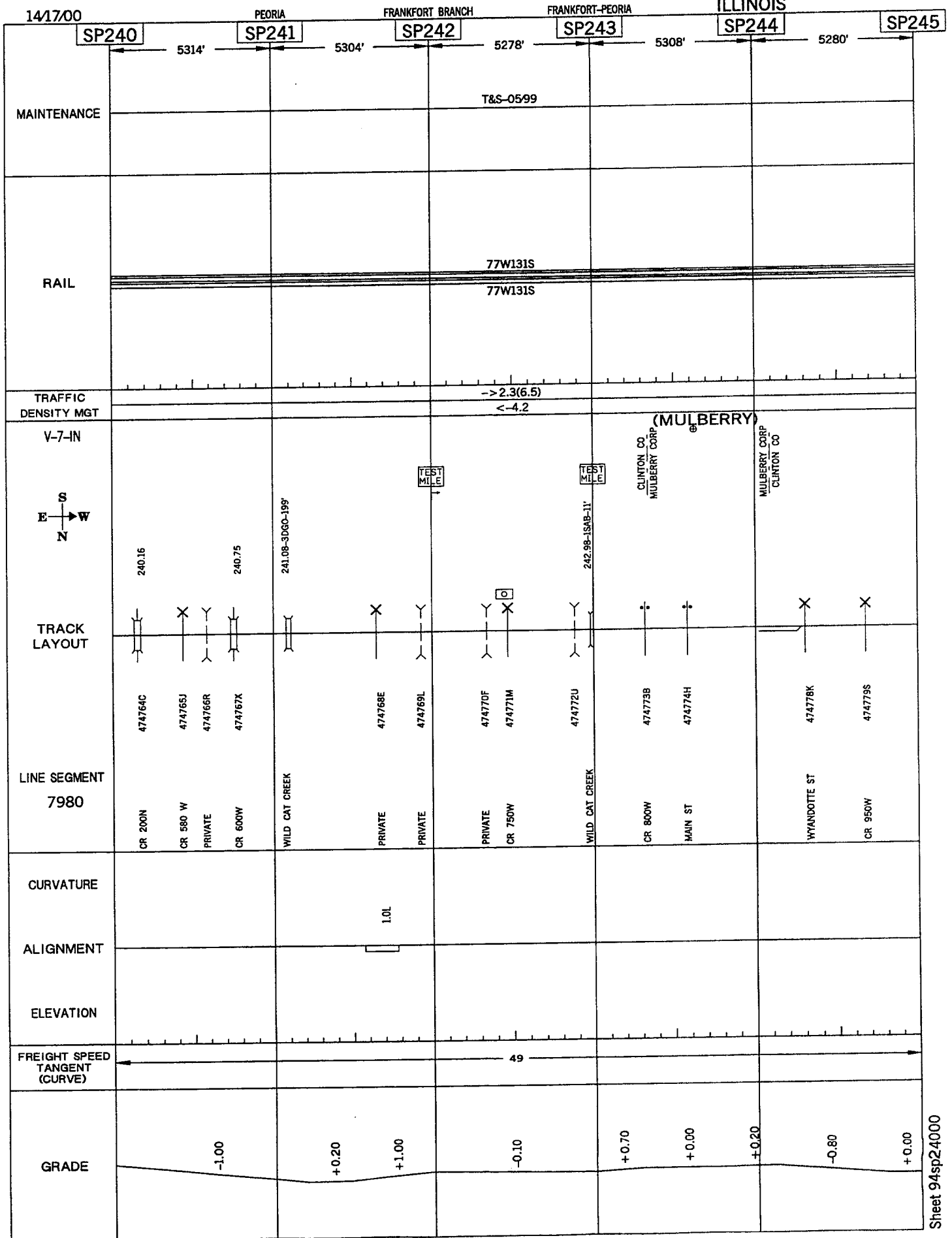
FRANKFORT BRANCH

FRANKFORT-PEORIA

ILLINOIS



250.3



250.4

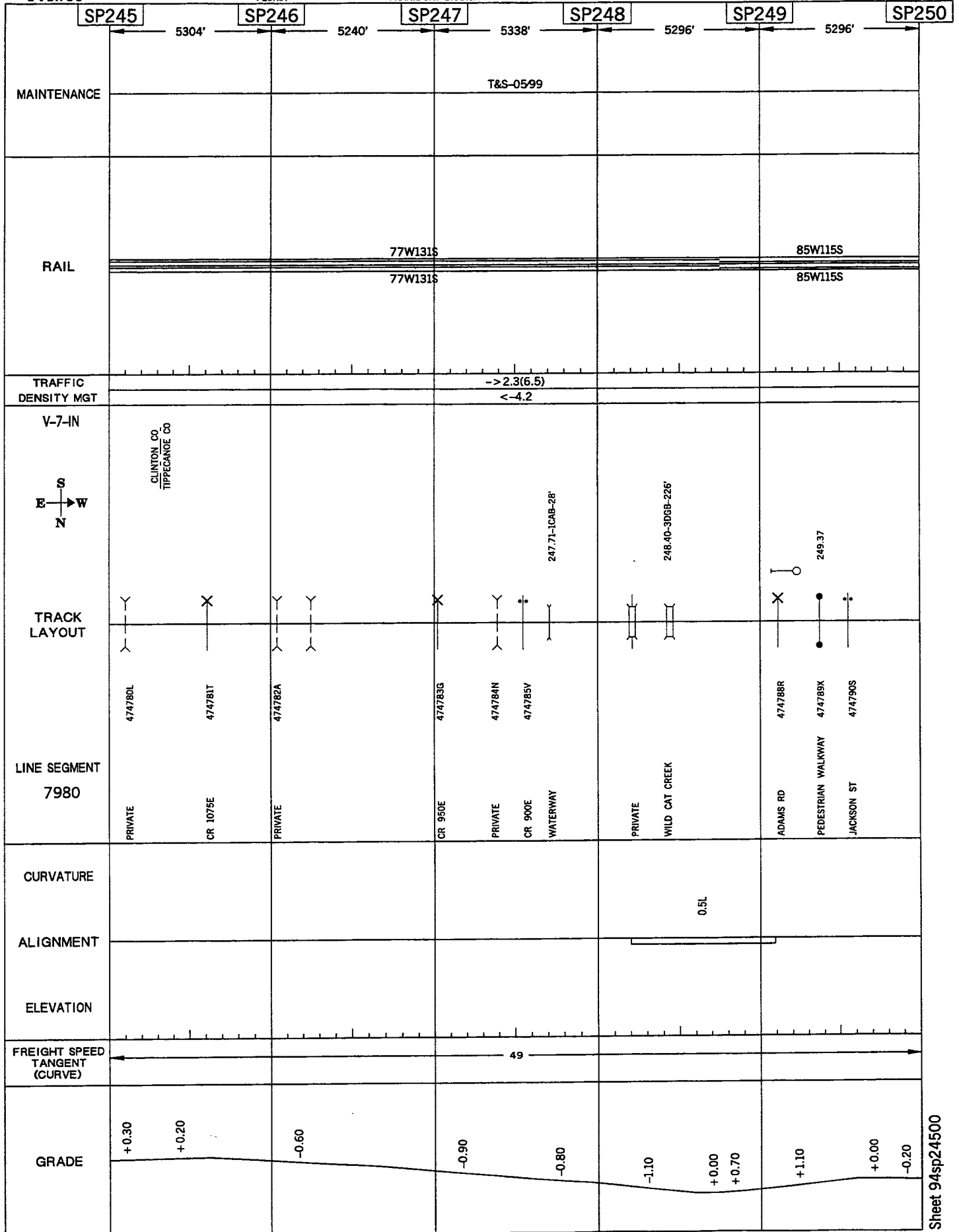
14/17/00

PEORIA

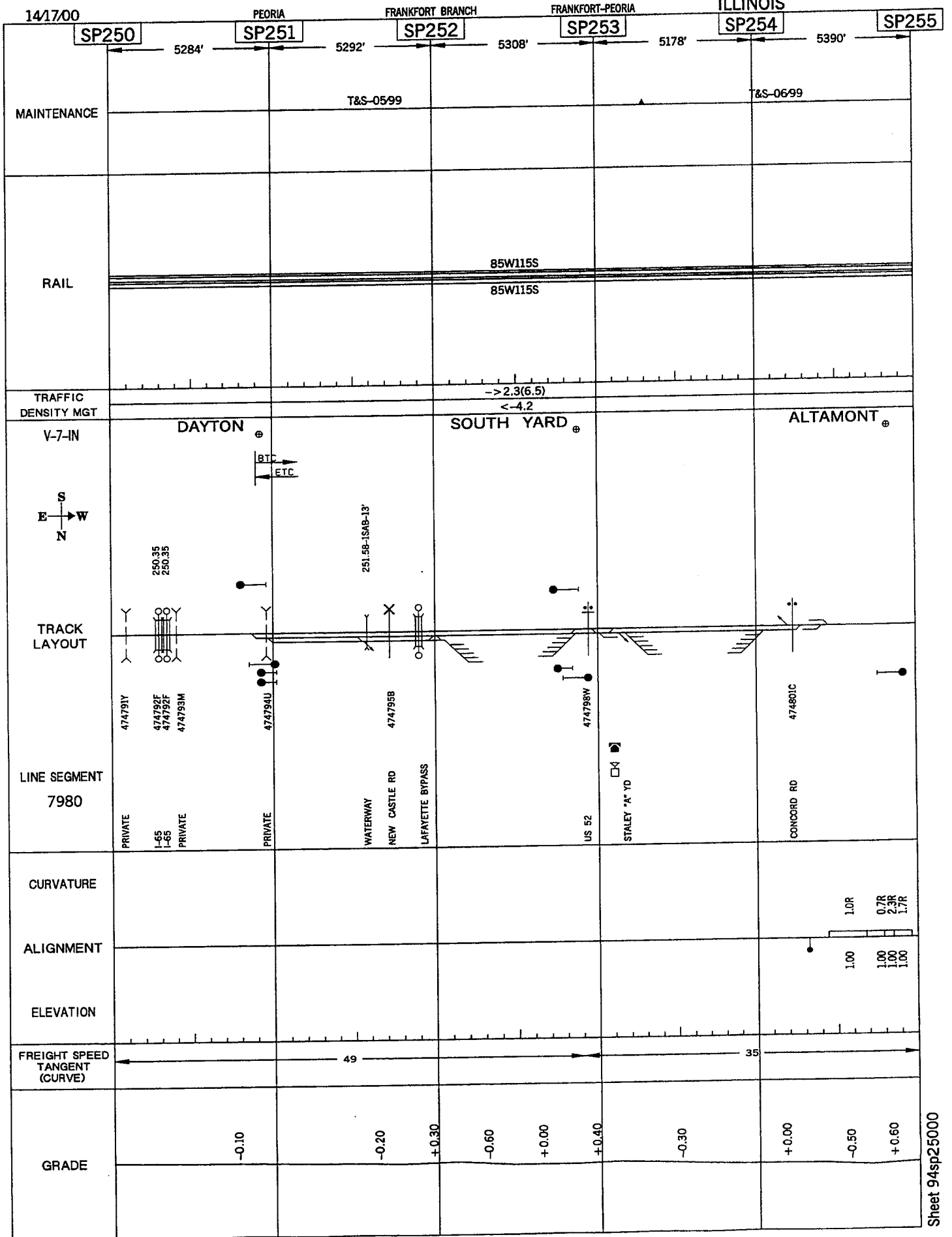
FRANKFORT BRANCH

FRANKFORT-PEORIA

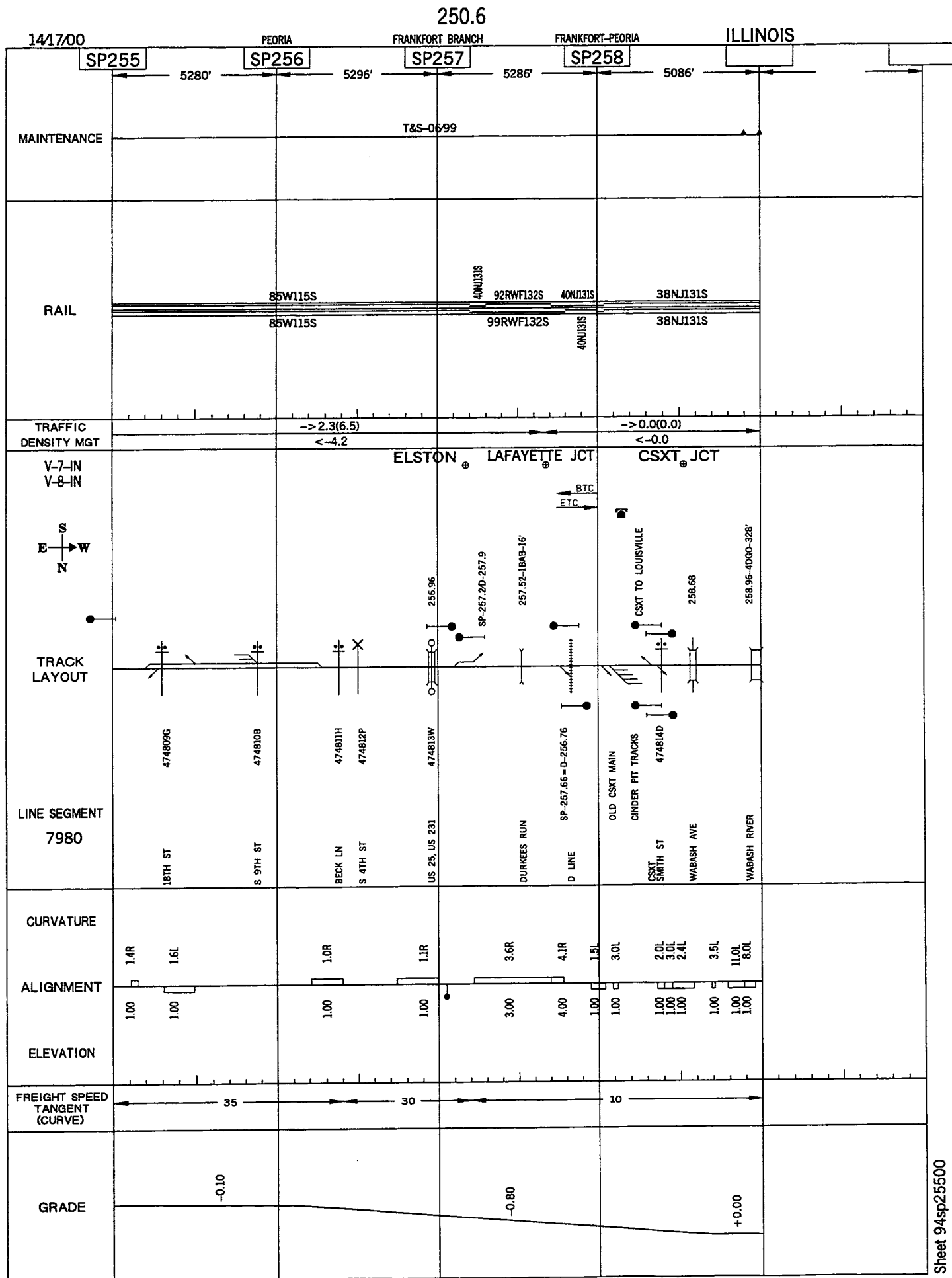
ILLINOIS



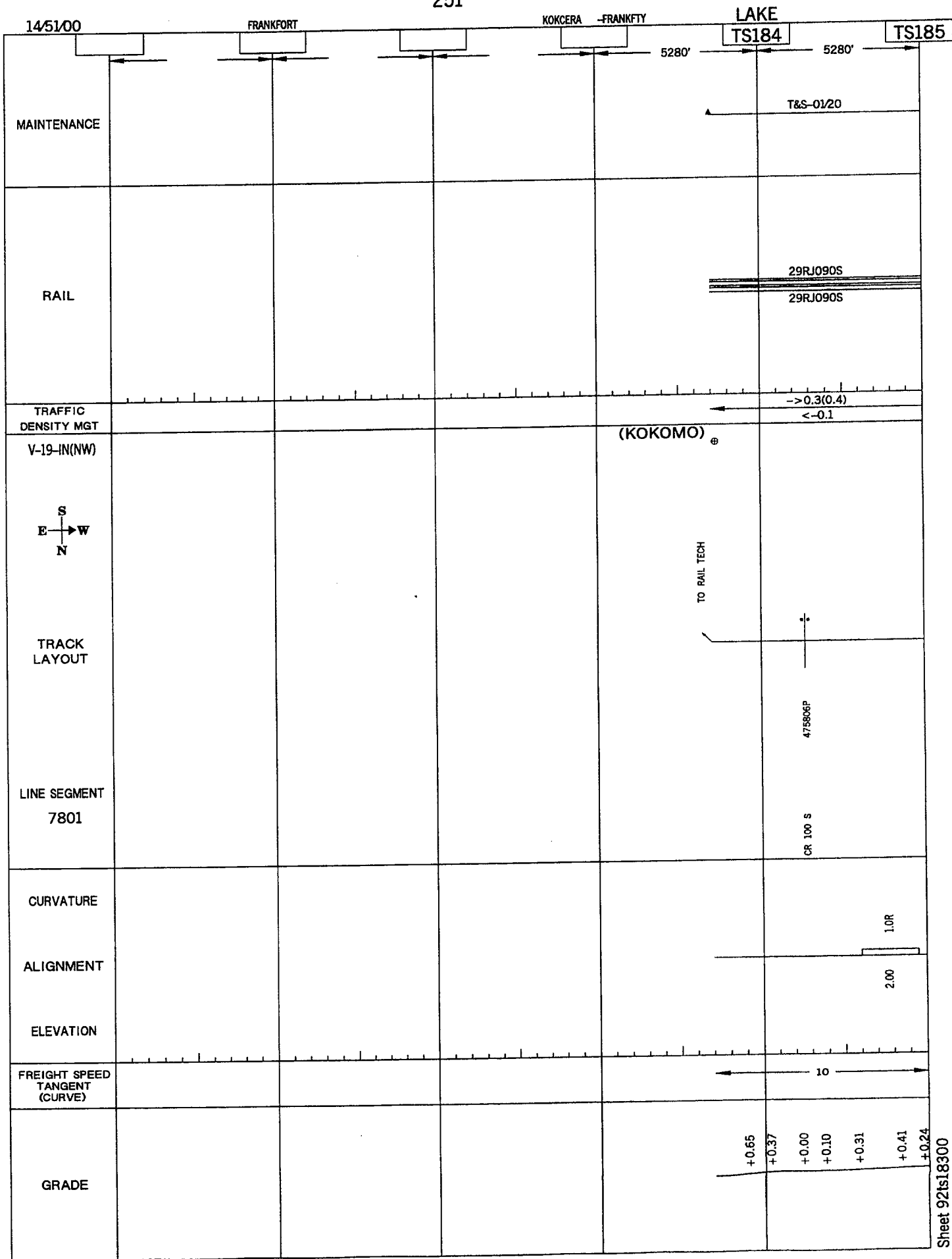
250.5

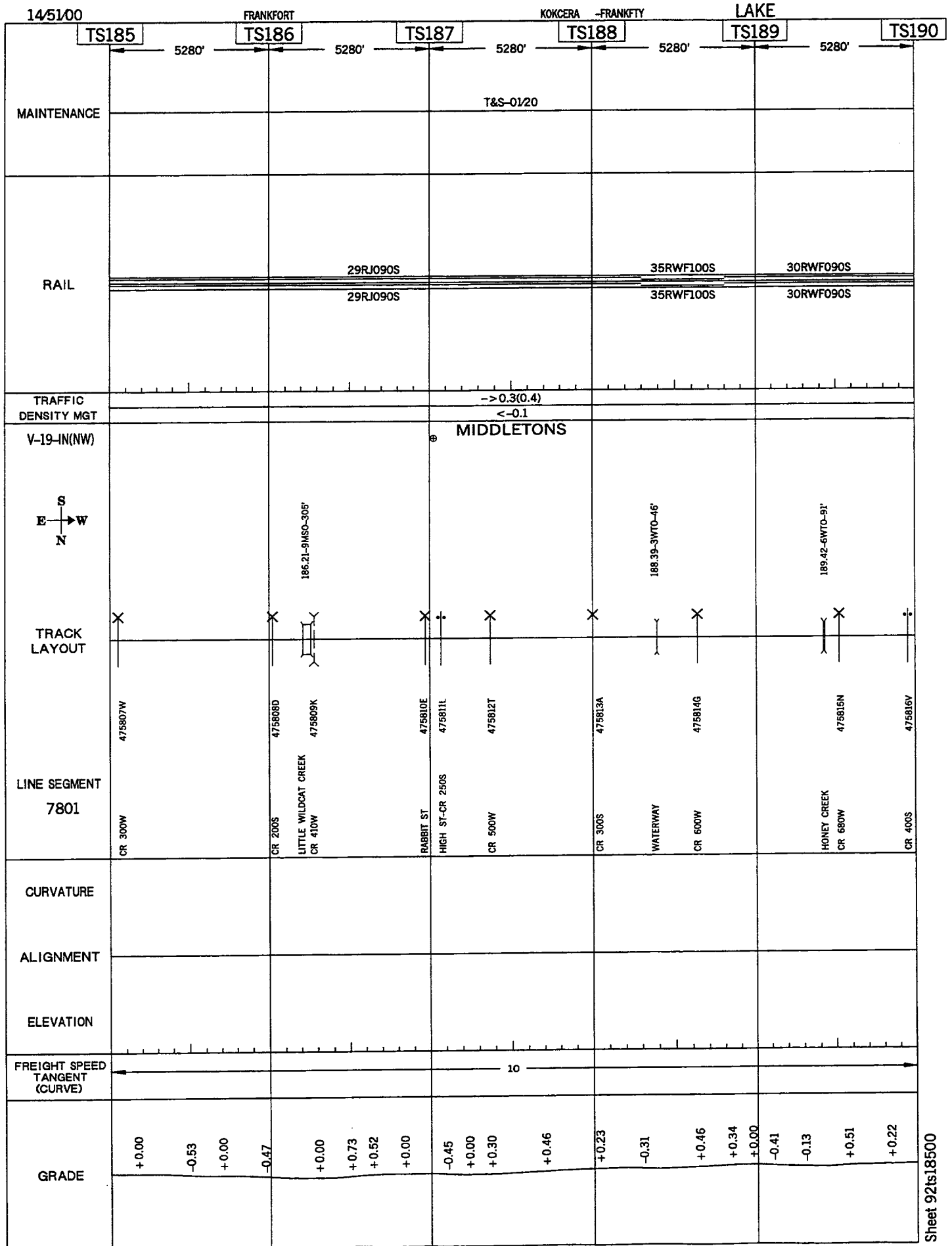


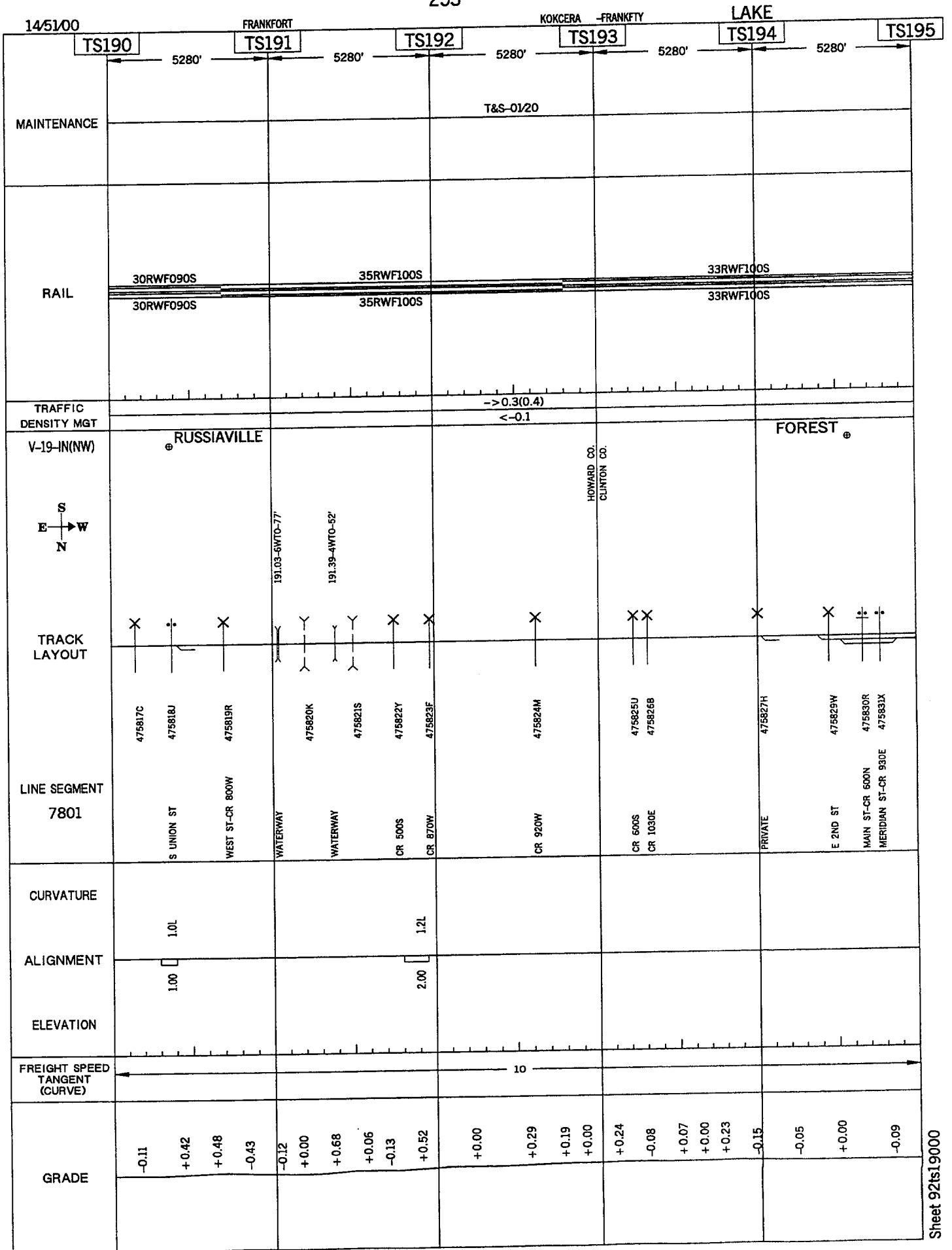


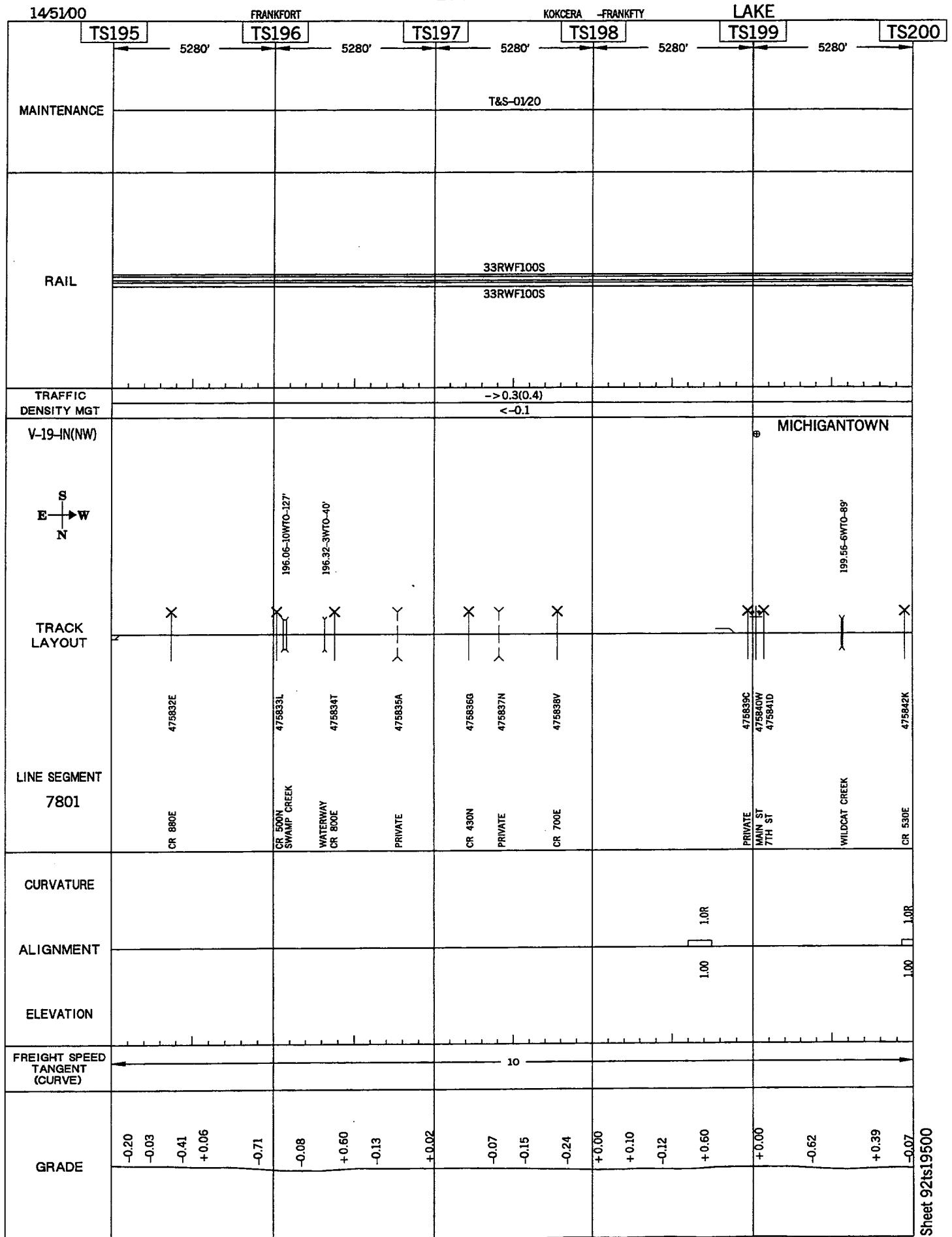


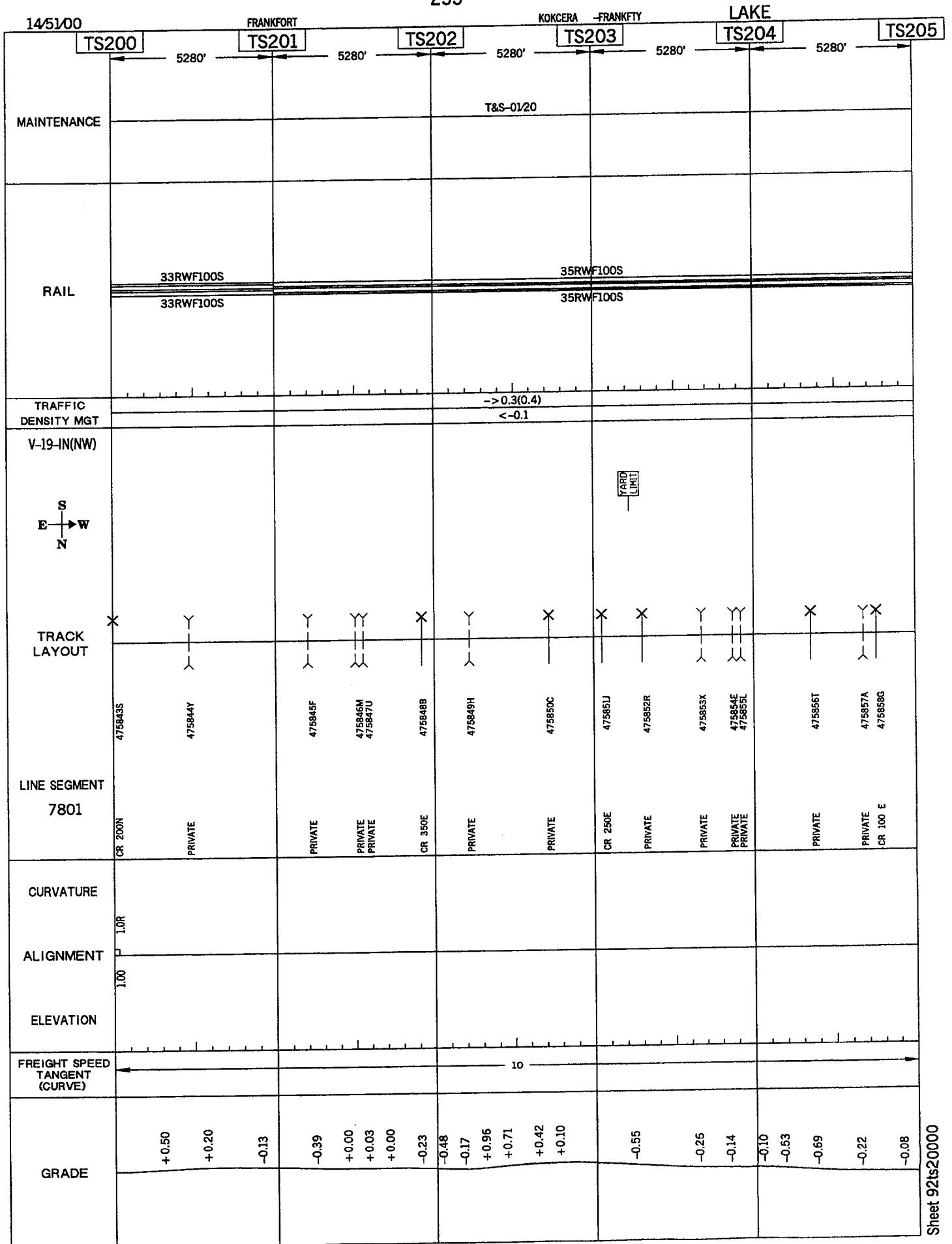
251









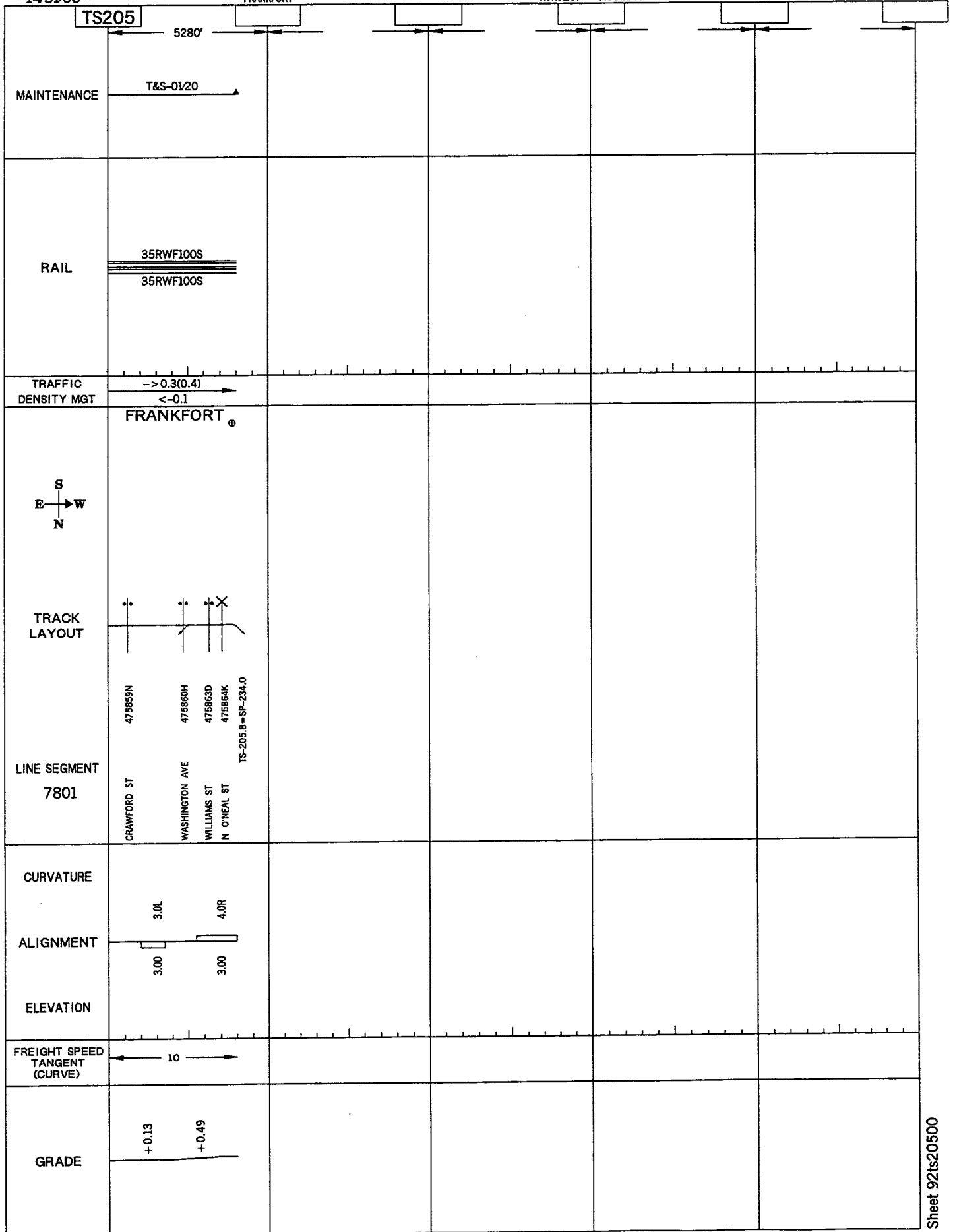


145100

FRANKFORT

KOKCERA -FRANKFTY

LAKE



257

145100

FRANKFORT

TIPTON

LAKE

140

1742'

MAINTENANCE

RAIL

43RWF090S  
43RWF090S

TRAFFIC  
DENSITY MGT

TIPTON

14-IN(NW)

W  
S → N  
E

TRACK  
LAYOUT

I-39.856P-209.58

I-39.67 = SP-209.28

476609E

MAIN ST

LINE SEGMENT  
7757

CURVATURE

ALIGNMENT

ELEVATION

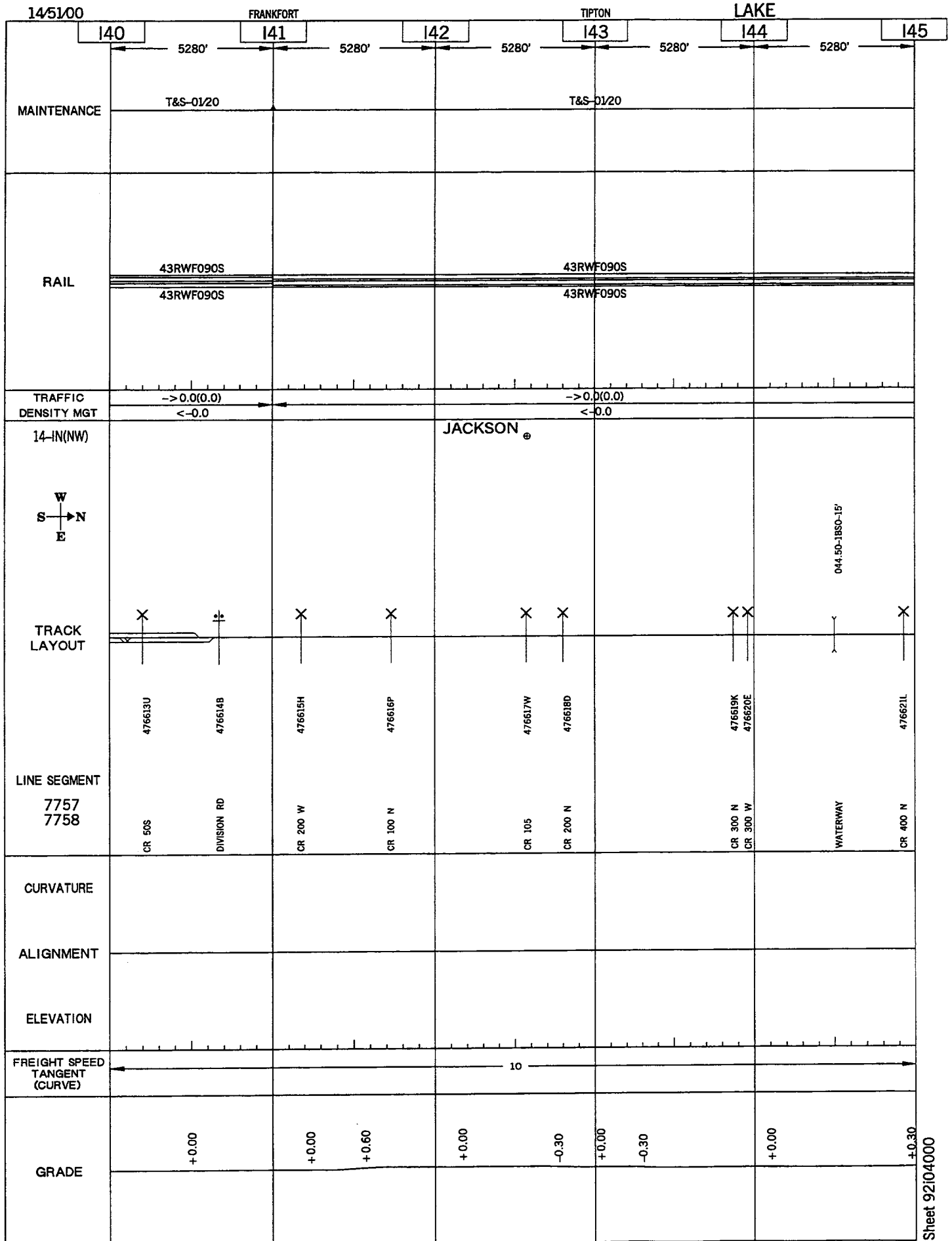
FREIGHT SPEED  
TANGENT  
(CURVE)

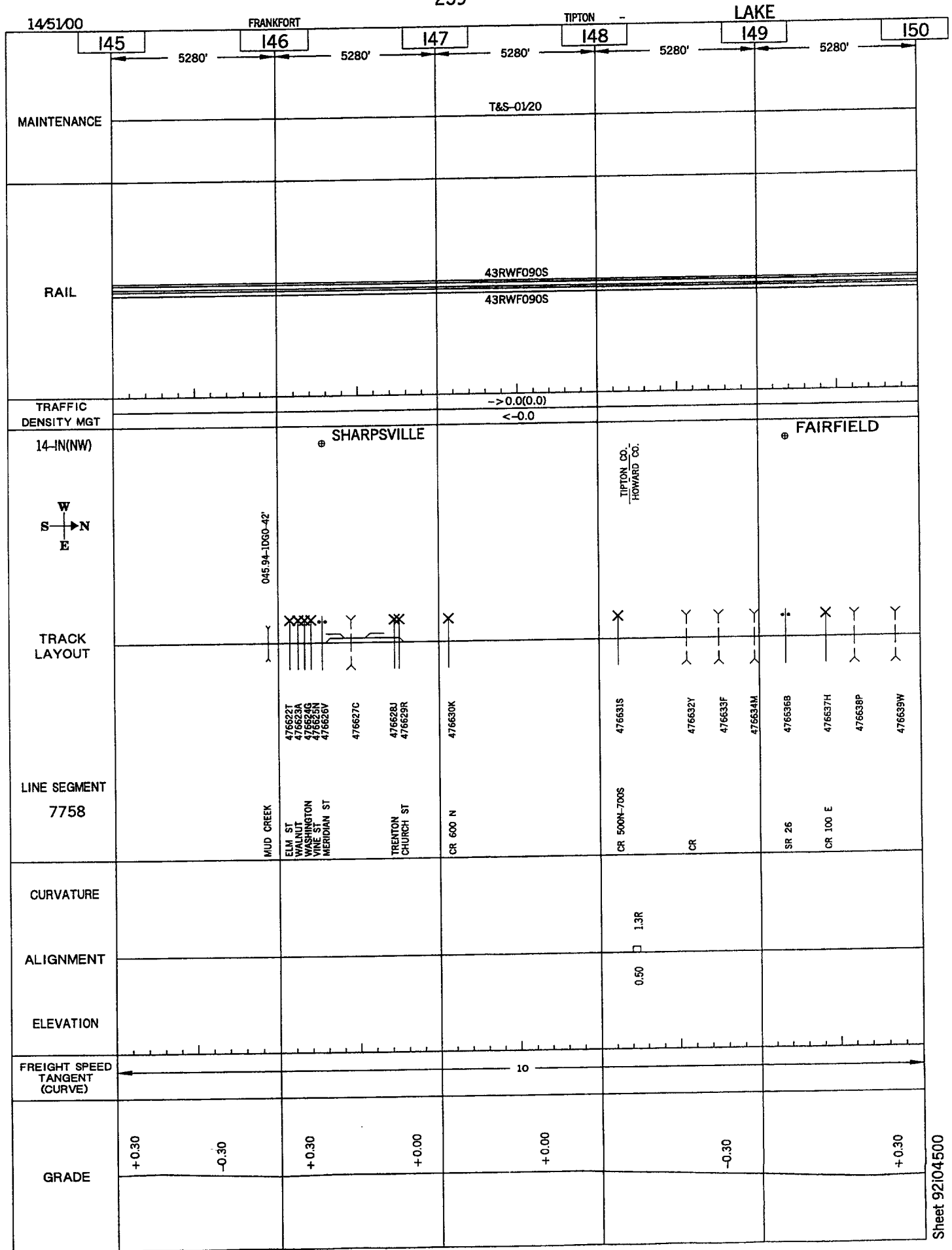
10

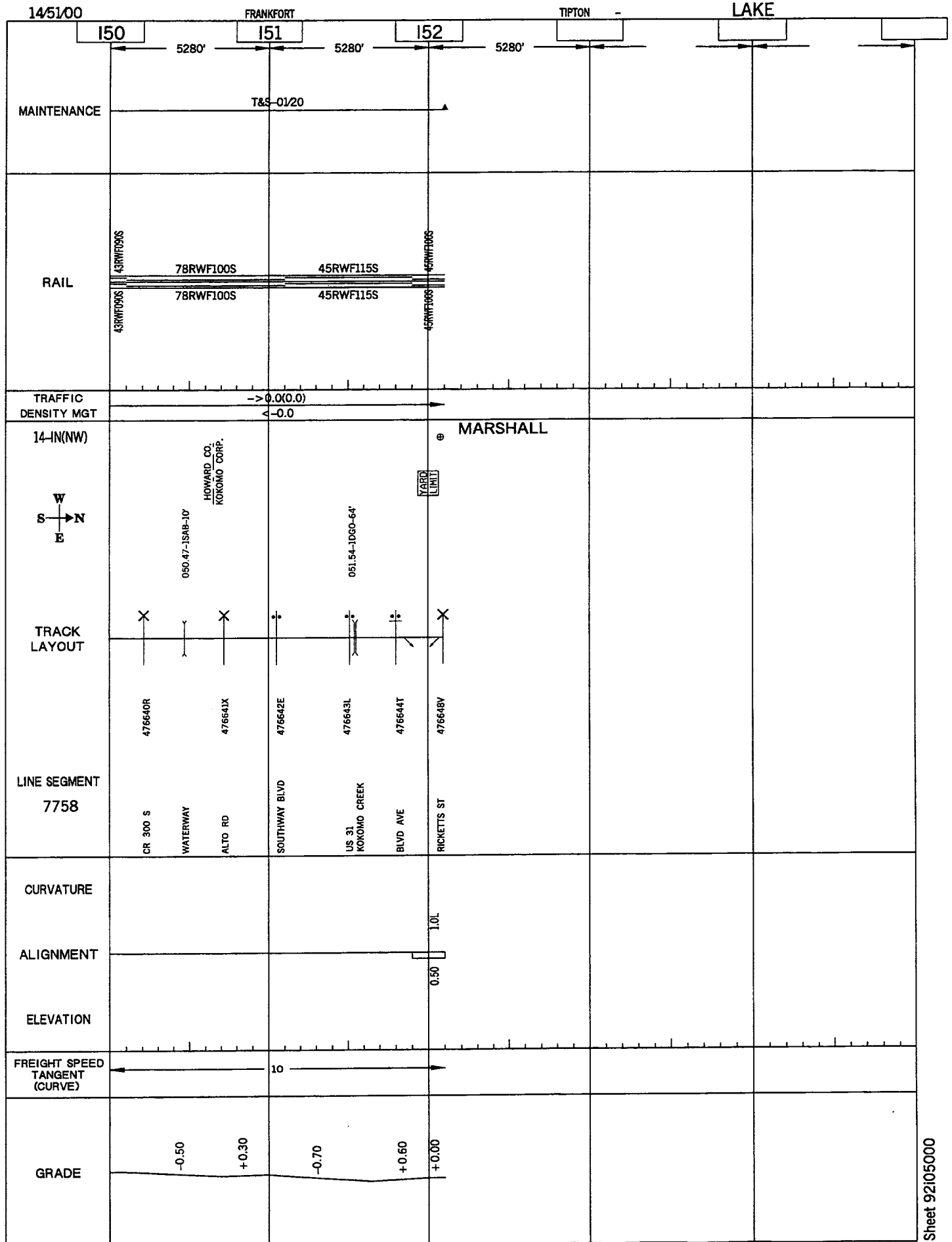
GRADE

+0.00

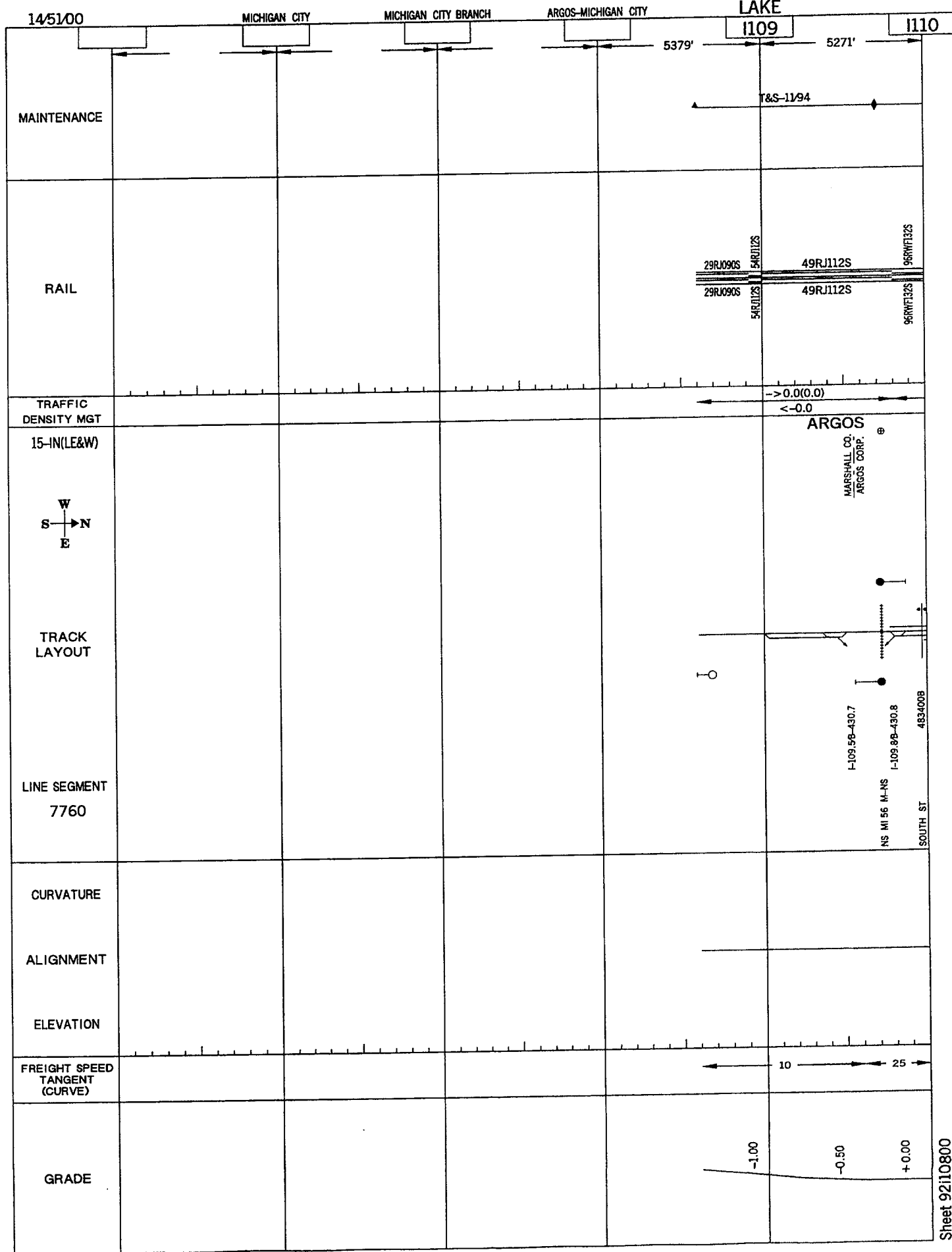


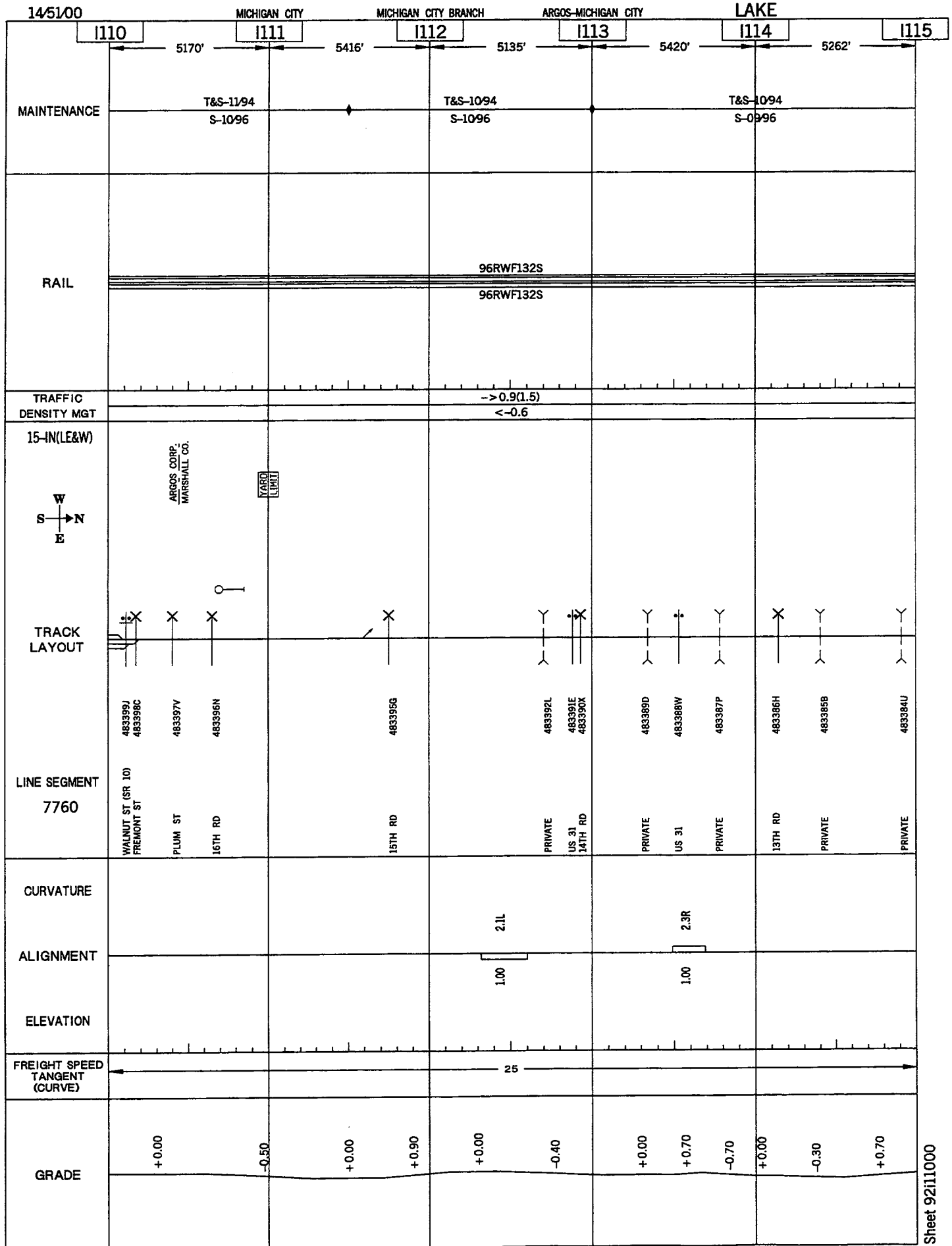


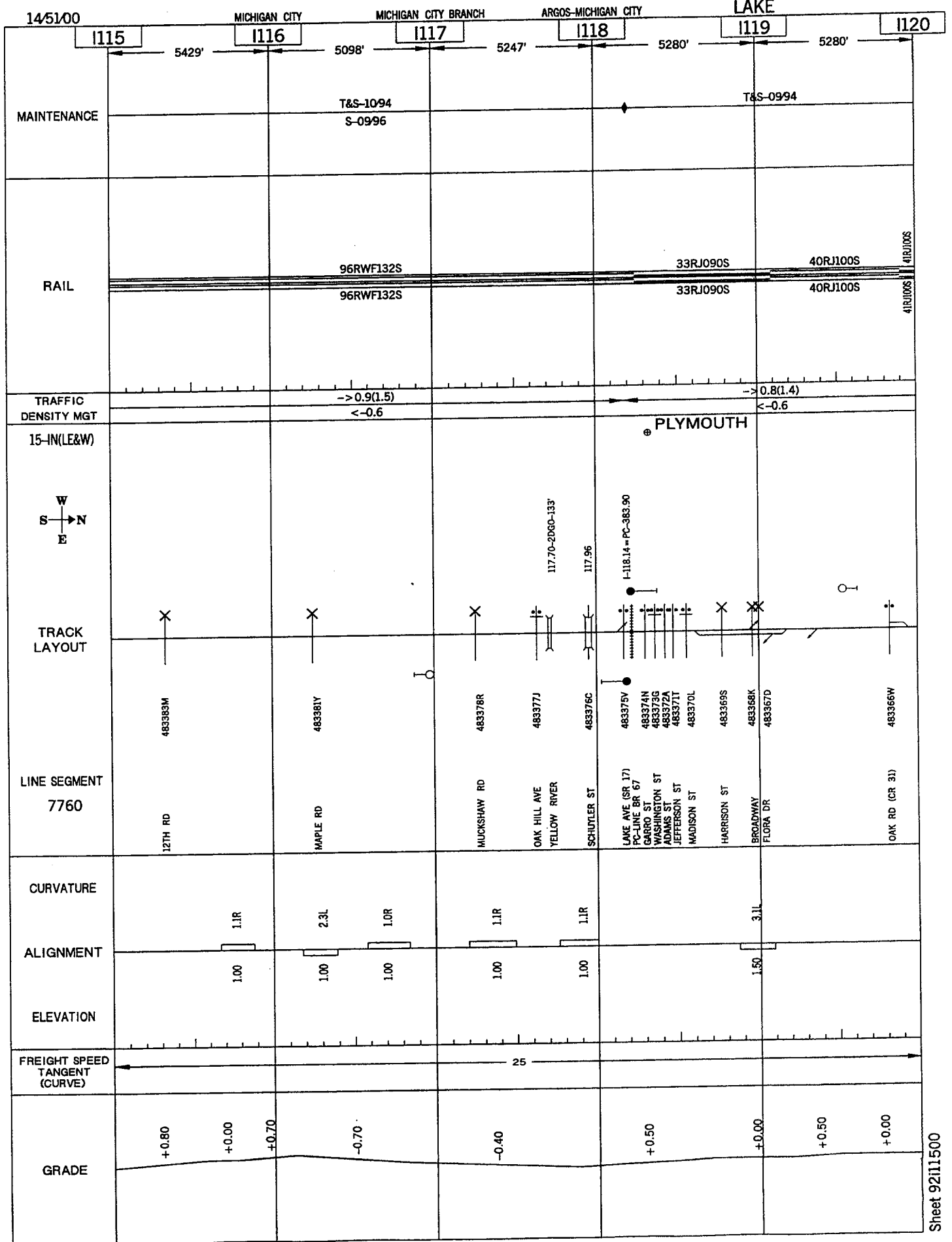


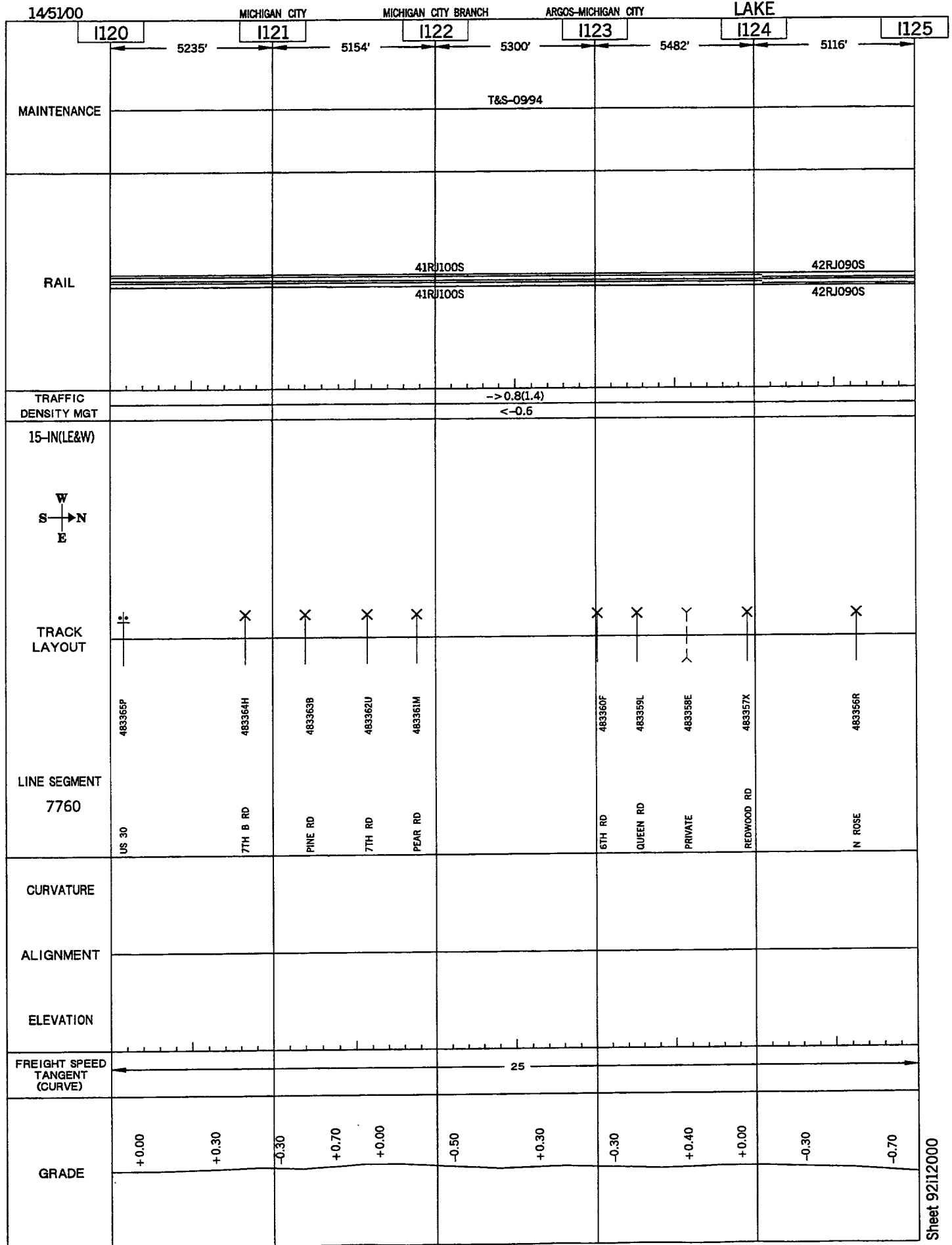


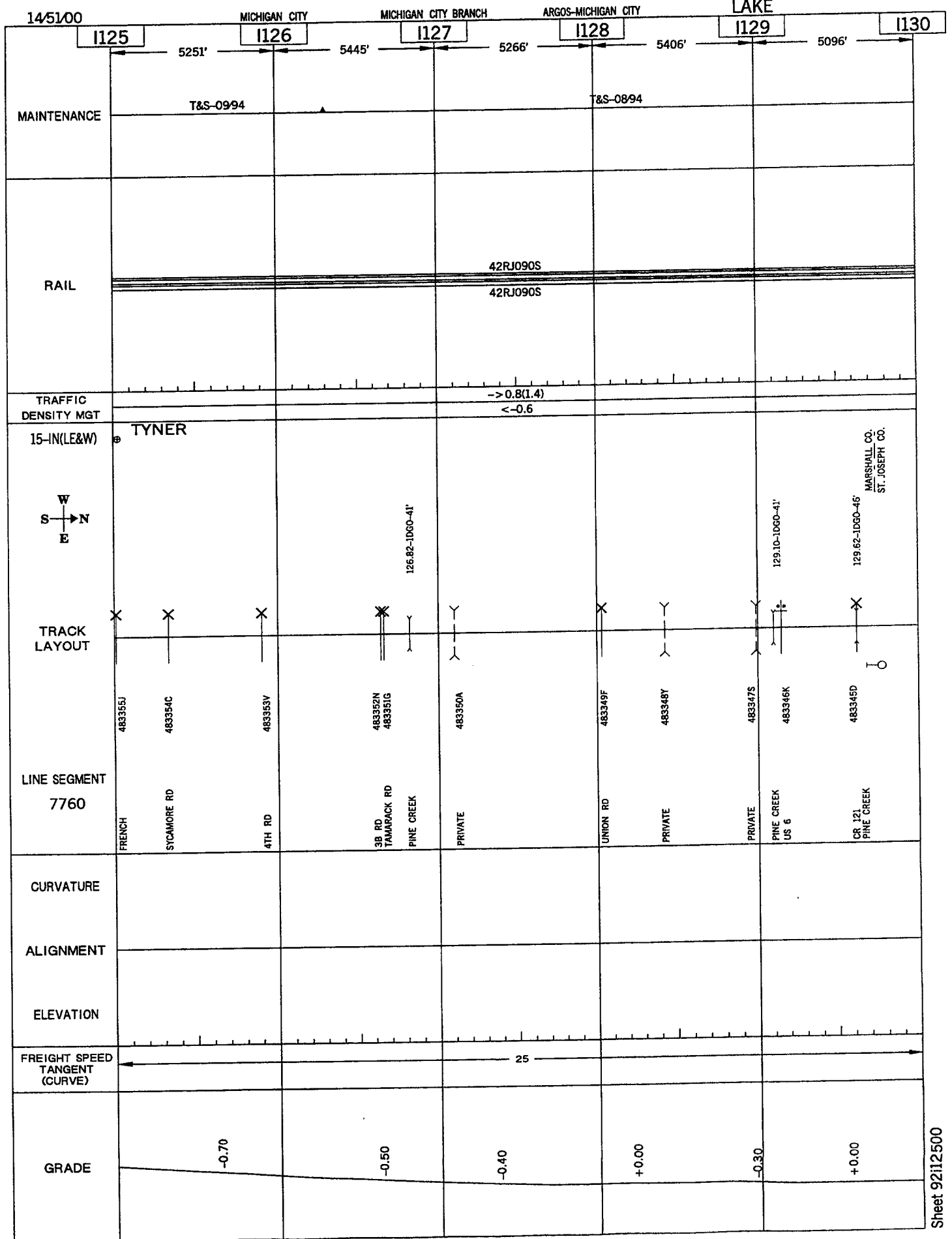
261





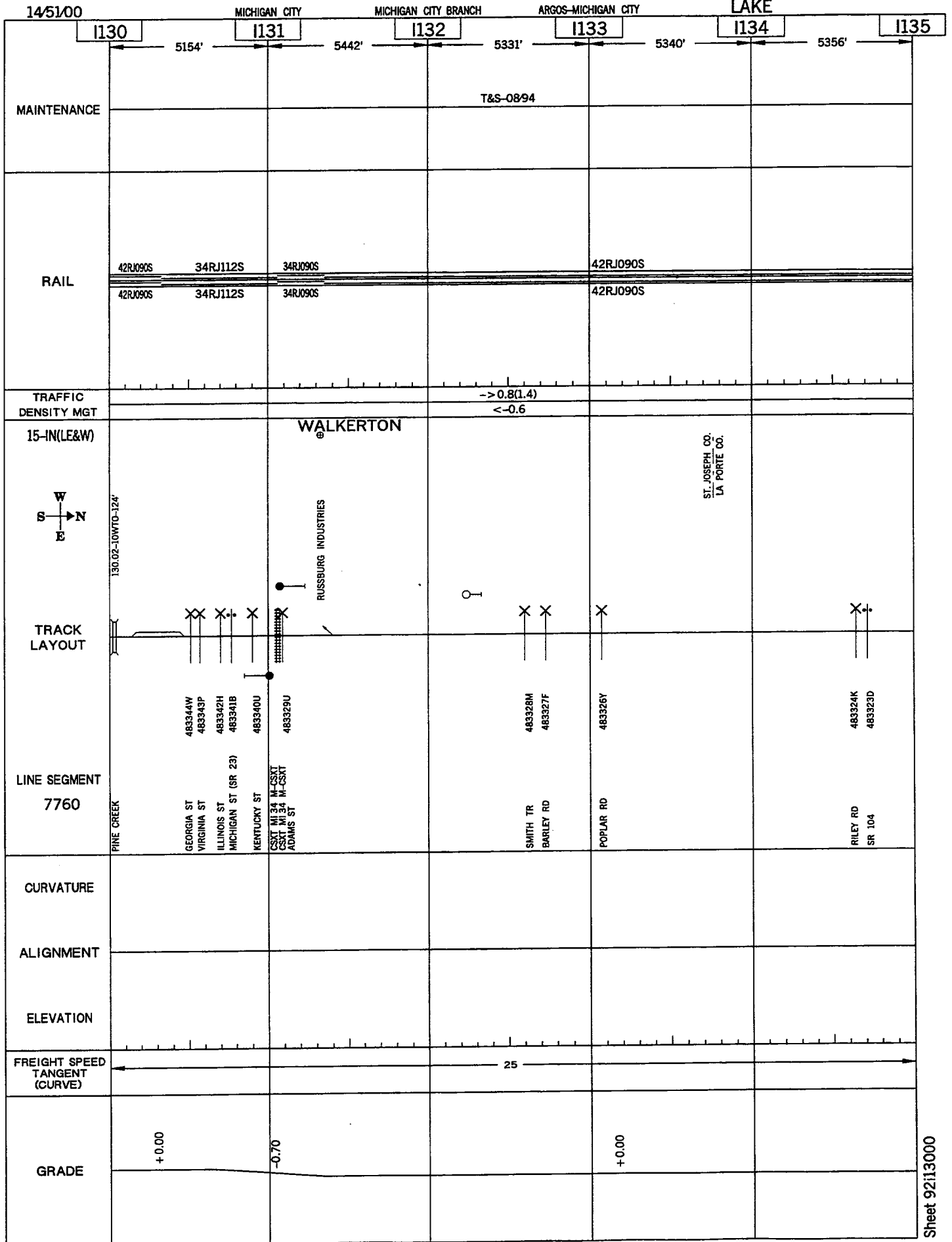


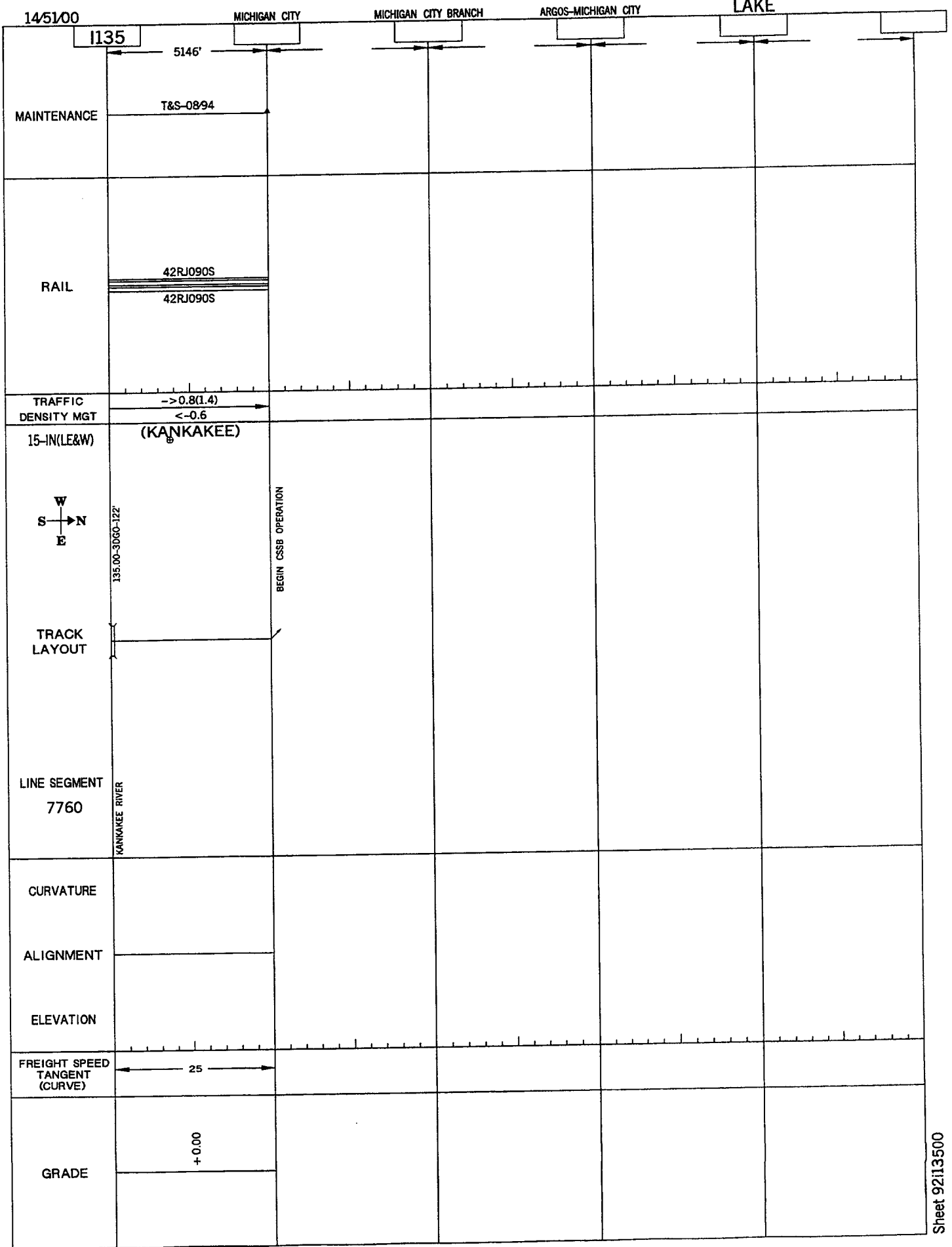


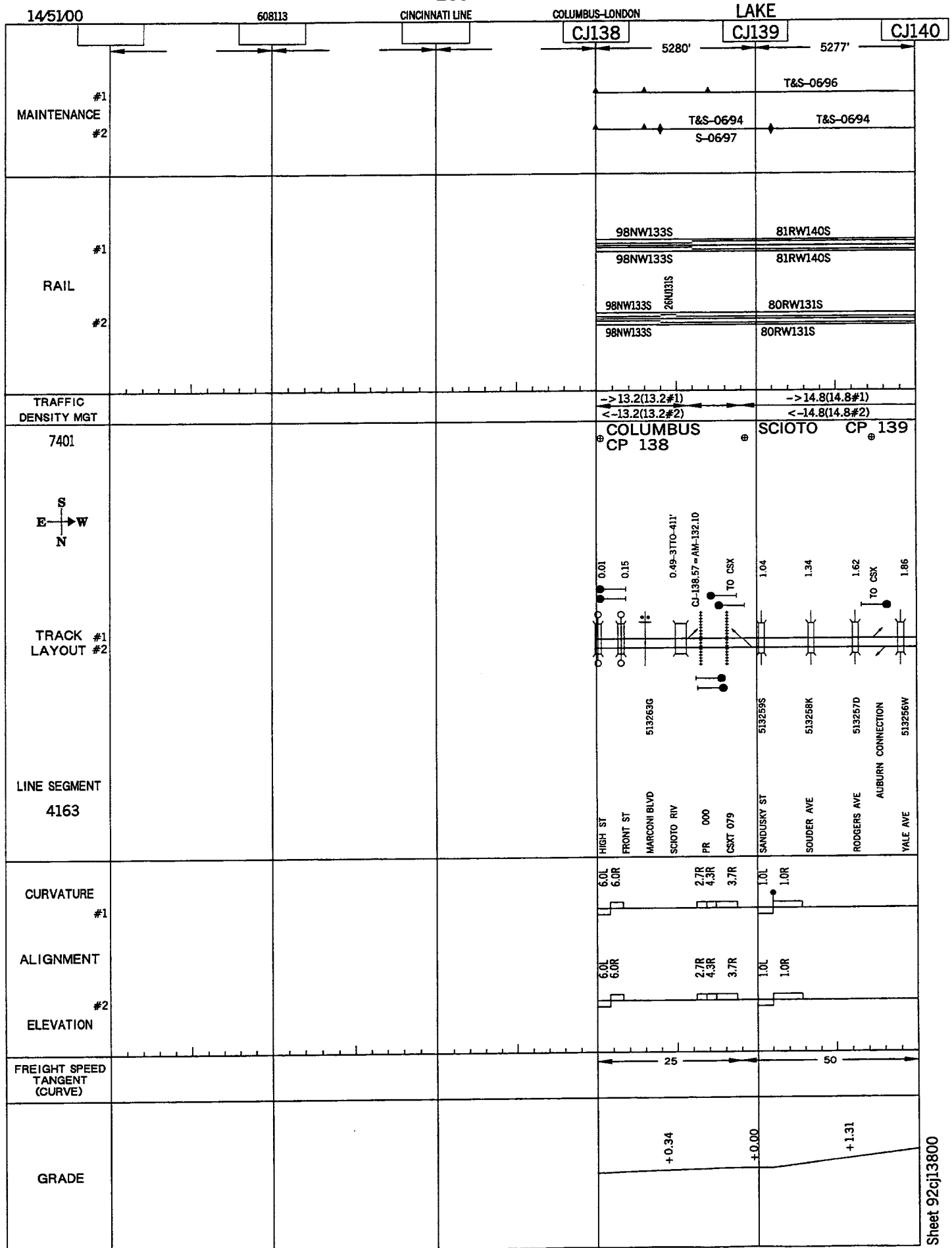


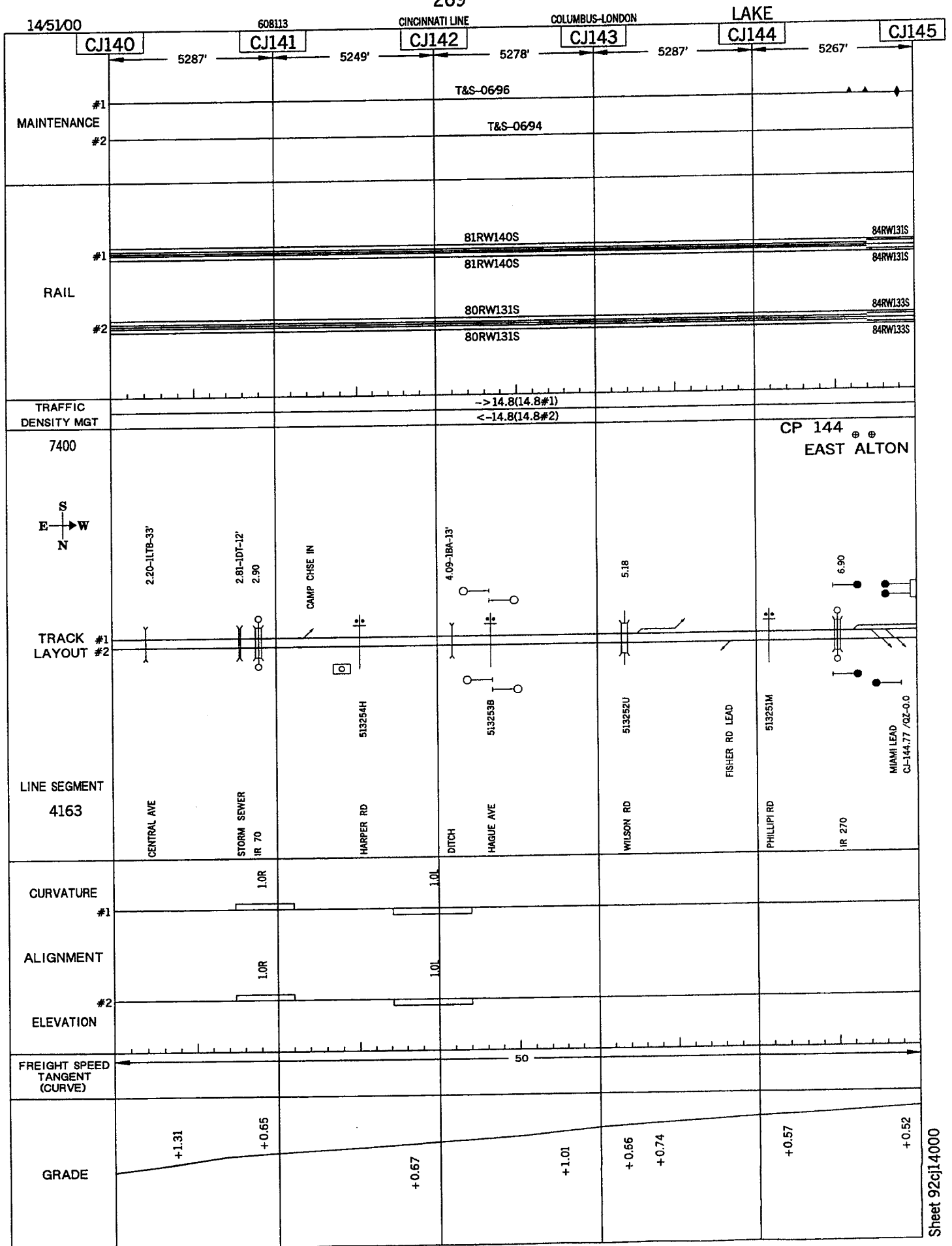


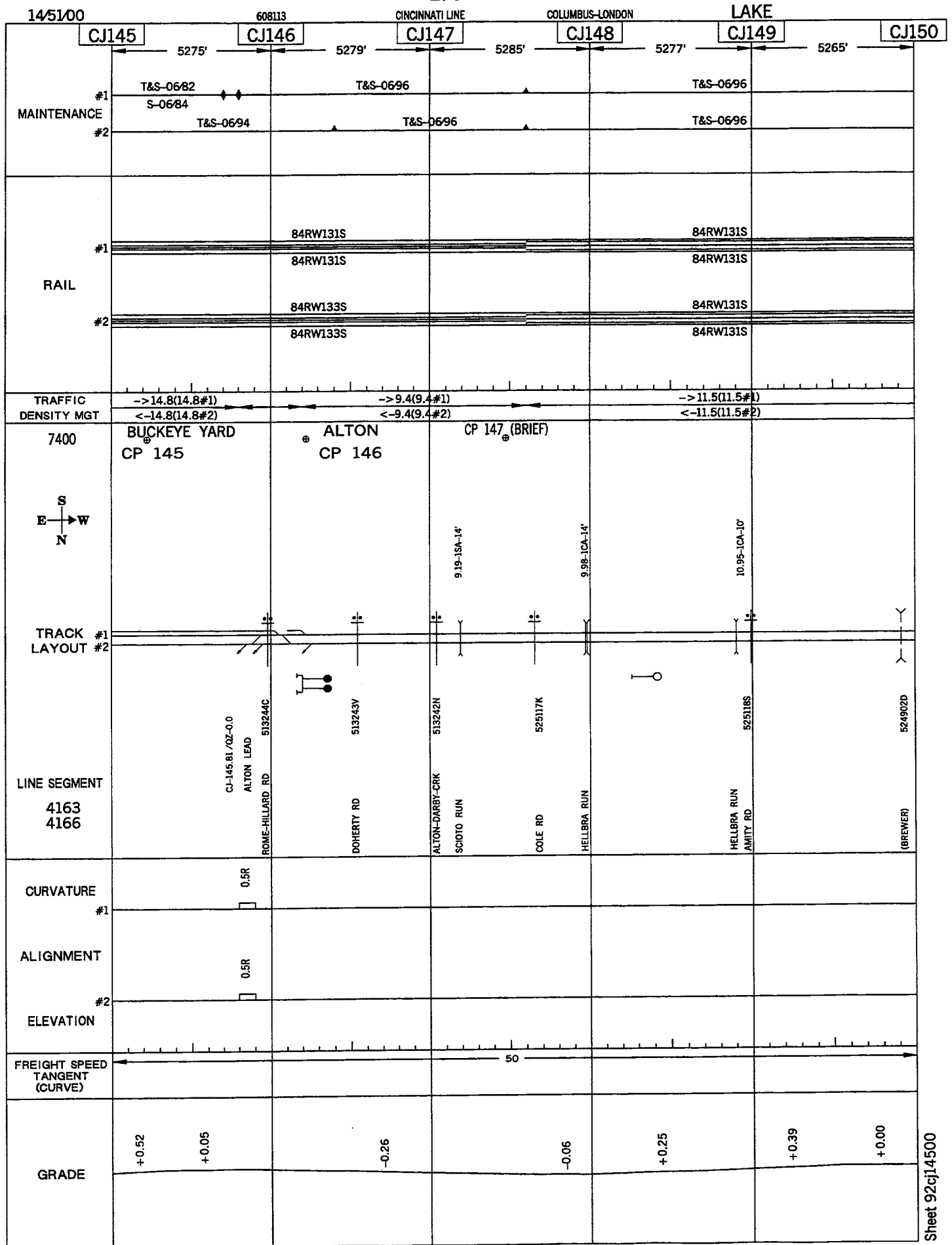
14/51/00



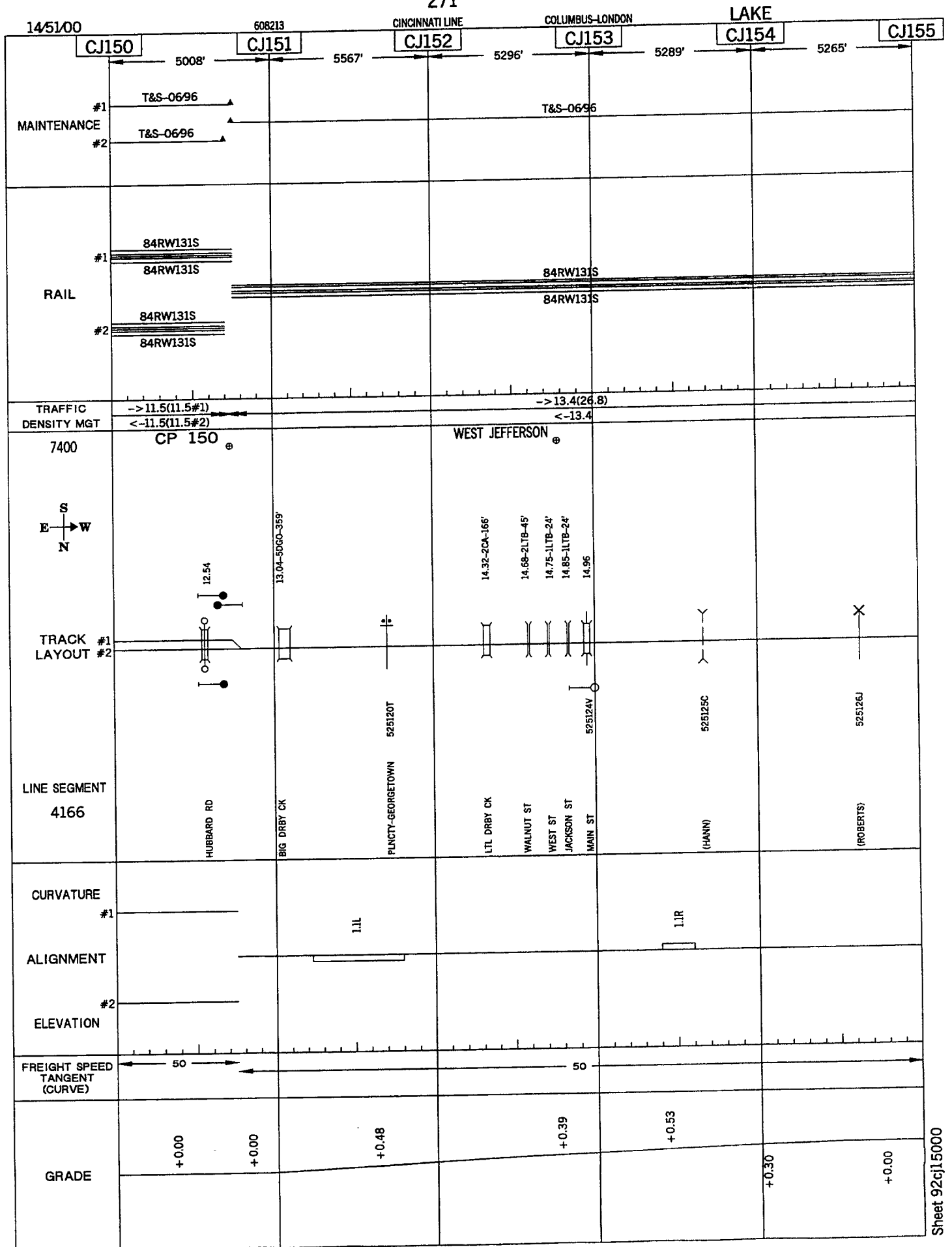


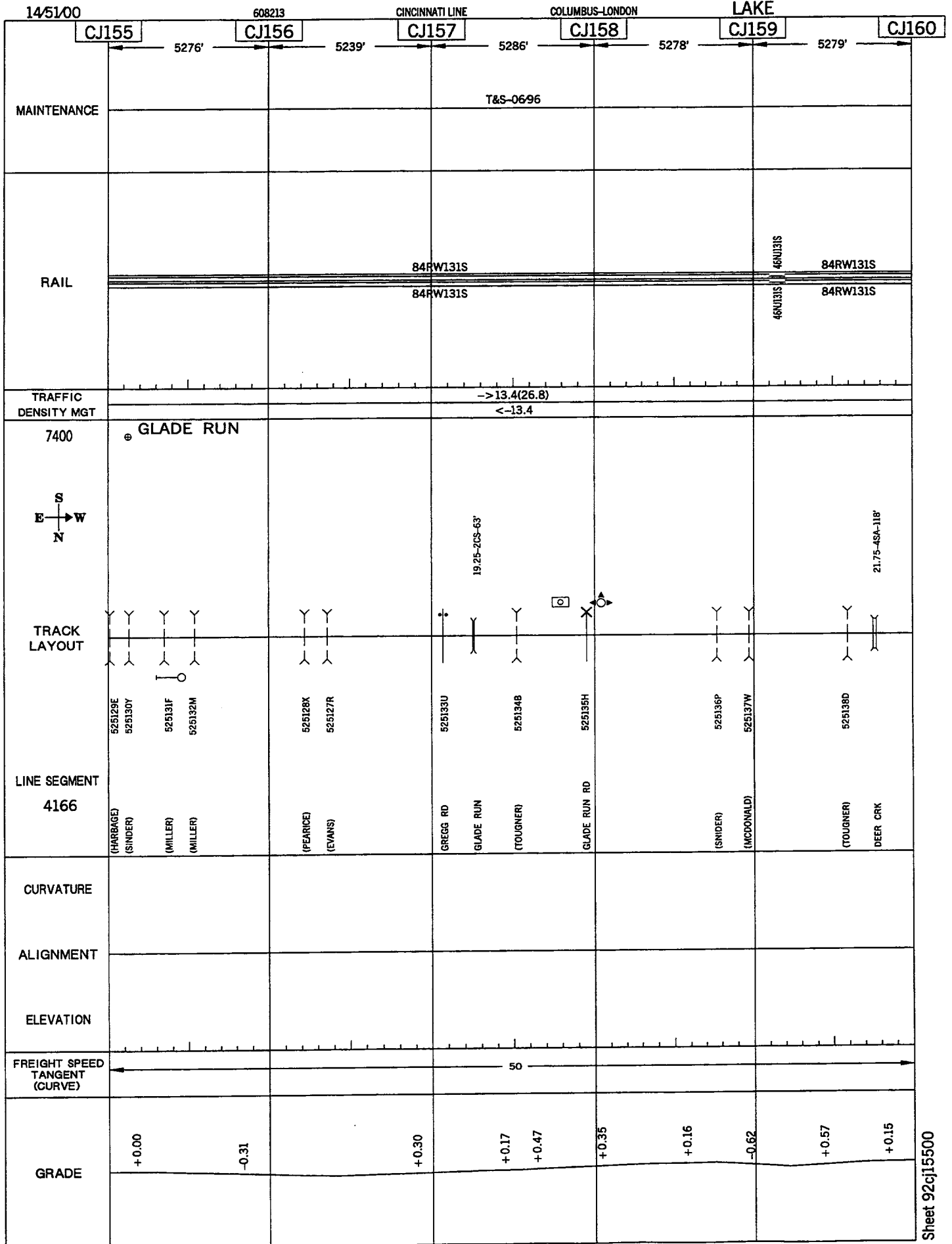


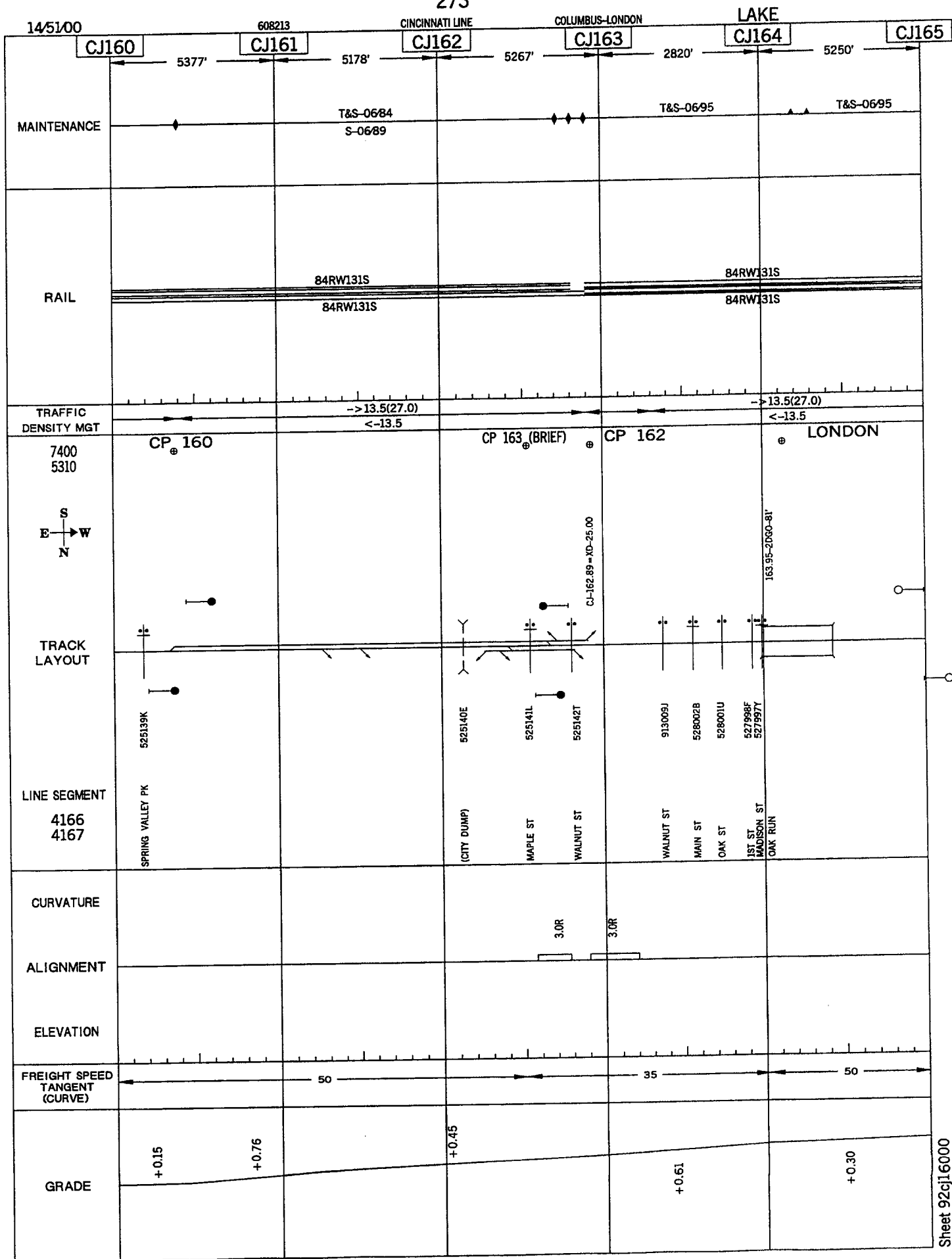




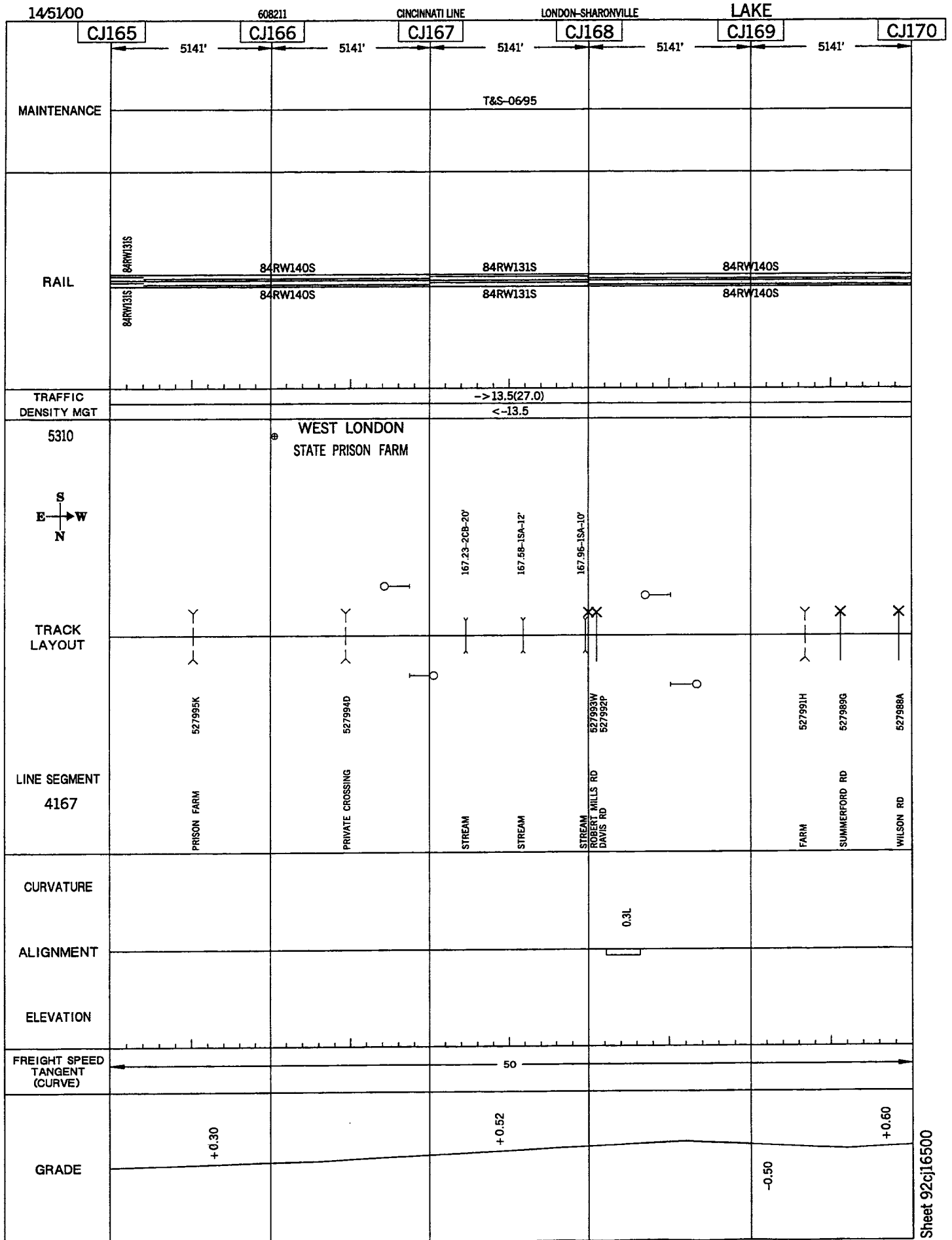
271

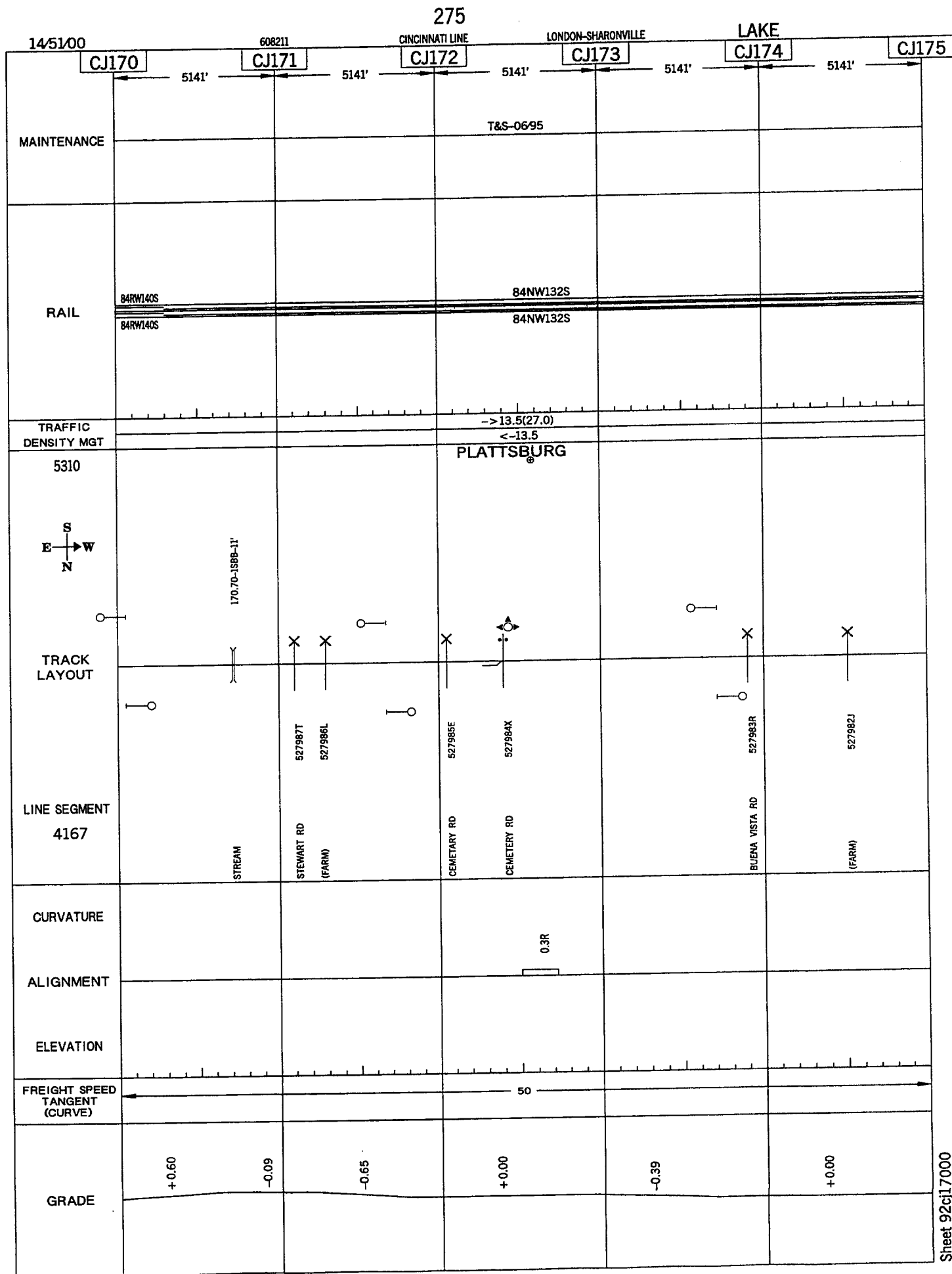


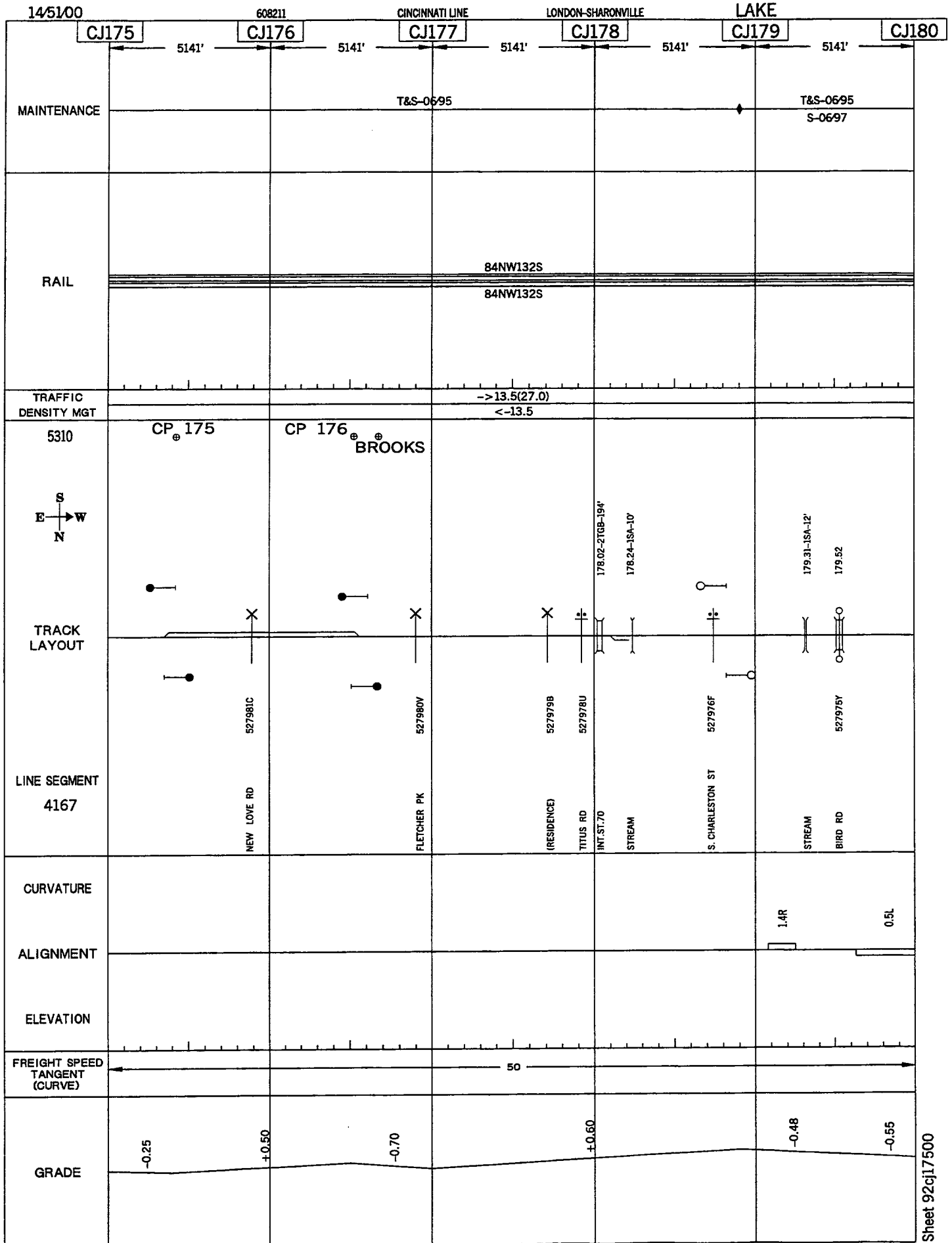


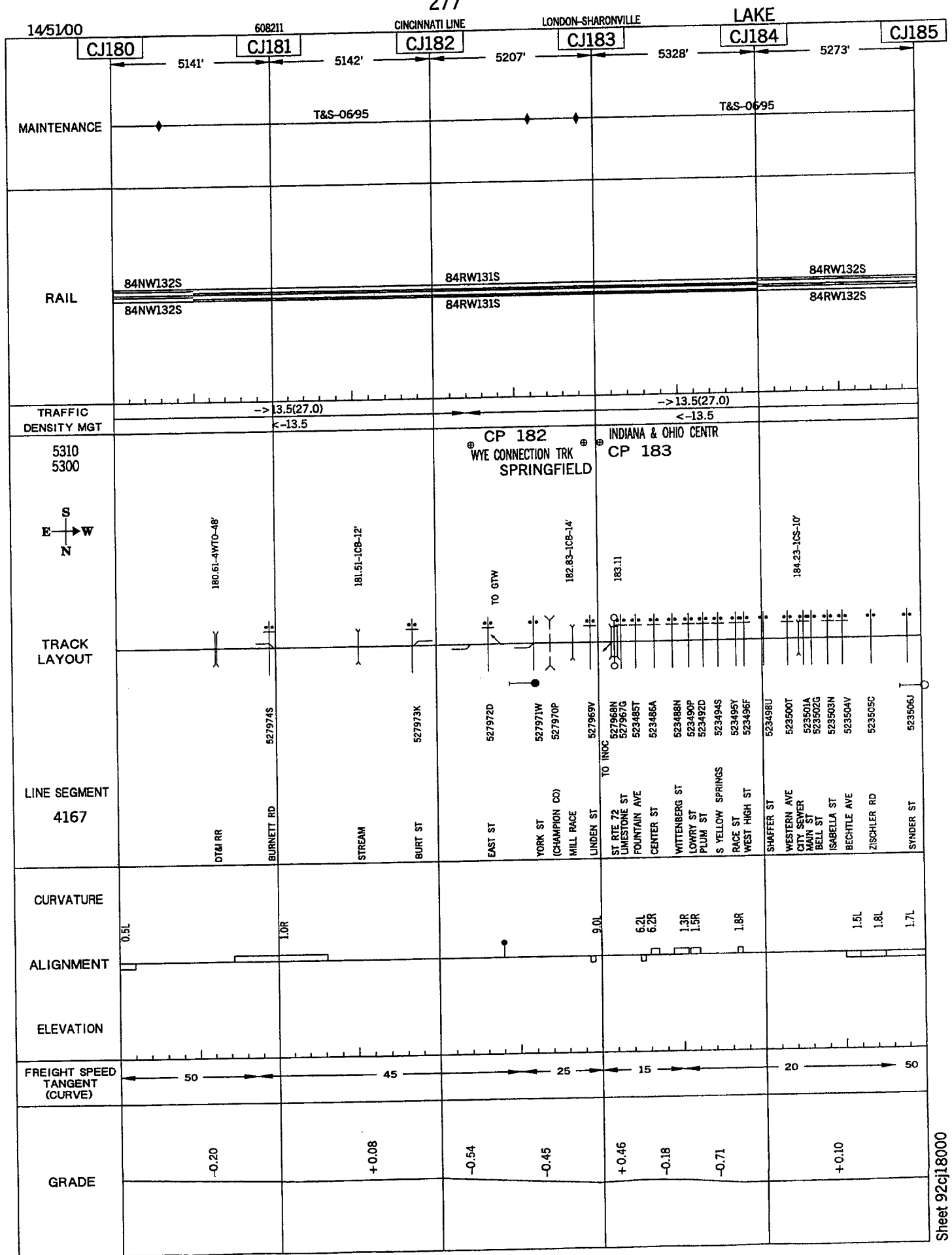


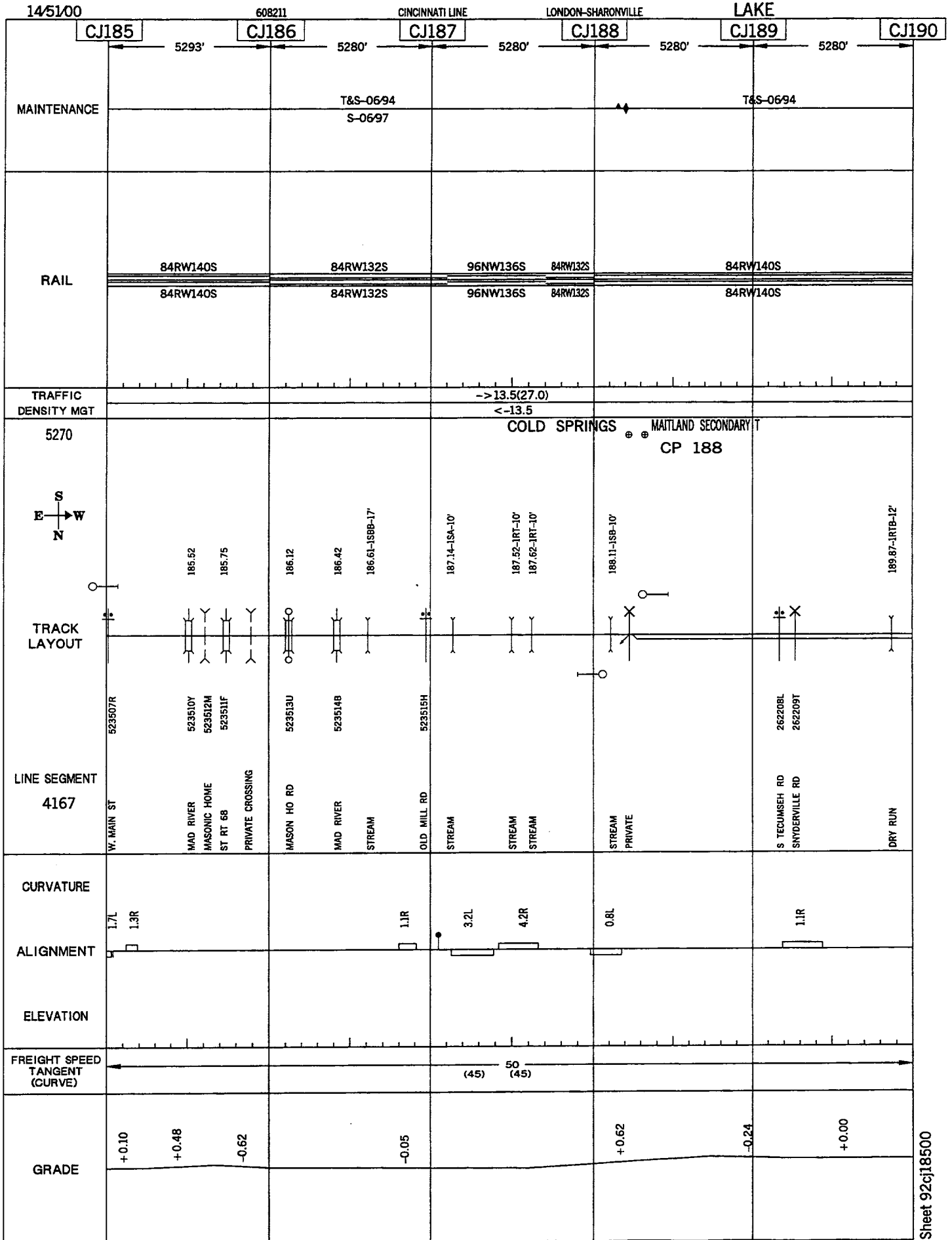


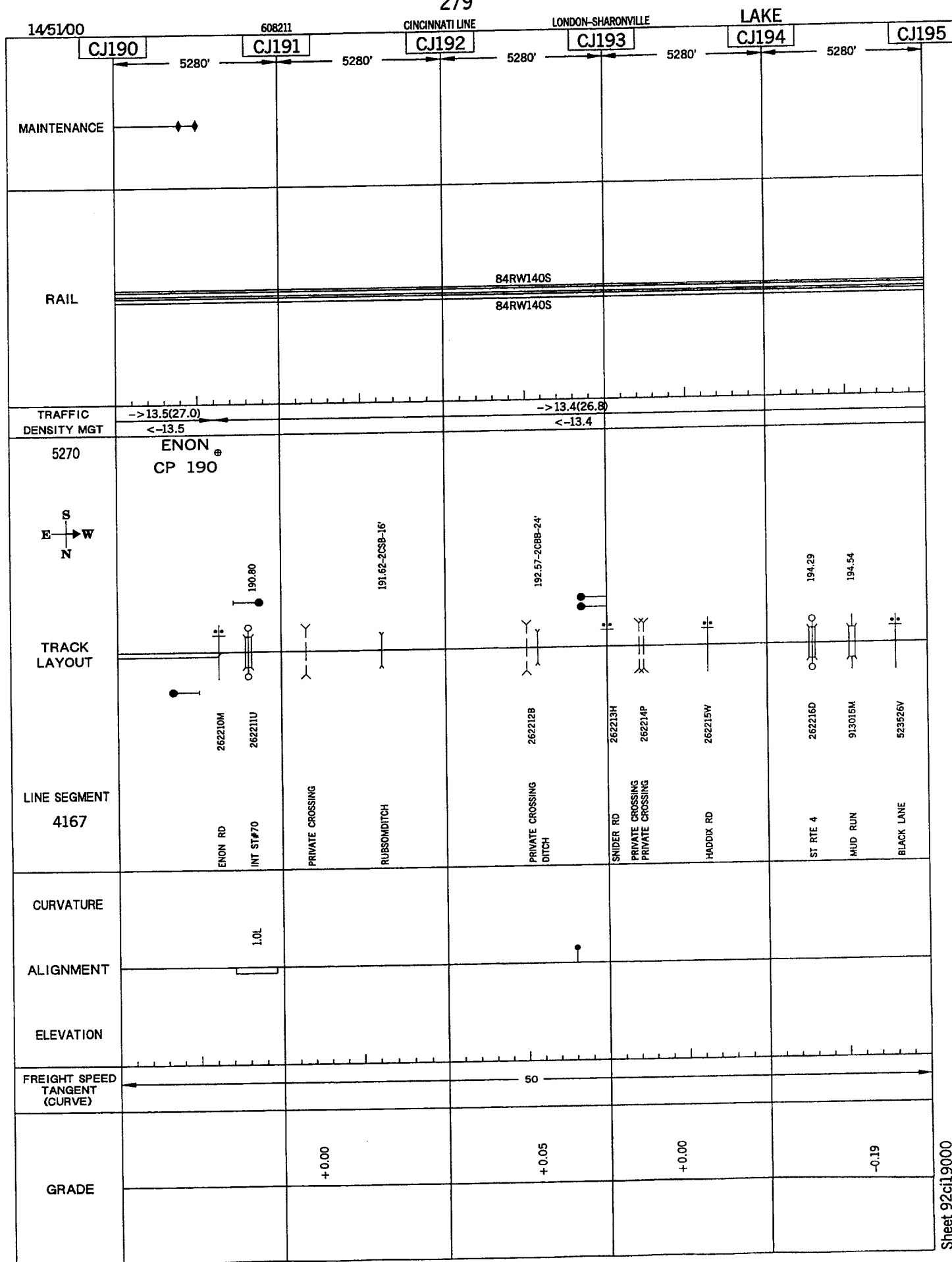




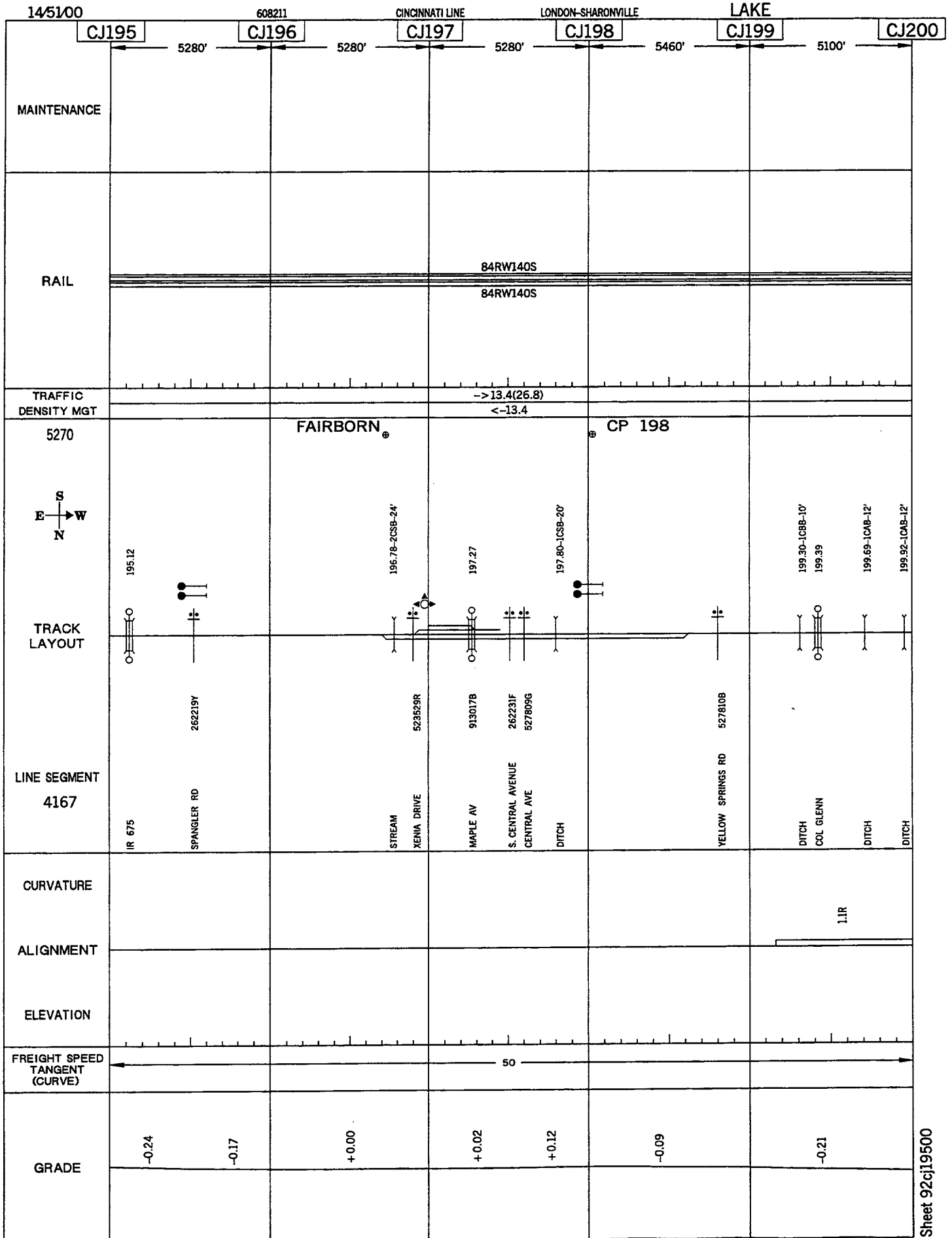


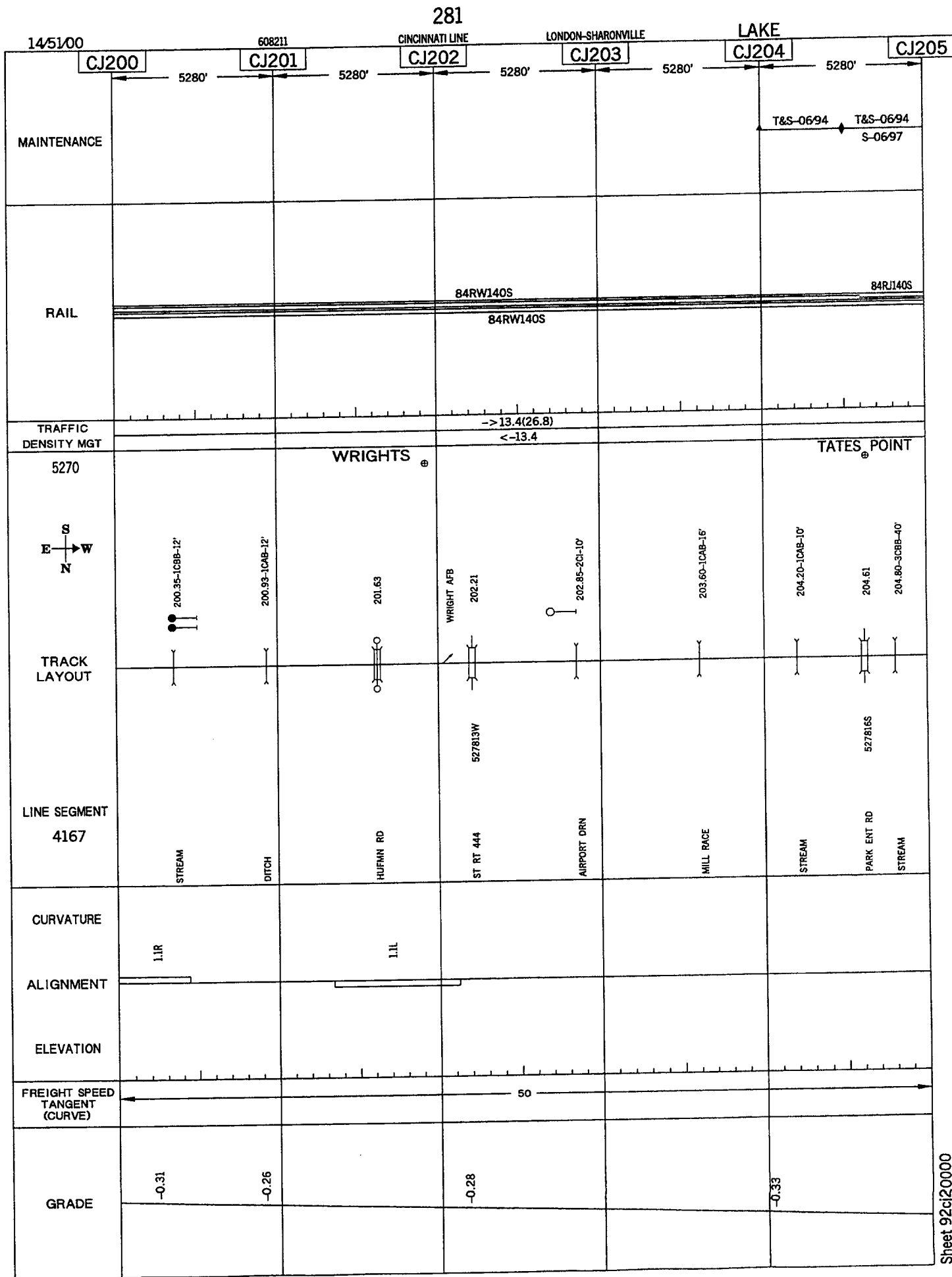




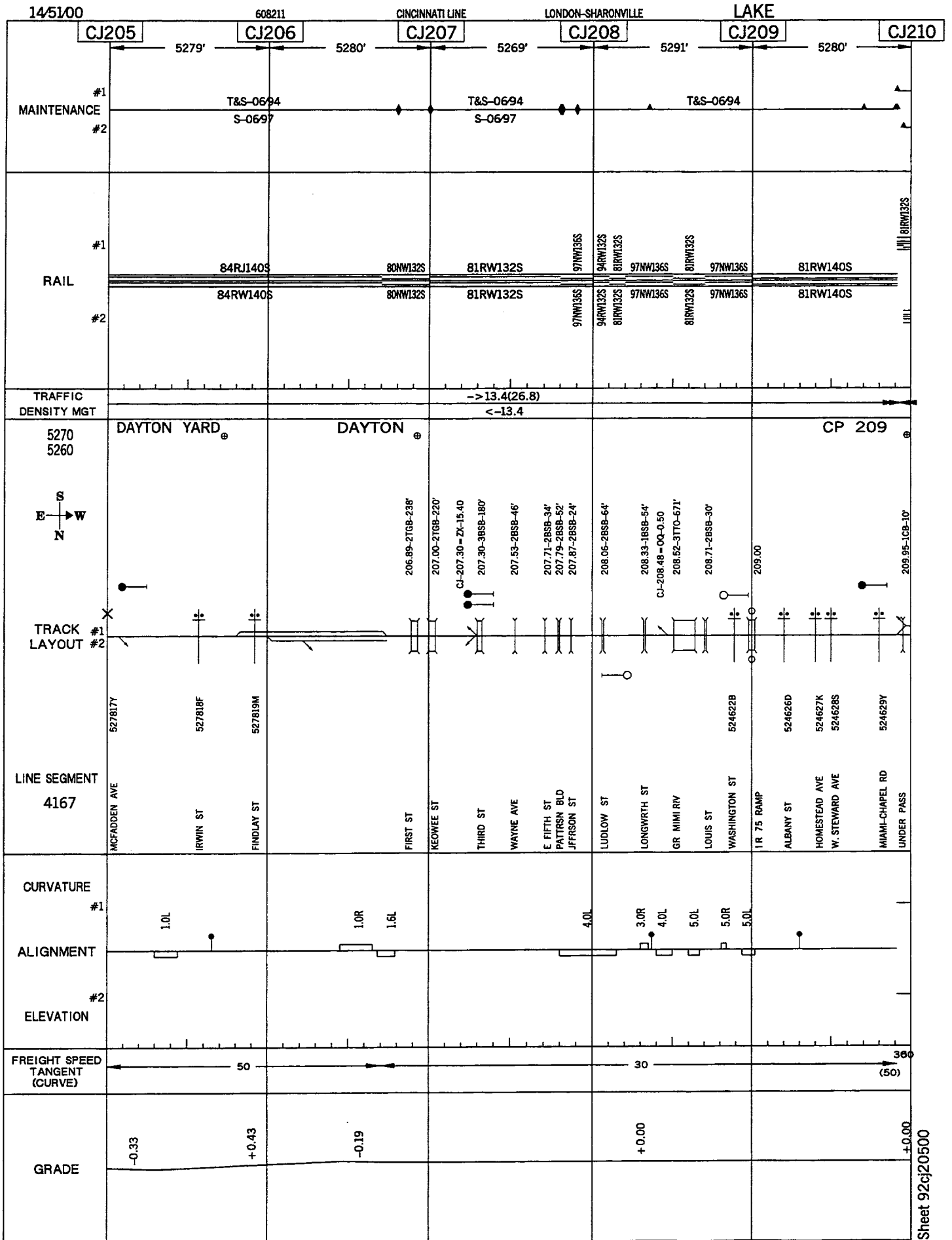


280









283

14/5100

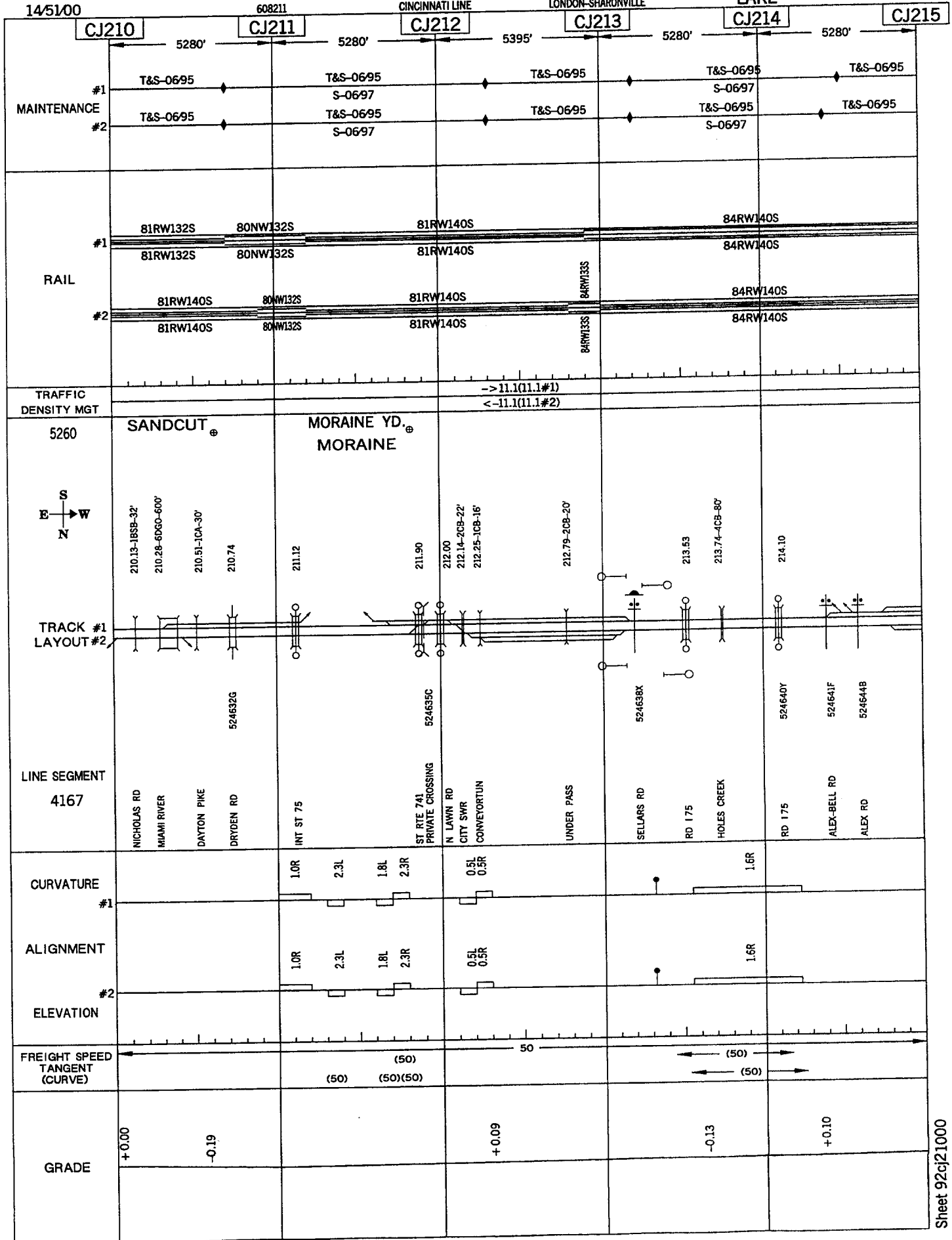
608211

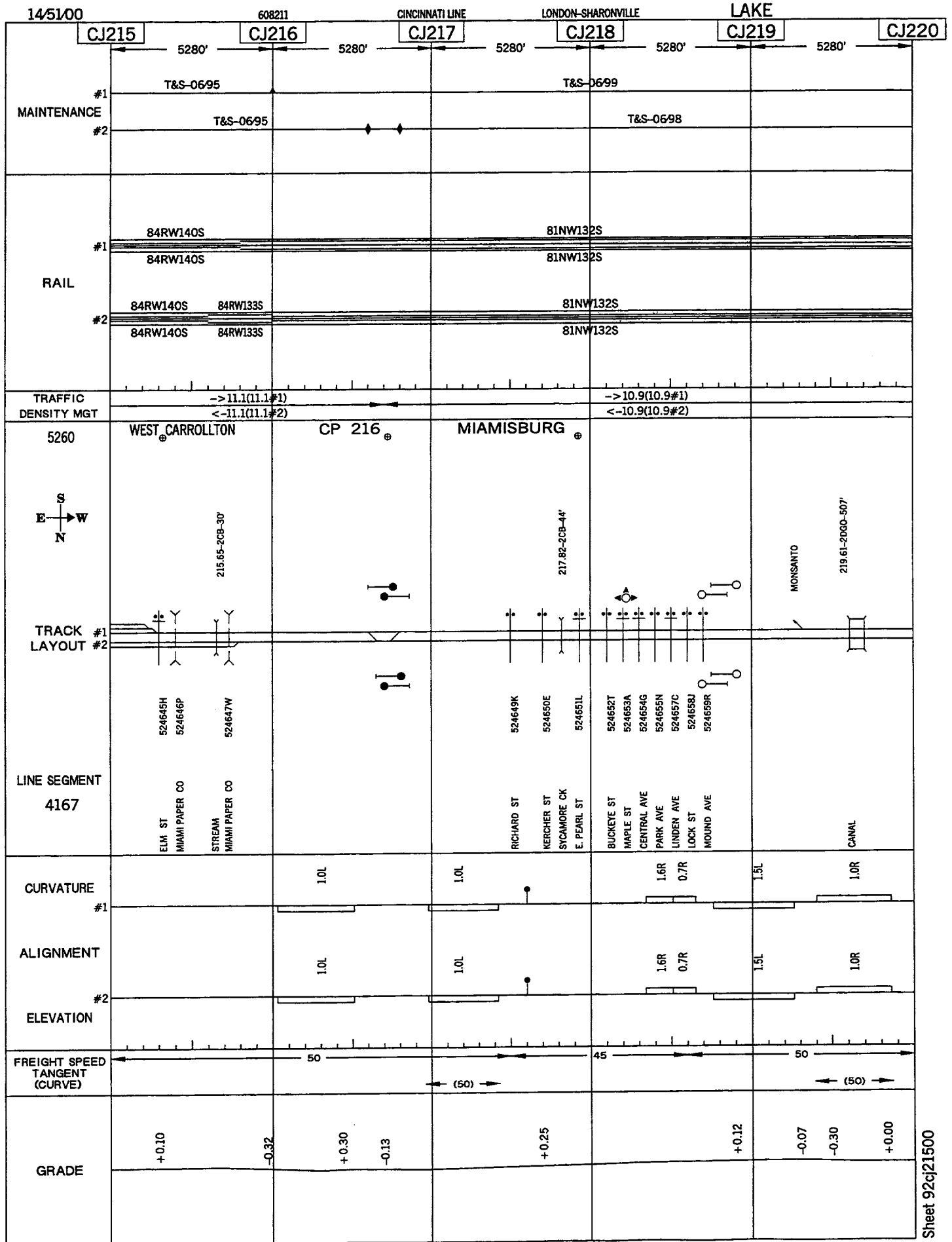
CINCINNATI LINE

LONDON-SHARONVILLE

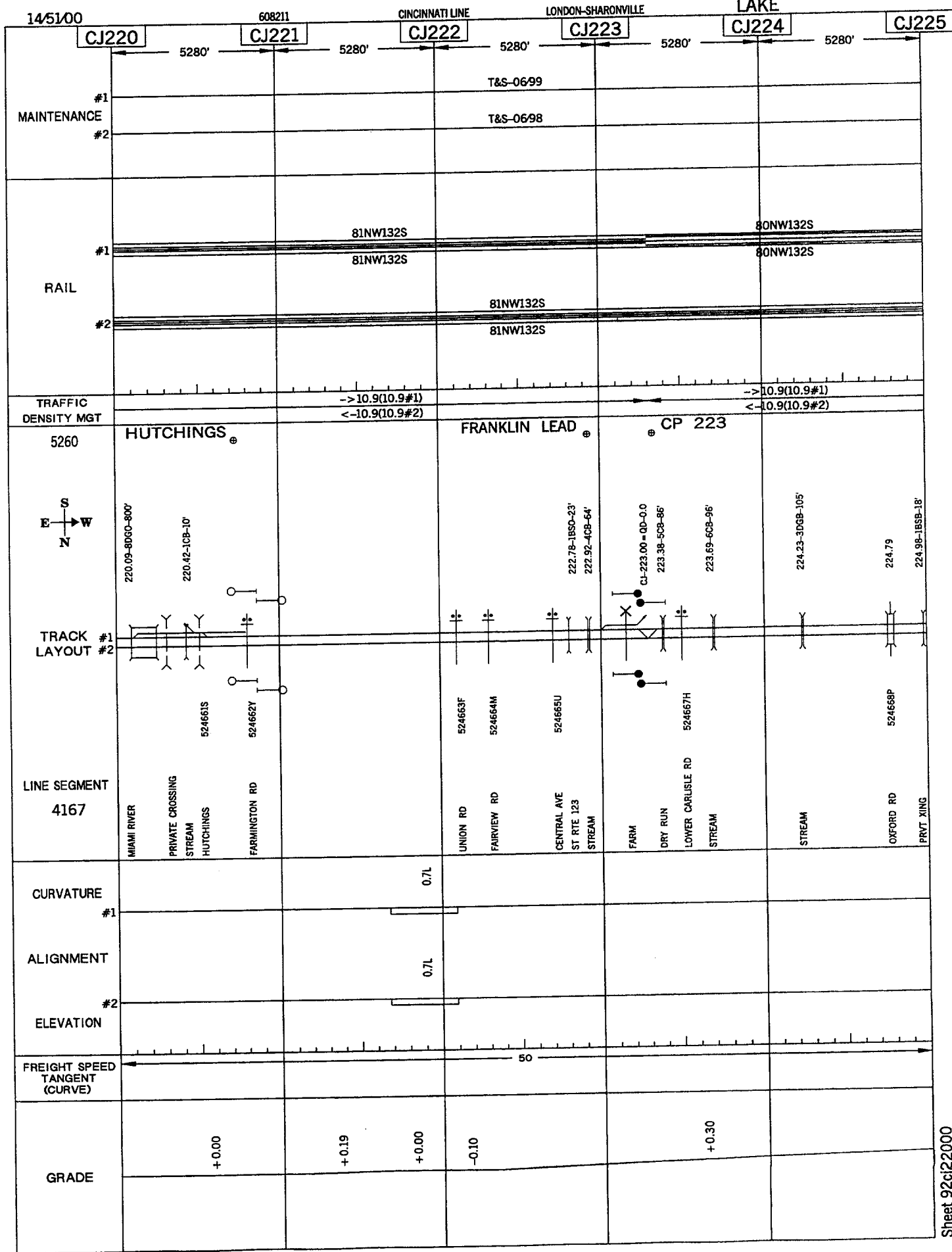
LAKE

CJ215

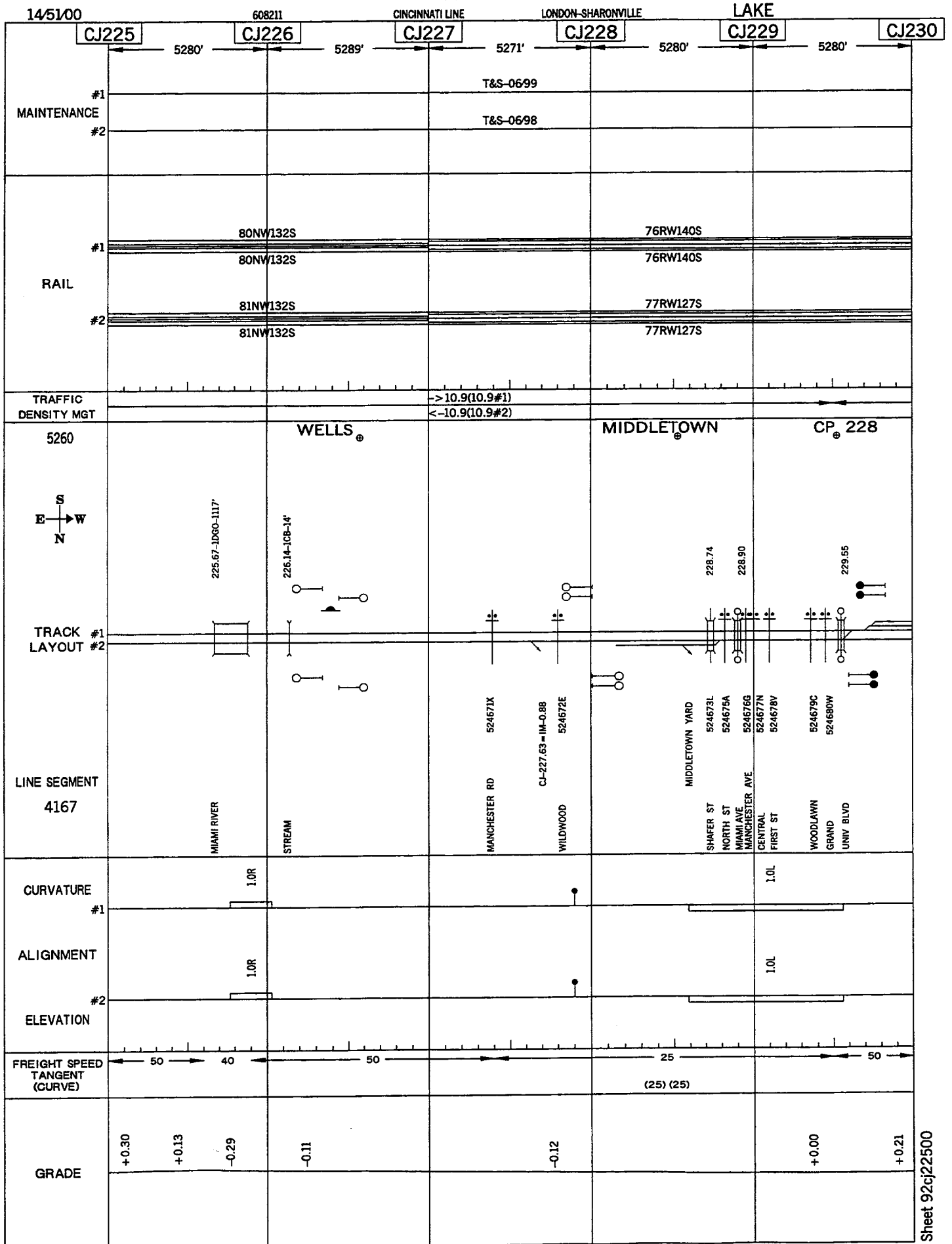


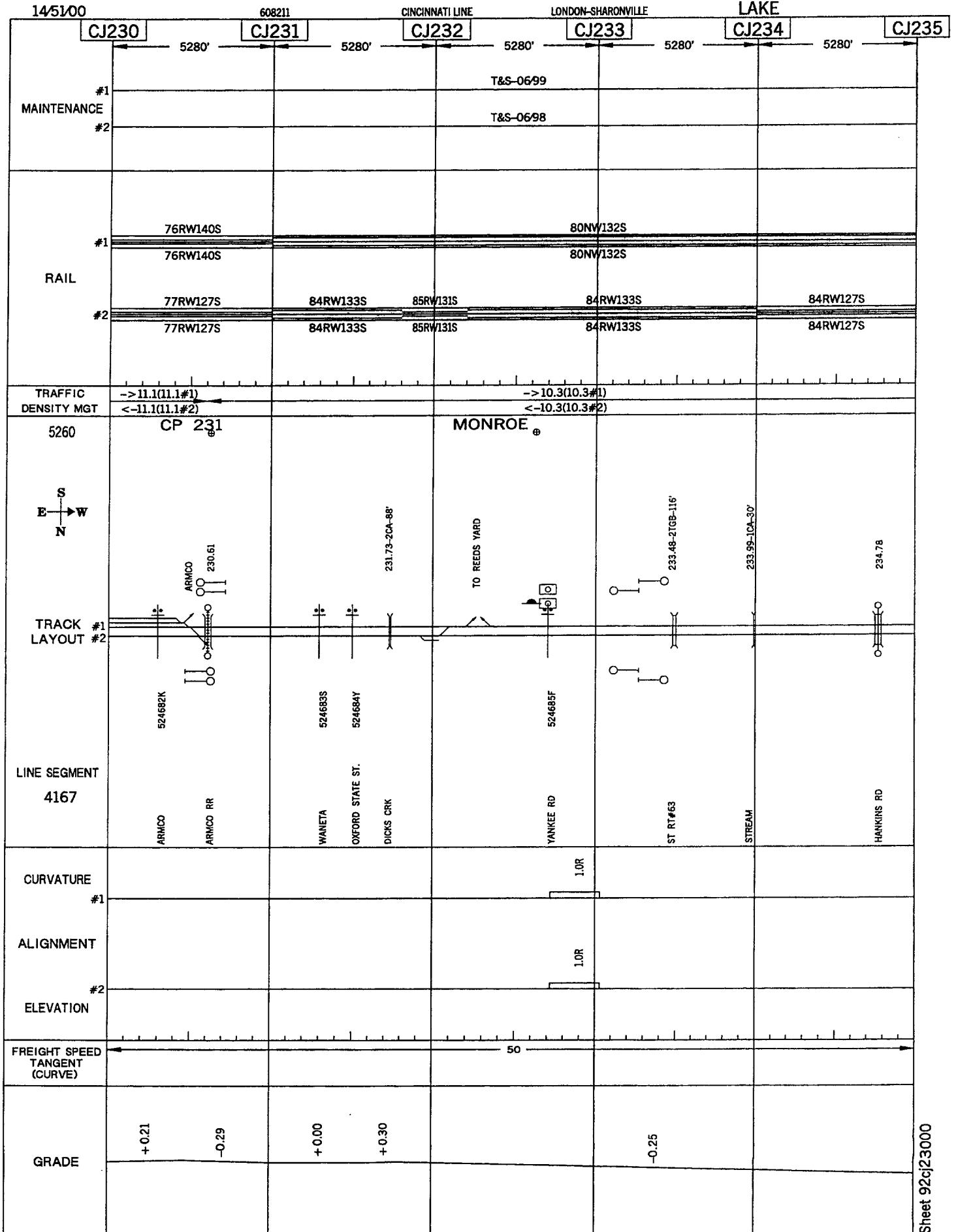


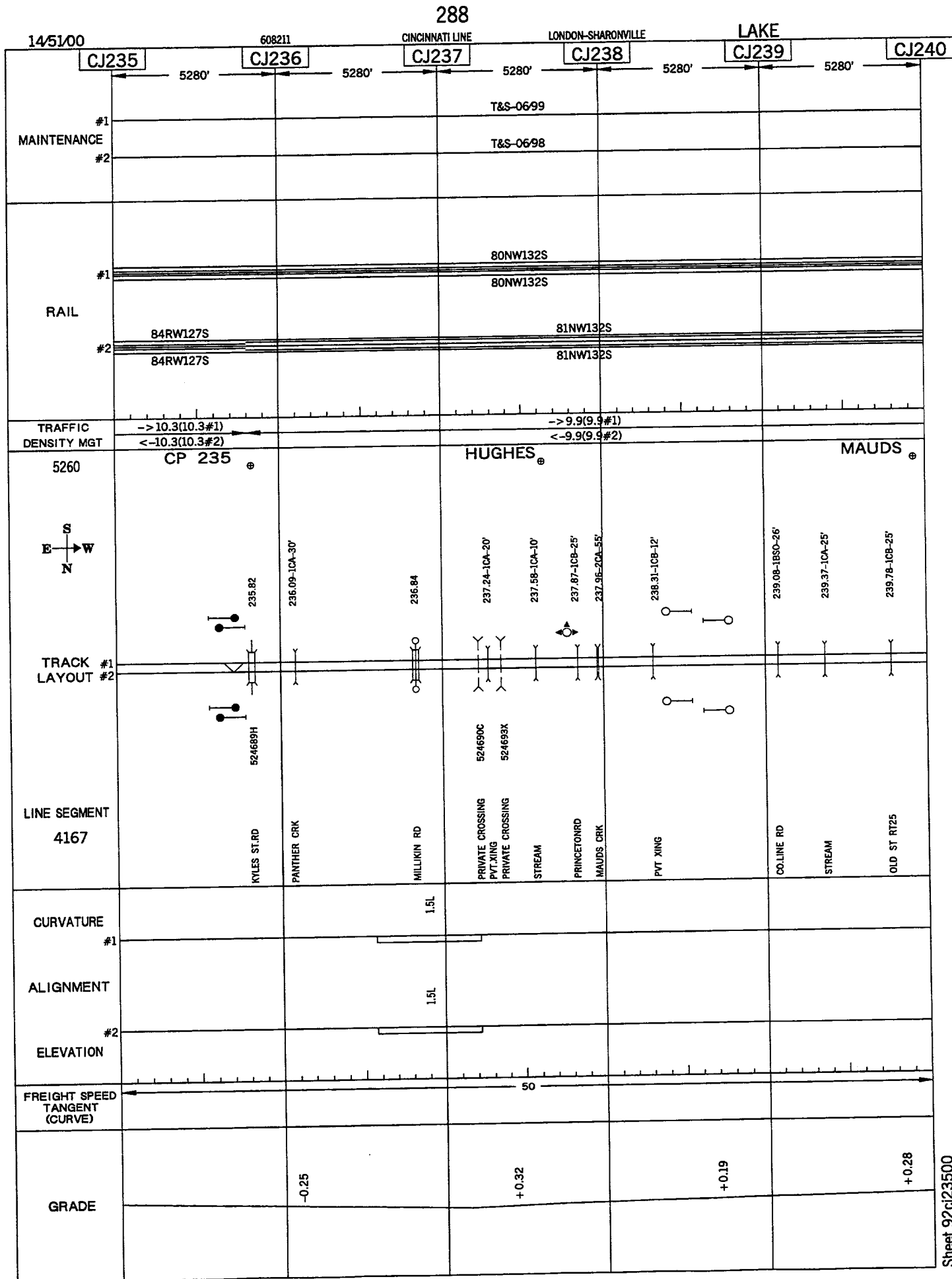
285

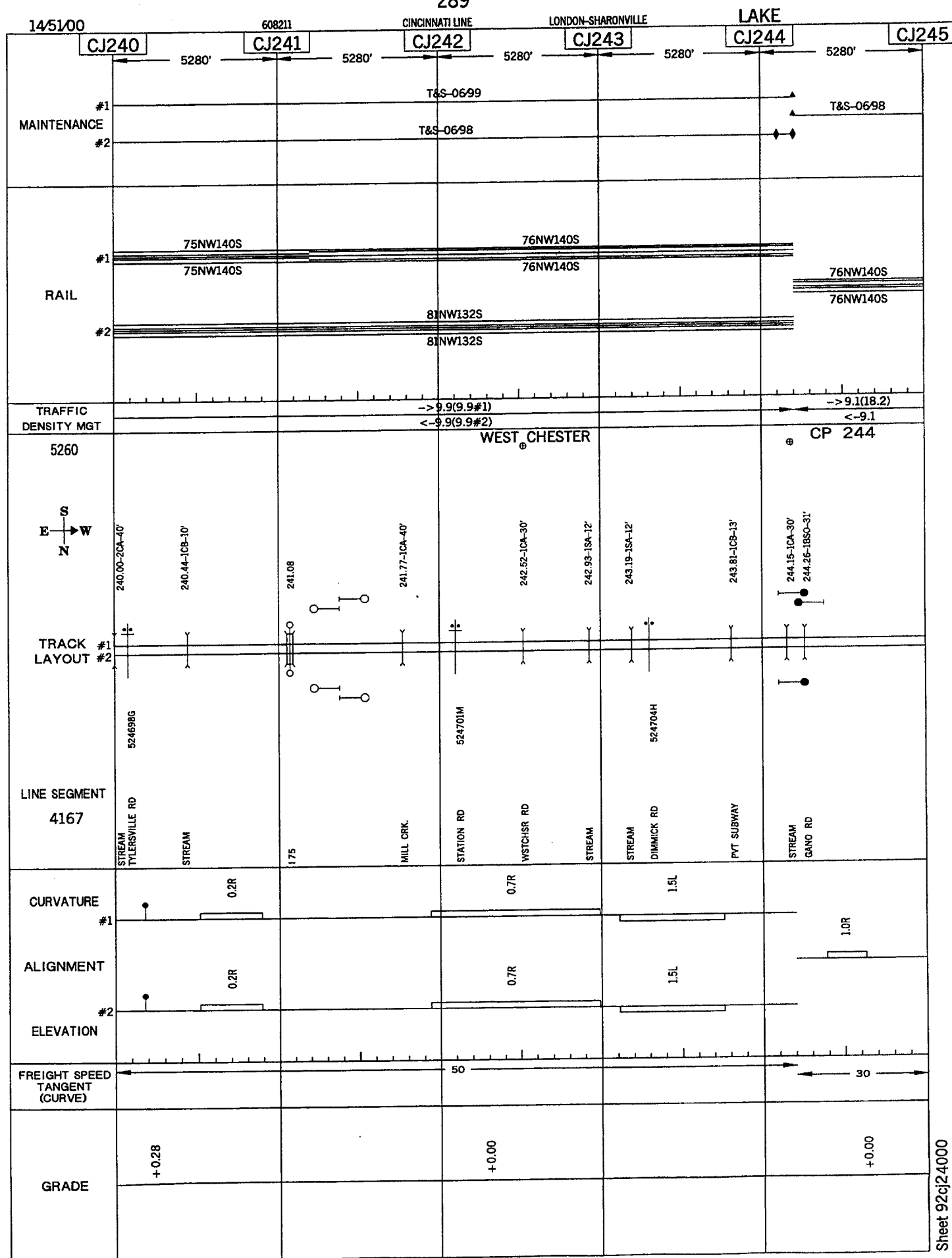


286



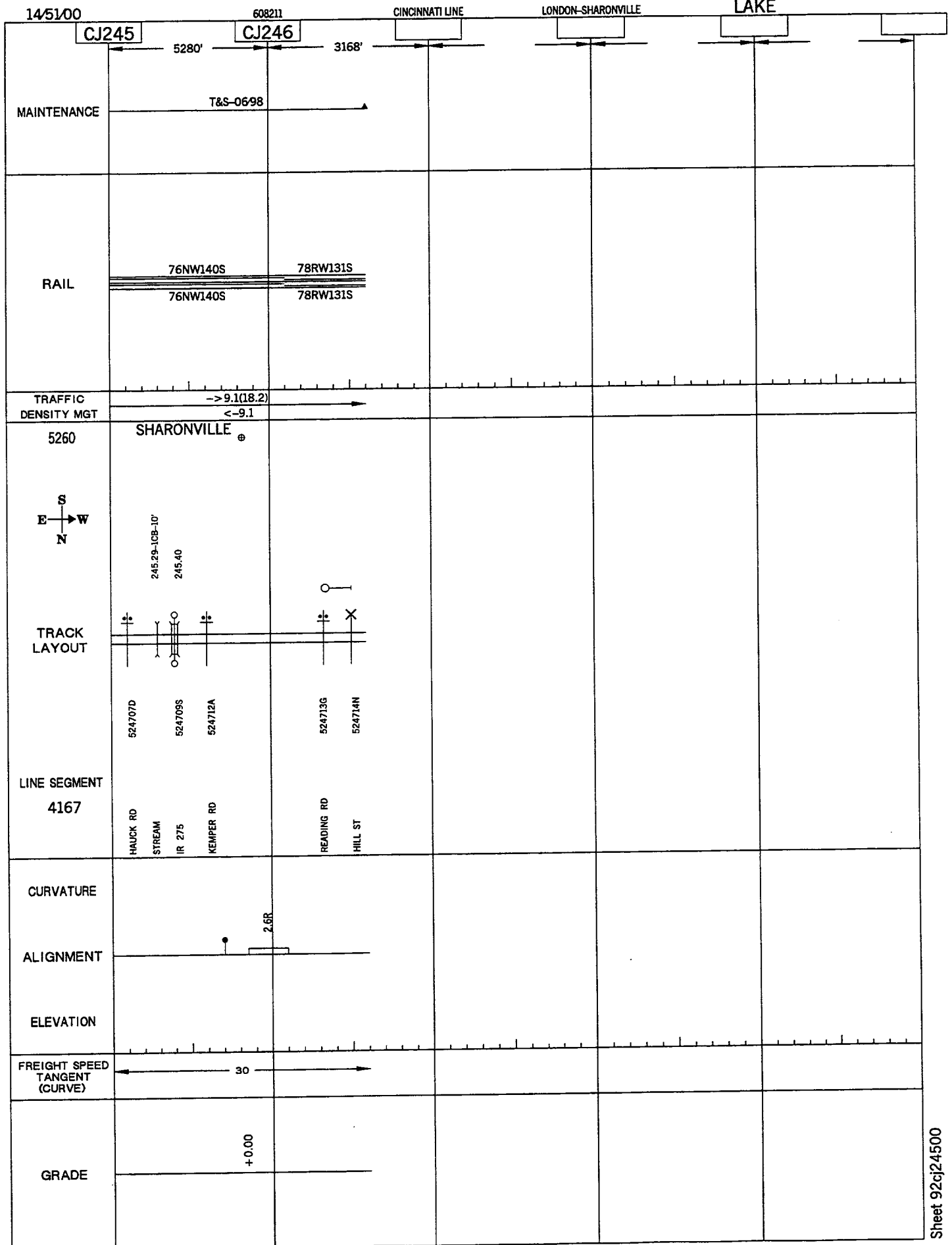


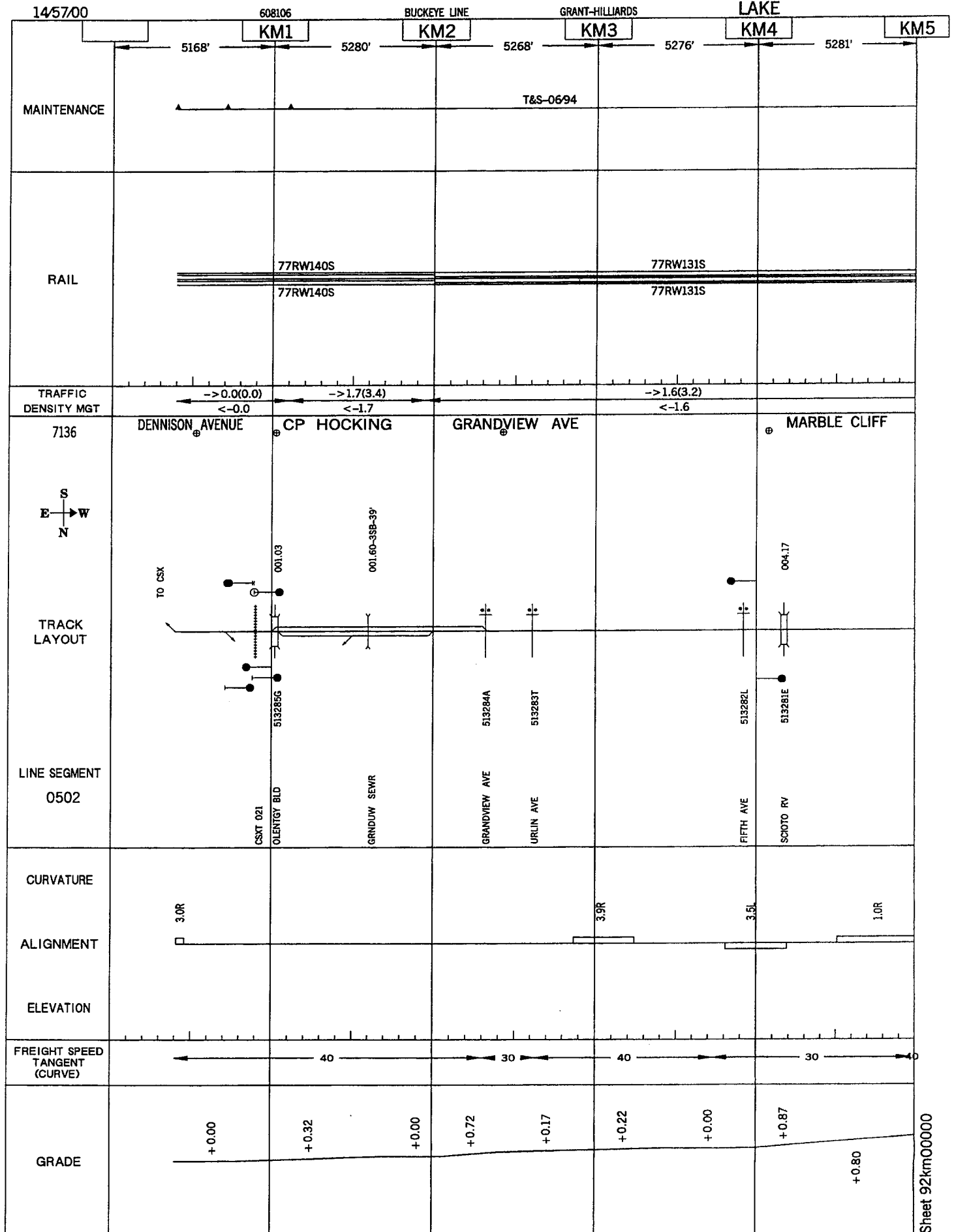


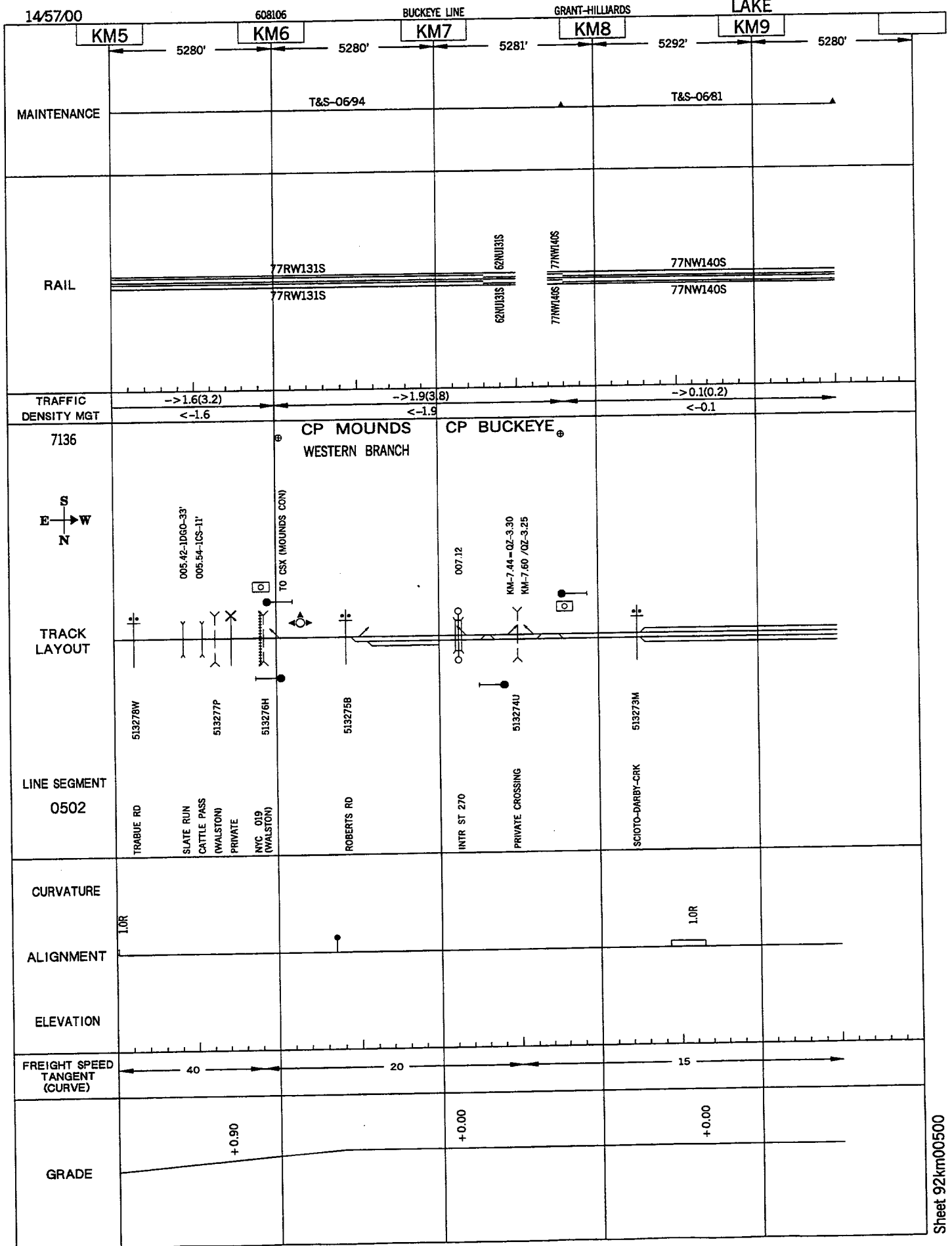


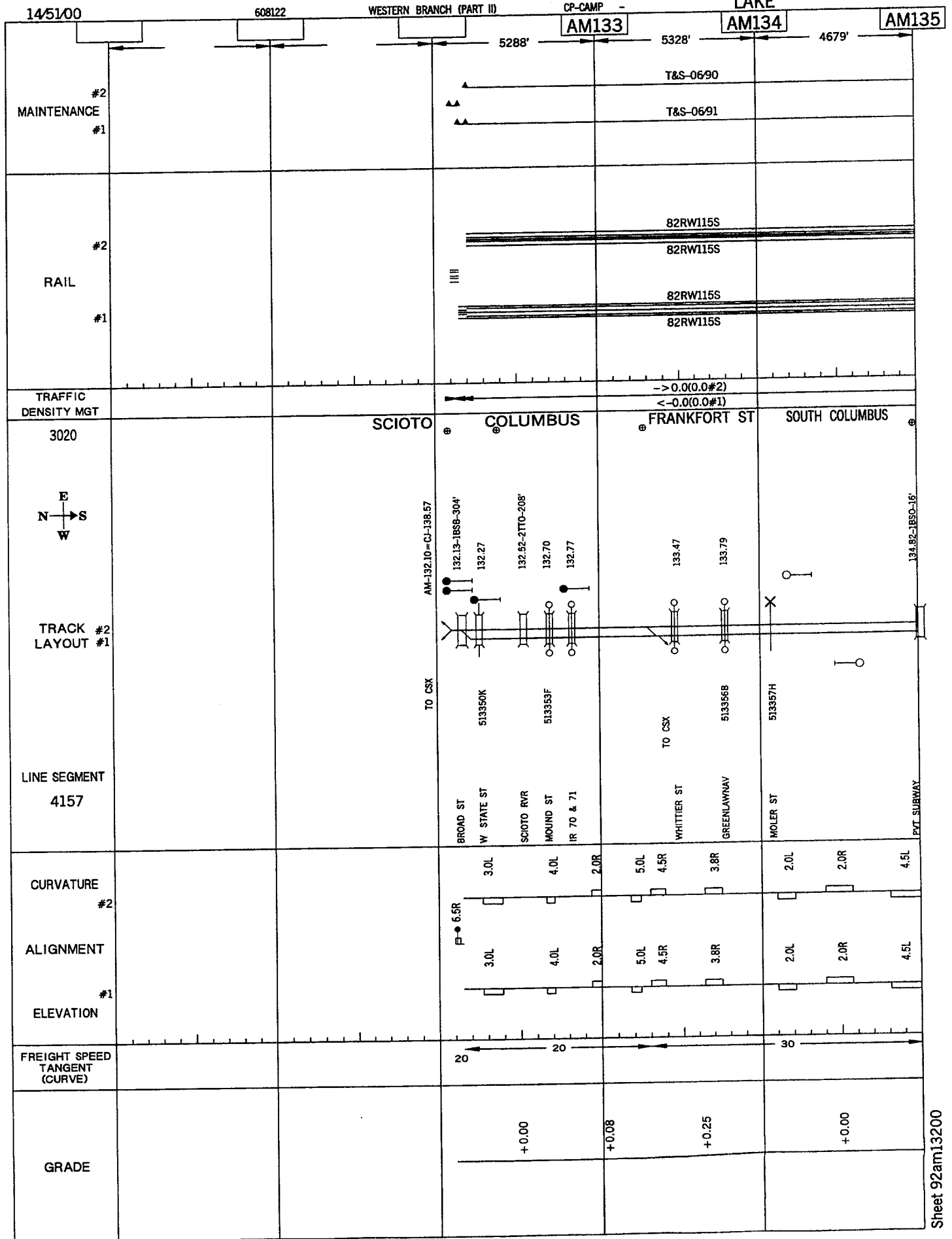


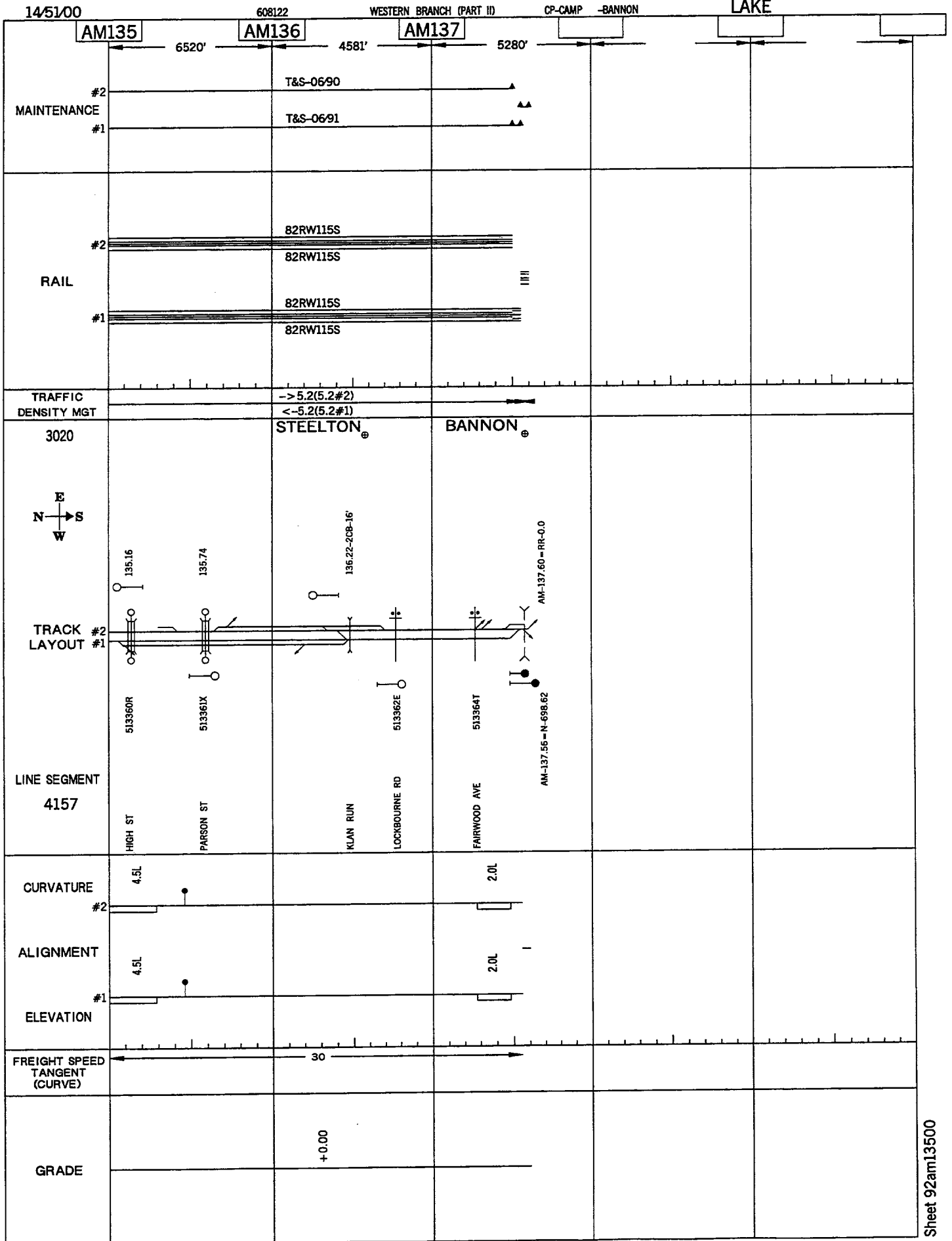
290

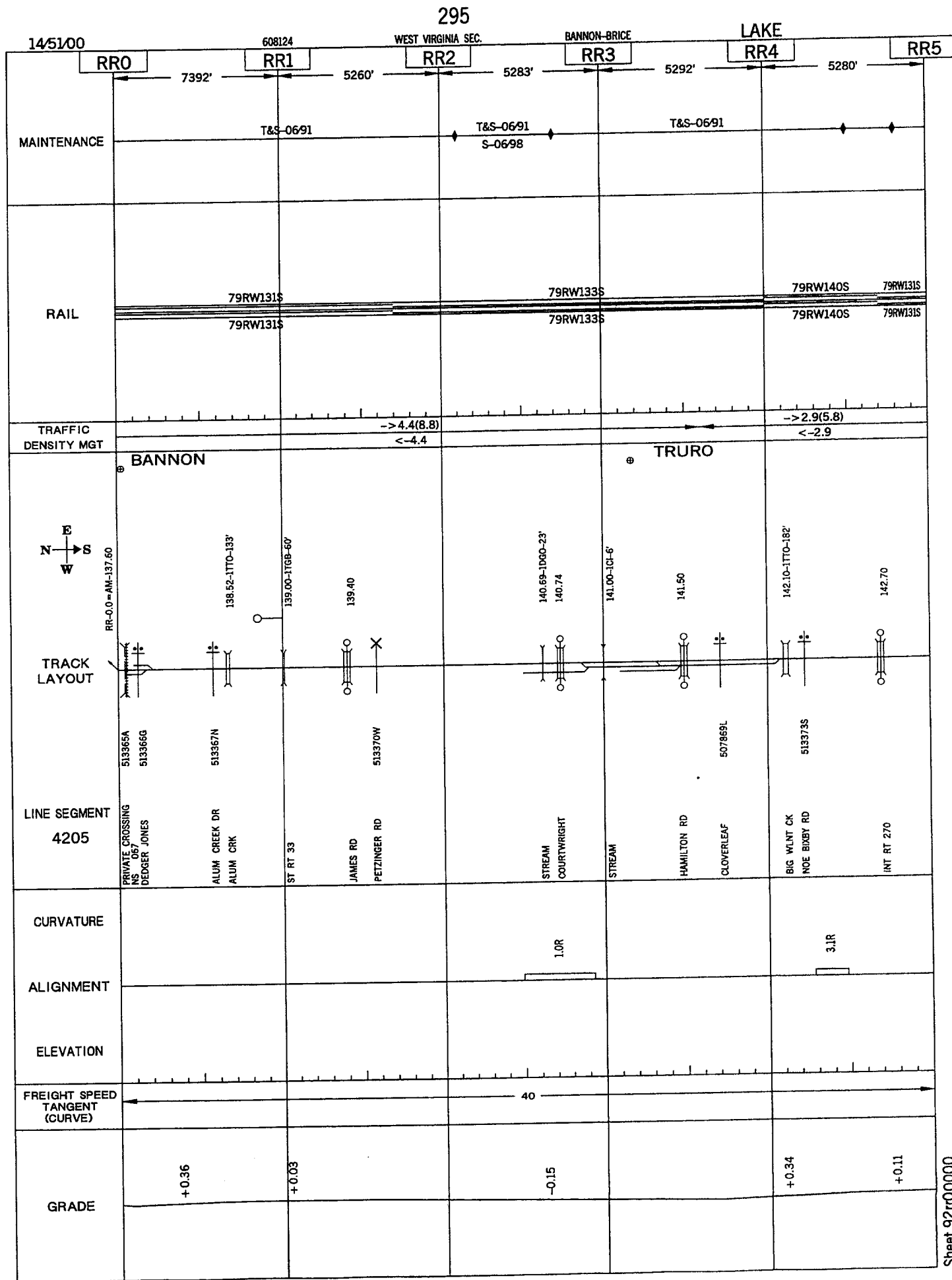












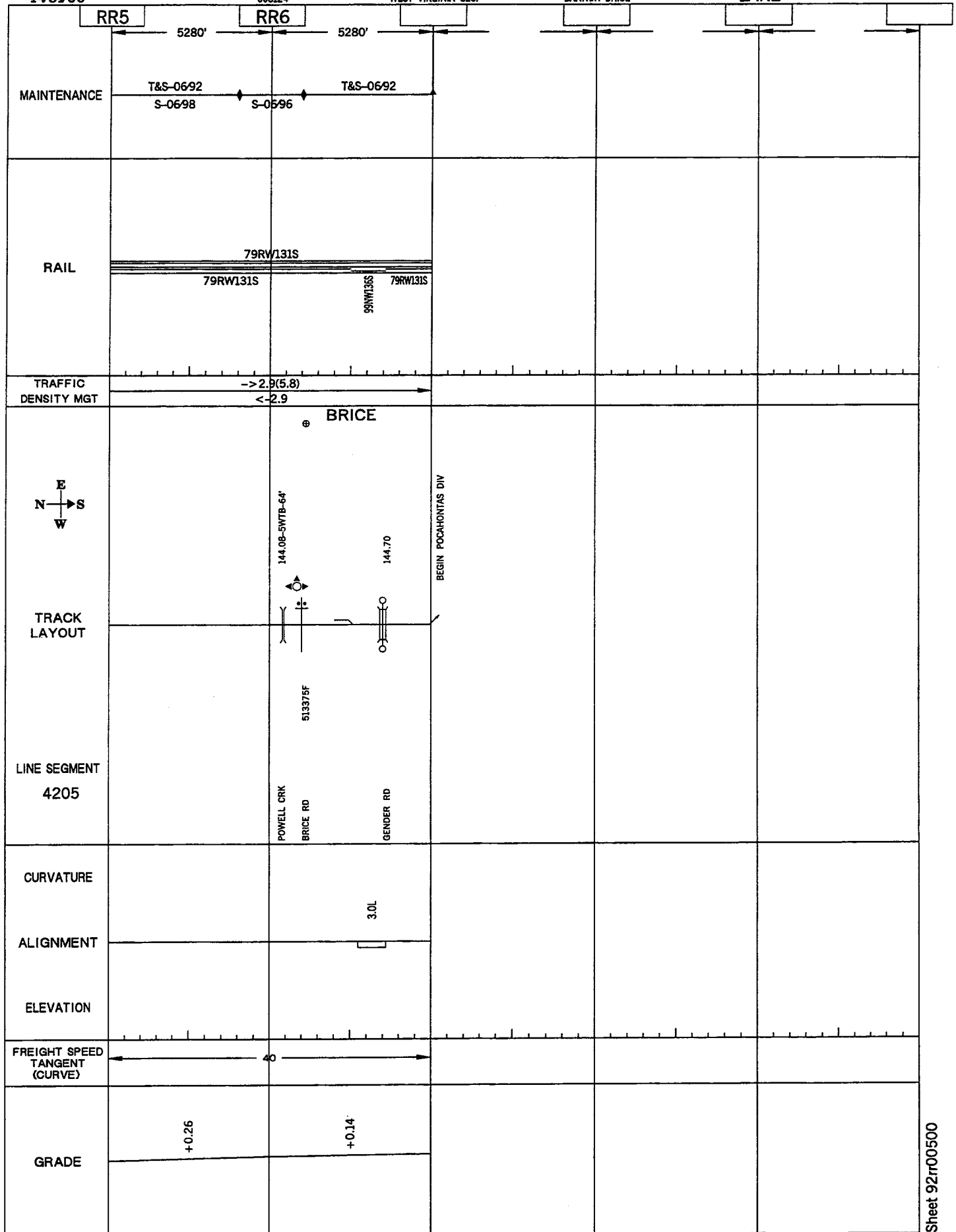
14/51/00

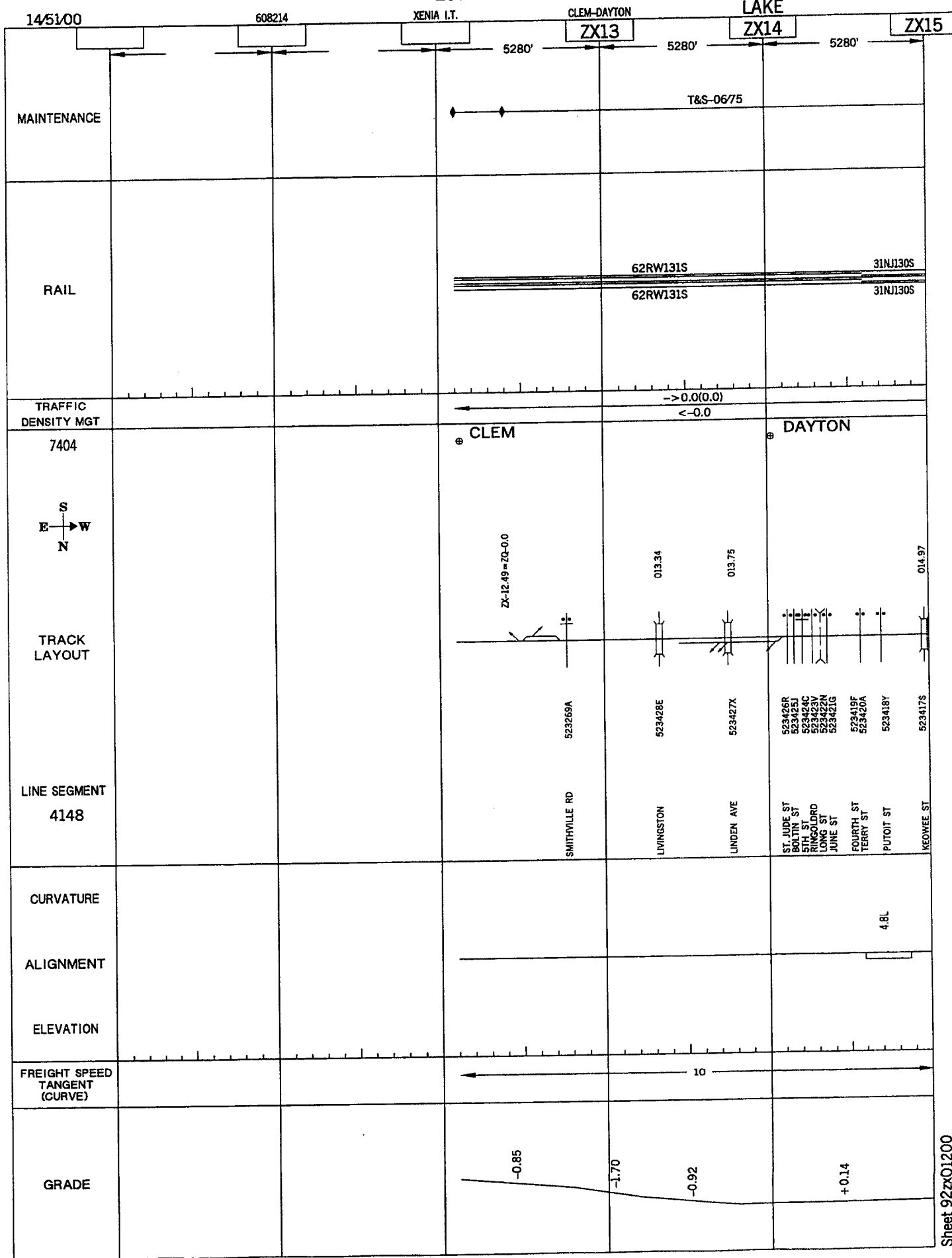
608124

WEST VIRGINIA SEC.

BANNON-BRICE

LAKE







14/51/00

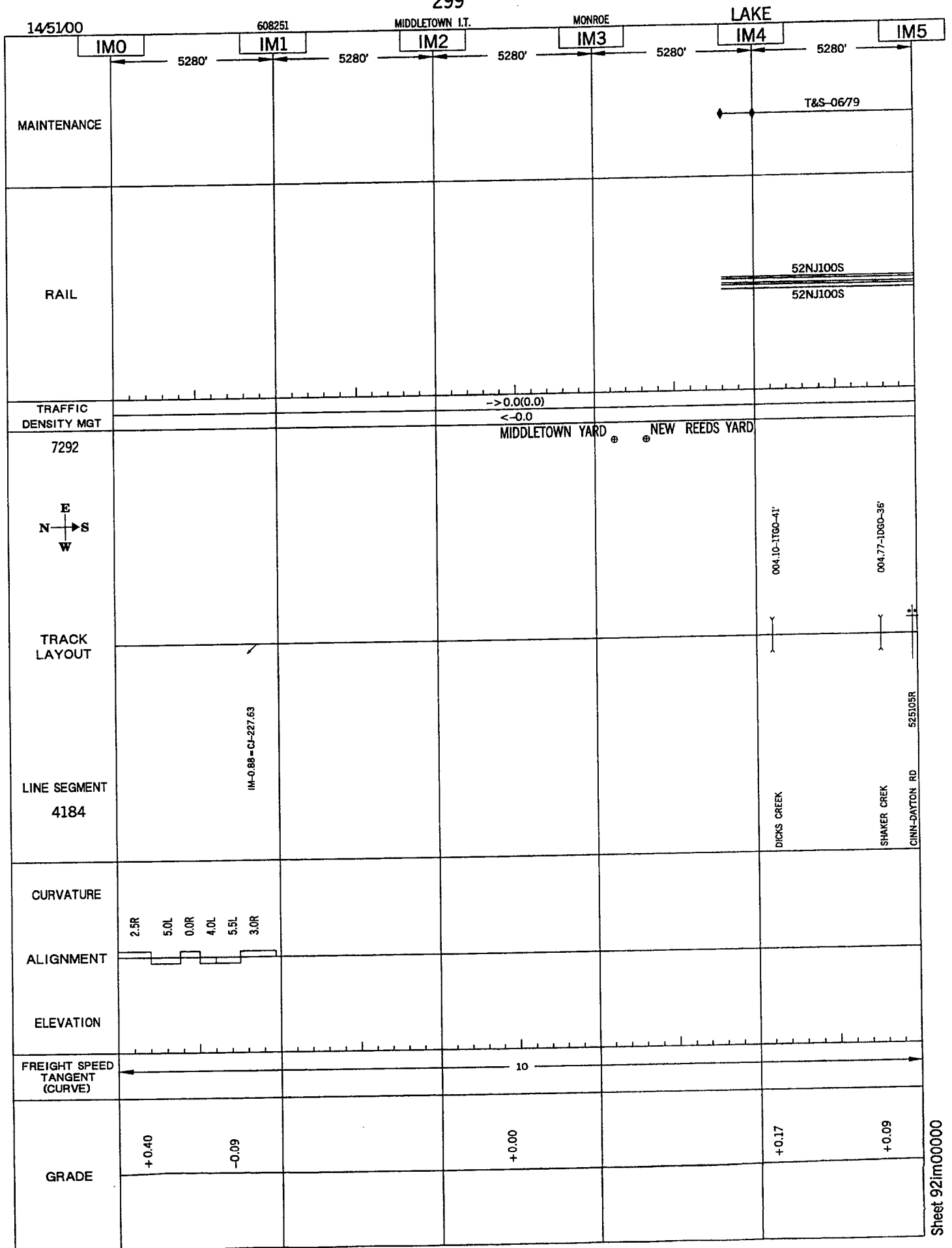
608214

XENIA I.T.

CLEM-DAYTON

LAKE

	ZX15					
	5280'					
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
7407	CP 207					
	015.08-ZCSB-15'					
TRACK LAYOUT	ZX-15.40 = CJ-207.30					
LINE SEGMENT 4148	MCDONOUGH ST					
CURVATURE	6.2L 5.7L 4.8L					
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	+0.14					



300

145100

608251

MIDDLETOWN I.T.

MONROE

LAKE

	IM5	5280'						
MAINTENANCE	T&S-06/79							
RAIL	52NJ100S 52NJ100S							
TRAFFIC DENSITY MGT	-> 0.0(0.0) <- 0.0							
⊕ MONROE								
<div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div>								
TRACK LAYOUT								
LINE SEGMENT 4184								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	+0.09 +0.00							

301

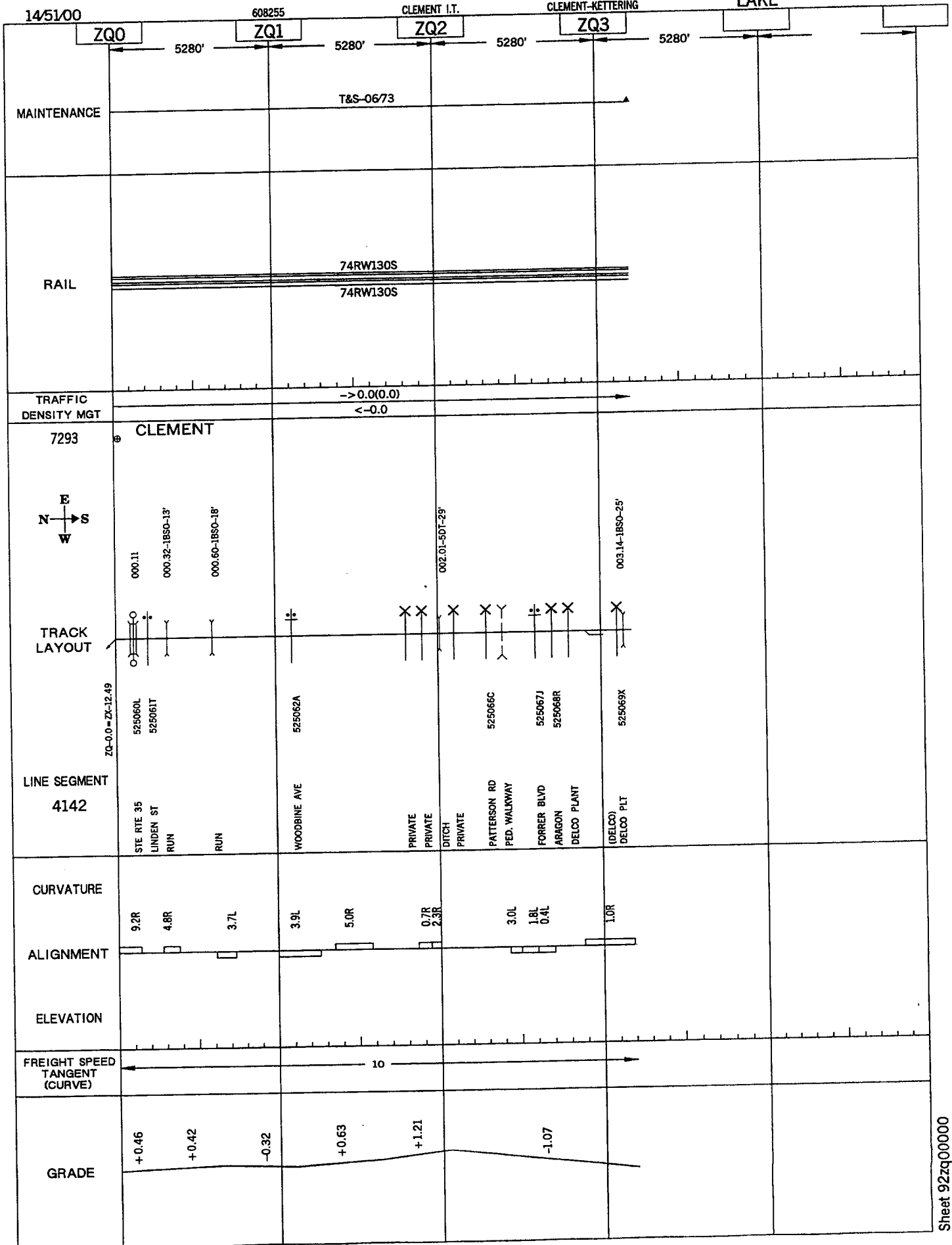
145100

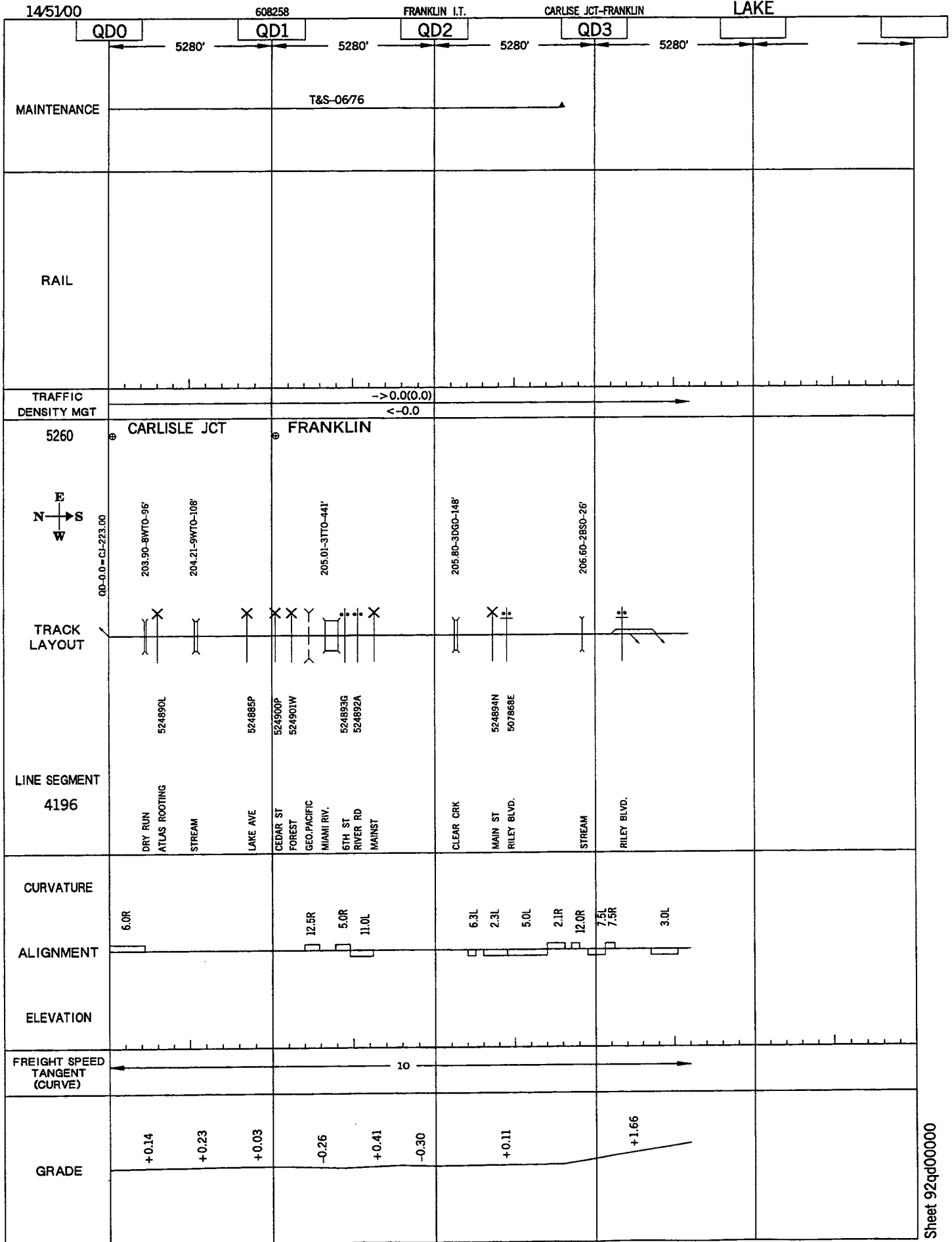
608255

CLEMENT I.T.

CLEMENT-KETTERING

LAKE





303

14/51/00

608256

D.P.L.I.T.

DAYTON

LAKE

MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT						
<div data-bbox="173 898 256 982"> <p>E N—→S W</p> </div>						
TRACK LAYOUT	THIS PAGE IS INTENTIONALLY LEFT BLANK					
LINE SEGMENT 4193						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

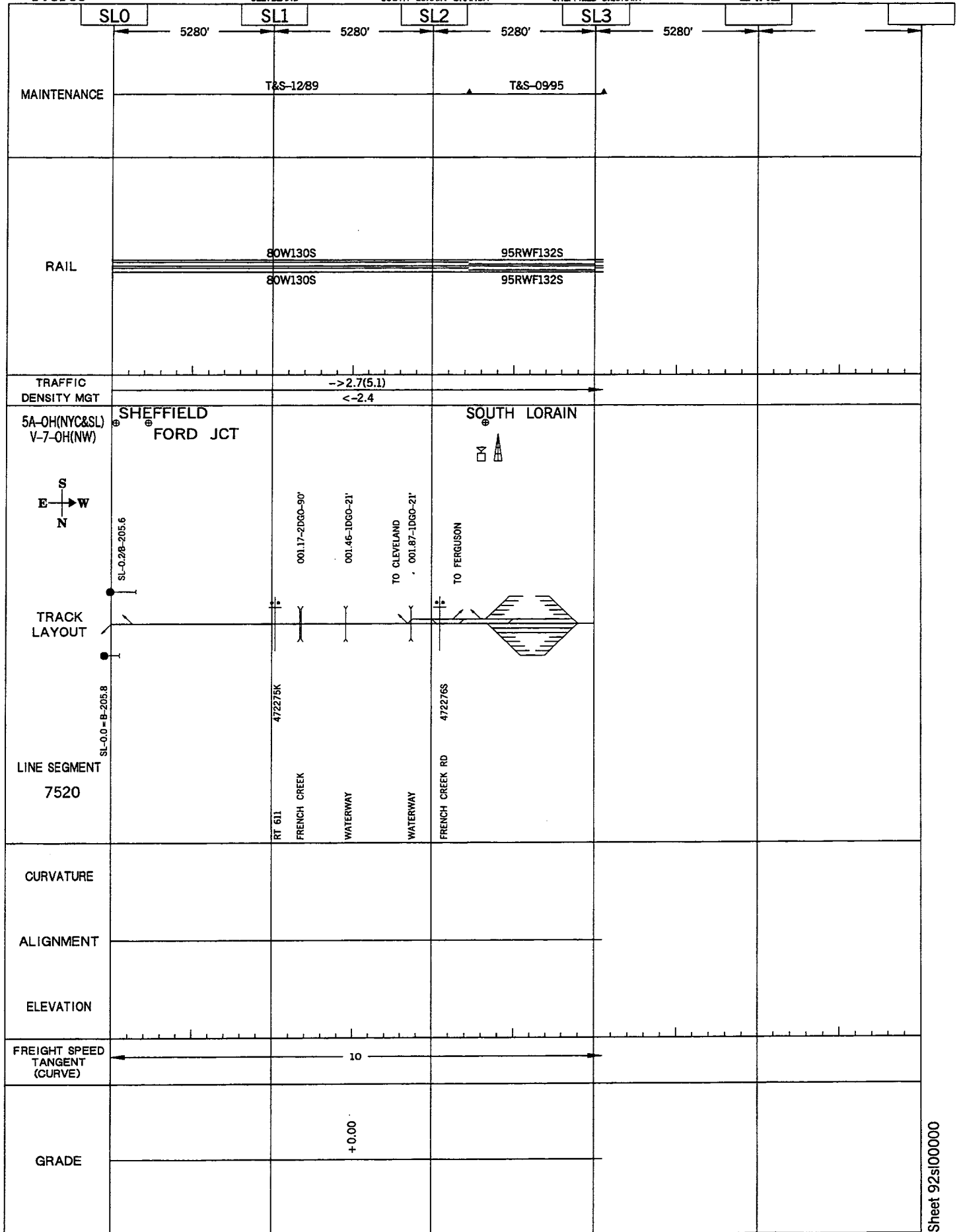
145100

CLEVELAND

SOUTH LORAIN BRANCH

SHEFFIELD-S.LORAIN

LAKE



305

14/5100

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

TN79

TN80

5346'

T&S-0690

49RJ090S

49RJ090S

-> 0.2(0.3)

<- 0.1

WOODBURN

TRAFFIC  
DENSITY MGT

2B-IN(WAB)

S  
E → W  
N

TRACK  
LAYOUT

LINE SEGMENT  
7871

X

X

477840D  
WOODBURN RD

477843Y  
HETRICK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

+0.04

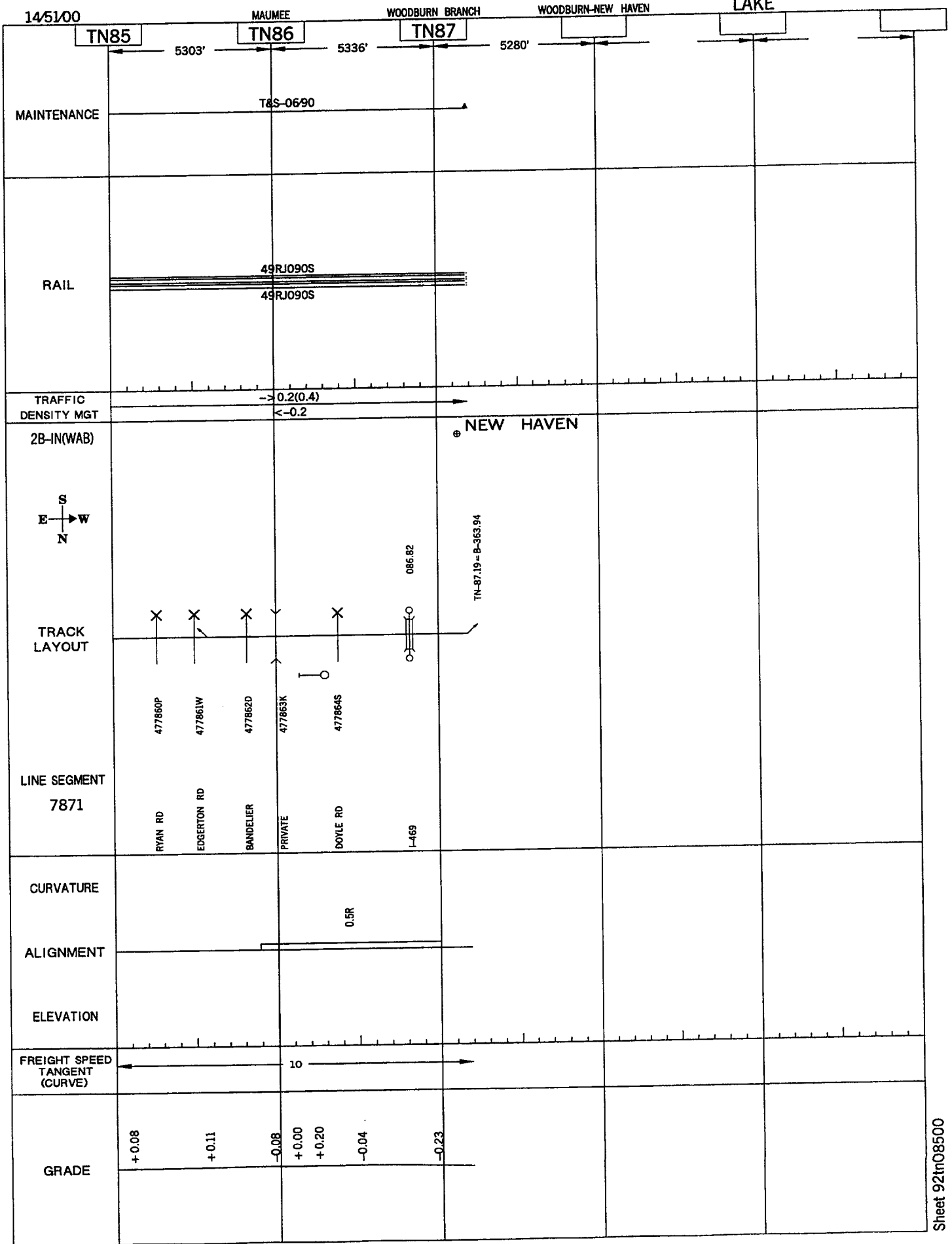
+0.07

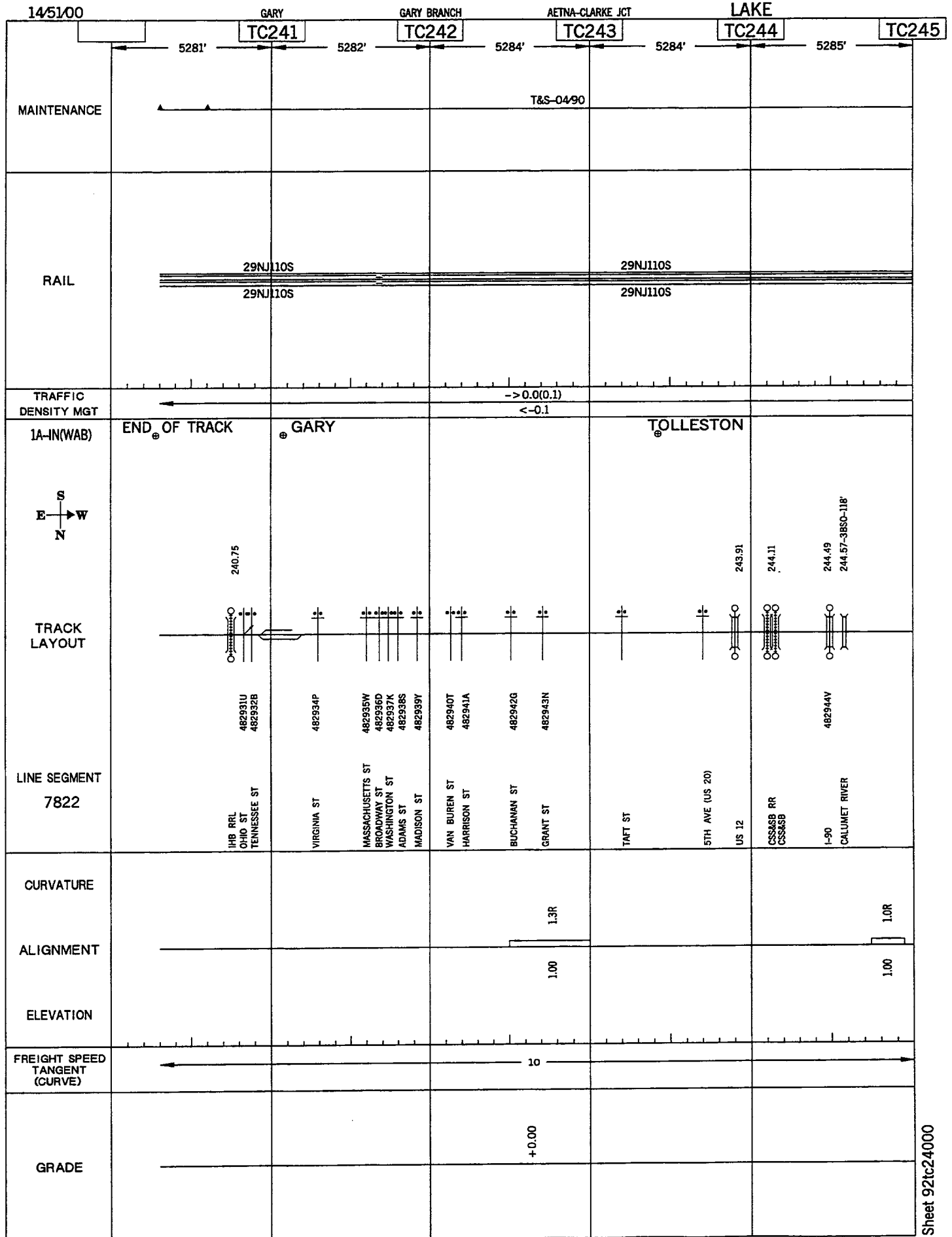
Sheet 92tn07900



145100		MAUMEE		WOODBURN BRANCH		WOODBURN-NEW HAVEN		LAKE		TN85	
TN80		TN81		TN82		TN83		TN84		TN85	
5200'		5366'		5362'		5241'		5301'			
MAINTENANCE		T&S-06/90									
RAIL		49RJ090S 49RJ090S									
TRAFFIC DENSITY MGT		-> 0.2(0.4) <- 0.2									
2B-IN(WAB)		⊕ (GARR CREEK)									
<div><div>S</div><div>E</div><div>N</div><div>W</div></div>											
TRACK LAYOUT		<div>080.10-3WTO-40'</div> <div>080.70-3WTO-36'</div> <div>082.16-2WTO-28'</div> <div>083.56-5WTO-70'</div>									
LINE SEGMENT 7871		<div>477844F</div> <div>477845M</div> <div>477846J</div> <div>477847B</div> <div>477851R</div> <div>477853E</div> <div>477850J</div> <div>477854L</div> <div>477852X</div> <div>477855T</div> <div>477856A</div> <div>477857G</div> <div>477858N</div> <div>477859V</div>									
WATERWAY PYXING		SAMPSON RD EDGERTON DITCH									
		TO GOODRICH PLANT									
PRIVATE PRIVATE		ROUSEY									
WATERWAY BREMER		PRIVATE									
WEBSTER		PRIVATE GARR CREEK RD GARR CREEK									
BERTHAUD		HARPER RD PRIVATE PRIVATE									
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)		10									
GRADE		<div>+0.07</div> <div>-0.12</div> <div>+0.00</div> <div>+0.04</div> <div>+0.00</div> <div>+0.10</div> <div>+0.00</div> <div>+0.07</div> <div>+0.00</div> <div>+0.08</div>									

Sheet 92tr08000





309

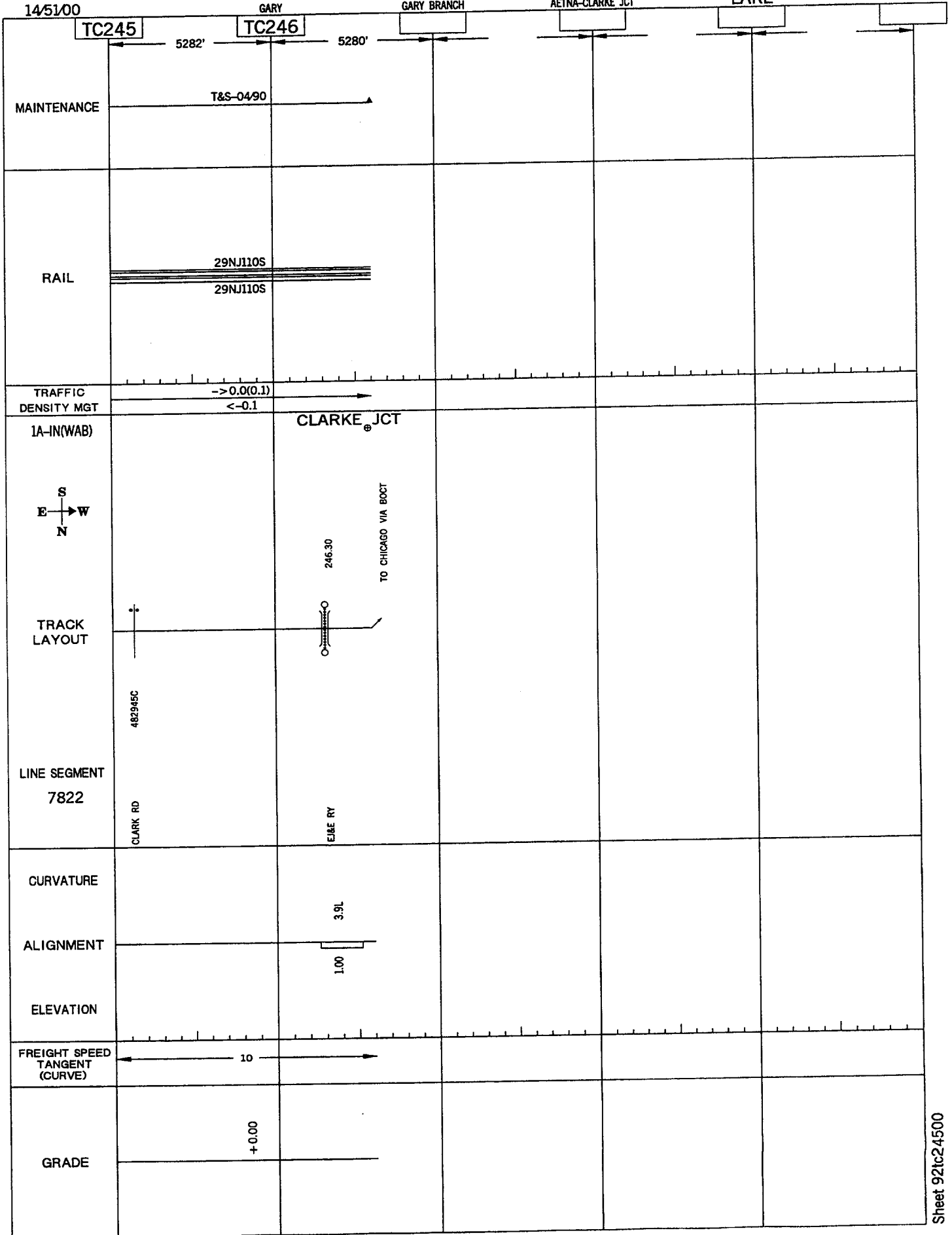
14/51/00

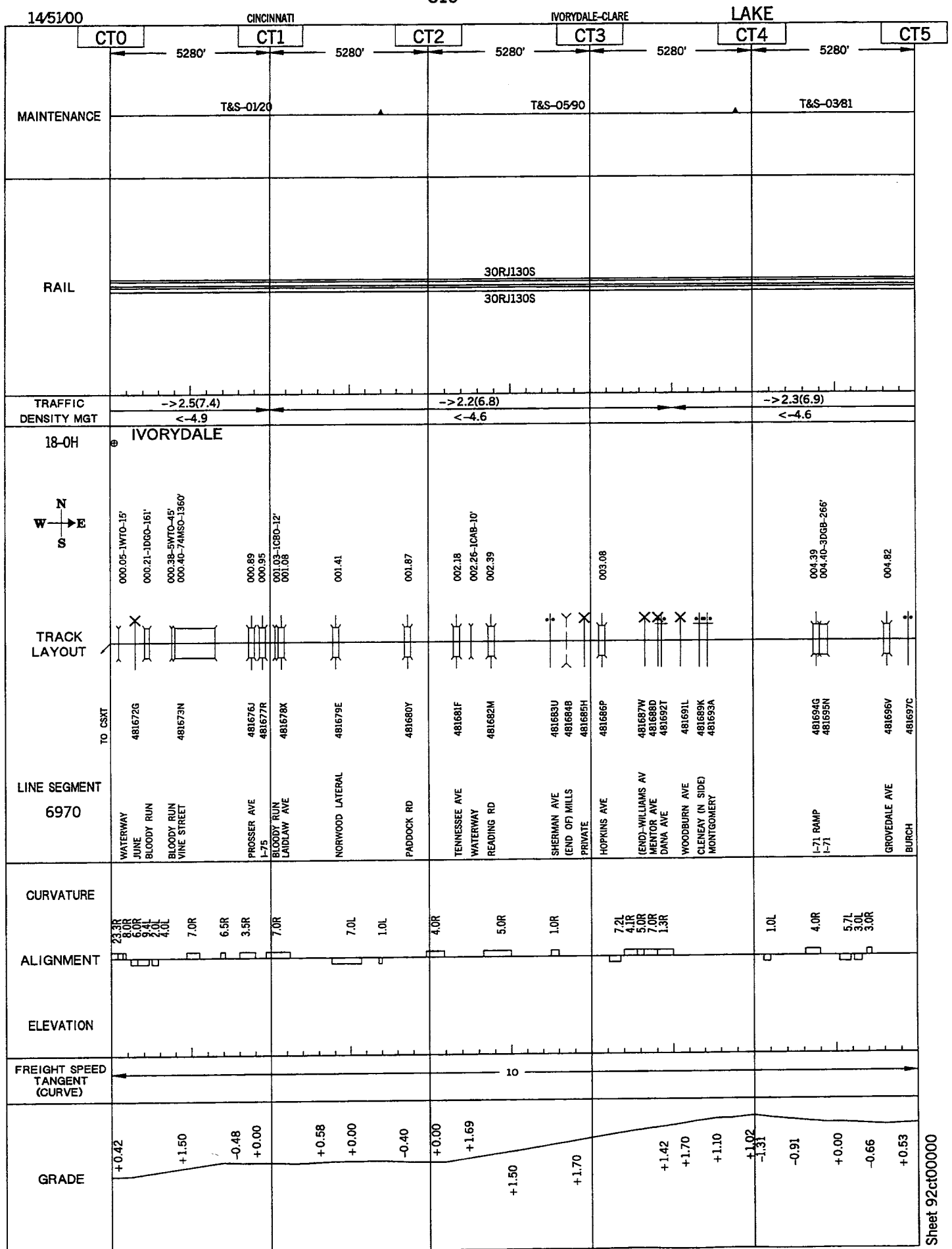
GARY

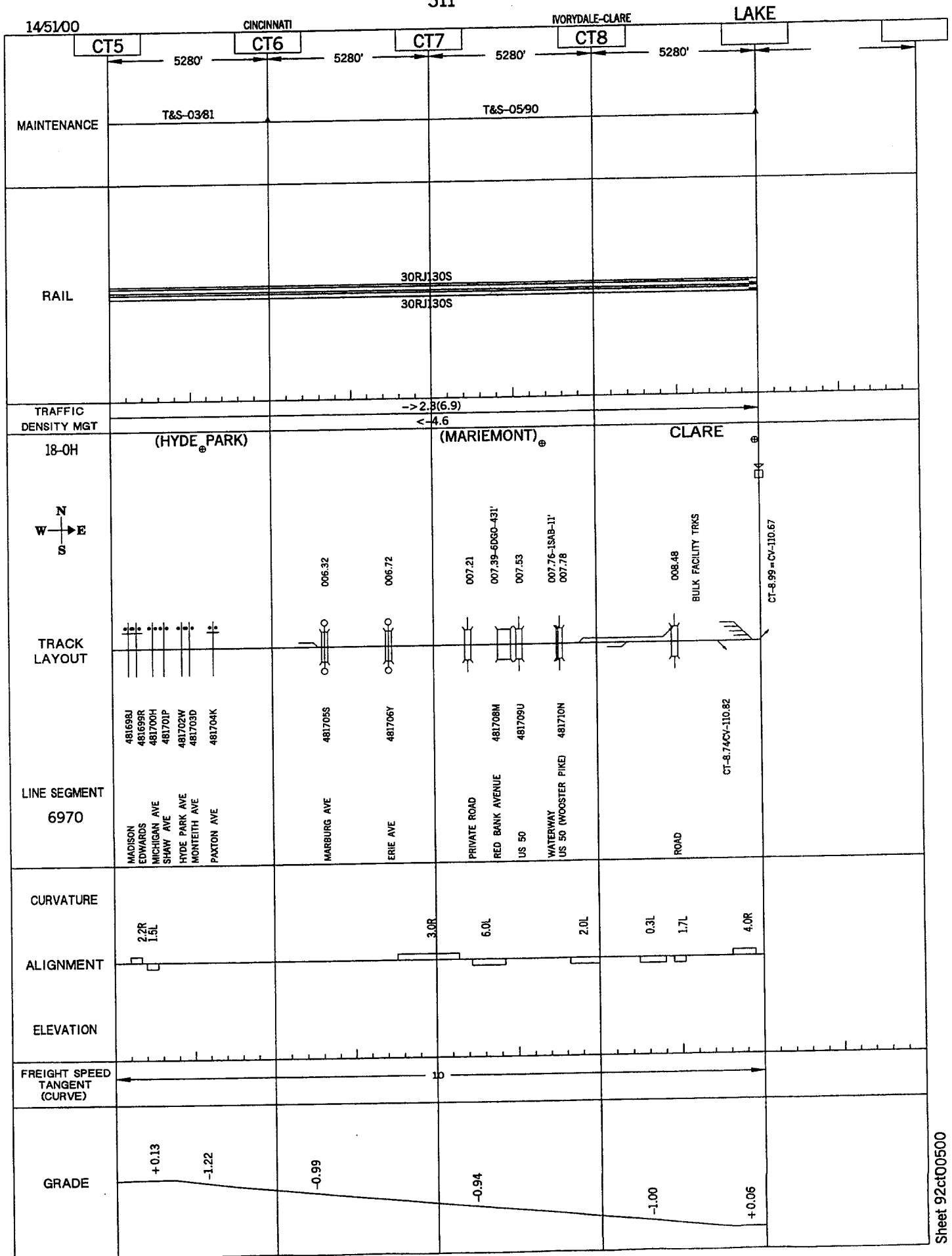
GARY BRANCH

AETNA-CLARKE JCT

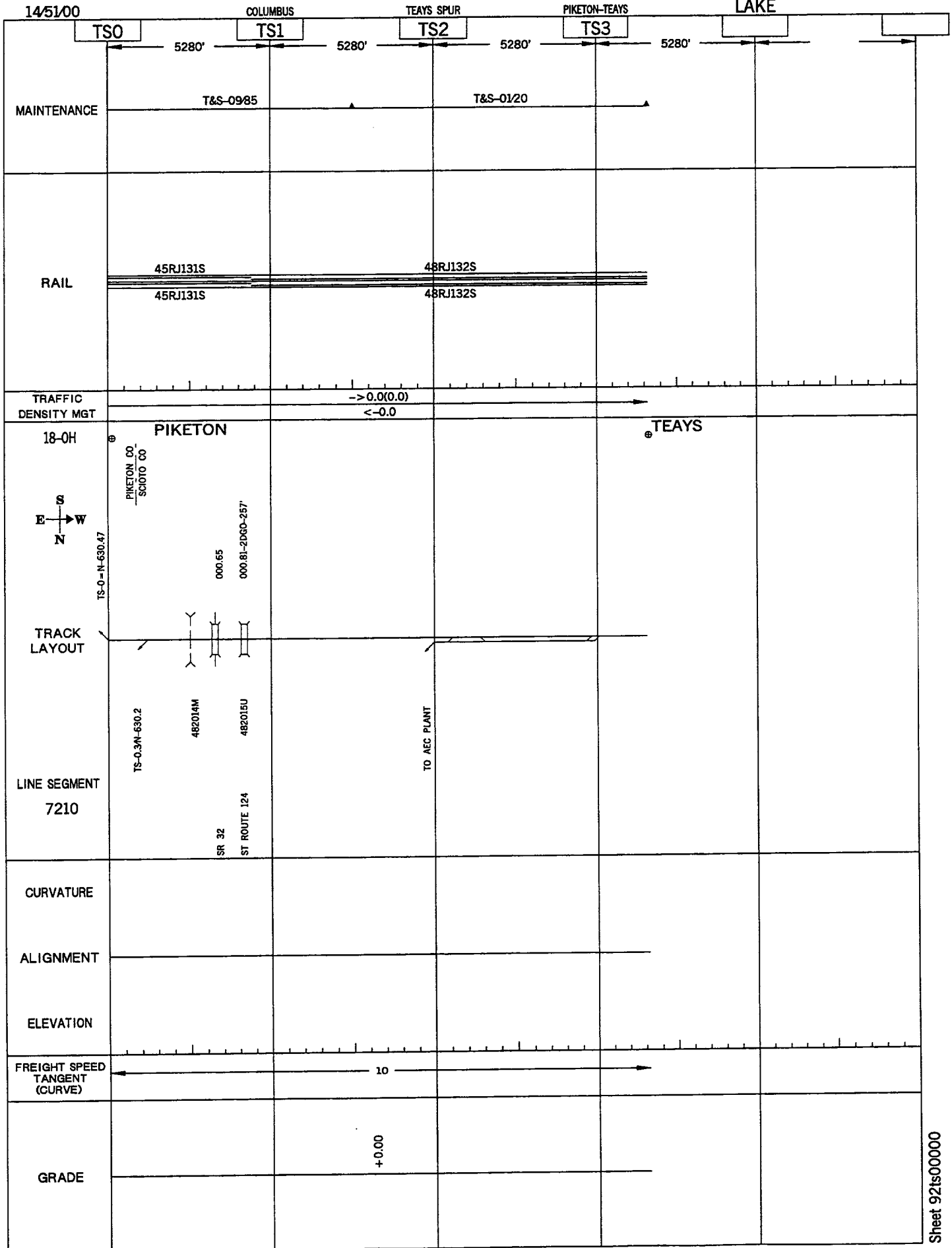
LAKE

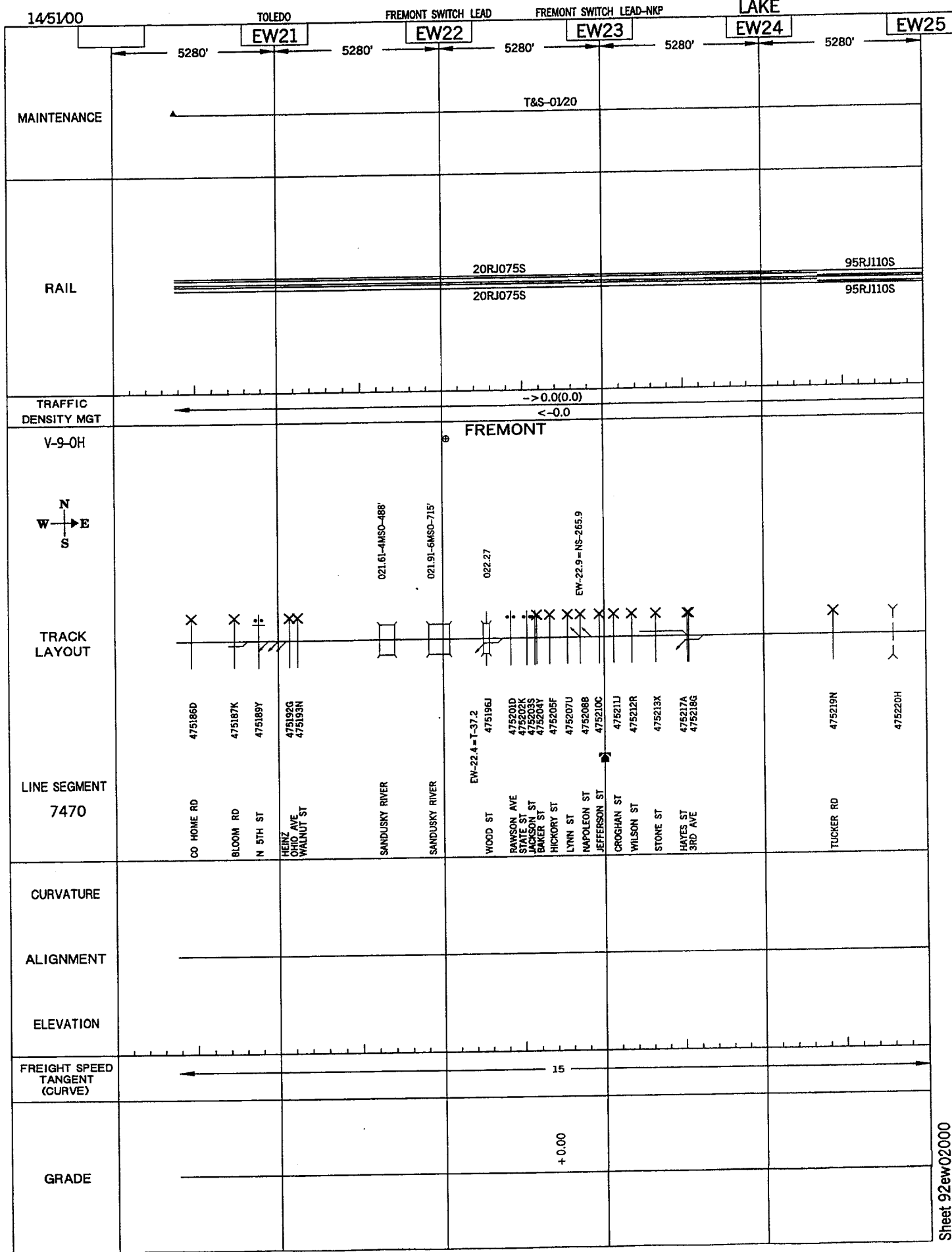






312







14/51/00

TOLEDO

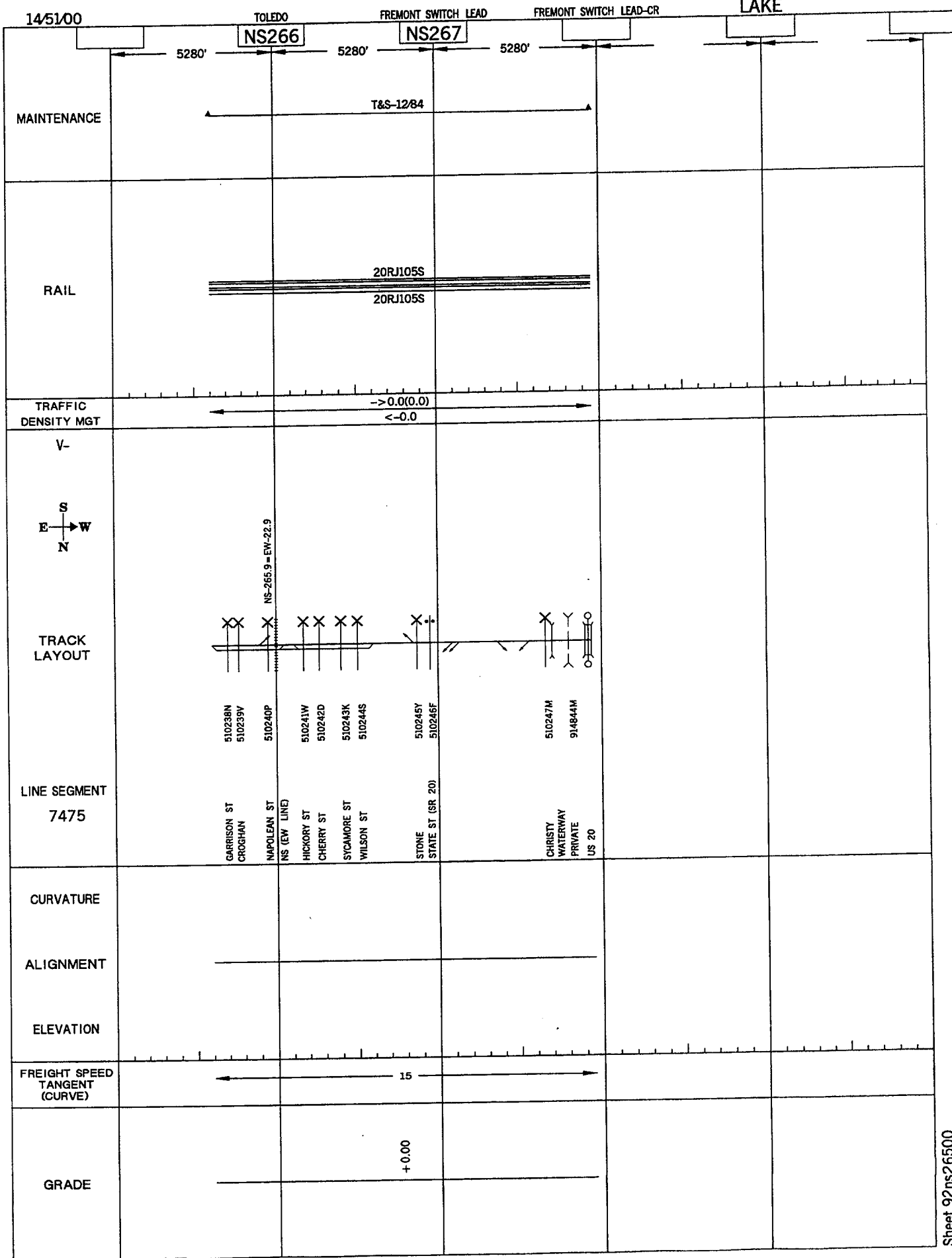
FREMONT SWITCH LEAD

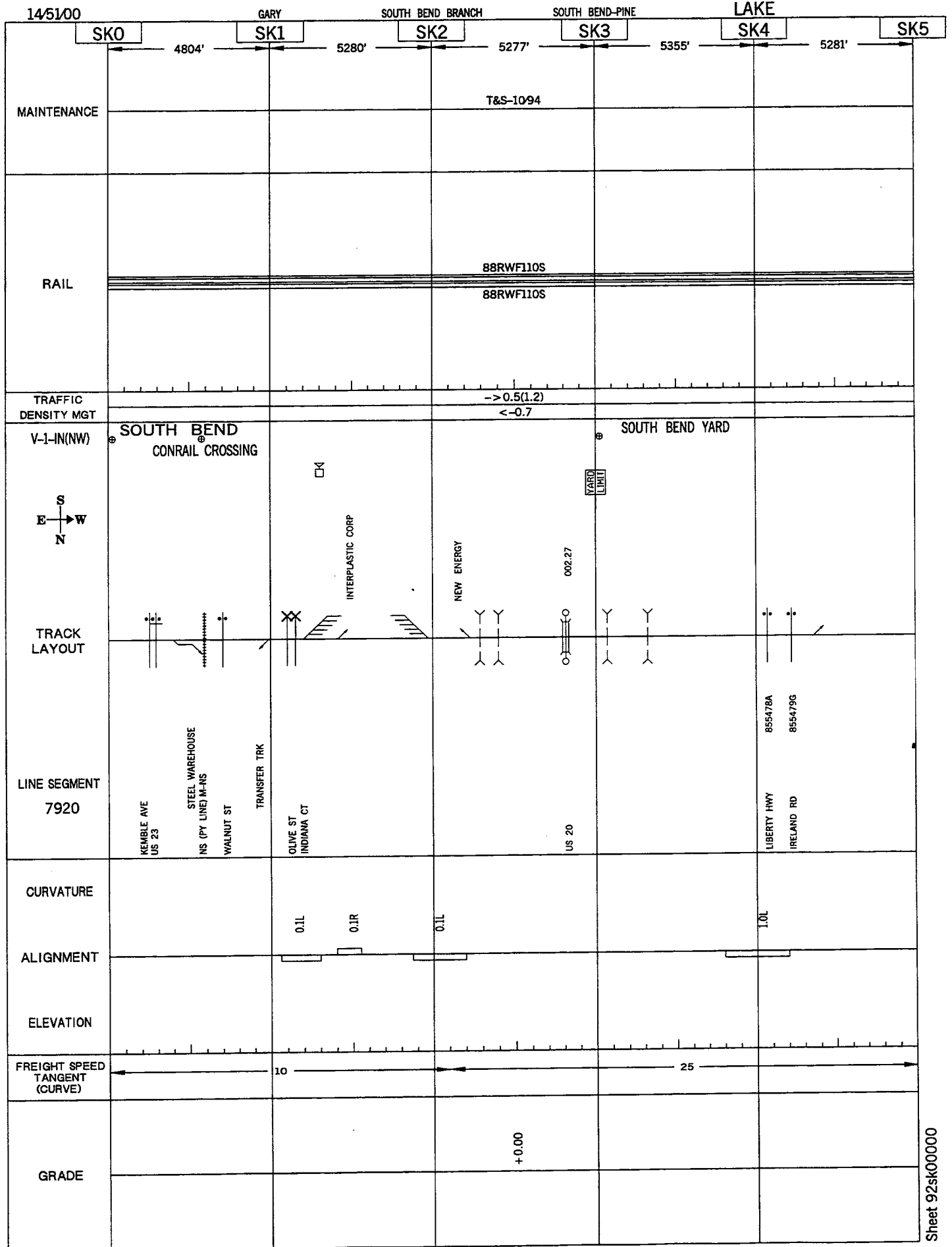
FREMONT SWITCH LEAD-NKP

LAKE

	EW25	5280'						
MAINTENANCE	T&S-01/20							
RAIL	20RJ075S 20RJ075S							
TRAFFIC DENSITY MGT								
DAVIDSON								
TRACK LAYOUT	X							
LINE SEGMENT 7470	BUCKLAND AVE (CR 41) 47521P							
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	15							
GRADE	+0.00							

315





14/51/00		GARY		SOUTH BEND BRANCH		SOUTH BEND-PINE		LAKE		SK10	
SK5		SK6		SK7		SK8		SK9		SK10	
MAINTENANCE		5278'		4731'		5174'		4809'		2243'	
RAIL				T&S-1094							
TRAFFIC DENSITY MGT				-> 0.5(1.2)		<- 0.7					
V-1-IN(NW)				(YOST)		(SWEENEYS)					
TRACK LAYOUT											
LINE SEGMENT		KERN RD		ROOSEVELT RD		MADISON RD		PRIVATE NEW RD		PRIVATE OSBORNE RD	
CURVATURE		2.0R		2.0L						1.1R	
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)				25							
GRADE		+0.00				+0.50				+0.50	

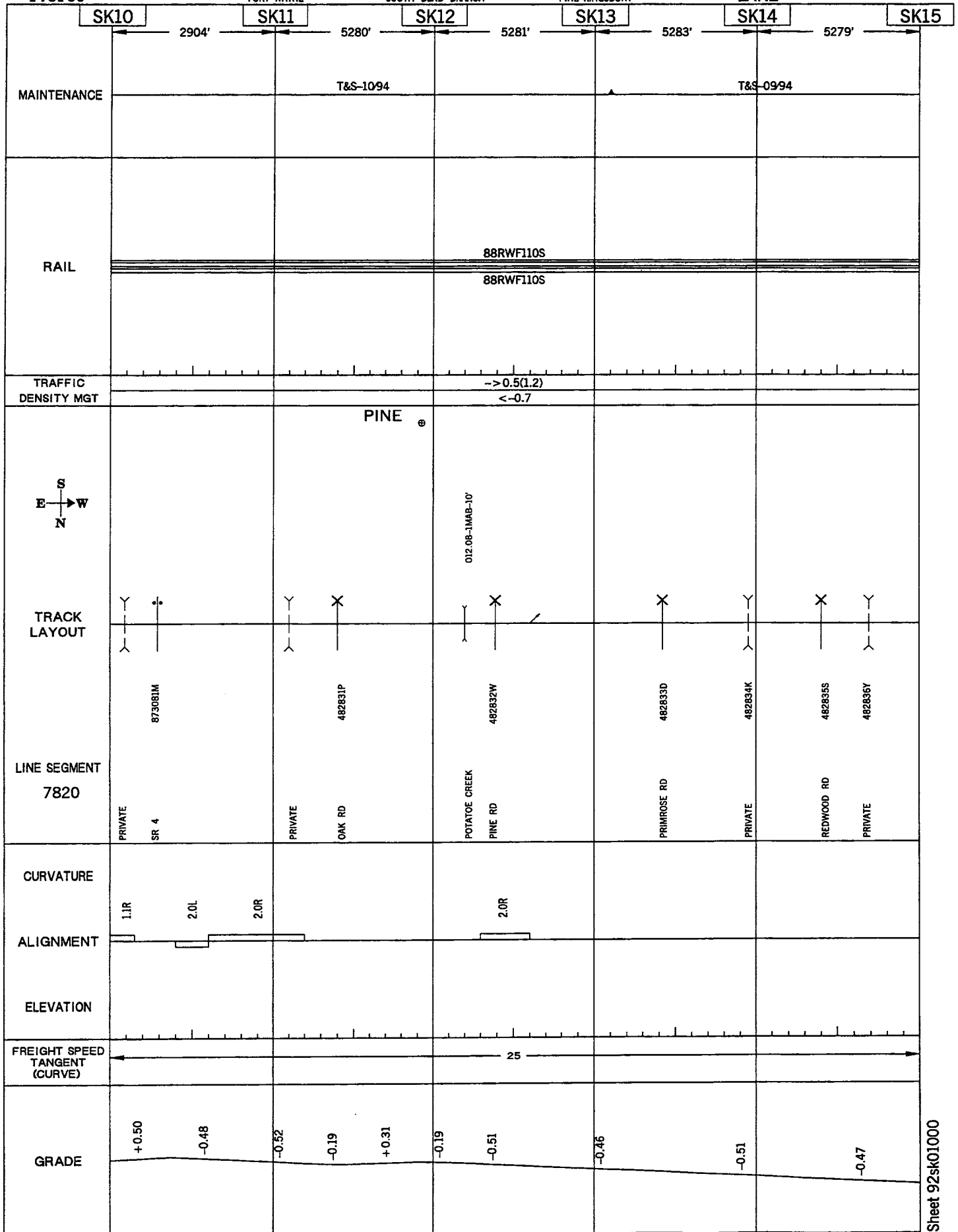
14/51/00

FORT WAYNE

SOUTH BEND BRANCH

PINE-KINGSBURY

LAKE



319

14/5100

FORT WAYNE

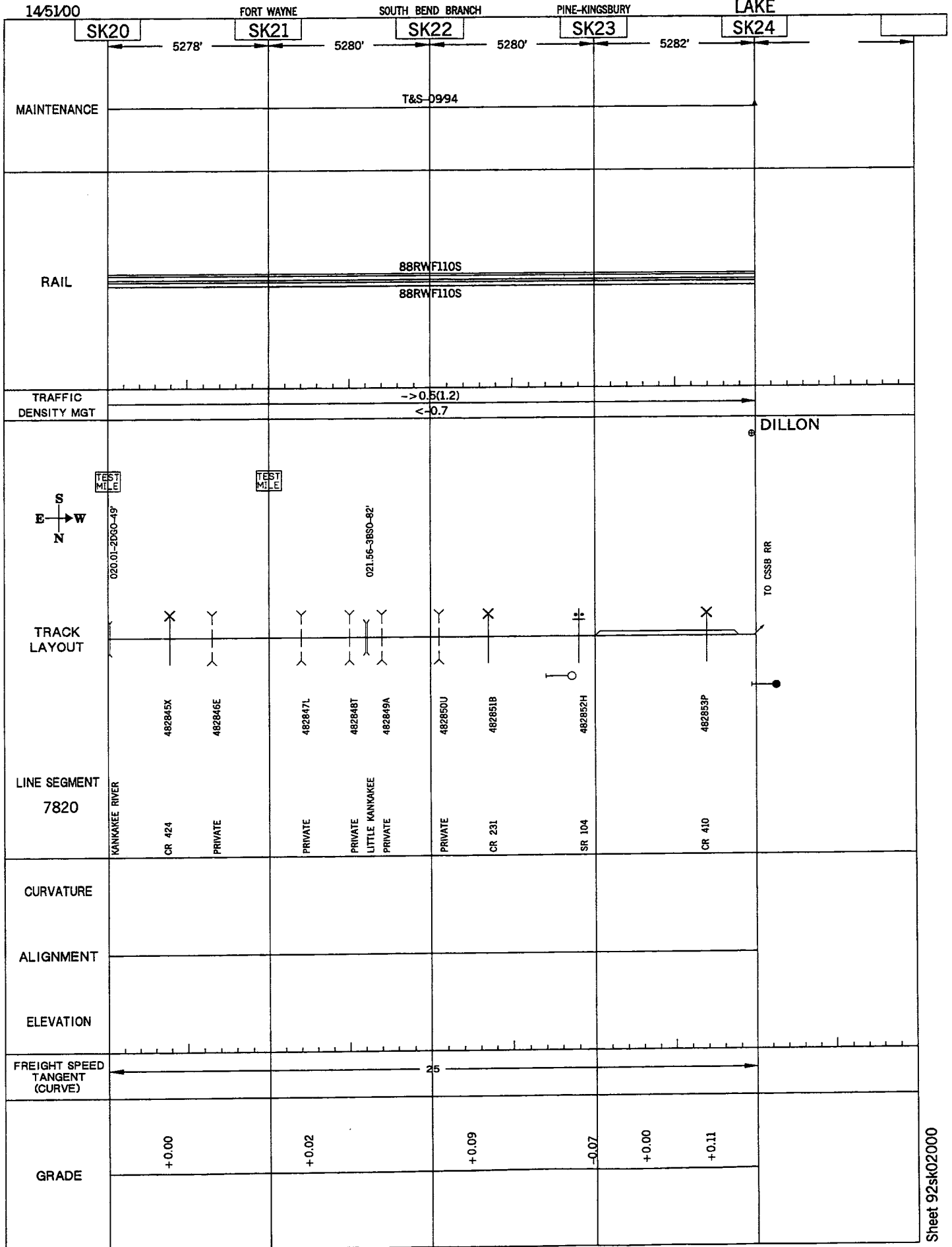
SOUTH BEND BRANCH

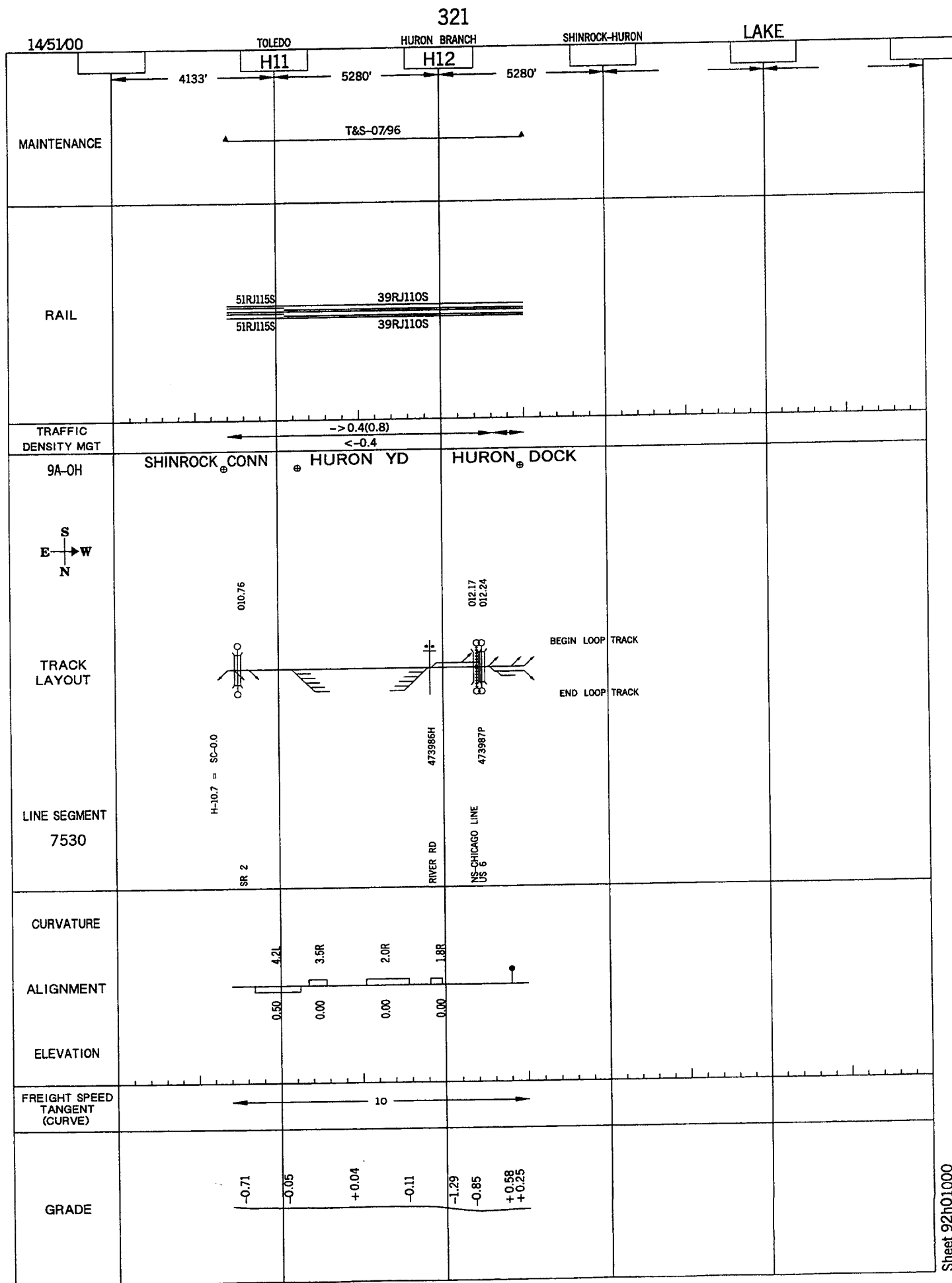
PINE-KINGSBURY

LAKE

	SK15	SK16	SK17	SK18	SK19	SK20
	5282'	5282'	5280'	5278'	5283'	
MAINTENANCE			T&S-0994			
RAIL			88RWF110S	88RWF110S		
TRAFFIC DENSITY MGT			-> 0.5(1.2) <-0.7			
TRACK LAYOUT			NORTH LIBERTY			
LINE SEGMENT 7820	SYCAMORE RD 482837F	PRIVATE 482838M	POTATOE CREEK 016.03-3WTO-45' MAIN ST 482839U STATE ST (SR 23) 482840N	SMILAY RD 482841V POTATOE CREEK 017.73-6MSO-98'	PRIVATE 482842C PRIVATE 482843J WALNUT RD 482844R	
CURVATURE	2.0L					
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			25			
GRADE	+0.22 +0.04 -0.12	-0.42 -0.45 -0.09	+0.36 -0.27	-0.35 -0.20 -0.03 +0.09 -0.07	+0.00	

320







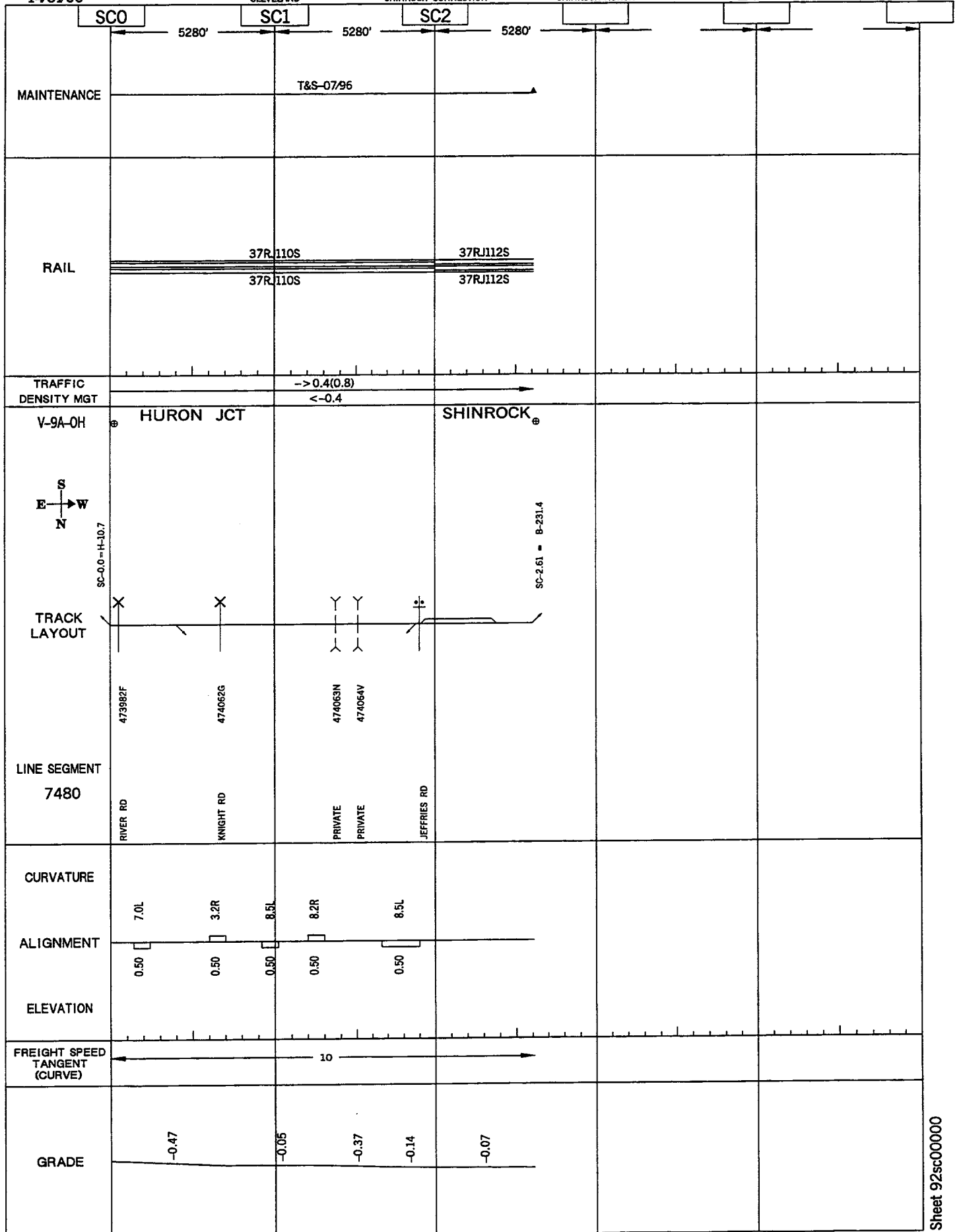
14/51/00

CLEVELAND

SHINROCK CONNECTION

SHINROCK-HURON

LAKE



323

14/51/00

TOLEDO

DAVIS BESSE LEAD

DAVIS BESSE LD

LAKE

TE5

TE0

TE1

TE2

TE3

TE4

MAINTENANCE

T&S-01/20

RAIL

20RJ115S

20RJ115S

TRAFFIC  
DENSITY MGT

V-8-OH



TE-0.0 = T-20.0

TRACK  
LAYOUT

003.25-100'

LINE SEGMENT  
7310

473780H

473781P

473782W

473783D

473784K

473785S

473786Y

473787F

473791V

473788M

473789U

473790N

473792C

473793J

473794R

473795X

473796E

473797L

473798T

473799A

473800S

473802F

SR 590

LUCKERT HARDER RD

BENTON-CARROLL

NORTH RD

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

10

GRADE

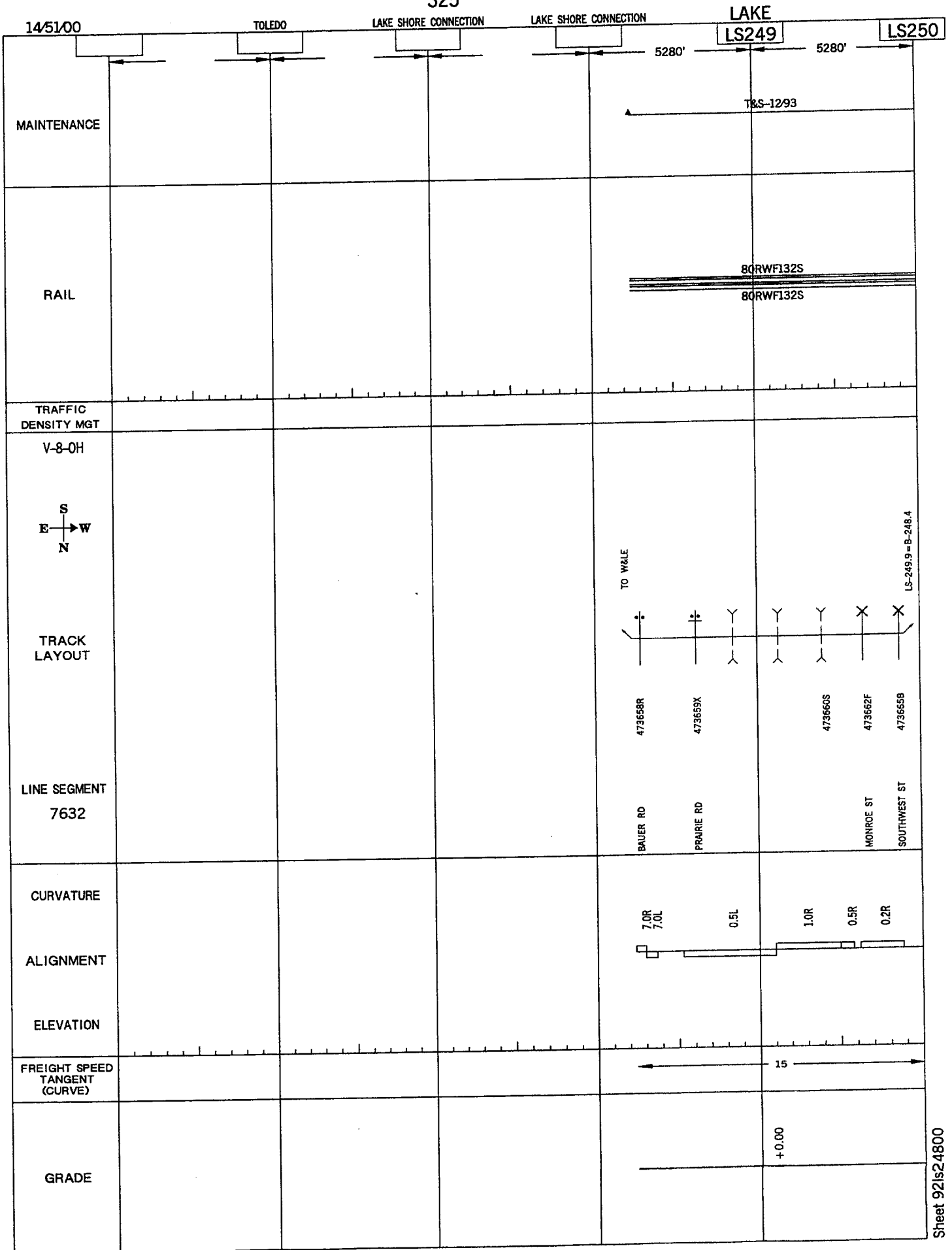
+0.00

Sheet 92te00000

145100		TE5		TE6		TE7				LAKE	
		5280'		5280'		5280'					
MAINTENANCE		T&S-01/20									
RAIL		20RJ115S 20RJ115S									
TRAFFIC DENSITY MGT											
V-8-0H											
<div><div>S</div><div>E → W</div><div>N</div></div>											
TRACK LAYOUT		<div><div><div>Y</div><div>X</div><div>Y</div><div>Y</div><div>Y</div><div>Y</div><div>Y</div><div>X</div><div>Y</div><div>Y</div><div>Y</div><div>Y</div><div>Y</div><div>X</div></div></div>									
LINE SEGMENT 7310		<div><div>473803M</div><div>473804U</div><div>473805B</div><div>473806H</div><div>473807P</div><div>473808W</div><div>473809D</div><div>473810X</div><div>473811E</div><div>473812L</div><div>473813T</div><div>473814R</div><div>473815G</div><div>473816N</div><div>473817V</div></div>									
BOYLEN RD		ZEITZER RD (T 266)									
SR 2											
CURVATURE											
ALIGNMENT											
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)		10									
GRADE		+0.00									

Sheet 92te00500

325



326

14/51/00

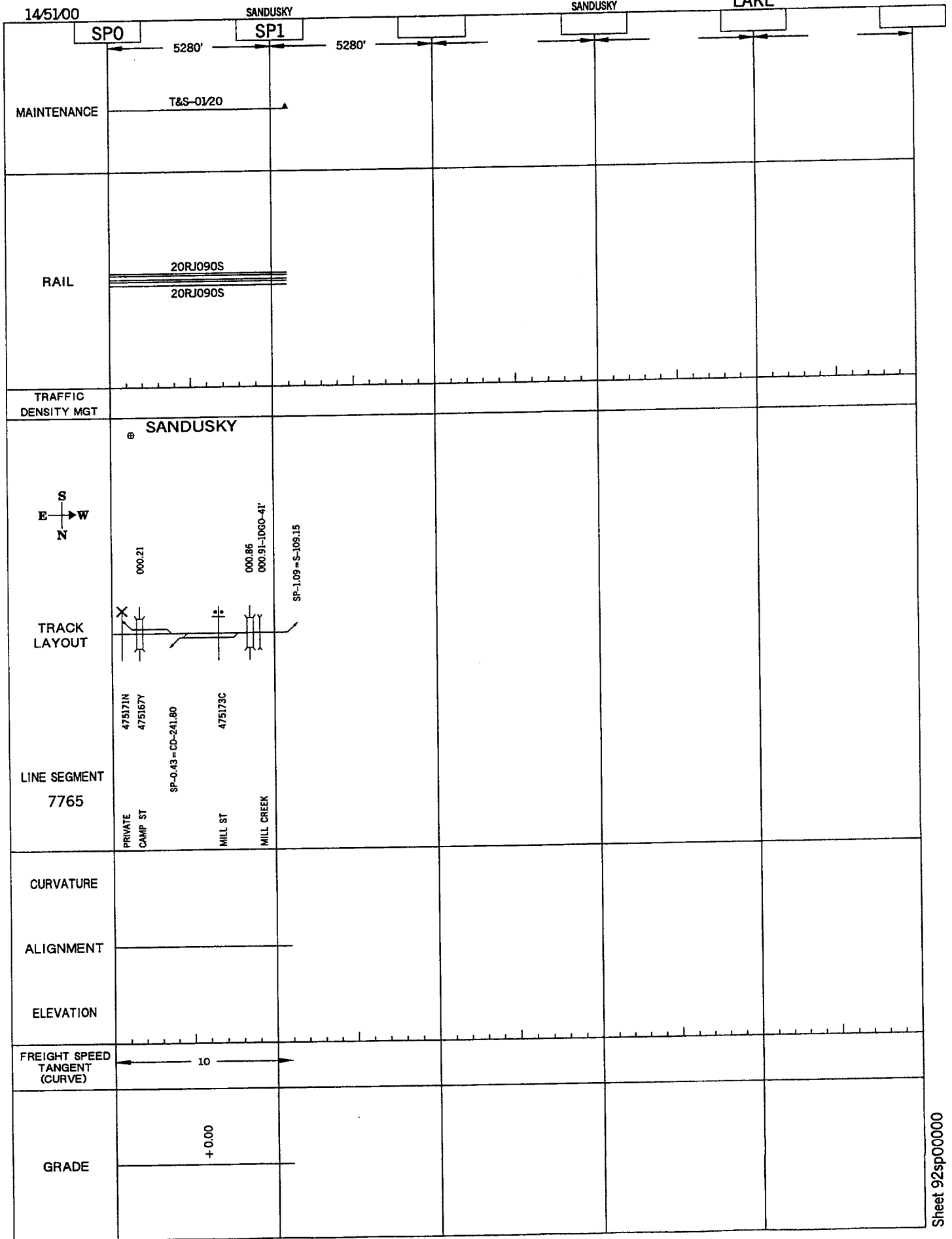
TOLEDO

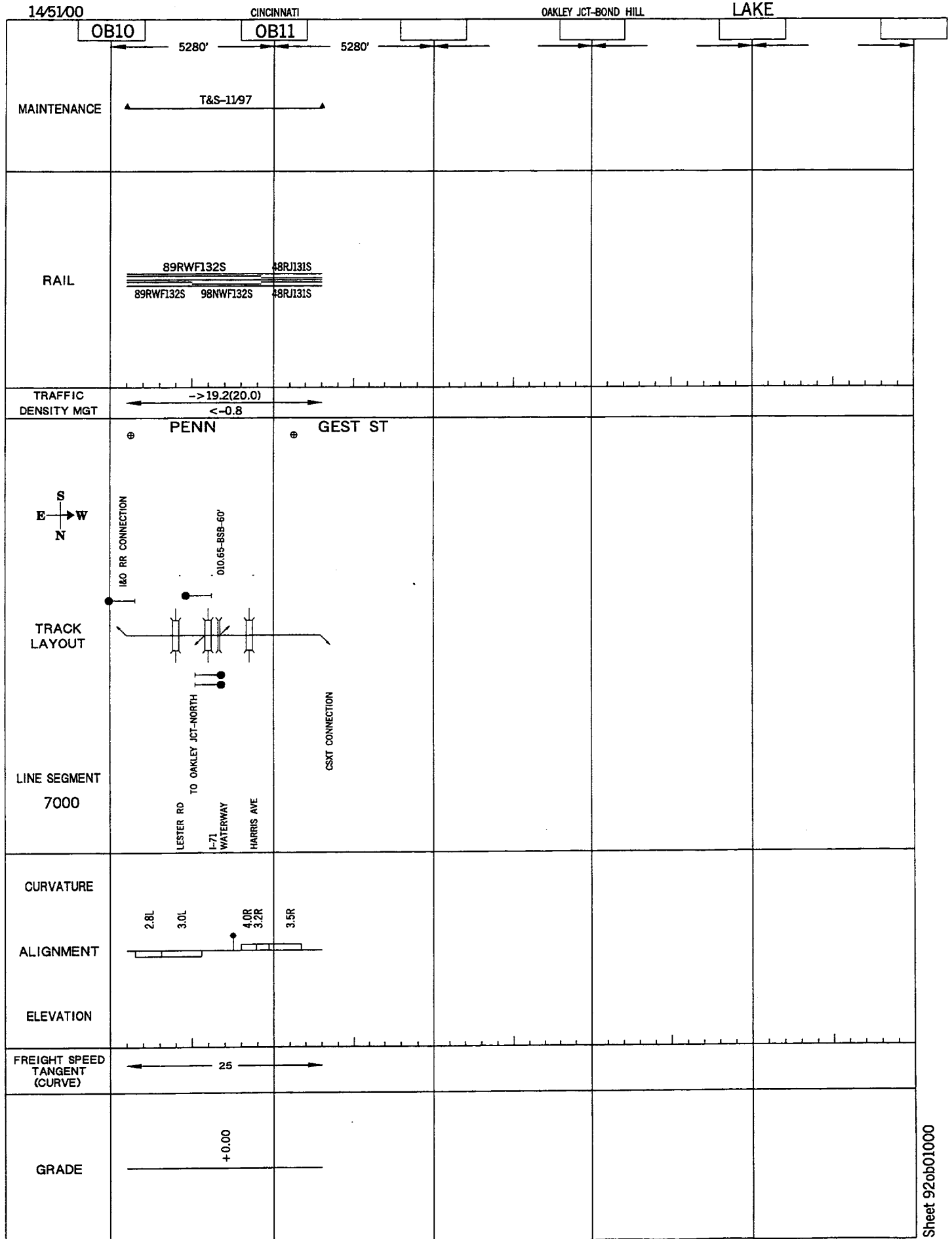
LAKE SHORE CONNECTION

LAKE SHORE CONNECTION

LAKE

	LS250	5280'						
MAINTENANCE	T&S-12/93							
RAIL	<div> <div>80RWF132S</div> <div>80RWF132S</div> <div>80RJ105S</div> <div>80RJ105S</div> </div>							
TRAFFIC DENSITY MGT								
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>								
TRACK LAYOUT								
LINE SEGMENT 7632	KILBORNE ST							
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	15							
GRADE	+0.00							





329

14/5100

608111

WEBER ROAD CONNECTING TR

AWHAMES -CP138

LAKE

CJ134

CJ135

3168'

T&S-0698

MAINTENANCE

RAIL

82RW140S

82RW140S

TRAFFIC  
DENSITY MGT

-> 13.2(26.4)  
<-13.2

CLINTONVILLE

WEBER

S  
E → W  
N

TRACK  
LAYOUT

LINE SEGMENT  
4160

CJ-134.40 = S-4.25

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED  
TANGENT  
(CURVE)

40

GRADE

-0.67

-0.55

Sheet 92cj13400



330

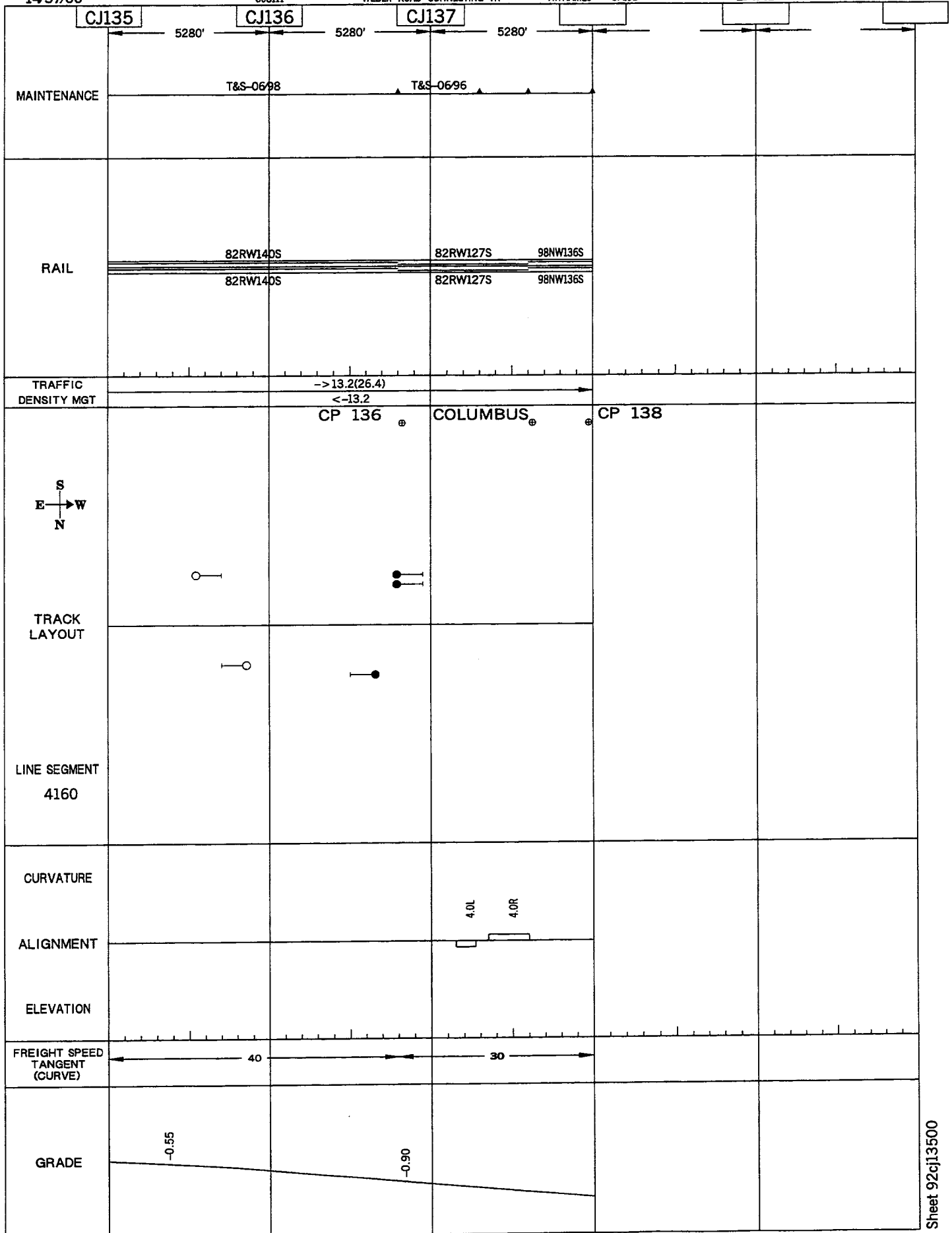
145700

608111

WEBER ROAD CONNECTING TR

AWHAMES -CP138

LAKE



331

14/51/00

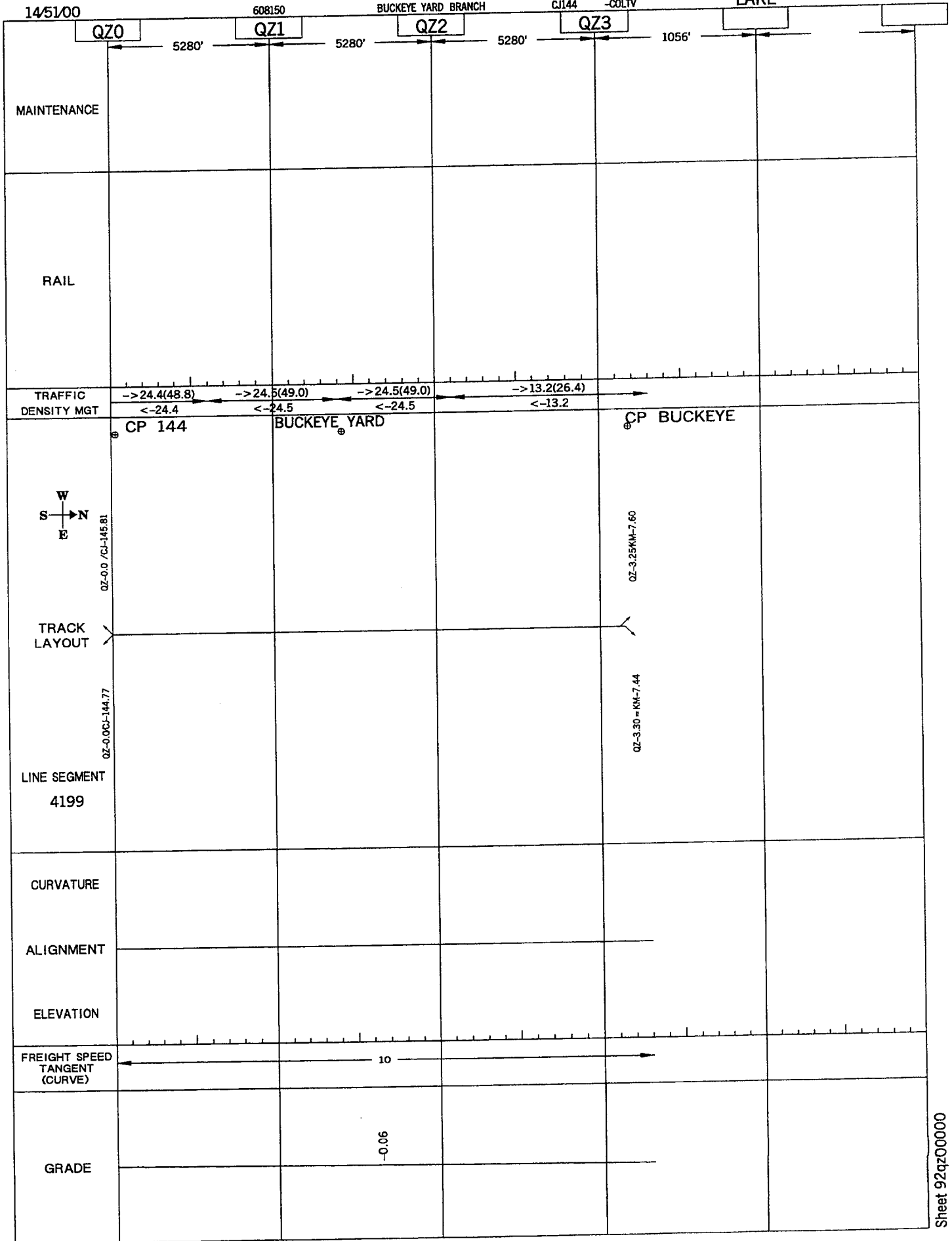
608150

BUCKEYE YARD BRANCH

CJ144

-COLTV

LAKE



CP10

T&S-11/94

90RWF132S

-> 12.0 (22.0)

< -10.0

REDCOMB (VALLEY)

( TRACKAGE RIGHTS ONLY )

TO NS (CV-112-3)  
TO OASIS YARD

NS (CT-LINE)

WOODLAND RD  
DUCK CREEK

DUCK CREEK

DUCK CREEK

\_\_\_\_\_

---

RIDGE AVE

2.00 . 4.1R

---

---

8

---

3.7	7.4
-----	-----

2.00

●

1

---

3

---

33

[illegible]

---

---

5-

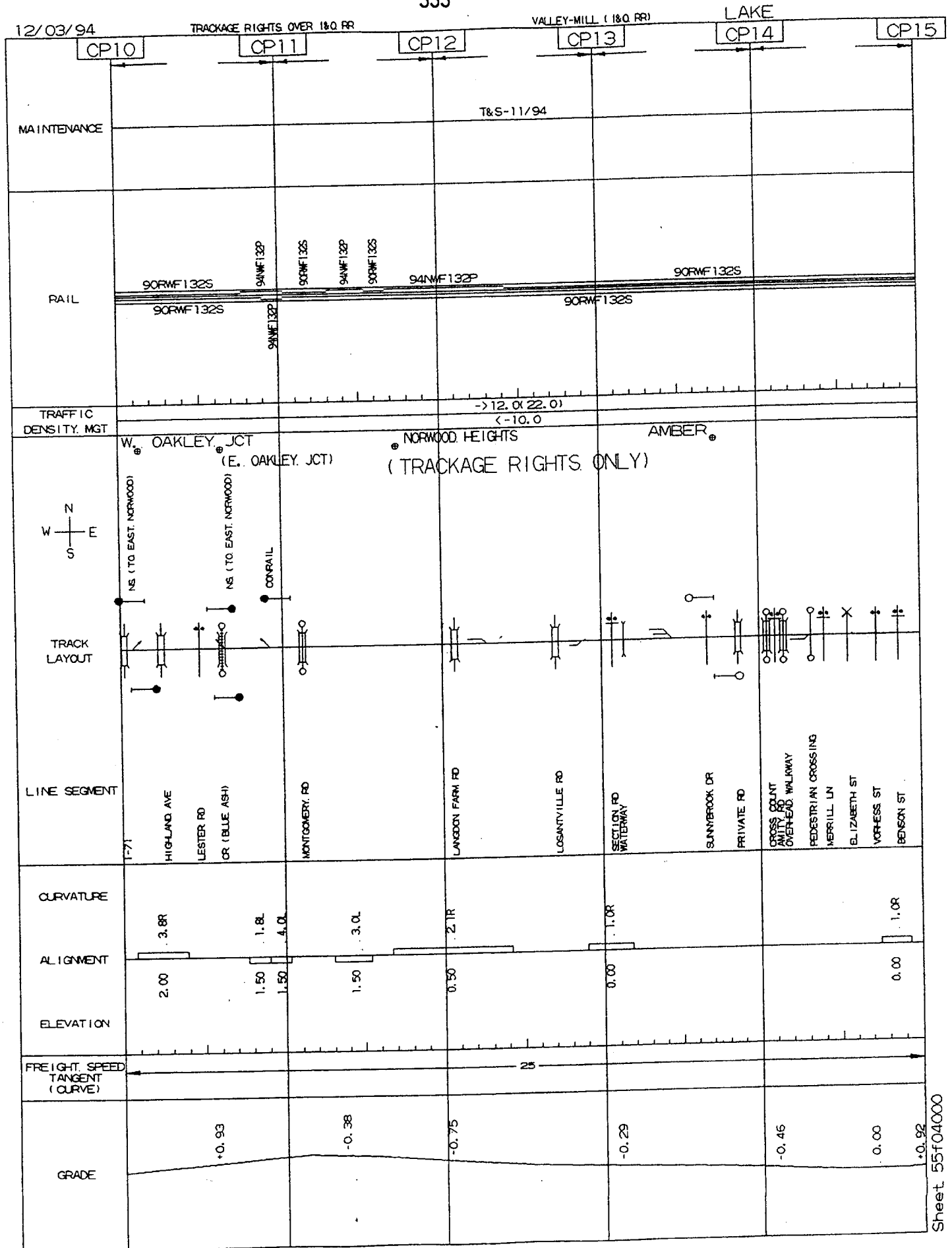
---

---

-0.42

0.40

95.0



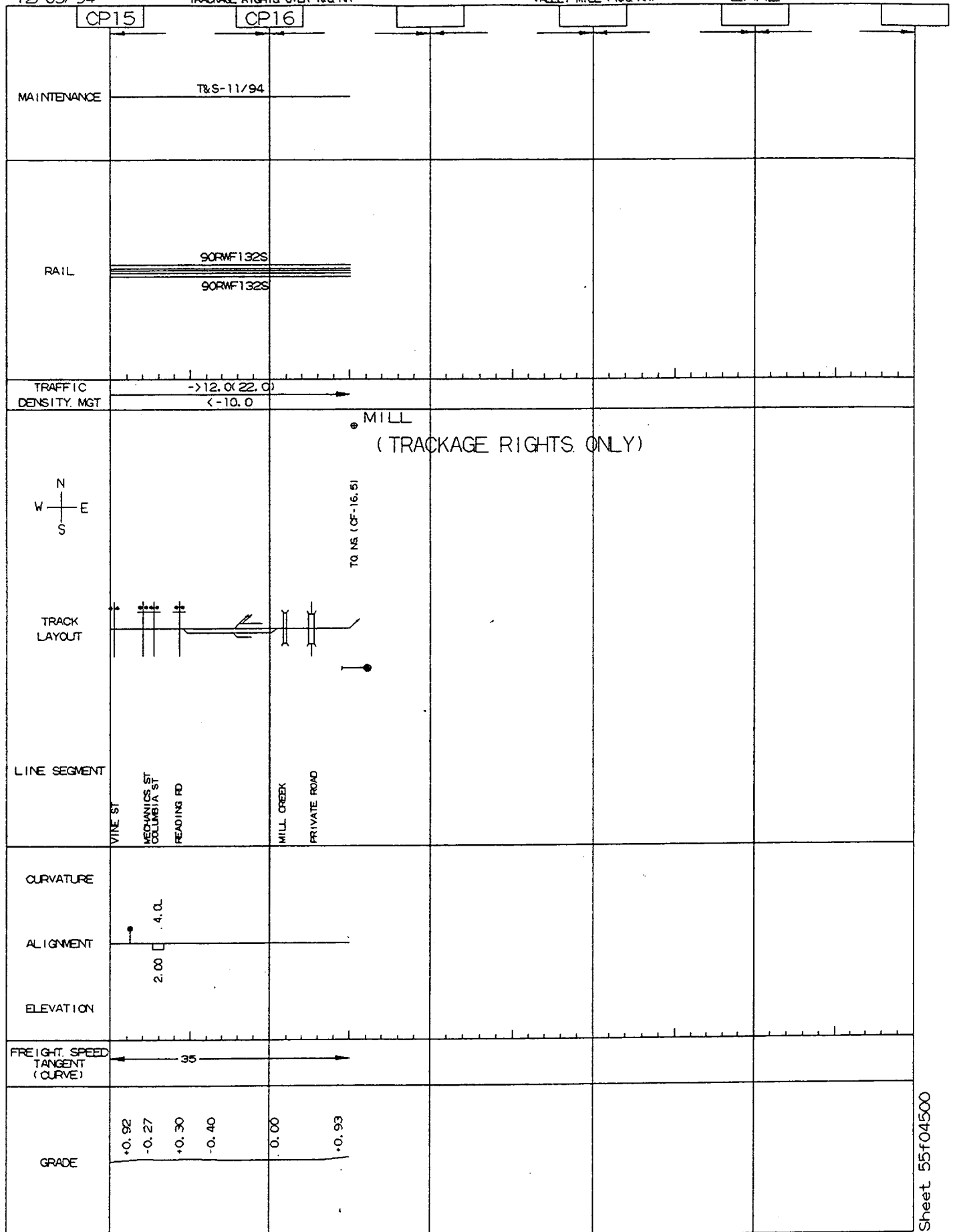
12/03/94

TRACKAGE RIGHTS OVER I&amp;O RR

334

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. (Original NS System)**  
**or**  
**Old Division name, and From-To station names. (Original NS System)**  
**or**  
**RDBR, Line Name, From-To station names. (Original CR System)**  
**or**  
**District, Line Name, From-To station names. (Shared Asset)**
- 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. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).**

**Rail Section -**

**Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1. To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).**

### **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 LETTER CODES**

<b>N</b>	<b>New rail</b>
<b>R</b>	<b>Relay rail</b>
<b>W</b>	<b>Welded rail</b>
<b>J</b>	<b>Jointed rail</b>
<b>F</b>	<b>Field welded rail</b>
<b>P</b>	<b>Premium Rail (head hardened)</b>
<b>S</b>	<b>Standard Rail (non hardened)</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, Signal, Communications 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 system 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.**