



®

**NORFOLK
SOUTHERN**

Lake Division

2003

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 CONTAINED IN TWO DISTINCT DATABASE SOURCE FILES, (1) THE ENGINEERING SYSTEMS DATA FILE AND (2) THE CORPORATE TRACK DATABASE FILE (CTRK).

ENGINEERING SYSTEMS DATABASE:

ENGINEERING SYSTEMS MAINTAINS A DEPARTMENTAL DATABASE, WHICH IS USED TO GENERATE THE TRACK LAYOUT SECTION OR CENTER PORTION OF THE TRACK CHART DIAGRAM. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THIS SECTION SHOULD BE DIRECTED TO THE ENGINEERING SYSTEMS OFFICE AS FOLLOWS.

**MAIL: ENGINEERING SYSTEMS
 99 SPRING ST. SW BOX # 139
 ATLANTA, GA 30303**

FAX: (404) 529-1311

MEMO: JCELLIOT PH. 529-1315

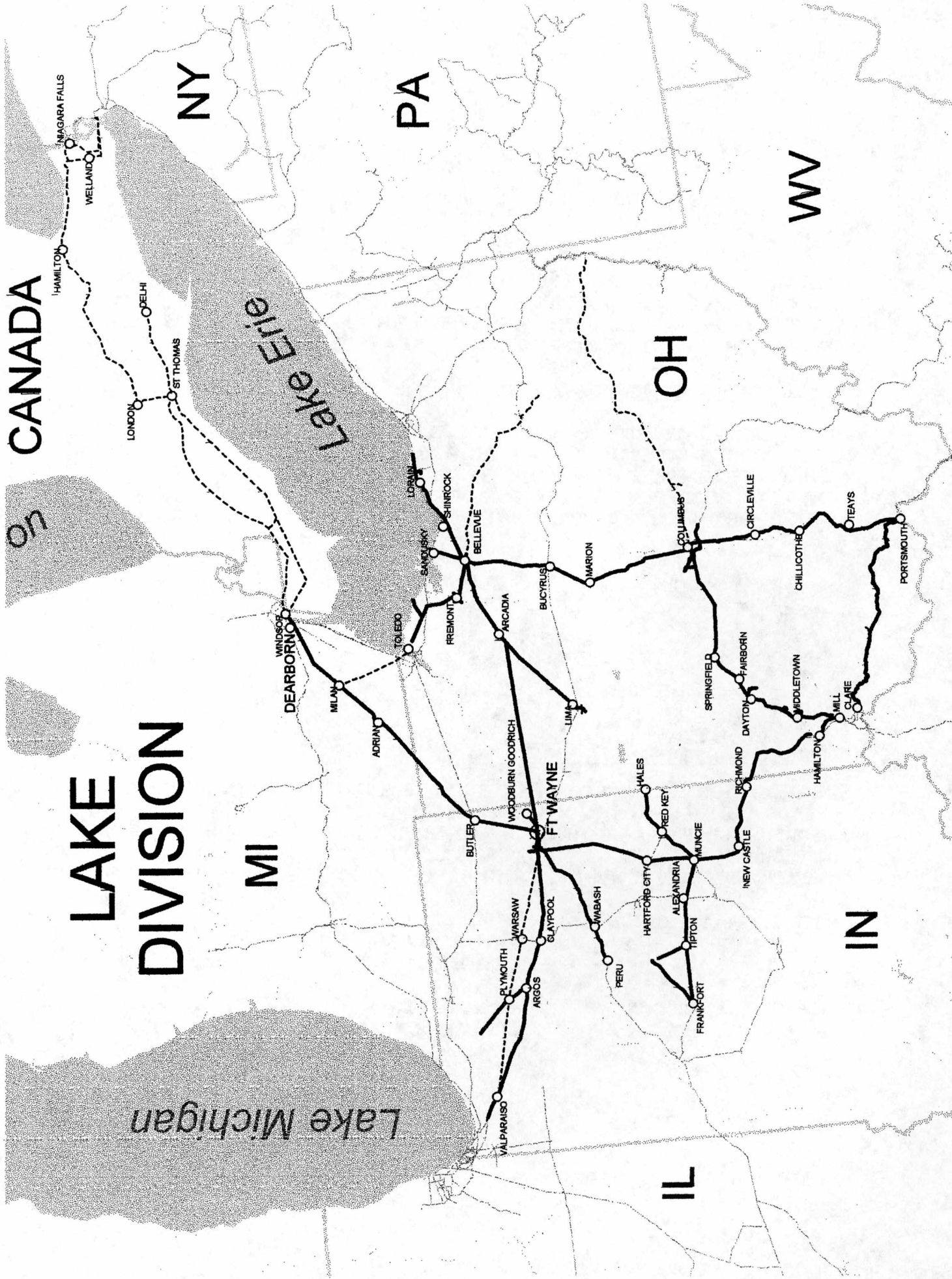
CTRK-NS CORPORATE DATABASE:

INFORMATION RELATED TO RAIL, T&S, SURFACING, CURVES, ELEVATION, SPEEDS AND SPEED RESTRICTIONS IS OBTAINED FROM THE CTRK DATABASE. VARIOUS DEPARTMENTS OWN AND MAINTAIN THESE FILES. QUESTIONS OR INFORMATION CONCERNING CHANGES, CORRECTIONS, ADDITIONS, OR DELETIONS TO THESE RECORDS SHOULD BE DIRECTED AS FOLLOWS:

**RAIL, T&S, SURFACING: MW&S DEPT.
 E.P.HATTEN, MGR. PROG & SCHD.
 MEMO: EPHATTEN PH. 529-1456**

**CURVES, ELEVATIONS MW&S DEPT
AND CURVE SPEEDS: A.I.PATEL, SYSTEM TRACK ANALYST
 MEMO: AIPATEL PH. 527-2513**

**OPERATING SPEEDS AND TRANSPORTATION DEPT.
SPEED RESTRICTIONS: K.L.RICKS, SYSTEM MGR TRANS.
 MEMO: KLRICKS PH. 529-2298**



LAKE DIVISION

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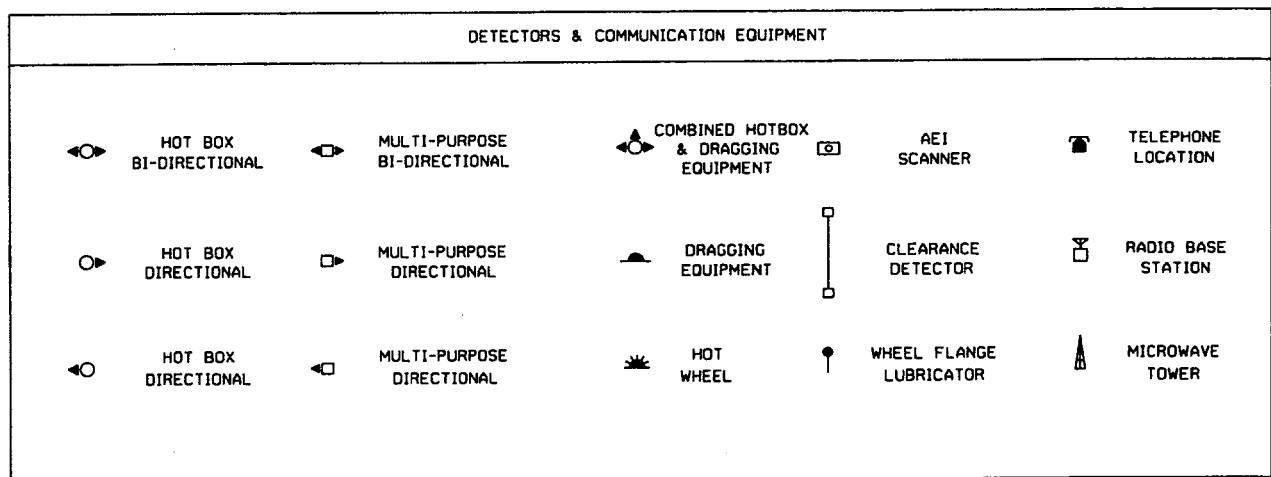
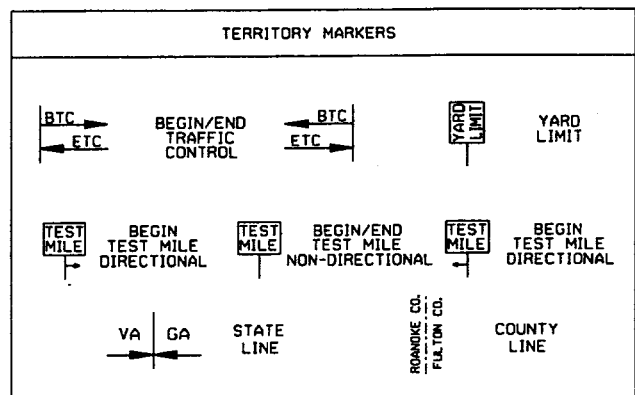
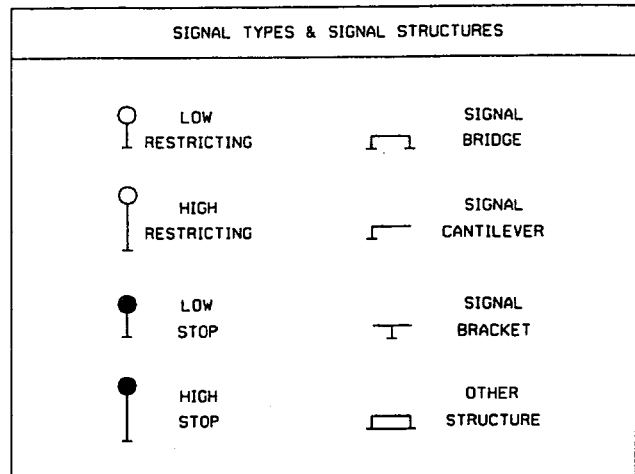
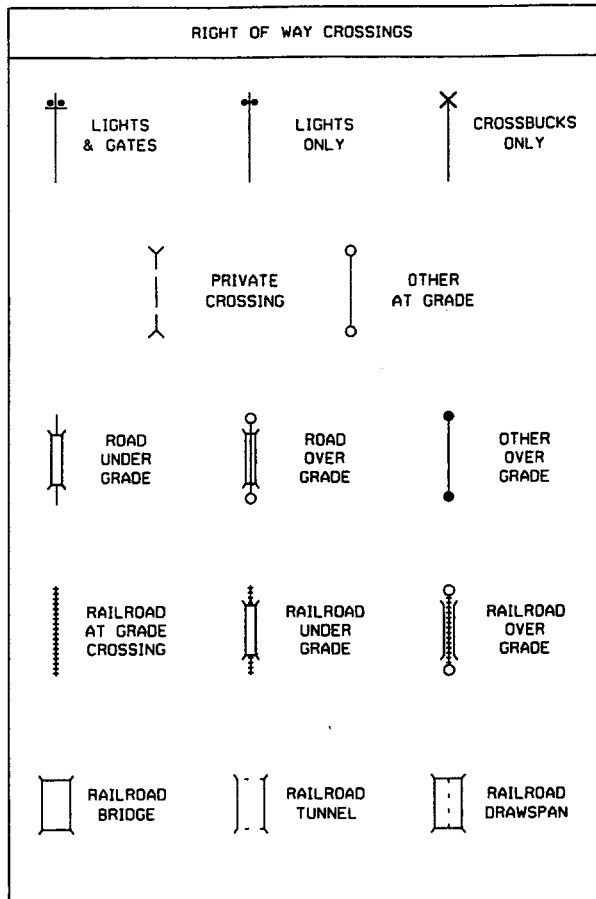
(For Reference Only) TRACKAGE RIGHTS OVER I&O RR

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- * Illinois Division Lines Maintained by Lake Division Forces
- ** Pocahontas Divisiones 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

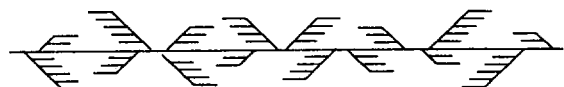
PASSING SIDING BETWEEN DOUBLE MAIN

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

03/11/2003

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE

B198

B199

B200

3694'

5257'

5391'

MAINTENANCE

T&S-09/00

RAIL

93NWF136S
93NWF136S

65NW115S

65NW115S

TRAFFIC
DENSITY MGT

→ 1.8(9.7)

← 7.9

5-OH(NYC&SL)

S
E → W
NTRACK
LAYOUTBAY VILLAGE
00197

BEGIN DEARBORN DIV

197.32-1CAB-10'

CUYAHOGA CO
LORAIN CO

199.25-1CAB-12'

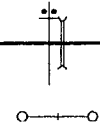


472248V

CAHOON CREEK
CAHOON RD

472250P

BASSETT RD



472252D

BRADLEY RD
WATERWAY

LINE SEGMENT

7280

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

+0.05

-0.12

-0.17

-0.36

-0.46

-0.03

+0.10

+0.15

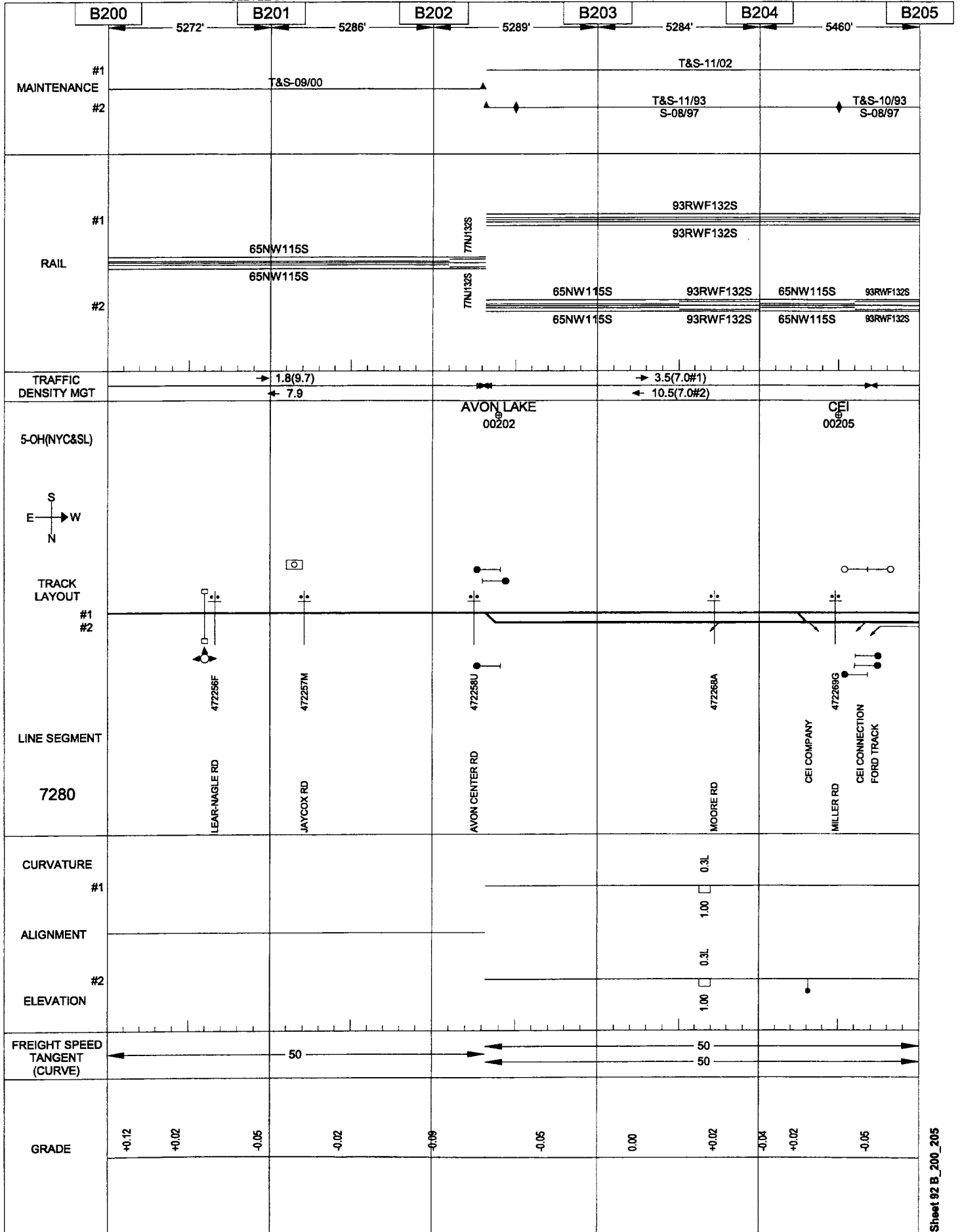
+0.12

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CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE

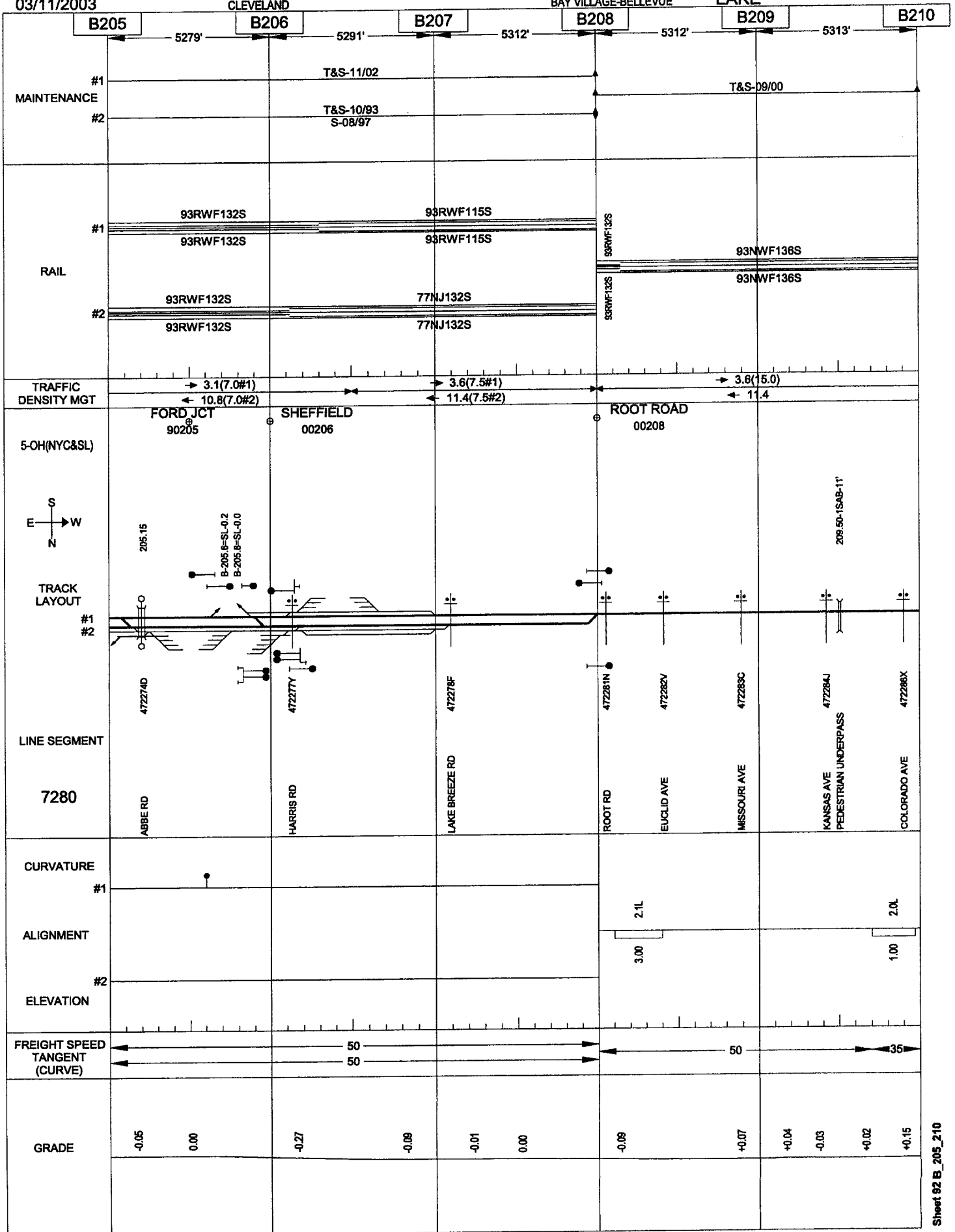


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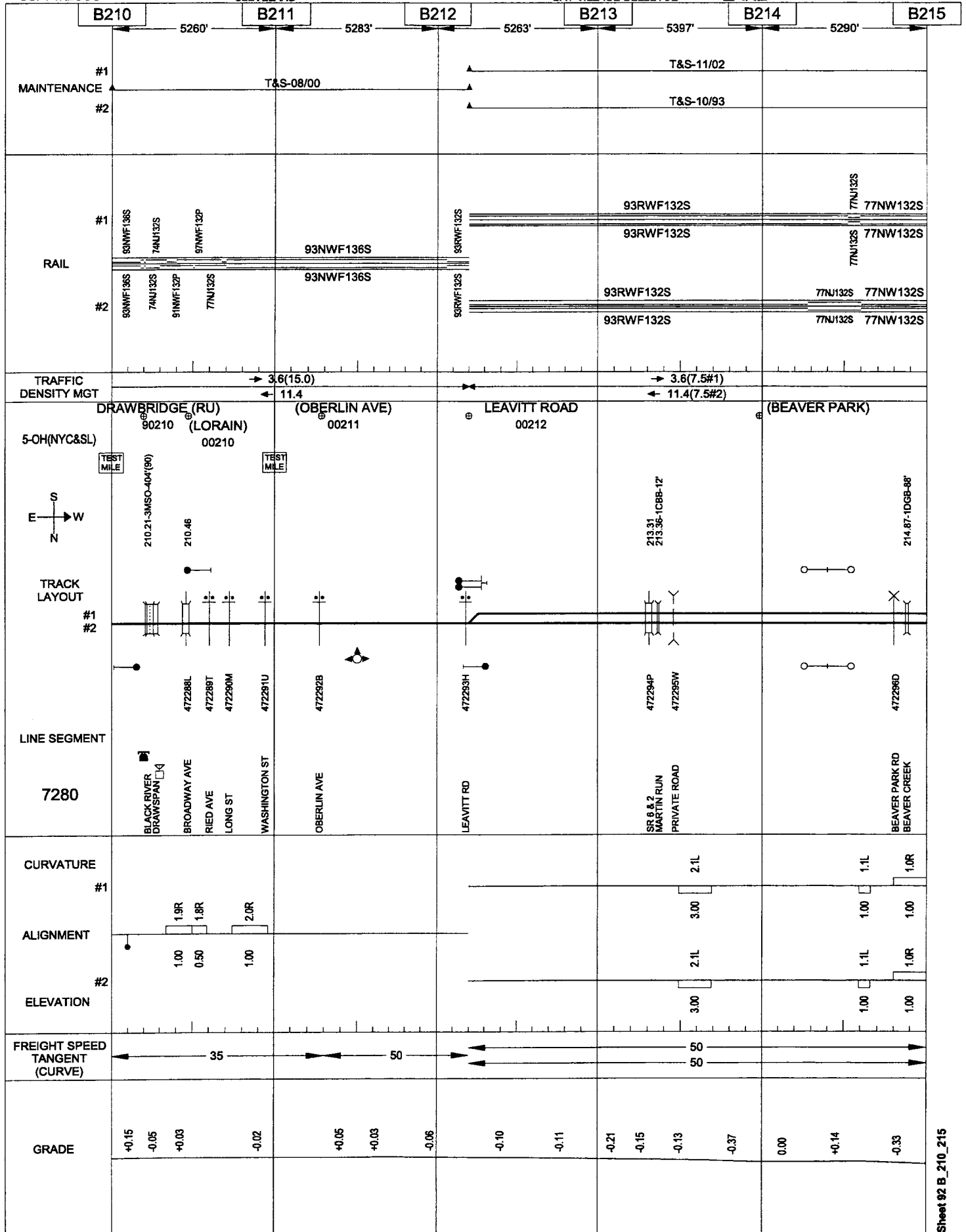


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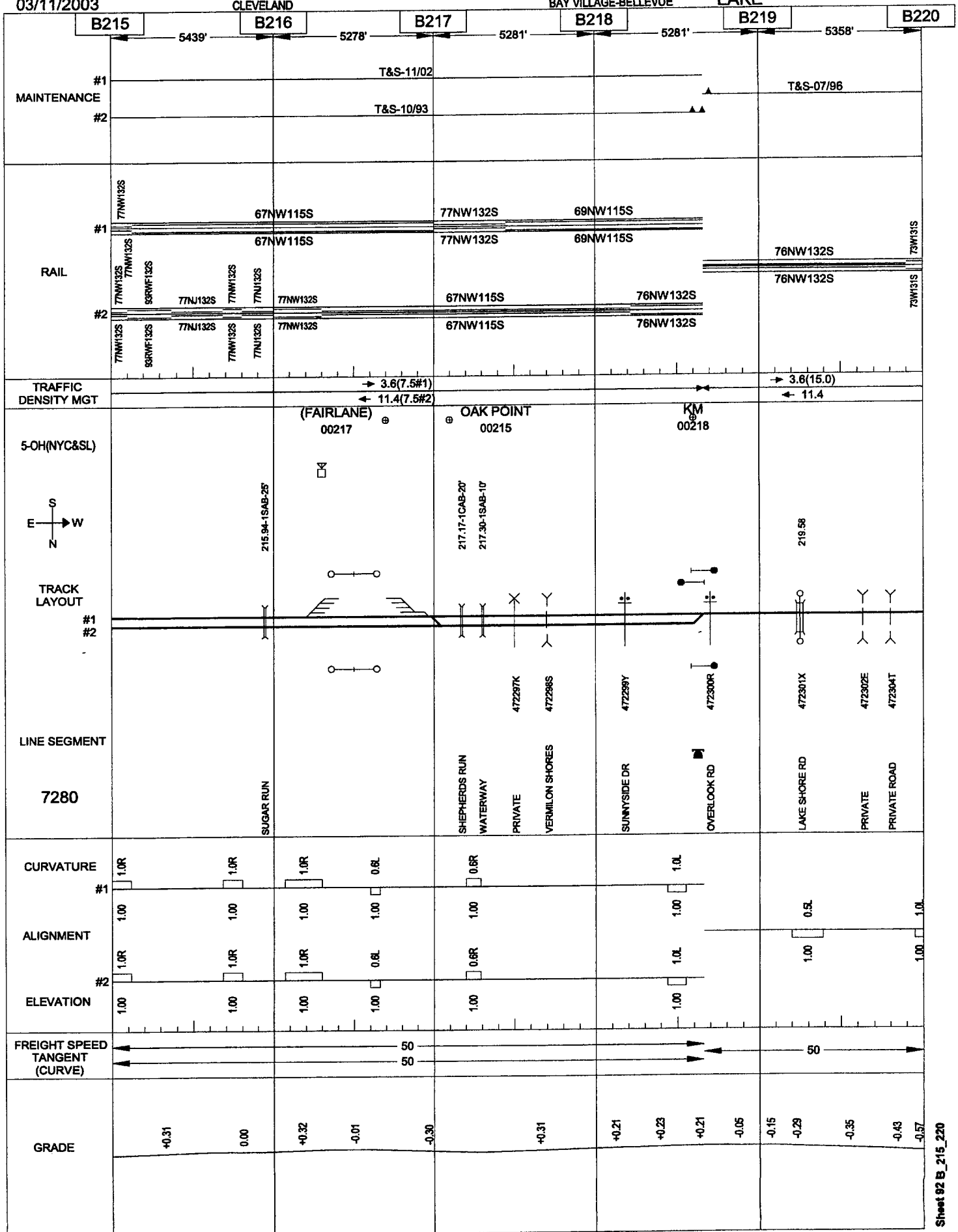


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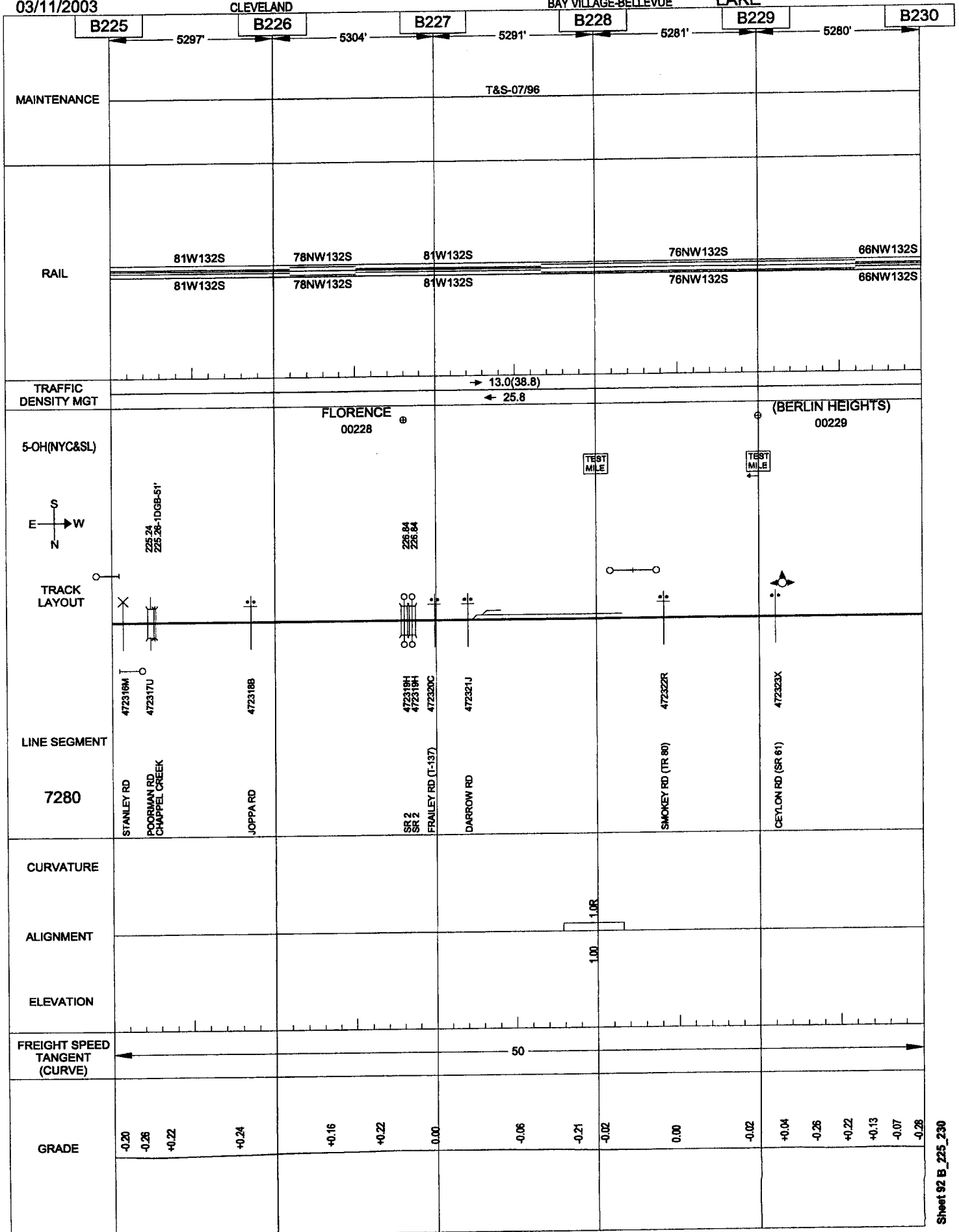
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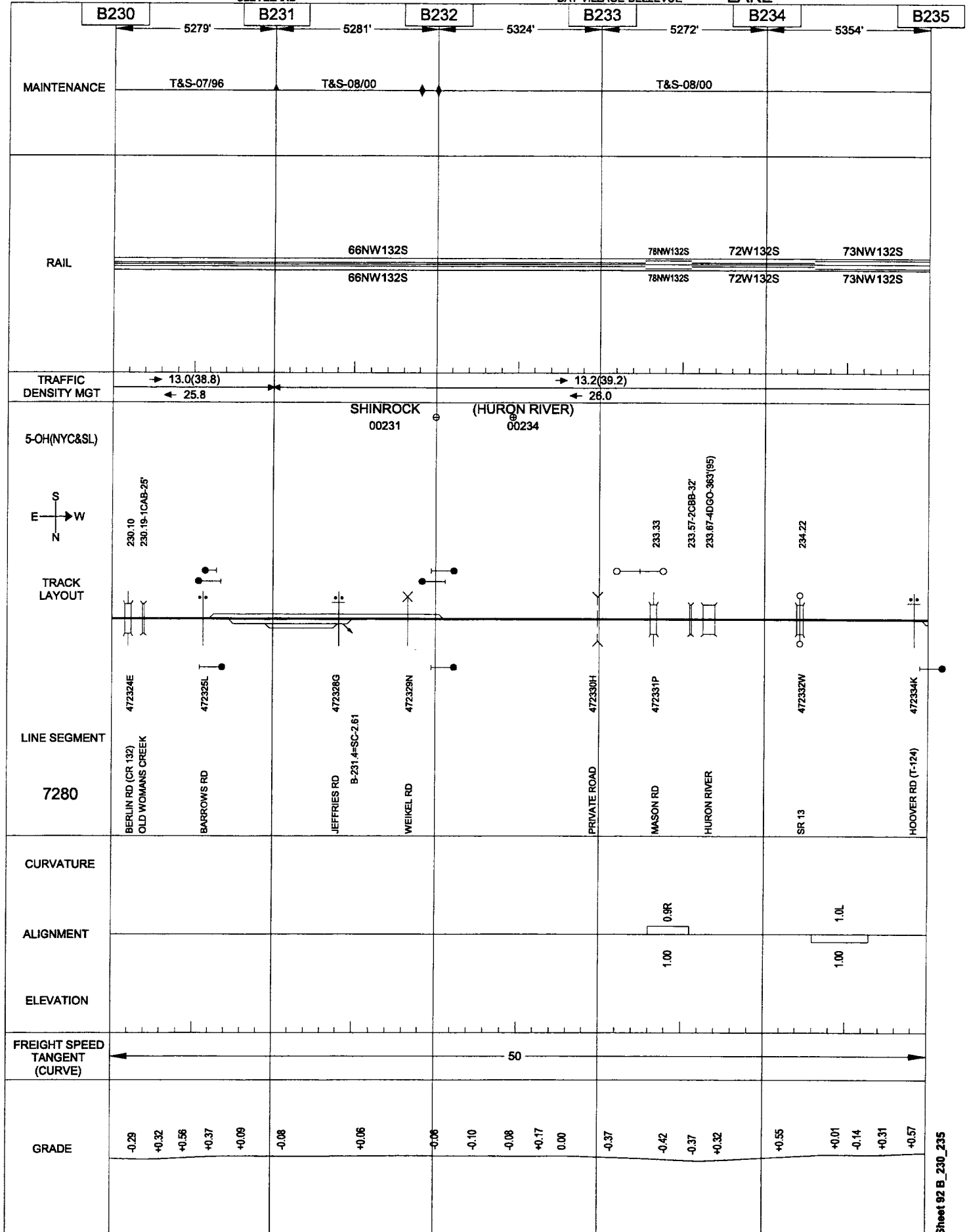


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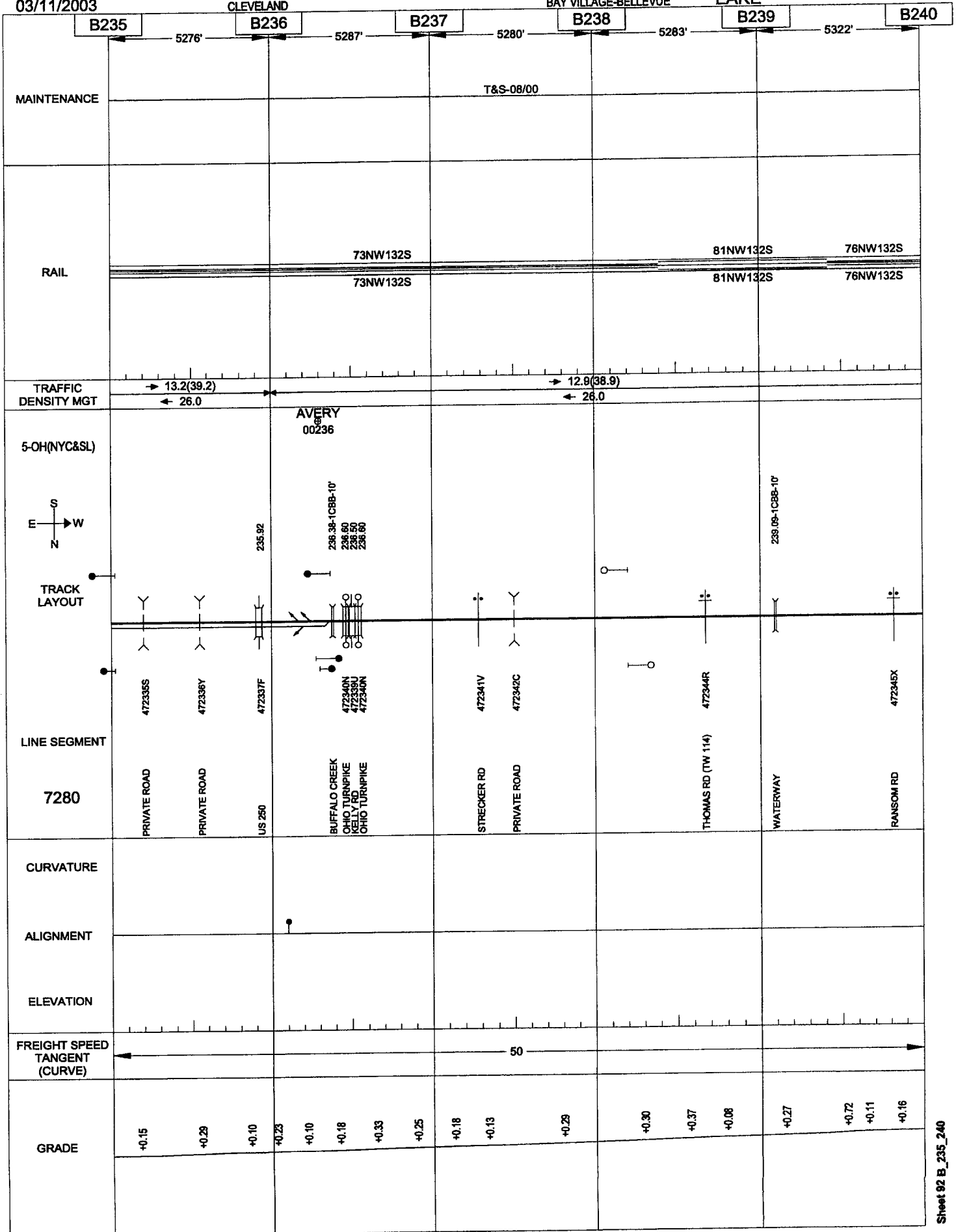


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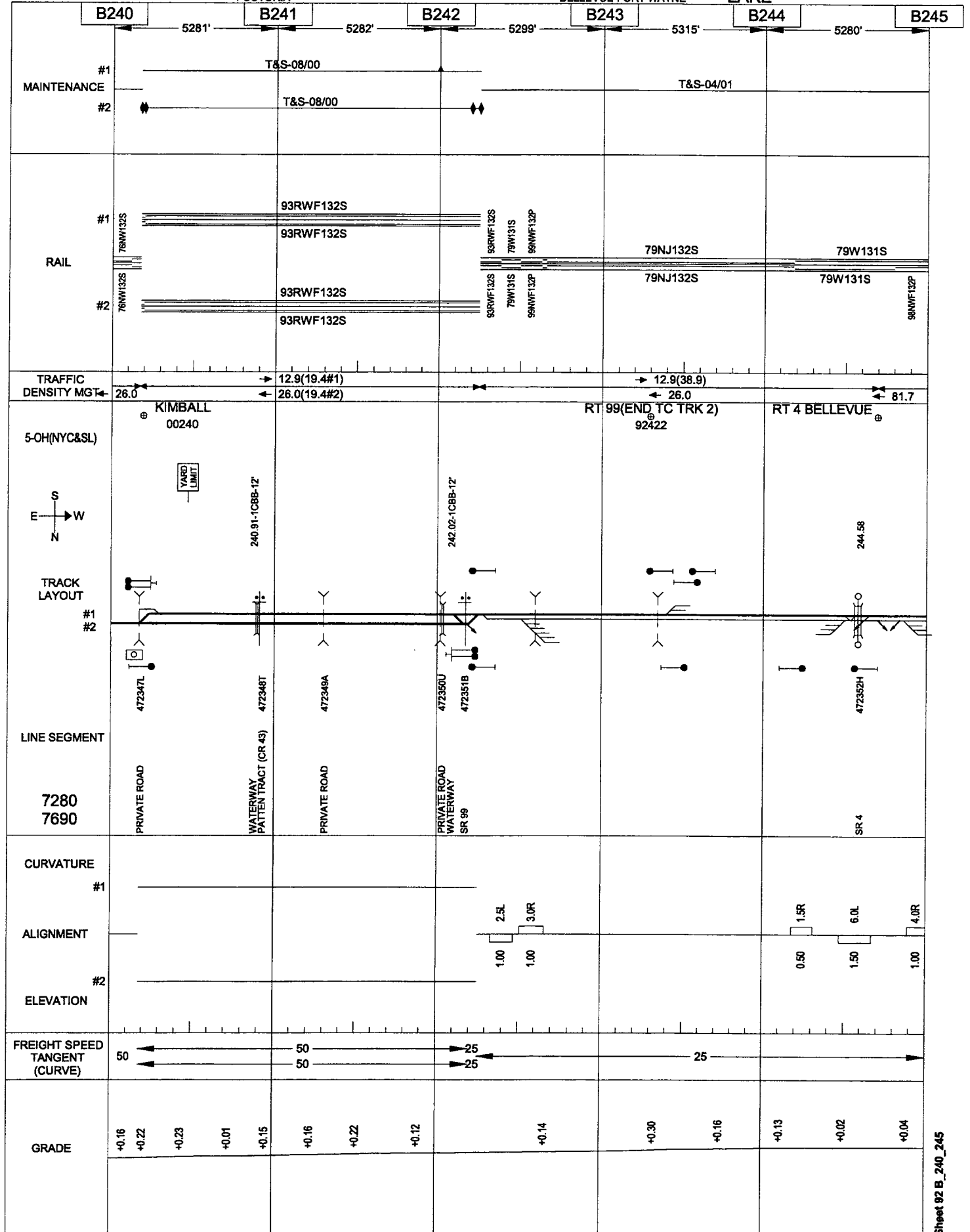


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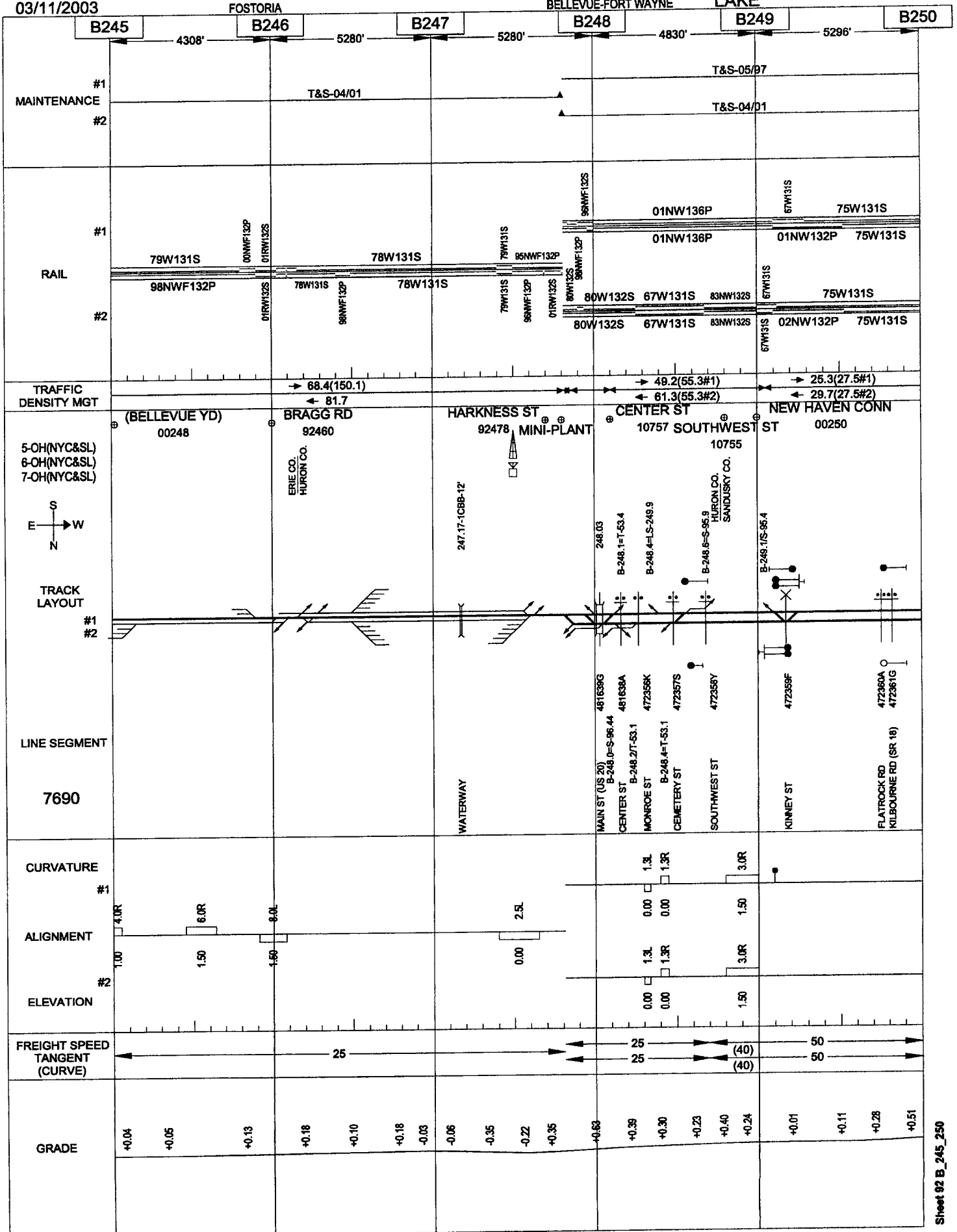


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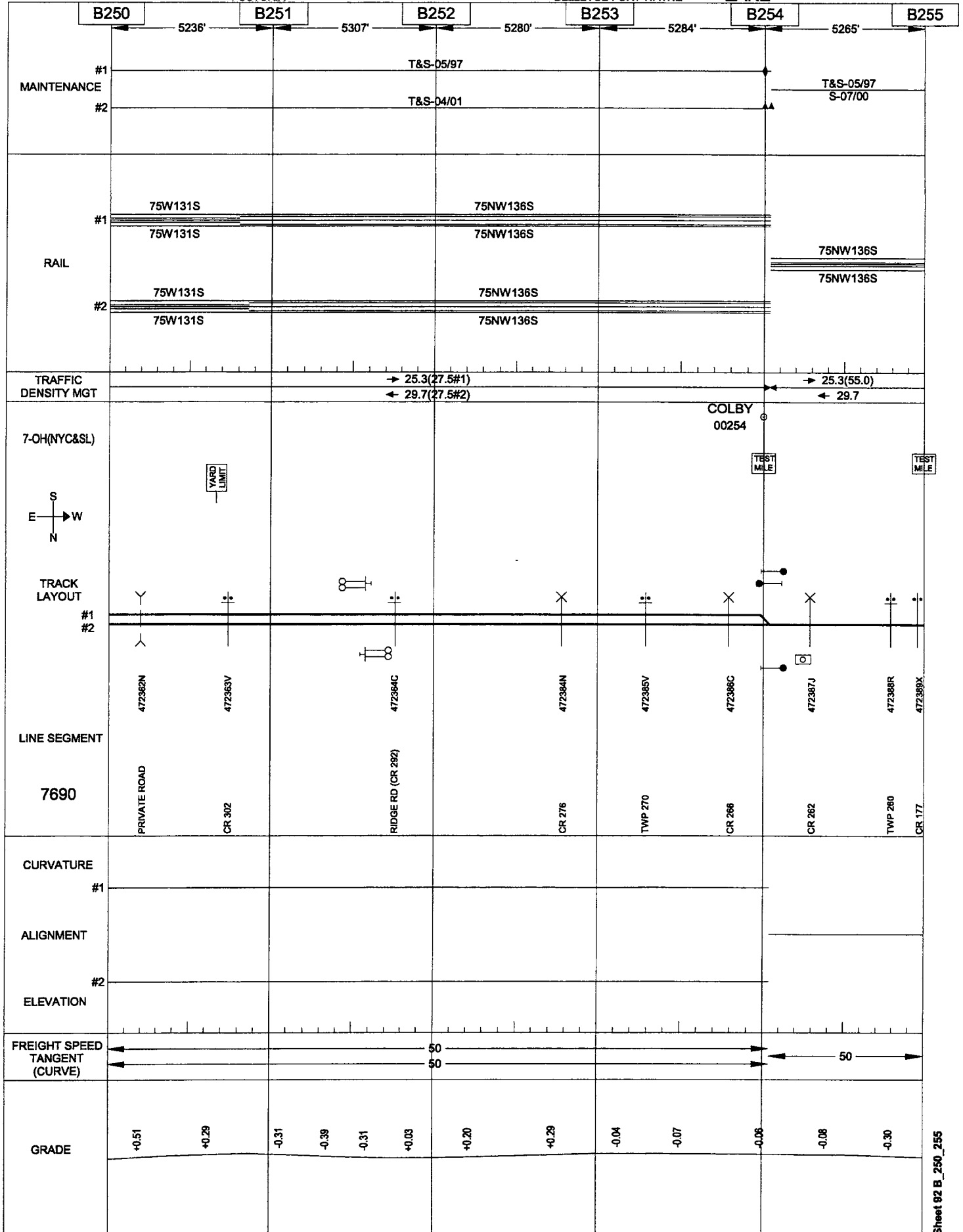


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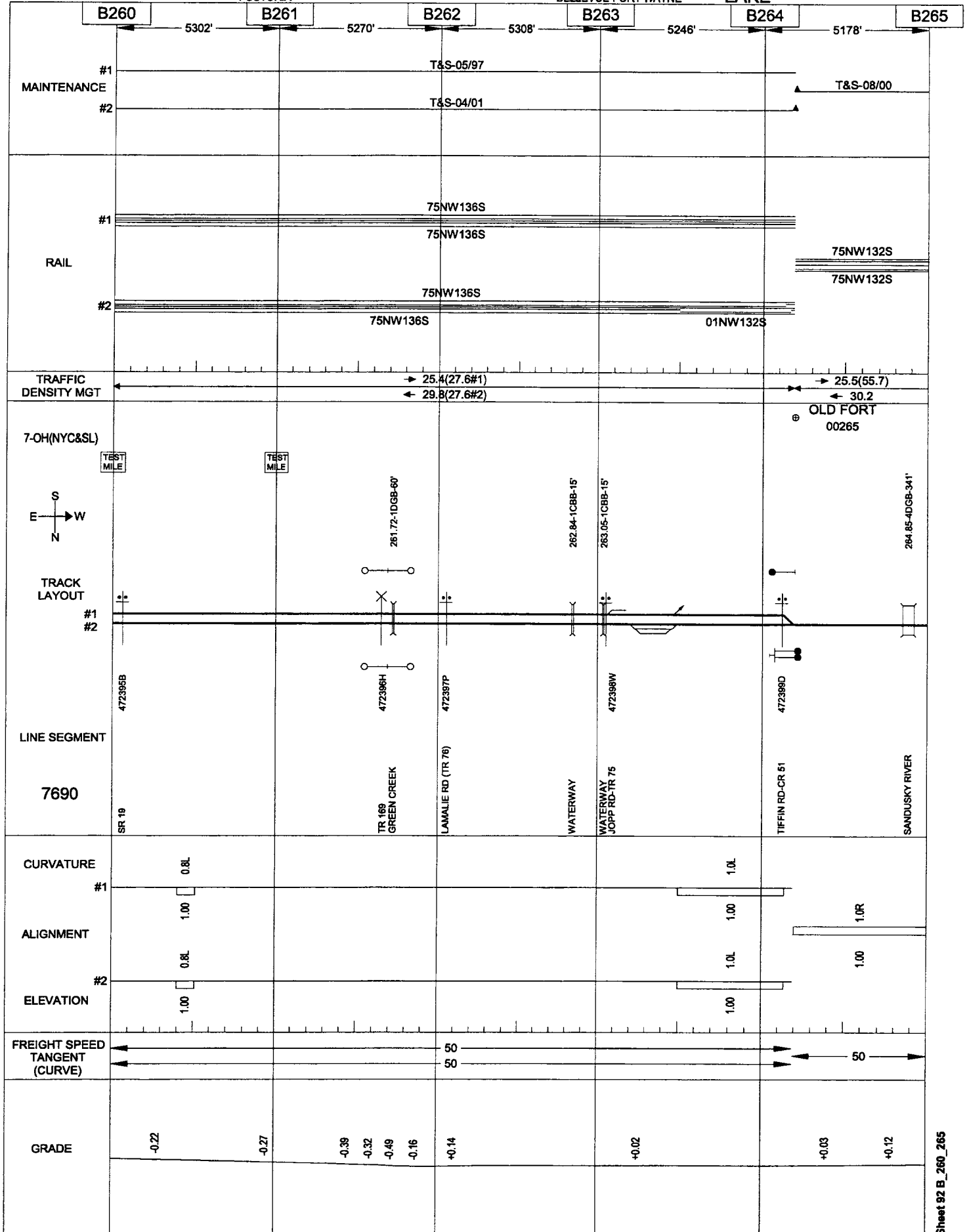
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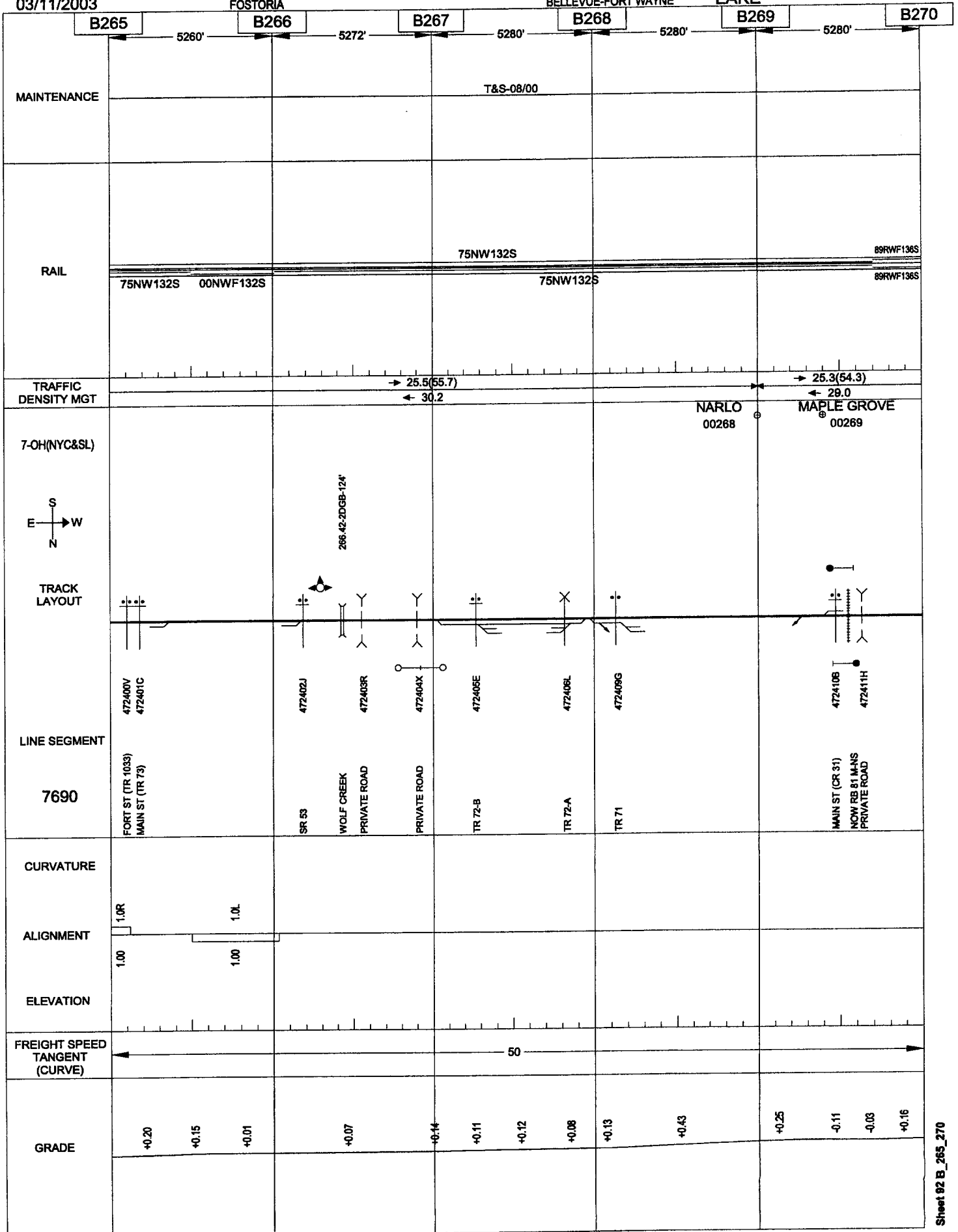


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FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



03/11/2003

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE

	B270	B271	B272	B273	B274	B275
	5348'	5298'	5296'	5306'	5280'	
MAINTENANCE	T&S-08/00			T&S-09/94 S-09/97	T&S-07/00	
RAIL	89RWF136S		75NW136S		89RWF136S	
	89RWF136S		75NW136S		89RWF136S	
TRAFFIC DENSITY MGT			→ 25.3(54.3) ← 29.0			→ 29.0
7-OH(NYC&SL)						
<div style="text-align: center;"> S E — W N </div>						
TRACK LAYOUT						
LINE SEGMENT						
7690						
	PRIVATE ROAD	CR 11 TR 152	LOFT RD (TR 69) CATTLE PASS	PRIVATE ROAD	WATERWAY	TR 101 CR 5
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)				50		
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

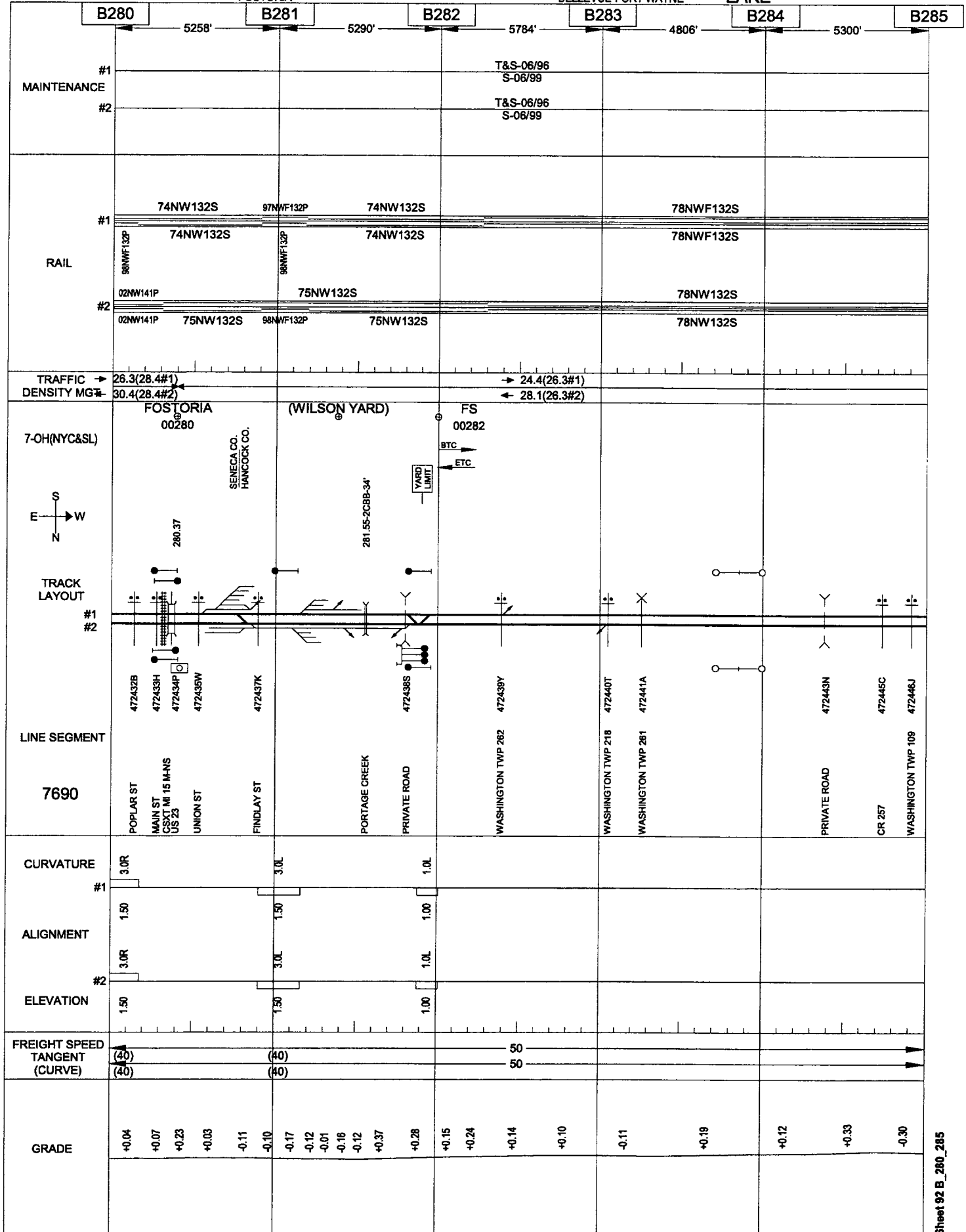
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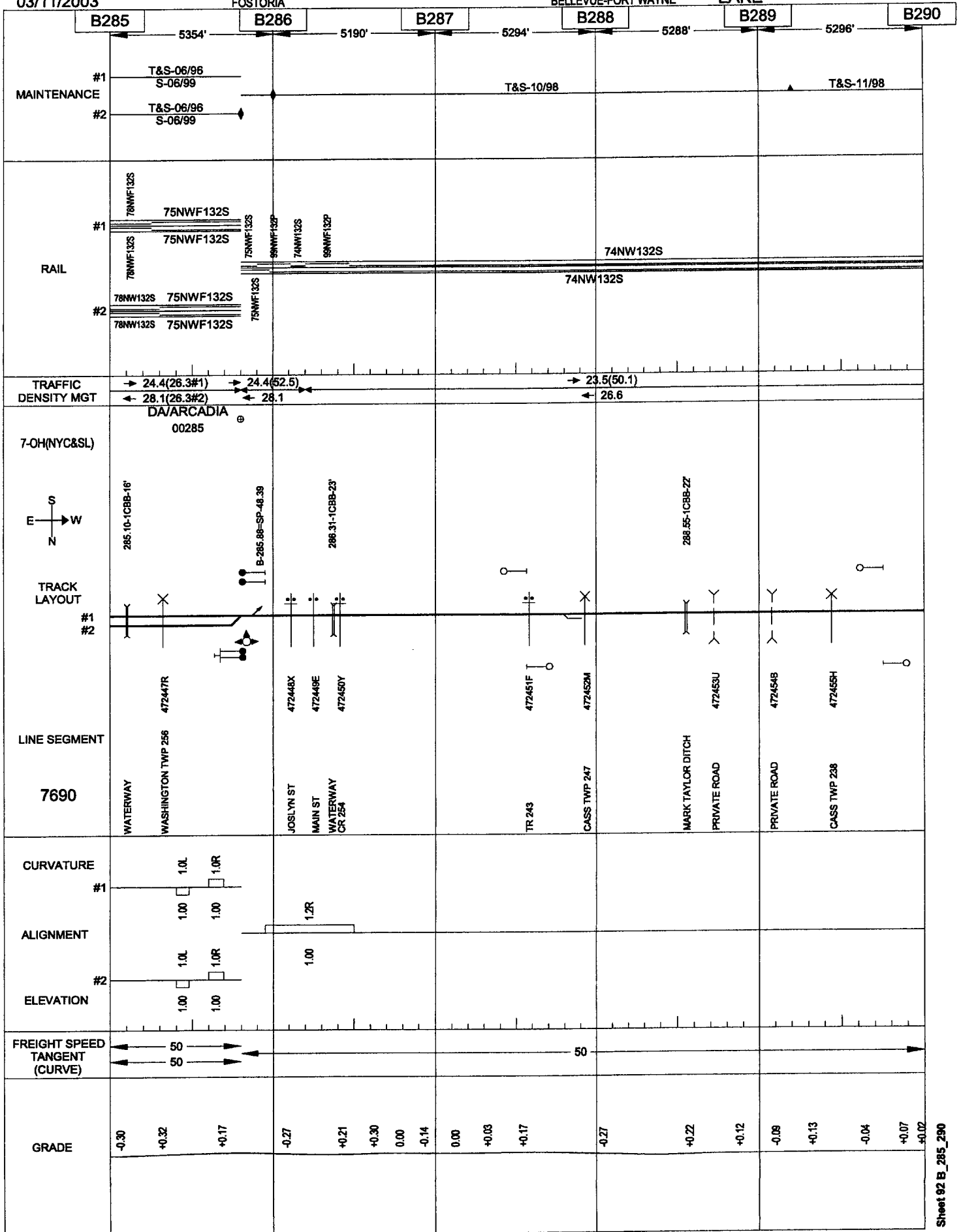


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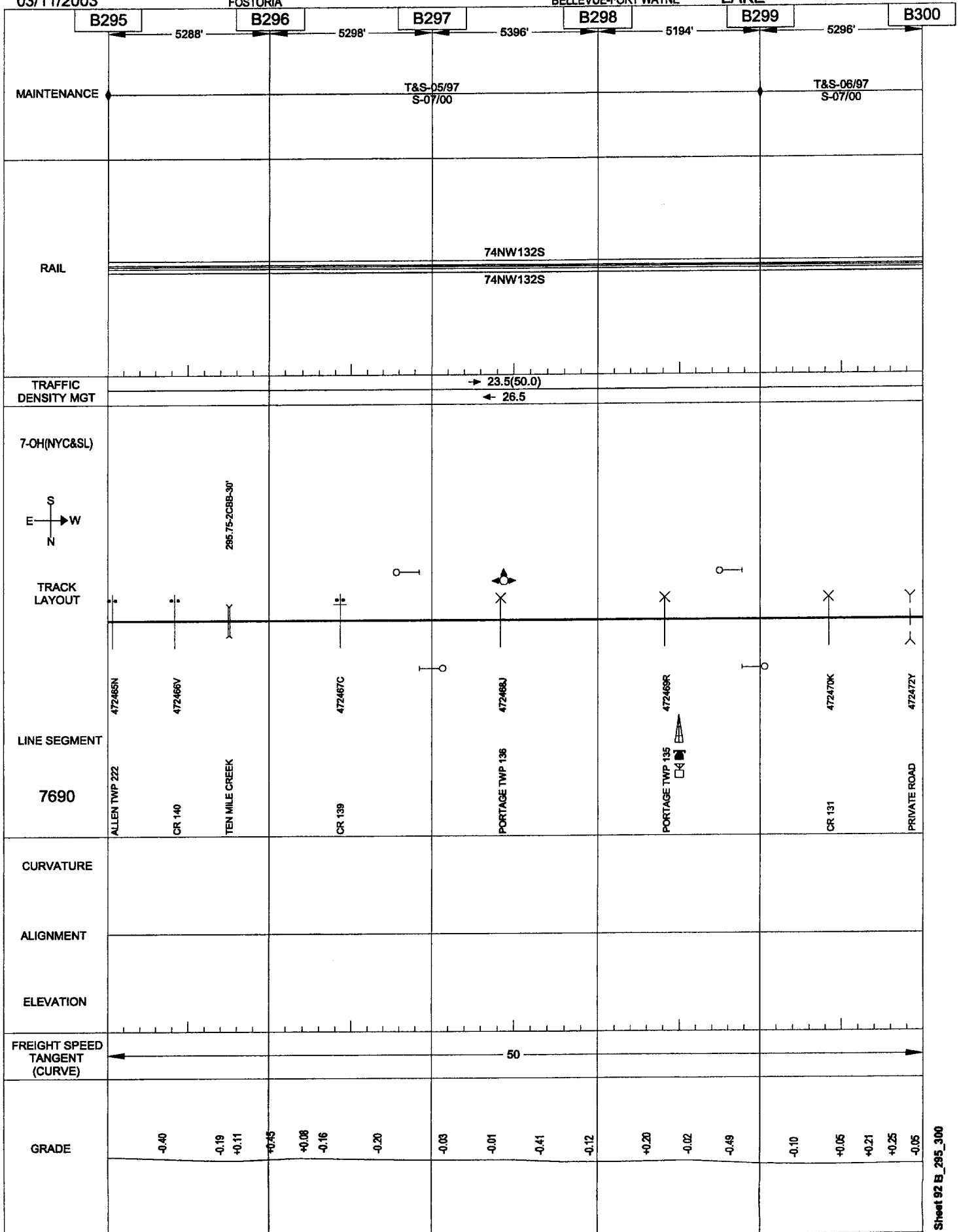
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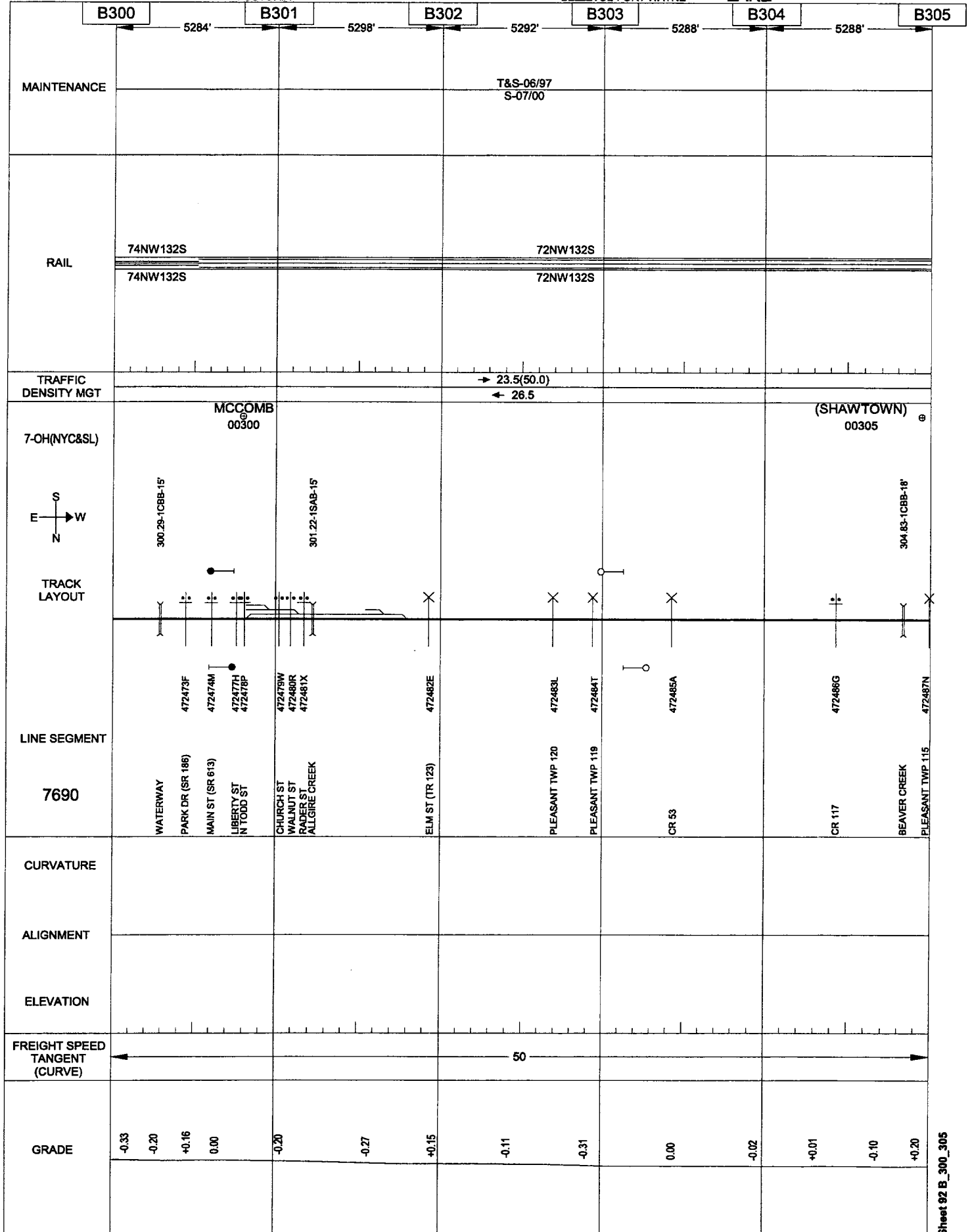


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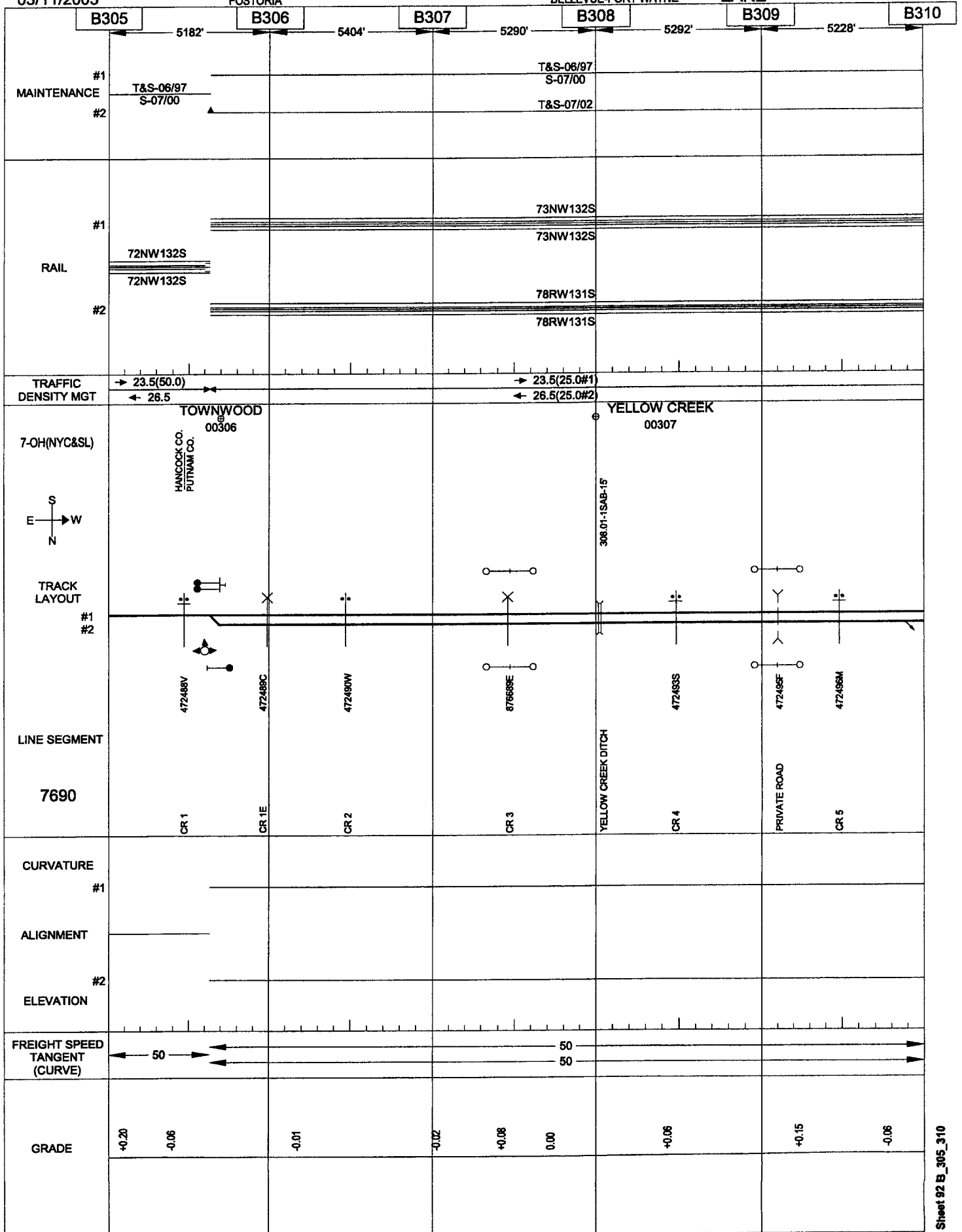


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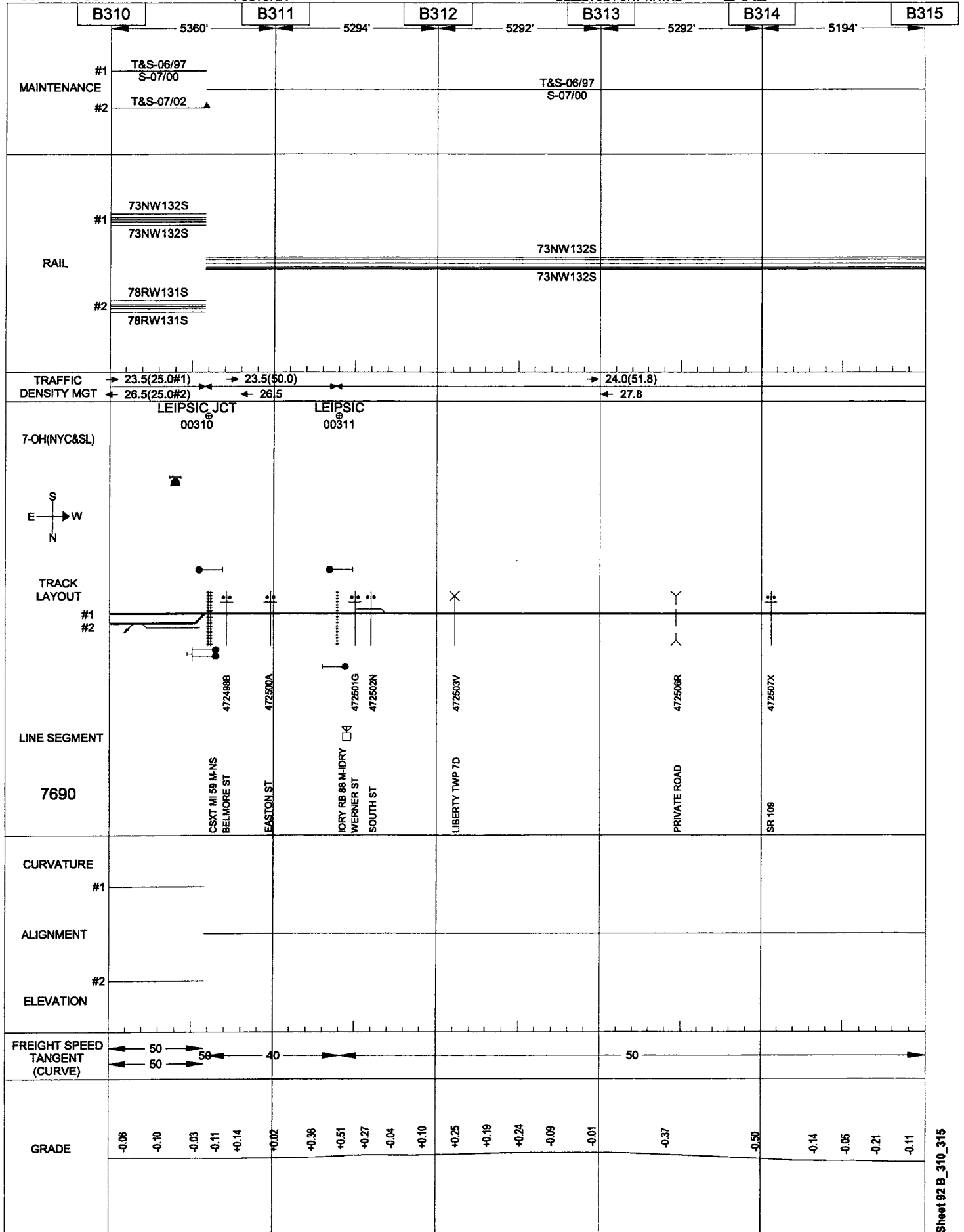


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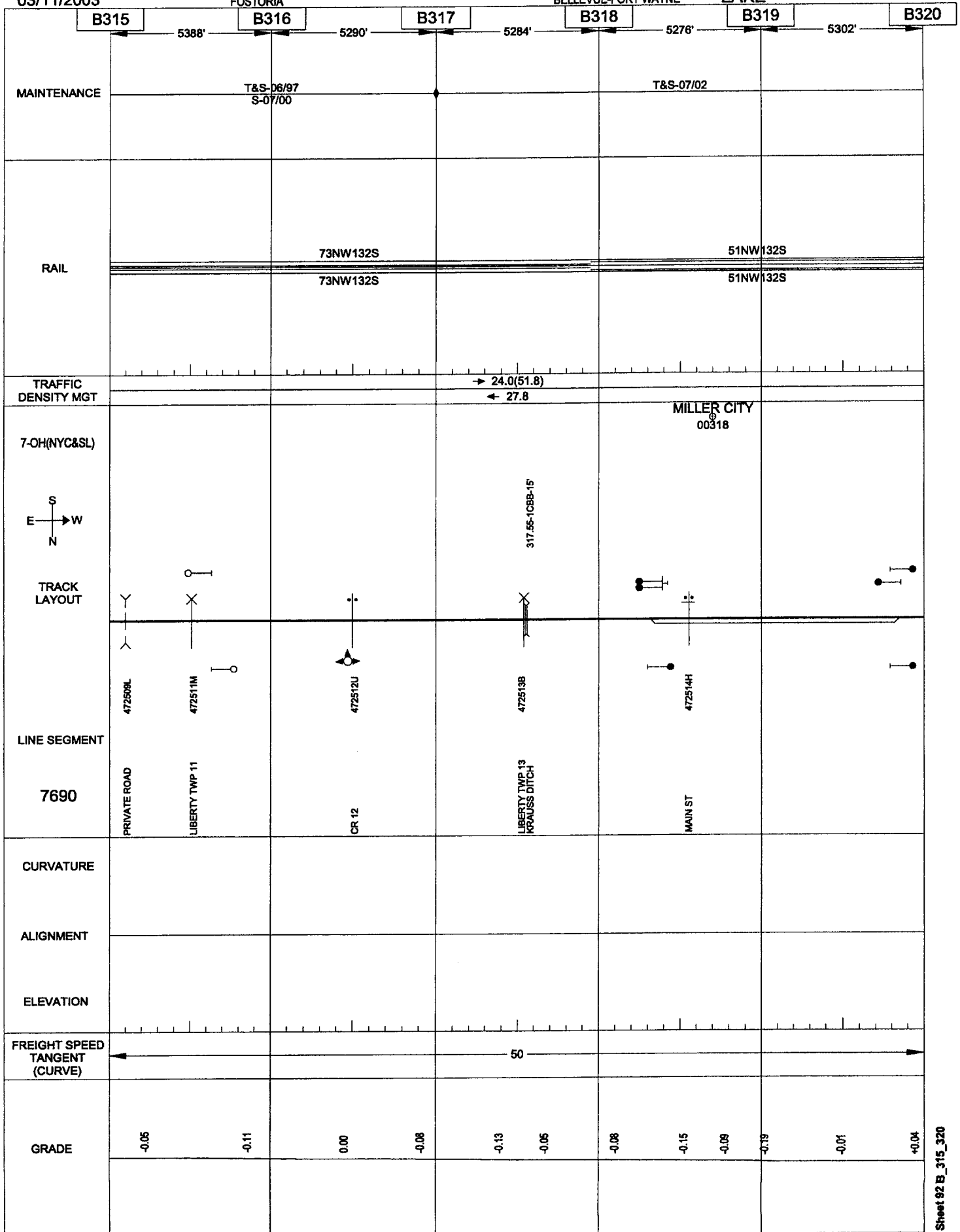


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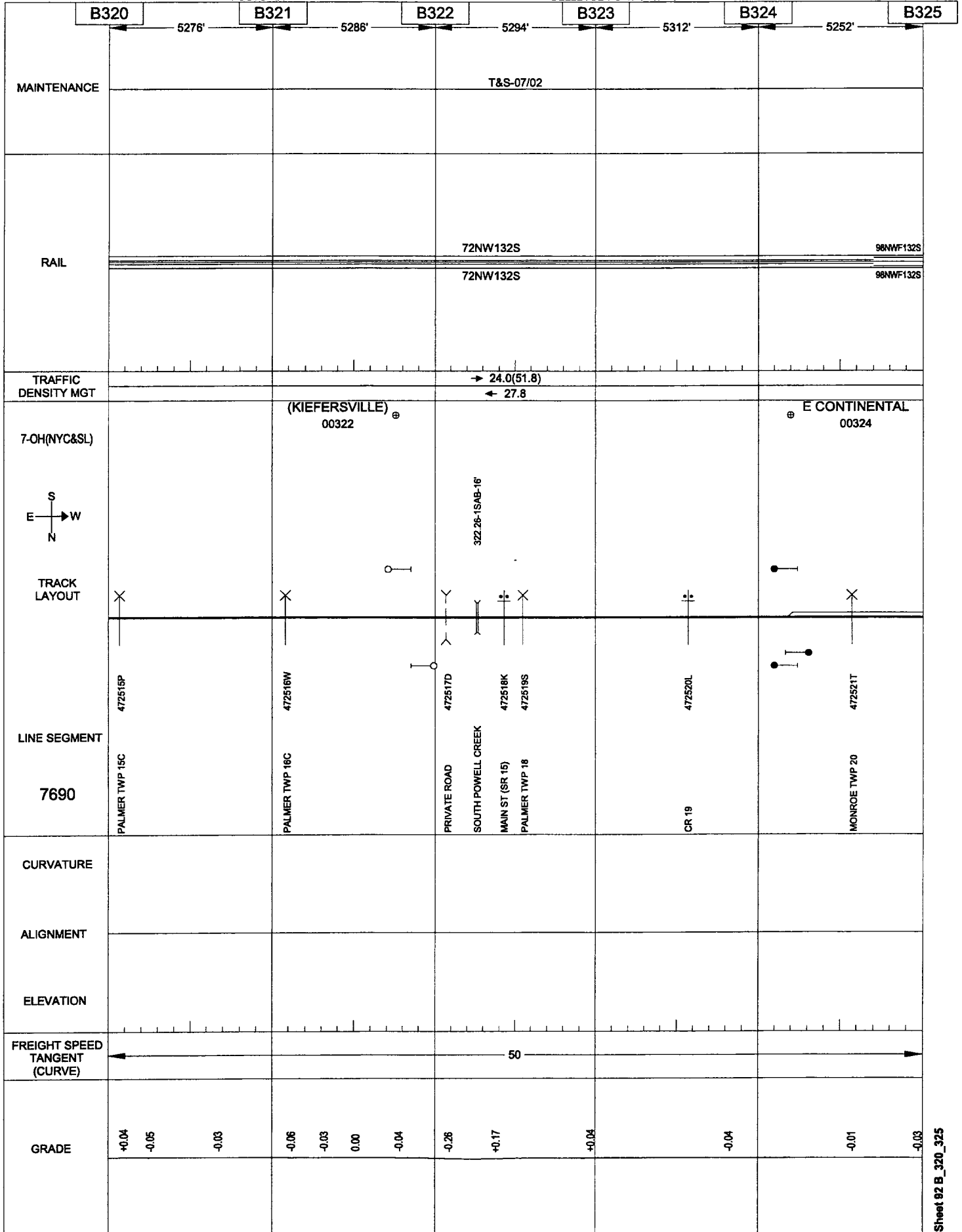


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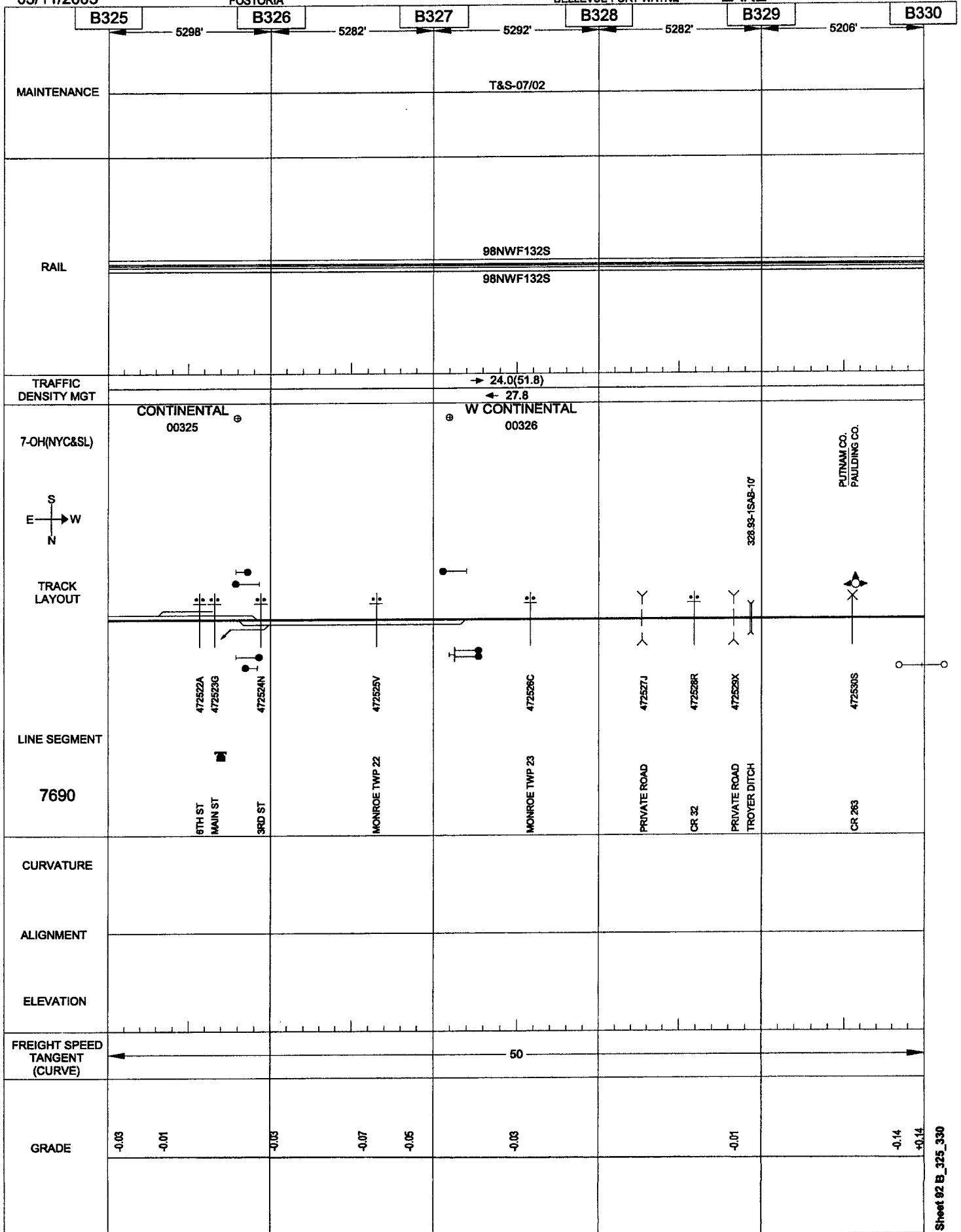


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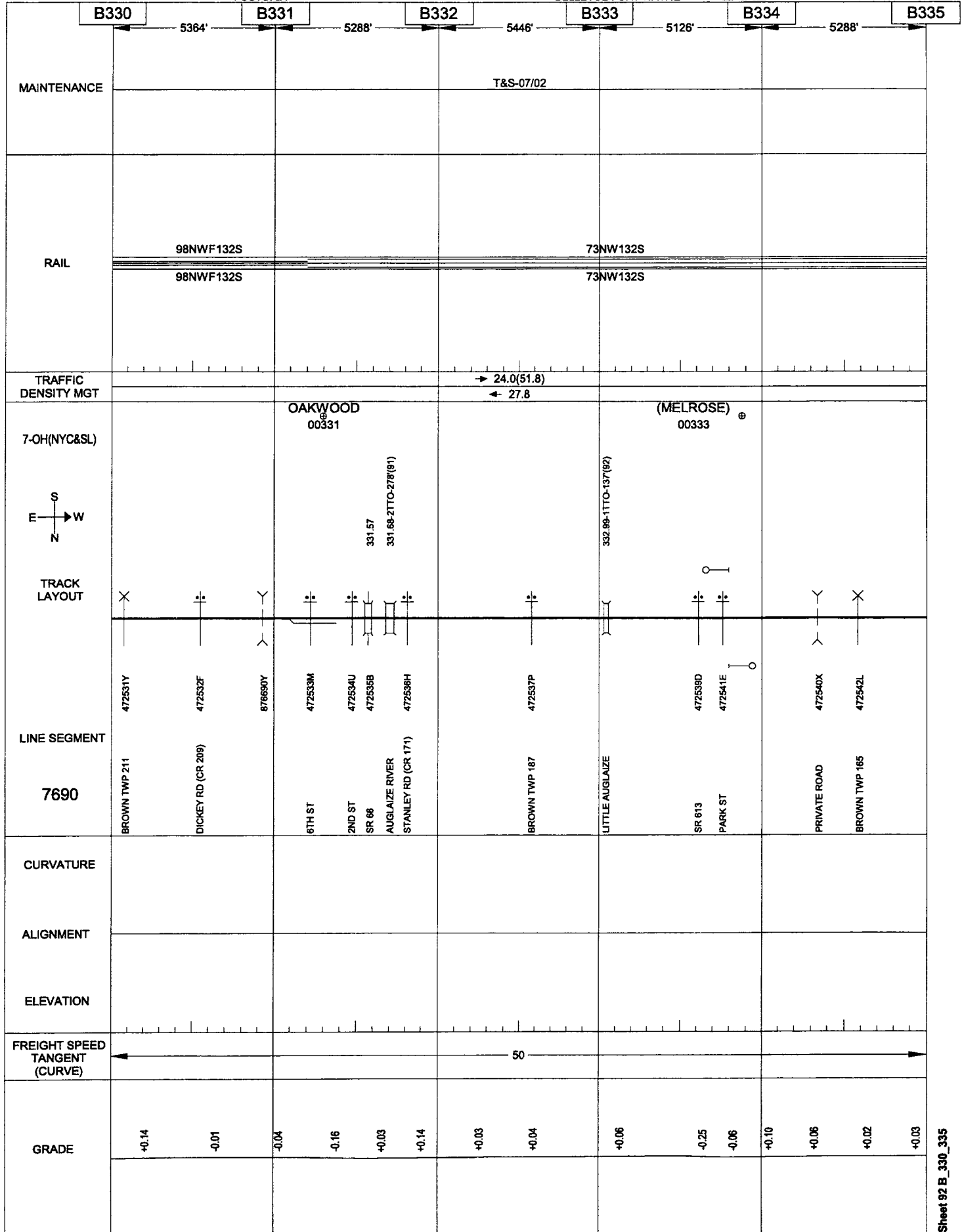


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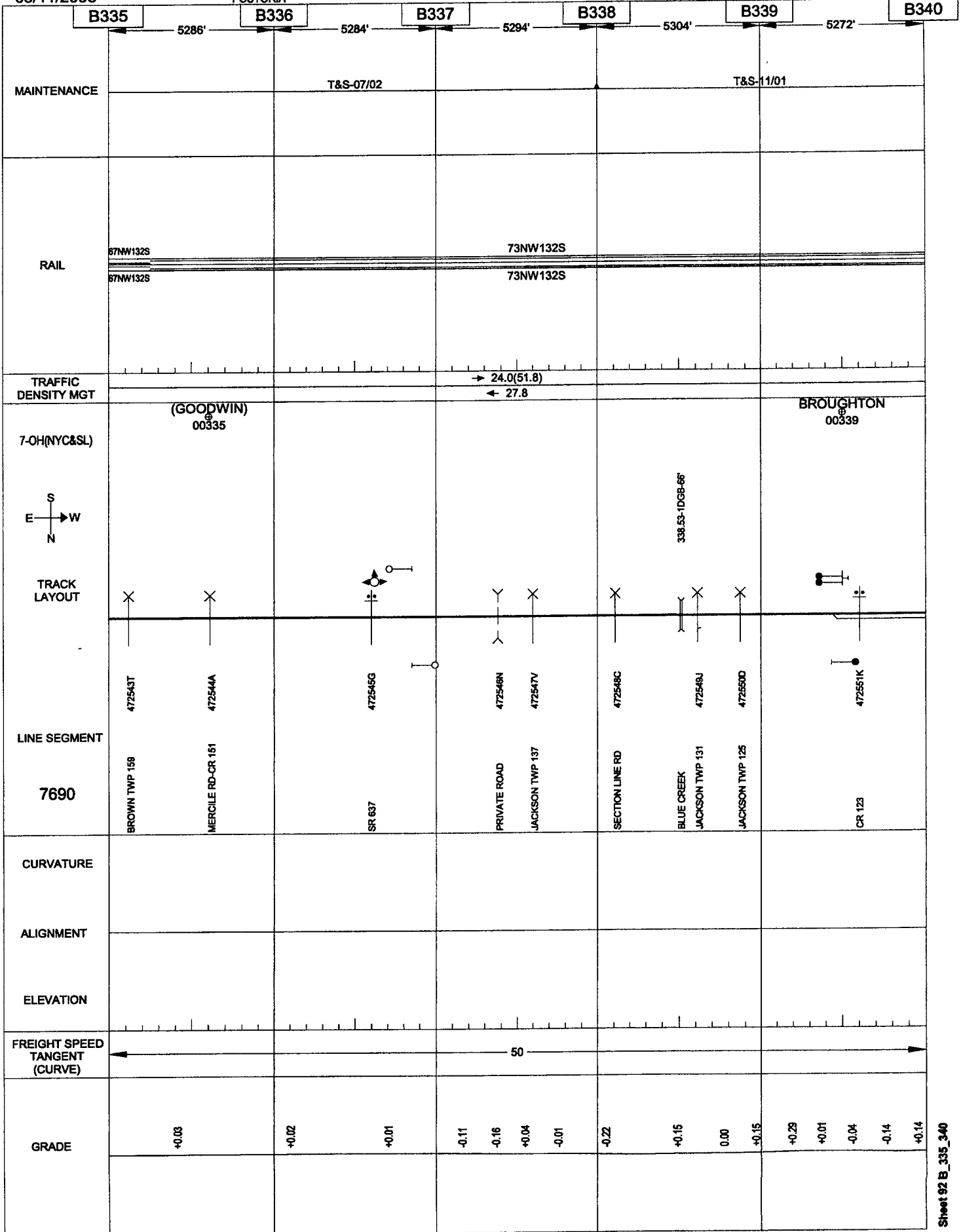


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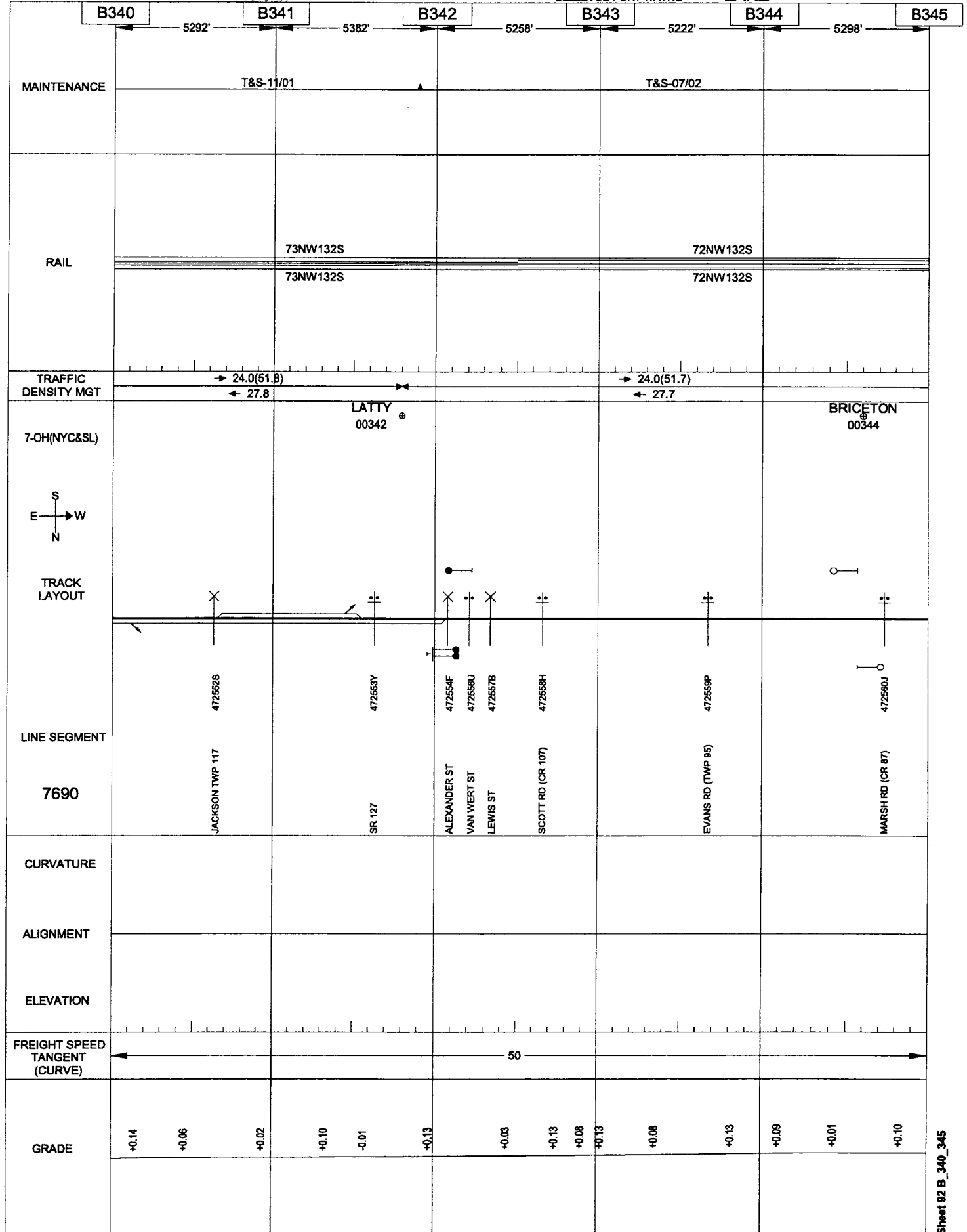


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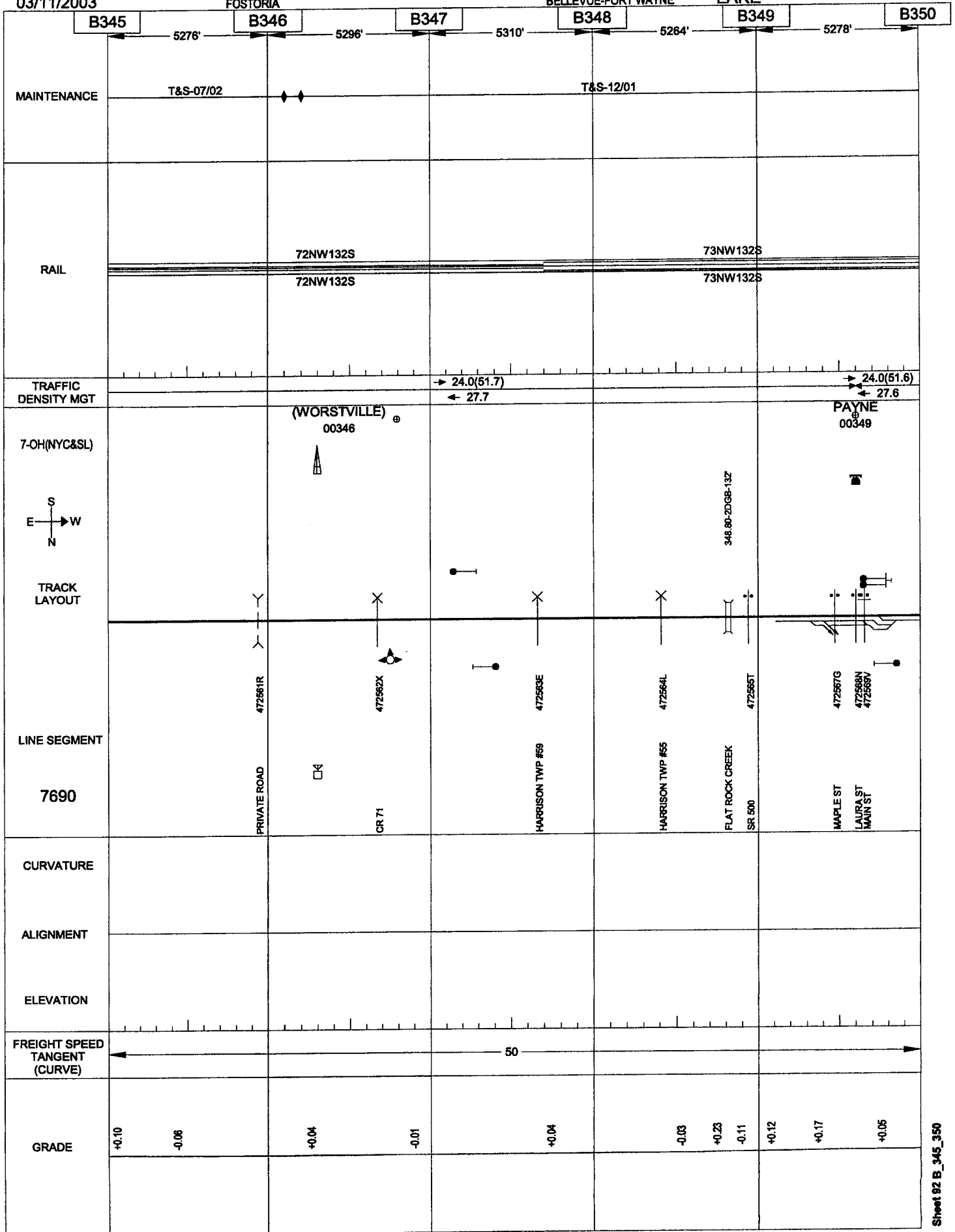
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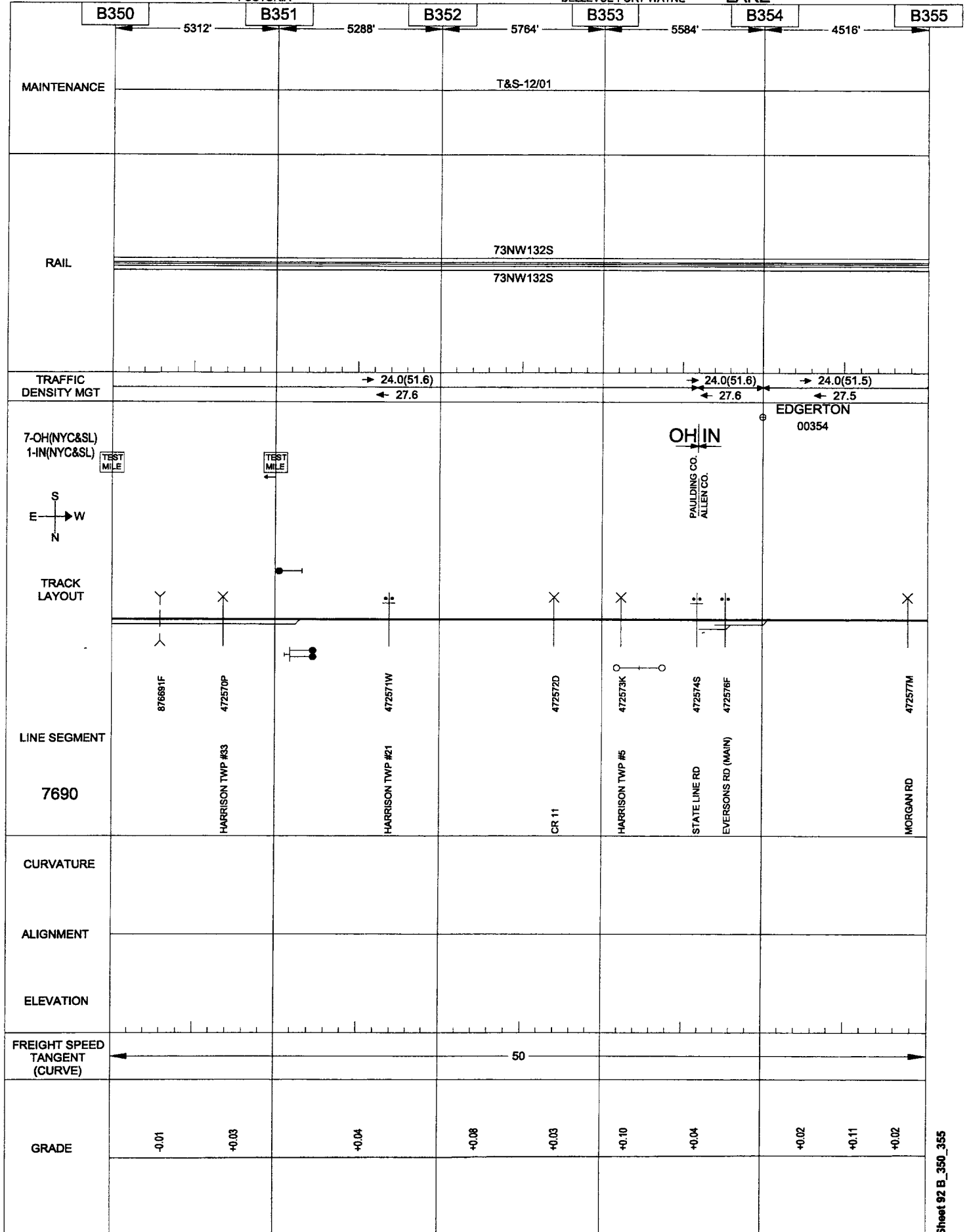


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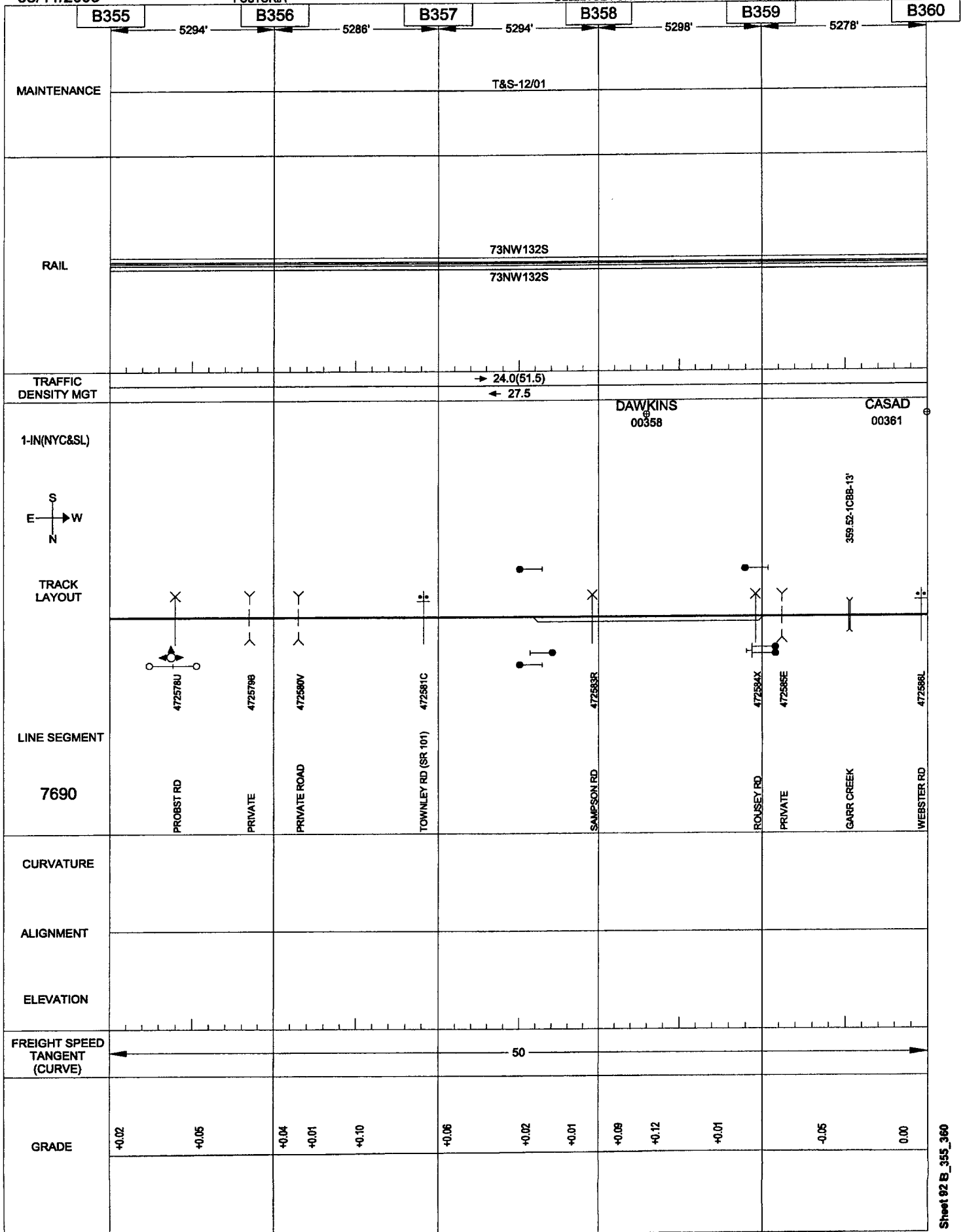


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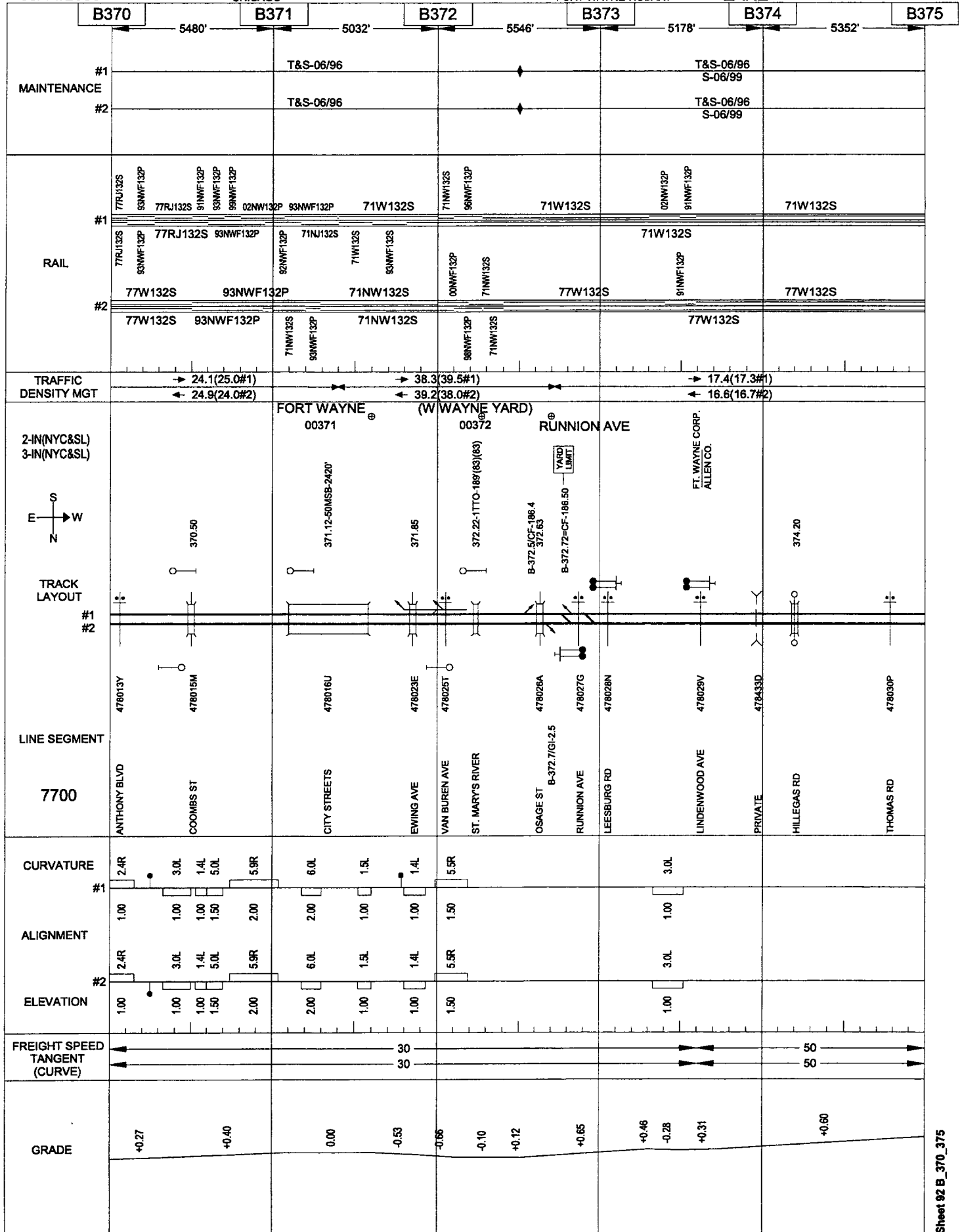
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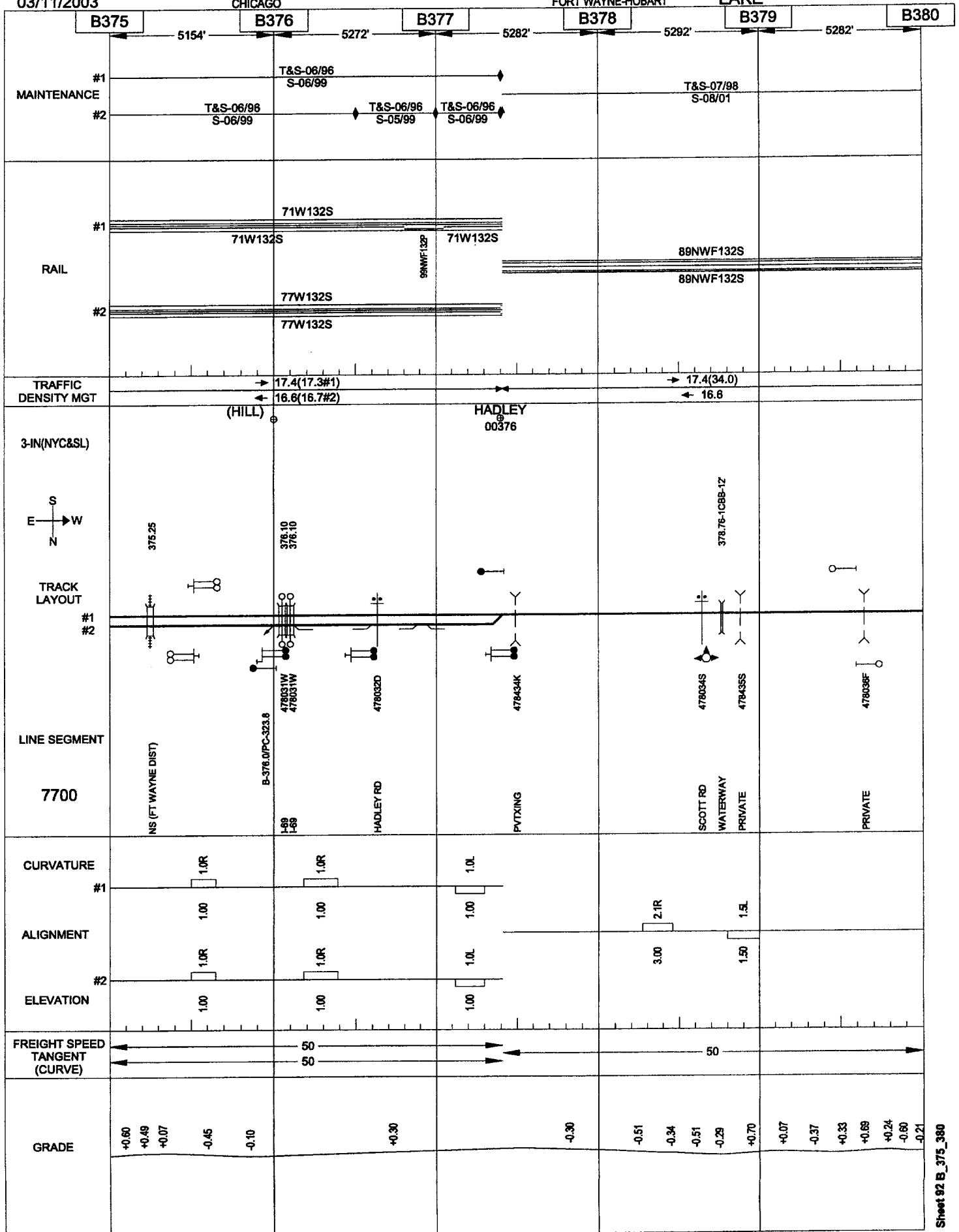


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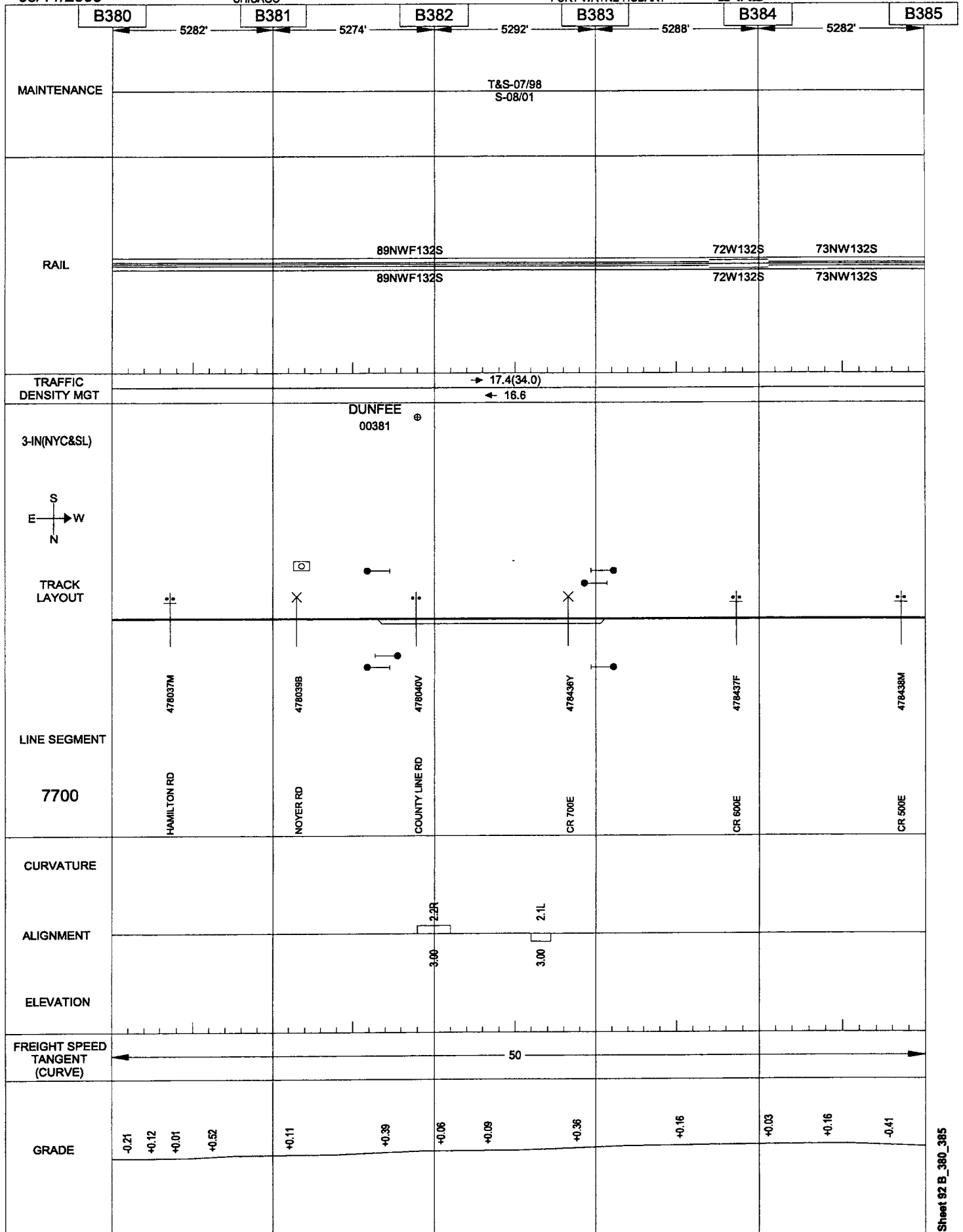


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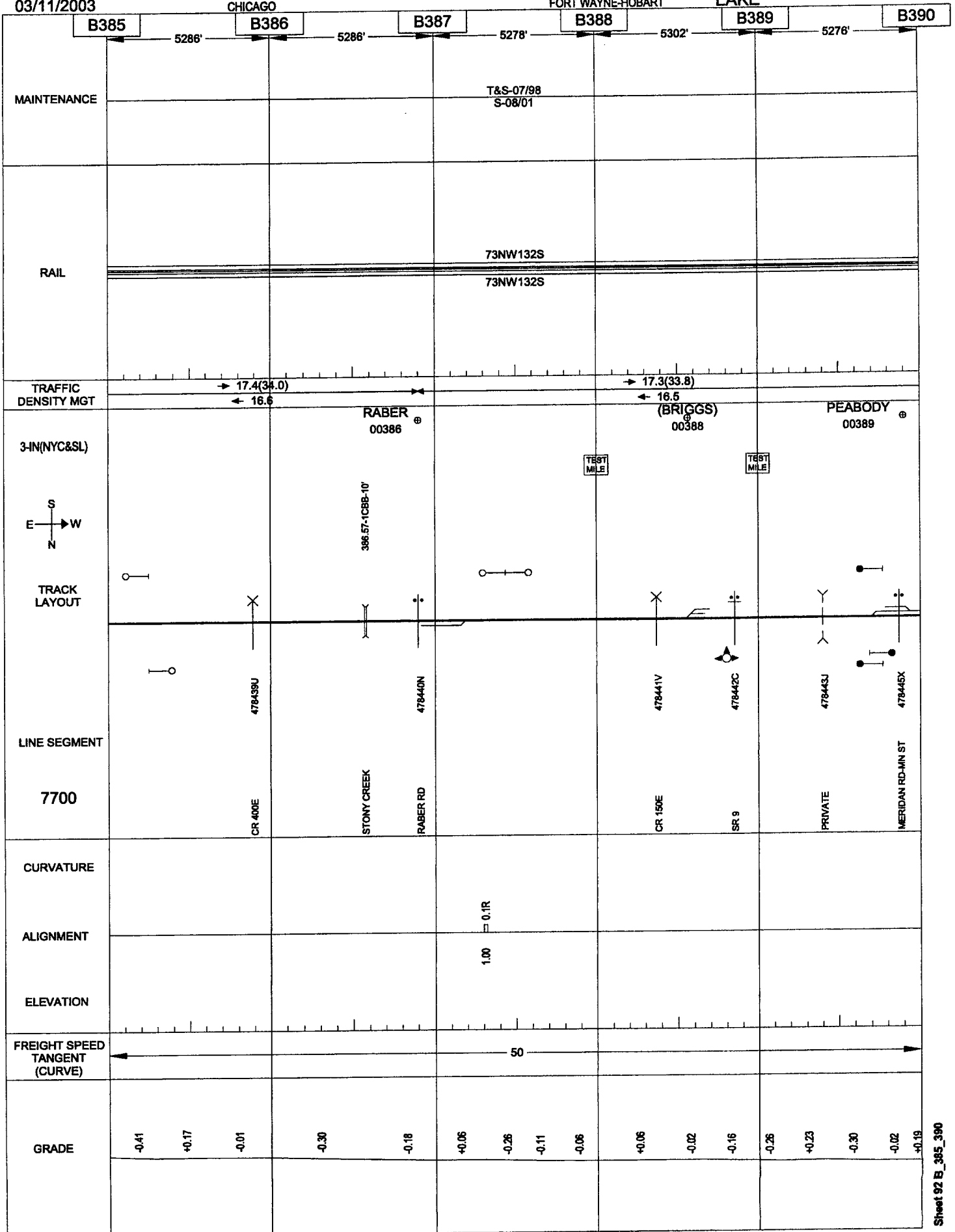


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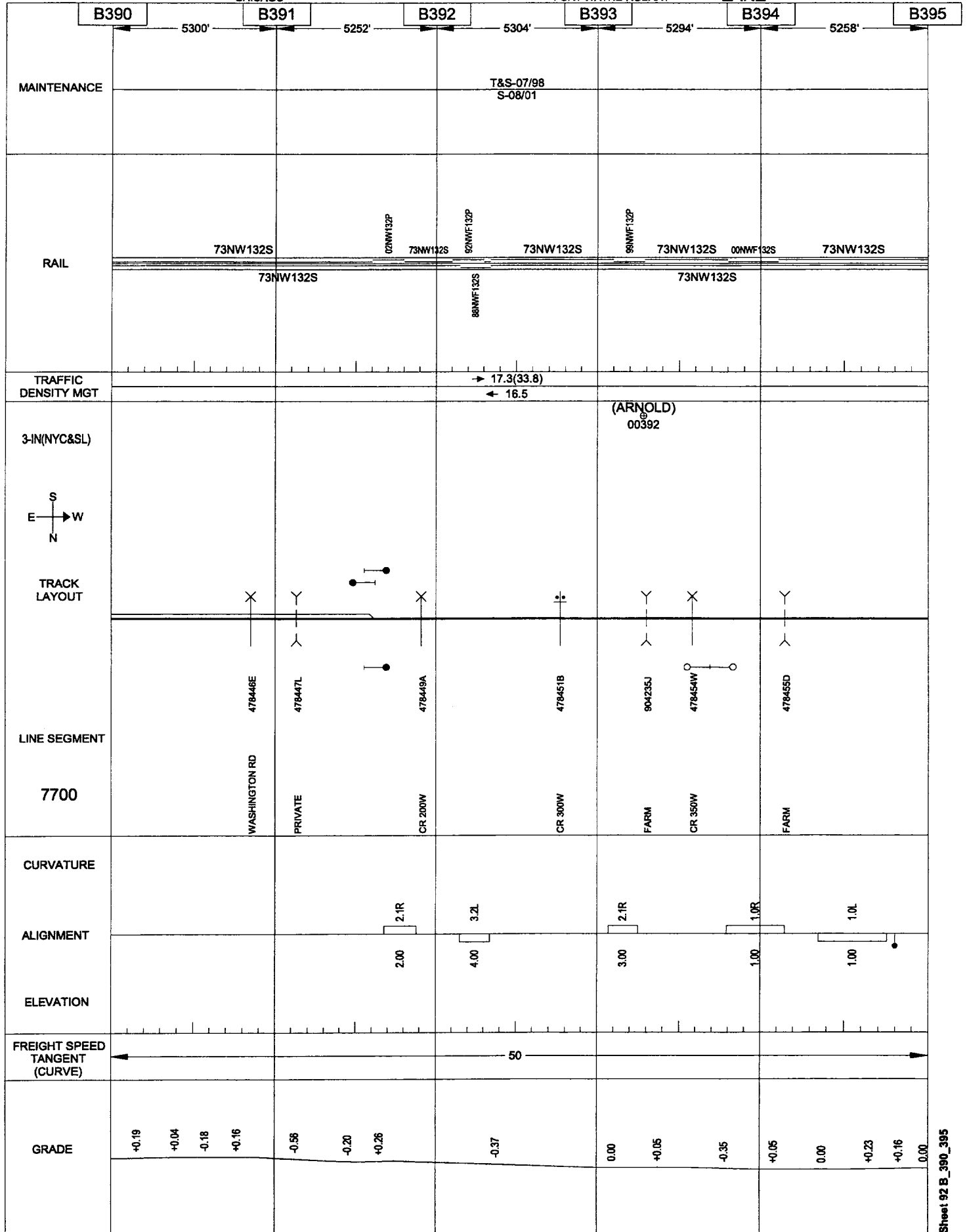


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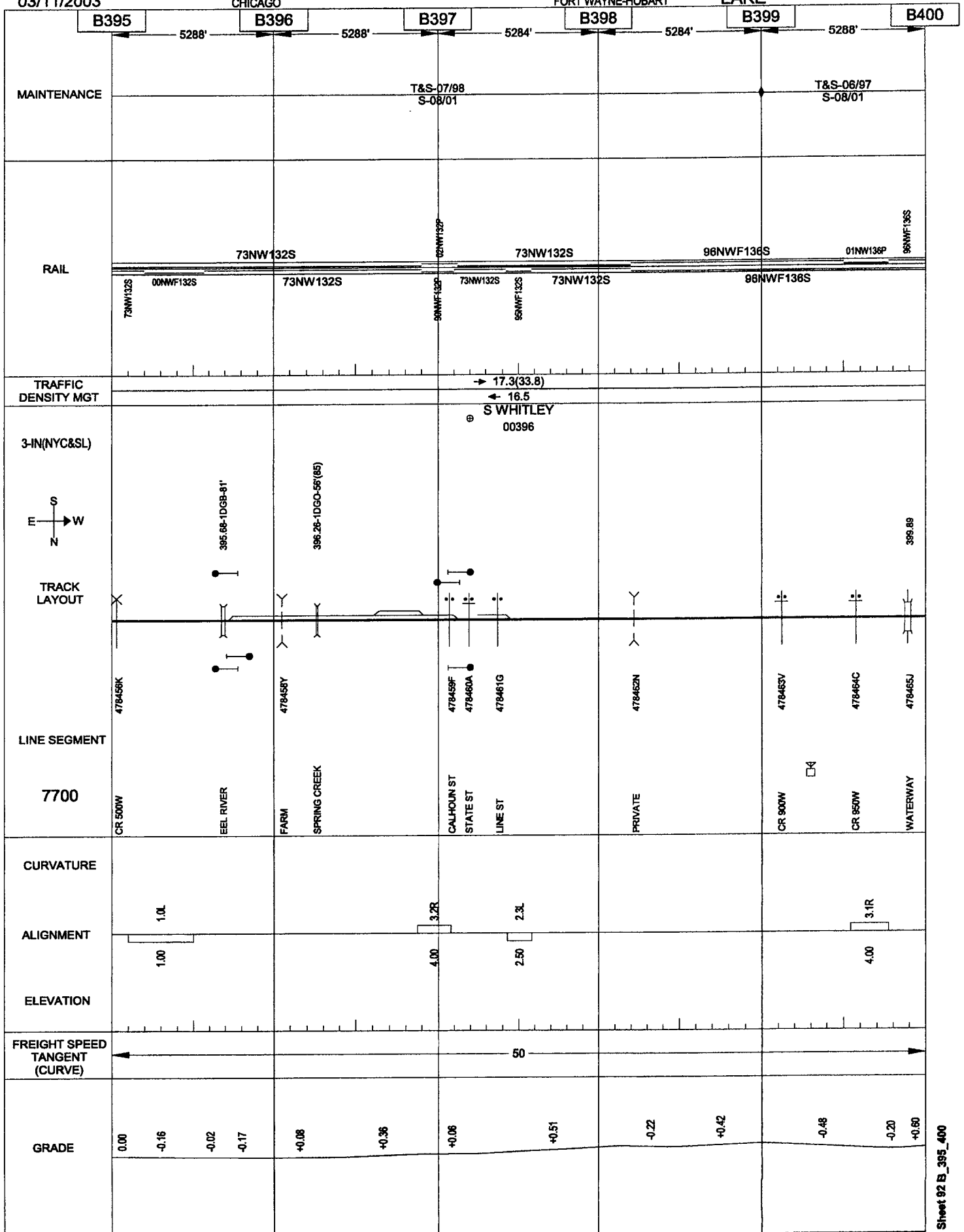


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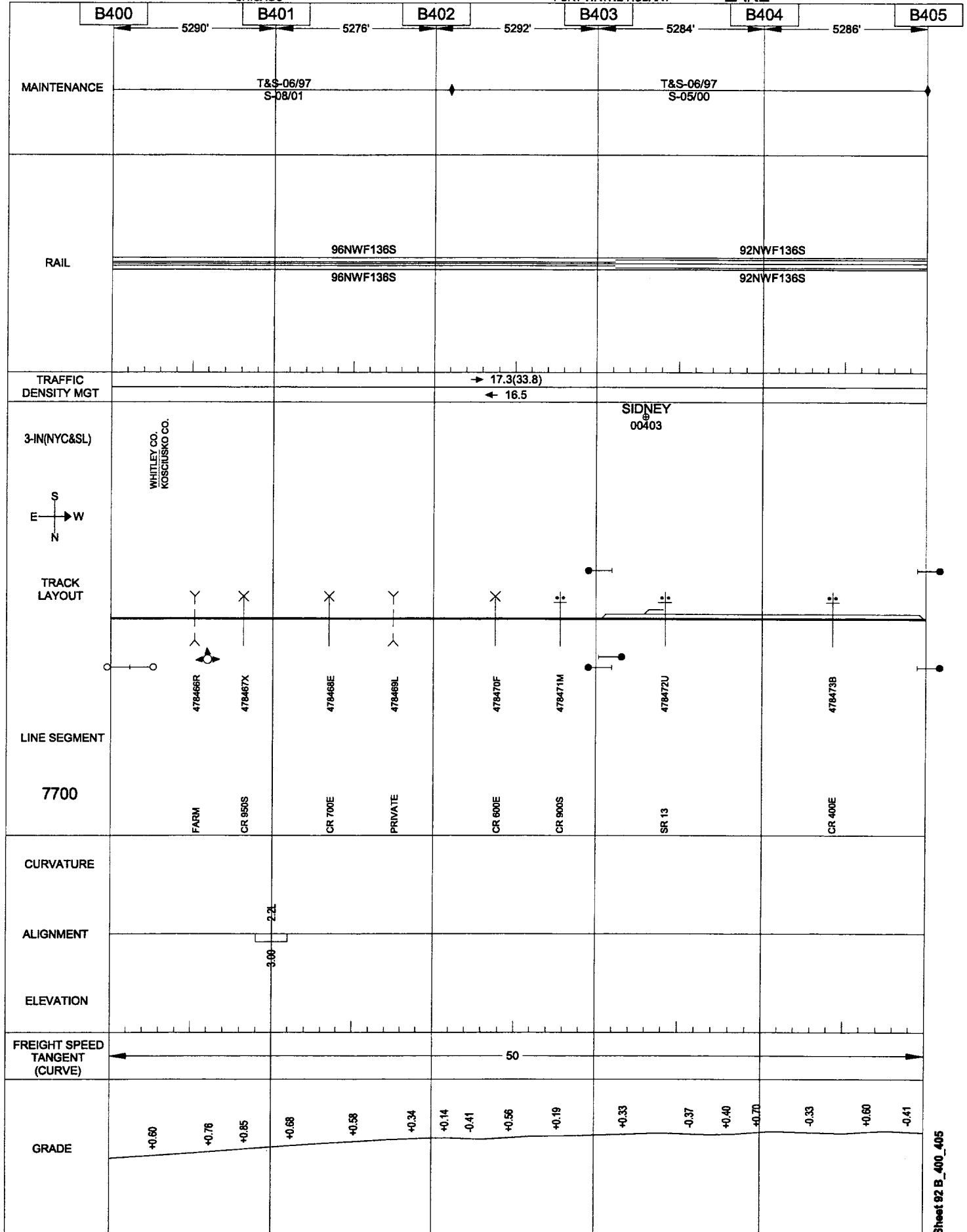


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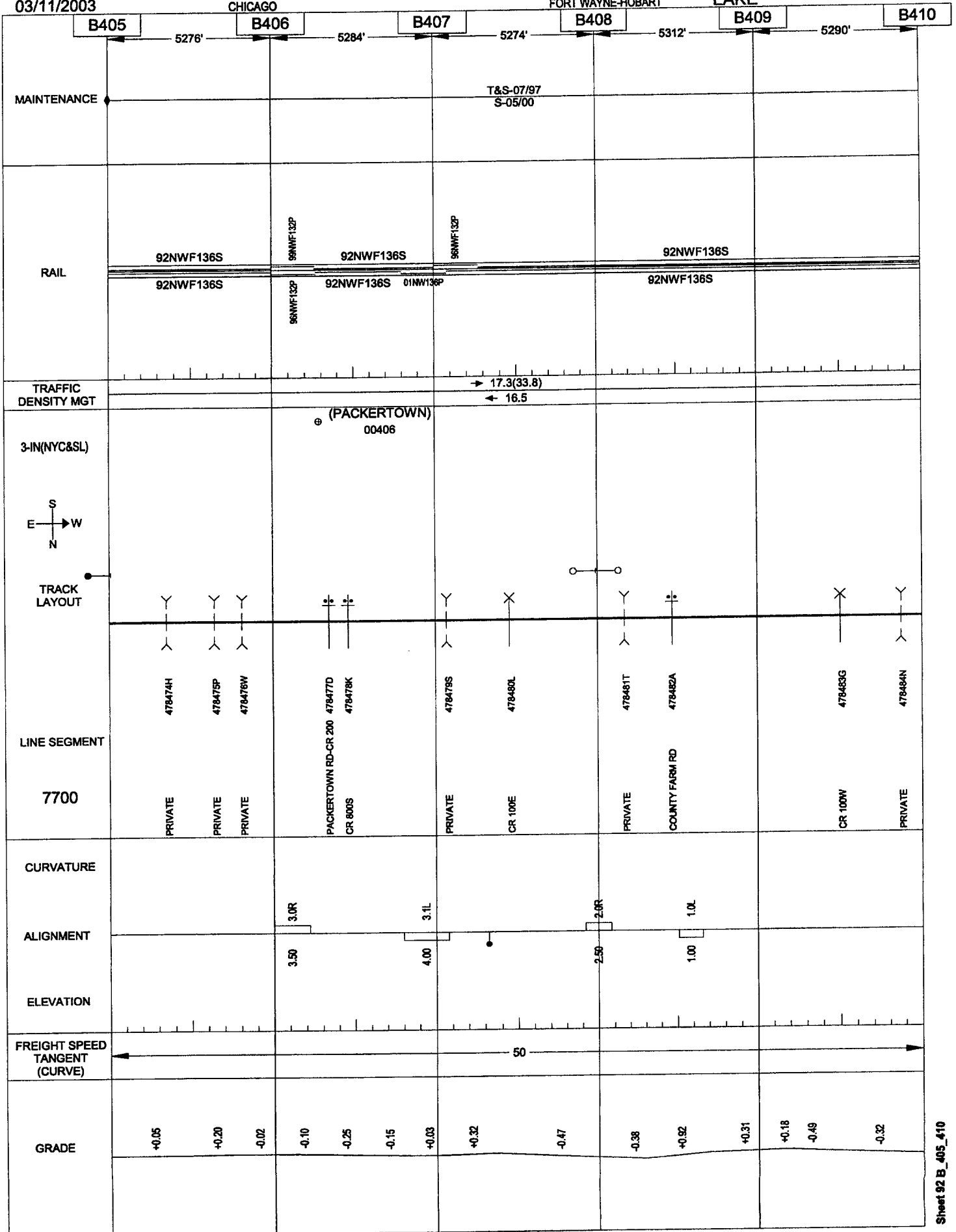


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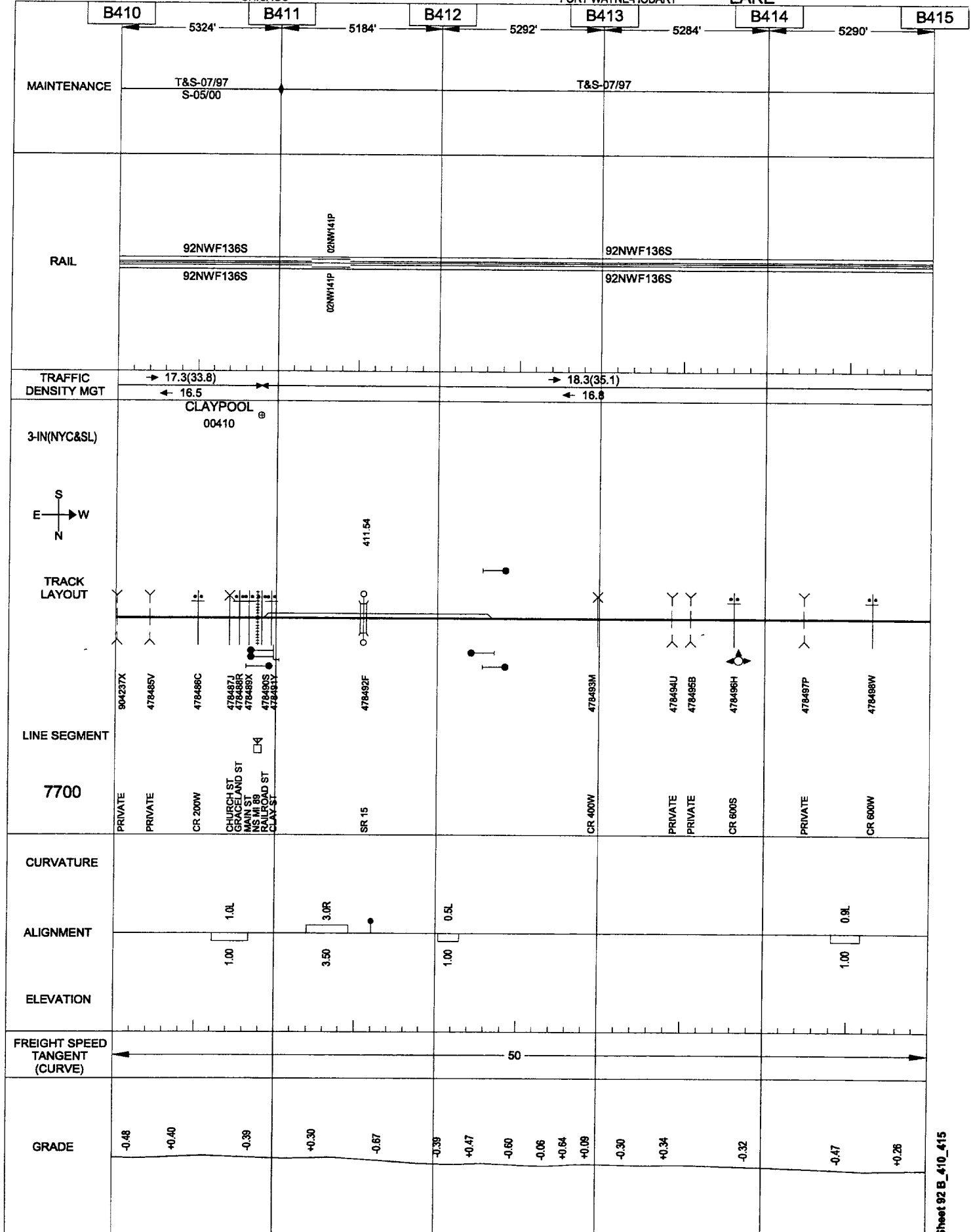


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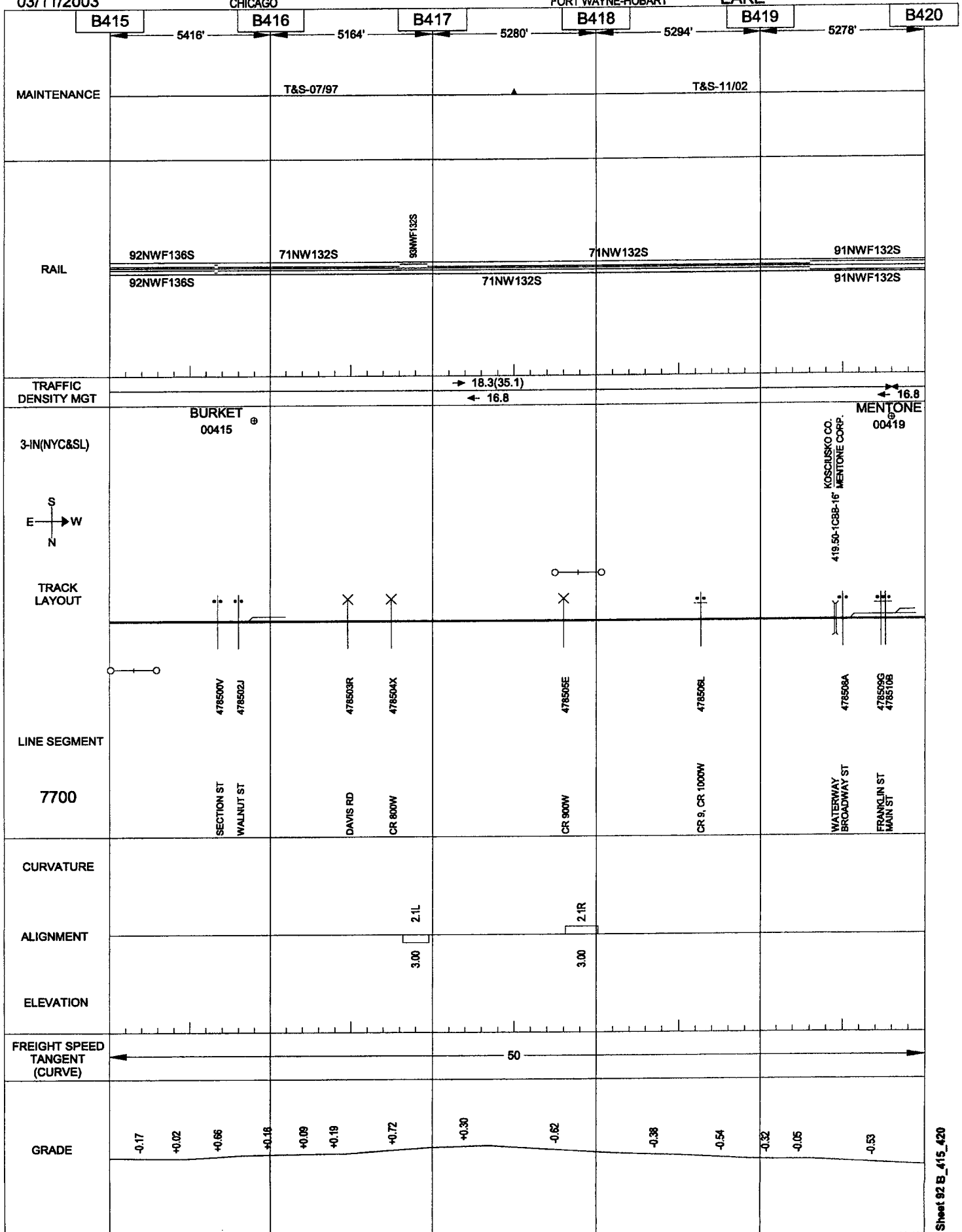


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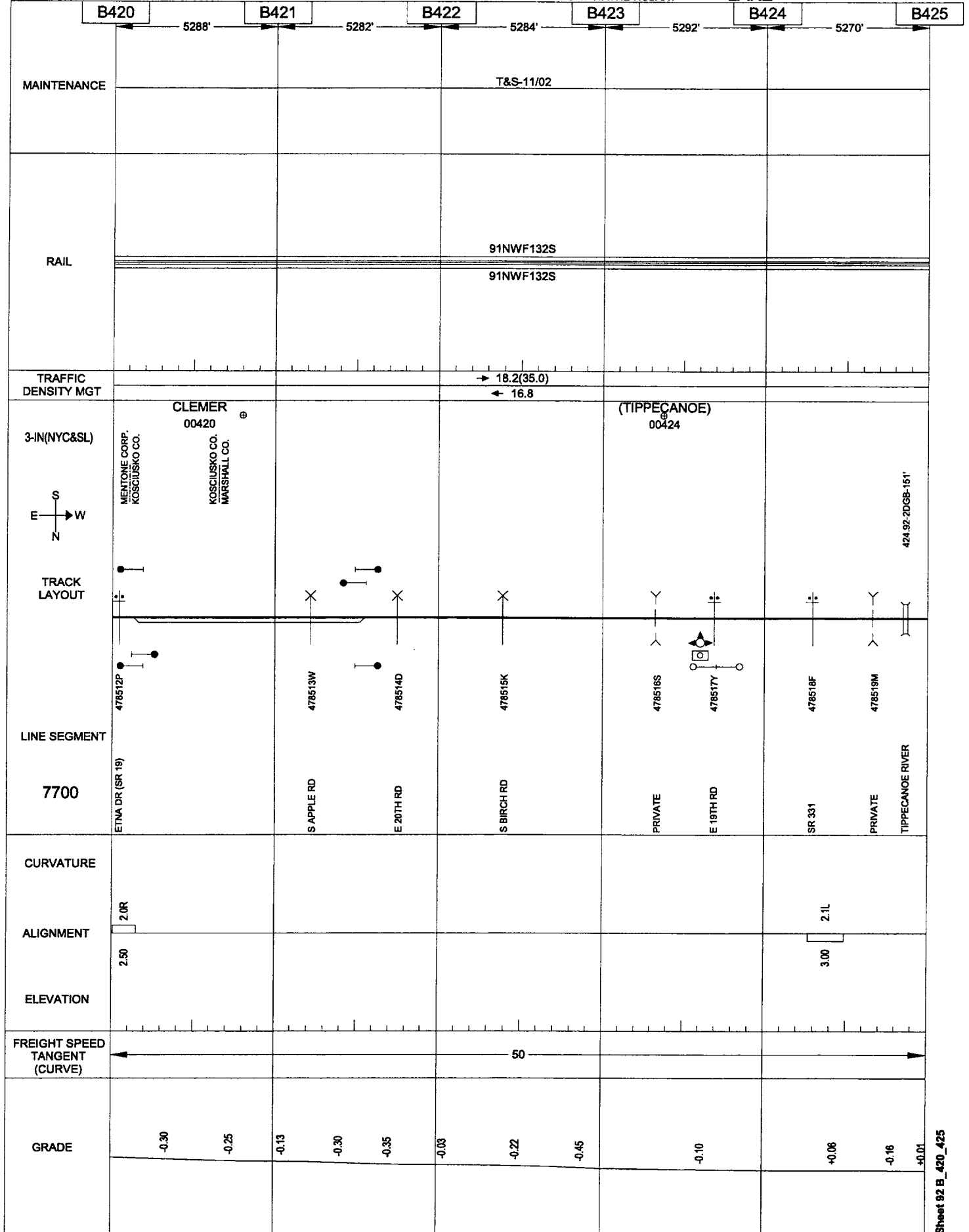


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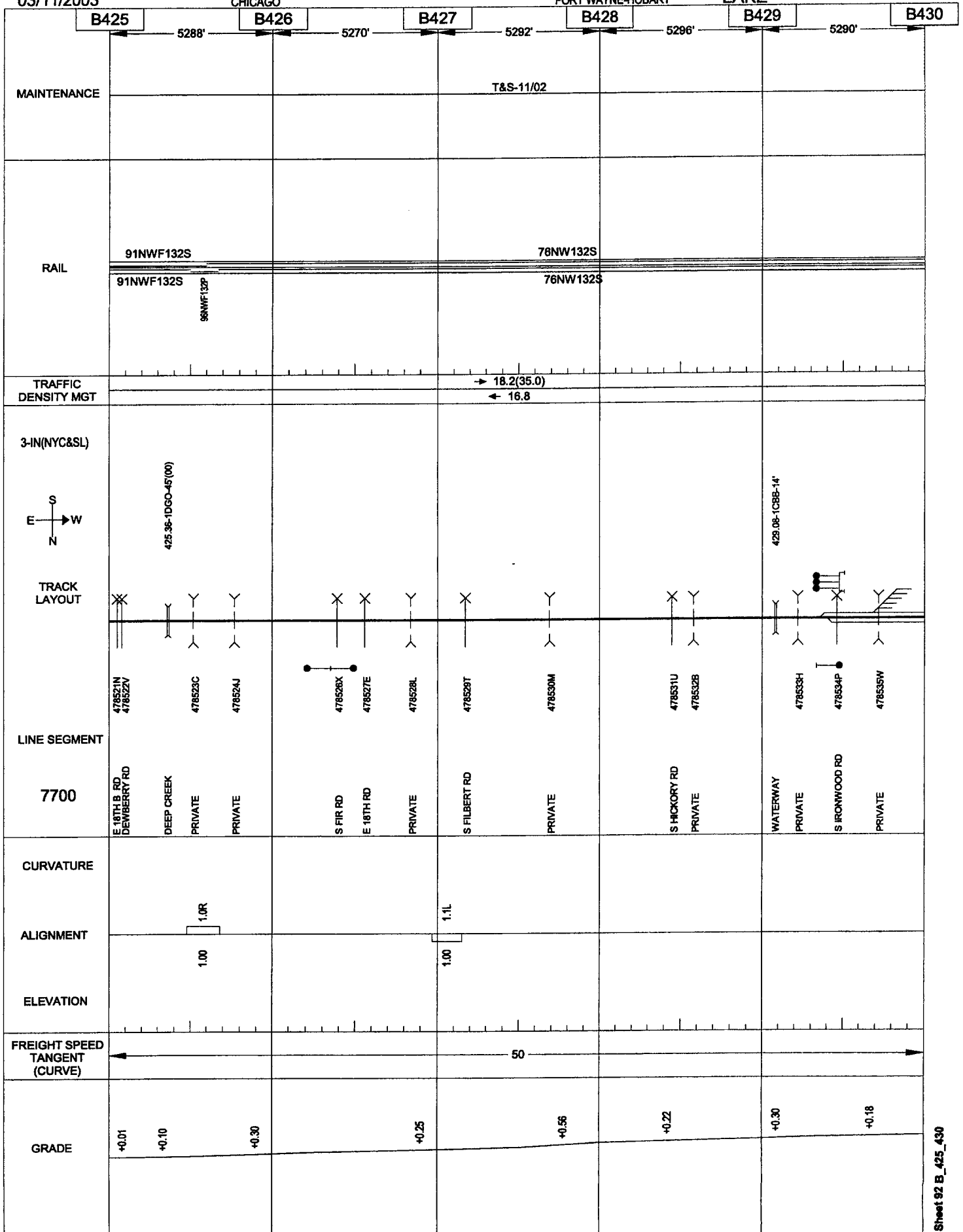


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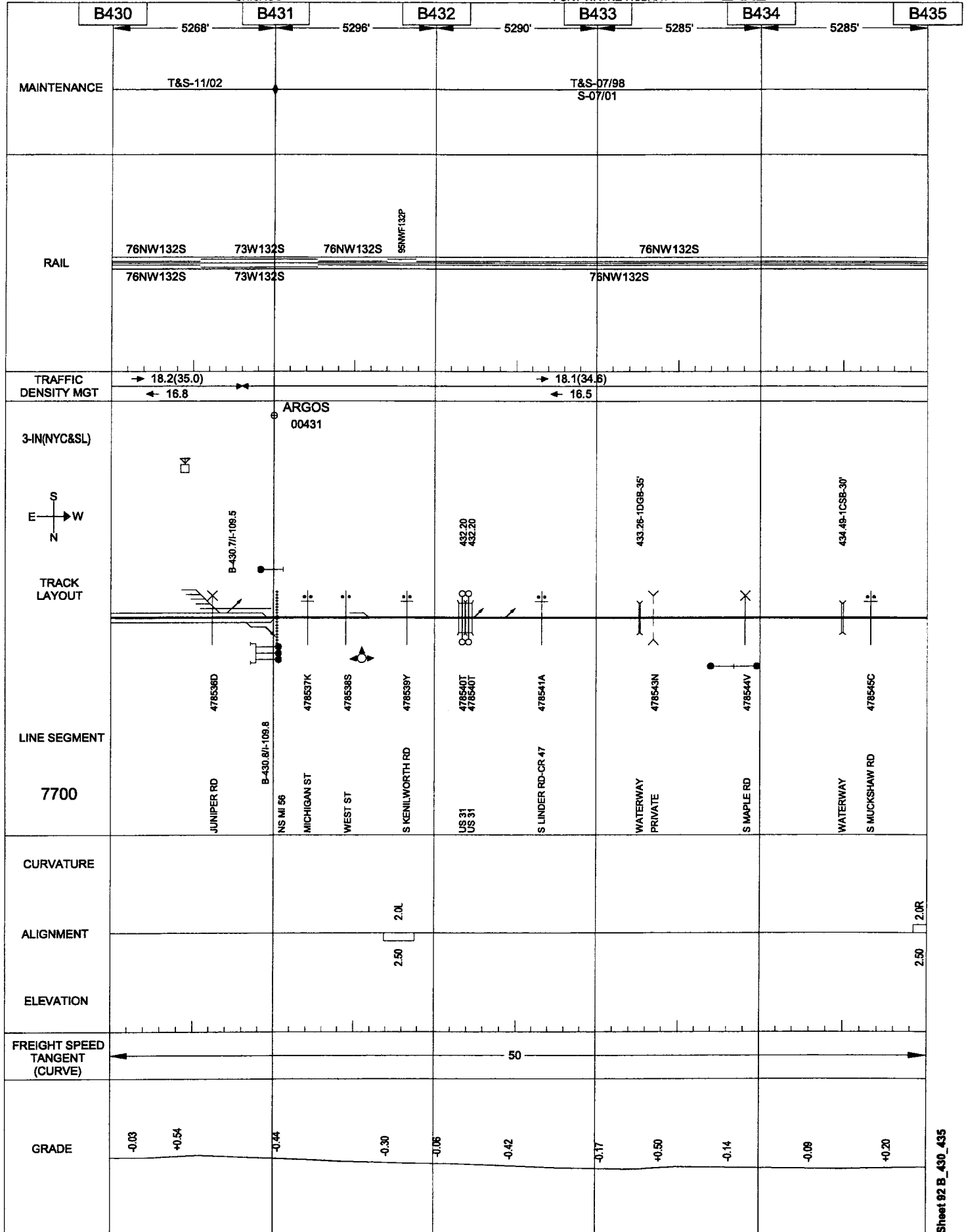


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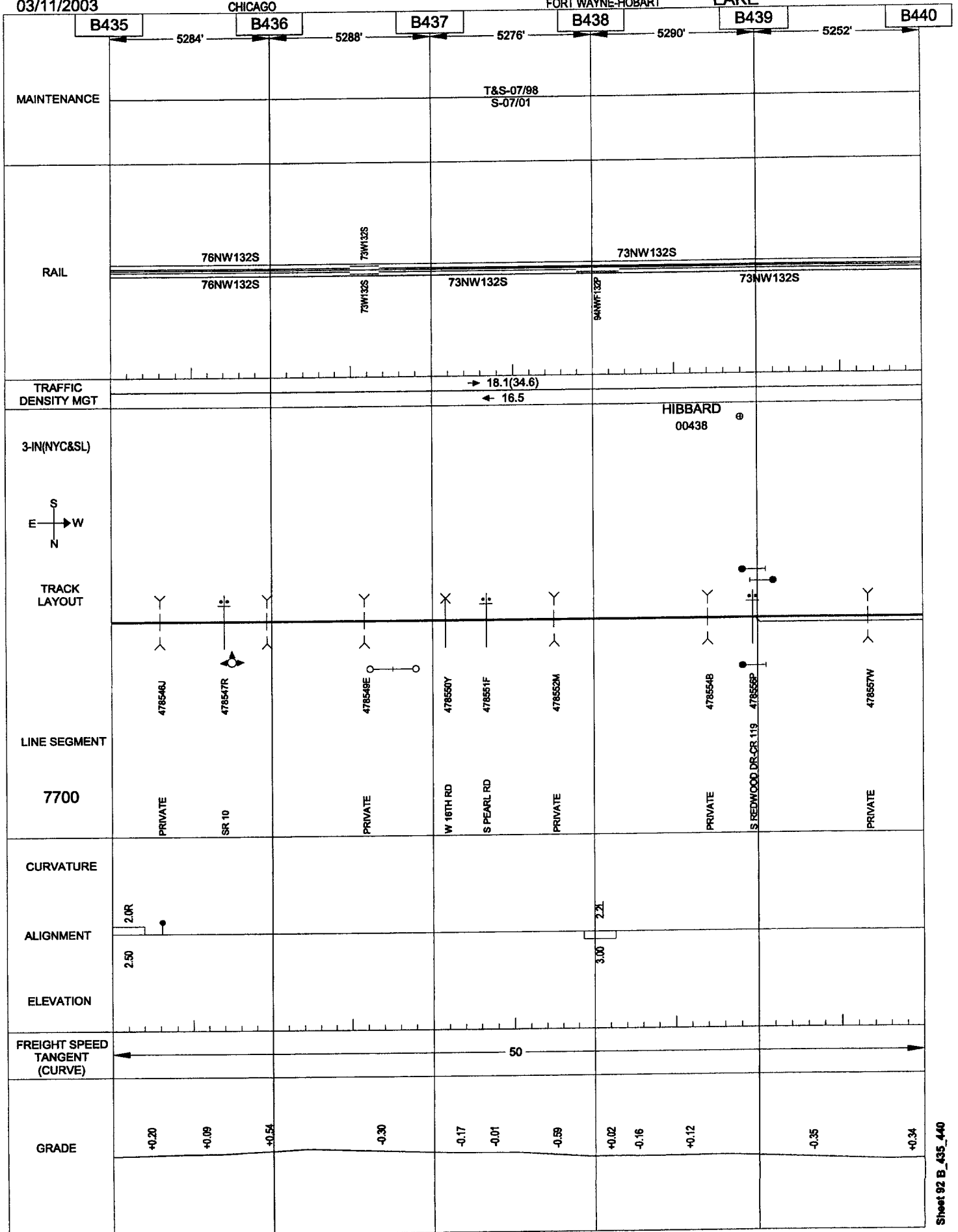


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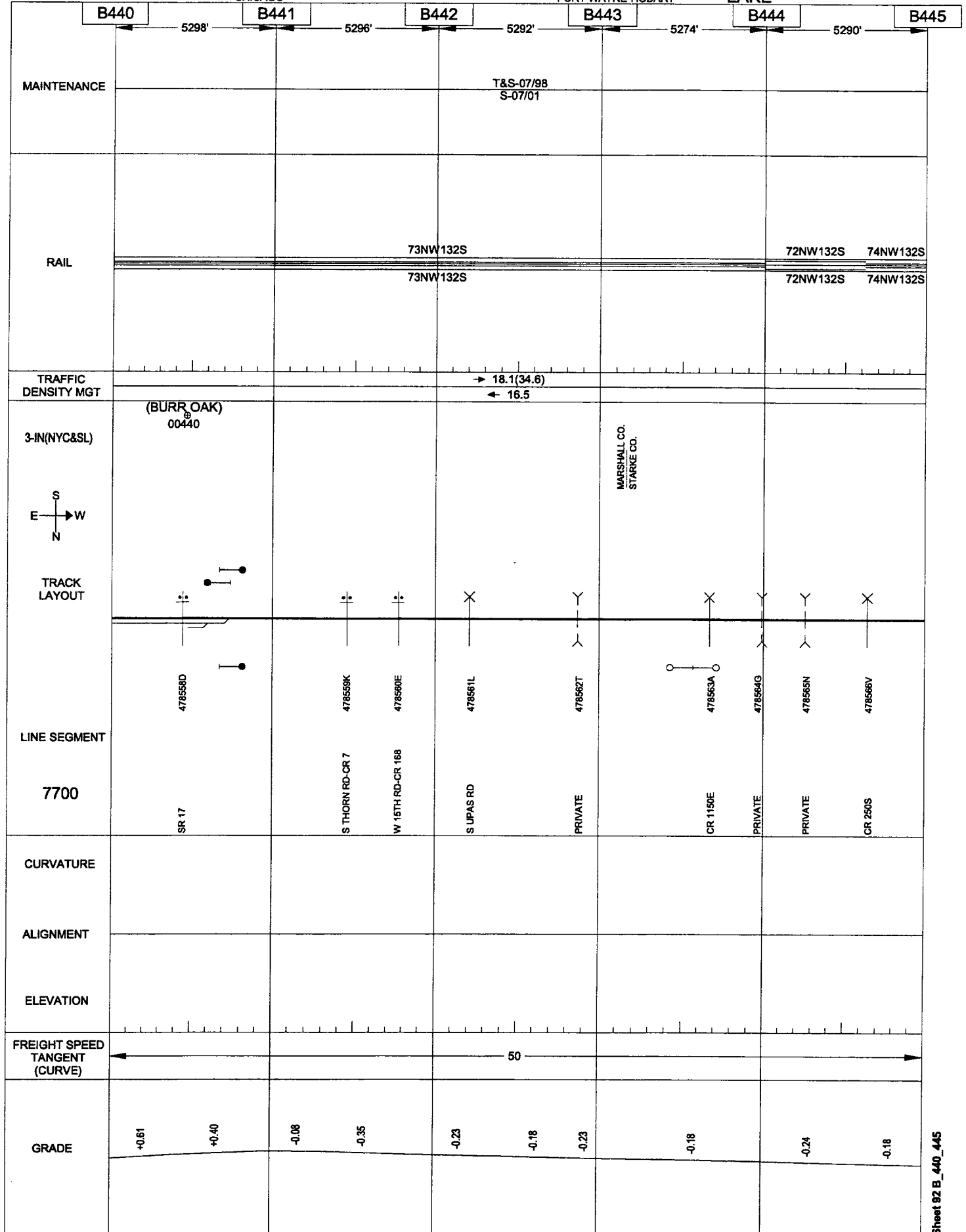


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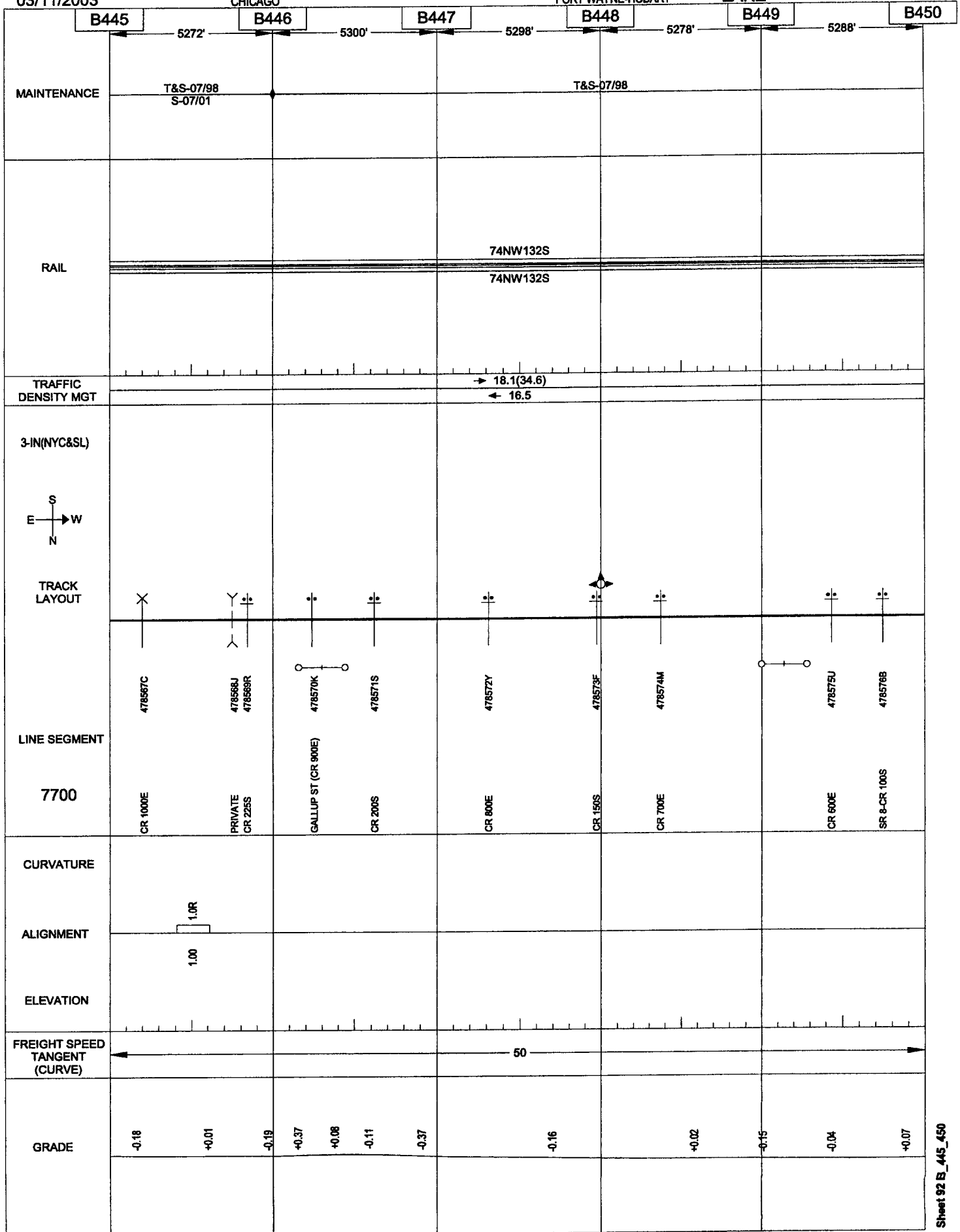


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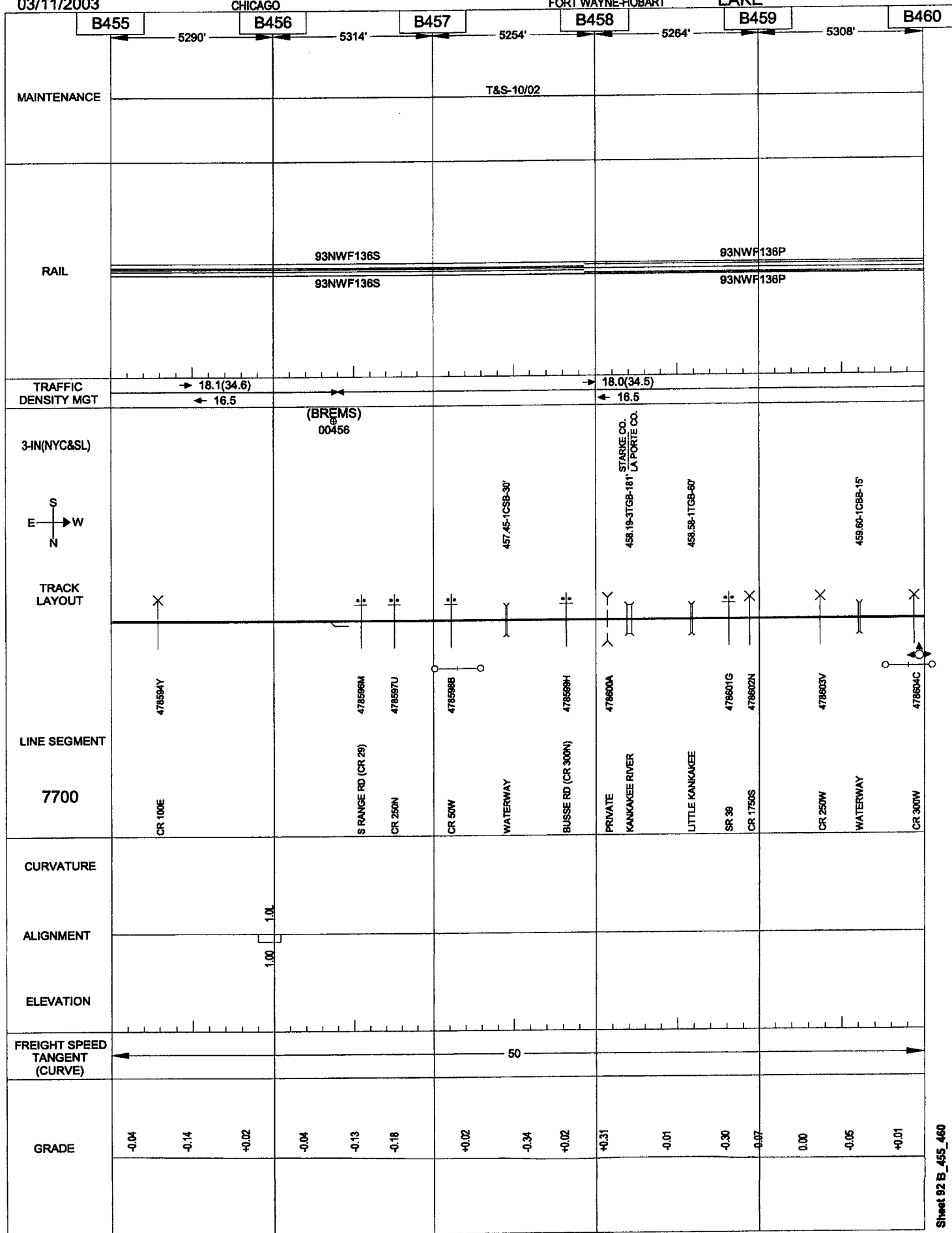
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CHICAGO

FORT WAYNE-HOBART

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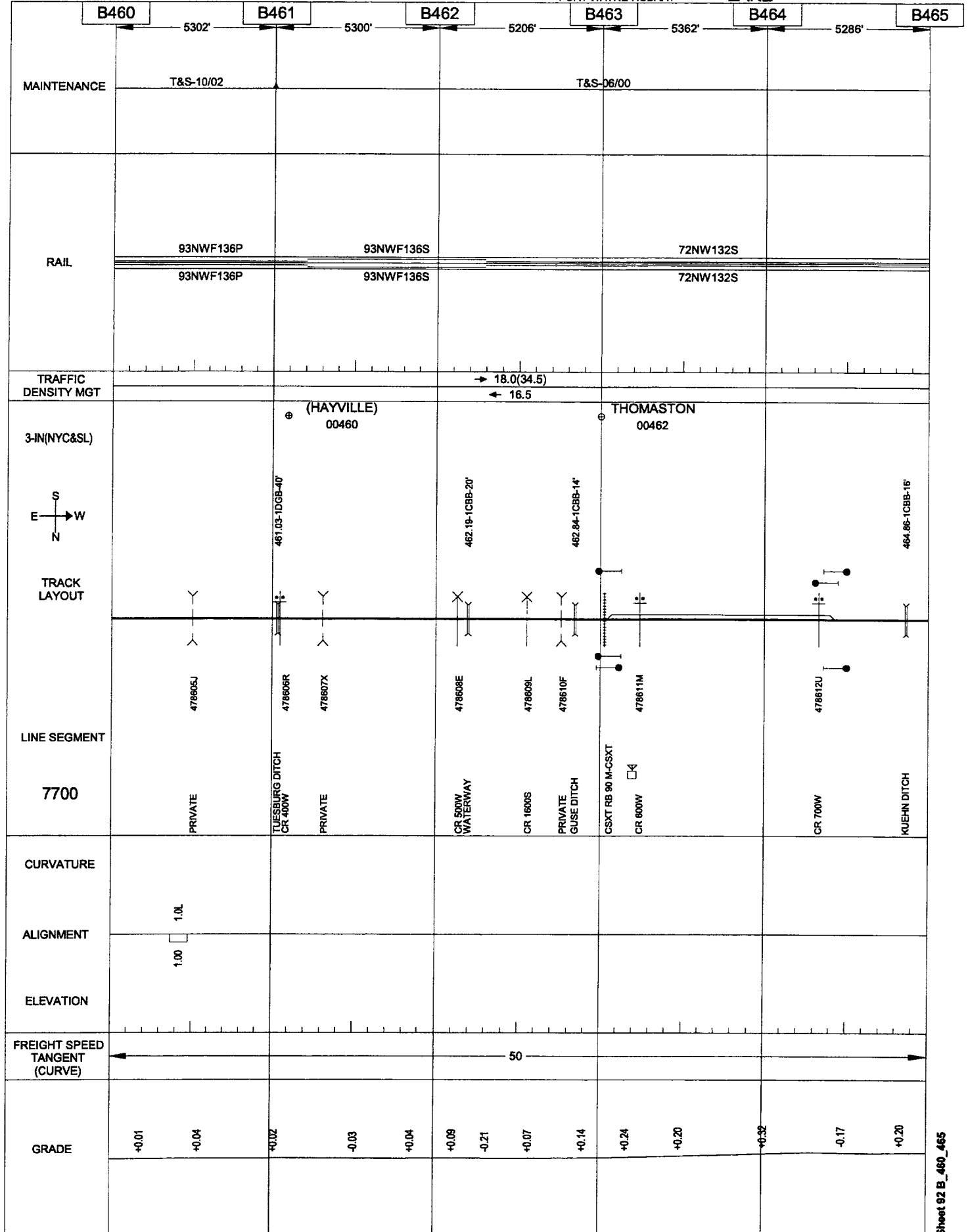


03/11/2003

CHICAGO

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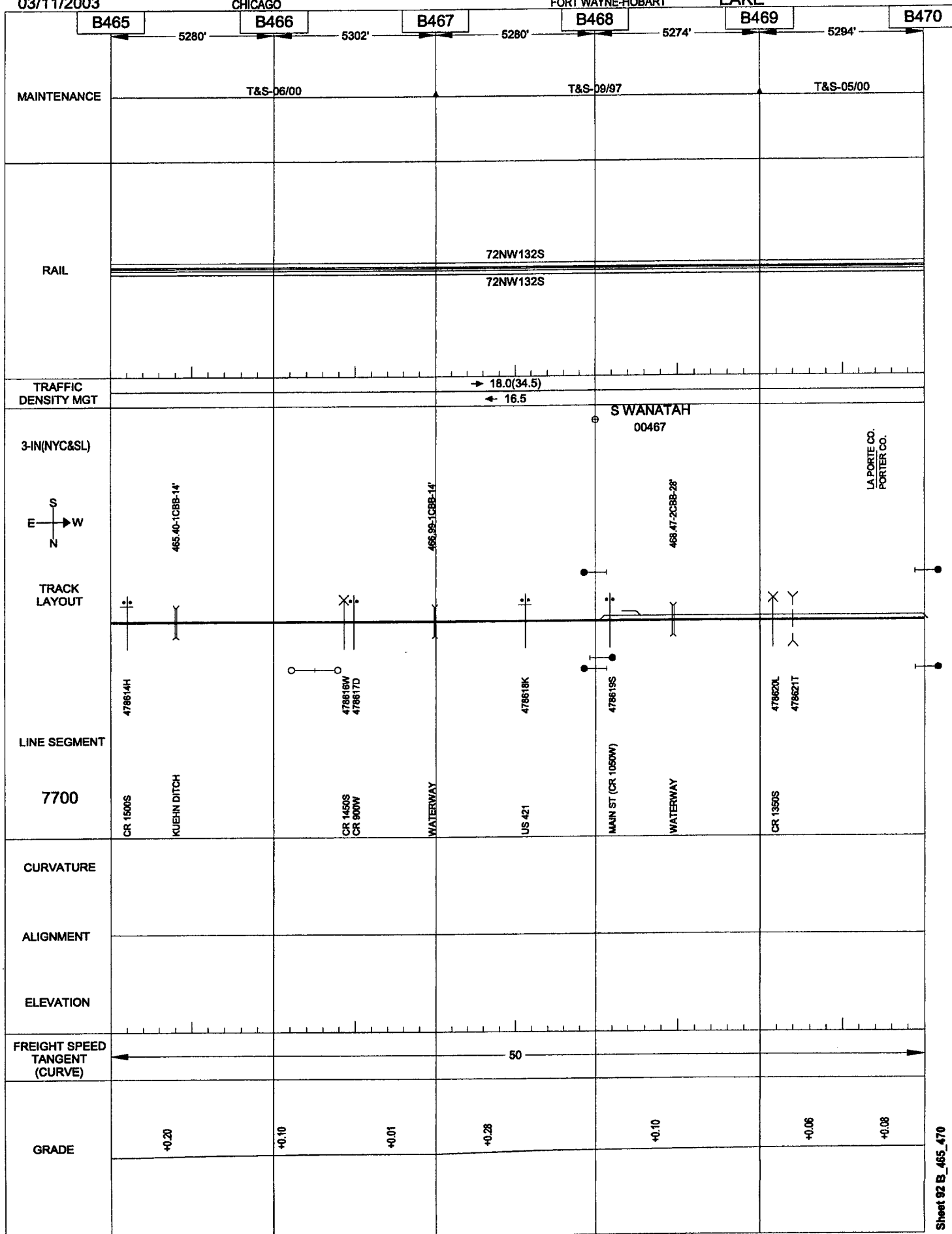


03/11/2003

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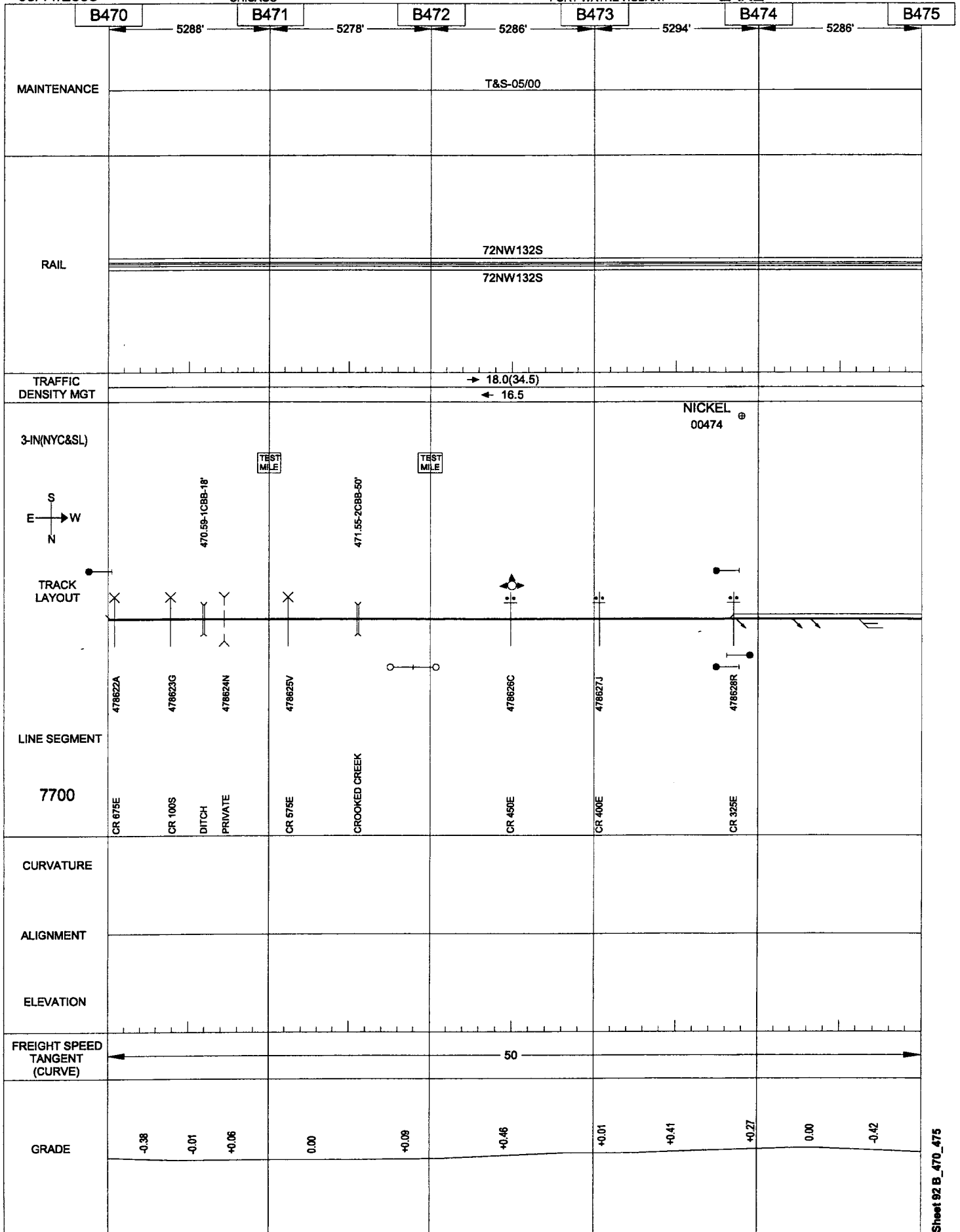


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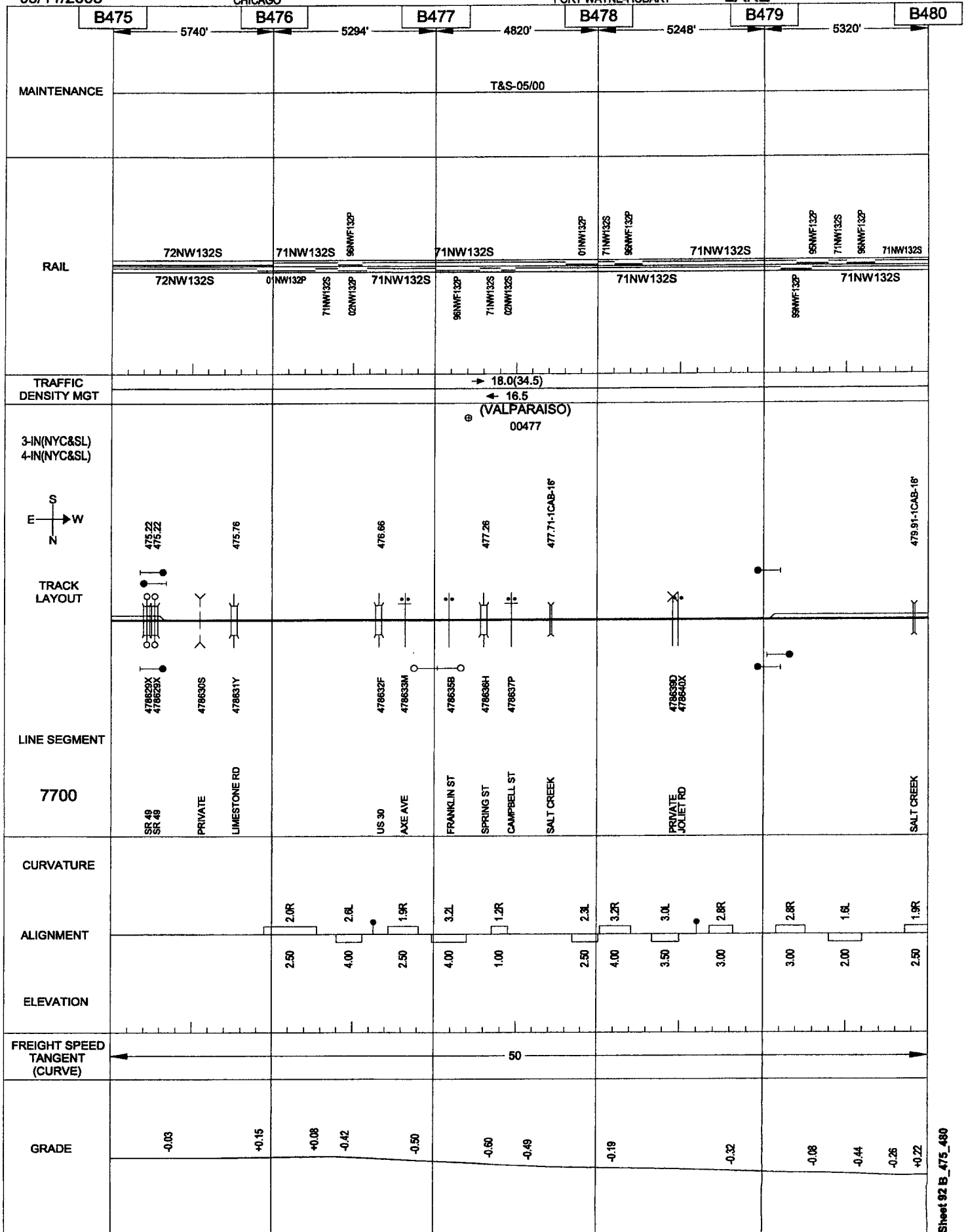


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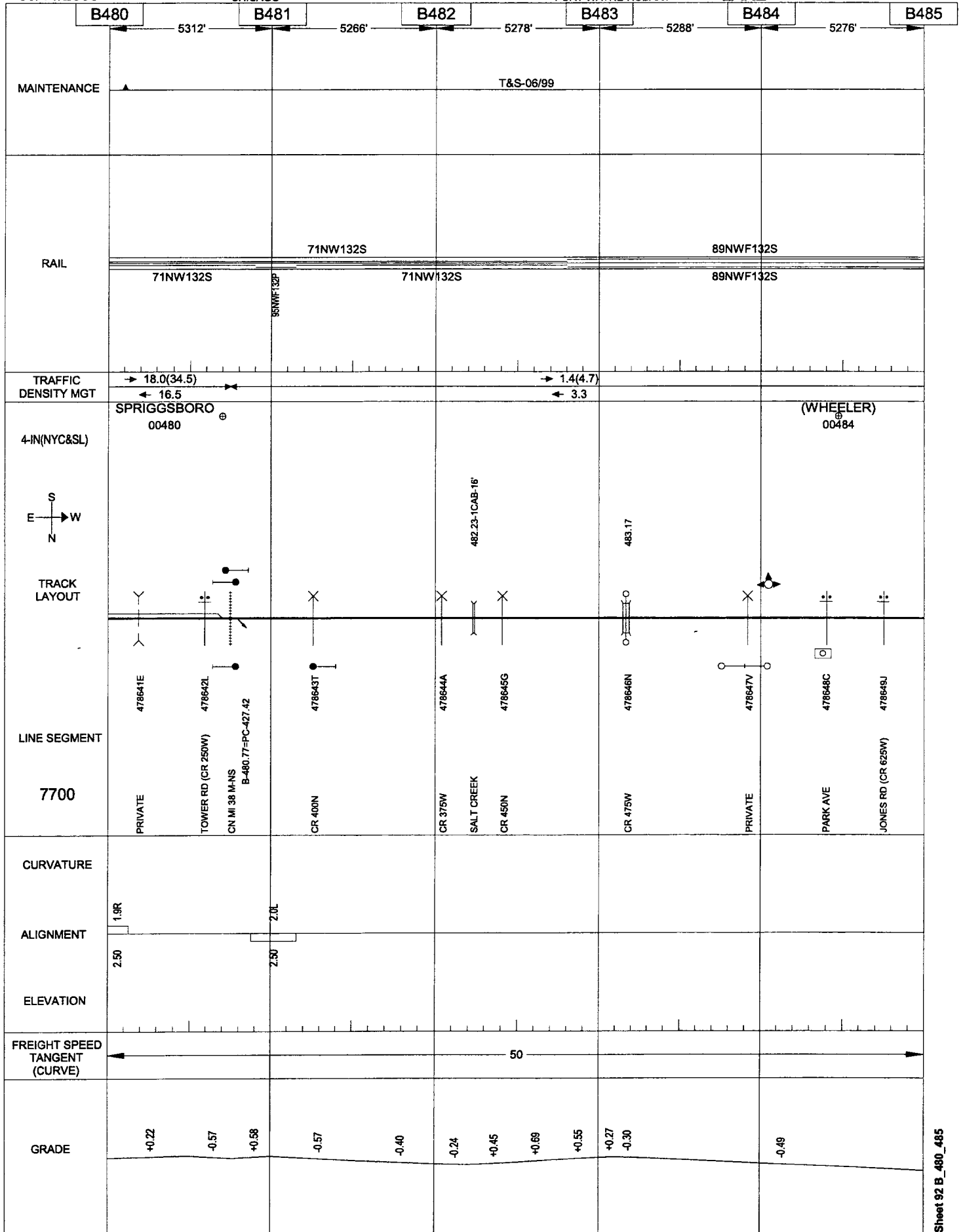


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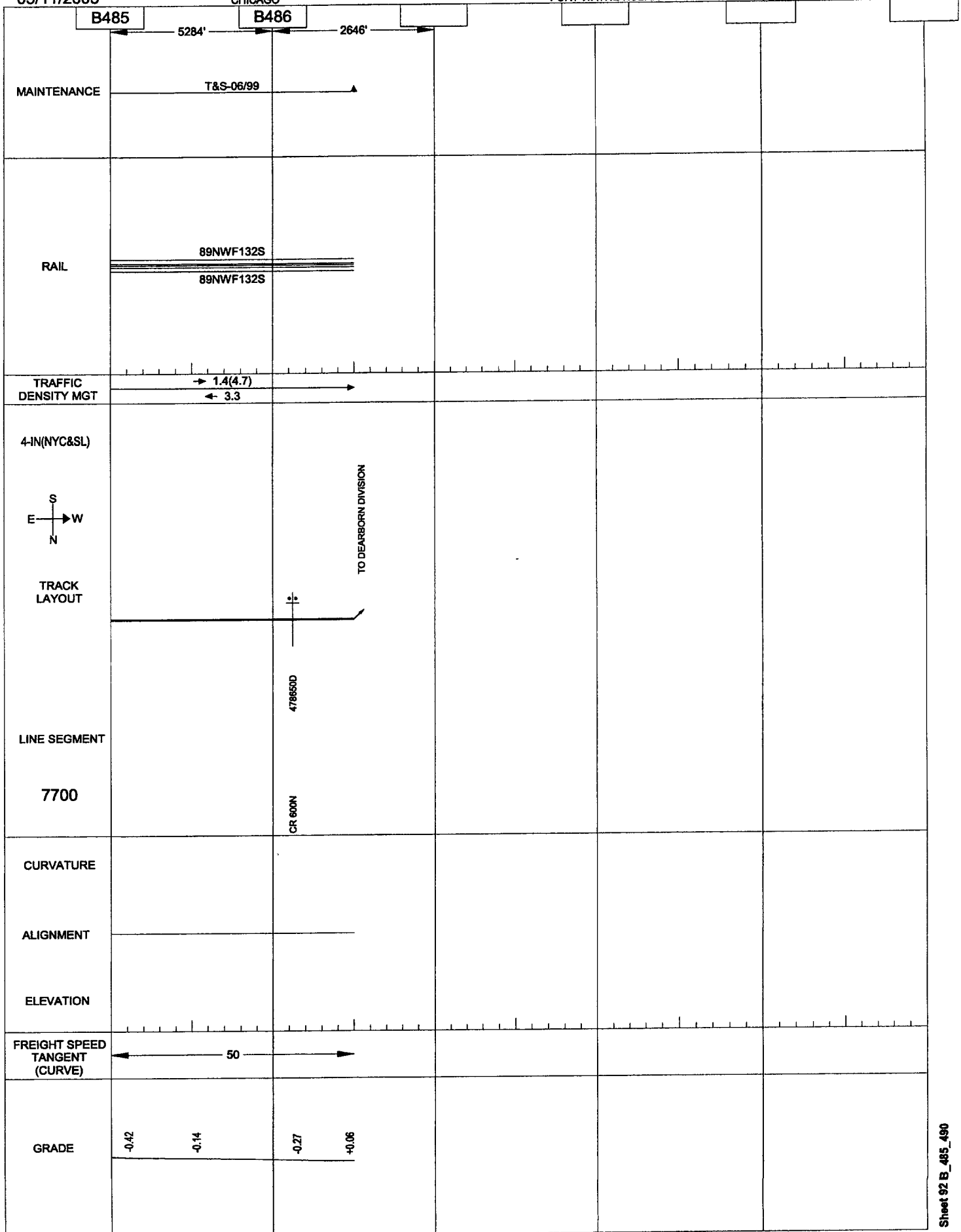


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FORT WAYNE-HOBART

LAKE



060

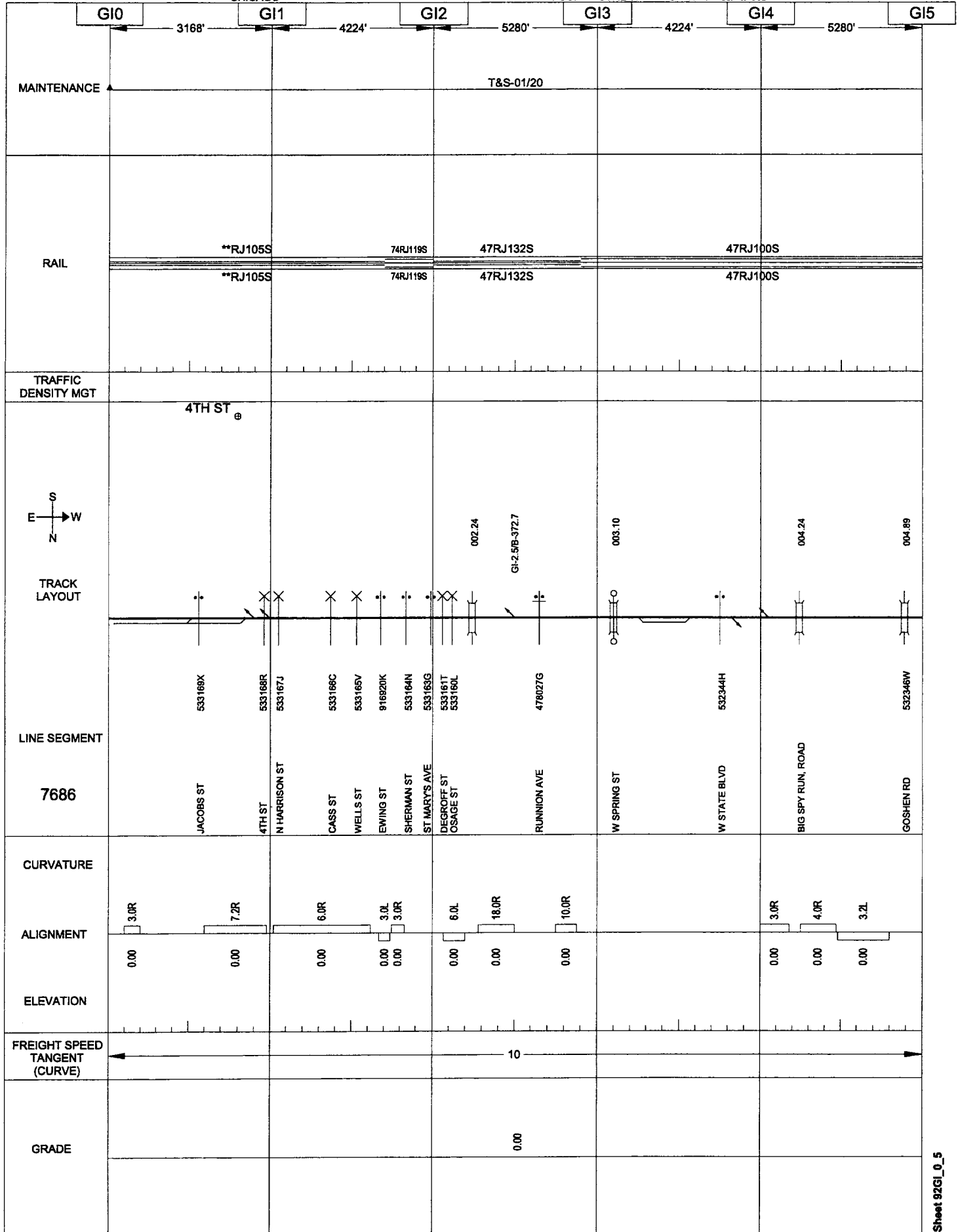
03/11/2003

CHICAGO

GR&I SPUR

FOURTH STREET-END OF TRK

LAKE



061

03/11/2003

CHICAGO

GR&I SPUR

FOURTH STREET-END OF TRK LAKE

	GI5	4224'	GI6	2640'					
MAINTENANCE	T&S-01/20								
RAIL	<div> <div>47RJ100S</div> <div>47RJ100S</div> </div>								
TRAFFIC DENSITY MGT									
TRACK LAYOUT	<div> <div>END OF TRACK</div> <div>006.32</div> <div>532347D</div> <div>532354N</div> <div>1-69</div> </div>								
LINE SEGMENT	<div> <div>COLISEUM BLVD-US 24</div> <div>7686</div> </div>								
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	10								
GRADE	0.00								

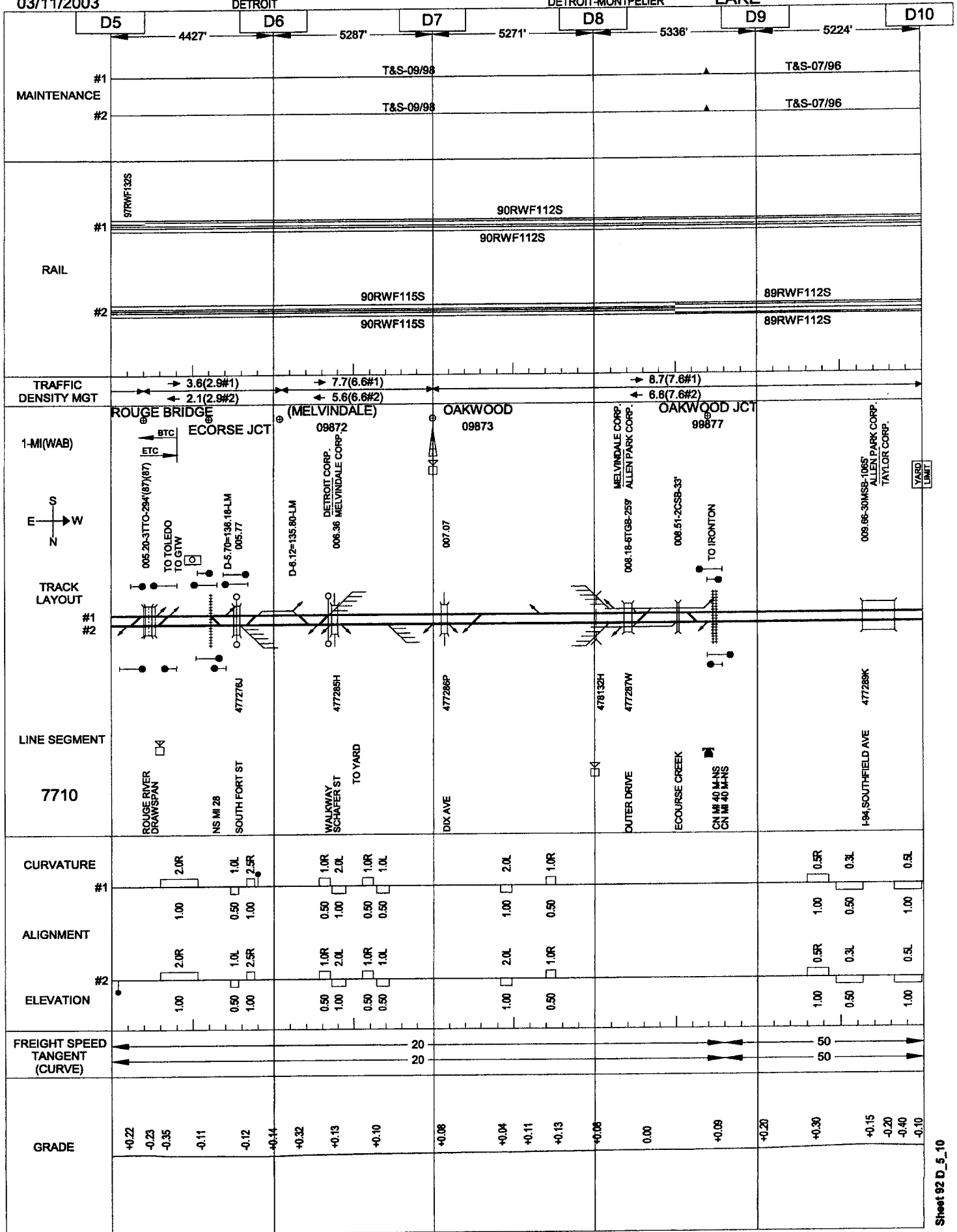
Sheet 92 D_0 5

03/11/2003

DETROIT

DETROIT-MONTEPELIER

LAKE

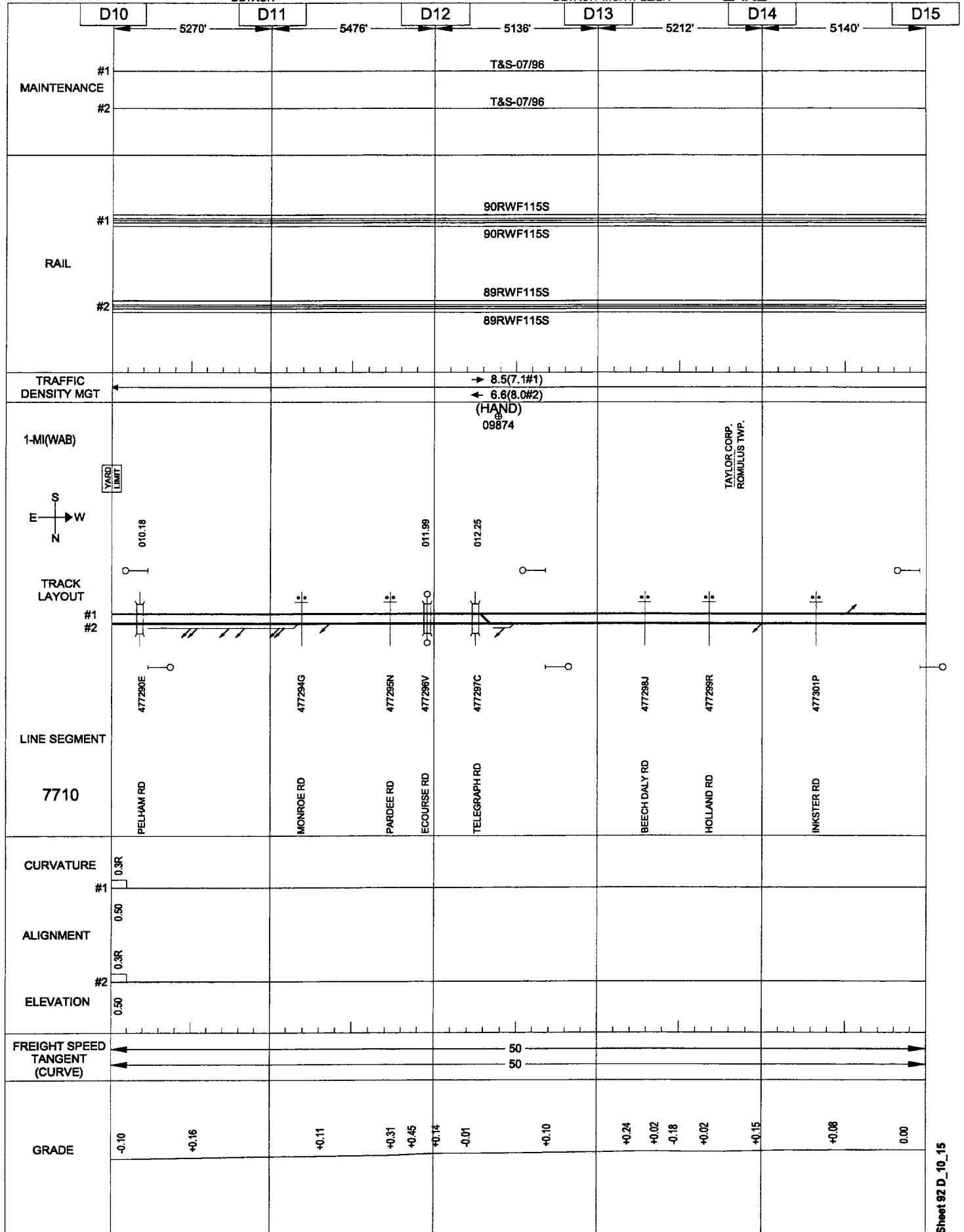


03/11/2003

DETROIT

DETROIT-MONTPELIER

LAKE

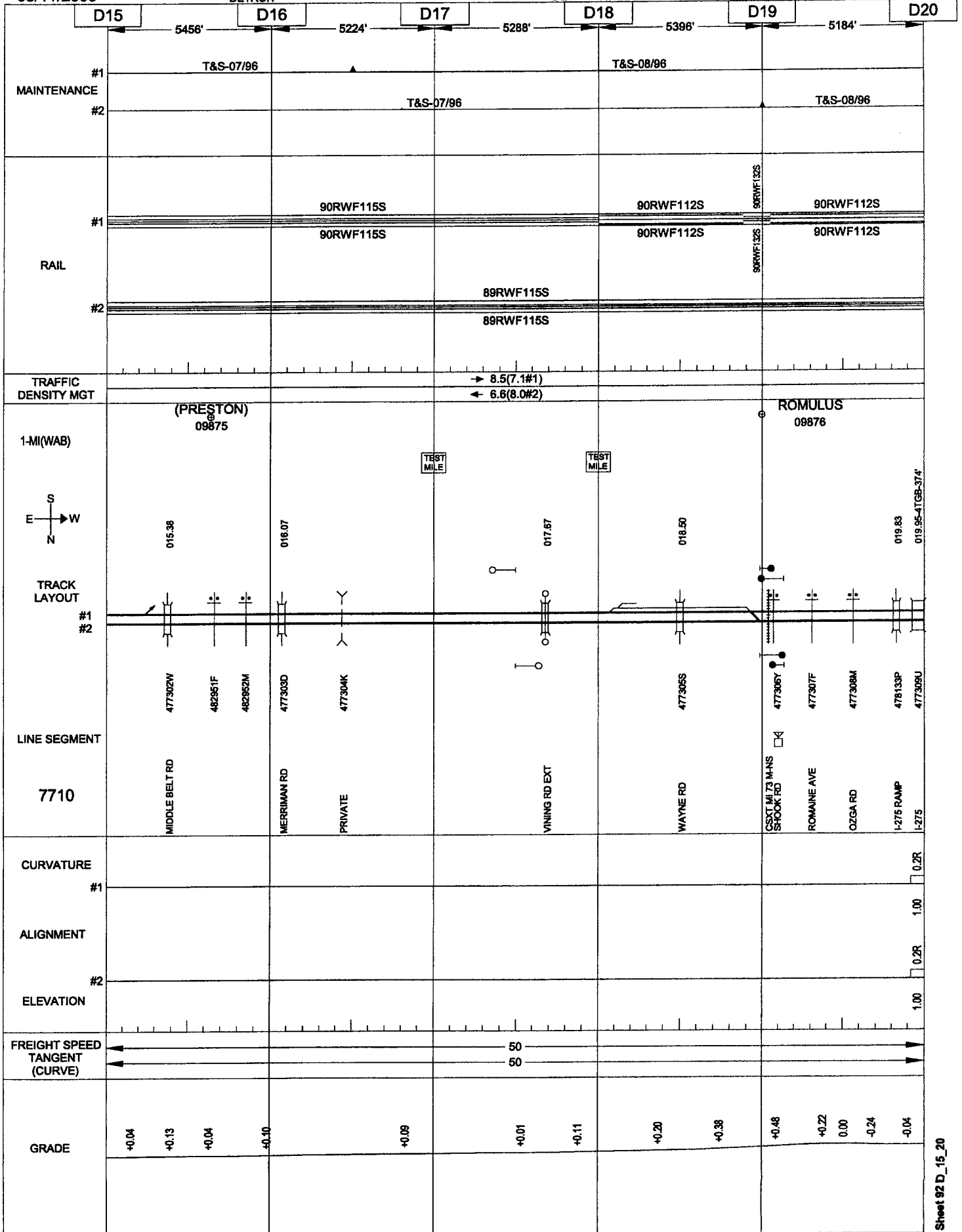


03/11/2003

DETROIT

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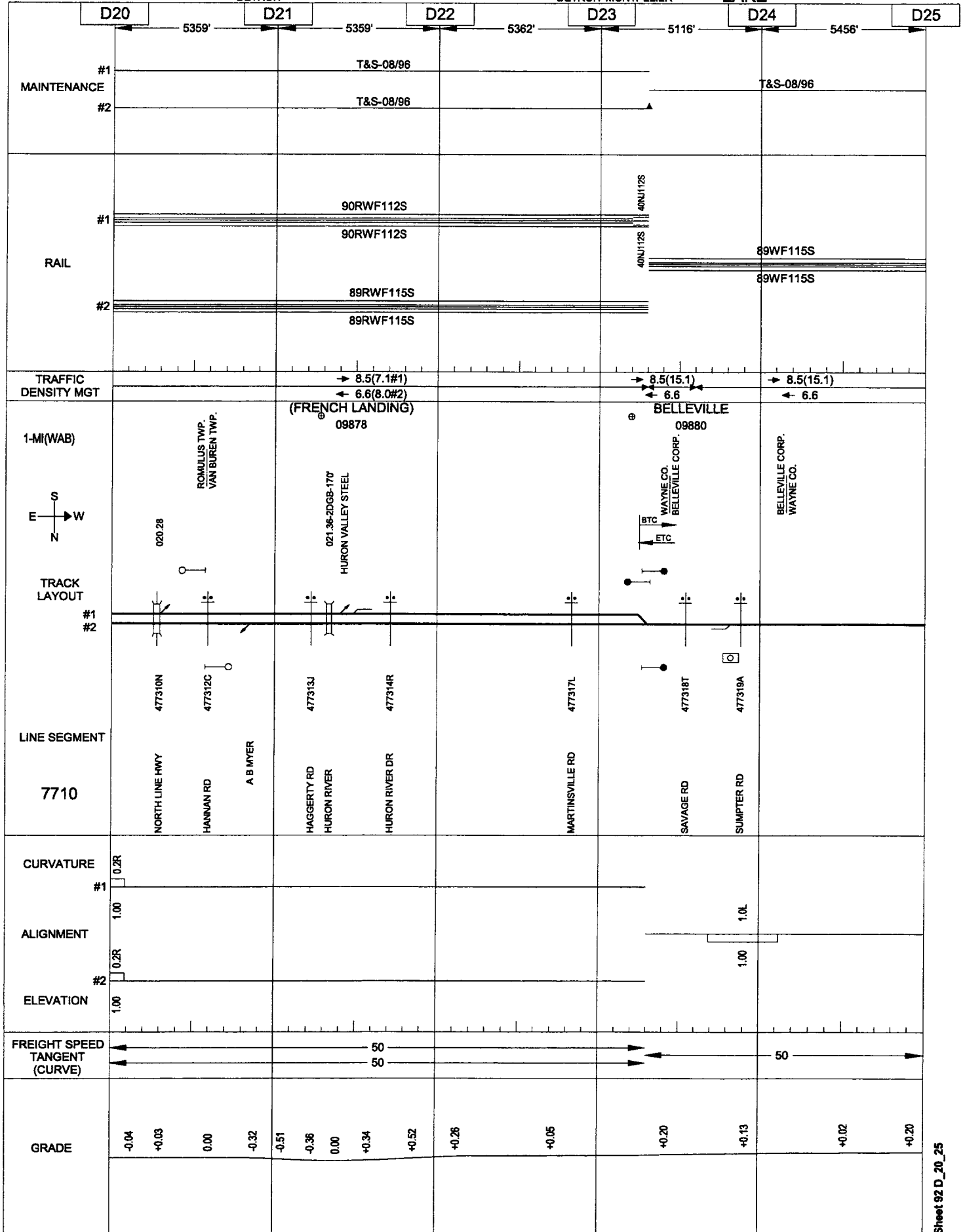


03/11/2003

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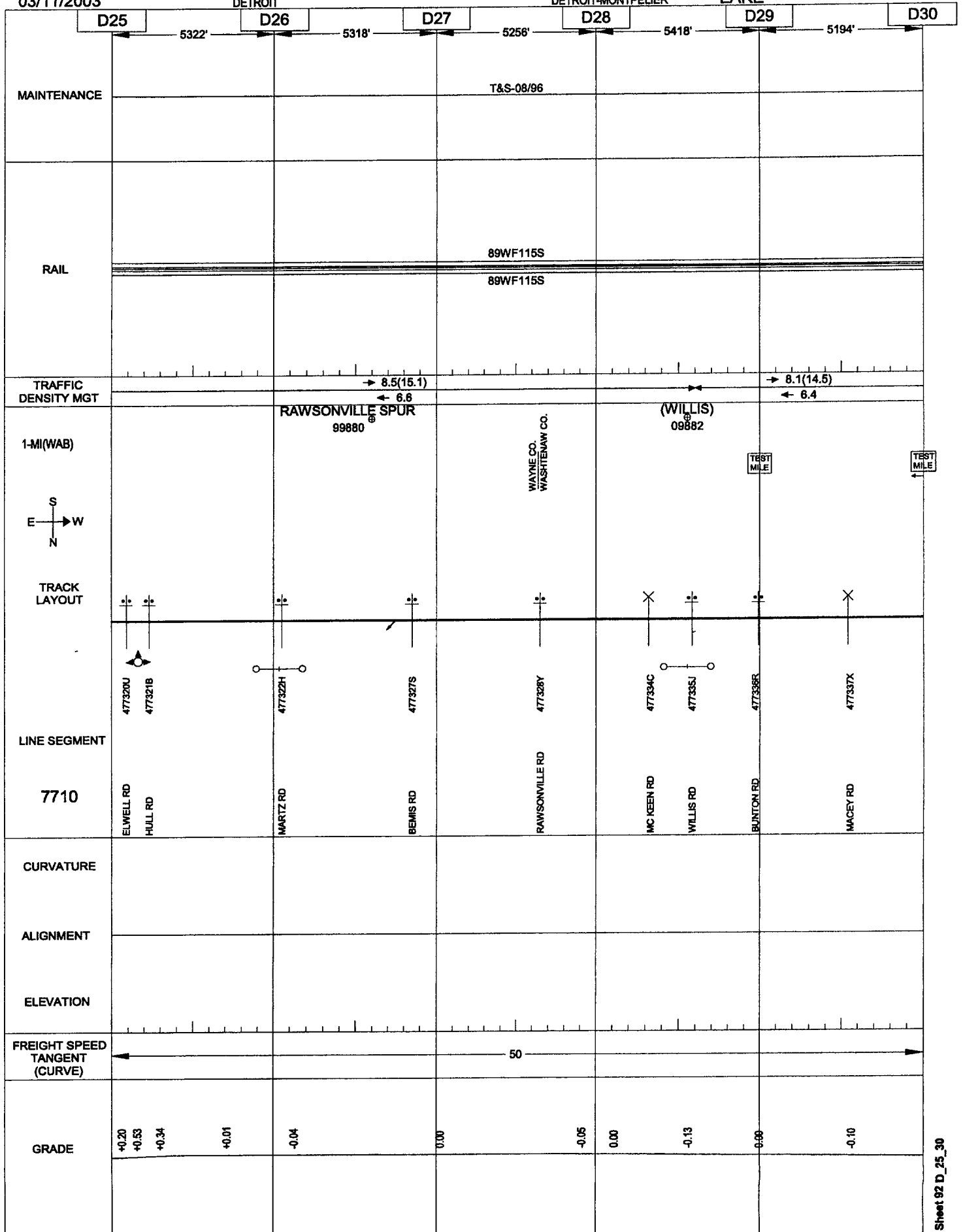


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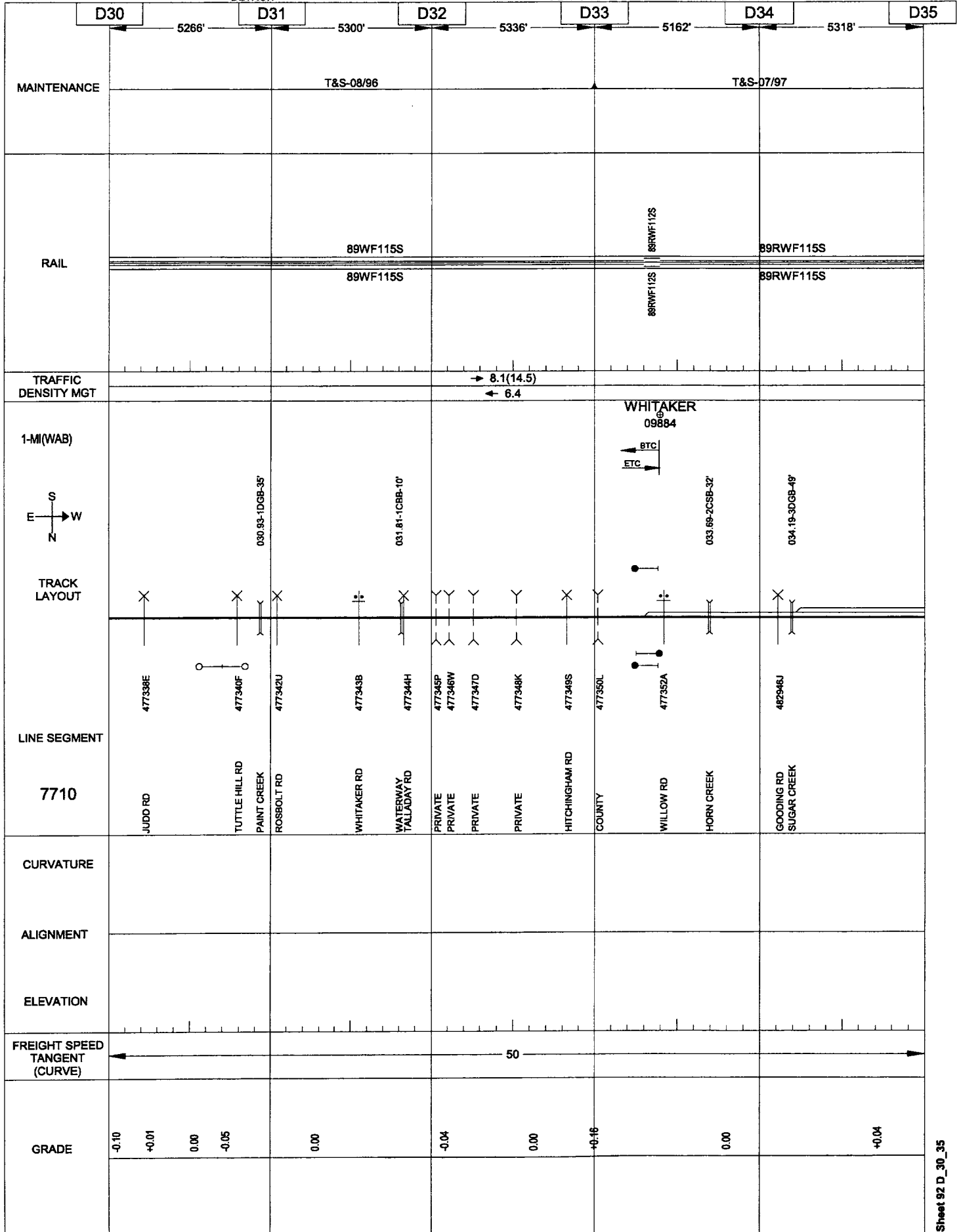


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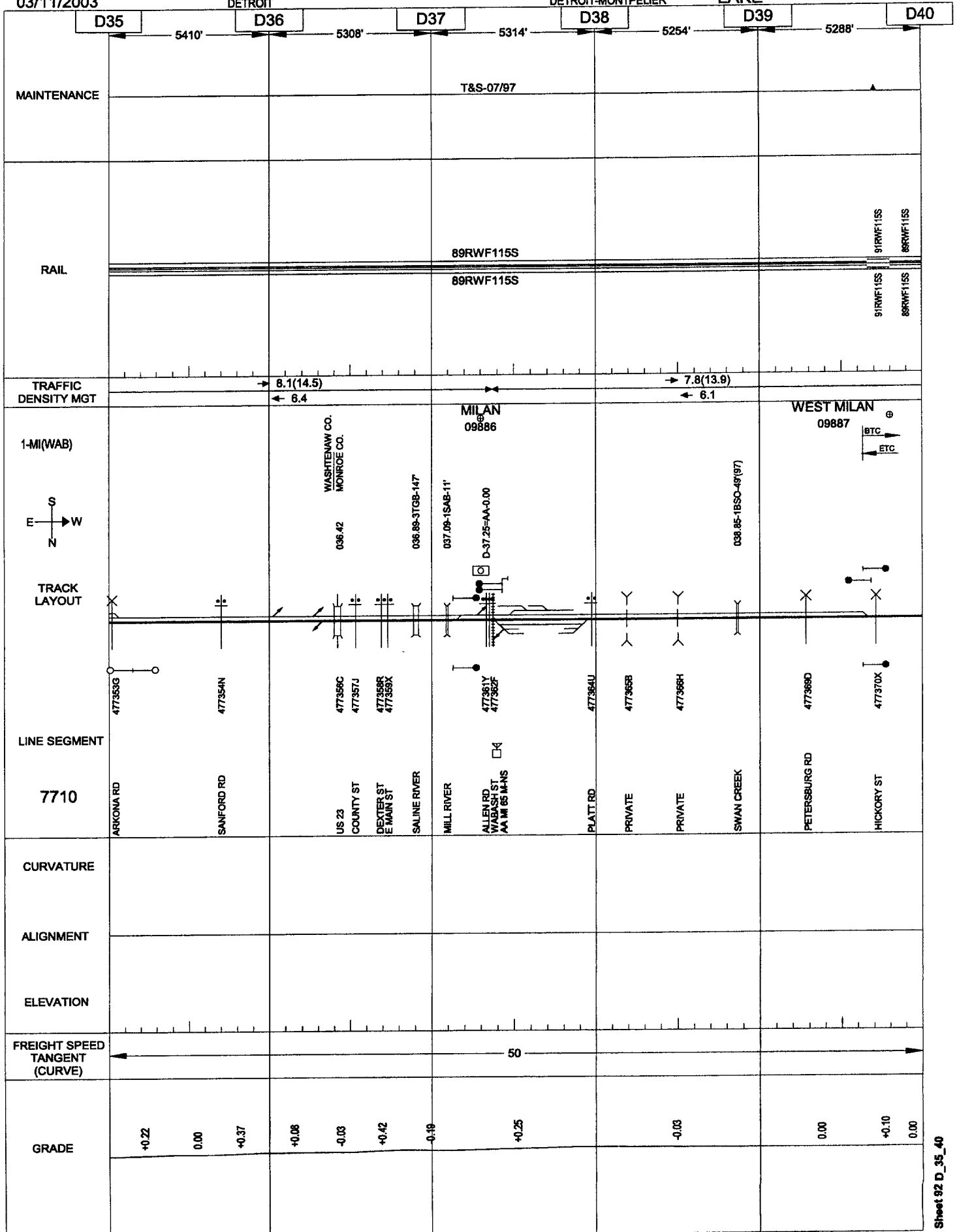


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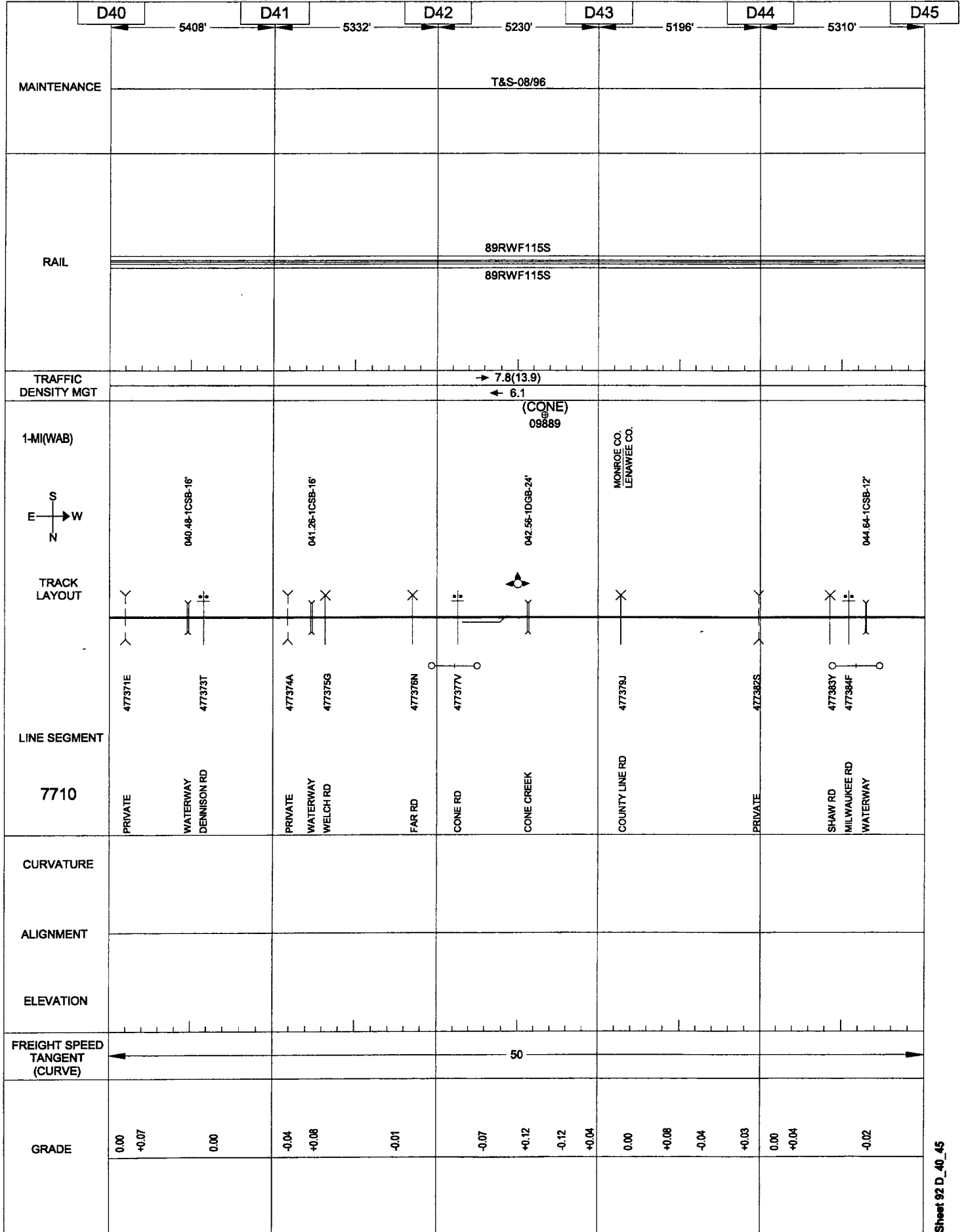


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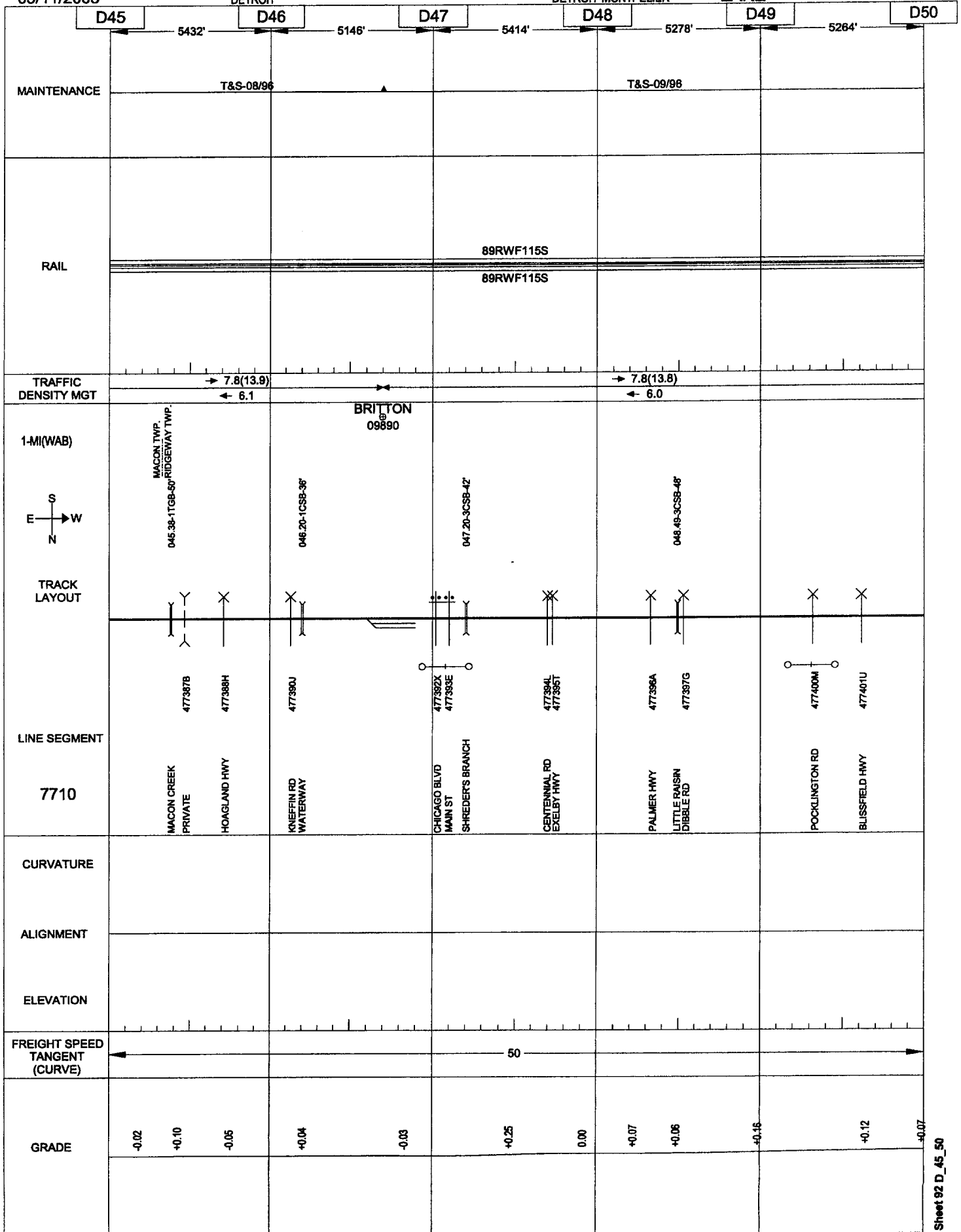


03/11/2003

DETROIT

DETROIT-MONTPELIER

LAKE



Sheet 92 D_50_55

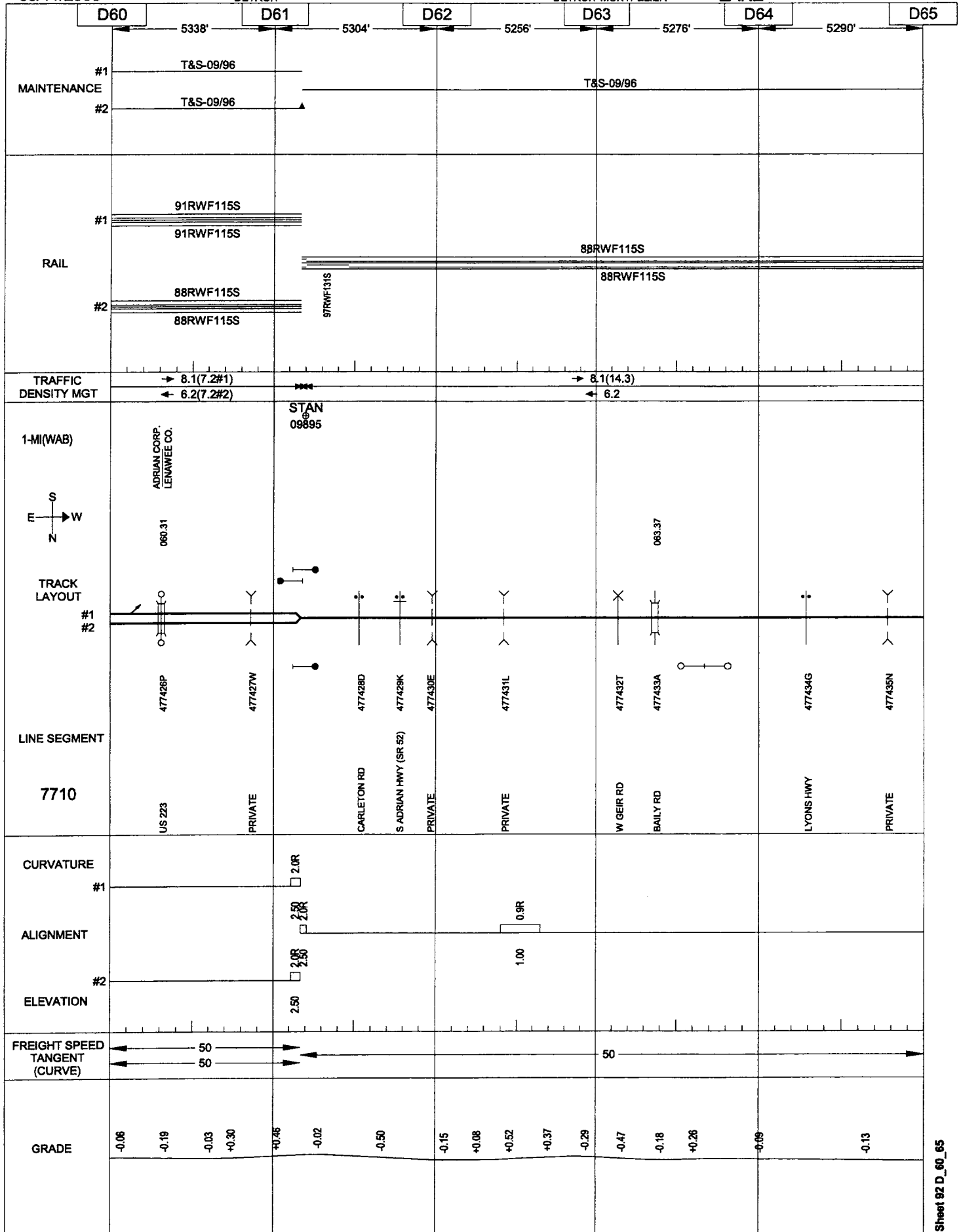
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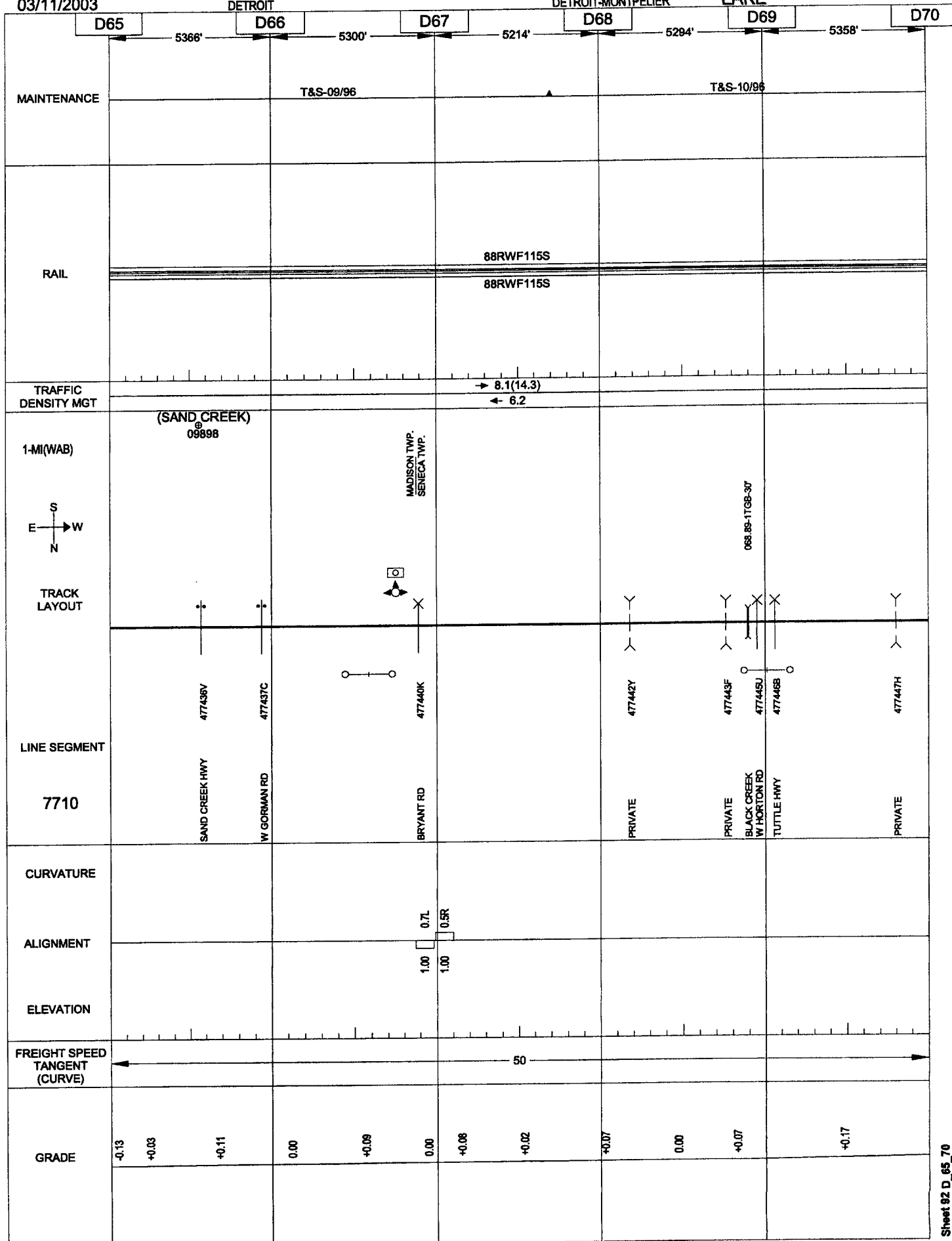


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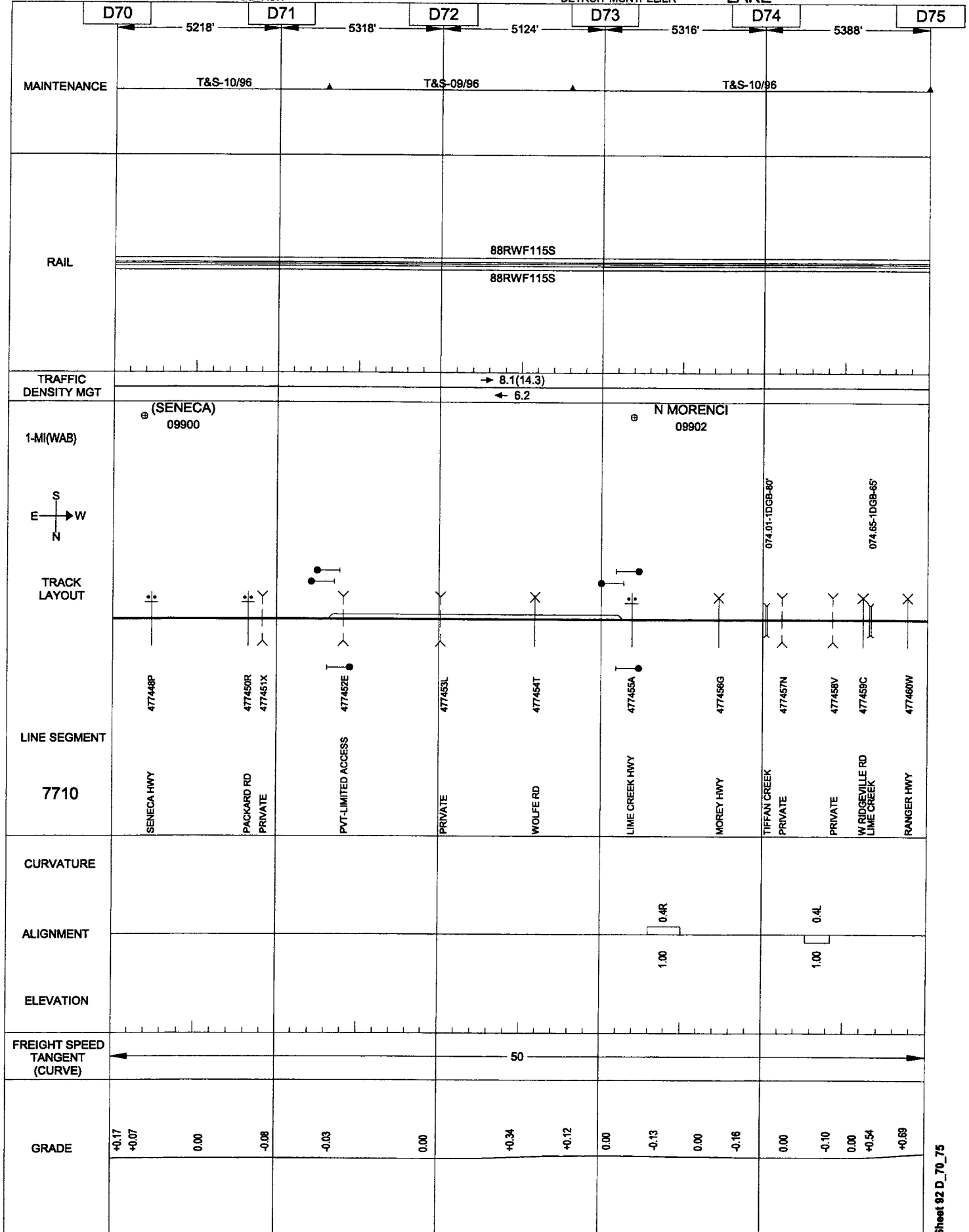


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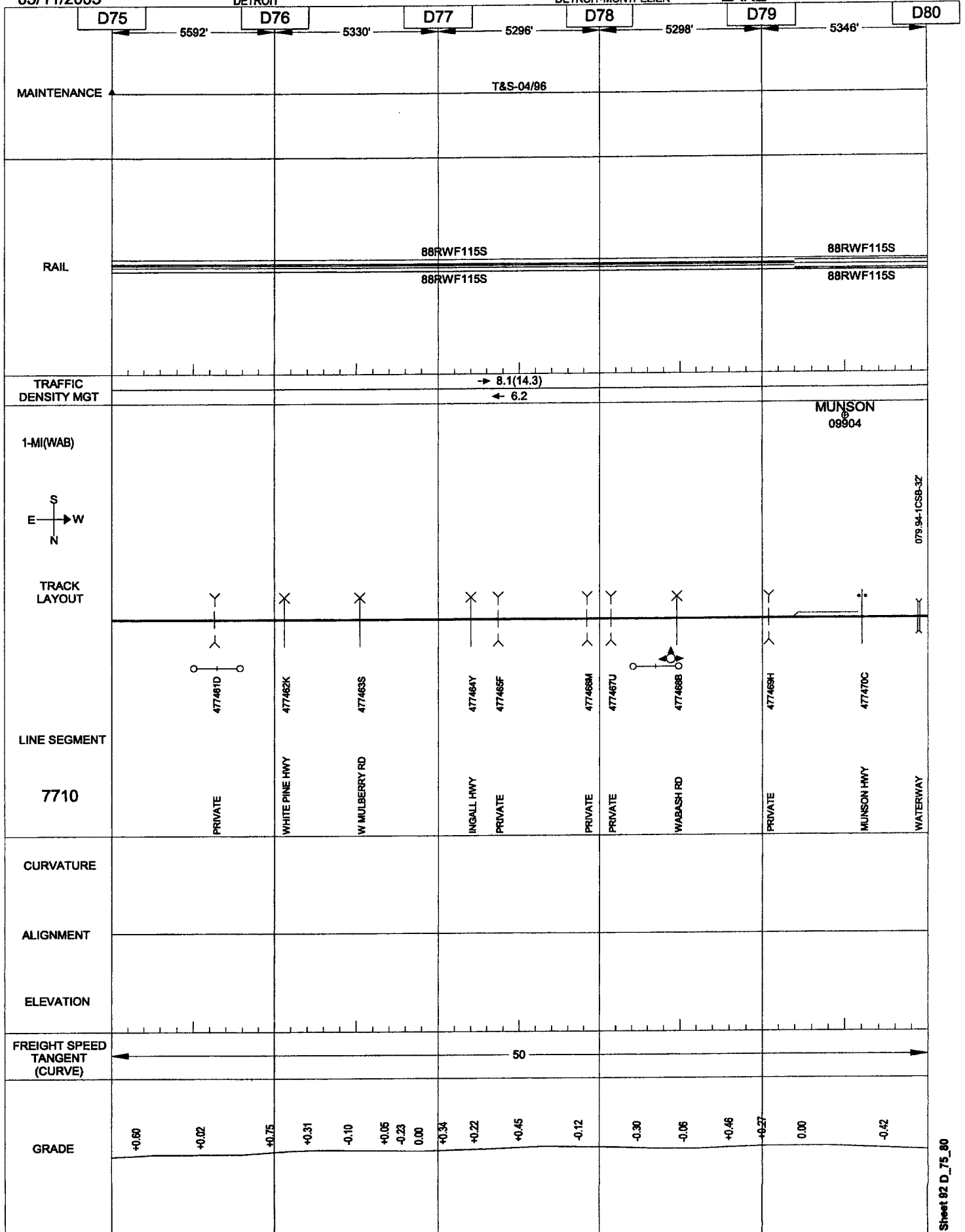


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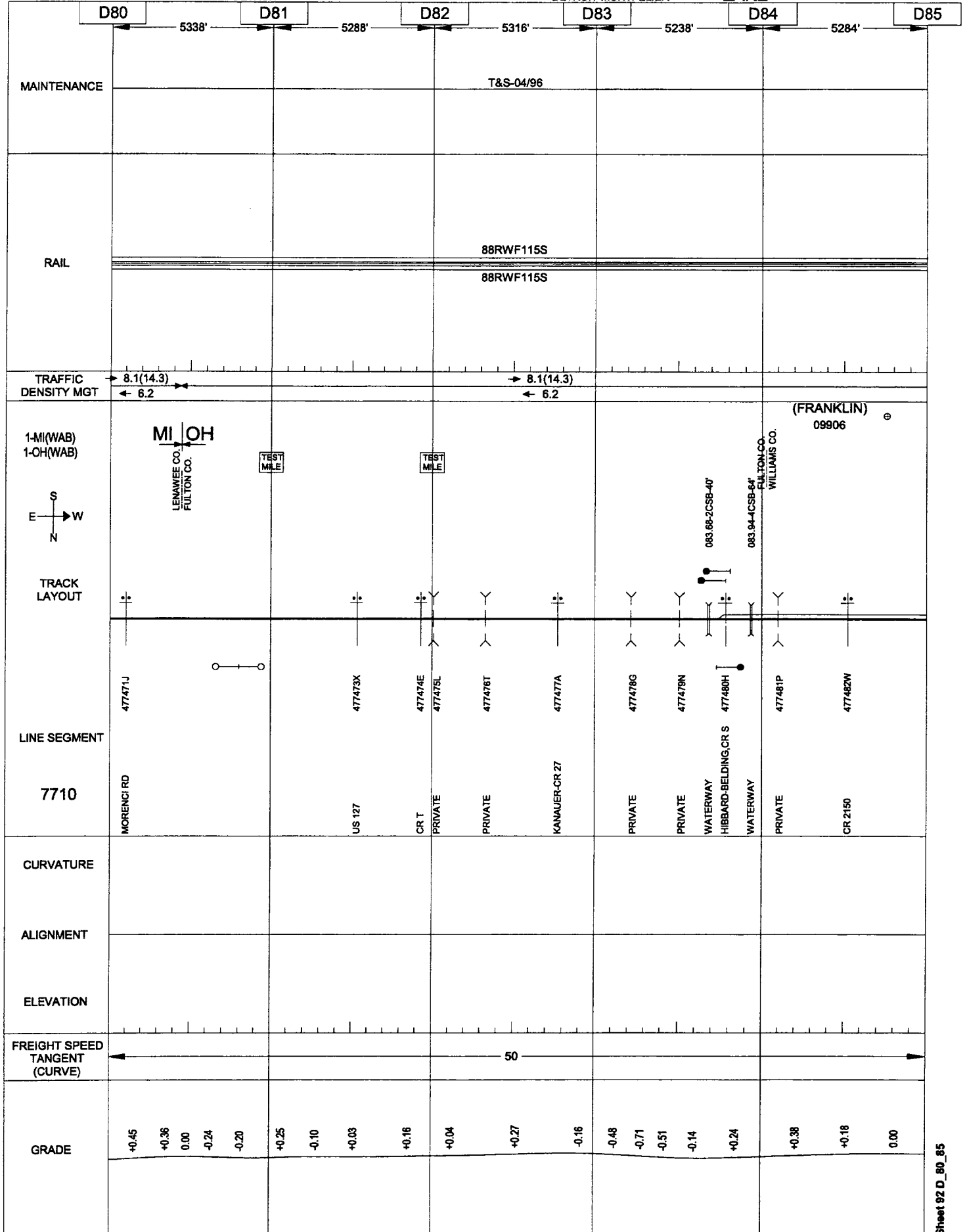


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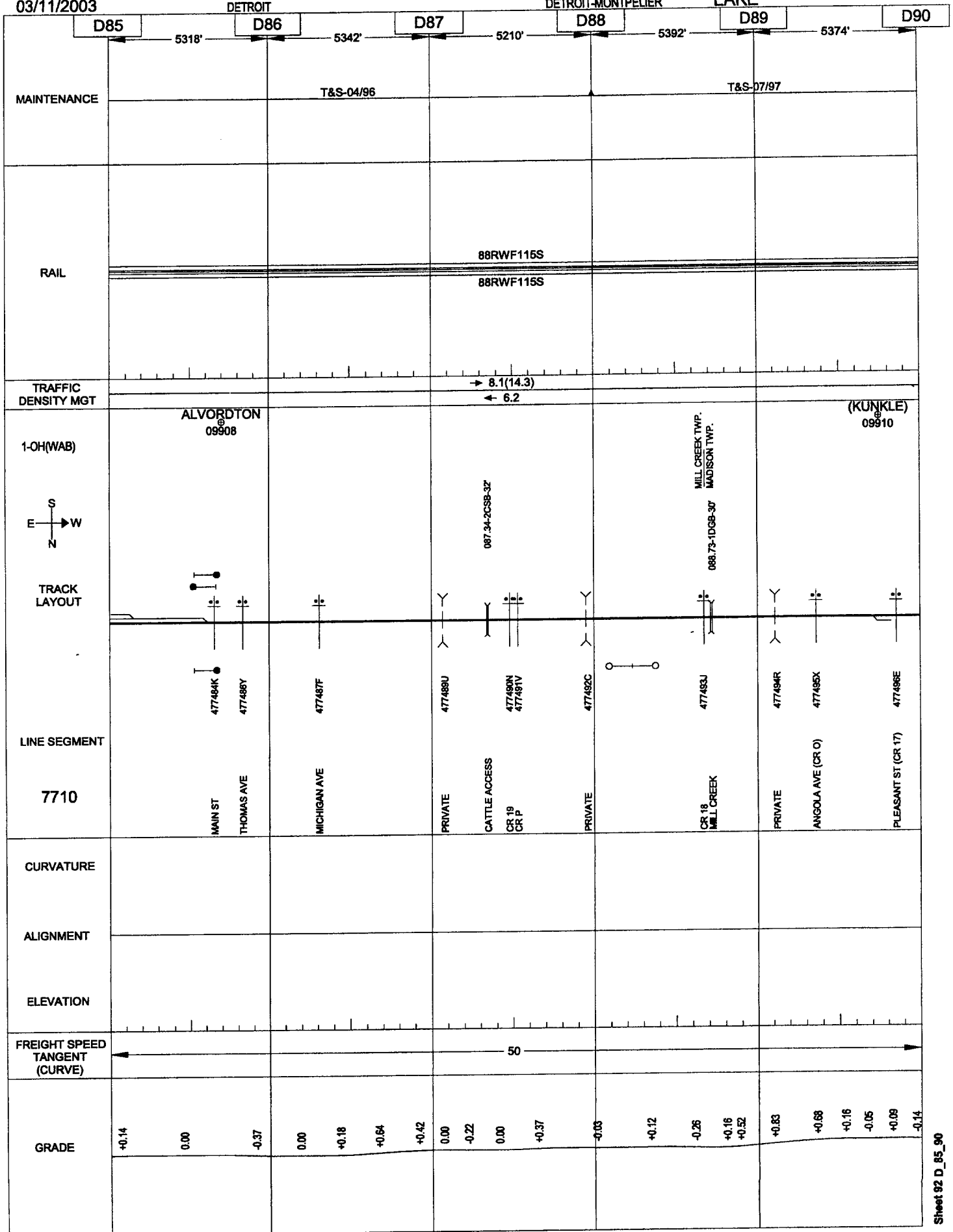


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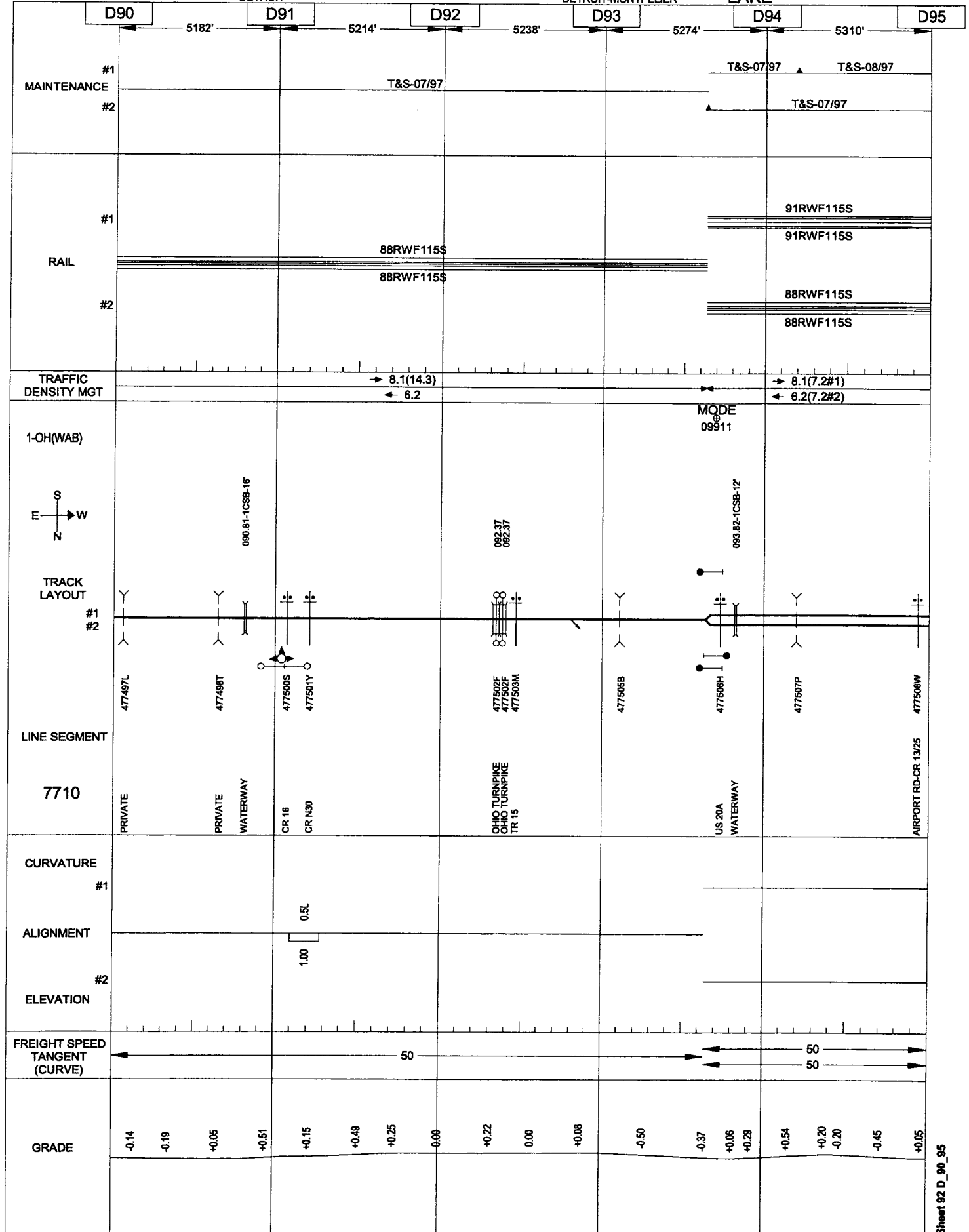


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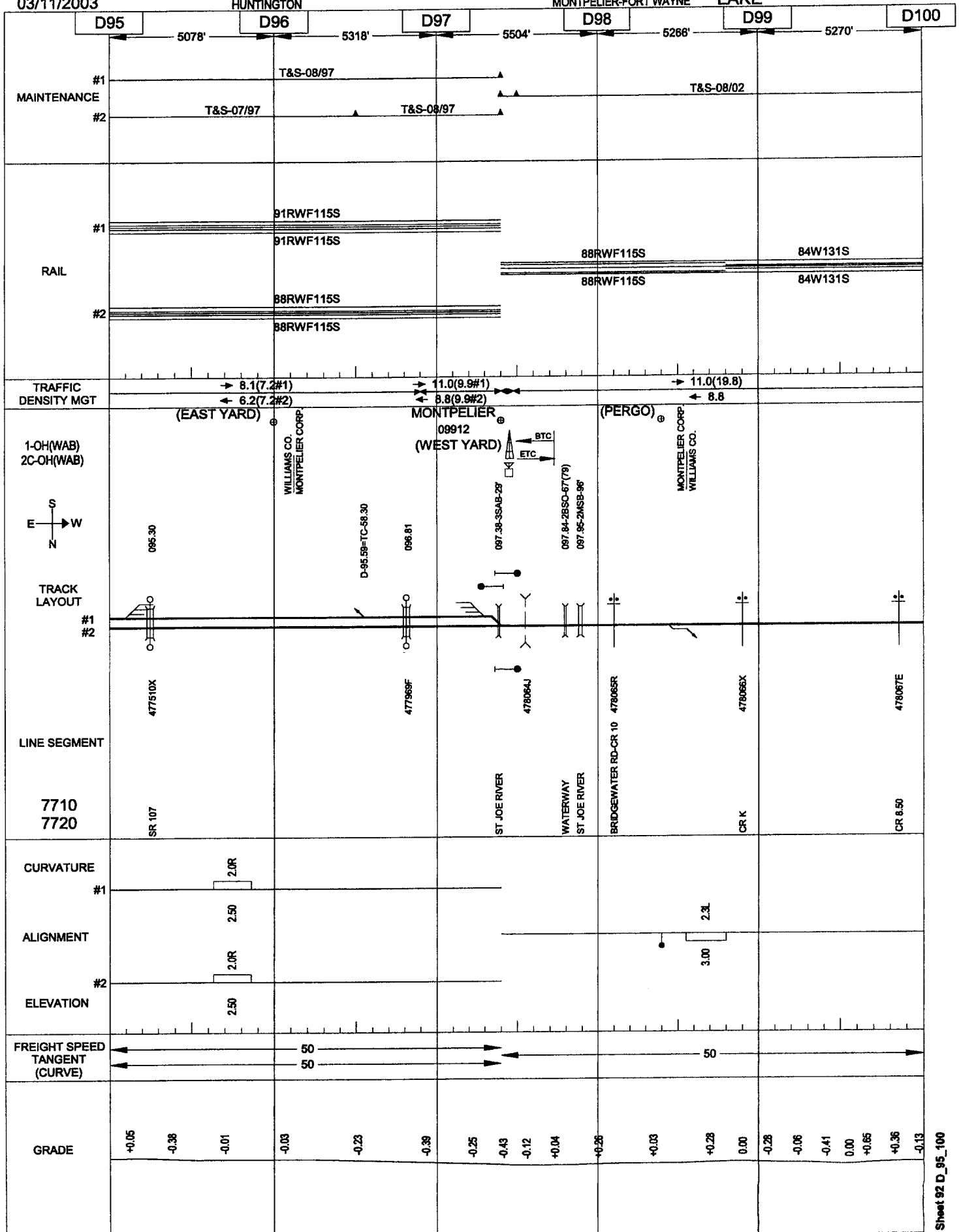


03/11/2003

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE

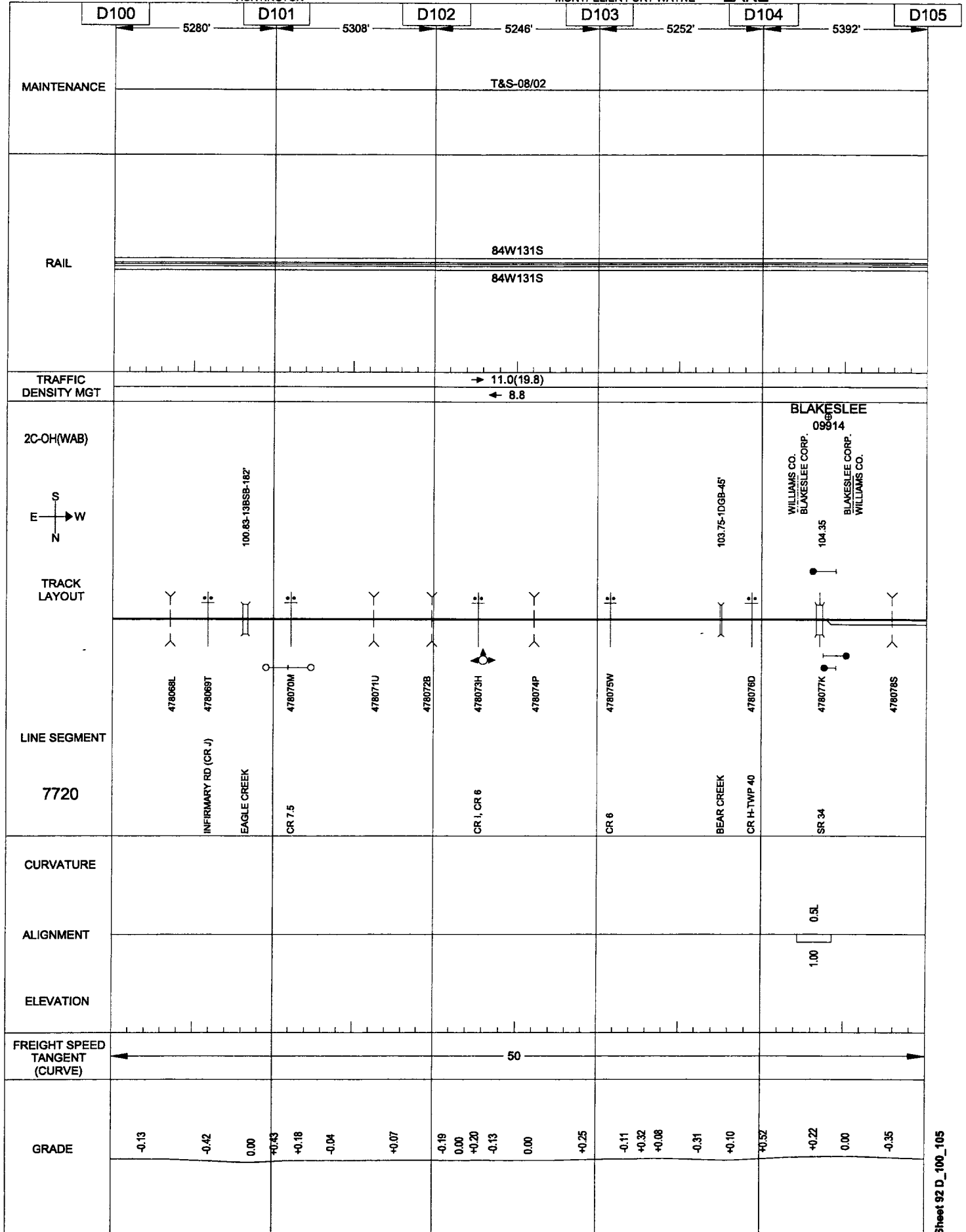


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HUNTINGTON

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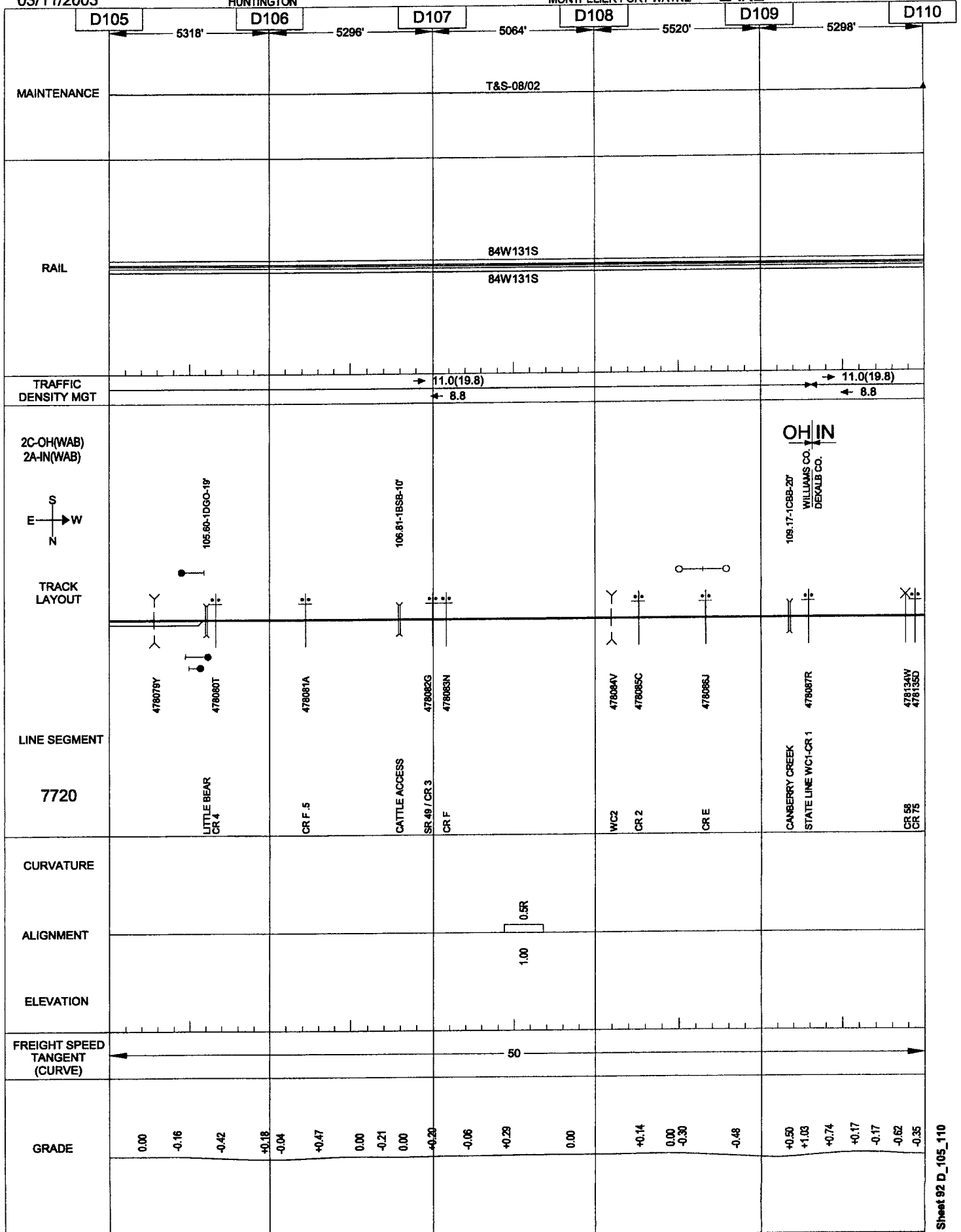


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HUNTINGTON

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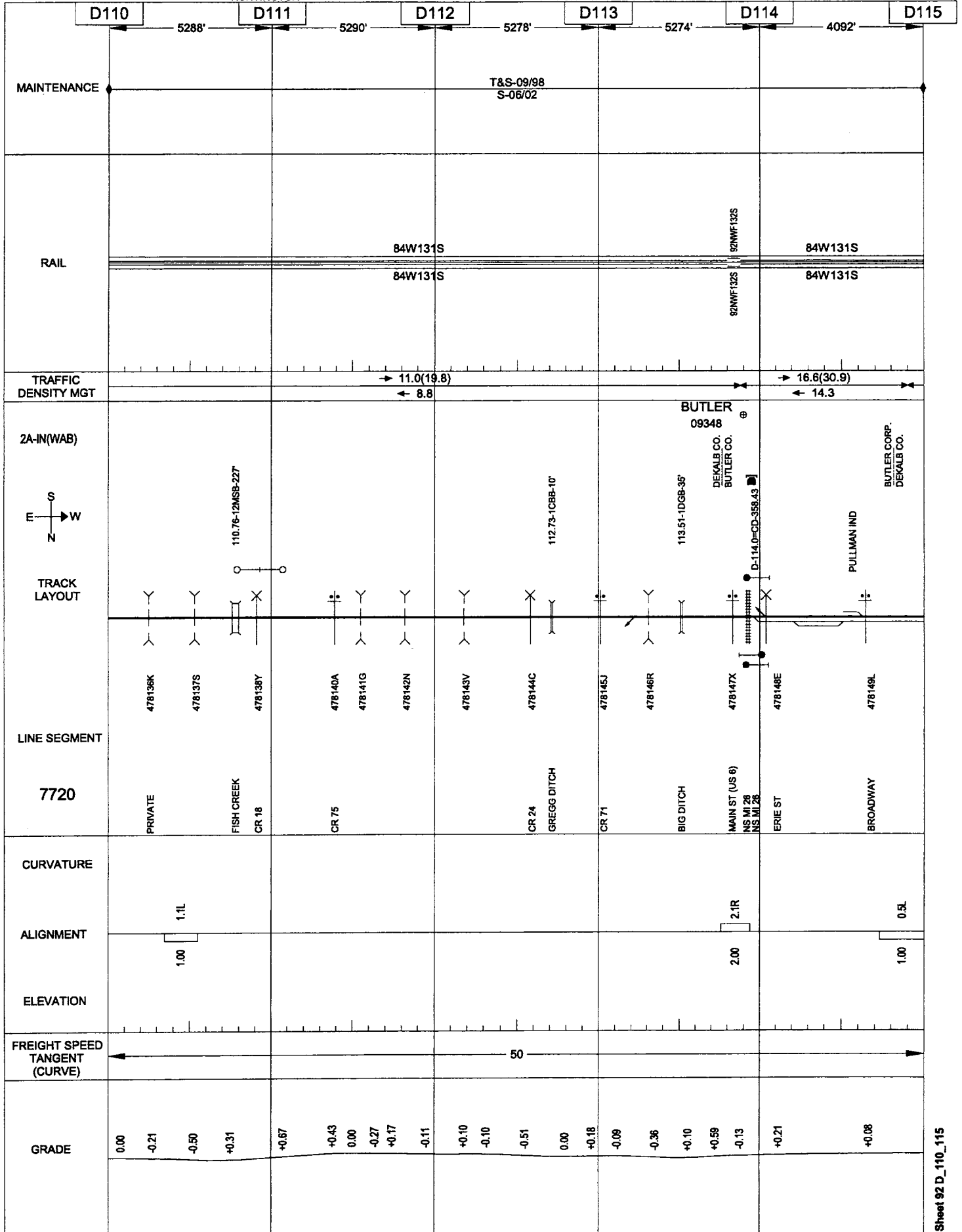


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HUNTINGTON

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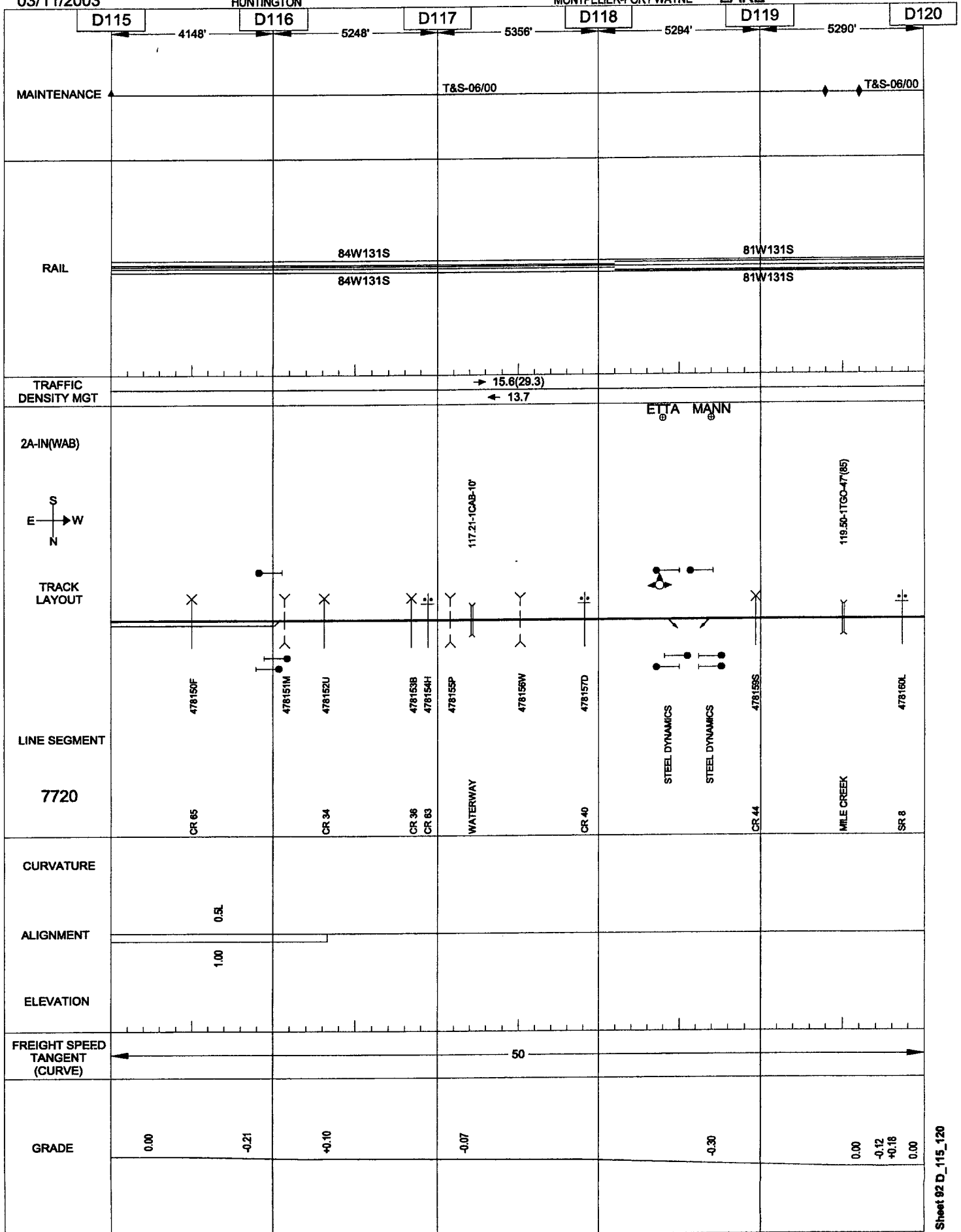


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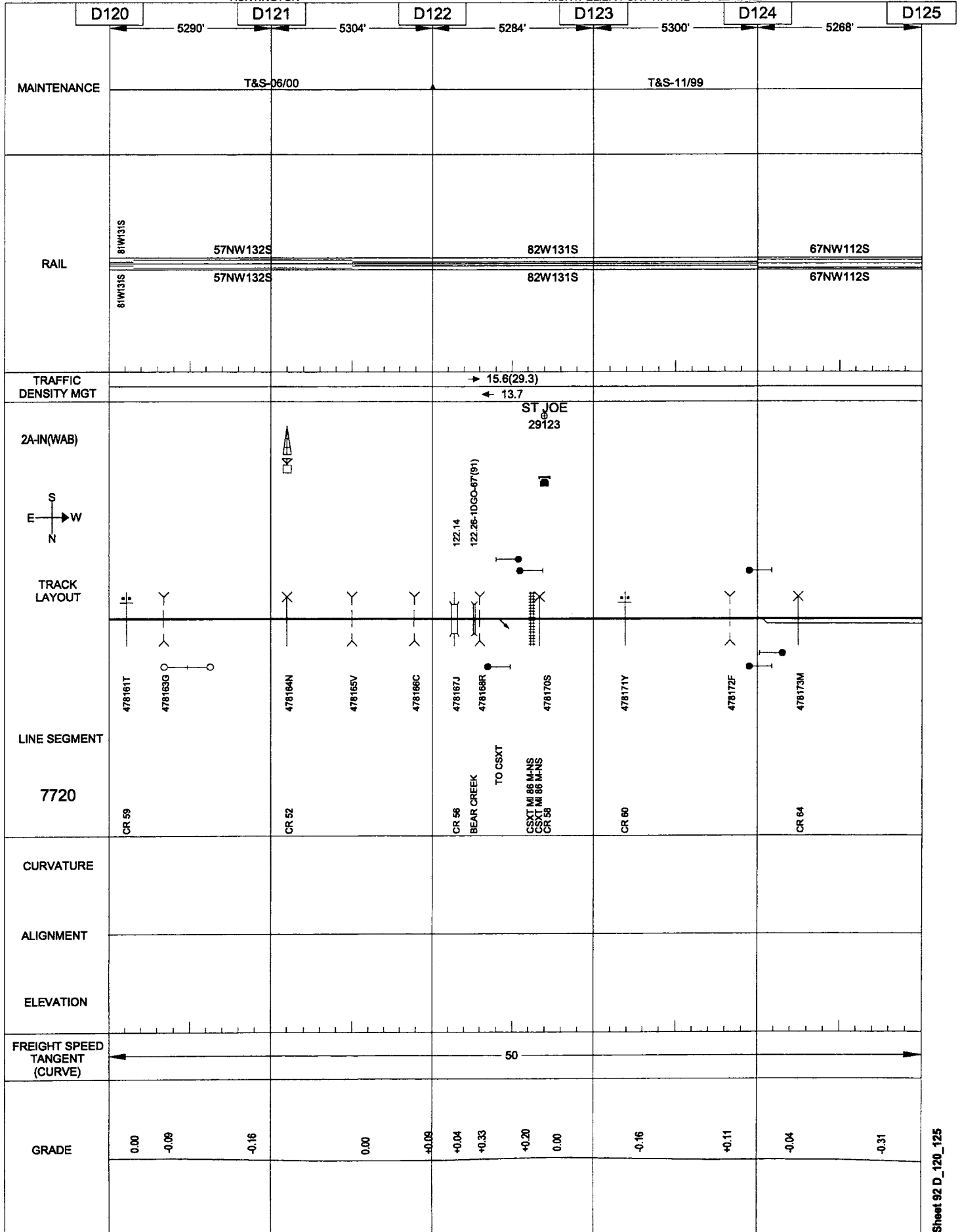


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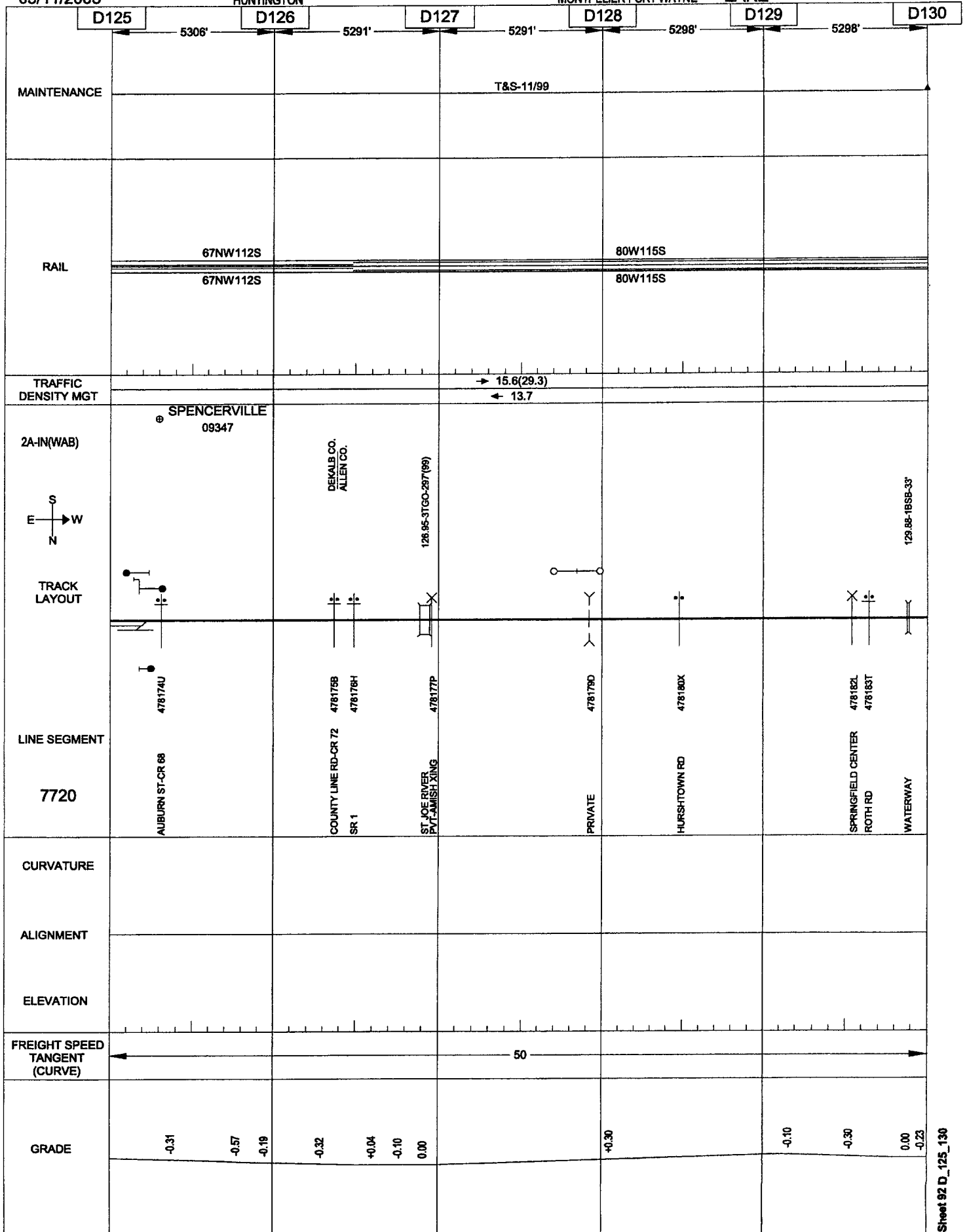


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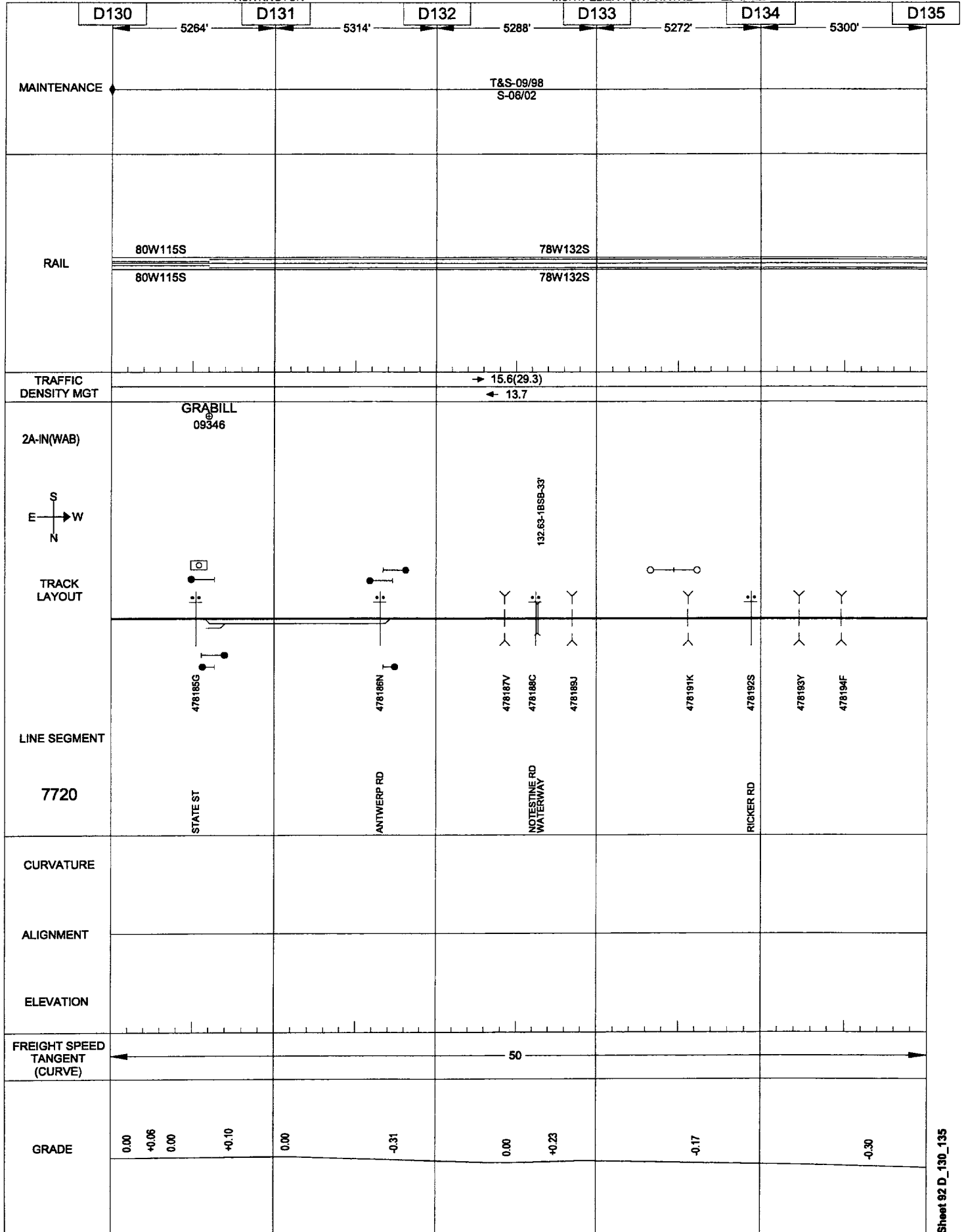


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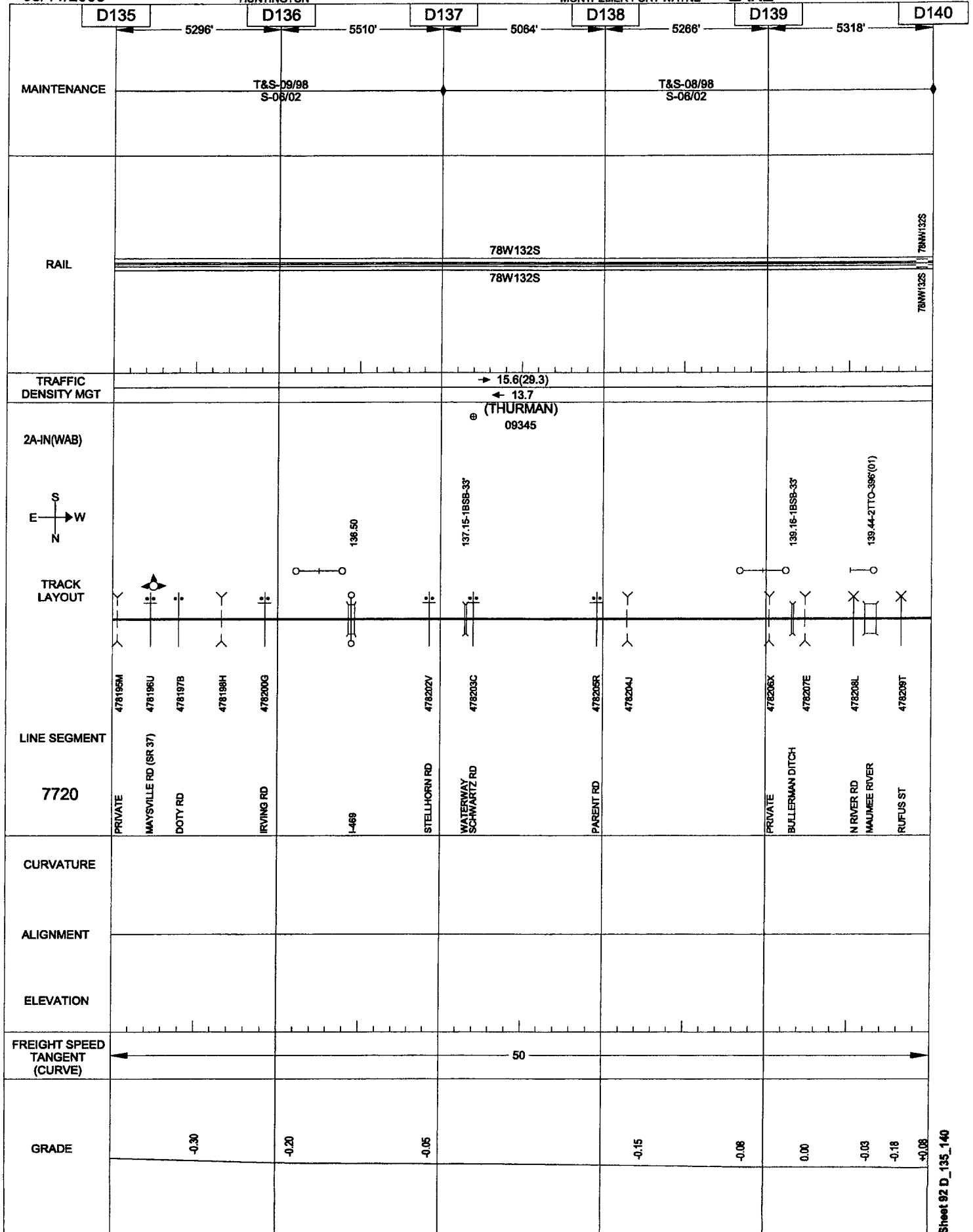


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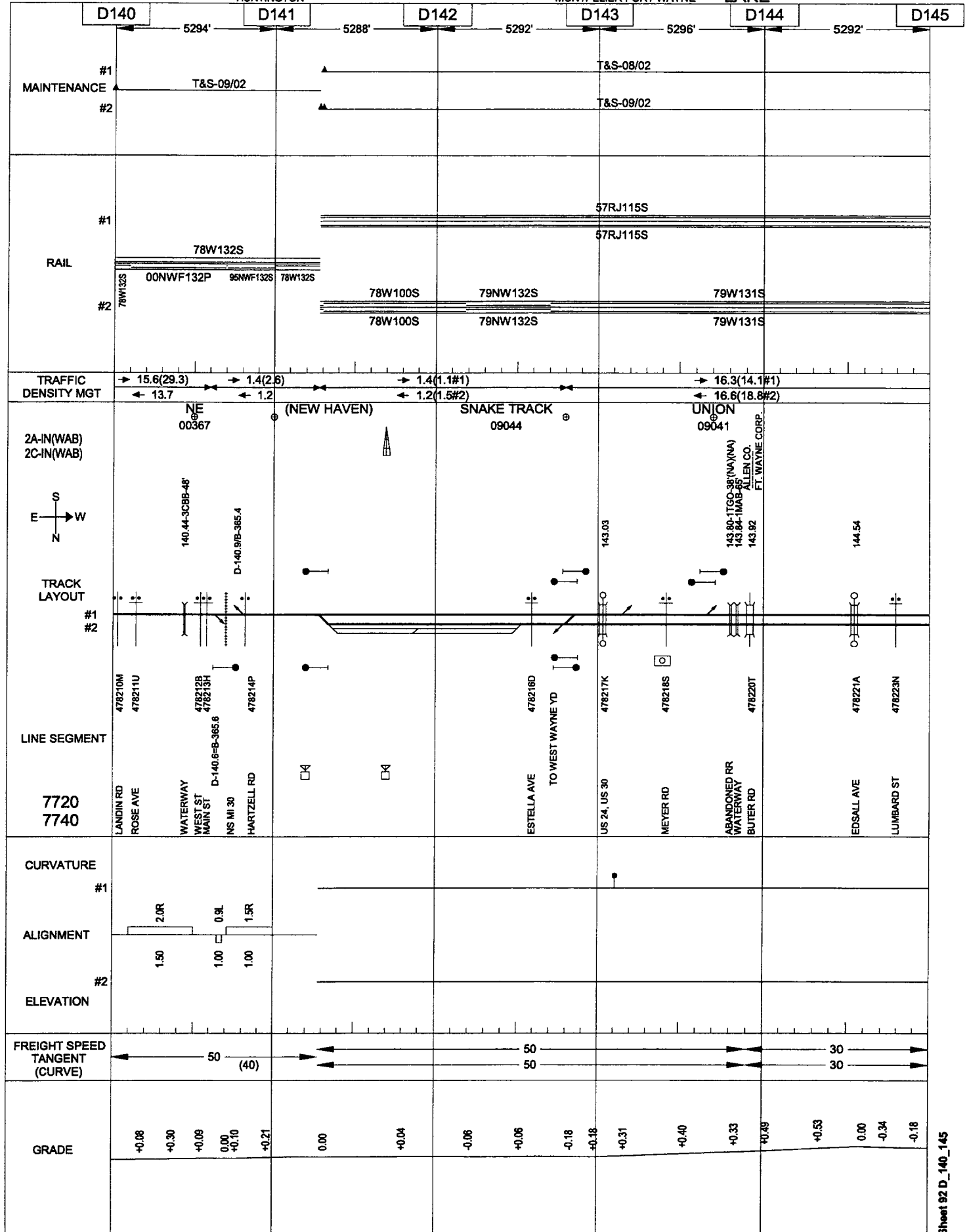


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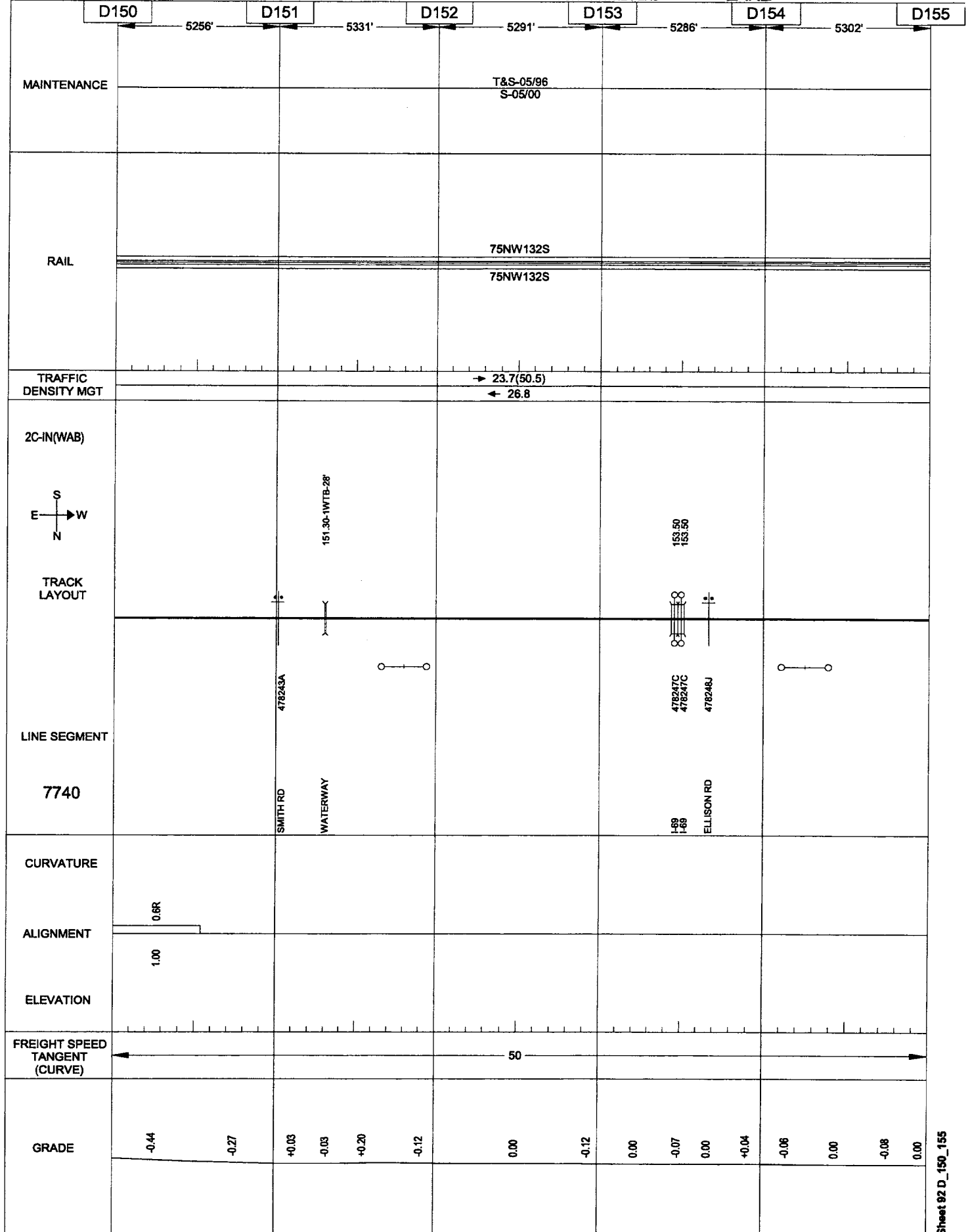
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03/11/2003

HUNTINGTON

FORT WAYNE-PERU

LAKE



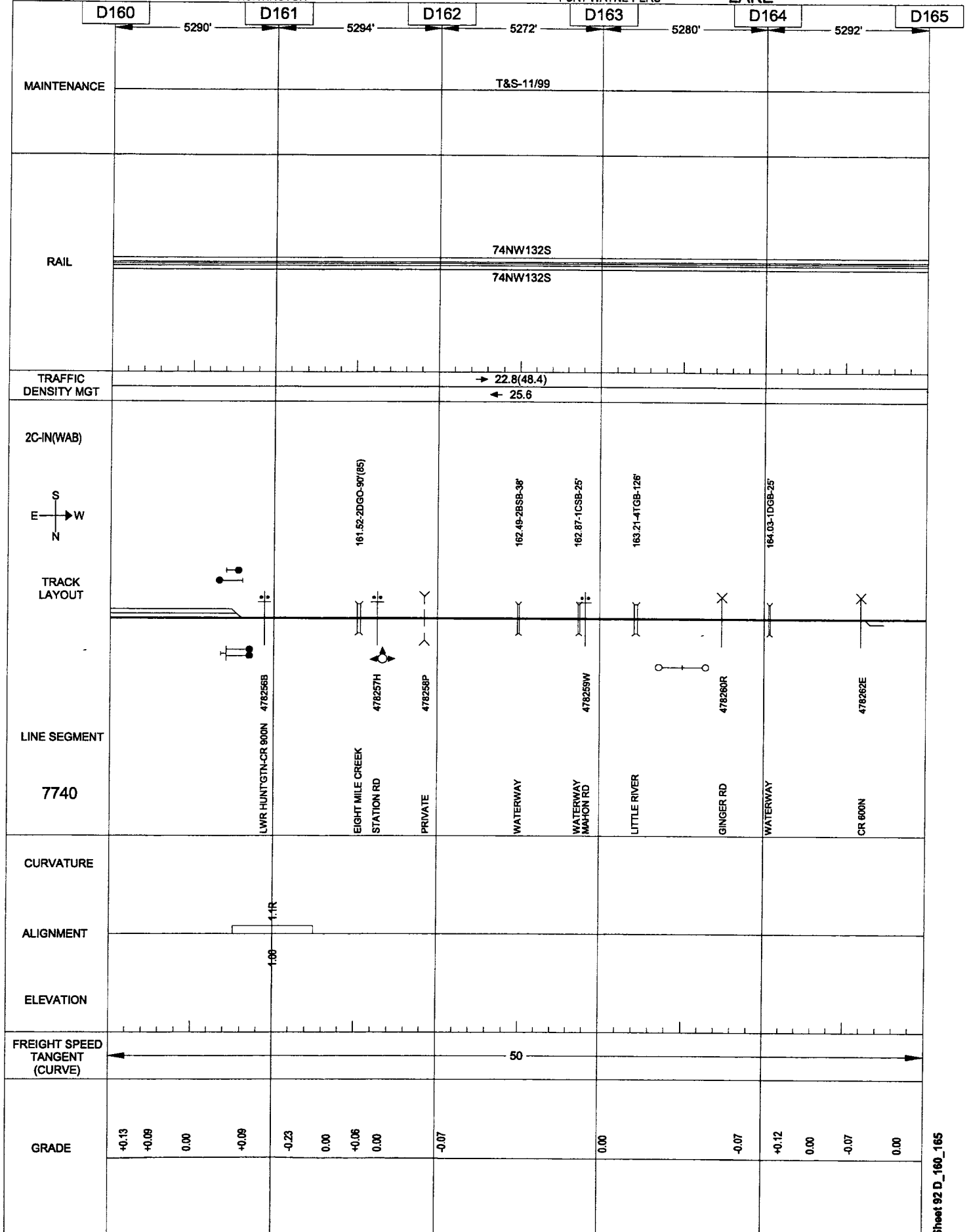
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03/11/2003

HUNTINGTON

FORT WAYNE-PERU

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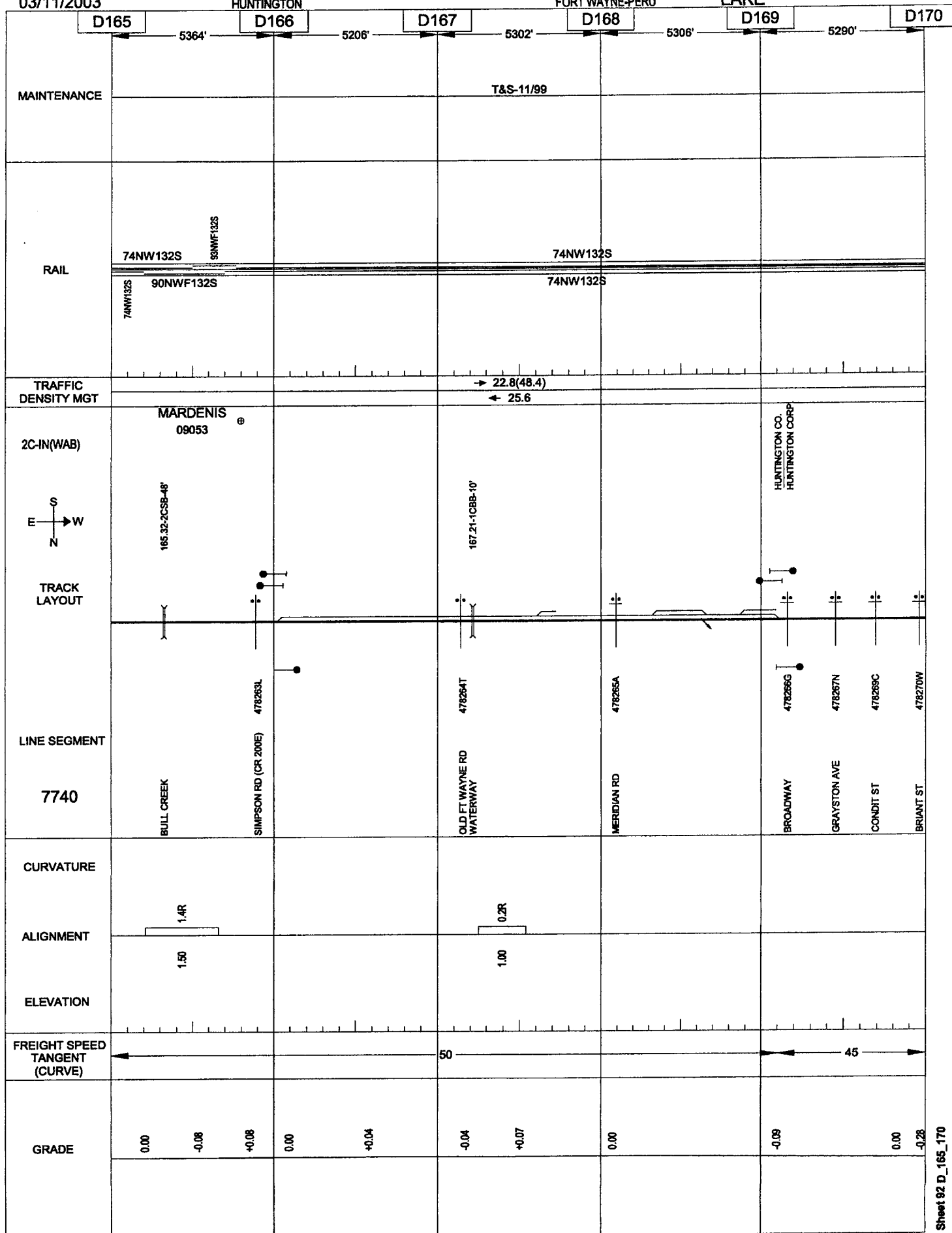


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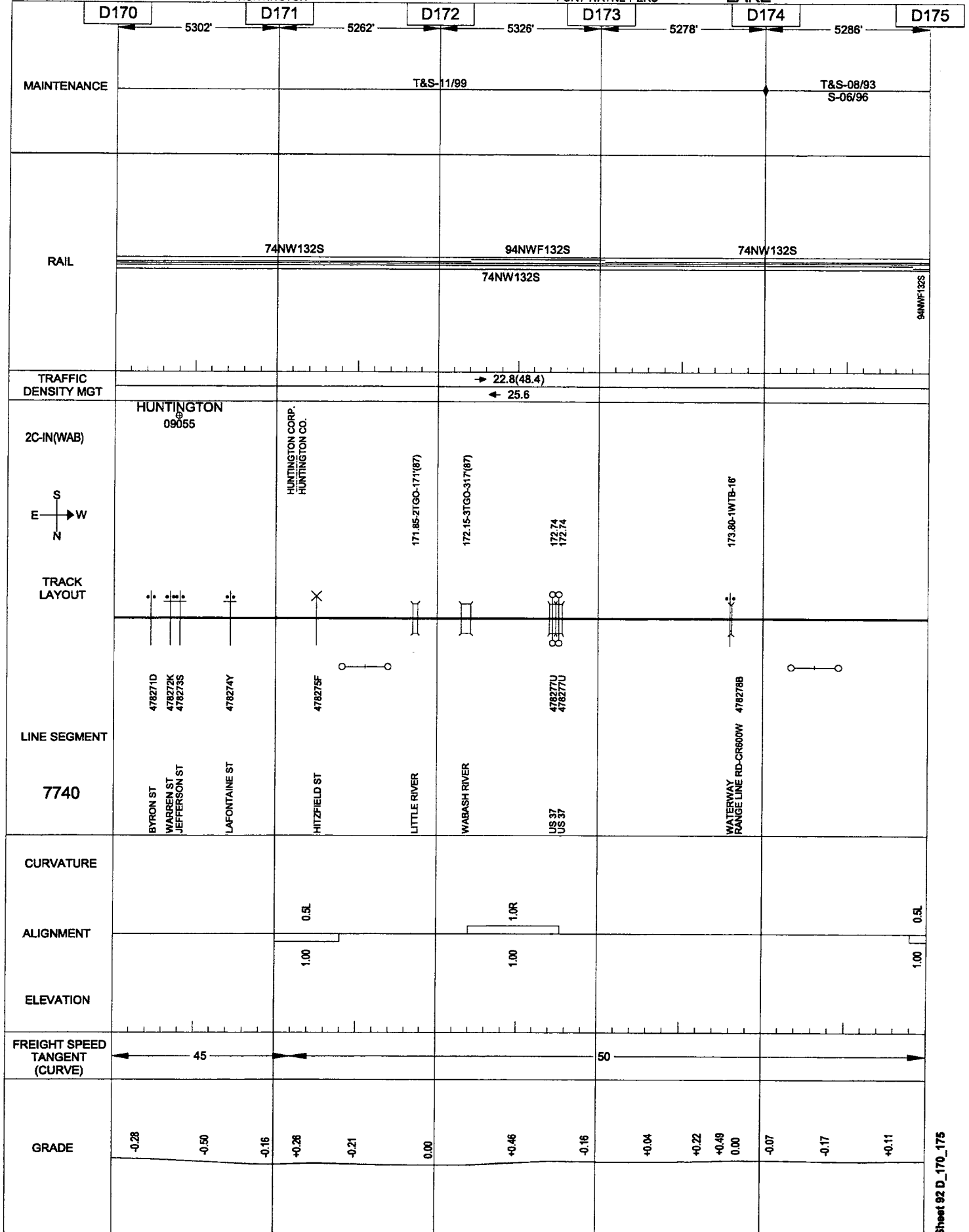


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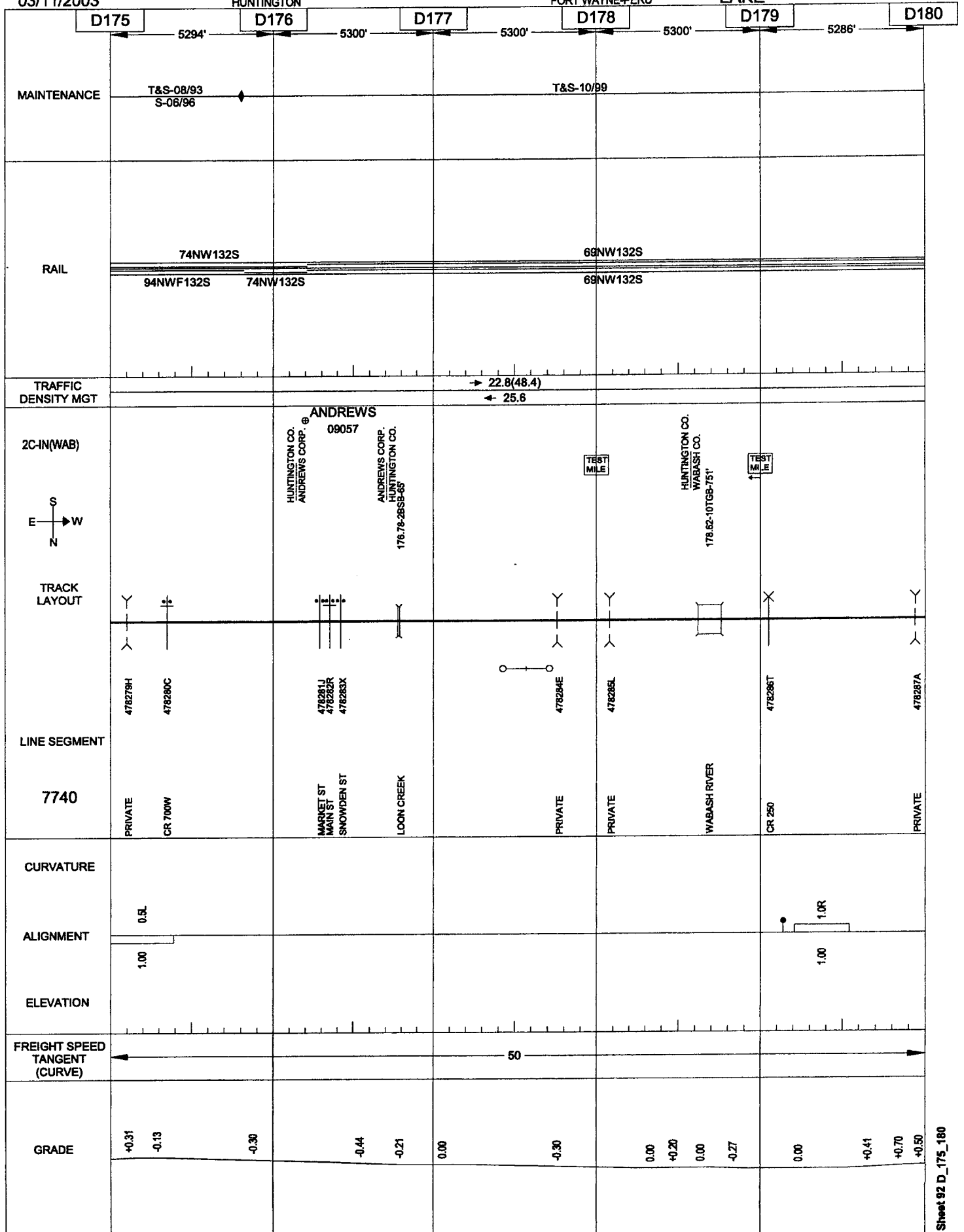


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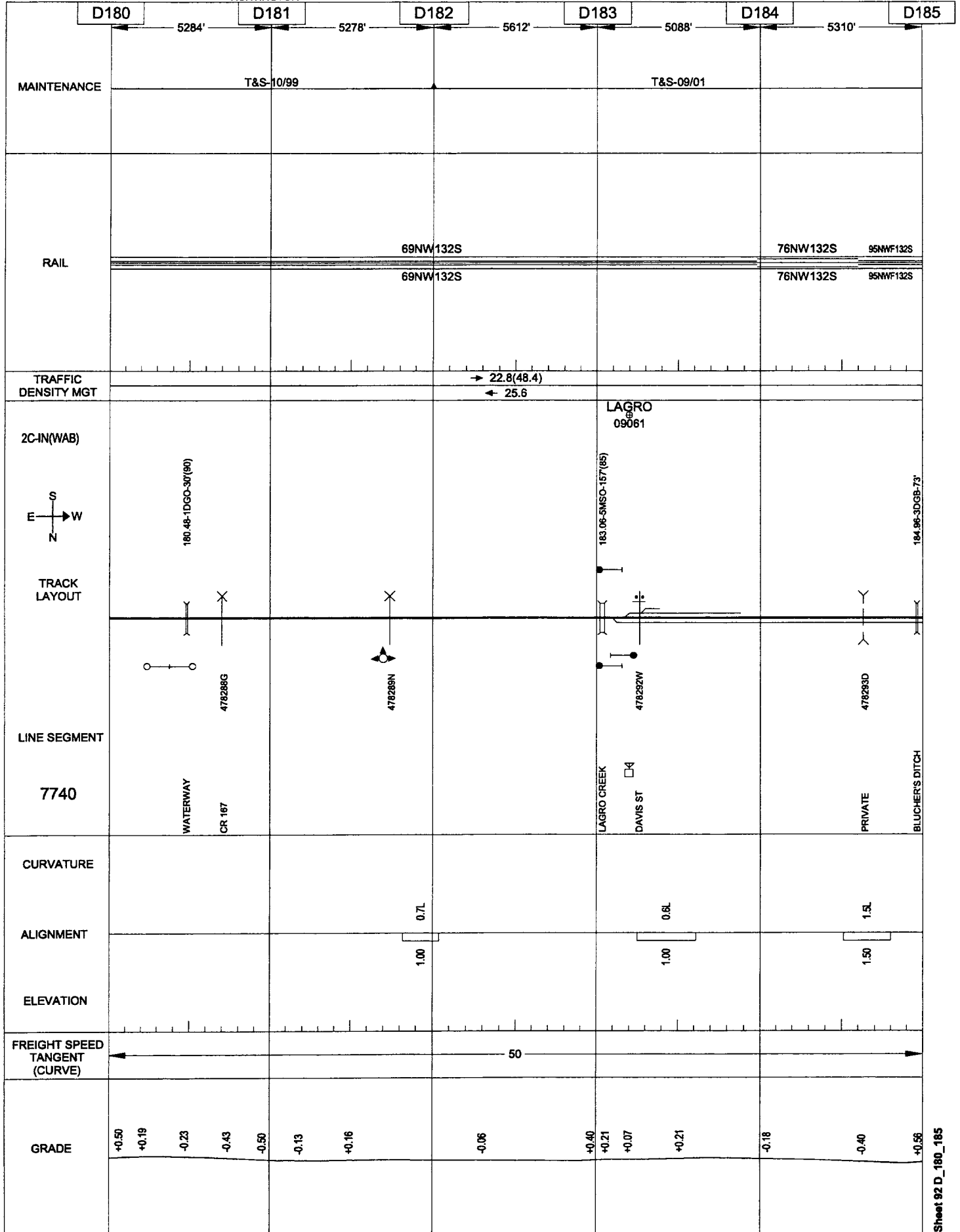


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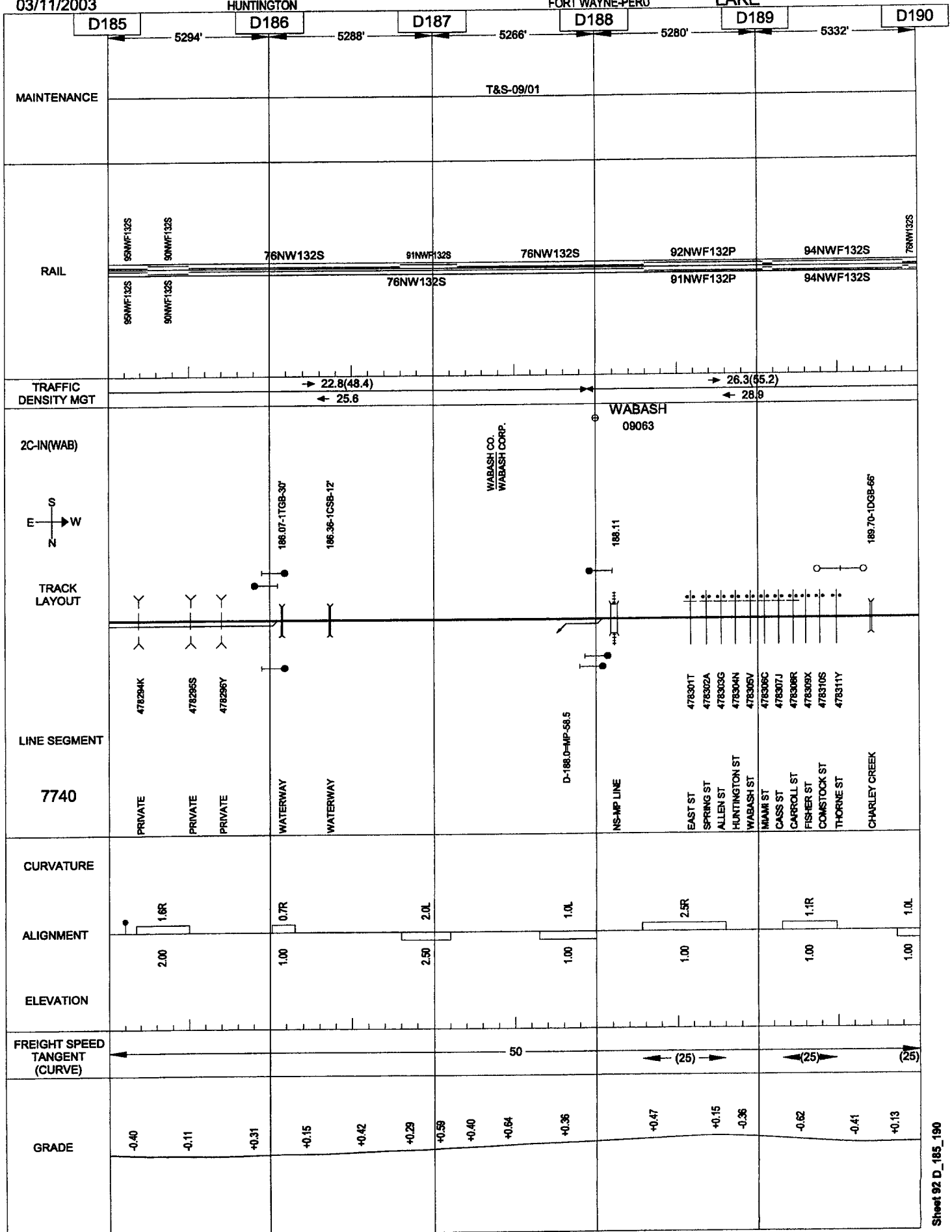


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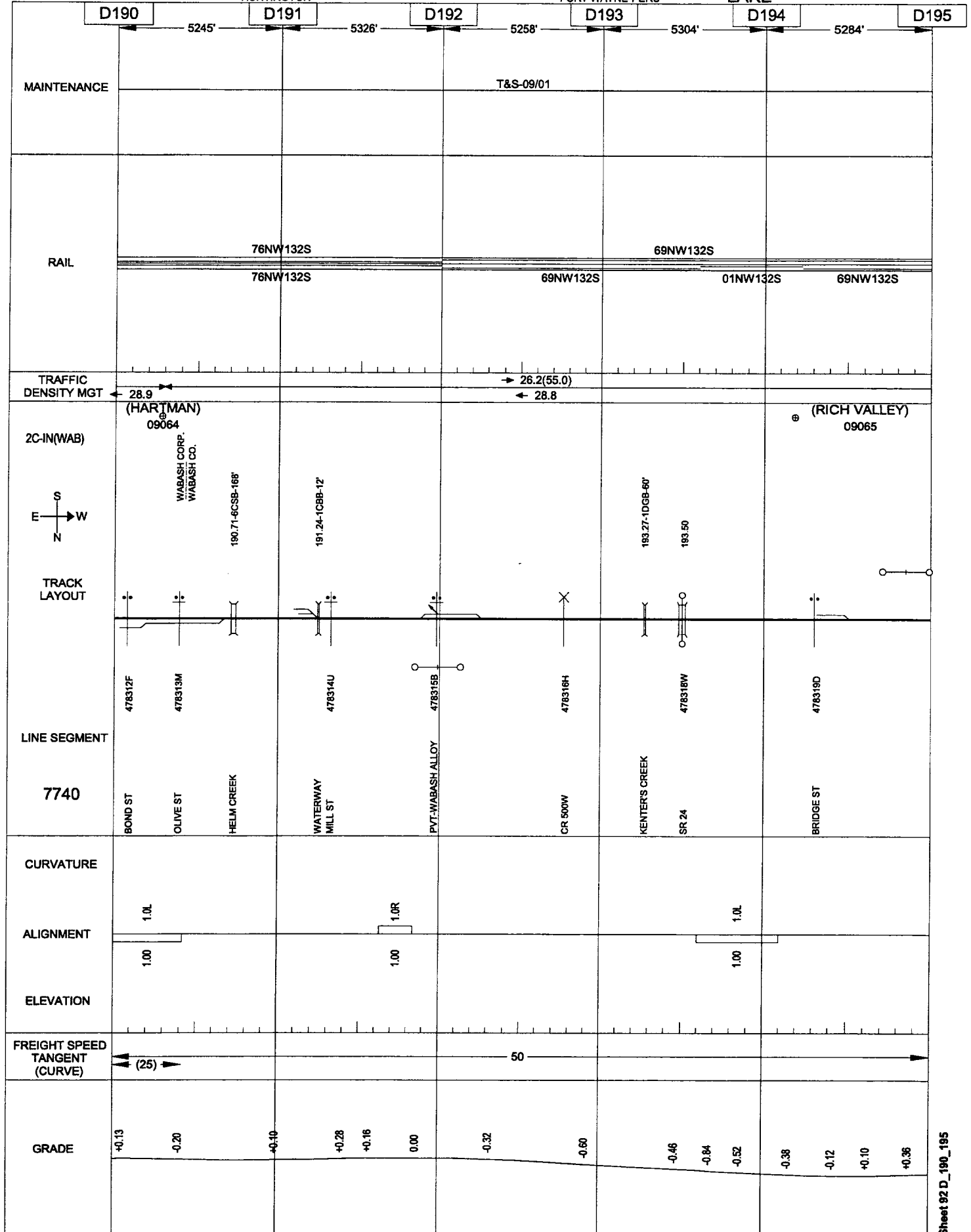


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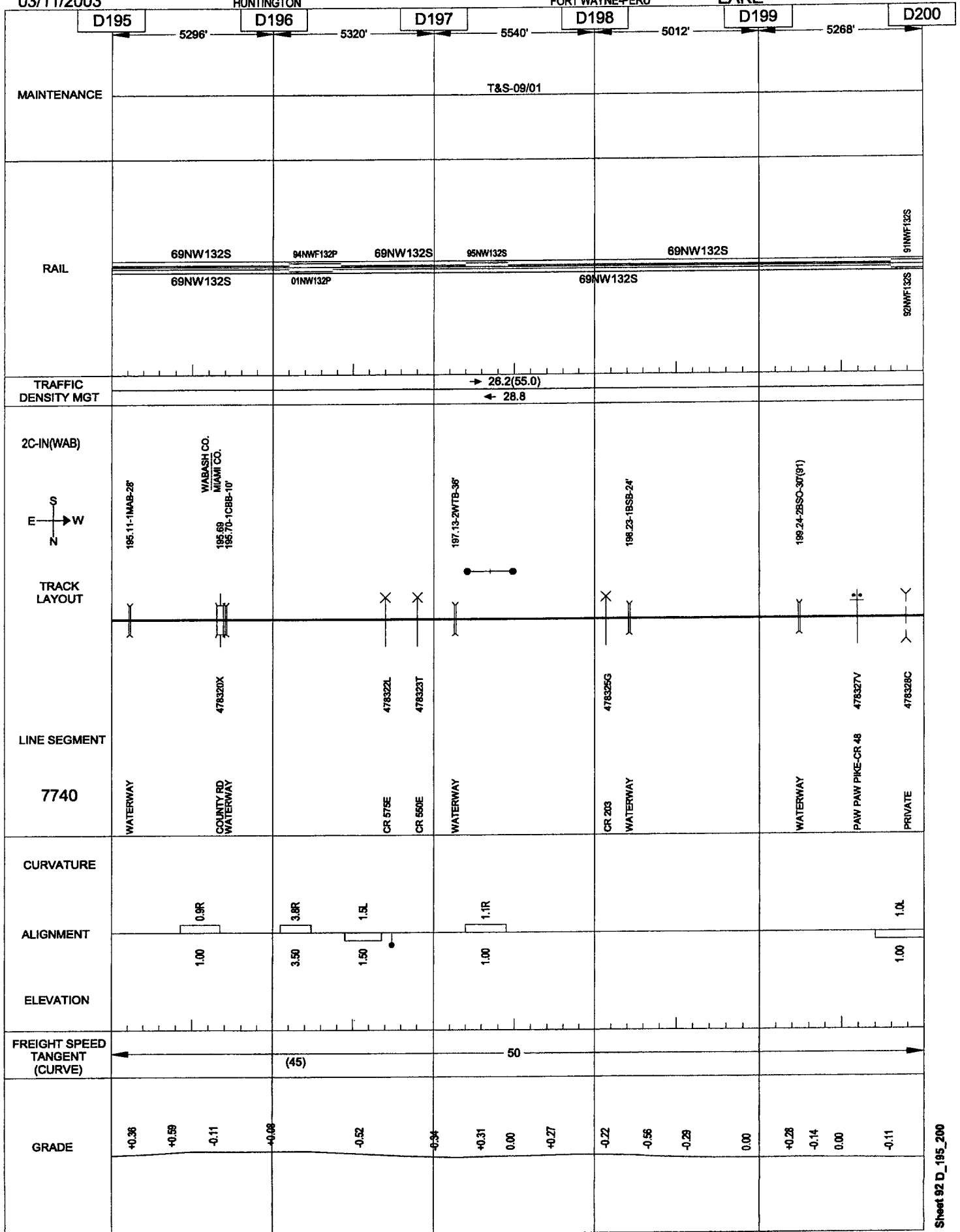


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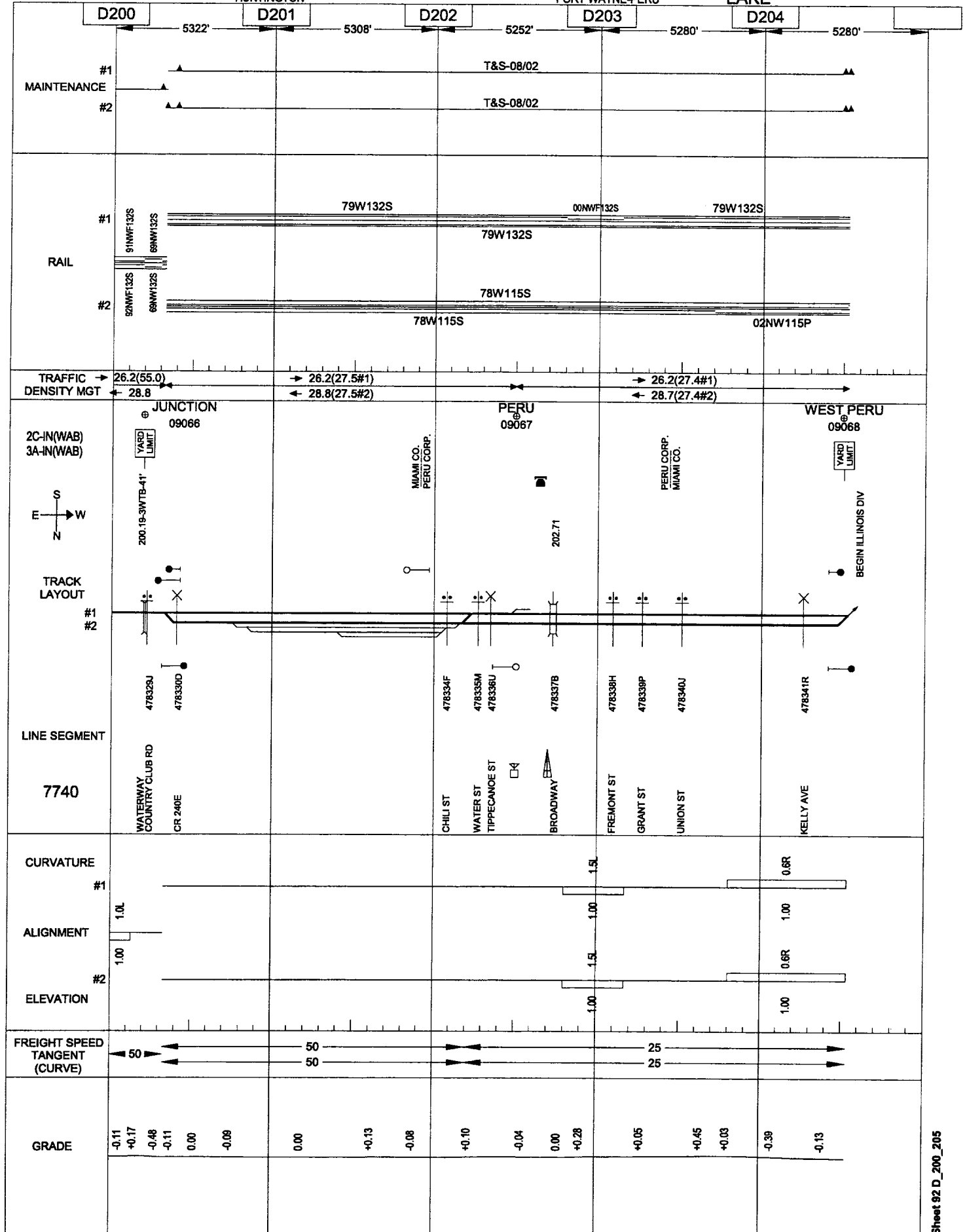


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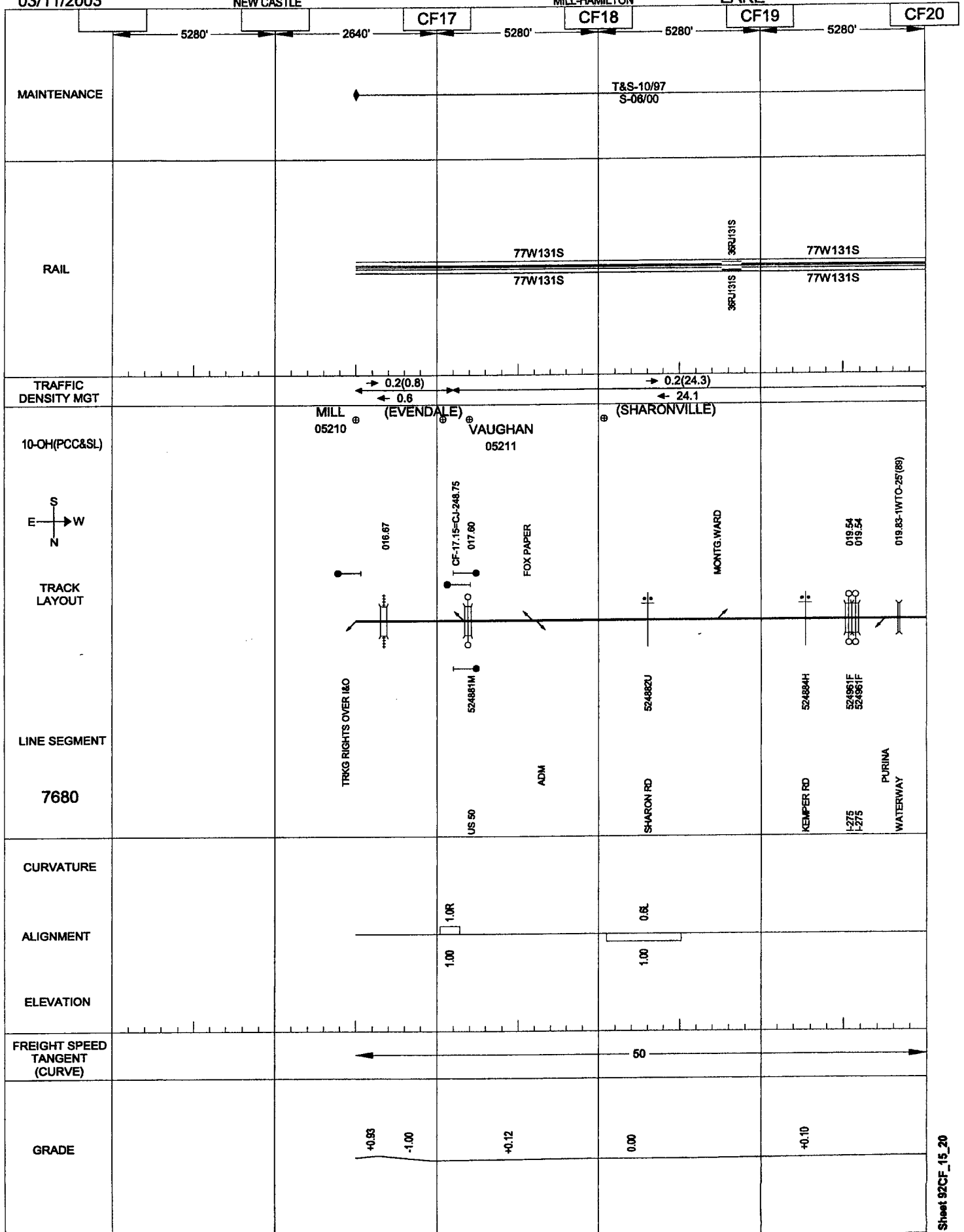


03/11/2003

NEW CASTLE

MILL-HAMILTON

LAKE

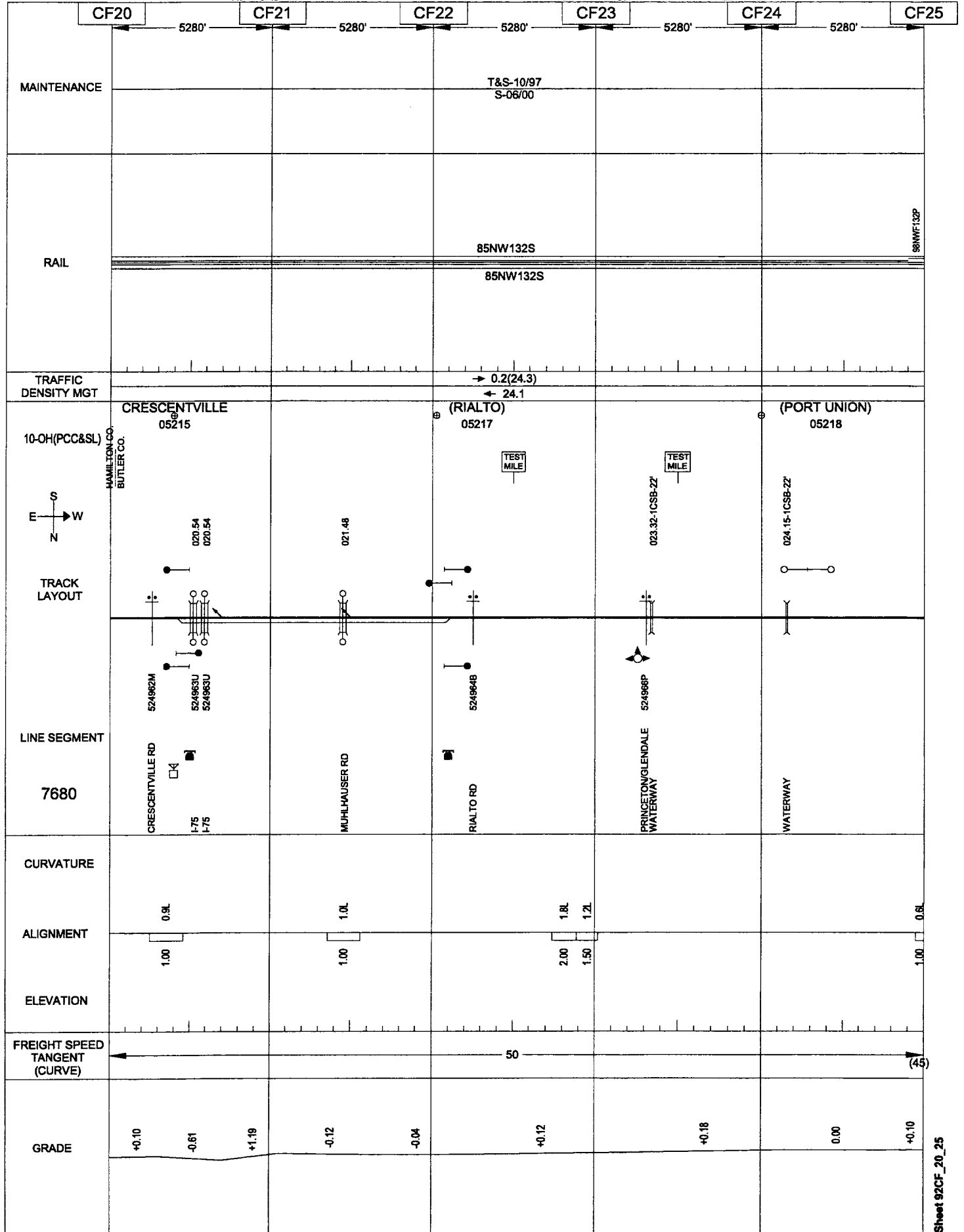


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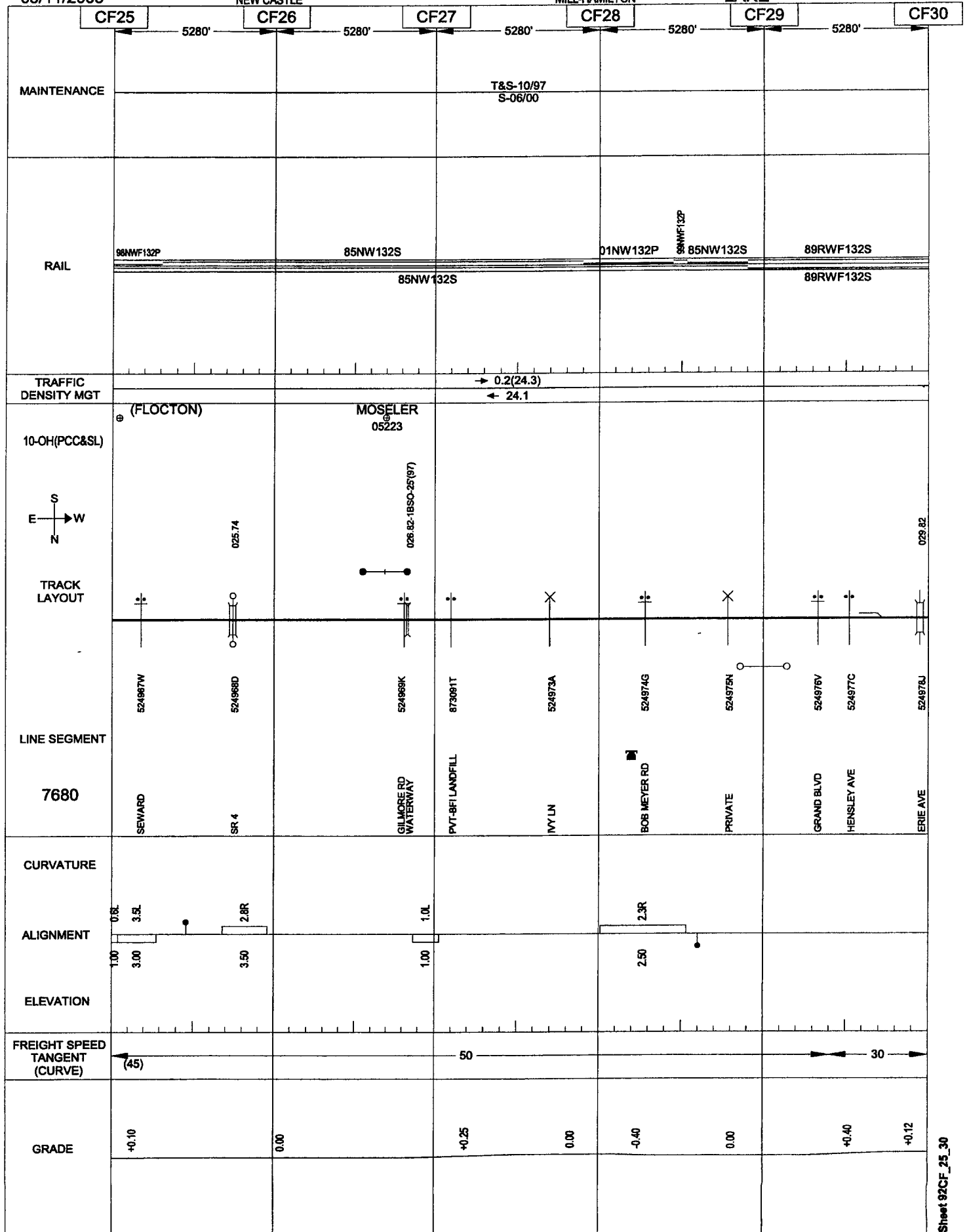


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MILL-HAMILTON

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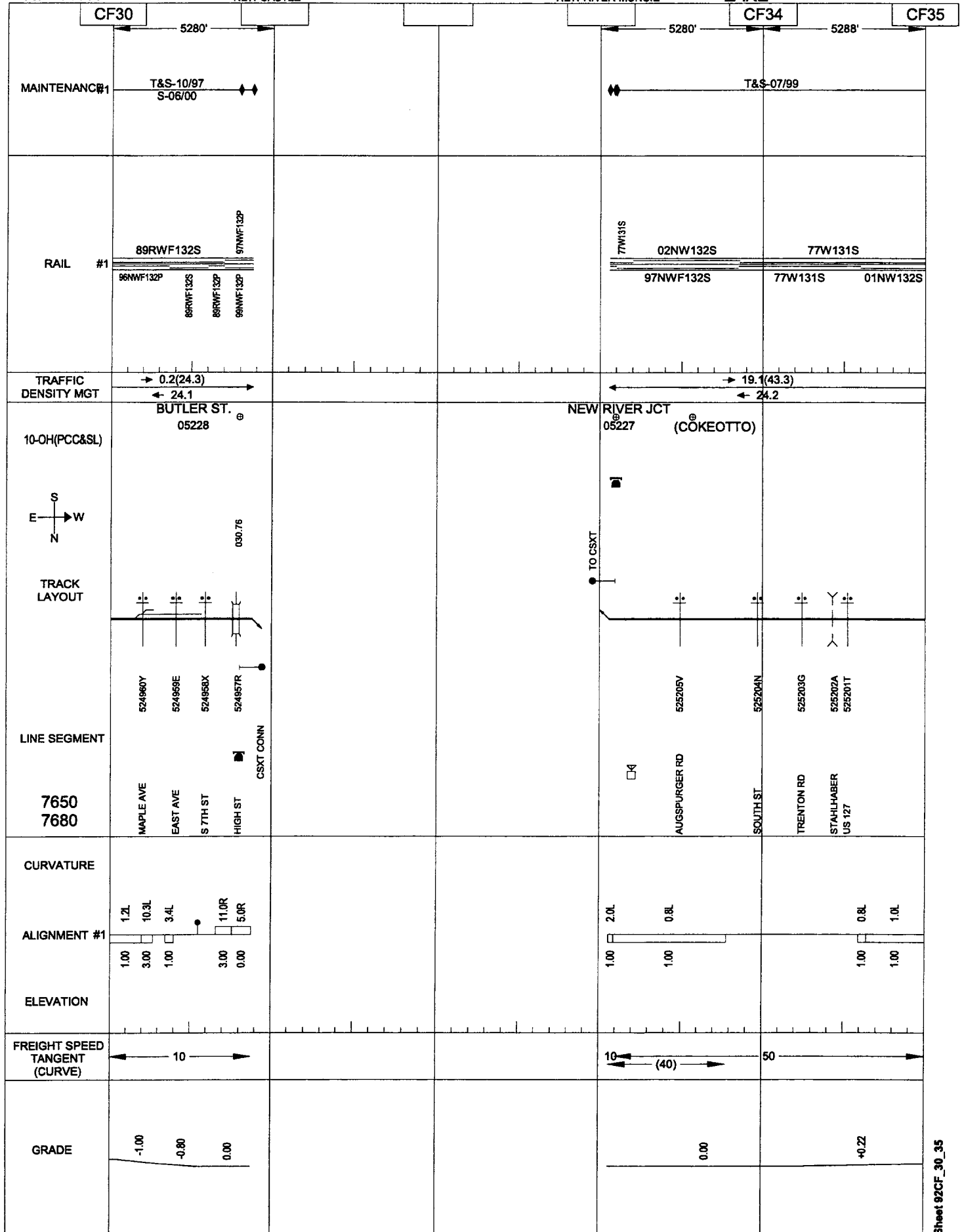


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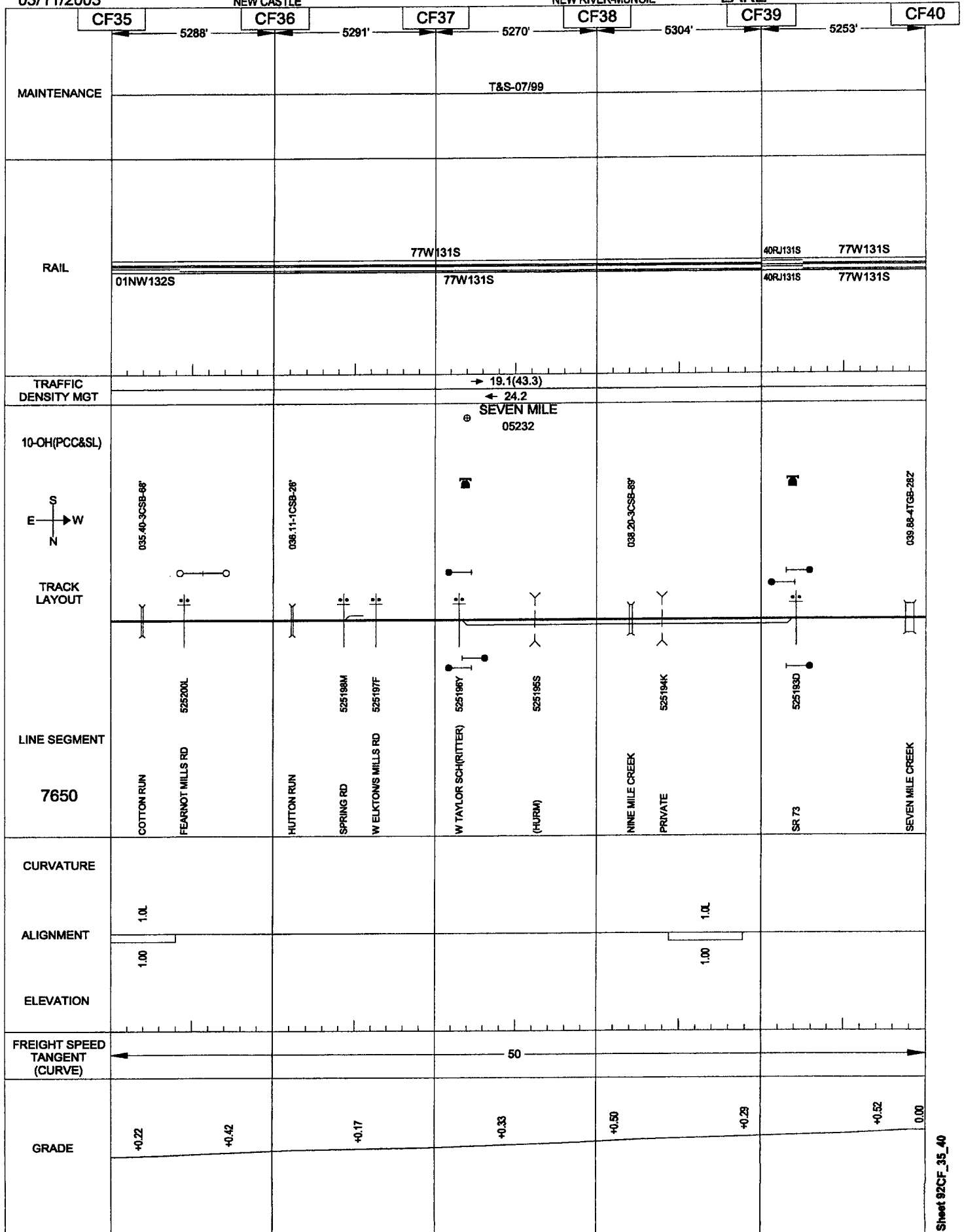


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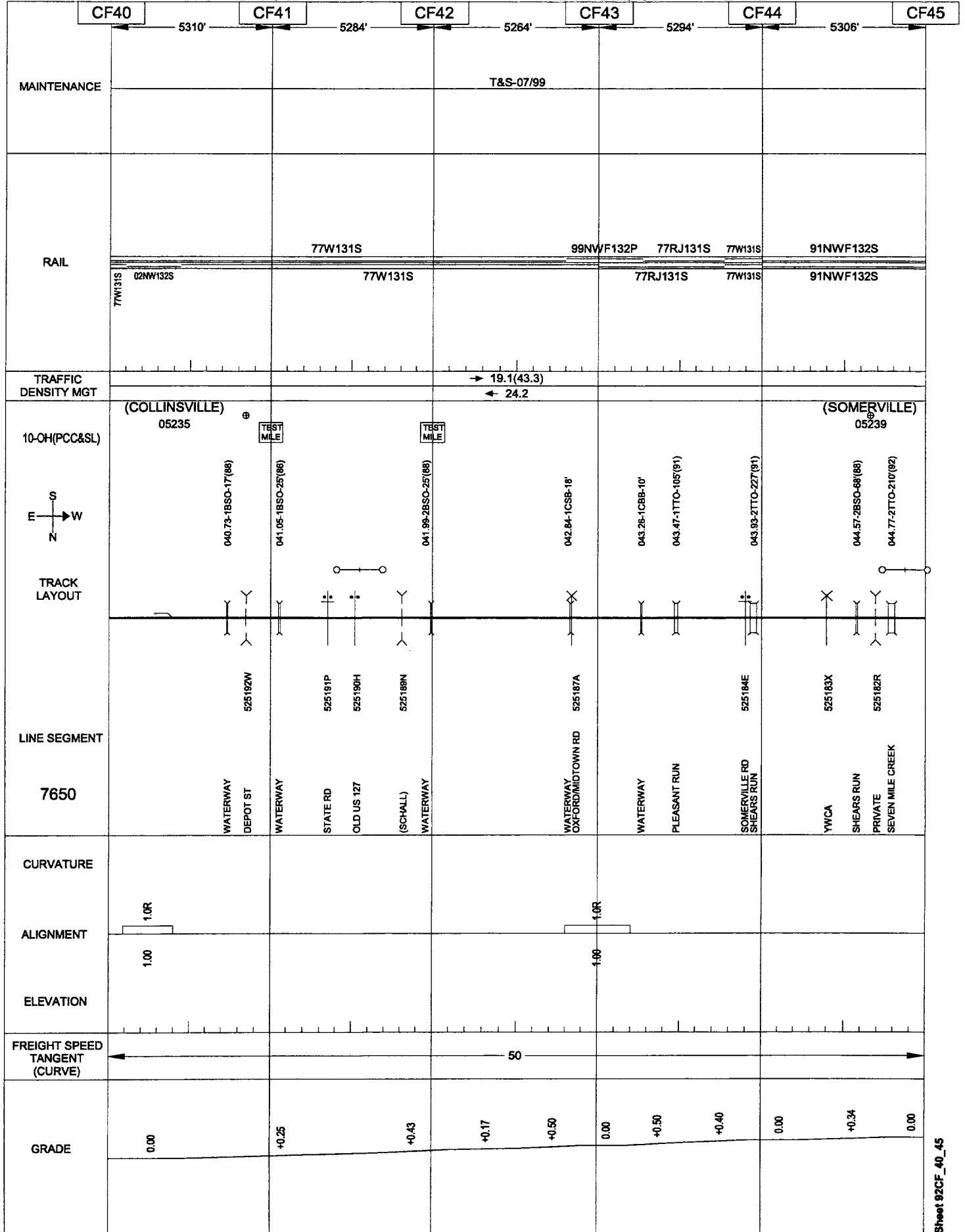


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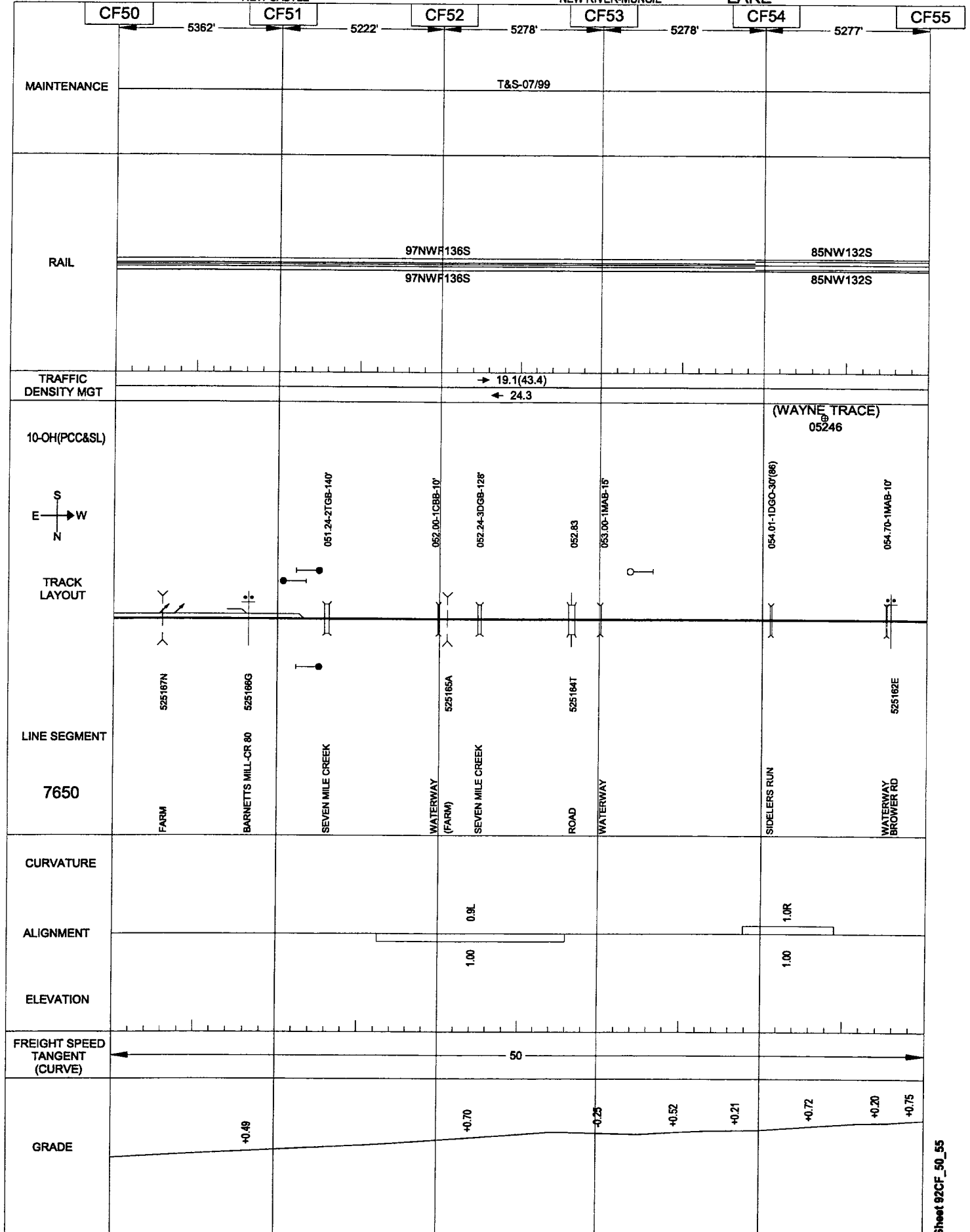
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03/11/2003

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



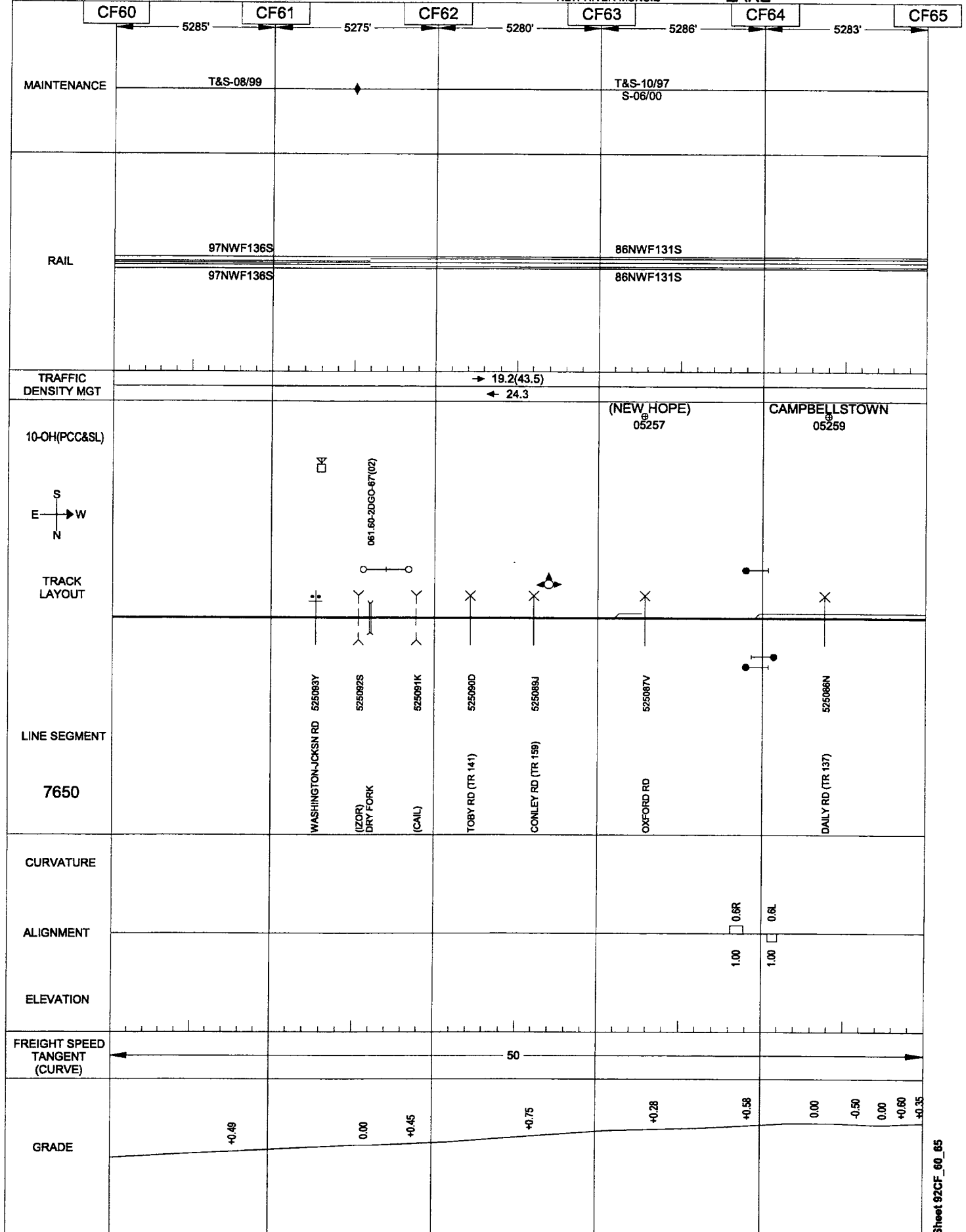
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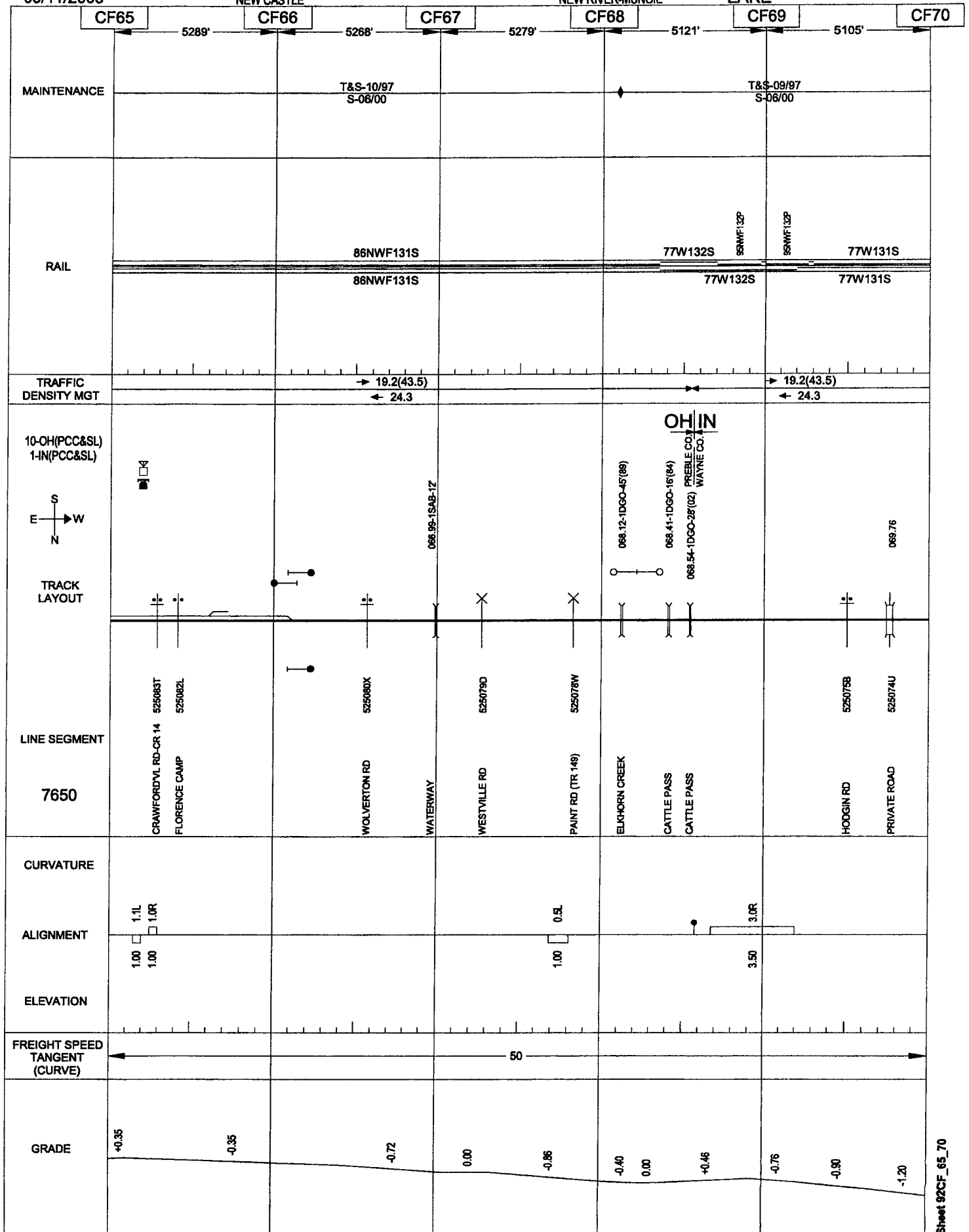


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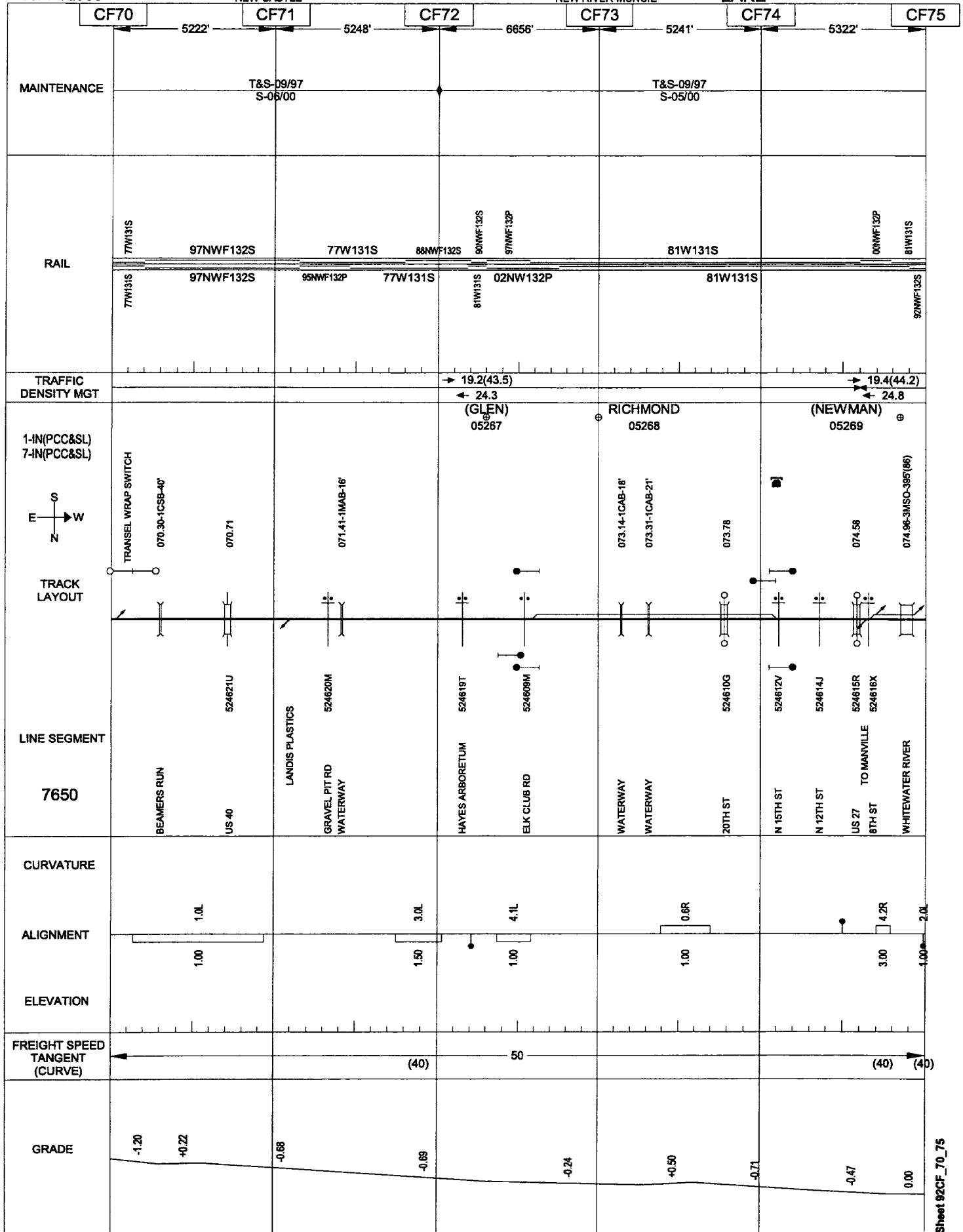


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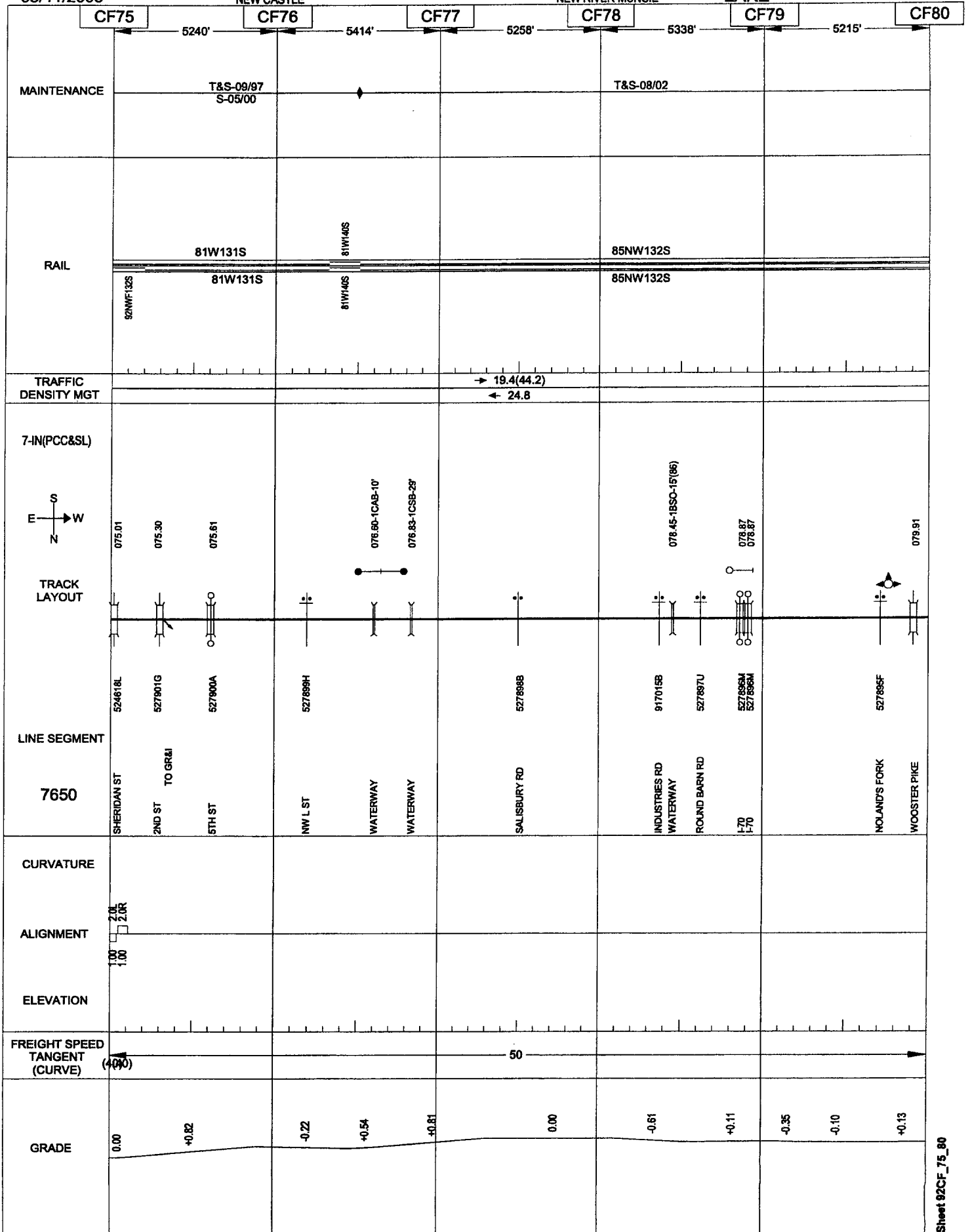


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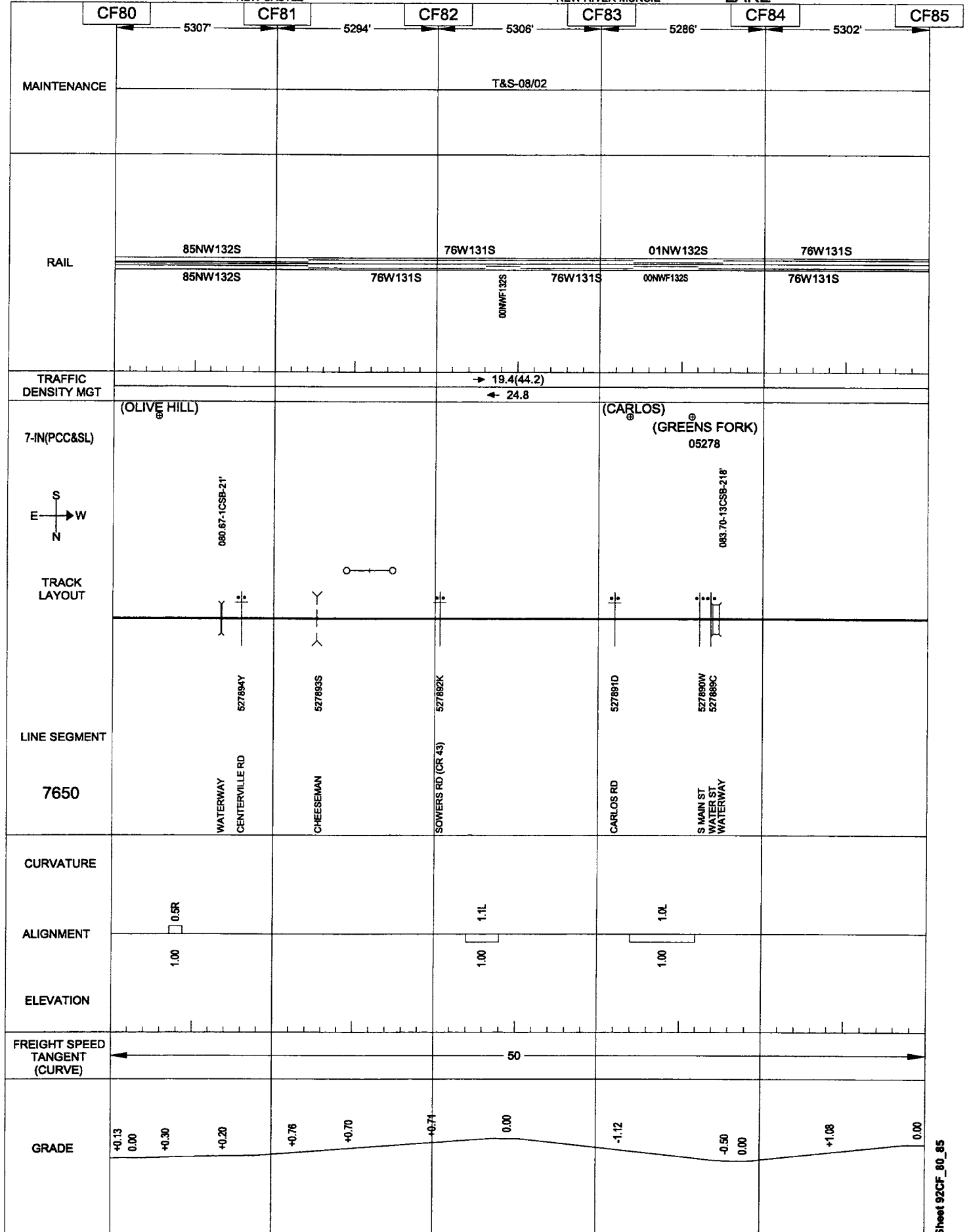


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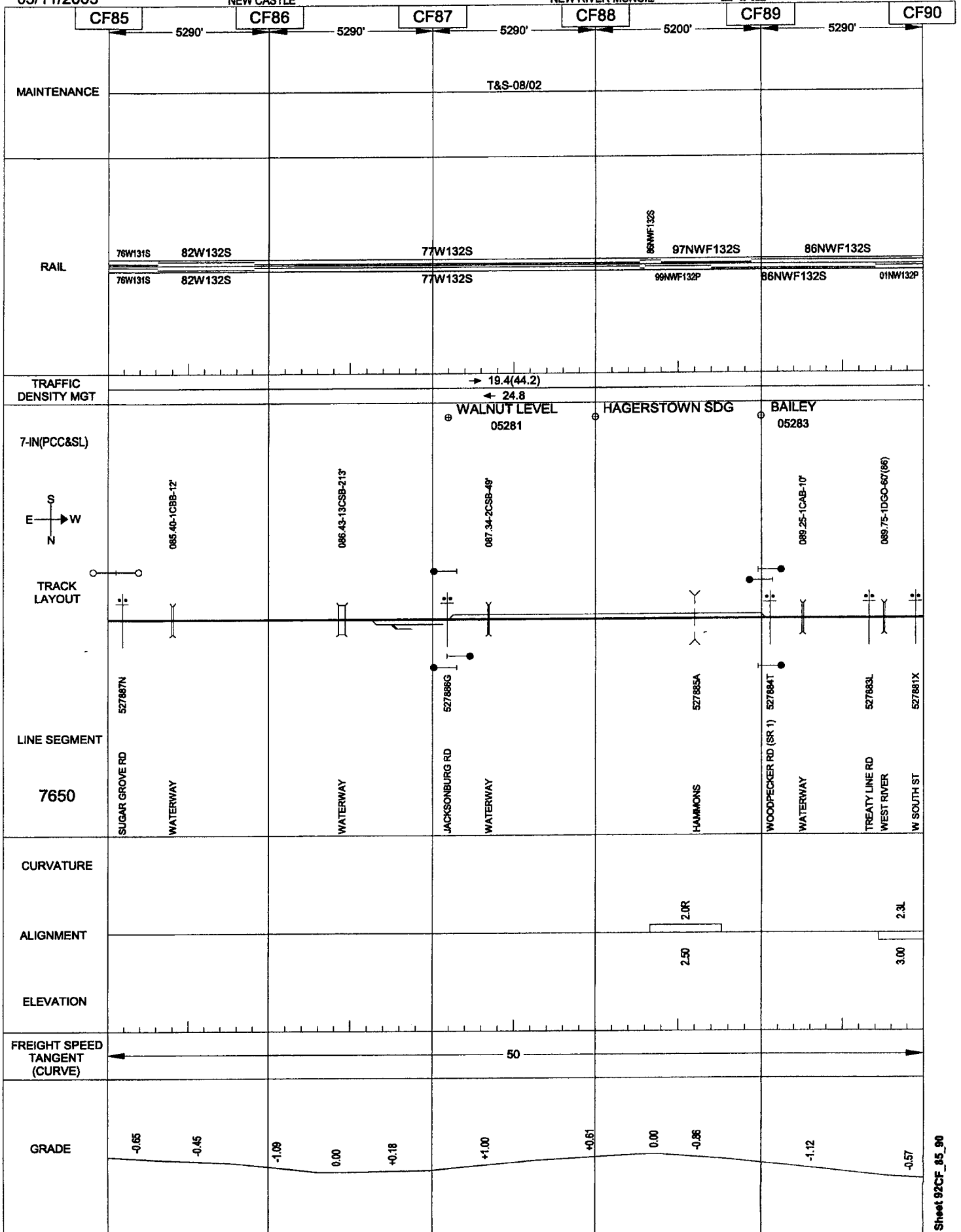


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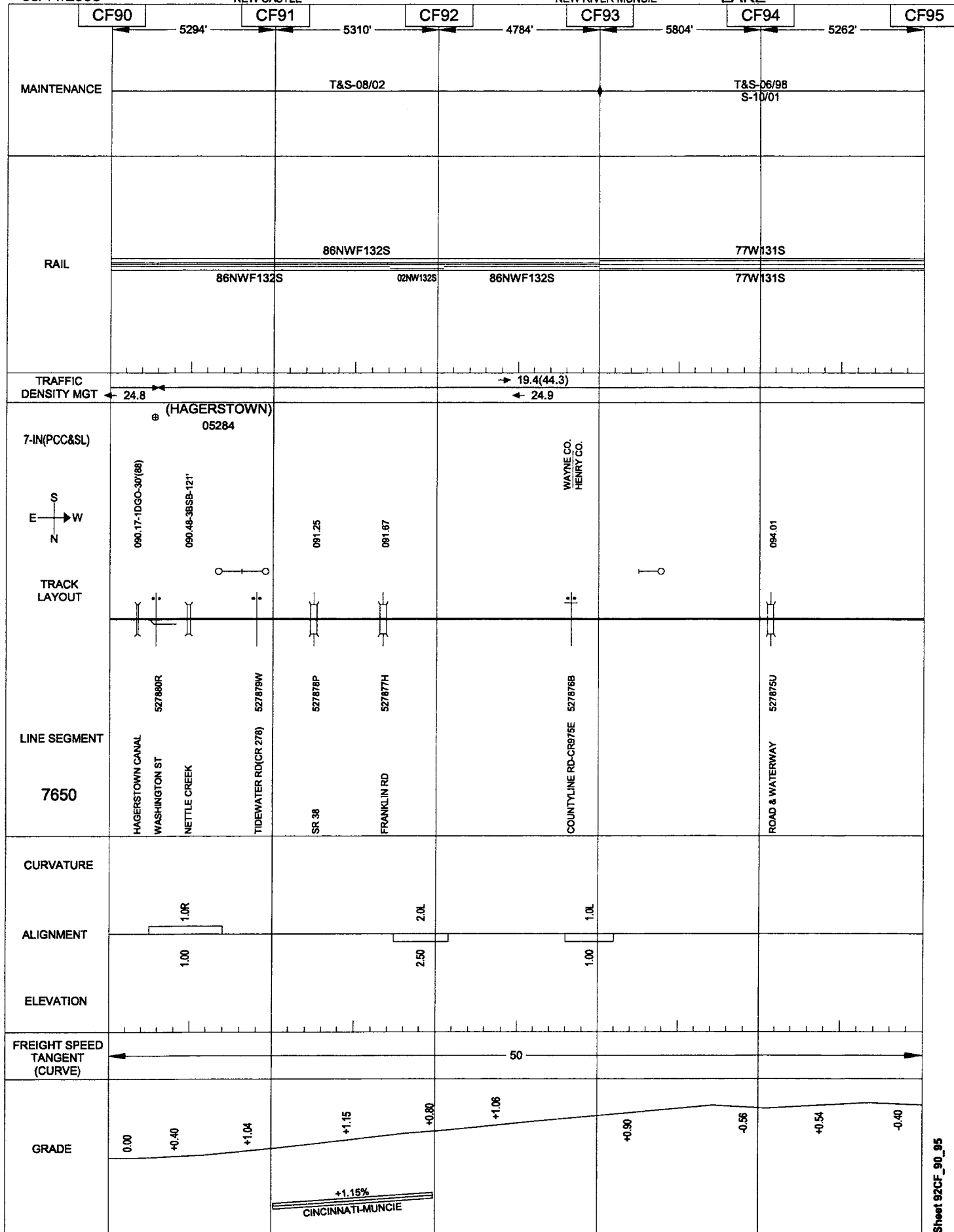


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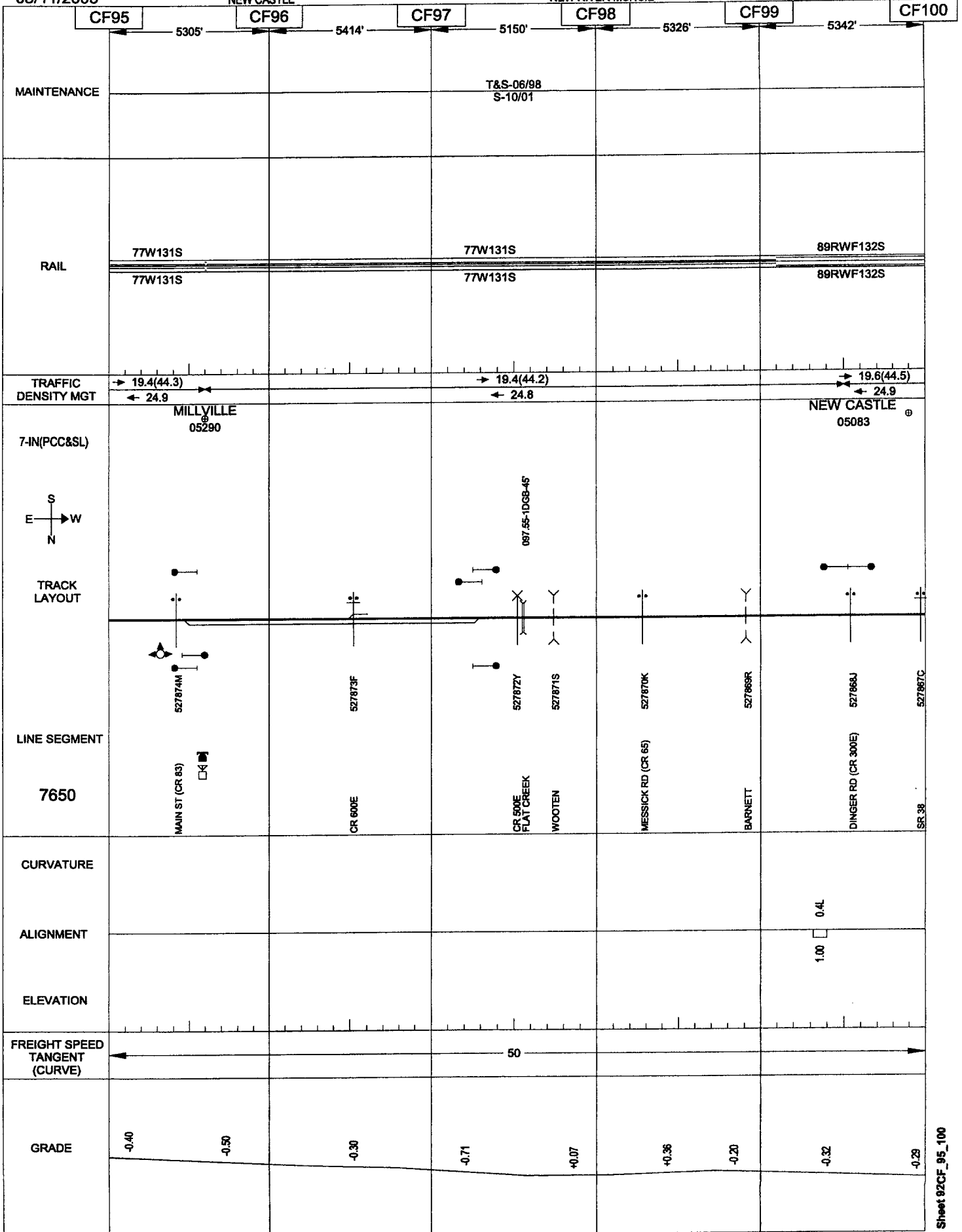


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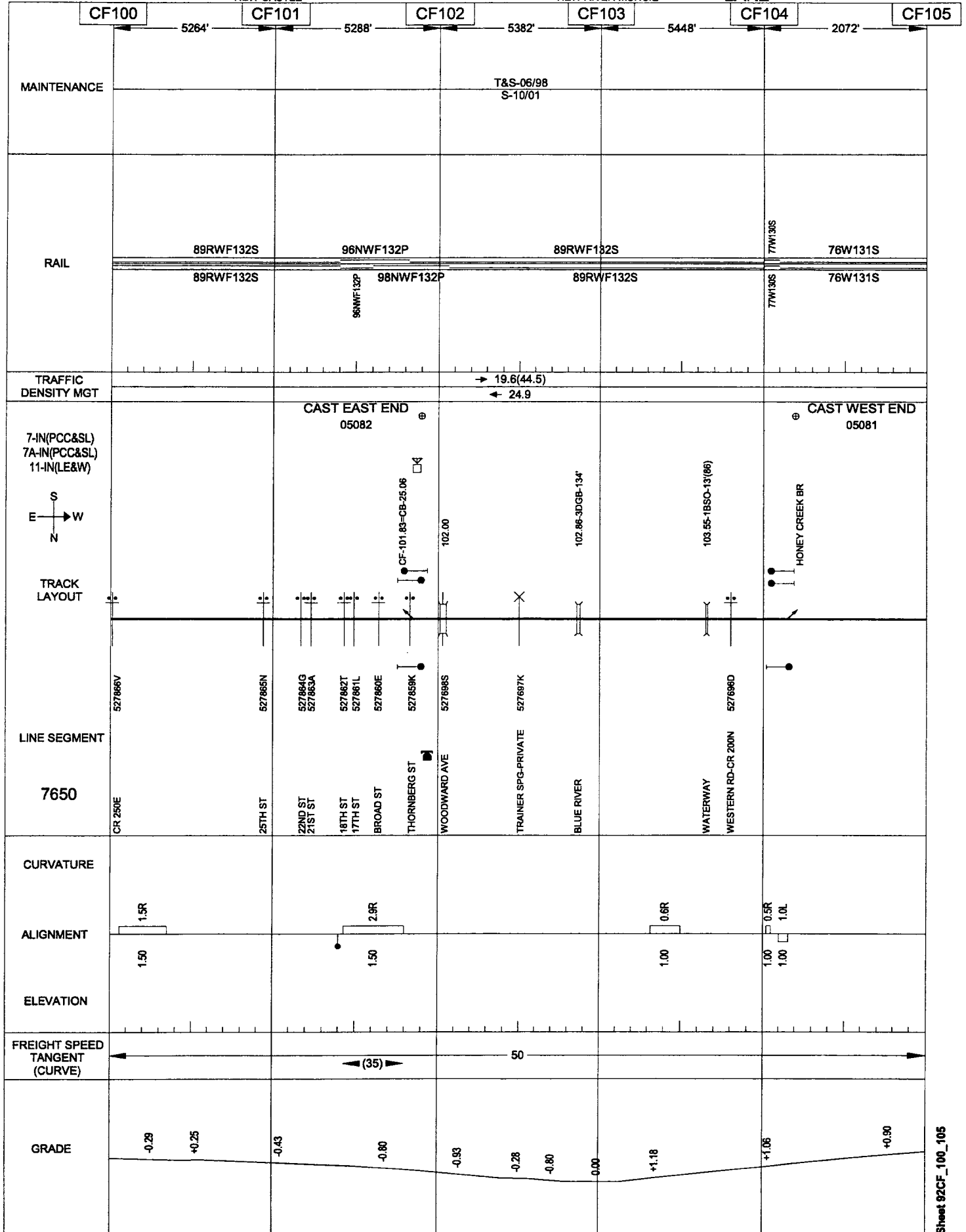


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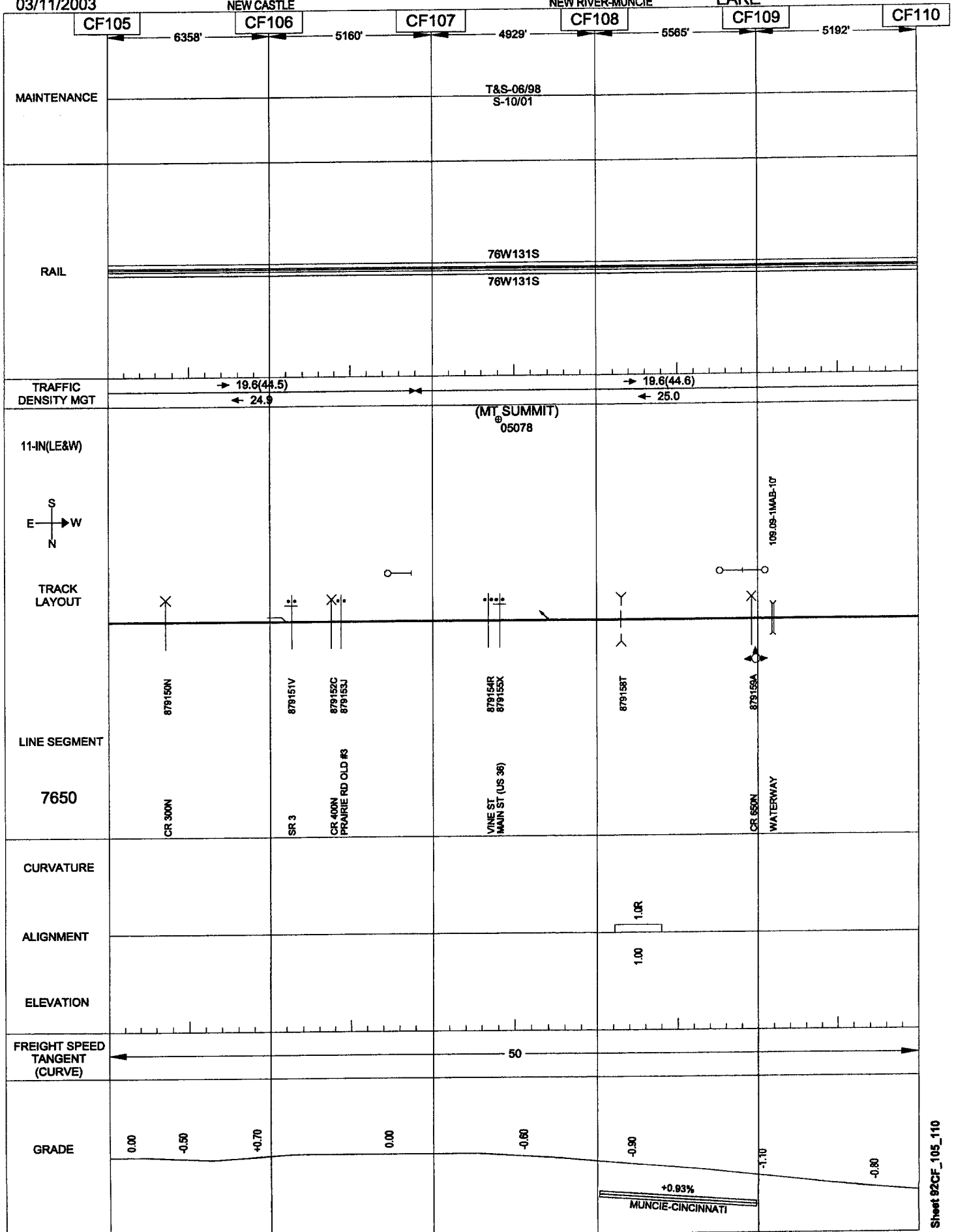


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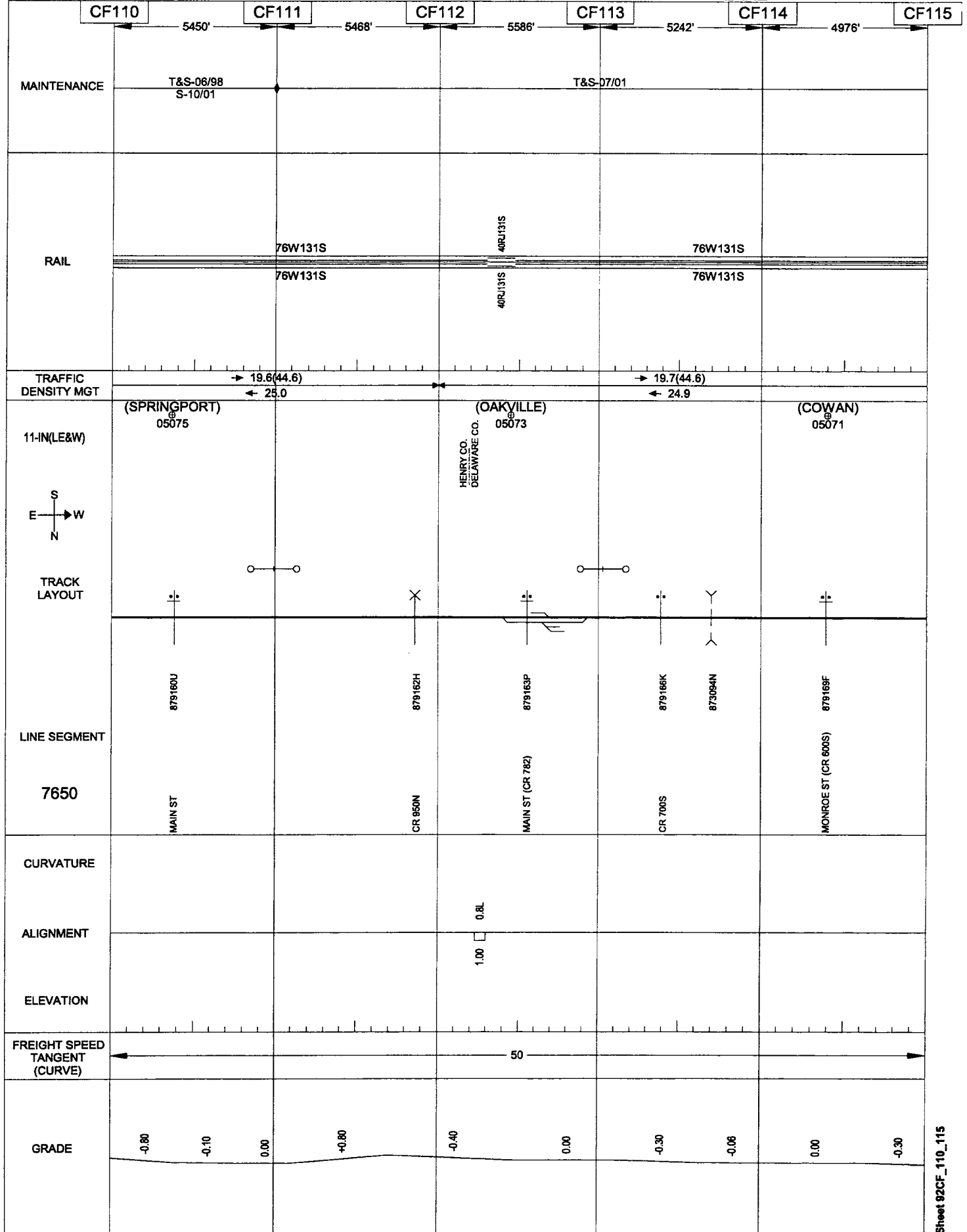


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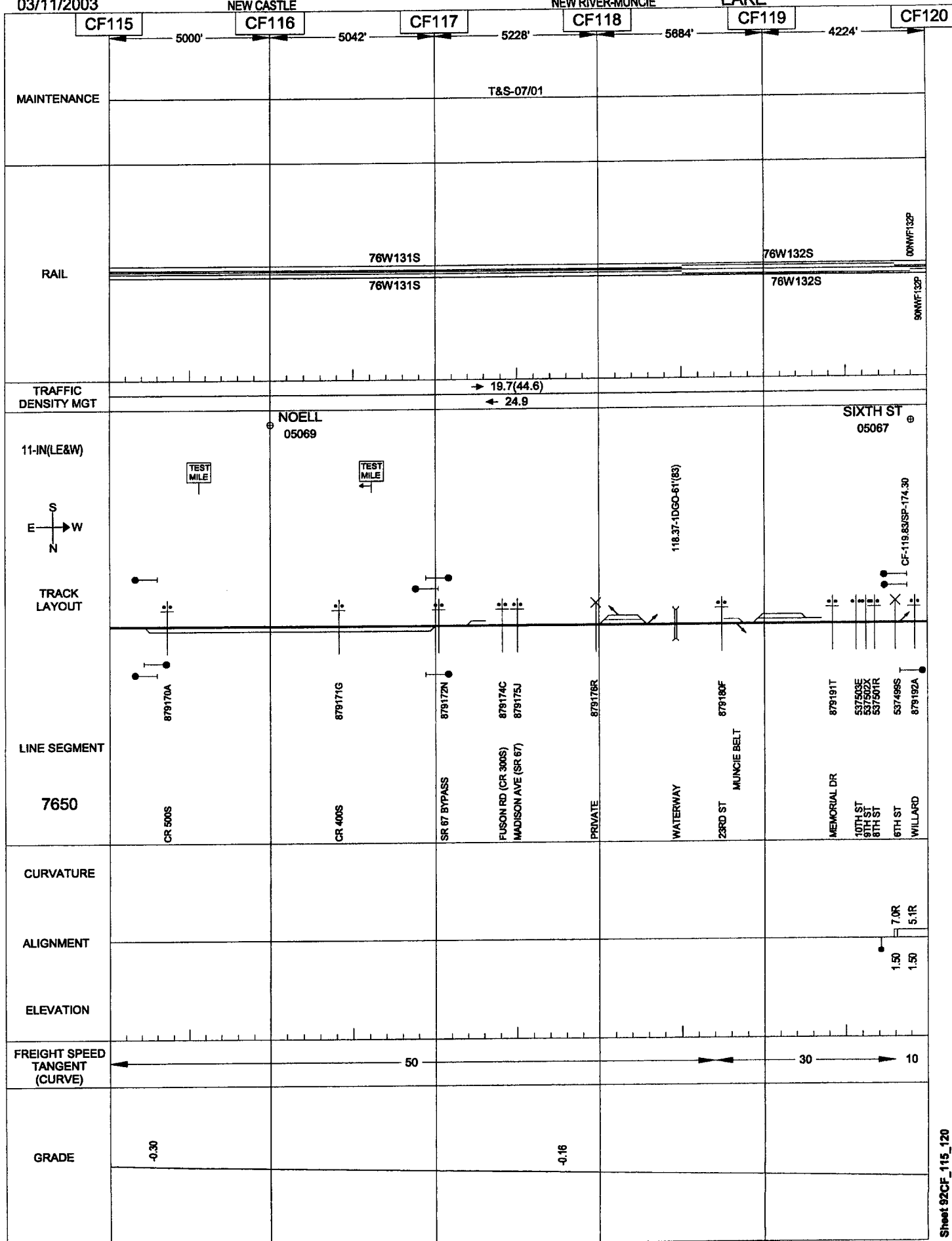


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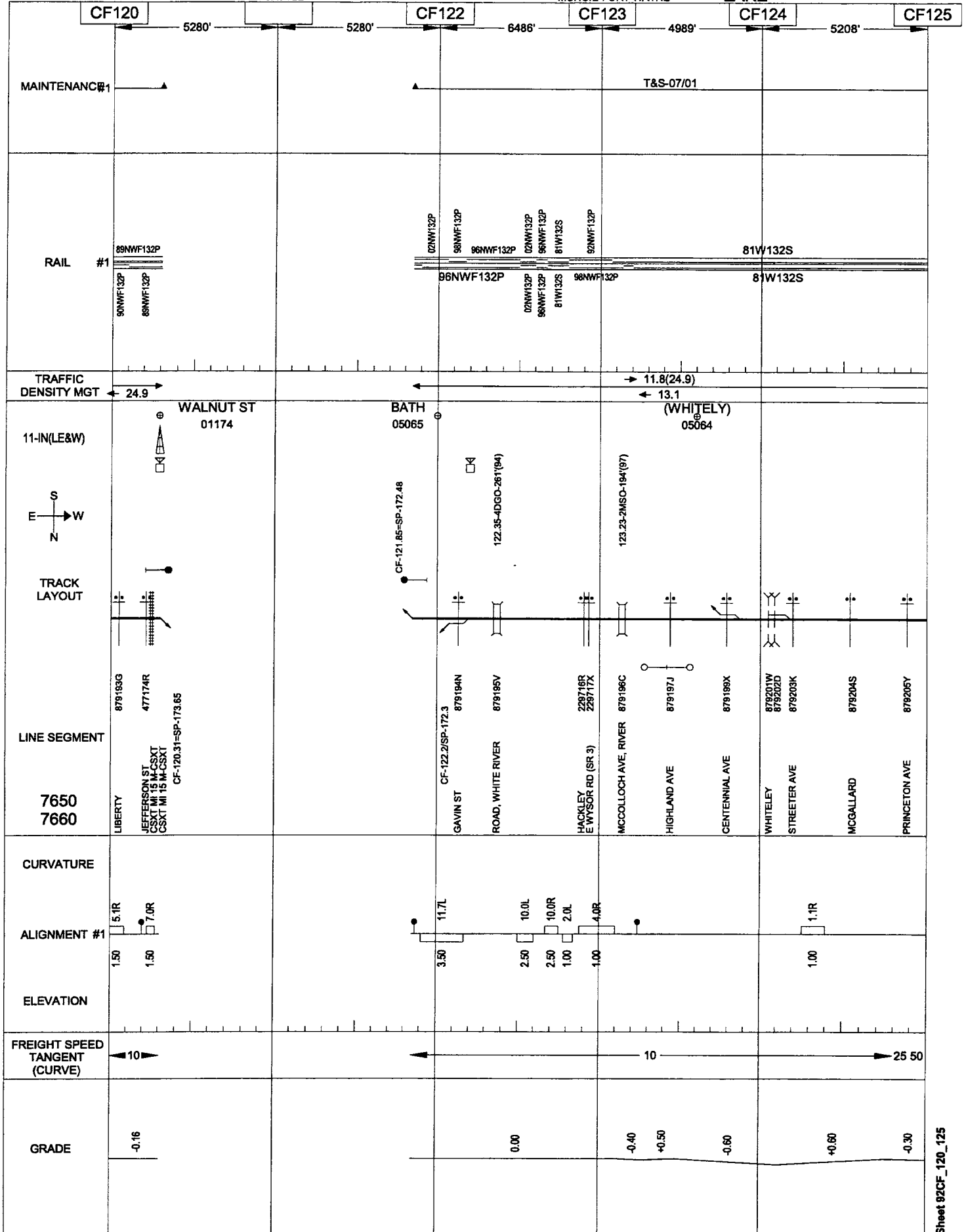


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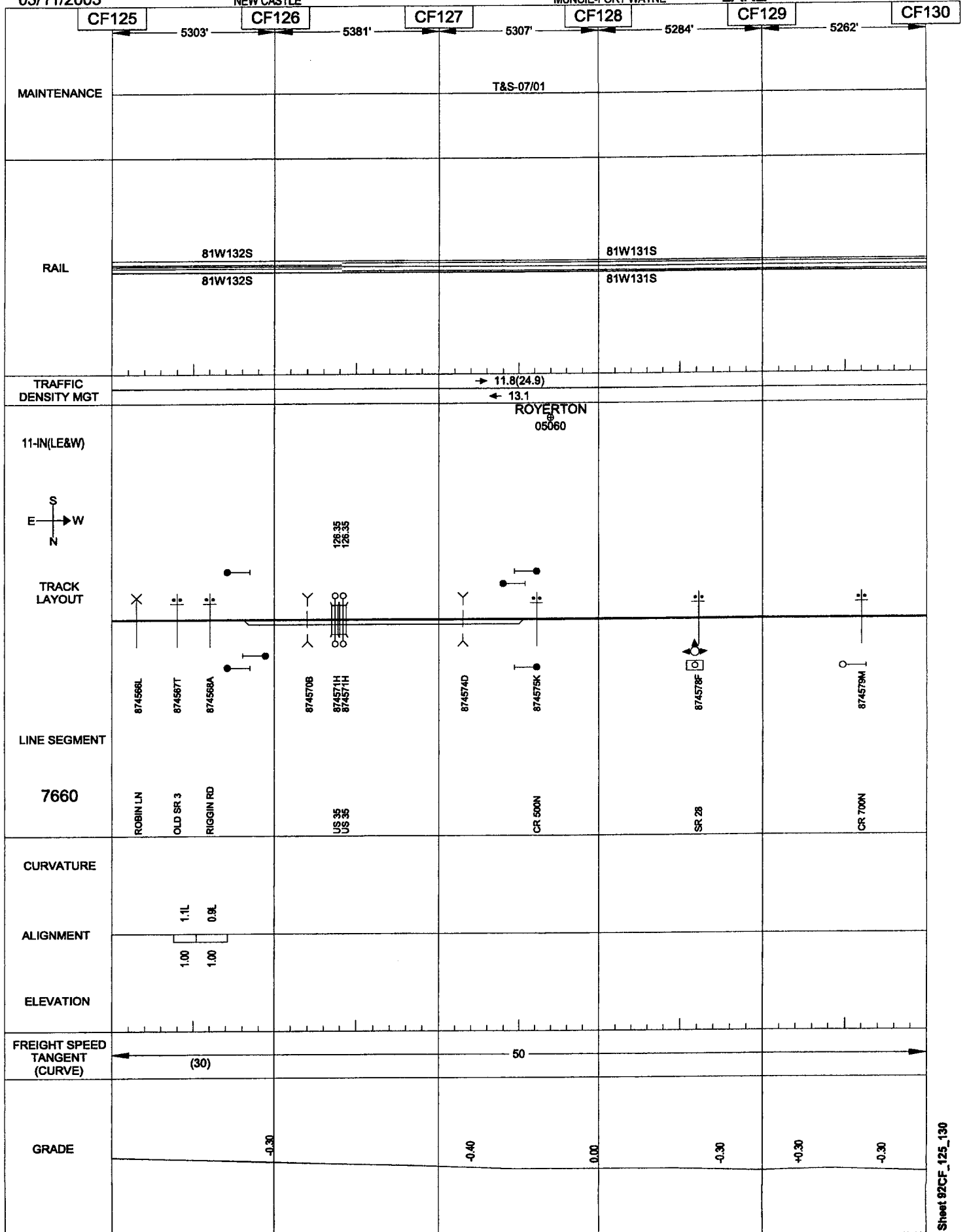


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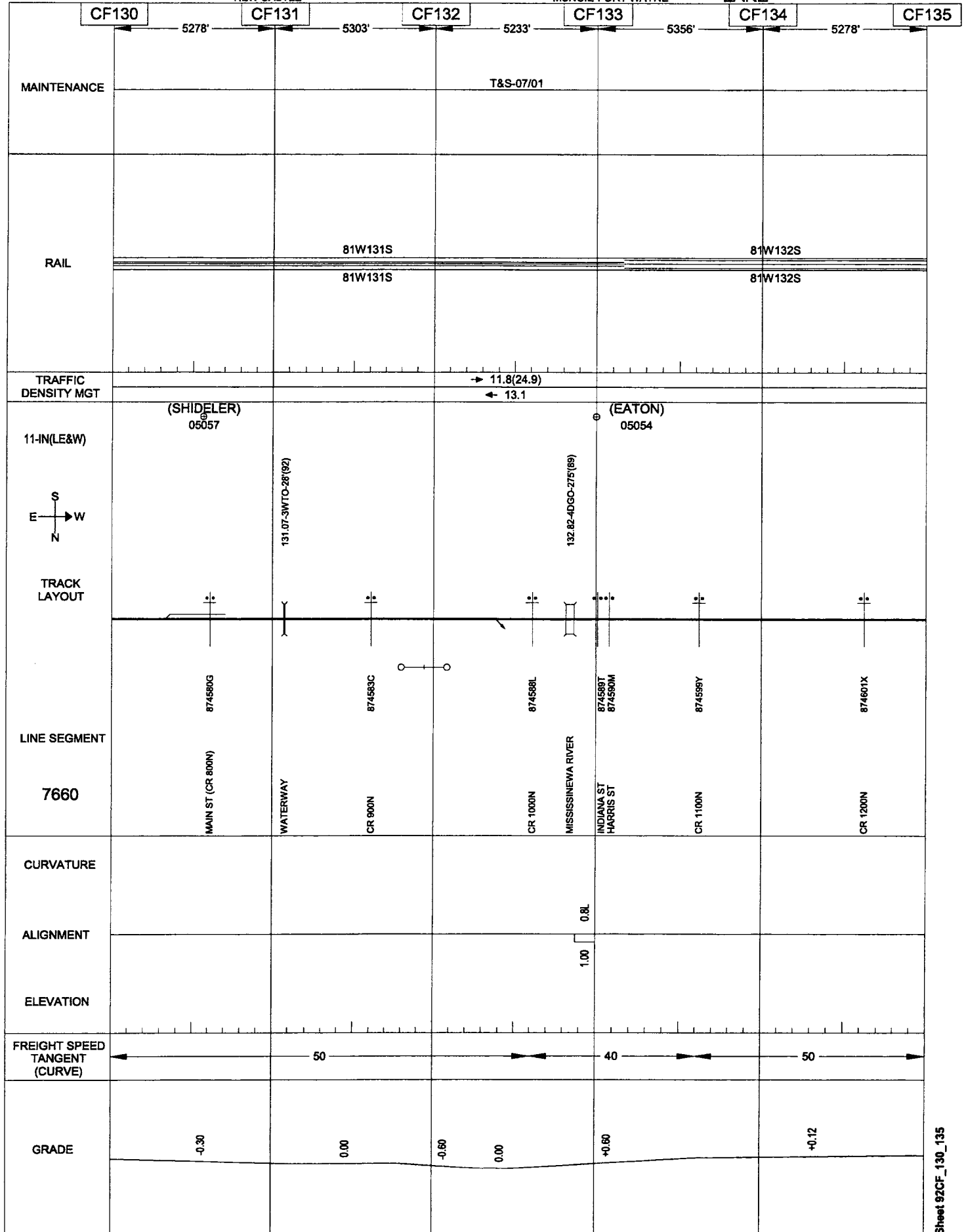


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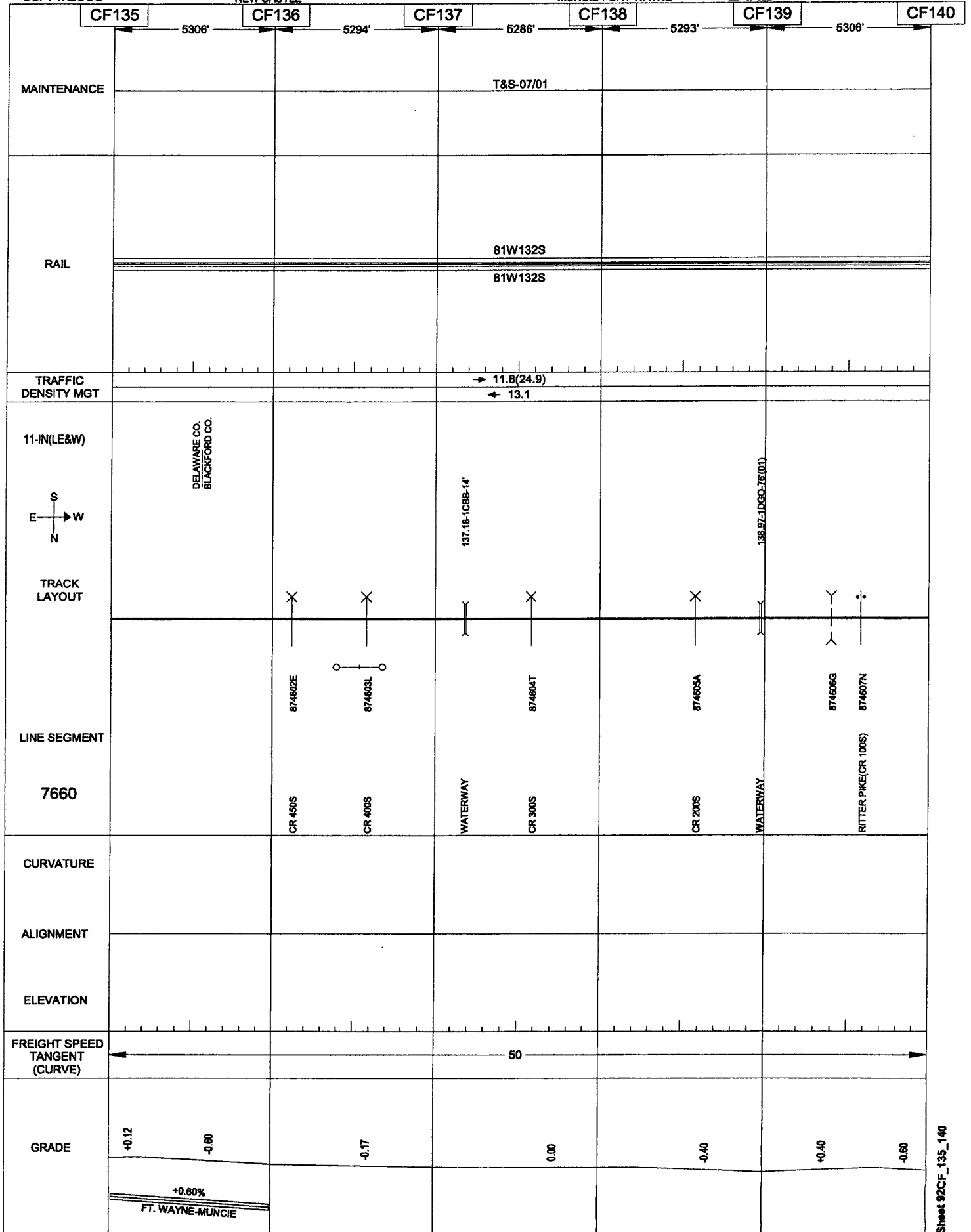


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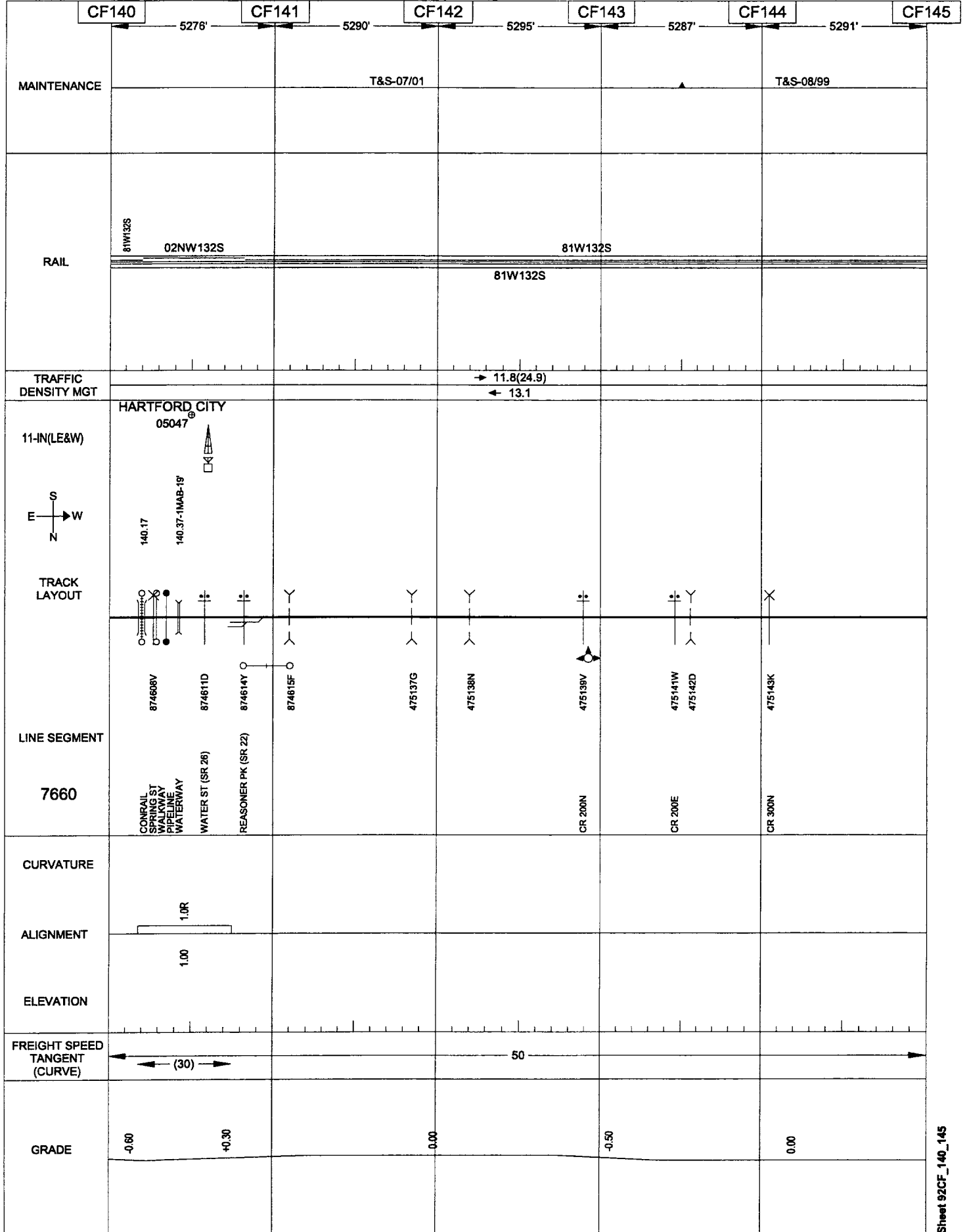


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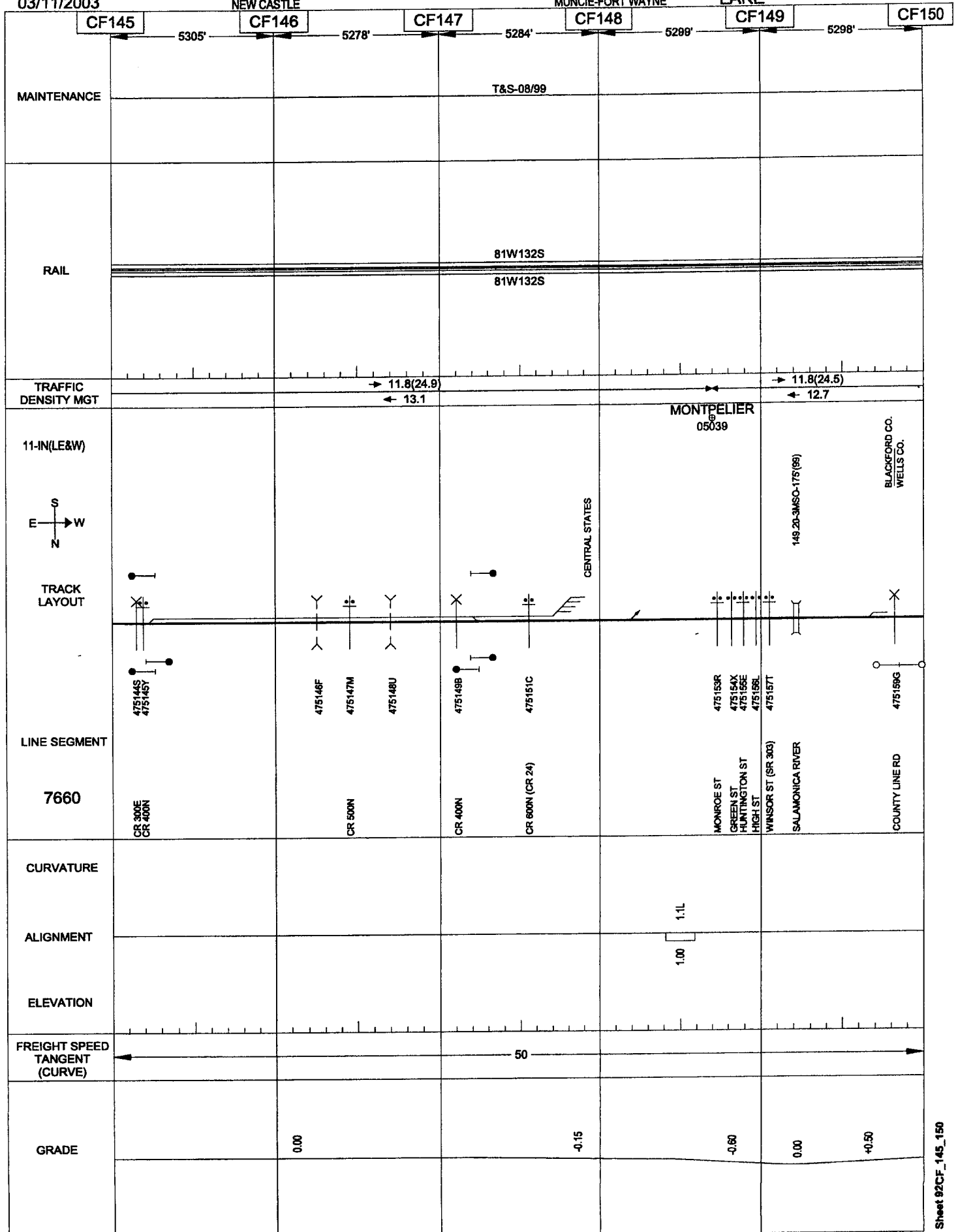


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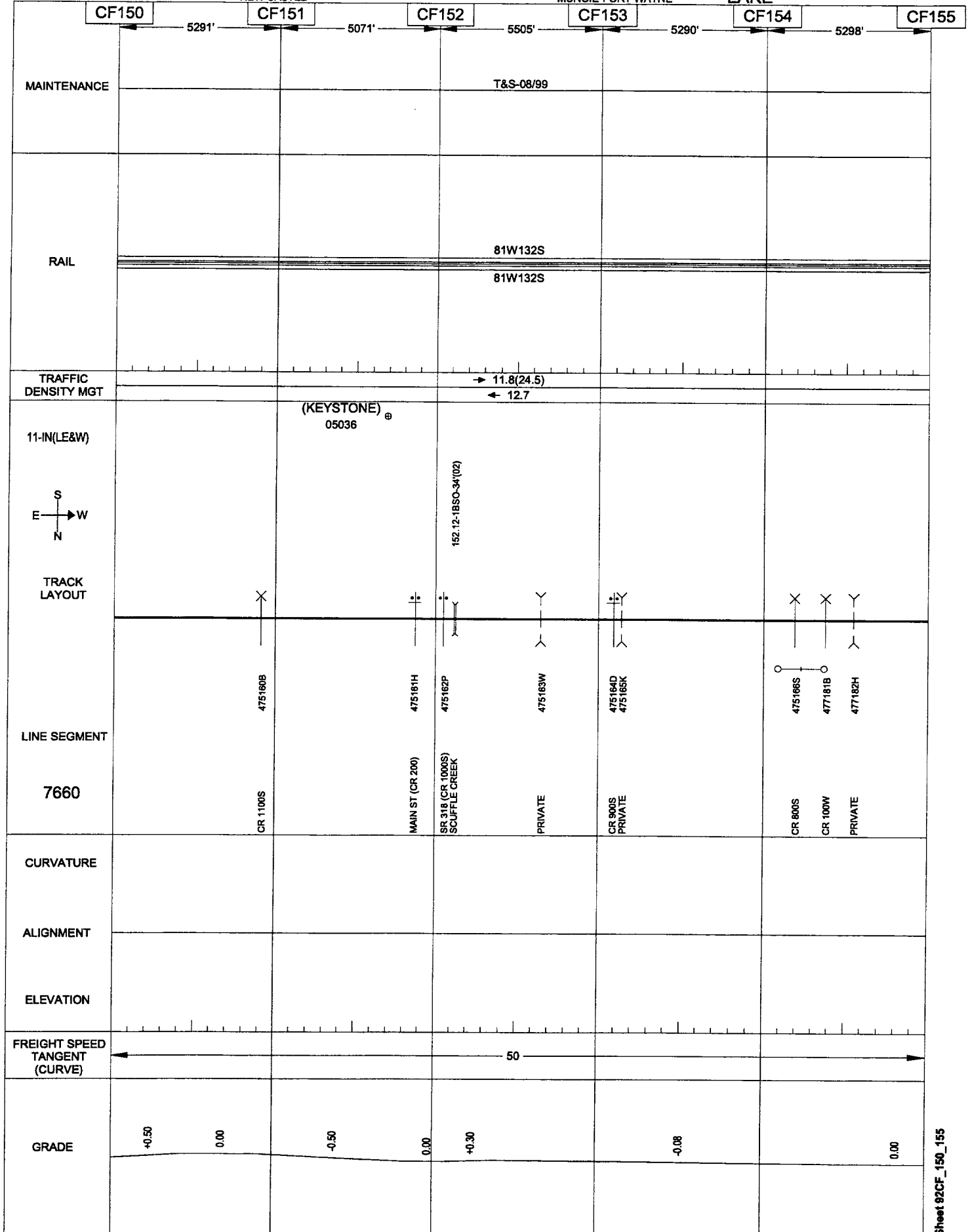


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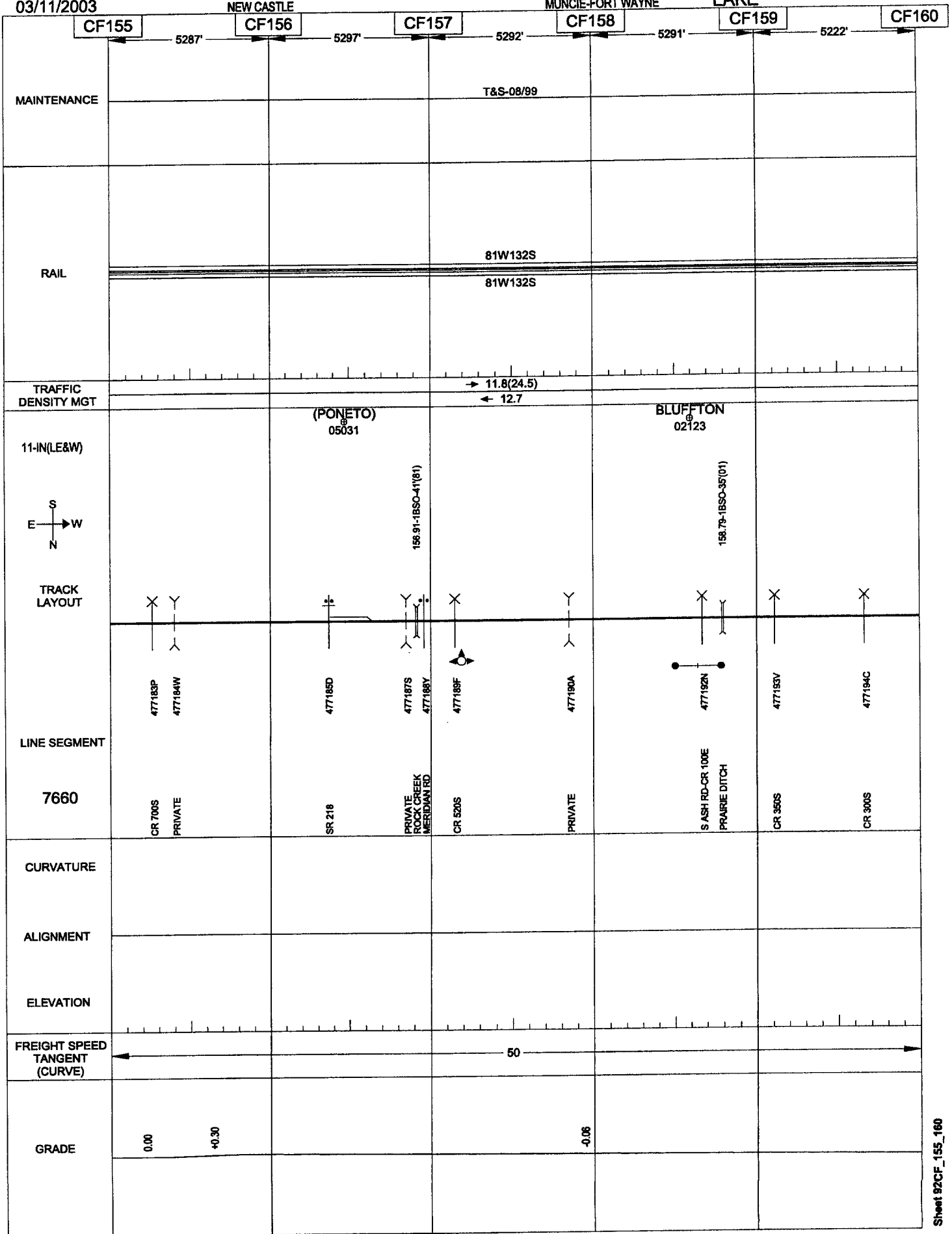


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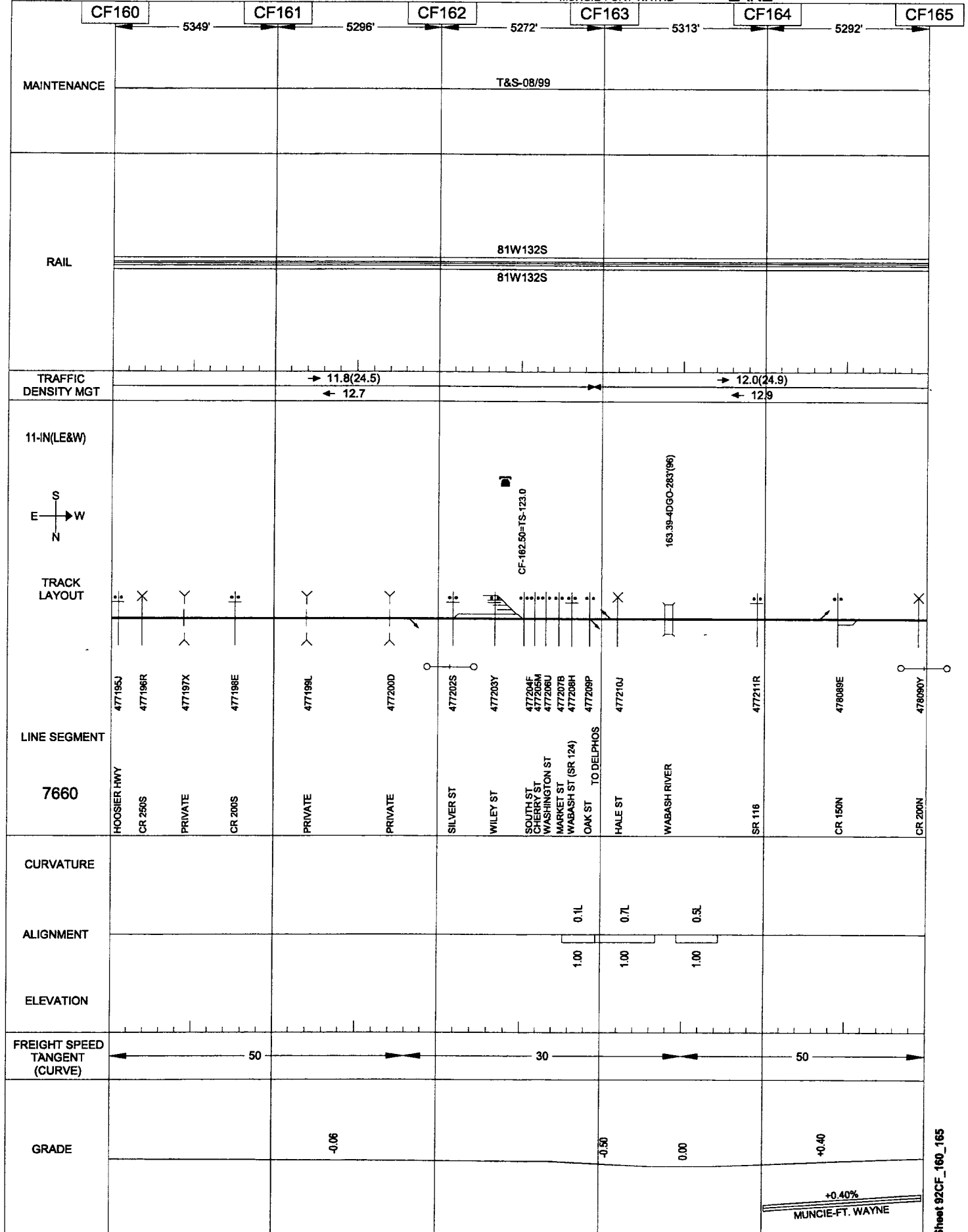


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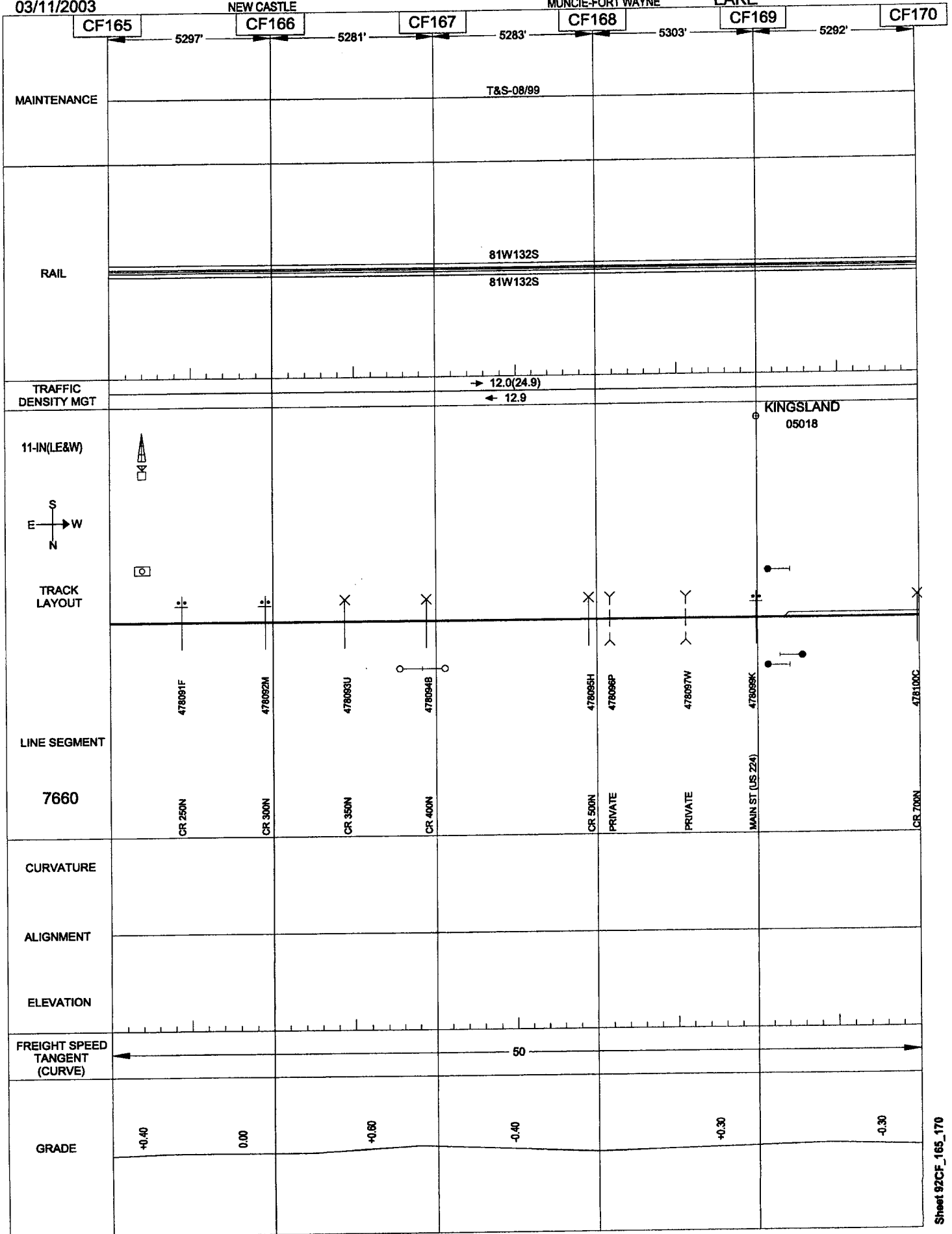


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NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

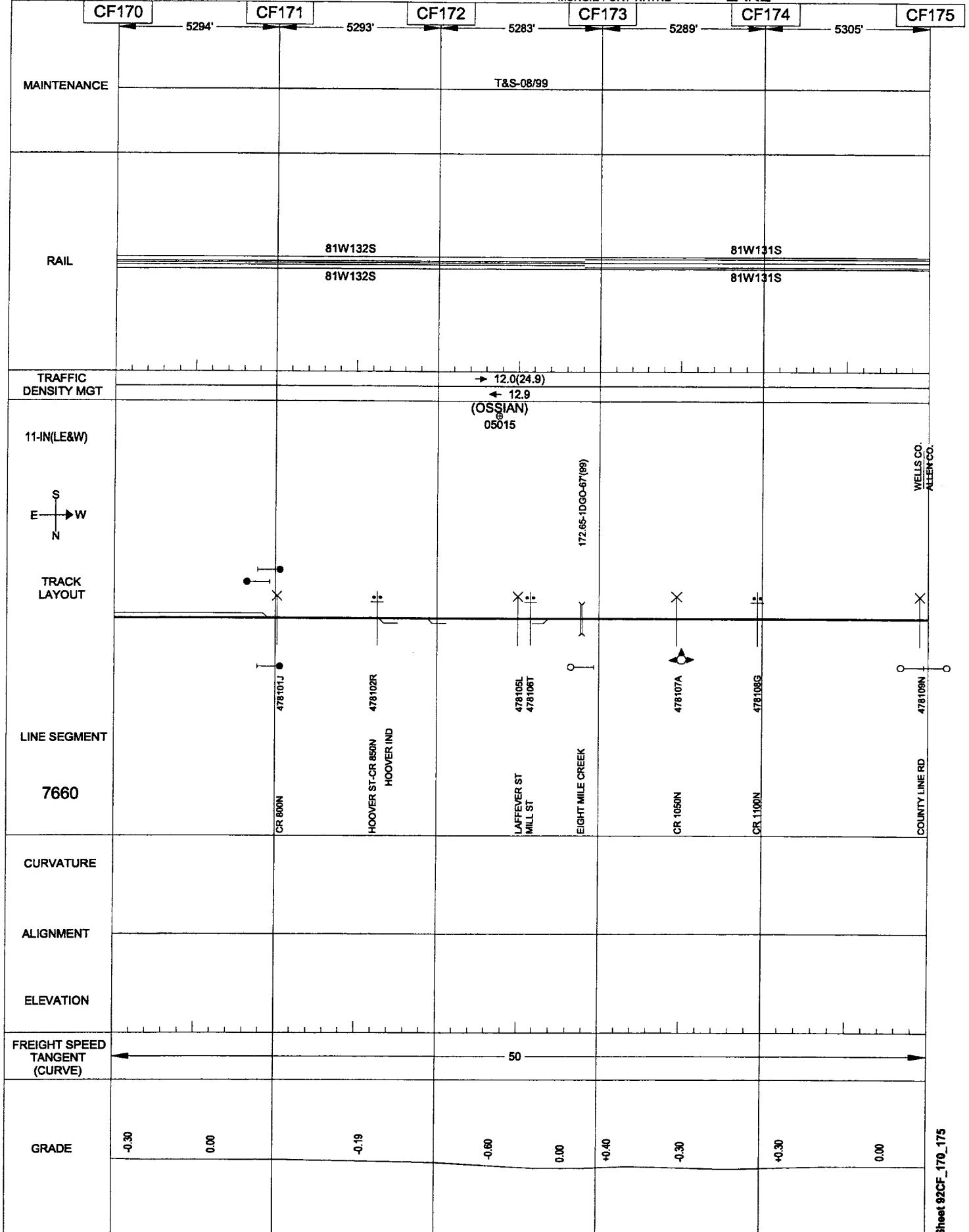


03/11/2003

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

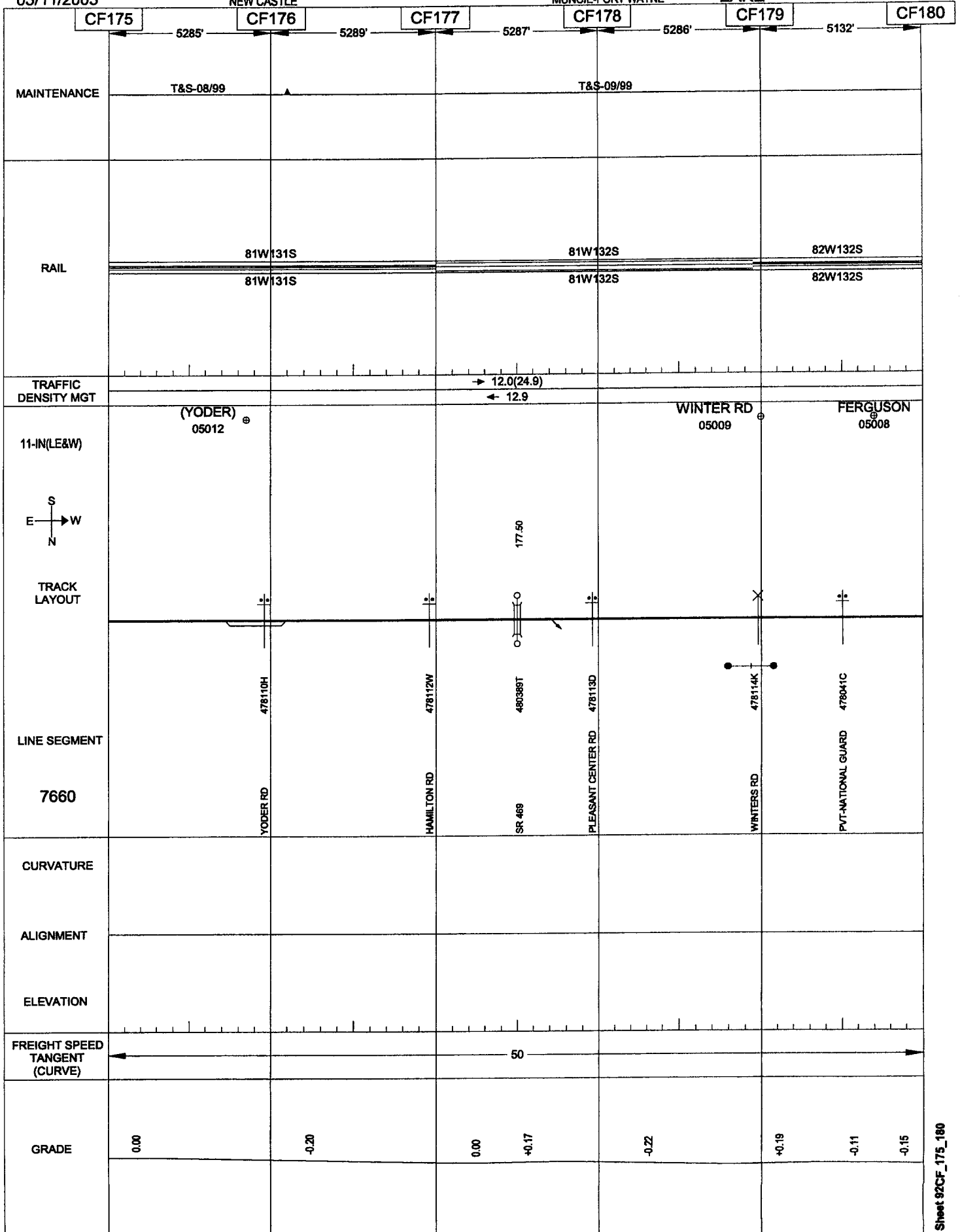


03/11/2003

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

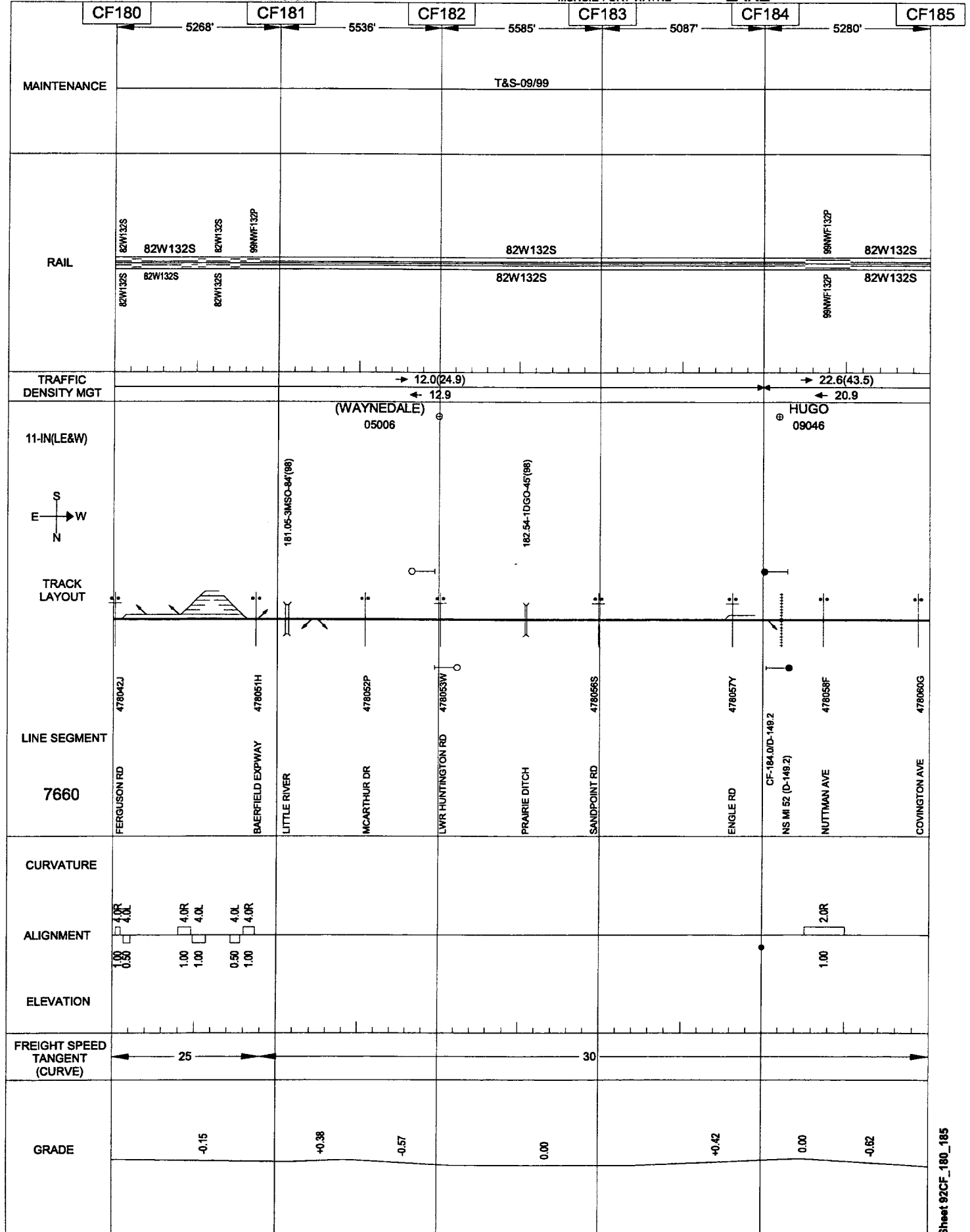


03/11/2003

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



03/11/2003

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

	CF185	5280'	5280'					
MAINTENANCE	T&S-09/99							
RAIL	93NWF132P 93NWF132P							
TRAFFIC DENSITY MGT	→ 22.6(43.5) ← 20.9							
11-IN(LE&W)	JUNCTION 05003							
TRACK LAYOUT	TO CSXT (PC-321.3)							
LINE SEGMENT	47002V							
7660	TAYLOR ST							
CURVATURE								
ALIGNMENT	1.00							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	30							
GRADE	-0.62 0.00 +0.42 0.00							

03/11/2003

CINCINNATI

CLARE-VERA

LAKE

CT9

CT10

5280'

T&S-06/99

84NW132S

84NW132S

→ 0.9(1.2)
← 0.3

CLARE
10898

HAMILTON CO
NEW TOWN CORP
008.02-9MSO-508(98)
008.57-4DGO-228(94)

TO CENTRAL DIVISION

481711V

CT-8.00=CV-110.75
LITTLE MIAMI RIVER

CLEAR CREEK

13.58
11.58
1.00
1.00

4.5L

5.0L

2.50

10 40
(10) ← 35 →

+0.57

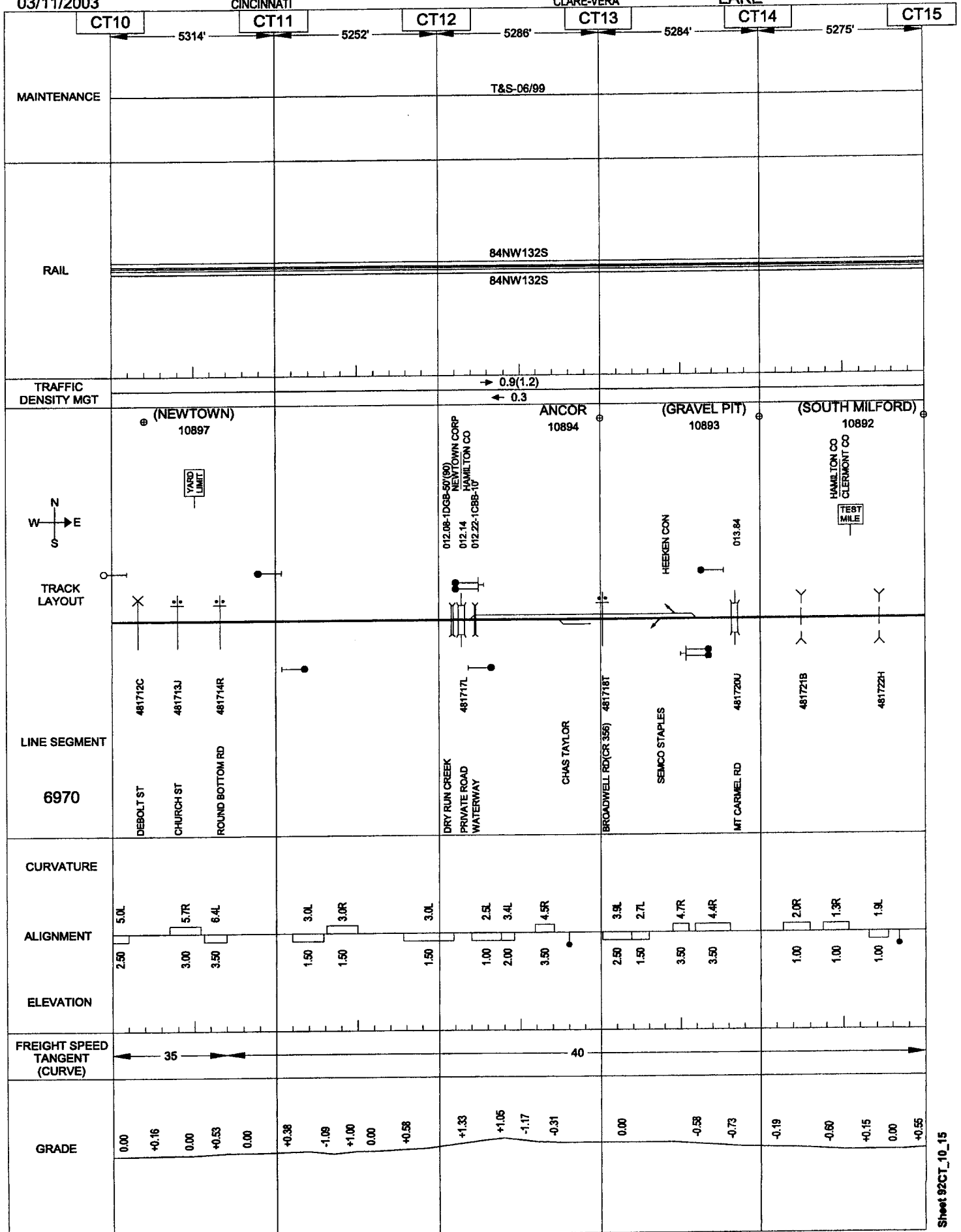
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03/11/2003

CINCINNATI

CLARE-VERA

LAKE

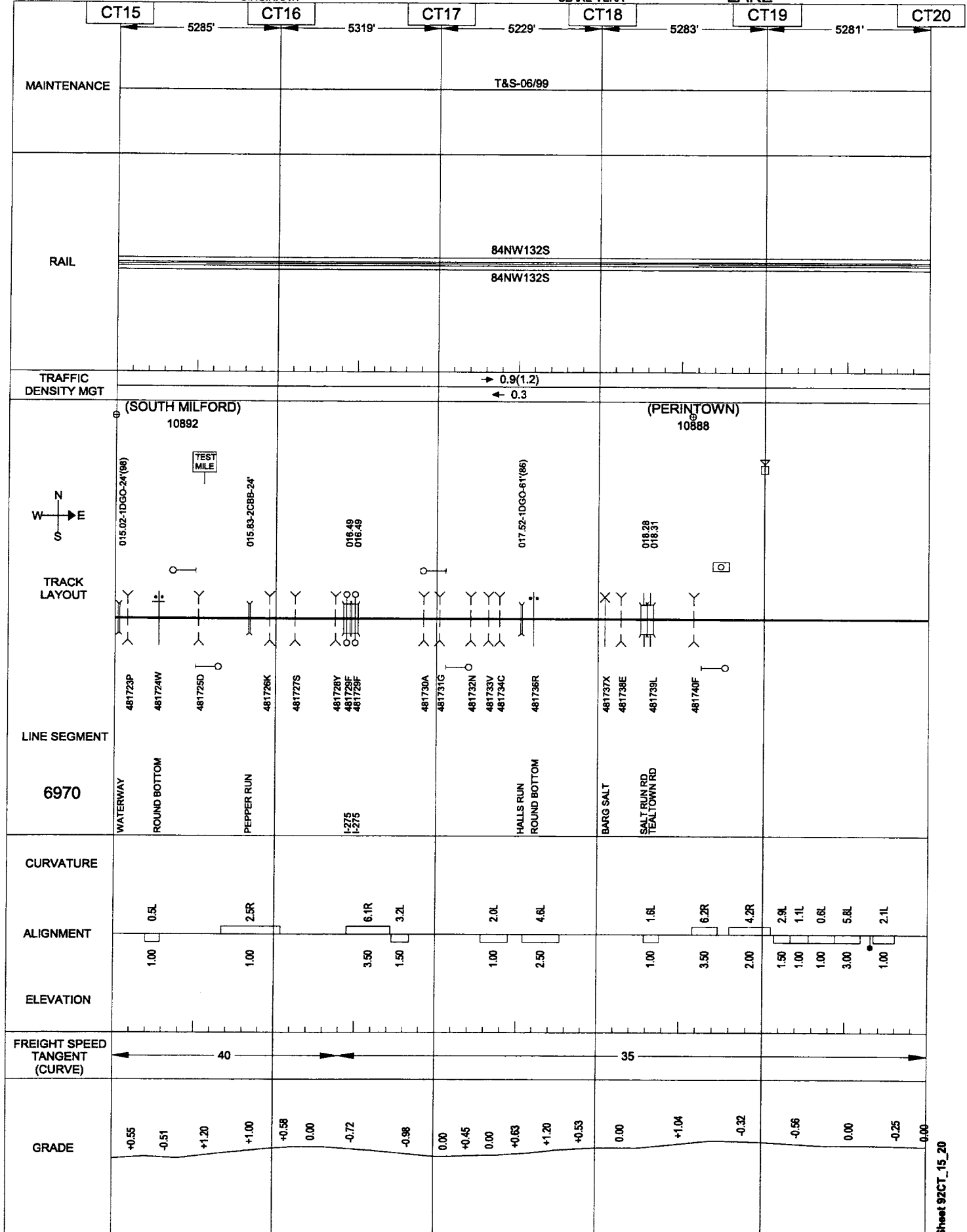


03/11/2003

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LAKE

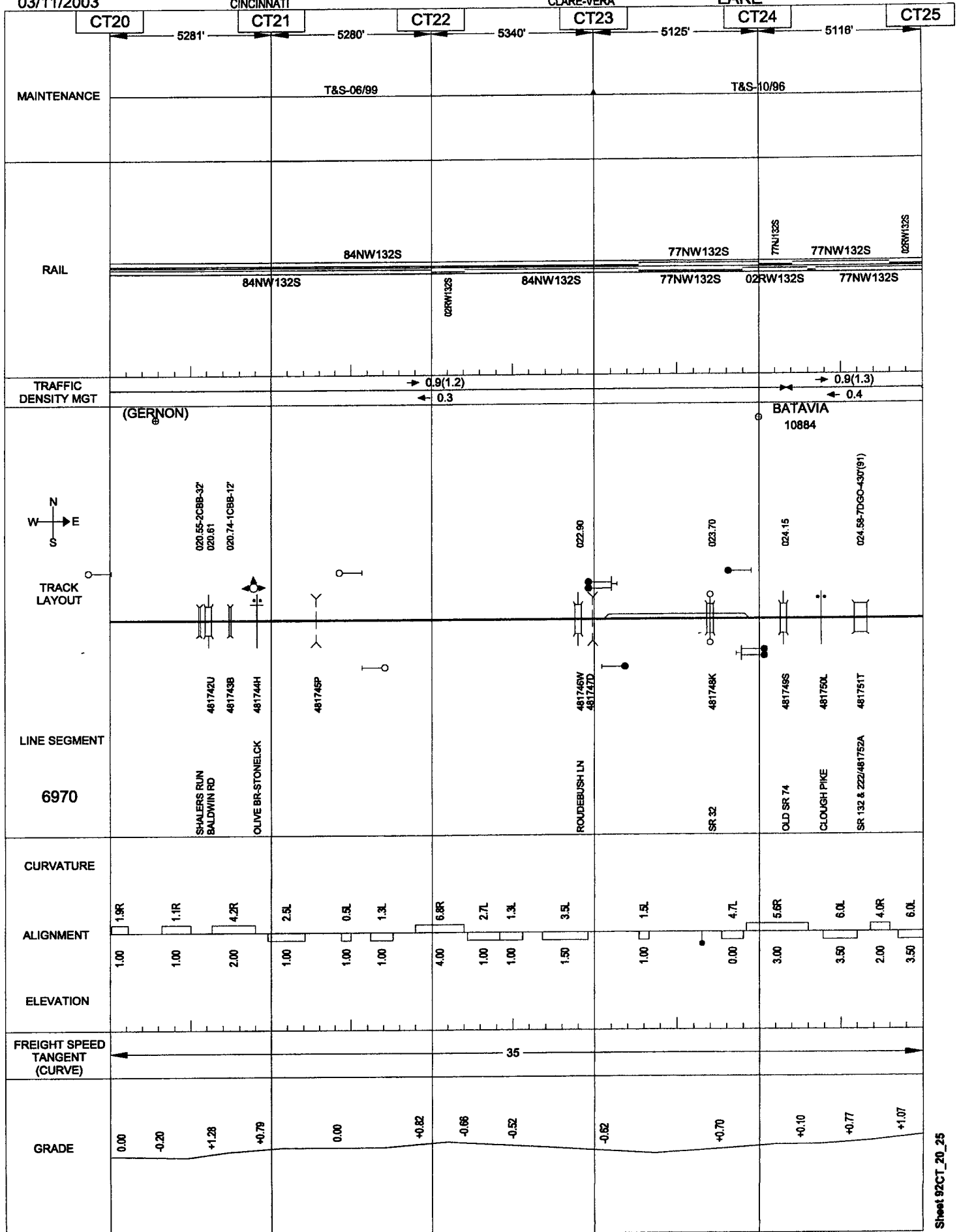


03/11/2003

CINCINNATI

CLARE-VERA

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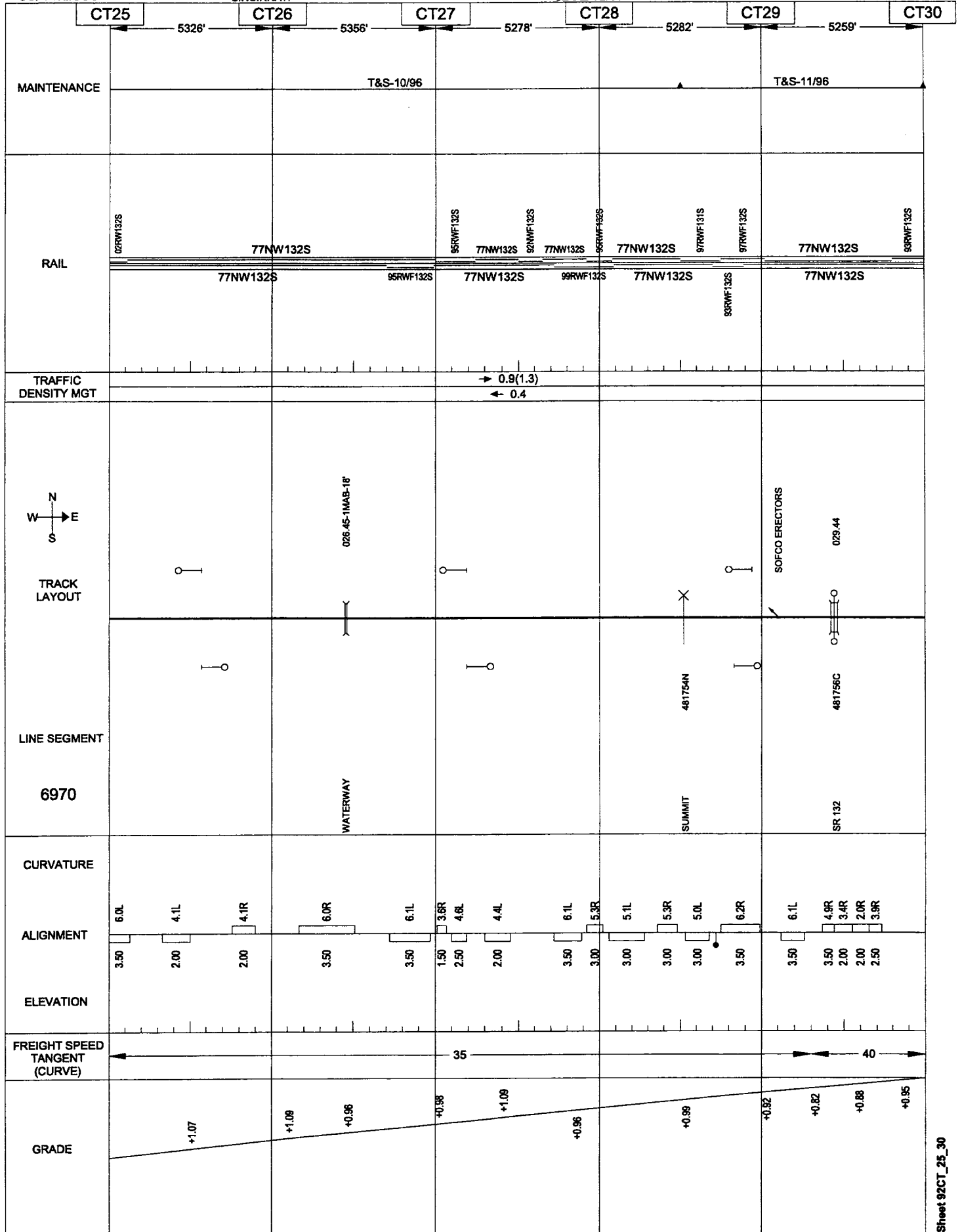


03/11/2003

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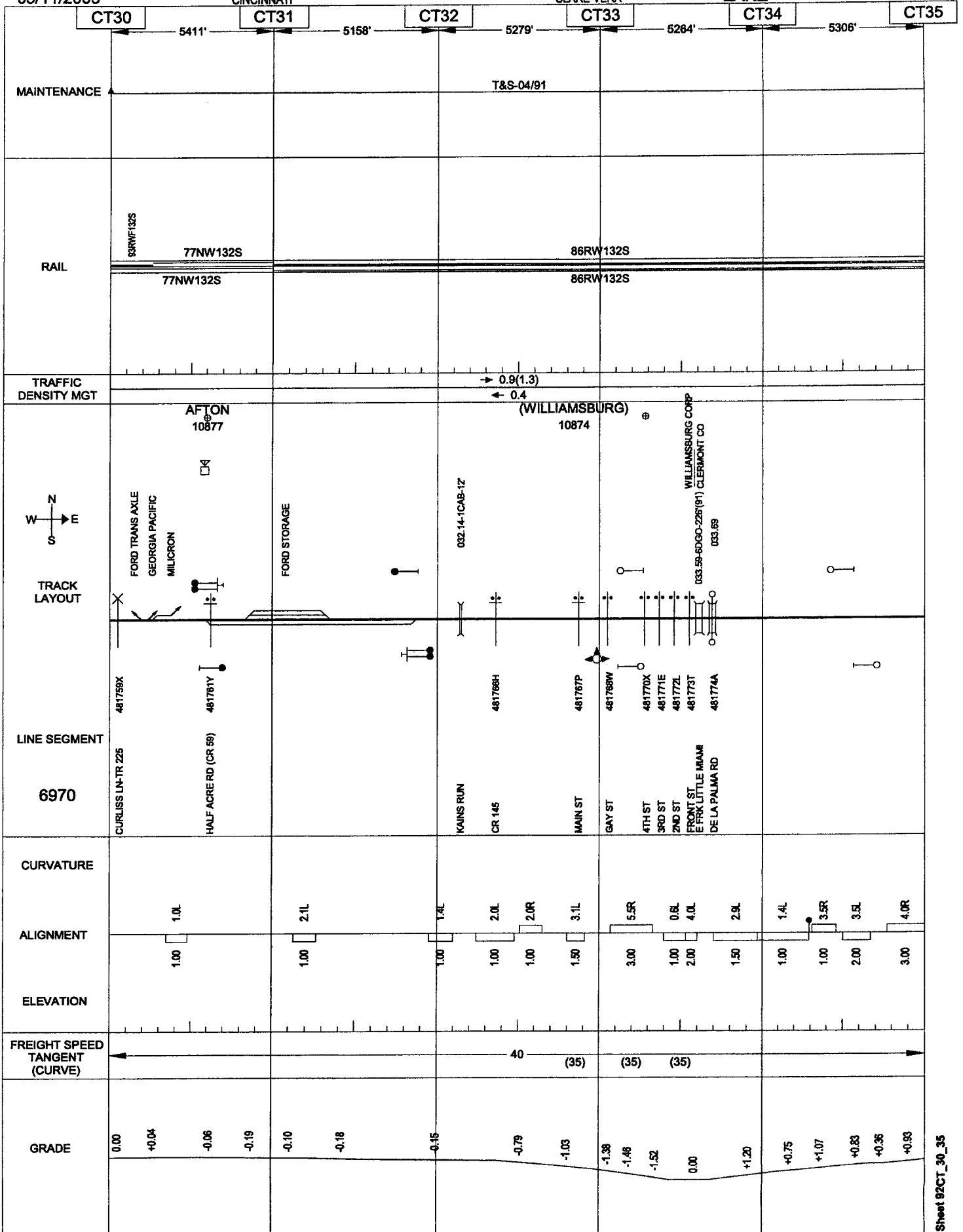


03/11/2003

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CLARE-VERA

LAKE

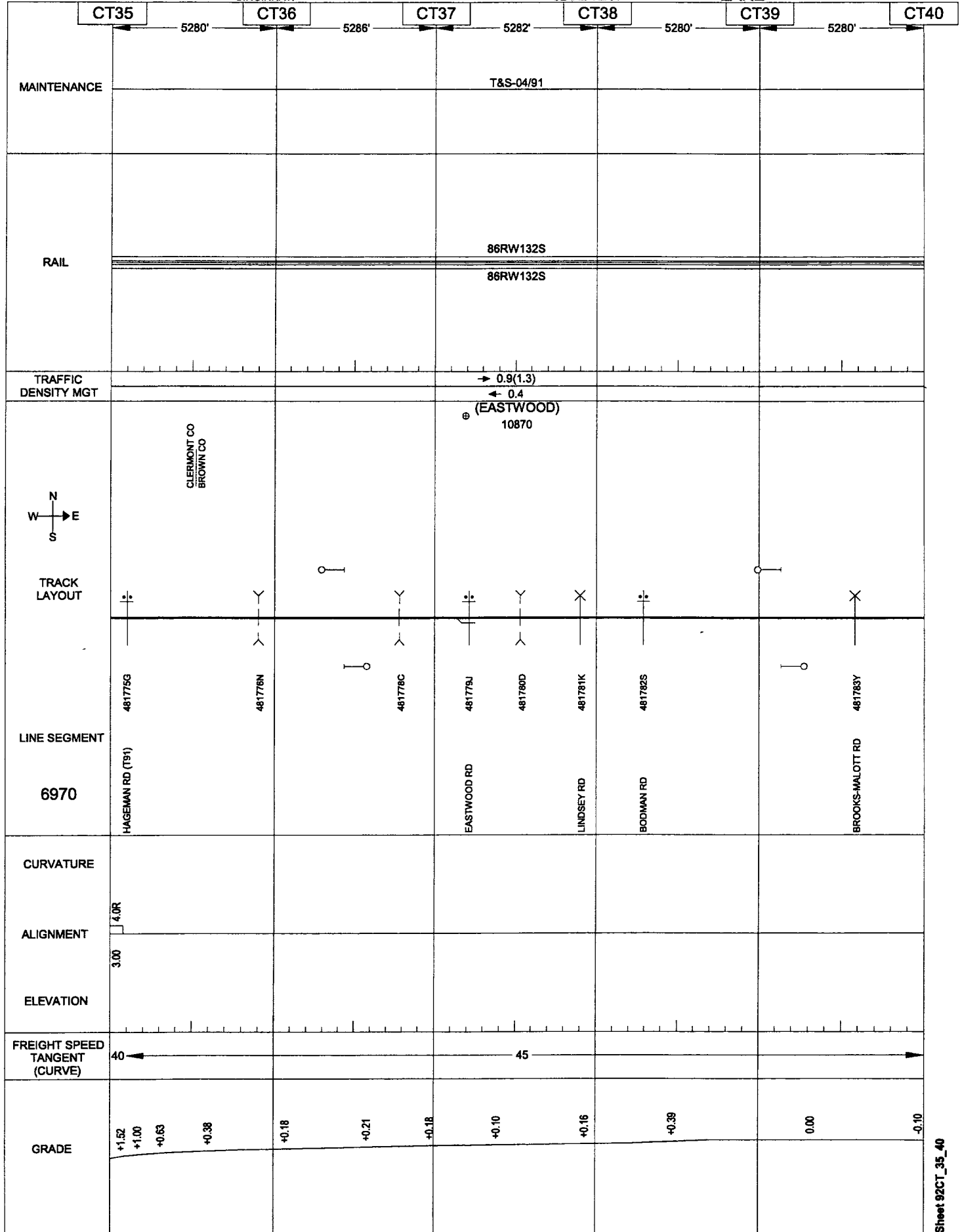


03/11/2003

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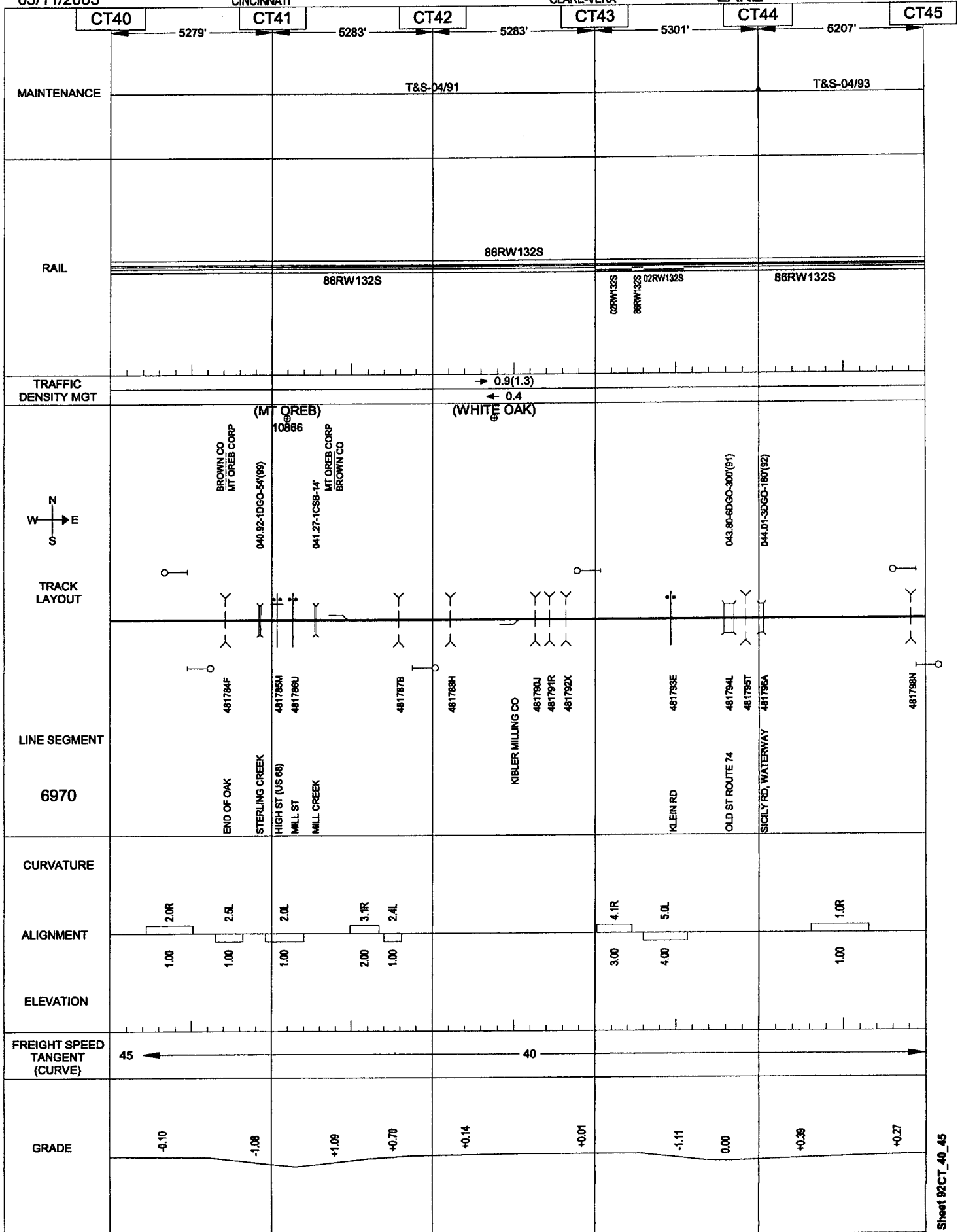


03/11/2003

CINCINNATI

CLARE-VERA

LAKE

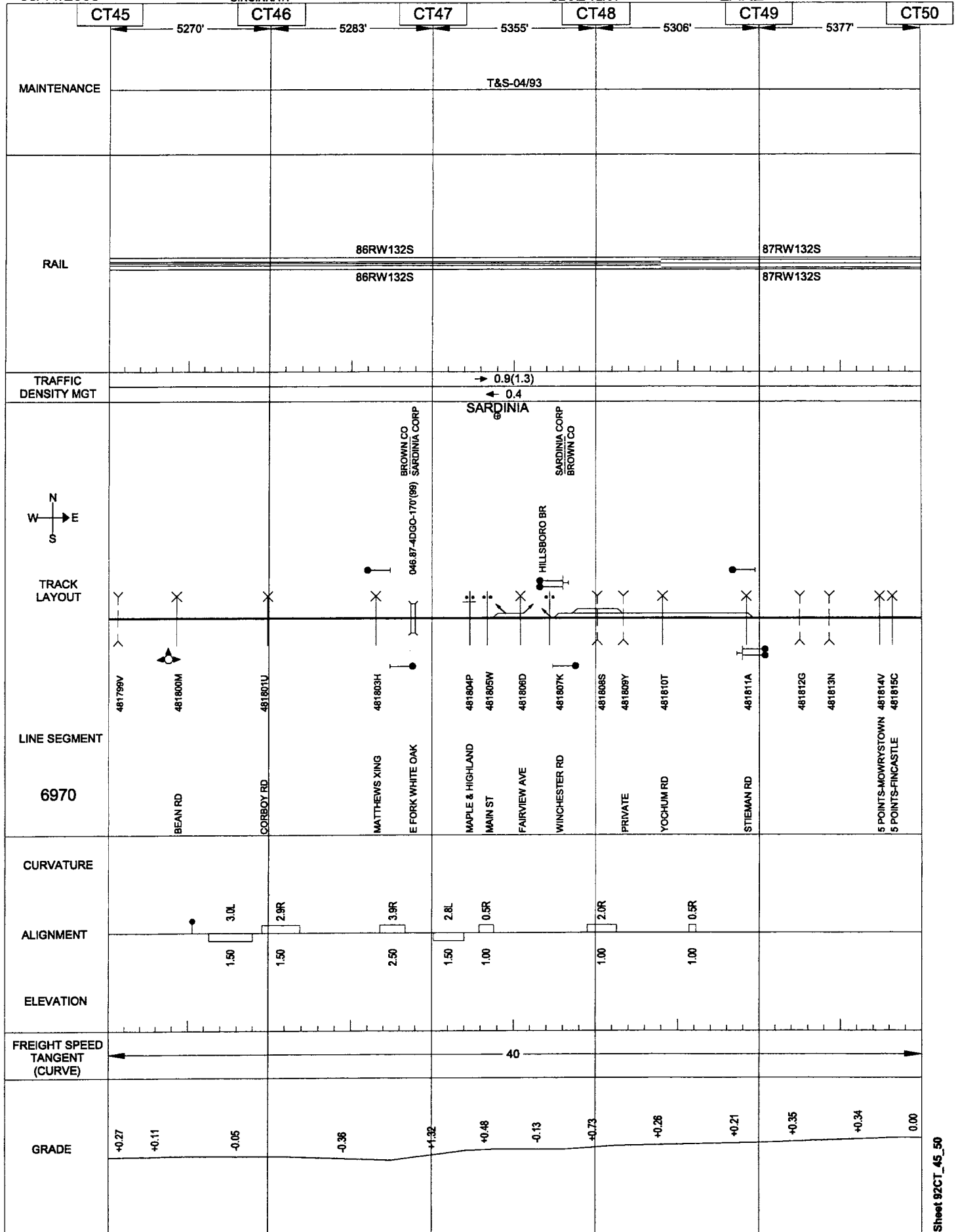


03/11/2003

CINCINNATI

CLARE-VERA

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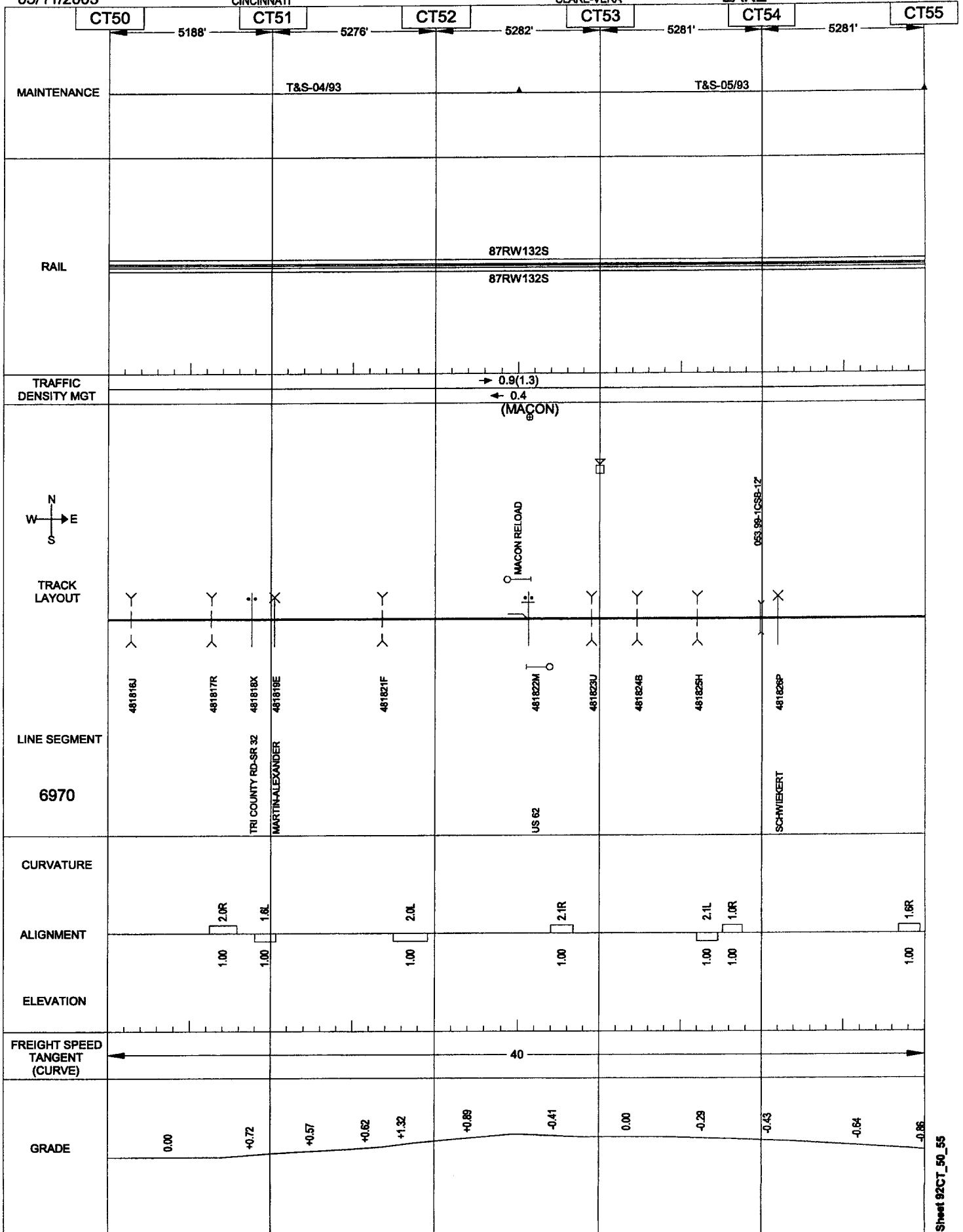


03/11/2003

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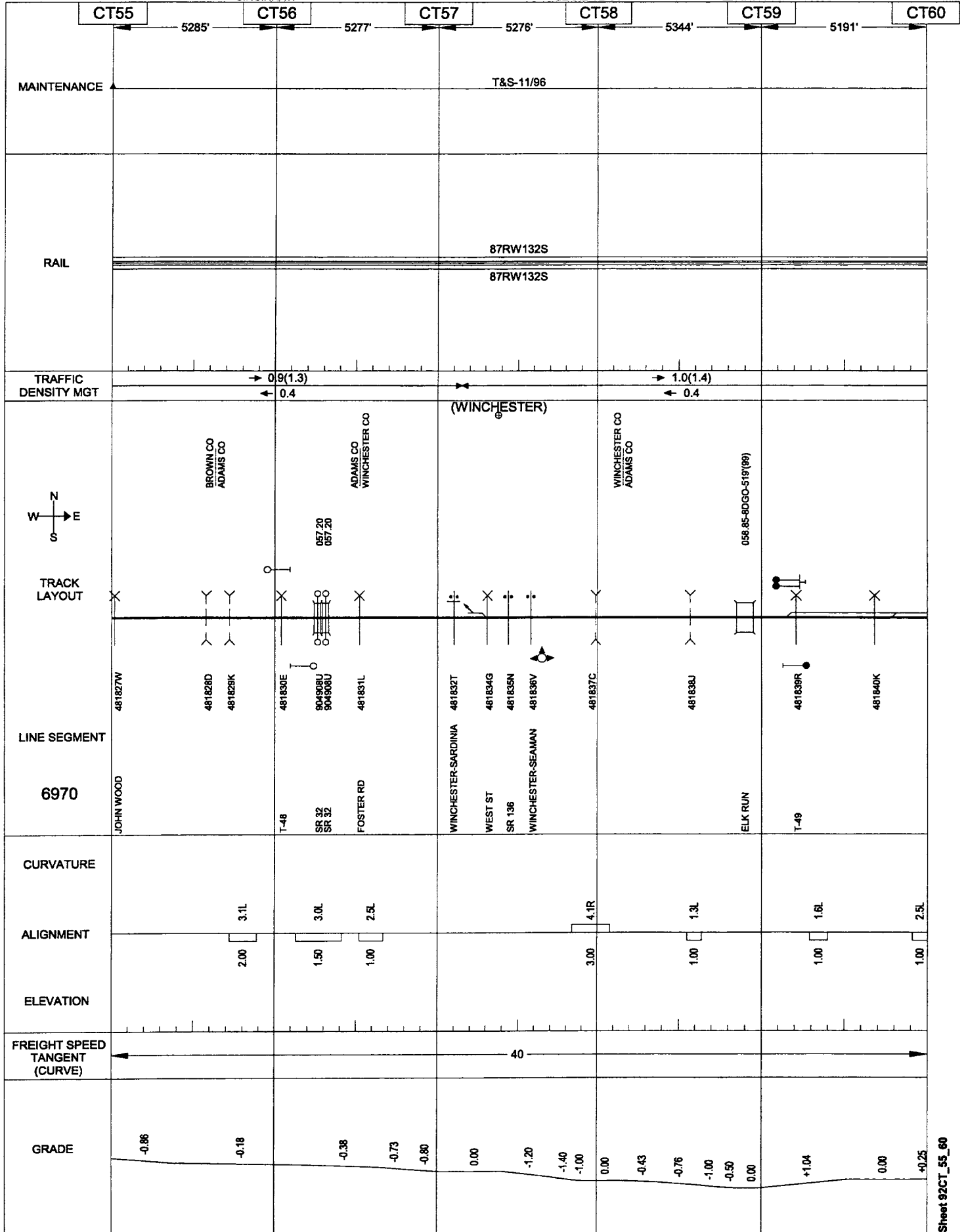


03/11/2003

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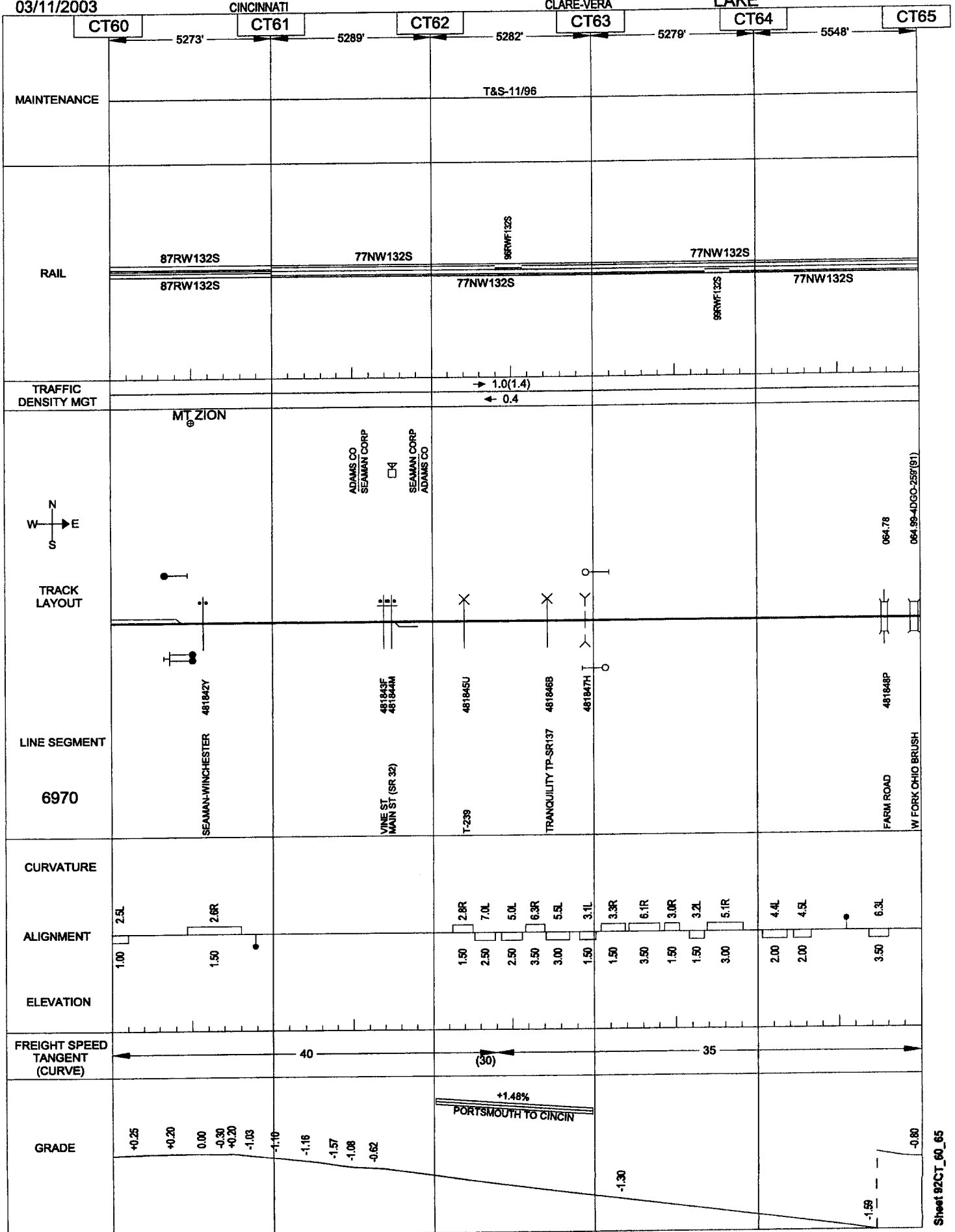


03/11/2003

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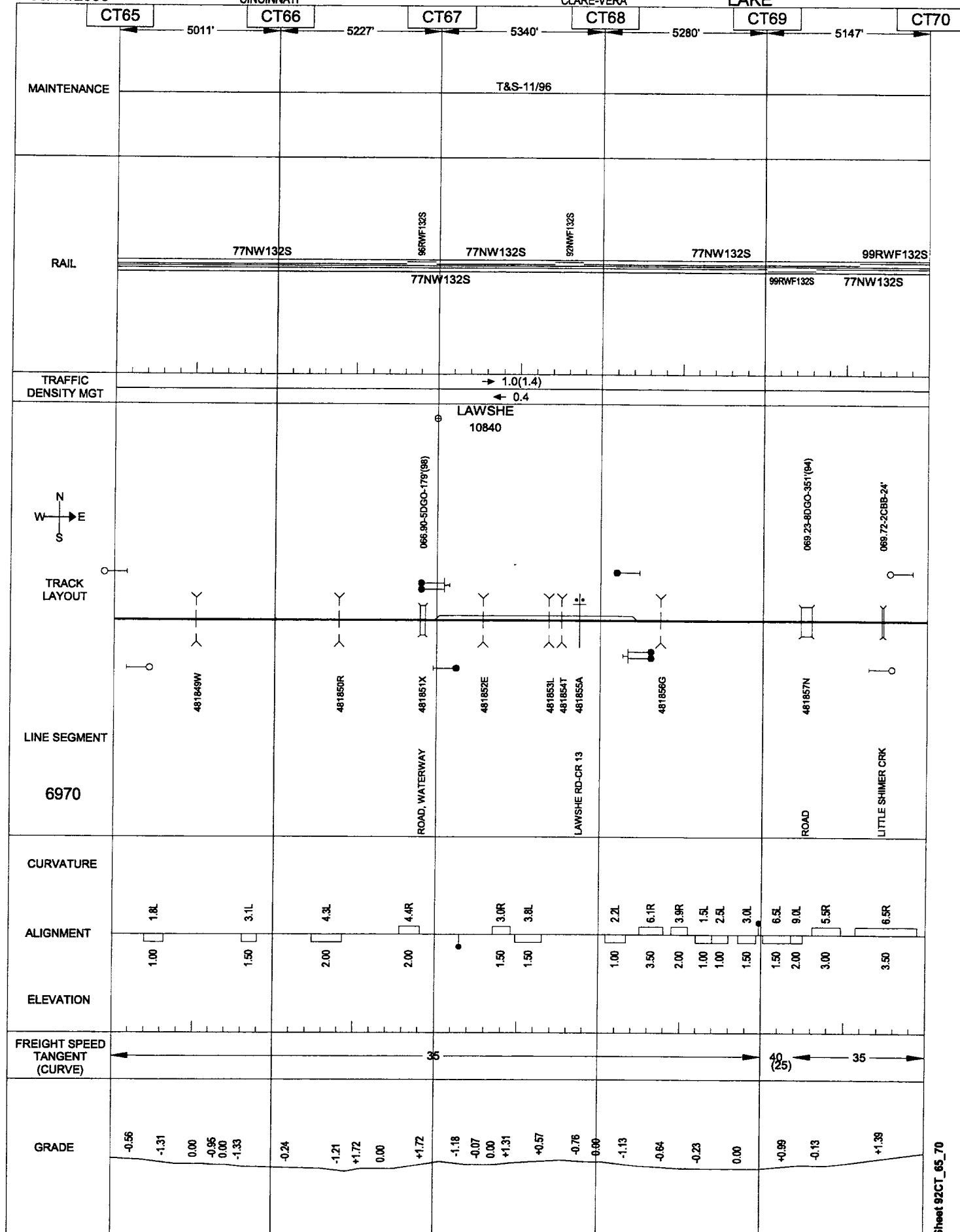


03/11/2003

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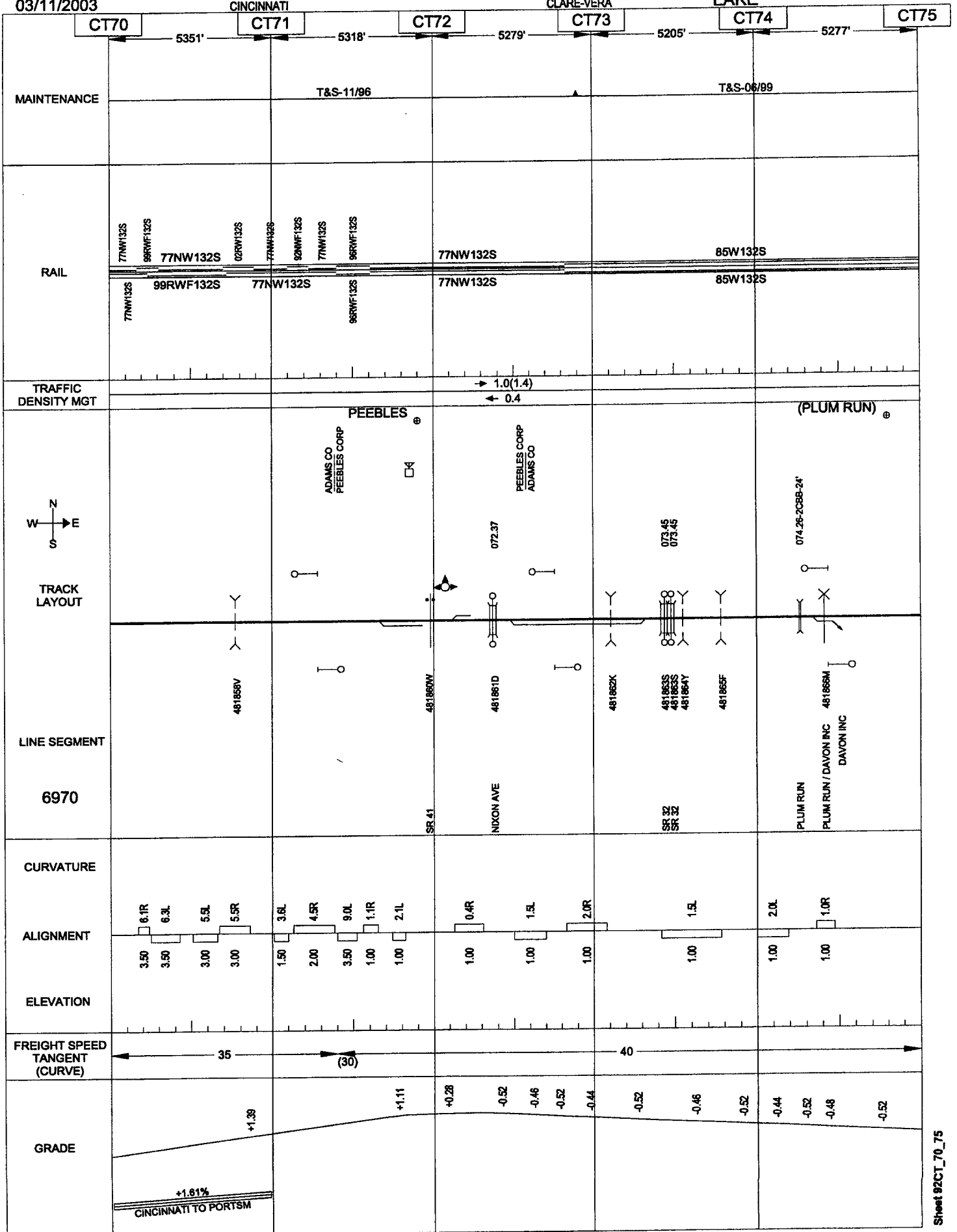


03/11/2003

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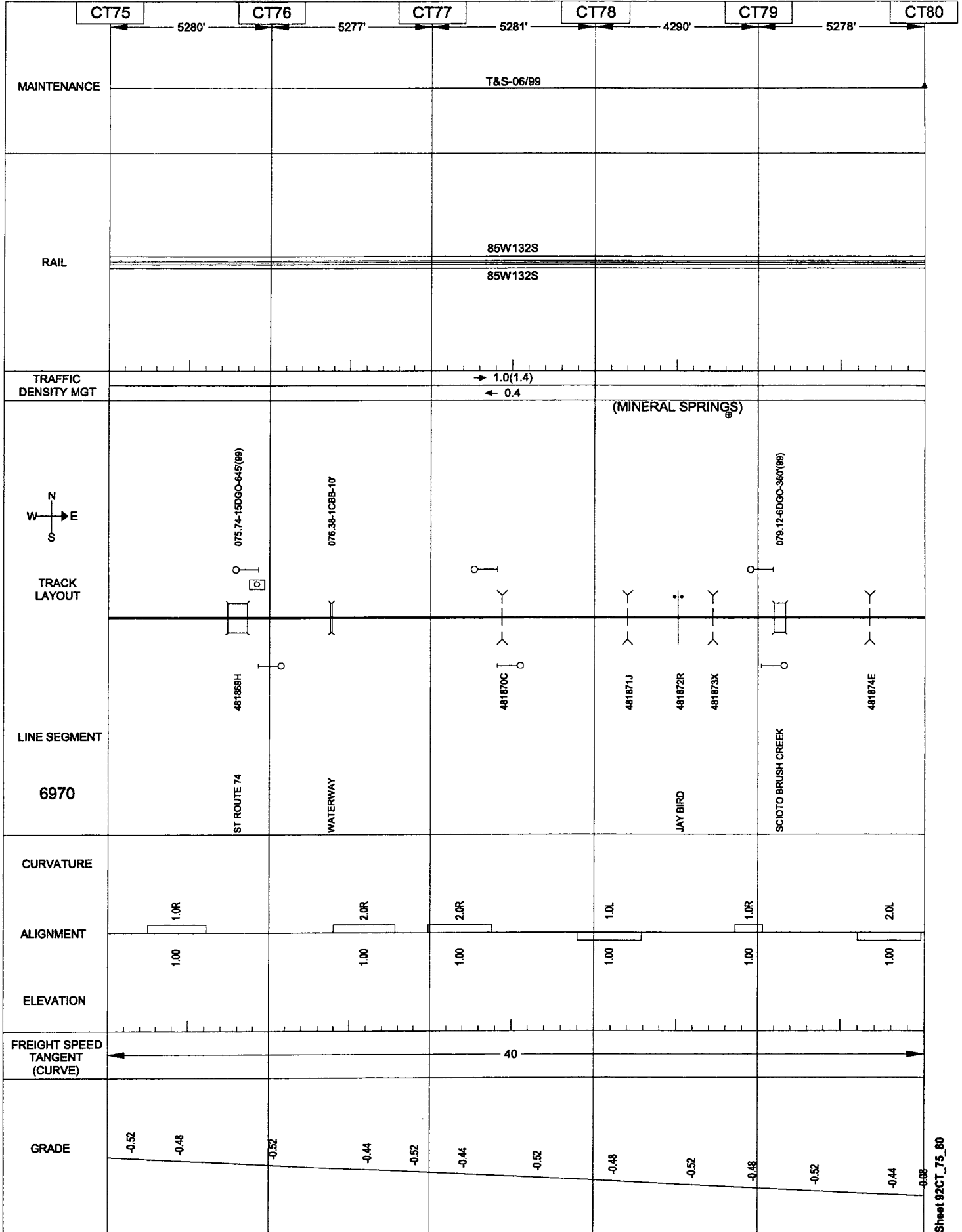


03/11/2003

CINCINNATI

CLARE-VERA

LAKE



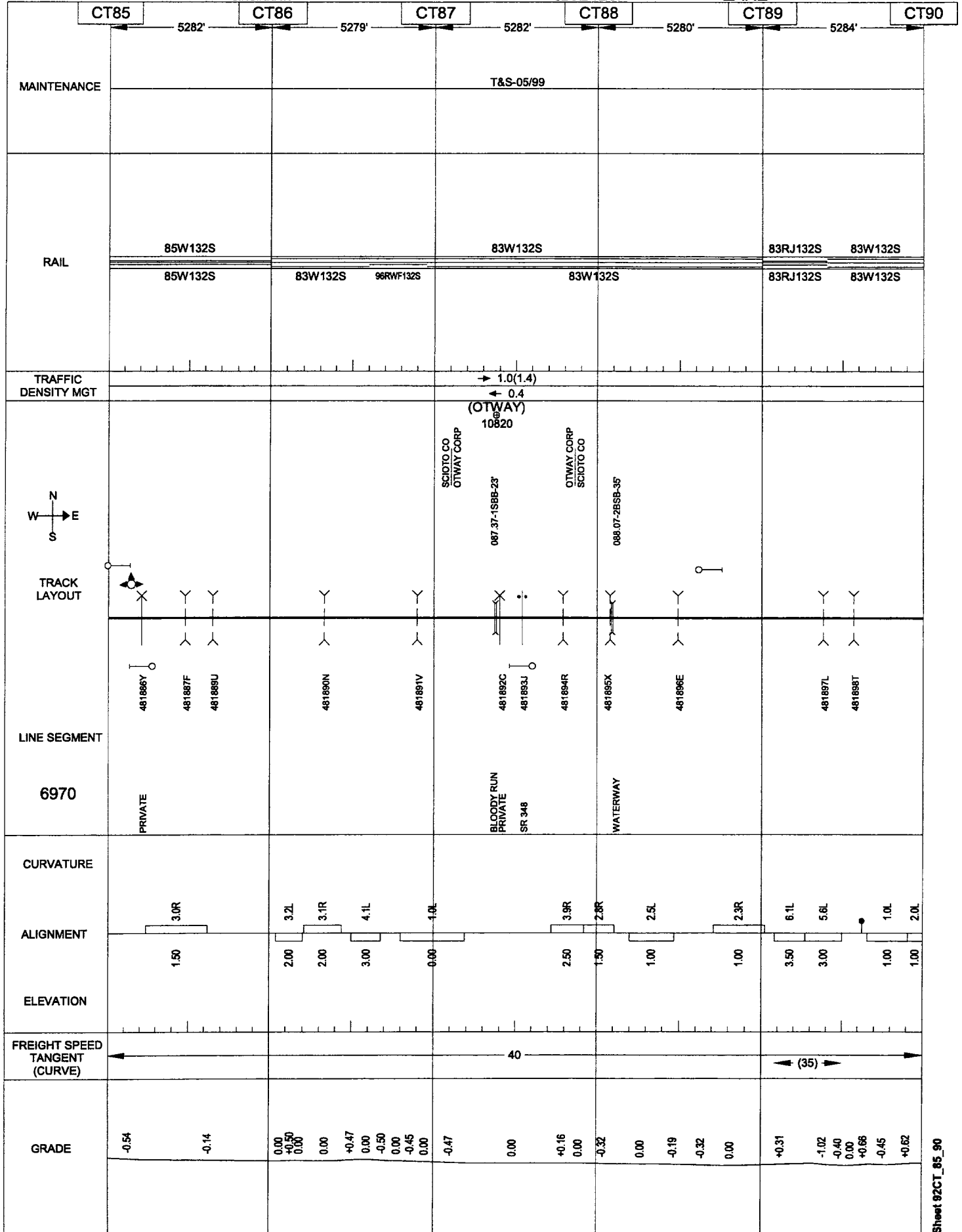
Sheet 92CT_80_85

03/11/2003

CINCINNATI

CLARE-VERA

LAKE

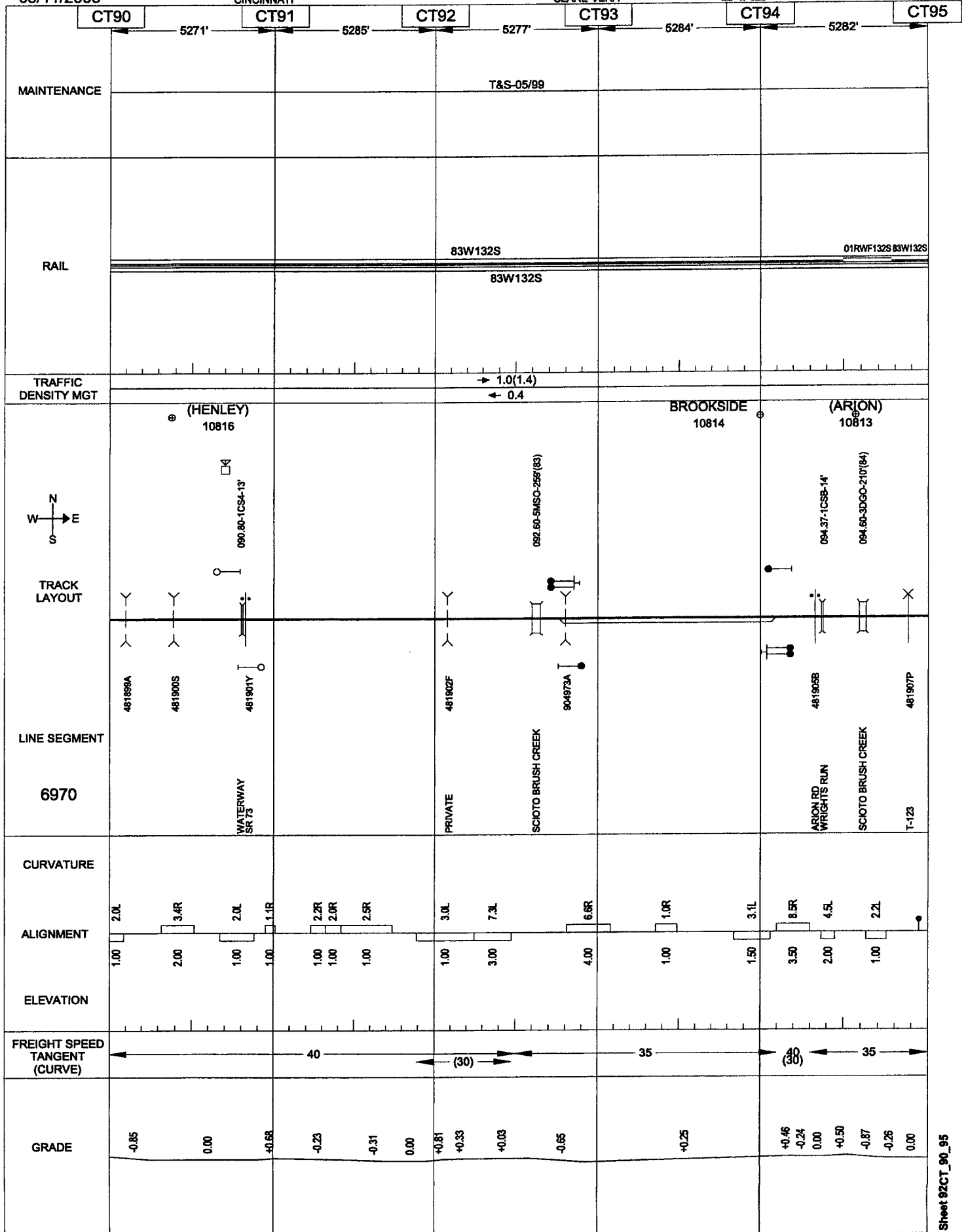


03/11/2003

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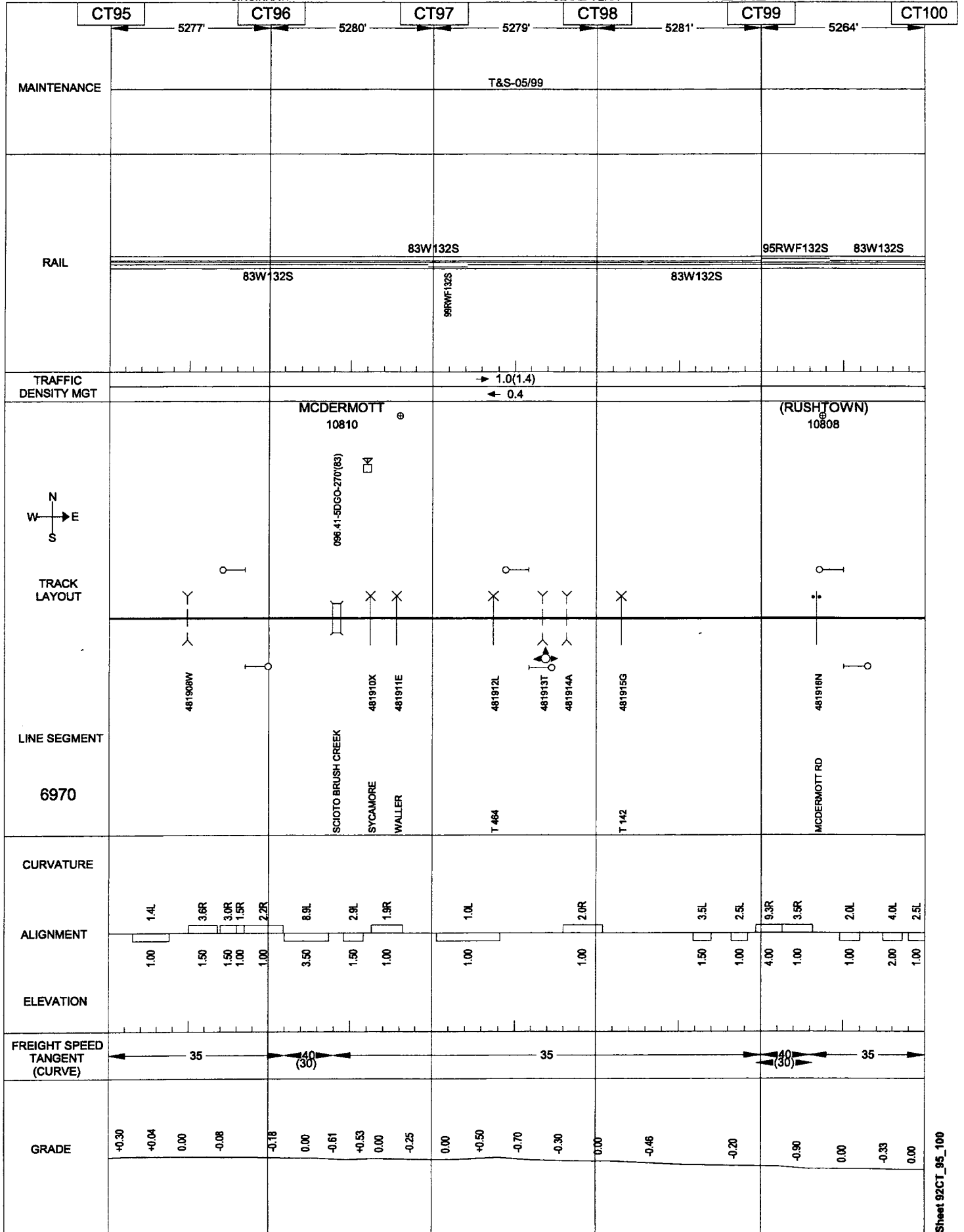


03/11/2003

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CLARE-VERA

LAKE

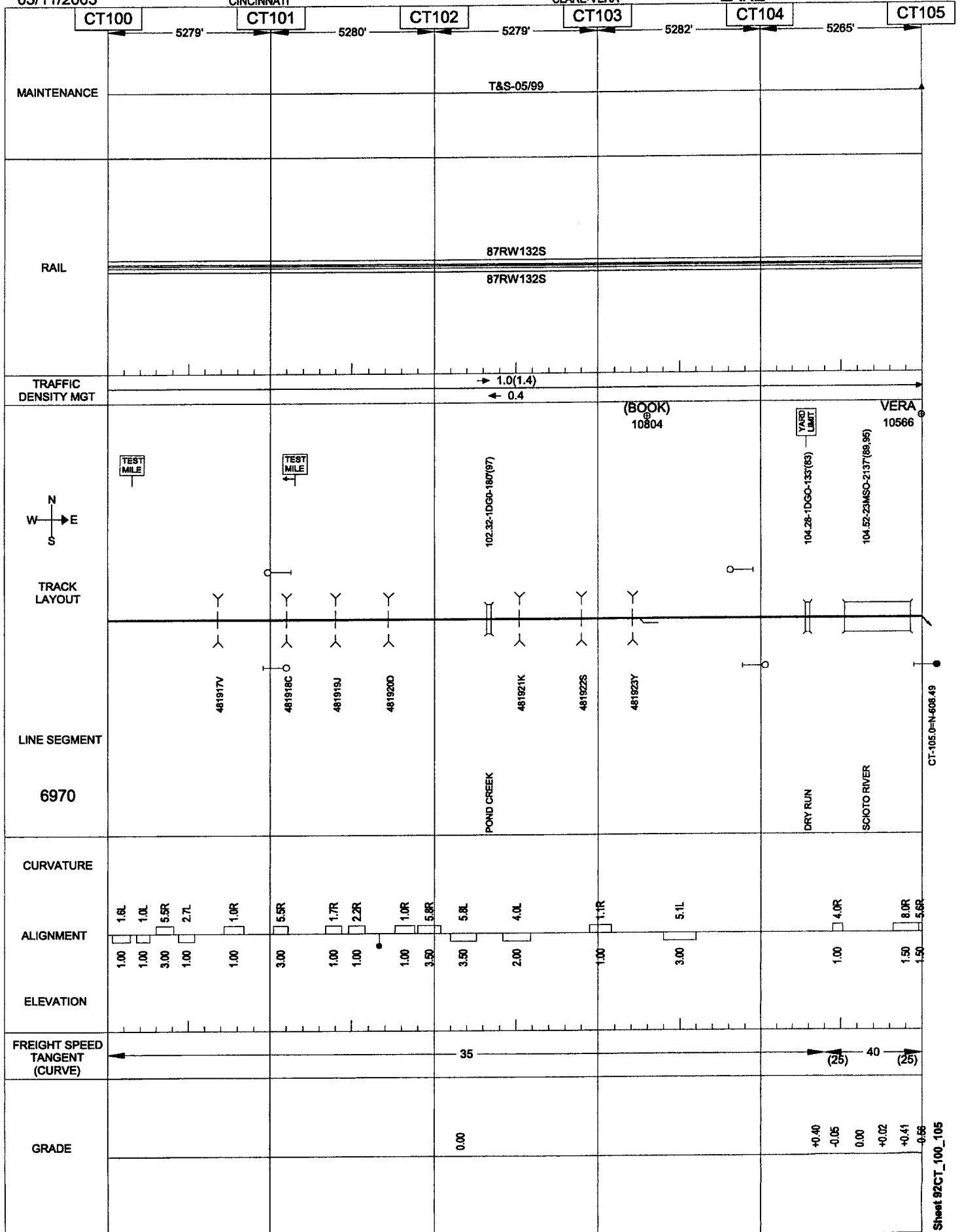


03/11/2003

CINCINNATI

CLARE-VERA

LAKE

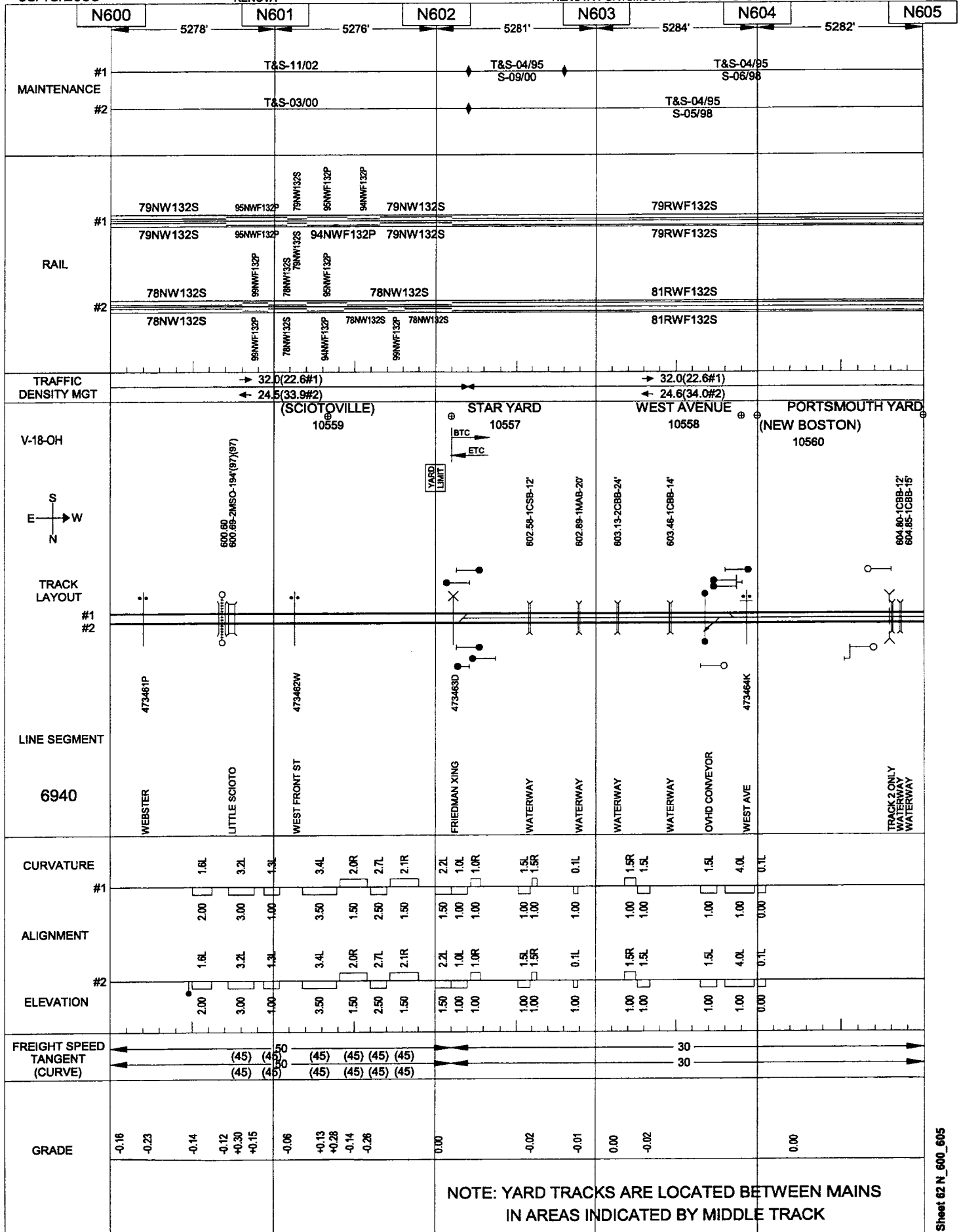


03/13/2003

KENOVA

KENOVA-PORTSMOUTH

POCAHONT

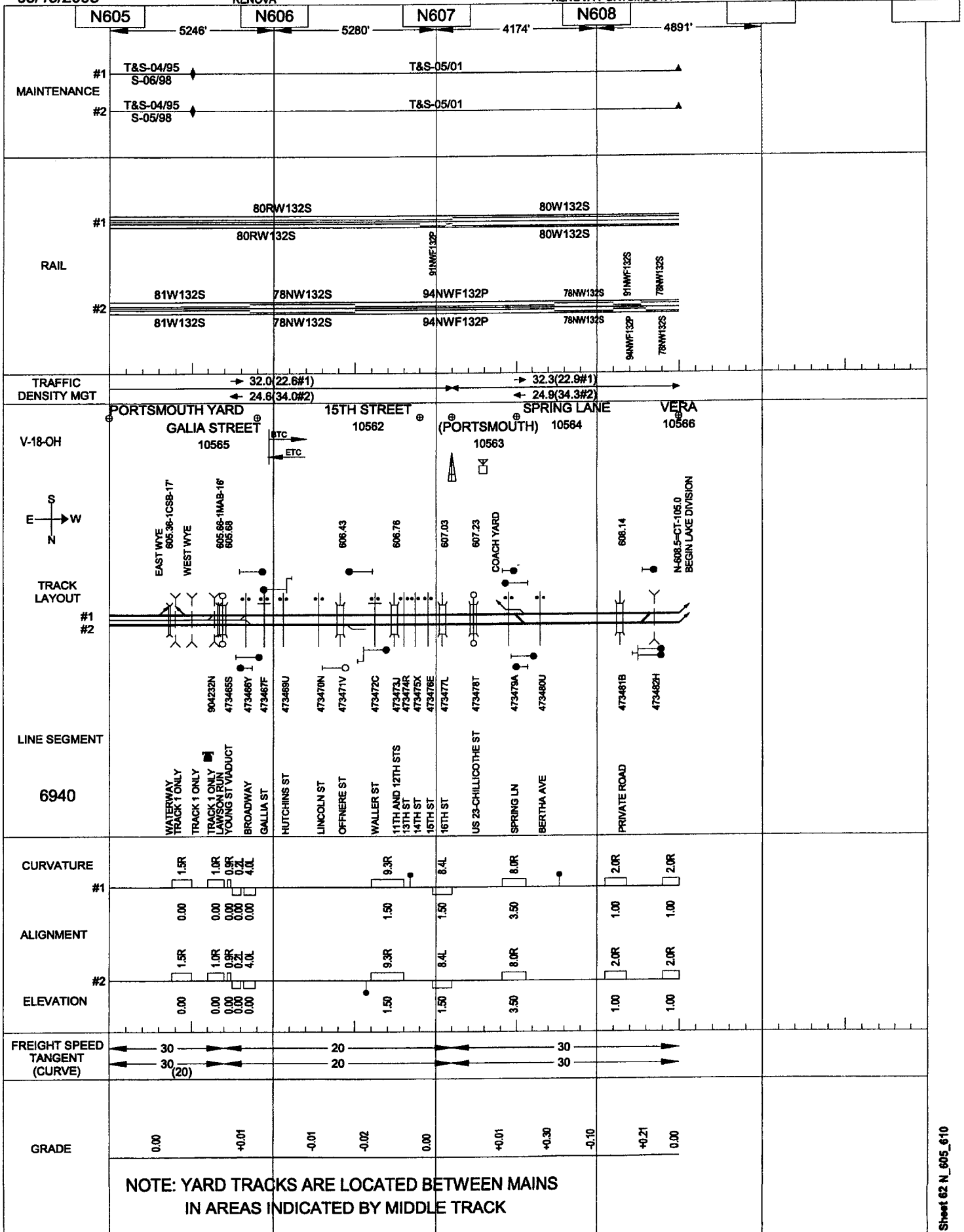


03/13/2003

KENOVA

KENOVA-PORTSMOUTH

POCAHONT



03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

N609

N610

				4891'		N609		4868'		N610	
#1 MAINTENANCE								T&S-04/02			
#2								T&S-04/02			
#1 RAIL								80NW132S 80NW132S			
#2								78NW132S 78NW132S			
TRAFFIC DENSITY MGT								31.9(27.9#1) 23.9(27.9#2)			
18-OH								VERA 10566			
								608.19-1MAB-20'			
TRACK LAYOUT #1 #2								608.19-1MAB-20'			
LINE SEGMENT								608.19-1MAB-20'			
6950								608.19-1MAB-20'			
CURVATURE #1								1.0L 0.7L			
ALIGNMENT								1.00 1.00			
#2 ELEVATION								1.0L 0.7L			
FREIGHT SPEED TANGENT (CURVE)								50 50			
GRADE								0.00 -0.12			
								+0.19 +0.08			

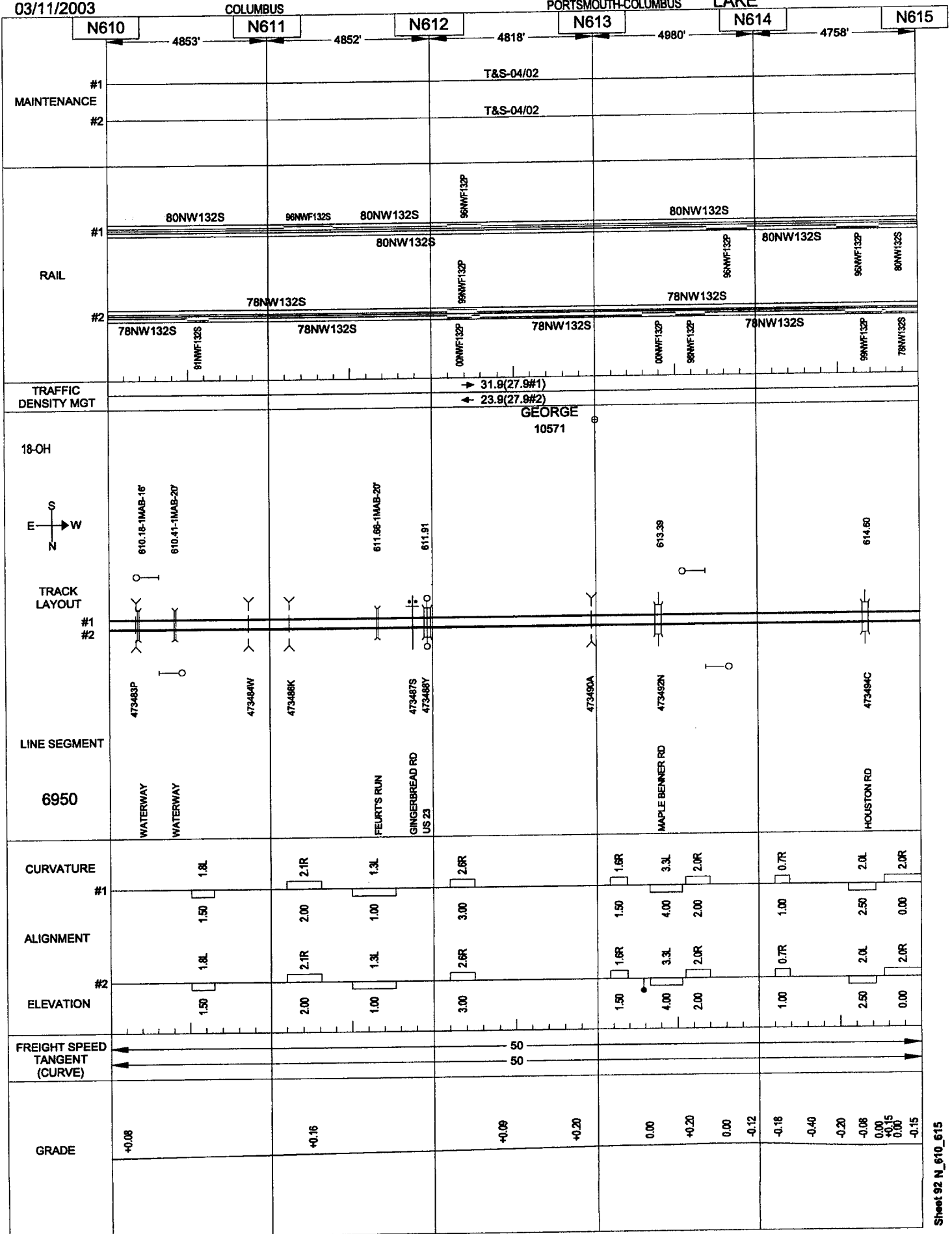
Sheet 92 N_605_610

03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

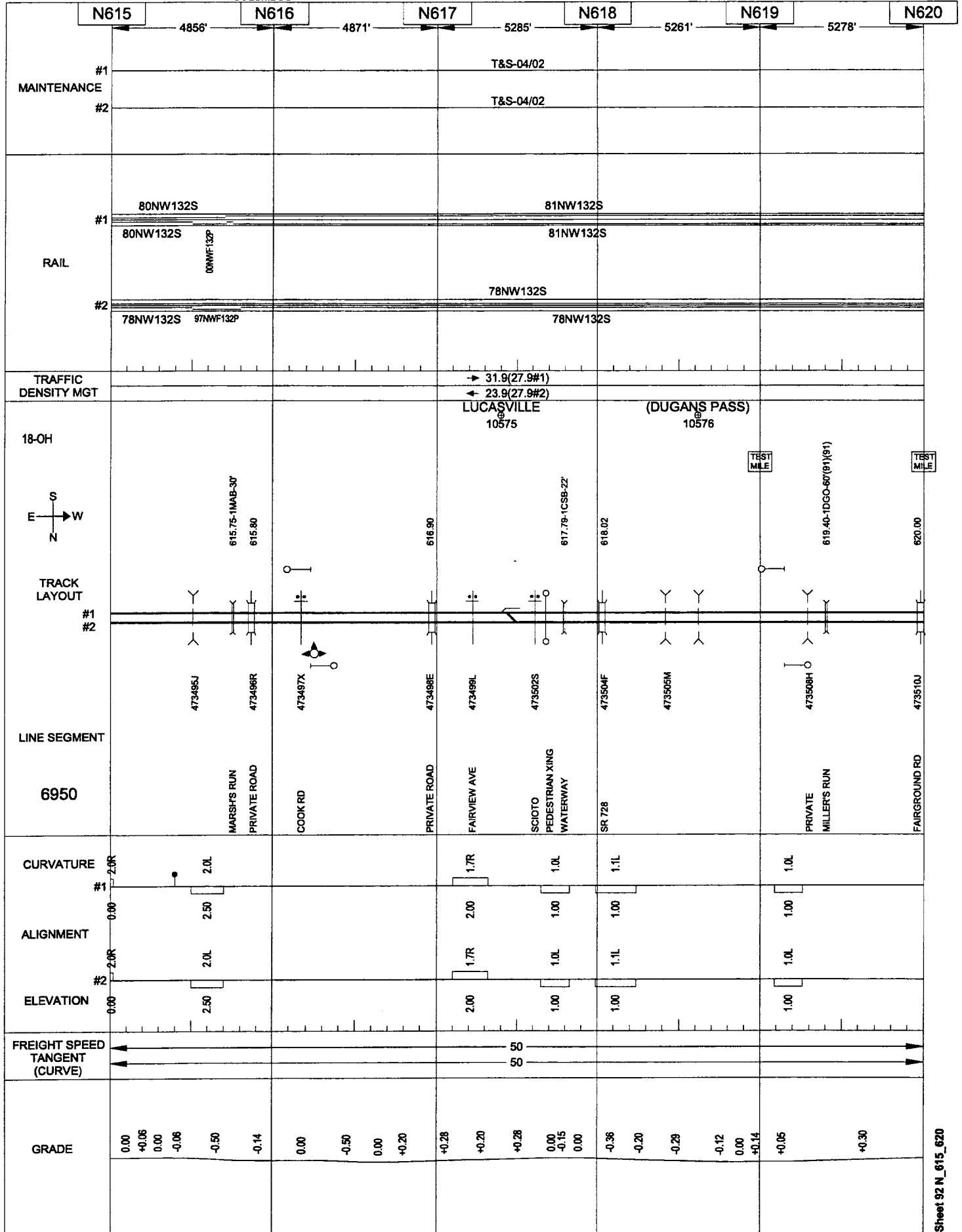


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

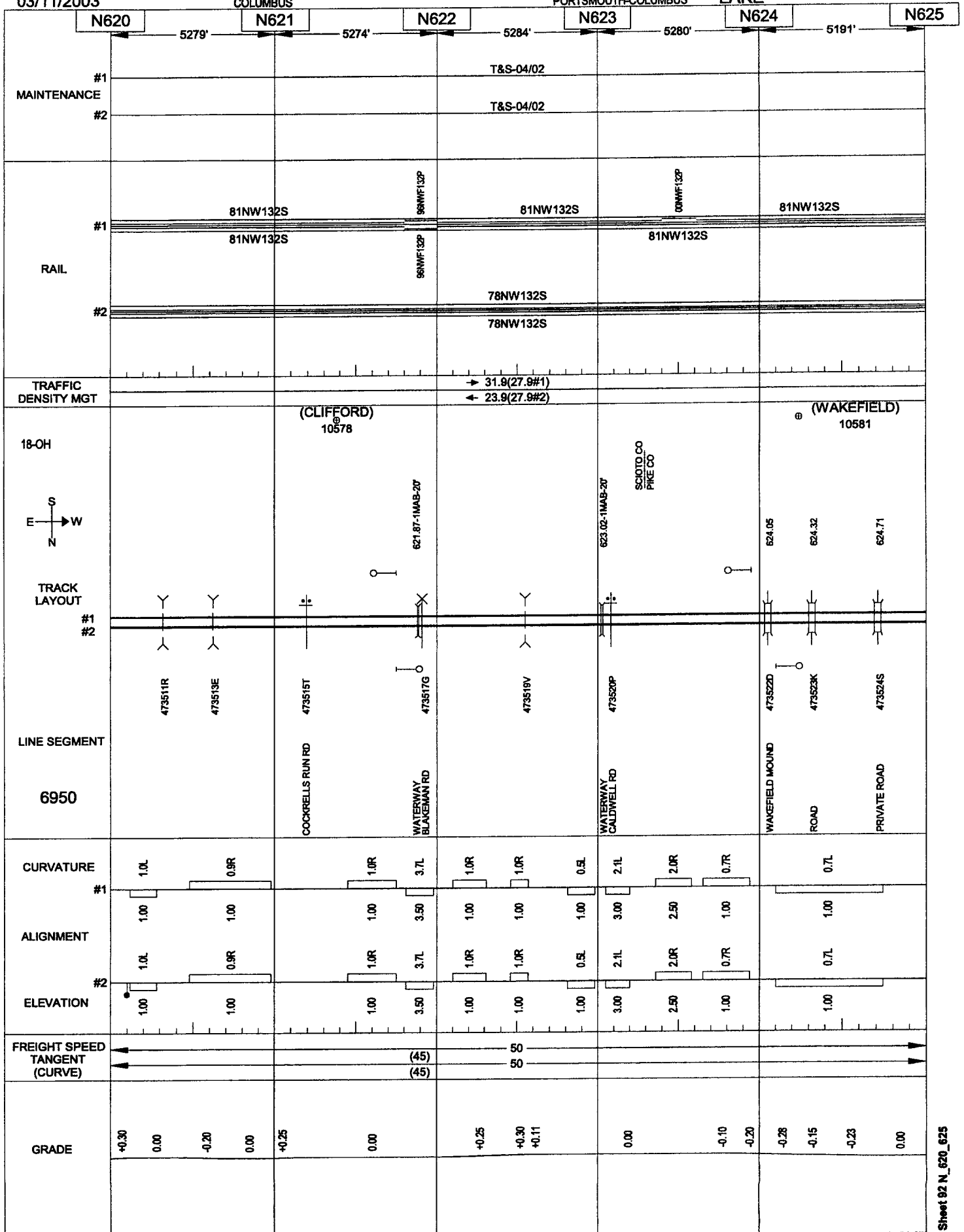


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

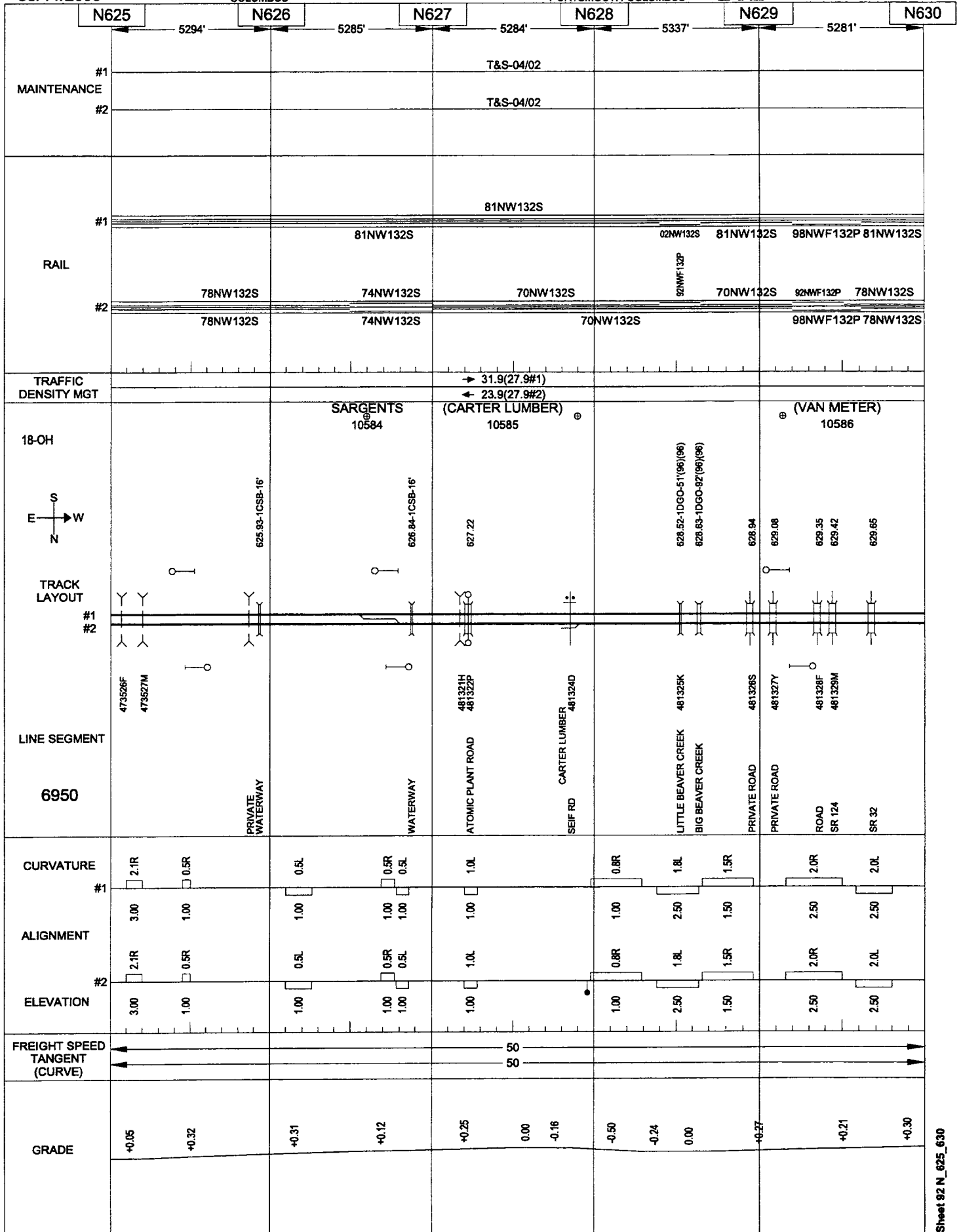


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

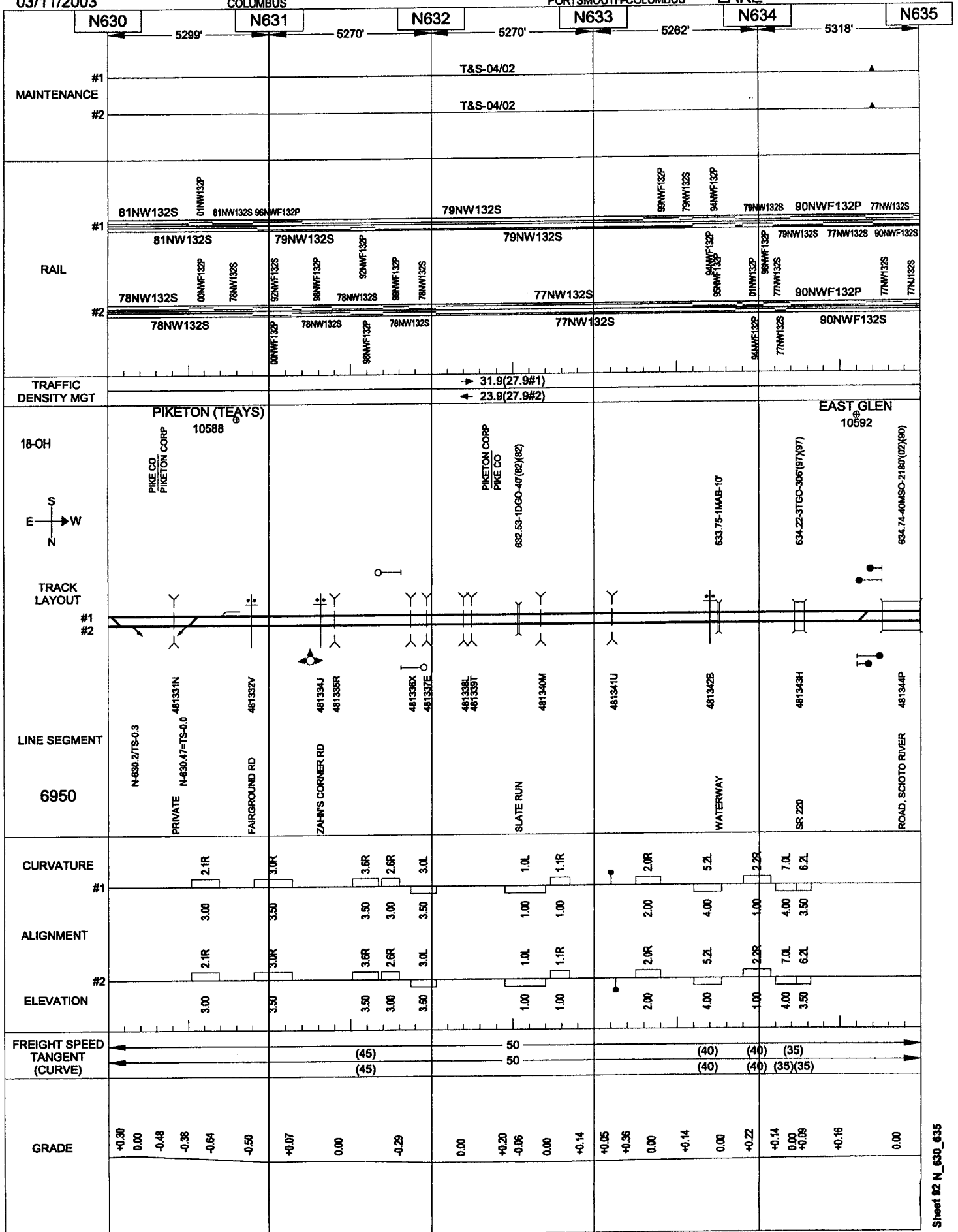


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

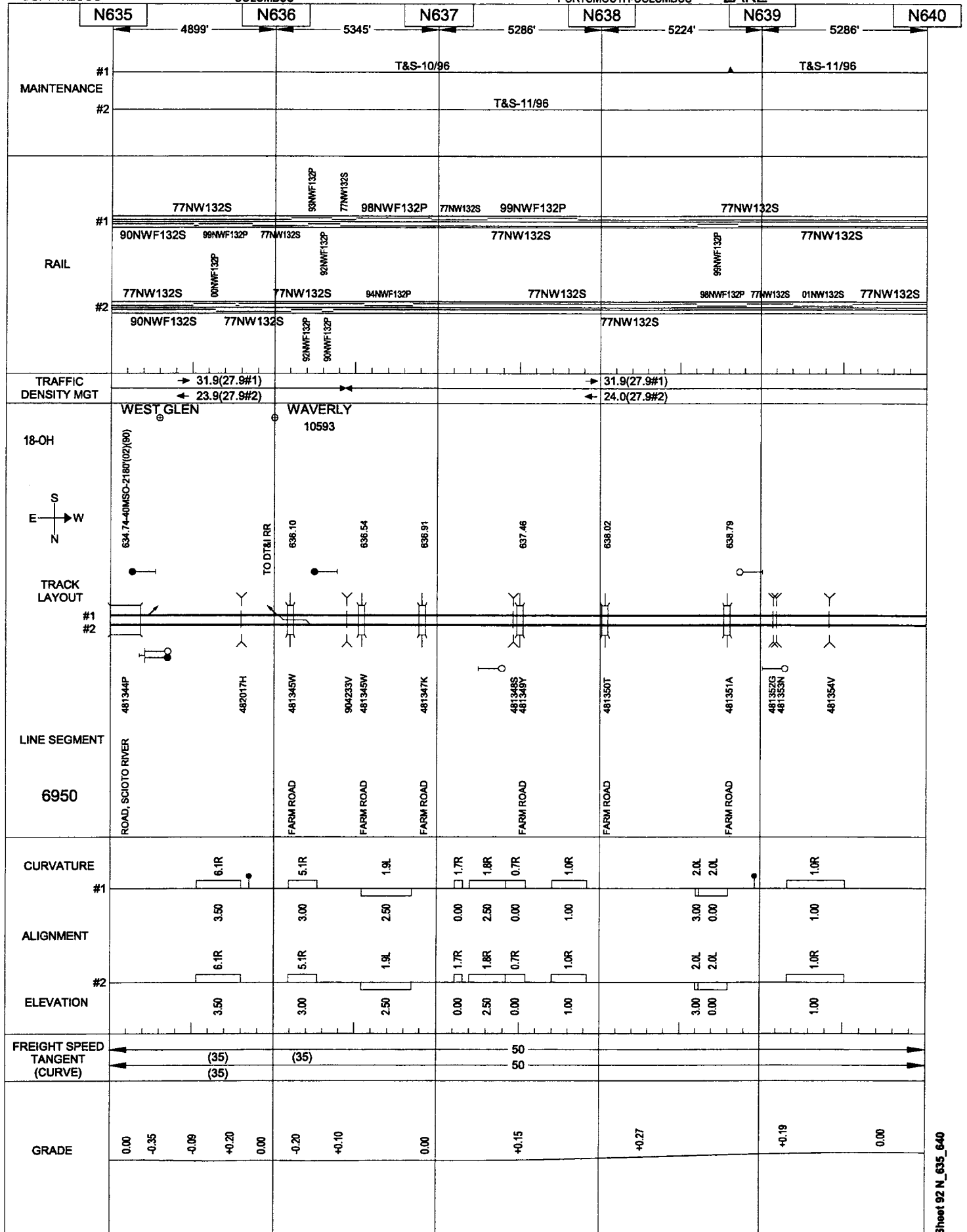


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



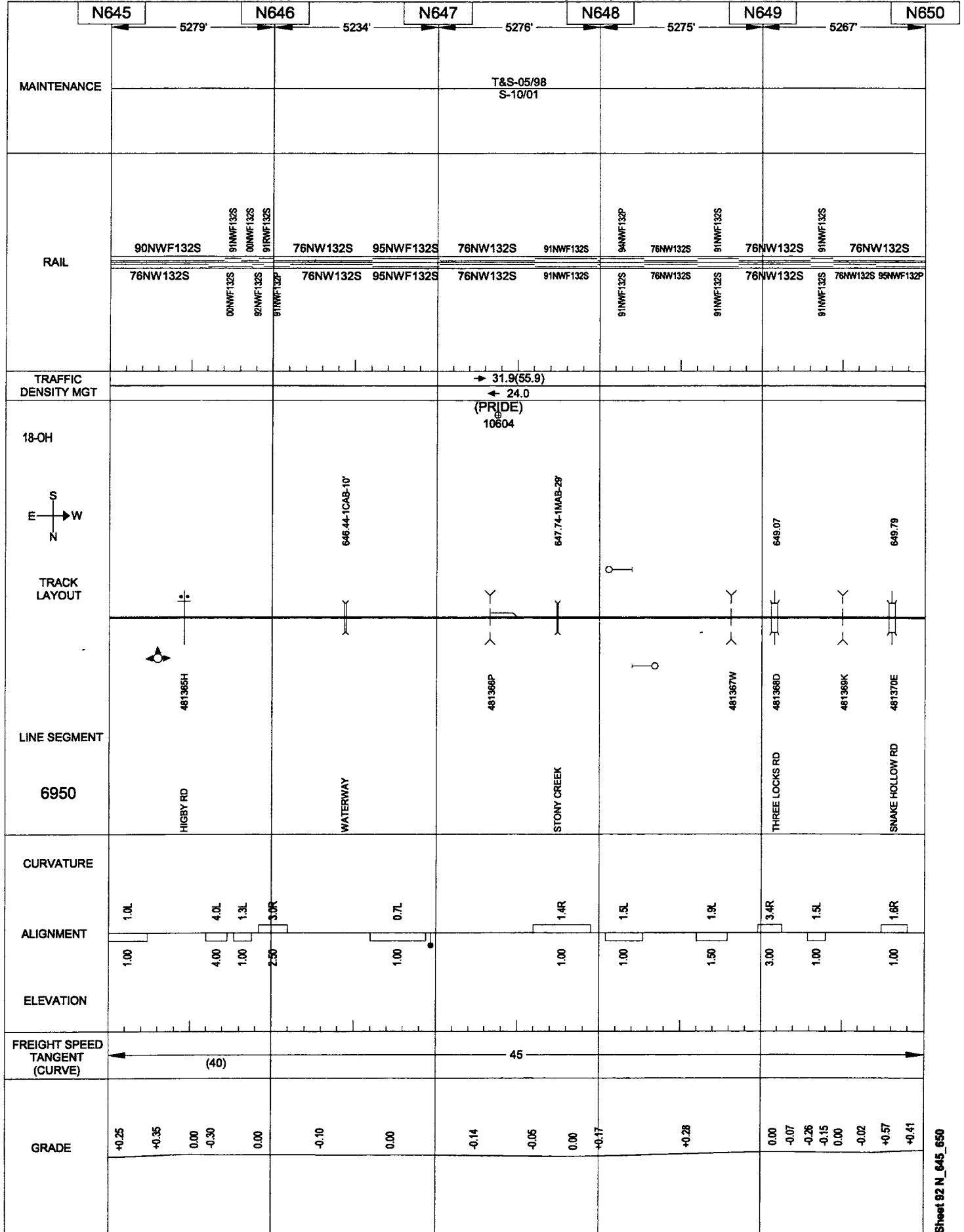
Sheet 92 N_640_645

03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

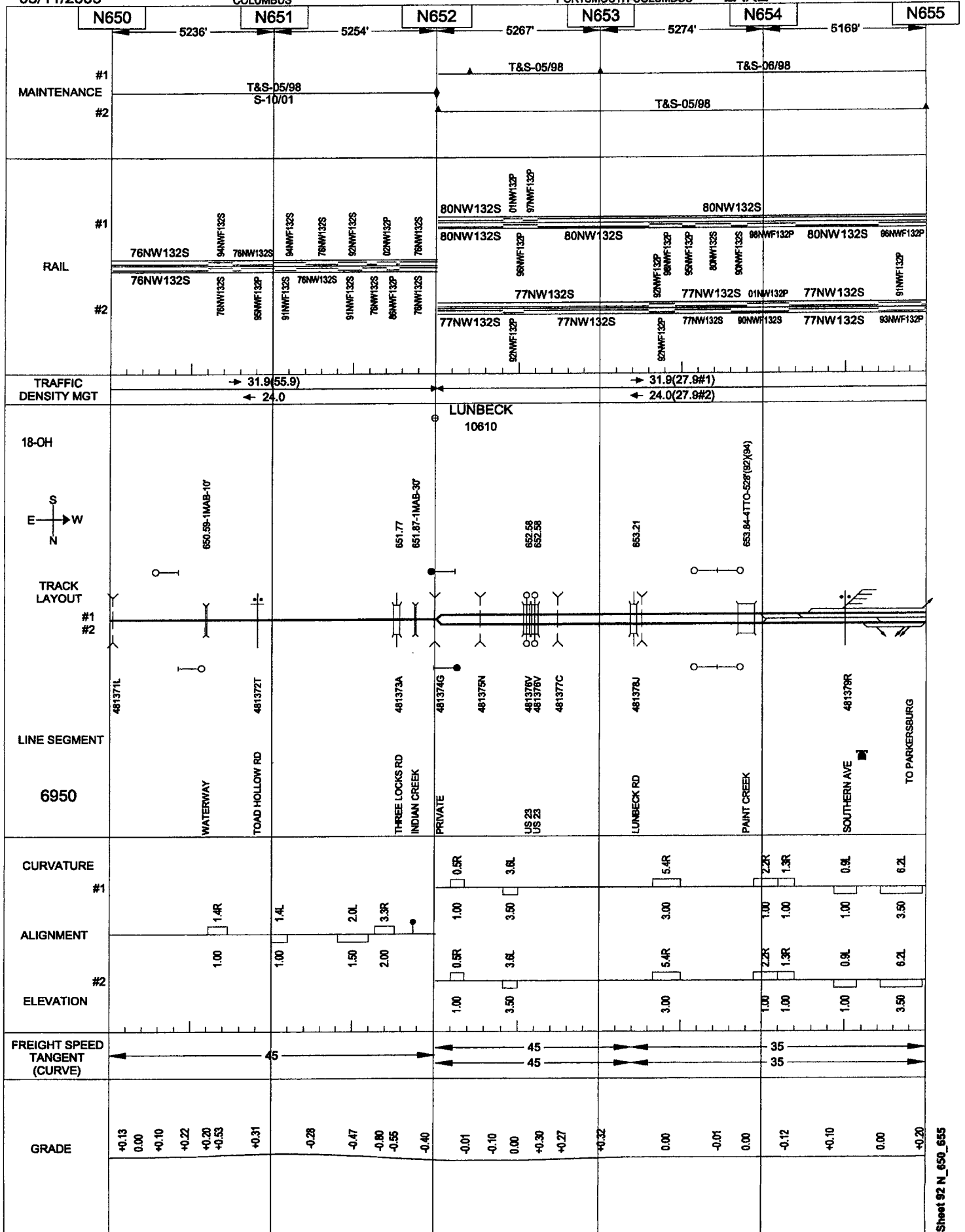


03/11/2003

COLUMBUS

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LAKE

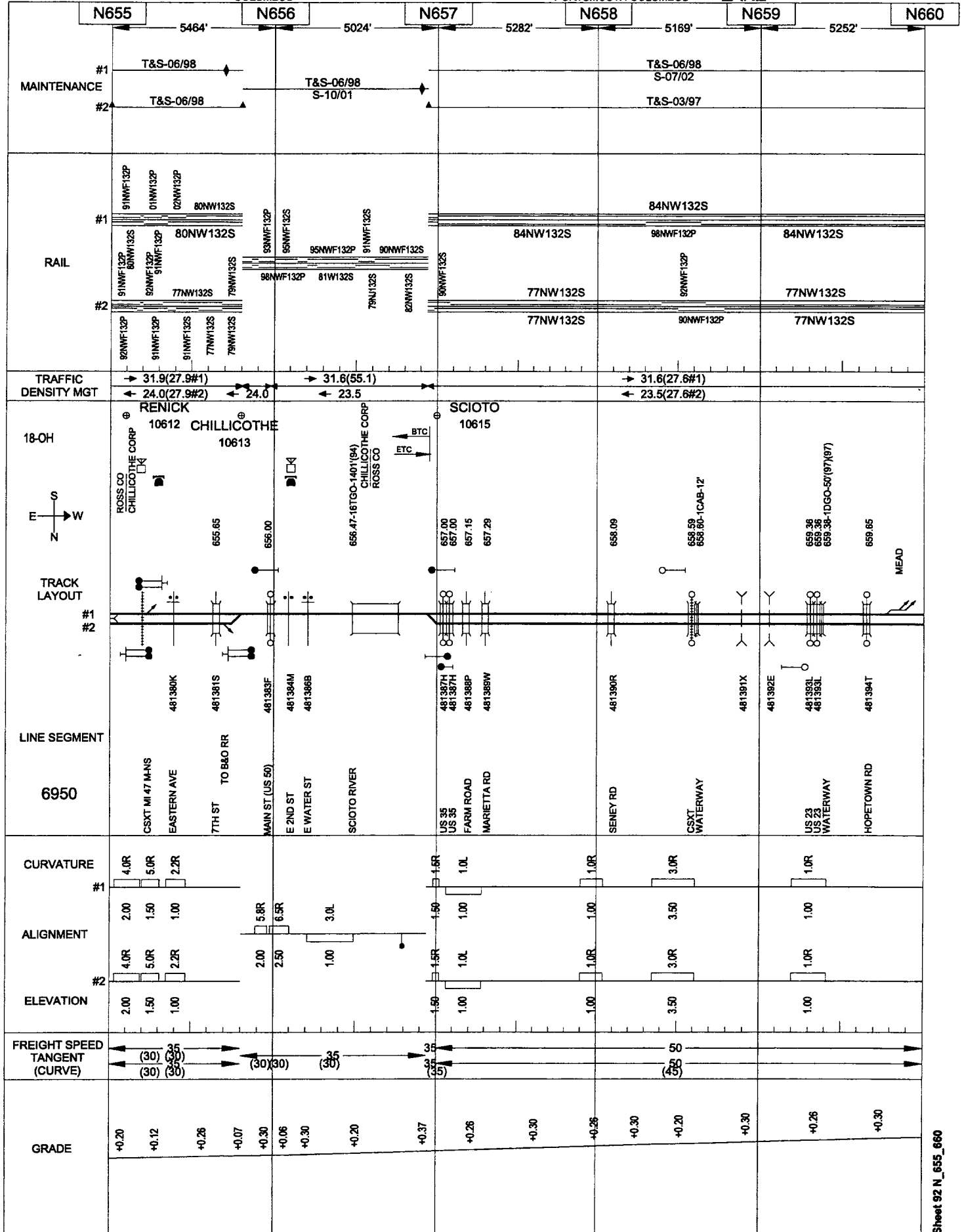


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

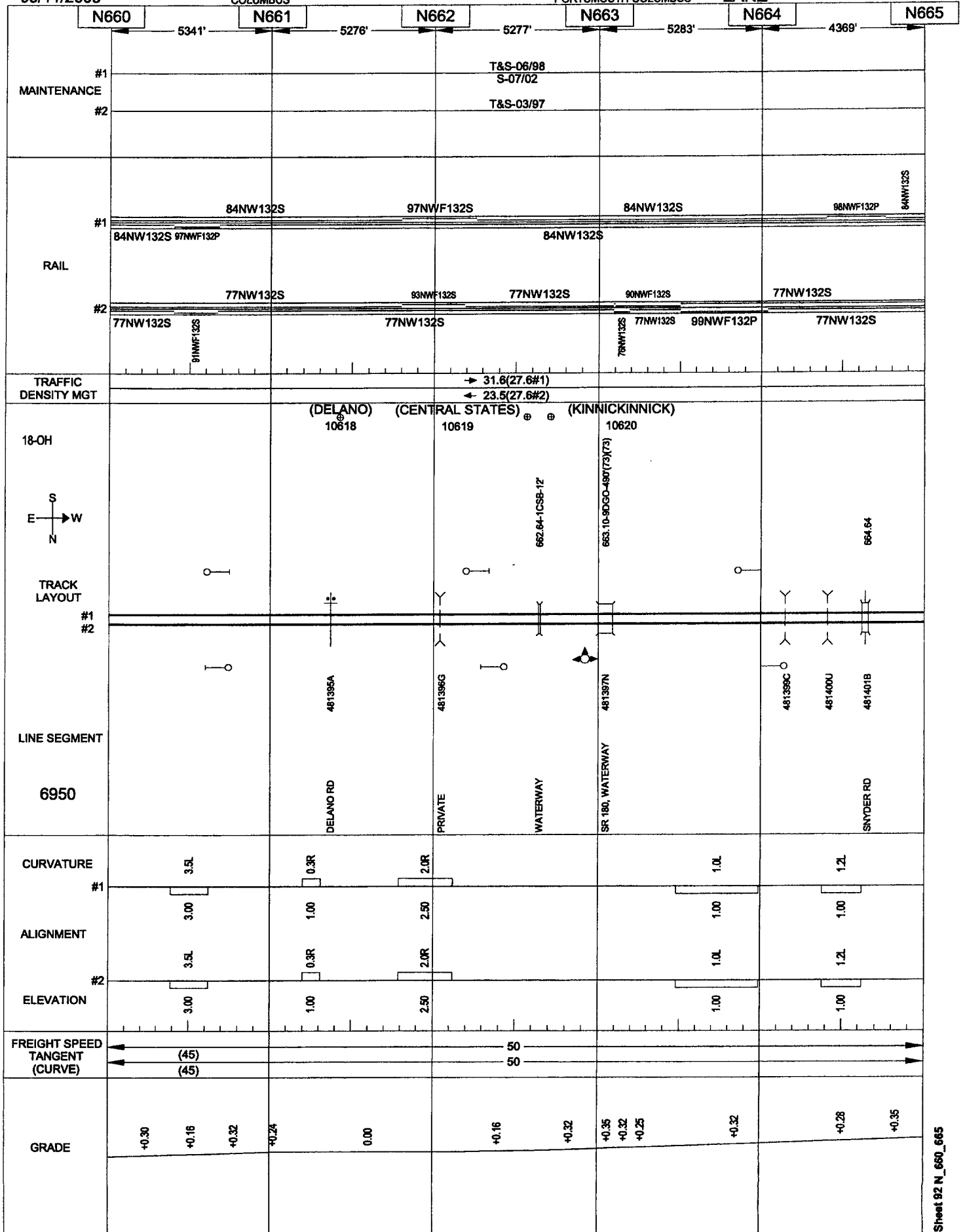


03/11/2003

COLUMBUS

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LAKE

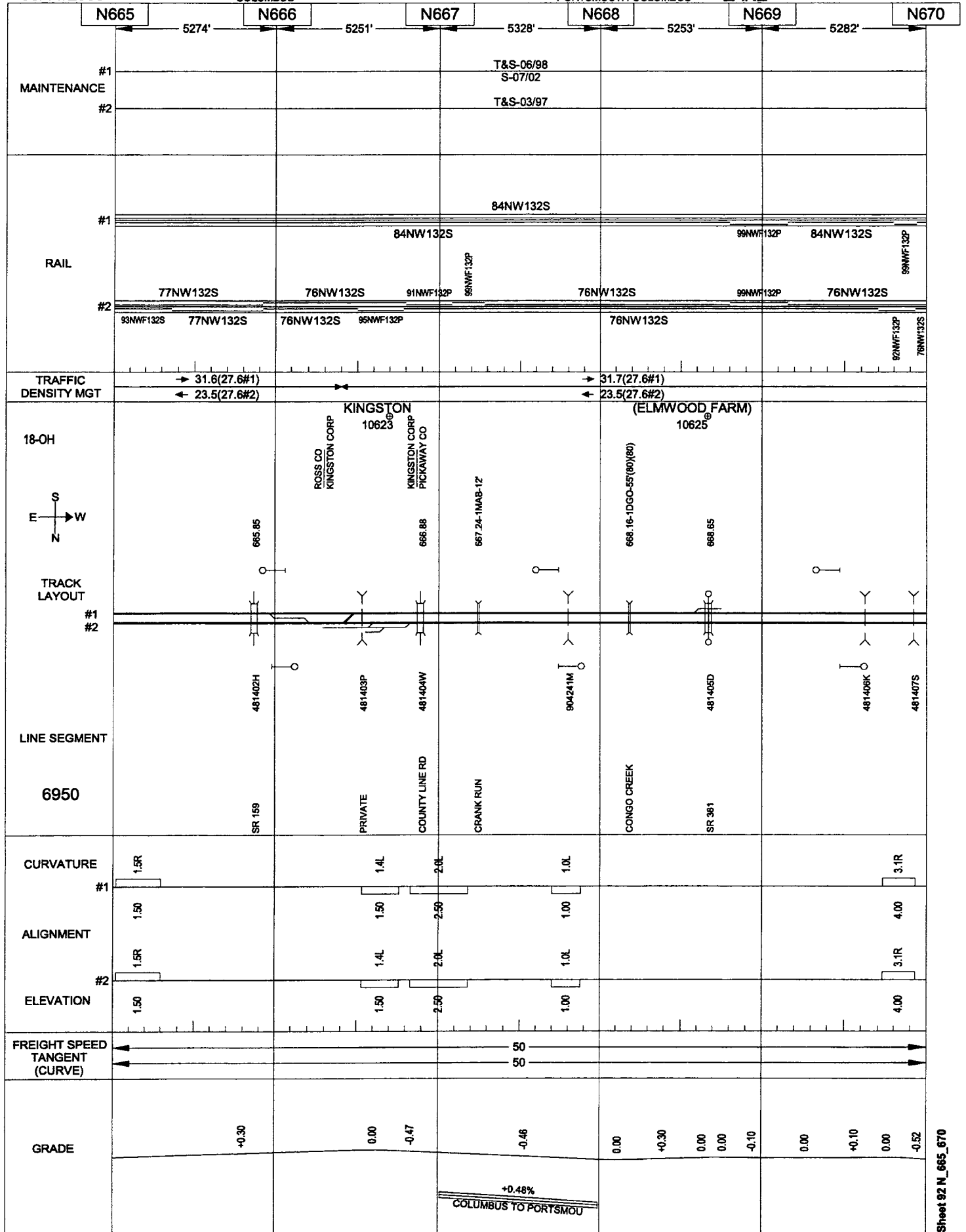


03/11/2003

COLUMBUS

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LAKE

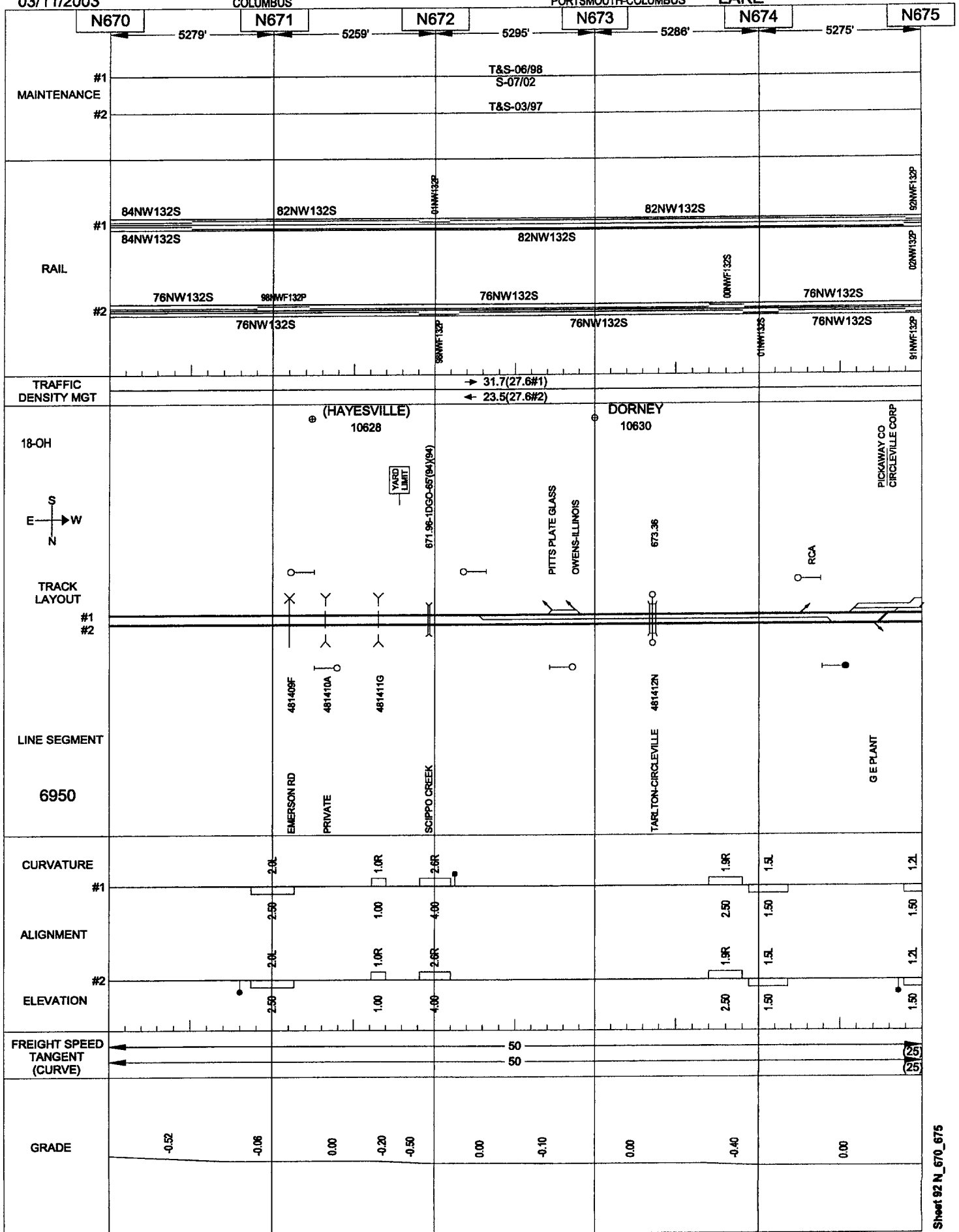


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COLUMBUS

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LAKE

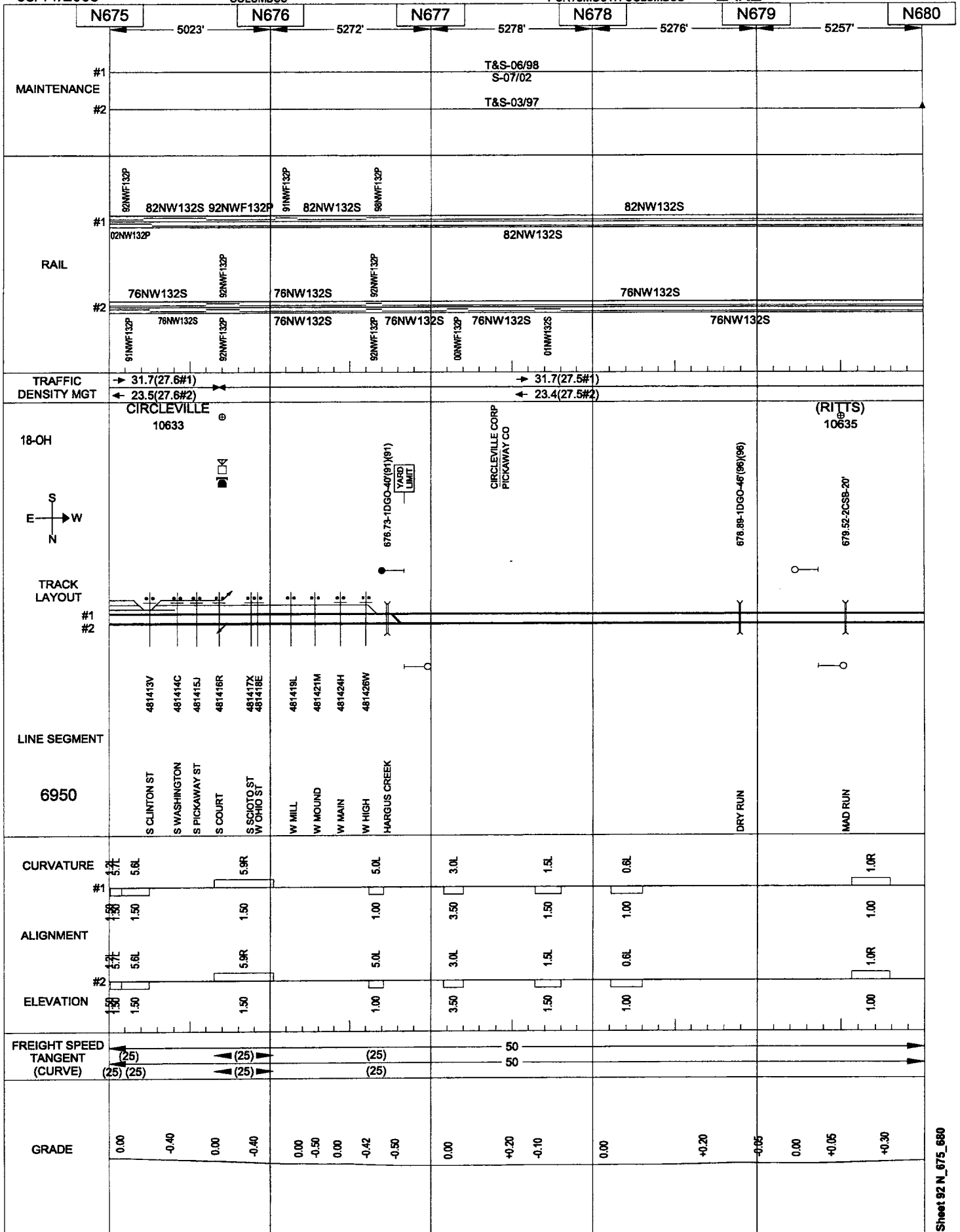


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



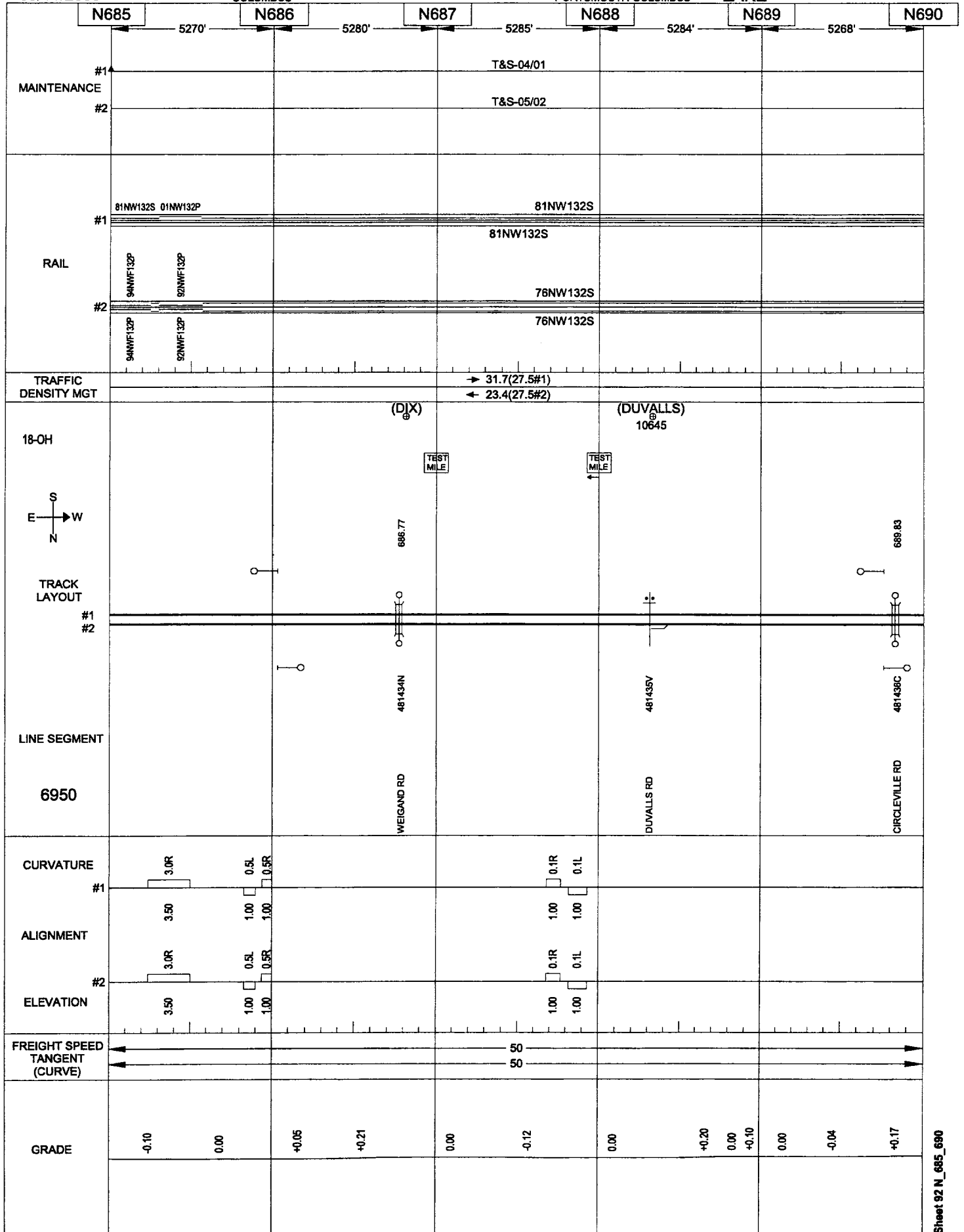
Sheet 92 N_680_685

03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

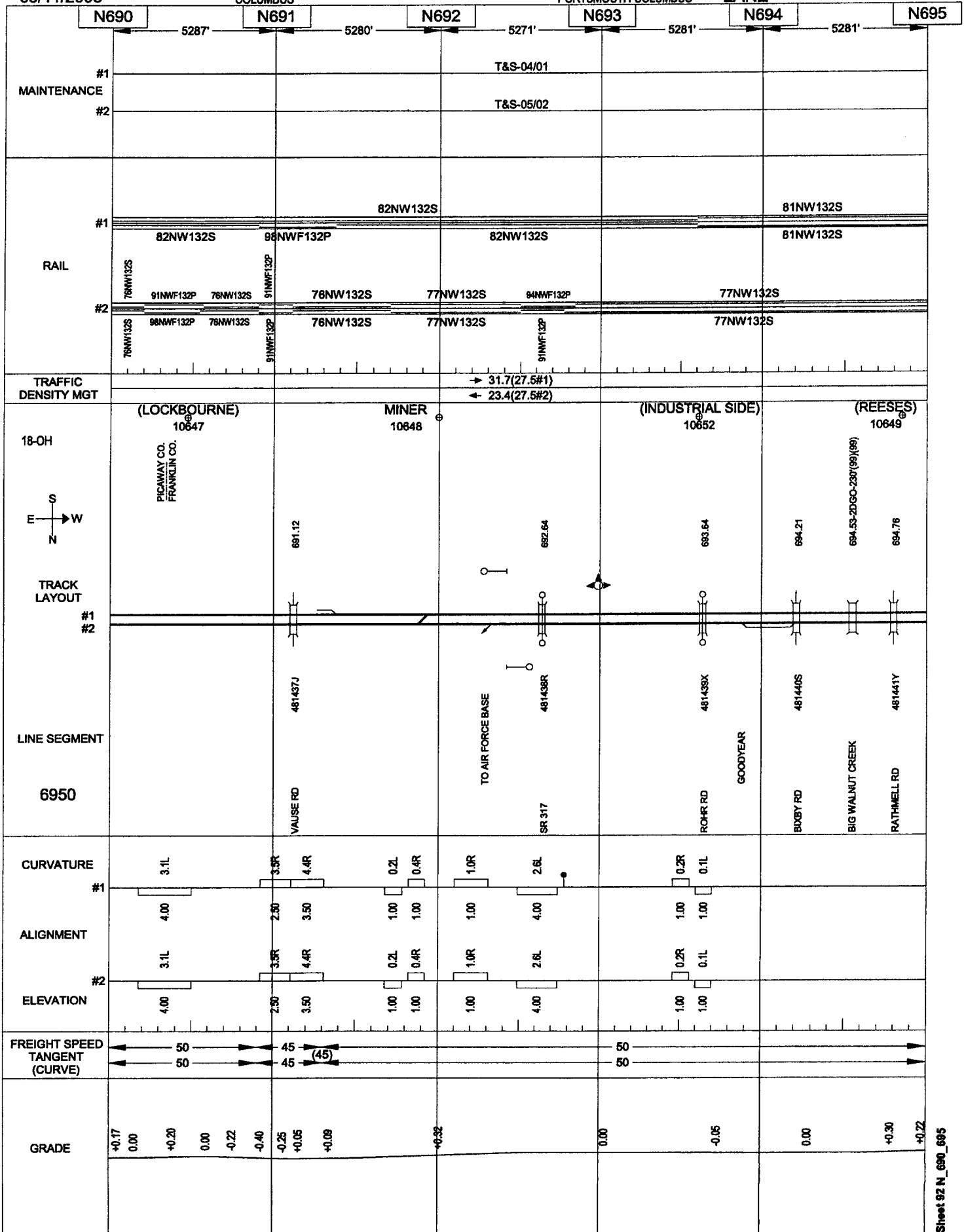


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE

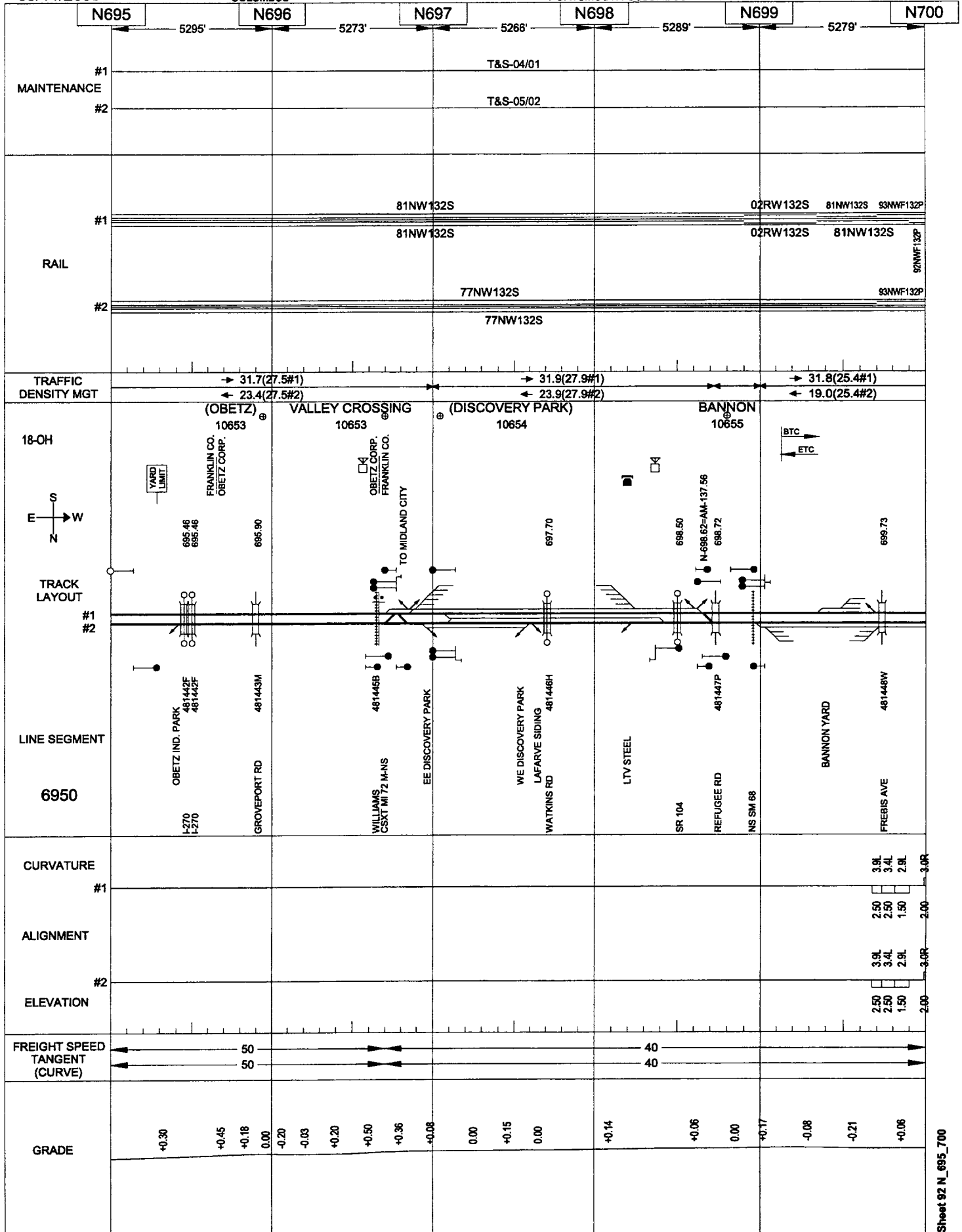


03/11/2003

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



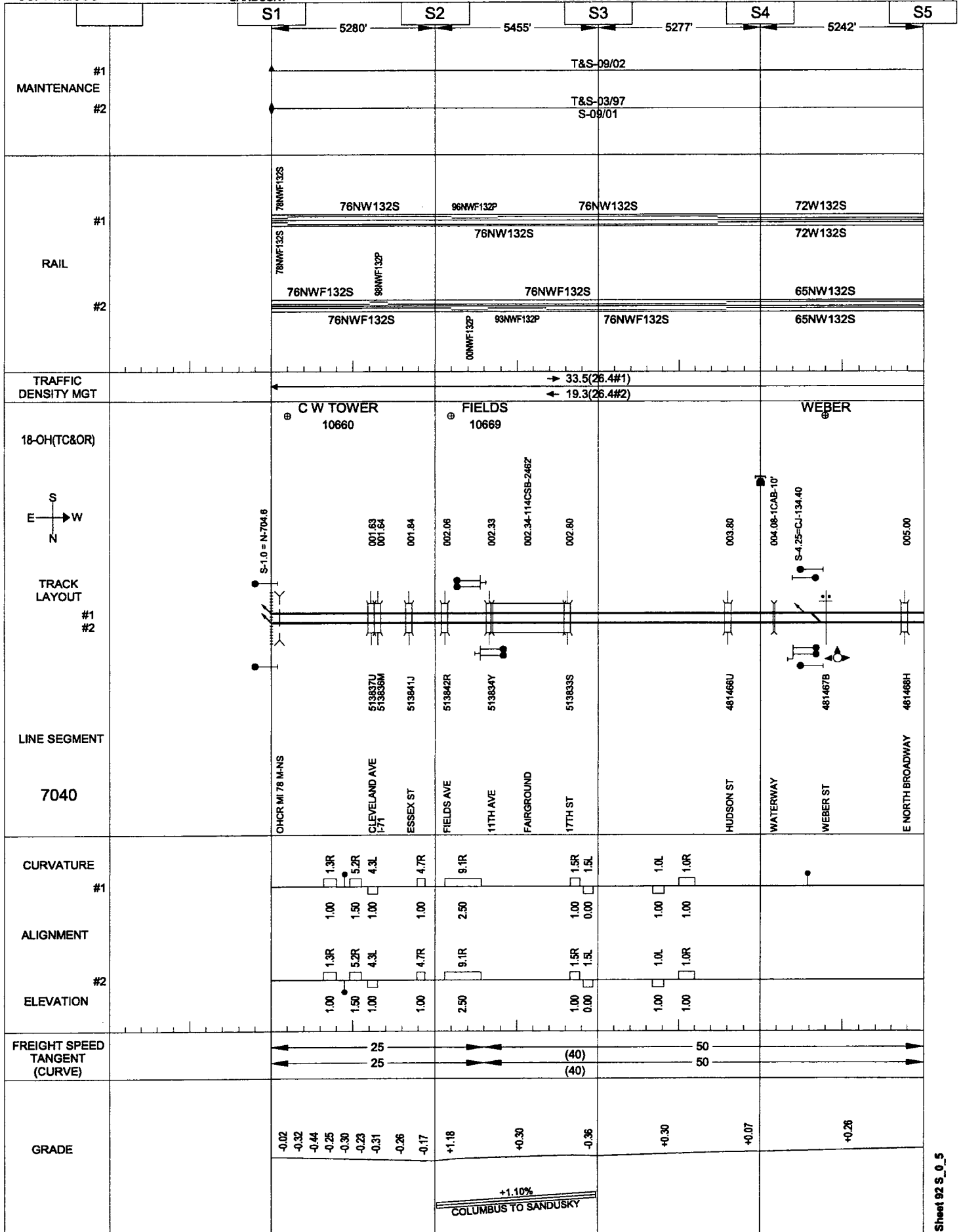
Sheet 92 N_700_705

03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



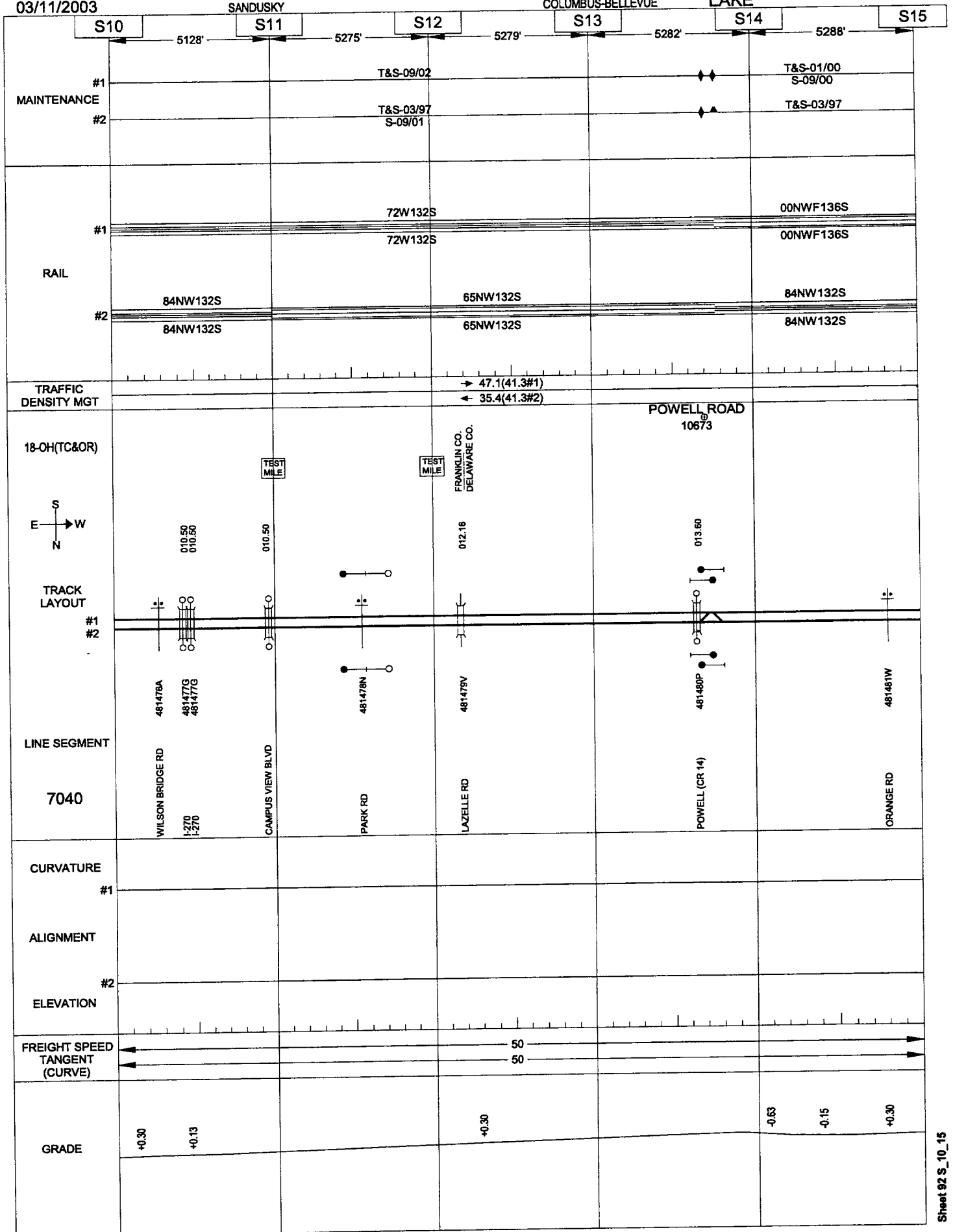
Sheet 92 S_5_10

03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

LAKE

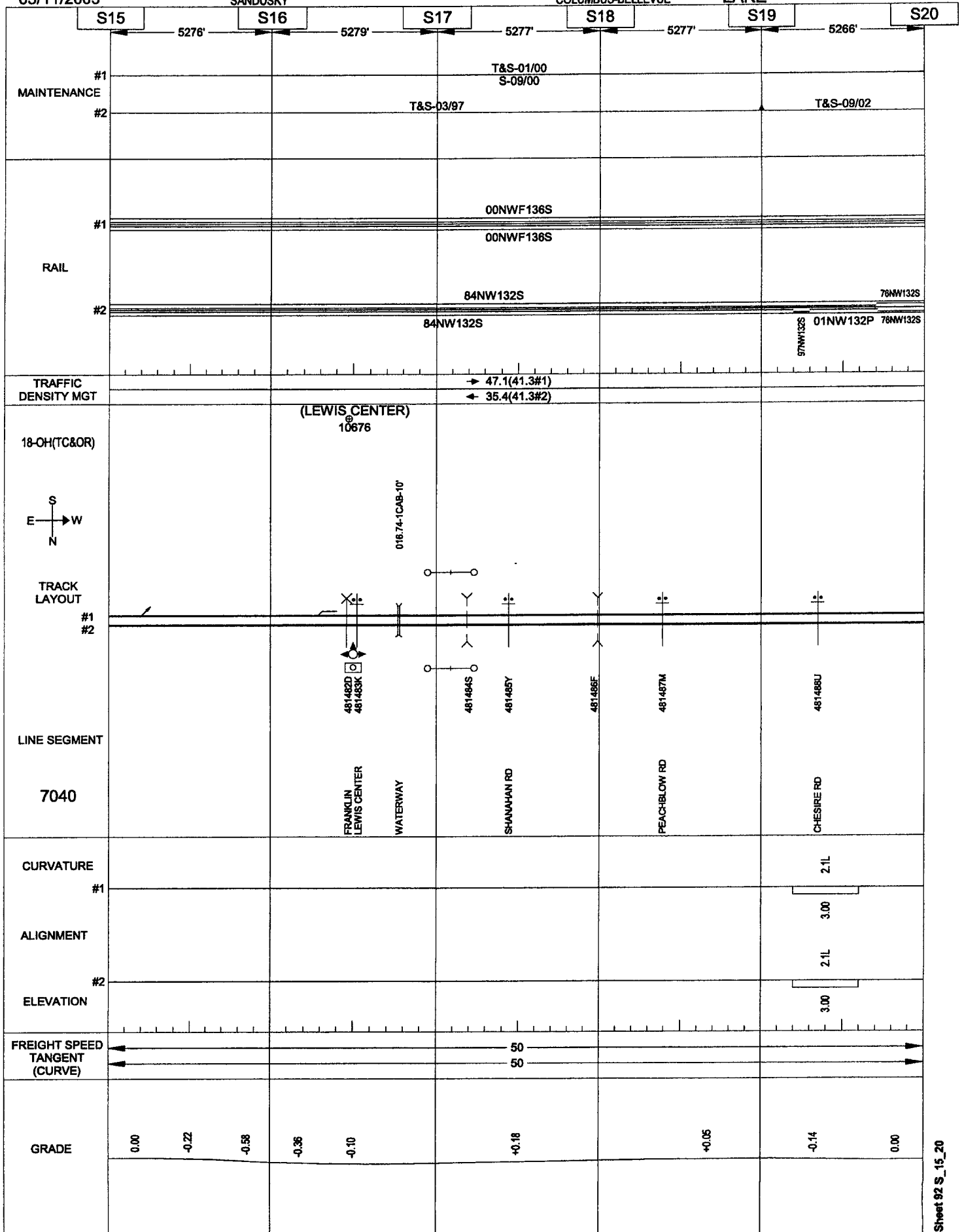


03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

LAKE

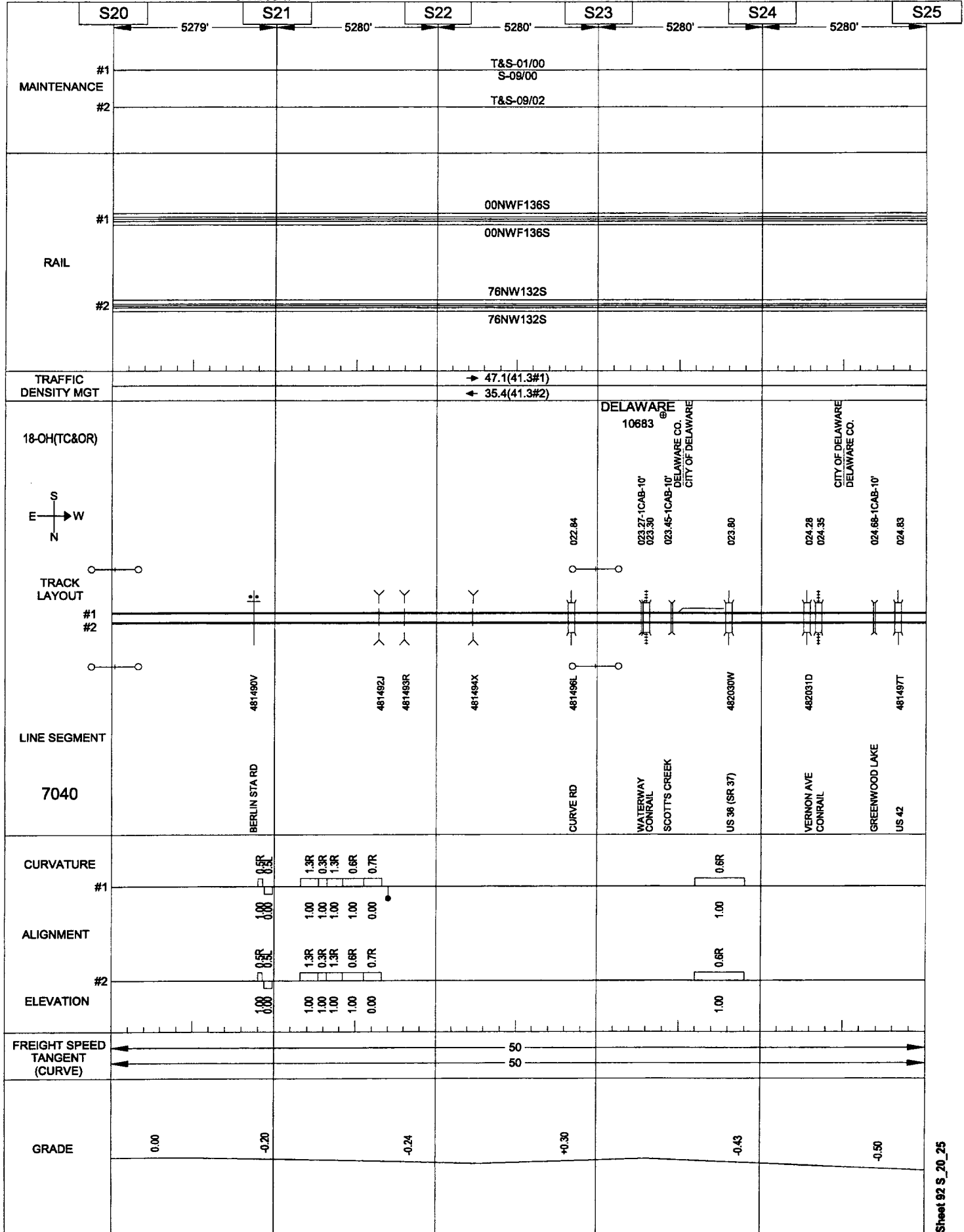


03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

LAKE

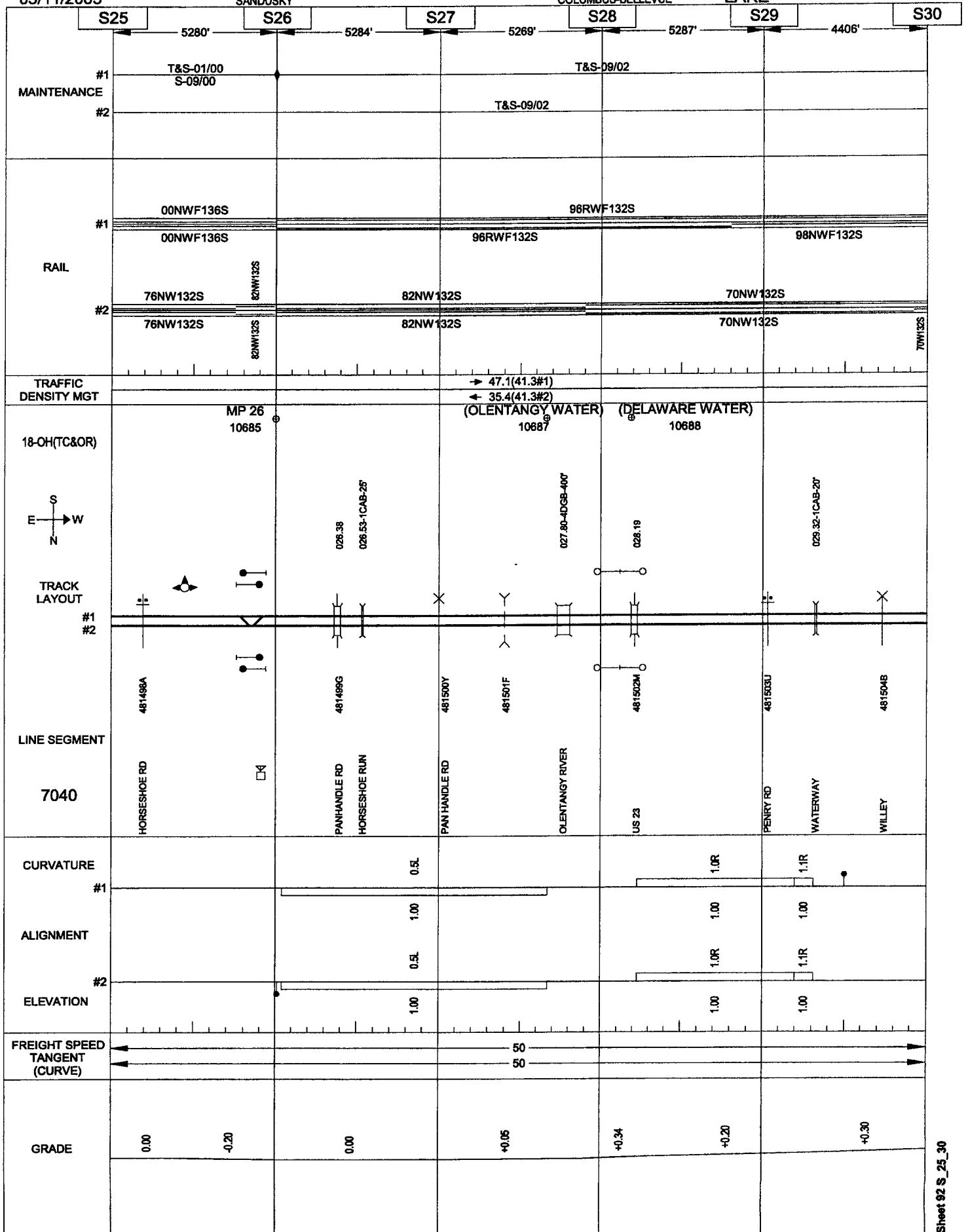


03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

LAKE

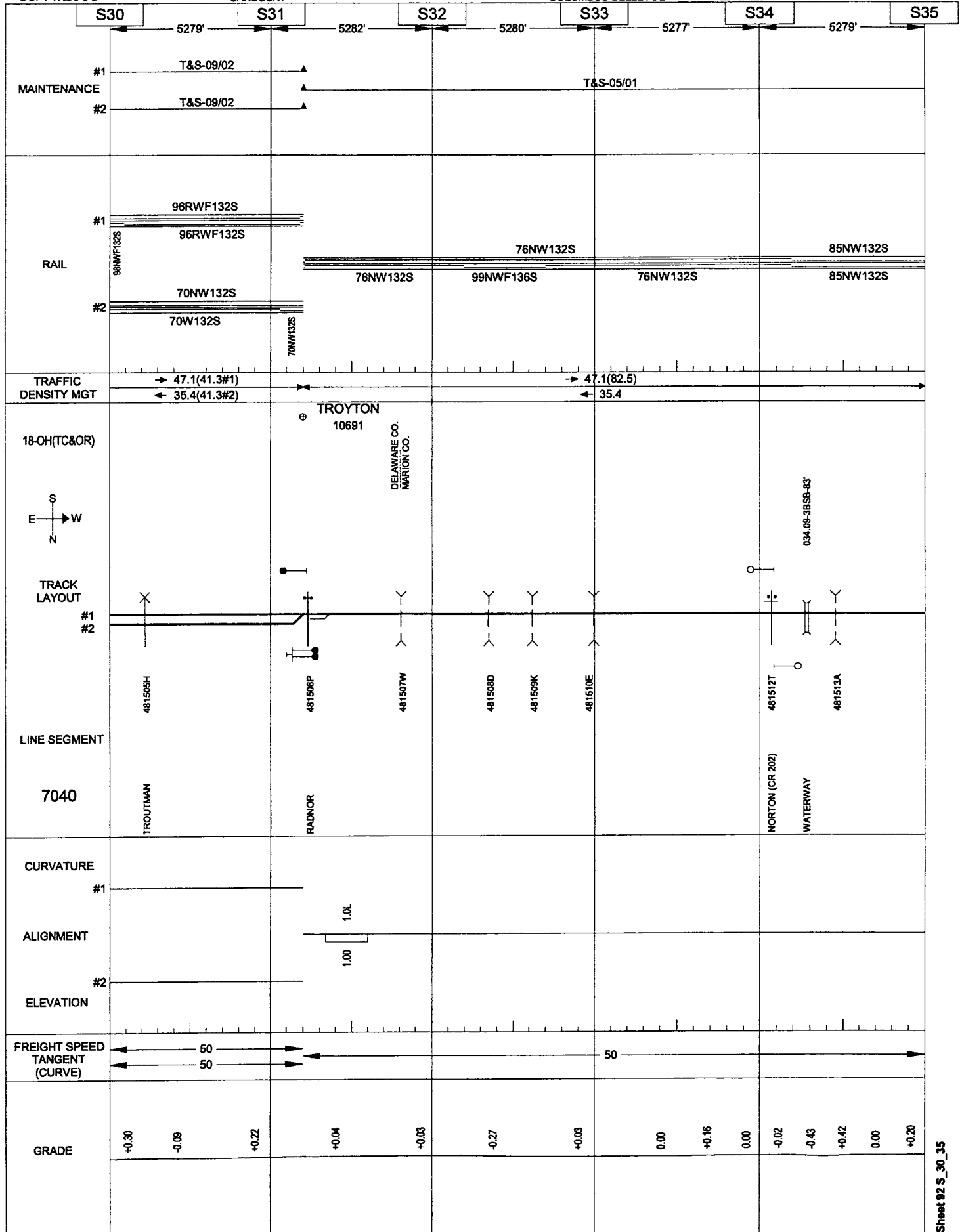


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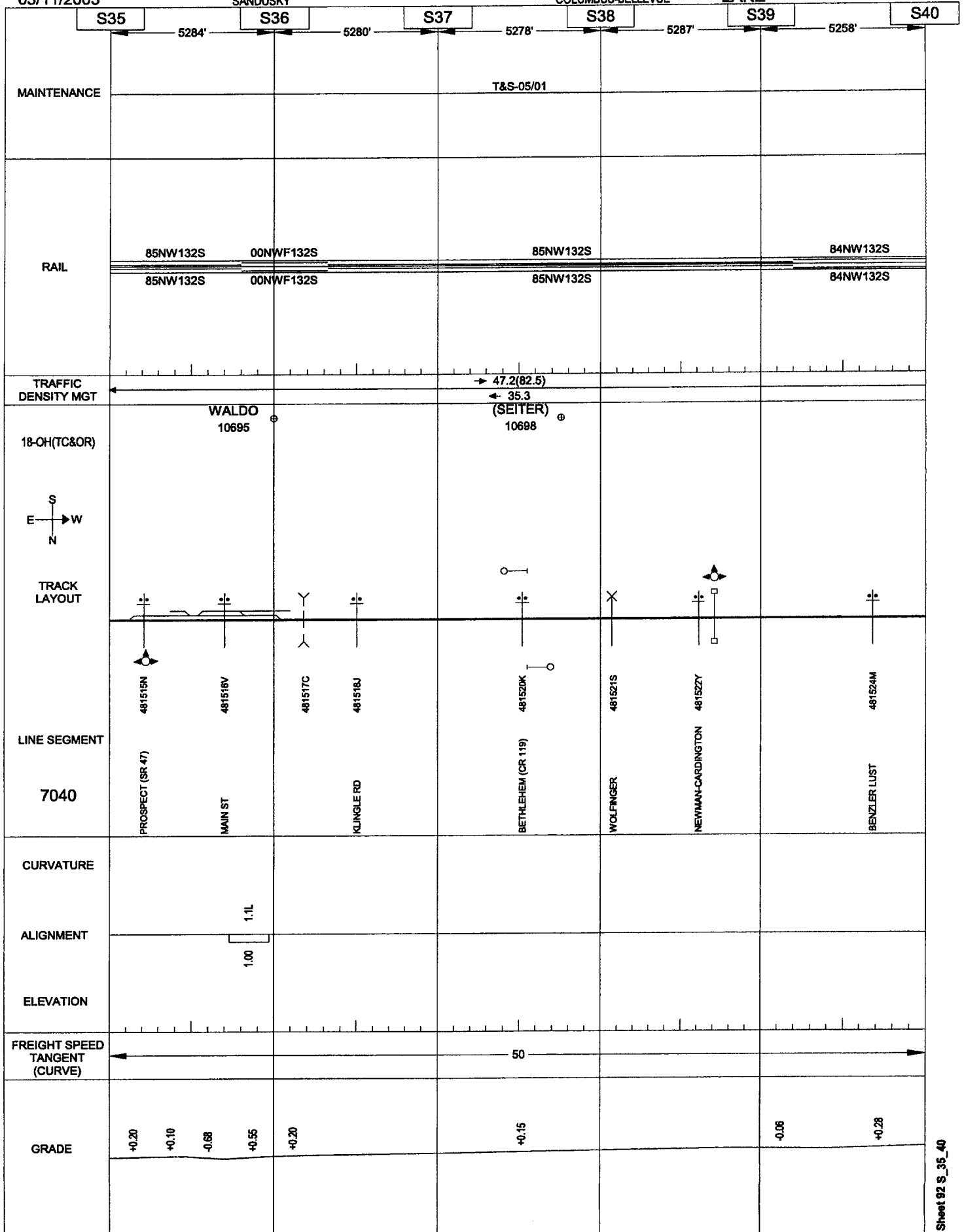


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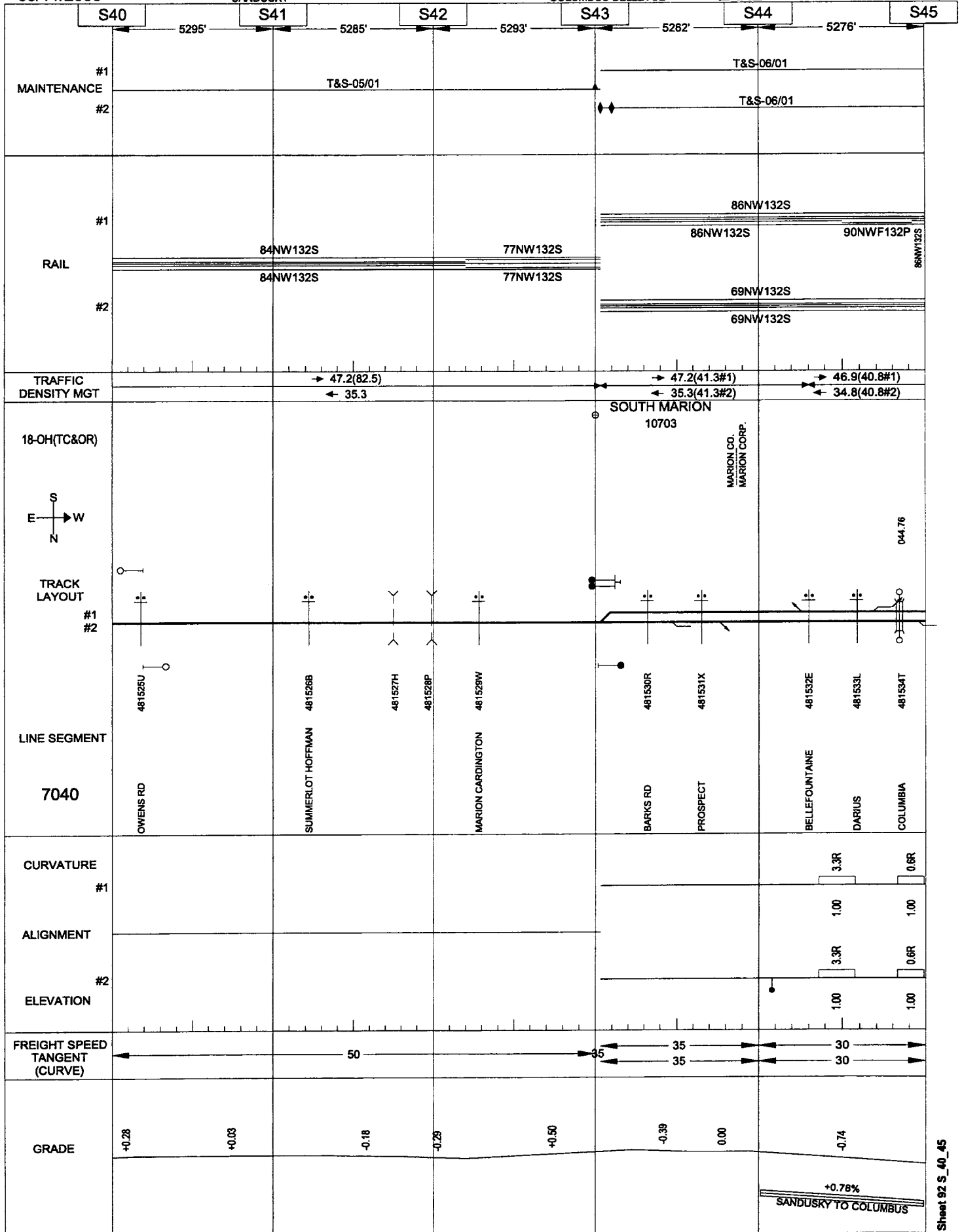


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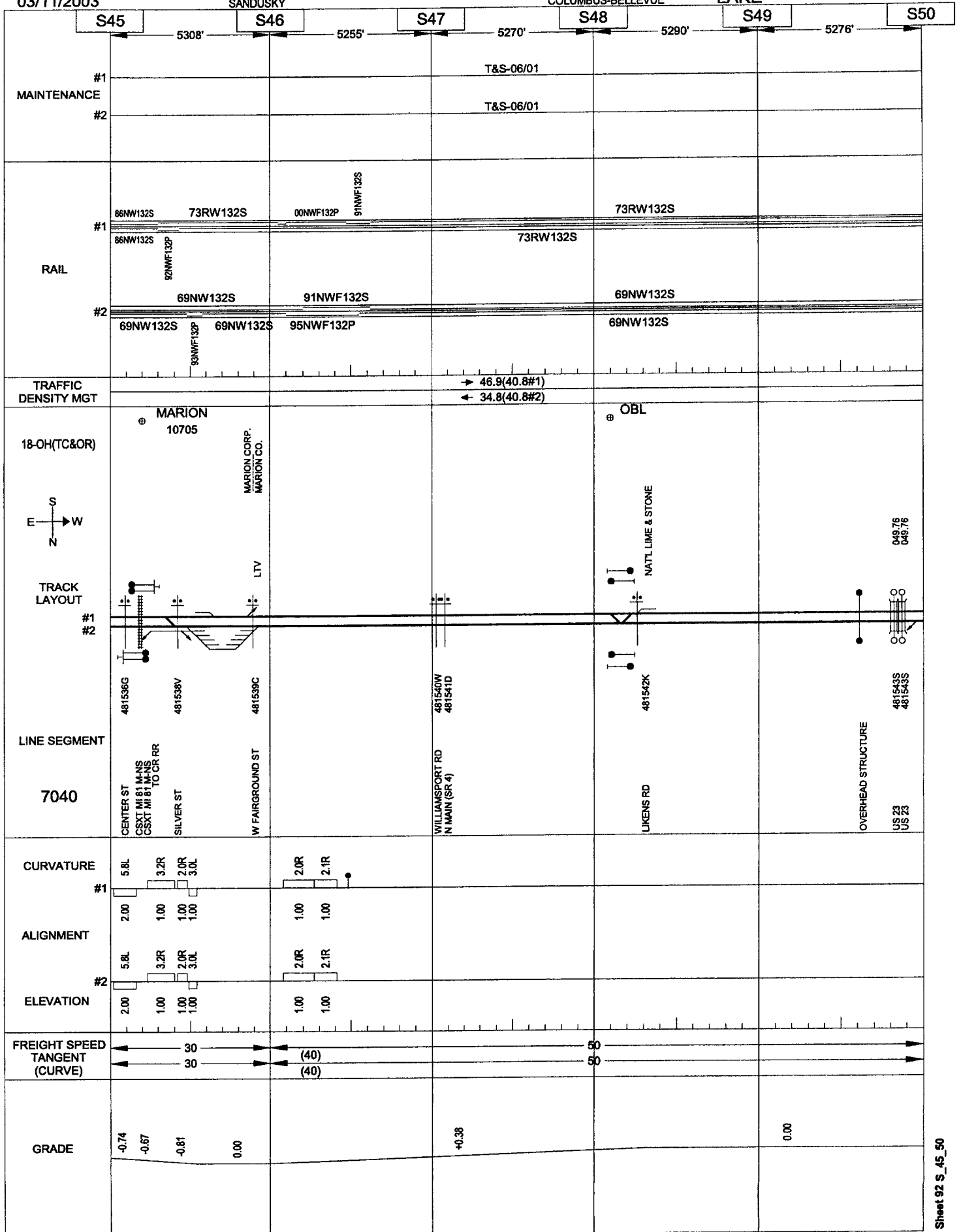


03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

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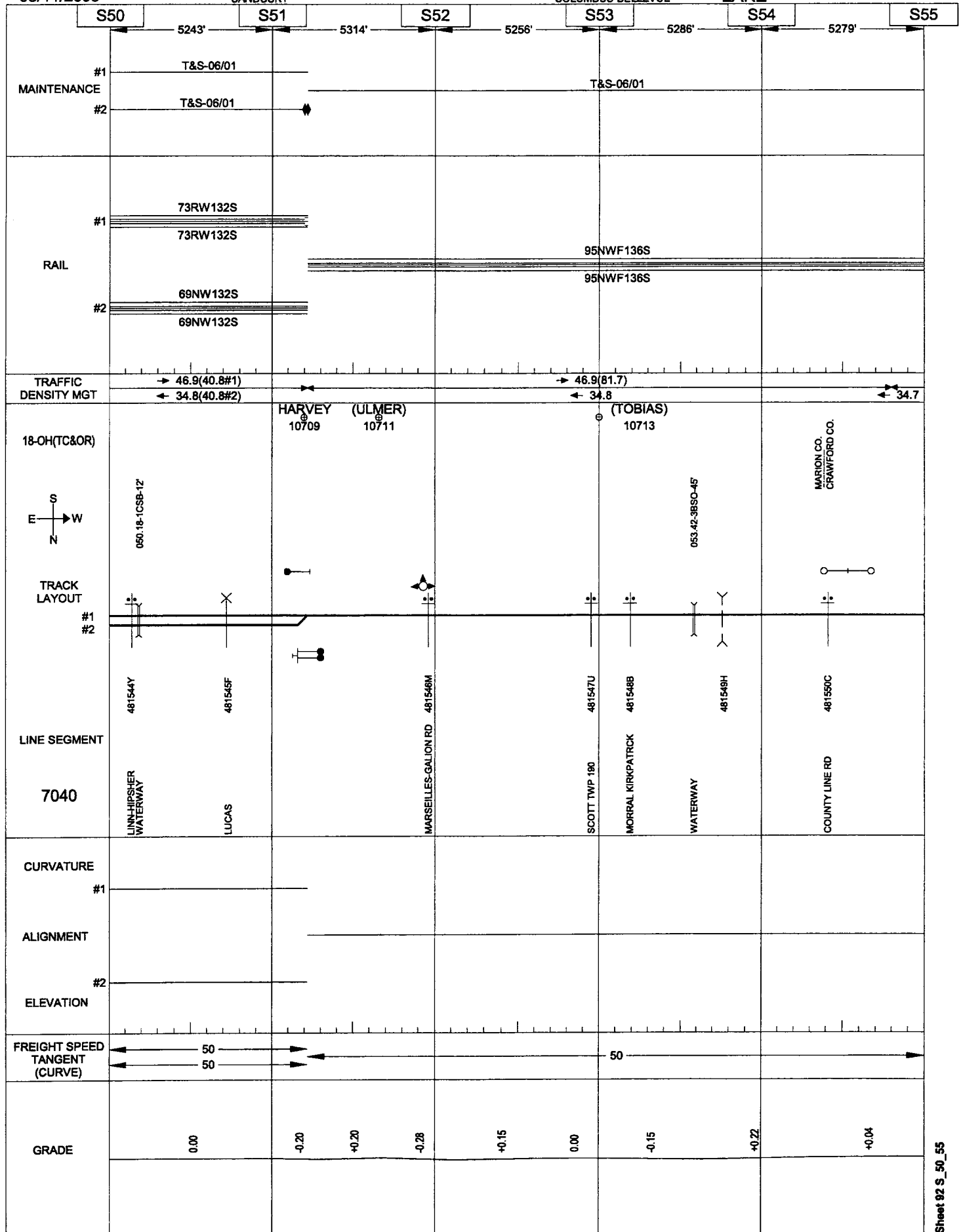


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COLUMBUS-BELLEVUE

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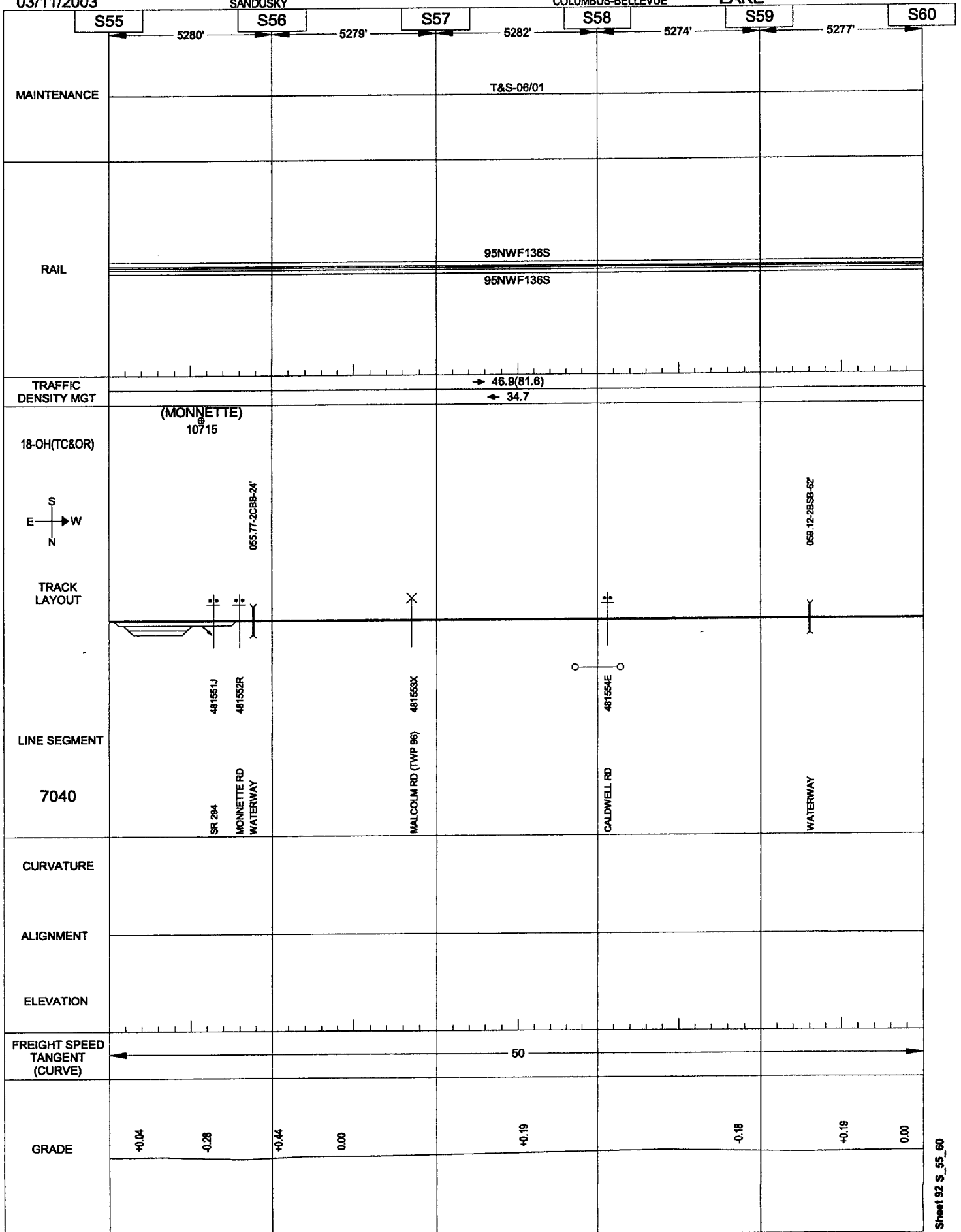


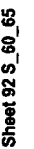
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SANDUSKY

COLUMBUS-BELLEVUE

LAKE





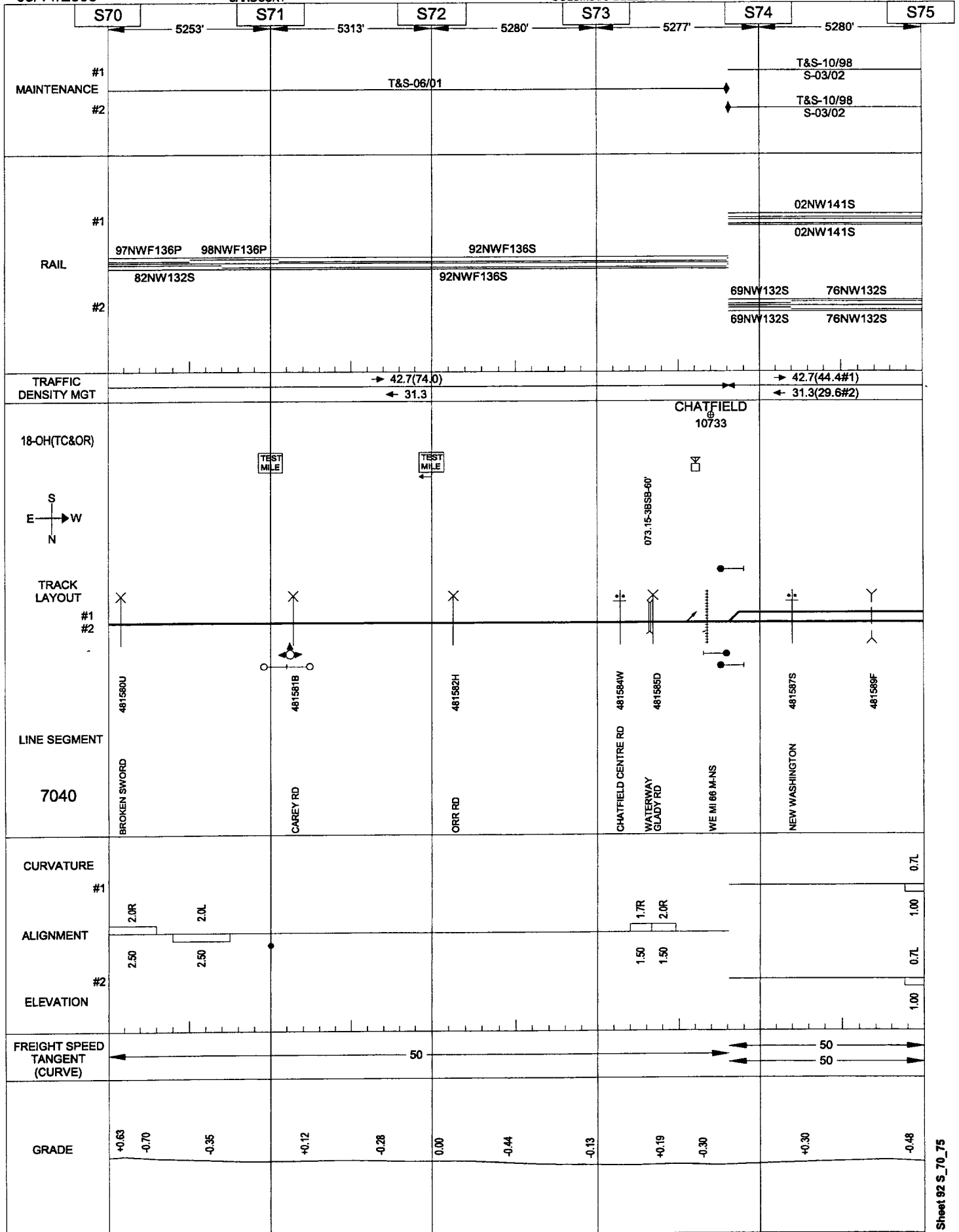
Sheet 92 S_65_70

03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

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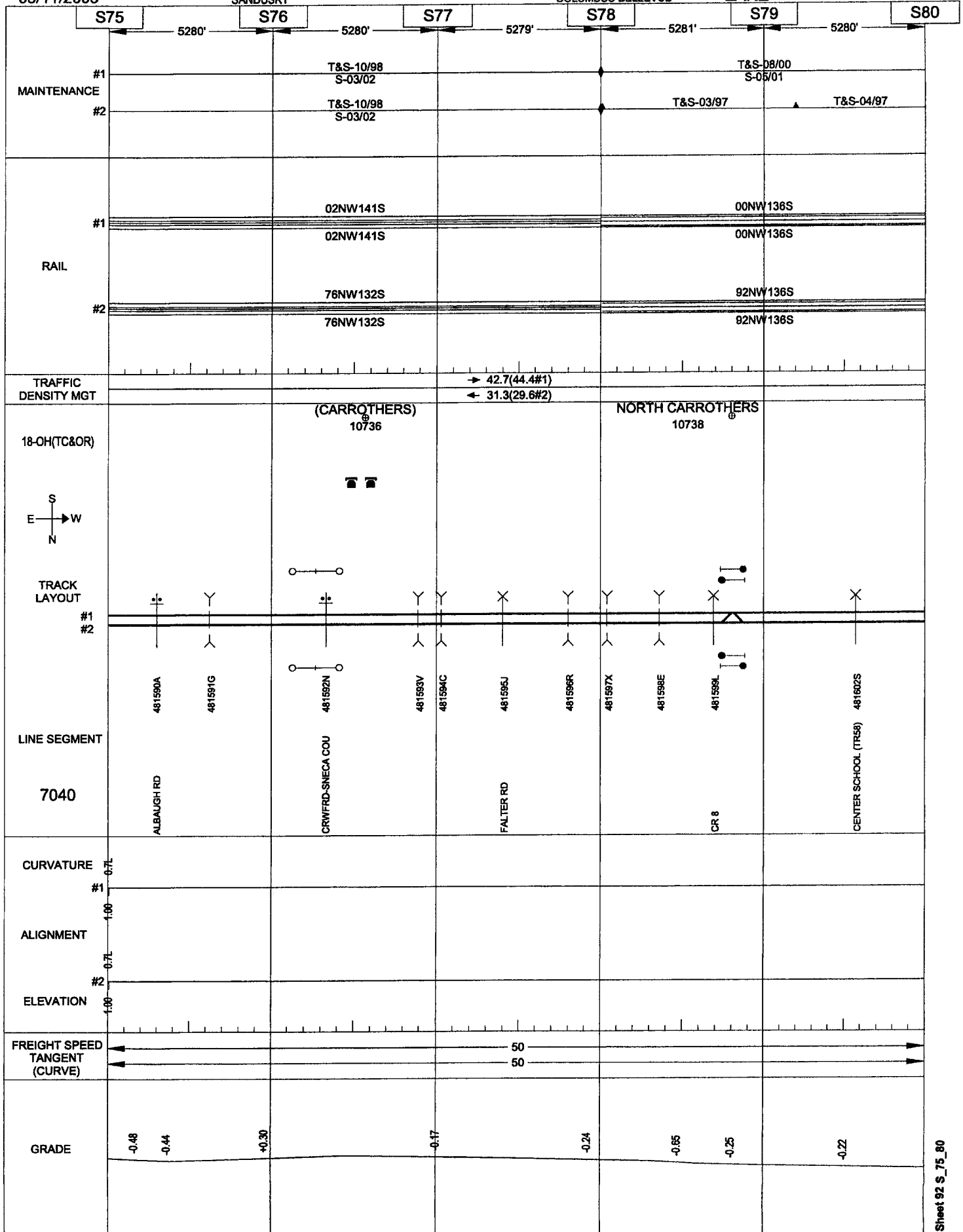


03/11/2003

SANDUSKY

COLUMBUS-BELLEVUE

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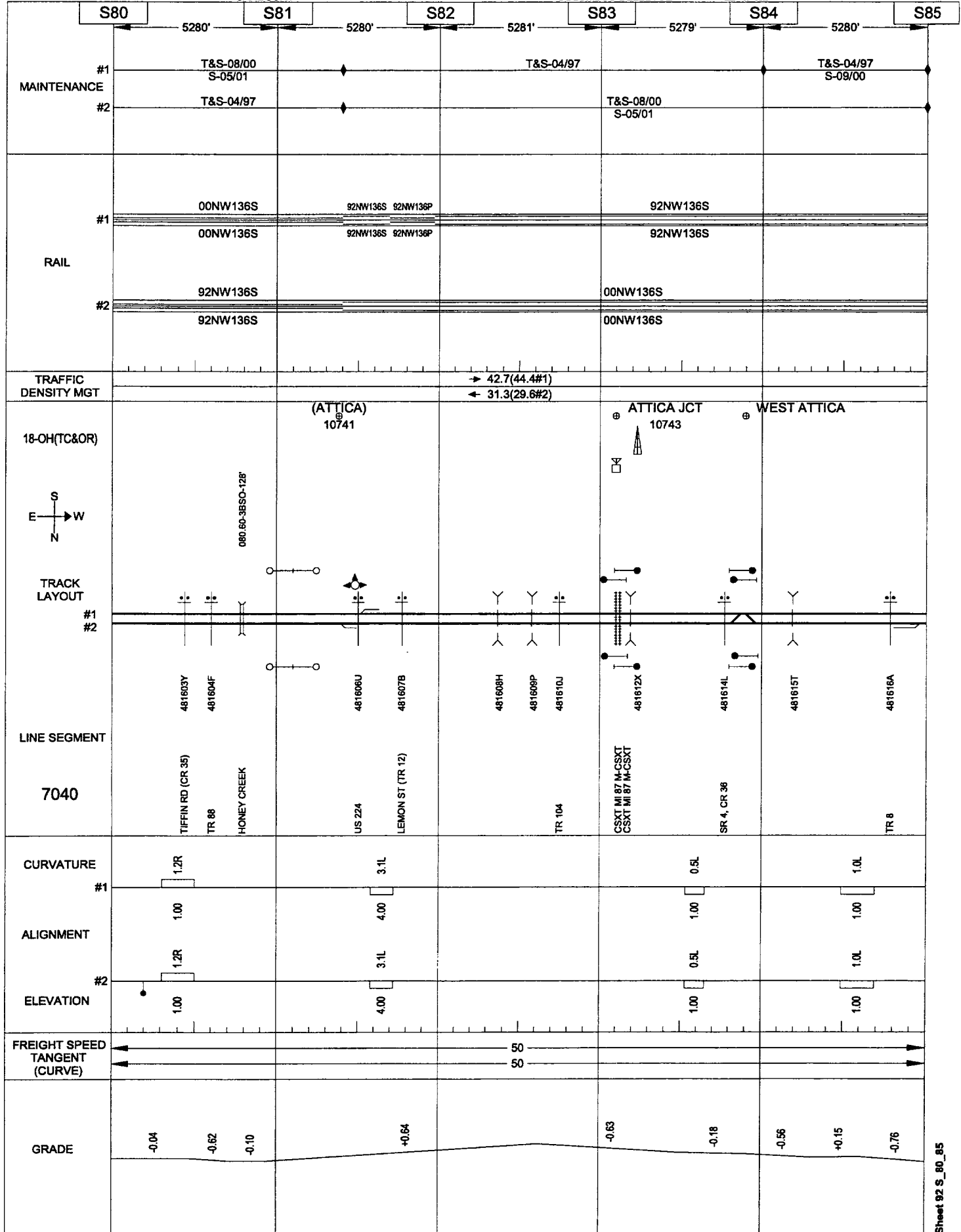


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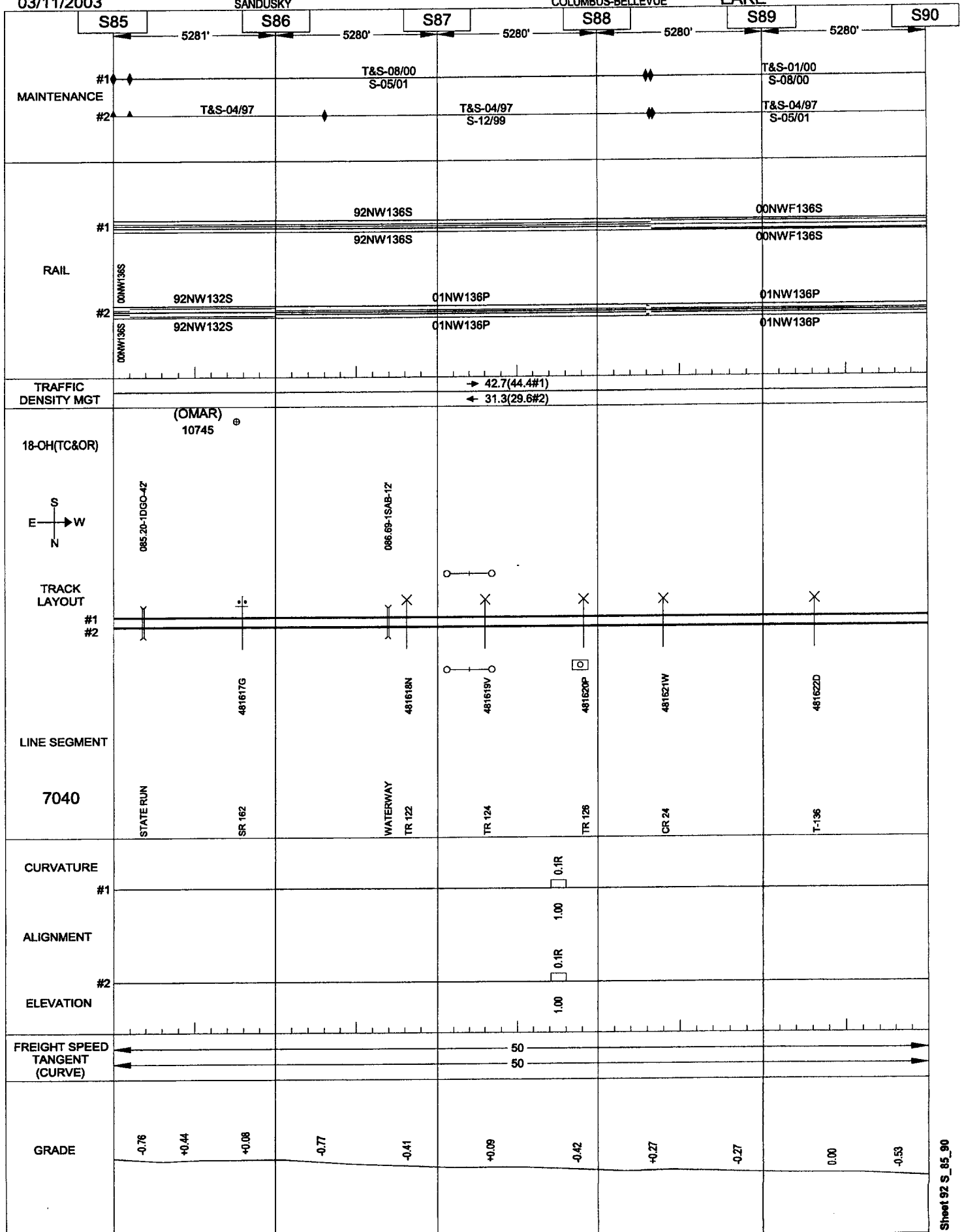


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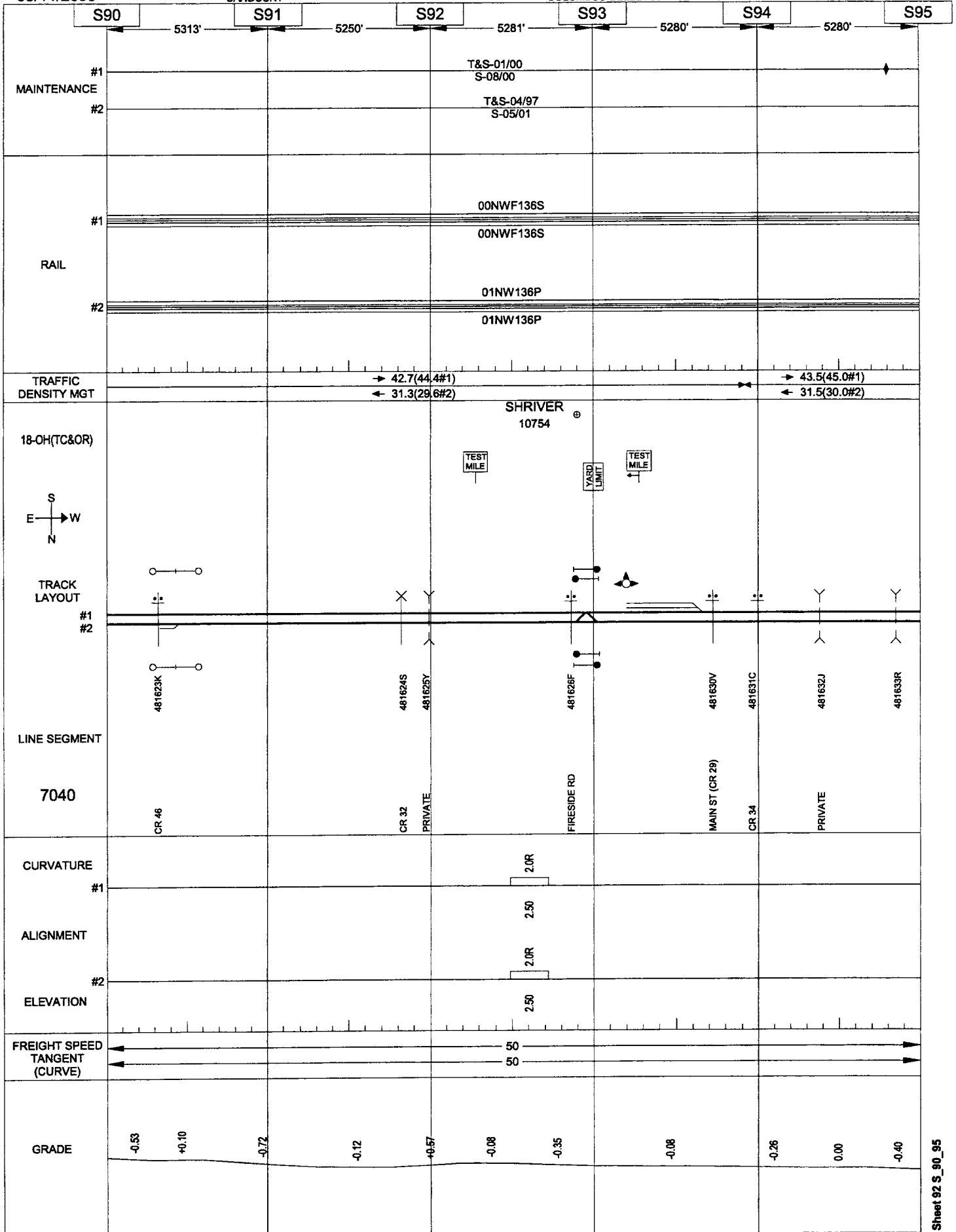


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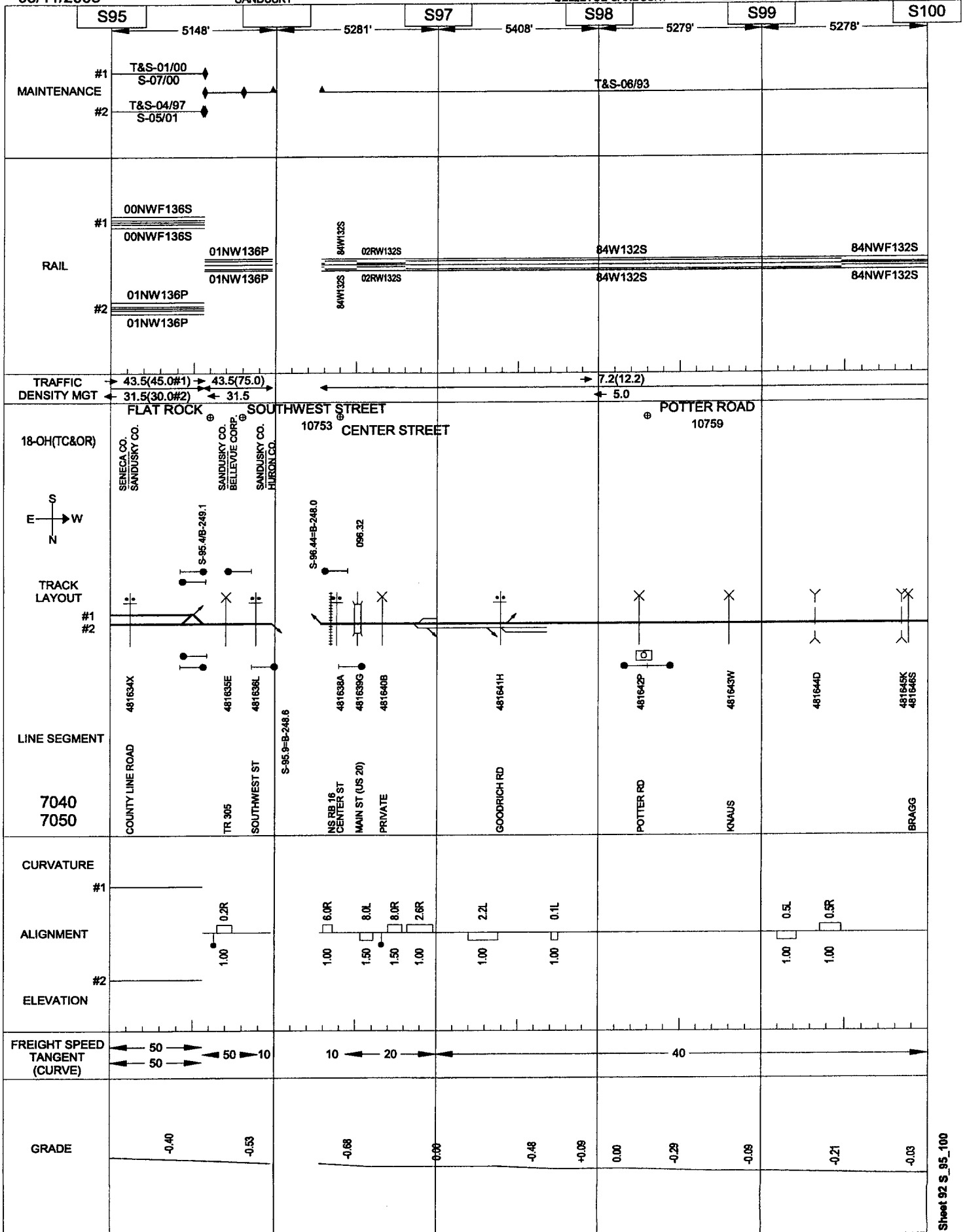


03/11/2003

SANDUSKY

BELLEVUE-SANDUSKY

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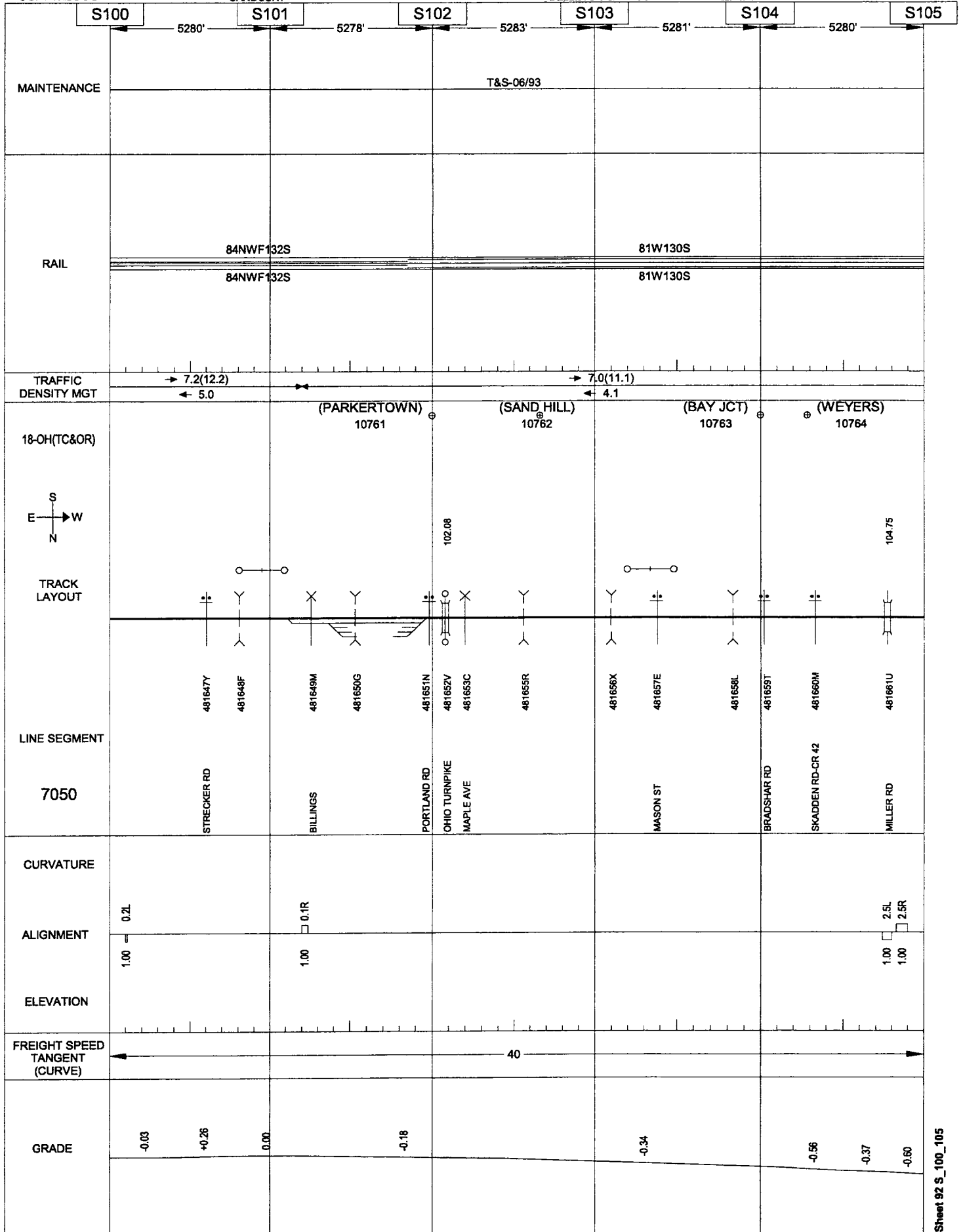


03/11/2003

SANDUSKY

BELLEVUE-SANDUSKY

LAKE

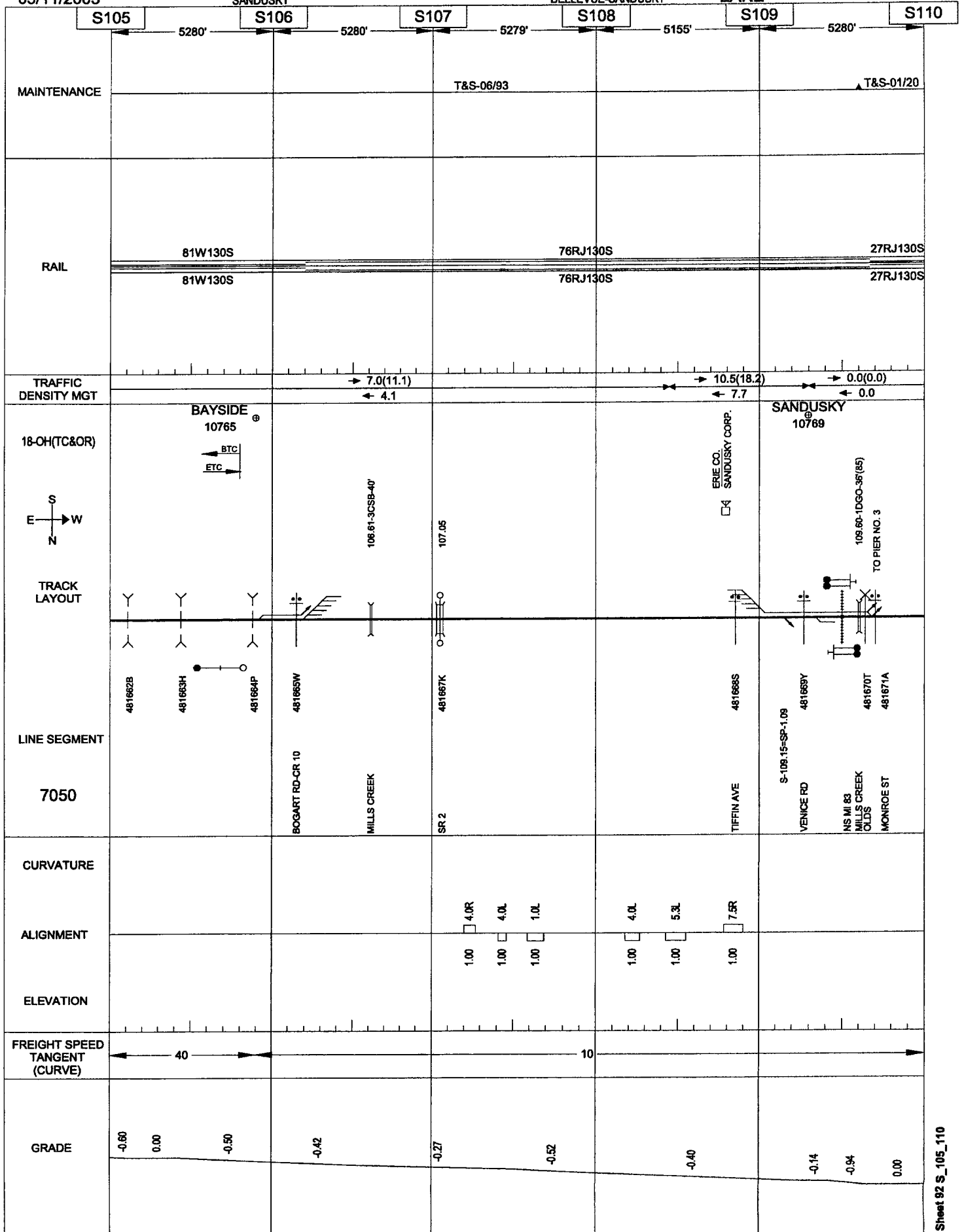


03/11/2003

SANDUSKY

BELLEVUE-SANDUSKY

LAKE

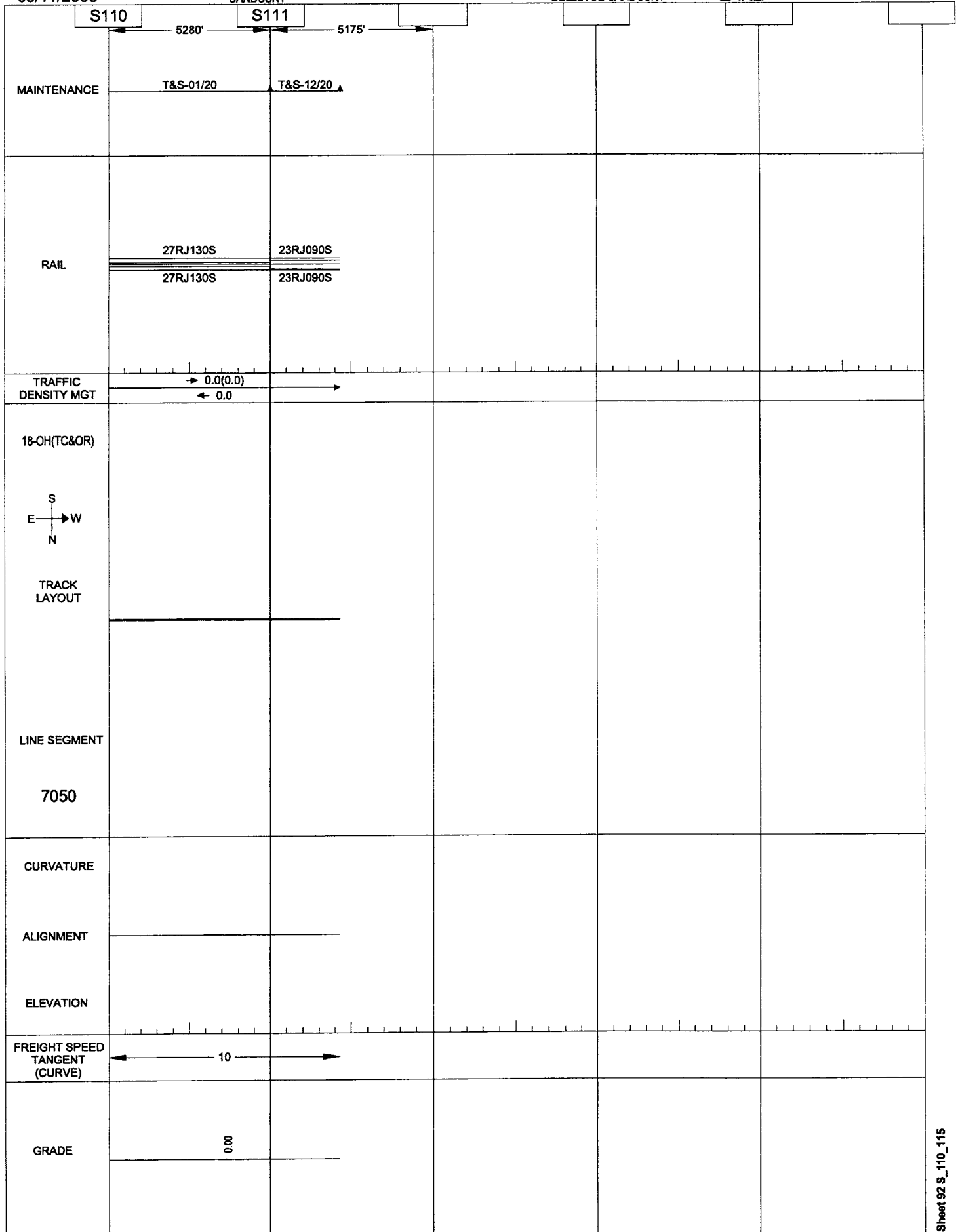


03/11/2003

SANDUSKY

BELLEVUE-SANDUSKY

LAKE



03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

T8

5280'

T9

5327'

T10

MAINTENANCE

T&S-06/96
S-06/02

RAIL

82RW115S

92RWF132S

82RW115S

92RWF132S

TRAFFIC
DENSITY MGT→ 2.3(5.0)
← 27

8-OH(W&LE)

MP 8
07011(BOOTH)
07009BTC
ETCN
W — E
STRACK
LAYOUT

BEGIN DEARBORN DIV

YARD
LIMIT

008.78-15BD-28'

009.24

LINE SEGMENT

7240

473856A

473857T

473856L

473854X

WYNN RD

COUNTY DITCH

SR 2

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

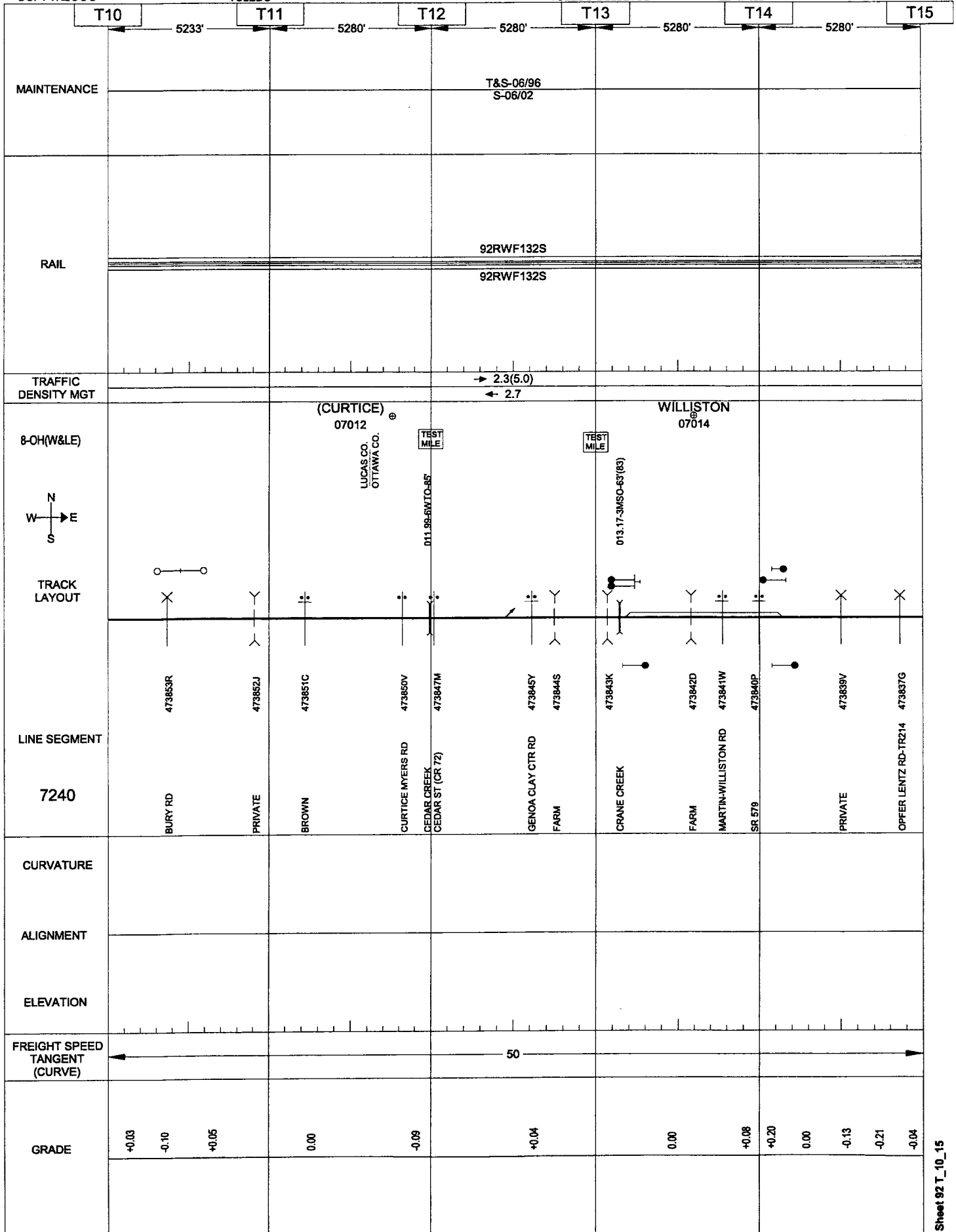
+0.03

03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE



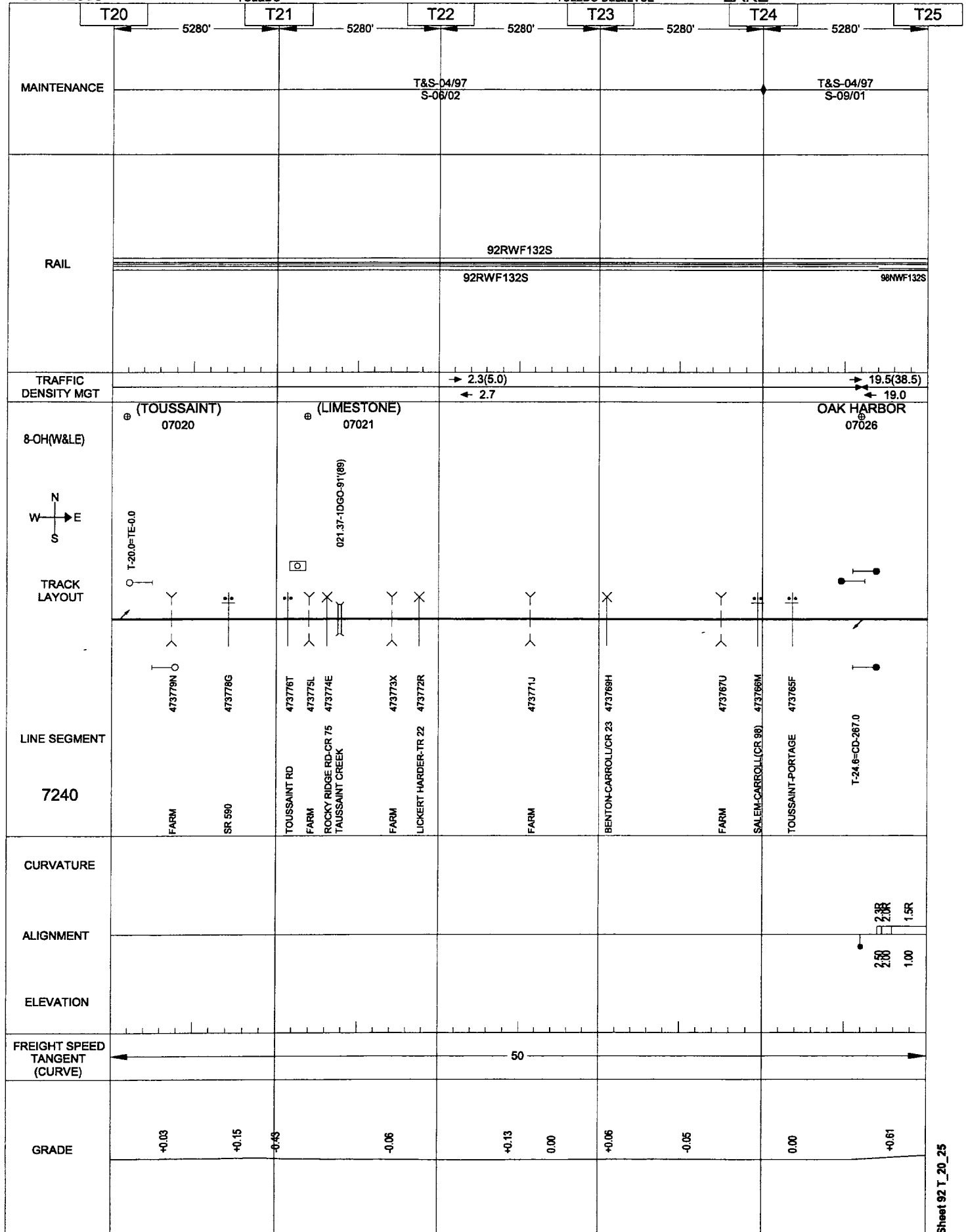
Sheet 92 T_15_20

03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

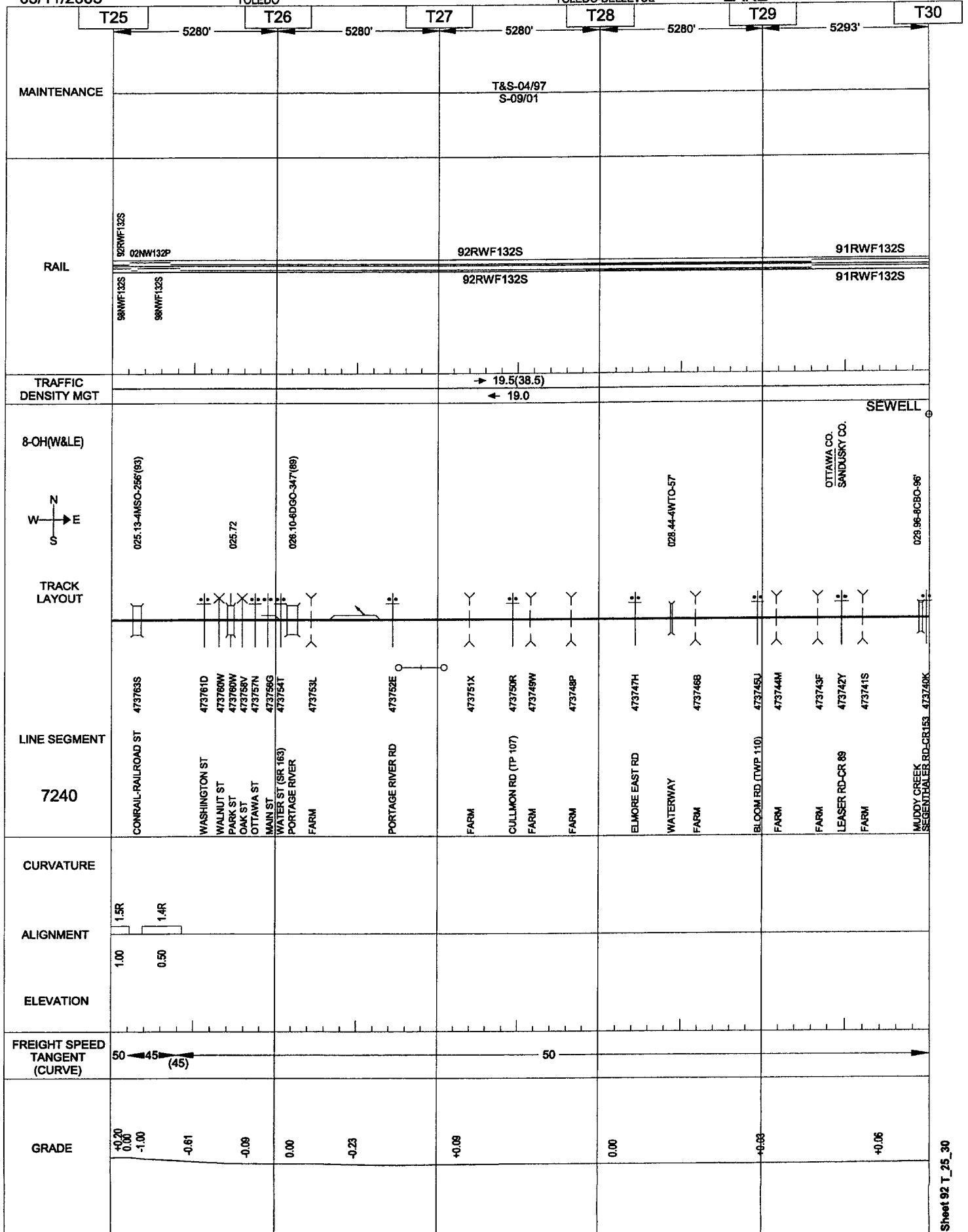


03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

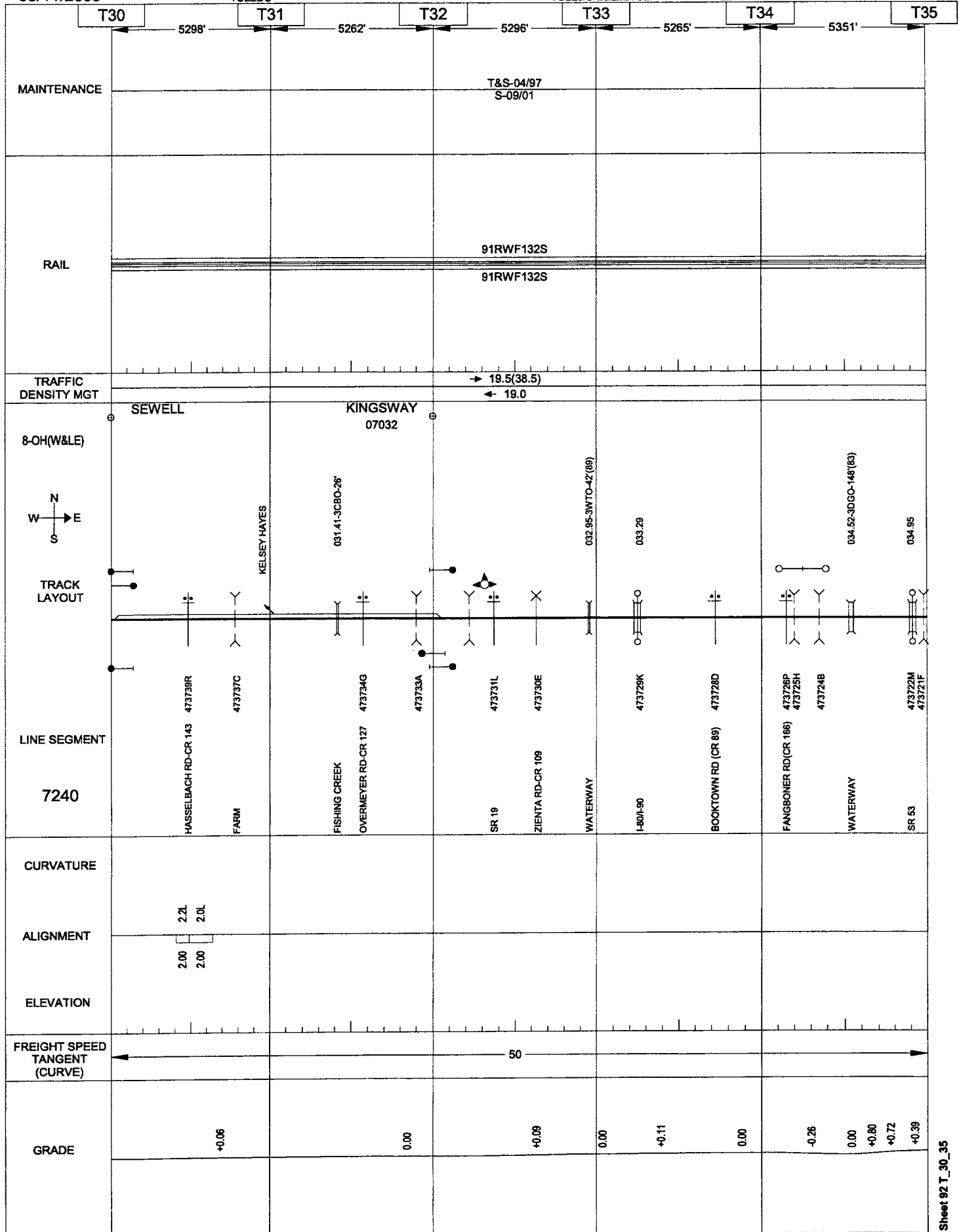


03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

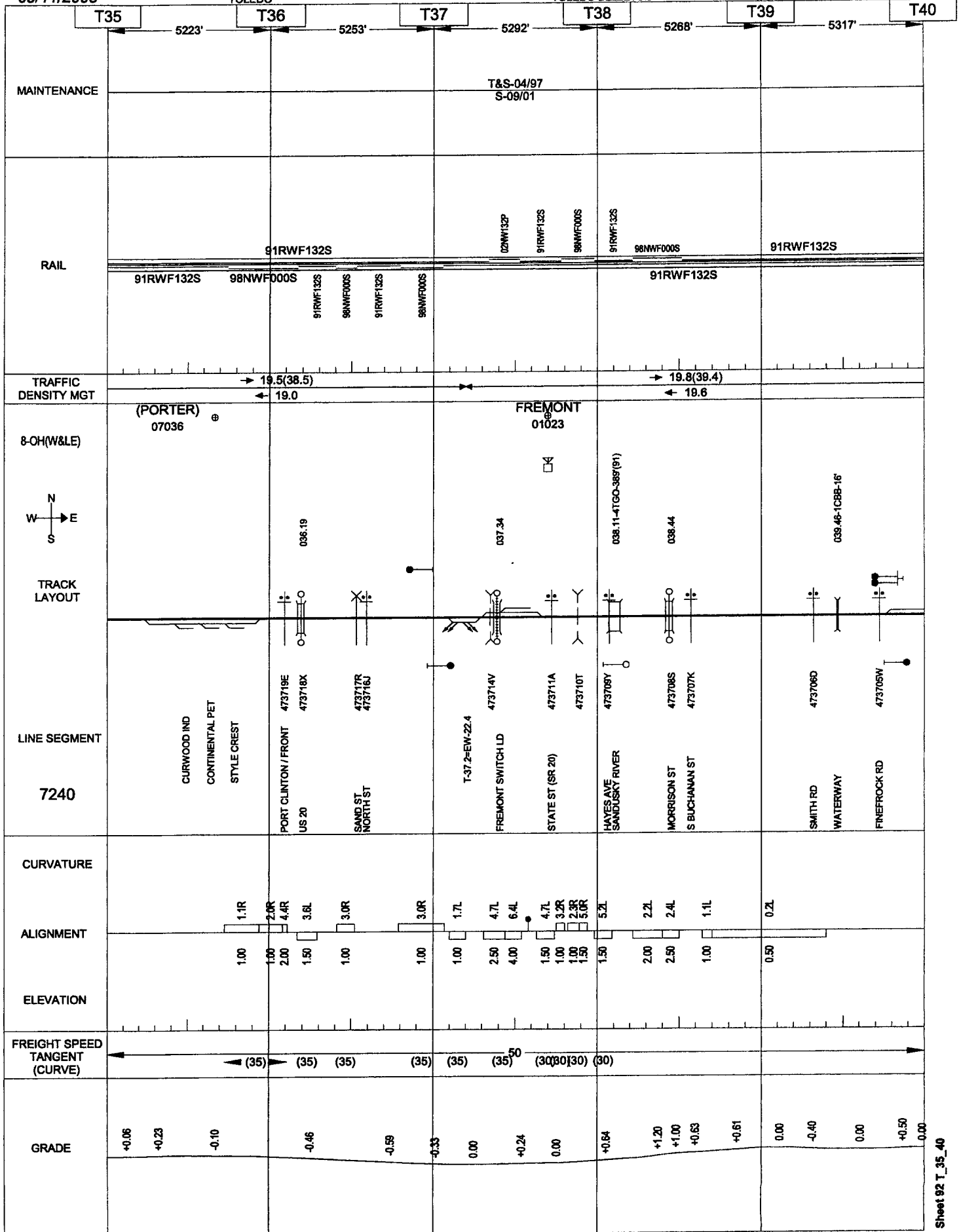


03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

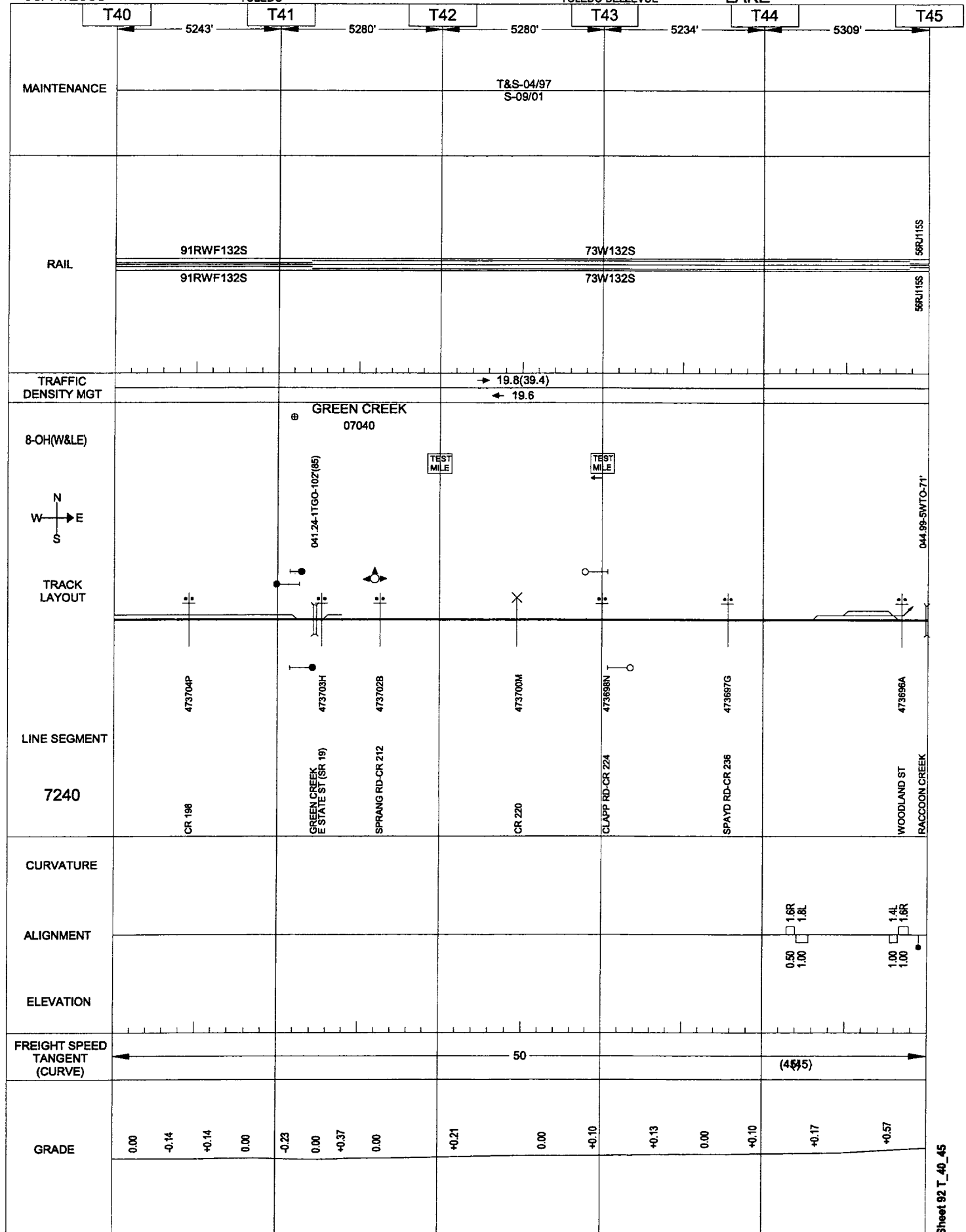


03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE

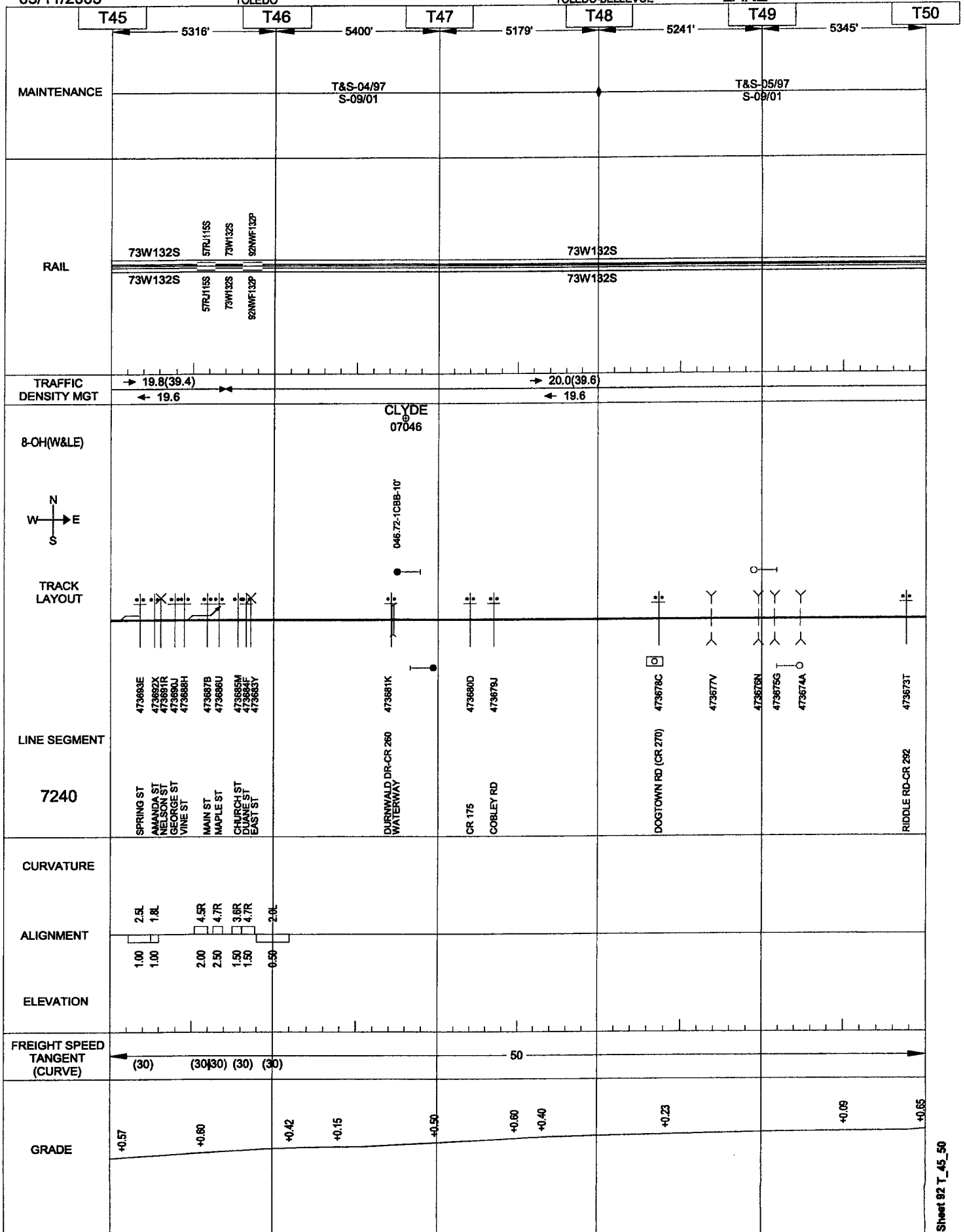


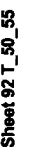
03/11/2003

TOLEDO

TOLEDO-BELLEVUE

LAKE





03/11/2003

LIMA

ARCADIA-LIMA

LAKE

SP49

SP50

5280' 5274'

MAINTENANCE

T&S-09/89

RAIL

74W115S

74W115S

TRAFFIC
DENSITY MGT

0.9(2.5)

1.6

9-OH(NYC&SL)

DA (ARCADIA)
00285



SP-48.39-B-285.88

TRACK
LAYOUT

LINE SEGMENT

476778S

476779Y

476780T

476781A

JOSLYN ST

MAIN ST

CR 254

CR 216

7770

CURVATURE

ALIGNMENT

2.5R

0.3R

1.0L

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

49 35

49

GRADE

-0.40

+0.50

-0.30

+0.50

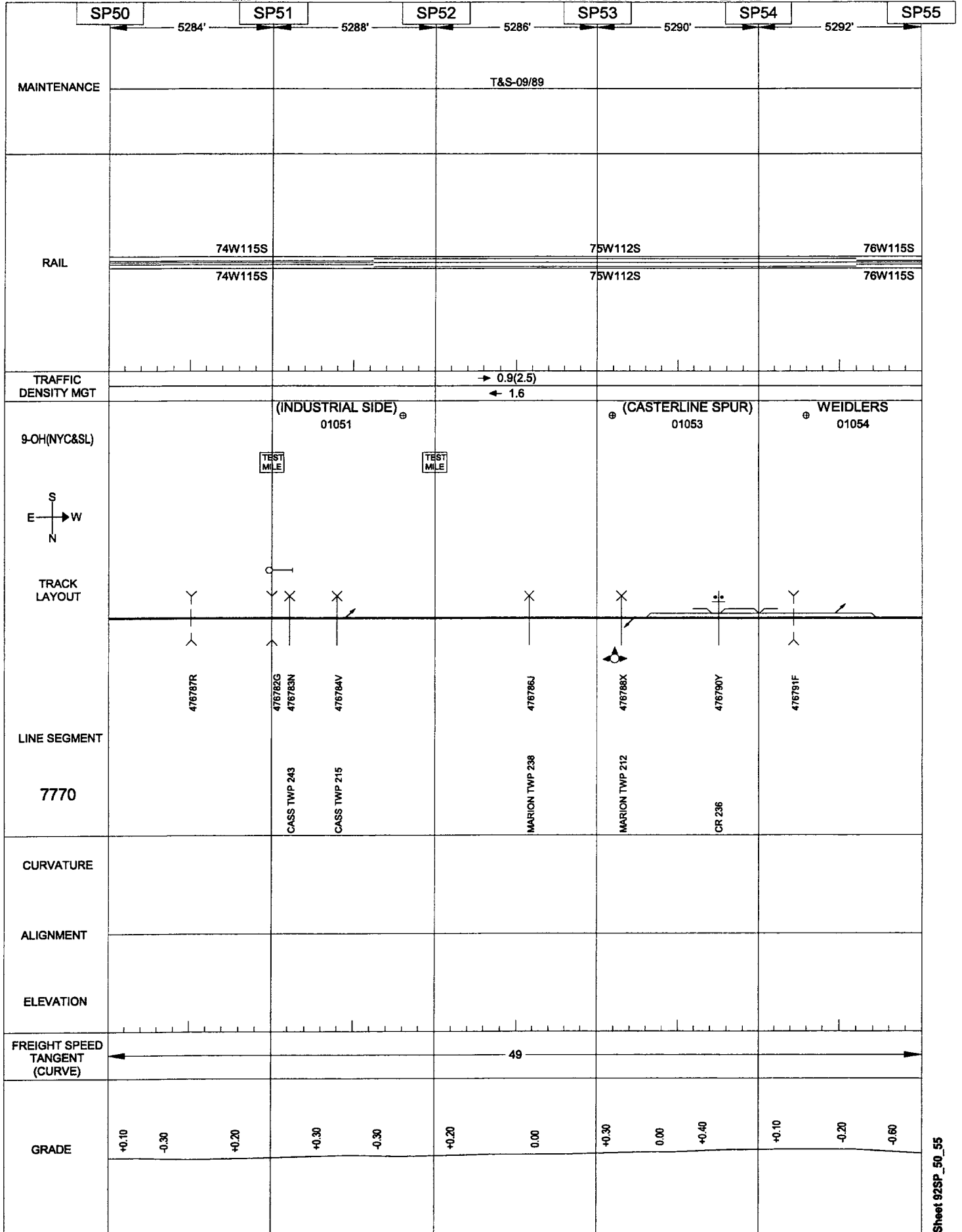
+0.10

03/11/2003

LIMA

ARCADIA-LIMA

LAKE



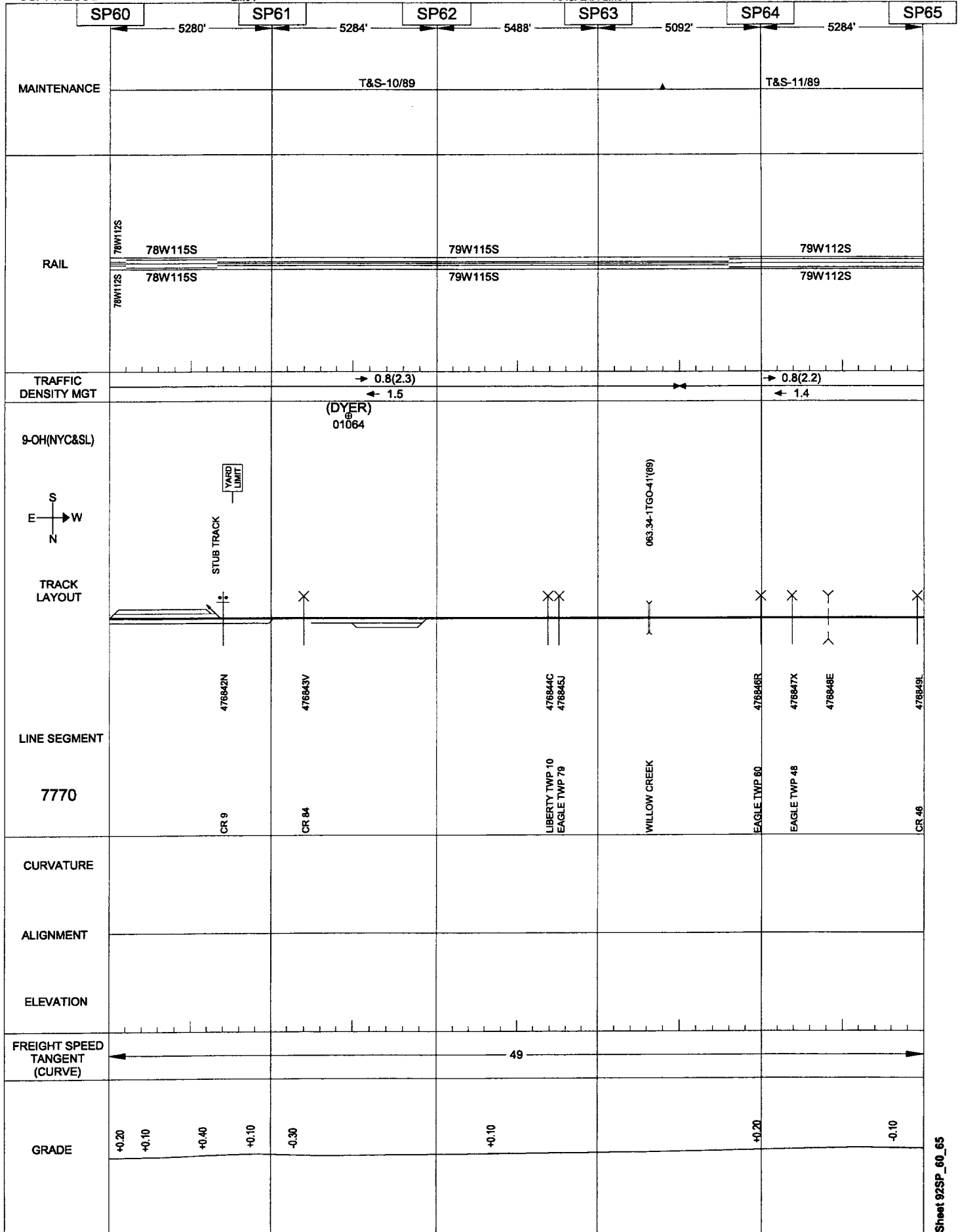
Sheet 92SP_55_60

03/11/2003

LIMA

ARCADIA-LIMA

LAKE

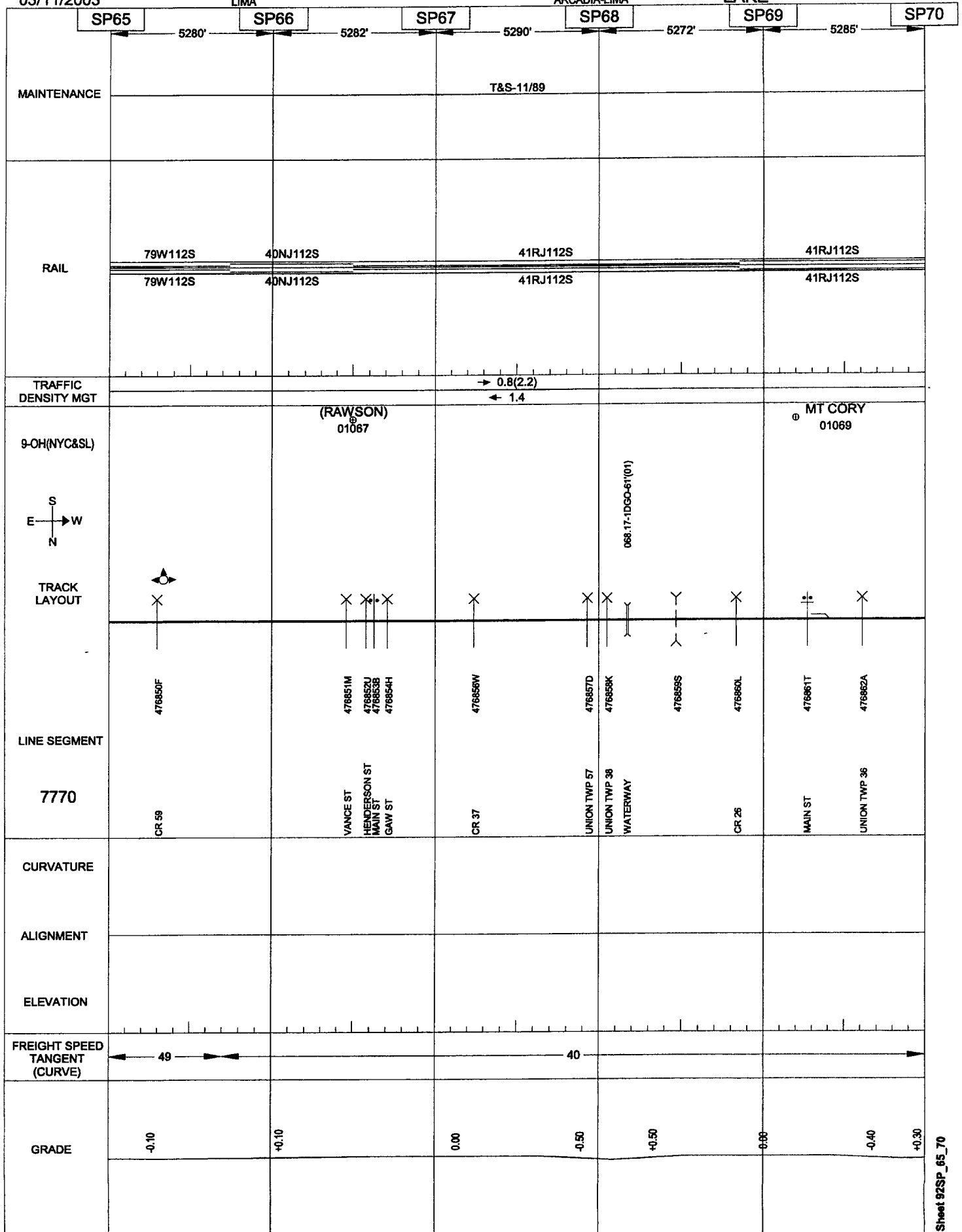


03/11/2003

LIMA

ARCADIA-LIMA

LAKE

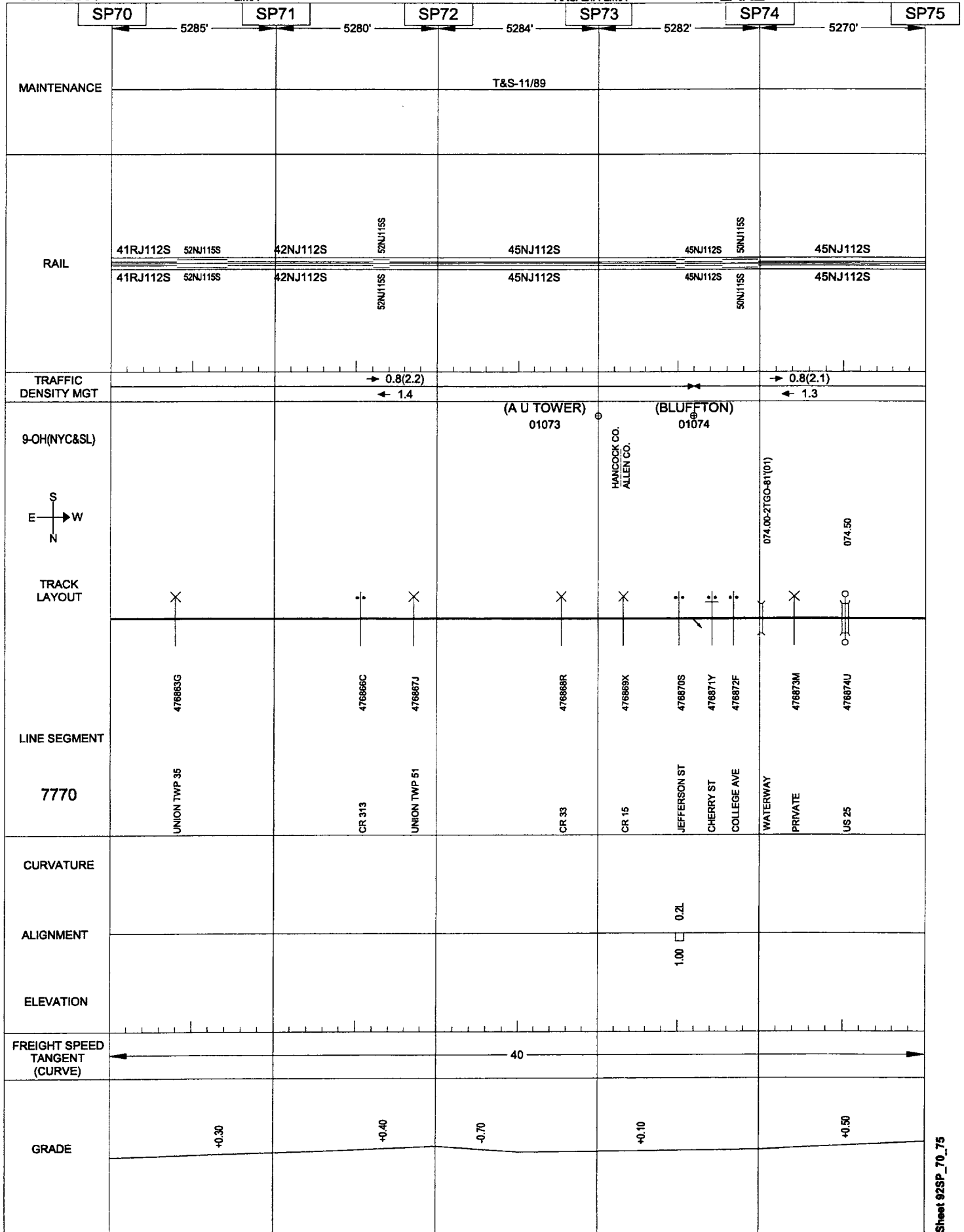


03/11/2003

LIMA

ARCADIA-LIMA

LAKE

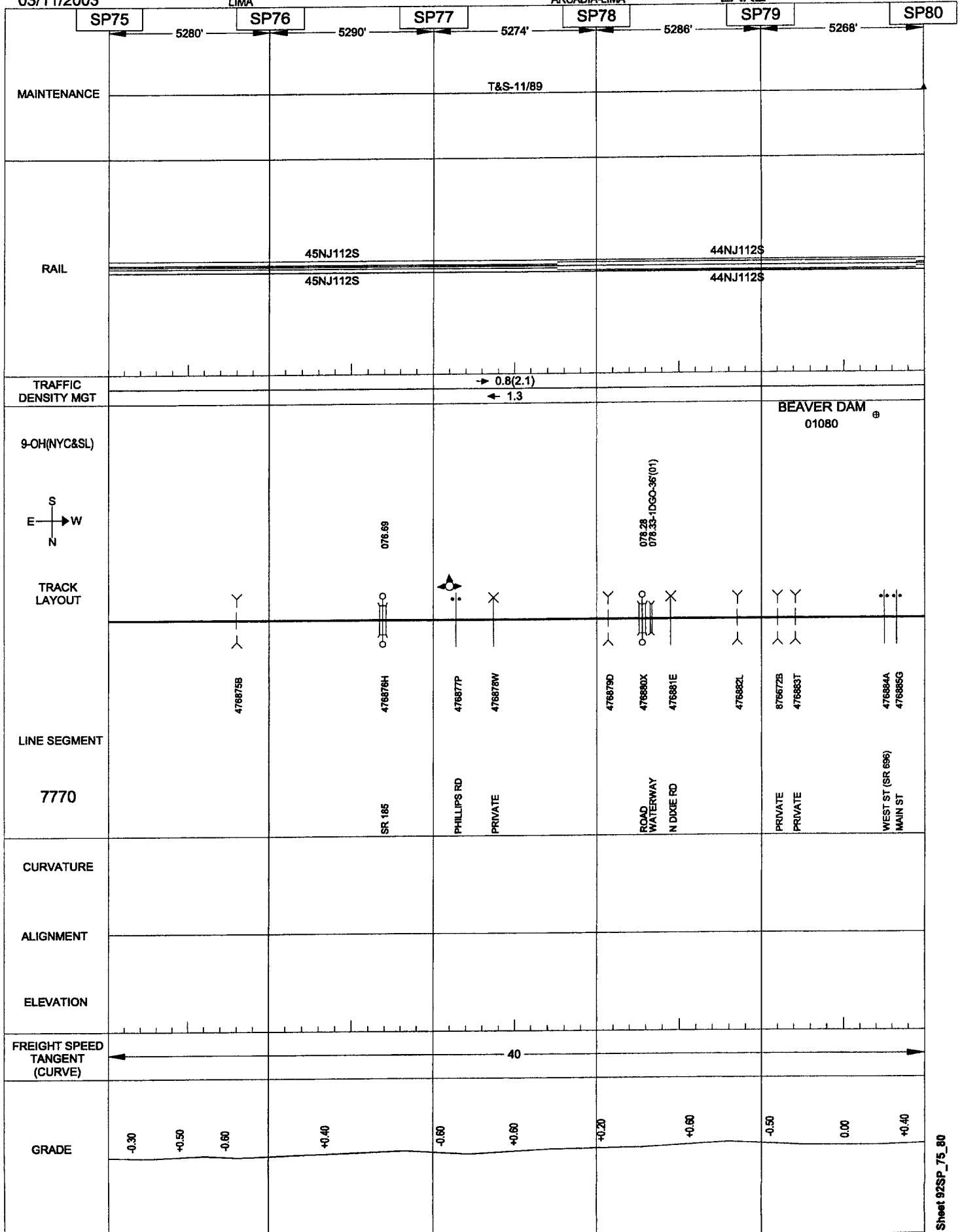


03/11/2003

LIMA

ARCADIA-LIMA

LAKE

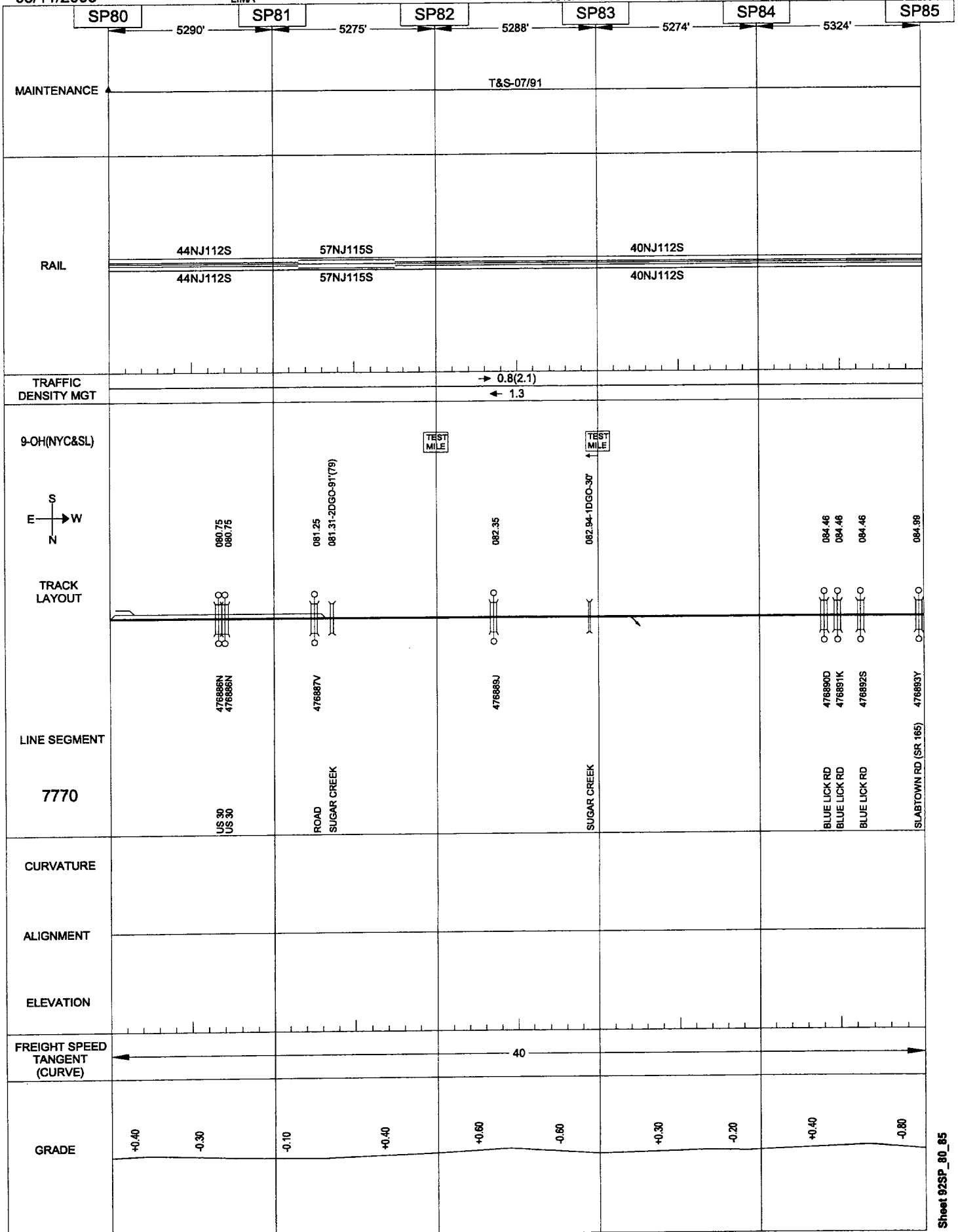


03/11/2003

LIMA

ARCADIA-LIMA

LAKE

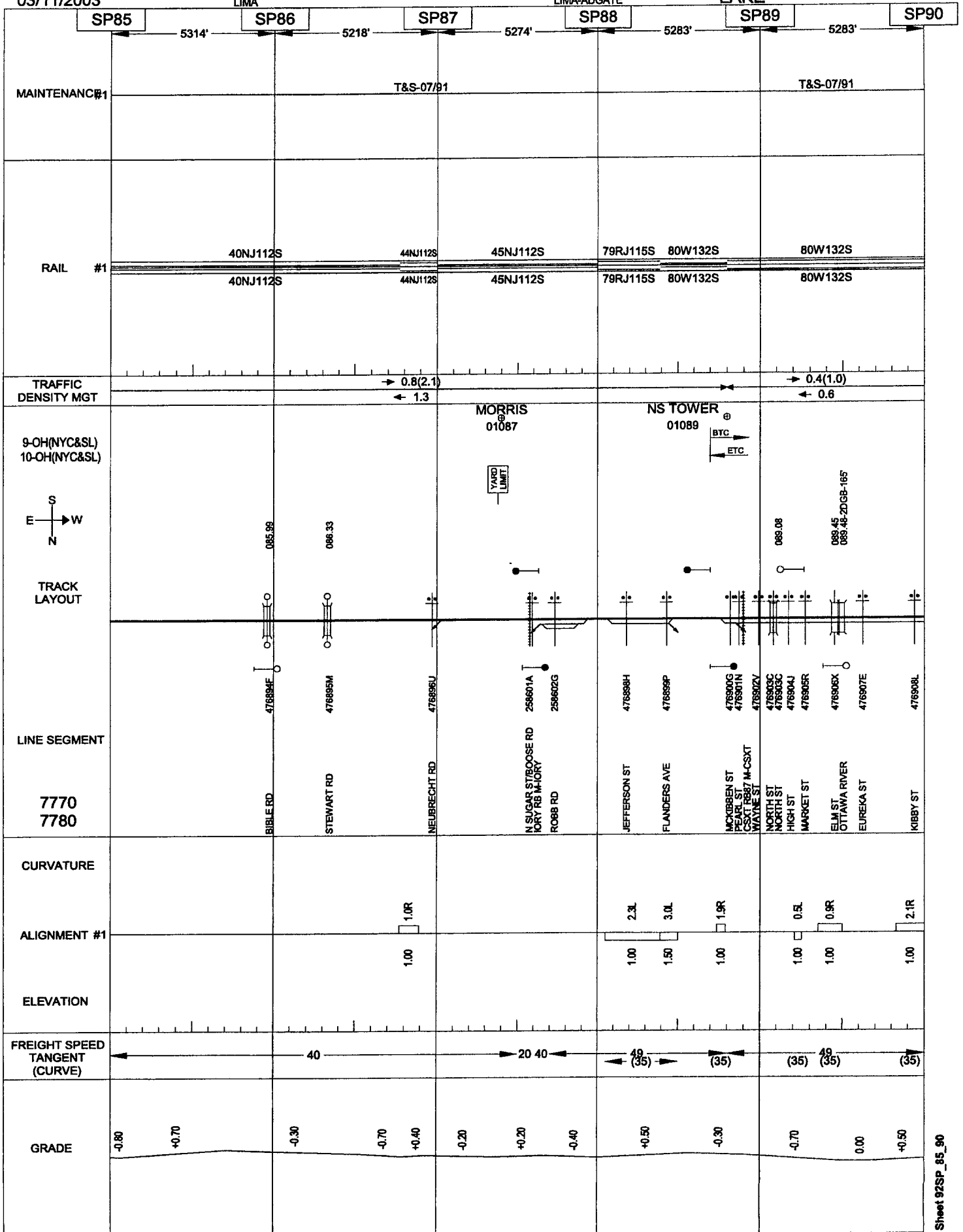


03/11/2003

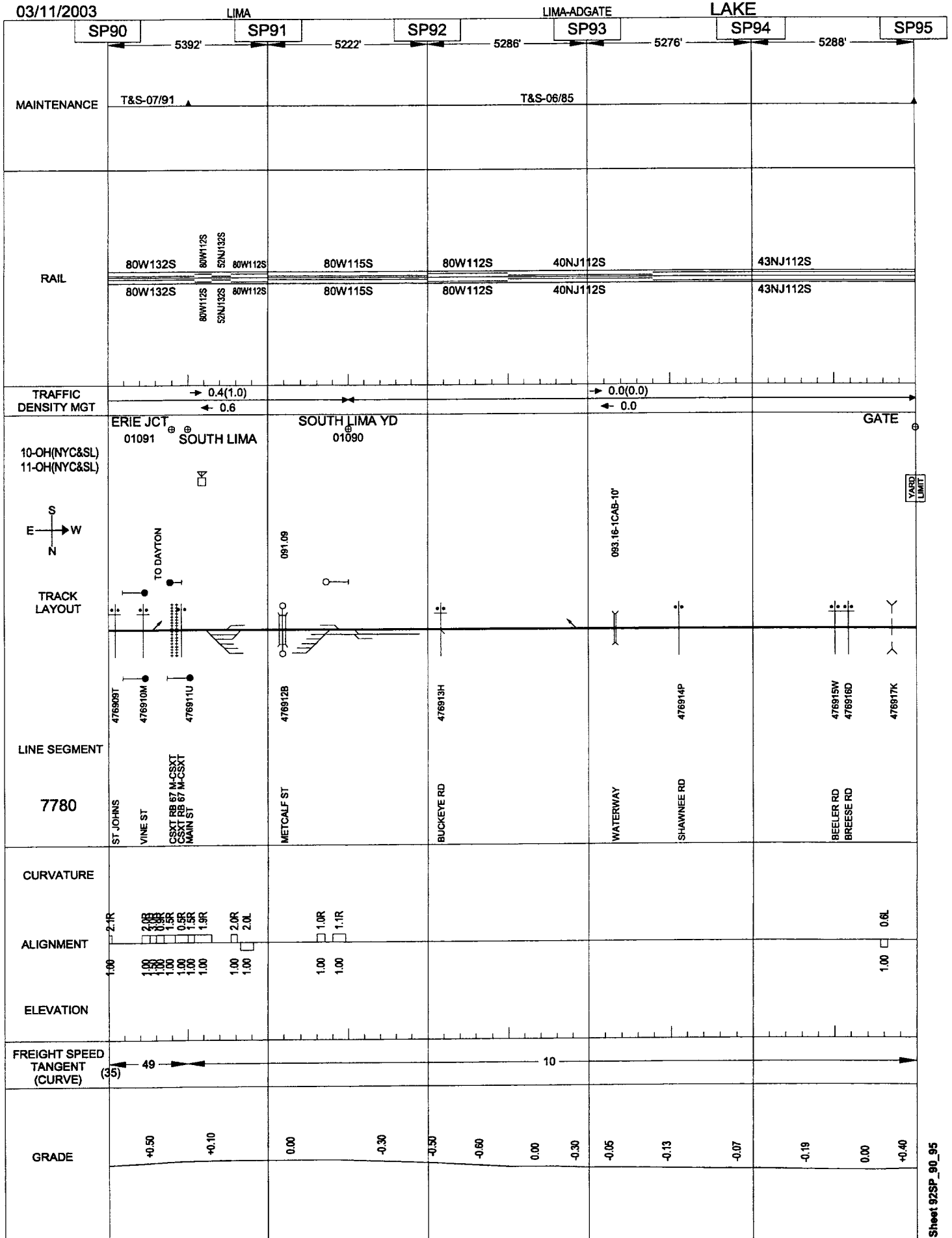
LIMA

LIMA-ADGATE

LAKE



03/11/2003

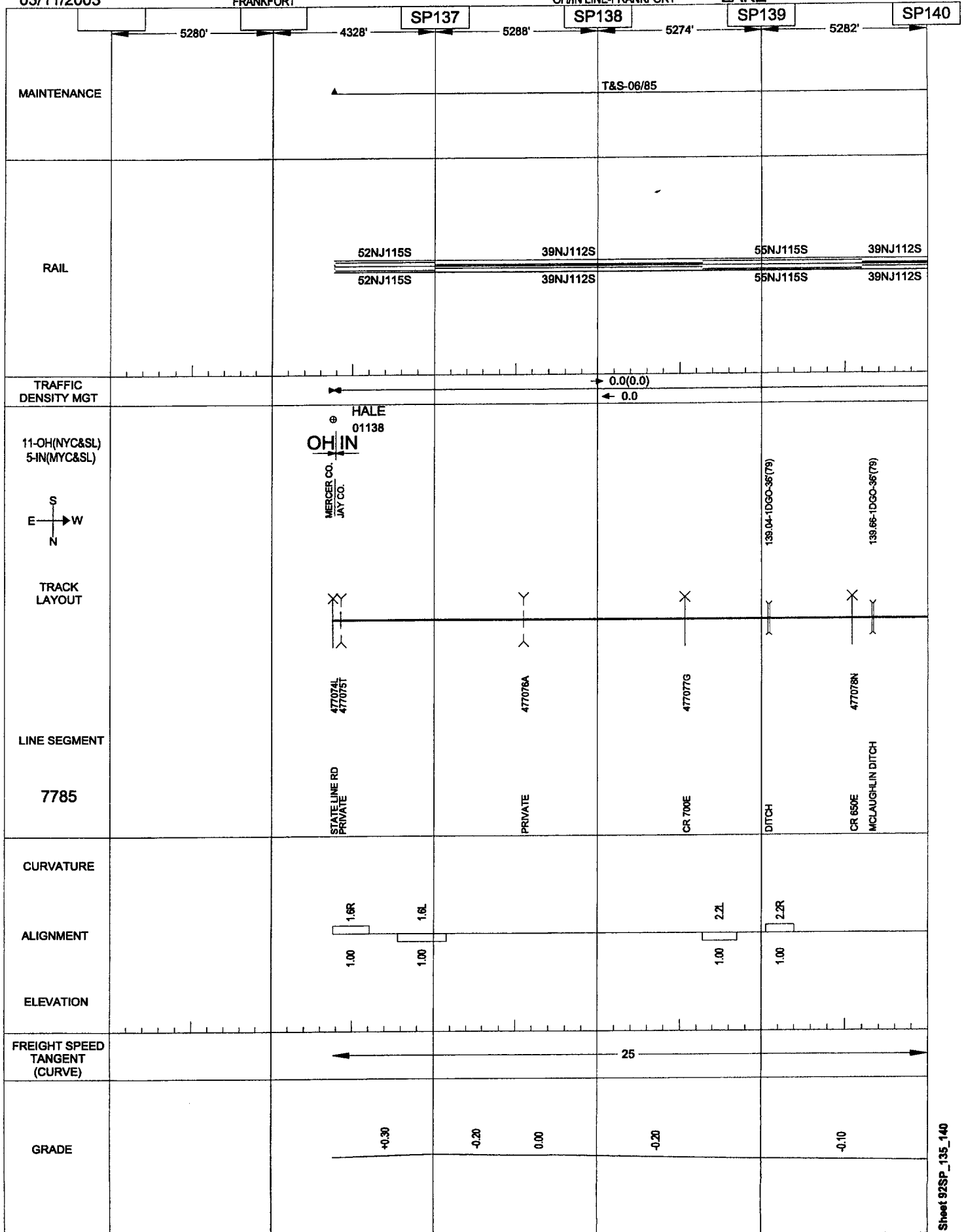


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

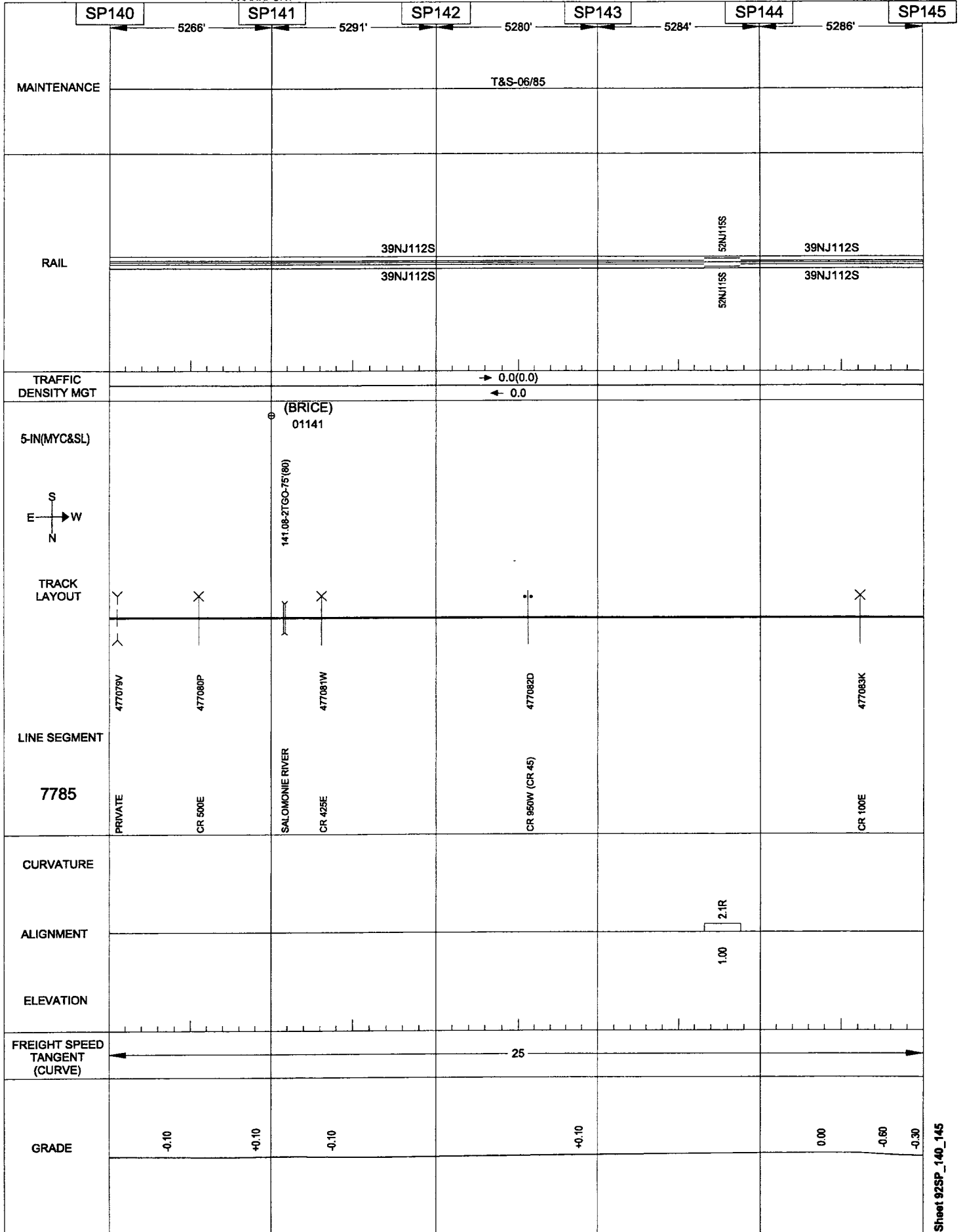


03/11/2003

FRANKFORT

OH/W LINE-FRANKFORT

LAKE

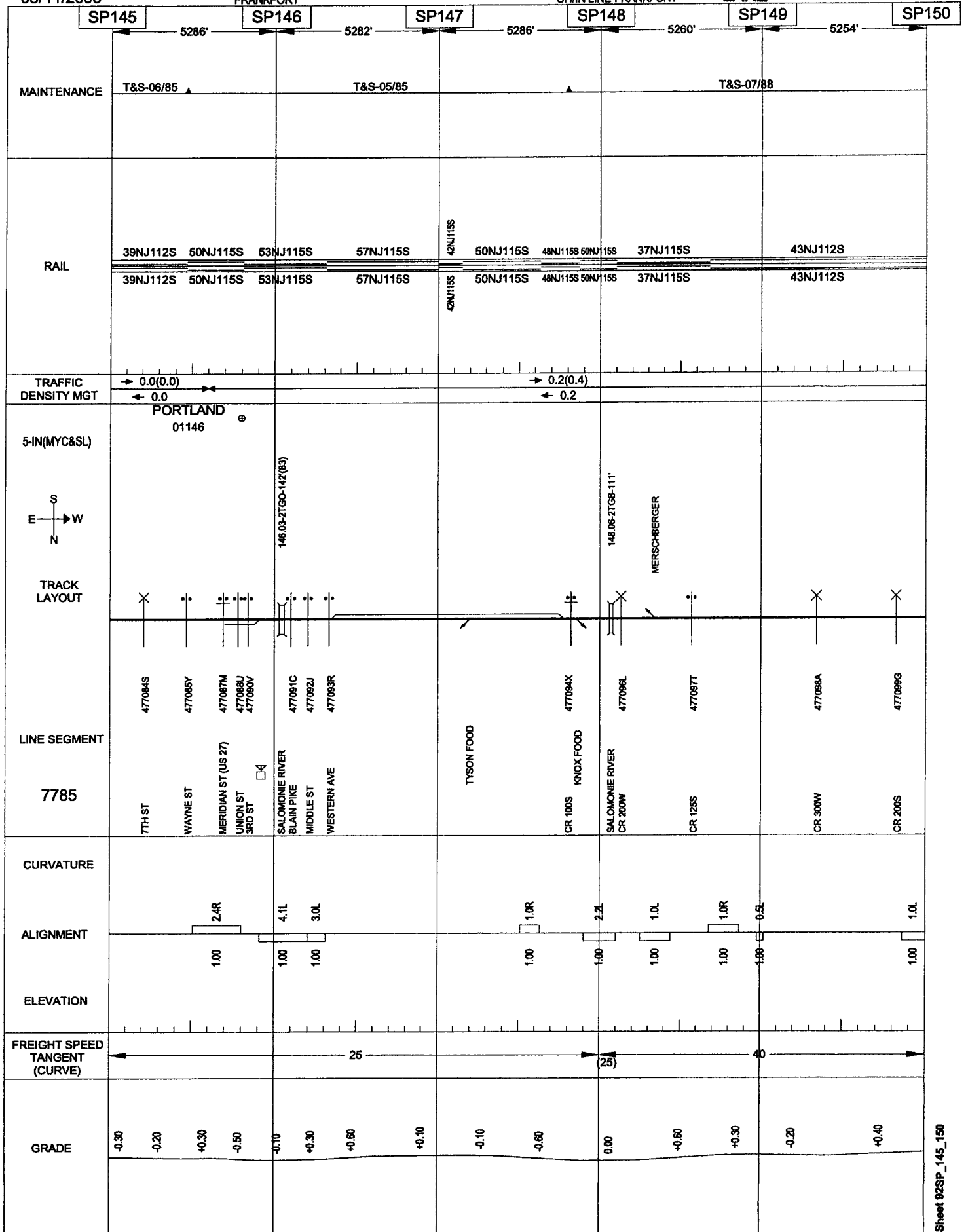


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

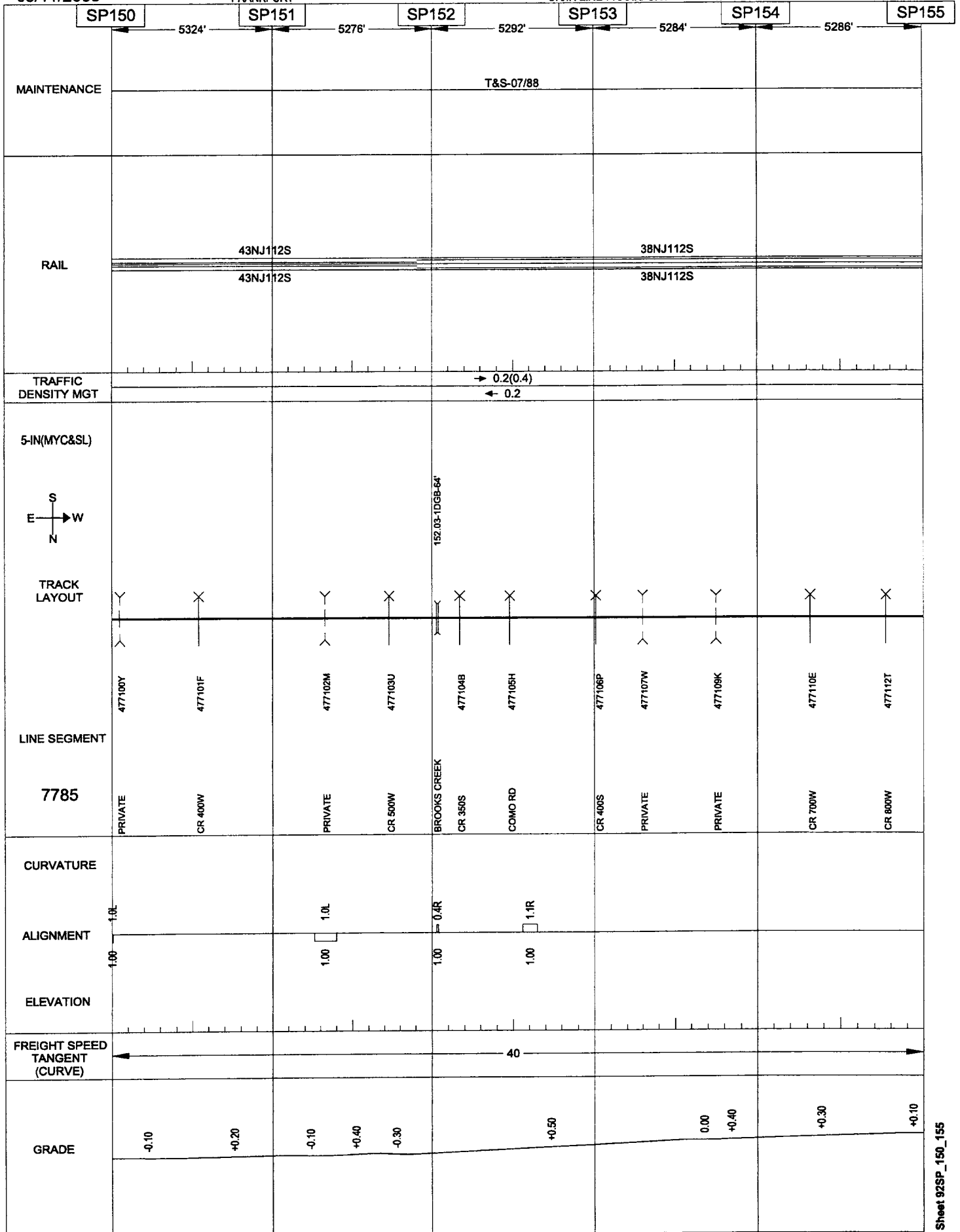


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

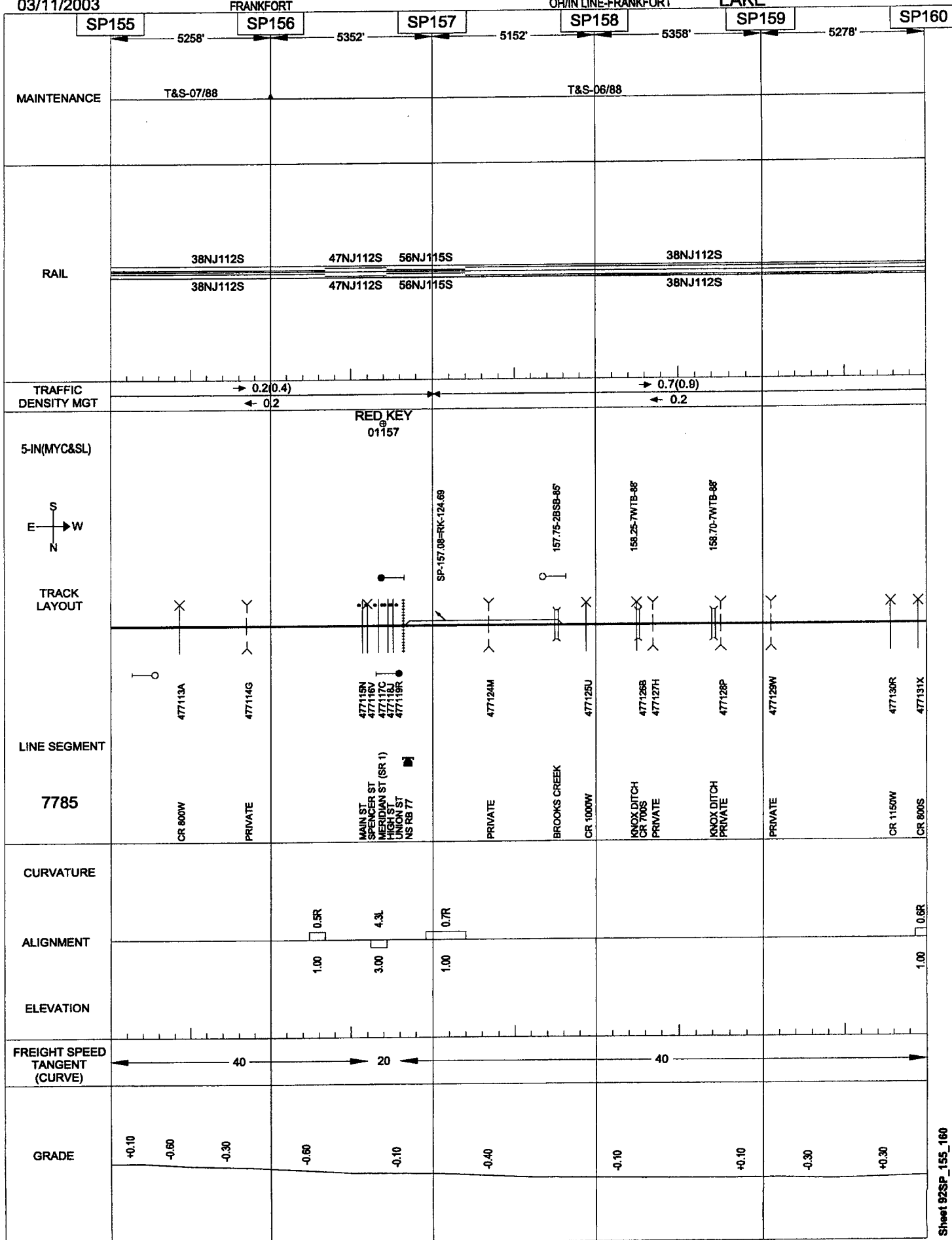


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

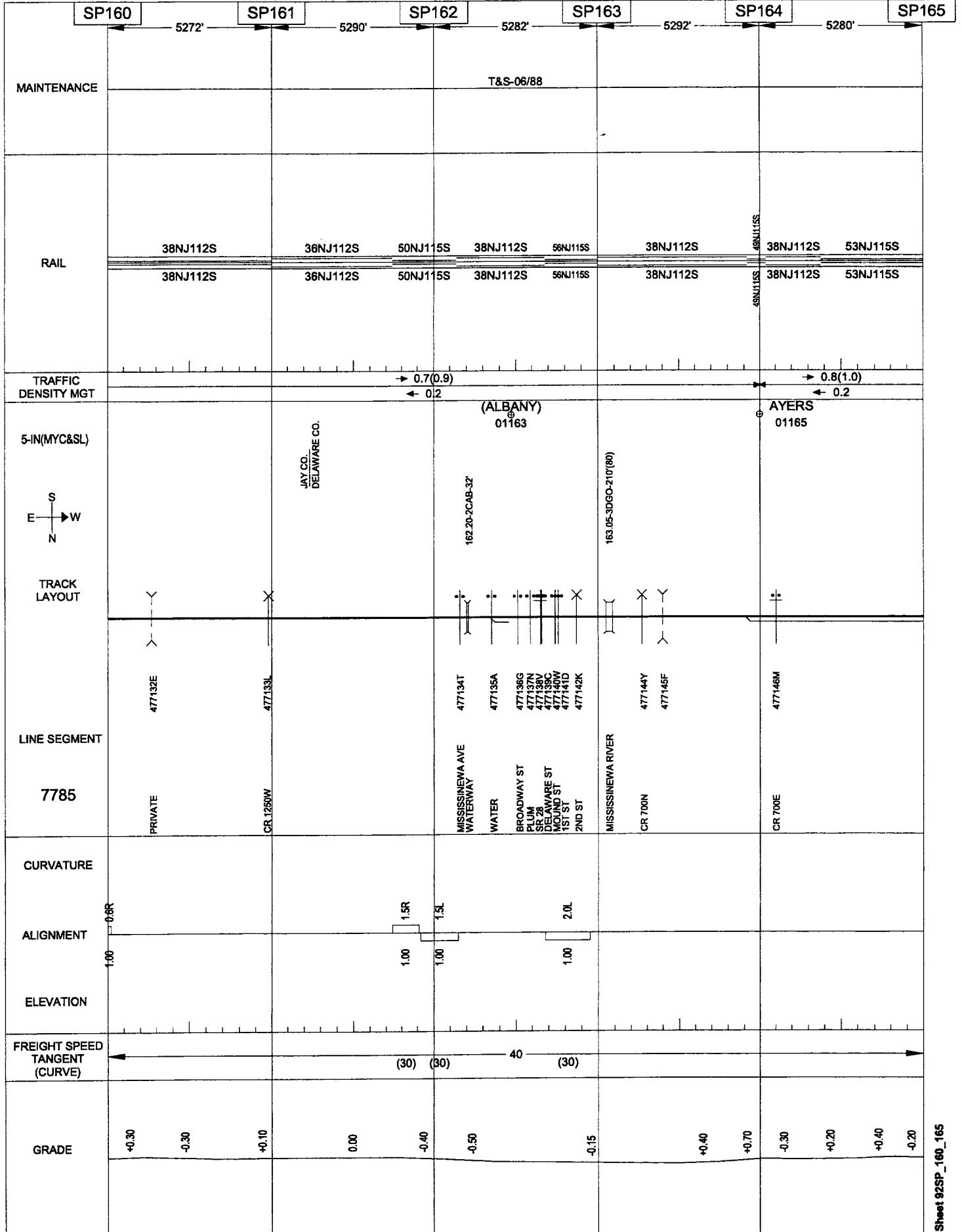


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

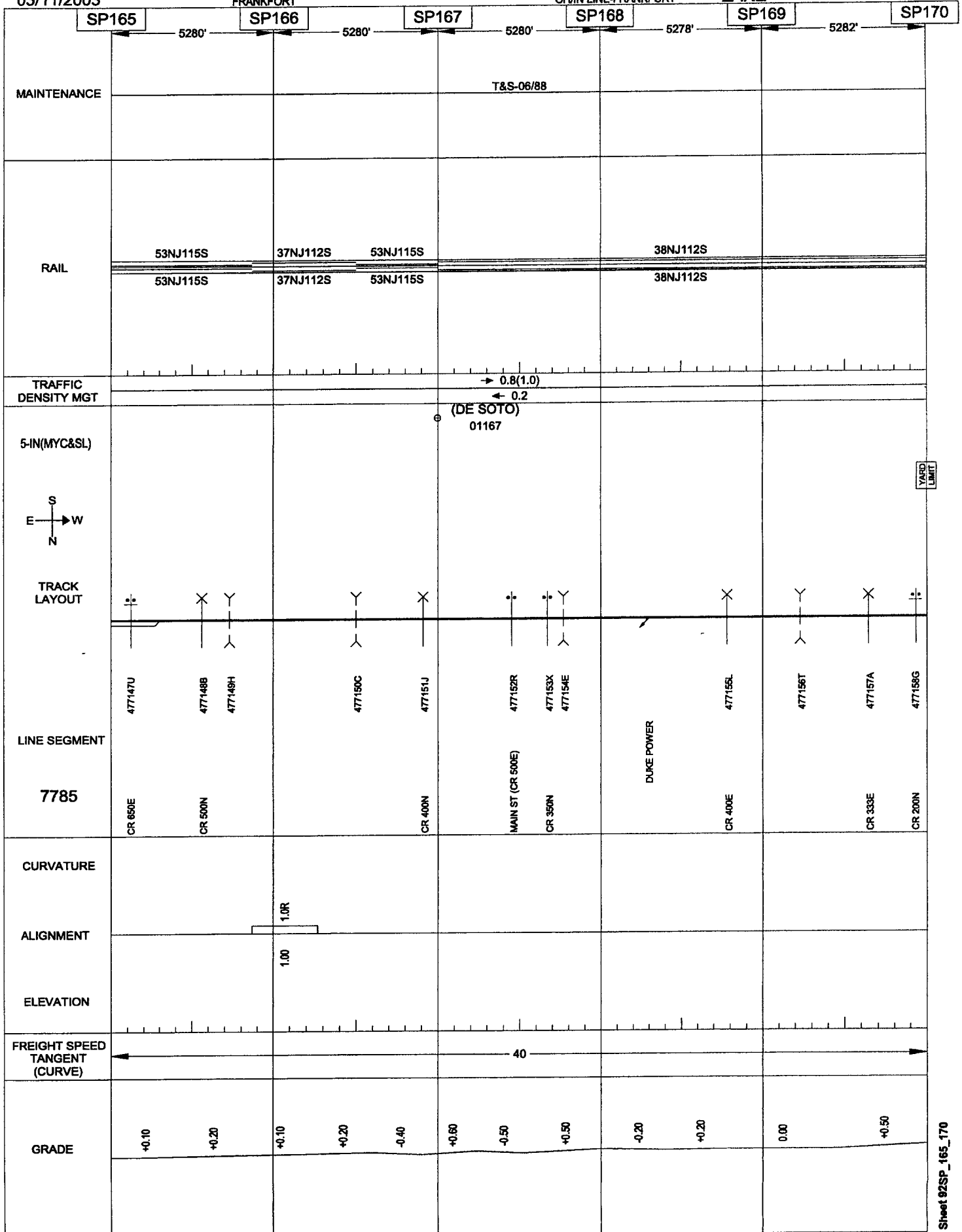


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

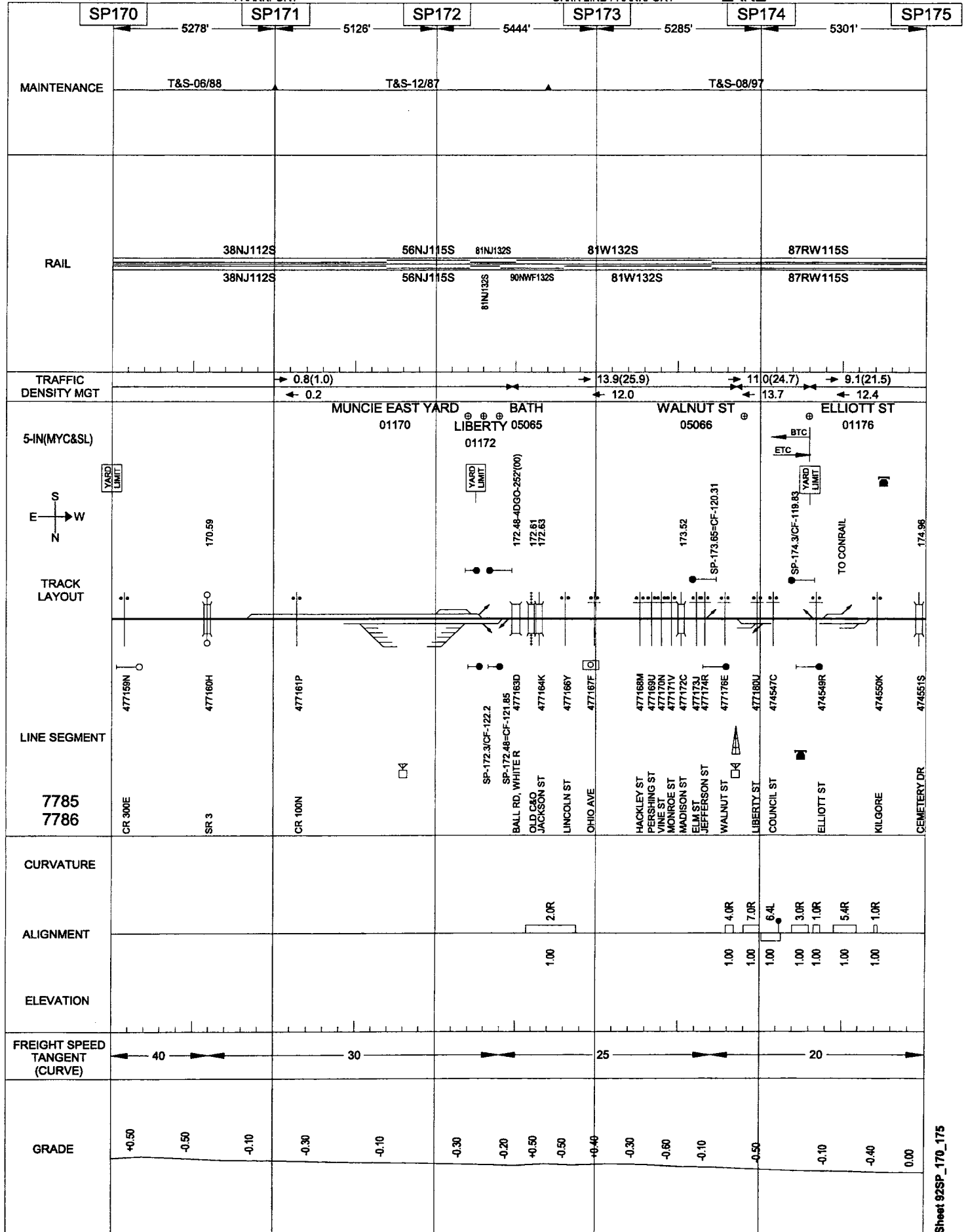


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

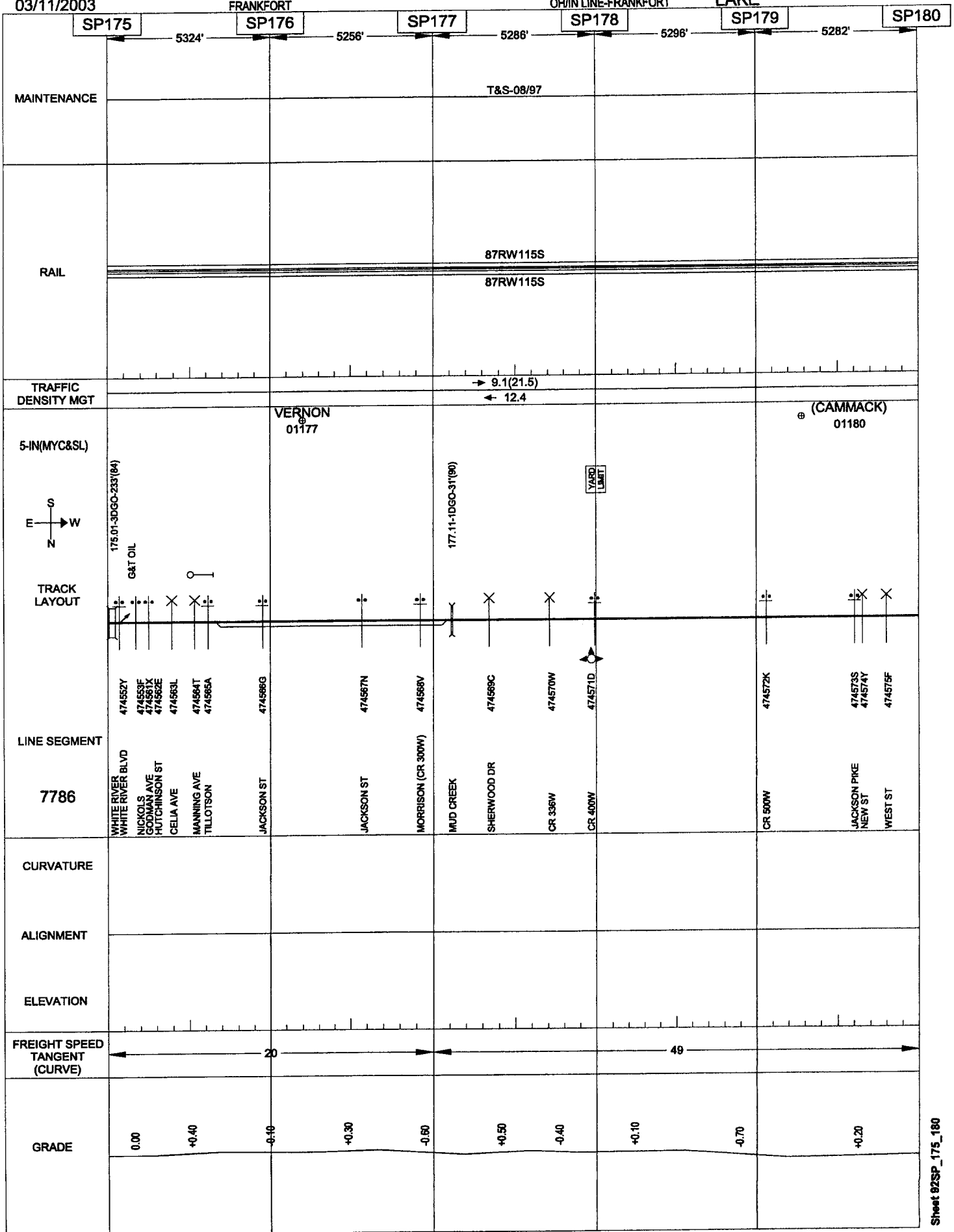


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

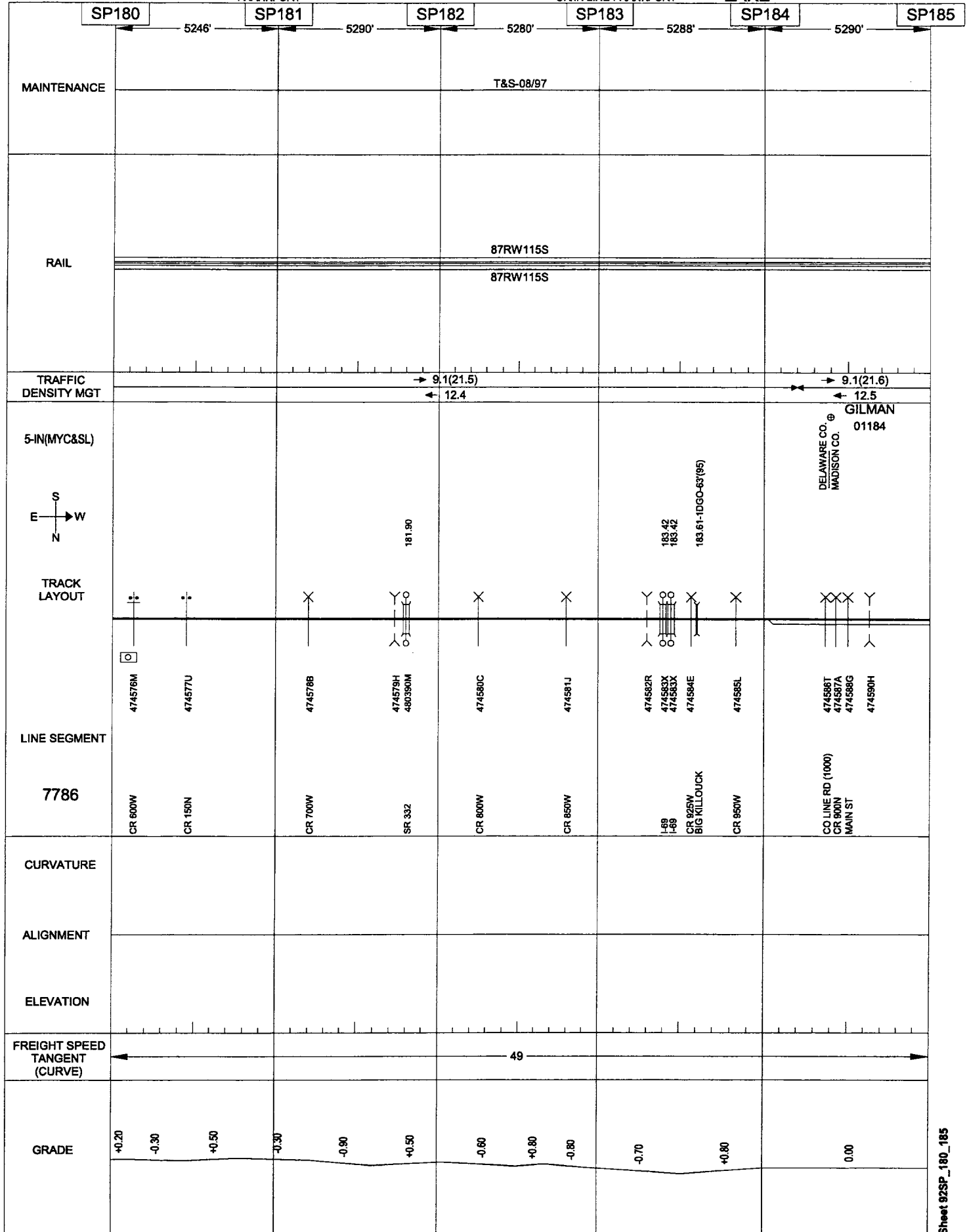


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

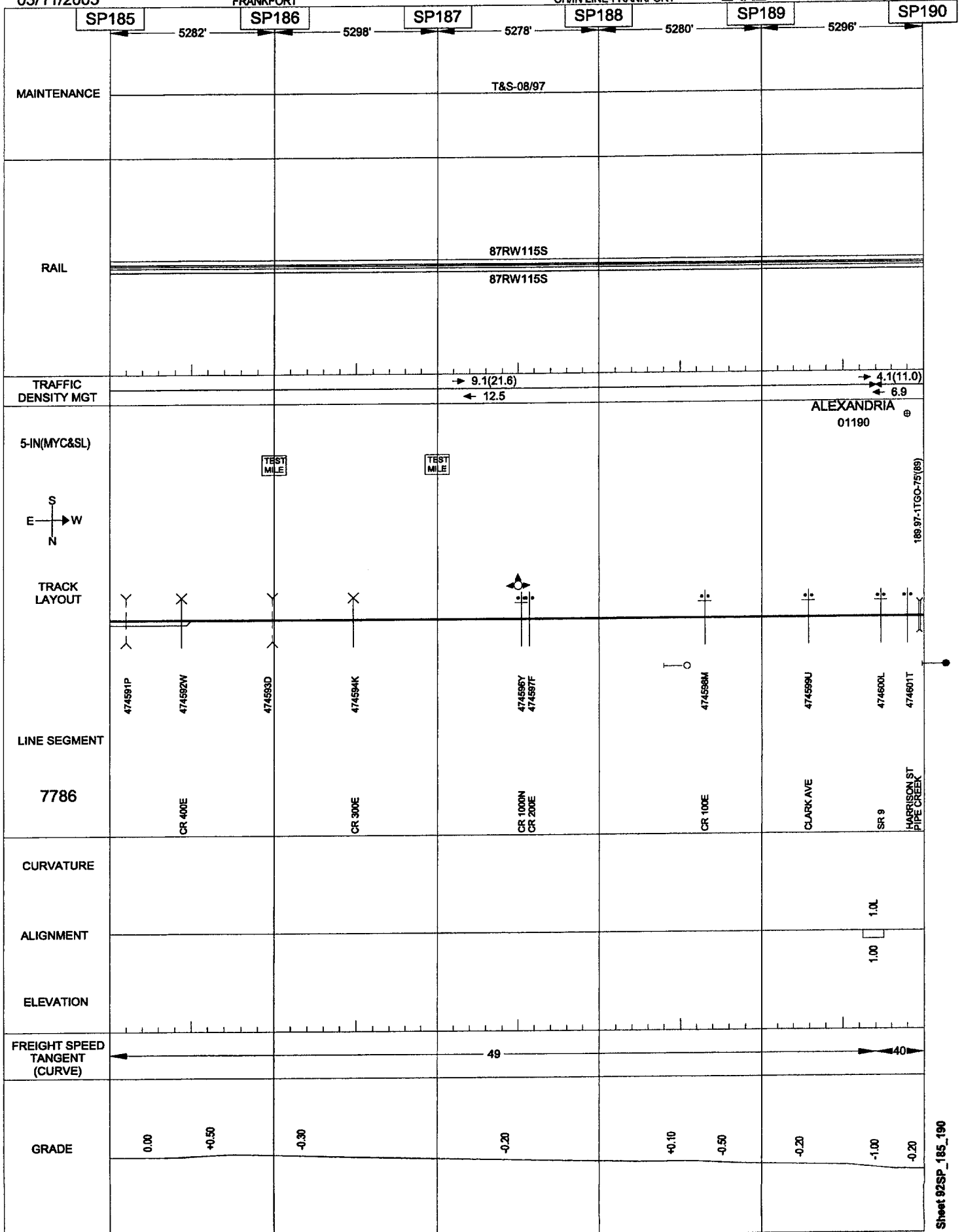


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

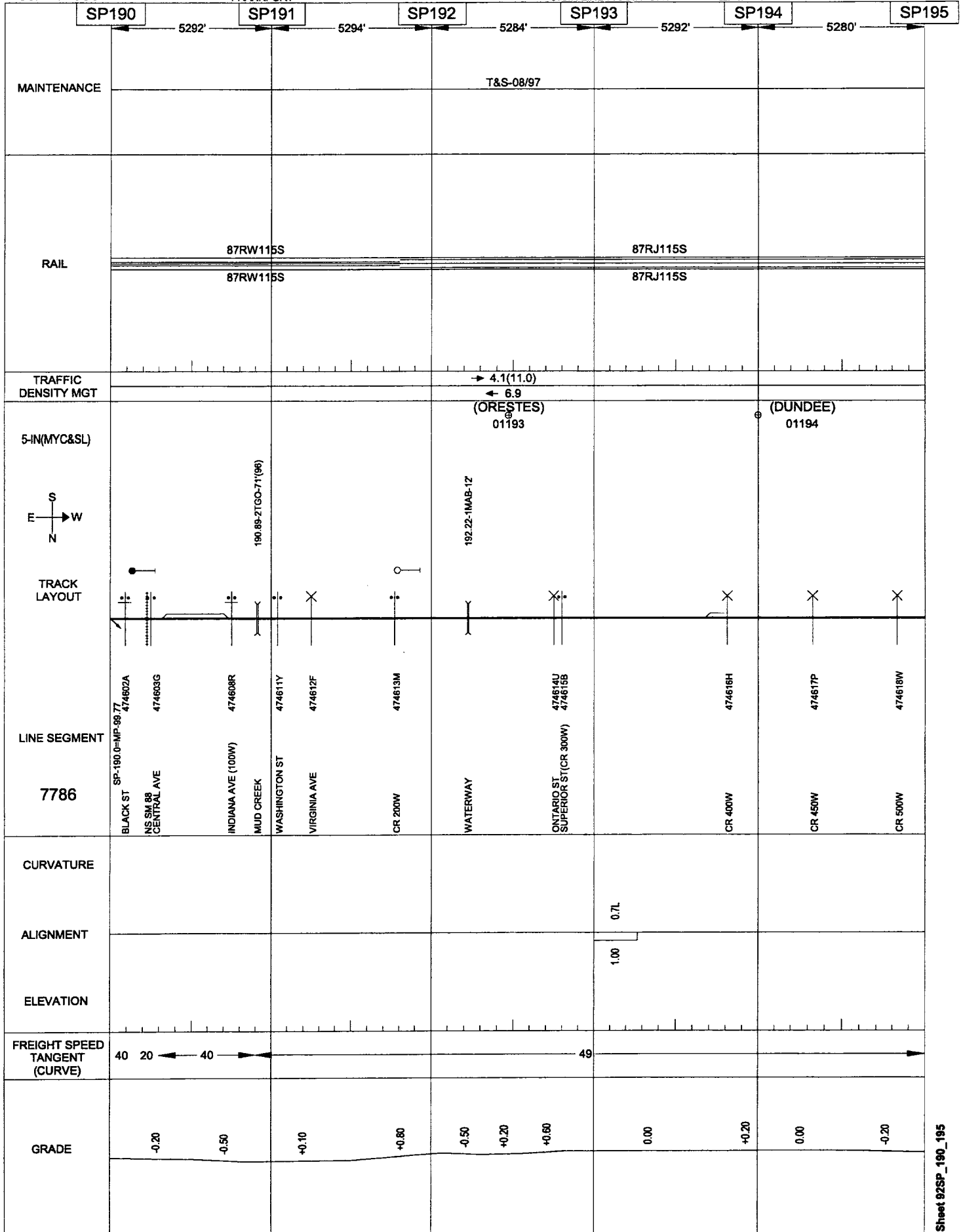


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

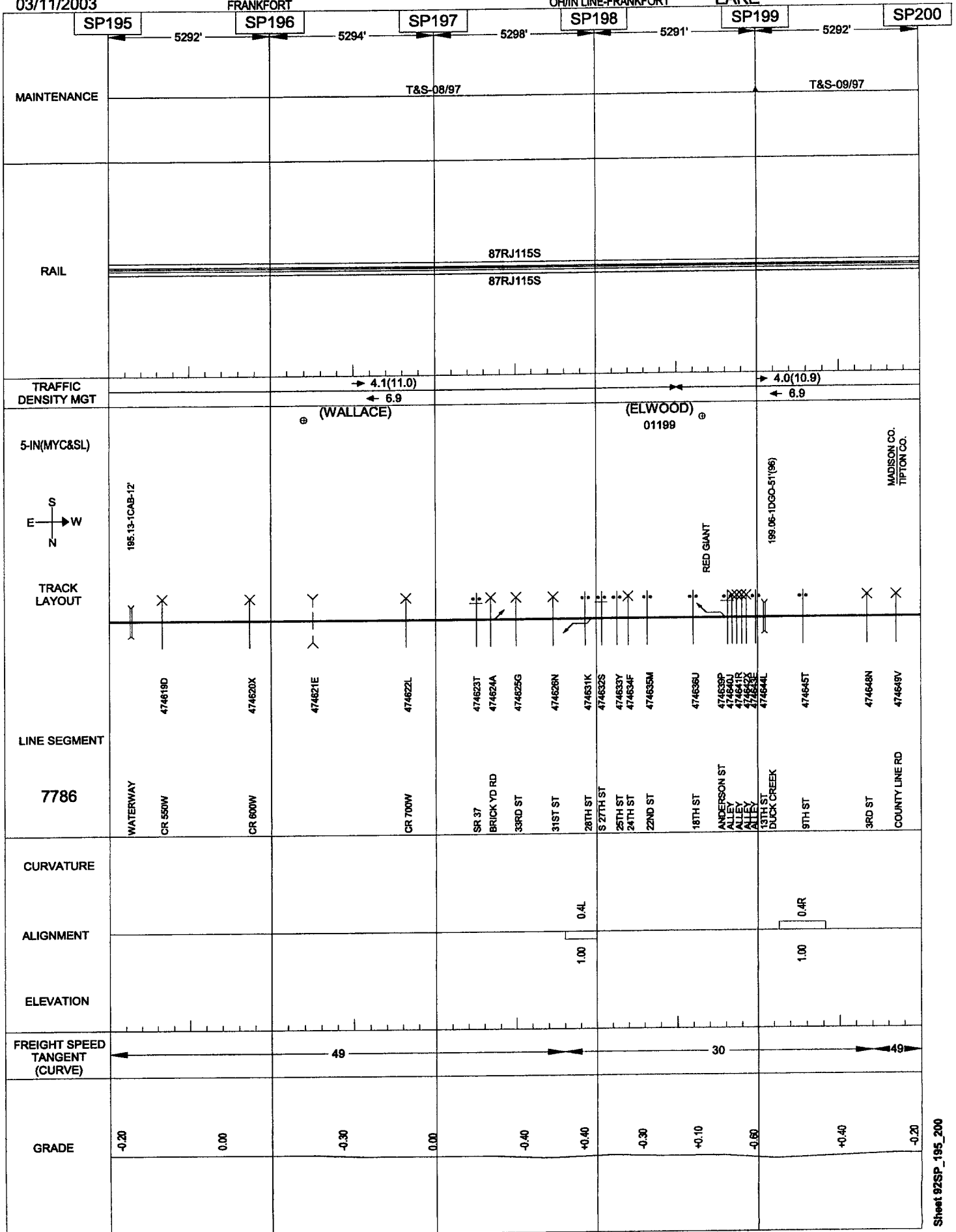


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

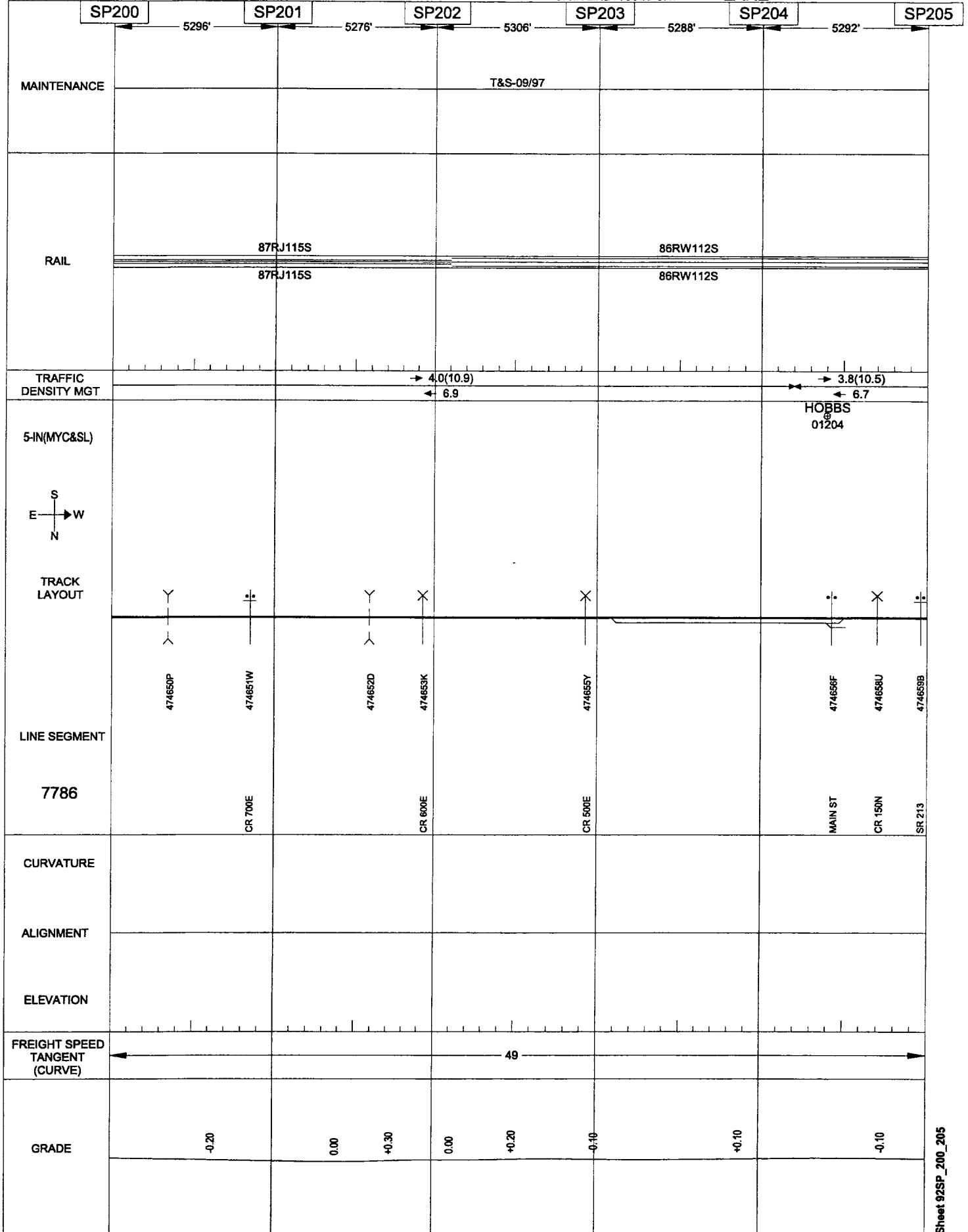


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

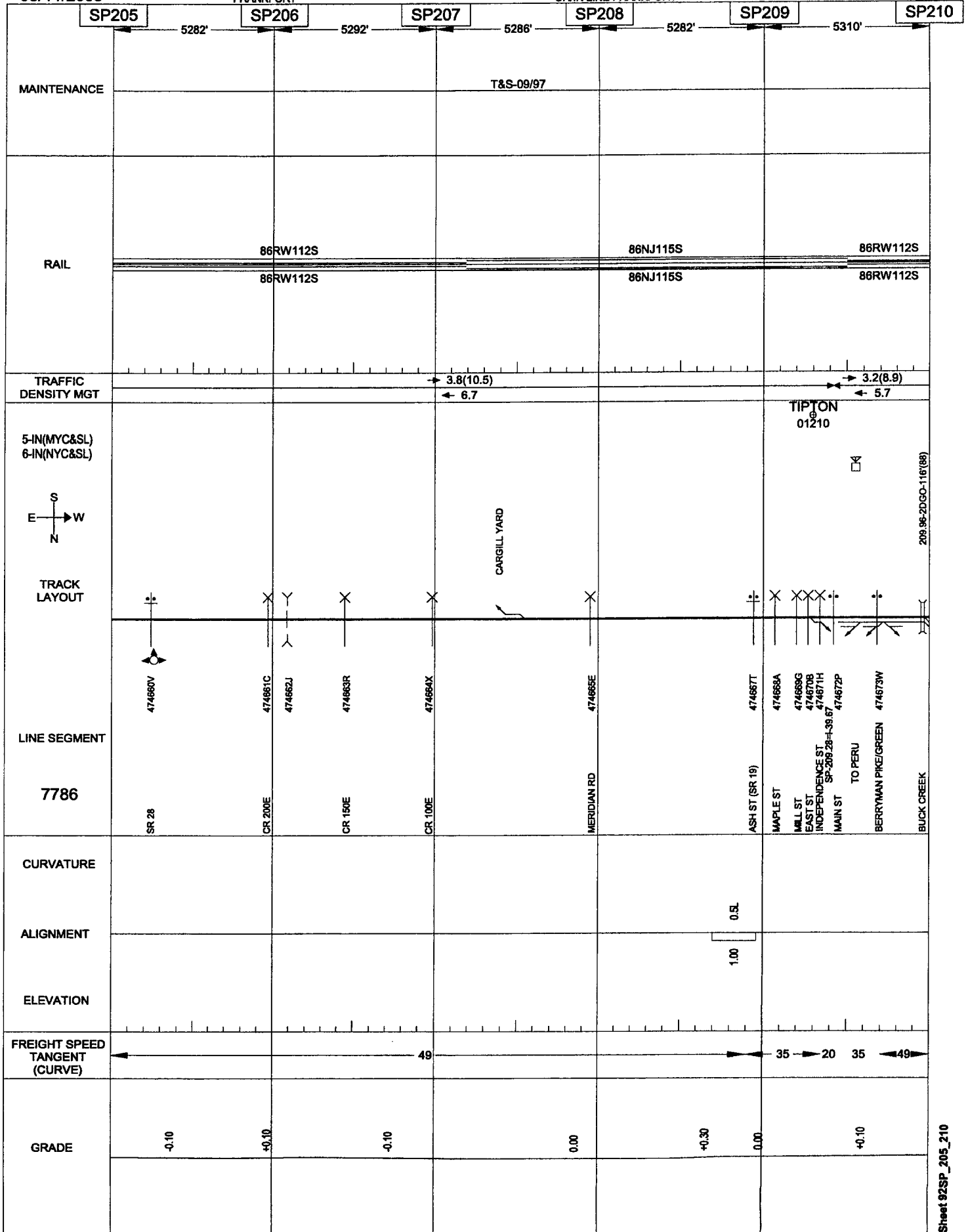


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

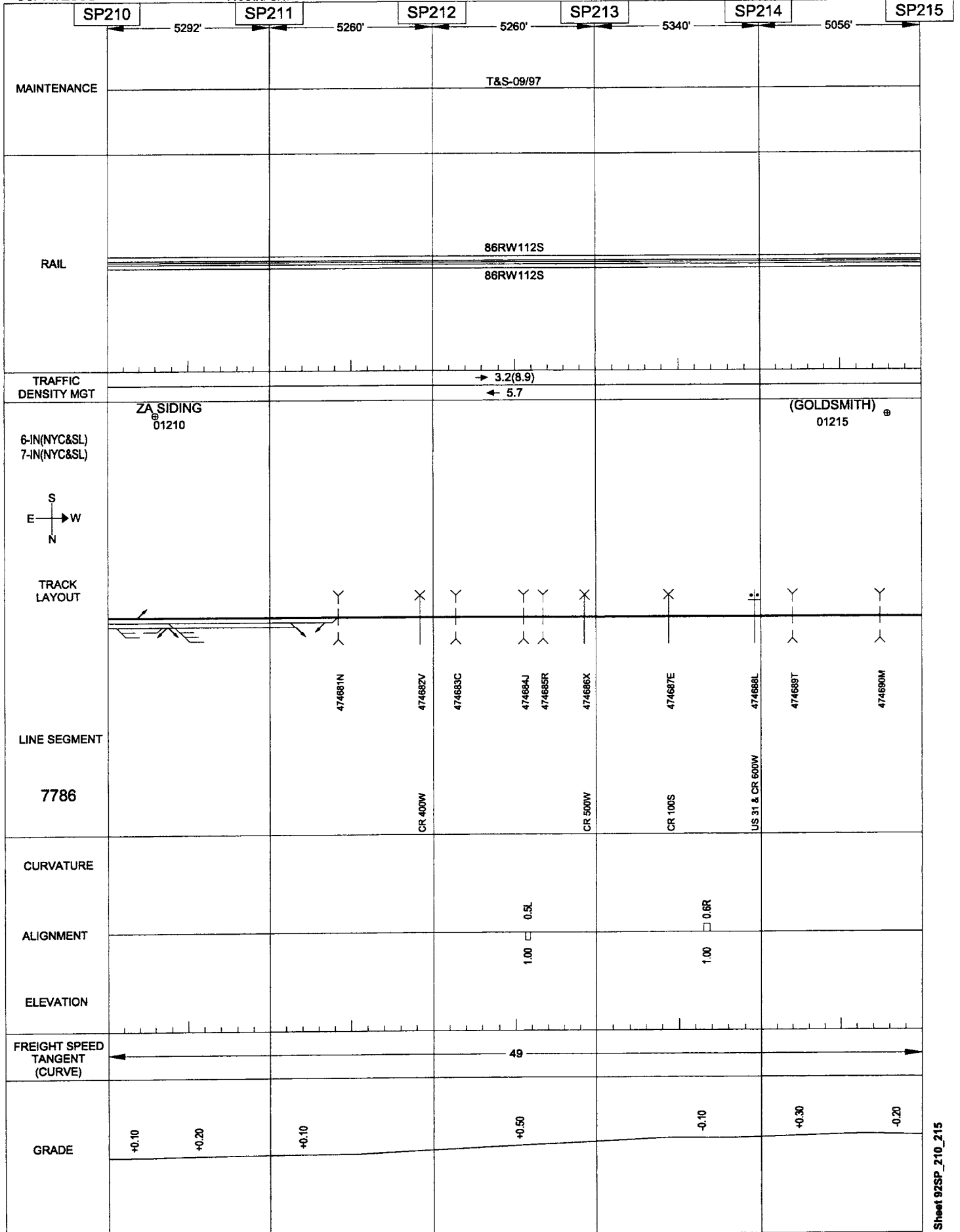


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

	SP215	SP216	SP217	SP218	SP219	SP220
	5460'	5274'	5258'	5296'	5270'	
MAINTENANCE			T&S-09/97		T&S-11/98	
RAIL			86RW112S	86RW112S		
TRAFFIC DENSITY MGT			→ 3.2(8.9) ← 5.7			
7-IN(NYC&SL)						KEMPTON 01219
TRACK LAYOUT		216.10-1CSB-18'				
LINE SEGMENT	474691U 474692B MERIDIAN ST 725 W (CONT. FLASH)		474693H CR 900W	474694P PRIVATE	474695W CR 1075W	474696Y 474701X 474703L PIKE ST MAIN ST FOOTPATH WEST ST
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49		35	49
GRADE	-0.20	+0.10	0.00		+0.10	

03/11/2003

FRANKFORT

OH/MN LINE-FRANKFORT

LAKE

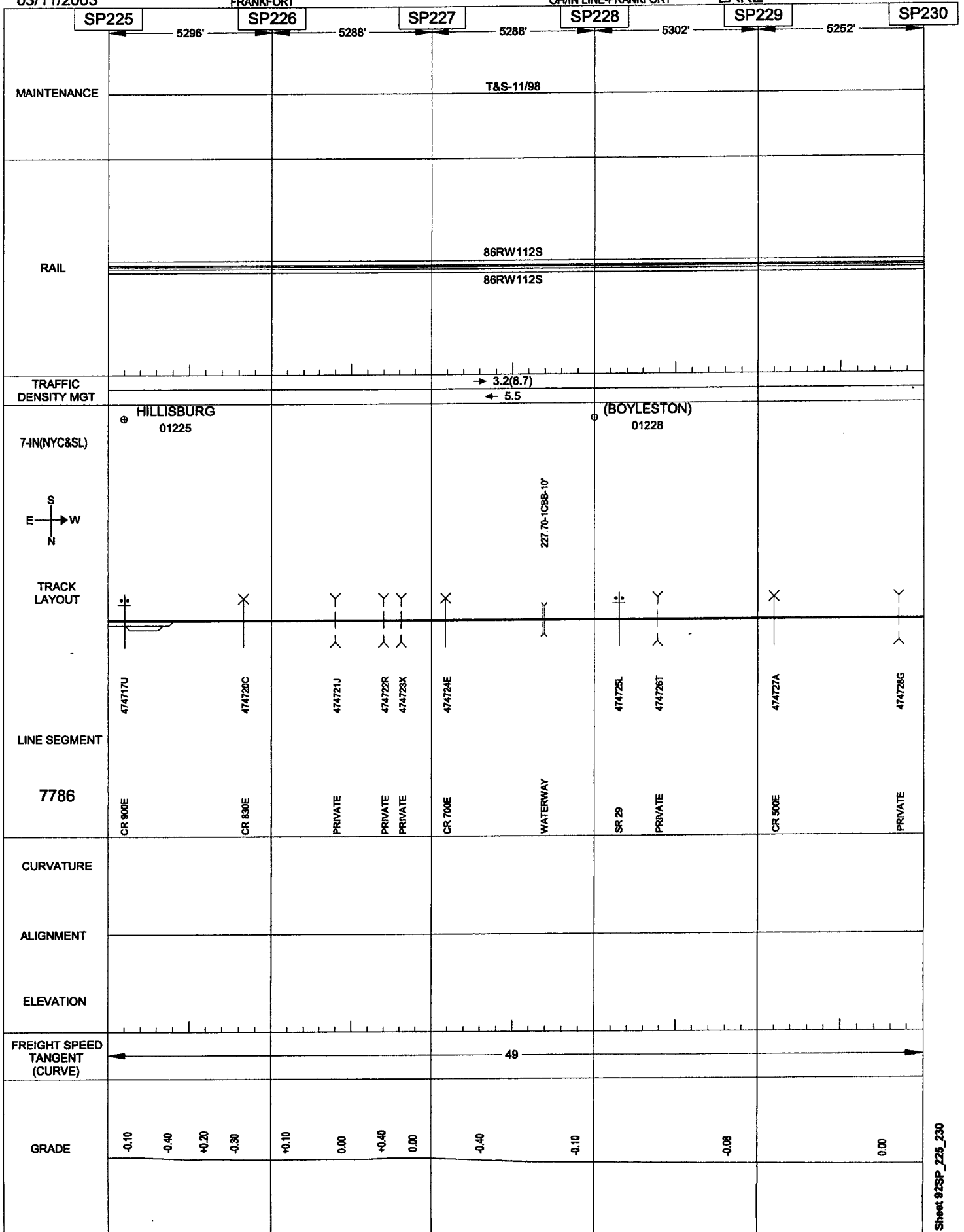
	SP220	SP221	SP222	SP223	SP224	SP225
	5278'	5280'	5267'	5267'	5296'	
MAINTENANCE			T&S-11/98			
RAIL			86RW112S			
			86RW112S			
TRAFFIC DENSITY MGT		→ 3.2(8.9) ← 5.7			→ 3.2(8.7) ← 5.5	
7-IN(NYC&SL)			(SCIRCLEVILLE) 01223			
<div style="text-align: center;"> S E → W N </div>		TEST MILE	TEST MILE			
TRACK LAYOUT						
LINE SEGMENT	474705A	474706G	474707N	474708V	474709C	474710W
	PRIVATE	CR 1300E	PRIVATE	PRIVATE	CR 1230E	PRIVATE
7786						
CURVATURE						
ALIGNMENT						1.00 □ 0.3R
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			49			
GRADE	+0.10	-0.20	0.00	+0.30	0.00	-0.20

03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE

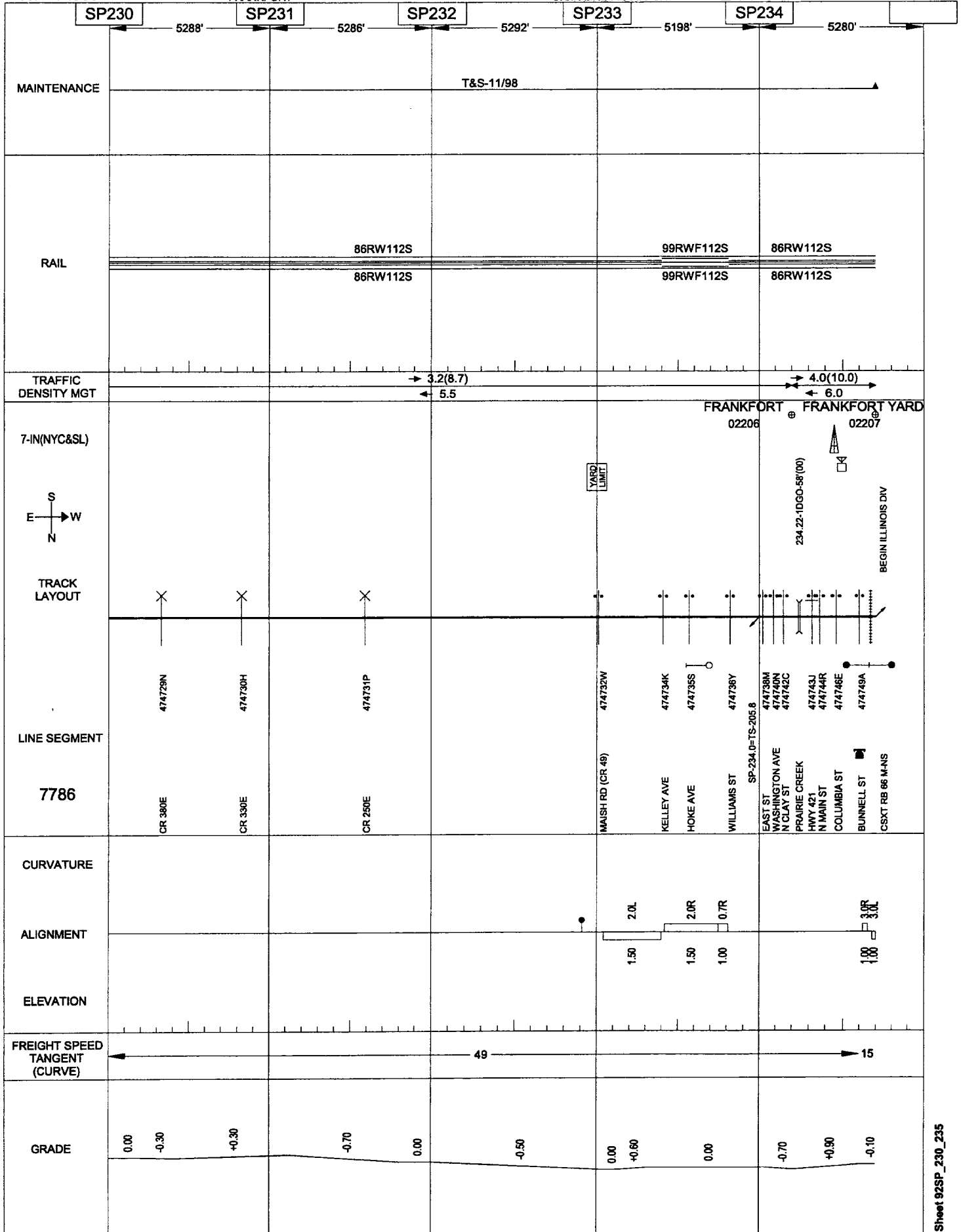


03/11/2003

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N115S
77W131S

TRAFFIC
DENSITY MGT

4.0(10.0)
6.0

V-7-IN



TRACK
LAYOUT

LINE SEGMENT

7980

CSXT CROSSING

BEGIN LAKE DIVISION



474750U

ROSSVILLE AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00

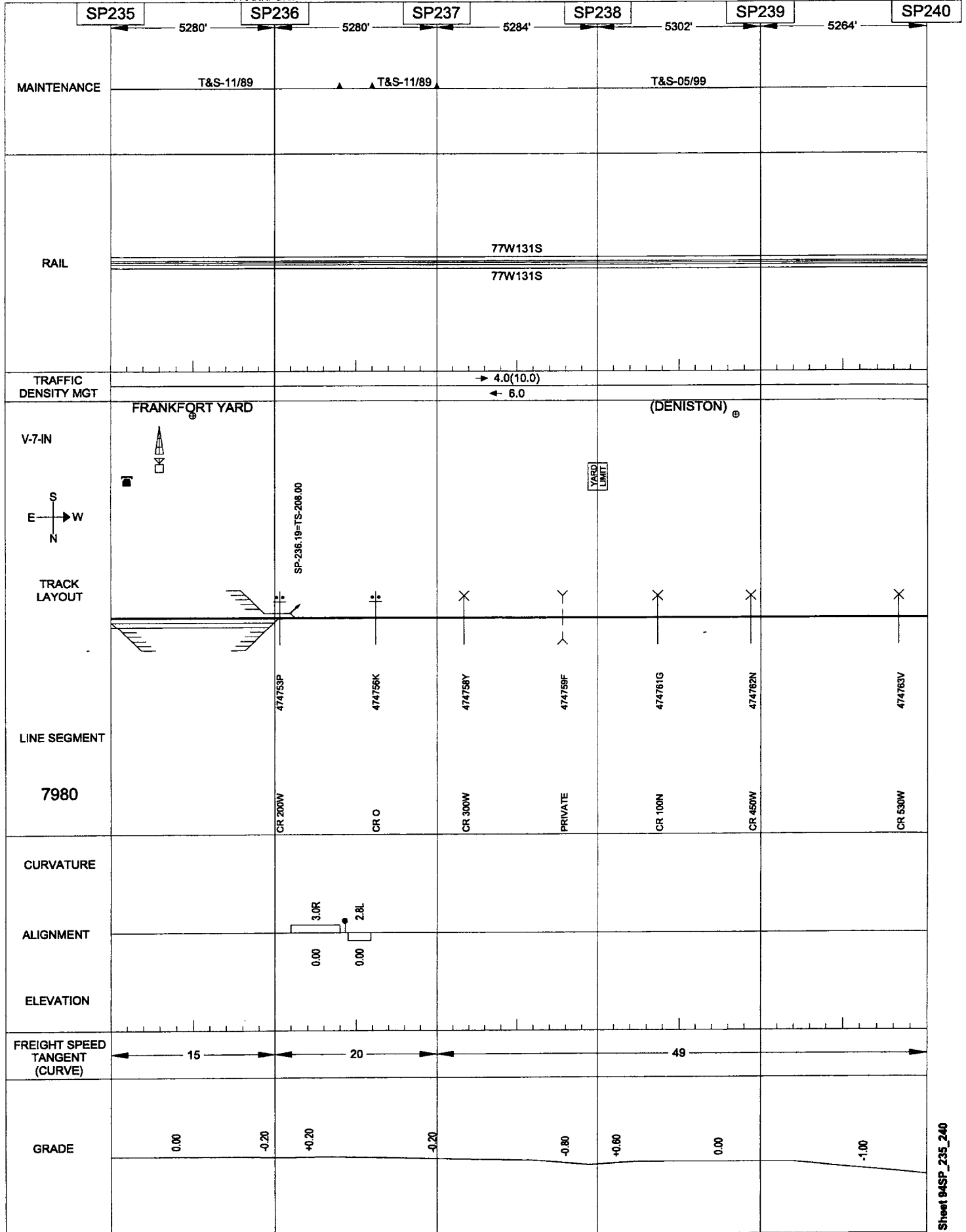
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



240.3

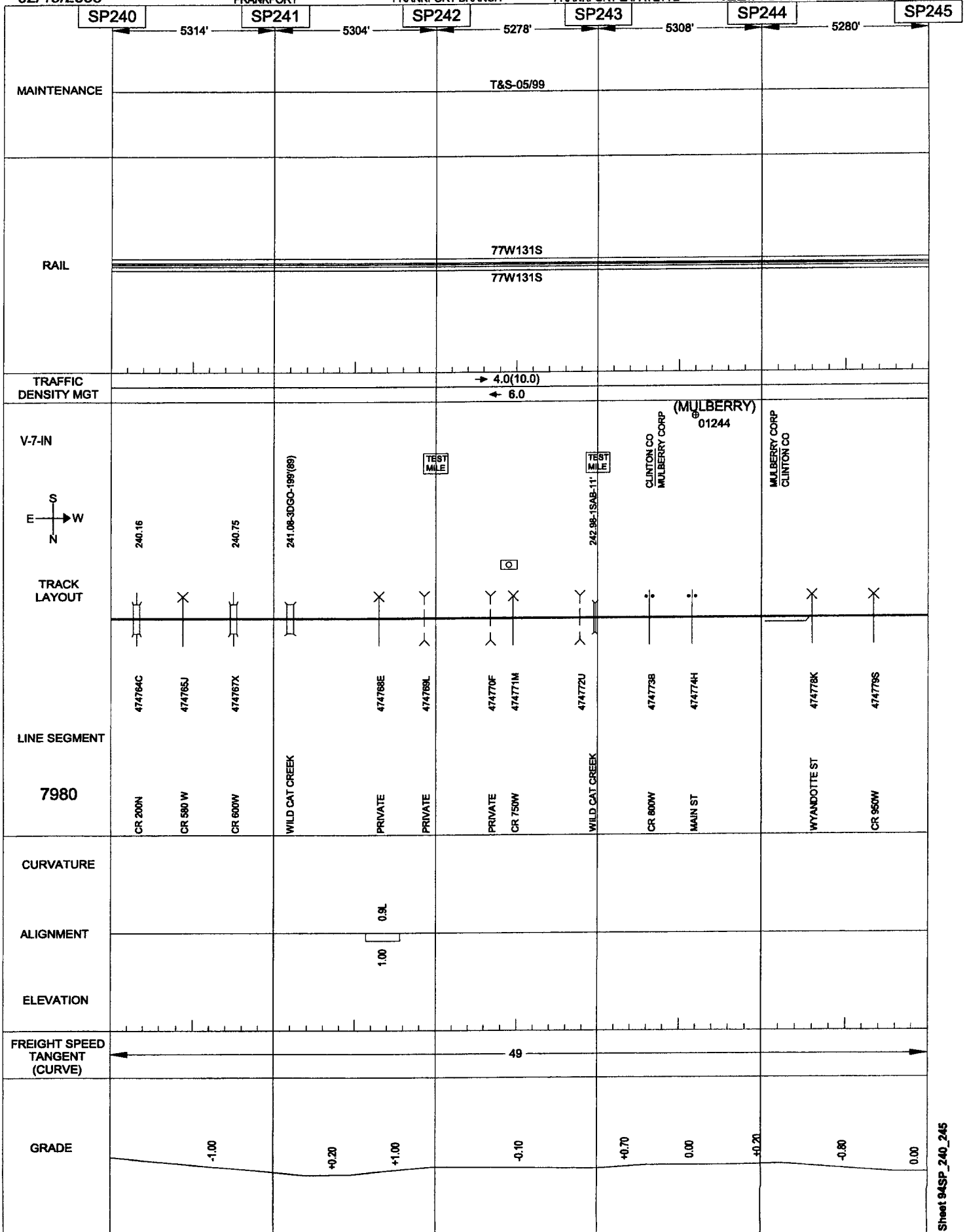
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



240.4

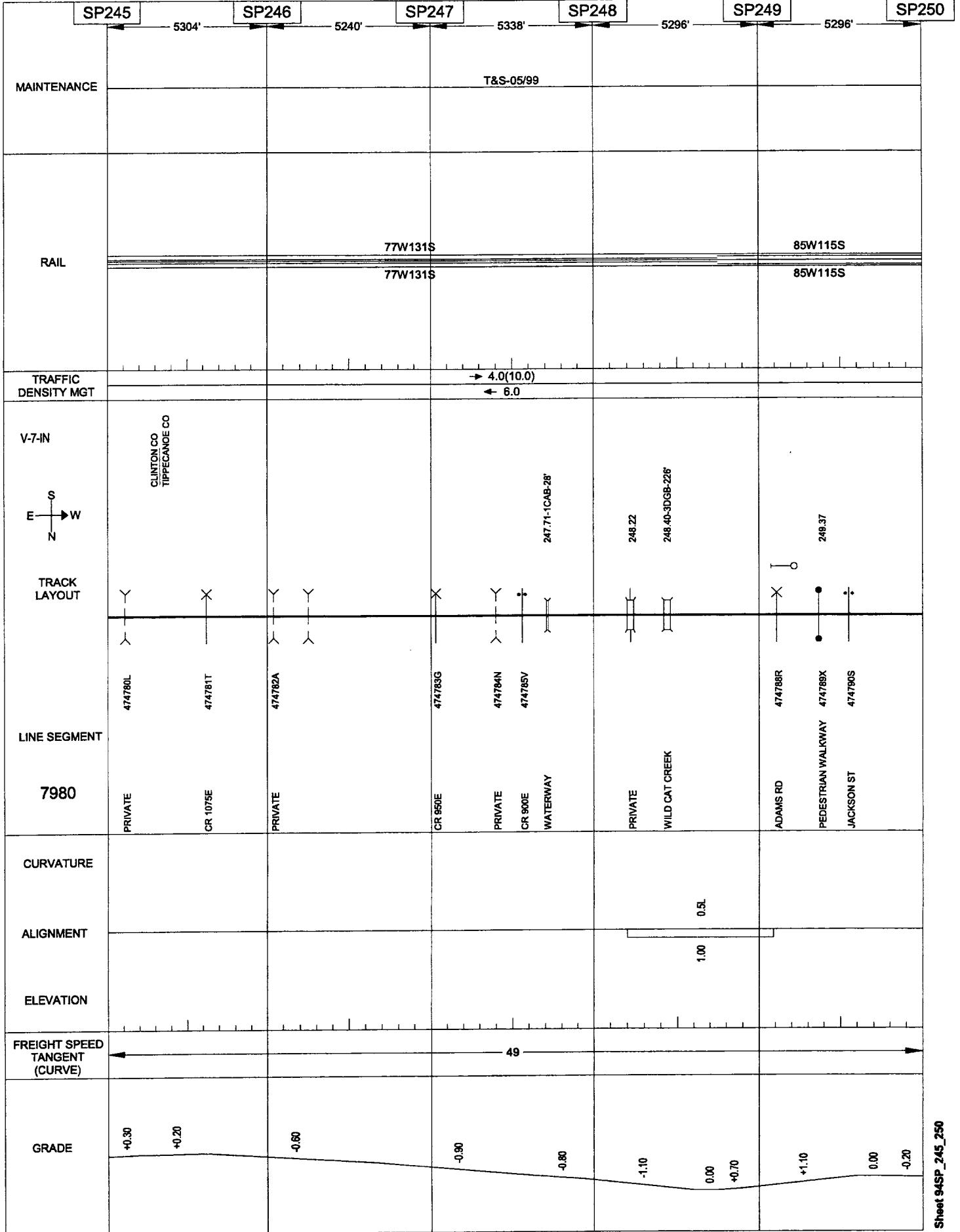
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



240.5

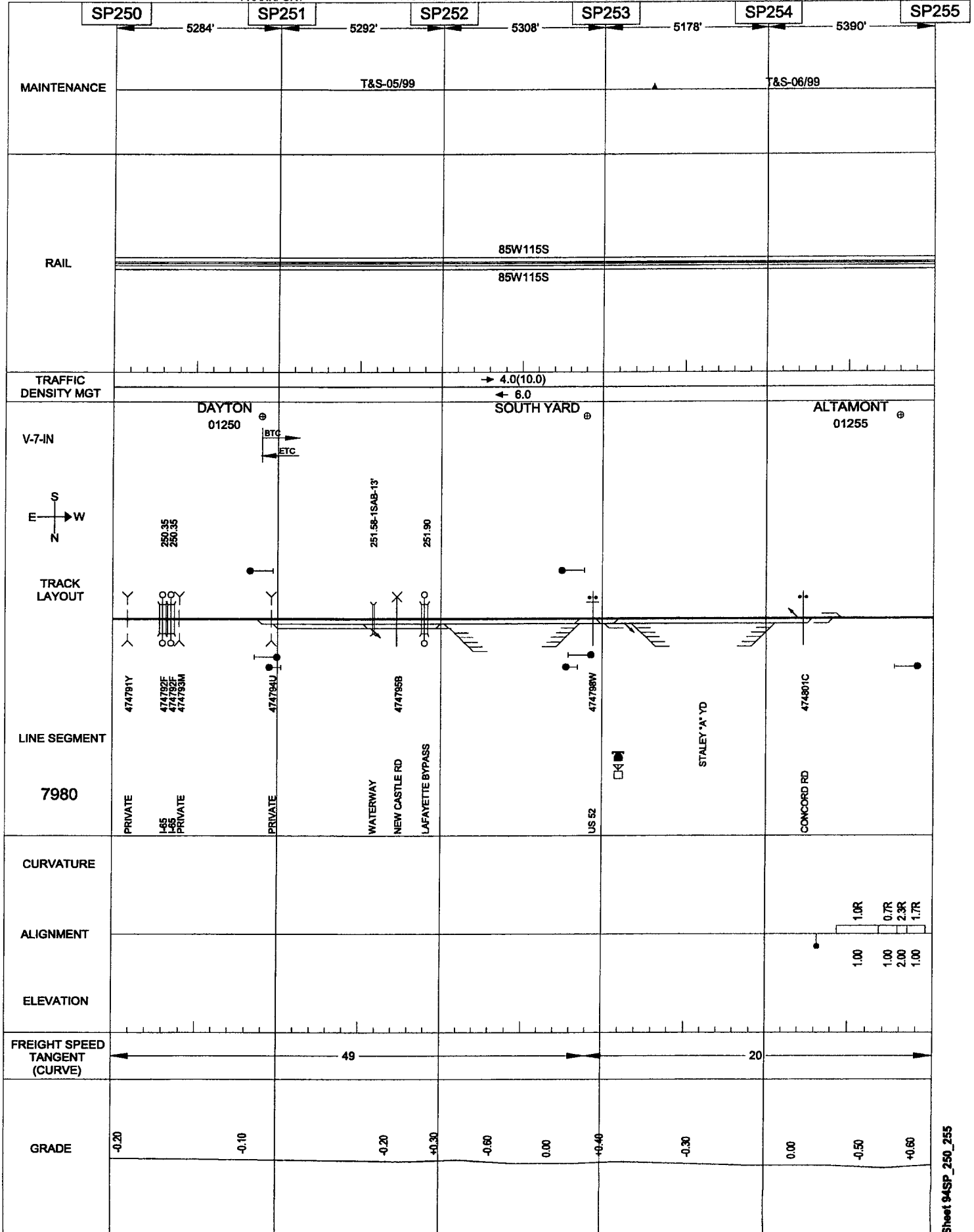
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



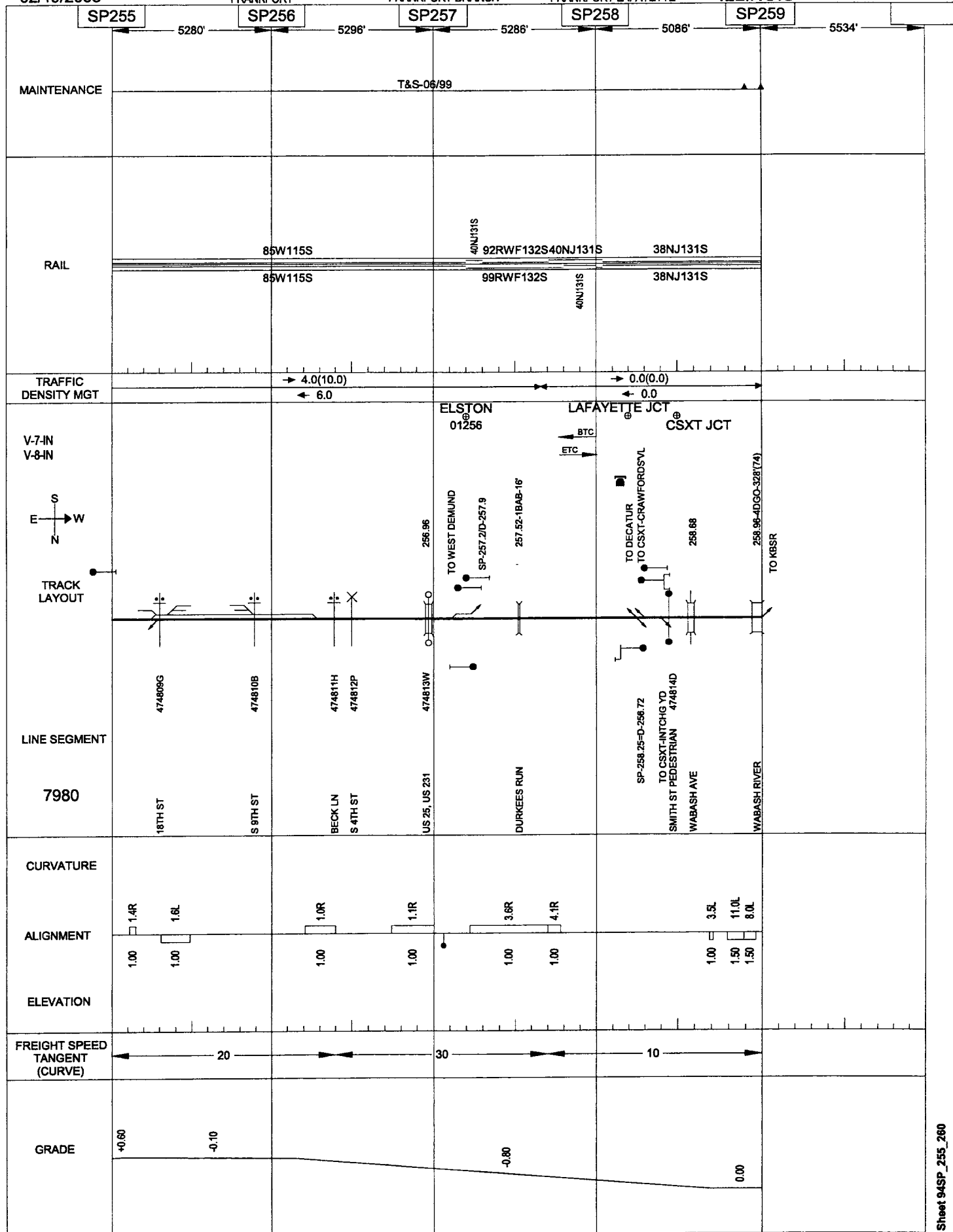
02/19/2003

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



241

03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS184

TS185

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

29RJ090S

29RJ090S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

V-19-IN(NW)

(KOKOMO)
02181

S
E → W
N

TO RAIL TECH

TRACK
LAYOUT

LINE SEGMENT

475806P

7801

CR 100 S

CURVATURE

ALIGNMENT

1.0R

2.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.14
+0.65
+0.37
0.00
+0.10
+0.31
+0.41
+0.24

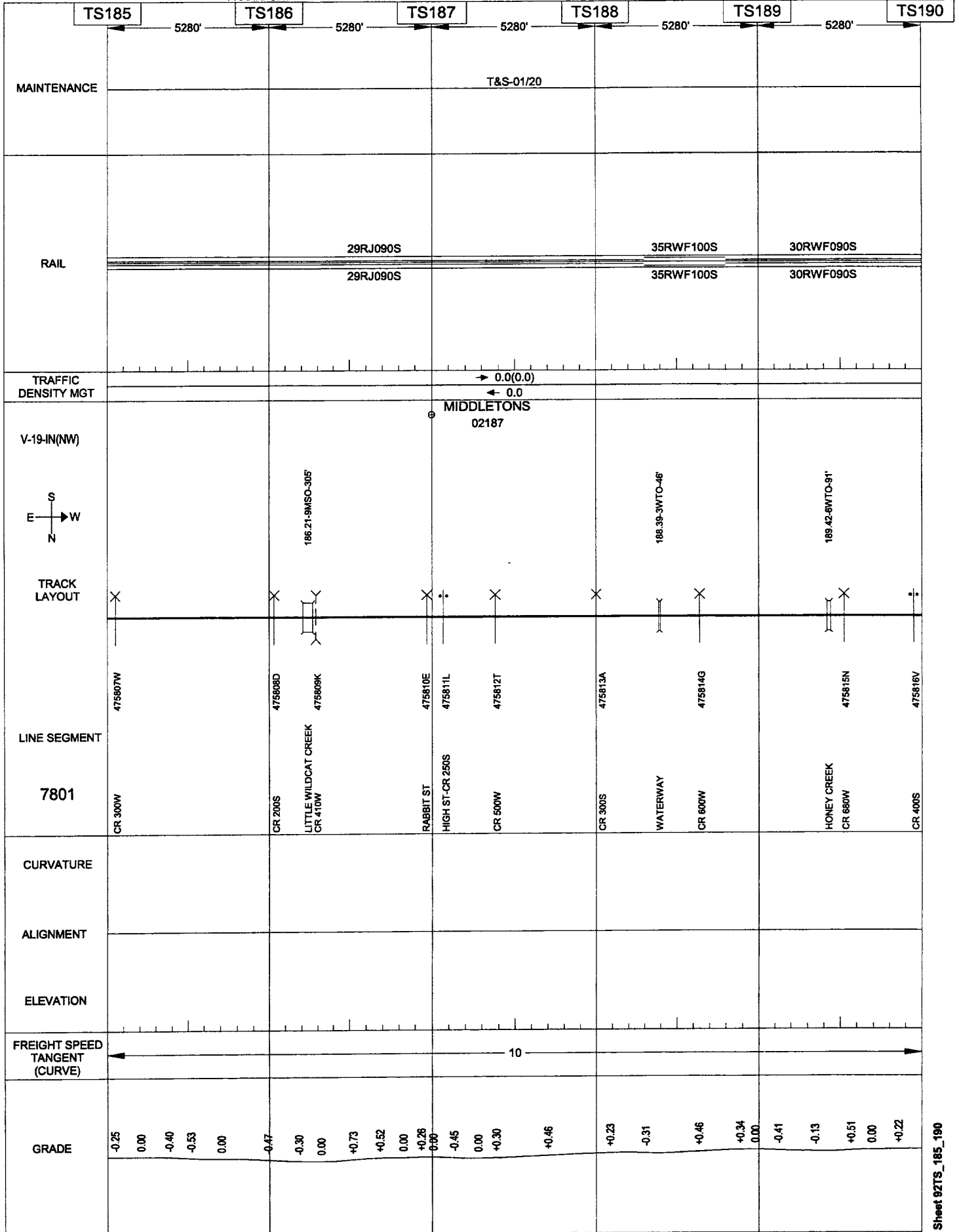
03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



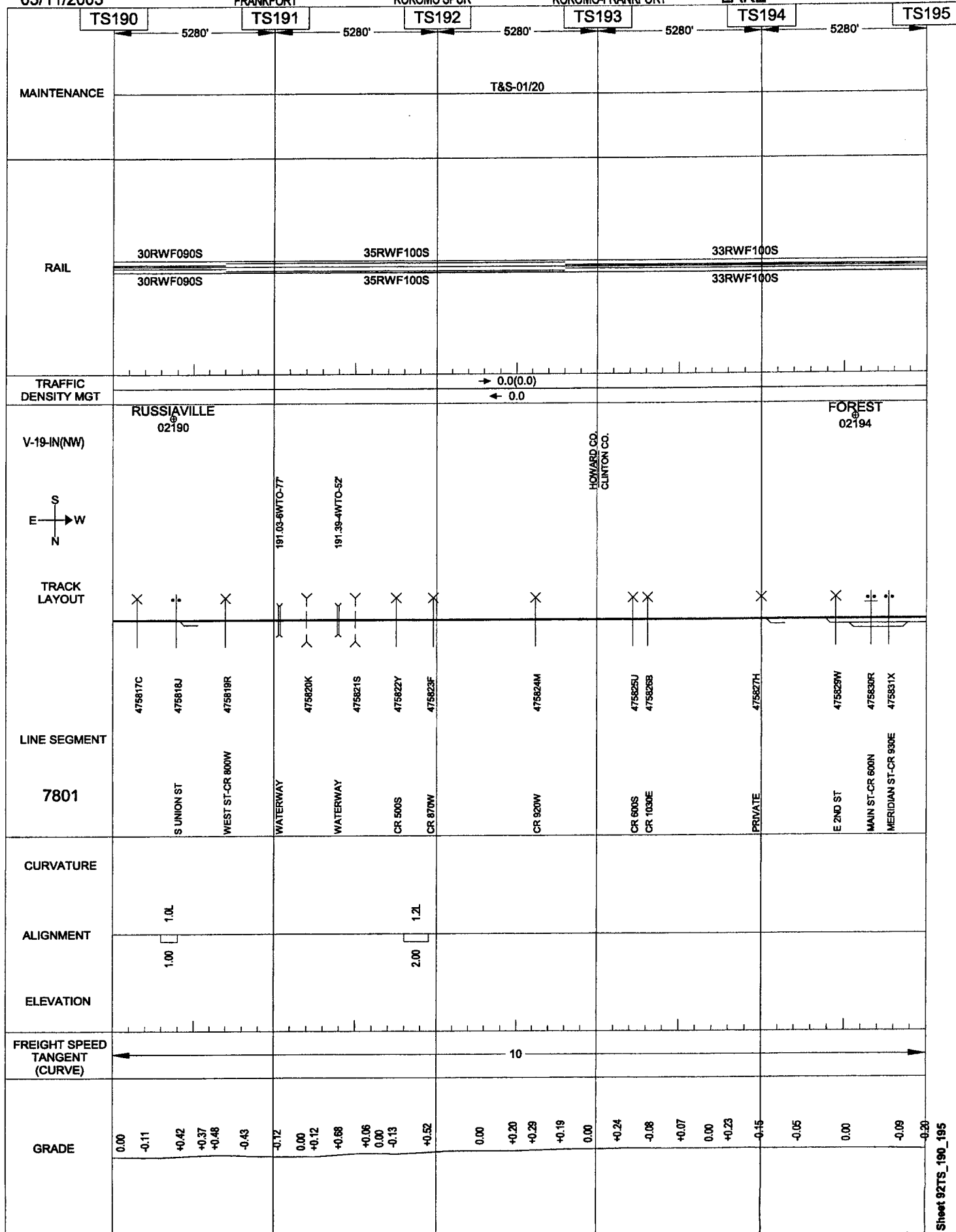
03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



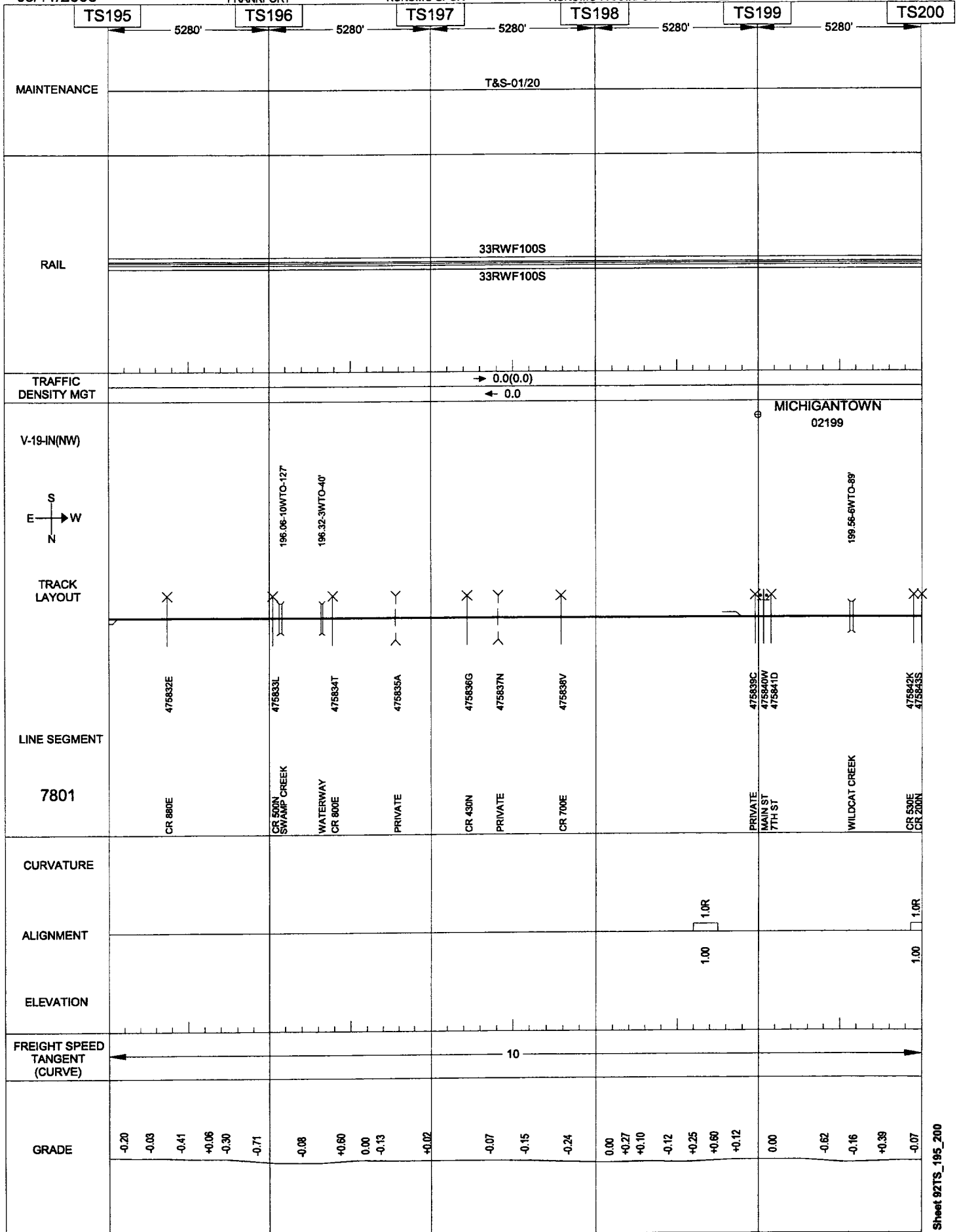
03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



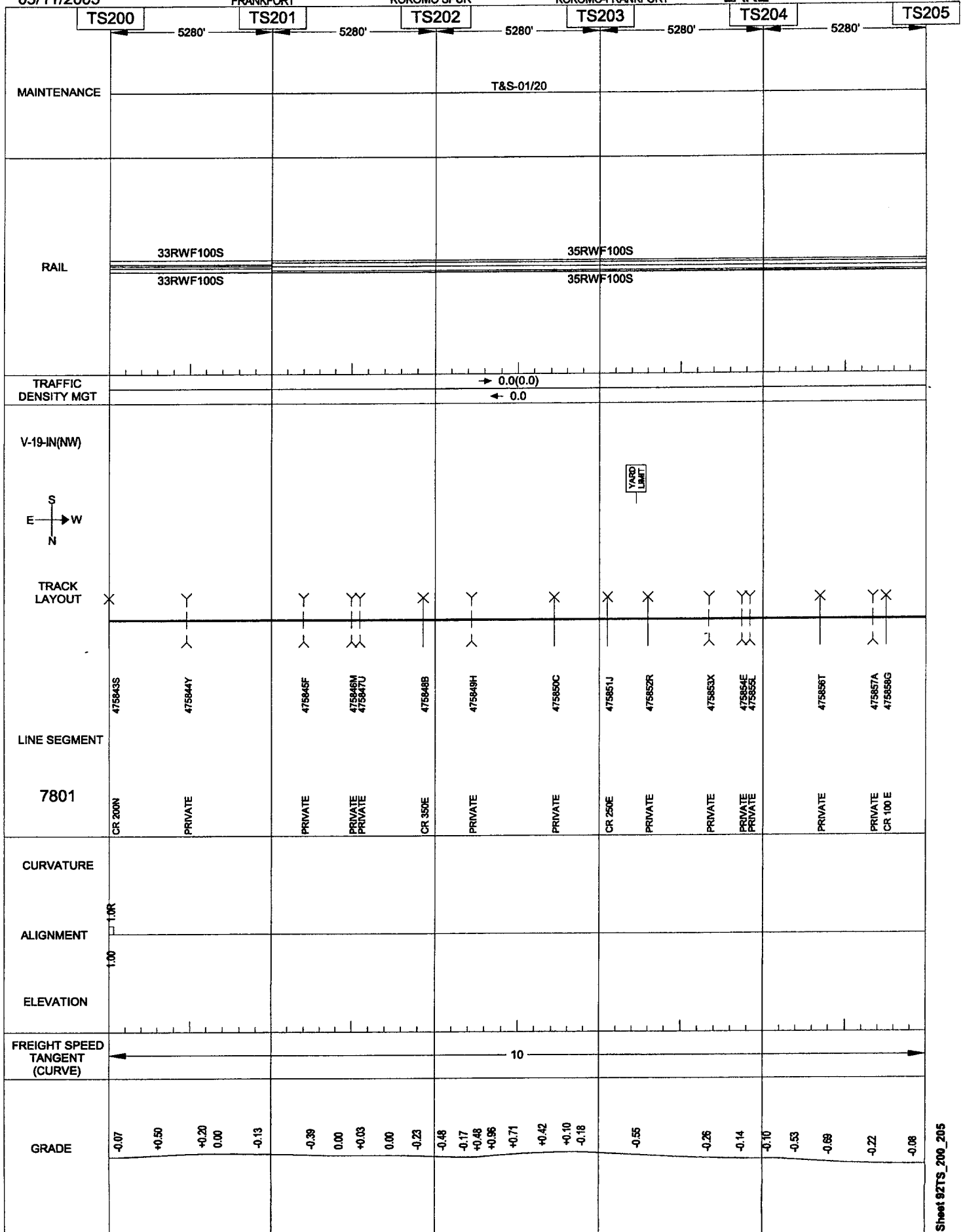
03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



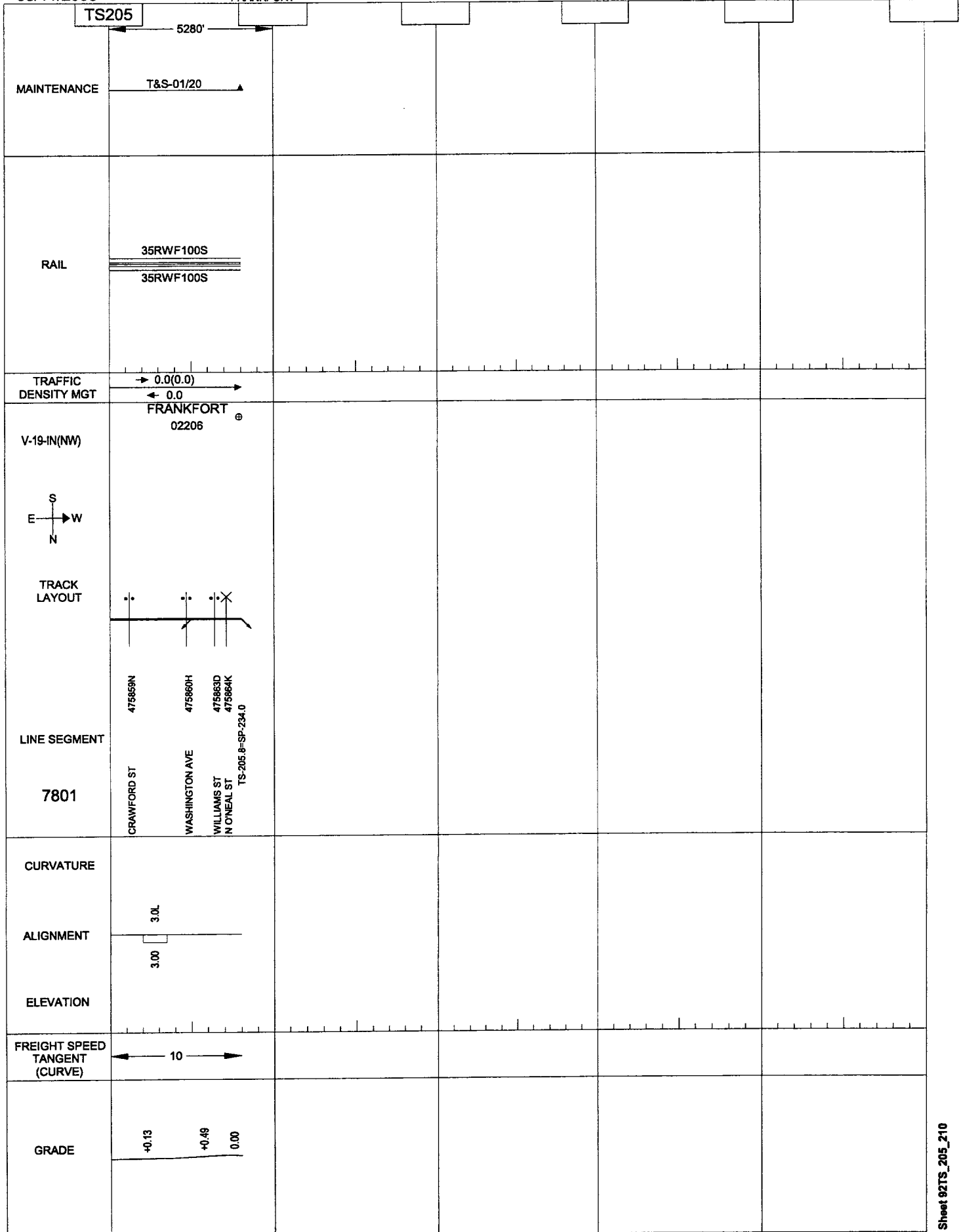
03/11/2003

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



03/11/2003

FRANKFORT

247
OLD INDIANAPOLIS DISTRIC

TIPTON-KOKOMO

LAKE

I40

1742'

MAINTENANCE

RAIL

43RWF090S
43RWF090S

TRAFFIC
DENSITY MGT

TIPTON
01210

14-IN(NW)



TRACK
LAYOUT

I-39.85/SP-209.58

I-39.87-SP-209.28

475009E

MAIN ST

LINE SEGMENT

7757

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

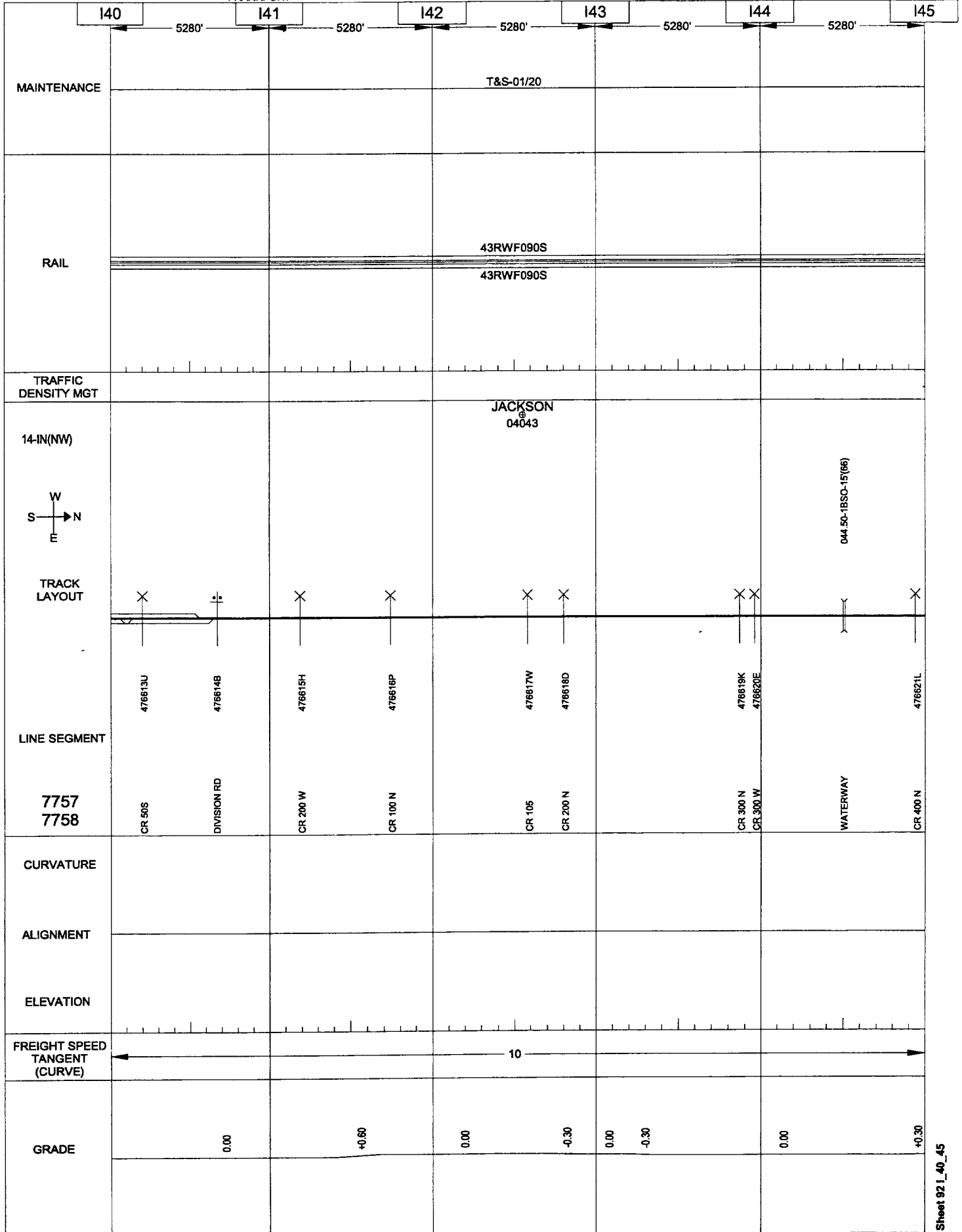
03/11/2003

FRANKFORT

OLD INDIANAPOLIS DISTRIC

TIPTON-KOKOMO

LAKE



03/11/2003

FRANKFORT

OLD INDIANAPOLIS DISTRIC

TIPTON-KOKOMO

LAKE

	I45	I46	I47	I48	I49	I50
	5280'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE			T&S-01/20			
RAIL			43RWF090S	43RWF090S		
TRAFFIC DENSITY MGT						
14-IN(NW)		SHARPSVILLE 04046		TIPTON CO. HOWARD CO.	FAIRFIELD 04049	
W S E N		045 94-1DGO-42(66)				
TRACK LAYOUT						
LINE SEGMENT		476622T 476623A 476624G 476625N 476626V 476627C 476628J 476629R	476630K	476631S 476632Y 476633F 476634M 476635B 476637H 476638P 476639W		
7758	MUD CREEK	ELM ST WALNUT WASHINGTON VINE ST MERIDIAN ST	TRENTON CHURCH ST	CR 500N-700S CR	SR 26 CR 100 E	
CURVATURE						
ALIGNMENT				0.50 1.3R		
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			10			
GRADE	+0.30 -0.30	+0.30	0.00	0.00	-0.30	+0.30

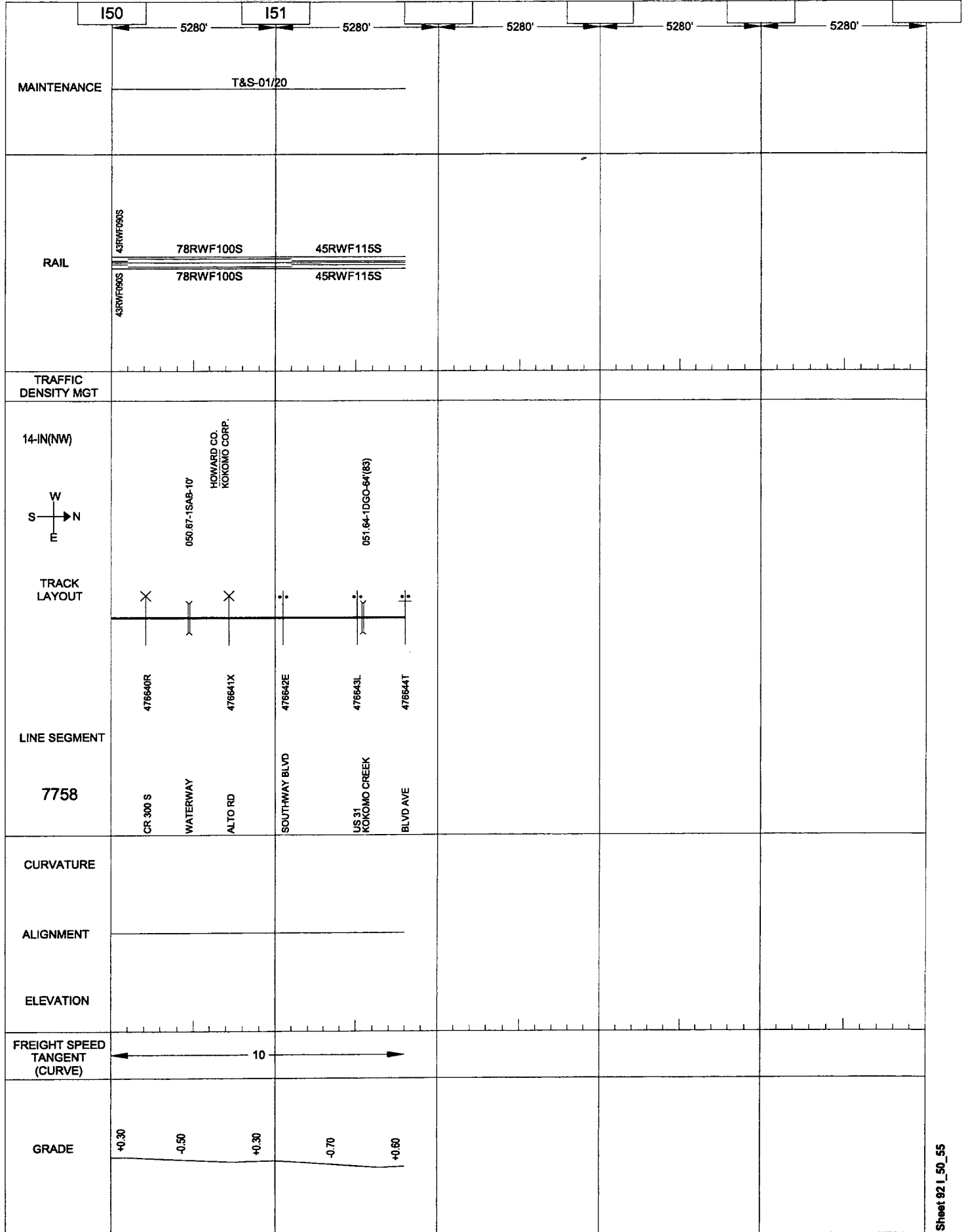
03/11/2003

FRANKFORT

OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE



251

03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE

I109

I110

5280'

5280'

5280'

5379'

5271'

MAINTENANCE

T&S-11/94

RAIL

29RJ090S 54RJ112S 49RJ112S 98RW132S
29RJ090S 54RJ112S 49RJ112S 98RW132S

TRAFFIC
DENSITY MGT

0.0(0.0) 0.0 0.1

15-IN(LE&W)

ARGOS
00431

MARSHALL CO.
ARGOS CORP.

W
S — N
E

TRACK
LAYOUT

LINE SEGMENT

7760

I-109.5/B-430.7

I-109.8/B-430.8

NS MI 56

SOUTH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 20 25

GRADE

-1.00

-0.50

0.00

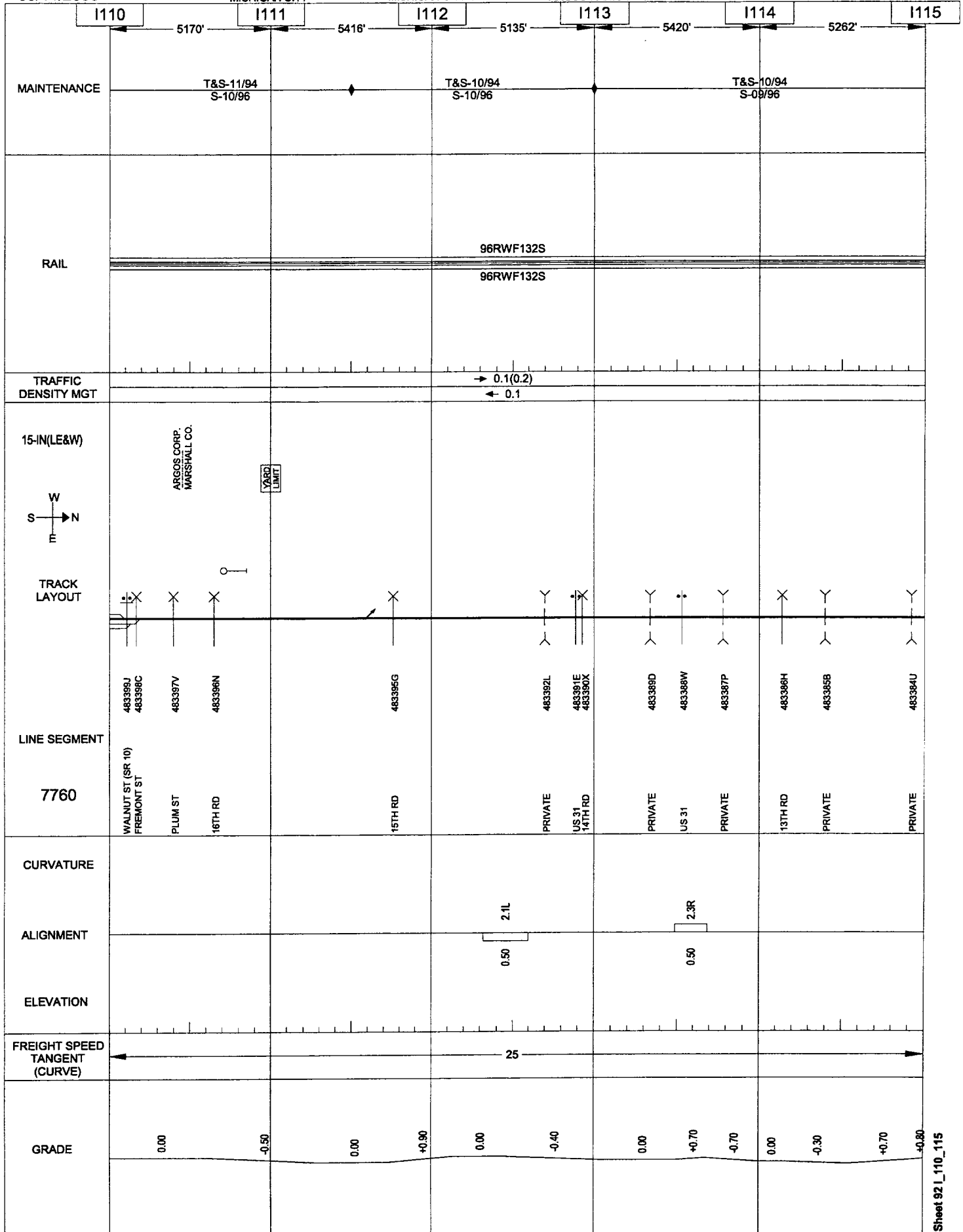
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



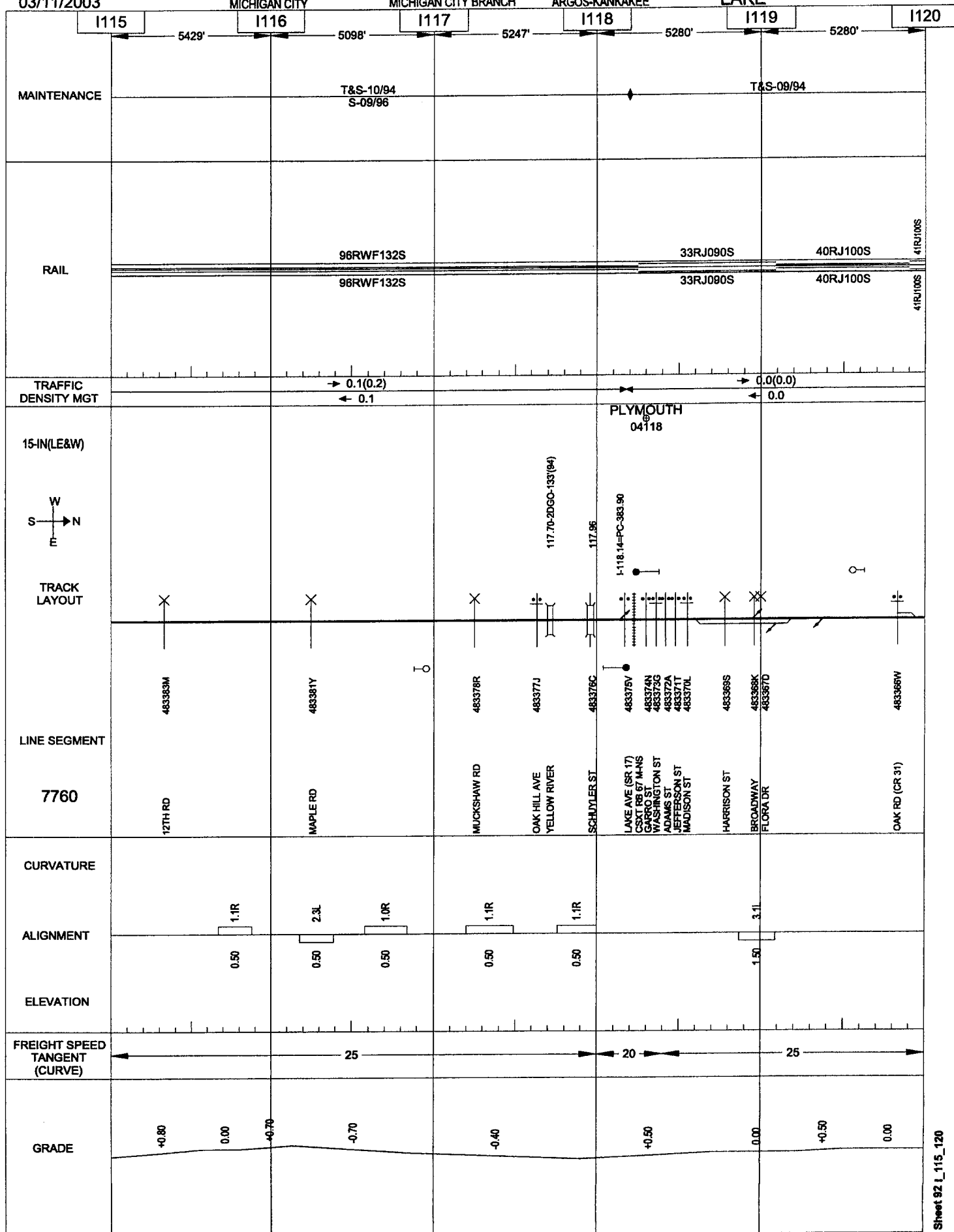
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



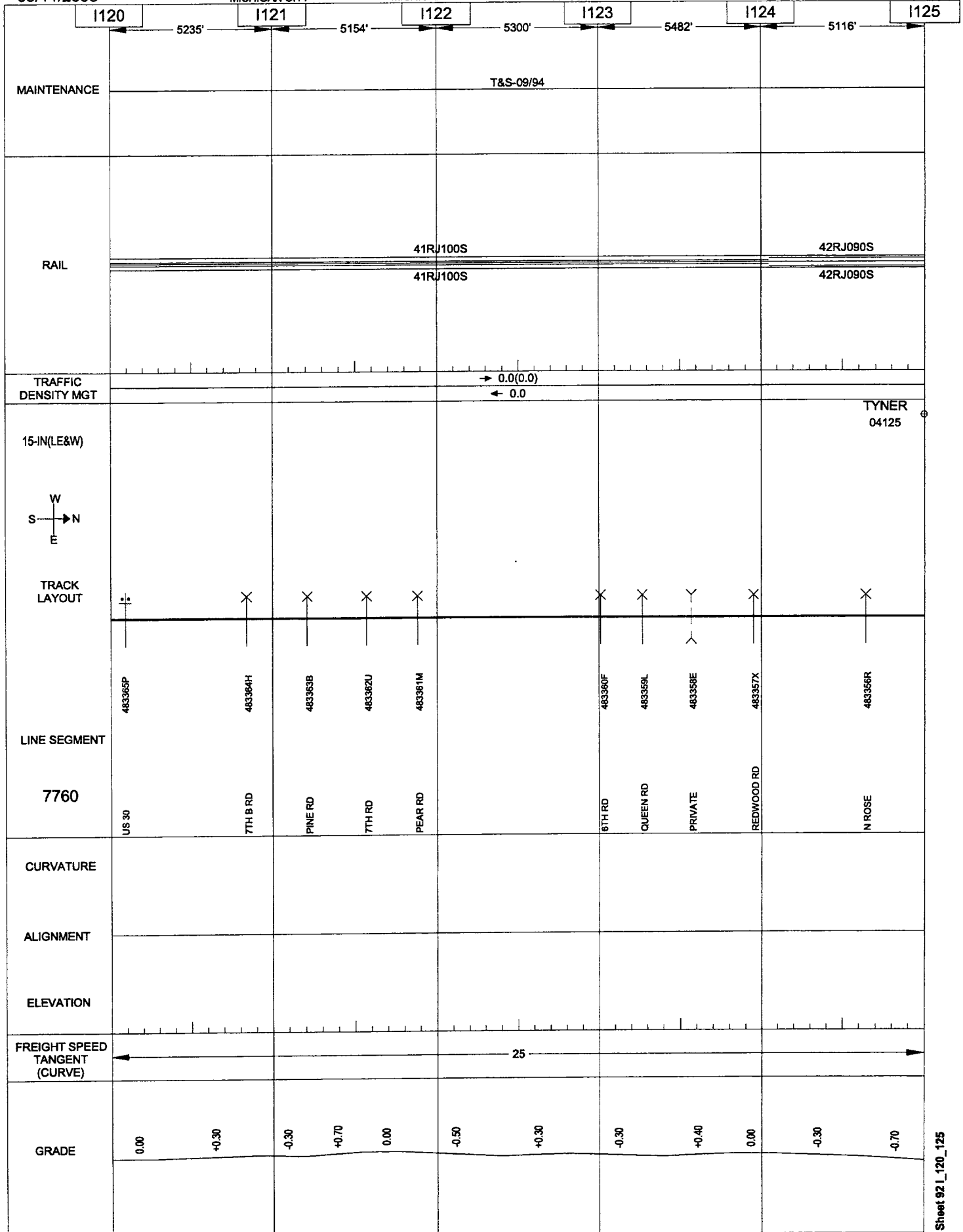
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



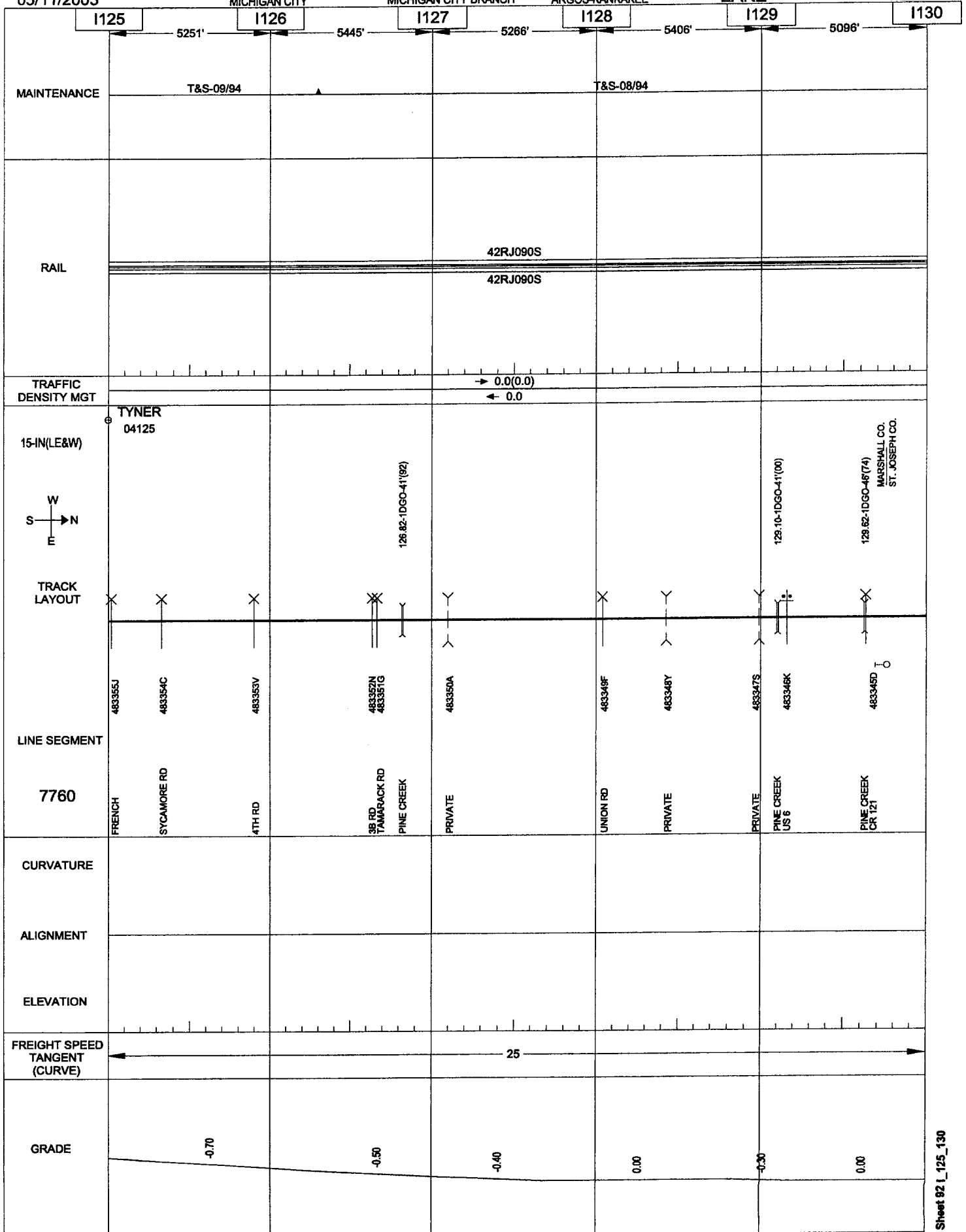
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



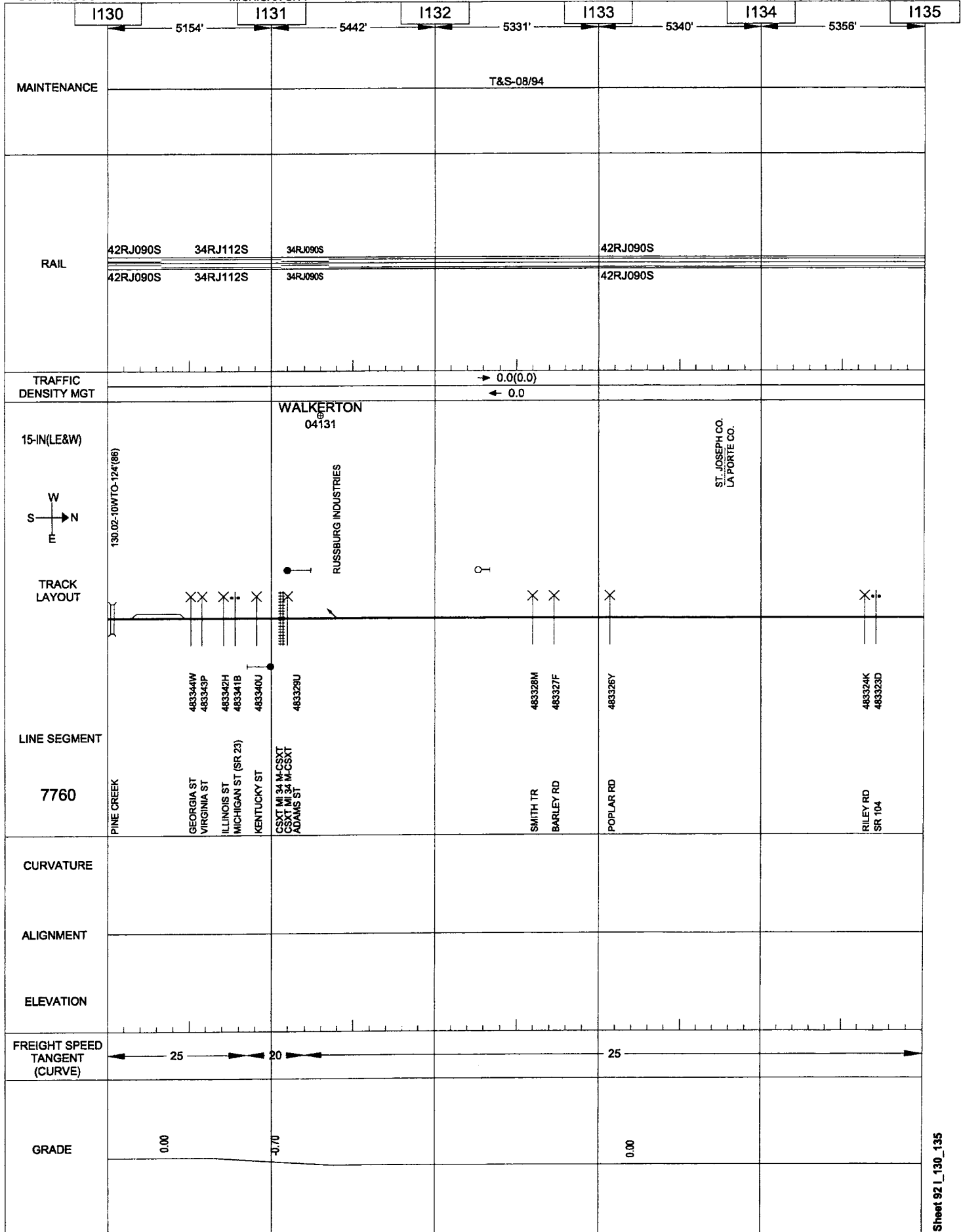
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



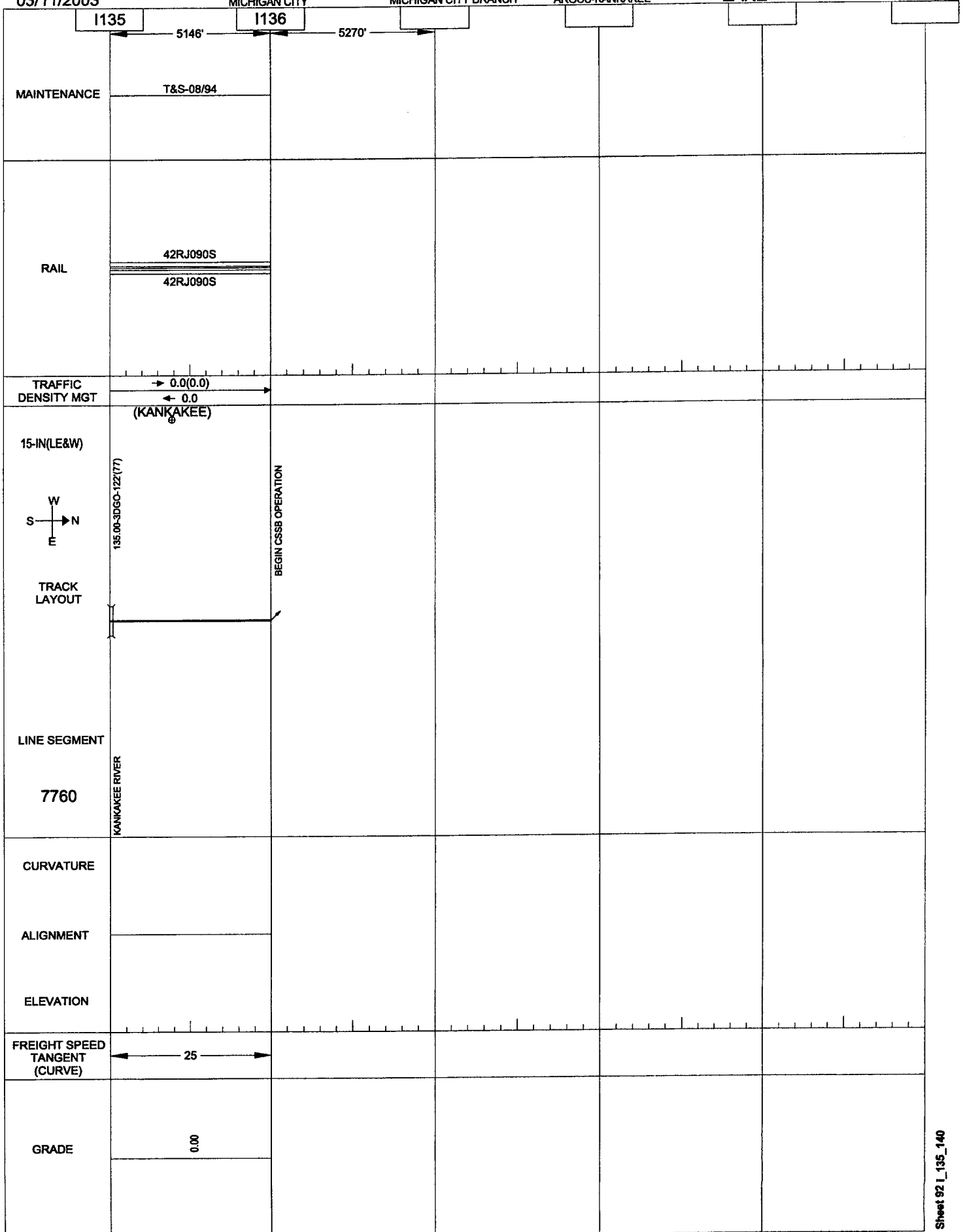
03/11/2003

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



03/11/2003

DAYTON

WEBER ROAD CONNECTING TRWEBER-COLUMBUS

LAKE

CJ135

3168'

MAINTENANCE

T&S-06/98

RAIL

82RW140S

82RW140S

TRAFFIC
DENSITY MGT19.1(35.9)
16.8

WEBER

S
E → W
NTRACK
LAYOUT

134.90

LINE SEGMENT

4160

CJ-134.40-S-4.25

HUDSON ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.06

-0.67

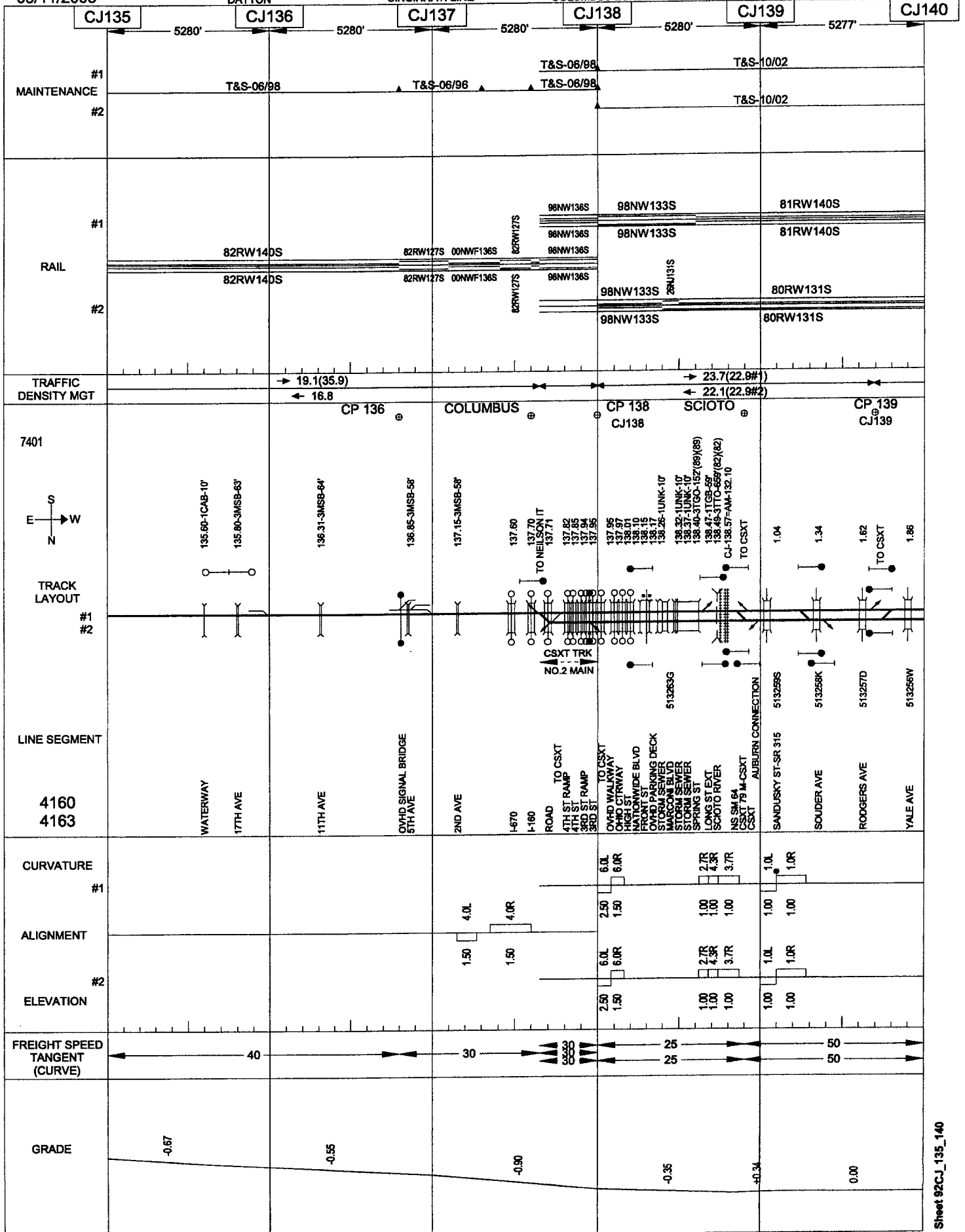
03/11/2003

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



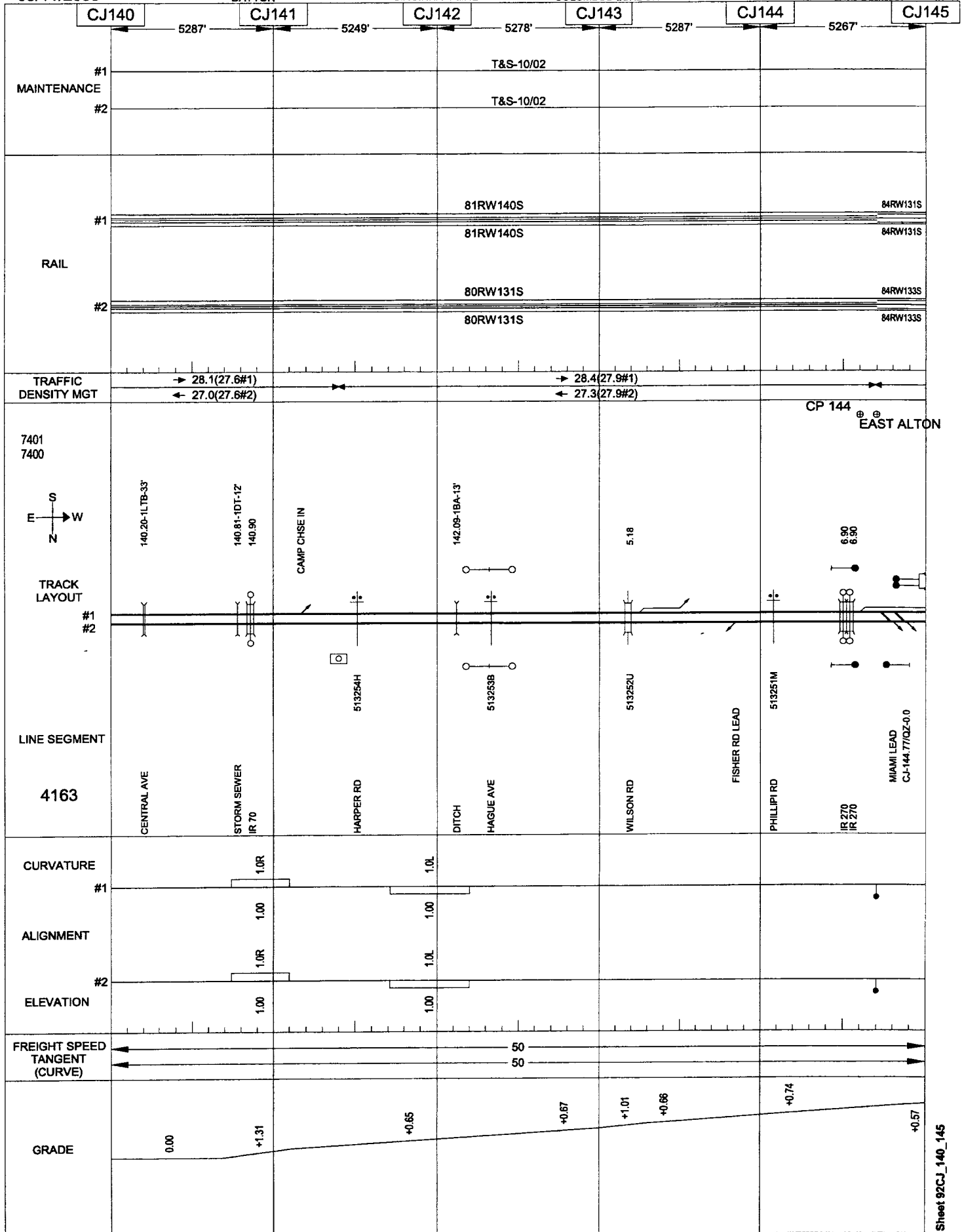
03/11/2003

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



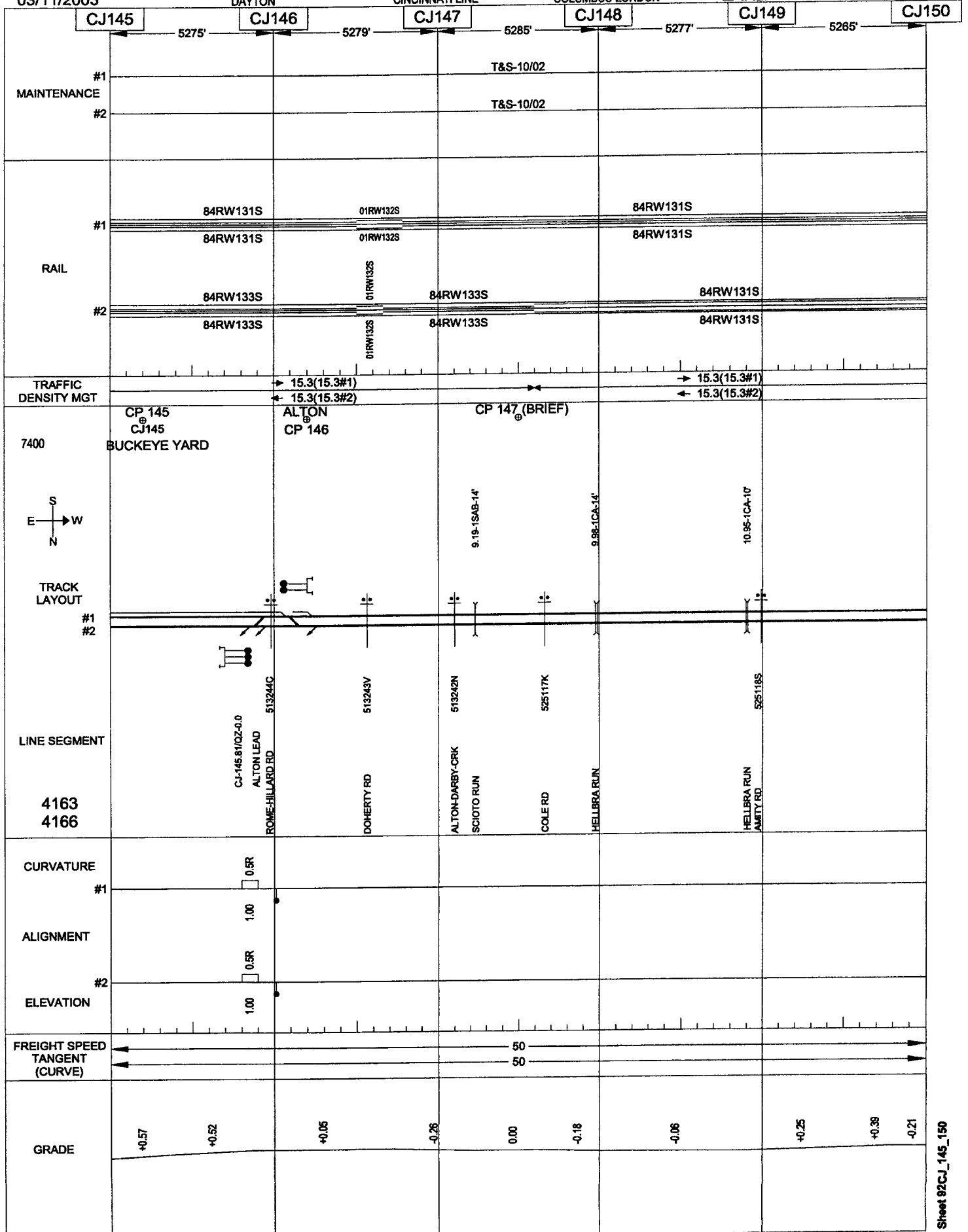
03/11/2003

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



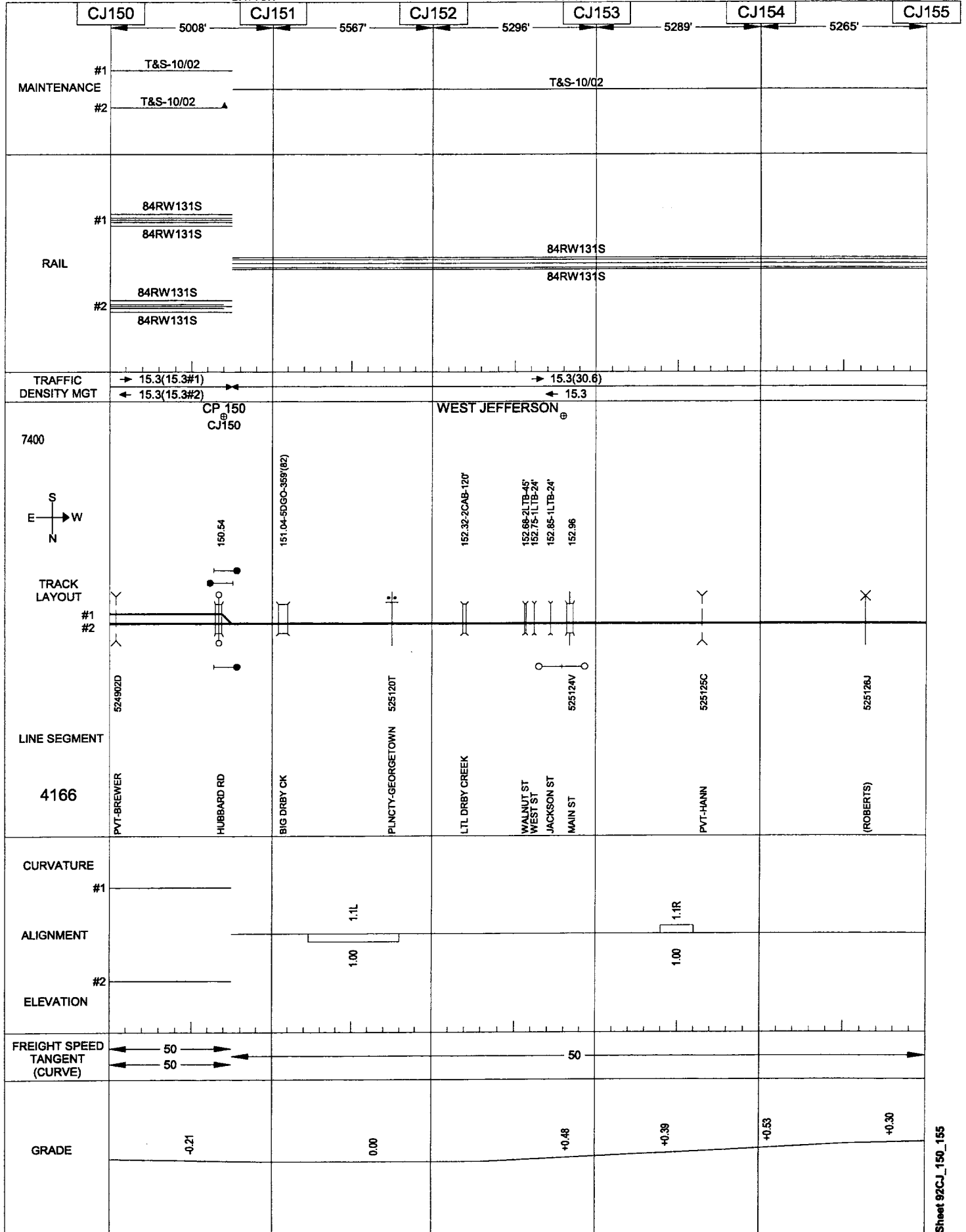
03/11/2003

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



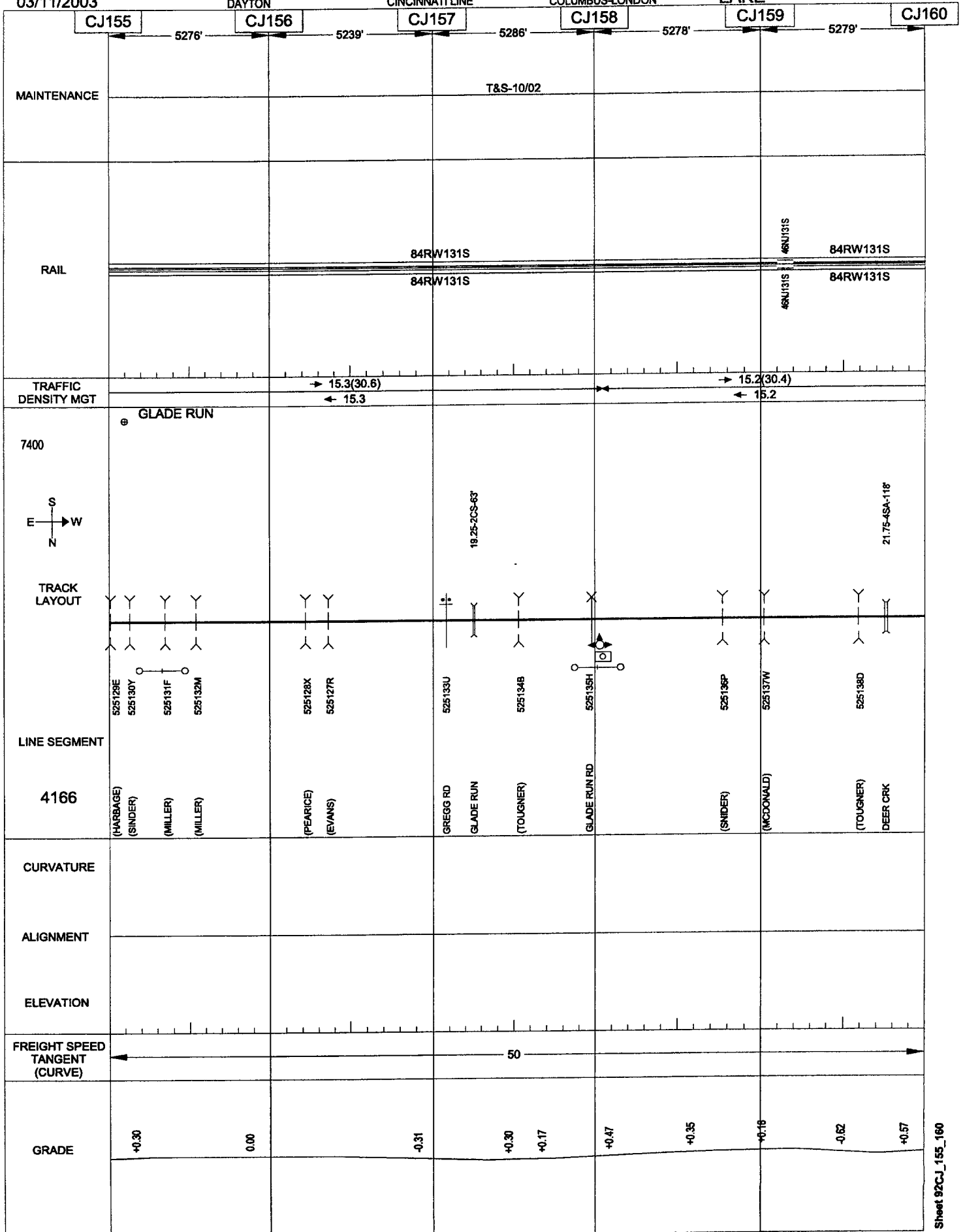
03/11/2003

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



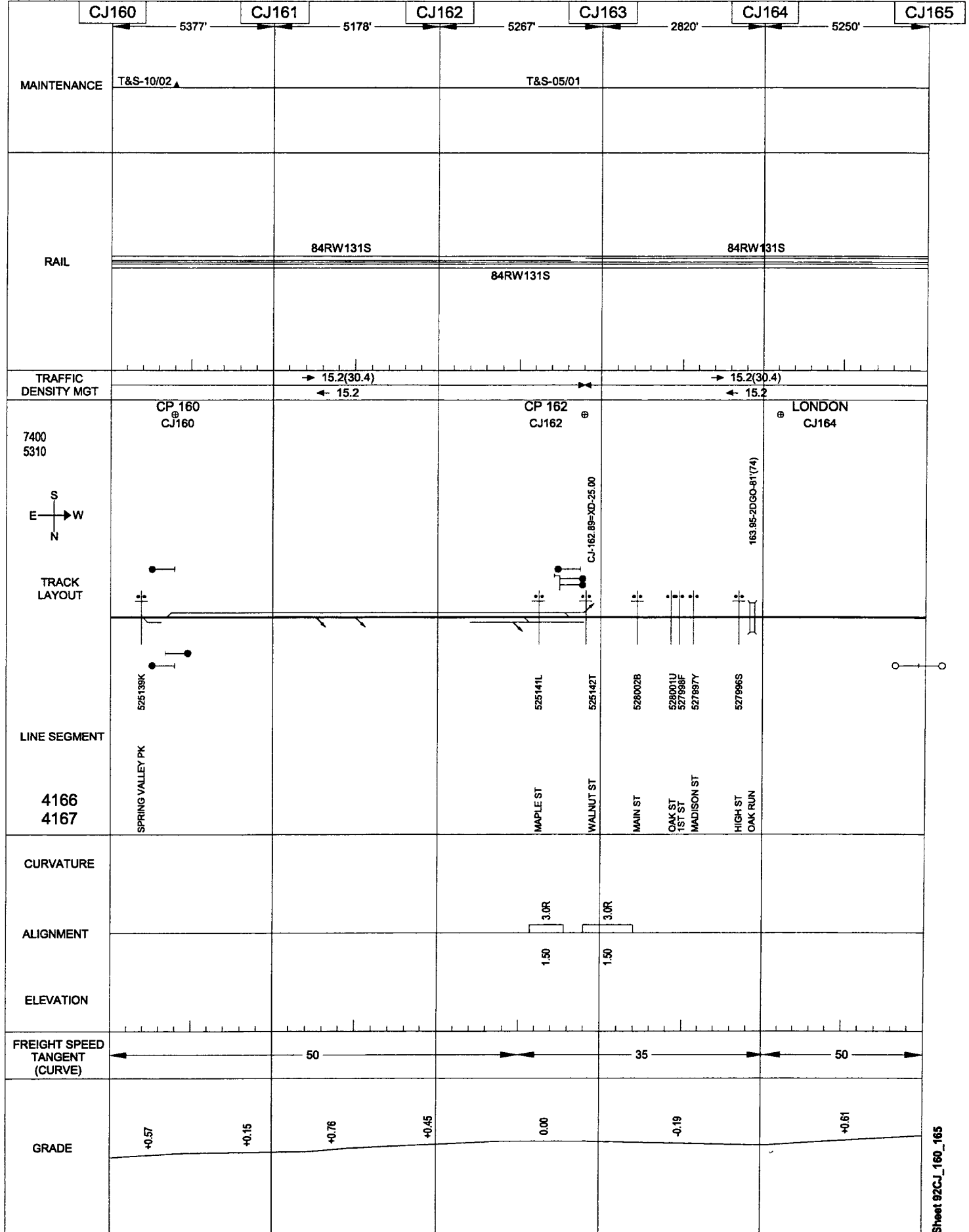
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



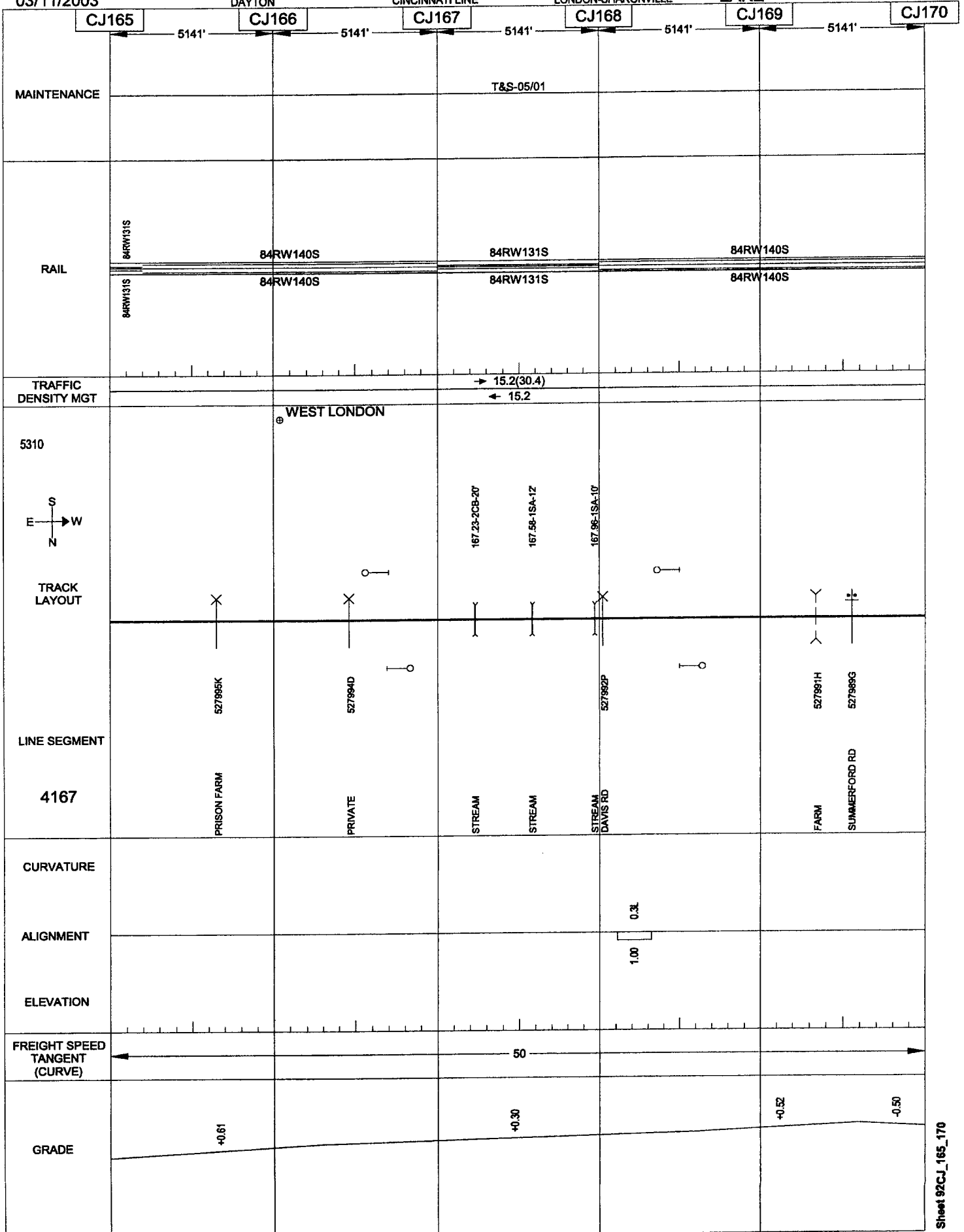
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ170

CJ171

CJ172

CJ173

CJ174

CJ175

5141'

5141'

5141'

5141'

5141'

MAINTENANCE

T&S-05/01

RAIL

84RW140S

84NW132S

84RW140S

84NW132S

TRAFFIC
DENSITY MGT

→ 15.2(30.4)

← 15.2

PLATTSBURG

5310



170.70-1588-11'

TRACK
LAYOUT

LINE SEGMENT

4167

527987T

527986L

527986E

527984X

527983R

527982J

STEWART RD

(FARM)

CEMETARY RD

CEMETERY RD

BUENA VISTA RD

(FARM)

STREAM

CURVATURE

ALIGNMENT

ELEVATION

0.3R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.50

+0.60

-0.09

-0.65

0.00

-0.39

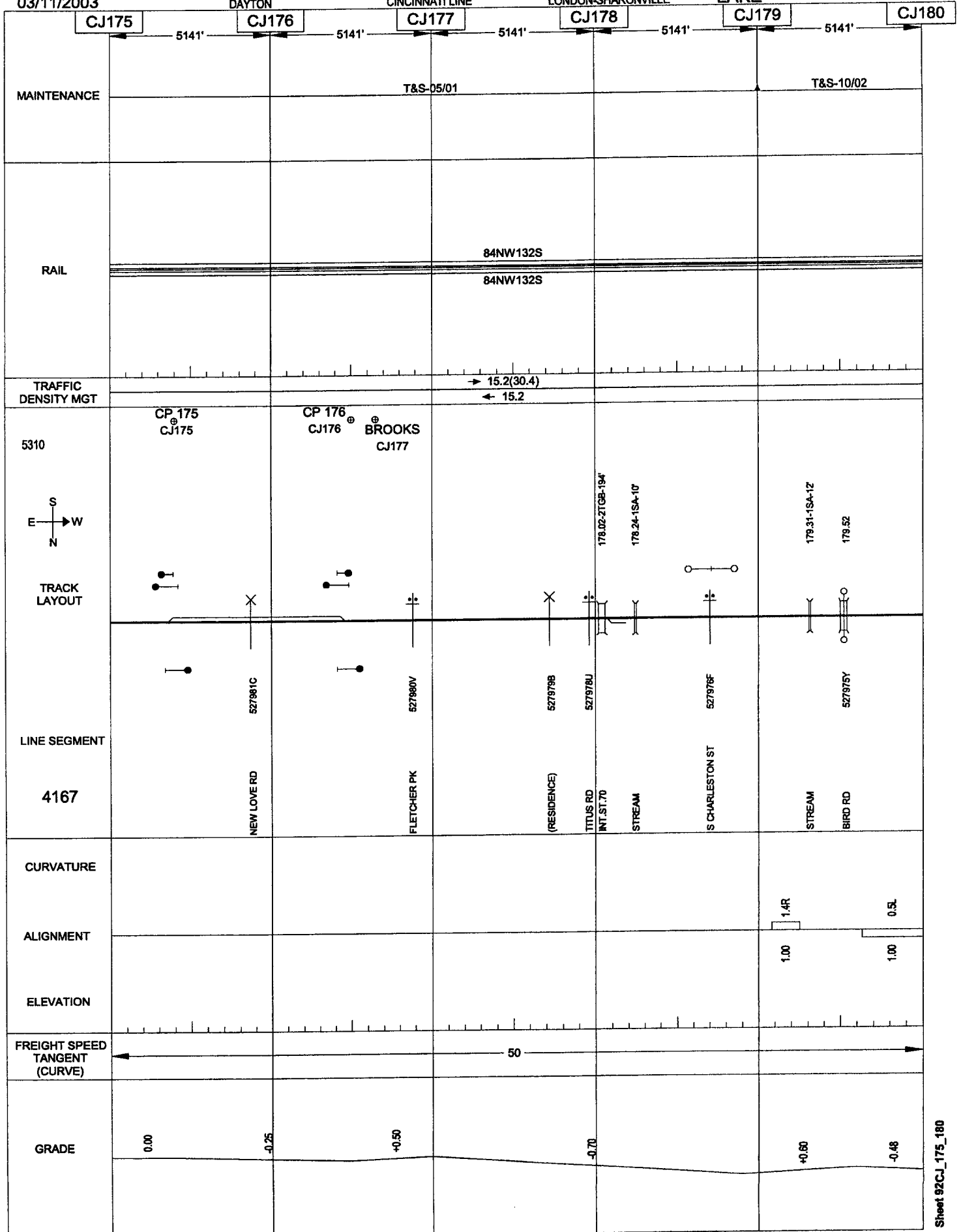
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



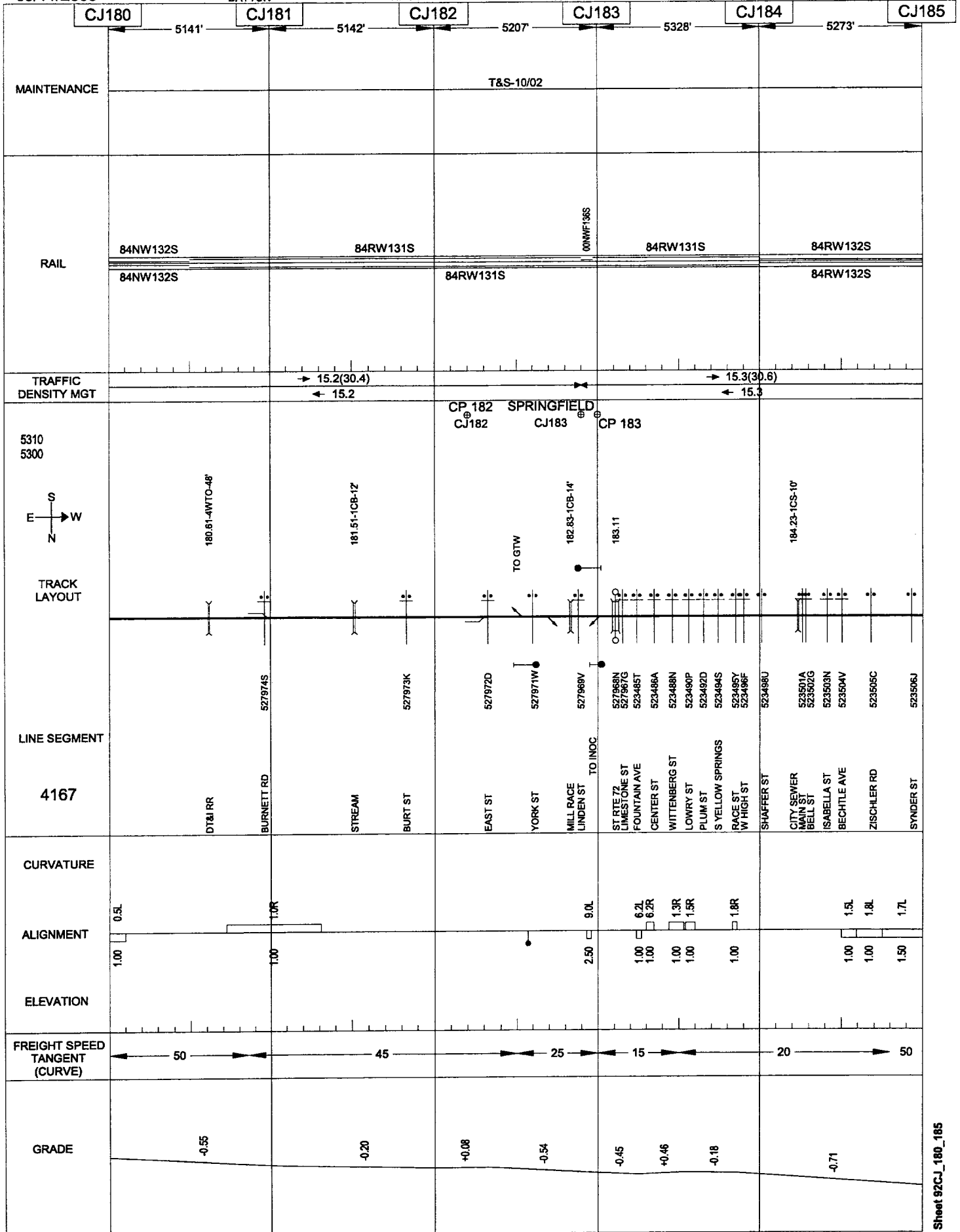
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



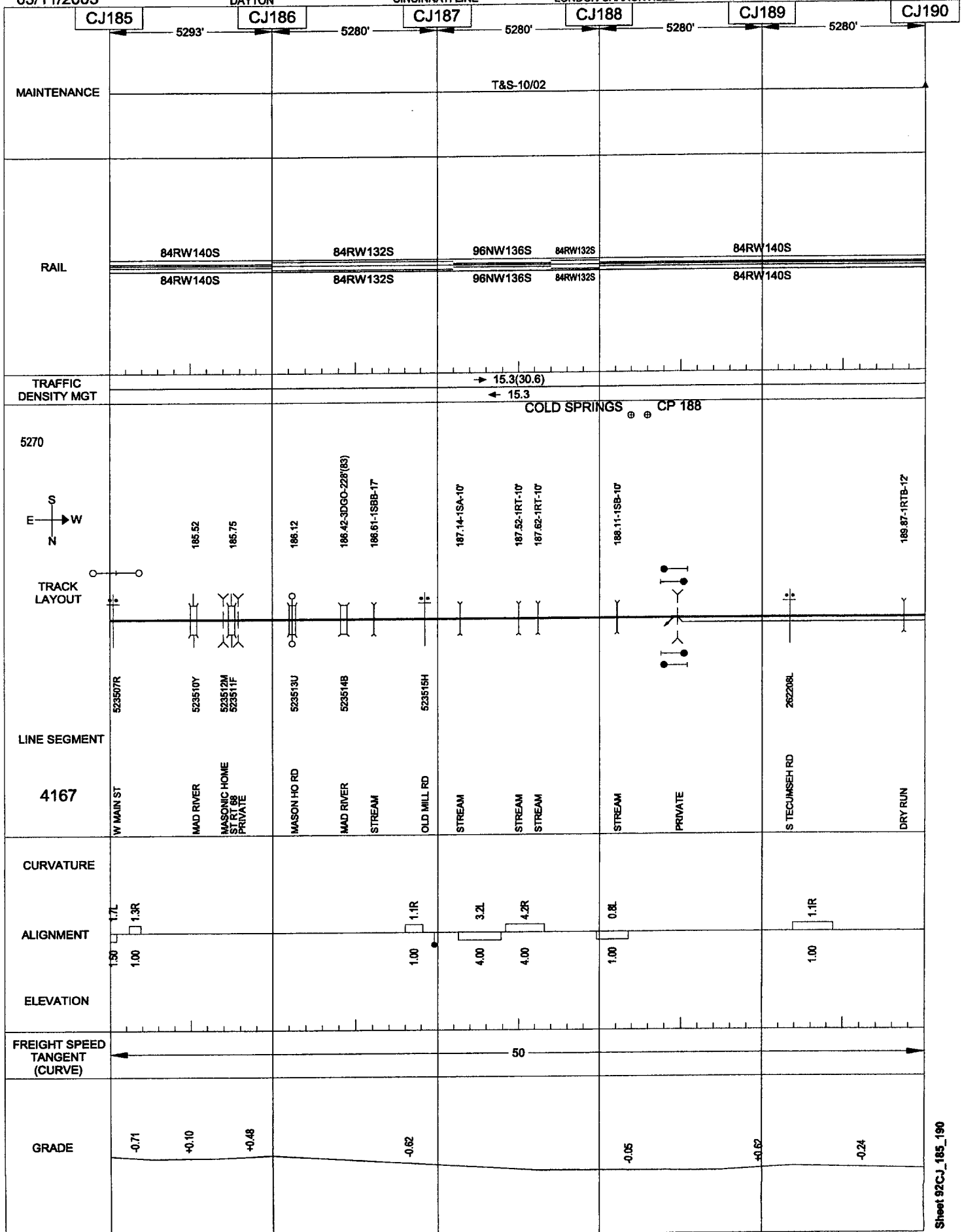
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CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



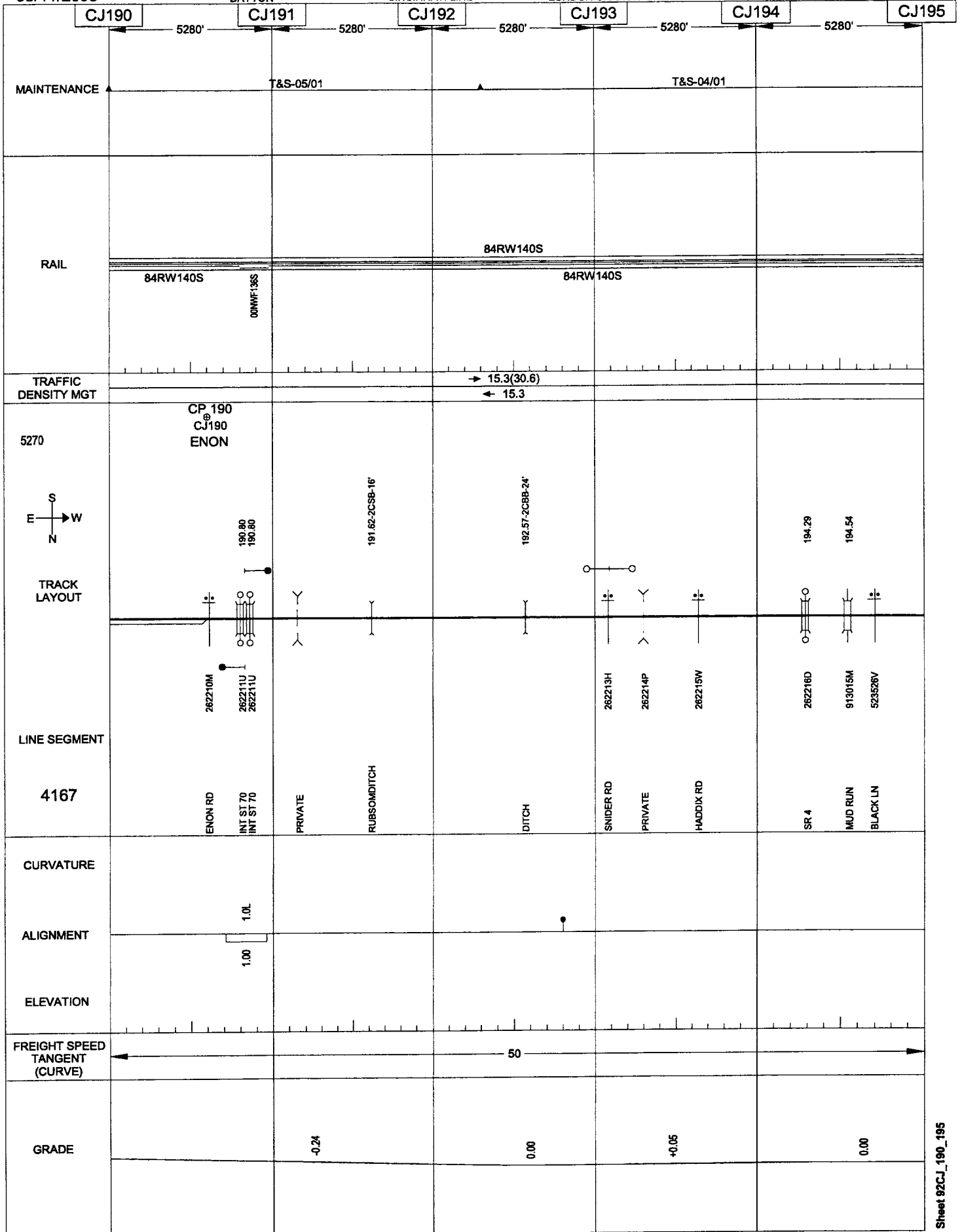
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



271

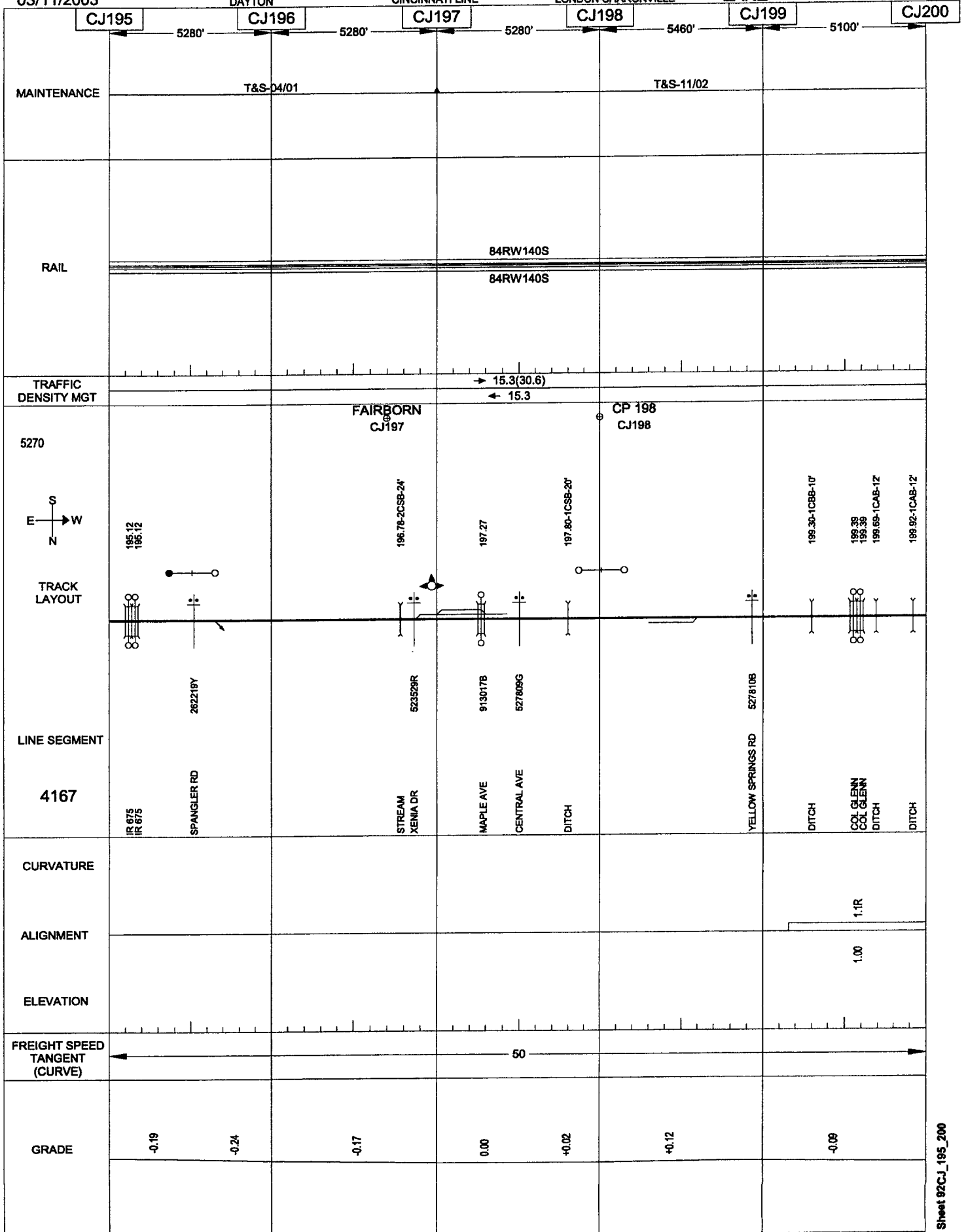
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



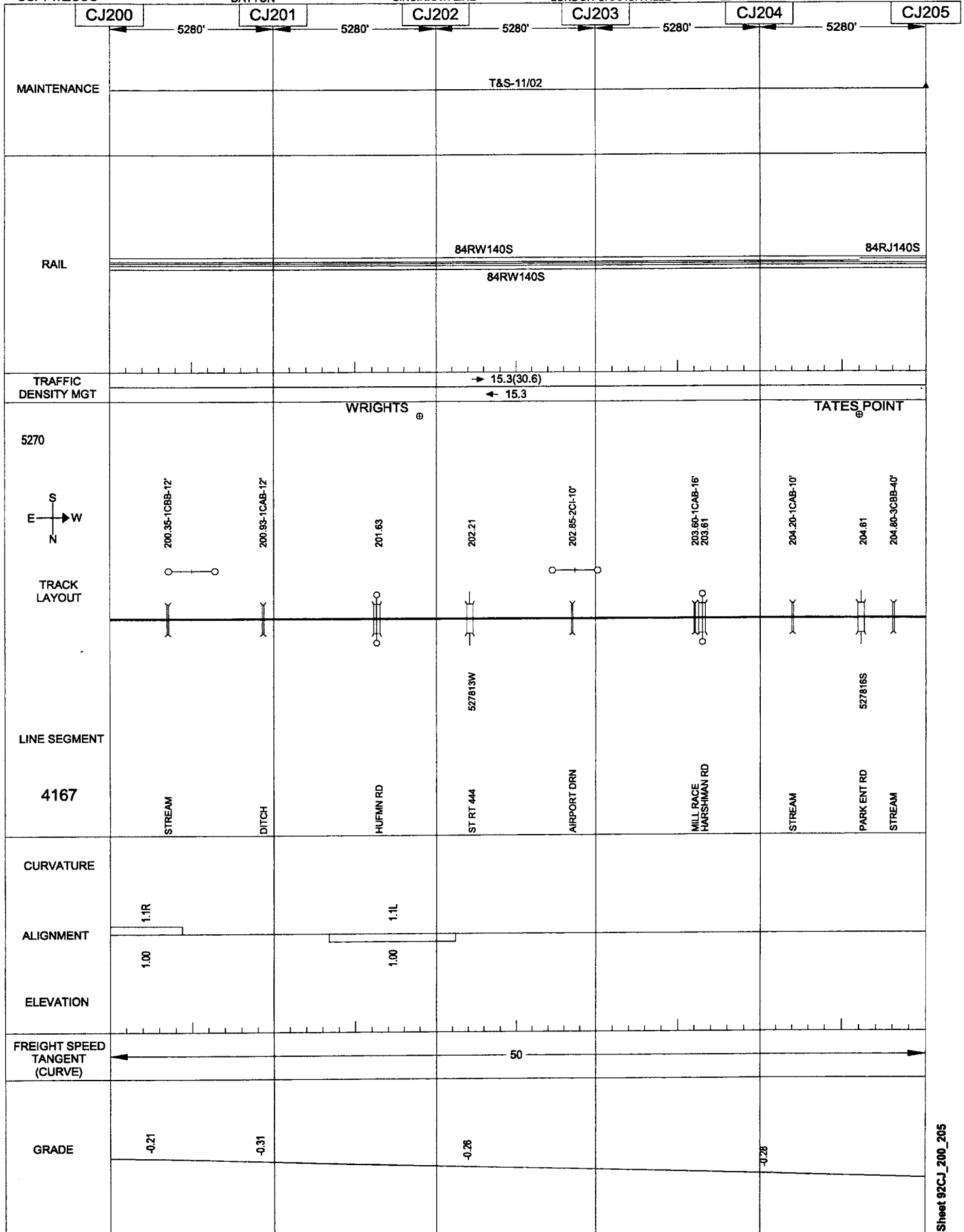
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



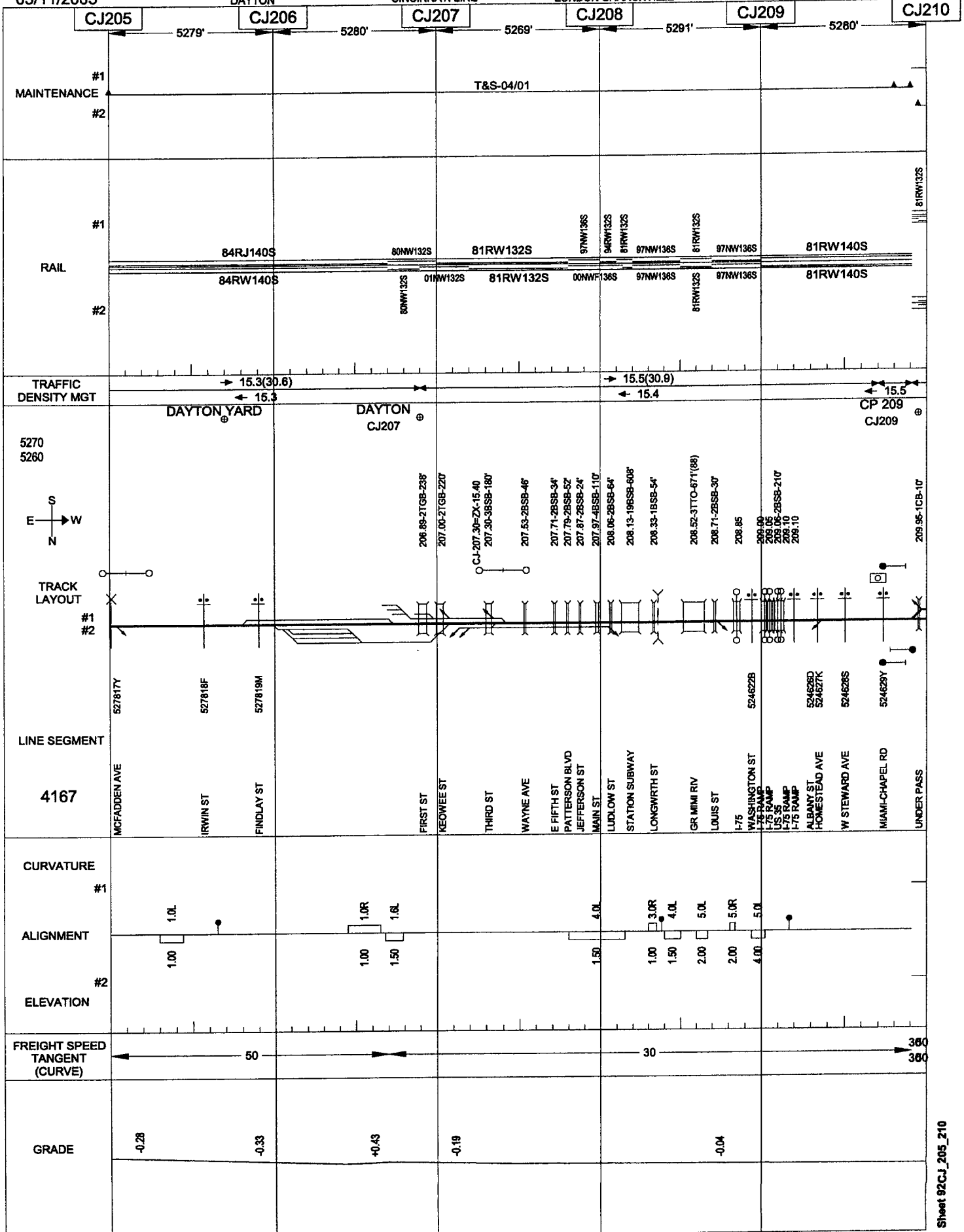
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



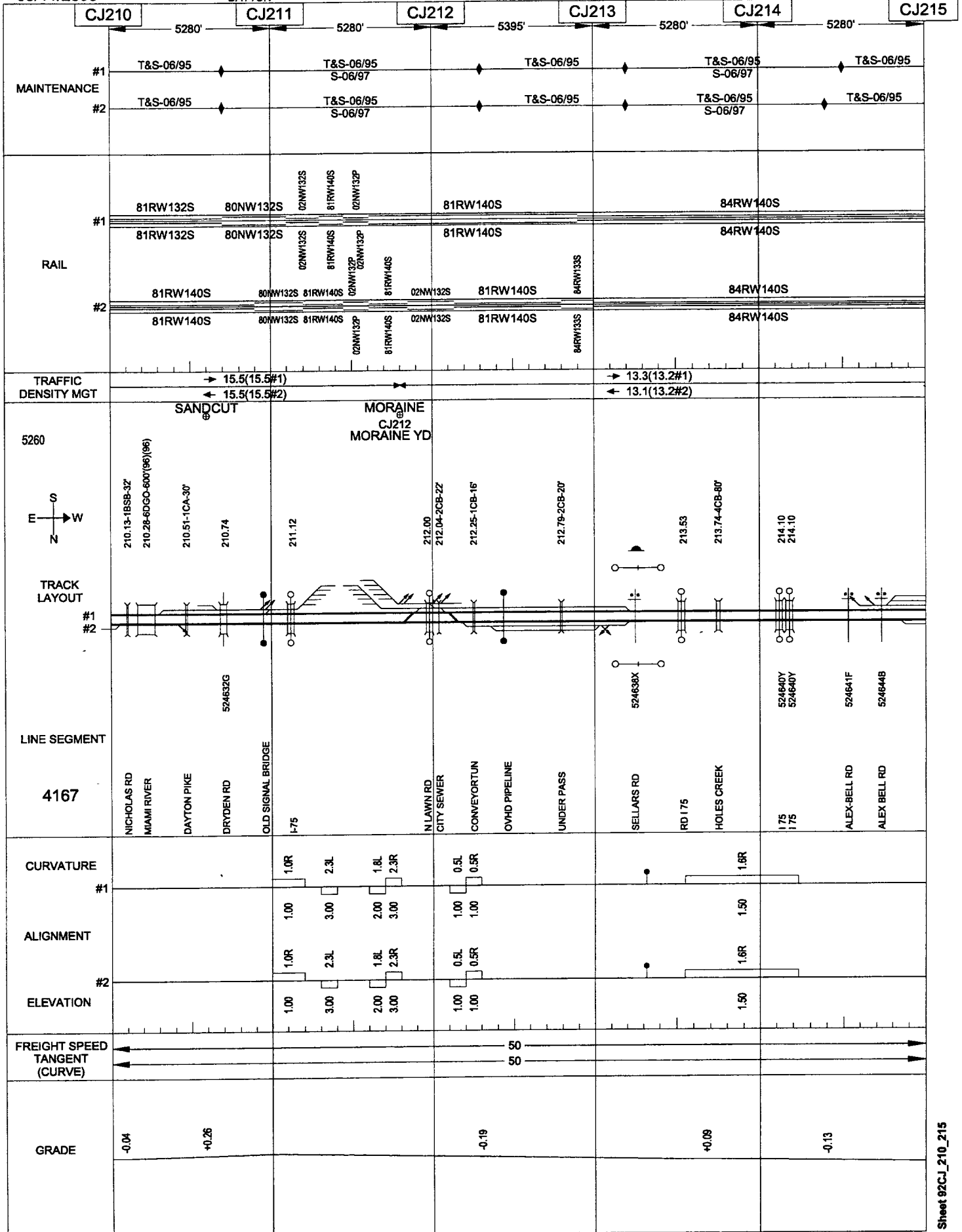
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



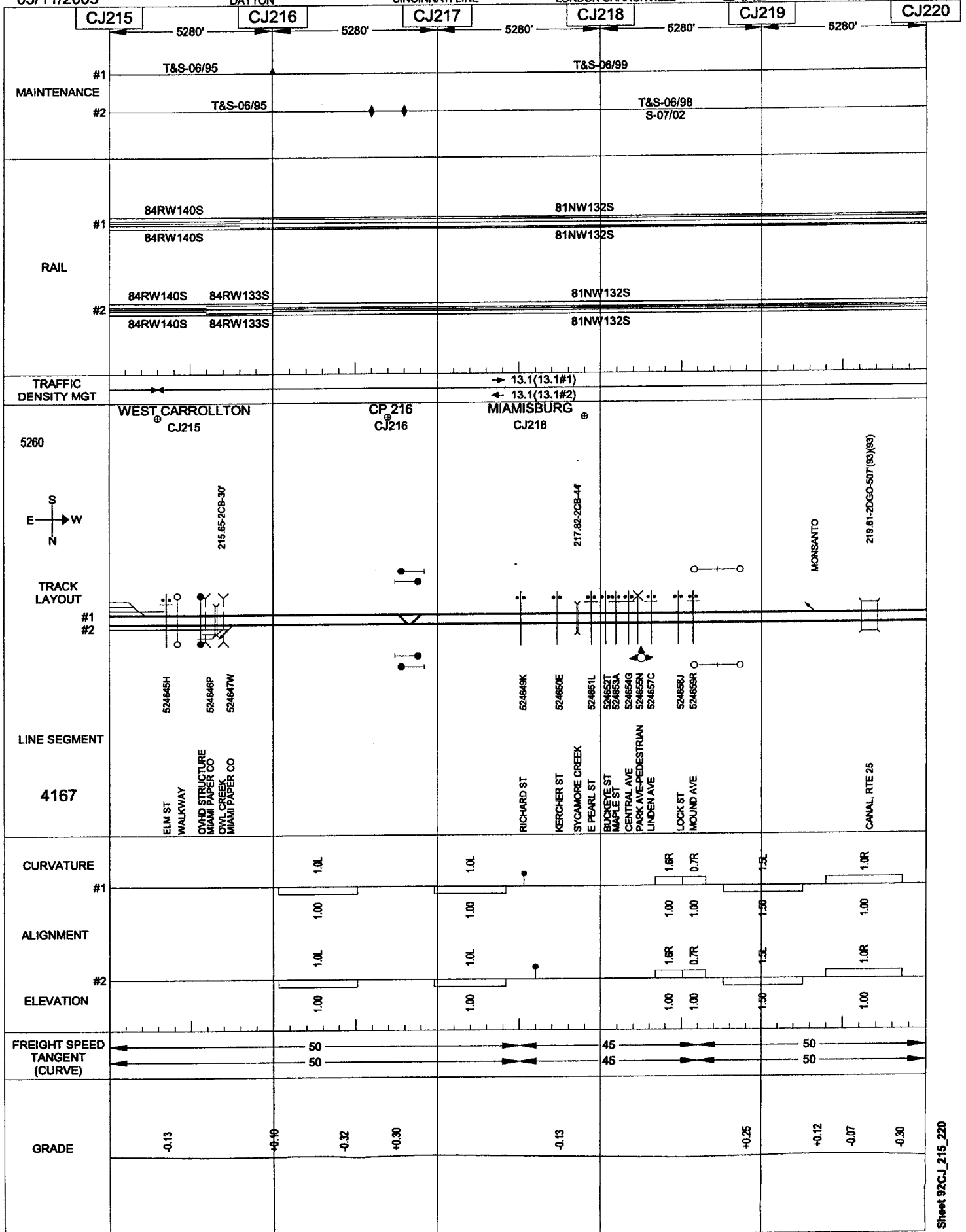
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



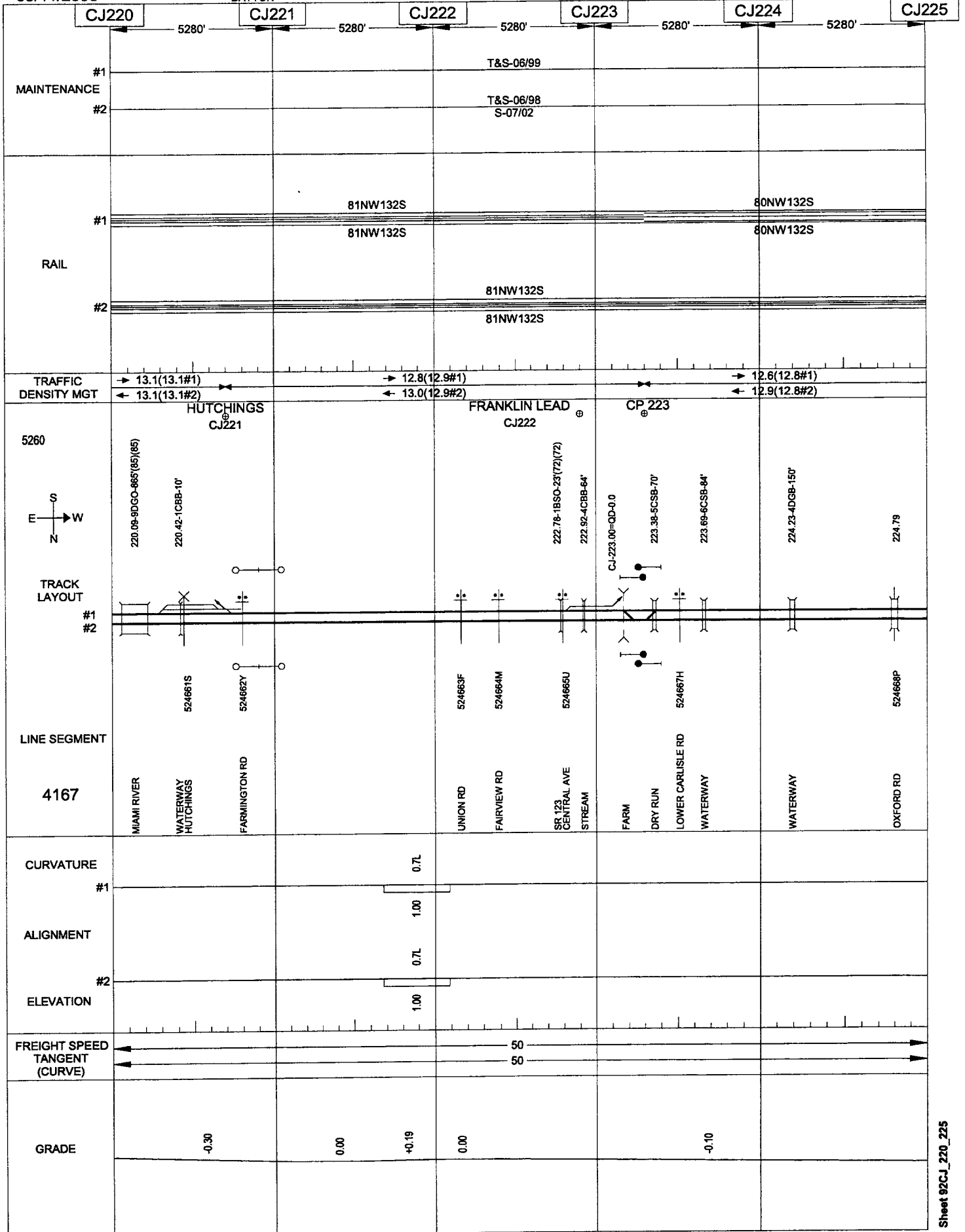
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



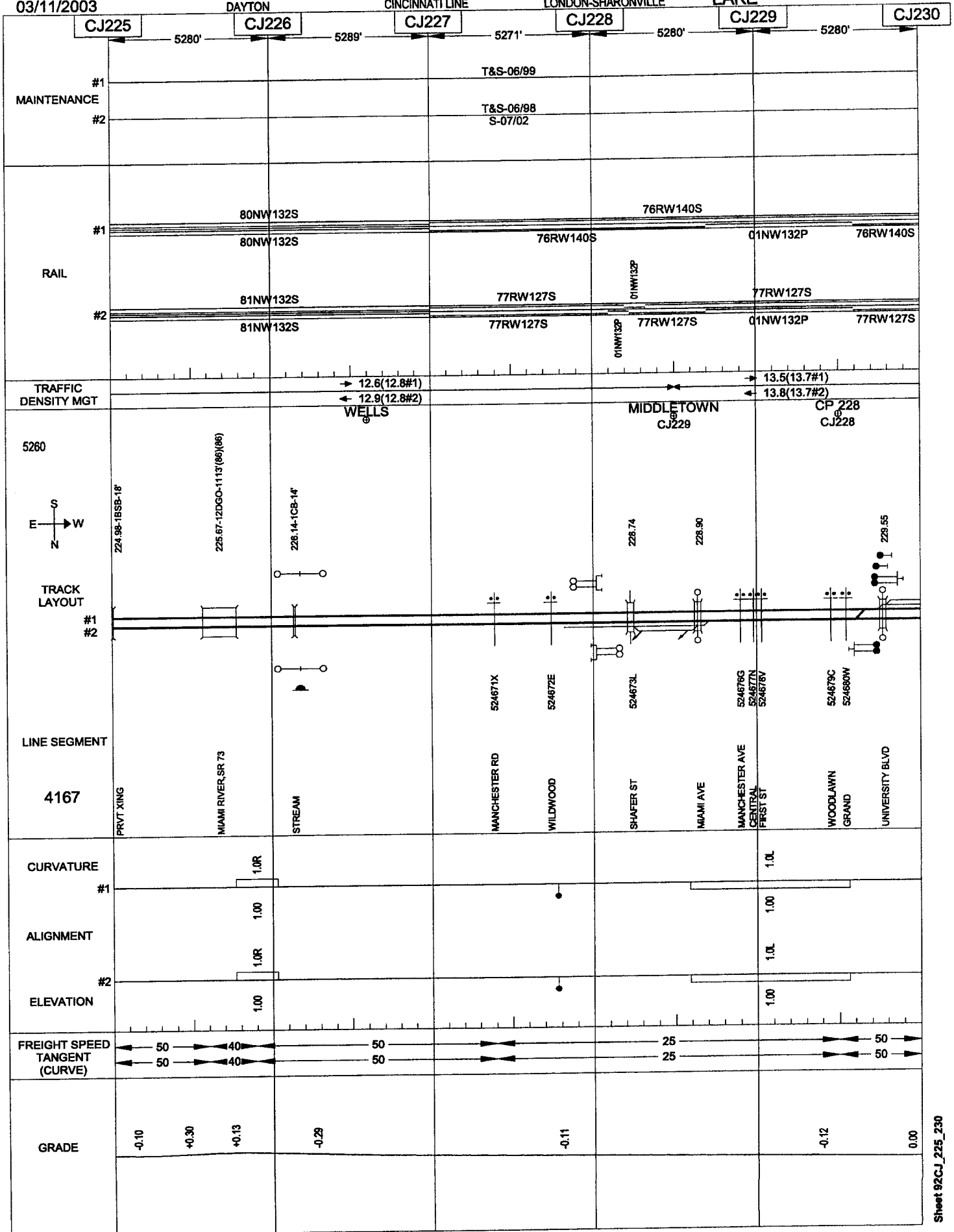
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



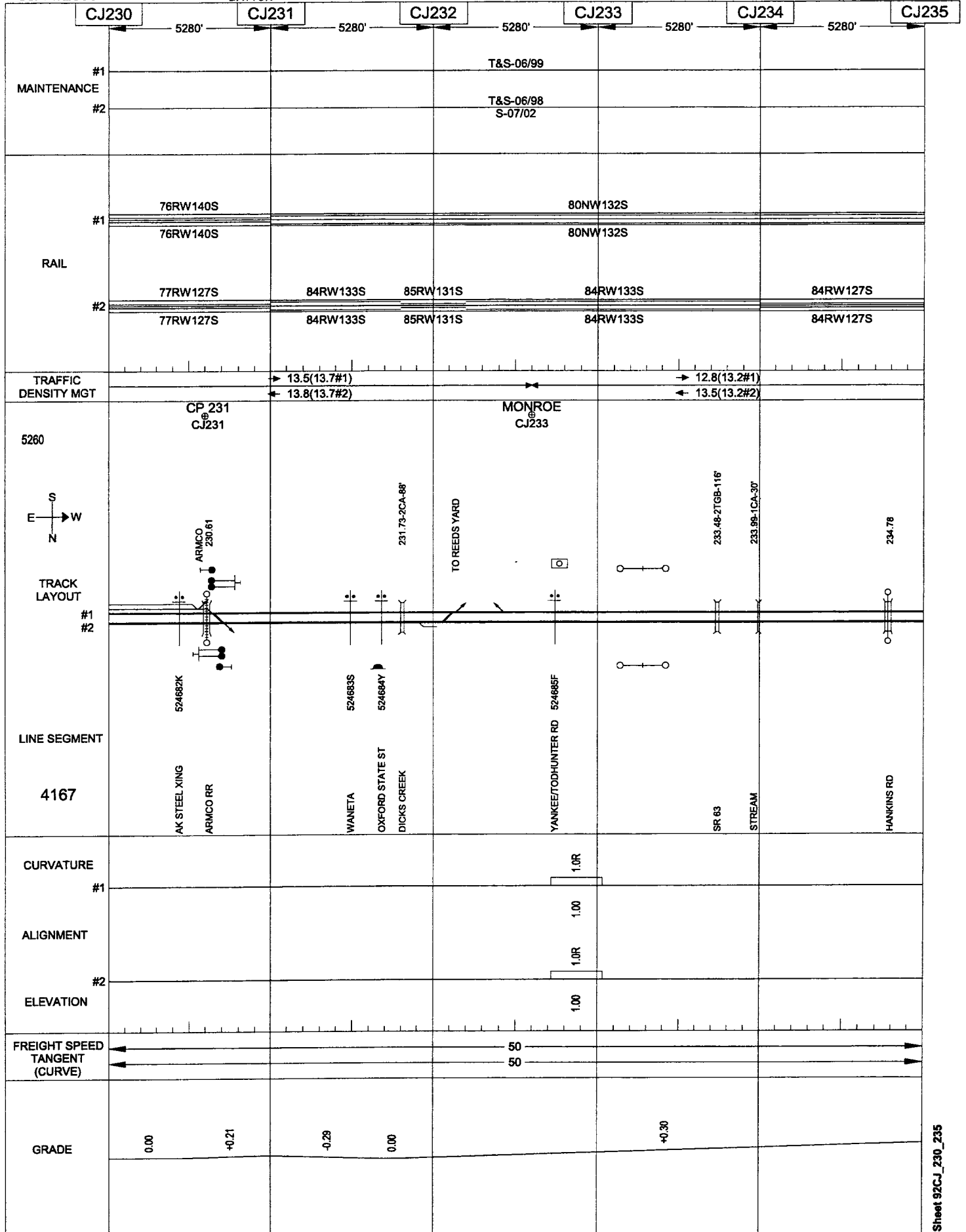
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



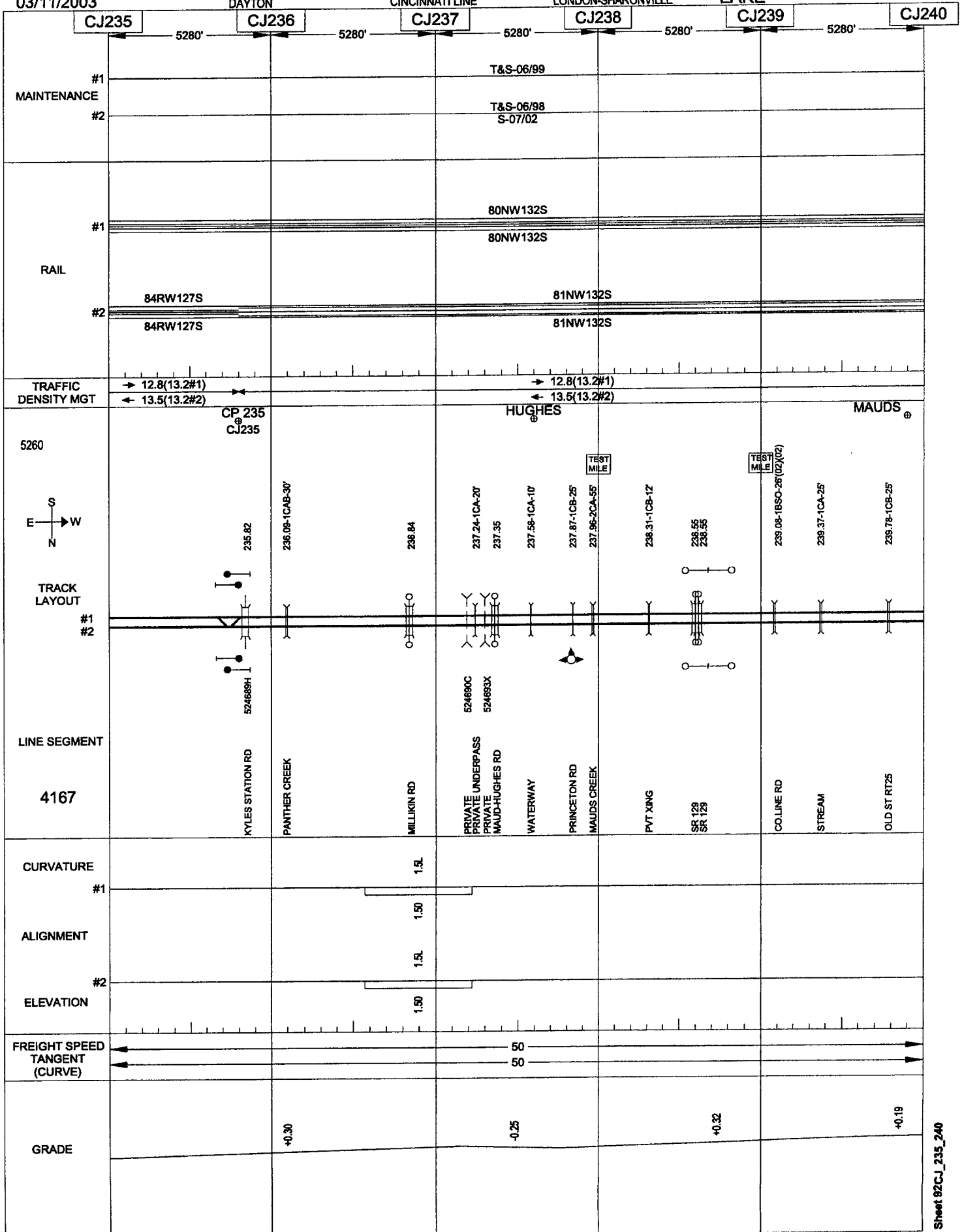
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



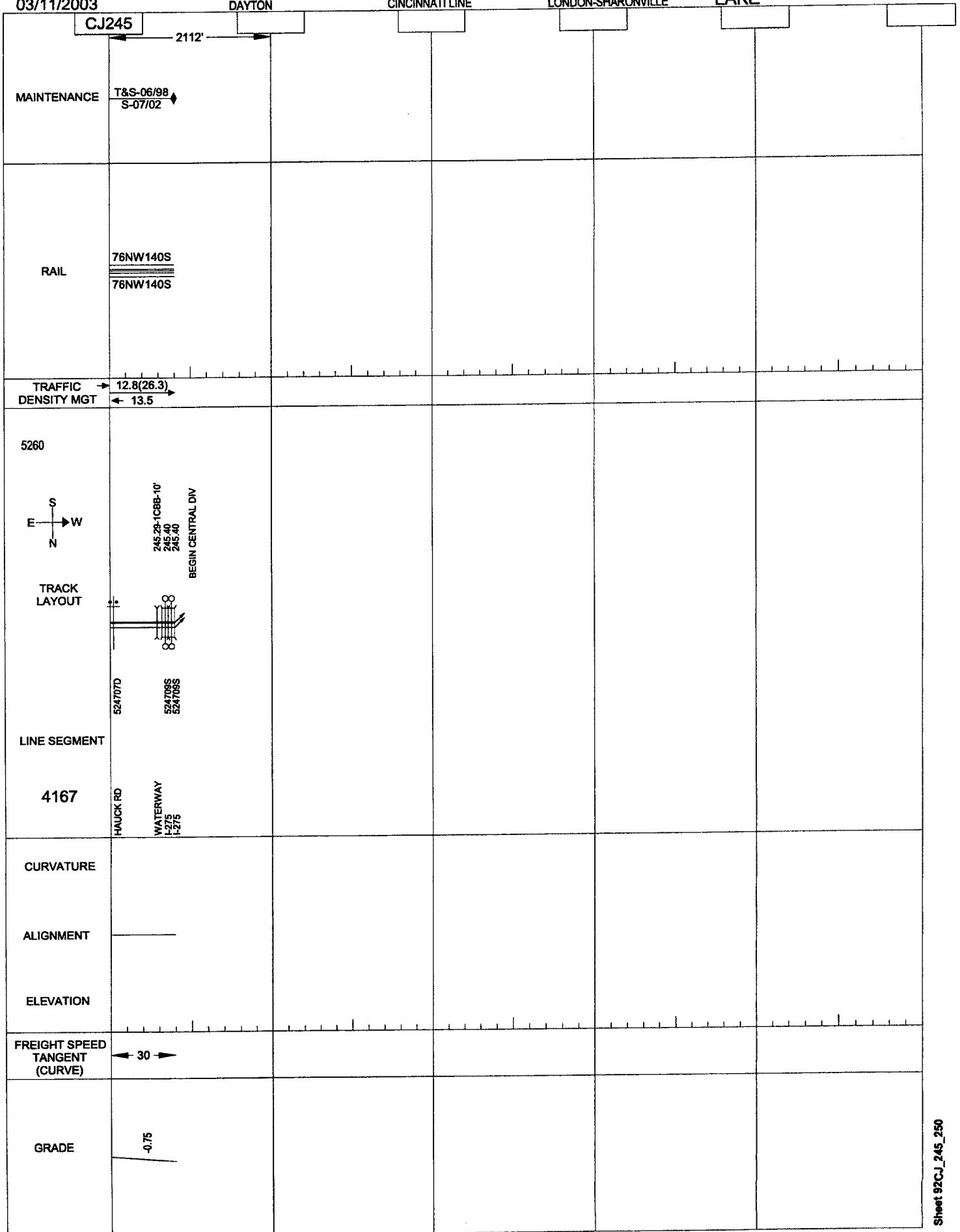
03/11/2003

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



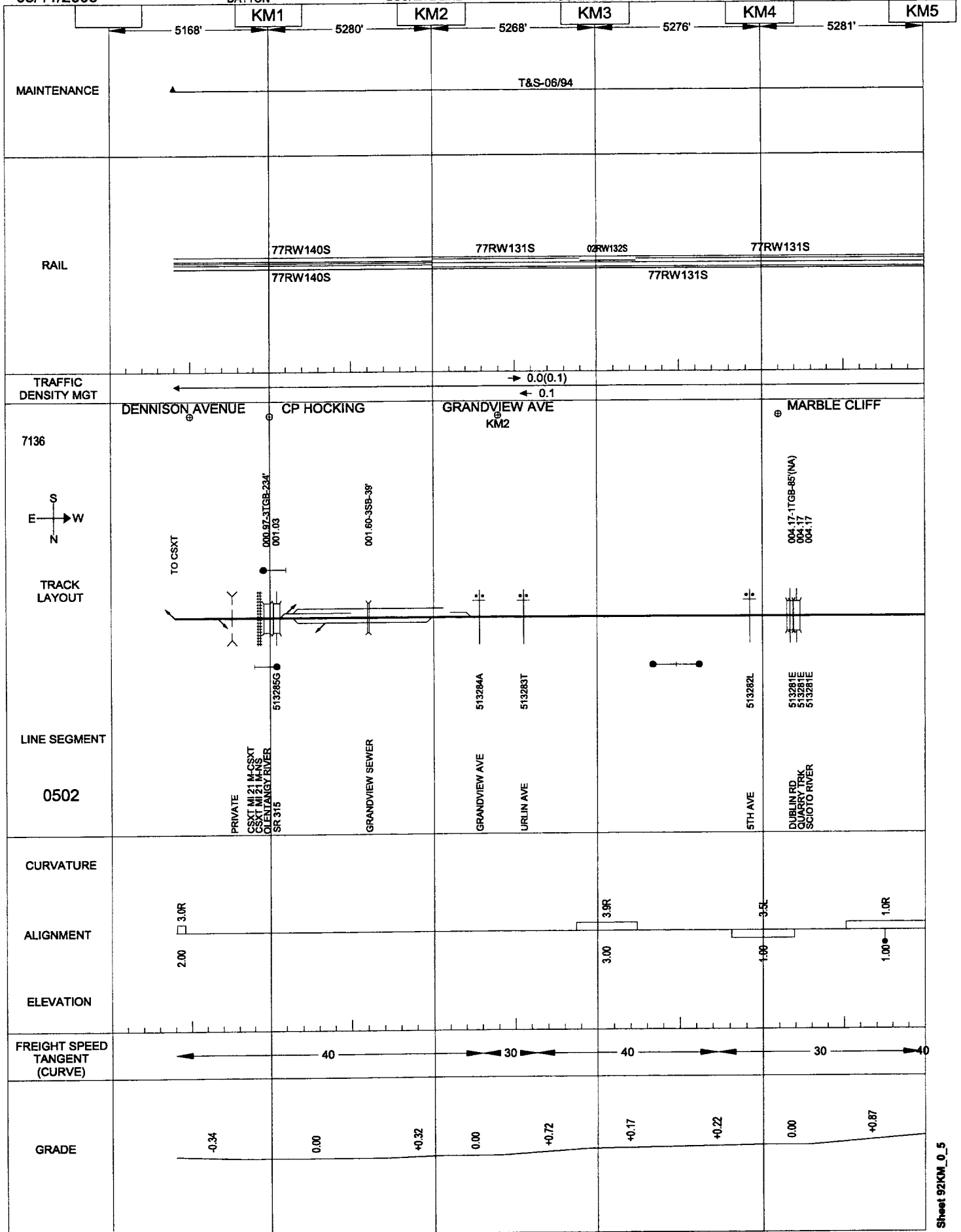
03/11/2003

DAYTON

BUCKEYE LINE

HOCKING-BUCKEYE

LAKE



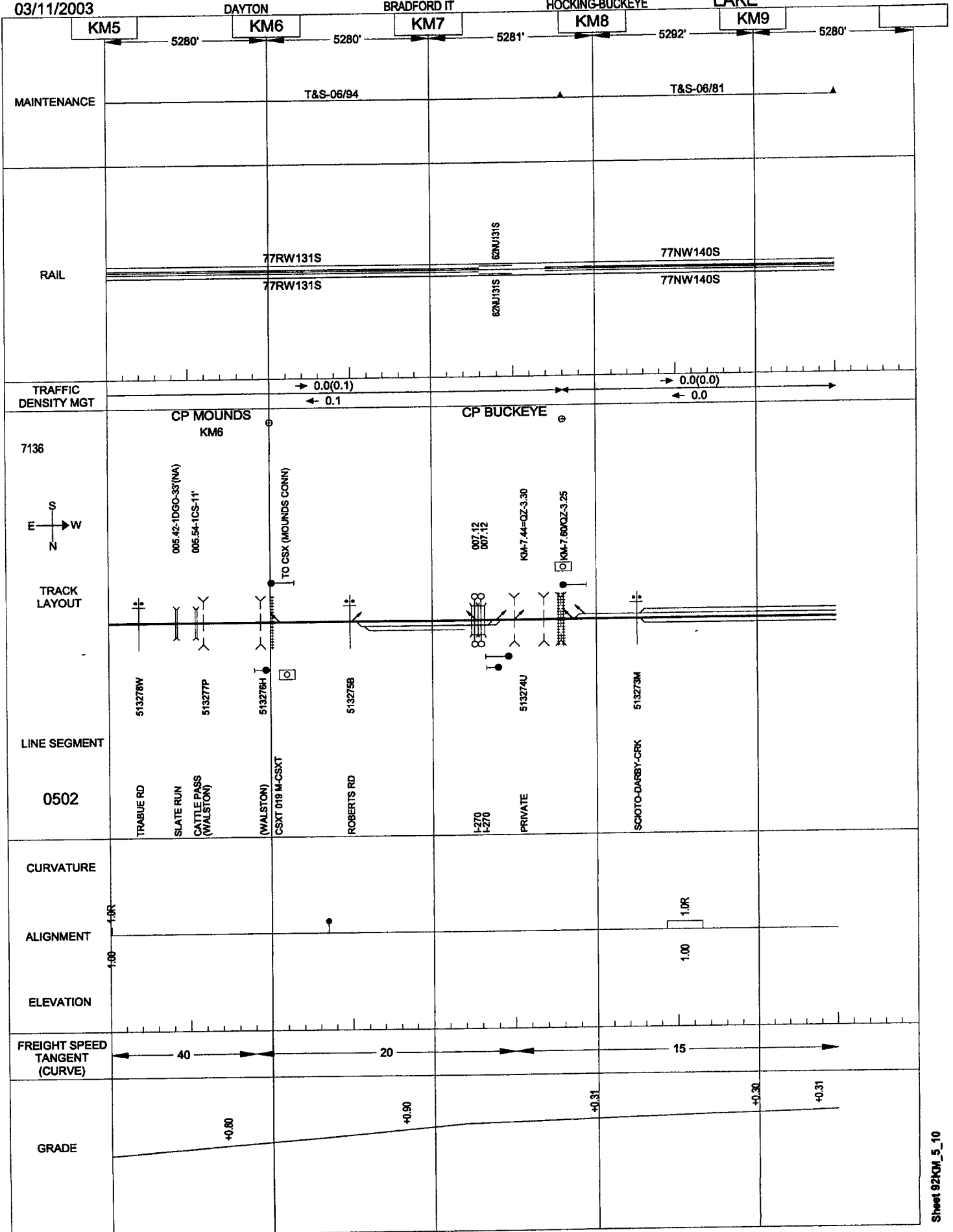
03/11/2003

DAYTON

BRADFORD IT

HOCKING-BUCKEYE

LAKE



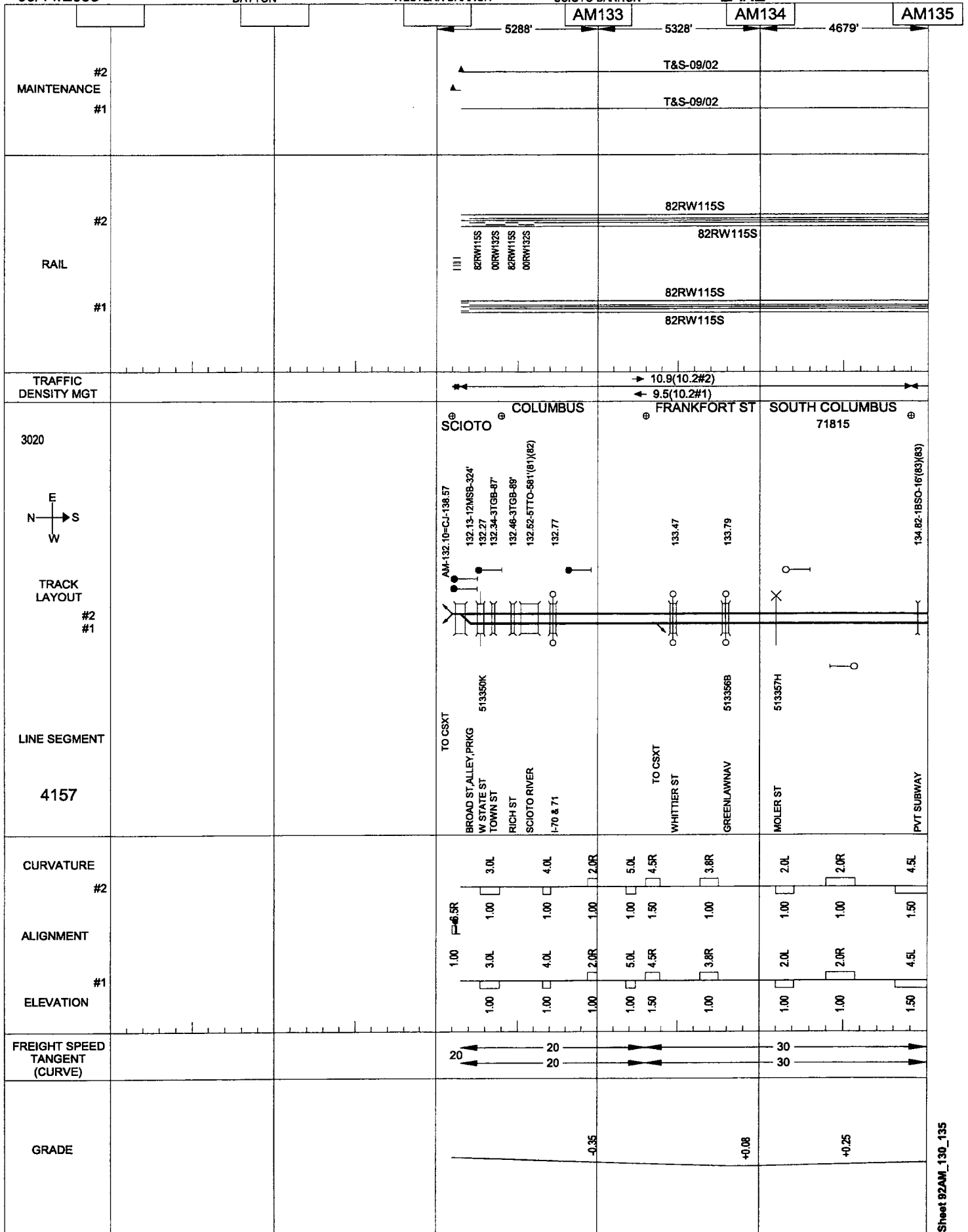
03/11/2003

DAYTON

WESTERN BRANCH

SCIOTO-BANNON

LAKE



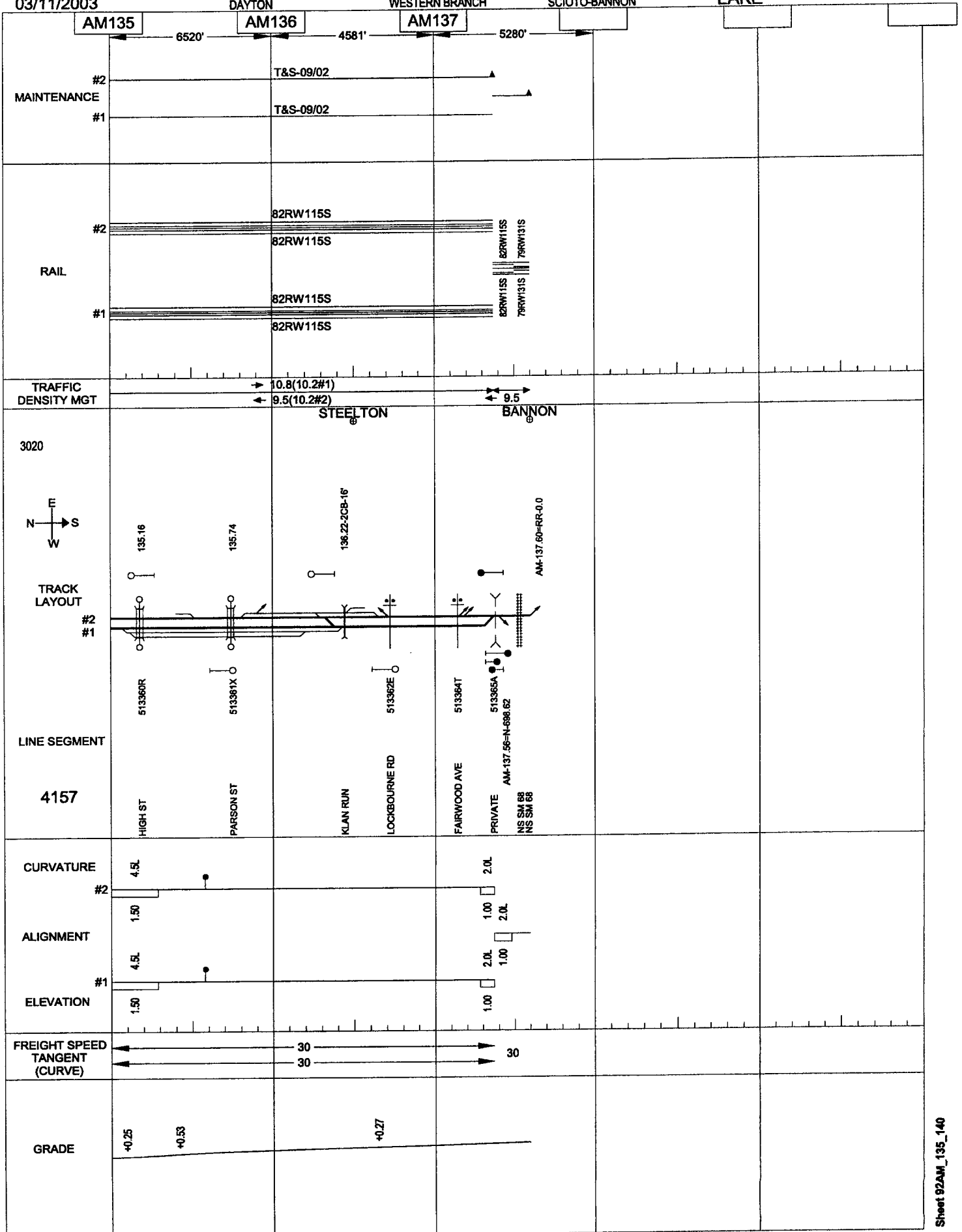
03/11/2003

DAYTON

WESTERN BRANCH

SCIOTO-BANNON

LAKE



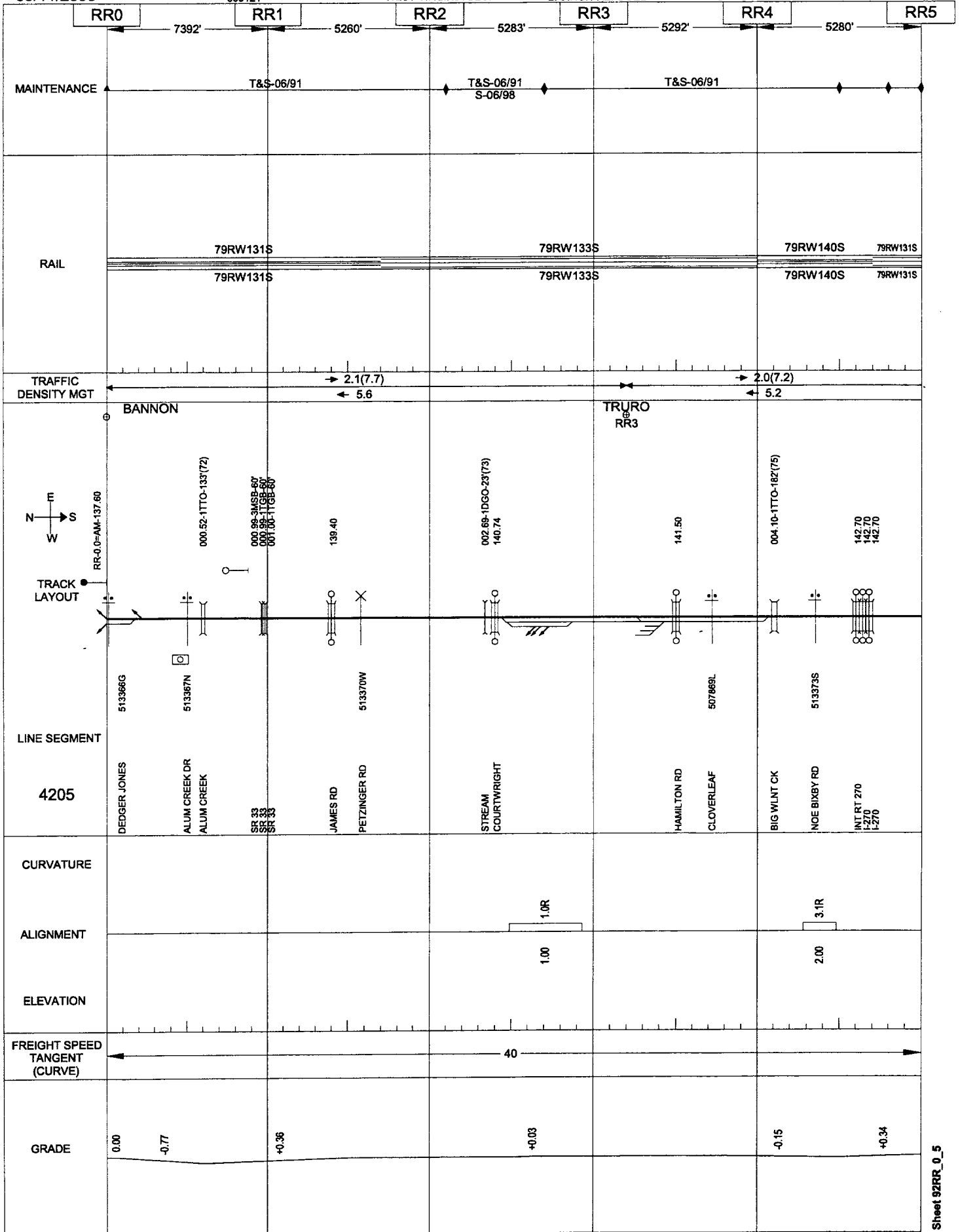
03/11/2003

608124

WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE



03/11/2003

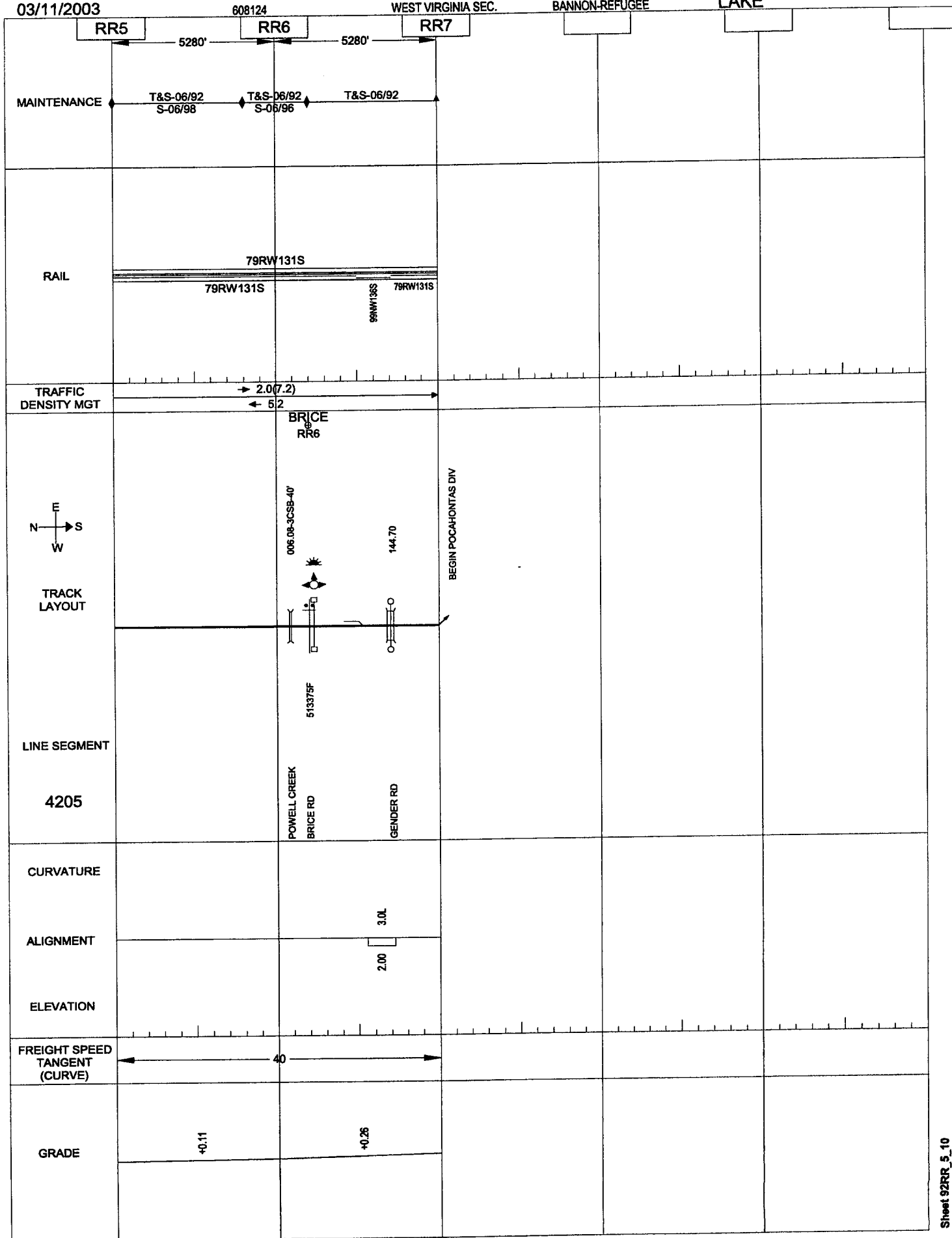
608124

287

WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE



03/11/2003

DAYTON

XENIA I.T.

CLEM-DAYTON

LAKE

ZX13

ZX14

ZX15

5280'

5280'

5280'

MAINTENANCE

T&S-06/75

RAIL

62RW131S

31NJ130S

62RW131S

31NJ130S

TRAFFIC
DENSITY MGT

7404



TRACK
LAYOUT

⊕ CLEM
ZX13

⊕ DAYTON

ZX-12.49=ZQ-0.0

013.34

013.75

014.97

LINE SEGMENT

4148

523269A

SMITHVILLE RD

523428E

LIVINGSTON

523427X

LINDEN AVE

523426R
523426S
523426C
523423V
523422N
523421G

ST. JUDE ST
CLINTON ST
BETH ST
RINGOLD RD
LONG ST
JUNE ST

523420A
523419P

TERRY ST
FOURTH ST

523418Y

PUTOIT ST

523417S

KEOWEE ST

CURVATURE

ALIGNMENT

ELEVATION

4.8L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.41

-0.85

-1.70

-0.92

+0.14

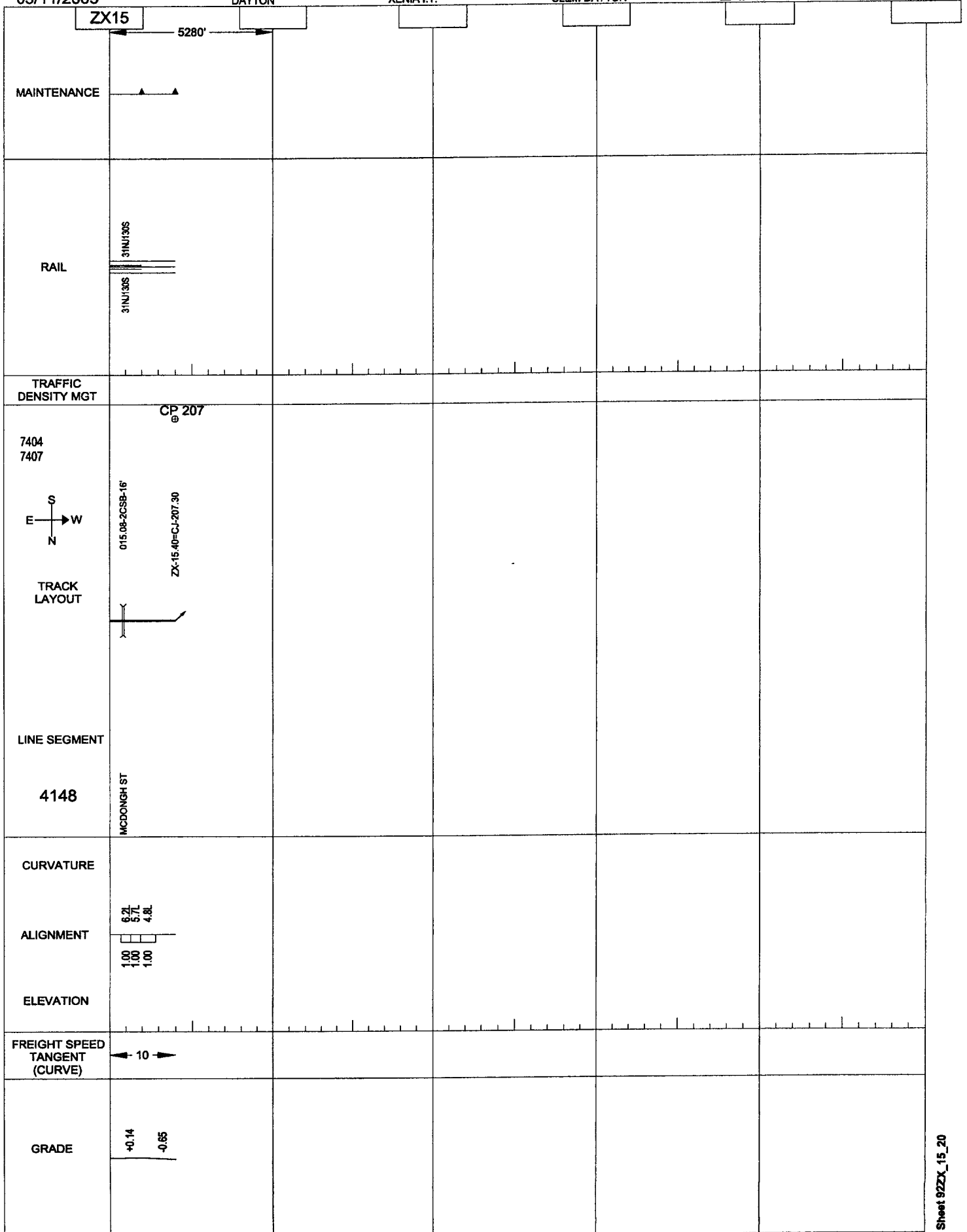
03/11/2003

DAYTON

XENIA I.T.

CLEM-DAYTON

LAKE



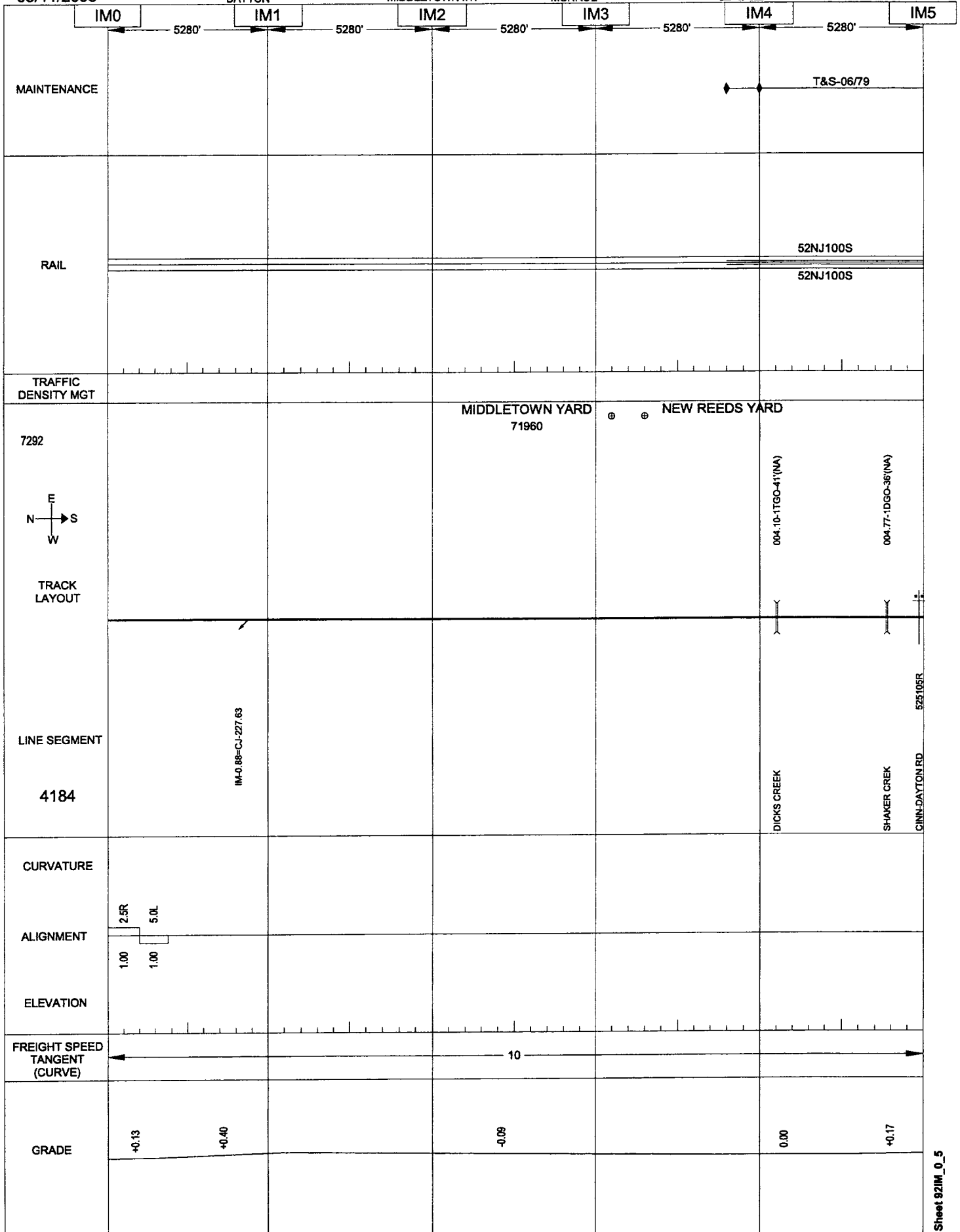
03/11/2003

DAYTON

MIDDLETOWN I.T.

MONROE

LAKE



03/11/2003

DAYTON

MIDDLETOWN I.T.

MONROE

LAKE

	IM5	5280'						
MAINTENANCE	T&S-06/79 →							
RAIL	<div>52NJ100S</div> <div>52NJ100S</div>							
TRAFFIC DENSITY MGT								
7292	⊕ MONROE							
<div> <div>E</div> <div>N → S</div> <div>W</div> </div> TRACK LAYOUT								
LINE SEGMENT								
4184								
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	← 10 →							
GRADE	<div>+0.17</div> <div>+0.09</div> <div>0.00</div>							

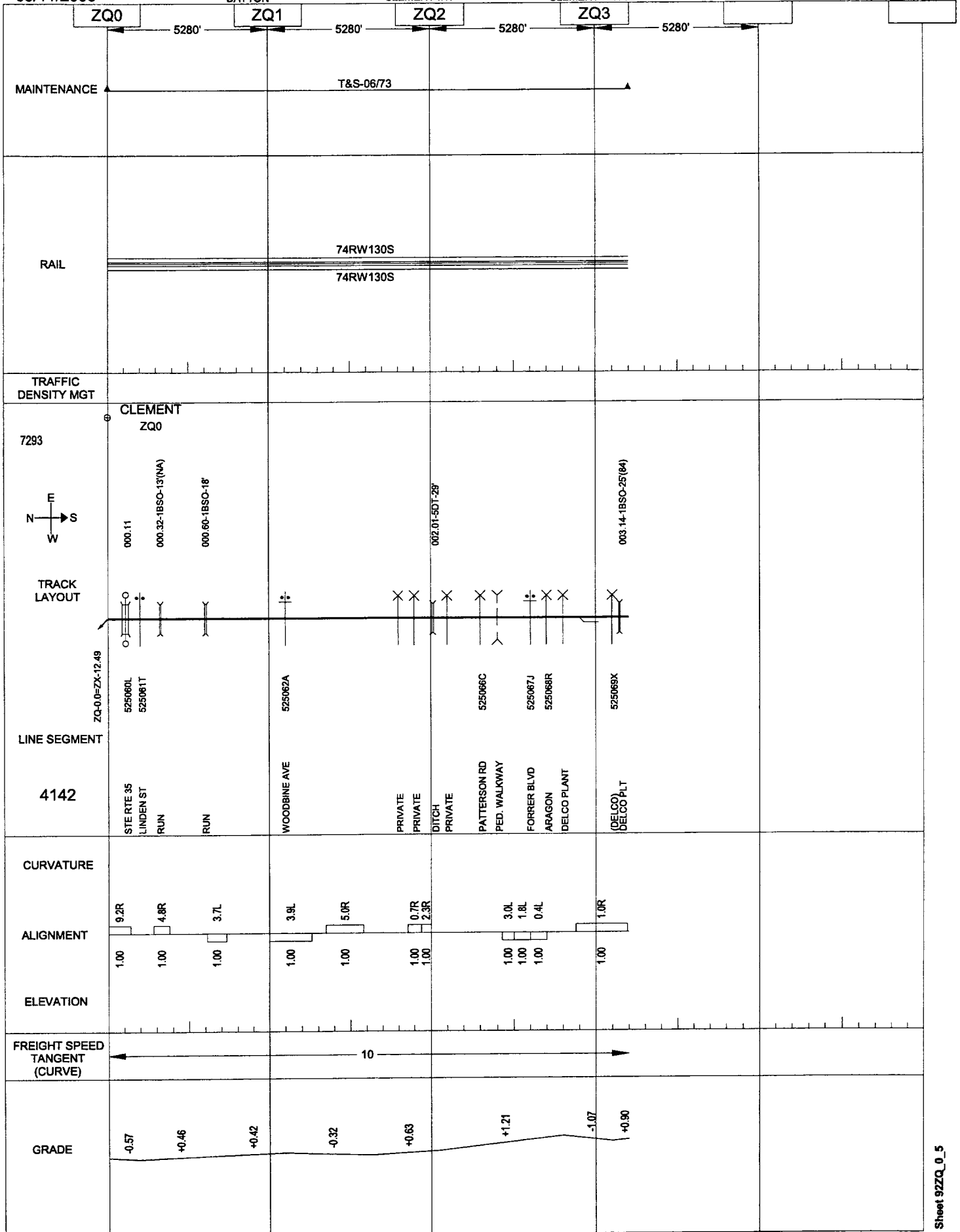
03/11/2003

DAYTON

CLEMENT I.T.

CLEMENT-KETTERING

LAKE



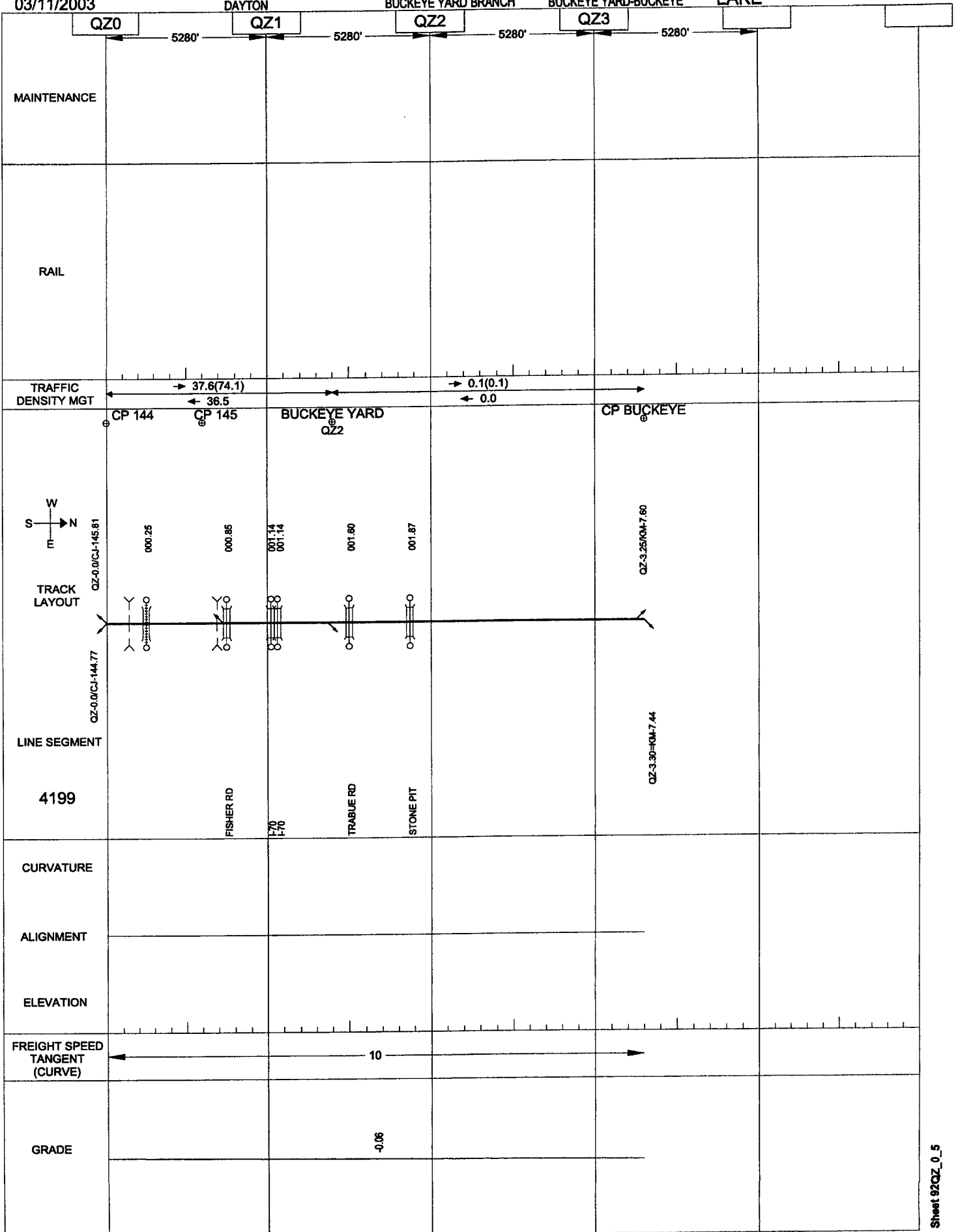
03/11/2003

DAYTON

BUCKEYE YARD BRANCH

BUCKEYE YARD-BUCKEYE

LAKE



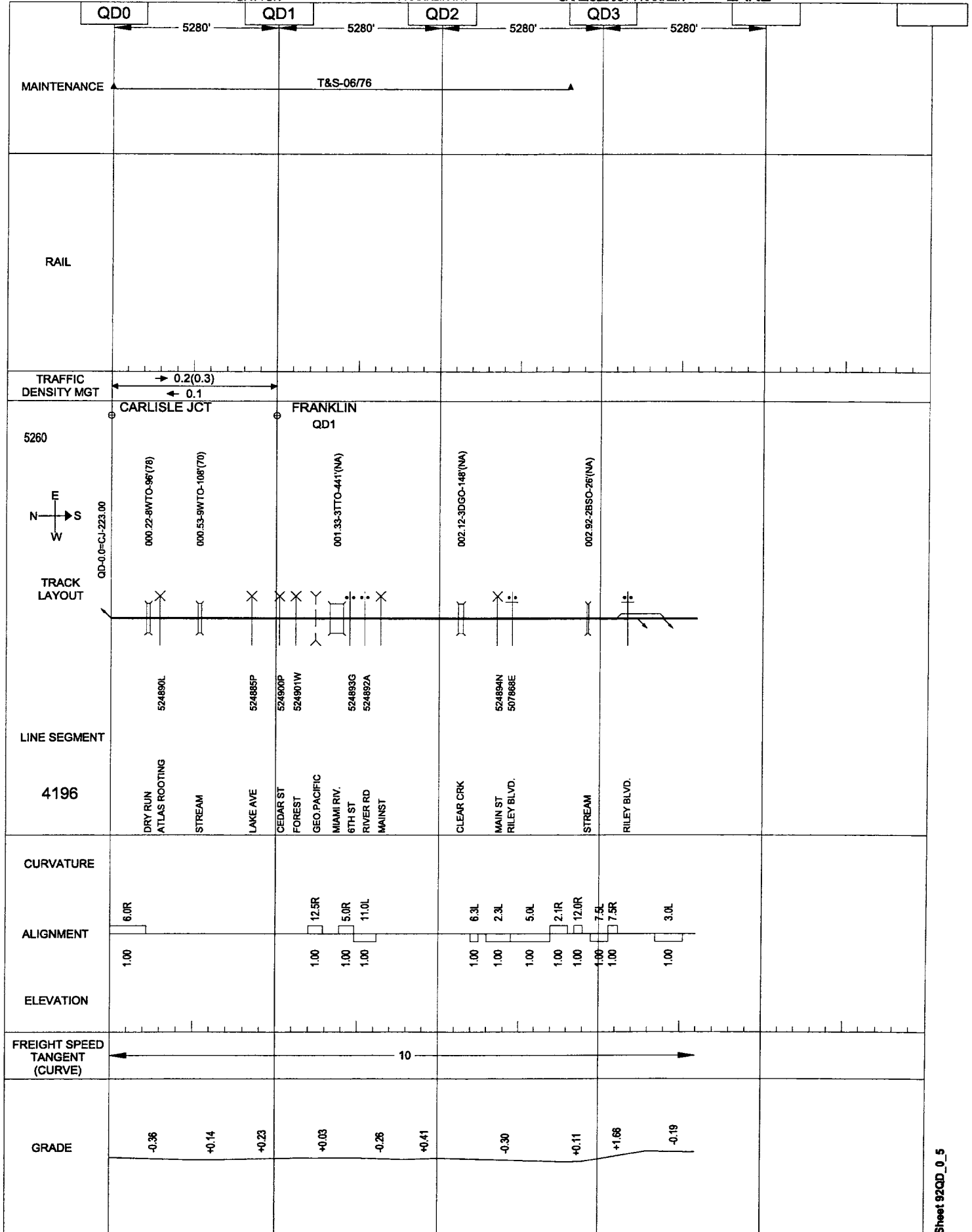
03/11/2003

DAYTON

FRANKLIN I.T.

CARLISLE JCT-FRANKLIN

LAKE



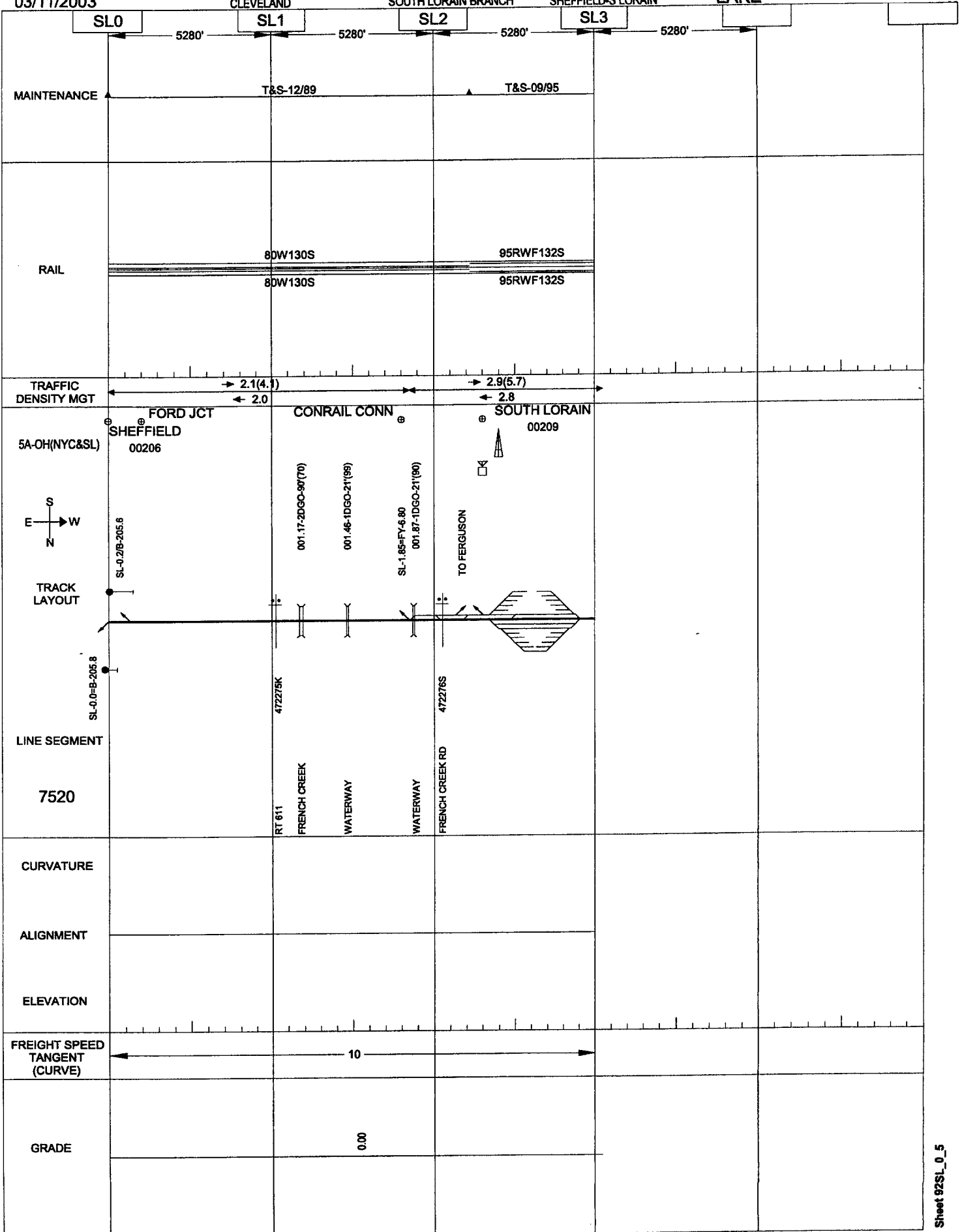
03/11/2003

CLEVELAND

SOUTH LORAIN BRANCH

SHEFFIELD-S LORAIN

LAKE



03/11/2003

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

TN79

TN80

5346'

MAINTENANCE

T&S-06/90

RAIL

49RJ090S

49RJ090S

TRAFFIC
DENSITY MGT

→ 0.2(0.4)

← 0.2

WOODBURN
09039

2B-IN(WAB)

S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

7871

477840D

477843Y

WOODBURN RD

HETRICK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.04

+0.07

Sheet 92TN 80 85

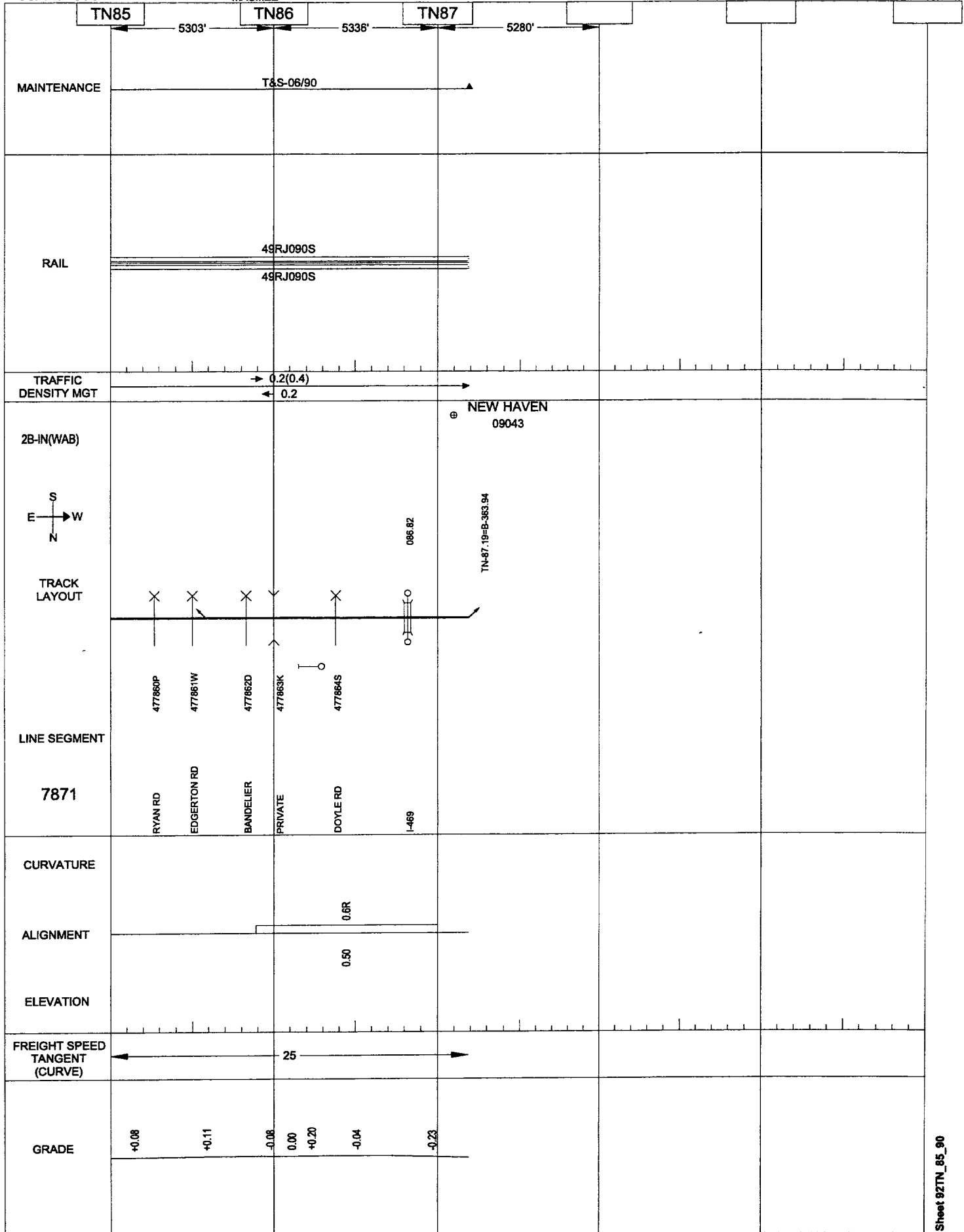
03/11/2003

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE



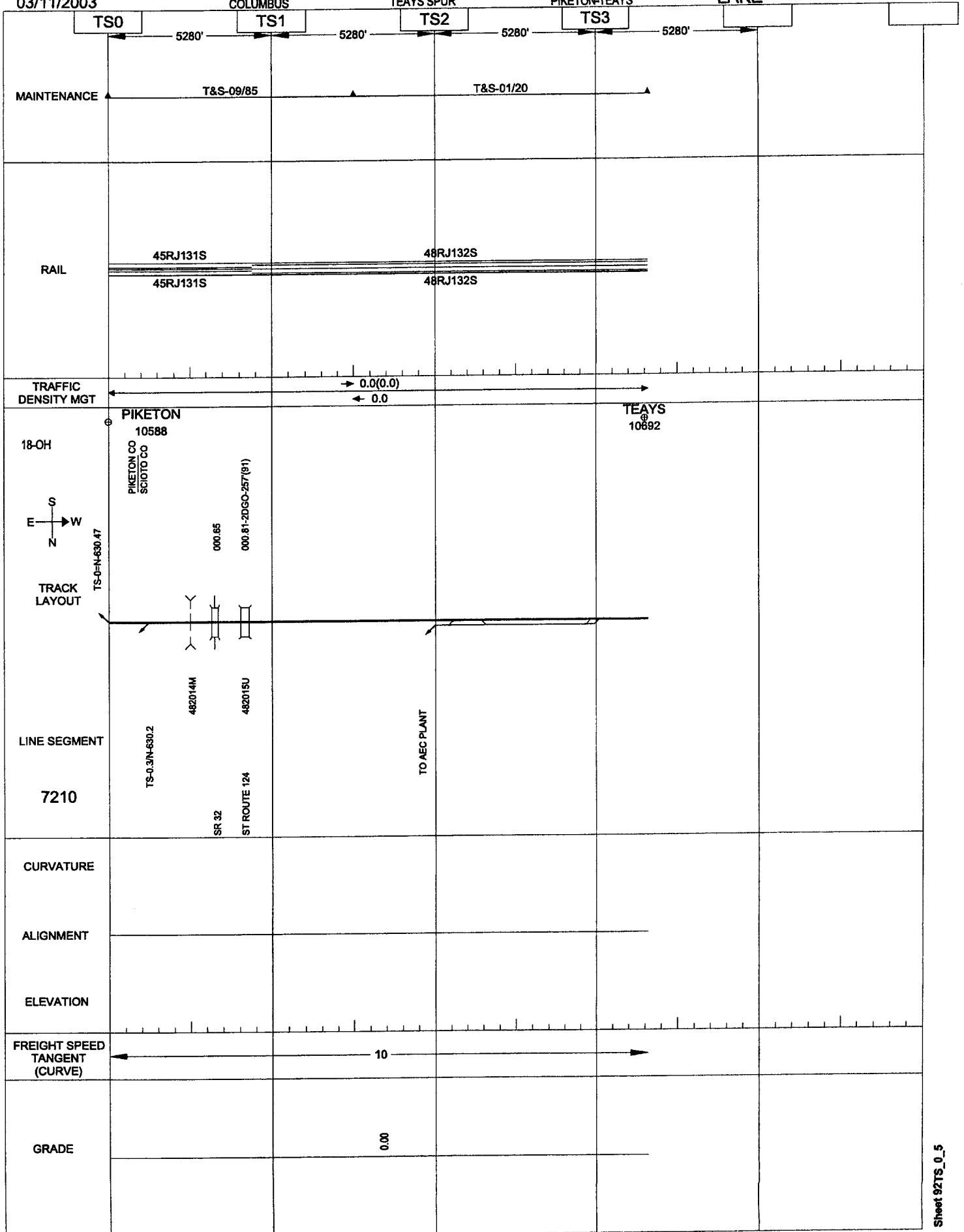
03/11/2003

COLUMBUS

TEAYS SPUR

PIKETON-TEAYS

LAKE

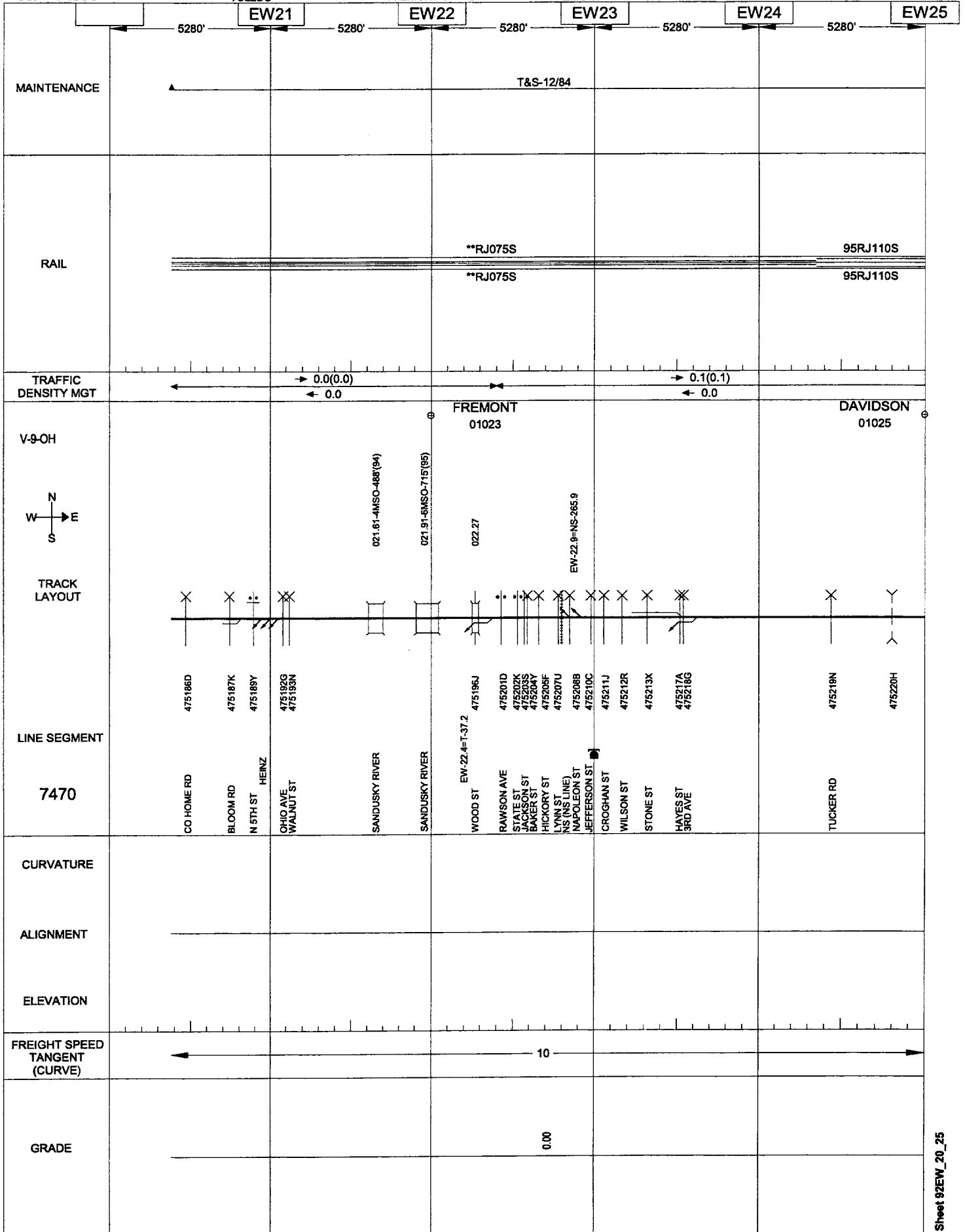


03/11/2003

TOLEDO

FREMONT SWITCHING LEAD-N FREMONT

LAKE

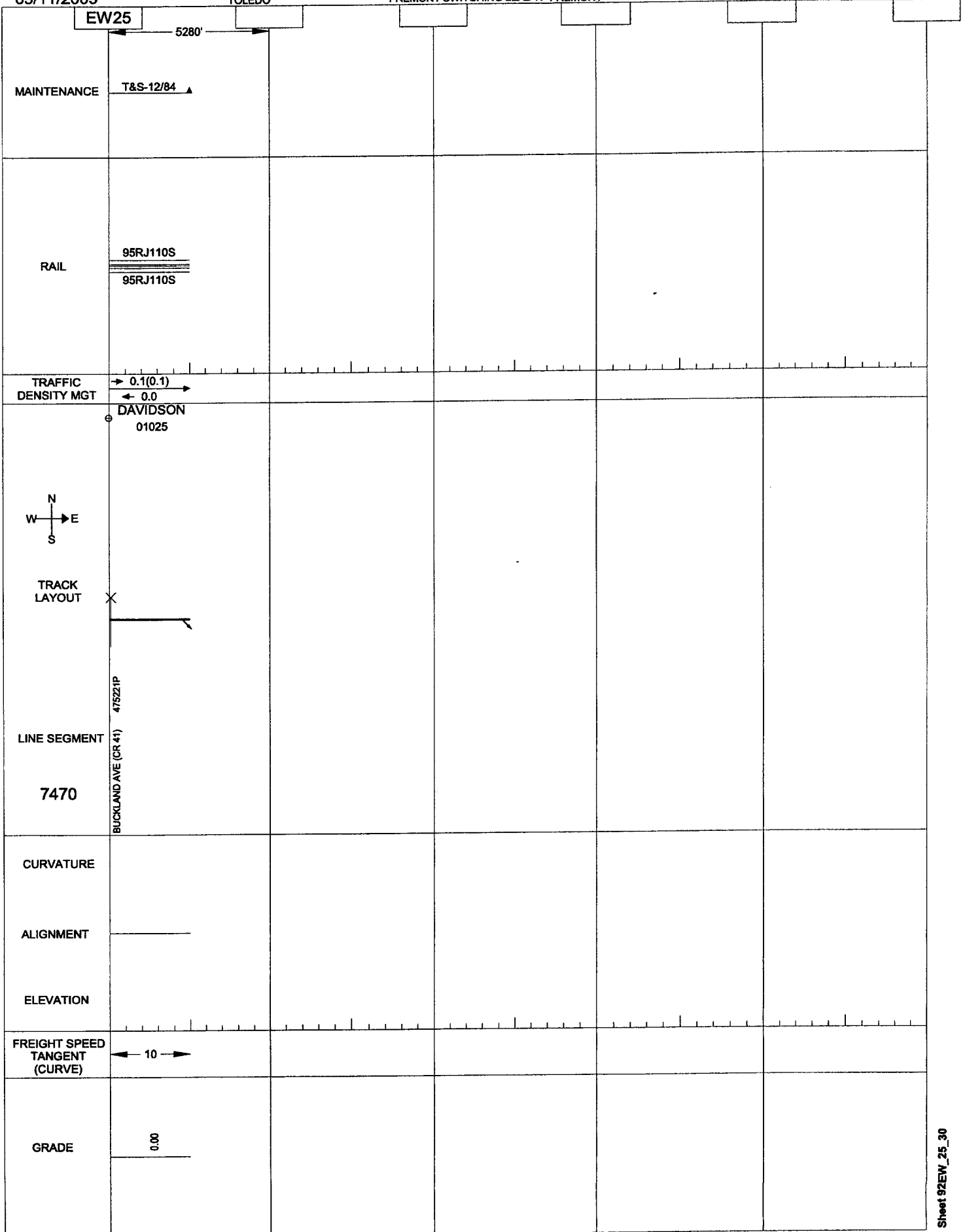


03/11/2003

TOLEDO

FREMONT SWITCHING LEAD-N FREMONT

LAKE

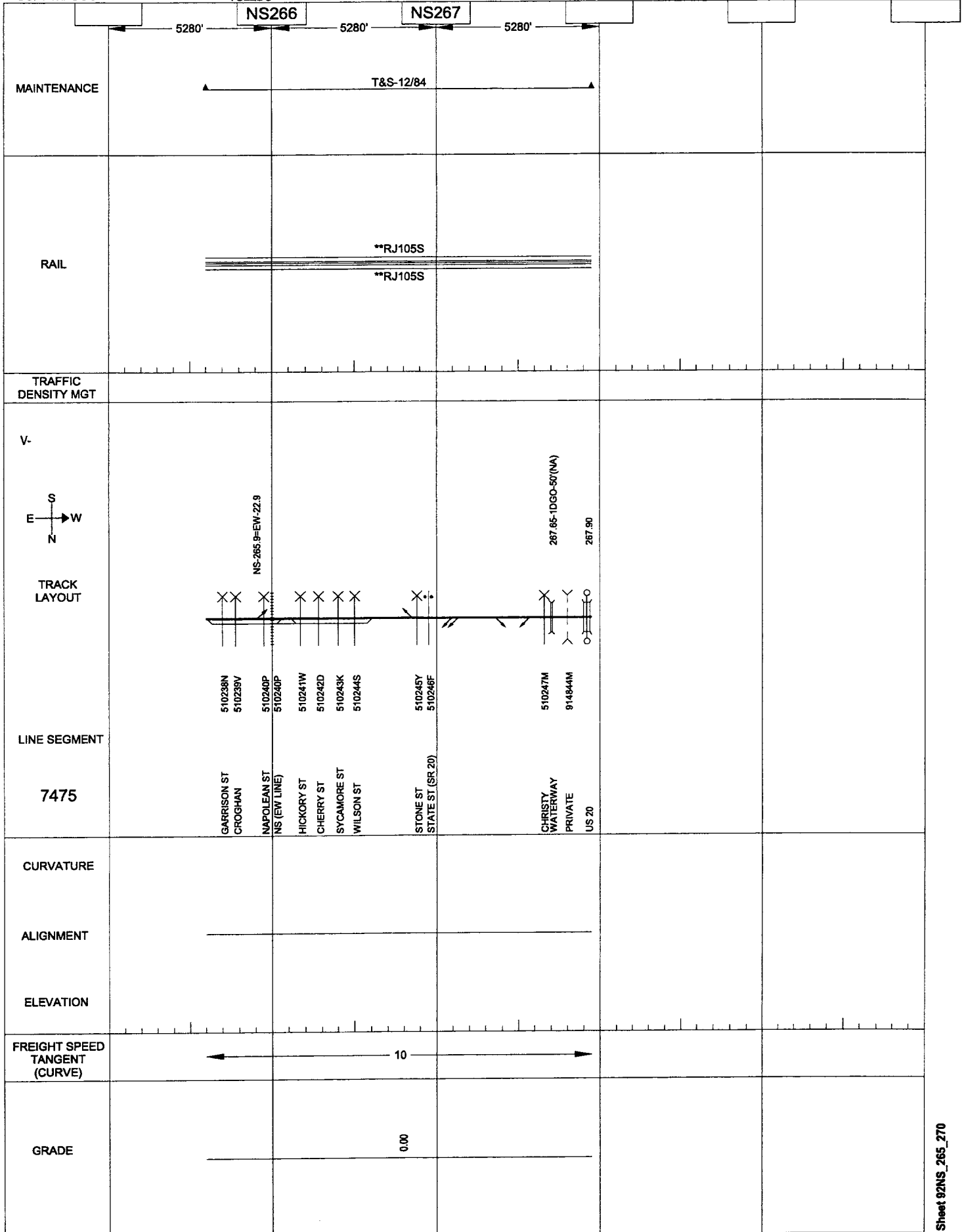


03/11/2003

TOLEDO

FREMONT SWITCHING LEAD-C FREMONT

LAKE



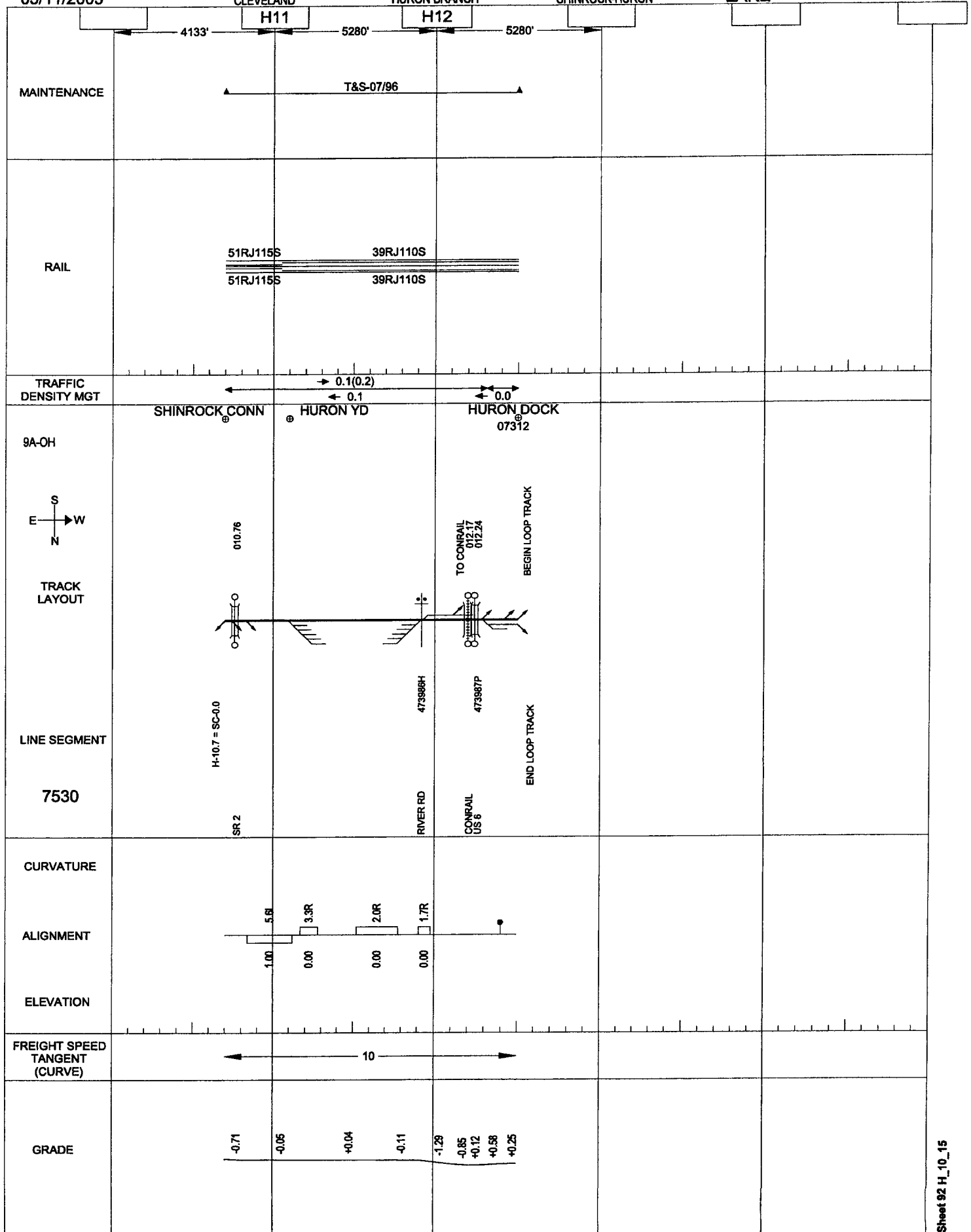
03/11/2003

CLEVELAND

HURON BRANCH

SHINROCK-HURON

LAKE



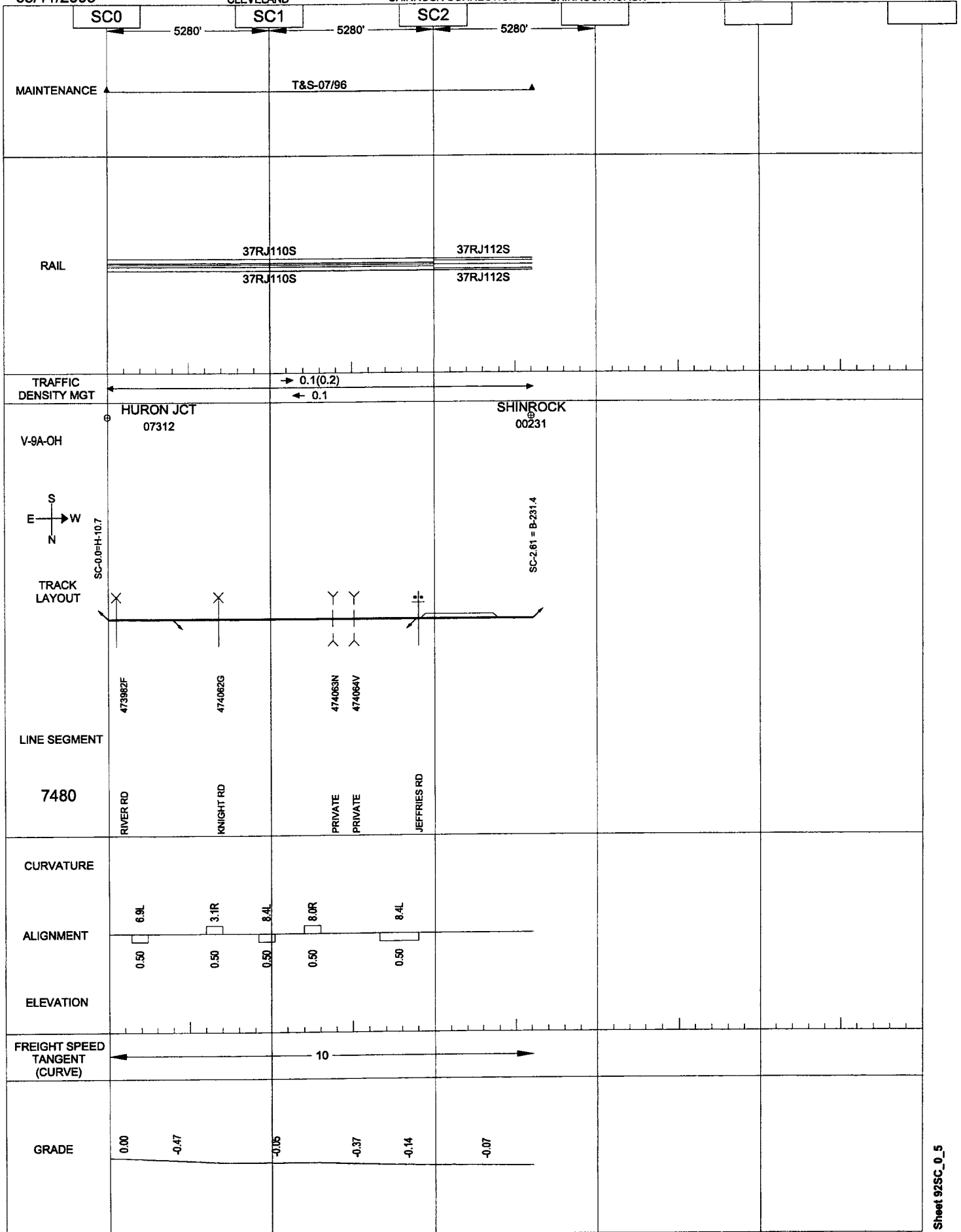
03/11/2003

CLEVELAND

SHINROCK CONNECTION

SHINROCK-HURON

LAKE



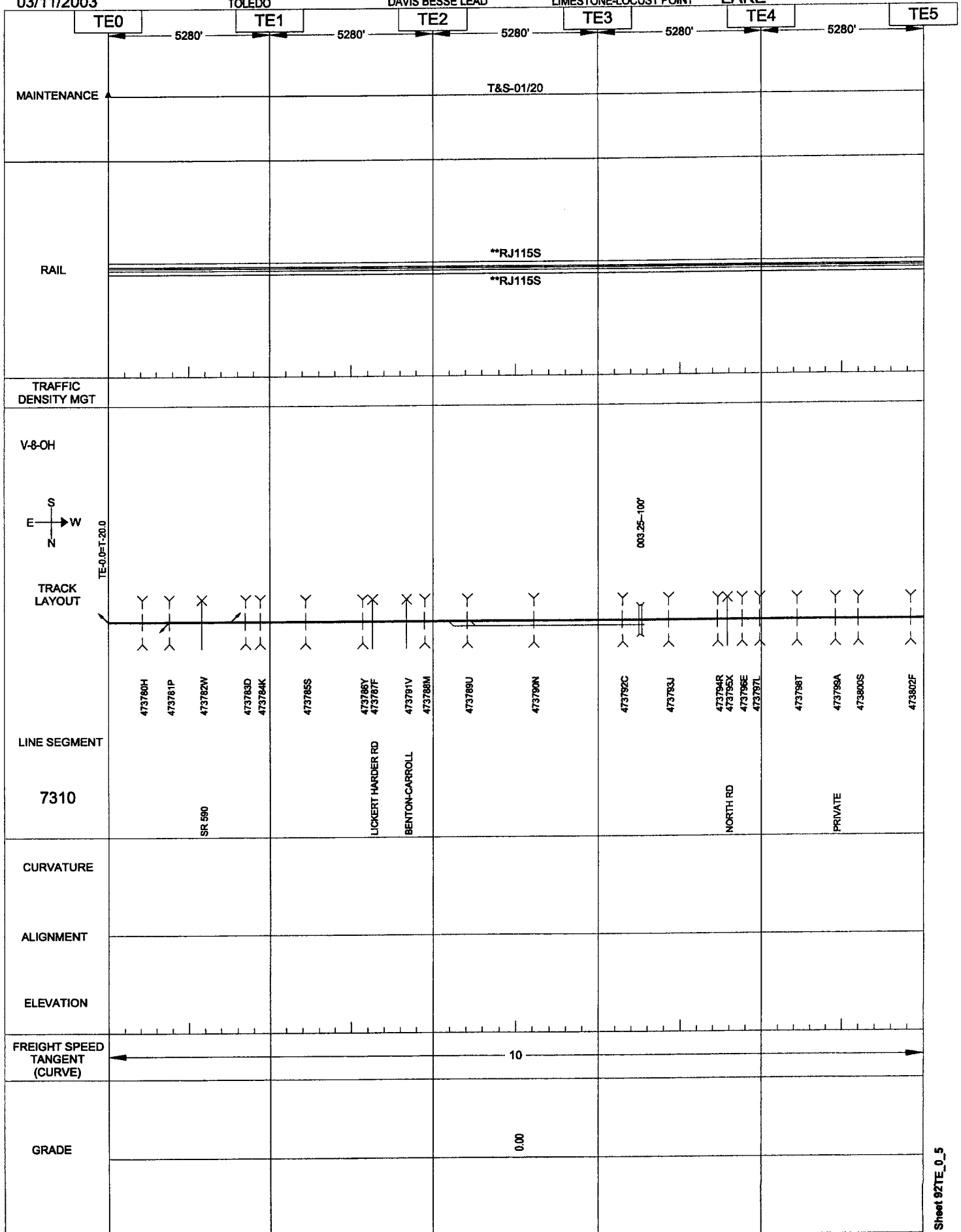
03/11/2003

TOLEDO

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

LAKE



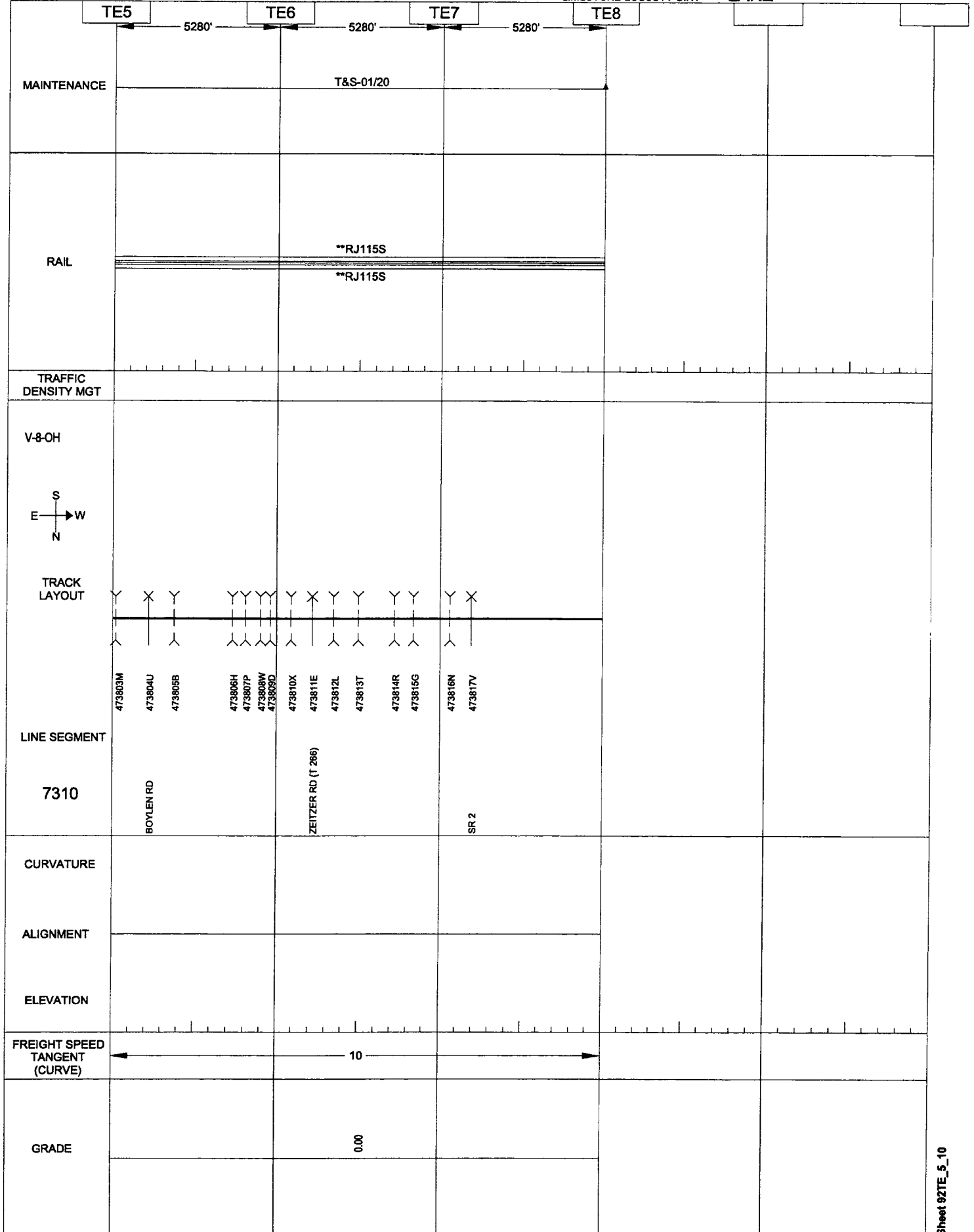
03/11/2003

TOLEDO

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

LAKE



03/11/2003

TOLEDO

307
LAKE SHORE CONNECTION

BELLEVUE

LAKE

LS249

LS250

5280'

5280'

T&S-12/93

80RWF132S

80RWF132S

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

V-8-OH



TRACK
LAYOUT

TO W&LE

LS-249.9-B-248.4



473658R

473659X

473660S

473662F

BAUER RD

PRAIRIE RD

MONROE ST

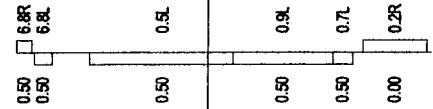
LINE SEGMENT

7632

CURVATURE

ALIGNMENT

ELEVATION



FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

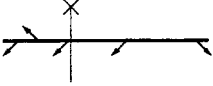
03/11/2003

TOLEDO

LAKE SHORE CONNECTION

BELLEVUE

LAKE

	LS250	5280'					
MAINTENANCE	T&S-12/93						
RAIL	80RJ105S 80RJ105S						
TRAFFIC DENSITY MGT							
V-8-OH							
<div style="text-align: center;"> S E ———> W N </div>							
TRACK LAYOUT							
LINE SEGMENT	473668W						
7632	KILBORNE ST						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	0.00						

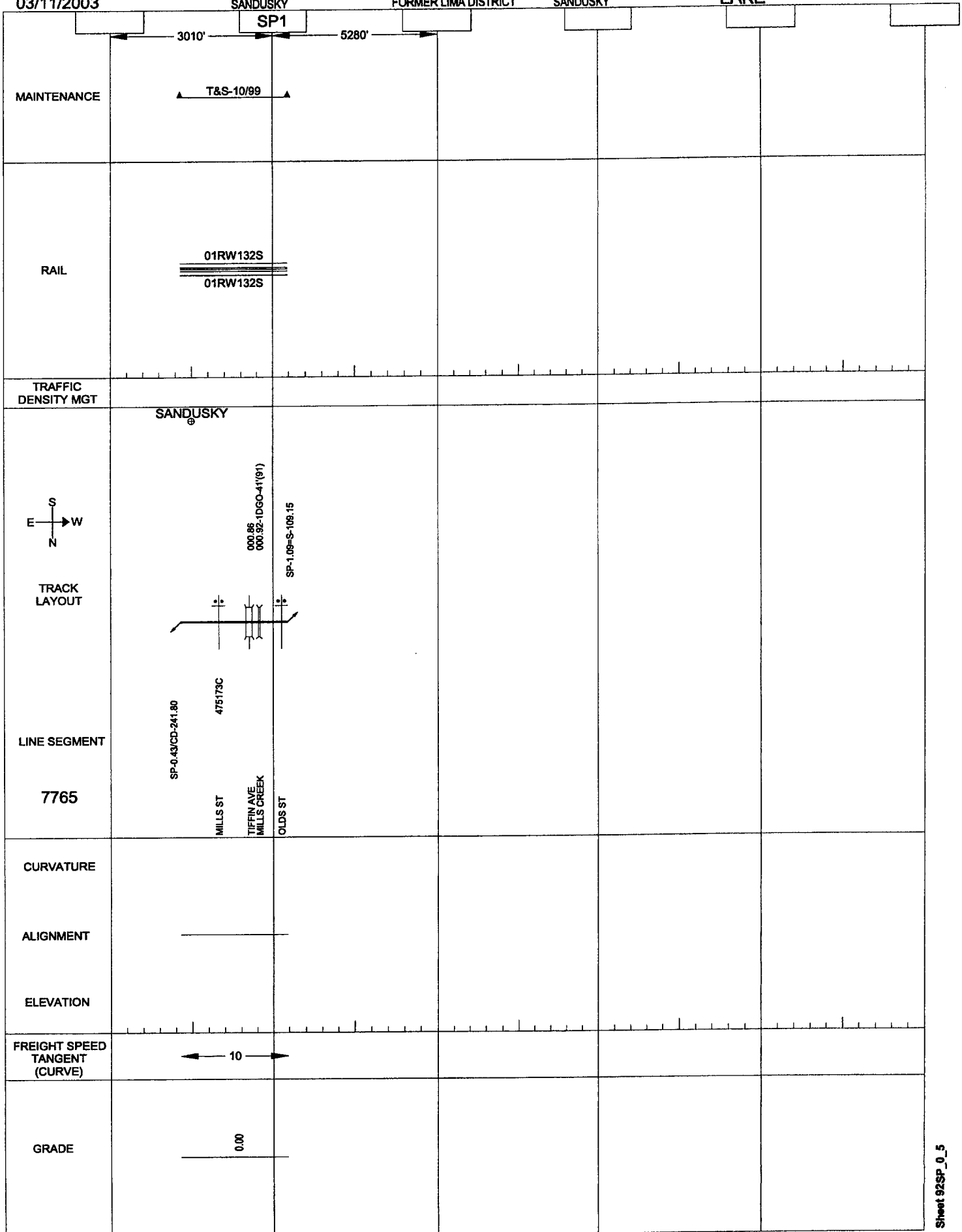
03/11/2003

SANDUSKY

FORMER LIMA DISTRICT

SANDUSKY

LAKE



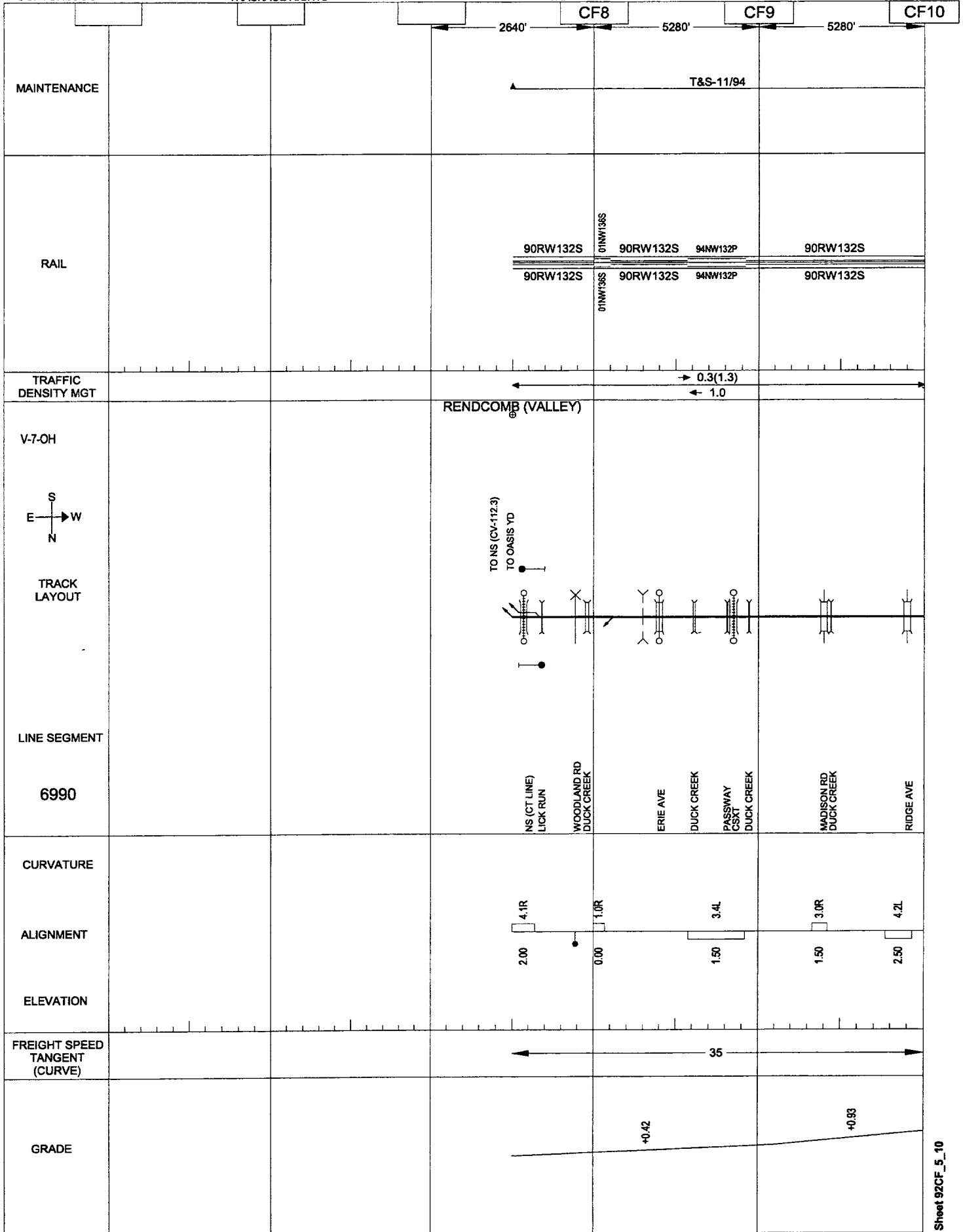
03/13/2003

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



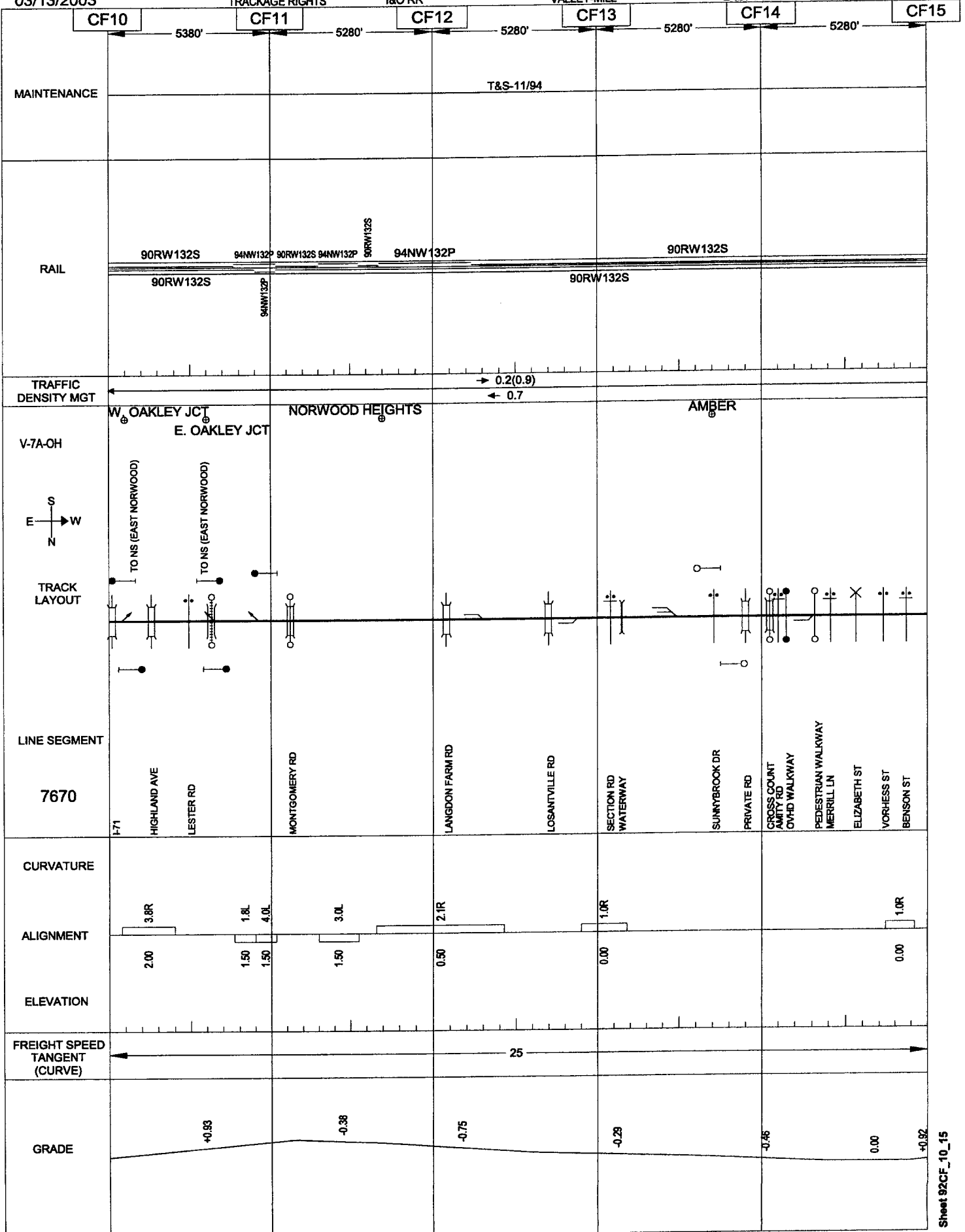
03/13/2003

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



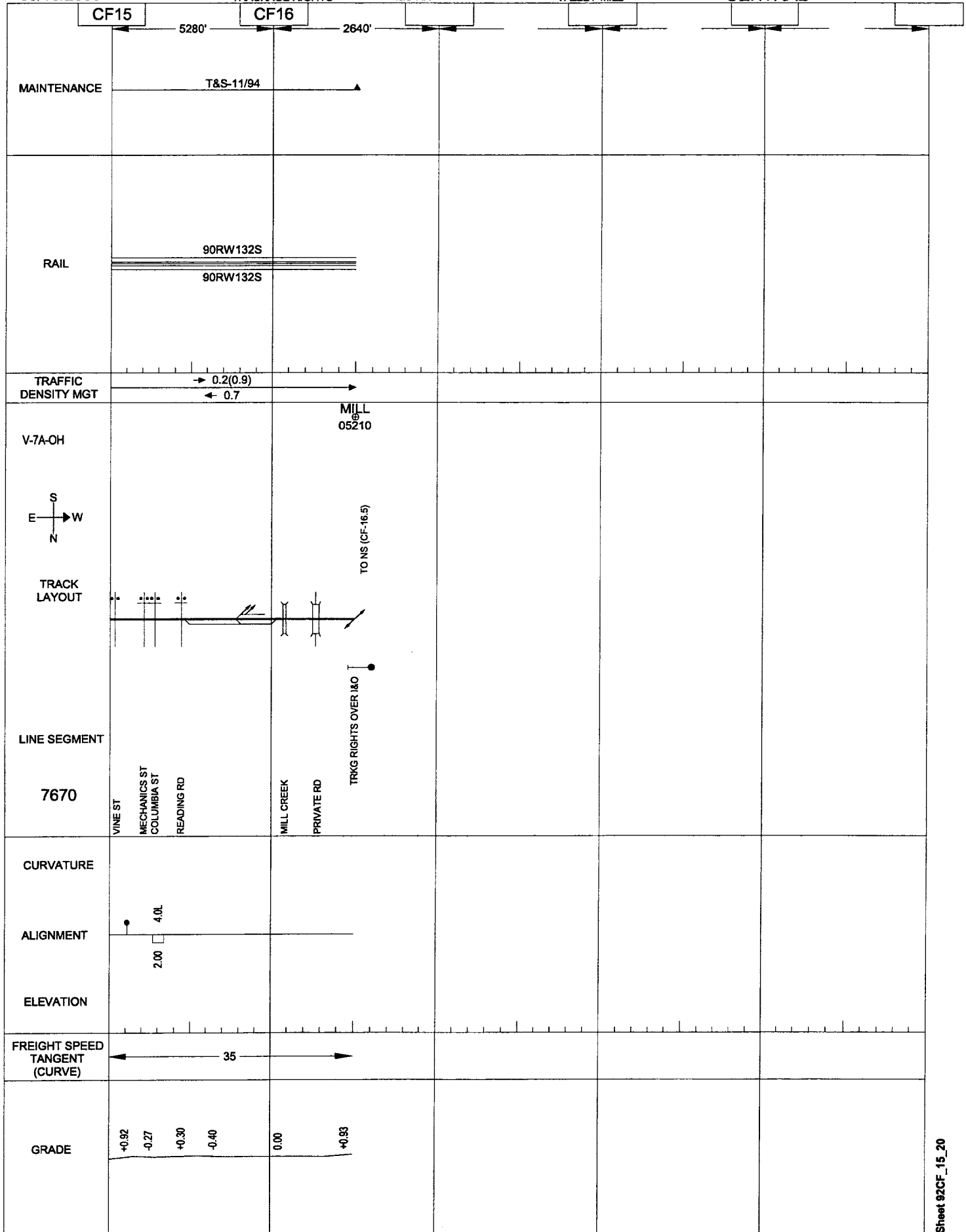
03/13/2003

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths. Note this results in density less than 50,000 tons being rounded to zero. Direction of traffic is shown with arrows. Density by track is also shown with track identification.

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridge tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side tracks and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures.

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

SM – Solid Manganese
 MI – Manganese Insert
 RB – Rail Bolted
 XO – Double Crossover
 MP – Movable Point

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
 - Industry names associated with various switches and sidings.
 - 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 shown under the specific curve to which it applies.

Grade Section -

Grade shown is based on ascending milepost direction.

Ruling grades are based upon determination made by Operations Research and are stated in the uphill direction, e.g. "Bluefield to Roanoke", regardless of whether the uphill direction is ascending milepost or descending milepost.

TABLE 1
RAIL LETTER CODES

N	New rail
R	Relay rail
W	Welded rail
J	Jointed rail
F	Field welded rail
P	Premium Rail (head hardened)
S	Standard Rail (non hardened)

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
4	B-210.21	210.21	01	1990
6	B-220.40	220.44	01	1994
			01	1992
7	B-225.24	225.24	01	1980
8	B-233.63	233.67	01	1995
28	B-331.57	331.57	01	1982
28	B-331.68	331.68	01	1991
28	B-333.03	332.99	01	1992
35	B-365.34	365.34	01	1997
36	B-372.22	372.22	BOTH	1983
41	B-396.26	396.26	01	1985
47	B-425.36	425.36	01	2000
52	B-452.89	452.89	01	1988
63	D-005.20	005.20	BOTH	1987
69	D-038.86	038.85	01	1997
70	D-042.56	042.56	01	1994
81	D-097.79	097.84	01	1979
85	D-119.50	119.50	01	1985
86	D-122.14	122.14	01	1990
86	D-122.26	122.26	01	1991
87	D-126.89	126.95	01	1999
89	D-139.60	139.44	01	2001
90	D-143.80	143.80	BOTH	NA
94	D-161.51	161.52	01	1985
96	D-171.85	171.85	01	1987
96	D-172.15	172.15	01	1987
98	D-180.48	180.48	01	1990
98	D-183.02	183.06	01	1985
101	D-199.24	199.24	01	1991
248	I-044.50	044.50	01	1966
249	I-045.94	045.94	01	1966
250	I-051.54	051.64	01	1983
253	I-117.70	117.70	01	1994
253	I-117.96	117.96	01	1994
255	I-126.82	126.82	01	1992
255	I-129.10	129.10	01	2000
255	I-129.62	129.62	01	1974
256	I-130.02	130.02	01	1986
257	I-135.00	135.00	01	1977
160	N-619.40	619.40	BOTH	1991
160	N-619.98	620.00	BOTH	1999
161	N-624.05	624.05	BOTH	2001
161	N-624.32	624.32	BOTH	2001
162	N-628.52	628.52	BOTH	1996
162	N-628.63	628.63	BOTH	1996
163	N-632.53	632.53	BOTH	1982
163	N-634.22	634.22	BOTH	1997
163	N-634.76	634.74	01	2002
163	N-634.76	634.74	02	1990
165	N-640.81	640.81	BOTH	2001
165	N-644.21	644.21	01	1992
166	N-649.08	649.07	01	2001
166	N-649.80	649.79	01	1993
167	N-651.77	651.77	01	1998
167	N-653.85	653.84	01	1992
167	N-653.85	653.84	02	1994
168	N-656.48	656.47	01	1994
168	N-657.30	657.29	BOTH	1991

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
168	N-658.09	658.09	01	2000
168	N-658.09	658.09	02	1998
168	N-659.38	659.38	BOTH	1997
169	N-663.00	663.10	BOTH	1973
169	N-664.64	664.64	BOTH	2002
170	N-665.87	665.85	BOTH	1991
170	N-666.89	666.88	BOTH	1991
170	N-668.18	668.16	BOTH	1980
171	N-671.96	671.96	BOTH	1994
172	N-676.73	676.73	BOTH	1991
172	N-678.89	678.89	BOTH	1996
173	N-680.20	680.20	01	1996
173	N-680.20	680.20	02	1999
173	N-683.96	683.96	BOTH	1994
175	N-691.12	691.12	01	1997
175	N-691.12	691.12	02	2000
175	N-694.53	694.53	BOTH	1999
190	S-063.12	063.12	01	1974
191	S-069.26	069.04	01	1994
198	S-104.77	104.75	01	1988
199	S-109.60	109.60	01	1985
202	T-013.14	013.17	01	1983
203	T-018.98	018.98	01	1994
204	T-021.38	021.37	01	1989
205	T-025.13	025.13	01	1993
205	T-025.72	025.72	01	1991
205	T-026.07	026.10	01	1989
206	T-032.95	032.95	01	1989
206	T-034.52	034.52	01	1983
207	T-038.07	038.11	01	1991
208	T-041.22	041.24	01	1985
284	AM-132.52	132.52	01	1981
284	AM-132.52	132.52	02	1982
284	AM-134.94	134.82	BOTH	1983
103	CF-016.67	016.67	01	1989
103	CF-019.83	019.83	01	1989
105	CF-026.83	026.82	01	1997
105	CF-029.95	029.82	01	1990
108	CF-040.73	040.73	01	1988
108	CF-041.05	041.05	01	1986
108	CF-041.99	041.99	01	1988
108	CF-043.47	043.47	01	1991
108	CF-043.93	043.93	01	1991
108	CF-044.57	044.57	01	1988
108	CF-044.77	044.77	01	1992
109	CF-046.93	046.93	01	1990
109	CF-047.87	047.87	01	1989
109	CF-048.55	048.55	01	1990
109	CF-049.82	049.77	01	1997
110	CF-052.83	052.83	01	1986
110	CF-054.05	054.01	01	1986
112	CF-061.60	061.60	01	2002
113	CF-068.12	068.12	01	1989
113	CF-068.41	068.41	01	1984
113	CF-068.54	068.54	01	2002
114	CF-074.85	074.96	01	1986
115	CF-078.45	078.45	01	1986
117	CF-089.75	089.75	01	1986
118	CF-090.17	090.17	01	1988
118	CF-091.67	091.67	01	1988
118	CF-094.07	094.01	01	2001
120	CF-103.65	103.55	01	1986

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
123	CF-118.46	118.37	01	1983
124	CF-122.35	122.35	01	1994
124	CF-123.12	123.23	01	1997
126	CF-131.07	131.07	01	1992
126	CF-132.82	132.82	01	1989
127	CF-138.97	138.97	01	2001
129	CF-149.20	149.20	01	1999
130	CF-152.12	152.12	01	2002
131	CF-156.91	156.91	01	1981
131	CF-158.79	158.79	01	2001
132	CF-163.39	163.39	01	1996
134	CF-172.89	172.65	01	1999
136	CF-181.05	181.05	01	1998
136	CF-182.54	182.54	01	1998
259	CJ-138.40	138.40	BOTH	1989
259	CJ-138.49	138.49	BOTH	1982
262	CJ-151.04	151.04	01	1982
264	CJ-163.92	163.95	01	1974
269	CJ-185.52	185.52	01	1985
269	CJ-186.41	186.42	01	1983
273	CJ-208.52	208.52	01	1988
274	CJ-210.17	210.28	BOTH	1996
275	CJ-219.61	219.61	BOTH	1993
276	CJ-220.06	220.09	BOTH	1985
276	CJ-222.78	222.78	BOTH	1972
277	CJ-225.57	225.67	BOTH	1986
279	CJ-239.08	239.08	BOTH	2002
280	CJ-244.28	244.26	BOTH	1975
138	CT-009.02	009.02	01	1998
138	CT-009.57	009.57	01	1994
139	CT-012.08	012.08	01	1990
139	CT-012.14	012.14	01	1998
139	CT-013.84	013.84	01	1990
140	CT-015.02	015.02	01	1998
140	CT-017.52	017.52	01	1986
140	CT-018.28	018.28	01	1998
140	CT-018.32	018.31	01	1998
141	CT-022.90	022.90	01	1985
141	CT-024.58	024.58	01	1991
143	CT-033.59	033.59	01	1991
145	CT-040.92	040.92	01	1999
145	CT-043.79	043.80	01	1991
145	CT-044.00	044.01	01	1992
146	CT-046.87	046.87	01	1999
148	CT-058.85	058.85	01	1999
149	CT-064.94	064.99	01	1991
150	CT-066.90	066.90	01	1998
150	CT-069.23	069.23	01	1994
152	CT-075.74	075.74	01	1999
152	CT-079.10	079.12	01	1999
153	CT-081.72	081.72	01	1986
153	CT-082.04	082.06	01	1984
153	CT-084.72	084.72	01	1982
155	CT-092.60	092.60	01	1983
155	CT-094.59	094.60	01	1984
156	CT-096.39	096.41	01	1983
157	CT-102.32	102.32	01	1997
157	CT-104.28	104.28	01	1983
157	CT-104.52	104.52	01	1995
			01	1989
300	EW-021.61	021.61	01	1994
300	EW-021.91	021.91	01	1995

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
300	EW-022.27	022.27	01	1972
290	IM-004.10	004.10	01	NA
290	IM-004.77	004.77	01	NA
282	KM-001.04	001.03	01	NA
282	KM-004.17	004.17	01	NA
283	KM-005.42	005.42	01	NA
302	NS-267.70	267.65	01	NA
294	QD-000.22	000.22	01	1978
294	QD-000.53	000.53	01	1970
294	QD-001.33	001.33	01	NA
294	QD-002.12	002.12	01	NA
294	QD-002.92	002.92	01	NA
293	QZ-001.87	001.87	01	NA
286	RR-000.59	000.52	01	1972
286	RR-002.34	002.69	01	1973
286	RR-004.09	004.10	01	1975
295	SL-001.17	001.17	01	1970
295	SL-001.46	001.46	01	1999
295	SL-001.87	001.87	01	1990
309	SP-000.85	000.86	01	1991
309	SP-000.91	000.92	01	1991
213	SP-057.55	057.53	01	1982
213	SP-059.99	059.98	01	1982
214	SP-063.31	063.34	01	1989
215	SP-068.17	068.17	01	2001
216	SP-074.00	074.00	01	2001
217	SP-078.33	078.33	01	2001
218	SP-081.35	081.31	01	1979
221	SP-139.04	139.04	01	1979
221	SP-139.66	139.66	01	1979
222	SP-141.08	141.08	01	1980
223	SP-146.03	146.03	01	1983
226	SP-163.05	163.05	01	1980
228	SP-172.48	172.48	01	2000
229	SP-175.01	175.01	01	1984
229	SP-177.11	177.11	01	1990
230	SP-183.60	183.61	01	1995
231	SP-189.97	189.97	01	1989
232	SP-190.91	190.89	01	1996
233	SP-199.04	199.06	01	1996
235	SP-209.95	209.96	01	1988
240	SP-234.24	234.22	01	2000
297	TN-080.10	080.10	01	1994
297	TN-080.70	080.70	01	1984
297	TN-082.16	082.16	01	1984
297	TN-083.56	083.56	01	NA
299	TS-000.81	000.81	01	1991
292	ZQ-000.32	000.32	01	NA
292	ZQ-003.14	003.14	01	1984
288	ZX-013.75	013.75	01	1982