



Lake Division

2006

This book is prepared and published by the office of Engineering Design and Construction-Atlanta and is based on information contained in two data sources: (1) the Engineering D&C data file and (2) the corporate track database (CTRK).

Engineering D&C maintains a departmental database, which is used to generate the track layout section or center portion of the track chart diagram. Questions or information concerning changes, corrections, additions, or deletions to this section should be directed to the Engineering D&C office as follows:

(404) 529-1949
(404) 529-2222

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:

**Operating Speeds and
Speed Restrictions:**

**Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: Kevin.Ricks@nscorp.com**

[illegible]

LAKE DIVISION

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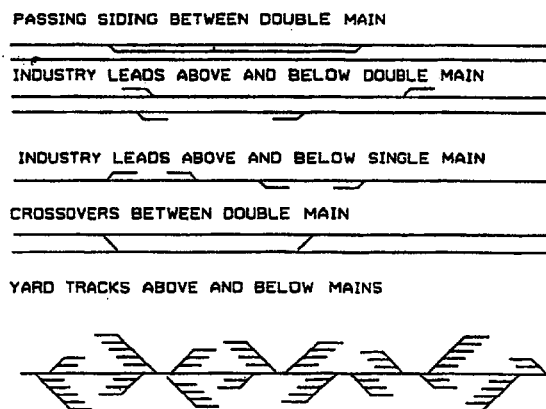
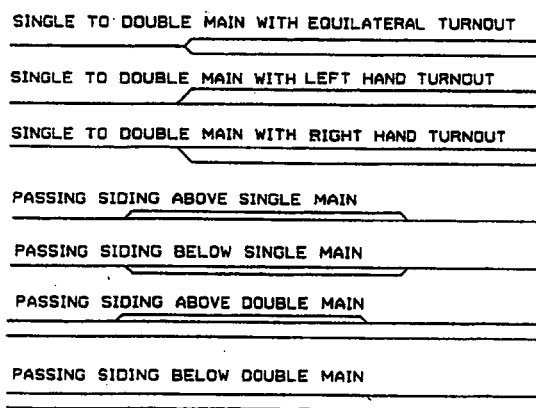
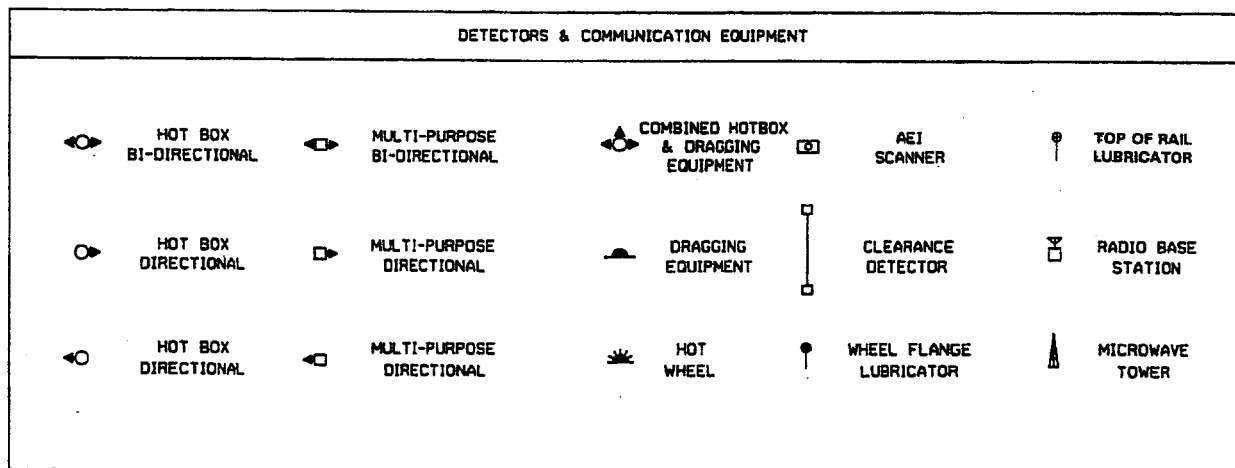
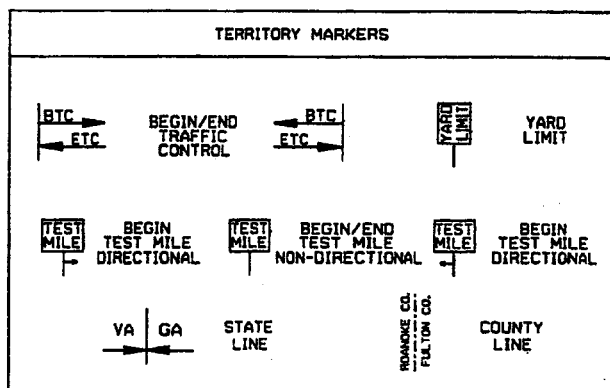
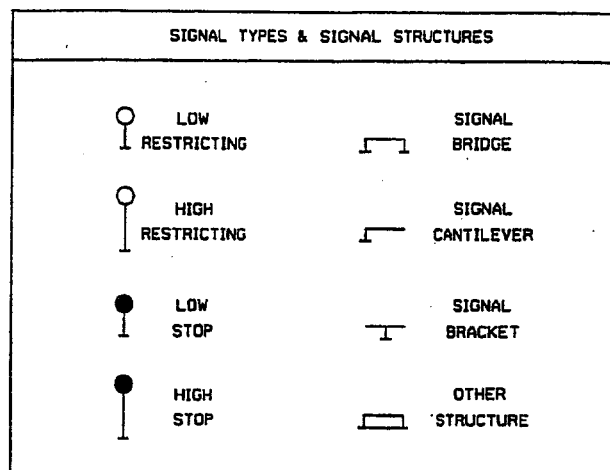
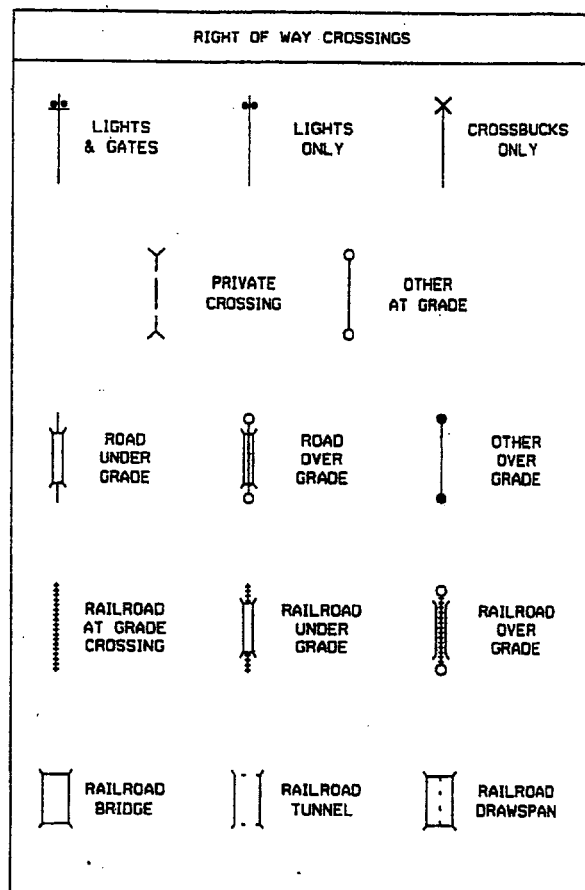
STATION		MILEPOST				DISTRICT	PAGE
FROM	TO	FROM		TO			
	Bay Village - Bellevue	B	197.30	- B	245.00	Cleveland	1
	Bellevue - Fort Wayne	B	245.00	- B	367.33	Fostoria	11
	Fort Wayne - E. Hobart	B	367.33	- B	486.50	Chicago	35
	Detroit - Montpelier	D	1.40	- D	96.90	Detroit	60
	Montpelier - Peru	D	96.90	- D	204.53	Huntington	79
	Mill - West Wayne	CF	16.50	- CF	185.80	New Castle	101
(1)	Star Yard - Vera	N	602.10	- N	608.50	Kenova	135.1
	Vera - Columbus	N	608.50	- N	704.60	Columbus	136
	Columbus - Sandusky	S	1.00	- S	111.43	Sandusky	156
	Weber - Sharonville	CJ	134.40	- CJ	245.40	Dayton	179
	Arcadia - Lima	SP	48.39	- SP	95.00	Lima	203
	Hales - Frankfort	SP	136.38	- SP	234.70	Frankfort	213
(2)	Frankfort - Lafayette	SP	234.70	- SP	259.00	Frankfort	232.1
	Kokomo - Frankfort	TS	183.70	- TS	205.80	Frankfort	233
	Tipton - Kokomo	I	39.67	- I	51.80	Frankfort	239
	Argos - Kankakee River	I	108.60	- I	136.00	Michigan City	243
(3)	Ironville-Klines	T	8.00	- T	50.70	Toledo	249.1
	Klines-Yeomans	T	50.70	- T	54.70	Toledo	250
(3)	Davis Besse Lead	TE	0.00	- TE	8.00	Toledo	250.1
(3)	Fremont Switching Lead	EW	20.38	- EW	25.50	Toledo	250.3
(3)	Fremont Switching Lead - CR	NS	265.60	- NS	267.95	Toledo	250.5
	South Lorain Branch	SL	0.00	- SL	3.05	Cleveland	251
	South Lorain I.T.	FY	0.00	- FY	6.80	Cleveland	252
	Huron Branch	SC	0.00	- SC	2.61	Cleveland	254
	Huron Branch	H	10.70	- H	12.50	Cleveland	255
	Lake Shore Connection	LS	248.24	- LS	250.90	Fostoria	256
	Woodburn Branch	TN	79.00	- TN	87.19	Fostoria	258
	GR&I Spur	GI	2.50	- GI	6.50	Chicago	261
	Old Main Line	DW	0.00	- DW	2.48	Detroit	263
	Teays Spur	TS	0.00	- TS	3.32	Columbus	264
	Sandusky	SP	0.43	- SP	1.09	Sandusky	265
	Hocking - Buckeye	KM	0.40	- KM	9.50	Buckeye Branch	266
	Scioto - Bannon	AM	132.10	- AM	137.60	Western Branch	268
	Bannon - Refugee	RR	0.00	- RR	7.00	West Virginia Sec.	270
	Buckeye Yard Branch	QZ	0.00	- QZ	3.30	Dayton	272
	Xenia I.T.	ZX	12.10	- ZX	15.40	Dayton	273
	Clement I.T.	ZQ	0.00	- ZQ	3.20	Dayton	275
	Franklin I.T.	QD	0.00	- QD	3.60	Dayton	276
	Middletown I.T.	IM	0.00	- IM	5.90	Dayton	277
	Red Key Sec.	RK	124.91	- RK	130.00	Frankfort	279

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

Valley-Mill	CF	7.50	- CF	16.50	281
Explanation of Graphic Display Conventions					284

- (1) Pocahontas Division Line Maintained by Lake Division Forces
- (2) Illinois Division Line Maintained by Lake Division Forces
- (3) Dearborn Division Lines Maintained by Lake Division Forces

TRACK CHART SYMBOL LEGEND



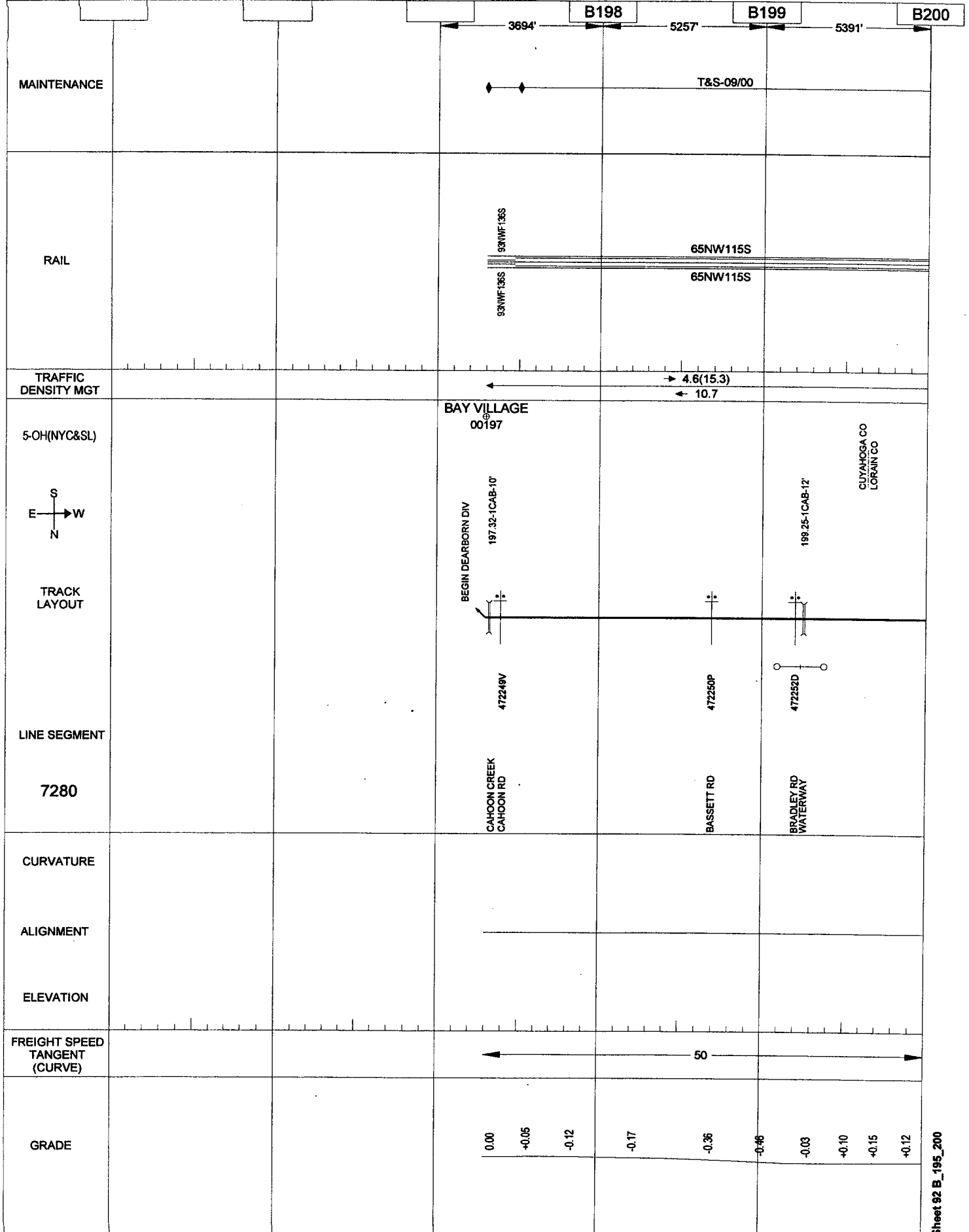
04/17/2006

CLEVELAND

001

BAY VILLAGE-BELLEVUE

LAKE



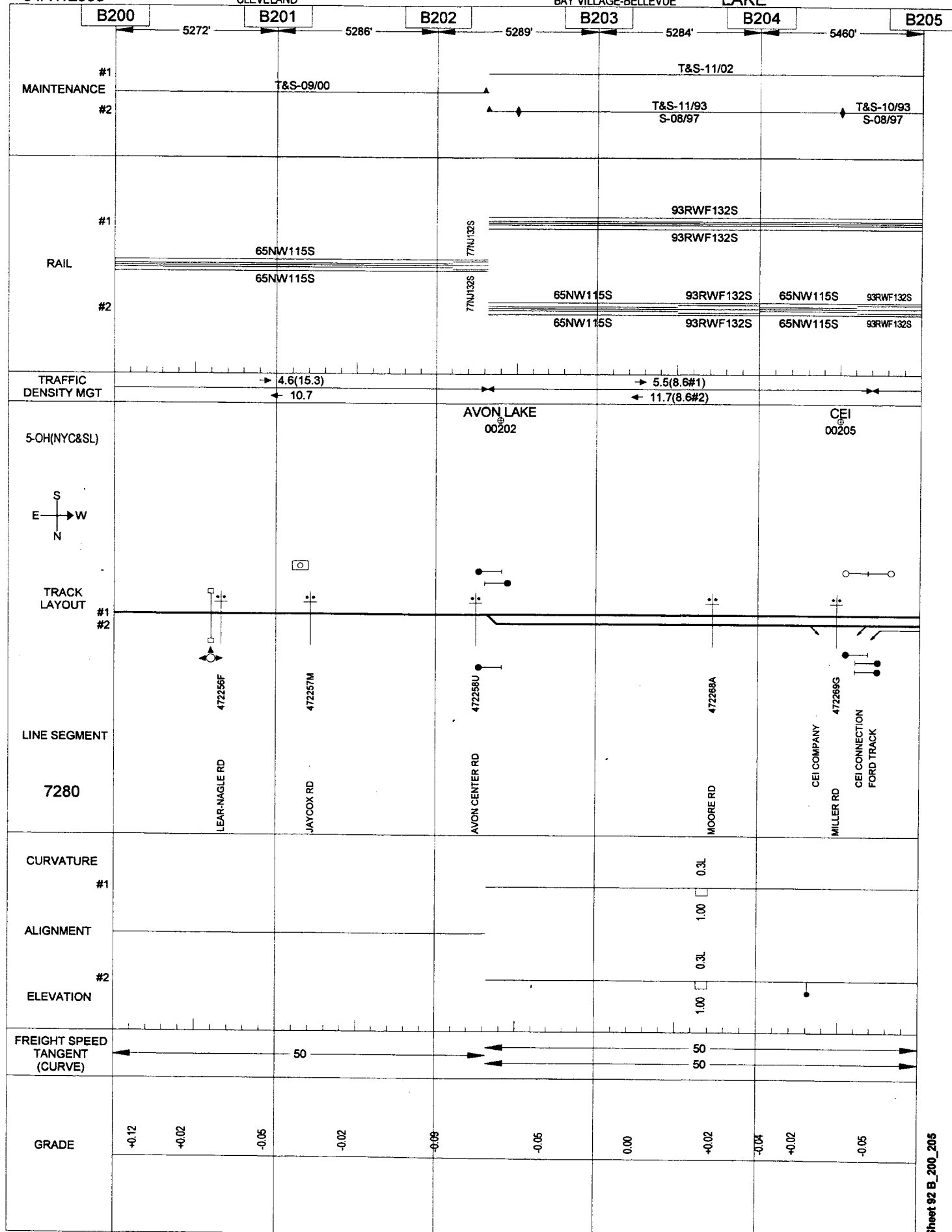
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CLEVELAND

002

BAY VILLAGE-BELLEVUE

LAKE



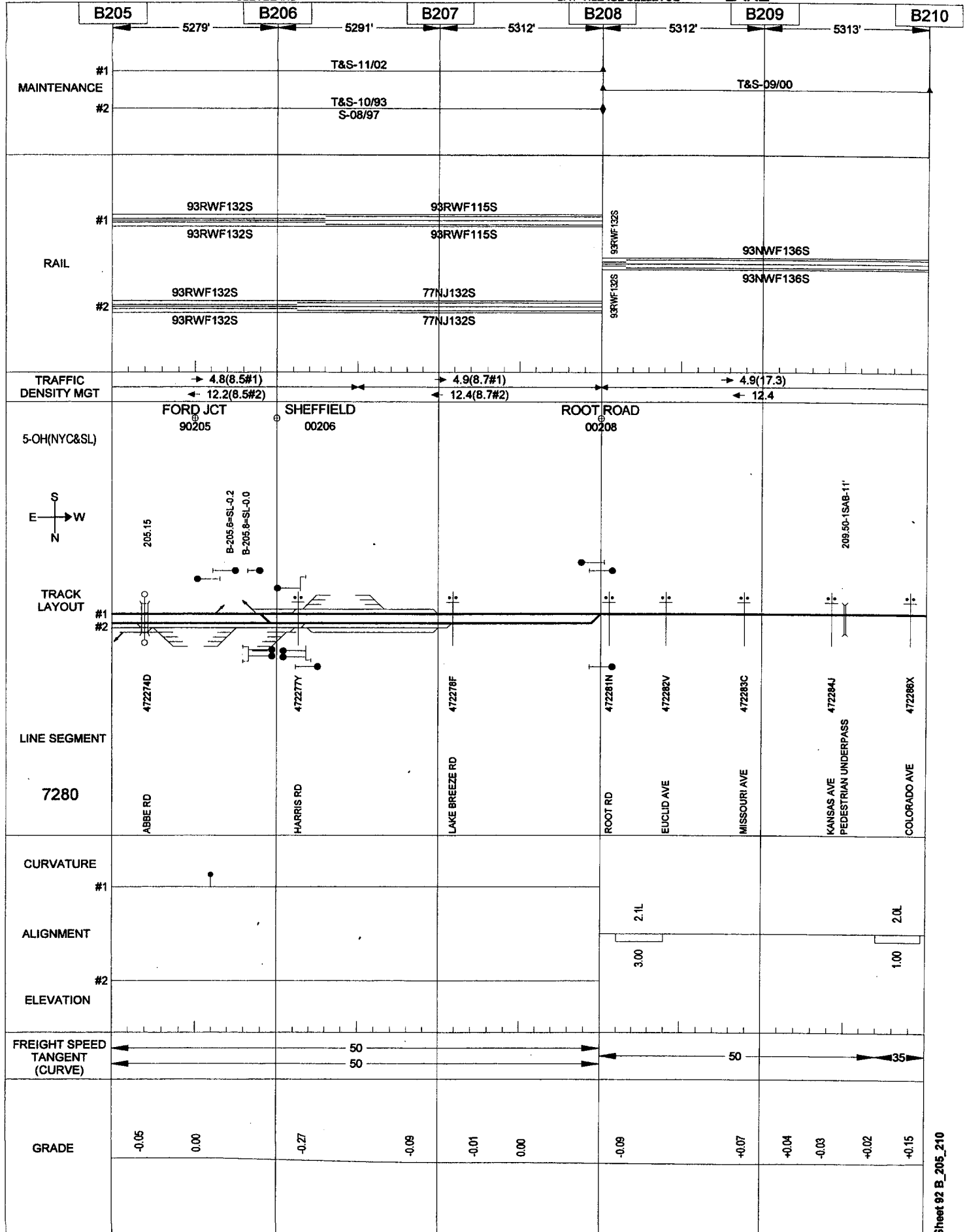
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CLEVELAND

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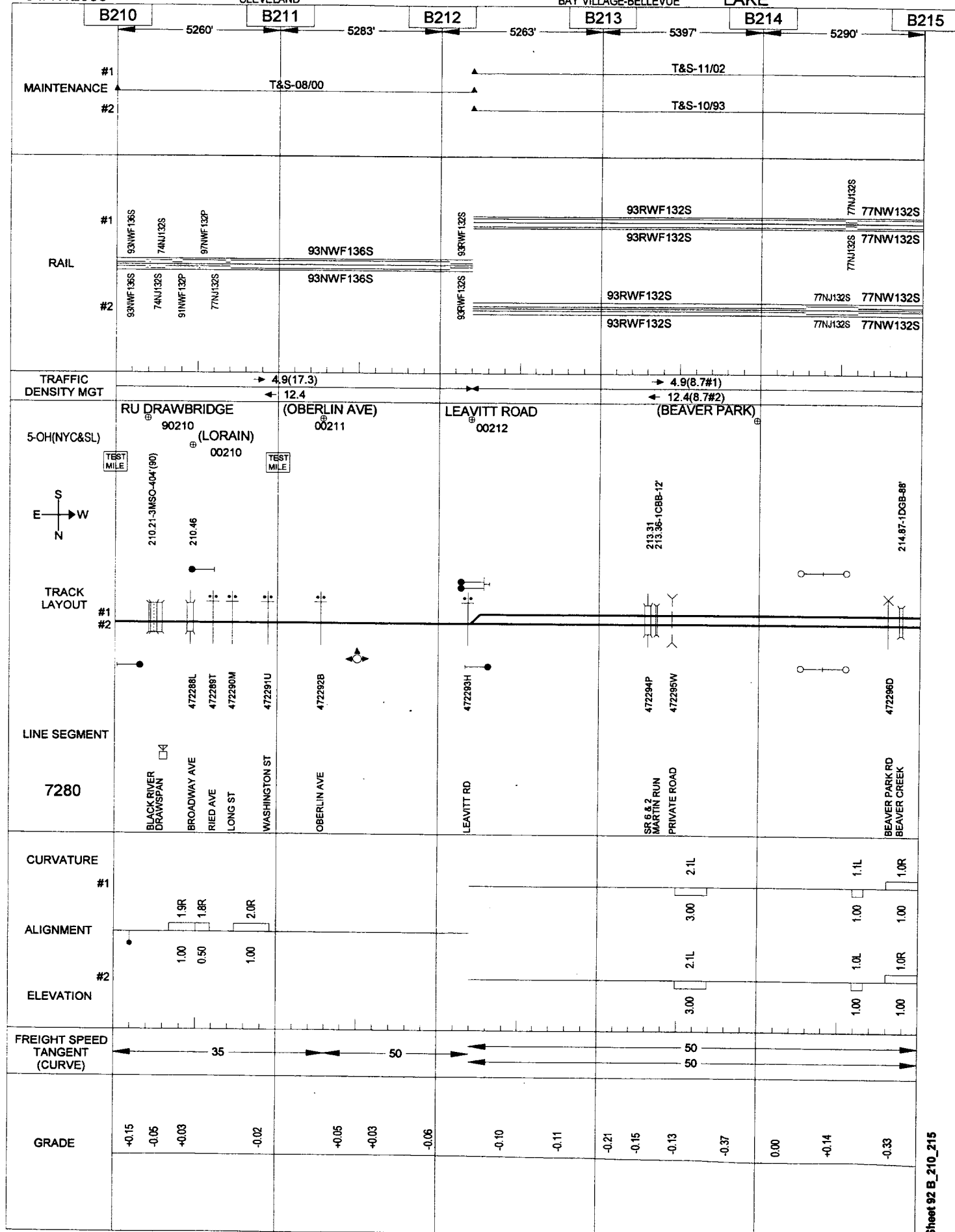
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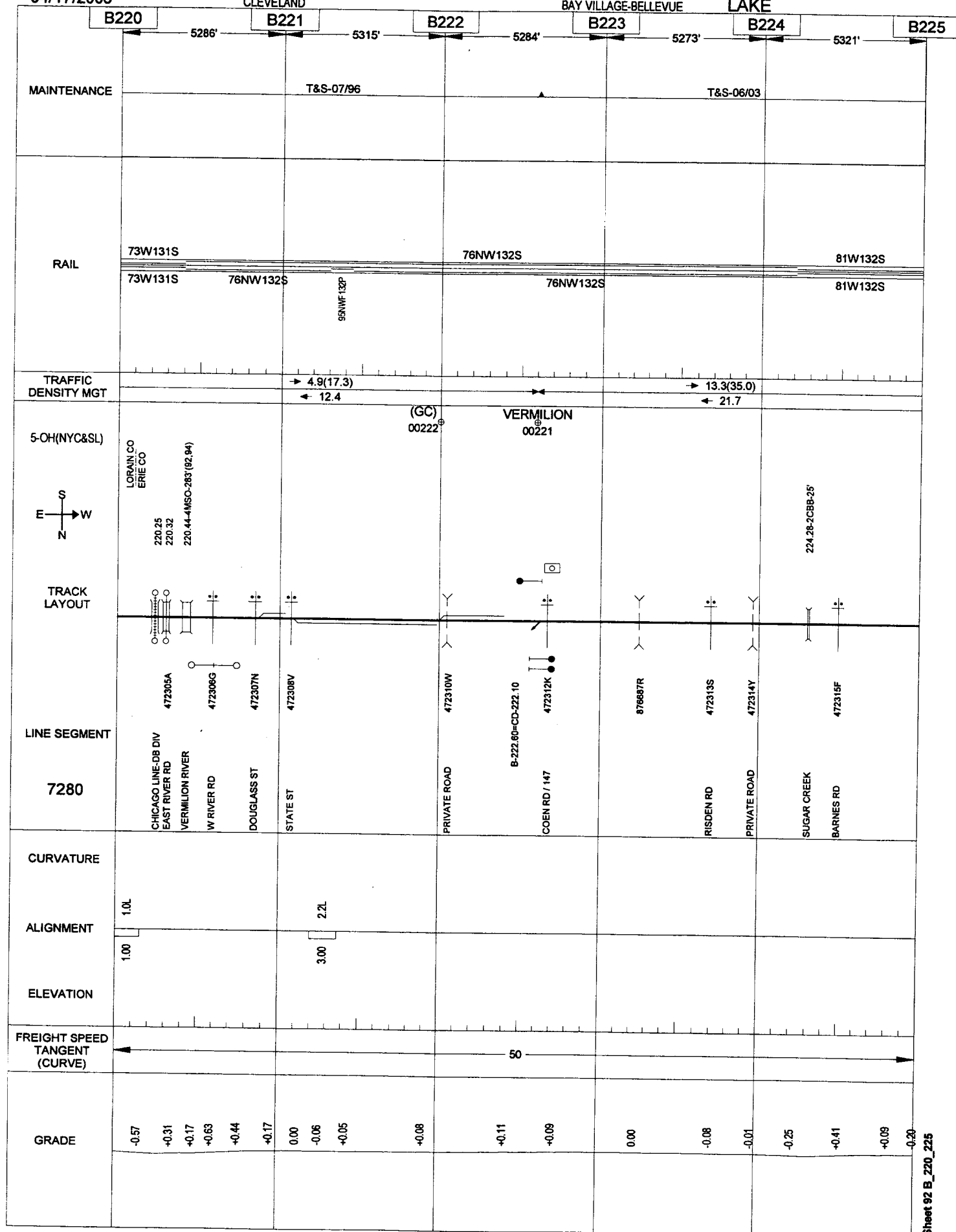
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CLEVELAND

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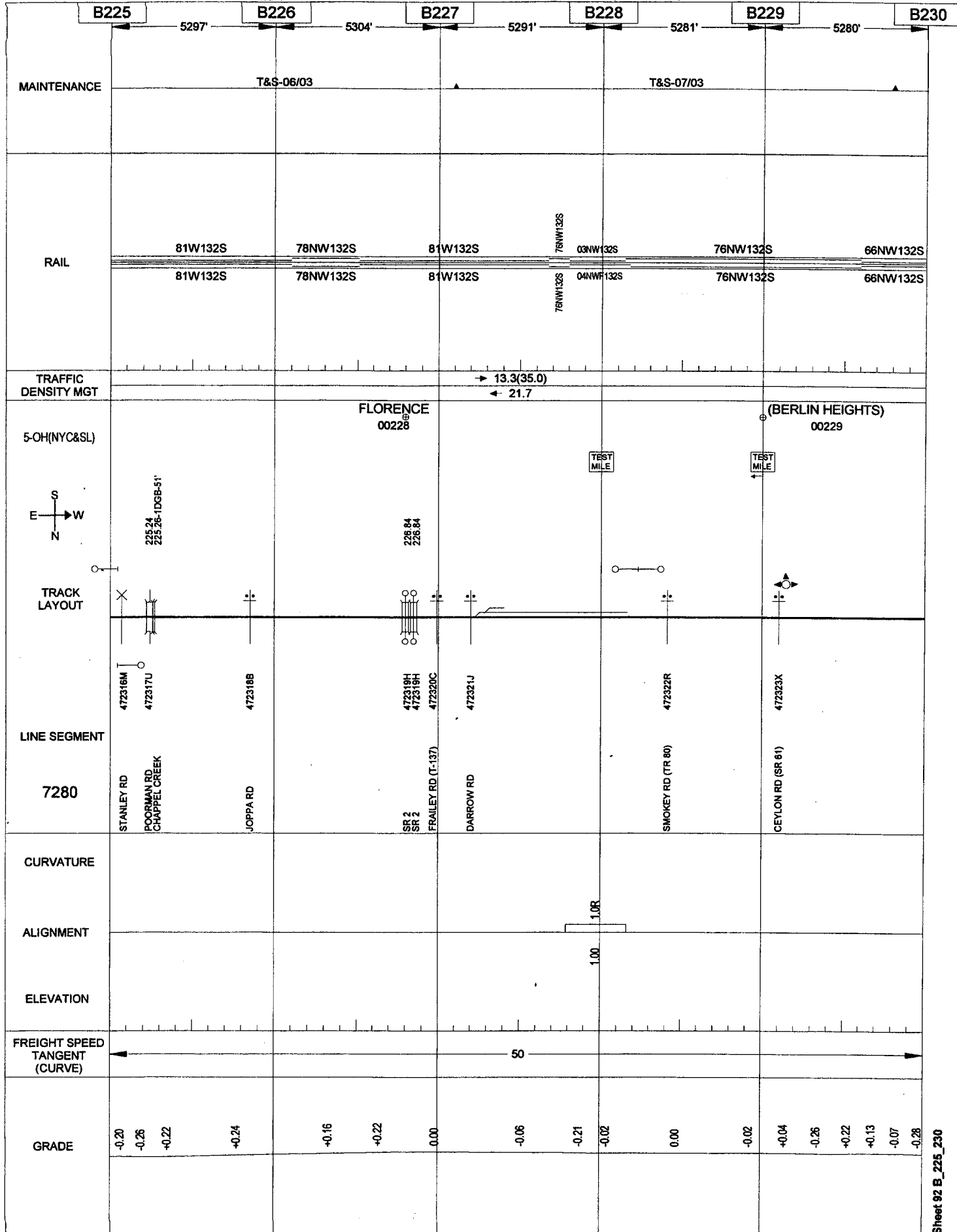
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CLEVELAND

007

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LAKE



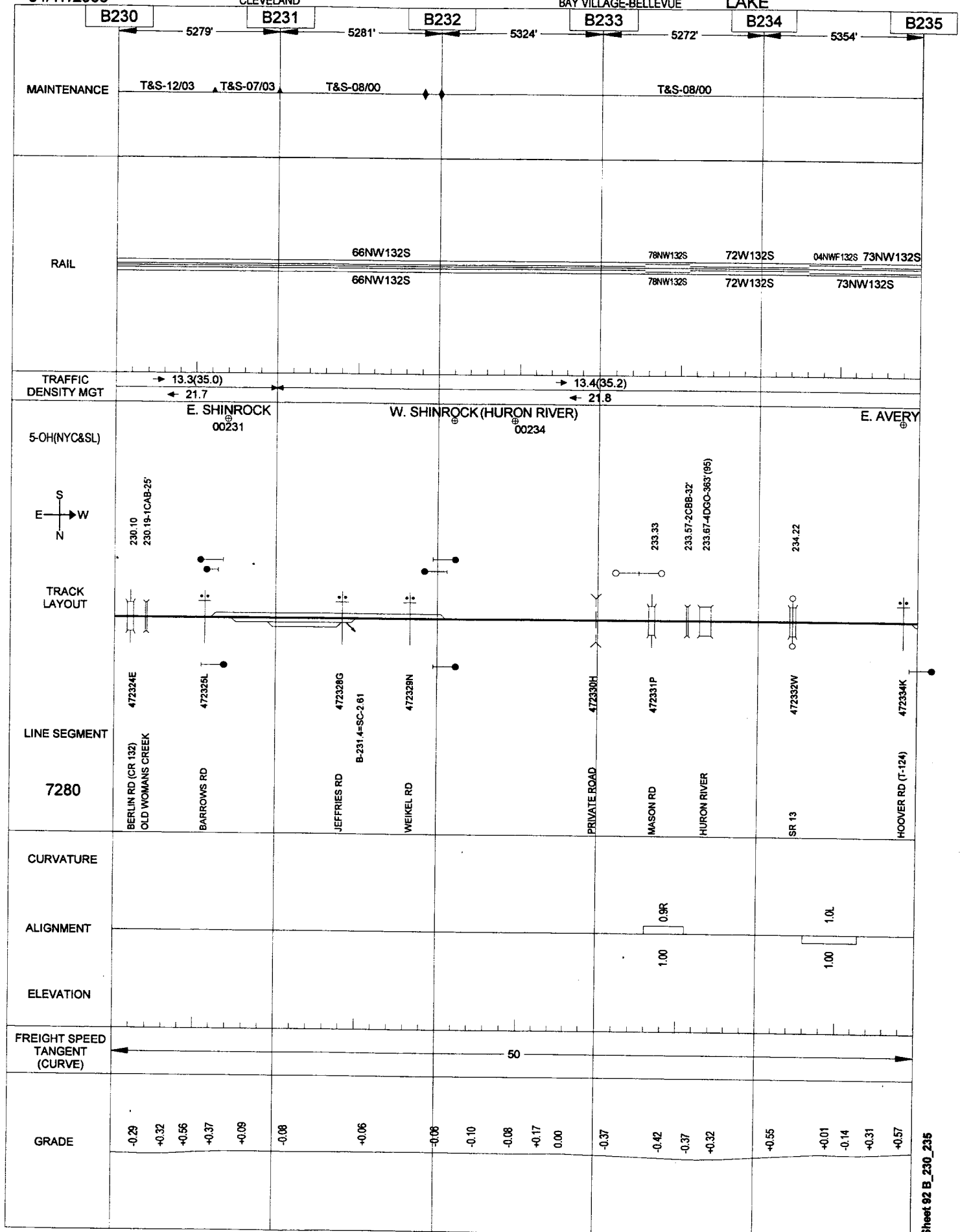
04/17/2006

CLEVELAND

008

BAY VILLAGE-BELLEVUE

LAKE



LAKE

B240

5322

T&S-08/00

76NW132S

81NW132S 76NW132S

→ 13.3(35.1)
← 21.8

W. AVERY
⊕
00236

035 02

236.38-1CBB-10'
236.60
236.50
236.60

PRIVATE ROAD
472335

PRIVATE ROAD 472336

JS 250 4723371

BUFFALO CREEK
OHIO TURNPIKE
KELLY RD
OHIO TURNPIKE

STRECKER RD
472341NPRIVATE ROAD
4723420

THOMAS RD (TW 114) 4723448

JANSOM RD
472345X

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

- 50

GRADE

+0.15

+0.29

19

+0.23

3

433

+0.25

+0.18

+0.73

+0.30

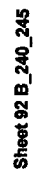
+0.37

+0.08

+0.72

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LAKE



LAKE

Sheet 92 B_245_250

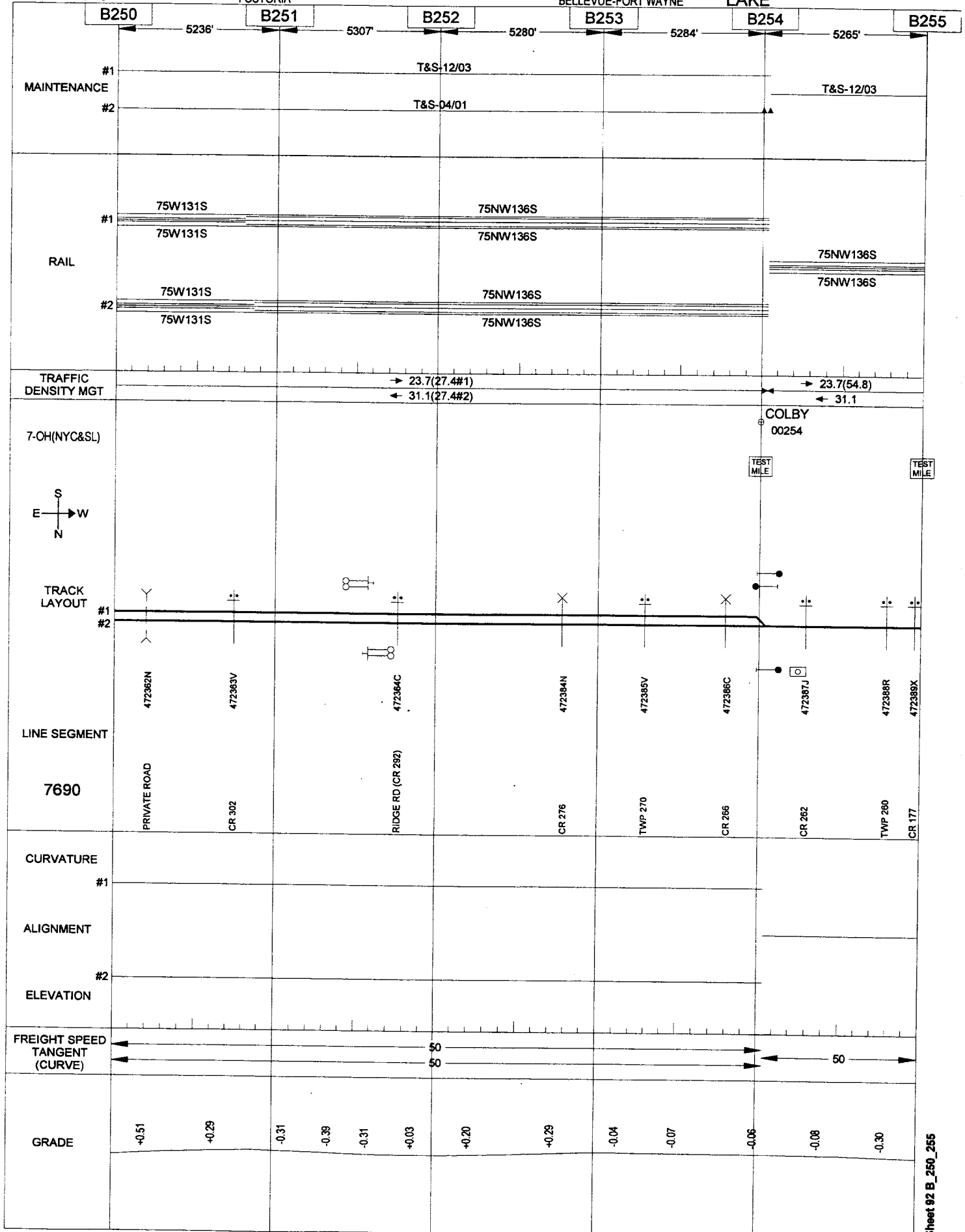
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FOSTORIA

012

BELLEVUE-FORT WAYNE

LAKE



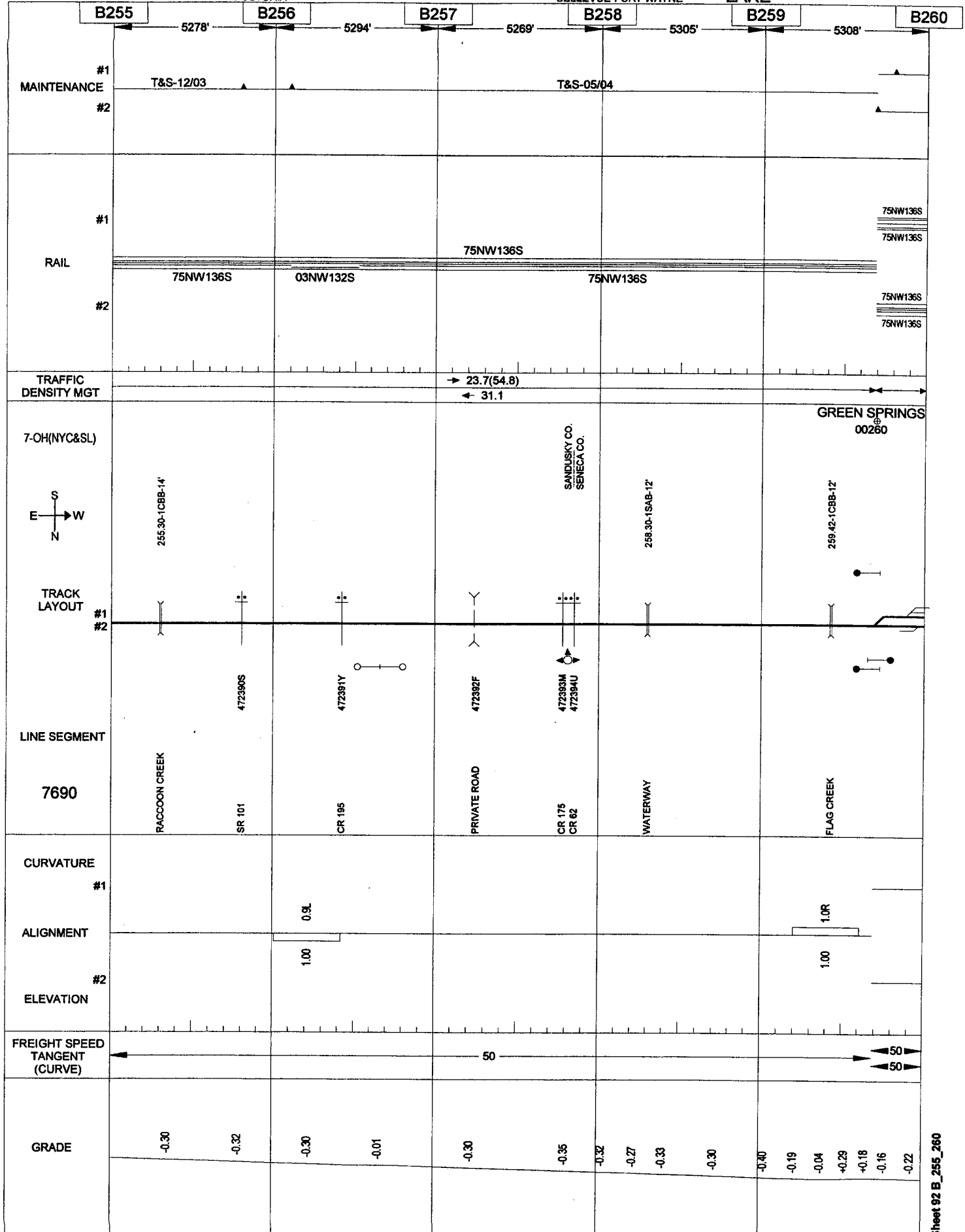
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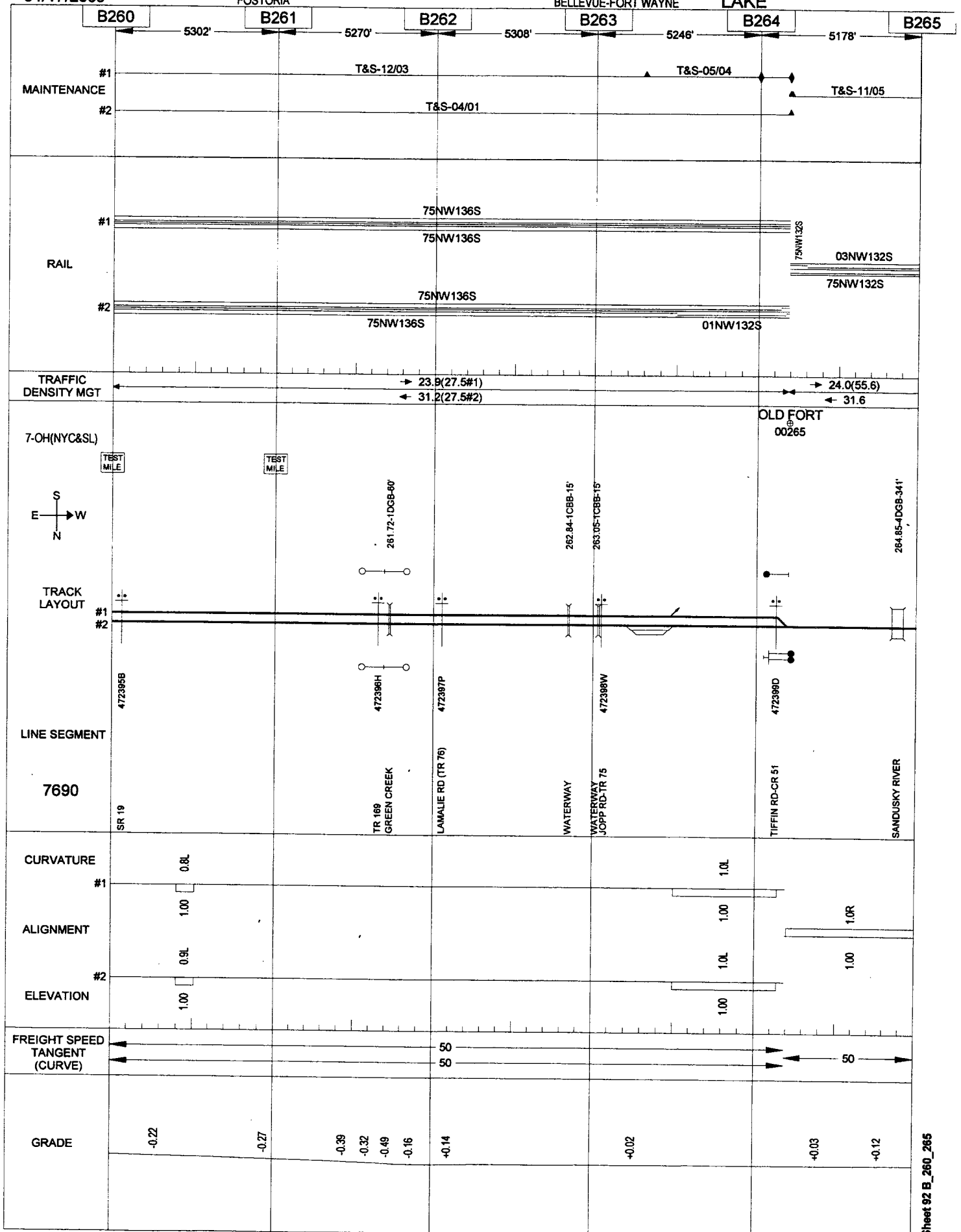
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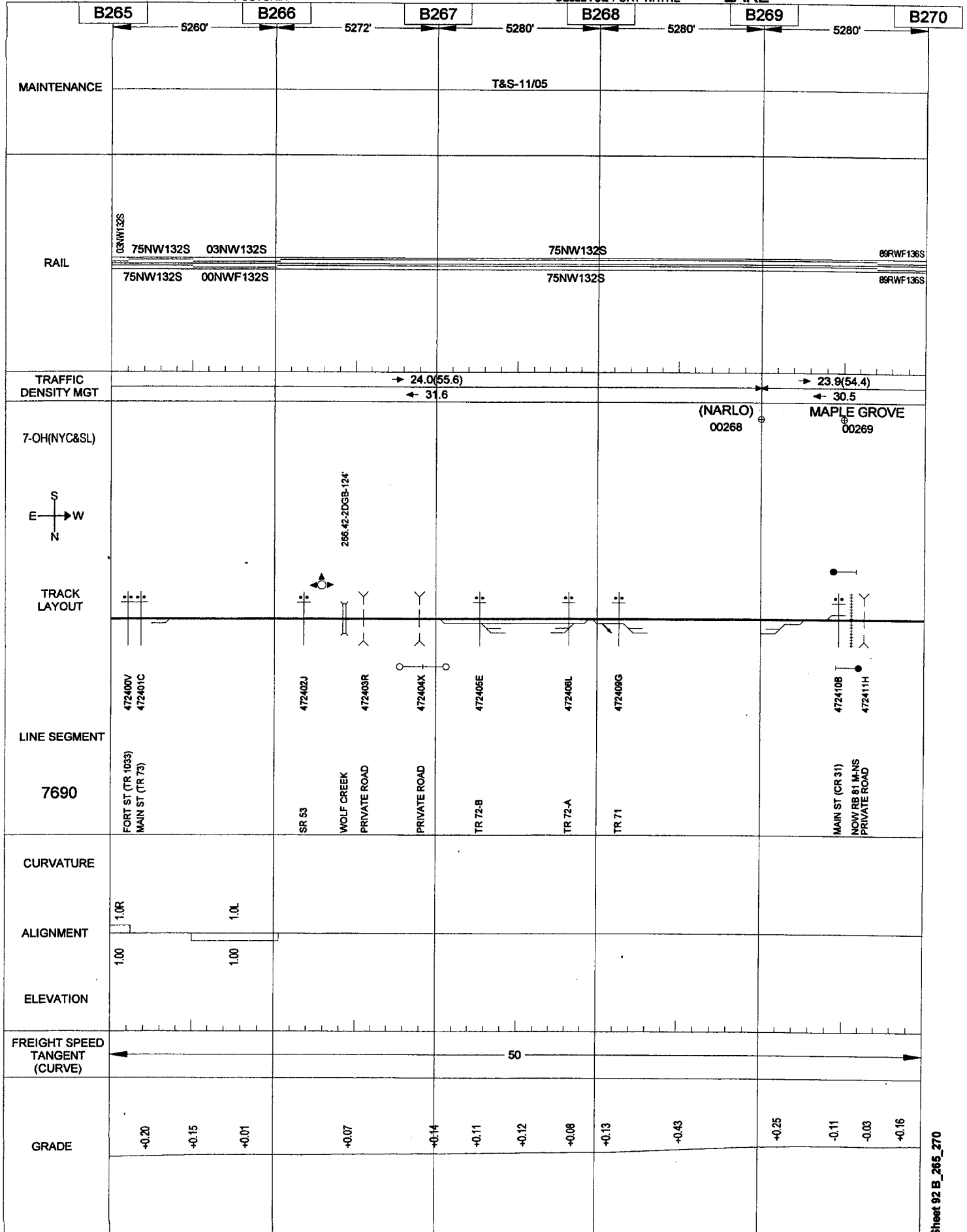
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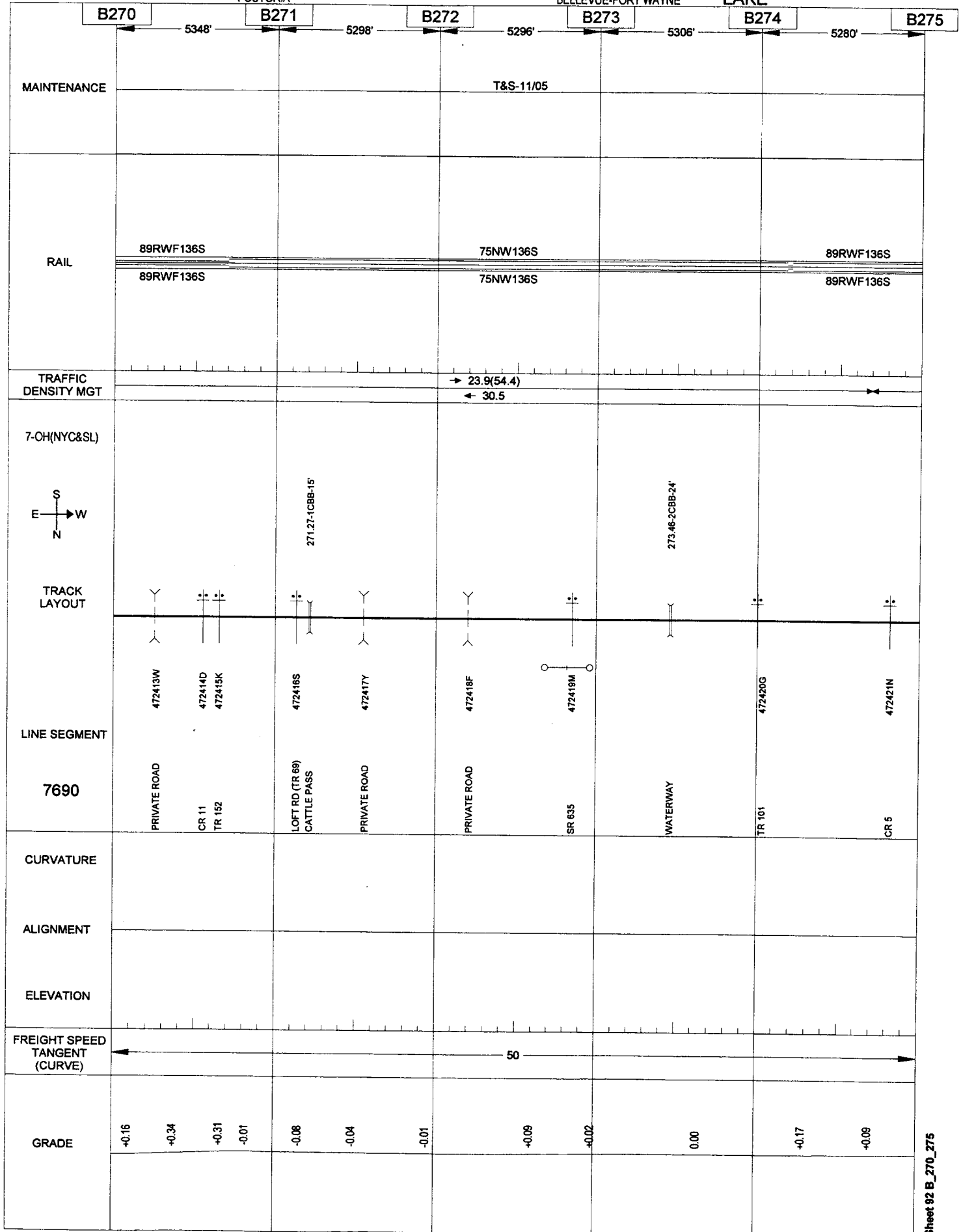
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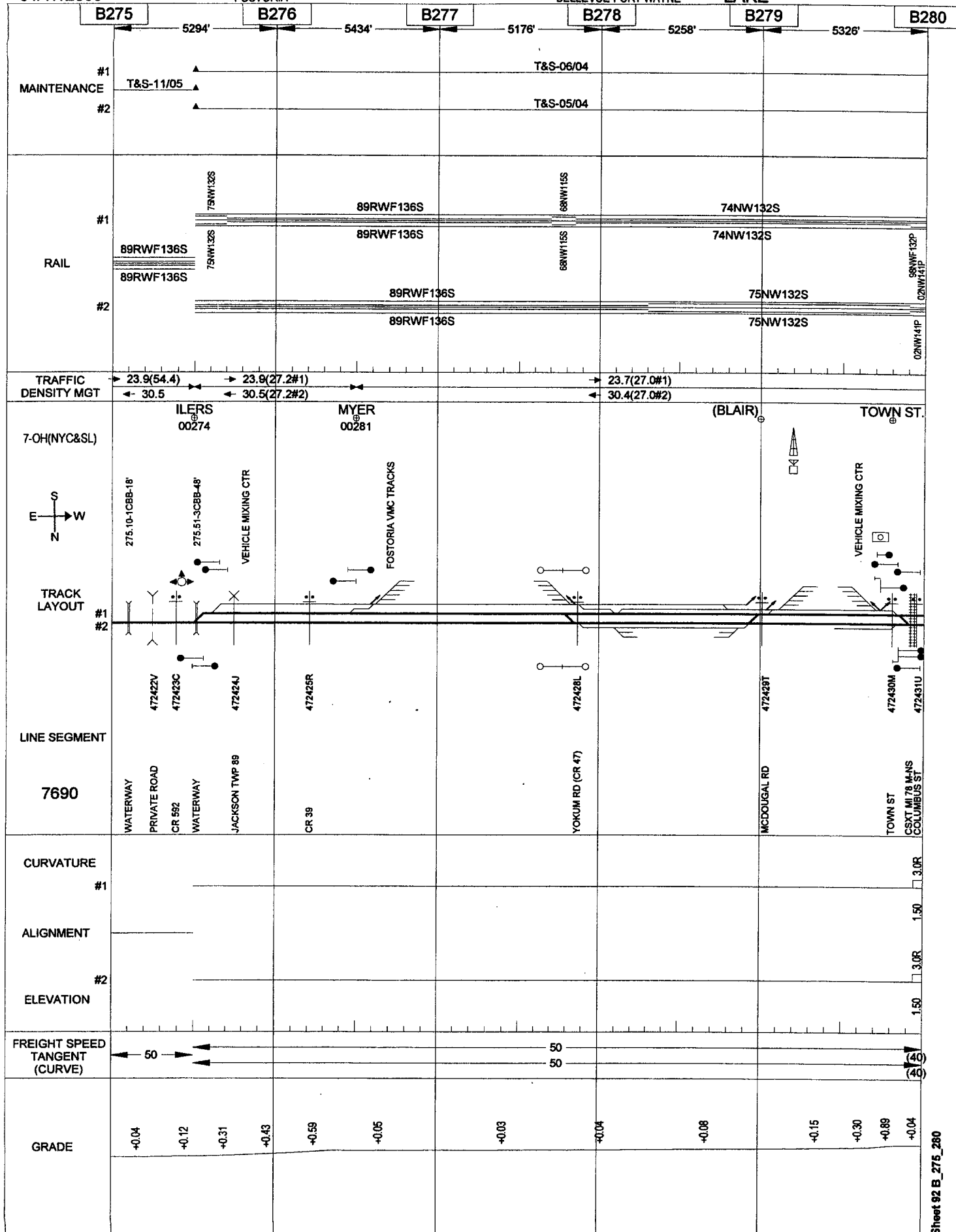
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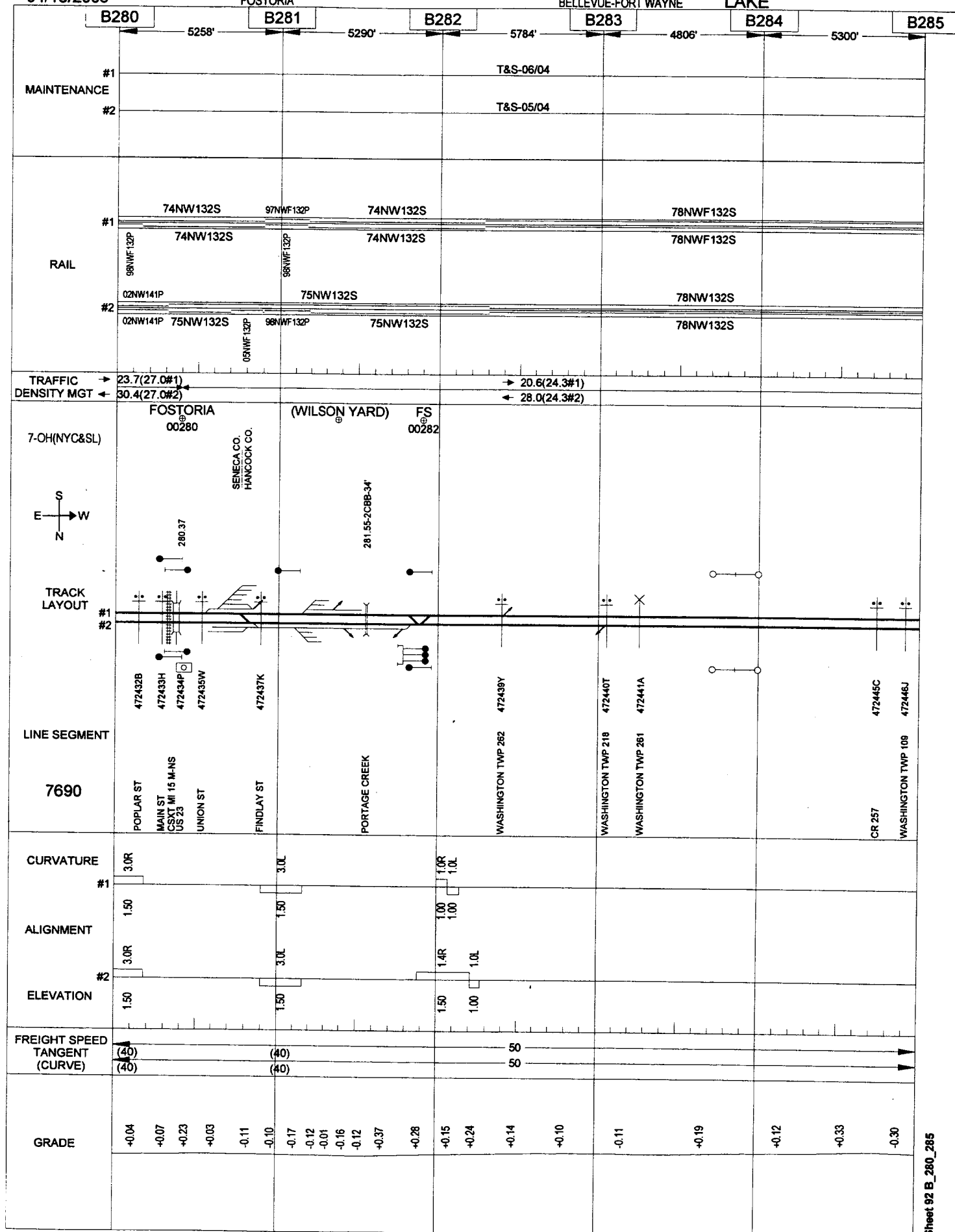
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018

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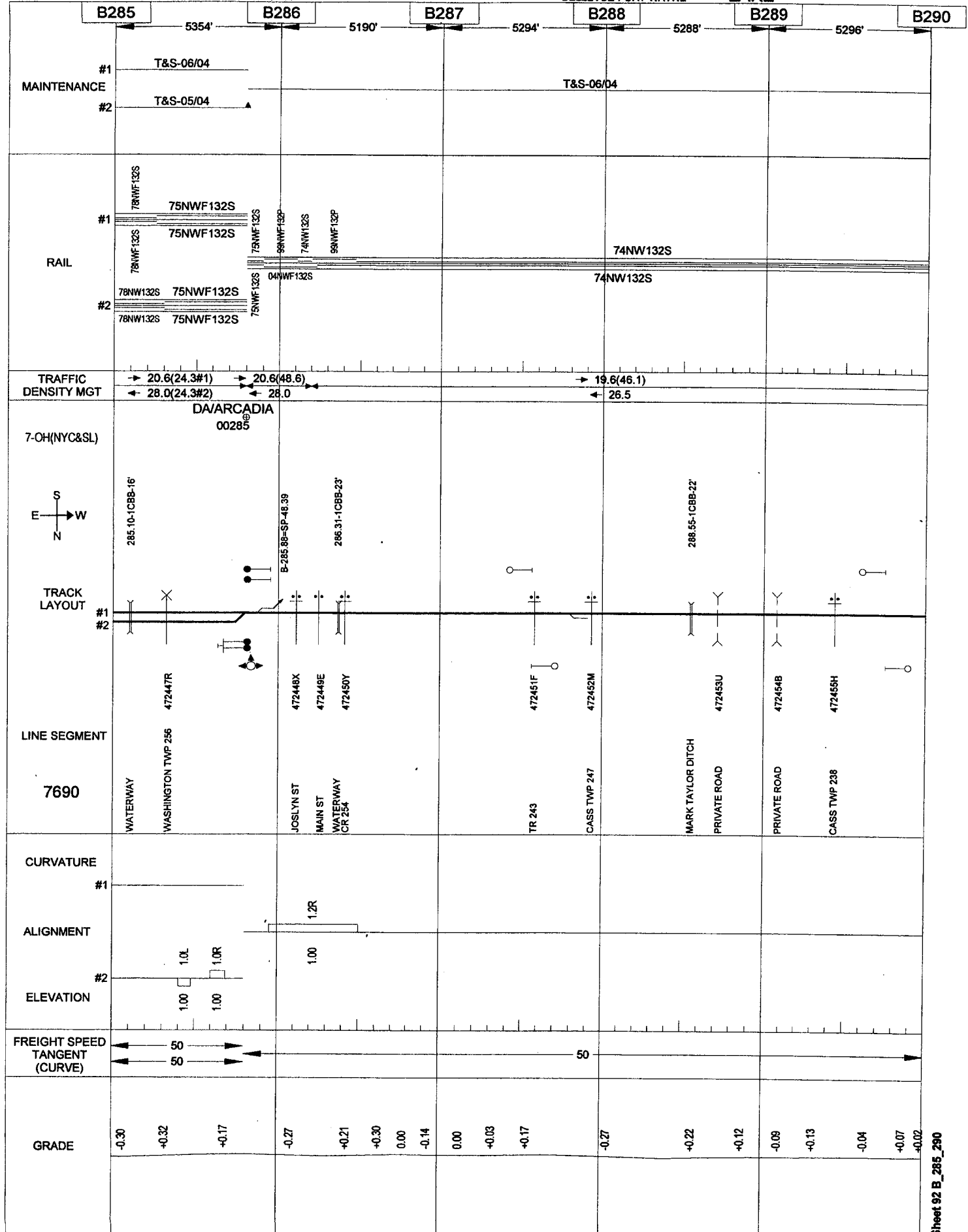
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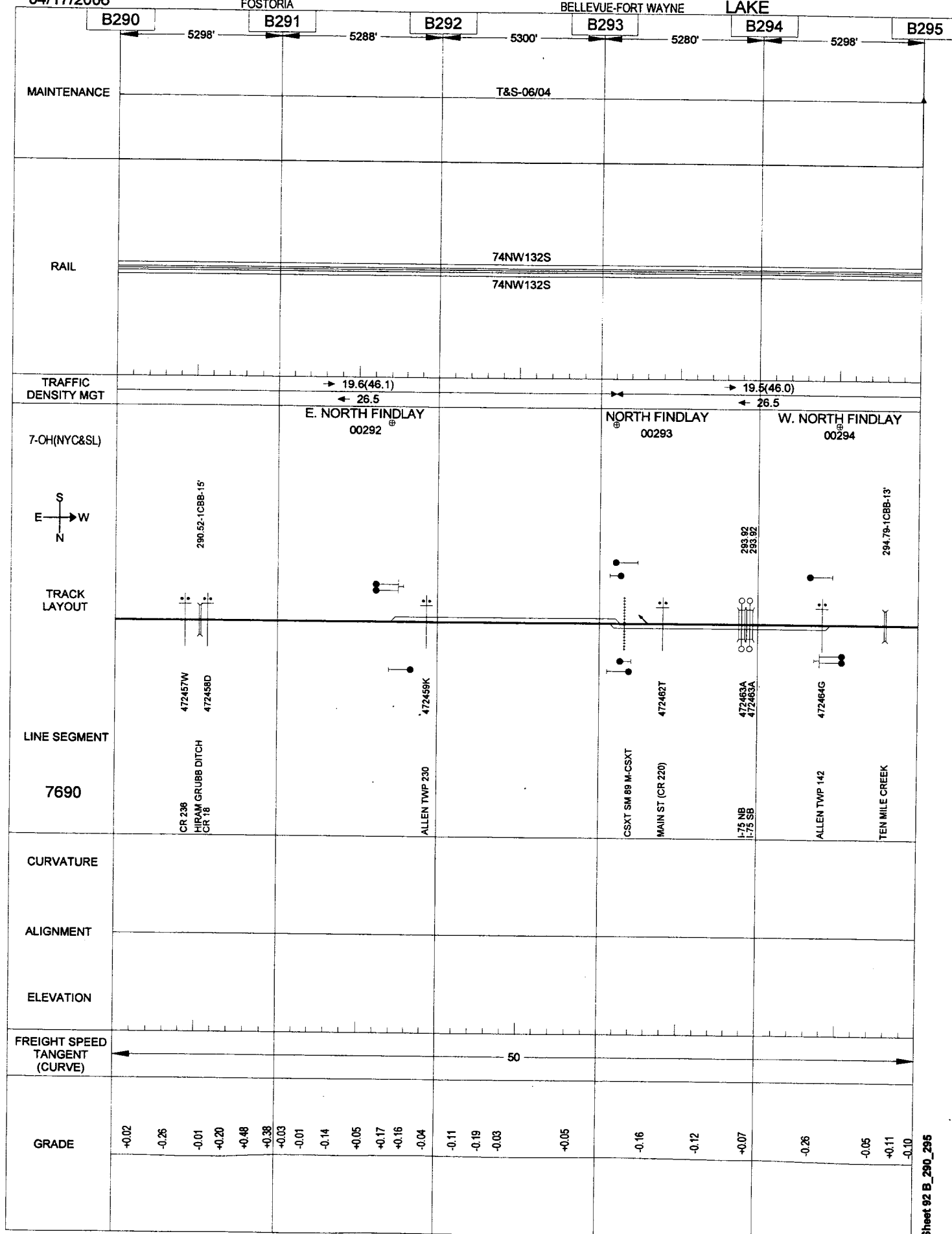
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020

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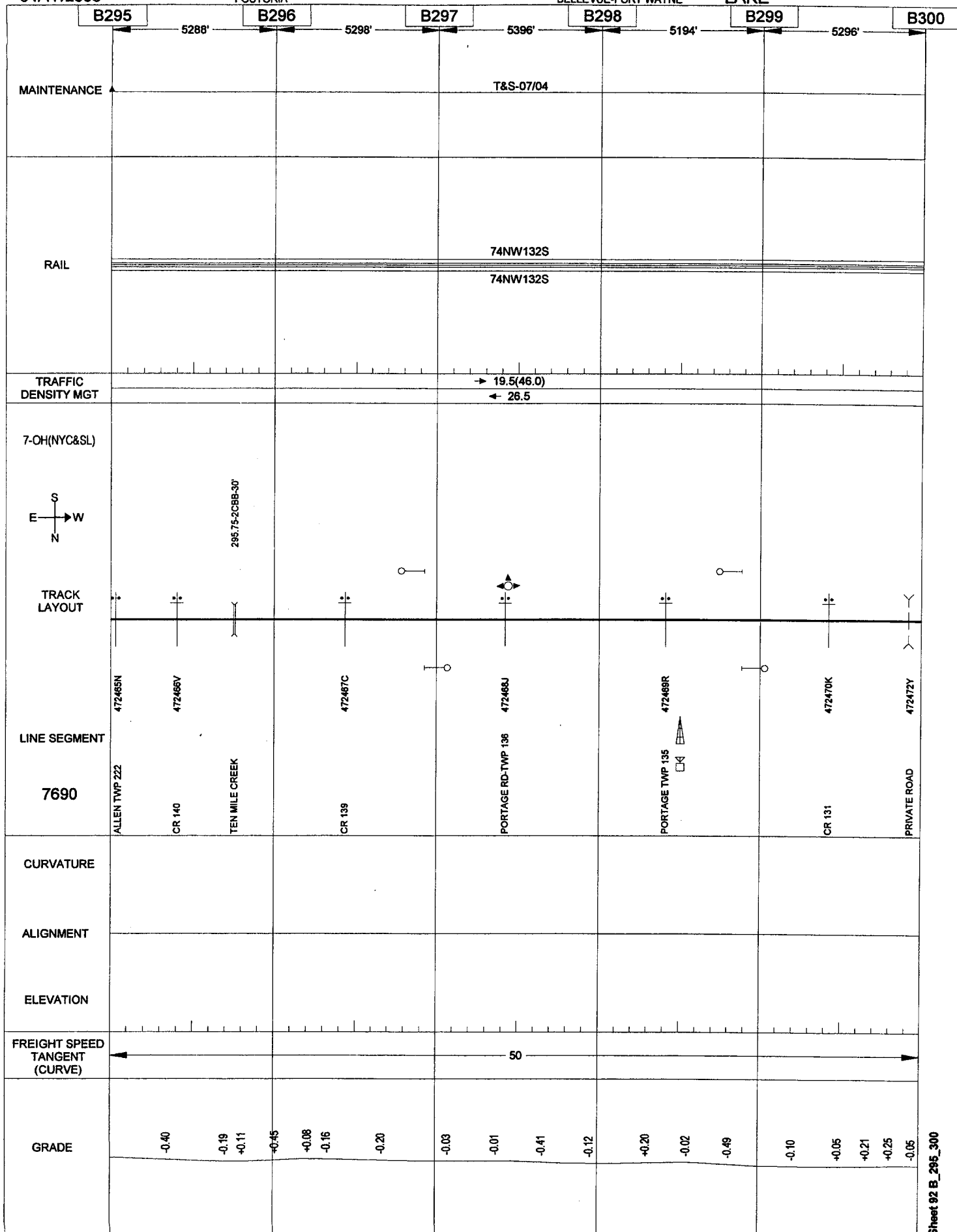
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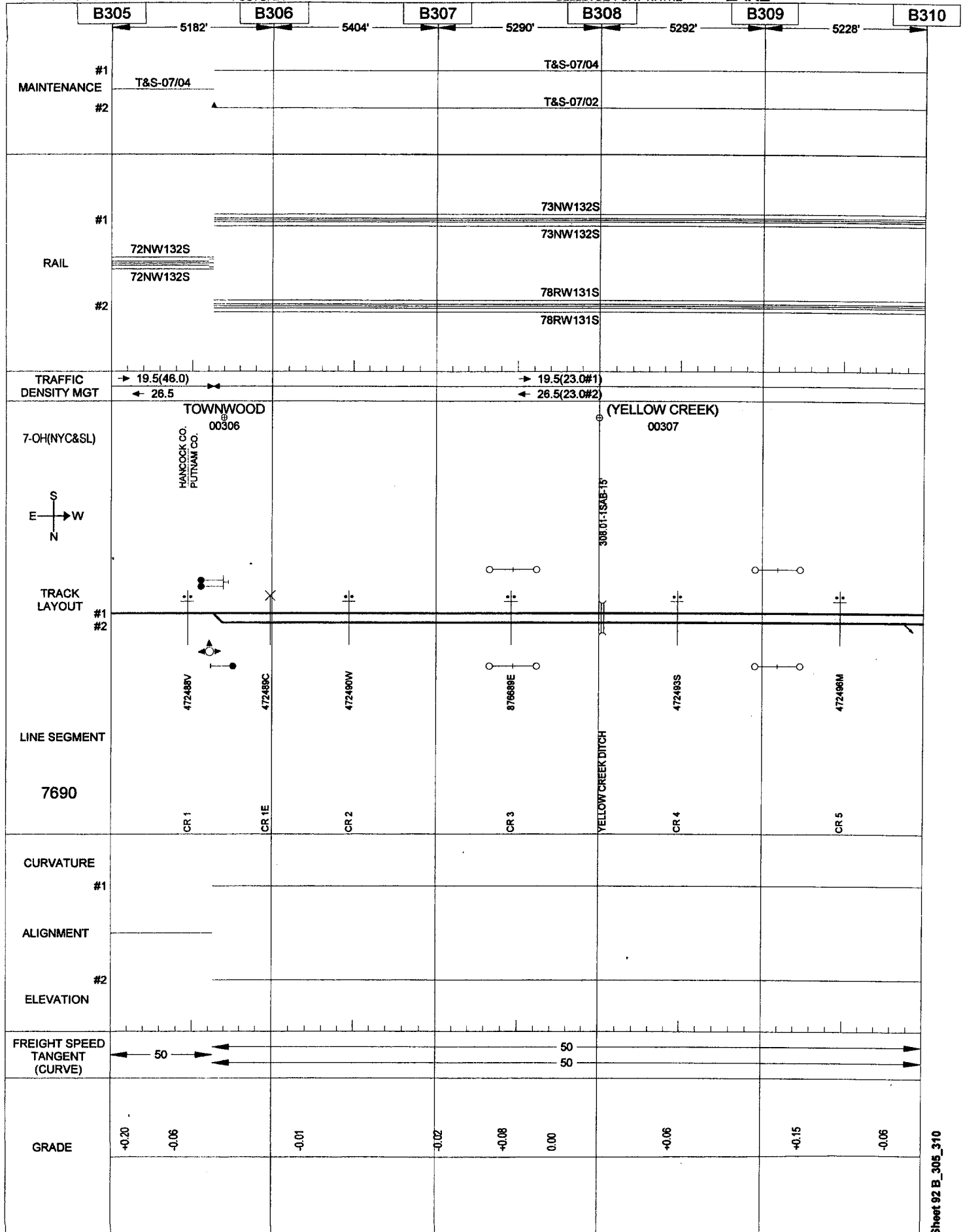
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FOSTORIA

023

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LAKE



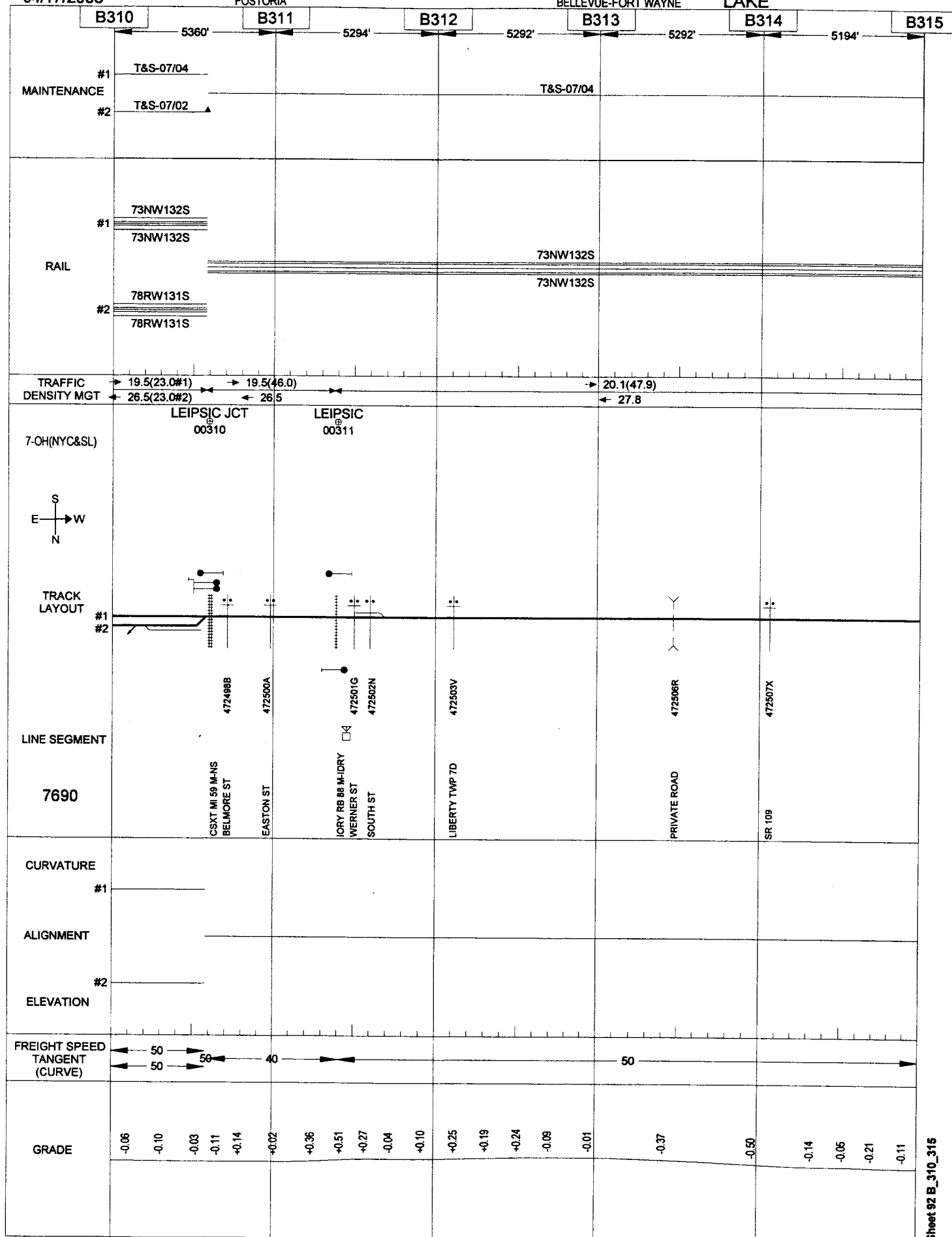
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FOSTORIA

024

BELLEVUE-FORT WAYNE

LAKE



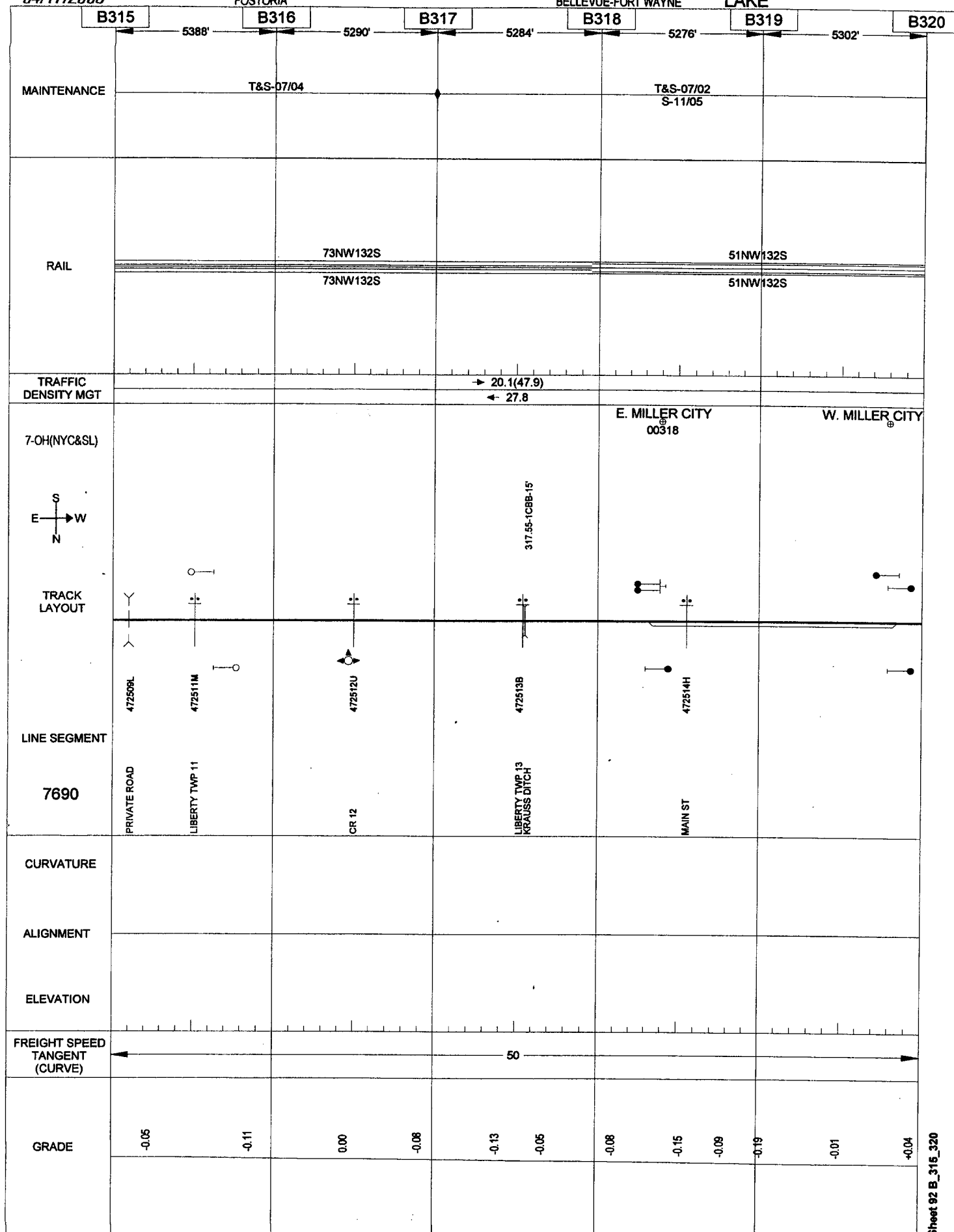
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025

BELLEVUE-FORT WAYNE

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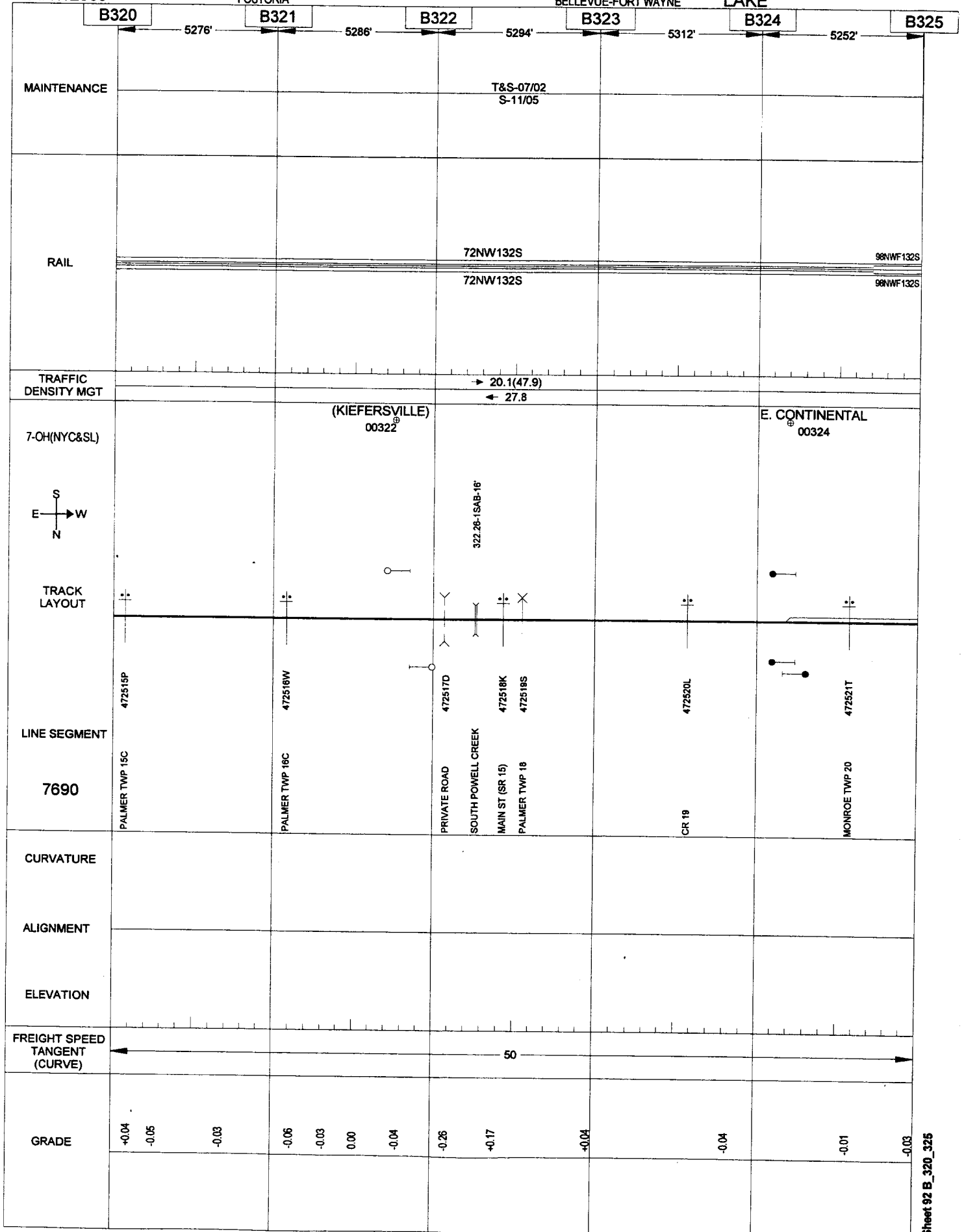
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026

FOSTORIA

BELLEVUE-FORT WAYNE

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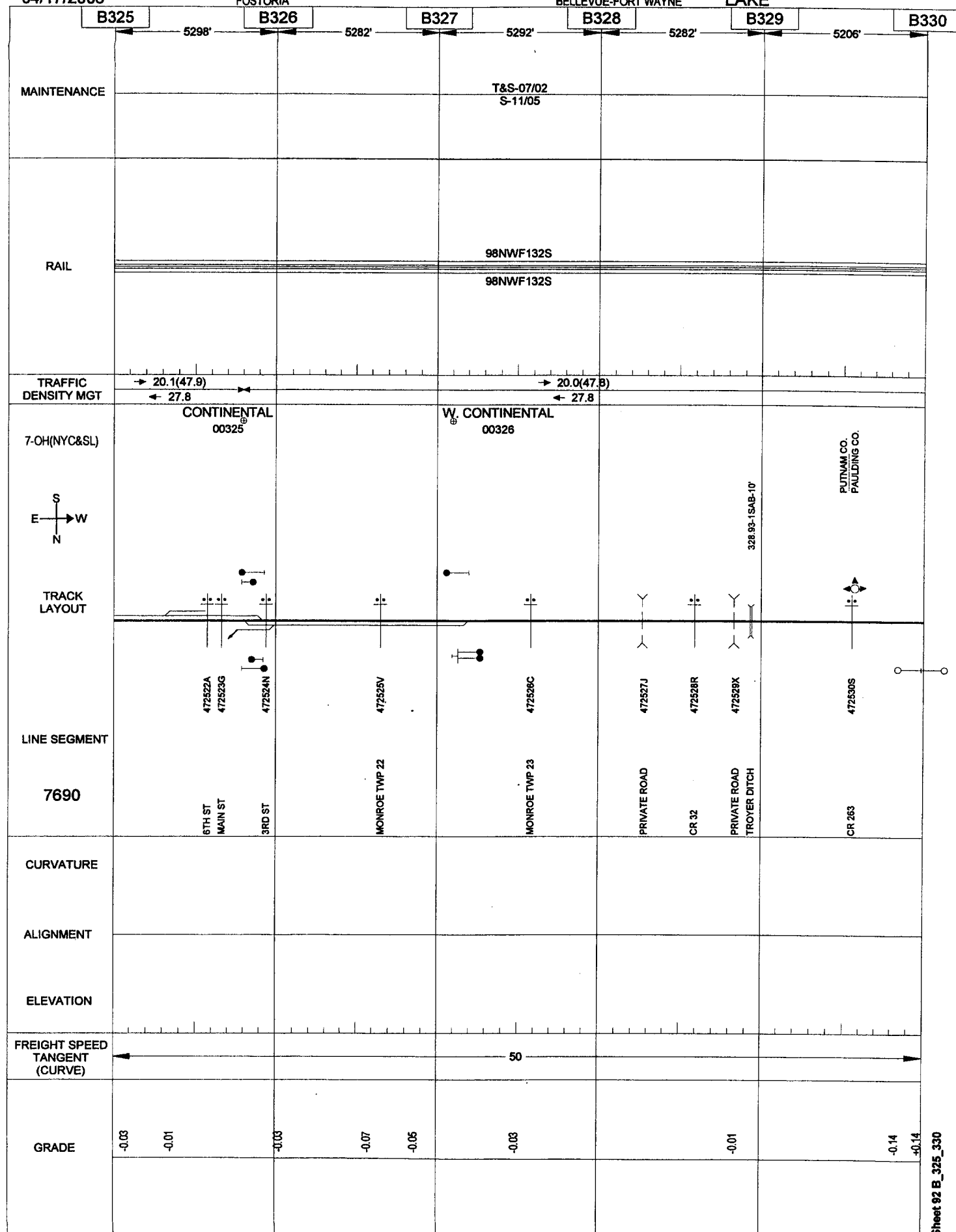
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FOSTORIA

027

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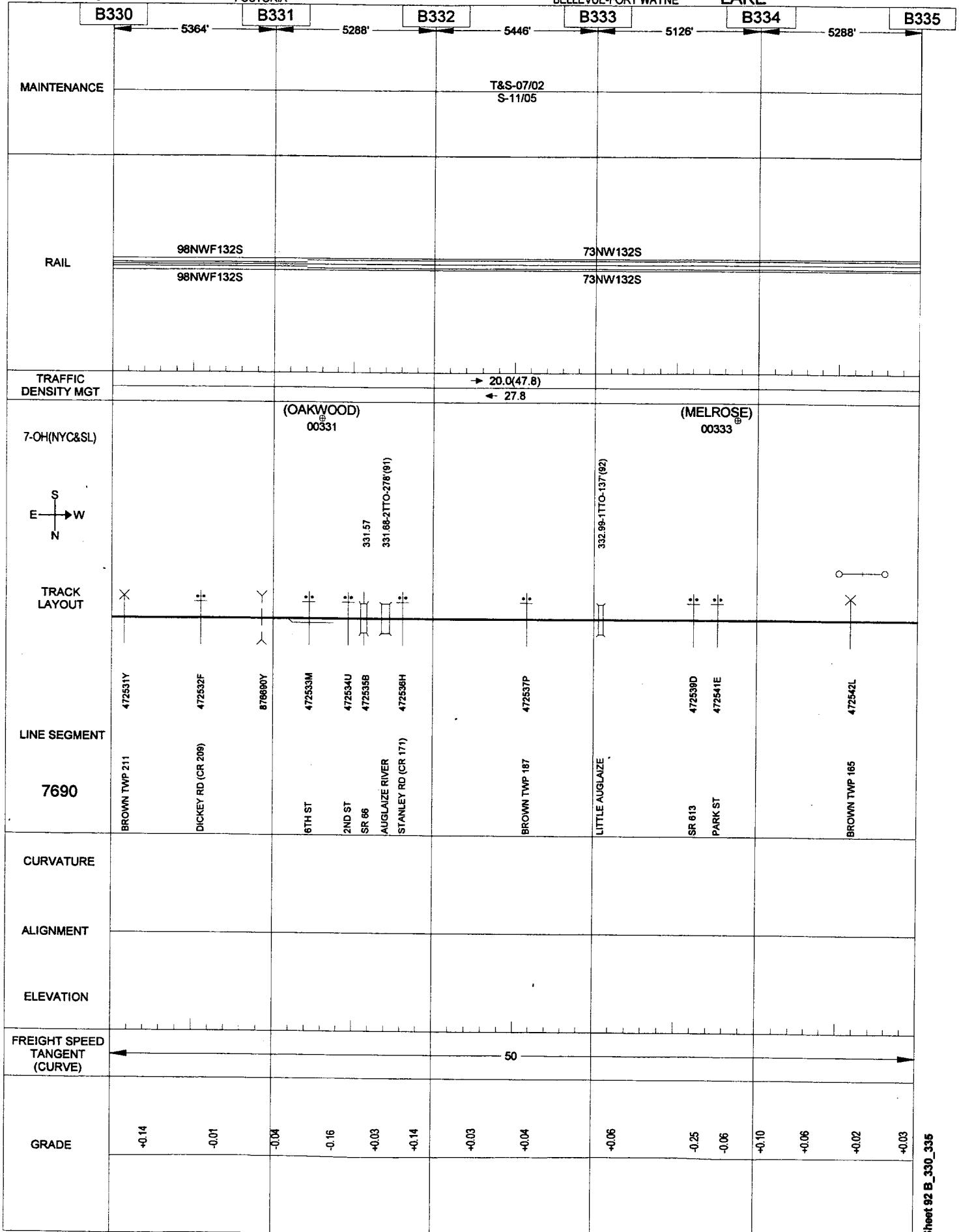
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028

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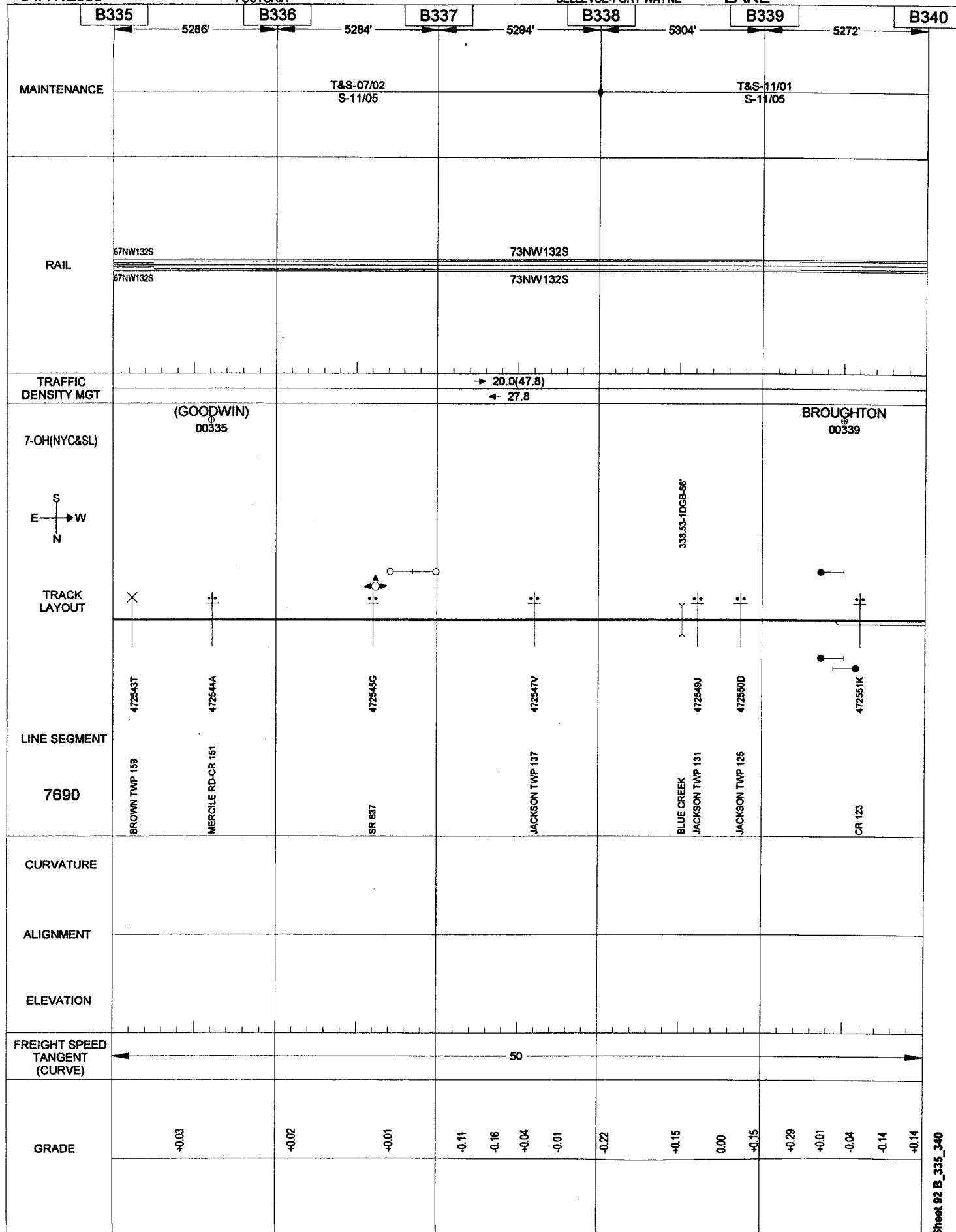
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029

BELLEVUE-FORT WAYNE

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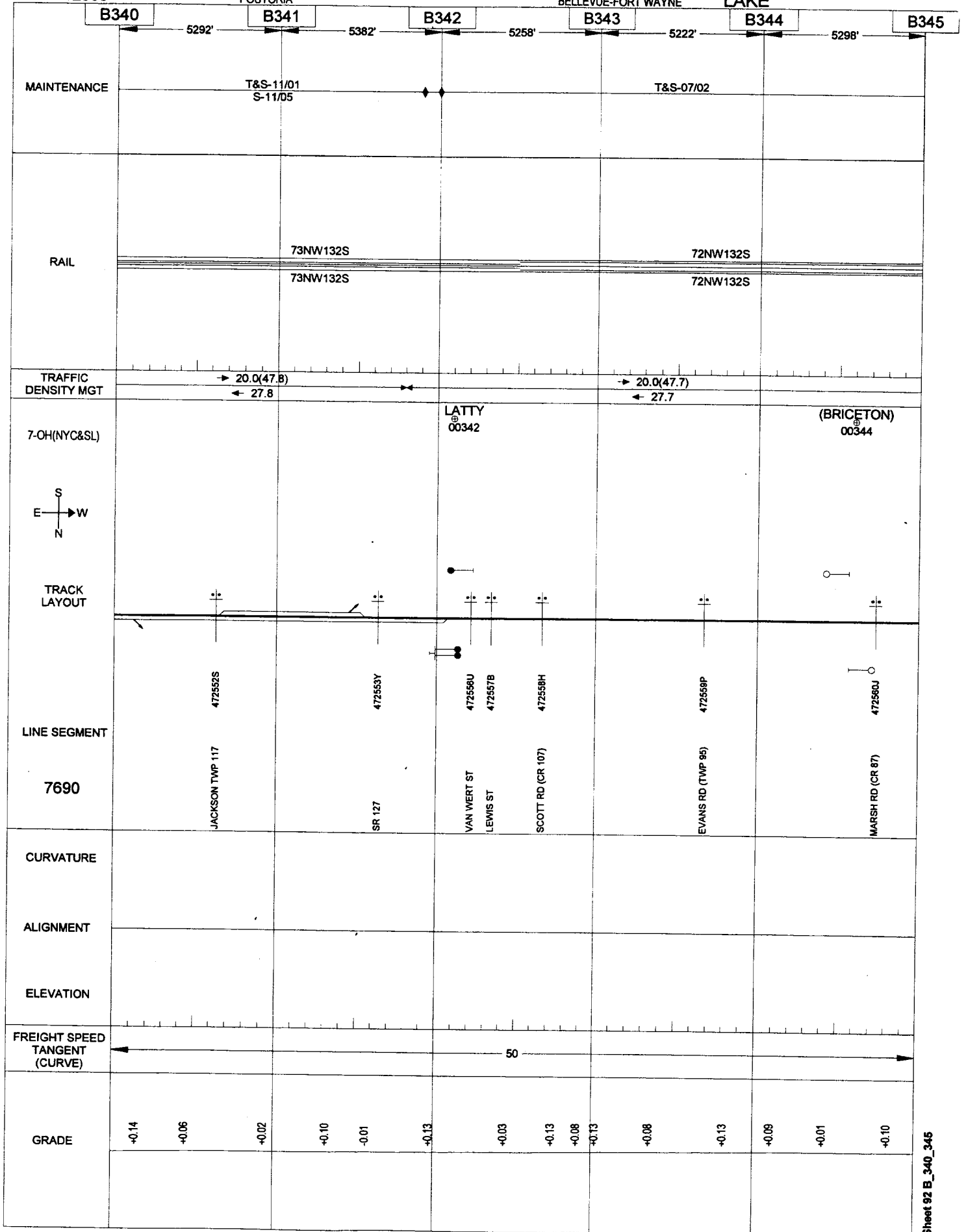
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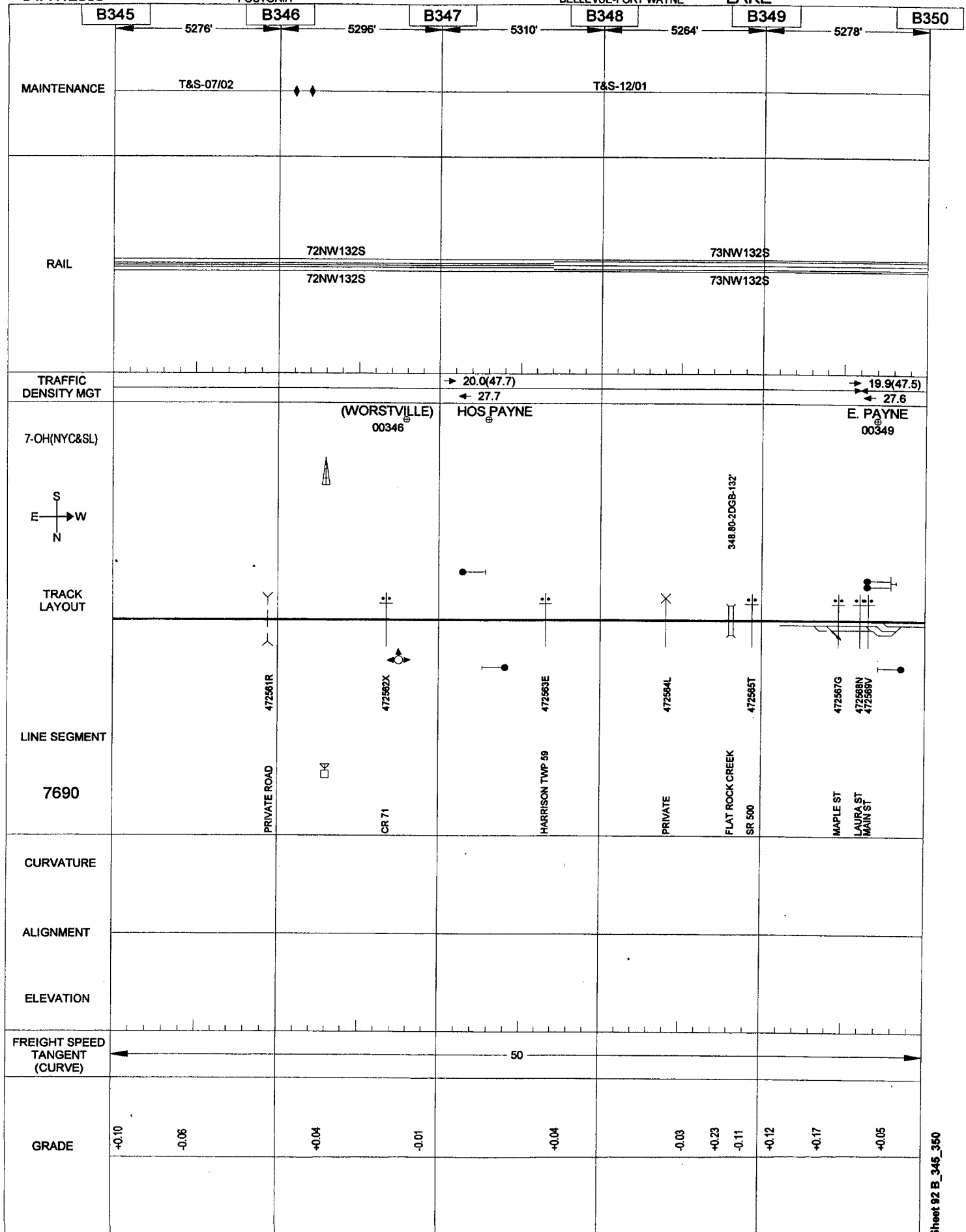
04/17/2006

FOSTORIA

031

BELLEVUE-FORT WAYNE

LAKE



	B350	B351	B352	B353	B354	B355
MAINTENANCE	T&S-12/01					
RAIL	73NW132S 73NW132S					
TRAFFIC DENSITY MGT	→ 19.9(47.5) ← 27.6					
7-OH(NYC&SL) 1-IN(NYC&SL)	(EDGERTON) 00354					
TRACK LAYOUT	PAULDING CO. ALLEN CO.					
LINE SEGMENT	HARRISON TWP #33	HARRISON TWP #21	CR 11	HARRISON TWP #5	STATE LINE RD EVERSONS RD (MAIN)	MORGAN RD
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	-0.01 -0.03	-0.04	+0.08 +0.03	+0.10 +0.04	+0.02 +0.11	+0.02

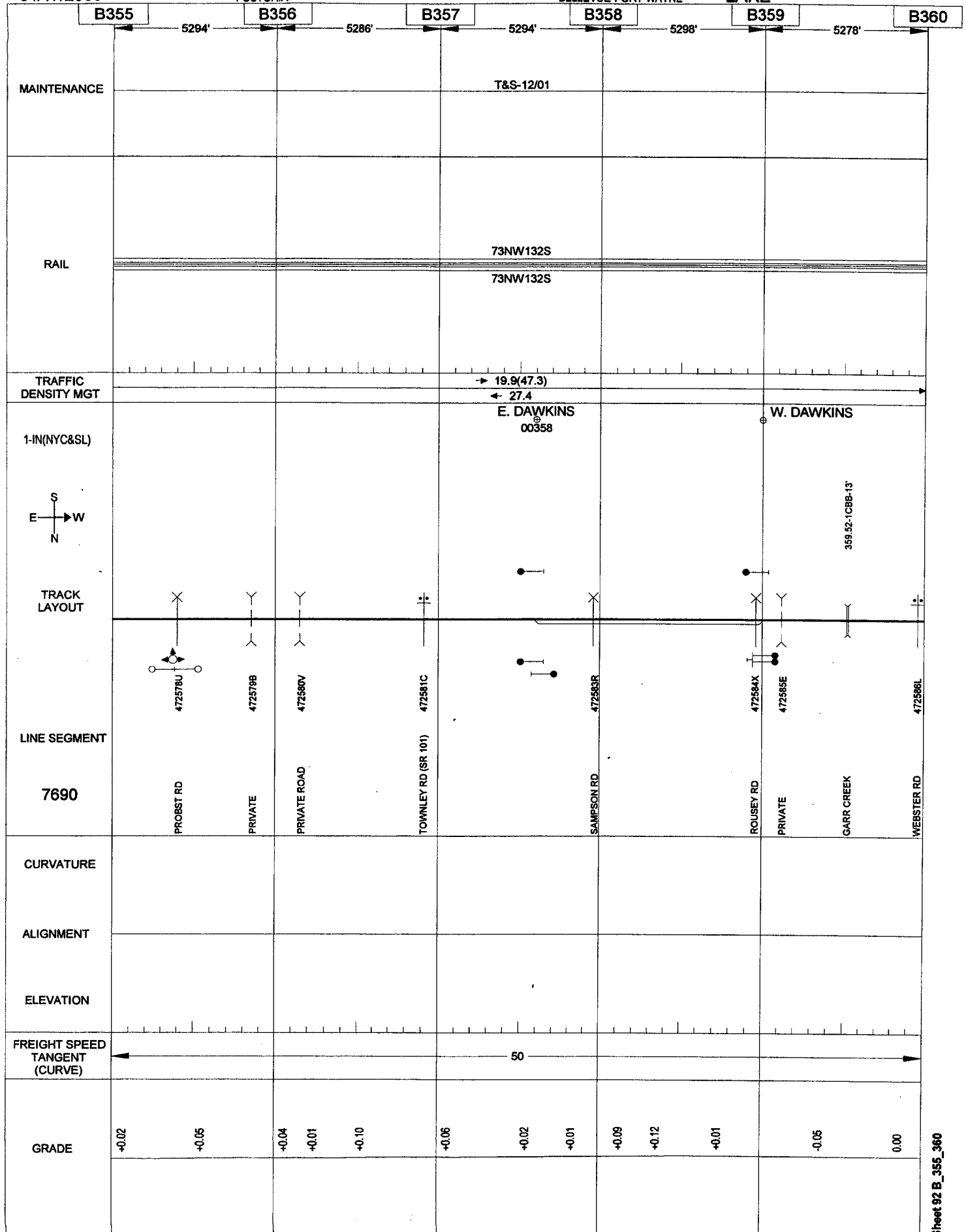
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FOSTORIA

033

BELLEVUE-FORT WAYNE

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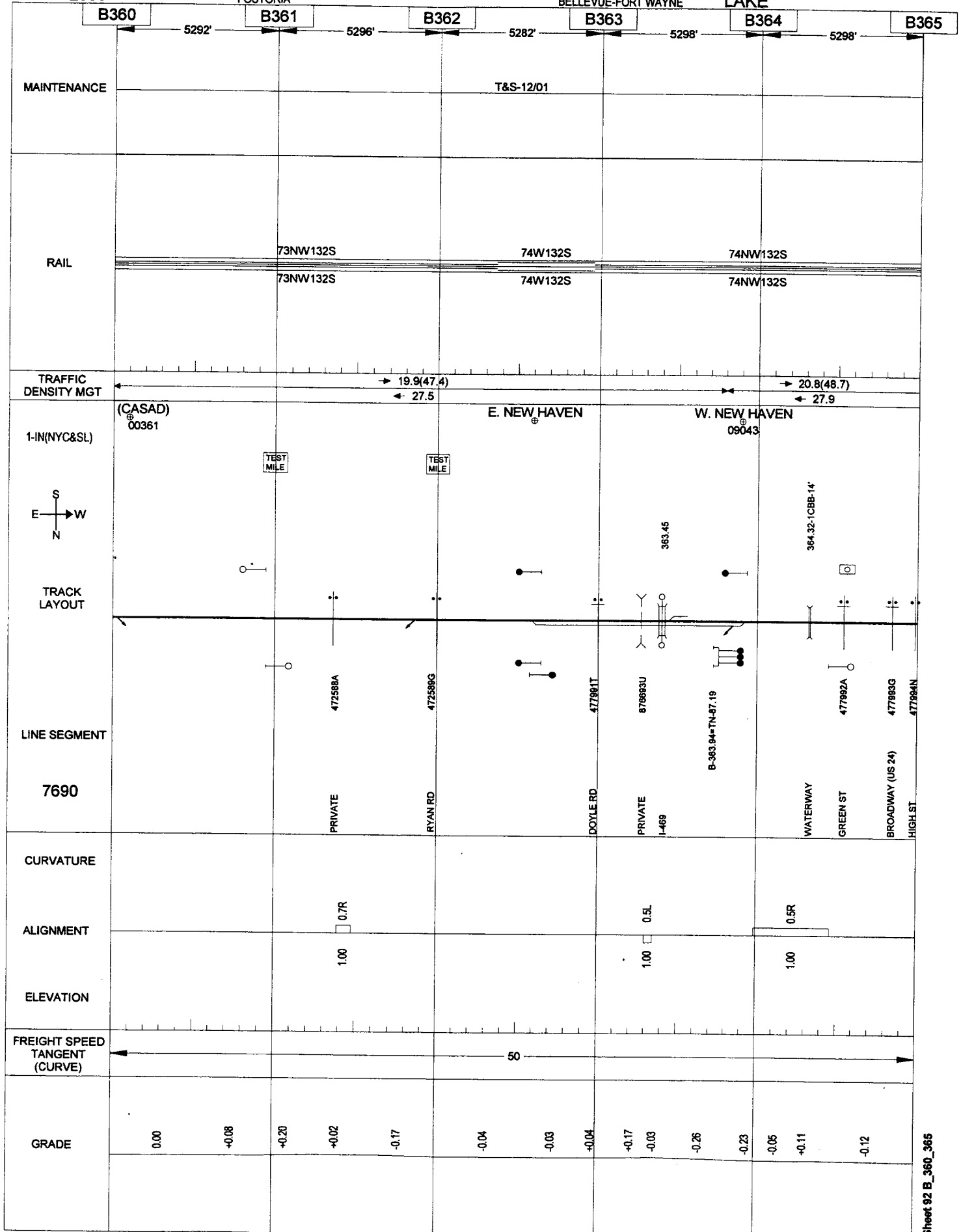
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034

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



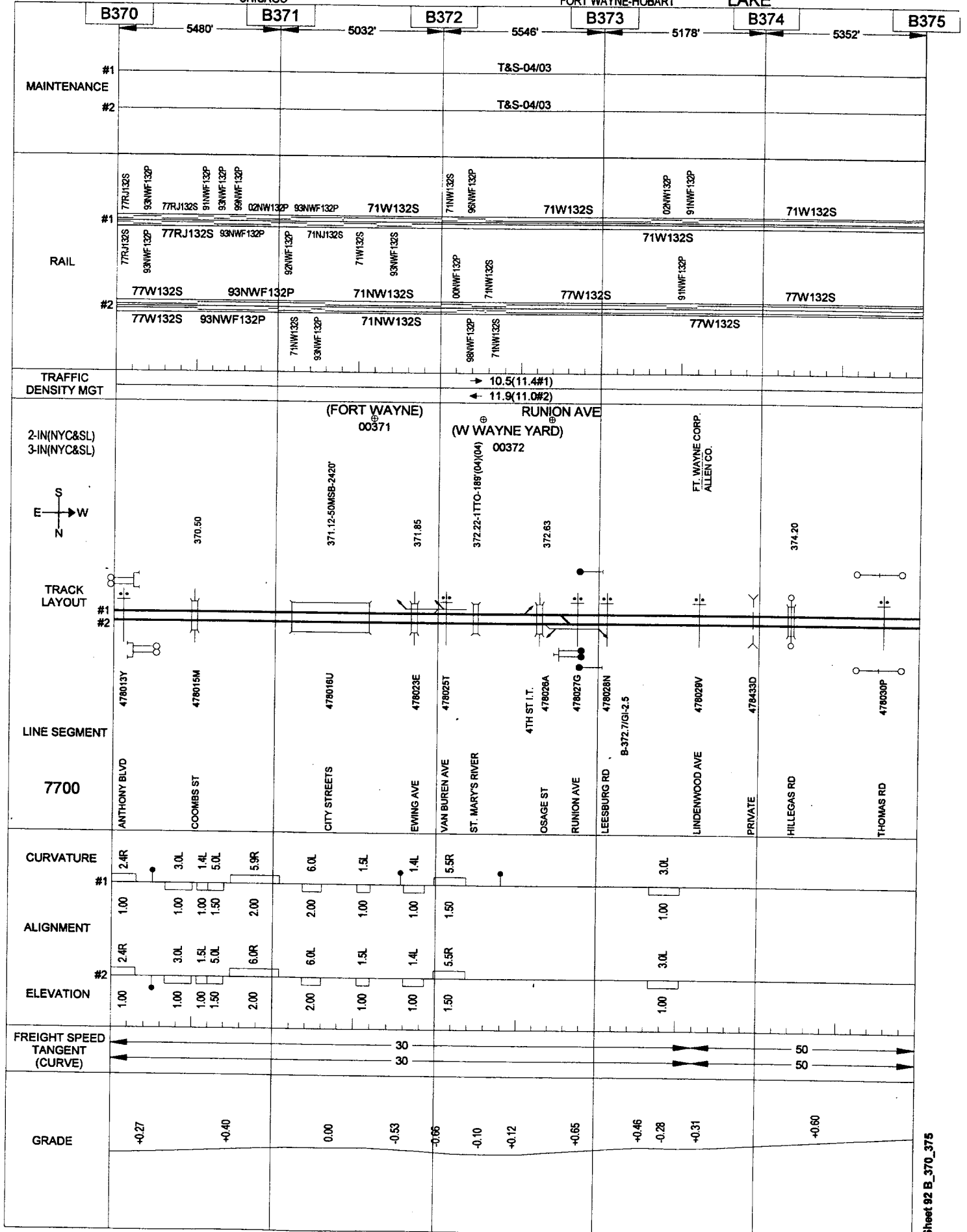
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CHICAGO

036

FORT WAYNE-HOBART

LAKE



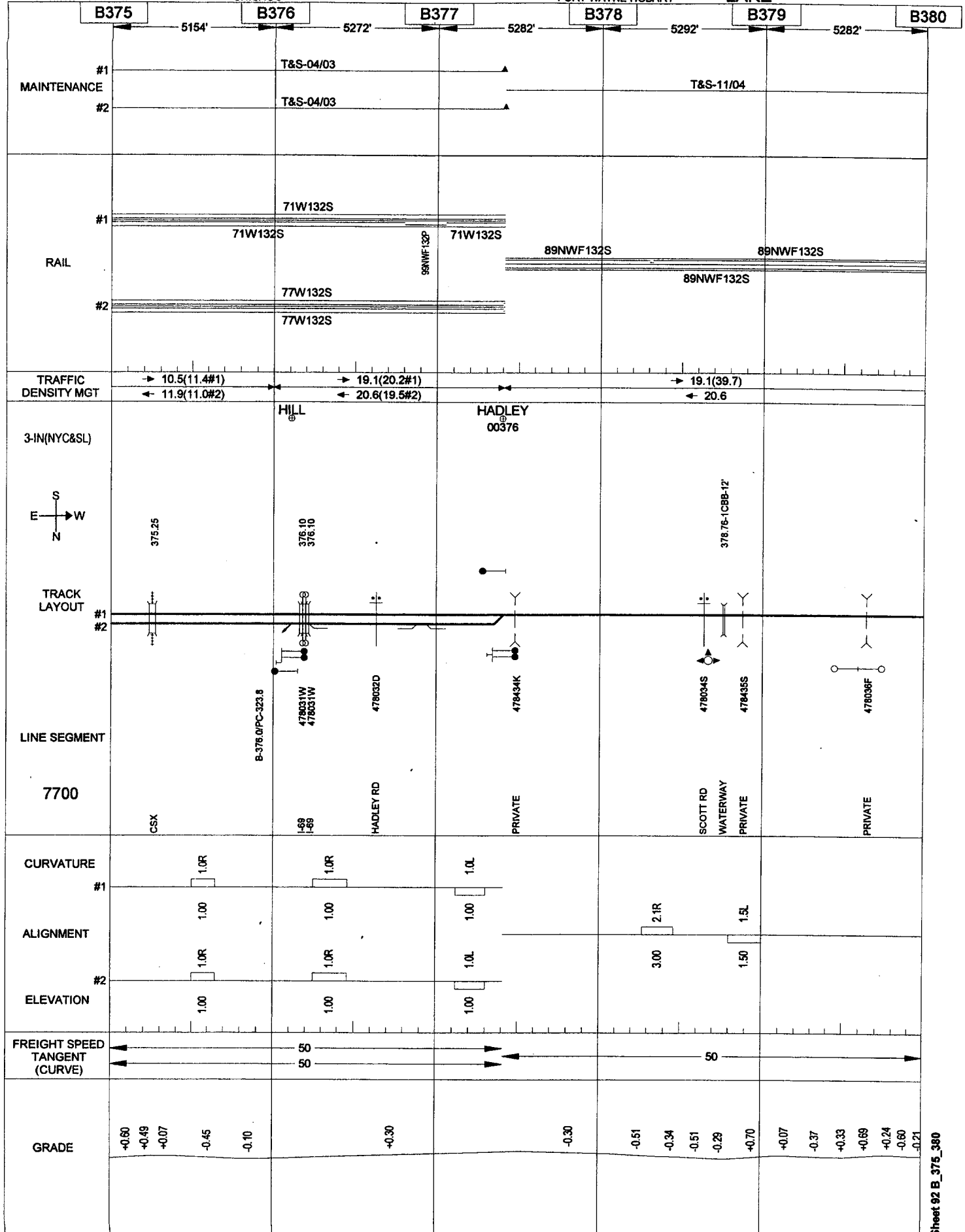
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CHICAGO

037

FORT WAYNE-HOBART

LAKE



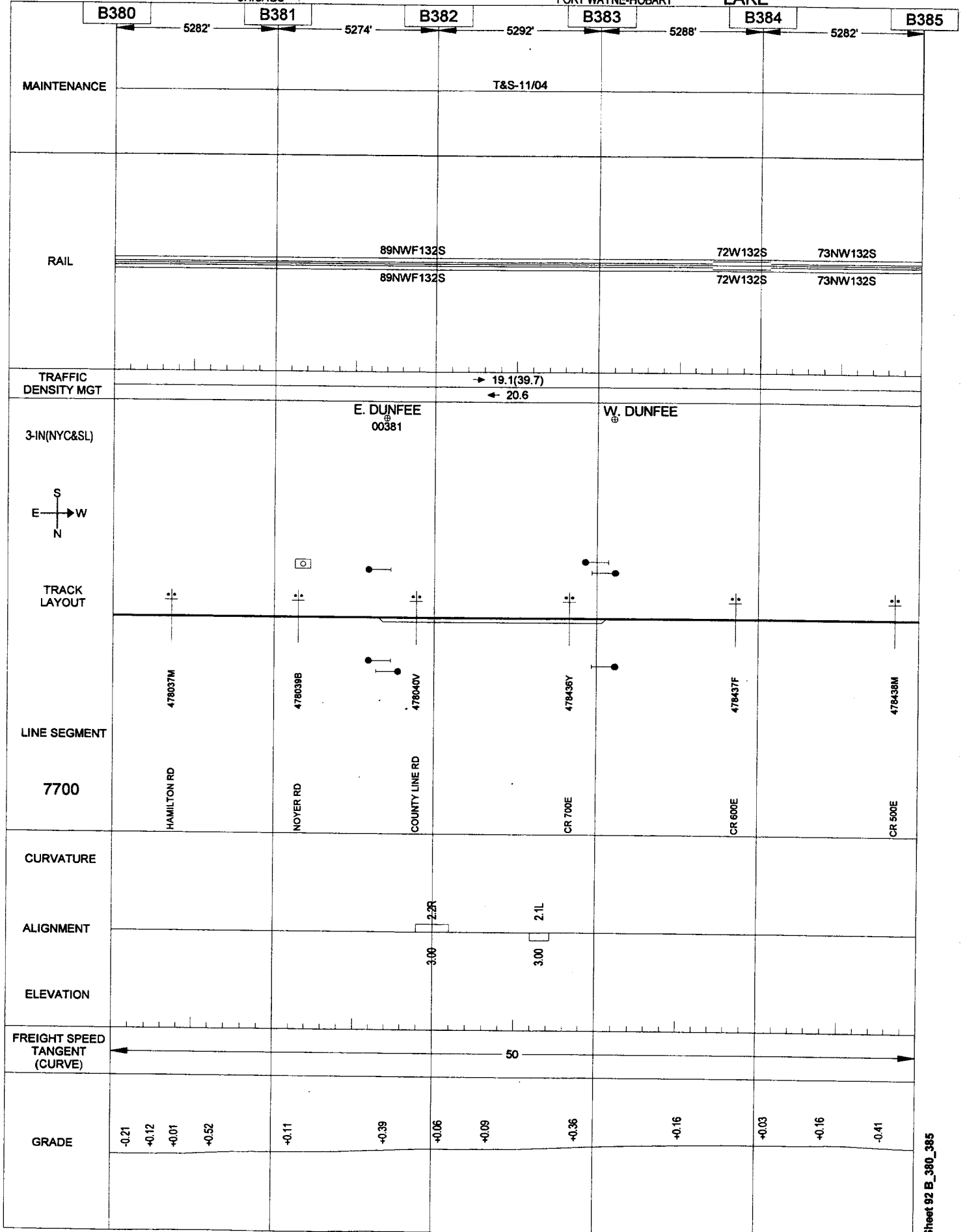
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CHICAGO

038

FORT WAYNE-HOBART

LAKE



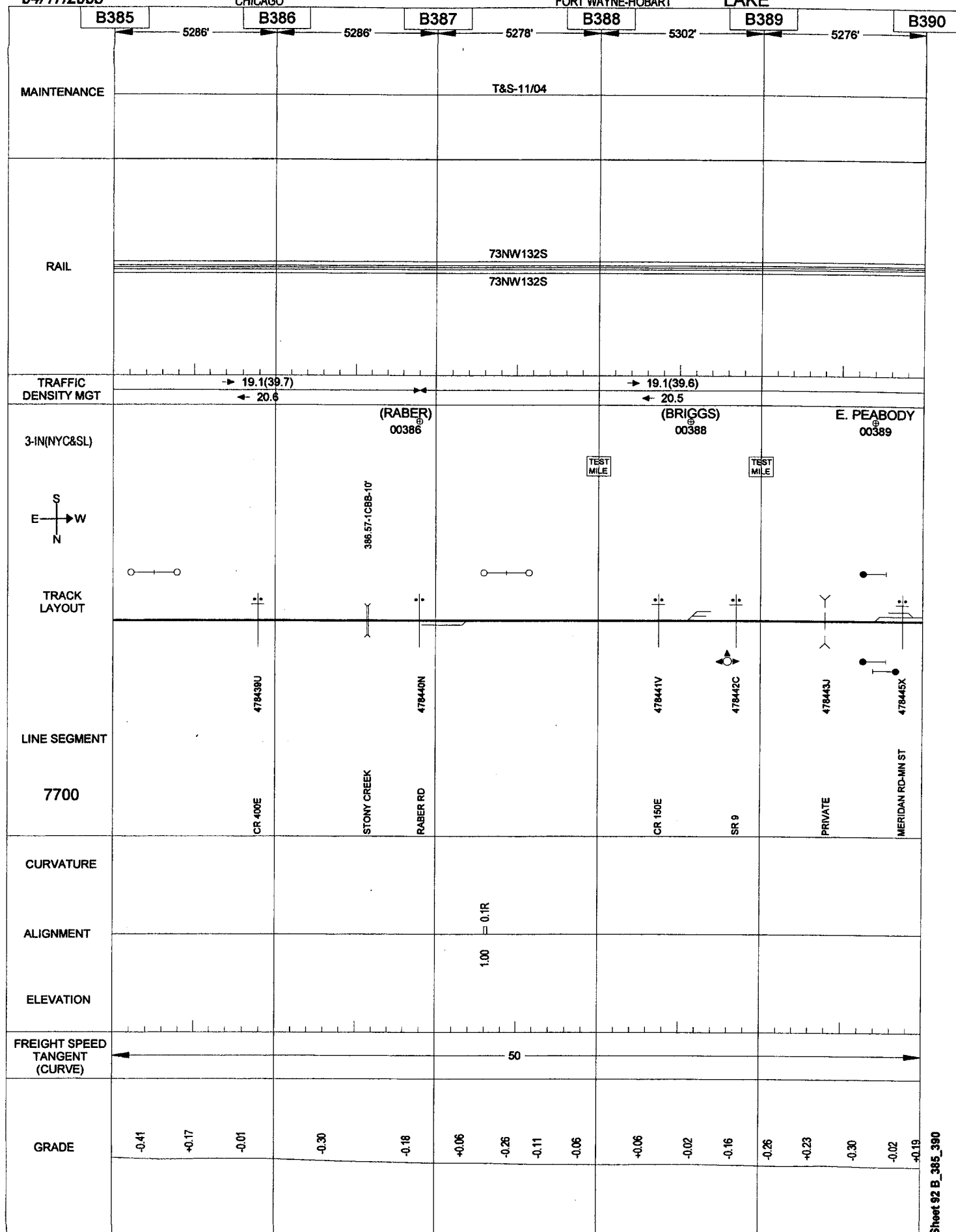
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CHICAGO

039

FORT WAYNE-HOBART

LAKE



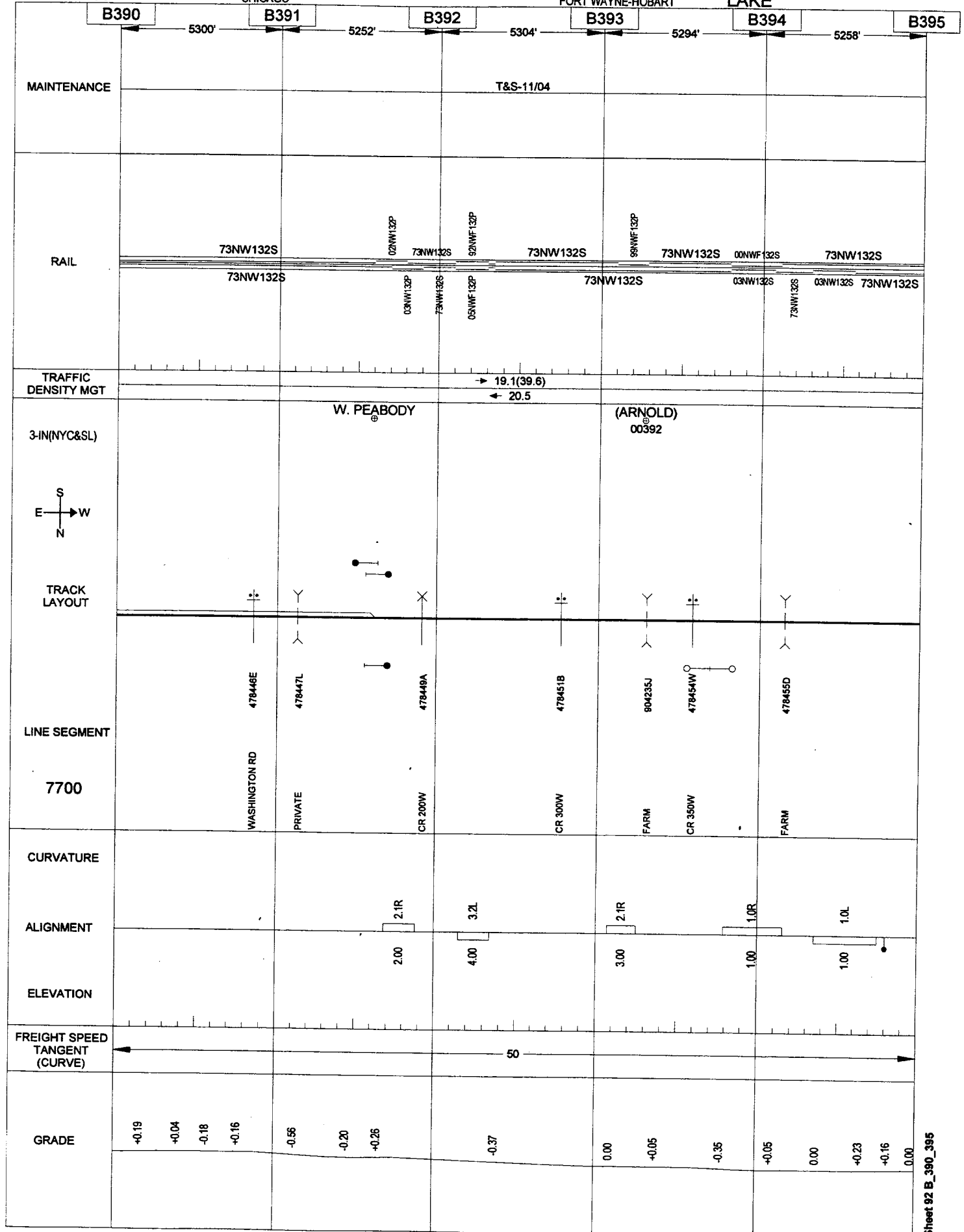
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CHICAGO

040

FORT WAYNE-HOBART

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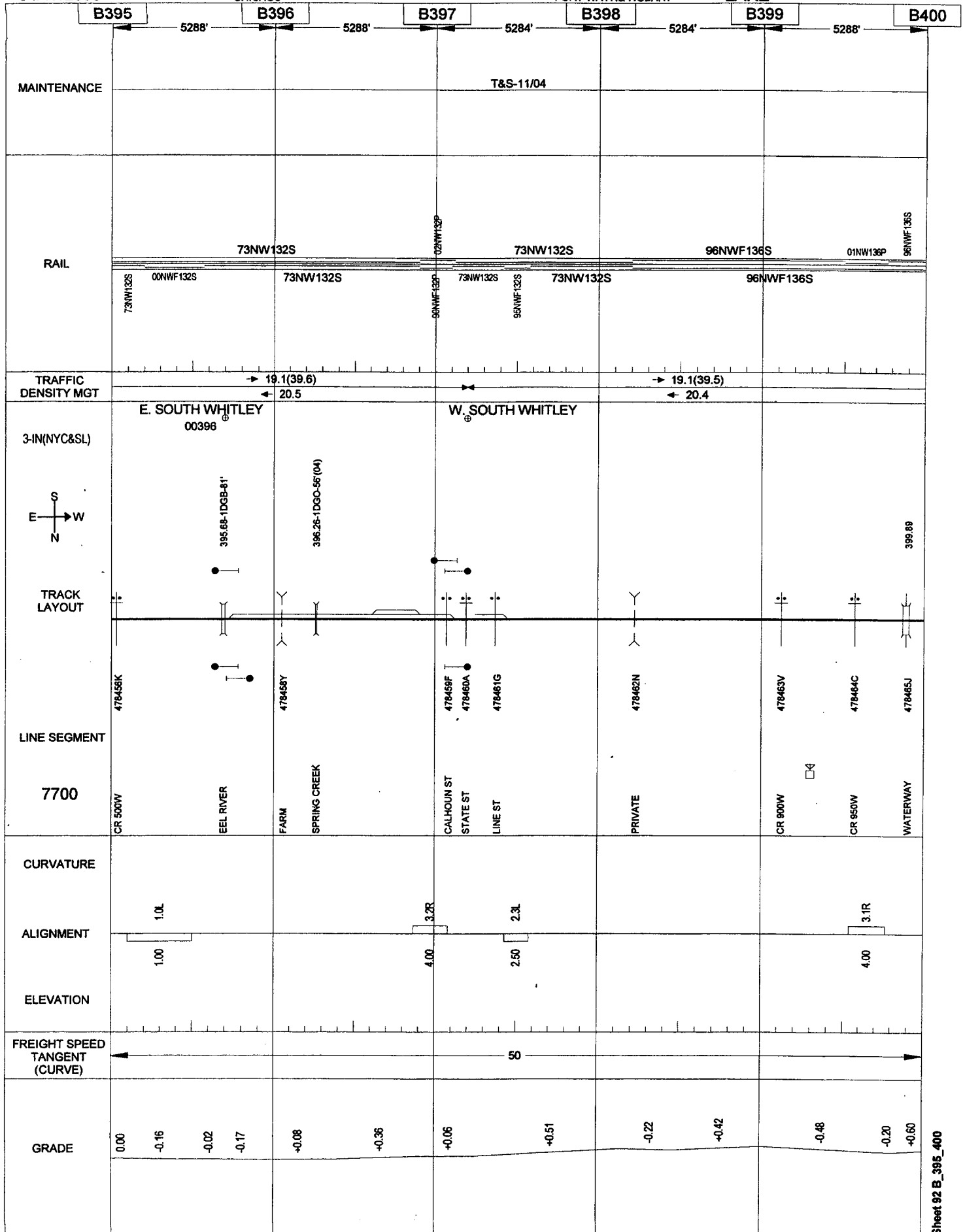
04/17/2006

CHICAGO

041

FORT WAYNE-HOBART

LAKE



LAKE

D405

B.

T&S-11/04

92NWF136S

→ 19.1(39.5)

W. SIDNEY

TRACK LAYOUT

LINE SEGMENT

7700

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

3.00	2.24
------	------

- 50

0904

580

+0.68

—

+0.14

-0.43

0.3

5

035

+0.40

 ± 0.7

3

+0.60

Sheet 92 B_400_405

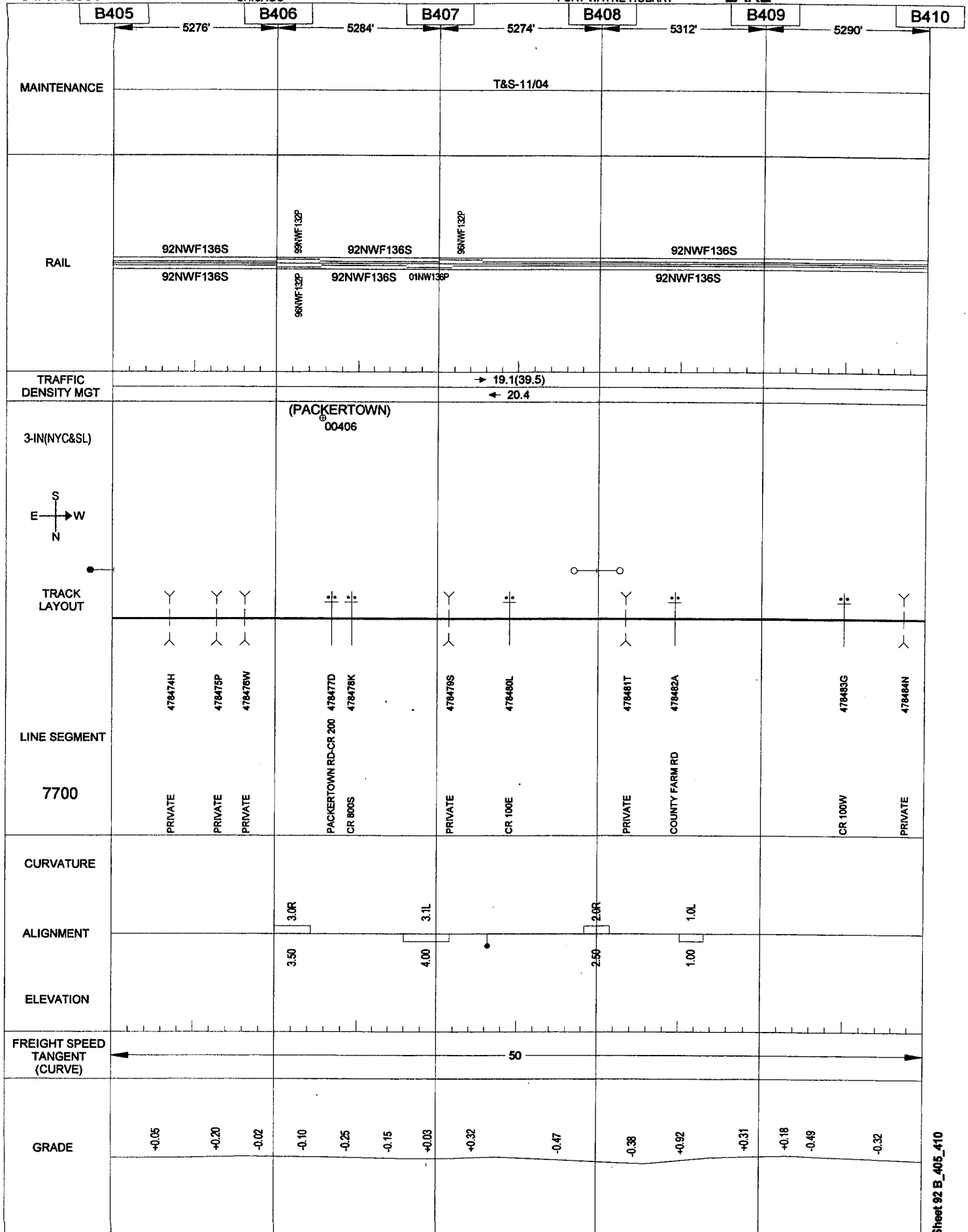
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CHICAGO

043

FORT WAYNE-HOBART

LAKE



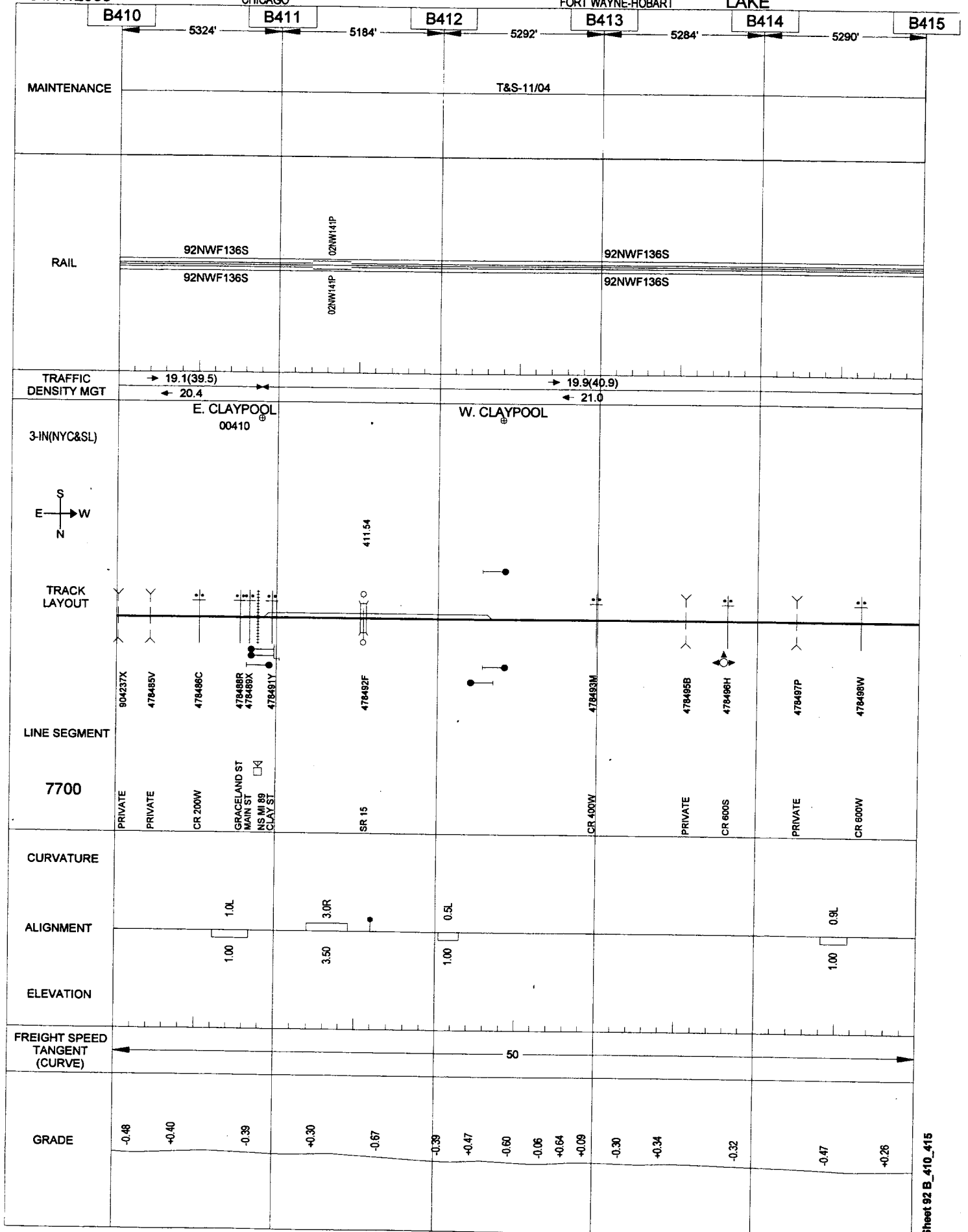
04/17/2006

CHICAGO

044

FORT WAYNE-HOBART

LAKE



LAKE

B42C

5278

T&S-11/02

91NWF132S

91NWF132S

→ 19.9(40.9)
← 21.0

(BURKET) ⊕
00415

CO. (MENTONE)
CORP. 00419

TRACK LAYOUT

LINE SEGMENT

7700

SECTION ST-CR 700W	478500V
WALNUT ST	478502J

DAVIS RD	478503R
CR 800W	478504X

CR 900W
478505E

CR 9, CR 1000W 478506L

WATERWAY
ROADWAY ST
478508A

RANKLIN ST
MAIN ST
478509G
478510B

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

- 50

GRADE

-0.17

+0.02

+0.66

3

300.

+0.19

1

3

1

-0.38

0.32

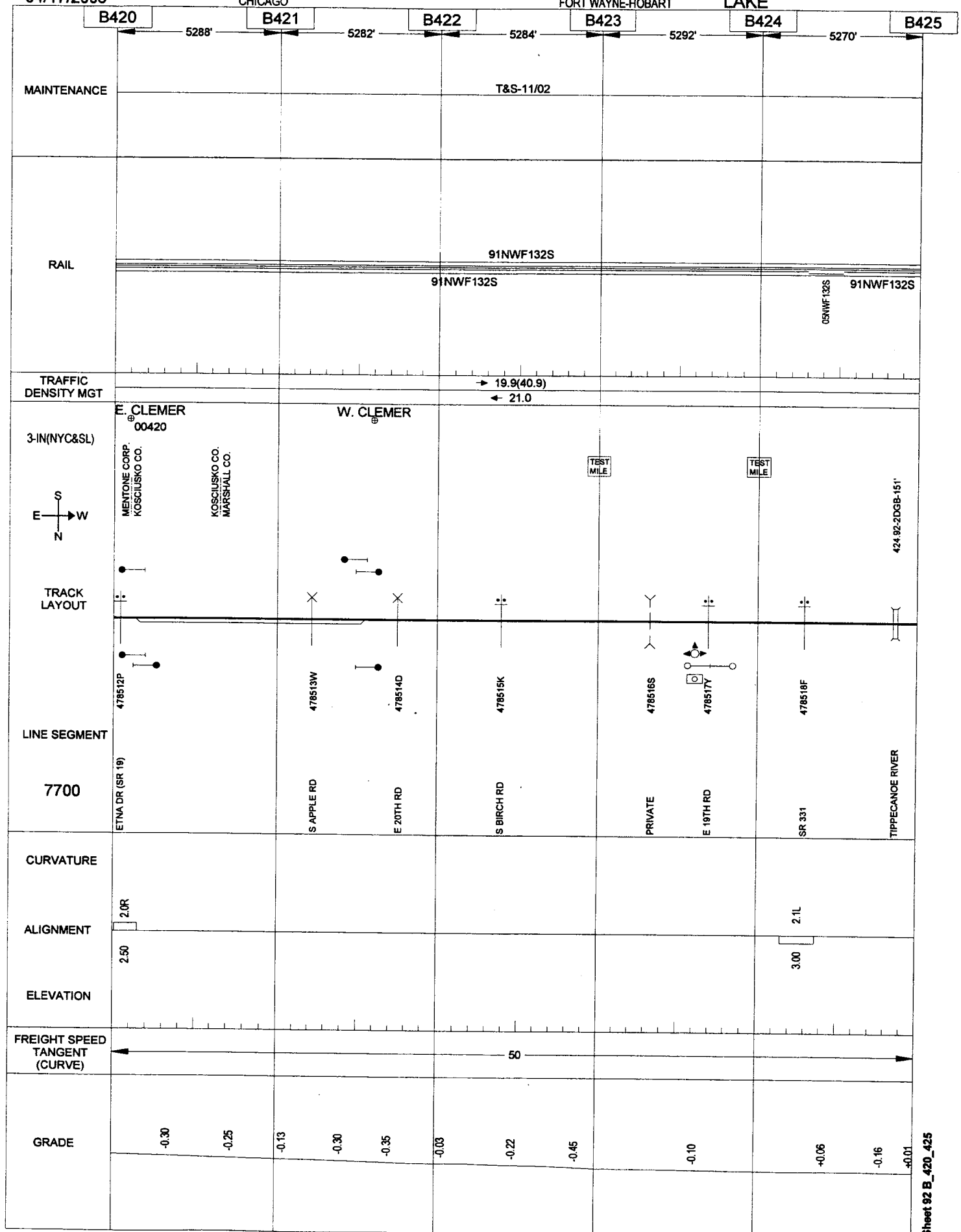
04/17/2006

CHICAGO

046

FORT WAYNE-HOBART

LAKE



LAKE

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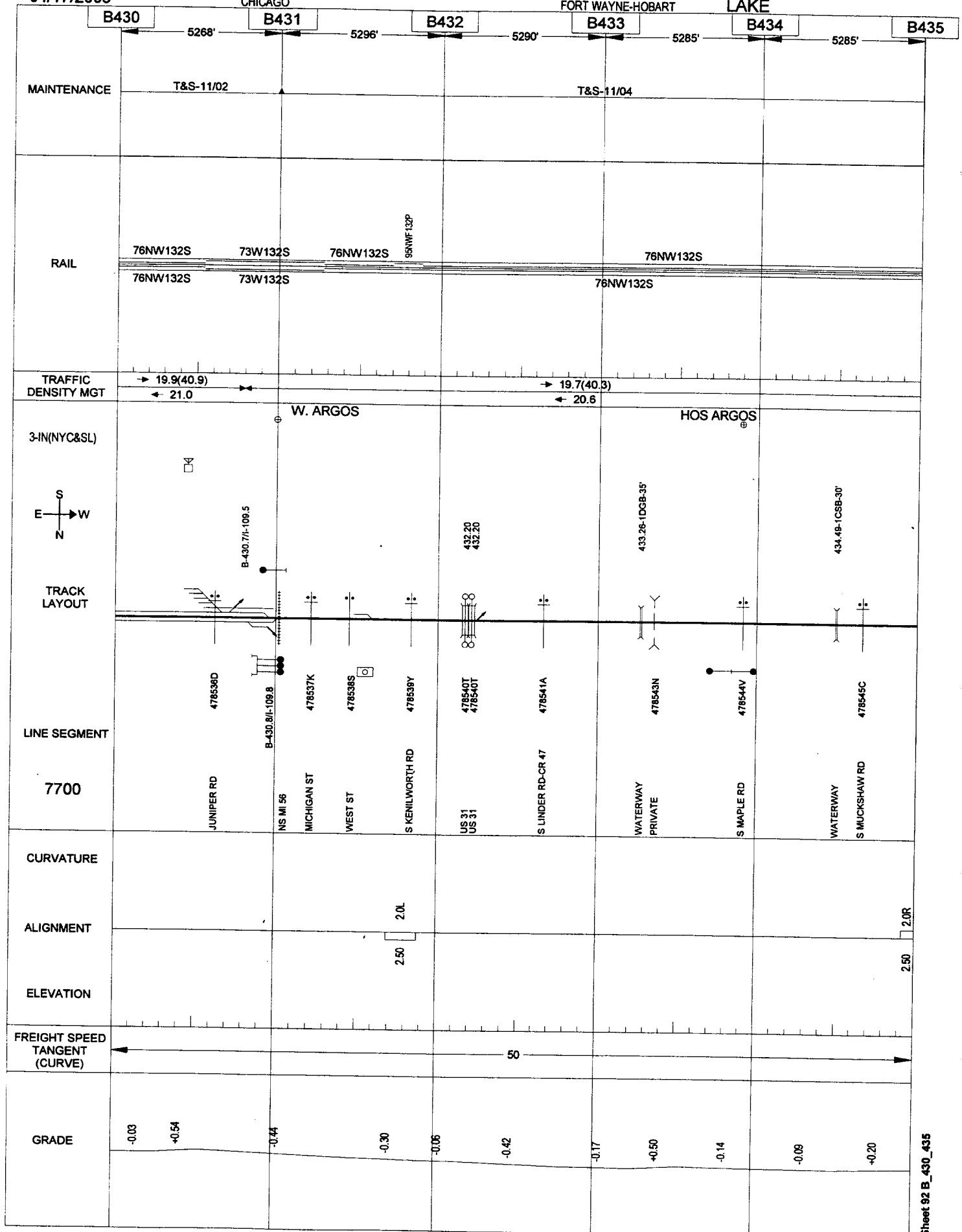
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CHICAGO

048

FORT WAYNE-HOBART

LAKE



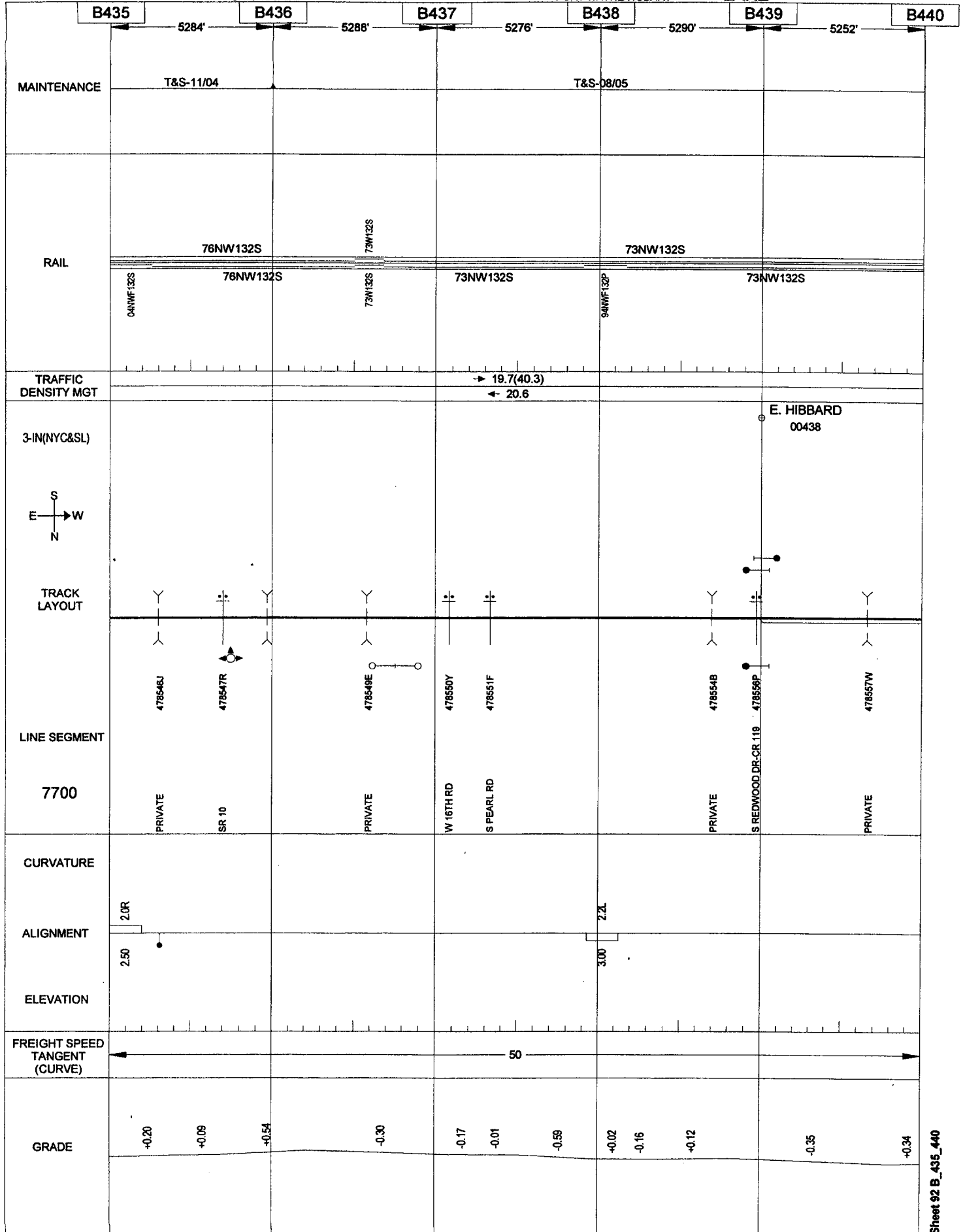
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CHICAGO

049

FORT WAYNE-HOBART

LAKE



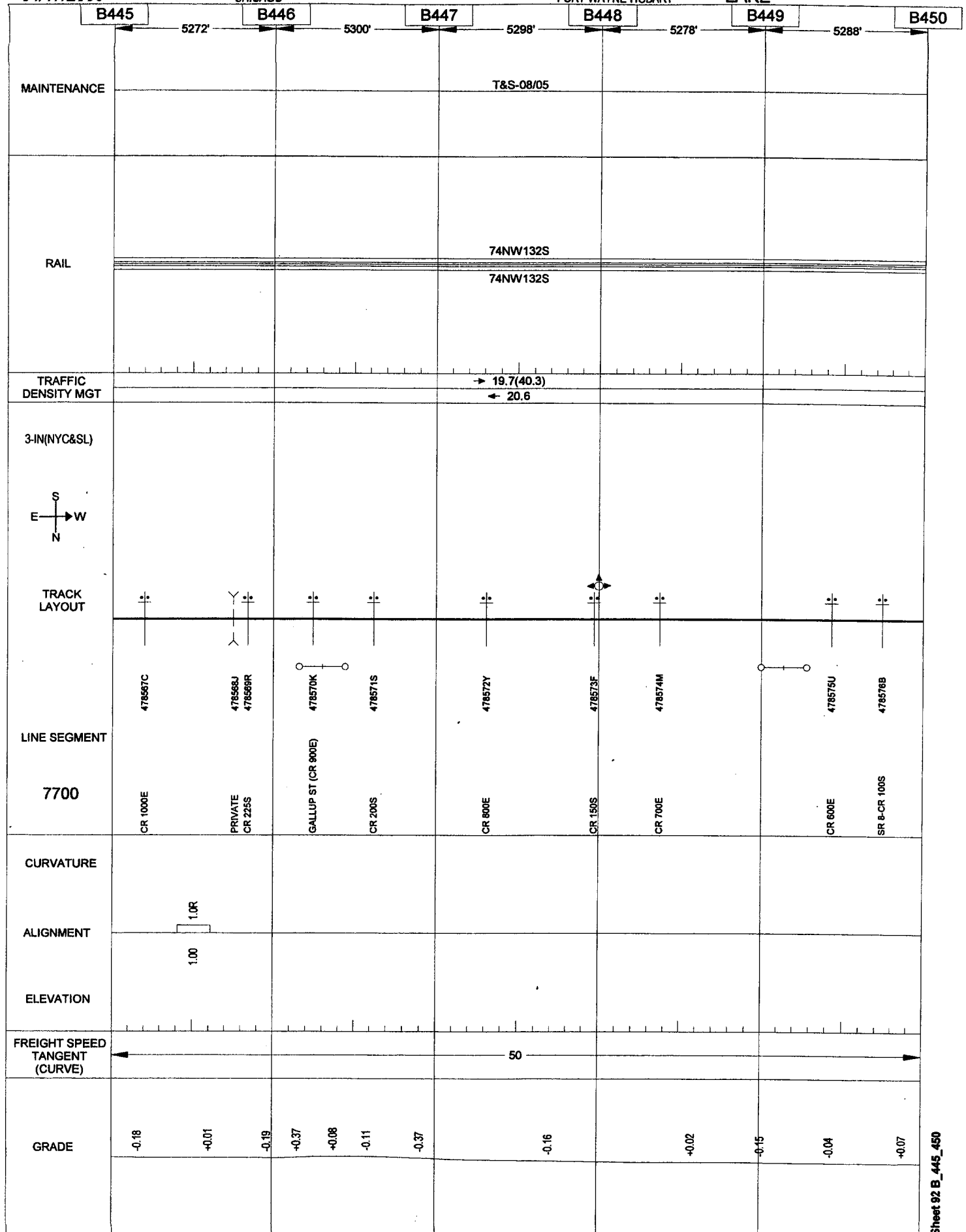
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CHICAGO

051

FORT WAYNE-HOBART

LAKE



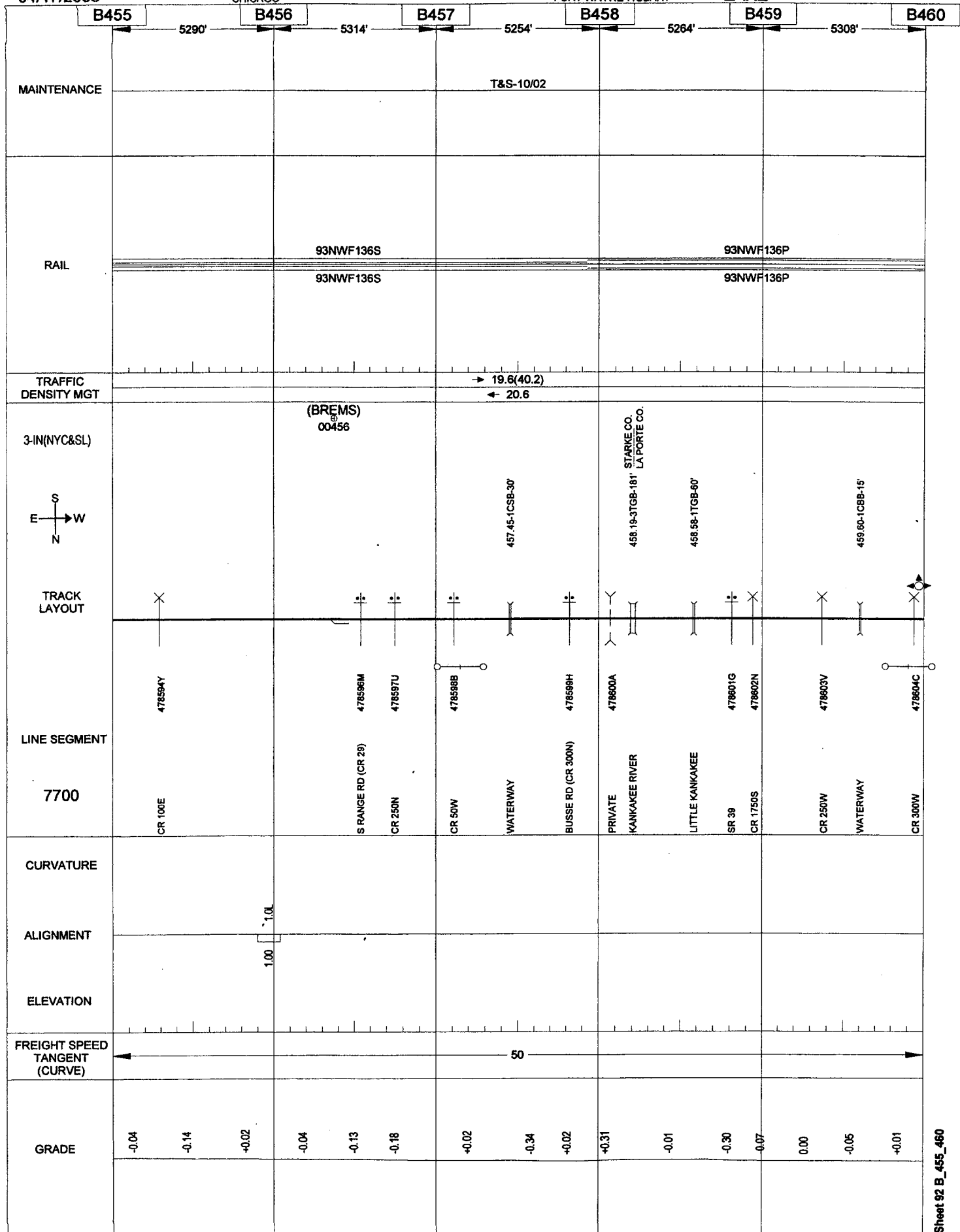
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CHICAGO

053

FORT WAYNE-HOBART

LAKE



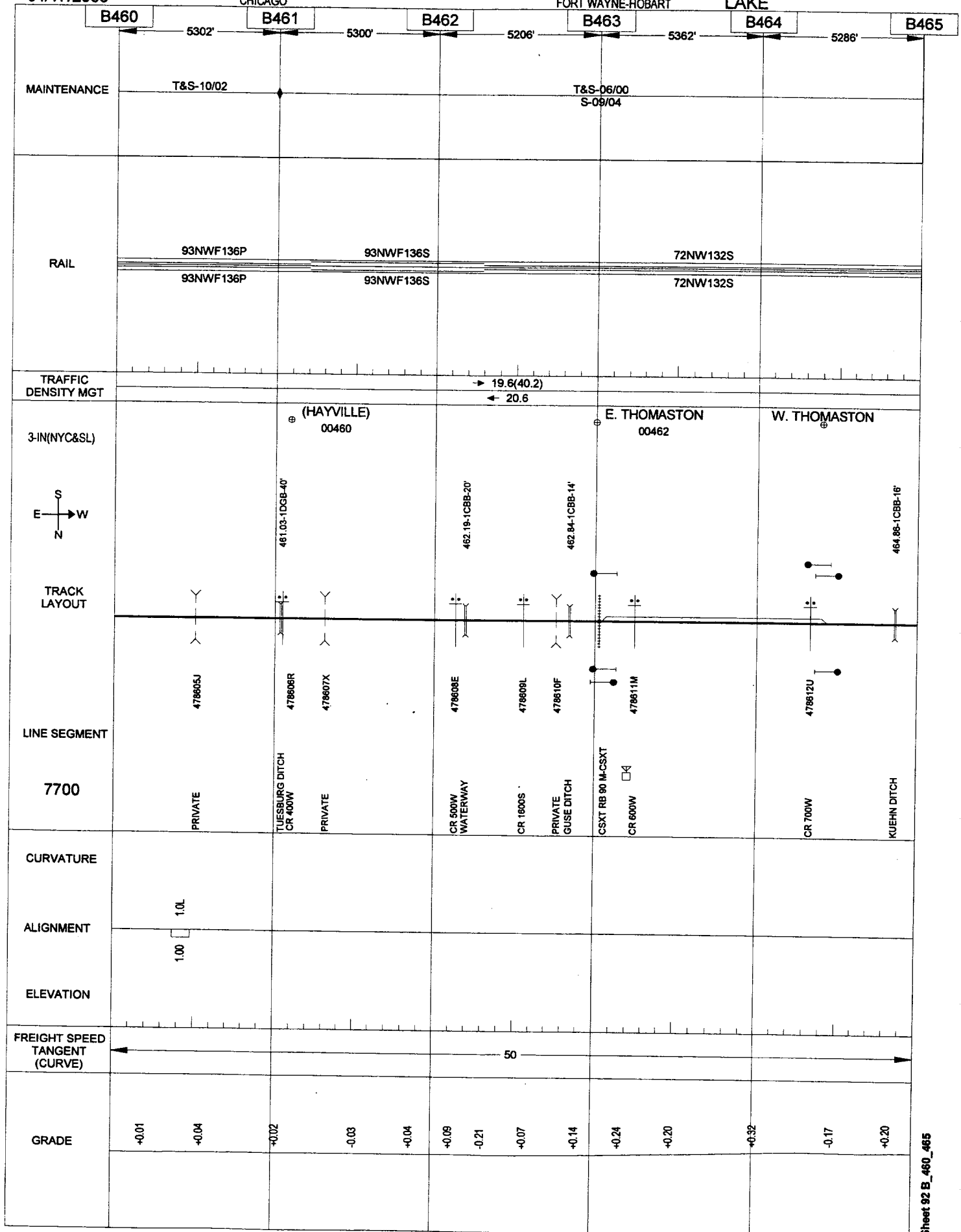
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CHICAGO

054

FORT WAYNE-HOBART

LAKE



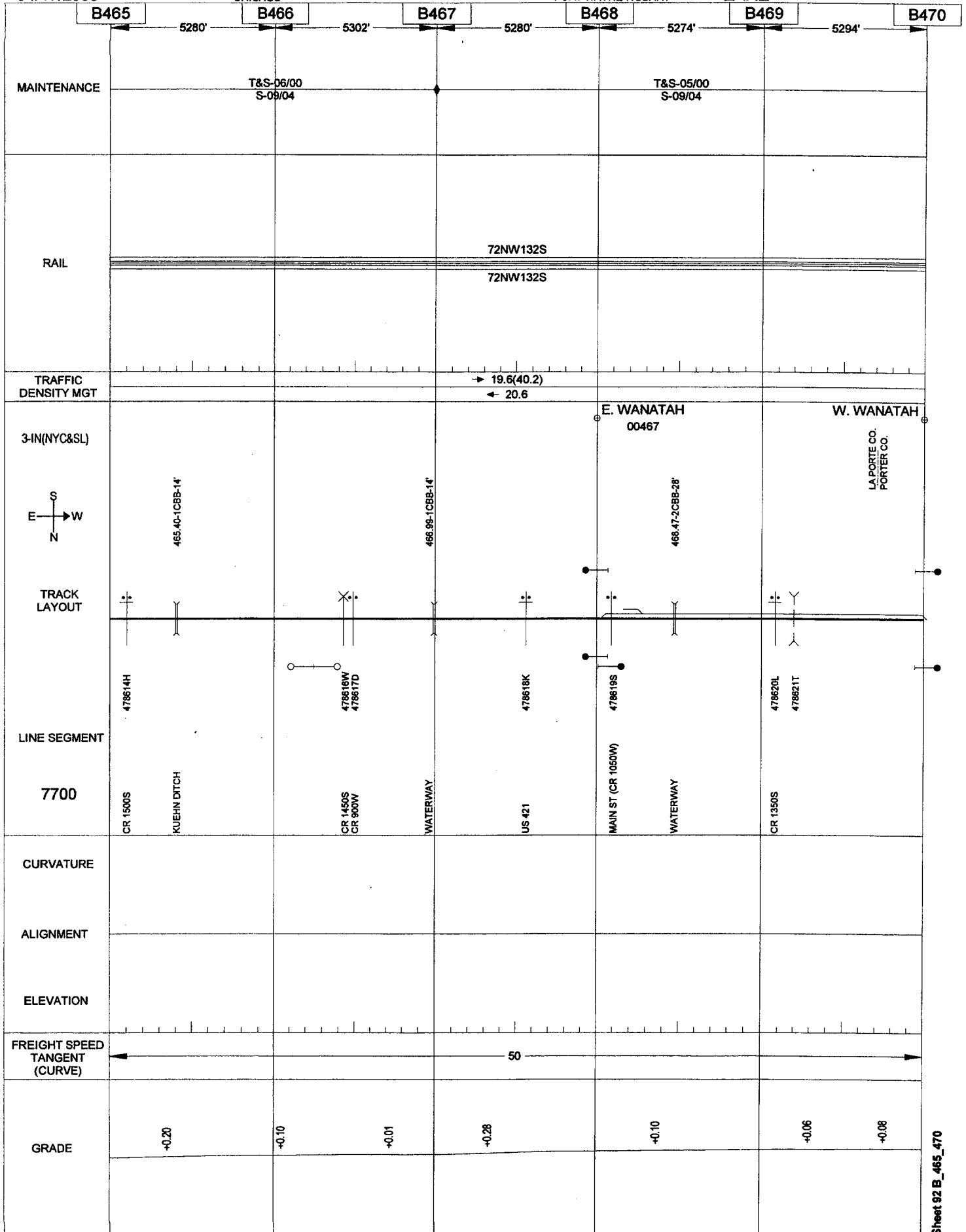
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CHICAGO

055

FORT WAYNE-HOBART

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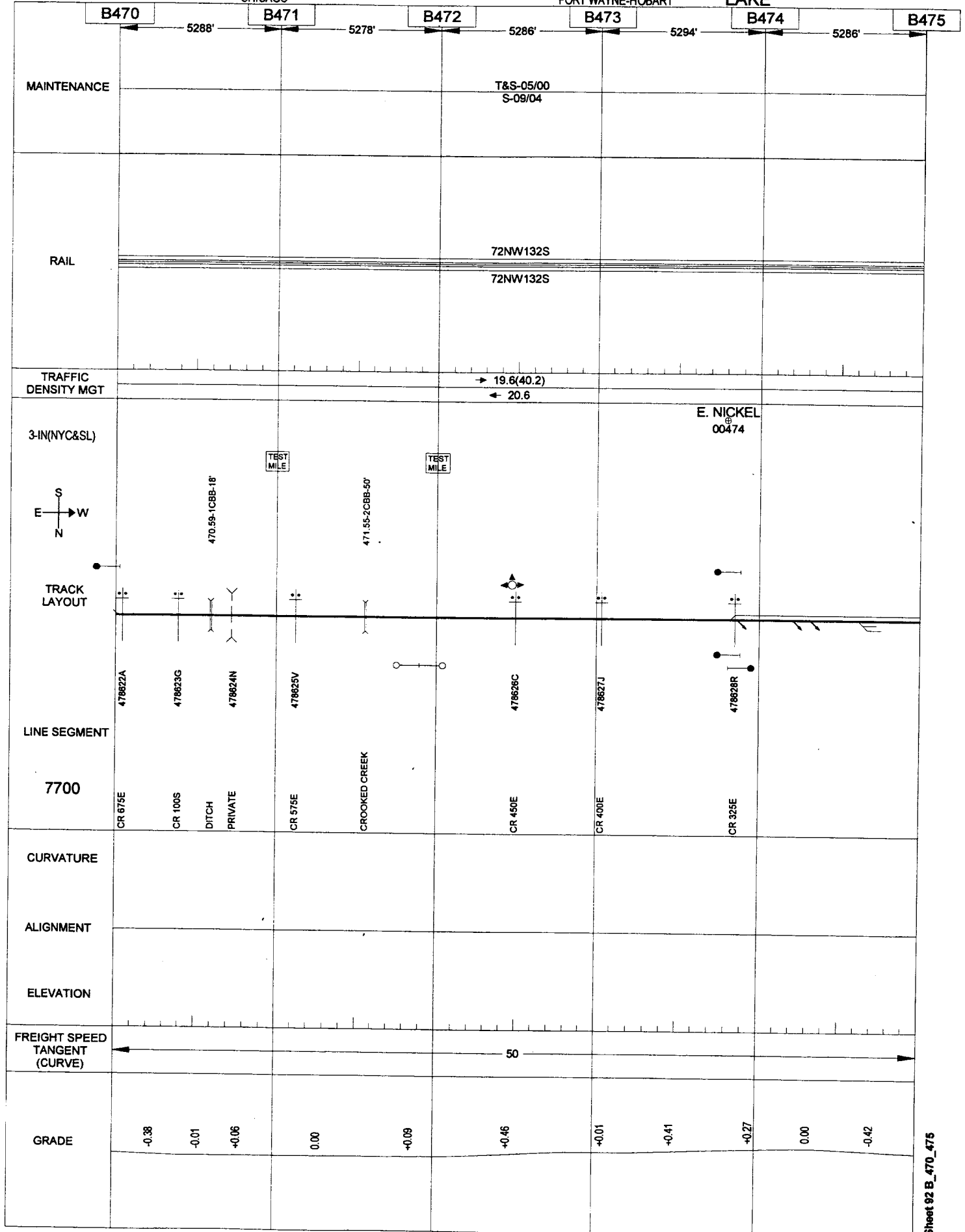
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CHICAGO

056

FORT WAYNE-HOBART

LAKE



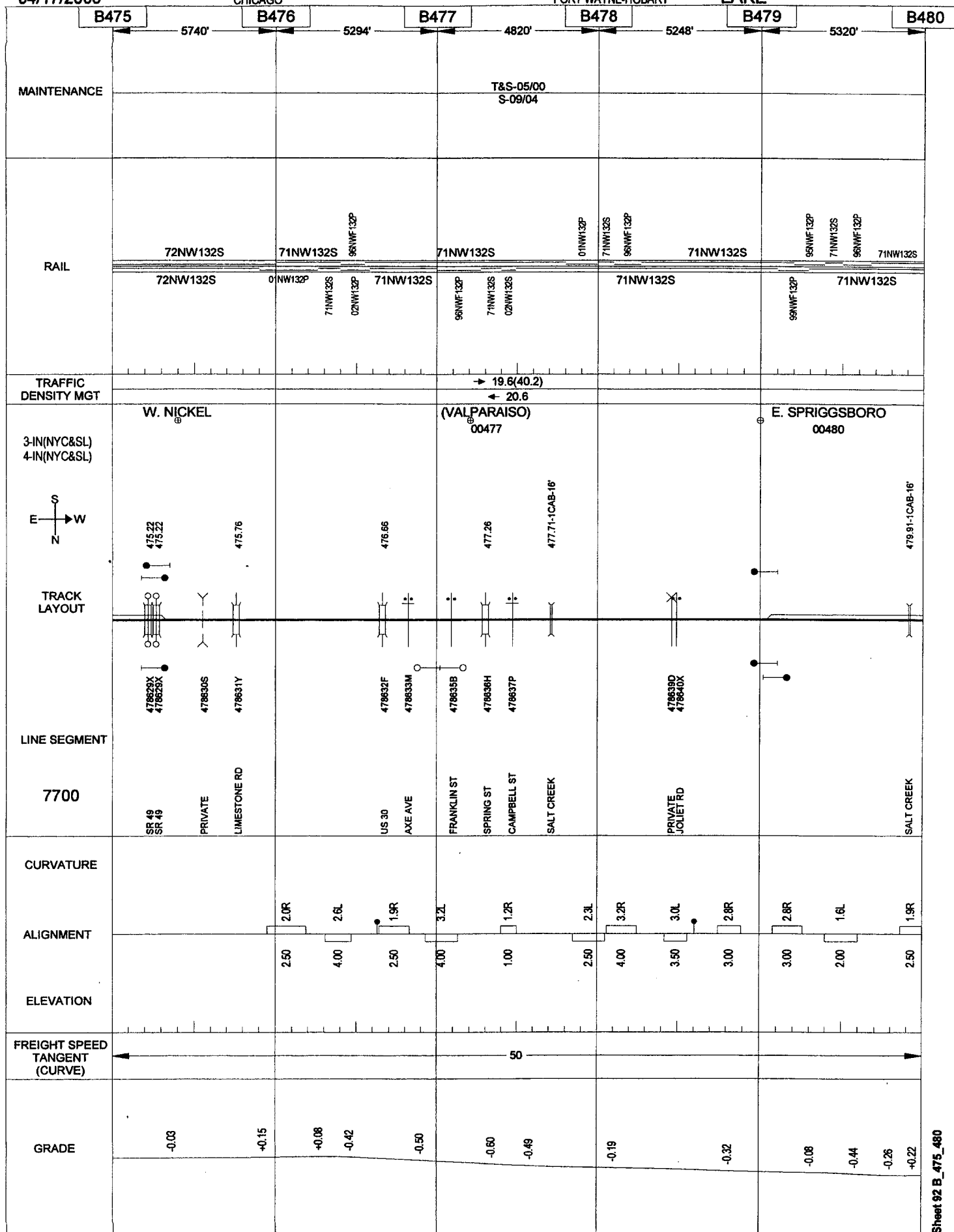
04/17/2006

CHICAGO

057

FORT WAYNE-HOBART

LAKE



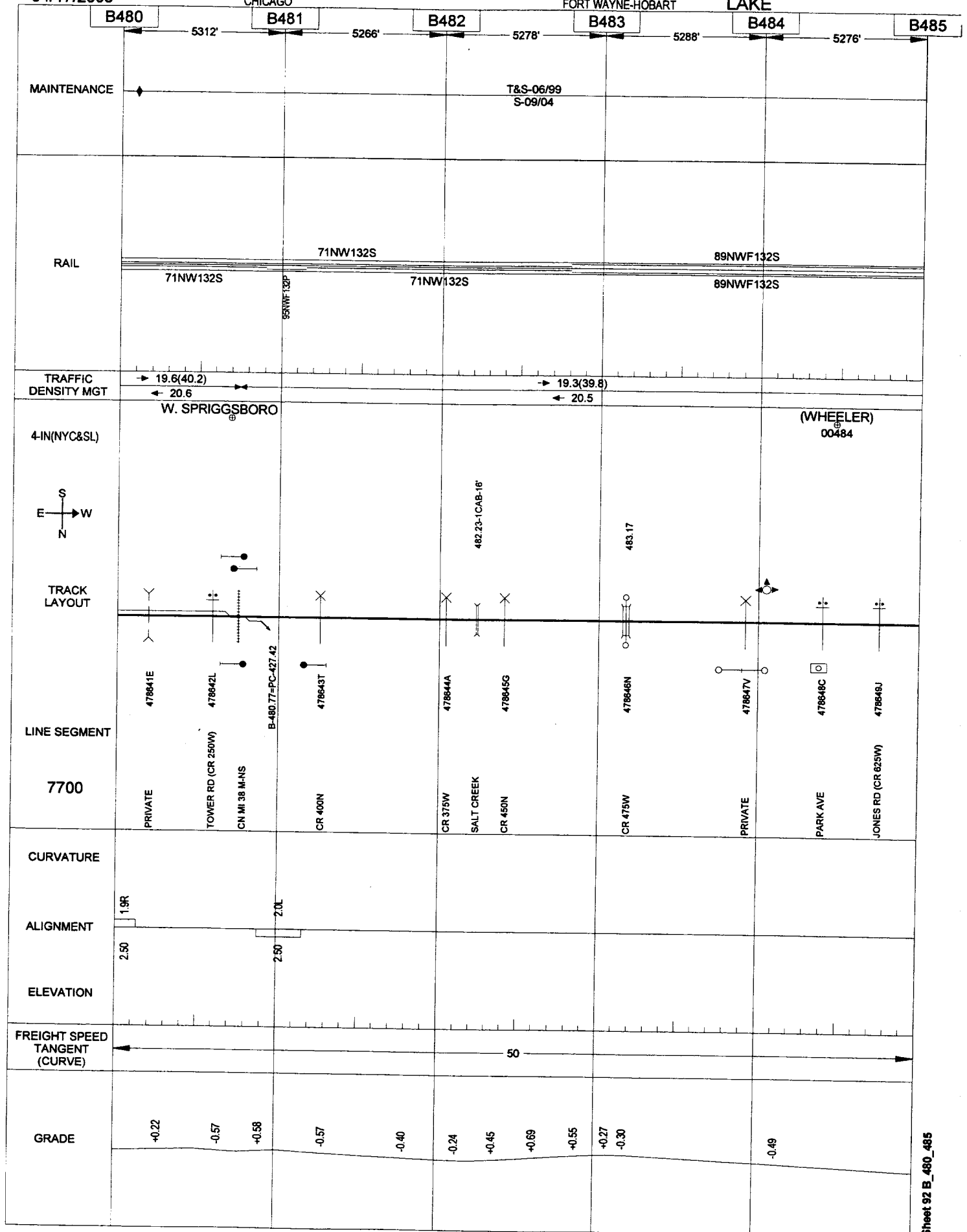
04/17/2006

CHICAGO

058

FORT WAYNE-HOBART

LAKE



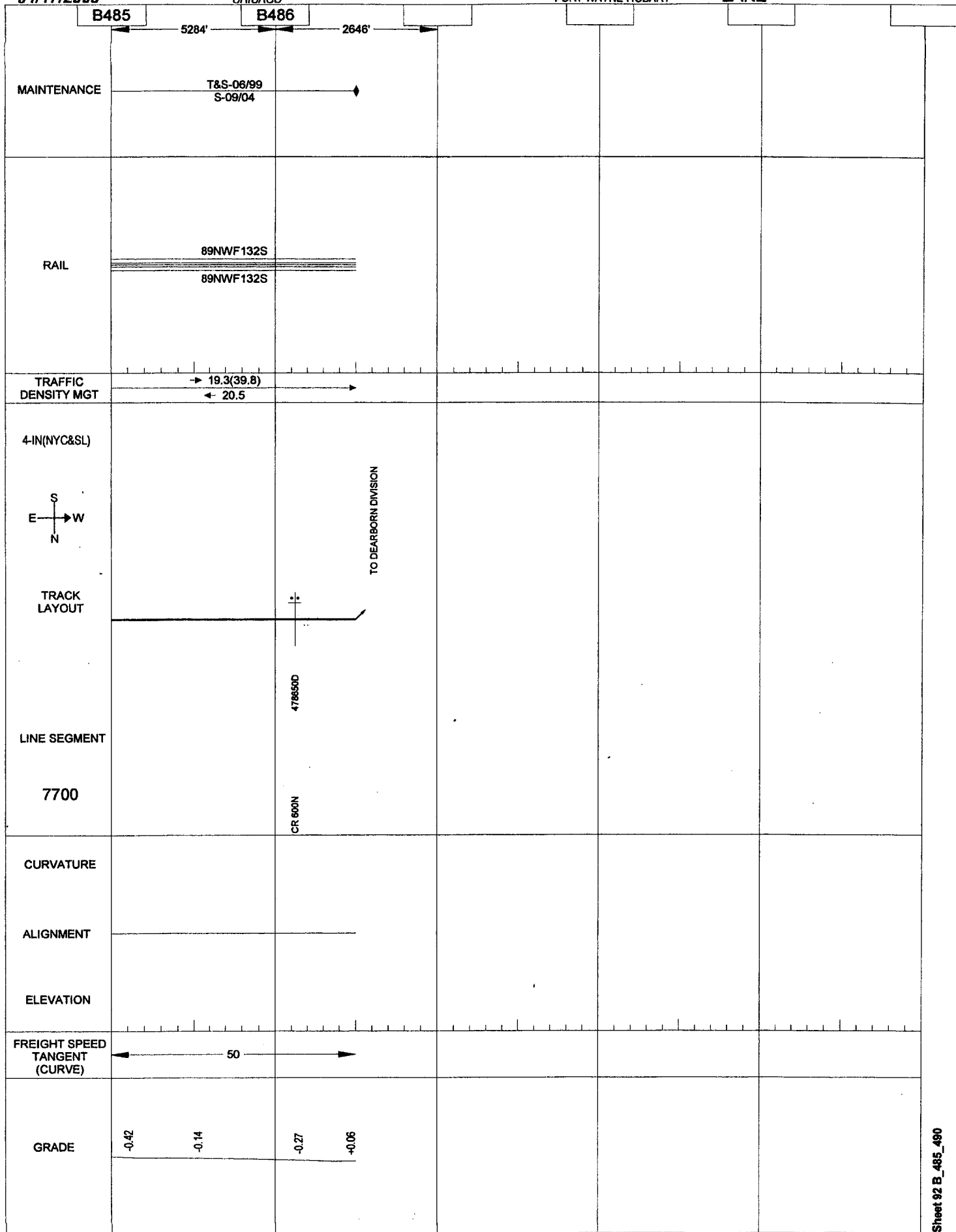
04/17/2006

CHICAGO

059

FORT WAYNE-HOBART

LAKE



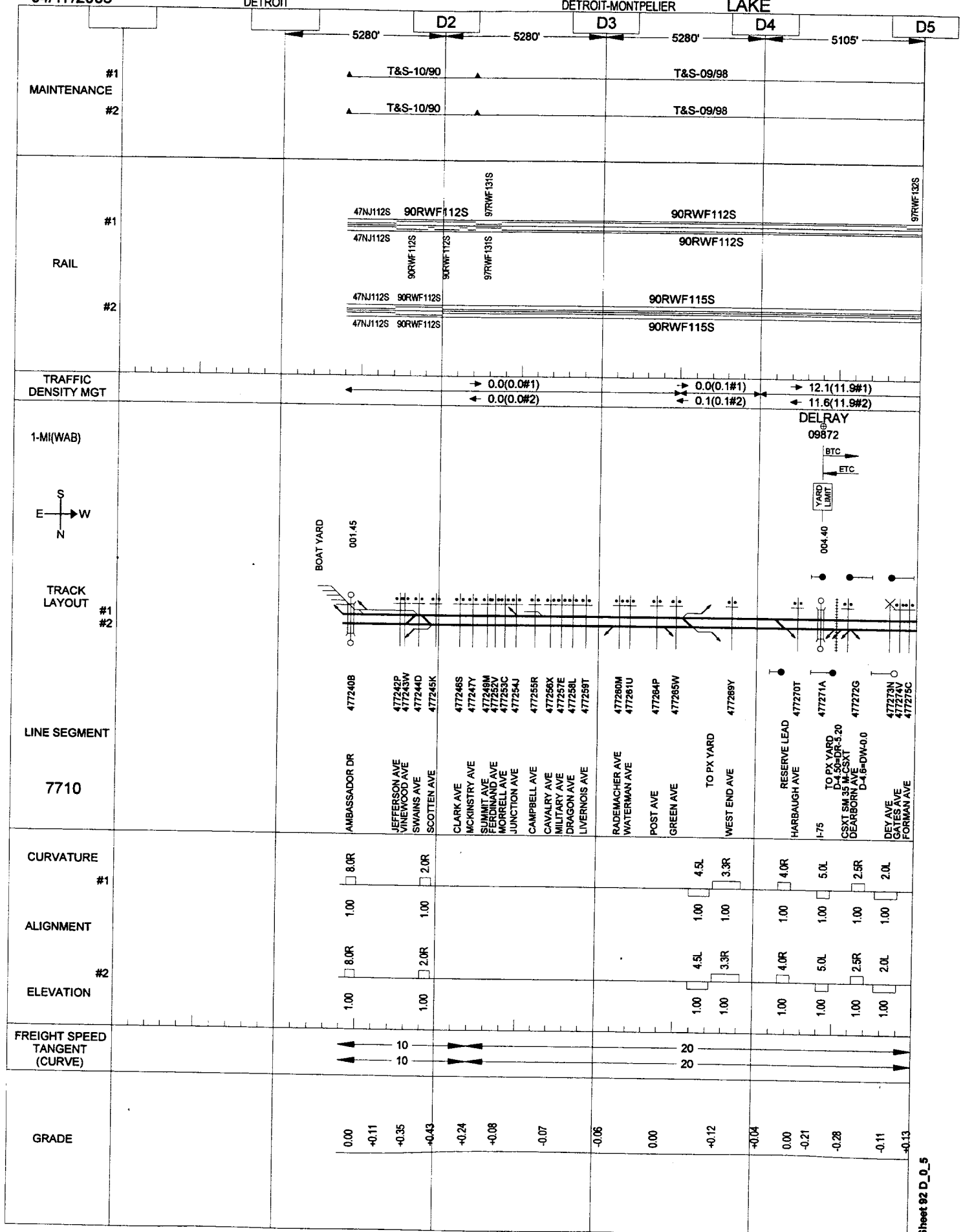
04/17/2006

DETROIT

060

DETROIT-MONTPELIER

LAKE



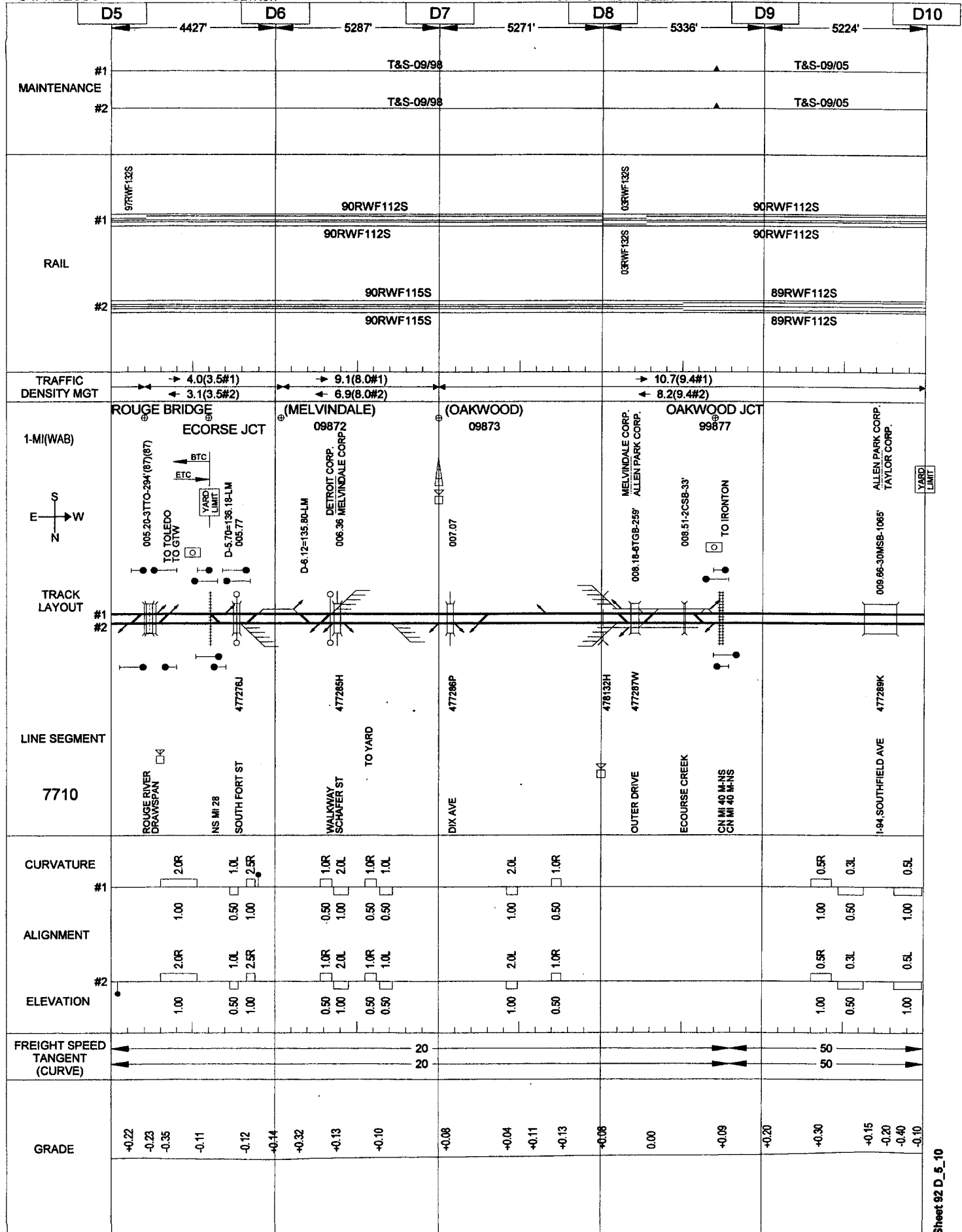
04/17/2006

DETROIT

061

DETROIT-MONTPELIER

LAKE



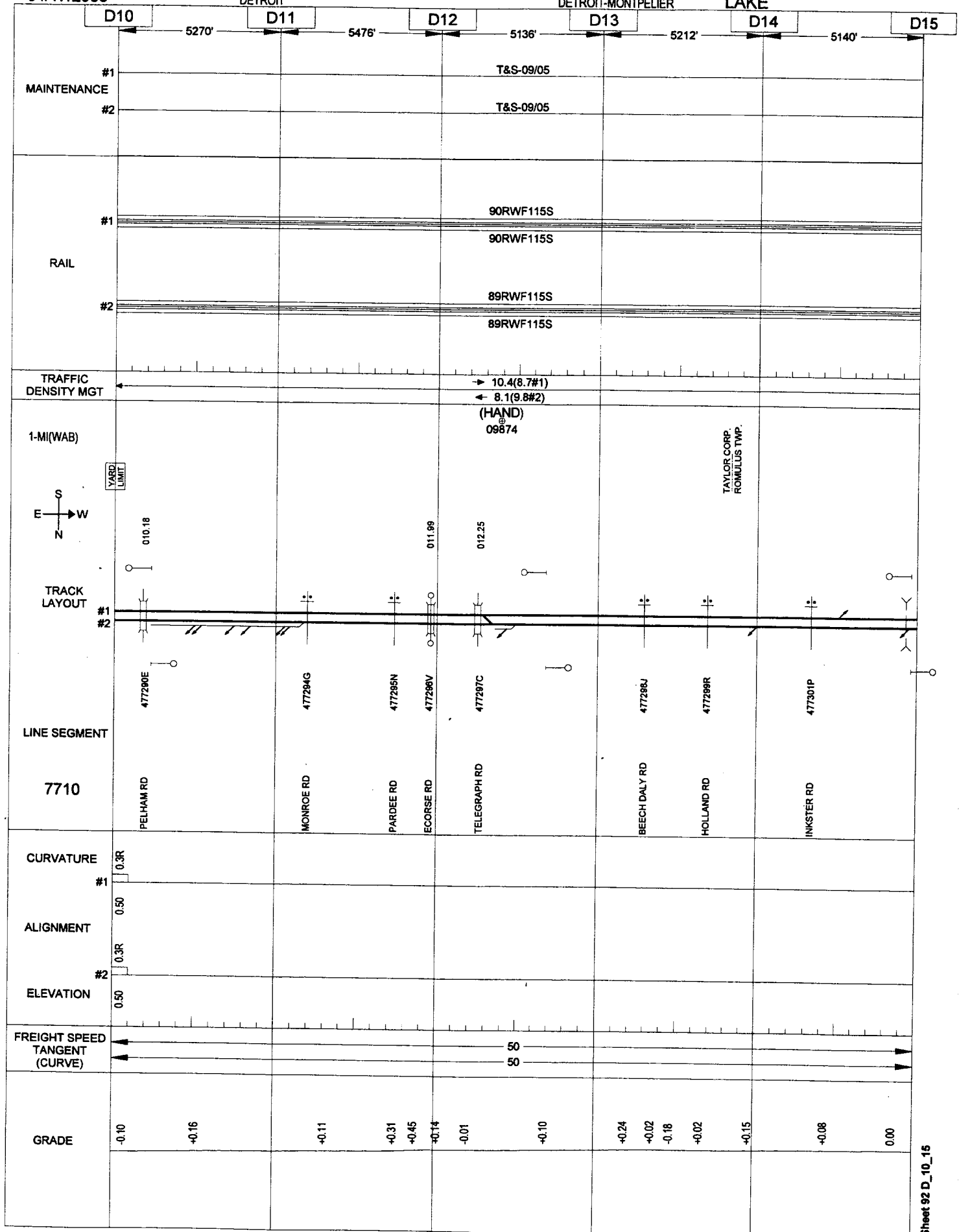
04/17/2006

DETROIT

062

DETROIT-MONTPELIER

LAKE



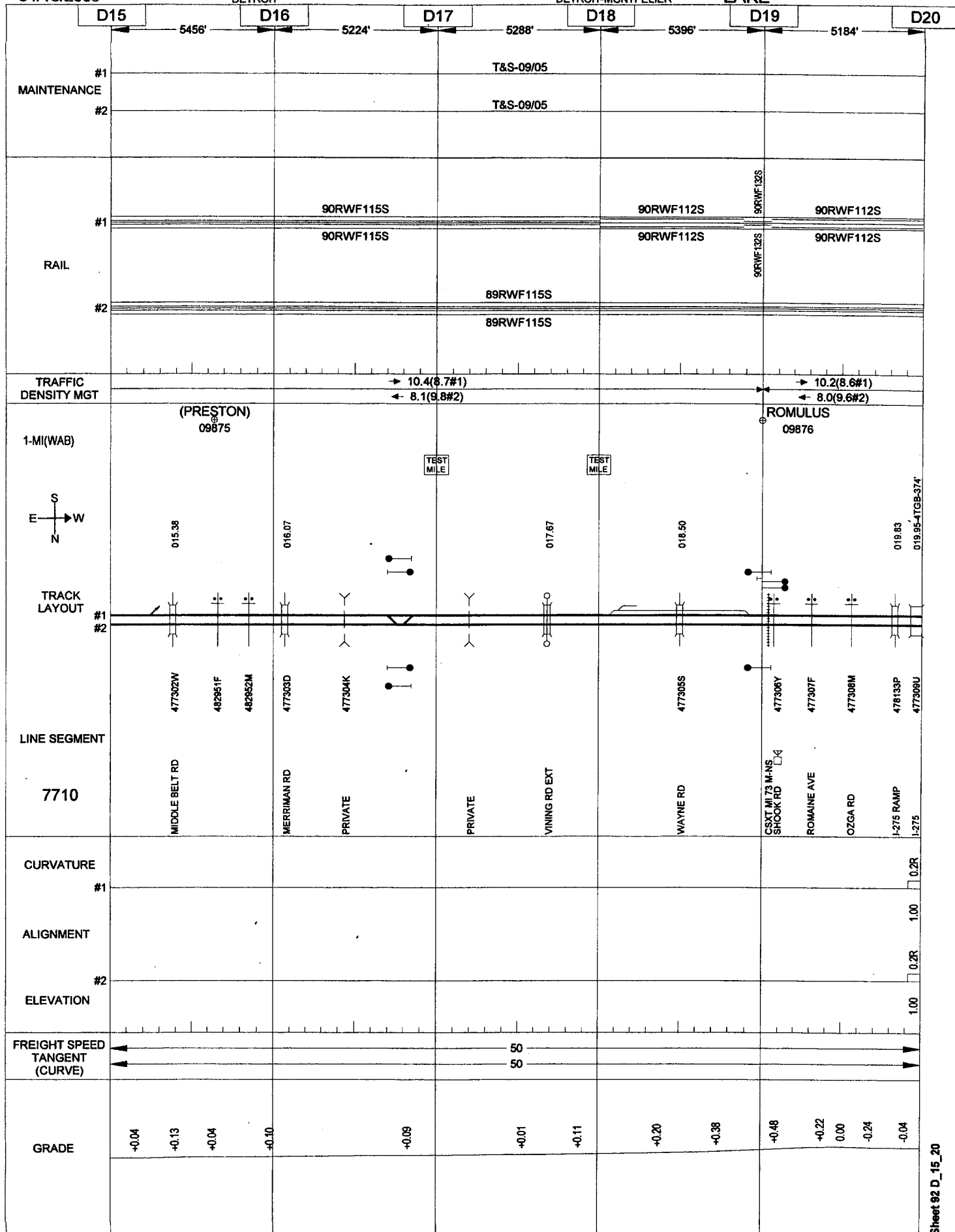
04/18/2006

DETROIT

063

DETROIT-MONTPELIER

LAKE



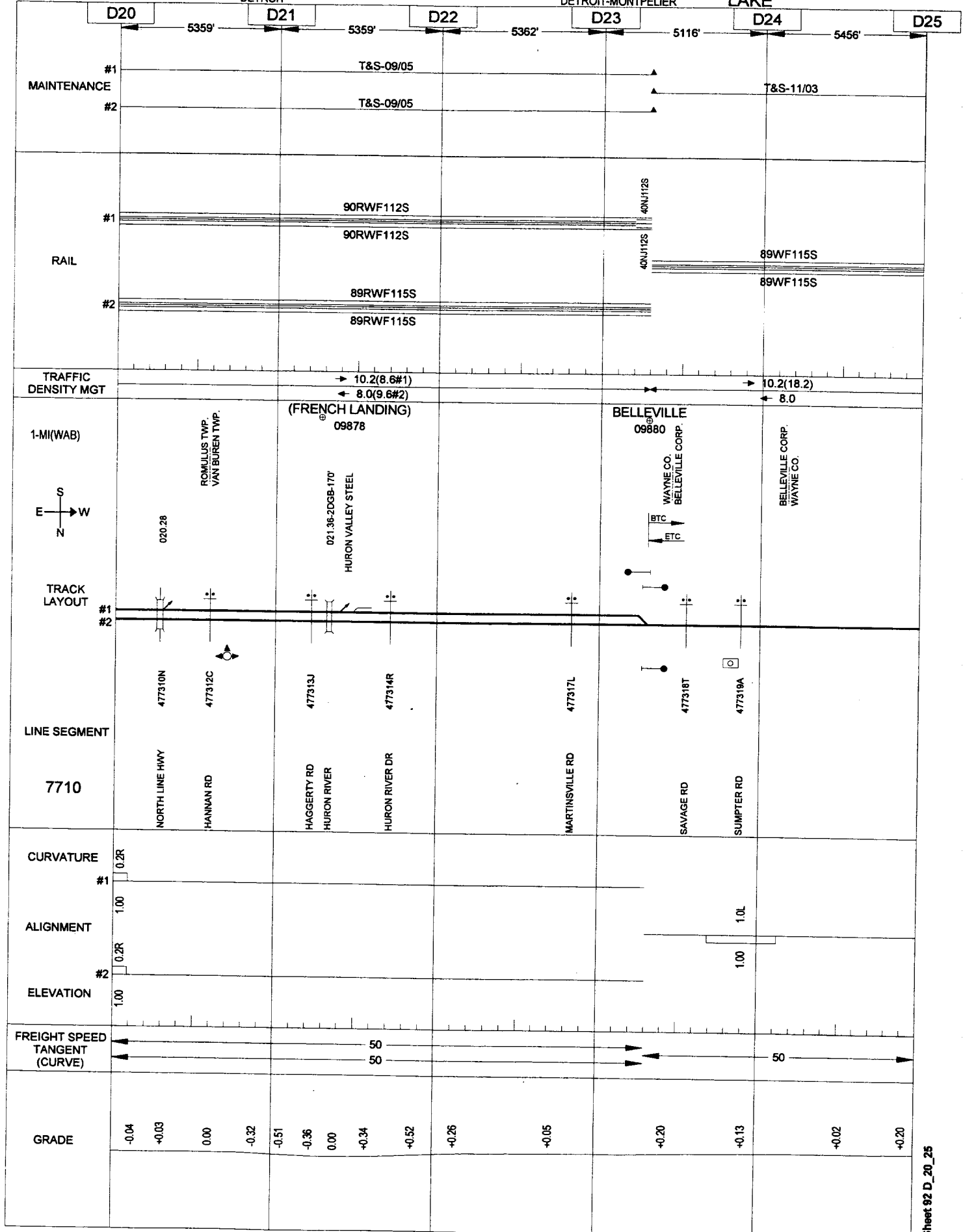
04/17/2006

DETROIT

064

DETROIT-MONTPELIER

LAKE



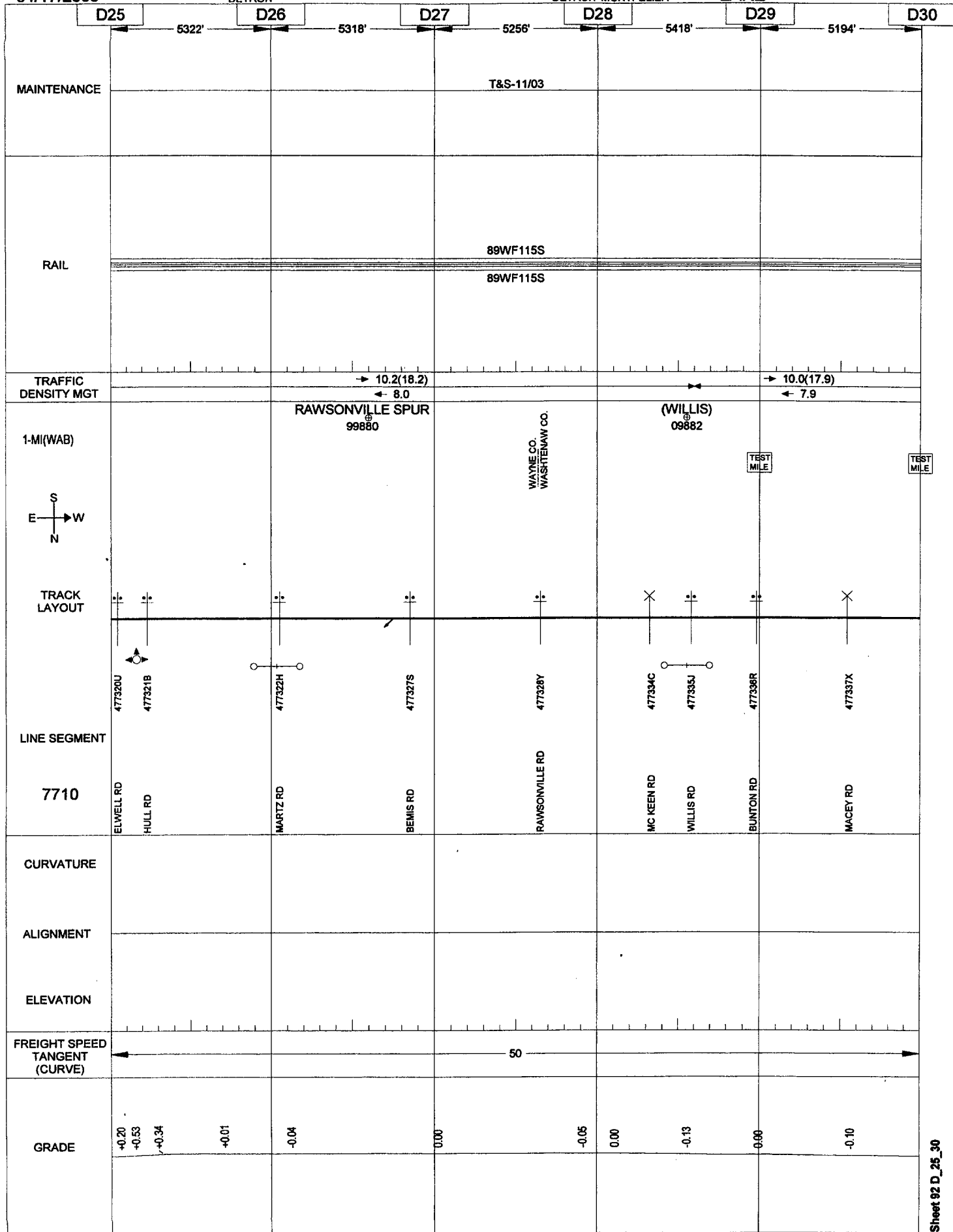
04/17/2006

065

DETROIT

DETROIT-MONTPELIER

LAKE



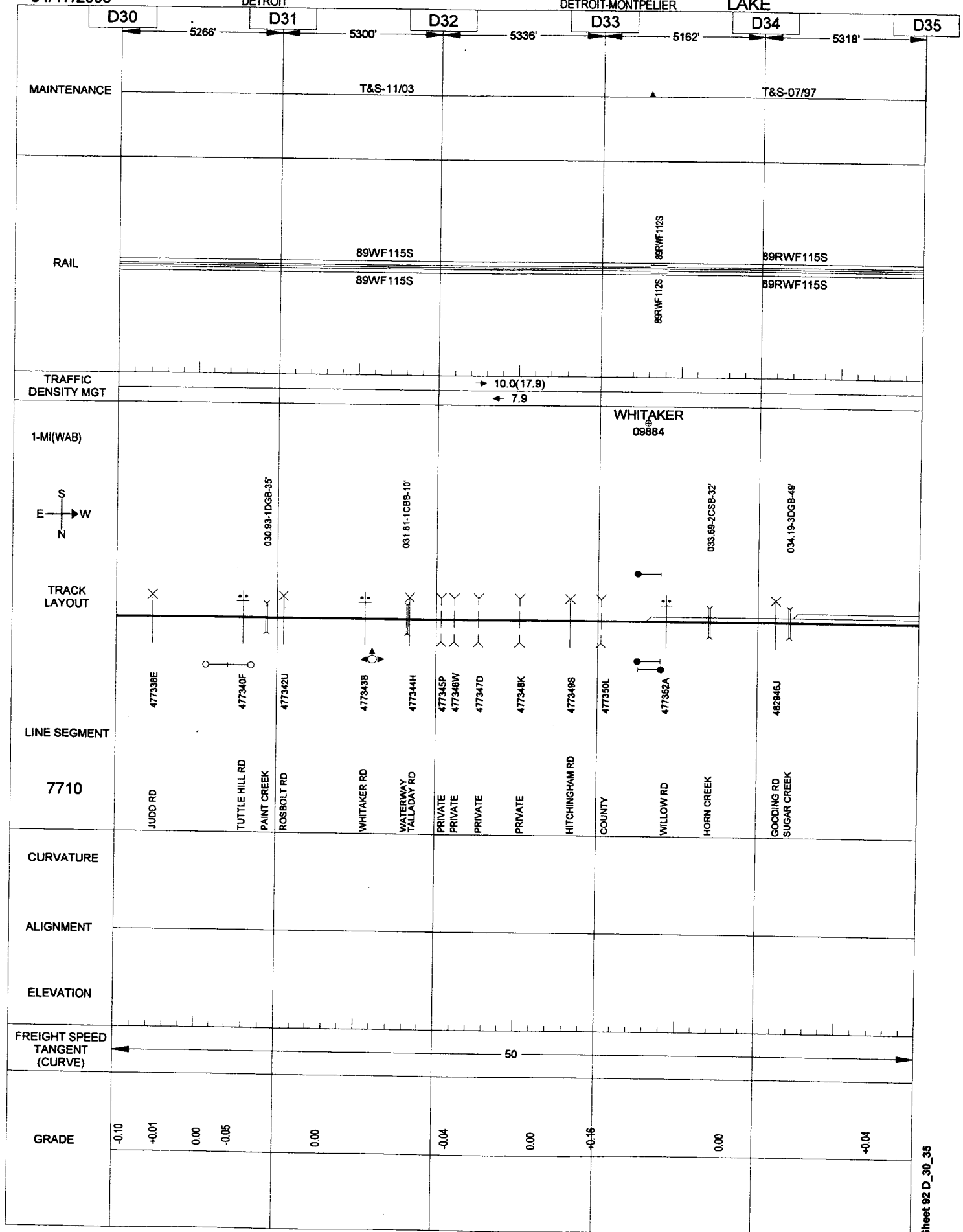
04/17/2006

DETROIT

066

DETROIT-MONTPELIER

LAKE



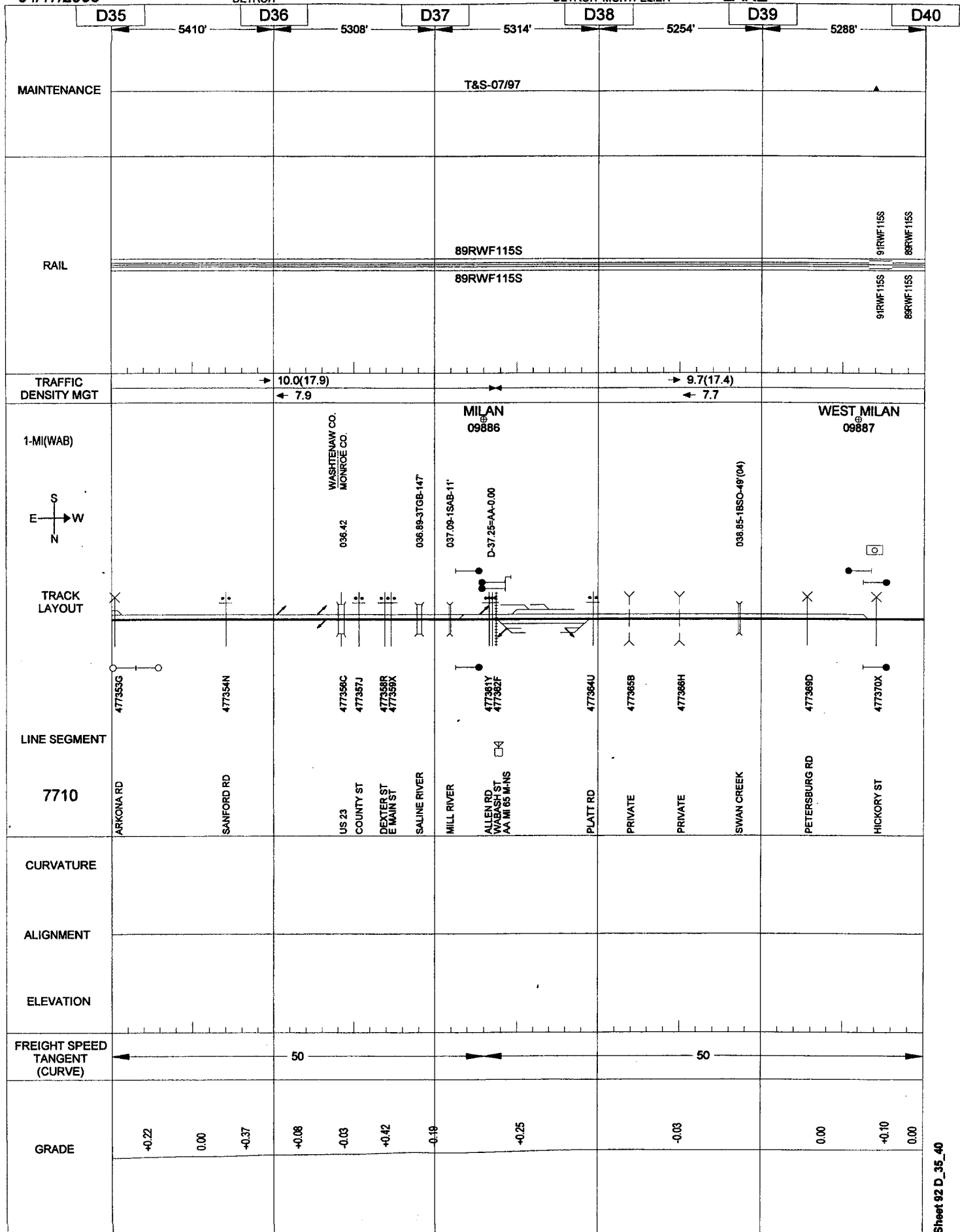
04/17/2006

DETROIT

067

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LAKE



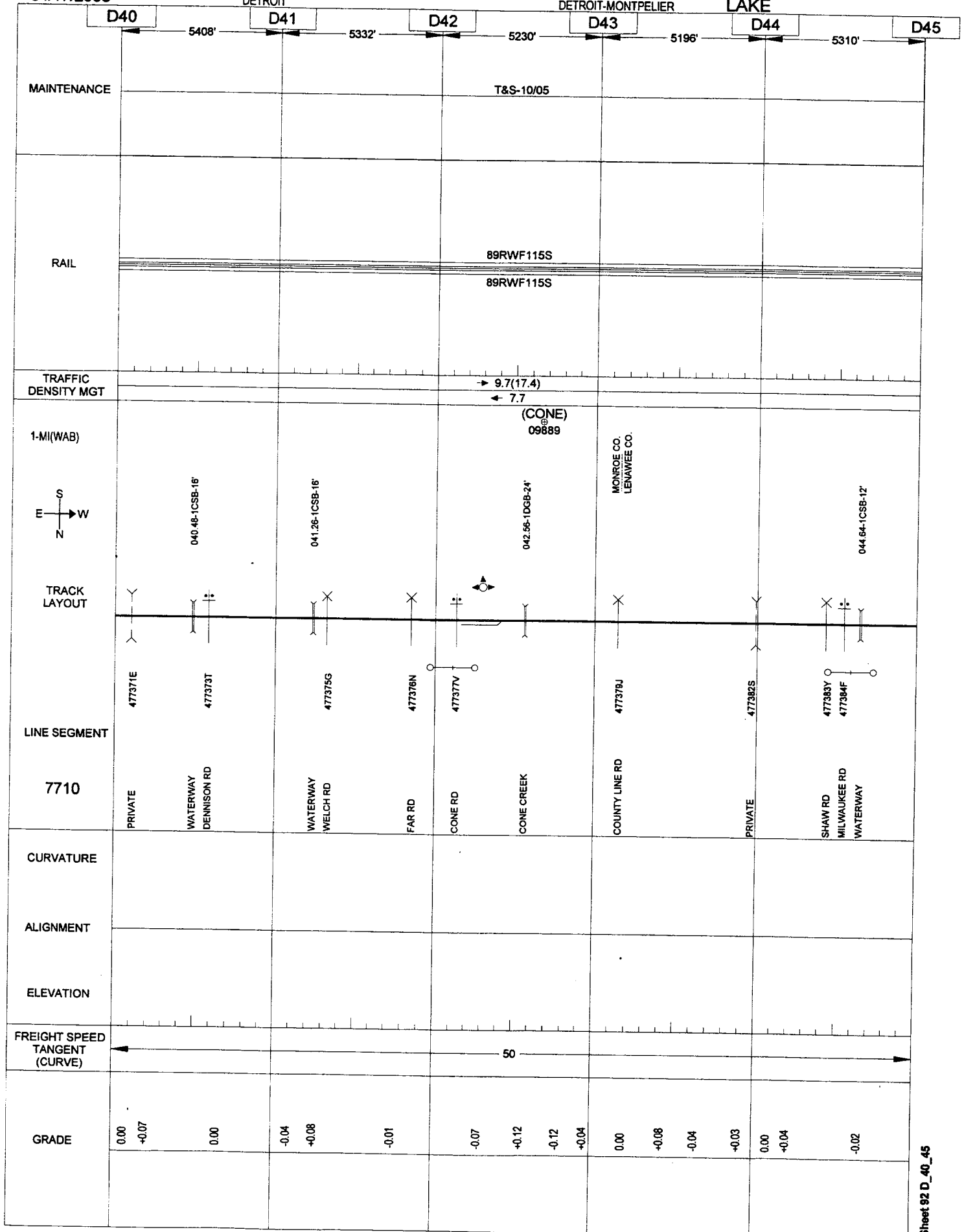
04/17/2006

DETROIT

068

DETROIT-MONTPELIER

LAKE



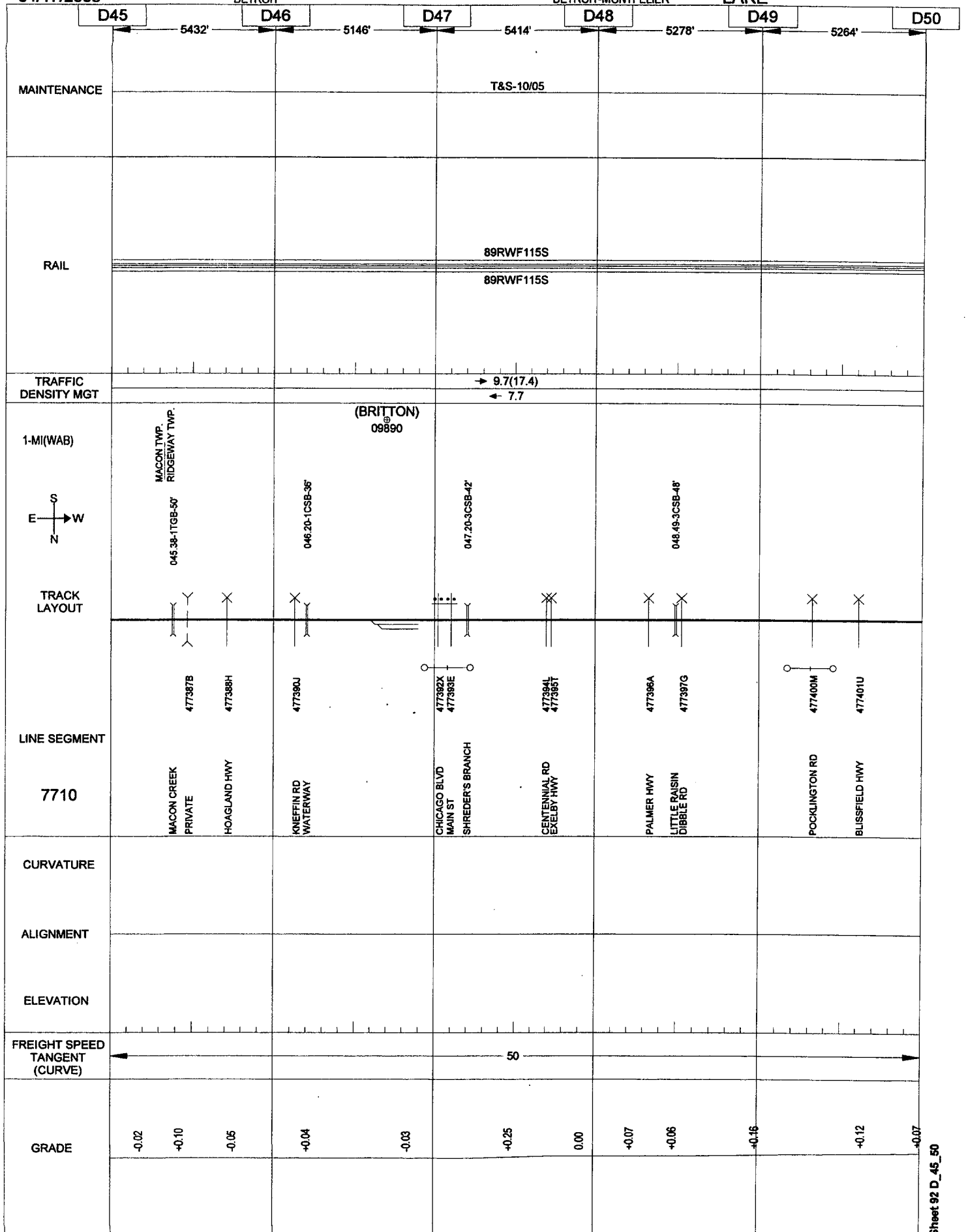
04/17/2006

DETROIT

069

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LAKE



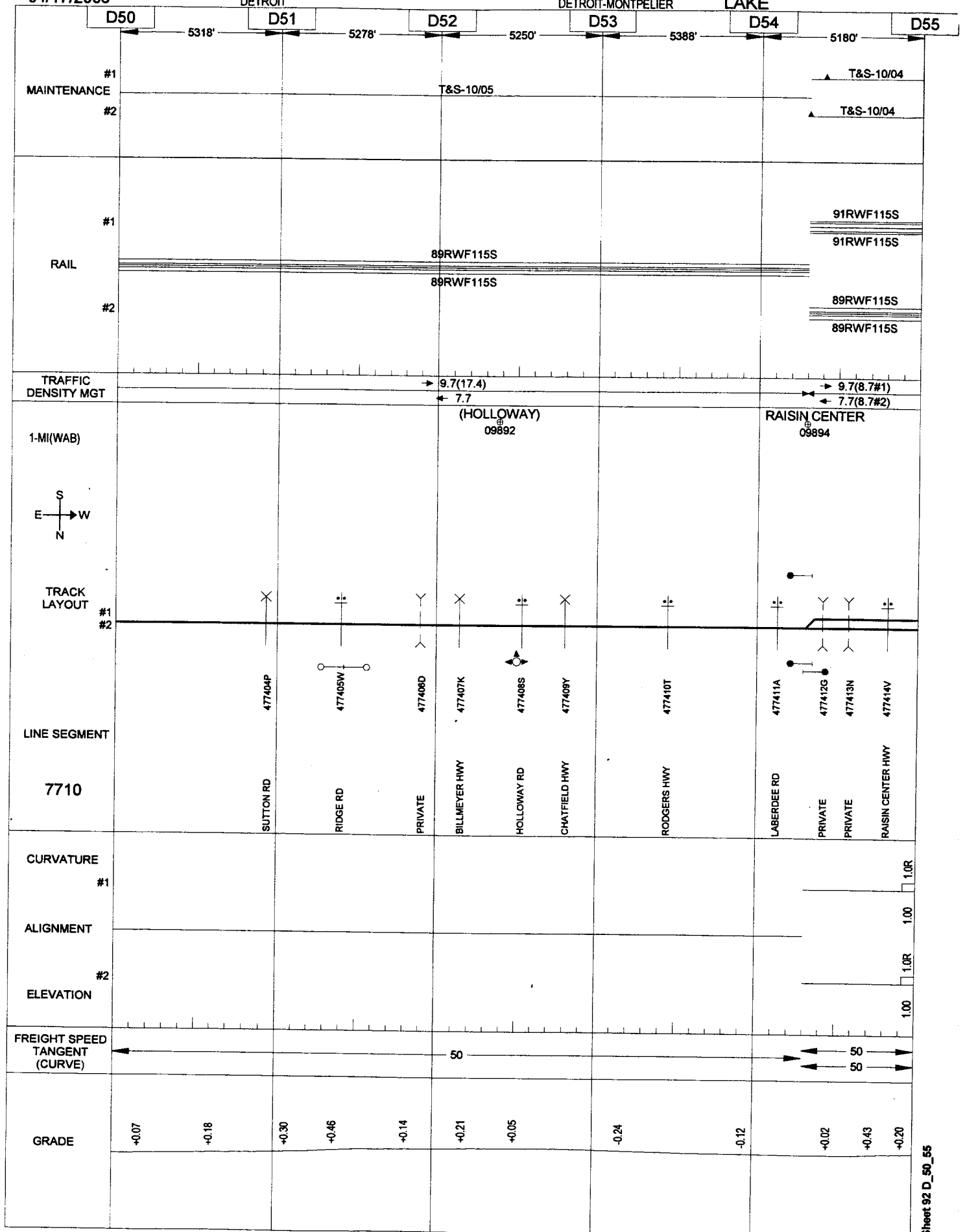
04/17/2006

DETROIT

070

DETROIT-MONTPELIER

LAKE



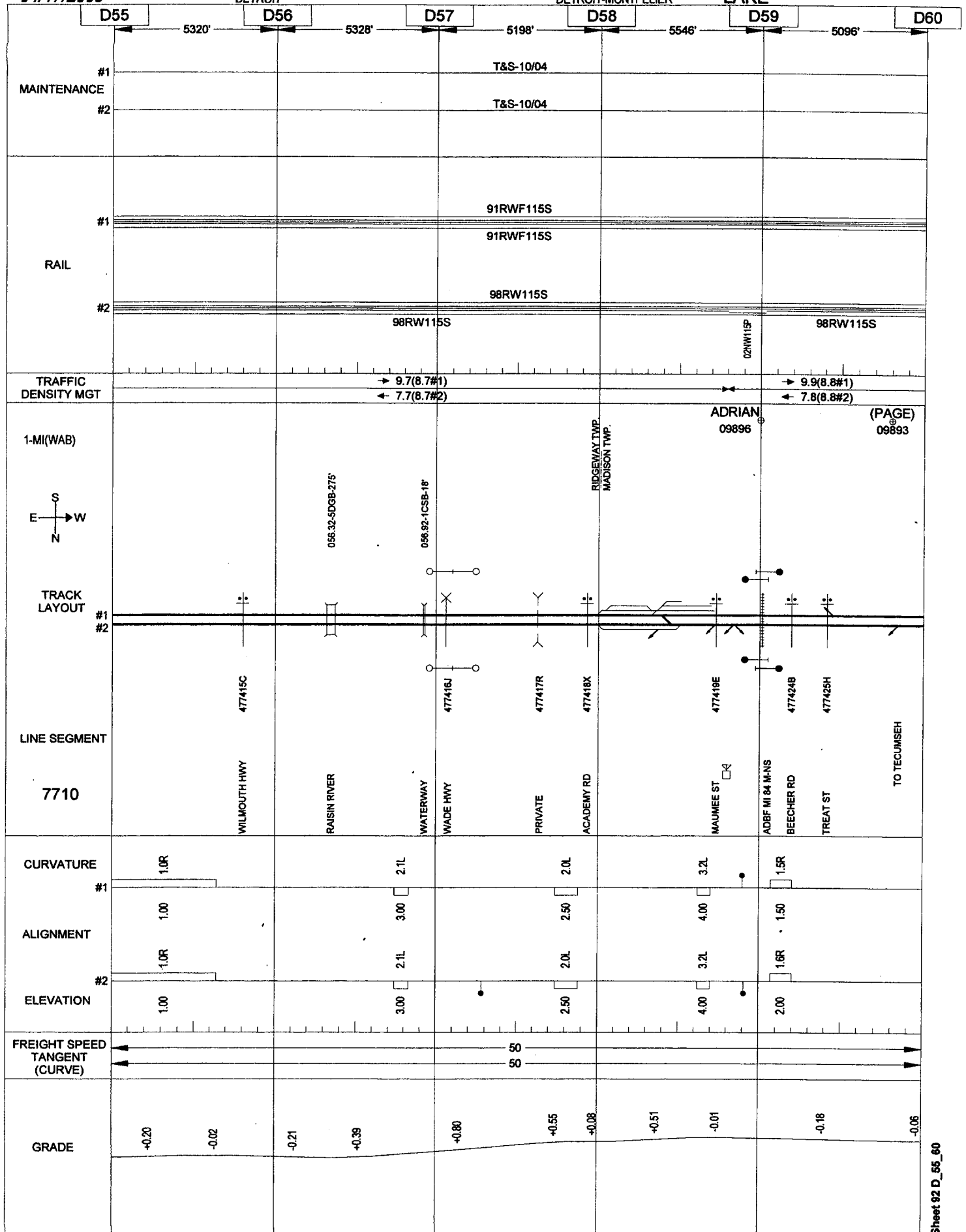
04/17/2006

DETROIT

071

DETROIT-MONTPELIER

LAKE



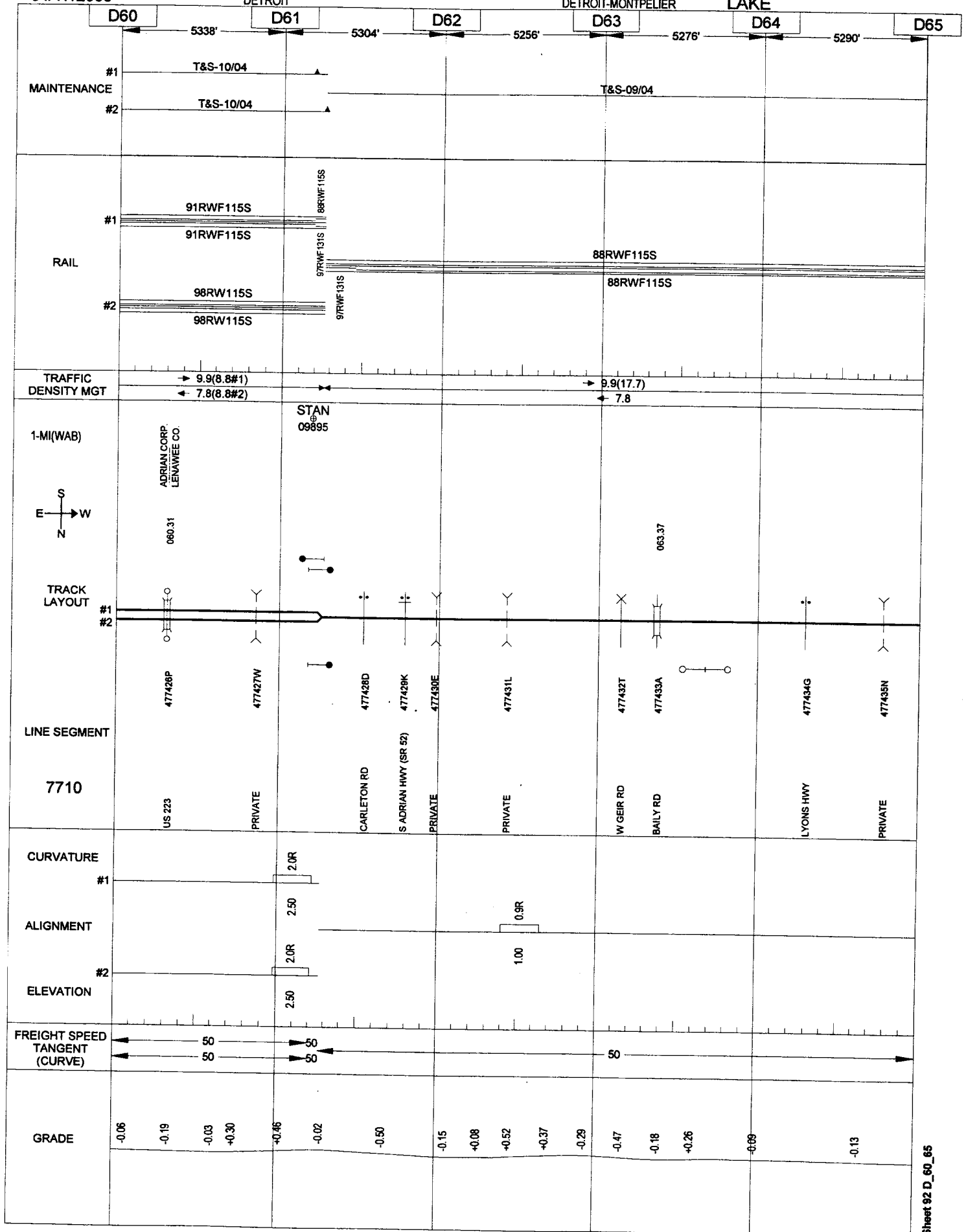
04/17/2006

DETROIT

072

DETROIT-MONTPELIER

LAKE



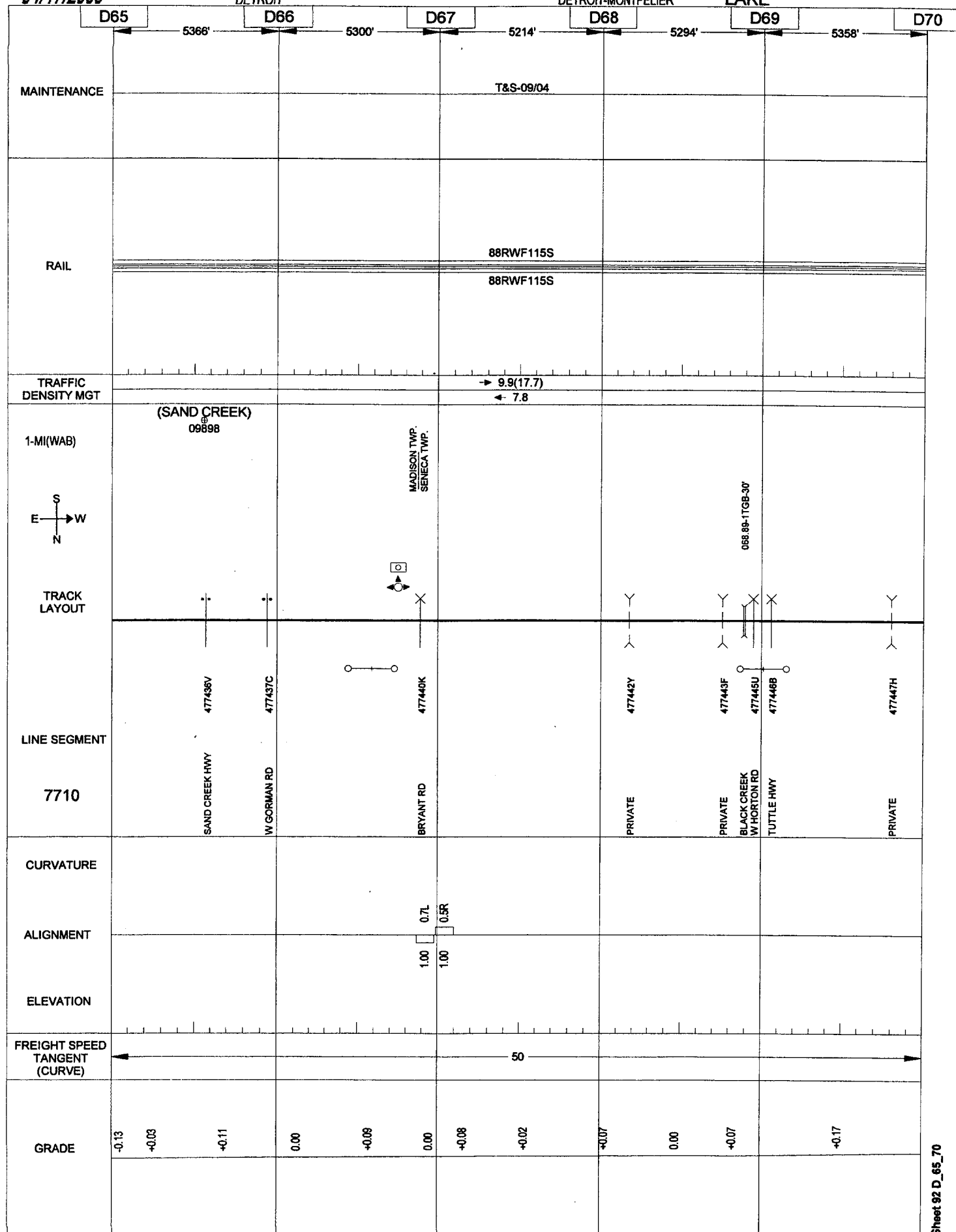
04/17/2006

DETROIT

073

DETROIT-MONTPELIER

LAKE



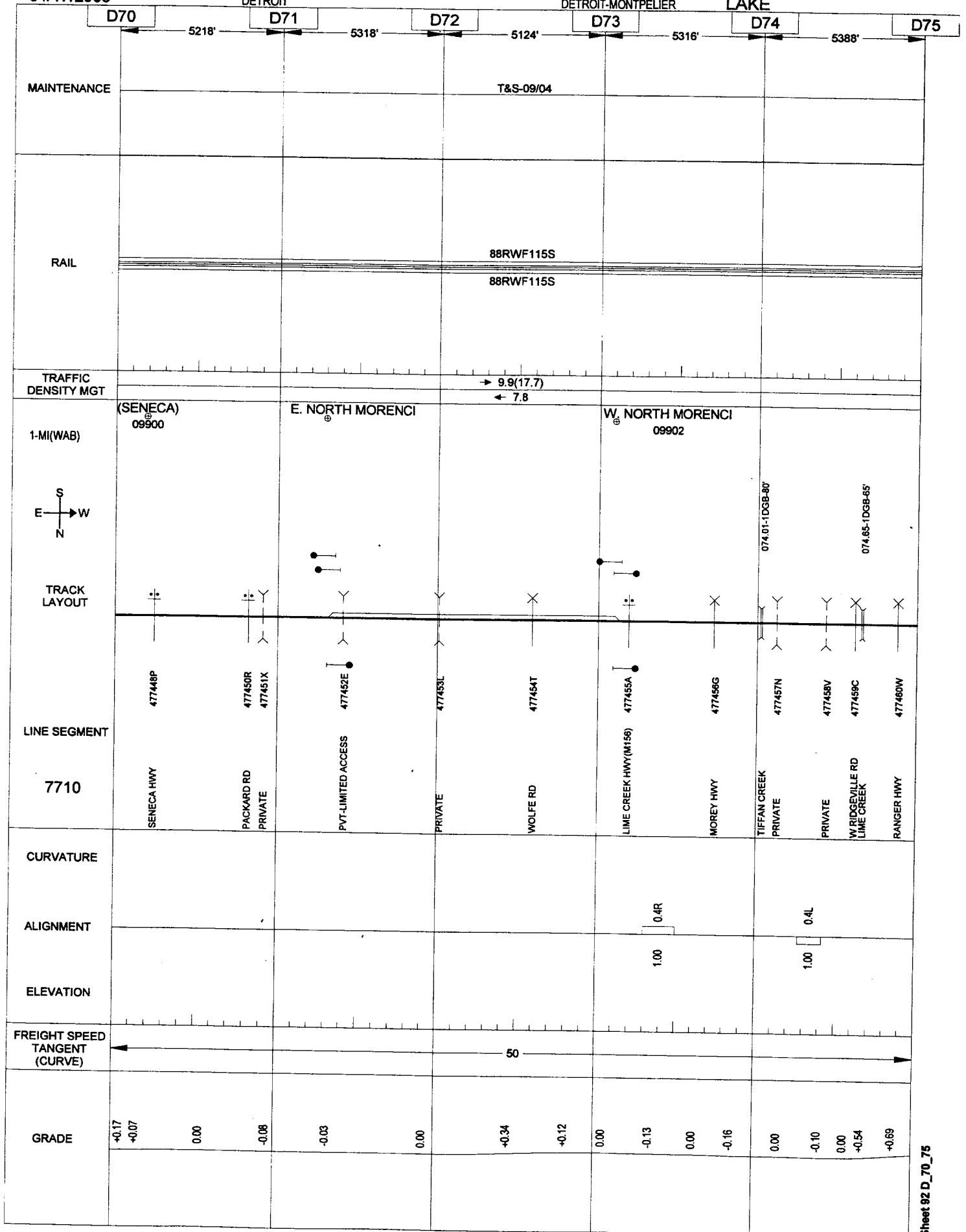
04/17/2006

DETROIT

074

DETROIT-MONTPELIER

LAKE



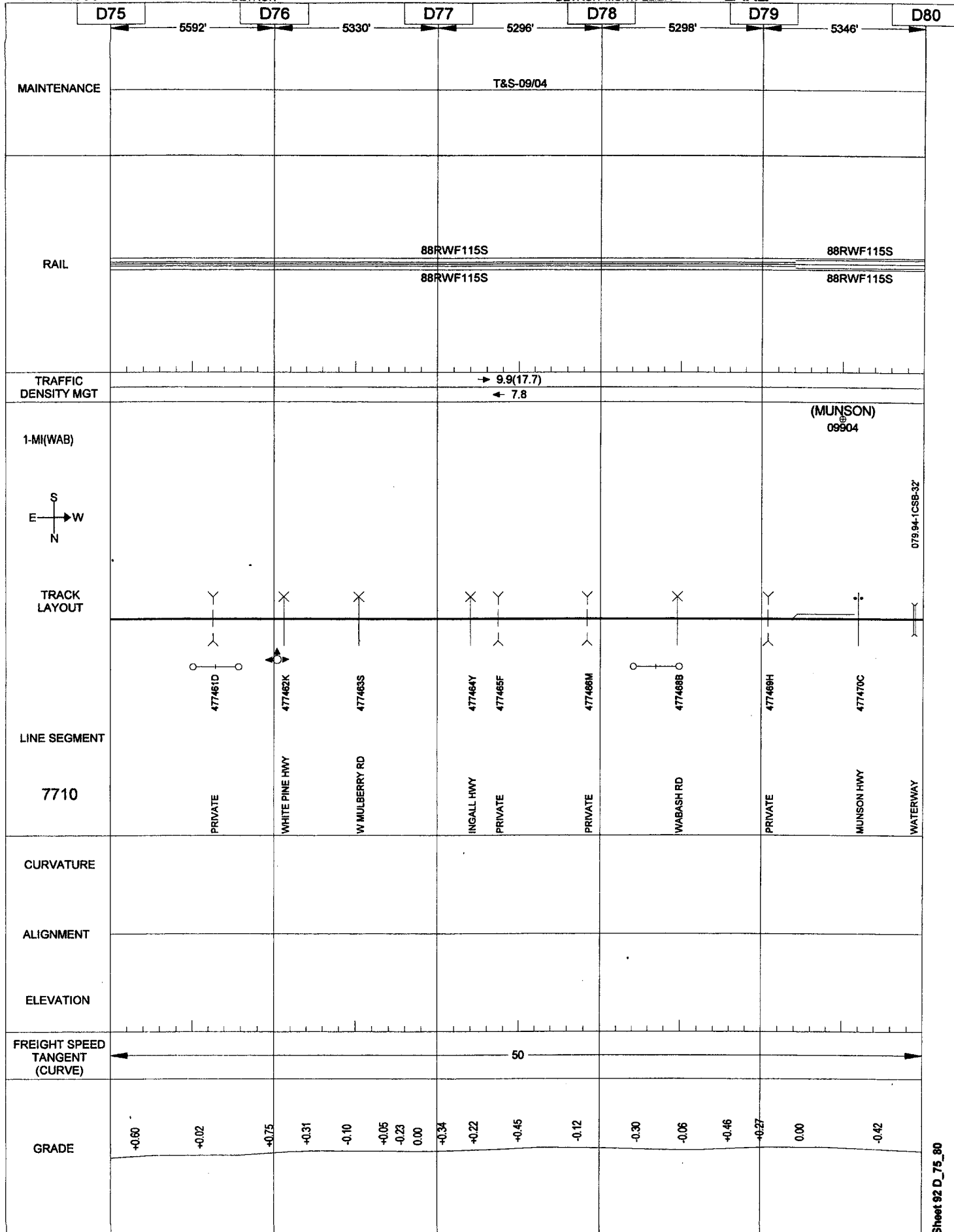
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DETROIT

075

DETROIT-MONTPELIER

LAKE



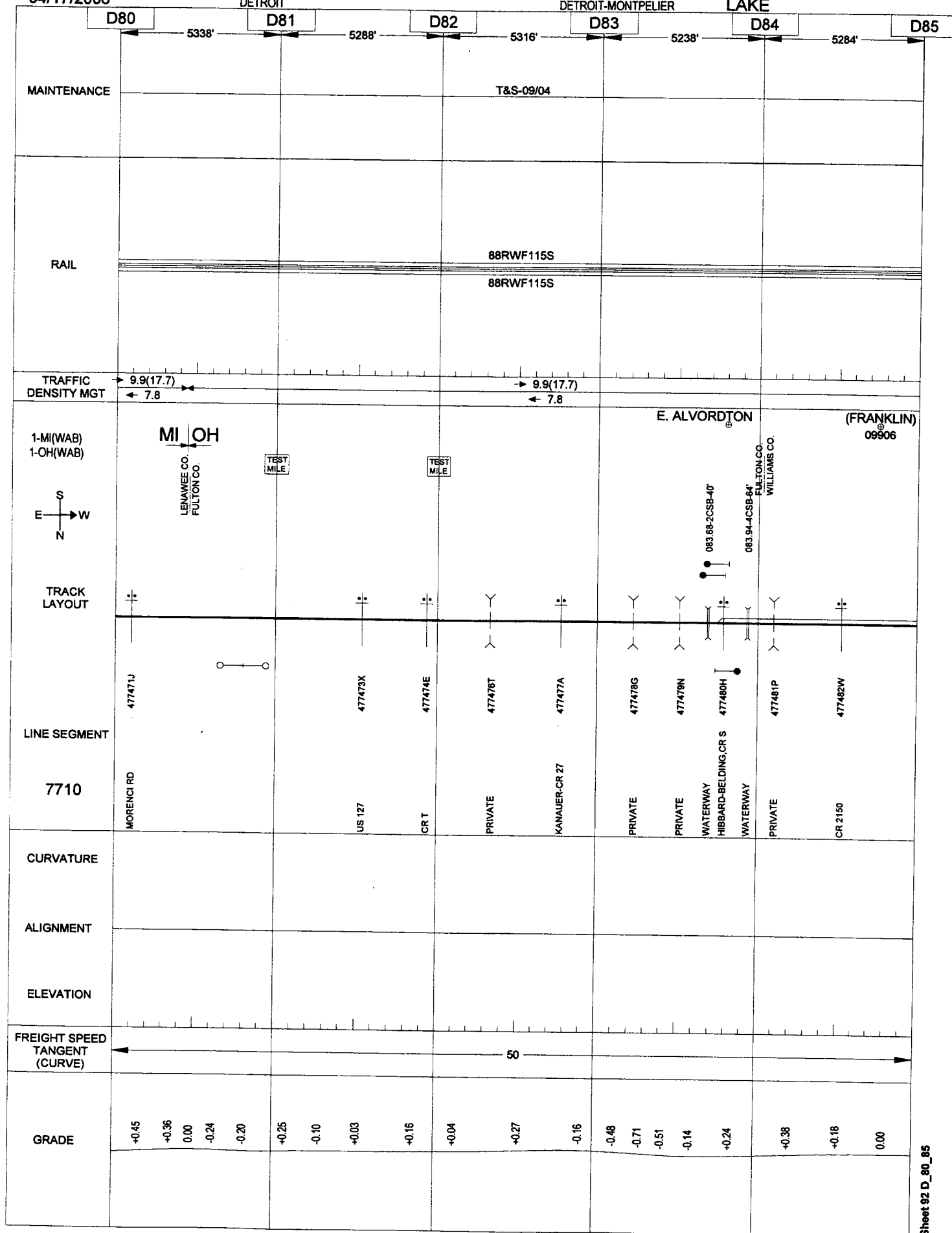
04/17/2006

076

DETROIT

DETROIT-MONTPELIER

LAKE



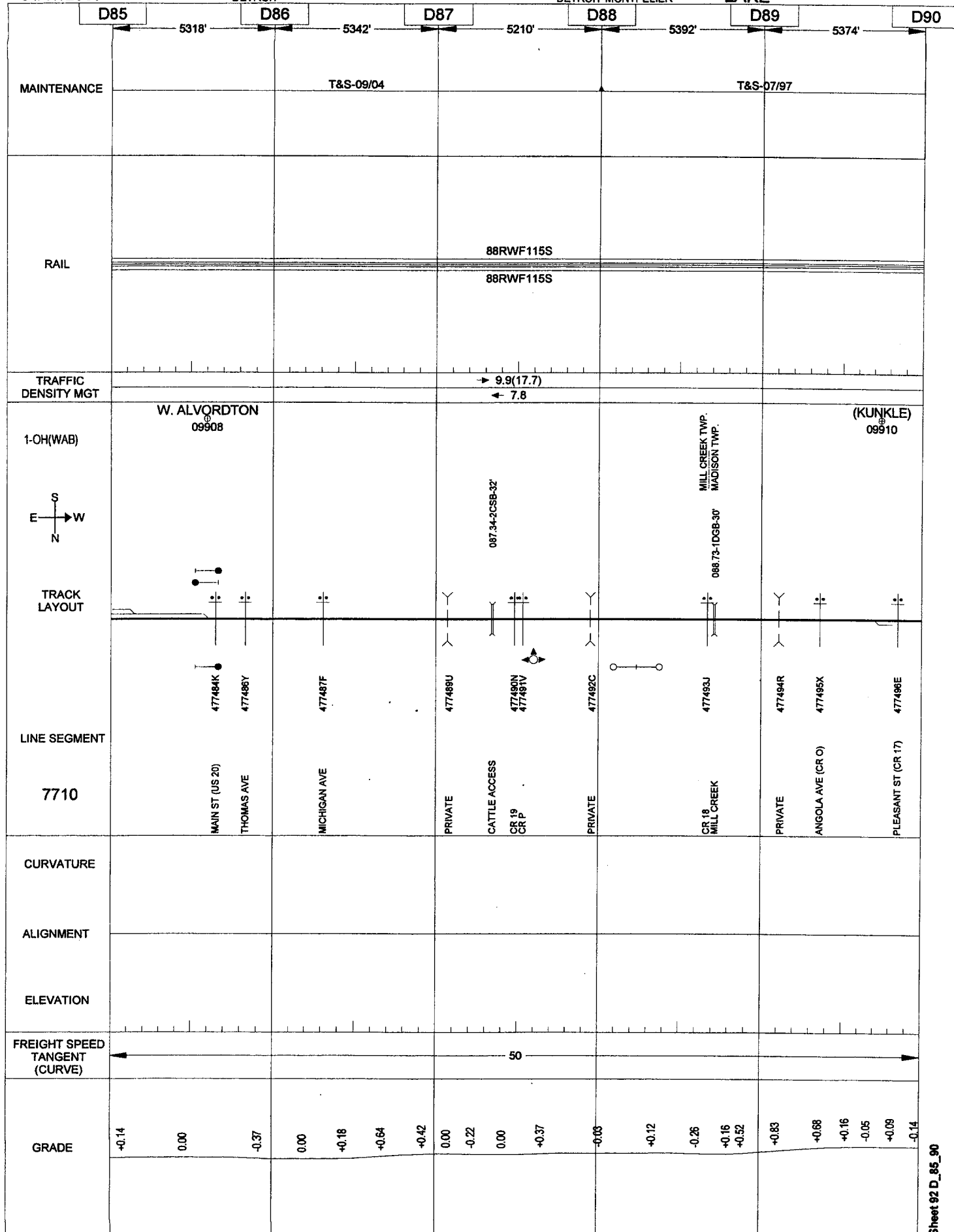
04/17/2006

DETROIT

077

DETROIT-MONTPELIER

LAKE



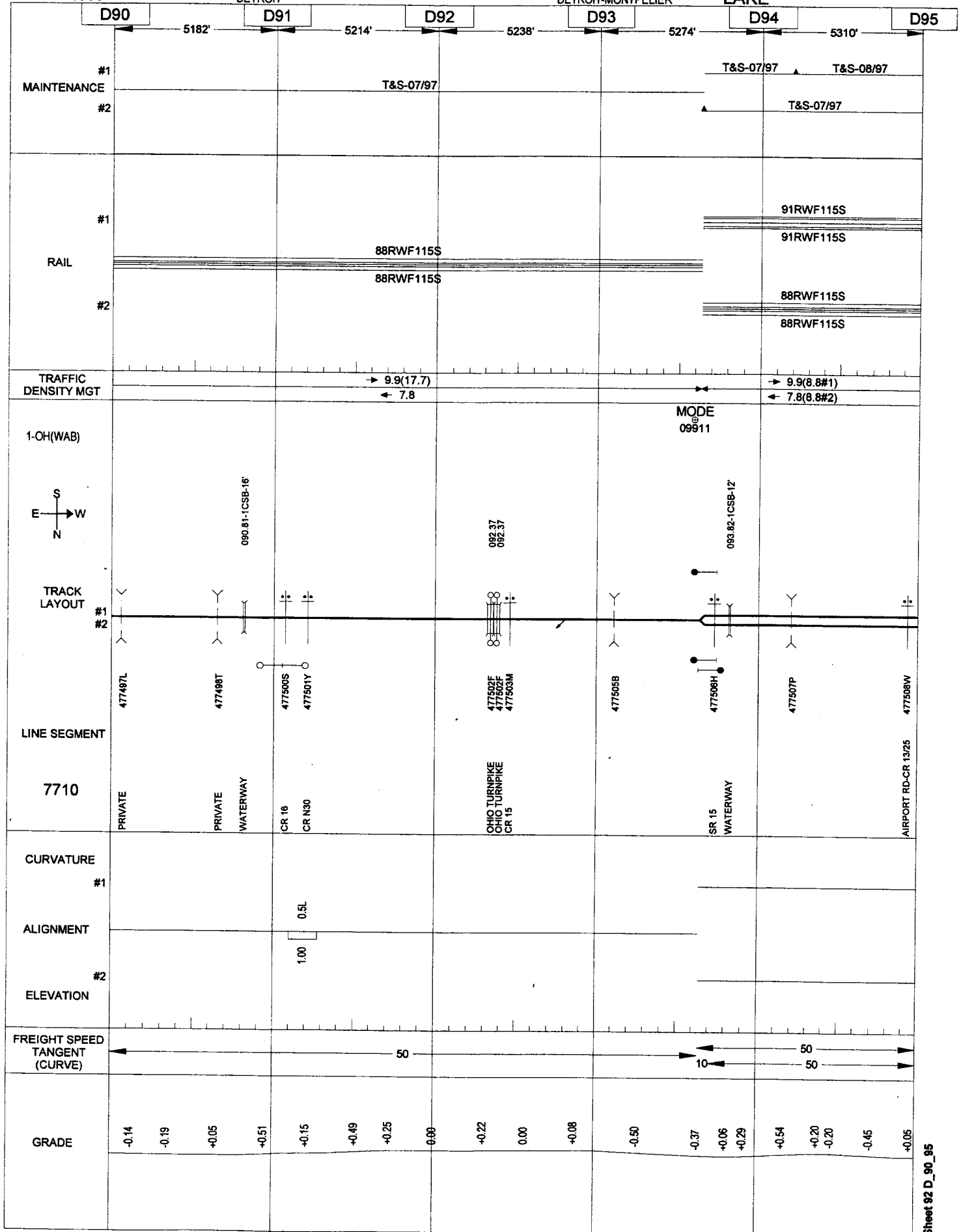
04/17/2006

078

DETROIT

DETROIT-MONTPELIER

LAKE



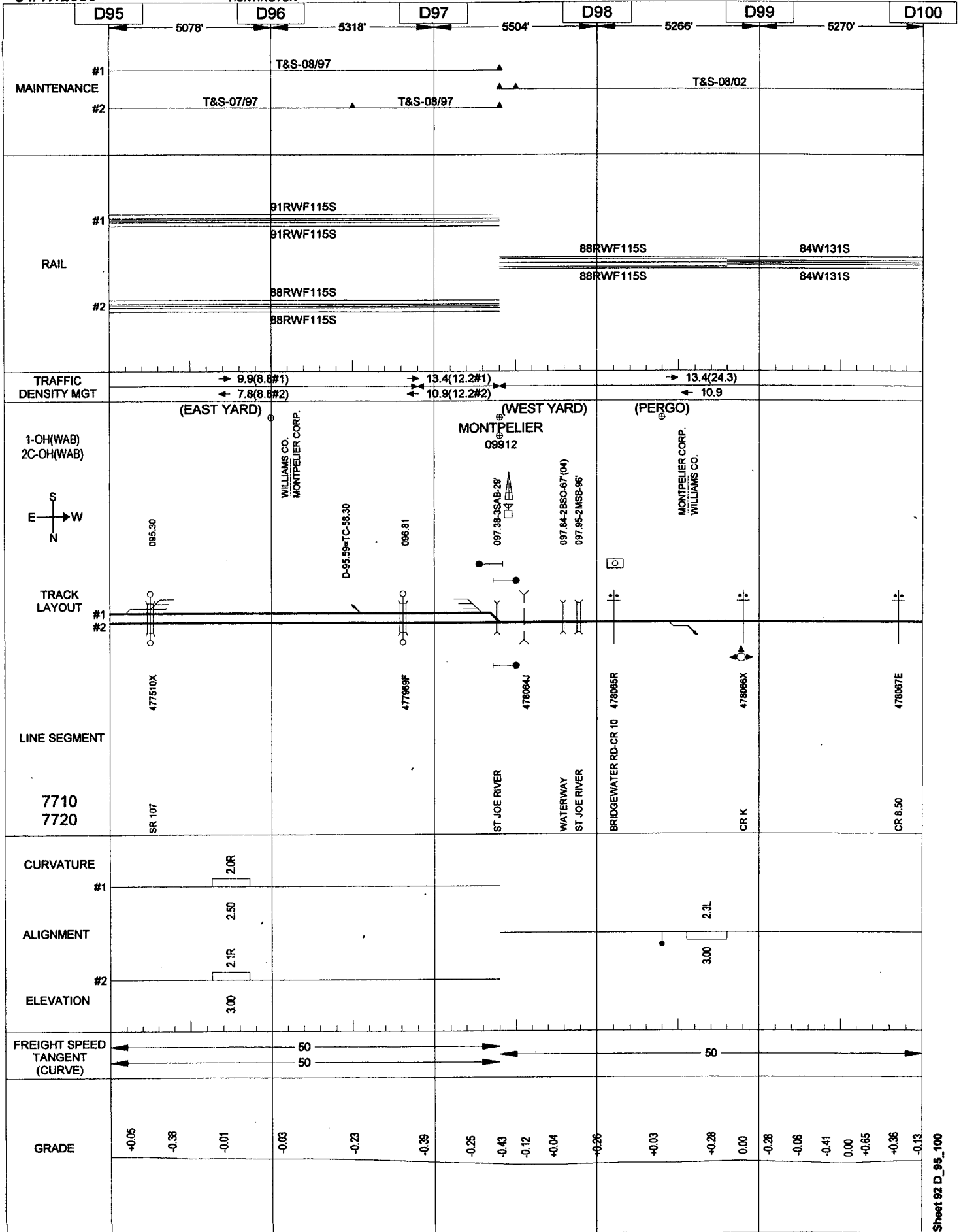
04/17/2006

HUNTINGTON

079

MONTPELIER-FORT WAYNE

LAKE



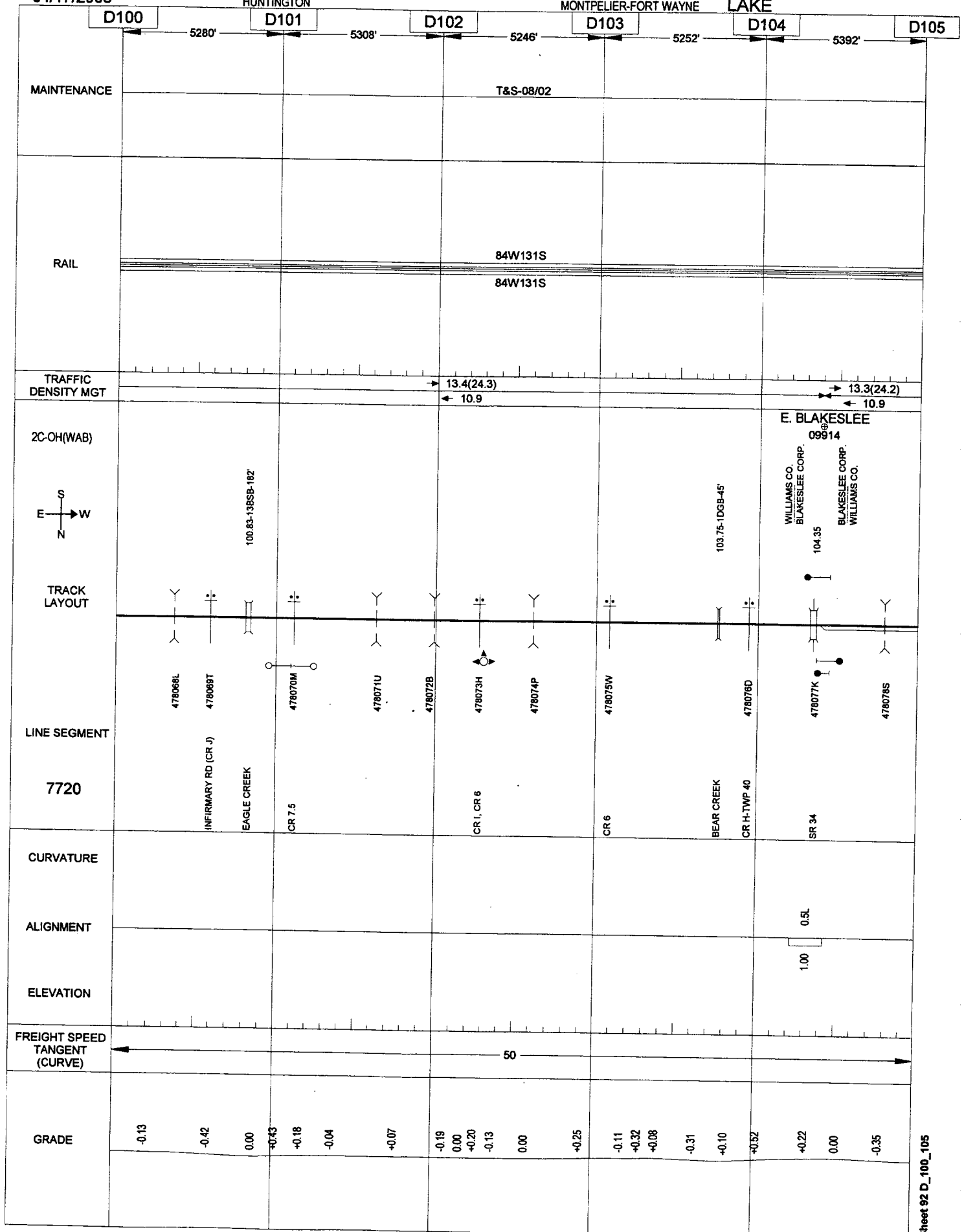
04/17/2006

080

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



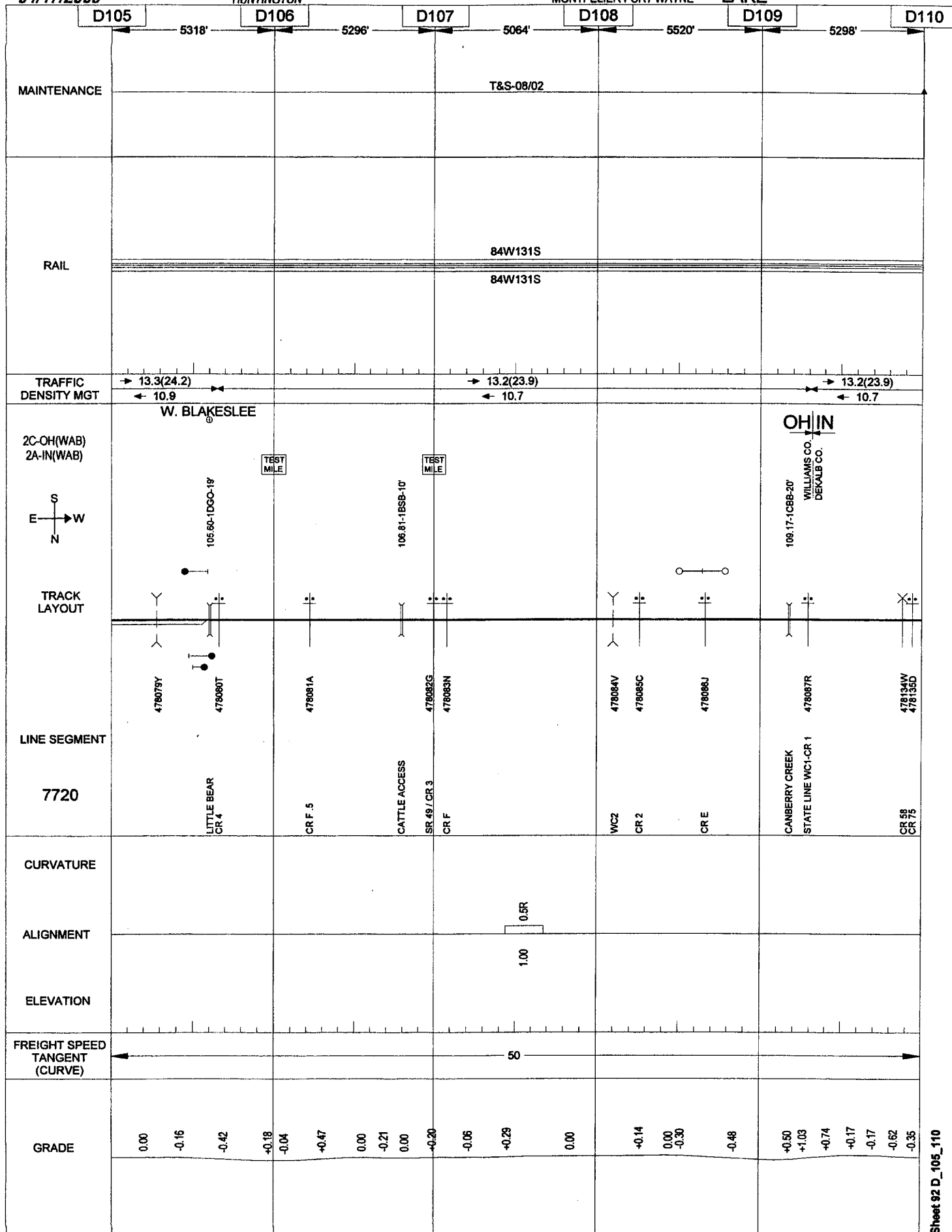
04/17/2006

HUNTINGTON

081

MONTPELIER-FORT WAYNE

LAKE



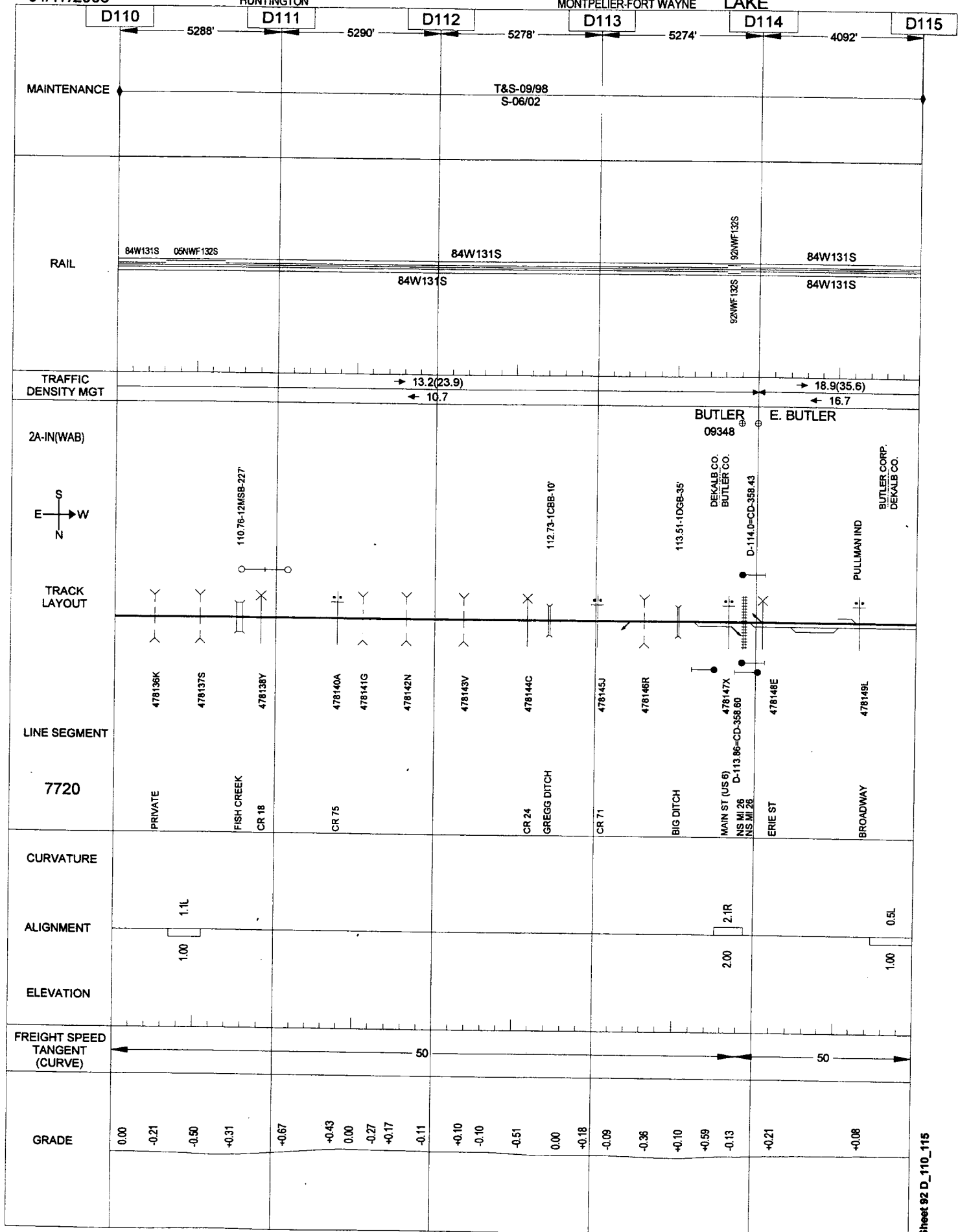
04/17/2006

HUNTINGTON

082

MONTPELIER-FORT WAYNE

LAKE



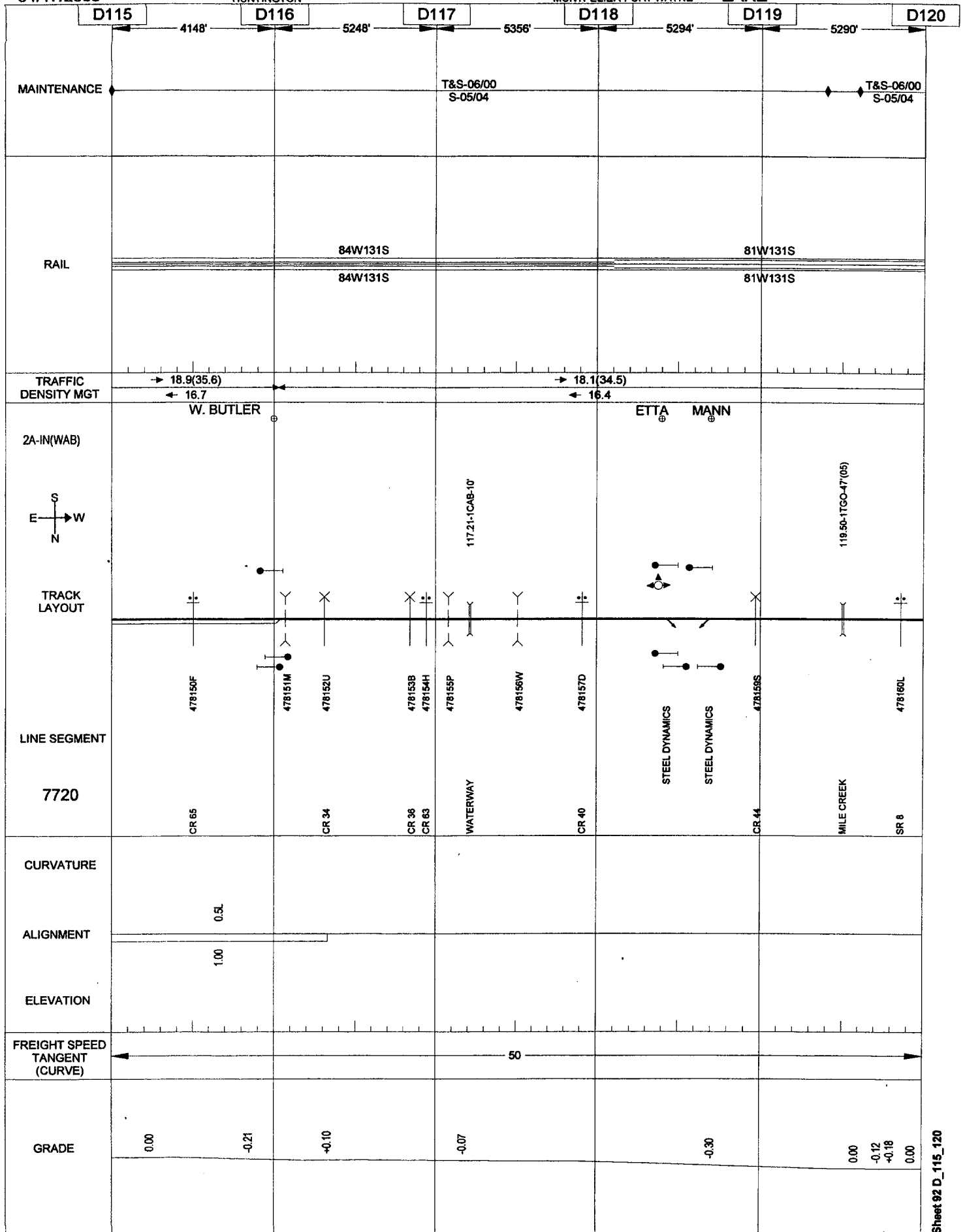
04/17/2006

HUNTINGTON

083

MONTPELIER-FORT WAYNE

LAKE



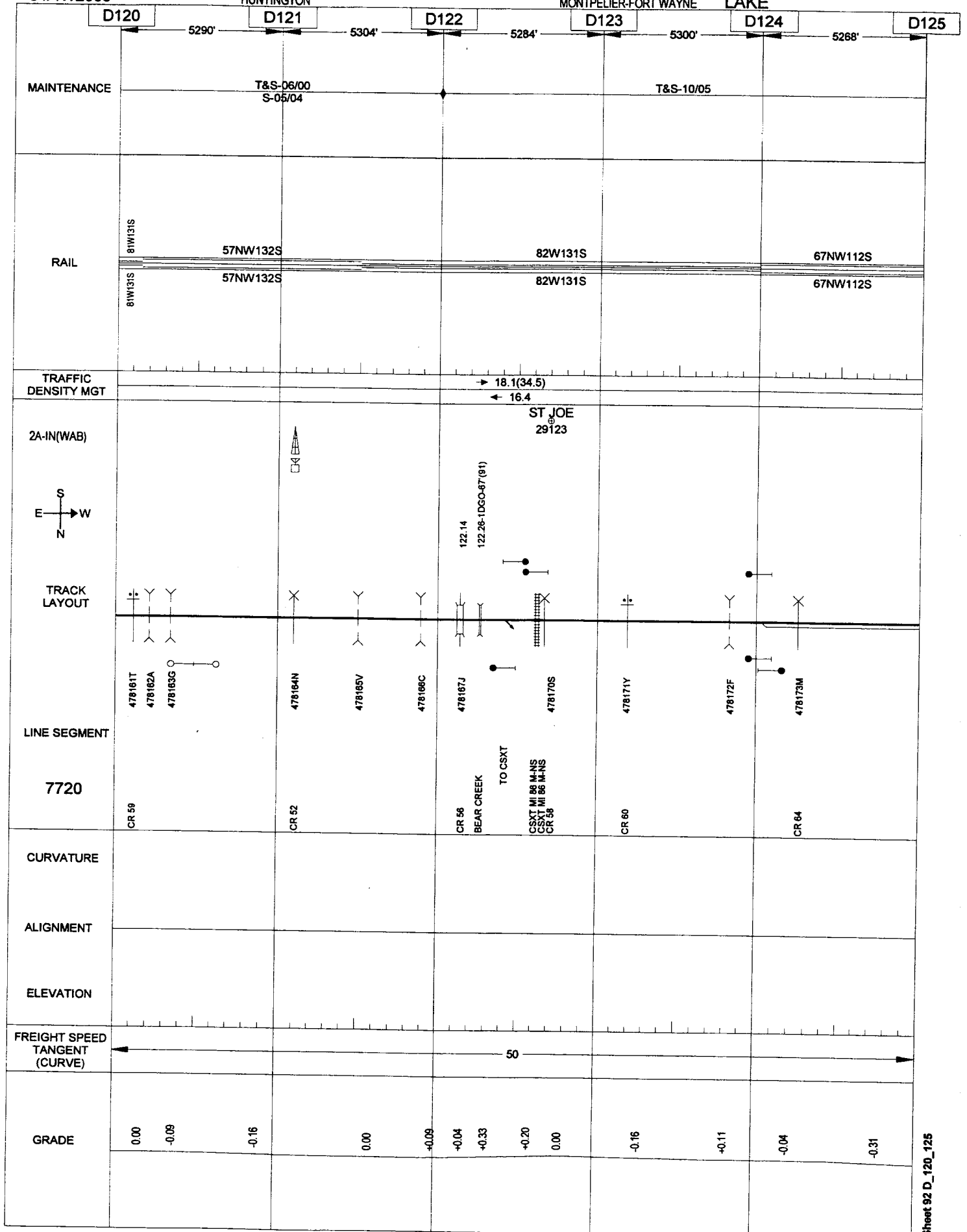
04/17/2006

HUNTINGTON

084

MONTPELIER-FORT WAYNE

LAKE



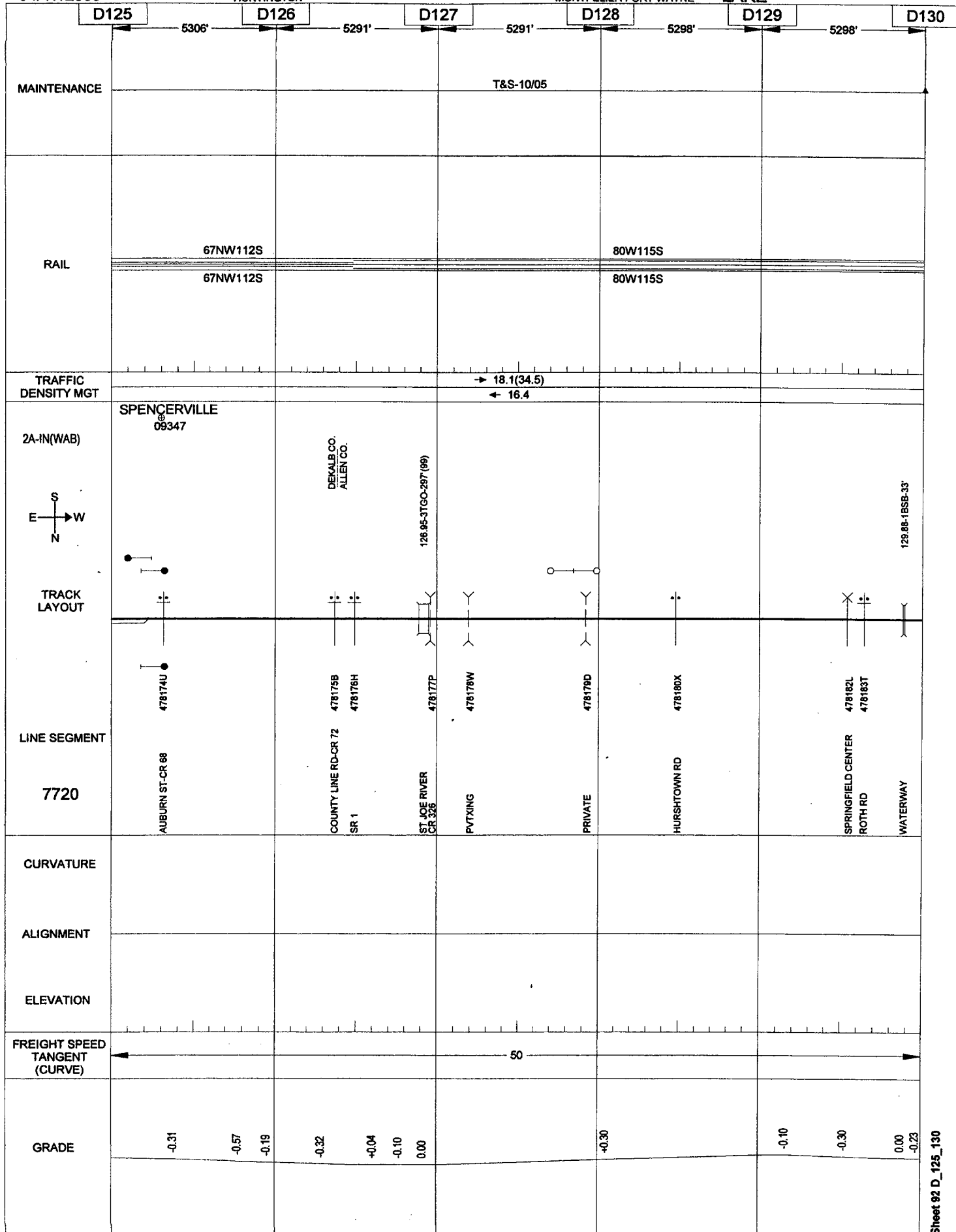
04/17/2006

HUNTINGTON

085

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LAKE



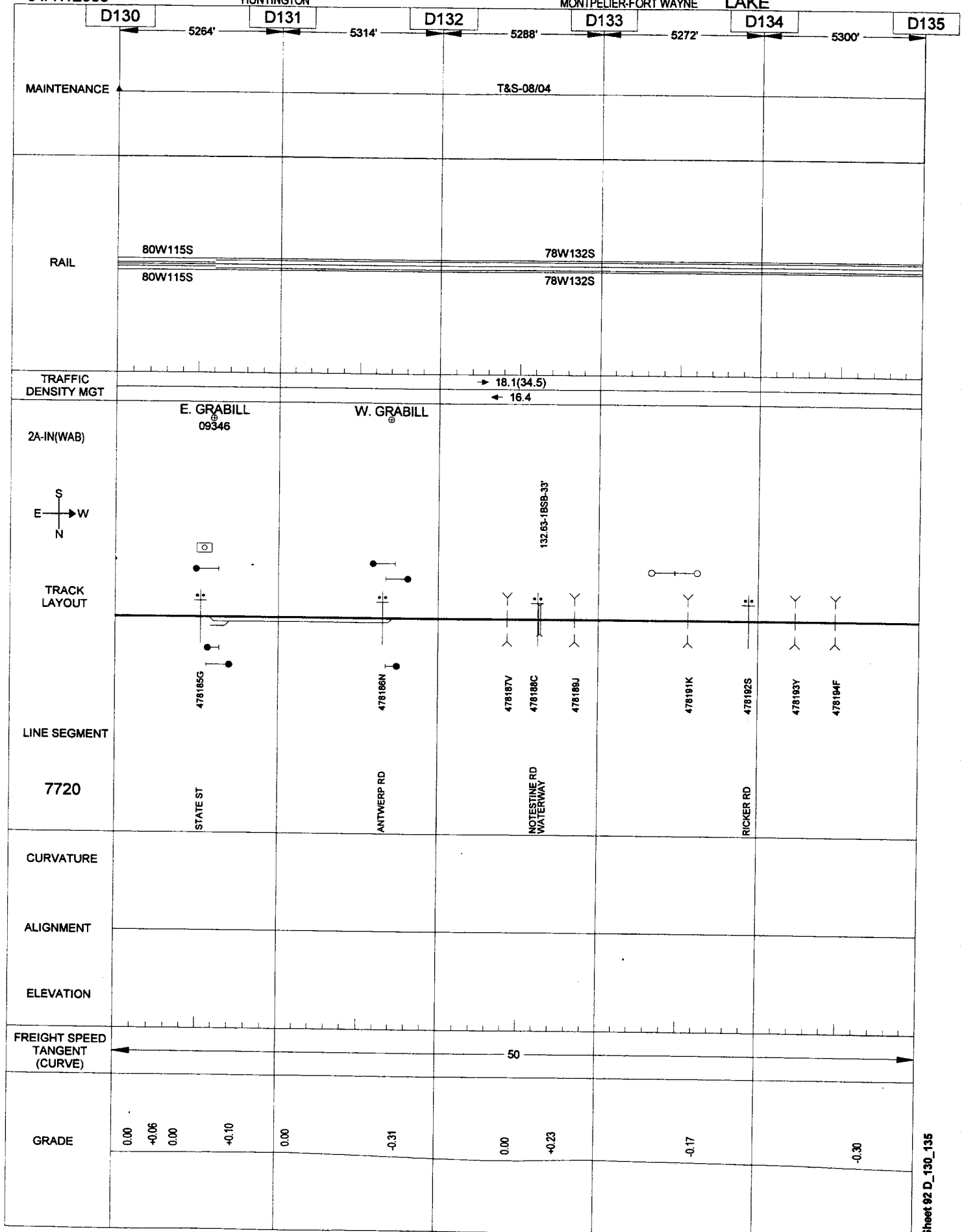
04/17/2006

HUNTINGTON

086

MONTPELIER-FORT WAYNE

LAKE



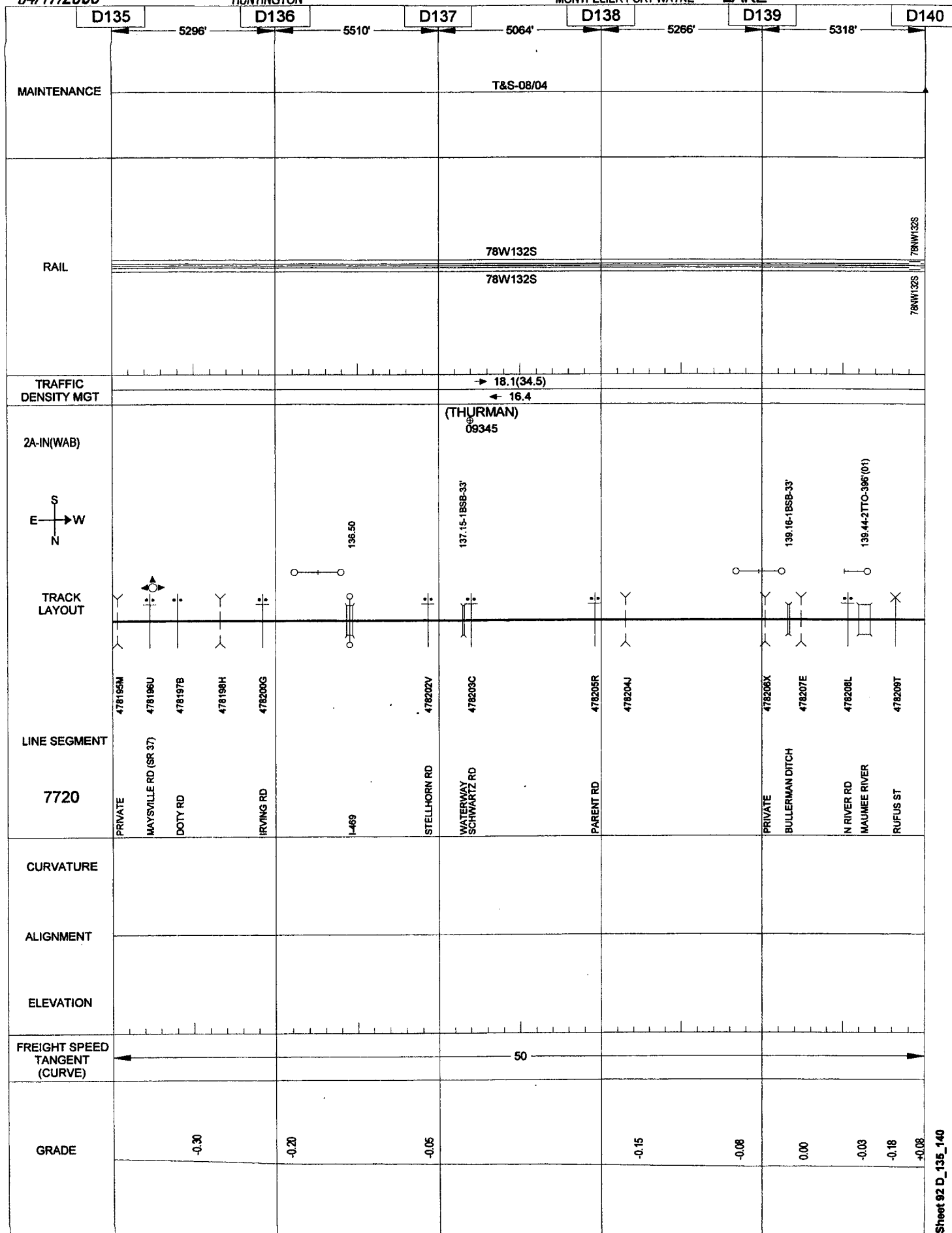
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HUNTINGTON

087

MONTPELIER-FORT WAYNE

LAKE



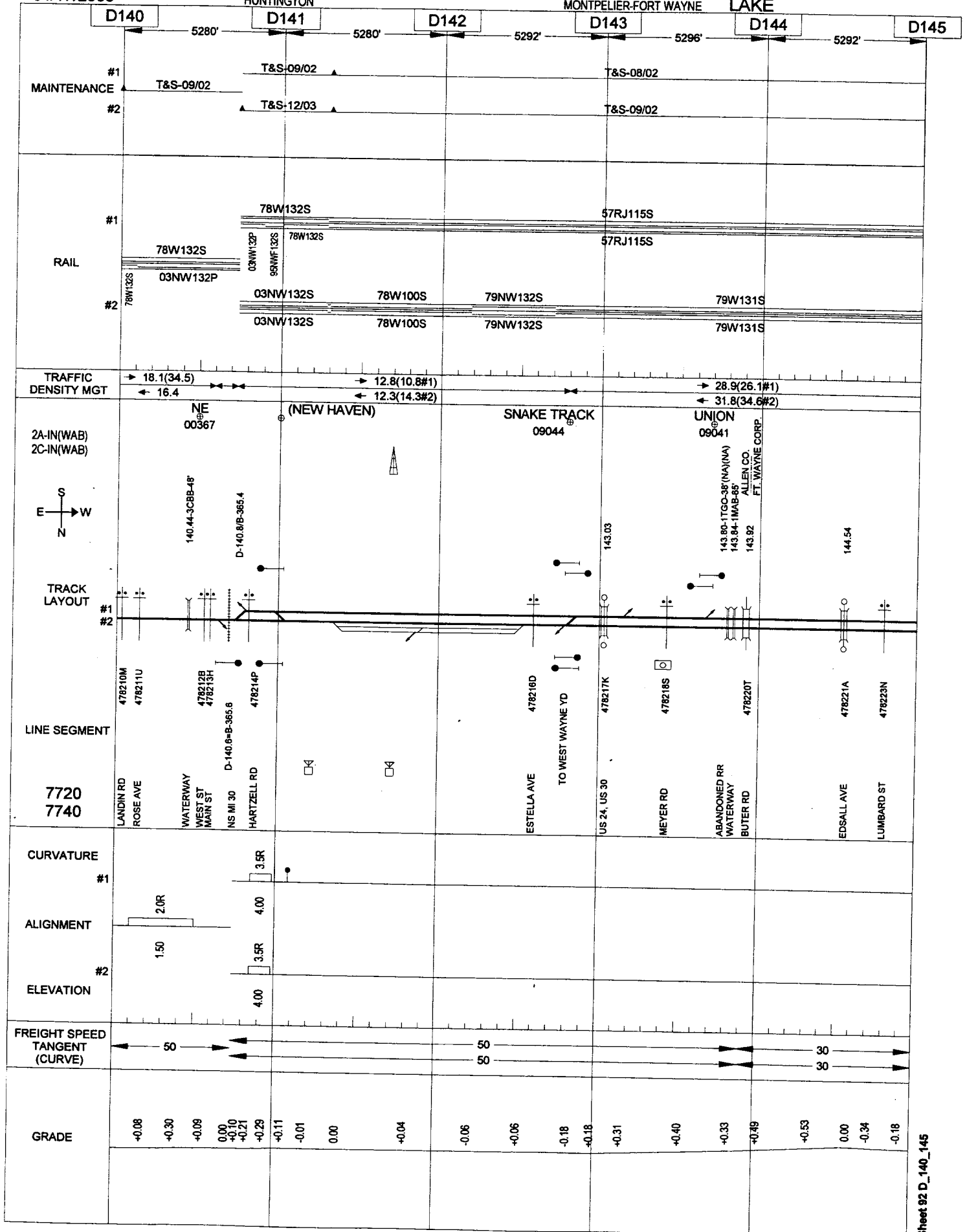
04/17/2006

088

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



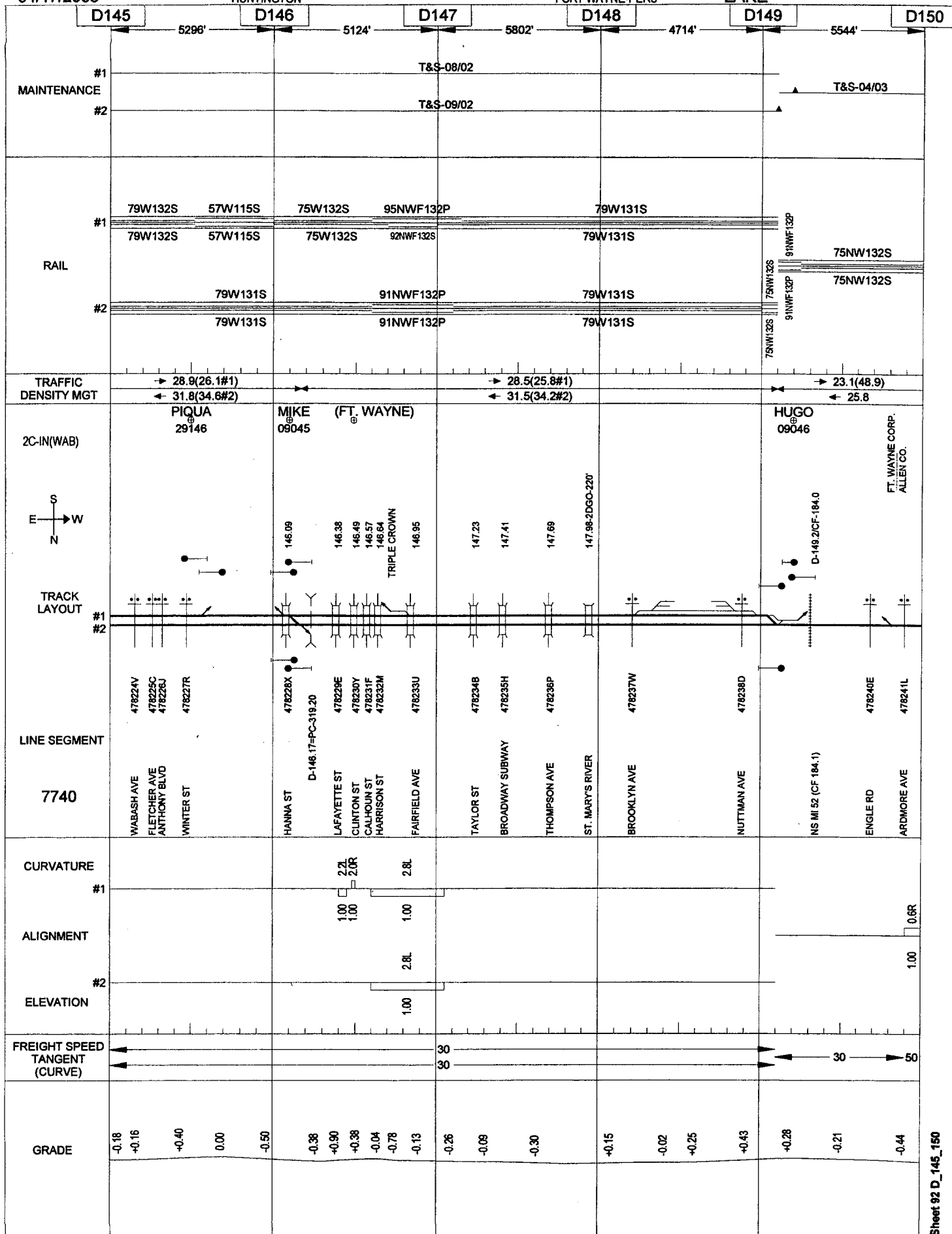
04/17/2006

089

HUNTINGTON

FORT WAYNE-PERU

LAKE



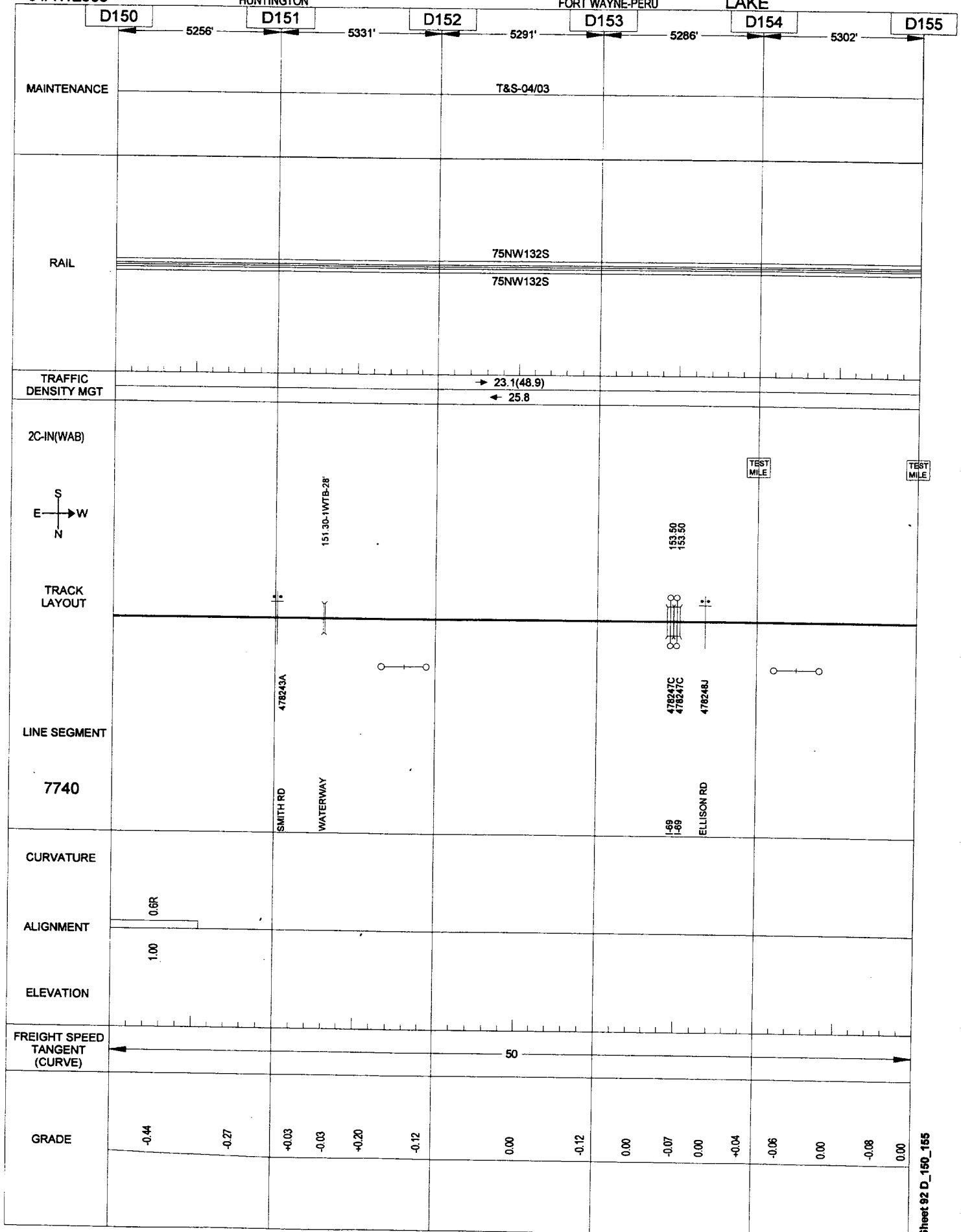
04/17/2006

HUNTINGTON

090

FORT WAYNE-PERU

LAKE



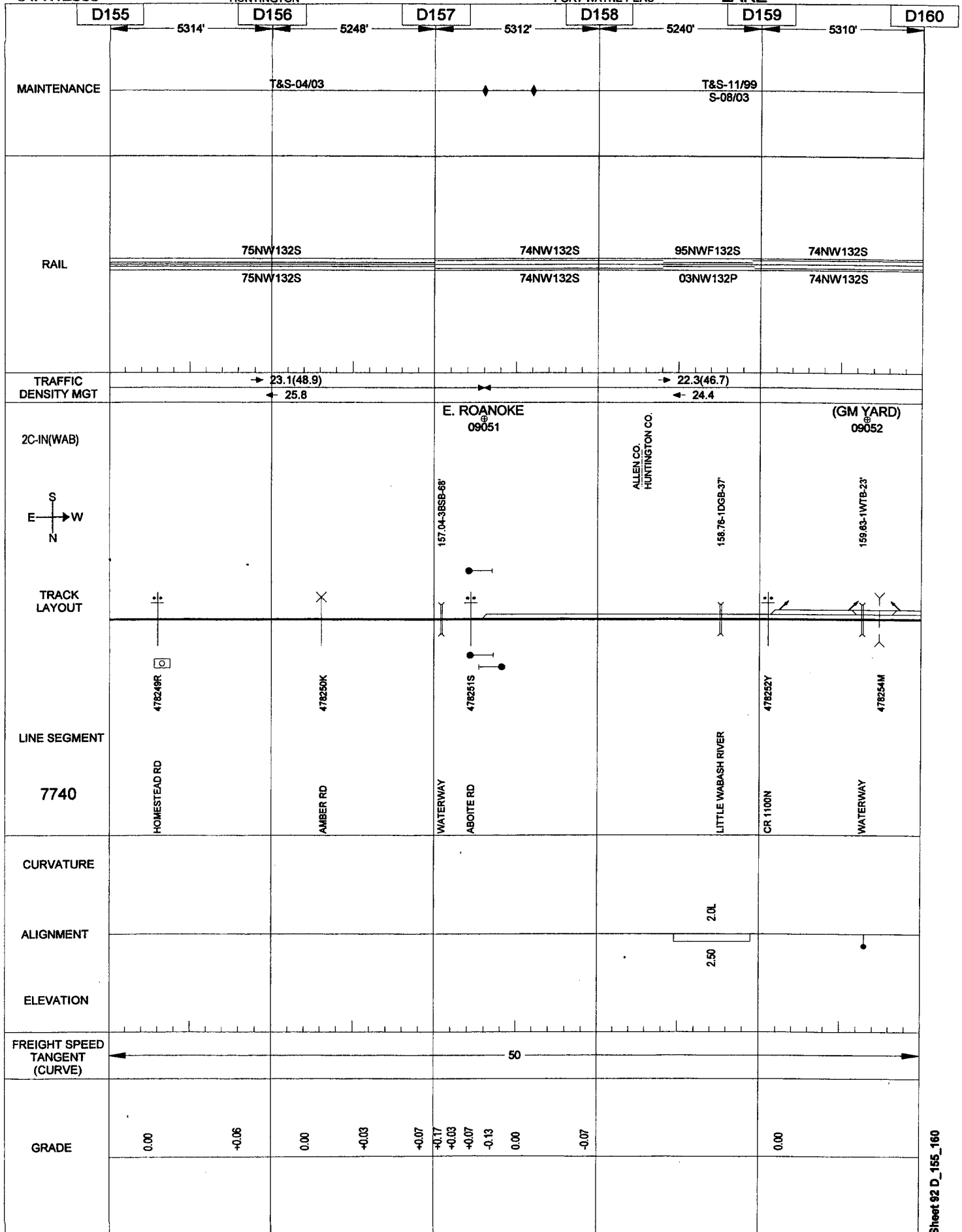
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HUNTINGTON

091

FORT WAYNE-PERU

LAKE



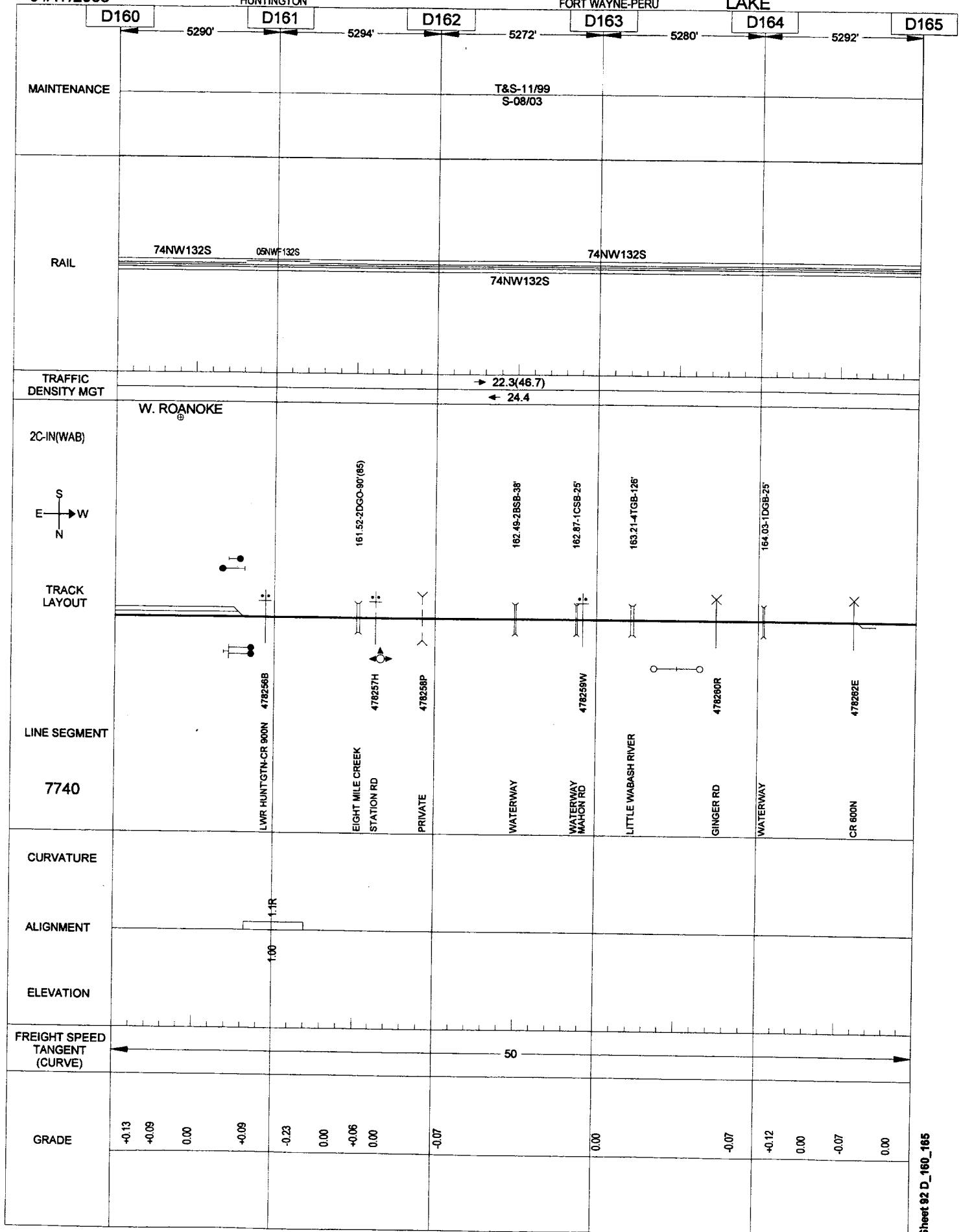
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HUNTINGTON

092

FORT WAYNE-PERU

LAKE



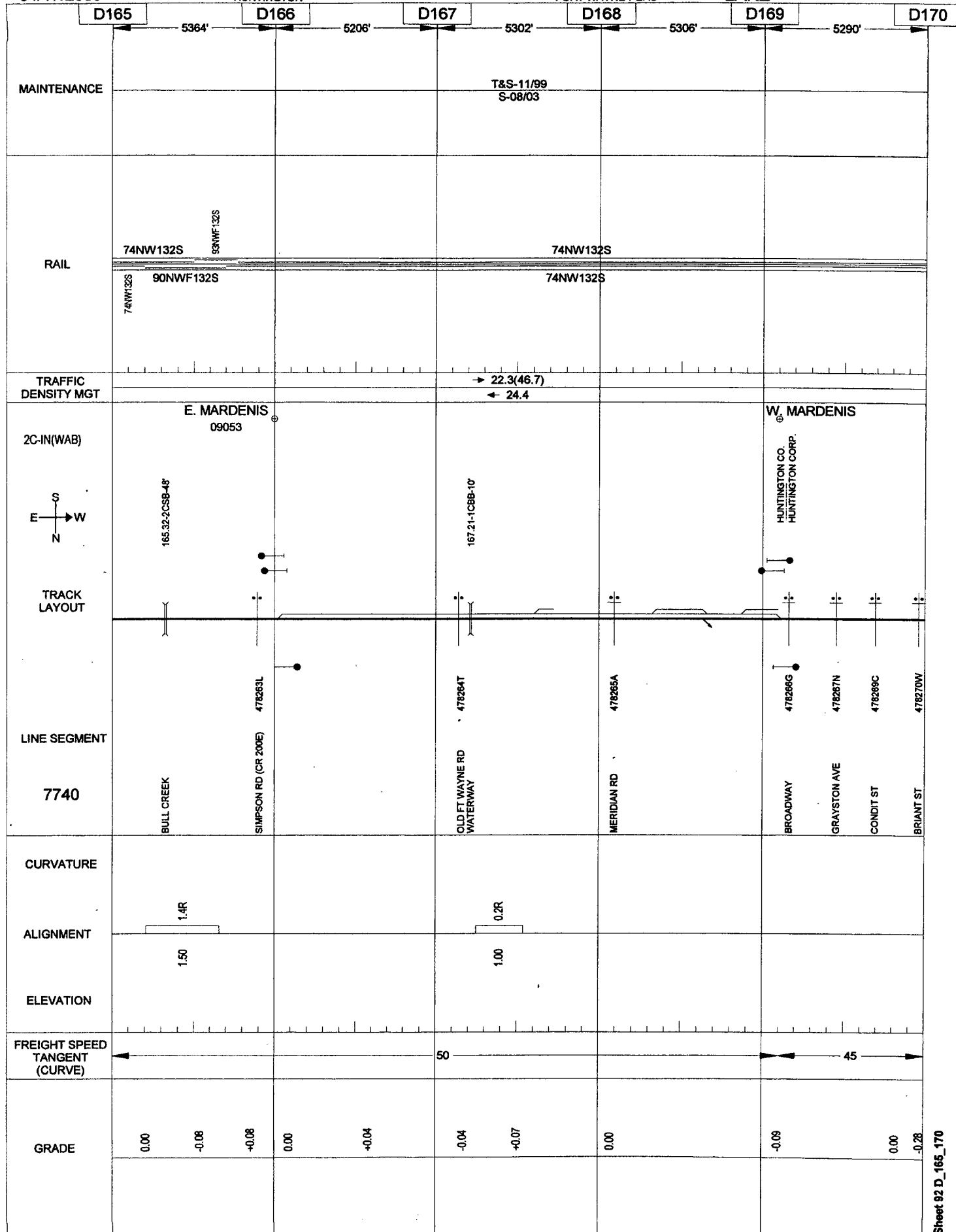
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HUNTINGTON

093

FORT WAYNE-PERU

LAKE



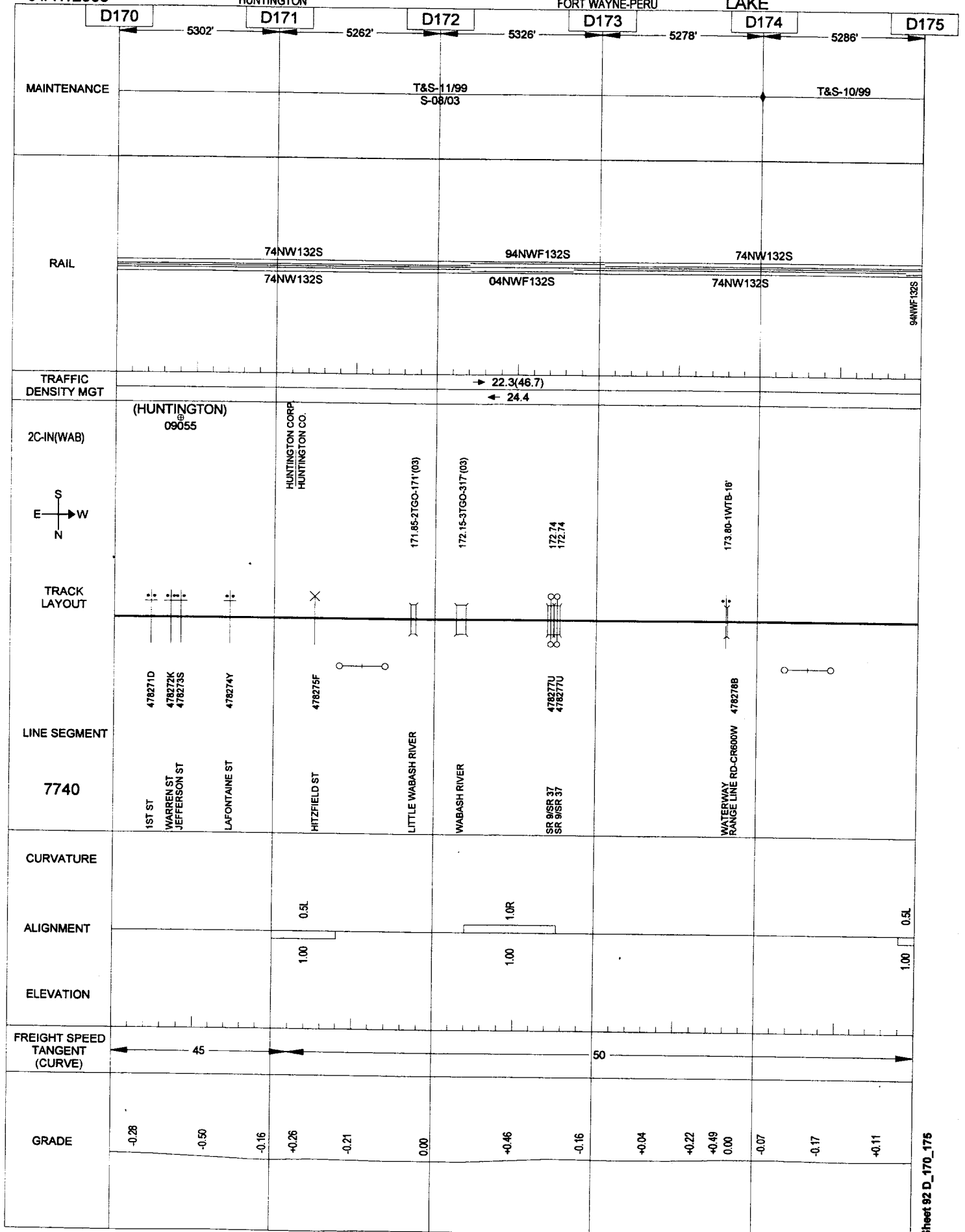
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094

HUNTINGTON

FORT WAYNE-PERU

LAKE



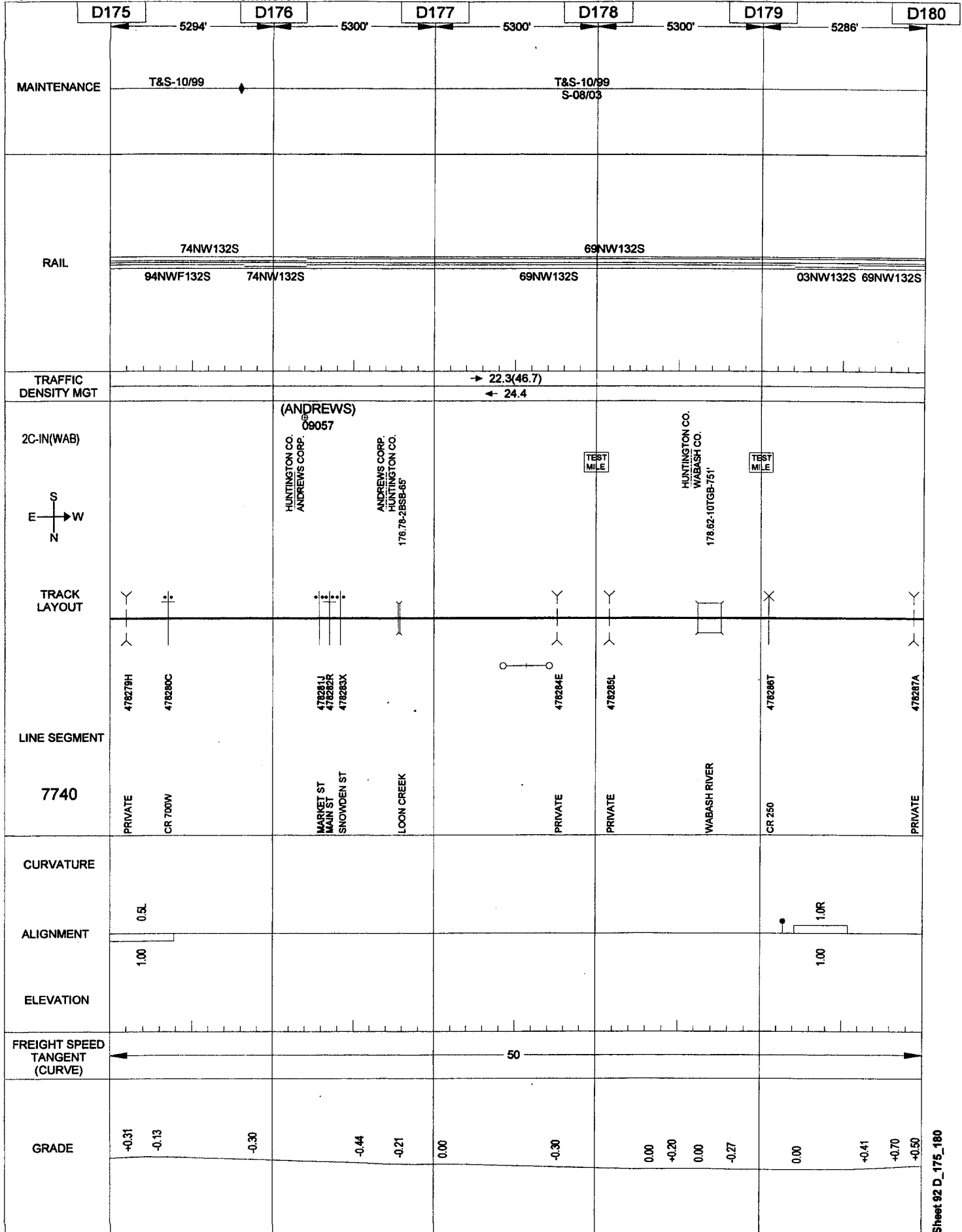
04/17/2006

HUNTINGTON

095

FORT WAYNE-PERU

LAKE



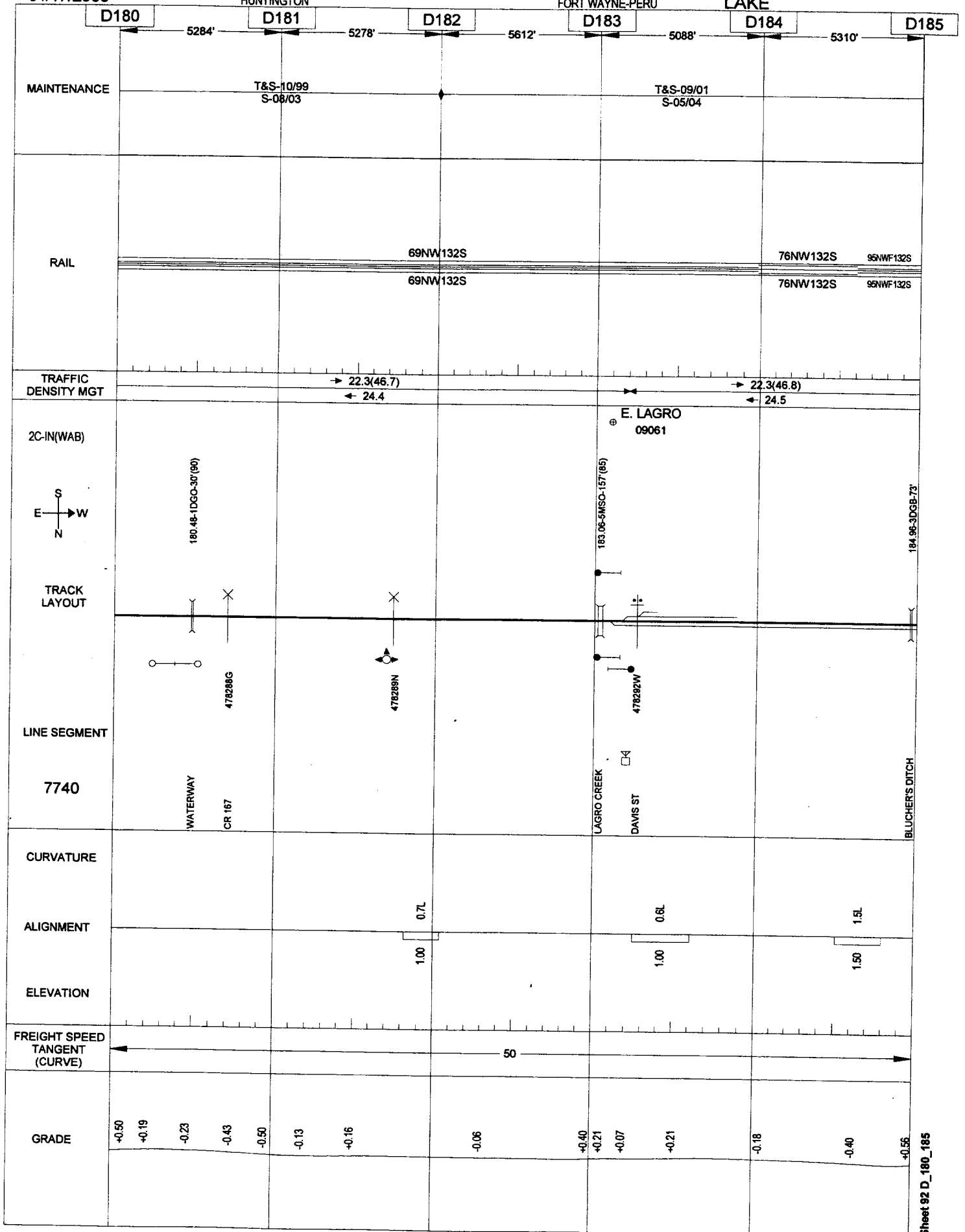
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096

HUNTINGTON

FORT WAYNE-PERU

LAKE



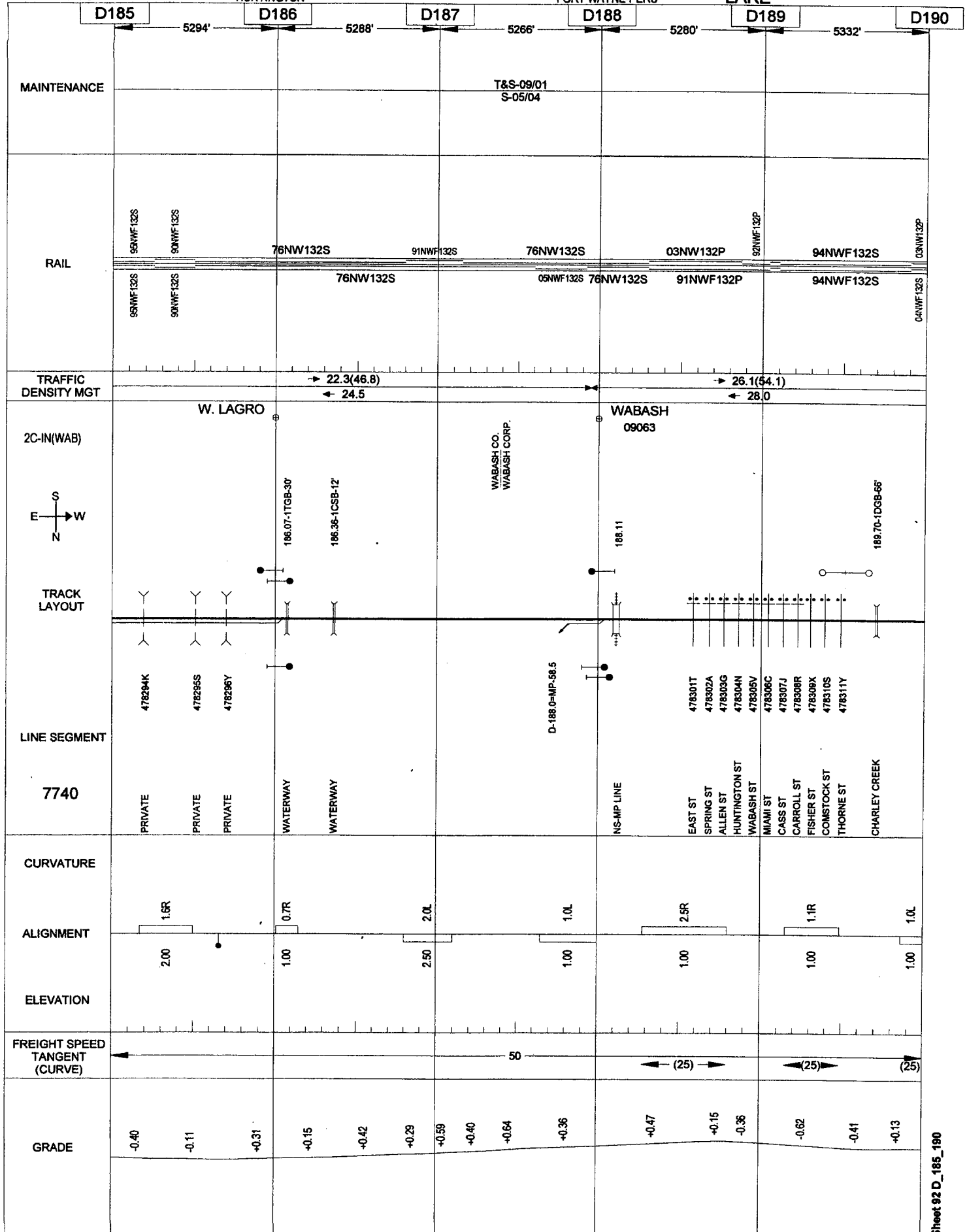
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097

HUNTINGTON

FORT WAYNE-PERU

LAKE



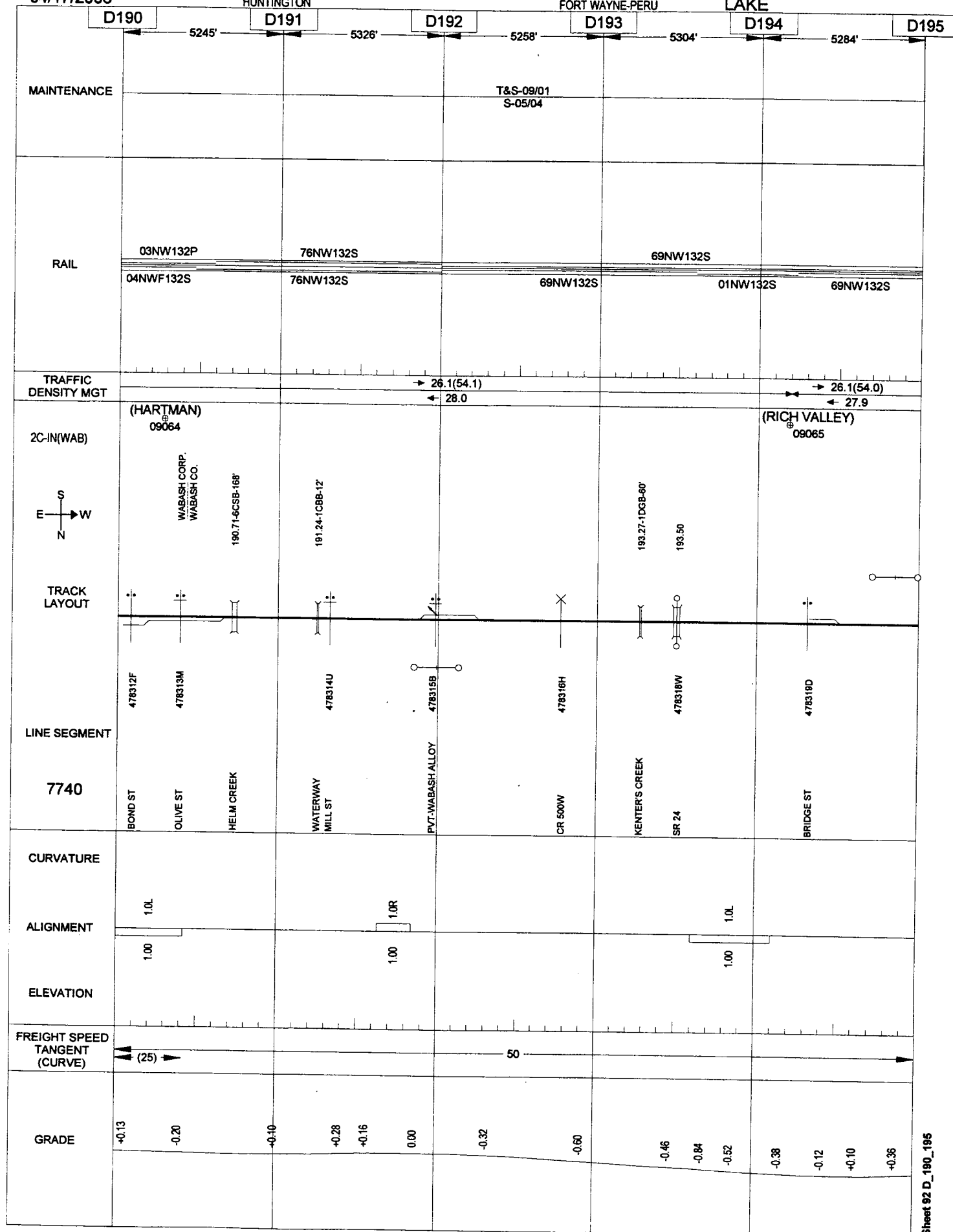
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HUNTINGTON

098

FORT WAYNE-PERU

LAKE



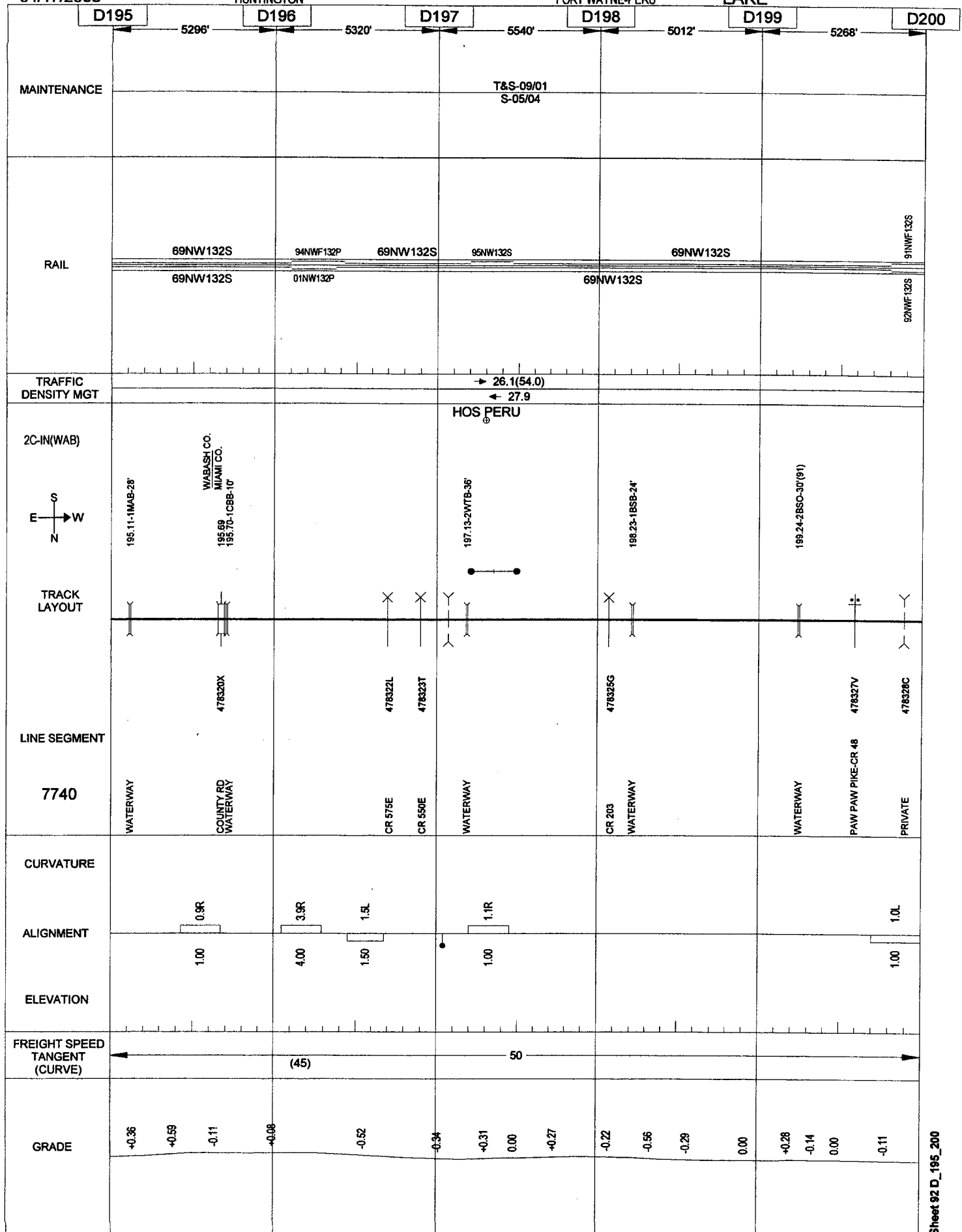
04/17/2006

HUNTINGTON

099

FORT WAYNE-PERU

LAKE



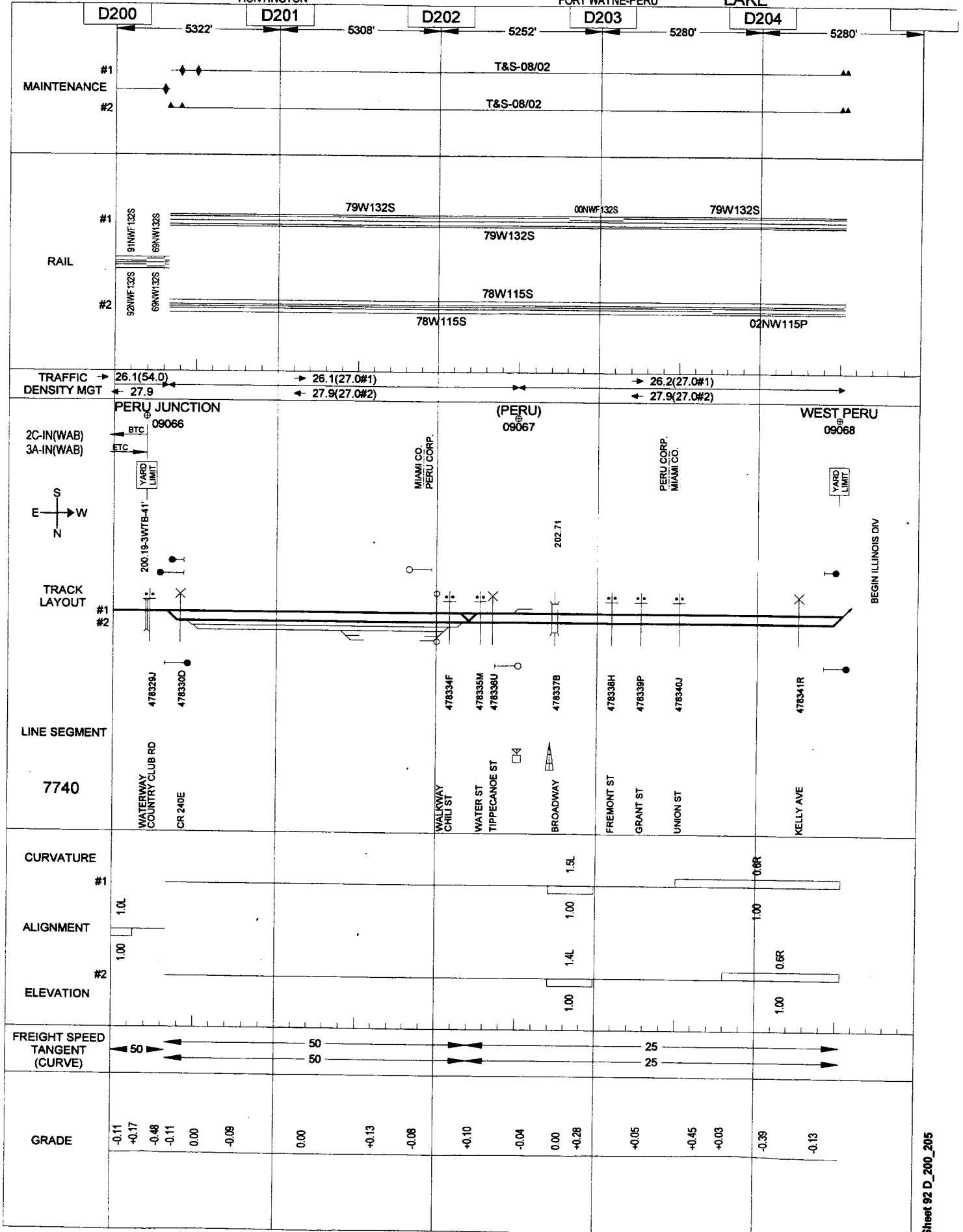
04/17/2006

HUNTINGTON

100

FORT WAYNE-PERU

LAKE



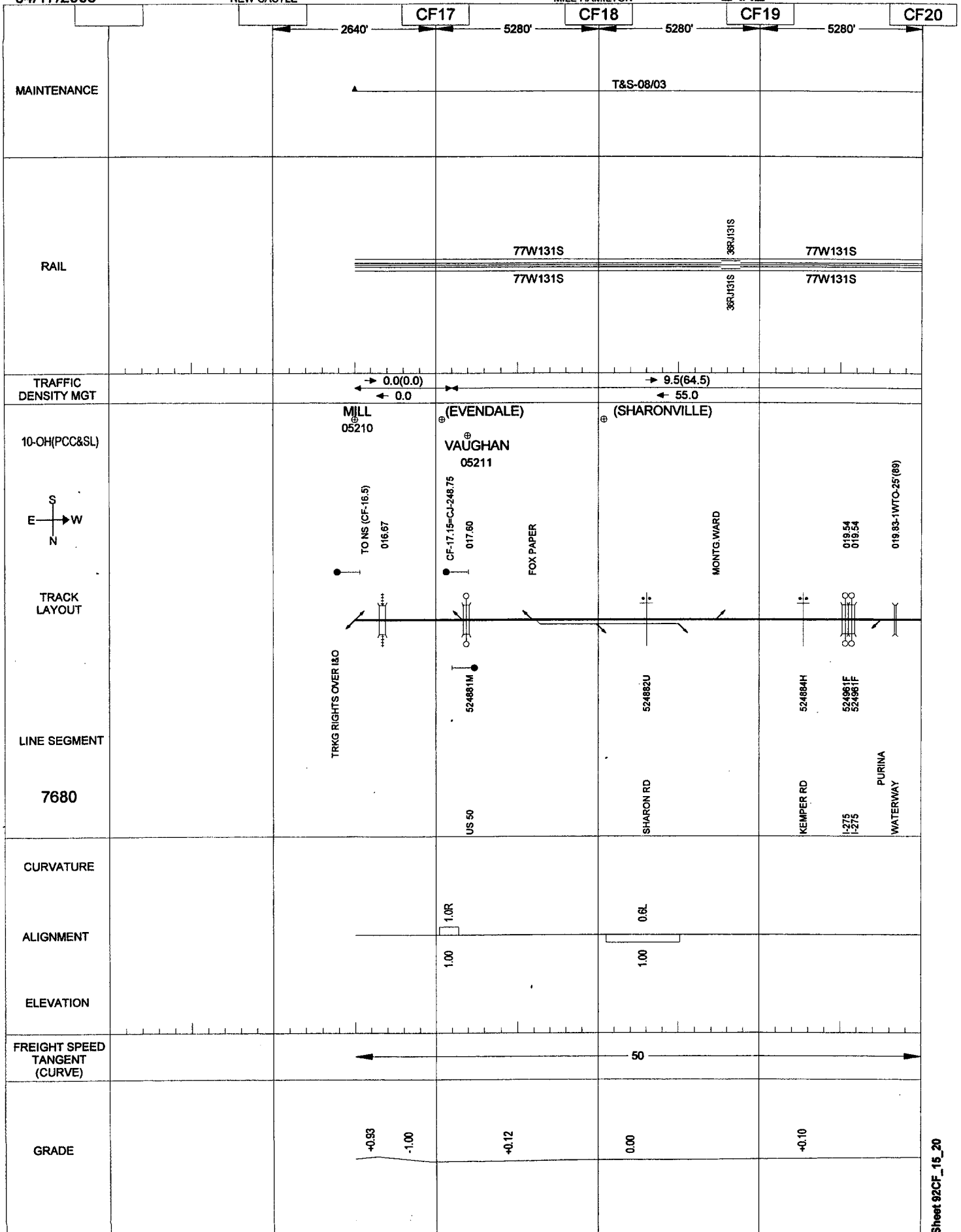
04/17/2006

NEW CASTLE

101

MILL-HAMILTON

LAKE



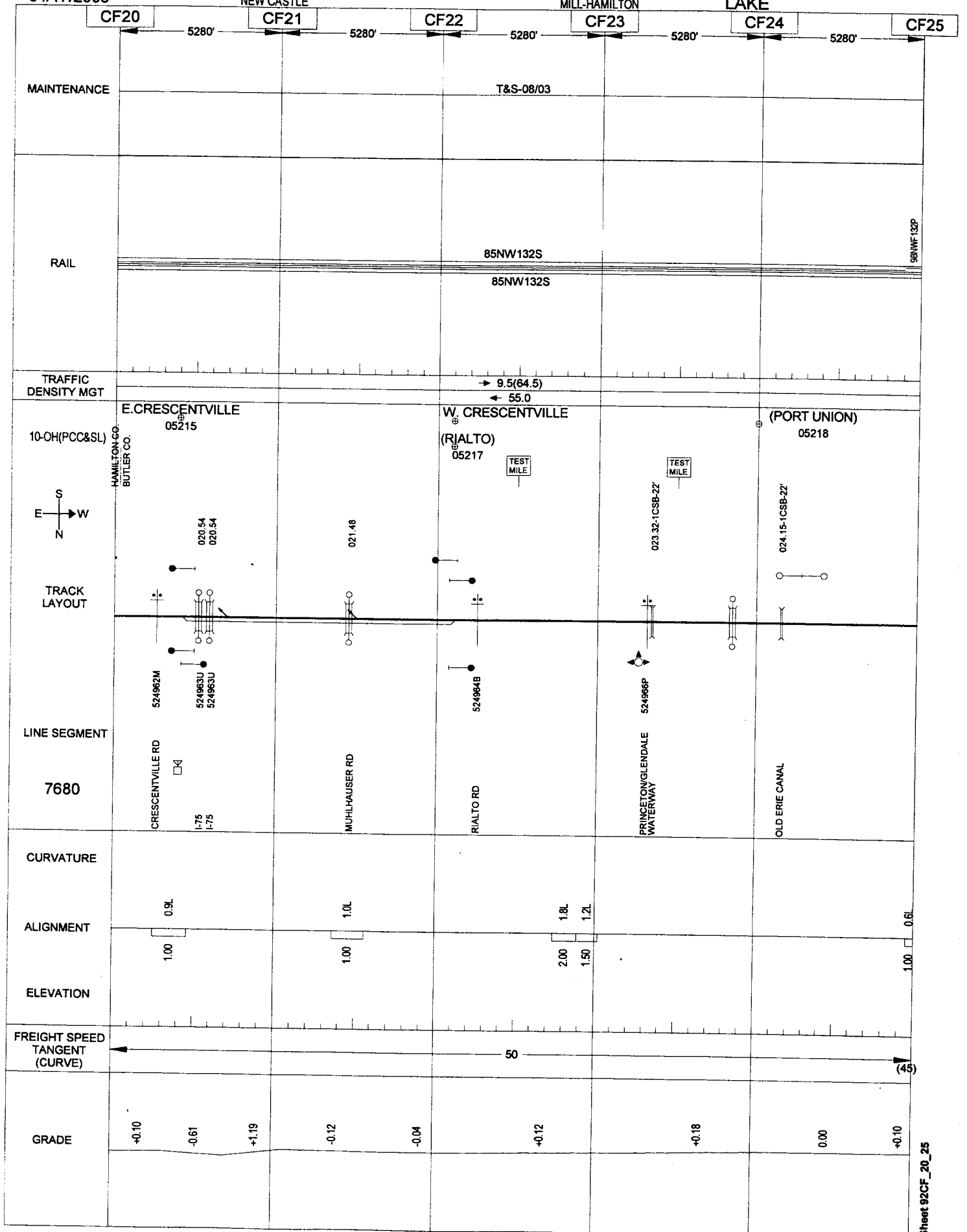
04/17/2006

102

NEW CASTLE

MILL-HAMILTON

LAKE



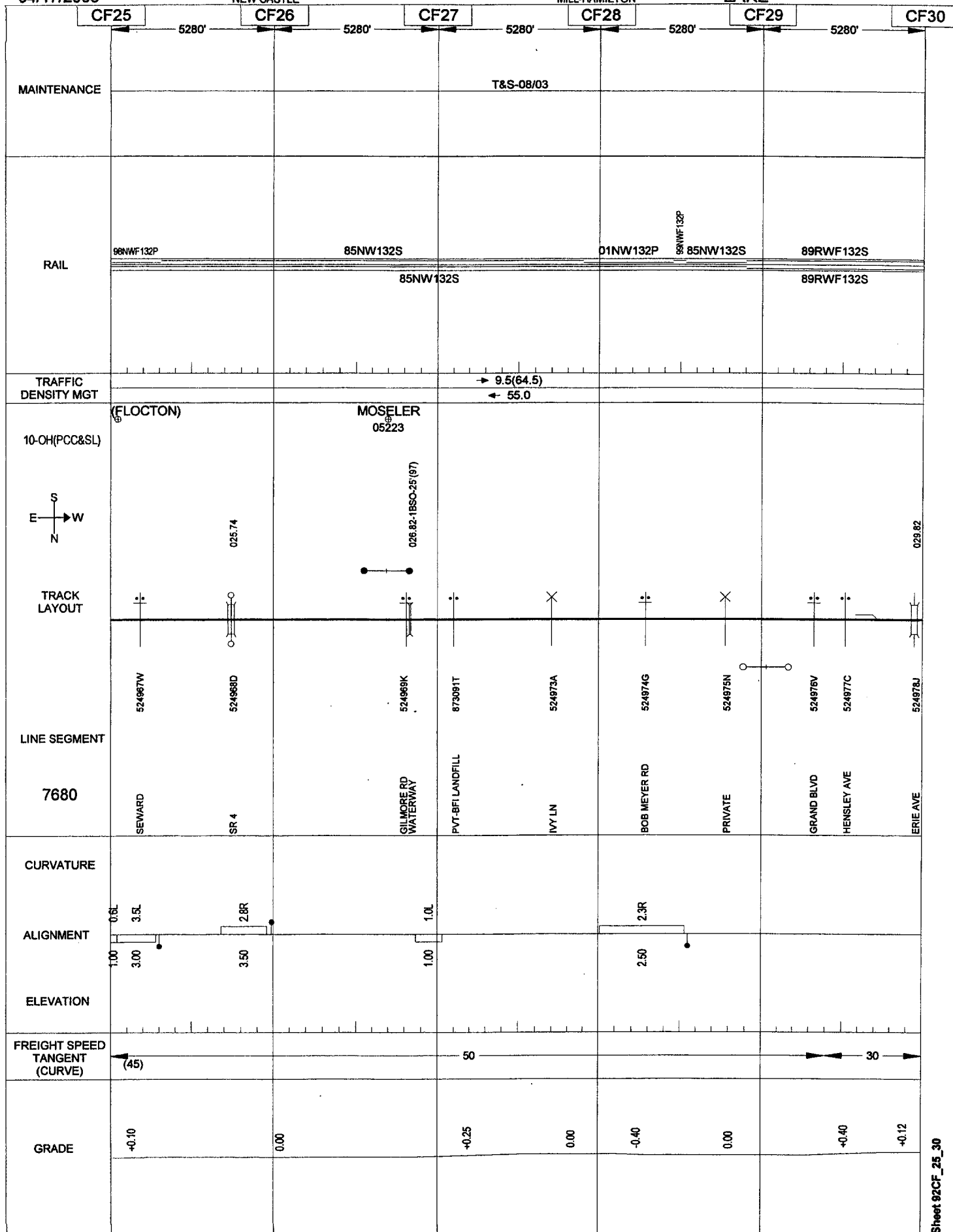
04/17/2006

NEW CASTLE

103

MILL-HAMILTON

LAKE



04/17/2006

NEW CASTLE

104

NEW RIVER-MUNCIE

LAKE

CF30

5280'

T&S-08/03

MAINTENANCE

RAIL

04NWF132P 89RWF132S 97NWF132P
96NWF132P 88RWF132S 03NWF132P 95NWF132P

TRAFFIC
DENSITY MGT

→ 9.5(64.5)
← 55.0

10-OH(PCC&SL)

BUTLER ST.
05228

S
E → W
N

TRACK
LAYOUT

524960Y 524958E 524958X 524957R

LINE SEGMENT

7650
7680

TO NEW RIVER JCT VIA CSXT

CURVATURE

ALIGNMENT

ELEVATION

1.2L 10.3L 3.4L 11.0R 5.0R
1.00 3.00 1.00 3.00 0.00

FREIGHT SPEED
TANGENT
(CURVE)

(25) (25) 50 (25)

GRADE

-1.00 -0.80 0.00

5280'

CF34

T&S-04/05

77W131S

02NW132S

77W131S

97NWF132S

77W131S

01NW132S

→ 22.5(46.8)
← 24.3

(COKEOTTO)
NEW RIVER JCT
05227

TO BUTLER ST VIA CSXT

525205V 525204N 525203G 525202A 525201T

AUGSPURGER RD

SOUTH ST

TRENTON RD

STAHLHABER

US 127

2.0L 0.8L
1.00 1.00

0.8L 1.0L
1.00 1.00

(40) 50

0.00

-0.22

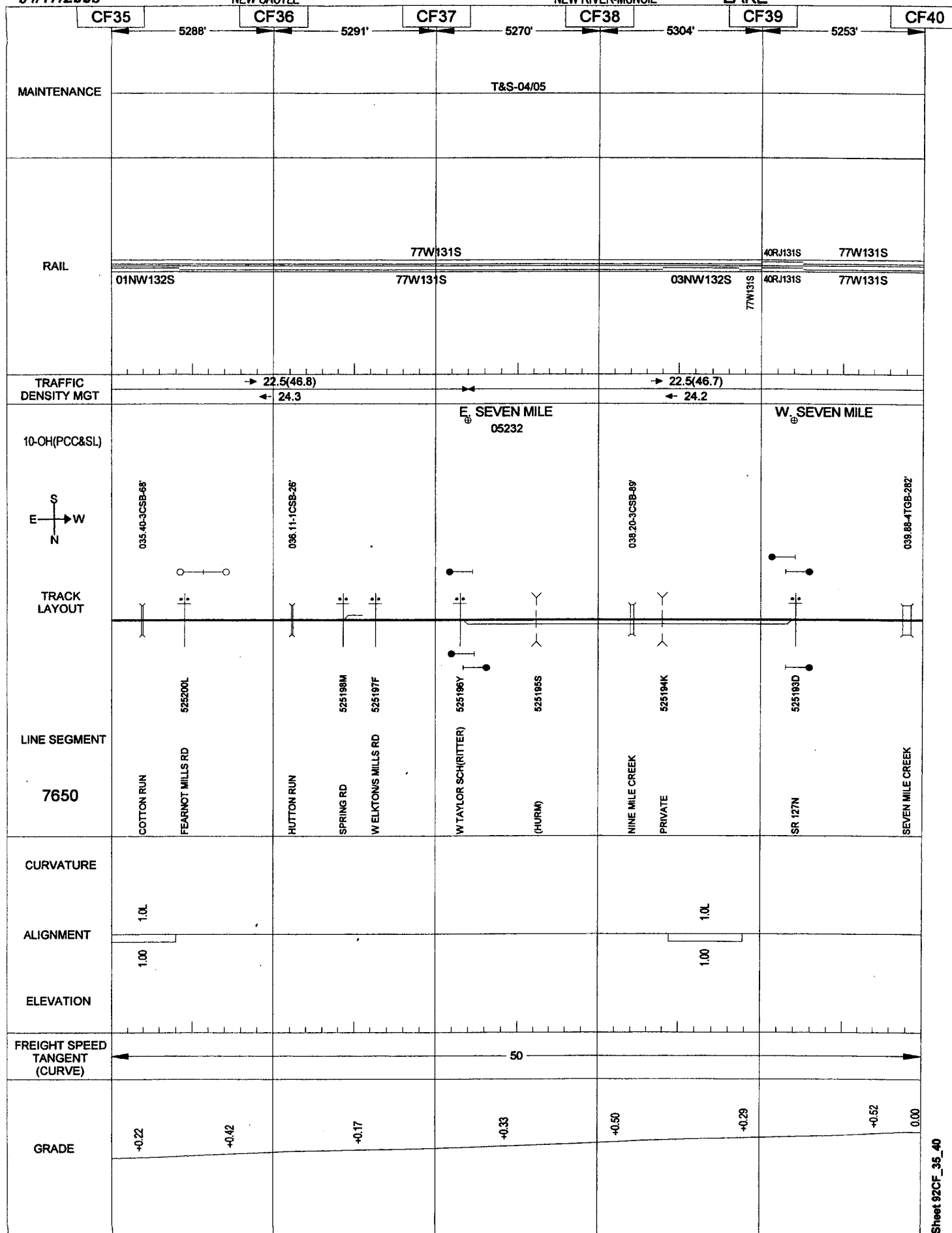
04/17/2006

NEW CASTLE

105

NEW RIVER-MUNCIE

LAKE



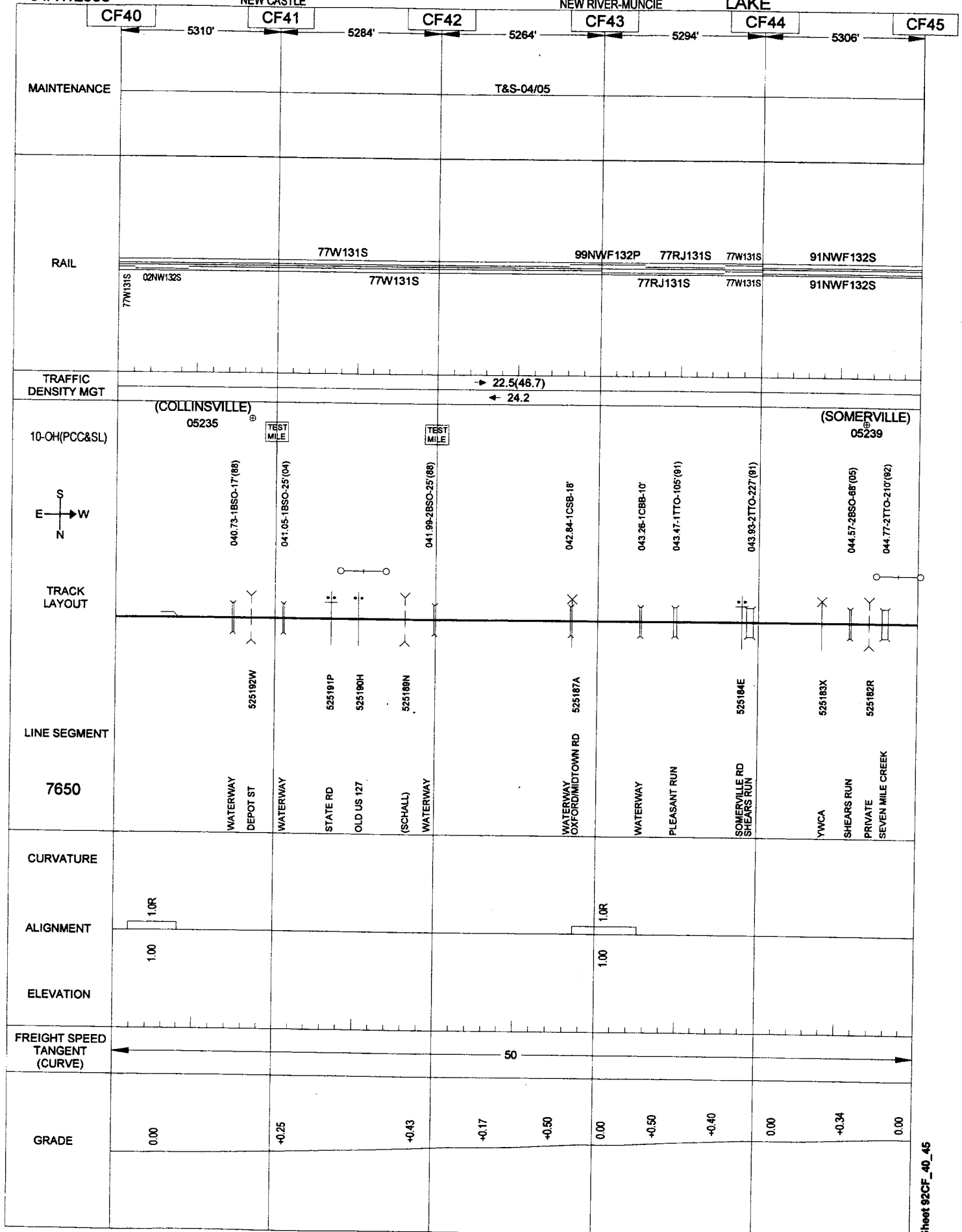
04/17/2006

NEW CASTLE

106

NEW RIVER-MUNCIE

LAKE



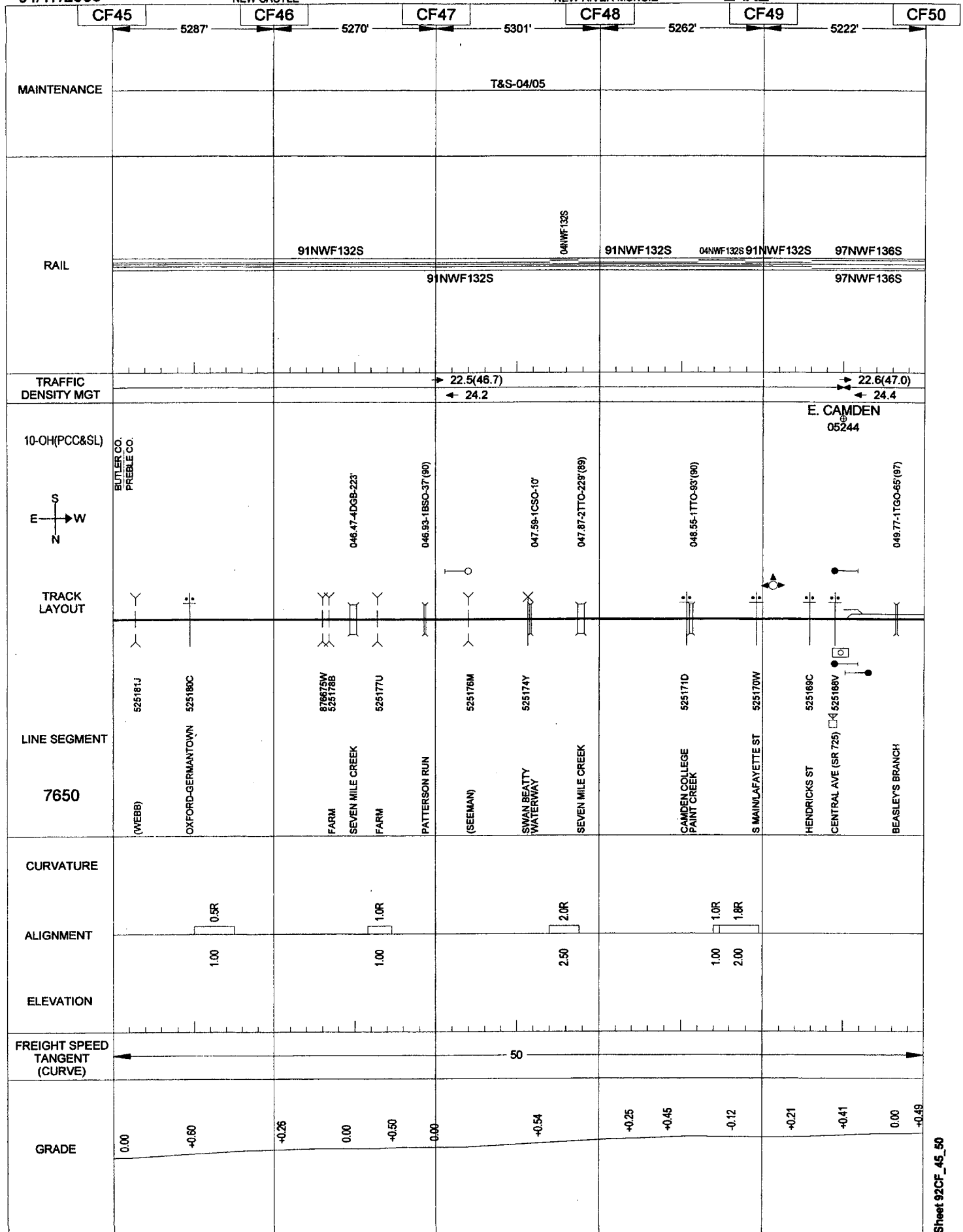
04/17/2006

NEW CASTLE

107

NEW RIVER-MUNCIE

LAKE



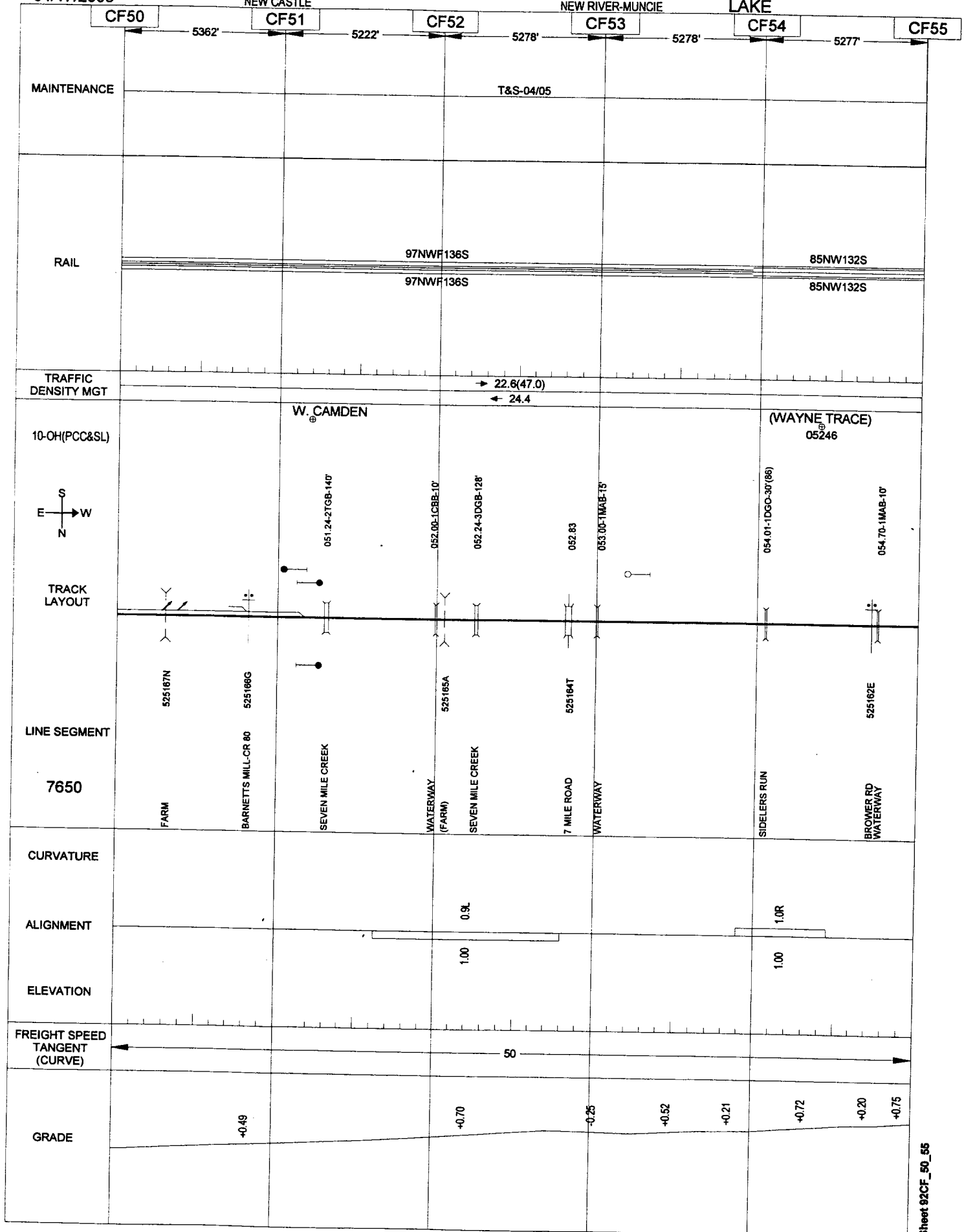
04/17/2006

108

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



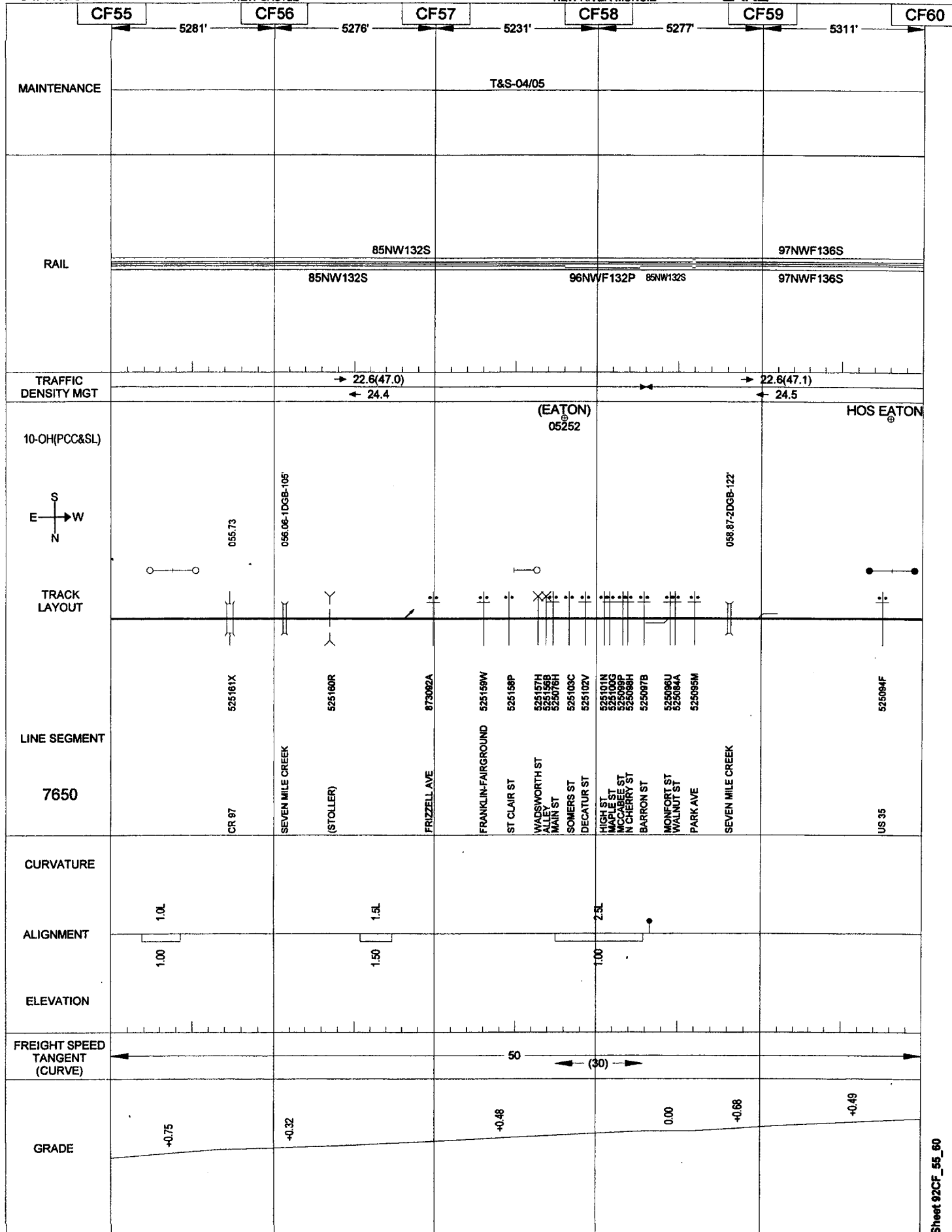
04/17/2006

NEW CASTLE

109

NEW RIVER-MUNCIE

LAKE



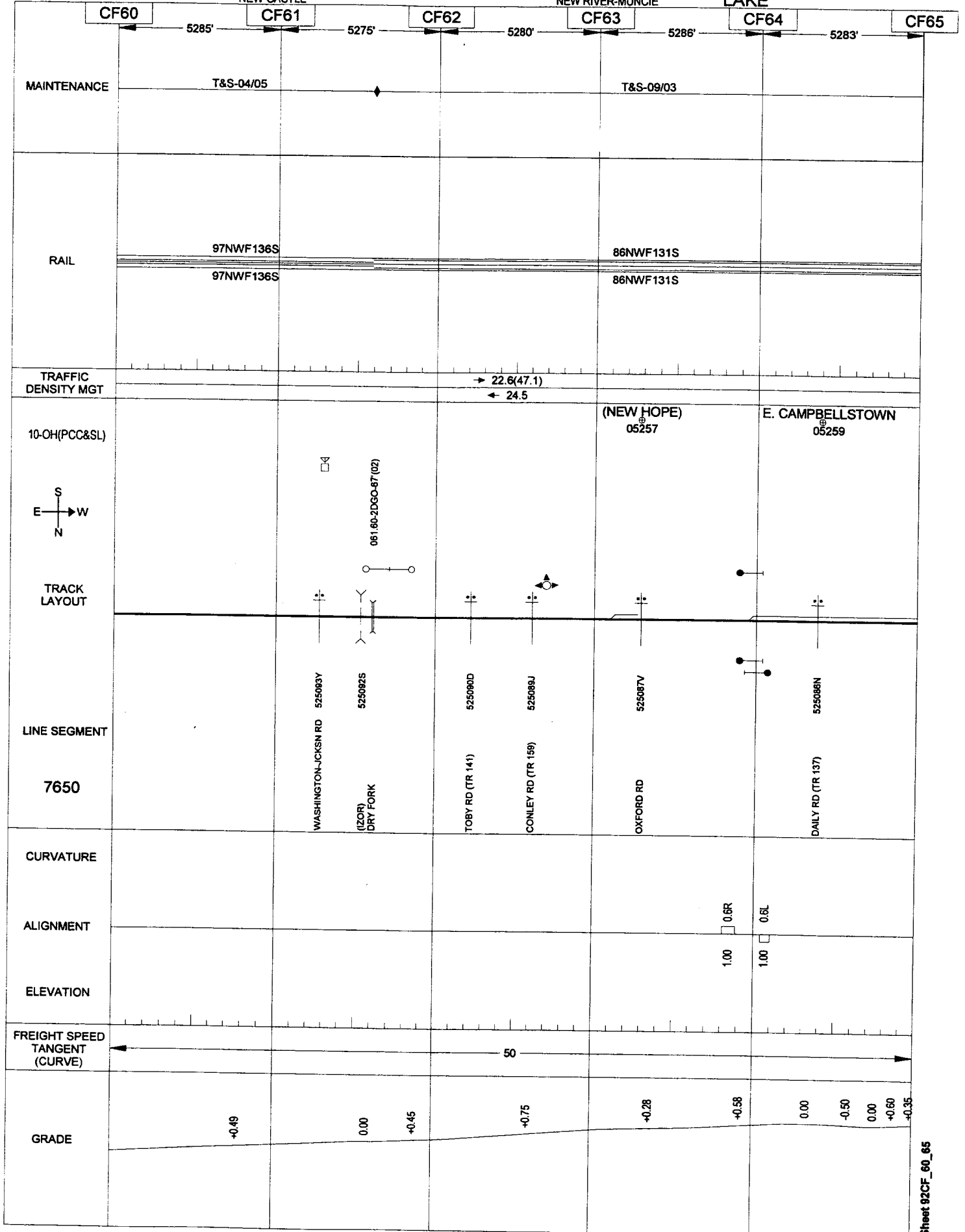
04/17/2006

110

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



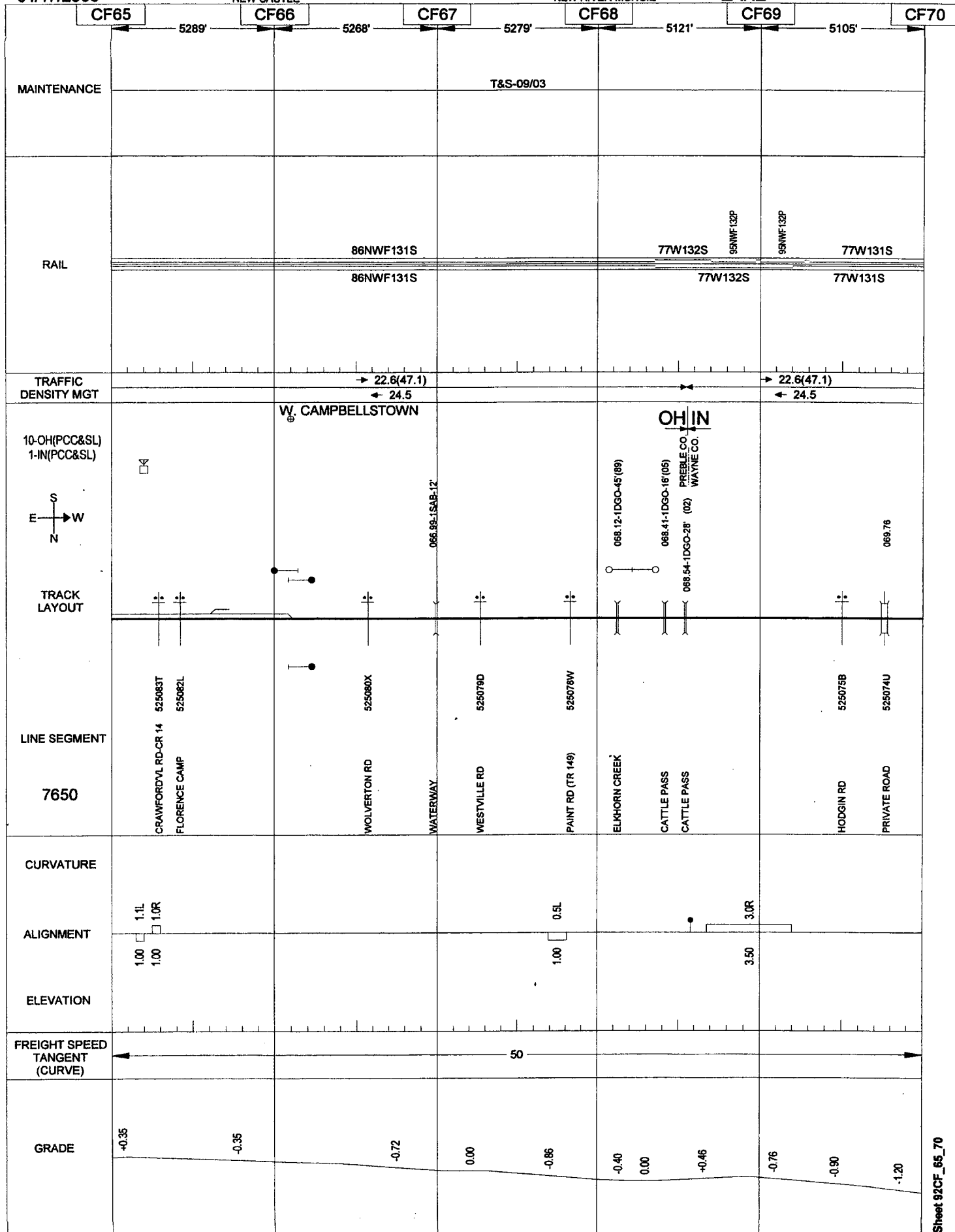
04/17/2006

111

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



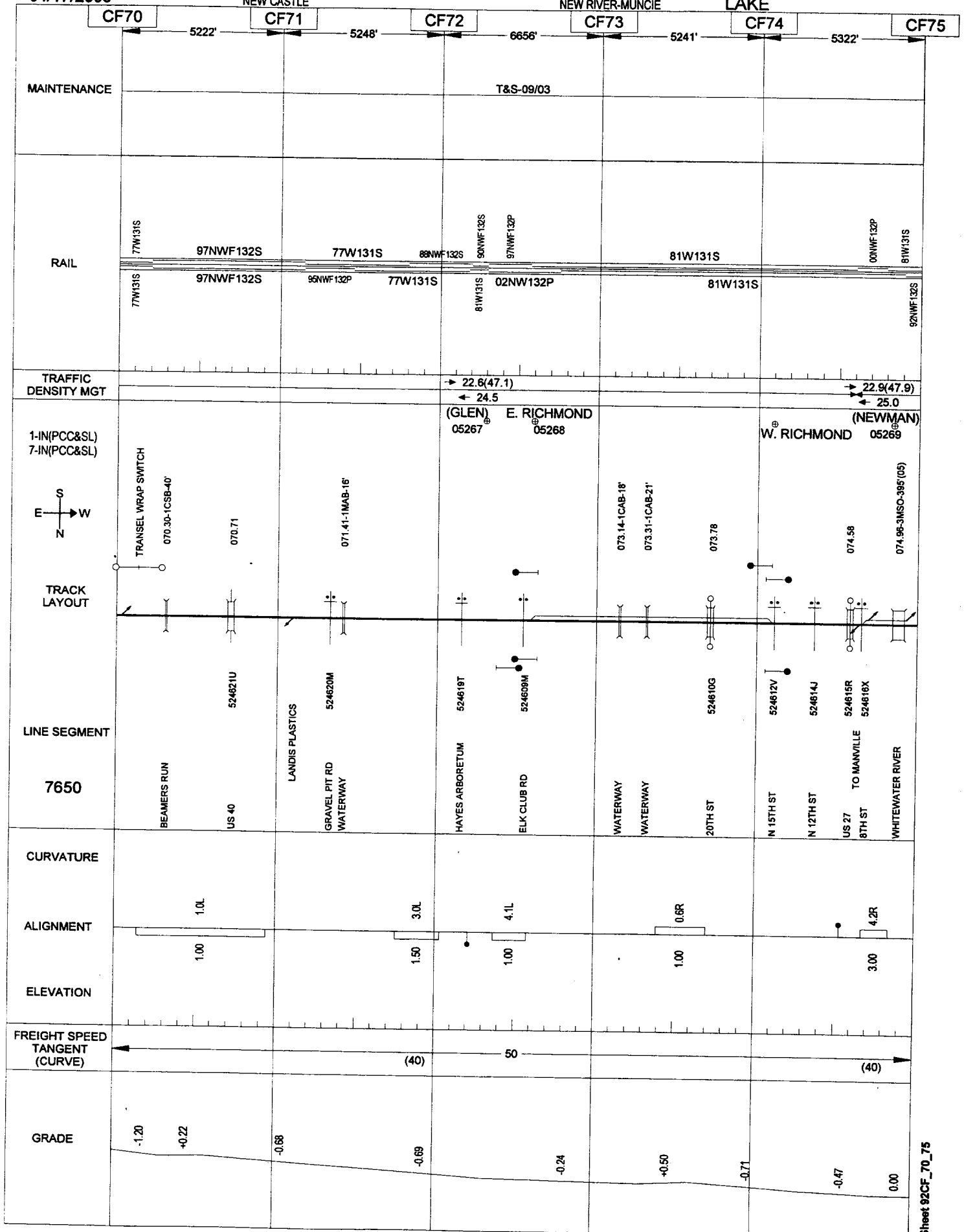
04/17/2006

112

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



LAKE

CF80

- 5215'

T&S-08/02
S-06/05

85NW132S

85NW132S

→ 22.9(47.9)
← 25.0

HOS RICHMOND

TRACK LAYOUT

LINE SEGMENT

7650

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

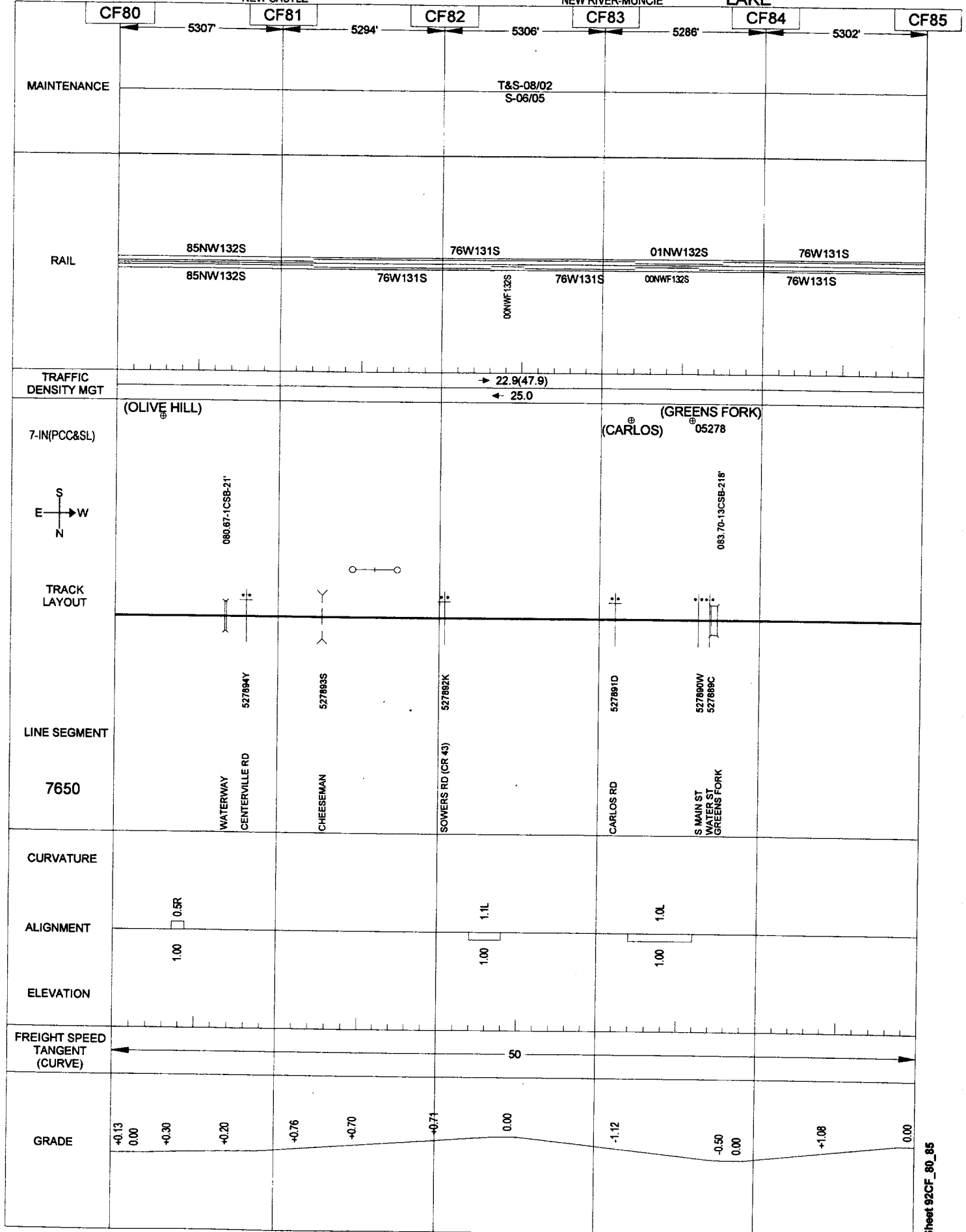
04/17/2006

114

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



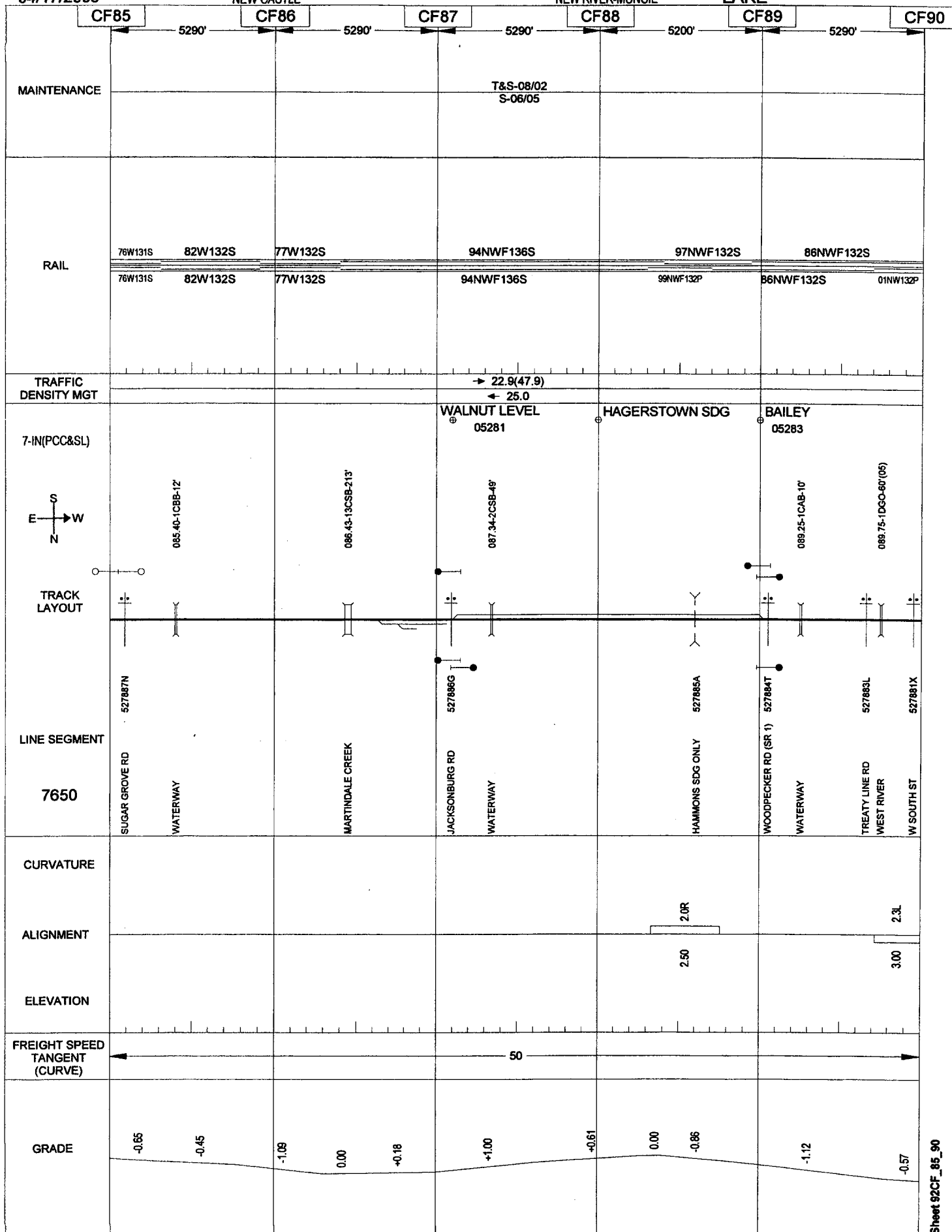
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NEW CASTLE

115

NEW RIVER-MUNCIE

LAKE



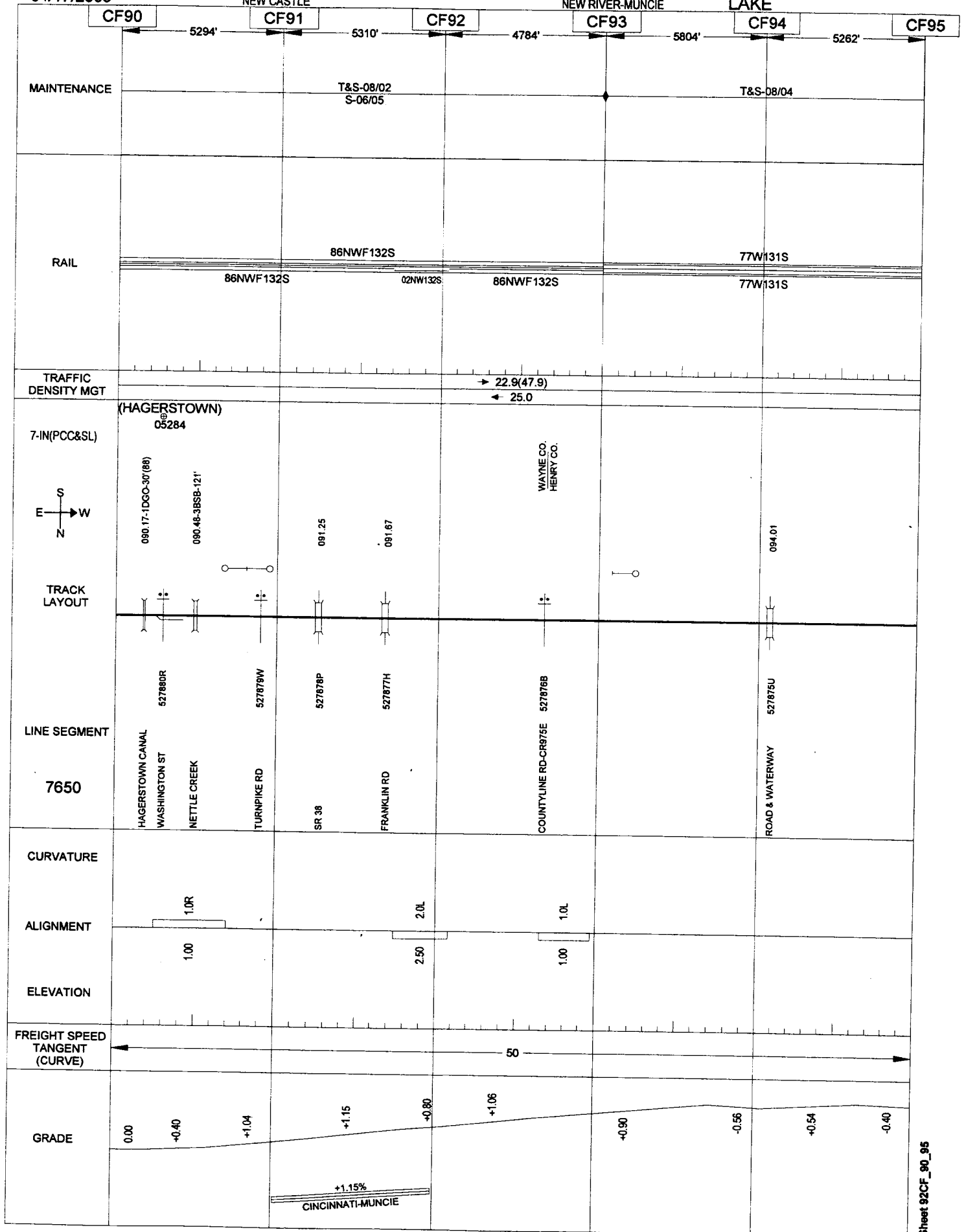
04/17/2006

NEW CASTLE

116

NEW RIVER-MUNCIE

LAKE



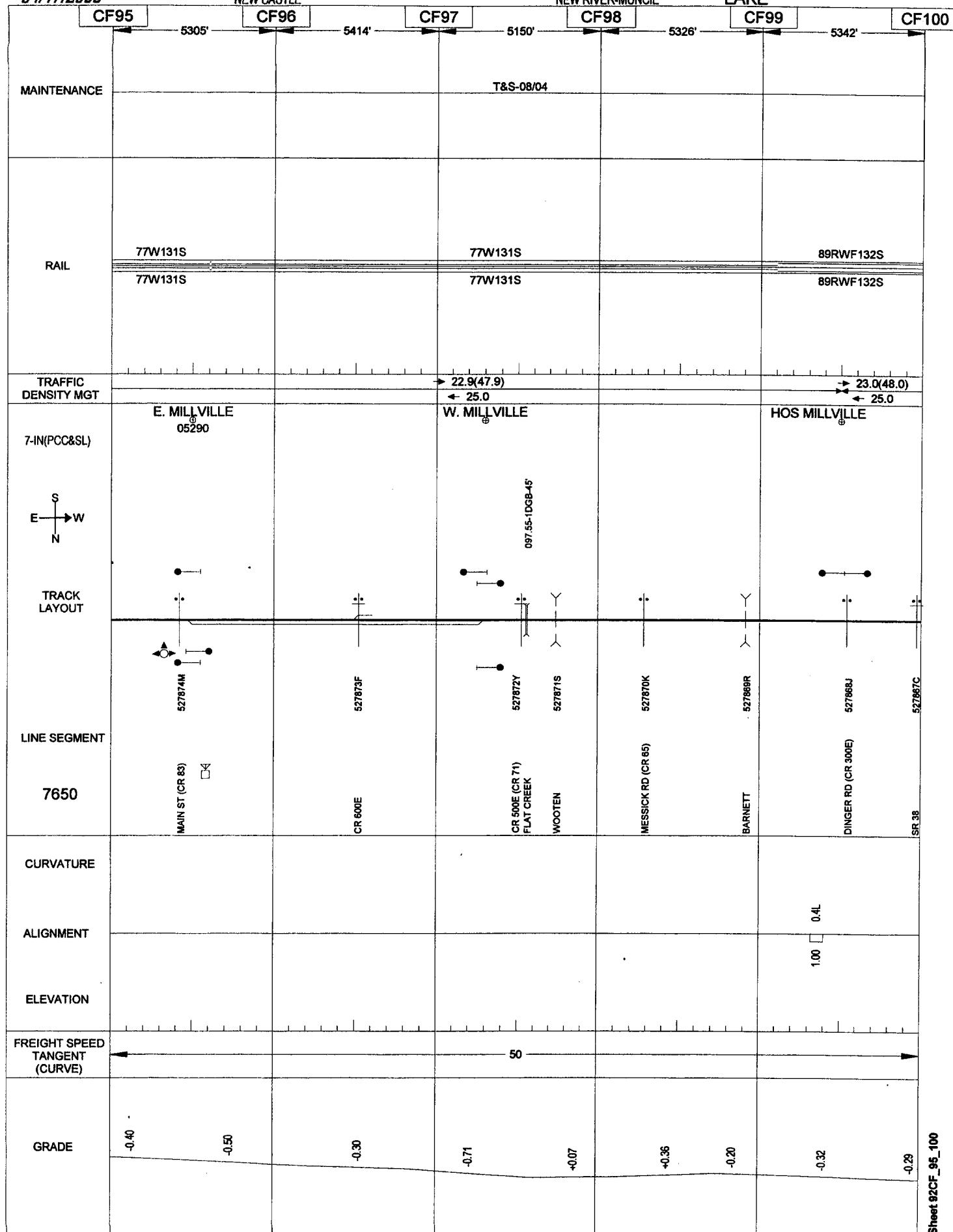
04/17/2006

NEW CASTLE

117

NEW RIVER-MUNCIE

LAKE



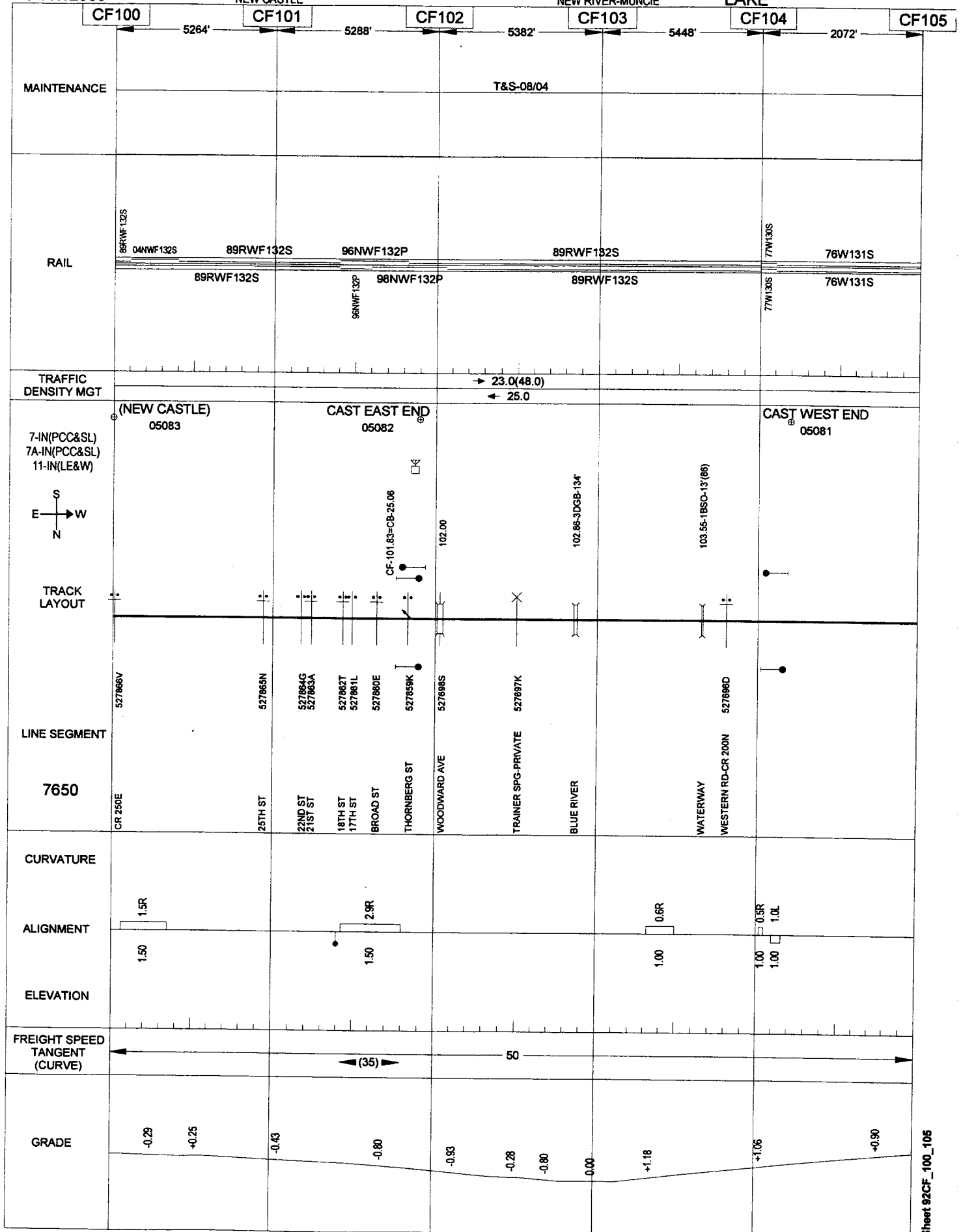
04/17/2006

118

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



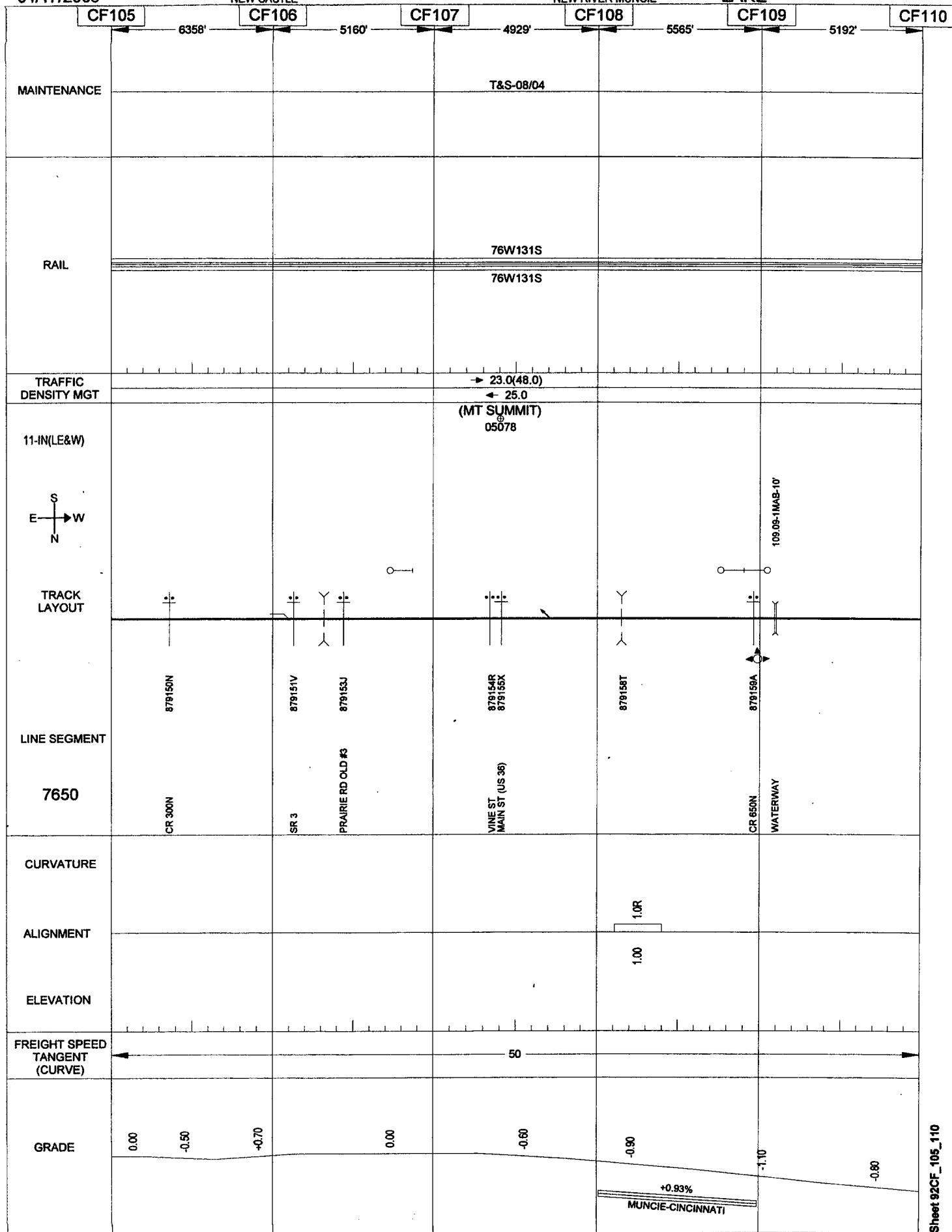
04/17/2006

NEW CASTLE

119

NEW RIVER-MUNCIE

LAKE



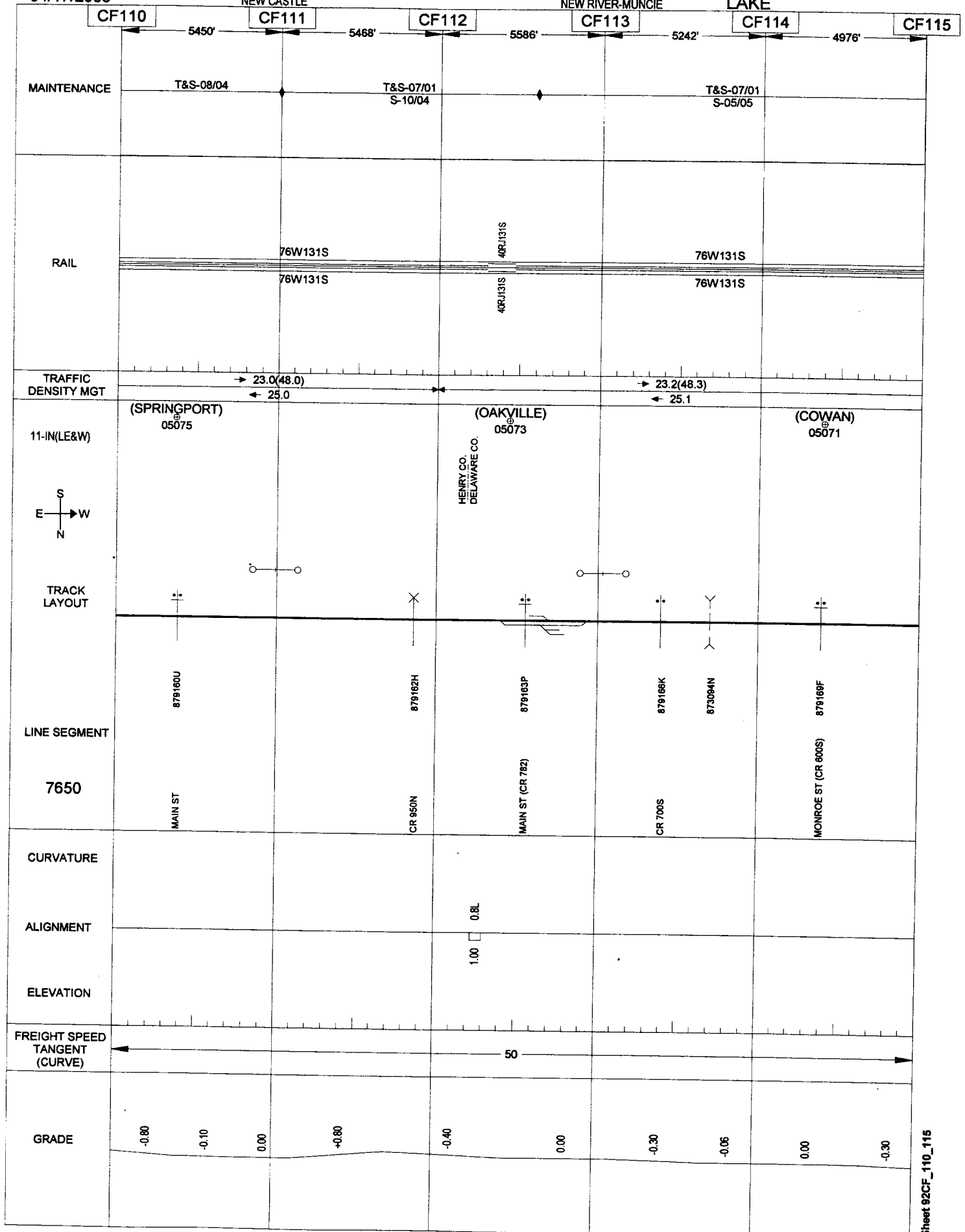
04/17/2006

120

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



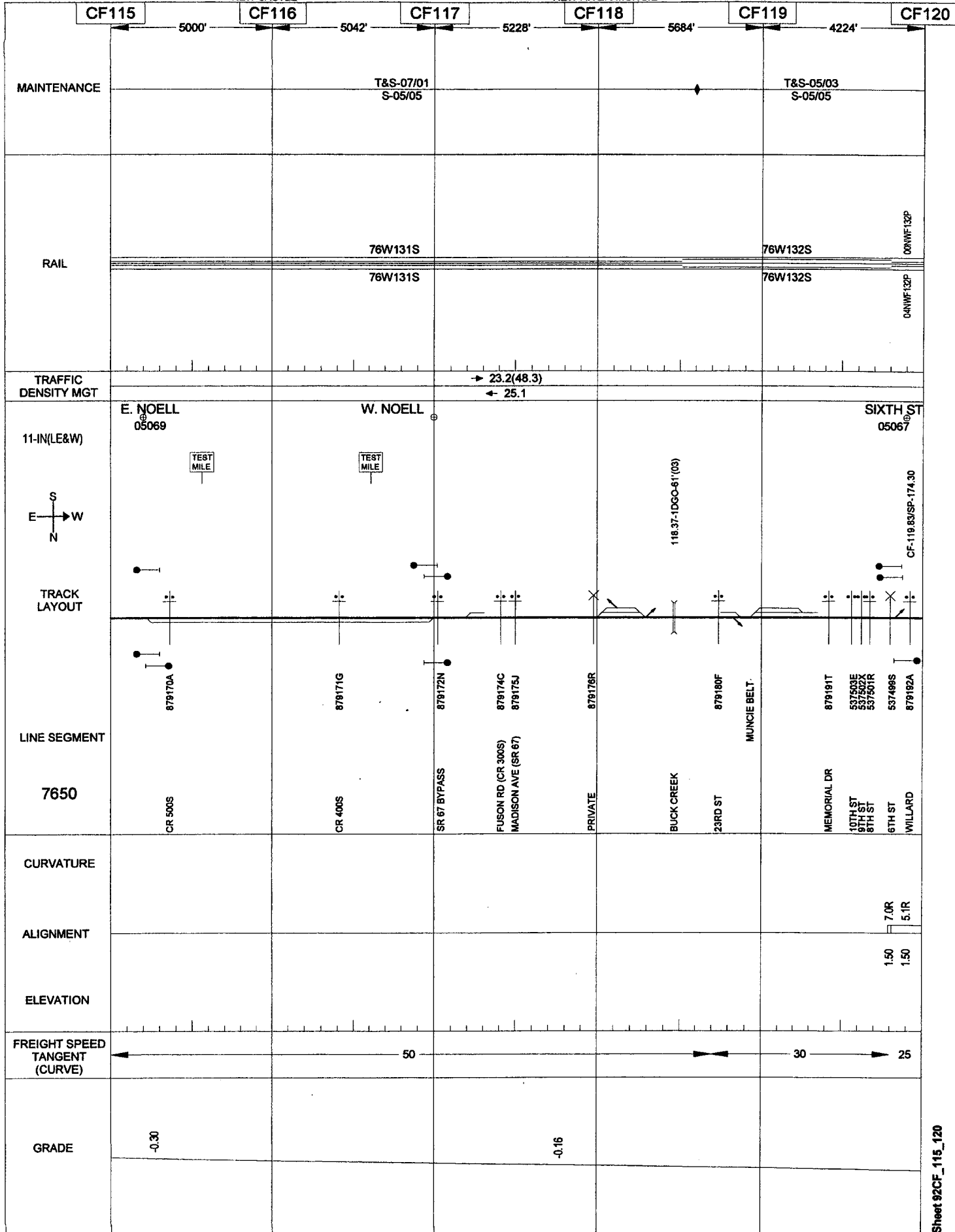
04/17/2006

121

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



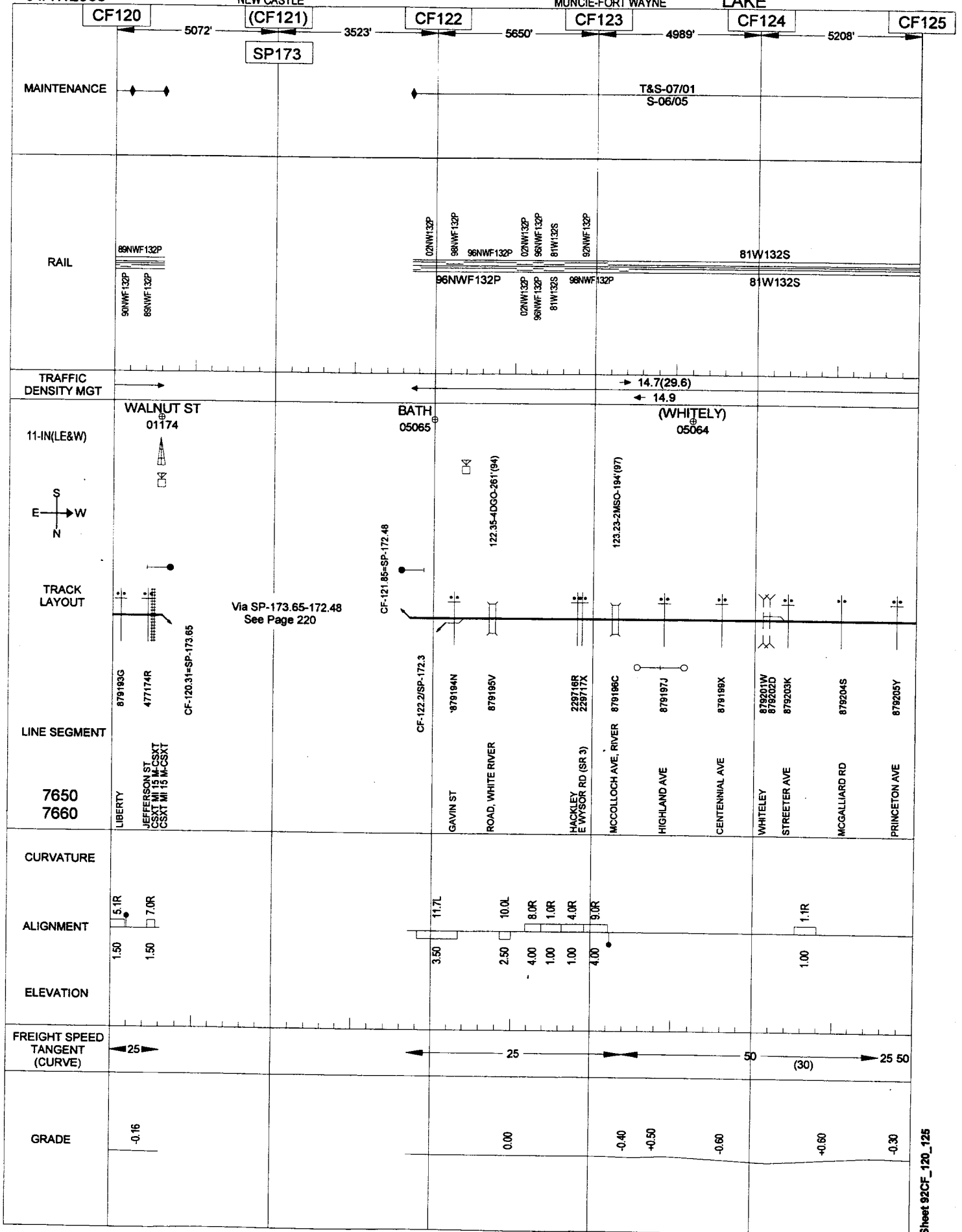
04/17/2006

122

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



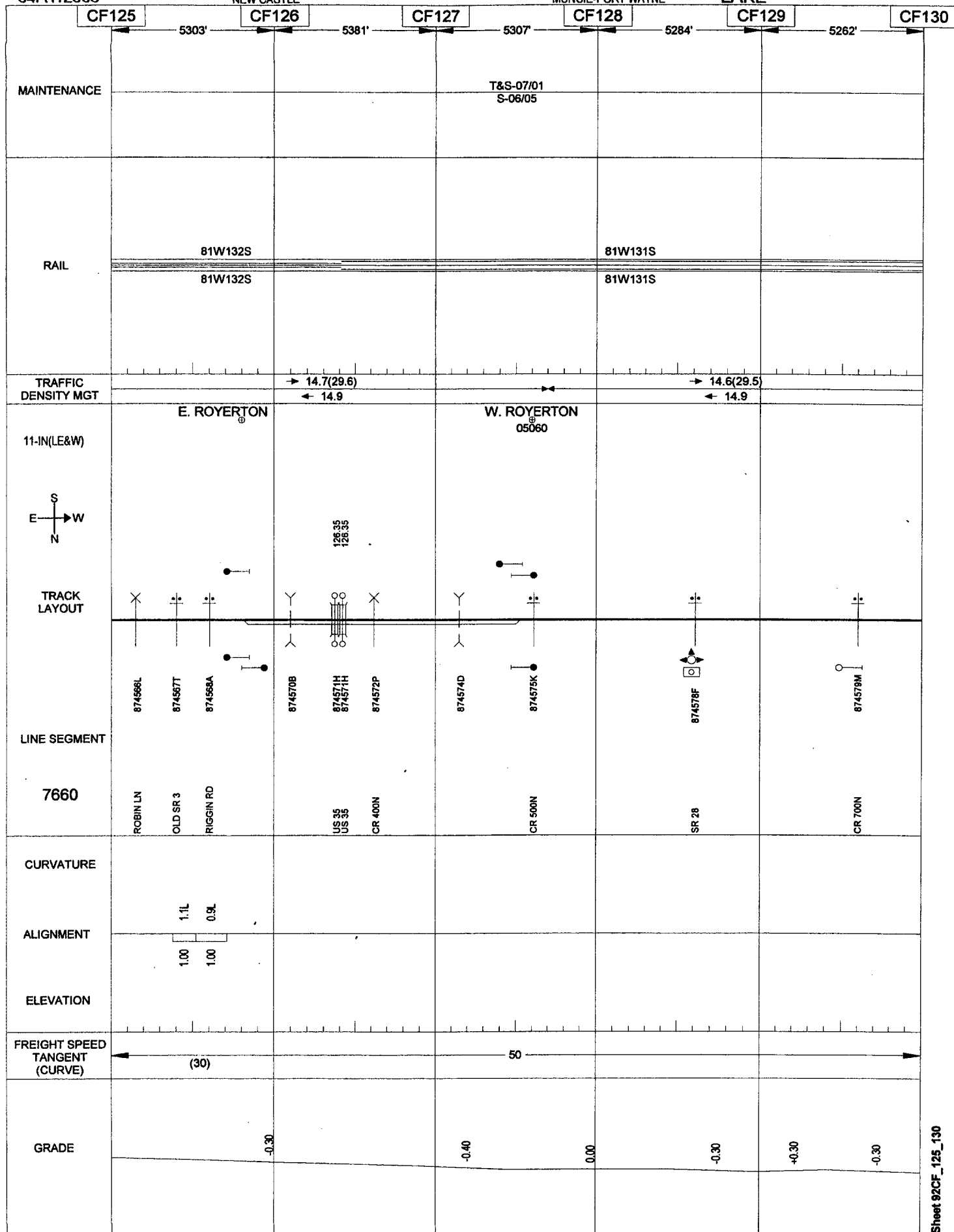
04/17/2006

NEW CASTLE

123

MUNCIE-FORT WAYNE

LAKE



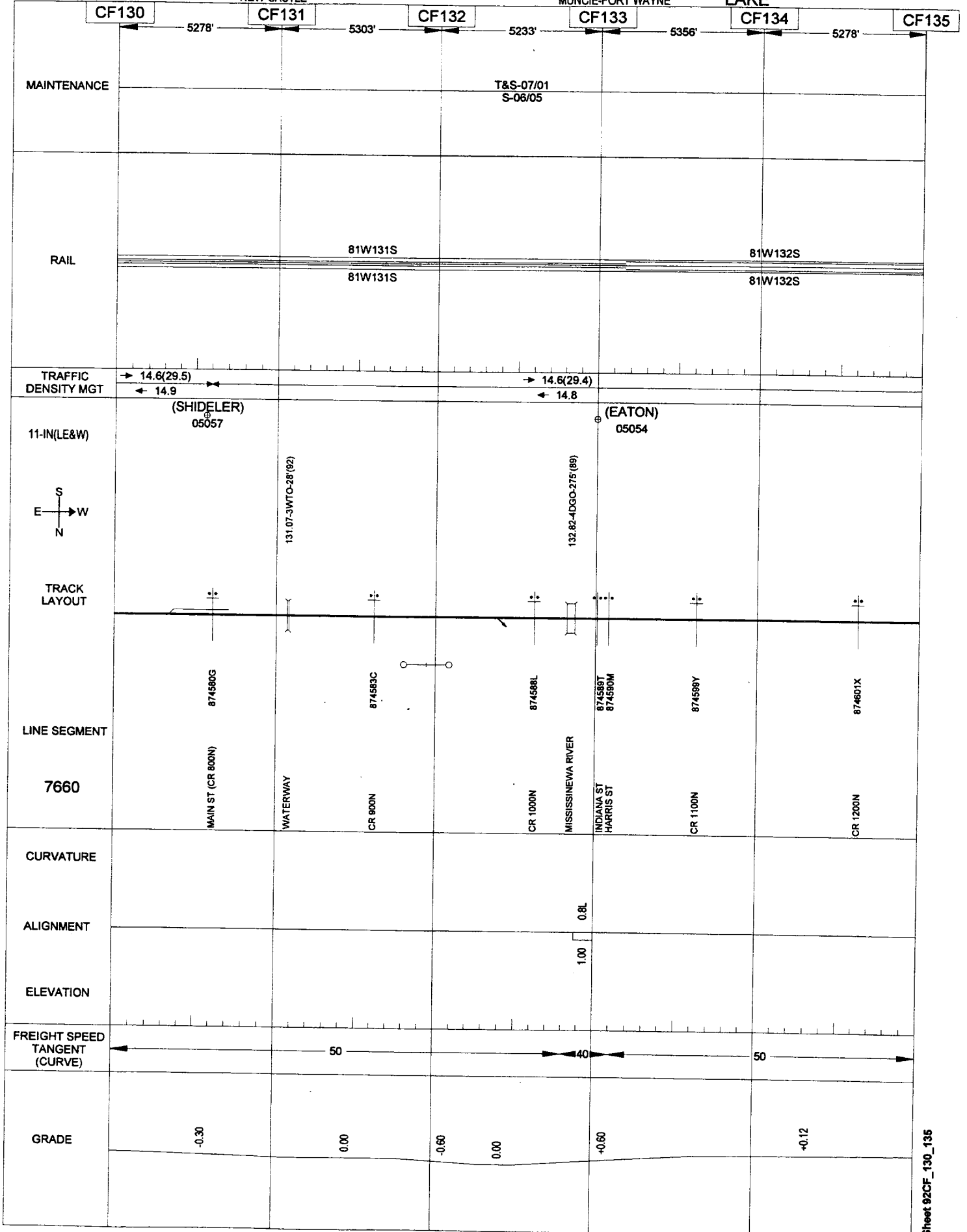
04/17/2006

124

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



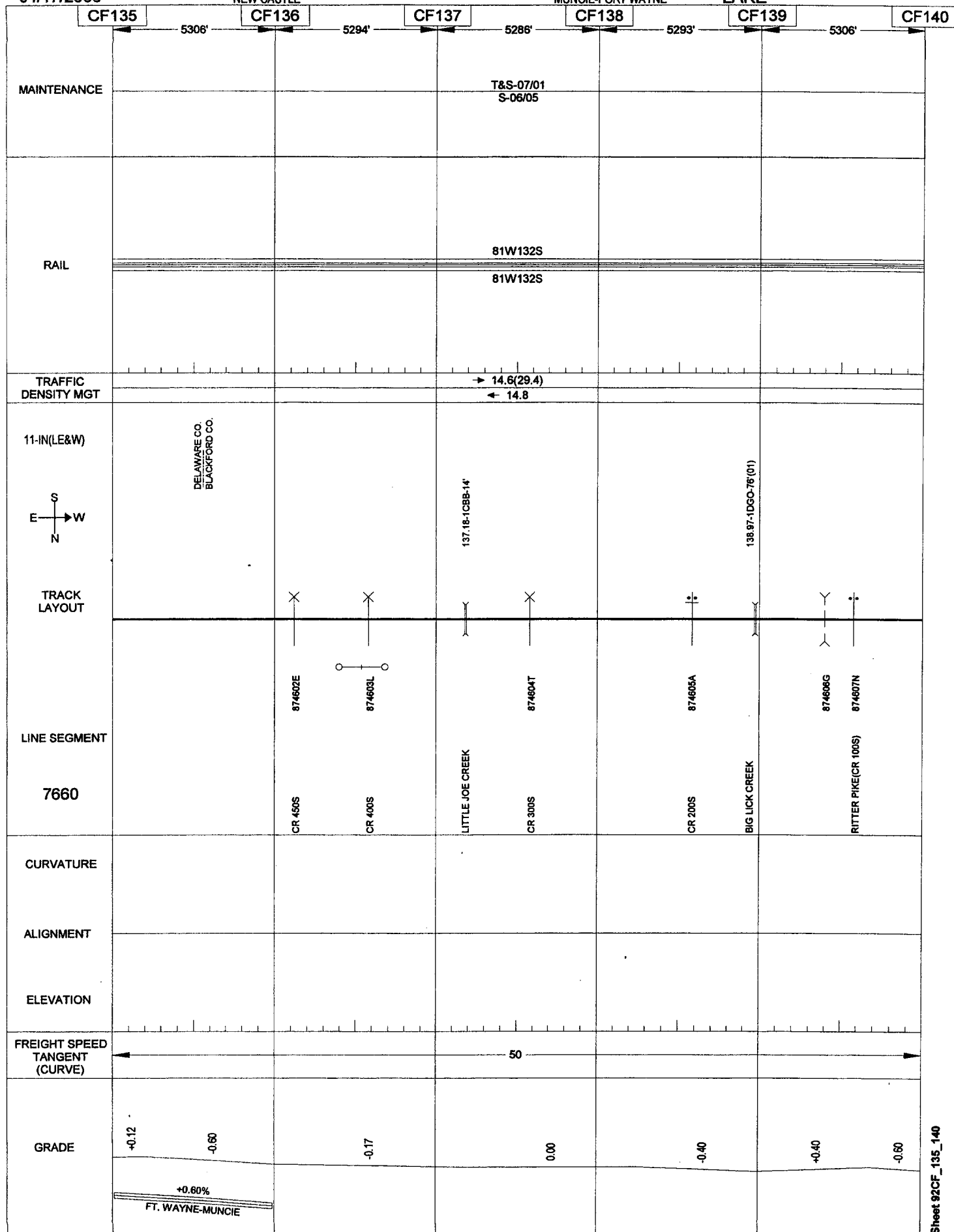
04/17/2006

NEW CASTLE

125

MUNCIE-FORT WAYNE

LAKE



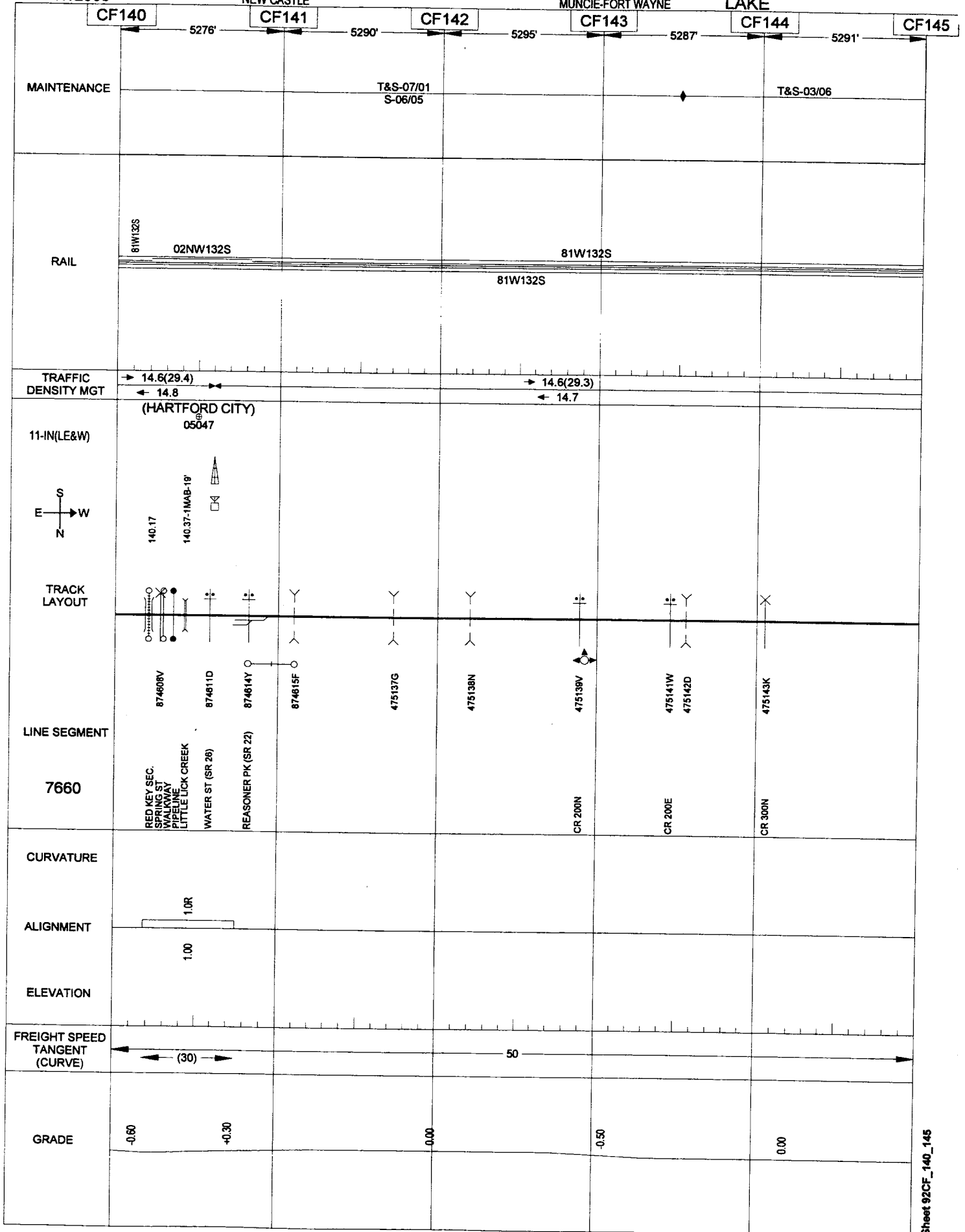
04/17/2006

126

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



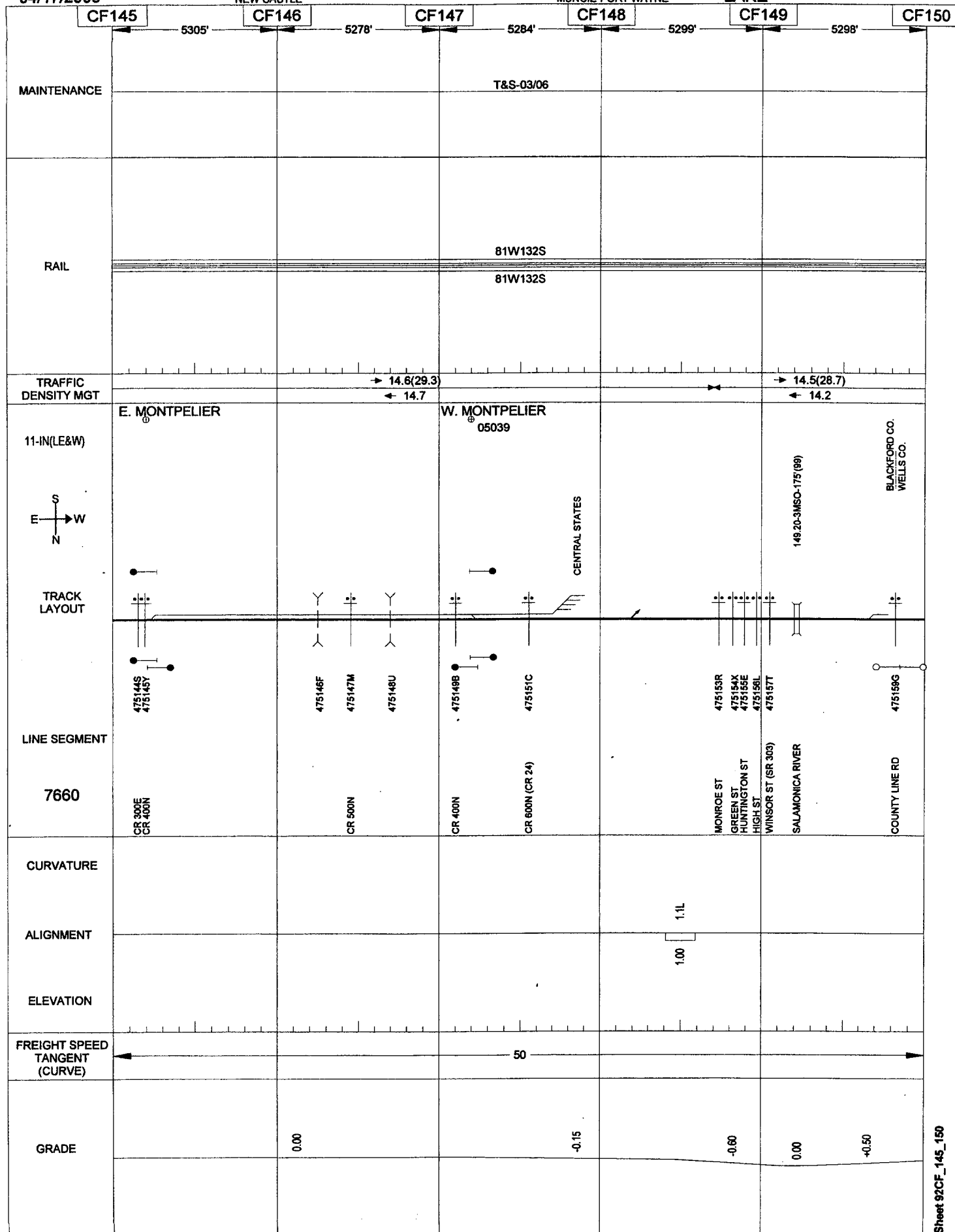
04/17/2006

NEW CASTLE

127

MUNCIE-FORT WAYNE

LAKE



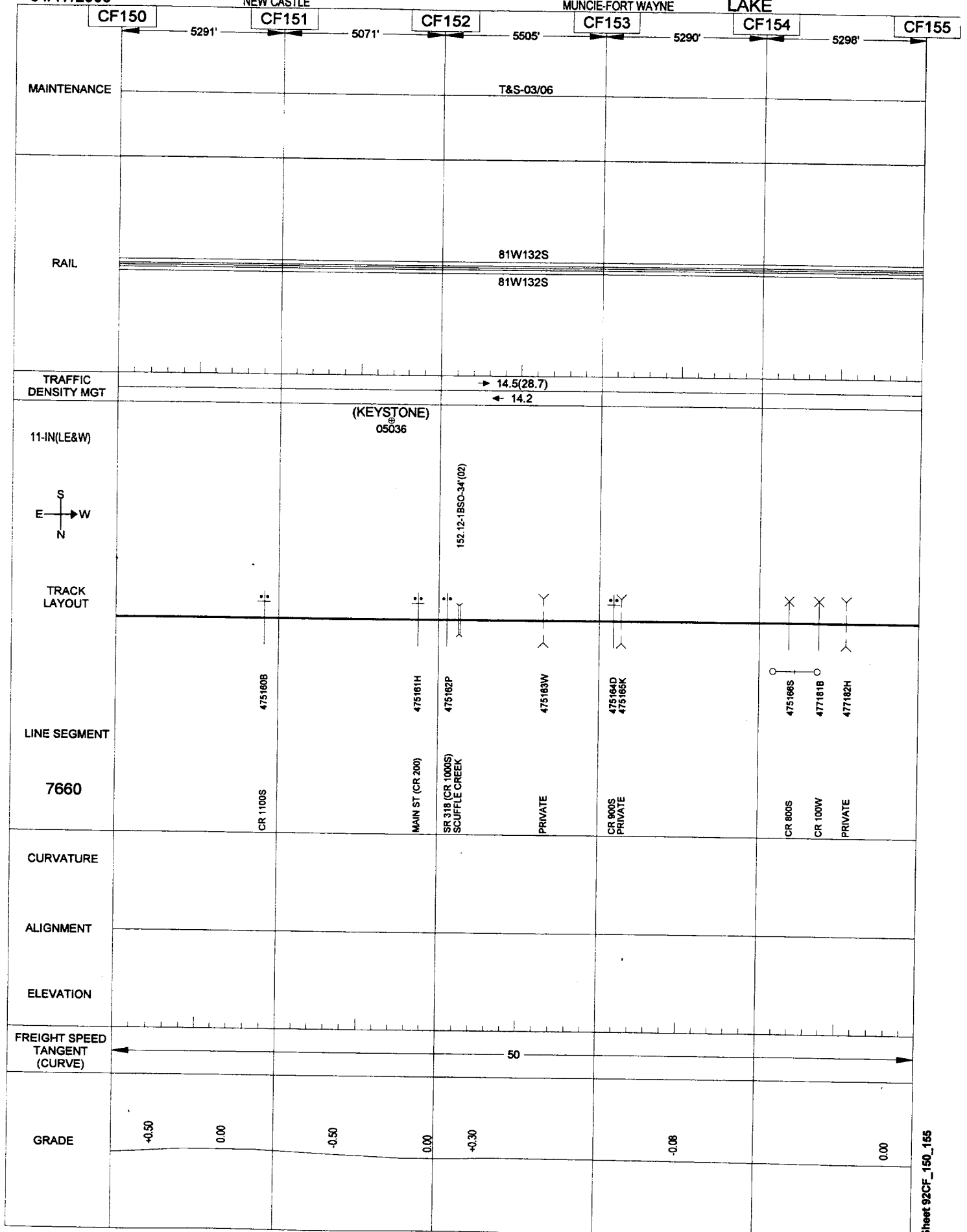
04/17/2006

NEW CASTLE

128

MUNCIE-FORT WAYNE

LAKE



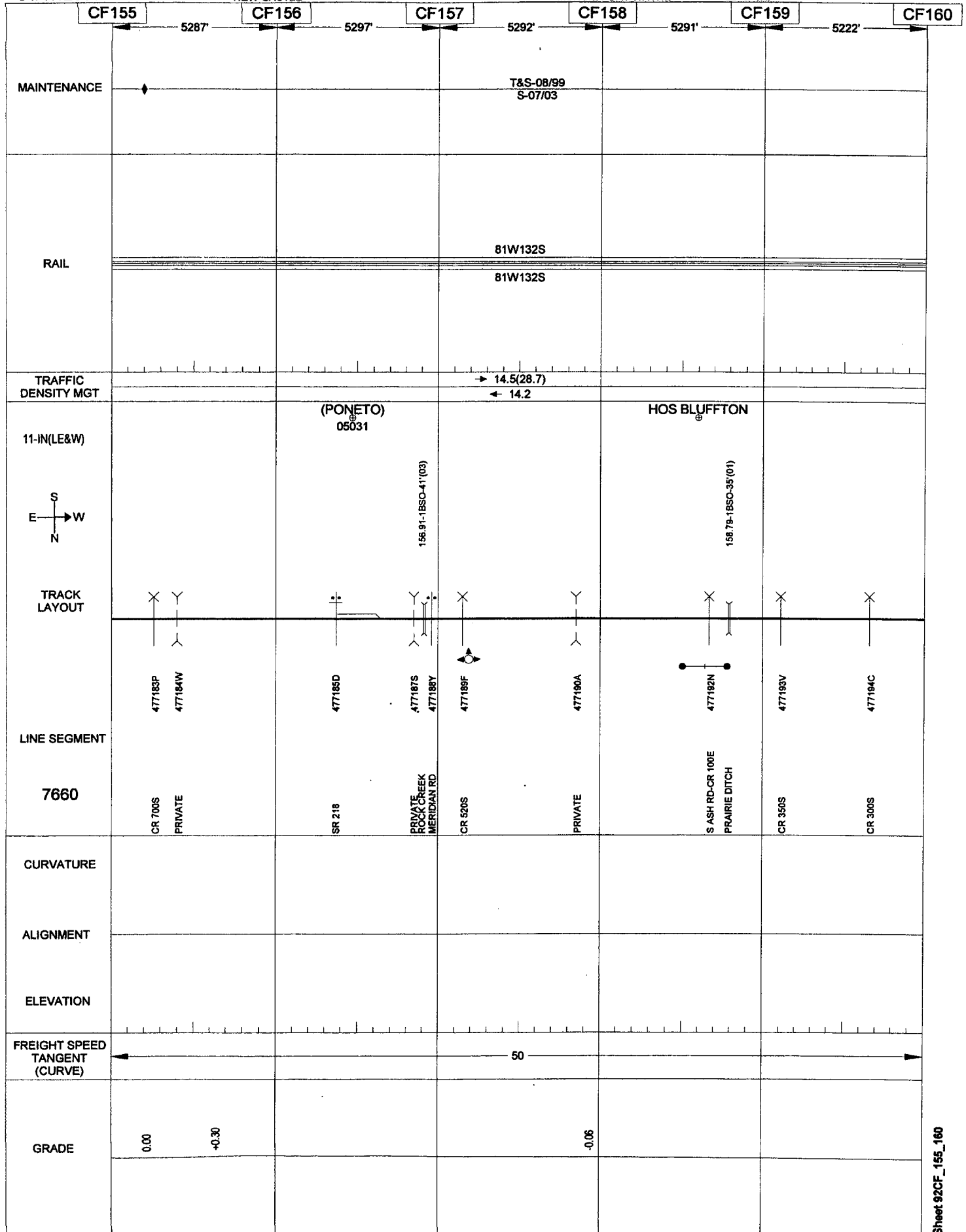
04/17/2006

NEW CASTLE

129

MUNCIE-FORT WAYNE

LAKE



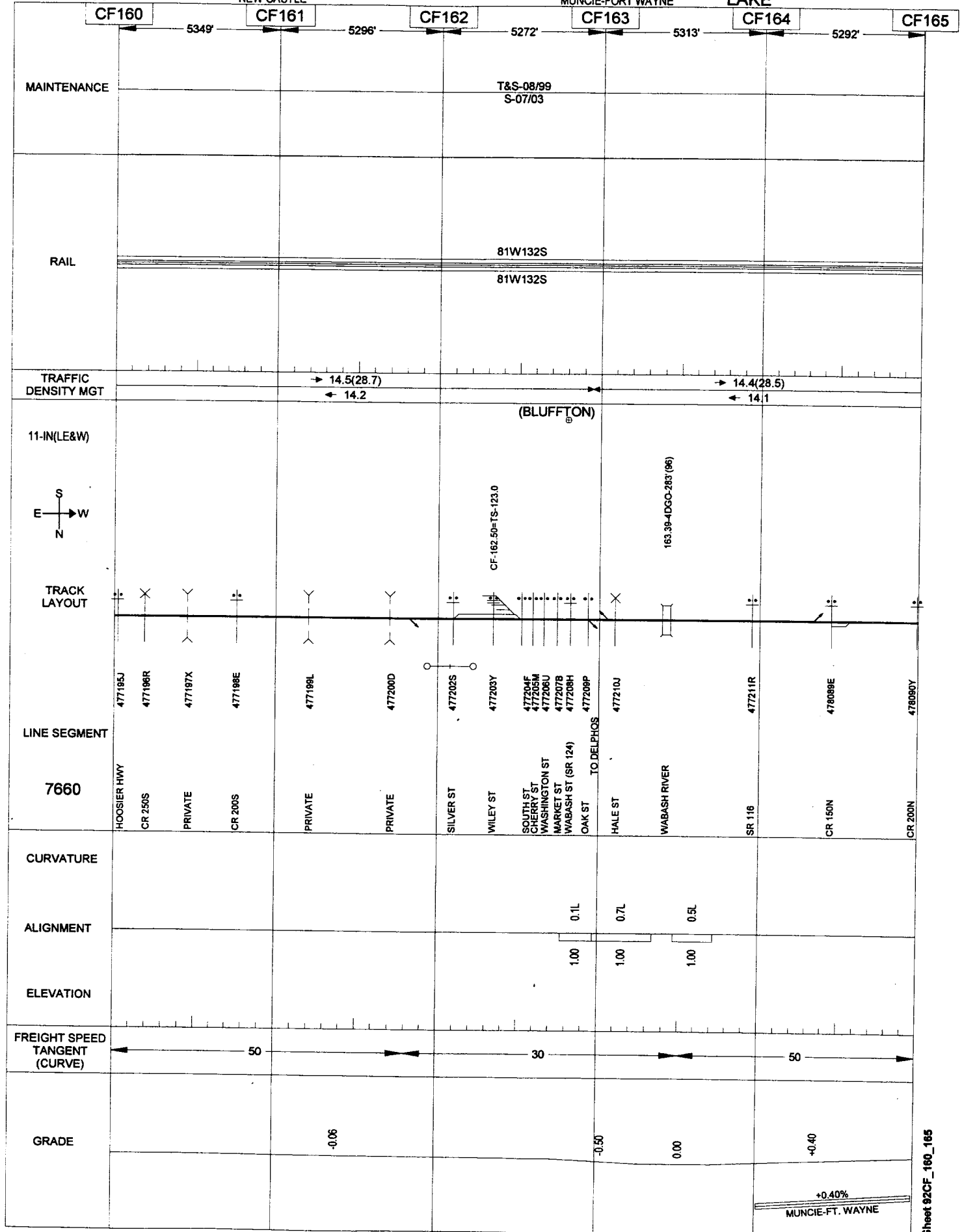
04/17/2006

NEW CASTLE

130

MUNCIE-FORT WAYNE

LAKE



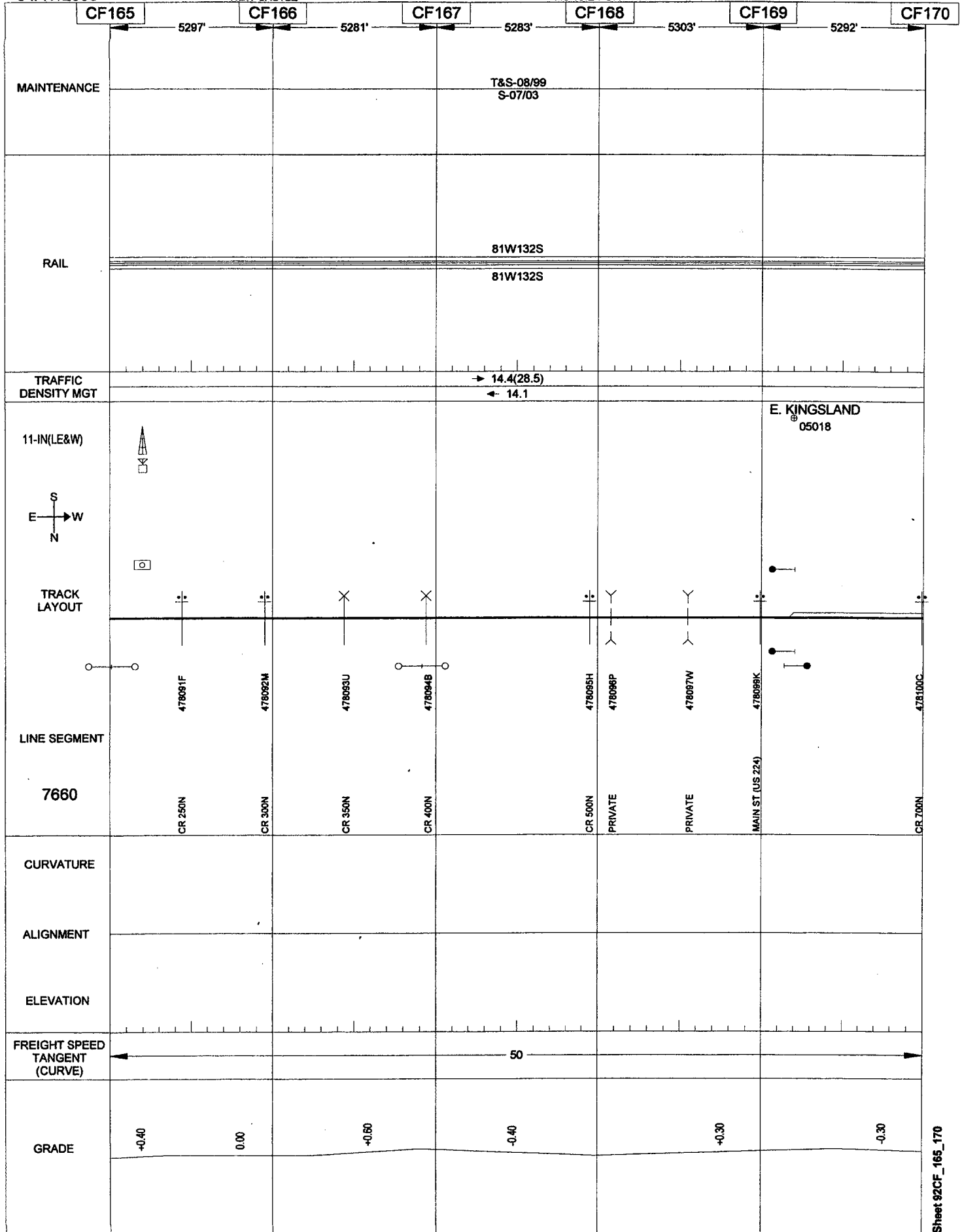
04/17/2006

NEW CASTLE

131

MUNCIE-FORT WAYNE

LAKE



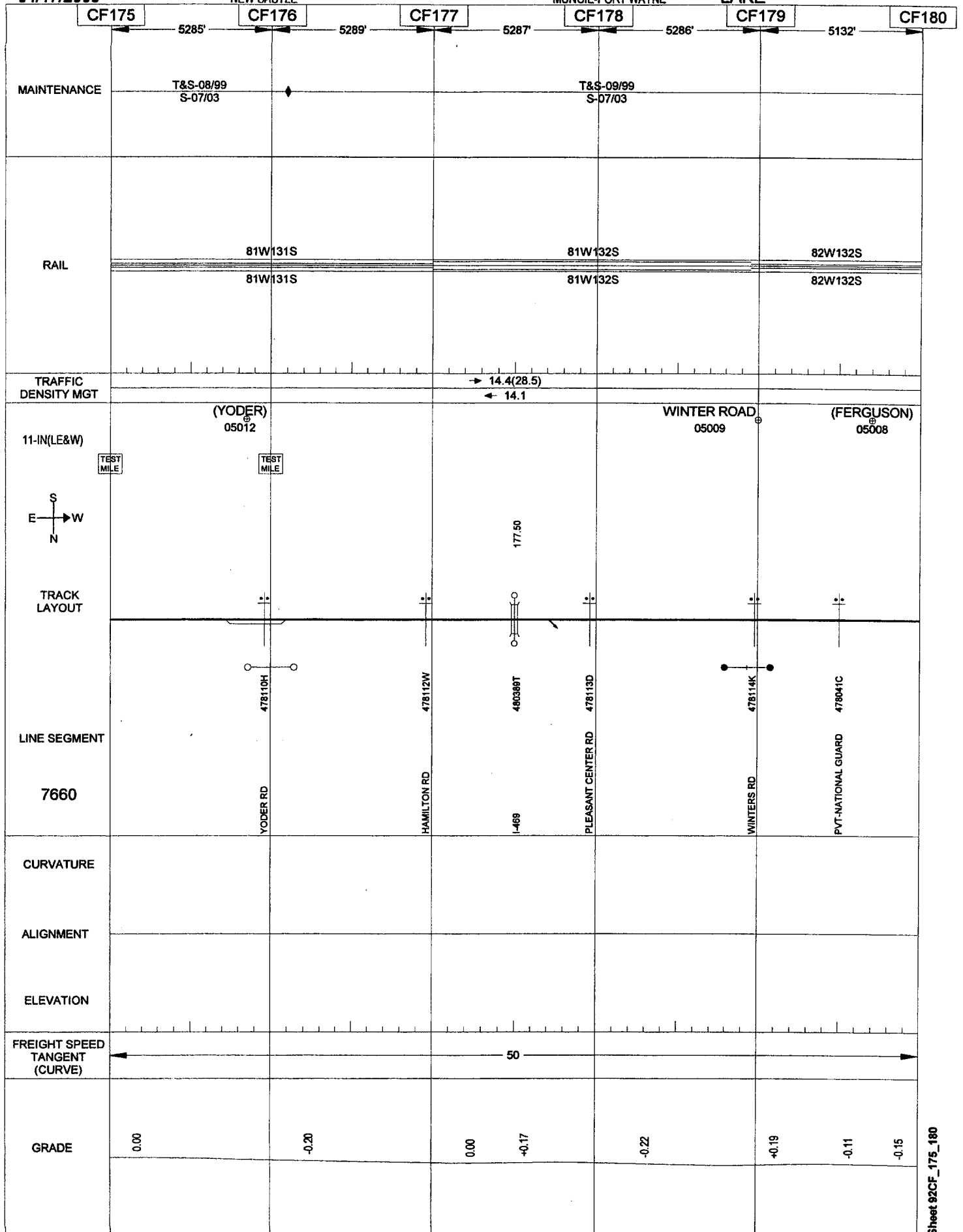
04/17/2006

133

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



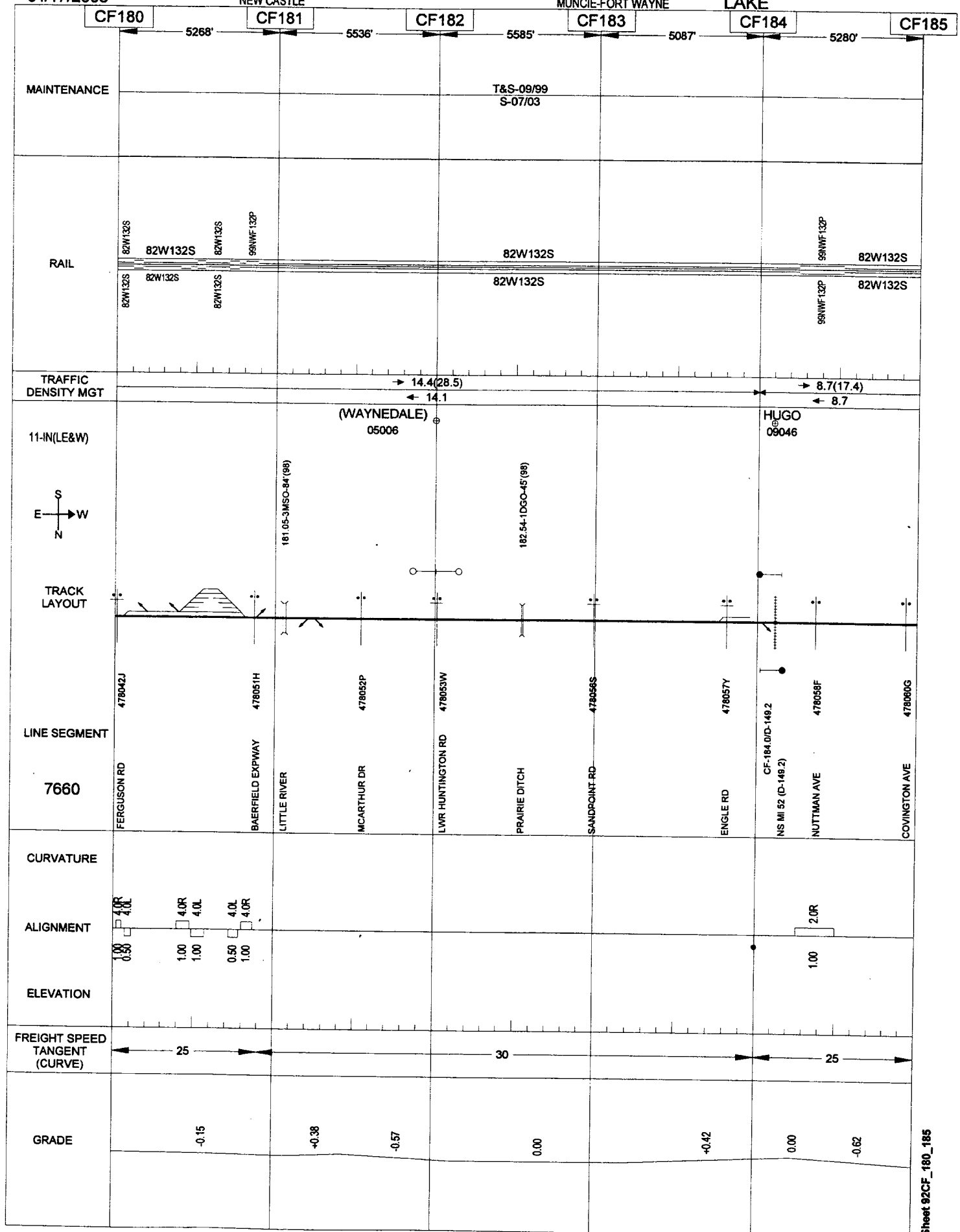
04/17/2006

NEW CASTLE

134

MUNCIE-FORT WAYNE

LAKE



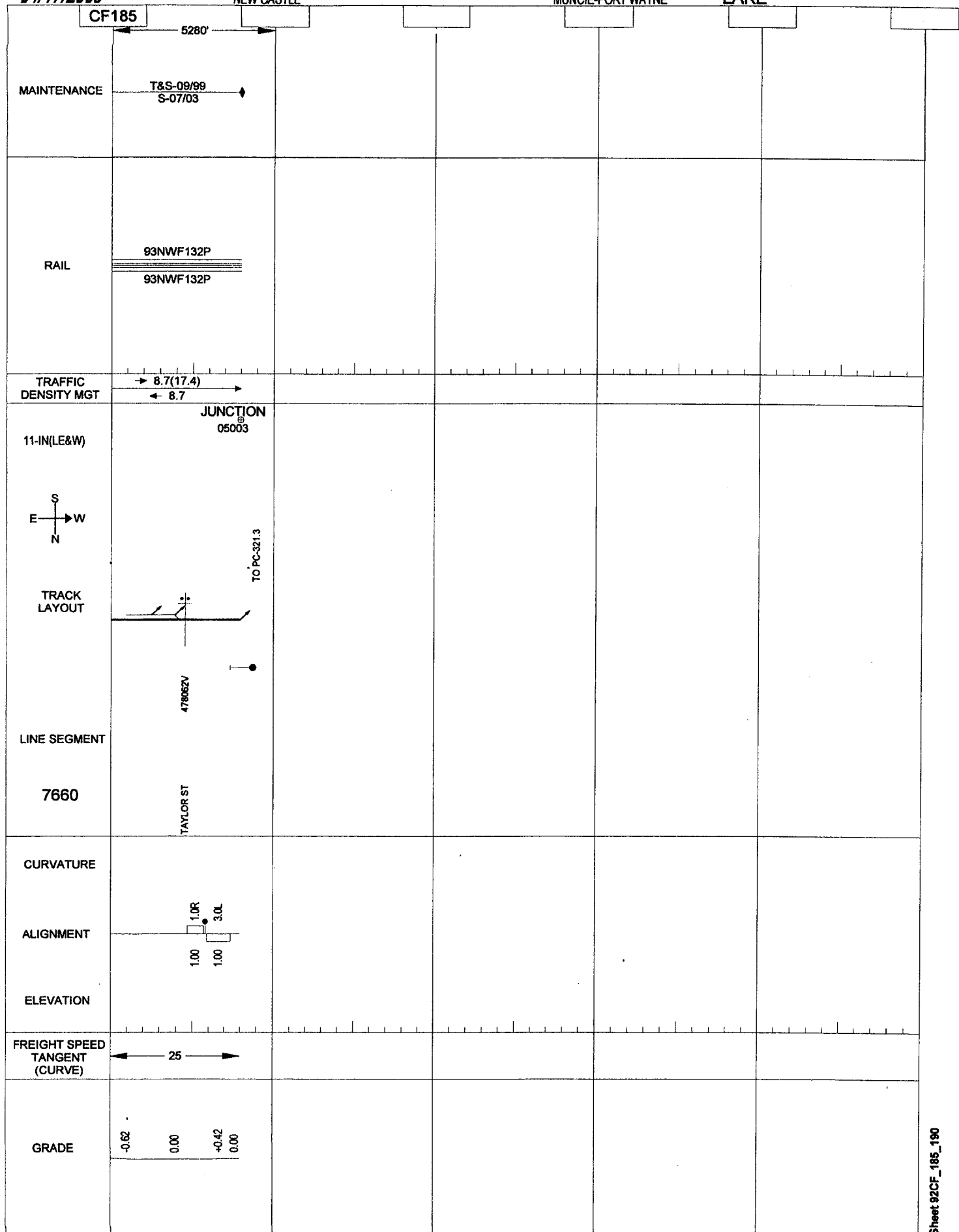
04/17/2006

NEW CASTLE

135

MUNCIE-FORT WAYNE

LAKE



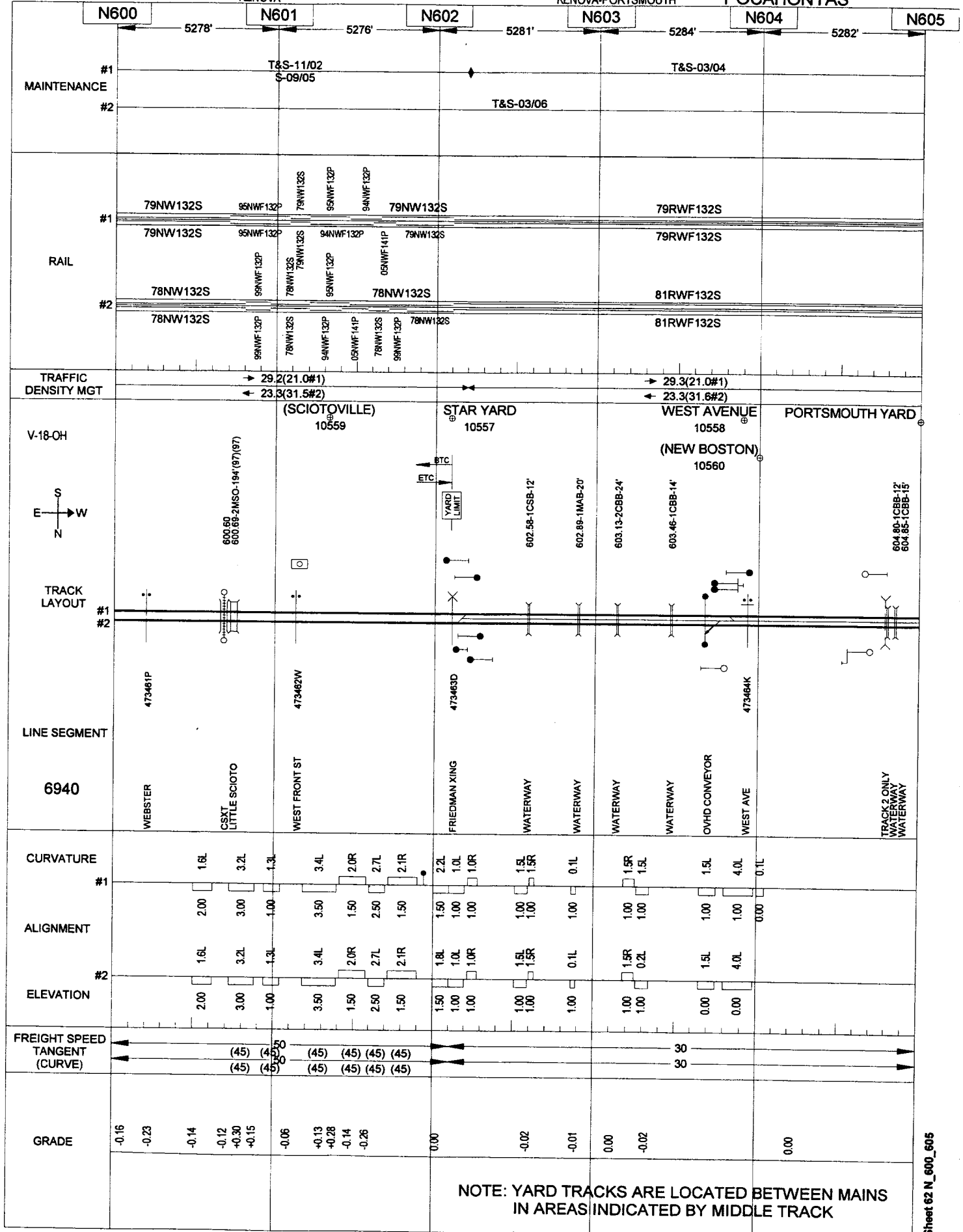
04/03/2006

KENOVA

135.1

KENOVA-PORTSMOUTH

POCAHONTAS



KENOVA

135.2

KENOVA-PORTSMOUTH

POCAHONTAS

Sheet 82 N_605_610

04/17/2006

COLUMBUS

136

PORTSMOUTH-COLUMBUS

LAKE

N609

N610

4891'

4868'

#1
MAINTENANCE
#2

T&S-04/02

T&S-04/02

#1
RAIL
#2

80NW132S

80NW132S

05NW132P
91NW132P

80NW132S

78NW132S

78NW132S

TRAFFIC
DENSITY MGT

29.2(26.1#1)

23.1(26.1#2)

18-OH

VERA
10566S
E — W
NYARD
LIMIT

BEGIN POCAHONTAS DIV

TO CT-105.00
608.62-1CSB-20'

608.19-1MAB-20'

TRACK
LAYOUT
#1
#2

LINE SEGMENT

6950

WATERWAY

WATERWAY

CURVATURE
#1

ALIGNMENT

#2
ELEVATION

1.0L

0.7L

1.00

1.00

1.0L

0.7L

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

0.00

-0.12

+0.19

+0.08

[illegible]

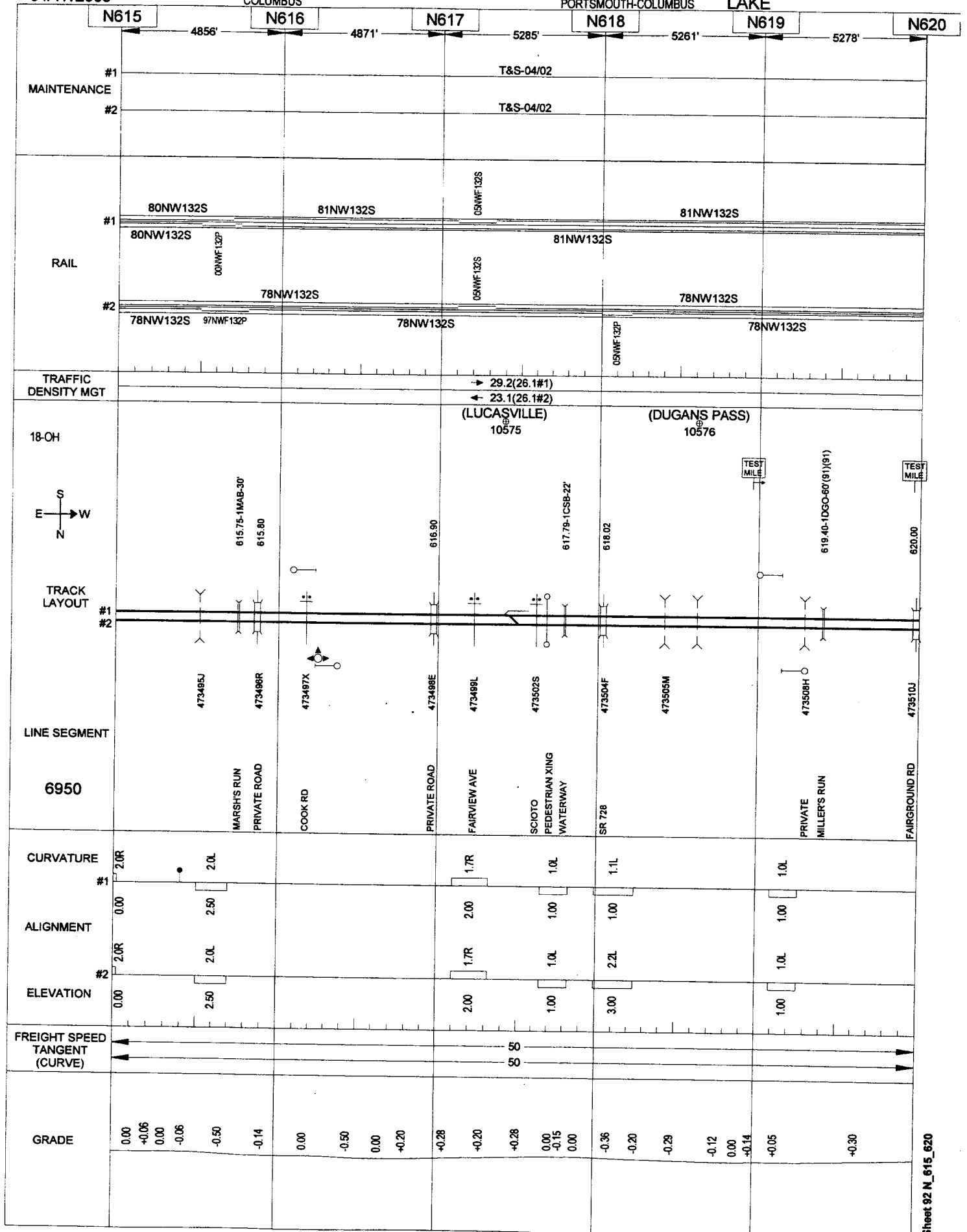
04/17/2006

COLUMBUS

138

PORTSMOUTH-COLUMBUS

LAKE



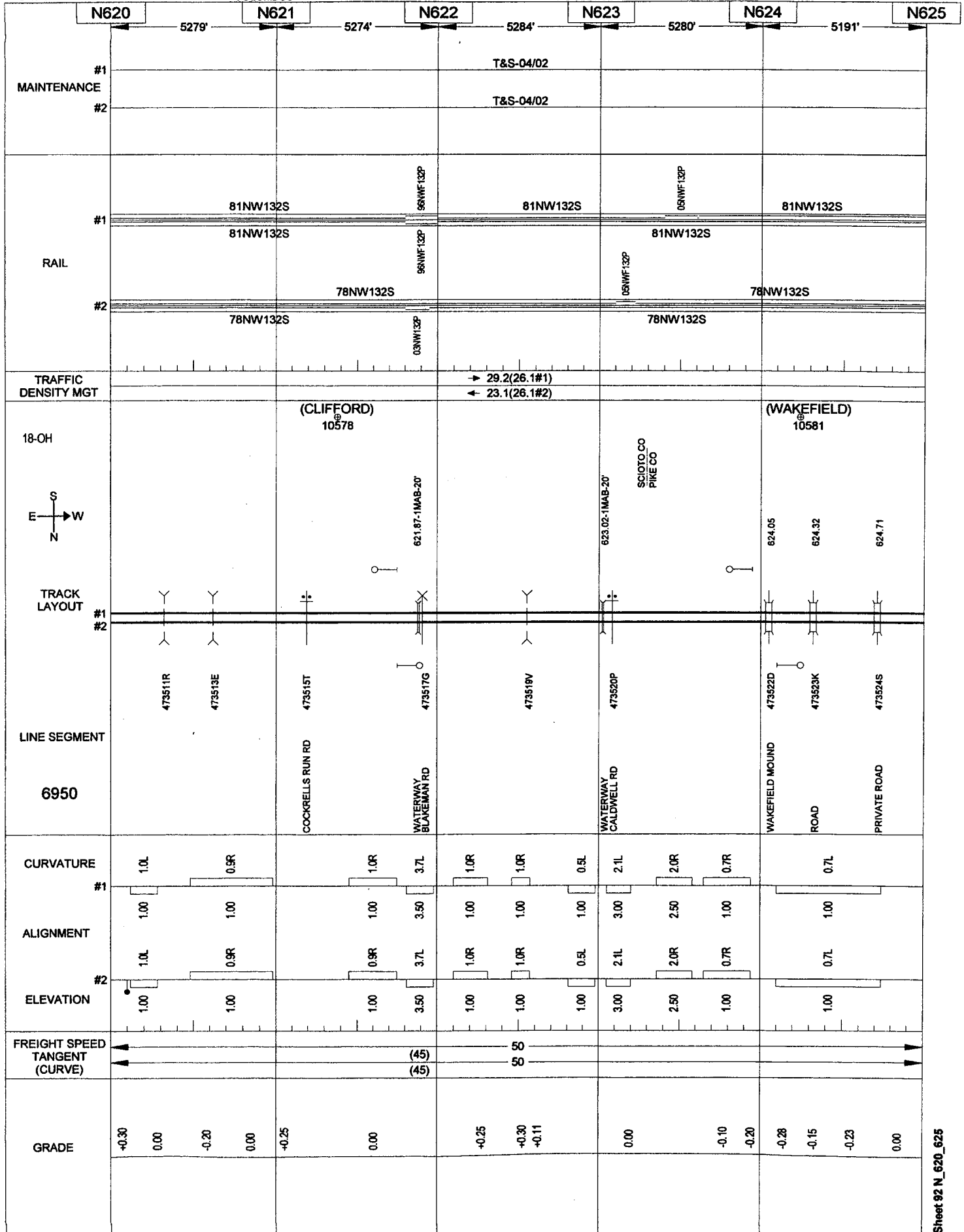
04/17/2006

COLUMBUS

139

PORTSMOUTH-COLUMBUS

LAKE



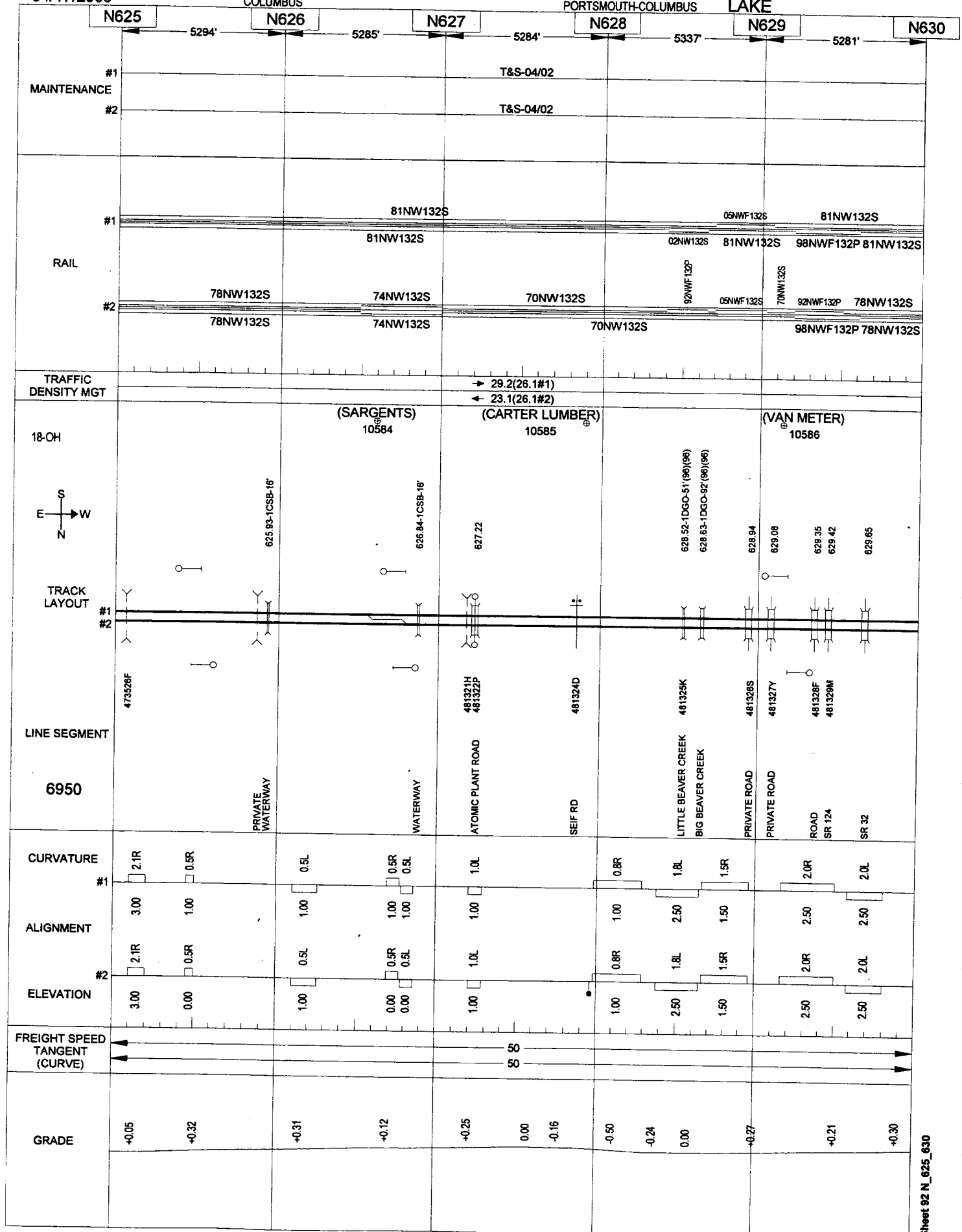
04/17/2006

COLUMBUS

140

PORTSMOUTH-COLUMBUS

LAKE



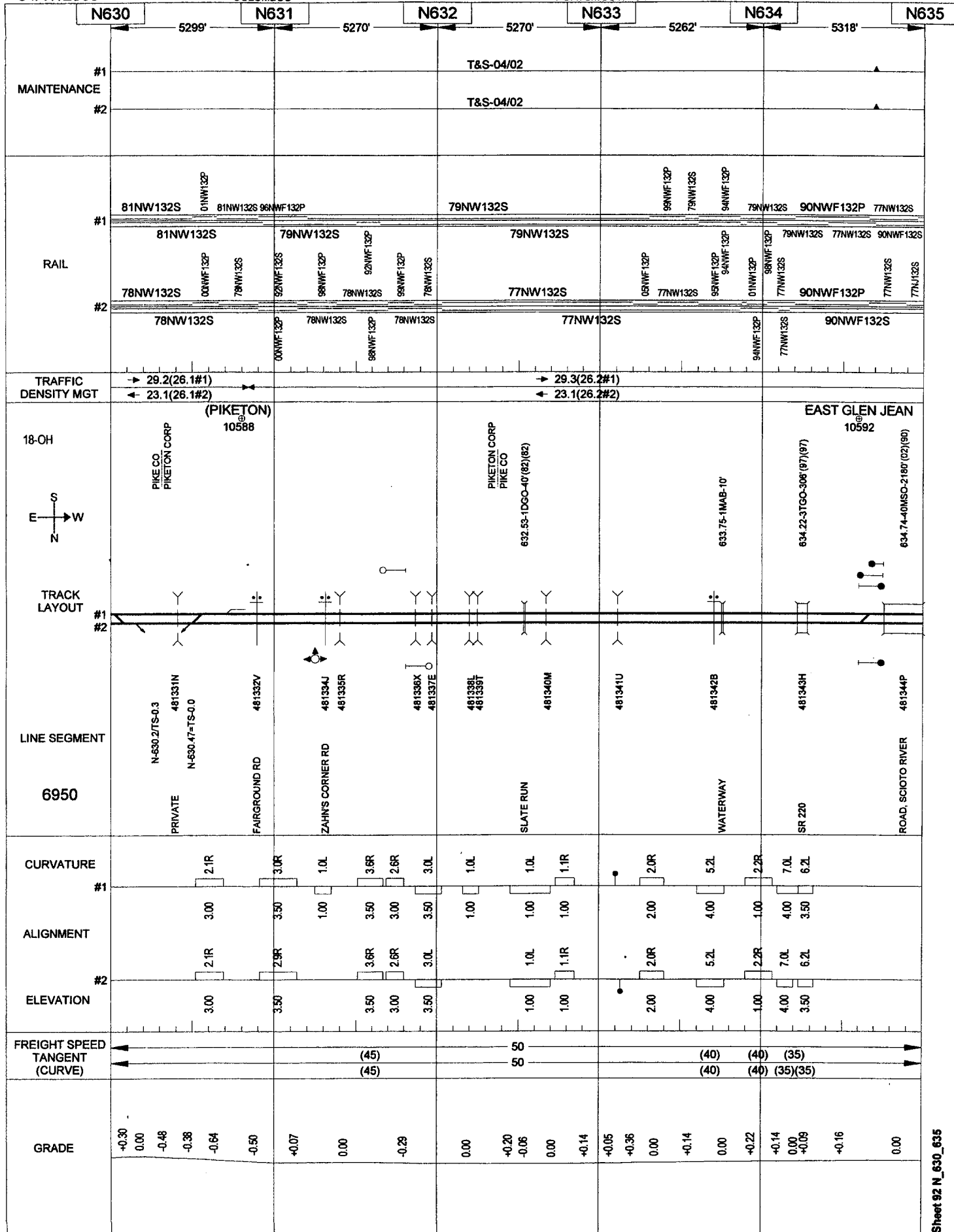
04/17/2006

COLUMBUS

141

PORTSMOUTH-COLUMBUS

LAKE



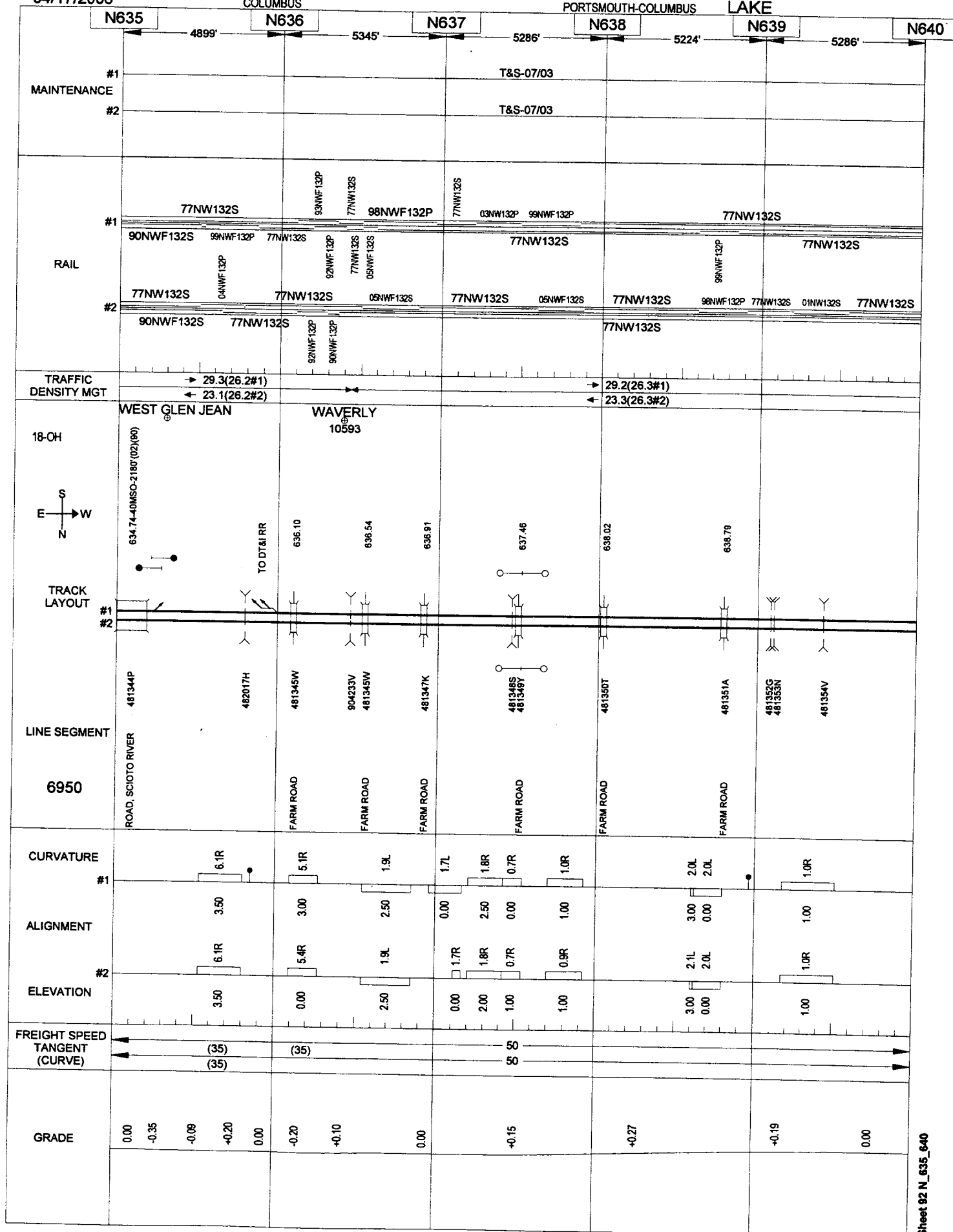
04/17/2006

COLUMBUS

142

PORTSMOUTH-COLUMBUS

LAKE



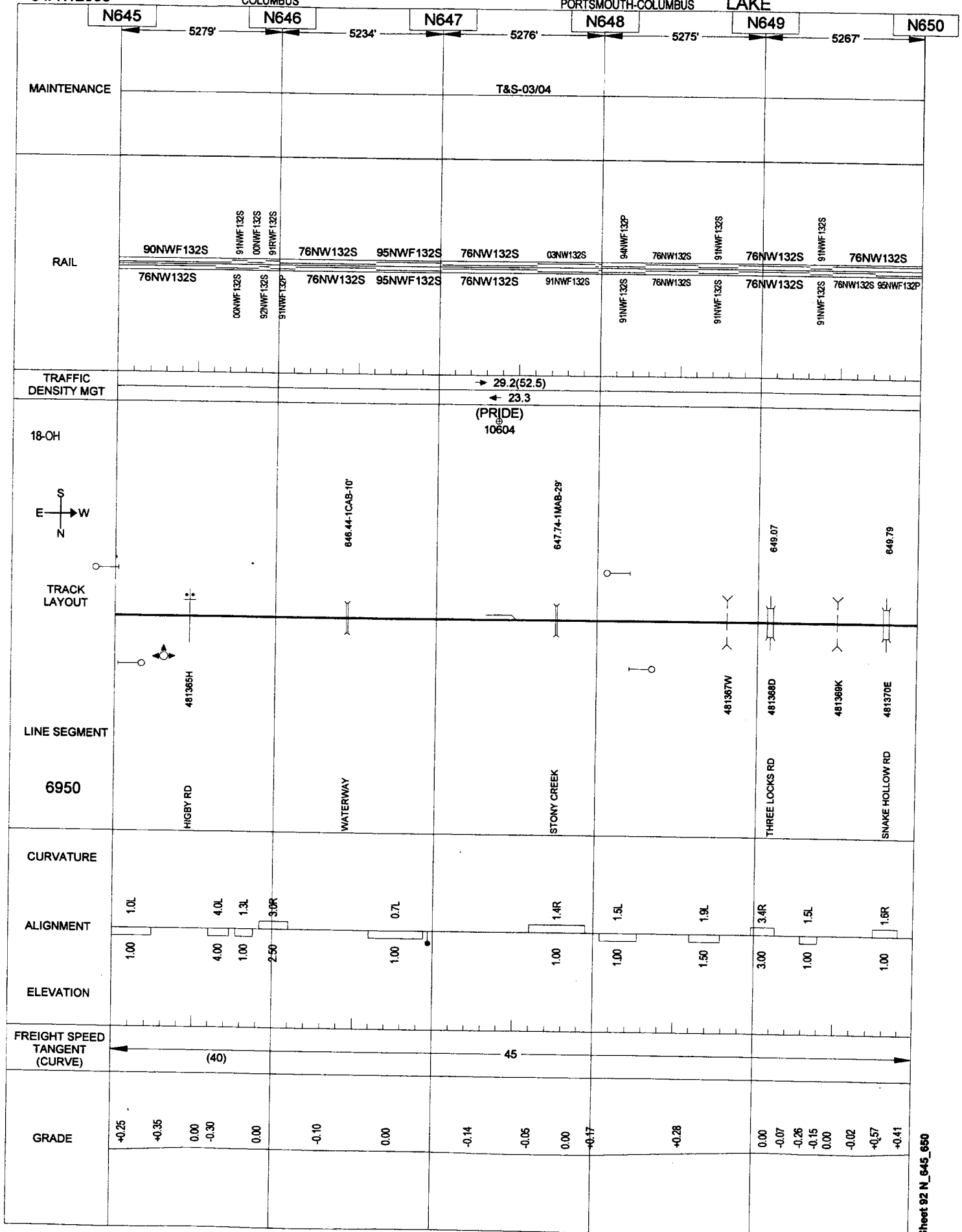
04/17/2006

COLUMBUS

144

PORTSMOUTH-COLUMBUS

LAKE



LAKE

Sheet 92 N_650_655

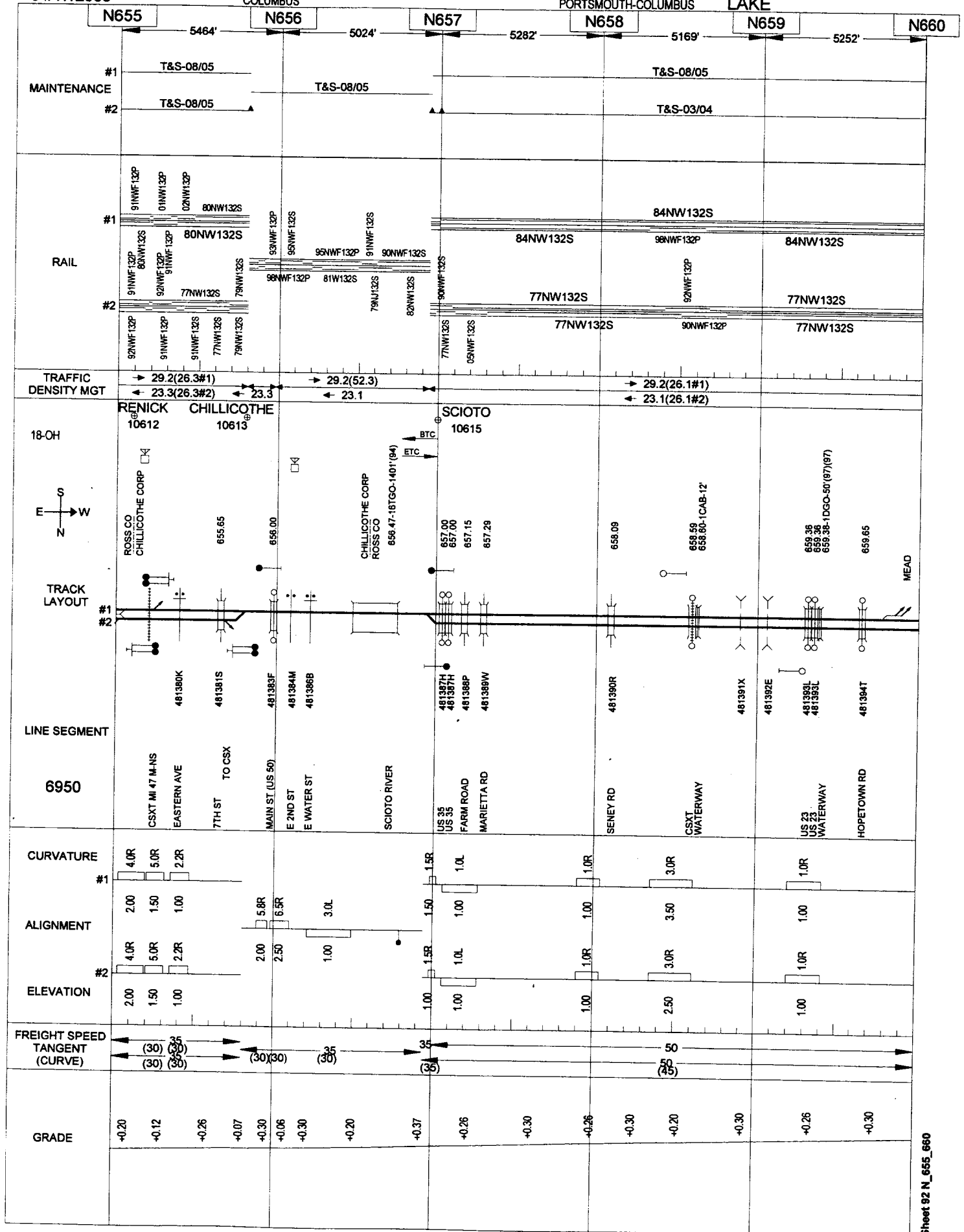
04/17/2006

COLUMBUS

146

PORTSMOUTH-COLUMBUS

LAKE



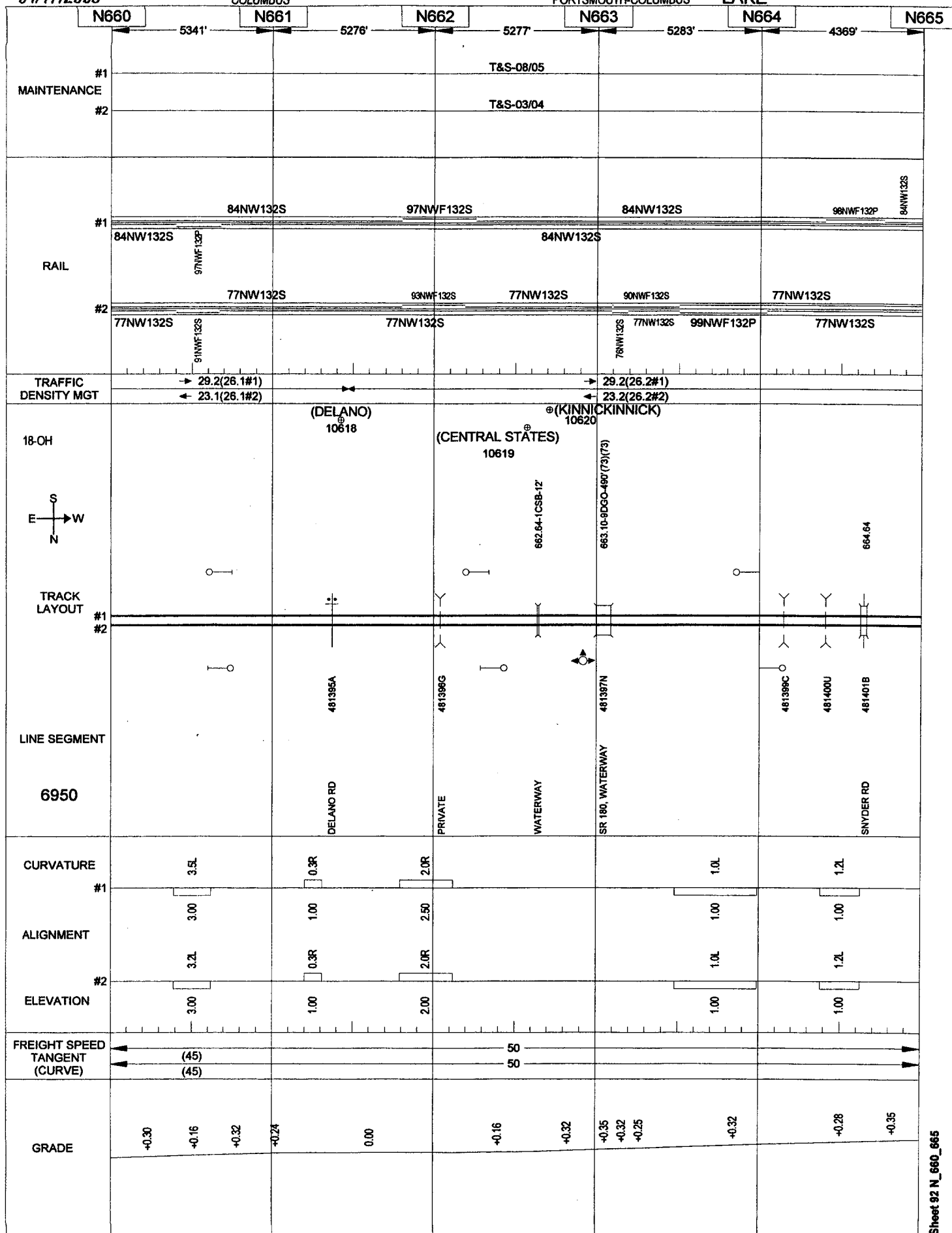
04/17/2006

COLUMBUS

147

PORTSMOUTH-COLUMBUS

LAKE



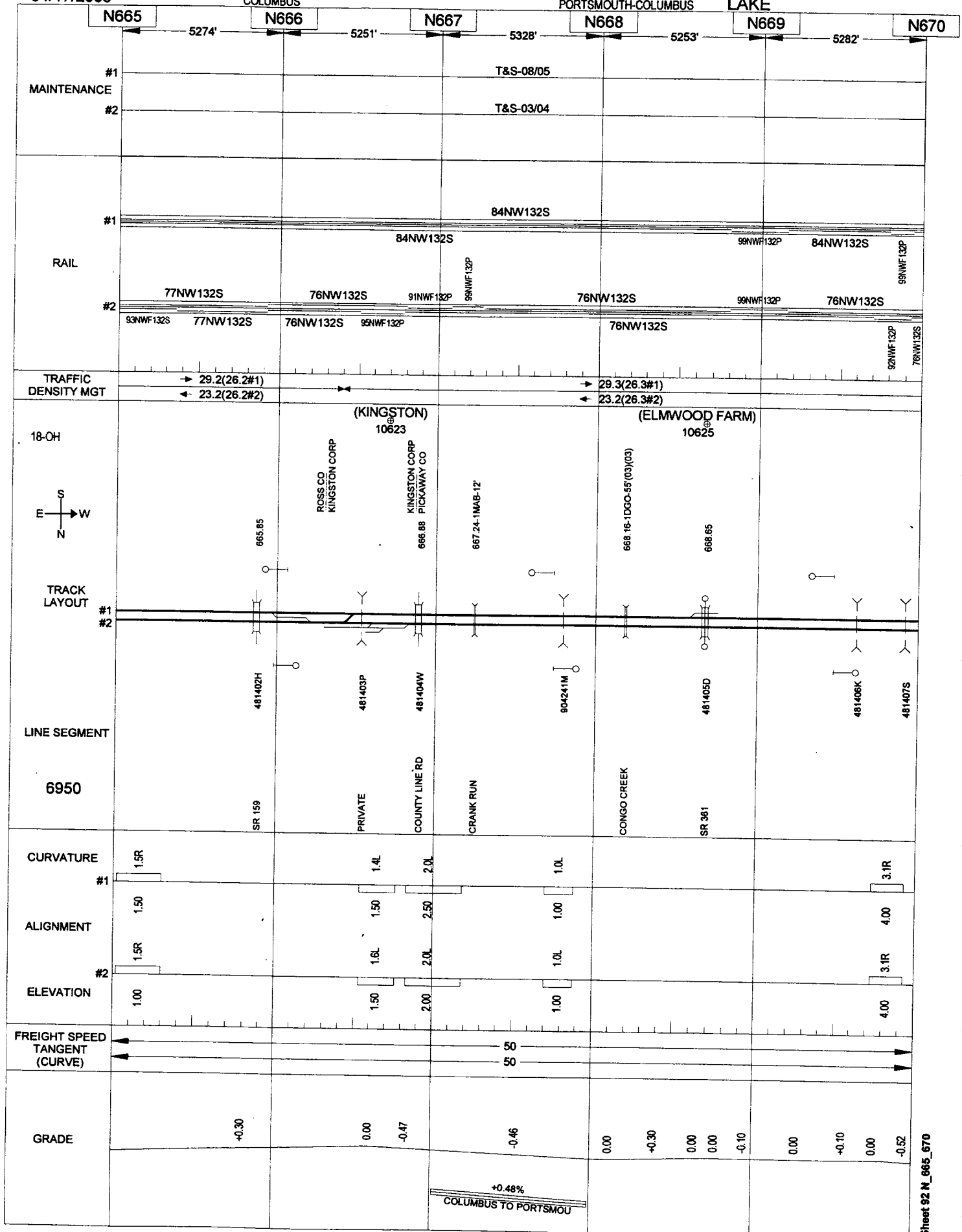
04/17/2006

COLUMBUS

148

PORTSMOUTH-COLUMBUS

LAKE



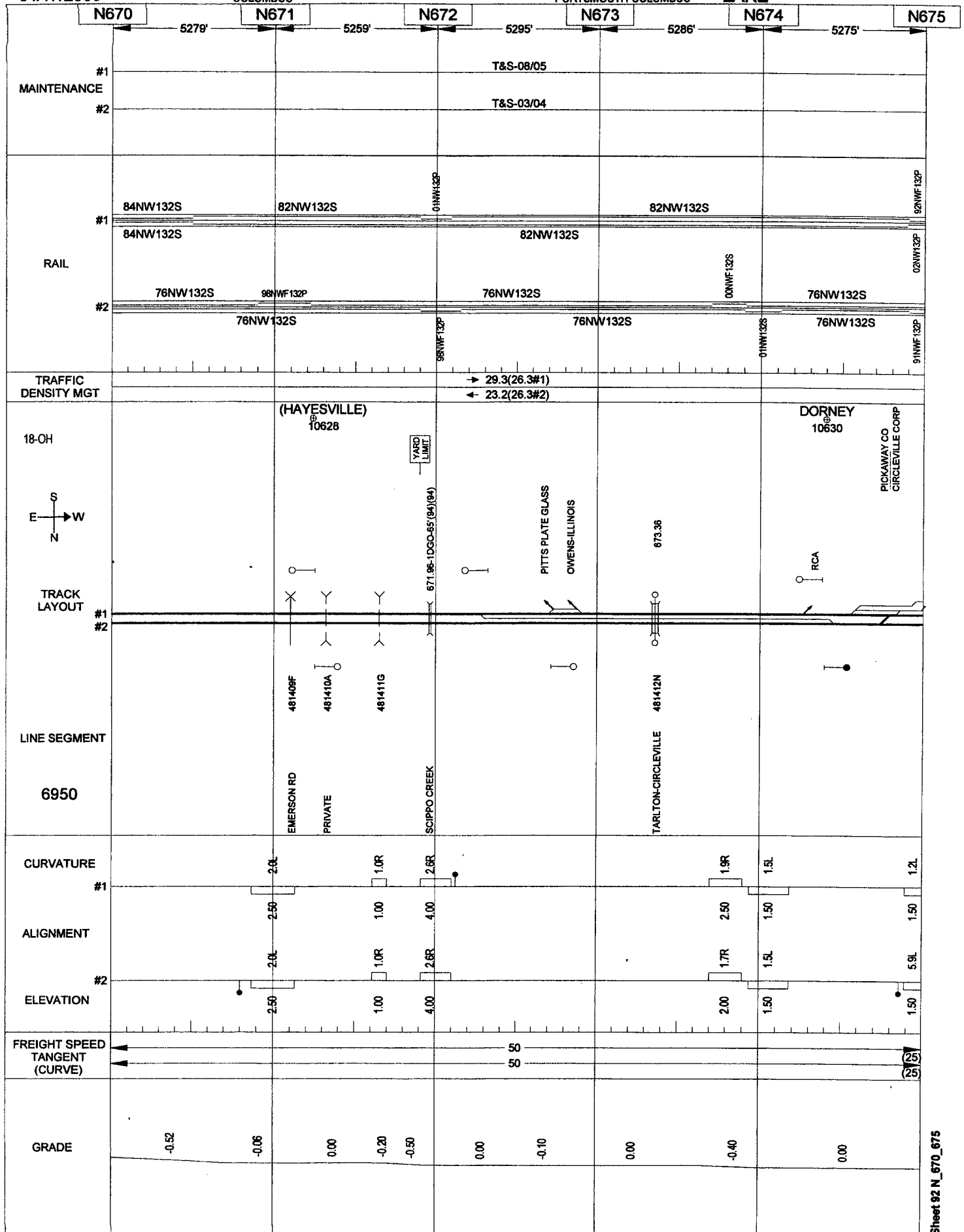
04/17/2006

COLUMBUS

149

PORTSMOUTH-COLUMBUS

LAKE



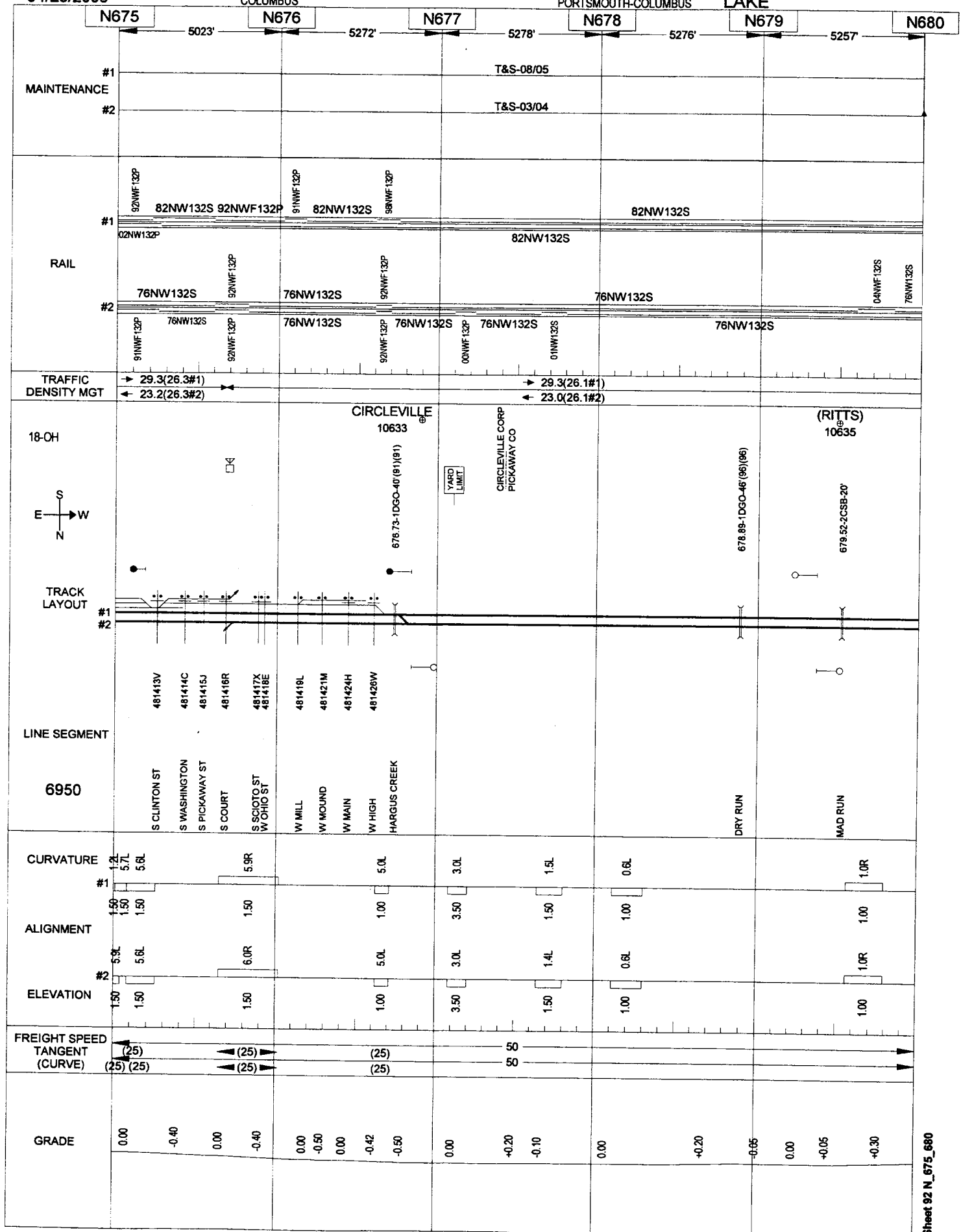
04/26/2006

COLUMBUS

150

PORTSMOUTH-COLUMBUS

LAKE



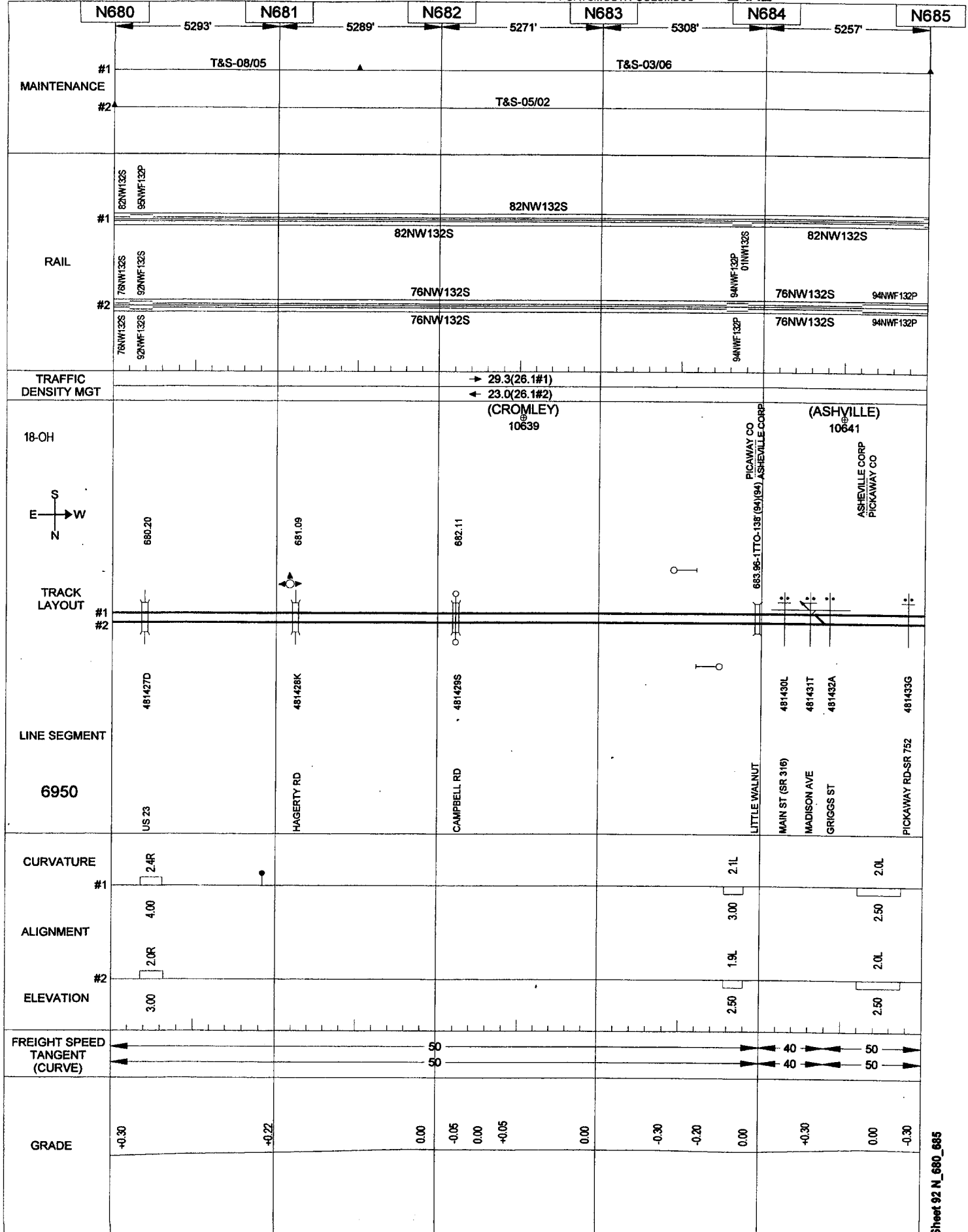
04/17/2006

COLUMBUS

151

PORTSMOUTH-COLUMBUS

LAKE



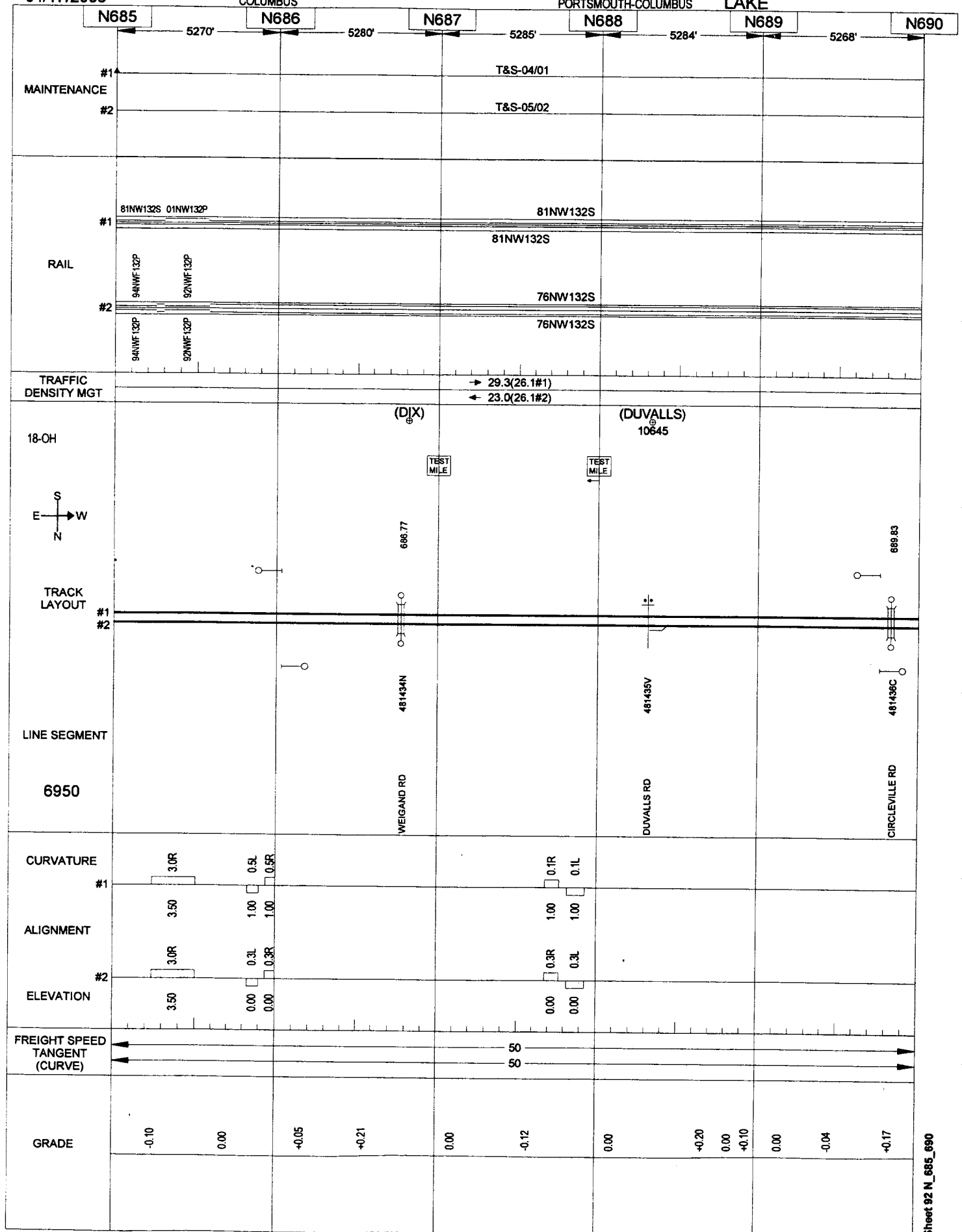
04/17/2006

COLUMBUS

152

PORTSMOUTH-COLUMBUS

LAKE



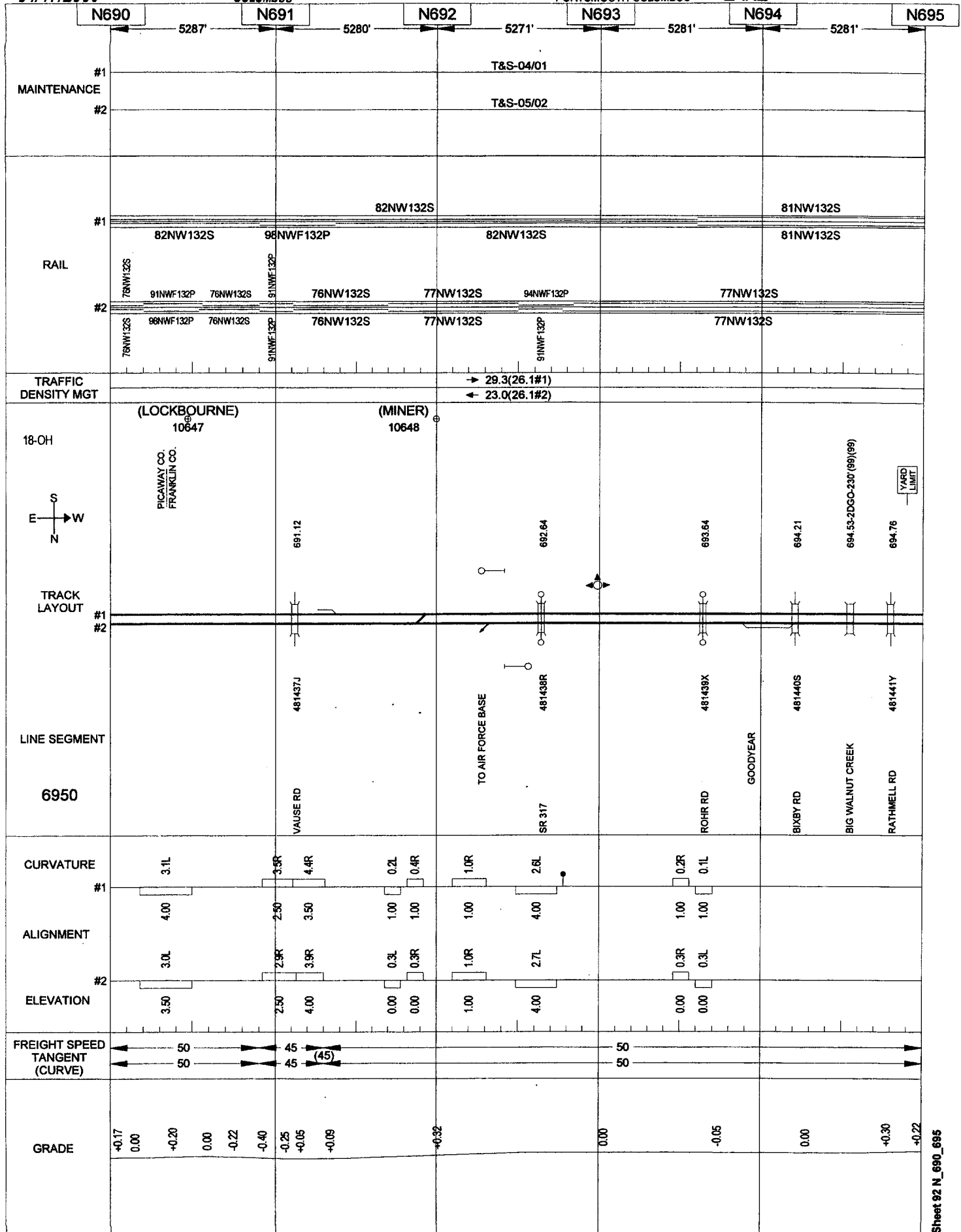
04/17/2006

COLUMBUS

153

PORTSMOUTH-COLUMBUS

LAKE



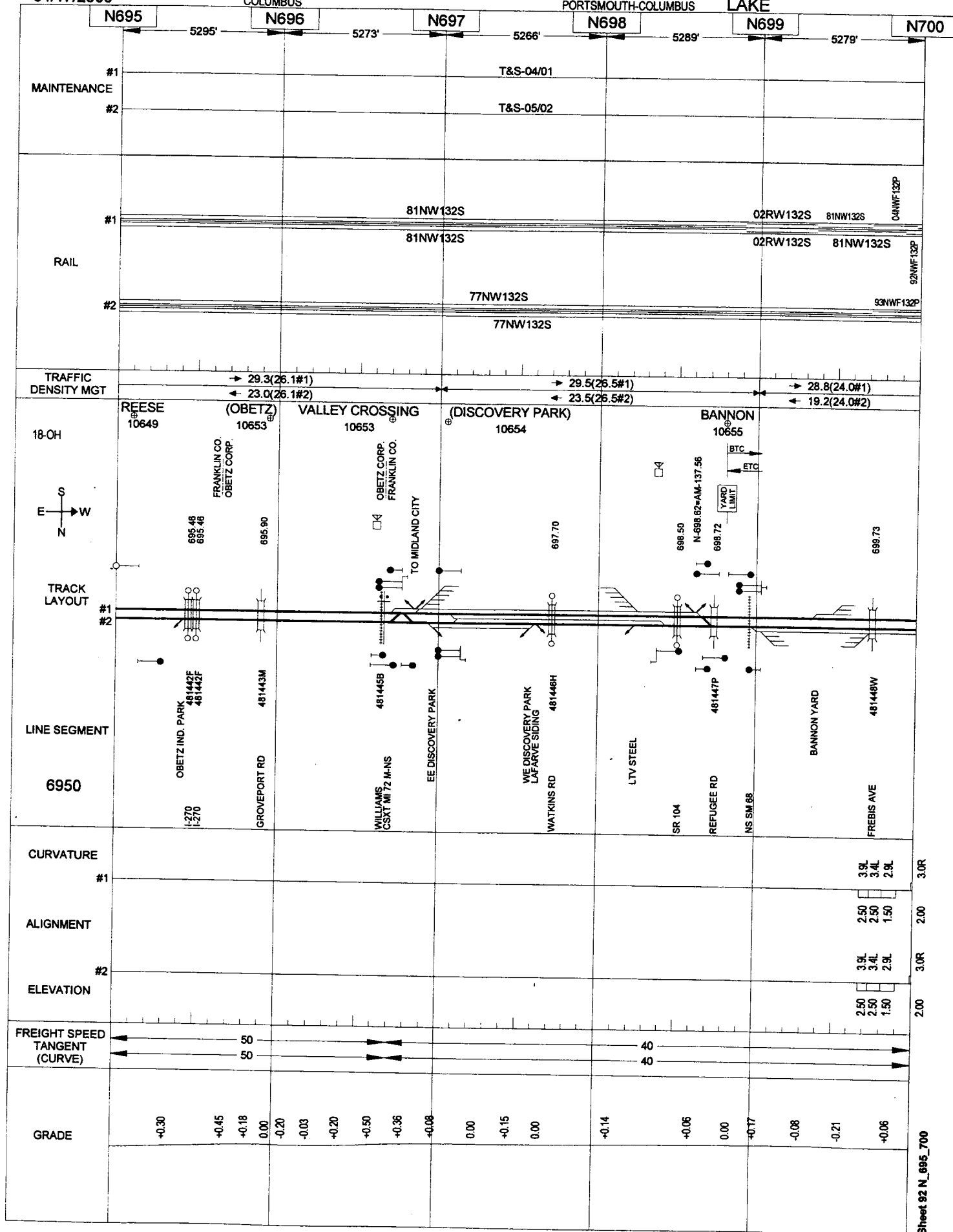
04/17/2006

154

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



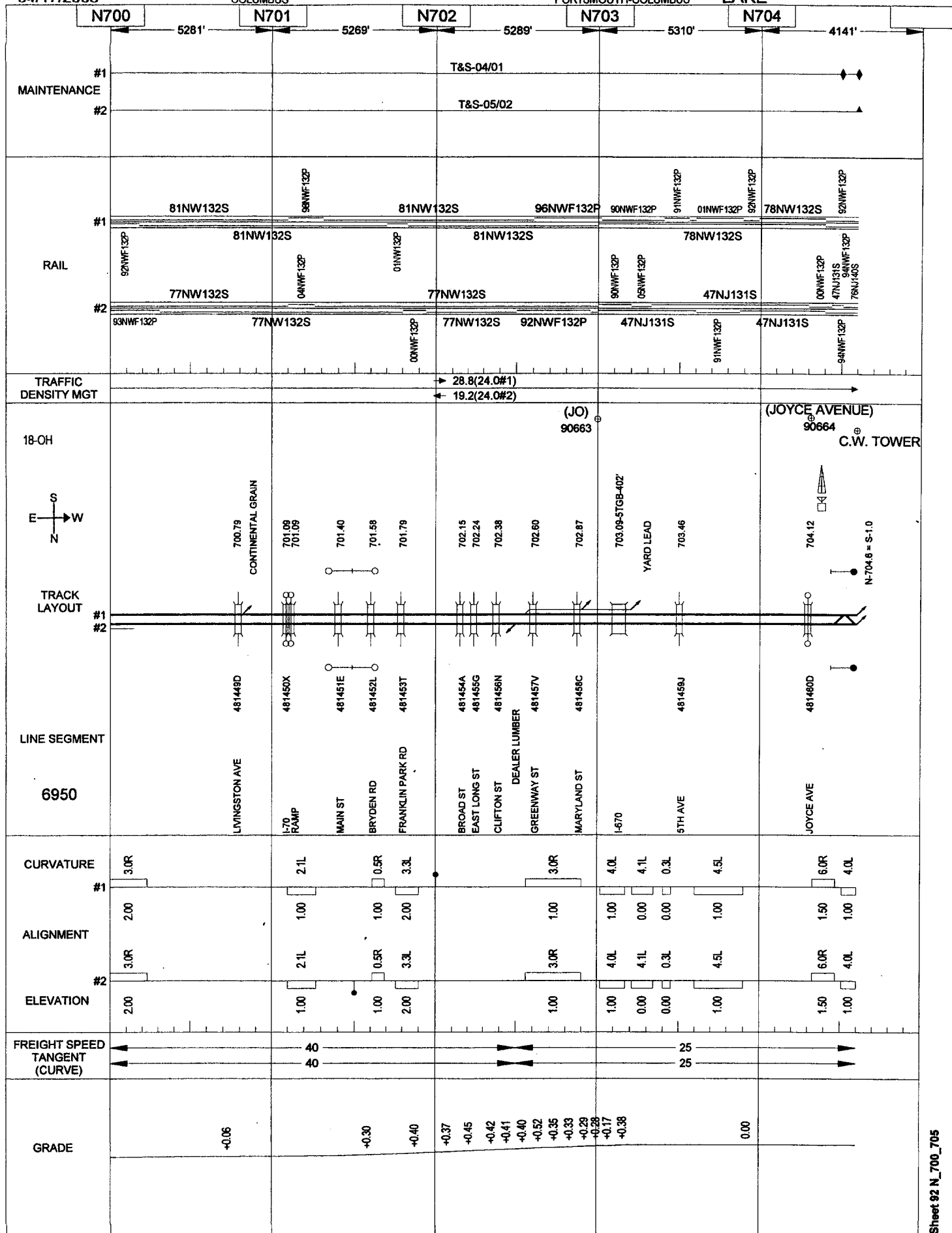
04/17/2006

COLUMBUS

155

PORTSMOUTH-COLUMBUS

LAKE



LAKE

\$5

- 5242' -

#1
CE
#2

T&S-07/03

RAIL

#2

→ 31.6(26.3#1
← 21.0(26.3#2

WEBER

S-1.0 = N-704.8

#1
#2

7040

#1

ELEVATION

25
25

1

(4)

50

—

GRADE

0.02

0.44

0.30 0.22

0.31

17

1.18

0.30

36

.....

0.30

007

1

0

Sheet 92 S_0_5

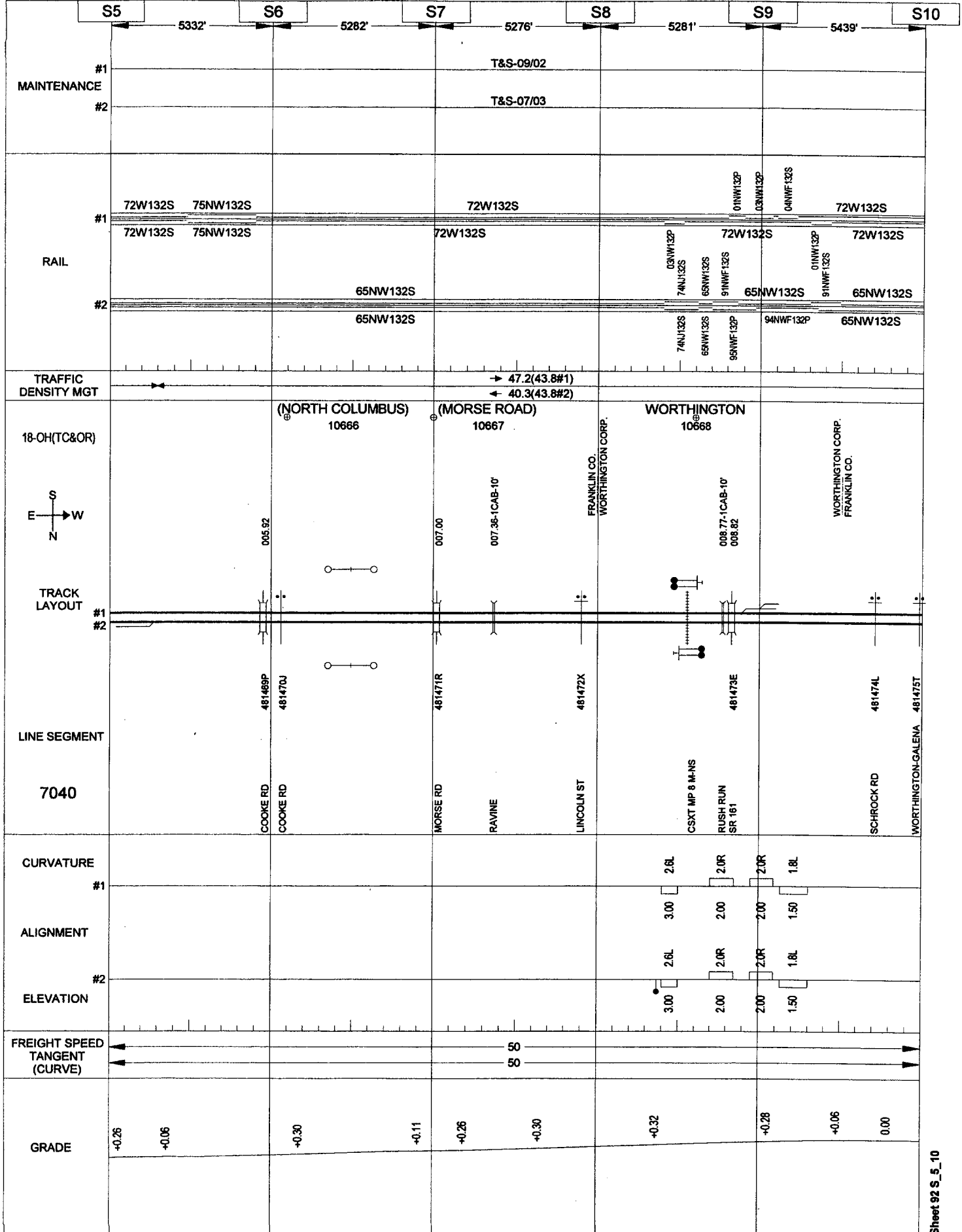
04/17/2006

SANDUSKY

157

COLUMBUS-BELLEVUE

LAKE



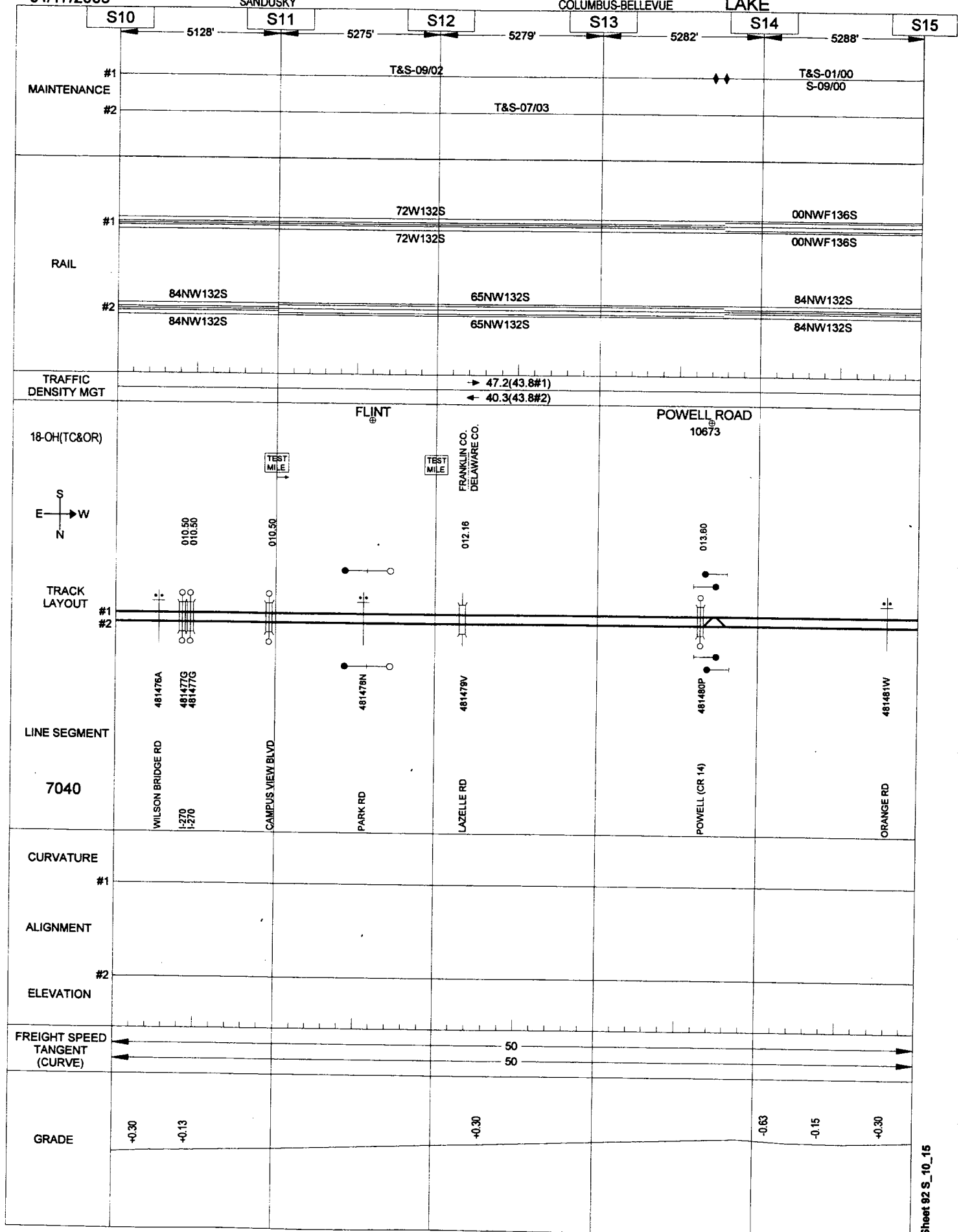
04/17/2006

SANDUSKY

158

COLUMBUS-BELLEVUE

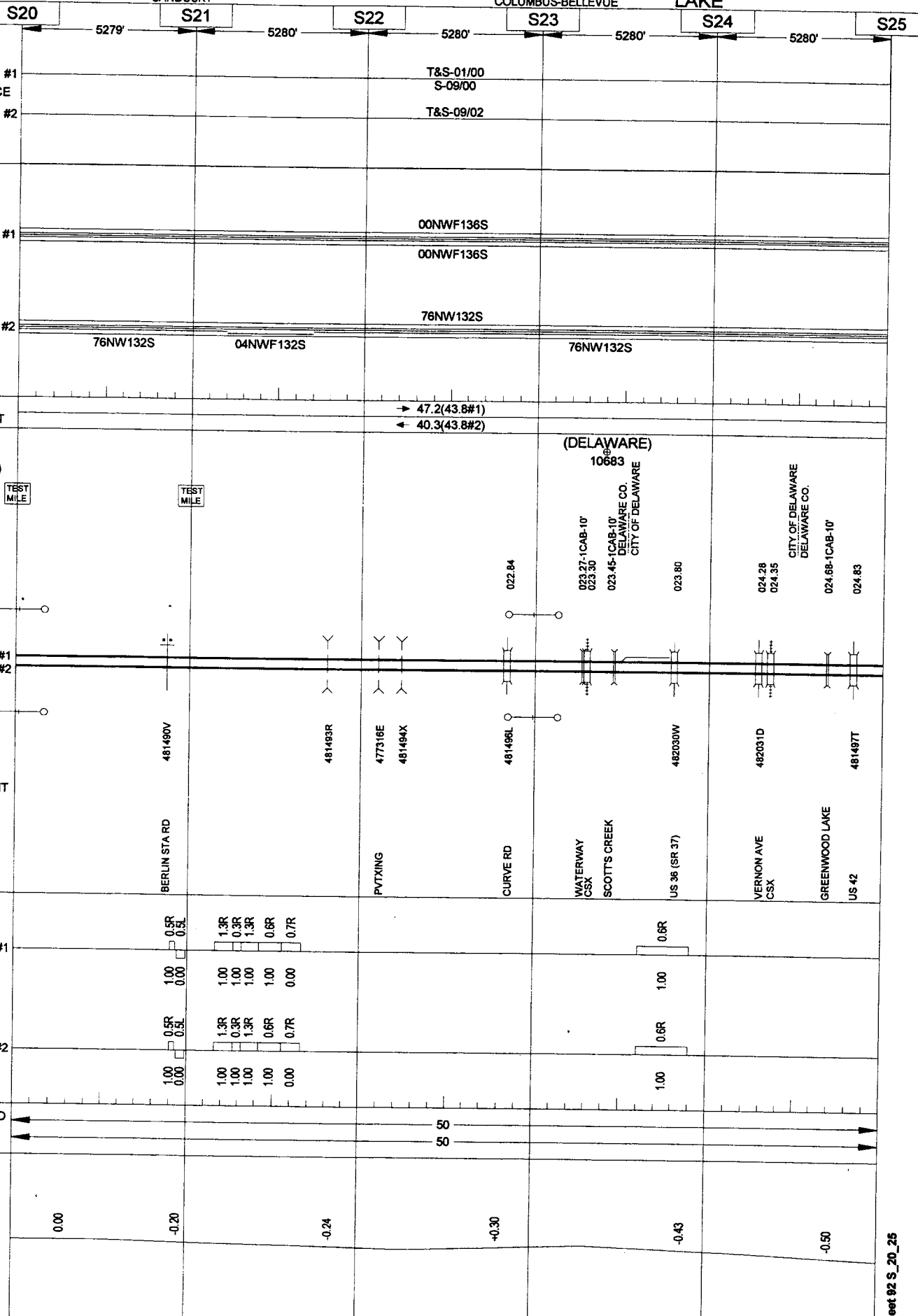
LAKE



LAKE

Sheet 92 S_15_20

LAKE



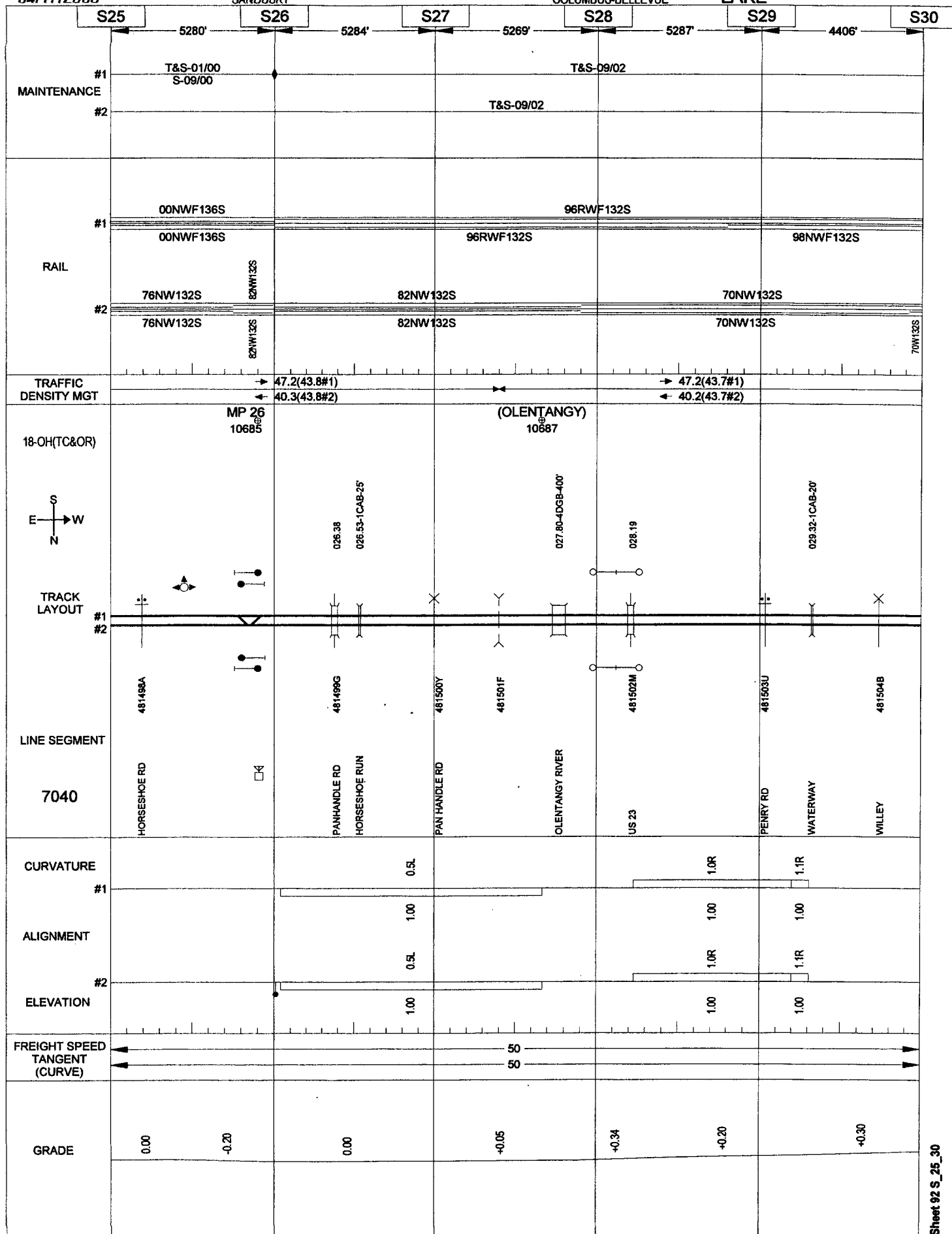
04/17/2006

SANDUSKY

161

COLUMBUS-BELLEVUE

LAKE



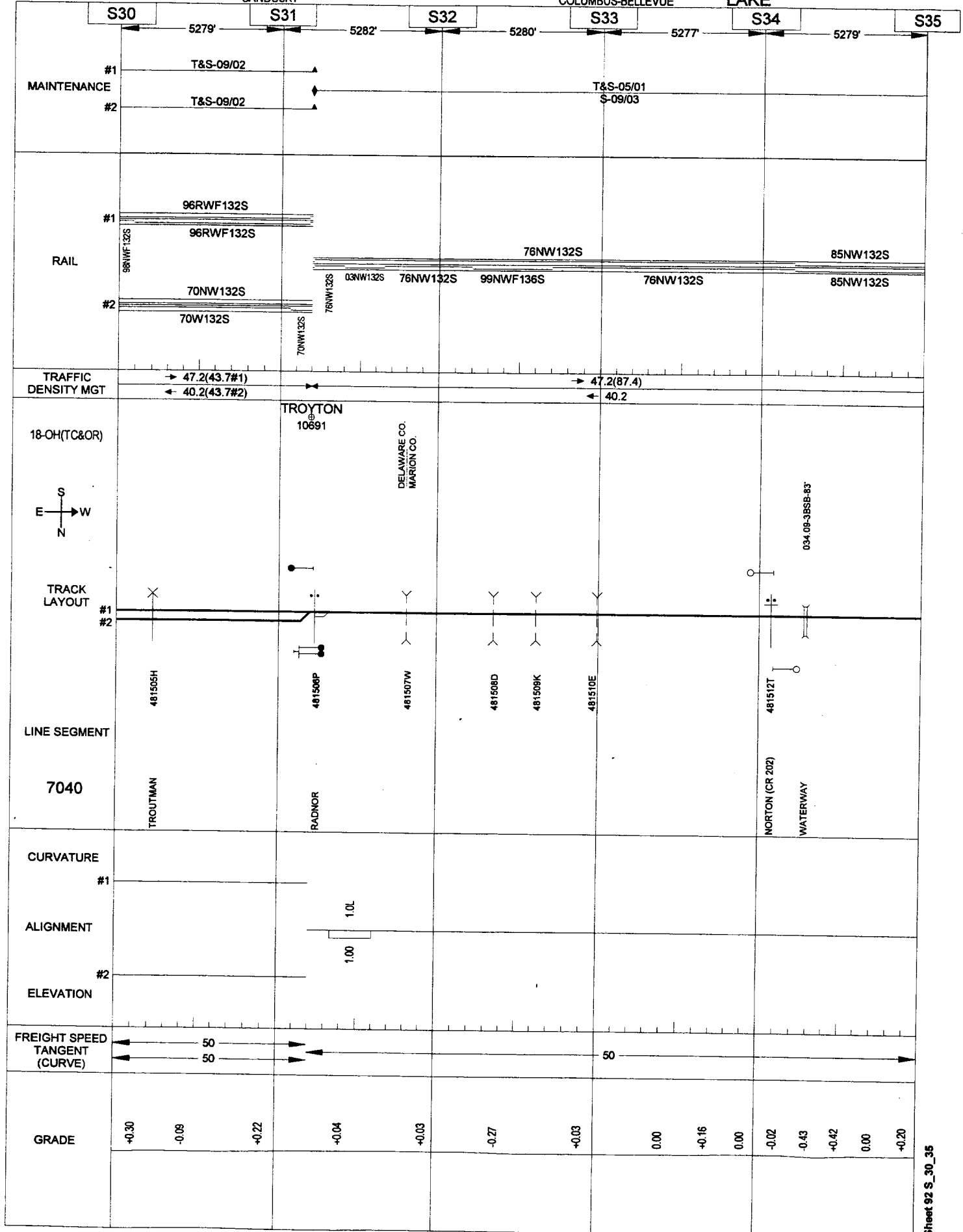
04/17/2006

SANDUSKY

162

COLUMBUS-BELLEVUE

LAKE



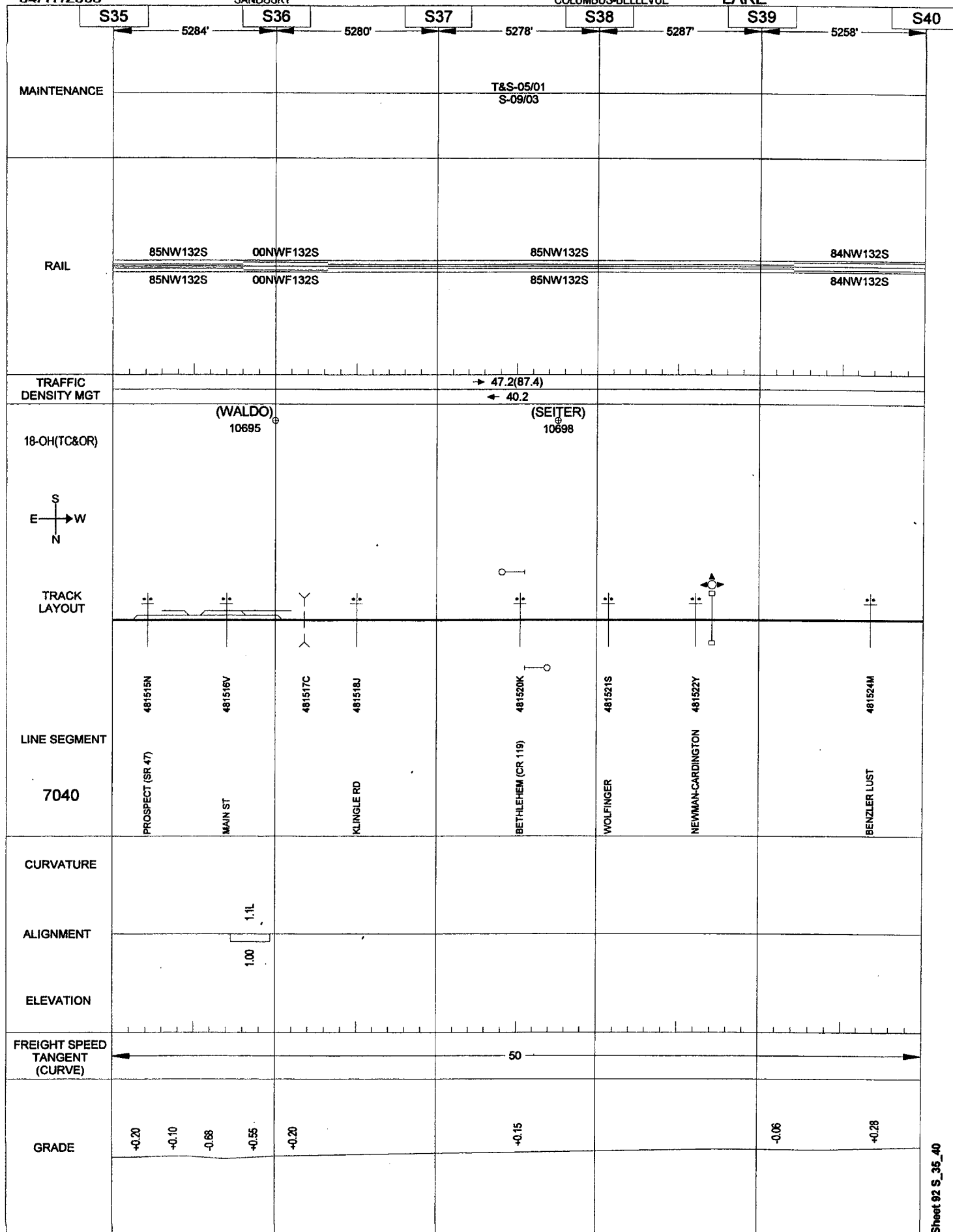
04/17/2006

SANDUSKY

163

COLUMBUS-BELLEVUE

LAKE



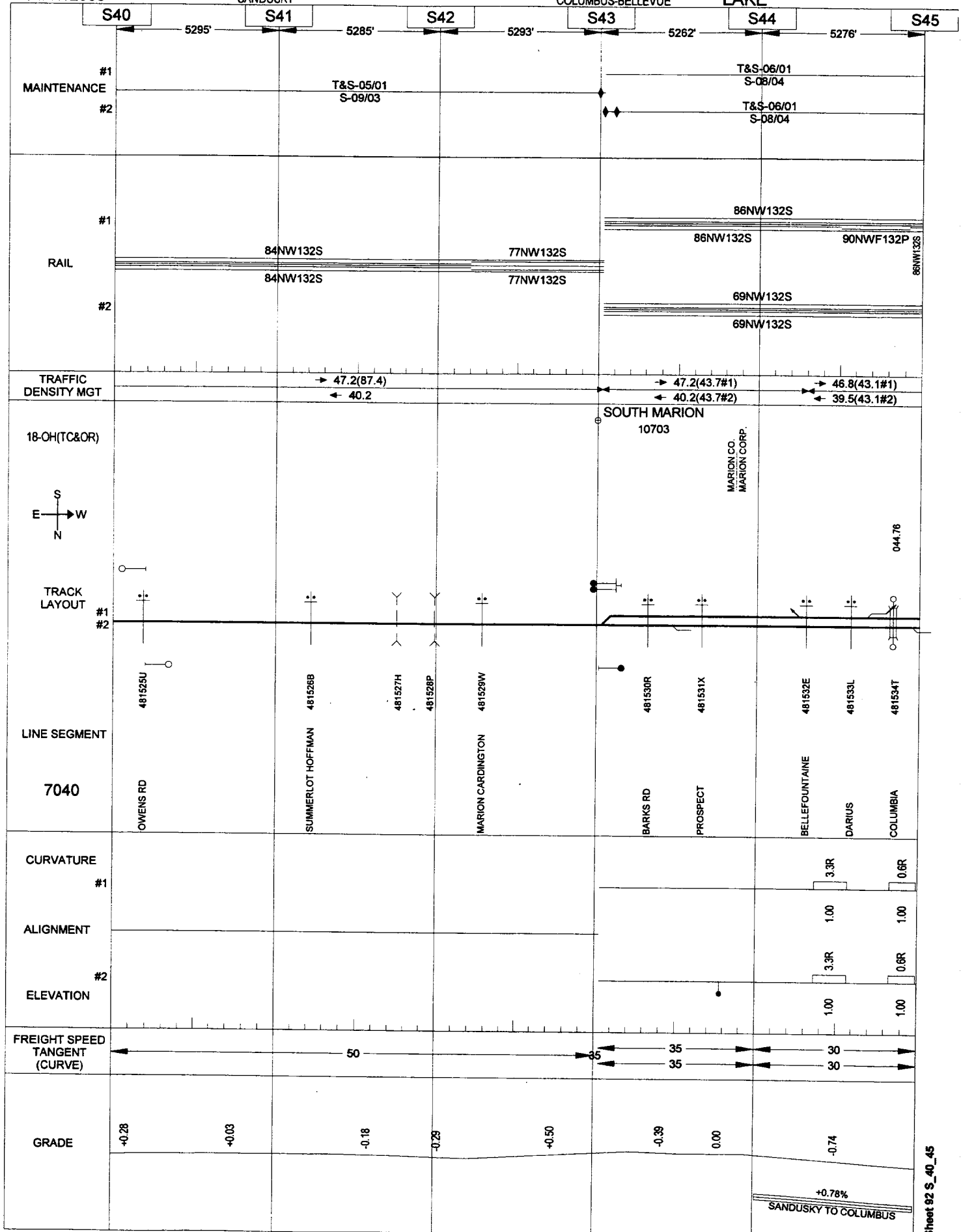
04/17/2006

164

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



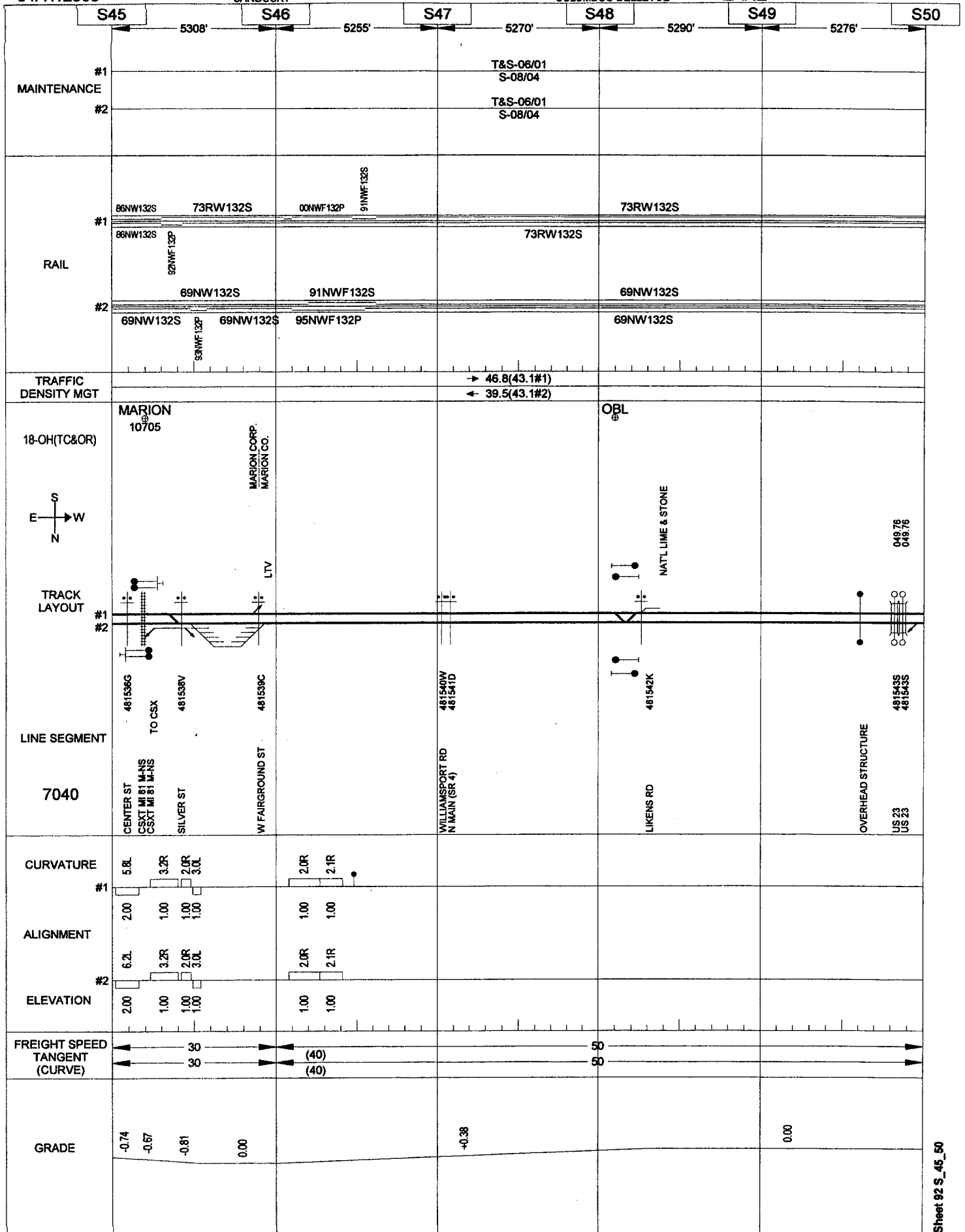
04/17/2006

SANDUSKY

165

COLUMBUS-BELLEVUE

LAKE



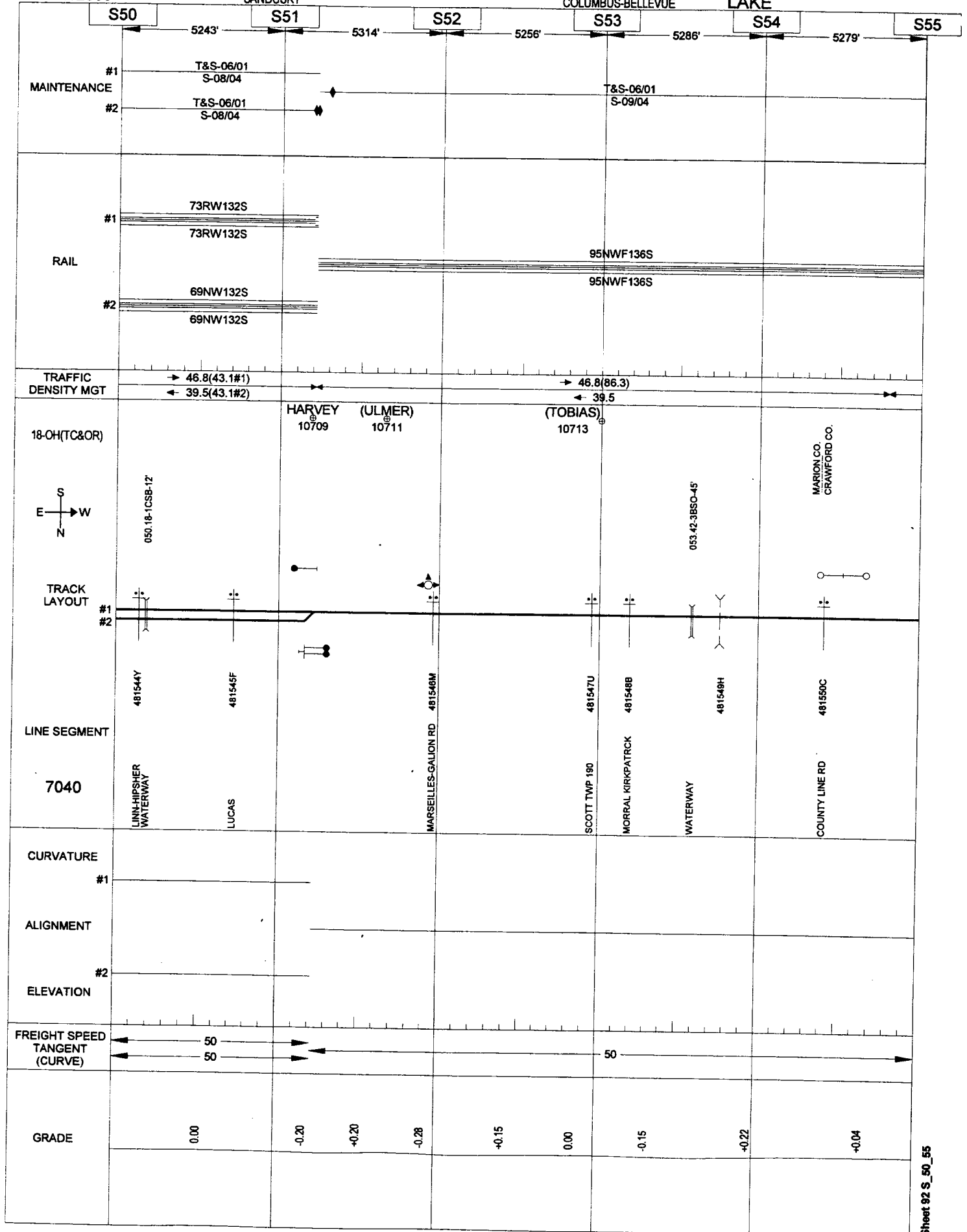
04/17/2006

SANDUSKY

166

COLUMBUS-BELLEVUE

LAKE



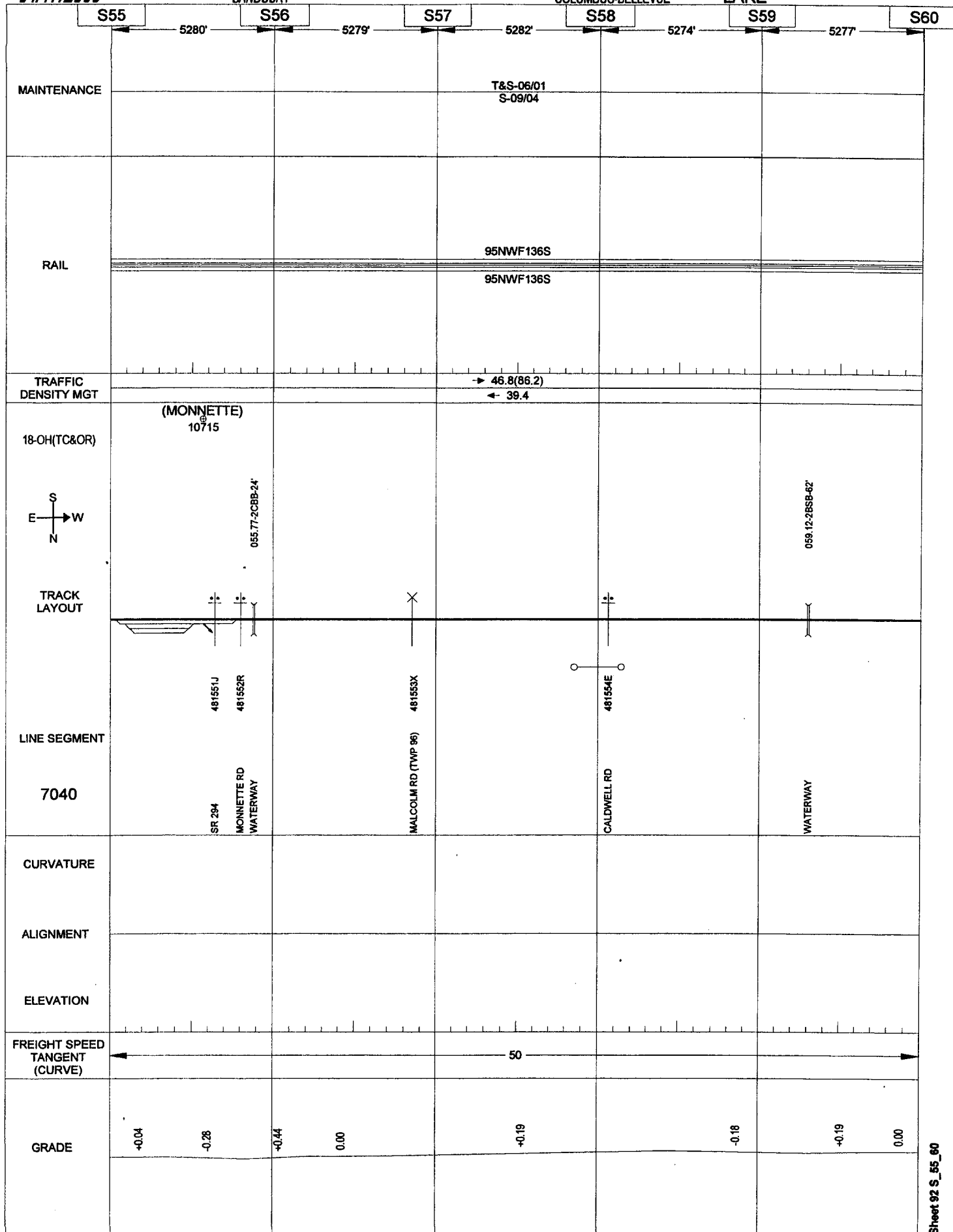
04/17/2006

SANDUSKY

167

COLUMBUS-BELLEVUE

LAKE



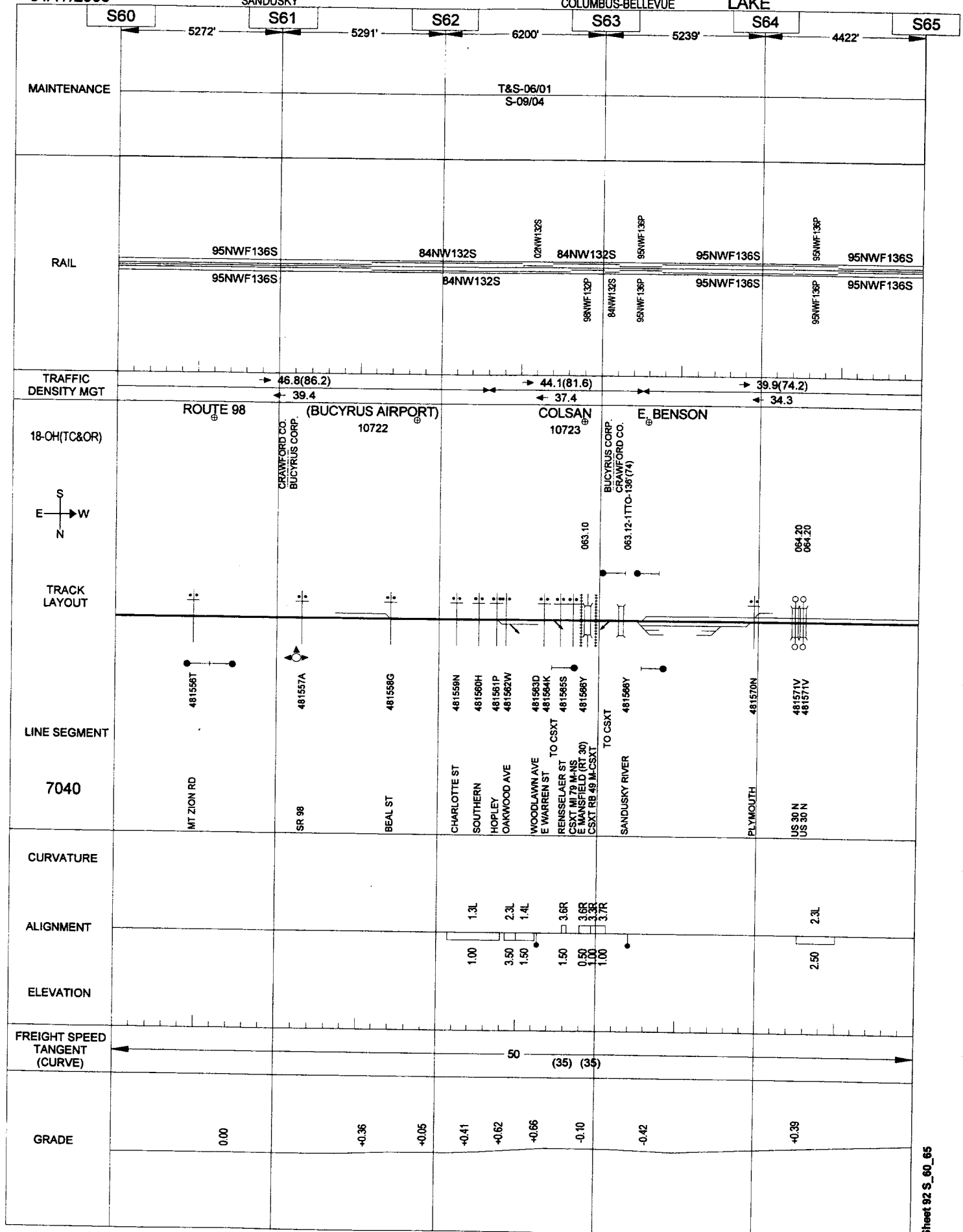
04/17/2006

SANDUSKY

168

COLUMBUS-BELLEVUE

LAKE



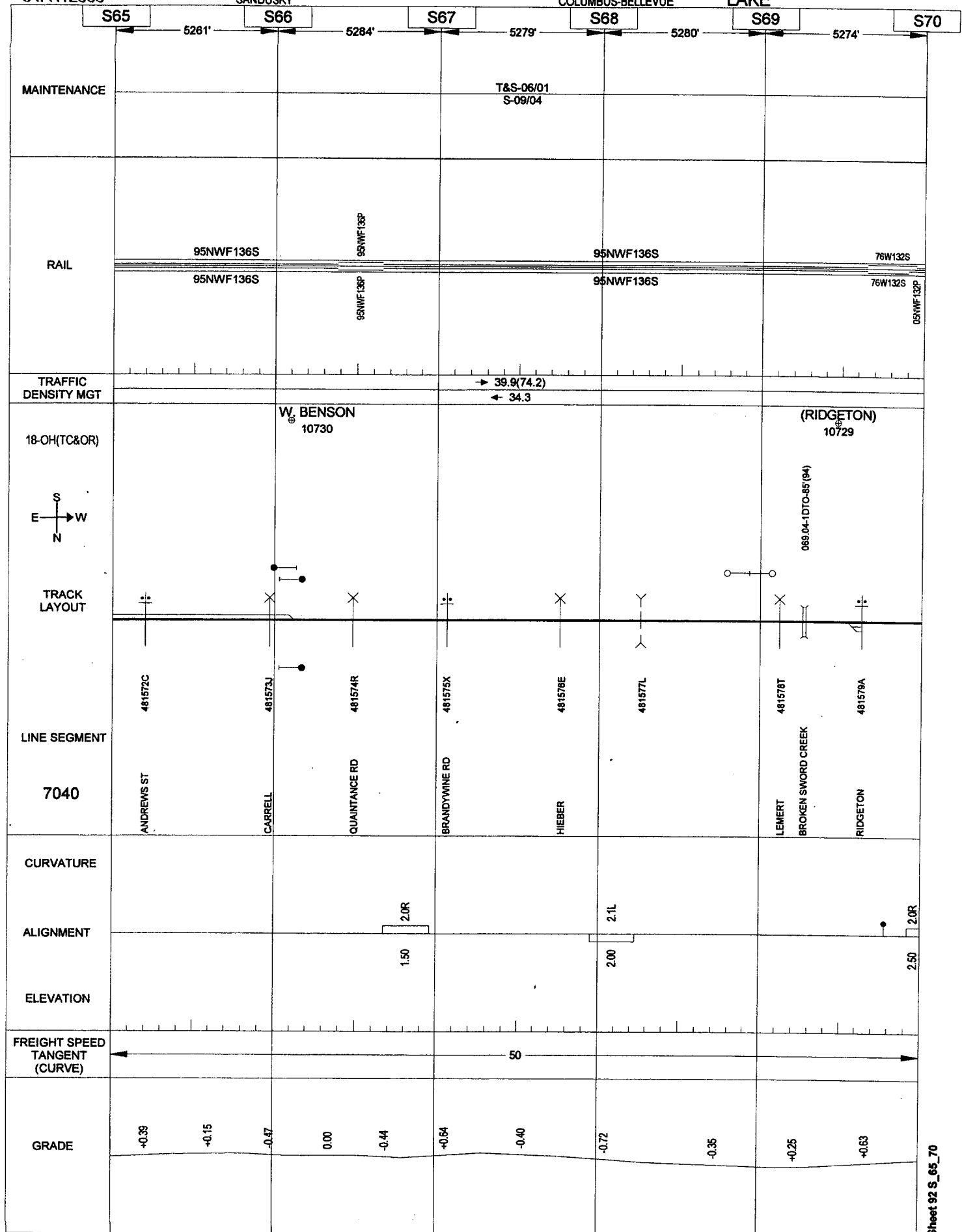
04/17/2006

SANDUSKY

169

COLUMBUS-BELLEVUE

LAKE



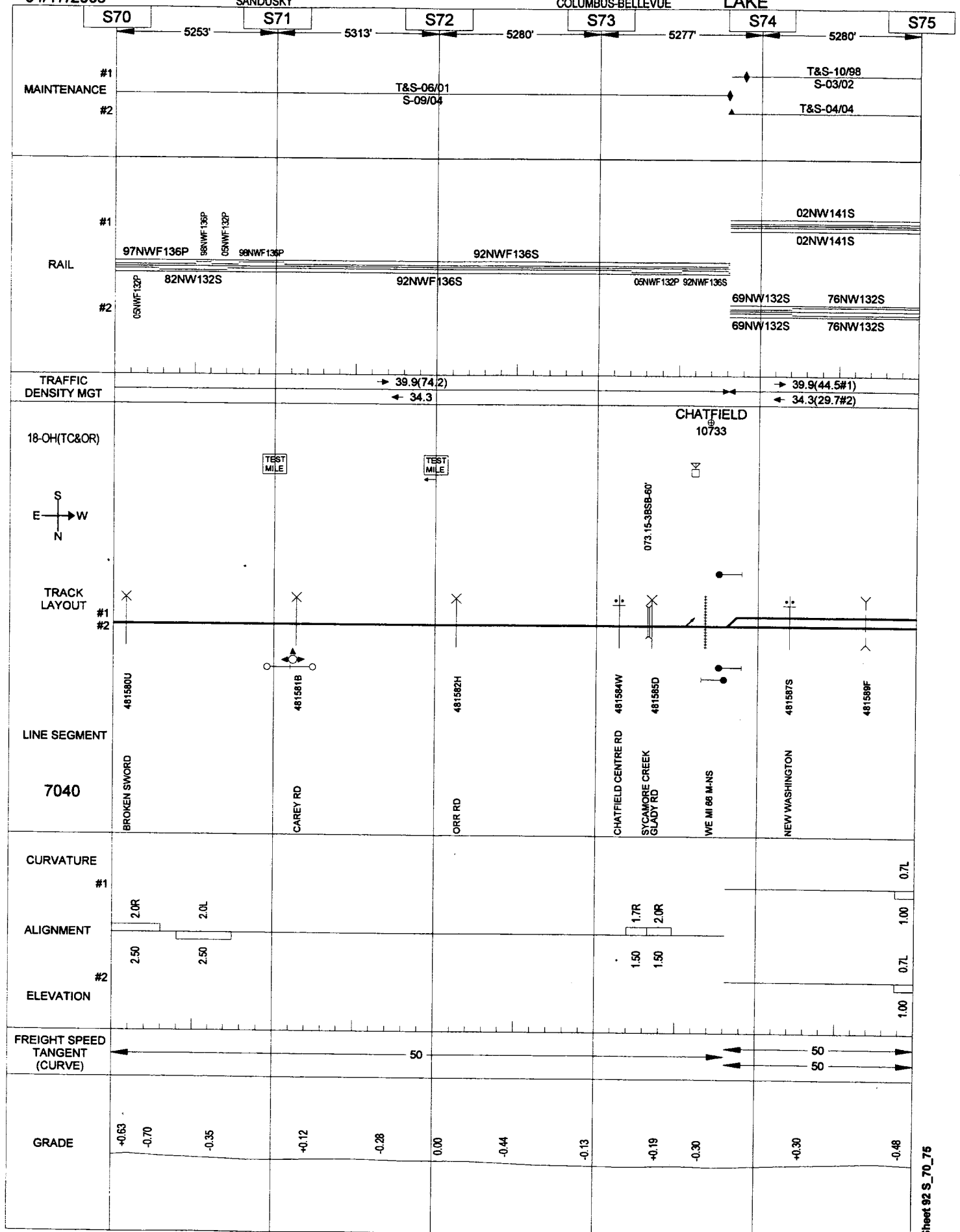
04/17/2006

SANDUSKY

170

COLUMBUS-BELLEVUE

LAKE



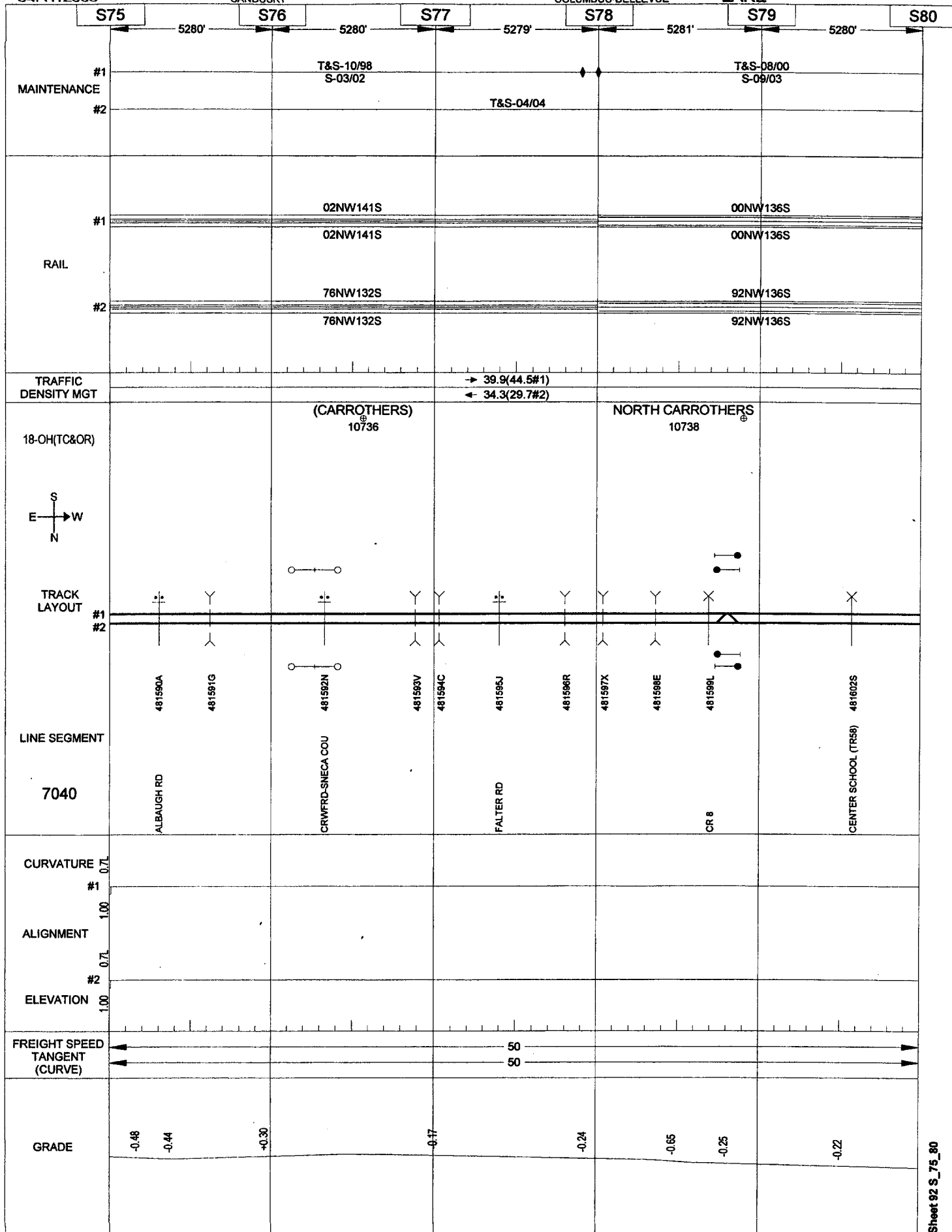
04/17/2006

SANDUSKY

171

COLUMBUS-BELLEVUE

LAKE



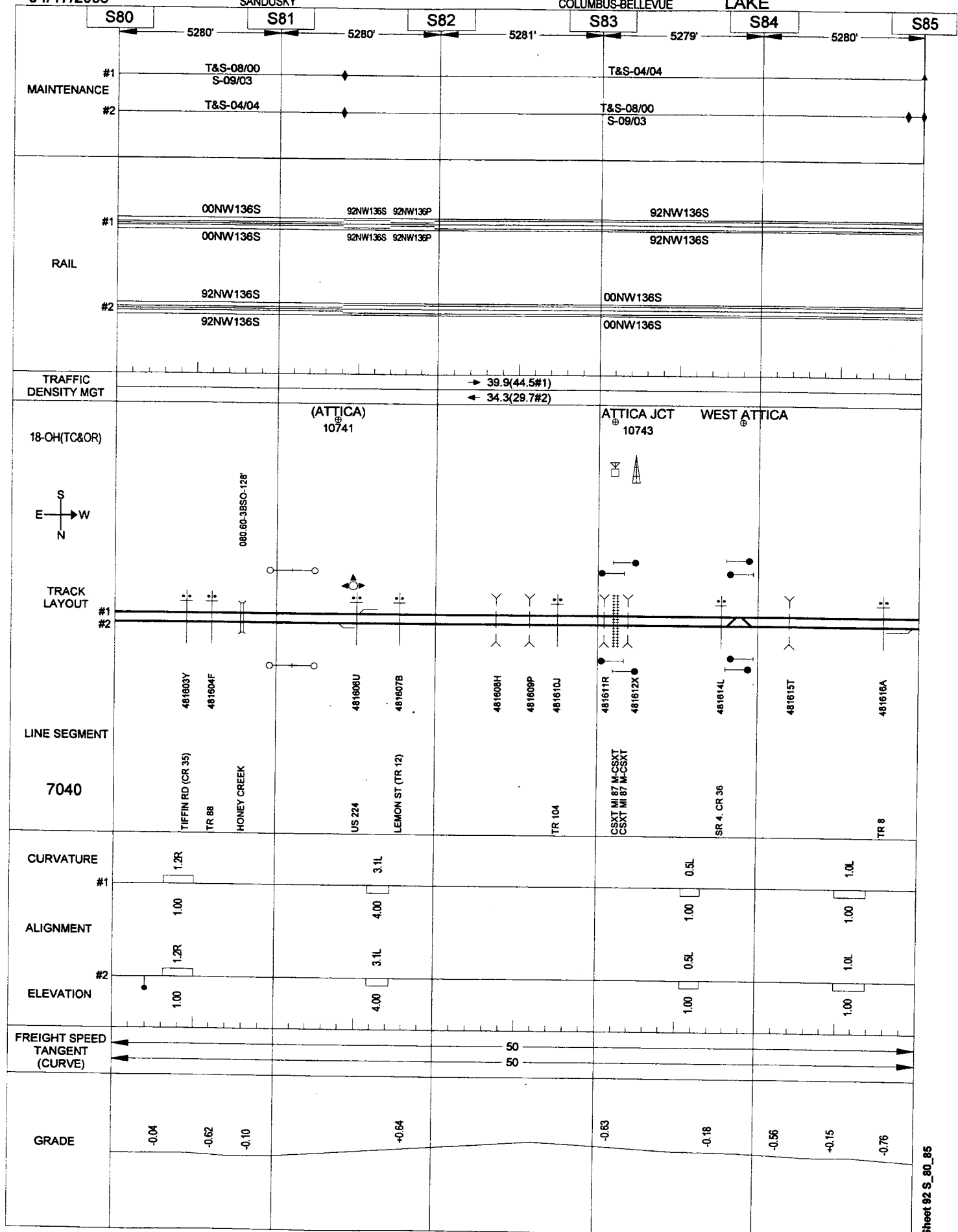
04/17/2006

SANDUSKY

172

COLUMBUS-BELLEVUE

LAKE



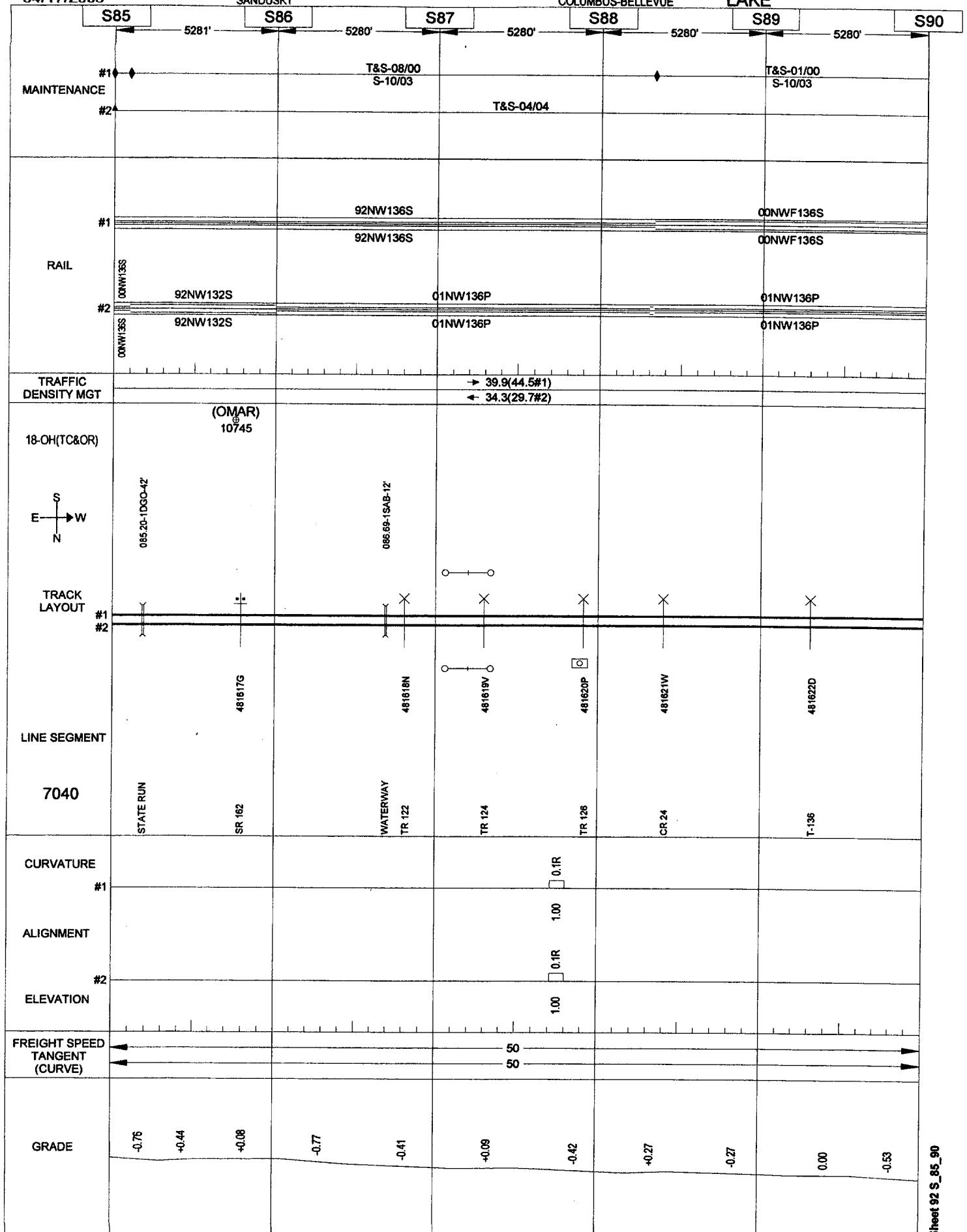
04/17/2006

SANDUSKY

173

COLUMBUS-BELLEVUE

LAKE



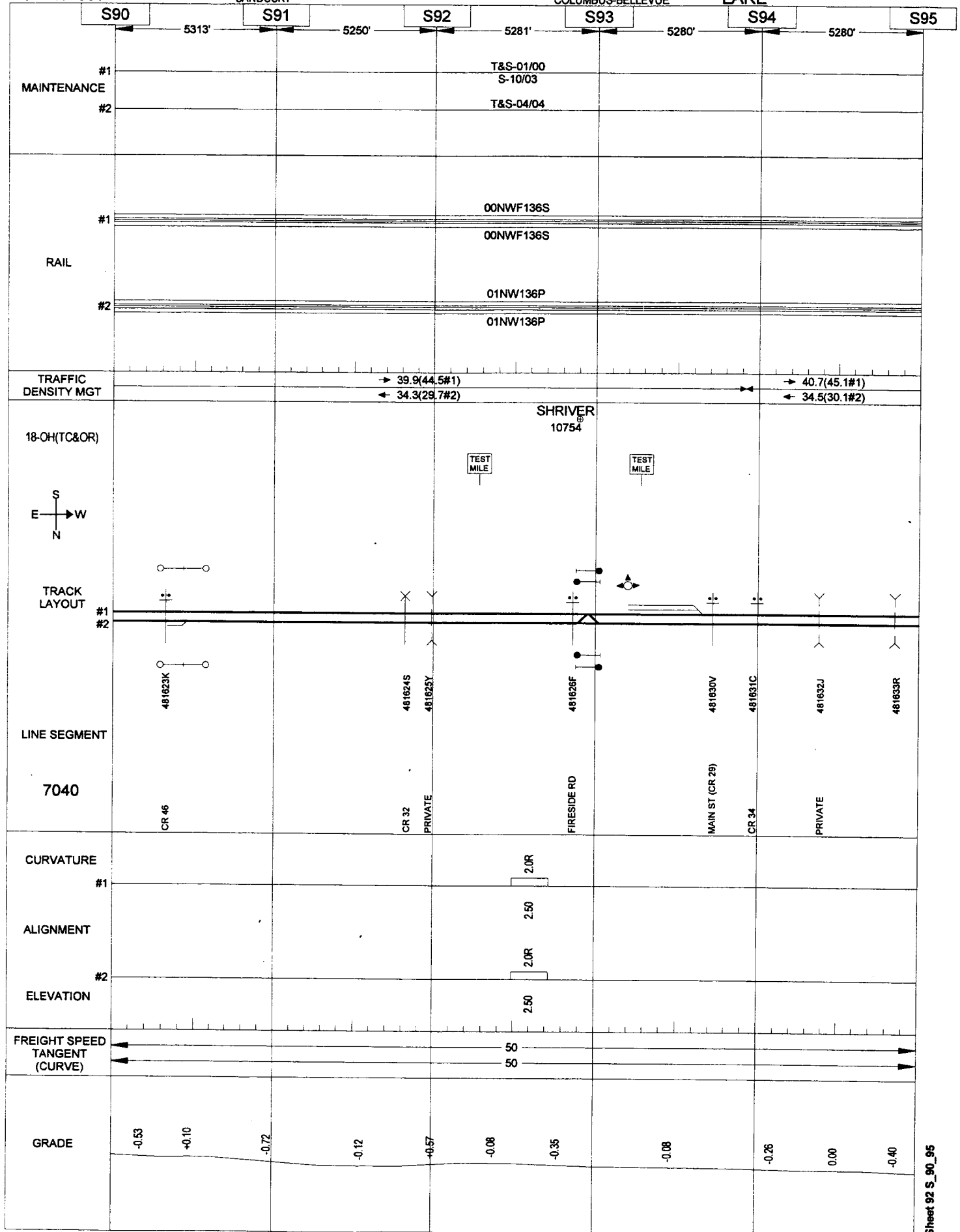
04/17/2006

SANDUSKY

174

COLUMBUS-BELLEVUE

LAKE



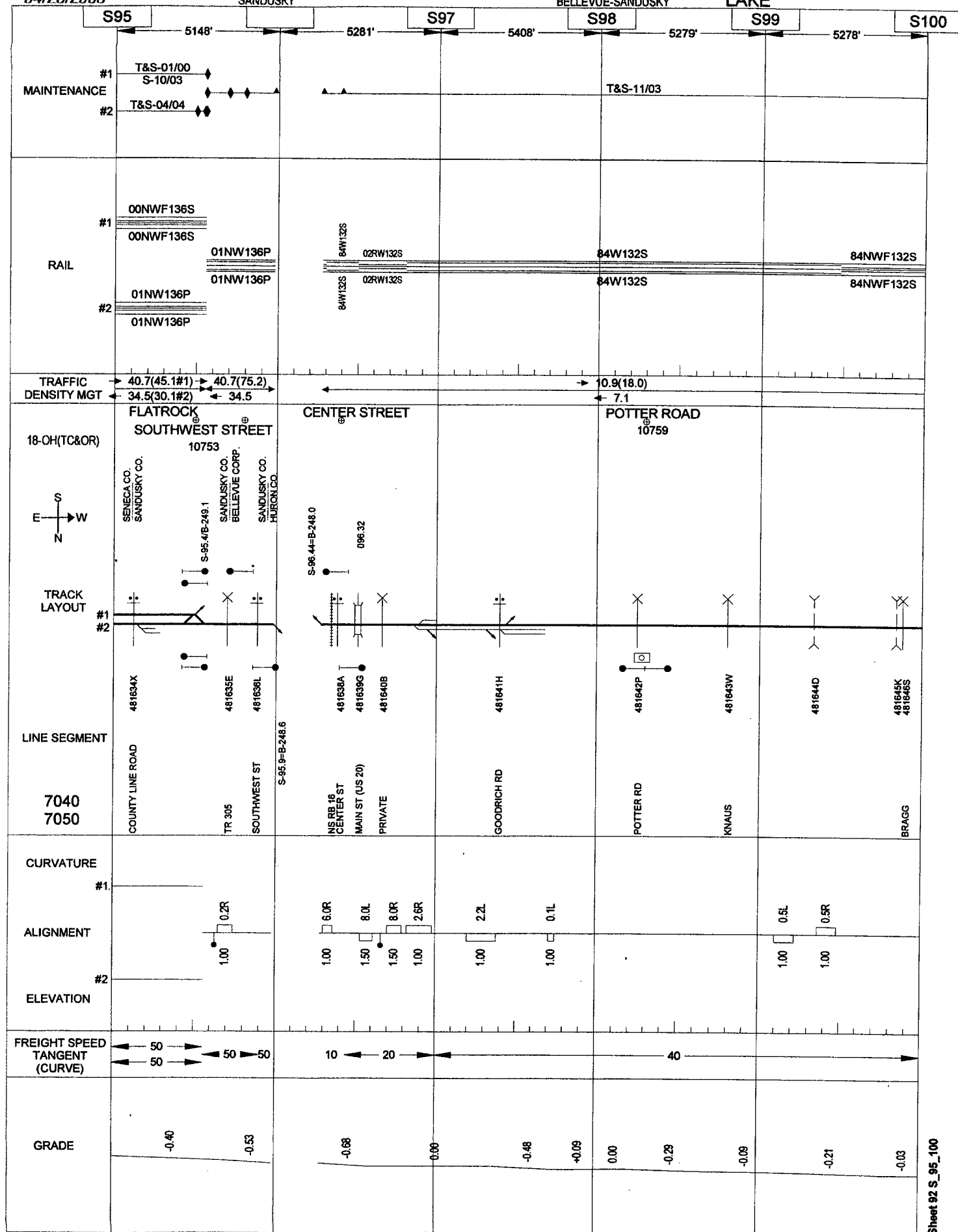
04/26/2006

SANDUSKY

175

BELLEVUE-SANDUSKY

LAKE



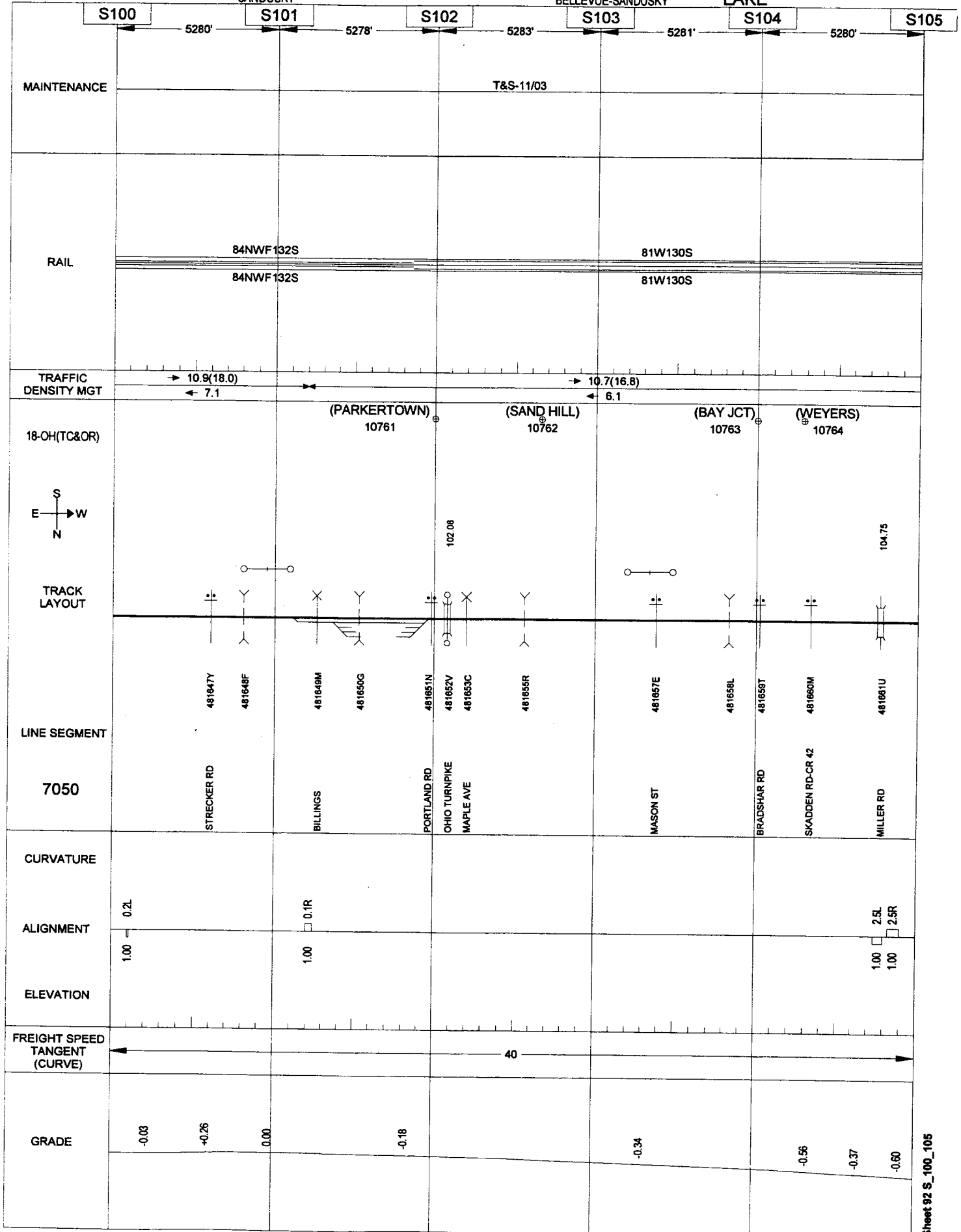
04/17/2006

176

SANDUSKY

BELLEVUE-SANDUSKY

LAKE



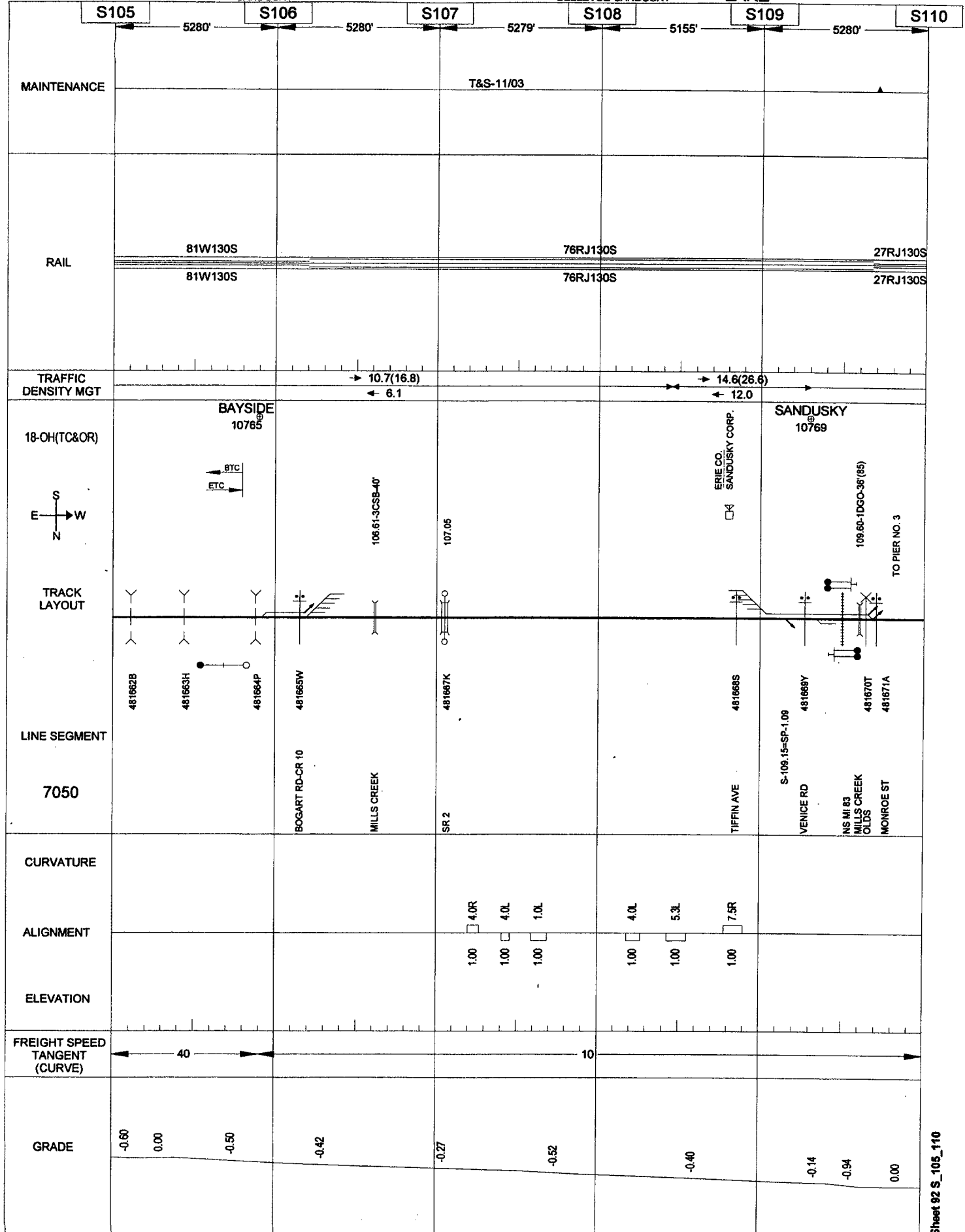
04/17/2006

SANDUSKY

177

BELLEVUE-SANDUSKY

LAKE



04/17/2006

SANDUSKY

178

BELLEVUE-SANDUSKY

LAKE

	S110	5280'	S111	5175'					
MAINTENANCE	T&S-01/20		T&S-12/20 ▲						
RAIL	27RJ130S		23RJ090S						
	27RJ130S		23RJ090S						
TRAFFIC DENSITY MGT									
18-OH(TC&OR)									
<div data-bbox="161 865 251 945"> <p>S E → W N</p> </div>									
TRACK LAYOUT									
LINE SEGMENT									
7050									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)		10							
GRADE		0.00							

04/17/2006

DAYTON

179
WEBER ROAD CONNECTING TRACK

WEBER-COLUMBUS

LAKE

CJ135

3168'

MAINTENANCE

T&S-06/98
S-09/03

RAIL

82RW140S
82RW140S

TRAFFIC
DENSITY MGT

24.2(44.8)
20.6



TRACK
LAYOUT

WEBER

LINE SEGMENT

4160

CL-134.40-S-4.25

134.90

HUDSON ST

CURVATURE

ALIGNMENT

ELEVATION

1.0L
0.50

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.08
-0.67

04/17/2006

180

DAYTON

CINCINNATI LINE

COLUMBUS-LONDON

LAKE

CJ135

CJ136

CJ137

CJ138

CJ139

CJ140

5280'

5280'

5280'

5280'

5277'

#1
MAINTENANCE
#2

T&S-06/98
S-09/03

T&S-06/96
S-09/03

T&S-06/98
S-09/03

T&S-10/02

T&S-10/02

#1

RAIL

#2

82RW140S

82RW140S

82RW127S

82RW127S

00NWF136S

00NWF136S

82RW127S

82RW127S

98NW136S

98NW136S

98NW133S

98NW133S

81RW140S

81RW140S

26NU131S

26NU131S

81RW140S

81RW140S

04NWF133P

04NWF133P

80RW131S

80RW131S

TRAFFIC
DENSITY MGT

→ 24.2(44.8)

← 20.6

→ 27.7(26.2#1)

→ 24.6(26.2#2)

7401

(COLUMBUS)

CP 138

SCIOTO

CP 139

CJ139

S
E → W
N

TRACK
LAYOUT

#1

#2

LINE SEGMENT

4160
4163

WATERWAY

17TH AVE

11TH AVE

OVHD SIGNAL BRIDGE

5TH AVE

2ND AVE

I-670

I-160

ROAD ST RAMP

4TH ST RAMP

3RD ST RAMP

OVHD WALKWAY

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

CURVATURE

#1

ALIGNMENT

ELEVATION

#2

1.00

1.00

1.0R

1.0L

4.0L

1.50

4.0R

2.50

6.0L

1.50

6.0R

2.7R

1.00

4.3R

3.7R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.0R

1.0L

1.50

1.50

1.50

2.50

6.0L

1.50

6.0R

2.7R

1.00

4.3R

3.7R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.0R

1.0L

1.50

1.50

1.50

2.50

6.0L

1.50

6.0R

2.7R

1.00

4.3R

3.7R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

40

30

30

30

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

25

GRADE

-0.67

-0.55

-0.90

-0.35

-0.34

0.00

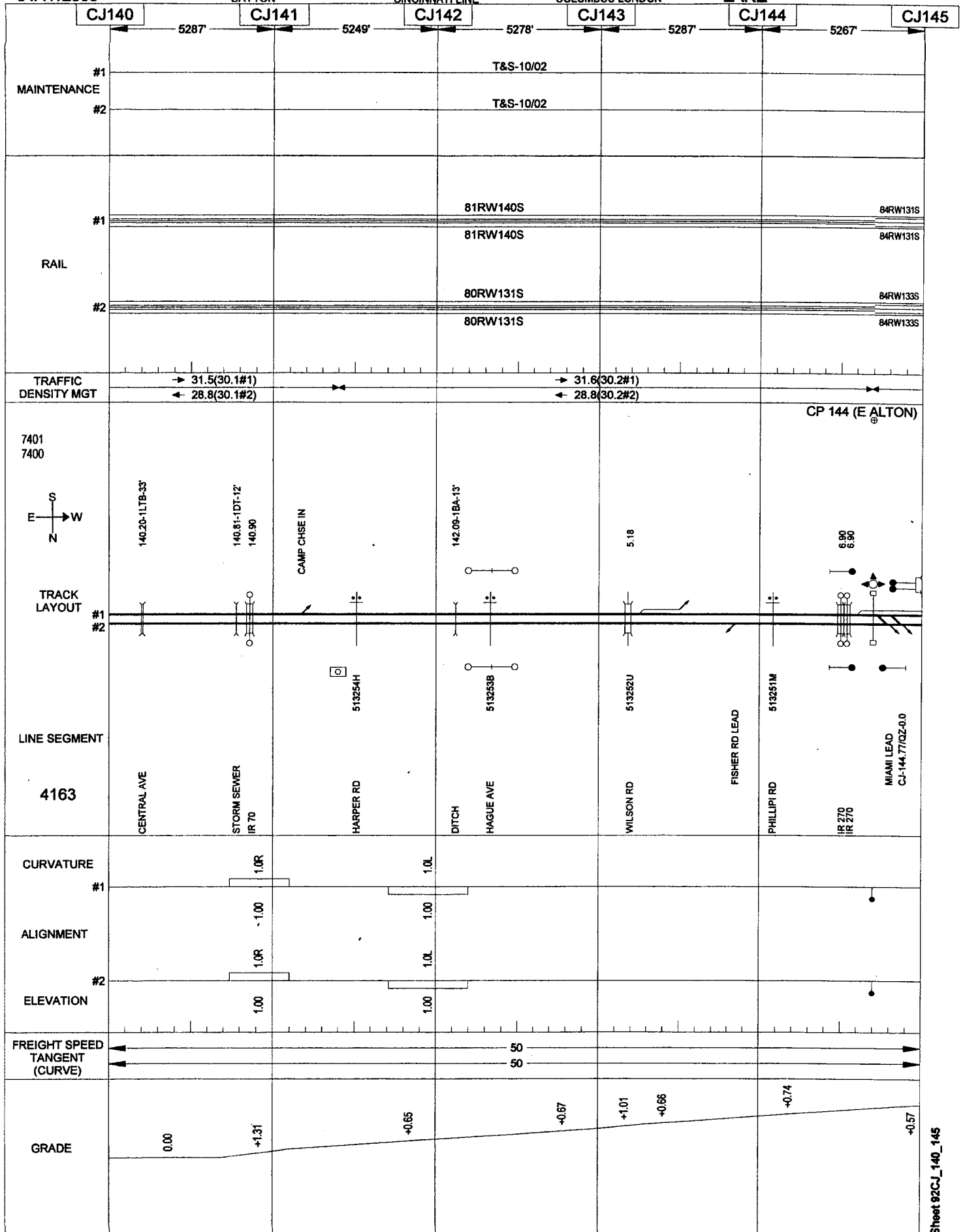
04/17/2006

DAYTON

181
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



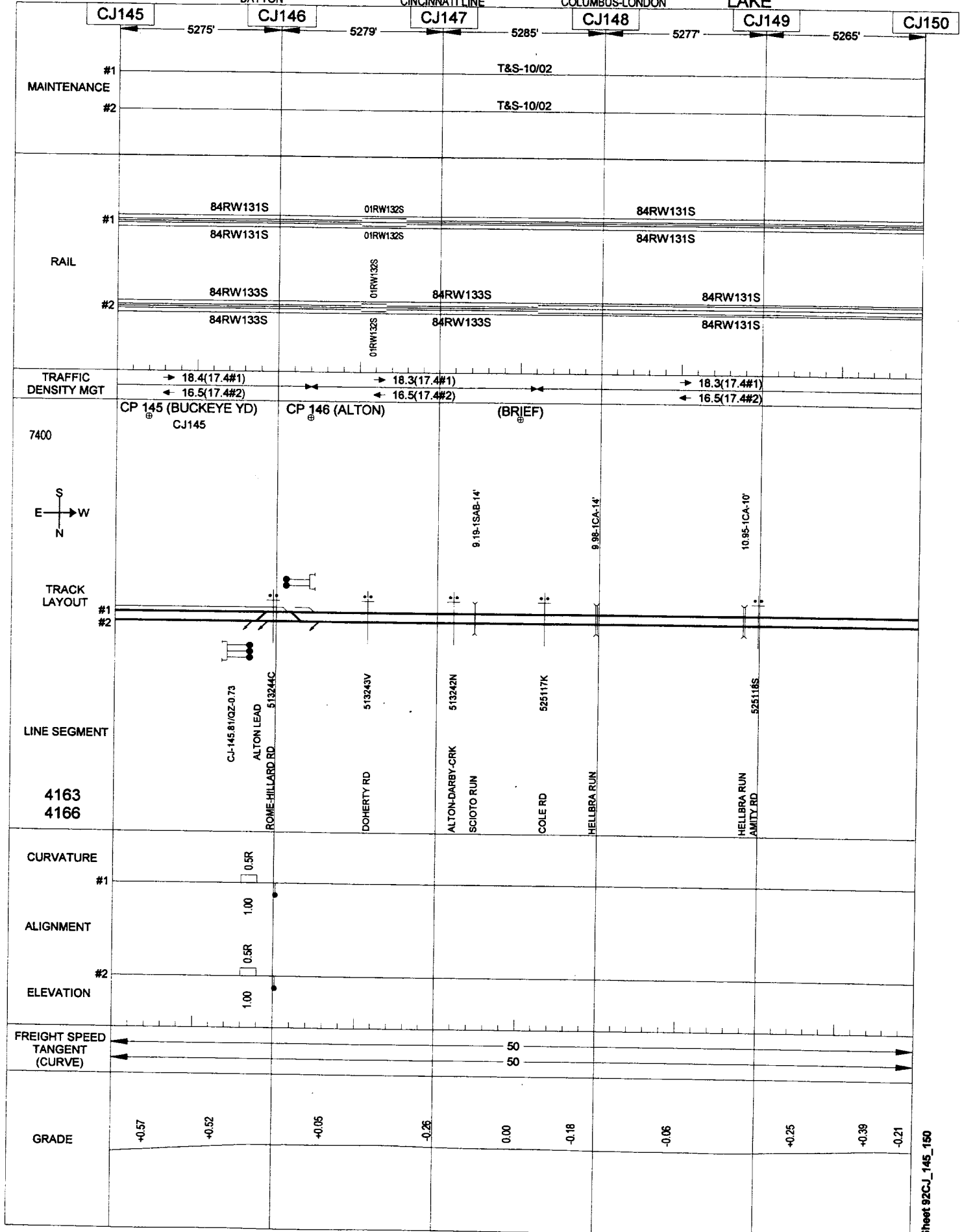
04/17/2006

DAYTON

182
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



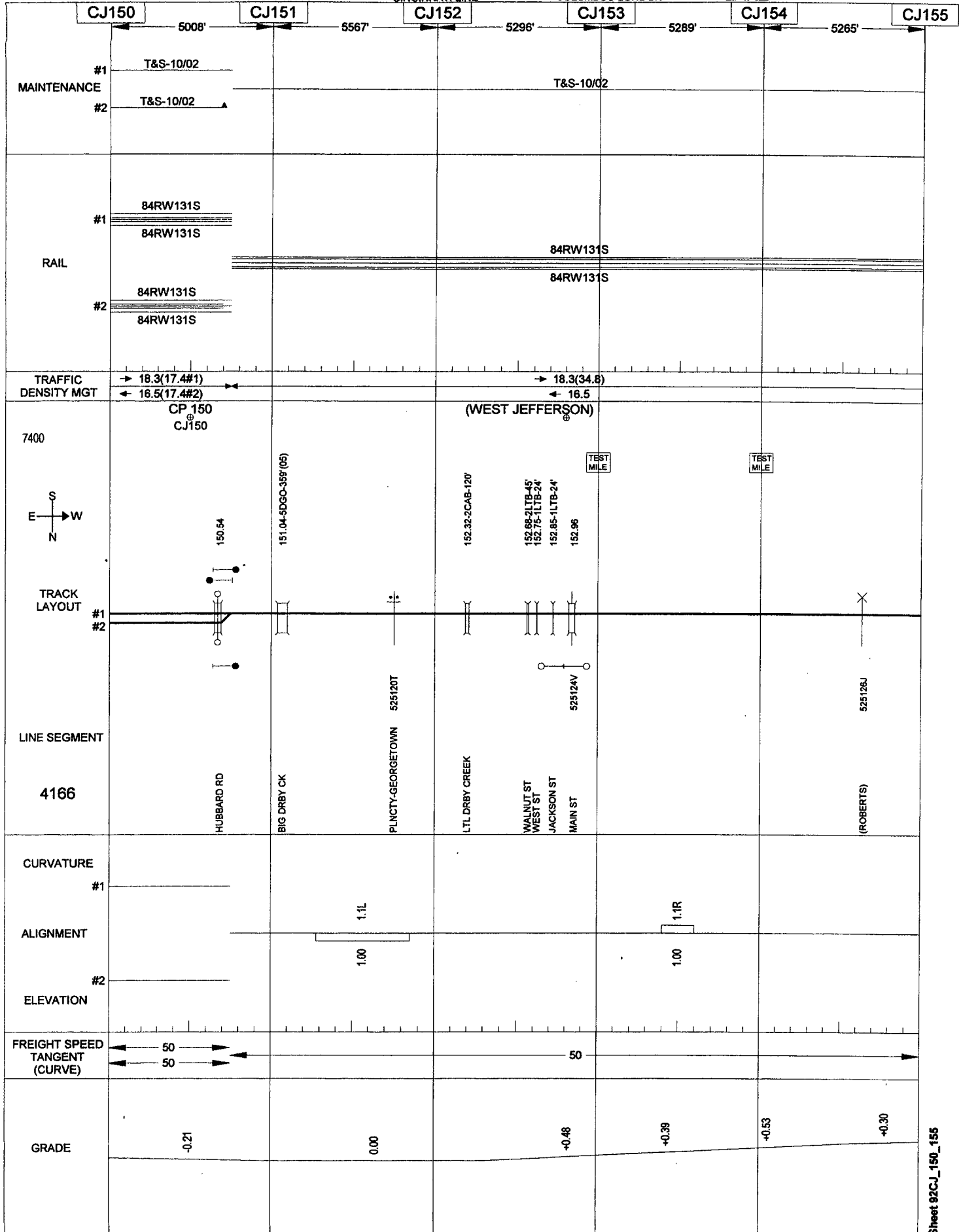
04/17/2006

DAYTON

183
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



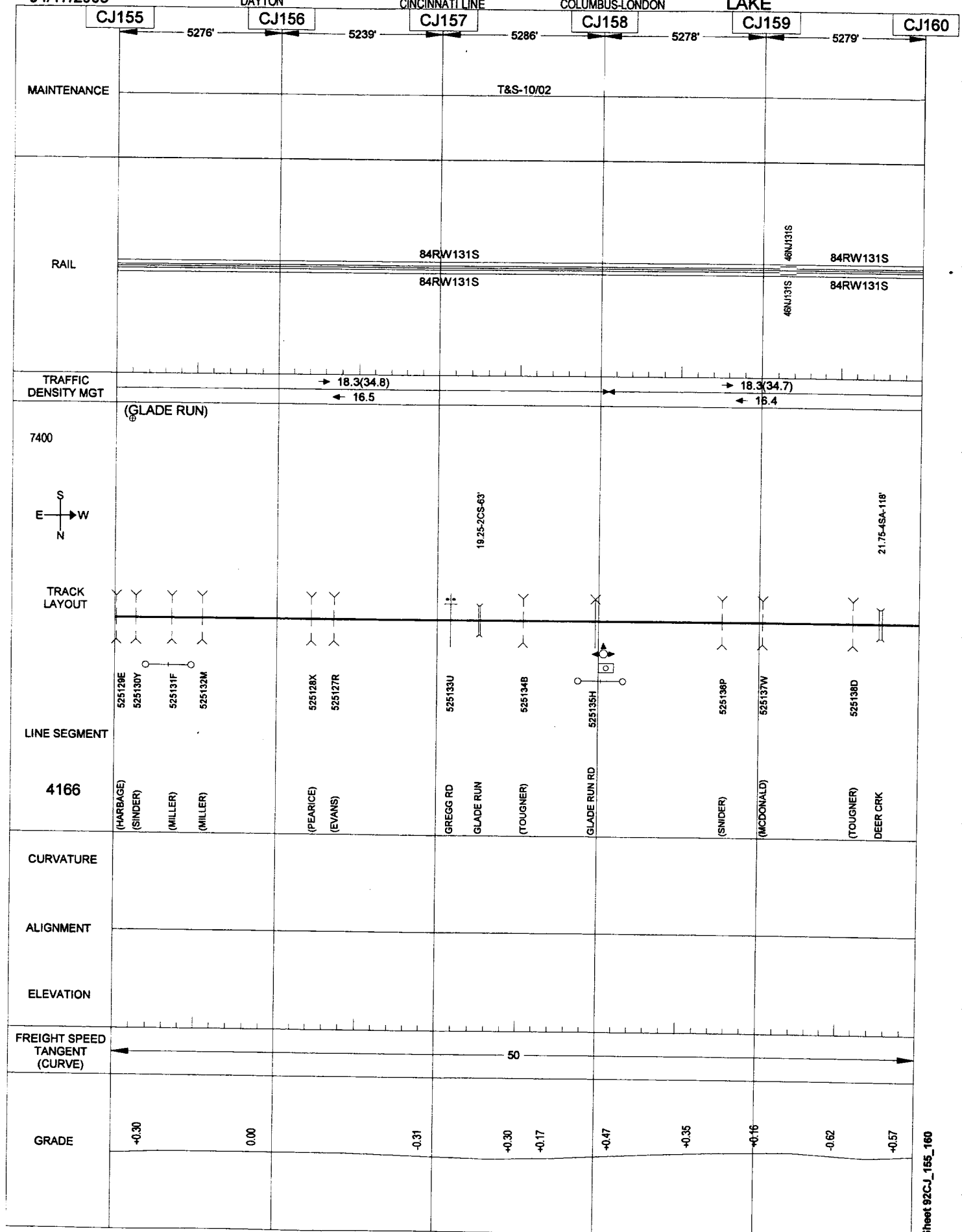
04/17/2006

DAYTON

184
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



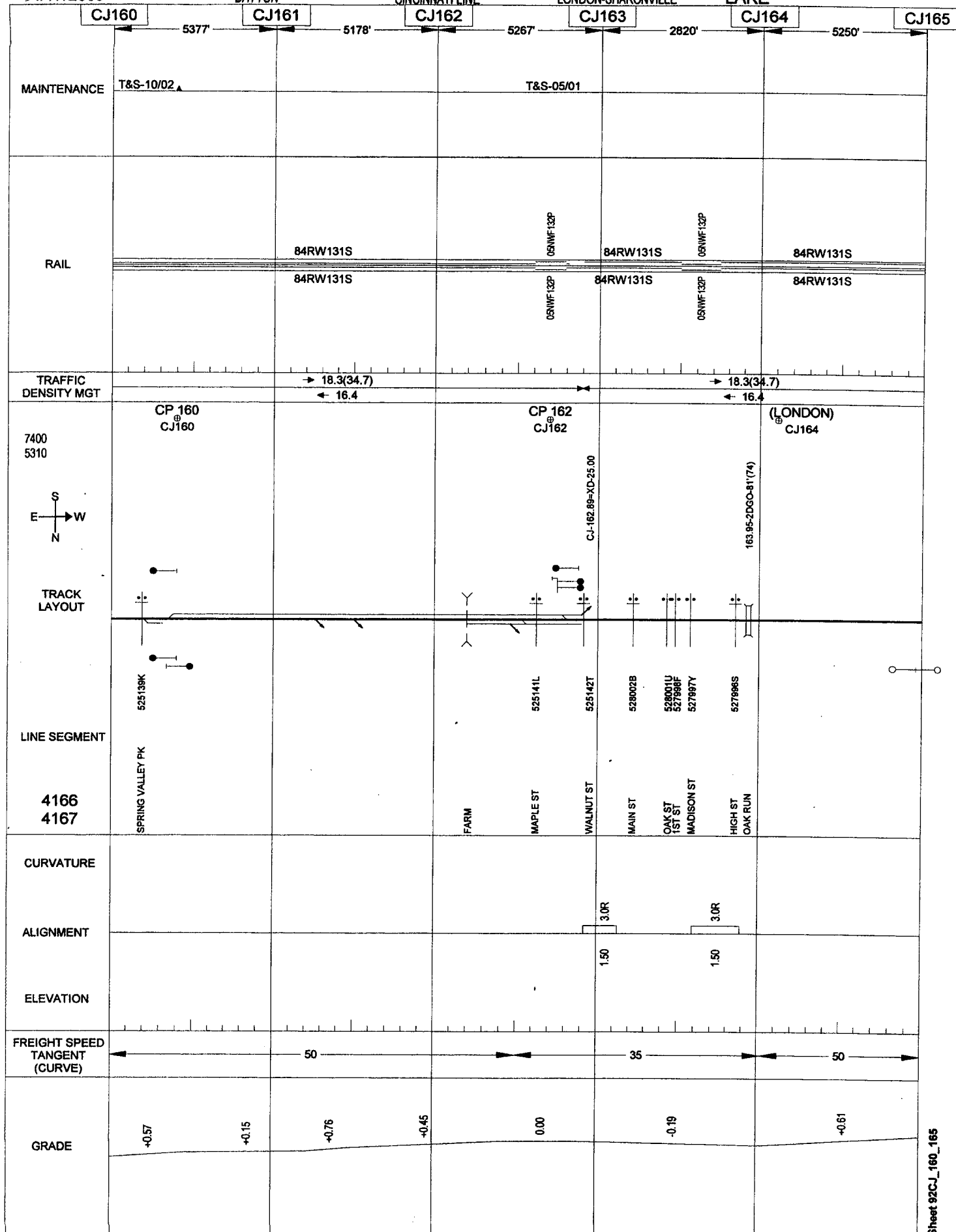
04/17/2006

DAYTON

185
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



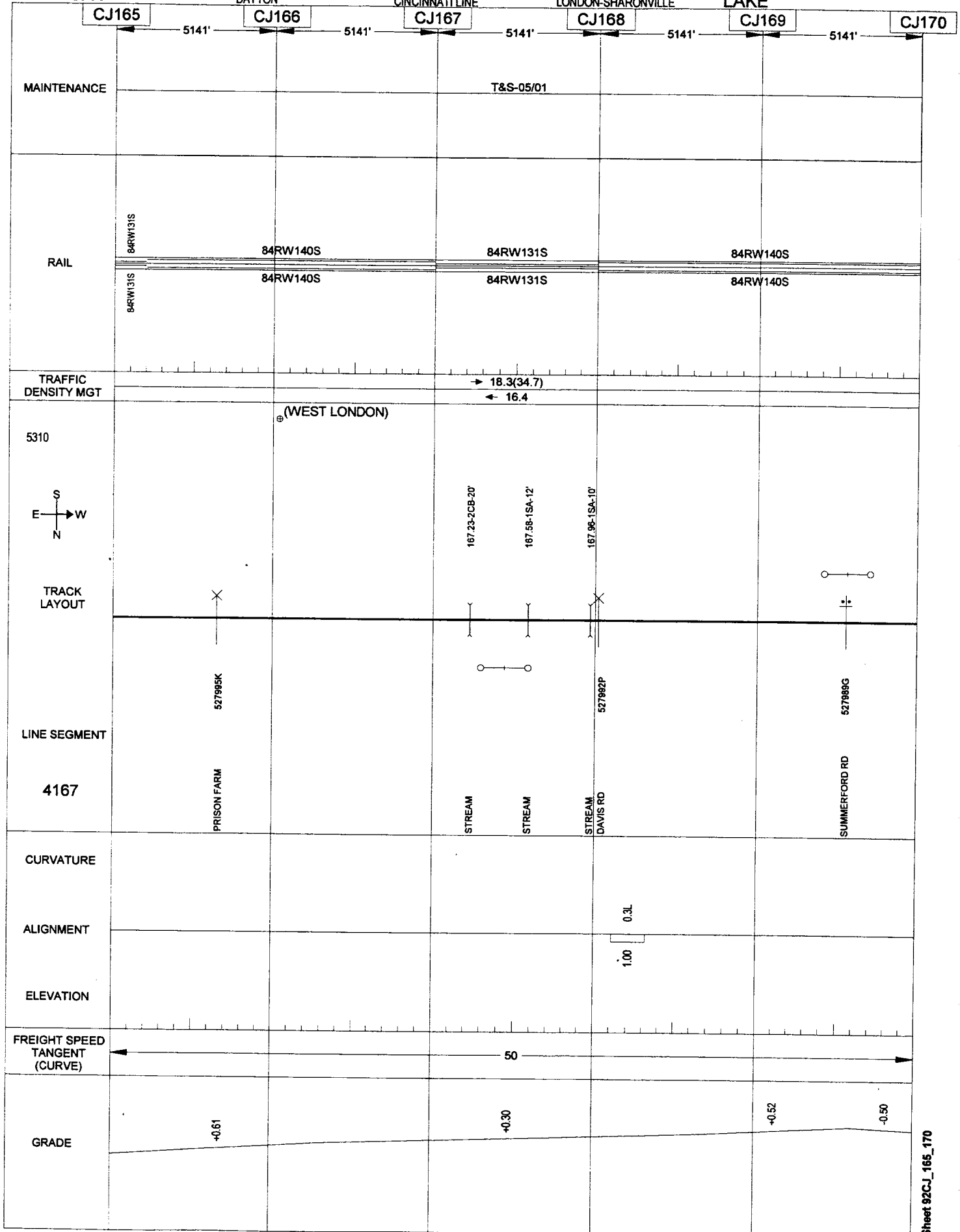
04/17/2006

DAYTON

186
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



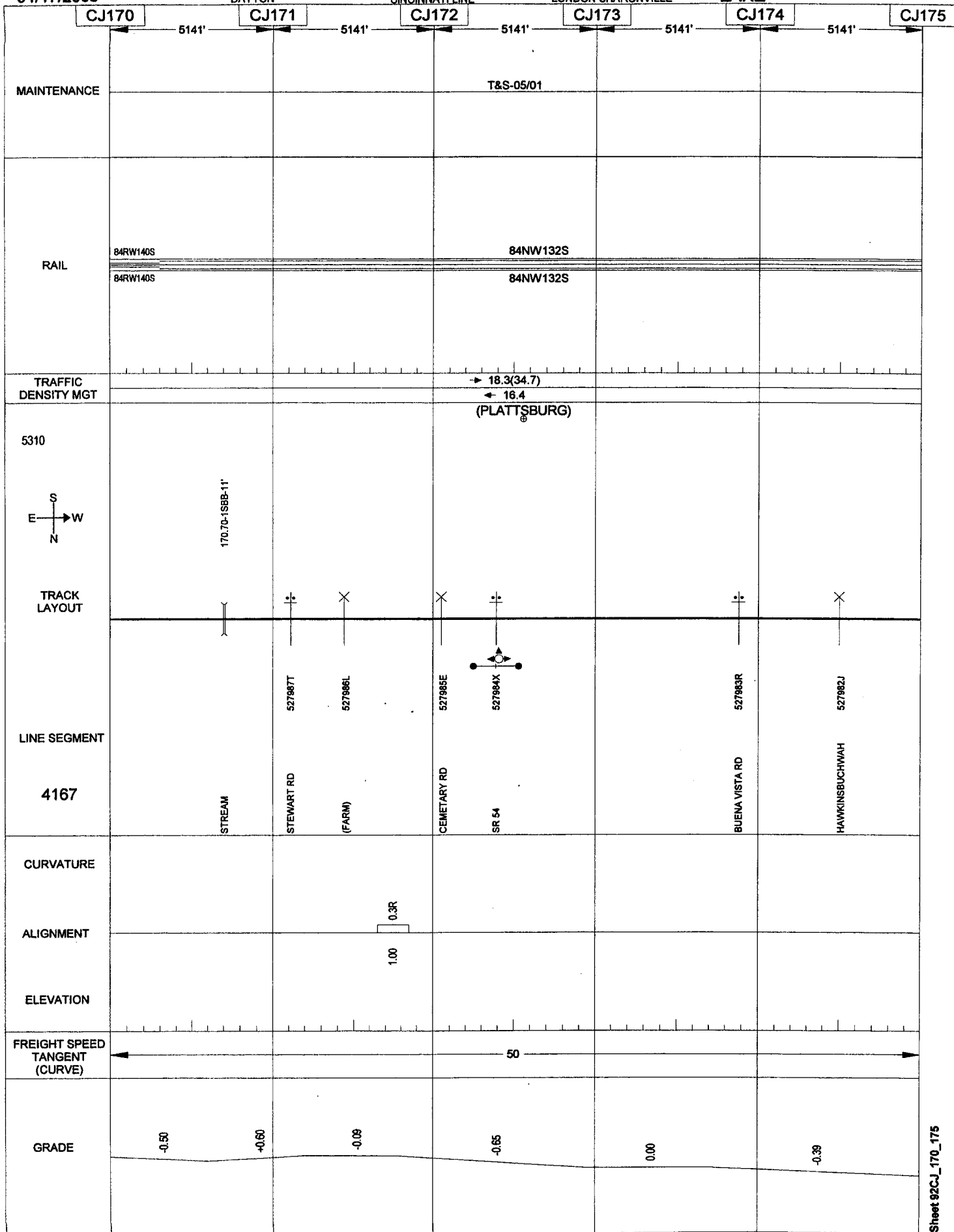
04/17/2006

DAYTON

187
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



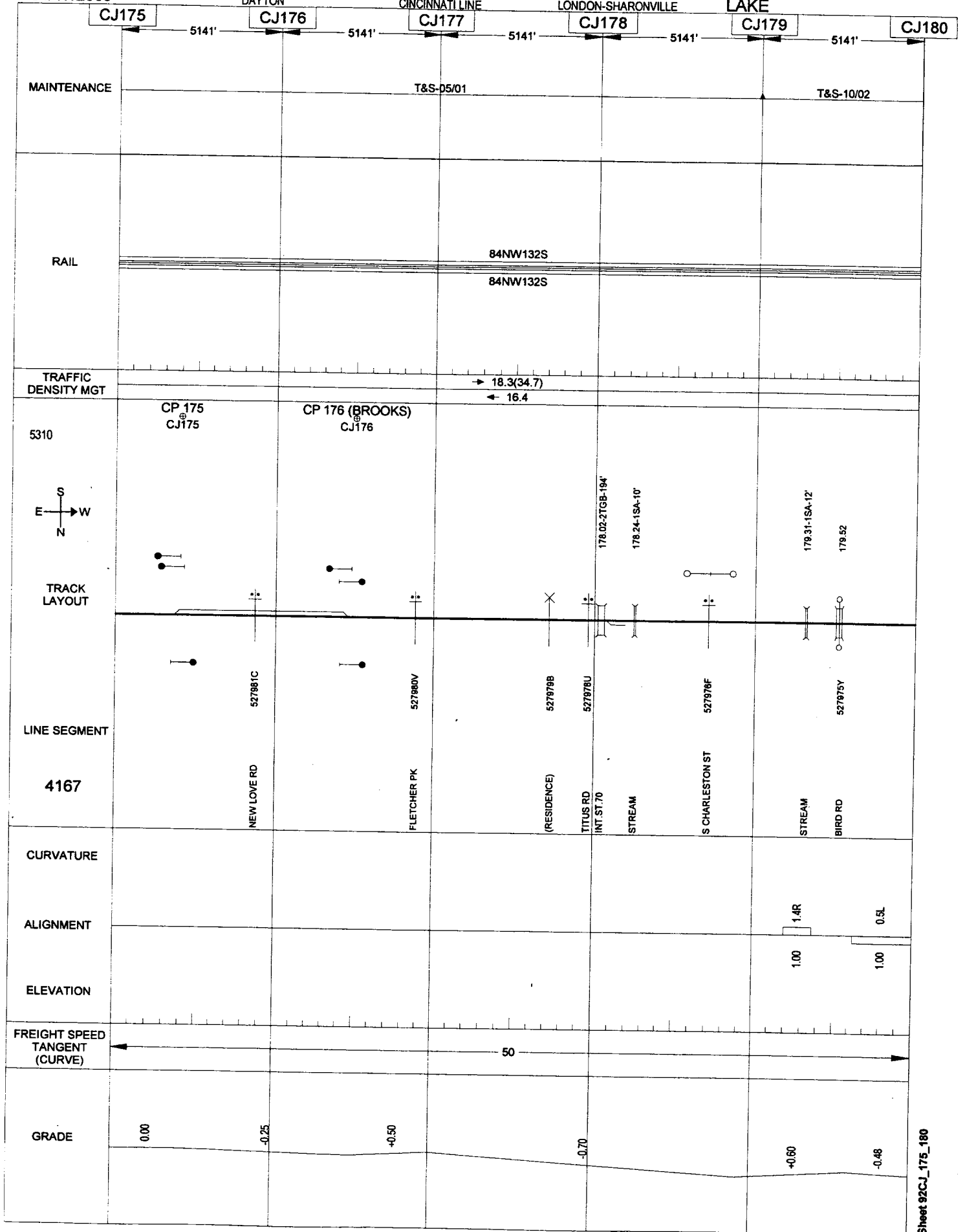
04/17/2006

DAYTON

188
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



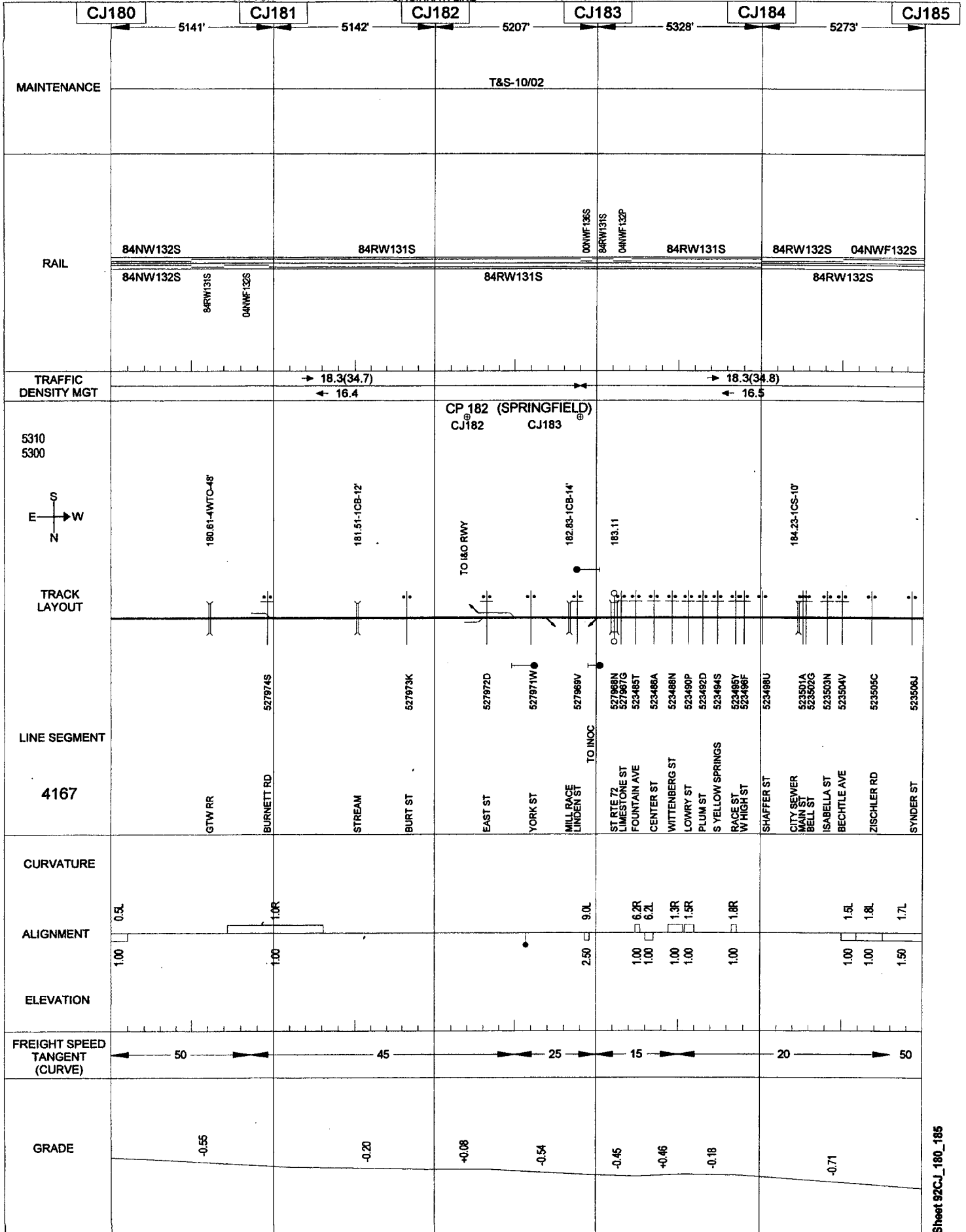
04/17/2006

DAYTON

189
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



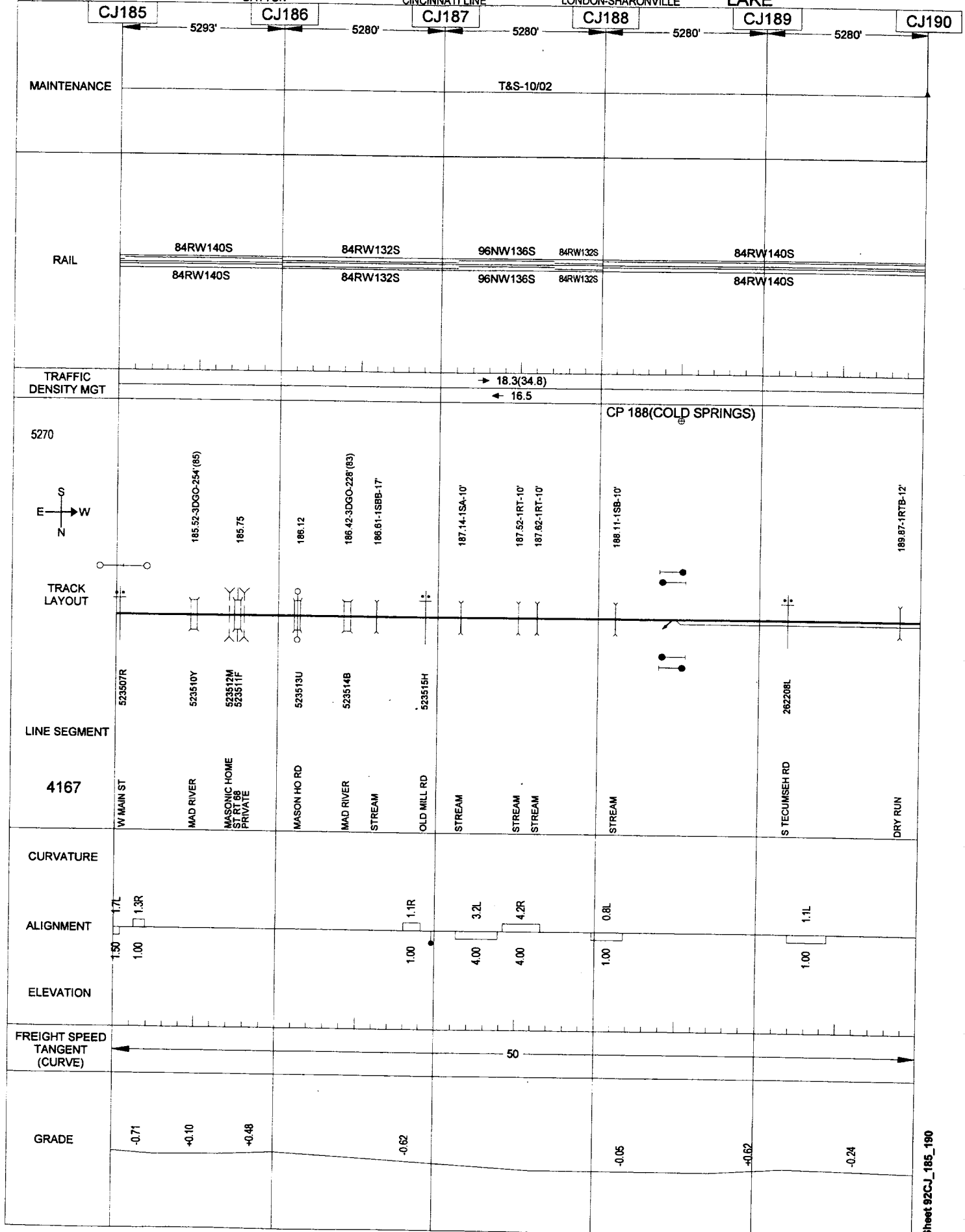
04/26/2006

DAYTON

190
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



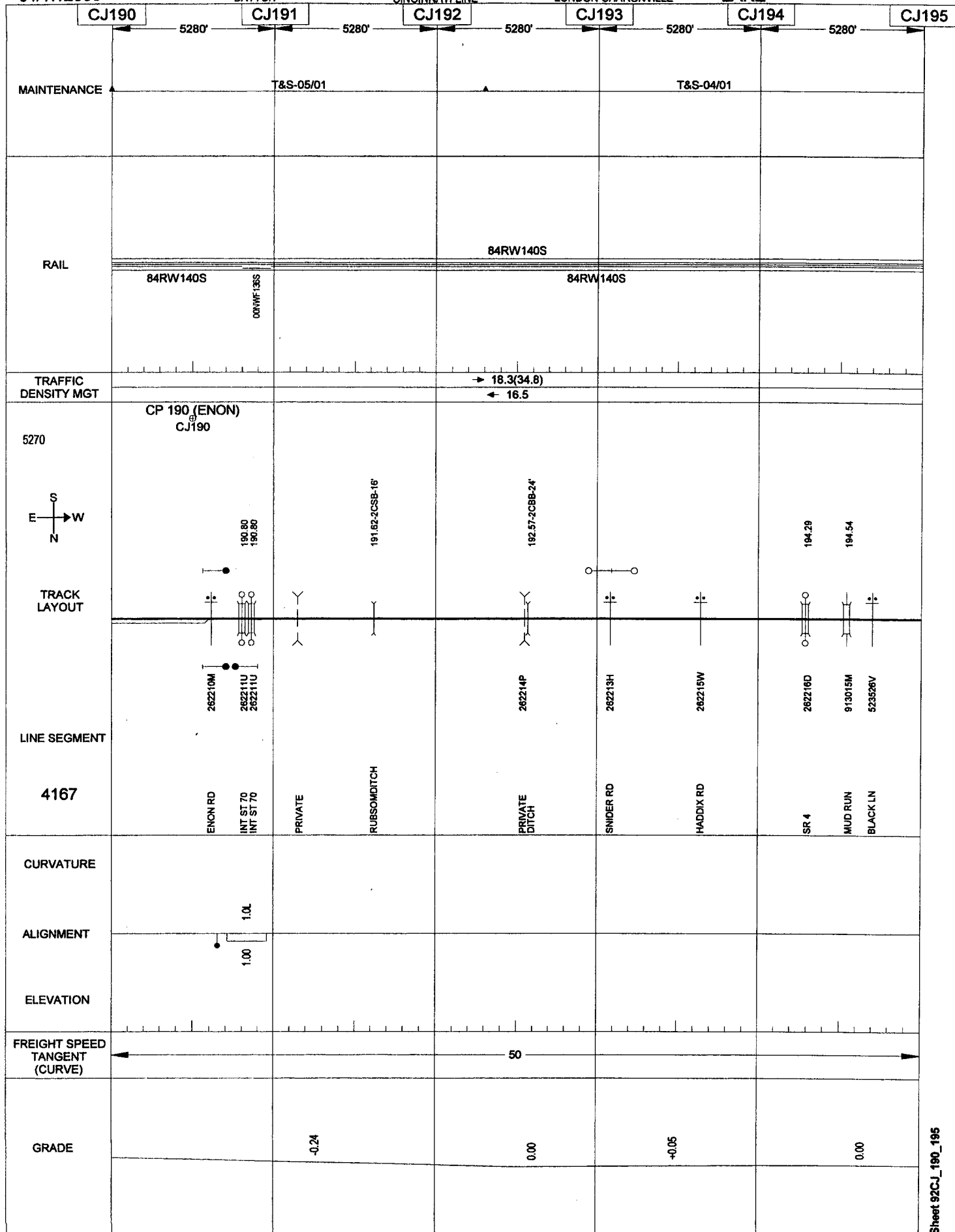
04/17/2006

DAYTON

191
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



04/17/2006

DAYTON

192

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ195

CJ196

CJ197

CJ198

CJ199

CJ200

5280'

5280'

5280'

5460'

5100'

MAINTENANCE

T&S-04/01

T&S-11/02

RAIL

84RW140S

84RW140S

04NWF132S

05NWF132S

TRAFFIC
DENSITY MGT

→ 18.3(34.8)
← 16.5

5270

(FAIRBORN)
CJ197

CP 198
CJ198

TEST
MILE

TEST
MILE

E
S
N
W

TRACK
LAYOUT

195.12
195.12

198.75-2CSB-24'

197.27

197.80-1CSB-20'

199.30-1CSB-10'

199.39
199.39
199.59-1CAB-12'

199.92-1CAB-12'

LINE SEGMENT

4167

IR 675
IR 675

262219Y

SPANGLER RD

523529R

STREAM
XENIA DR

913017B

MAPLE AVE

527809G

CENTRAL AVE

DITCH

527810B

YELLOW SPRINGS RD

DITCH

COL GLENN
COL GLENN
DITCH

DITCH

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.19

-0.24

-0.17

0.00

-0.02

-0.12

-0.09

1.1R

1.00

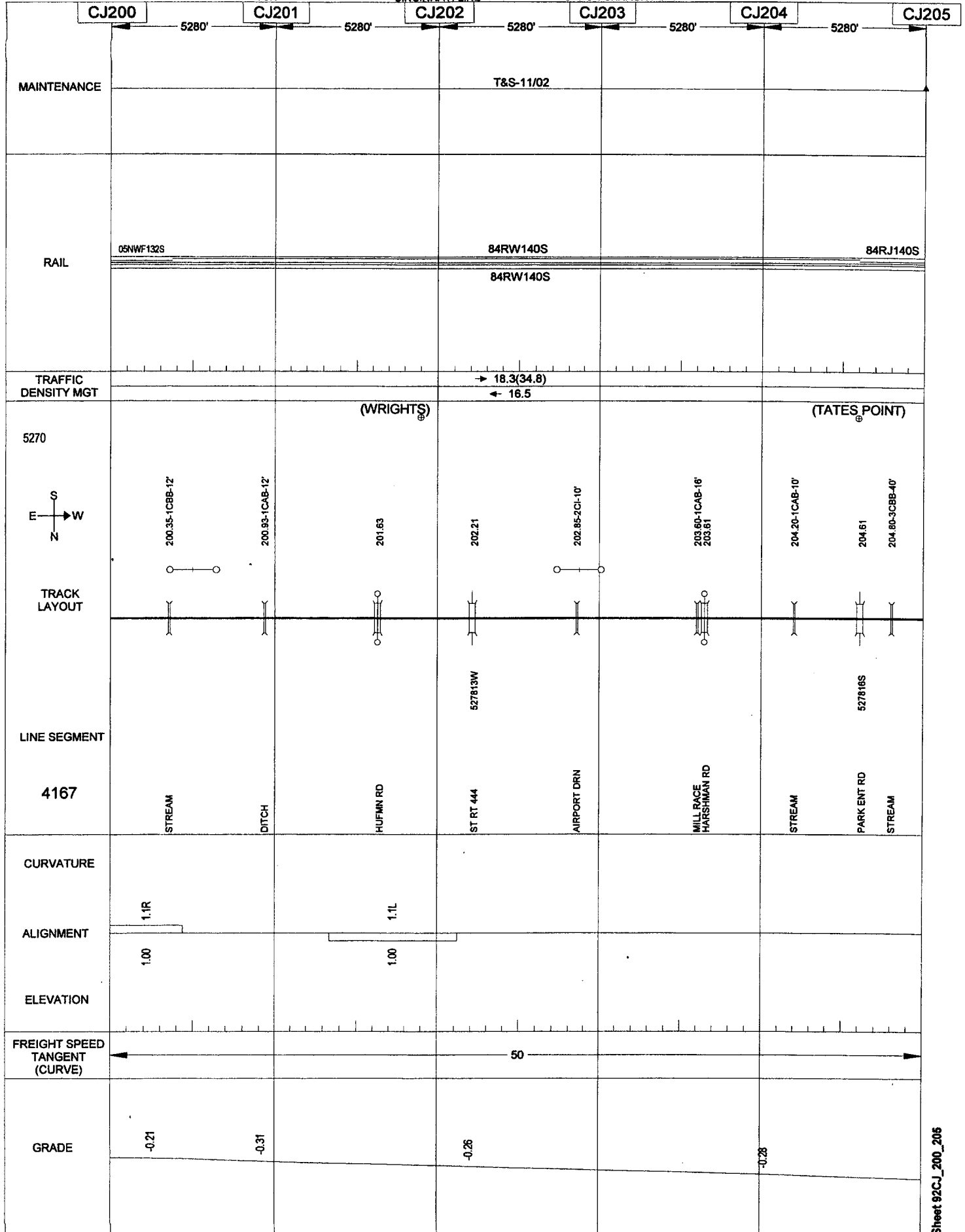
04/17/2006

DAYTON

193
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



04/17/2006

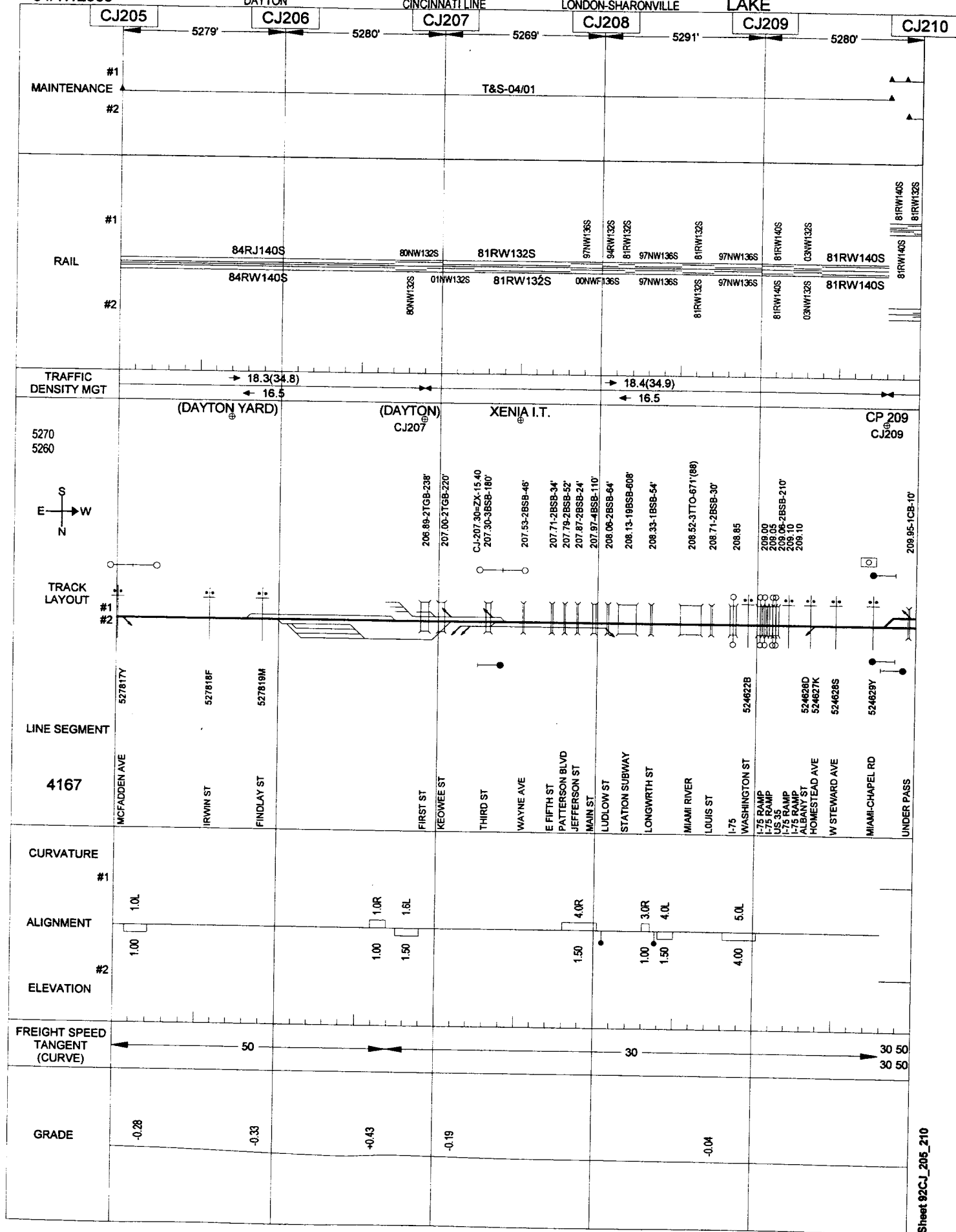
194

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



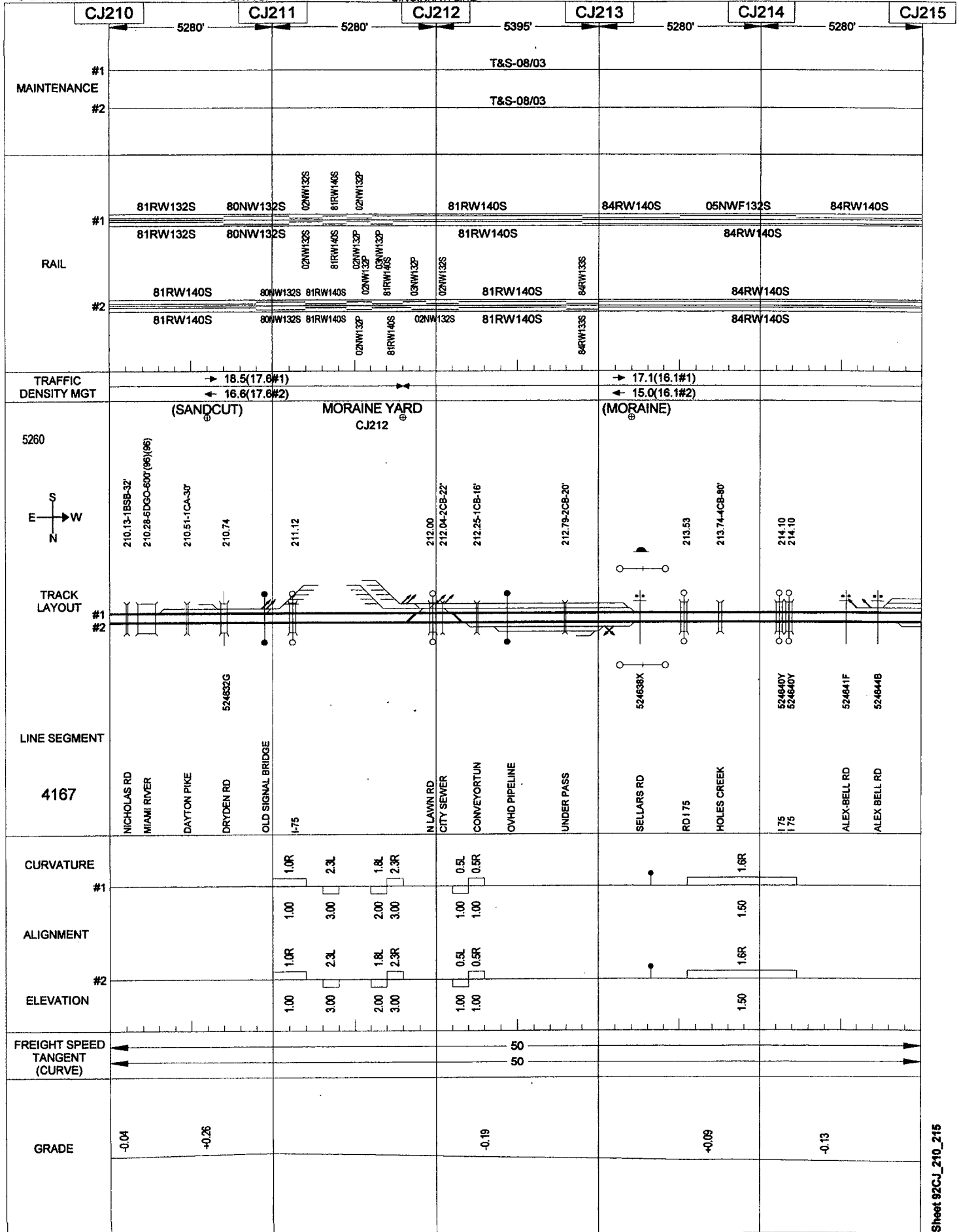
04/17/2006

DAYTON

195
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



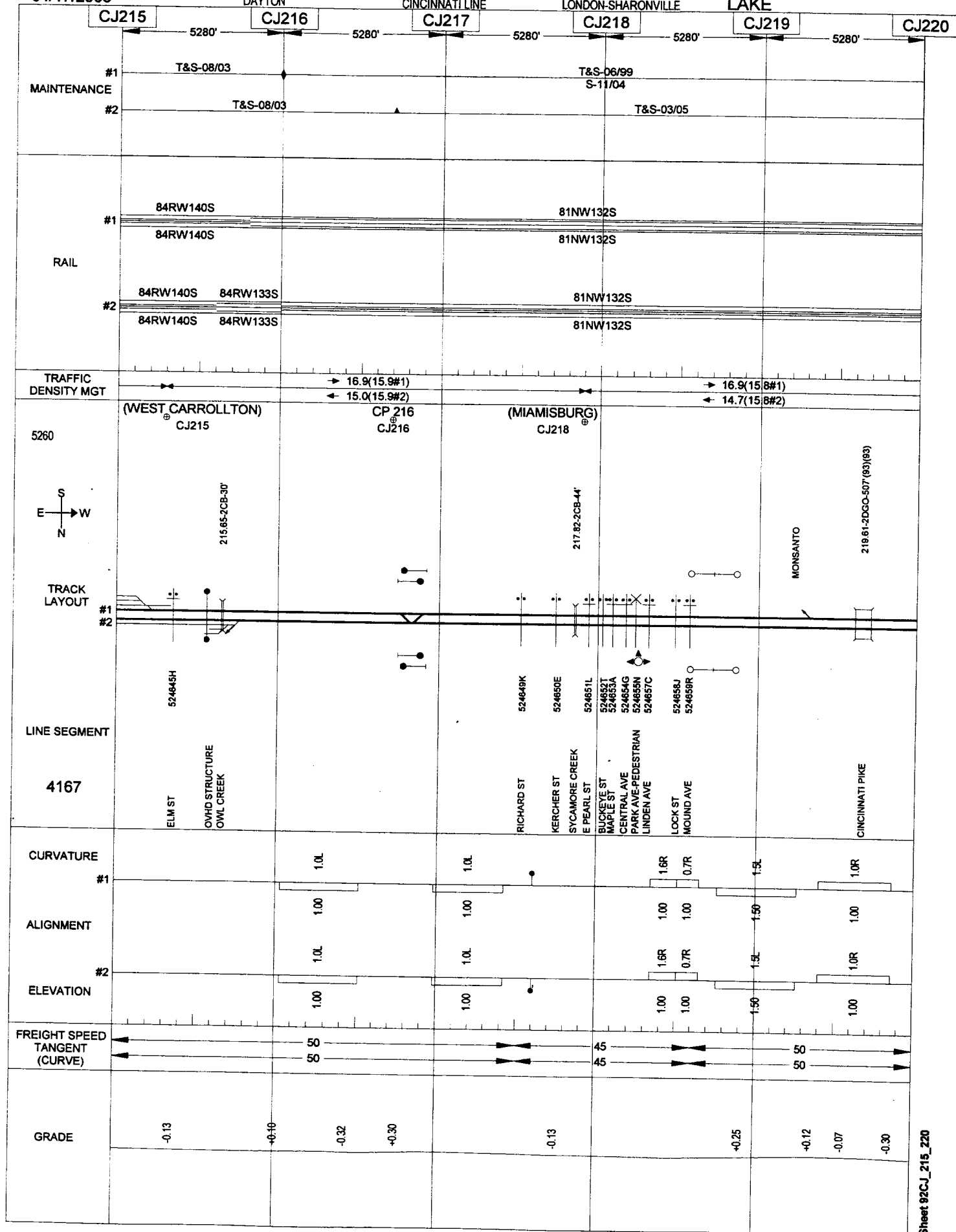
04/17/2006

DAYTON

196
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



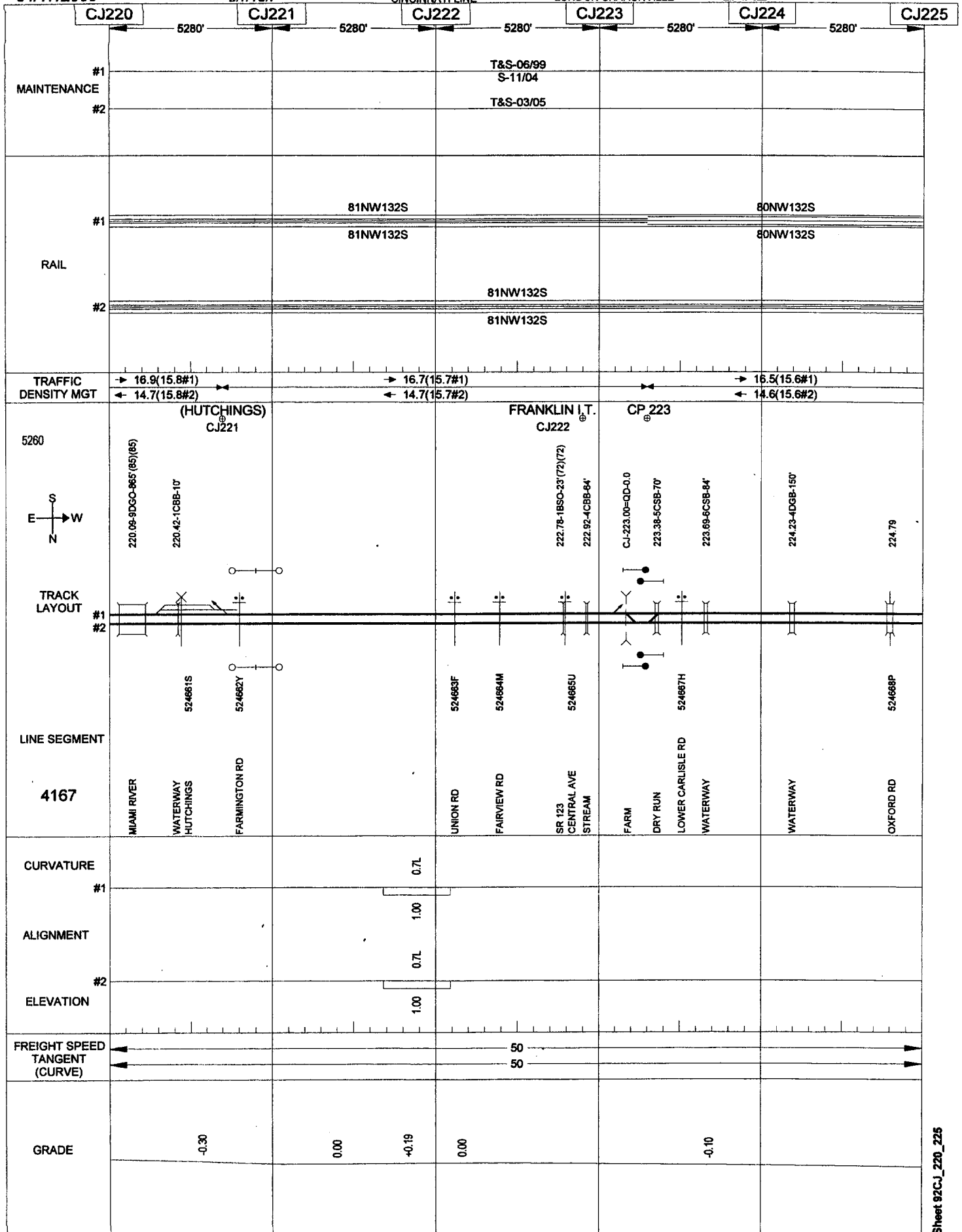
04/17/2006

DAYTON

197
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



04/17/2006

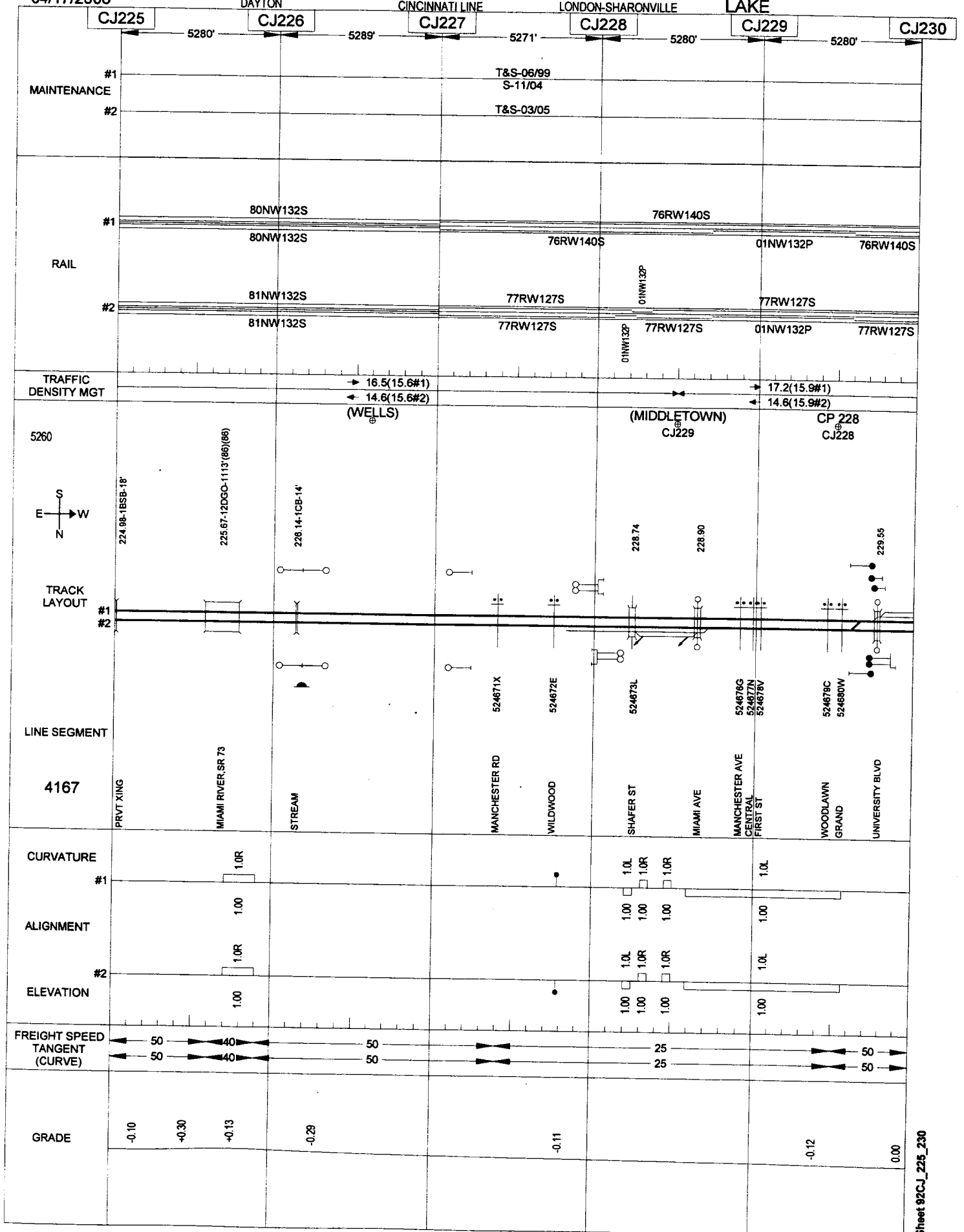
198

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



04/17/2006

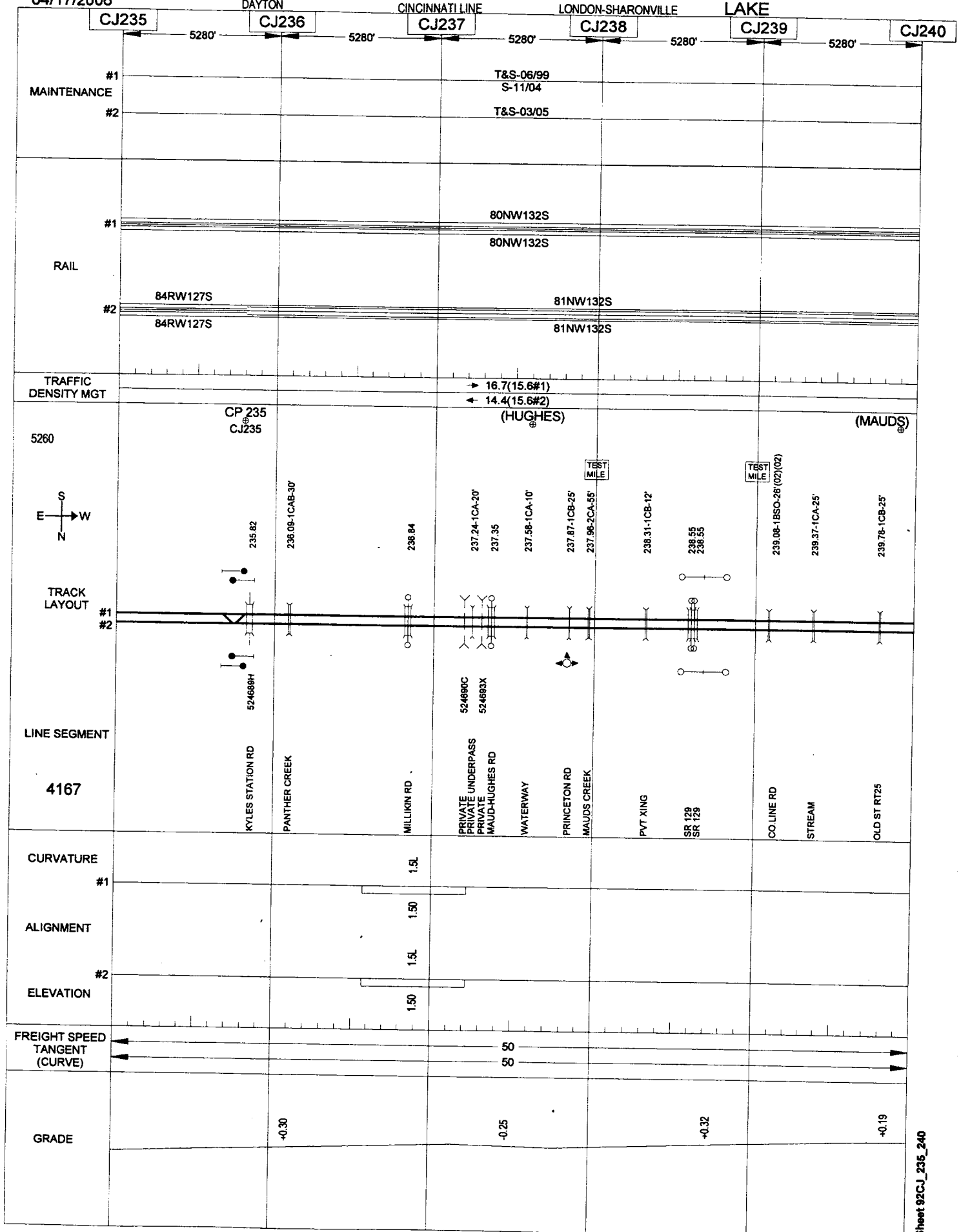
DAYTON

200

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



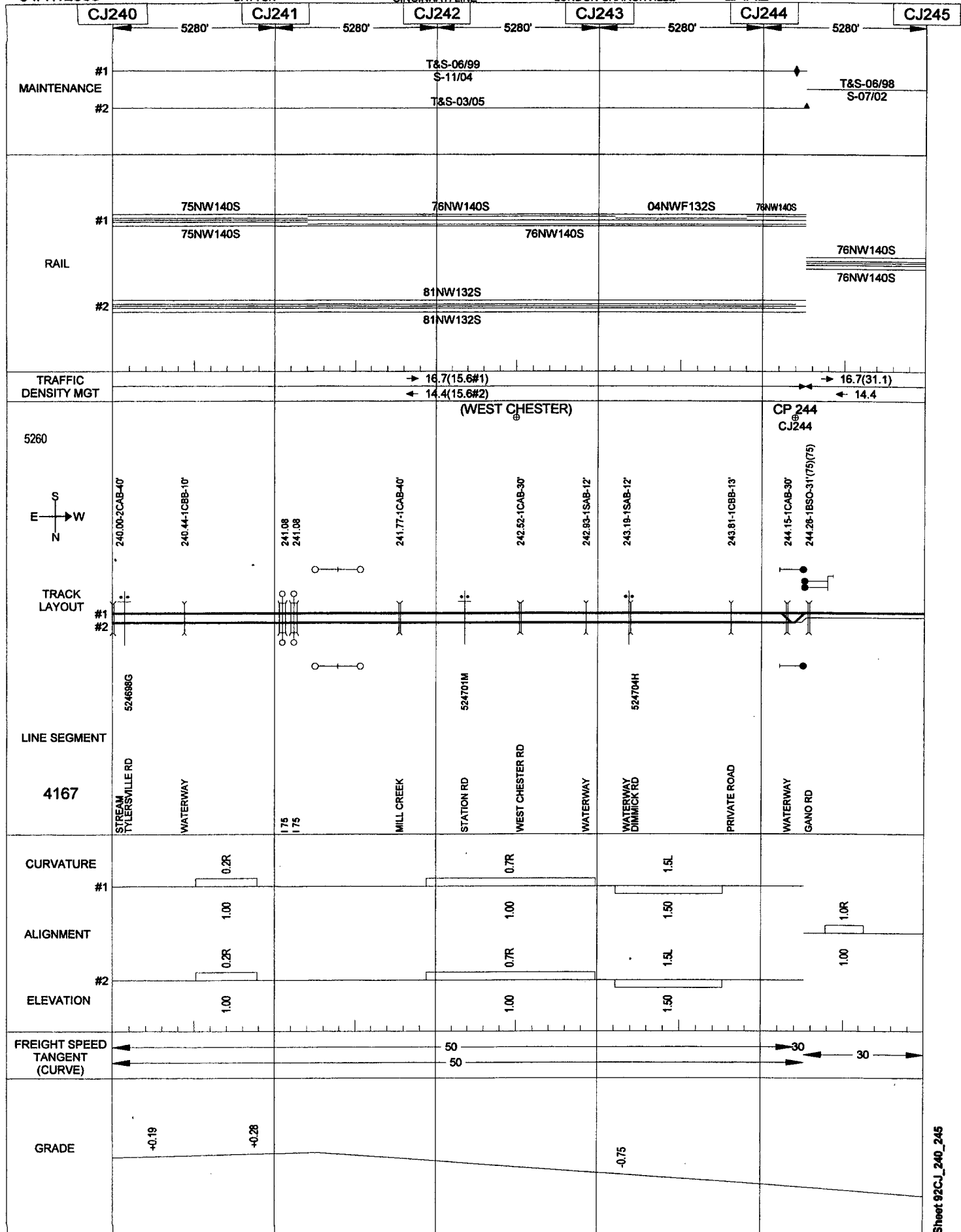
04/17/2006

DAYTON

201
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



04/17/2006

DAYTON

202
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ245

2112'

MAINTENANCE

T&S-06/98
S-07/02

RAIL

76NW140S
76NW140S

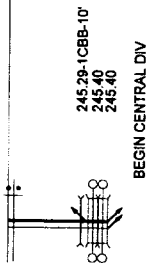
TRAFFIC
DENSITY MGT

16.7(31.1)
14.4

5260

S
E → W
N

TRACK
LAYOUT



LINE SEGMENT

524707D

524708S
524708S

4167

HAUCK RD

WATERWAY
I-275
I-275

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

-0.75

04/17/2006

LIMA

203

ARCADIA-LIMA

LAKE

SP49

SP50

MAINTENANCE

5280' 5274'

T&S-09/89

RAIL

74W115S

74W115S

TRAFFIC
DENSITY MGT1.1(2.7)
1.6

9-OH(NYC&SL)

DA ARCADIA
00285S
E — W
N

SP-48 39=B-285.88

TRACK
LAYOUT

X

LINE SEGMENT

47678S
47678Y
47678T

47678A

7770

JOSLYN ST
MAIN ST
CR 254
CR 216

CURVATURE

ALIGNMENT

2.5R
1.00
0.9R
1.00
1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

35 49

GRADE

-0.40 -0.50 -0.30 -0.50 -0.10

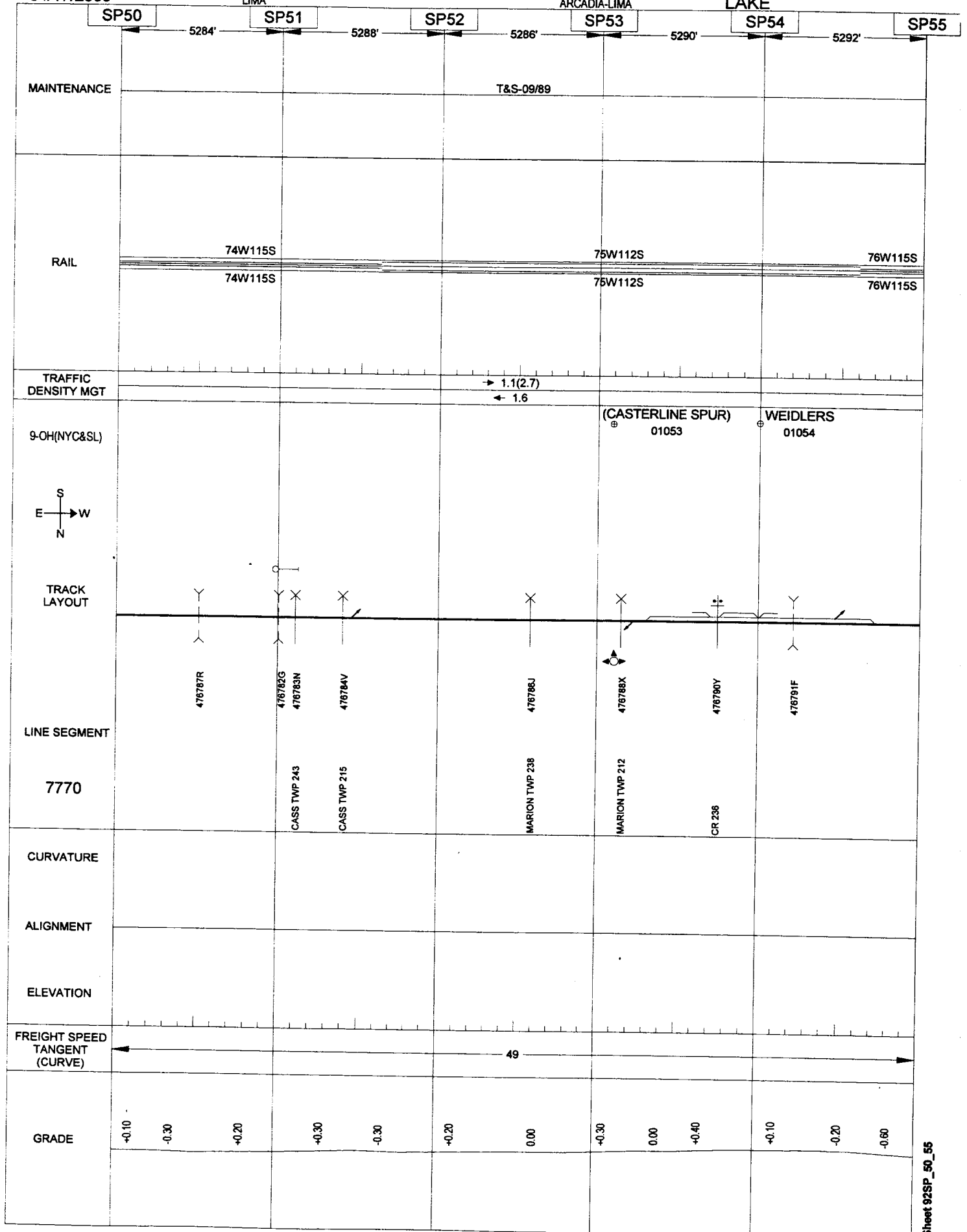
04/17/2006

204

LIMA

ARCADIA-LIMA

LAKE



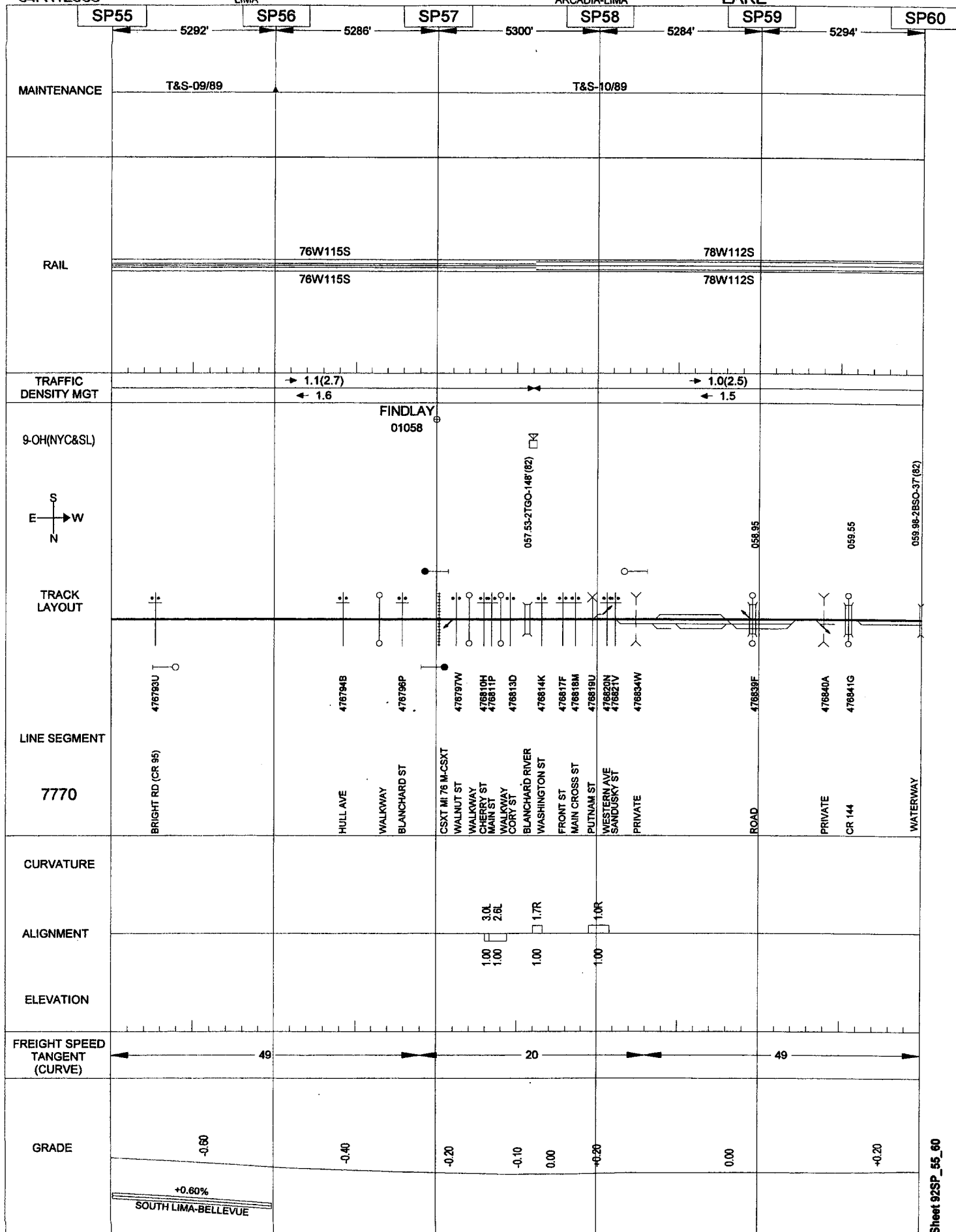
04/17/2006

LIMA

205

ARCADIA-LIMA

LAKE



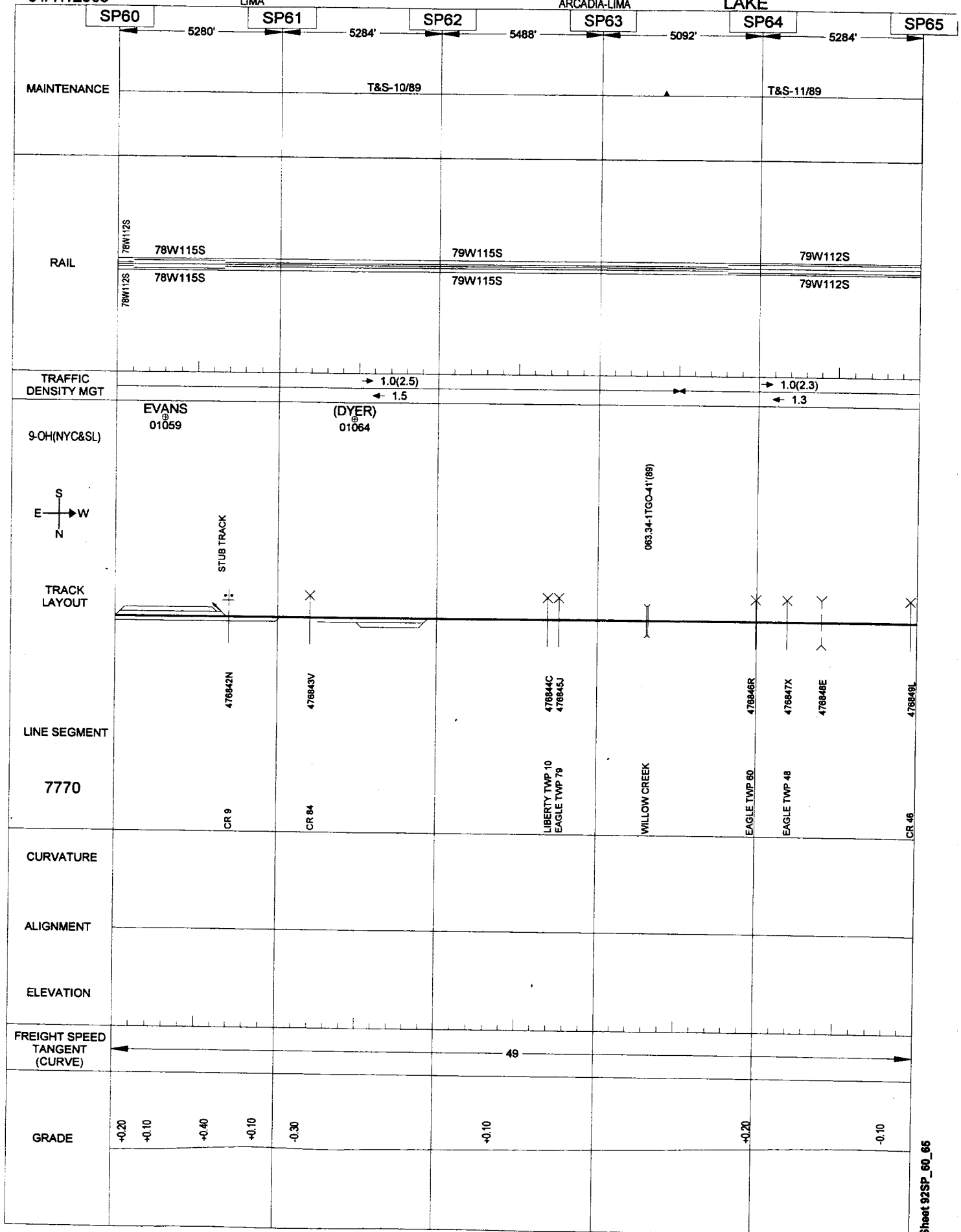
04/17/2006

LIMA

206

ARCADIA-LIMA

LAKE



04/17/2006

LIMA

207

ARCADIA-LIMA

LAKE

	SP65	SP66	SP67	SP68	SP69	SP70
	5280'	5282'	5290'	5272'	5285'	
MAINTENANCE	T&S-11/89					
RAIL	79W112S	40NJ112S	41RJ112S	41RJ112S	41RJ112S	
	79W112S	40NJ112S	41RJ112S		41RJ112S	
TRAFFIC DENSITY MGT	→ 1.0(2.3) ← 1.3					
9-OH(NYC&SL)		(RAWSON) 01067			(MT CORY) 01069	
	068.17-1DGO-61(01)					
TRACK LAYOUT						
LINE SEGMENT	476850F	476851M 476852J 476853B 476854H	476856W	476857D 476858K	476859S 476860L	476861T 476862A
7770	CR 59	VANCE ST HENDERSON ST MAIN ST GAW ST	CR 37	UNION TWP 57 UNION TWP 38 WATERWAY	CR 26	MAIN ST UNION TWP 36
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	49		40			
GRADE	-0.10	-0.10	0.00	-0.50	-0.50	-0.40
					0.60	-0.30

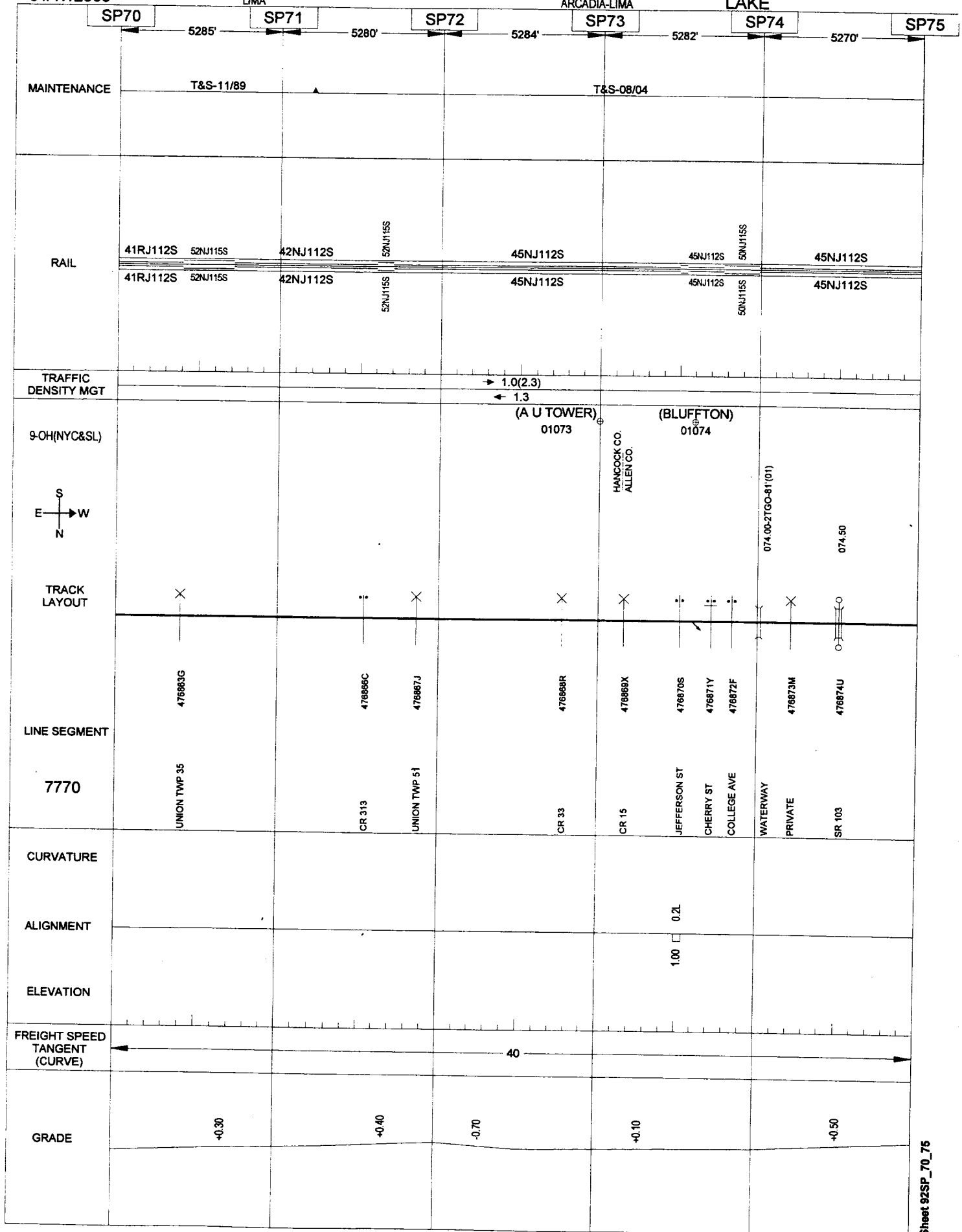
04/17/2006

LIMA

208

ARCADIA-LIMA

LAKE



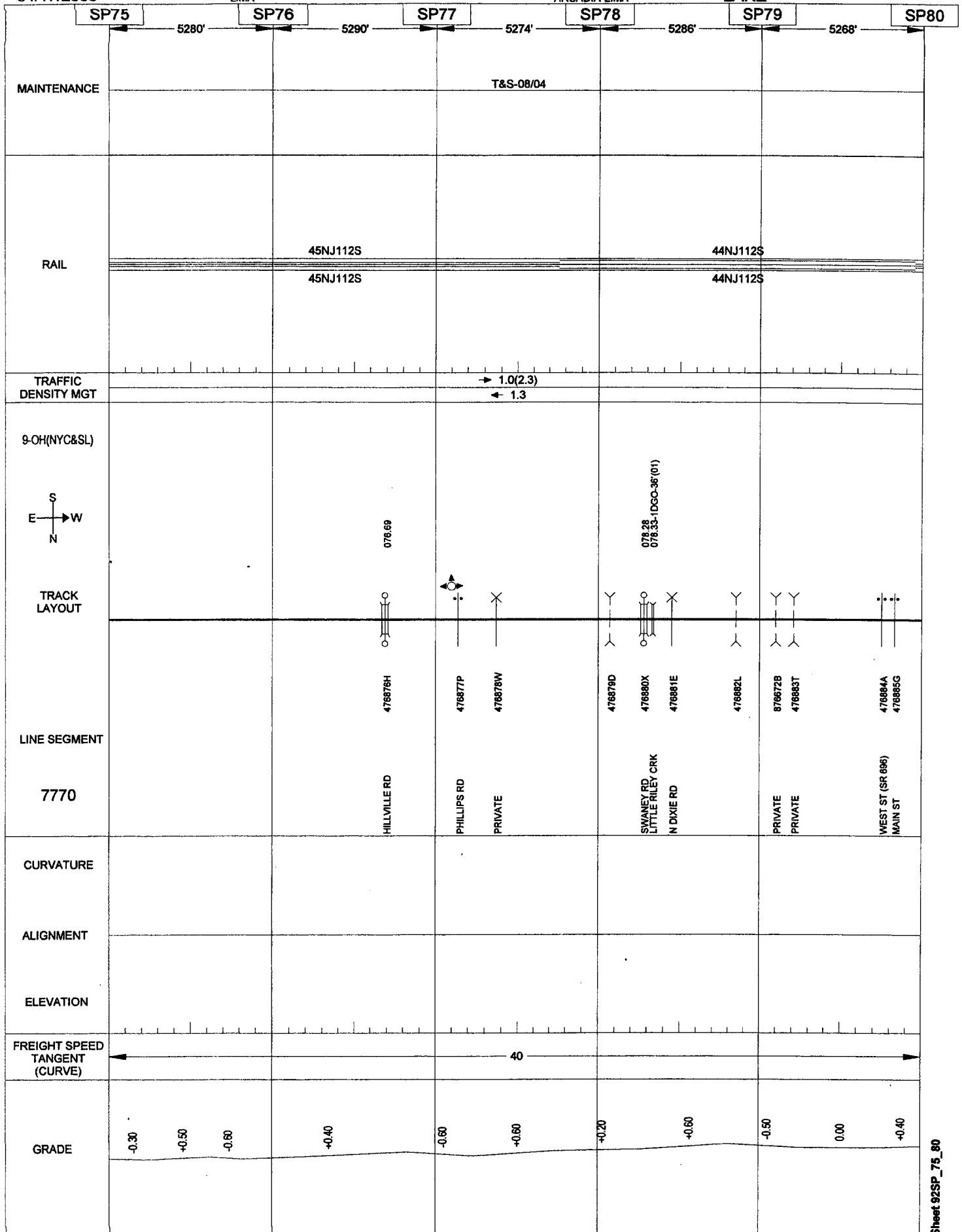
04/17/2006

LIMA

209

ARCADIA-LIMA

LAKE



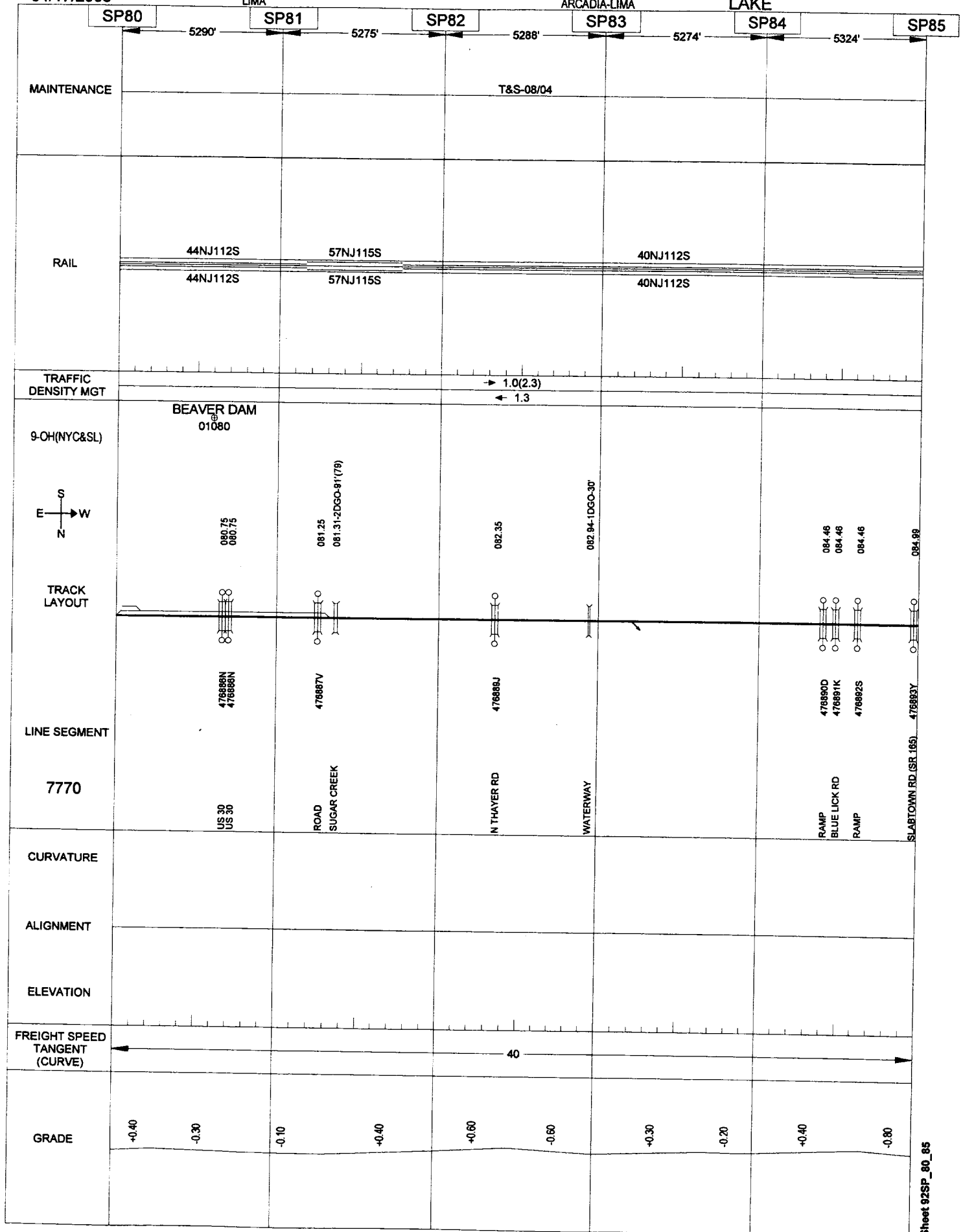
04/17/2006

210

LIMA

ARCADIA-LIMA

LAKE



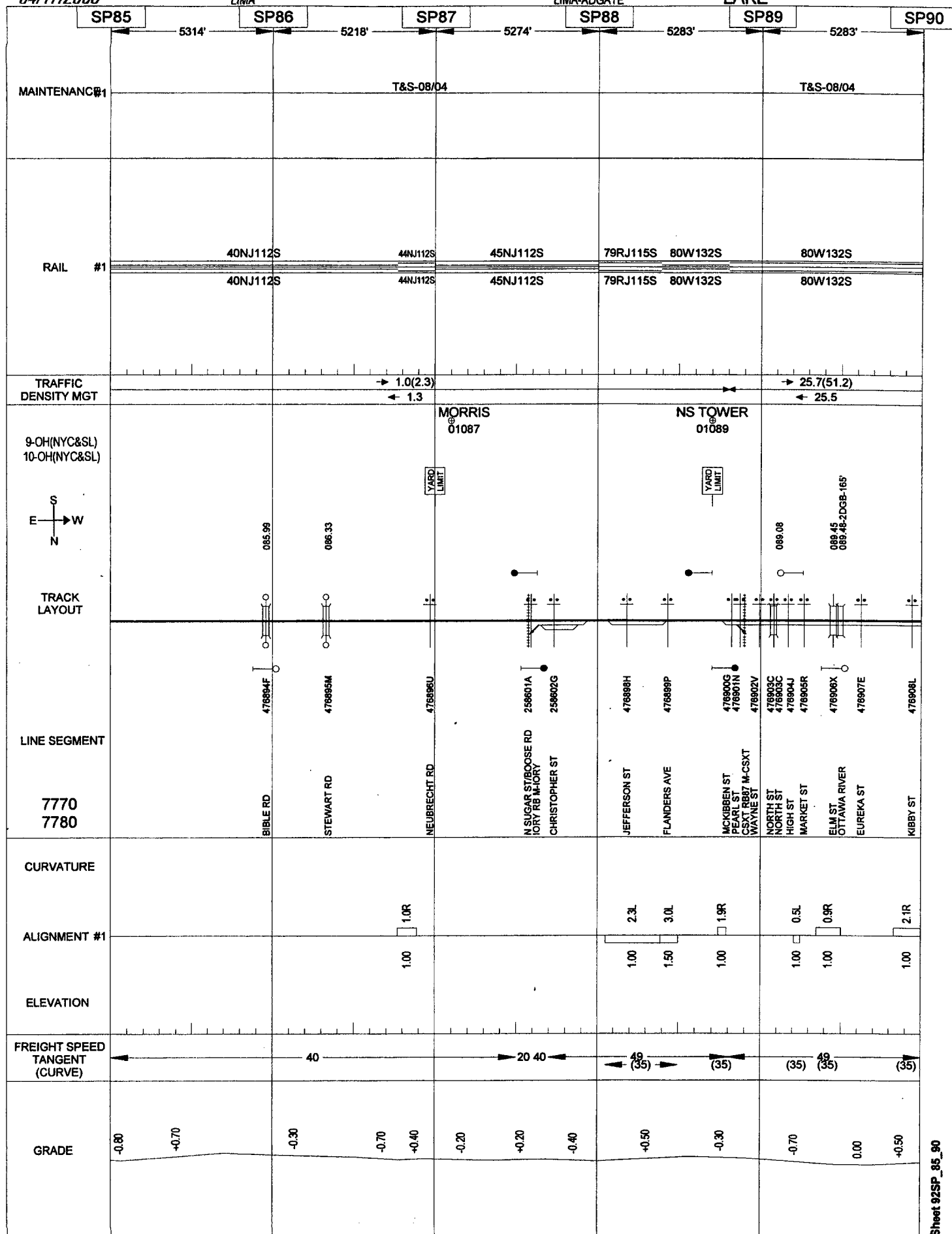
04/17/2006

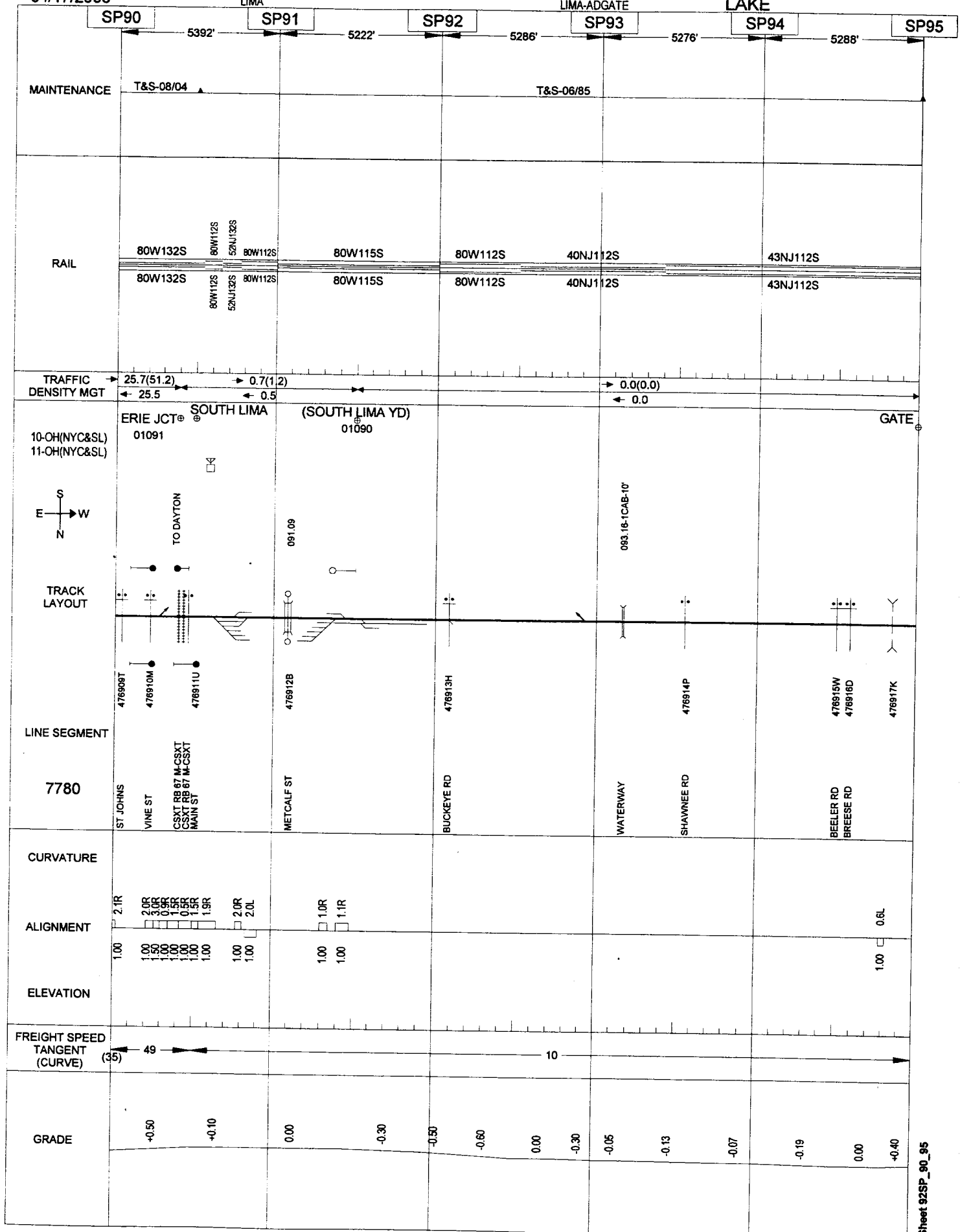
211

LIMA

LIMA-ADGATE

LAKE





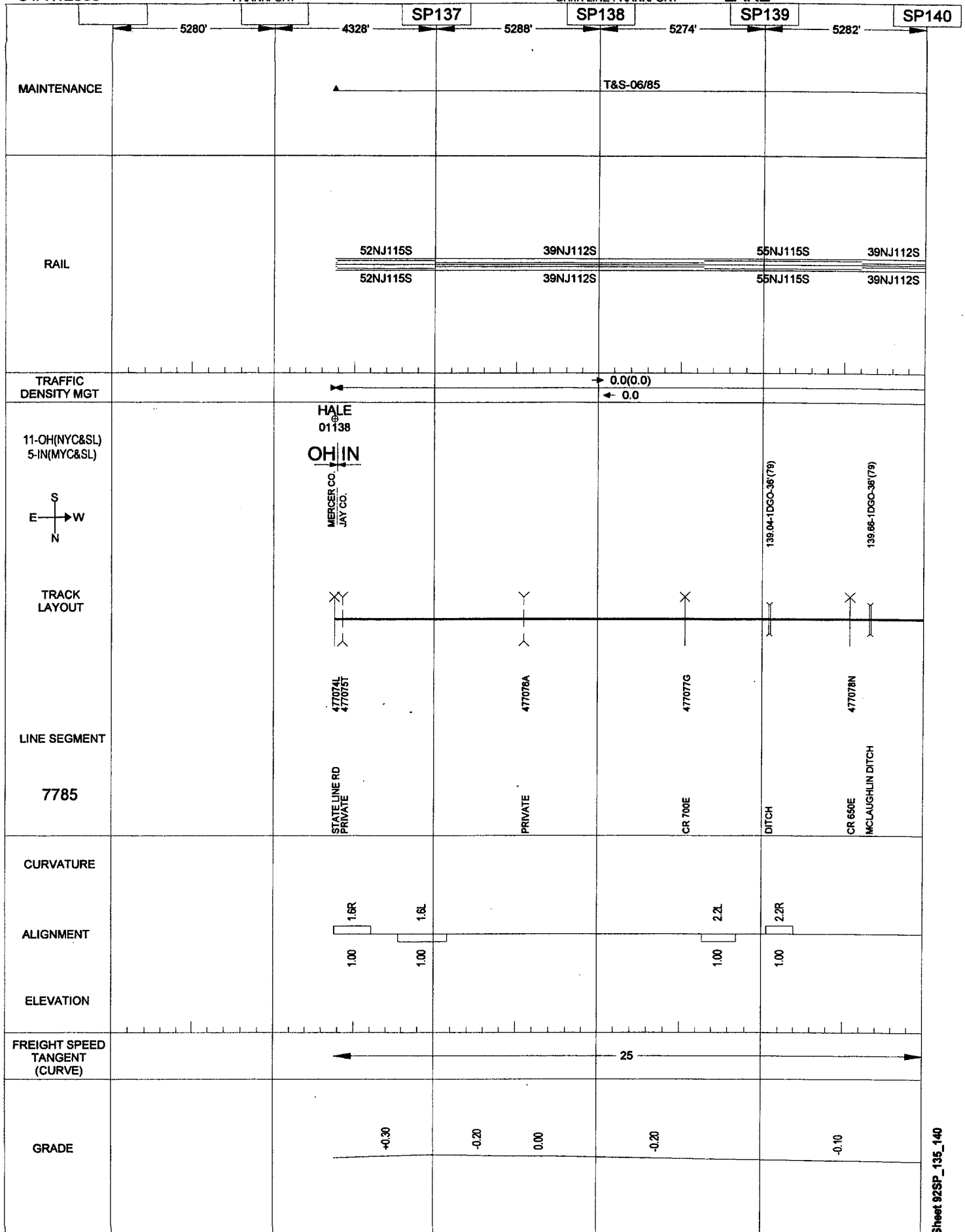
04/17/2006

FRANKFORT

213

OH/IN LINE-FRANKFORT

LAKE



SP140		SP141		SP142		SP143		SP144		SP145	
5266'		5291'		5280'		5284'		5286'			
MAINTENANCE	T&S-06/85										
RAIL	<div> <div>39NJ112S</div> <div>52NJ115S</div> <div>39NJ112S</div> </div>										
TRAFFIC DENSITY MGT	<div> <div>→ 0.0(0.0)</div> <div>← 0.0</div> </div>										
5-IN(MYC&SL)	<div> <div>(BRICE)</div> <div>01141</div> <div>141.08-2TGO-75(80)</div> </div>										
TRACK LAYOUT	<div> <div>Y</div> <div>X</div> <div>Y</div> <div>X</div> <div>Y</div> <div>X</div> </div>										
LINE SEGMENT	<div> <div>477079V</div> <div>477080P</div> <div>477081W</div> <div>477082D</div> <div>477083K</div> </div>										
7785	<div> <div>PRIVATE</div> <div>CR 500E</div> <div>SALOMONIE RIVER</div> <div>CR 425E</div> <div>CR 950W (CR 45)</div> <div>CR 100E</div> </div>										
CURVATURE											
ALIGNMENT	<div> <div>2.1R</div> <div>1.00</div> </div>										
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)	<div> <div>←</div> <div>25</div> <div>→</div> </div>										
GRADE	<div> <div>-0.10</div> <div>-0.10</div> <div>-0.10</div> <div>-0.10</div> <div>0.00</div> <div>-0.60</div> <div>-0.30</div> </div>										

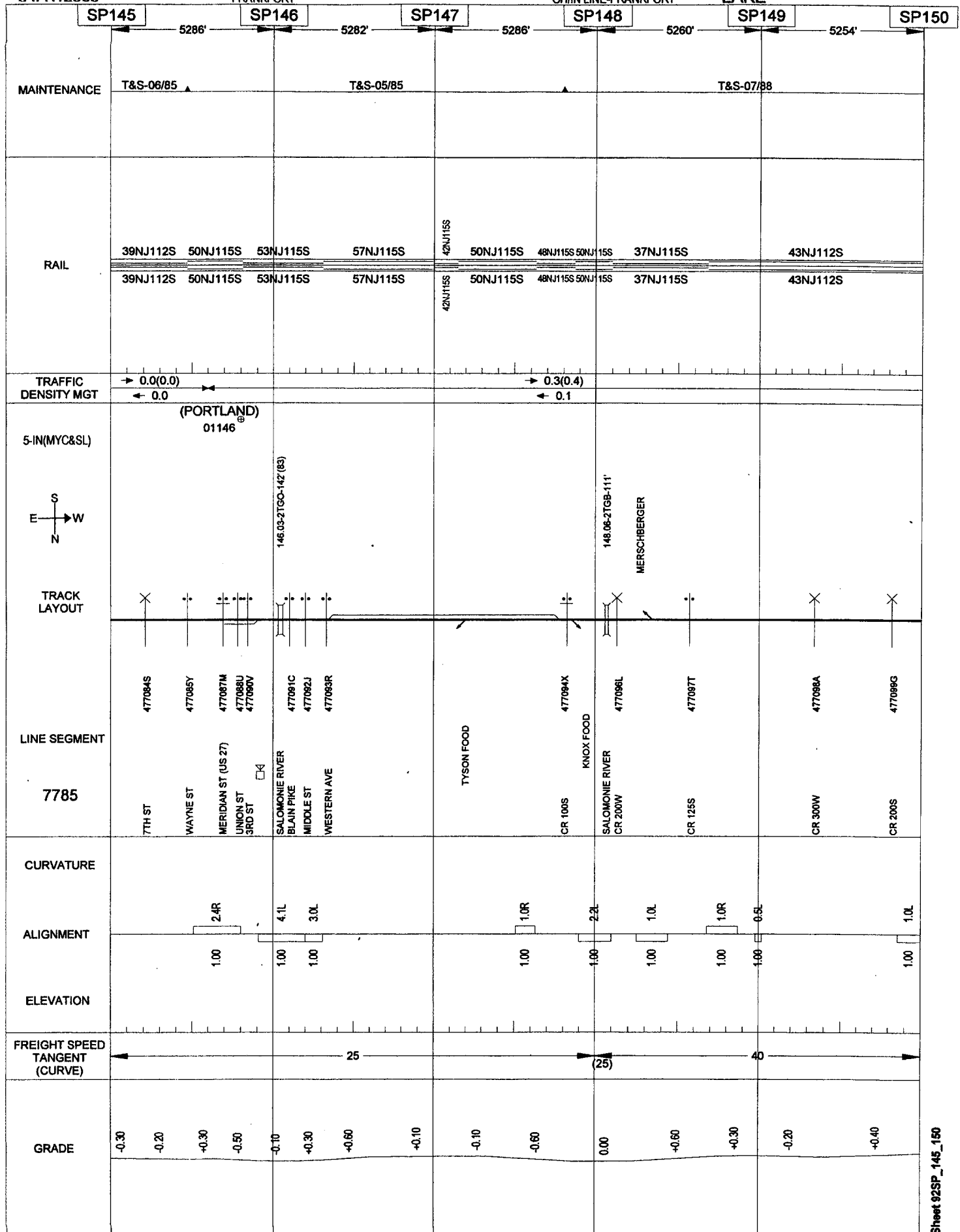
04/17/2006

FRANKFORT

215

OH/IN LINE-FRANKFORT

LAKE



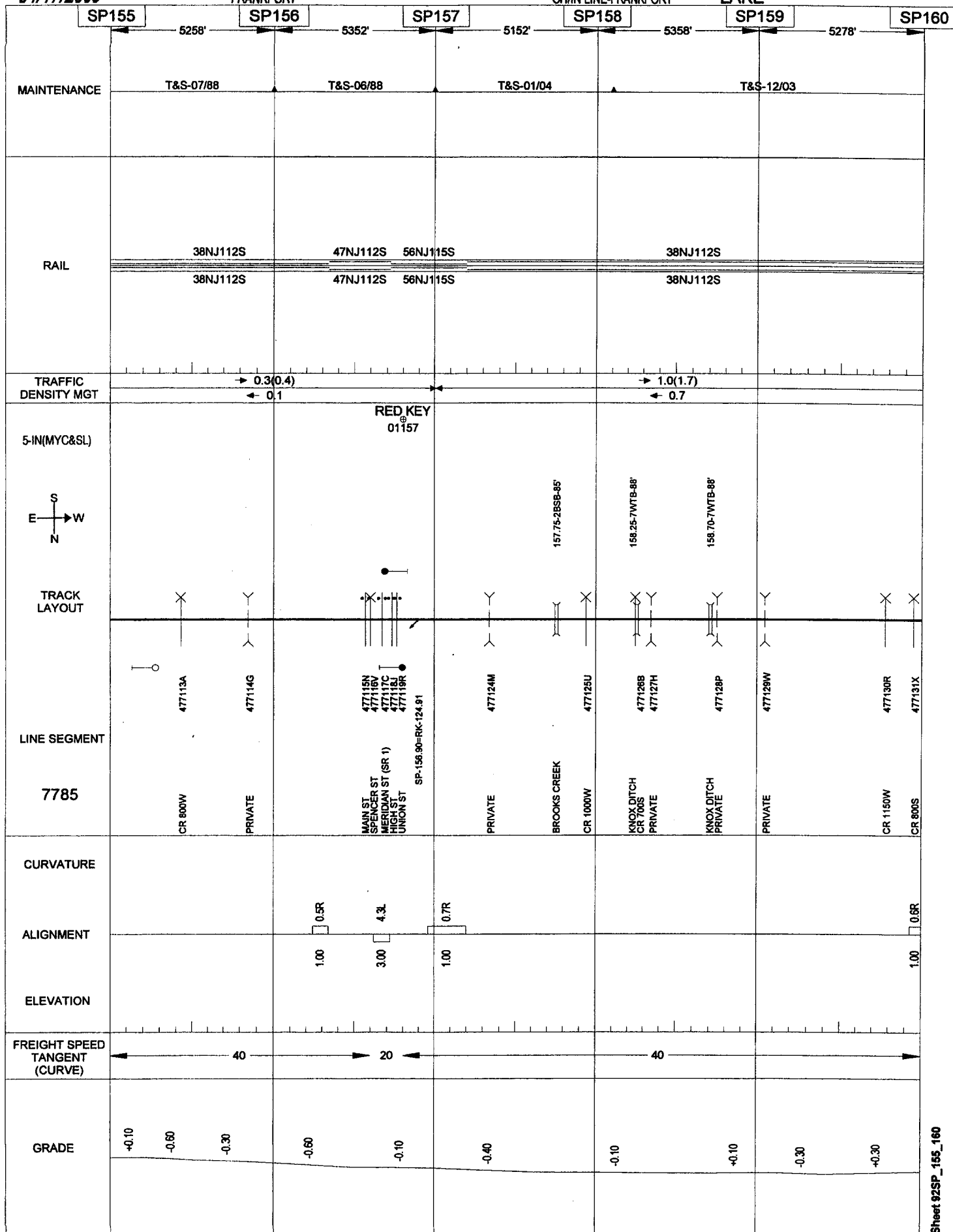
04/17/2006

FRANKFORT

217

OH/IN LINE-FRANKFORT

LAKE



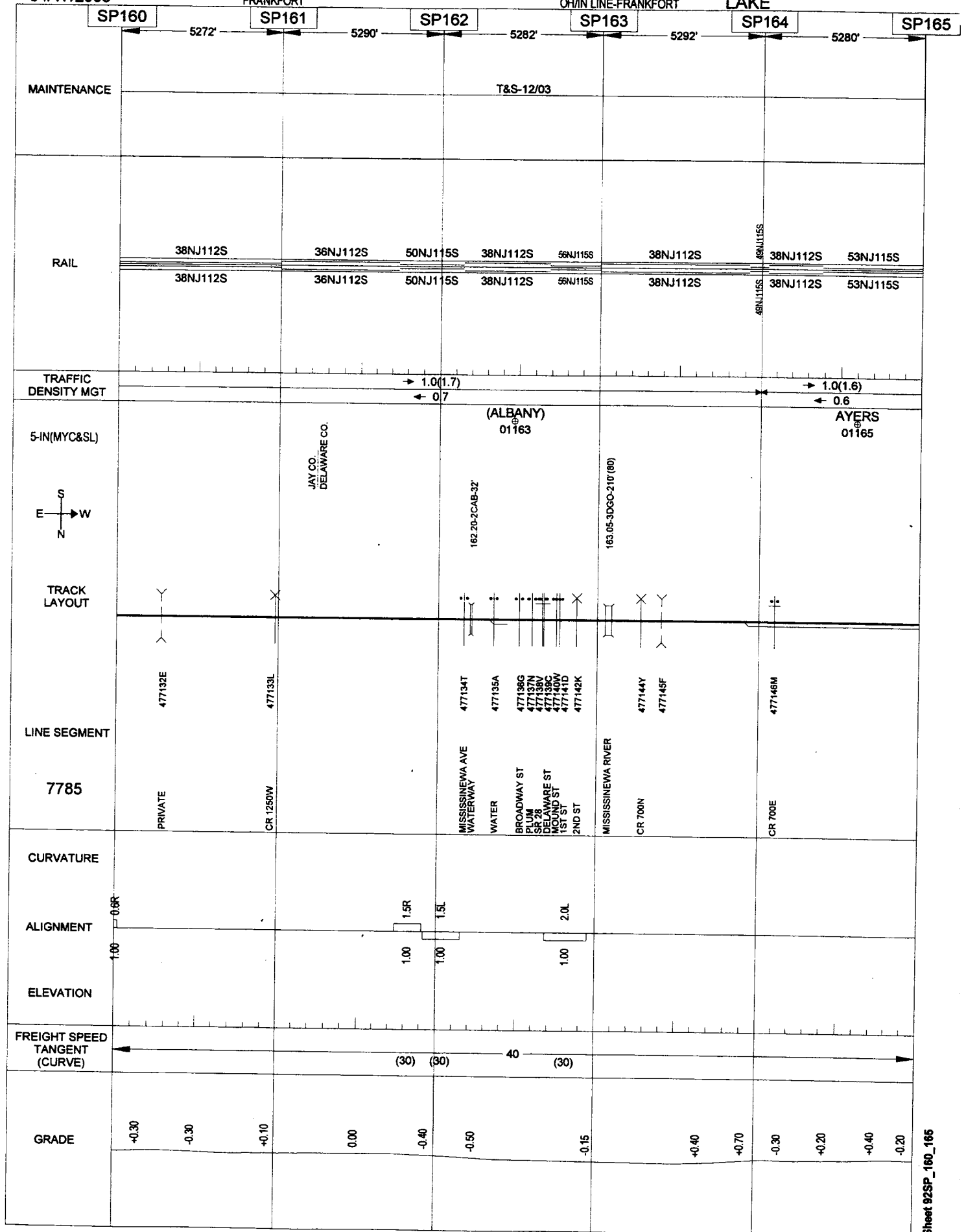
04/17/2006

FRANKFORT

218

OH/IN LINE-FRANKFORT

LAKE



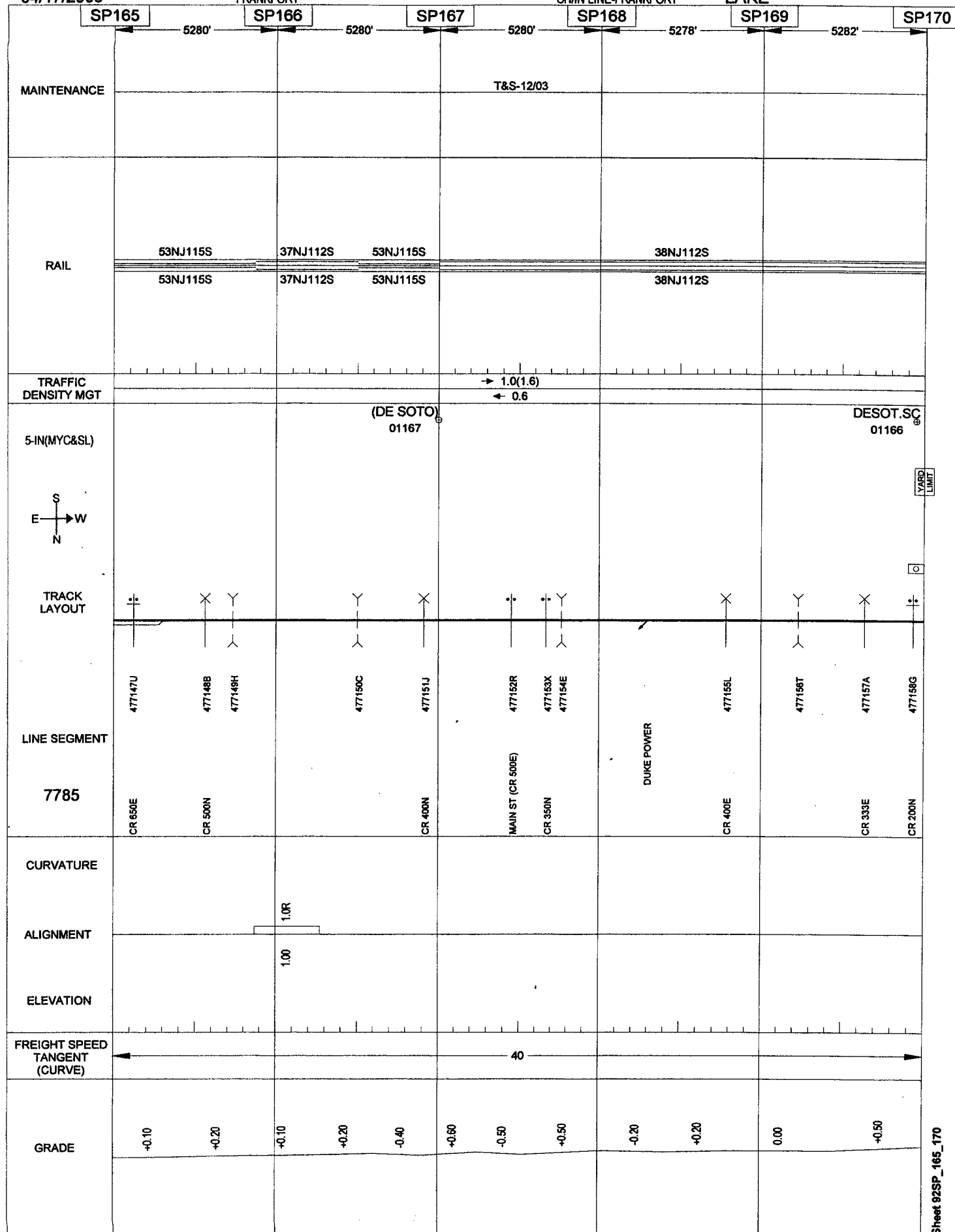
04/17/2006

FRANKFORT

219

OH/IN LINE-FRANKFORT

LAKE



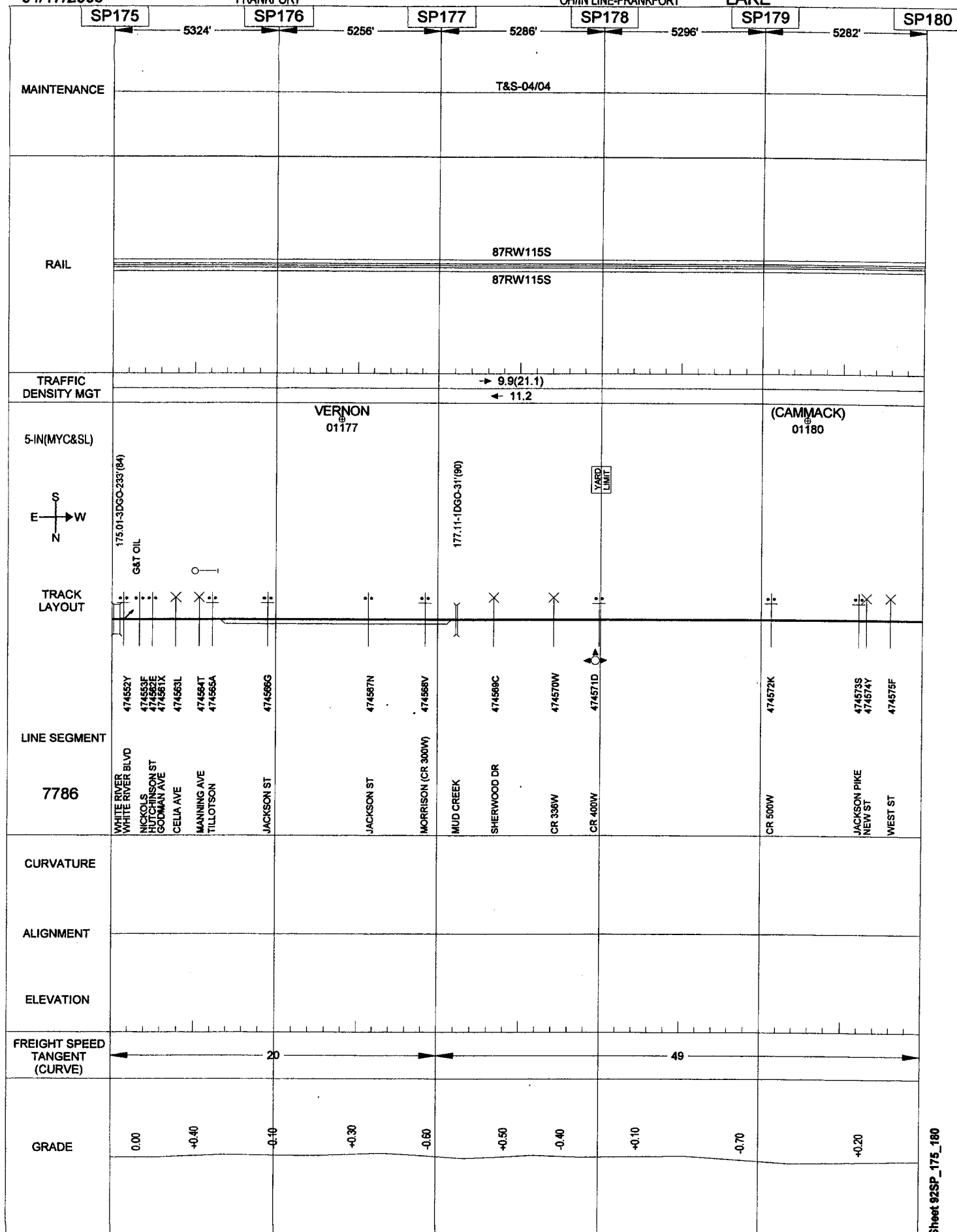
04/17/2006

FRANKFORT

221

OH/IN LINE-FRANKFORT

LAKE



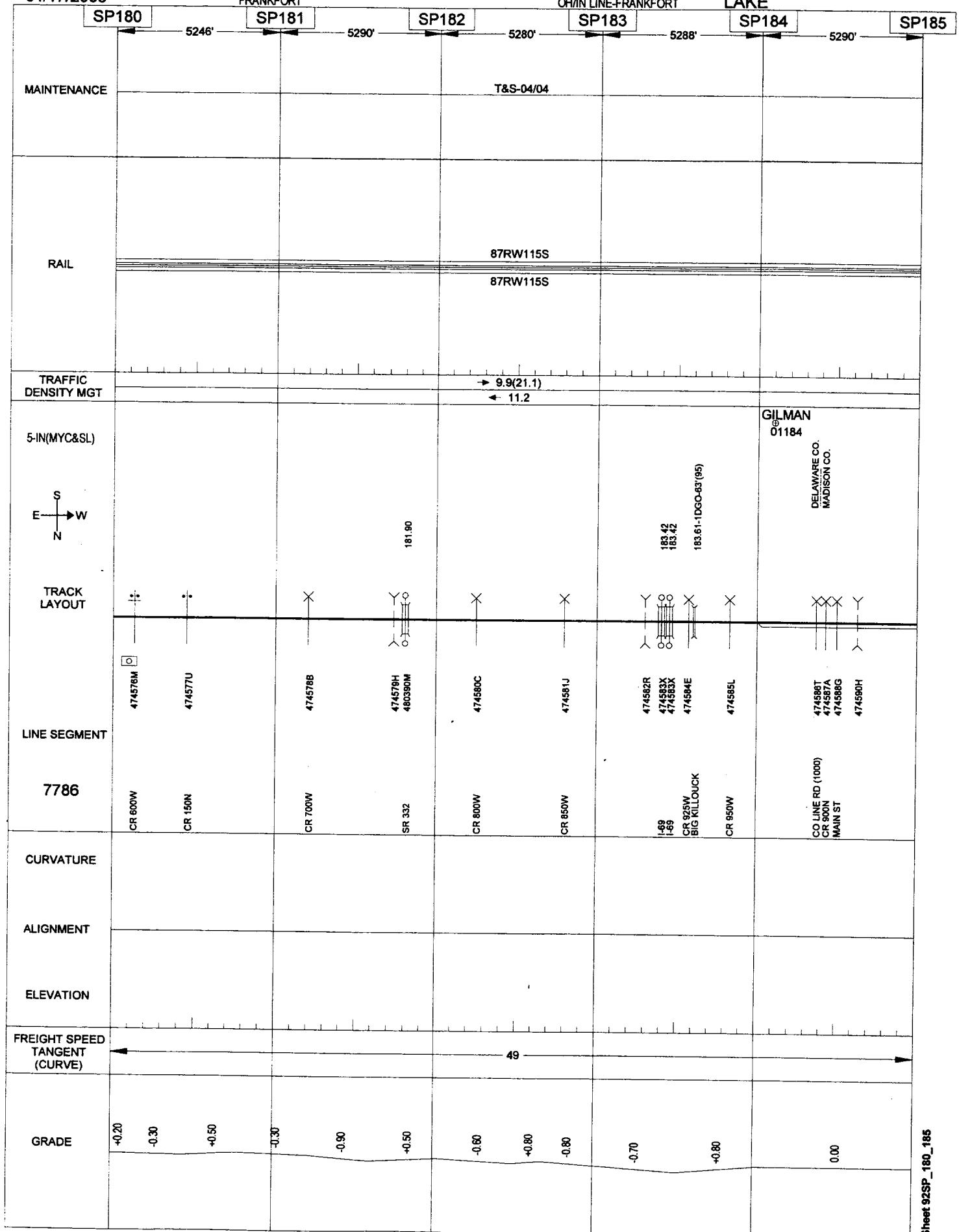
04/17/2006

FRANKFORT

222

OH/IN LINE-FRANKFORT

LAKE



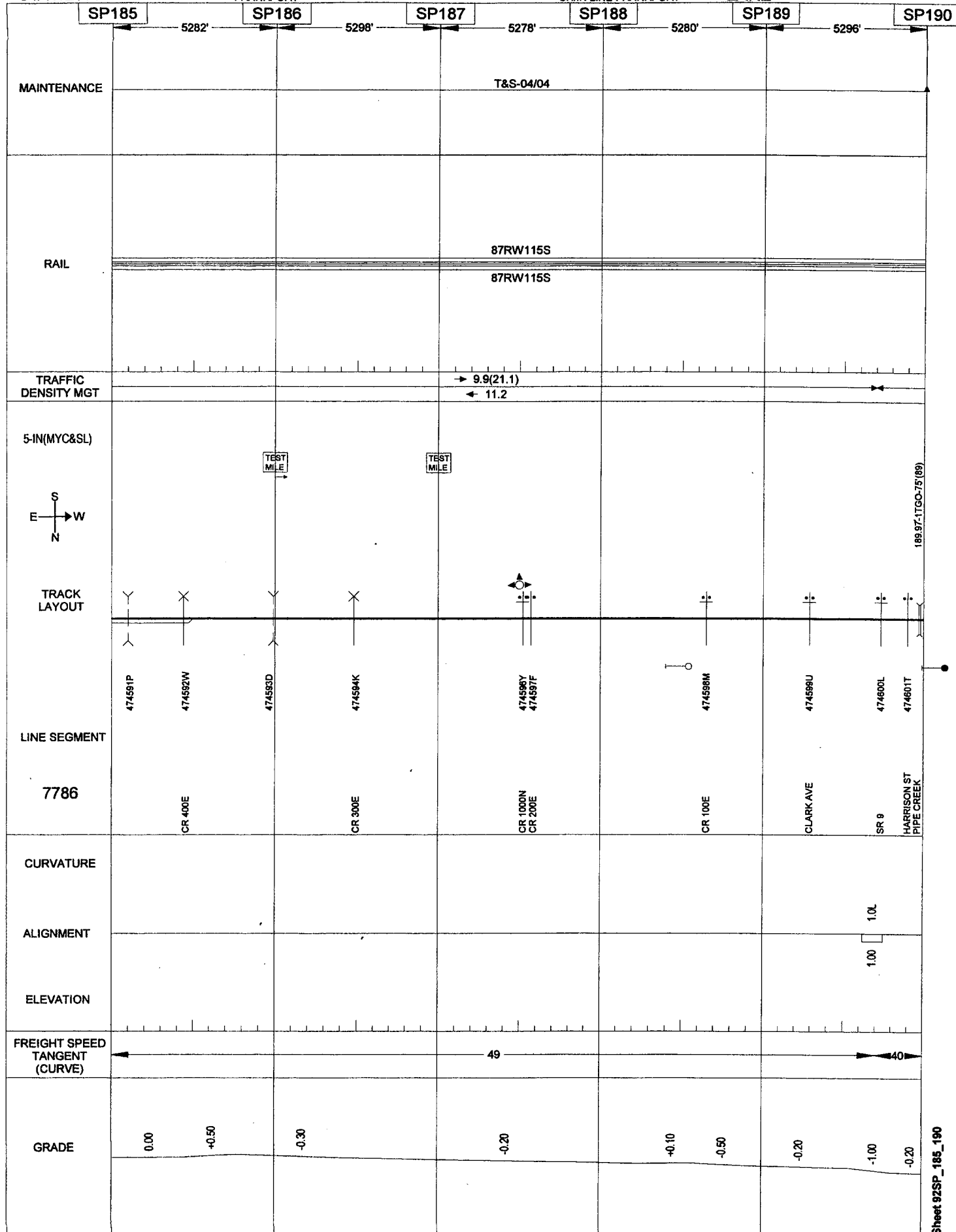
04/17/2006

FRANKFORT

223

OH/IN LINE-FRANKFORT

LAKE



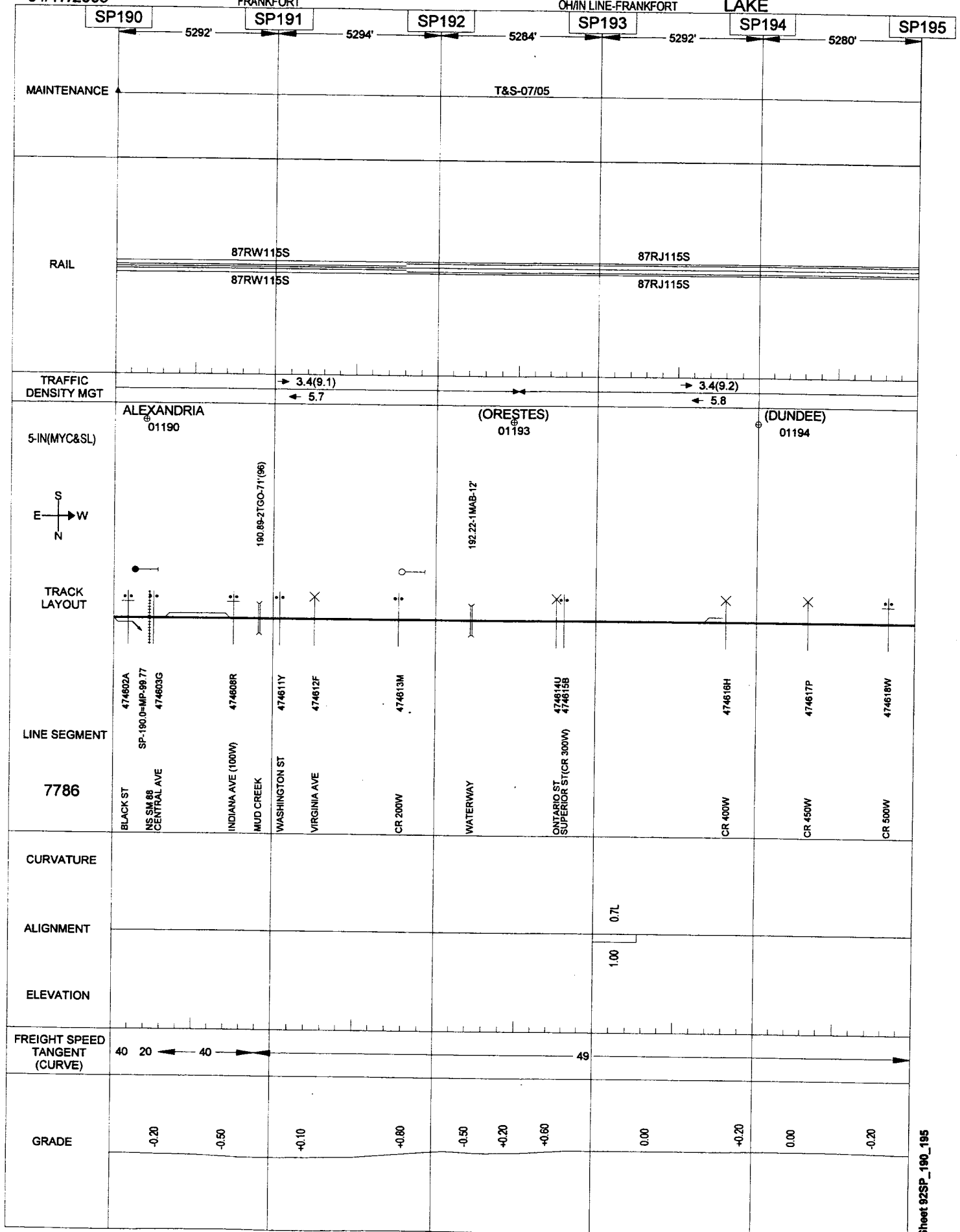
04/17/2006

FRANKFORT

224

OH/IN LINE-FRANKFORT

LAKE



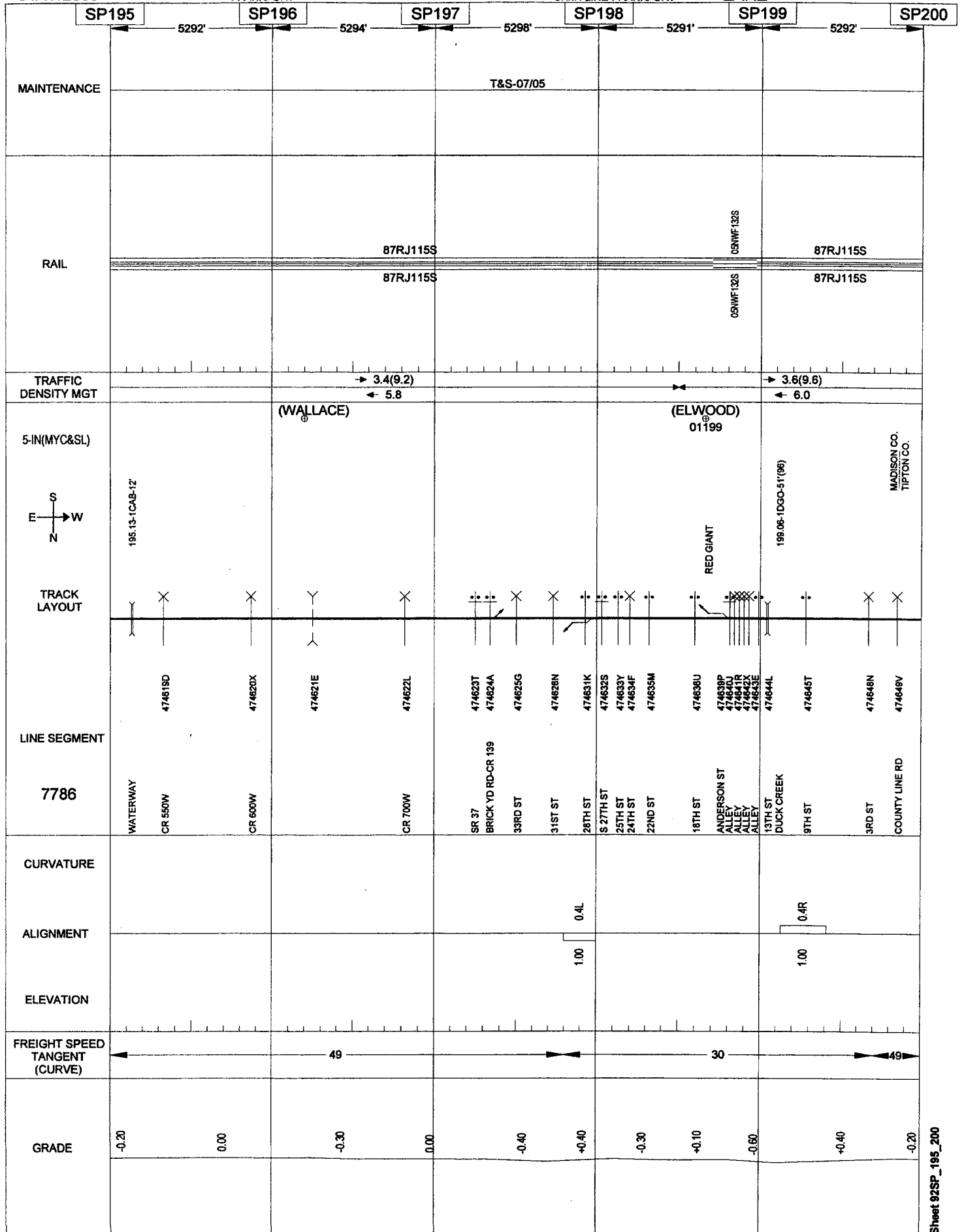
04/17/2006

FRANKFORT

225

OH/IN LINE-FRANKFORT

LAKE



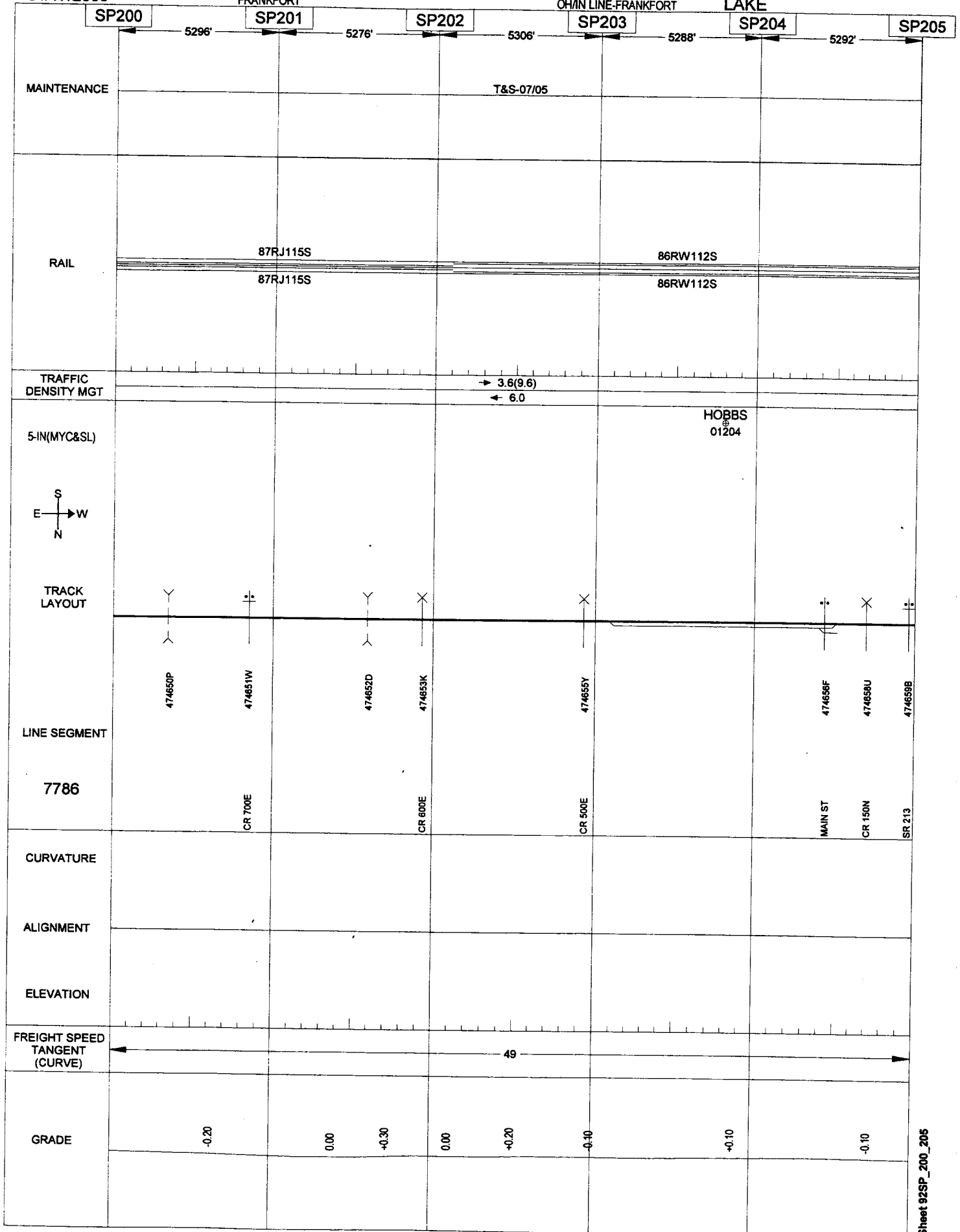
04/17/2006

FRANKFORT

226

OH/IN LINE-FRANKFORT

LAKE



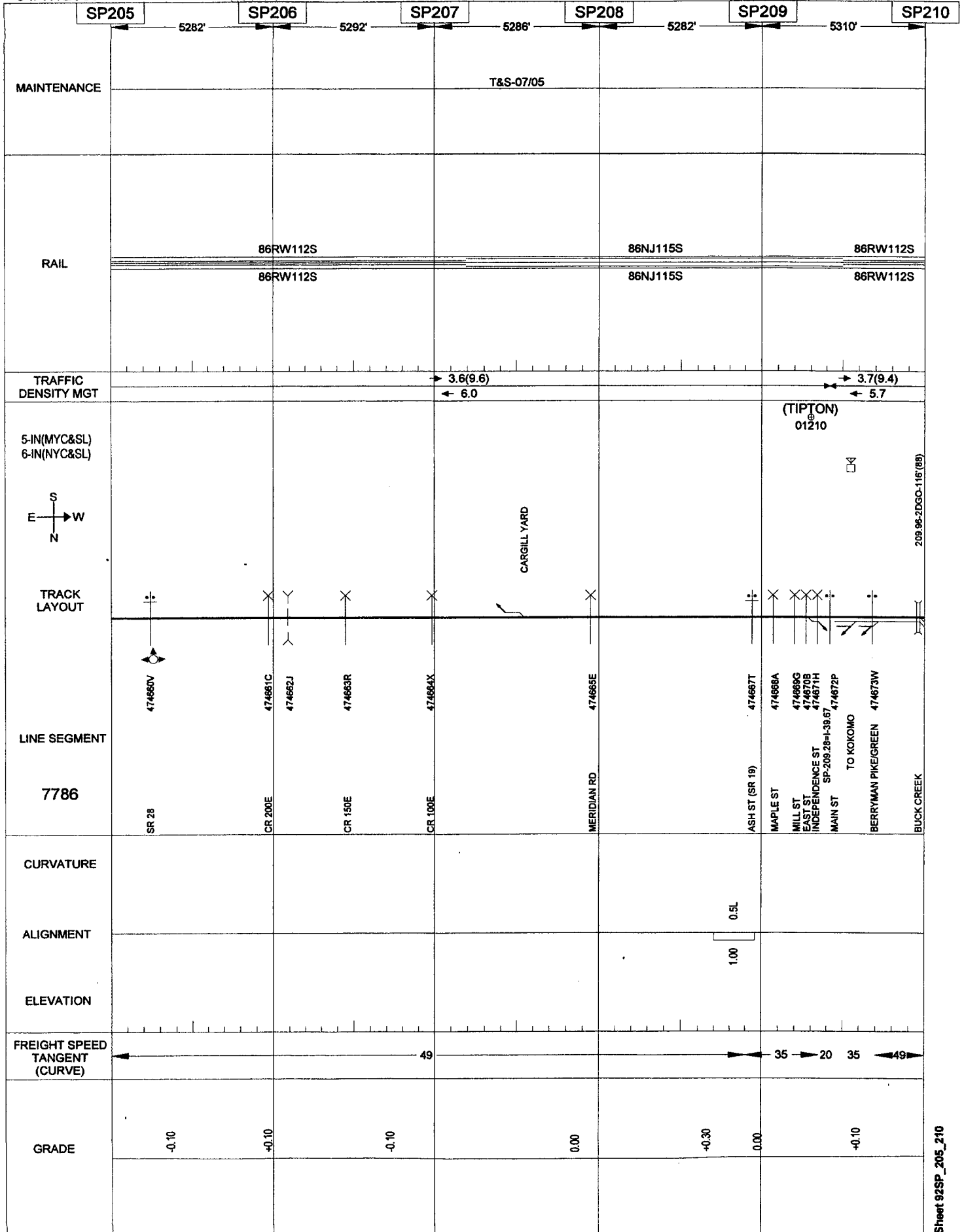
04/17/2006

FRANKFORT

227

OH/IN LINE-FRANKFORT

LAKE



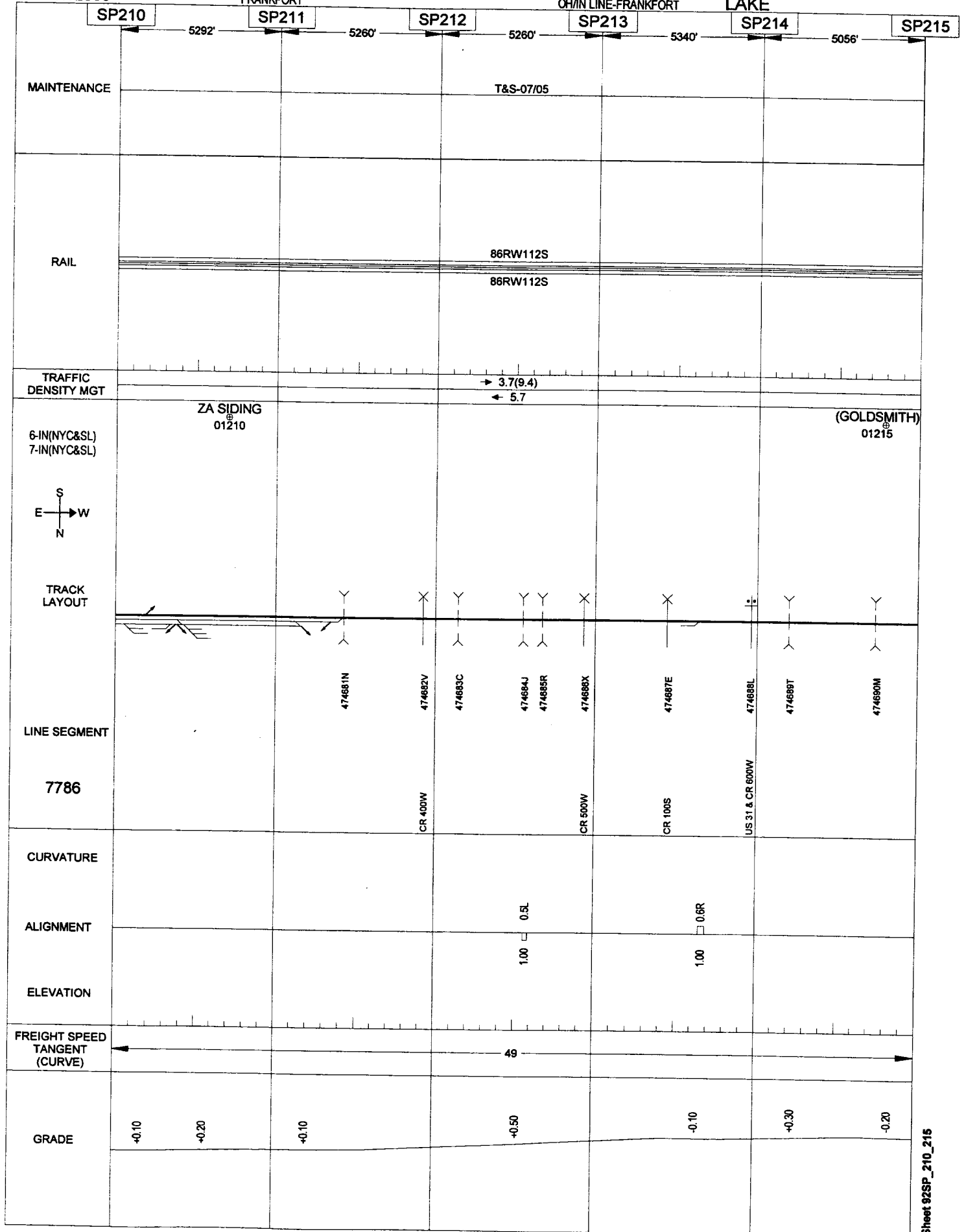
04/17/2006

228

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



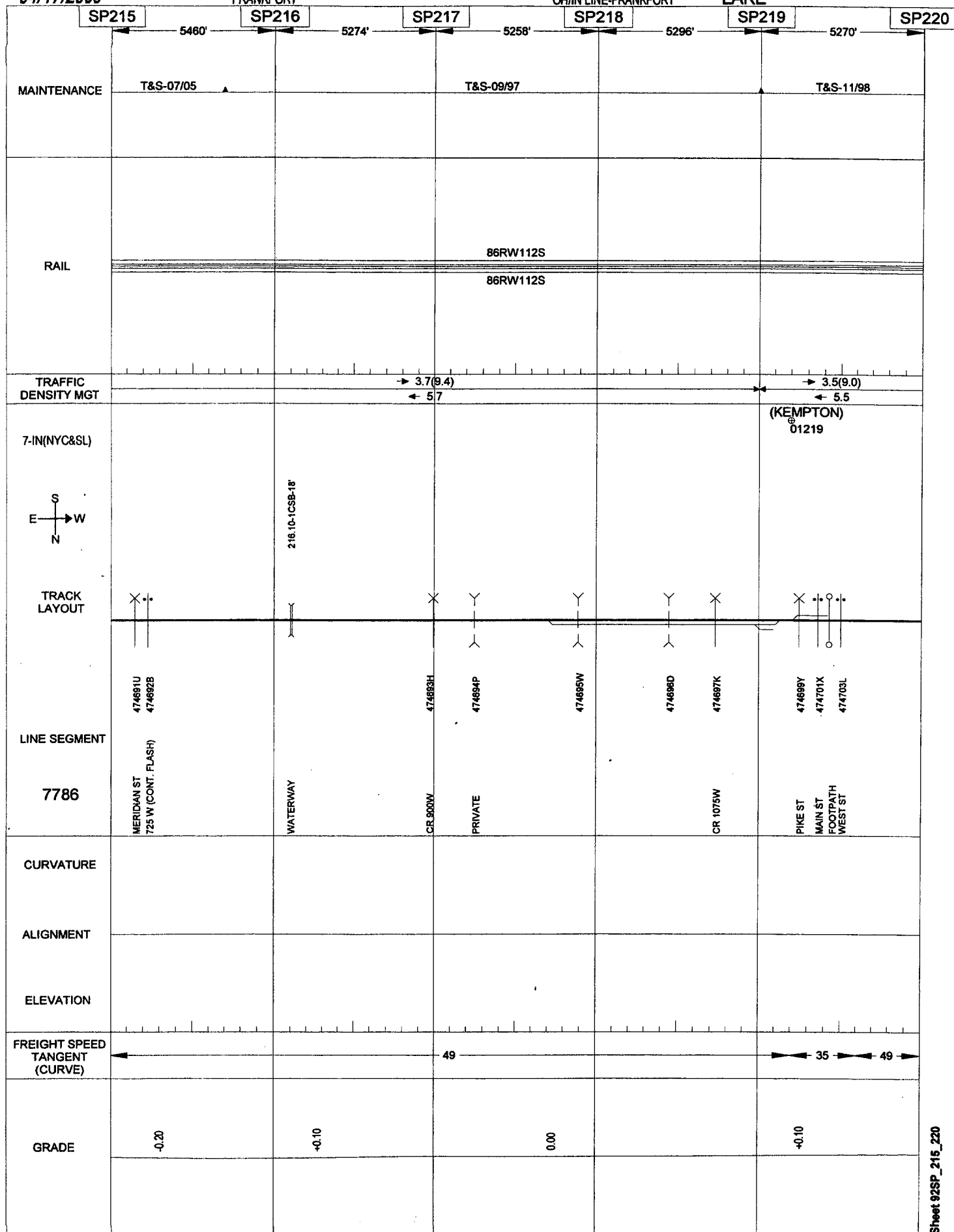
04/17/2006

FRANKFORT

229

OH/IN LINE-FRANKFORT

LAKE



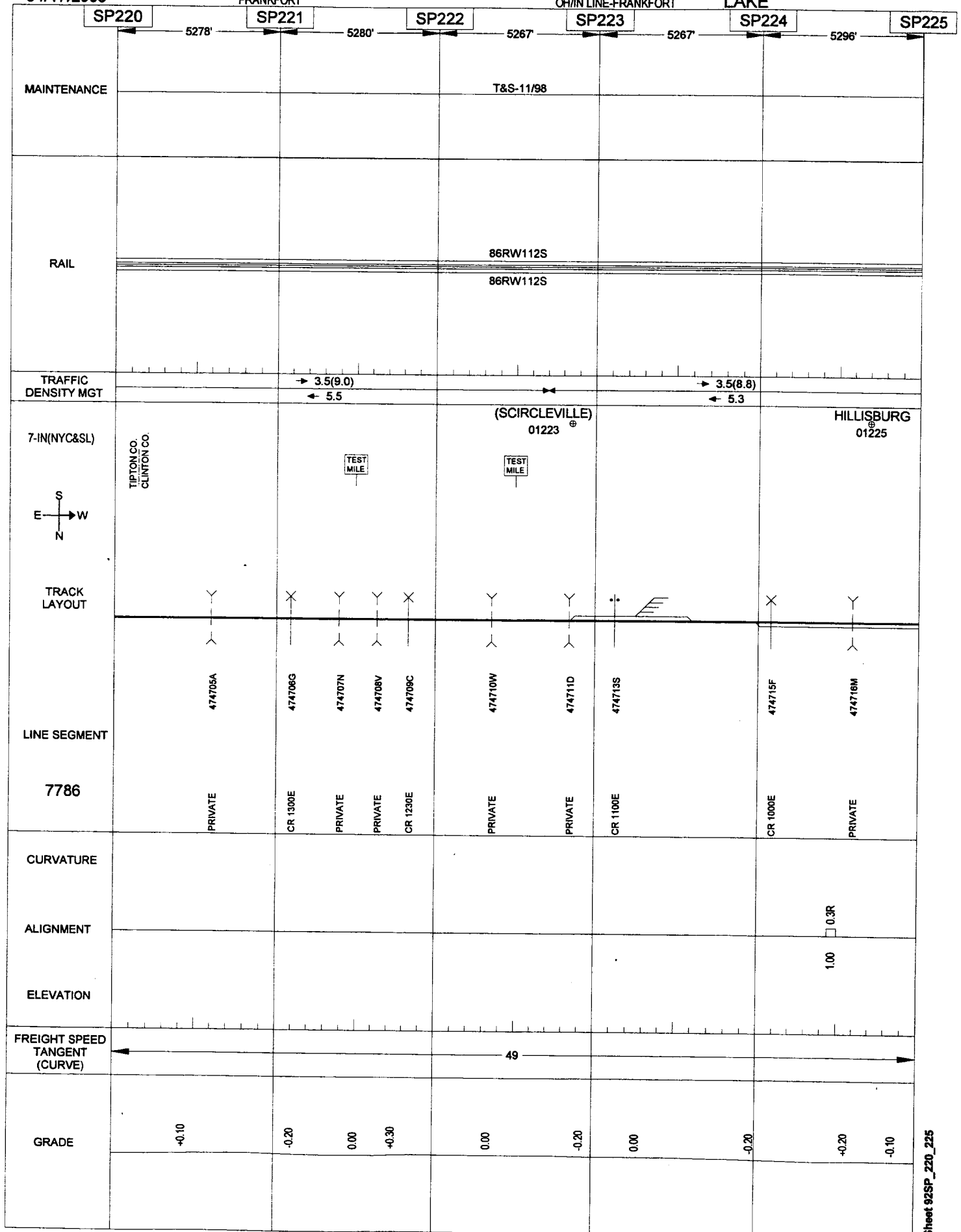
04/17/2006

FRANKFORT

230

OH/IN LINE-FRANKFORT

LAKE



LAKE

Sheet 92SP_225_230

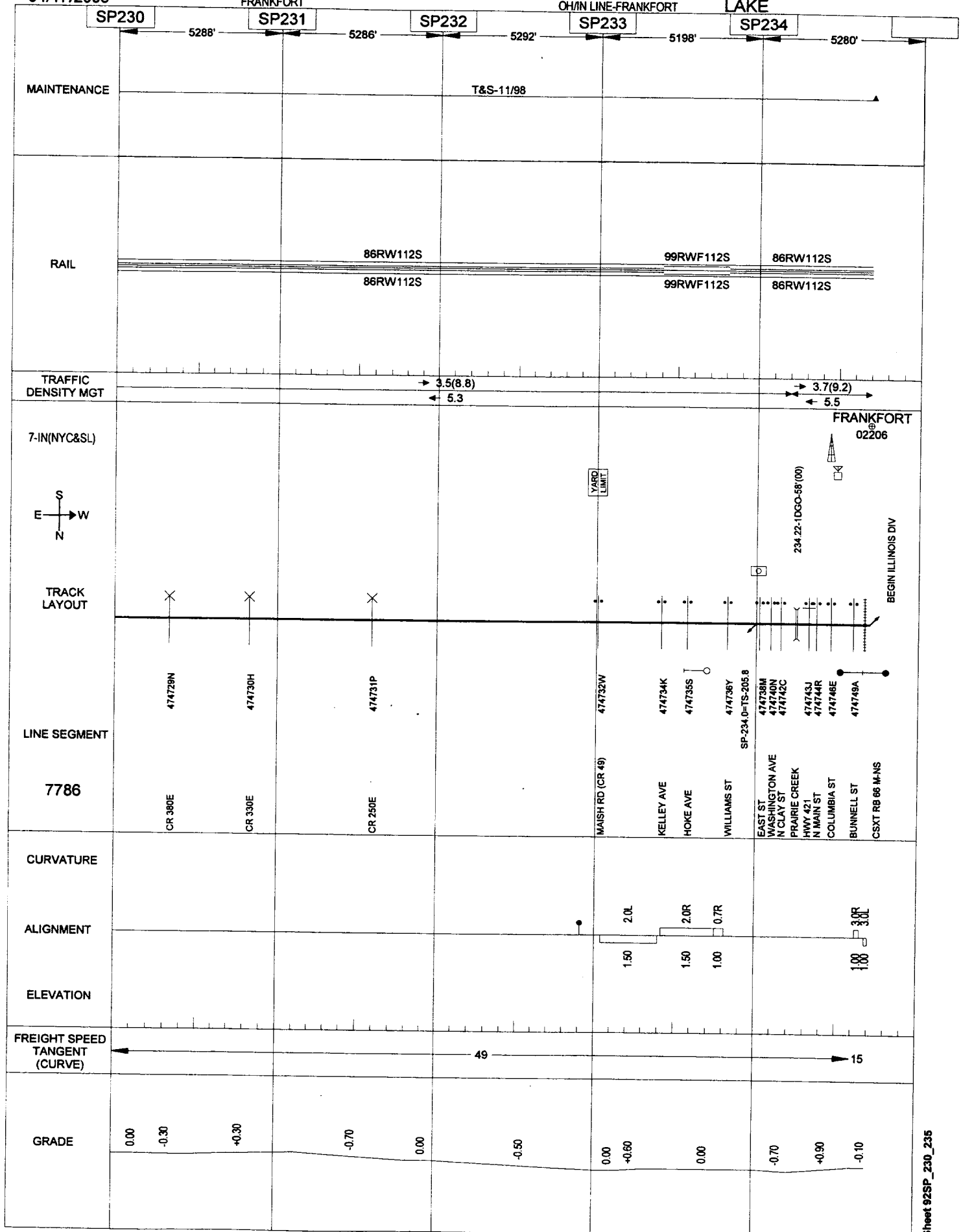
04/17/2006

FRANKFORT

232

OH/IN LINE-FRANKFORT

LAKE



03/07/2006

FRANKFORT

232.1

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

55N115S
77W131STRAFFIC
DENSITY MGT→ 3.7(9.2)
← 5.5

CSXT CROSSING

V-7-IN

S
E—W
NTRACK
LAYOUT

BEGIN LAKE DIVISION



474750U

ROSSVILLE AVE

LINE SEGMENT

7980

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 15

GRADE

0.00

03/07/2006

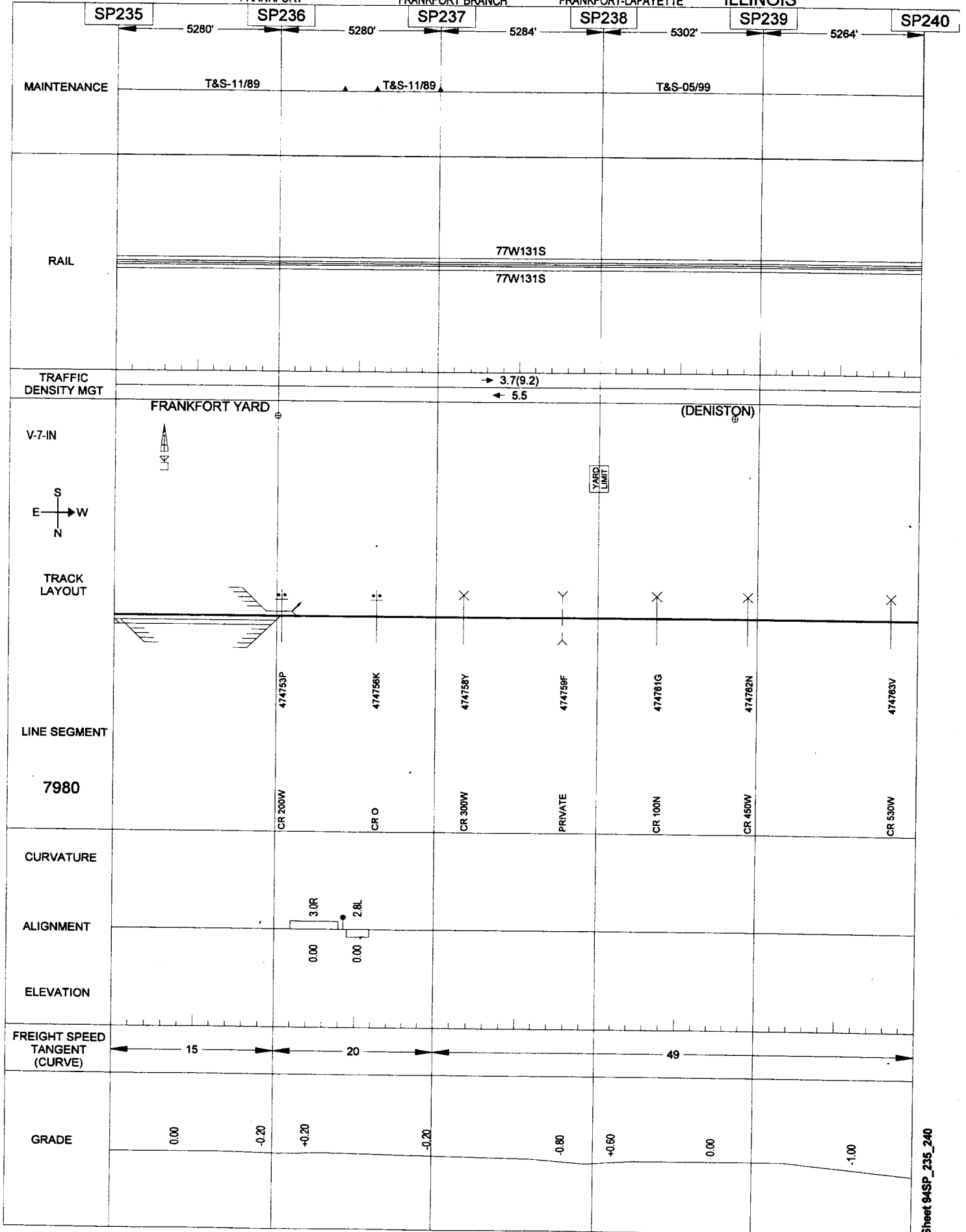
232.2

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/07/2006

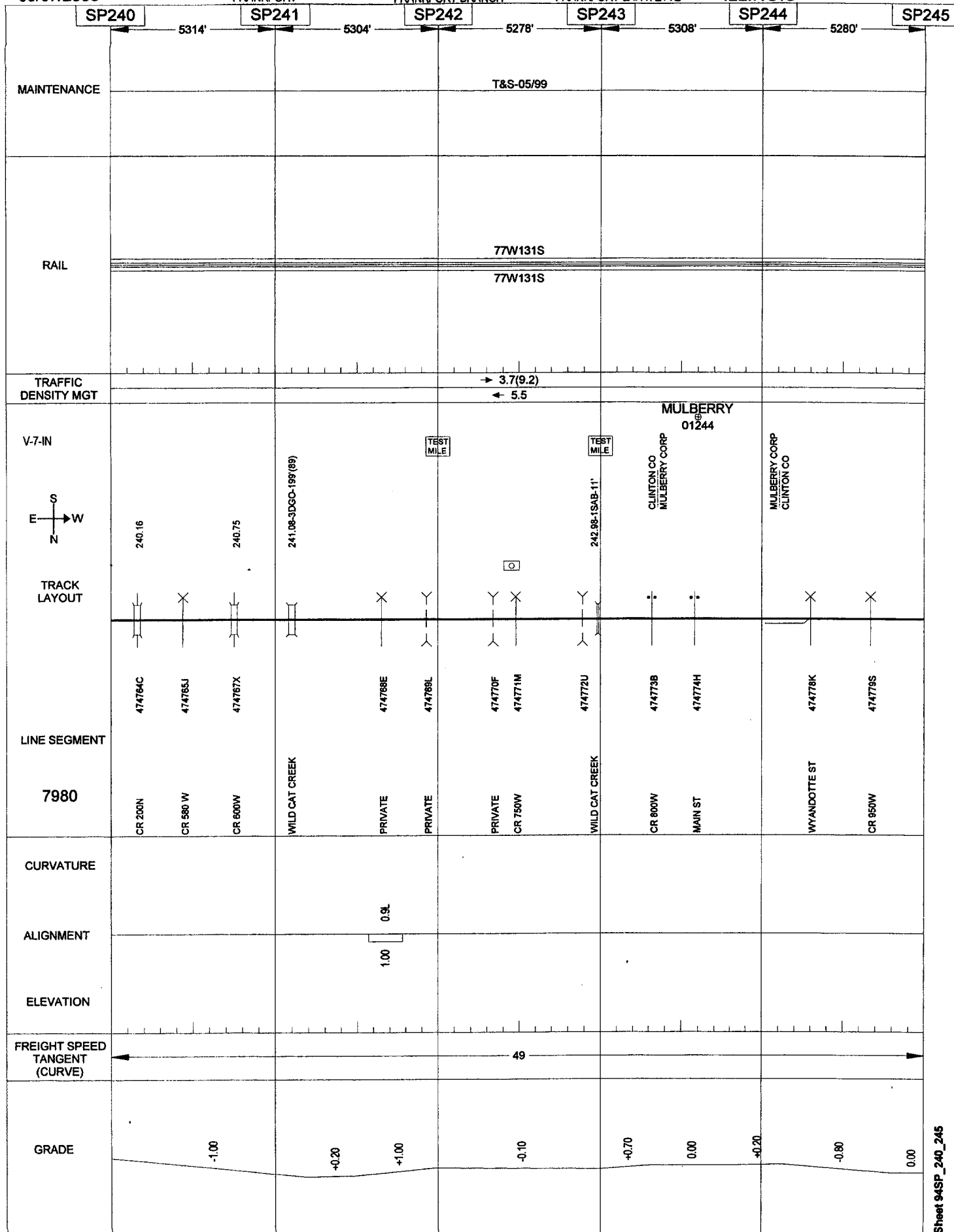
232.3

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/07/2006

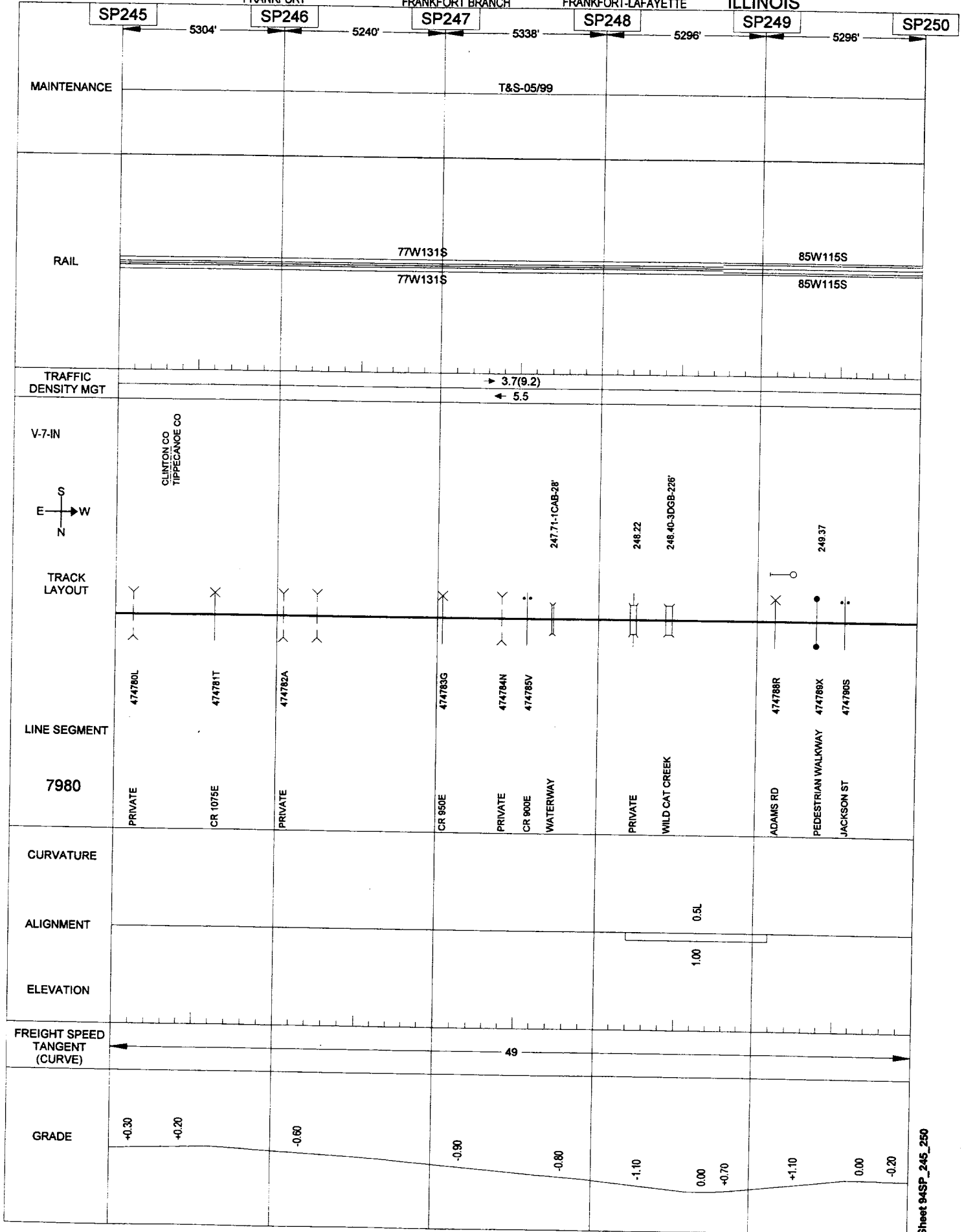
232.4

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/07/2006

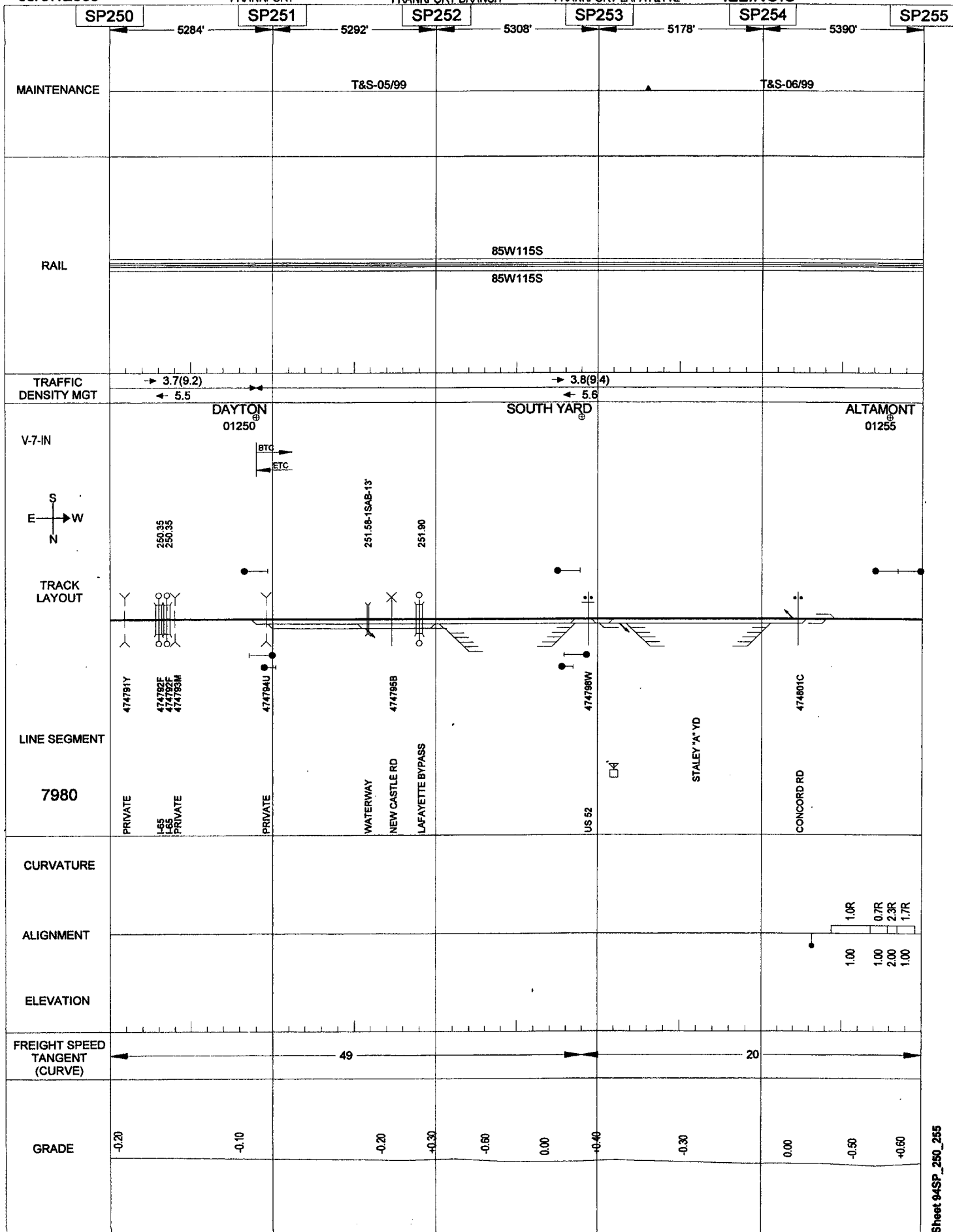
232.5

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



03/07/2006

232.6

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP255

SP256

SP257

SP258

SP259

5280'

5296'

5286'

5086'

5534'

MAINTENANCE

T&S-06/99

RAIL

85W115S

85W115S

40NJ131S

92RWF132S40NJ131S

99RWF132S

38NJ131S

38NJ131S

40NJ131S

TRAFFIC
DENSITY MGT

→ 3.8(9.4)
← 5.6

→ 0.0(0.0)
← 0.0

V-7-IN
V-8-IN

ELSTON
01256

LAFAYETTE JCT

S
E
N
W

TRACK
LAYOUT

TO DEMUN
SP-257 2/D-257.9

257.52-1BAG-16'

TO DECATUR
TO CSXT-CRAWFORDSVL

256.68

TO KBSR

LINE SEGMENT

7980

474809G

474810B

474811H

474812P

474813W

US 25 US 231

DURKEES RUN

SP-256 25=D-256.72

TO CSXT INTCHG YD

SMITH ST PEDESTRIAN 474814D

WABASH AVE

WABASH RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.50

1.50

20

30

10

+0.60

-0.10

-0.80

0.00

04/17/2006

FRANKFORT

233
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS184

TS185

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

29RJ090S

29RJ090S

TRAFFIC
DENSITY MGT

V-19-IN(NW)



TRACK
LAYOUT

(KOKOMO)
02181

TO RAIL TECH

47500P

CR 100 S

LINE SEGMENT

7801

CURVATURE

ALIGNMENT

ELEVATION

1.0R

2.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.14

+0.65

+0.37

0.00

+0.10

+0.31

+0.41

+0.24

Sheet 92TS_180_185

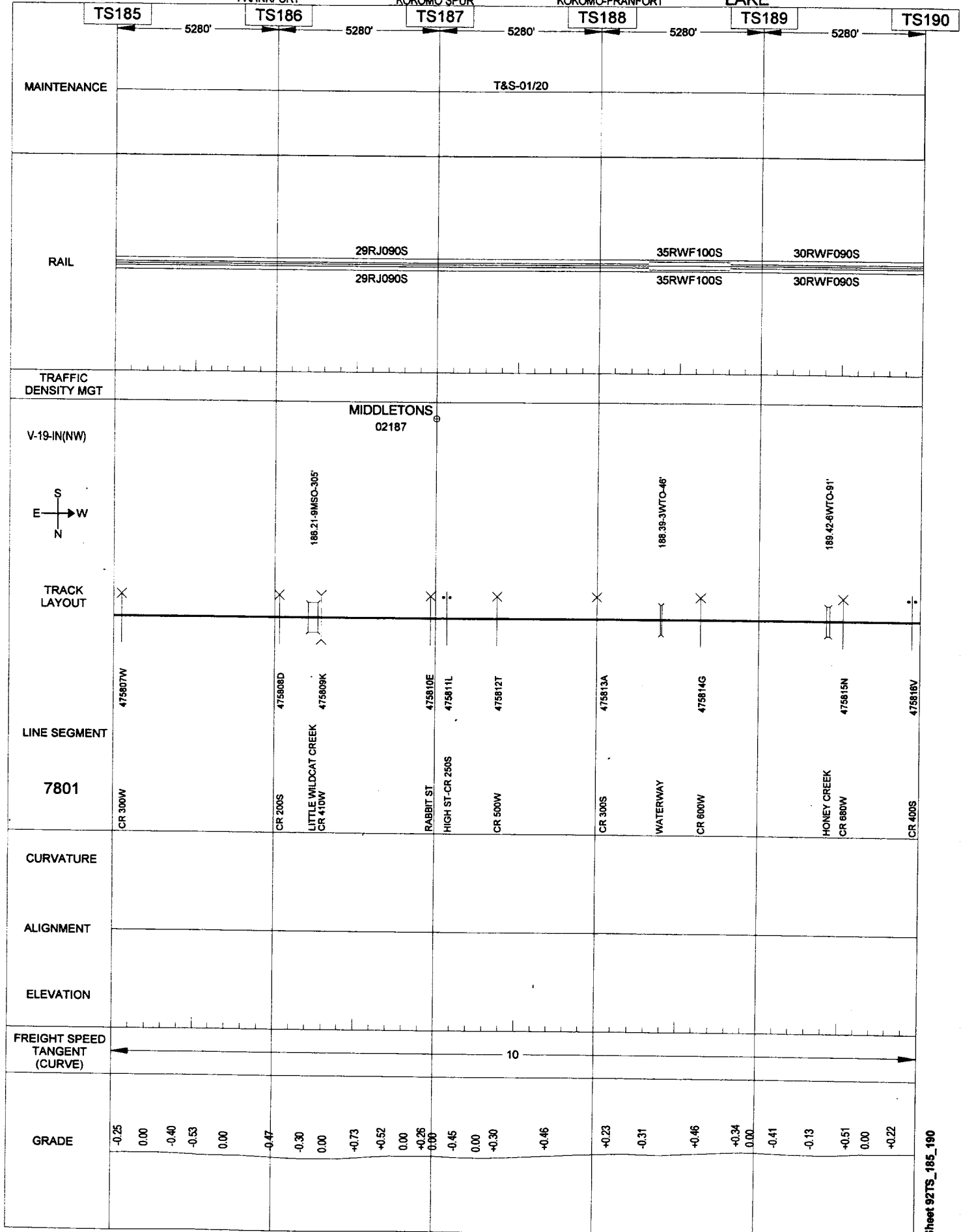
04/17/2006

FRANKFORT

234
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



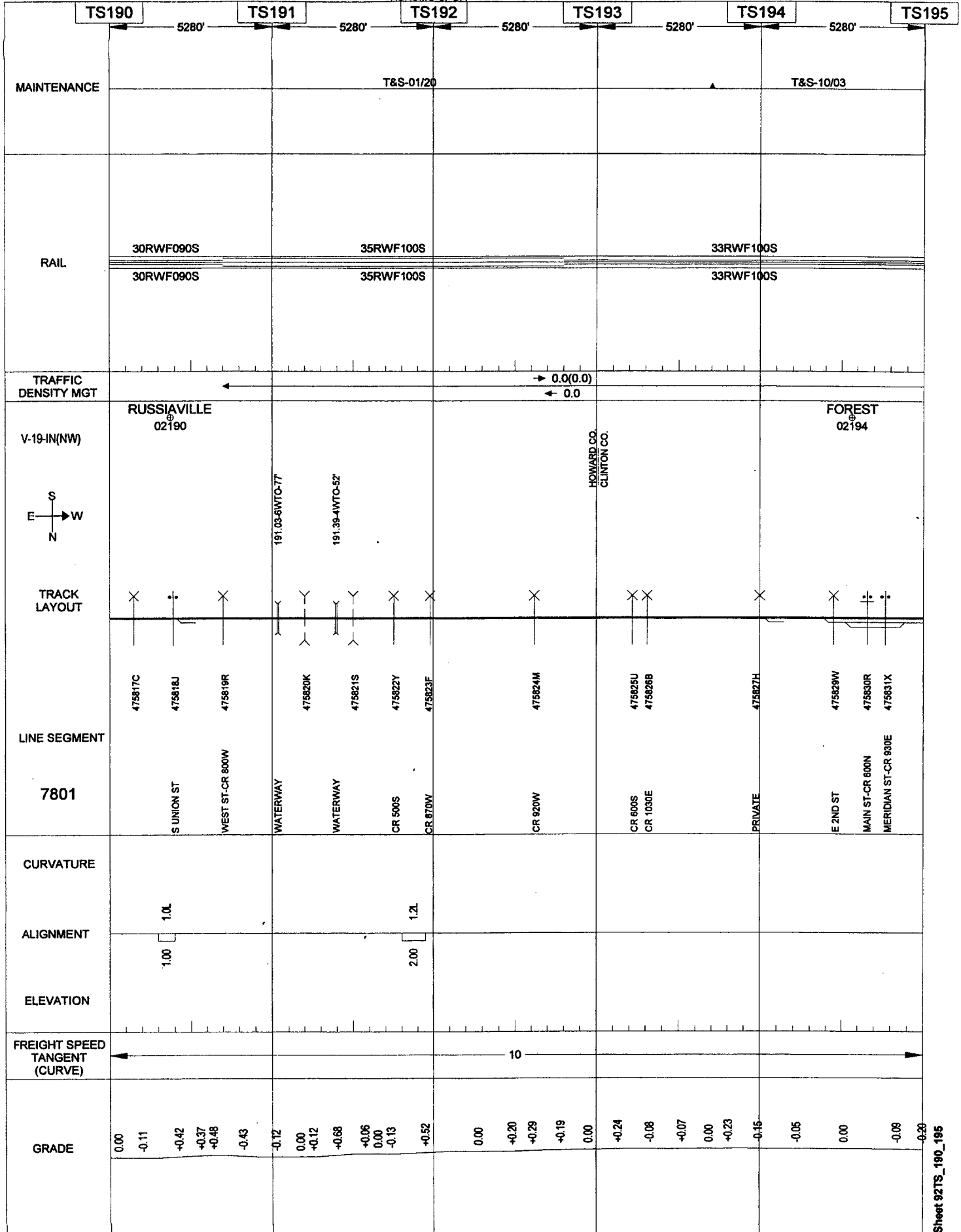
04/17/2006

FRANKFORT

235
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



04/17/2006

FRANKFORT

236
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS195

TS196

TS197

TS198

TS199

TS200

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/03

RAIL

33RWF100S

33RWF100S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

V-19-IN(NW)

MICHIGANTOWN
02199TRACK
LAYOUT

198.08-10WTO-127'

198.32-3WTO-40'

199.56-6WTO-89'

LINE SEGMENT

7801

475832E
CR 880E475833L
CR 500N
SWAMP CREEK475834T
WATERWAY
CR 800E475835A
PRIVATE475836G
CR 430N475837N
PRIVATE475838V
CR 700E475839C
PRIVATE
MAIN ST
7TH ST475840W
475841D

WILDCAT CREEK

475842K
475843S
CR 530E
CR 200N

CURVATURE

ALIGNMENT

ELEVATION

1.00
1.001.00
1.00FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.20
-0.03-0.41
+0.06-0.30
-0.71-0.08
-0.600.00
-0.13+0.02
-0.07-0.15
-0.240.00
-0.27-0.10
-0.12-0.25
-0.60-0.12
0.00-0.62
-0.16-0.39
-0.07

04/17/2006

FRANKFORT

237
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS200

TS201

TS202

TS203

TS204

TS205

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/03

RAIL

33RWF100S

35RWF100S

33RWF100S

35RWF100S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

V-19-IN(NW)

YARD
LIMITTRACK
LAYOUT

LINE SEGMENT

7801

475843S

475844Y

475845F

475846M
475847U

475848B

475849H

475850C

475851J

475852R

475853X

475854E
475855L

475856T

475857A
475858G

CR 200N

PRIVATE

PRIVATE

PRIVATE
PRIVATE

CR 350E

PRIVATE

PRIVATE

CR 250E

PRIVATE

PRIVATE

PRIVATE
PRIVATE

PRIVATE

PRIVATE
CR 100 E

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.07

-0.50

-0.20

0.00

-0.13

-0.39

0.00

-0.03

0.00

-0.23

-0.48

-0.17

-0.48

+0.96

+0.71

+0.42

+0.10

-0.18

-0.55

-0.26

-0.14

-0.10

-0.53

-0.69

-0.22

-0.08

04/17/2006

FRANKFORT

238

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS205

5280'

MAINTENANCE

T&S-10/03

RAIL

35RWF100S

35RWF100S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0

V-19-IN(NW)

FRANKFORT
02206S
E — W
NTRACK
LAYOUT

LINE SEGMENT

475859N

475860H

475863D

475864K

TS-205 8-SP-234.0

7801

CRAWFORD ST

WASHINGTON AVE

WILLIAMS ST

N O'NEAL ST

CURVATURE

ALIGNMENT

3.0L

3.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.13

-0.49

0.00

04/17/2006

FRANKFORT

239
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE

140

1742'

MAINTENANCE

RAIL

43RWF090S
43RWF090S

TRAFFIC
DENSITY MGT

14-IN(NW)



TRACK
LAYOUT

TIPTON
01210

I-39.85/SP-209.58

I-39.87-SP-209.28

476609E

MAIN ST

LINE SEGMENT

7757

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

04/17/2006

FRANKFORT

240

OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE

I40

I41

I42

I43

I44

I45

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

43RWF090S

43RWF090S

TRAFFIC
DENSITY MGT

14-IN(NW)

JACKSON
04043

044 50-180-15' (66)

TRACK
LAYOUT

LINE SEGMENT

7757
7758

478613U

478614B

478615H

478616P

478617W

478618D

478619K

478620E

478621L

CR 50S

DIVISION RD

CR 200 W

CR 100 N

CR 105

CR 200 N

CR 300 N

CR 300 W

WATERWAY

CR 400 N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

-0.60

0.00

-0.30

0.00

-0.30

0.00

+0.30

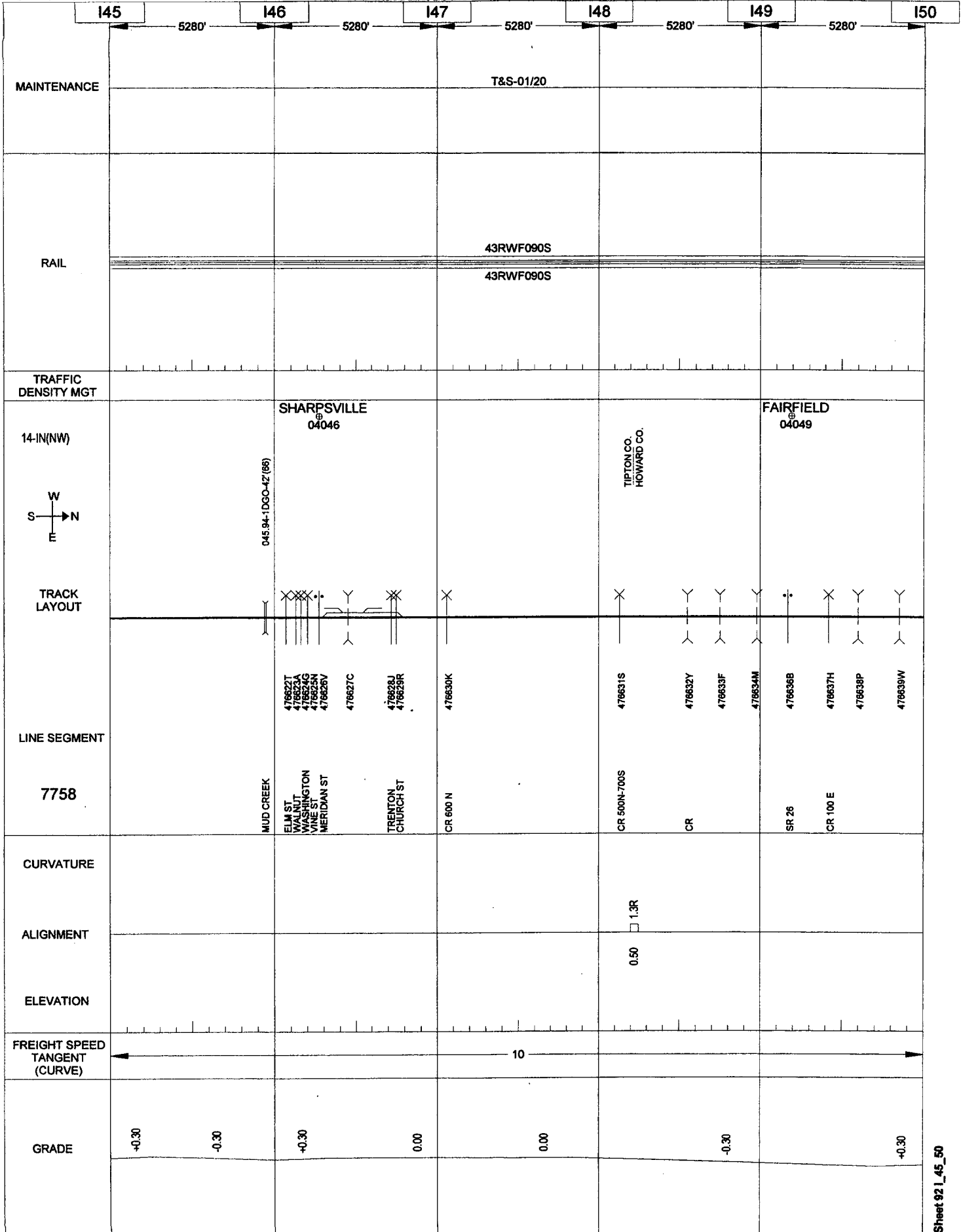
04/17/2006

FRANKFORT

241
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE



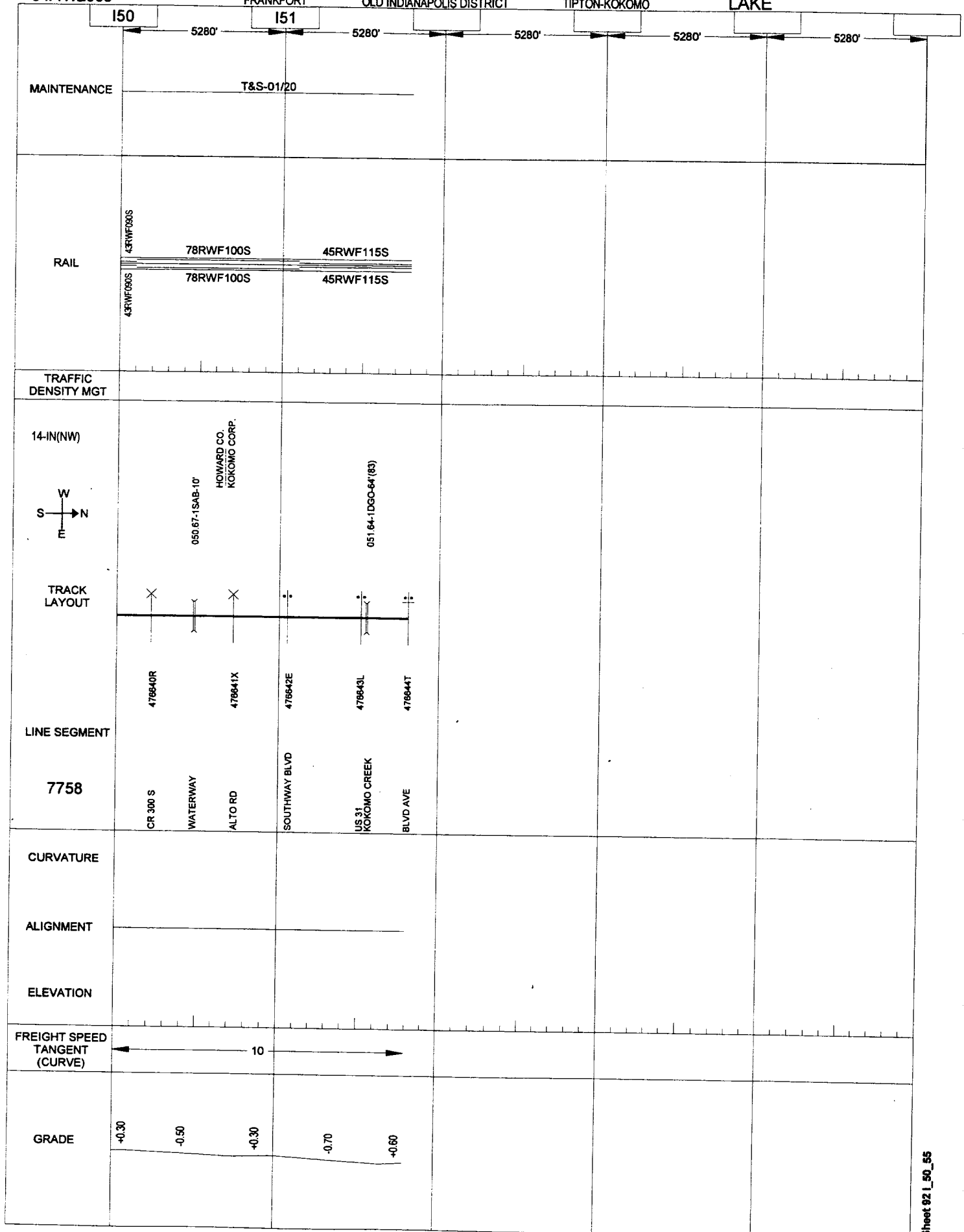
04/17/2006

FRANKFORT

242
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE



04/17/2006

MICHIGAN CITY

243
MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE

I109

I110

5280'

5280'

5280'

5379'

5271'

MAINTENANCE

T&S-11/94

RAIL

29RJ090S
29RJ12S
54RJ12S

49RJ112S
49RJ112S

98RW12S
98RW12S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

15-IN(LE&W)

W
S → N
E

TRACK
LAYOUT

ARGOS
00431

MARSHALL CO.
ARGOS CORP.

LINE SEGMENT

7760

I-106.5/B-430.7

I-106.8/B-430.8
NS MI 56

4B3400B
SOUTH ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 20 25

GRADE

-1.00

-0.50

0.00

Sheet 92 I_105_110

04/17/2006

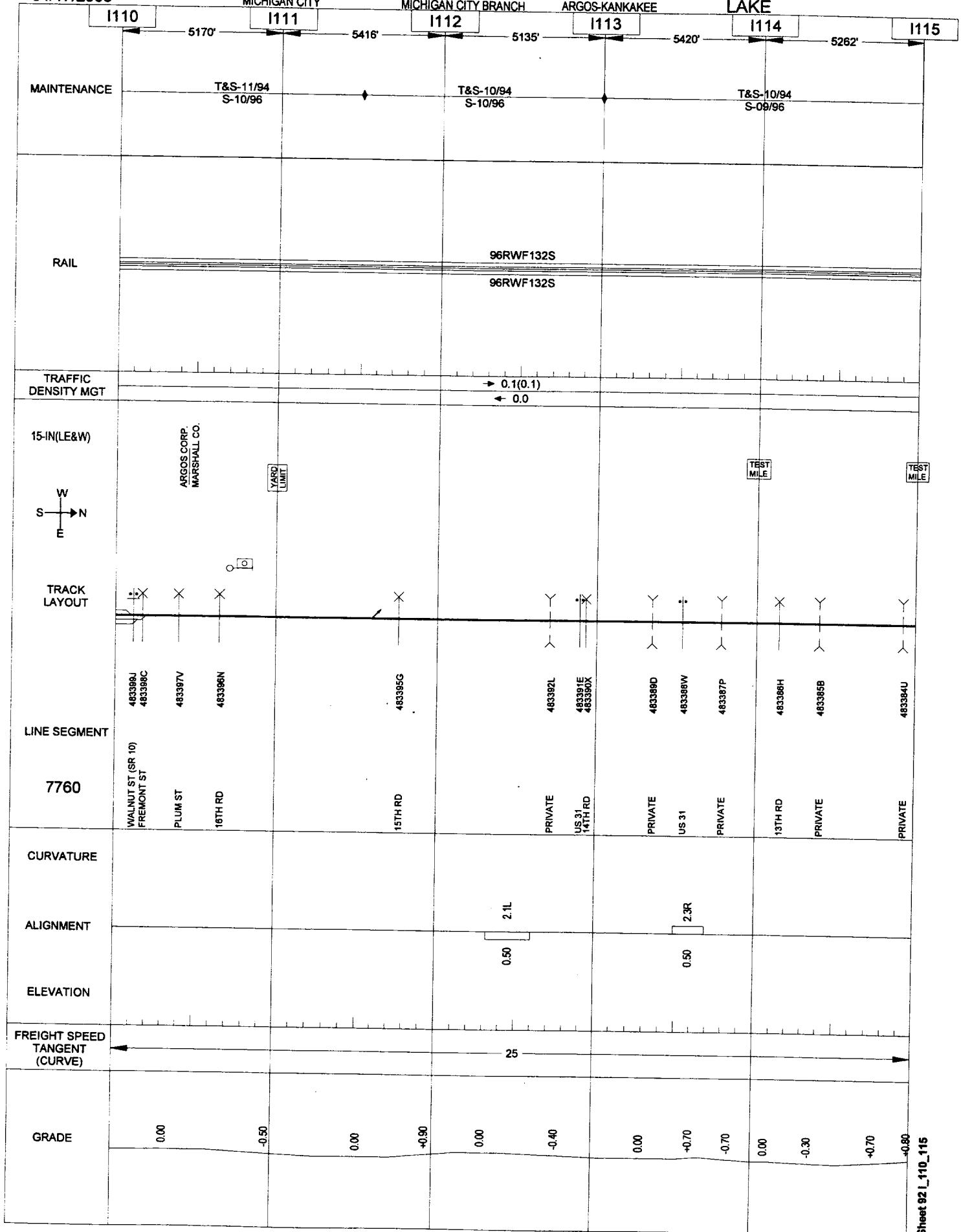
244

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



04/17/2006

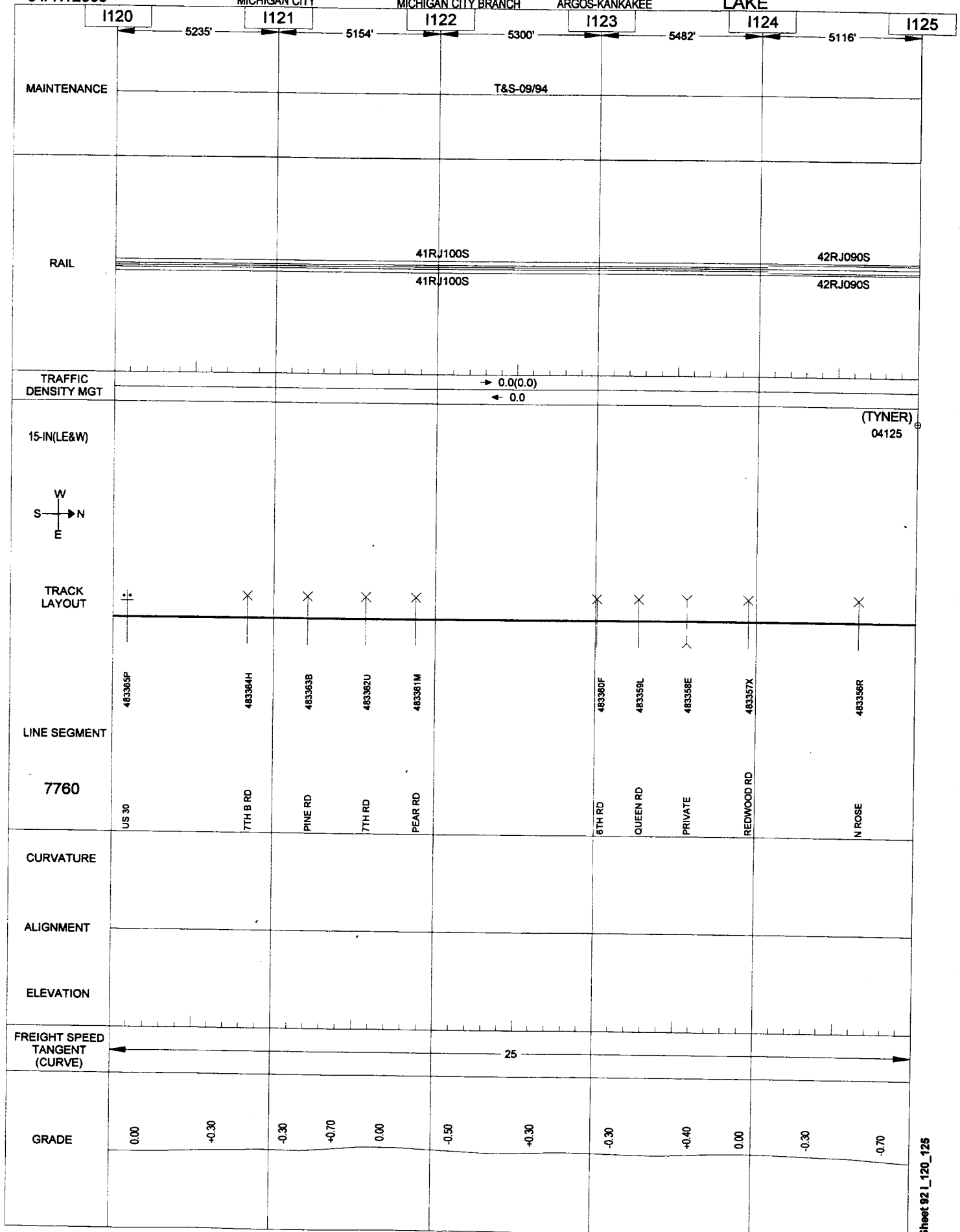
MICHIGAN CITY

246

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



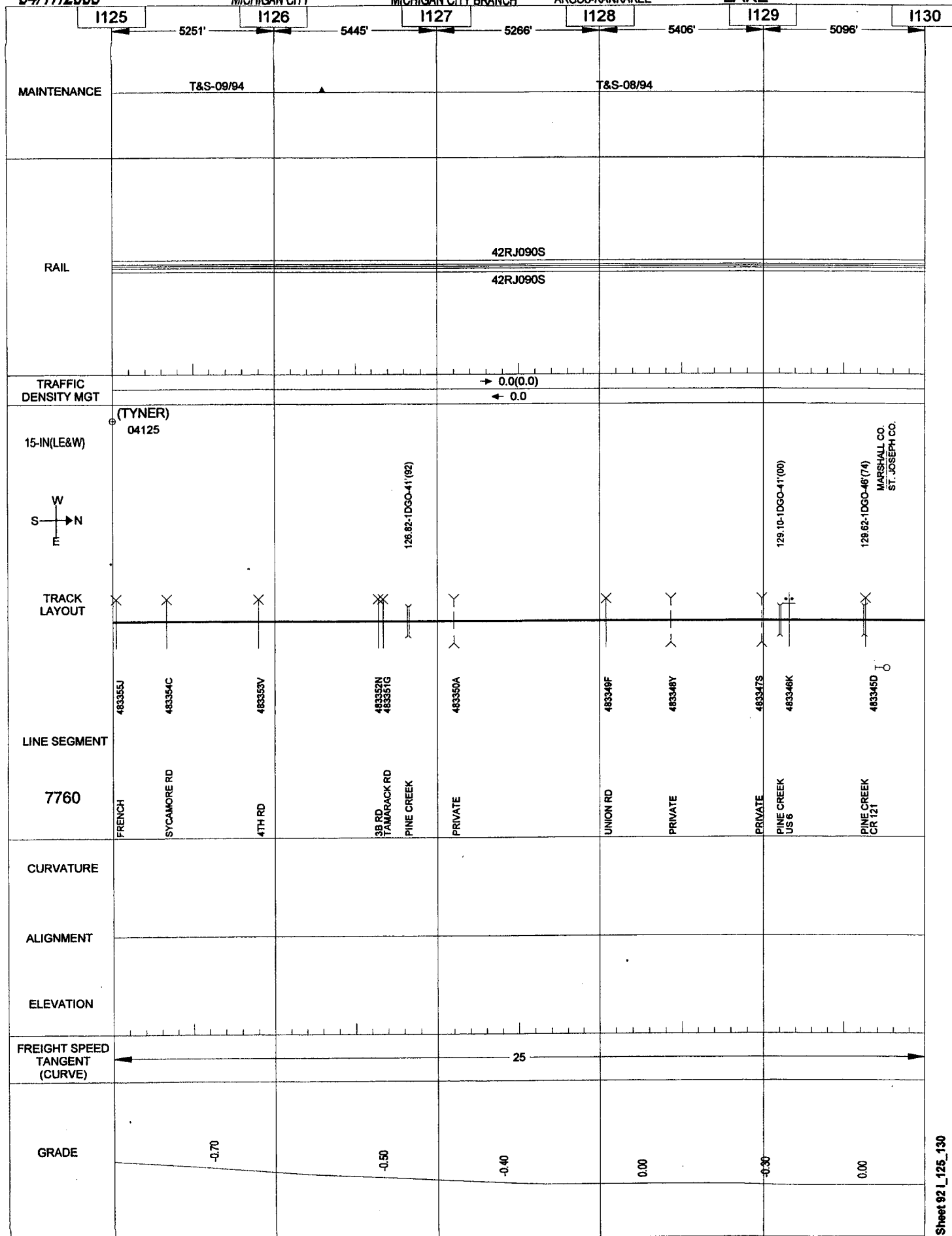
04/17/2006

MICHIGAN CITY

247
MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



04/17/2006

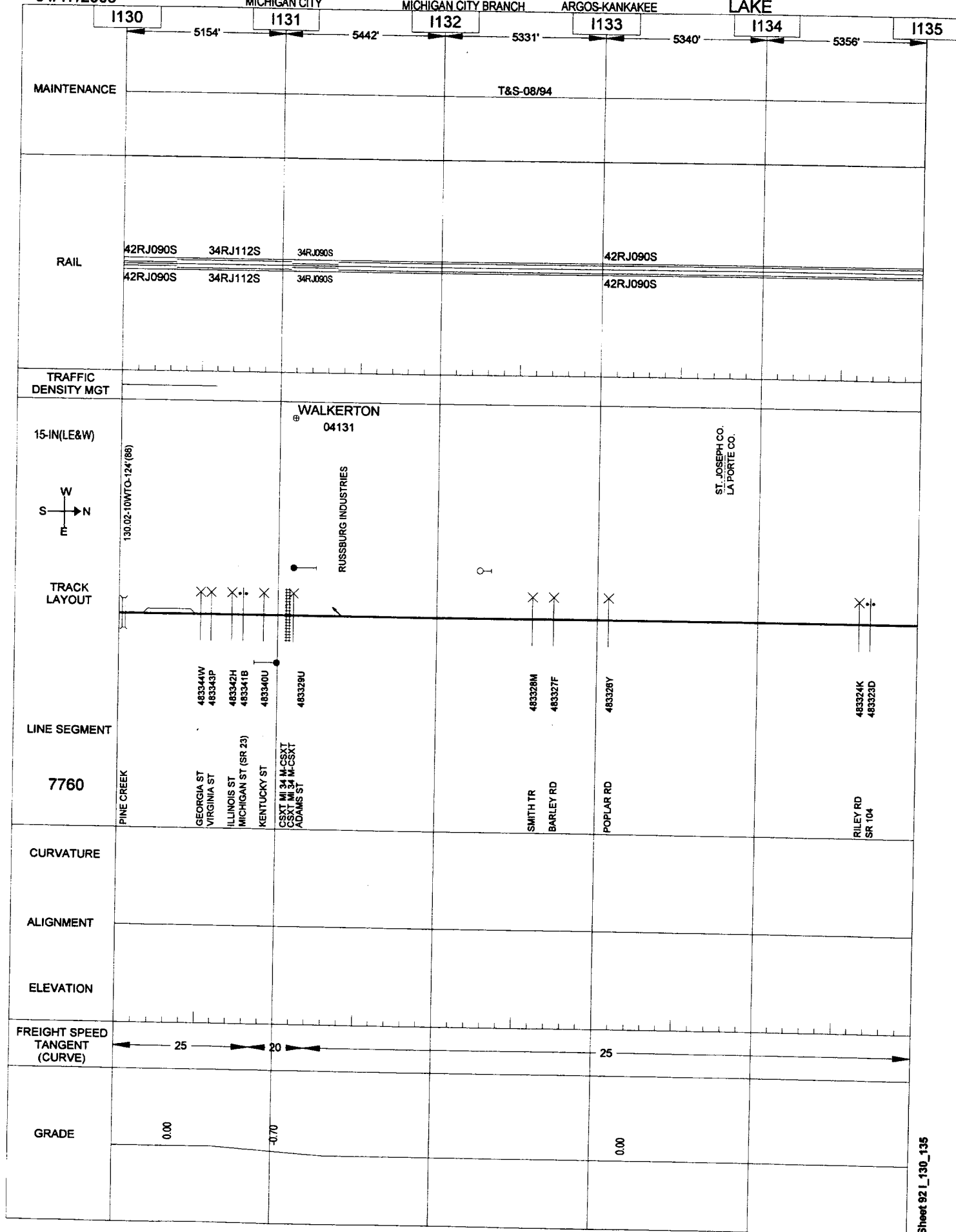
248

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



04/17/2006


MICHIGAN CITY

249

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE

	1135	5146'	1136	5270'					
MAINTENANCE	T&S-08/94								
RAIL	42RJ090S 42RJ090S								
TRAFFIC DENSITY MGT									
15-IN(LE&W)	(KANKAKEE)								
	135.00-SDGO-122 (77)								
TRACK LAYOUT									
LINE SEGMENT									
7760	KANKAKEE RIVER								
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	25								
GRADE	0.00								

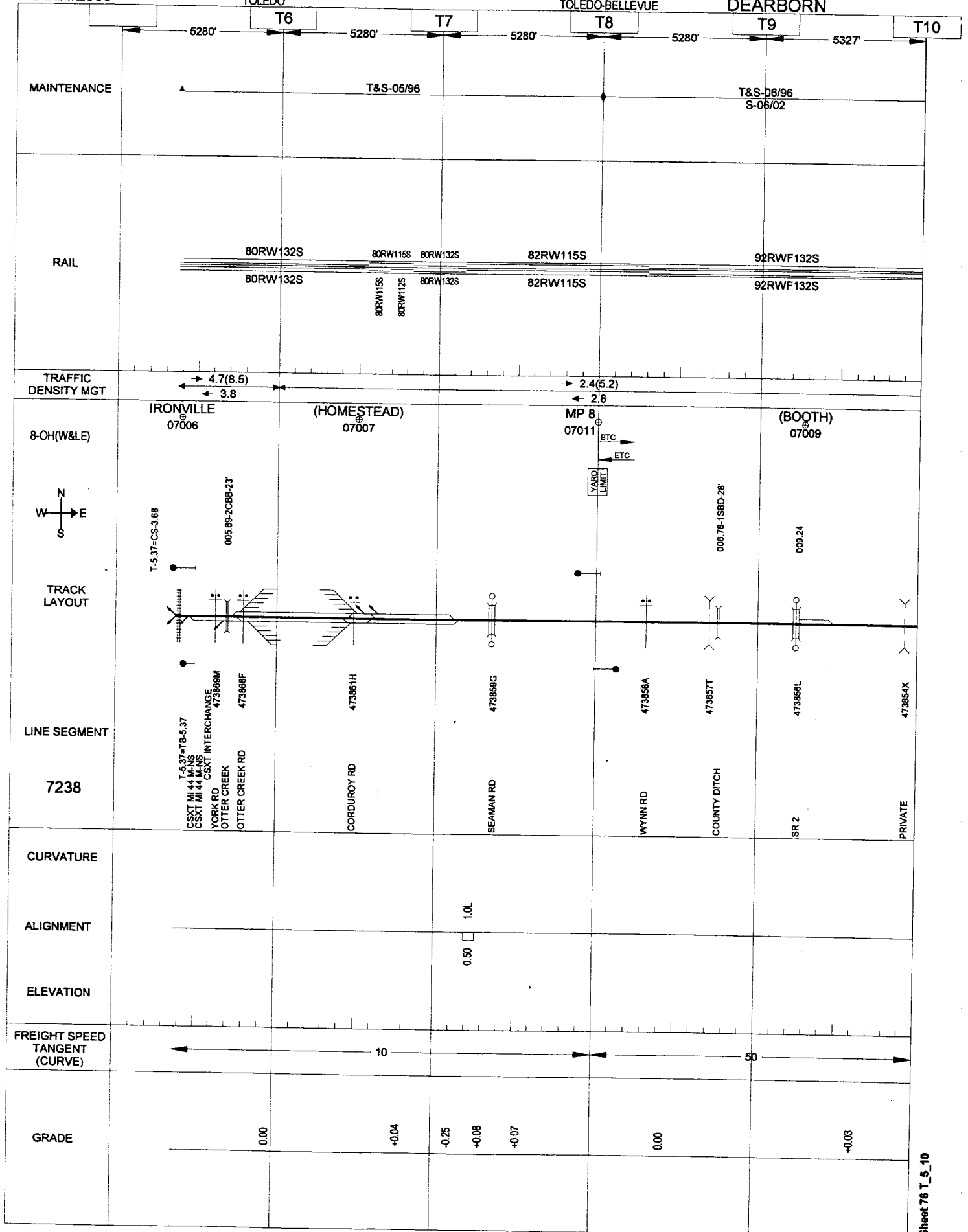
04/24/2006

249.1

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



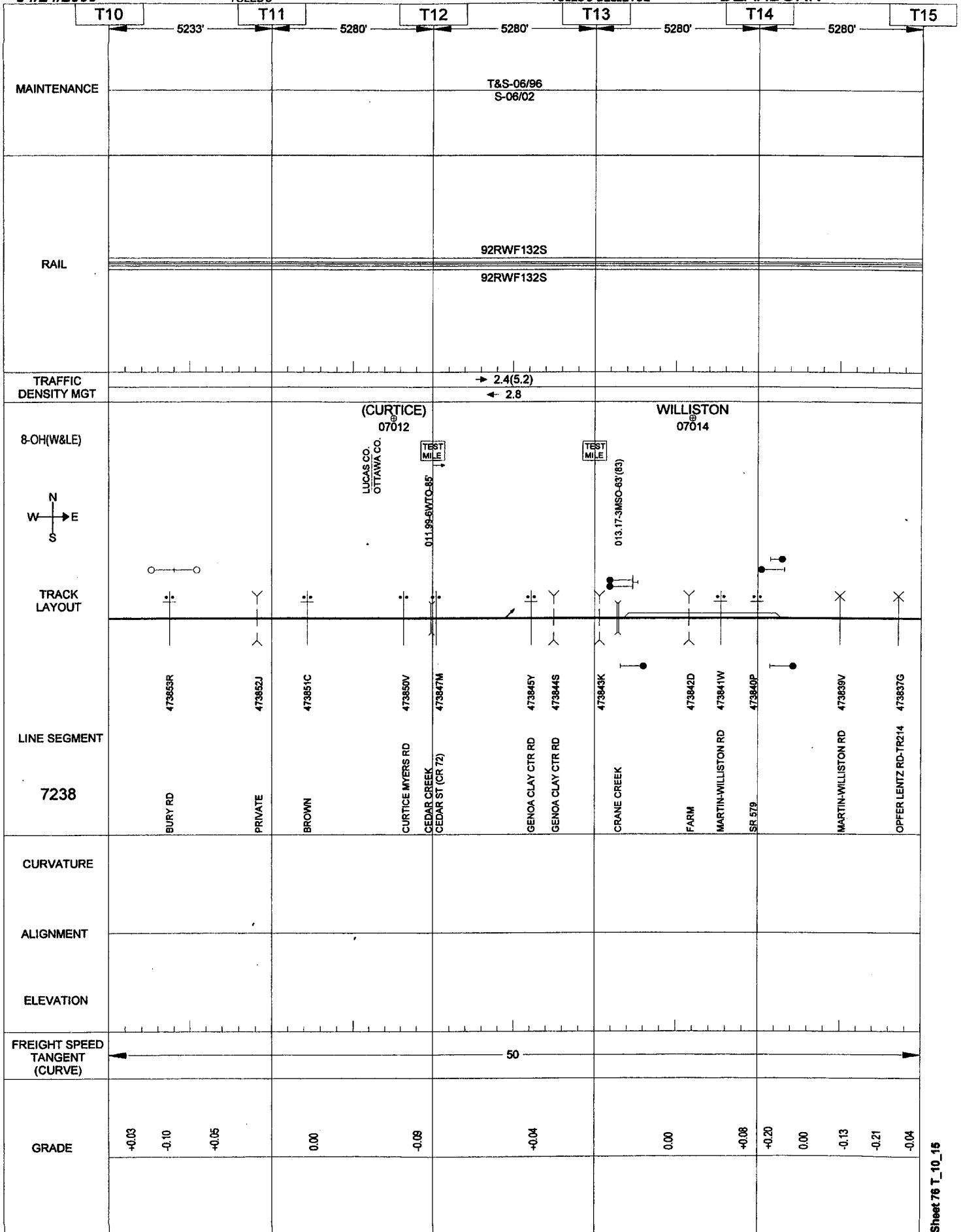
04/24/2006

TOLEDO

249.2

TOLEDO-BELLEVUE

DEARBORN



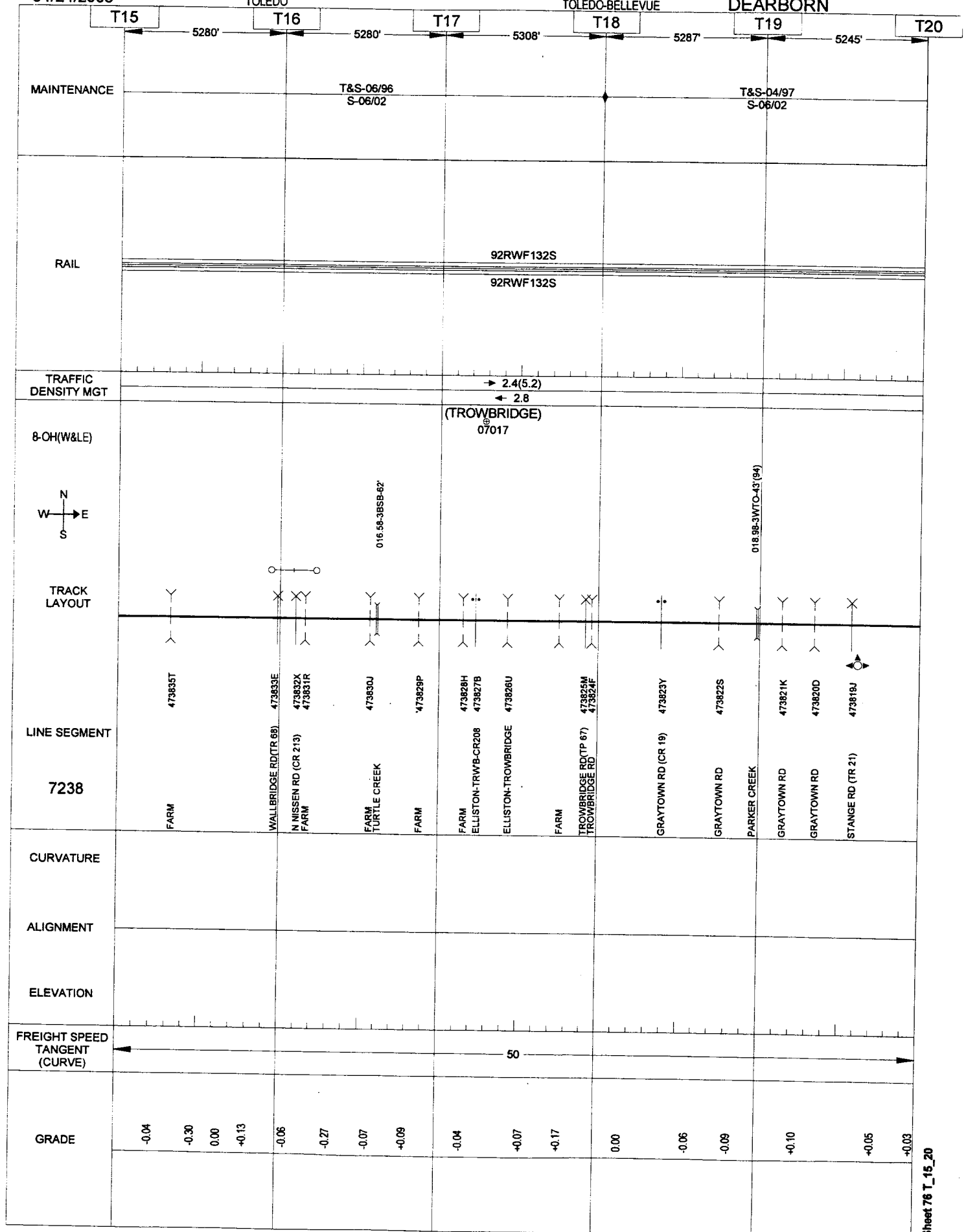
04/24/2006

TOLEDO

249.3

TOLEDO-BELLEVUE

DEARBORN



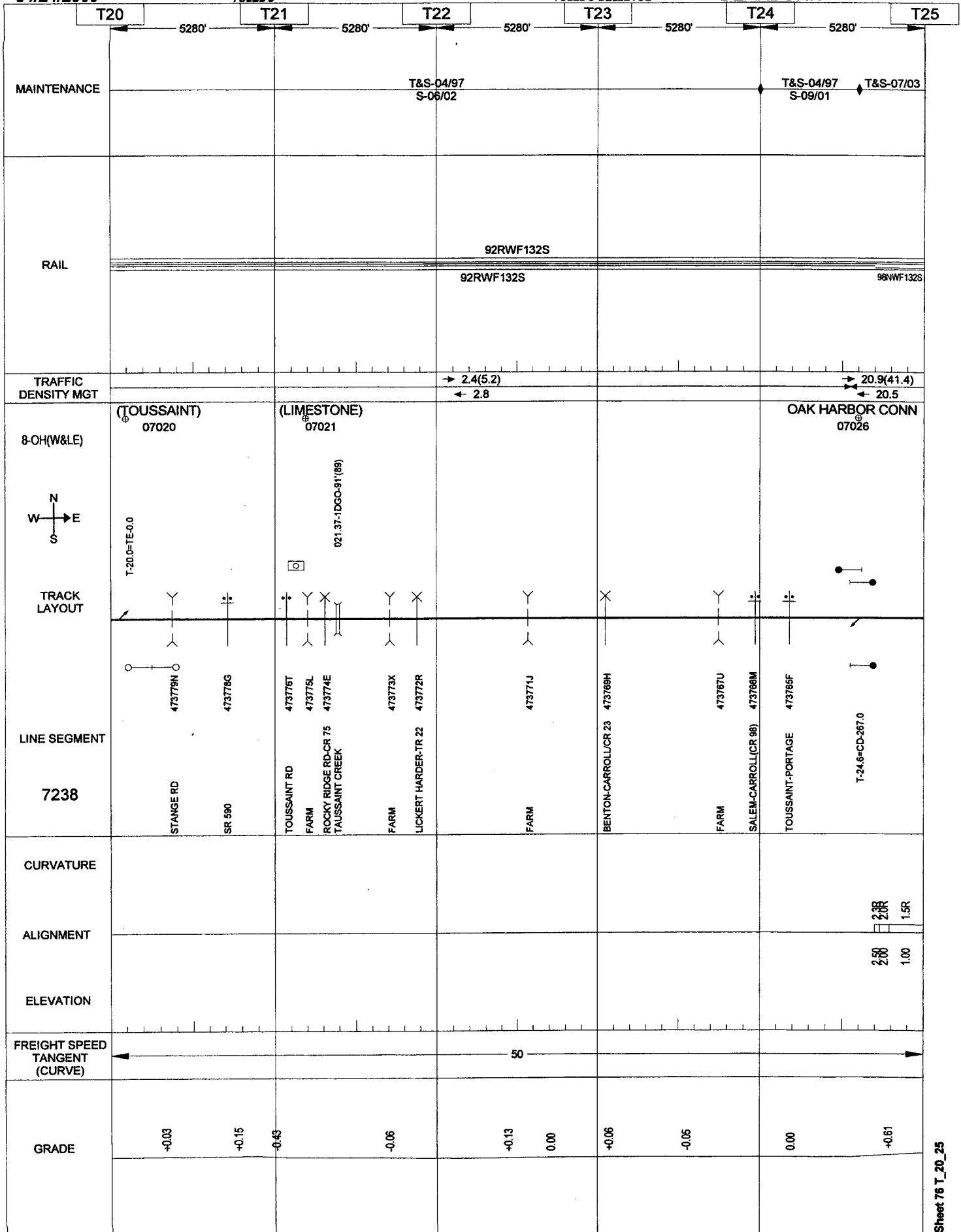
04/24/2006

TOLEDO

249.4

TOLEDO-BELLEVUE

DEARBORN



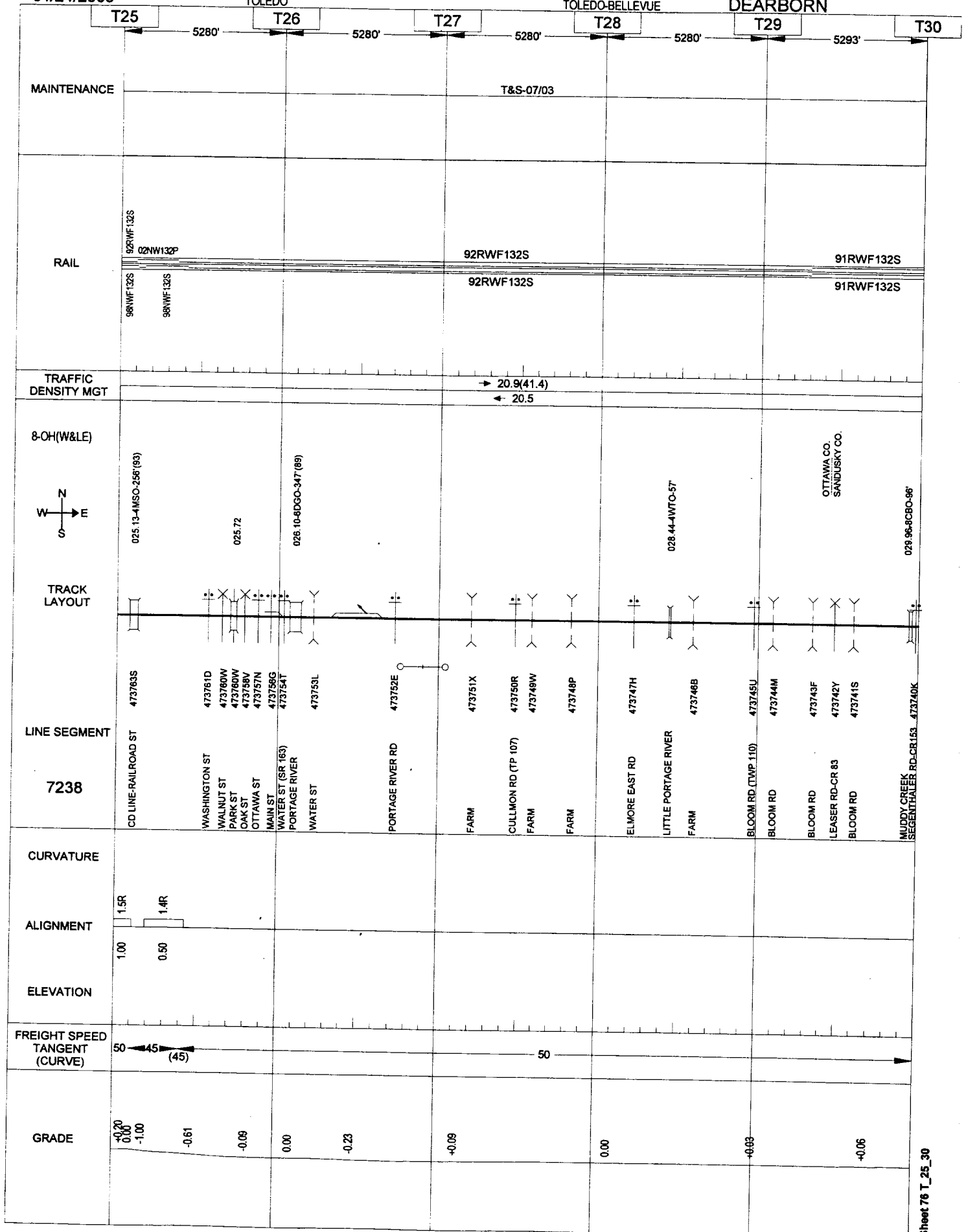
04/24/2006

TOLEDO

249.5

TOLEDO-BELLEVUE

DEARBORN



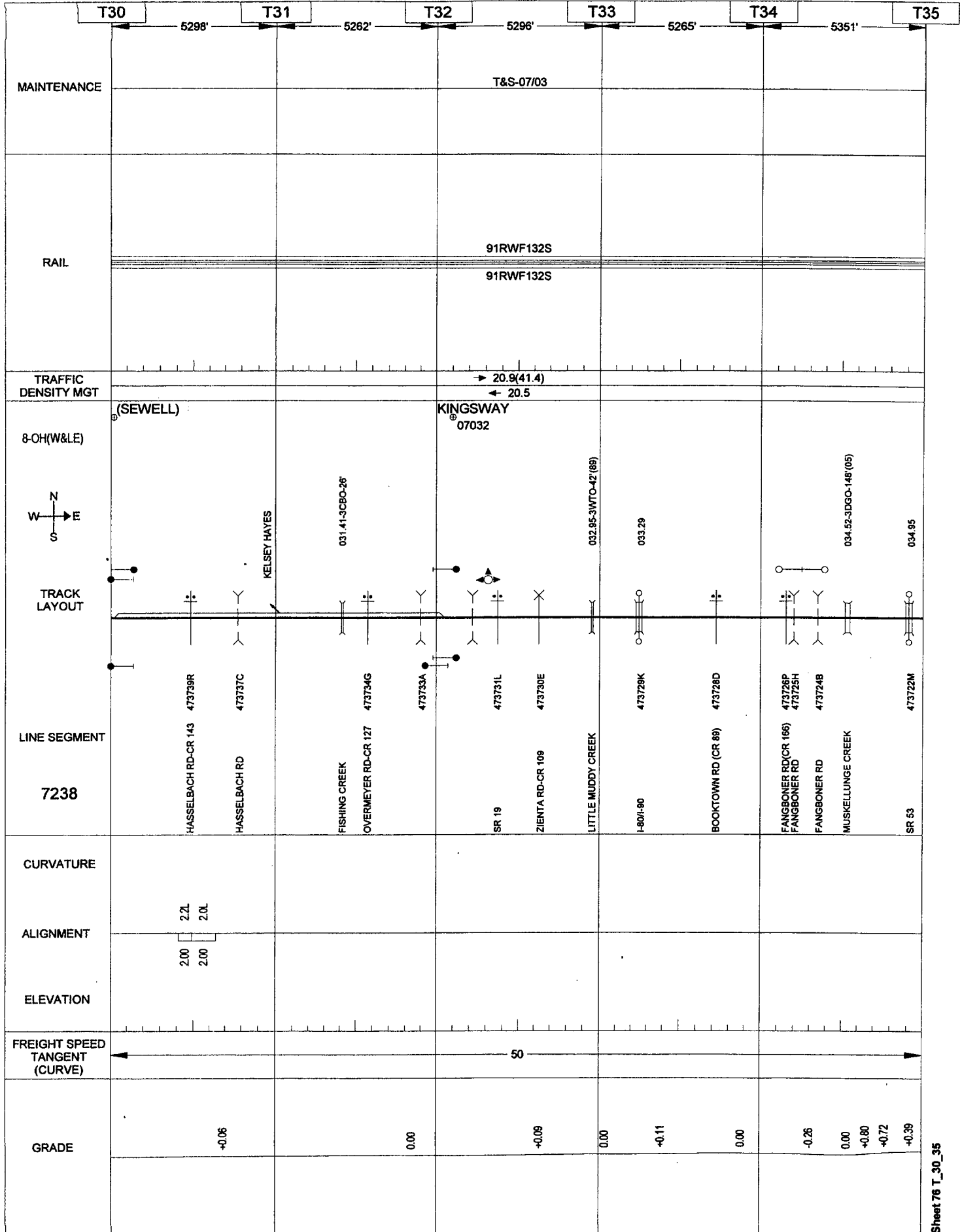
04/24/2006

TOLEDO

249.6

TOLEDO-BELLEVUE

DEARBORN



DEARBORN

T40

5247

T&S-07/03

91DWE132S

91BWE1326

→ 21.1(42.1)

FREMONT
01023

9.46-1CBB-16'

47370

M50

0.00

Sheet 76 T_35_40

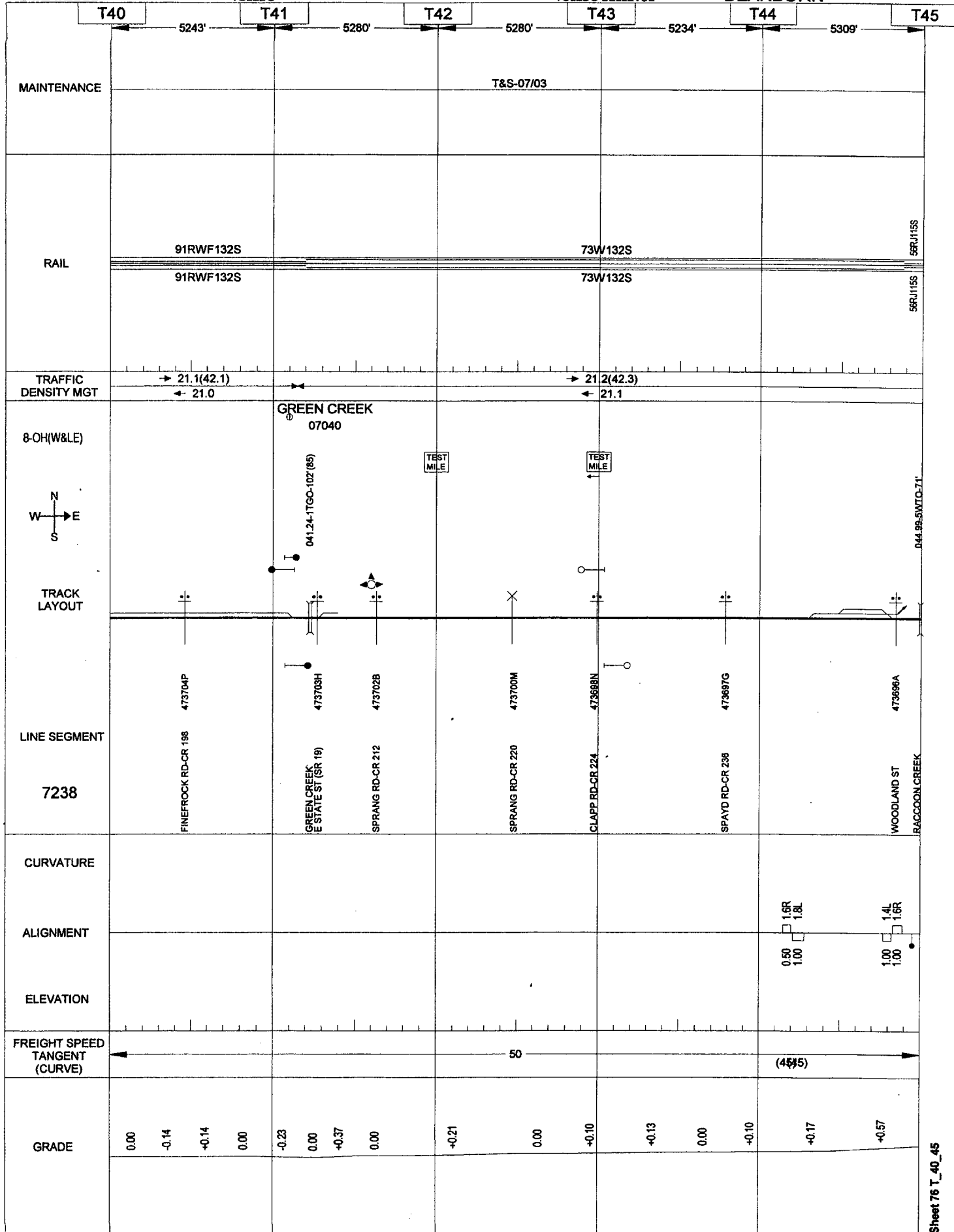
04/24/2006

TOLEDO

249.8

TOLEDO-BELLEVUE

DEARBORN



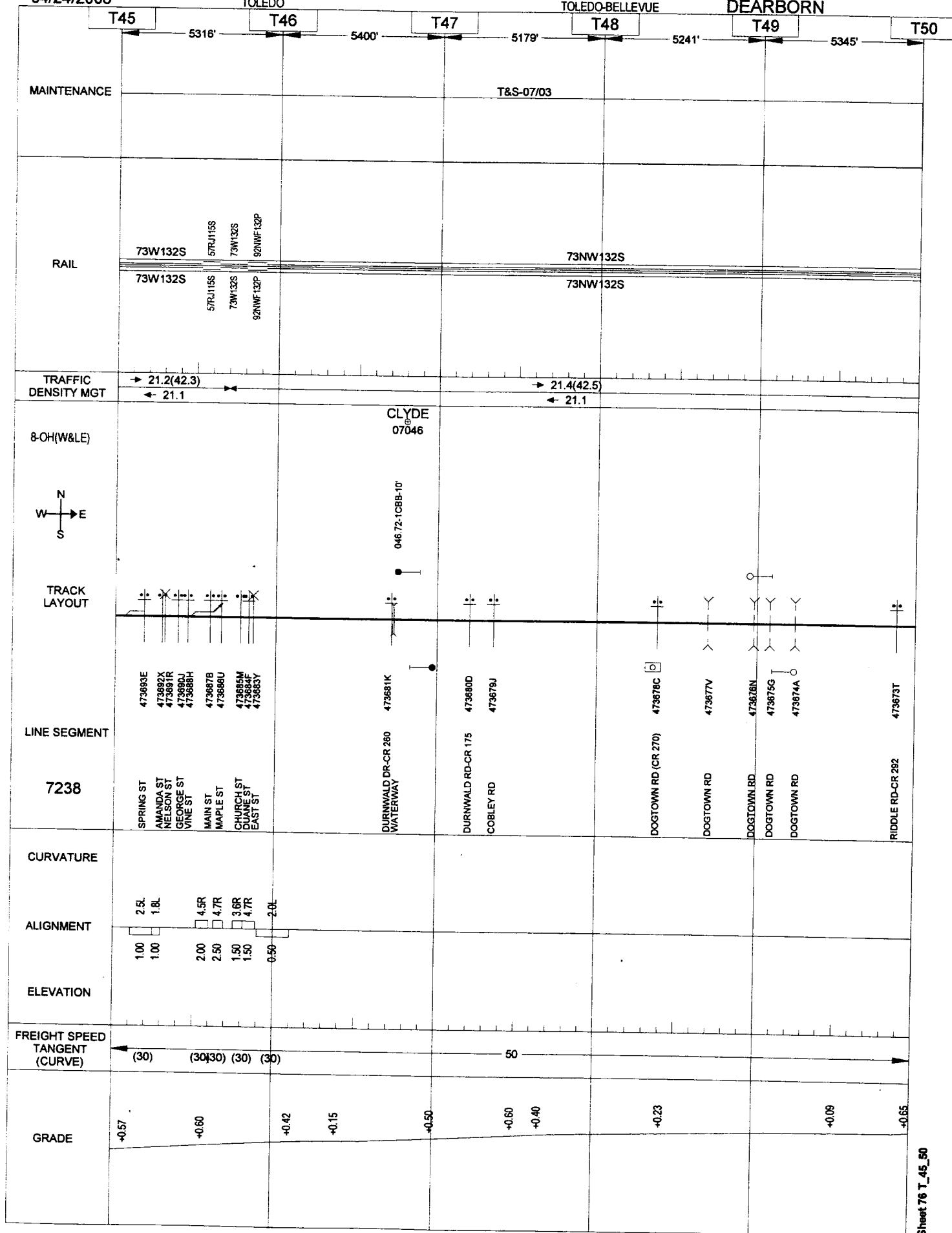
04/24/2006

TOLEDO

249.9

TOLEDO-BELLEVUE

DEARBORN



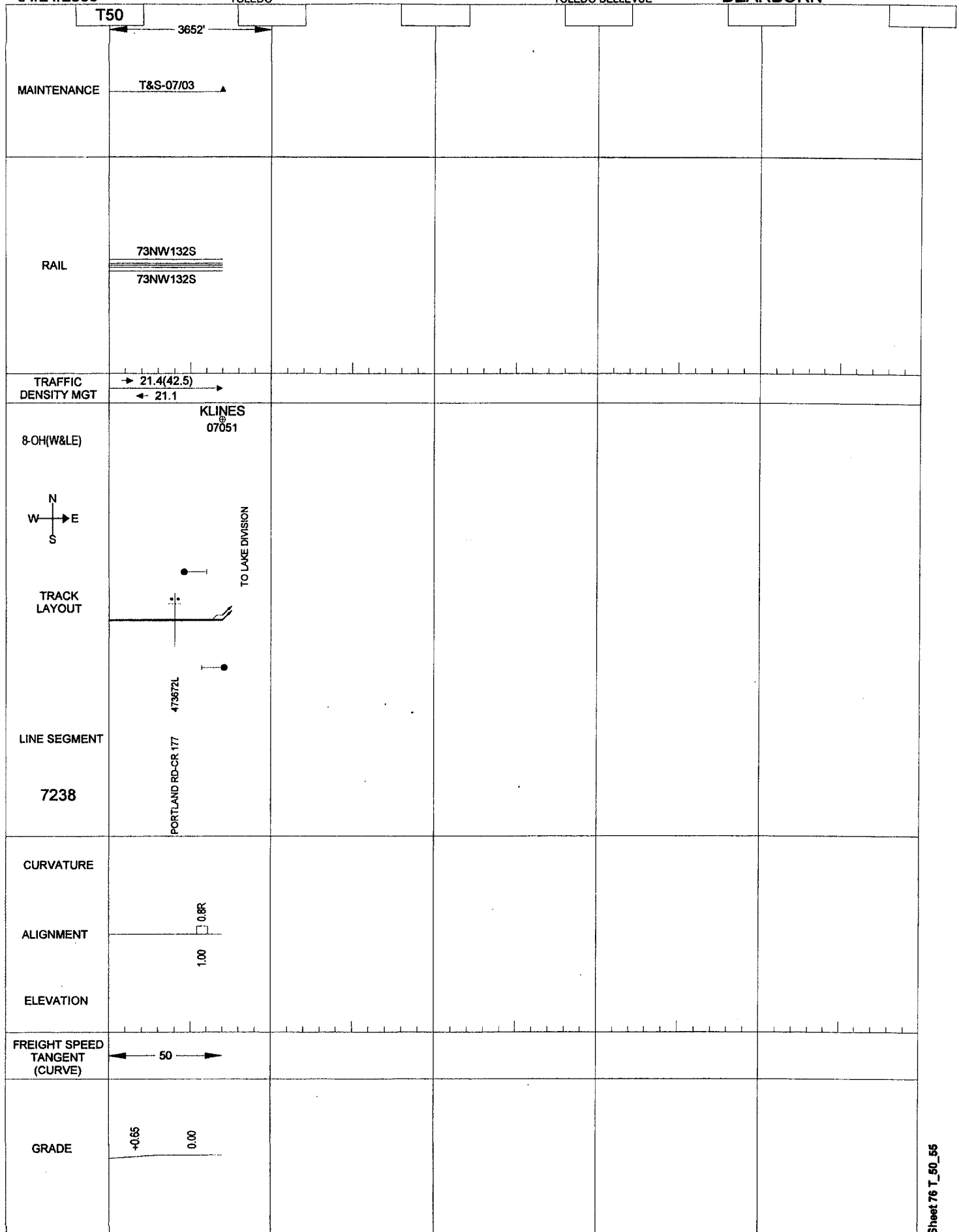
04/24/2006

TOLEDO

249.10

TOLEDO-BELLEVUE

DEARBORN



LAKE

T5

5290

T&S-05/97

73W132S

95RWF132S

→ 1.8(2.2)

YEOMANS
⊕
07055

TO W&LE

53.4=B-248.1

10

10

50 1.0R

50 1.0R

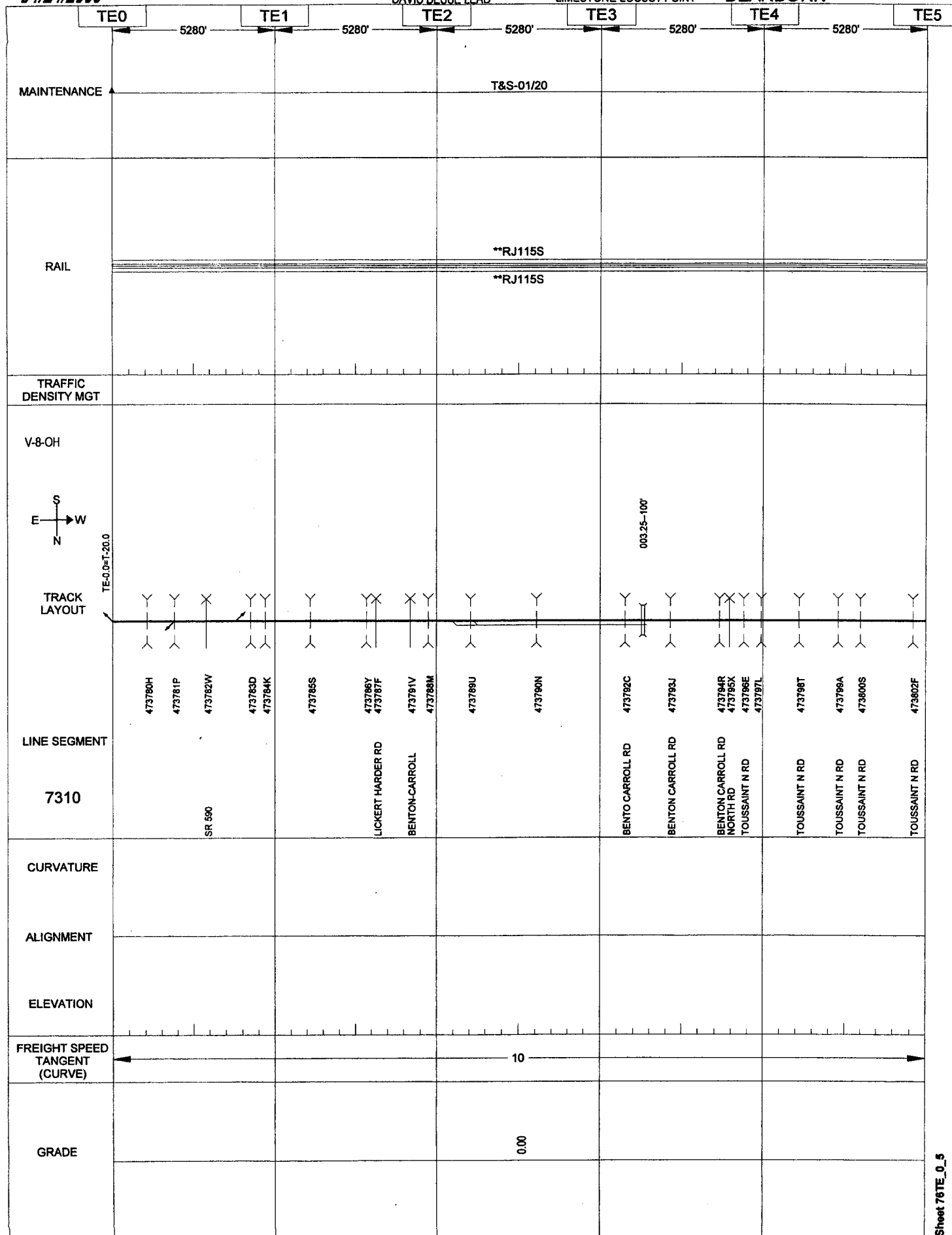
50 1.0R

04/24/2006

250.1
DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN



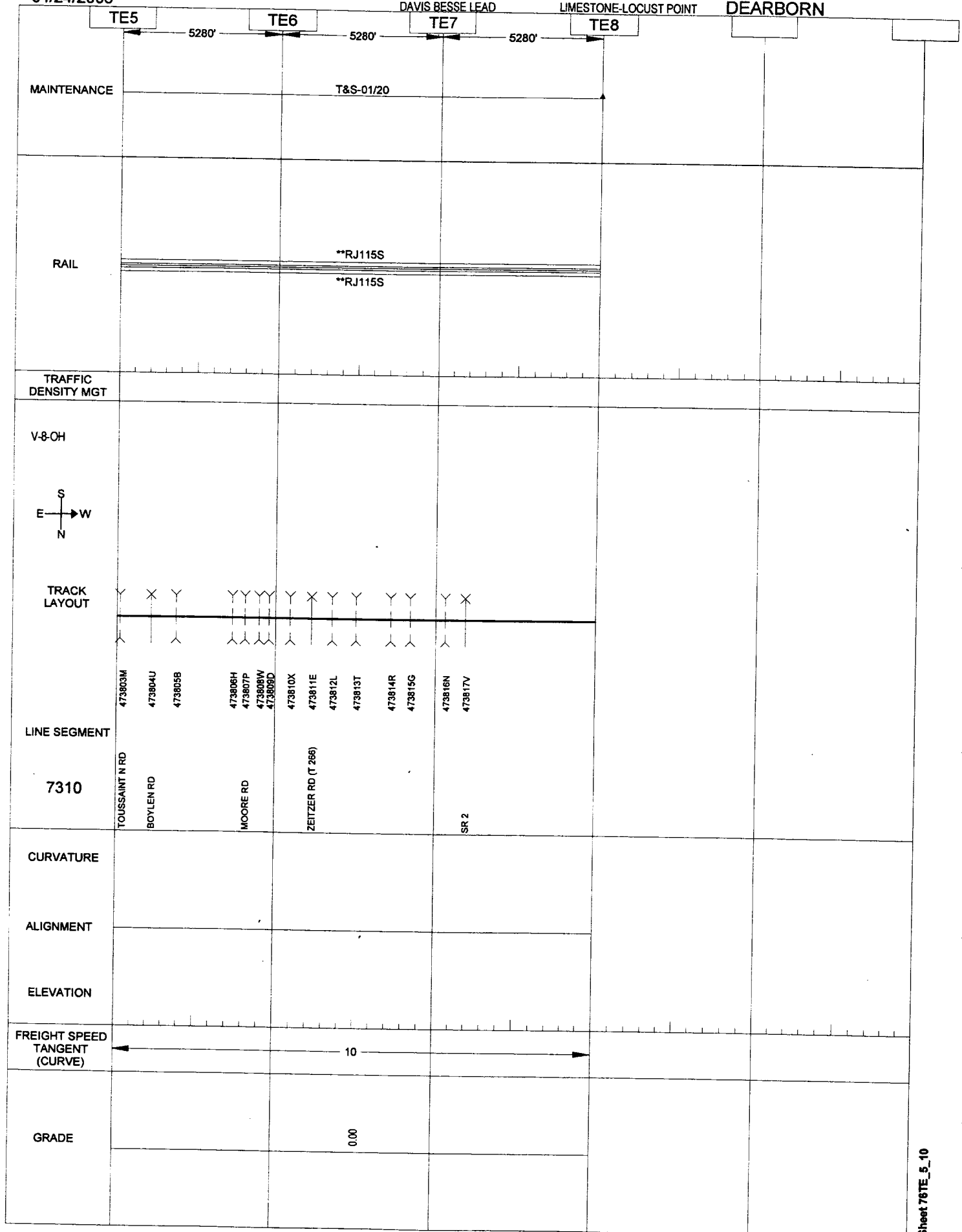
04/24/2006

250.2

DAVIS BESSE LEAD

LIMESTONE-LOCUST POINT

DEARBORN



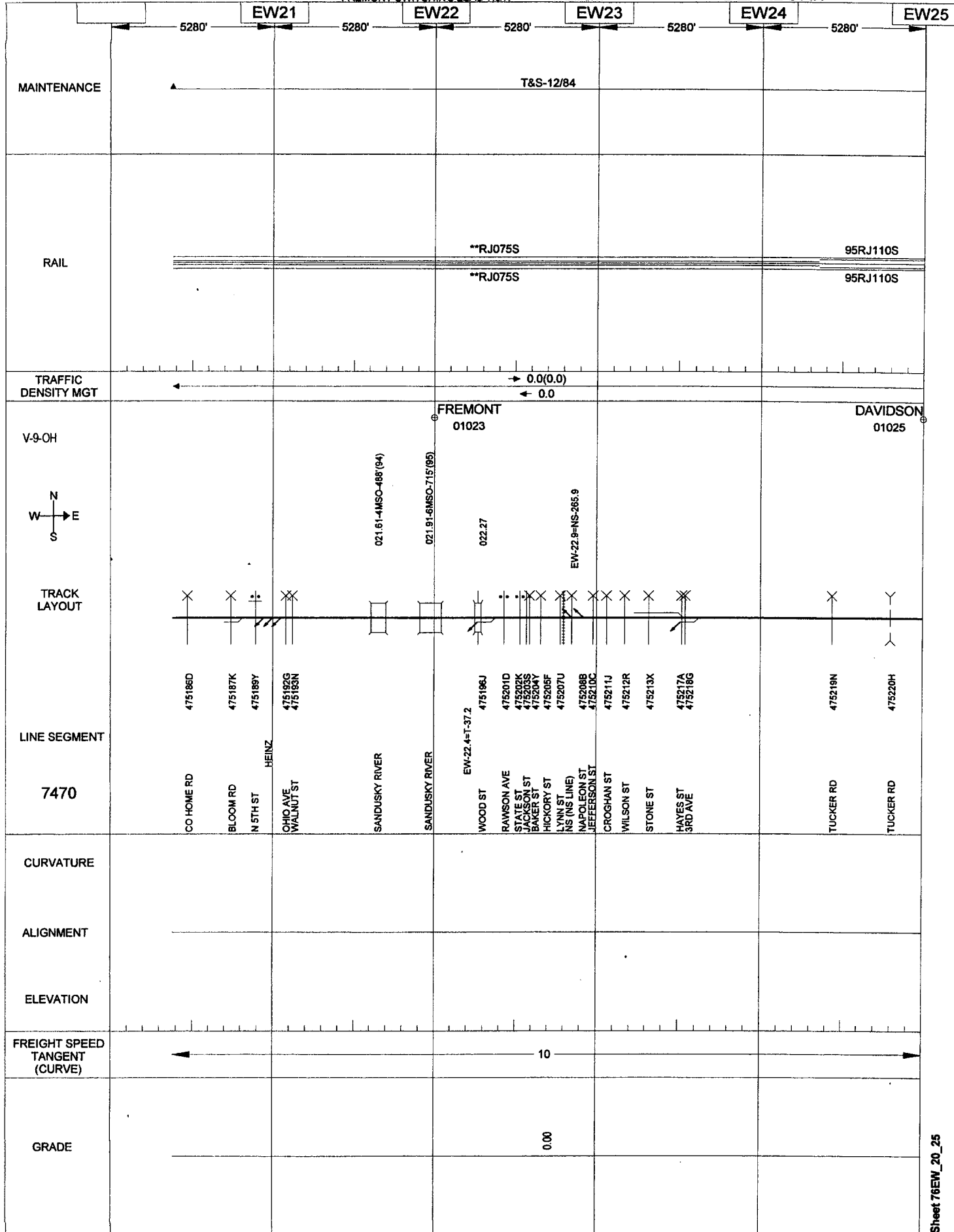
04/24/2006

250.3

FREMONT SWITCHING LEAD-N&W

FREMONT

DEARBORN



04/24/2006

250.4

FREMONT SWITCHING LEAD-N&W

FREMONT

DEARBORN

EW25

5280'

MAINTENANCE

T&S-12/84

RAIL

95RJ110S

95RJ110S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

DAVIDSON
01025

N
W — E
S

TRACK
LAYOUT



LINE SEGMENT

7470

BUCKLAND AVE (CR 41) 475221P

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

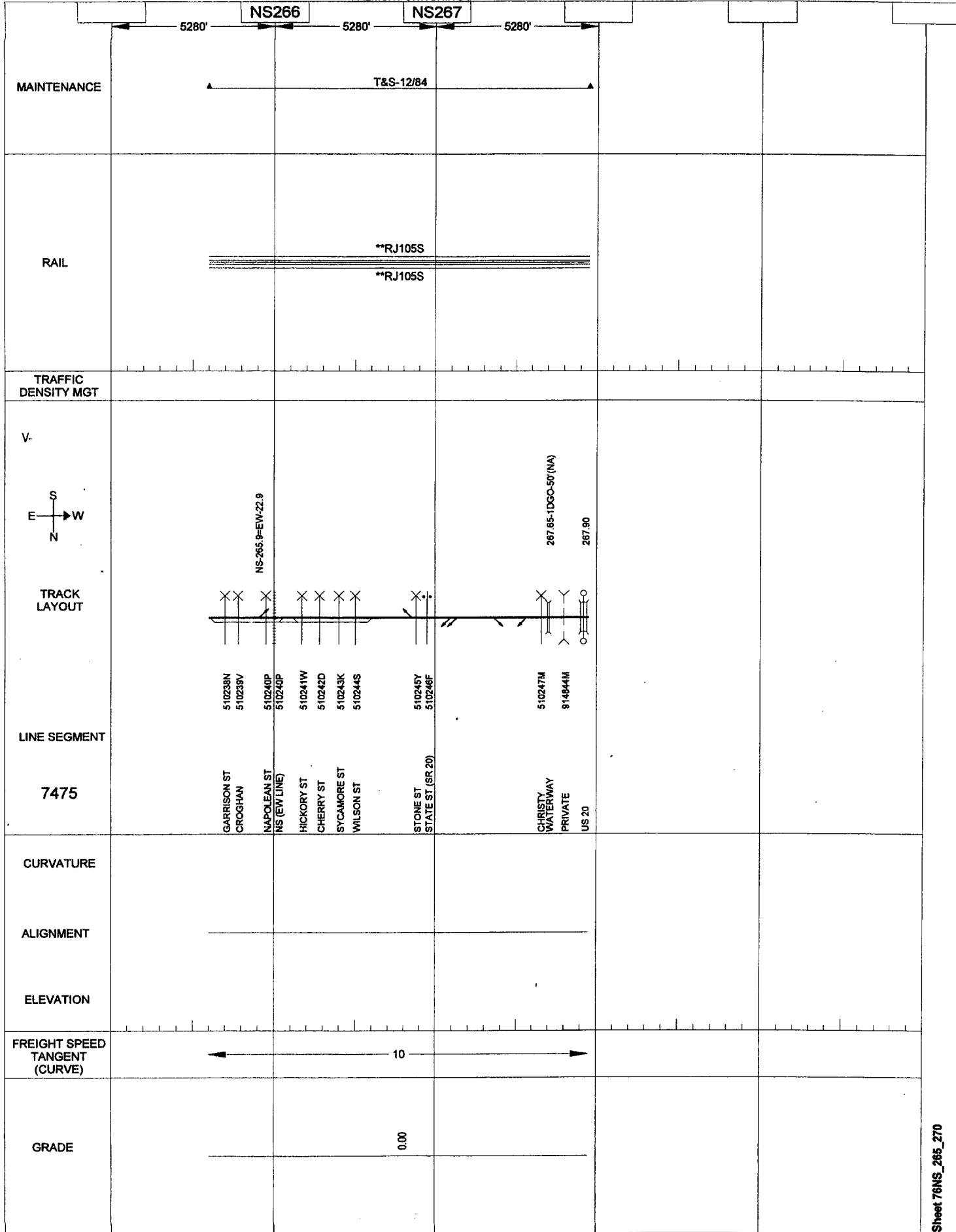
0.00

04/24/2006

250.5
FREMONT SWITCHING LEAD-CR

FREMONT

DEARBORN



04/17/2006

CLEVELAND

251

SOUTH LORAIN BRANCH

SHEFFIELD-S LORAIN

LAKE

SL0

SL1

SL2

SL3

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-09/04

RAIL

80W130S

95RWF132S

80W130S

95RWF132S

TRAFFIC
DENSITY MGT

→ 2.0(3.9)

← 1.9

→ 1.9(4.0)

← 2.1

⊕ FORD JCT

ELYRIA CONN

SOUTH LORAIN

5A-OH(NYC&SL)

SHEFFIELD
00206

00209



TRACK
LAYOUT

SL-0.0=B-205.8

SL-0.2/B-205.6

001.17-2DGO-80'(05)

001.46-1DGO-21'(99)

SL-1.85=FY-6.80

001.87-1DGO-21'(90)

TO FERGUSON

LINE SEGMENT

7520

RT 611

FRENCH CREEK

WATERWAY

WATERWAY

FRENCH CREEK RD

472275K

472276S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

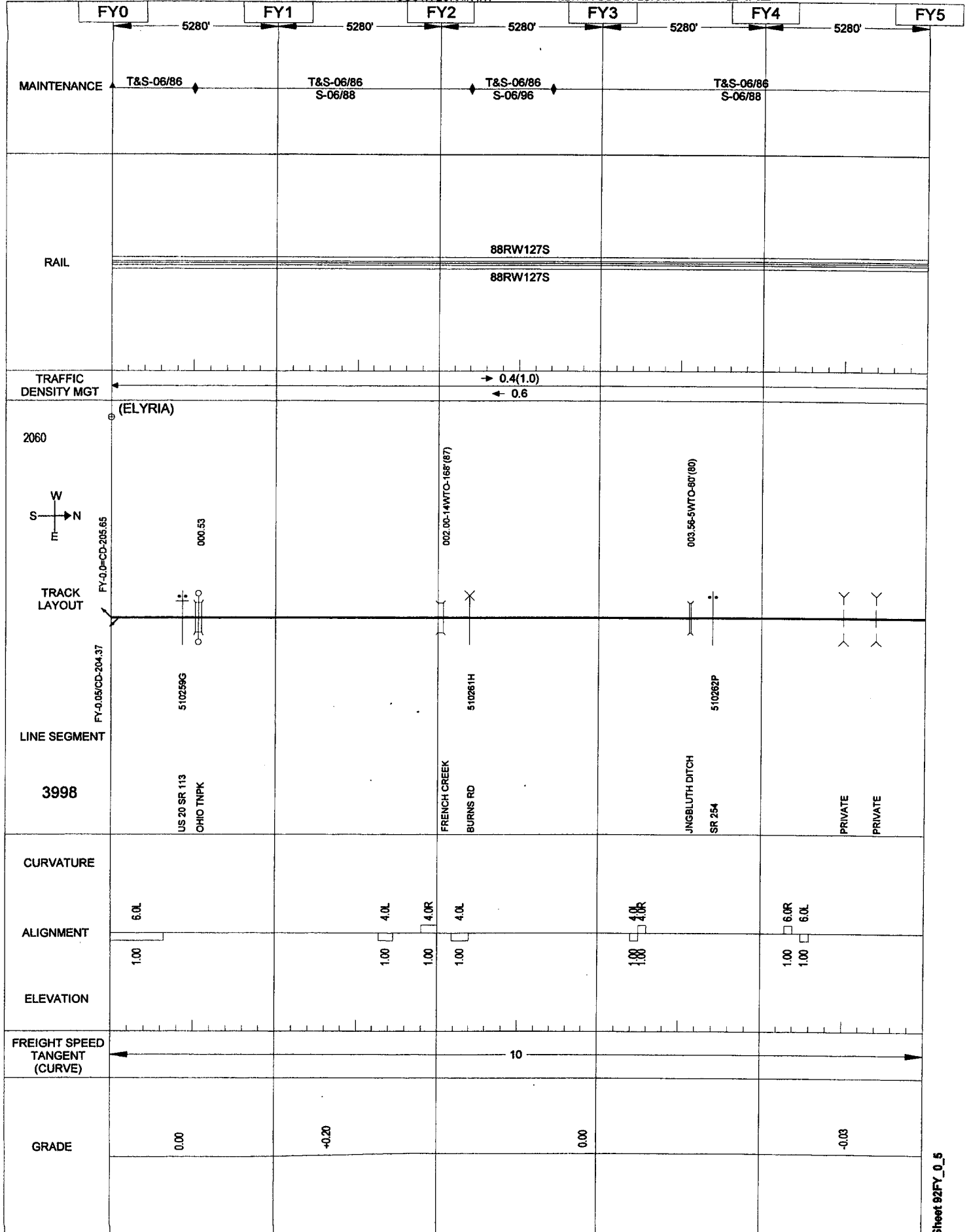
04/17/2006

CLEVELAND

252
SOUTH LORAIN I.T.

ELYRIA-SOUTH LORAIN

LAKE



04/17/2006

CLEVELAND

253

SOUTH LORAIN I.T.

ELYRIA-SOUTH LORAIN

LAKE

FY5

FY6

5280'

4224'

MAINTENANCE

T&S-06/86
S-06/88

RAIL

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

→ 0.4(1.0)
← 0.6

(LORAIN)

2060

W
S → N
E

TRACK
LAYOUT

005.47

006 53-3WTO-34'(80)

FY-6.80-SL-1.85

LINE SEGMENT

510283W

510285K

3998

FRENCH CREEK RD

SR 2

ABBE RD

JUNGLUTH DITCH

CURVATURE

ALIGNMENT

2.0R

6.0L

6.0L

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

+0.01

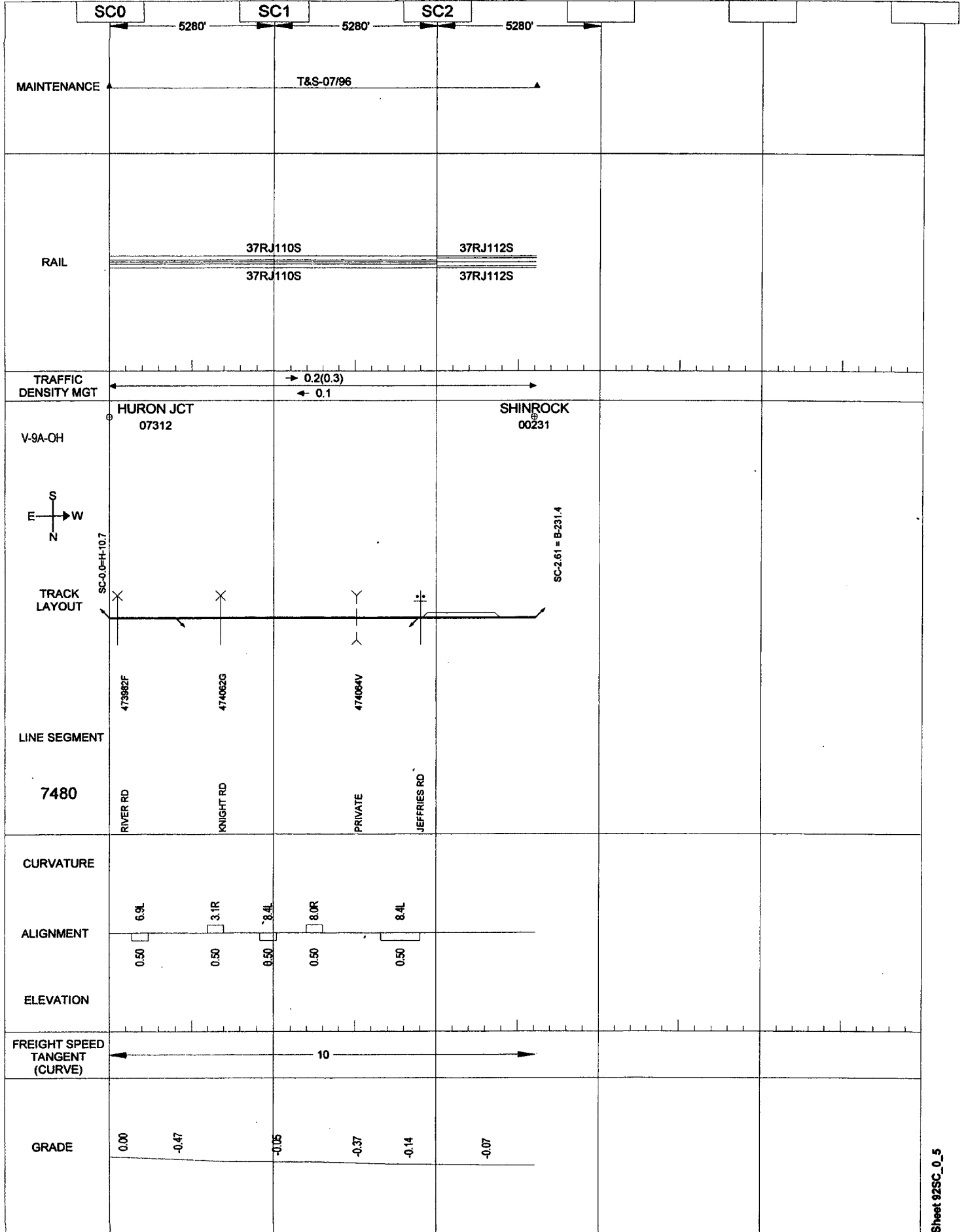
04/17/2006

CLEVELAND

254
SHINROCK CONNECTION

SHINROCK-HURON

LAKE



04/17/2006

255

CLEVELAND

HURON BRANCH

SHINROCK-HURON

LAKE

H11

H12

4133'

5280'

5280'

MAINTENANCE

T&S-07/96

RAIL

51RJ115S

39RJ110S

51RJ115S

39RJ110S

TRAFFIC
DENSITY MGT

→ 0.1(0.3)

← 0.2

9A-OH

HURON JCT

HURON YD

HURON DOCK

07312



TRACK
LAYOUT

010.76

TO CD LINE
012.17
012.24

BEGIN LOOP TRACK

LINE SEGMENT

H-10.7 = SC-0.0

473986H

473987P

END LOOP TRACK

7530

SR 2

RIVER RD

CHICAGO LINE
US 6

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.71

-0.05

-0.04

-0.11

-1.29

-0.85

-0.12

+0.58

+0.25

04/17/2006

FOSTORIA

256
LAKE SHORE CONNECTION

BELLEVUE

LAKE

LS249

LS250

5280'

5280'

MAINTENANCE

T&S-12/93

RAIL

80RWF132S

80RWF132S

TRAFFIC
DENSITY MGT

V-8-OH

TRACK
LAYOUT

TO W&LE



LS-249 9-B-248.4

473658R

473659X

473660S

473662F

LINE SEGMENT

BAUER RD

PRAIRIE RD

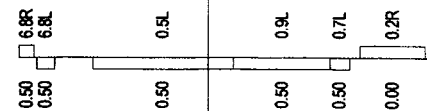
MONROE ST

7632

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

04/17/2006

FOSTORIA

257

LAKE SHORE CONNECTION

BELLEVUE

LAKE

LS250

5280'

MAINTENANCE

T&S-12/93

RAIL

80RJ105S

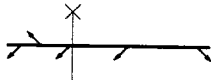
80RJ105S

TRAFFIC
DENSITY MGT

V-8-OH



TRACK
LAYOUT



47366BW

LINE SEGMENT

7632

KILBORNE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

04/17/2006

MAUMEE

258
WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

TN79

TN80

5346'

MAINTENANCE

T&S-06/90

RAIL

49RJ090S

49RJ090S

TRAFFIC
DENSITY MGT

→ 0.2(0.3)

← 0.1

2B-IN(WAB)

TRACK
LAYOUTWOODBURN
09039

LINE SEGMENT

7871

X

X

477840D

477843Y

WOODBURN RD

HETRICK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.04

+0.07

04/17/2006

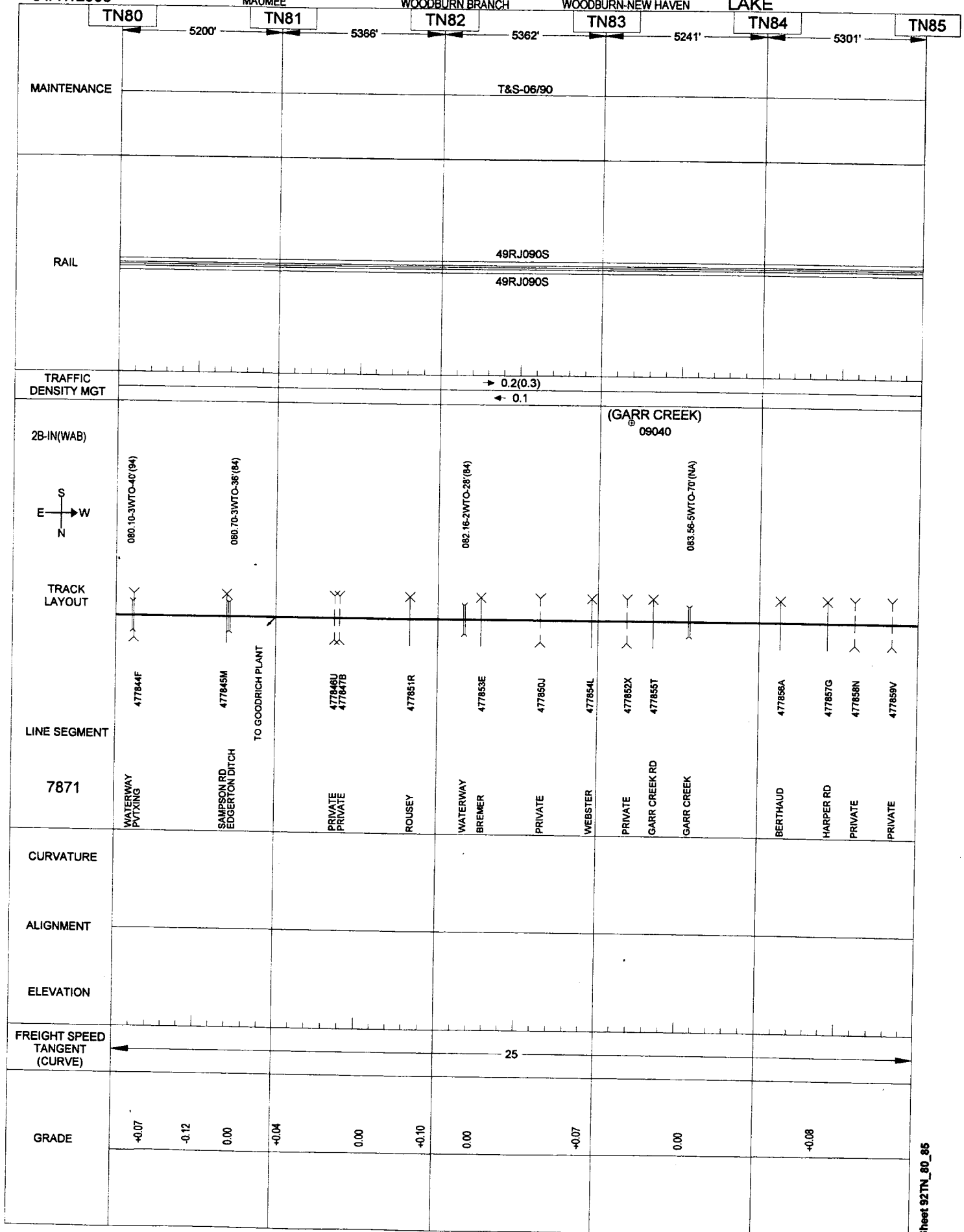
259

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE



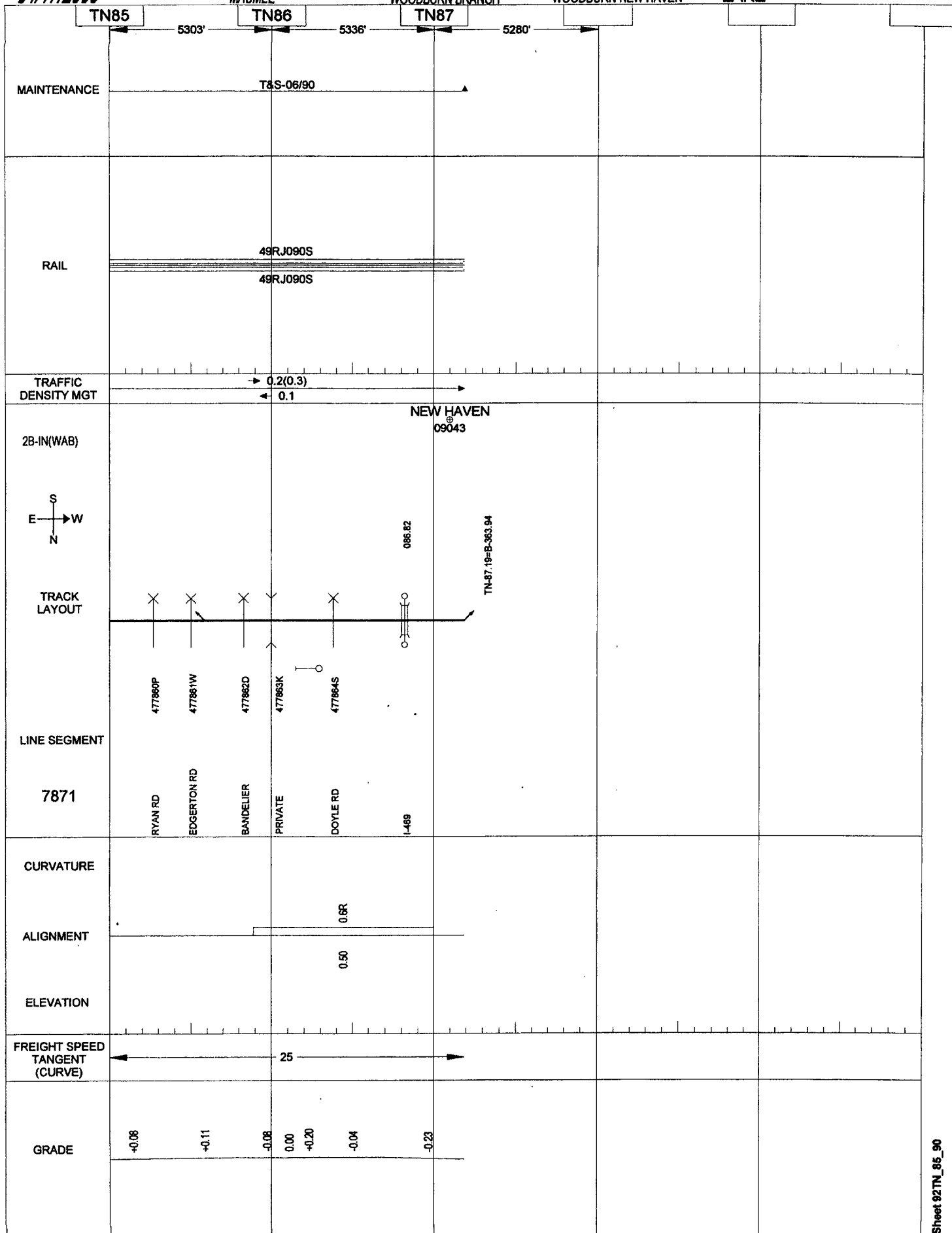
04/17/2006

MAUMEE

260
WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE



04/21/2006

CHICAGO

261
GR&I SPUR

FOURTH STREET-END OF TRK

LAKE

GI3

GI4

GI5

5280'

4224'

5280'

MAINTENANCE

T&S-01/20

RAIL

47RJ132S

47RJ100S

47RJ132S

47RJ100S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

GI-2.5/B-372.7

003.10

004.24

004.89

LINE SEGMENT

7686

478027G

532344H

532346W

RUNNION AVE

W SPRING ST

W STATE BLVD

BIG SPY RUN, ROAD

GOSHEN RD

CURVATURE

ALIGNMENT

10.0R

3.0R

4.0R

3.2L

0.00

0.00

0.00

0.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

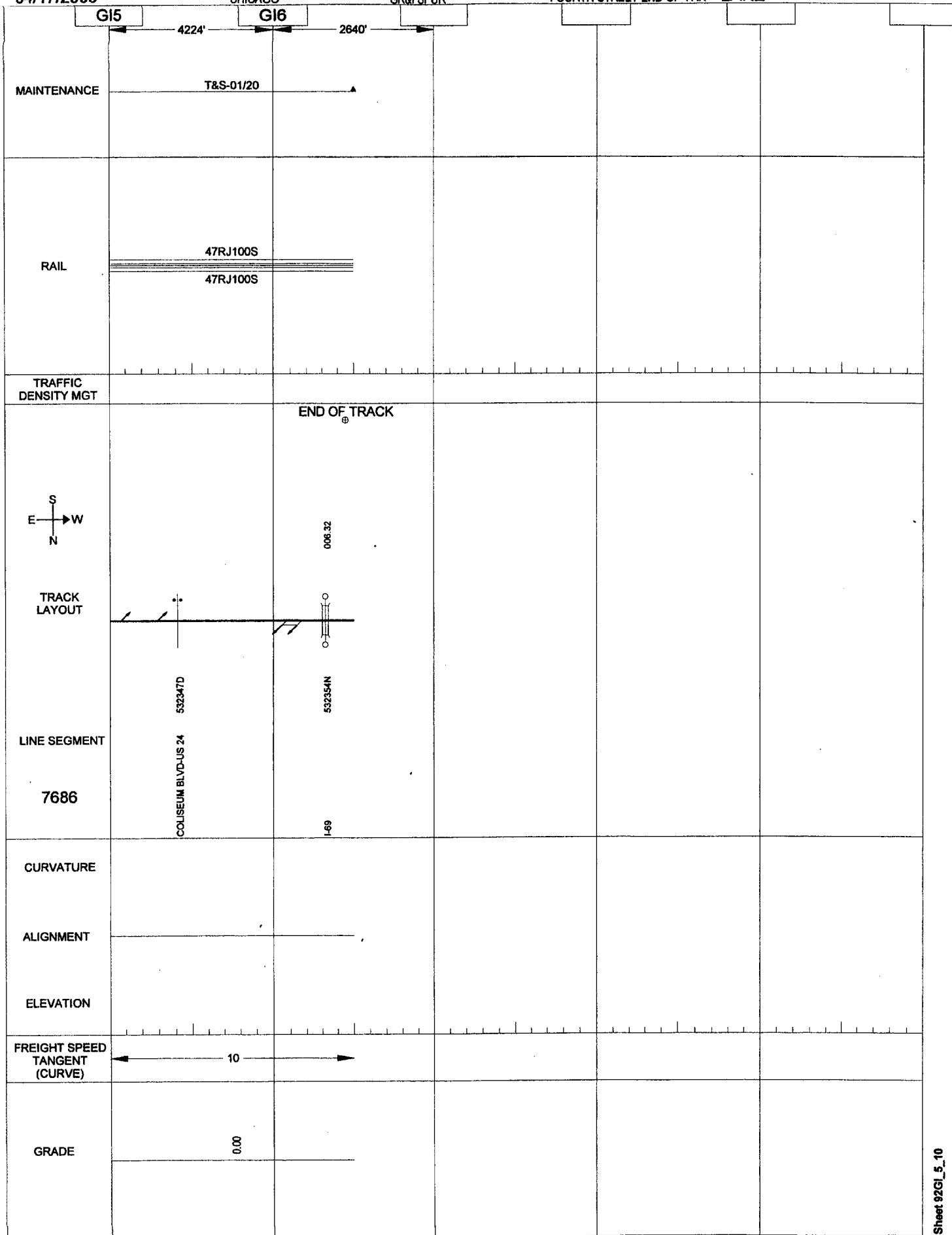
04/17/2006

CHICAGO

262
GR&I SPUR

FOURTH STREET-END OF TRK

LAKE



LAKE

LAKE

5000

T&S-12/93

#1

91RW110S

91RW110S

#2

91RW132S

91RW132S

DELRAY

WEST DETROIT

V-1D-MI(NW)

TRACK LAYOUT

LINE SEGMENT

8455

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

20

20

4102

52

26

4.1.

0.00

0.26

0.13

00.

Sheet 92DW_0_5

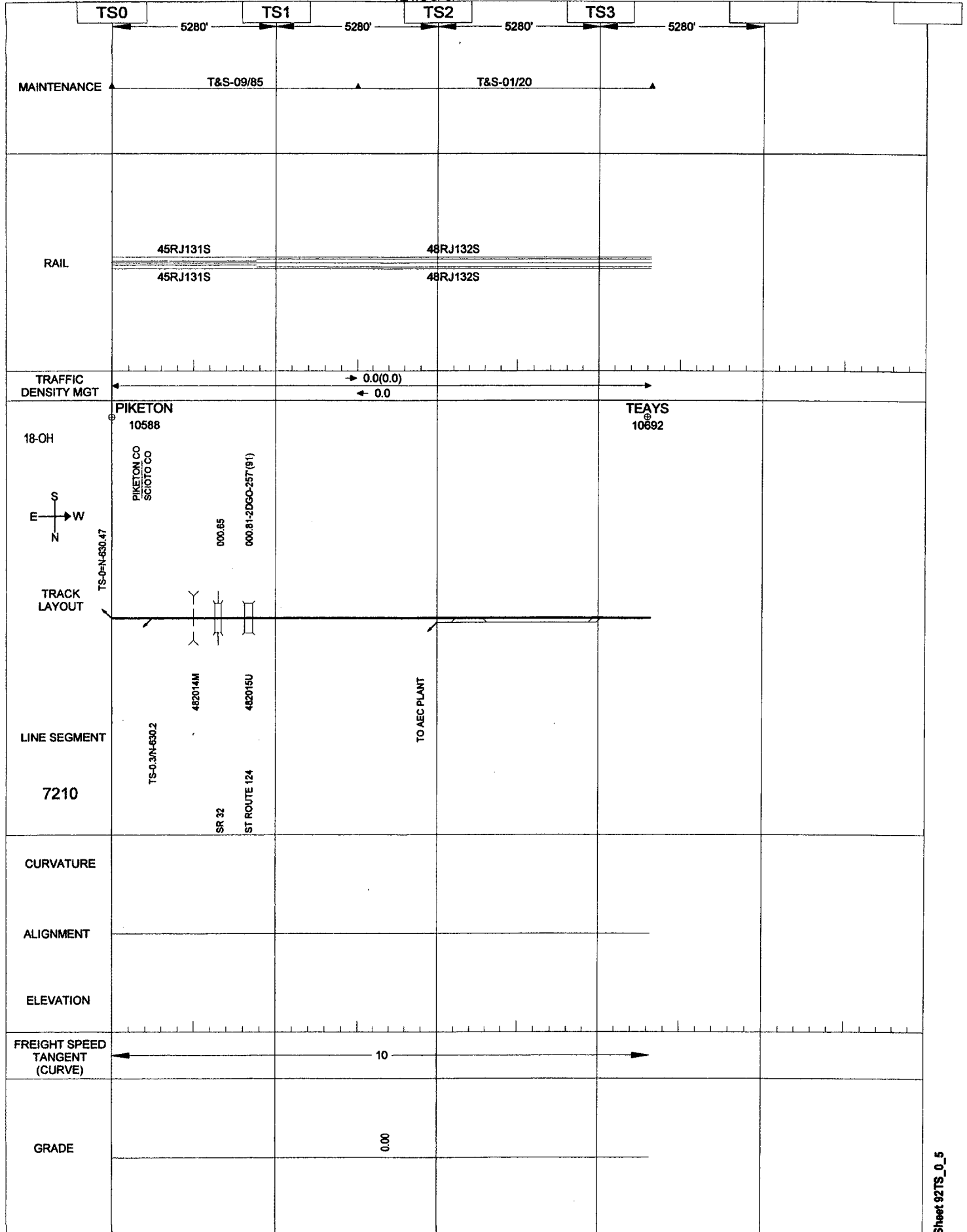
04/17/2006

COLUMBUS

264
TEAYS SPUR

PIKETON-TEAYS

LAKE



04/17/2006

SANDUSKY

265

FORMER LIMA DISTRICT

SANDUSKY

LAKE

SP1

3010'

5280'

MAINTENANCE

T&S-10/99

RAIL

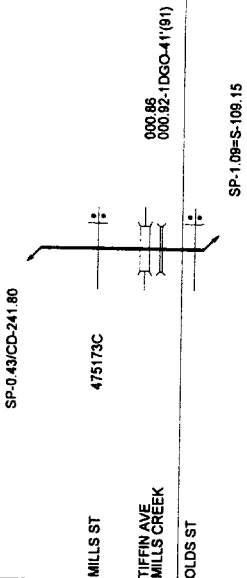
01RW132S
01RW132S

TRAFFIC
DENSITY MGT

SANDUSKY



TRACK
LAYOUT



LINE SEGMENT

7765

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

04/17/2006

266

DAYTON

BUCKEYE LINE

HOCKING-BUCKEYE

LAKE

KM1

KM2

KM3

KM4

KM5

5168'

5280'

5268'

5276'

5281'

MAINTENANCE

T&S-06/94

RAIL

77RW140S

77RW131S

02RW132S

77RW131S

77RW140S

77RW131S

TRAFFIC DENSITY MGT

→ 0.0(0.1)
← 0.1

7136

(DENNISON AVE)

CP HOCKING

(GRANDVIEW AVE)

KM2

(MARBLE CLIFF)



TRACK LAYOUT

TO CSXT

000.97-31GB-234'

001.03

001.60-3SB-38'

004.17-3DTC-438'(NA)

LINE SEGMENT

0502

PRIVATE
CSXT MI 21 MCSXT
CSXT MI 21 MANS
OLENTANGY RIVER
SR 315

GRANDVIEW SEWER

513284A

513283T

GRANDVIEW AVE

URLIN AVE

513282L

5TH AVE

513281E

SCIOTO RIVER

CURVATURE

ALIGNMENT

ELEVATION

2.00

3.00

1.00

1.00

FREIGHT SPEED TANGENT (CURVE)

40

30

40

30

40

GRADE

-0.34

0.00

-0.32

0.00

-0.72

+0.17

-0.22

0.00

+0.87

04/17/2006

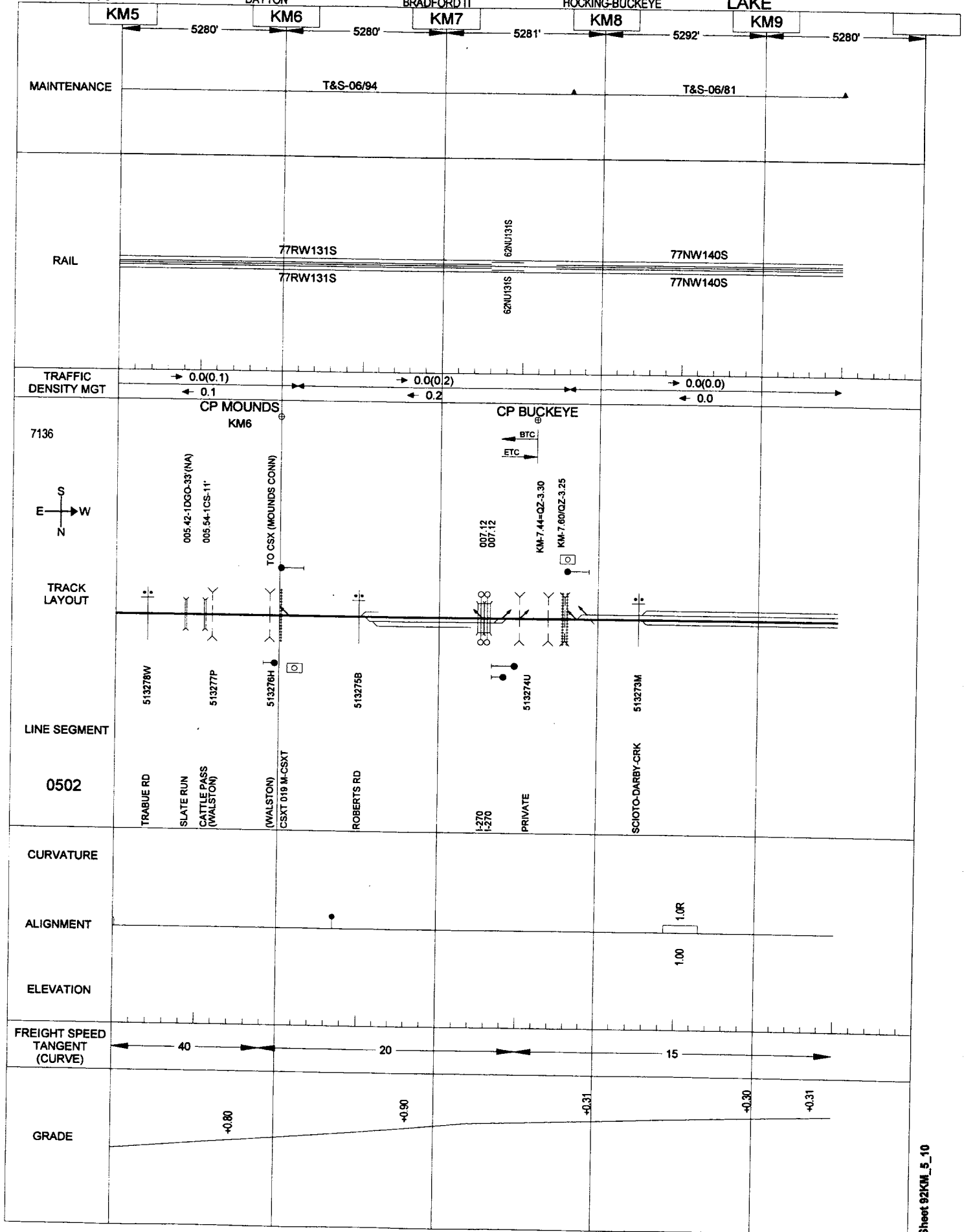
267

DAYTON

BRADFORD IT

HOCKING-BUCKEYE

LAKE



04/17/2006

DAYTON

268
WESTERN BRANCH

SCIOTO-BANNOX

LAKE

AM133

AM134

AM135

5288'

5328'

4679'

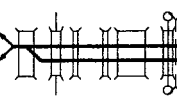
#2
MAINTENANCE
#1T&S-09/02
T&S-09/02#2
RAIL
#182RW115S
82RW115S
82RW115S
82RW115S
82RW115S
82RW115STRAFFIC
DENSITY MGT→ 8.7(8.2#2)
← 7.7(8.2#1)

3020

E
N → S
WTRACK
LAYOUT#2
#1SCIOTO (COLUMBUS) (FRANKFORT ST) (SOUTH COLUMBUS)
71815

AM-132.10=CJ-138.57

TO CSXT

132.13-12MSB-324'
132.27
132.34-3TGB-87'
132.46-3TGB-89'
132.52-5TTO-581'(04)(05)
132.77

513350K

513356B

513357H

LINE SEGMENT

4157

BROAD ST ALLEY/PRKG
W STATE ST
TOWN ST
RICH ST
SCIOTO RIVER
I-70 & 71
WHITTIER ST
GREENLAWN AV
MOLER ST
PVT SUBWAY

CURVATURE

#2

ALIGNMENT

ELEVATION

#1

1.00	3.0L	1.00	3.0L	1.00	4.0L	1.00	2.0R	1.00	5.0L	1.00	4.5R	1.00	3.8R	1.00	2.0L	1.00	2.0R	1.00	4.5L
1.00	3.0L	1.00	4.0L	1.00	2.0R	1.00	5.0L	1.00	4.5R	1.00	3.8R	1.00	2.0L	1.00	2.0R	1.00	4.5L	1.00	1.50

FREIGHT SPEED
TANGENT
(CURVE)

10 20 20 30 30

GRADE

-0.35 -0.08 +0.25

04/17/2006

DAYTON

269

WESTERN BRANCH

SCIOTO-BANNON

LAKE

AM135

AM136

AM137

6520'

4581'

5280'

MAINTENANCE
#2
#1

T&S-09/02

T&S-09/02

RAIL

#2

82RW115S

82RW115S

#1

82RW115S

82RW115S

82RW115S

79RW131S

82RW115S

79RW131S

TRAFFIC
DENSITY MGT

8.8(8.3#1)

7.8(8.3#2)

(STEELTON)

BANNON

3020



TRACK
LAYOUT

#2

#1

LINE SEGMENT

4157

135.16

135.74

136.22-2CB-16'

AM-137 60=RR-0.0

513360R

513381X

513362E

513364T

AM-137 56=N-698.62

NS SM 68

NS SM 68

HIGH ST

PARSON ST

KLAN RUN

LOCKBOURNE RD

FAIRWOOD AVE

NS SM 68

NS SM 68

CURVATURE

#2

4.5L

1.50

ALIGNMENT

#1

4.5L

1.50

ELEVATION

2.0L

1.00

2.0L

2.0L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

30

30

30

10

GRADE

+0.25

+0.53

+0.27

04/17/2006

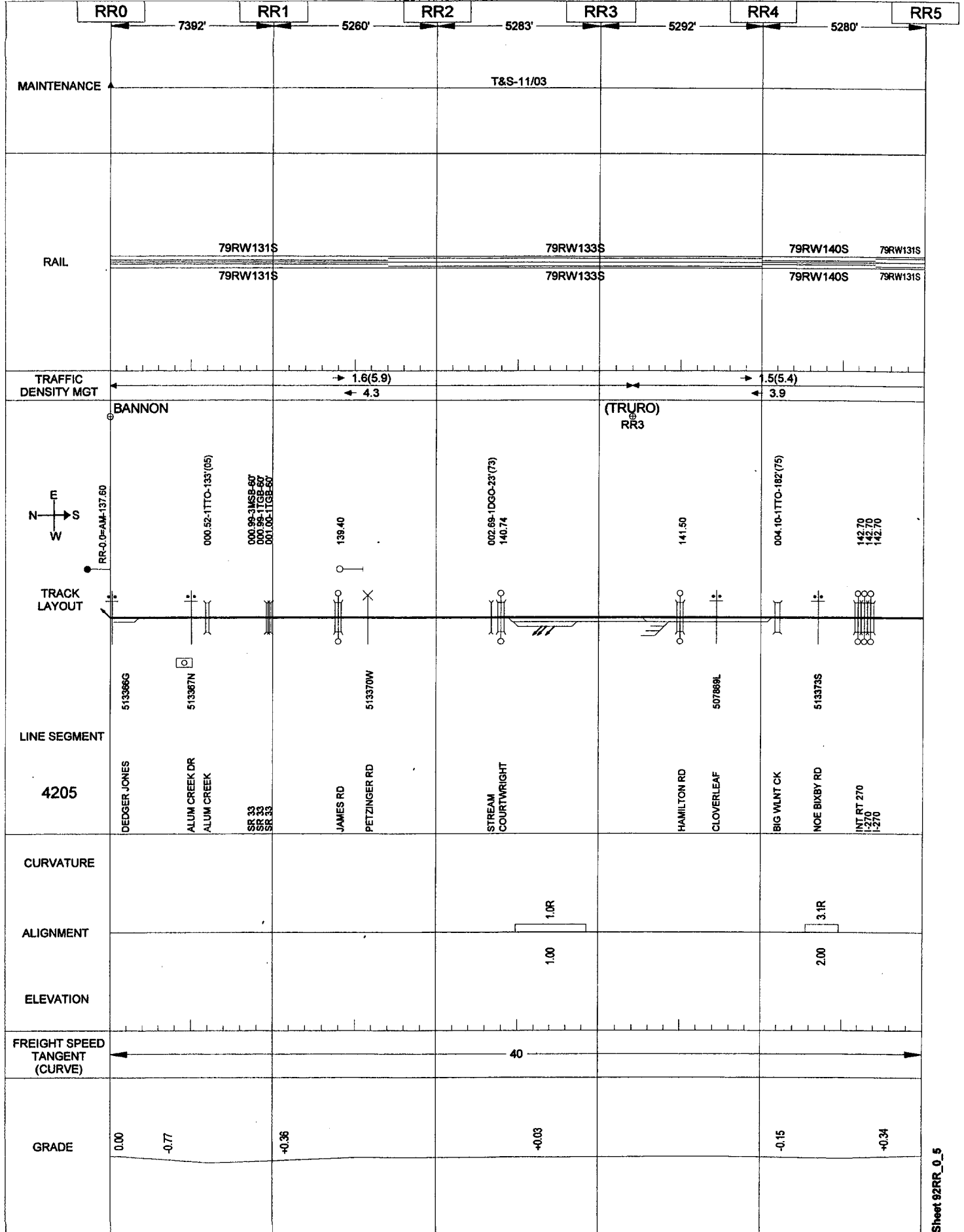
608124

270

WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE



04/17/2006

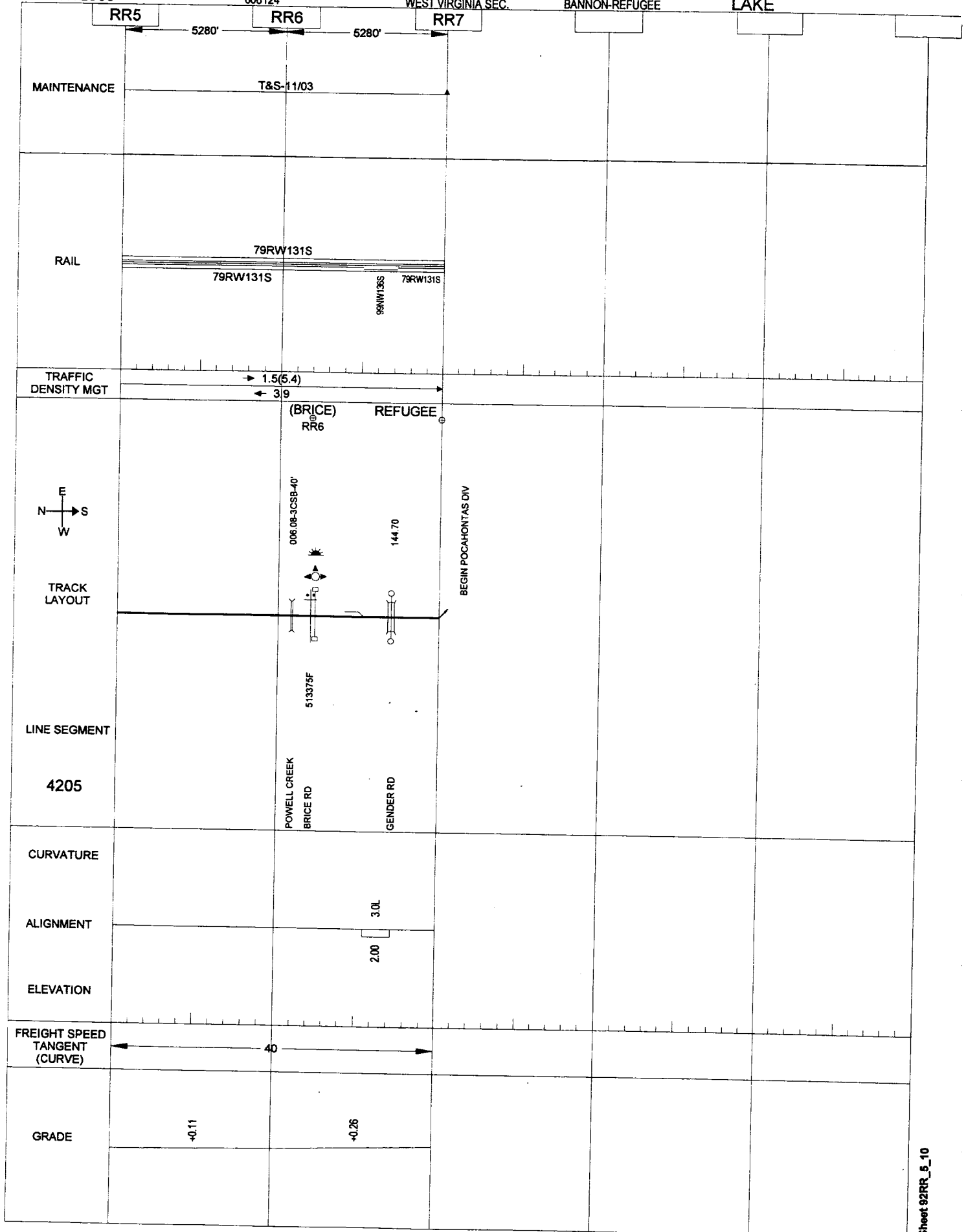
608124

271

WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE



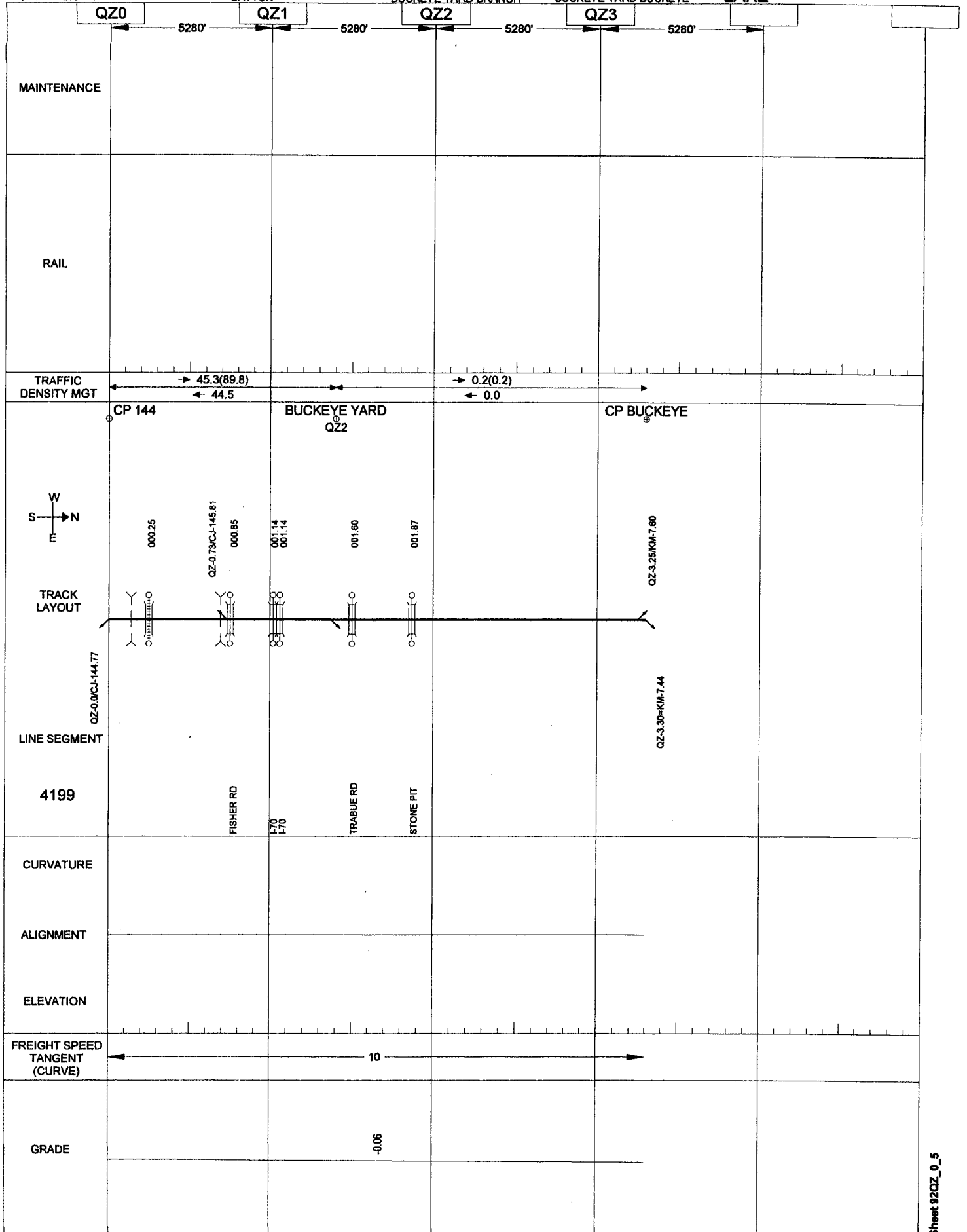
04/17/2006

DAYTON

272
BUCKEYE YARD BRANCH

BUCKEYE YARD-BUCKEYE

LAKE





04/17/2006

DAYTON

274
XENIA I.T.

CLEM-DAYTON

LAKE

ZX15

5280'

MAINTENANCE

RAIL

31N133S

31N133S

TRAFFIC
DENSITY MGT

CP 207

7404
7407TRACK
LAYOUT

0+15.08-2CSB-16'

ZX-15.40=CJ-207.30

LINE SEGMENT

4148

MCDONOUGH ST

CURVATURE

ALIGNMENT

6.21
5.71
4.811.00
1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.14

-0.65

04/17/2006

DAYTON

275

CLEMENT I.T.

CLEMENT-KETTERING

LAKE

ZQ0

ZQ1

ZQ2

ZQ3

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-06/73

RAIL

74RW130S

74RW130S

TRAFFIC
DENSITY MGT

7293

CLEMENT
ZQ0

000.11

000.32-1BSO-13'(NA)

000.60-1BSO-18'

002.01-SDT-29'

003.14-1BSO-25'(84)

TRACK
LAYOUT

ZQ-0.0-ZX-12.49

525060L

525061T

525062A

525066C

525067J

525068R

525069X

LINE SEGMENT

4142

STE RTE 35

LINDEN ST

RUN

RUN

WOODBINE AVE

PRIVATE

PRIVATE

DITCH

PRIVATE

PATTERSON RD

PED. WALKWAY

FORRER BLVD

ARAGON

DELCO PLANT

DELCO PLT

CURVATURE

ALIGNMENT

9.2R

4.8R

3.7L

3.9L

5.0R

0.7R

2.3R

3.0L

1.8L

0.4L

1.0R

ELEVATION

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.57

+0.46

+0.42

-0.32

+0.63

+1.21

-1.07

+0.90

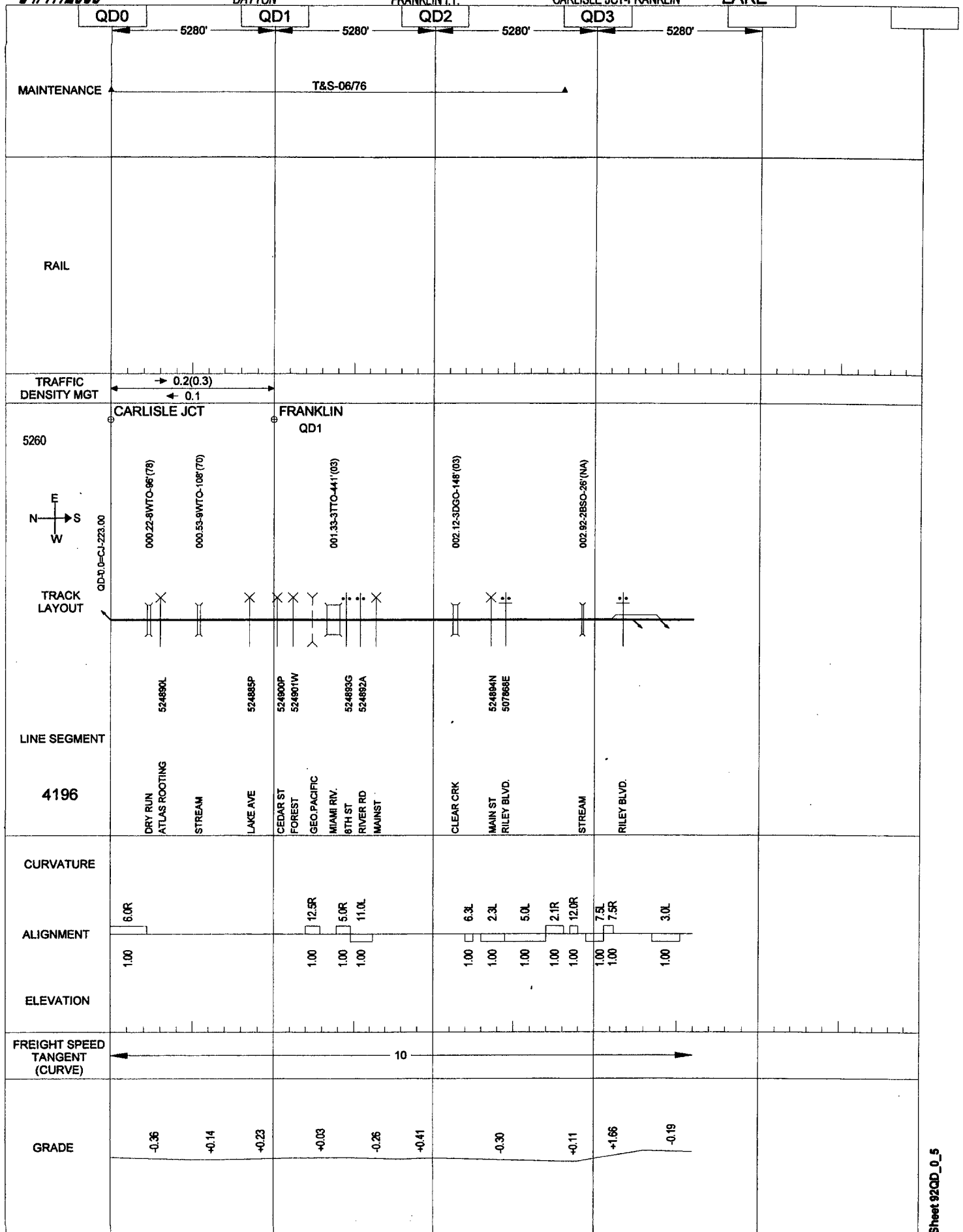
04/17/2006

DAYTON

276
FRANKLIN I.T.

CARLISLE JCT-FRANKLIN

LAKE



04/17/2006

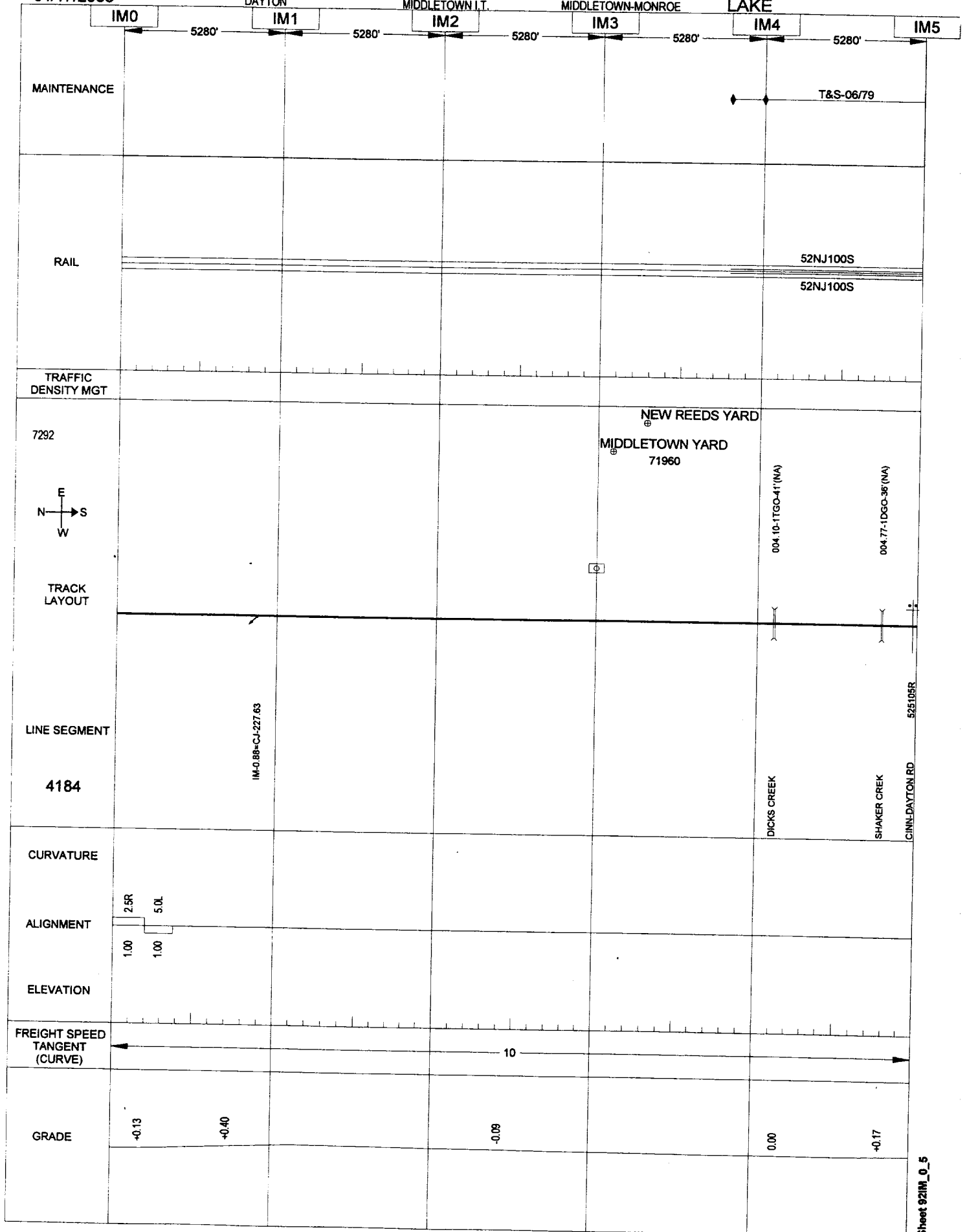
DAYTON

277

MIDDLETOWN I.T.

MIDDLETOWN-MONROE

LAKE



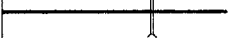
04/17/2006

DAYTON

278
MIDDLETOWN I.T.

MIDDLETOWN-MONROE

LAKE

	IM5	5280'					
MAINTENANCE	T&S-06/79						
RAIL	52NJ100S 52NJ100S						
TRAFFIC DENSITY MGT							
7292	MONROE						
<div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div>	005 60-3WFO-42' (83)						
TRACK LAYOUT							
LINE SEGMENT	MILLERS CREEK						
4184							
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+0.17 +0.09 0.00						

04/26/2006

603107

279
REDKEY SEC.

RED KEY-CONVERSE

LAKE

RK125

5301'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7148



TRACK
LAYOUT

LINE SEGMENT

3833

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

RED KEY

RK-124 91-SP-156.90

533896B

HIGH ST

25

-0.20

31NJ131S

Sheet 92RK_120_125

04/17/2006

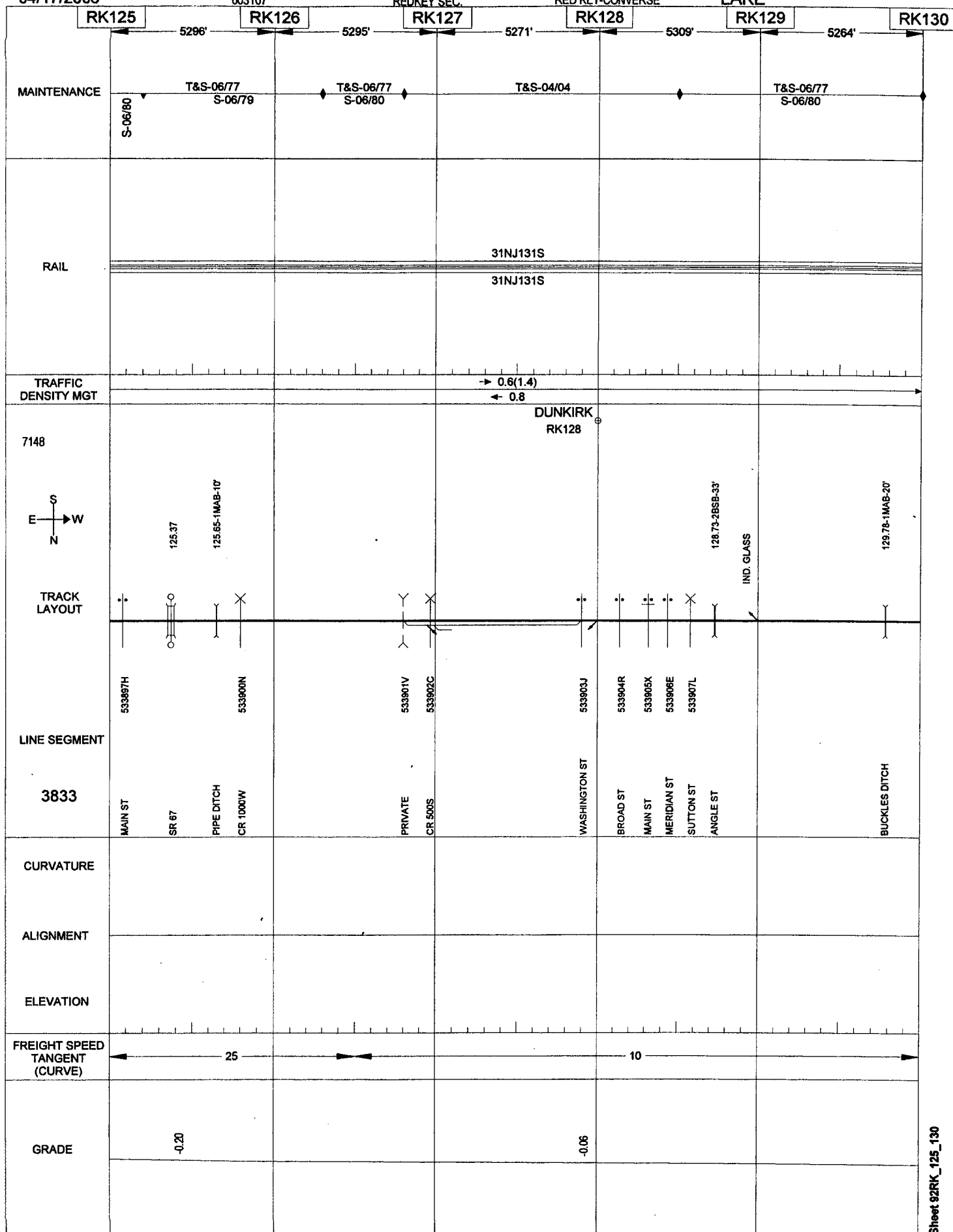
603107

280

REDKEY SEC.

RED KEY-CONVERSE

LAKE



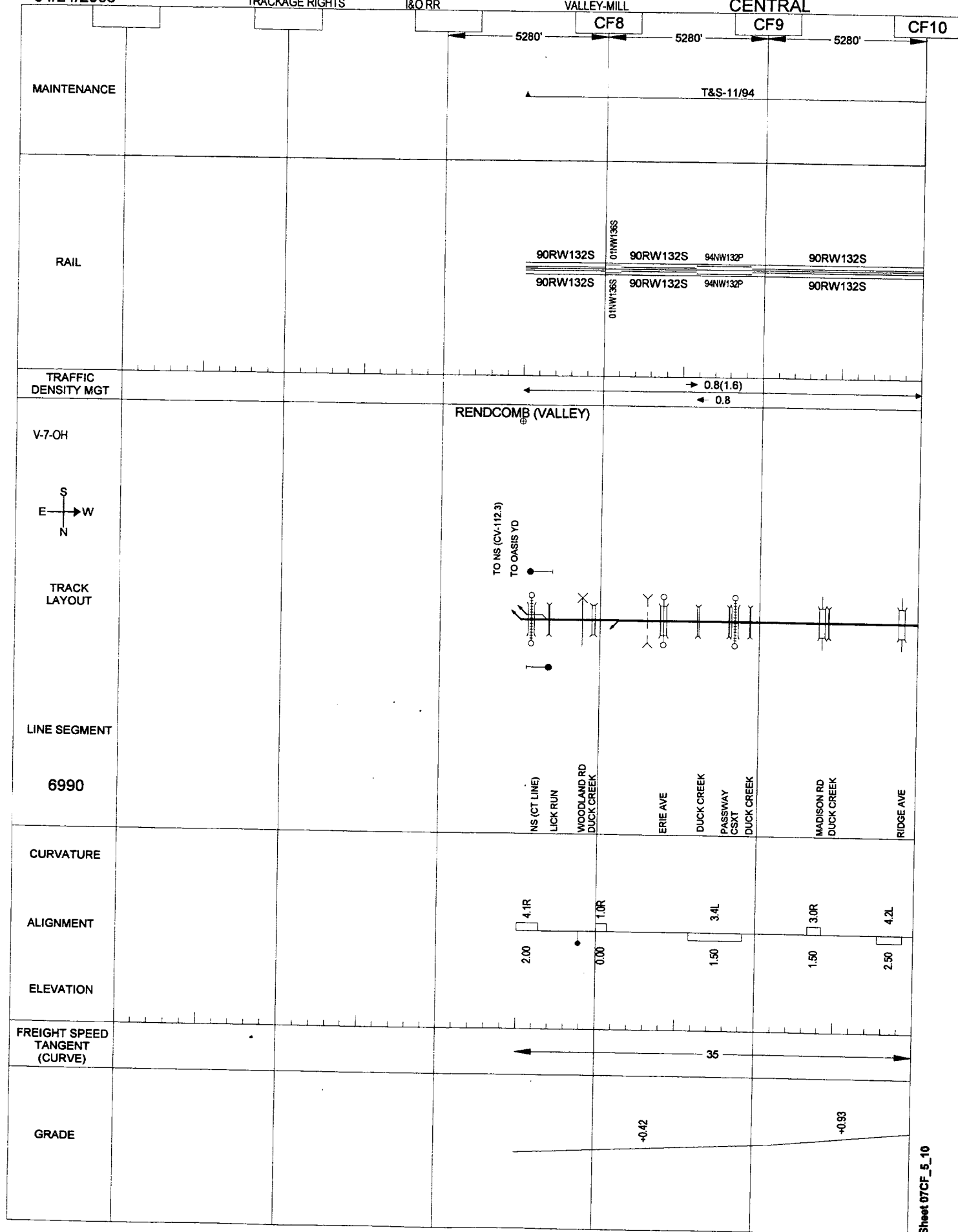
04/24/2006

TRACKAGE RIGHTS

281
I&O RR

VALLEY-MILL

CENTRAL



04/24/2006

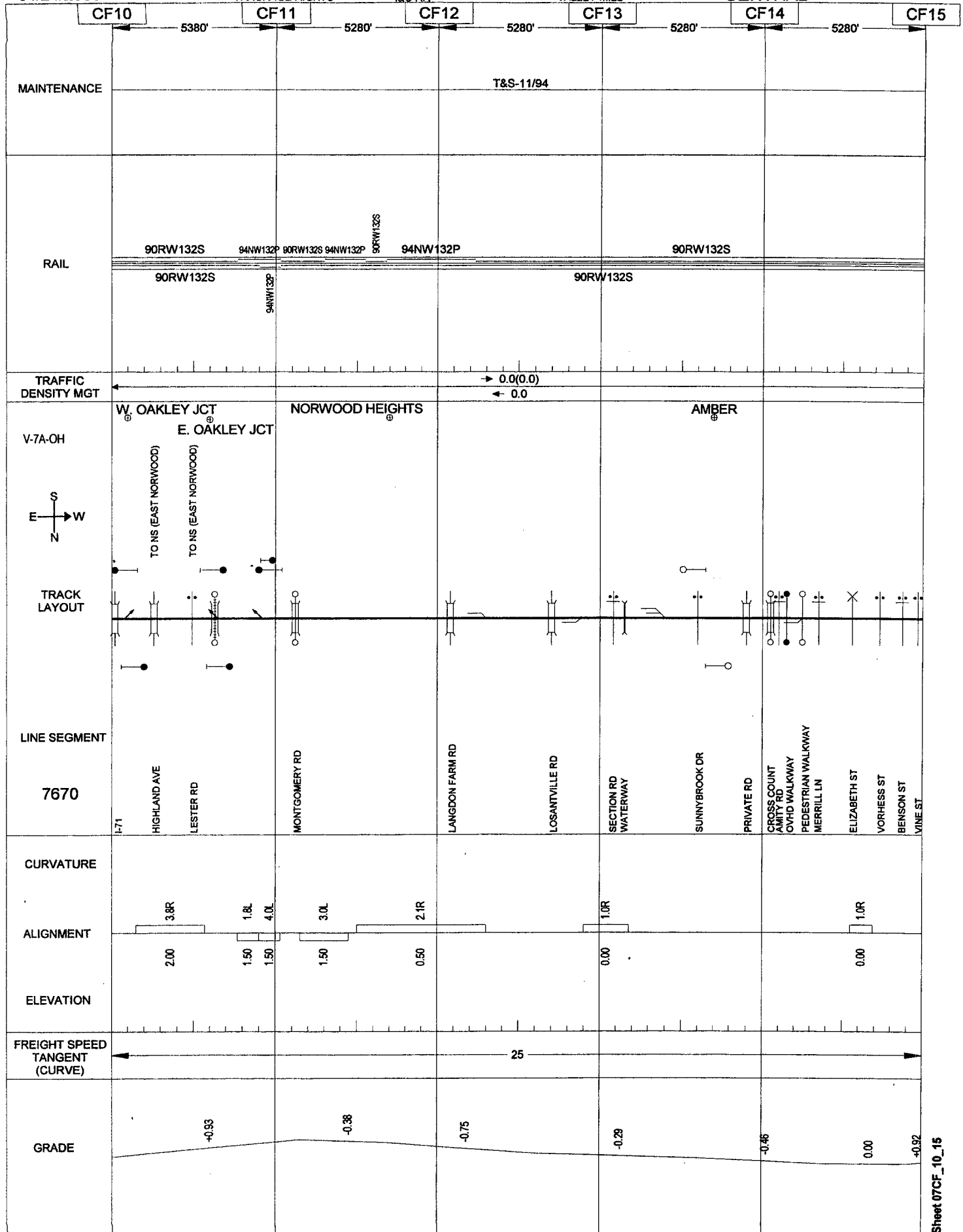
282

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



04/24/2006

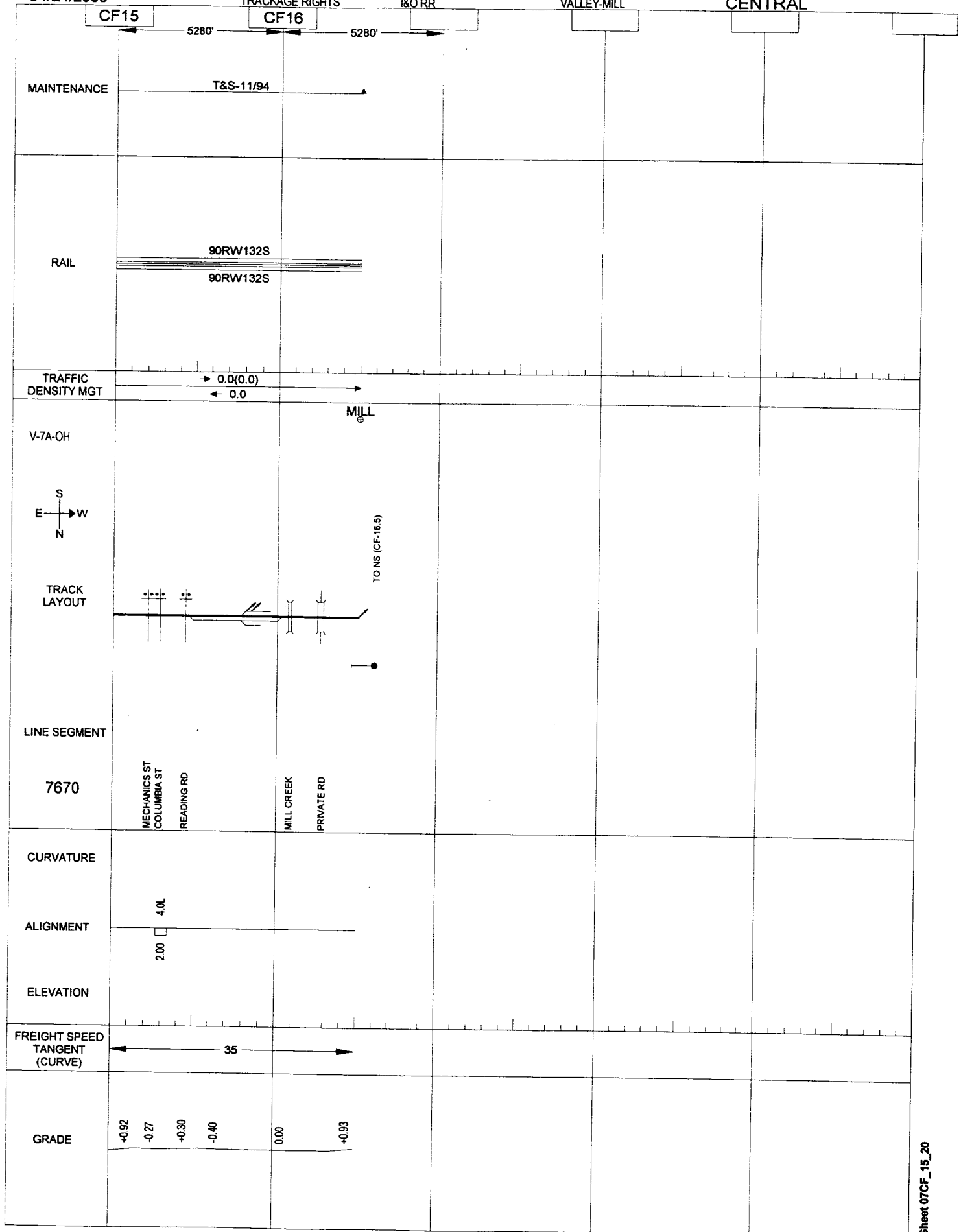
283

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date shown represents when drawing was prepared.
- 2) Items correspond to:
 District, Branch, and Spur when applicable. (Original NS System)
 or
 Old Division name and From-To Station names. (Original NS System)
 or
 RDBR, Line Name, and From-To Station names. (Original CR System)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

- 1) Current milepost designation with prefix or suffix.
- 2) Actual distance between milepost markers in feet.

Maintenance Section -

The T&S date is displayed above each main and the surfacing date is displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing. To avoid confusion with the year 2000 (or 00) any T&S or Surfacing record with a date of 1920 or earlier is displayed as year 1920 (or 20).

Rail Section -

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

To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).

Two asterisks (**) in the year laid area indicate an unknown rail laid date.

Traffic Density Section -

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

Track Layout Section -

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

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

- 7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.
- 8) Other information which may be displayed in the track layout section includes:
 - Industry names associated with various switches and sidings.
 - Milepost equations show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point).
Note: 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, length, and superelevation for each main. Note: Representation is now provided for both tracks 1 and 2. In prior volumes representation was provided for track 1 only. In double track sections track 2 was only a copy of track 1 and did not necessarily represent actual conditions.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail lubricators is given along mains.

Freight Speed Section -

Curve and tangent speed limits are taken from the timetables. The curve speed limit (shown within parentheses) is shown under the specific curve to which it applies.

Grade Section -

Grade shown is based on ascending milepost direction.

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

TABLE 1
RAIL TYPE CODES

N	New jointed rail
R	Relay jointed 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	2004
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	2004
41	B-396.26	396.26	01	2004
47	B-425.36	425.36	01	2000
52	B-452.89	452.89	01	1988
61	D-005.20	005.20	BOTH	1987
67	D-038.86	038.85	01	2004
79	D-097.79	097.84	01	2004
83	D-119.50	119.50	01	2005
84	D-122.14	122.14	01	1990
84	D-122.26	122.26	01	1991
85	D-126.89	126.95	01	1999
87	D-139.60	139.44	01	2001
88	D-143.80	143.80	BOTH	NA
92	D-161.51	161.52	01	1985
94	D-171.85	171.85	01	2003
94	D-172.13	172.15	01	2003
96	D-180.48	180.48	01	1990
96	D-183.02	183.06	01	1985
99	D-199.24	199.24	01	1991
240	I-044.50	044.50	01	1966
241	I-045.94	045.94	01	1966
242	I-051.54	051.64	01	1983
245	I-117.70	117.70	01	1994
245	I-117.96	117.96	01	1994
247	I-126.82	126.82	01	1992
247	I-129.10	129.10	01	2000
247	I-129.62	129.62	01	1974
248	I-130.02	130.02	01	1986
249	I-135.00	135.00	01	1977
138	N-619.40	619.40	BOTH	1991
138	N-619.98	620.00	BOTH	1999
139	N-624.05	624.05	BOTH	2001
139	N-624.32	624.32	BOTH	2001
140	N-628.52	628.52	BOTH	1996
140	N-628.63	628.63	BOTH	1996
141	N-632.53	632.53	BOTH	1982
141	N-634.22	634.22	BOTH	1997
141	N-634.76	634.74	01	2002
141	N-634.76	634.74	02	1990
143	N-640.81	640.81	BOTH	2001
143	N-644.21	644.21	01	1992
144	N-649.08	649.07	01	2001
144	N-649.80	649.79	01	1993
145	N-651.77	651.77	01	1998
145	N-653.85	653.84	01	1992
145	N-653.85	653.84	02	1994
146	N-656.48	656.47	01	1994

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
146	N-657.30	657.29	BOTH	1991
146	N-658.09	658.09	01	2000
146	N-658.09	658.09	02	1998
146	N-659.38	659.38	BOTH	1997
147	N-663.00	663.10	BOTH	1973
147	N-664.64	664.64	BOTH	2002
148	N-665.87	665.85	BOTH	1991
148	N-666.89	666.88	BOTH	1991
148	N-668.18	668.16	BOTH	2003
149	N-671.96	671.96	BOTH	1994
150	N-676.73	676.73	BOTH	1991
150	N-678.89	678.89	BOTH	1996
151	N-680.20	680.20	01	1996
151	N-680.20	680.20	02	1999
151	N-683.96	683.96	BOTH	1994
153	N-691.12	691.12	01	1997
153	N-691.12	691.12	02	2000
153	N-694.53	694.53	BOTH	1999
168	S-063.12	063.12	01	1974
169	S-069.26	069.04	01	1994
176	S-104.77	104.75	01	1988
177	S-109.60	109.60	01	1985
268	AM-132.52	132.52	01	2004
268	AM-132.52	132.52	02	2005
268	AM-134.94	134.82	BOTH	1983
101	CF-016.67	016.67	01	1989
101	CF-019.83	019.83	01	1989
103	CF-026.83	026.82	01	1997
103	CF-029.95	029.82	01	1990
106	CF-040.73	040.73	01	1988
106	CF-041.05	041.05	01	2004
106	CF-041.99	041.99	01	1988
106	CF-043.47	043.47	01	1991
106	CF-043.93	043.93	01	1991
106	CF-044.57	044.57	01	2005
106	CF-044.77	044.77	01	1992
107	CF-046.93	046.93	01	1990
107	CF-047.87	047.87	01	1989
107	CF-048.55	048.55	01	1990
107	CF-049.82	049.77	01	1997
108	CF-052.83	052.83	01	1986
108	CF-054.05	054.01	01	1986
110	CF-061.60	061.60	01	2002
111	CF-068.12	068.12	01	1989
111	CF-068.41	068.41	01	2005
111	CF-068.54	068.54	01	2002
112	CF-074.85	074.96	01	2005
113	CF-078.45	078.45	01	1986
115	CF-089.75	089.75	01	2005
116	CF-090.17	090.17	01	1988
116	CF-091.67	091.67	01	2003
116	CF-094.07	094.01	01	2001
118	CF-103.65	103.55	01	1986
121	CF-118.46	118.37	01	2003
122	CF-122.35	122.35	01	1994
122	CF-123.12	123.23	01	1997
124	CF-131.07	131.07	01	1992
124	CF-132.82	132.82	01	1989
125	CF-138.97	138.97	01	2001
127	CF-149.20	149.20	01	1999
128	CF-152.12	152.12	01	2002

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129	CF-156.91	156.91	01	2003
129	CF-158.79	158.79	01	2001
130	CF-163.39	163.39	01	1996
132	CF-172.89	172.65	01	1999
134	CF-181.05	181.05	01	1998
134	CF-182.54	182.54	01	1998
180	CJ-138.40	138.40	BOTH	1989
180	CJ-138.49	138.49	BOTH	1982
183	CJ-151.04	151.04	01	2005
185	CJ-163.92	163.95	01	1974
190	CJ-185.46	185.52	01	1985
190	CJ-186.41	186.42	01	1983
194	CJ-208.52	208.52	01	1988
195	CJ-210.17	210.28	BOTH	1996
196	CJ-219.61	219.61	BOTH	1993
197	CJ-220.06	220.09	BOTH	1985
197	CJ-222.78	222.78	BOTH	1972
198	CJ-225.57	225.67	BOTH	1986
200	CJ-239.08	239.08	BOTH	2002
201	CJ-244.28	244.26	BOTH	1975
252	FY-002.00	002.00	01	1987
252	FY-003.56	003.56	01	1980
253	FY-006.53	006.53	01	1980
277	IM-004.10	004.10	01	NA
277	IM-004.77	004.77	01	NA
278	IM-005.60	005.60	01	1993
266	KM-001.04	001.03	01	NA
266	KM-004.21	004.17	01	NA
267	KM-005.42	005.42	01	NA
276	QD-000.22	000.22	01	1978
276	QD-000.53	000.53	01	1970
276	QD-001.33	001.33	01	2003
276	QD-002.12	002.12	01	2003
276	QD-002.92	002.92	01	NA
272	QZ-001.87	001.87	01	NA
270	RR-000.59	000.52	01	2005
270	RR-002.34	002.69	01	1973
270	RR-004.09	004.10	01	1975
251	SL-001.17	001.17	01	2005
251	SL-001.46	001.46	01	1999
251	SL-001.87	001.87	01	1990
265	SP-000.85	000.86	01	1991
265	SP-000.91	000.92	01	1991
205	SP-057.55	057.53	01	1982
205	SP-059.99	059.98	01	1982
206	SP-063.31	063.34	01	1989
207	SP-068.17	068.17	01	2001
208	SP-074.00	074.00	01	2001
209	SP-078.33	078.33	01	2001
210	SP-081.35	081.31	01	1979
213	SP-139.04	139.04	01	1979
213	SP-139.66	139.66	01	1979
214	SP-141.08	141.08	01	1980
215	SP-146.03	146.03	01	1983
218	SP-163.05	163.05	01	1980
220	SP-172.48	172.48	01	2000
221	SP-175.01	175.01	01	1984
221	SP-177.11	177.11	01	1990
222	SP-183.60	183.61	01	1995
223	SP-189.97	189.97	01	1989
224	SP-190.91	190.89	01	1996

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225	SP-199.04	199.06	01	1996
227	SP-209.95	209.96	01	1988
232	SP-234.24	234.22	01	2000
259	TN-080.10	080.10	01	1994
259	TN-080.70	080.70	01	1984
259	TN-082.16	082.16	01	1984
259	TN-083.56	083.56	01	NA
264	TS-000.81	000.81	01	1991
275	ZQ-000.32	000.32	01	NA
275	ZQ-003.14	003.14	01	1984
273	ZX-013.75	013.75	01	1982