



Lake Division

2007

***This Book Is Intended For
GENERAL REFERENCE ONLY***

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 Database:

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:

MAIL: Engineering D&C **FAX:** (404) 529-1369
1200 Peachtree St, NE - Box 7-142
Atlanta, GA 30309-3579

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owen.russell@nscorp.com	ORRUSSEL	(404) 529-2222

NS Corporate Track Database (CTRK):

Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the Corporate Track Database (CTRK). Various departments are responsible for maintaining their data in this database. Questions or information concerning changes, corrections, additions, or deletions to these records should be directed as follows:

Rail, T&S, Surfacing: MW&S Dept.
Leonard H. Patrick, Mgr. Prog. & Sched.
MEMO: LHPATRIC PH. (404) 529-1456
E-MAIL: leonard.patrick@nscorp.com

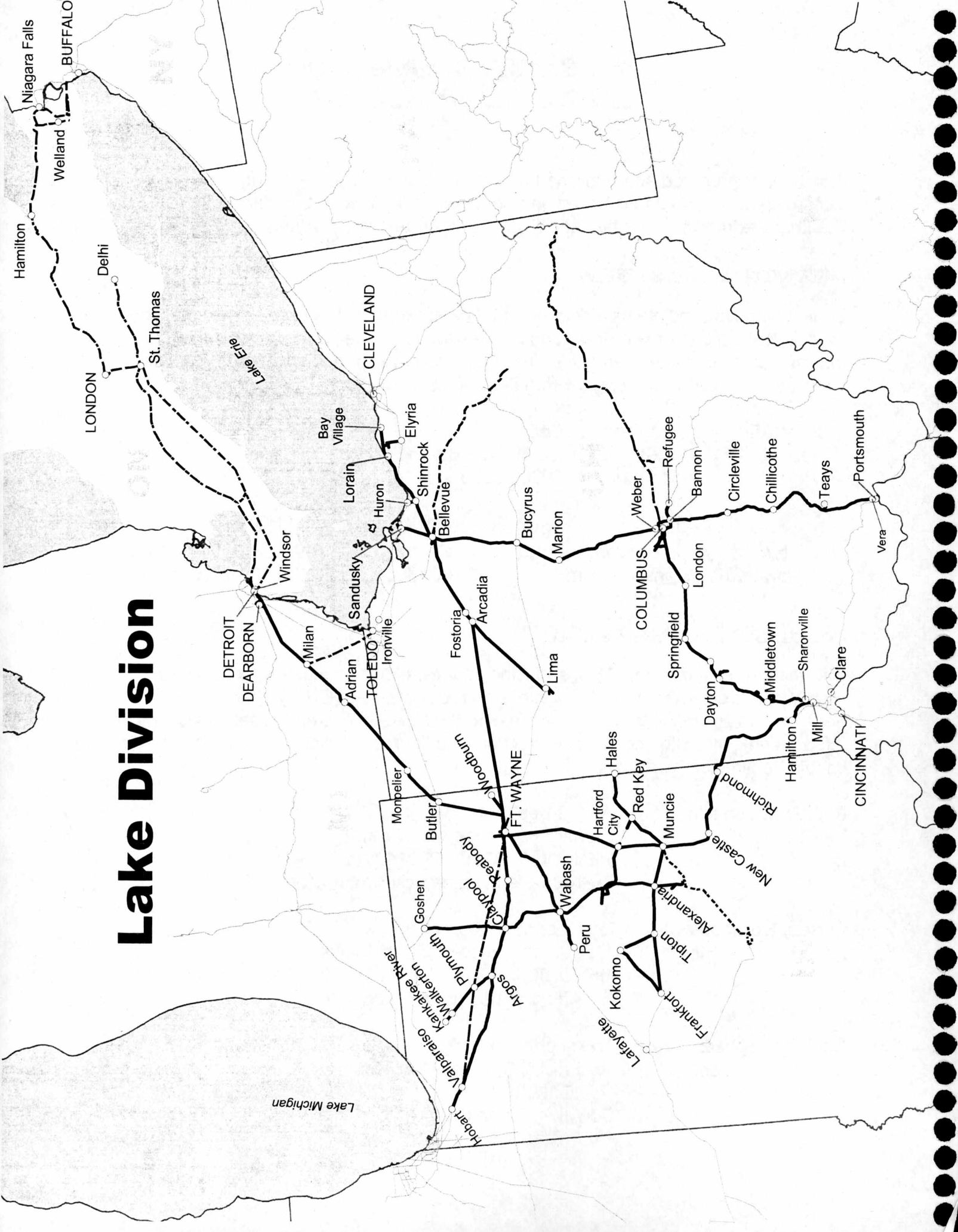
**Curves, Elevations
And Curve Speeds:**

Engineering D&C Dept.
J. C. Bamert, System Track Analyst
MEMO: JCBAMERT PH. (404) 529-1204
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Operating Speeds &
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Transportation Dept.
K. L. Ricks, Systems Mgr. Trans.
MEMO: KLRICKS PH. (404) 529-2298
E-MAIL: kevin.ricks@nscorp.com

Lake Division



LAKE DIVISION

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STATION		MILEPOST		DISTRICT	PAGE		
FROM	TO	FROM	TO				
	Bay Village - Bellevue	B	197.30	- B	248.10	Cleveland	1
	Bellevue - Fort Wayne	B	248.10	- 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
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	Hales - Frankfort	SP	136.38	- SP	234.70	Frankfort	236
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	Kokomo - Frankfort	TS	183.70	- TS	205.80	Frankfort	256
	Tipton - Kokomo	I	39.67	- I	51.80	Frankfort	262
	Argos - Kankakee River	I	108.60	- I	136.00	Michigan City	266
(3)	Ironville-Klines	T	8.00	- T	50.70	Toledo	272.1
	Klines-Yeomans	T	50.70	- T	54.70	Toledo	273
(3)	Davis Besse Lead	TE	0.00	- TE	8.00	Toledo	273.1
(3)	Fremont Switching Lead - N&W	EW	20.38	- EW	25.50	Toledo	273.3
(3)	Fremont Switching Lead - CR	NS	265.60	- NS	267.95	Toledo	273.5
	South Lorain Branch	SL	0.00	- SL	3.05	Cleveland	274
	South Lorain I.T.	FY	0.00	- FY	6.80	Cleveland	275
	Huron Branch / Shinrock Conn	SC	0.00	- SC	2.61	Cleveland	277
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	GR&I Spur	GI	2.50	- GI	6.50	Chicago	284
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	Franklin I.T.	QD	0.00	- QD	3.60	Dayton	299
	Middletown I.T.	IM	0.00	- IM	5.90	Dayton	300
	Red Key - Converse	RK	124.91	- RK	130.00	Red Key Sec.	302
	Hartford City - Sweetser	RK	138.60	- RK	162.00	Red Key Sec.	304
	Dow - Florida	IK	124.80	- IK	127.20	Indian Creek I.T.	310

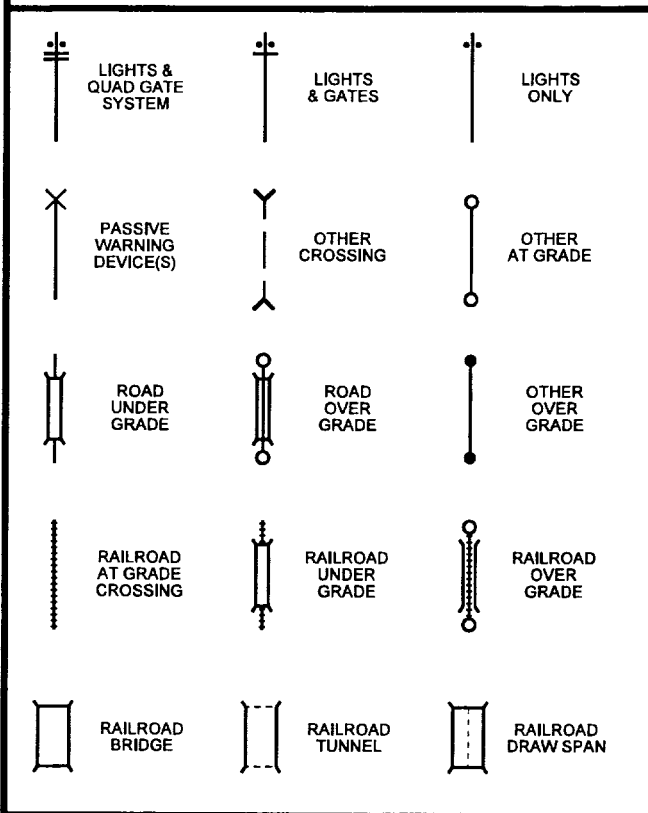
(For Reference Only) TRACKAGE RIGHTS OVER I&O RR

Valley-Mill	CF	7.50	-	CF	16.50	312
Explanation of Graphic Display Conventions						315

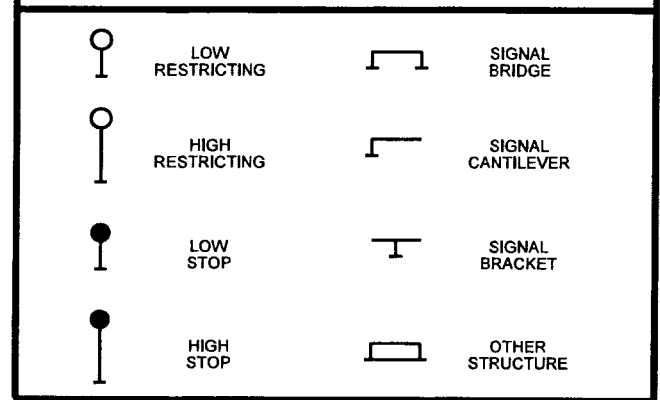
- (1) Pocahontas Division Line Maintained by Lake Division Forces
- (2) Illinois Division Line Maintained by Lake Division Forces
- (3) Dearborn Division Lines Maintained by Lake Division Forces

TRACK CHART SYMBOL LEGEND

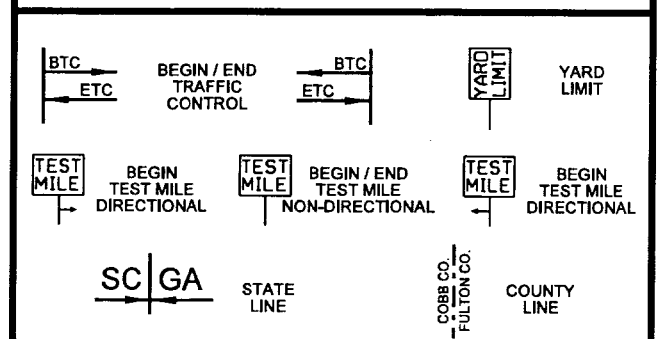
RIGHT OF WAY CROSSINGS



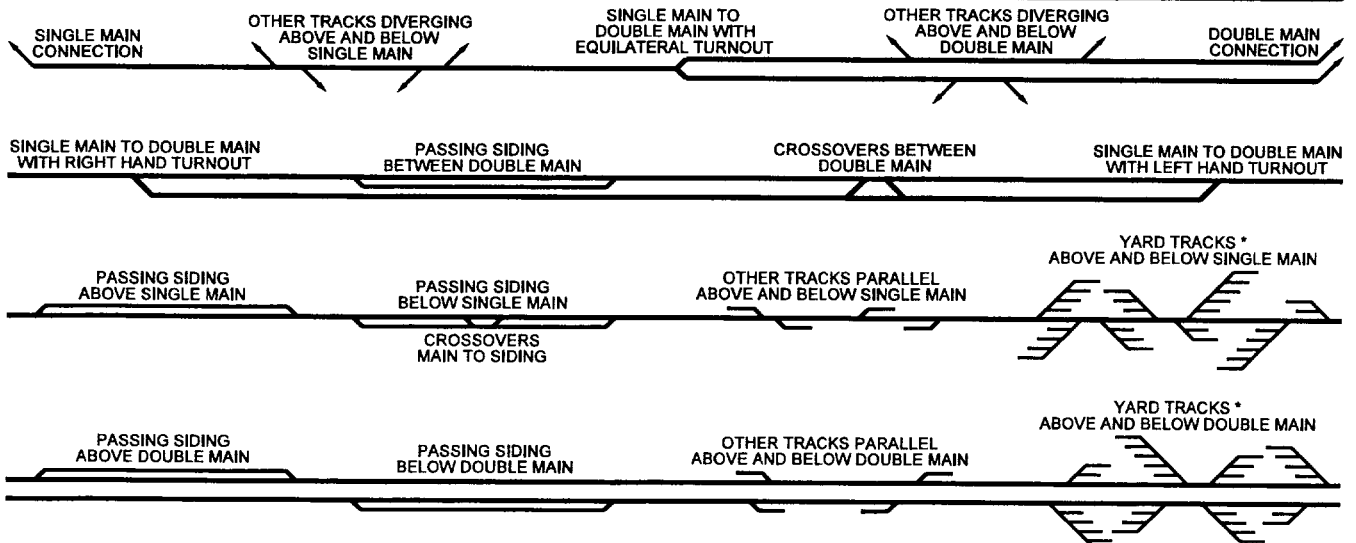
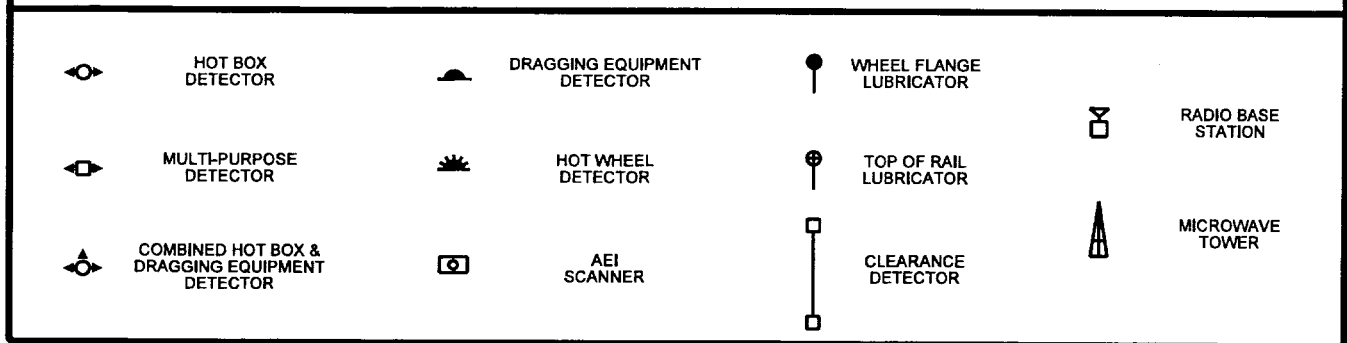
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



*YARD TRACK SYMBOLS MAY BE USED TO INDICATE MULTIPLE TRACKS TOO COMPLEX TO SHOW IN DETAIL

07/05/2007

CLEVELAND

001

BAY VILLAGE-BELLEVUE

LAKE

B198

B199

B200

3694'

5257'

5391'

MAINTENANCE

T&S-09/00

RAIL

93NW136S
93NW136S

65NW115S

65NW115S

TRAFFIC
DENSITY MGT

→ 7.0(17.0)
← 10.0

5-OH(NYC&SL)



BAY VILLAGE
00197

BEGIN DEARBORN DIV
197.32-1CAB-10'

195.25-1CAB-12'
CUYAHOGA CO
LORAIN CO

TRACK
LAYOUT



472249V

472250P

472252D

LINE SEGMENT

7280

CAHOON CREEK
CAHOON RD

BASSETT RD

BRADLEY RD
WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00
+0.05
-0.12
-0.17
-0.36
-0.46
-0.03
+0.10
+0.15
+0.12

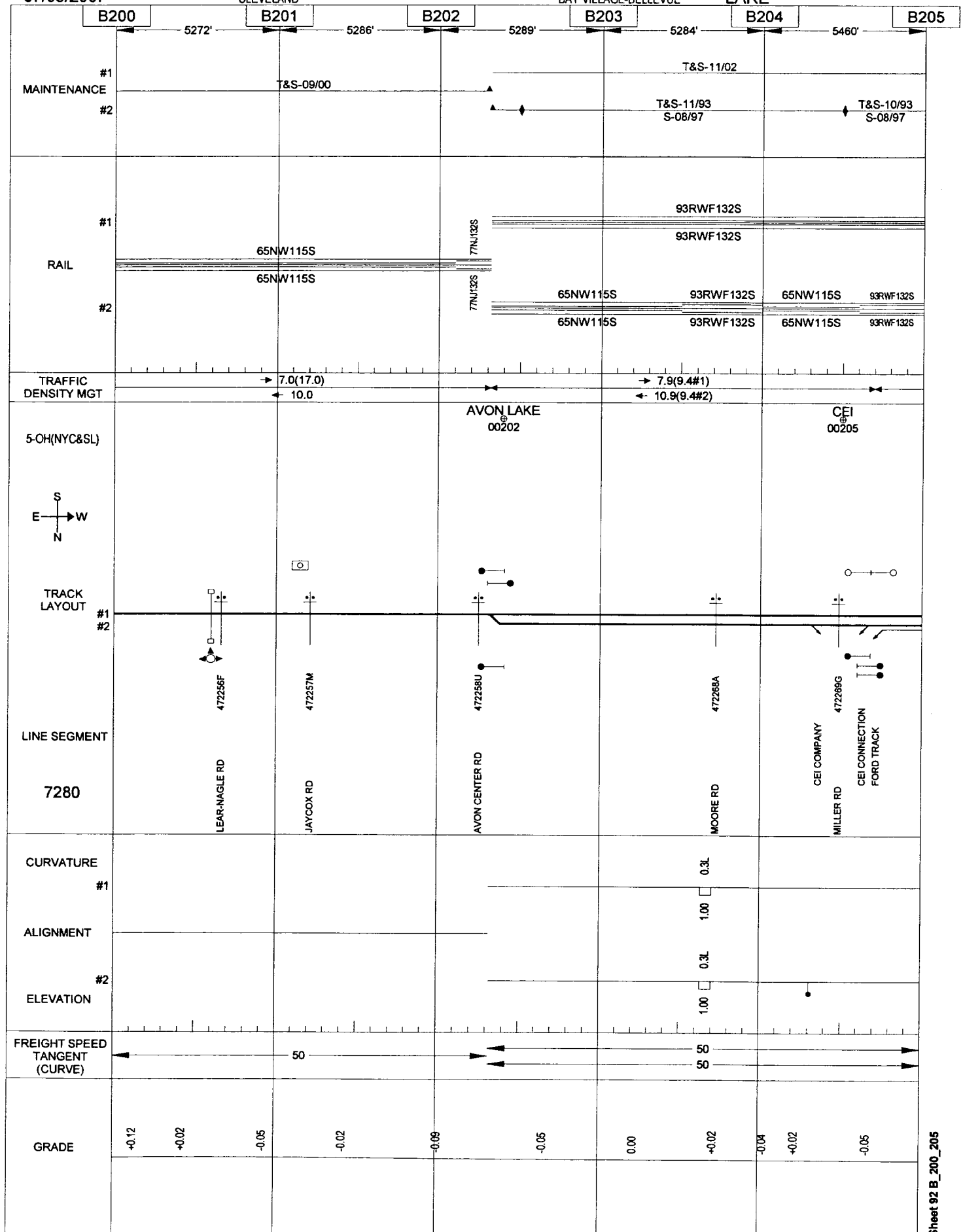
07/05/2007

002

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE



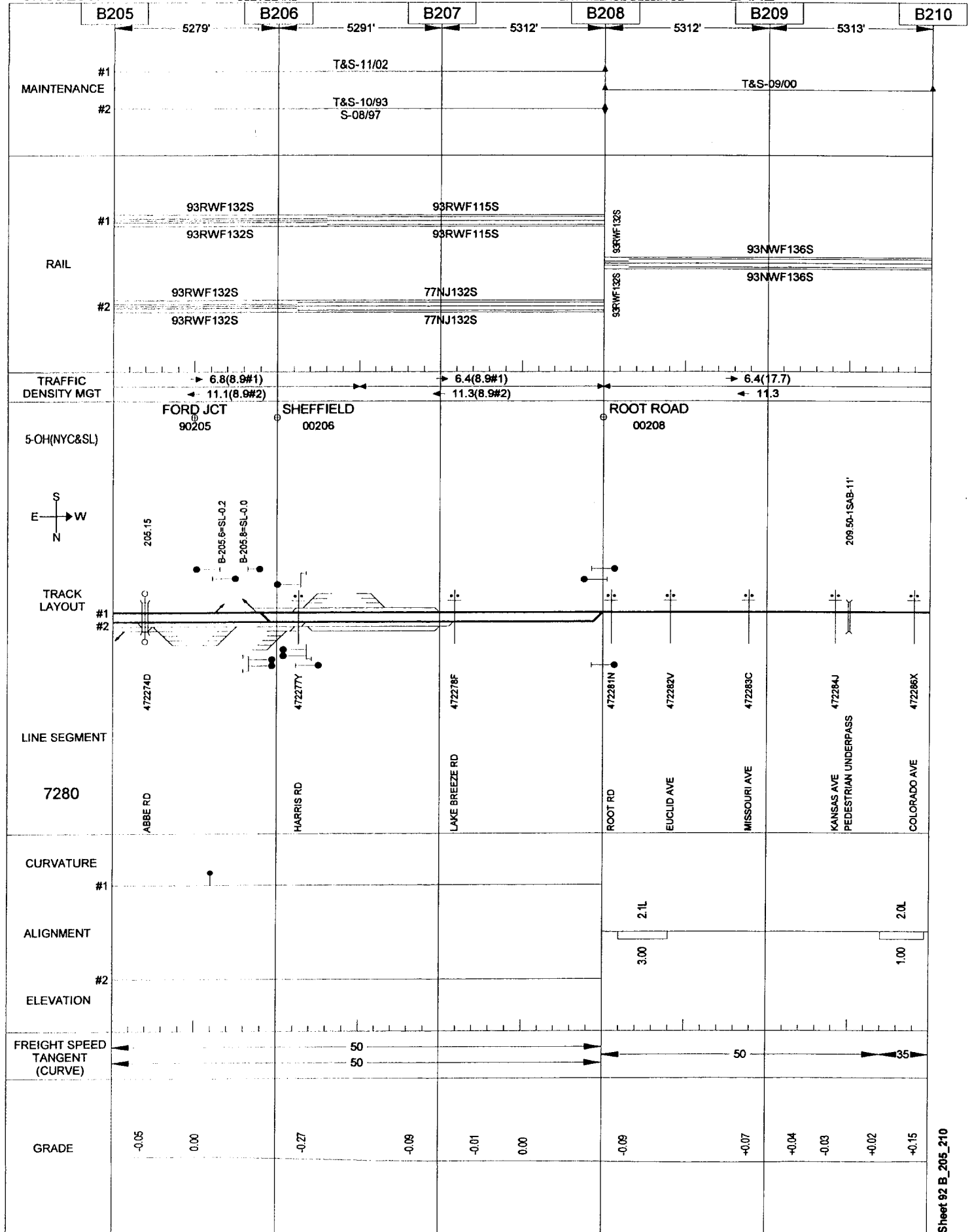
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CLEVELAND

003

BAY VILLAGE-BELLEVUE

LAKE



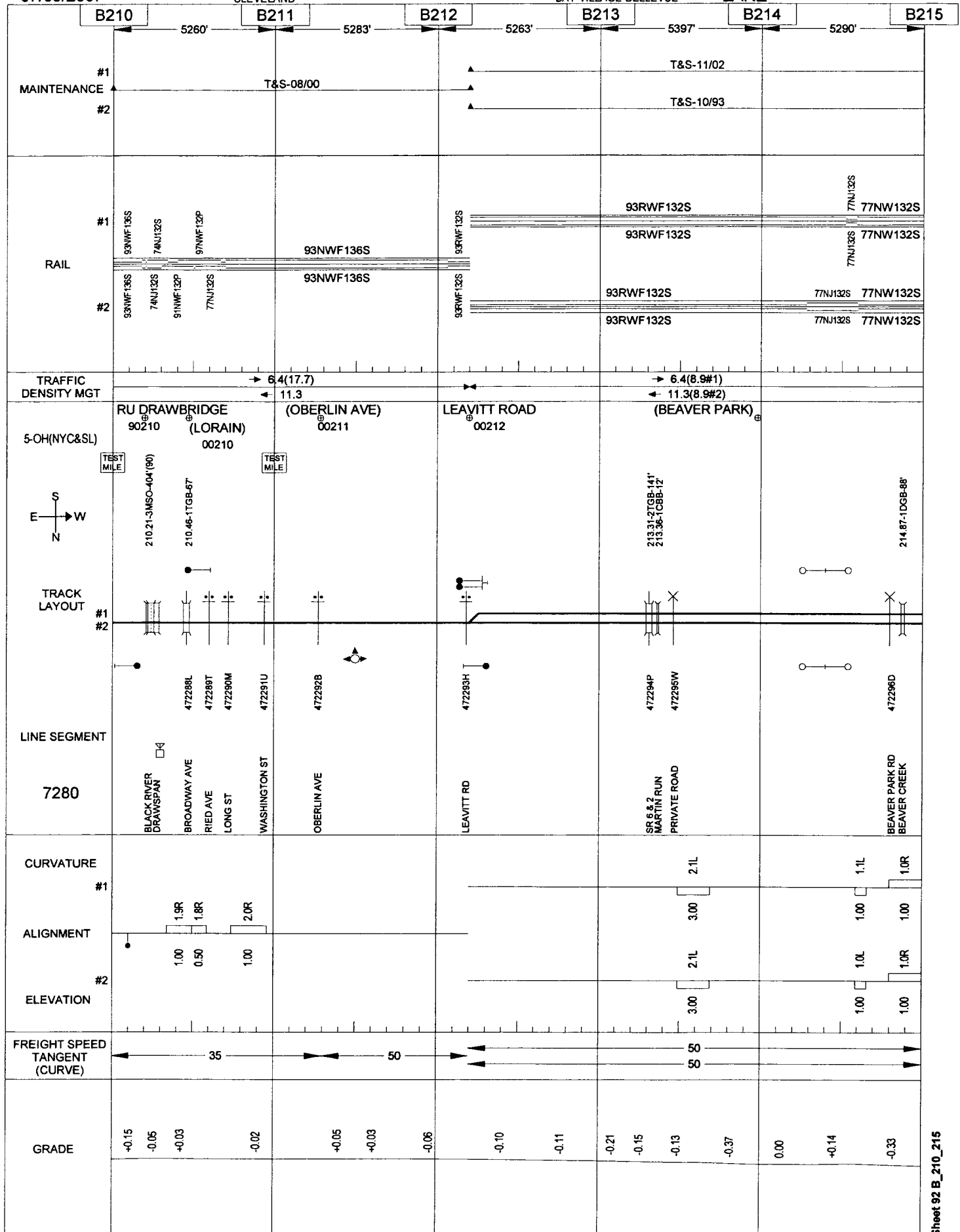
07/05/2007

004

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE



LAKE

B220

T&S-11/02

T&S-10/93

T&S-06/06

RAIL

#

44

TRAFFIC DENSITY MGT

5-OH(NYC&SL)

TRACK LAYOUT

LINE SEGMENT

7280

CURVATURE

#1

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.31

8

0.32

•

30

0.31

21

0.23

0.21

3.7

29

5

0

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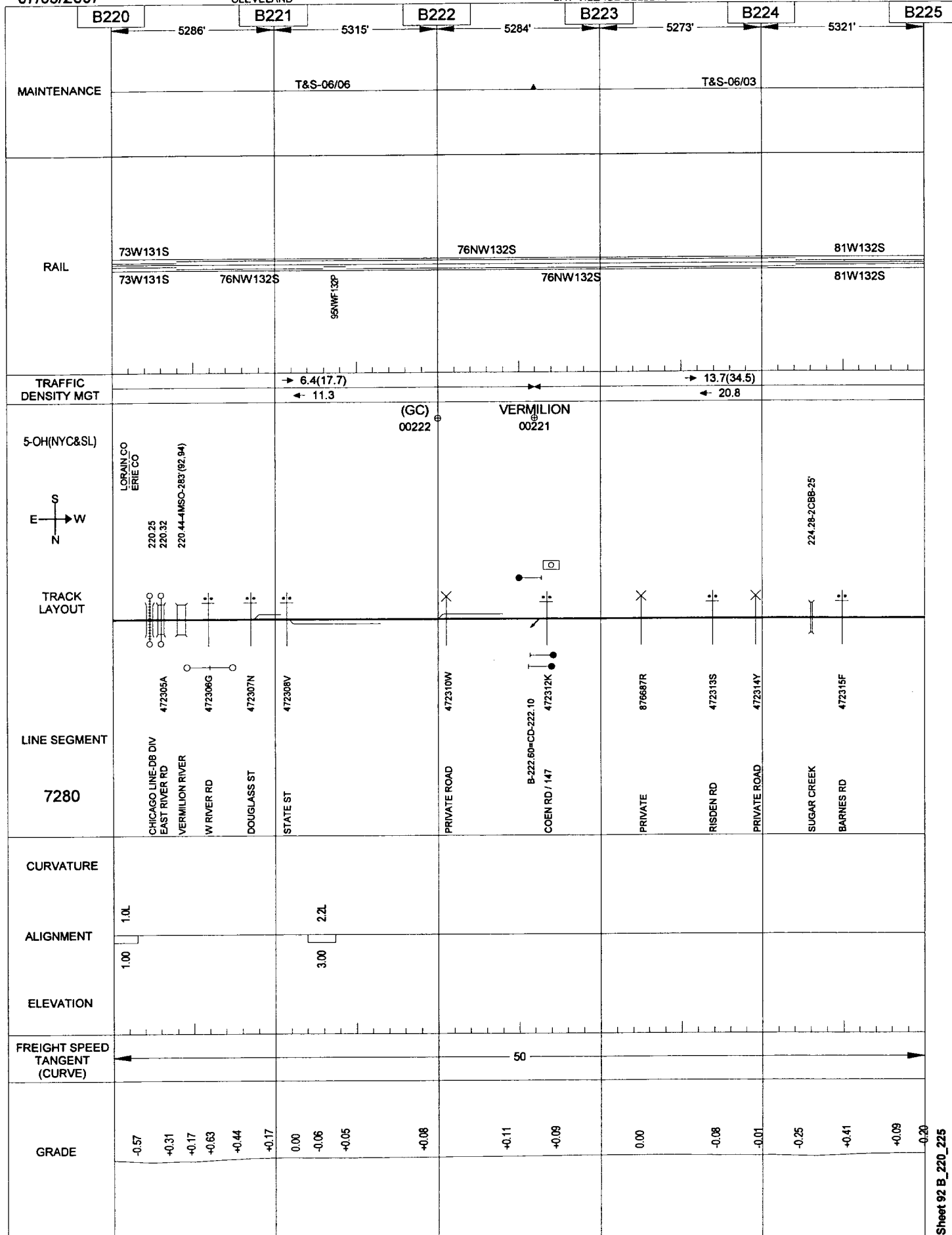
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006

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE



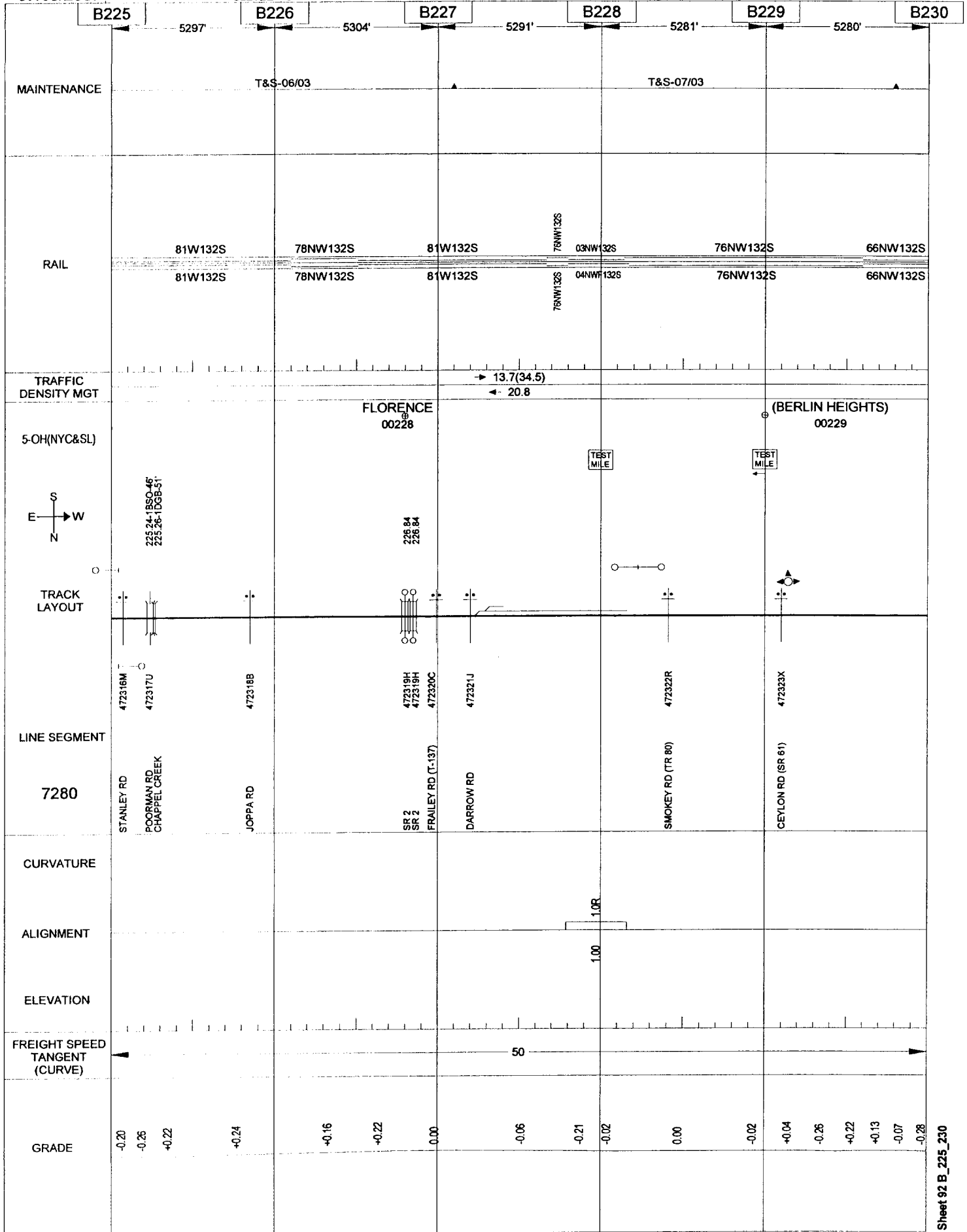
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007

CLEVELAND

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LAKE



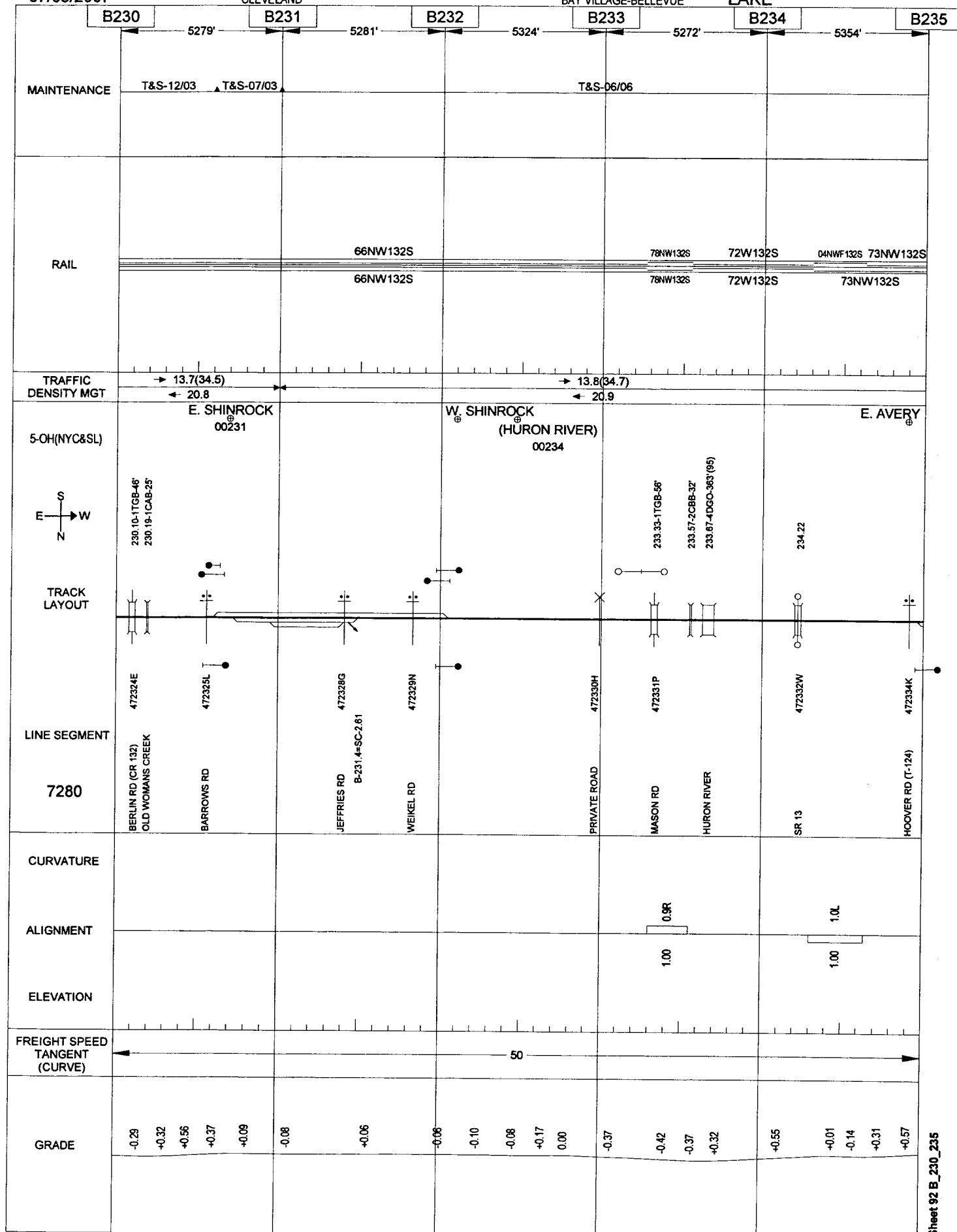
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008

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE



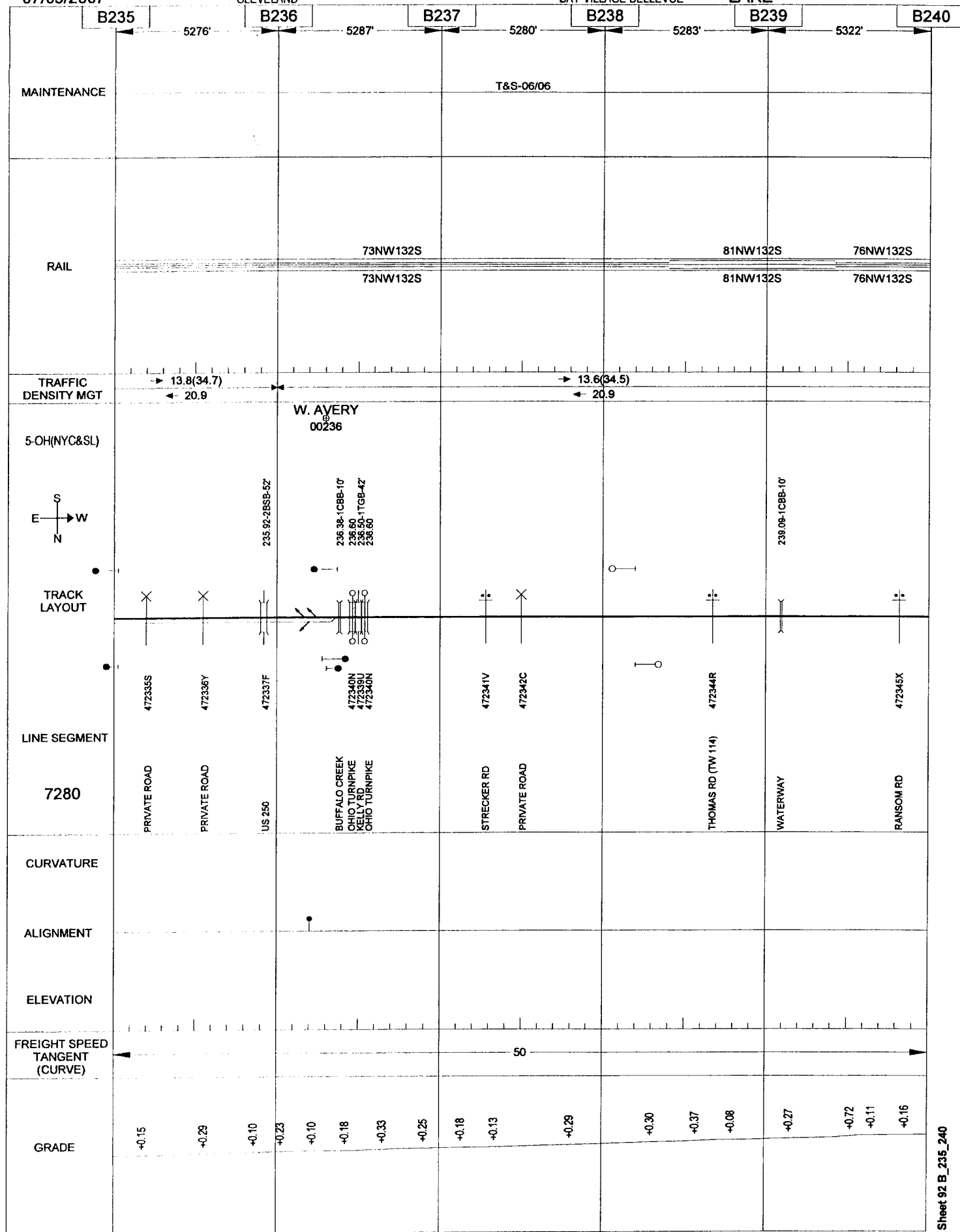
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009

CLEVELAND

BAY VILLAGE-BELLEVUE

LAKE



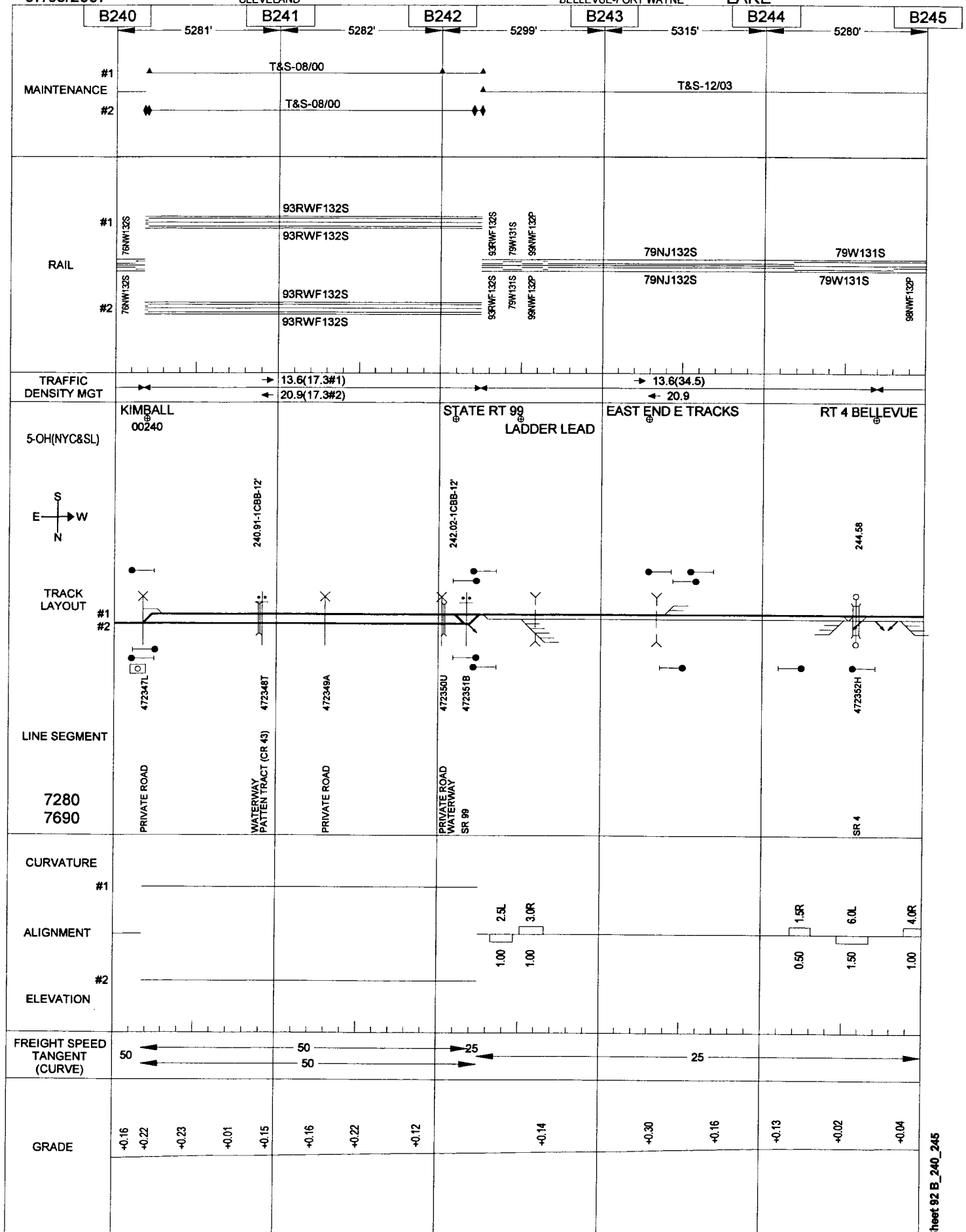
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010

CLEVELAND

BELLEVUE-FORT WAYNE

LAKE



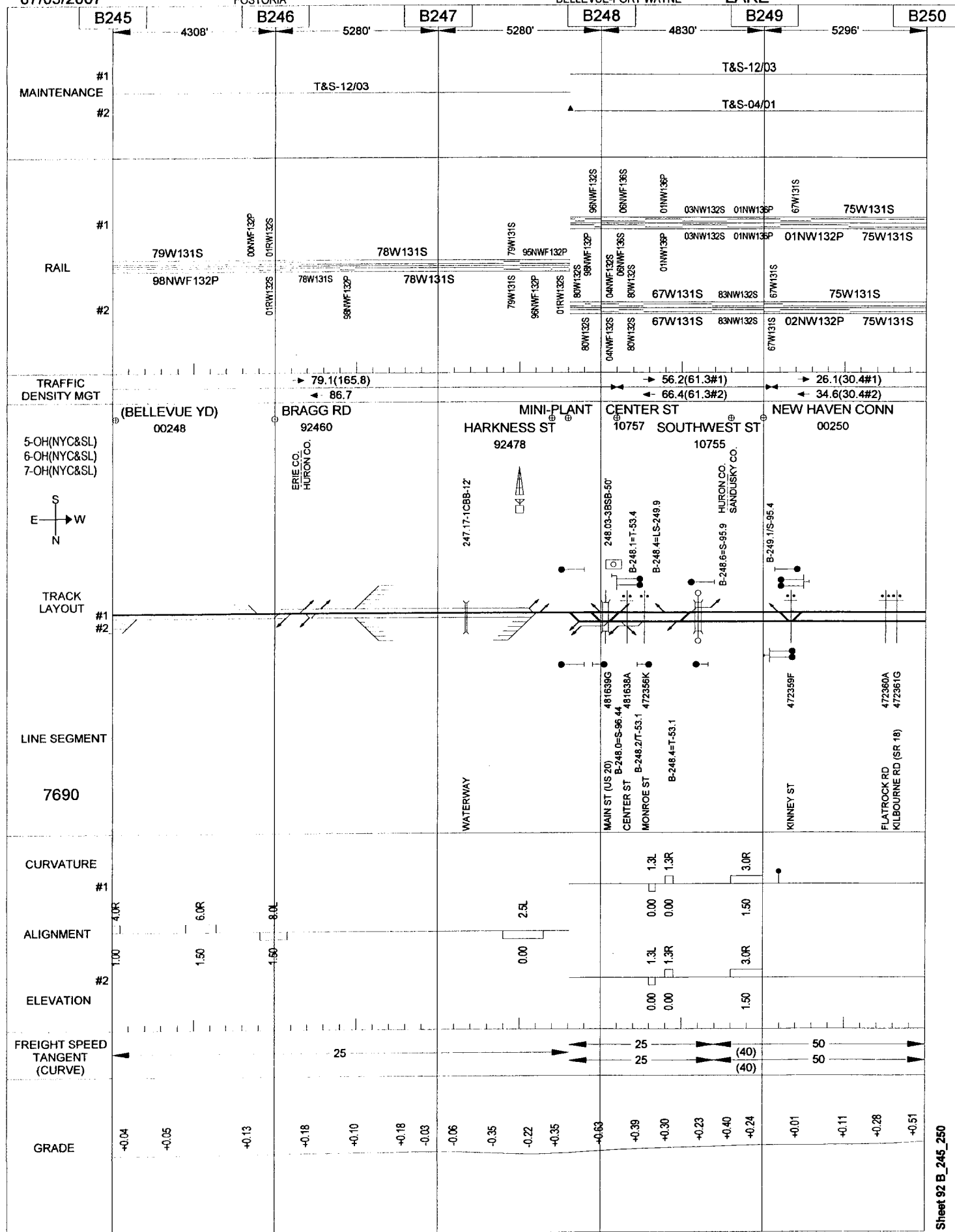
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FOSTORIA

011

BELLEVUE-FORT WAYNE

LAKE



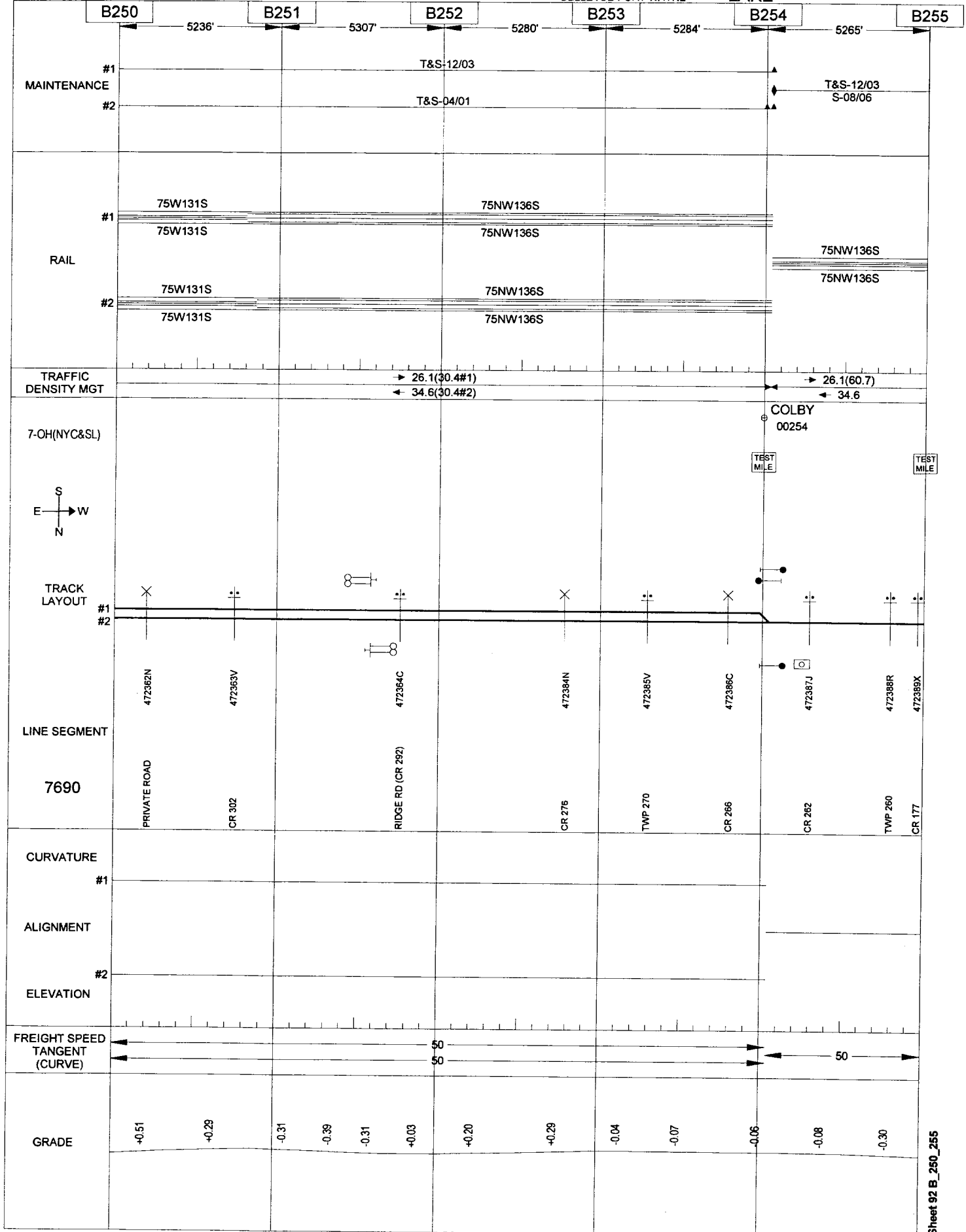
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012

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



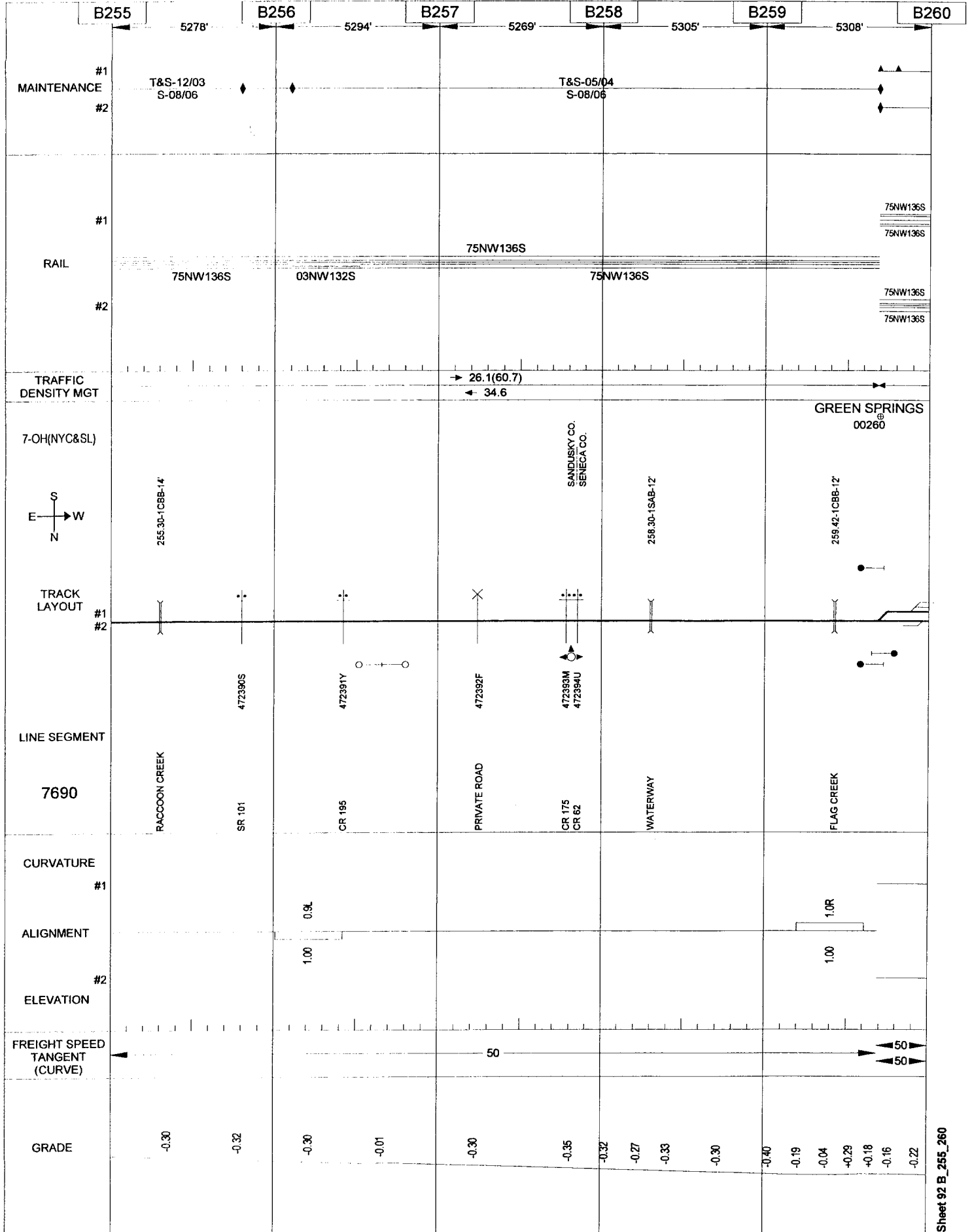
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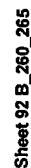
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BELLEVUE-FORT WAYNE

LAKE



LAKE



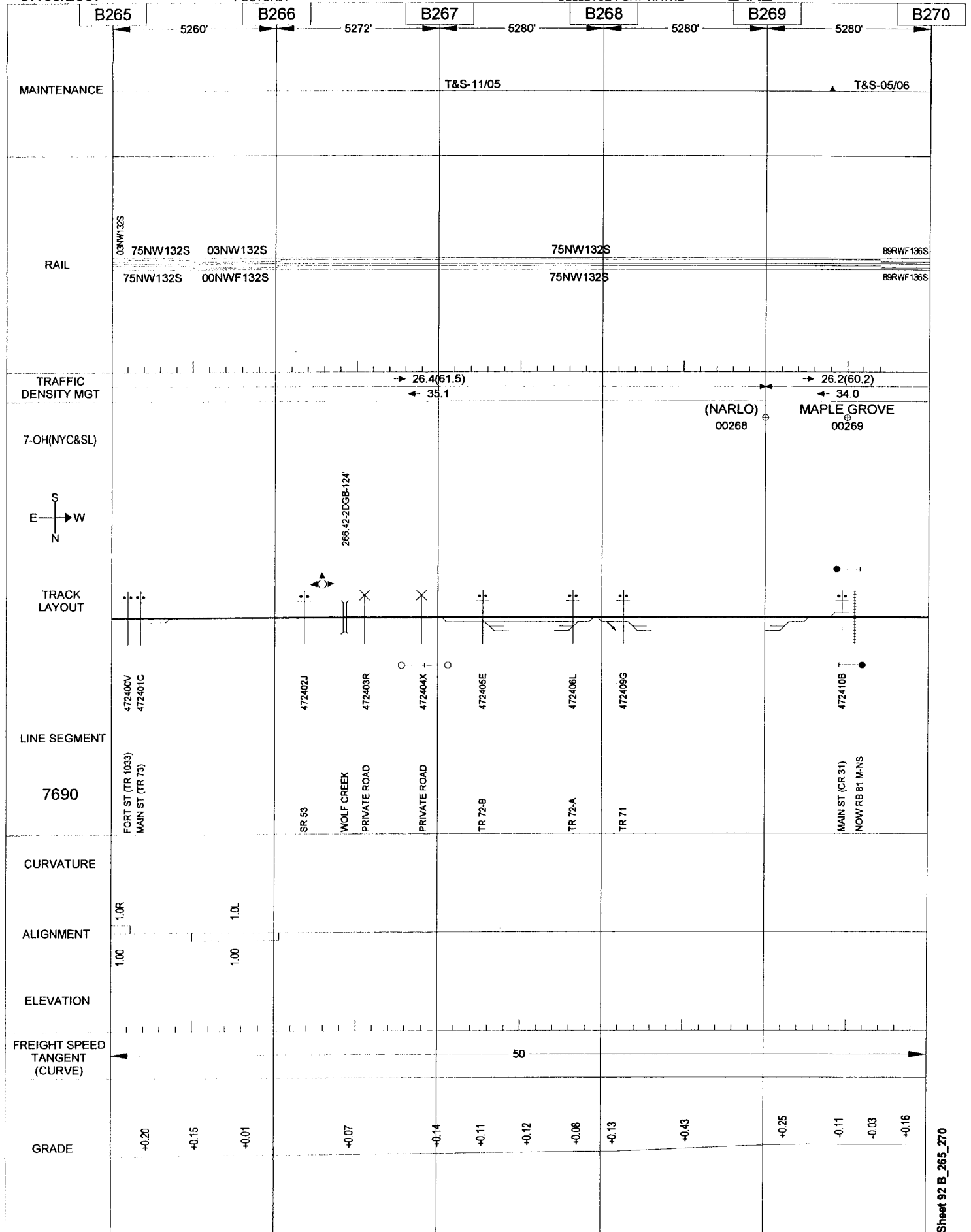
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FOSTORIA

015

BELLEVUE-FORT WAYNE

LAKE



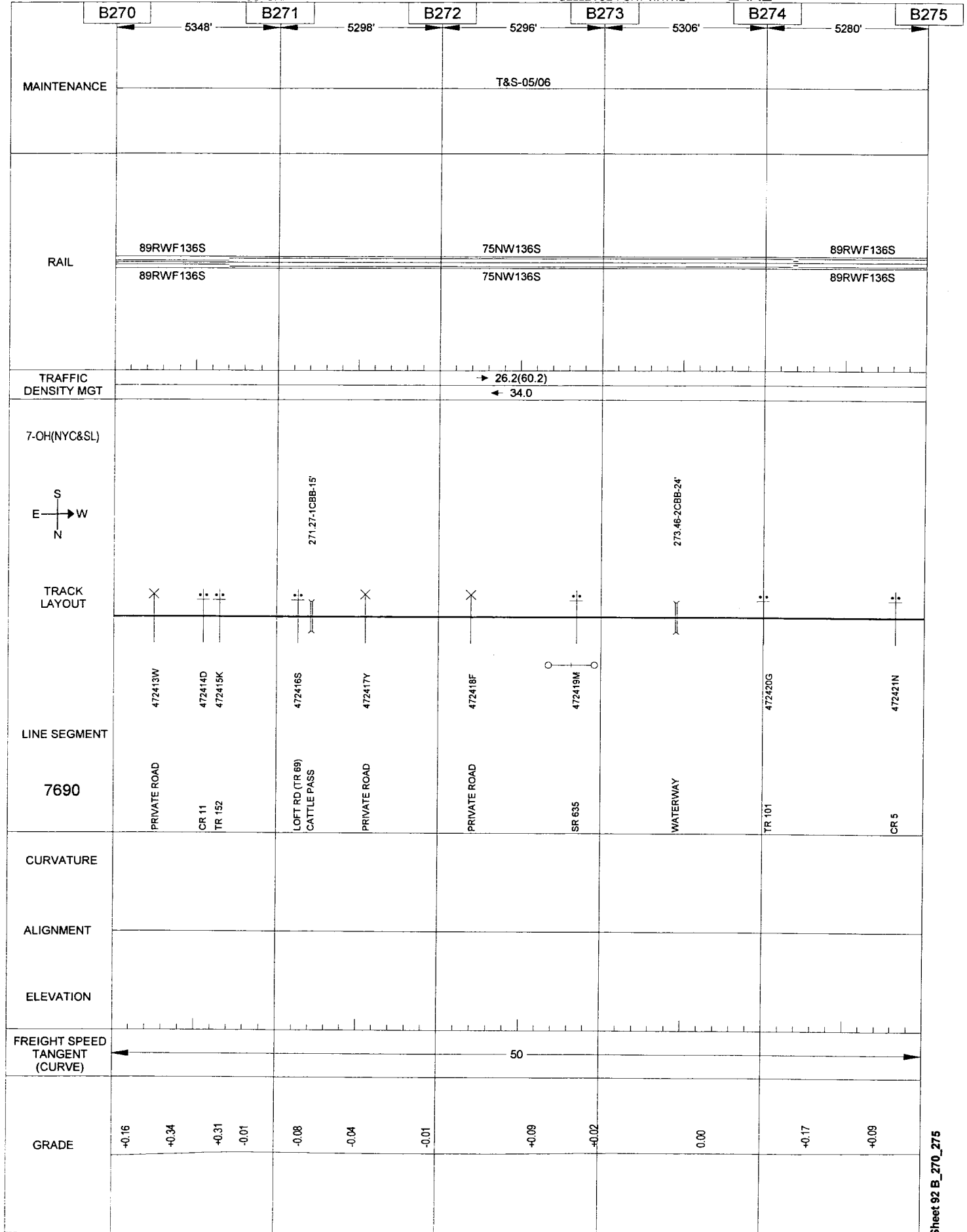
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016

FOSTORIA

BELLEVUE-FORT WAYNE

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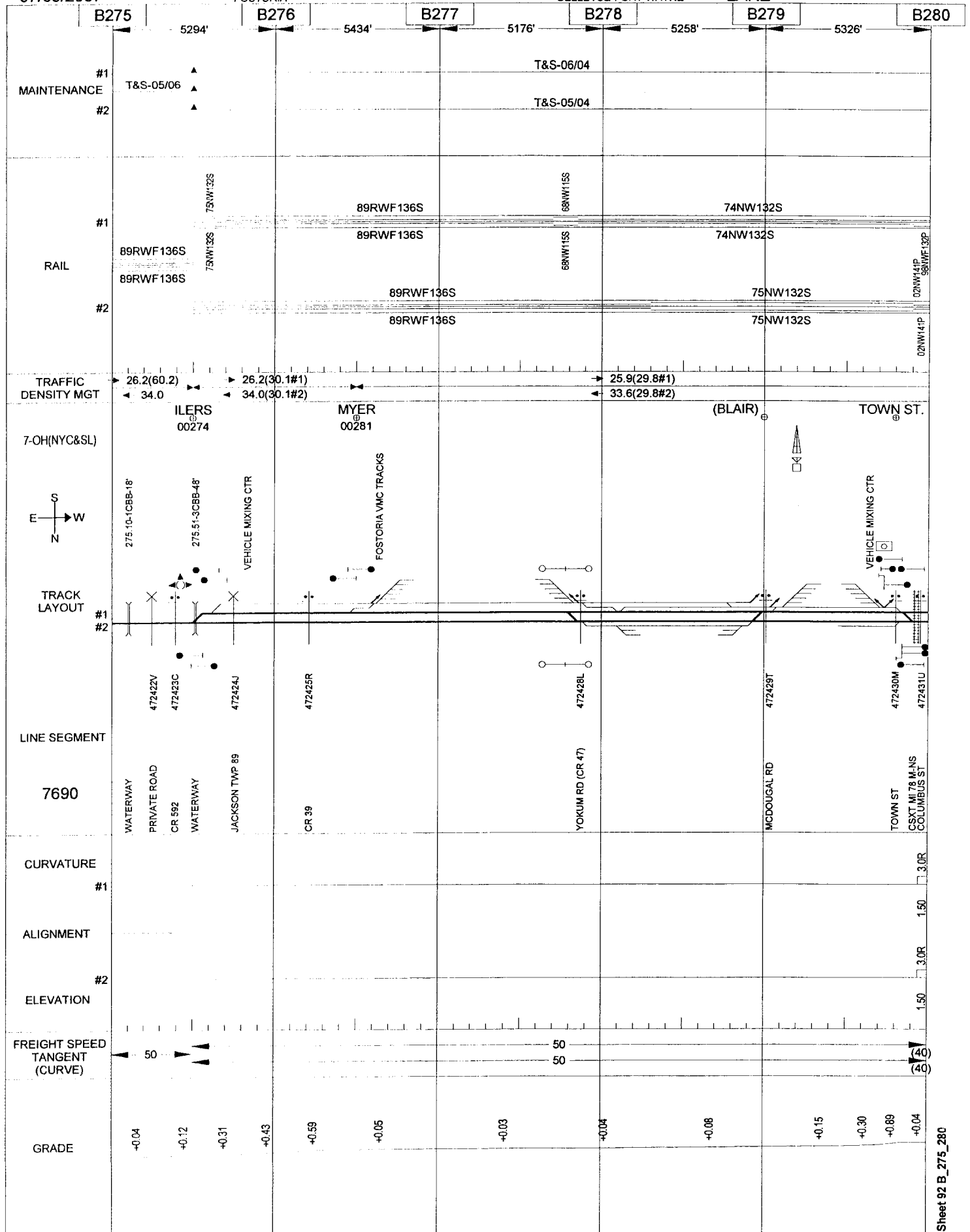
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017

BELLEVUE-FORT WAYNE

LAKE



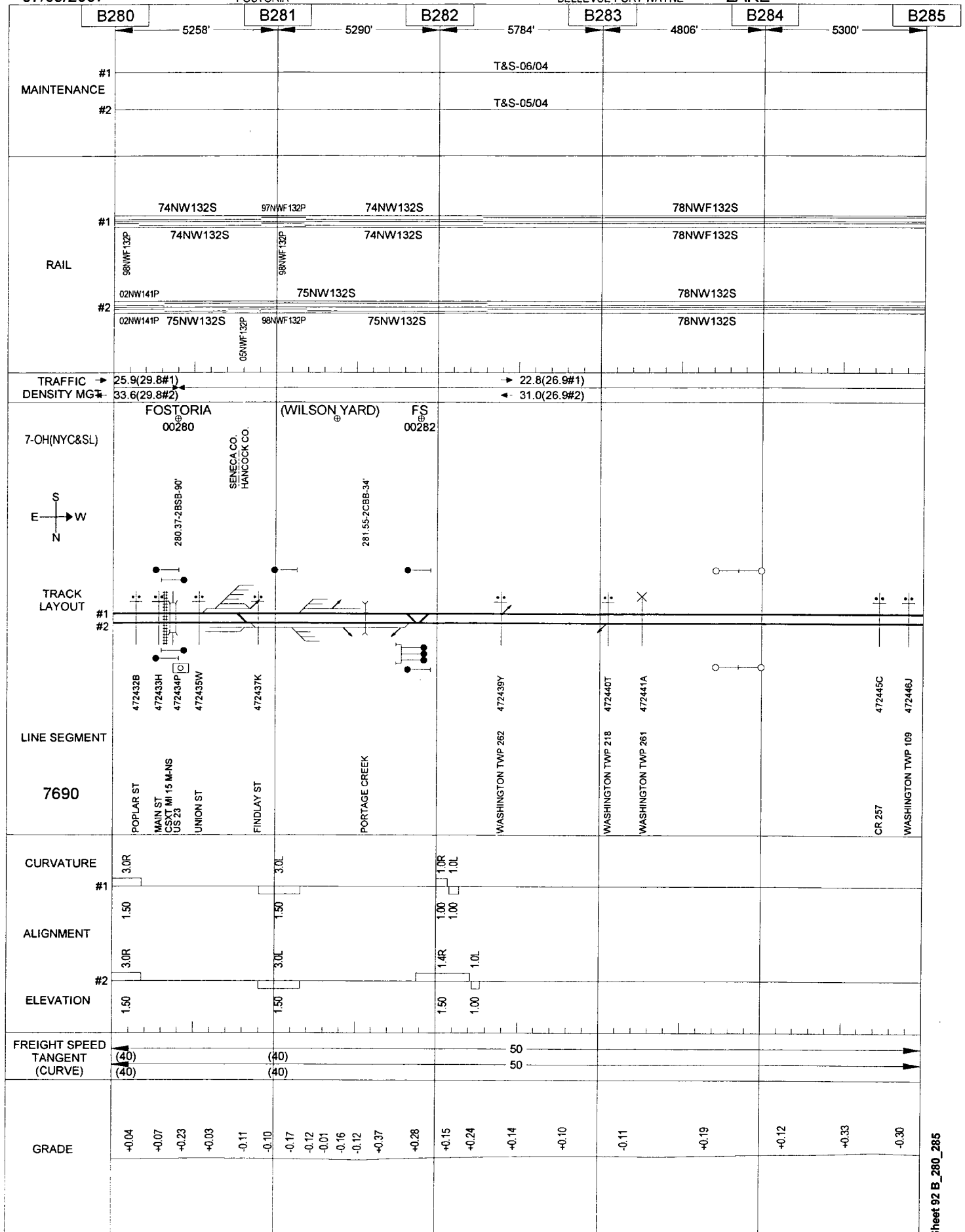
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018

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



07/05/2007

FOSTORIA

021

BELLEVUE-FORT WAYNE

LAKE

B295

5288'

B296

5298'

B297

5396'

B298

5194'

B299

5296'

B300

MAINTENANCE

T&S-07/04

RAIL

74NW132S

74NW132S

TRAFFIC
DENSITY MGT→ 22.0(52.0)
← 30.0

7-OH(NYC&SL)



29575-2088-30'

TRACK
LAYOUT

LINE SEGMENT

7690

472465N
ALLEN TWP 222472465V
CR 140

TEN MILE CREEK

472467C
CR 139472468J
PORTAGE RD-TWP 135472469R
PORTAGE TWP 135472470K
CR 131472472Y
PRIVATE ROAD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.40

-0.19

-0.11

+0.45

+0.08

-0.16

-0.20

-0.03

-0.01

-0.41

-0.12

+0.20

-0.02

-0.49

-0.10

+0.05

+0.21

+0.25

-0.05

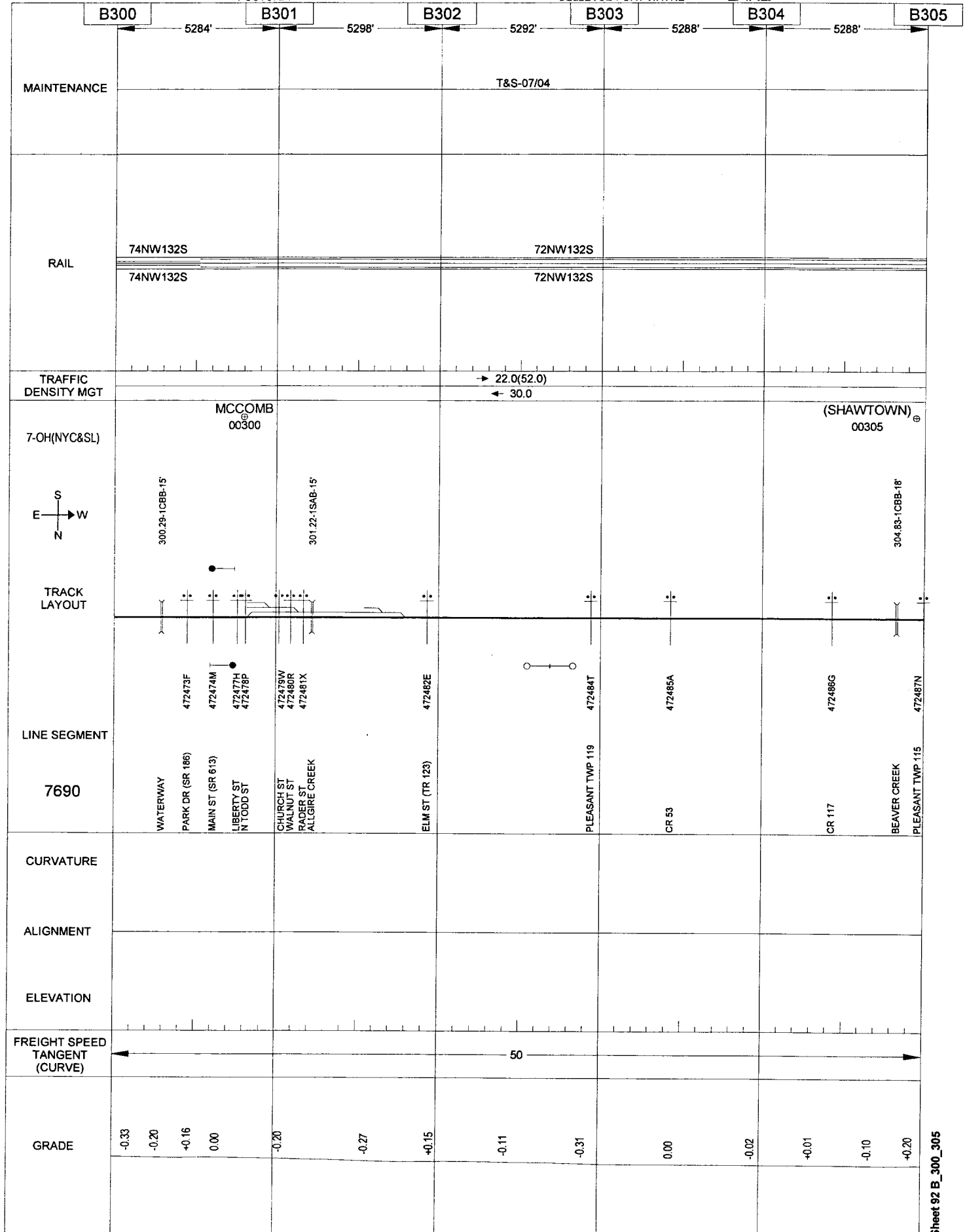
07/05/2007

022

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



07/05/2007

FOSTORIA

023

BELLEVUE-FORT WAYNE

LAKE

B305

B306

B307

B308

B309

B310

5182'

5404'

5290'

5292'

5228'

#1
MAINTENANCE
#2

T&S-07/04

T&S-07/04
S-08/06T&S-07/02
S-08/06

RAIL

#1

72NW132S

72NW132S

73NW132S

73NW132S

78RW131S

78RW131S

#2

TRAFFIC
DENSITY MGT

→ 22.0(52.0)
← 30.0

→ 22.0(26.0#1)
← 30.0(26.0#2)

7-OH(NYC&SL)

TOWNWOOD
00306HANCOCK CO.
PUTNAM CO.(YELLOW CREEK)
00307

S
E → W
N

TRACK
LAYOUT

#1

#2

472488V

472490W

875689E

472493S

472496M

LINE SEGMENT

7690

CR 1

CR 2

CR 3

YELLOW CREEK DITCH

CR 4

CR 5

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

50

GRADE

+0.20

-0.06

-0.01

-0.02

+0.08

0.00

+0.06

+0.15

-0.06

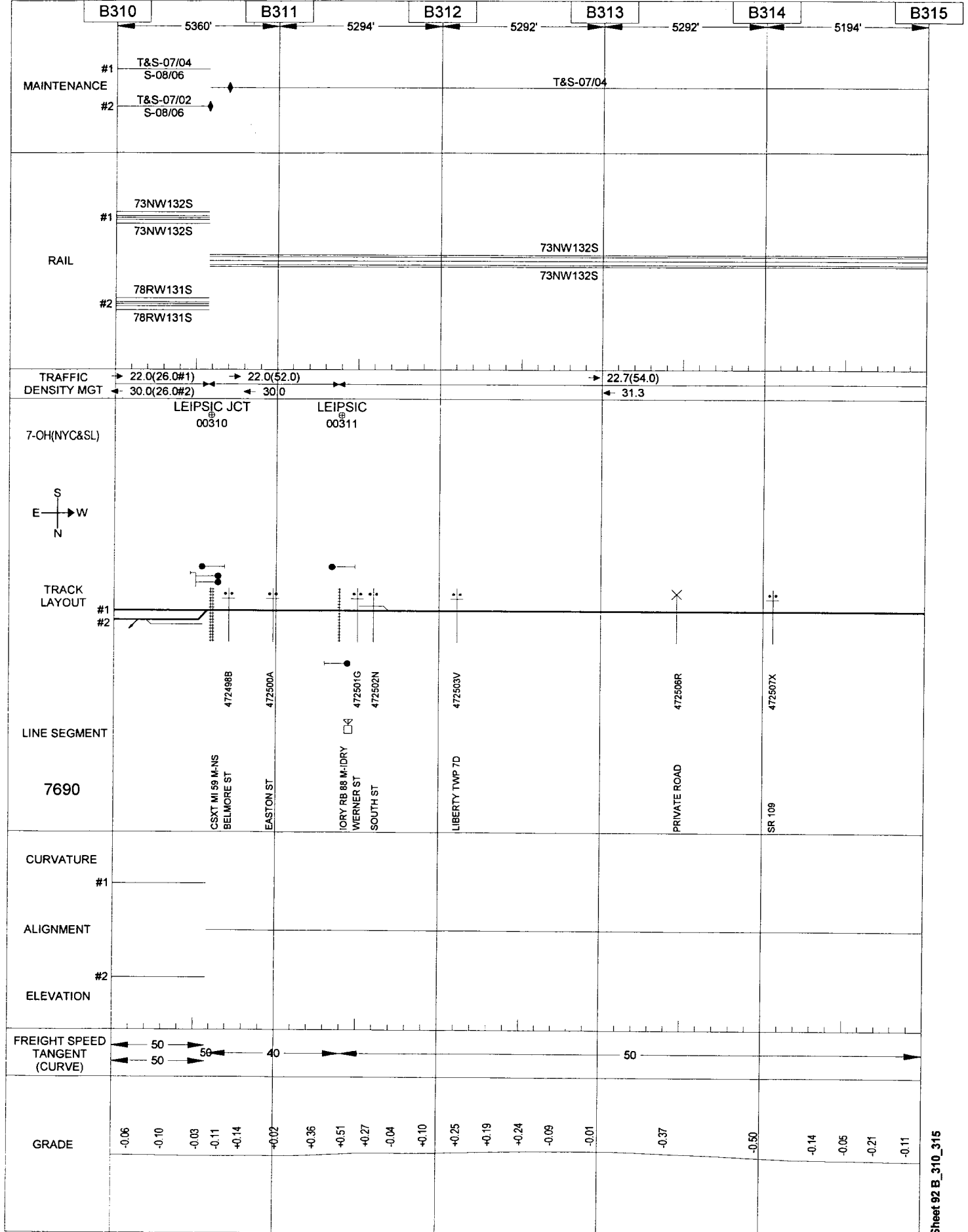
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024

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



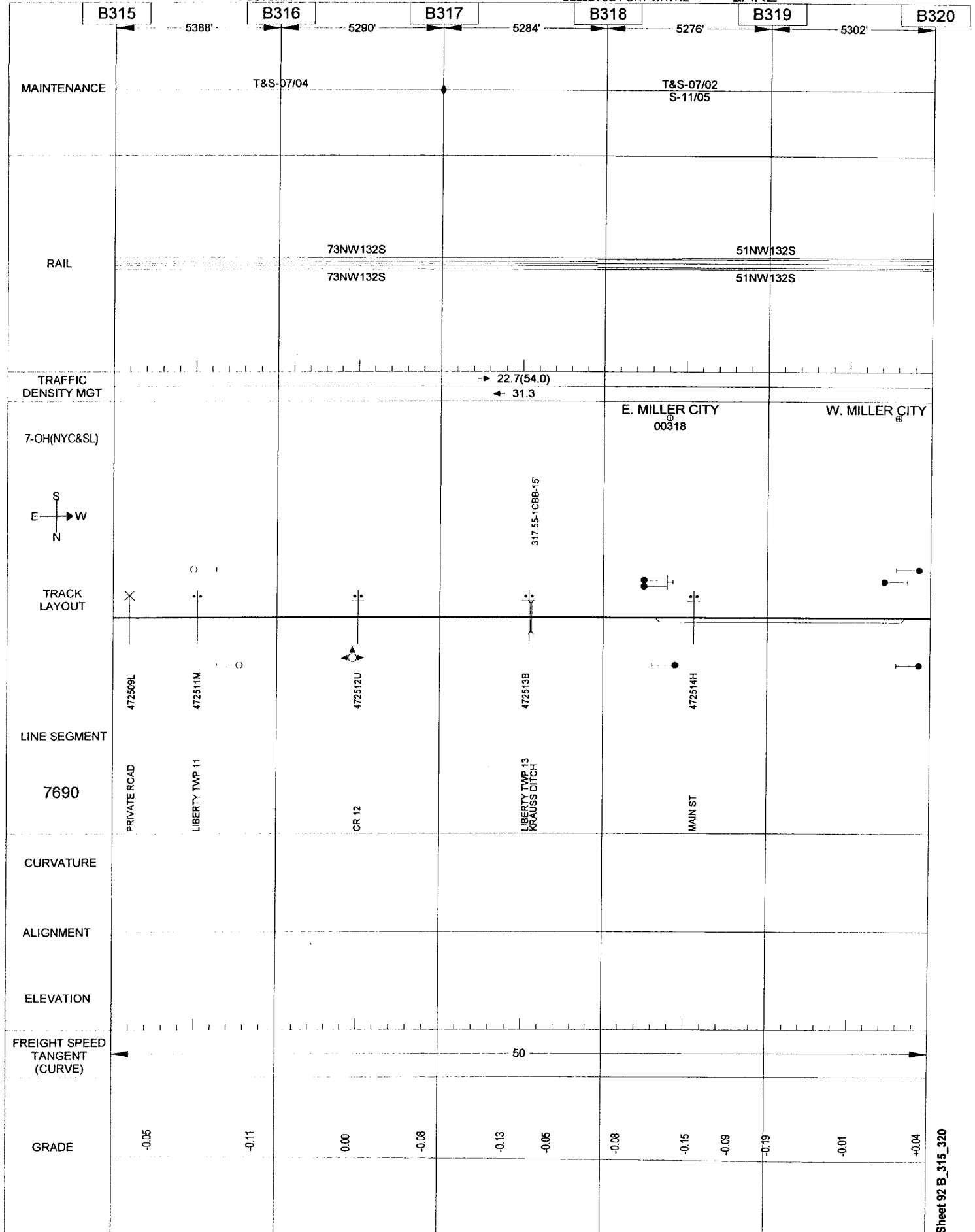
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025

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BELLEVUE-FORT WAYNE

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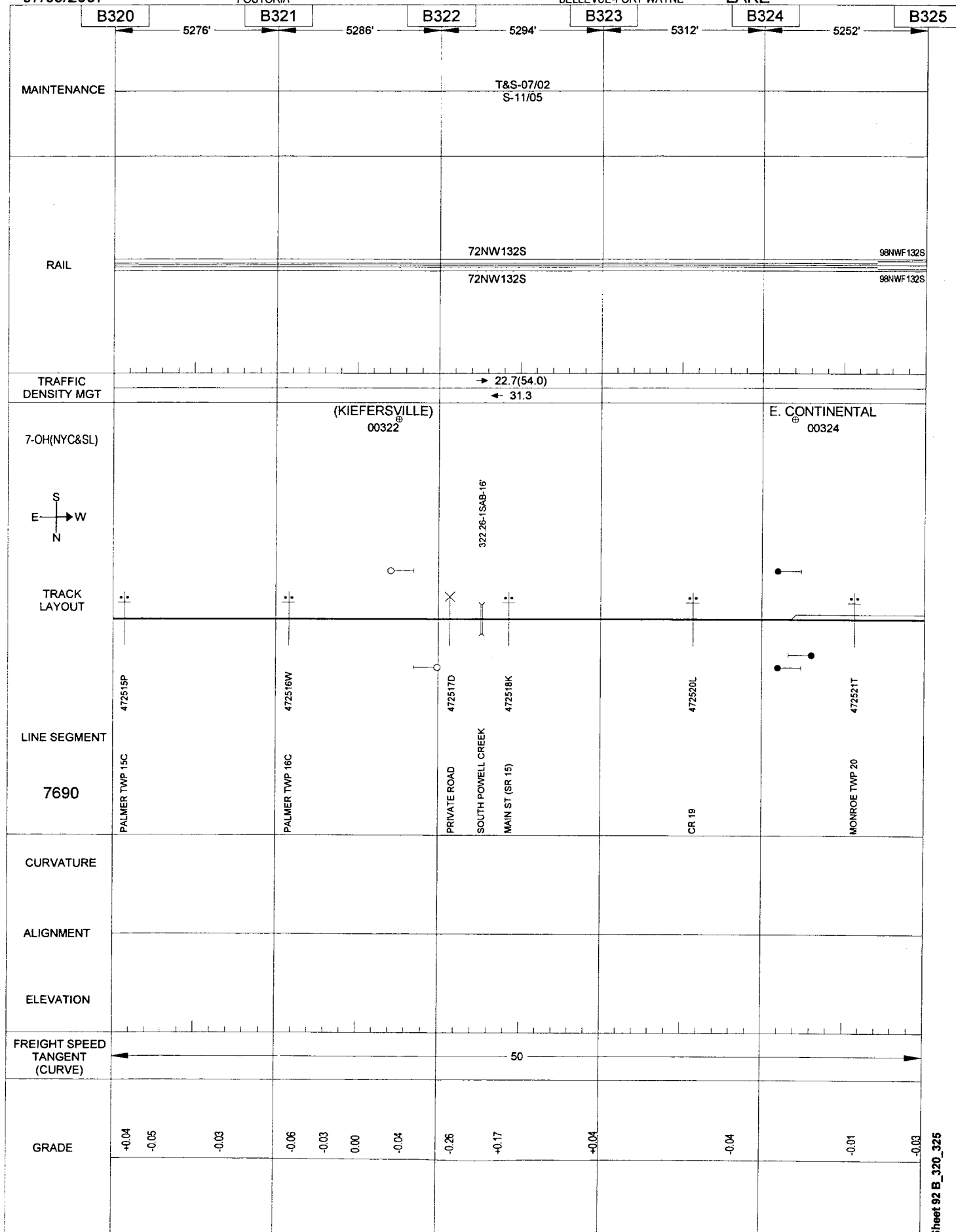
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026

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BELLEVUE-FORT WAYNE

LAKE



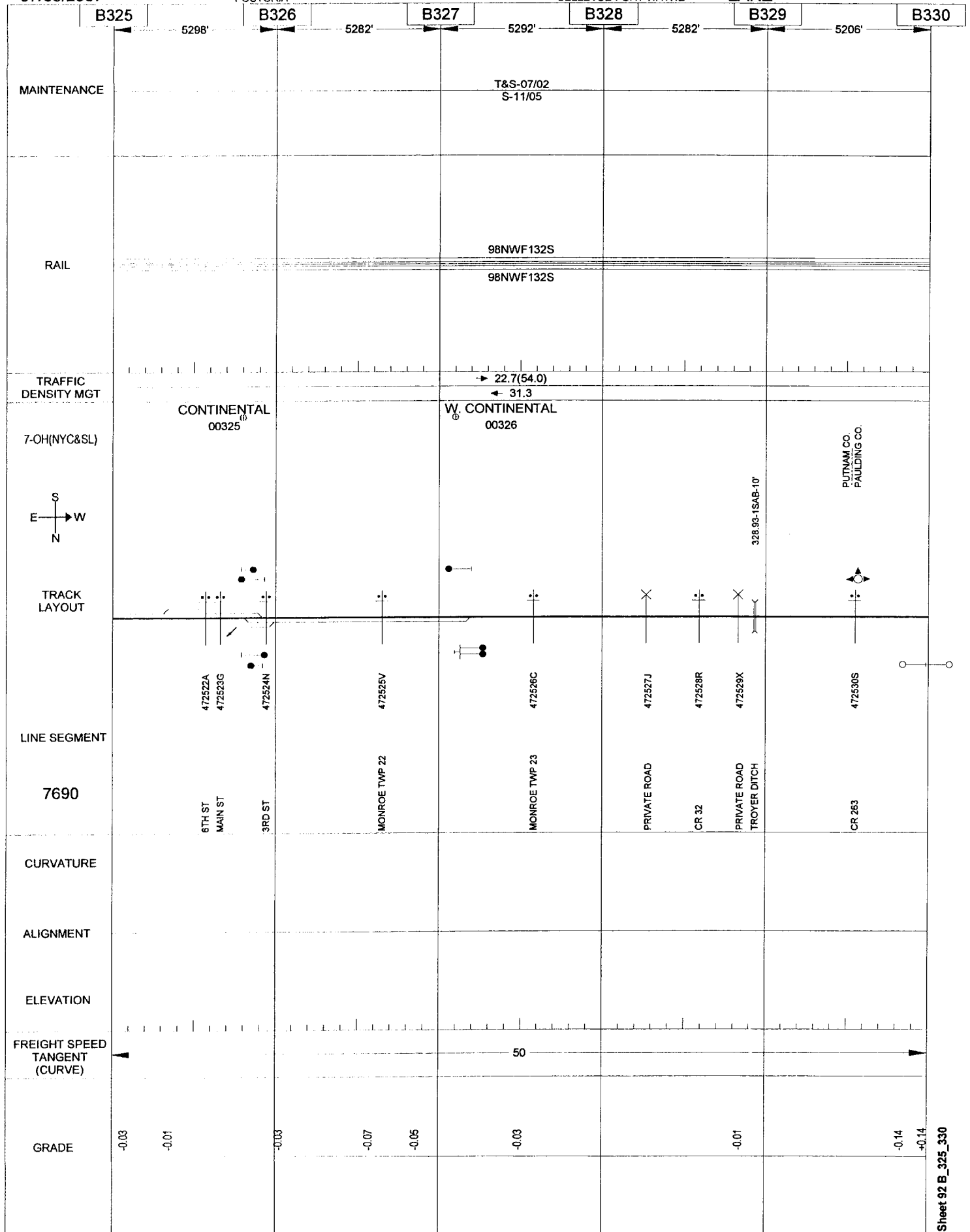
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027

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



	B330	B331	B332	B333	B334	B335
	5364'	5288'	5446'	5126'	5288'	
MAINTENANCE	T&S-07/02 S-11/05					
RAIL	98NWF132S		73NW132S			
	98NWF132S		73NW132S			
TRAFFIC DENSITY MGT	→ 22.7(54.0) ← 31.3					
7-OH(NYC&SL)			(OAKWOOD) 00331	(MELROSE) 00333		
<div><div>S</div><div>E</div><div>N</div><div>W</div></div>			331.57-1TGO-36' 331.68-2TGO-278'(91)	332.95-1TGO-137'(92)		
TRACK LAYOUT	X	+	X	+	+	+
LINE SEGMENT	472531Y	472532F	876690Y	472533M	472534U	472535B
	BROWN TWP 211	DICKEY RD (CR 209)	PRIVATE	6TH ST	2ND ST	SR 66
7690				AUGLAIZE RIVER	STANLEY RD (CR 171)	
				472536H		
				472537P		
					LITTLE AUGLAIZE	
					472539D	472541E
					SR 613	PARK ST
						472540X
						472542L
						PRIVATE ROAD
						BROWN TWP 165
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	+0.14	-0.01	-0.04	-0.16	+0.03	+0.04
					+0.06	-0.25
					-0.06	+0.10
					+0.06	+0.02
						+0.03

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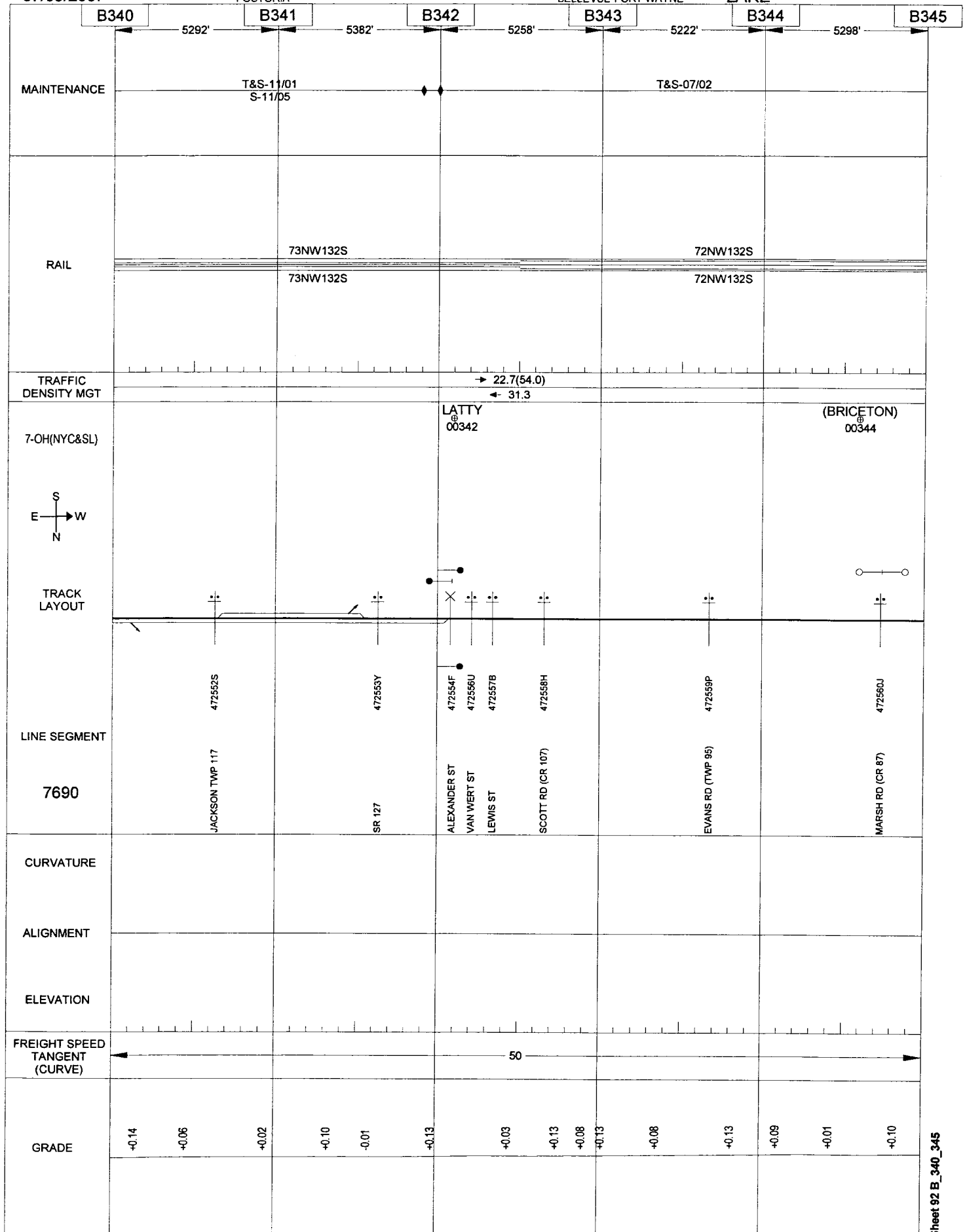
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030

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



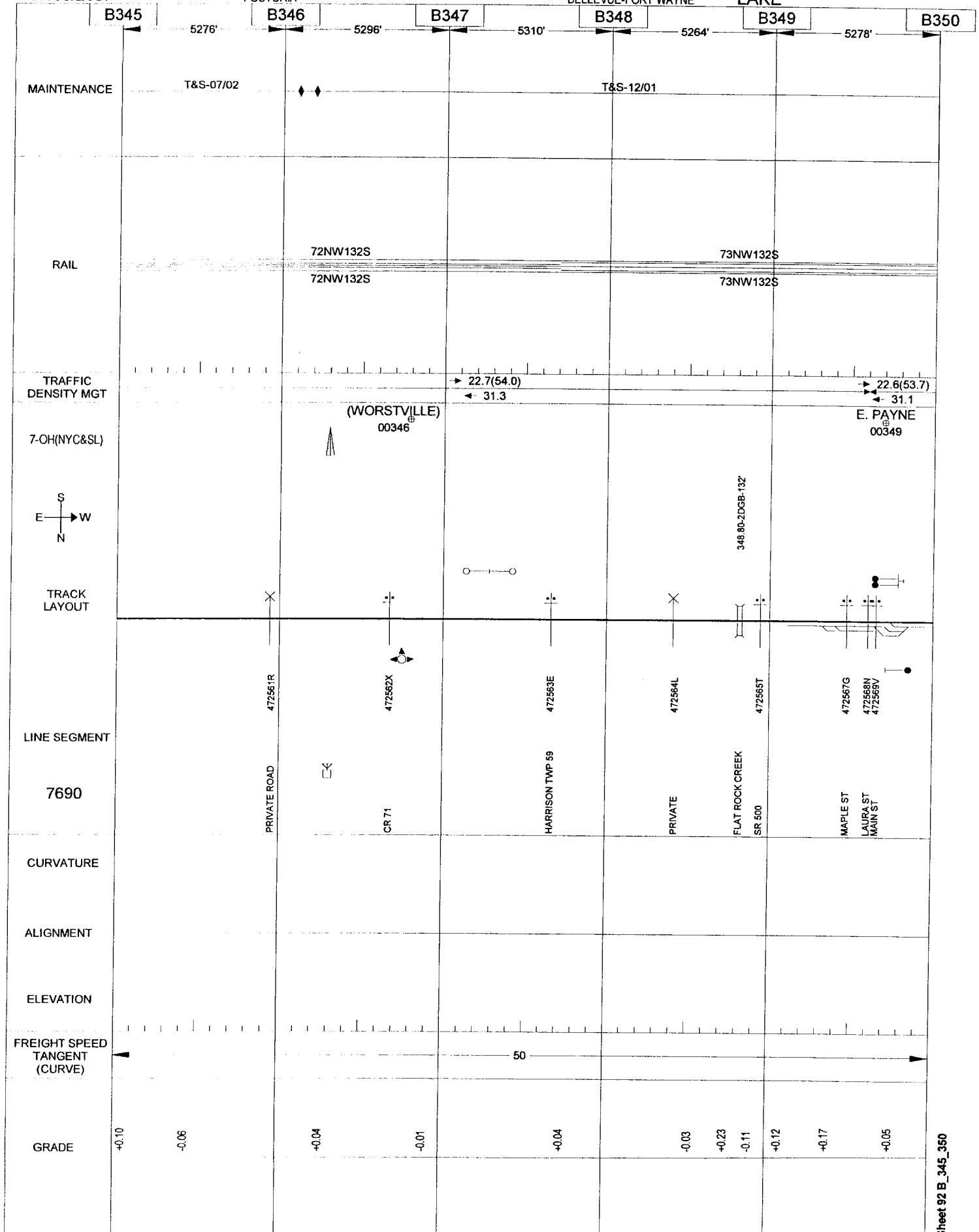
07/05/2007

031

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



	B350	B351	B352	B353	B354	B355
MAINTENANCE	T&S-12/01					
RAIL	73NW132S 73NW132S					
TRAFFIC DENSITY MGT	<div> <div>→ 22.6(53.7)</div> <div>← 31.1</div> <div>→ 22.6(53.7)</div> <div>← 31.1</div> <div>→ 22.6(53.6)</div> <div>← 31.0</div> </div>					
7-OH(NYC&SL) 1-IN(NYC&SL)	<div> <div>TEST MILE</div> <div>TEST MILE</div> <div>OH IN</div> <div>PAULDING CO. ALLEN CO.</div> <div>(EDGERTON) 00354</div> </div>					
TRACK LAYOUT	<div> <div>W. PAYNE</div> <div>PAULDING CO. ALLEN CO.</div> <div>(EDGERTON) 00354</div> </div>					
LINE SEGMENT	<div> <div>7690</div> <div>HARRISON TWP #33</div> <div>472570P</div> <div>HARRISON TWP #21</div> <div>472571W</div> <div>CR 11</div> <div>472572D</div> <div>HARRISON TWP #5</div> <div>472573K</div> <div>STATE LINE RD</div> <div>472574S</div> <div>EVERSONS RD (MAIN)</div> <div>472576F</div> <div>MORGAN RD</div> <div>472577M</div> </div>					
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

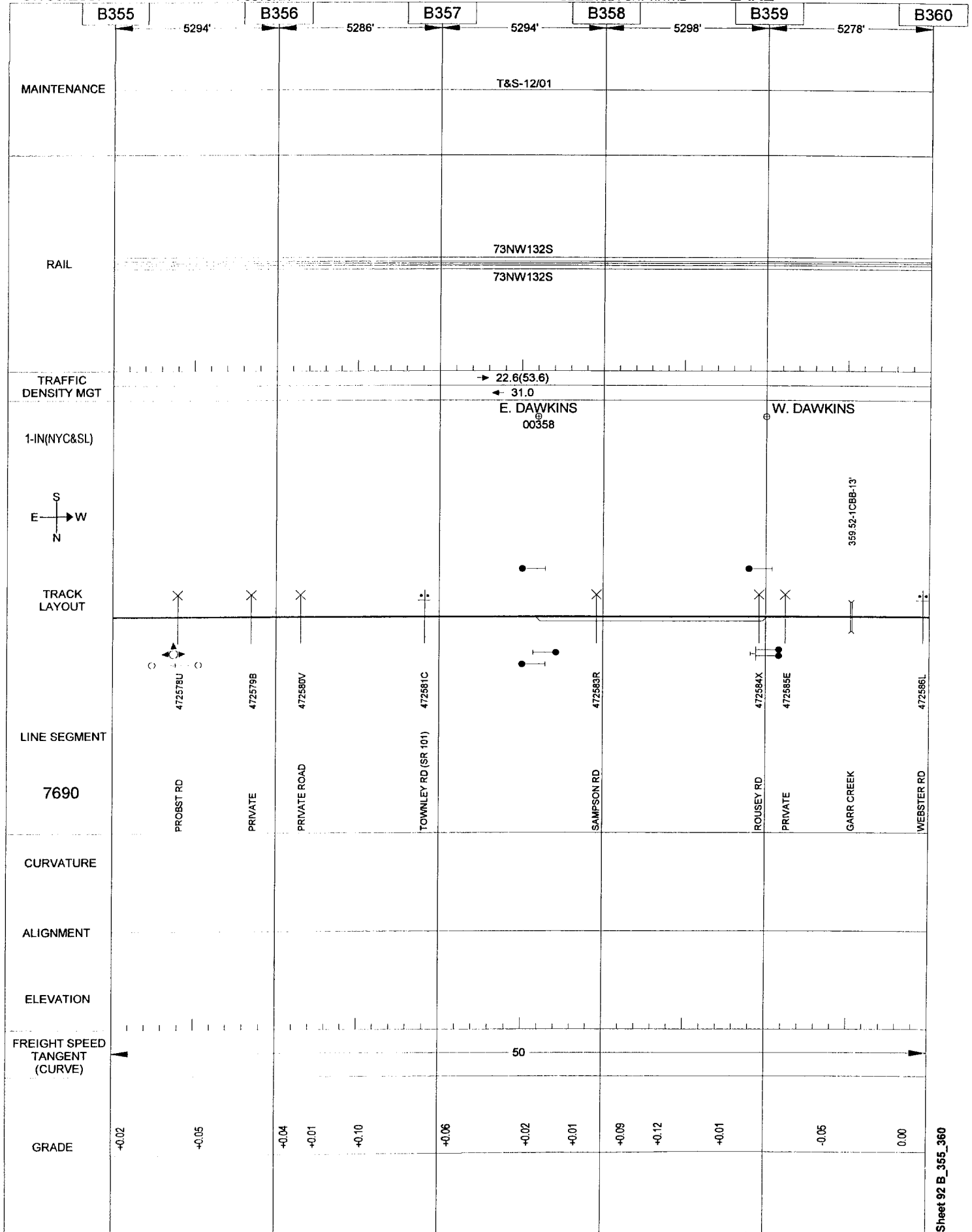
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FOSTORIA

033

BELLEVUE-FORT WAYNE

LAKE



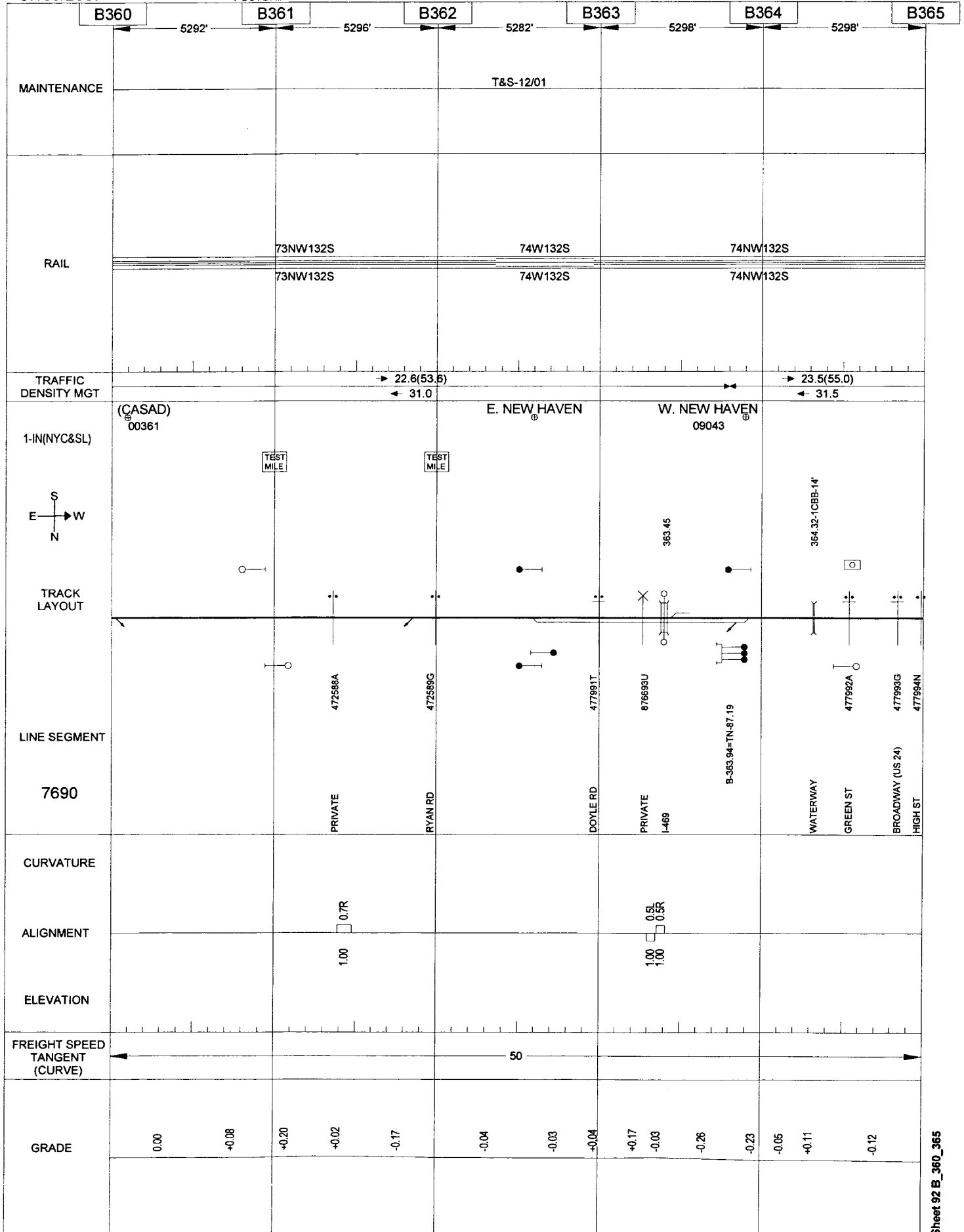
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034

FOSTORIA

BELLEVUE-FORT WAYNE

LAKE



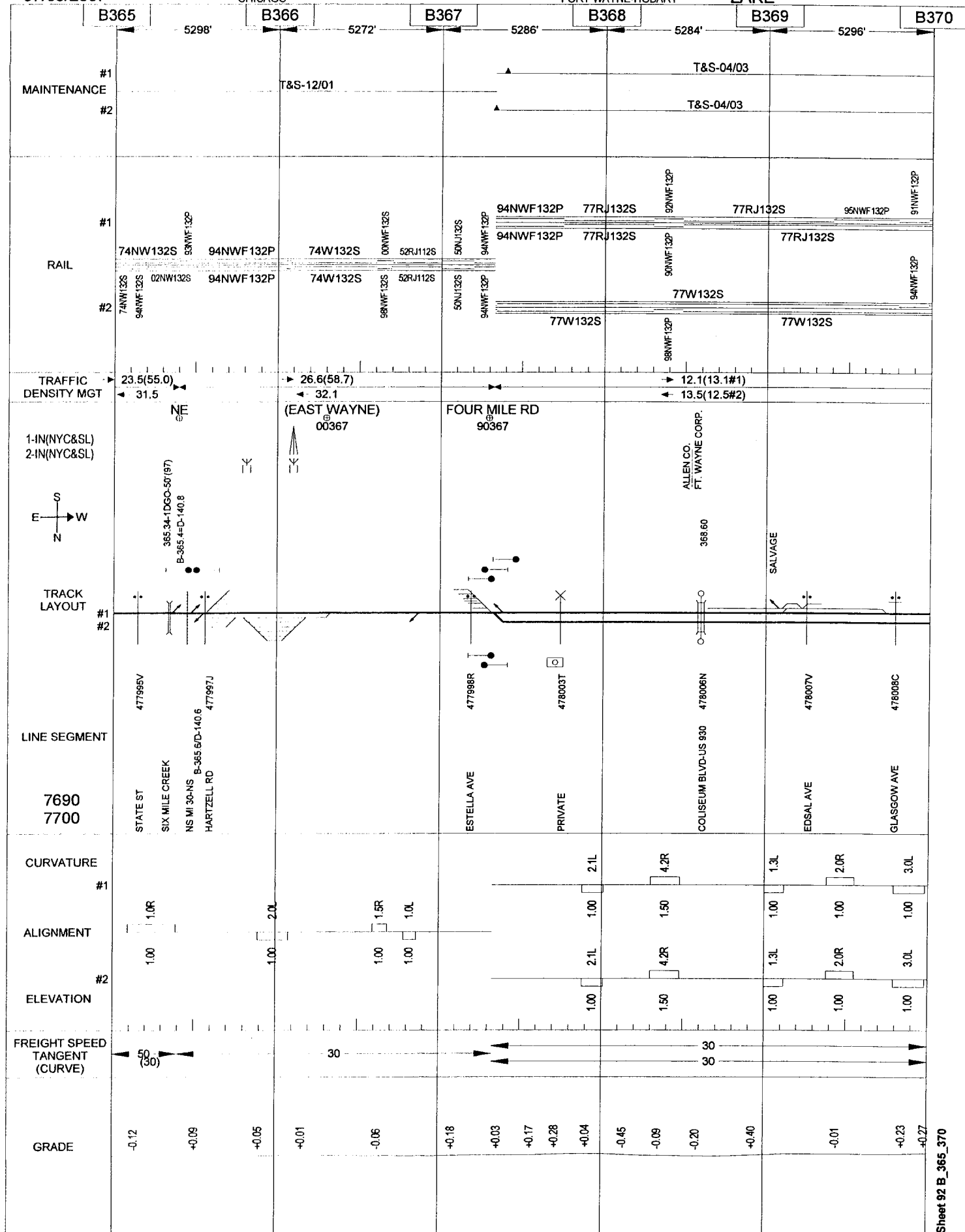
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CHICAGO

035

FORT WAYNE-HOBART

LAKE



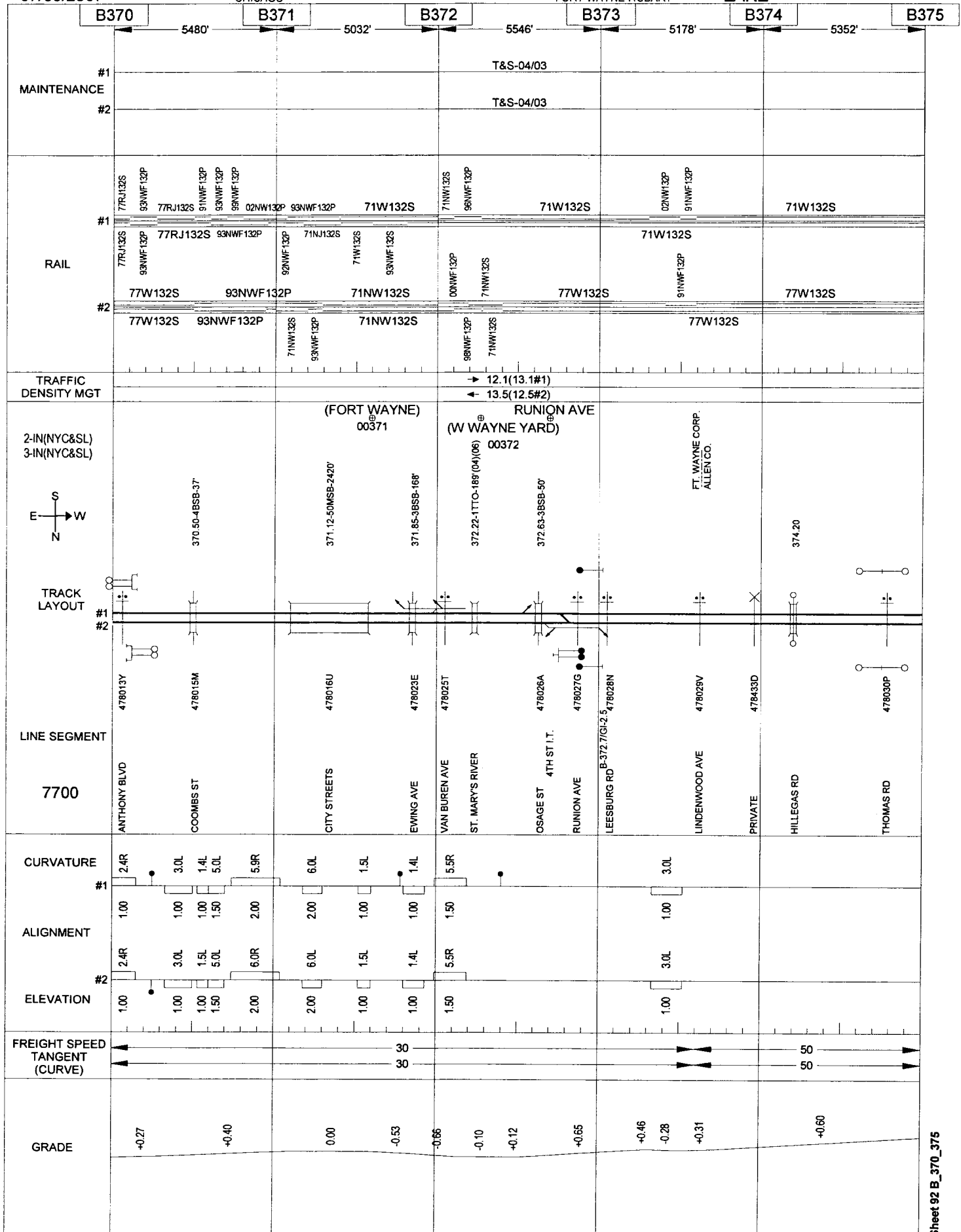
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CHICAGO

036

FORT WAYNE-HOBART

LAKE



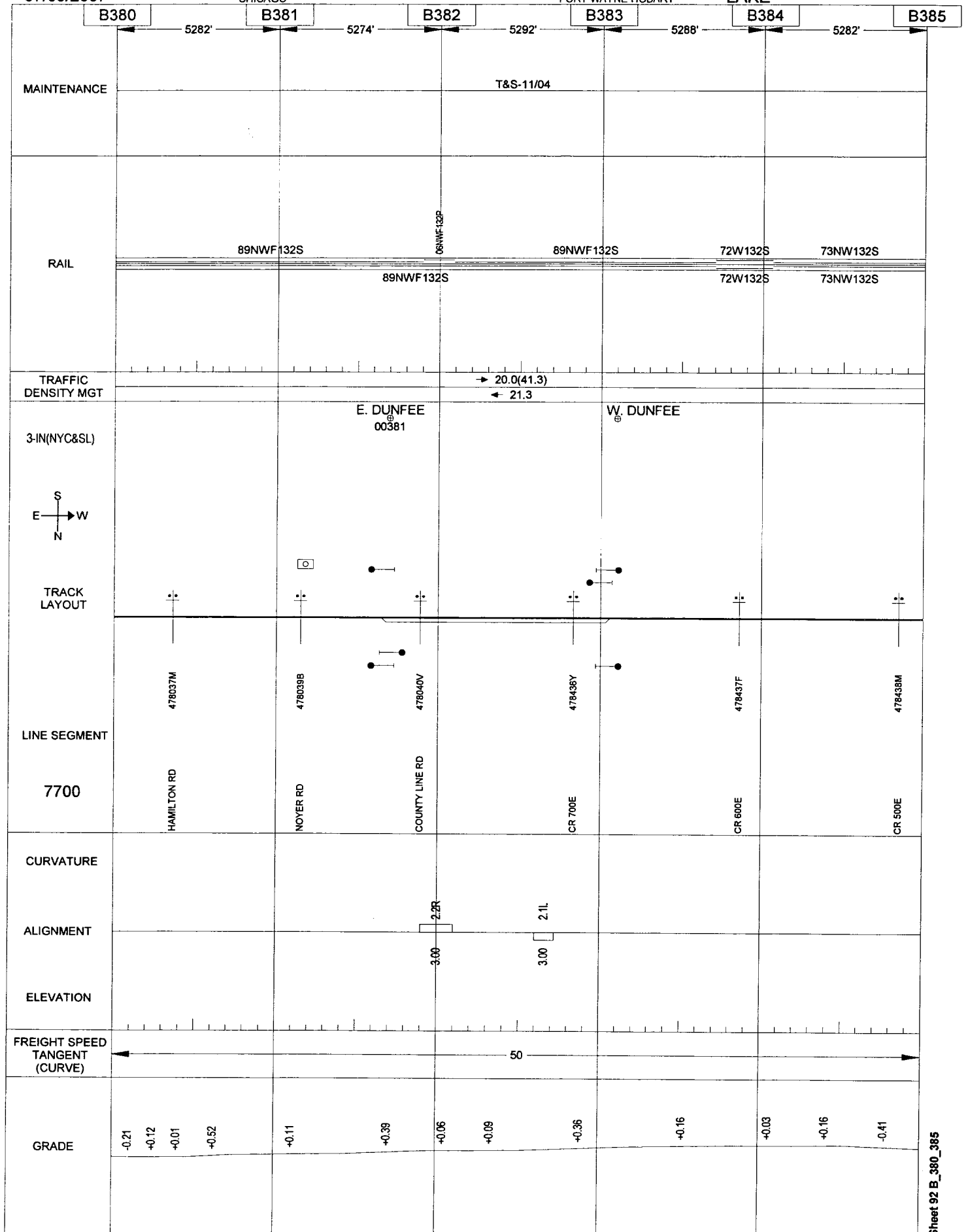
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038

CHICAGO

FORT WAYNE-HOBART

LAKE



07/05/2007

CHICAGO

039

FORT WAYNE-HOBART

LAKE

B385

B386

B387

B388

B389

B390

5286'

5286'

5278'

5302'

5276'

MAINTENANCE

T&S-11/04

RAIL

73NW132S

73NW132S

TRAFFIC
DENSITY MGT→ 20.0(41.3)
← 21.3→ 19.9(41.1)
← 21.2

3-IN(NYC&SL)

(RABER)
00386(BRIGGS)
00388E. PEABODY
00389S
E → W
NTRACK
LAYOUT

386.57'-1CBB-10'

TEST
MILETEST
MILE

LINE SEGMENT

7700

478439U

478440N

478441V

478442C

478443J

478445X

CR 400E

STONY CREEK

RABER RD

CR 150E

SR 9

PRIVATE

MERIDIAN RD-MN ST

CURVATURE

ALIGNMENT

1.00 = 0.1R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.41

+0.17

-0.01

-0.30

-0.18

+0.06

-0.26

-0.11

-0.06

-0.06

-0.02

-0.16

-0.26

-0.23

-0.30

-0.02

+0.19

LAKE

B395

T&S-11/04

73NW132S

W132S 73NW1

25

→ 19.9(41.1)
← 21.2

(ARNOLD)
00392

TRACK LAYOUT

7700

WASHINGTON RD
478446

PRIVATE 478447

[illegible]

100

ABM 170,000

ELEVATION

10

3

— 50 —

- 5 -

0.00

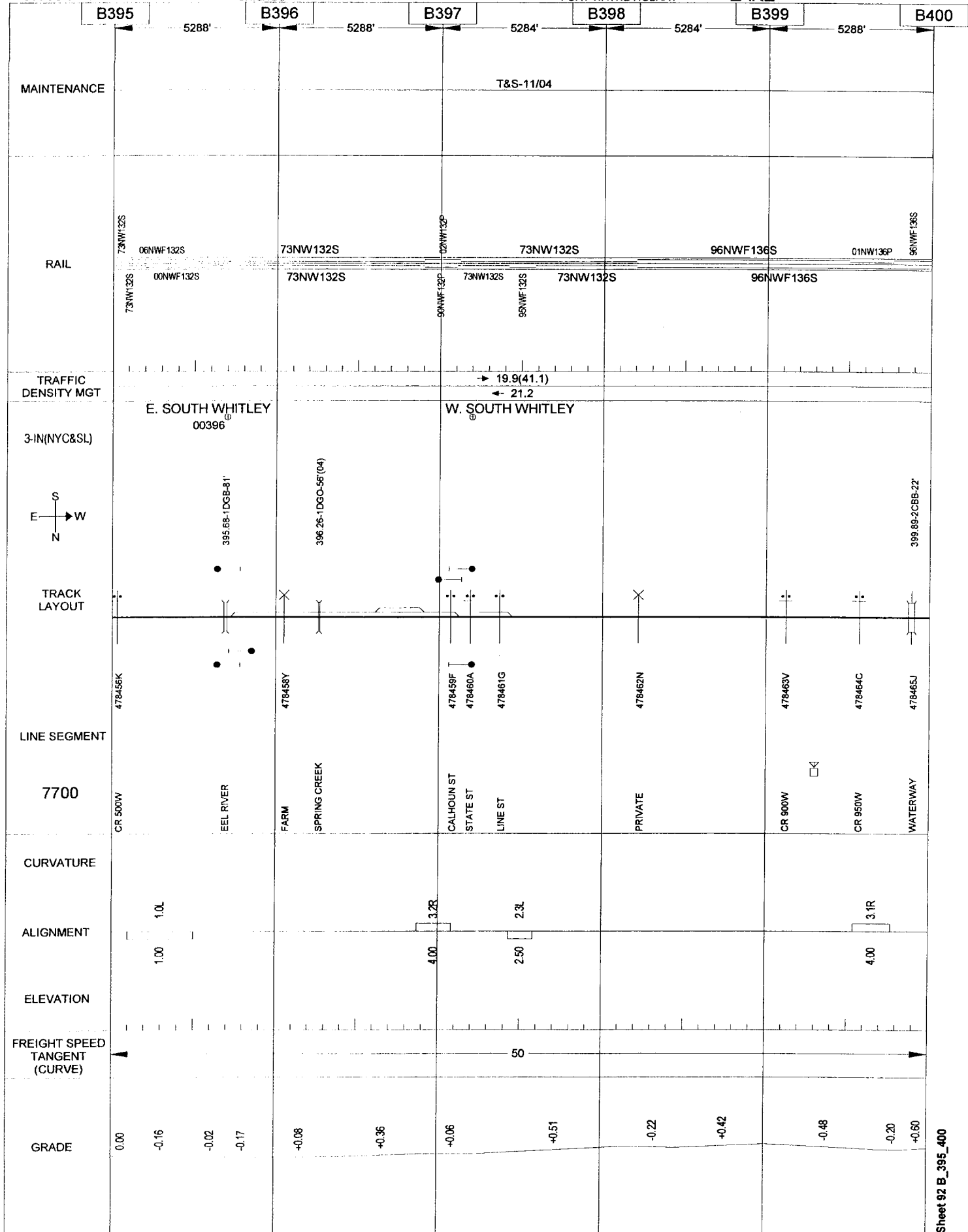
07/05/2007

CHICAGO

041

FORT WAYNE-HOBART

LAKE



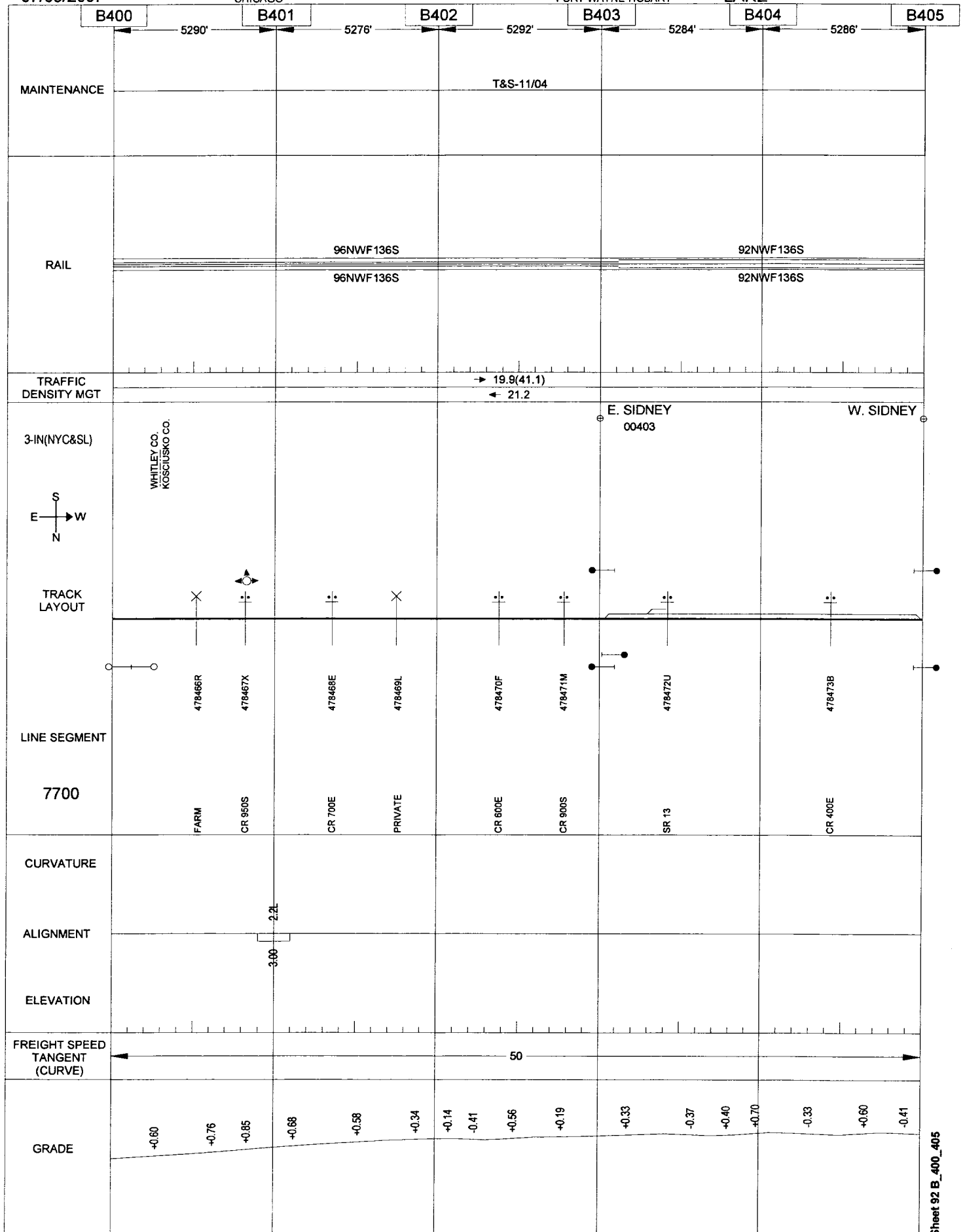
07/05/2007

042

CHICAGO

FORT WAYNE-HOBART

LAKE



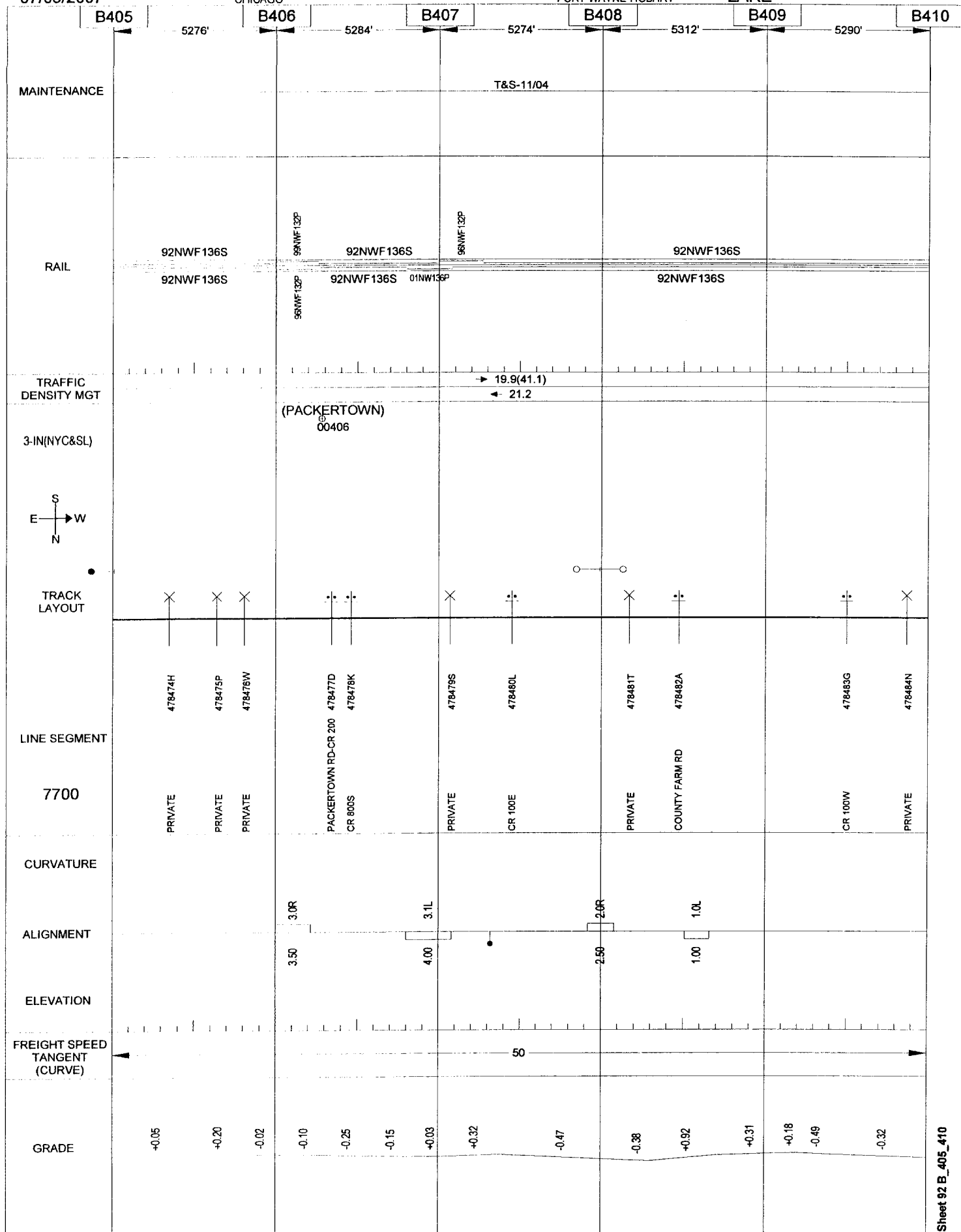
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043

CHICAGO

FORT WAYNE-HOBART

LAKE



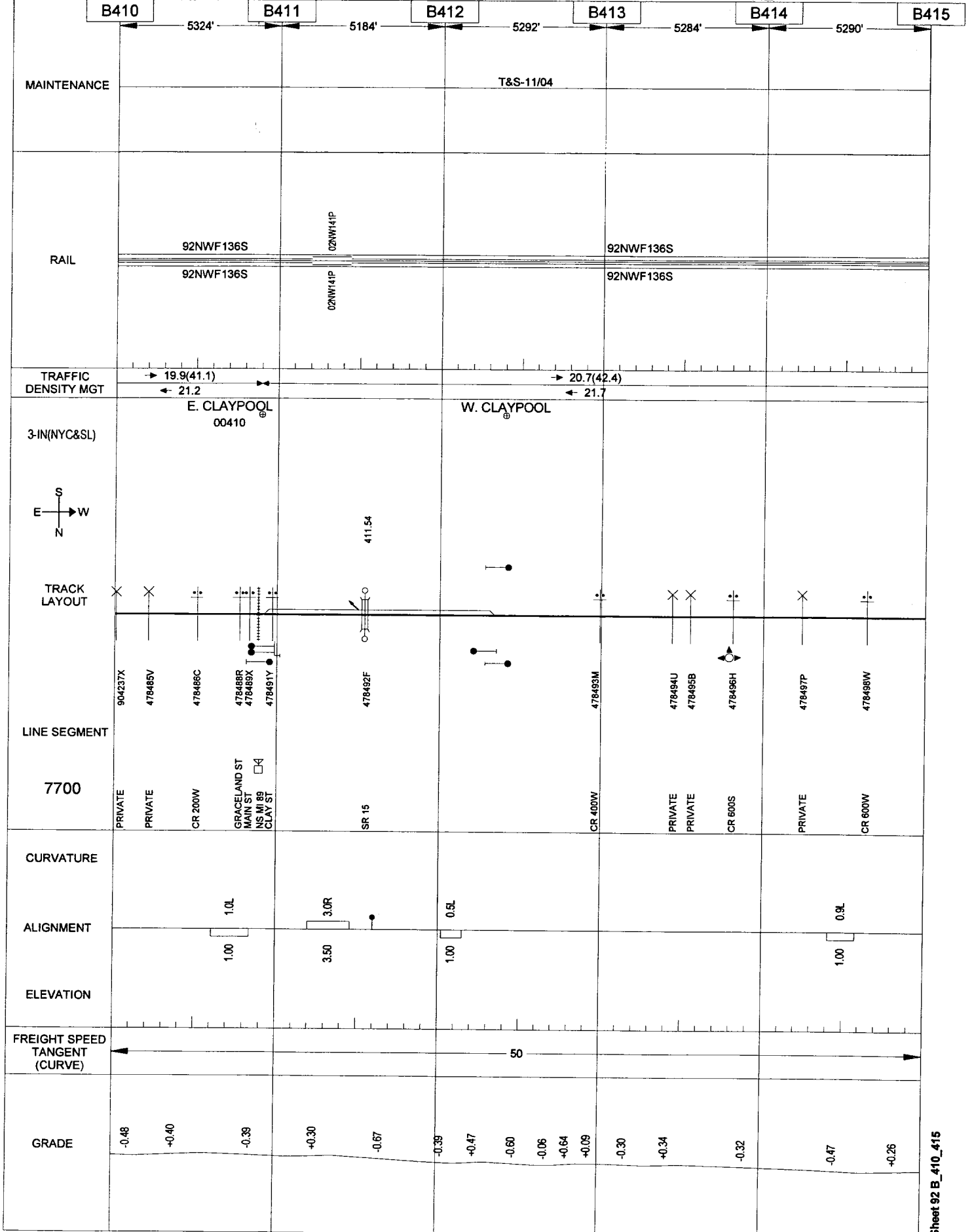
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044

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LAKE



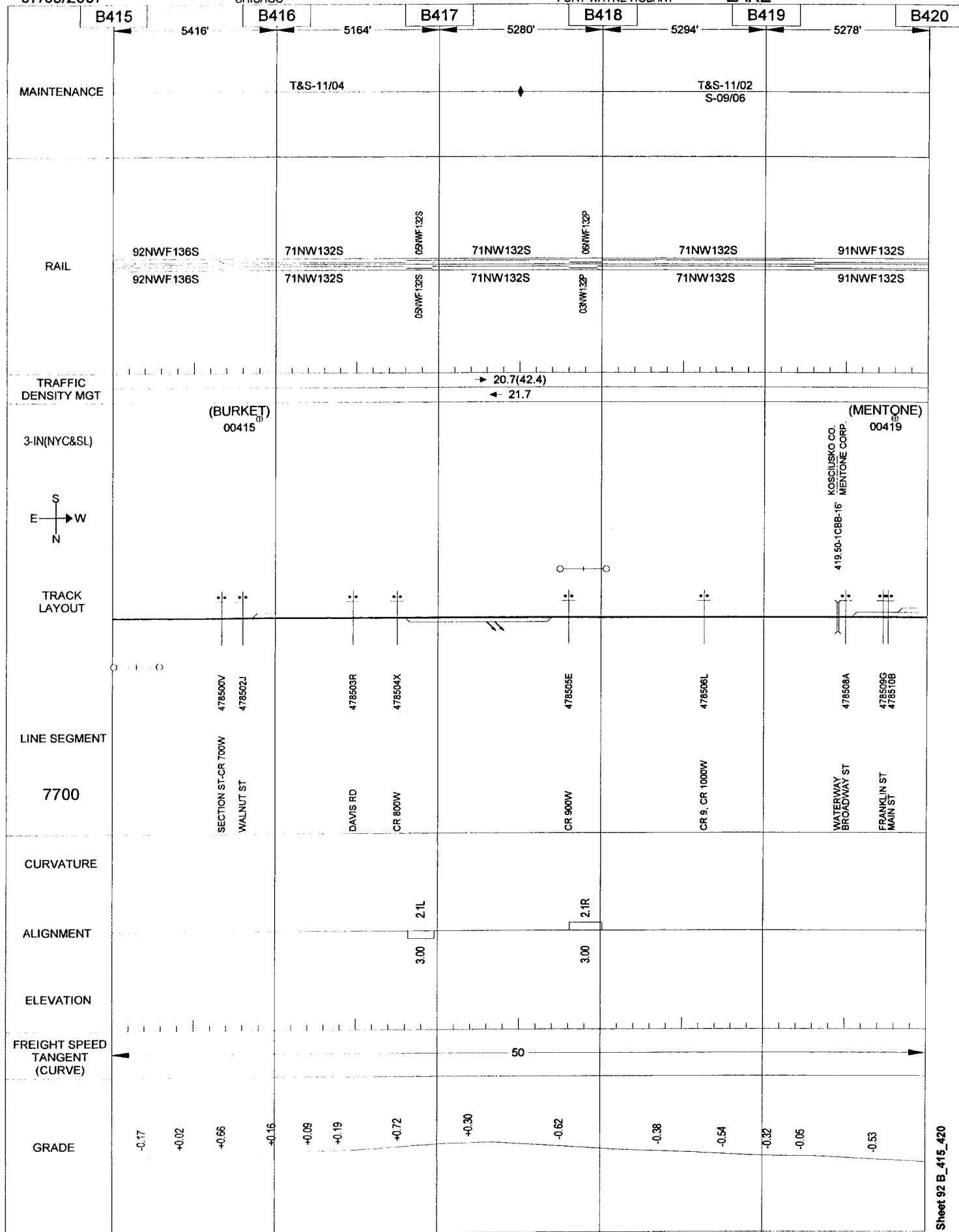
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CHICAGO

045

FORT WAYNE-HOBART

LAKE



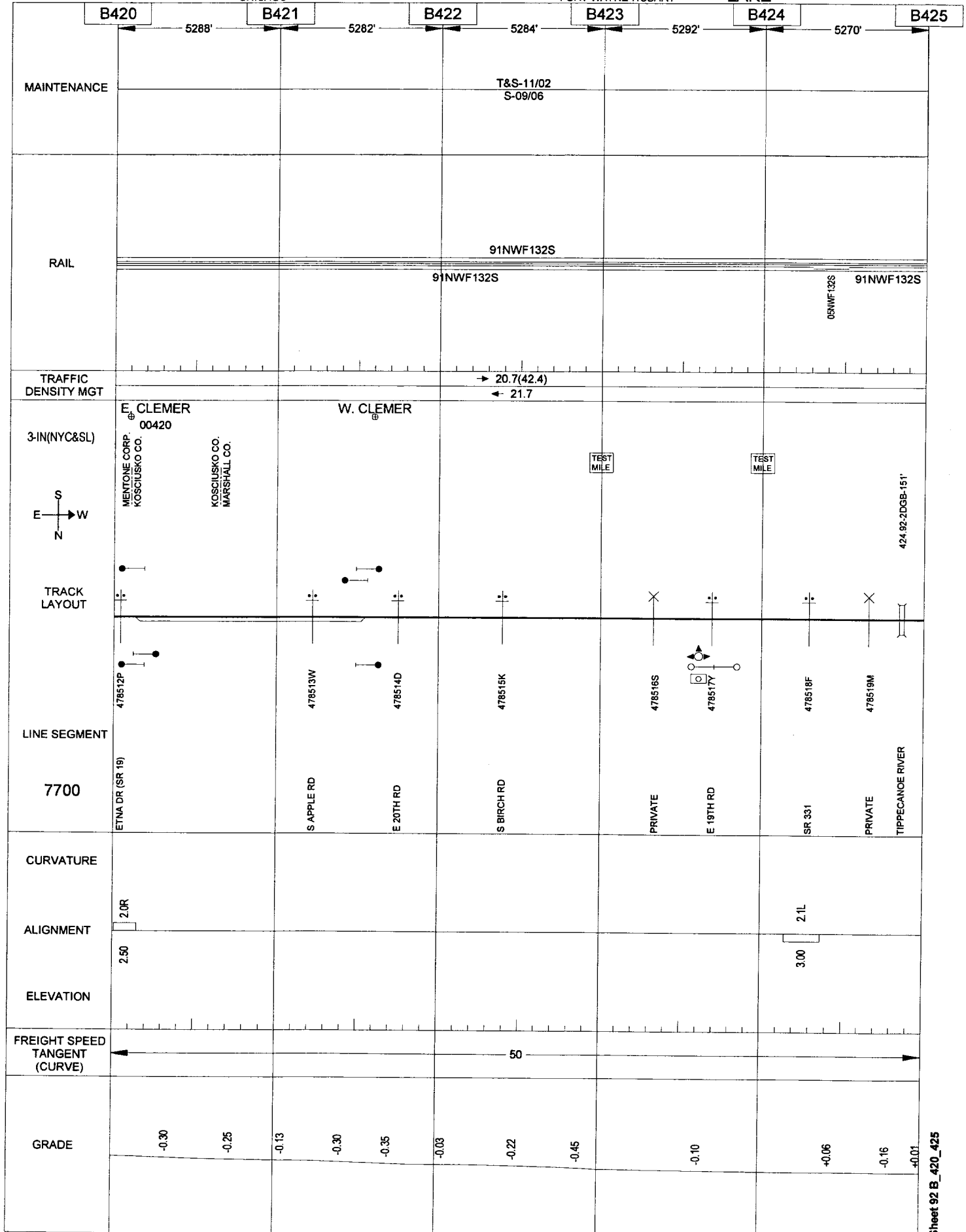
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CHICAGO

046

FORT WAYNE-HOBART

LAKE



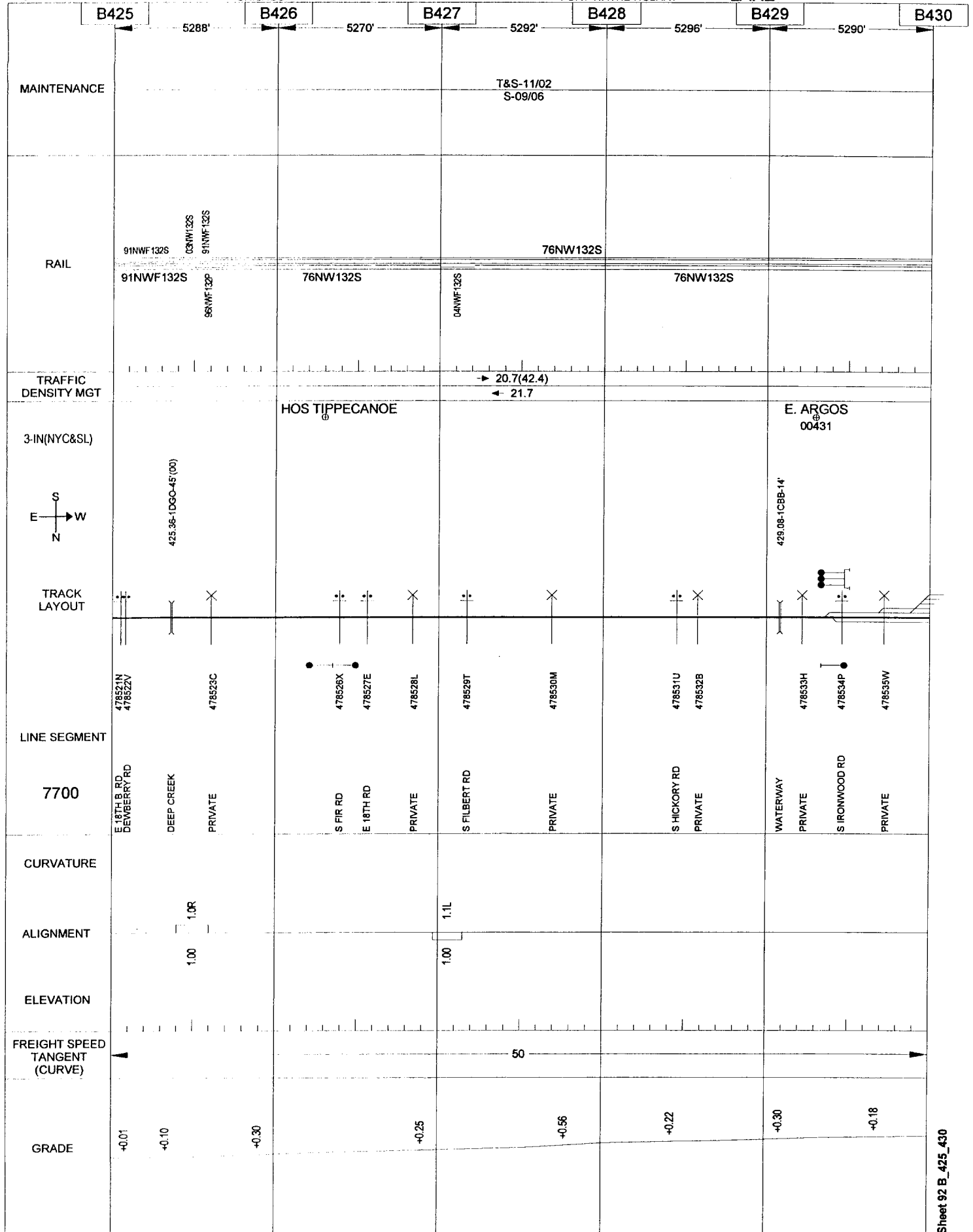
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CHICAGO

047

FORT WAYNE-HOBART

LAKE



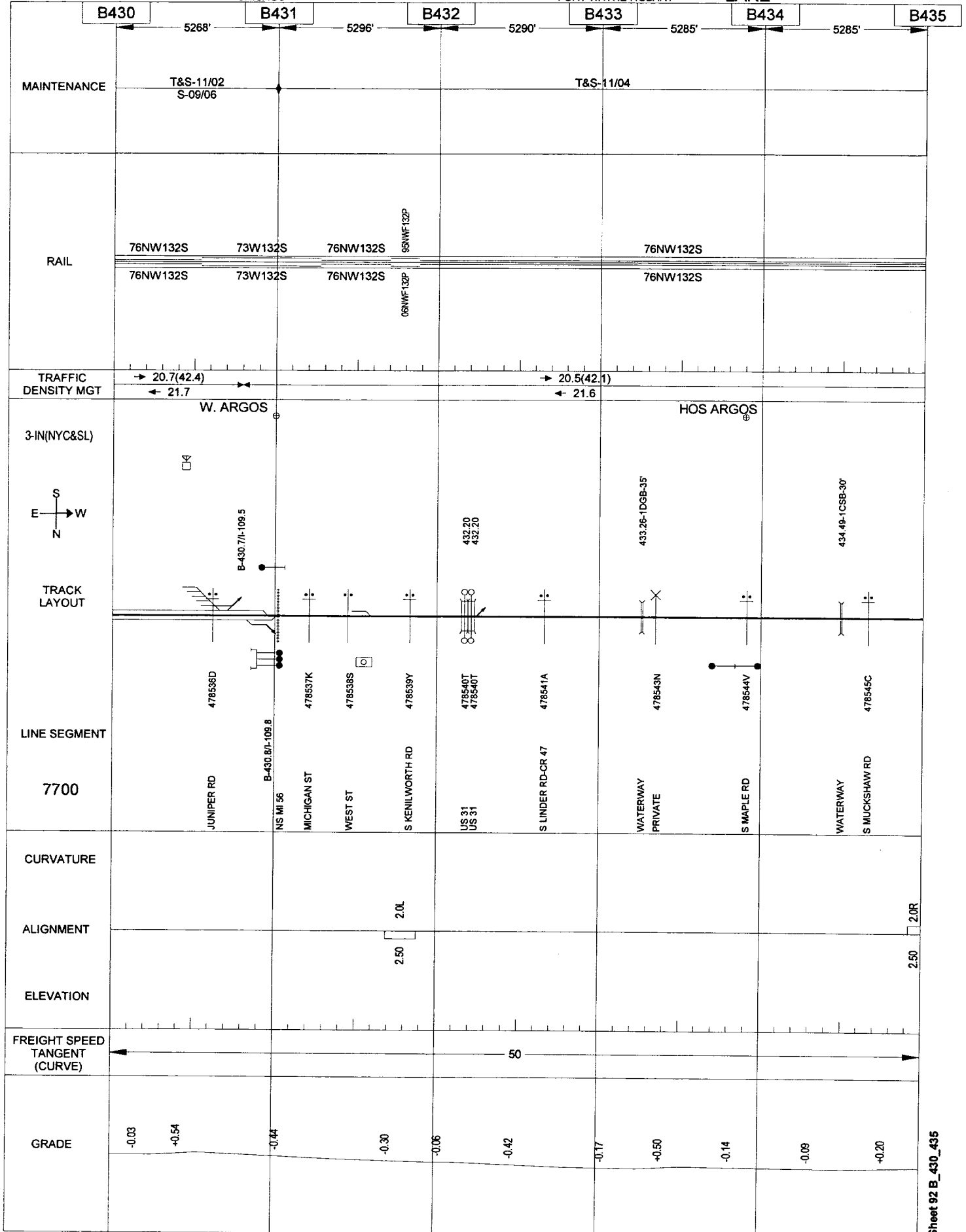
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048

CHICAGO

FORT WAYNE-HOBART

LAKE



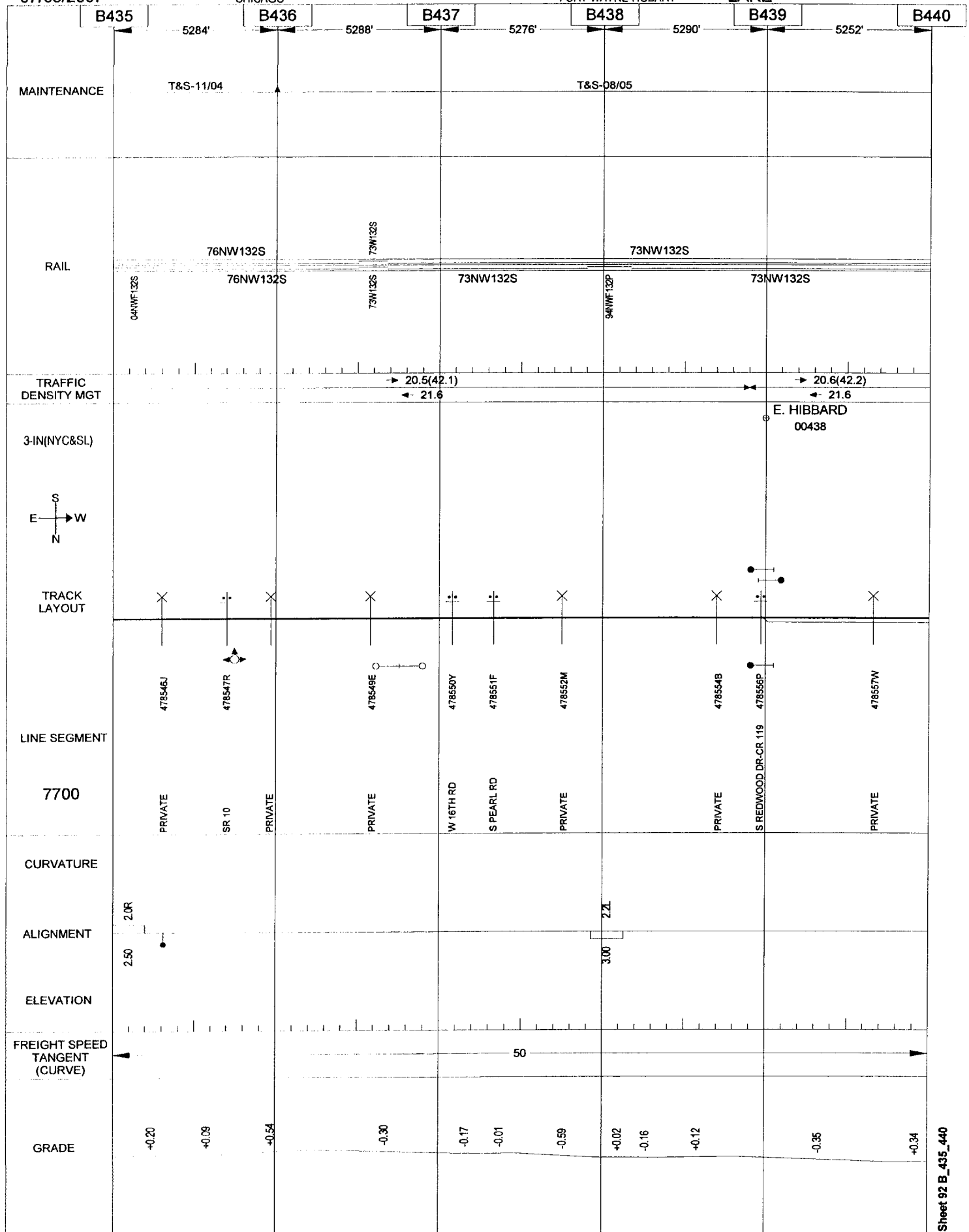
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CHICAGO

049

FORT WAYNE-HOBART

LAKE



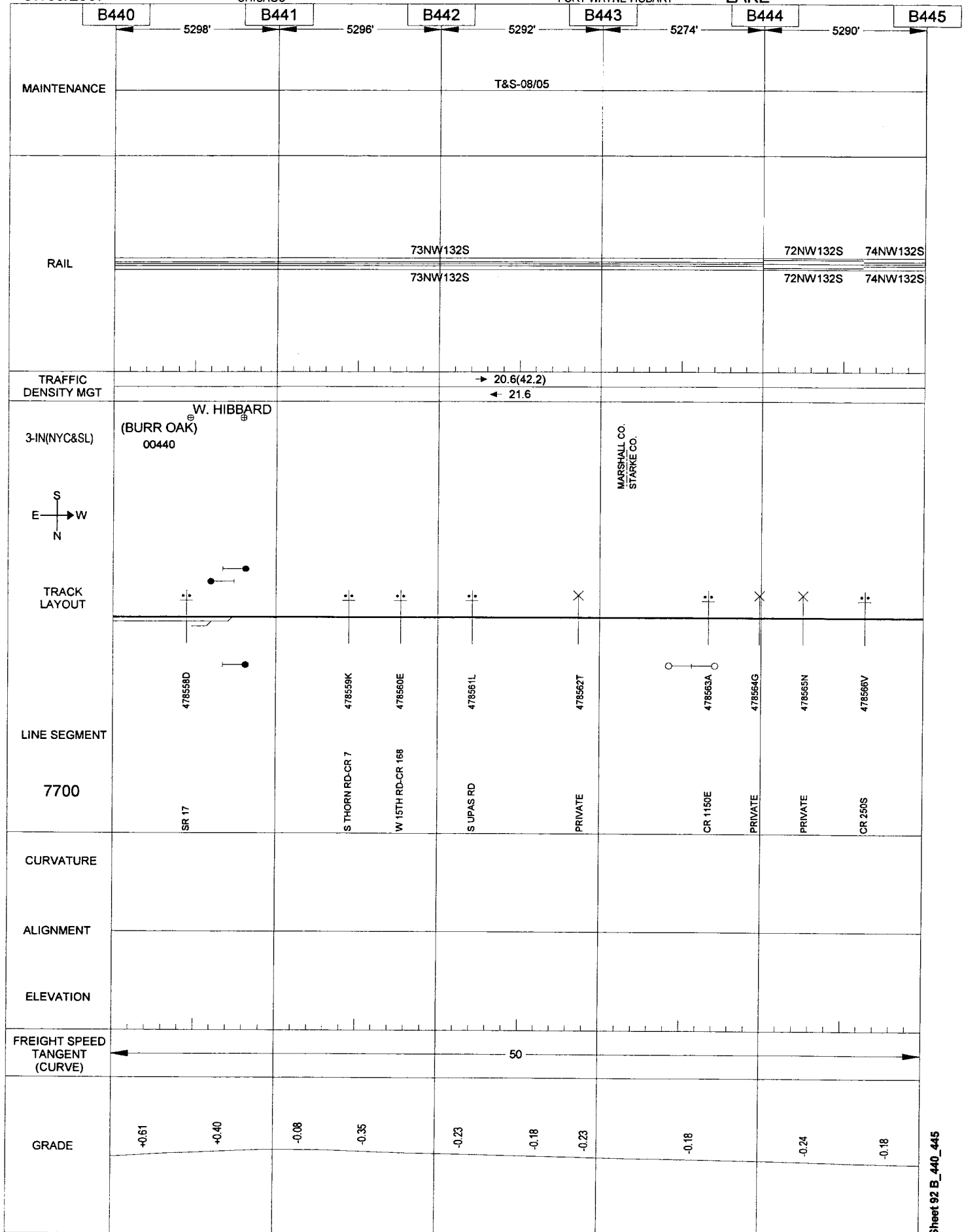
07/05/2007

CHICAGO

050

FORT WAYNE-HOBART

LAKE



07/05/2007

051

CHICAGO

FORT WAYNE-HOBART

LAKE

B445

5272'

B446

5300'

B447

5298'

B448

5278'

B449

5288'

B450

MAINTENANCE

T&S-08/05

RAIL

74NW132S

74NW132S

TRAFFIC
DENSITY MGT

→ 20.6(42.2)

← 21.6

3-IN(NYC&SL)

TRACK
LAYOUT

LINE SEGMENT

7700

478567C

478568J
478569R

478570K

478571S

478572Y

478573F

478574M

478575U

478576B

CR 1000E

PRIVATE
CR 225S

GALLUP ST (CR 900E)

CR 200S

CR 800E

CR 150S

CR 700E

CR 600E

SR 8-CR 100S

CURVATURE

ALIGNMENT

1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.18

+0.01

-0.19

+0.37

+0.08

-0.11

-0.37

-0.16

+0.02

-0.15

-0.04

+0.07

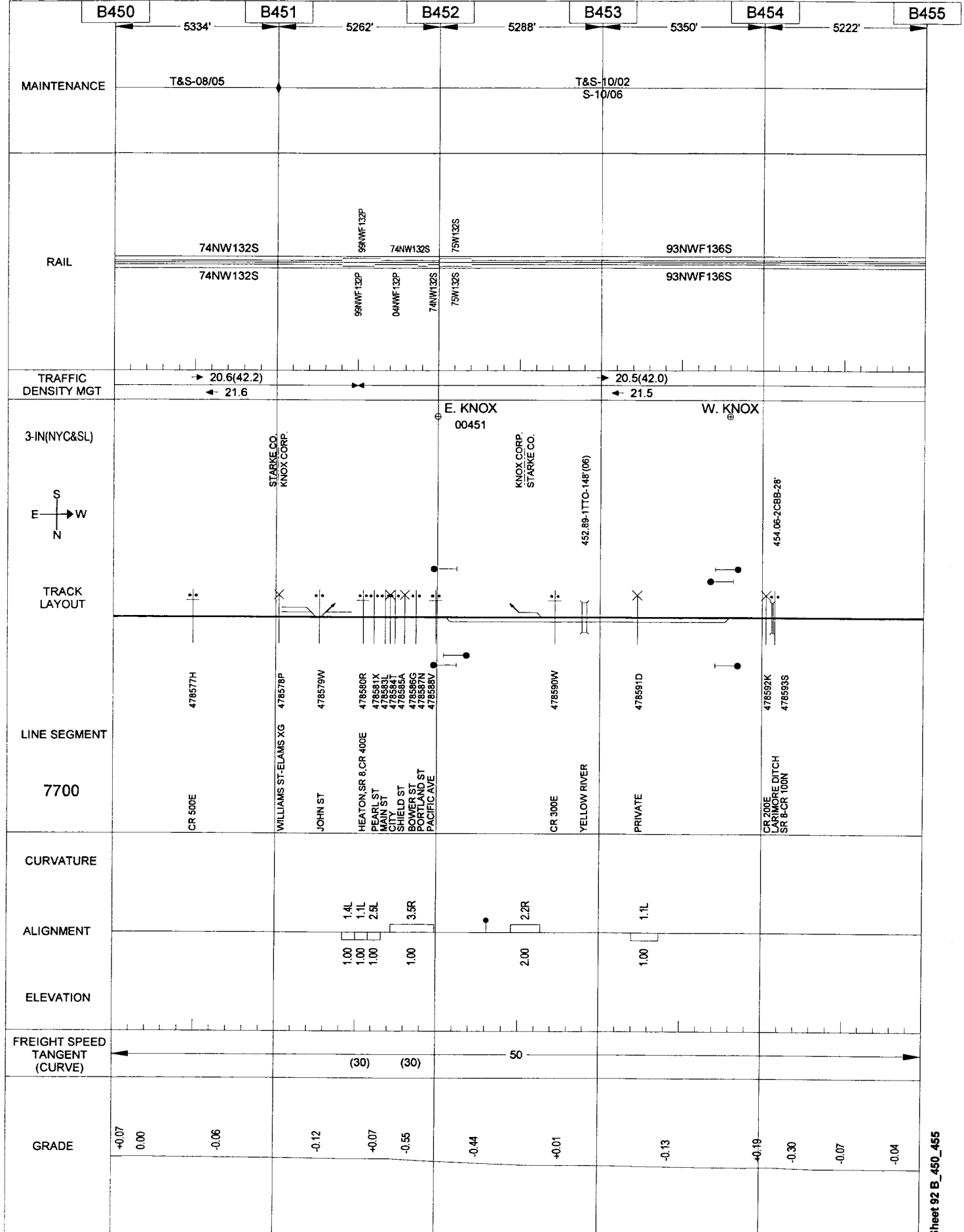
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052

CHICAGO

FORT WAYNE-HOBART

LAKE



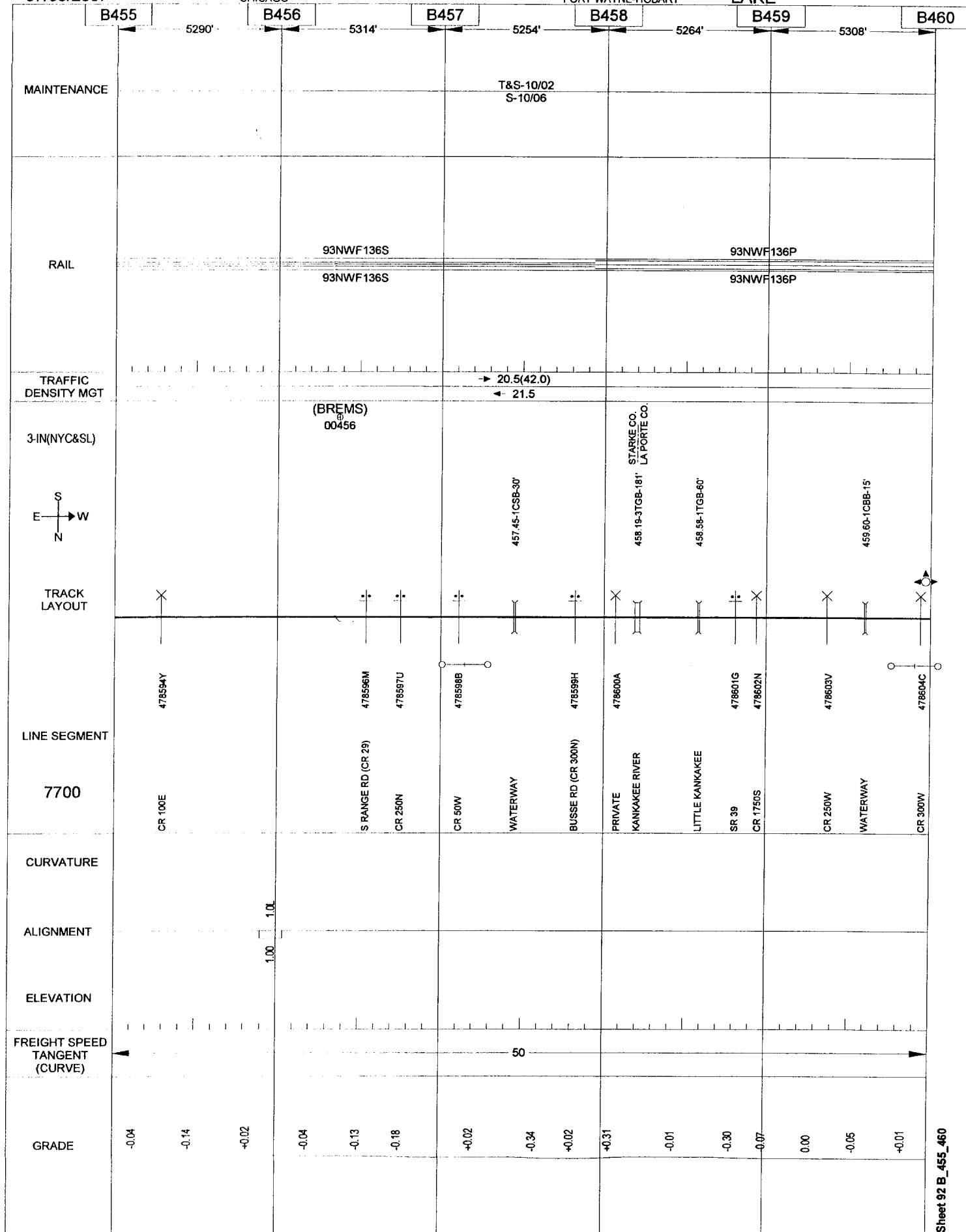
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CHICAGO

053

FORT WAYNE-HOBART

LAKE



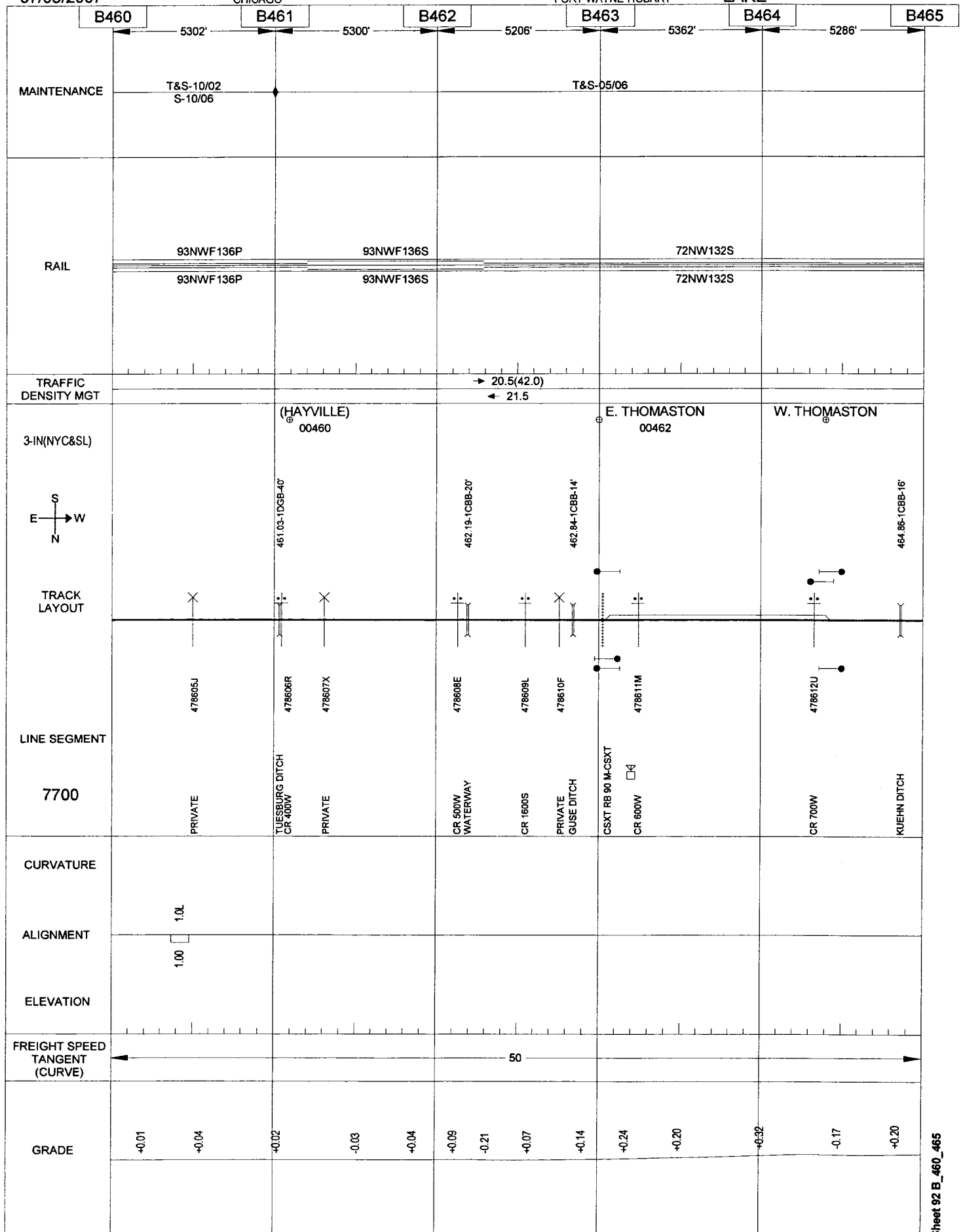
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054

CHICAGO

FORT WAYNE-HOBART

LAKE



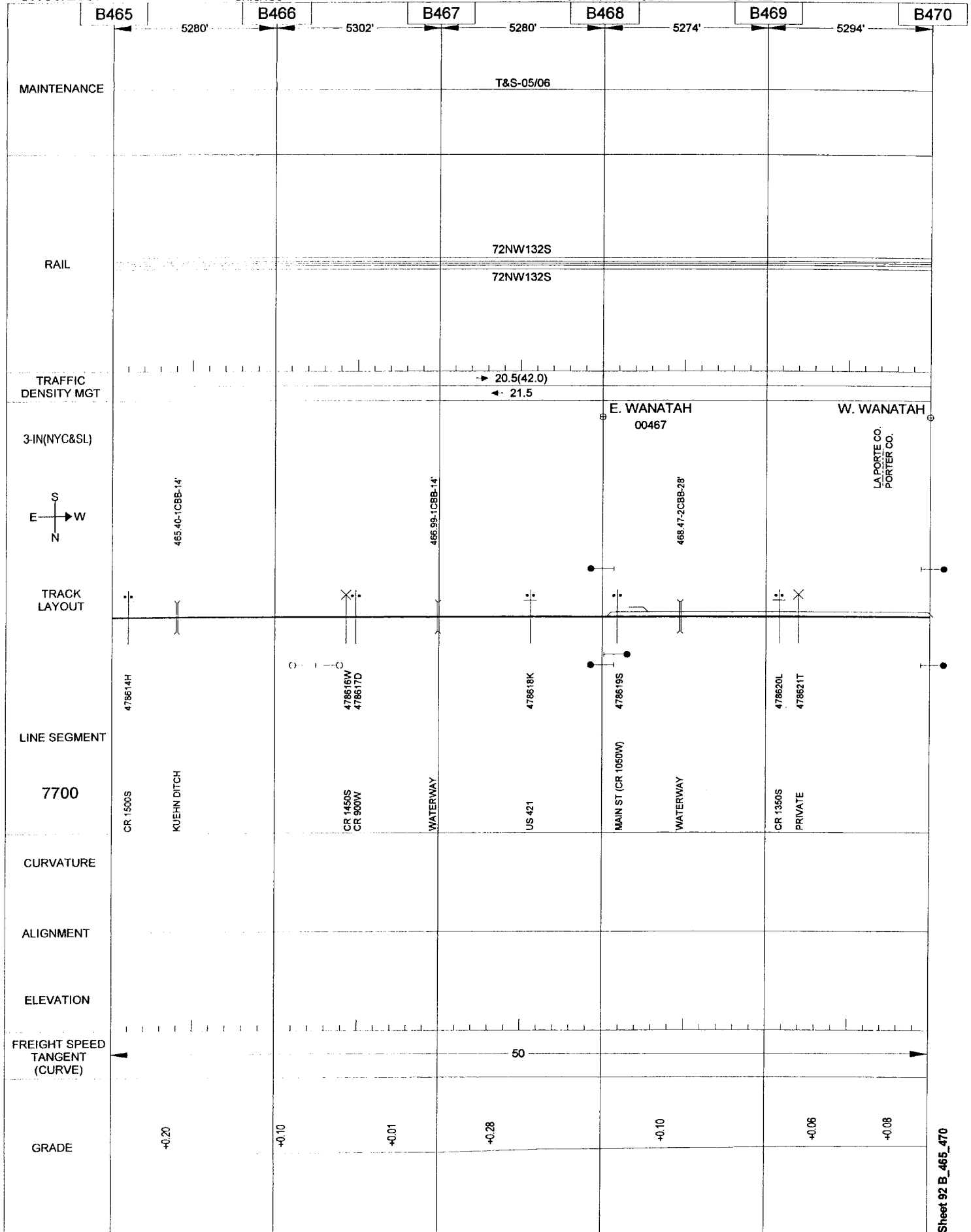
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CHICAGO

055

FORT WAYNE-HOBART

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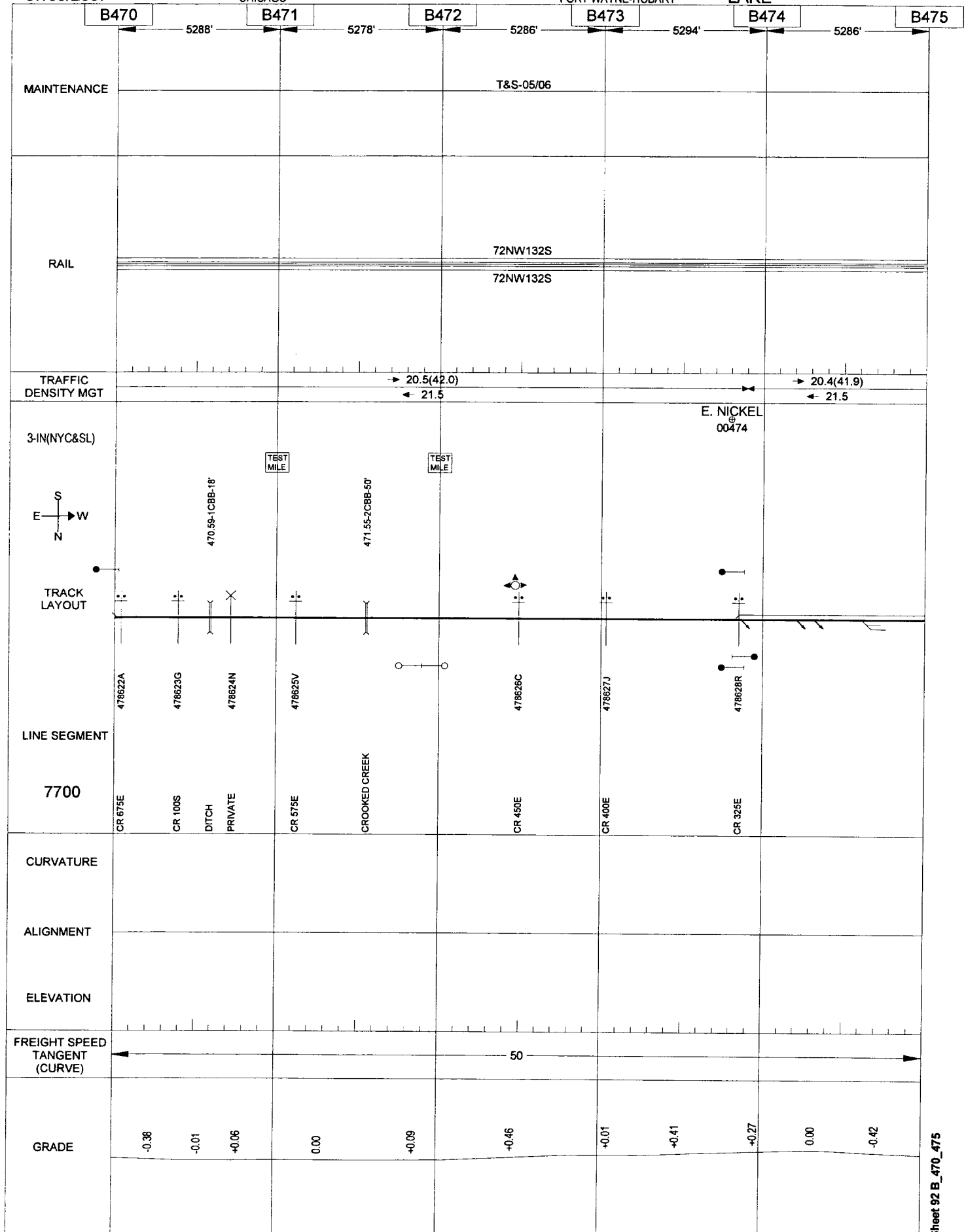
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CHICAGO

056

FORT WAYNE-HOBART

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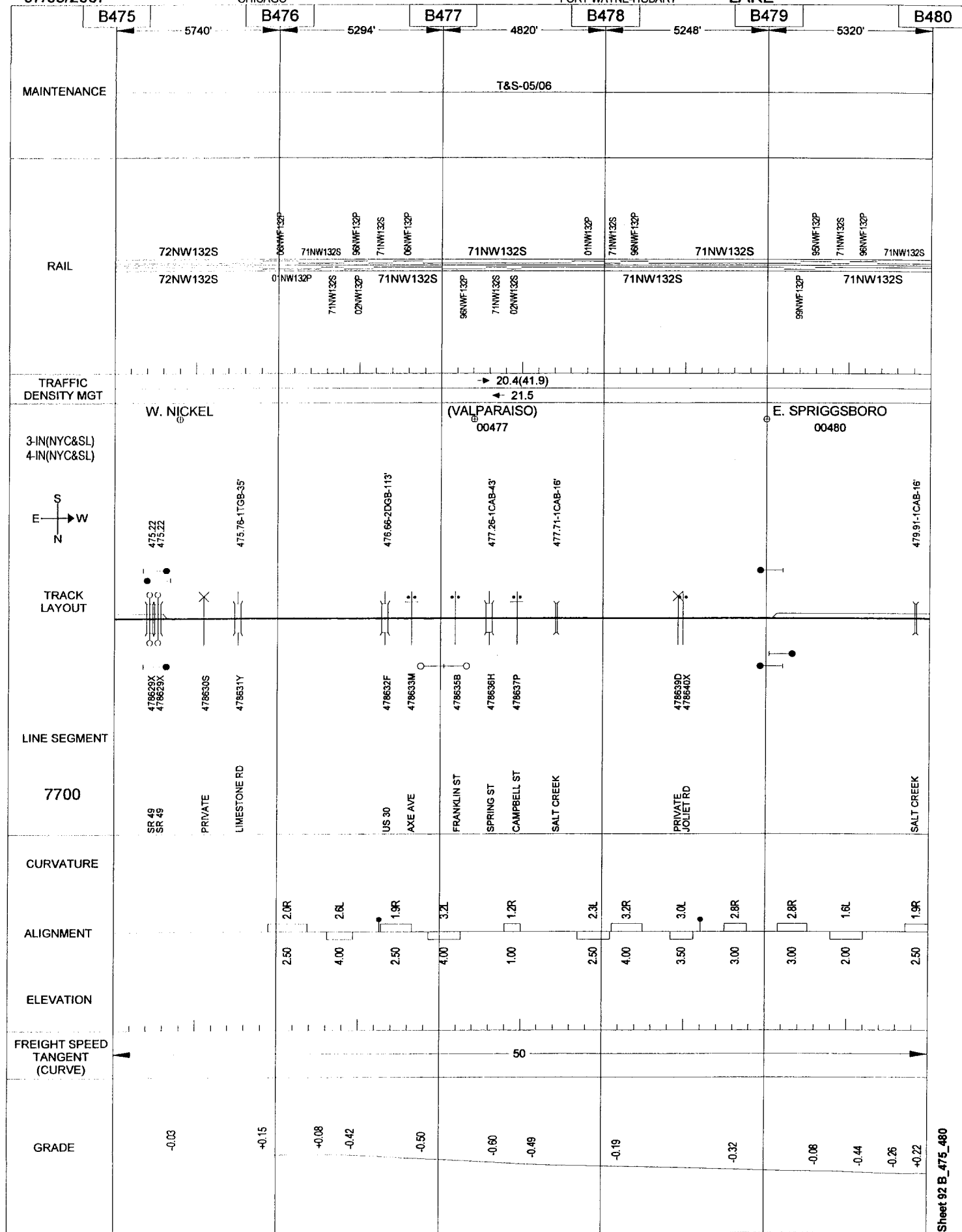
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CHICAGO

057

FORT WAYNE-HOBART

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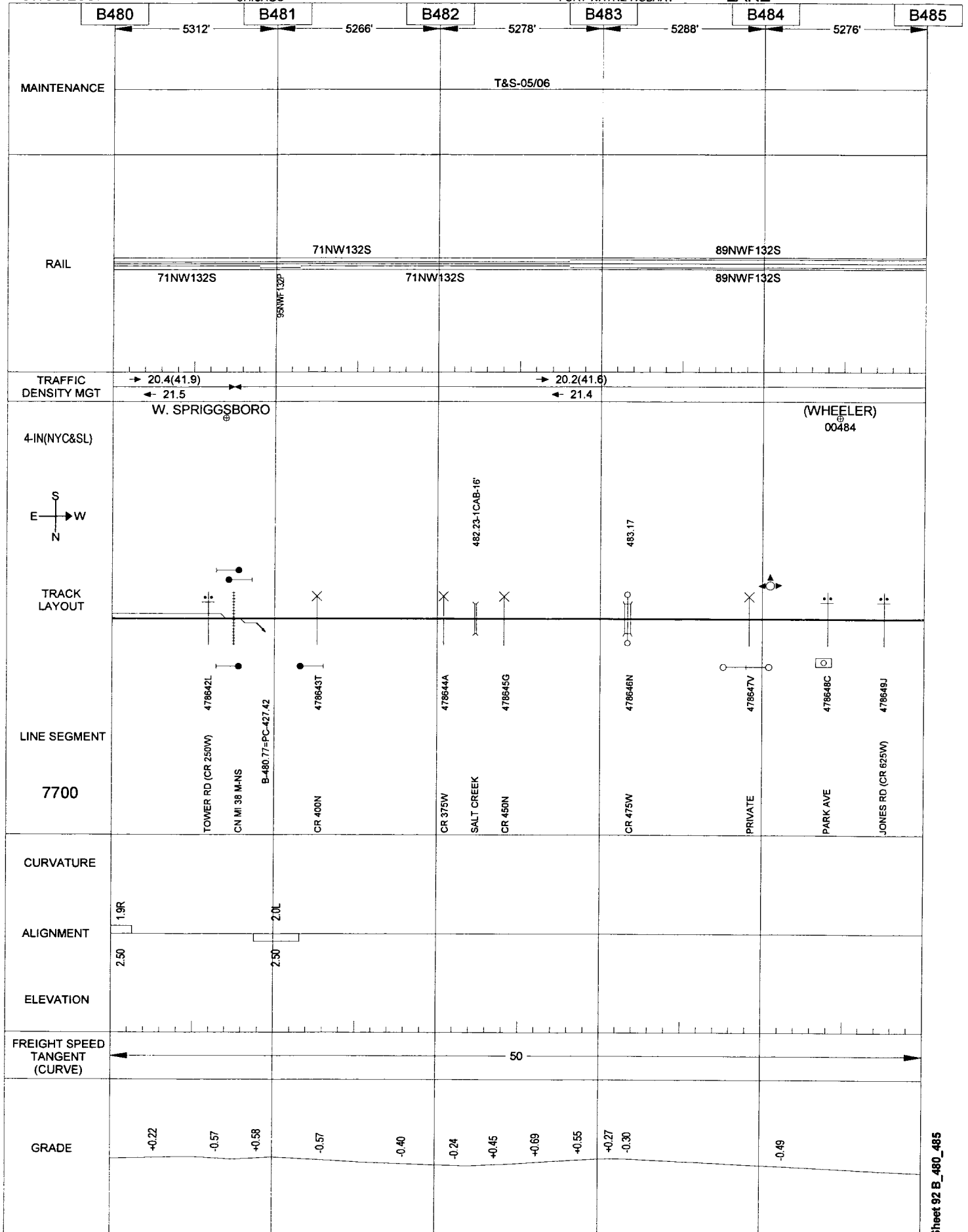
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CHICAGO

058

FORT WAYNE-HOBART

LAKE



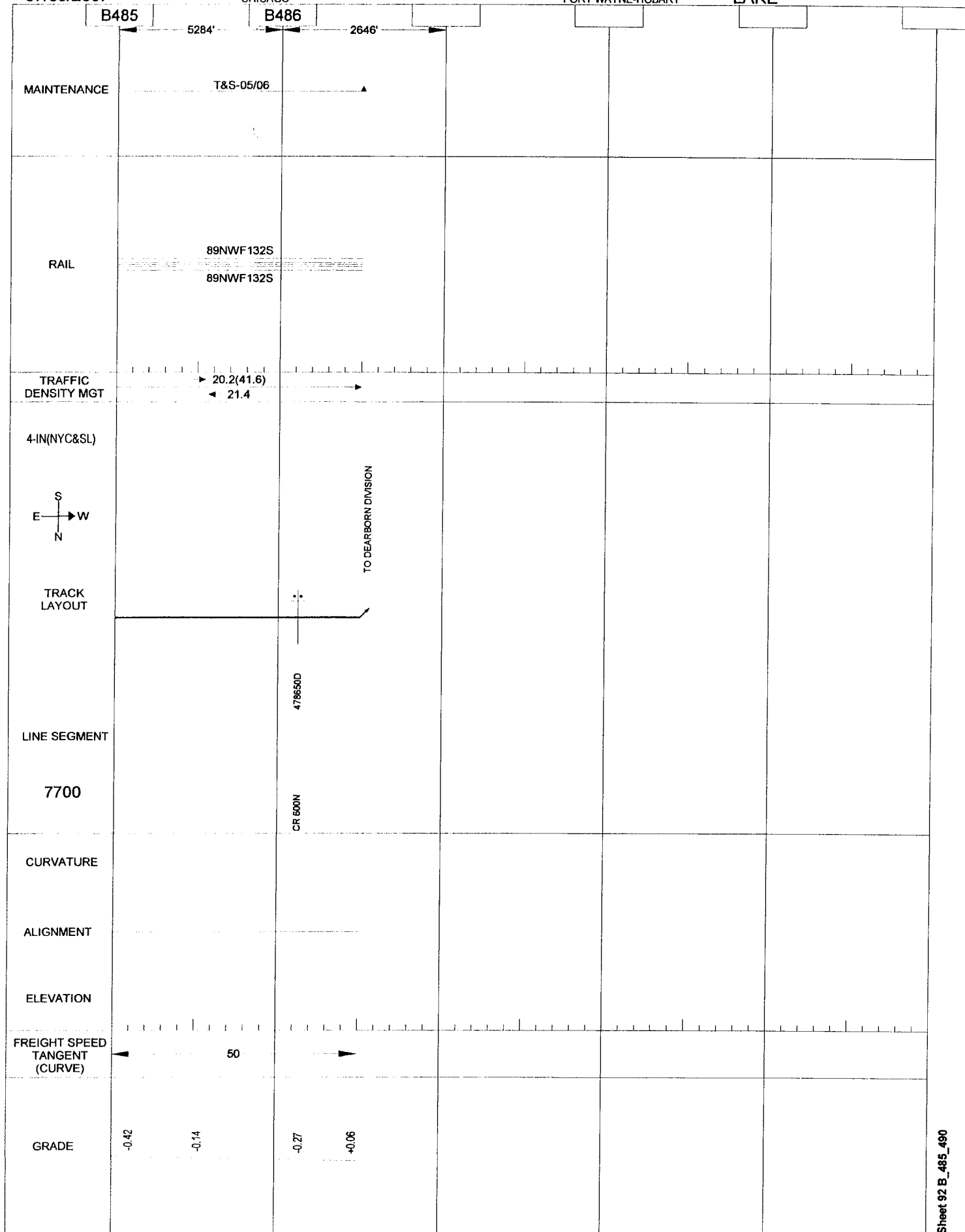
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CHICAGO

059

FORT WAYNE-HOBART

LAKE



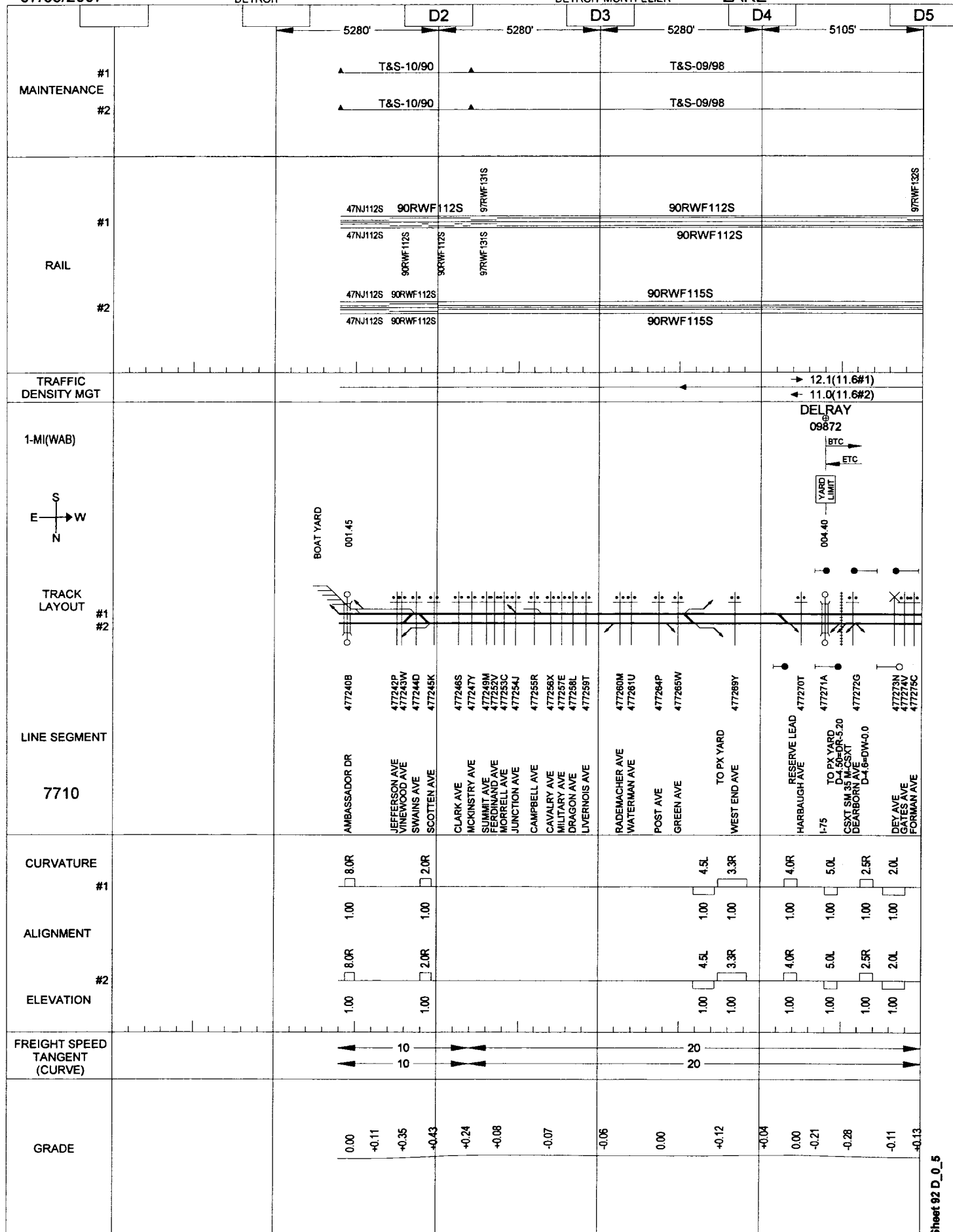
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DETROIT

060

DETROIT-MONTPELIER

LAKE



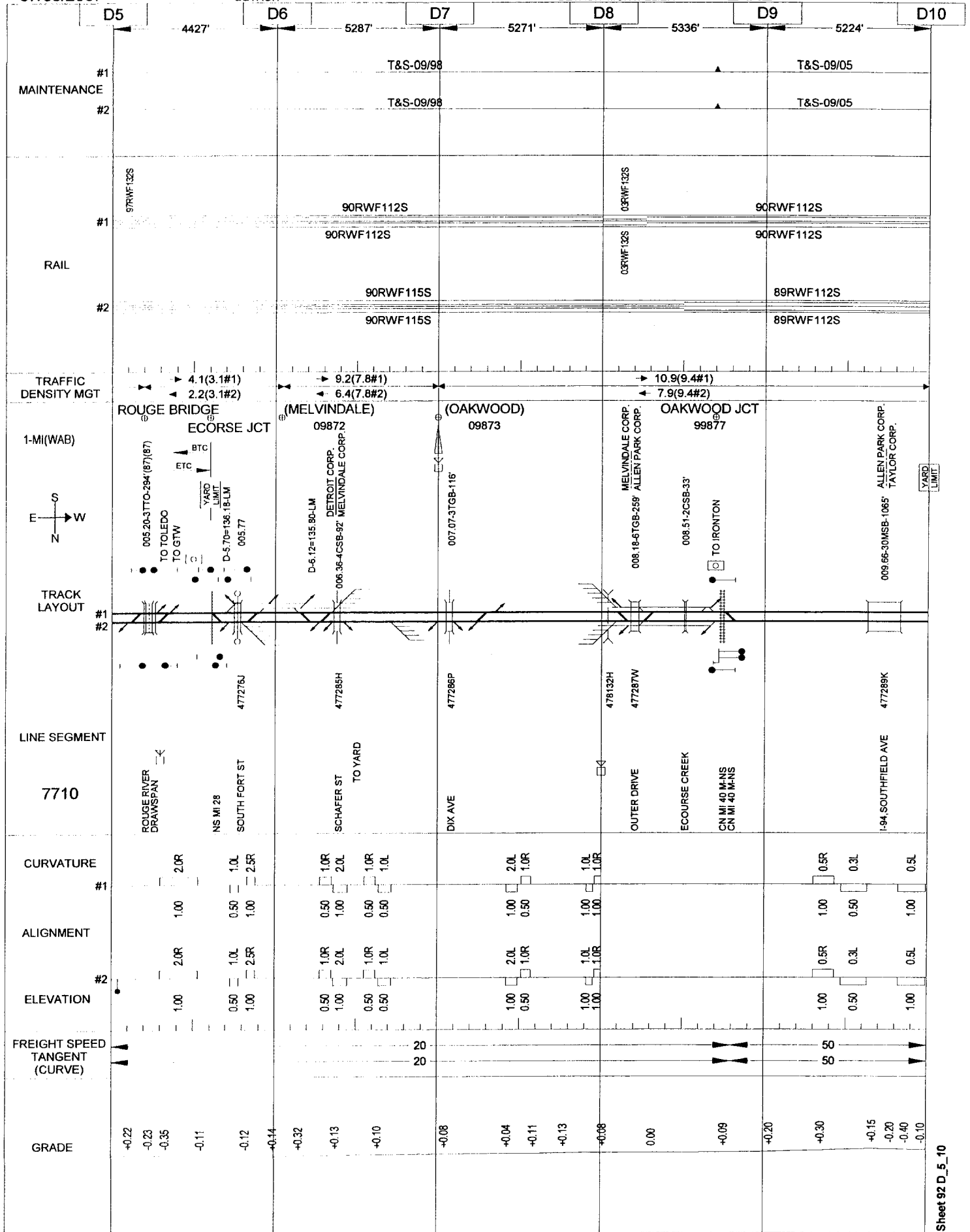
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061

DETROIT

DETROIT-MONTPELIER

LAKE



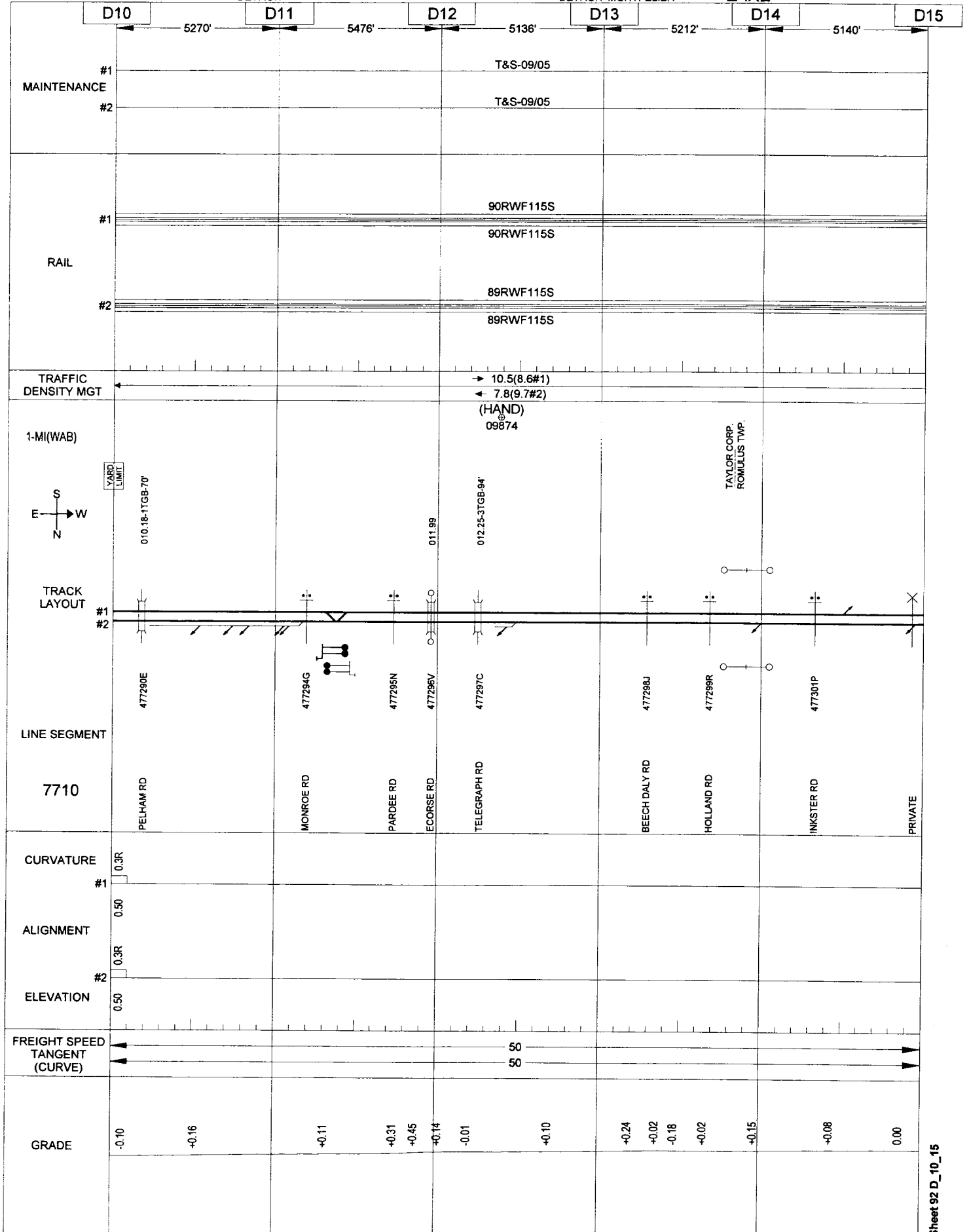
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062

DETROIT

DETROIT-MONTPELIER

LAKE



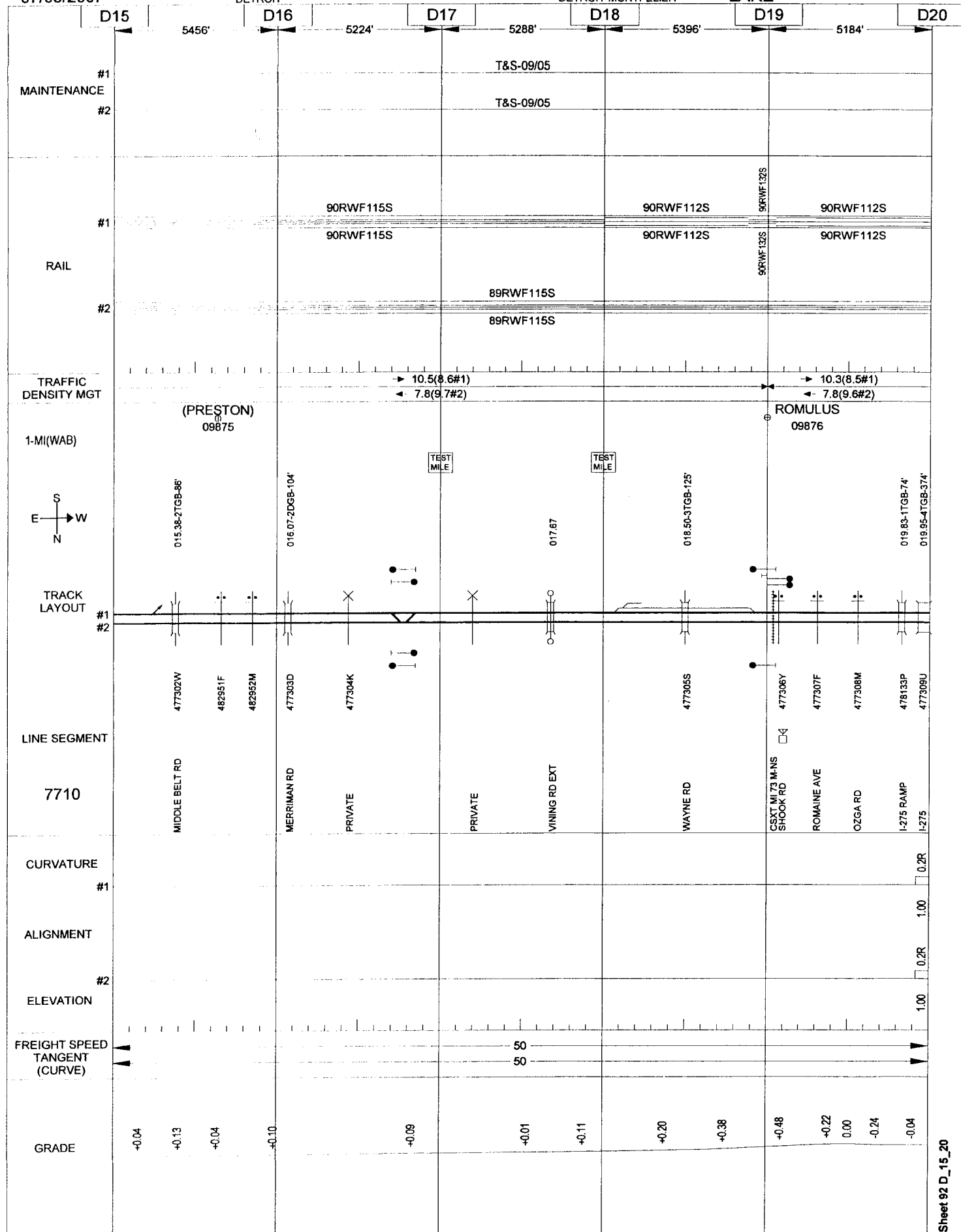
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063

DETROIT

DETROIT-MONTPELIER

LAKE



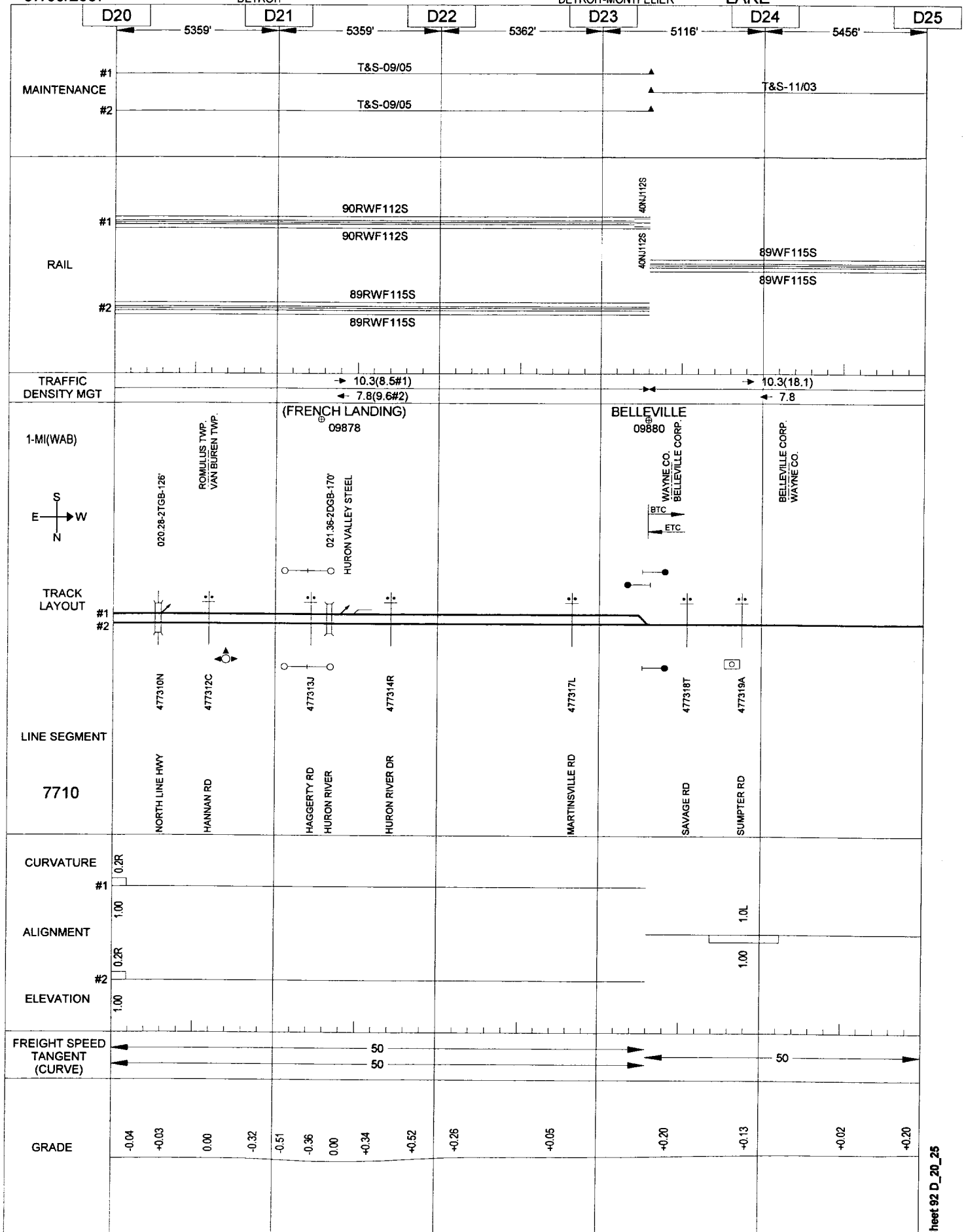
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064

DETROIT

DETROIT-MONTPELIER

LAKE



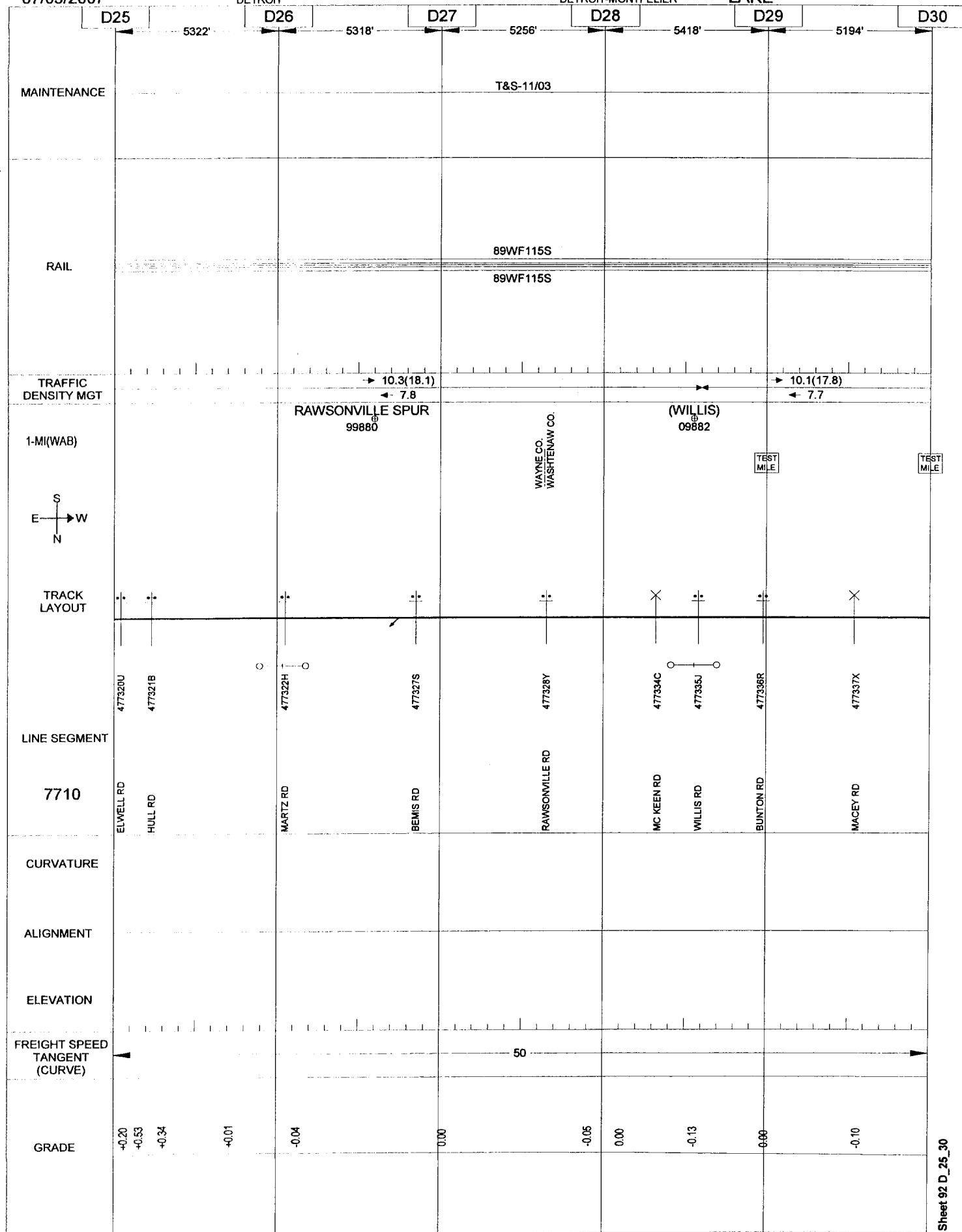
07/05/2007

DETROIT

065

DETROIT-MONTPELIER

LAKE



LAKE

	D30	D31	D32	D33	D34	D35
MAINTENANCE	5266'		5300'	5336'	5162'	5318'
	T&S-11/03				T&S-07/97	
RAIL	89WF115S		89WF112S		89RWF115S	
	89WF115S		89RWF112S		89RWF115S	
TRAFFIC DENSITY MGT			→ 10.1(17.8) ← 7.7			
1-MI(WAB)			WHITAKER 09884			
<div style="text-align: center;"> S E — W N </div>	030.93-1 DGB-35'		031.81-1 CBB-10'		033.60-2 CSB-32'	
TRACK LAYOUT						
LINE SEGMENT	477338E 477340F 477342U		477343B 477344H 477345P 477346W 477347D		477349S 477350L 477352A 482946J	
7710	JUDD RD TUTTLE HILL RD PAINT CREEK ROSBOLT RD		WHITAKER RD WATERWAY TALLADAY RD PRIVATE PRIVATE PRIVATE HITCHINGHAM RD COUNTY		WILLOW RD HORN CREEK GOODING RD SUGAR CREEK	
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50					
GRADE	-0.10 +0.01 0.00 -0.05	0.00	-0.04 0.00	+0.16	0.00	+0.04

Sheet 92 D_30_35

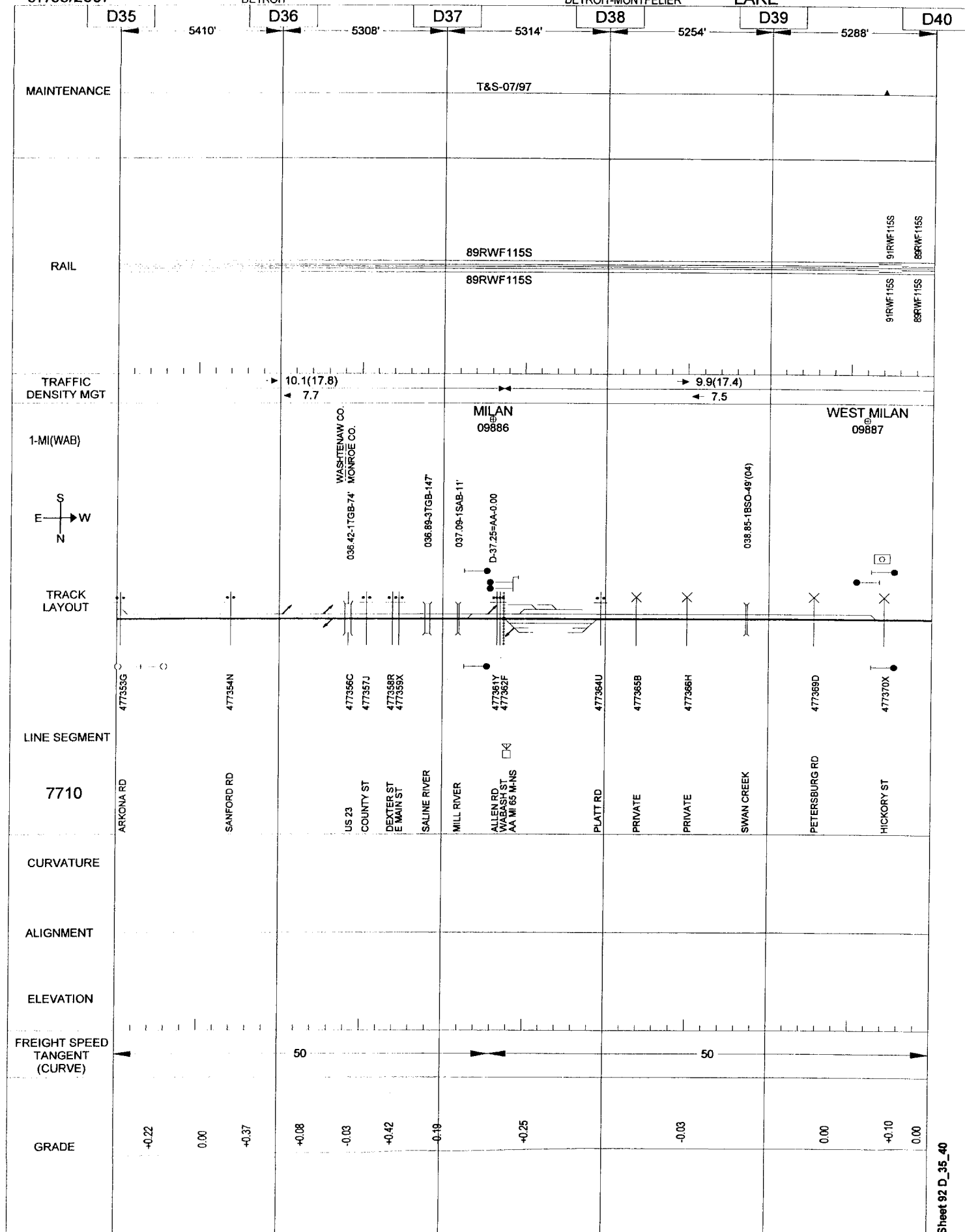
07/05/2007

DETROIT

067

DETROIT-MONTPELIER

LAKE



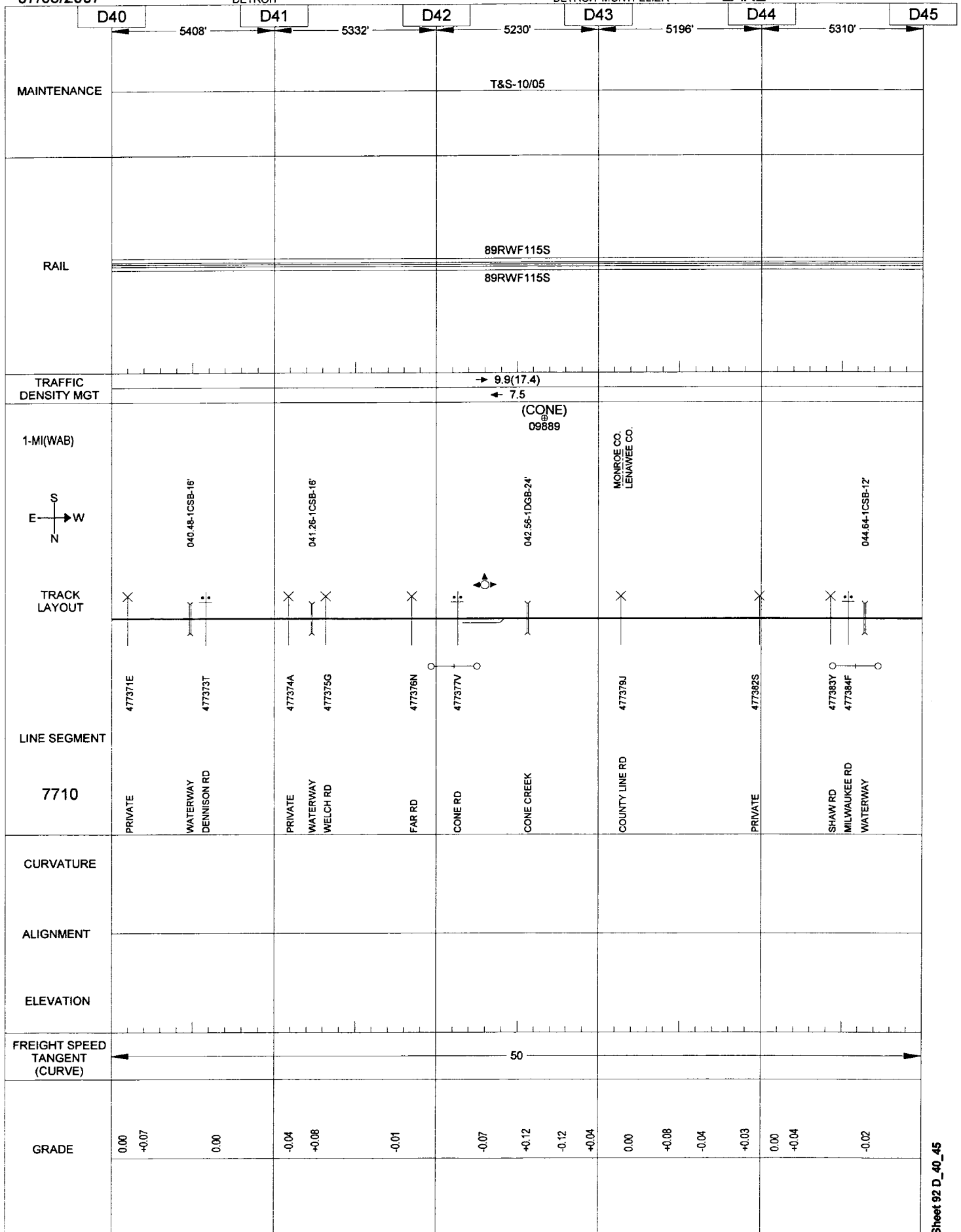
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068

DETROIT

DETROIT-MONTPELIER

LAKE



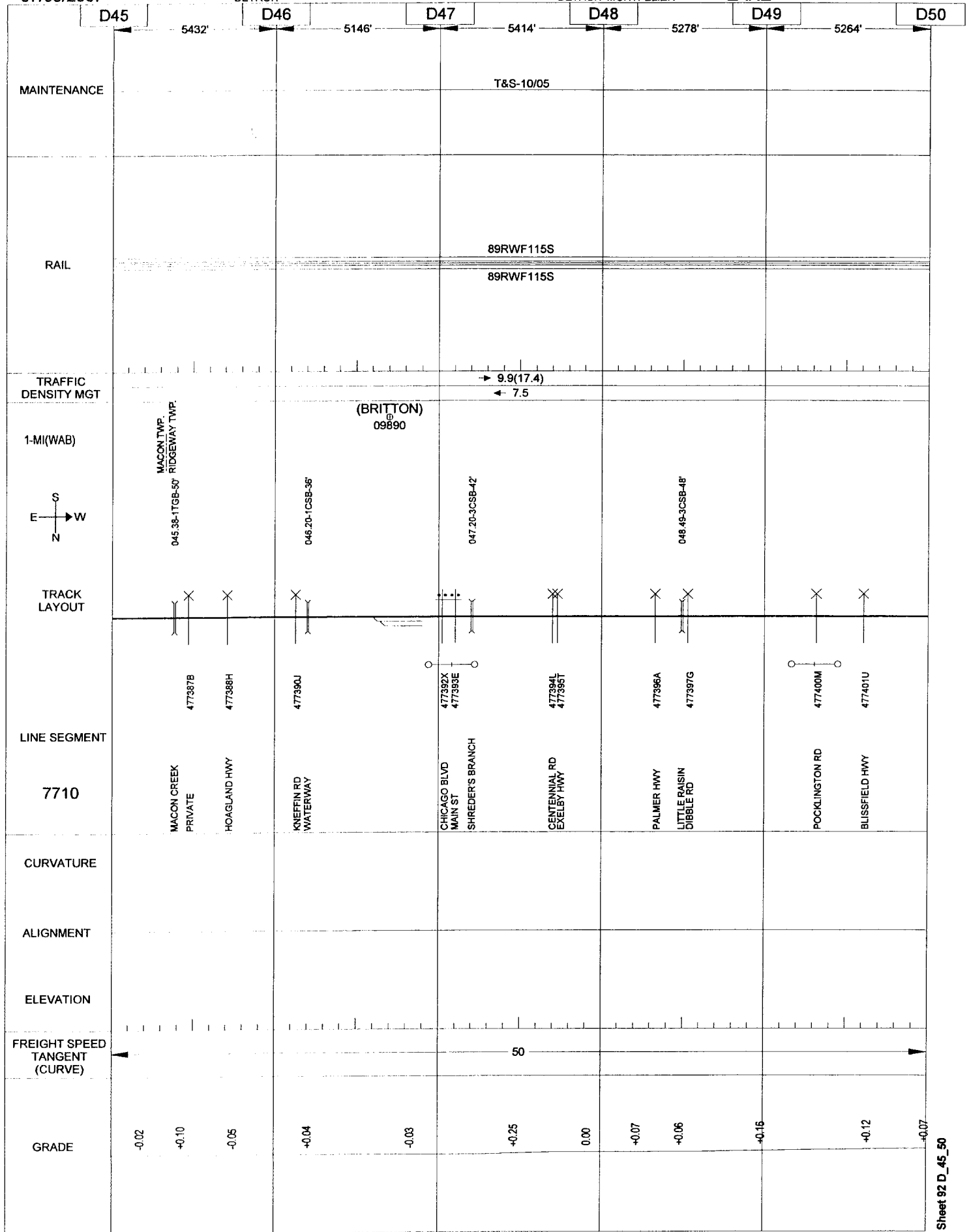
07/05/2007

069

DETROIT

DETROIT-MONTPELIER

LAKE



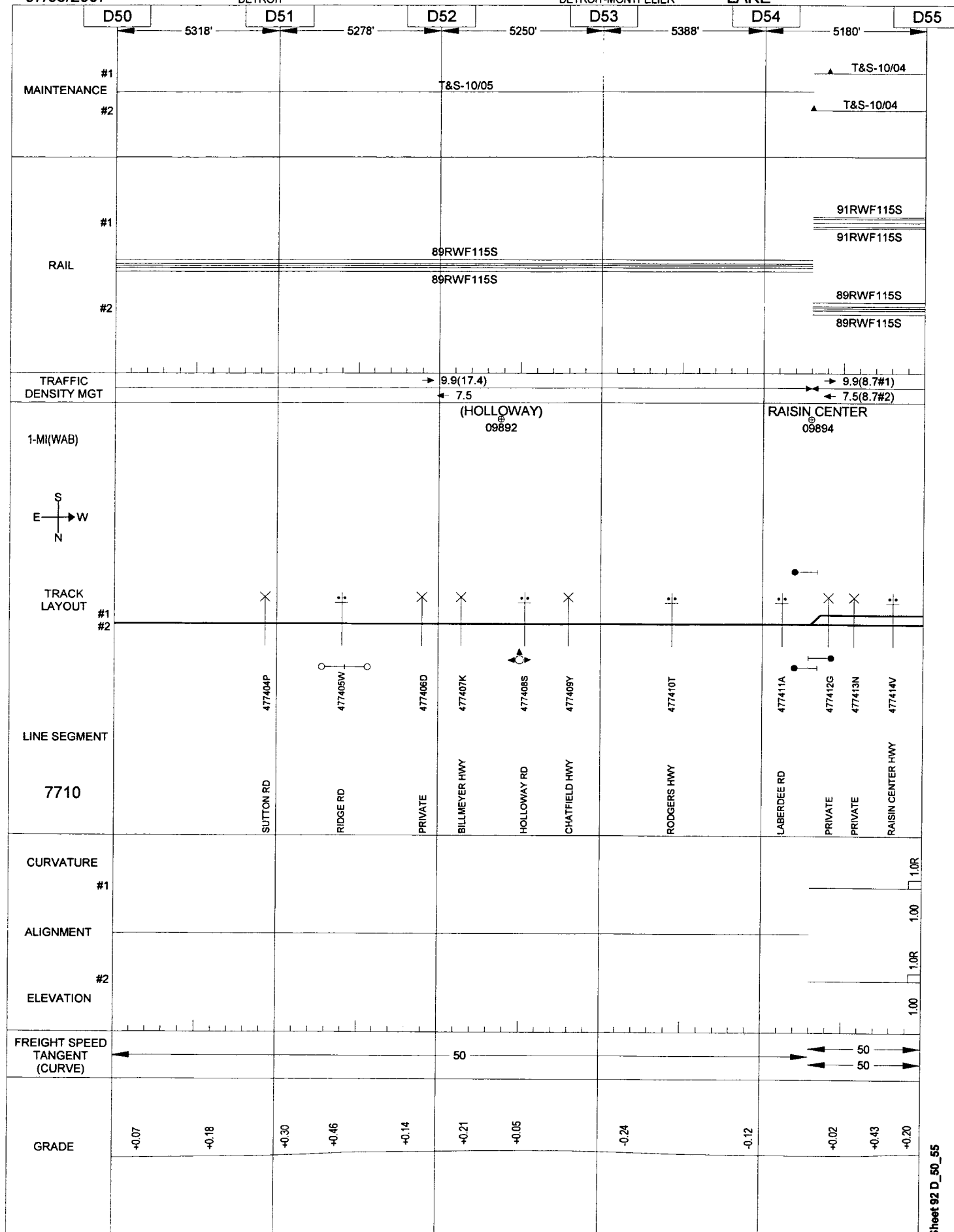
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070

DETROIT

DETROIT-MONTPELIER

LAKE



LAKE

1000

-0.0

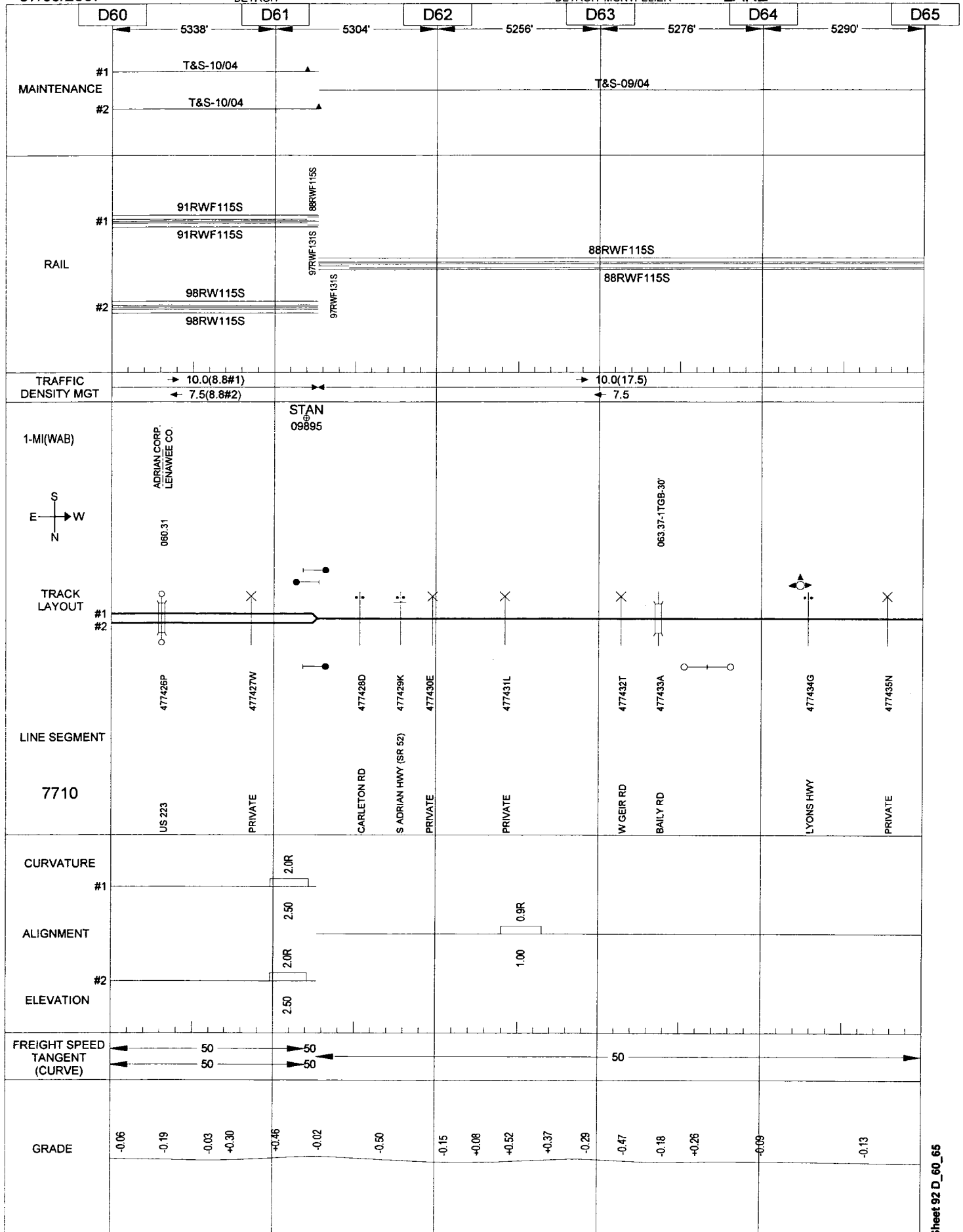
07/05/2007

072

DETROIT

DETROIT-MONTPELIER

LAKE



07/05/2007

073

DETROIT

DETROIT-MONTPELIER

LAKE

D65

D66

D67

D68

D69

D70

5366'

5300'

5214'

5294'

5358'

MAINTENANCE

T&S-09/04

RAIL

88RWF115S

88RWF115S

TRAFFIC
DENSITY MGT→ 10.0(17.5)
← 7.5

1-MI(WAB)

(SAND CREEK)
09898MADISON TWP.
SENECA TWP.

068 88-1TGB-30'

TRACK
LAYOUT

LINE SEGMENT

7710

477436V

477437C

477440K

477442Y

477443F

477445J

477446B

477447H

SAND CREEK HWY

W GORMAN RD

BRYANT RD

PRIVATE

PRIVATE

BLACK CREEK
W HORTON RD

TUTTLE HWY

PRIVATE

CURVATURE

ALIGNMENT

0.7L
1.000.5R
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.13

+0.03

+0.11

0.00

+0.09

0.00

+0.08

+0.02

+0.07

0.00

+0.07

+0.17

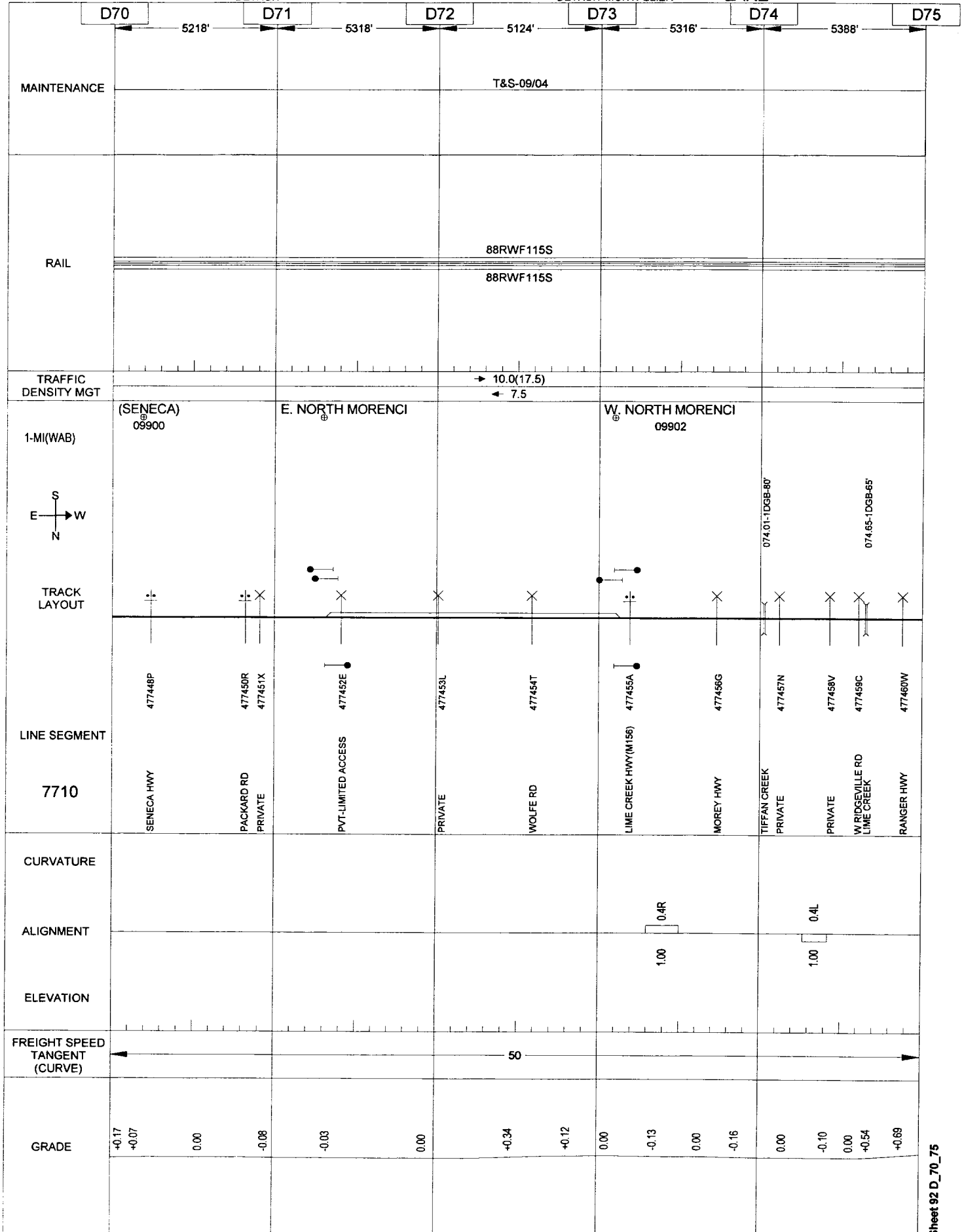
07/05/2007

074

DETROIT

DETROIT-MONTPELIER

LAKE



07/05/2007

075

DETROIT

DETROIT-MONTPELIER

LAKE

D75

D76

D77

D78

D79

D80

5592'

5330'

5296'

5298'

5346'

MAINTENANCE

T&S-09/04

RAIL

88RWF115S

88RWF115S

88RWF115S

88RWF115S

TRAFFIC
DENSITY MGT→ 10.0(17.5)
← 7.5(MUNSON)
09904

1-MI(WAB)



079.94-1CSB-32'

TRACK
LAYOUT

LINE SEGMENT

7710

477461D

477462K

477463S

477464Y

477465F

477468B

477469H

477470C

PRIVATE

WHITE PINE HWY

W MULBERRY RD

INGALL HWY

PRIVATE

WABASH RD

PRIVATE

MUNSON HWY

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.60

+0.02

+0.75

+0.31

-0.10

+0.05

-0.23

0.00

+0.34

+0.22

+0.45

-0.12

-0.30

-0.06

+0.46

+0.27

0.00

-0.42

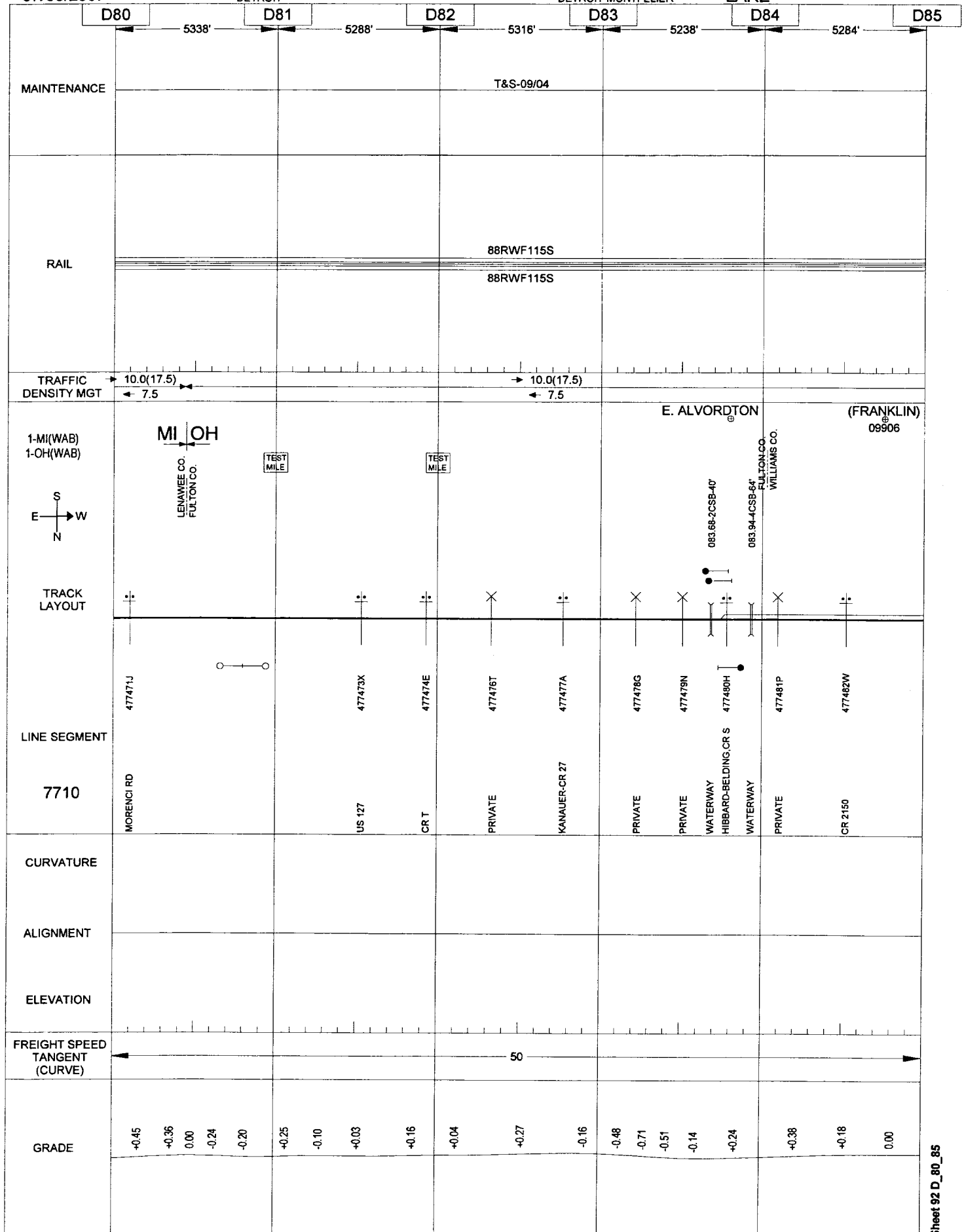
07/05/2007

076

DETROIT

DETROIT-MONTPELIER

LAKE



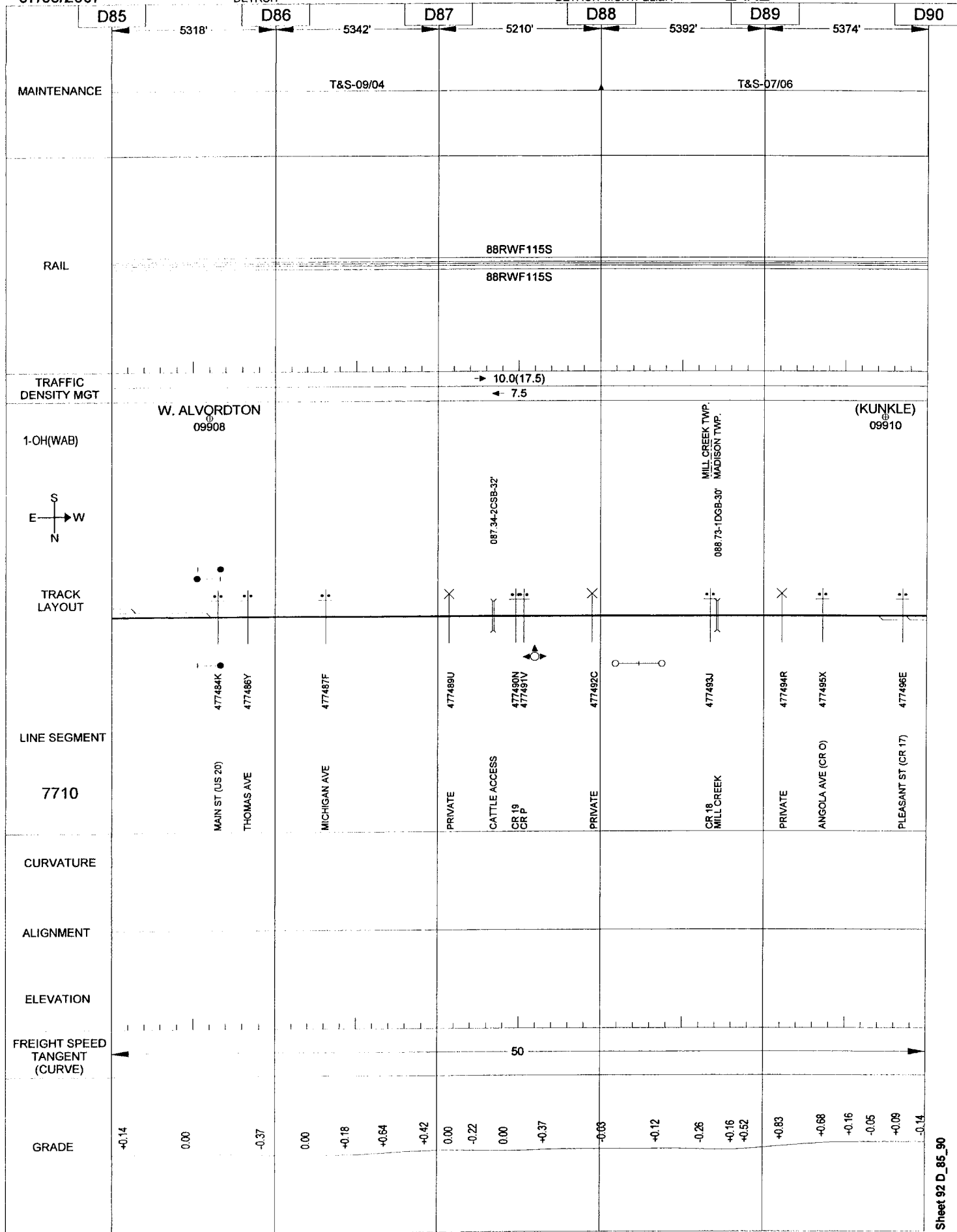
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077

DETROIT

DETROIT-MONTPELIER

LAKE



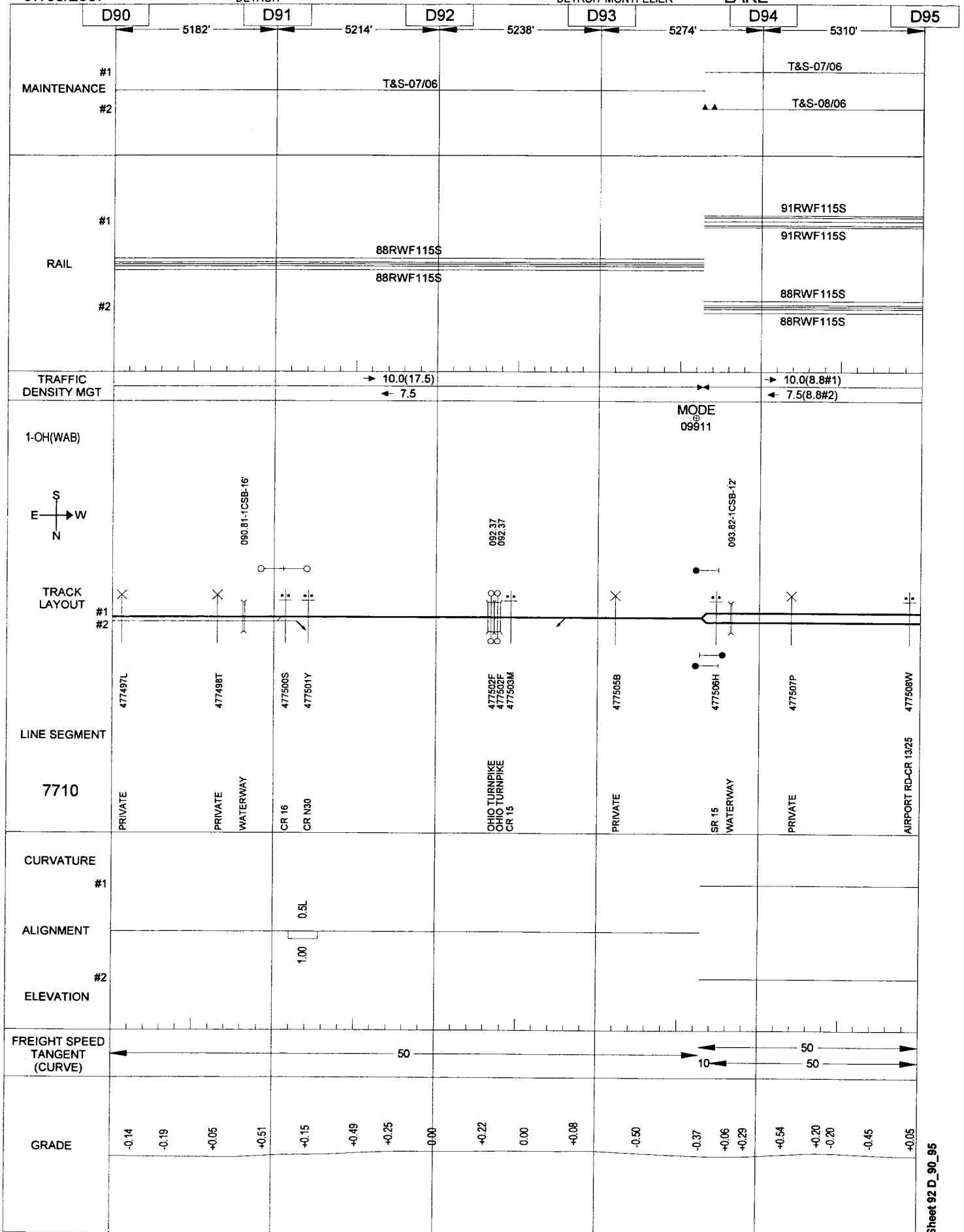
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078

DETROIT

DETROIT-MONTPELIER

LAKE

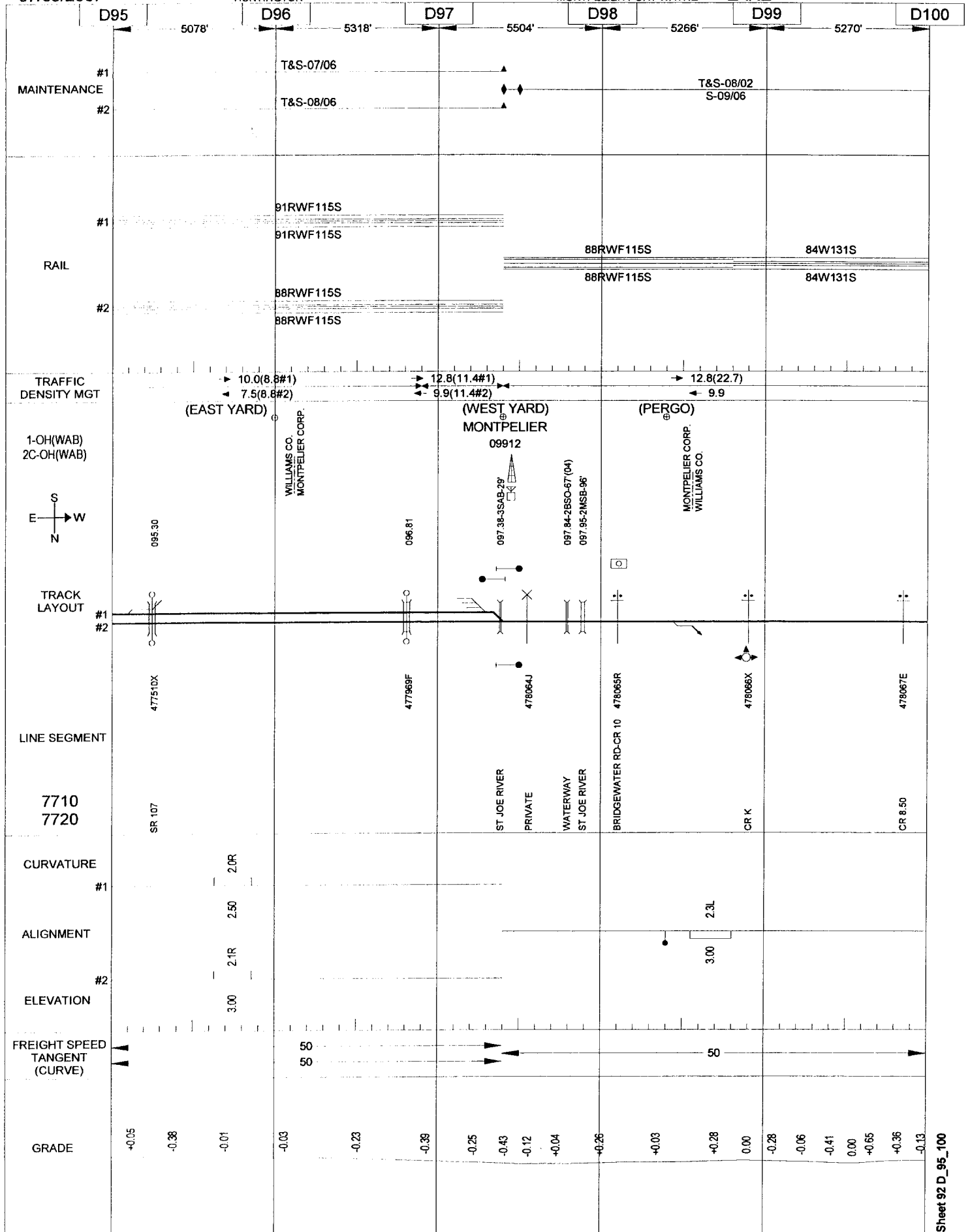


07/05/2007

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



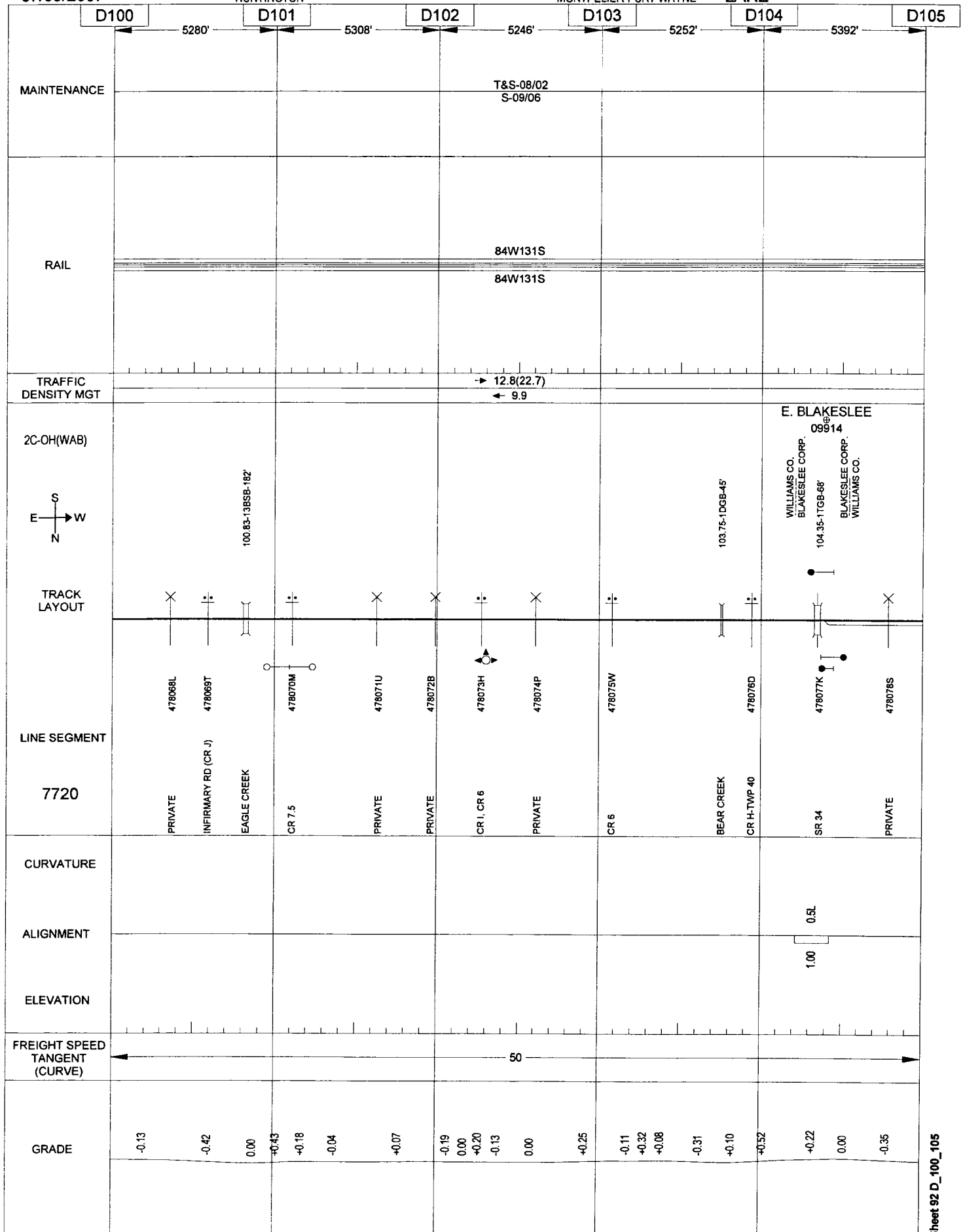
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HUNTINGTON

080

MONTPELIER-FORT WAYNE

LAKE



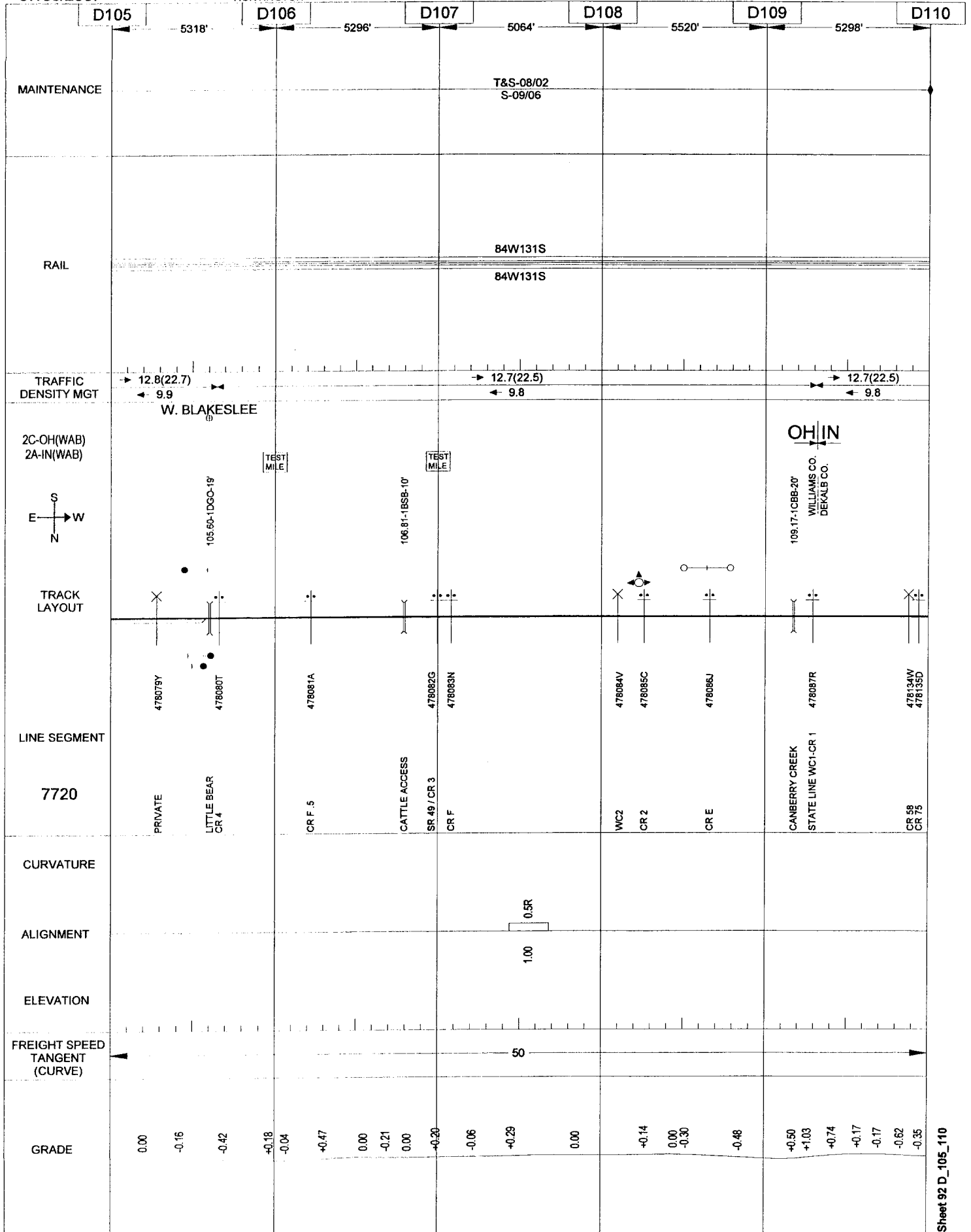
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081

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



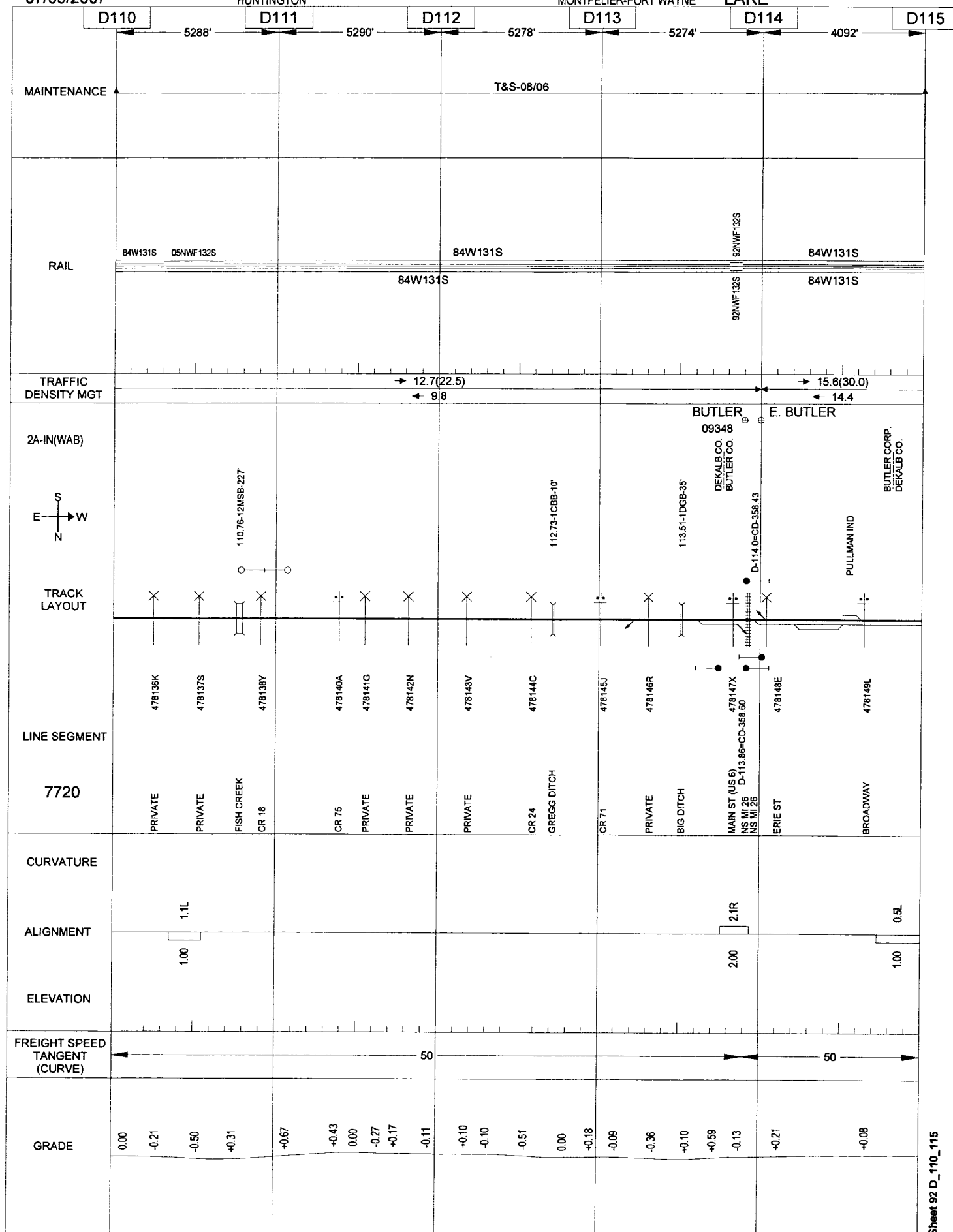
07/05/2007

082

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



LAKE

D120

— 529 —

T&S-06/00
S-05/04

81W131S

→ 15.2(29.8)
← 14.6

MANN

TRACK LAYOUT

478160L

7720

SR 8

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 50

GRADE

3

Sheet 92 D_115_120

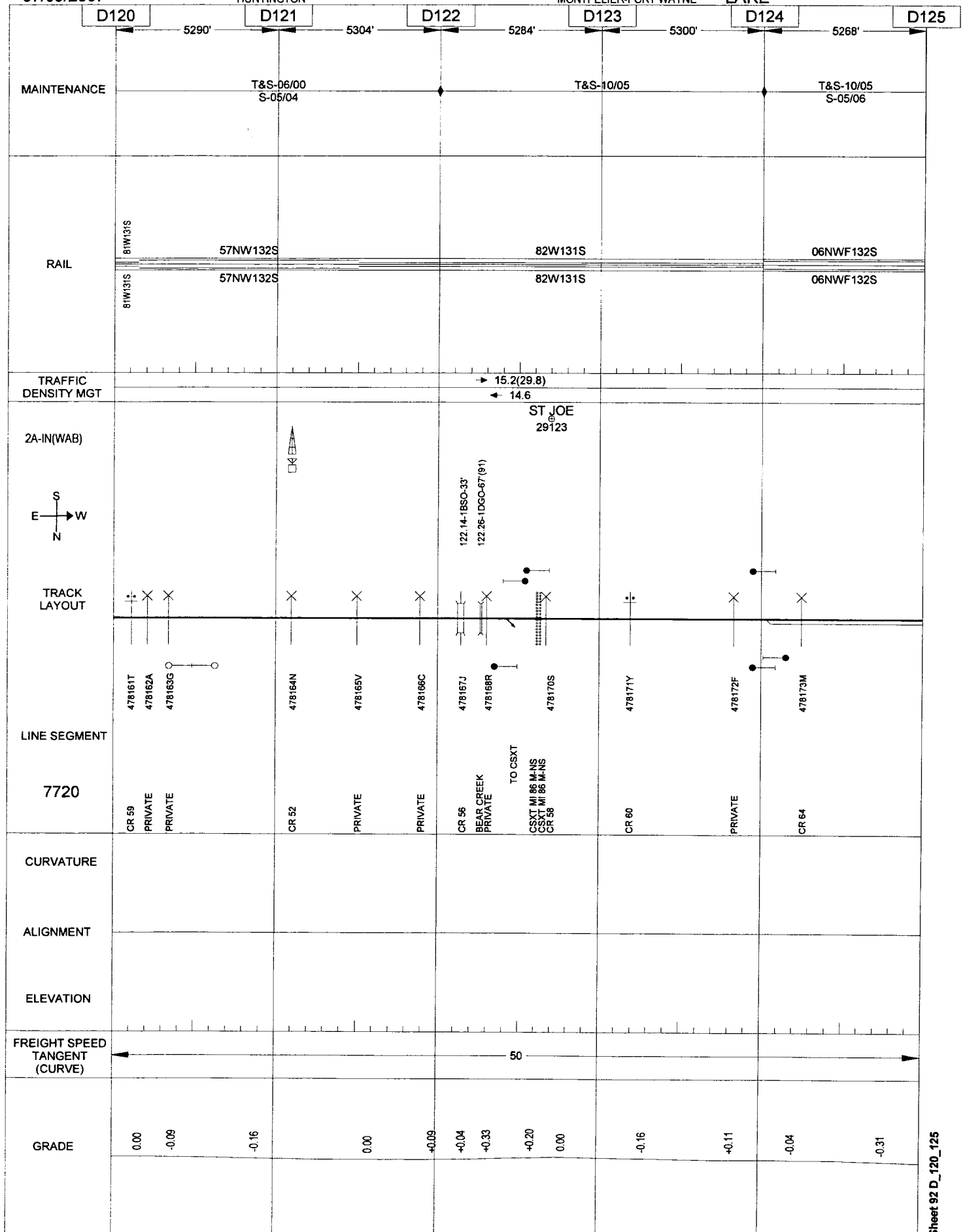
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084

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



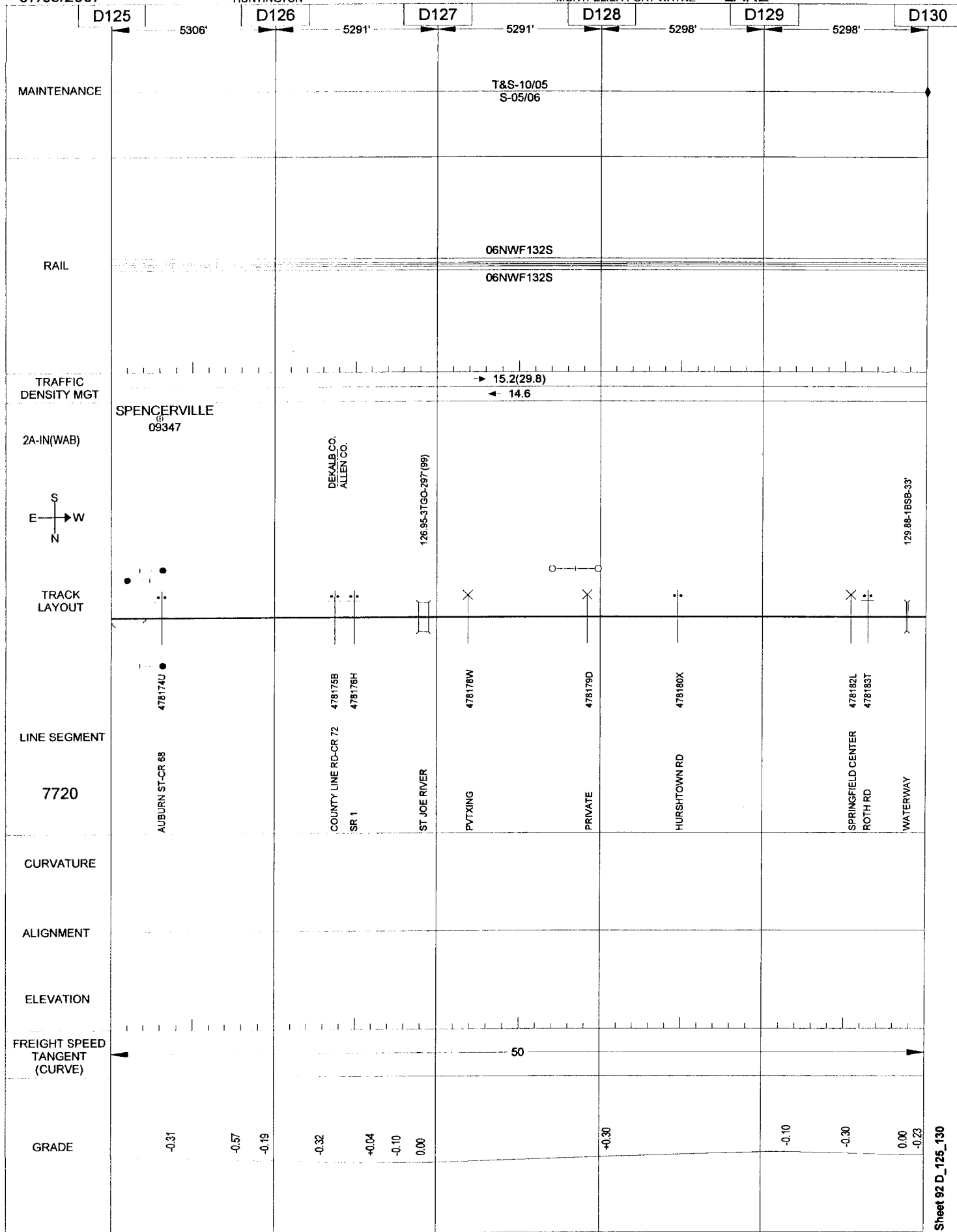
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085

HUNTINGTON

MONTPELIER-FORT WAYNE

LAKE



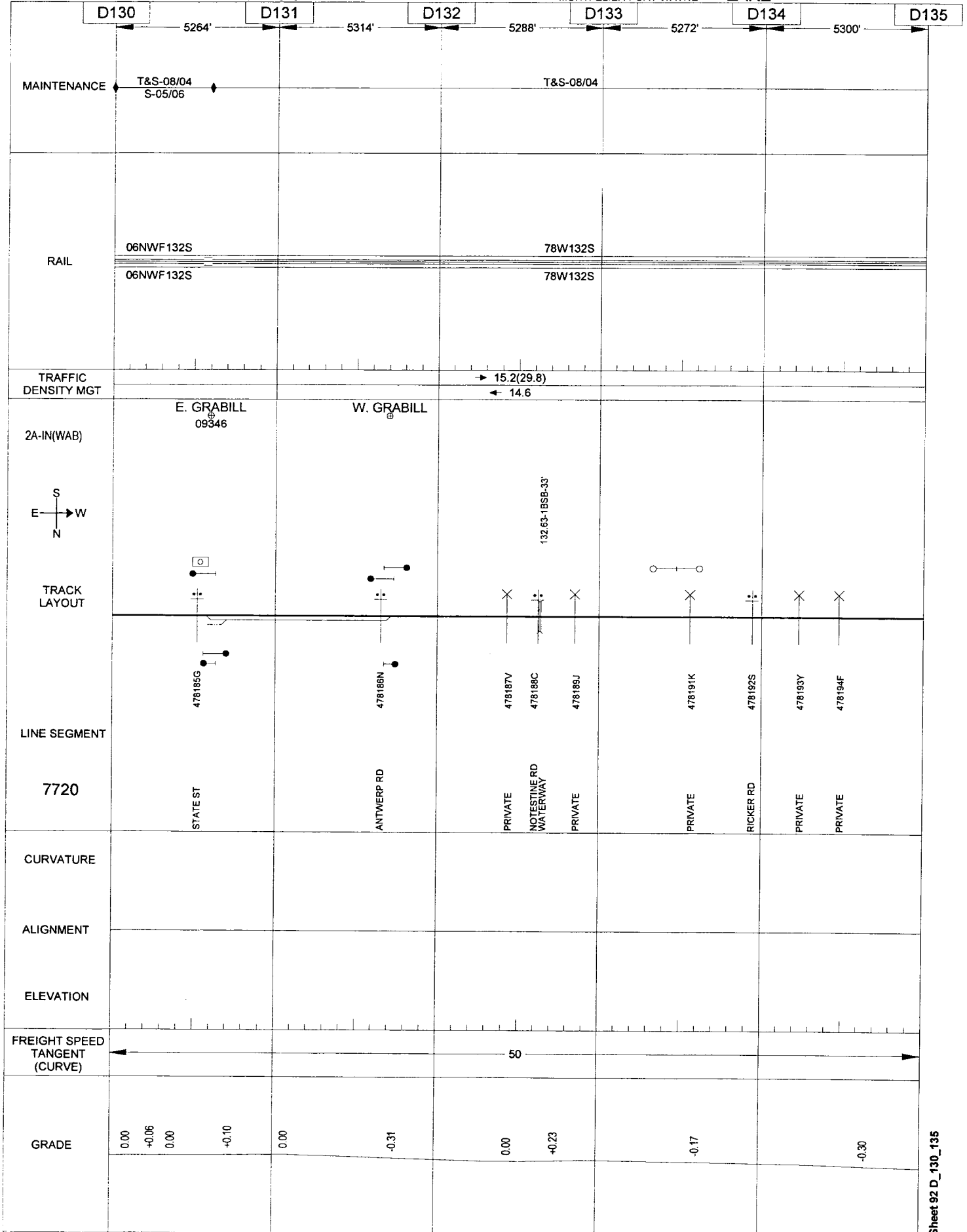
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086

HUNTINGTON

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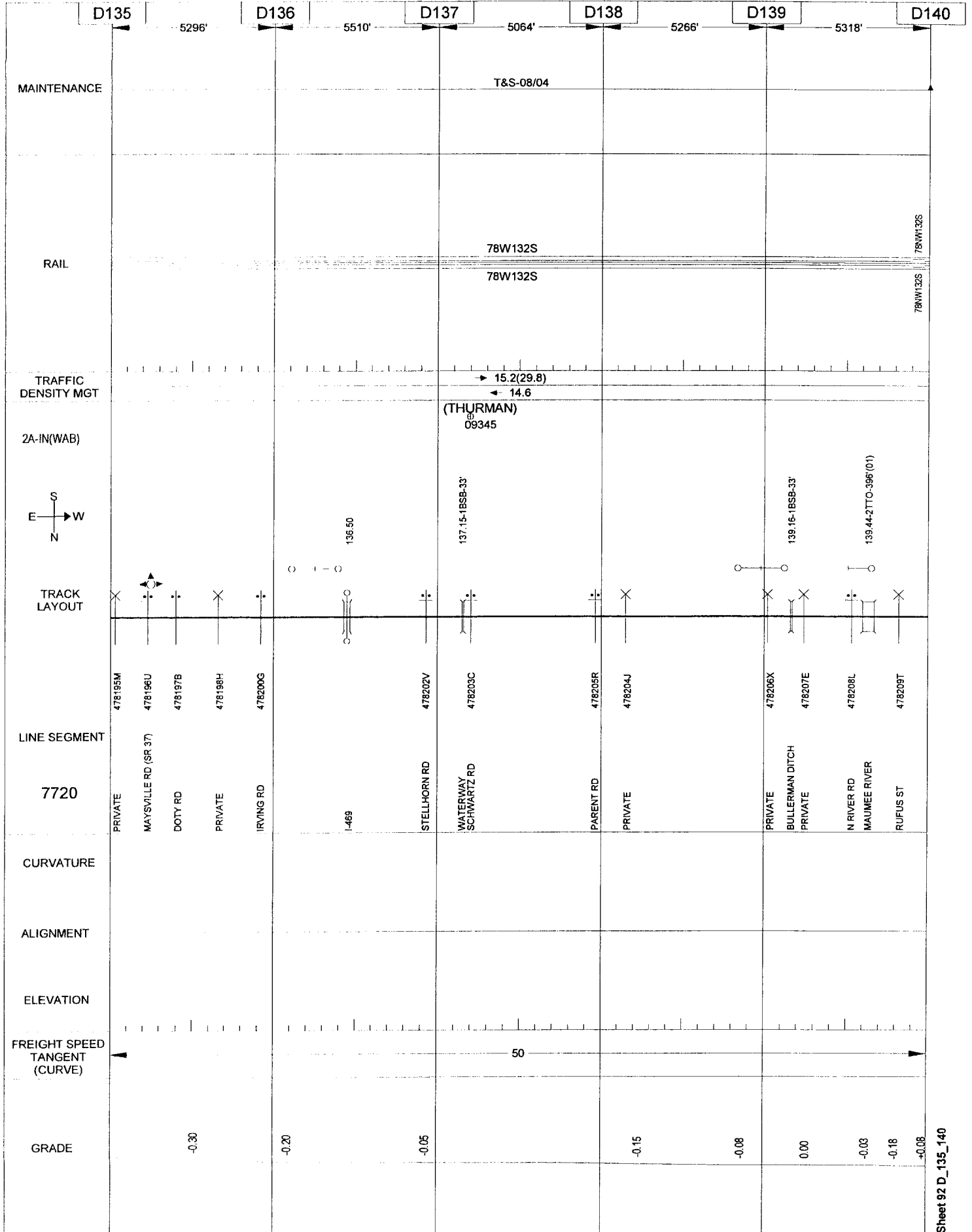
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087

HUNTINGTON

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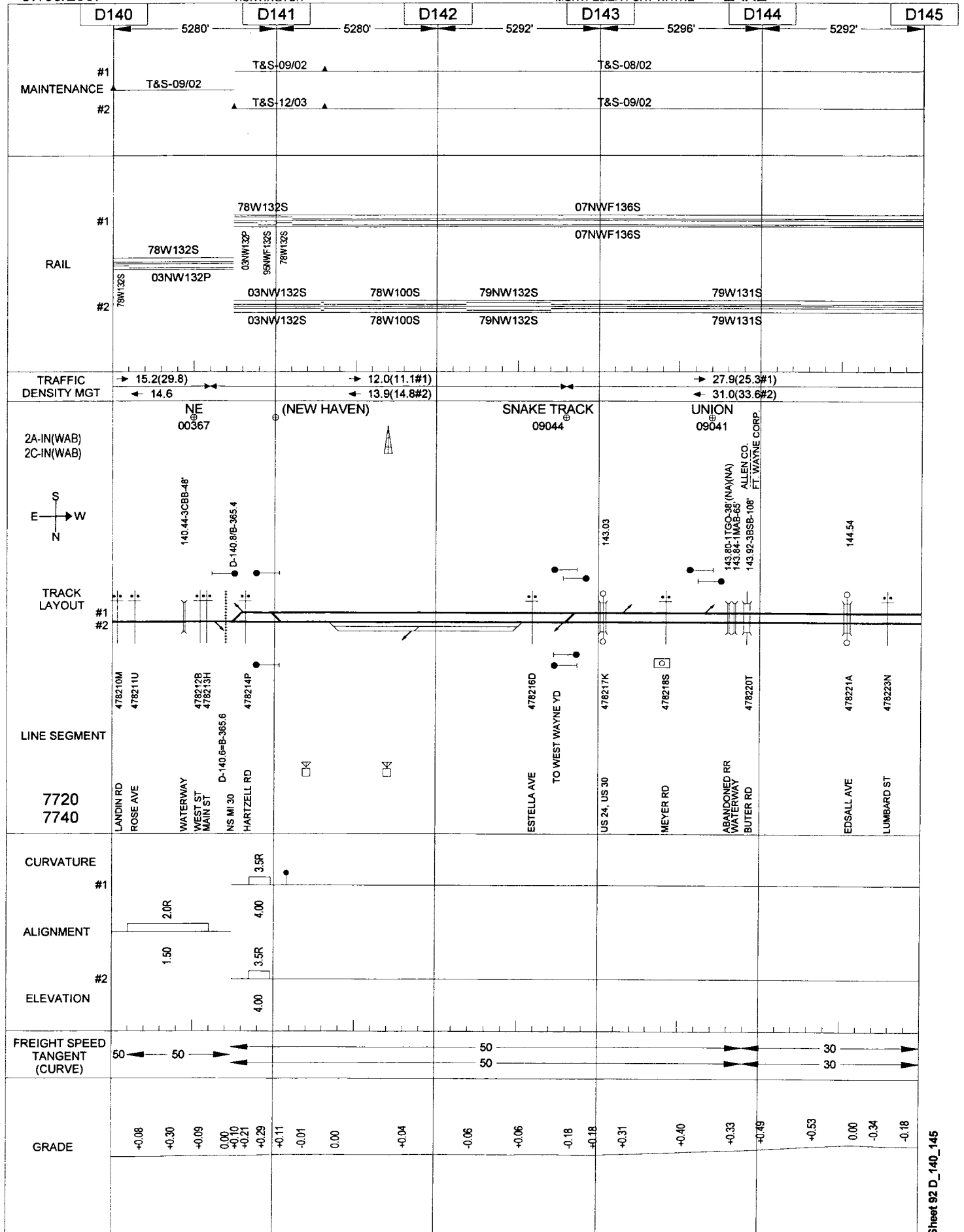
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088

HUNTINGTON

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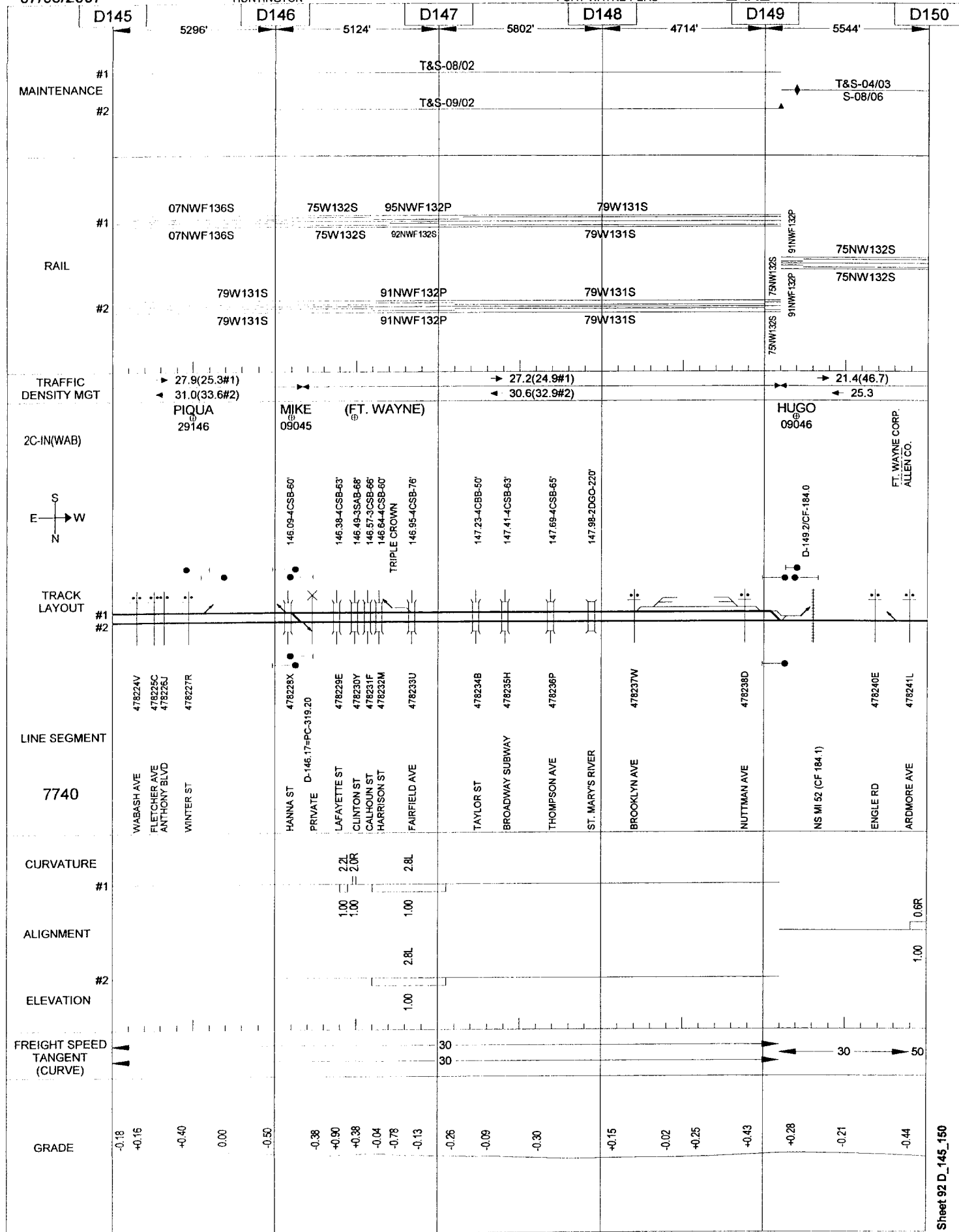
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089

HUNTINGTON

FORT WAYNE-PERU

LAKE



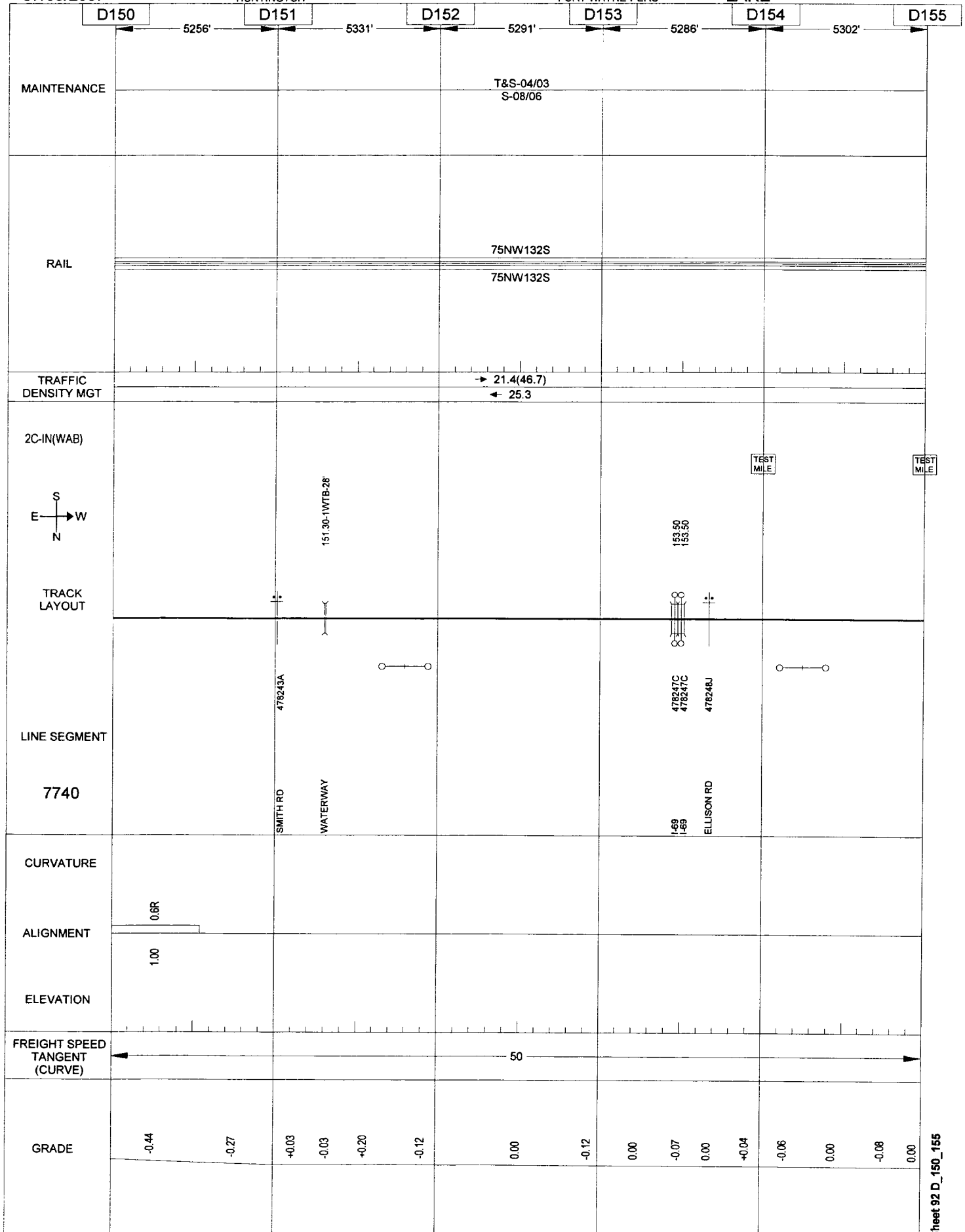
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090

HUNTINGTON

FORT WAYNE-PERU

LAKE



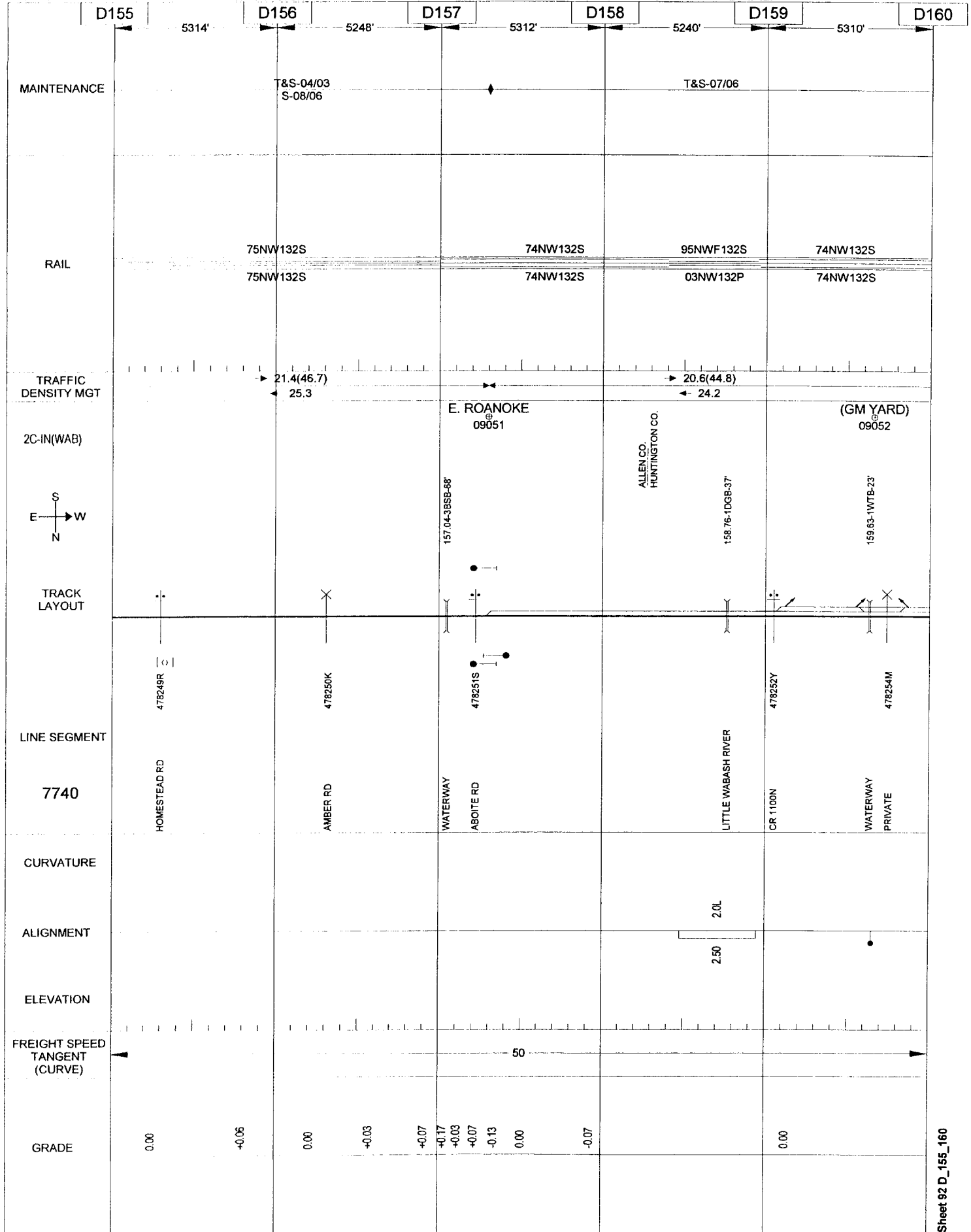
07/05/2007

091

HUNTINGTON

FORT WAYNE-PERU

LAKE



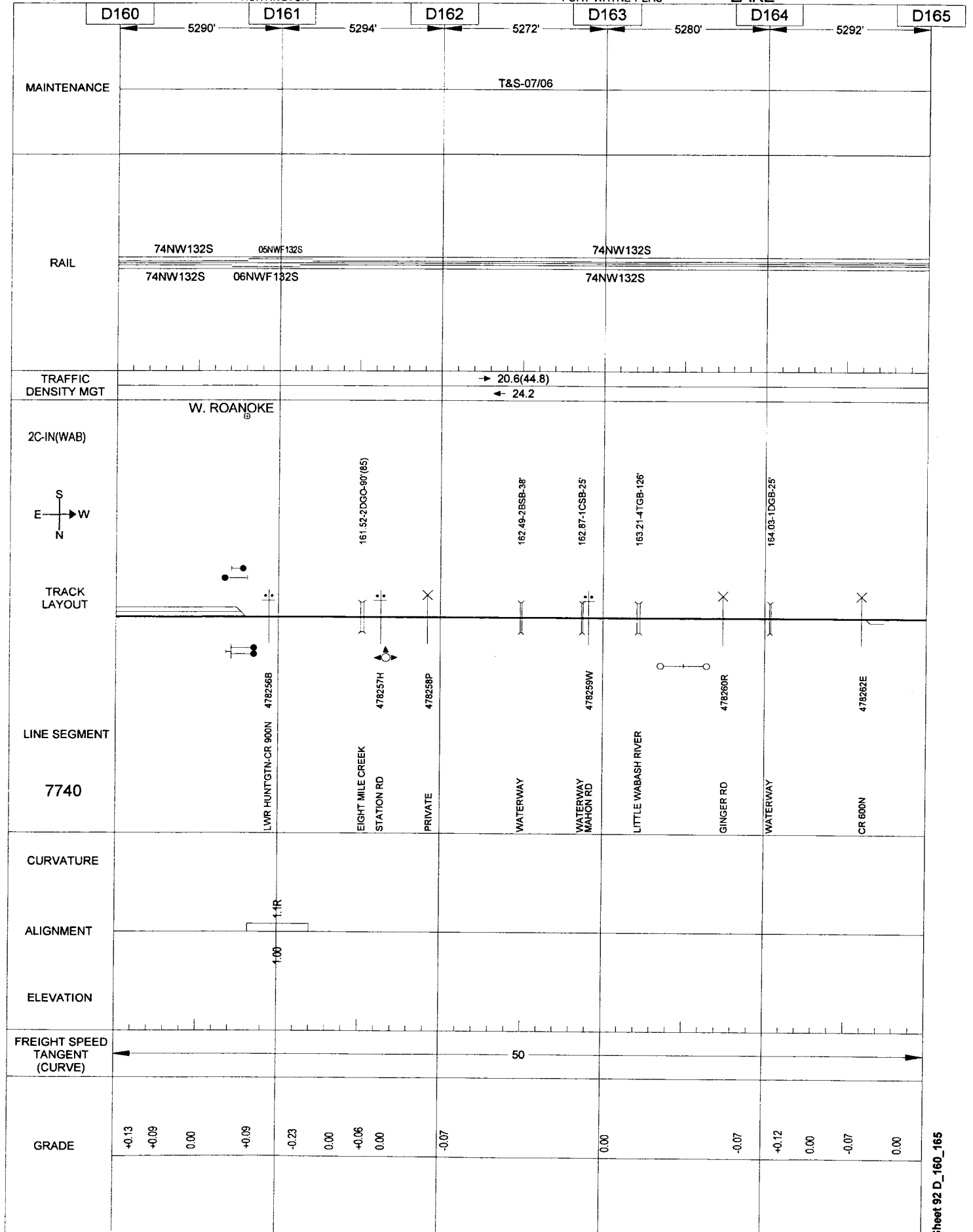
07/05/2007

092

HUNTINGTON

FORT WAYNE-PERU

LAKE



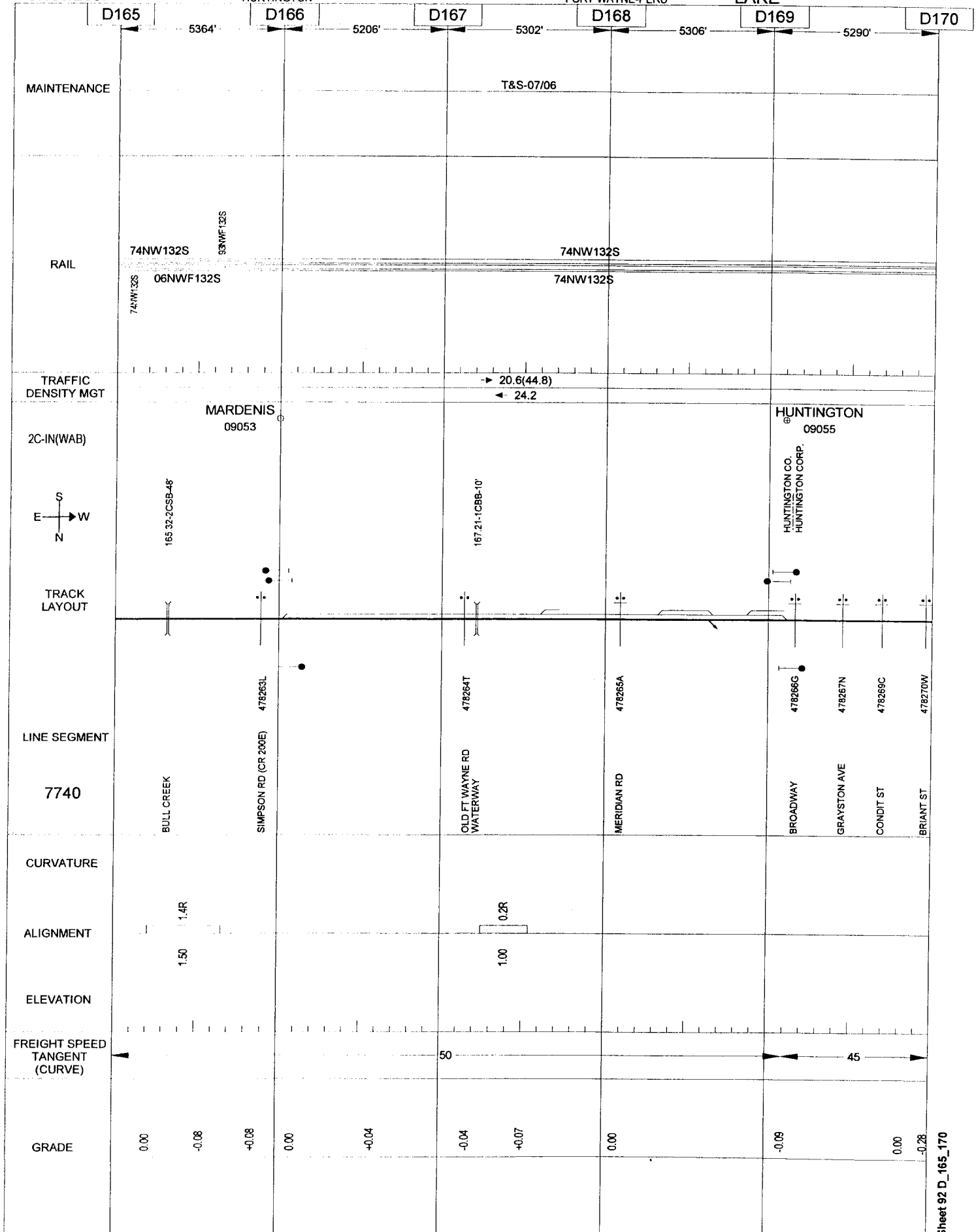
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093

HUNTINGTON

FORT WAYNE-PERU

LAKE



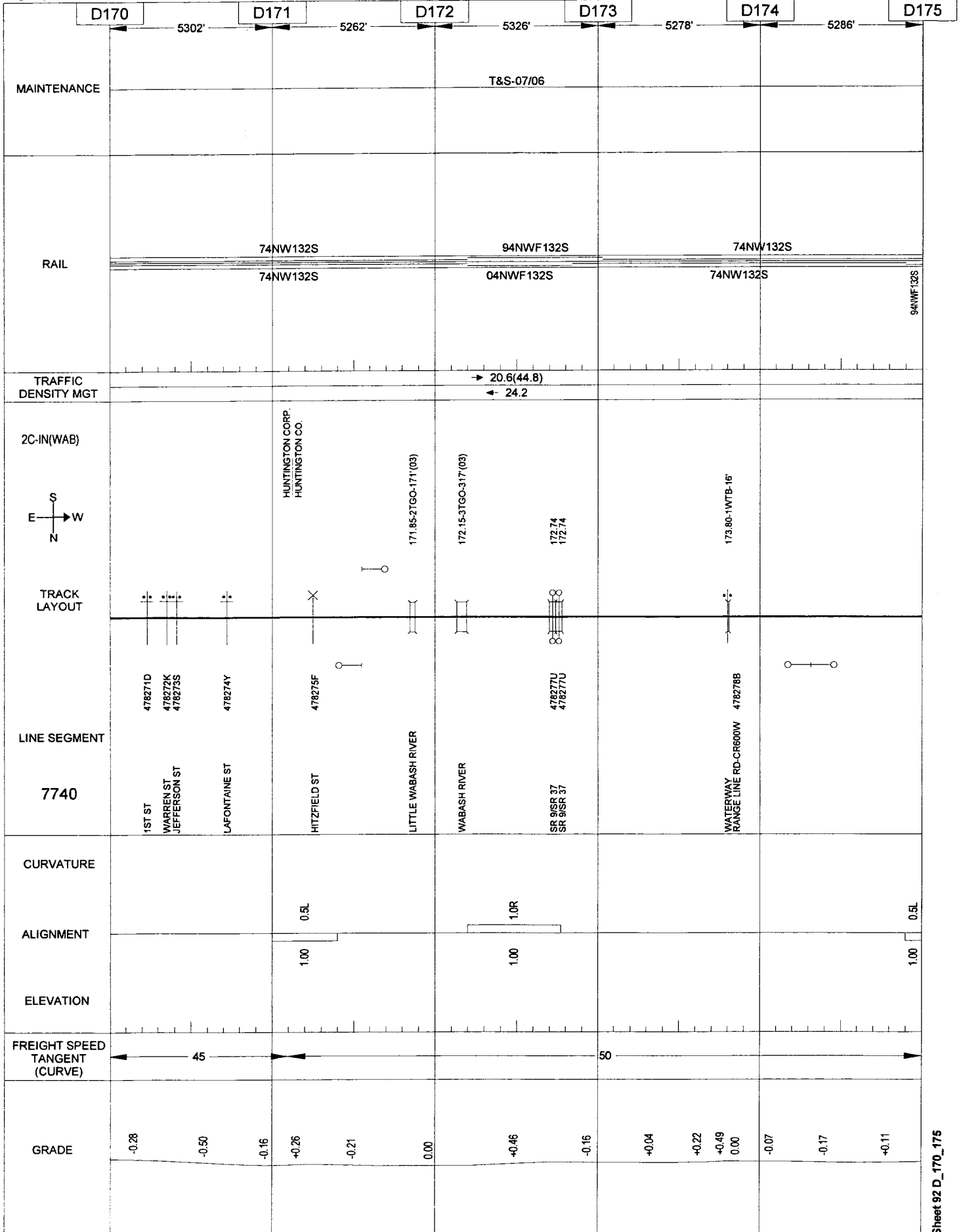
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094

HUNTINGTON

FORT WAYNE-PERU

LAKE



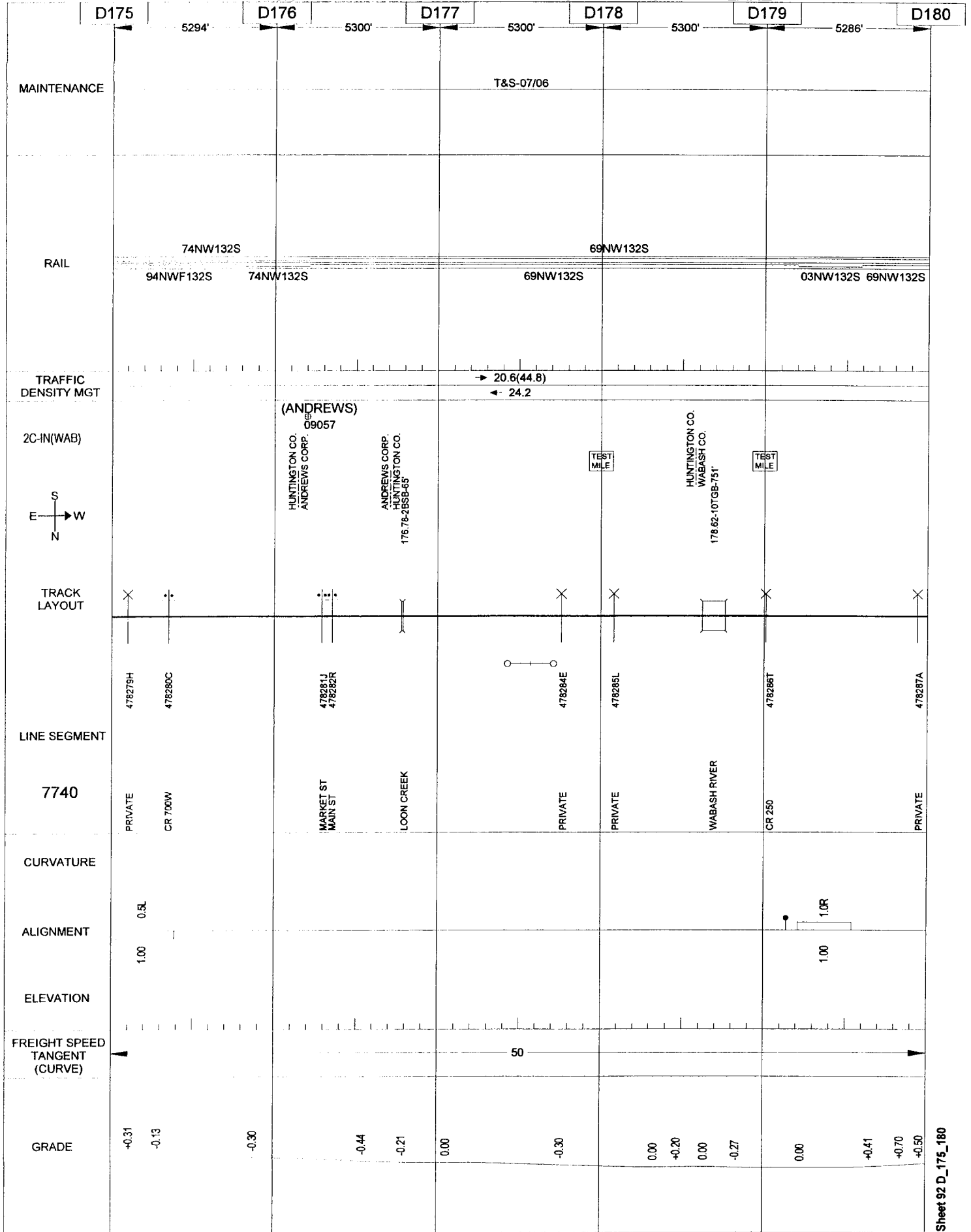
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095

HUNTINGTON

FORT WAYNE-PERU

LAKE



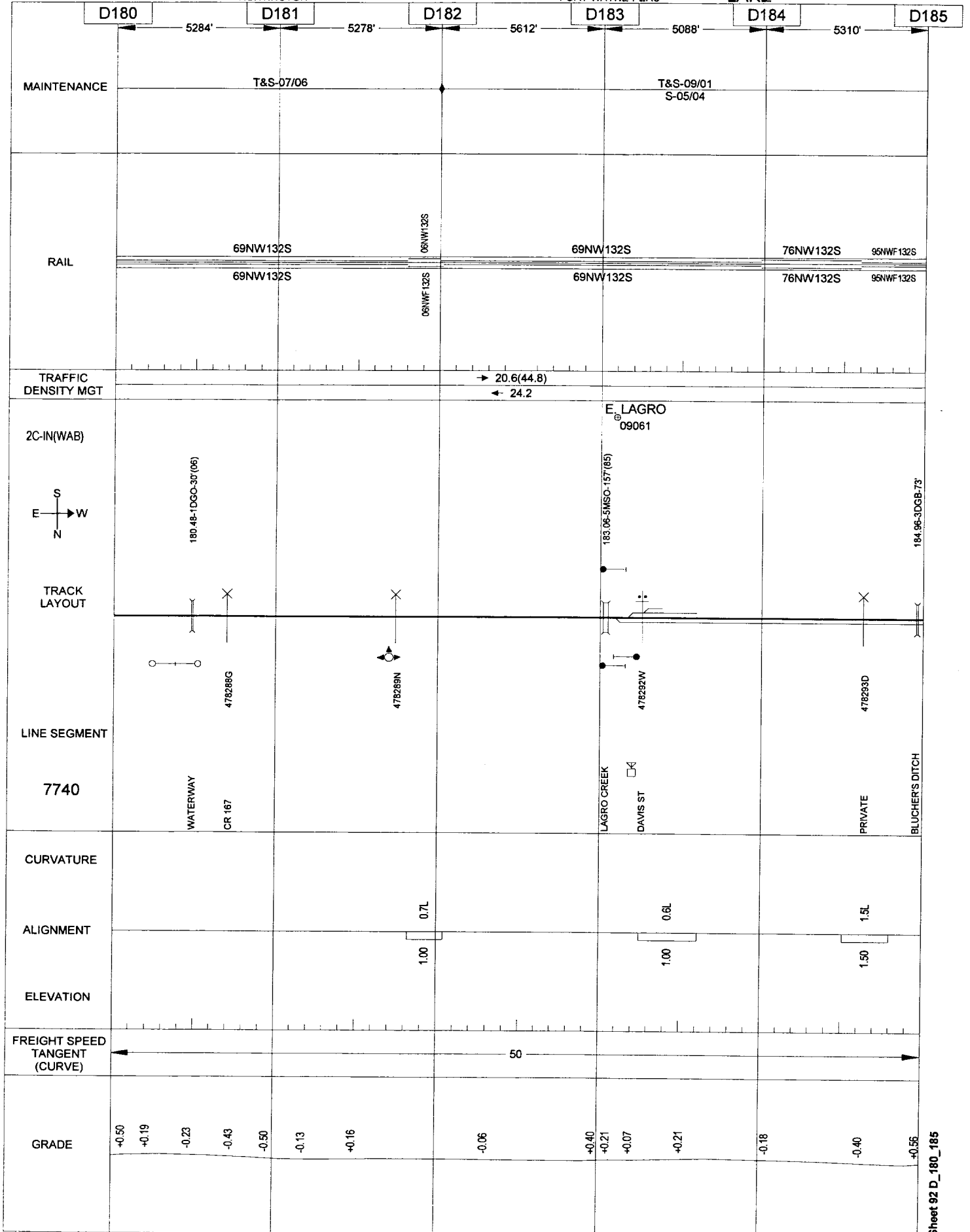
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096

HUNTINGTON

FORT WAYNE-PERU

LAKE



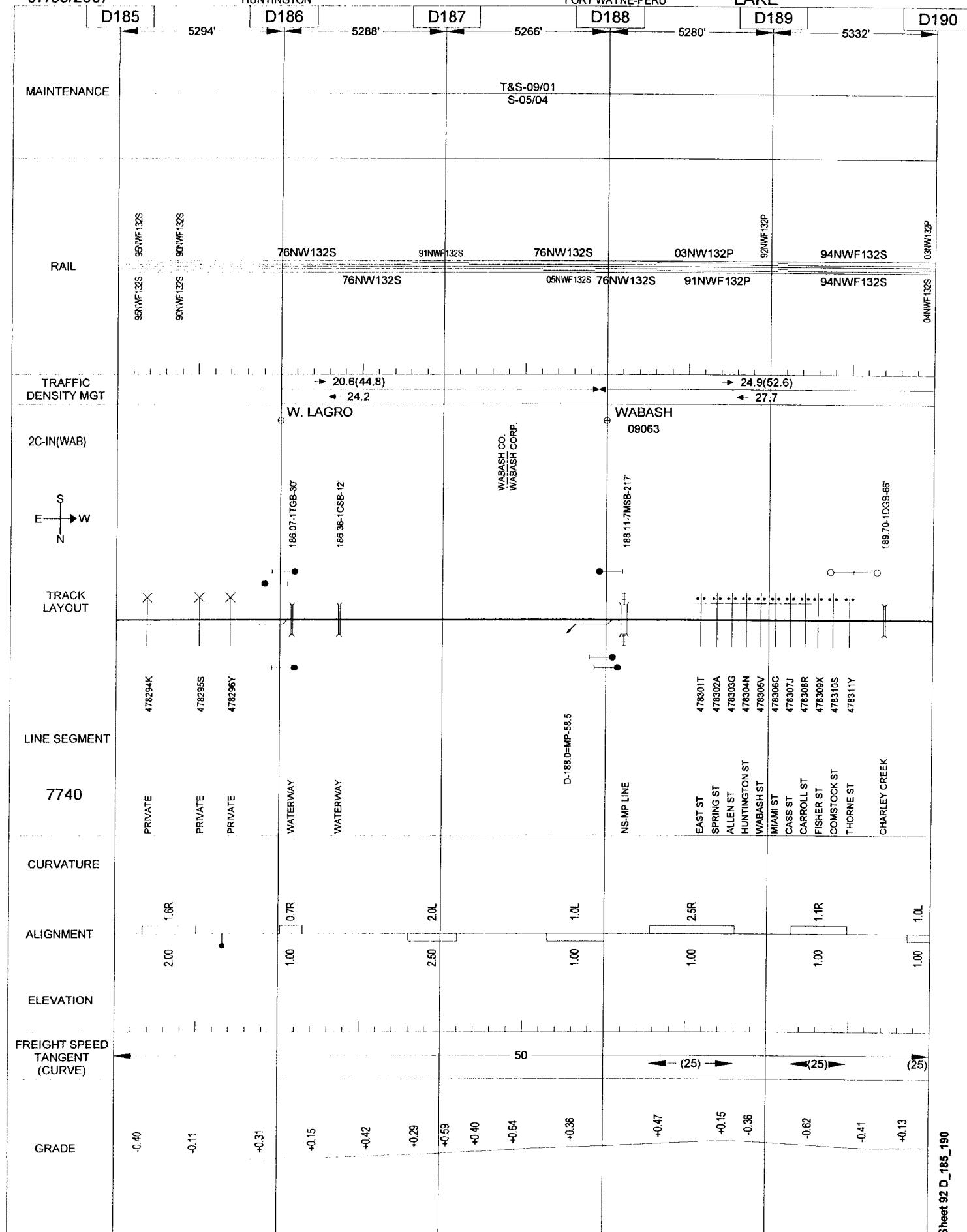
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097

HUNTINGTON

FORT WAYNE-PERU

LAKE



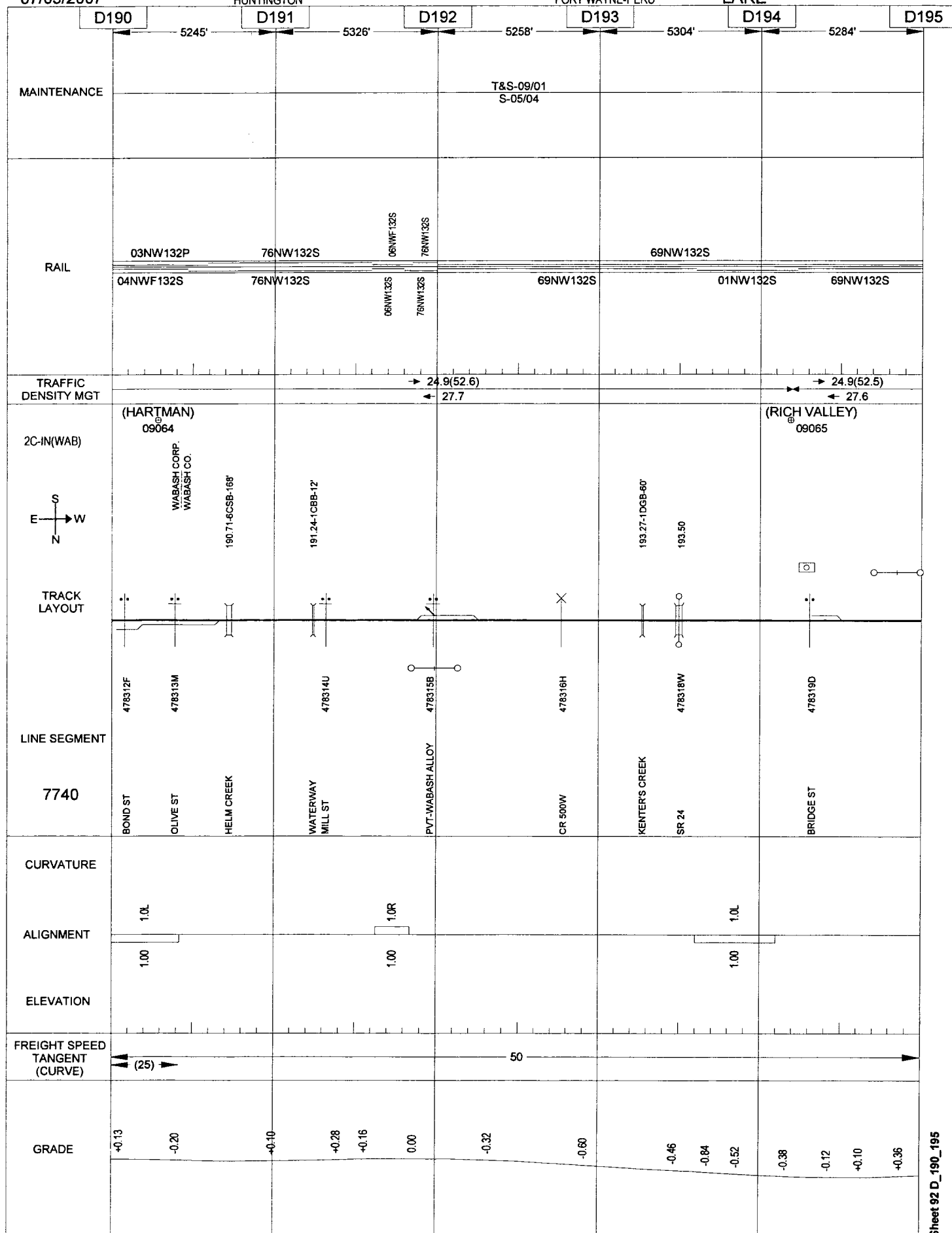
07/05/2007

098

HUNTINGTON

FORT WAYNE-PERU

LAKE



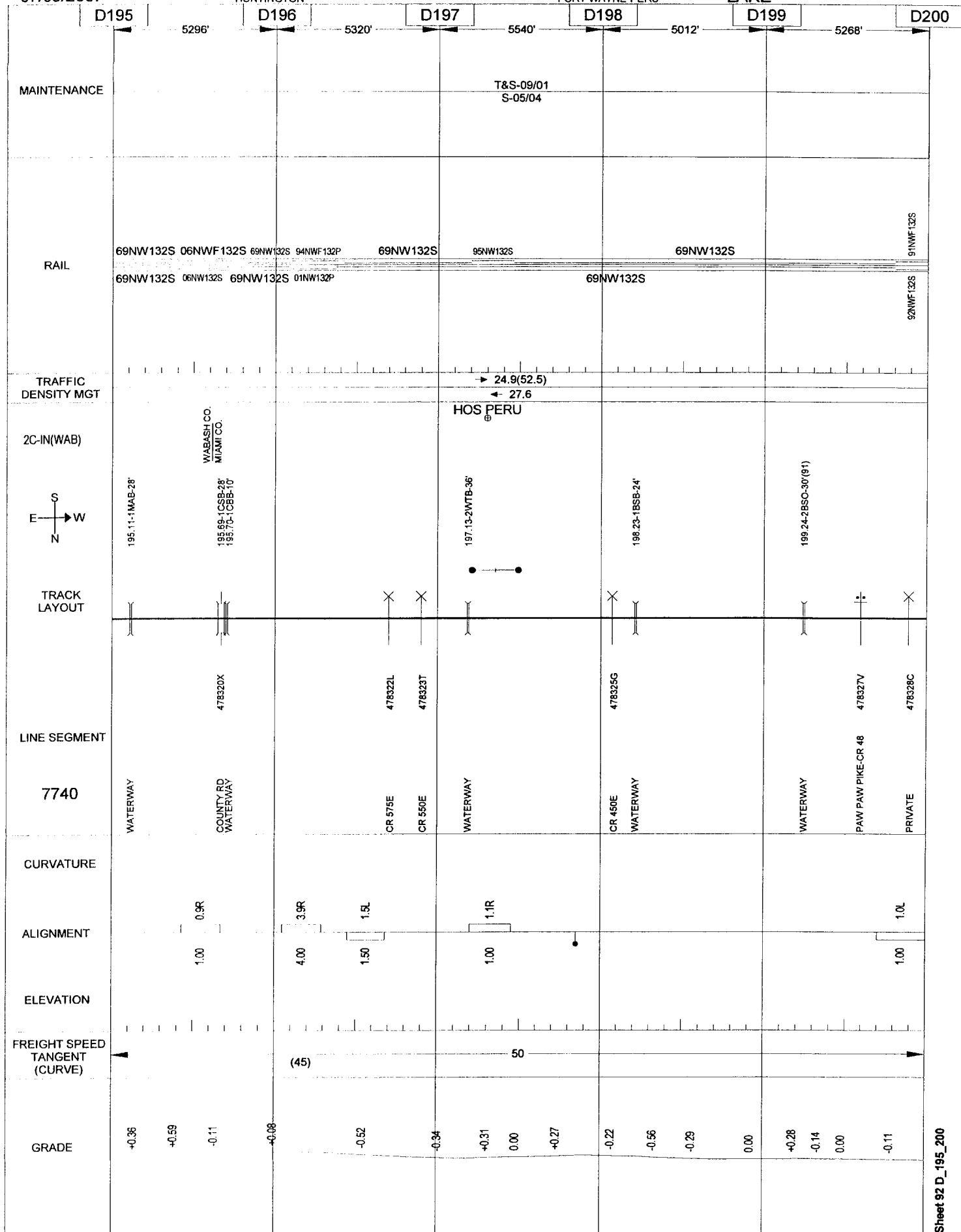
07/05/2007

099

HUNTINGTON

FORT WAYNE-PERU

LAKE



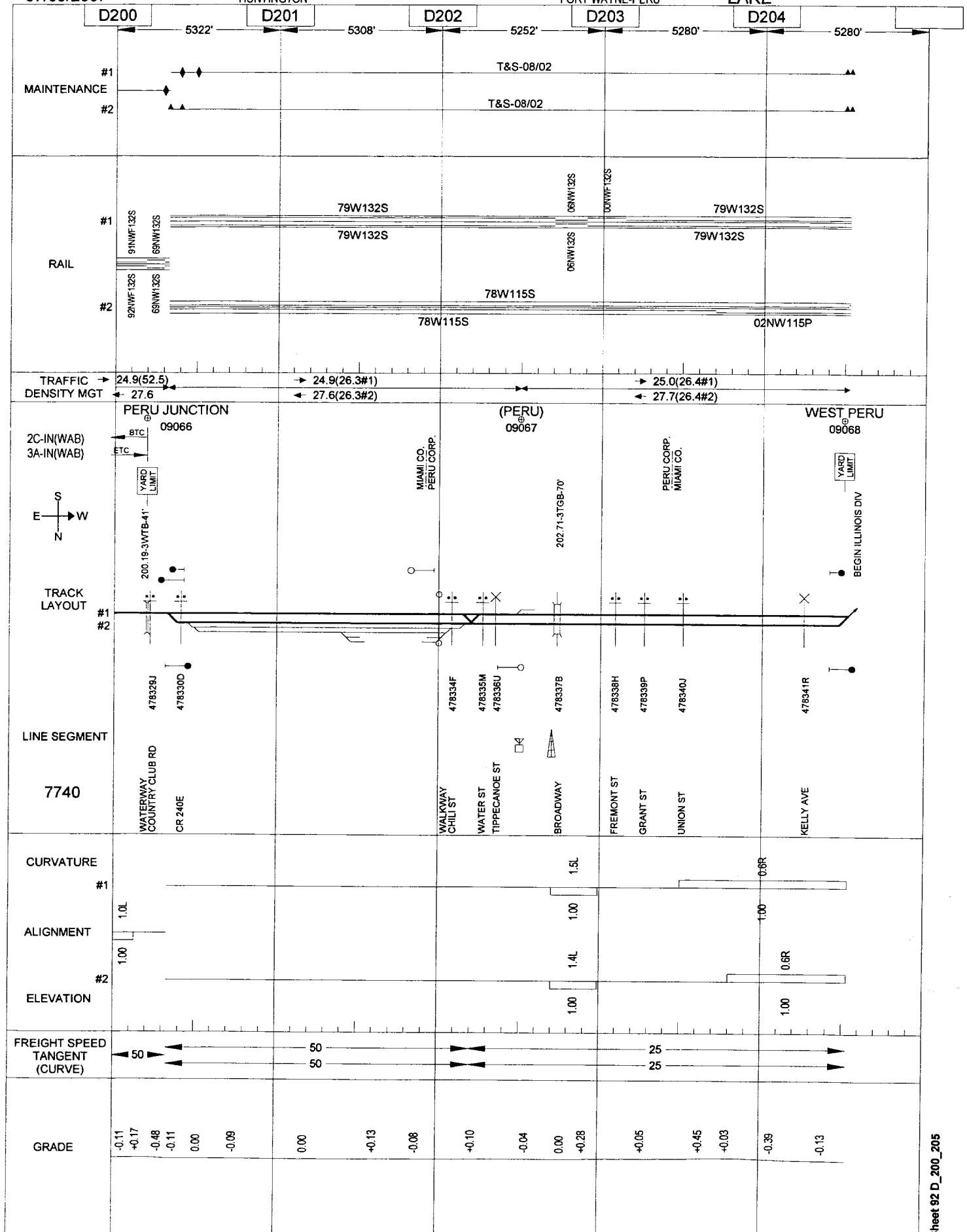
07/05/2007

100

HUNTINGTON

FORT WAYNE-PERU

LAKE



07/05/2007

NEW CASTLE

101

MILL-HAMILTON

LAKE

CF17

CF18

CF19

CF20

2640'

5280'

5280'

5280'

MAINTENANCE

T&S-08/03
S-10/06

RAIL

77W131S

77W131S

36RJ131S
36RJ131S

77W131S

77W131S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

→ 9.3(63.7)
← 54.4

10-OH(PCC&SL)

MILL
05210

(EVENDALE)
VAUGHAN
05211

(SHARONVILLE)



TRACK
LAYOUT

TO NS (CF-16.5)
0'16.67'-1TGO-92'

CF-17.15=CJ-248.75
0'17.60

FOX PAPER

MONTG. WARD

0'19.54
0'19.54
0'19.54

0'19.83-1WTB-25'

LINE SEGMENT

7680

TRKG RIGHTS OVER I&O

524881M

US 50

524882U

SHARON RD

524884H

KEMPER RD

524885F
524886F

1275
1275

PURINA
WATERWAY

CURVATURE

ALIGNMENT

1.0R

1.00

0.6L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.93

-1.00

+0.12

0.00

+0.10

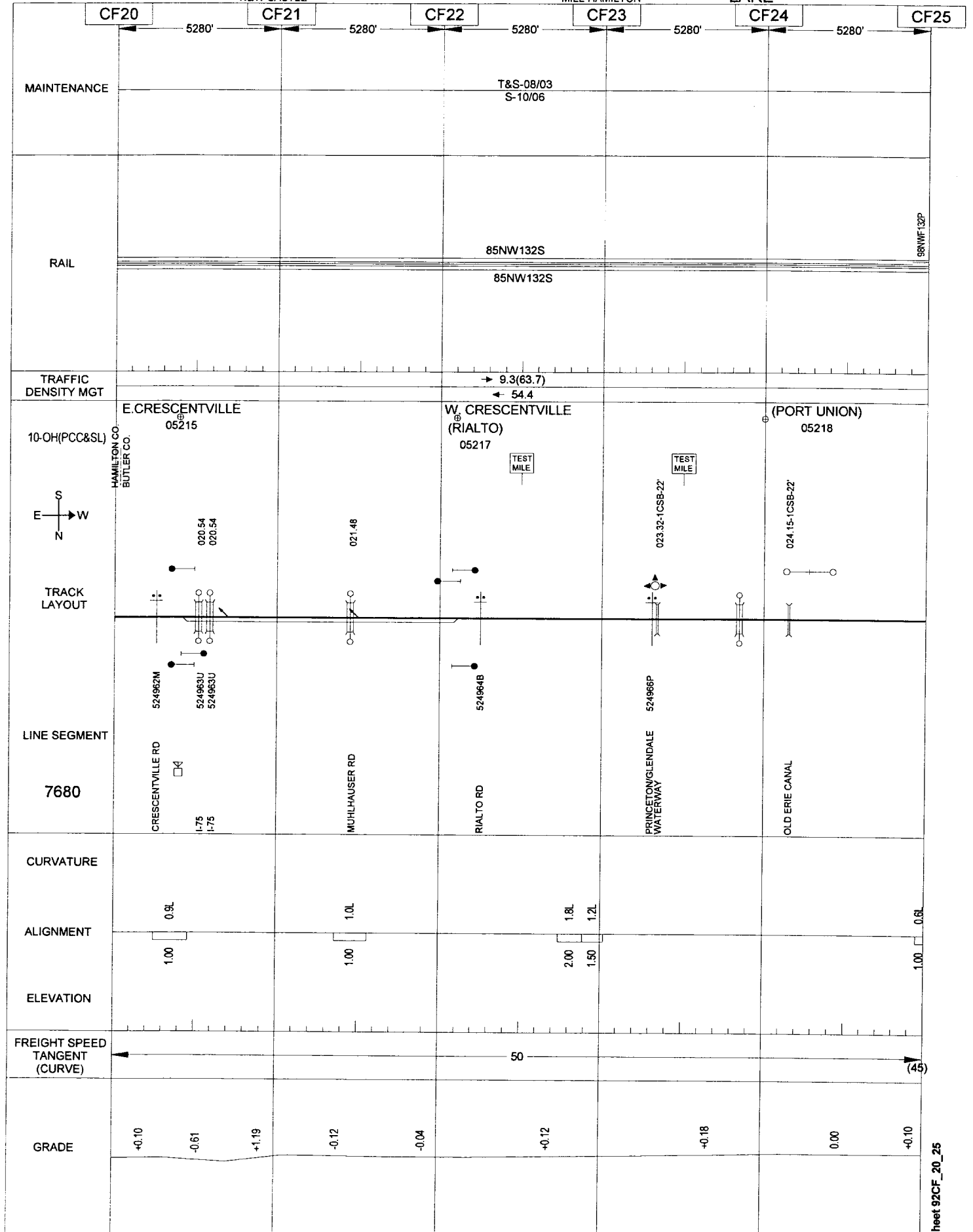
07/05/2007

102

NEW CASTLE

MILL-HAMILTON

LAKE



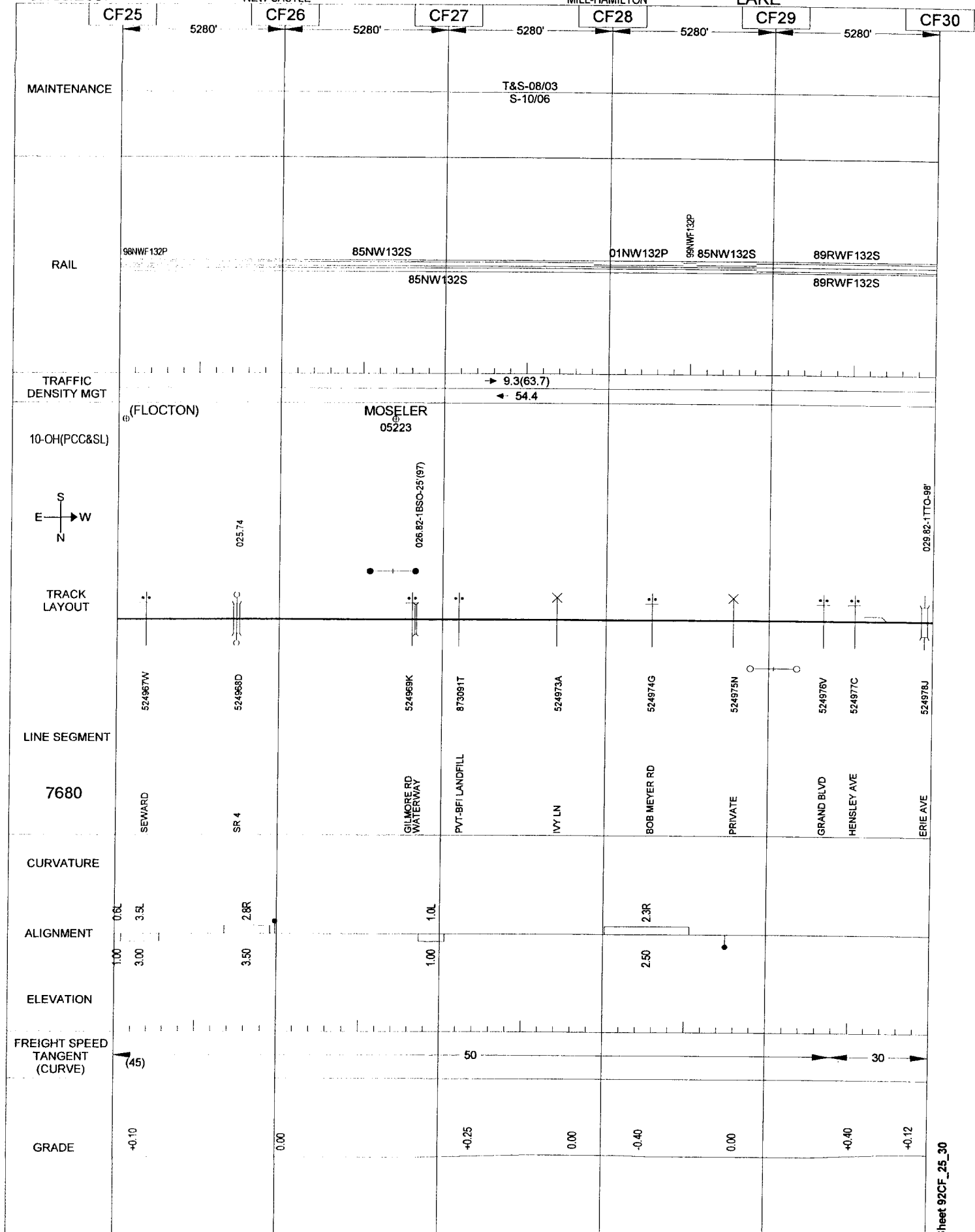
07/05/2007

103

NEW CASTLE

MILL-HAMILTON

LAKE



07/05/2007

104

NEW CASTLE

NEW RIVER-MUNCIE

LAKE

CF30

5280'

CF34

5280'

5288'

CF35

MAINTENANCE

T&S-08/03
S-10/06

T&S-04/05

RAIL

04NWF132P 86RWF132S 97NWF132P
96NWF132P 85RWF132S 03NWF132P 95NWF132P

77W131S

02NWF132S

77W131S

97NWF132S

77W131S

01NWF132S

TRAFFIC
DENSITY MGT→ 9.3(63.7)
← 54.4→ 21.3(44.7)
← 23.4

10-OH(PCC&SL)

BUTLER ST.
05228(COKEOTTO)
NEW RIVER JCT
05227

S
E → W
N

030.76-1TGO-78'

TRACK
LAYOUT

BUTLER ST VIA CSXT



LINE SEGMENT

524960Y 524959E 524958X 524957R
MAPLE AVE EAST AVE S 7TH ST HIGH ST
NEW RIVER JCT CSXT

525205V 525204N 525203G 525202A 525201T
AUGSPURGER RD SOUTH ST TRENTON RD STAHLHABER
US 127

7650
7680

CURVATURE

ALIGNMENT

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

ELEVATION

2.0L 0.8L
1.00 1.00

0.8L 1.0L
1.00 1.00

FREIGHT SPEED
TANGENT
(CURVE)

→ 50
(25) (25) (25)

→ 50
(40)

GRADE

-1.00 -0.80 0.00

0.00

+0.22

LAKE

CF4

- 5253

T&S-04/05

77W131S

40RJ131S	77W131S
----------	---------

→ 21.3(44.7)
← 23.4

E. SEVEN MILE
⊕
05232

W. SEVEN MILE	
---------------	--

035.40-3CSB-68"

036.11-1CSB-26'

038.20-3CSB-89'(06)

039.88-4TGB-282'

TRACK LAYOUT

LINE SEGMENT

7650

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

COTTON RUN
FEARNOT MILLS RD
525200L

HUTTON RUN	525198M
SPRING RD	525197F
W ELKTON/S MILLS RD	

W TAYLOR SCH(RITTER) 525196Y

(HURM) 525195S

NINE MILE CREEK

SR 127N 525193D

SEVEN MILE CREEK

1.00 1.02

1.00
1.01

- 50

+0.22

+0.42

+0.17

+0.33

+0.50

+0.29

+0.52

3

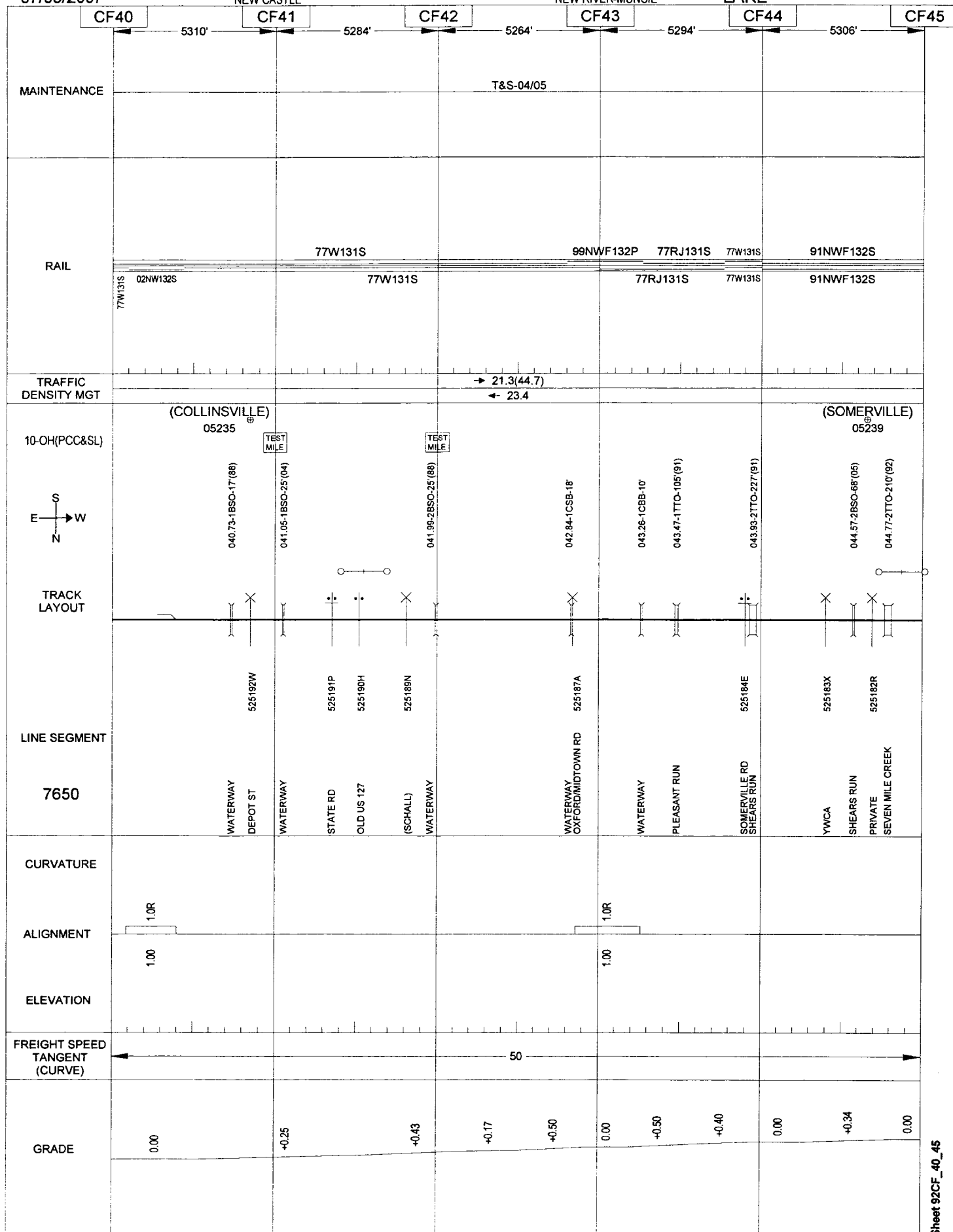
07/05/2007

106

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



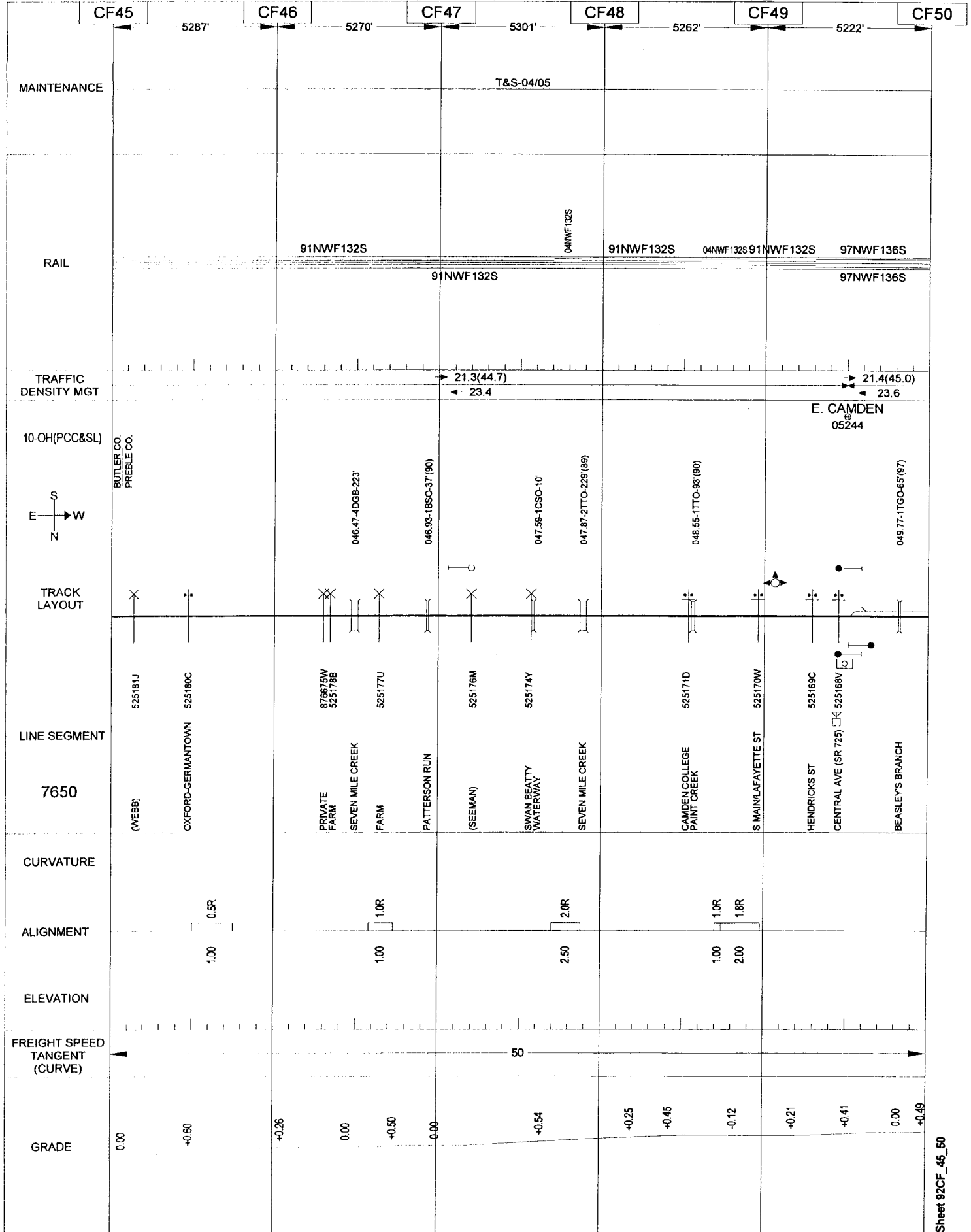
07/05/2007

NEW CASTLE

107

NEW RIVER-MUNCIE

LAKE



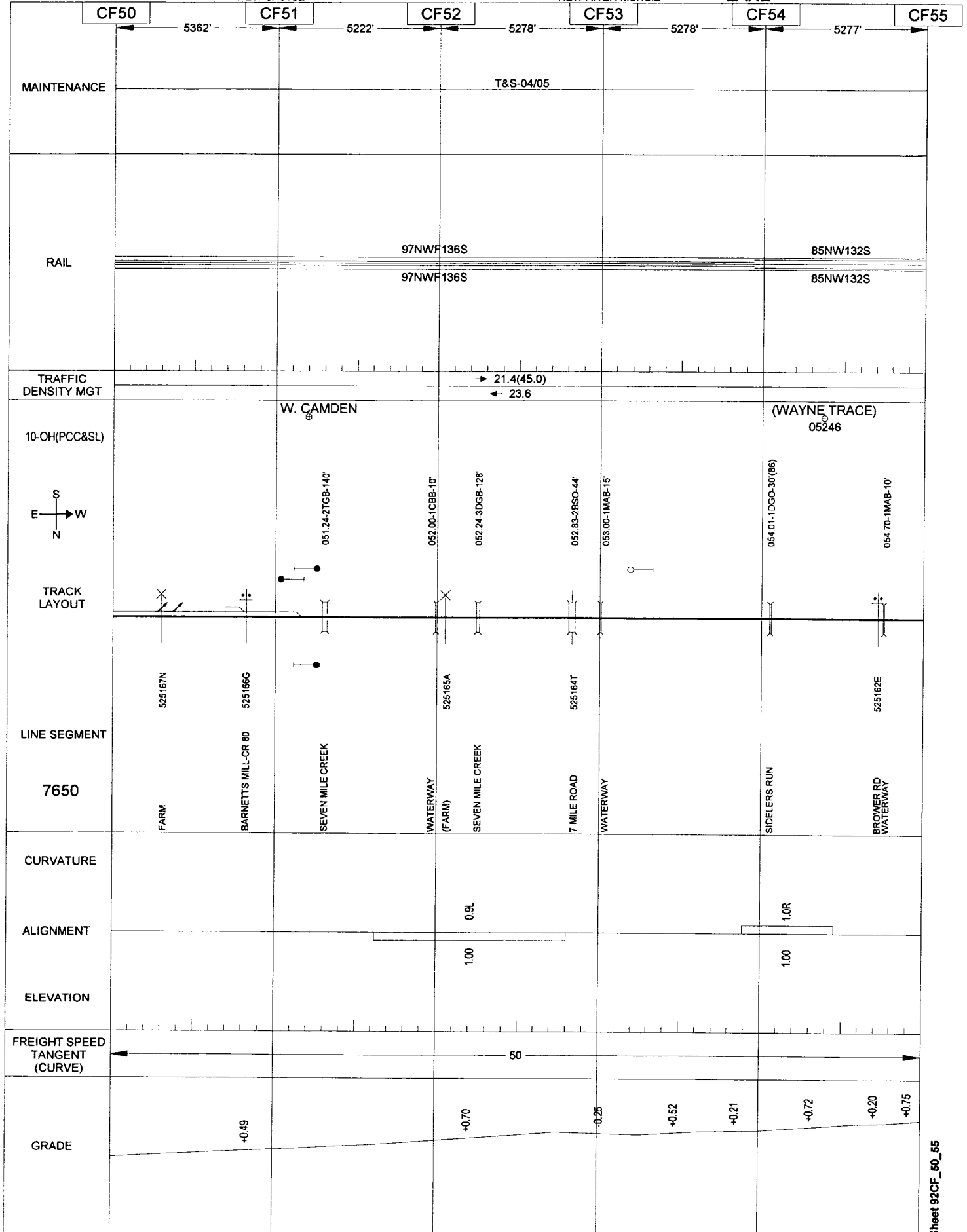
07/05/2007

108

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



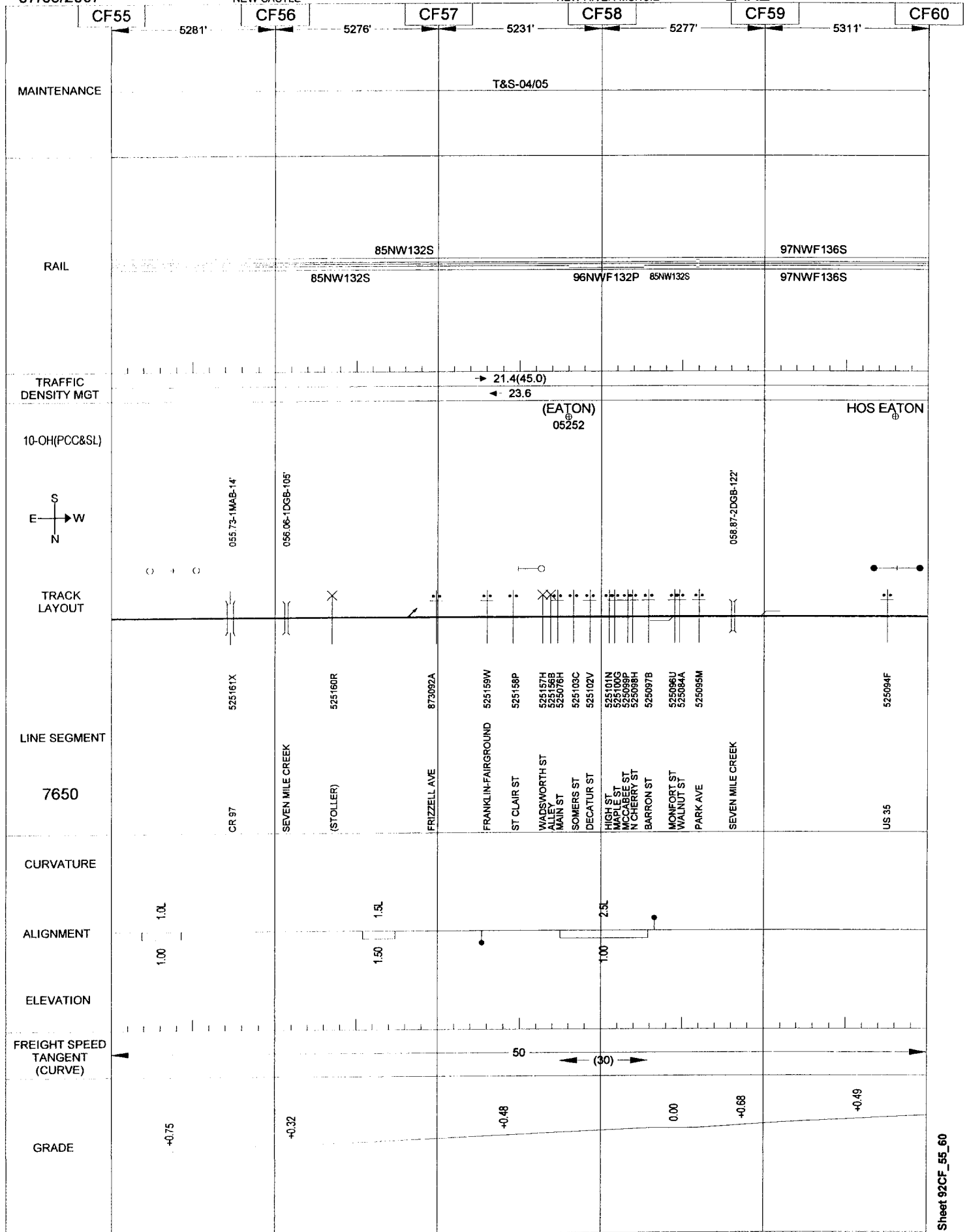
07/05/2007

109

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



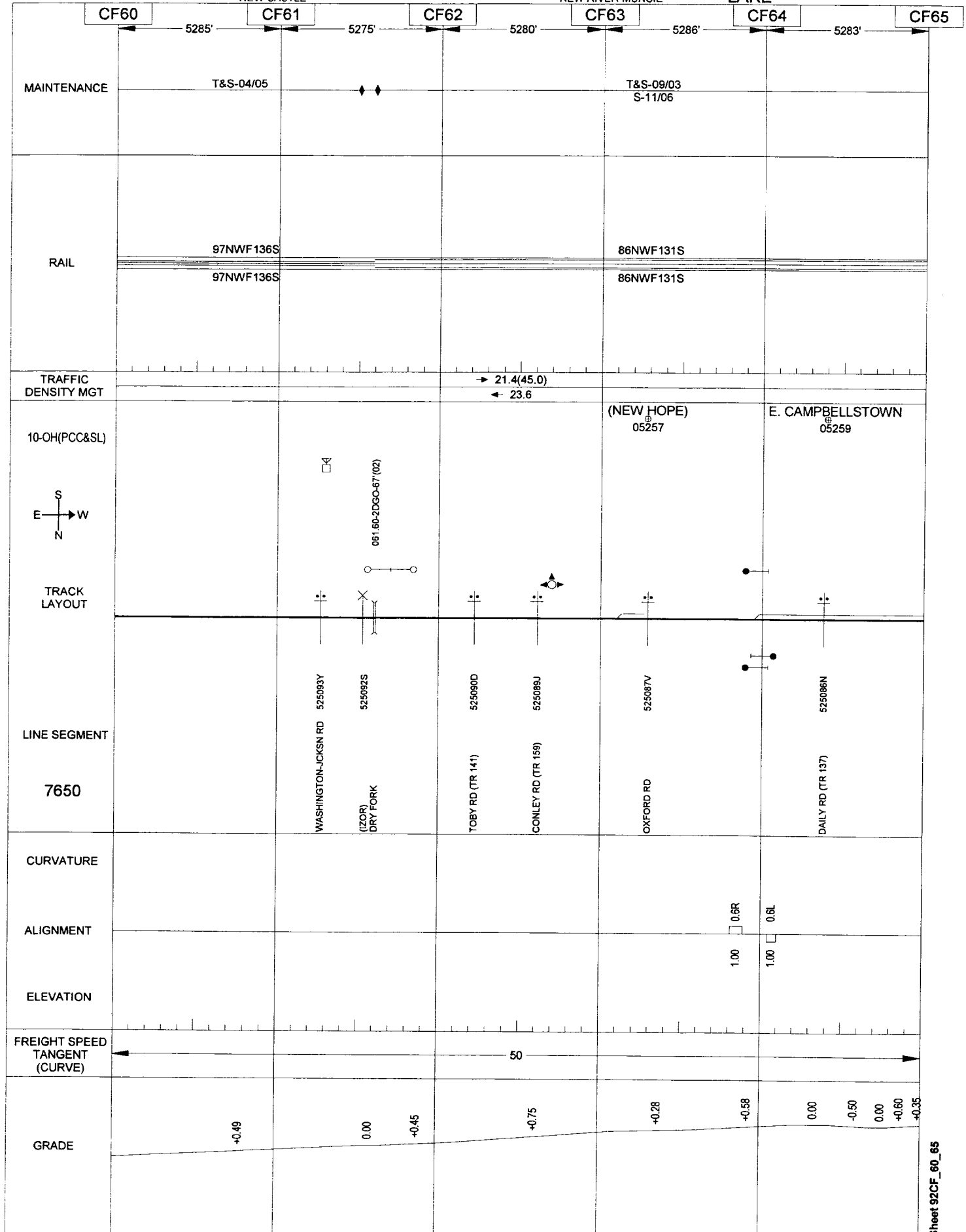
07/05/2007

110

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



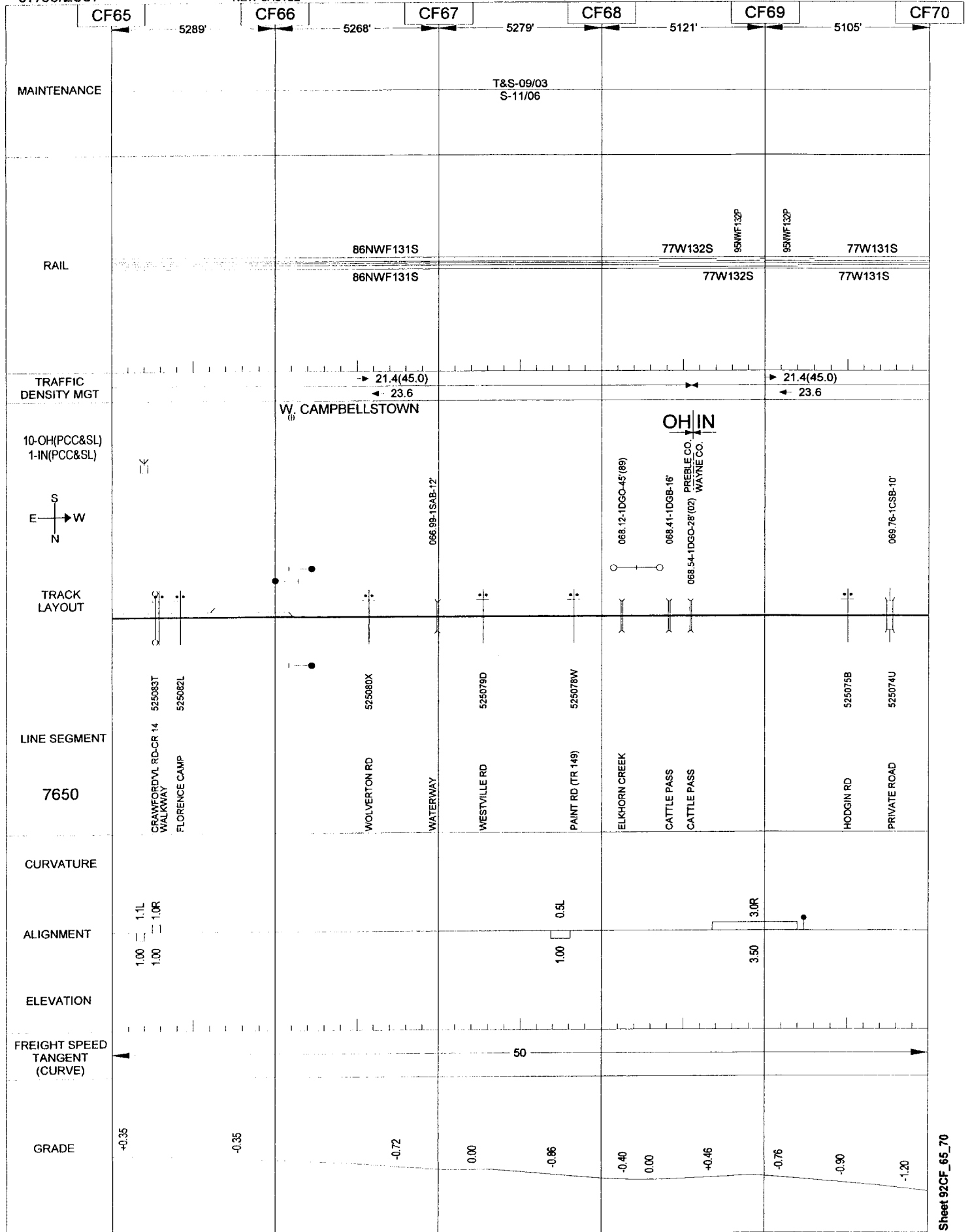
07/05/2007

111

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



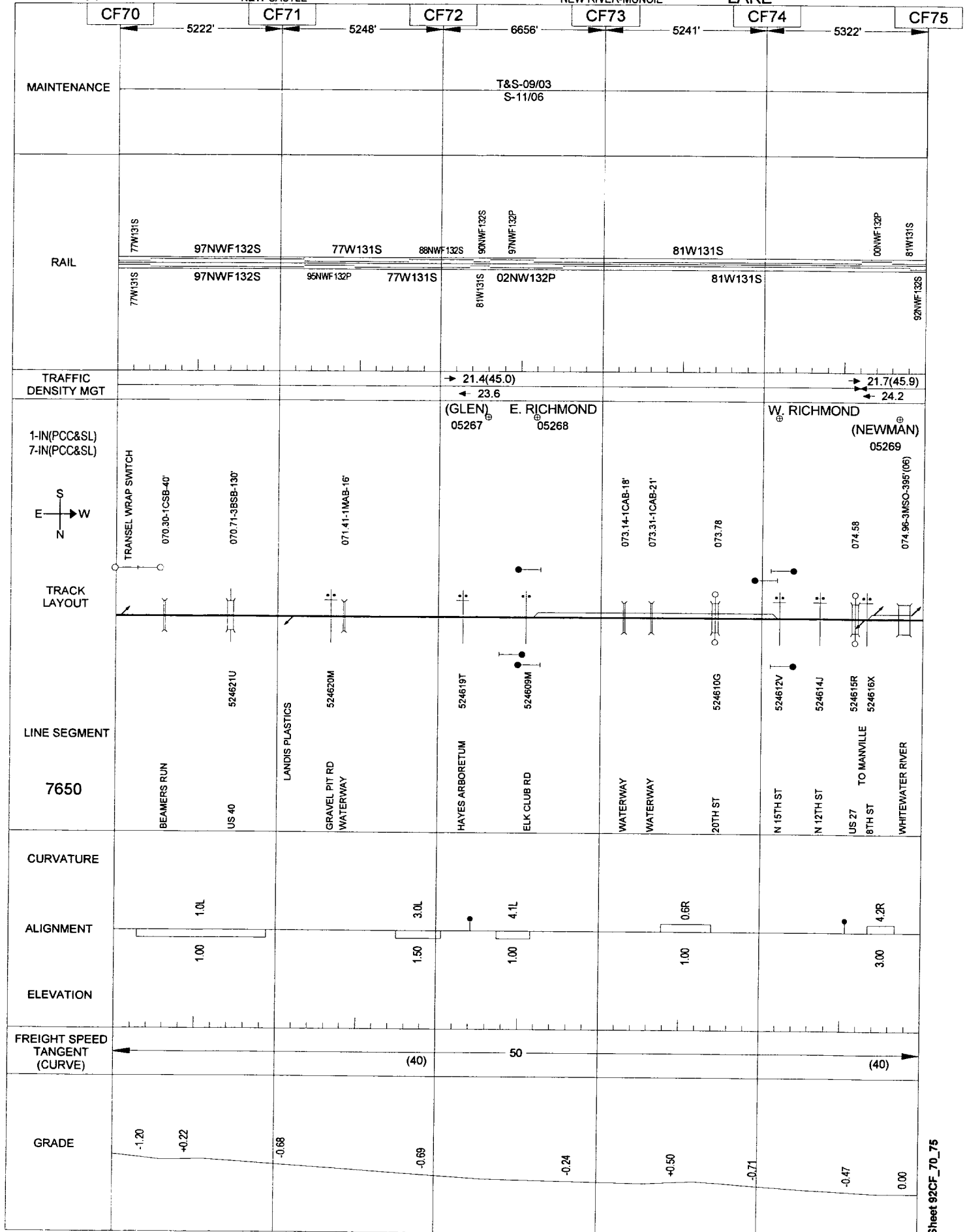
07/05/2007

112

NEW CASTLE

NEW RIVER-MUNCIE

LAKE

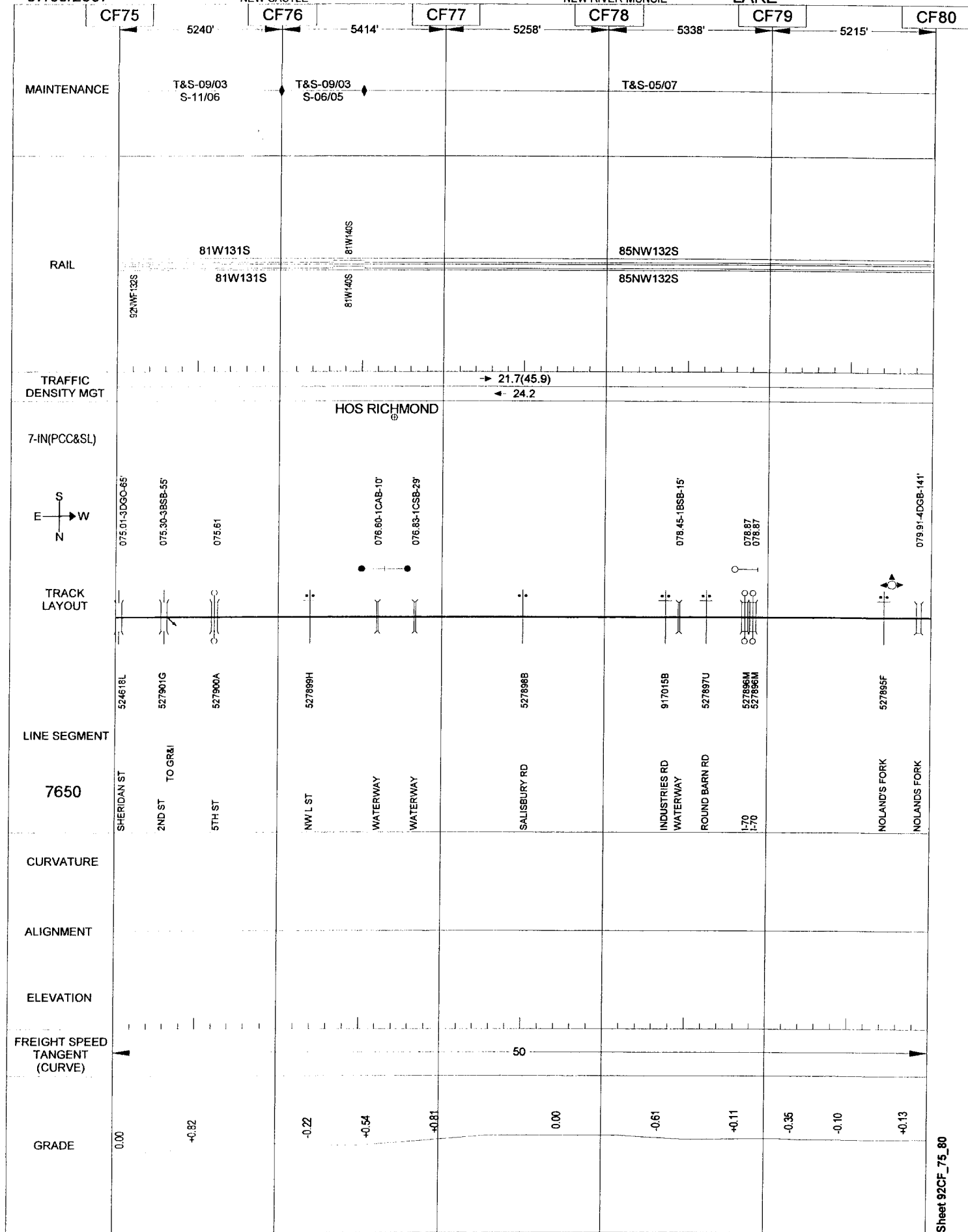


07/05/2007

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



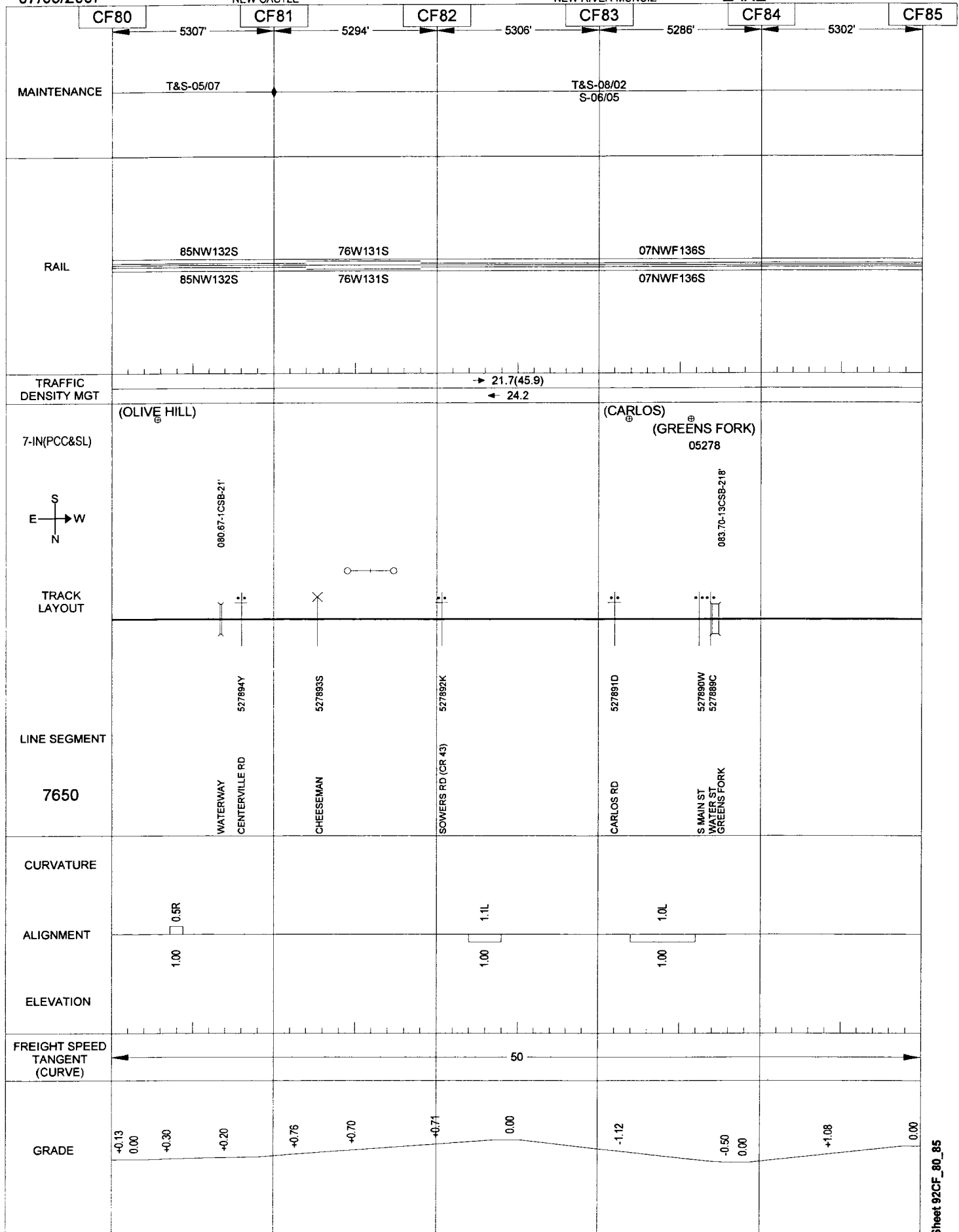
07/05/2007

114

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



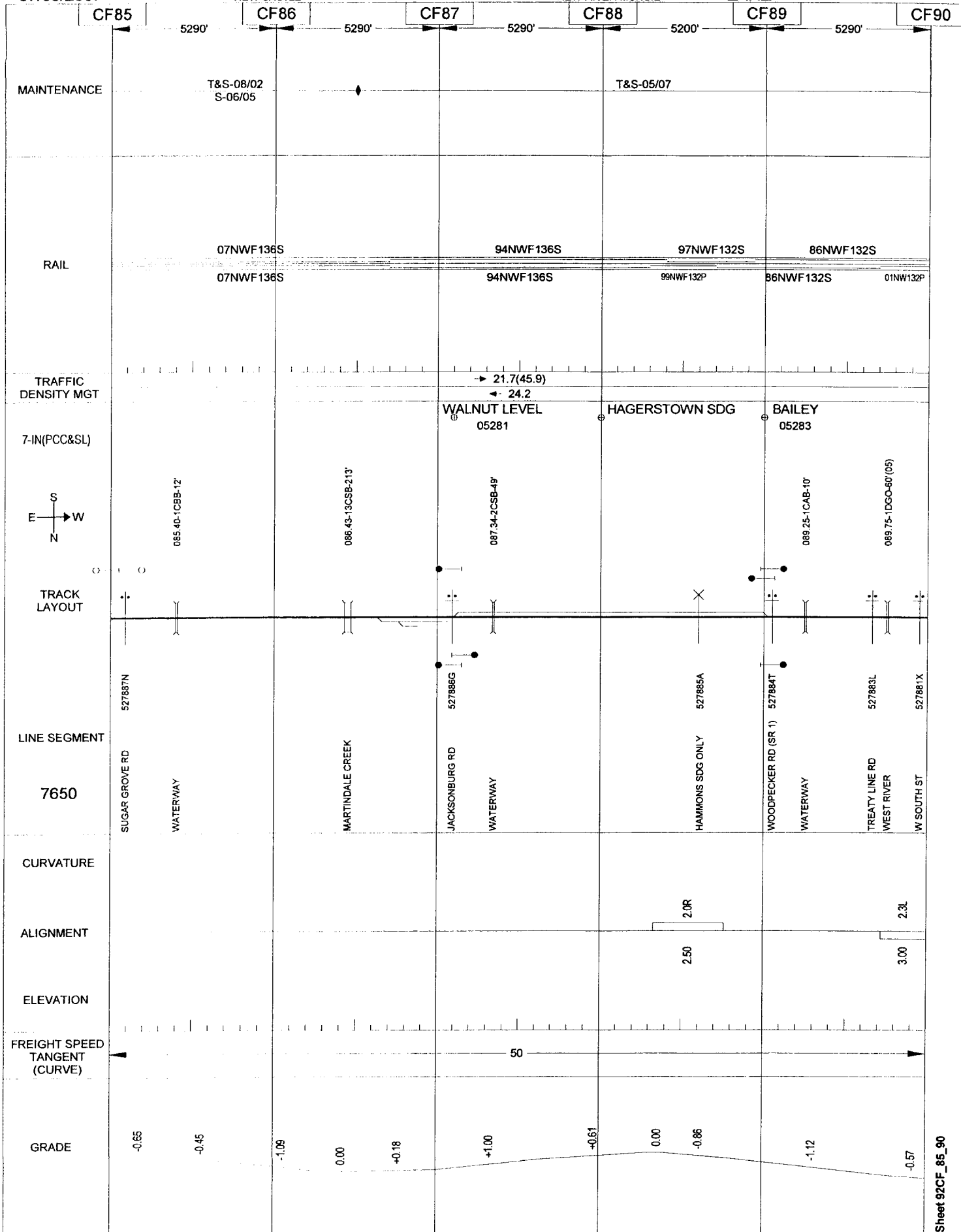
07/05/2007

115

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



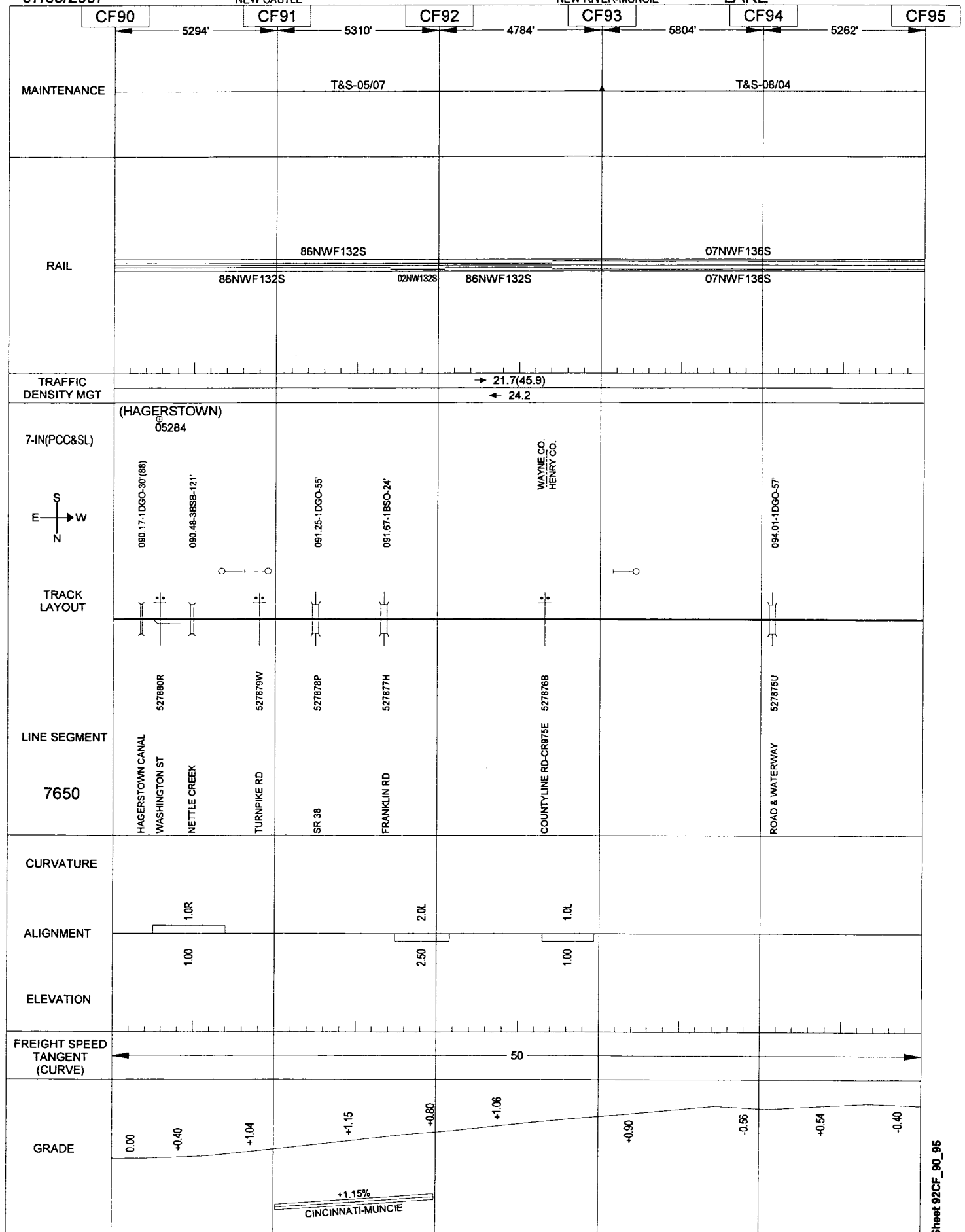
07/05/2007

116

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



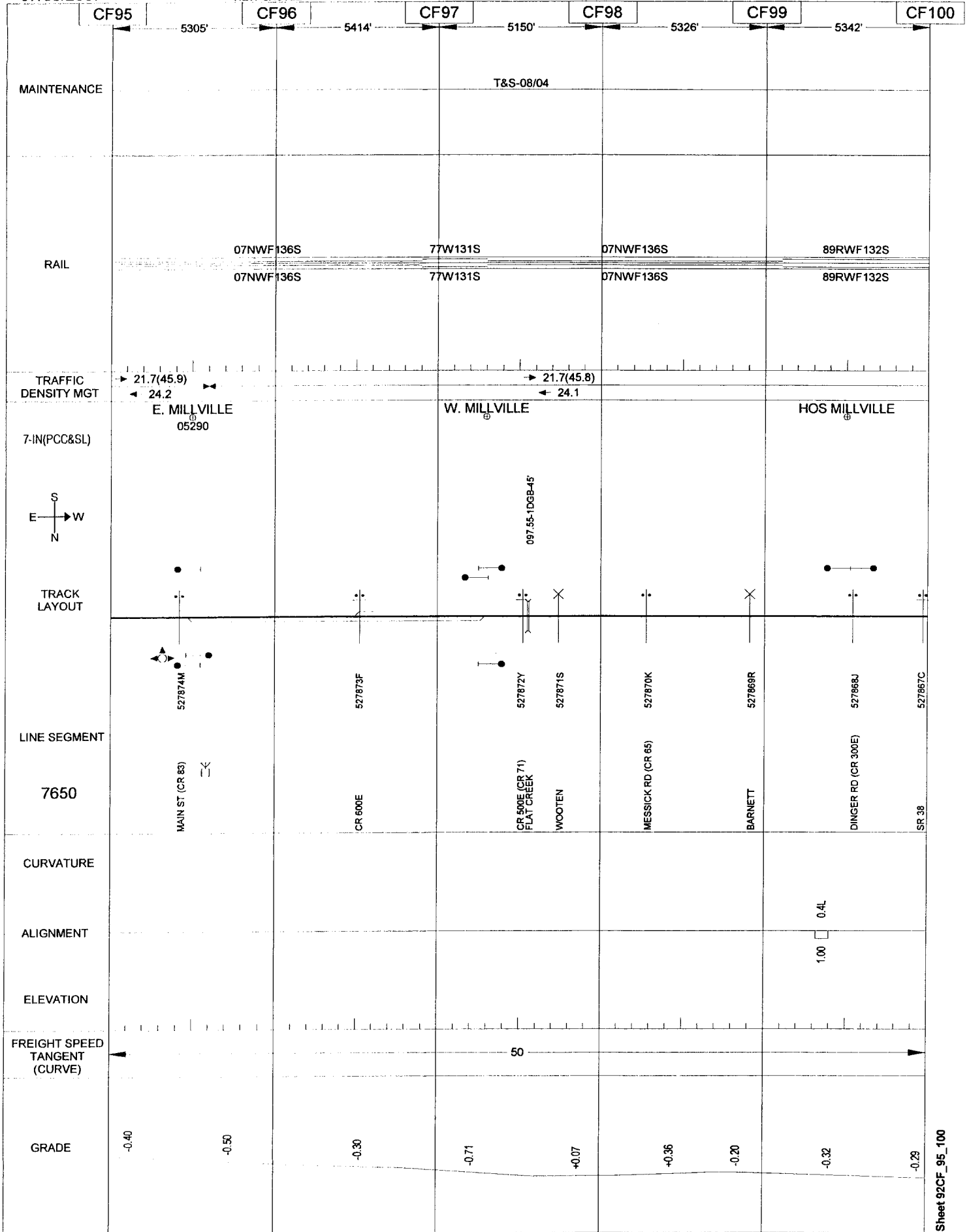
07/05/2007

117

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



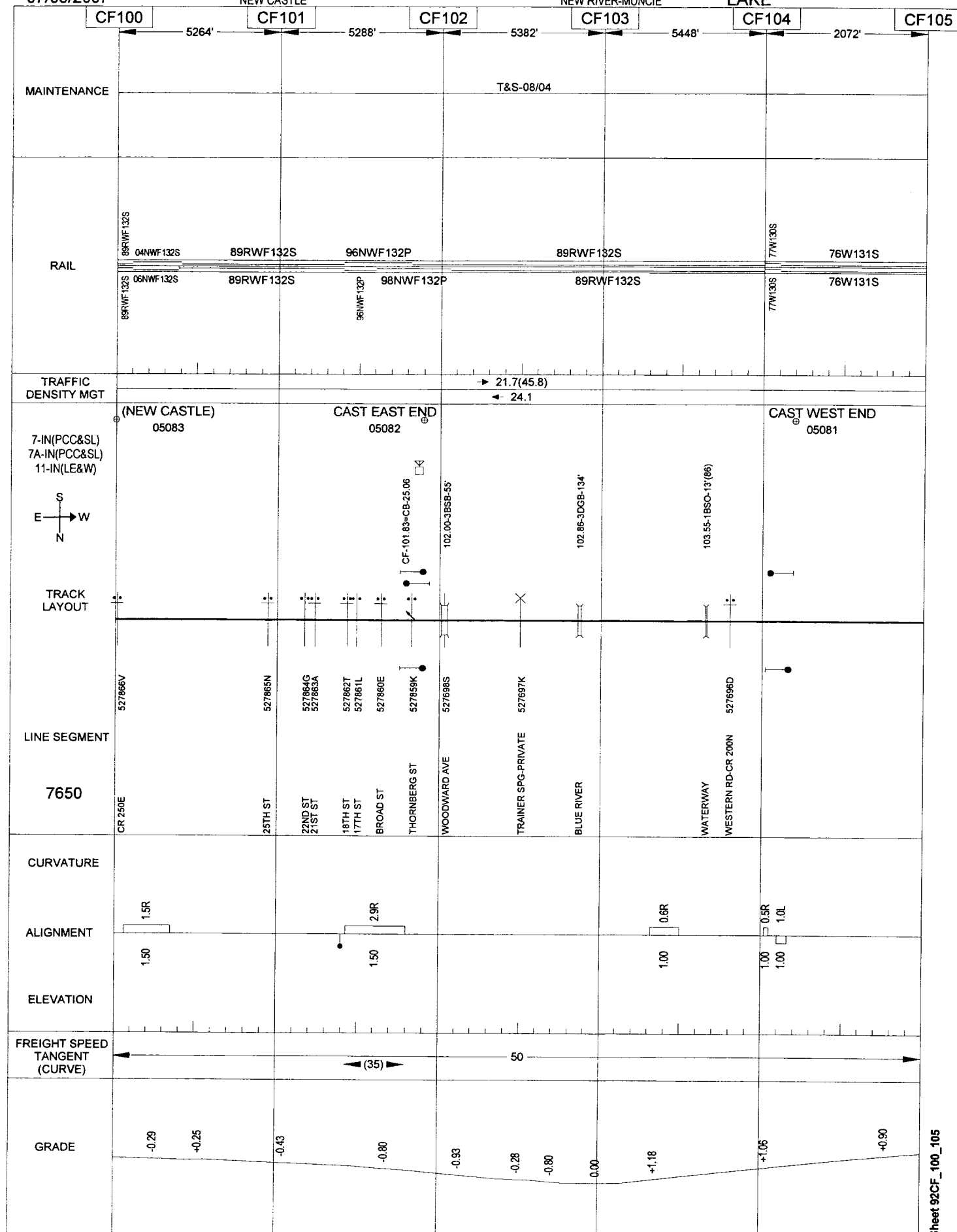
07/05/2007

118

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



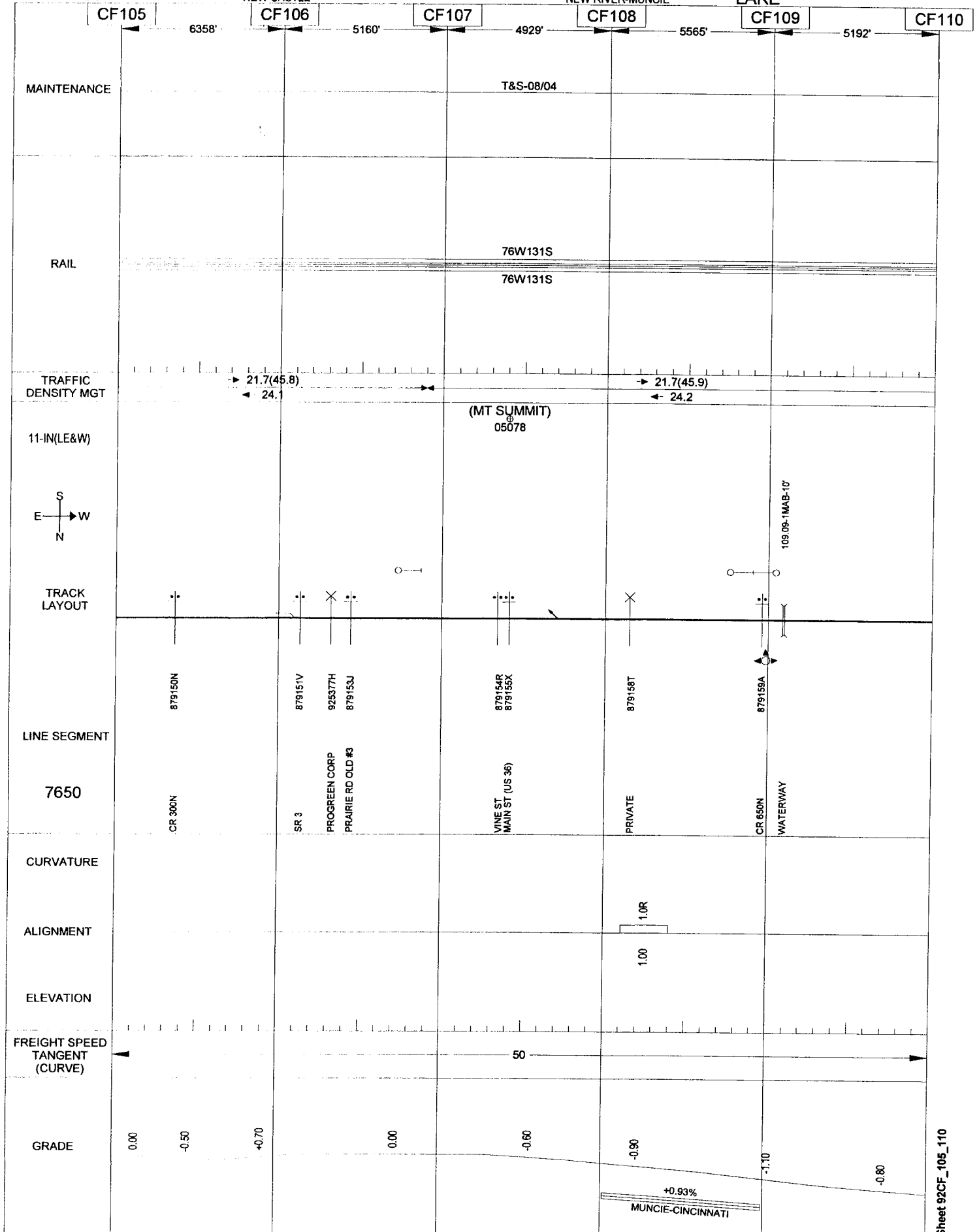
07/05/2007

119

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



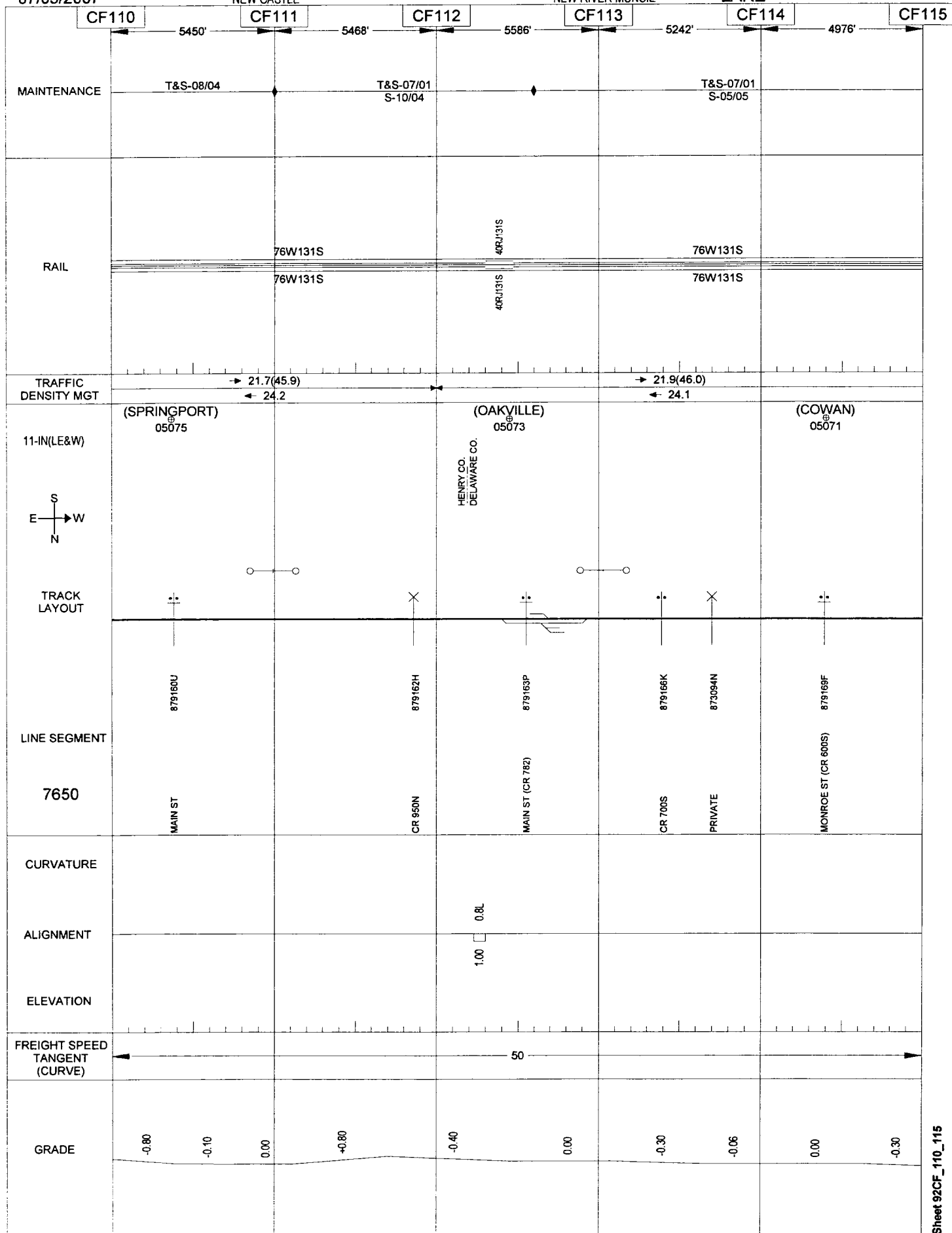
07/05/2007

120

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



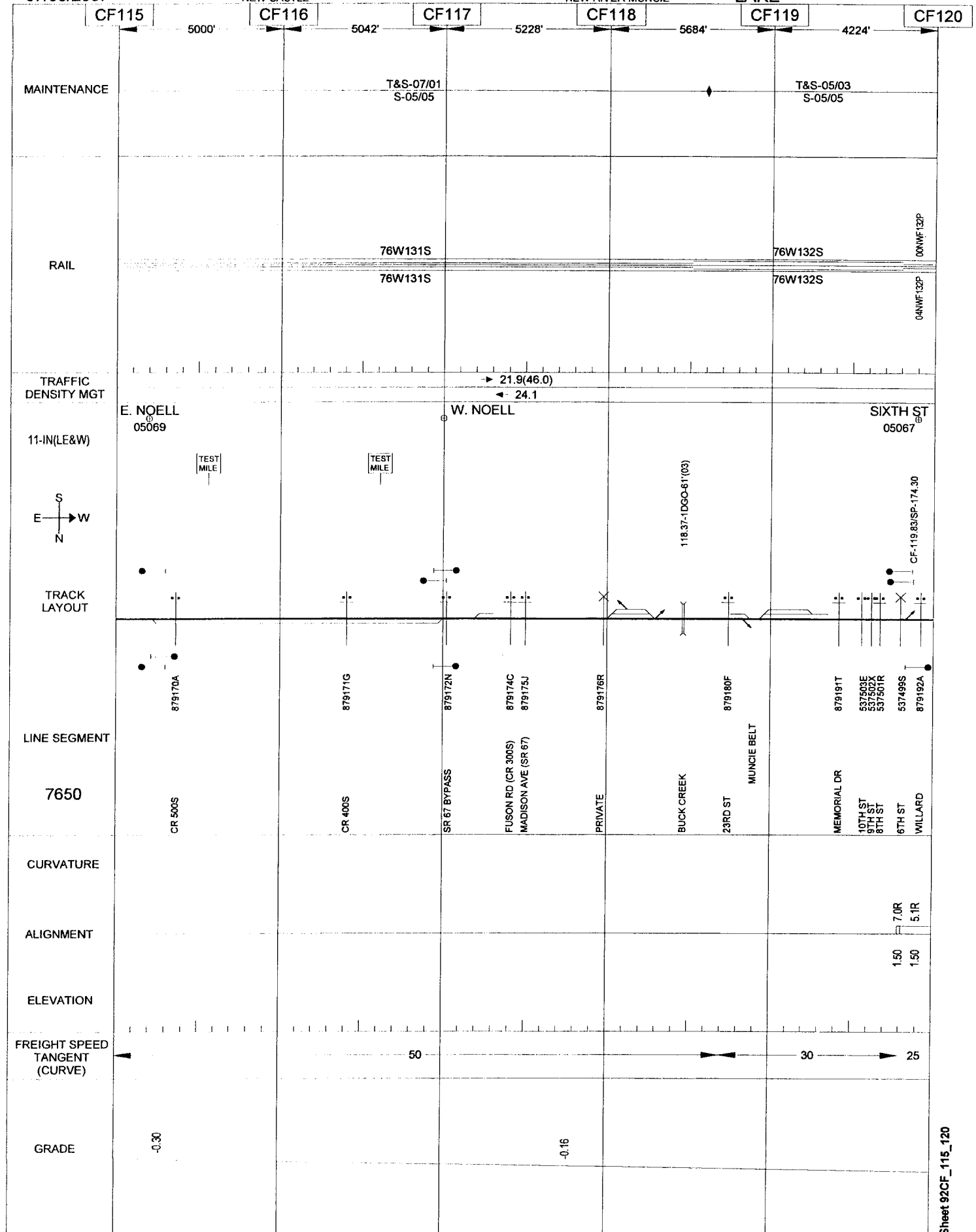
07/05/2007

121

NEW CASTLE

NEW RIVER-MUNCIE

LAKE



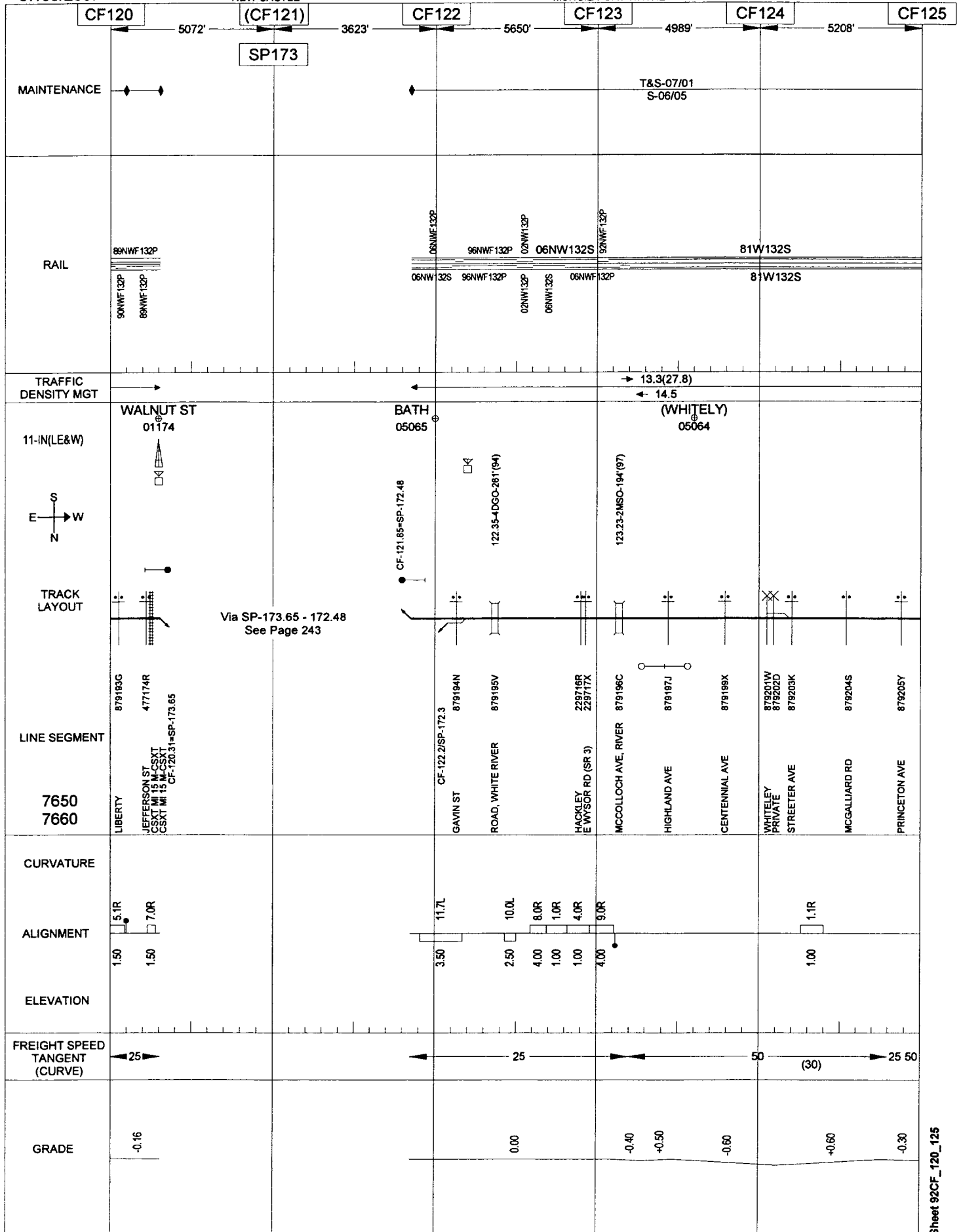
07/05/2007

122

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



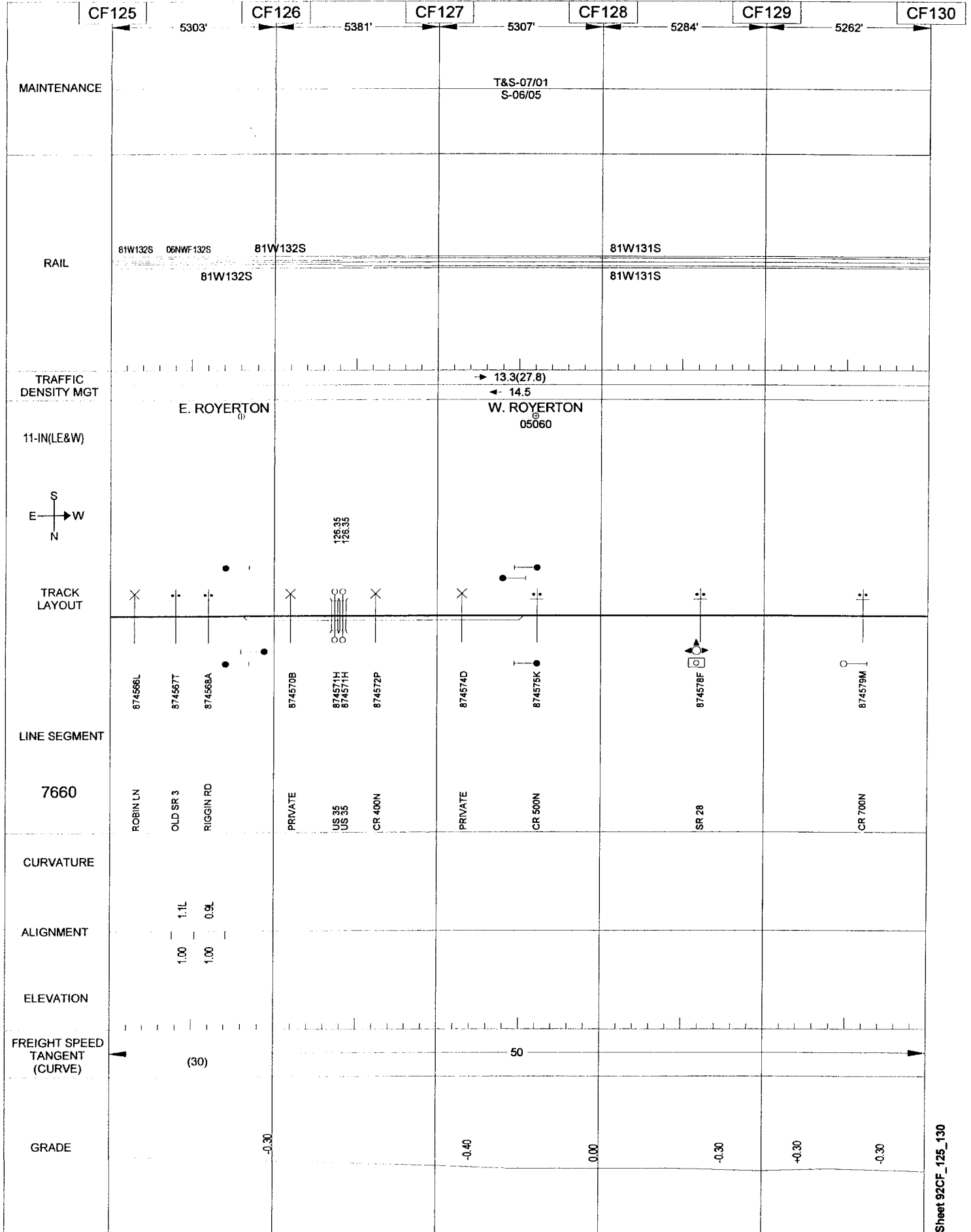
07/05/2007

123

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



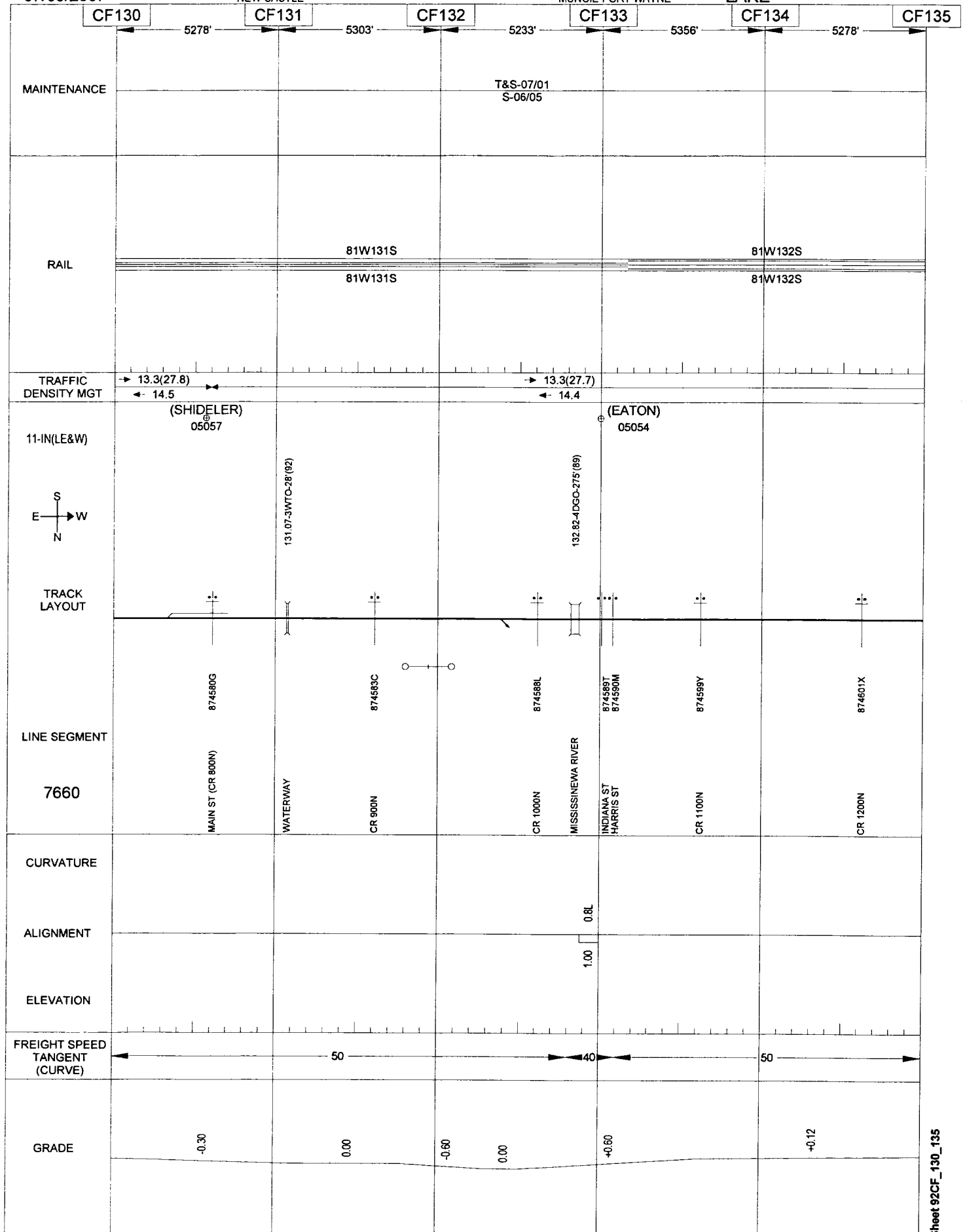
07/05/2007

124

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



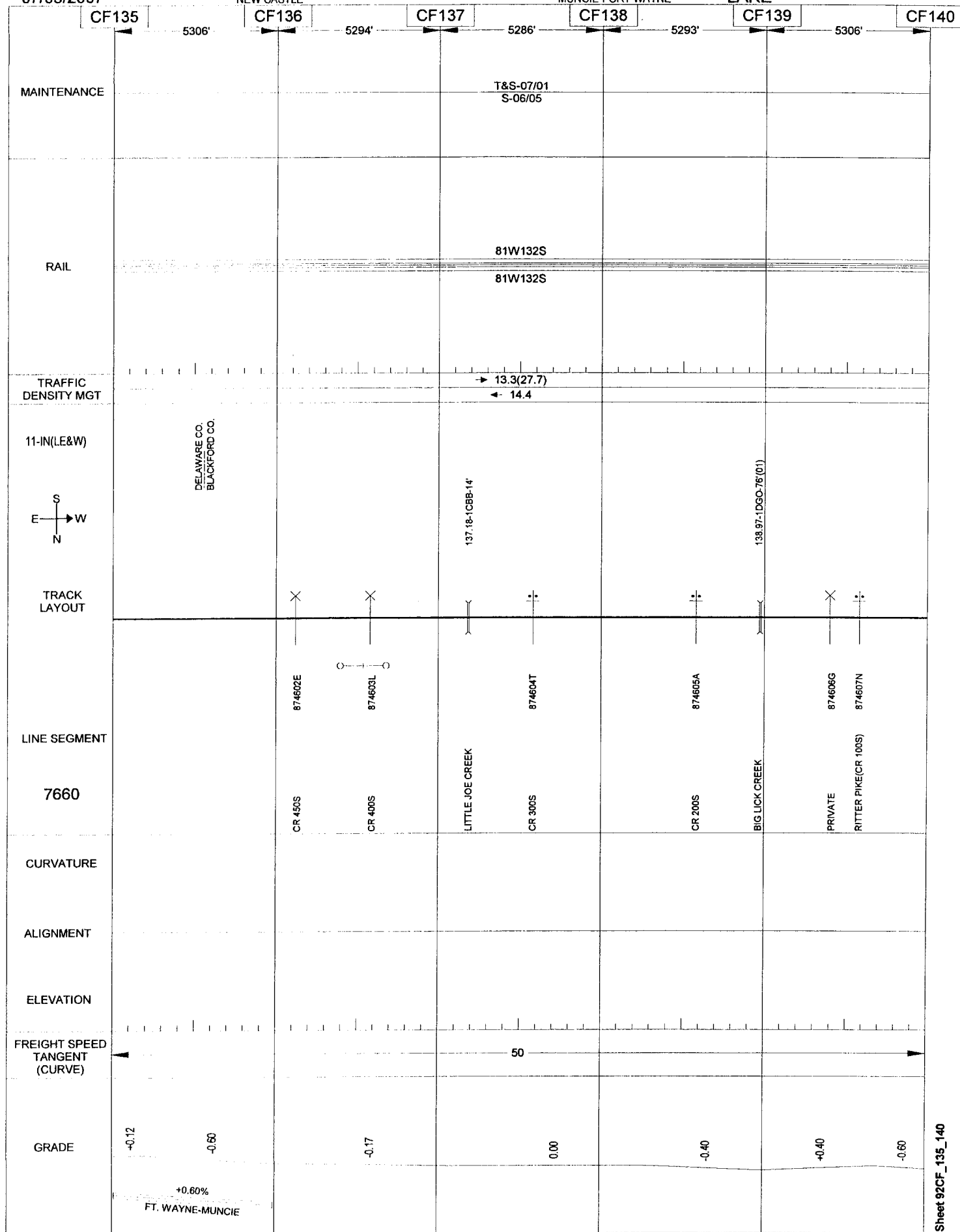
07/05/2007

NEW CASTLE

125

MUNCIE-FORT WAYNE

LAKE



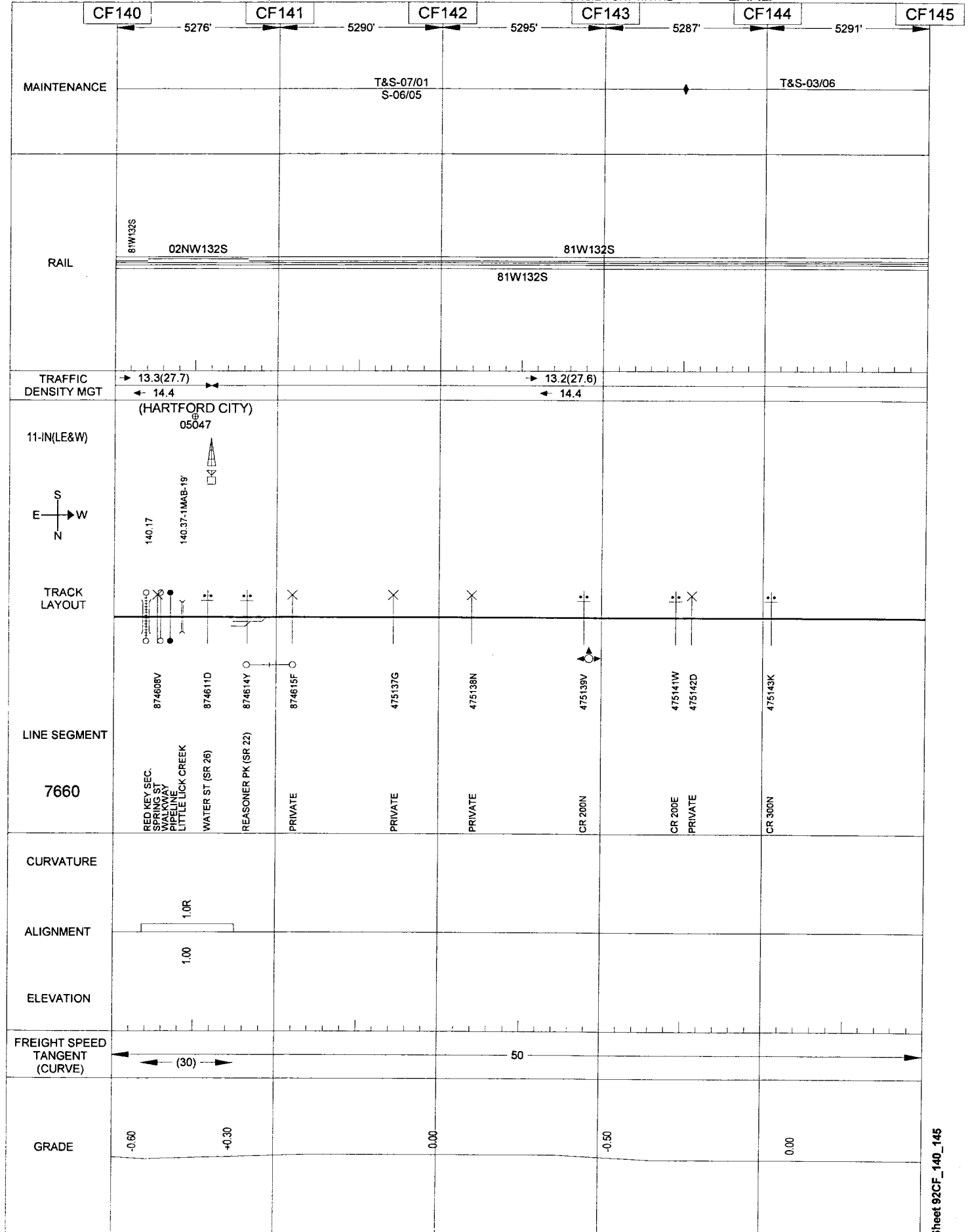
07/05/2007

126

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



07/05/2007

127

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

CF145

5305'

CF146

5278'

CF147

5284'

CF148

5299'

CF149

5298'

CF150

MAINTENANCE

T&S-03/06

RAIL

81W132S

81W132S

TRAFFIC
DENSITY MGT

→ 13.2(27.6)

← 14.4

→ 13.1(26.7)

← 13.6

E. MONTPELIER

W. MONTPELIER

05039

11-IN(LE&W)

TRACK
LAYOUT

CENTRAL STATES

149 20-3MSO-175(99)

BLACKFORD CO.
WELLS CO.

LINE SEGMENT

7660

475144S

475145Y

CR 300E
CR 400N

475146F

475147M

475148U

PRIVATE

CR 500N

PRIVATE

475149B

475151C

CR 400N

CR 600N (CR 24)

475153R

475154X

475155E

475156L

MONROE ST

GREEN ST

HUNTINGTON ST

HIGH ST

WINSOR ST (SR 303)

SALAMONICA RIVER

475159G

COUNTY LINE RD

CURVATURE

ALIGNMENT

1.1L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

-0.15

-0.60

0.00

+0.50

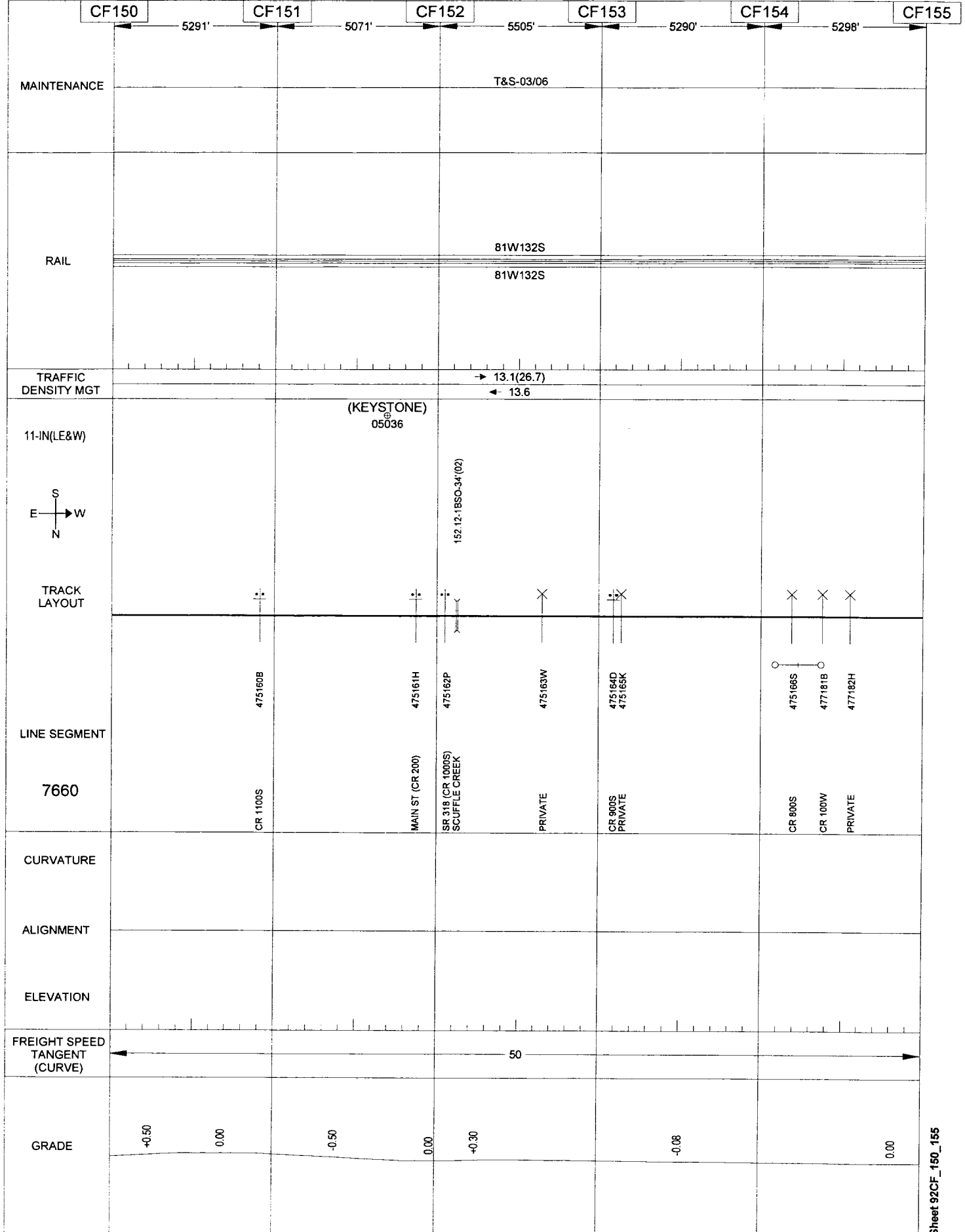
07/05/2007

128

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



07/05/2007

NEW CASTLE

129

MUNCIE-FORT WAYNE

LAKE

CF155

CF156

CF157

CF158

CF159

CF160

5287'

5297'

5292'

5291'

5222'

MAINTENANCE

T&S-05/07

RAIL

81W132S

81W132S

TRAFFIC
DENSITY MGT

→ 13.1(26.7)

← 13.6

11-IN(LE&W)

(PONETO)
05031

HOS BLUFFTON



156.91-18SO-41(03)

158.79-18SO-35(01)

TRACK
LAYOUT

LINE SEGMENT

7660

477183P

477184W

477185D

477187S

477188Y

477189F

477190A

477192N

477193V

477194C

CR 700S

PRIVATE

SR 218

PRIVATE
PICK CREEK
MERIDIAN RD

CR 520S

PRIVATE

S ASH RD-CR 100E
PRAIRIE DITCH

CR 350S

CR 300S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

-0.30

-0.06

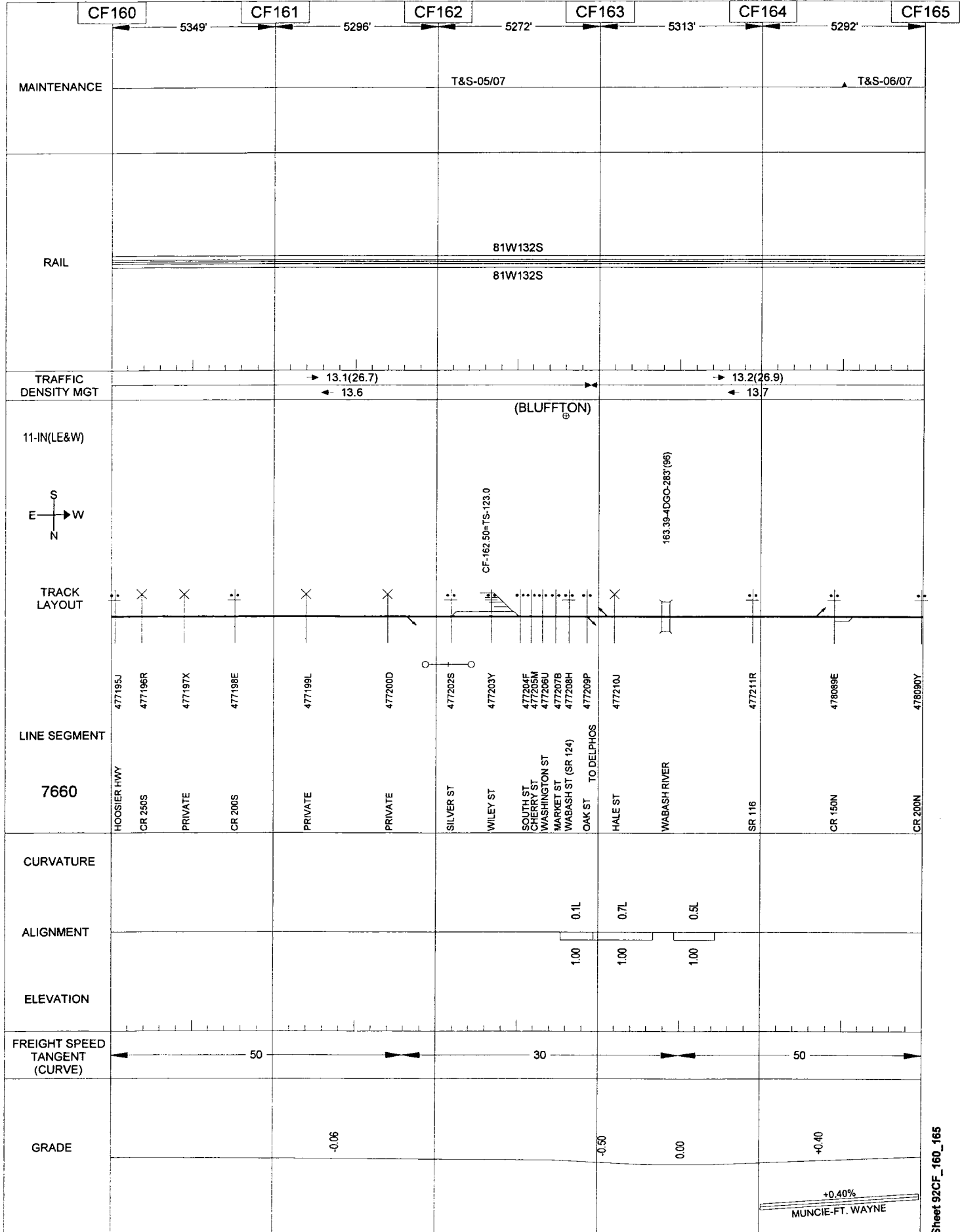
07/05/2007

130

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



07/05/2007

NEW CASTLE

131

MUNCIE-FORT WAYNE

LAKE

CF165

5297'

CF166

5281'

CF167

5283'

CF168

5303'

CF169

5292'

CF170

MAINTENANCE

T&S-06/07

RAIL

81W132S

81W132S

TRAFFIC
DENSITY MGT

→ 13.2(26.9)

← 13.7

11-IN(LE&W)



E. KINGSLAND
05018

TRACK
LAYOUT

LINE SEGMENT

7660

478091F

478092M

478093U

478094B

478095H

478096P

478097W

478099K

478100C

CR 250N

CR 300N

CR 350N

CR 400N

CR 500N

PRIVATE

PRIVATE

MAIN ST (US 224)

CR 700N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.40

0.00

+0.60

-0.40

+0.30

-0.30

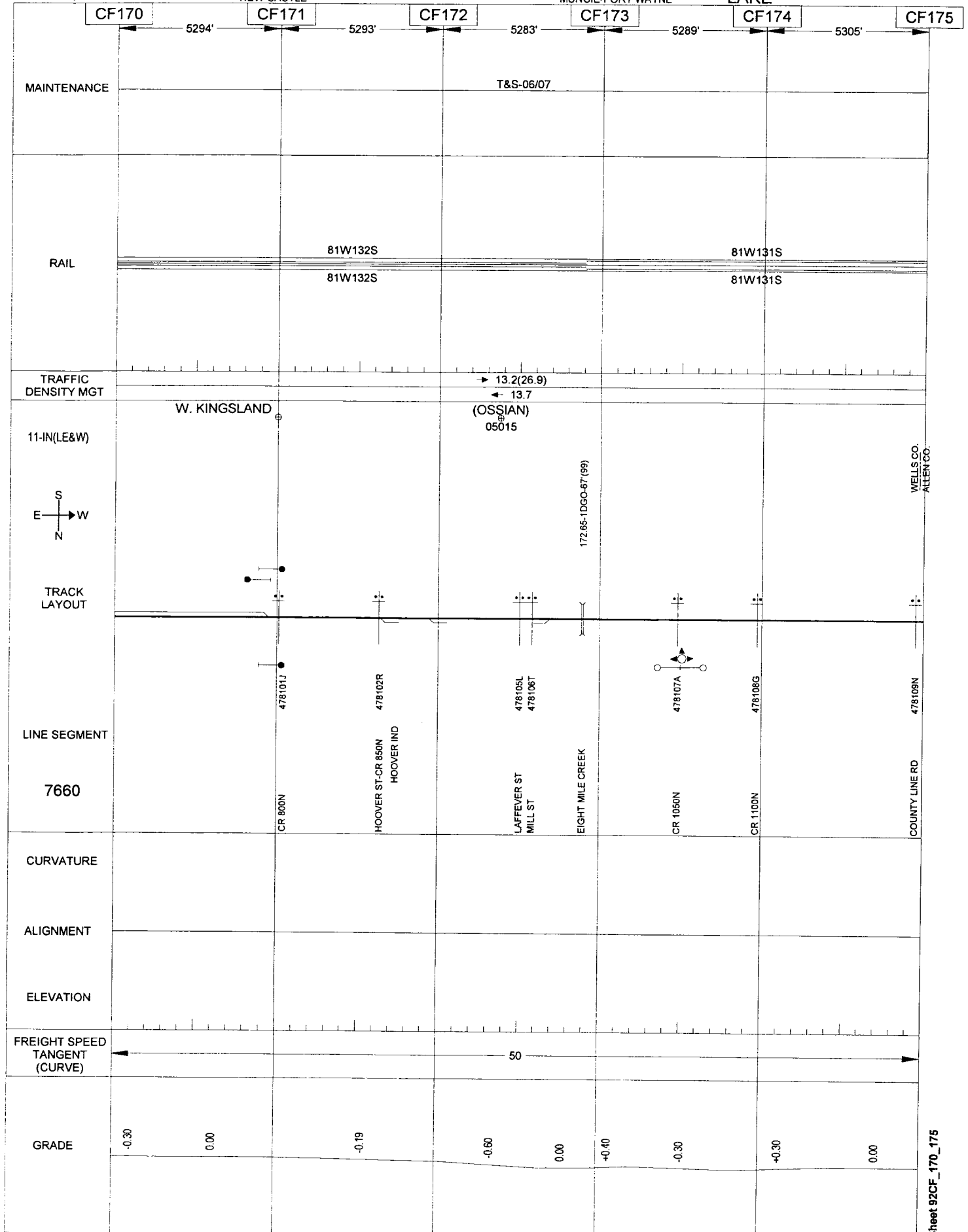
07/05/2007

132

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



07/05/2007

133

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE

CF175

CF176

CF177

CF178

CF179

CF180

5285'

5289'

5287'

5286'

5132'

MAINTENANCE

T&S-06/07

RAIL

81W131S

81W132S

82W132S

81W131S

81W132S

82W132S

TRAFFIC
DENSITY MGT→ 13.2(26.9)
← 13.7→ 13.2(27.0)
← 13.8(YODER)
05012WINTER ROAD
05009(FERGUSON)
05008

11-IN(LE&W)

TEST
MILETEST
MILES
E → W
NTRACK
LAYOUT

177.50

480389T

1469

LINE SEGMENT

7660

478110H

478112W

478113D

478114K

478041C

YODER RD

HAMILTON RD

PLEASANT CENTER RD

WINTERS RD

PVT-NATIONAL GUARD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

0.00

-0.20

0.00

-0.17

-0.22

-0.19

-0.11

-0.15

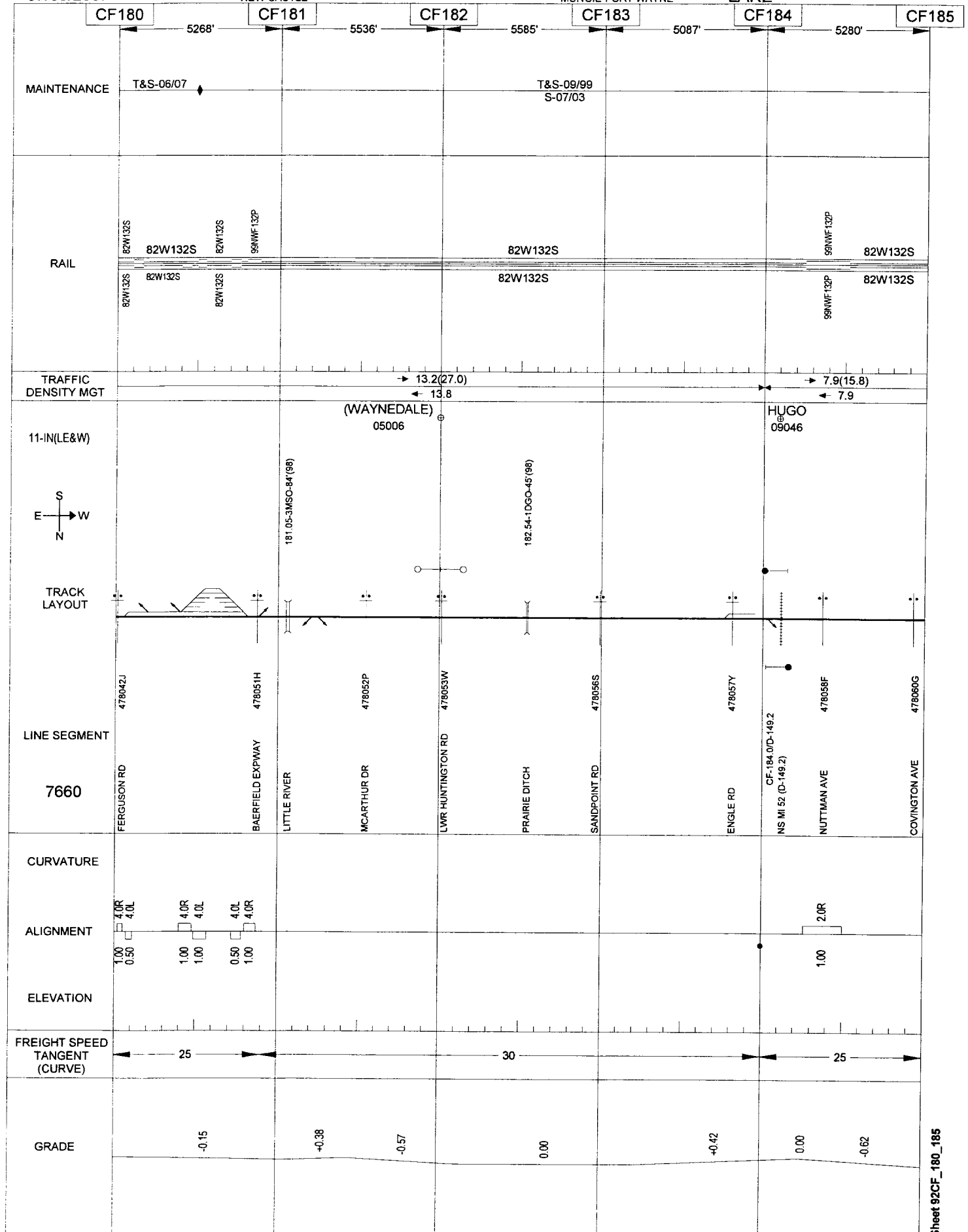
07/05/2007

134

NEW CASTLE

MUNCIE-FORT WAYNE

LAKE



07/05/2007

NEW CASTLE

135

MUNCIE-FORT WAYNE

LAKE

CF185

5280'

MAINTENANCE

T&S-09/99
S-07/03

RAIL

93NWF132P
93NWF132P

TRAFFIC
DENSITY MGT

7.9(15.8)
7.9

JUNCTION
05003

11-IN(LE&W)



TRACK
LAYOUT

TO PC-321.3

478062V

LINE SEGMENT

7660

TAYLOR ST

CURVATURE

ALIGNMENT

1.0R
3.0L
1.00
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

-0.62
0.00
+0.42
0.00

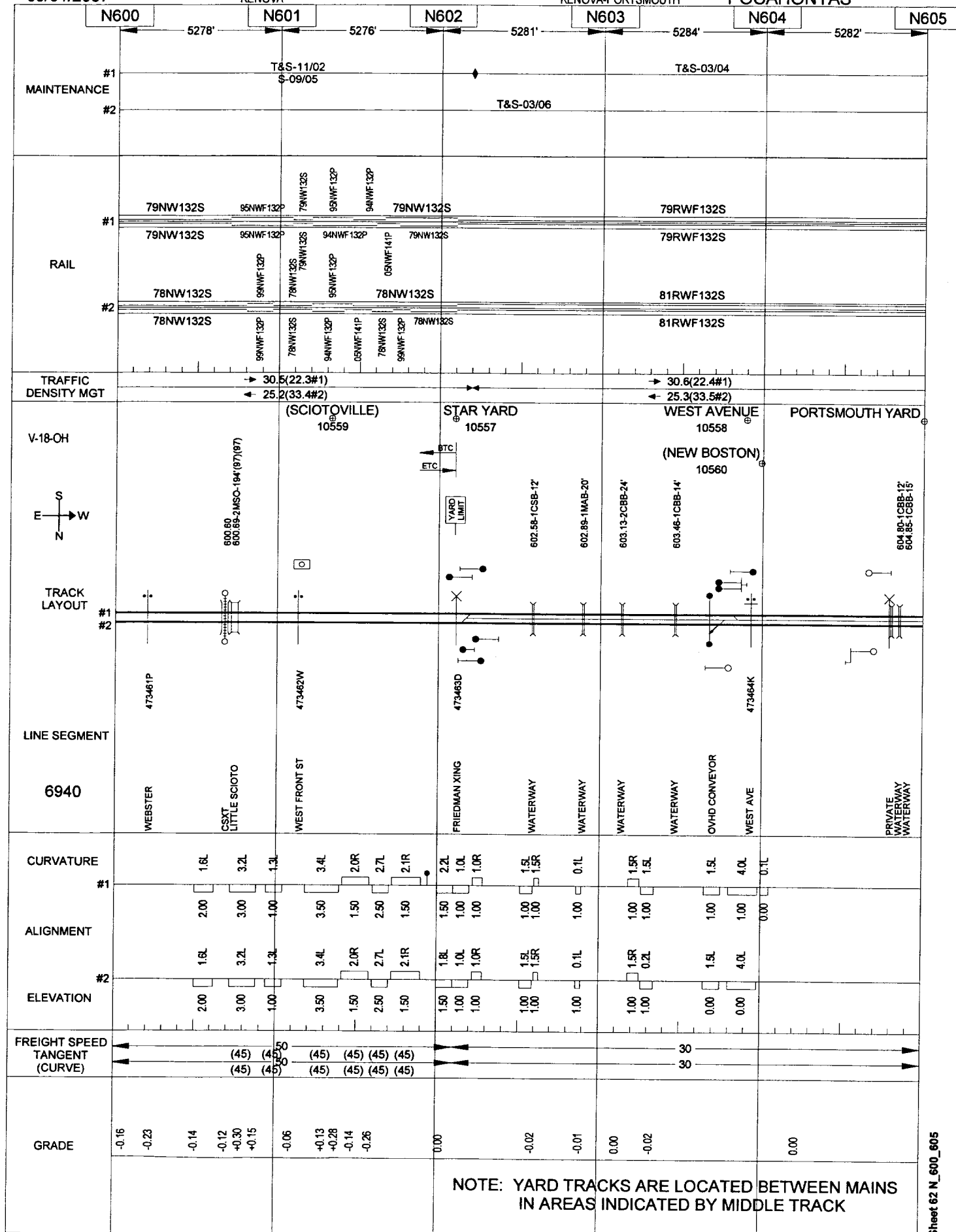
05/01/2007

135.1

KENOVA

KENOVA-PORTSMOUTH

POCAHONTAS



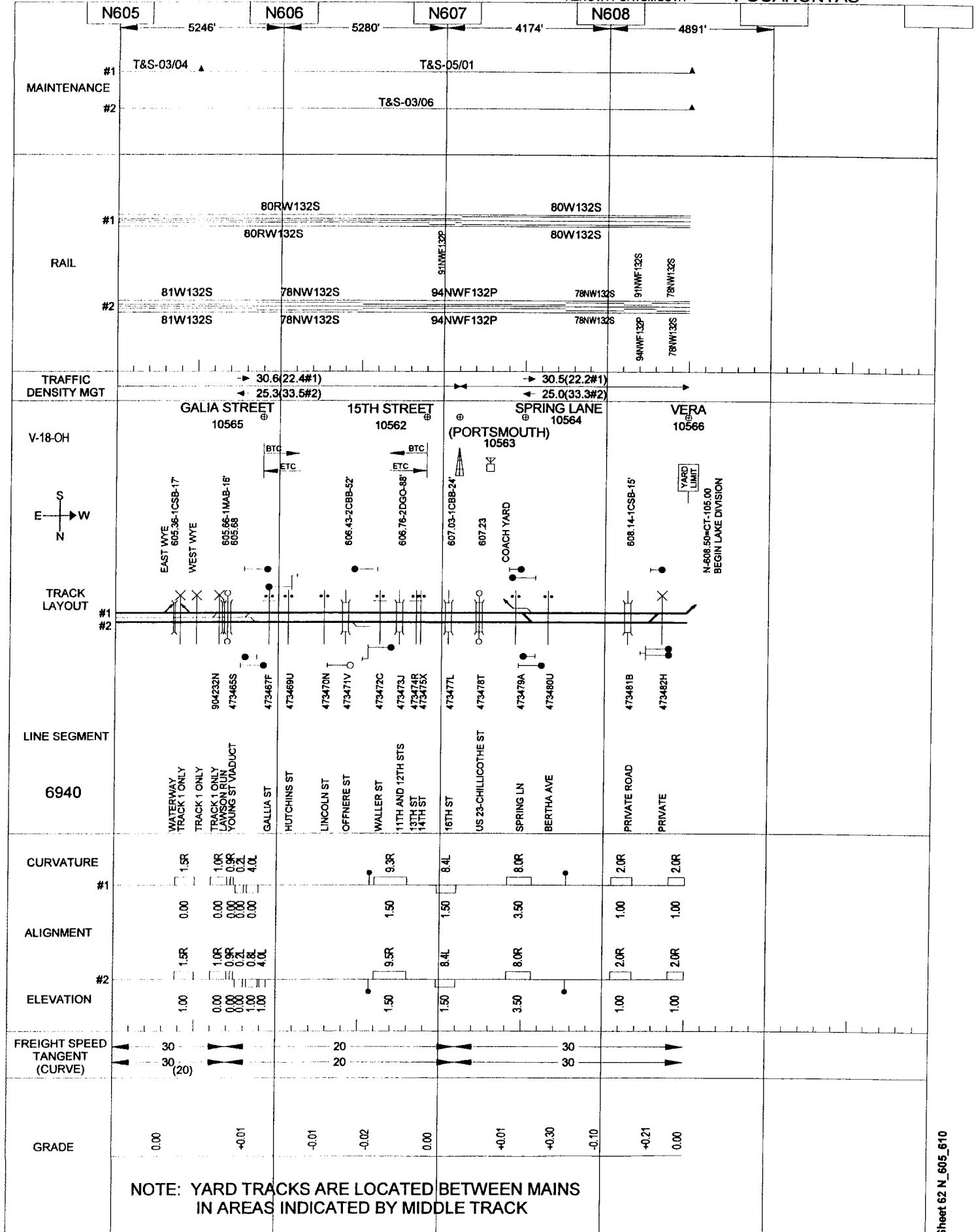
05/01/2007

135.2

KENOVA

KENOVA-PORTSMOUTH

POCAHONTAS



07/05/2007

COLUMBUS

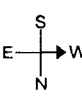


136

PORTSMOUTH-COLUMBUS

LAKE

N609

N610

#1 MAINTENANCE #2				4891'	4868'
#1 RAIL #2				80NW132S 80NW132S 80NW132S 78NW132S 78NW132S	
TRAFFIC DENSITY MGT				30.5(27.8#1) 25.0(27.8#2)	
18-OH  TRACK LAYOUT #1 #2 LINE SEGMENT 6950			VERA 10566  TO CT-105 00 608.62-1CSB-20'  WATERWAY WATERWAY	609.19-1MAB-20'	
CURVATURE #1 ALIGNMENT #2 ELEVATION				1.0L 1.00 1.0L 1.00	0.7L 1.00 0.7L 1.00
FREIGHT SPEED TANGENT (CURVE)				50 50	
GRADE				0.00 -0.12	+0.19 +0.08

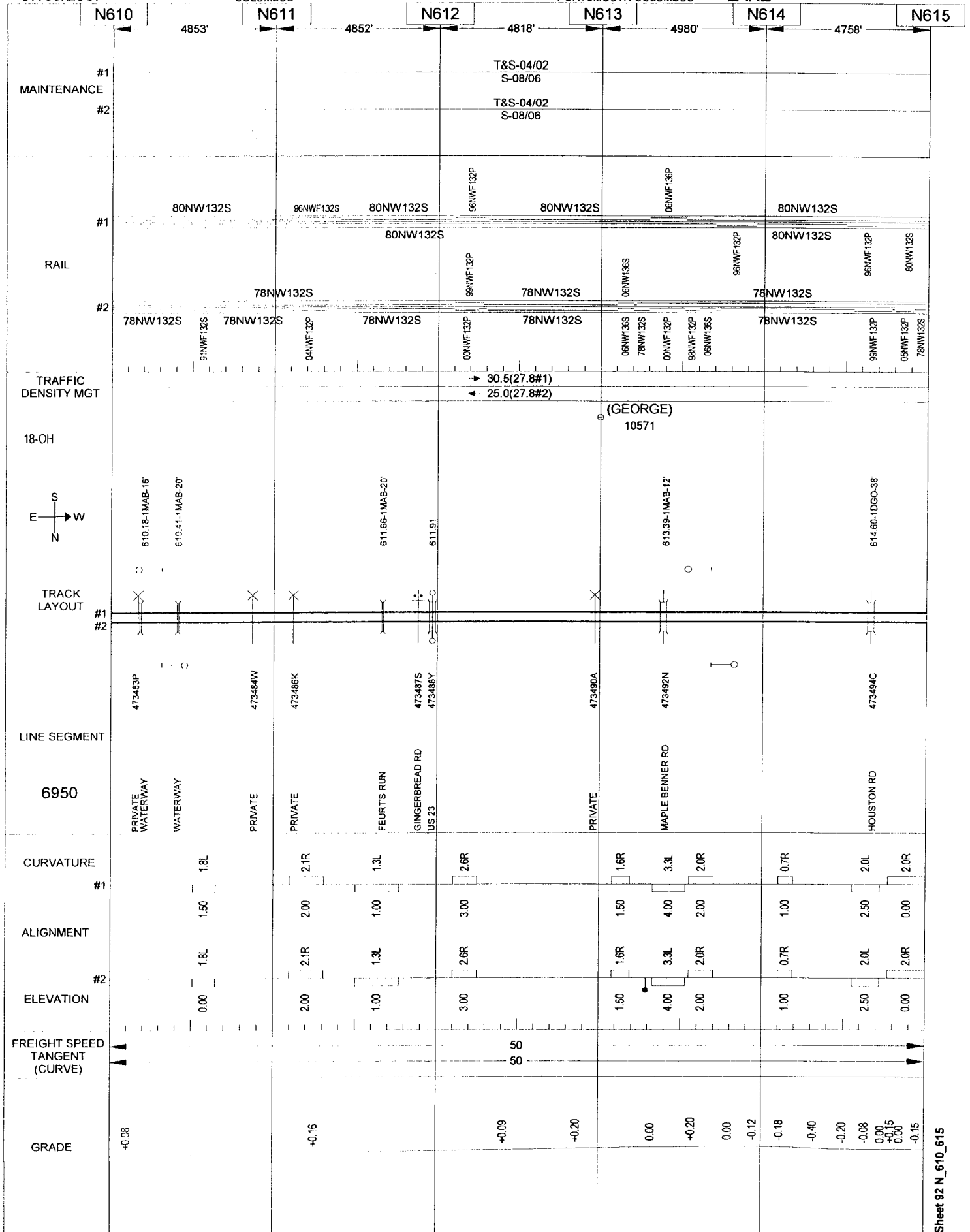
07/05/2007

137

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



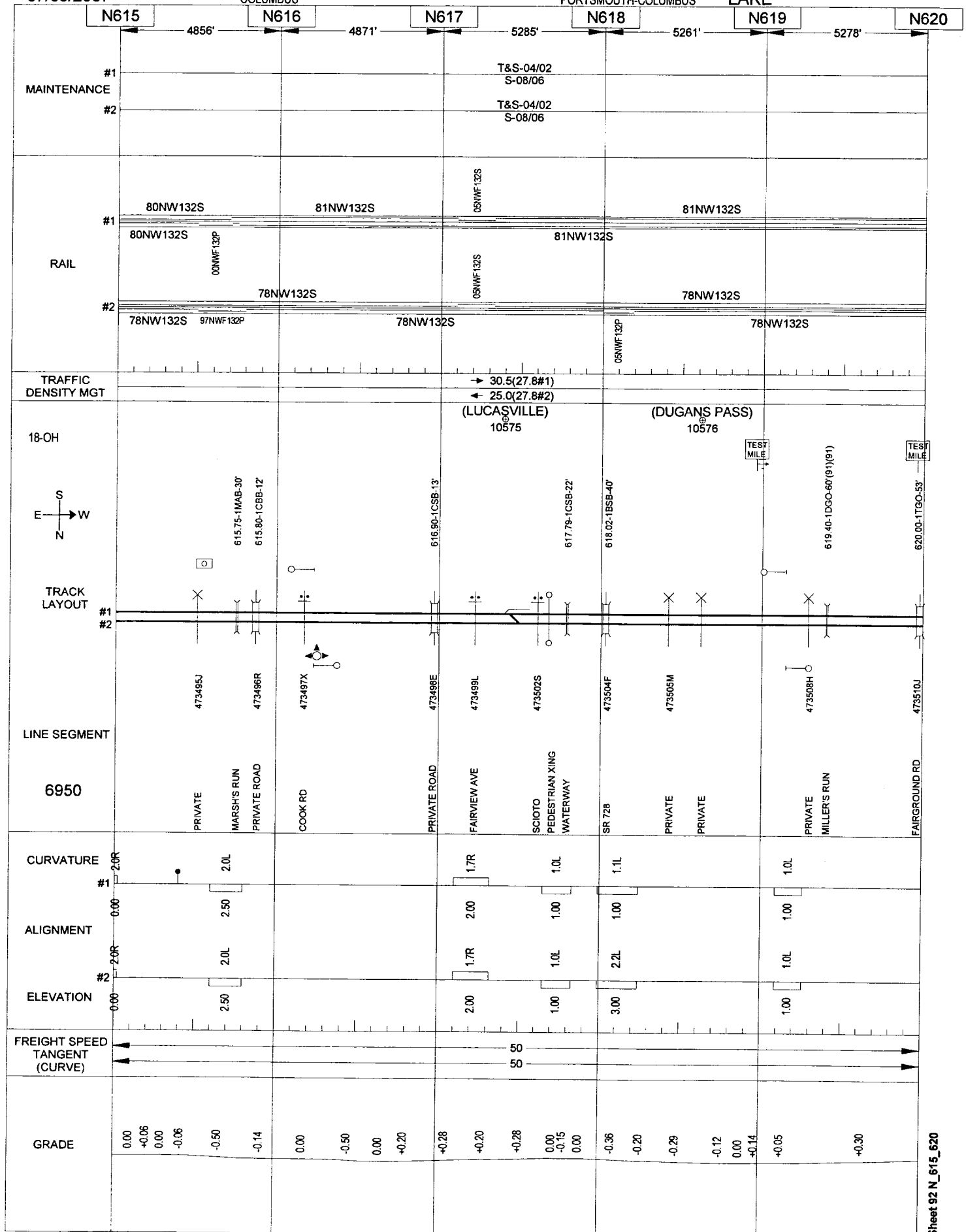
07/05/2007

138

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



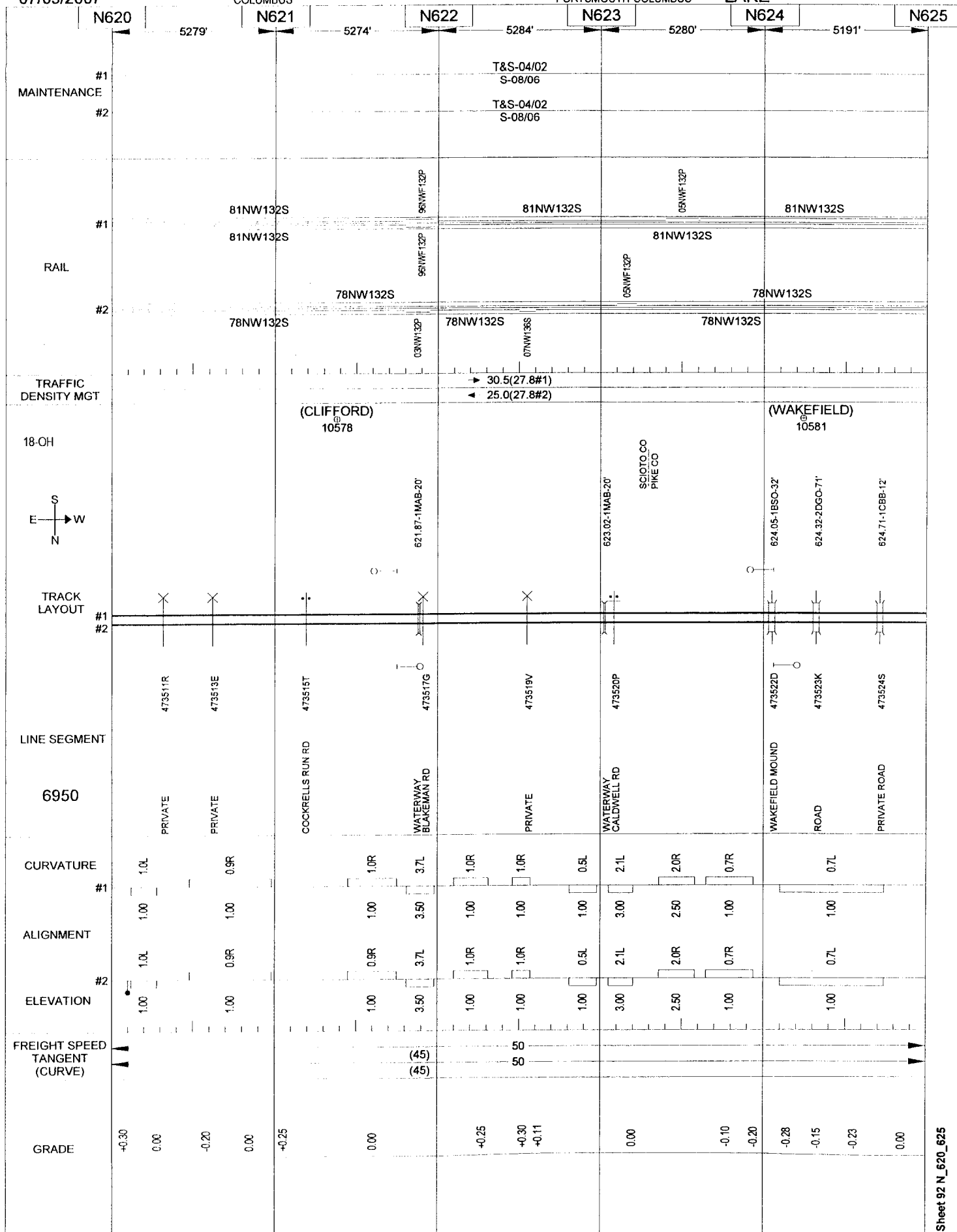
07/05/2007

139

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



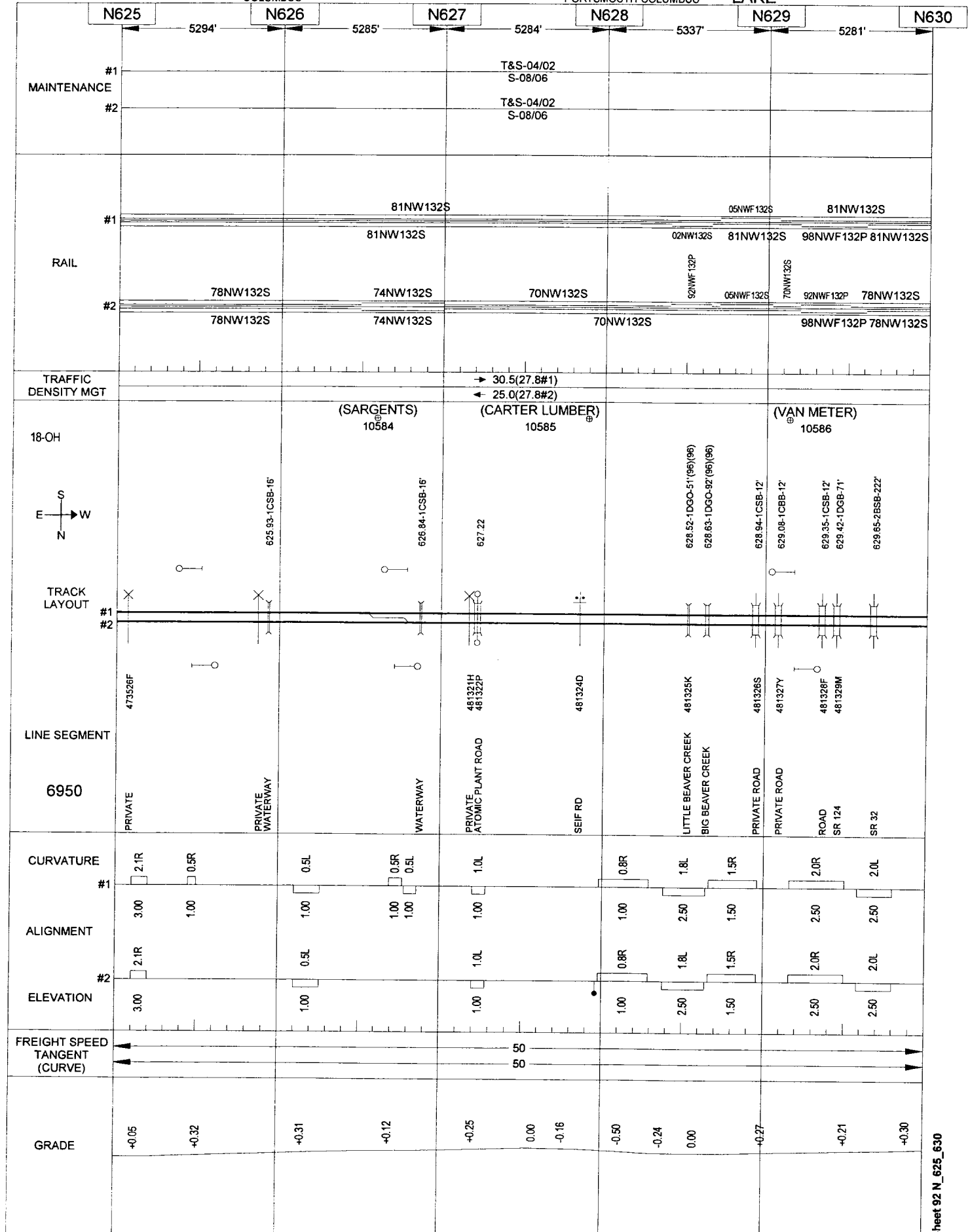
07/05/2007

COLUMBUS

140

PORTSMOUTH-COLUMBUS

LAKE



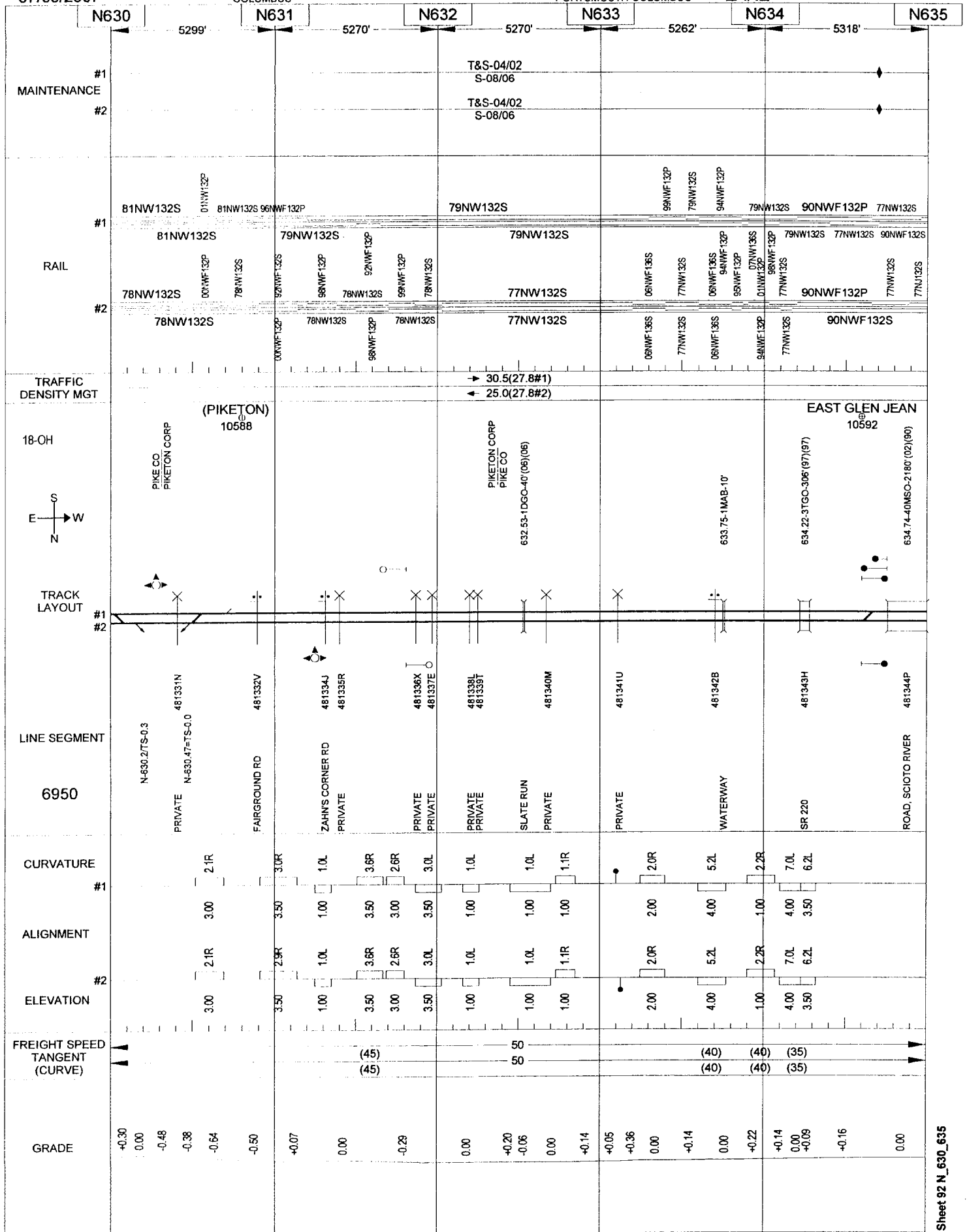
07/05/2007

COLUMBUS

141

PORTSMOUTH-COLUMBUS

LAKE



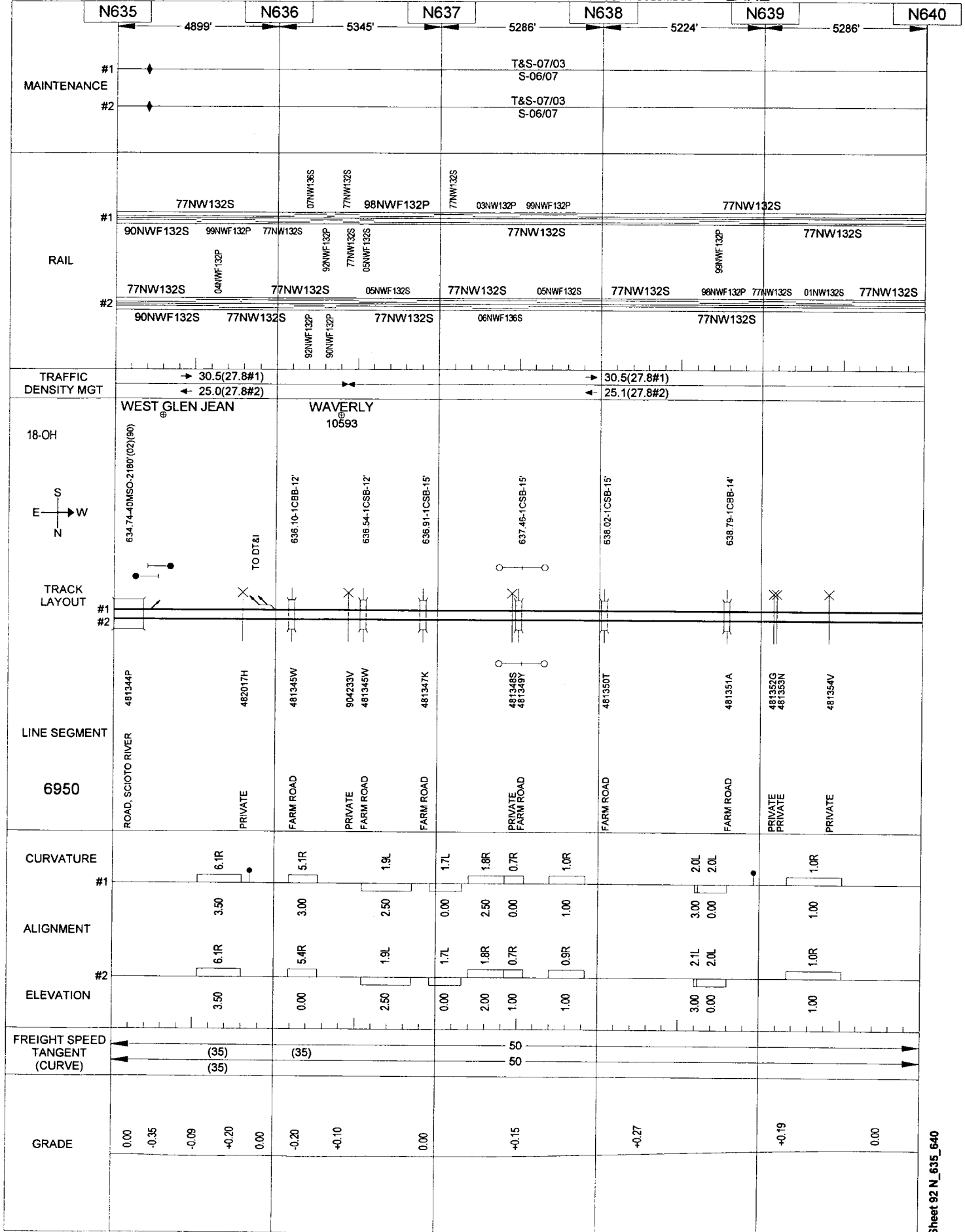
07/05/2007

142

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



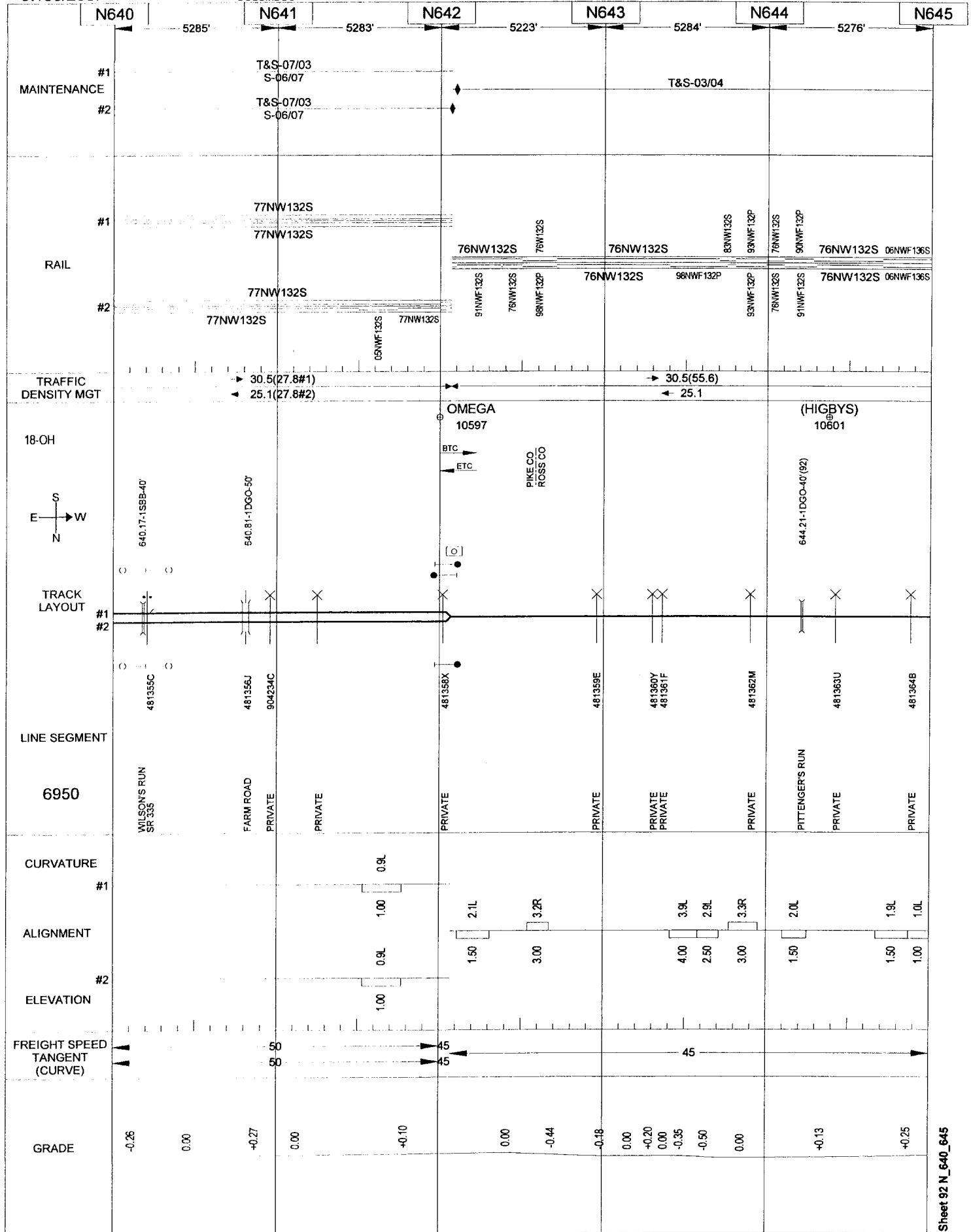
07/05/2007

COLUMBUS

143

PORTSMOUTH-COLUMBUS

LAKE



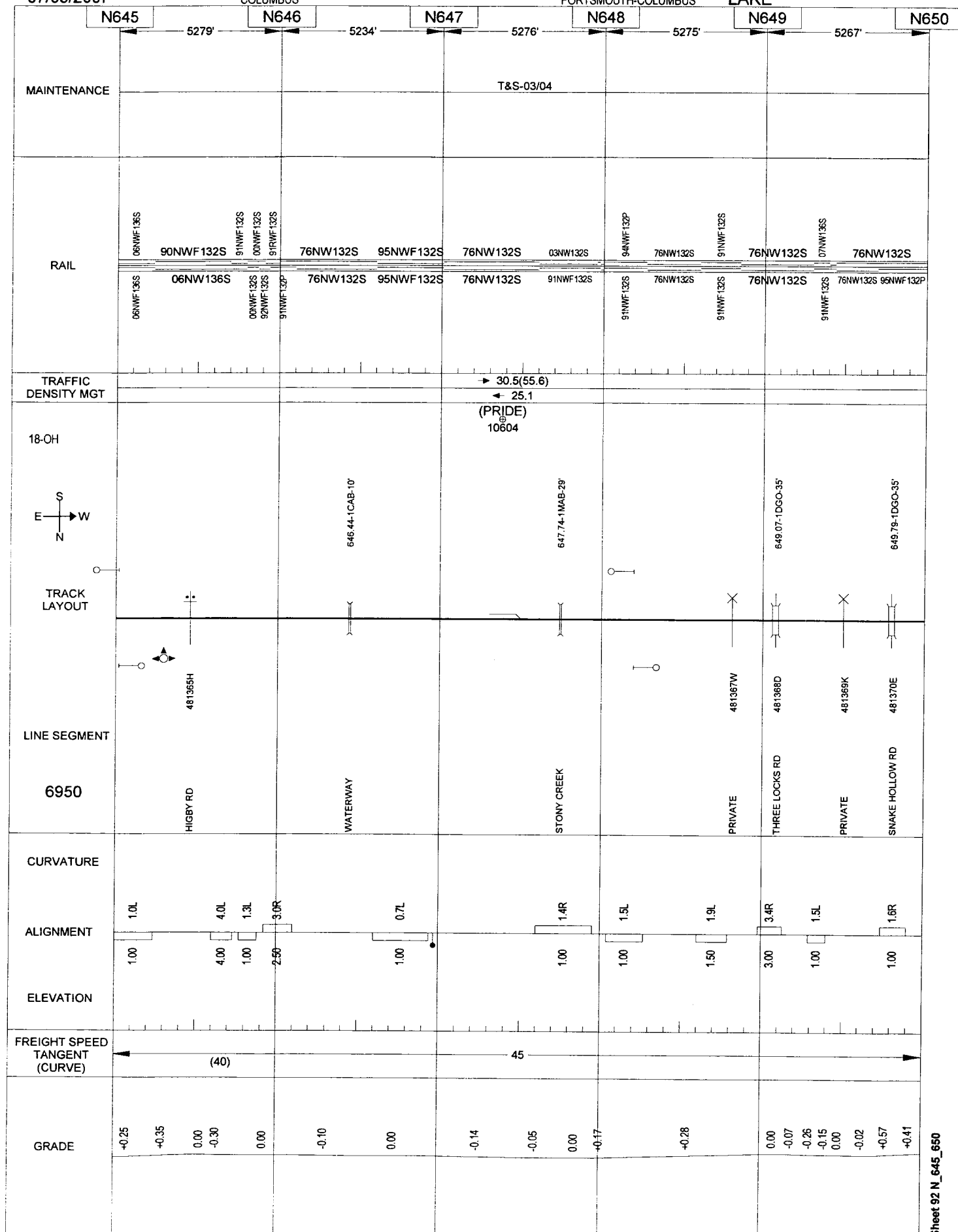
07/05/2007

COLUMBUS

144

PORTSMOUTH-COLUMBUS

LAKE



LAKE

N65.5

5169' -

T&S-08/05

#2

► 30.5(55.6)
◄ 25.1

LUNBECK
10610

→ 30.5(27.8#1)
← 25.1(27.8#2)

150.59-1 MAB-10'

51.77-1TTP-126*

52.58

53.21-1CSB-14'

53.84-4TTO-528'(92)(94)

TRACK LAYOUT

#1

LINE SEGMENT

6950

PRIVATE

WATERWAY

TOAD HOLLOW RD

481373A

481374G

2000

481376V

481378J

481379R

TO PARKERSBURG

CURVATURE

#1

ALIGNMENT

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

13 0 10 22

28

U

0

5

1

2

0.7

Sheet 92 N_650_655

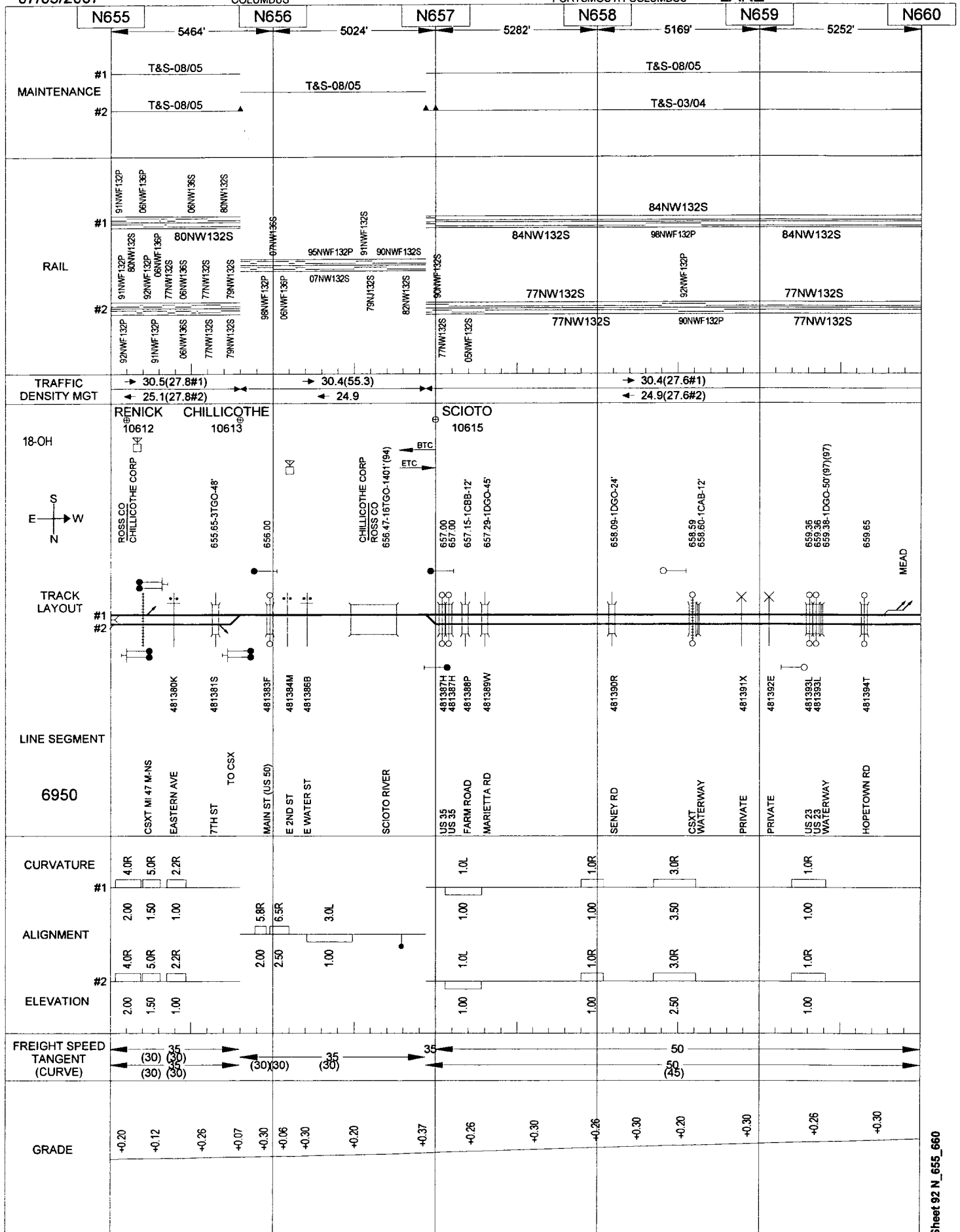
07/05/2007

146

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



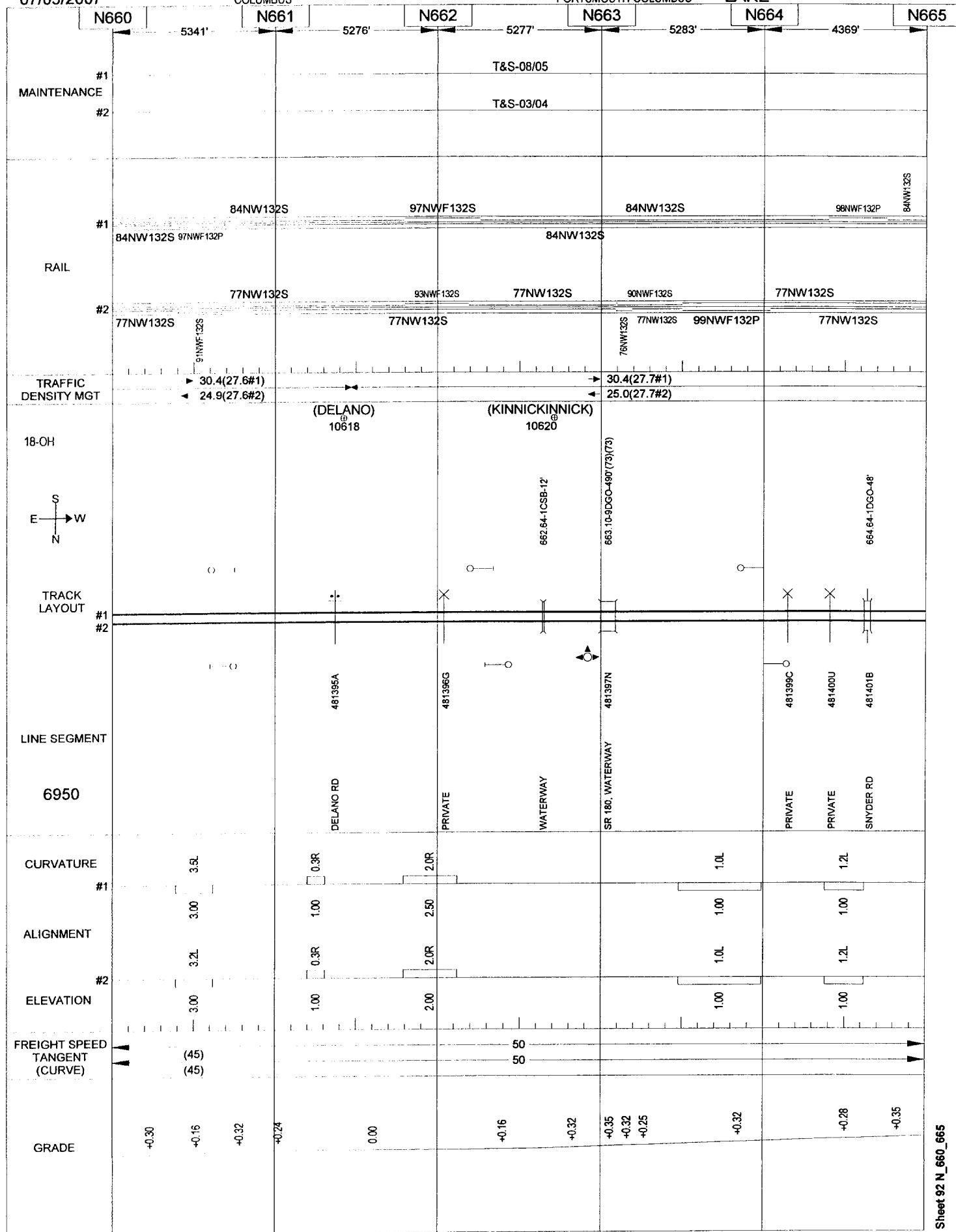
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147

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



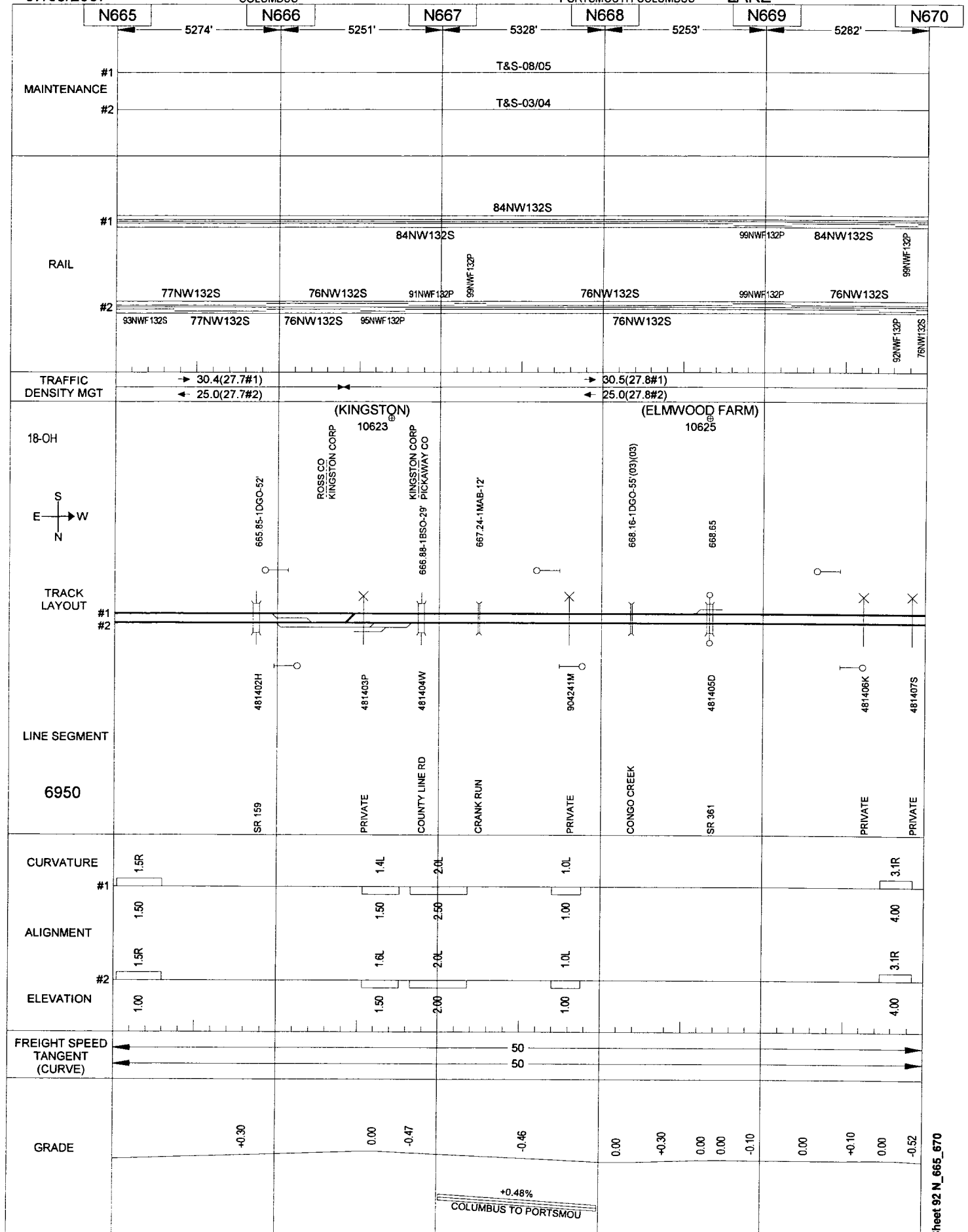
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148

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



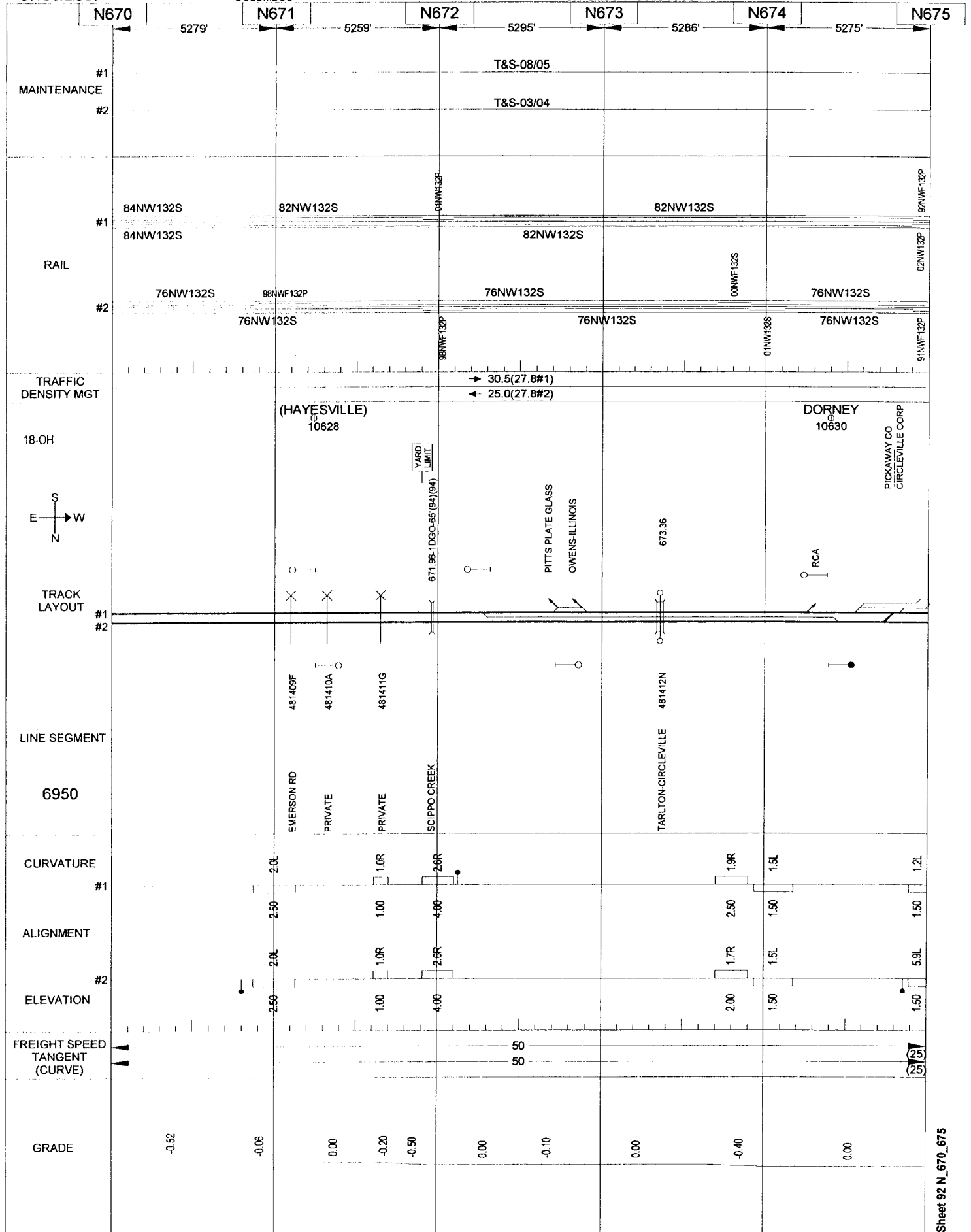
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149

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



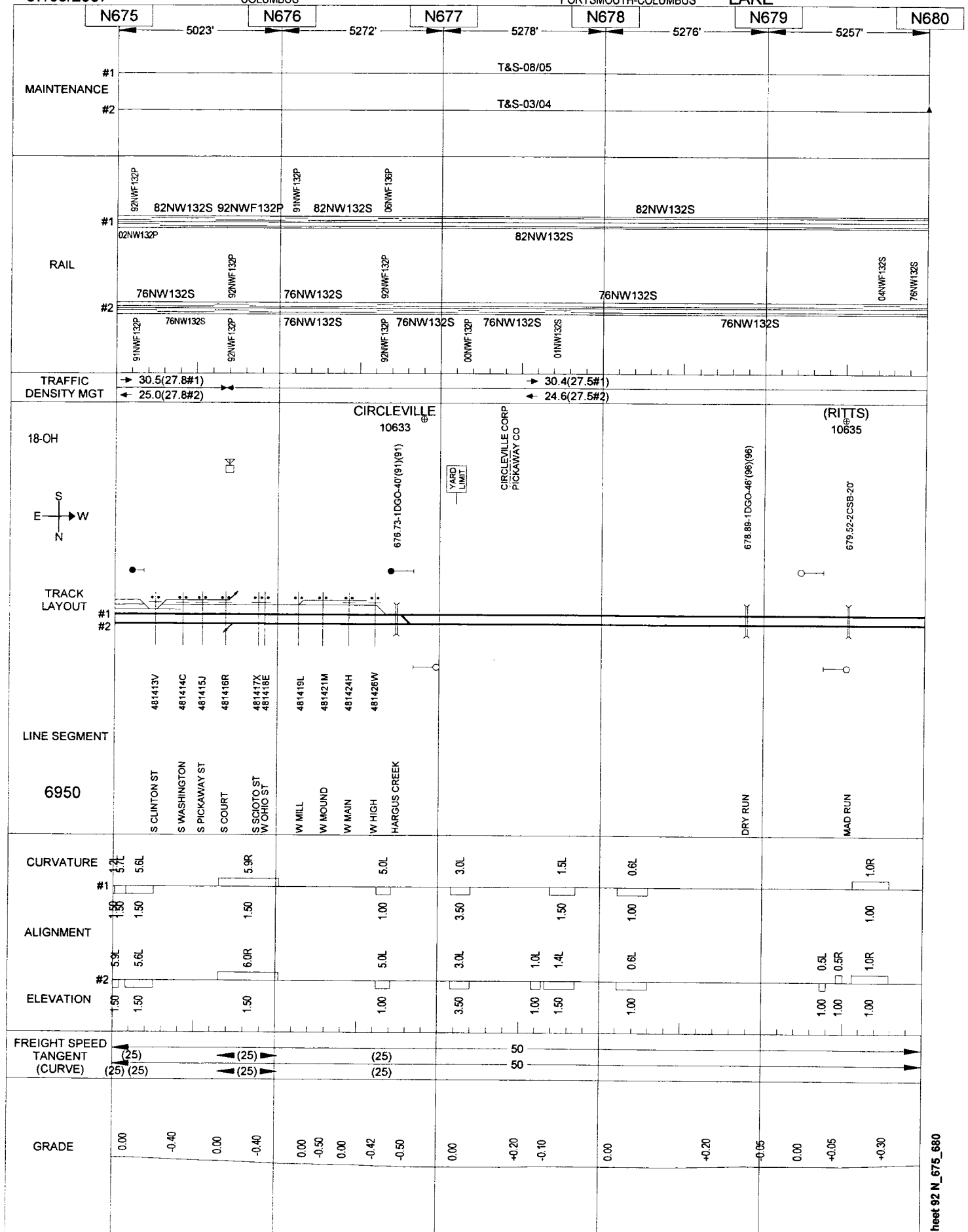
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COLUMBUS

150

PORTSMOUTH-COLUMBUS

LAKE



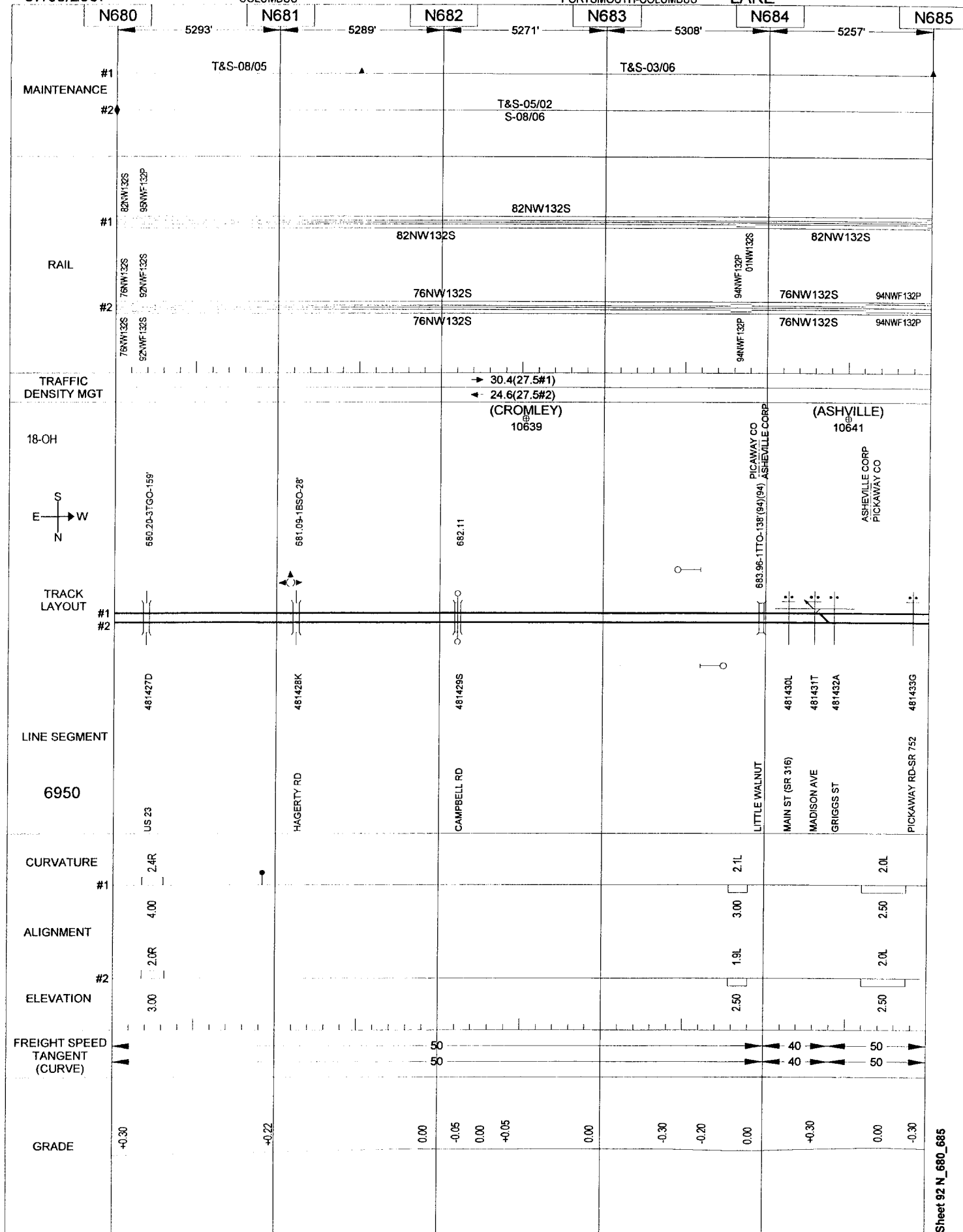
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COLUMBUS

151

PORTSMOUTH-COLUMBUS

LAKE



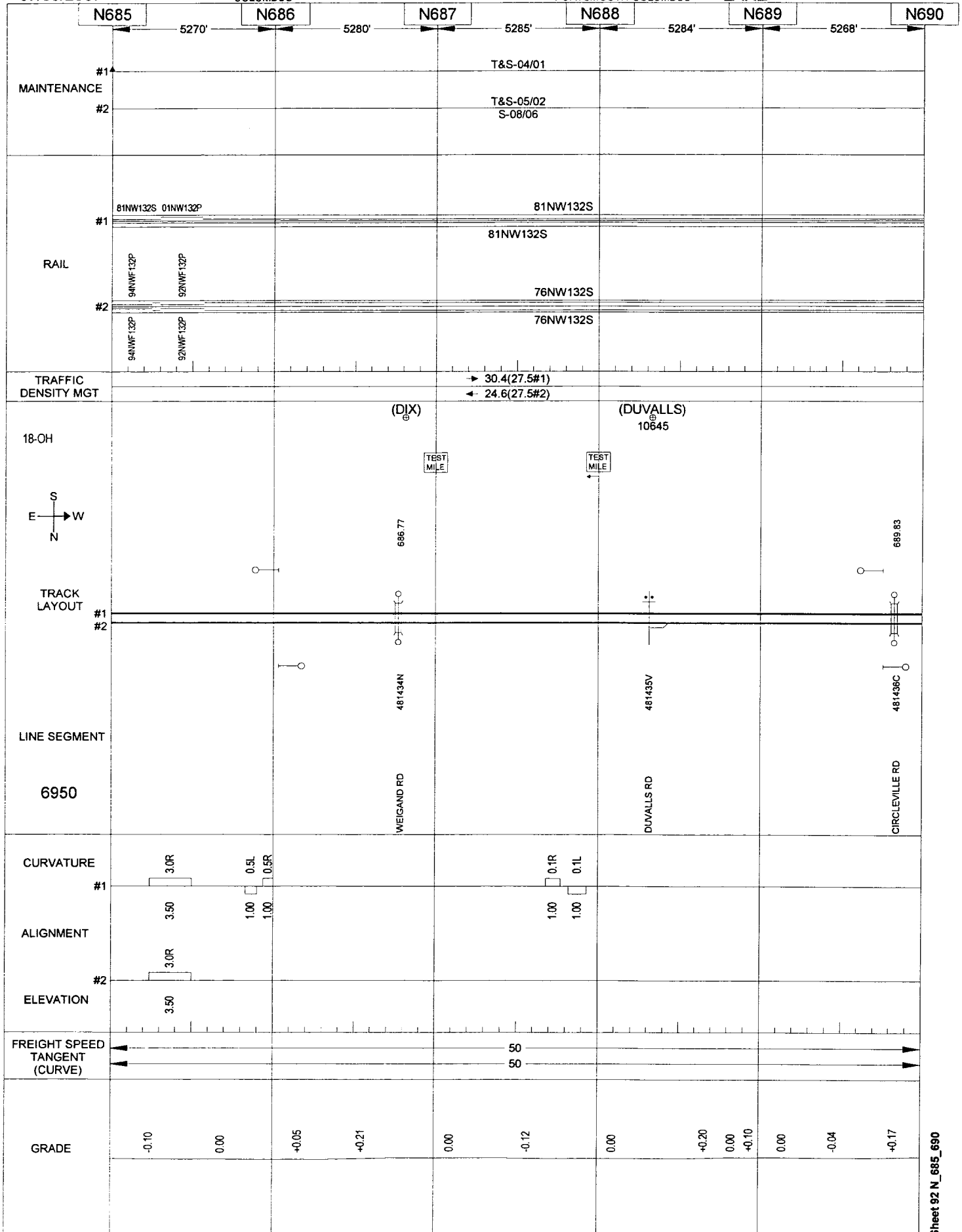
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152

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



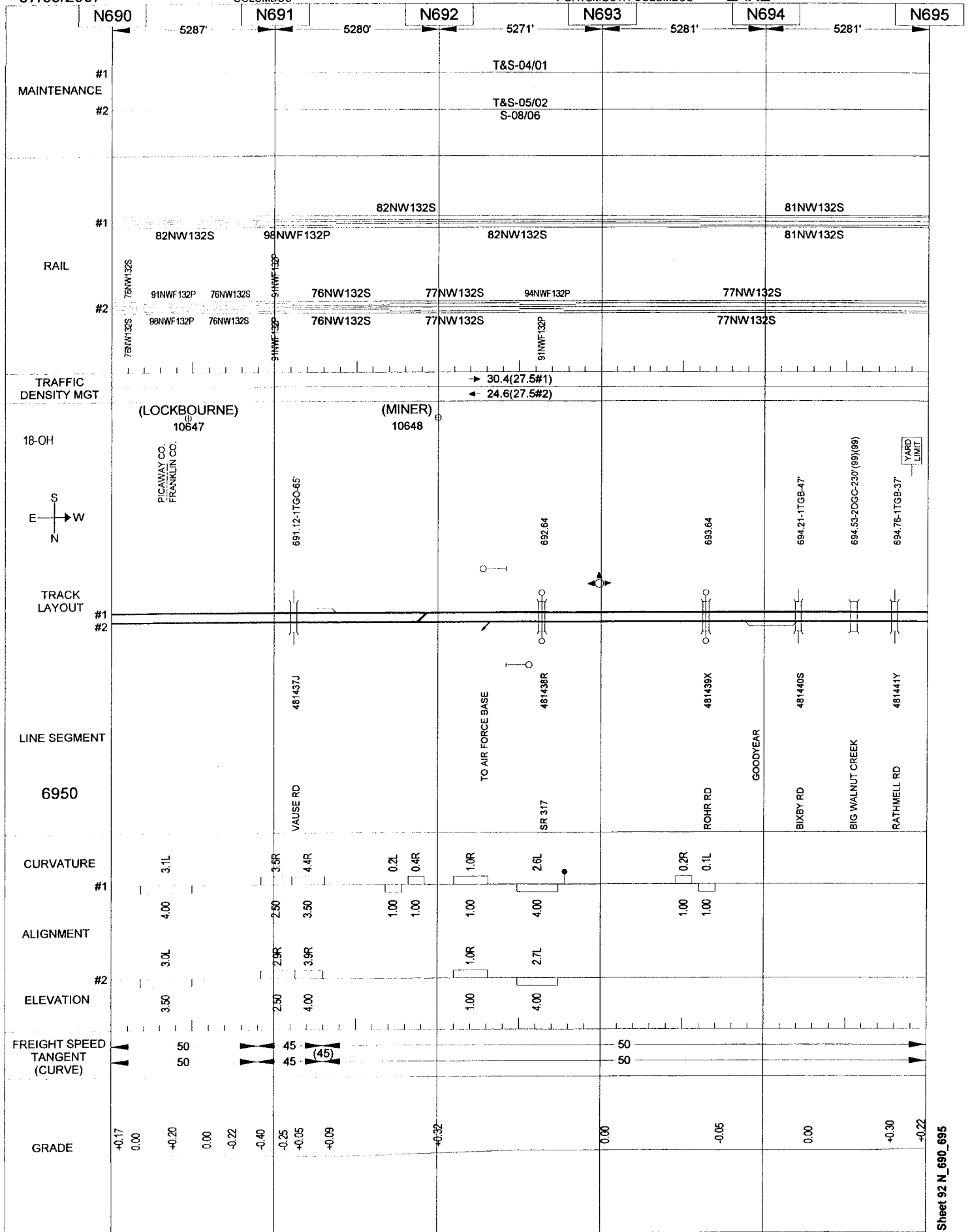
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COLUMBUS

153

PORTSMOUTH-COLUMBUS

LAKE



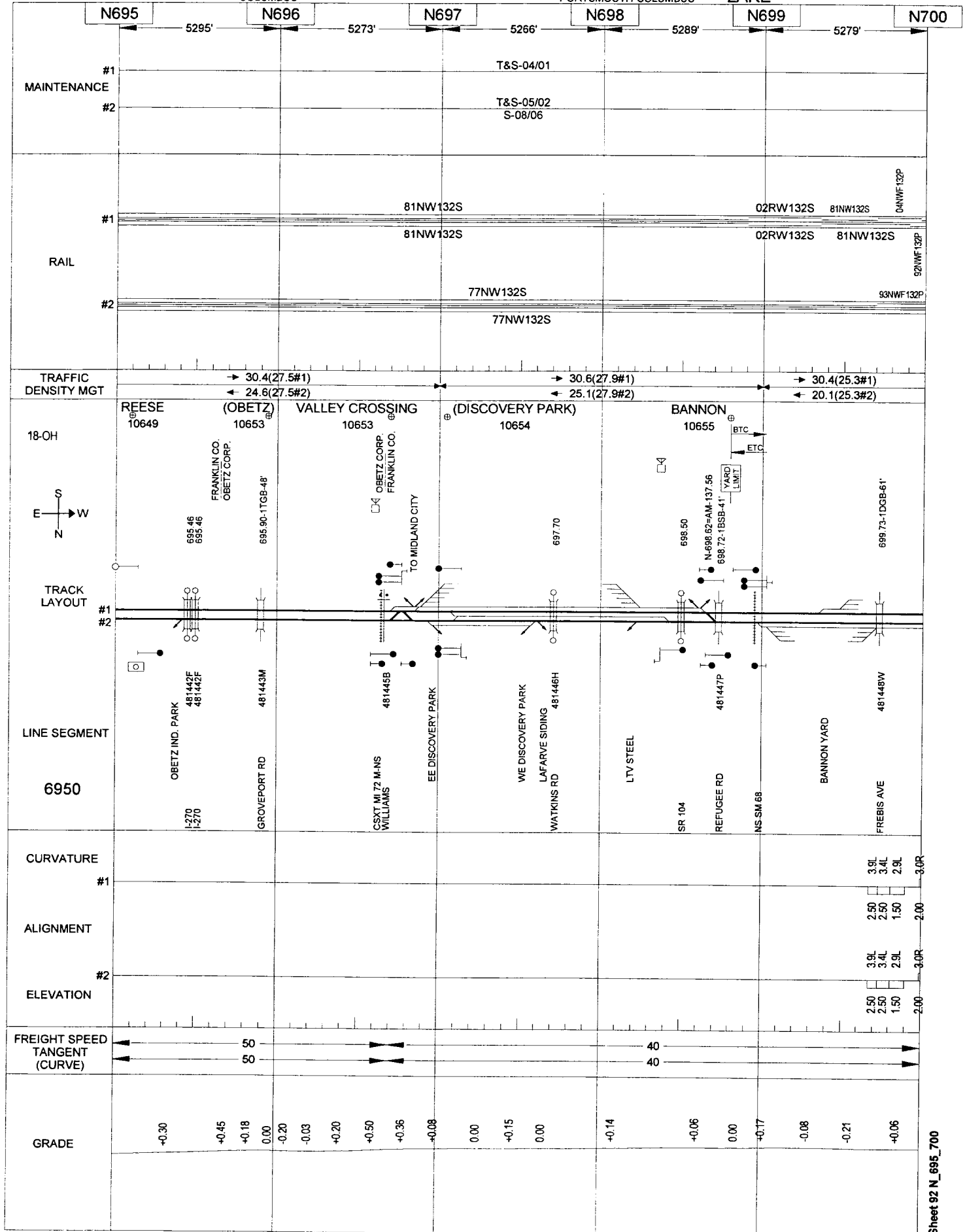
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154

COLUMBUS

PORTSMOUTH-COLUMBUS

LAKE



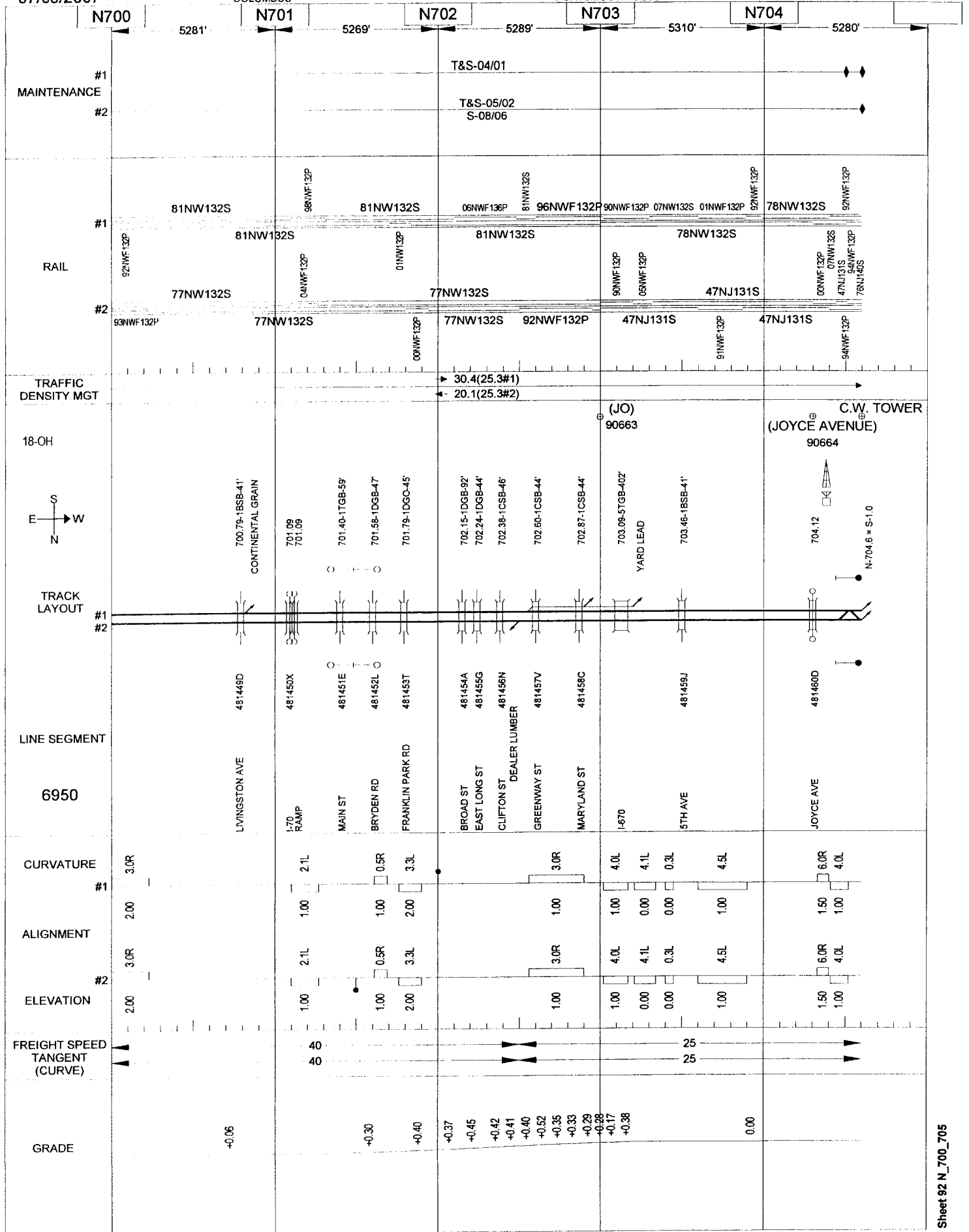
07/05/2007

COLUMBUS

155

PORTSMOUTH-COLUMBUS

LAKE



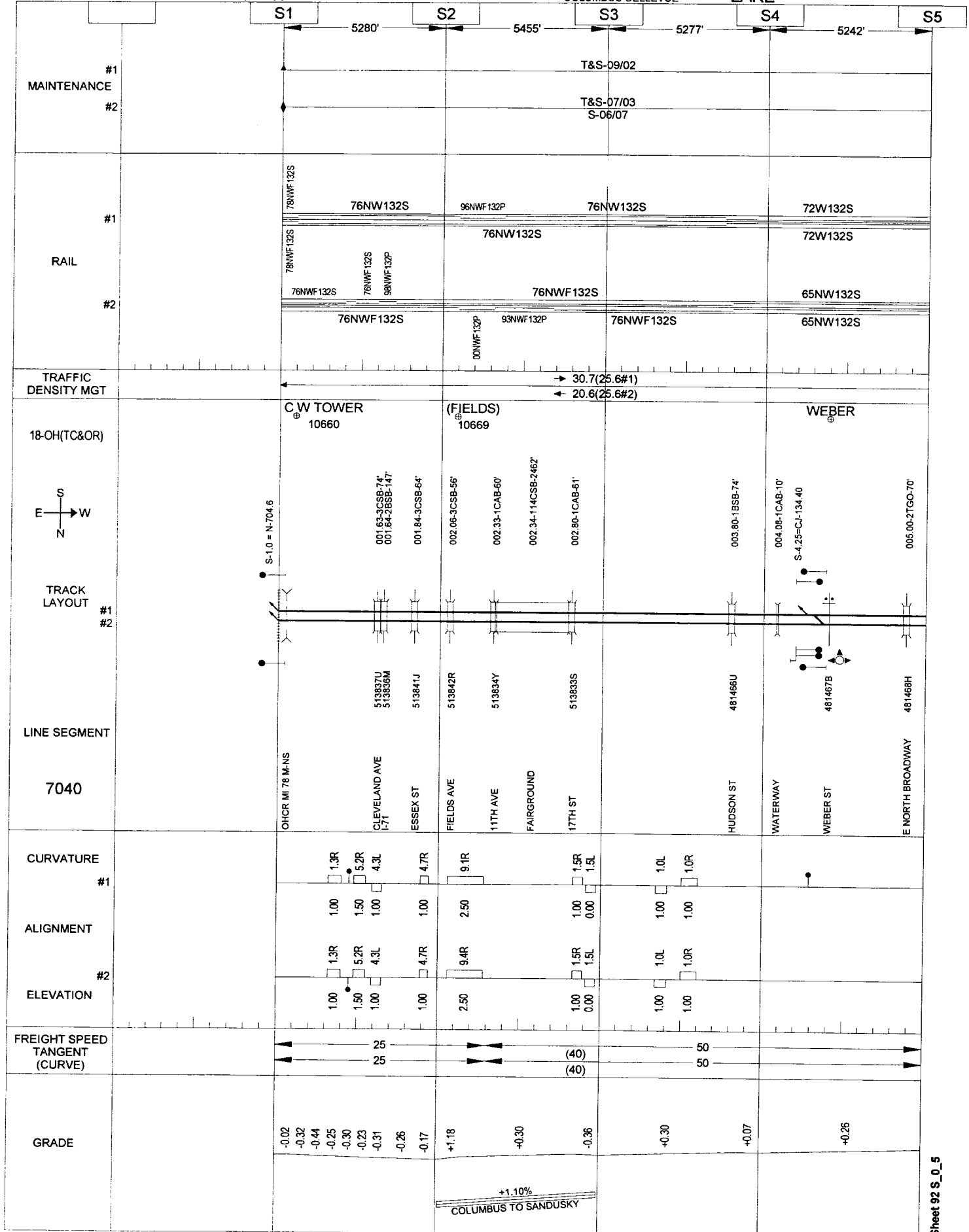
07/05/2007

SANDUSKY

156

COLUMBUS-BELLEVUE

LAKE



07/05/2007

SANDUSKY

157

COLUMBUS-BELLEVUE

LAKE

S5

S6

S7

S8

S9

S10

5332'

5282'

5276'

5281'

5439'

#1
MAINTENANCE
#2

T&S-09/02

T&S-07/03
S-06/07

RAIL

#1
72W132S 75NW132S 72W132S 72W132S 72W132S 72W132S 72W132S
72W132S 75NW132S 72W132S 72W132S 72W132S 72W132S 72W132S
#2
65NW132S 65NW132S 65NW132S 65NW132S 65NW132S 65NW132S 65NW132S
65NW132S 65NW132S 65NW132S 65NW132S 65NW132S 65NW132S 65NW132S

TRAFFIC
DENSITY MGT

→ 46.2(44.4#1)
← 42.5(44.4#2)

18-OH(TC&OR)

(NORTH COLUMBUS)
10666(MORSE ROAD)
10667WORTHINGTON
10668WORTHINGTON CORP
FRANKLIN CO.TRACK
LAYOUT#1
#2

LINE SEGMENT

7040

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.26
+0.06

+0.30

+0.11

+0.26

+0.30

+0.32

+0.28

+0.06

0.00

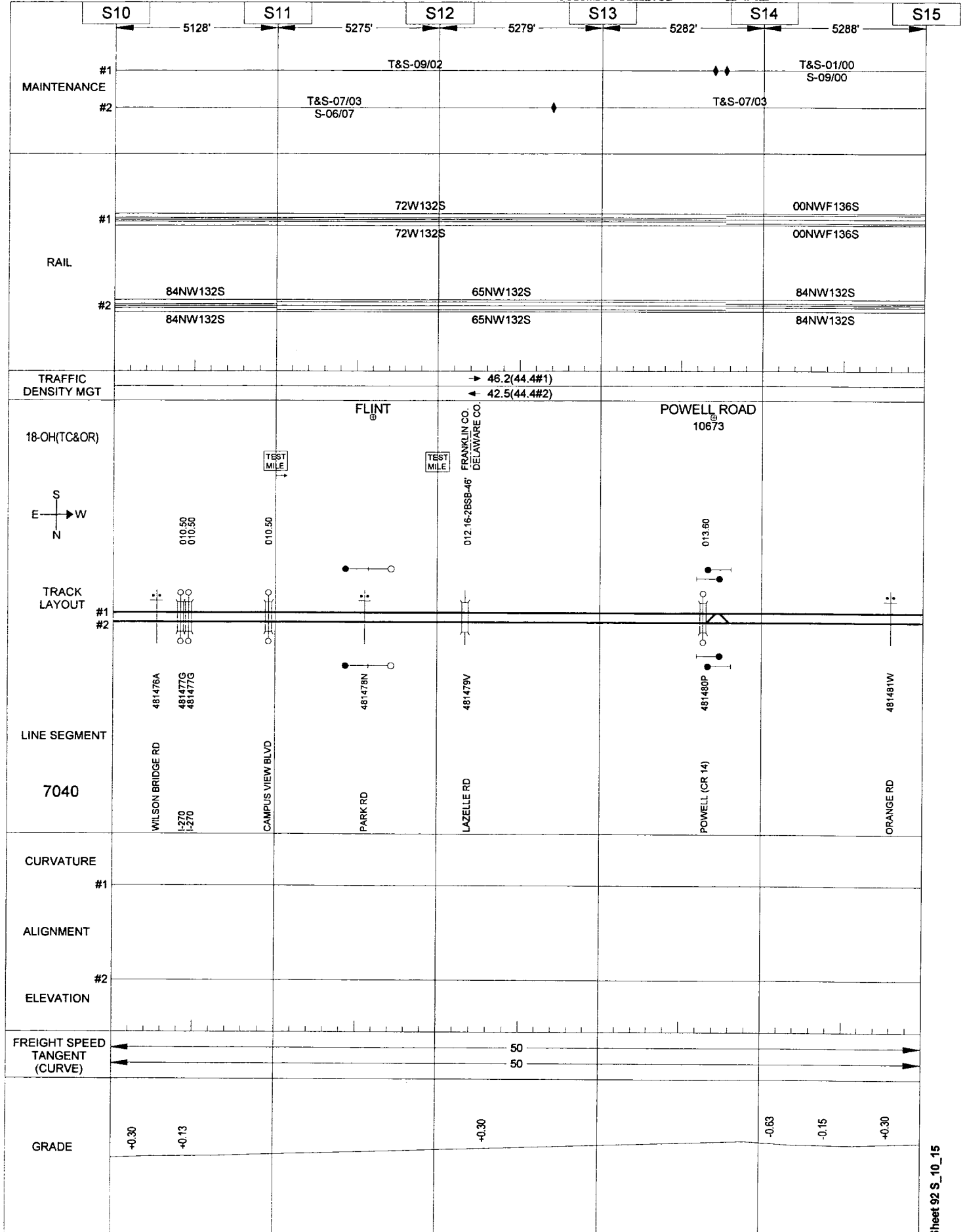
07/05/2007

158

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



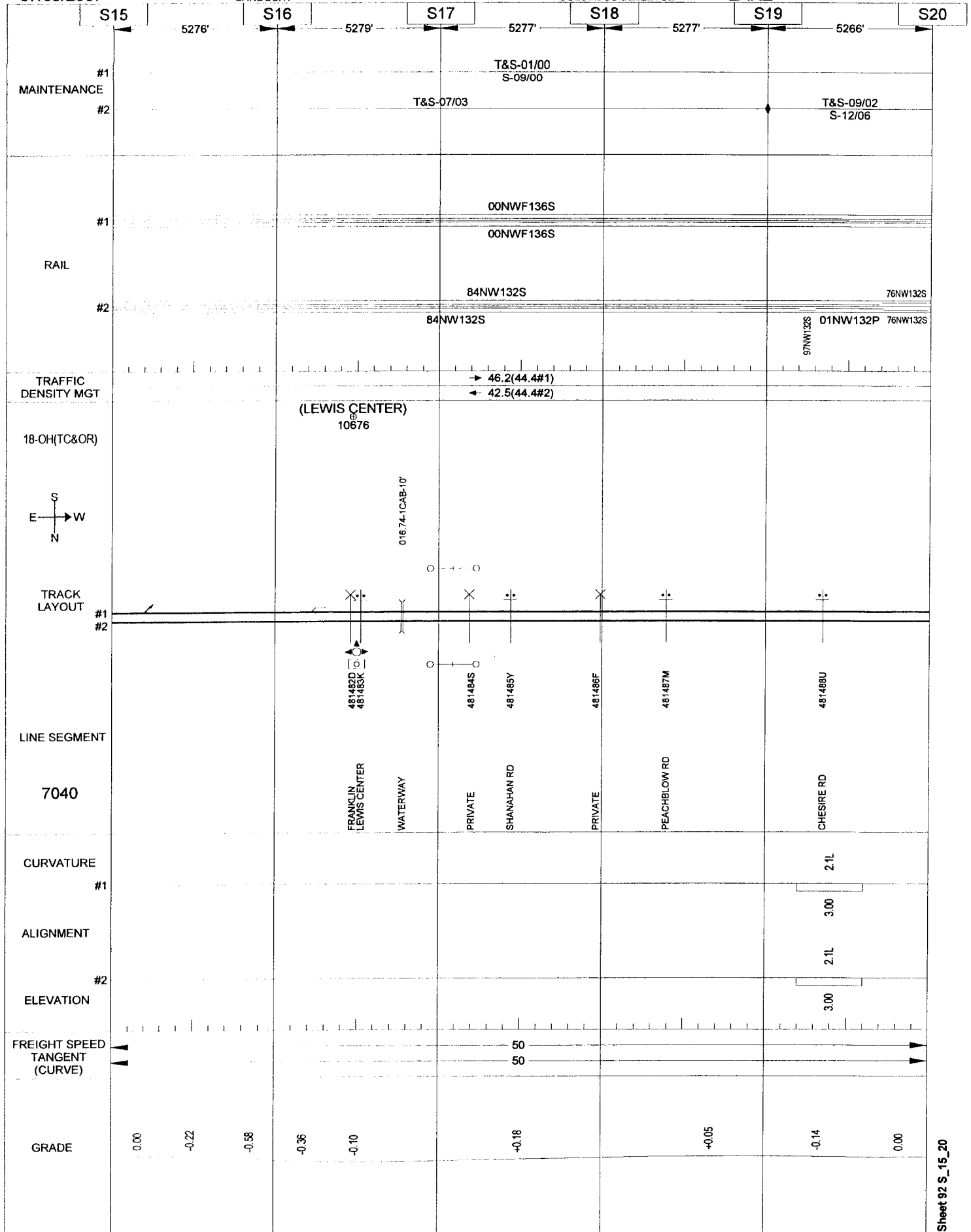
07/05/2007

SANDUSKY

159

COLUMBUS-BELLEVUE

LAKE



LAKE

Sheet 92 S_20_25

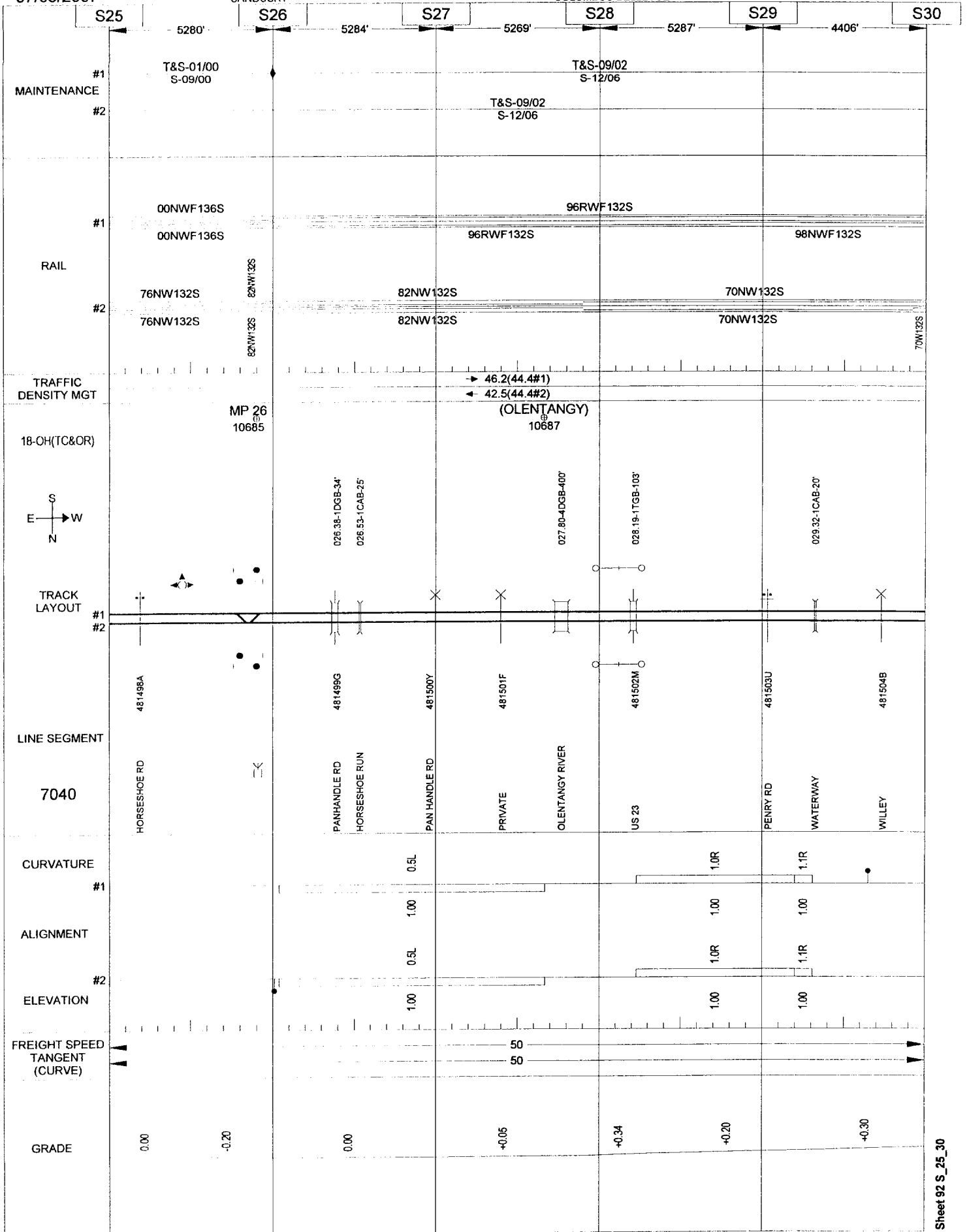
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161

SANDUSKY

COLUMBUS-BELLEVUE

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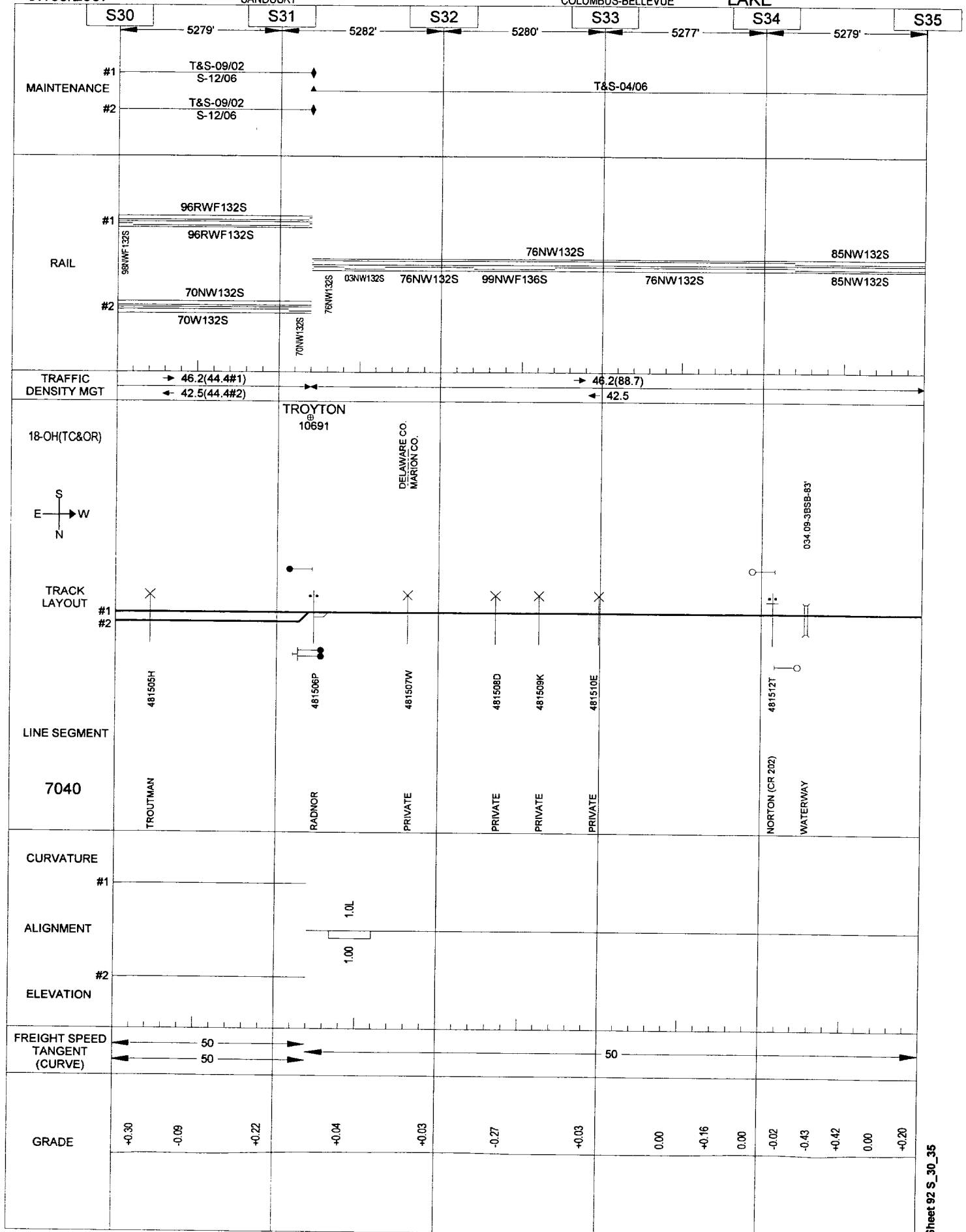
07/05/2007

SANDUSKY

162

COLUMBUS-BELLEVUE

LAKE

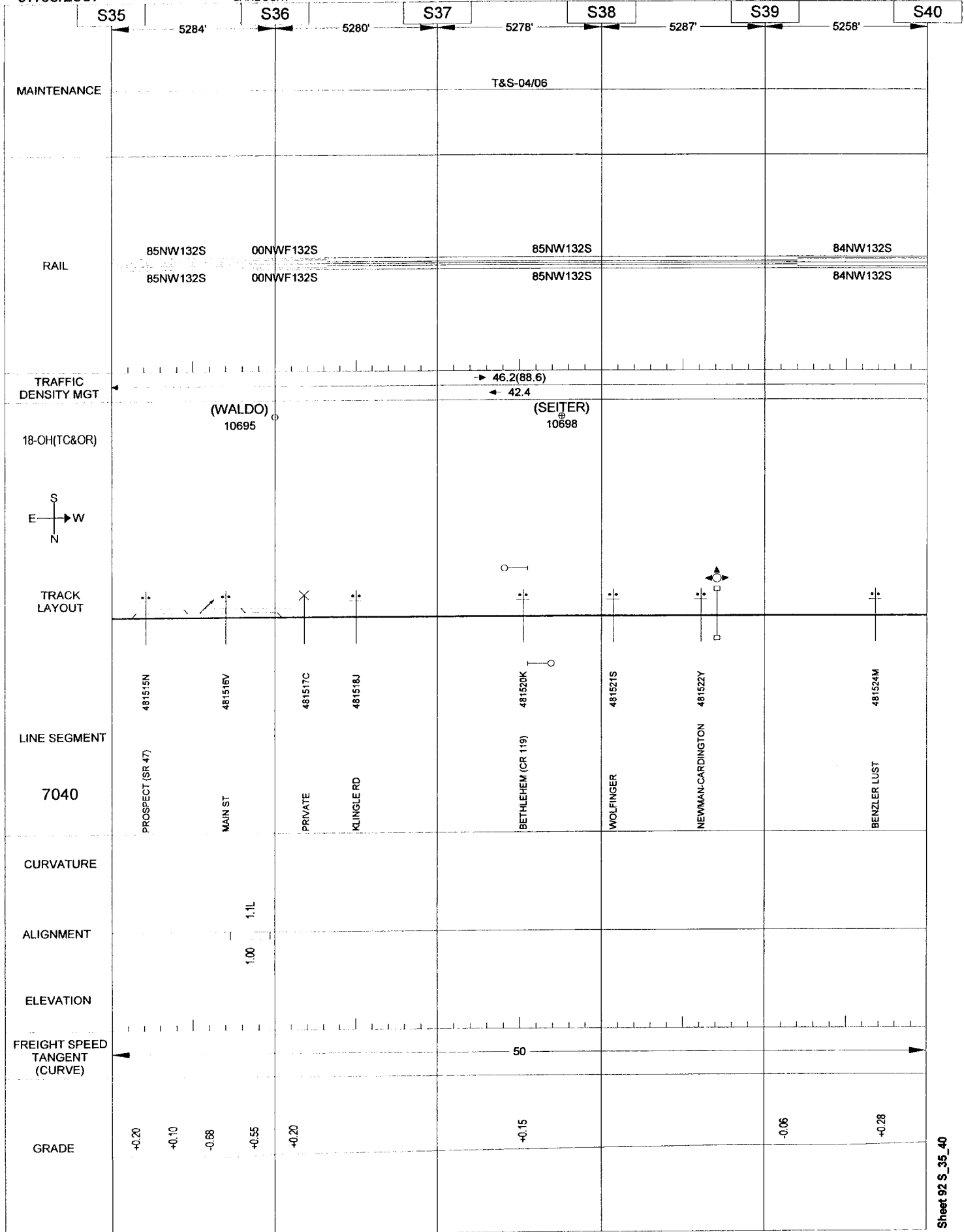


07/05/2007

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



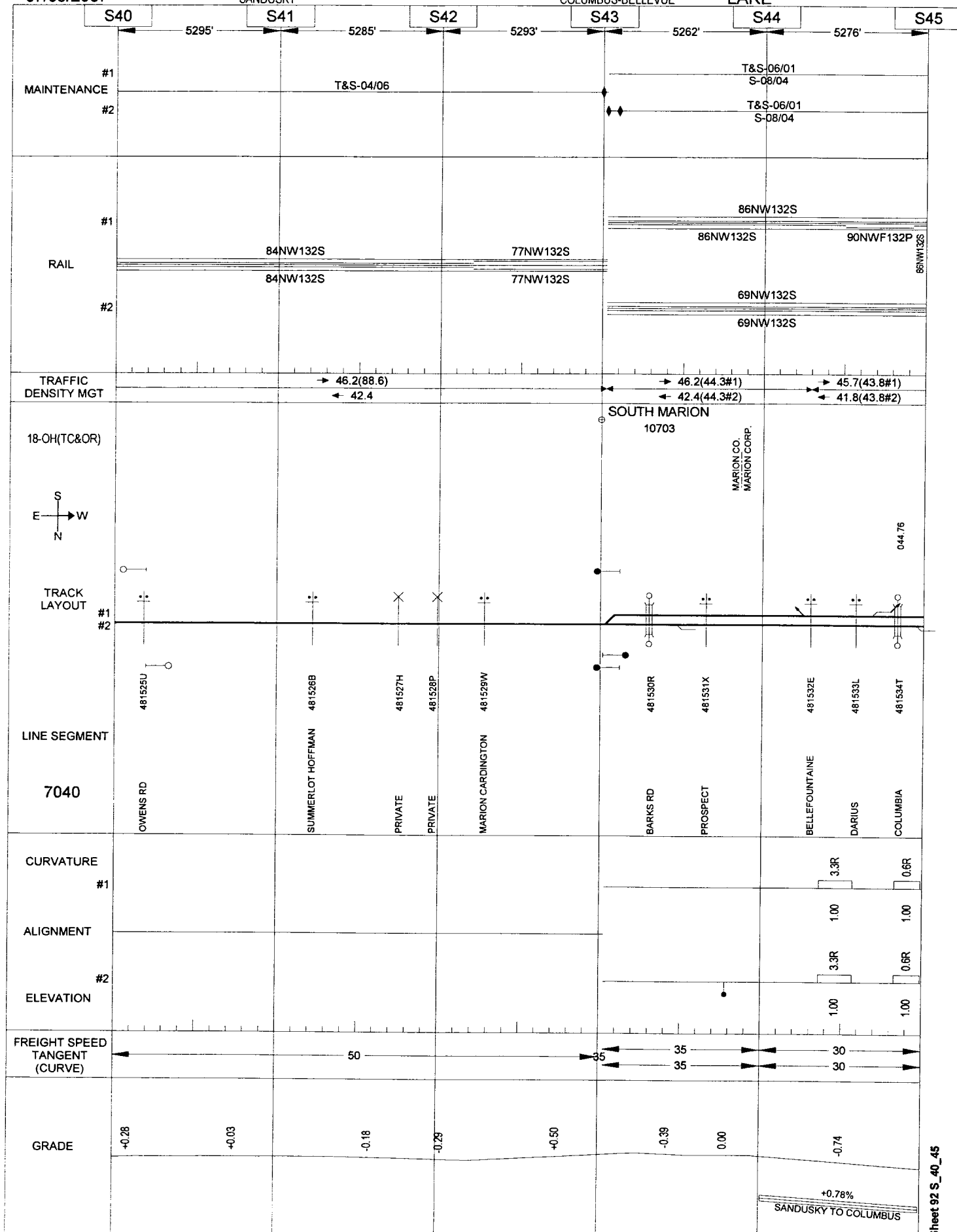
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164

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



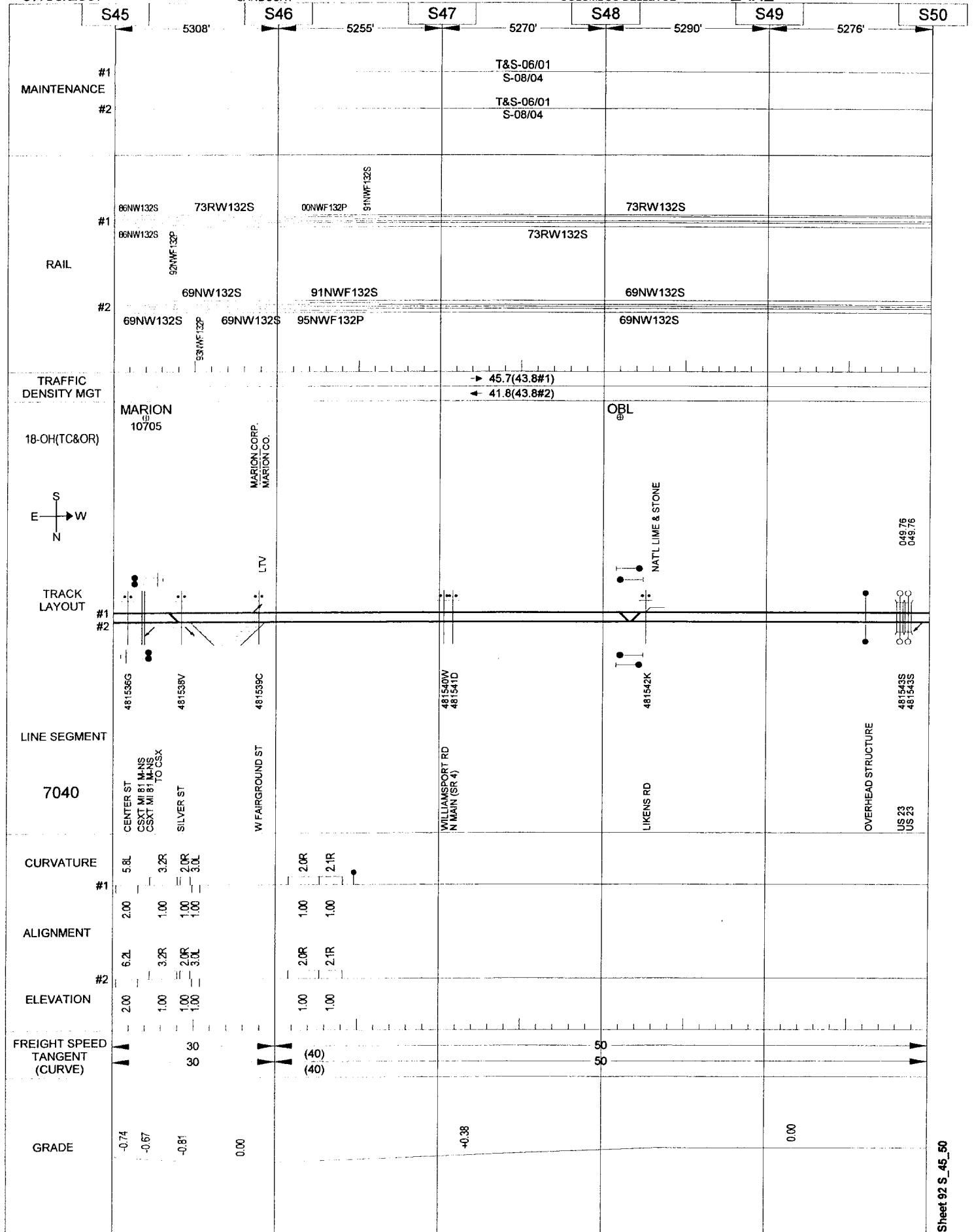
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SANDUSKY

165

COLUMBUS-BELLEVUE

LAKE



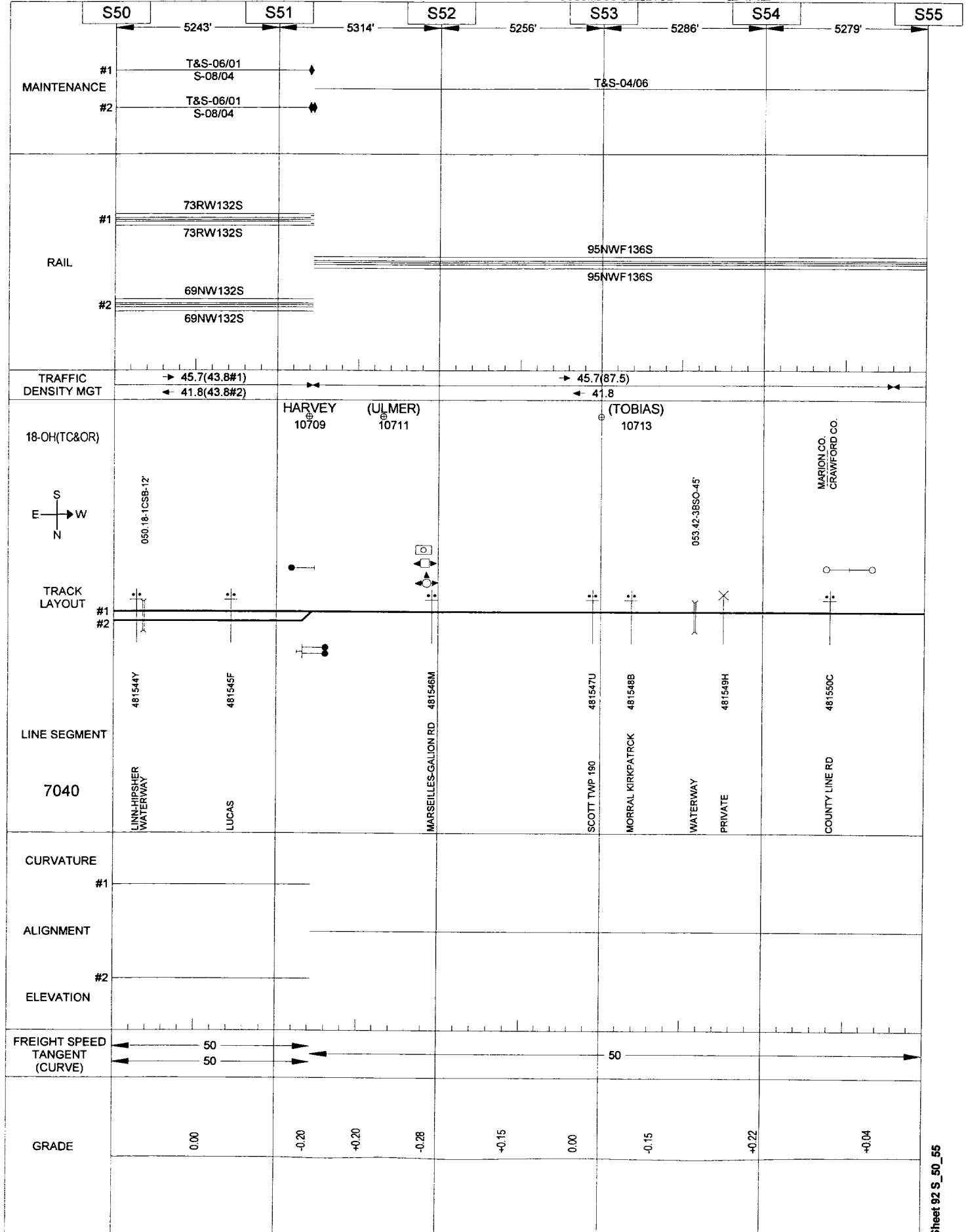
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166

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



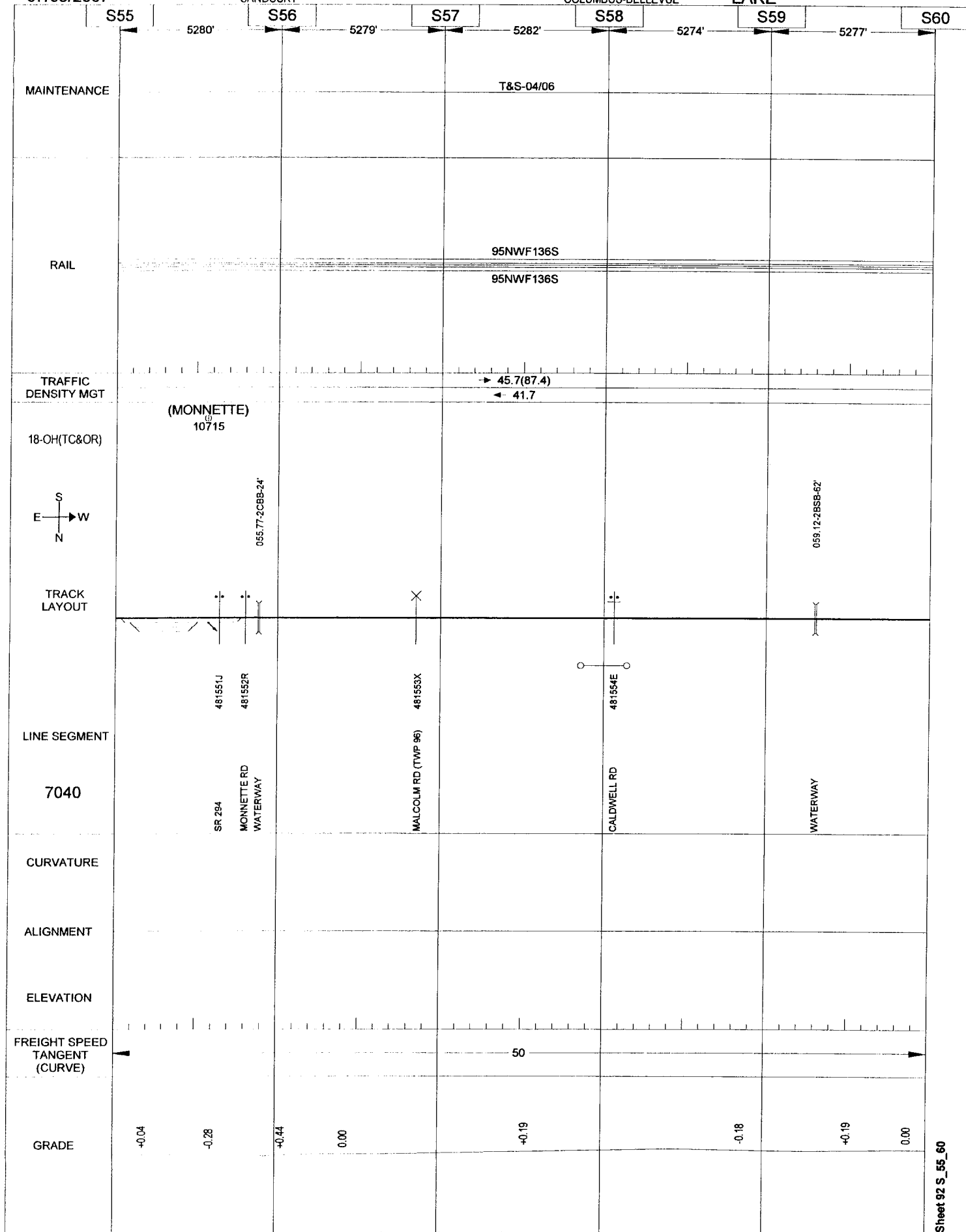
07/05/2007

167

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



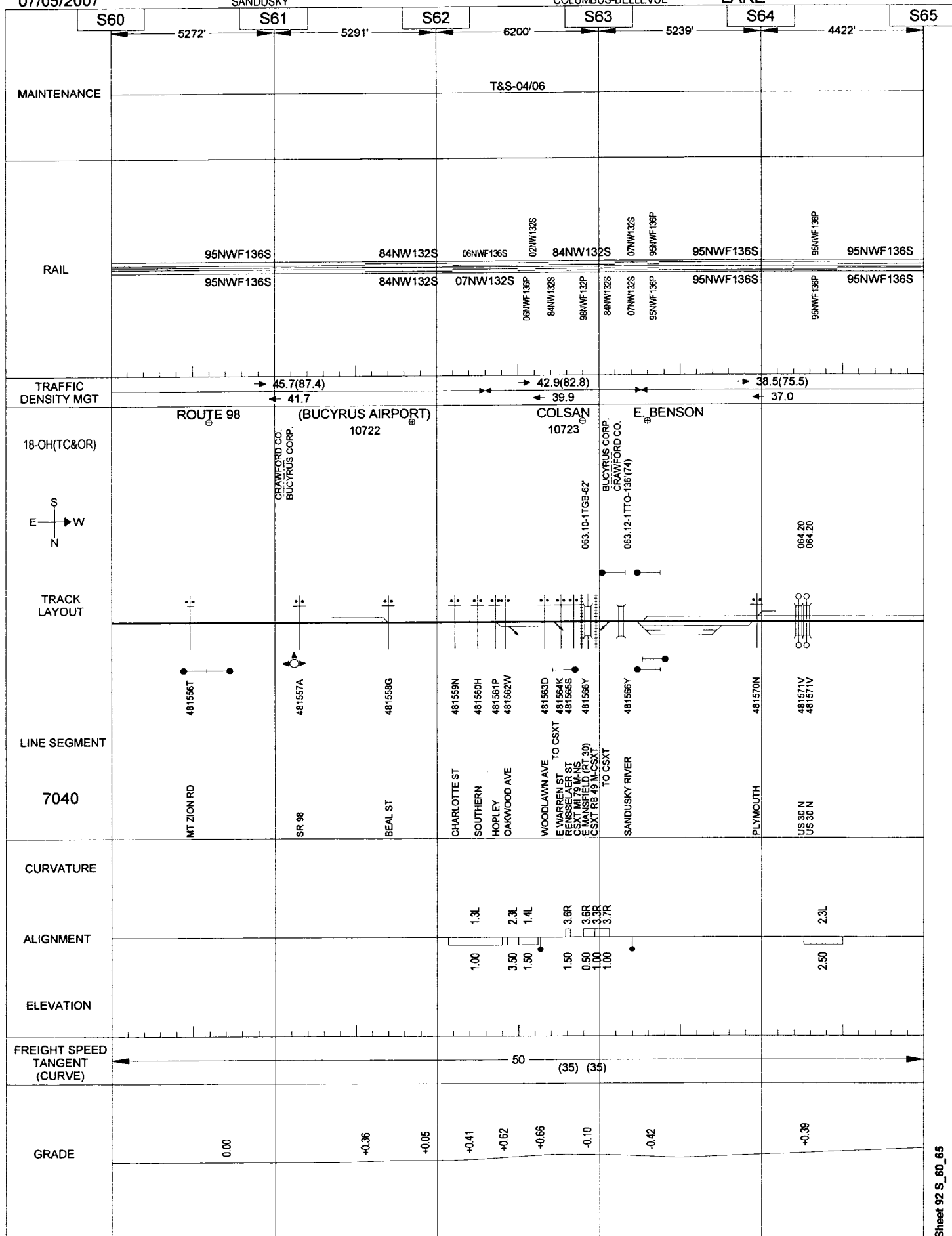
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168

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



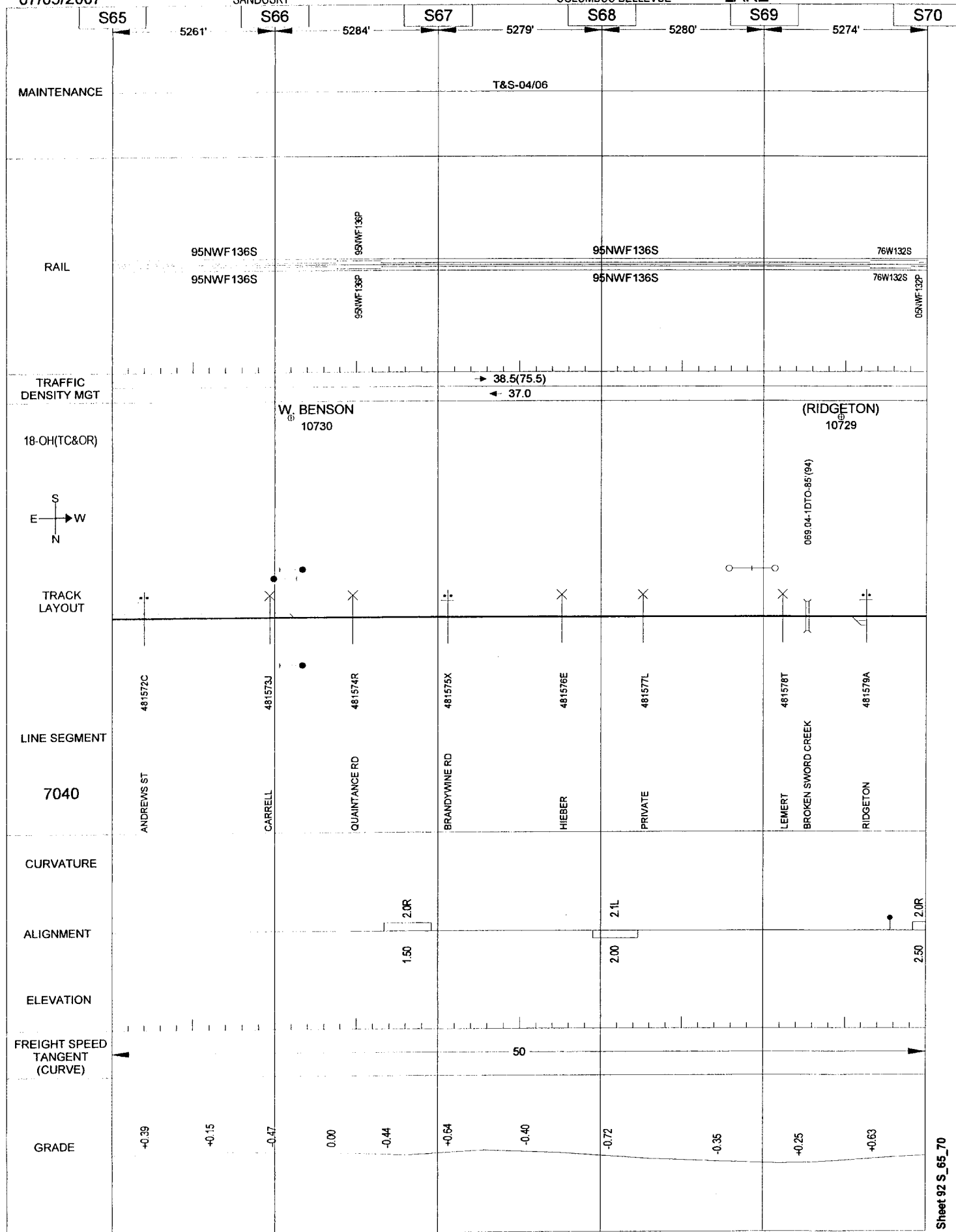
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SANDUSKY

169

COLUMBUS-BELLEVUE

LAKE



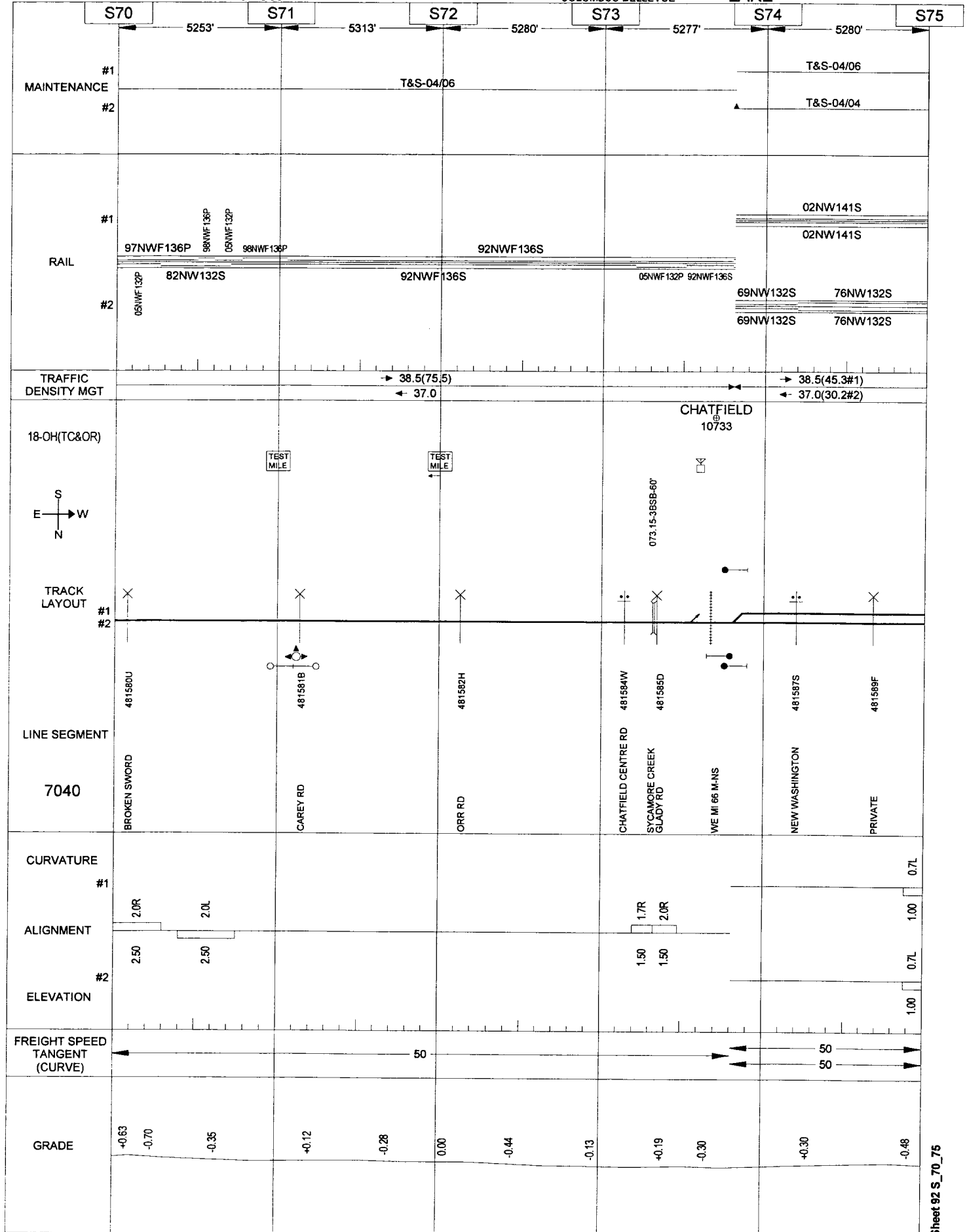
07/05/2007

170

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



07/05/2007

SANDUSKY

171

COLUMBUS-BELLEVUE

LAKE

S75

S76

S77

S78

S79

S80

5280'

5280'

5279'

5281'

5280'

#1
MAINTENANCE
#2

T&S-04/06

T&S-08/00
S-09/03

T&S-04/04

RAIL

#1

02NW141S

00NW136S

02NW141S

00NW136S

#2

76NW132S

92NW136S

76NW132S

92NW136S

TRAFFIC
DENSITY MGT

→ 38.5(45.3#1)

← 37.0(30.2#2)

18-OH(TC&OR)

(CARROTHERS)
10736

NORTH CARROTHERS
10738

S
E → W
N

TRACK
LAYOUT

#1

#2

LINE SEGMENT

7040

ALBAUGH RD

PRIVATE

CRWFRD-SNECA COU

PRIVATE

PRIVATE

FALTER RD

PRIVATE

PRIVATE

PRIVATE

PRIVATE

CR 8

CENTER SCHOOL (TR58)

CURVATURE

#1

100

ALIGNMENT

#2

ELEVATION

100

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.48

-0.44

-0.30

-0.17

-0.24

-0.65

-0.25

-0.22

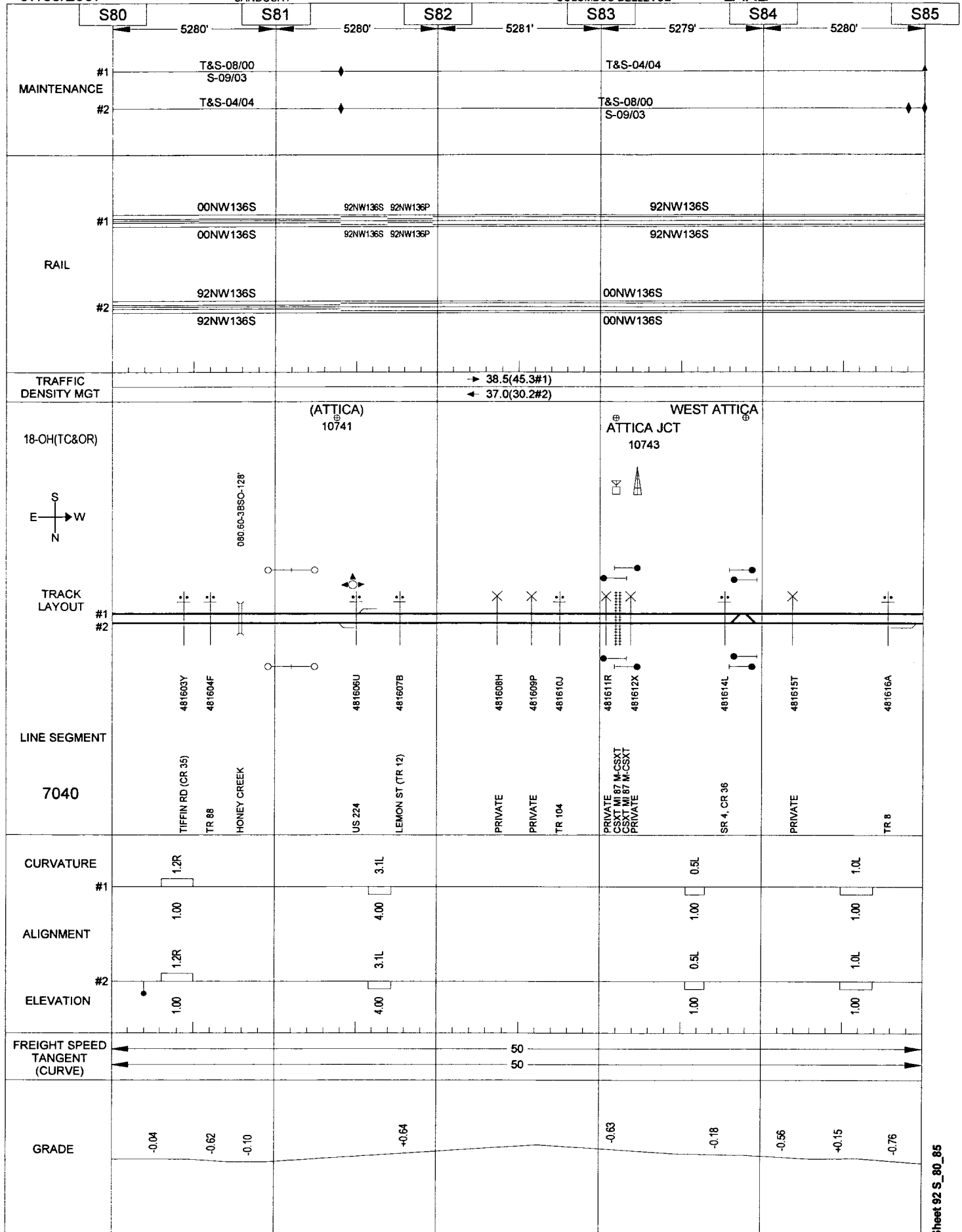
07/05/2007

172

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



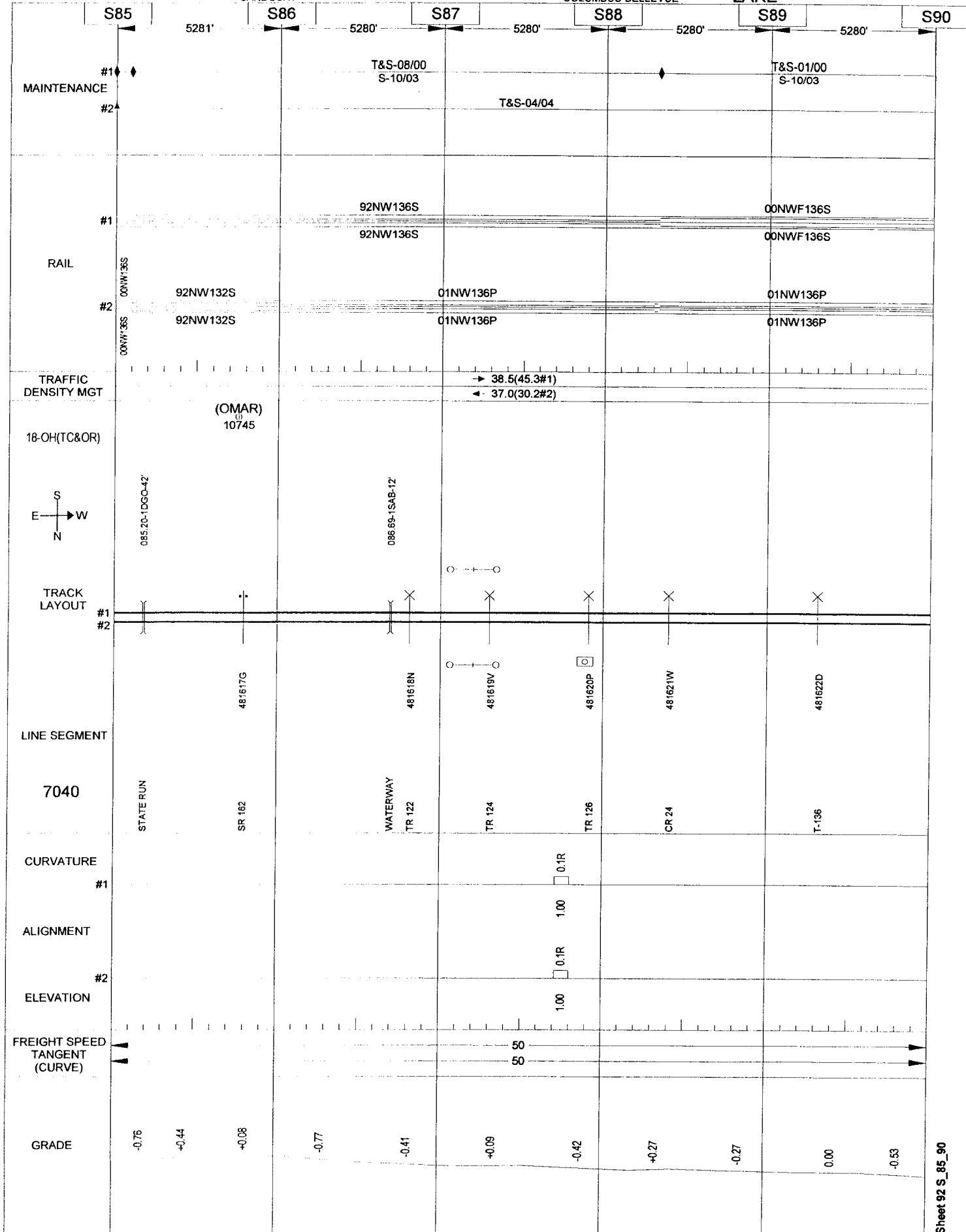
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173

SANDUSKY

COLUMBUS-BELLEVUE

LAKE



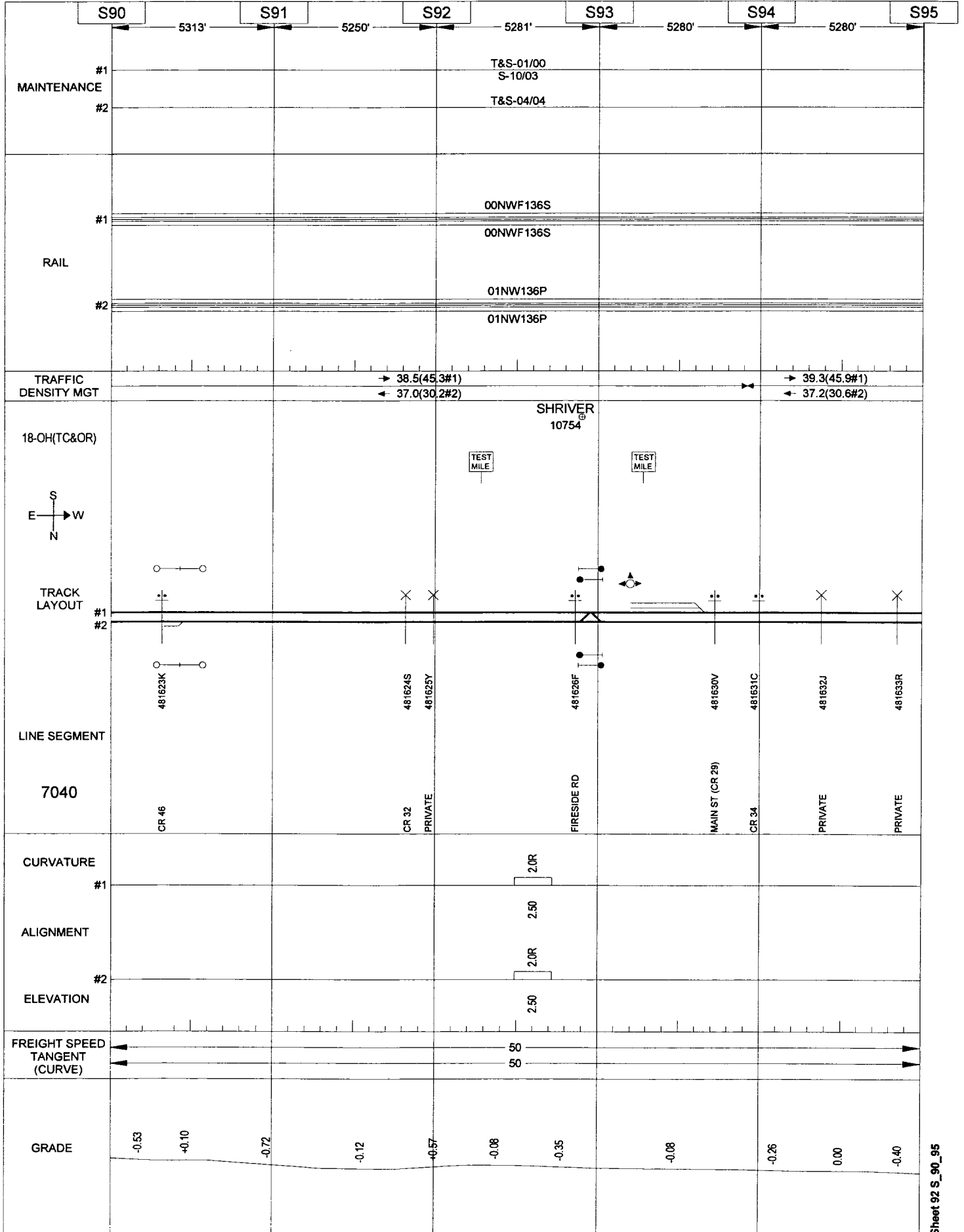
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174

SANDUSKY

COLUMBUS-BELLEVUE

LAKE

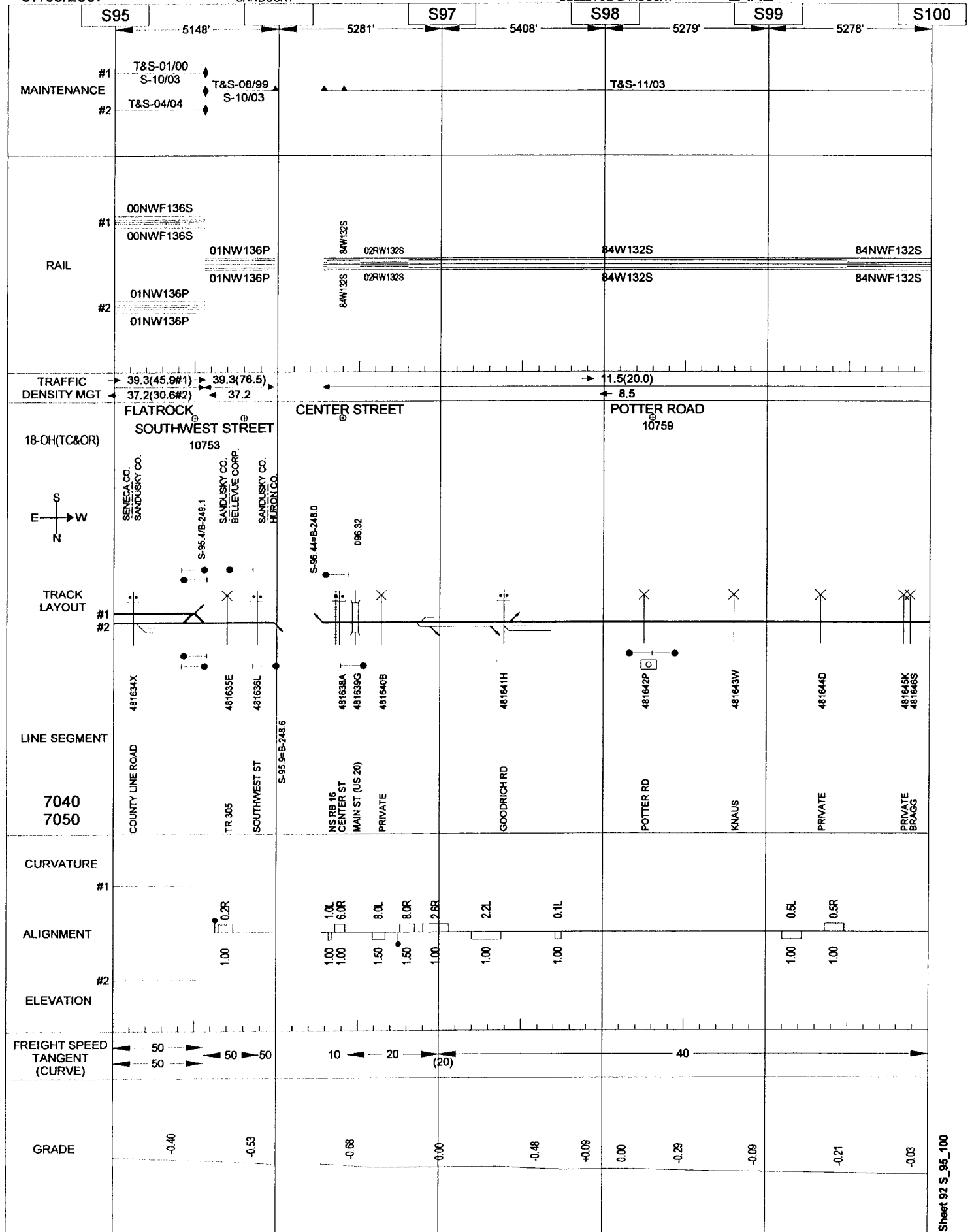


07/05/2007

SANDUSKY

BELLEVUE-SANDUSKY

LAKE



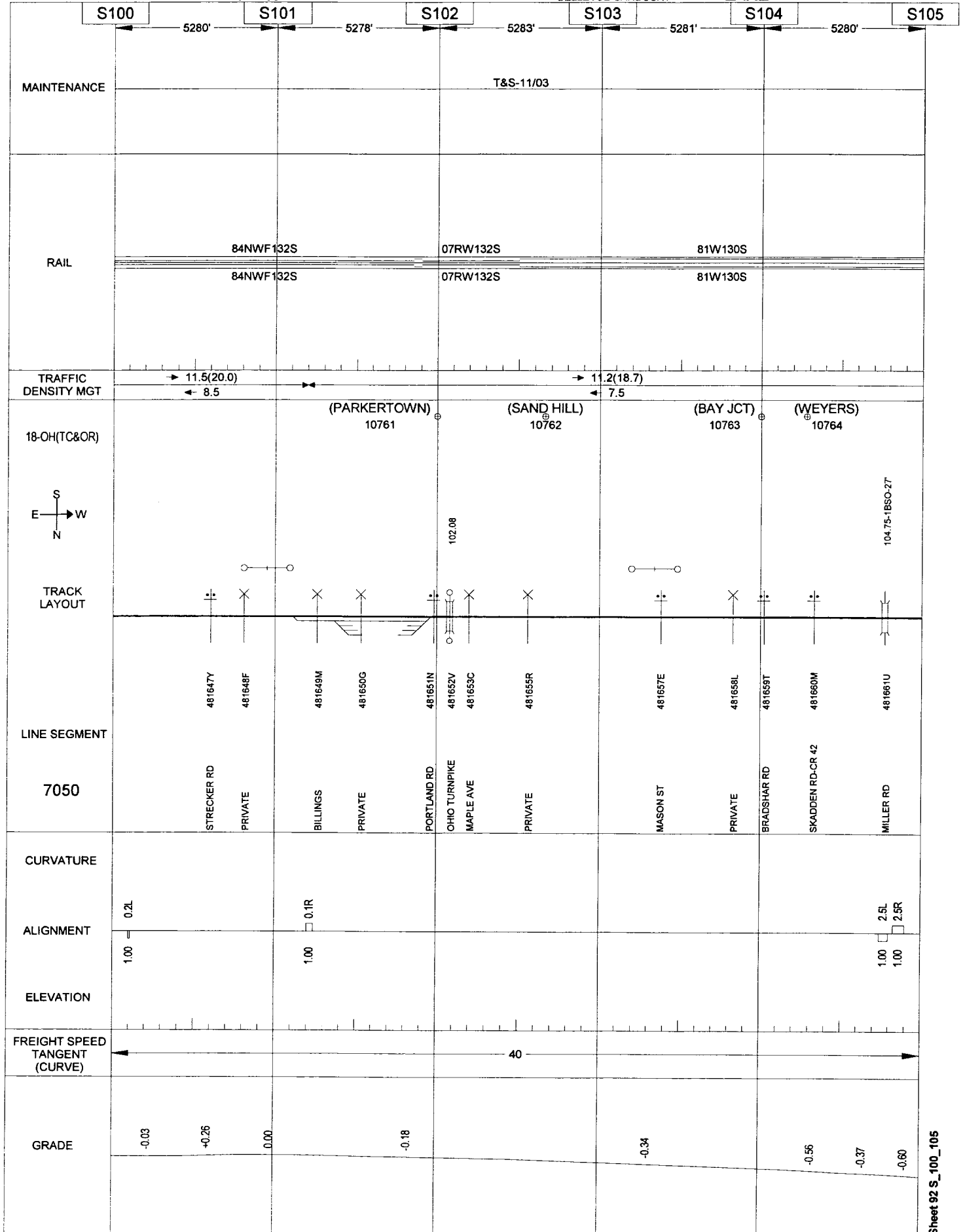
07/05/2007

176

SANDUSKY

BELLEVUE-SANDUSKY

LAKE



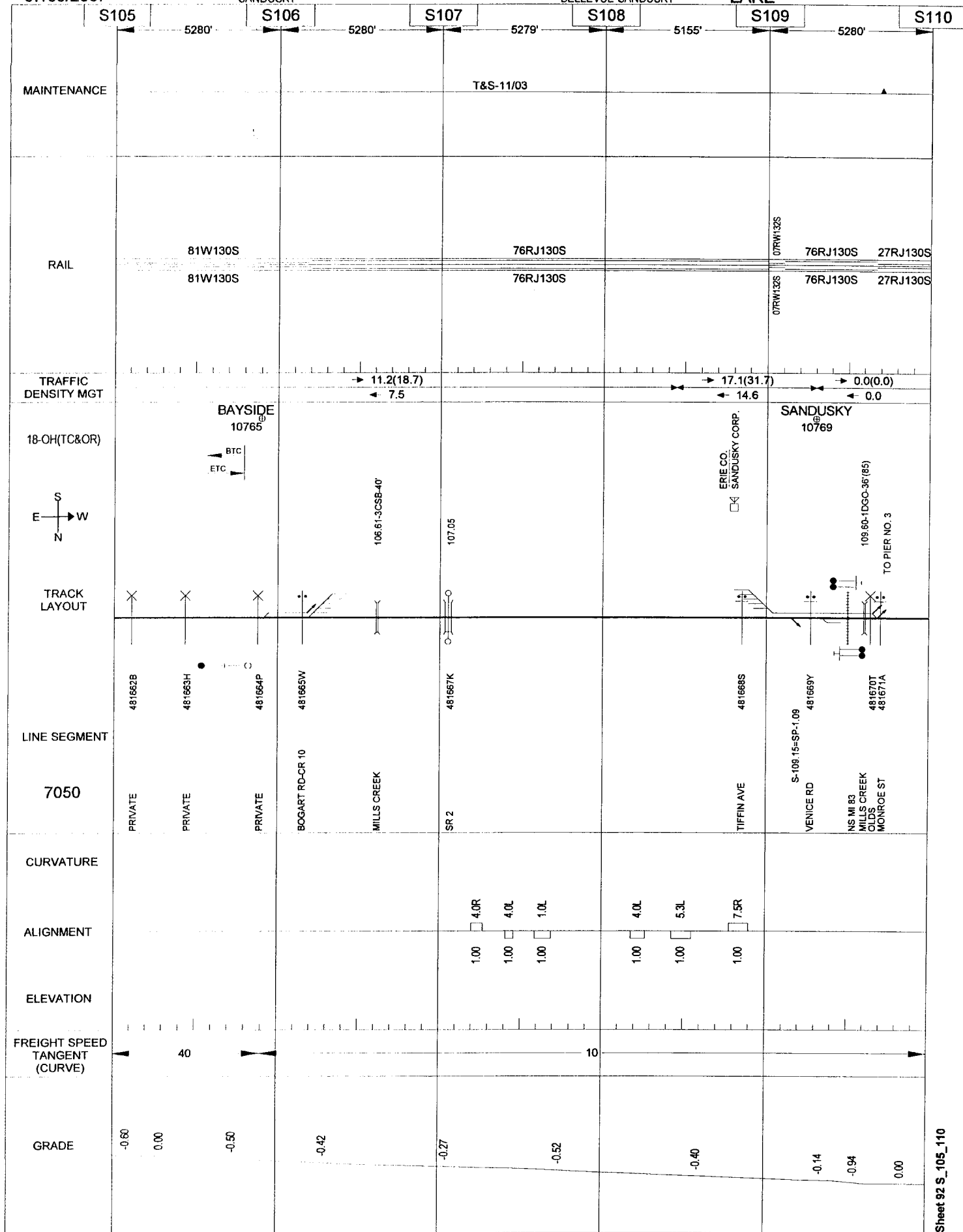
07/05/2007

177

SANDUSKY

BELLEVUE-SANDUSKY

LAKE



07/05/2007

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	→ 0.0(0.0)		← 0.0						
18-OH(TC&OR)									
<div data-bbox="165 840 264 924"> <p>S E—W N</p> </div>									
TRACK LAYOUT									
LINE SEGMENT									
7050									
CURVATURE									
ALIGNMENT									
ELEVATION									
FREIGHT SPEED TANGENT (CURVE)	← 10		→						
GRADE	0.00								

07/05/2007

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

→ 26.2(46.0)
← 19.8

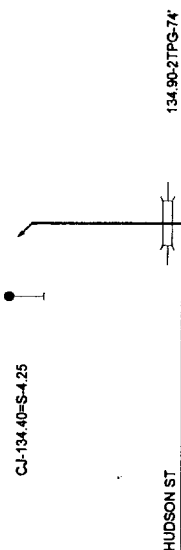


TRACK
LAYOUT

WEBER

LINE SEGMENT

4160



CURVATURE

ALIGNMENT

ELEVATION

1.0L

0.50

FREIGHT SPEED
TANGENT
(CURVE)

← 40 →

GRADE

-0.06

-0.67

07/05/2007

DAYTON

180
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

RAIL

#1
#2

82RW140S
82RW140S

82RW127S
82RW127S

07NW132S
07NW132S
07NW132S
07NW132S

98NW133S
98NW133S
98NW133S
98NW133S

06NW132P
81RW140S
81RW140S
81RW140S

81RW140S
81RW140S
81RW140S
81RW140S

80RW131S
80RW131S
80RW131S
80RW131S

TRAFFIC
DENSITY MGT

→ 26.2(46.0)
← 19.8

→ 29.2(26.8#1)
← 24.4(26.8#2)

7401

S
E → W
N

TRACK
LAYOUT
#1
#2

LINE SEGMENT

4160
4163

(COLUMBUS)

CP 138

SCIOTO

CP 139
CJ139

135.60-1CAB-10'

135.80-3MSB-63'

136.31-3MSB-64'

136.85-3MSB-58'

137.15-3MSB-58'

137.60
137.70

137.71
137.82
137.85
137.94
137.95

137.97
138.00
138.01
138.15
138.17

138.28-1UNK-10'

138.32-1UNK-10'

138.40-3TGO-152'(06/06)

138.47-1TGO-59'

138.49-3TGO-659'(82/82)

CJ-138.57-AM-132.10

TO CSXT

139.04-2LTB-40'

139.34-2LTB-18'

139.62-1CA-26'

TO I&O RWY

139.86-1LTB-33'

TO NELSON IT

CSXT

NO.2 MAIN

CSXT

TO CSXT

513253G

TO CSXT

513259S

TO CSXT

513258K

TO CSXT

513257D

TO CSXT

513256W

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

TO CSXT

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

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

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1.00

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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)

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(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

07/05/2007

DAYTON

181
CINCINNATI LINE

COLUMBUS-LONDON

LAKE

CJ140

CJ141

CJ142

CJ143

CJ144

CJ145

5287'

5249'

5278'

5287'

5267'

#1
MAINTENANCE
#2

T&S-10/02

T&S-10/02

RAIL

#1

81RW140S

84RW131S

81RW140S

84RW131S

#2

80RW131S

84RW133S

80RW131S

84RW133S

TRAFFIC
DENSITY MGT

► 32.9(30.9#1)
◄ 28.8(30.9#2)

► 32.9(30.9#1)
◄ 28.9(30.9#2)

CP 144 (E ALTON)

7401
7400



TRACK
LAYOUT

#1
#2

LINE SEGMENT

4163

140.20-1TB-33'

140.81-1DT-12'

CAMP CHSE IN

142.09-1BA-13'

005.18-1SA-26'

6.90

6.90

CENTRAL AVE

STORM SEWER
IR 70

513254H

HARPER RD

513253B

DITCH
HAGUE AVE

513252U

WILSON RD

FISHER RD LEAD

513251M

PHILLIPS RD

IR 270

IR 270

MIAMI LEAD
CJ-144.77/02-0.0

CURVATURE

#1

ALIGNMENT

ELEVATION

#2

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.00

+1.31

+0.65

+0.67

+1.01

+0.66

+0.74

+0.57

07/05/2007

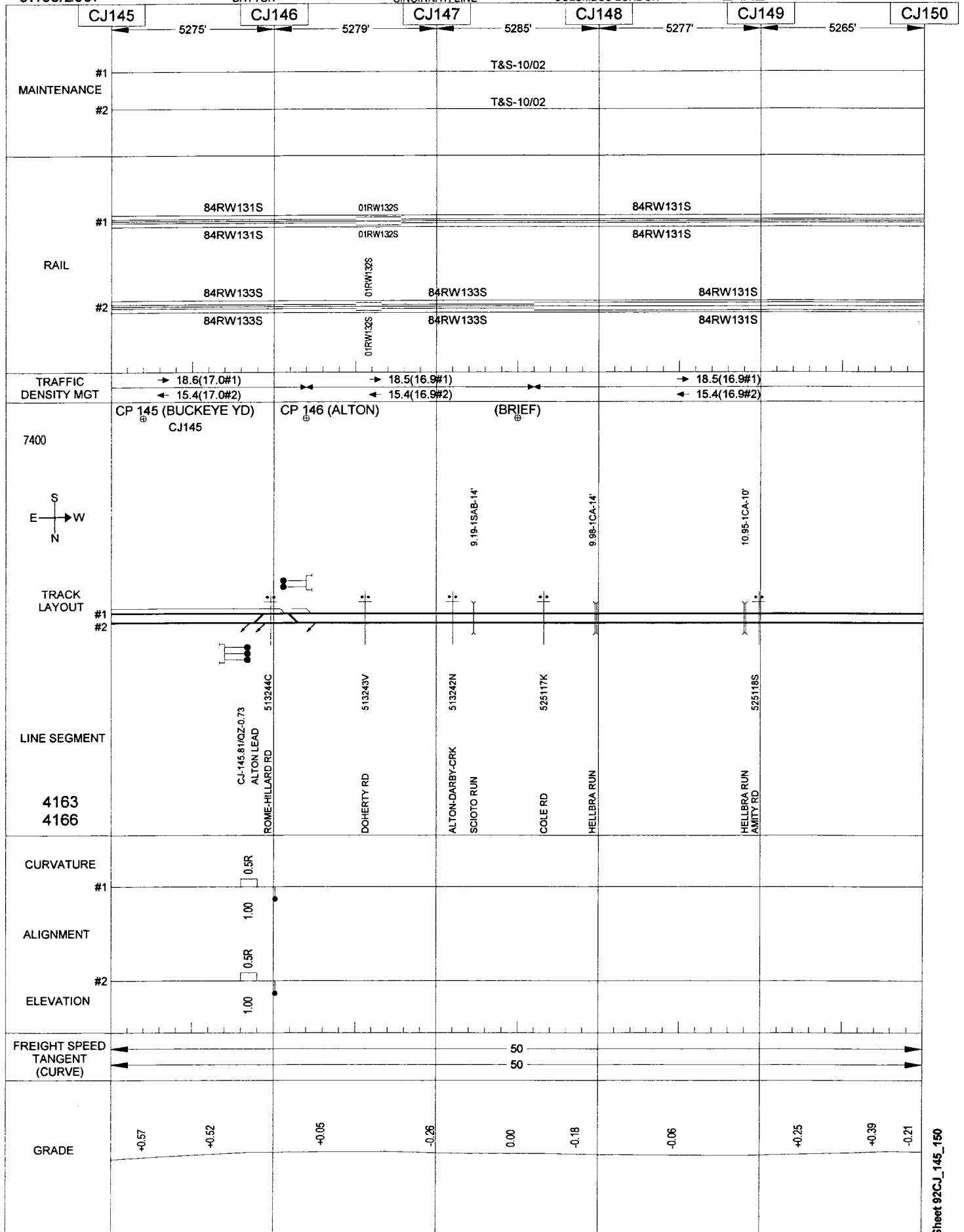
DAYTON

182

CINCINNATI LINE

COLUMBUS-LONDON

LAKE



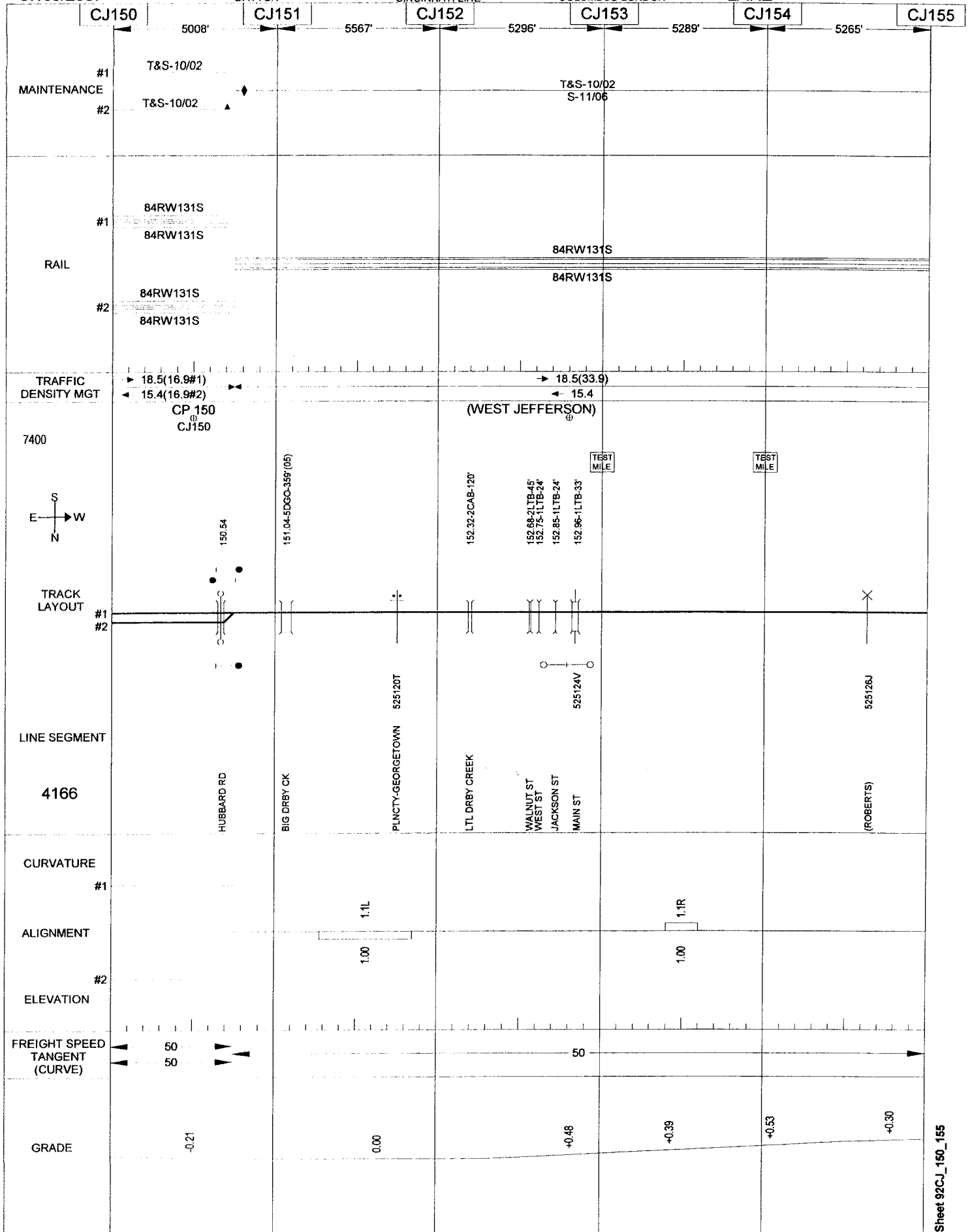
07/05/2007

DAYTON

183
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



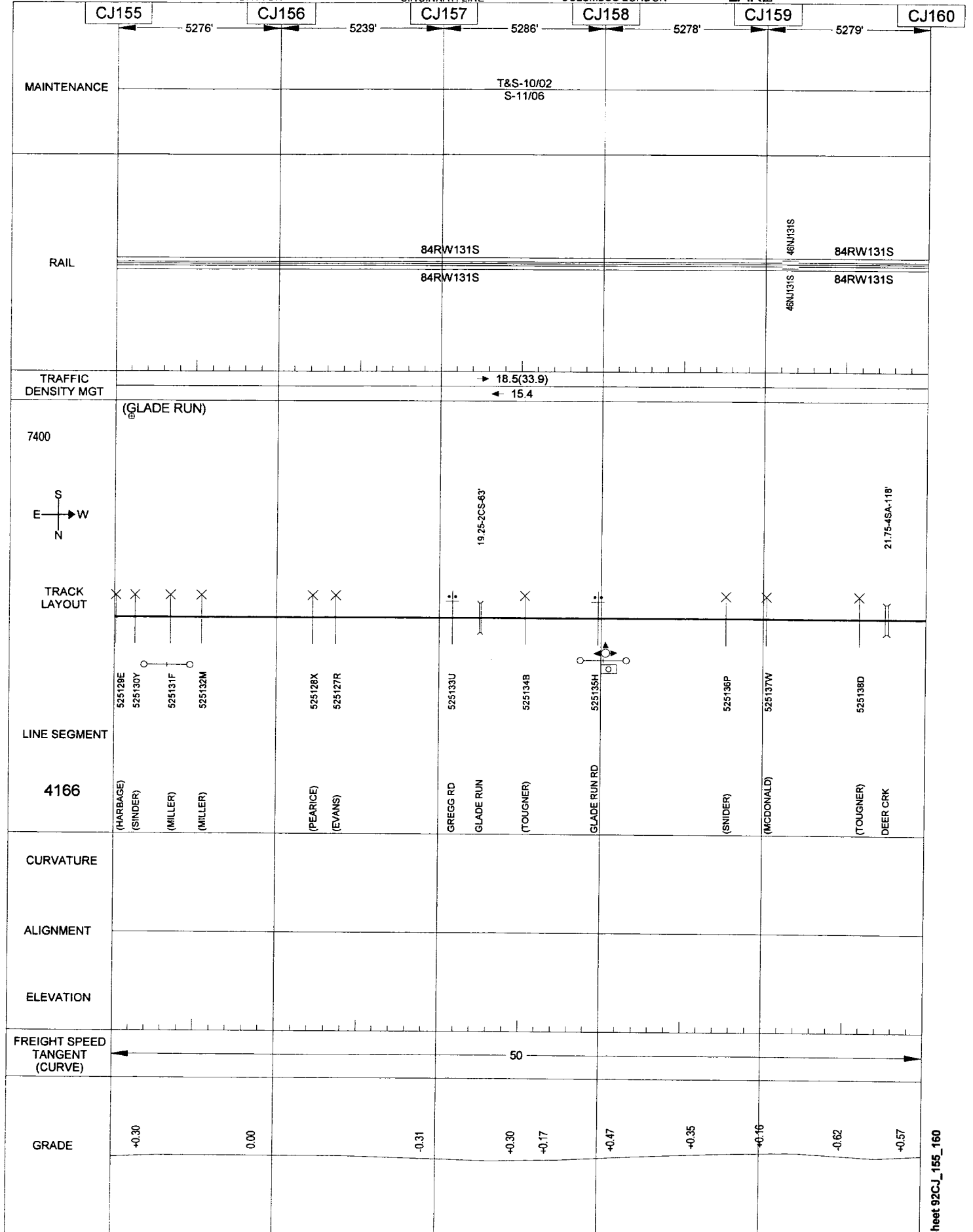
07/05/2007

DAYTON

184
CINCINNATI LINE

COLUMBUS-LONDON

LAKE



07/05/2007

DAYTON

185
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ160

CJ161

CJ162

CJ163

CJ164

CJ165

5377'

5178'

5267'

2820'

5250'

MAINTENANCE

T&S-10/02
S-11/06

T&S-05/01

RAIL

84RW131S

84RW131S

OSNWF132P

84RW131S

84RW131S

OSNWF132P

84RW131S

84RW131S

TRAFFIC
DENSITY MGT

18.5(33.9)
15.4

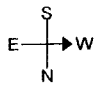
18.5(33.9)
15.4

7400
5310

CP 160
CJ160

CP 162
CJ162

(LONDON)
CJ164



TRACK
LAYOUT

525139K

SPRING VALLEY PK

525141L

MAPLE ST

525142T

WALNUT ST

528002B

MAIN ST

528001U

OAK ST

527998F

1ST ST

527997Y

MADISON ST

527996S

HIGH ST

OAK RUN

LINE SEGMENT

4166
4167

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

35

50

GRADE

+0.57

+0.15

+0.76

+0.45

0.00

-0.19

+0.61

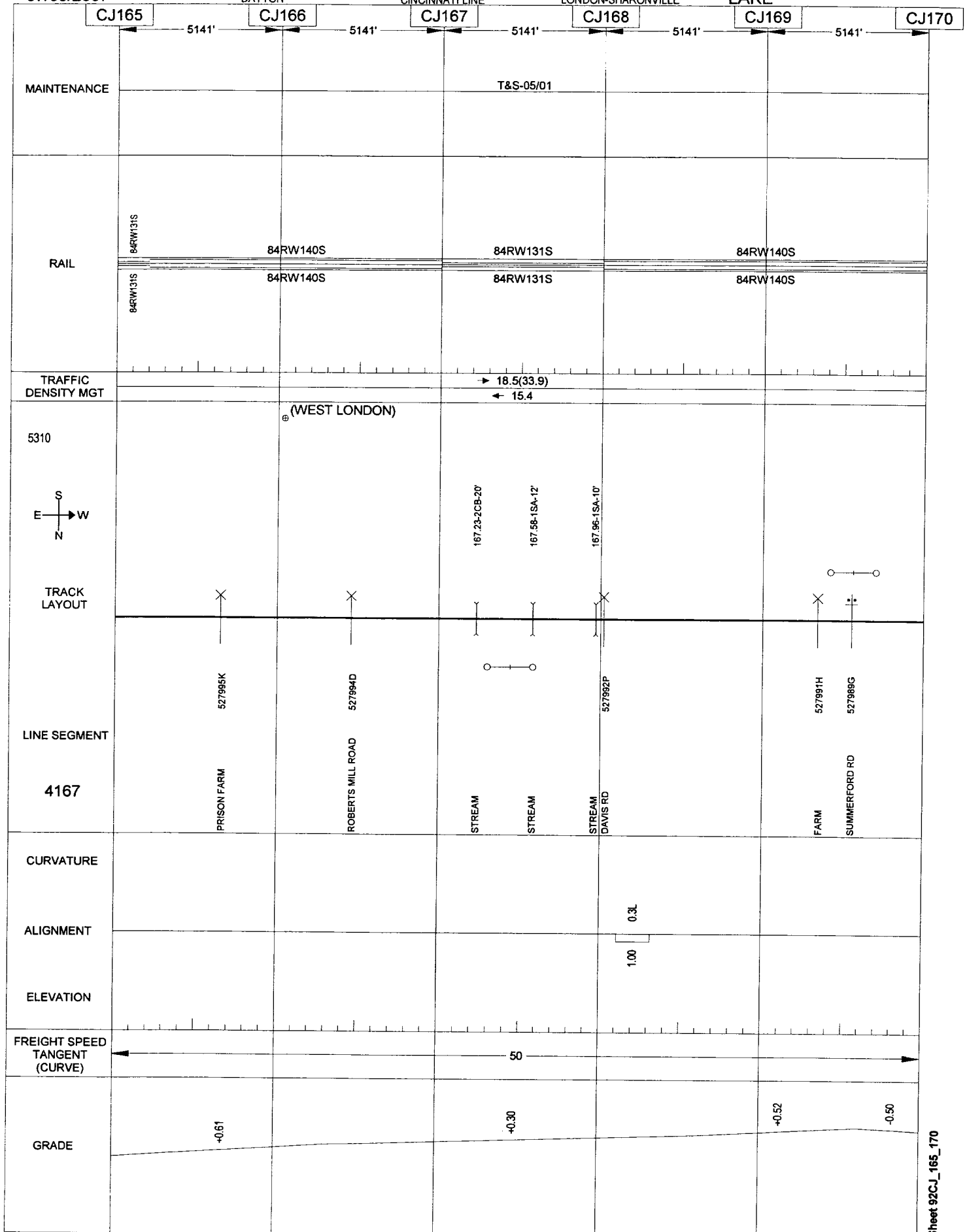
07/05/2007

DAYTON

186
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



07/05/2007

DAYTON

187
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ170

CJ171

CJ172

CJ173

CJ174

CJ175

5141'

5141'

5141'

5141'

5141'

MAINTENANCE

T&S-05/01

RAIL

84RW140S

84NW132S

84RW140S

84NW132S

TRAFFIC
DENSITY MGT

→ 18.5(33.9)

← 15.4

(PLATTSBURG)

5310



170.70-188B-11'

TRACK
LAYOUT

LINE SEGMENT

4167

STREAM

527987T

527986L

527985E

527984X

527983R

527982J

STEWART RD

(FARM)

CEMETARY RD

SR 54

BUENA VISTA RD

HAWKINSBUCHWAH

CURVATURE

ALIGNMENT

0.3R

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.50

+0.60

-0.09

-0.65

0.00

-0.39

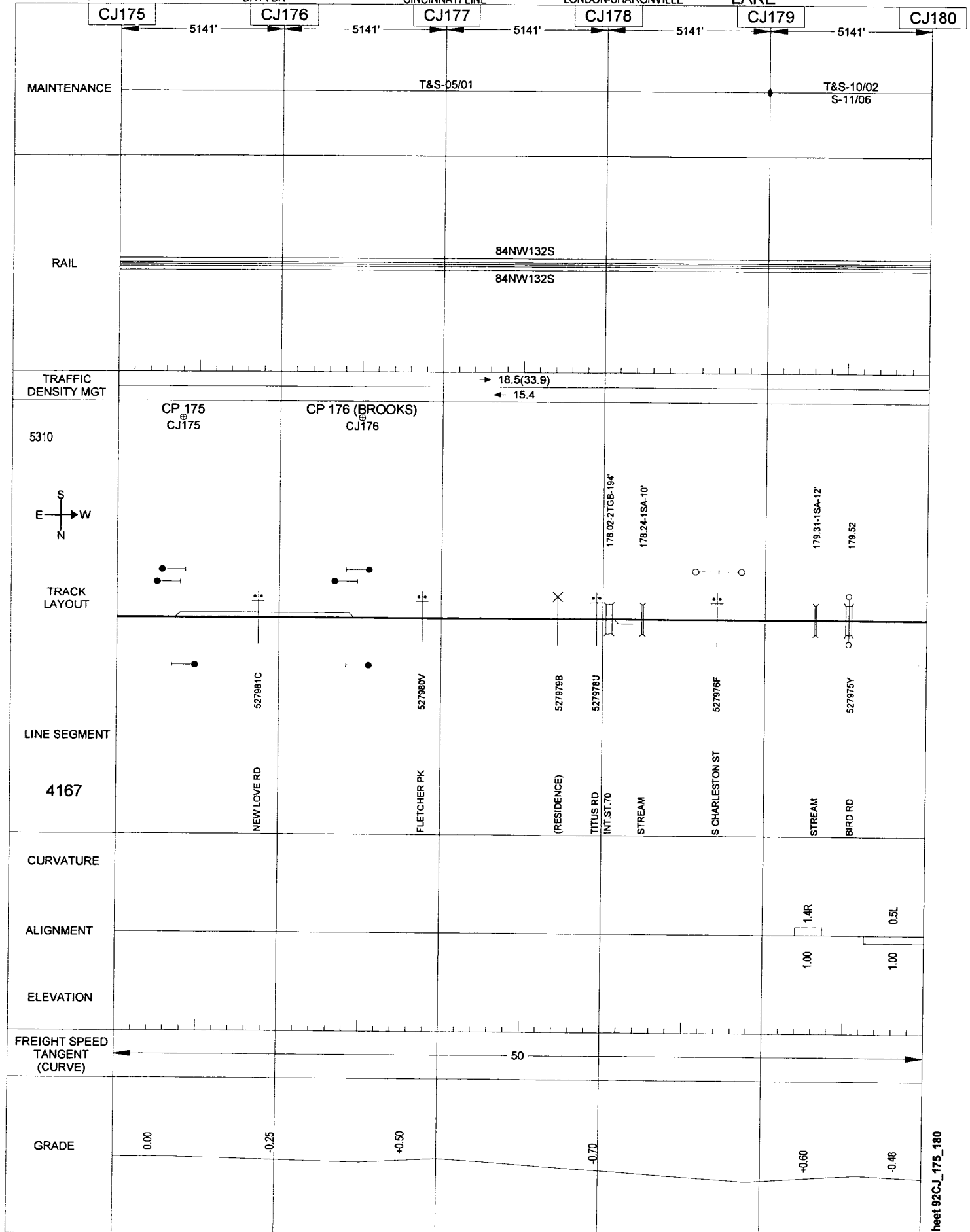
07/05/2007

DAYTON

188
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



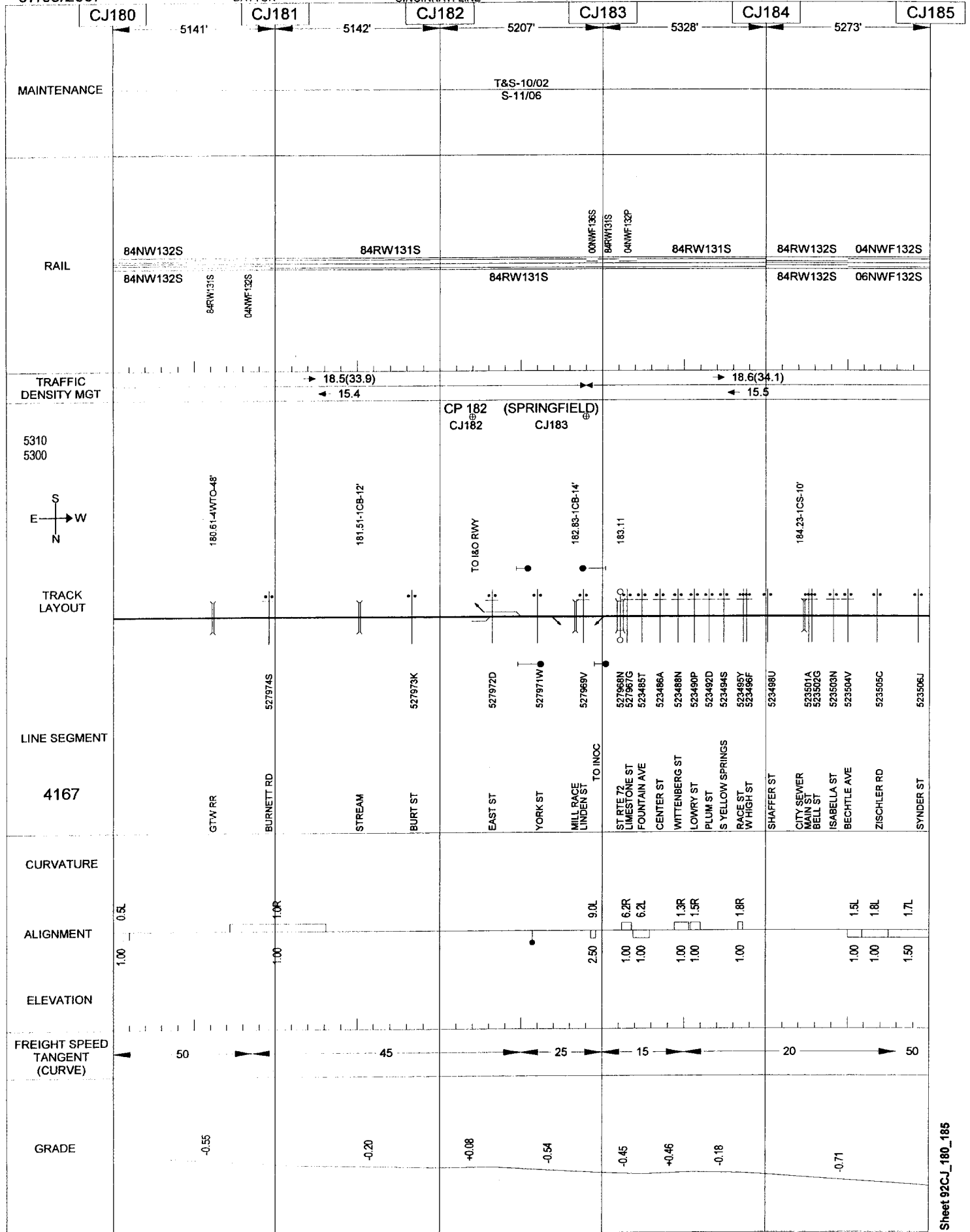
07/05/2007

DAYTON

189
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



07/05/2007

DAYTON

190
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ185

CJ186

CJ187

CJ188

CJ189

CJ190

5293'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-10/02
S-11/06

RAIL

84RW140S

84RW132S

96NW136S

84RW132S

84RW140S

84RW140S

84RW132S

96NW136S

84RW132S

84RW140S

06W132S

TRAFFIC
DENSITY MGT

→ 18.6(34.1)

← 15.5

5270



185.52-3DGO-254'(06)

185.75-2TGB-154'

186.12

186.42-3DGO-228'(06)

186.61-1SBB-17'

187.14-1SA-10'

187.52-1RT-10'

187.62-1RT-10'

188.11-1SB-10'

189.87-1RTB-12'

TRACK
LAYOUT

CP 188(COLD SPRINGS)

LINE SEGMENT

4167

W MAIN ST
523507RMAD RIVER
523510YMASONIC HOME
ST RT 68
523512M
523511F
PRIVATEMASON HO RD
523513UMAD RIVER
523514BSTREAM
523515H

STREAM

STREAM

STREAM

STREAM

STECUMSEH RD
262208L

DRY RUN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.50
1.7L
1.00
1.3R1.00
1.1R4.00
3.2L4.00
4.2R1.00
0.8L1.00
1.1L

50

-0.71

+0.10

-0.48

-0.62

-0.05

+0.62

-0.24

07/05/2007

DAYTON

191
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ190

5280'

CJ191

5280'

CJ192

5280'

CJ193

5280'

CJ194

5280'

CJ195

MAINTENANCE

T&S-05/01

T&S-04/01

RAIL

84RW140S

CONWF 36S

84RW140S

84RW140S

TRAFFIC
DENSITY MGT

→ 18.6(34.1)
← 15.5

CP 190 (ENON)
CJ190

5270



TRACK
LAYOUT

190.80
190.80

191.62-2CSB-16'

192.57-2CBB-24'

194.29

194.54-2CAB-50'

LINE SEGMENT

4167

262210M

262211U

262211U

ENON RD

INT ST 70

INT ST 70

PRIVATE

RUBSOM DITCH

262214P

PRIVATE
DITCH

262213H

SNIDER RD

262215W

HADDIX RD

262216D

SR 4

913015M

MUD RUN

523526V

BLACK LN

CURVATURE

ALIGNMENT

1.0L

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.24

0.00

+0.05

0.00

07/05/2007

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
S-11/06

RAIL

84RW140S

04NWF132S

05NWF132S

84RW140S

TRAFFIC
DENSITY MGT

→ 18.6(34.1)
← 15.5

5270

TEST
MILE

TEST
MILE

(FAIRBORN)
CJ197

CP 198
CJ198

S
E → W
N

195.12
195.12

196.78-2CSB-24'

197.27

197.80-1CSB-20'

198.30-1CSB-10'

198.39
198.39
198.69-1CAB-12'

199.92-1CAB-12'

TRACK
LAYOUT

LINE SEGMENT

4167

IR 675
IR 675

SPANGLER RD
262219Y

STREAM
XENIA DR
523529R

MAPLE AVE
913017B

CENTRAL AVE
527809G

DITCH

YELLOW SPRINGS RD
527810B

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

07/05/2007

DAYTON

193
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ200

CJ201

CJ202

CJ203

CJ204

CJ205

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-11/02
S-11/06

RAIL

05NWF132S

84RW140S

84RJ140S

84RW140S

TRAFFIC
DENSITY MGT

→ 18.6(34.1)
← 15.5

(WRIGHTS)
⊕

(TATES POINT)
⊕

5270



200.35-1CBB-12'

200.93-1CAB-12'

201.63

202.21-2TGB-76'

202.85-2CH-10'

203.60-1CAB-16'

203.61

204.20-1CAB-10'

204.61-1CBB-14'

204.80-3CBB-40'

TRACK
LAYOUT

LINE SEGMENT

4167

STREAM

DITCH

HUFMAN RD

ST RT 444

AIRPORT DRN

MILL RACE
HARSHMAN RD

STREAM

PARK ENT RD

STREAM

527813W

527816S

CURVATURE

1.1R

1.1L

ALIGNMENT

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.21

-0.31

-0.26

-0.28

07/05/2007

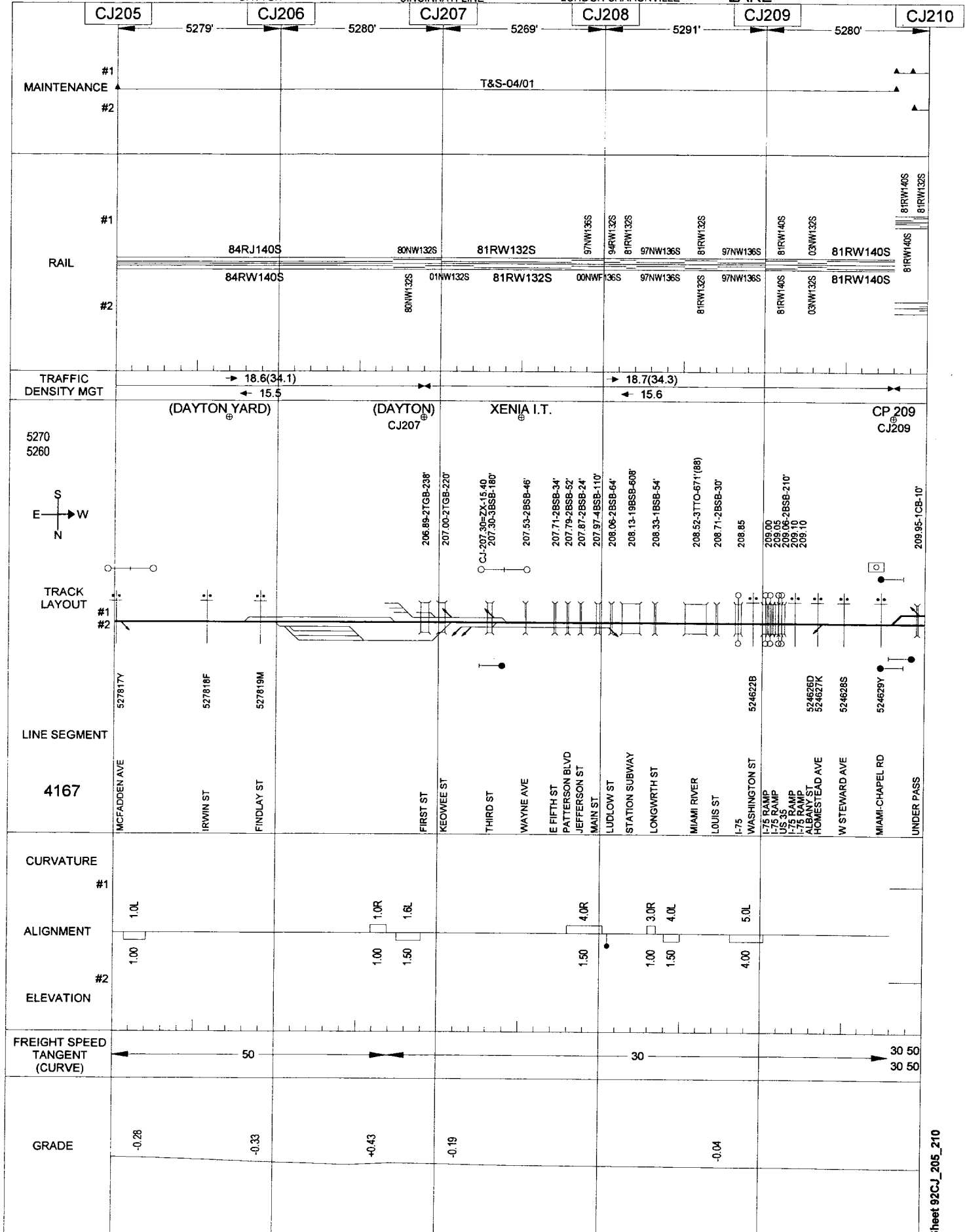
194

DAYTON

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



07/05/2007

DAYTON

195
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ210

CJ211

CJ212

CJ213

CJ214

CJ215

5280'

5280'

5395'

5280'

5280'

#1
MAINTENANCE
#2

T&S-08/03

T&S-08/03

RAIL

#1

81RW132S

80NW132S

02NW132S

81RW140S

02NW132P

81RW140S

84RW140S

05NWF132S

84RW140S

#2

81RW132S

80NW132S

02NW132S

81RW140S

02NW132P

03NW132P

81RW140S

02NW132S

81RW140S

84RW140S

84RW140S

81RW140S

80NW132S

81RW140S

02NW132P

81RW140S

02NW132S

81RW140S

84RW140S

84RW140S

TRAFFIC
DENSITY MGT18.8(17.2#1)
15.6(17.2#2)17.5(15.9#1)
14.3(15.9#2)

(SANDCUT)

MORaine YARD
CJ212

(MORaine)

5260

210.13-1BSB-32'
210.28-6DGO-800'(96)

210.51-1CA-30'

210.74-1TGB-90'

211.12

212.00

212.04-2CB-22'

212.25-1CB-16'

212.79-2CB-20'

213.53

213.74-4CB-80'

214.10

214.10

TRACK
LAYOUT

#1

#2

LINE SEGMENT

4167

NICHOLAS RD

MIAMI RIVER

DAYTON PIKE

DRYDEN RD

OLD SIGNAL BRIDGE

I-75

N LAWN RD

CITY SEWER

CONVEYORTUN

OVHD PIPELINE

UNDER PASS

524638X

SELLARS RD

RD 175

HOLES CREEK

524640Y

524640Y

ALEX-BELL RD

ALEX BELL RD

CURVATURE

#1

1.0R

2.3L

1.8L

2.3R

0.5L

0.5R

1.6R

ALIGNMENT

#2

1.0R

2.3L

1.8L

2.3R

0.5L

0.5R

1.50

ELEVATION

1.00

3.00

2.00

3.00

1.00

1.00

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.04

-0.26

-0.19

-0.09

-0.13

07/05/2007

DAYTON

196
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ215

CJ216

CJ217

CJ218

CJ219

CJ220

5280'

5280'

5280'

5280'

5280'

MAINTENANCE
#1
#2

T&S-08/03

T&S-08/03

T&S-07/06

T&S-03/05

RAIL

#1

84RW140S

84RW140S

81NW132S

81NW132S

#2

84RW140S 84RW133S

84RW140S 84RW133S

81NW132S

81NW132S

TRAFFIC
DENSITY MGT→ 17.4(15.8#1)
← 14.2(15.8#2)→ 17.3(15.7#1)
← 14.1(15.7#2)

5260

(WEST CARROLLTON)
CJ215CP 216
CJ216(MIAMISBURG)
CJ218

219.61-2DGO-507 (93)(93)

S
E → W
N

215.65-2CB-30'

217.82-2CB-44'

MONSANTO

TRACK
LAYOUT#1
#2

524645H

OVID STRUCTURE
OWL CREEK

524649K

524650E

524651L

524652T

524653A

524654G

524655N

524657C

524658J

524659R

LINE SEGMENT

4167

RICHARD ST

KERCHER ST

SYCAMORE CREEK

E PEARL ST

BUCKEYE ST

MAPLE ST

CENTRAL AVE

PARK AVE-PEDESTRIAN

LINDEN AVE

LOCK ST

MOUND AVE

CINCINNATI PIKE

CURVATURE

#1

1.0L

1.0L

1.6R

0.7R

1.5L

1.0R

ALIGNMENT

#2

1.0L

1.0L

1.6R

0.7R

1.5L

1.0R

ELEVATION

1.00

1.00

1.00

1.00

1.50

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

45

45

50

50

GRADE

-0.13

-0.10

-0.32

+0.30

-0.13

+0.25

+0.12

-0.07

-0.30

07/05/2007

DAYTON

197
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ220

CJ221

CJ222

CJ223

CJ224

CJ225

5280'

5280'

5280'

5280'

5280'

#1
MAINTENANCE
#2

T&S-07/06

T&S-03/05

RAIL

81NW132S

80NW132S

81NW132S

80NW132S

81NW132S

81NW132S

TRAFFIC
DENSITY MGT▶ 17.3(15.7#1)
◀ 14.1(15.7#2)▶ 17.1(15.6#1)
◀ 14.1(15.6#2)▶ 16.9(15.4#1)
◀ 14.0(15.4#2)(HUTCHINGS)
CJ221FRANKLIN I.T.
CJ222

CP 223

5260



220.09-9DGO-865'(85)(85)

220.42-1CBB-10'

222.78-1BSO-33'(72)(72)

222.92-4CBB-64'

CJ-223.00=QD-0.0

223.38-5CSB-70'

223.69-6CSB-84'

224.23-4DGB-150'

224.79-1BSB-27'

TRACK
LAYOUT

#1

#2

LINE SEGMENT

4167

MIAMI RIVER

WATERWAY
HUTCHINGS

FARMINGTON RD

524663F

524664M

524665U

FARM

DRY RUN

LOWER CARLISLE RD

WATERWAY

524668P

CURVATURE

#1

0.7L

ALIGNMENT

1.00

ELEVATION

#2

0.7L

1.00

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

-0.30

0.00

-0.19

0.00

-0.10

07/05/2007

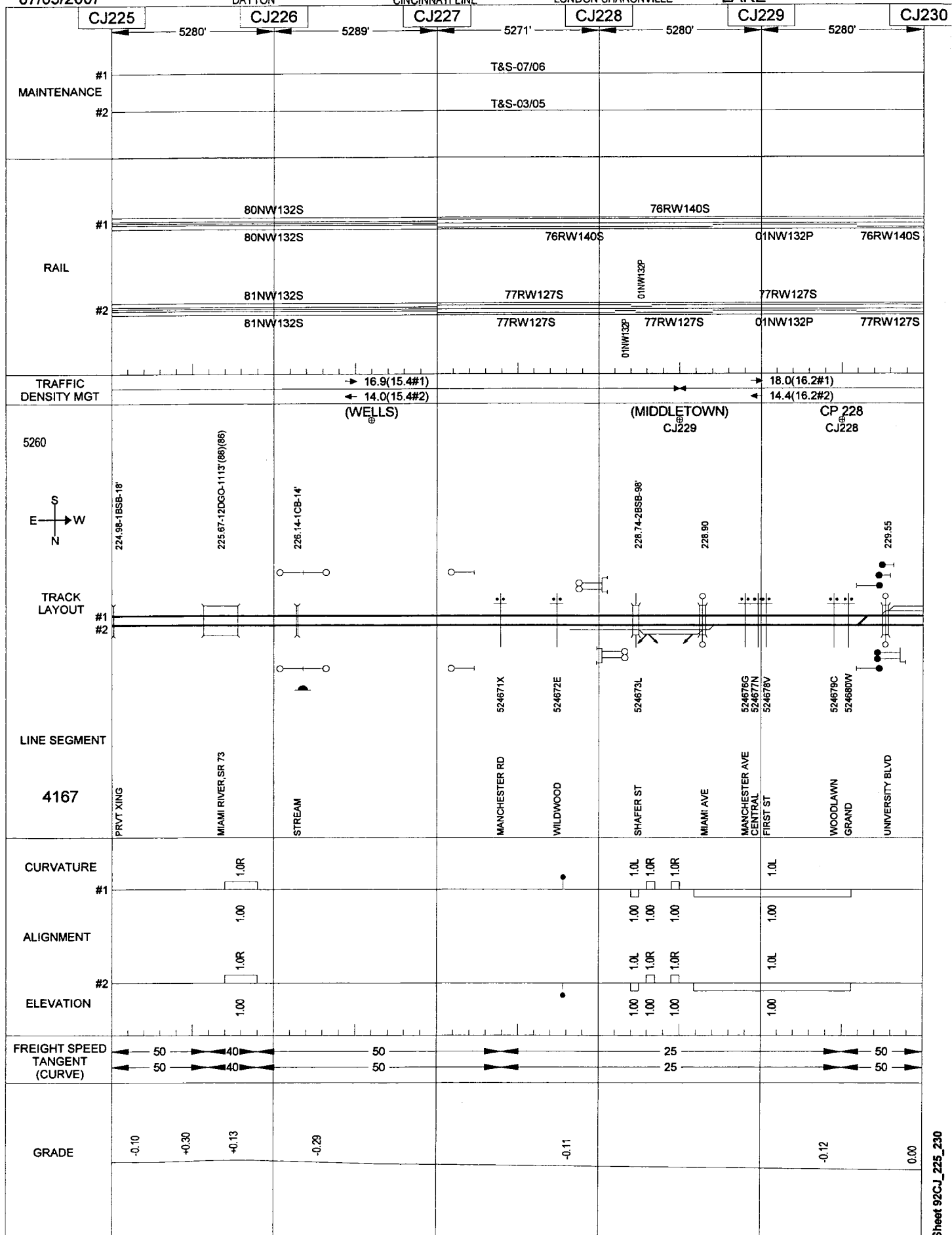
DAYTON

198

CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



07/05/2007

DAYTON

199
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ230

CJ231

CJ232

CJ233

CJ234

CJ235

5280'

5280'

5280'

5280'

5280'

#1
MAINTENANCE
#2

T&S-07/06

T&S-03/05

RAIL

#1
76RW140S
76RW140S80NW132S
80NW132S#2
77RW127S
77RW127S84RW133S
84RW133S85RW131S
85RW131S84RW133S
84RW133S84RW127S
84RW127STRAFFIC
DENSITY MGT▶ 18.0(16.2#1)
▶ 14.4(16.2#2)→ 17.6(15.9#1)
← 14.2(15.9#2)

5260

CP 231
CJ231

(ARMCO)

REED YARD

(MONROE)
CJ233S
E → W
NTRACK
LAYOUT
#1
#2ARMCO
230.61
524682K
AK STEEL XING
ARMCO RRYARD
LIMIT

231.73-2CA-88"

TO REEDS YARD

TO

233.48-2TGB-115"

233.99-1CA-30"

234.78

LINE SEGMENT

4167

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)50
50

GRADE

0.00
+0.21-0.29
0.00

+0.30

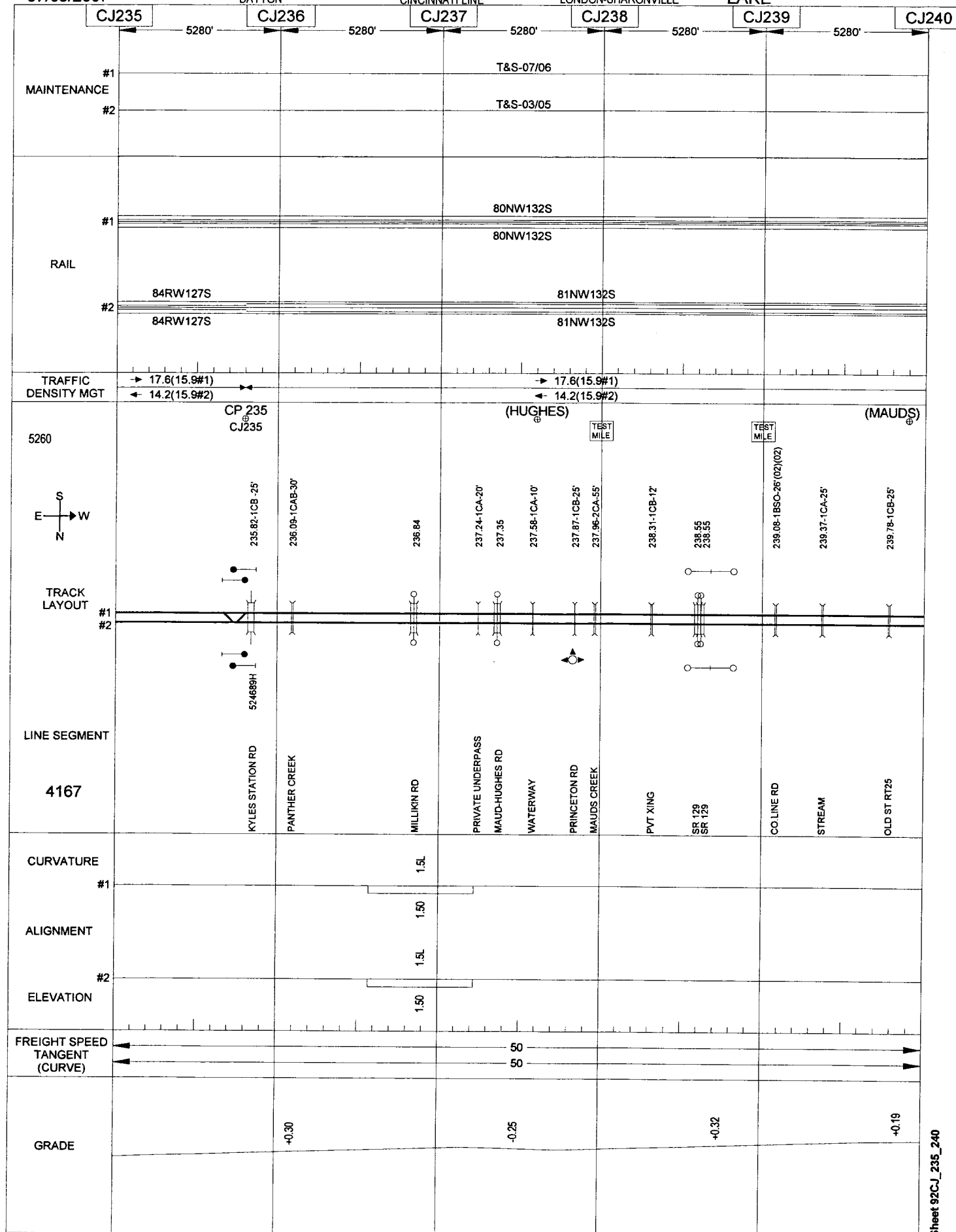
07/05/2007

DAYTON

200
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE



07/05/2007

DAYTON

201
CINCINNATI LINE

LONDON-SHARONVILLE

LAKE

CJ240

5280'

CJ241

5280'

CJ242

5280'

CJ243

5280'

CJ244

5280'

CJ245

#1
MAINTENANCE
#2

T&S-07/06

T&S-03/05

T&S-07/06

RAIL

#1

75NW140S

75NW140S

76NW140S

76NW140S

04NWF132S

76NW140S

76NW140S

76NW140S

#2

81NW132S

81NW132S

TRAFFIC
DENSITY MGT

→ 17.6(15.9#1)

← 14.2(15.9#2)

→ 17.6(31.8)

← 14.2

(WEST CHESTER)

CP 244
CJ244244.15-1CAB-30'
244.26-1BSO-31'(75)(75)

5260

S
E → W
NTRACK
LAYOUT

#1

#2

LINE SEGMENT

4167

524596G
STREAM TYLERSVILLE RD240.00-2CAB-40'
240.44-1CBB-10'
WATERWAY241.08
241.08

O ——— O

175
175241.77-1CAB-40'
MILL CREEK524701M
STATION RD242.52-1CAB-30'
WEST CHESTER RD242.93-1SAB-12'
WATERWAY243.19-1SAB-12'
WATERWAY DIMMICK RD243.81-1CBB-13'
PRIVATE ROAD244.15-1CAB-30'
WATERWAY244.26-1BSO-31'(75)(75)
GANO RD

CURVATURE

#1

0.2R

0.7R

1.5L

ALIGNMENT

#2

1.00

1.00

1.50

ELEVATION

0.2R

0.7R

1.5L

1.00

1.00

1.50

FREIGHT SPEED
TANGENT
(CURVE)

50

50

30

30

GRADE

+0.19

+0.28

-0.75

07/11/2007

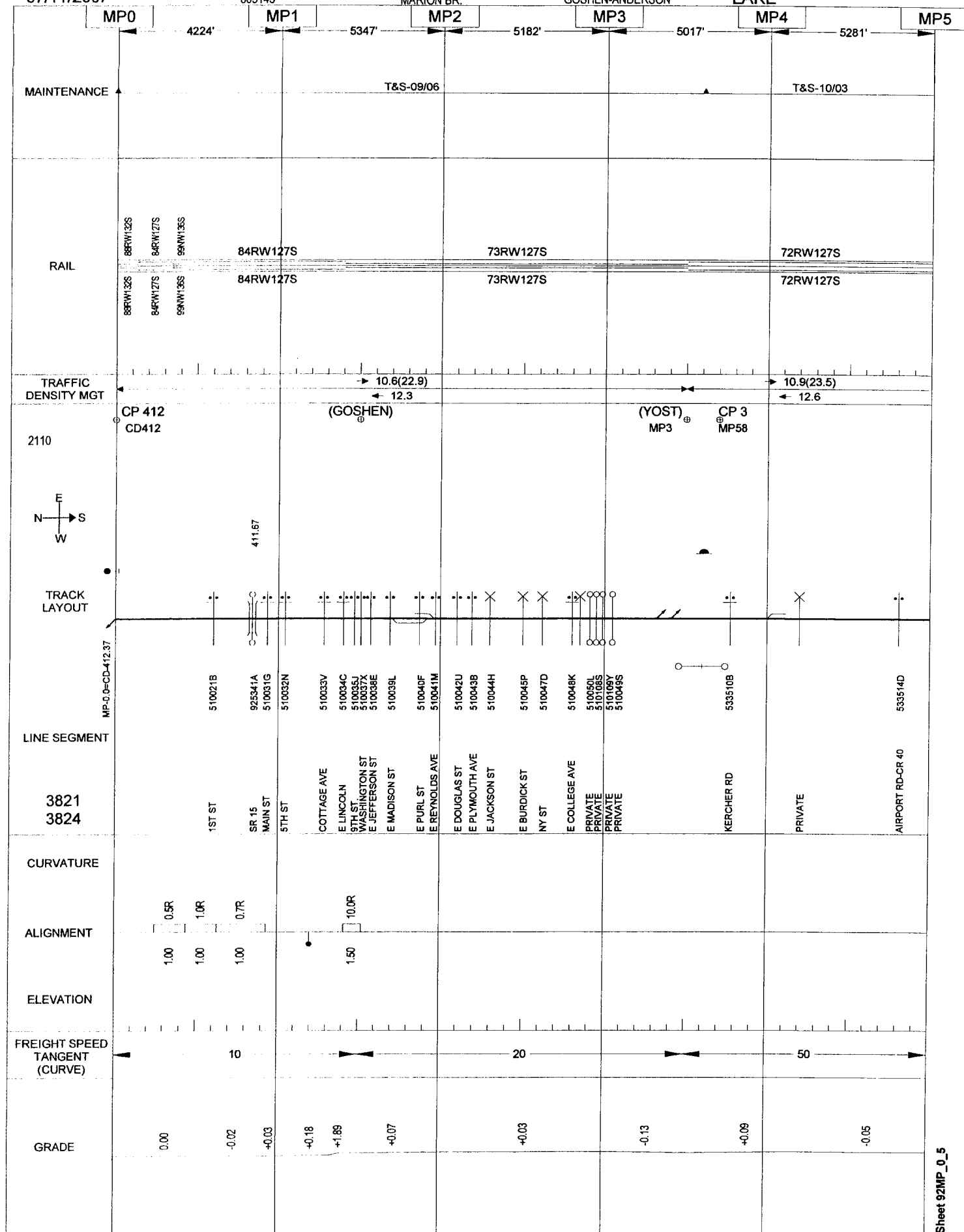
603143

203

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

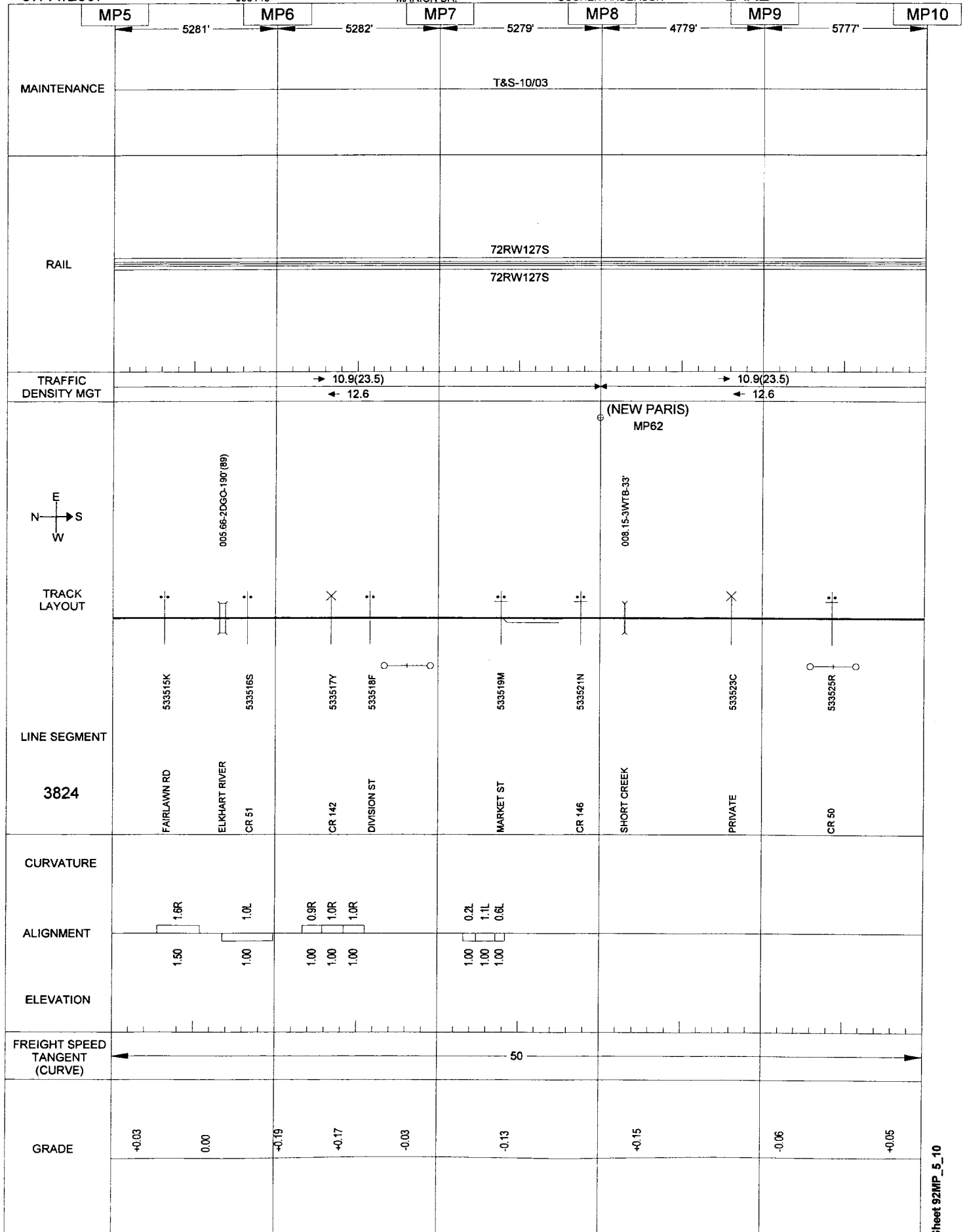
603143

204

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

603143

205
MARION BR.

GOSHEN-ANDERSON

LAKE

MP10

MP11

MP12

MP13

MP14

MP15

5279'

5280'

5277'

5281'

5779'

MAINTENANCE

T&S-10/03

RAIL

72RW127S

72RW127S

72RW155S

72RW155S

TRAFFIC
DENSITY MGT→ 10.9(23.5)
← 12.6MILFORD JCT
MP66(MILFORD)
MP68TEST
MILETEST
MILEE
N → S
W

010.31-4WTB-44°

014.02-1DGO-48°(91)

TRACK
LAYOUT

LINE SEGMENT

3824

DRUCKERS CREEK

US 6

533527E

CSXT RB 84 M-CSXT
CSXT RB 84 M-CSXT
NORTH ST 1350 N
SOUTH ST533528L
533529T

PRIVATE

533530M

SYRACUSE ST

4TH ST

CATHERINE ST

EMILINE ST

1ST ST

TURKEY CREEK

PRIVATE

PRIVATE

CR 1100

KILMER DR

PRIVATE

533537K

533538S

533539Y

533541A

533542G

CURVATURE

ALIGNMENT

1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

40

50

GRADE

+0.07

+0.33

+0.01

+0.50

+0.13

-0.09

-0.03

+0.15

07/11/2007

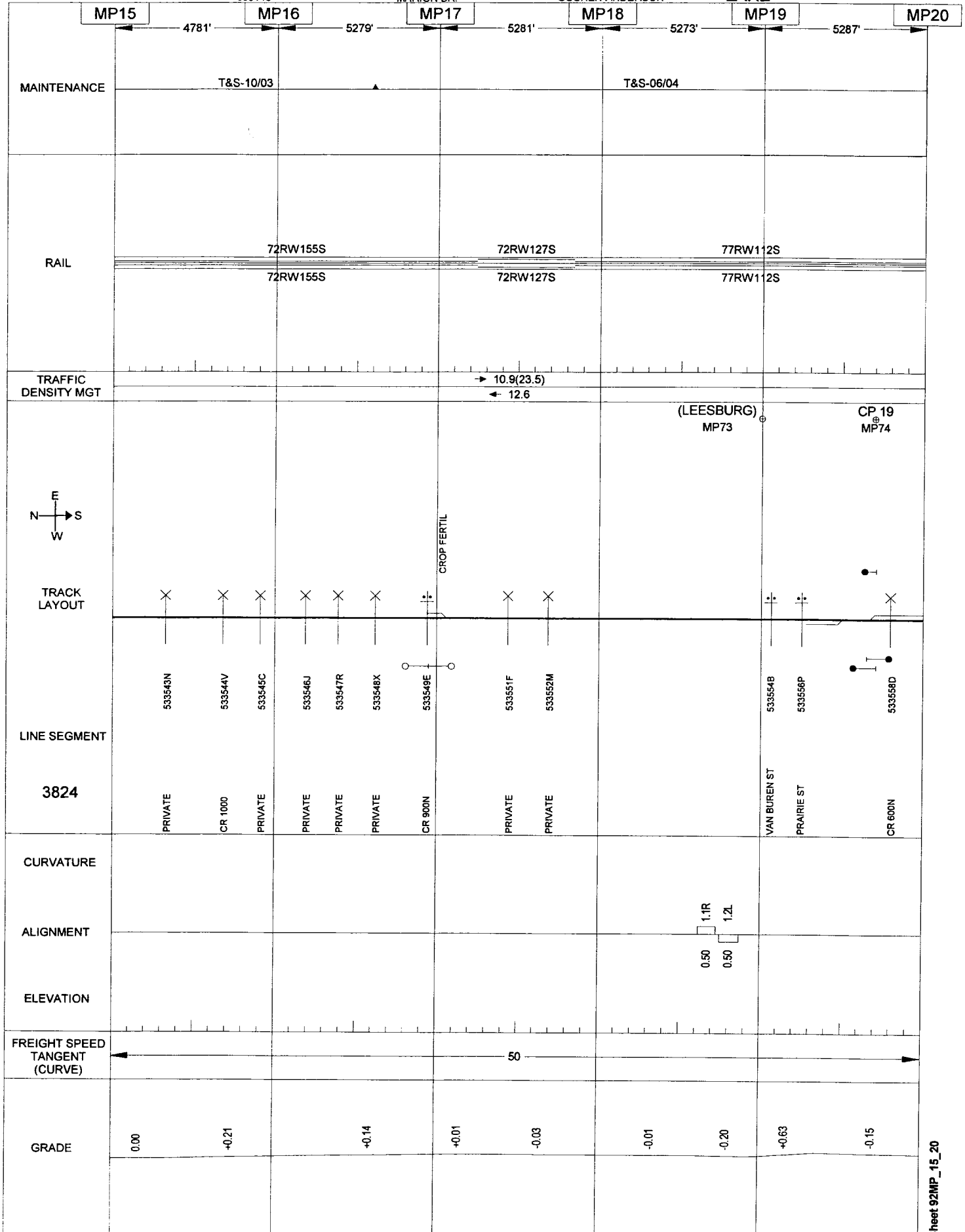
603143

206

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

603143

207

MARION BR.

GOSHEN-ANDERSON

LAKE

MP20

MP21

MP22

MP23

MP24

MP25

5279'

5281'

5279'

5278'

5283'

MAINTENANCE

T&S-06/04

RAIL

77RW112S

99NW136S

77RW112S

77RW112S

03NW132S

77RW112S

TRAFFIC
DENSITY MGT

→ 10.9(23.5)

← 12.6

CP 21
MP75

(GRADY)

E
N → S
W

TRACK
LAYOUT

021.82-3850-111'(00)

023.83
023.95-1DGO-40'(72)

LINE SEGMENT

3824

PRIVATE

LEVILEE RD-CR 376

TIPPECANOE RIVER

PRIVATE

ROYALITE

CR 250N

US 30 BYPS
CR 200N
DEAD CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.52

-0.09

-0.70

-0.06

+0.99

-0.20

+0.18

-0.76

+0.33

-0.63

+0.10

-0.22

Sheet 92MP_20_25

07/11/2007

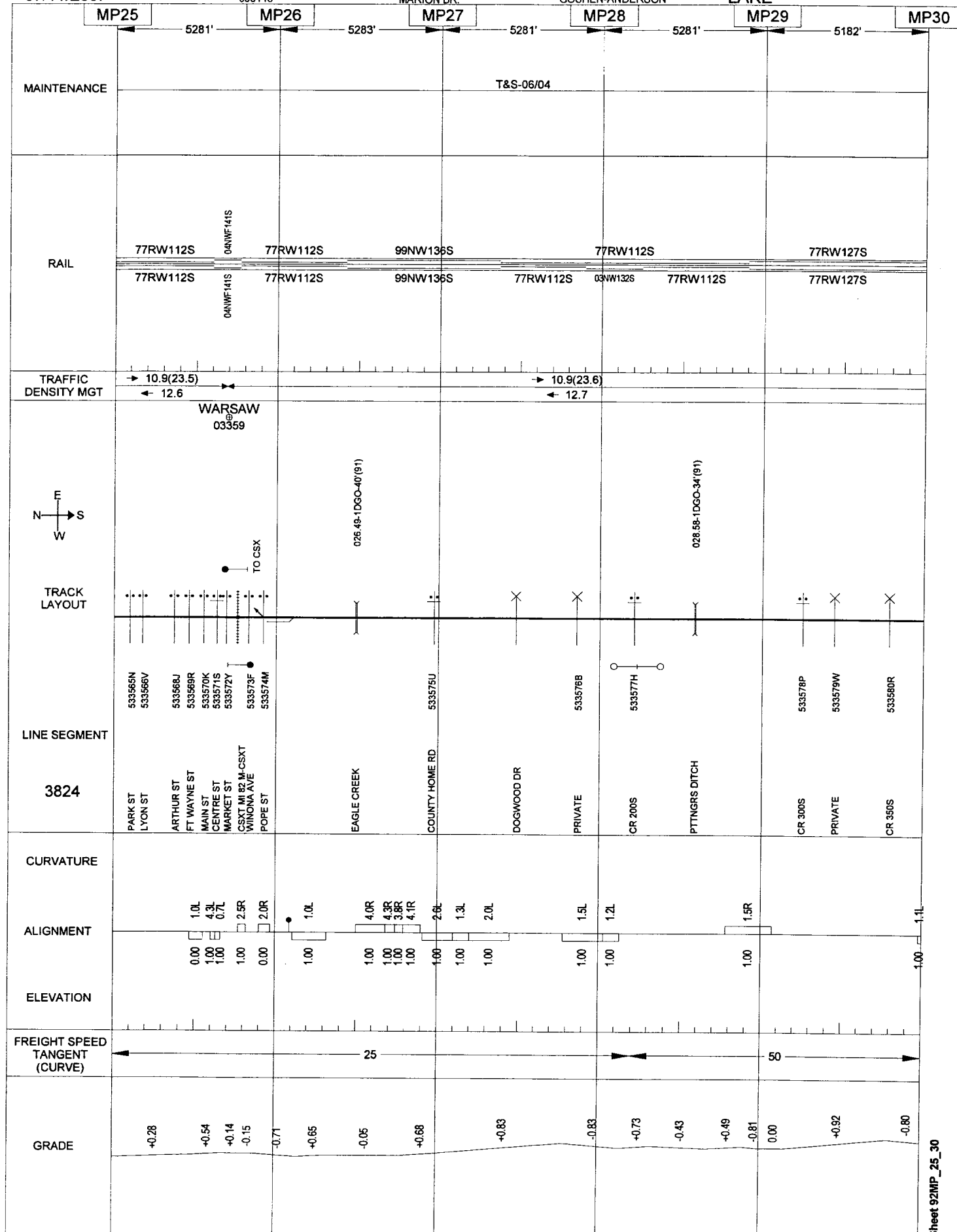
603143

208

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

603143

209
MARION BR.

GOSHEN-ANDERSON

LAKE

MP30

MP31

MP32

MP33

MP34

MP35

5380'

5278'

5277'

5206'

5355'

MAINTENANCE

T&S-06/04

RAIL

77RW127S

77RW127S

04W141S

TRAFFIC
DENSITY MGT

→ 10.9(23.6)
← 12.7

→ 11.5(25.0)
← 13.5

CP 33 (CLAYPOOL)
00410



TRACK
LAYOUT

032 04-1850-27 (75)

LINE SEGMENT

3824

533581X
KINSEY, 400S

533582E
PRIVATE

533583L
CR 550S
TRIMBLE CREEK

533584T
PRIVATE

533586G
533587N
533588V
SECTION ST
CALHOUN ST
NS MI 89
HARRISON ST

533589C
CR 800S

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.00 1.1L

1.00 1.1R

1.50 1.8L

1.00 1.3L

0.50 1.0L

2.00 2.0R

2.00 2.0R

50

40

50

-0.80

+1.01

-0.95

-0.02

+0.50

+0.08

07/11/2007

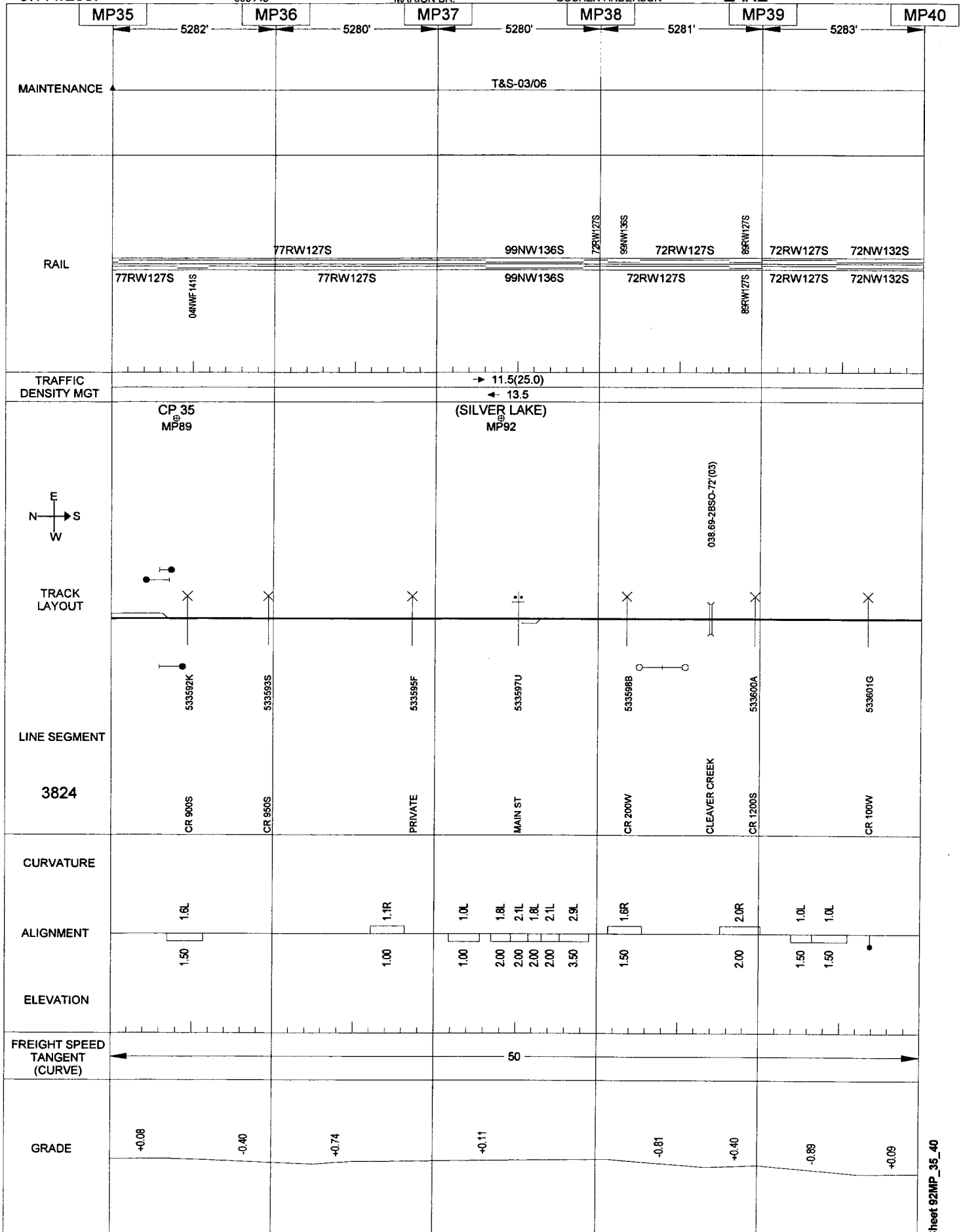
603143

210

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

603143

211
MARION BR.

GOSHEN-ANDERSON

LAKE

MP40

MP41

MP42

MP43

MP44

MP45

5279'

5284'

5180'

5282'

5283'

MAINTENANCE

T&S-03/06

RAIL

72NW132S 99NW136S 72NW132S

72NW132S

72RW131S

72RW133S

03NW132S

72NW132S

99NW136S

72NW132S

02NW141S

72NW132S

72RW131S

72RW133S

03NW132S

TRAFFIC
DENSITY MGT→ 11.5(25.0)
← 13.5TRACK
LAYOUT

042.30-4WTO-44'(91)

044.02-1DGO-39'(90)

LINE SEGMENT

3824

533602N
COUNTY LINE RD533603V
PRIVATE533604C
CR 200W533605J
533606R
CR 1400S
PRIVATE533607X
CLEARY CREEK
MILLER RD533608E
PRIVATE533609L
MERIDIAN RD533610F
MAIN ST (SR 13)

NELSONS DITCH

533611M
9TH ST533612U
BECKLEY ST

CURVATURE

ALIGNMENT

2.50
2.3R2.00
2.0L2.00
2.0L2.00
1.9L2.00
2.1L1.00
1.5R1.00
1.0R1.00
1.0R1.00
0.9R1.00
1.0R1.00
1.0R1.00
0.9R1.00
1.1R1.00
2.6R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

25

GRADE

+0.09

-0.67

-0.43

-0.53

0.00

-0.15

+0.51

-0.42

-0.18

-1.00

-0.18

0.00

07/11/2007

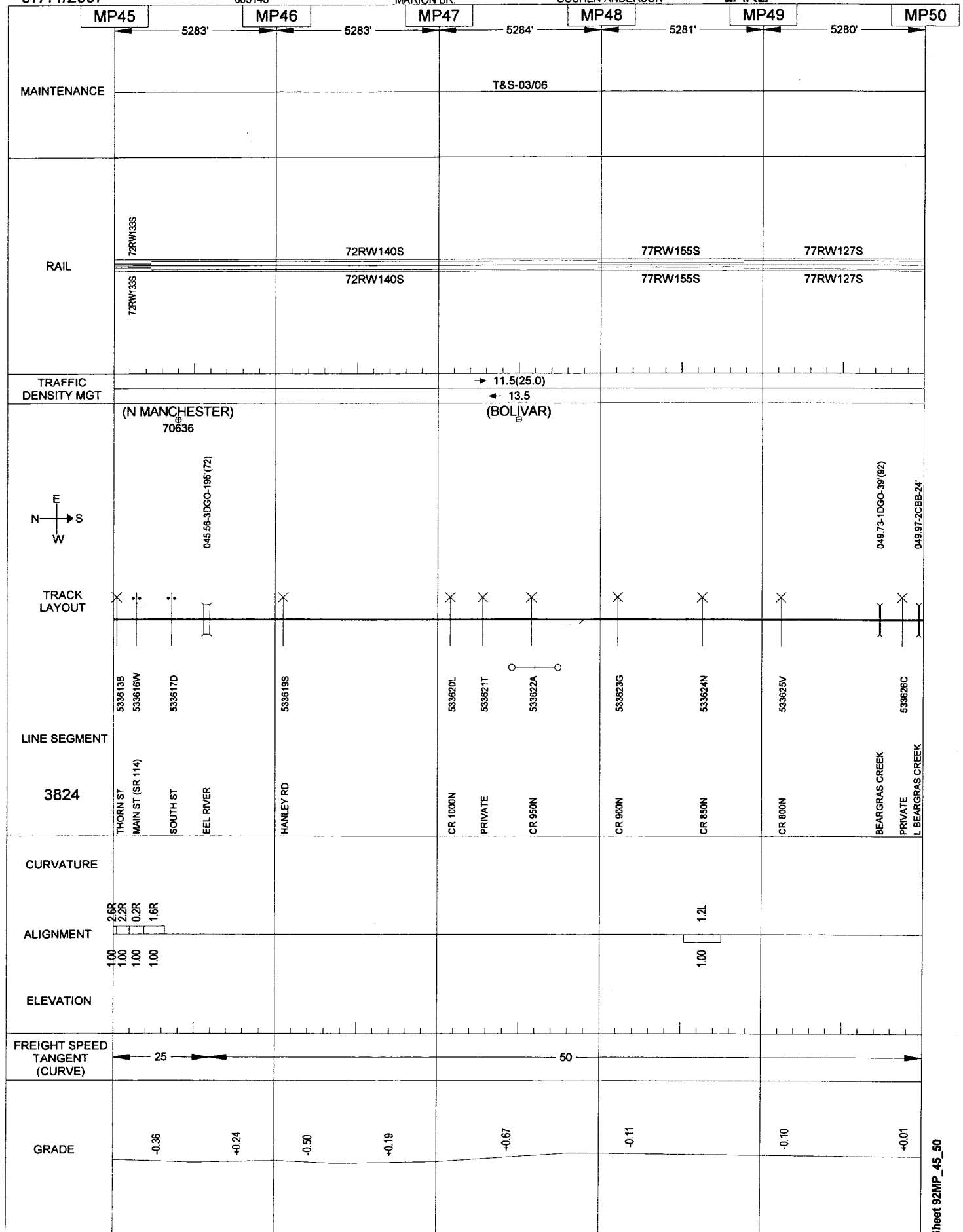
603143

212

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

603143

213

MARION BR.

GOSHEN-ANDERSON

LAKE

MP50

MP51

MP52

MP53

MP54

MP55

5283'

5283'

5278'

5285'

5283'

MAINTENANCE

T&S-03/06

RAIL

77RW127S

76RW112S

77RW127S

76RW112S

TRAFFIC
DENSITY MGT→ 11.5(25.0)
← 13.5(URBANA)
MP106CP 53
MP107CP 54
MP108

TRACK
LAYOUT

LINE SEGMENT

3824

533627J

533629X

533630S

533634U

533635B

533636H

533637P

533638W

HOOVER RD

PRIVATE

SR 16

MILL ST-CR 500N

CEMETERY RD

LITTLE CREEK

CR 400N

PRIVATE

CR 300N

SHARPE DITCH

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.37

0.00

+0.51

-0.10

+0.12

-0.13

+0.04

+0.46

-0.74

07/11/2007

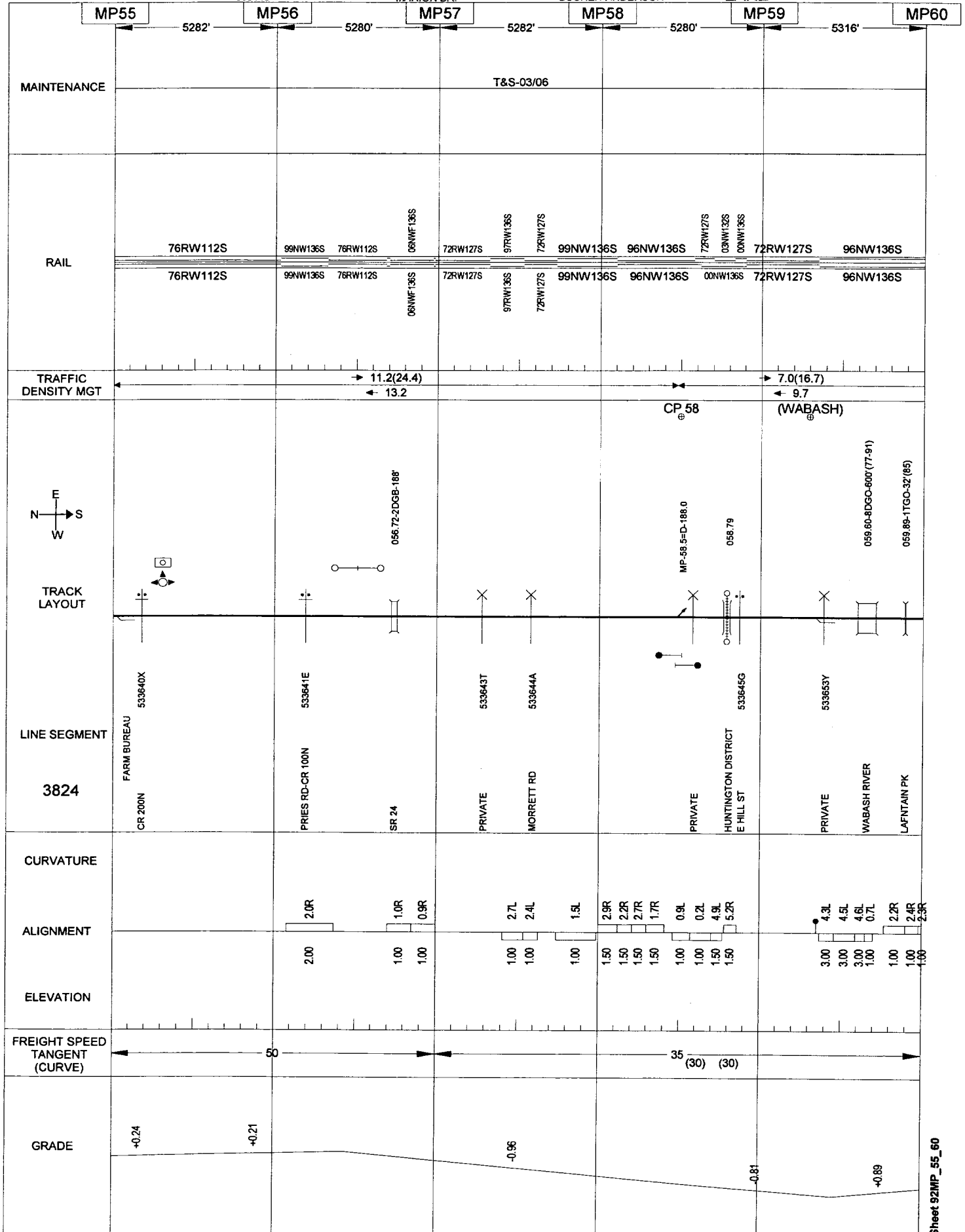
603143

214

MARION BR

GOSHEN-ANDERSON

LAKE



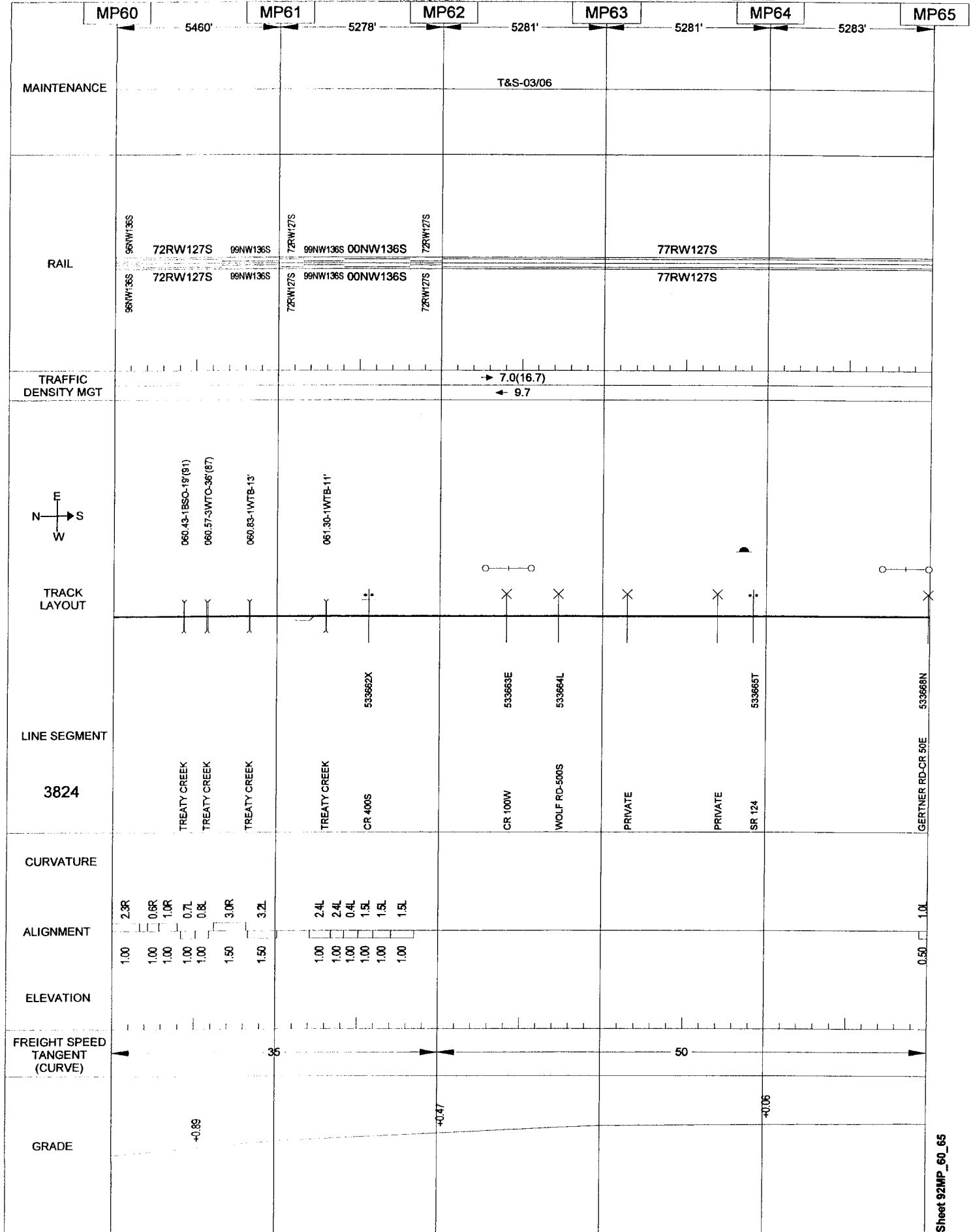
07/11/2007

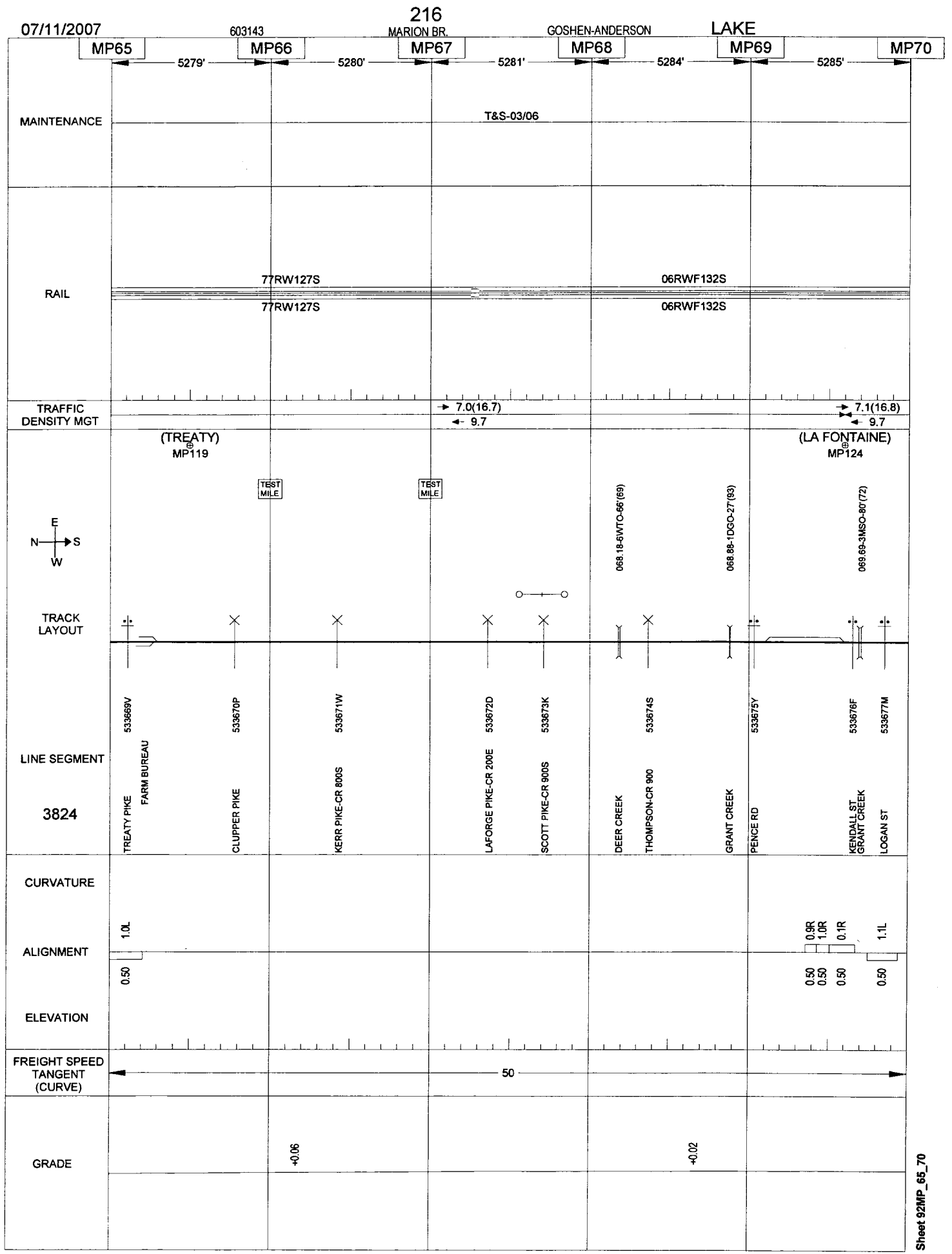
603143

215
MARION BR.

GOSHEN-ANDERSON

LAKE





07/11/2007

603143

217
MARION BR.

GOSHEN-ANDERSON

LAKE

MP70

MP71

MP72

MP73

MP74

MP75

5780'

4883'

5366'

5300'

5279'

MAINTENANCE

T&S-03/06

RAIL

06RWF132S

76RW127S

06RWF132S

76RW127S

97NW136S

97NW136S

TRAFFIC
DENSITY MGT

→ 7.1(16.8)
← 9.7



TRACK
LAYOUT

070.80-3WFO-35'(90)

071.85-1BSO-22'(92)

072.22-1DGO-43'(85)

073.87-1CBB-16'

074.66-1CBB-16'

LINE SEGMENT

3824

533679B

533681C

533682J

533683R

533684X

533685E

533686L

BRUNER-SR 218

WILSON CREEK

PRIVATE

CR 700N

PRIVATE

COAL CREEK

JOSIANA CREEK

CR 600N

CR 500N

BALL CREEK

PRIVATE

WASHINGTON TWP RD

CONNEL CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

+0.02

-0.10

+0.71

-0.43

-0.23

+0.47

4.00

3.3R

07/11/2007

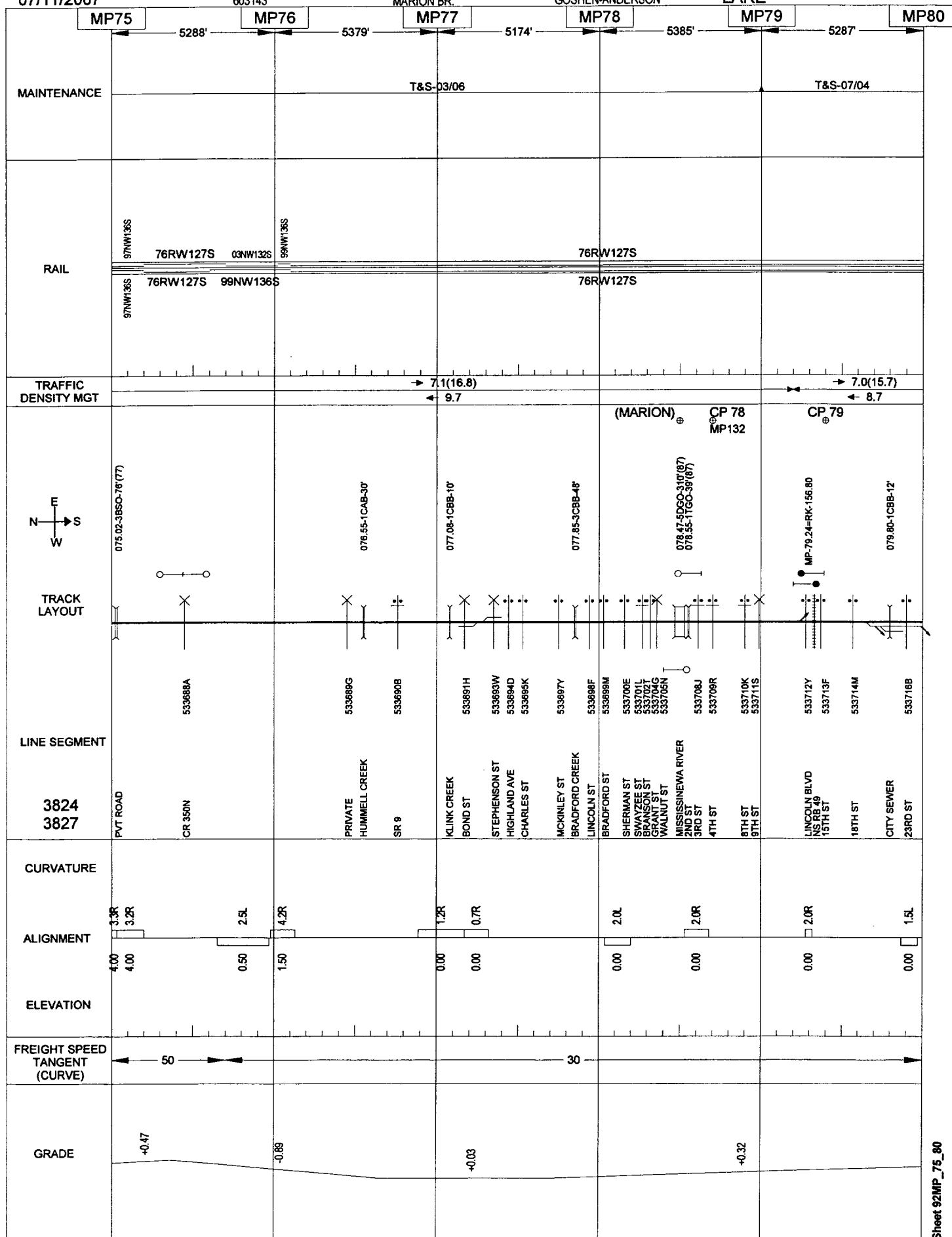
603143

218

MARION BR.

GOSHEN-ANDERSON

LAKE



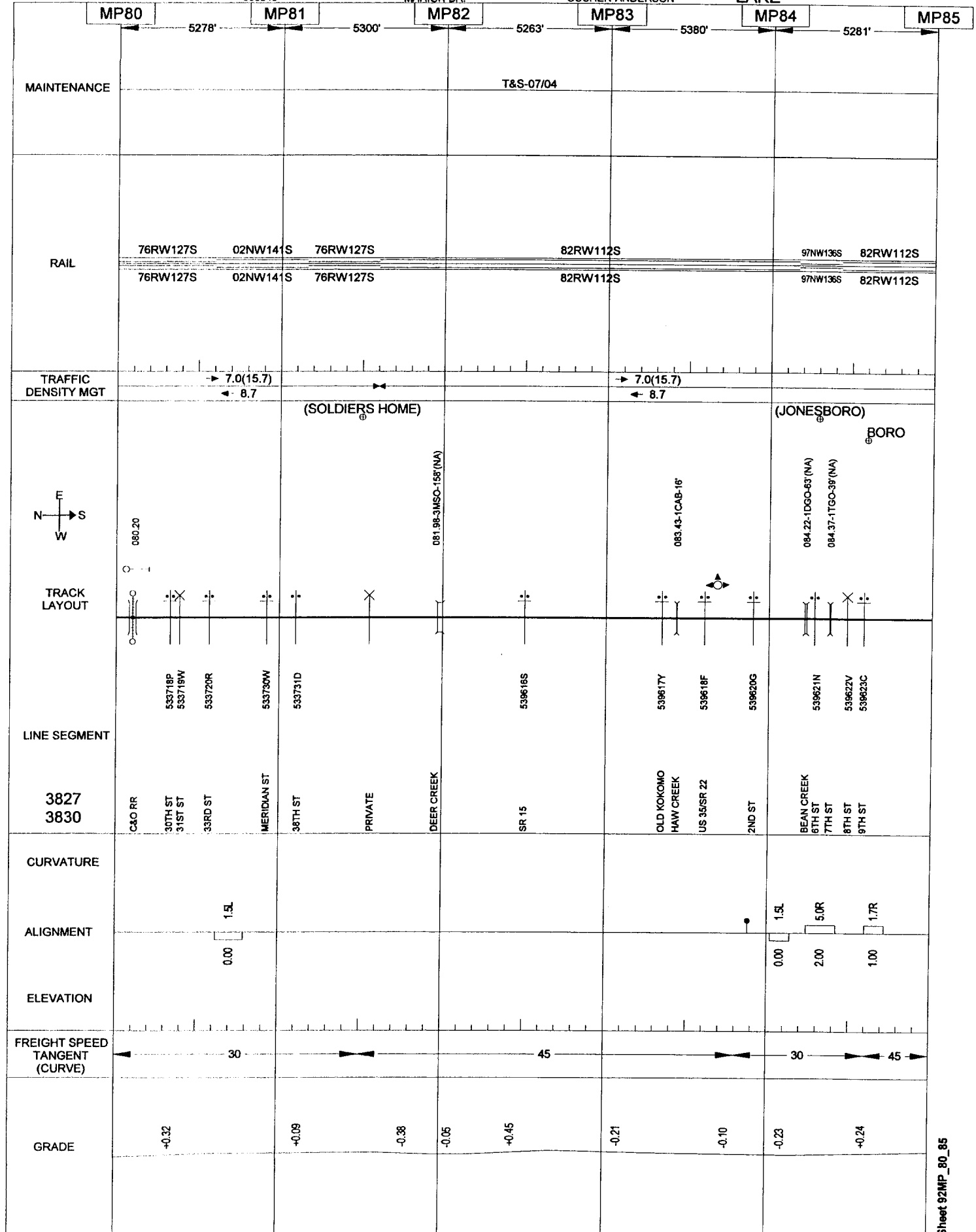
07/11/2007

608343

219
MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

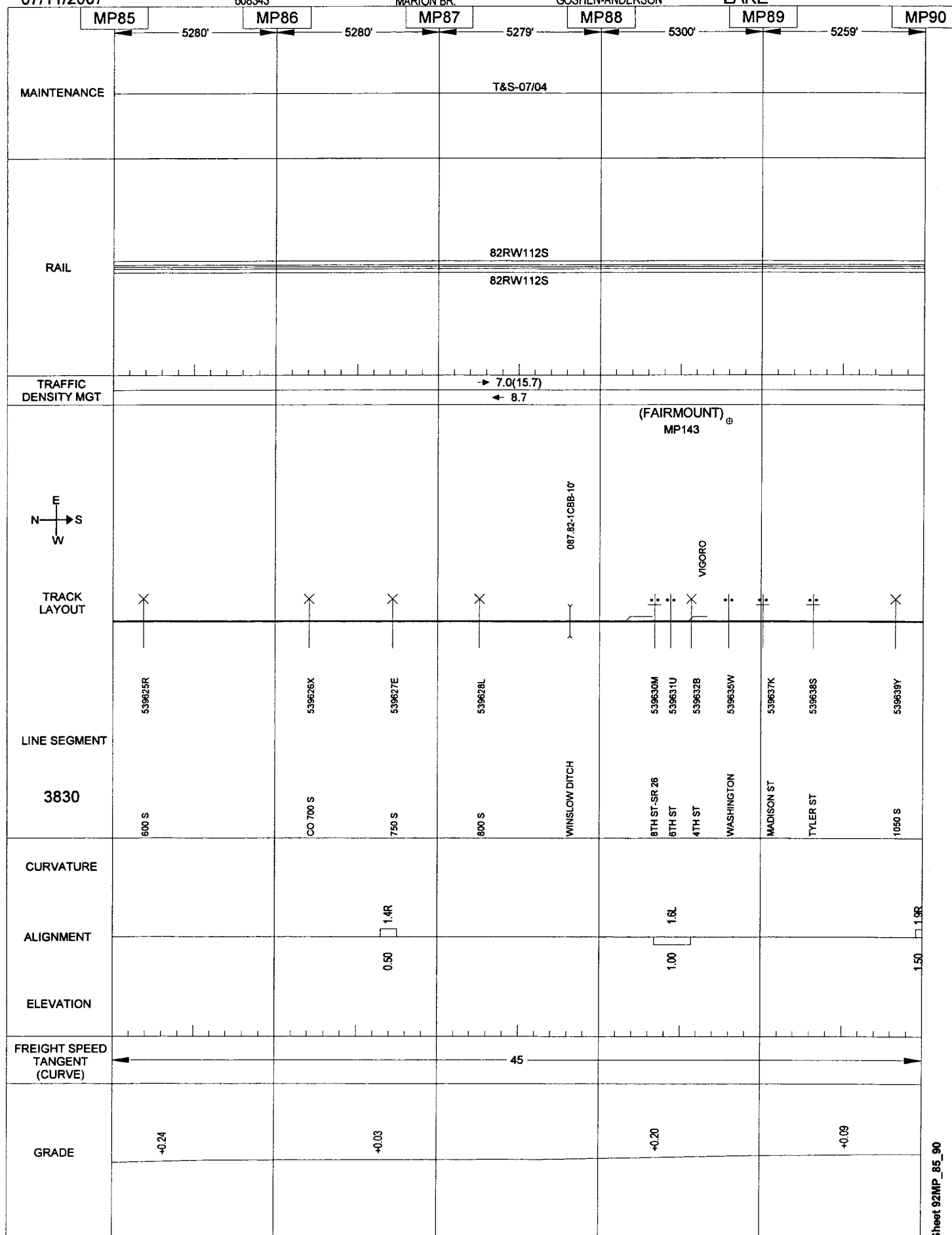
608343

220

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

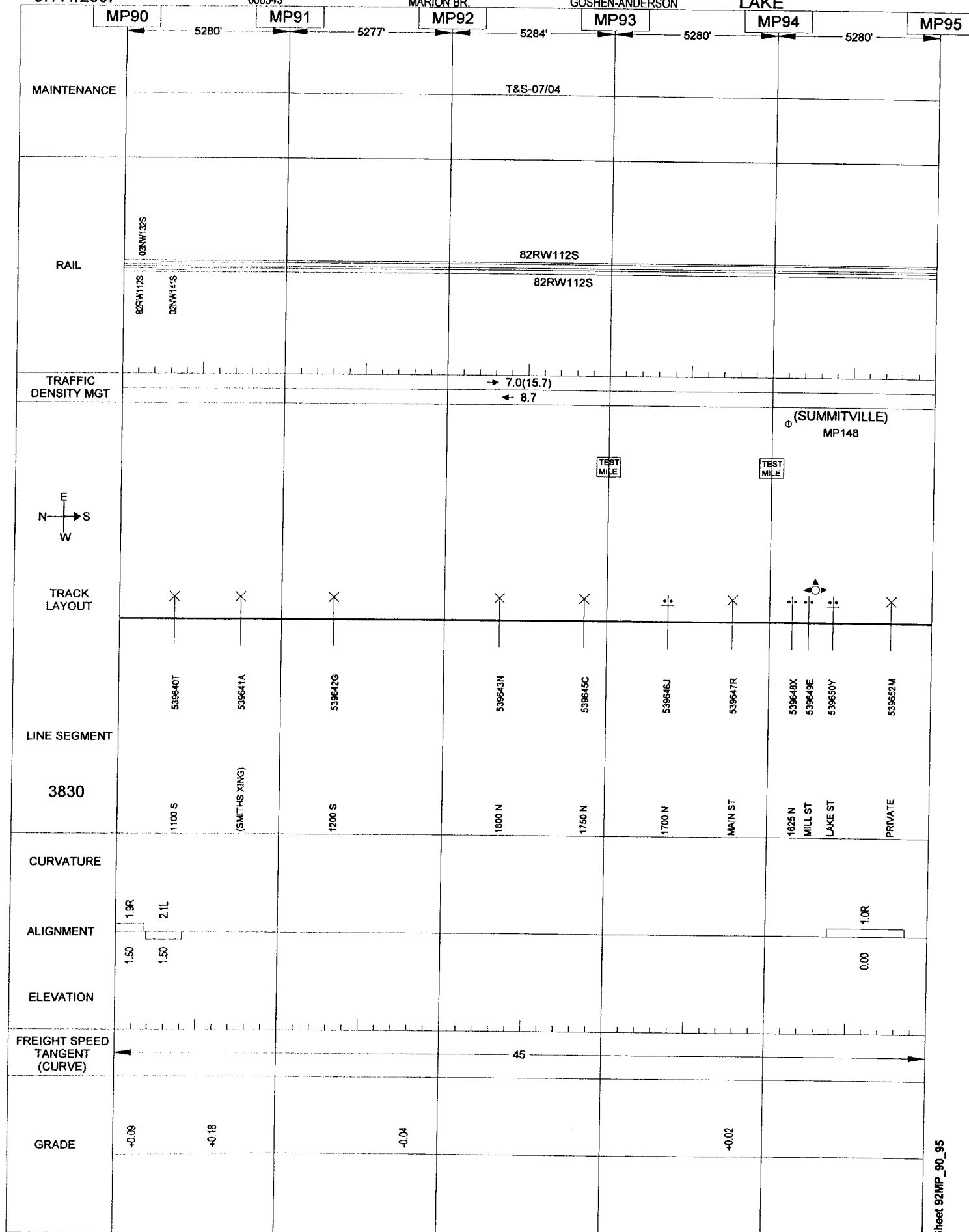
608343

221

MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

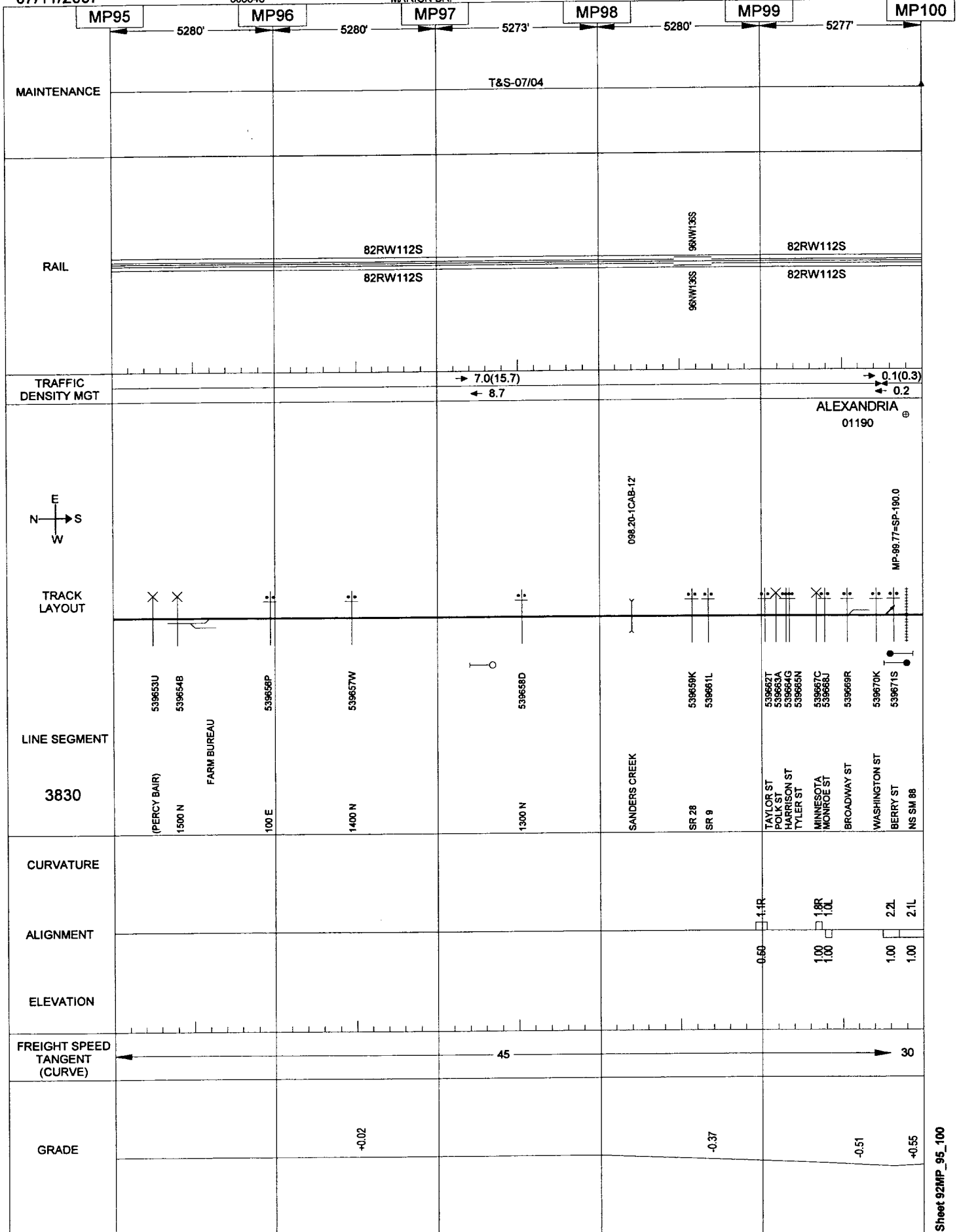
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222

MARION BR.

GOSHEN-ANDERSON

LAKE



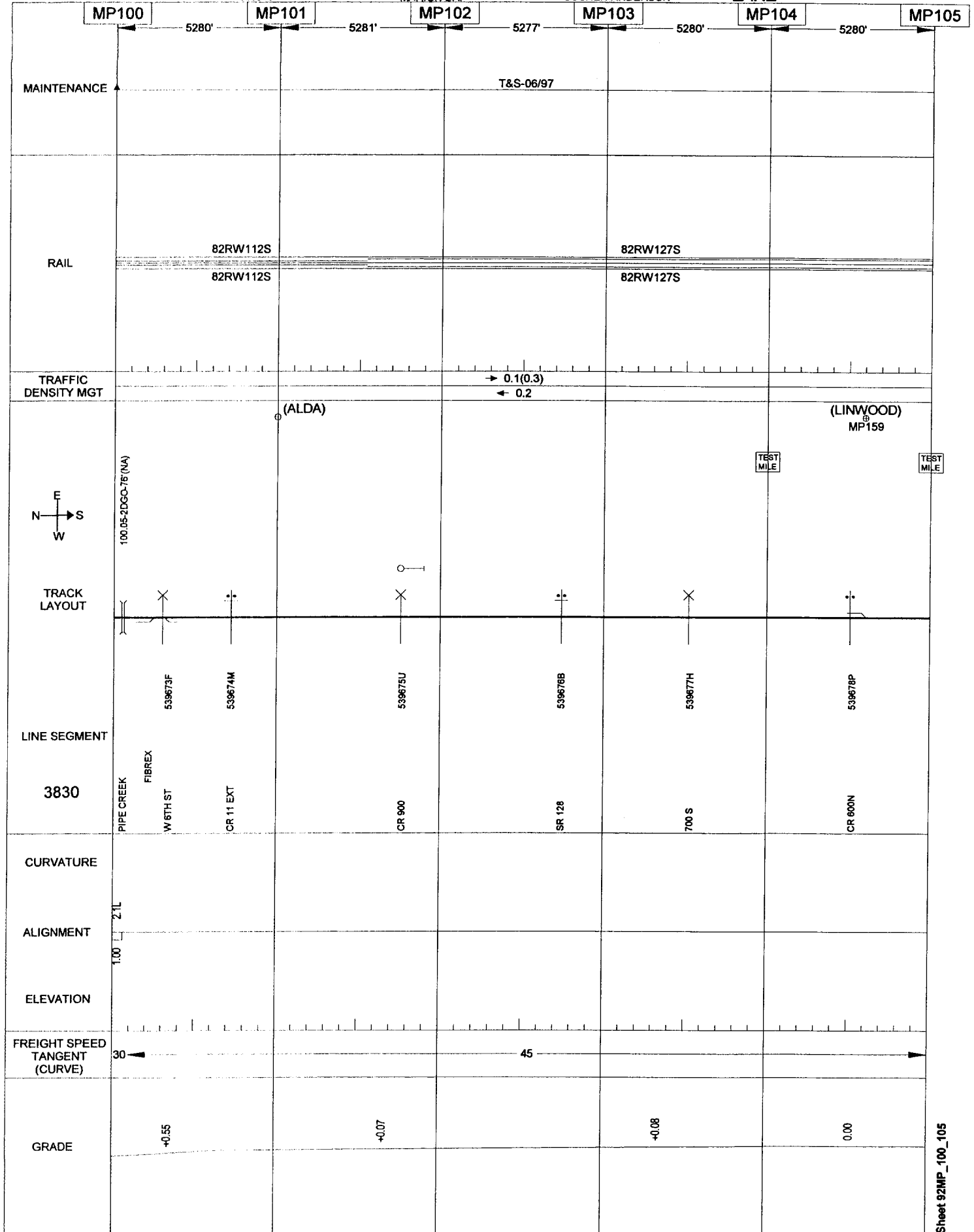
07/11/2007

608343

223
MARION BR.

GOSHEN-ANDERSON

LAKE



07/11/2007

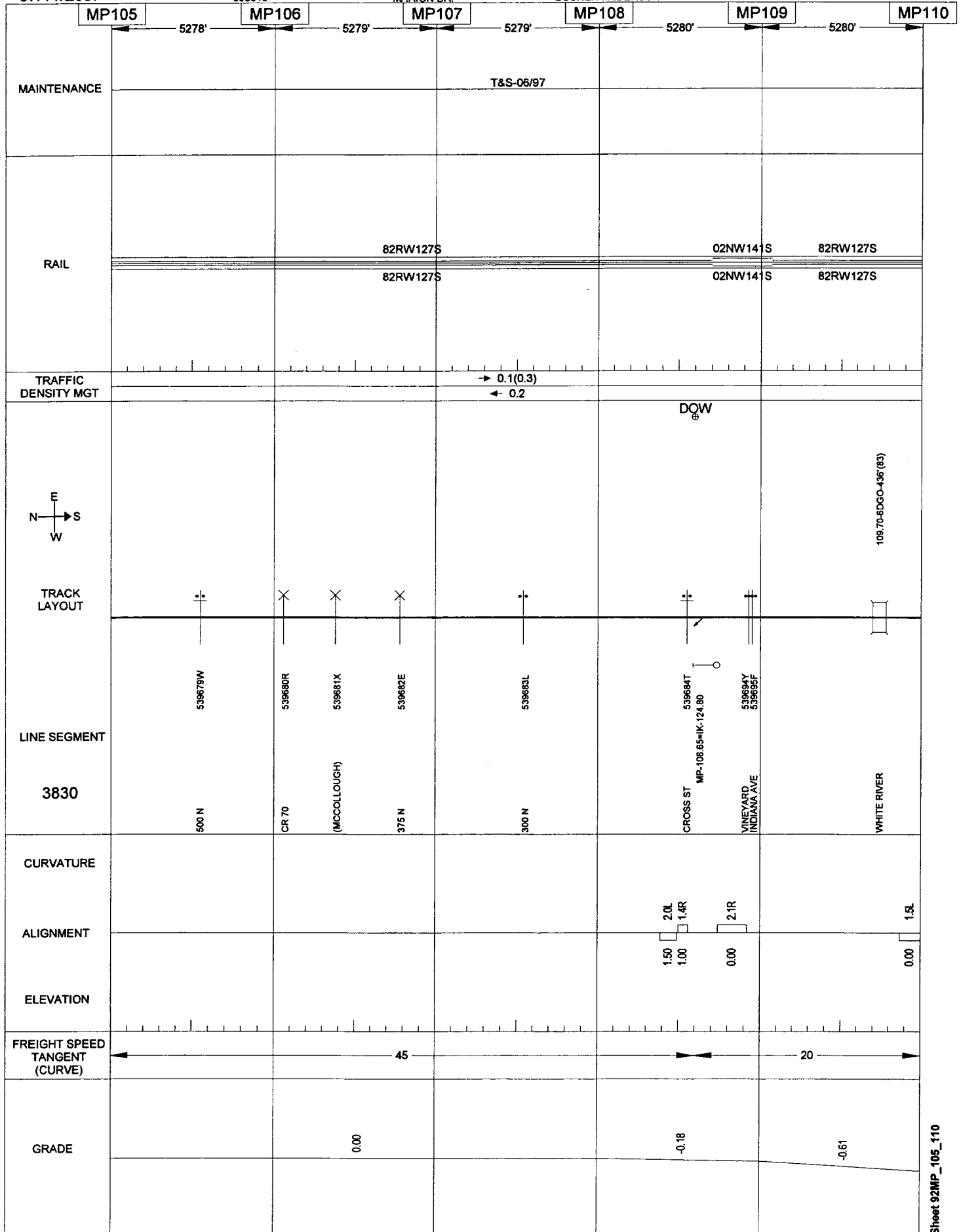
608343

224

MARION BR.

GOSHEN-ANDERSON

LAKE



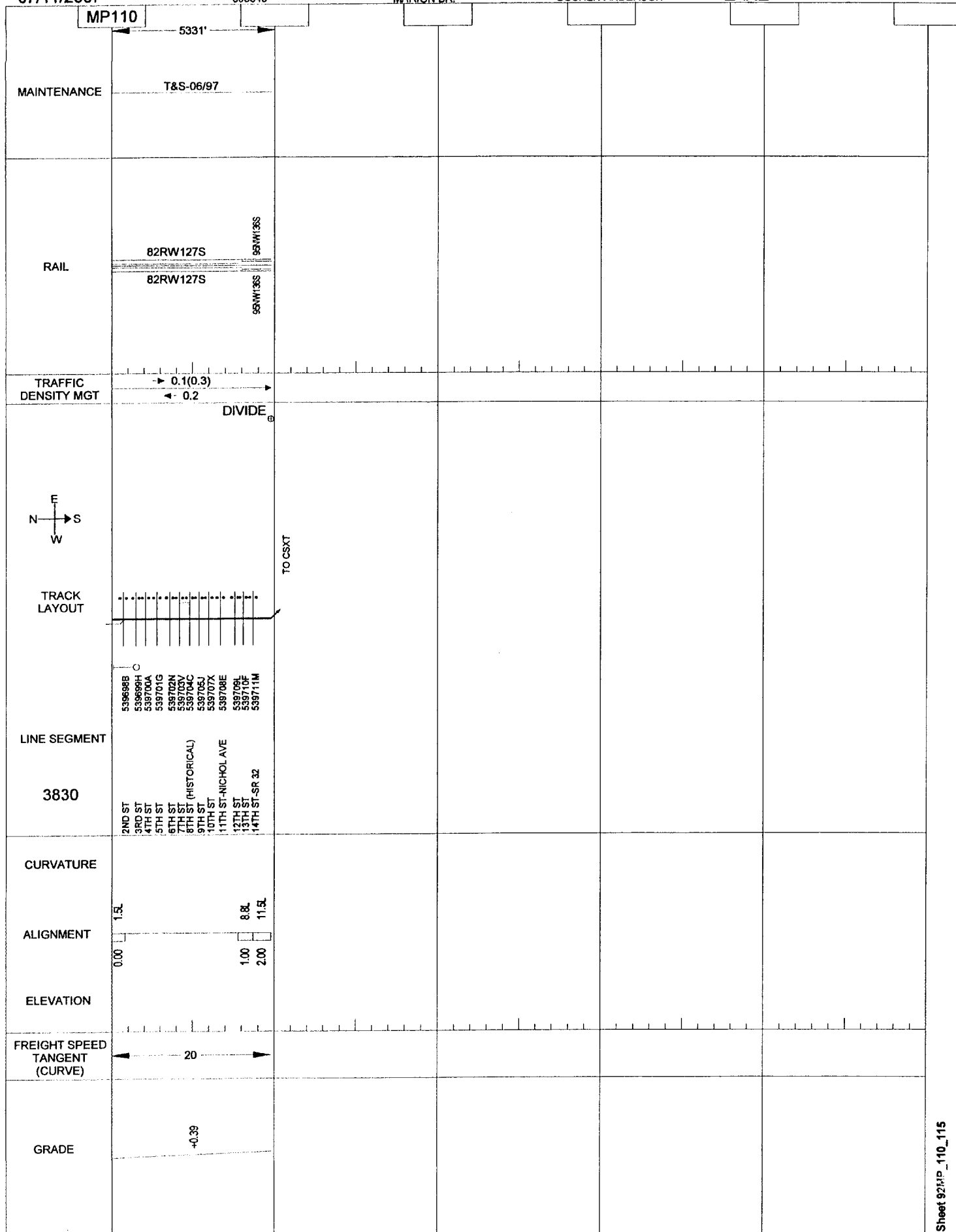
07/11/2007

608343

225
MARION BR.

GOSHEN-ANDERSON

LAKE



07/05/2007

LIMA

226

ARCADIA-LIMA

LAKE

SP49

SP50

5280'

5274'

MAINTENANCE

T&S-09/89

RAIL

74W115S

74W115S

TRAFFIC
DENSITY MGT0.9(2.0)
1.1

9-OH(NYC&SL)

TRACK
LAYOUTDA ARCADIA
00285

SP-48.39-B-285.88

LINE SEGMENT

7770

476778S

476778Y

476780T

476781A

JOSLYN ST

MAIN ST

CR 254

CR 216

CURVATURE

ALIGNMENT

ELEVATION

2.5R	0.9R	1.0L
1.00	1.00	1.00

FREIGHT SPEED
TANGENT
(CURVE)

35

49

GRADE

-0.40

+0.50

-0.30

+0.50

+0.10

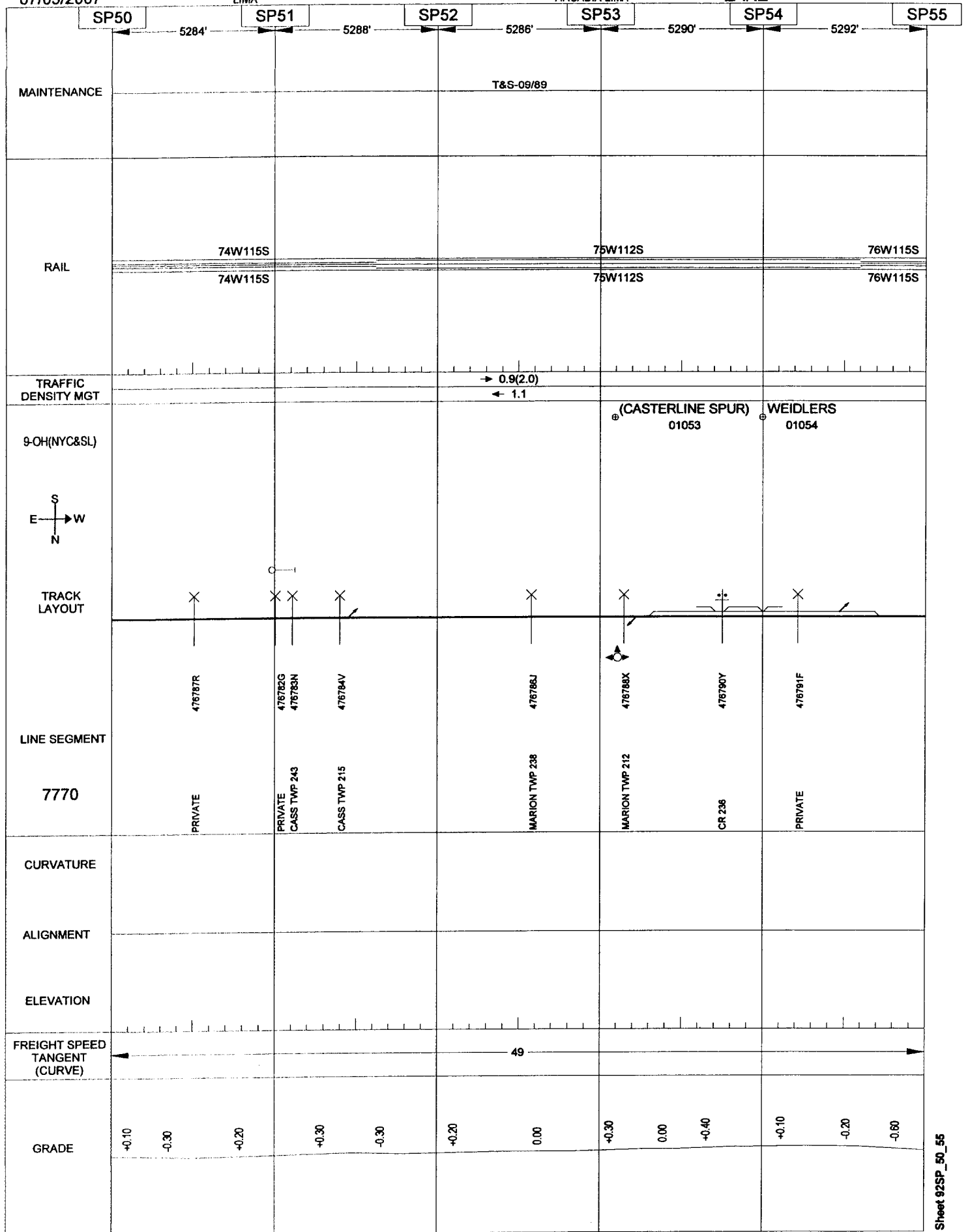
07/05/2007

227

LIMA

ARCADIA-LIMA

LAKE



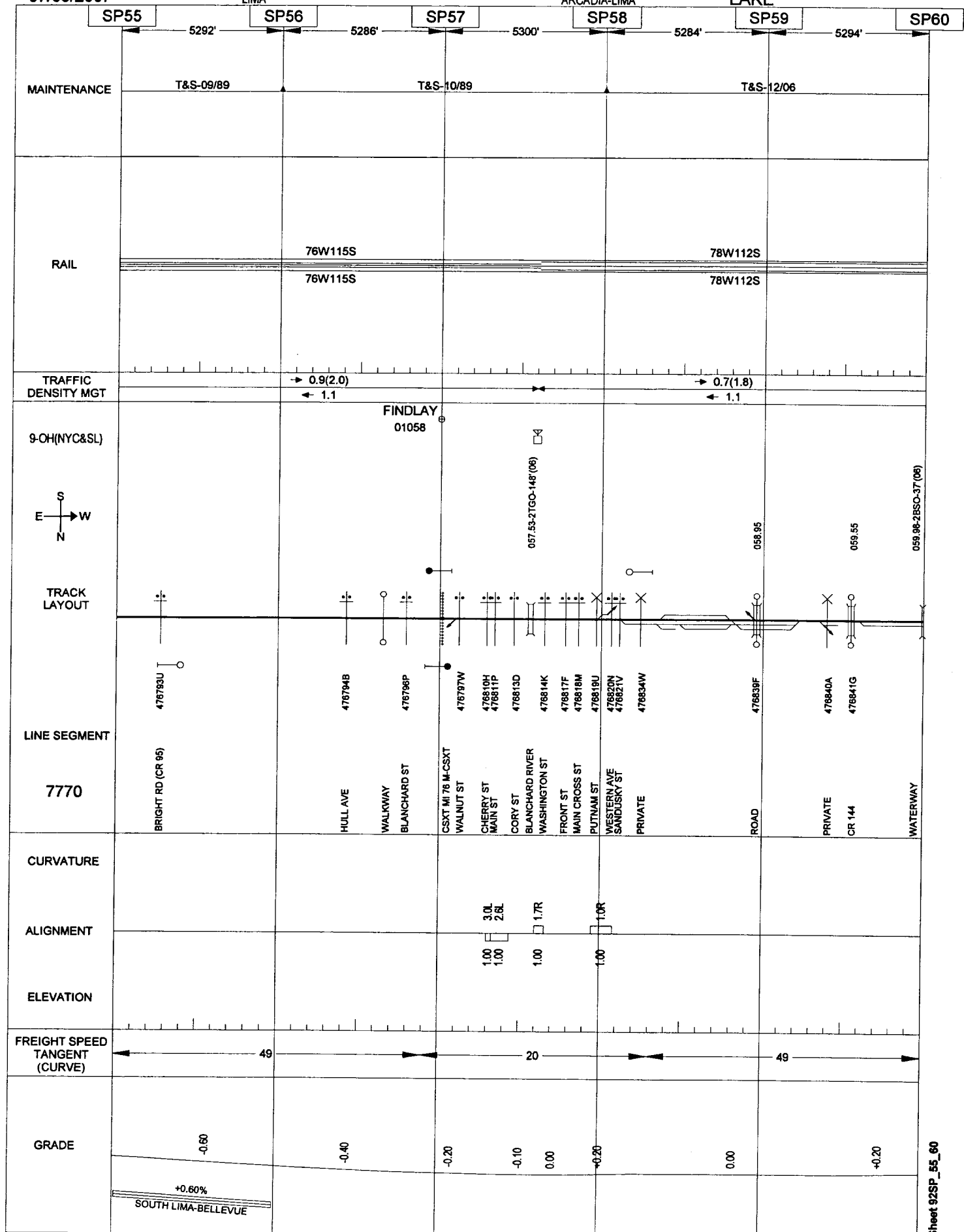
07/05/2007

228

LIMA

ARCADIA-LIMA

LAKE



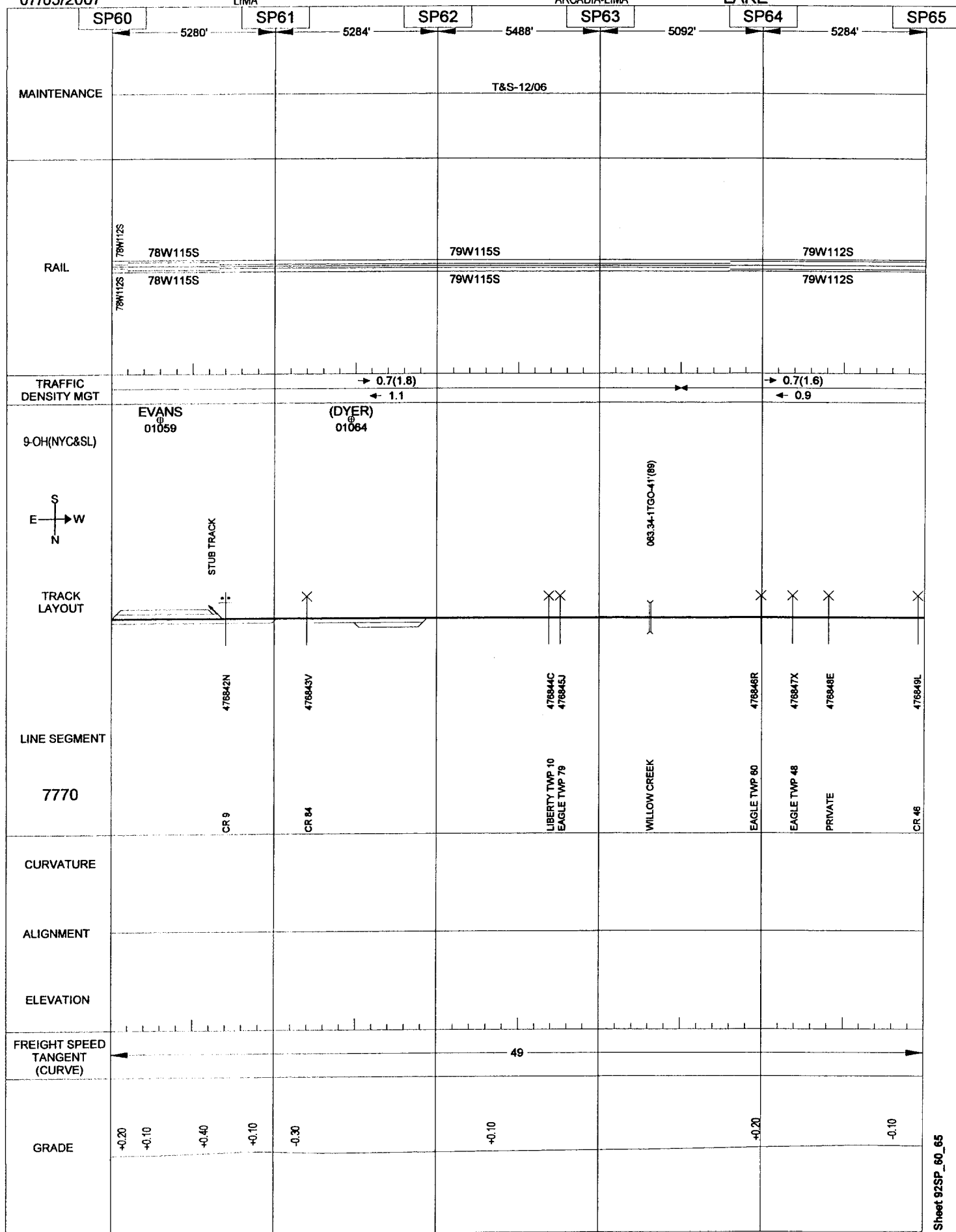
07/05/2007

229

LIMA

ARCADIA-LIMA

LAKE



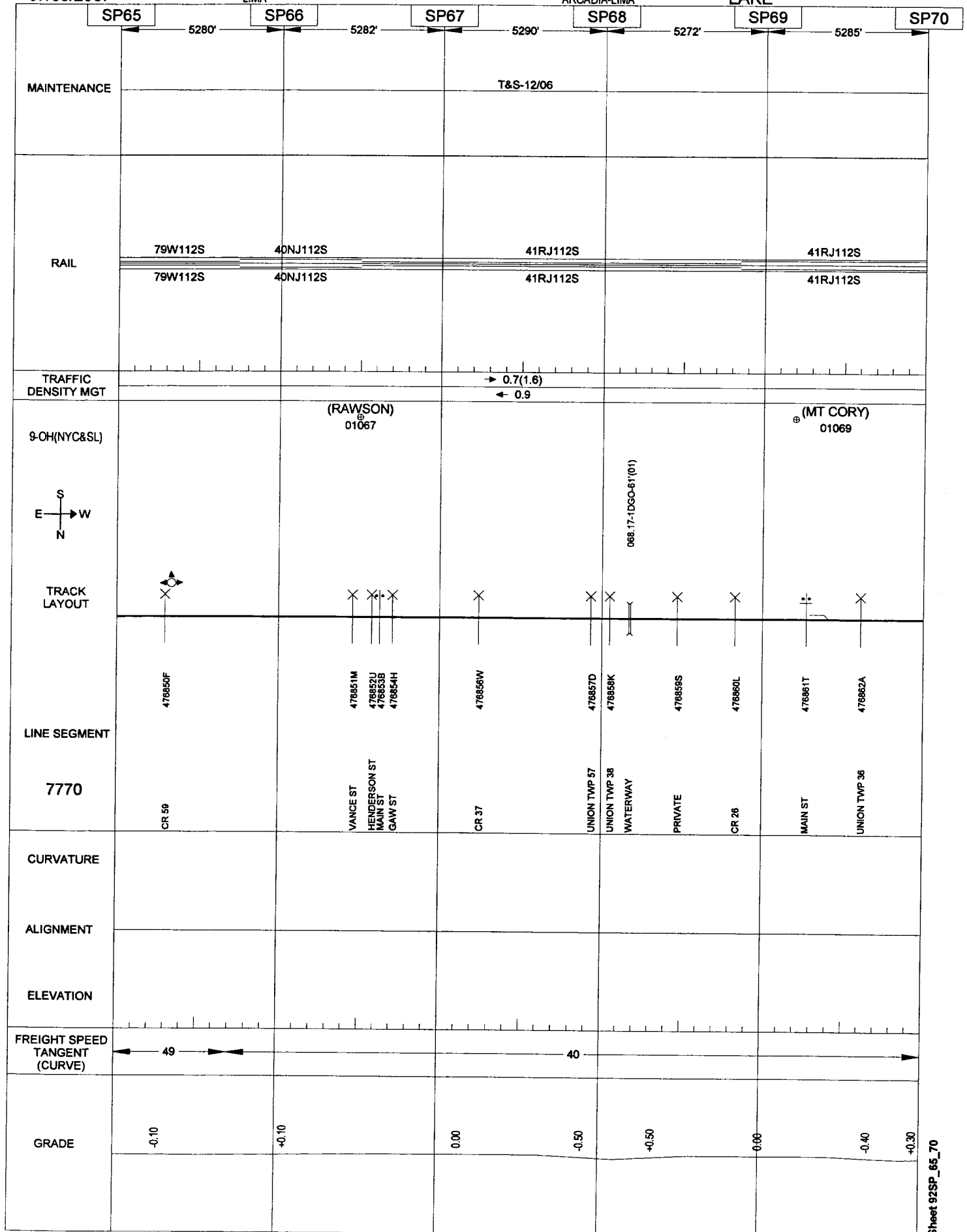
07/05/2007

230

LIMA

ARCADIA-LIMA

LAKE



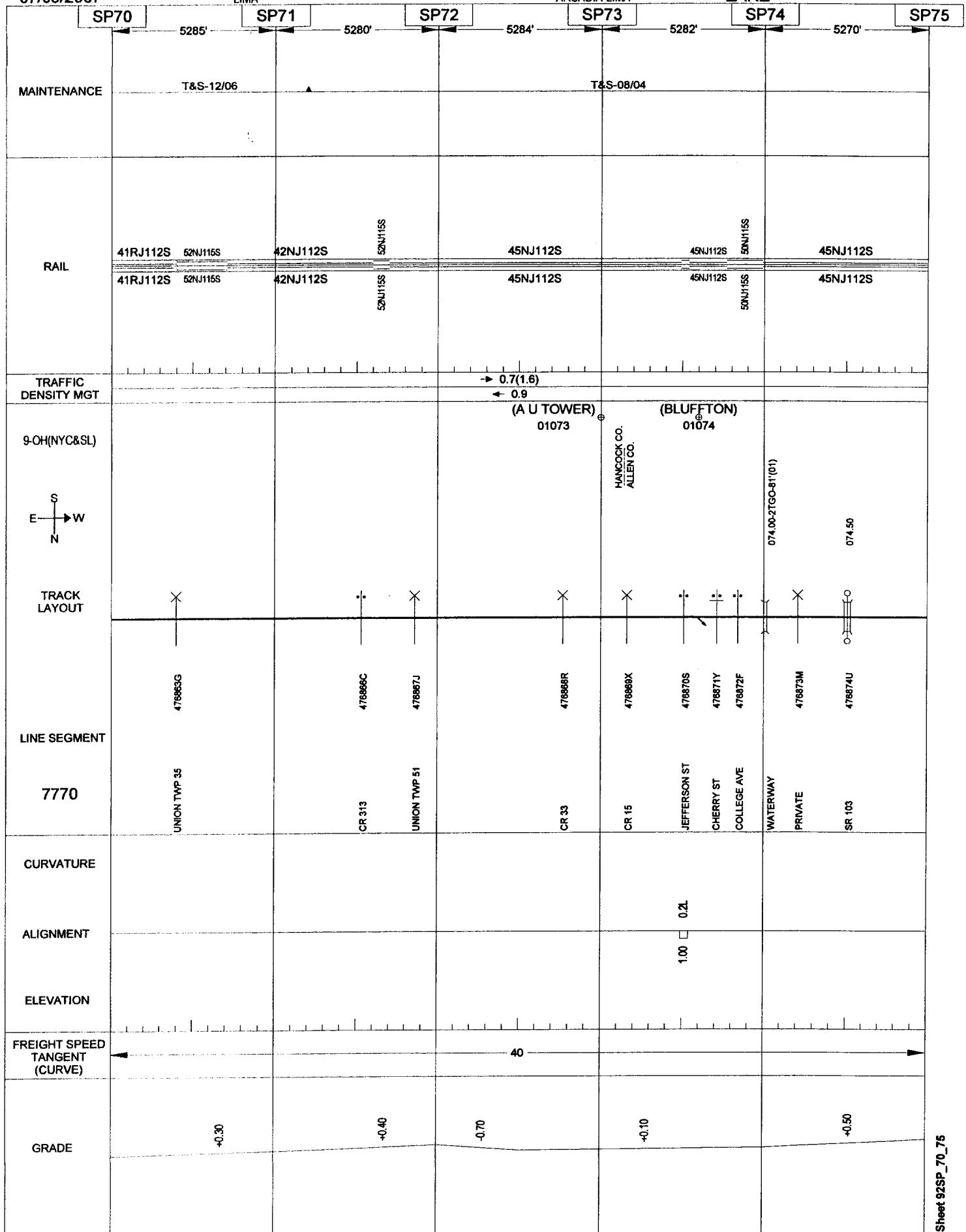
07/05/2007

LIMA

231

ARCADIA-LIMA

LAKE



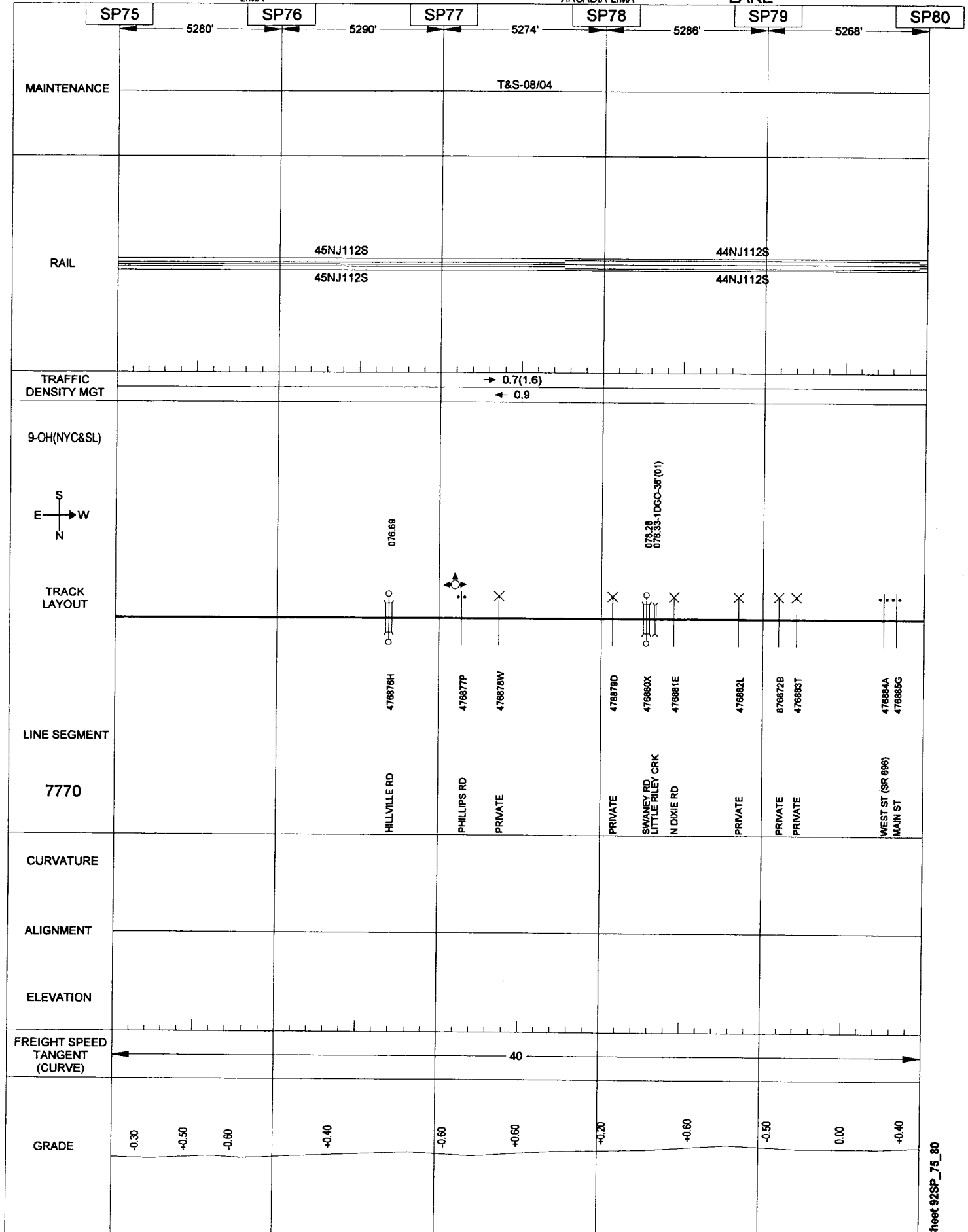
07/05/2007

232

LIMA

ARCADIA-LIMA

LAKE



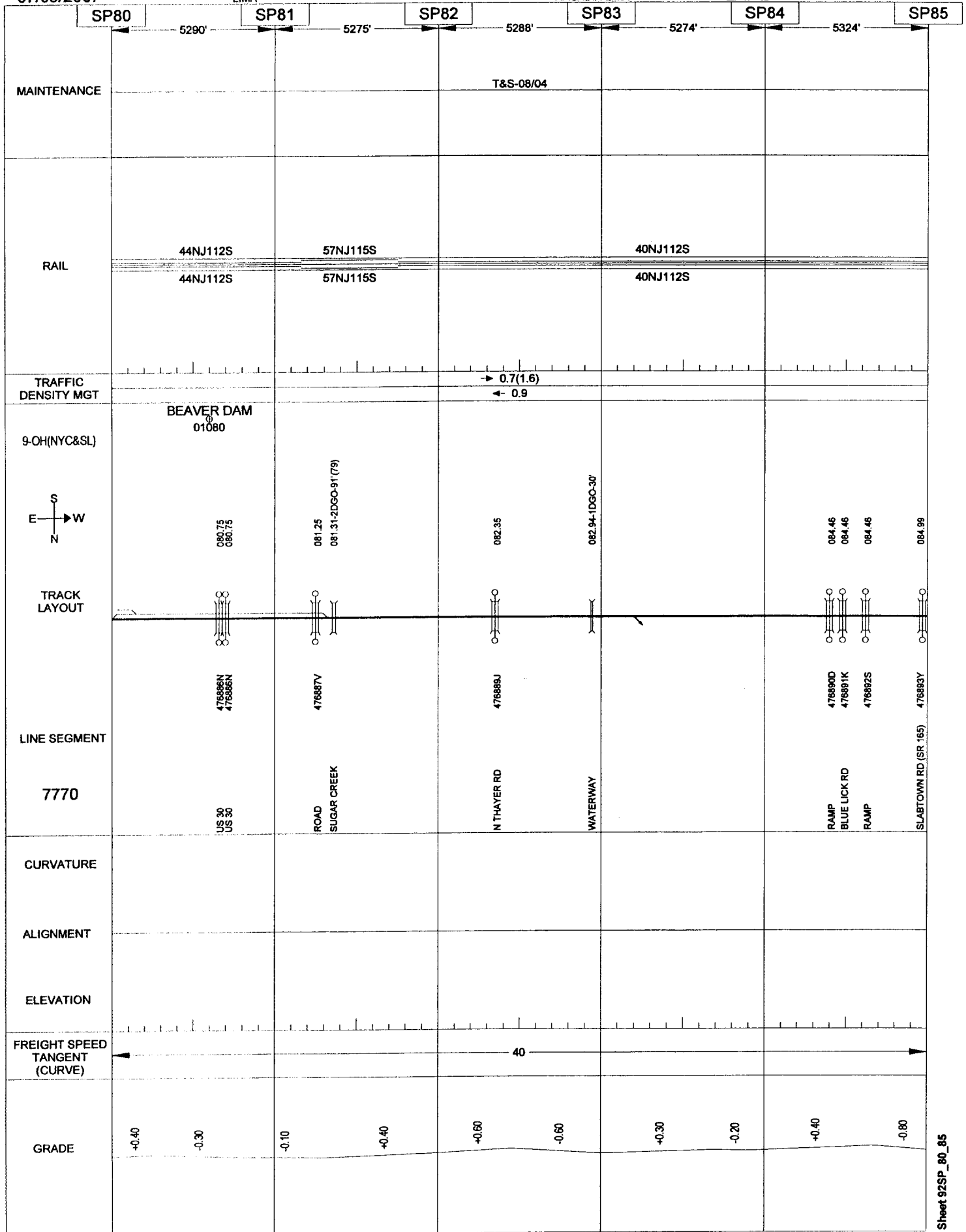
07/05/2007

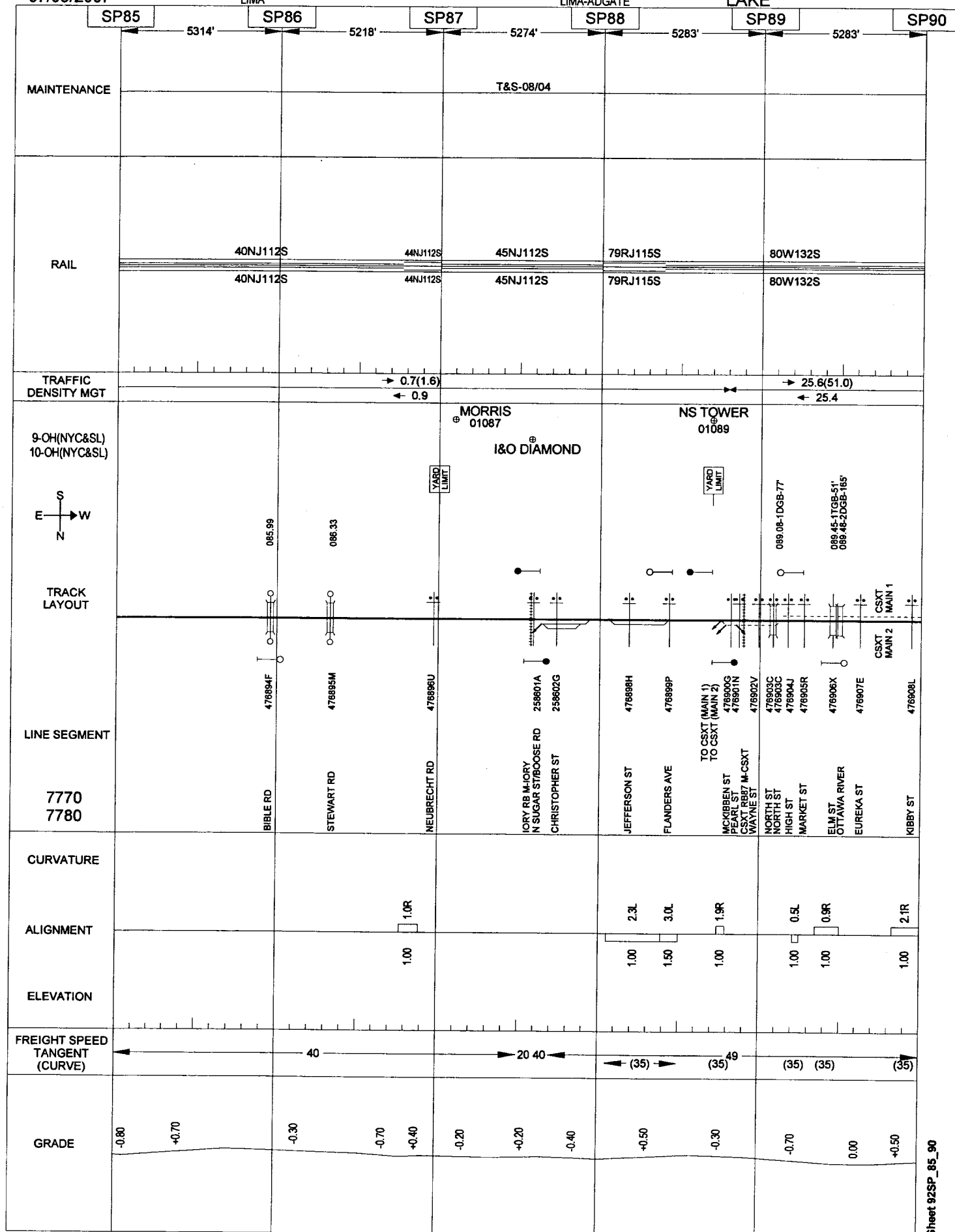
233

LIMA

ARCADIA-LIMA

LAKE





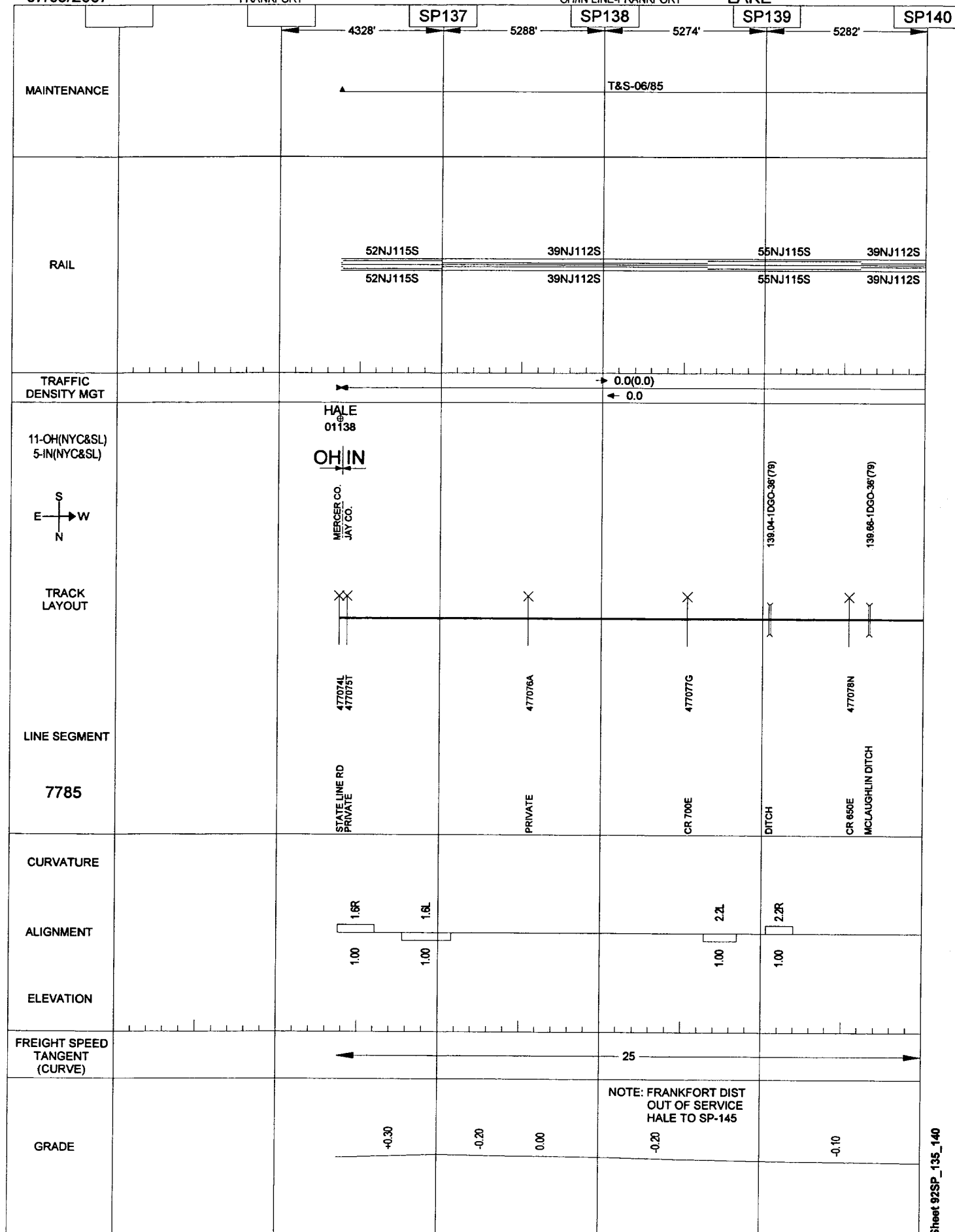
07/05/2007

FRANKFORT

236

OH/IN LINE-FRANKFORT

LAKE



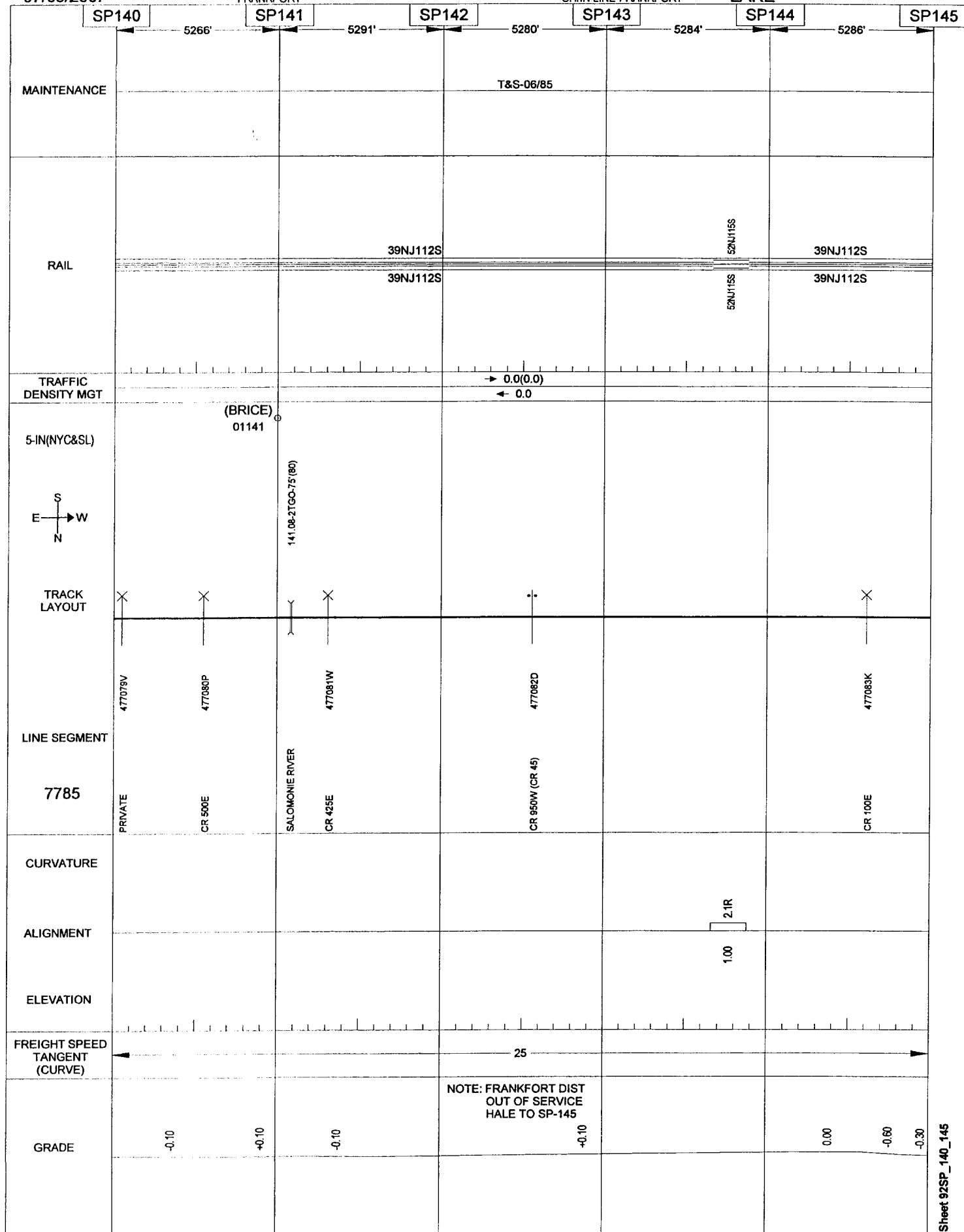
07/05/2007

FRANKFORT

237

OH/IN LINE-FRANKFORT

LAKE



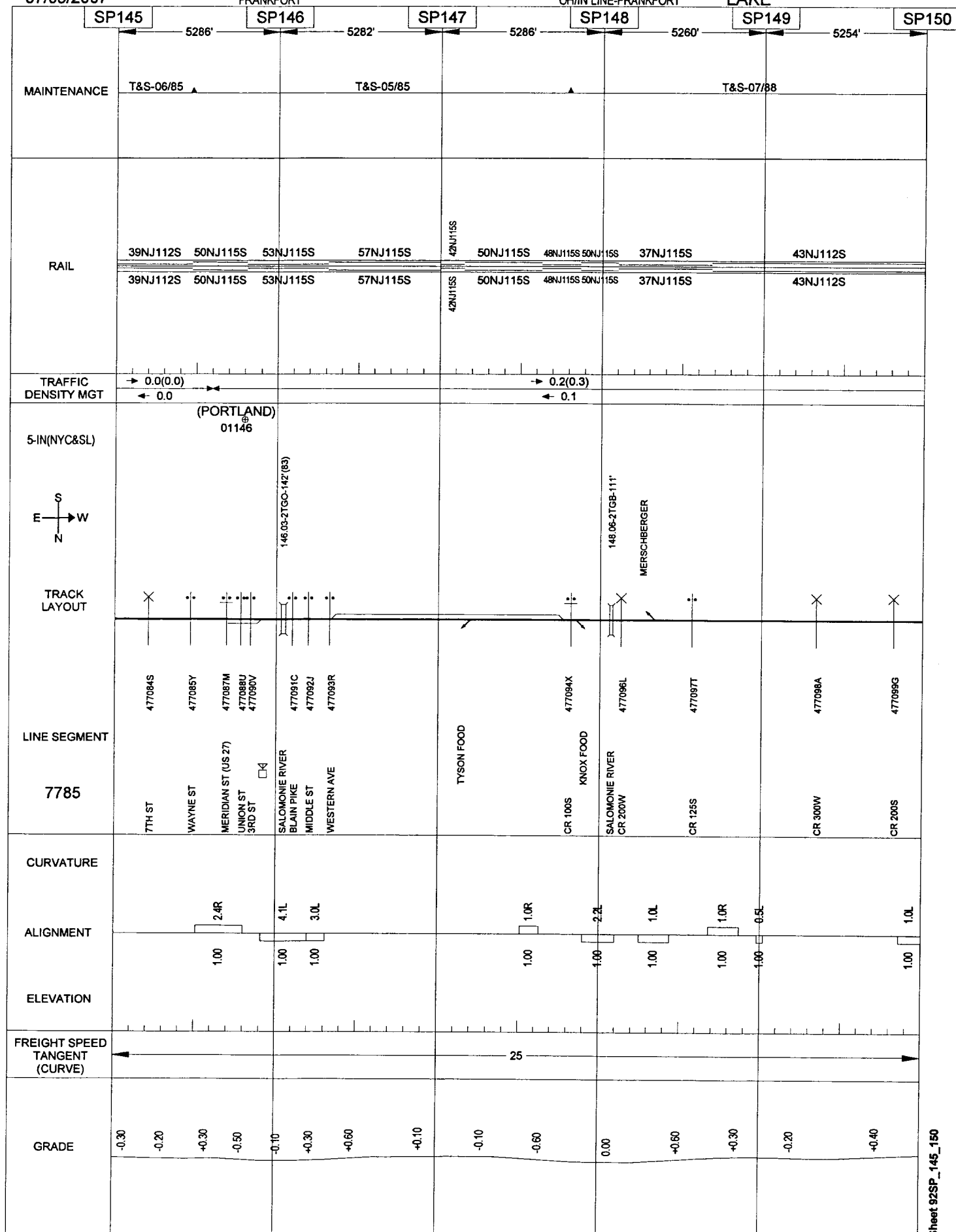
07/05/2007

238

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



LAKE

SP155

→ 5286'

T&S-07/88

38NJ112S

38NJ112S

0.1

TRACK LAYOUT

LINE SEGMENT

7785

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

017

0.20

D.10

-0.40

0.30

0.50

0.00

+0.40

30

0.10

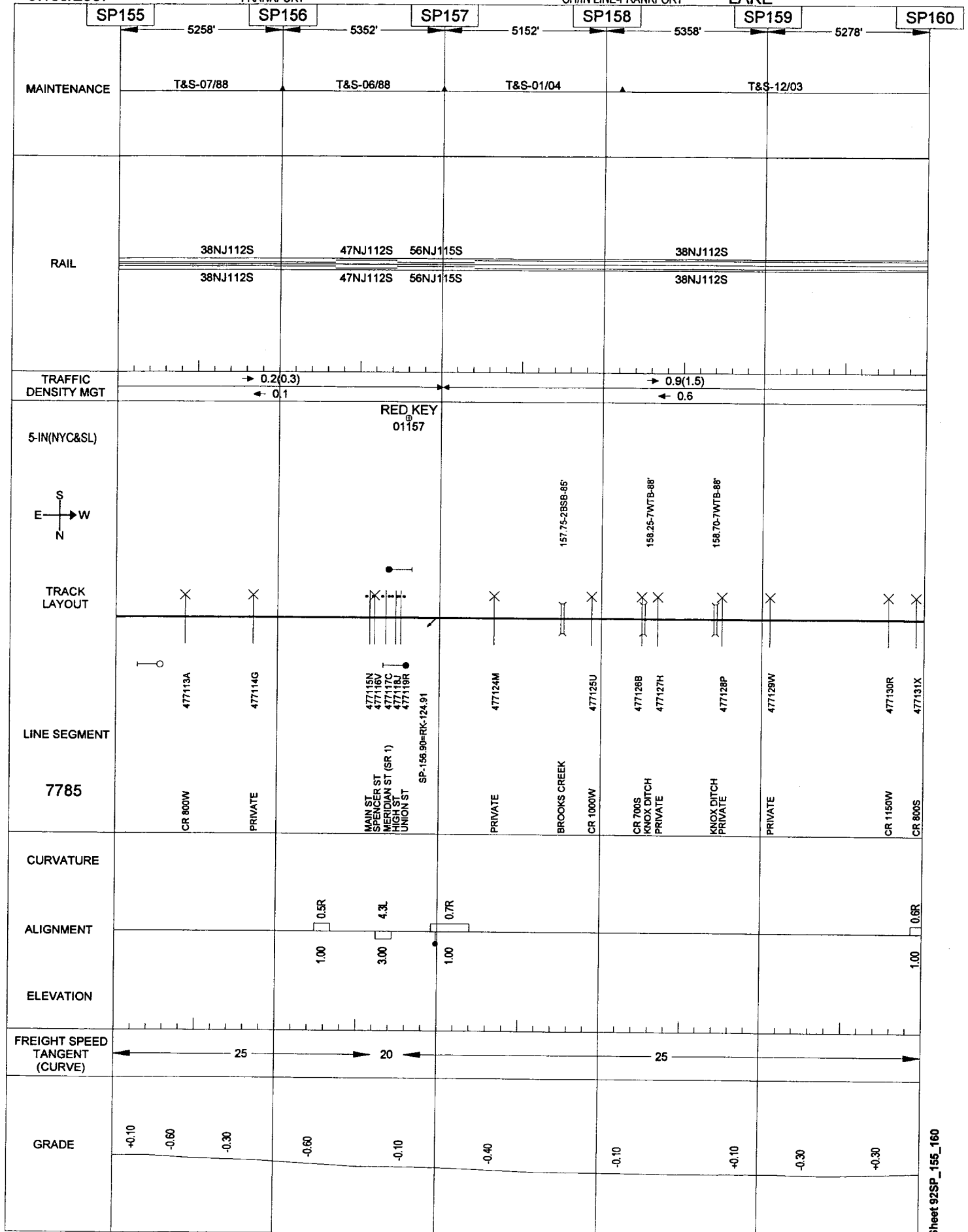
07/05/2007

240

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



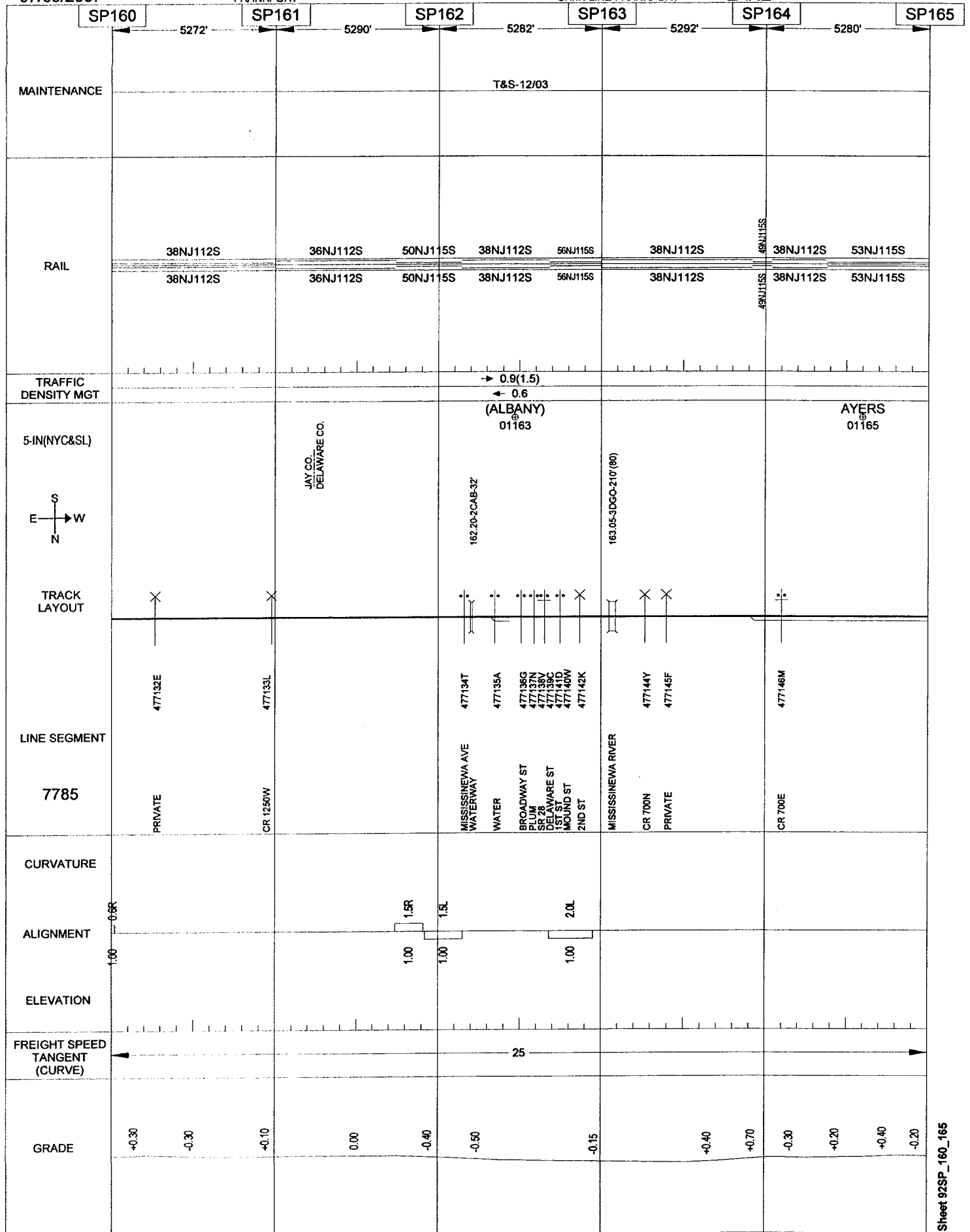
07/05/2007

FRANKFORT

241

OH/IN LINE-FRANKFORT

LAKE



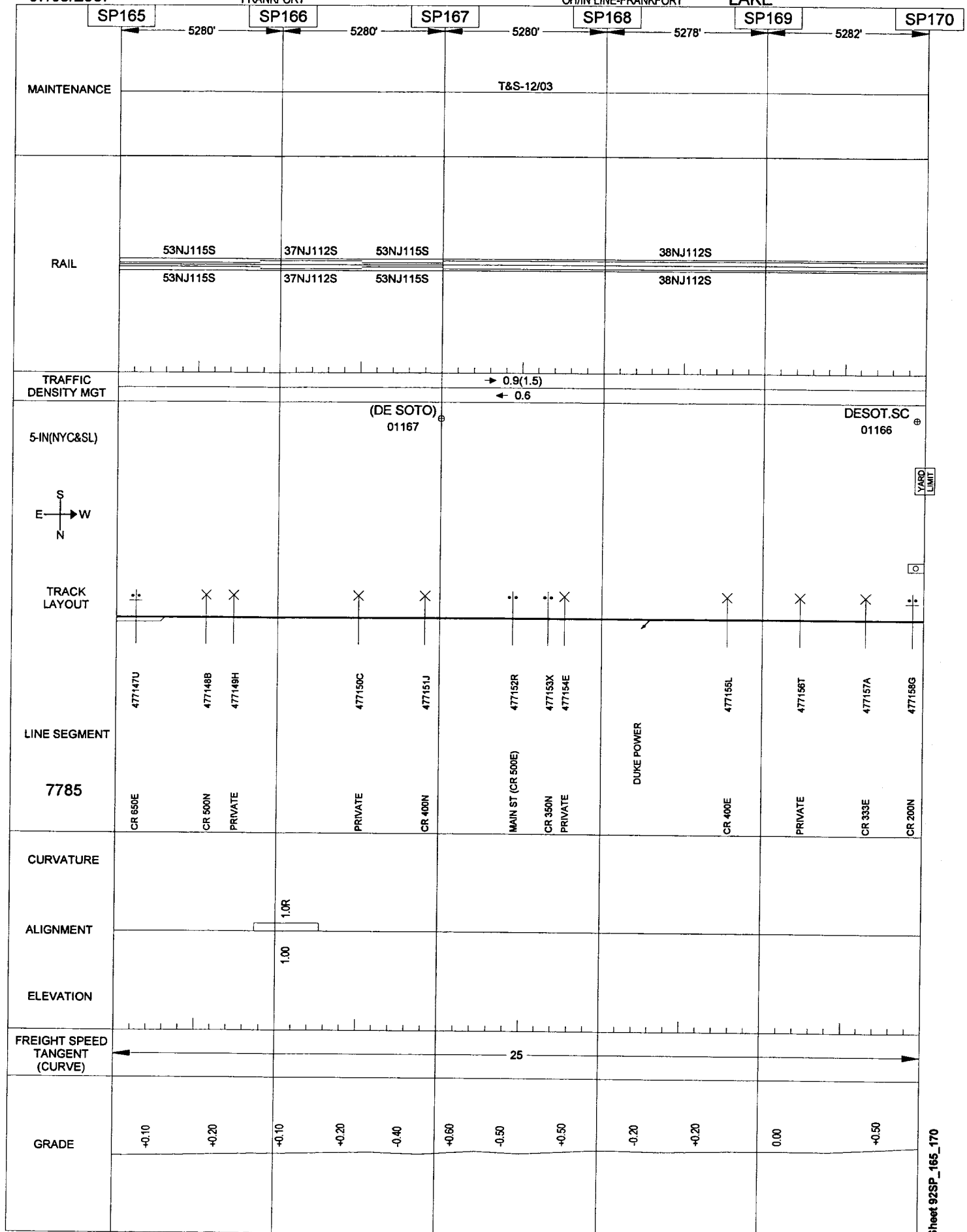
07/05/2007

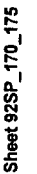
242

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE





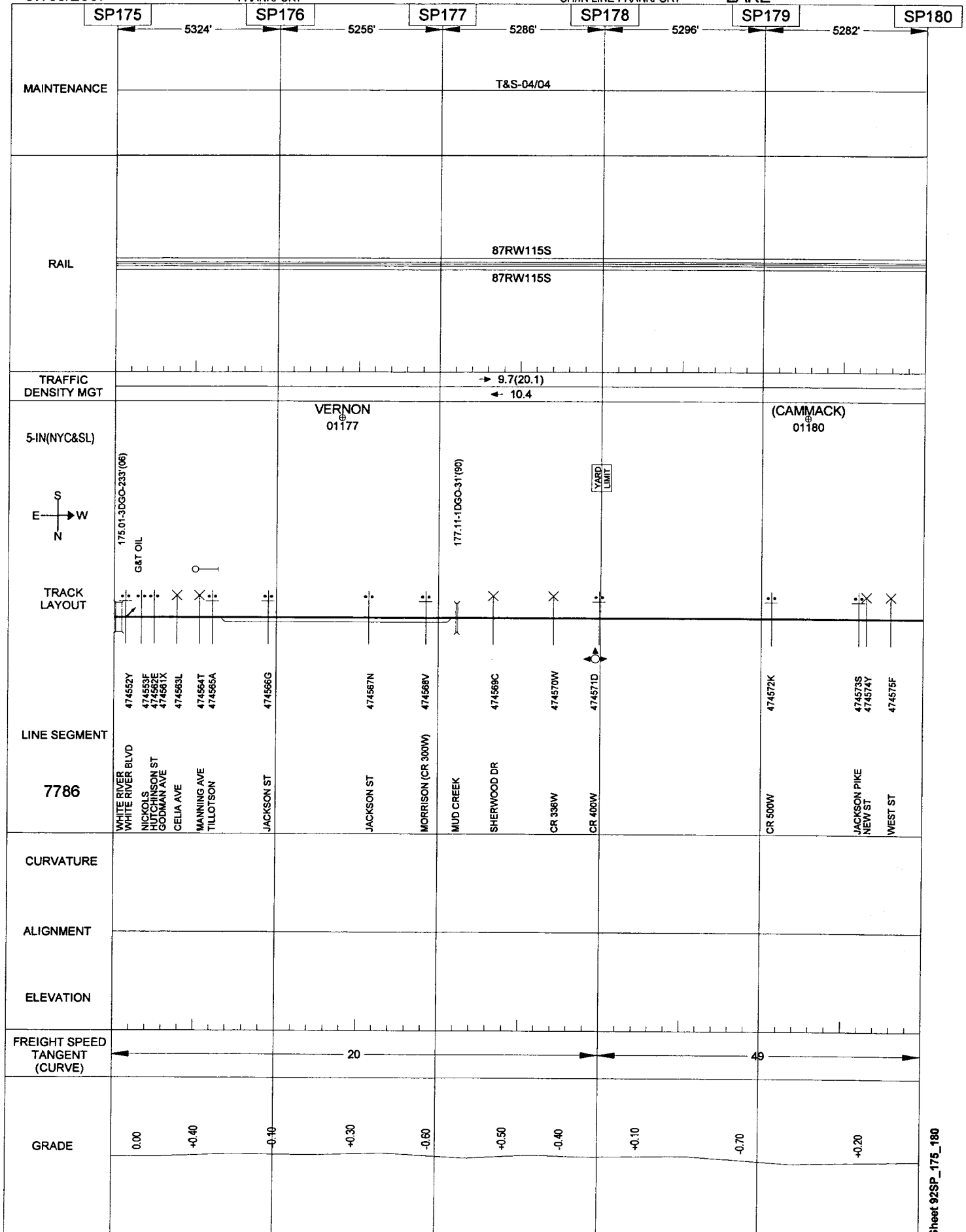
07/05/2007

FRANKFORT

244

OH/IN LINE-FRANKFORT

LAKE



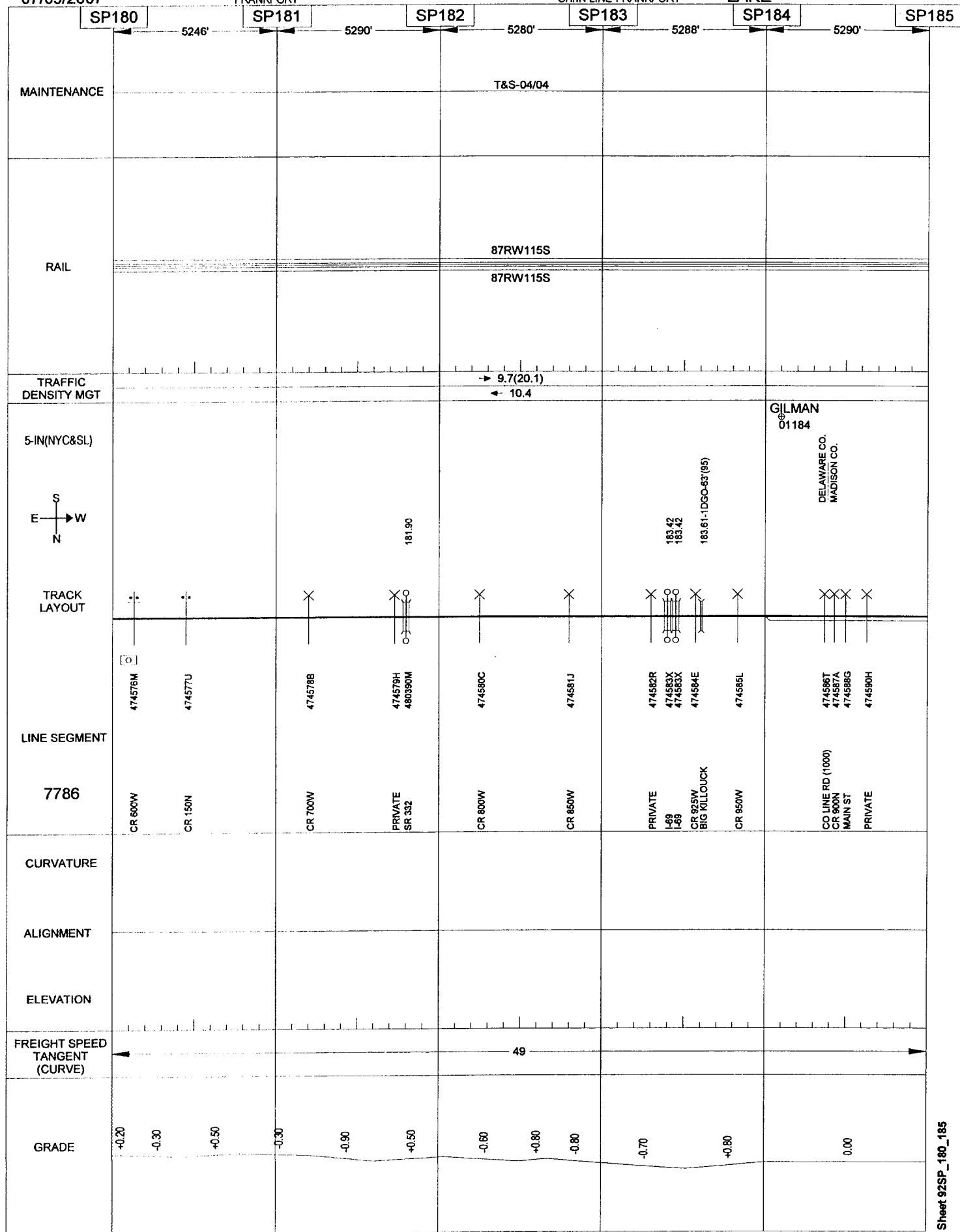
07/05/2007

FRANKFORT

245

OH/IN LINE-FRANKFORT

LAKE



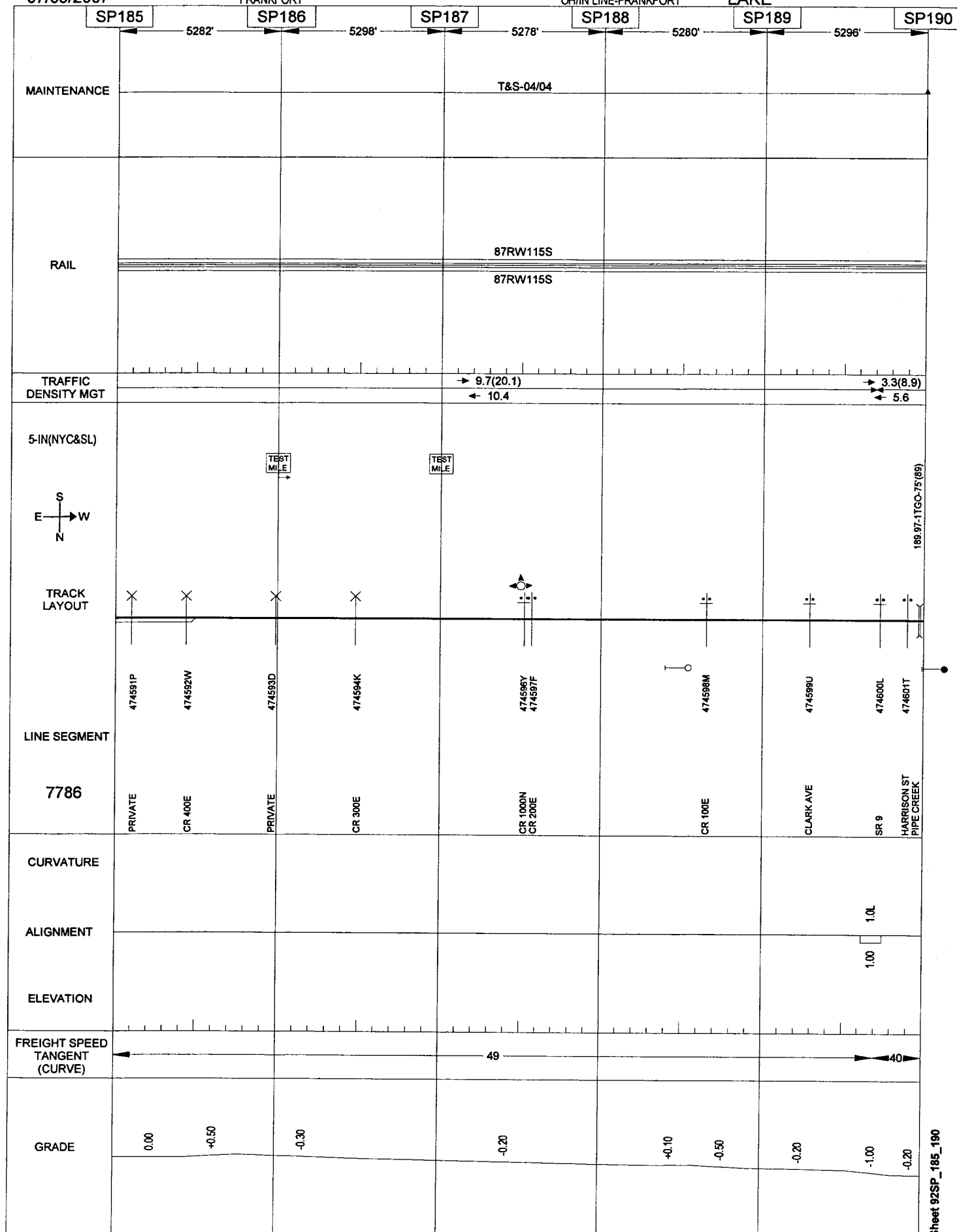
07/05/2007

246

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



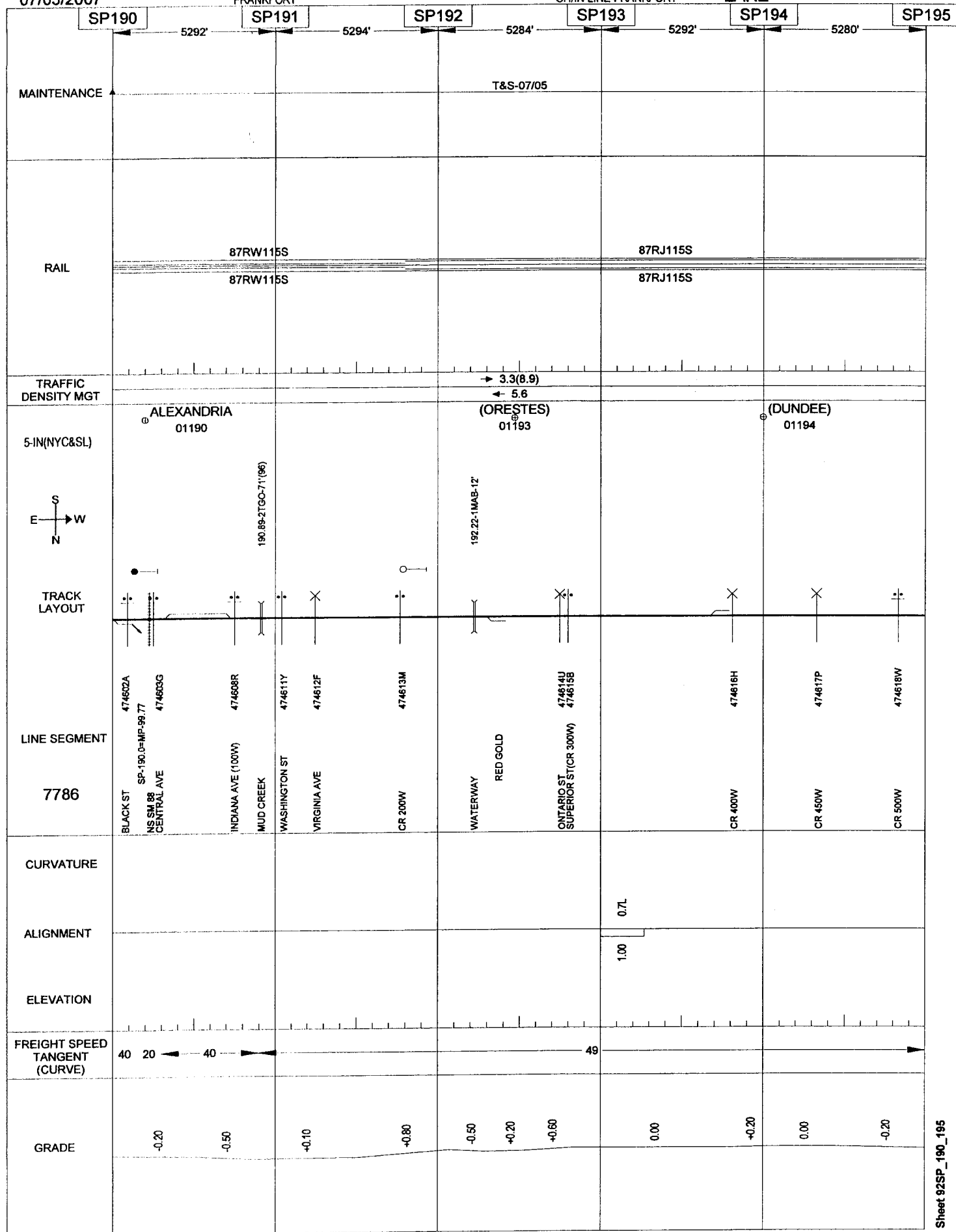
07/05/2007

FRANKFORT

247

OH/IN LINE-FRANKFORT

LAKE



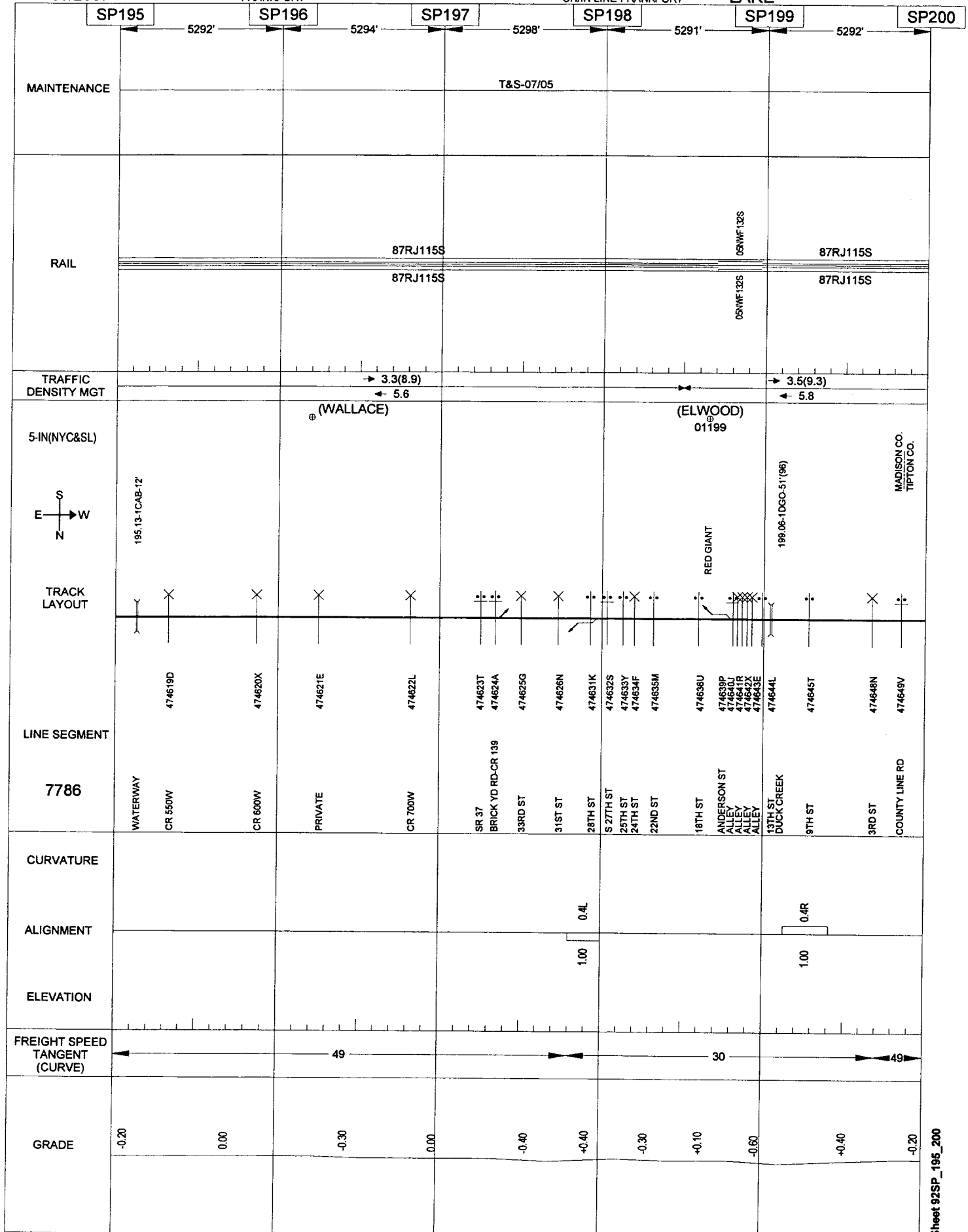
07/05/2007

248

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



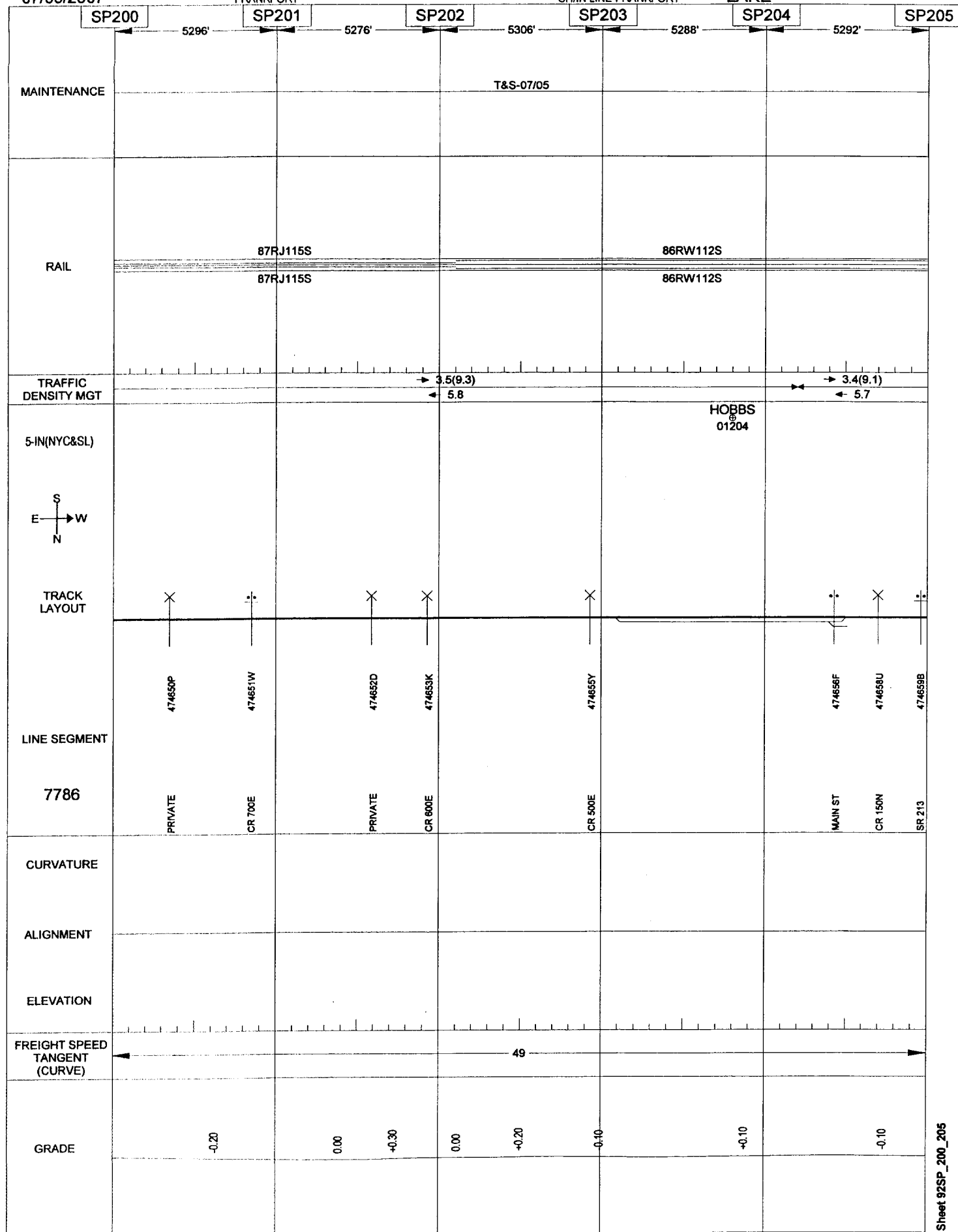
07/05/2007

FRANKFORT

249

OH/IN LINE-FRANKFORT

LAKE



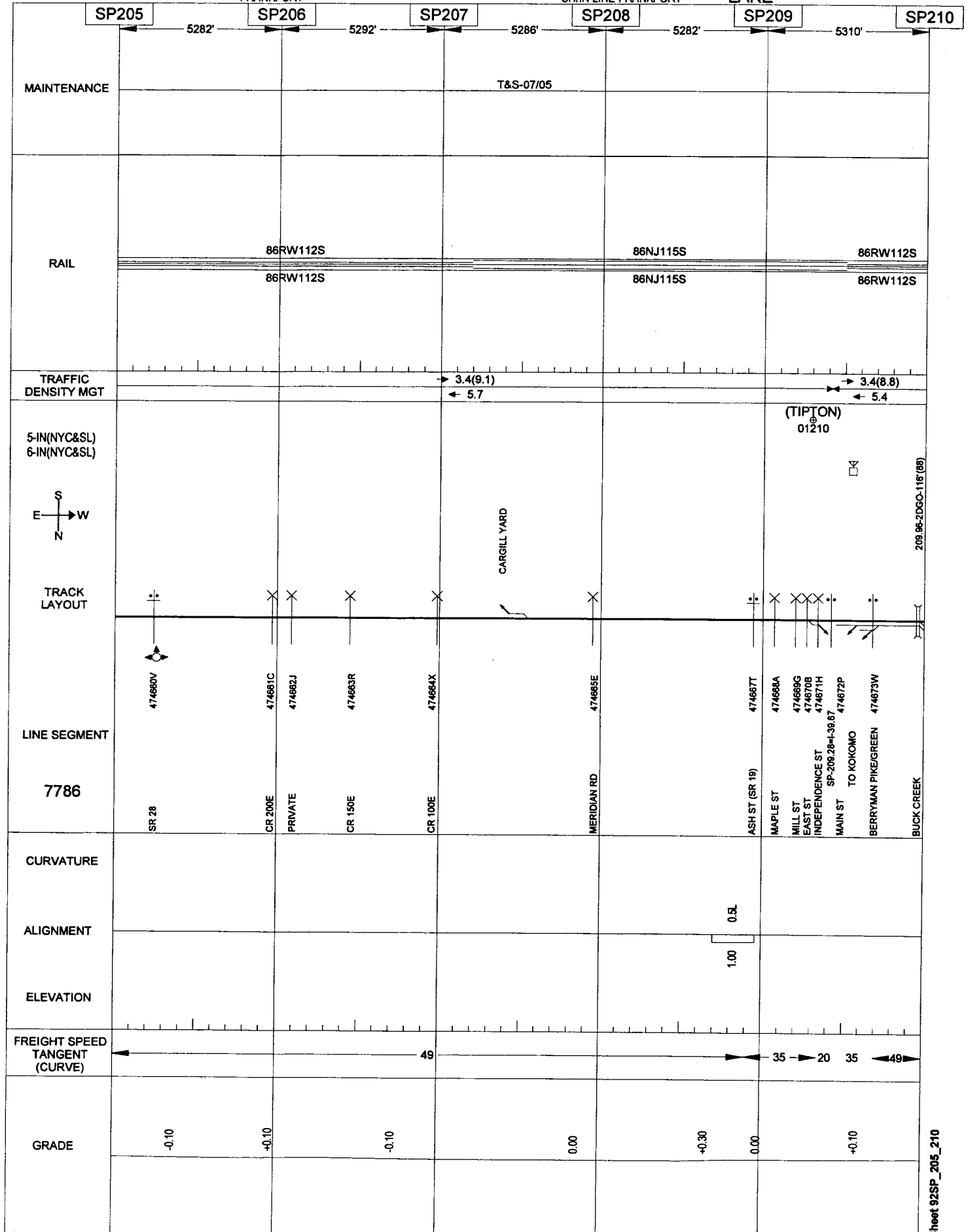
07/05/2007

250

FRANKFORT

OH/IN LINE-FRANKFORT

LAKE



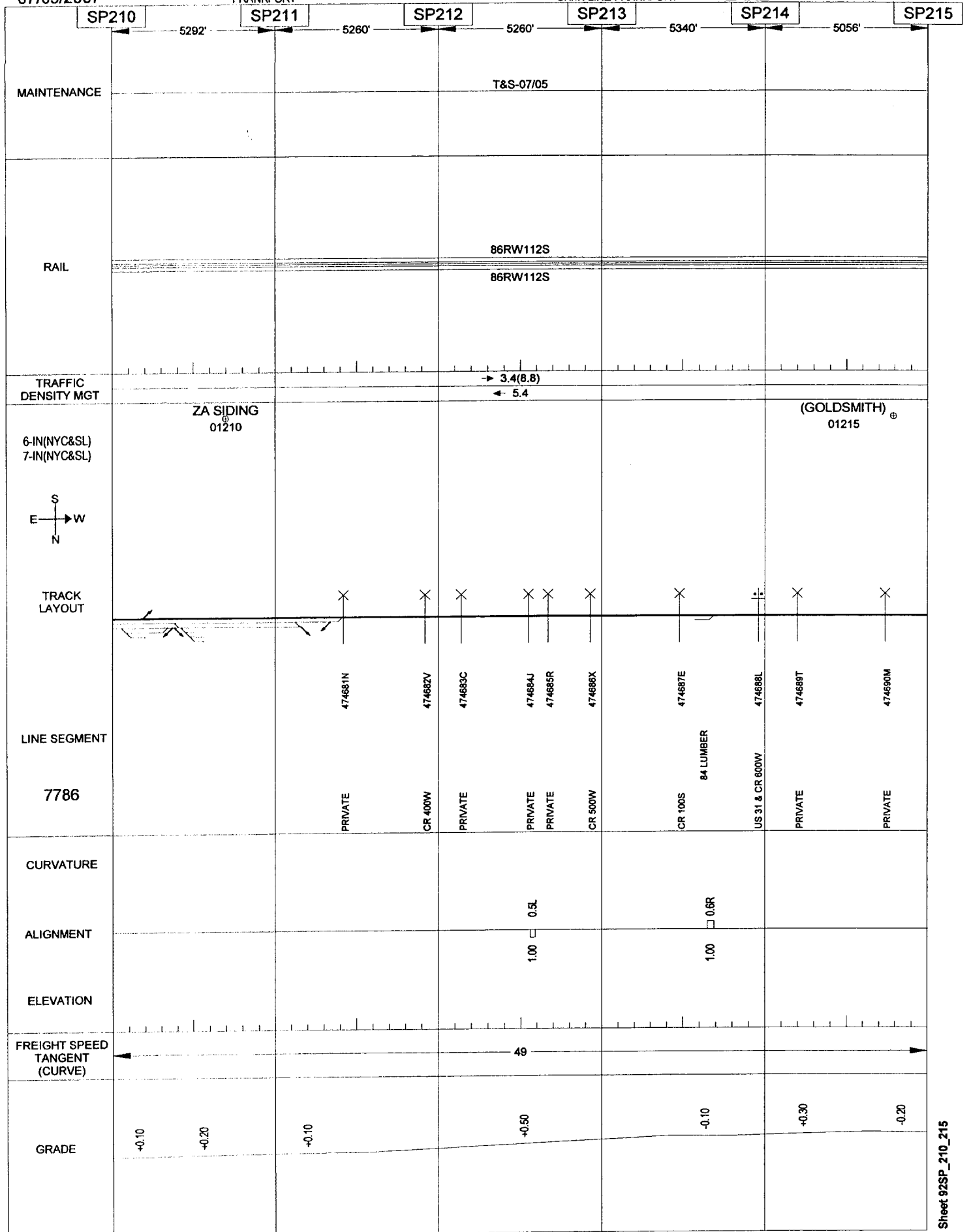
07/05/2007

FRANKFORT

251

OH/IN LINE-FRANKFORT

LAKE



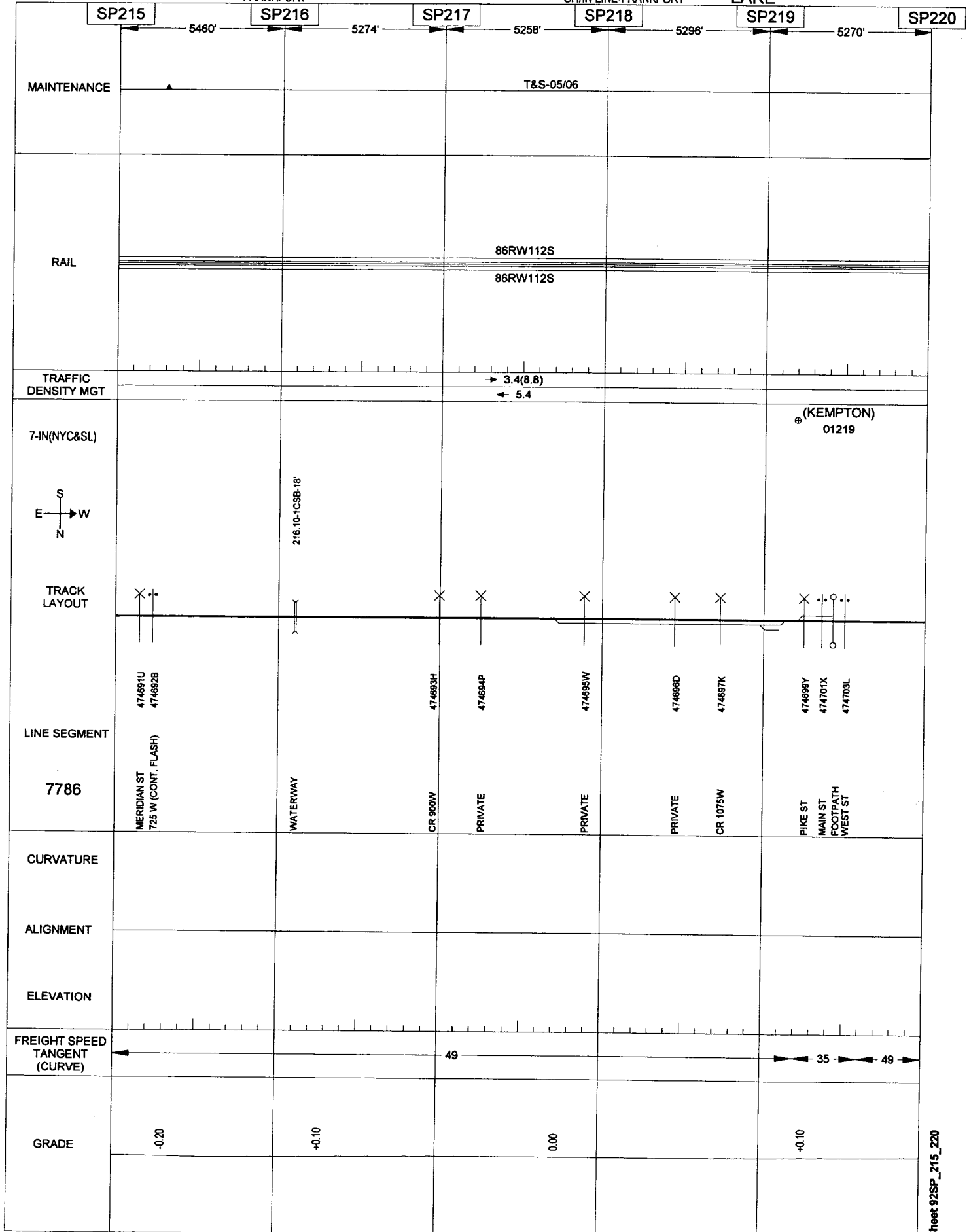
07/05/2007

FRANKFORT

252

OH/IN LINE-FRANKFORT

LAKE



07/05/2007

FRANKFORT

253

OH/IN LINE-FRANKFORT

LAKE

		SP220	SP221	SP222	SP223	SP224	SP225				
		5278'	5280'	5267'	5267'	5296'					
MAINTENANCE		T&S-05/06									
RAIL		86RW112S 86RW112S									
TRAFFIC DENSITY MGT		→ 3.4(8.8) ← 5.4		→ 3.4(8.5) ← 5.1							
7-IN(NYC&SL)		TEST MILE		(SCIRCLEVILLE) 01223 TEST MILE		HILLISBURG 01225					
<div><div>S</div><div>E</div><div>N</div><div>W</div></div>											
TRACK LAYOUT		X	X	X	X	X	X				
LINE SEGMENT		474705A	474706G	474707N	474708V	474709C	474710W	474711D	474713S	474715F	474718M
7786		PRIVATE	CR 1300E	PRIVATE	PRIVATE	CR 1230E	PRIVATE	PRIVATE	CR 1100E	CR 1000E	PRIVATE
CURVATURE											
ALIGNMENT										1.00 0.3R	
ELEVATION											
FREIGHT SPEED TANGENT (CURVE)		49									
GRADE		-0.10	-0.20	0.00	+0.30	0.00	-0.20	0.00	-0.20	+0.20	-0.10

Sheet 92SP_220_225

LAKE

Sheet 92SP_225_230

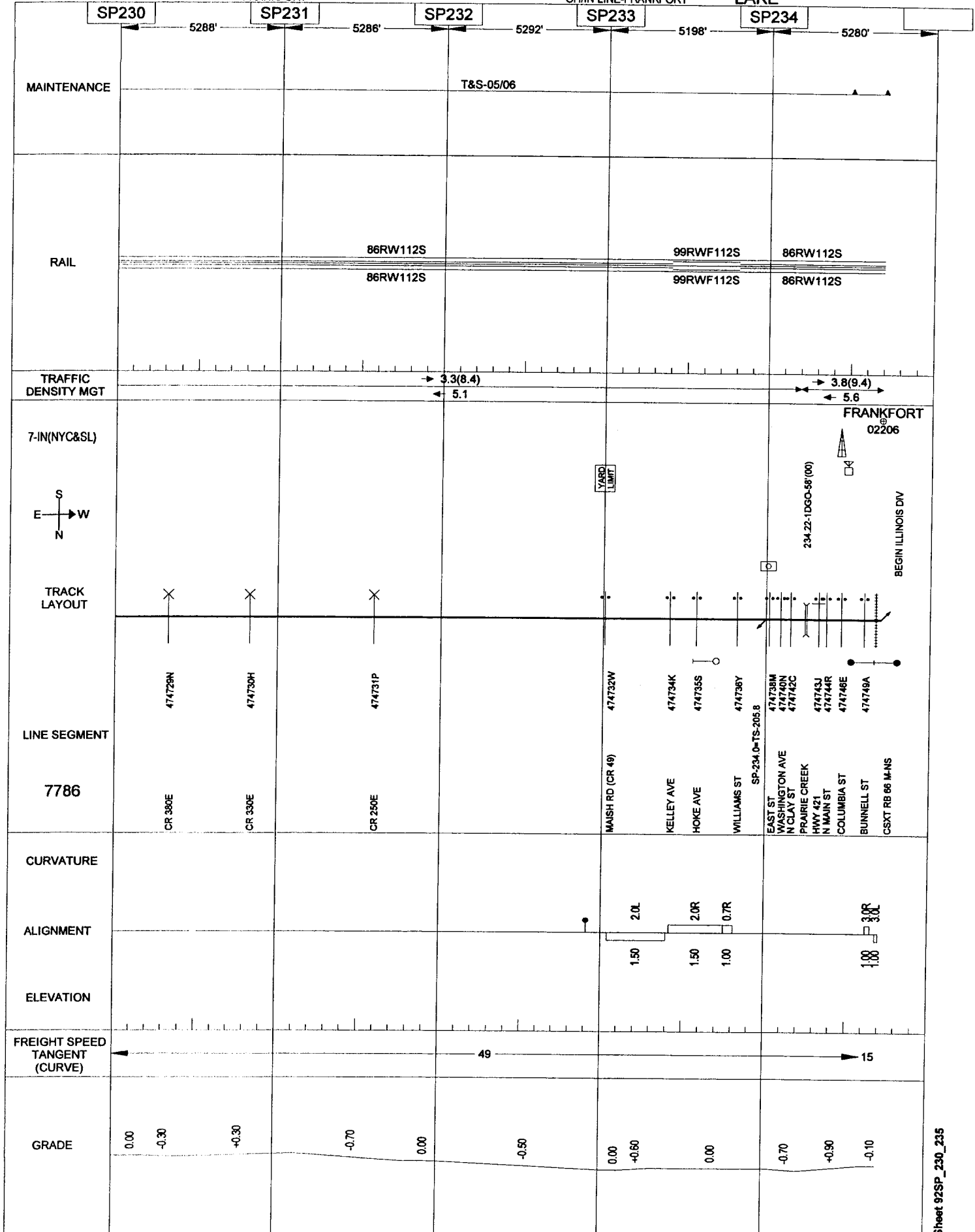
07/05/2007

FRANKFORT

255

OH/IN LINE-FRANKFORT

LAKE



01/30/2007

FRANKFORT

255.1

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

→ 3.8(9.4)
↗ 5.6

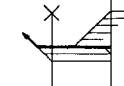
CSXT CROSSING

V-7-IN

S
E → W
N

TRACK
LAYOUT

BEGIN LAKE DIVISION



474750U

LINE SEGMENT

7980

ROSSVILLE AVE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

0.00

01/30/2007

FRANKFORT

255.2
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP235

SP236

SP237

SP238

SP239

SP240

5280'

5280'

5284'

5302'

5264'

MAINTENANCE

T&S-11/89

T&S-11/89

T&S-05/99

RAIL

77W131S

77W131S

TRAFFIC
DENSITY MGT

→ 3.8(9.4)

← 5.6

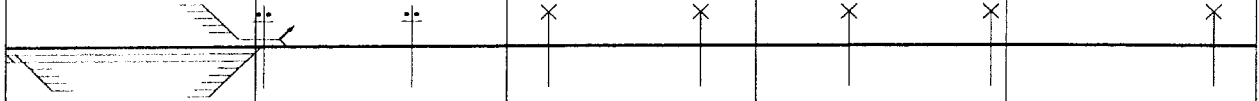
FRANKFORT YARD

(DENISTON)

V-7-IN



S
E → W
N

TRACK
LAYOUT

LINE SEGMENT

474753P
CR 200W474756K
CR 0474758Y
CR 300W474759F
PRIVATE474761G
CR 100N474762N
CR 450W474763V
CR 530W

7980

CURVATURE

ALIGNMENT

3.0R
2.8L
0.00
0.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

20

49

GRADE

0.00

-0.20

+0.20

-0.20

-0.80

+0.60

0.00

-1.00

01/30/2007

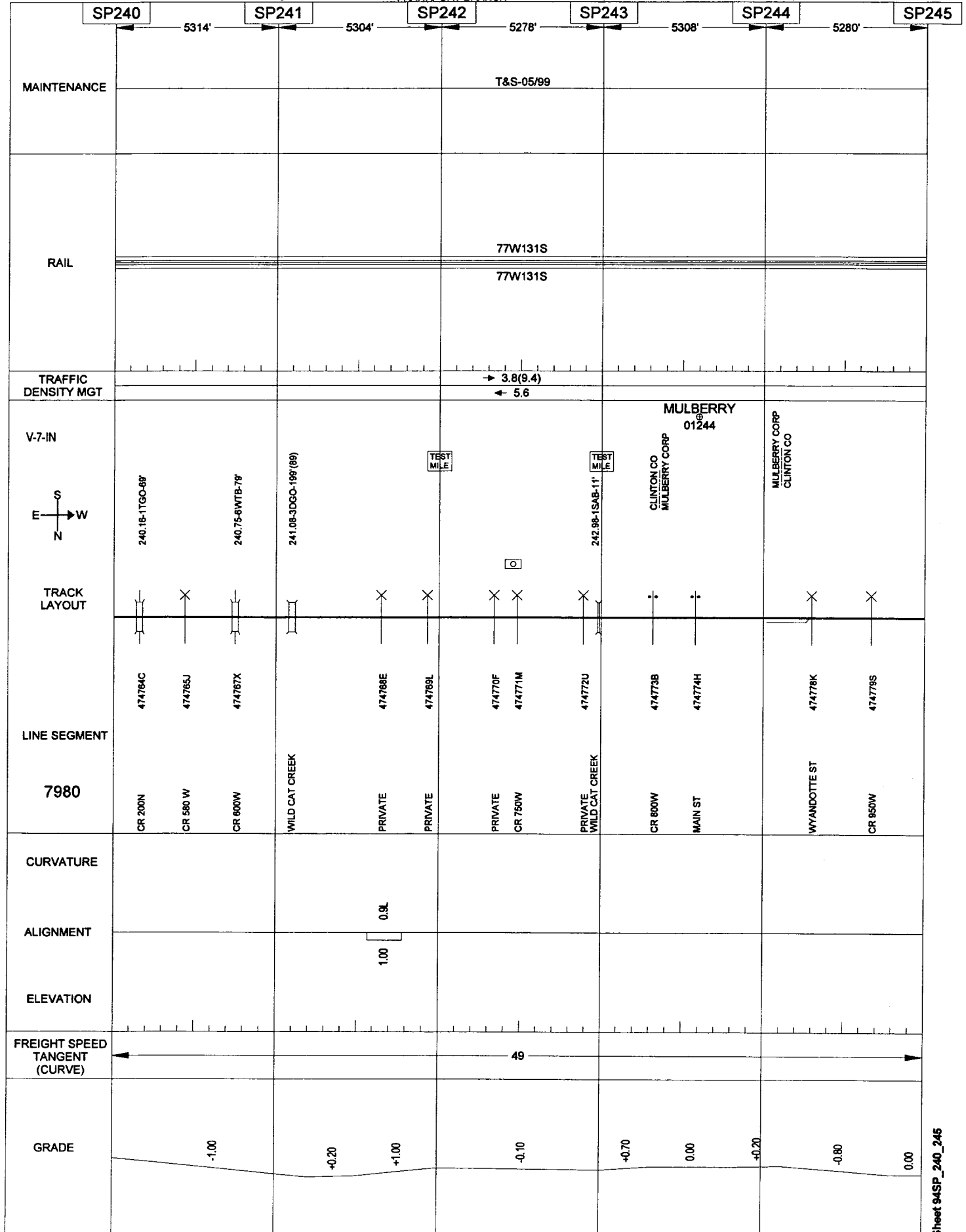
255.3

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



01/30/2007

FRANKFORT

255.4
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS

SP245

SP246

SP247

SP248

SP249

SP250

5304'

5240'

5338'

5296'

5296'

MAINTENANCE

T&S-05/99

RAIL

77W131S

85W115S

77W131S

85W115S

TRAFFIC
DENSITY MGT→ 3.8(9.4)
← 5.6

V-7-IN

CLINTON CO
TIPPECANOE COS
E → W
N

247.71-1CAB-28"

248.22

248.40-3DSB-225"

TRACK
LAYOUT

LINE SEGMENT

7980

474780L
PRIVATE474781T
CR 107SE474782A
PRIVATE

PRIVATE

474783G
CR 950E474784N
PRIVATE474785V
CR 900E

WATERWAY

PRIVATE

WILD CAT CREEK

474788R
ADAMS RD474789X
PEDESTRIAN WALKWAY474790S
JACKSON ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

49

GRADE

+0.30

+0.20

-0.60

-0.90

-0.80

-1.10

0.00

+0.70

+1.10

0.00

-0.20

01/30/2007

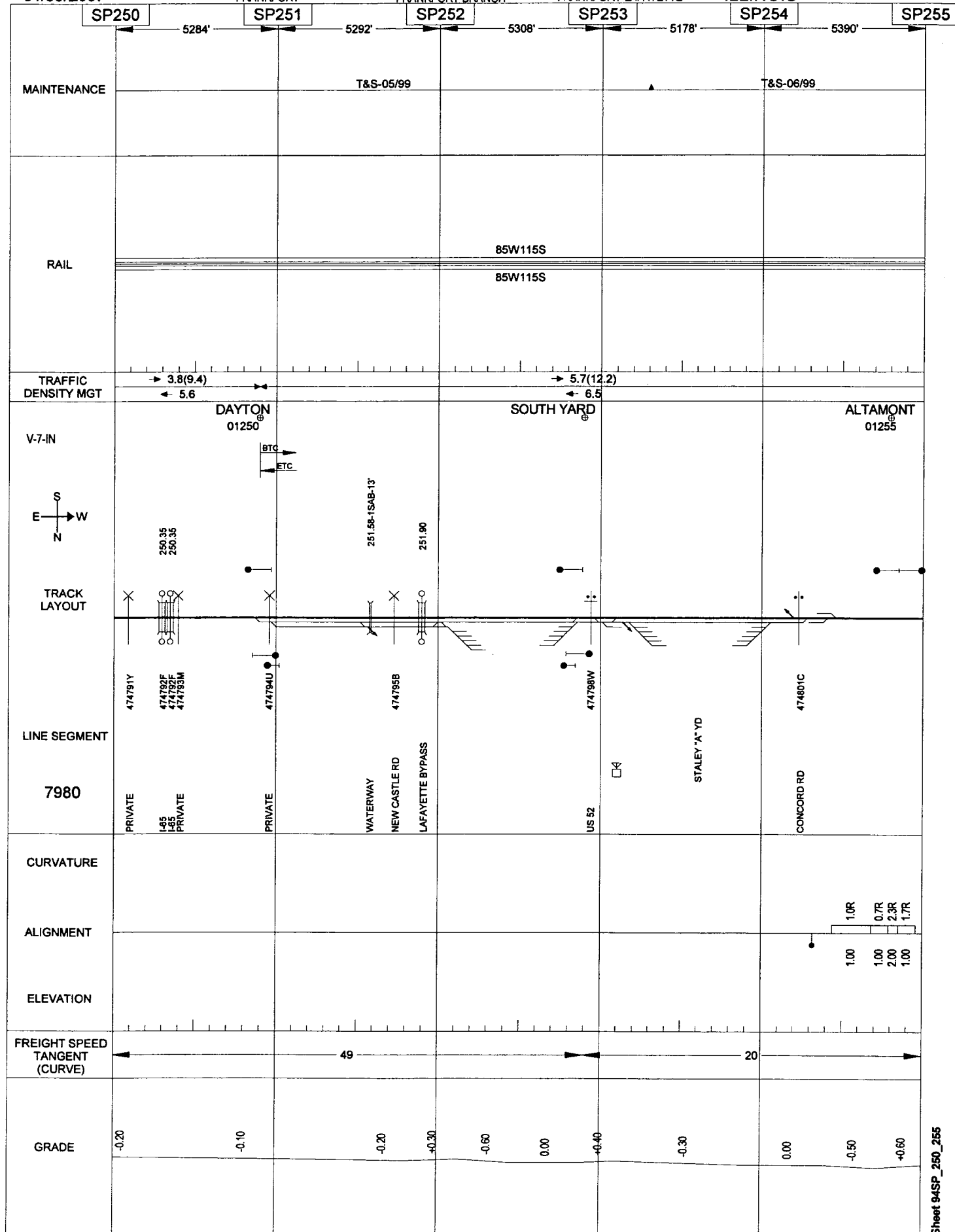
255.5

FRANKFORT

FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



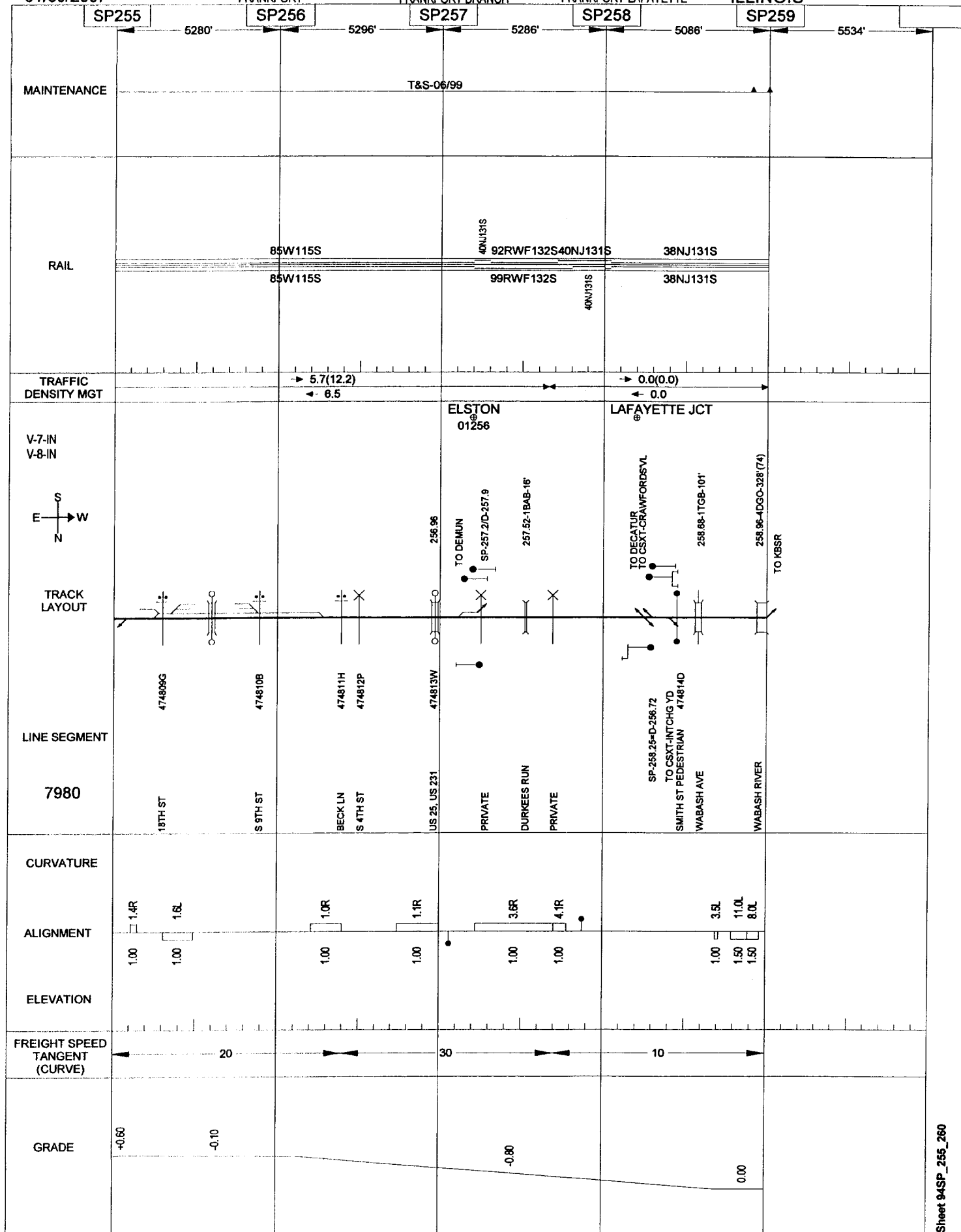
01/30/2007

FRANKFORT

255.6
FRANKFORT BRANCH

FRANKFORT-LAFAYETTE

ILLINOIS



07/05/2007

FRANKFORT

256
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

475006P

LINE SEGMENT

7801

CR 100 S

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

NOTE: KOKOMO SPUR
OUT OF SERVICE
TS-184 TO TS-193

Sheet 92TS_180_185

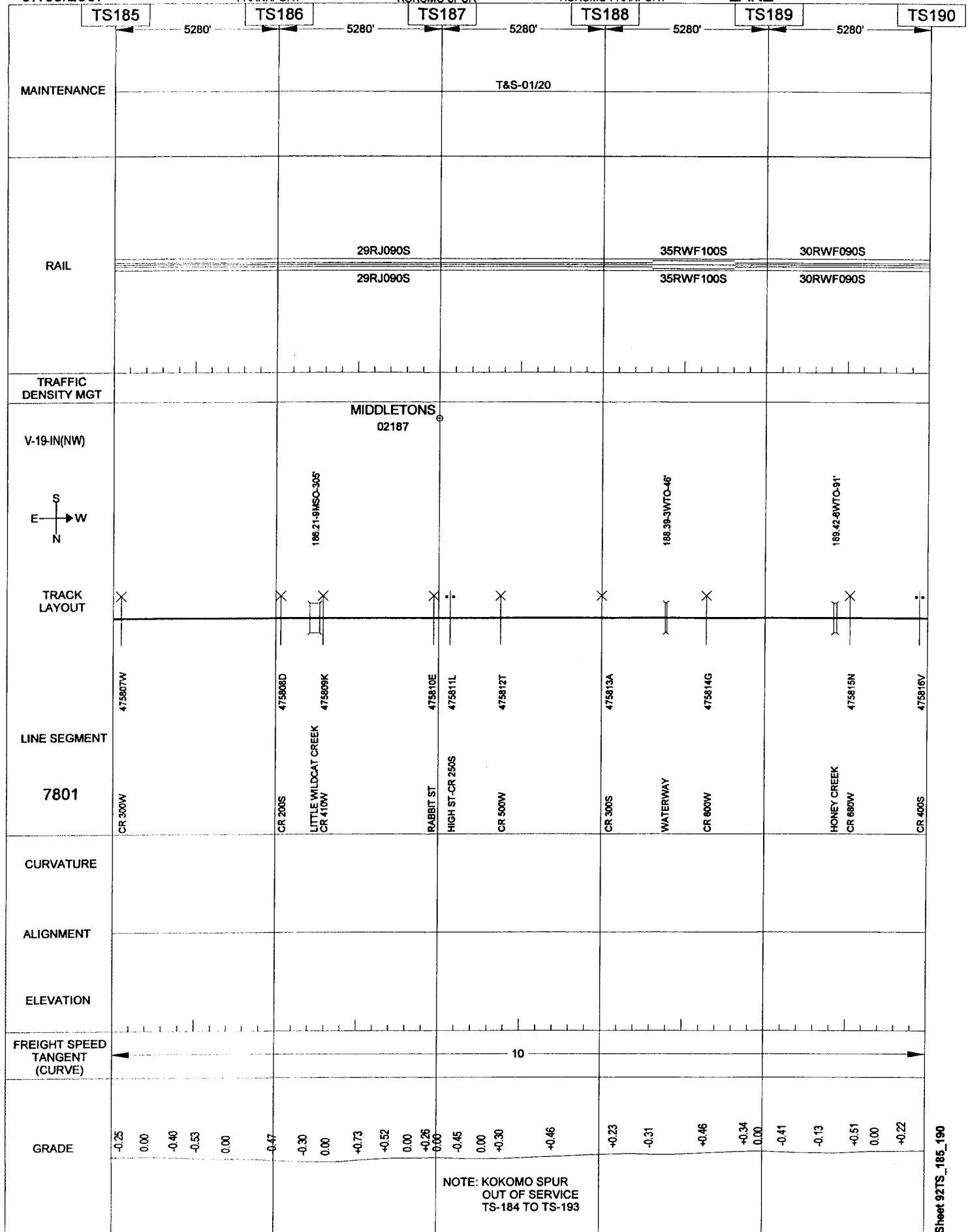
07/05/2007

FRANKFORT

257
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



07/05/2007

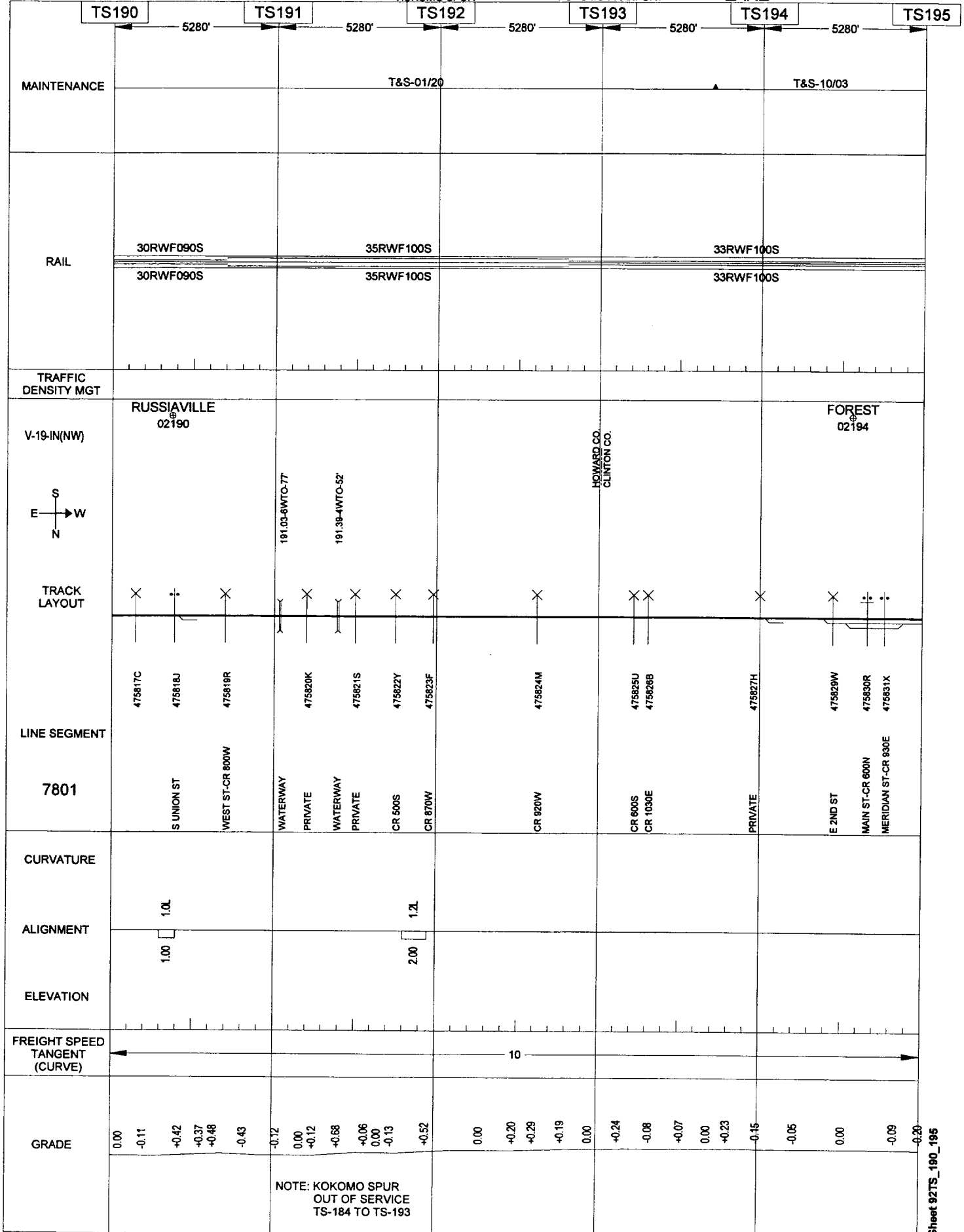
258

FRANKFORT

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



07/05/2007

FRANKFORT

259
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

V-19-IN(NW)

MICHIGANTOWN
02199TRACK
LAYOUT

196.06-10WTO-127

196.32-3WTO-40

199.56-6WTO-89

LINE SEGMENT

7801

475833E

475833L

475834T

475835A

475836G

475837N

475838V

475839C

475840W

475841D

475842K

475843S

CR 880E

CR 500N
SWAMP CREEKWATERWAY
CR 800E

PRIVATE

CR 430N

PRIVATE

CR 700E

PRIVATE
MAIN ST
7TH ST

WILDCAT CREEK

CR 520E
CR 200N

CURVATURE

ALIGNMENT

ELEVATION

1.00
1.0R1.00
1.0RFREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.20

-0.03

-0.41

+0.06

-0.30

-0.71

-0.08

-0.60

0.00

-0.13

+0.02

-0.07

-0.15

-0.24

0.00

+0.27

+0.10

-0.12

+0.25

+0.60

+0.12

0.00

-0.62

-0.16

+0.39

-0.07

07/05/2007

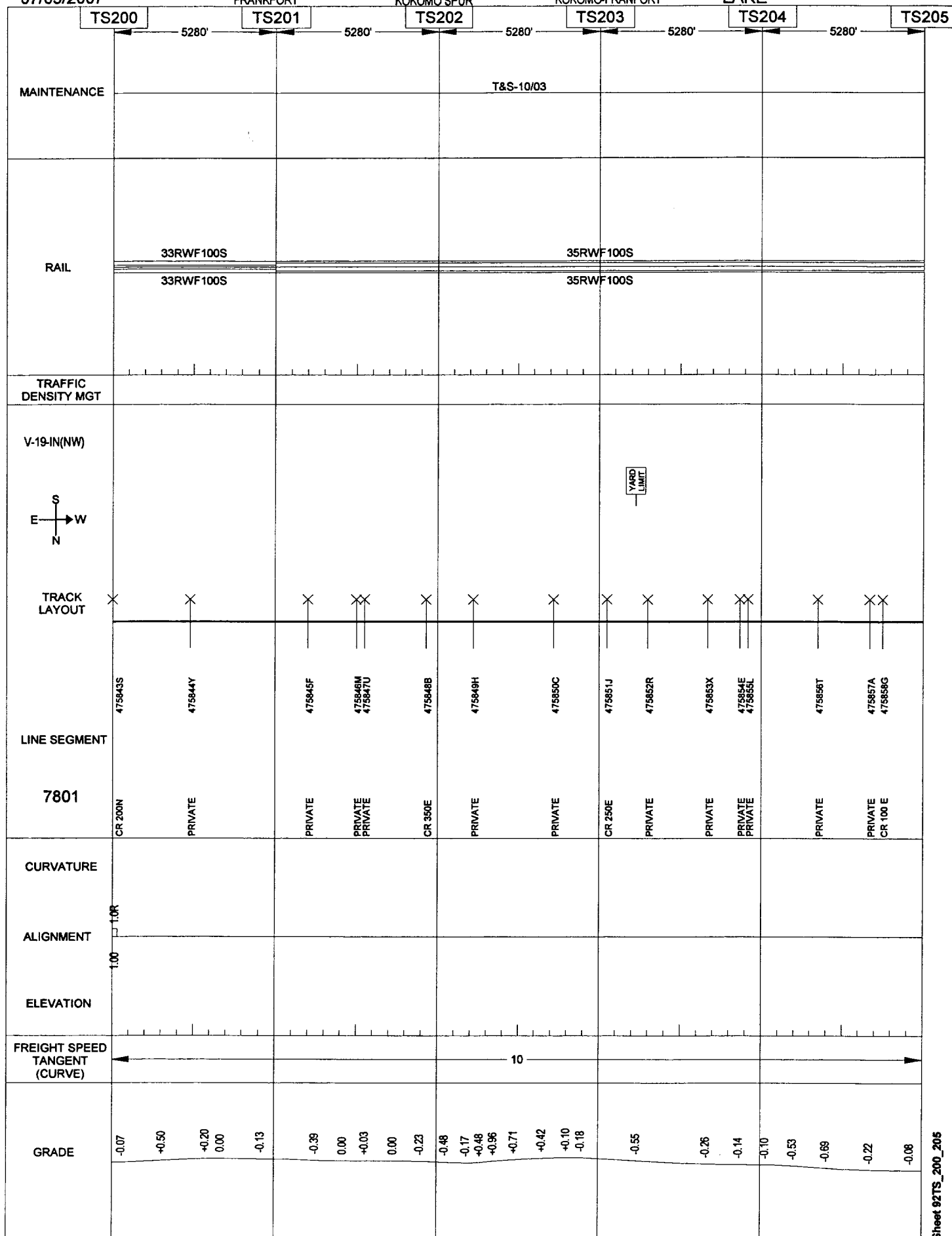
FRANKFORT

260

KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE



07/05/2007

FRANKFORT

261
KOKOMO SPUR

KOKOMO-FRANKFORT

LAKE

TS205

5280'

MAINTENANCE

T&S-10/03

RAIL

35RWF100S

35RWF100S

TRAFFIC
DENSITY MGT

V-19-IN(NW)

FRANKFORT[®]
02206TRACK
LAYOUT

LINE SEGMENT

475859N

475860H

475863D

475864K

TS-205 B-SP-234.0

CRAWFORD ST

WASHINGTON AVE

WILLIAMS ST

N O'NEAL ST

7801

CURVATURE

ALIGNMENT

3.0L

3.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.13

+0.49

0.00

07/05/2007

FRANKFORT

262
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE

140

1742'

MAINTENANCE

RAIL

43RWF090S
43RWF090STRAFFIC
DENSITY MGT

14-IN(NW)

TRACK
LAYOUTTIPTON
01210

I-39.85/SP-209.59

476609E

I-39.67=SP-209.28

MAIN ST

LINE SEGMENT

7757

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

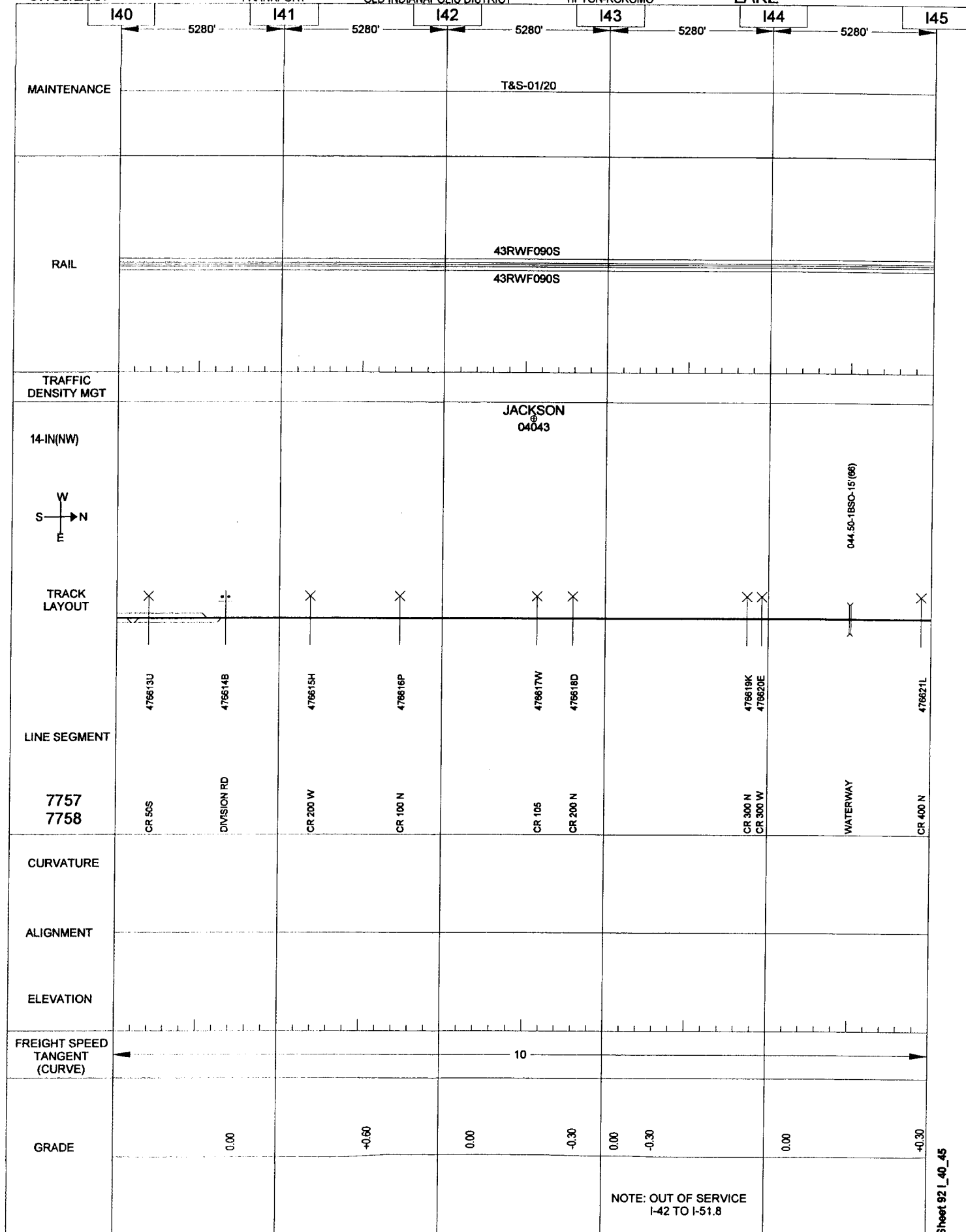
07/05/2007

FRANKFORT

263
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE



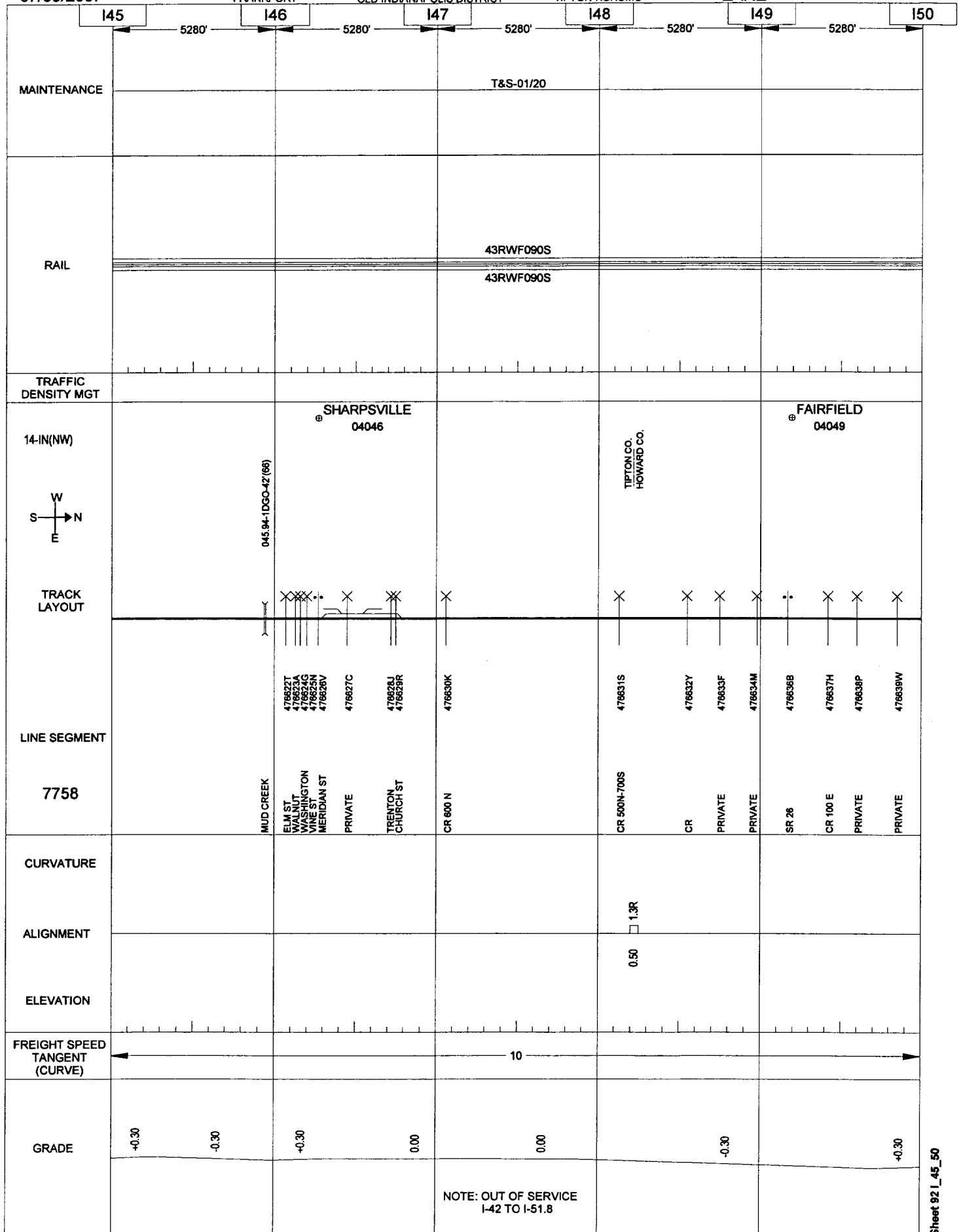
07/05/2007

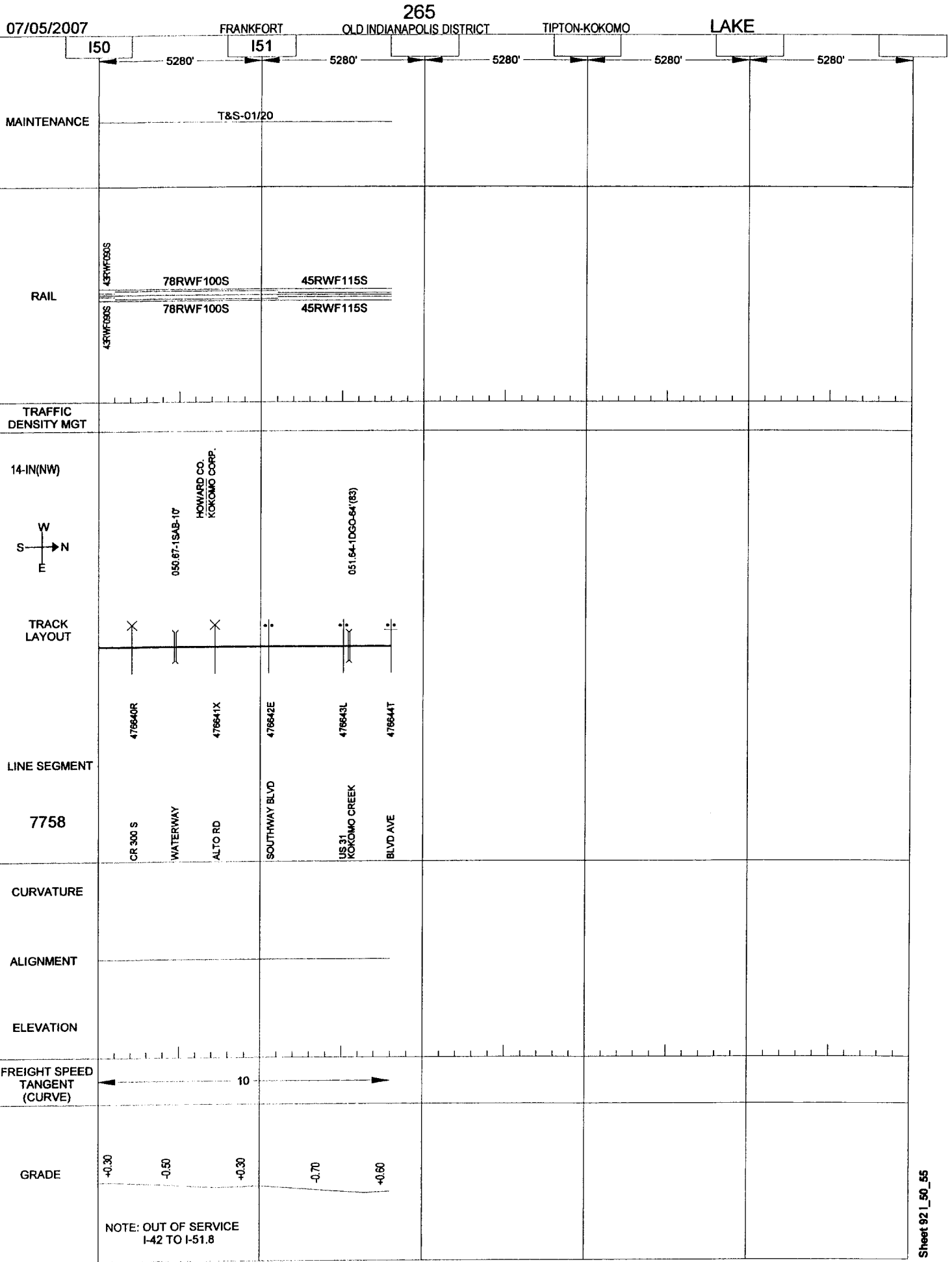
FRANKFORT

264
OLD INDIANAPOLIS DISTRICT

TIPTON-KOKOMO

LAKE





07/05/2007

MICHIGAN CITY

266
MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE

1109

1110

5280'

5280'

5280'

5379'

5271'

MAINTENANCE

T&S-11/94

RAIL

29RJ090S 54RJ112S 49RJ112S 98RMF132S
29RJ090S 54RJ112S 49RJ112S 98RMF132S

TRAFFIC
DENSITY MGT

0.0(0.0)
0.0

15-IN(LE&W)

ARGOS
00431

W
S → N
E

MARSHALL CO
ARGOS CORP.

TRACK
LAYOUT

LINE SEGMENT

7760

I-109 5/B-430.7

I-109 8/B-430.8

NS MI 56

SOUTH ST

483400B

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10 20 25

GRADE

-1.00

-0.50

0.00

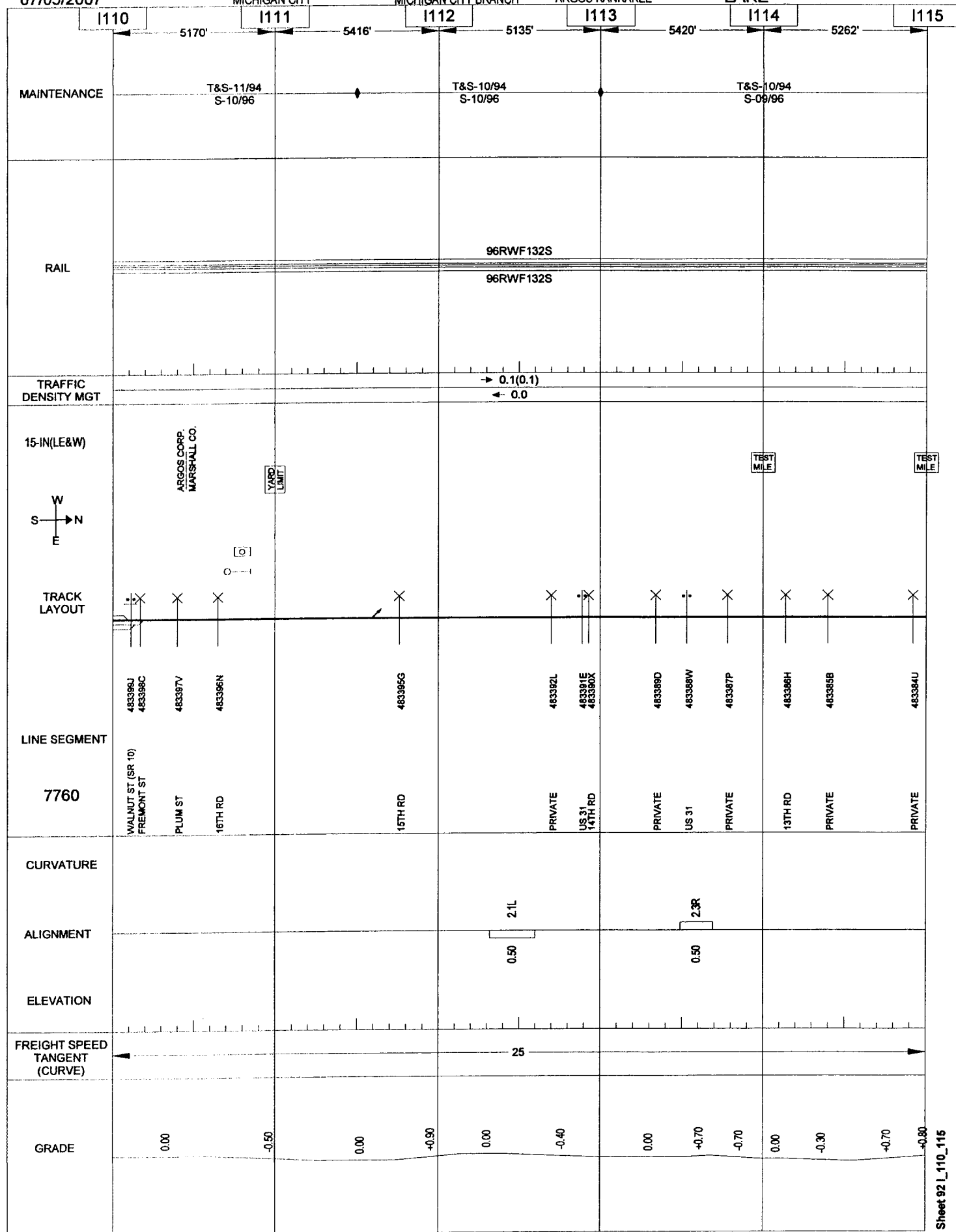
07/05/2007

MICHIGAN CITY

267
MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



07/05/2007

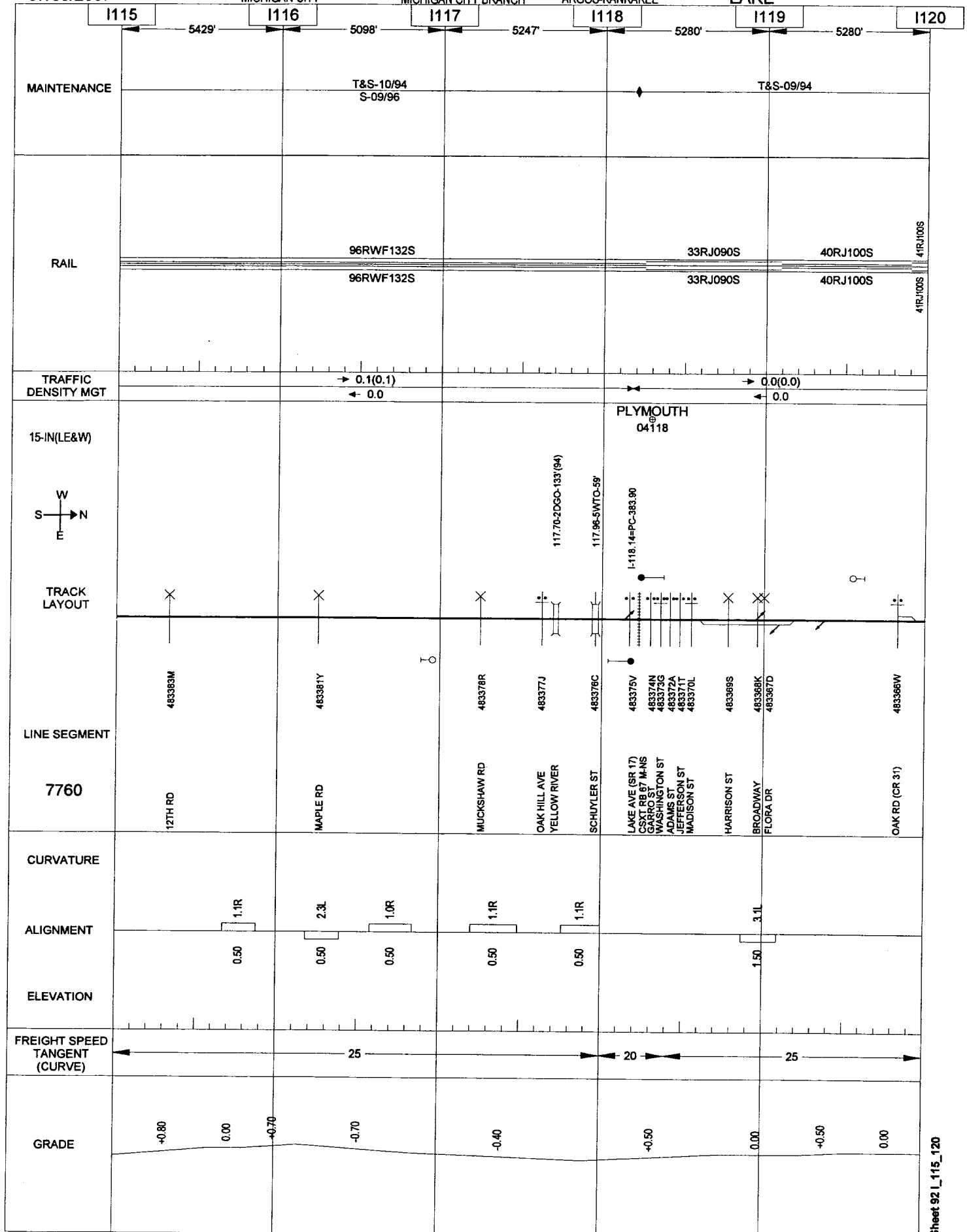
268

MICHIGAN CITY

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



07/05/2007

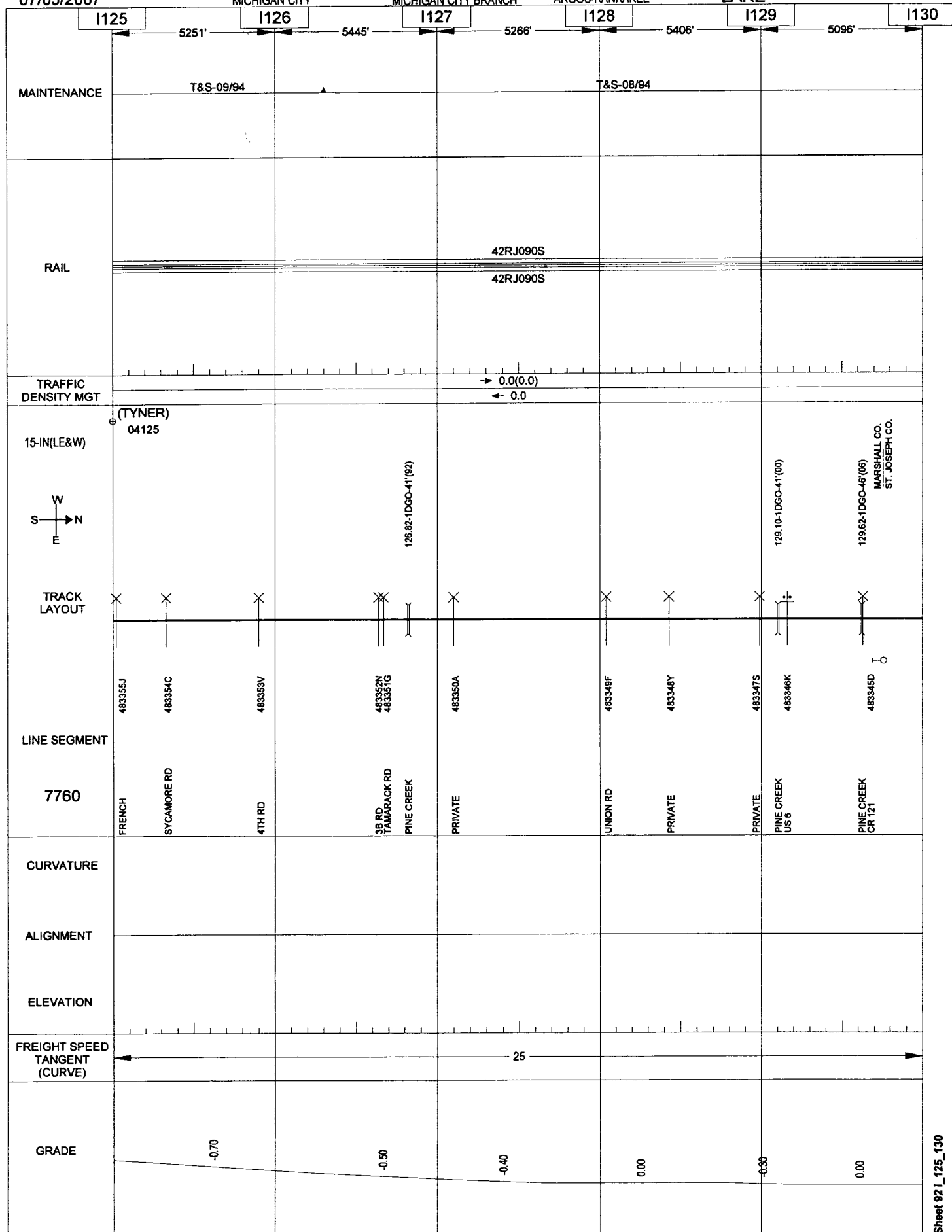
MICHIGAN CITY

270

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



07/05/2007

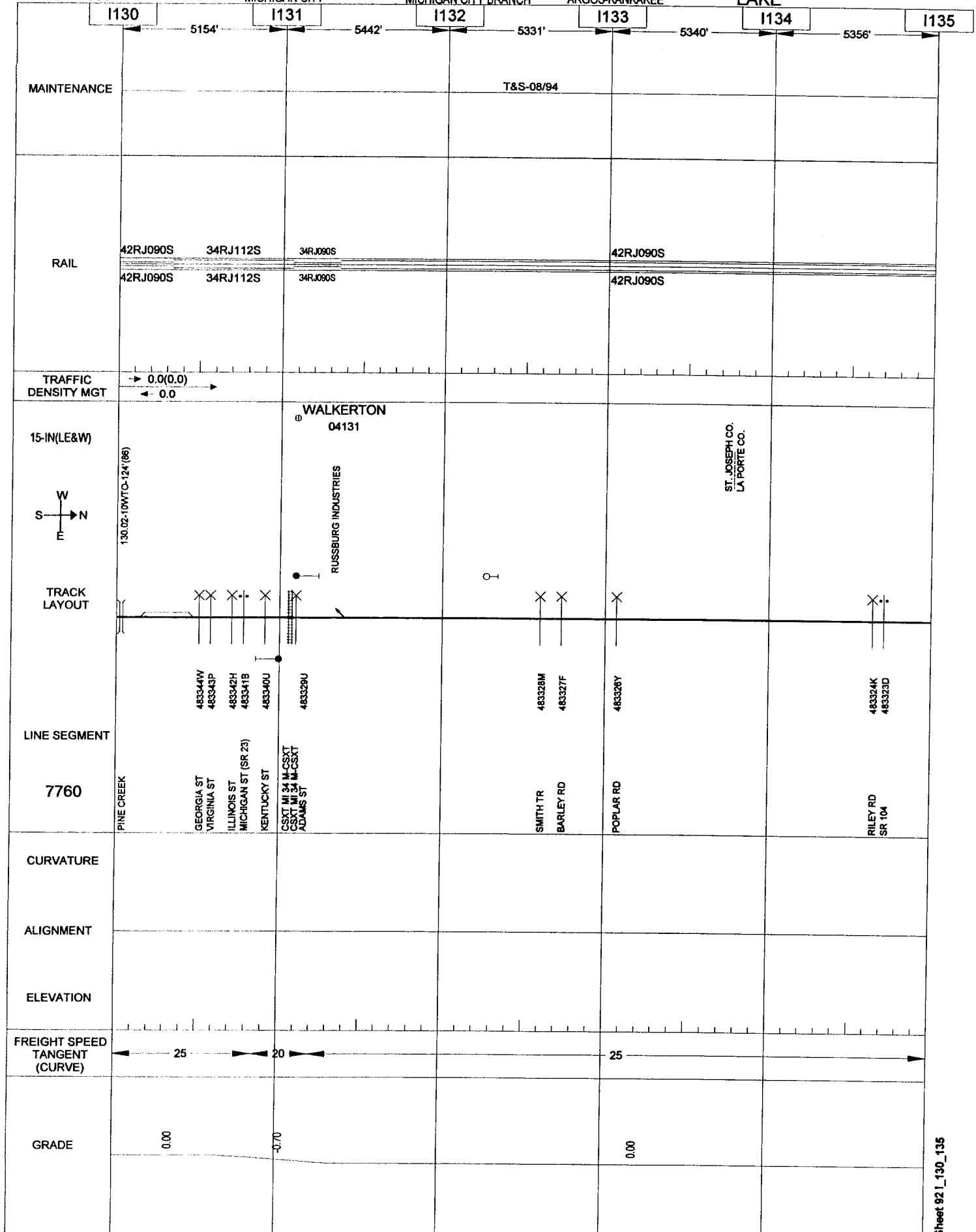
MICHIGAN CITY

271

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE



07/05/2007

MICHIGAN CITY

272

MICHIGAN CITY BRANCH

ARGOS-KANKAKEE

LAKE

	I135	5146'	I136	5270'				
MAINTENANCE	T&S-08/94							
RAIL	42RJ090S							
	42RJ090S							
TRAFFIC DENSITY MGT								
15-IN(LE&W)	(KANKAKEE)							
W S → N E	135.00-3.DGO-122 (77)							
TRACK LAYOUT								
LINE SEGMENT								
7760	KANKAKEE RIVER							
CURVATURE								
ALIGNMENT								
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	25							
GRADE	0.00							

DEARBORN

110

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

92RWF132S

92RWF132S

$$\begin{array}{r} \leftarrow 5.1(8.8) \\ \leftarrow 3.7 \end{array}$$

IRONVILLE
07006

(HOMESTEAD)
07007

MP 8
07011

(BOOTH)
07009

T-5.37=CS-3.68

005.69-2CBB-23'

YARD LIMIT

08 78-158728"

09 24

TRACK LAYOUT

LINE SEGMENT

7238

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

10

5

GRADE

00.00

0.04

0.25

0.25

0.07

000

0.03

Sheet 76 T_5_10

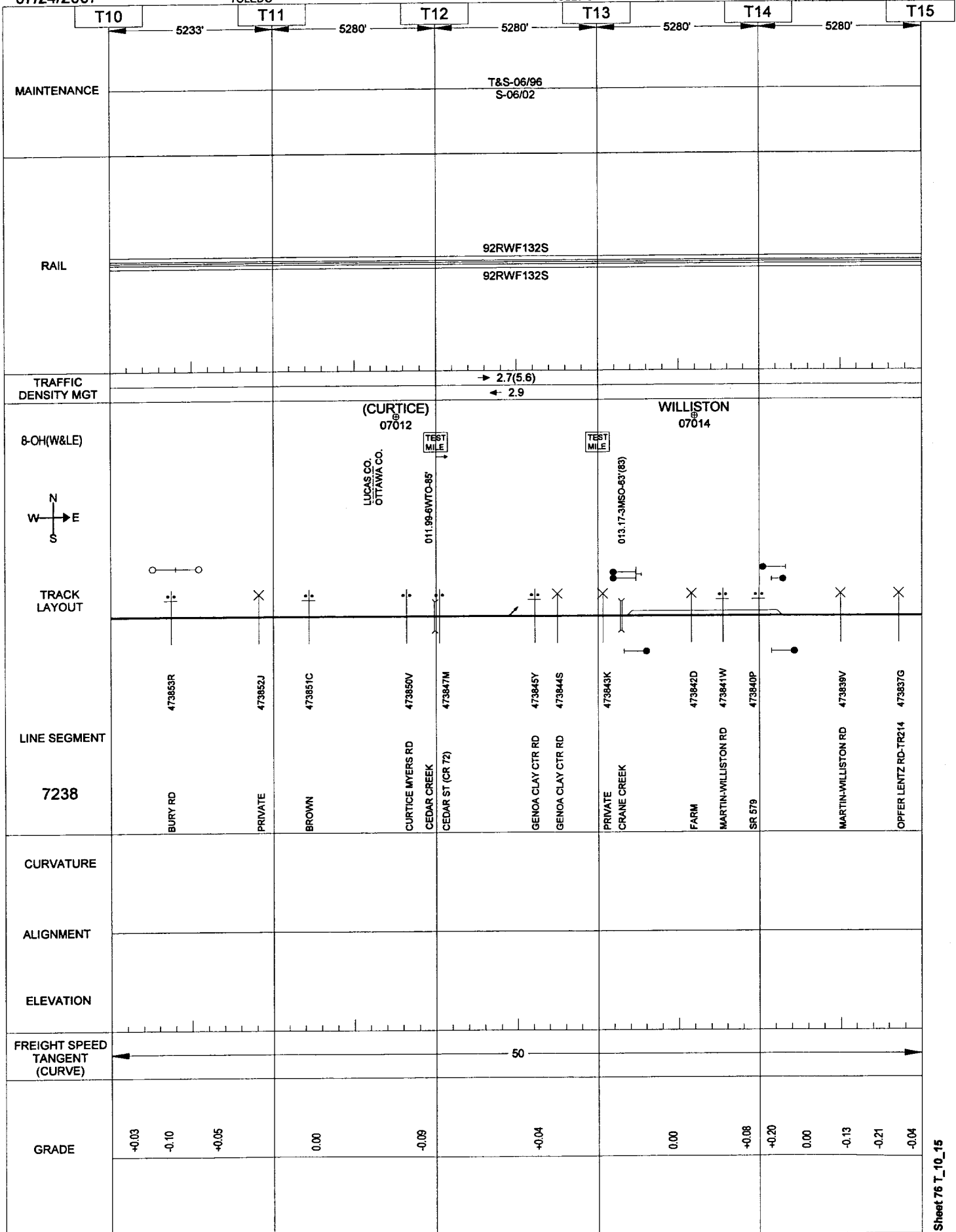
07/24/2007

TOLEDO

272.2

TOLEDO-BELLEVUE

DEARBORN



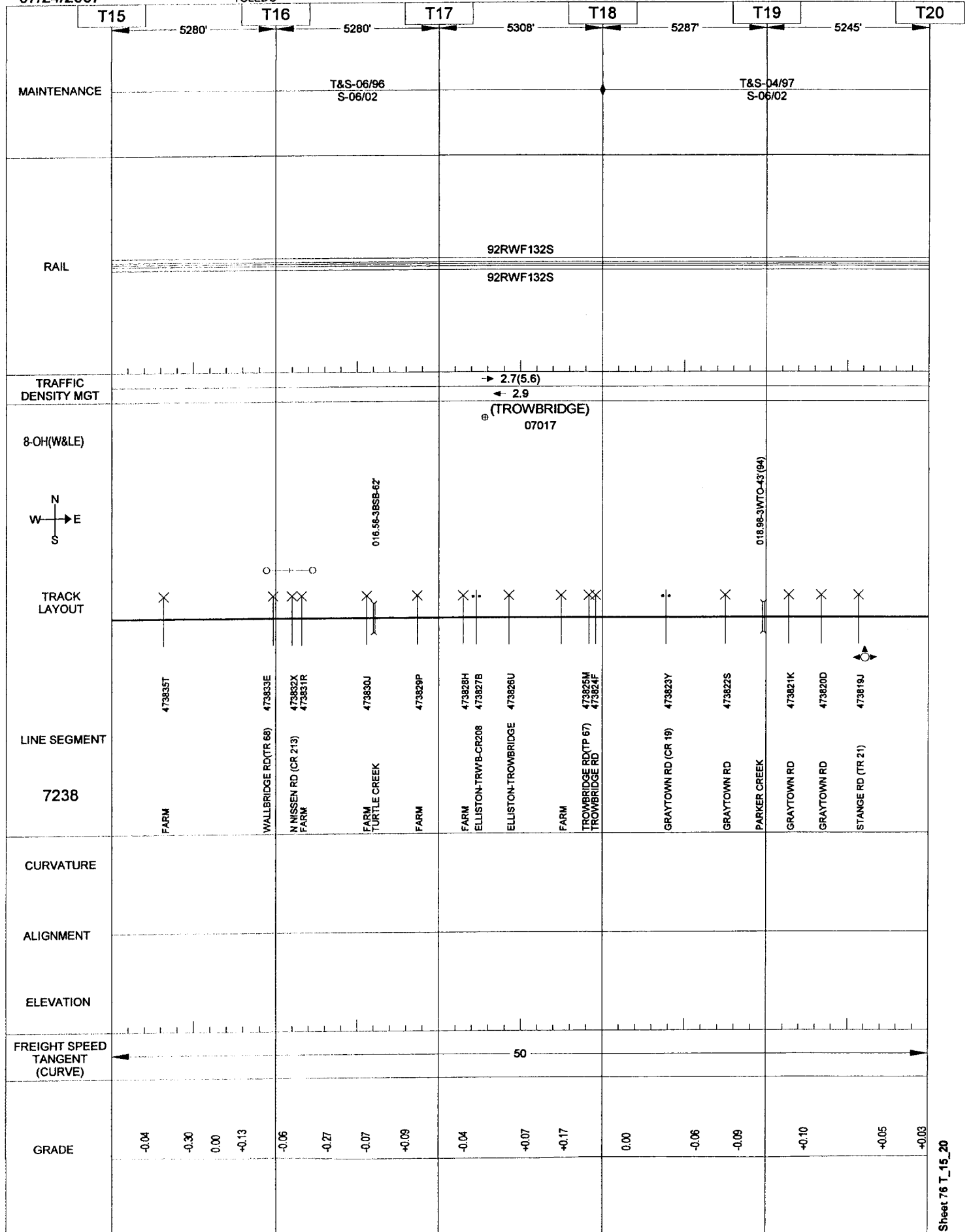
07/24/2007

TOLEDO

272.3

TOLEDO-BELLEVUE

DEARBORN



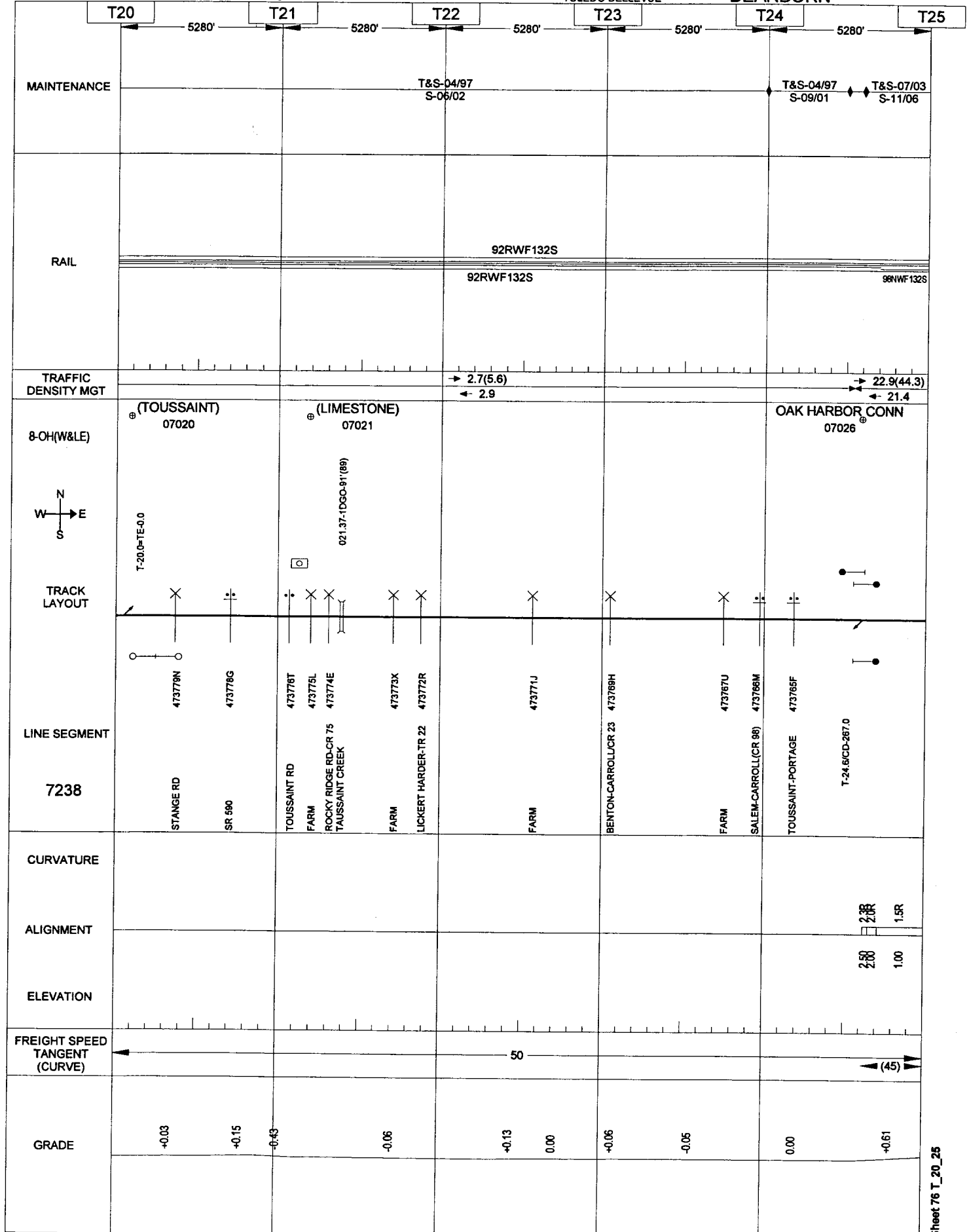
07/24/2007

272.4

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



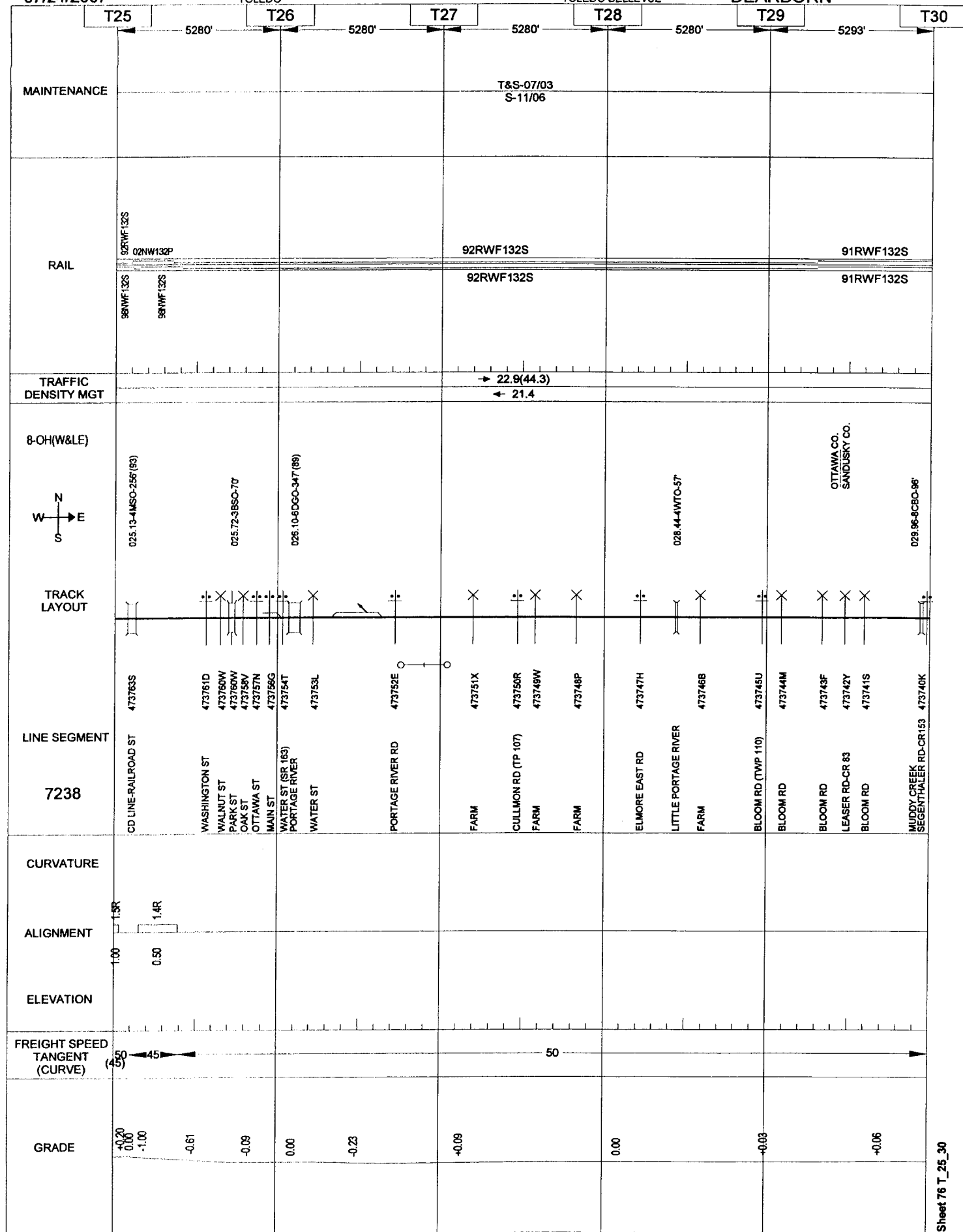
07/24/2007

TOLEDO

272.5

TOLEDO-BELLEVUE

DEARBORN



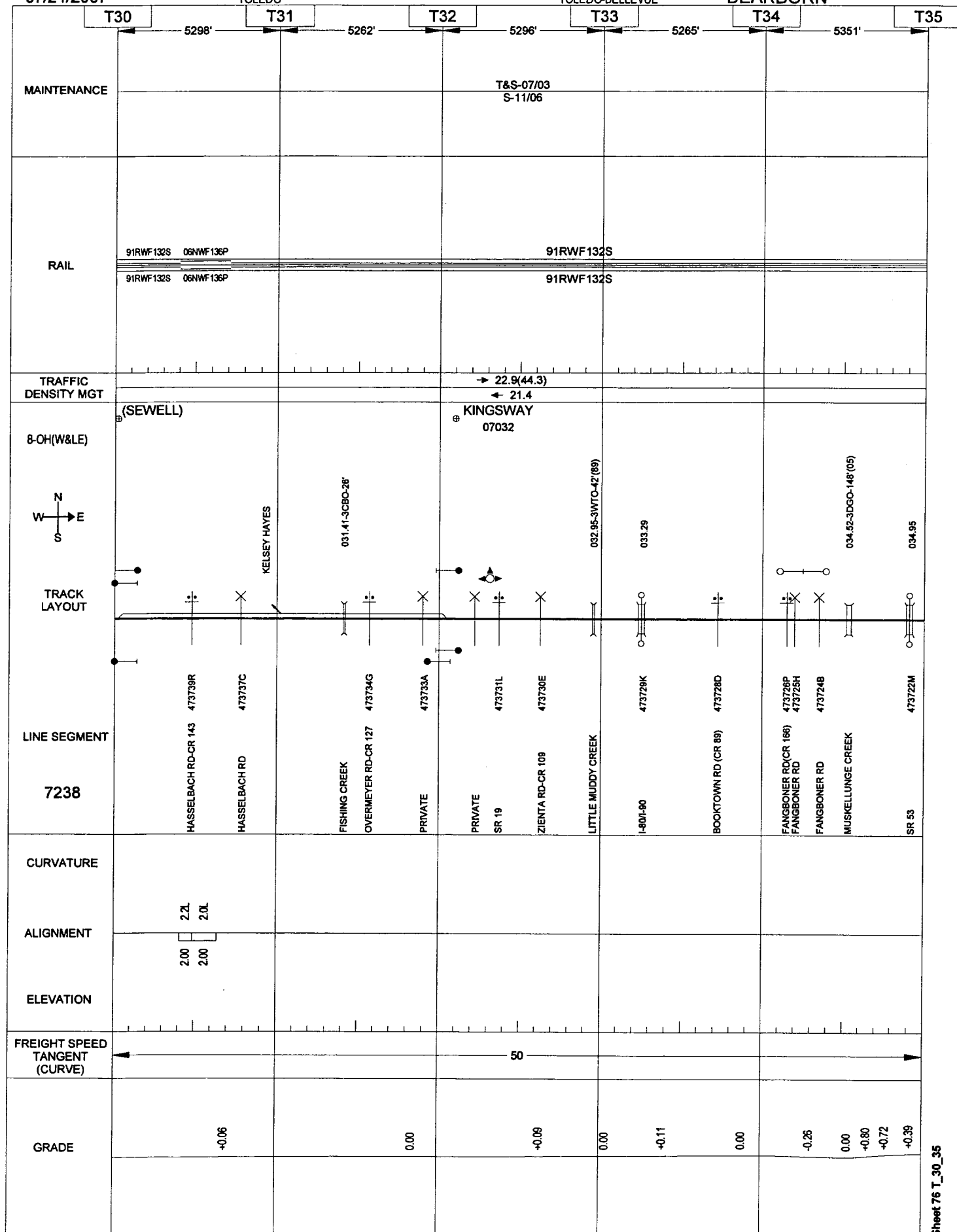
07/24/2007

272.6

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



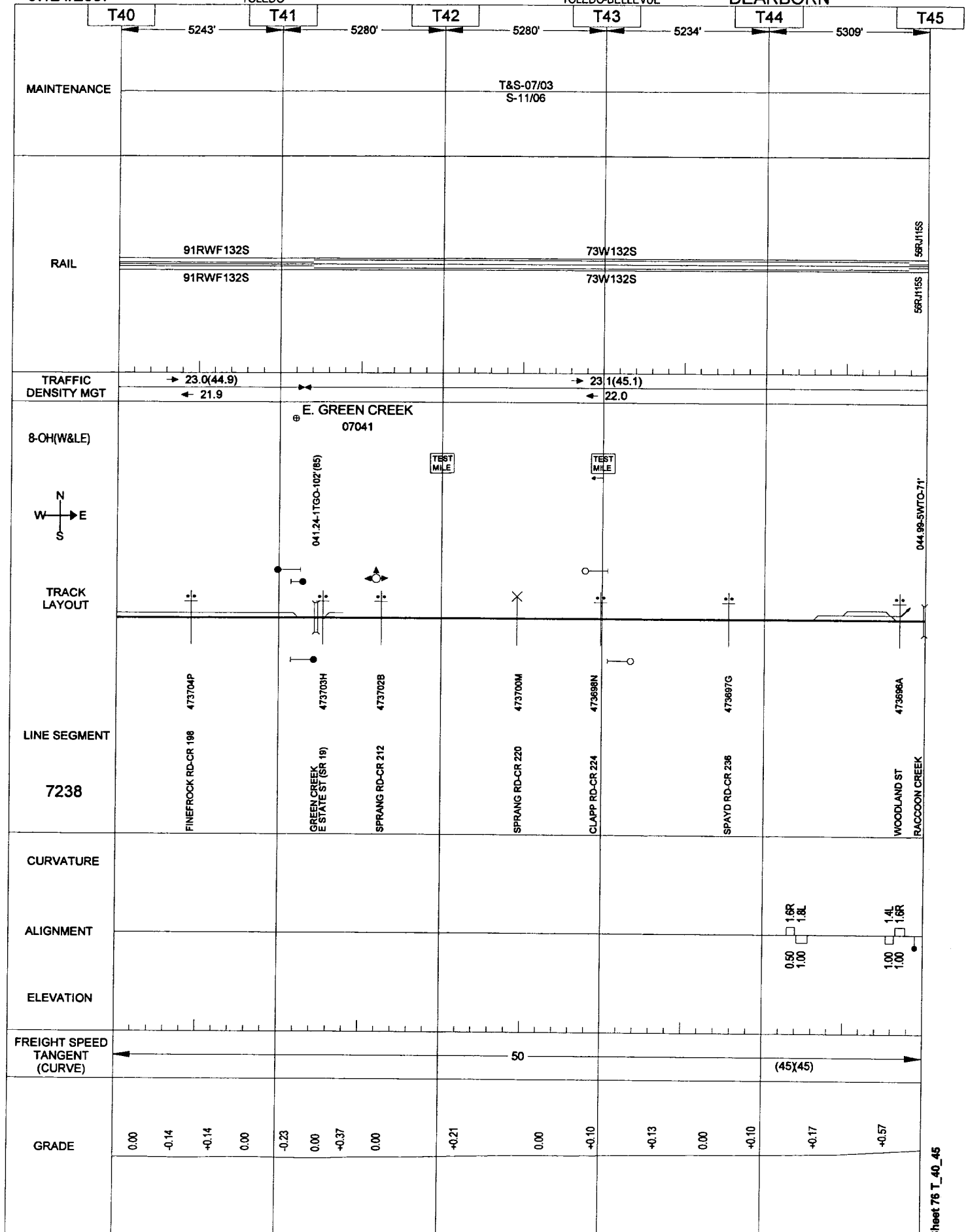
07/24/2007

272.8

TOLEDO

TOLEDO-BELLEVUE

DEARBORN



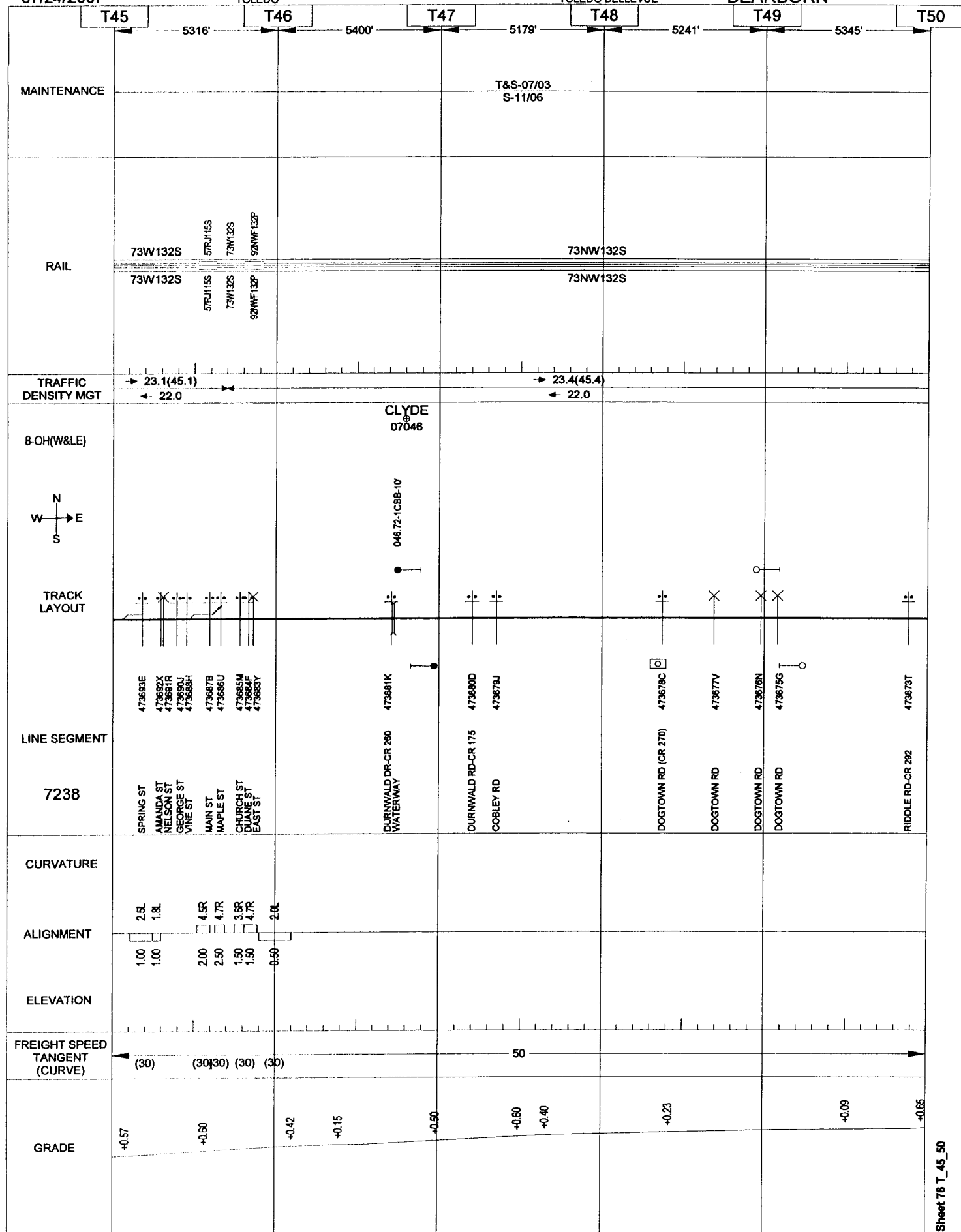
07/24/2007

TOLEDO

272.9

TOLEDO-BELLEVUE

DEARBORN



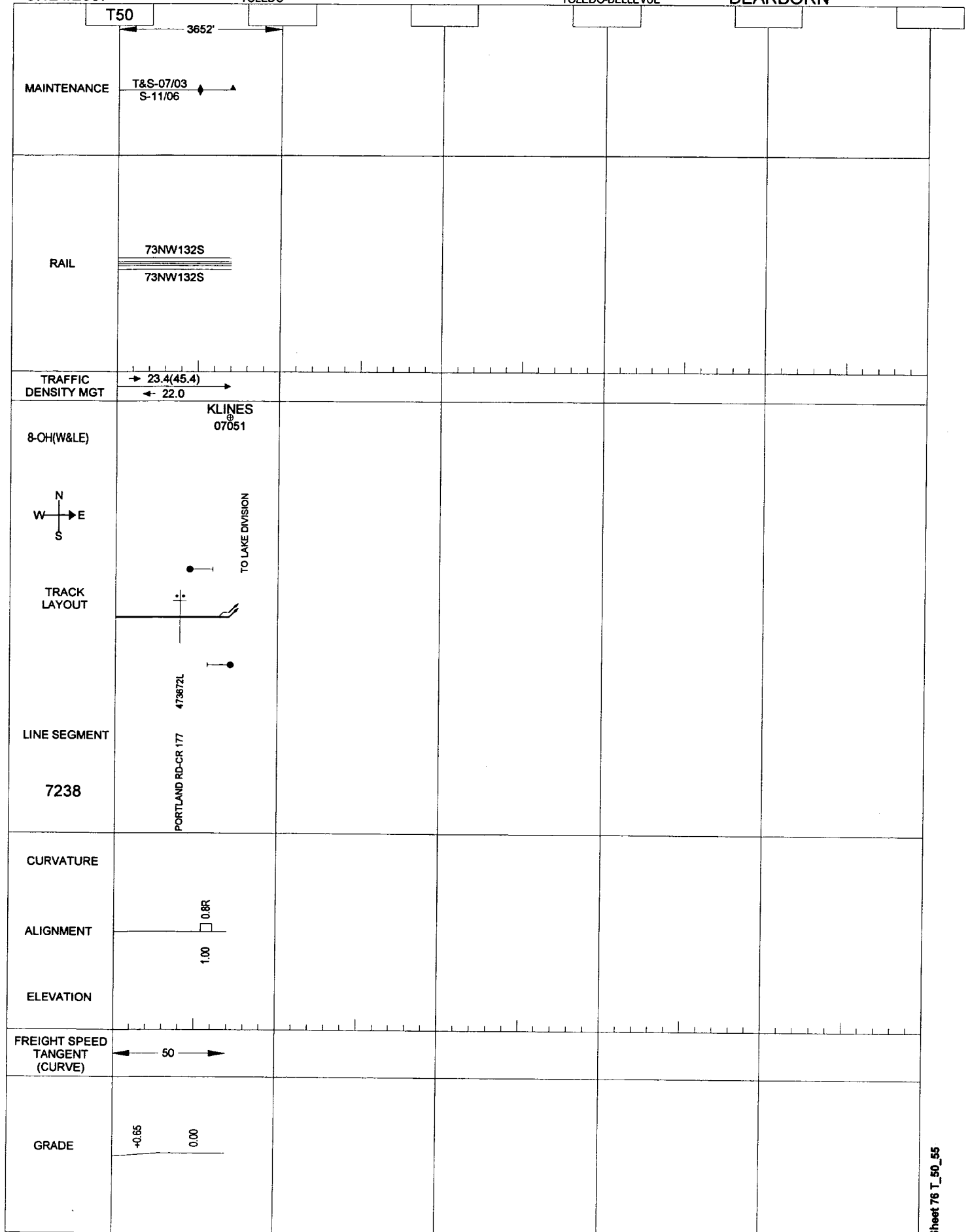
07/24/2007

TOLEDO

272.10

TOLEDO-BELLEVUE

DEARBORN



LAKE

T5	
----	--

— 5280

T&S-05/97

73W132S

73W132S

► 1.8(2.2)

YEOMANS
⊕
07055

BEGIN DEARBORN DIV

[illegible]

COPP RD-CR 302 473671E

MT PLEASANT RD-CR308 473669D

KILBOURNE

SOUTHWEST S

PRIVATE

PRAIRIE RD

1.11.00

0.00

0.50 4.0L

- 30

25

— 25 —

+0.45

-0.40

0.60

:

0.40

29

0.16

0.16

0.43

0.50

0.40

-0.50

	TE0	TE1	TE2	TE3	TE4	TE5
MAINTENANCE	T&S-01/20					
RAIL	**RJ115S **RJ115S					
TRAFFIC DENSITY MGT						
V-8-OH						
<div style="text-align: center;"> </div>						
TE-0.0-T-20.0 TRACK LAYOUT						
LINE SEGMENT	473780H 473781P 473782W 473783D 473784K 473785S 473786Y 473787F 473789I 473788M 473789U 473790N 473792C 473793J 473794R 473795X 473796E 473797L 473798T 473799A 473800S 473802F					
7310	PRIVATE PRIVATE SR 590 PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE BENTON CARROLL RD BENTON CARROLL RD BENTON CARROLL RD NORTH RD TOUSSAINT N RD PRIVATE TOUSSAINT N RD TOUSSAINT N RD TOUSSAINT N RD TOUSSAINT N RD					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

sheet 76 TE_0_5

DEARBORN

Sheet 76TE_5_10

07/24/2007

273.3

FREMONT SWITCHING LEAD N&W

FREMONT

DEARBORN

EW21

EW22

EW23

EW24

EW25

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-12/84

RAIL

**RJ075S

95RJ110S

**RJ075S

95RJ110S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

V-9-OH

FREMONT
01023DAVIDSON
01025

021.61-4MSO-488'(94)

021.91-6MSO-715'(95)

022.27-1DGO-61'

EW-22.9=NS-265.9

TRACK
LAYOUT

LINE SEGMENT

7470

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00


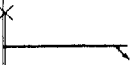
07/24/2007

273.4

FREMONT SWITCHING LEAD-N&W

FREMONT

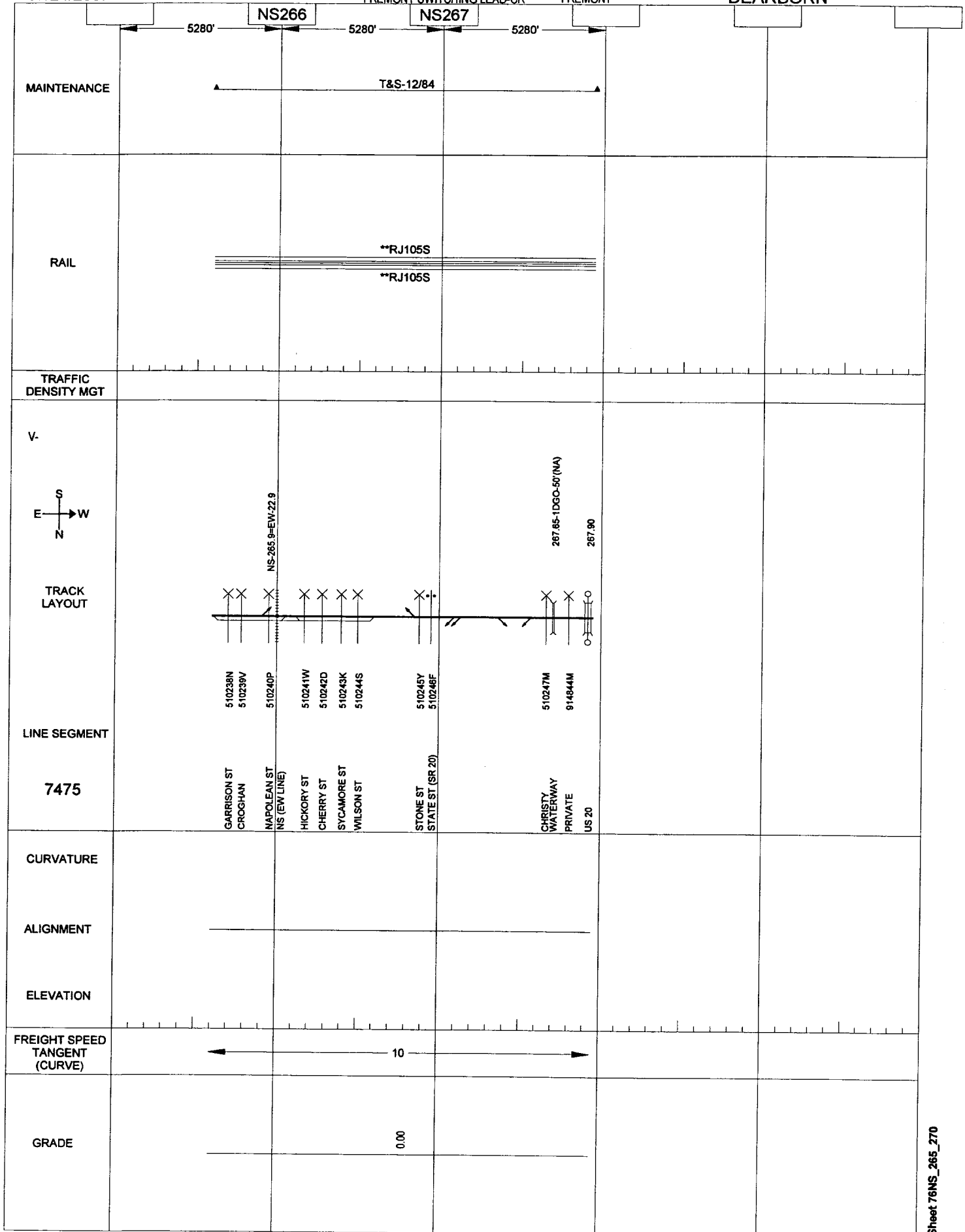
DEARBORN

<p>MAINTENANCE</p>	<p>EW25</p> <p>5280'</p> <p>T&S-12/84 ▲</p>
<p>RAIL</p>	<p>95RJ110S</p> <p>95RJ110S</p>
<p>TRAFFIC DENSITY MGT</p>	<p>→ 0.0(0.0) →</p> <p>← 0.0 ←</p>
<p>DAVIDSON 01025</p>  <p>TRACK LAYOUT</p>  <p>LINE SEGMENT</p> <p>7470</p> <p>BUCKLAND AVE (CR 41) 475221P</p>	
<p>CURVATURE</p>	
<p>ALIGNMENT</p>	
<p>ELEVATION</p>	
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>← 10 →</p>
<p>GRADE</p>	<p>0.00</p>

07/24/2007

273.5
FREMONT SWITCHING LEAD-CR
FREMONT

DEARBORN



07/05/2007

274

CLEVELAND

SOUTH LORAIN BRANCH

SHEFFIELD-S LORAIN

LAKE

SL0

SL1

SL2

SL3

LAKE

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-09/04

RAIL

80W130S

95RWF132S

80W130S

95RWF132S

TRAFFIC
DENSITY MGT

2.9(5.2)
2.3

3.0(6.1)
3.1

FORD JCT

ELYRIA CONN

SOUTH LORAIN

5A-OH(NYC&SL)
SHEFFIELD
00206

00209



TRACK
LAYOUT

SL-0.2/B-205.8

001.17-2DGO-90'(05)

001.46-1DGO-21'(99)

001.87-1DGO-31'(90)

SL-1.9=FV-5.8

TO FERGUSON

LINE SEGMENT

7520

RT 611

FRENCH CREEK

WATERWAY

WATERWAY

FRENCH CREEK RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0R

1.00

1.0R

1.00

10

0.00

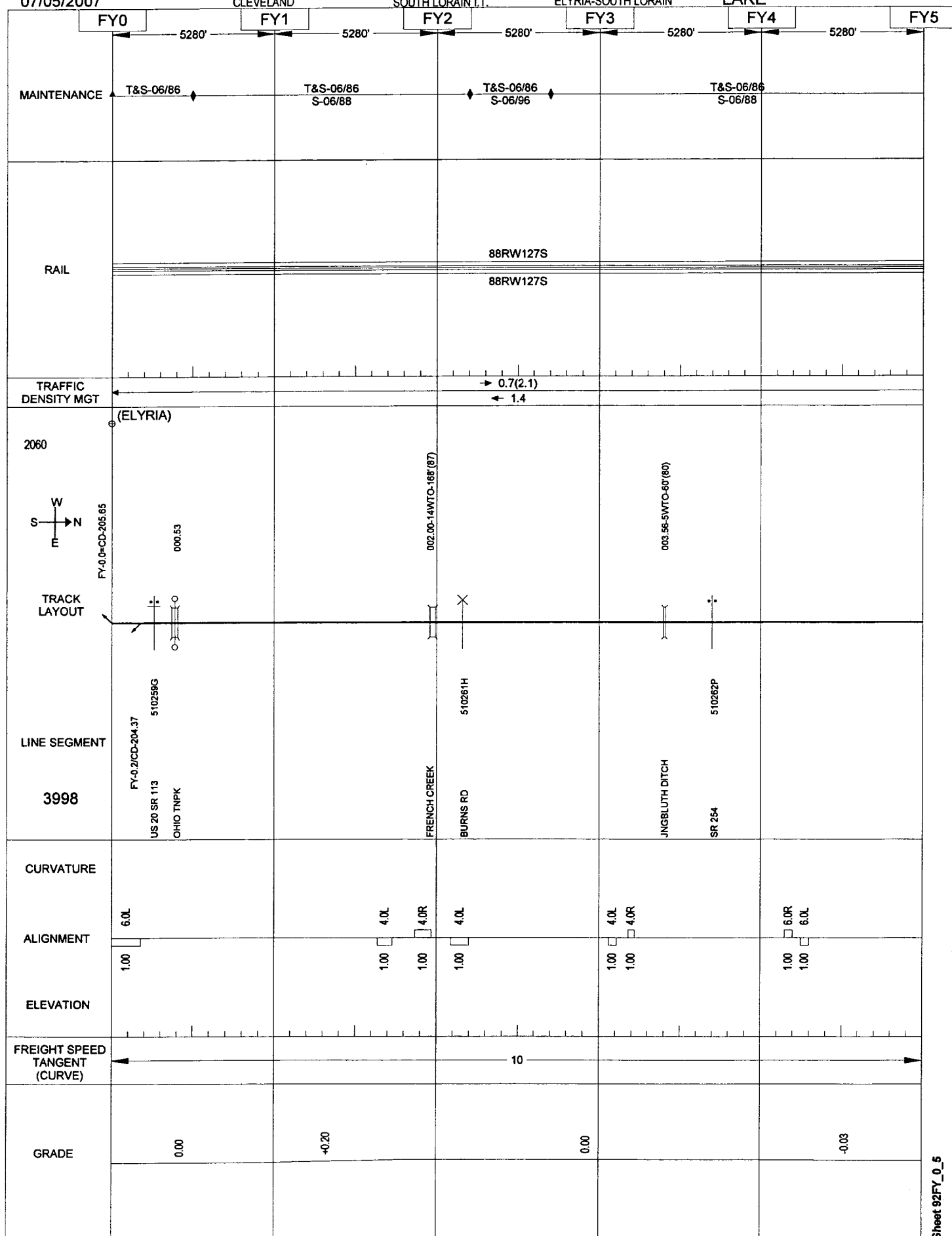
07/05/2007

CLEVELAND

275
SOUTH LORAIN I.T.

ELYRIA-SOUTH LORAIN

LAKE



07/05/2007

CLEVELAND

276
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

→ 0.7(2.1)

← 1.4

(LORAIN) _⊗

2060

005.47
005.47

006.53-3WTO-34'(80)

FY-6.8=SL-1.9

TRACK
LAYOUT

LINE SEGMENT

3998

510263W

FRENCH CREEK RD

SR 2
SR 2

510265K

ABBE RD

JUNGBLUTH DITCH

CURVATURE

ALIGNMENT

2.0R
1.006.0L
1.006.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.03

+0.01

07/05/2007

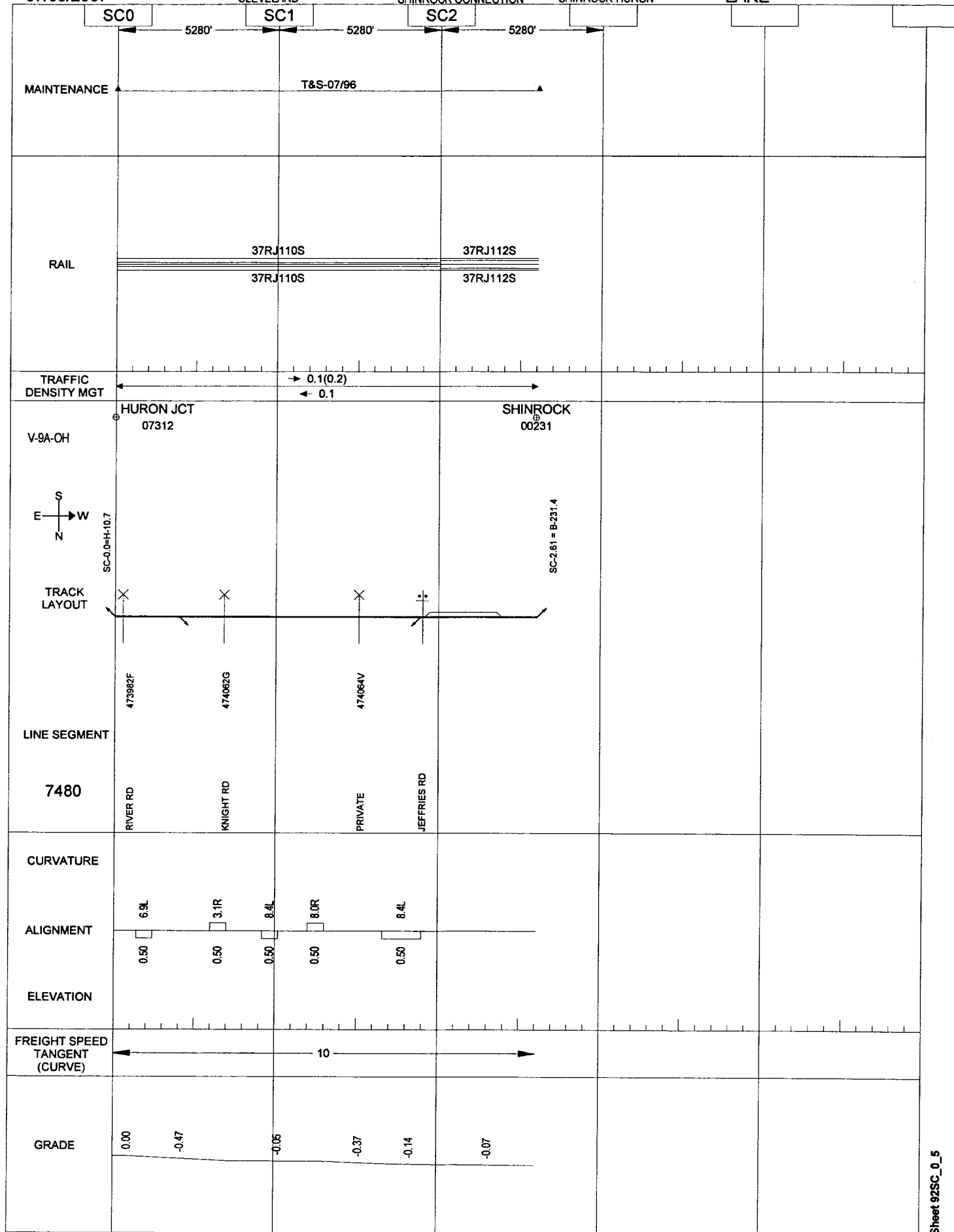
277

CLEVELAND

SHINROCK CONNECTION

SHINROCK-HURON

LAKE



07/05/2007

278

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(0.2)

0.1

HURON JCT

HURON YD

HURON DOCK
07312

9A-OH



TRACK
LAYOUT

010.76

TO CHICAGO LINE
012.17
012.14

BEGIN LOOP TRACK

LINE SEGMENT

7530

H-10.7 = SC-0.0

SR 2

RIVER RD 473988H

CHICAGO LINE 473987P

END LOOP TRACK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-0.71

-0.06

+0.04

-0.11

-1.29

-0.85

+0.12

+0.58

+0.25

07/05/2007

FOSTORIA

279

LAKE SHORE CONNECTION

BELLEVUE

LAKE

LS249

LS250

5280'

5280'

MAINTENANCE

T&S-12/93

RAIL

80RWF132S

80RWF132S

TRAFFIC
DENSITY MGT

V-8-QH

TRACK
LAYOUT

LINE SEGMENT

7632

TO W&LE

LS-249.9=B-248.4



473658R

473659X

473660S

473662F

BAUER RD

PRAIRIE RD

PRIVATE

PRIVATE

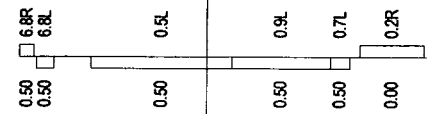
PRIVATE

MONROE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

07/05/2007

FOSTORIA

280

LAKE SHORE CONNECTION

BELLEVUE

LAKE

LS250

5280'

MAINTENANCE

T&S-12/93

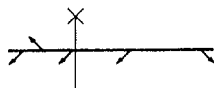
RAIL

80RJ105S

80RJ105S

TRAFFIC
DENSITY MGT

V-8-OH

TRACK
LAYOUT

473688W

LINE SEGMENT

7632

KILBORNE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

0.00

07/05/2007

MAUMEE

281
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)

WOODBURN
09039



TRACK
LAYOUT

LINE SEGMENT

7871

X

X

477840D

477843Y

WOODBURN RD

HETRICK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.04

+0.07

07/05/2007

MAUMEE

282
WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE

	TN80	TN81	TN82	TN83	TN84	TN85
	5200'	5366'	5362'	5241'	5301'	
MAINTENANCE	T&S-06/90					
RAIL	49RJ090S 49RJ090S					
TRAFFIC DENSITY MGT	→ 0.2(0.3) ← 0.1					
2B-IN(WAB)	(GARR CREEK) 09040					
TRACK LAYOUT						
LINE SEGMENT	7871					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	25					
GRADE	-0.07 -0.12 0.00	-0.04 0.00 -0.10	0.00 -0.07	0.00	-0.08	

Sheet 92TN_80_85

07/05/2007

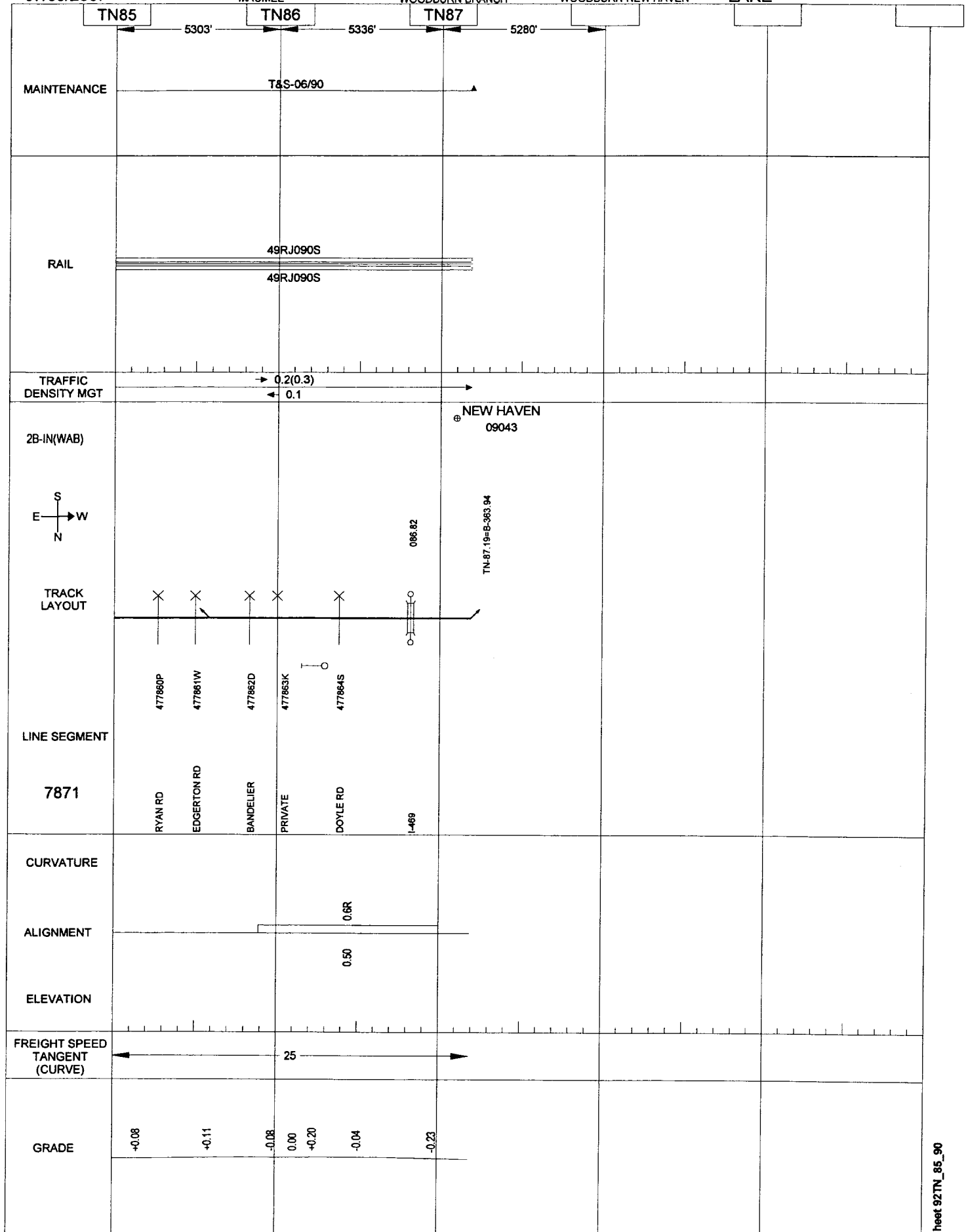
283

MAUMEE

WOODBURN BRANCH

WOODBURN-NEW HAVEN

LAKE



07/05/2007

CHICAGO

284
GR&I SPUR

FOURTH STREET-END OF TRK

LAKE

GI3

GI4

GI5

3168'

4224'

5280'

4224'

5280'

MAINTENANCE

T&S-01/20

RAIL

47RJ132S

47RJ100S

47RJ132S

47RJ100S

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

GI-2.5B-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

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10.0R

0.00

3.0R

4.0R

3.2L

0.00

0.00

0.00

10

0.00

G15

G16

GR&I SPUR

FOURTH STREET-END OF TRK

LAKE

- 4224'

- 2640'

MAINTENANCE

T&S-01/20

RAIL

47RJ100S

47RJ100S

TRAFFIC
DENSITY MGT

END OF TRACK
⊕

TRACK LAYOUT

LINE SEGMENT

7686

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 10

GRADE

0.00

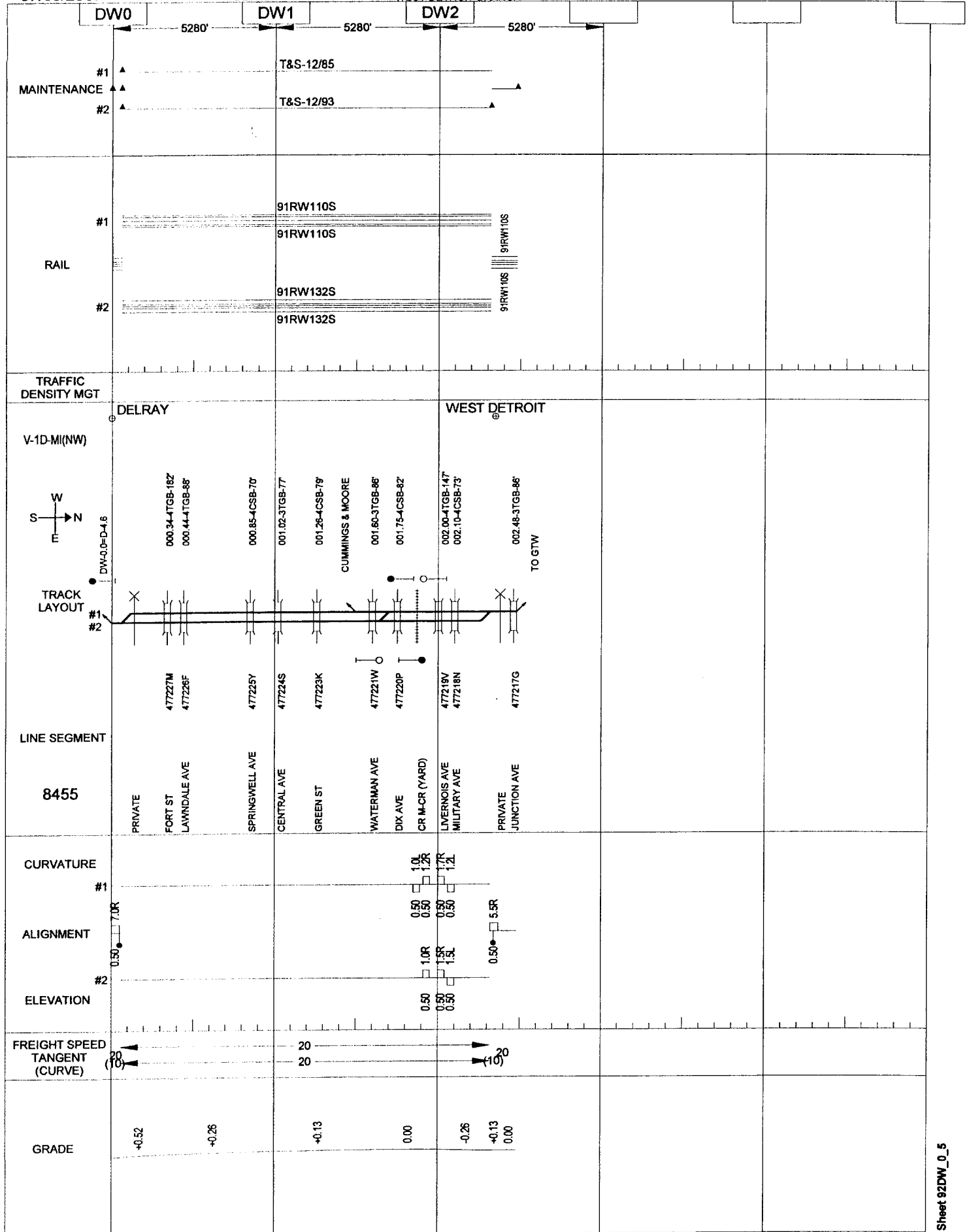
07/05/2007

DETROIT

286
WEST DETROIT BRANCH

DELRAY-WEST DETROIT

LAKE



07/05/2007

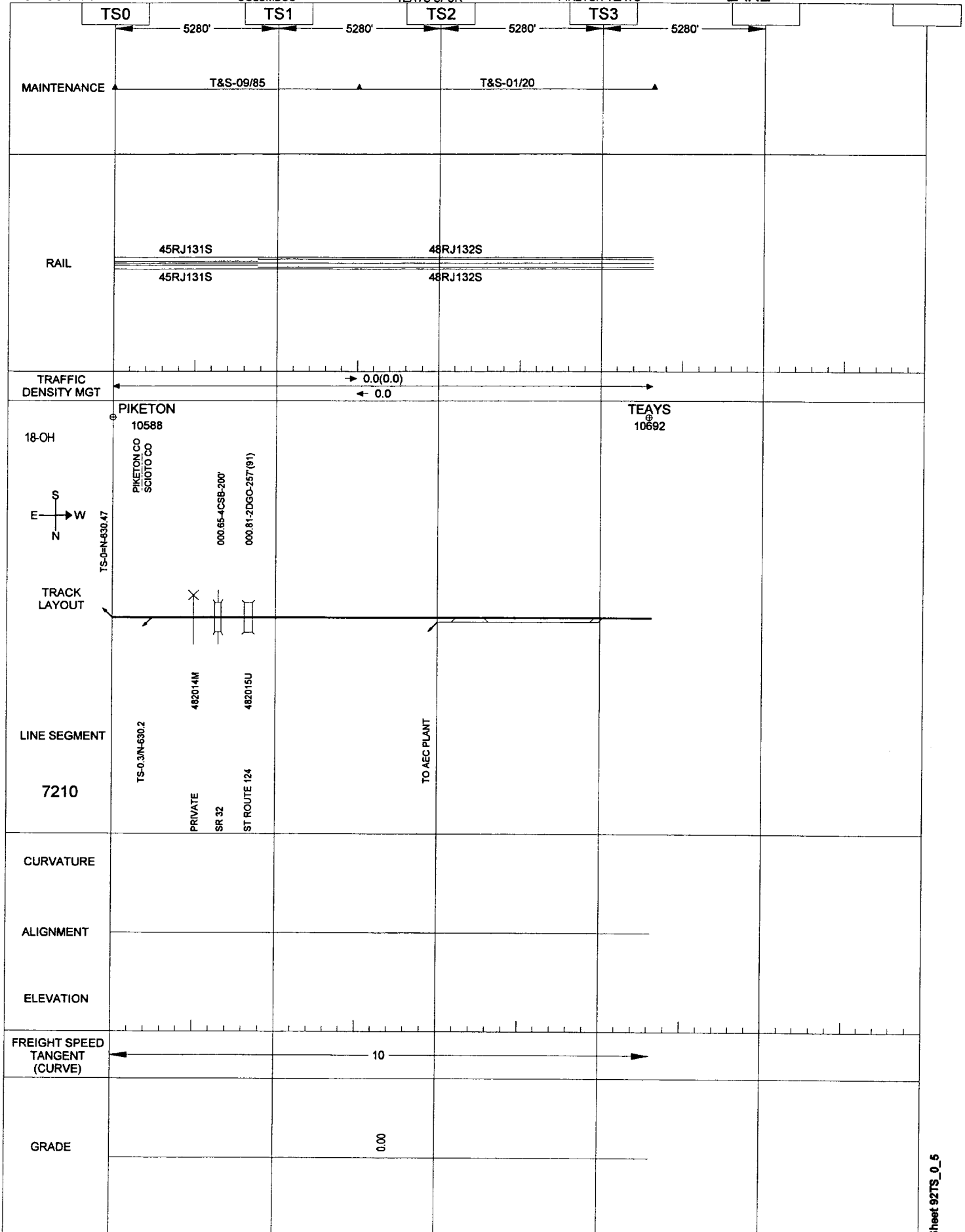
COLUMBUS

287

TEAYS SPUR

PIKETON-TEAYS

LAKE



07/05/2007

SANDUSKY

288
FORMER LIMA DISTRICT

SANDUSKY

LAKE

SP1

3010'

5280'

MAINTENANCE

▲ T&S-10/99 ▲

RAIL

01RW132S

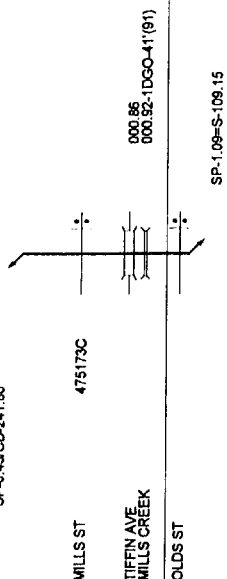
01RW132S

TRAFFIC
DENSITY MGT

SANDUSKY
⑥



TRACK
LAYOUT



LINE SEGMENT

7765

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

07/05/2007

289

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)

S
E
N
W

TO CSXT

000.97-3TGB-234'

001.03-2BSB-62'

001.60-3SB-39'

004.17-3DTC-438'(NA)

TRACK
LAYOUT

LINE SEGMENT

0502

PRIVATE
CSXT MI 21 M.CSXT
CSXT MI 21 M.SR

TOLENTANGY RIVER
SR 315

GRANDVIEW SEWER

513284A

513283T

513282L

513281E

GRANDVIEW AVE

URLIN AVE

5TH AVE

SCIOTO RIVER

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

2.00

3.0R

3.9R

3.5L

1.0R

40

30

40

30

40

-0.34

0.00

+0.32

0.00

-0.72

+0.17

+0.22

0.00

-0.87

LAKE

KM

— 5280

T&S-06/81

77NW140S

→ 0.0(0.0)

← 0.0

CP BUCKEYE

BTC
ETC

513273M

513273M
SCIOTO-DARBY-CRK~~1.00~~ 1.0R~~1.00~~

1

↑

31

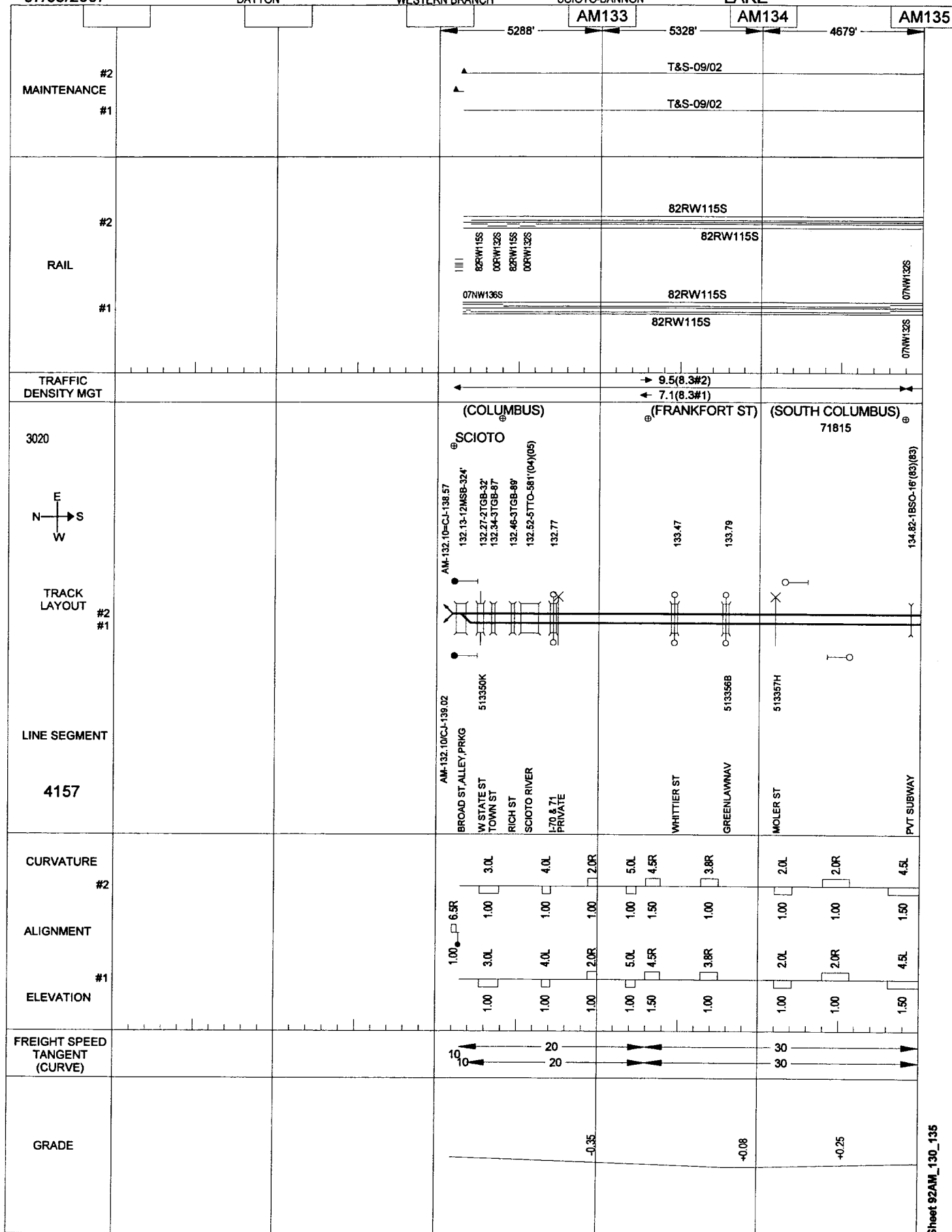
07/05/2007

DAYTON

291
WESTERN BRANCH

SCIOTO-BANNON

LAKE



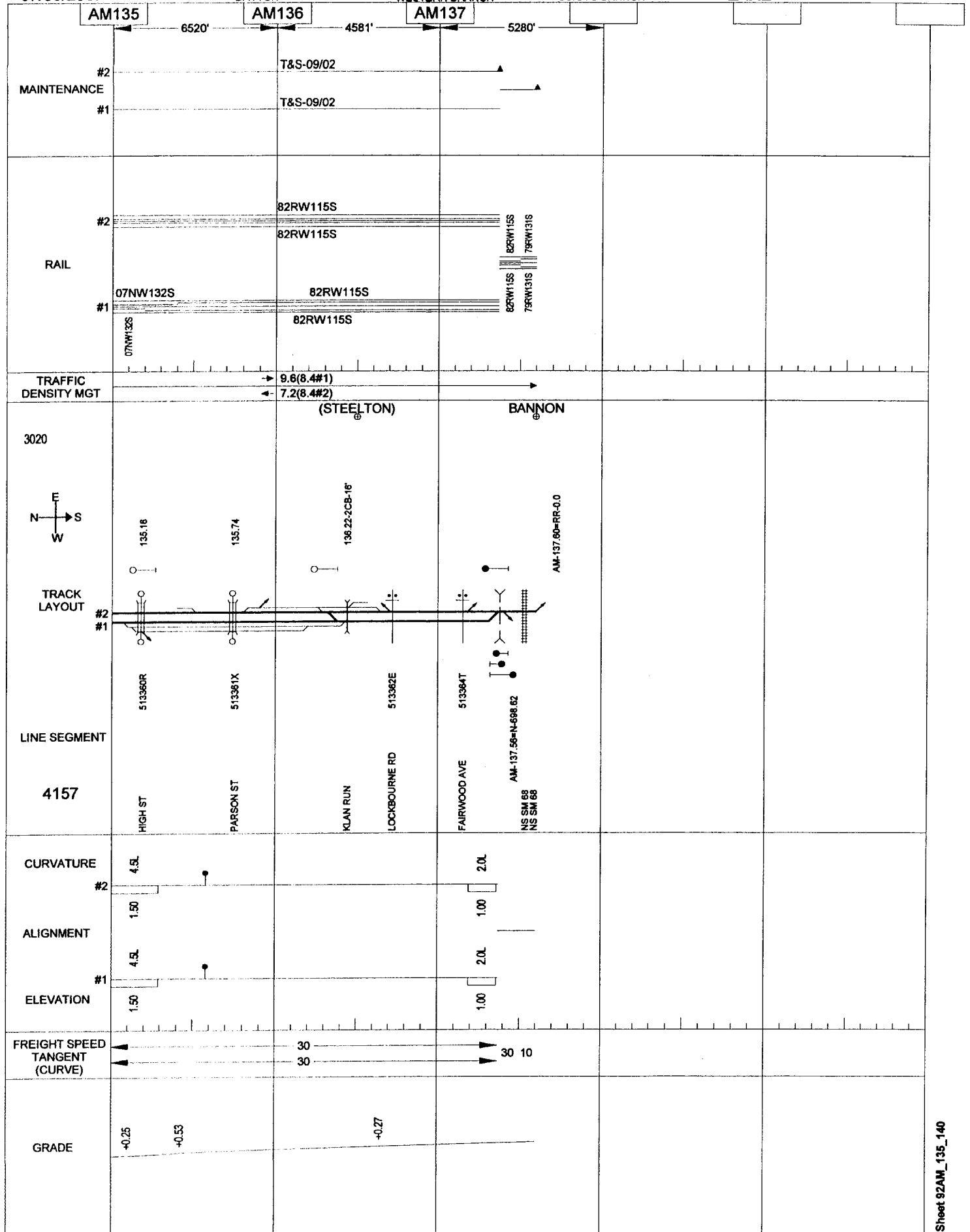
07/05/2007

DAYTON

292
WESTERN BRANCH

SCIOTO-BANNON

LAKE



07/05/2007

608124

293
WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE

RR0

RR1

RR2

RR3

RR4

RR5

7392'

5260'

5283'

5292'

5280'

MAINTENANCE

T&S-11/03

RAIL

79RW131S

79RW133S

79RW140S

79RW131S

79RW131S

79RW133S

79RW140S

79RW131S

TRAFFIC
DENSITY MGT

→ 1.7(5.9)
← 4.2

→ 1.5(5.0)
← 3.5

BANNON

(TRURO)
RR3



TRACK
LAYOUT

RR-0.0=AM-137.60

000.52-TTO-133'(05)

000.99-3MSB-60'
001.00-1TGB-60'

001.40

002.69-1DGO-23'(73)
002.74

003.50

004.10-TTO-182'(75)

004.70
004.70
004.70

LINE SEGMENT

4205

DEGGER JONES

ALUM CREEK DR
ALUM CREEK

SR 33
SR 33

JAMES RD

PETZINGER RD

STREAM
COURTWRIGHT

HAMILTON RD

CLOVERLEAF

BIG WLNT CK

NOE BIXBY RD

1-270
1-270
1-270

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

0.00

-0.77

+0.36

+0.03

-0.15

+0.34

07/05/2007

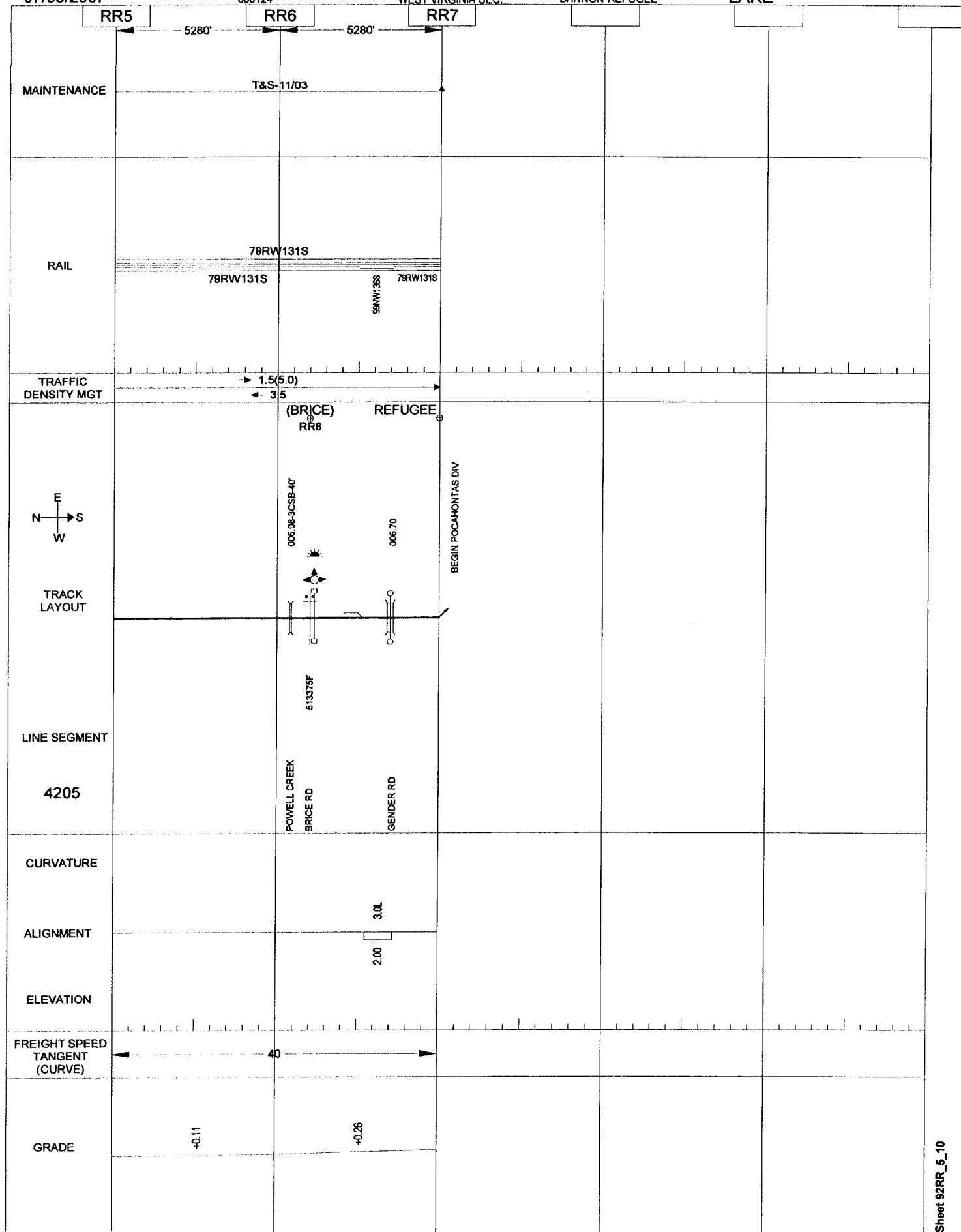
608124

294

WEST VIRGINIA SEC.

BANNON-REFUGEE

LAKE



07/05/2007

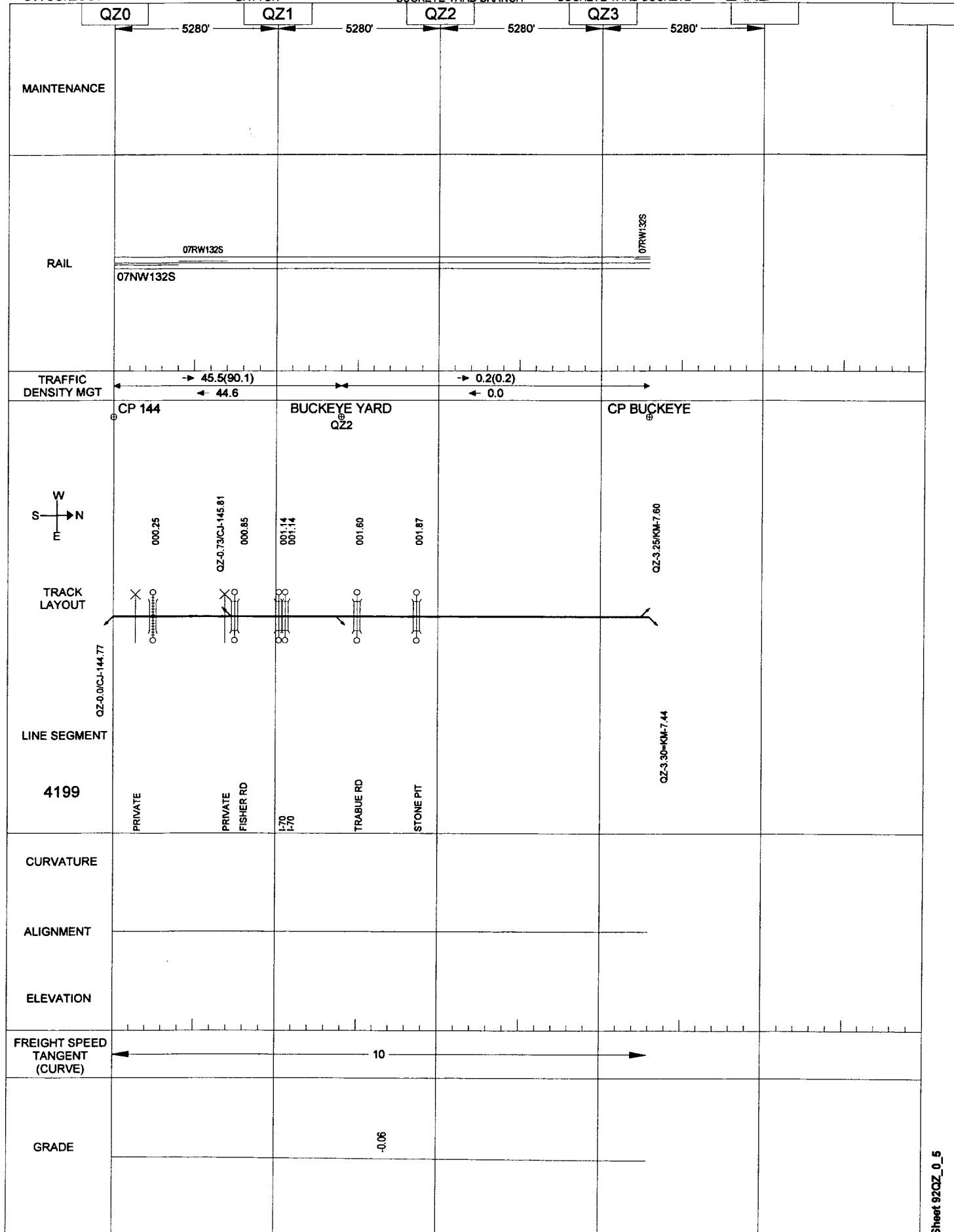
DAYTON

295

BUCKEYE YARD BRANCH

BUCKEYE YARD-BUCKEYE

LAKE



07/05/2007

DAYTON

296
XENIA I.T.

CLEM-DAYTON

LAKE

ZX13

ZX14

ZX15

5280'

5280'

5280'

MAINTENANCE

T&S-06/75

RAIL

62RW131S

31NJ130S

62RW131S

31NJ130S

TRAFFIC
DENSITY MGT

7404

TRACK
LAYOUTCLEM
ZX13

DAYTON

ZX-12.49-ZQ-0.0

013.34-1BSB-28'

013.75-1TGO-113'

014.97-2CSB-20'

523269A

523428E

523427X

523426R
523425J
523424C
523423V
523422N
523421G

523419F

523418Y

523417S

LINE SEGMENT

4148

SMITHVILLE RD

LIVINGSTON

LINDEN AVE

ST. JUDE ST
BOLTON ST
RINGSOLD RD
LONG ST
JUNE ST

FOURTH ST

PUTOIT ST

KEOWEE ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.41

-0.85

-1.70

-0.92

+0.14

10

4.8L

1.00

07/05/2007

DAYTON

297
XENIA I.T.

CLEM-DAYTON

LAKE

ZX15

5280'

MAINTENANCE

RAIL

31NJ130S
31NJ130S

TRAFFIC
DENSITY MGT

CP 207
6

7404
7407

S
E — W
N

015.08-2CSB-16'

ZX-15.40=CJ-207.30

TRACK
LAYOUT

LINE SEGMENT

4148

MCDONOUGH ST

CURVATURE

ALIGNMENT

ELEVATION

6.2
5.7
4.8
1.00
1.00
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.14
-0.65

07/05/2007

DAYTON

298
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'

002.01-5DT-29'

003.14-1BSO-25 (84)

TRACK
LAYOUT

ZQ-0.0-ZX-12.49

LINE SEGMENT

4142

525060L
525061T

525061T

525062A

525066C

525067J

525068R

525069X

STE RTE 35
LINDEN ST
RUN

RUN

WOODBINE AVE

PRIVATE
PRIVATEDITCH
PRIVATEPATTERSON RD
PED. WALKWAY

FORRER BLVD

ARAGON

DELCO PLANT

(DELCO)
DELCO PLT

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

9.2R
1.004.8R
1.003.7L
1.003.9L
1.005.0R
1.000.7R
1.002.3R
1.003.0L
1.001.8L
1.000.4L
1.001.0R
1.00

10

-0.57

+0.45

-0.42

-0.32

-0.63

+1.21

-1.07

+0.90

07/05/2007

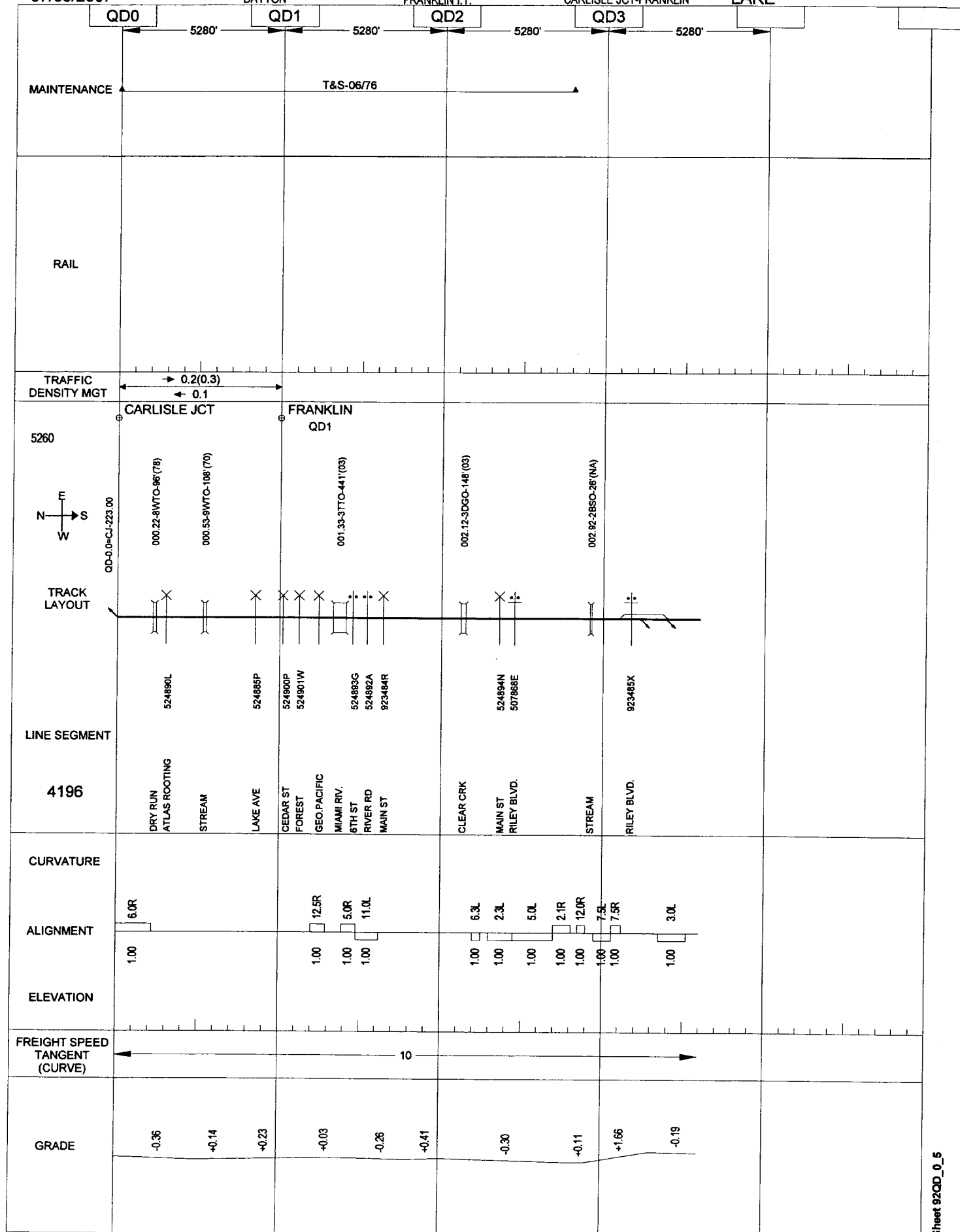
DAYTON

299

FRANKLIN I.T.

CARLISLE JCT-FRANKLIN

LAKE



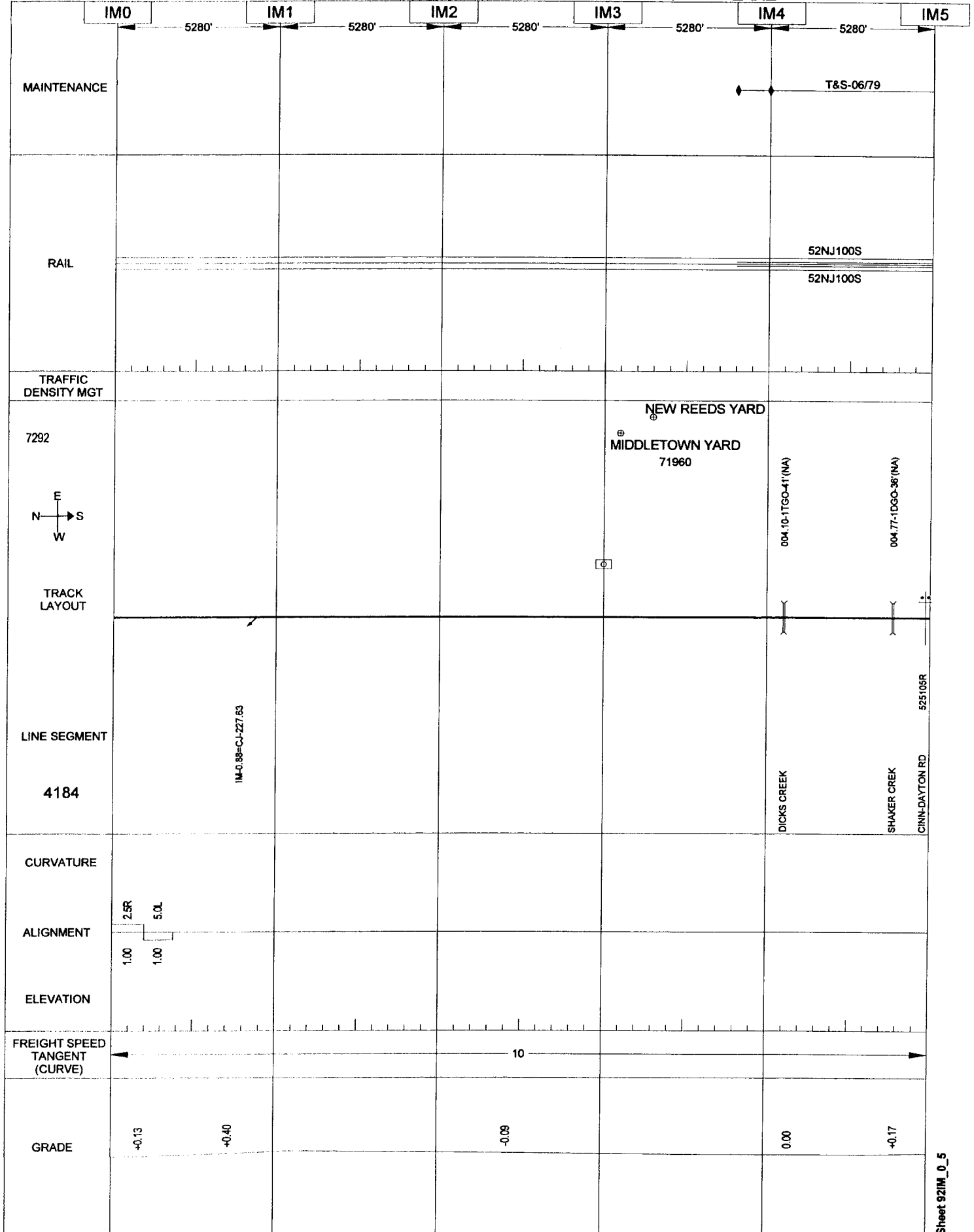
07/05/2007

DAYTON

300
MIDDLETOWN I.T.

MIDDLETOWN-MONROE

LAKE



07/05/2007

DAYTON

301

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 60-3WTO-42'(93)						
TRACK LAYOUT							
LINE SEGMENT							
4184	MILLERS CREEK						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+0.17 +0.09 0.00						

07/11/2007

603107

302
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

YARD
LIMIT

RK-124 91-SP-156.90

533896B

HIGH ST

10

Sheet 92RK_120_125

07/11/2007

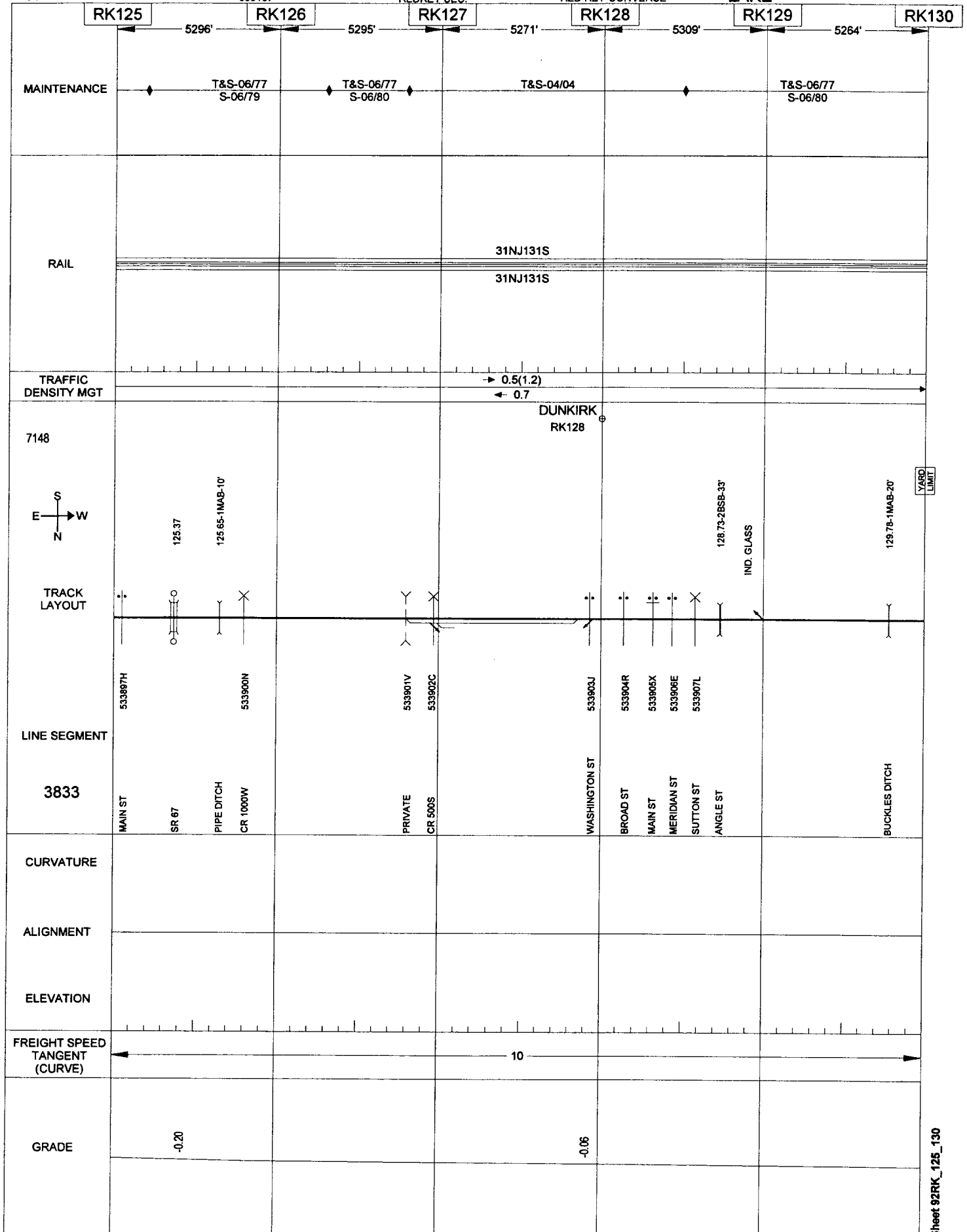
603107

303

REDKEY SEC.

RED KEY-CONVERSE

LAKE



07/11/2007

603107

304
REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE

RK139

RK140

5273'

5281'

5288'

5275'

5281'

MAINTENANCE

T&S-06/76

RAIL

65UW130S

65UW130S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)
← 0.0

UPLAND

7148



TRACK
LAYOUT

ST JOE PAPER

LINE SEGMENT

3836

INDUSTRY PARK DR

CURVATURE

ALIGNMENT

1.0L
1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.08

07/11/2007

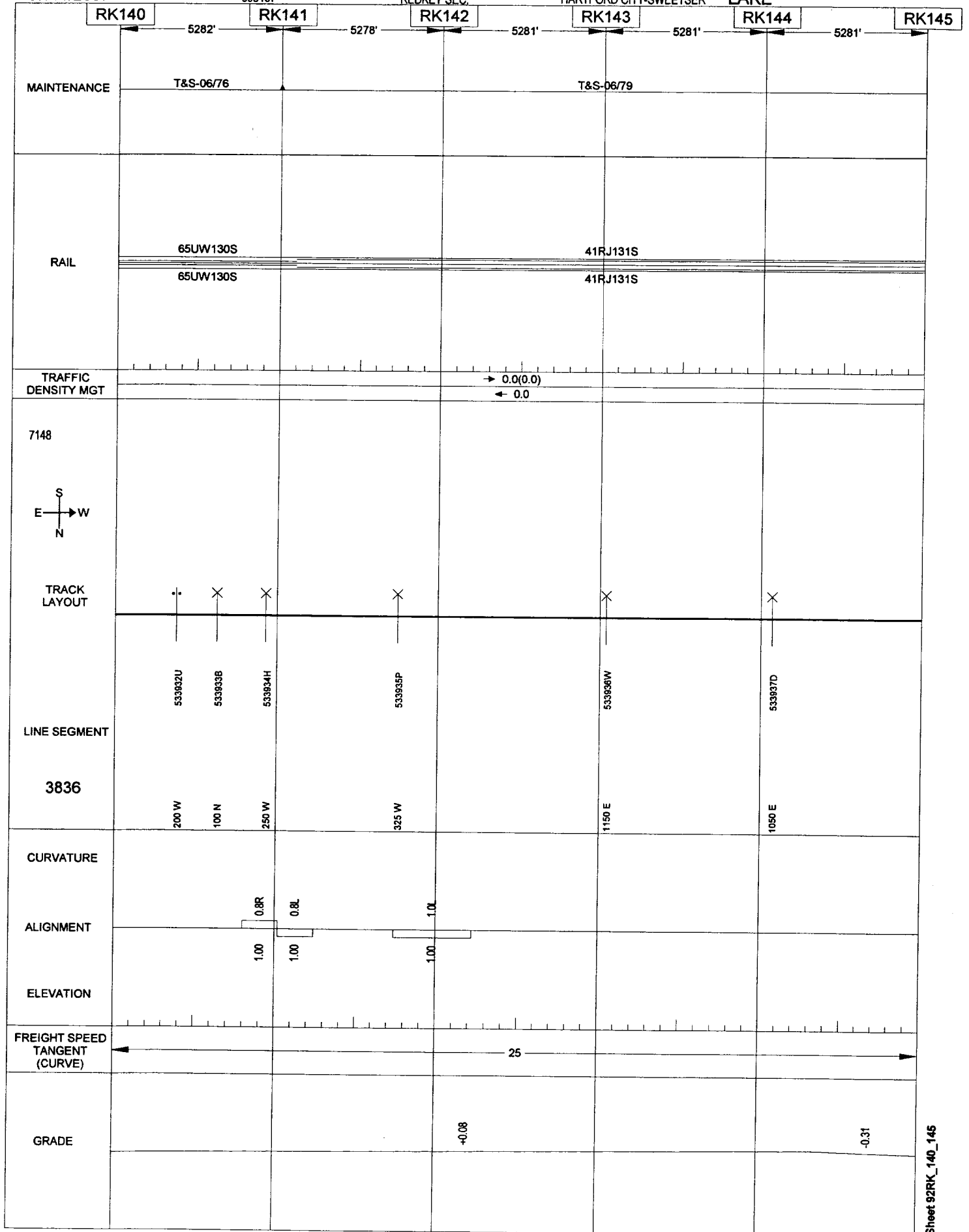
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305

REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

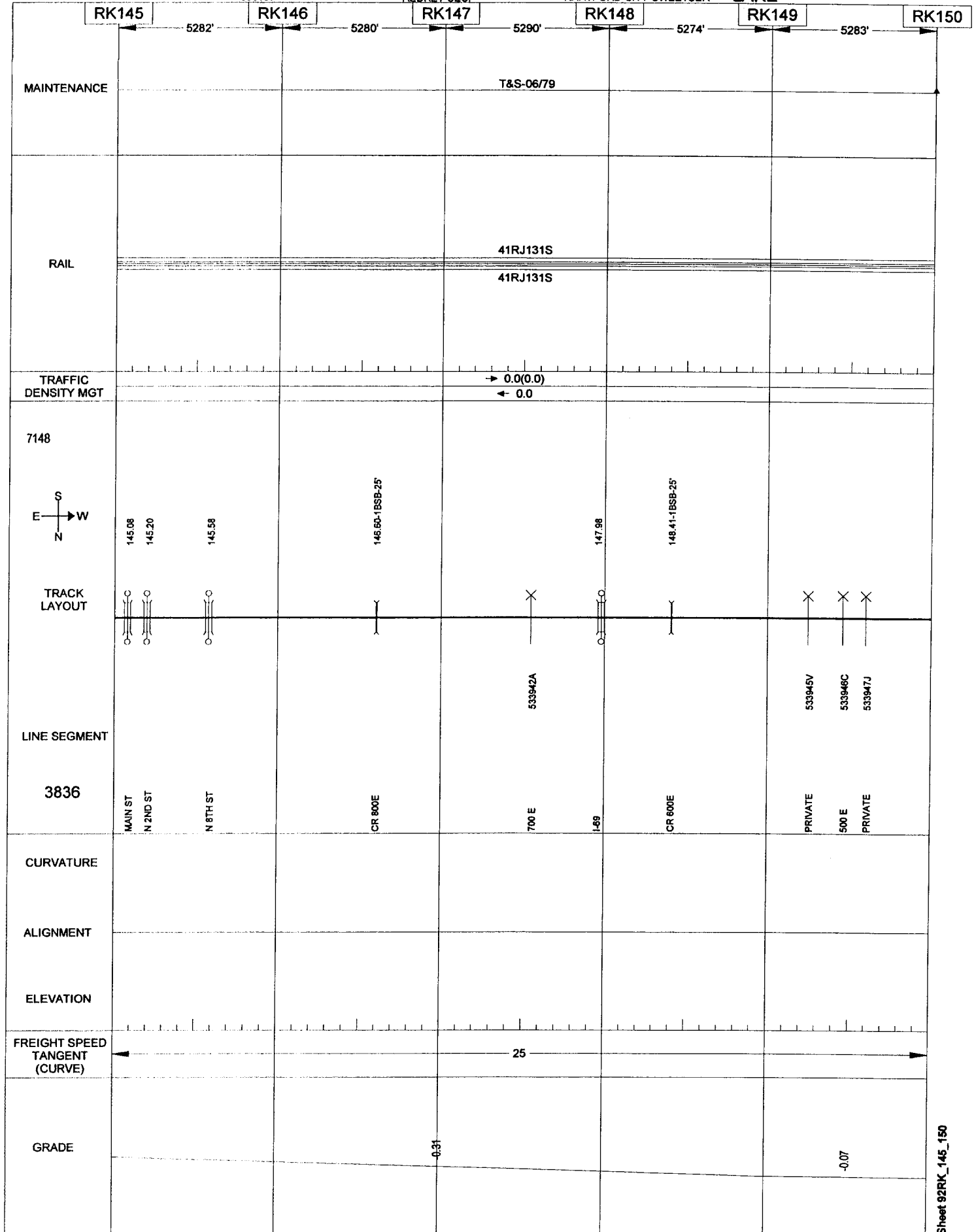
603107

306

REDKEY SEC.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

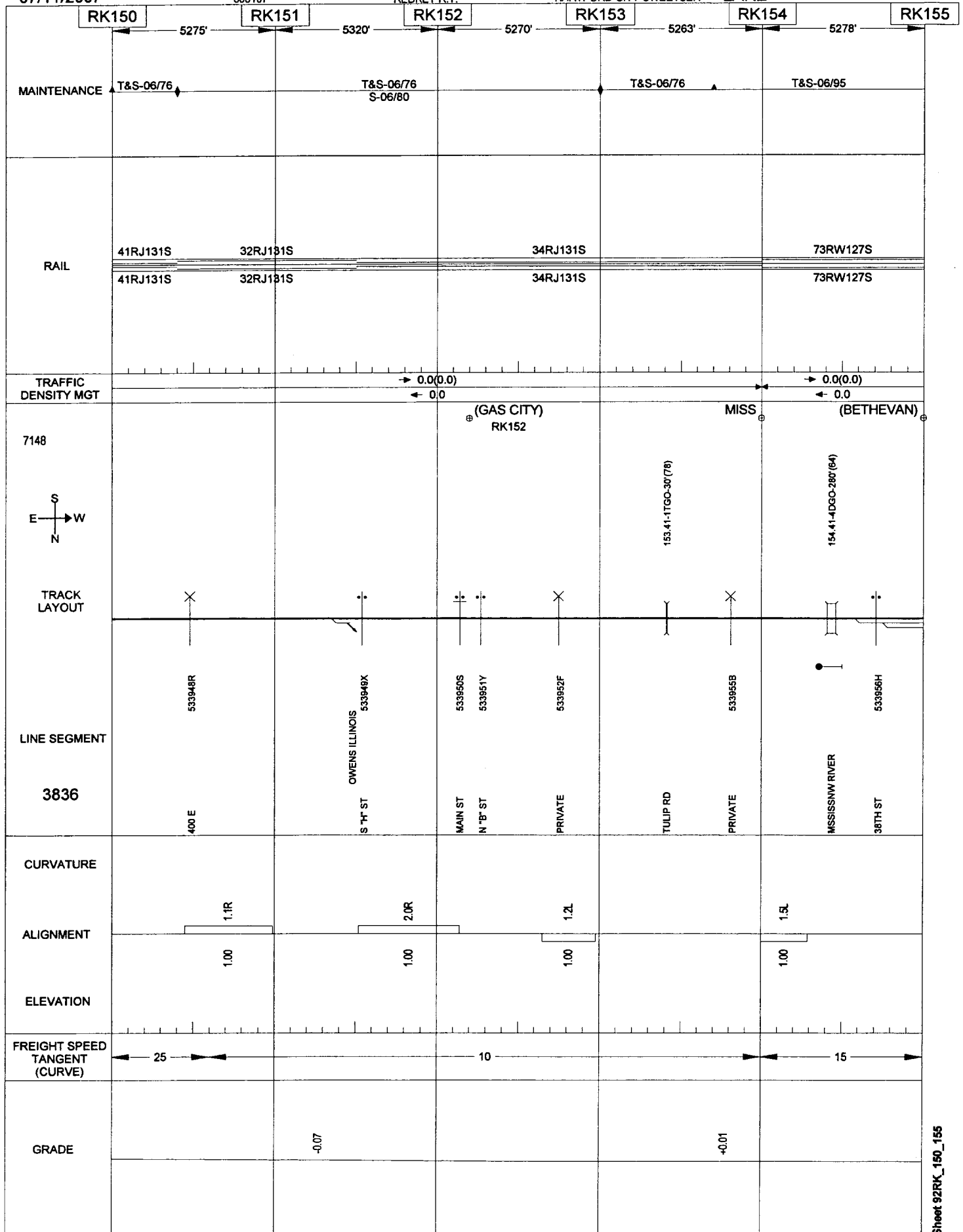
603107

307

REDKEY R.T.

HARTFORD CITY-SWEETSER

LAKE



07/11/2007

603107

308
GOODMAN I.T.

HARTFORD CITY-SWEETSER

LAKE

RK155

RK156

RK157

RK158

RK159

RK160

5276'

5293'

5273'

5282'

5275'

MAINTENANCE

T&S-06/95

T&S-06/90

RAIL

73RW127S

28RJ130S

28RJ130S

57NW152S

73RW127S

28RJ130S

28RJ130S

57NW152S

TRAFFIC
DENSITY MGT→ 0.0(0.0)
← 0.0→ 3.8(8.6)
← 4.8→ 0.0(0.0)
← 0.0

7148

(BETHEVAN)

CP 79
MP133MARION
RK157

(BECKER)

TRACK
LAYOUT

LINE SEGMENT

3836

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.0L

1.00

15

0.2L

1.00

2.0L

1.00

10

+0.01

0.00

07/11/2007

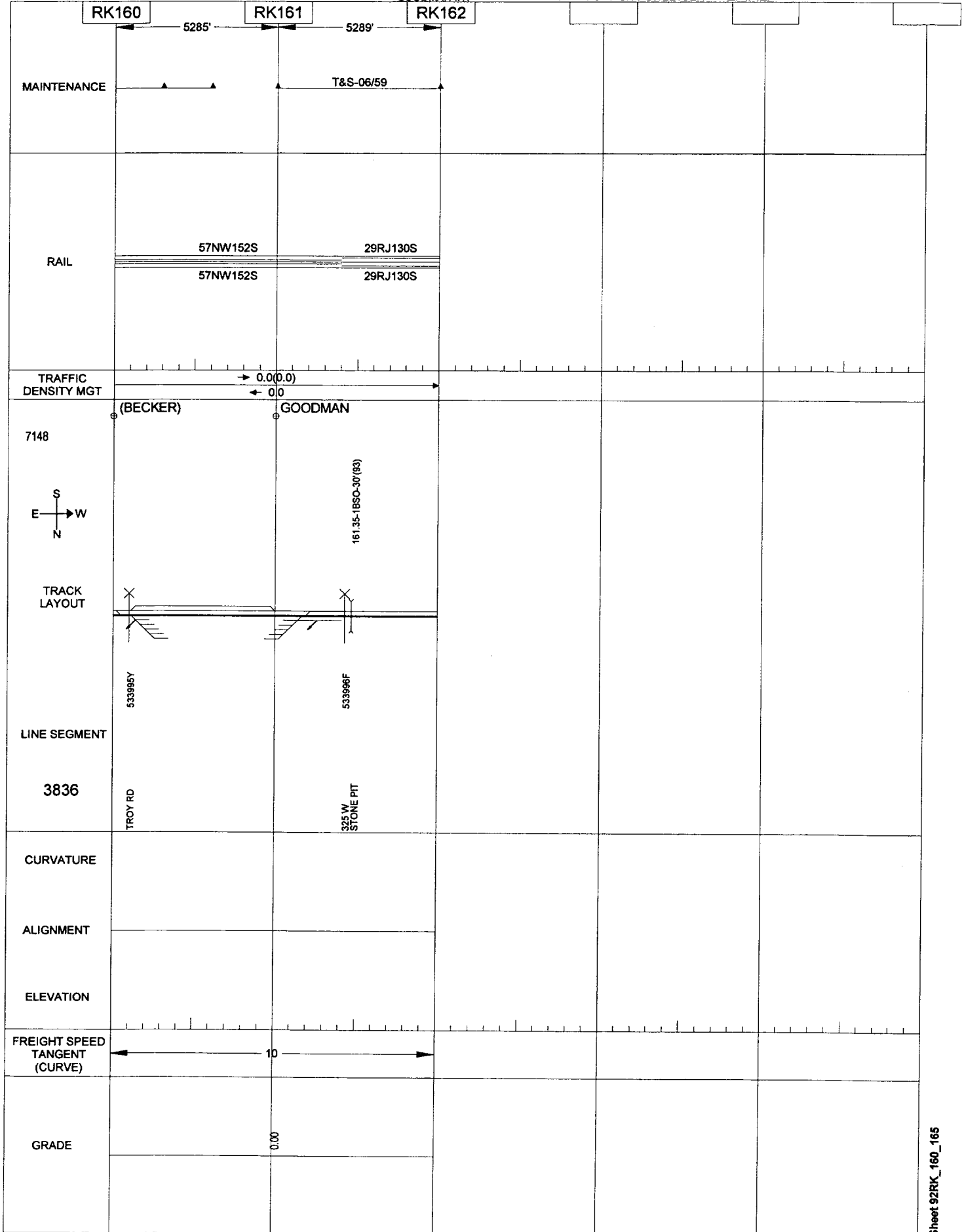
603107

309

GOODMAN I.T.

HARTFORD CITY-SWEETSER

LAKE



07/05/2007

608222

310
INDIAN CREEK I.T.

DOW-FLORIDA

LAKE

IK125

5280'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT

7152



TRACK
LAYOUT

LINE SEGMENT

4181

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

54U130S
54U130S

(DOW)

IK-124.80=MP-108.65

527799D

CROSS ST

1.0L
1.00

10

+0.23

07/05/2007

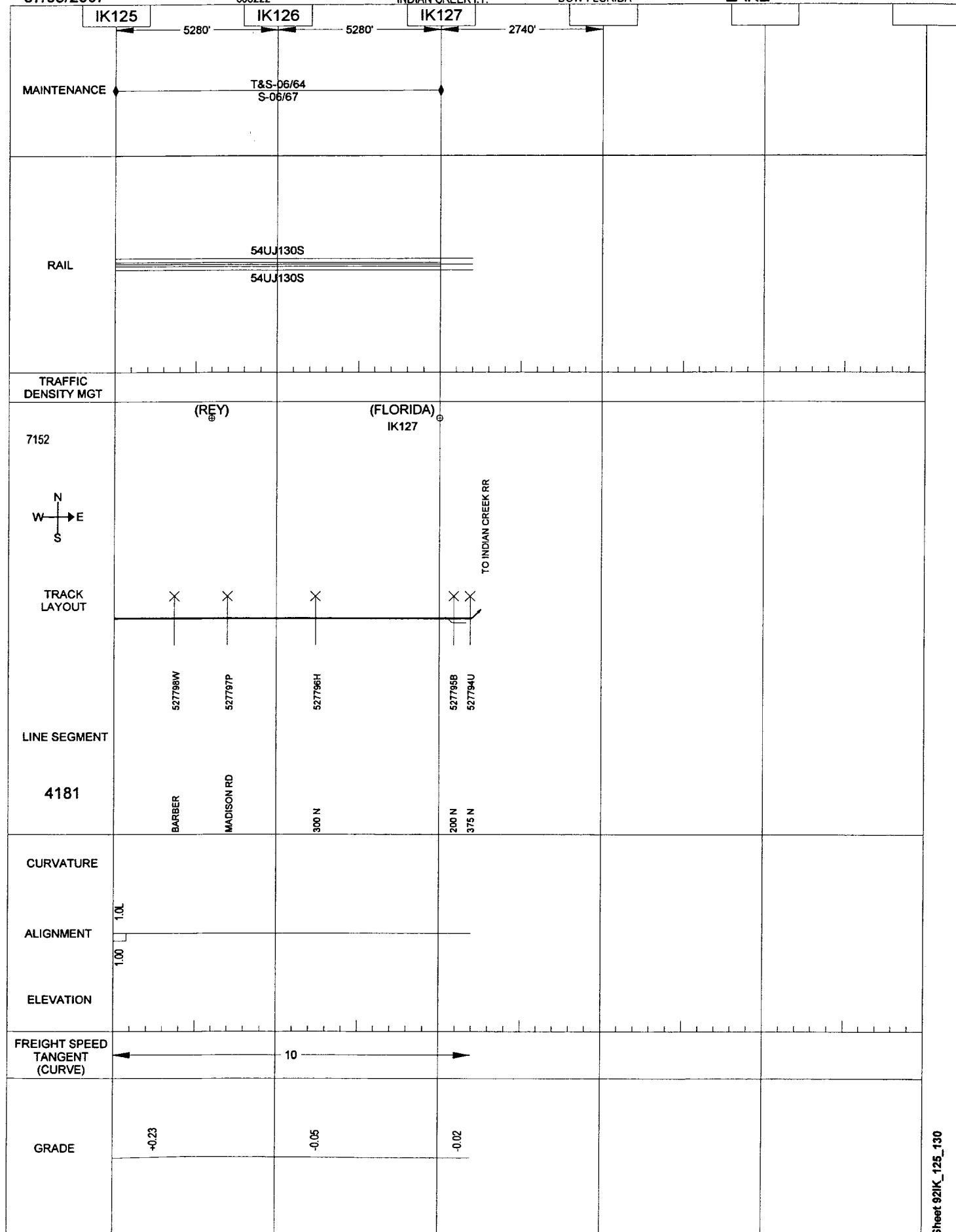
608222

311

INDIAN CREEK I.T.

DOW-FLORIDA

LAKE



07/19/2007

TRACKAGE RIGHTS

312
I&O RR

VALLEY-MILL

CENTRAL

CF8

CF9

CF10

5280'

5280'

5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S

01NW136S

90RW132S

94NW132P

90RW132S

90RW132S

90RW132S

94NW132P

90RW132S

TRAFFIC
DENSITY MGT

0.7(1.5)

0.8

V-7-OH

TRACK
LAYOUTRENDCOMB (VALLEY)
05203TO NS (CV-112.3)
TO OASIS YD

LINE SEGMENT

6990

NS (CT LINE)
LICK RUNWOODLAND RD
DUCK CREEKPRIVATE
ERIE AVE

DUCK CREEK

PASSWAY
CSXT (B&O)
DUCK CREEKMADISON RD
DUCK CREEK

RIDGE AVE

CURVATURE

ALIGNMENT

2.00

4.1R

1.0R

3.4L

1.50

1.50

3.0R

2.50

4.2L

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

35

GRADE

-0.42

+0.93

07/19/2007

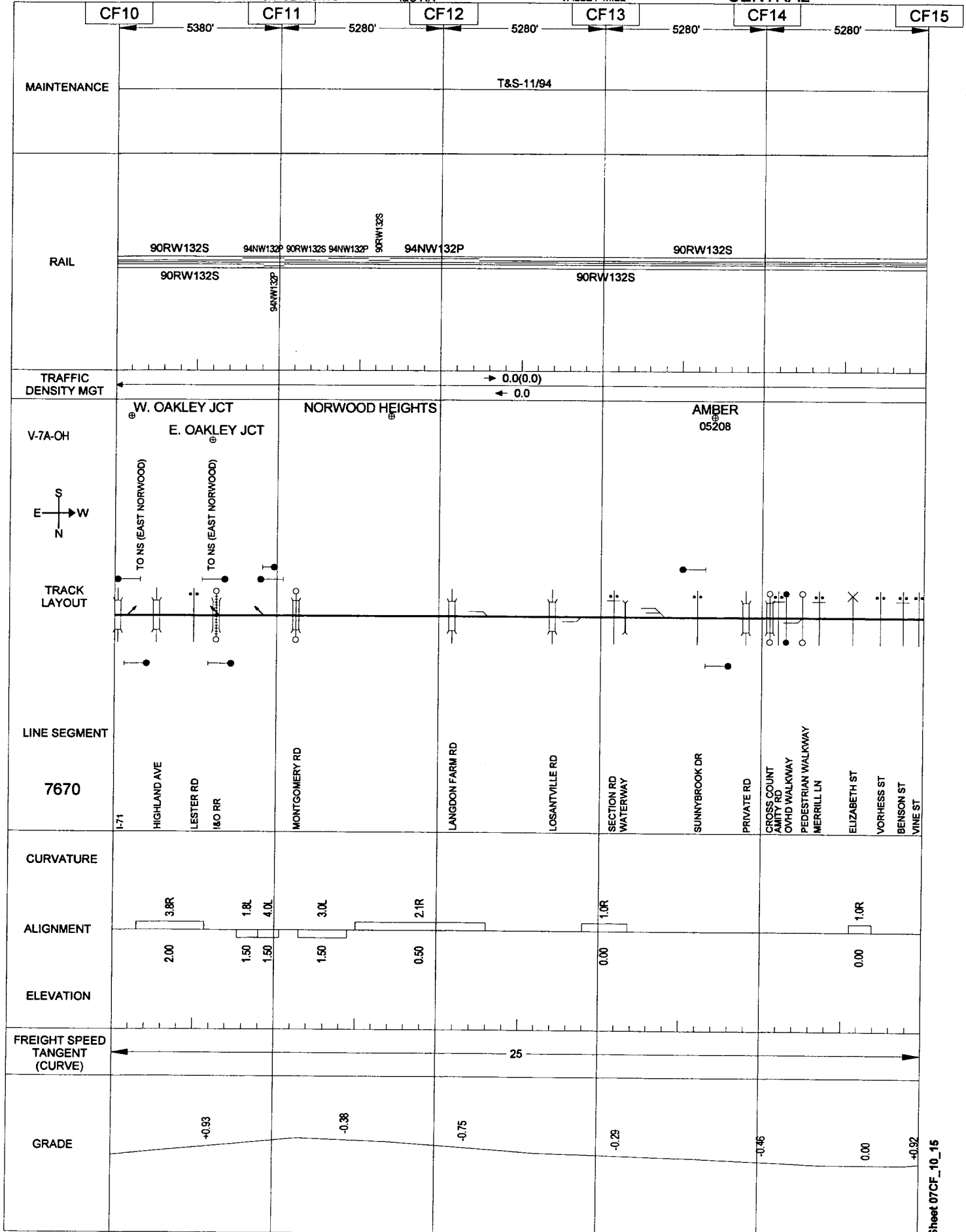
313

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL



07/19/2007

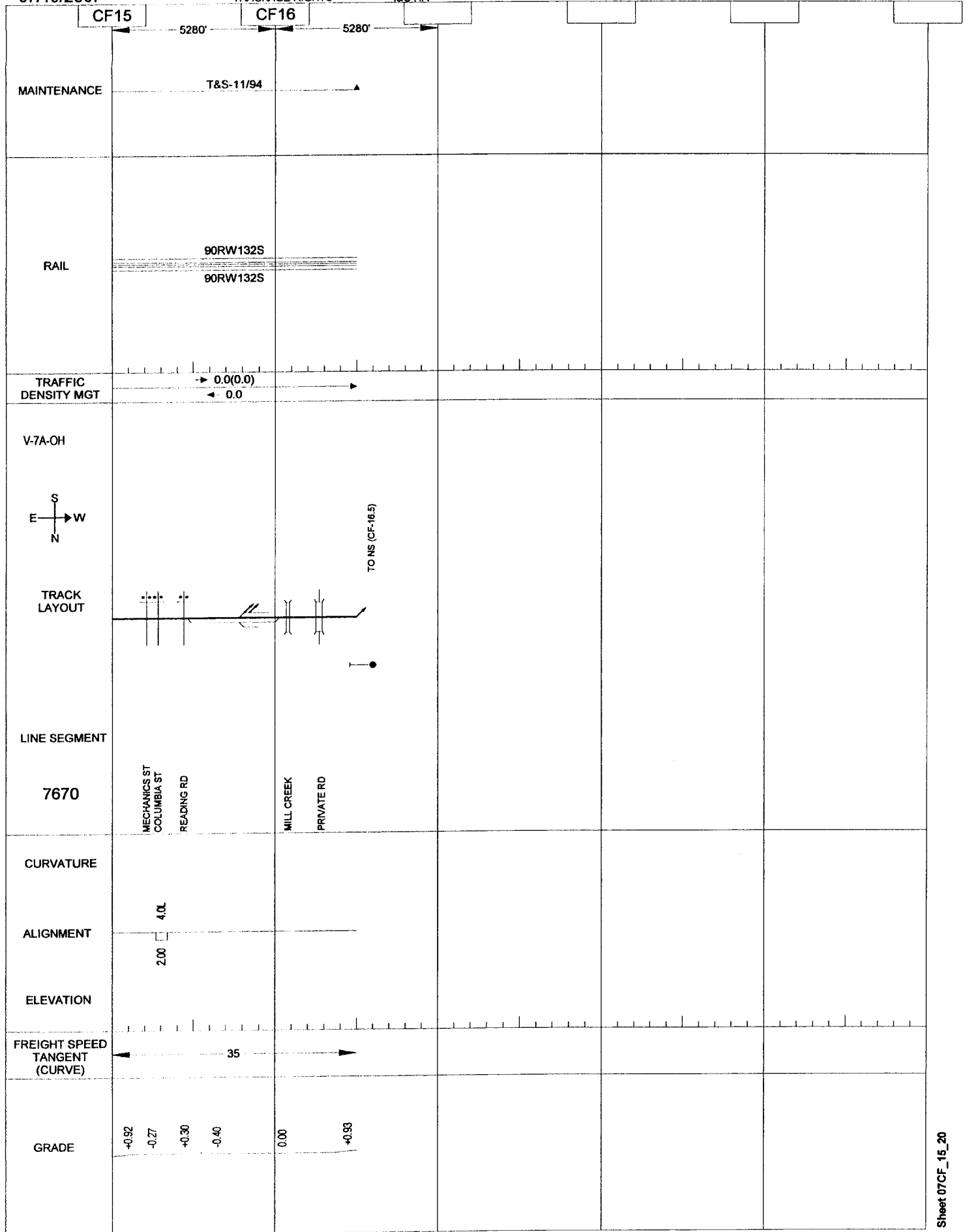
TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL

314



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. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. 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: Owing 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.
- 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	01	2004
36	B-372.22	372.22	02	2006
41	B-396.26	396.26	01	2004
47	B-425.36	425.36	01	2000
52	B-452.89	452.89	01	2006
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	2006
96	D-183.02	183.06	01	1985
99	D-199.24	199.24	01	1991
263	I-044.50	044.50	01	1966
264	I-045.94	045.94	01	1966
265	I-051.54	051.64	01	1983
268	I-117.70	117.70	01	1994
268	I-117.96	117.96	01	1994
270	I-126.82	126.82	01	1992
270	I-129.10	129.10	01	2000
270	I-129.62	129.62	01	2006
271	I-130.02	130.02	01	1986
272	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	01	2006
141	N-632.53	632.53	02	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
145	N-653.85	653.84	02	1994
146	N-656.48	656.47	01	1994
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
291	AM-132.52	132.52	01	2004
291	AM-132.52	132.52	02	2005
291	AM-134.94	134.82	BOTH	1983
101	CF-016.67	016.67	01	1989
103	CF-026.83	026.82	01	1997
103	CF-029.95	029.82	01	1990
105	CF-038.20	038.20		2006
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-068.54	068.54	01	2002
112	CF-074.85	074.96	01	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2006
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	2006
190	CJ-186.41	186.42	01	2006
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
275	FY-001.96	002.00	01	1987
275	FY-003.40	003.56	01	1980
276	FY-006.53	006.53	01	1980
300	IM-004.10	004.10	01	NA
300	IM-004.77	004.77	01	NA
301	IM-005.60	005.60	01	1993
289	KM-001.04	001.03	01	NA
289	KM-004.21	004.17	01	NA
290	KM-005.42	005.42	01	NA
204	MP-005.66	005.66	01	1989
205	MP-014.02	014.02	01	1991
207	MP-021.82	021.82	01	2000
207	MP-023.95	023.95	01	1972
208	MP-026.49	026.49	01	1991
208	MP-028.58	028.58	01	1991
209	MP-032.04	032.04	01	1975
210	MP-038.69	038.69	01	2003
211	MP-042.30	042.30	01	1991
211	MP-044.02	044.02	01	1990
212	MP-045.56	045.56	01	1972
212	MP-049.73	049.73	01	1992
213	MP-054.96	054.96	01	1992
214	MP-059.60	059.60	01	1991
			01	1985
			01	1977
214	MP-059.89	059.89	01	1985
215	MP-060.43	060.43	01	1991
215	MP-060.57	060.57	01	1987
216	MP-068.18	068.18	01	1969
216	MP-068.88	068.88	01	1993
216	MP-069.69	069.69	01	1972
217	MP-070.80	070.80	01	1990
217	MP-071.85	071.85	01	1992
217	MP-072.22	072.22	01	1985
218	MP-075.02	075.02	01	1977
218	MP-078.47	078.47	01	1987
218	MP-078.55	078.55	01	1987
219	MP-081.97	081.98	01	NA
219	MP-084.22	084.22	01	NA
219	MP-084.37	084.37	01	NA
223	MP-100.05	100.05	01	NA

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
224	MP-109.70	109.70	01	1983
299	QD-000.22	000.22	01	1978
299	QD-000.53	000.53	01	1970
299	QD-001.33	001.33	01	2003
299	QD-002.12	002.12	01	2003
299	QD-002.92	002.92	01	NA
295	QZ-001.87	001.87	01	NA
293	RR-000.59	000.52	01	2005
293	RR-002.34	002.69	01	1973
293	RR-004.09	004.10	01	1975
274	SL-001.17	001.17	01	2005
274	SL-001.46	001.46	01	1999
274	SL-001.85	001.87	01	1990
288	SP-000.85	000.86	01	1991
288	SP-000.91	000.92	01	1991
228	SP-057.55	057.53	01	2006
228	SP-059.99	059.98	01	2006
229	SP-063.31	063.34	01	1989
230	SP-068.17	068.17	01	2001
231	SP-074.00	074.00	01	2001
232	SP-078.33	078.33	01	2001
233	SP-081.35	081.31	01	1979
236	SP-139.04	139.04	01	1979
236	SP-139.66	139.66	01	1979
237	SP-141.08	141.08	01	1980
238	SP-146.03	146.03	01	1983
241	SP-163.05	163.05	01	1980
243	SP-172.48	172.48	01	2000
244	SP-175.01	175.01	01	2006
244	SP-177.11	177.11	01	1990
245	SP-183.60	183.61	01	1995
246	SP-189.97	189.97	01	1989
247	SP-190.91	190.89	01	1996
248	SP-199.04	199.06	01	1996
250	SP-209.95	209.96	01	1988
255	SP-234.24	234.22	01	2000
282	TN-080.10	080.10	01	1994
282	TN-080.70	080.70	01	1984
282	TN-082.16	082.16	01	1984
282	TN-083.56	083.56	01	NA
287	TS-000.81	000.81	01	1991
298	ZQ-000.32	000.32	01	NA
298	ZQ-003.14	003.14	01	1984
296	ZX-013.75	013.75	01	1982