

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.

or

Items correspond to Old Division Name, and From-To station names.

3. Operating Division Name.
4. Sheet Number within Operating Division.

Milepost Data Band -

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

Maintenance Section -

1. T&S date displayed above each main and surfacing date displayed below each main. Surfacing date is suppressed when prior to T&S date. Vertical tick-marks above or below each main show break points for T&S and/or surfacing.

Rail Section -

Data displayed above main for south or west rail. Data displayed below each main for north or east rail. Representation gives year laid, rail type, rail weight and premium (P) VS standard (blank) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.

Traffic Density Section -

Annual density displayed in millions of gross tons rounded to tenths for each main.

Track Layout Section -

1. Left hand margin gives valuation map I.D., track timetable direction (compass rose) and line segment reporting number.
2. Area 1 gives station location and names.

3. Area 2 gives Territory markers (Terminal Control, Test Miles, Yard Limits, state lines, county/incorporated lines), and Equipment locations (Microwave towers, telephone, radio base stations).
4. Area 3 gives Bridge and Crossing technical specification. For Crossings at grade, this specification is AAR number (DOT number). For Bridges, this specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes.
5. Area 4 (and Area 6) gives signals, signal structures, Pole lines & detector locations.
6. Area 5 gives graphic representation of crossings (both private and public), underpasses, overpasses, bridges and tunnels.

Also displayed in Area 5 is a track diagram for main line, side tracks, crossovers, leads and yard track including types of turnouts between single main and double main territory. Detail of display is limited to switches on main track and adjacent track.

7. Area 6 gives the common name (street, highway, river) associated with the graphic symbols in Area 5 and the technical specifications in Area 3.

Alignment Section -

1. Graphic representation is given for curve direction and length for each main.
2. Curvature is specified to tenths of a degree above each main along with left/right indication.
3. Superelevation is specified to tenths of an inch below each main.
4. Location of wheel flange lubricators are given along mains.

Freight Speed Section -

Curve and tangent speeds are given based on timetables.

Grade Section -

Grade shown based on ascending milepost direction. Ruling grades are displayed based upon determination made by Operations Research.

Program Section -

Provided for M of W to outline maintenance programs for current year.

Table 1

NWF	New welded rail which has been field welded
NW	New welded rail which has not been field welded
RWF	Rewelded welded rail which has been field welded
RW	Rewelded welded rail which has not been field welded
WF	Relay welded rail which has been field welded
W	Relay welded rail which has not been field welded
NB	New butt welded (78') rail
N	New jointed rail
-	No symbol represents relay jointed rail
RB	Relay butt welded (78') rail
C	Cropped jointed rail

Table 2

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