NORFOLK SOUTHERN

Virginia Division

2006

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:

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CTRK-NS CORPORATE DATABASE:

Information related to rail, T&S, surfacing, curves, elevation, speeds, and, speed restrictions is obtained from the CTRK database. Various departments own and maintain these files. Questions or information concerning changes, corrections, additions, or deletions to these records should be directed as follows:

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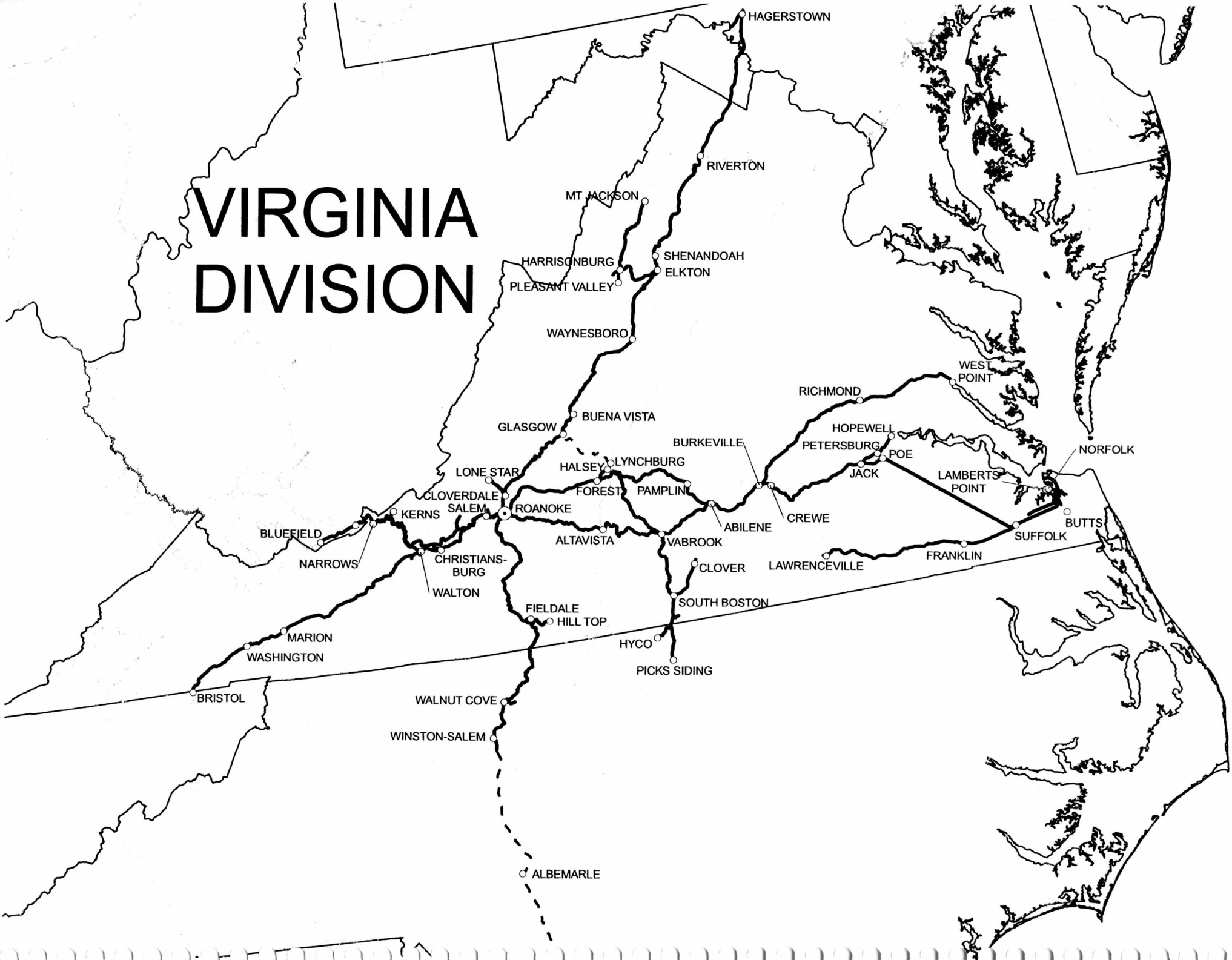
VIRGINIA
DIVISION
HAGERSTOWN
RIVERTON
MT JACKSON
HARRISONBURG
SHENANDOAH
ELKTON
PLEASANT VALLEY
WAYNESBORO
WEST POINT
RICHMOND
BUENA VISTA
GLASGOW
HOPEWELL
BURKEVILLE
PETERSBURG
POE
NORFOLK
LYNCHBURG
HALSEY
LONE STAR
JACK
LAMBERTS POINT
FOREST
PAMPLIN
CLOVERDALE
SALEM
ROANOKE
KERNS
ABILENE
CREWE
BUTTS
BLUEFIELD
ALTAVISTA
VABROOK
SUFFOLK
NARROWS
CHRISTIANS-BURG
CLOVER
LAWRENCEVILLE
FRANKLIN
WALTON
SOUTH BOSTON
FIELDALE
HILL TOP
MARION
HYCO
WASHINGTON
PICKS SIDING
BRISTOL
WALNUT COVE
WINSTON-SALEM
ALBEMARLE

VIRGINIA DIVISION

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TRACK CHART SYMBOL LEGEND

RIGHT OF WAY CROSSINGS

LIGHTS & GATES
LIGHTS ONLY
CROSSBUCKS ONLY
PRIVATE CROSSING
OTHER AT GRADE
ROAD UNDER GRADE
ROAD OVER GRADE
OTHER OVER GRADE
RAILROAD AT GRADE CROSSING
RAILROAD UNDER GRADE
RAILROAD OVER GRADE
RAILROAD BRIDGE
RAILROAD TUNNEL
RAILROAD DRAWSPAN

SIGNAL TYPES & SIGNAL STRUCTURES

LOW RESTRICTING
HIGH RESTRICTING
LOW STOP
HIGH STOP
SIGNAL BRIDGE
SIGNAL CANTILEVER
SIGNAL BRACKET
OTHER STRUCTURE

TERRITORY MARKERS

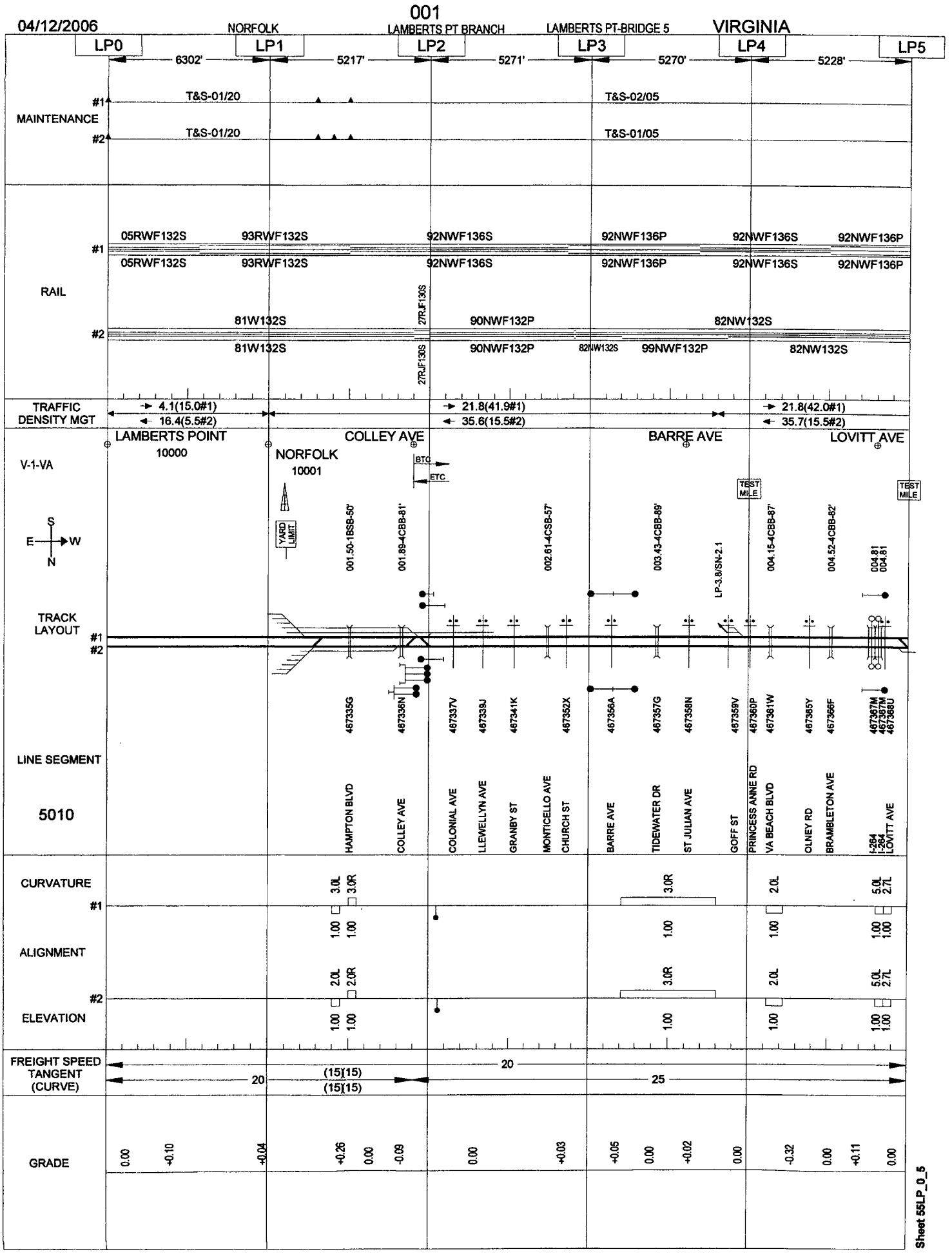
BTC ETC — BEGIN/END TRAFFIC CONTROL
BTC ETC
YARD LIMIT — YARD LIMIT
TEST MILE — BEGIN TEST MILE DIRECTIONAL
TEST MILE — BEGIN/END TEST MILE NON-DIRECTIONAL
TEST MILE — BEGIN TEST MILE DIRECTIONAL
VA GA — STATE LINE
ROANOKE CO. FULTON CO. — COUNTY LINE

DETECTORS & COMMUNICATION EQUIPMENT

HOT BOX BI-DIRECTIONAL
MULTI-PURPOSE BI-DIRECTIONAL
COMBINED HOTBOX & DRAGGING EQUIPMENT
AEI SCANNER
TOP OF RAIL LUBRICATOR
HOT BOX DIRECTIONAL
MULTI-PURPOSE DIRECTIONAL
DRAGGING EQUIPMENT
CLEARANCE DETECTOR
RADIO BASE STATION
HOT BOX DIRECTIONAL
MULTI-PURPOSE DIRECTIONAL
HOT WHEEL
WHEEL FLANGE LUBRICATOR
MICROWAVE TOWER

SINGLE TO DOUBLE MAIN WITH EQUILATERAL TURNOUT
SINGLE TO DOUBLE MAIN WITH LEFT HAND TURNOUT
SINGLE TO DOUBLE MAIN WITH RIGHT HAND TURNOUT
PASSING SIDING ABOVE SINGLE MAIN
PASSING SIDING BELOW SINGLE MAIN
PASSING SIDING ABOVE DOUBLE MAIN
PASSING SIDING BELOW DOUBLE MAIN

PASSING SIDING BETWEEN DOUBLE MAIN
INDUSTRY LEADS ABOVE AND BELOW DOUBLE MAIN
INDUSTRY LEADS ABOVE AND BELOW SINGLE MAIN
CROSSOVERS BETWEEN DOUBLE MAIN
YARD TRACKS ABOVE AND BELOW MAINS


001
04/12/2006
NORFOLK
LAMBERTS PT BRANCH
LAMBERTS PT-BRIDGE 5
VIRGINIA
LP0
LP1
LP2
LP3
LP4
LP5
6302'
5217'
5271'
5270'
5228'
MAINTENANCE
#1
#2
T&S-01/20
T&S-02/05
T&S-01/20
T&S-01/05
RAIL
05RWF132S
93RWF132S
92NWF136S
92NWF136P
92NWF136S
92NWF136P
81W132S
90NWF132P
82NW132S
27RJF130S
82NW132S
99NWF132P
TRAFFIC DENSITY MGT
4.1(15.0#1)
16.4(5.5#2)
21.8(41.9#1)
35.6(15.5#2)
21.8(42.0#1)
35.7(15.5#2)
V-1-VA
LAMBERTS POINT
10000
COLLEY AVE
BARRE AVE
LOVITT AVE
NORFOLK
10001
BTC
ETC
YARD LIMIT
TEST MILE
S
E
W
N
001.50-1BSB-50'
001.89-4CBB-81'
002.61-4CSB-57'
003.43-4CBB-89'
LP-3.8/SN-2.1
004.15-4CBB-87'
004.52-4CBB-82'
004.81
TRACK LAYOUT
LINE SEGMENT
5010
467335G
467336N
467337V
467339J
467341K
467352X
467356A
467357G
467358N
467359V
467360P
467361W
467365Y
467366F
467367M
467368U
HAMPTON BLVD
COLLEY AVE
COLONIAL AVE
LLEWELLYN AVE
GRANBY ST
MONTICELLO AVE
CHURCH ST
BARRE AVE
TIDEWATER DR
ST JULIAN AVE
GOFF ST
PRINCESS ANNE RD
VA BEACH BLVD
OLNEY RD
BRAMBLETON AVE
I-264
LOVITT AVE
CURVATURE
ALIGNMENT
ELEVATION
3.0L
3.0R
2.0L
2.0R
5.0L
2.7L
1.00
FREIGHT SPEED
TANGENT
(CURVE)
20
(15)(15)
25
GRADE
0.00
+0.10
+0.04
+0.26
-0.09
+0.03
+0.05
+0.02
-0.32
+0.11
Sheet 55LP_0_5

04/12/2006

002

NORFOLK | LAMBERTS PT BRANCH | LAMBERTS PT-BRIDGE 5 | VIRGINIA

LP5

4557'

MAINTENANCE
#1
#2

RAIL
#1
#2
92NWF136P
92NWF136P
82NW132S
82NW132S

TRAFFIC DENSITY MGT

V-1-VA

BRIDGE 5
LP5

S
E W
N

LP-5.10=N-1.23

TRACK LAYOUT
#1
#2

LINE SEGMENT

5010

CURVATURE
#1

ALIGNMENT

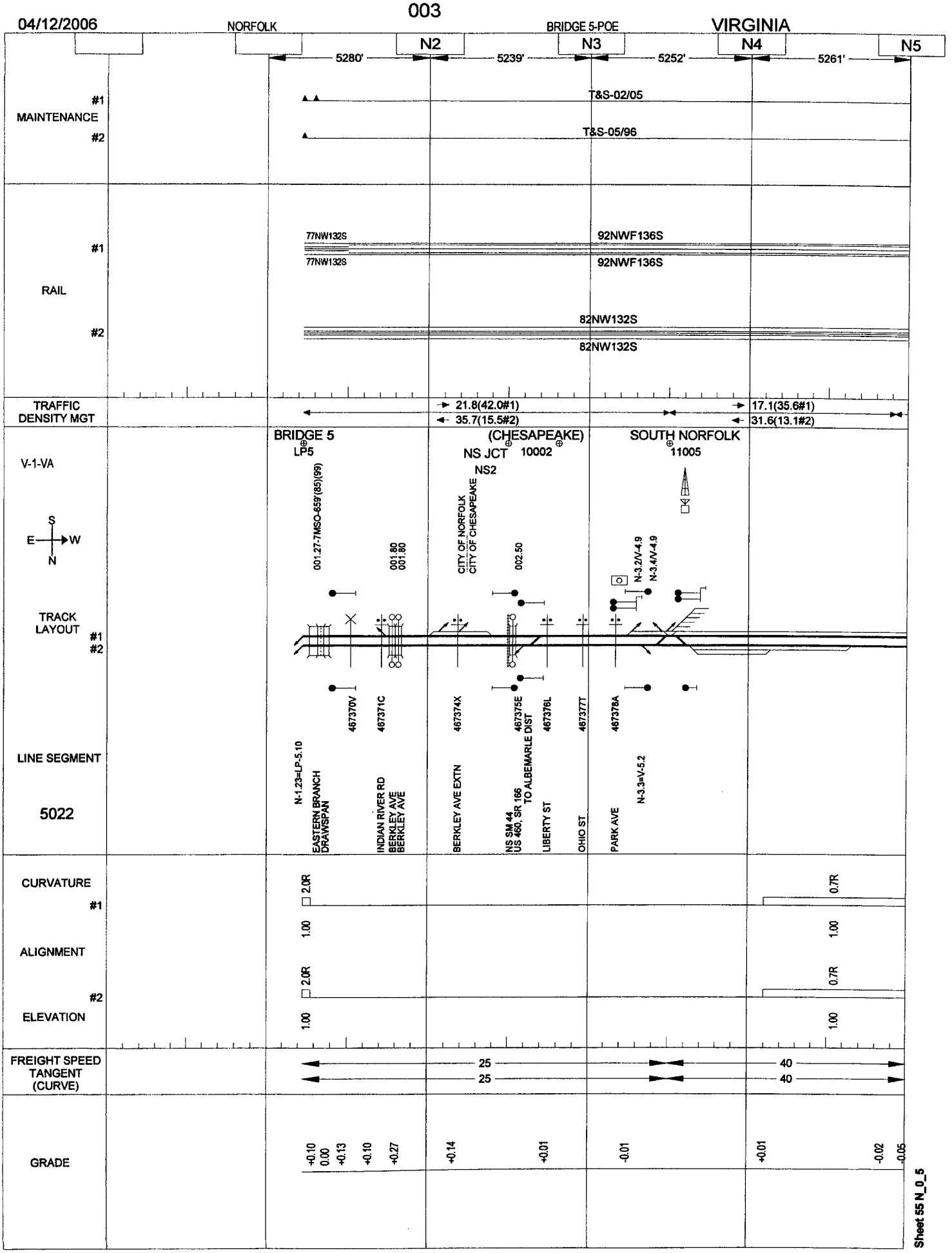
#2
ELEVATION

FREIGHT SPEED TANGENT (CURVE)
20
25

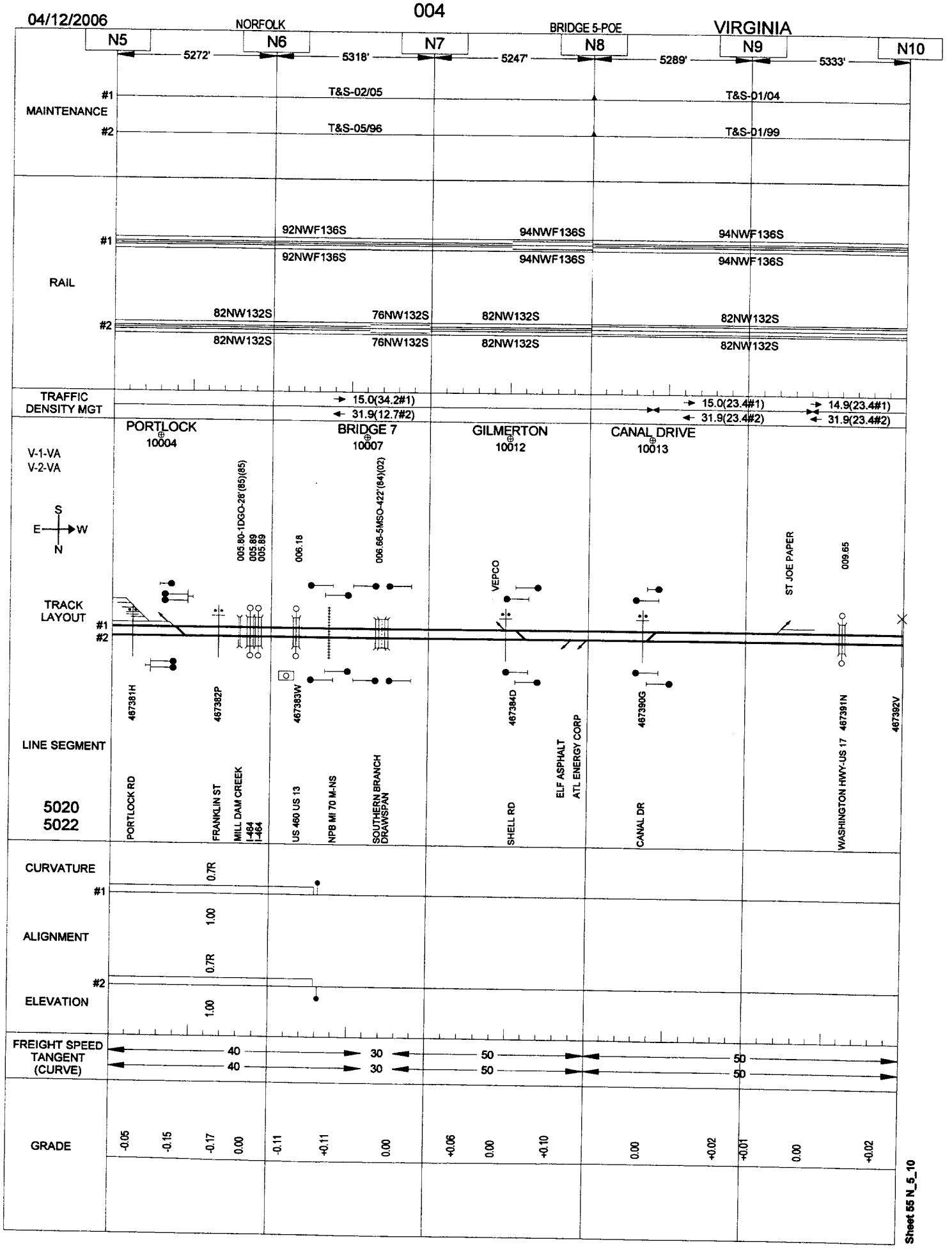
GRADE
0.00

Sheet 55LP_5_10

04/12/2006



Sheet 55 N_0_5



Sheet 55 N_5_10

04/12/2006 NORFOLK BRIDGE 5-POE VIRGINIA

N10 N11 N12 N13 N14 N15

5292' 5301' 5246' 5292' 5292'

MAINTENANCE
#1 T&S-01/04
#2 T&S-01/99

RAIL
#1 94NWF136S
94NWF136S
#2 82NW132S
82NW132S

TRAFFIC DENSITY MGT
→ 14.9(23.4#1)
← 31.9(23.4#2)

V-2-VA

YADKIN
10010

BTC
ETC

CITY OF CHESAPEAKE
CITY OF SUFFOLK

S
E W
N

010.35
010.40

TRACK LAYOUT
#1
#2

457395R

LINE SEGMENT
5020

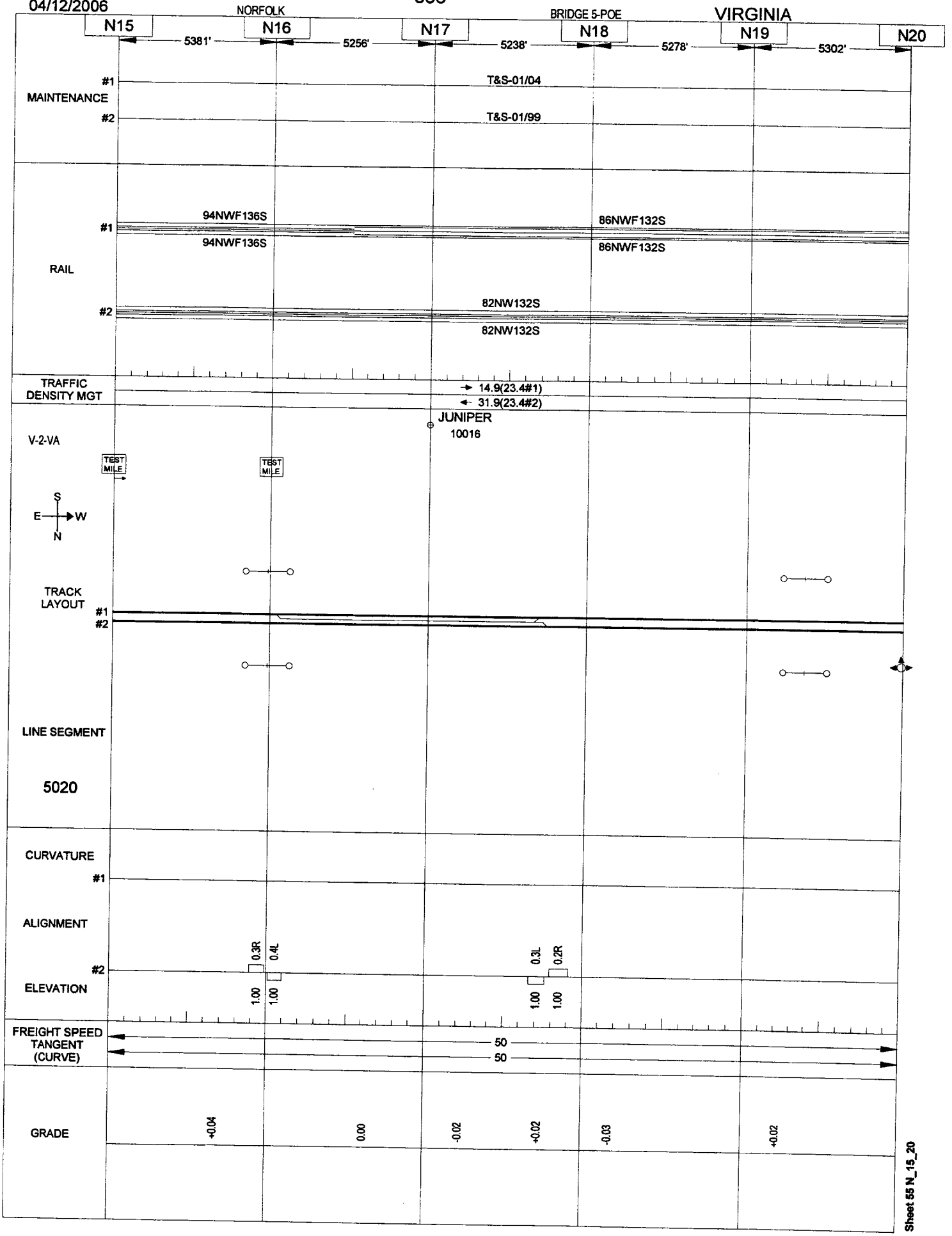
I-64
I-64
GALBERRY RD

CURVATURE
#1
ALIGNMENT
#2
ELEVATION

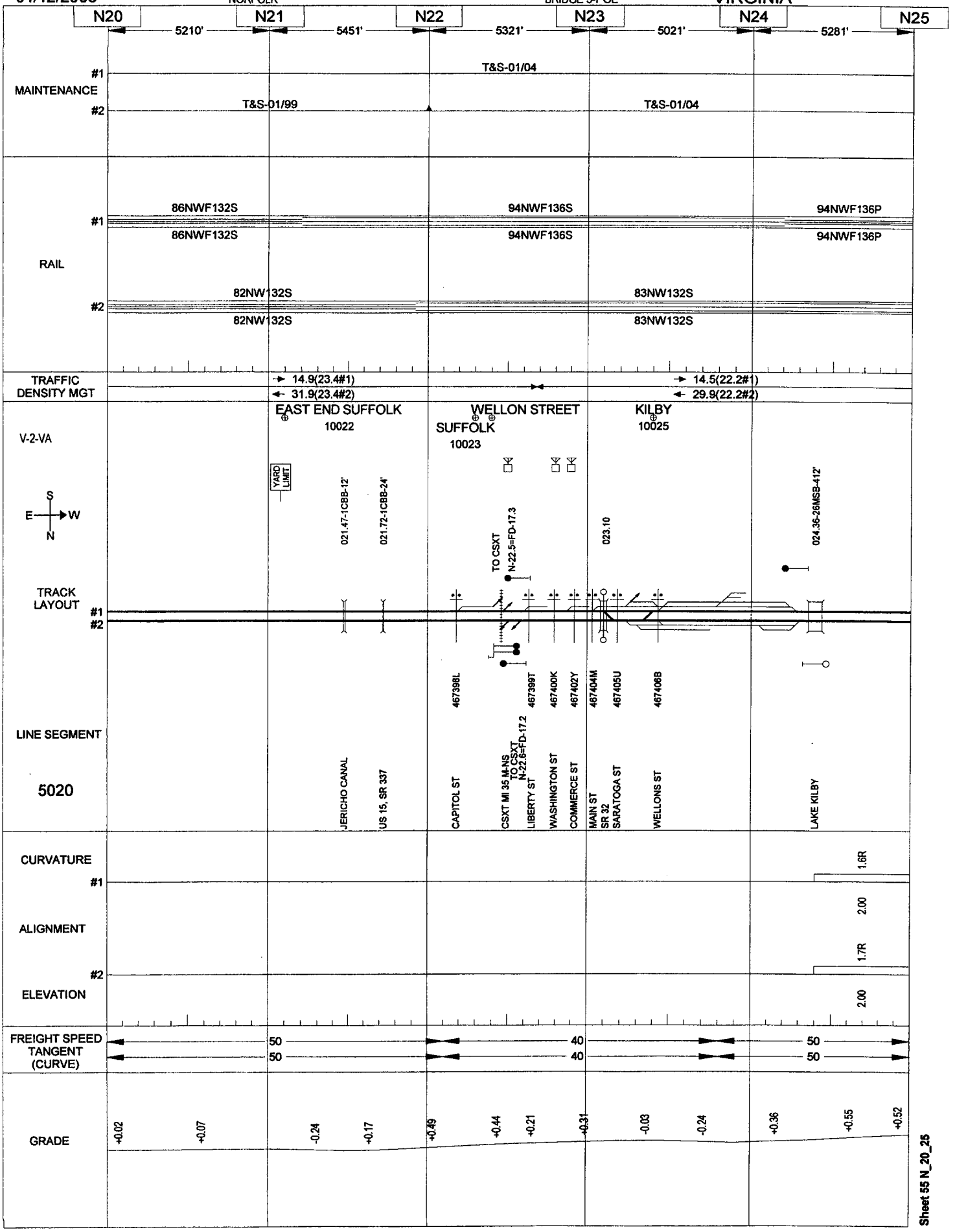
FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
+0.01 -0.03 -0.09 +0.02 +0.05 +0.09 0.00 +0.03 +0.04

Sheet 55 N_10_15


NORFOLK
BRIDGE 5-POE
VIRGINIA
N15
N16
N17
N18
N19
N20
5381'
5256'
5238'
5278'
5302'
MAINTENANCE
#1
T&S-01/04
#2
T&S-01/99
RAIL
#1
94NWF136S
86NWF132S
94NWF136S
86NWF132S
#2
82NW132S
82NW132S
TRAFFIC DENSITY MGT
14.9(23.4#1)
31.9(23.4#2)
V-2-VA
JUNIPER
10016
TEST MILE
TEST MILE
S
E
W
N
TRACK LAYOUT
#1
#2
LINE SEGMENT
5020
CURVATURE
#1
ALIGNMENT
#2
ELEVATION
0.3R
0.4L
0.3L
0.2R
1.00
1.00
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
50
50
GRADE
+0.04
0.00
-0.02
+0.02
-0.03
+0.02
Sheet 55 N_15_20

04/12/2006 NORFOLK BRIDGE 5-POE VIRGINIA



Sheet 55 N_20_25

NORFOLK — BRIDGE 5-POE — VIRGINIA

N25 — N26 — N27 — N28 — N29 — N30

5285' — 5275' — 5581' — 4982' — 5273'

MAINTENANCE
#1 T&S-01/04 T&S-02/04
#2 T&S-01/04

RAIL
#1 94NWF136P 94NWF136S 95NWF136S
94NWF136P 94NWF136S 95NWF136S
#2 83NW132S 84NW132S
83NW132S 84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1)
← 29.9(22.2#2)

V-2-VA

BRICO
10026

YARD LIMIT

S
E W
N

025.52-1DGO-56'(90)(98)
LASSITER
025.70
025.74
025.78
025.78
025.99-2CBB-24'
028.08-1CAB-30'

TRACK LAYOUT
#1
#2

LINE SEGMENT
5020

US 58
CSXT
OLD VGN RR-ABANDONED
US 58
US 58
SR 644
WEBSTER BRICK
LAKE MEAD DR-SR 637
467411X
CALHOUN CREEK
KINGS FORK (SR 634)
467414T

CURVATURE
#1 1.6R

ALIGNMENT
2.00
1.7R
#2

ELEVATION
2.00
0.3R
0.5L
1.00
1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
+0.52 +0.41 -0.24 -0.26 -0.22 -0.28 +0.43 +0.42 +0.52 +0.27 0.00

Sheet 55 N_25_30

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N30 — 5363' — N31 — 5199' — N32 — 5330' — N33 — 4333' — N34 — 6172' — N35

MAINTENANCE
#1 T&S-02/04
#2 T&S-01/04

RAIL
#1 95NWF136S
95NWF136S
#2 84NW132S
84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1)
← 29.9(22.2#2)

V-2-VA
(MYRTLE) 10030
CITY OF SUFFOLK / ISLE OF WIGHT CO
BD CROSSOVER
ISLE OF WIGHT CO / WINDSOR CORP
WINDSOR 10033
WINDSOR CORP / ISLE OF WIGHT CO

S E W N

TRACK LAYOUT
#1
#2

LINE SEGMENT
5020

467415A OLD MYRTLE RD-SR 632
467417N ELEYS XING (SR 607)
BD XOVER
467418V OLD SUFFOLK RD-SR636
467419C 467420W S COURT ST BANK ST
467423S S PRINCE BLVD-SR 258

CURVATURE
#1

ALIGNMENT
#2

ELEVATION
0.3L 0.3R
1.00 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 +0.04 0.00 -0.25 +0.35 +0.25 0.00 -0.25 0.00 +0.45 +0.11 +0.02 0.00

Sheet 55 N_30_35

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N35 — 5258' — N36 — 5331' — N37 — 5273' — N38 — 5287' — N39 — 5300' — N40

MAINTENANCE
#1 T&S-02/04
#2 T&S-01/04

RAIL
#1 95NWF136S
95NWF136S
#2 84NW132S
84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1)
← 29.9(22.2#2)

V-2-VA

(DWIGHT)

S E W N

038.52-1CAB-16'

039.02

TRACK LAYOUT
#1
#2

LINE SEGMENT
5020

467850G PRIVATE

467424Y ANTIOCH (SR 638)

467425F

467426M ESSELA RD (SR 639)

BURNT MILLS

YELLOW HAMMER RD

CURVATURE
#1

ALIGNMENT
#2

ELEVATION
0.3R 1.00
0.3L 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 -0.22 +0.17 -0.25 -0.11 -0.18 -0.23 -0.16 -0.26 -0.32

+0.21%
CREWE TO LAMBERTS PT

Sheet 55 N_35_40

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N40 — 5644' — N41 — 5511' — N42 — 5077' — N43 — 4917' — N44 — 5040' — N45

MAINTENANCE
#1 T&S-02/04 T&S-02/05
#2 T&S-01/04 T&S-01/06

RAIL
#1 95NWF136S 94NWF136S
95NWF136S 94NWF136S
#2 84NW132S 56NW132S 84NW132S
84NW132S 56NW132S 84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1)
← 29.9(22.2#2)

V-2-VA

(ZUNI) 10040

ISLE OF WIGHT CO
SOUTHAMPTON CO

040.48-1BSB-25'

040.69-3DGO-175'(86)(05)

042.37

SOUTHAMPTON CO
IVOR CORP

IVOR 10044

S
E W
N

TRACK LAYOUT
#1
#2

467431J

LINE SEGMENT

5020

ZUNI CIRCLE (SR 644)

BLACKWATER RIVER

TUCKER SWAMP RD

PRIVATE

IVOR MIDDLE TRACK

PRESCRIPTION FERTLIZ
MAIN STREET (SR 616)

467432R

CURVATURE
#1

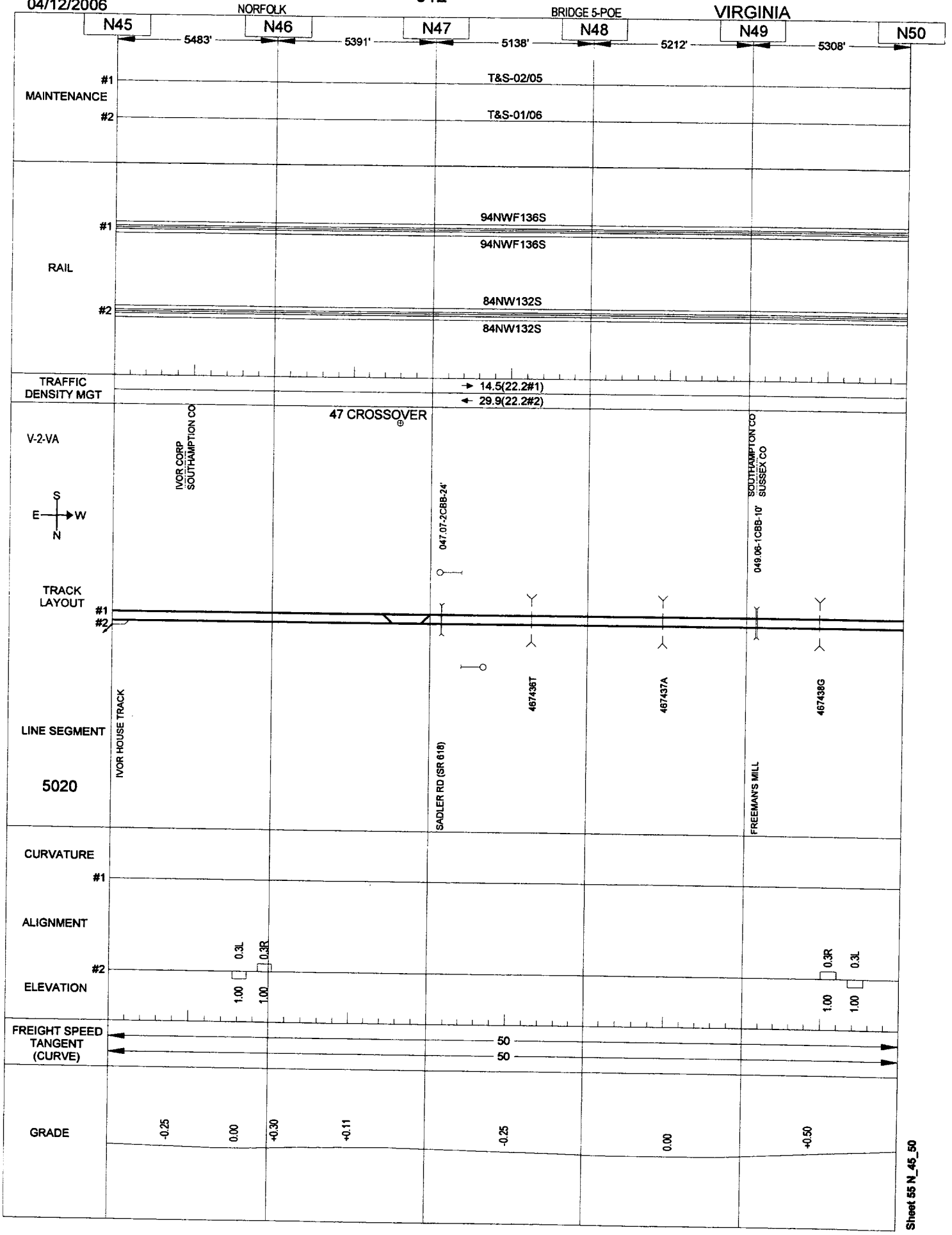
ALIGNMENT
#2
0.3L 0.3R 0.2R 0.5L

ELEVATION
1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
-0.25 -0.26 -0.18 -0.15 +0.26 +0.30 +0.43 +0.52 +0.50 +0.47 +0.50 +0.07 0.00 -0.25

Sheet 55 N_40_45



Sheet 55 N_45_50

04/12/2006 NORFOLK BRIDGE 5-POE VIRGINIA

N50 N51 N52 N53 N54 N55

5267' 5296' 5302' 5295' 5208'

MAINTENANCE
#1 T&S-02/05 T&S-02/04 S-02/06
#2 T&S-01/06

RAIL
#1 94NWF136S 94NWF136S
#2 84NW132S 84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1)
← 29.9(22.2#2)

V-2-VA

WAKEFIELD 10051

SUSSEX CO WAKEFIELD CORP

BAIN SIDING

051.83-1CBB-14' 051.89-1MAB-12'

WAKEFIELD CORP SUSSEX CO

S E W N

TRACK LAYOUT
#1
#2

LINE SEGMENT
5020

467439N 467440H 467441P 467446Y

MAIN ST SR 620 WATERWAY LONG SIDING GP LUMBER CHINQUAPIN RD SR 604

CURVATURE
#1

ALIGNMENT
#2

ELEVATION
0.3L 0.3R
1.00 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
+0.50 0.00 -0.15 -0.25 0.00 +0.40 +0.06 +0.08 +0.37 0.00

Sheet 55 N_50_55

NORFOLK — BRIDGE 5-POE — VIRGINIA

N55 — 5422' — N56 — 5241' — N57 — 5938' — N58 — 5159' — N59 — 5287' — N60

MAINTENANCE
#1 T&S-02/04 S-02/06 T&S-01/99 T&S-02/99
#2 T&S-01/06

RAIL
#1 94NWF136S 94NWF136S
#2 84NW132S 84NW132S

TRAFFIC DENSITY MGT
→ 14.5(22.2#1) ← 29.9(22.2#2) → 15.4(23.4#1) ← 31.5(23.4#2)

V-2-VA

S E W N

056.27-2CBB-24'
057.45-1MAB-14'
SUSSEX CO WAVERLY CORP
WAVERLY 10058
WAVERLY CORP SUSSEX CO
MASONITE

TRACK LAYOUT
#1
#2

467447F
467448M
467449U
467450N
467451V
467452C

LINE SEGMENT
5020

COPPAHAUNK SWAMP
WALNUT HILL RD SR614
WATERWAY
BEAVER DAM RD SR 606
MAIN ST (SR 40) WAVERLY HOUSE TRACK MAEFIELD ST
GRAY'S XOVERS

CURVATURE
#1

ALIGNMENT
#2 0.3R 0.3L 0.4L 0.4R

ELEVATION
1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 -0.25 0.00 +0.10 +0.17 +0.49 +0.13 0.00 +0.02 -0.29 -0.25 0.00

Sheet 55 N_55_60

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N60 — 5370' — N61 — 5420' — N62 — 5418' — N63 — 5476' — N64 — 5066' — N65

MAINTENANCE
#1 T&S-02/99 T&S-02/04
#2 T&S-01/06 T&S-02/99

RAIL
#1 94NWF136S 94NWF136S
#2 84NW132S 84NW132S

TRAFFIC DENSITY MGT
→ 15.4(23.4#1)
← 31.5(23.4#2)

V-2-VA

S E W N

TRACK LAYOUT
#1
#2

ATLANTIC WASTE
063.39
ATLANTIC WASTE
ATLANTIC WASTE
064.80-3DGO-120'(98)(92)

LINE SEGMENT
5020

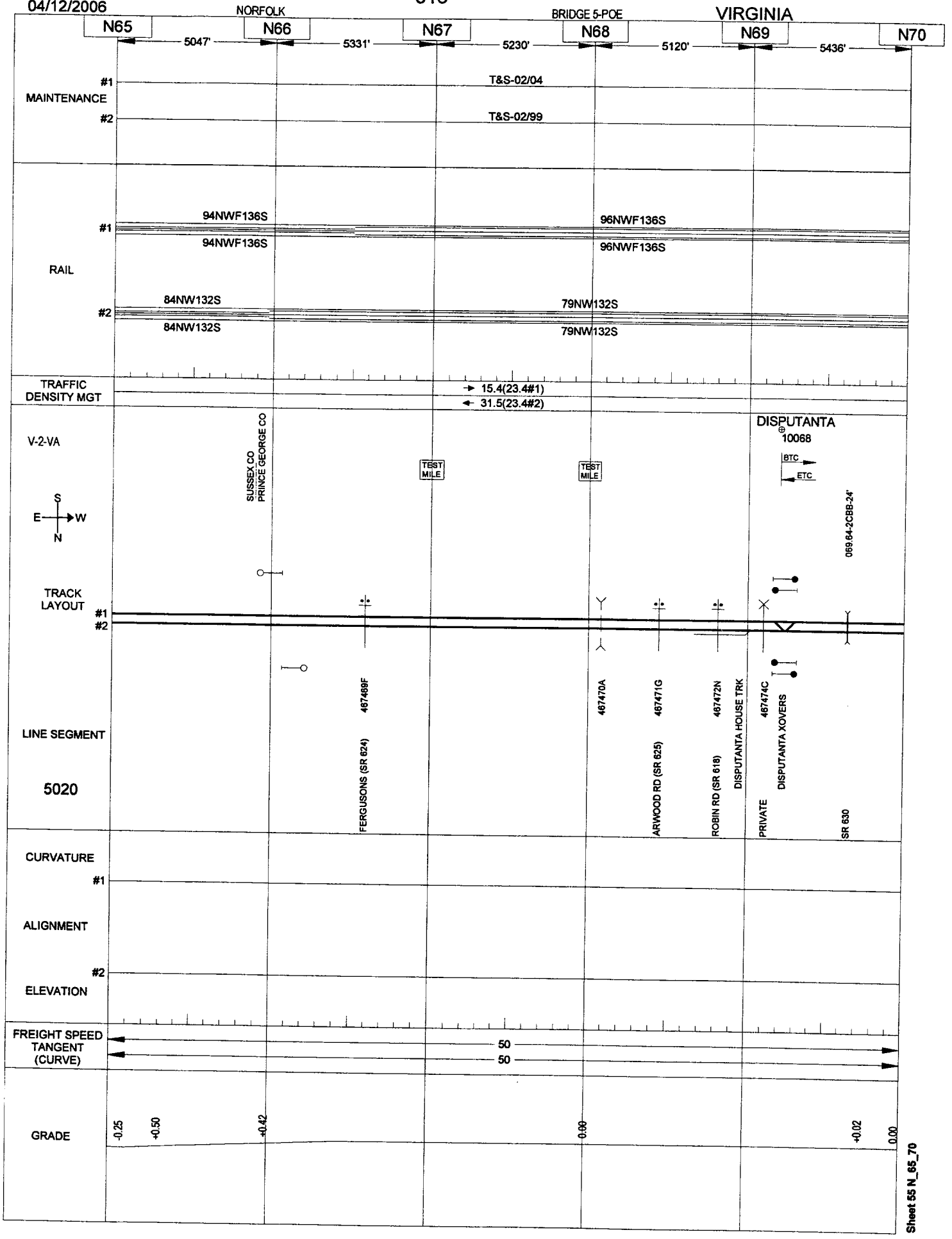
SPUR LOCK CO
CARROLL FOODS
467468Y
SR 602
ATLANTIC WASTE XOVR
WARWICK SWAMP

CURVATURE
#1
ALIGNMENT
#2
ELEVATION

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 +0.08 0.00 -0.07 0.00 +0.47 +0.26 0.00 -0.13 0.00 -0.25

Sheet 55 N_60_65



Sheet 55 N_65_70

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N70 — 5475' — N71 — 5038' — N72 — 5378' — N73 — 5180' — N74 — 5311' — N75

MAINTENANCE
#1 T&S-02/04 T&S-01/05
#2 T&S-02/99

RAIL
#1 96NWF136S 96NWF136S
#2 79NW132S 79NW132S 78NW132S 78NW132S

TRAFFIC DENSITY MGT
→ 15.4(23.4#1)
← 31.5(23.4#2)

V-2-VA

S E W N

TRACK LAYOUT
#1
#2
071.51-1CBB-12'
072.11
073.27-1MAB-22'
467845K
467479L

LINE SEGMENT
5020
BAKERS POND
SR 156
SR 657 / FOOD LION
SECOND SWAMP

CURVATURE
#1
ALIGNMENT
#2
ELEVATION

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 +0.10 0.00 -0.10 0.00 +0.48 0.00 -0.25 0.00 +0.30

Sheet 55 N_70_75

04/12/2006

NORFOLK — BRIDGE 5-POE — VIRGINIA

N75 — N76 — N77

4837' — 5334' — 5494' — 5329' — 5456'

MAINTENANCE
#1 T&S-01/05
#2 T&S-02/99

RAIL
#1 96NWF136S / 96NWF136S
#2 78NW132S / 78NW132S

TRAFFIC DENSITY MGT
→ 15.4(23.4#1)
← 31.5(23.4#2)

V-2-VA

(NEW BOHEMIA) 10075

POE 10077

S E W N

TRACK LAYOUT
#1
#2

075.90
076.03 076.05 076.12
PRINCE GEORGE CO CITY OF PETERSBURG
076.56 076.60-1CAB-12'
EAST END POE CAR LOT
POE CAR LOT
WEST END POE CAR LOT
BRENCO 4
N-77.81=P-0.0

LINE SEGMENT
5020

487480F
WICKES
RIVES RD (SR 629)
I-295 TO US 460
I-295 I-295 I-295
WAGNER RD BLACKWATER SWAMP
TO PETERSBURG-JACK

CURVATURE
#1 1.0L 0.5R

ALIGNMENT
1.00 1.00

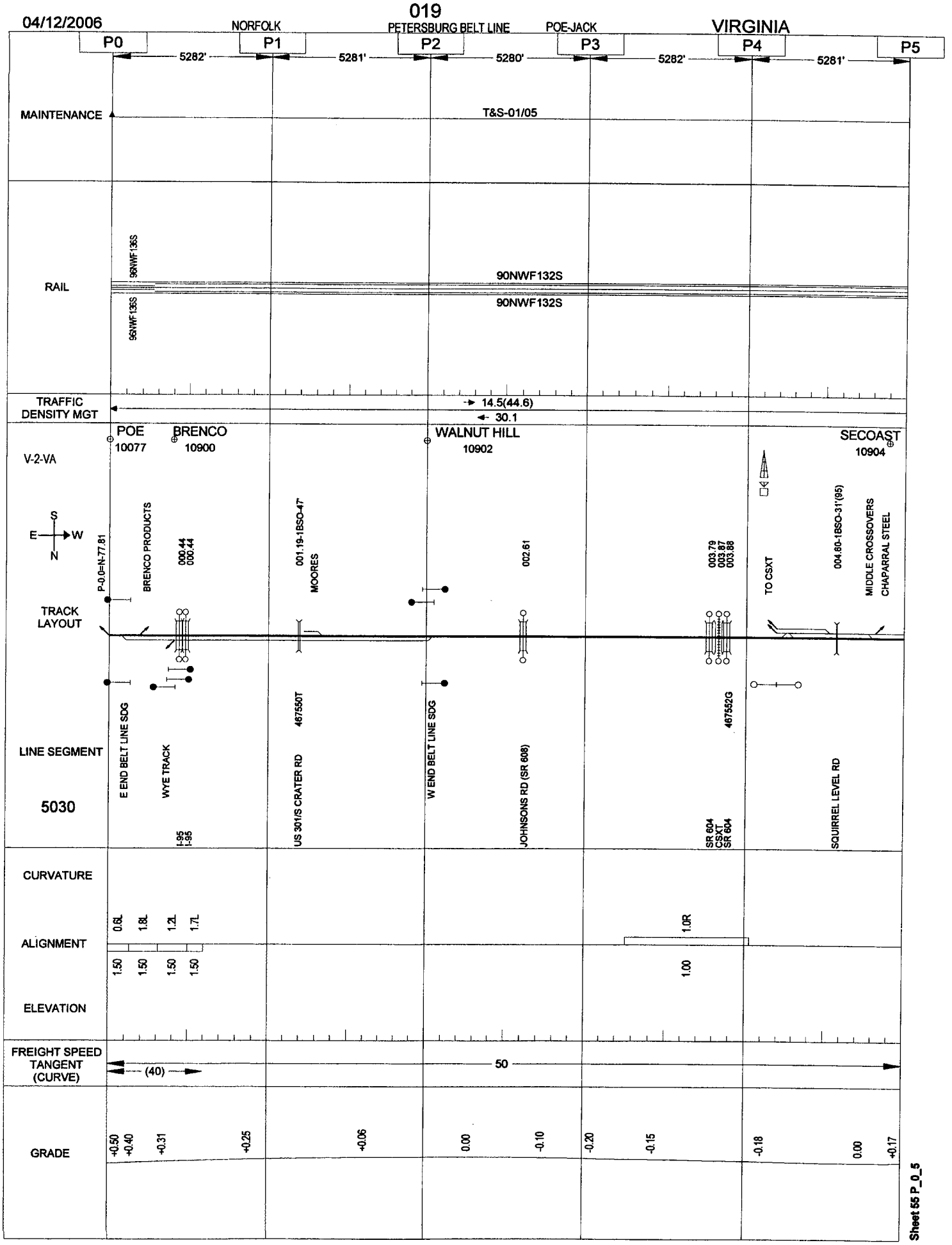
#2 0.3R 0.3L 1.0L 0.5R

ELEVATION
1.00 1.00 1.00 1.00

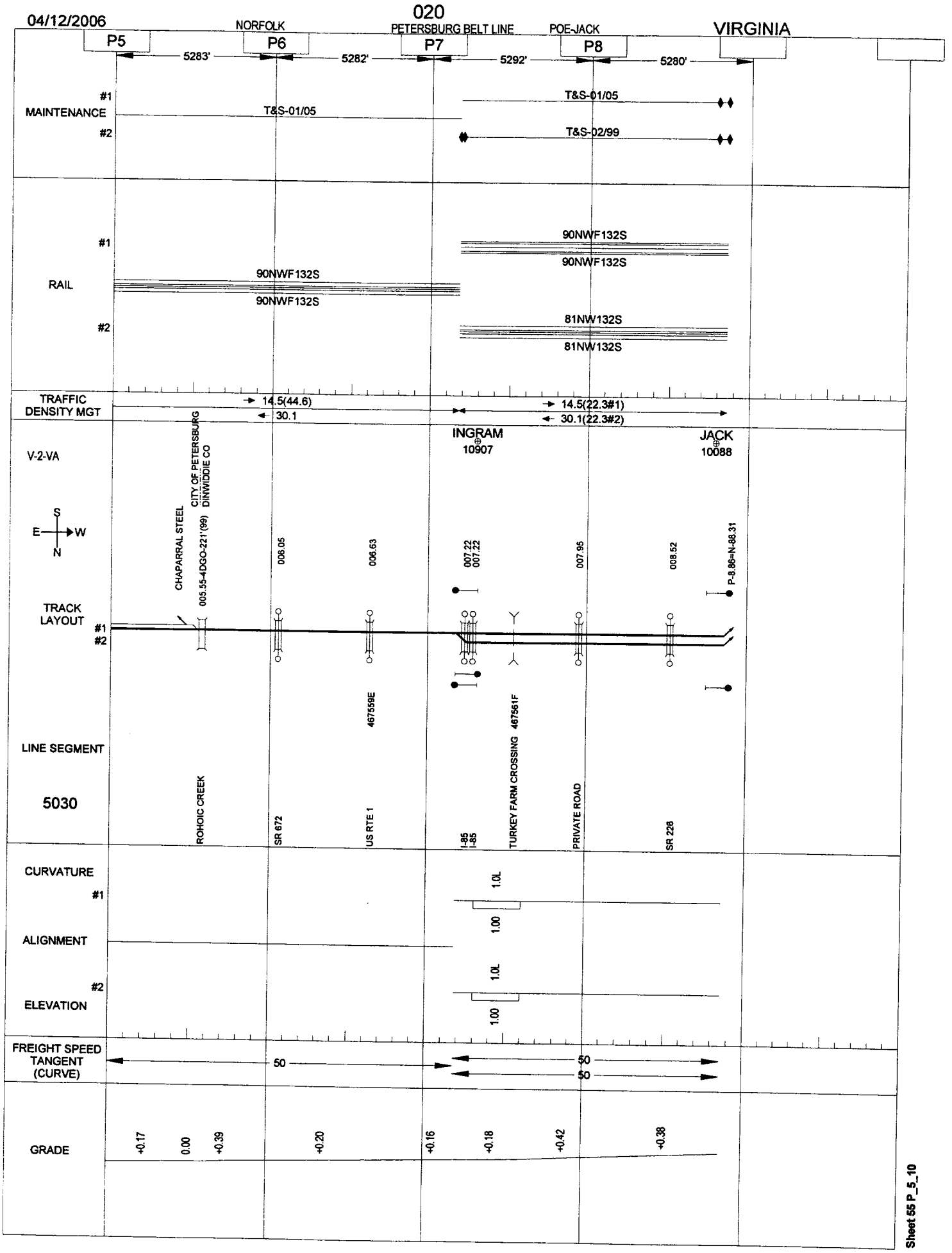
FREIGHT SPEED TANGENT (CURVE)
50
50

GRADE
0.00 -0.03 -0.18 -0.23 0.00 -0.06 0.00 +0.11 0.00

Sheet 55 N_75_80


04/12/2006
019
NORFOLK
PETERSBURG BELT LINE
POE-JACK
VIRGINIA
P0
P1
P2
P3
P4
P5
5282'
5281'
5280'
5282'
5281'
MAINTENANCE
T&S-01/05
RAIL
96NWF136S
90NWF132S
90NWF132S
96NWF136S
TRAFFIC DENSITY MGT
14.5(44.6)
30.1
V-2-VA
POE
10077
BRENCO
10900
WALNUT HILL
10902
SECOAST
10904
S
E
W
N
P-0.0=N-77.81
BRENCO PRODUCTS
000.44
000.44
001.19-1BSO-47'
MOORES
002.61
003.79
003.87
003.88
TO CSXT
004.80-1BSO-31'(95)
MIDDLE CROSSOVERS
CHAPARRAL STEEL
TRACK LAYOUT
LINE SEGMENT
5030
E END BELT LINE SDG
WYE TRACK
I-95
I-95
467550T
US 301/S CRATER RD
W END BELT LINE SDG
JOHNSONS RD (SR 608)
467552G
SR 604
CSXT
SR 604
SQUIRREL LEVEL RD
CURVATURE
ALIGNMENT
0.6L
1.8L
1.2L
1.7L
1.0R
ELEVATION
1.50
1.50
1.50
1.50
1.00
FREIGHT SPEED TANGENT (CURVE)
(40)
50
GRADE
+0.50
+0.40
+0.31
+0.25
+0.06
0.00
-0.10
-0.20
-0.15
-0.18
0.00
+0.17

Sheet 55 P_0_5


04/12/2006
020
NORFOLK
PETERSBURG BELT LINE
POE-JACK
VIRGINIA
P5
P6
P7
P8
5283'
5282'
5292'
5280'
MAINTENANCE
#1
#2
T&S-01/05
T&S-01/05
T&S-02/99
RAIL
90NWF132S
90NWF132S
90NWF132S
90NWF132S
81NW132S
81NW132S
TRAFFIC DENSITY MGT
14.5(44.6)
30.1
14.5(22.3#1)
30.1(22.3#2)
V-2-VA
INGRAM
10907
JACK
10088
S
E
W
N
CHAPARRAL STEEL
005.55-4DGO-221'(99)
CITY OF PETERSBURG
DINWIDDIE CO
006.05
006.63
007.22
007.22
007.95
008.52
P-8.86=N-88.31
TRACK LAYOUT
467559E
467561F
LINE SEGMENT
5030
ROHOIC CREEK
SR 672
US RTE 1
I-85
I-85
TURKEY FARM CROSSING
PRIVATE ROAD
SR 226
CURVATURE
ALIGNMENT
ELEVATION
1.0L
1.00
1.0L
1.00
FREIGHT SPEED TANGENT (CURVE)
50
50
50
GRADE
+0.17
0.00
+0.39
+0.20
+0.16
+0.18
+0.42
+0.38
Sheet 55 P_5_10

04/12/2006

NORFOLK — POE-PETERSBURG-JACK — VIRGINIA

N78 — N79 — N80

4837' — 5334' — 5494' — 5329' — 5456'

MAINTENANCE

T&S-02/06

RAIL

83W132S

83W132S

TRAFFIC DENSITY MGT

1.0(2.8)

1.8

V-2-VA

POE 10077

LANE

S E W N

TRACK LAYOUT

WYE AT POE, VA

078.88

078.98

079.47-1CAB-12'

LINE SEGMENT

5050

TO NORFOLK

US 460 CRATER RD

POOL CREEK

CURVATURE

ALIGNMENT

1.3R

1.0R

0.6R

1.6L

ELEVATION

1.50

1.50

1.50

1.50

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

-0.70

-0.74

+0.75%

CREWE TO NORFOLK

Sheet 55 N_75_80

NORFOLK — POE-PETERSBURG-JACK — VIRGINIA

N80 — 5234' — N81 — 5318' — N82 — 5276' — N83 — 5283' — N84 — 5275' — N85

MAINTENANCE: T&S-02/06

RAIL: 83W132S / 83W132S — 83W130S / 83W130S — 84W132S / 84W132S

TRAFFIC DENSITY MGT: → 1.0(2.8) ← 1.8 — → 2.0(4.8) ← 2.8

V-2-VA

PETERSBURG 10081

S E W N

080.52-3DGO-223'(80)
080.77-1CBB-12'
081.18
081.25-3WTO-30'
081.61
083.37
083.82-1MAB-12'
CITY OF PETERSBURG DINWIDDIE CO

TRACK LAYOUT

LINE SEGMENT 5050

SR 36
TAYLORS RUN
N-80.7=CP-0.38
TO BROADWAY YARD
I-95
LIEUTENANT'S RUN
5TH ST
467525K
3RD ST
RIVER ST
US 1, US 301
467528S
467527Y
ROPER LUMBER
JOHNSON LN
467536X
SQUAW VALLEY
467538L
FLEET ST
467539T
PRIVATE
467540M
CSXT
ROHOIC CREEK
VEPCO SIDING
467541U

CURVATURE

ALIGNMENT: 1.6L 1.7L 1.6L 2.1L 3.2L 5.7R 5.6R 6.3R 6.5L 7.0L 5.5L 6.0L 1.0R 1.5L 0.8R 2.0L 2.0R 3.2R 2.2R

ELEVATION: 1.50 1.00 1.50 1.50 2.00 3.50 2.00 2.50 2.50 2.50 4.00 4.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00

FREIGHT SPEED TANGENT (CURVE): 40 — 30 — 40

GRADE: -0.74 -0.79 -0.66 0.00 +0.60 +0.87 +0.67 +0.75 +0.65 +0.56 +0.69 +0.68 +0.63 +0.60 +0.64

+0.67%
NORFOLK TO CREWE

Sheet 55 N_80_85

04/12/2006

NORFOLK — POE-PETERSBURG-JACK — VIRGINIA

N85 — N86 — N87 — N88

5262' — 5247' — 5266' — 5267' — 5286'

MAINTENANCE: T&S-02/06

RAIL: 84W132S / 84W132S

TRAFFIC DENSITY MGT: → 2.0(4.8) / ← 2.8

V-2-VA

ADDISON 10086

JACK 10088

S E W N

085.63-1BSB-35'(05)

AIRPORT SIDING

N-88.31=P-8.86

TRACK LAYOUT

467542B

467545W

467547K

LINE SEGMENT

5050

SR 600

TARMAC LONE-STAR

PRIVATE

TO CREWE

CURVATURE

ALIGNMENT: 2.0L, 2.0R, 2.7R

ELEVATION: 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.37, +0.59, +0.63, +0.58, +0.61, 0.00, +0.62, 0.00, +0.38

Sheet 55 N_85_90

04/12/2006

024

NORFOLK — CITY POINT BRANCH — PETERSBURG-HOPEWELL — VIRGINIA

CP1 — CP2 — CP3 — CP4 — CP5

5280' — 5280' — 5258' — 5199' — 5258'

MAINTENANCE: T&S-09/96

RAIL: 84RWF130S / 84RWF130S

TRAFFIC DENSITY MGT: 1.6(2.9) / 1.3

V-2-VA

PETERSBURG — BROADWAY — (PUDDLEDOCK) — (ROSEWOOD) — FT LEE 10914

N W E S

TRACK LAYOUT: CP-0.38=N-80.7; BROADWAY YARD; DOMINION CHEMICAL; CITY OF PETERSBURG; PRINCE GEORGE CO; AGRI-TERMINAL; PUDDLEBROOK SIDING; 003.62; 003.69; PRINCE GEORGE CO.; CITY OF HOPEWELL

LINE SEGMENT 5230: BROADWAY RELOAD 904839N; PRIVATE 467488K; PUDDLEDOCK RD 467489S; US 144 / US 144 REFORMATORY RD 467493G; TO FORT LEE

CURVATURE / ALIGNMENT / ELEVATION

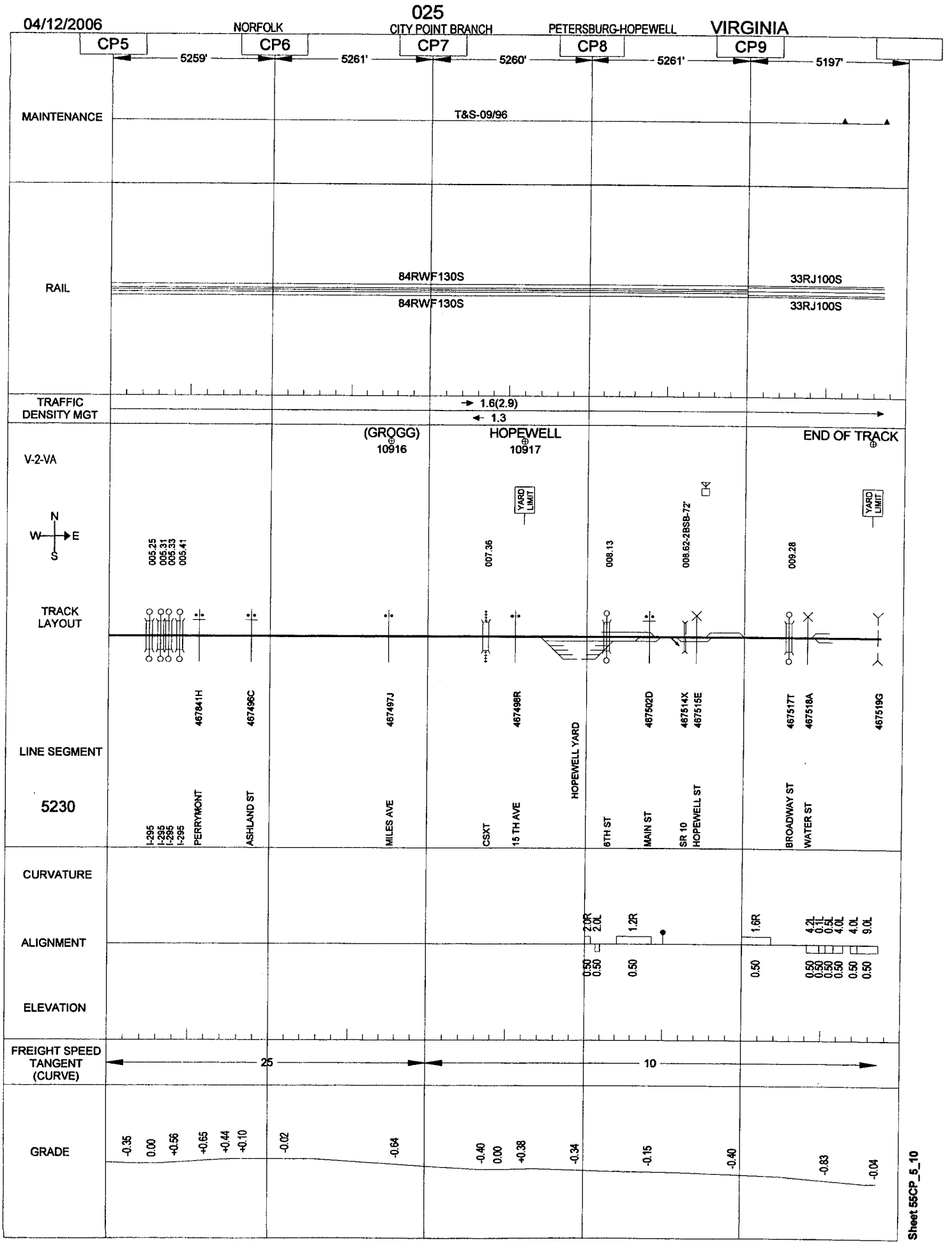
2.0L 0.8L 2.0L 2.5R 2.2L 2.0L 2.0L 3.1R 3.0R 1.7R 4.0R 2.5R 4.2R 2.0L 1.8L

0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50

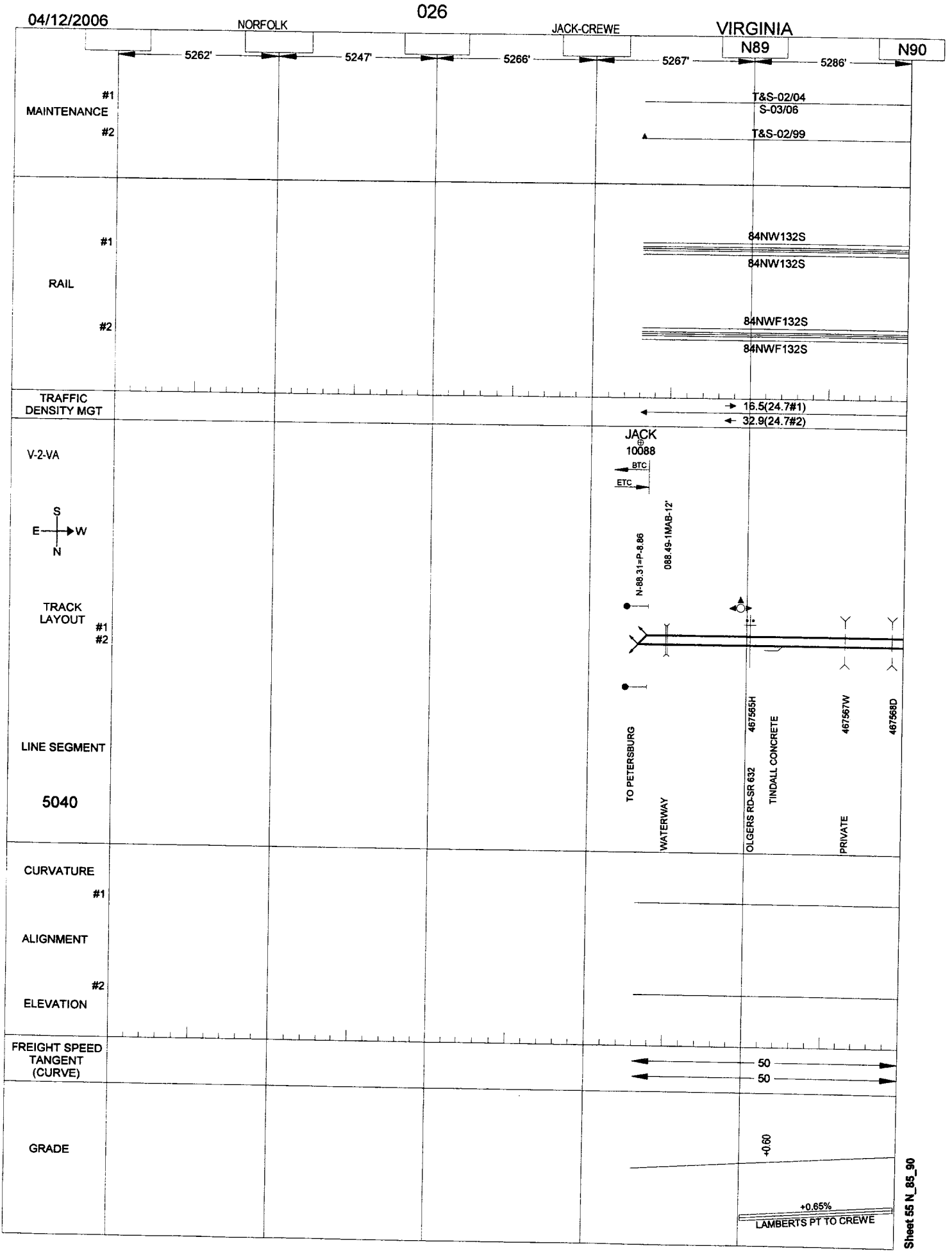
FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.62 +0.40 +0.65 +0.55 +0.80 -0.10 -0.40 -0.18 0.00 +0.10 +0.60 +0.50 +0.75 +0.25 +0.75 +0.55 +0.40 +0.12 0.00 +0.15 0.00 -0.35

Sheet 55CP_0_5



Sheet 55CP_5_10



Sheet 55 N_85_90

04/17/2006

NORFOLK — JACK-CREWE — VIRGINIA

N90 — N91 — N92 — N93 — N94 — N95

5298' — 5292' — 5301' — 5273' — 5358'

MAINTENANCE

#1: T&S-02/04 / S-03/06 — T&S-01/05

#2: T&S-02/99 — T&S-03/99

RAIL

#1: 84NW132S — 97NWF132P — 00NWF132P — 84NW132S — 00NWF132P — 84NW132S

84NW132S — 97NWF132P — 84NW132S — 97NWF132P — 84NW132S

#2: 84NWF132S — 84NWF132S

84NWF132S — 84NWF132S

TRAFFIC DENSITY MGT

→ 16.5(24.7#1)

← 32.9(24.7#2)

V-2-VA

SUTHERLAND 10092

S E W N

091.44

094.02-1CBB-24'

TRACK LAYOUT

#1

#2

LINE SEGMENT

5040

467569K — 467570E — 467572T — 467574G

HART RD (SR 743) — SR 708 — STATION RD-SR 623 — SR 751 — ANDERSON MILL-SR 754

CURVATURE

#1: 1.0R — 2.0R — 2.0L — 2.0L

ALIGNMENT

1.50 — 2.50 — 2.50 — 3.00

#2: 1.0R — 2.0R — 2.0L — 2.0L — 0.3R

ELEVATION

1.50 — 2.50 — 2.50 — 3.00 — 1.00

FREIGHT SPEED TANGENT (CURVE)

50

50

GRADE

+0.60 — +0.72 — 0.00 — -0.21 — -0.22 — -0.01 — +0.05 — -0.01 — +0.01 — 0.00

Sheet 55 N_90_95

NORFOLK JACK-CREWE VIRGINIA

N95 N96 N97 N98 N99 N100

5469' 5031' 5315' 5385' 5212'

MAINTENANCE
#1 T&S-01/05
#2 T&S-03/99

RAIL
#1 84NW132S 97NWF132P 84NW132S 03NWF132P 97NWF132P 84NW132S
84NW132S 03NW132P 84NW132S 97NWF132P 84NW132S 03NW132P 03NWF132P 84NW132S
#2 84NWF132S 80NW132S 78NW132S
84NWF132S 80NW132S 78NW132S

TRAFFIC DENSITY MGT
→ 16.5(24.7#1)
← 32.9(24.7#2)

V-2-VA
CHURCH ROAD 10095
(POOLE) 10098
S E W N
099.22-1CBB-24'

TRACK LAYOUT
#1
#2
467575N 467576V 467577C 467578J 467579R 467581S

LINE SEGMENT
5040
COURTHOUSE RD-SR 627
SR 751
COLMANS LAKE-SR 624

CURVATURE
#1 2.0R 2.0L 2.0R

ALIGNMENT
#2 0.4L 2.0R 0.4L 0.2R 2.0L 2.0R
3.00 2.50 2.50

ELEVATION
1.00 3.00 1.00 1.00 2.50 2.50

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
0.00 +0.38 +0.43 -0.01 +0.01 +0.13 +0.20 +0.43 -0.01 -0.03 +0.05 -0.12 -0.25

Sheet 55 N_95_100

04/17/2006

NORFOLK — JACK-CREWE — VIRGINIA

N100 — 5286' — N101 — 5296' — N102 — 5600' — N103 — 5668' — N104 — 5672' — N105

MAINTENANCE
#1 T&S-01/05
#2 T&S-03/99

RAIL
#1: 84NW132S; 84NW132S; 03NW132P; 84NW132S; 84NW132S; 03NW132P; 84NW132S; 84NW132S; 03NW132P
#2: 78NW132S; 78NW132S; 57NW132S; 57NW132S; 50NW132S; 59NW132S; 50NW132S; 59NW132S

TRAFFIC DENSITY MGT
→ 16.5(24.7#1)
← 32.9(24.7#2)

V-2-VA
FORD ⊕ 10101

S
E → W
N

TRACK LAYOUT
#1
#2

LINE SEGMENT
5040

467582Y
467583F — CLAYSTREET RD-SR 621
467584M — BALTIMORE RD-SR 622
467585U
467586B
467587H
467588P — WELLS RD-SR 625

CURVATURE
#1: 1.0L; 2.0R; 2.2L

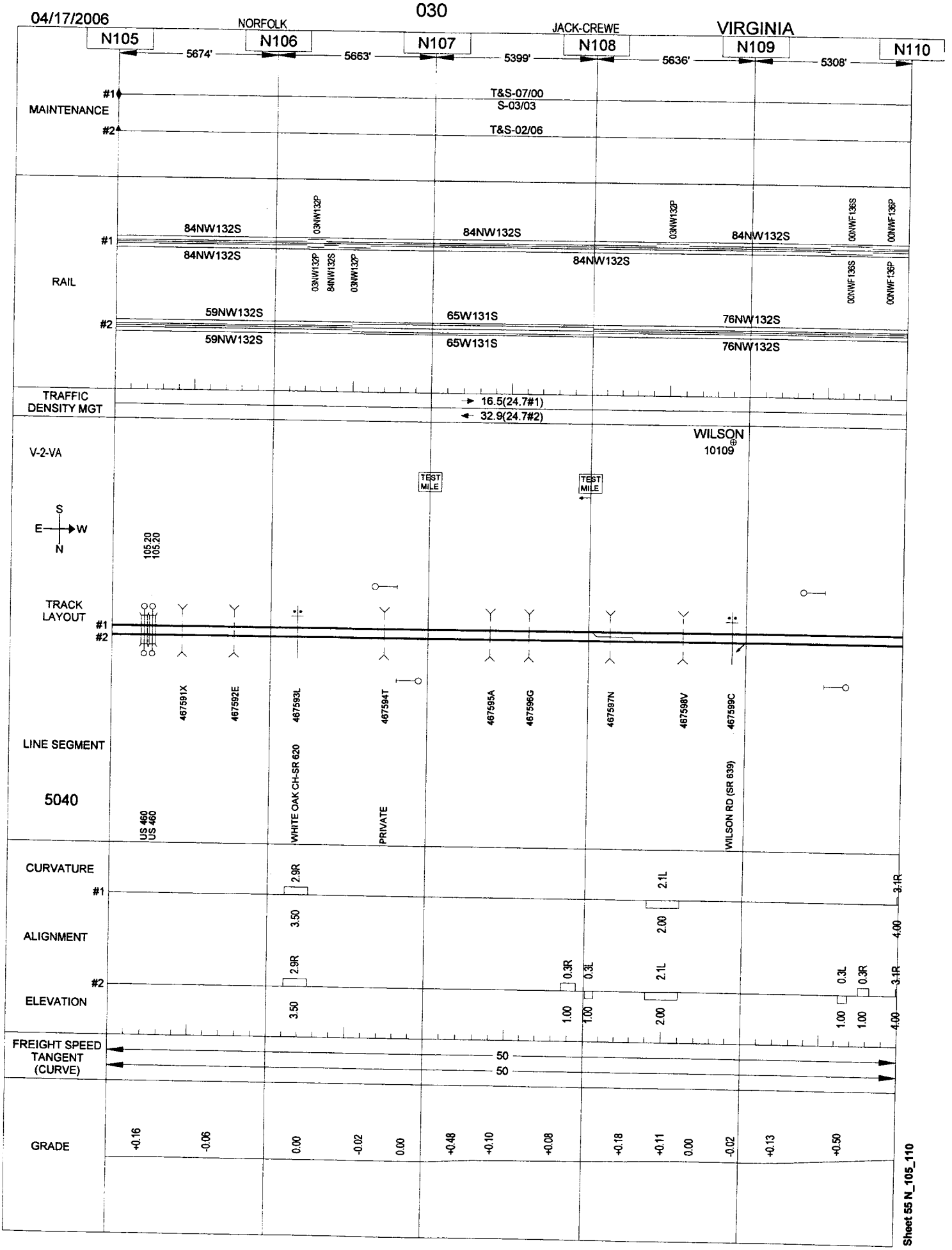
ALIGNMENT
#1: 1.50; 2.50; 2.00

ELEVATION
#2: 1.0L; 0.3R; 0.3L; 2.0R; 2.2L
#2: 1.50; 1.00; 1.00; 3.00; 4.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
-0.25; -0.15; -0.11; 0.00; +0.15; +0.27; +0.32; +0.17; +0.10; +0.30; +0.40; +0.50; +0.52; +0.44; +0.27; +0.16

Sheet 55 N_100_105


04/17/2006
030
NORFOLK
JACK-CREWE
VIRGINIA
N105
N106
N107
N108
N109
N110
5674'
5663'
5399'
5636'
5308'
MAINTENANCE
#1
#2
T&S-07/00
S-03/03
T&S-02/06
RAIL
84NW132S
03NW132P
84NW132S
03NW132P
84NW132S
03NW132P
84NW132S
03NW132P
84NW132S
00NWF136S
00NWF136P
59NW132S
65W131S
76NW132S
TRAFFIC DENSITY MGT
16.5(24.7#1)
32.9(24.7#2)
V-2-VA
WILSON
10109
TEST MILE
TEST MILE
S
E
W
N
105.20
105.20
TRACK LAYOUT
467591X
467592E
467593L
467594T
467595A
467596G
467597N
467598V
467599C
LINE SEGMENT
5040
US 460
US 460
WHITE OAK CH-SR 620
PRIVATE
WILSON RD (SR 639)
CURVATURE
ALIGNMENT
ELEVATION
2.9R
3.50
2.9R
3.50
0.3R
0.3L
1.00
1.00
2.1L
2.00
2.1L
2.00
0.3L
0.3R
1.00
1.00
3.1R
4.00
3.1R
4.00
FREIGHT SPEED
TANGENT
(CURVE)
50
50
GRADE
+0.16
-0.06
0.00
-0.02
0.00
+0.48
+0.10
+0.08
+0.18
+0.11
0.00
-0.02
+0.13
+0.50
Sheet 55 N_105_110

04/17/2006

NORFOLK — JACK-CREWE — VIRGINIA

N110 — N111 — N112 — N113 — N114 — N115

5282' — 5269' — 5267' — 5265' — 5280'

MAINTENANCE

#1: T&S-07/00 S-03/03

#2: T&S-02/06

RAIL

#1: 00NWF136P, 00NWF136S, 00NWF136P, 00NWF136S, 00NWF136P, 00NWF136S, 00NWF136P, 00NWF136S, 00NWF136P, 00NWF136S, 00NWF136P, 00NWF136S

#2: 76NWF132S, 76NWF132S

TRAFFIC DENSITY MGT

→ 16.5(24.7#1)

← 32.9(24.7#2)

V-2-VA

(WELLVILLE) 10112

DINWIDDIE CO
NOTTOWAY CO

110.01

112.40-2CBB-24'

S E W N

TRACK LAYOUT

#1

#2

467601B

467602H

LINE SEGMENT

5040

ZILLES RD (SR 642)

MORGAN CIRCLE RD

WELLVILLE RD SR 634

CURVATURE

#1: 3.1R, 2.0L, 2.0L, 2.0R, 2.0L, 1.0R

ALIGNMENT

4.00, 2.00, 2.00, 2.00, 1.50, 1.50

#2: 3.1R, 2.0L, 2.0L, 2.0R, 2.0L, 1.0R

ELEVATION

4.00, 3.00, 3.00, 3.00, 2.50, 1.50

FREIGHT SPEED

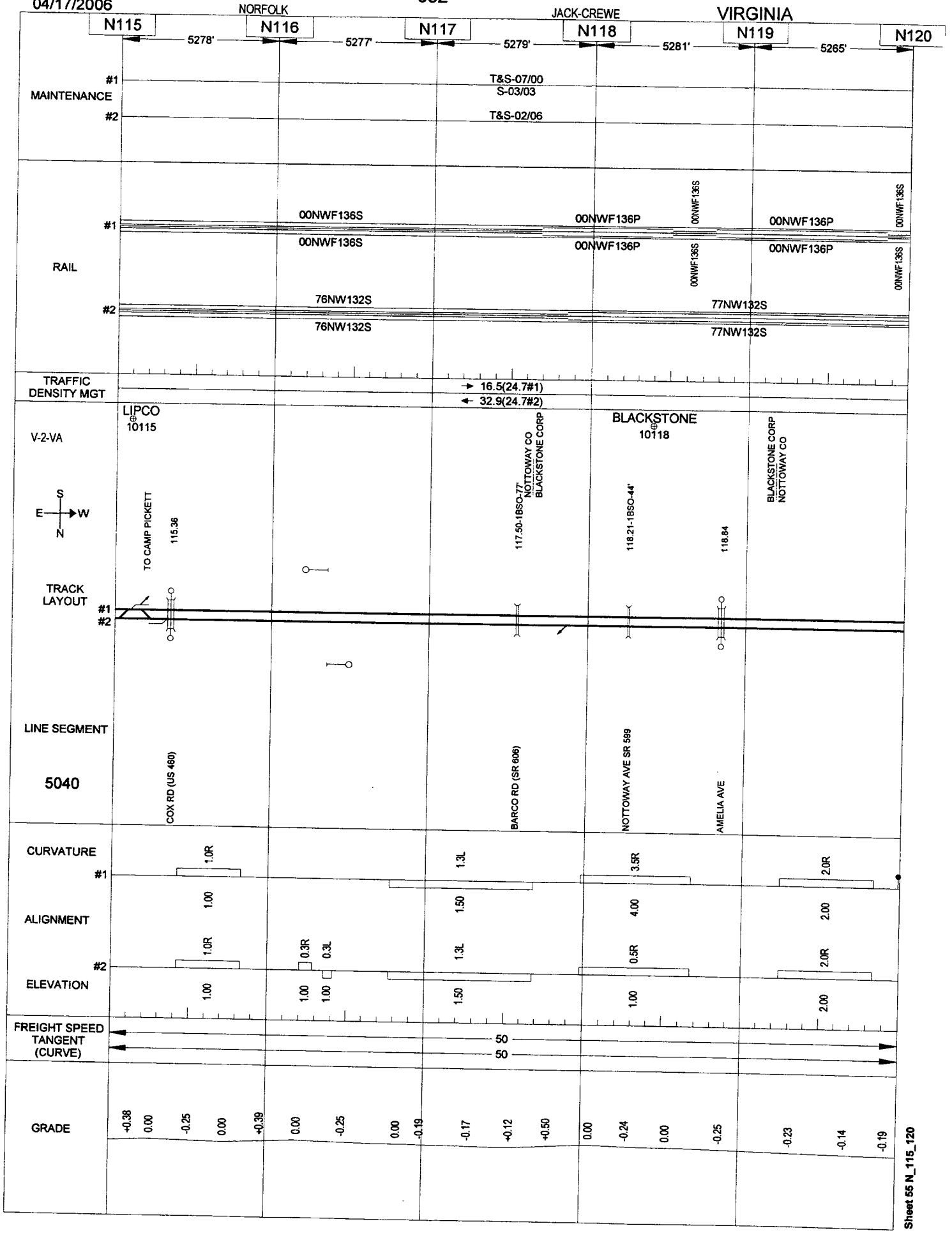
TANGENT: 50

(CURVE): 50

GRADE

+0.45, +0.17, 0.00, +0.13, 0.00, +0.50, +0.40, +0.07, 0.00, -0.25, -0.20, -0.23, 0.00, +0.50, 0.00, -0.14, 0.00, +0.50

Sheet 55 N_110_115


NORFOLK
JACK-CREWE
VIRGINIA
N115
N116
N117
N118
N119
N120
5278'
5277'
5279'
5281'
5265'
MAINTENANCE
#1
T&S-07/00
S-03/03
#2
T&S-02/06
RAIL
00NWF136S
00NWF136P
76NW132S
77NW132S
TRAFFIC DENSITY MGT
16.5(24.7#1)
32.9(24.7#2)
V-2-VA
LIPCO
10115
BLACKSTONE
10118
TO CAMP PICKETT
115.36
117.50-1BSO-77'
NOTTOWAY CO
BLACKSTONE CORP
118.21-1BSO-44'
118.84
BLACKSTONE CORP
NOTTOWAY CO
S
E
W
N
TRACK LAYOUT
LINE SEGMENT
5040
COX RD (US 460)
BARCO RD (SR 606)
NOTTOWAY AVE SR 599
AMELIA AVE
CURVATURE
ALIGNMENT
ELEVATION
1.0R
1.3L
3.5R
2.0R
1.00
1.50
4.00
2.00
0.3R
0.3L
0.5R
FREIGHT SPEED
TANGENT
(CURVE)
50
GRADE
+0.38
0.00
-0.25
+0.39
-0.19
-0.17
+0.12
+0.50
-0.24
-0.23
-0.14
-0.19
Sheet 55 N_115_120

04/17/2006

NORFOLK — JACK-CREWE — VIRGINIA

N120 — 5578' — N121 — 5365' — N122 — 5363' — N123 — 5418' — N124 — 5333' — N125

MAINTENANCE

#1: T&S-07/00; S-03/03

#2: T&S-02/06

RAIL

#1: 00NWF136S; 00NWF136P; 00NWF136S; 00NWF136P; 00NWF136S; 00NWF136P; 00NWF136P; 00NWF136S

#2: 00NWF136S; 00NWF136P; 00NWF136S; 00NWF136P; 00NWF136S; 00NWF136P; 00NWF136P; 00NWF136S

77NW132S

77NW132S

TRAFFIC DENSITY MGT

→ 16.5(24.7#1)

← 32.9(24.7#2)

V-2-VA

S E W N

TRACK LAYOUT

#1

#2

(NOTTOWAY) 10124

122.82

123.53-2CBB-24'

124.38-1DGO-31'(95)(02)

124.62

467635V

467641Y

LINE SEGMENT

5040

DAVIS LN

SIMMONS LN-SR 699

PINEY GREEN RD SR611

WRIGHTS RD (SR 727)

CARSON LN (SR 728)

US 460 - BUSINESS

CURVATURE

#1: 3.2L; 2.0R; 3.0L; 2.0R; 3.2L; 0.9L; 1.5R; 1.6R

ALIGNMENT

4.00; 2.00; 3.50; 2.00; 4.00; 1.00; 1.00; 2.50

#2: 3.2L; 2.0R; 3.0L; 2.0R; 3.1L; 0.9L; 1.5R; 1.5R; 0.3R

ELEVATION

4.00; 2.00; 3.50; 2.00; 4.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED

TANGENT: 50

(CURVE): 50

GRADE

-0.19; +0.09; +0.06; 0.00; +0.50; 0.00; -0.24; -0.19; +0.50; 0.00; -0.21; +0.50

Sheet 55 N_120_125

04/17/2006

BLUE RIDGE — CREWE-BURKEVILLE — VIRGINIA

N125 — N126 — N127 — N128 — N129 — N130

5197' — 5403' — 5489' — 5459' — 5360'

MAINTENANCE

#1: T&S-07/00 S-03/03 — T&S-06/00 S-03/03 — T&S-06/00

#2: T&S-02/06

RAIL

#1: 00NWF136S — 00NWF136P — 00NWF136S — 00NWF136P — 94NWF136P — 94NWF136P

00NWF136S — 00NWF136P — 00NWF136S — 00NWF136P — 94NWF136P — 94NWF136P

#2: 77NW132S — 95NWF136P — 95NWF136S — 95NWF136P

77NW132S — 95NWF136P — 95NWF136S — 95NWF136P

TRAFFIC DENSITY MGT

→ 16.5(24.7#1) — → 18.8(27.0#1)

← 32.9(24.7#2) — ← 35.3(27.0#2)

V-2-VA

E END CREWE — OAKS — CREWE 10129

YARD LIMIT

NOTTOWAY CO CREWE CORP

128.40

S E W N

TRACK LAYOUT

#1

#2

LINE SEGMENT

5040

5060

467842F — PRIVATE

467843M — JENNINGS TOWN-SR 607

467844U

467845B — LOMAX RD-SR 1005

467846H — ELEVEN OAKS-SR 1005

SR 49

CURVATURE

#1: 2.0L — 3.6L — 1.3R — 2.1R — 2.0L — 2.1L — 2.0L

ALIGNMENT

2.00 — 4.00 — 1.00 — 2.00 — 1.00 — 1.00 — 1.00

#2: 0.3R — 2.0L — 3.6L — 1.3R — 2.1R — 2.0L — 0.5R 0.5L 0.5R — 2.1L — 2.0L

ELEVATION

1.00 — 2.00 — 4.00 — 1.50 — 2.00 — 1.00 — 1.00 1.00 1.00 — 1.00 — 1.00

FREIGHT SPEED

TANGENT: 50 — 40

(CURVE): 50 — 40

GRADE

+0.50 — -0.22 — 0.00 +0.21 — +0.50 — -0.25 — 0.00 — +0.55 — -0.09 — 0.00 — -0.15 — -0.20

Sheet 55 N_125_130

04/18/2006

BLUE RIDGE — CREWE-BURKEVILLE — VIRGINIA

N130 — N131 — N132 — N133

5314' — 5302' — 5338' — 5280' — 5342'

MAINTENANCE
#1 T&S-03/99
S-05/00
#2 T&S-02/06

RAIL
#1 94NWF136P 00NWF136S
#1 94NWF136P 00NWF136S
#2 95NWF136P 86NWF132S 86RWF130S
#2 95NWF136P 86NWF132S 86RWF130S

TRAFFIC DENSITY MGT
→ 18.8(27.0#1)
← 35.3(27.0#2)

V-2-VA

W END CREWE

CREWE CORP
NOTTOWAY CO

BTC
ETC
YARD LIMIT

NOTTOWAY CO
BURKVILLE CORP

BURKEVILLE
10133

S
E W
N

130.37-2CBB-24'

132.08

133.41
N-133.4=B-0.0

TRACK LAYOUT
#1
#2

467857E

467858L

467859T

467861U

LINE SEGMENT

5060

SR 607

LEWISTON PLANK SR723

AGNEW ST (SR 628)

OAK ST (SR 724)
N-133.3/F-86.5

F- LINE, MP F-86.2

CURVATURE
#1 2.0L 0.3R

ALIGNMENT
1.00 1.00

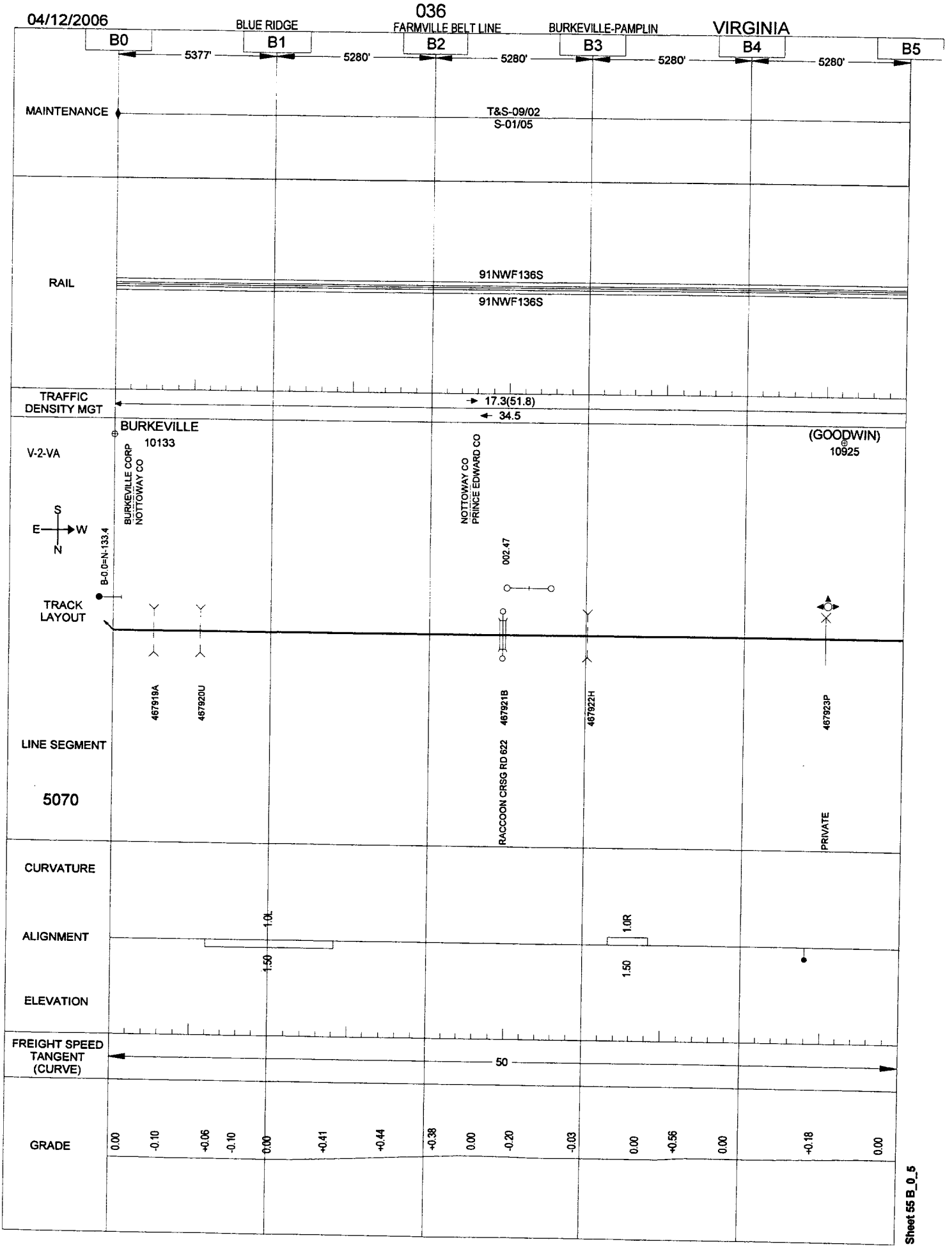
#2 2.0L 0.3R 0.3L 0.5L 0.5R

ELEVATION
1.00 1.00 1.00 1.00 1.00

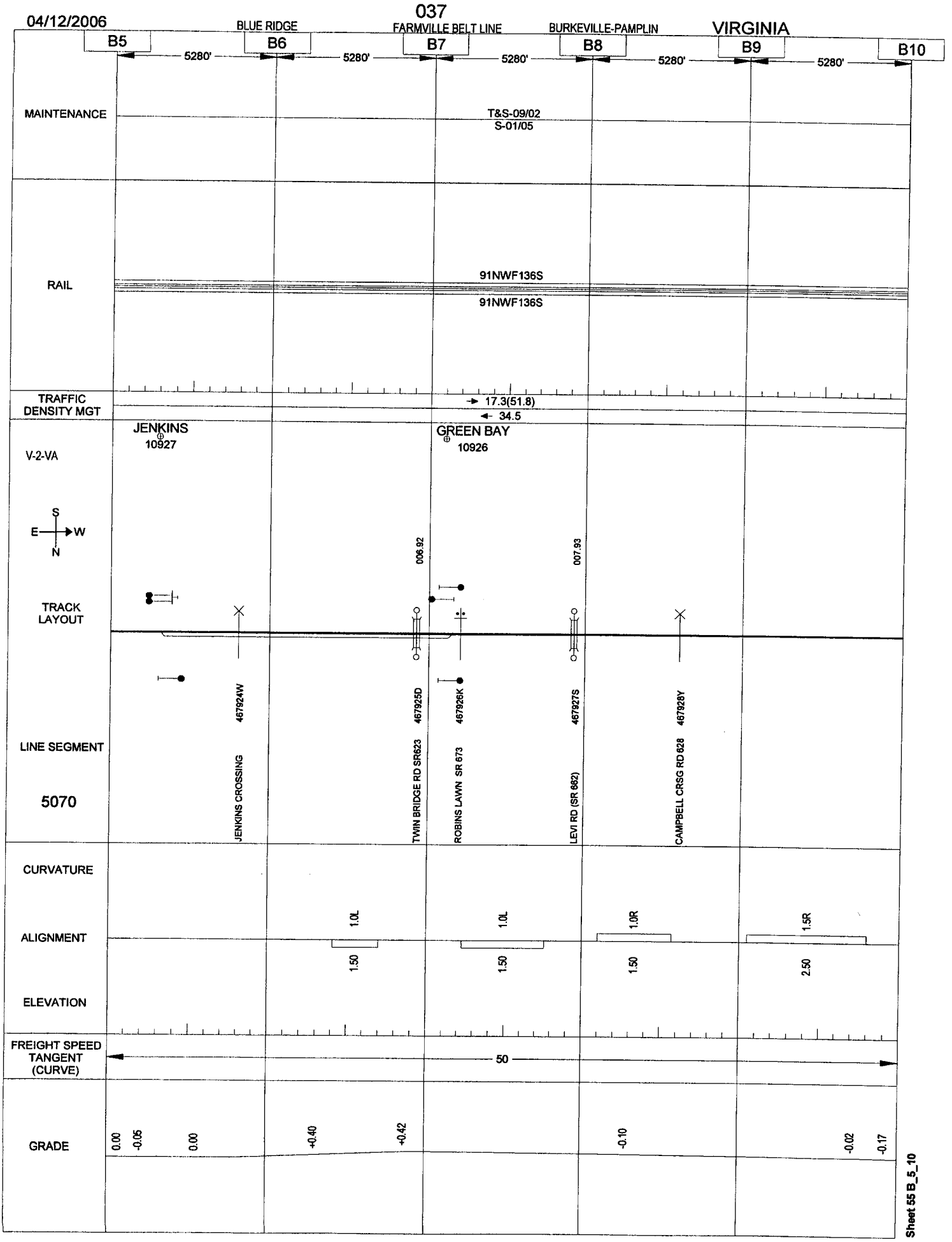
FREIGHT SPEED
TANGENT 40 50
(CURVE) 40 50

GRADE
-0.18 -0.25 +0.22 0.00 +0.40 +0.55 +0.50 +0.53 +0.49 +0.46 +0.51 0.00 +0.40 +0.54 +0.43

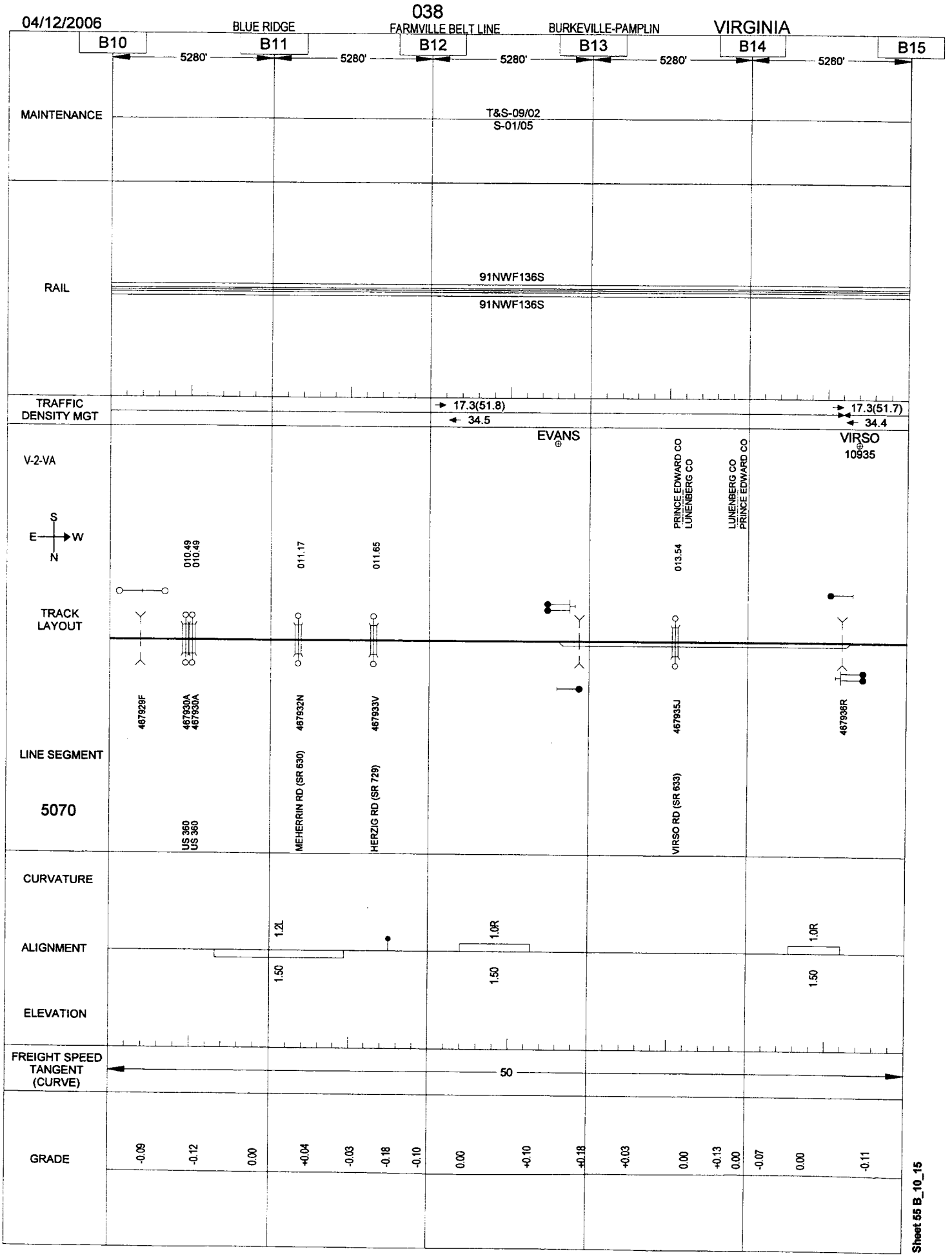
Sheet 55 N_130_135


04/12/2006
036
BLUE RIDGE
FARMVILLE BELT LINE
BURKEVILLE-PAMPLIN
VIRGINIA
B0
B1
B2
B3
B4
B5
5377'
5280'
5280'
5280'
5280'
MAINTENANCE
T&S-09/02
S-01/05
RAIL
91NWF136S
91NWF136S
TRAFFIC DENSITY MGT
17.3(51.8)
34.5
V-2-VA
BURKEVILLE
10133
(GOODWIN)
10925
BURKEVILLE CORP
NOTTOWAY CO
NOTTOWAY CO
PRINCE EDWARD CO
S
E
W
N
B-0.0=N-133.4
002.47
TRACK LAYOUT
467919A
467920U
467921B
467922H
467923P
LINE SEGMENT
5070
RACCOON CRSG RD 622
PRIVATE
CURVATURE
ALIGNMENT
1.0L
1.50
1.0R
1.50
ELEVATION
FREIGHT SPEED TANGENT (CURVE)
50
GRADE
0.00
-0.10
+0.06
-0.10
0.00
+0.41
+0.44
+0.38
0.00
-0.20
-0.03
0.00
+0.56
0.00
+0.18
0.00

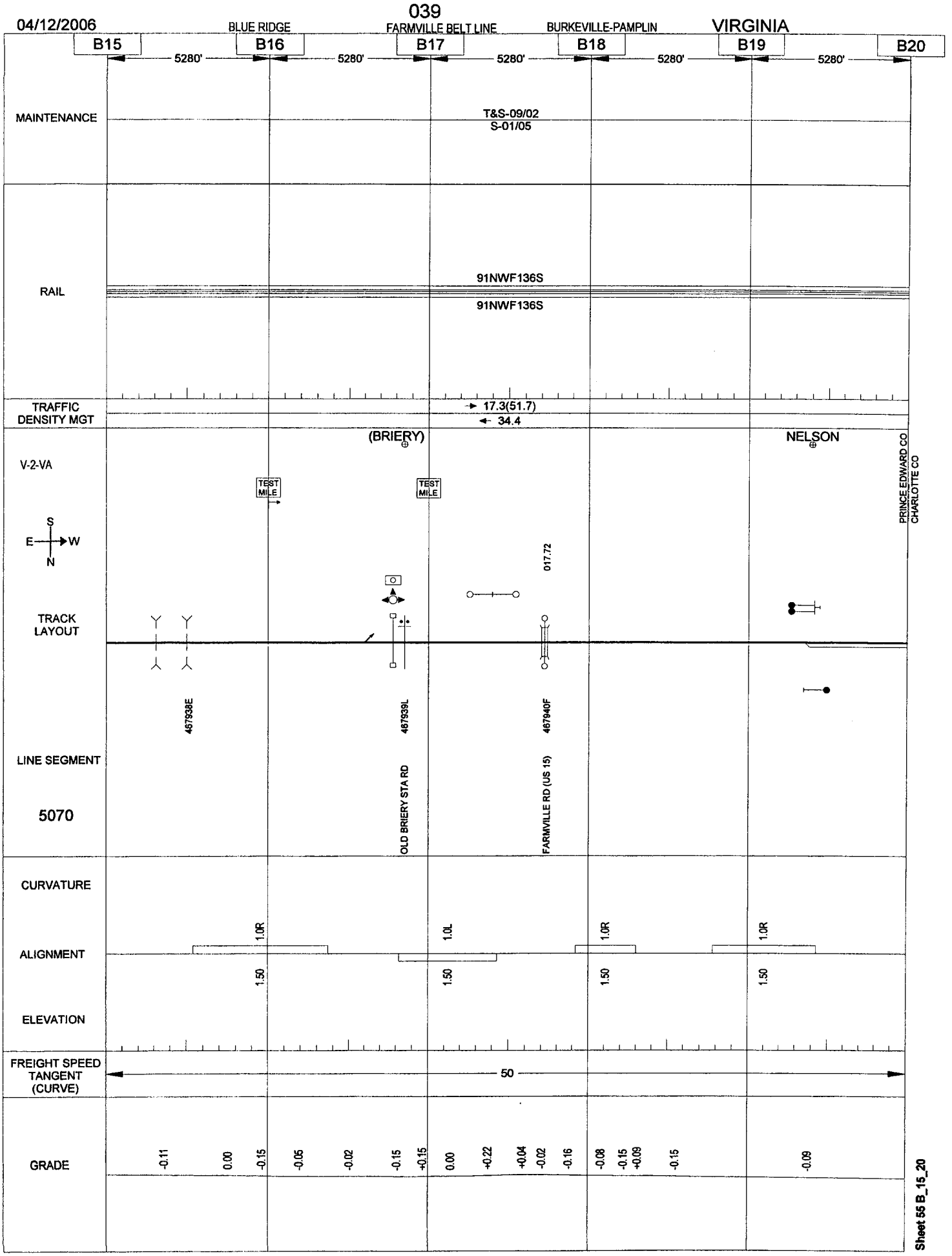
Sheet 55 B_0_5



Sheet 55 B_5_10



Sheet 55 B_10_15


039
04/12/2006
BLUE RIDGE
FARMVILLE BELT LINE
BURKEVILLE-PAMPLIN
VIRGINIA
B15
B16
B17
B18
B19
B20
5280'
5280'
5280'
5280'
5280'
MAINTENANCE
T&S-09/02
S-01/05
RAIL
91NWF136S
91NWF136S
TRAFFIC DENSITY MGT
17.3(51.7)
34.4
V-2-VA
(BRIERY)
NELSON
PRINCE EDWARD CO
CHARLOTTE CO
TEST MILE
TEST MILE
S
E
W
N
017.72
TRACK LAYOUT
467938E
467939L
467940F
OLD BRIERY STA RD
FARMVILLE RD (US 15)
LINE SEGMENT
5070
CURVATURE
ALIGNMENT
1.0R
1.0L
1.0R
1.0R
ELEVATION
1.50
1.50
1.50
1.50
FREIGHT SPEED TANGENT (CURVE)
50
GRADE
-0.11
0.00
-0.15
-0.05
-0.02
-0.15
+0.15
0.00
+0.22
+0.04
-0.02
-0.16
-0.08
-0.15
+0.09
-0.15
-0.09
Sheet 55 B_15_20

04/12/2006

040

VIRGINIA

B20 — 5280' — B21 (BLUE RIDGE) — 5280' — B22 (FARMVILLE BELT LINE) — 5280' — B23 (BURKEVILLE-PAMPLIN) — 5280' — B24 — 5280' — B25

MAINTENANCE

T&S-09/02
S-01/05

T&S-09/02
S-03/04

RAIL

91NWF136S
91NWF136S

75NW132S
75NW132S

TRAFFIC DENSITY MGT

→ 17.3(51.7)
← 34.4

→ 17.2(41.3)
← 24.1

V-2-VA

(ABILENE CONN)
ABILENE 11141
10941

CHARLOTTE CO.
PRINCE EDWARD CO.

PRINCE EDWARD CO
CHARLOTTE CO

B-21.3=V-141.4

022.34

023.10

S
E W
N

TRACK LAYOUT

LINE SEGMENT

5070

467943B
PRIVATE

467945P
ABILENE RD (SR 604)

467946W
WADDELL-NELSON RD

467947D
PRIVATE

467948K
PRIVATE

467949S
PRIVATE

467950L
PRIVATE

CURVATURE

ALIGNMENT

1.5L 1.5L 1.5L 1.4L 1.7L 2.4L 1.5R 1.5L 1.5L 1.5R

ELEVATION

1.50 1.50 1.50 1.50 1.50 2.00 1.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE)

(45) — 50

GRADE

-0.14 -0.02 -0.17 0.00 +0.23 +0.35 +0.40 +0.30 0.00 -0.17 0.00 -0.23 0.00 -0.11 +0.35 0.00 +0.36

Sheet 55 B_20_25

041

04/12/2006

BLUE RIDGE — FARMVILLE BELT LINE — BURKEVILLE-PAMPLIN — VIRGINIA

B25 — 5280' — B26 — 5280' — B27 — 5280' — B28 — 5280' — B29 — 5280' — B30

MAINTENANCE

T&S-09/02
S-03/04

T&S-03/04
S-01/06

RAIL

75NW132S
75NW132S

76NWF132S
76NWF132S

TRAFFIC DENSITY MGT

→ 17.2(41.3)
← 24.1

V-2-VA

S
E W
N

CHARLOTTE CO
PRINCE EDWARD CO
025.19

PRINCE EDWARD CO
CHARLOTTE CO

CHARLOTTE CO
PRINCE EDWARD CO

CHARLOTTE CO
PRINCE EDWARD CO

PRINCE EDWARD CO
CHARLOTTE CO

CHARLOTTE CO
PRINCE EDWARD CO

PRINCE EDWARD CO
CHARLOTTE CO
029.25

(MALONEY)
10949

TRACK LAYOUT

LINE SEGMENT

5070

467951T — COUNTY LINE RD SR671

467952A — PRIVATE

467953G — PRIVATE

467954N — HOOK RD (RT 800)

467957J — PRIVATE

467958R — SPRING CRK RD SR 670

467959X — COUNTY LINE RD SR671

467960S — COUNTY LINE RD SR671

467961Y — COUNTY LINE RD SR671

CURVATURE

ALIGNMENT

1.5R

1.0R

1.0R

ELEVATION

1.50

1.50

1.00

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

+0.36 +0.37 0.00 -0.02 0.00 +0.24 +0.41 0.00 +0.19 +0.06 +0.20 -0.03 +0.07 +0.23

Sheet 55 B_25_30

04/12/2006

042

BLUE RIDGE — FARMVILLE BELT LINE — BURKEVILLE-PAMPLIN — VIRGINIA

B30 — 5280' — B31 — 5280' — B32 — 5280' — B33 — 5280' — B34 — 5280' — B35

MAINTENANCE

T&S-03/04
S-01/06

RAIL

76NWF132S

76NWF132S

TRAFFIC DENSITY MGT

→ 17.2(41.3)

← 24.1

V-2-VA

S
E → W
N

TRACK LAYOUT

LINE SEGMENT

5070

CHARLOTTE CO PRINCE EDWARD CO					PRINCE EDWARD CO CHARLOTTE CO	CHARLOTTE CO PRINCE EDWARD CO
030.86		032.17				034.71-2CBB-24'
467963M		467965B		467967P 467968W	467970X	467971E
COUNTY LINE RD SR671		PRIVATE ROAD		FARM MATTHEW'S		BAKER MTN RD SR 663

CURVATURE

ALIGNMENT

1.2R — 1.2L — 1.0R — 1.5R — 1.0L

ELEVATION

1.50 — 1.50 — 1.50 — 1.50 — 1.50

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

+0.39 — 0.00 — +0.22 — 0.00 — +0.35 — +0.07 — 0.00 — +0.36 — +0.37

Sheet 55 B_30_35

04/12/2006

BLUE RIDGE | FARMVILLE BELT LINE | BURKEVILLE-PAMPLIN | VIRGINIA

B35 | B36

5280' | 5280'

MAINTENANCE: T&S-03/04, S-01/06

RAIL: 76NWF132S, 76NWF132S

TRAFFIC DENSITY MGT: 17.2(41.3), 24.1

V-2-VA

S, E, W, N

PRINCE EDWARD CO / CHARLOTTE CO

CHARLOTTE CO / PRINCE EDWARD CO

PRINCE EDWARD CO / APPOMATTOX CO

PAMPLIN CORP. / APPOMATTOX CO.

036.58-2CBB-24'

PAMPLIN 10167

B-36.9=N-169.1

TRACK LAYOUT

LINE SEGMENT 5070

467972L LLAMA RD-SR 719

467973T

467974A MERRIMAN SHOP RD

904652T PAMPLIN WOODYARD

CURVATURE

ALIGNMENT: 1.0L, 1.1L, 1.0L, 1.5L

ELEVATION: 1.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +0.57, +0.38, +0.41, +0.25

Sheet 55 B_35_40

BLUE RIDGE — PAMPLIN-PHOEBE — VIRGINIA — N170

5078' — 5084' — 5087' — 4993' — 4769'

MAINTENANCE

T&S-01/05

RAIL

78NW132S

78NW132S

TRAFFIC DENSITY MGT

17.2(41.3)

24.1

V-2-VA

S E W N

TRACK LAYOUT

PAMPLIN
10167

PAMPLIN CORP.
APPOMATTOX CO.

N-169.1=B-36.9
169.11-3BSB-118'

THOMAS JEFFERSON HWY 470695H

LINE SEGMENT

5080

CURVATURE

ALIGNMENT

ELEVATION

2.01

2.50

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

-0.16 +0.50 0.00

Sheet 55 N_165_170

04/12/2006

BLUE RIDGE — PAMPLIN-PHOEBE — VIRGINIA

N170 — 4812' — N171 — 4823' — N172 — 4886' — N173 — 4890' — N174 — 4857' — N175

MAINTENANCE

T&S-01/05

RAIL

78NW132S
78NW132S
77NW132S
77NW132S

TRAFFIC DENSITY MGT

→ 17.2(41.3)
← 24.1

V-2-VA

BOWLER
10168

S
E W
N

TRACK LAYOUT

LINE SEGMENT

5080

467977V
467978C
PINEY RIDGE RD SR628
467980D
FARM
467982S
OLD BETHANY RD SR620
467983Y

CURVATURE

ALIGNMENT

2.0L
1.9L
1.0R

ELEVATION

2.50
1.50
1.00

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

0.00
+0.40
-0.14
+0.26
-0.18
0.00
+0.52
0.00
-0.16
0.00
+0.23

Sheet 55 N_170_175

BLUE RIDGE PAMPLIN-PHOEBE VIRGINIA

N175 — 3664' — N176 — 4828' — N177 — 4834' — N178 — 4858' — N179 — 4825' — N180

MAINTENANCE: T&S-01/05

RAIL: 77NW132S; 05NWF132S; 77NW132S; 01NW132P; 77NW132S; 98NWF132P; 77NW132S; 80NW132S
77NW132S; 96NWF132P; 77NW132S; 80NW132S

TRAFFIC DENSITY MGT: → 17.2(41.3); ← 24.1

V-2-VA: (EVERGREEN) 10173

S E W N

TRACK LAYOUT: 176.02-2CBB-12'; 176.22-1CBB-12'; 178.33; 467988H

LINE SEGMENT 5080: SR 633; OLD EVERGREEN RD; FARM ROAD; MTN CUT RD (SR 695)

CURVATURE

ALIGNMENT: 2.0R; 2.0L; 3.0R; 1.3R; 0.3R; 0.3R; 2.0L

ELEVATION: 2.50; 2.50; 3.50; 1.50; 1.50; 1.50; 3.00

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +0.23; +0.45; +0.60; +0.49; +0.51; +0.55; +0.50; +0.52; +0.02; +0.51

Sheet 55 N_175_180

04/12/2006

BLUE RIDGE — PAMPLIN-PHOEBE — VIRGINIA

N180 — 4854' — N181 — 5006' — N182 — 4730' — N183 — 4719' — N184 — 4638' — N185

MAINTENANCE

T&S-01/05

RAIL

00NWF132P — 80NW132S — 00NWF132P — 80NW132S — 05NWF132S — 80NW132S

00NWF132P — 80NW132S — 00NWF132P — 80NW132S — 95NWF132P — 80NW132S

TRAFFIC DENSITY MGT

→ 17.2(41.3)

← 24.1

V-2-VA

APPOMATTOX ⊕ 10178

LEE ⊕ 10181

S E W N

180.47 APPOMATTOX CO APPOMATTOX CORP

181.74 APPOMATTOX CORP APPOMATTOX CO

TRACK LAYOUT

LINE SEGMENT

5080

467989P RED FIELDS RD SR 635

467990J CHURCH ST (SR 727)

467991R COURT ST

467992X FERGUSON ST

467993E

467995T

CURVATURE

ALIGNMENT

2.0L 2.2L 1.0R 1.0L 1.0L 3.0R 3.0L 1.0R

ELEVATION

3.00 3.00 1.00 1.00 1.50 3.50 3.50 1.50

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

0.00 -0.28 0.00 +0.50 0.00 -0.20 0.00 -0.23 -0.28 0.00 +0.40 +0.50 +0.17 +0.19

Sheet 55 N_180_185

04/12/2006

BLUE RIDGE — PAMPLIN-PHOEBE — VIRGINIA

N185 — 4739' — N186 — 4748' — N187 — 4640' — N188 — 4790' — N189 — 9392'

MAINTENANCE: T&S-01/05

RAIL: 80NW132S, 00NWF132P, 80NW132S, 87NW132S, 99NWF132P, 81NW132S, 95NWF132P, 81NW132S, 95NWF132P, 81NW132S, 00NWF132P, 81NW132S

RAIL: 80NW132S, 00NWF132P, 80NW132S, 87NW132S, 99NWF132P, 81NW132S, 04NWF132P, 81NW132S, 81NW132S, 00NWF132P, 81NW132S

TRAFFIC DENSITY MGT: → 17.2(41.3) ← 24.1

V-2-VA

(SPOUT SPRING) 10183

CONCORD

S E W N

TRACK LAYOUT

186.79 — 187.47-1BSO-24'(90) — 187.82 — 188.44-2CBB-24' — N-189.87=PH-0.0

LINE SEGMENT 5080

467996A DEPOT LN (SR 674)

467997G DEPOT LN (SR 674)

467998N

468002J SPOUT SPRING RD

468003R REEDY SPR RD SR 648

468004X WOODBRIDGE LN

468005E RURITAN

468006L WEST LAKE RD

CURVATURE

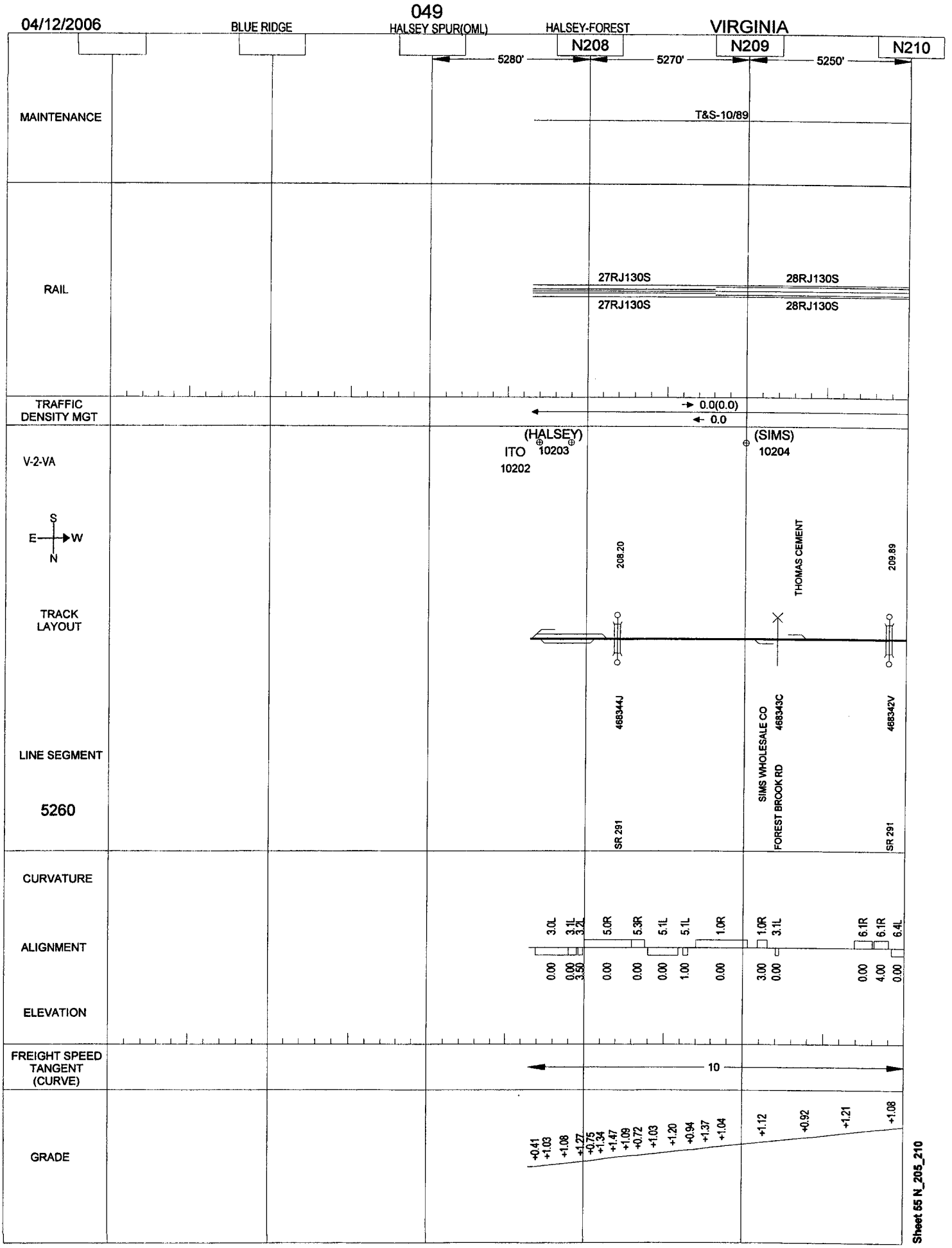
ALIGNMENT: 2.0L, 3.0L, 4.0R, 0.1L, 3.3R, 2.9L, 1.5R

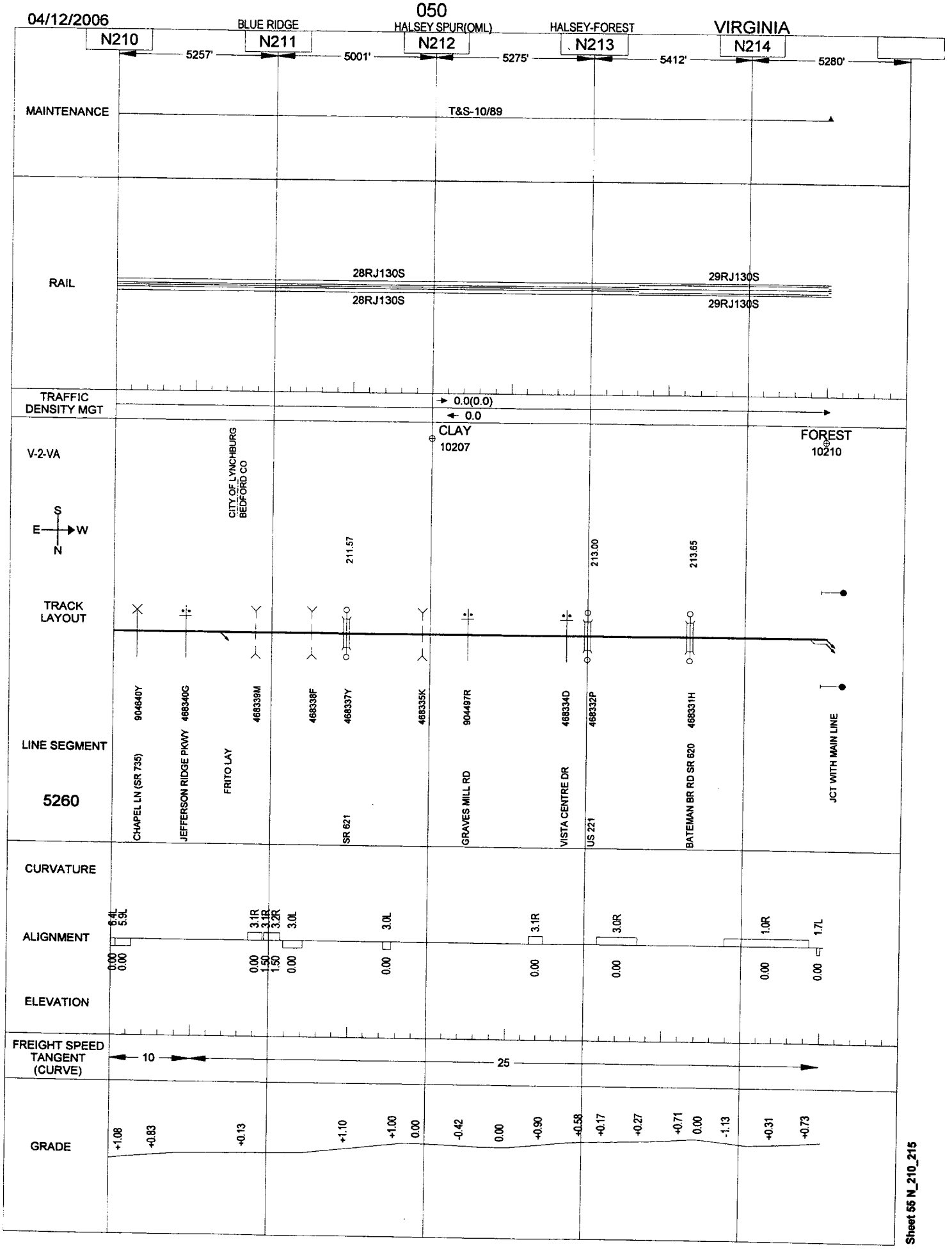
ELEVATION: 2.50, 3.50, 4.00, 1.50, 4.00, 3.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 50 (45)

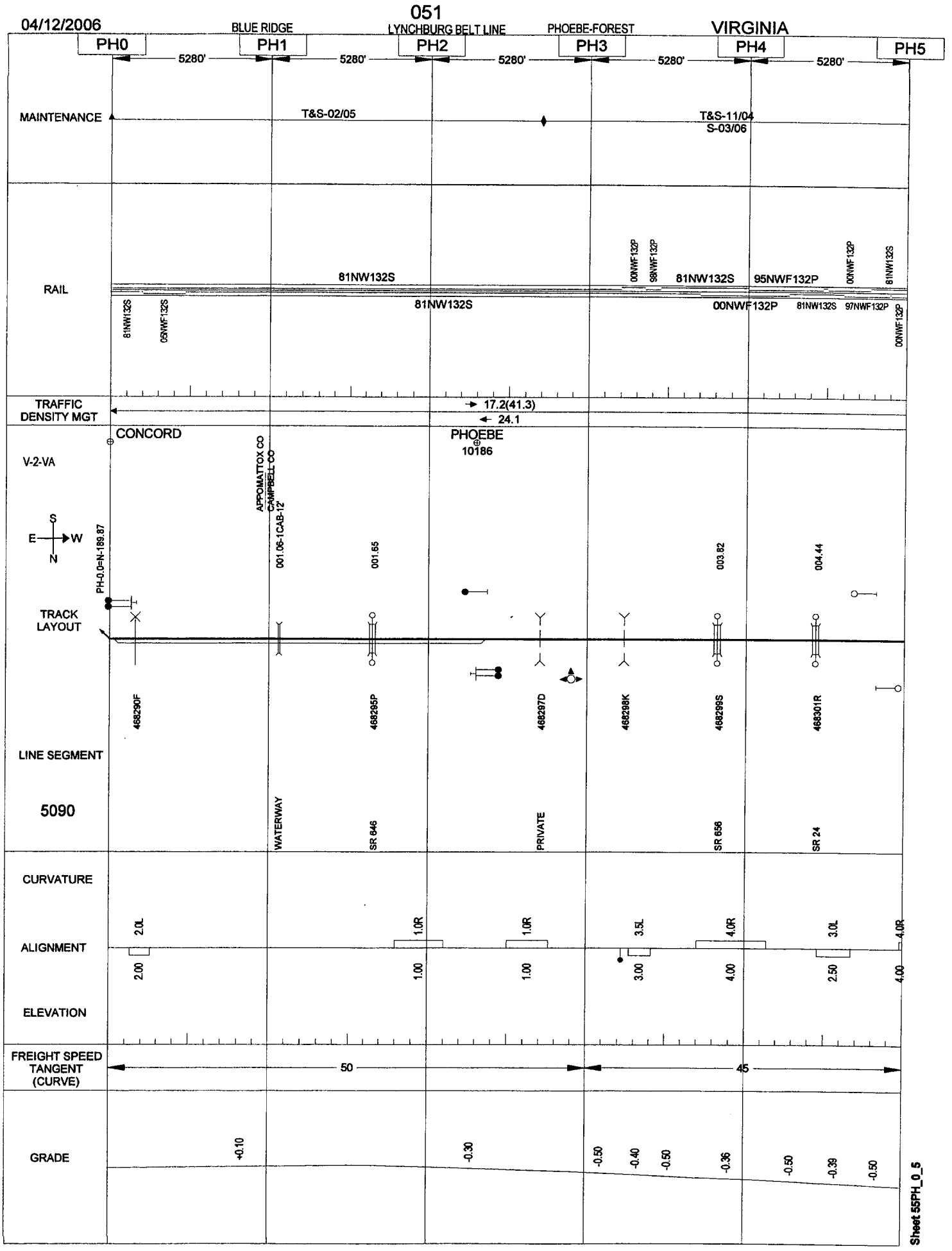
GRADE: +0.19, -0.23, +0.46, -0.04, +0.04, -0.26, -0.35, -0.13, -0.23, +0.14, 0.00

Sheet 55 N_185_190


049
04/12/2006
BLUE RIDGE
HALSEY SPUR(OML)
HALSEY-FOREST
VIRGINIA
N208
N209
N210
5280'
5270'
5250'
MAINTENANCE
T&S-10/89
RAIL
27RJ130S
28RJ130S
27RJ130S
28RJ130S
TRAFFIC DENSITY MGT
0.0(0.0)
0.0
V-2-VA
(HALSEY)
ITO
10203
10202
(SIMS)
10204
S
E
W
N
TRACK LAYOUT
208.20
THOMAS CEMENT
209.89
LINE SEGMENT
5260
468344J
SR 291
SIMS WHOLESALE CO
FOREST BROOK RD
468343C
468342V
SR 291
CURVATURE
ALIGNMENT
ELEVATION
3.0L
3.1L
3.2L
5.0R
5.3R
5.1L
5.1L
1.0R
1.0R
3.1L
6.1R
6.1R
6.4L
0.00
0.00
3.50
0.00
0.00
0.00
1.00
0.00
3.00
0.00
0.00
4.00
0.00
FREIGHT SPEED TANGENT (CURVE)
10
GRADE
+0.41
+1.03
+1.08
+1.27
+0.75
+1.34
+1.47
+1.09
+0.72
+1.03
+1.20
+0.94
+1.37
+1.04
+1.12
+0.92
+1.21
+1.08
Sheet 55 N_205_210



Sheet 55 N_210_215


051
04/12/2006
BLUE RIDGE
LYNCHBURG BELT LINE
PHOEBE-FOREST
VIRGINIA
PH0
PH1
PH2
PH3
PH4
PH5
5280'
5280'
5280'
5280'
5280'
MAINTENANCE
T&S-02/05
T&S-11/04
S-03/06
RAIL
81NW132S
81NW132S
00NWF132P
98NWF132P
81NW132S
95NWF132P
00NWF132P
81NW132S
81NW132S
05NWF132S
81NW132S
00NWF132P
81NW132S
97NWF132P
00NWF132P
TRAFFIC DENSITY MGT
17.2(41.3)
24.1
V-2-VA
CONCORD
APPOMATTOX CO
CAMPBELL CO
PHOEBE
10186
S
E
W
N
PH-0.0=N-189.87
001.06-1CAB-12'
001.65
003.82
004.44
TRACK LAYOUT
468290F
468295P
468297D
468298K
468299S
468301R
LINE SEGMENT
5090
WATERWAY
SR 646
PRIVATE
SR 656
SR 24
CURVATURE
ALIGNMENT
2.0L
1.0R
1.0R
3.5L
4.0R
3.0L
4.0R
ELEVATION
2.00
1.00
1.00
3.00
4.00
2.50
4.00
FREIGHT SPEED TANGENT (CURVE)
50
45
GRADE
+0.10
-0.30
-0.50
-0.40
-0.50
-0.36
-0.50
-0.39
-0.50
Sheet 55PH_0_5

04/12/2006

052

BLUE RIDGE — LYNCHBURG BELT LINE — PHOEBE-FOREST — VIRGINIA

PH5 — PH6 — PH7 — PH8 — PH9 — PH10

5280' — 5280' — 5280' — 5280' — 5280'

MAINTENANCE: T&S-11/04; S-03/06

RAIL: 81NW132S; 95NWF132P 81NW132S; 77NW132S; 81NW132S; 00NWF132P; 92NWF132P; 77NW132S; 95NWF132P; 92NWF132P; 81NW132S; 90NWF132S; 81NW132S; 95NWF132P; 90NWF132S; 81NW132S

00NWF132P; 81NW132S; 98NWF132P; 96NWF132S; 77NW132S; 81NW132S; 00NWF132P; 81NW132S; 77NW132S; 81NW132S; 90NWF132S; 81NW132S; 90NWF132S; 81NW132S

TRAFFIC DENSITY MGT: → 17.2(41.3); ← 24.1

V-2-VA

S E W N

TEST MILE — TEST MILE

005.87-1CAB-16' — 006.65-1CAB-20' — 007.09 — 008.39-19DGO-872'(92) — 009.09 — 009.42-23DGO-1052'(02)

TRACK LAYOUT

LINE SEGMENT 5090

468303E — 468304L — 468305T — 468306A — 468307G — 468308N

LITTLE BEAVER — COUNTRY RD-SR 757 — DUTCHMANS BRANCH — EASTBROOK RD SR 660 — BEAVER CREEK — EASTBROOK RD SR 660 — BIG OPPOSUM

CURVATURE

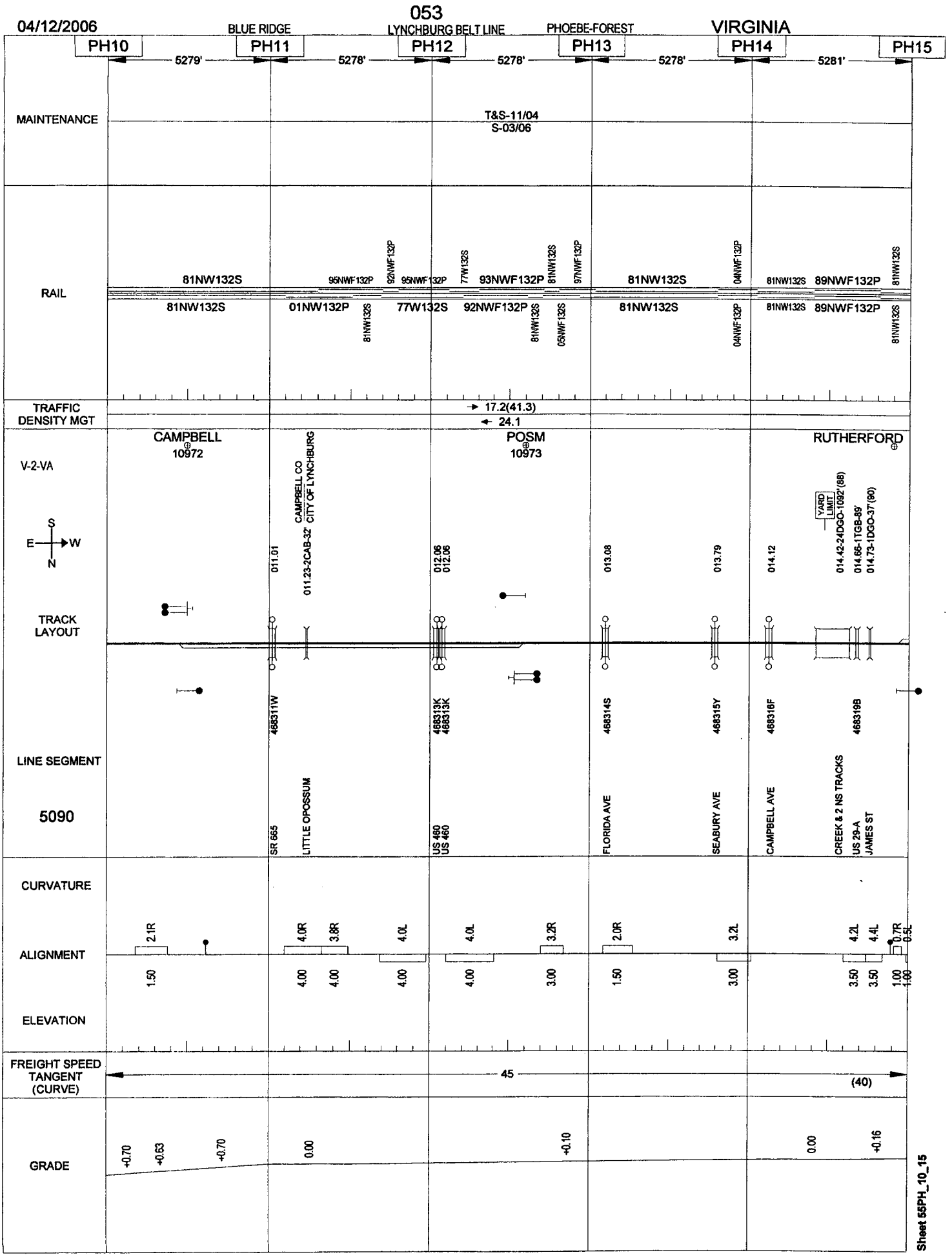
ALIGNMENT: 4.0R; 4.1L; 4.1L; 2.1R; 4.1L; 4.1R; 1.7L; 1.7L; 1.6L; 4.0R

ELEVATION: 4.00; 4.00; 4.00; 1.50; 4.00; 4.00; 1.50; 1.50; 1.50; 4.00

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: -0.36; -0.50; -0.36; -0.50; -0.36; -0.38; -0.33; -0.50; -0.40; 0.00; +0.70

Sheet 55PH_5_10


053
04/12/2006
BLUE RIDGE
LYNCHBURG BELT LINE
PHOEBE-FOREST
VIRGINIA
PH10
PH11
PH12
PH13
PH14
PH15
5279'
5278'
5278'
5278'
5281'
MAINTENANCE
T&S-11/04
S-03/06
RAIL
81NW132S
95NWF132P
92NWF132P
95NWF132P
77W132S
93NWF132P
81NW132S
97NWF132P
81NW132S
04NWF132P
81NW132S
89NWF132P
81NW132S
81NW132S
01NW132P
81NW132S
77W132S
92NWF132P
81NW132S
05NWF132S
81NW132S
04NWF132P
81NW132S
89NWF132P
81NW132S
TRAFFIC DENSITY MGT
17.2(41.3)
24.1
V-2-VA
CAMPBELL
10972
POSM
10973
RUTHERFORD
CAMPBELL CO
CITY OF LYNCHBURG
011.01
011.23-2CAB-32'
012.06
012.06
013.08
013.79
014.12
YARD LIMIT
014.42-24DGO-1092'(88)
014.66-1TGB-89'
014.73-1DGO-37'(90)
S
E
W
N
TRACK LAYOUT
LINE SEGMENT
5090
468311W
SR 665
LITTLE OPOSSUM
468313K
468313K
US 460
US 460
468314S
FLORIDA AVE
468315Y
SEABURY AVE
468316F
CAMPBELL AVE
468319B
CREEK & 2 NS TRACKS
US 29-A
JAMES ST
CURVATURE
ALIGNMENT
2.1R
4.0R
3.8R
4.0L
4.0L
3.2R
2.0R
3.2L
4.2L
4.4L
0.7R
0.5L
ELEVATION
1.50
4.00
4.00
4.00
4.00
3.00
1.50
3.00
3.50
3.50
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
45
(40)
GRADE
+0.70
+0.63
+0.70
0.00
+0.10
0.00
+0.16
Sheet 55PH_10_15

04/12/2006

054

BLUE RIDGE — LYNCHBURG BELT LINE — PHOEBE-FOREST — VIRGINIA

PH15 — PH16 — PH17 — PH18 — PH19 — PH20

5291' — 5218' — 5332' — 5281' — 5281'

MAINTENANCE: T&S-11/04; S-03/06

RAIL: 81NW132S; 81NW132S

TRAFFIC DENSITY MGT: 17.7(41.9); 24.2; 18.4(35.8); 17.4

V-2-VA

DOVER 10975 — KINNEY 10977 — LIBERTY 10980

YARD LIMIT — TEST MILE — TEST MILE

S — E — W — N

TRACK LAYOUT: PH-15.2=L-0.0; KINNEY YARD; 015.77-1CAB-20'; PH-16.0/174.5; PH-16.3/175.1; 016.83; 017.06; 017.64-2BSO-111'; 017.76-1CAB-24'; 018.32; 018.39-4DGB-235'; 018.93-1CAB-20'; 019.23; 019.85-1CAB-20'

LINE SEGMENT 5090: BANKER STEEL 468320V; RUTHERFORD (PVT); 468321C; LIGGATES RD; 468322J; WARDS RD US 29; 468323R; BERKSHIRE PL; 468324X; US 460; BURTON'S CREEK; 468325E; PRIVATE; 468326L; GRAVES MILL RD SR126; 468327T; LYNCH'BG EXWY-US 501; DREAMING CREEK; 468328A; OLD GRAVES MILL RD; TOMAHAWK CREEK

CURVATURE

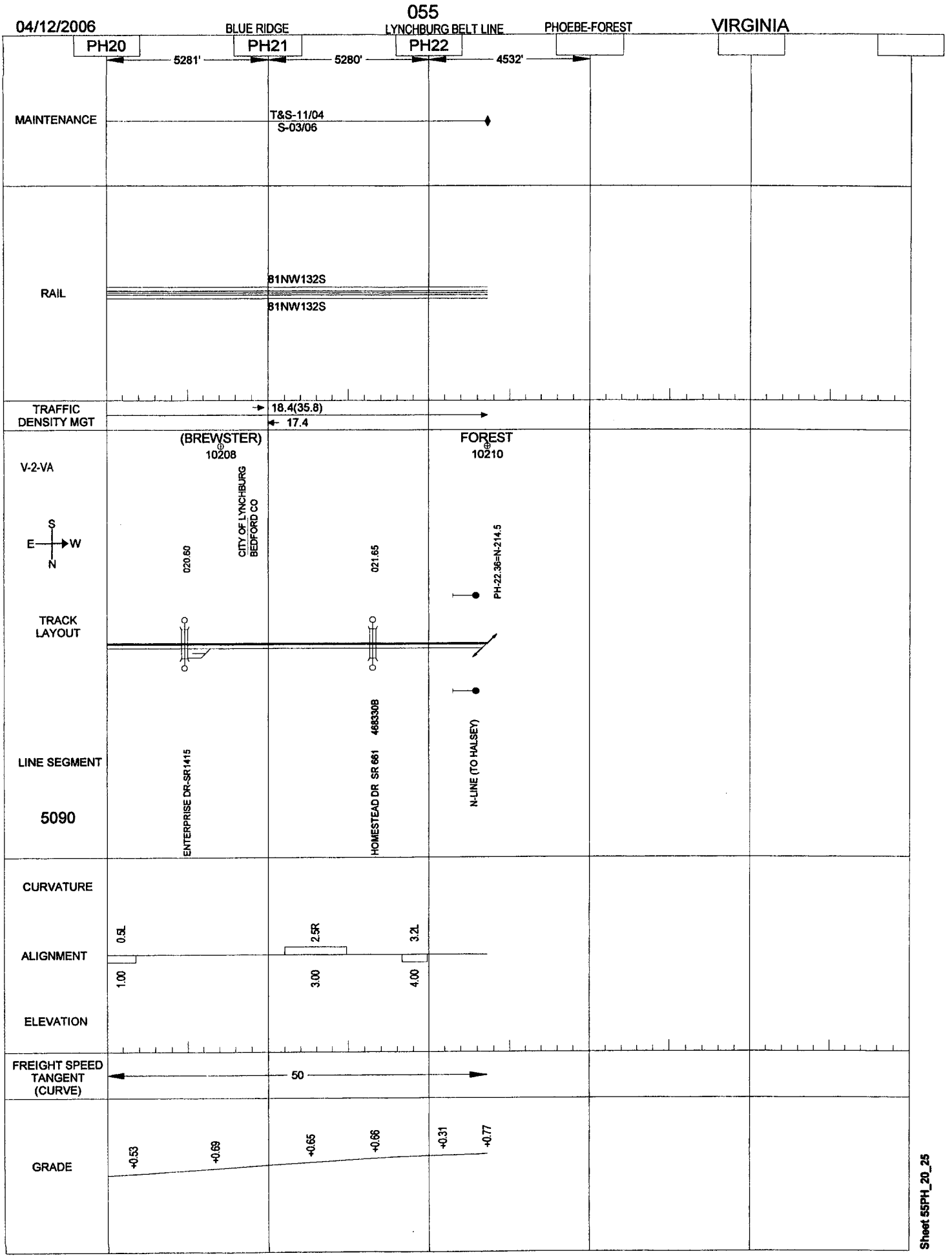
ALIGNMENT: 0.5L; 3.0L; 1.6R; 2.0R; 2.0L; 1.0R; 0.5L

ELEVATION: 1.00; 3.00; 2.00; 2.50; 2.50; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 45; 50

GRADE: +0.20; +0.29; +0.69; +0.66; -0.31; +0.15; 0.00; +0.12; 0.00; +0.09; +0.04; +0.53

Sheet 55PH_15_20


055
04/12/2006
BLUE RIDGE
LYNCHBURG BELT LINE
PHOEBE-FOREST
VIRGINIA
PH20
PH21
PH22
5281'
5280'
4532'
MAINTENANCE
T&S-11/04
S-03/06
RAIL
81NW132S
81NW132S
TRAFFIC DENSITY MGT
18.4(35.8)
17.4
V-2-VA
(BREWSTER)
10208
FOREST
10210
S
E
W
N
020.60
CITY OF LYNCHBURG
BEDFORD CO
021.65
PH-22.36=N-214.5
TRACK LAYOUT
LINE SEGMENT
5090
ENTERPRISE DR-SR1415
HOMESTEAD DR SR 661
468330B
N-LINE (TO HALSEY)
CURVATURE
ALIGNMENT
ELEVATION
0.5L
2.5R
3.2L
1.00
3.00
4.00
FREIGHT SPEED TANGENT (CURVE)
50
GRADE
+0.53
+0.69
+0.65
+0.66
+0.31
+0.77
Sheet 55PH_20_25

BLUE RIDGE FOREST-ROANOKE VIRGINIA

N215

5257' 5001' 5275' 5412' 5280'

MAINTENANCE

T&S-02/05

RAIL

97NWF136S 97NWF136P

97NWF136S 97NWF136P

TRAFFIC DENSITY MGT

18.4(35.9)

17.5

V-2-VA

FOREST

10210

S E W N

TRACK LAYOUT

N-214.5=PH-22.36

214.82

LINE SEGMENT

5100

HALSEY SPUR

THOMAS JEFFERSON RD 468503N

CURVATURE

ALIGNMENT

2.0R

ELEVATION

3.00

FREIGHT SPEED TANGENT (CURVE)

50

GRADE

-0.50

Sheet 55 N_210_215

04/12/2006 BLUE RIDGE FOREST-ROANOKE VIRGINIA

N215 — 5279' — N216 — 5274' — N217 — 5284' — N218 — 5277' — N219 — 5273' — N220

MAINTENANCE

T&S-02/05

RAIL

97NWF136P 97NWF136S 97NWF136P 97NWF136S 97NWF136P 97NWF136S 97NWF136P

97NWF136P 97NWF136S 97NWF136P 97NWF136S 97NWF136P 97NWF136S 97NWF136P

TRAFFIC DENSITY MGT

→ 18.4(35.9)

← 17.5

V-2-VA

S E W N

TRACK LAYOUT

215.59 216.81-1CAB-40' 217.94 218.48 218.90-1CAB-14' 219.72

LINE SEGMENT

5100

468504V ELKSIM FARM RD SR666 ELK CREEK 468505C 468506J ELKSIM FARM RD SR666 468507R EVERRETT RD SR 622 ABBOTTS CREEK 468508X BELLEVUE RD SR 643

CURVATURE

ALIGNMENT

2.0R 2.0L 2.2L 2.0L 3.2R 2.8L 4.2R 2.1L 1.9L 2.1L

ELEVATION

3.00 2.50 3.00 3.00 4.00 3.50 4.00 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE)

50 (45) (45)

GRADE

-0.50 -0.38 -0.50 -0.11 0.00 +0.30 +0.55 +0.70 +0.34 +0.08 -0.14 -0.11 +0.13 +0.10 -0.06 -0.30 -0.52

Sheet 55 N_215_220

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N220 — 5301' — N221 — 5977' — N222 — 4863' — N223 — 4479' — N224 — 5266' — N225

MAINTENANCE: T&S-02/05

RAIL: 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P

TRAFFIC DENSITY MGT: → 18.4(35.9) ← 17.5

V-2-VA: (GOODE) 10216; (LOWRY) 10219

TRACK LAYOUT: S E W N; 220.58-2MAB-24'; 220.91; 222.05-17DGO-803'(83); 223.13; 223.52-1CAB-14'; 224.59

LINE SEGMENT 5100: CHESTNUT BRANCH; 468509E GOODE RD SR 668; BIG OTTER RIVER; LOWRY RD SR 715; MARKHAM'S BRANCH; TIMBER RIDGE RD

CURVATURE / ALIGNMENT: 2.1L, 3.5L, 4.2R, 1.5L, 2.1R, 3.5L, 0.5L, 0.6L, 2.0R, 0.5R, 0.5L, 3.1R, 3.0L

ELEVATION: 1.50, 3.50, 4.00, 1.50, 3.00, 4.00, 1.00, 1.00, 2.50, 1.00, 1.00, 4.00, 3.50

FREIGHT SPEED TANGENT (CURVE): (45) (45) (45) 50

GRADE: -0.52, -0.37, -0.60, -0.29, -0.50, -0.60, -0.42, -0.48, -0.71, -0.48, +0.67, +0.57, +0.82, +0.70, +0.66, +0.65, +0.72, +0.06

Sheet 55 N_220_225

04/12/2006

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N225 — 5282' — N226 — 5275' — N227 — 5274' — N228 — 5270' — N229 — 5274' — N230

MAINTENANCE: T&S-02/05; T&S-03/05

RAIL: 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S, 97NWF136P, 97NWF136S

TRAFFIC DENSITY MGT: → 18.4(35.9); ← 17.5

V-2-VA

S E W N

TRACK LAYOUT: 225.46-1CAB-50'; BEDFORD CO CITY OF BEDFORD 226.47; 227.12-3BSB-173'; BIG OTTER ⊕ 10223; 228.62; 228.95-2DGO-26'(97); 229.63-1CAB-20'

LINE SEGMENT 5100: 468513U LITTLE RIVER; 468516P MCGEE ST SR 718; SR 122; 468517W GROVE ST; NORTH BRIDE RD SR 43; 4TH ST; S. FORK LITTLE

CURVATURE / ALIGNMENT: 3.0L, 3.2R, 1.5L, 4.0L, 1.5R, 1.4R, 2.3R, 2.0L

ELEVATION: 3.50, 4.00, 1.50, 4.00, 1.50, 1.50, 2.50, 2.00

FREIGHT SPEED TANGENT (CURVE): 50 (45)

GRADE: +0.06, +0.11, +0.75, +0.80, +0.72, +0.67, +0.66, +0.71, +0.65, +0.73, +0.67, -0.64, -0.55, -0.37, -0.51, -0.38, 0.00

Sheet 55 N_225_230

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N230 — 5279' — N231 — 5269' — N232 — 5280' — N233 — 5277' — N234 — 5479' — N235

MAINTENANCE: T&S-03/05

RAIL: 97NWF136S / 97NWF136P

TRAFFIC DENSITY MGT: → 18.4(35.9) ← 17.5; → 18.4(36.0) ← 17.6

V-2-VA: BEDFORD ⊕ 10224; (THAXTON) ⊕ 10229

CITY OF BEDFORD
BEDFORD CO

231.05-1CAB-30'

234.03-1DGO-31'(93)

S E W N

TRACK LAYOUT

LINE SEGMENT 5100

468521L ABRASIVE AVE WHEELABRATOR

PATTERSON MILL RD

468523A

468524G COBBS MTN RD-SR 681

PENICKS MILL SR 684

468526V

CURVATURE

ALIGNMENT: 0.7R, 2.1L, 1.0R, 1.7L, 1.0L, 2.1R, 1.0L

ELEVATION: 1.80, 3.00, 1.50, 2.00, 1.50, 3.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: 0.00, +0.47, +0.76, +0.71, +0.67, +0.69, +0.76, +0.69, 0.00, -0.25, -0.59, -0.60, -0.41, -0.13, -0.27, -0.02, -0.19

Sheet 55 N_230_235

04/18/2006

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N235 — 5075' — N236 — 5079' — N237 — 5480' — N238 — 5271' — N239 — 5251' — N240

MAINTENANCE #1: T&S-03/05; T&S-04/03

MAINTENANCE #2: T&S-08/98

RAIL #1: 97NWF136P; 97NWF136S 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136S 82NW132S; 97NWF136S 82NW132S

RAIL #2: 97NWF136P; 97NWF136S 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136S; 82NW132S; 82NW132S

TRAFFIC DENSITY MGT: → 18.4(36.0); ← 17.6; → 18.4(18.0#1); ← 17.6(18.0#2)

V-2-VA

(IRVING) 10232

MONTVALE 10236

TEST MILE

TEST MILE

S E W N

235.49-1CAB-12'

236.65-1CBB-13'

237.87

238.67-1CBB-12'

238.78-1CAB-50'

239.86-1CAB-24'

TRACK LAYOUT #1 #2

468527C

468529R

LINE SEGMENT 5100

REED CREEK

IRVING RD-SR 689

PRIVATE ROAD

NESTER RD (SR 690)

IRVING RD SR 689

CIRCLE K RD SR 751

GOOSE CREEK

BEALL RD SR 741

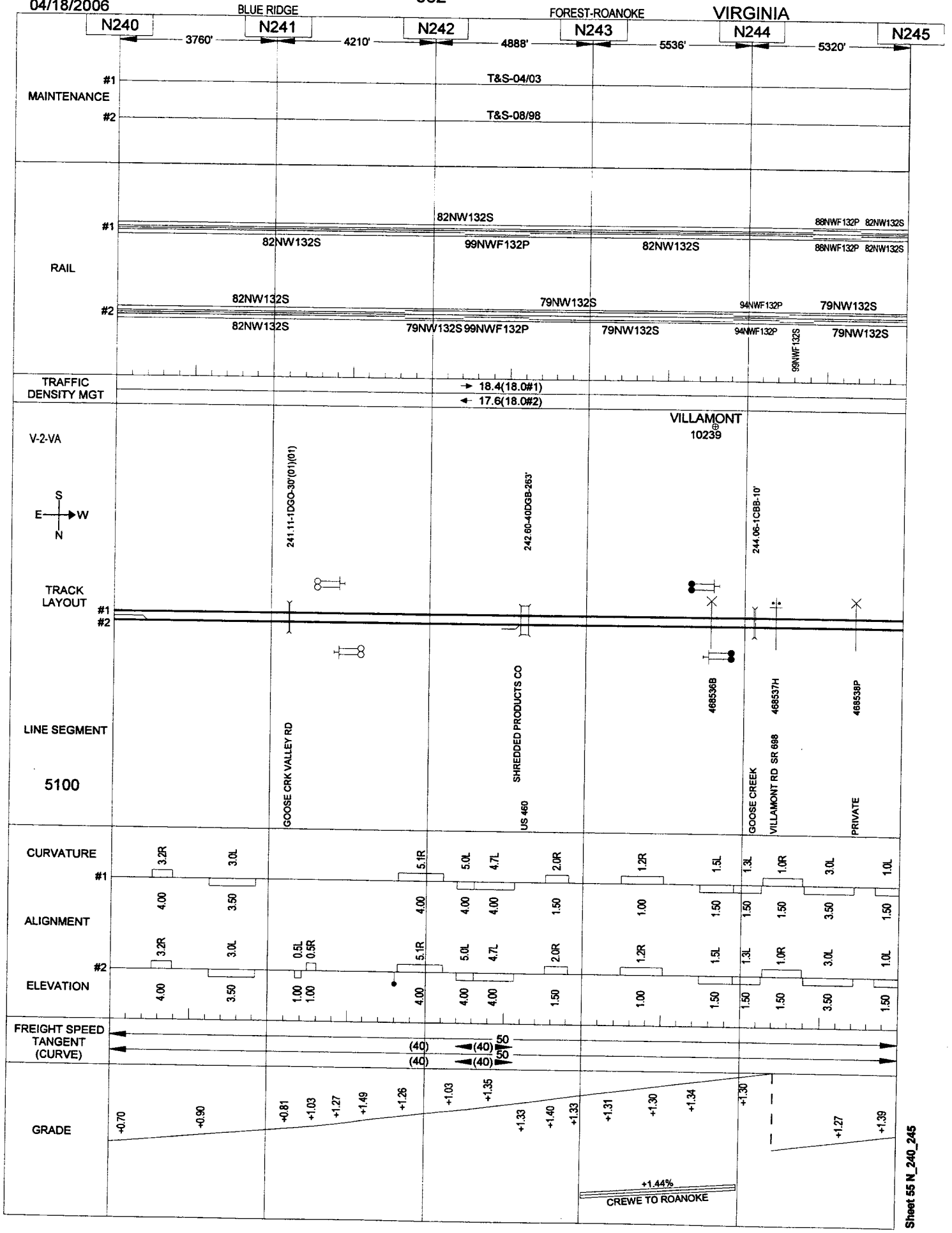
CURVATURE ALIGNMENT #1: 3.2R; 2.1R; 2.0L; 2.2R; 2.3R; 2.5R; 0.8L 1.0L; 1.00 1.50

ELEVATION #2: 4.00; 3.00; 2.50; 3.00; 3.50; 3.00; 0.7L 1.0L; 0.5R 0.5L; 1.00 1.50; 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 50; 50; 50

GRADE: -0.19; -0.11; +0.48; +0.50; +0.48; +0.67; +0.61; 0.00; -0.41; -0.51; -0.58; -0.44; -0.37; +0.38; +0.53; +0.70

Sheet 55 N_235_240



Sheet 55 N_240_245

04/12/2006

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N245 — 5285' — N246 — 5327' — N247 — 5245' — N248 — 5382' — N249 — 5343' — N250

MAINTENANCE
#1: T&S-04/03
#2: T&S-08/98 ▲ T&S-07/98

RAIL
#1: 82NW132S; 04NWF132P; 82NW132S; 79NW132S; 05NWF132P 79NW132S; 82NW132S
82NW132S; 88NWF132P; 88NWF132P; 04NWF132P; 02NW132P; 82NW132S; 05NWF132S; 82NW132S; 05NWF132P; 98NWF132P; 79NW132S; 82NW132S
#2: 79NW132S; 88NWF132P; 02NW132P; 79NW132S; 79NW132S; 82NW132S

TRAFFIC DENSITY MGT
→ 18.4(18.0#1) ◄ 17.6(18.0#2)
→ 18.5(18.1#1) ◄ 17.7(18.1#2)
→ 18.5(18.1#1) ◄ 17.6(18.1#2)

V-2-VA
(BLUE RIDGE) 10241
WEBSTER 10243
BEDFORD CO
BOTETOURT CO
245.40
246.15-1CSB-15'
246.90-1CSB-26'
248.03-1MAB-50'
249.39-2DGO-94'(87)(92)

TRACK LAYOUT
#1
#2
468543L
468544T
468545A
468546G
488007T

LINE SEGMENT
5100
PRIVATE ROAD
SR 805
PRIVATE ROAD
ARCHWAY RD SR 607
PRIVATE
BRICKYARD RD SR 723
SMITH FORD RD, CREEK

CURVATURE
#1: 0.5R 3.1L 1.5R 1.6R 2.9L 2.3R 3.5R 3.2L 3.0R 3.2R 0.9L 1.0R 2.6L 0.6L 1.7L 2.1R 2.2R
ALIGNMENT
#2: 3.1L 1.5R 1.6R 2.9L 2.3R 3.5R 3.2L 3.0R 3.2R 0.9L 1.0R 2.6L 0.6L 1.7L 2.1R 2.2R
ELEVATION
1.00 4.00 1.50 1.50 2.00 1.50 2.50 2.00 3.50 4.00 1.50 1.00 3.00 1.00 1.50 3.00 3.00
4.00 1.50 1.50 2.00 1.50 2.50 2.00 3.50 4.00 1.50 1.50 3.00 1.00 1.50 3.00 3.00

FREIGHT SPEED
TANGENT 50
(CURVE) (40) (40) (40) 50
(40) (40) (40)

GRADE
+1.35 +1.24 -1.04 -1.25 -1.08 -1.32 -0.97 -1.19 -1.34 -1.09 -1.03 -1.14 -1.20 -1.14 -1.45 -0.85 0.00 -1.19 -1.24 -1.14 -1.06 -1.24 -1.08 -1.14 -0.95
+1.35%
ROANOKE TO CREWE

Sheet 55 N_245_250

04/12/2006

BLUE RIDGE — FOREST-ROANOKE — VIRGINIA

N250 — 5243' — N251 — 5418' — N252 — 5211' — N253 — 5301' — N254 — 5260' — N255

MAINTENANCE
#1 T&S-04/03
#2 T&S-07/98

RAIL
#1 82NW132S; 82NW132S 01NW132P; 82NW132S
#2 82NW132S; 82NW132S 01NW132P; 82NW132S

TRAFFIC DENSITY MGT
→ 18.5(18.1#1)
← 17.6(18.1#2)

V-2-VA

S E W N

250.11-2DGO-99'(85)(85)
250.28
250.44-2DGO-90'(92)(92)
250.65-2DGO-91'(92)(92)
250.94-2TGO-110'(00)(94)
BOTETOURT CO ROANOKE CO
251.94-1TGO-92'(96)(95)
BONSACK 10246
252.41-2TGO-115'(95)(93)
ROANOKE CO CITY OF ROANOKE
253.77-4DGO-142'(88)(93)
(BOAZ) 10249
254.02-1CSB-12'
VINTON 10250
254.70-1CBB-11' CITY OF ROANOKE VINTON CORP
254.86-6DGO-181'(94)(86)

TRACK LAYOUT
#1
#2

468551D
468552K
468553S
468556M
469578R
468558B

LINE SEGMENT 5100

GLADE CREEK
BLUE RIDGE PKWY DAVIS RD-SR 658
GLADE CREEK
GLADE CREEK
GLADE CREEK
GLADE CRK RD-SR 636
GLADE CREEK B LAYMAN RD-SR 606
GLADE CREEK
GLADE CREEK
WATERWAY
BERKLEY RD
WATERWAY
GLADE CREEK

CURVATURE #1: 3.0R, 4.5L, 0.8L, 1.1L, 1.6L, 2.6R, 2.2L, 2.0R, 2.2R, 0.6R, 0.5R

ALIGNMENT: 2.00, 3.50, 1.00, 1.50, 2.00, 3.00, 3.00, 3.00, 3.00, 1.00, 1.00

CURVATURE #2: 3.0R, 4.5L, 1.5L, 1.1L, 1.2L, 2.6R, 2.2L, 2.0R, 2.2R, 0.6R, 0.5R

ELEVATION: 2.00, 3.50, 1.50, 1.50, 1.50, 3.00, 3.00, 3.00, 3.00, 1.00, 1.00

FREIGHT SPEED
TANGENT 50
(CURVE) (40) (40) 50
(40) (40)

GRADE: -0.95, -0.67, -1.06, -0.92, -0.91, -0.28, -0.48, -0.37, -0.26, -0.28, -0.38, -0.37, -0.71, -0.67, -0.82, -0.44, -0.29, -0.42, -0.31, -0.55, -0.32, -0.24, -0.13, -0.07, -0.23, -0.15

Sheet 55 N_250_255

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N255 — N256 — N257 — N258 — N259 — N260

5583' — 5309' — 5280' — 4899' — 5799'

MAINTENANCE

#1: T&S-04/03 — T&S-06/00 — T&S-03/05 — T&S-06/00 — T&S-03/99

#2: T&S-07/98 — T&S-06/00 — T&S-06/00 S-10/02 — T&S-05/00 S-10/02

RAIL

#1: 82NW132S — 97NWF132P — 82NW132S — 75JU115S — 95NWF132S — 43RW131S — 00RWF132S — 43RW131S

#2: 82NW132S — 97NWF132P — 82NW132S — 75JU115S — 95NWF132S — 43RW131S — 43RW131S

82NW132S — 05NWF132P — 82NW132S — 81RJ132S — 95NWF132S — 77RJ132S — 97NWF132P — 81W132S

82NW132S — 93NWF132P — 04NWF132P — 81RJ132S — 77RJ132S — 81W132S — 93NWF132P — 81W132S

TRAFFIC DENSITY MGT

→ 18.5(18.1#1) — ← 17.7(18.1#2)

→ 26.1(24.8#1) — ← 23.5(24.8#2)

→ 32.7(33.7#1) — ← 34.7(33.7#2)

→ 29.3(32.0#1) — ← 34.7(32.0#2)

V-2-VA
V-10-VA

VINTON 10250 — MIDWAY — FURNACE CROSSING — TINKER CREEK 10247 — 8 & 1/2 STREET — RANDOLPH ST 10254 — PARK STREET 99258 — 16TH STREET 99257 — 24TH STREET 99260

S E W N

255.09 — 255.50-1CBB-22' 255.56-4DGO-102'(82)(83) — N-256.1=VC-0.0 — 256.12-3MSO-120'(78)(02) — 257.10 — N257.18/W-0.3 — 257.29 257.30-1MAB-14' 257.37 — N-257.4=W-0.0 — 257.64 — 257.70 — 258.05 — 258.49 — 258.86 — 259.67-2CBB-18' 259.75-2DGB-50'

TRACK LAYOUT

#1
#2

468561J — 468563X — 468565L — 468567A — 468568E — 468569N — 468571P — 468573D — 468575S — 468577F

LINE SEGMENT

5100
5110
5460

GUS NICKS BLVD — PRIVATE — WATERWAY GLADE CREEK — MIDWAY ST — TINKER CREEK — 9TH ST-HOLLINS RD — 8 1/2TH ST — OH FOOT BRIDGE — I-581 WATERWAY WILLIAMSON RD N-257.4=H-239.28 PEDESTRIAN BRIDGE TO HAGERSTOWN — 1ST ST — 2ND ST — 5TH ST/PARK ST — 10TH ST — FOOT BRIDGE(#1 MAIN) — TRACK 1 ONLY — DRIVE TO ROUND HSE 24TH ST TRACK 2 ONLY OVHD LINE-TRK 2 ONLY

CURVATURE #1: 3.0R — 1.6R — 1.1L — 2.0L — 2.5L — 2.0L — 5.2L — 2.0L — 5.1R — 7.3R — 8.0L — 6.2R — 4.2L — 4.0R — 3.0R — 2.7R — 0.3L — 0.3R — 4.0L — 3.1L — 2.6L — 5.0R

ALIGNMENT: 3.50 — 1.00 — 1.00 — 1.00 — 1.00 — 2.00 — 3.50 — 1.50 — 4.00 — 1.50 — 1.50 — 1.50 — 1.00 — 1.00 — 1.00 — 1.00 — 1.50 — 1.00 — 1.50 — 1.00 — 1.00 — 3.50

#2: 3.0R — 1.5R — 1.0L — 2.3L — 2.5L — 1.6L — 5.2L — 2.0L — 5.1R — 7.4R — 8.2L — 6.2R — 4.2L — 1.6R — 3.2R — 0.5R — 0.2L — 1.2R — 2.3L — 3.5L — 4.6L — 0.6R

ELEVATION: 3.50 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 3.50 — 1.50 — 4.00 — 1.50 — 2.00 — 1.50 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.50 — 1.00

FREIGHT SPEED
TANGENT 50 — 40 — 25 — 30 — 40
(CURVE) 50 — 40 — 25 — 30 — 40

GRADE: -0.18 — -0.96 — +0.14 — +0.48 — +0.28 — 0.00 — -0.16 — 0.00 — +0.50 — +0.28 — +0.22 — +0.28 — +0.82 — -0.39

NOTE: YARD TRACKS ARE LOCATED BETWEEN MAINS
IN AREAS INDICATED BY MIDDLE TRACK

Sheet 55 N_255_260

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N260 — N261 — N262 — N263 — N264 — N265

5280' — 5281' — 4930' — 5224' — 5228'

MAINTENANCE

#1: T&S-03/99 — T&S-04/99 — T&S-10/04

#2: T&S-05/00 S-10/02 — T&S-03/05

RAIL

#1: 43RW131S — 43RW131S — 40RW131S — 53RW132S — 81NW132S — 92NWF132P — 81NW132S — 81NW132S — 03NW132P

#2: 81W132S — 05NWF132P — 40RW131S — 96NWF132P — 81W132S — 81W132S — 80W132S — 80NW132S — 80NW132S — 03NW132P

81W132S — 05NWF132P — 81W132S — 93NWF132P — 81W132S — 80W132S — 80NW132S — 03NW132P

TRAFFIC DENSITY MGT

→ 29.3(32.0#1) — ← 34.7(32.0#2) — → 28.9(29.5#1) — ← 30.2(29.5#2) — → 28.8(29.5#1) — ← 30.2(29.5#2)

23 CROSSOVER — WEST ROANOKE 99261 — WB 99262 — SALEM 10260

CITY OF ROANOKE — CITY OF SALEM

N-260.74=R-3.33 — 260.76-1CBB-24' — 261.63 — 262.76-2DGO-103'(84)(04) — N-262.8=SX-0.0 — 263.29 — 263.29 — 264.31 — 264.43-1DGO-25'(88)(83)

S — E — W — N

TRACK LAYOUT

#1

#2

LINE SEGMENT

5460

PETERS CREEK — PETERS CREEK EXT — MASONS CREEK — 469347H 469347H — US 419 SB US 419 NB — N-264.1=S-0.0 — COLORADO ST — US 11 — 469381P — SALEM HOUSE TRACK — WATERWAY — 469382W — UNION ST

CURVATURE #1: 5.0R 4.0R 2.0L 1.5L 4.0L 5.0R 5.5L 1.7R 5.0L 4.0R 1.3R 1.2R 2.0L

ALIGNMENT: 3.50 2.50 1.00 1.00 3.00 3.50 4.00 1.50 3.50 2.50 1.00 1.00 1.50

#2: 0.6R 1.1R 2.6L 1.4L 4.2L 5.8R 5.1L 1.6R 4.5L 3.8R 1.3R 1.2R 2.0L

ELEVATION: 1.00 1.00 1.50 1.00 3.00 4.00 4.00 1.00 3.50 2.50 1.00 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 40 — 40 — 45 — 45

GRADE: -0.39 — 0.00 — +0.14 — +0.50 — +0.78 — +0.50 — 0.00 — +0.47 — 0.00 — -0.30 — 0.00 — +0.43

NOTE: YARD TRACKS ARE LOCATED BETWEEN MAINS IN AREAS INDICATED BY MIDDLE TRACK

Sheet 55 N_260_265

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N265 — 5389' — N266 — 5240' — N267 — 5282' — N268 — 5284' — N269 — 5402' — N270

MAINTENANCE
#1: T&S-10/04
#2: T&S-03/05 — T&S-03/05

RAIL
#1: 81NW132S, 03NW132P, 81NW132S, 95NWF136P
#2: 03NW132P, 80NW132S, 04NWF141P, 80NW132S, 94NW132S, 80NW132S, 95NWF136P
03NW132P; 80NW132S; 93NWF132P

TRAFFIC DENSITY MGT
→ 28.8(29.5#1) → 28.8(29.8#1)
← 30.2(29.5#2) ← 30.7(29.8#2)

VN GLENVAR 10264

CITY OF SALEM ROANOKE CO

TEST MILE — TEST MILE

S E W N

265.04-1CSB-17' 266.37-2CBB-20' 266.70-1DGO-24'(80)(80) N-267.28=V-253.32 267.69-1CSB-16' 267.86-1CSB-16' 269.37-1CBB-10' 269.57-1CSB-10' 269.87-2CBB-20'

TRACK LAYOUT
#1
#2

LINE SEGMENT
5460

DRY BRANCH MCCLELLAND/TIMB TRUS 470700C
WATERWAY
MILL LN SEWELLS 469385S
WATERWAY
INDUSTRIAL AVE 469386Y
BRICK YARD
DIUGUIDS LA (SR 760) 469387F
WATERWAY
WATERWAY
GARMAN RD (SR 929) 469389U
KOPPERS (CR 817) 469390N
WATERWAY
WATERWAY BARLEY RD-SR 612 469391V
WATERWAY

CURVATURE
#1: 2.0L 2.0L 3.0L

ALIGNMENT
1.50 1.50 3.50

ELEVATION
#2: 2.0L 2.0L 0.4R 0.7L 3.0L
1.50 1.50 1.00 1.00 3.50

FREIGHT SPEED
TANGENT: 45 — 50
(CURVE): 45 — 50

GRADE
+0.43 +0.10 +0.38 0.00 +0.17 +0.29 +0.17 0.00 +0.38 +0.71 +0.15 +0.68

Sheet 55 N_265_270

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N270 — 5394' — N271 — 5334' — N272 — 5078' — N273 — 5490' — N274 — 5126' — N275

MAINTENANCE
#1 T&S-10/04
#2 T&S-04/05

RAIL
#1: 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P
#2: 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P, 95NWF136S, 95NWF136P

TRAFFIC DENSITY MGT
→ 28.8(29.8#1)
← 30.7(29.8#2)
→ 28.8(29.8#1)
← 30.7(29.8#2)

SINGER
10268

ROANOKE CO
MONTGOMERY CO

S E W N

TRACK LAYOUT
#1
#2

270.05-1CSB-15' | 270.45-3DGO-156'(81)(02) | 271.35-3DGO-185'(90)(94) | 271.54 | 271.68-3DGO-164'(96)(92) | 272.00-1CSB-10' | 272.17-1CSB-12' | 272.61-1DGO-49'(02)(02) | 274.56-2CSB-27'

469393J | 469394R | 469395X 469396E | 469397L 469398T | 469398T | 469399A | 469401Y | 469402F | 469403M | 904702U

LINE SEGMENT
5460

WATERWAY | SR 639,WATERWAY | JOHNSON'S | TOLLIVER SR 639,WATERWAY | WHITETHORNE DISTRICT | COLLINS SR 639, WATERWAY | WATERWAY | PRIVATE ROAD | SR 649 | HALL'S | PRIVATE | WATERWAY

CURVATURE #1: 3.8R 3.6R 3.1R 1.0L 7.0R 3.3R 6.7R 1.5L 1.9R 3.9L 4.1L 3.3L 5.6L 4.6L 4.0R 4.0R 4.4R 4.7R 4.5R 2.5L 2.6R 3.0R 2.0L

ALIGNMENT: 4.00 3.50 3.50 1.00 4.00 1.50 4.00 1.00 1.50 2.00 2.00 1.50 1.50 3.00 3.00 3.00 3.00 3.50 3.50 3.50 3.50 2.50 3.00 3.50 2.00

ELEVATION #2: 2.9R 1.0L 6.5R 7.1R 4.7R 3.0R 3.7R 6.5R 1.5L 1.9R 3.9L 4.1L 3.2L 3.1L 5.6L 4.6L 4.0R 4.0R 4.4R 4.7R 4.5R 2.5L 2.6R 3.0R 2.0L

ELEVATION: 2.50 1.00 4.00 4.00 2.50 1.50 1.50 4.00 1.00 1.50 2.00 2.00 1.50 1.50 3.00 3.00 3.00 3.00 3.50 3.50 3.50 3.50 2.50 3.00 3.50 2.00

FREIGHT SPEED
TANGENT (45) (35) 50 (35) (40)
(CURVE) (45) (35) 50 (35) (40)

GRADE: +0.68 -0.11 +0.29 +0.67 +0.82 +0.67 +1.22 +0.63 0.00 +1.34 +0.44 0.00 -0.70 -0.50 -0.29 0.00 +0.70 +1.20

Sheet 55 N_270_275

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N275 — 5372' — N276 — 5516' — N277 — 5098' — N278 — 5448' — N279 — 5100' — N280

MAINTENANCE
#1: T&S-10/04; T&S-07/02; S-03/04
#2: T&S-04/05

RAIL
#1: 95NWF136S 95NWF136P 95NWF136S; 95NWF136P; 95NWF136S; 93NWF136P 93NWF136S; 93NWF136P; 04NWF141P 93NWF136P 04NWF141P 93NWF136P; 93NWF136P
#2: 95NWF136P 95NWF136S 95NWF136P 95NWF136S; 95NWF136S; 95NWF136P; 95NWF136S 89NWF132S; 89NWF132P 89NWF132S; 89NWF132P; 04NWF141P 89NWF132P

TRAFFIC DENSITY MGT
→ 28.8(29.8#1)
← 30.7(29.8#2)

(ELLISTON)
10272

TRACK LAYOUT
#1
#2

275.71-3DGO-171'(05)(85)
276.11
276.25-1BSB-12'
276.47
276.47
276.79-1CSB-11'
276.93-4DGO-156'(83)(81)
277.36-1TGO-38'(90)(80)
277.48-1CSB-14'
277.77-6DGO-358'(82)(93)
278.64-1CBB-10'
279.23-1CBB-12'

LINE SEGMENT
5460

469404U COVE HOLLOW RD-SR603
469405B PRIVATE
469455E SR 603,WATERWAY
469406H PEDESTRIAN BRIDGE
469406W WATERWAY
469408W US 11 EB
US 11 WB
469409D WATERWAY
ROAD,WATERWAY
BIG SPRING MILL
469413T BREAK BRANCH
BLOUNT DR
BIG SPRING
ROANOKE RIVER
469414A SENECA HOLLOW-SR 638
WATERWAY

CURVATURE #1: 2.1L; 5.0R; 1.4L 2.1L 1.9L 2.1L 2.0L; 2.1L 1.0L 0.9L 1.1L 1.8L; 3.3L 6.0R 2.7R 4.0L; 6.1R 6.3L 6.6R 6.1L 7.0R 6.5R 7.3R 6.7L

ALIGNMENT: 2.00; 4.00; 1.50 2.00 2.00 2.00 2.00; 2.00 1.50 1.50 1.50 1.50; 4.00 3.50 1.50 2.00; 2.00 2.50 2.50 2.00 2.50 2.50 3.00 2.50

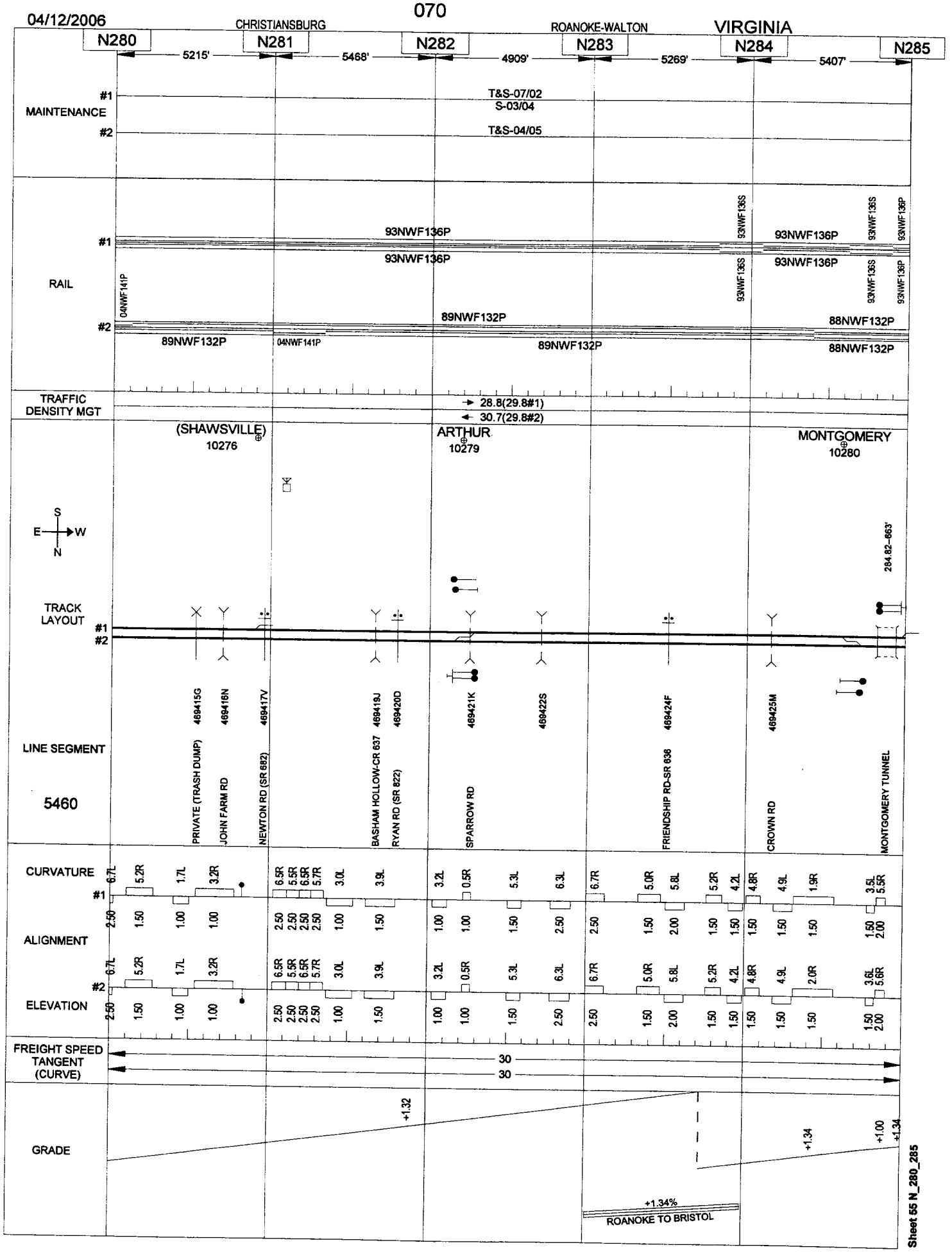
ELEVATION #2: 2.1L; 5.0R; 1.4L 2.1L 1.9L 2.1L 2.0L; 2.1L 1.0L 0.9L 1.1L 1.8L; 3.3L 6.0R 2.7R 4.0L; 6.1R 6.3L 6.6R 6.1L 7.0R 6.5R 7.3R 6.7L

ELEVATION: 2.00; 4.00; 1.50 2.00 2.00 2.00 2.00; 2.00 1.50 1.50 1.50 1.50; 4.00 3.50 1.50 2.00; 2.00 2.50 2.50 2.00 2.50 2.50 3.00 2.50

FREIGHT SPEED
TANGENT: 50; (40); 50; (35) (35) (35); 30
(CURVE): (40); (35) (35) (35); 30

GRADE: +1.20 +0.78 0.00 +1.34 +1.10 0.00 -0.74 -0.25 -0.32 0.00 +0.89 -0.43 -0.25 0.00 +0.57 +1.32

Sheet 55 N_275_280



Sheet 55 N_280_285

04/12/2006

CHRISTIANSBURG — ROANOKE-WALTON — VIRGINIA

N285 — 5132' — N286 — 5325' — N287 — 5538' — N288 — 5104' — N289 — 5346' — N290

MAINTENANCE
#1: T&S-07/02, S-03/04
#2: T&S-04/05

RAIL
#1: 93NWF136P, 93NWF136S, 93NWF136P, 93NWF136S, 93NWF136P, 93NWF136S, 93NWF136P
#2: 88NWF132P, 97NWF136P, 97NWF136P, 88NWF132P, 98NWF132P, 88NWF132P, 04NWF141P, 94NWF136S, 94NWF136S

TRAFFIC DENSITY MGT
→ 28.8(29.8#1)
← 30.7(29.8#2)

TRACK LAYOUT
(HOUCHINS)
(BLACKSBURG BRANCH) 10284
CHRISTIANSBURG 10285
285.09-1DGO-25'(89)(90)
285.27
285.29
289.11
289.13
289.69-1CSB-16'
CHRISTIANBURG YARD

LINE SEGMENT 5460
469426U
469427B
469427B
469428H
469431R
469431R
SR 641
I-81 NB
I-81 SB
ISAAC WALTON
DEVOURE'S (TRK#2)
US 460 WB
US 460 EB
N-289.3=CA-0.5
TRACK 1 ONLY
CRAB CREEK

CURVATURE #1: 1.4R, 3.0L, 3.5L, 5.7R, 5.3L, 2.0L, 6.1R, 6.7R, 7.2R, 6.6L, 4.0R, 4.0L, 2.6L, 2.6R, 4.3L, 2.5R, 5.9L, 4.1R, 5.6L, 6.5R, 5.4R, 6.1L, 3.9R, 1.8L

ALIGNMENT: 1.50, 1.50, 1.50, 2.00, 1.50, 1.50, 2.50, 2.50, 3.00, 2.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 2.00, 1.50, 2.00, 2.50, 2.00, 2.00, 1.50, 1.00

#2: 2.2R, 3.0L, 3.5L, 5.7R, 5.3L, 2.0L, 6.1R, 6.7R, 7.2R, 6.6L, 4.0R, 4.0L, 2.6L, 2.6R, 4.3L, 2.5R, 5.9L, 4.1R, 5.6L, 6.5R, 5.5R, 6.0L, 3.9R, 1.8L

ELEVATION: 1.00, 1.50, 1.50, 2.00, 1.50, 1.50, 2.50, 2.50, 3.00, 2.50, 1.50, 1.50, 1.00, 1.50, 1.50, 1.50, 2.00, 1.50, 2.00, 2.50, 2.00, 2.00, 1.50, 1.00

FREIGHT SPEED
TANGENT 30 — 35
(CURVE) 30 — 35

GRADE: +1.34, +0.99, +1.33, +0.10, 0.00, -0.97

Sheet 55 N_285_290

CHRISTIANSBURG ROANOKE-WALTON VIRGINIA

N290 N291 N292 N293 N294 N295

5289' 5306' 5067' 5180' 5308'

MAINTENANCE

#1 T&S-07/02

#2 T&S-04/05 T&S-05/03 S-12/05

RAIL

#1 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P

#2 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P

94NWF136S 94NWF136P 94NWF136S 94NWF136P 94NWF136S 94NWF136P 94NWF136S 94NWF136P

TRAFFIC DENSITY MGT

→ 28.8(29.8#1)

← 30.7(29.8#2)

PELTON 10286

S E W N

TRACK LAYOUT #1 #2

290.74-1TGO-30'(91)(01) 290.76

291.89-1TGO-37'(87)(85)

292.55-1CSB-24'

292.85-1CAB-28'

293.25-1CAB-28'

293.53-1CAB-28'

294.38-1CAB-12'

LINE SEGMENT 5460

469432X CAMBRIA ST (SR 111)

469433E MILL RACE CREEK US 460

469434L ACCESS (TRK 1 ONLY)

CRAB CREEK

469436A CRAB CREEK CHRISMAN MILL-SR 661

CRAB CREEK

469437G CRAB CREEK NOWLENS CRAB CREEK

469438N SR 660

CURVATURE #1: 5.1L 3.2R 6.2L 3.1R 2.0R 3.5L 6.5L 4.7R 6.3R 6.6L 7.6R 6.8R 7.8R 7.2L 6.5L 7.5L 4.2R 0.8R 2.1R 5.2L 6.0R

ALIGNMENT: 3.00 1.50 3.50 1.50 1.00 1.50 4.00 2.50 3.50 4.00 3.50 3.50 3.50 3.00 3.00 3.00 2.00 1.50 1.50 3.00 3.50

ELEVATION #2: 4.9L 3.2R 6.2L 3.1R 2.0R 3.5L 6.5L 4.7R 6.3R 6.6L 7.6R 6.8R 7.8R 7.2L 6.3L 7.5L 4.2R 1.6R 1.1R 5.2L 6.0R

ELEVATION: 2.50 1.50 3.50 1.50 1.00 1.50 4.00 2.50 3.50 4.00 3.50 3.50 3.50 3.00 3.00 3.00 2.00 1.00 1.00 3.00 3.50

FREIGHT SPEED TANGENT (CURVE)

35

35 (30) (30) (30)

(30) (30) (30)

GRADE

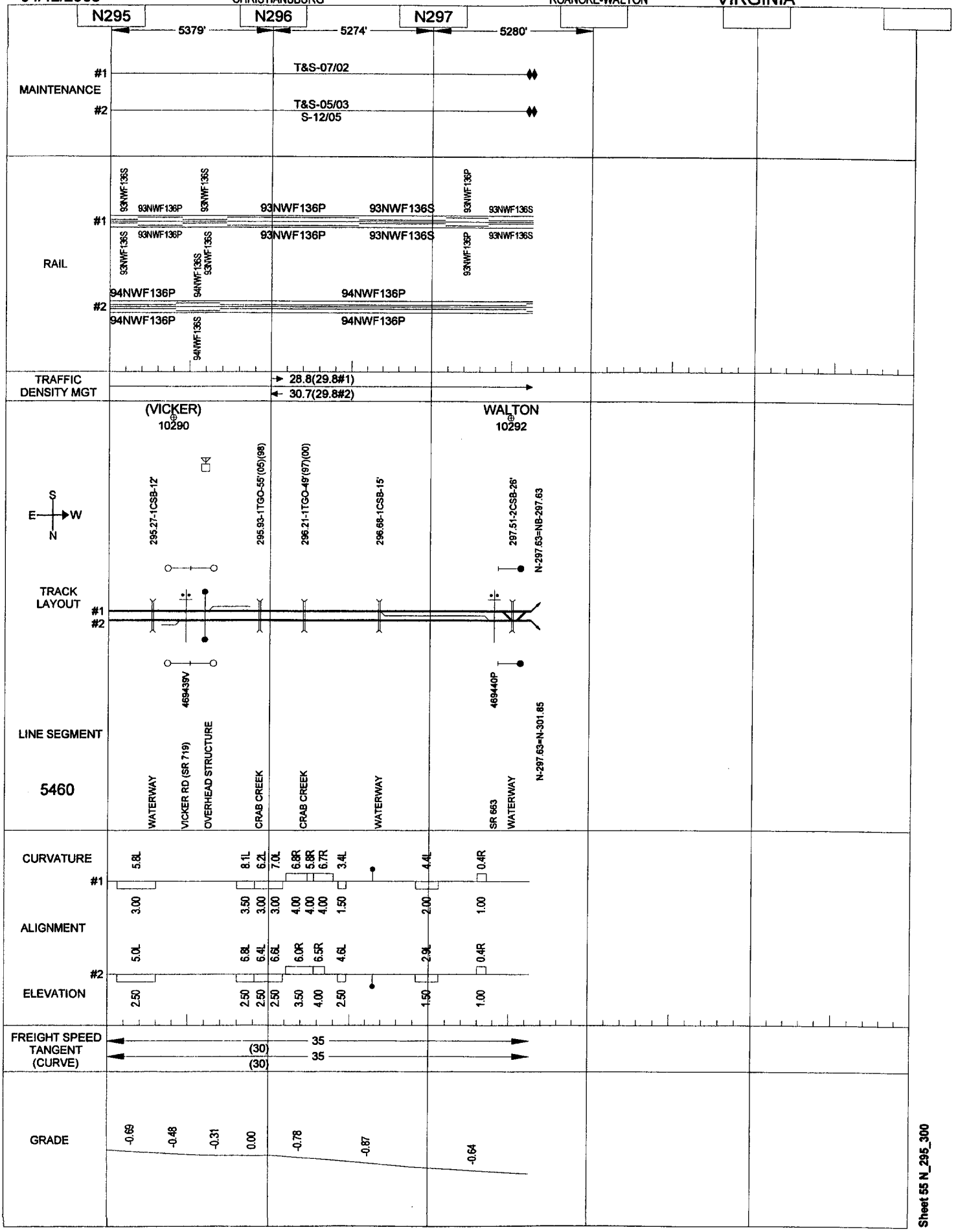
-0.97 -0.87 -0.61 -1.00 -0.82 -1.00 -0.81 -1.00 -0.79 -1.00 -0.71 -0.96 -1.00 -0.85 -1.00 -0.82

+0.97%

BLUEFIELD TO ROANOKE

Sheet 55 N_290_295

04/12/2006 CHRISTIANSBURG ROANOKE-WALTON VIRGINIA



Sheet 55 N_295_300

04/12/2006

074

CHRISTIANSBURG — CATAWBA BRANCH — SALEM-LAKESIDE — VIRGINIA

S0 — S1 — S2

5442' — 5276' — 5278'

MAINTENANCE: T&S-01/20

RAIL: **RJ100S, **RJ131S

TRAFFIC DENSITY MGT

V-10-VA

SALEM 10260 — (FRIGID FREEZE) 15001 — (MASON CREEK) 15002 — LAKESIDE 15003

S-0.0=N-264.1

001.64-3BSB-80'

002.54-1DGO-21'(75)

TRACK LAYOUT

LINE SEGMENT 5550

468770S	TENNESSEE ST
468771Y	FLORIDA ST
468772F	INDIANA ST
468773M	OHIO AVE
468774U	MOHAWK DOUBLE 'N' TRUCKING
869919L 468775B	ROANOKE BLVD
468778H 468779D	PRIVATE JACKSON XING
468781E	SALEM TNPK-SR 1431 TEXAS ST
468782L	E MAIN
468783T	ROANOKE MILL
468785G 468786N	ROANOKE VALLEY STEEL

CURVATURE

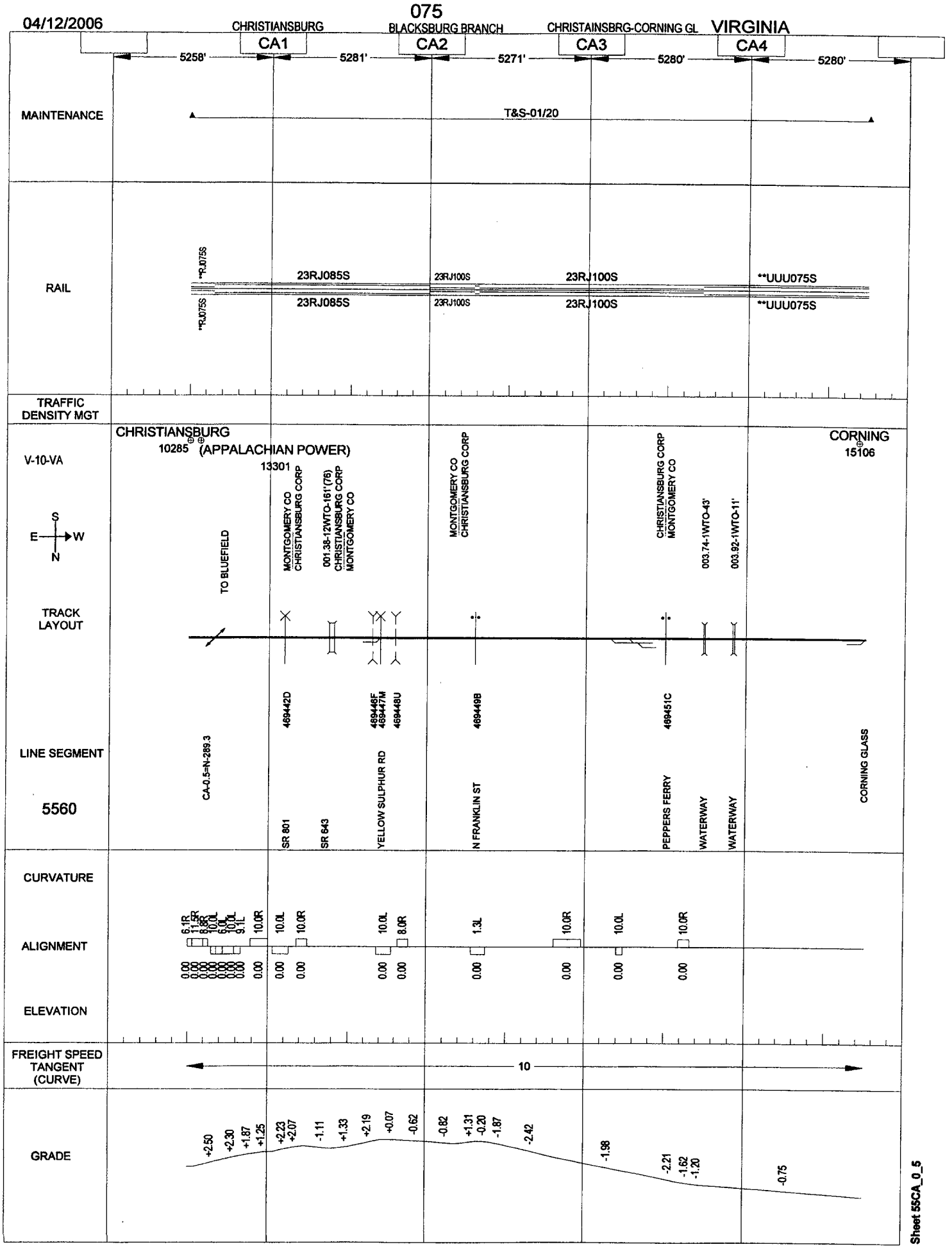
ALIGNMENT: 2.2L, 8.0R, 11.0R, 7.0R, 8.0L, 7.0L, 8.0L, 9.0L, 8.0L, 11.0L, 2.0R, 1.0L, 3.0L, 1.5L, 20.0L, 9.8R, 6.0L, 1.0R

ELEVATION: 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00, 0.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: +0.20, +2.00, -1.00, +0.37, 0.00, +0.30, -0.40, +0.50, +1.00

Sheet 55 S_0_5



Sheet 55CA_0_5

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N302 — 5280' — N303 — 5280' — N304 — 5280' — N305

MAINTENANCE

T&S-05/03

RAIL

91NWF132S

91NWF132S

TRAFFIC DENSITY MGT

21.4(42.0)

20.6

21.3(42.1)

20.8

TRACK LAYOUT

MEADOW

(PEPPER) 10295

(BLUFF)

S E W N

N-302.3/NB-298.0

302.71-1CAB-50'

303.96 303.98

N-301.85=N-297.63

469523D

904291R

469524K 469524K

904292X

LINE SEGMENT

5470

BRAMBLE BUSH

WATERWAY

NS CROSSING

SR 114 EB SR 114 WB

NS CROSSING

CURVATURE

ALIGNMENT

5.7R 6.2R 6.5R 4.3L 1.6L 1.4L 4.0L 2.0L 4.0L 3.0R 5.9R 0.9R 0.5L 4.2L 4.6L 5.3R 6.1R

ELEVATION

3.50 3.50 4.00 2.00 1.50 1.50 2.00 1.50 2.00 2.00 3.50 1.50 1.50 2.00 2.50 3.00 3.50

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

0.00 -0.13 0.00 -0.17 0.00 -0.05 0.00 -0.09 0.00 -0.17 -0.15 0.00 -0.07 0.00

Sheet 55 N_300_305

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N305 — 5596' — N306 — 4964' — N307 — 5280' — N308 — 5280' — N309 — 5253' — N310

MAINTENANCE #1: T&S-05/03 (N305–N306); T&S-05/03 (N306–N309); T&S-06/03 (N309–N310)

MAINTENANCE #2: T&S-05/03 (N306–N309)

RAIL #1: 91NWF132S (N305–N306); 03NWF132P (N306); 79NW132S (N306–N309); 79NW132S; 91NWF132S (N309–N310); 91NWF132P; 91NWF132S

RAIL #2: 91NWF132S (N305–N306); 03NWF132P (N306); 79RJ132S (N306–N309); 79RJ132S; 79NW132S; 91NWF132S (N309–N310); 91NWF132P; 91NWF132S

TRAFFIC DENSITY MGT: → 21.3(42.1) ← 20.8 (N305–N306); → 21.3(21.1#1) ← 20.8(21.1#2) (N306–N309); → 21.3(42.1) ← 20.8 (N309–N310)

COWAN 10297 — BELSPRING 10298 — (PARROTT) 10300

S E W N

TRACK LAYOUT #1 #2

LINE SEGMENT 5470

305.27-6TTO-840'(93) MONTGOMERY CO PULASKI CO — 305.39–3302' — 307.49-1MAB-10' — 307.70-1MAB-19' — 308.76-3DGO-91'(95)

HERCULES POWDER — NEW RIVER — PEPPER TUNNEL — WATERWAY — SR 617 — 469525S — PRIVATE — 469528M — SR 600,WATERWAY — 469529U

CURVATURE #1: 4.7R 2.0R 3.8R 1.0R 2.9R 0.6L 0.8R 1.7R

ALIGNMENT: 5.0R 3.5L 3.5L; 6.2L 5.5L 3.00 1.50 2.50 1.50 1.50 1.50 1.50 1.50; 4.5L 2.9R 1.9R 5.8R

ELEVATION #2: 3.50 2.00 2.00; 3.50 3.50 5.0R 2.0R 3.8R 1.0R 2.8R 0.6L 0.8R 1.7R; 2.50 1.50 1.50 2.00

ELEVATION: 3.00 1.50 2.50 1.50 1.50 1.50 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 35 (N305–N306); 35 / 35 (N306–N309); 35 (30) (N309–N310)

GRADE: 0.00 -0.19 0.00 -0.11 -0.04 -0.09 -0.07 -0.20 -0.07 -0.08 -0.19 -0.29 -0.17 -0.22 0.00 -0.14 -0.13

Sheet 55 N_305_310

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N310 — 5240' — N311 — 5303' — N312 — 5225' — N313 — 5297' — N314 — 5479' — N315

MAINTENANCE: T&S-06/03

RAIL: 91NWF132S / 91NWF132S; 91NWF132P / 91NWF132P; 91NWF132S / 91NWF132S; 91NWF132P / 91NWF132P; 91NWF132S / 91NWF132S; 91NWF132P / 91NWF132P

TRAFFIC DENSITY MGT: → 21.3(42.1); ← 20.8

(DRY BRANCH) 10302 — (BERTON) 10304

PULASKI CO / GILES CO

310.66-1DGO-50'(93) — 312.92-1CAB-22'

S E W N

TRACK LAYOUT

469530N — 469531V — 469532C — 469533J — 469535X — 469535X

LINE SEGMENT 5470: SR 600 — SR 662 — CARBAUGH

CURVATURE

ALIGNMENT: 5.8R 8.3L 1.6L 1.9R 2.1R 1.8R 4.2R 3.0R 1.3R 1.6R 1.2R 4.0R 6.8L 5.8L 2.7L 6.5L 6.5R 1.3L 4.0R 1.1R 1.8R 0.7R 3.2R 1.7R 2.4R 2.8L 7.5L 3.0R 2.0R 3.0R 1.6R

ELEVATION: 2.00 3.50 1.50 1.50 1.50 1.50 2.00 2.00 1.50 1.50 1.50 2.00 4.00 3.50 1.50 3.50 3.50 1.50 2.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): (30) (30) — 35 — (30)

GRADE: -0.13 -0.29 -0.09 -0.17 0.00 -0.40 -0.07 -0.25 0.00 -0.15 0.00 +0.24 -0.33 0.00 -0.33 0.00 -0.20 -0.29 -0.50

Sheet 55 N_310_315

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N315 — 5132' — N316 — 4945' — N317 — 4270' — N318 — 5377' — N319 — 5064' — N320

MAINTENANCE: T&S-06/02

RAIL: 91NWF132P; 91NWF132P

TRAFFIC DENSITY MGT: → 21.3(42.1); ← 20.8

(EGGLESTON) 10306

S E W N

TRACK LAYOUT: 315.48-1MAB-22' 315.57; 316.15-925'; 317.02-1195'; 319.83-299' 319.93

LINE SEGMENT 5470: 876756W 469536E STRALEY'S CREEK BEAR SPGS RD(SR 622) SR 730; EGGLESTON #1 TUNNEL; EGGLESTON #2 TUNNEL; 469537L PEMBROKE TUNNEL SR 623

CURVATURE

ALIGNMENT: 2.3L 0.8L 4.1L 3.0R 0.5R 5.0R 7.8L 2.5R 8.6L 8.0L 8.1L 6.3R 2.1R 2.3R 2.7R 1.8R 4.8R 0.8R 1.6R 2.3R 1.8R 3.0R 2.9R 3.7R 8.0L 8.0L 8.2L

ELEVATION: 1.50 1.50 2.00 1.50 1.50 2.50 3.50 1.50 3.50 3.50 3.50 3.50 1.50 1.50 1.50 1.50 2.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.50 3.50 3.50

FREIGHT SPEED TANGENT (CURVE): 35; (30) (30) (30) (30)

GRADE: -0.25 0.00 +0.44 +0.25 -0.04 -0.29 -0.08 -0.23 -0.11 -0.23 -0.07 -0.25 0.00 -0.11 -0.25 -0.30 0.00

Sheet 55 N_315_320

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N320 — N321 — N322 — N323 — N324 — N325

4270' — 5321' — 5132' — 5278' — 5393'

MAINTENANCE

#1: T&S-06/02

#2: T&S-06/02

RAIL

#1: 79NW132S, 79NW132S, 88NWF132P, 79NW132S, 79NW132S, 92NWF132P, 92NWF132P, 92NWF136P

#2: 91NWF132P, 91NWF132P, 88NWF132P, 83NWF132S, 83NWF132S, 00NWF132P, 83NWF132S, 92NWF132P, 92NWF136P

TRAFFIC DENSITY MGT

→ 21.3(42.1) ← 20.8

→ 21.3(21.1#1) ← 20.8(21.1#2)

→ 20.9(41.3) ← 20.4

PEMBROKE 10310

(RIPPLEMEAD) 10314

POTTS VALLEY JCT 10315

TRACK LAYOUT

S E W N

320.66-1BSO-18'

321.87-4DGO-247(05)(88)

323.10 323.10

#1

#2

LINE SEGMENT

5470

ROCKY HOLLOW

ROCKY HOLLOW RD 469538T

WALKER'S CREEK

US 460 US 460

RIVER RD-SR 636 469541B

N-324.5/V-308.3

CURVATURE

#1: 2.2R 2.0L 3.9R 1.9L 2.1R 0.9R 2.3R 4.1R 0.9R 3.1R 2.5R 2.2R 1.1R 1.8R 4.0L 2.0L 1.6L 1.4L 6.2L 5.8L 6.0L 6.4L

ALIGNMENT

8.2L 8.1L 7.0L 3.1R 1.1R 1.50 1.50 2.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50 1.50 1.50 2.50 1.50 1.50 1.50 4.00 4.00 4.00 4.00 0.5R 0.7R 1.2R

#2: 3.50 3.50 3.50 2.00 1.50 2.2R 2.0L 3.9R 1.9L 2.1R 0.9R 2.2R 4.1R 0.9R 3.1R 2.5R 2.2R 1.1R 1.8R 4.0L 2.0L 1.6L 1.4L 6.2L 5.8L 6.0L 6.4L 1.50 1.50 1.50

ELEVATION

1.00 1.50 2.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50 1.50 2.50 1.50 1.50 1.50 4.00 4.00 4.00 4.00

FREIGHT SPEED TANGENT (CURVE)

35 (30) ← 40 →

40

40

(35) (35) ← 40 →

GRADE

0.00 -0.20 -0.04 0.00 +0.39 0.00 -0.20 -0.40 -0.20 0.00 +0.03 -0.13 -0.02 -0.26 -0.02

Sheet 55 N_320_325

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N325 — 5162' — N326 — 5420' — N327 — 5385' — N328 — 5205' — N329 — 5132' — N330

MAINTENANCE #1 #2: T&S-06/02

RAIL #1: 92NWF136P; 92NWF136S; 92NWF136P; 79NW132S; 67RJ132S
RAIL #2: 92NWF136P; 92NWF136S; 92NWF136P; 79NW132S; 67RJ132S
92NWF136S; 92NWF136P

TRAFFIC DENSITY MGT: 20.9(41.3); 20.4

(CURVE)

PEARISBURG 10321

TRACK LAYOUT #1 #2

469543P

904293E

LINE SEGMENT 5470

PRIVATE

CURVATURE #1

ALIGNMENT

1.2R 1.8R 2.6R 4.5R 4.4R 4.6R 4.1R 4.7R 4.0R 2.7R 1.4R 3.5L 1.4L 2.4L 5.0L 4.2L 4.2L 5.0L 2.0L 6.0L 3.5L 0.5L 1.5L 3.7R 3.5R 0.5R 0.6R 3.0R 1.2L 3.5L 1.2R 4.3R 1.7R 3.3R 0.9R 3.0R 1.8R 3.5R 1.8R 5.0R 3.0R 6.0L

ELEVATION #2

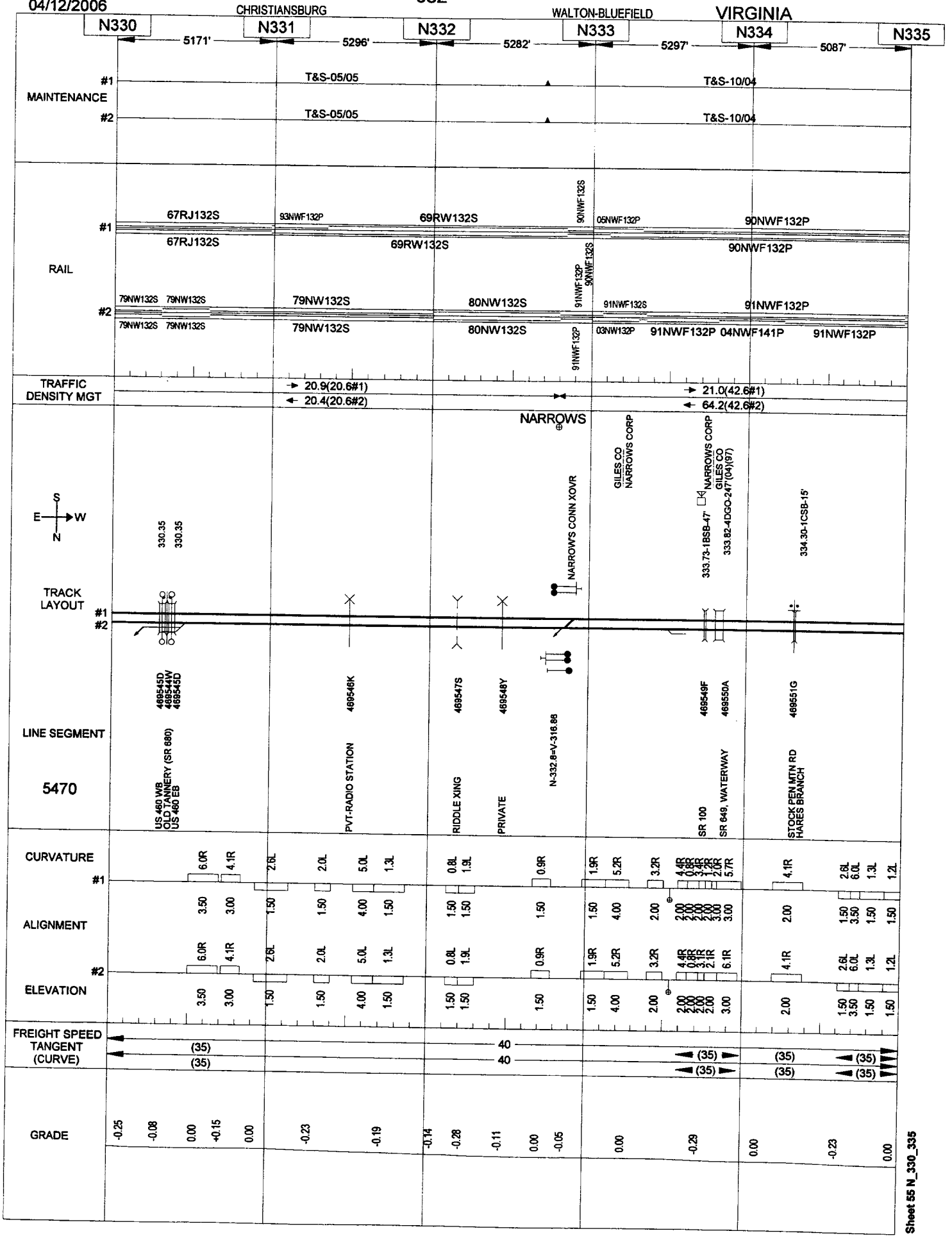
1.50 1.50 1.50 3.50 3.50 3.50 3.50 3.50 3.50 1.50 1.00 2.00 2.00 2.00 3.00 2.50 2.50 2.50 2.50 3.50 1.50 1.50 1.50 2.50 2.50 1.50 1.50 2.00 1.50 2.00 1.50 3.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 3.50 2.00 3.50

FREIGHT SPEED TANGENT (CURVE): 40; (35); 40; (35); 40; 40

GRADE: -0.02 -0.10 -0.24 -0.03 +0.10 0.00 -0.15 -0.09 -0.25 0.00 +0.03 0.00 -0.32 0.00 -0.05 -0.25

+0.32%
BLUEFIELD TO WALTON

Sheet 55 N_325_330


CHRISTIANSBURG
WALTON-BLUEFIELD
VIRGINIA
N330
N331
N332
N333
N334
N335
5171'
5296'
5282'
5297'
5087'
MAINTENANCE
#1
#2
T&S-05/05
T&S-10/04
RAIL
67RJ132S
93NWF132P
69RW132S
90NWF132S
05NWF132P
90NWF132P
79NW132S
80NW132S
91NWF132P
91NWF132S
03NWF132P
04NWF141P
TRAFFIC DENSITY MGT
20.9(20.6#1)
20.4(20.6#2)
21.0(42.6#1)
64.2(42.6#2)
NARROWS
GILES CO
NARROWS CORP
NARROWS CONN XOVR
333.73-1BSB-47'
333.82-4DGO-247'(04)(97)
334.30-1CSB-15'
330.35
S
E
W
N
TRACK LAYOUT
LINE SEGMENT
5470
469545D
469544W
469546K
469547S
469548Y
N-332.8=V-316.86
469549F
469550A
469551G
US 460 WB
OLD TANNERY (SR 680)
US 460 EB
PVT-RADIO STATION
RIDDLE XING
PRIVATE
SR 100
SR 649, WATERWAY
STOCK PEN MTN RD
HARES BRANCH
CURVATURE
ALIGNMENT
ELEVATION
FREIGHT SPEED
TANGENT
(CURVE)
(35)
40
GRADE
-0.25
-0.08
0.00
+0.15
-0.23
-0.19
-0.14
-0.28
-0.11
-0.05
-0.29
Sheet 55 N_330_335

04/18/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N335 — N336 — N337 — N338 — N339 — N340

5186' — 5257' — 5319' — 5394' — 5196'

MAINTENANCE
#1 T&S-10/04 T&S-06/05
#2 T&S-10/04

RAIL
#1 90NWF132S 90NWF132P 90NWF132S 90NWF132P 90NWF132S 90NWF132P 90NWF132S 90NWF132P 99NWF132P
#2 91NWF132S 91NWF132P 04NWF141P 91NWF132P 04NWF141P 04NWF141P 91NWF132P 03NW132P 91NWF132P 03NW132P 01NW132P

TRAFFIC DENSITY MGT
→ 21.0(42.6#1)
← 64.2(42.6#2)

TRACK LAYOUT
ROBINSON 10326
(LURICH) 10328
TEST MILE
TEST MILE
S E W N
338.71-1MAB-12'
GILES CO GLEN LYN CORP
339.90
#1
#2

LINE SEGMENT 5470
469553V ROBINSON MTN RD
ROBINSON CROSSOVER
469554C FORD XING (SR 649)
469556R
469557X SR 649
469558E SR 1307
APCO OVHD WALKWAY

CURVATURE
#1 1.2L 2.1R 1.5L 3.1R 1.6L 2.9L 3.4L 3.1L 3.8L 3.1L 3.9L 2.5L 1.9L 1.5L 2.7L 2.3L 2.8L 2.3L 1.4L 0.7L 1.3L 1.4L 4.2R 1.5R 2.1R 1.0R 1.4R 4.0R 2.9R 4.0R 2.3R 2.3R 1.5R 6.5L 9.3L

ALIGNMENT
1.50 1.50 1.50 2.00 1.50 1.50 2.50 2.50 2.50 2.50 3.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50 3.00 1.50 3.00 1.50 1.50 1.50 2.50 4.00

#2 1.2L 2.1R 1.5L 3.1R 1.6L 2.9L 3.4L 3.1L 3.8L 3.1L 3.9L 2.5L 1.9L 1.5L 2.7L 2.3L 2.8L 2.3L 0.6L 1.0L 0.7L 1.3L 4.2R 1.5R 2.1R 1.0R 1.4R 4.0R 2.9R 4.0R 2.3R 2.3R 1.5R 2.3L 9.3L

ELEVATION
1.50 1.50 1.50 2.00 1.50 1.50 2.50 2.50 2.50 2.50 3.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50 3.00 1.50 3.00 1.50 1.50 1.50 2.50 4.00

FREIGHT SPEED
TANGENT (35) ◄ 40 ► 30
(CURVE) (35) ◄ 40 ► 30

GRADE
0.00 +0.07 0.00 -0.20 0.00 -0.25 0.00 -0.36 -0.13 0.00 +0.07 -0.06 0.00 -0.27 -0.43 0.00 +1.07

Sheet 55 N_335_340

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N340 — 5181' — N341 — 5293' — N342 — 5295' — N343 — 5336' — N344 — 6055' — N345

MAINTENANCE
#1 T&S-06/05
#2 T&S-06/05

RAIL
#1: 99NWF132P 75NWF132S 92NWF136S 92NWF136P 01NWF136P 92NWF136P 01NWF136P 92NWF136P 03NW141P 92NWF136P 92NWF136S 92NWF136P
#2: 03NW132P 90NWF132P 96NWF132P 92NWF136S 98NWF132P 91NWF132P 99NWF132P 91NWF132P 95NWF132P 92NWF136P 00NWF136P 02NW141P 04NWF141P 03NW132P 91NWF132P 92NWF136P 99NWF132P 00NWF136P 02NW132P 99NWF132P 92NWF136P 99NWF132P 04NW141P 00NWF136P 05NWF141P 91NWF132P 92NWF136S 91NWF132S
01NW132P 91NWF132P 00NWF132P 91NWF132P 99NWF132P 91NWF132P 04NW141P 91NWF132P 03NW132P 91NWF132P 03NW132P 99NWF132P 91NWF132P 05NW132P 91NWF132P 91NWF132S

TRAFFIC DENSITY MGT
→ 21.2(43.1#1)
← 65.1(43.1#2)
→ 21.2(60.4#1)
← 65.1(25.9#2)
→ 17.9(52.5#1)
← 57.1(22.5#2)

V-11-WV

GLEN LYN 10330 — VA | WV — (WILLS) 10332 — PD JCT 11327 — KV 10335

S E W N

GLEN LYN CORP MERCER CO — 340.68-2DGO-127'(96)(96) — 340.79-1DGO-103'(96)(90) — 341.60-1DTO-112'(01)(01) — 343.02-1DGO-67'(85)(89)

TRACK LAYOUT
#1
#2

LINE SEGMENT 5470
469559L — MAIN (SR 704)
GLEN LYN CROSSOVER — EAST RIVER — EAST RIVER
469560F — PRIVATE
EAST RIVER
469561M — MILLER
469563B — CHRISTIE RD-CR 219
469564H — CR 8
PD CROSSOVER
N-344.10=V-327.00
KV CROSSOVER

CURVATURE #1: 9.3L 7.4R 7.7R 9.8L 9.3L 6.2R 5.8R 1.9R 1.4R 5.8R 1.1R 5.0R 6.0L 6.3L 6.5L 8.1R 8.0R 8.3L 8.0L 8.4L 8.7R 7.9R 5.8R 6.0R 10.3L 9.0L 10.0R 9.0R 6.6L 3.2L 0.5L 0.5L 1.2L 1.0L 2.2L 4.2R 4.1R 3.0L 0.5R 1.4R 0.9R 0.8R

ALIGNMENT: 4.00 3.00 3.00 2.50 2.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 2.00 2.00 2.00 2.00 2.00 2.00 2.00 1.50 1.50 3.00 2.50 3.00 2.50 2.50 1.00 1.00 1.00 1.50 1.50 1.50 2.00 2.00 1.50 1.00 1.00 1.00 1.00

#2 ELEVATION: 9.3L 7.4R 7.7R 9.8L 9.3L 6.2R 5.8R 1.9R 1.4R 5.8R 1.1R 5.0R 6.0L 6.3L 6.5L 8.1R 8.0R 8.3L 8.0L 8.4L 8.7R 7.9R 5.8R 6.0R 10.3L 9.0L 10.0R 9.0R 6.6L 3.2L 0.5L 0.5L 1.2L 1.0L 2.2L 4.2R 4.1R 2.5L 1.0R 1.0R 1.5R 0.8R

4.00 3.00 3.00 2.50 2.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 2.00 2.00 2.00 2.00 2.00 2.00 2.00 1.50 1.50 3.00 2.50 3.00 2.50 3.00 1.50 1.00 1.00 1.50 1.50 1.50 2.00 2.00 1.50 1.00 1.00 1.00 1.00

FREIGHT SPEED
TANGENT (25) ← (25) → (25) (25) (25) ← (25) → (25) (25)
(CURVE) (25) ← (25) → (25) (25) (25) ← (25) → (25) (25)
30 30

GRADE: +1.07 +0.78 +0.62 +0.91 +1.20 +0.24 +0.77 +0.68 +0.17 0.00 +0.32

Sheet 55 N_340_345

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N345 — 4600' — N346 — 5340' — N347 — 5327' — N348 — 5049' — N349 — 5521' — N350

MAINTENANCE #1: T&S-06/05

MAINTENANCE #2: T&S-06/05

RAIL #1: 92NWF136P, 92NWF135S, 92NWF136P, 00NWF136P, 92NWF136P, 03NWF141P, 92NWF136P, 92NWF136S, 92NWF136P, 93NWF132P, 98NWF136P

RAIL #2: 92NWF136P, 92NWF135S, 03NWF141P, 99NWF132P, 92NWF136P, 03NWF141P, 92NWF136P, 92NWF136S, 92NWF136P, 05NWF141P, 92NWF136S, 98NWF136P, 04NWF141P, 02NWF141P, 91NWF132S, 91NWF132P, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136P

RAIL #2: 91NWF132S, 91NWF132P, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 02NWF141P, 04NWF141P, 92NWF136P

TRAFFIC DENSITY MGT: → 17.9(52.5#1) ← 57.1(22.5#2) — → 17.9(52.5#1) ← 57.1(22.5#2)

V-11-WV

OAKVALE 10337

346.44-2DGO-88'(97)(97) MERCER CO OAKVALE CORP

346.62-2DGO-126'(89)(83)

MERCER CO. OAKVALE CORP.

349.13-2DGO-84'(97)(90)

S E W N

TRACK LAYOUT #1 #2

LINE SEGMENT 5470

469565P DENNY HILL

469566W CR 219/6,WATERWAY

EAST RIVER

FOOTPATH

469567D SR 112

OAKVALE CROSSOVER

469568K BRINKLEY

SR 112

469570L ROSCOE'S X-ING

469571T HOOT OWL

CURVATURE #1: 0.5L, 7.6R, 9.7L, 9.5R, 8.3L, 5.3R, 5.3L, 6.3R, 7.1R, 8.6L, 8.8L, 11.3R, 11.1L, 11.4L, 9.2R, 6.9R, 0.8L, 3.1L

ALIGNMENT: 1.00, 3.00, 2.50, 2.50, 3.50, 1.50, 1.50, 1.50, 1.50, 2.00, 2.00, 3.00, 3.00, 3.00, 2.50, 1.50, 1.00, 1.50

CURVATURE #2: 0.5L, 7.6R, 9.7L, 9.8R, 8.3L, 1.0R, 1.0L, 5.3R, 5.3L, 6.3R, 7.1R, 8.6L, 8.8L, 11.0L, 9.8R, 11.0R, 10.8R, 11.1L, 10.3L, 11.4L, 9.2R, 6.9R, 5.8L, 0.8L, 3.1L

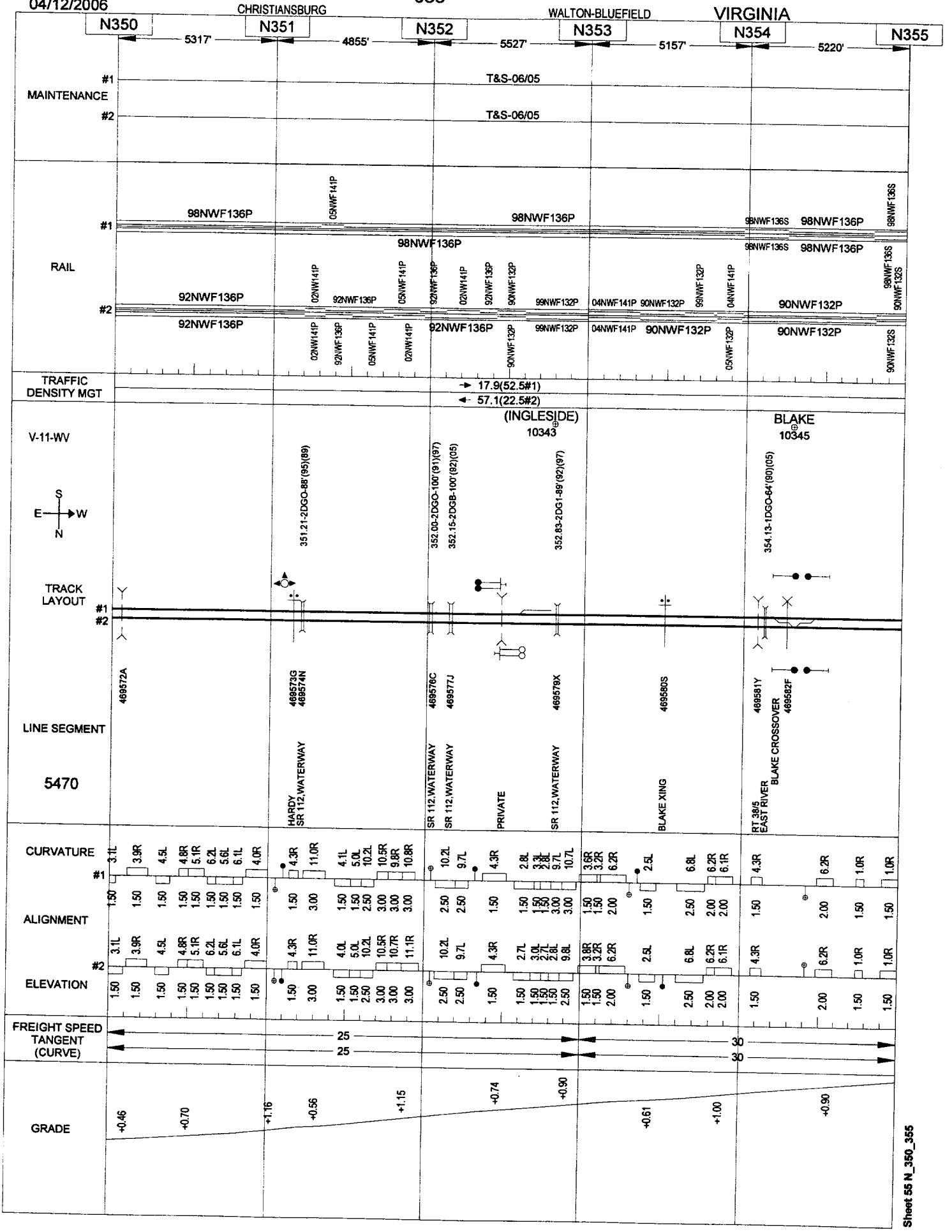
ELEVATION: 1.00, 3.00, 2.50, 2.50, 3.50, 1.50, 1.50, 1.50, 1.50, 2.00, 2.00, 3.00, 4.00, 4.00, 4.00, 3.00, 3.00, 3.00, 2.50, 1.50, 2.50, 1.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 30 — 25

FREIGHT SPEED TANGENT (CURVE): 30 — 25

GRADE: +0.32, +0.01, +0.73, +0.55, +0.78, +0.53, 0.00, +0.24, +0.52, +0.86, +0.48, +1.22, +1.11, +0.53, +0.46

Sheet 55 N_345_350



Sheet 55 N_350_355

04/12/2006

CHRISTIANSBURG — WALTON-BLUEFIELD — VIRGINIA

N355 — N356 — N357 — N358 — N359 — N360

5407' — 5306' — 5178' — 5407' — 5338'

MAINTENANCE
#1 T&S-06/05
#2 T&S-06/05

RAIL
#1: 98NWF136S; 98NWF136P
#2: 98NWF136S; 98NWF136P; 90NWF132S; 98NWF132P; 98NWF132P; 04NWF141P; 90NWF132P; 04NWF141P; 90NWF132P; 05NWF132P; 90NWF132P; 05NWF132P; 90NWF132P; 04NWF141P; 90NWF132P; 90NWF132S; 90NWF132P; 90NWF132S; 90NWF132P; 90NWF132S; 90NWF132P; 90NWF132P; 98NWF132P; 90NWF132P; 04NWF141P; 90NWF132P; 04NWF141P; 90NWF132P; 05NWF132P; 99NWF132P; 04NWF141P; 90NWF132P; 90NWF132S; 90NWF132P; 90NWF132S; 90NWF132P

TRAFFIC DENSITY MGT
→ 17.9(52.5#1)
← 57.1(22.5#2)
→ 17.9(52.6#1)
← 57.2(22.5#2)

V-11-WV

(JUG NECK) ⊕ — (ADA) ⊕ 10349

TEST MILE — TEST MILE

S E W N

355.51 355.51 — 359.21-1MAB-24' — 359.74-1DGO-67/(93)(01) — 359.90 359.90

TRACK LAYOUT
#1
#2

LINE SEGMENT
469584U — 469585B 469585B — 469587P — 469588W — 469589D — 469590X

5470
PVT-ACCESS — I-77 I-77 — JUG NECK RD — SR 38 — EAST RIVER — SR 112 — US 460 US 460

CURVATURE
#1: 12.7R 12.7L 11.8L 7.1L 9.3R 8.6L 7.5R 4.3R 5.3L 6.7R 6.7L 7.5R 6.8R 6.0L 1.9L 0.8R 3.0L 6.4R 5.8L 4.0R 3.6R

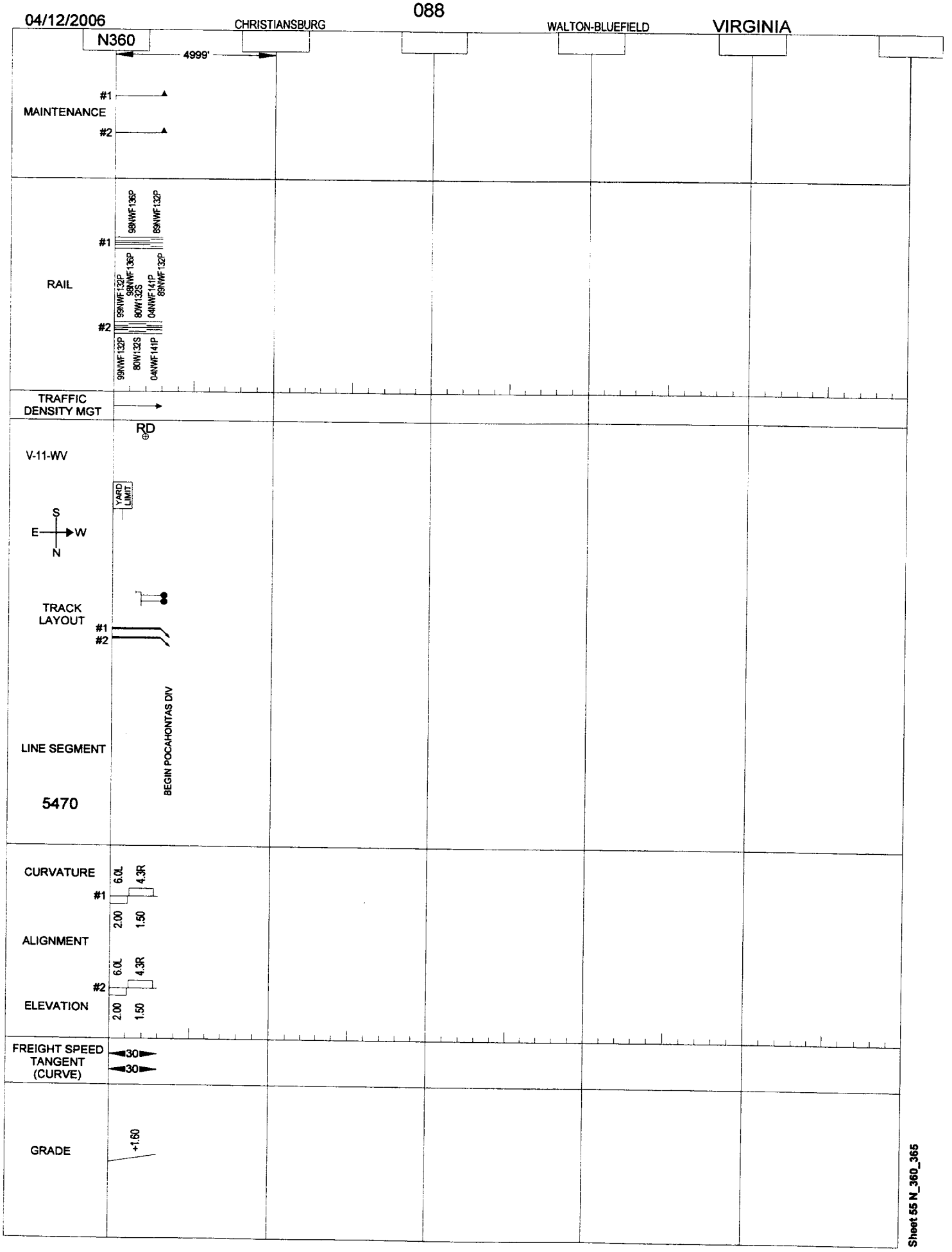
ALIGNMENT
4.00 4.00 4.00 3.00 4.00 3.50 3.00 1.50 1.50 2.50 2.50 3.00 2.50 2.00 1.50 1.00 1.50 2.50 2.00 1.50 1.50

#2 ELEVATION
12.7R 12.7L 11.8L 7.1L 9.3R 8.6L 7.5R 4.3R 5.3L 6.7R 6.7L 7.5R 6.8R 6.0L 1.9L 0.8R 3.0L 6.4R 5.8L 4.0R 3.6R
4.00 4.00 4.00 3.00 4.00 3.50 3.00 1.50 1.50 2.50 2.50 3.00 2.50 2.00 1.50 1.00 1.50 2.50 2.00 1.50 1.50

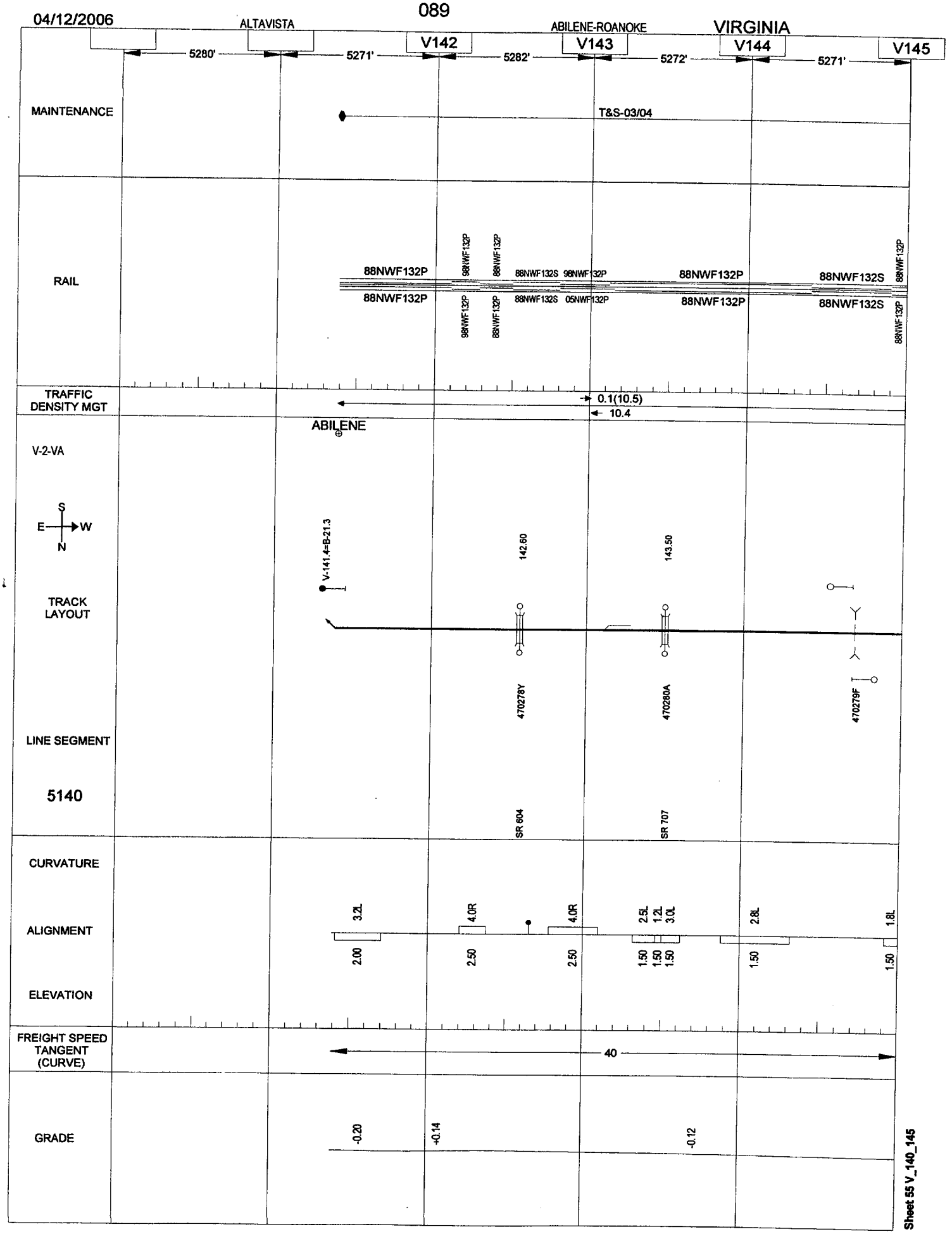
FREIGHT SPEED
TANGENT 30
(CURVE) (25) (25) 30
(25) (25)

GRADE
+1.36 +0.73 +0.98 +0.55 +1.00 +0.82 +0.76 +0.69 +1.21 +1.60
+1.74%
ROANOKE TO BLUEFIELD

Sheet 55 N_355_360



Sheet 55 N_360_365



Sheet 55 V_140_145

ALTAVISTA — ABILENE-ROANOKE

V145 — 2112' — V146 — 5275' — V147 — 5274' — V148 — 5377' — V149 — 5276' — V150

MAINTENANCE

T&S-03/04 — T&S-03/05

RAIL

88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S — 88NWF132P — 97NWF132P — 88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S

88NWF132P — 88NWF132S — 88NWF132P — 01NW132P — 88NWF132S — 88NWF132P — 99NWF132P — 88NWF132P — 88NWF132S — 88NWF132P — 01NW132P — 88NWF132P — 88NWF132S

TRAFFIC DENSITY MGT

→ 0.1(10.5)

← 10.4

V-2-VA

S E W N

TRACK LAYOUT

145.30 — 147.47 — 148.70 — 149.90-30BSO-1380'(88)

470282N — 470284C — 470285J — 470286R — 470287X

LINE SEGMENT

5140

SR 707 — SR 655 — SR 658 — E BRANCH WARDS FORK

CURVATURE

ALIGNMENT

1.8L — 1.8L — 3.7R — 4.0L — 3.0R — 1.0R — 3.0R — 4.2R 3.2R — 4.0R — 2.8L 4.2L 2.8L 4.2L — 3.0L

ELEVATION

1.50 — 1.50 — 2.50 — 2.50 — 1.50 — 1.50 — 1.50 — 3.00 3.00 — 3.00 — 1.50 3.00 1.50 3.00 — 1.50

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

-0.12

Sheet 55 V_145_150

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V150 — 5272' — V151 — 6181' — V152 — 4880' — V153 — 5277' — V154 — 5279' — V155

MAINTENANCE

T&S-03/05

RAIL

88NWF132S 88NWF132P 85NW132S

88NWF132S 88NWF132P 85NW132S

TRAFFIC DENSITY MGT

→ 0.1(10.5)

← 10.4

V-2-VA

(CULLEN) 11151

WOMACKS 11154

TRACK LAYOUT

S E W N

150.82 151.60-16BSO-720'(04) 152.30 153.54

LINE SEGMENT

5140

470289L THOMAS JEFFERSON HWY 470291M W BR WARDS FORK 470293B 470294H SR 650 470295P SR 649

CURVATURE

ALIGNMENT

1.5L 1.1L 3.5R 2.0L 3.5R 1.3L

ELEVATION

1.50 1.50 2.00 1.50 2.00 1.50

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

-0.10 -0.15 -0.11

Sheet 55 V_150_155

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V155 — V156 — V157 — V158 — V159 — V160

5273' — 5281' — 5281' — 5283' — 5284'

MAINTENANCE: T&S-03/05

RAIL: 85NW132S / 85NW132S — 98NWF132P / 98NWF132P — 85NW132S / 85NW132S

TRAFFIC DENSITY MGT: → 0.1(10.5) ← 10.4

V-2-VA

TERRY 11156 — (PHENIX) 11157

156.40-258SO-1140'(99) — 156.80 — 158.00-16DGO-720'(01) — 158.90 — 159.90

S E W N

TRACK LAYOUT

LINE SEGMENT 5140

470297D HILLCROFT RD-SR 667 — TERRY'S CREEK — 470298K SR 40 — 470299S LINCOLN ST-SR 1001 — 470300J BERKLEY ST-SR 675 — CUB CREEK — 470301R SR 675 — 470302X SR 617

CURVATURE

ALIGNMENT: 1.3L, 0.7R, 2.1R, 2.5L, 1.2R

ELEVATION: 1.50, 1.00, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.11, 0.00

Sheet 55 V_155_160

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V160 — 5572' — V161 — 5251' — V162 — 5281' — V163 — 5282' — V164 — 5284' — V165

MAINTENANCE: T&S-03/05 | T&S-03/04

RAIL: 85NW132S / 85NW132S | 81W132S / 81W132S | 88NWF132S / 88NWF132S

TRAFFIC DENSITY MGT: → 0.1(10.5) ← 10.4

V-2-VA

(ASPEN) 11163

S E W N

161.00-1CAB-16' | 162.00 | 163.00-1CAB-14' | 163.19

TRACK LAYOUT

470303E | 470304L | 470306A | 470307G | 470308N | 470309V | 470310P | 470311W

LINE SEGMENT 5140

LOUISE CREEK | PRIVATE ROAD | ASPEN RD-SR 678 | LITTLE LOUISE CREEK | SR 672 | TERRELL RD-SR 693

CURVATURE

ALIGNMENT: 2.1R, 1.6L, 1.7L, 1.9L, 1.8L, 2.3L, 1.7R, 1.7R, 1.9R, 2.3L, 1.6L, 0.7R, 0.6R, 1.5R, 1.3R, 1.4R

ELEVATION: 1.50, 1.50, 1.50, 0.50, 1.00, 1.00, 1.50, 1.50, 1.00, 1.50, 1.50, 1.00, 1.00, 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.09 | -0.05 | 0.00

Sheet 55 V_160_165

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V165 — 5282' — V166 — 5299' — V167 — 4654' — V168 — 5879' — V169 — 5292' — V170

MAINTENANCE: T&S-03/04; T&S-03/04 S-02/05; T&S-06/03 S-02/05

RAIL: 88NWF132S; 88NWF132P 01NW132P; 88NWF132P; 88NWF132S; 88NWF132P; 88NWF132S; 88NWF132P 01NW132P

RAIL: 88NWF132S; 88NWF132P; 88NWF132S 05NWF132P; 88NWF132P; 88NWF132S; 88NWF132P 05NWF132S

TRAFFIC DENSITY MGT: → 0.1(10.5); ← 10.4; → 2.9(24.2); ← 21.3

V-2-VA

S E W N

TRACK LAYOUT: 470312D; 165.80-7BSO-288'(00); 470313K; 166.42; 470315Y; (PATRICK HENRY); CHARLOTTE CO CAMPBELL CO; 470316F; (VABROOK) 12036; 168.00-36BSO-1650'(04); RED HILL; V-168.7=L-33.5; 904670R; CAMPBELL CO BROOKNEAL CORP

LINE SEGMENT 5140: TURNIP CREEK; SR 619; DURHAM DISTRICT

CURVATURE / ALIGNMENT: 1.0R; 2.8R; 5.7L; 1.8L; 5.7R; 4.8L; 1.2R; 2.7R; 1.2L; 1.4L

ELEVATION: 1.50; 1.50; 3.00; 1.50; 3.00; 3.50; 1.50; 1.50; 1.50; 1.00

FREIGHT SPEED TANGENT (CURVE): (35); 40 (35)

GRADE: 0.00; -0.11; -0.13

Sheet 55 V_165_170

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V170 — 5268' — V171 — 5296' — V172 — 5117' — V173 — 5447' — V174 — 5285' — V175

MAINTENANCE

T&S-06/03
S-02/05

RAIL

88NWF132S 88NWF132P 01NWF132P 88NWF132P 98NWF132P 99NWF132P 88NWF132S 88NWF132P

88NWF132S 88NWF132P 01NWF132P 88NWF132P 88NWF132S 88NWF132P 98NWF132P 05NWF132P 88NWF132P 98NWF132P 88NWF132P

TRAFFIC DENSITY MGT

→ 2.9(24.2)
← 21.3

V-2-VA

BROOKNEAL
11170

BROOKNEAL CORP
CAMPBELL CO

TEST MILE

TEST MILE

170.30-3BSB-118'

173.70-1DGO-45'(85)

S
E W
N

TRACK LAYOUT

470318U

904669W

LINE SEGMENT

5140

US 501

WHIPPING CREEK

CURVATURE

ALIGNMENT

1.4L 0.8L 4.6R 4.7L 0.5R 5.8R 6.0L 0.9L 0.9L 2.8R 2.6L 6.0R 5.5R 4.1L

1.00 1.00 3.50 3.50 1.00 3.50 3.50 1.50 1.50 1.50 1.50 3.50 4.00 3.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

40 — 35 — 40

GRADE

-0.13 -0.10 +0.15

Sheet 55 V_170_175

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V175 — 5296' — V176 — 5288' — V177 — 5278' — V178 — 5288' — V179 — 5279' — V180

MAINTENANCE

T&S-06/03
S-02/05

RAIL

88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S

88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S — 88NWF132P — 88NWF132S

TRAFFIC DENSITY MGT

→ 2.9(24.2)
← 21.3

V-2-VA

(KEEVER) 11177 — (MELROSE) 11178

S E W N

176.30-1BSO-24'(97)

179.60-3DGO-130'(02)

TRACK LAYOUT

LINE SEGMENT

470322J — CLARKS BRANCH — 470325E — 470326L — HILL CREEK

5140

CURVATURE

ALIGNMENT

4.1L — 3.0L — 2.1R — 0.6R — 1.3R — 1.8L — 1.8L — 2.2R — 2.0R — 0.8L — 1.5R — 1.3R

ELEVATION

3.00 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.00 — 1.50 — 1.00

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

+0.15 — +0.12 — +0.68 — -0.16

Sheet 55 V_175_180

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V180 — V181 — V182 — V183 — V184 — V185

5278' — 5274' — 5235' — 5331' — 5287'

MAINTENANCE: T&S-10/01, S-04/03

RAIL: 88NWF132S, 88NWF132P, 88NWF132S, 88NWF132P; 88NWF132S, 88NWF132P, 98NWF132P, 88NWF132P, 98NWF132P, 88NWF132P, 88NWF132S, 88NWF132P

TRAFFIC DENSITY MGT: → 2.9(24.2); ← 21.3

V-2-VA

(LONG ISLAND) 11181 — SENECA 11183 — MARYSVILLE 11185

182.50-2DGO-85'(94)

183.60-1CAB-14'

TRACK LAYOUT

LINE SEGMENT 5140

470329G — LONG ISL RD-SR 761

470331H

470332P — SENECA CREEK

SWANS CREEK

470334D

CURVATURE

ALIGNMENT: 1.3R; 1.3L, 1.3L, 1.4L, 1.3L; 3.4L; 3.8L; 0.7R; 2.0L, 2.0L; 2.2L; 3.0R; 1.6L, 1.5L; 1.5R; 2.0L

ELEVATION: 1.00; 1.50, 1.00, 1.00, 1.00; 2.00; 2.50; 1.00; 1.50, 0.50; 1.50; 1.50; 1.50, 0.50; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.16; 0.00; +0.07; +0.09

Sheet 55 V_180_185

ALTAVISTA ABILENE-ROANOKE VIRGINIA

V185 V186 V187 V188 V189 V190

5274' 5285' 5297' 5263' 5283'

MAINTENANCE: T&S-10/01 S-04/03

RAIL: 88NWF132P 99NWF132P 97NWF132P 88NWF132P 96NWF132P 88NWF132P 87NW132S 96NWF132P 87NW132S

88NWF132P 97NWF132P 88NWF132S 88NWF132P 87NW132S

TRAFFIC DENSITY MGT: → 2.9(24.2) ← 21.3

V-2-VA

(TABOR) 11189

186.10-3DGO-105'(97)

S E W N

TRACK LAYOUT

470336S

470337Y

LINE SEGMENT 5140

CATAMOUNT CREEK

CURVATURE

ALIGNMENT: 2.0L 2.5R 4.2R 2.7R 2.1R 5.3L 5.7L 3.4L 1.5L 1.5R 6.8R 3.2L 1.1R 4.5R 4.8L 2.3R 5.5R 2.8L 1.2R

ELEVATION: 1.50 1.50 3.00 1.50 1.50 3.50 3.50 2.00 1.50 1.50 4.00 1.50 1.00 2.00 2.50 1.50 3.00 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 40 35

GRADE: +0.09 +0.06

Sheet 55 V_185_190

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V190 — 5278' — V191 — 5282' — V192 — 5278' — V193 — 5281' — V194 — 5278' — V195

MAINTENANCE: T&S-10/01 S-04/03; T&S-03/03

RAIL: 87NW132S; 97NWF132P; 98NWF132P; 87NW132S; 00NWF132P; 87NW132S; 87NW132S; 05NWF132P; 87NW132S; 01NW132P; 87NW132S; 00NWF132P; 87NW132S

TRAFFIC DENSITY MGT: 2.9(24.2); 21.3

V-2-VA

(PERROWS) 11192

(MANSION) 11195

S E W N

190.10-3DGO-89'(97); 191.50-1CAB-10'; 193.00-1CAB-10'; 194.10-1CAB-10'; 194.40-931'; 195.00-1BSO-24'(92)

TRACK LAYOUT

470338F; 470339M; 904668P; 470343C

LINE SEGMENT 5140: MINTER CREEK; WATERWAY; PRIVATE; HILLS CREEK; PRIVATE; CHEESE CREEK; MANSION TUNNEL; SR 640

CURVATURE

ALIGNMENT: 6.2L; 6.2R; 6.3L; 4.5R; 5.0R; 4.5L; 0.7L; 2.0L; 2.1L; 2.0L; 2.2L; 3.7R; 1.5L; 4.0L; 4.0L; 3.8L; 5.5R; 2.5L; 3.8R; 3.6R

ELEVATION: 3.50; 3.50; 3.50; 2.00; 4.00; 3.50; 1.50; 1.50; 1.50; 1.00; 1.00; 2.50; 1.50; 2.50; 2.00; 2.00; 4.00; 1.50; 2.50; 2.50

FREIGHT SPEED TANGENT (CURVE): 35; 40

GRADE: +0.06; +0.14; +0.24; -0.36

Sheet 55 V_190_195

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V195 — 5280' — V196 — 5278' — V197 — 5268' — V198 — 5291' — V199 — 5275' — V200

MAINTENANCE: T&S-03/03; T&S-10/01; S-04/03

RAIL: 87NW132S; 87NW132S; 05NWF132P; 87NW132S

TRAFFIC DENSITY MGT: 2.9(28.2); 25.3

V-2-VA

(MANSION) 11195 — DOGWOOD 11198 — ALTAVISTA 11199

S E W N

TRACK LAYOUT: 195.12; 196.00-2DGO-140'(92); 197.50-1CBB-12'; 199.00-1BSO-50'; 199.40; 199.50

LINE SEGMENT 5140: SR 640; OTTER RIVER; PRIVATE; PRIVATE; ROSS LABORATORIES 15; PRIVATE; PRIVATE WATERWAY; PRIVATE OVERHEAD PIPELINE OVERHEAD PIPELINE; PEDESTRIAN BRIDGE PRIVATE PEDESTRIAN BRIDGE SR 868; OVERHEAD WALKWAY; BUS US 29 SOU MAIN MP 196.00

470344J; 470345R; 470347E; 470350M 470351U; 470352B; 470354P; 470355W; 470357K; 470360T

CURVATURE

ALIGNMENT: 3.6R; 2.1L; 2.6L; 3.0L; 3.8L; 3.2L; 1.3L; 2.0R; 3.0R; 3.5R; 3.8R; 0.4R; 5.0R; 3.0R; 0.4R

ELEVATION: 2.50; 1.50; 1.50; 1.50; 2.50; 2.00; 1.50; 1.50; 1.50; 2.50; 2.50; 1.00; 2.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.13; +0.07; +0.06; +0.16; +0.24

Sheet 55 V_195_200

04/12/2006 ALTAVISTA ABILENE-ROANOKE VIRGINIA

V200 V201 V202 V203 V204 V205

5281' 5279' 5280' 5281' 5280'

MAINTENANCE: T&S-07/03 S-01/06

RAIL: 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P

TRAFFIC DENSITY MGT: 2.9(28.2) / 25.3; 9.7(56.5) / 46.8

V-2-VA: HURT; CAMPBELL CO, PITTSYLVANIA CO; 200.00-14DGO-808'(86); V-200.3 = AC-197.0; SOUTHERN COMPANY; 201.25; 201.25; 202.30; 204.90-13DGO-681'(96); PITTSYLVANIA CO, CAMPBELL CO

S E W N

TRACK LAYOUT

LINE SEGMENT 5140: 470361A ROANOKE RIVER, ROAD; 470364V 470364V US 29 NB US 29 SB; 470365C; 470366J PRIVATE ROAD; 470369E; 470371F ROANOKE RIVER

CURVATURE / ALIGNMENT: 3.0R; 0.9L; 3.5L; 0.9L; 1.4R; 2.0L; 2.5R; 3.3L; 2.0R

ELEVATION: 1.50; 1.00; 2.00; 1.00; 1.50; 1.50; 1.50; 2.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.22; +0.03; +0.47

Sheet 55 V_200_205

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V205 — 5280' — V206 — 5279' — V207 — 5341' — V208 — 5279' — V209 — 5281' — V210

MAINTENANCE: T&S-07/03; S-01/06

RAIL: 00NWF136P; 00NWF141P; 00NWF140P; 00NWF141P; 00NWF140P; 00NWF141P; 00NWF140P; 00NWF141P; 00NWF136P; 97NWF136S; 97NWF136P

TRAFFIC DENSITY MGT: → 9.7(56.5); ← 46.8

V-2-VA

(LEESVILLE) 11205

AMOS BRANCH 11210

CAMPBELL CO; BEDFORD CO

205.22-1DGO-31'(84); 206.20-832'; 207.10-3DGO-200'(05); 208.20-3DGO-226'(05); 208.40-2DGO-180'(83)

S E W N

TRACK LAYOUT

LINE SEGMENT 5140

470372M; 470373U; 470374B; 470377W

SR 630; LEESVILLE TUNNEL; GOOSE CREEK; GOOSE CREEK; GOOSE CREEK

CURVATURE

ALIGNMENT: 2.0R; 4.3R; 2.0R; 5.0L; 1.5L; 3.7L; 7.8R; 8.1R; 1.3L; 6.0L; 3.3R; 1.3L; 2.5R; 3.3L

ELEVATION: 1.00; 3.50; 1.50; 3.50; 1.50; 2.50; 3.50; 3.50; 1.50; 3.50; 2.00; 1.50; 1.50; 2.00

FREIGHT SPEED TANGENT (CURVE): 40 (30) (35) (35)

GRADE: -0.28; +0.07; +0.22; -0.09; +0.02; +0.09

Sheet 55 V_205_210

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V210 — 5280' — V211 — 5281' — V212 — 5278' — V213 — 5407' — V214 — 5150' — V215

MAINTENANCE: T&S-07/03 S-01/06; T&S-04/04 S-01/06

RAIL: 97NWF136P; 97NWF136S; 00NWF136P

TRAFFIC DENSITY MGT: → 9.7(56.5); ← 46.8

V-2-VA

HUDDLESTON 11212

S E W N

210.00-1CAB-10' 211.73 212.20-2CAB-12' 212.90-1CAB-10' 213.50-562' 213.70-5DGO-397'(88) 214.50-2CAB-24' 214.60-1BSO-24'(88) 214.80

TRACK LAYOUT

470378D 904664M 470379K 470380E 470381L 470382T

LINE SEGMENT 5140: AMOS BRANCH; SR 626; WATERWAY; GLADY BRANCH; HUDDLESTON TUNNEL; GOOSE CREEK; WATERWAY; SR 732; SR 737

CURVATURE

ALIGNMENT: 3.3L 1.7R 2.2L 0.7R 1.0R 2.7L 2.1L 2.8L 3.2L 5.0L 5.0R 4.7L 5.3L 7.8R 3.7R

ELEVATION: 2.00 1.50 1.50 1.00 1.00 1.50 2.00 2.00 2.00 3.50 3.50 3.00 3.00 3.50 1.50

FREIGHT SPEED TANGENT (CURVE): 40 (35) (30) 35

GRADE: +0.09 +0.20 +0.49

Sheet 55 V_210_215

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V215 — 5178' — V216 — 5288' — V217 — 5270' — V218 — 5277' — V219 — 5290' — V220

MAINTENANCE: T&S-04/04, S-01/06

RAIL: 97NWF136P; 00NWF136P; 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136P; 97NWF136S; 97NWF136P

TRAFFIC DENSITY MGT: → 9.7(56.5); ← 46.8

V-2-VA

(STONE MOUNTAIN) 11218

S E W N

TRACK LAYOUT: 216.60-11BSO-480'(00); 217.00; 217.30-2CAB-24'; 217.80

LINE SEGMENT 5140: BOLD BRANCH; PRIVATE ROAD; WATERWAY; SR 805; 470383A; 470384G; 470385N

CURVATURE

ALIGNMENT: 5.6L; 5.8L; 5.0R; 2.8R; 3.0L; 4.0R; 2.0L 2.9L 2.0L; 2.3L; 4.0R; 5.0L; 3.7R; 4.0R

ELEVATION: 3.00; 3.50; 2.50; 1.50; 1.50; 2.50; 1.50 1.00 1.00; 1.50; 2.50; 3.50; 2.50; 3.50

FREIGHT SPEED TANGENT (CURVE): 35; 40

GRADE: +0.49; +0.44

Sheet 55 V_215_220

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V220 — V221 — V222 — V223 — V224 — V225

5279' — 5288' — 5277' — 5278' — 5277'

MAINTENANCE: T&S-04/04 S-01/06 — T&S-10/02 S-03/04

RAIL: 97NWF136S / 97NWF136S — 97NWF136P / 97NWF136P — 98NWF136S / 98NWF136S — 98NWF136P / 98NWF136P — 98NWF136S / 98NWF136S — 98NWF136P / 98NWF136P

TRAFFIC DENSITY MGT: → 9.7(56.5) ← 46.8

V-2-VA

(MONETA) 11221 — (WESTGATE) 11223 — (MEADOR) 11224

TRACK LAYOUT: 220.00 — 221.54 — 222.80-1CAB-12' — 223.50 — 224.20-1CAB-10'

LINE SEGMENT 5140: 470388J SR 654 — SR 122 — WATERWAY — 470390K SR 608 — 470391S WATERWAY MEADORS SPUR-SR 749

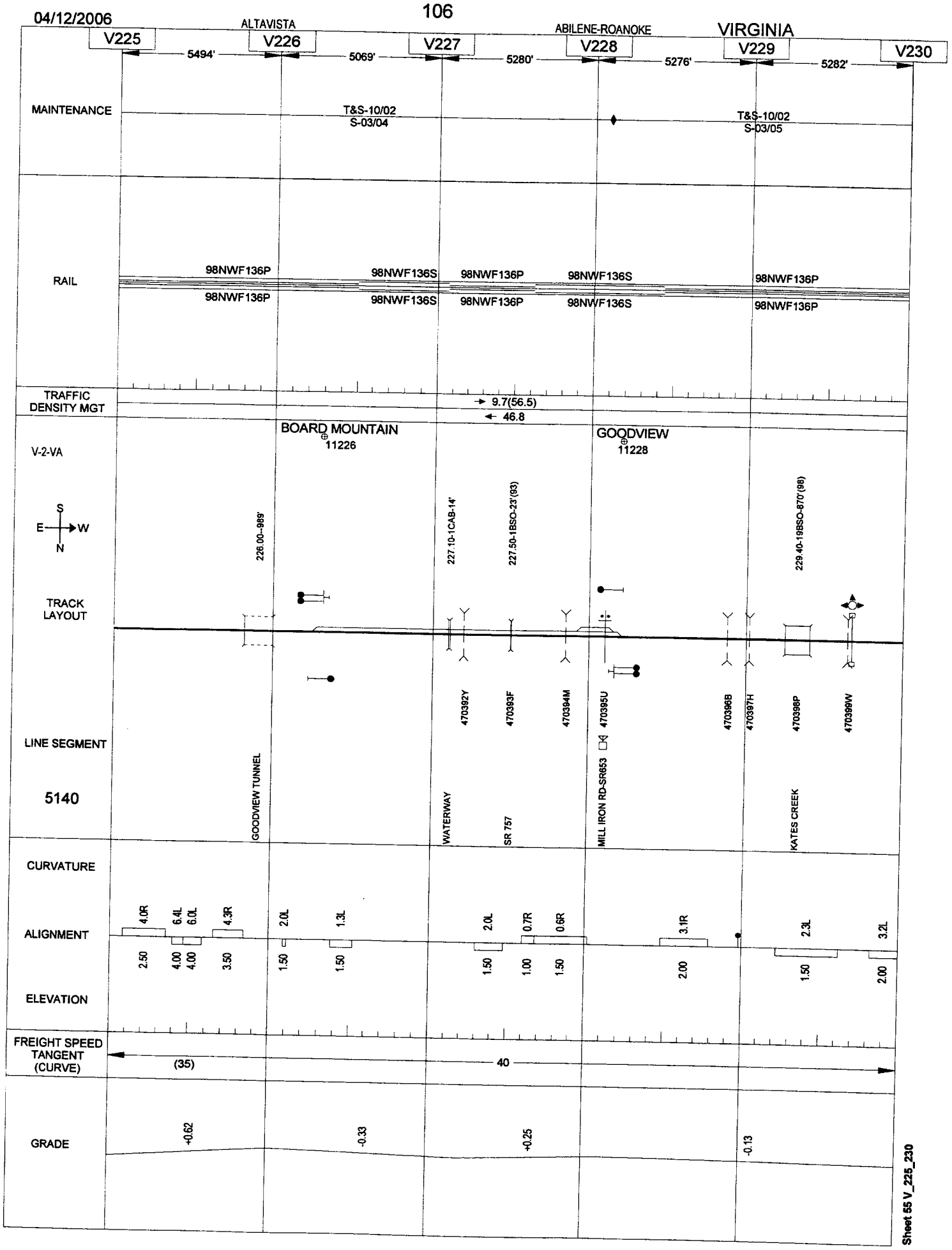
CURVATURE / ALIGNMENT: 1.0L 3.2L 4.7R 4.3R 0.7R 2.5R 1.2R 2.2R 2.8R 2.3R 2.8R 2.5R 4.5L 2.3R 0.6L 0.9R 3.9L 2.5L 3.0L 4.3R 4.3L

ELEVATION: 1.50 2.00 3.50 3.50 1.50 1.50 1.50 1.00 1.00 1.00 1.00 3.50 1.50 1.00 1.00 2.50 1.00 1.50 3.50 3.50

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.44 — +0.06 — +0.62 — +0.81% CREWE TO S. ROANOKE

Sheet 55 V_220_225



Sheet 55 V_225_230

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V230 — V231 — V232 — V233 — V234 — V235

5280' — 5023' — 5664' — 5152' — 5280'

MAINTENANCE: T&S-10/02, S-03/05

RAIL: 98NWF136P, 98NWF136S, 98NWF136P, 98NWF136P, 98NWF136S, 98NWF136P

TRAFFIC DENSITY MGT: → 9.7(56.5) ← 46.8

V-2-VA

(STEWARTSVILLE) 11231

(HARDY) 11234

S E W N

TRACK LAYOUT: 230.40, 230.70-2BSO-750'(03), 231.60, 232.00-19BSO-870'(86), 233.00-11BSO-450'(05), 233.65, 233.80-1BSO-23'(87)

LINE SEGMENT 5140: 470400N, 470402C, 470403J, 470404R

SR 755, BEAVER DAM CREEK, SR 757, FALLING CREEK, BARTON CREEK, SR 634, SR 720

CURVATURE

ALIGNMENT: 3.2L, 3.8R, 3.5L, 2.4L, 3.3R, 4.2L, 2.0L, 4.4L, 1.7L, 6.0R, 4.1L, 6.5R, 2.7L, 3.8R, 5.7L, 5.8R

ELEVATION: 2.00, 2.50, 2.00, 1.50, 2.00, 3.00, 1.50, 3.50, 1.00, 3.50, 2.00, 4.00, 1.50, 2.00, 3.50, 3.50

FREIGHT SPEED TANGENT (CURVE): 40, 35

GRADE: -0.13, -0.10, +0.27% S. ROANOKE TO CREWE

Sheet 55 V_230_235

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V235 — 5275' — V236 — 5270' — V237 — 5254' — V238 — 5279' — V239 — 5268' — V240

MAINTENANCE
T&S-10/02
S-03/05

RAIL
98NWF136P
98NWF136P

TRAFFIC DENSITY MGT
→ 9.7(56.5)
← 46.8

V-2-VA

TRACK LAYOUT

S
E → W
N

235.70–760'
BEDFORD CO.
ROANOKE CO.
TEST MILE
TEST MILE
(NIAGARA)
11238
238.20
238.80-1CAB-10'
DEMUTH
11239
YARD LIMIT

LINE SEGMENT
5140

HARDY TUNNEL
904667H
470405X
470406E
BLUE RIDGE PKWY
APCO
WOLF CREEK

CURVATURE

ALIGNMENT

5.8R 2.9L 4.0L 4.2L 8.0R 3.2L 2.5R 2.5R 3.5L 3.0L 4.0R 5.3L 8.0R 5.7L 3.0R 3.7R 3.5L

ELEVATION

3.50 1.50 2.00 2.00 3.50 1.50 1.50 1.50 1.50 1.50 1.50 2.00 3.50 2.00 1.50 1.50 2.00

FREIGHT SPEED TANGENT (CURVE)
35 — 30 — 35

GRADE
+0.01

Sheet 55 V_235_240

04/12/2006

ALTAVISTA — ABILENE-ROANOKE — VIRGINIA

V240 — V241 — V242 — V243

5278' — 5279' — 5280' — 5347' — 5280'

MAINTENANCE: T&S-04/04

RAIL: 98NWF136P; 98NWF136P; 98NWF136S; 87NWH132S; 98NWF136S; 87NWH132S

TRAFFIC DENSITY MGT: 2.2(43.2); 41.0

V-2-VA

DEMUTH 11239

SOUTH YARD (JK) 11243

BTC; ETC; YARD LIMIT; SOUTH ROANOKE YARD

240.30-2DGO-120'(98) VINTON CORP CITY OF ROANOKE

241.00-3DGO-71'(96); 241.13; 242.00; V-243.01W-1.0

TRACK LAYOUT

468581V; 470734W; 468582C

LINE SEGMENT 5145

V-240.0=VC-1.53; TINKER CREEK; TAYLOE AVE; 13TH ST; 9TH ST; NS SM 39

CURVATURE

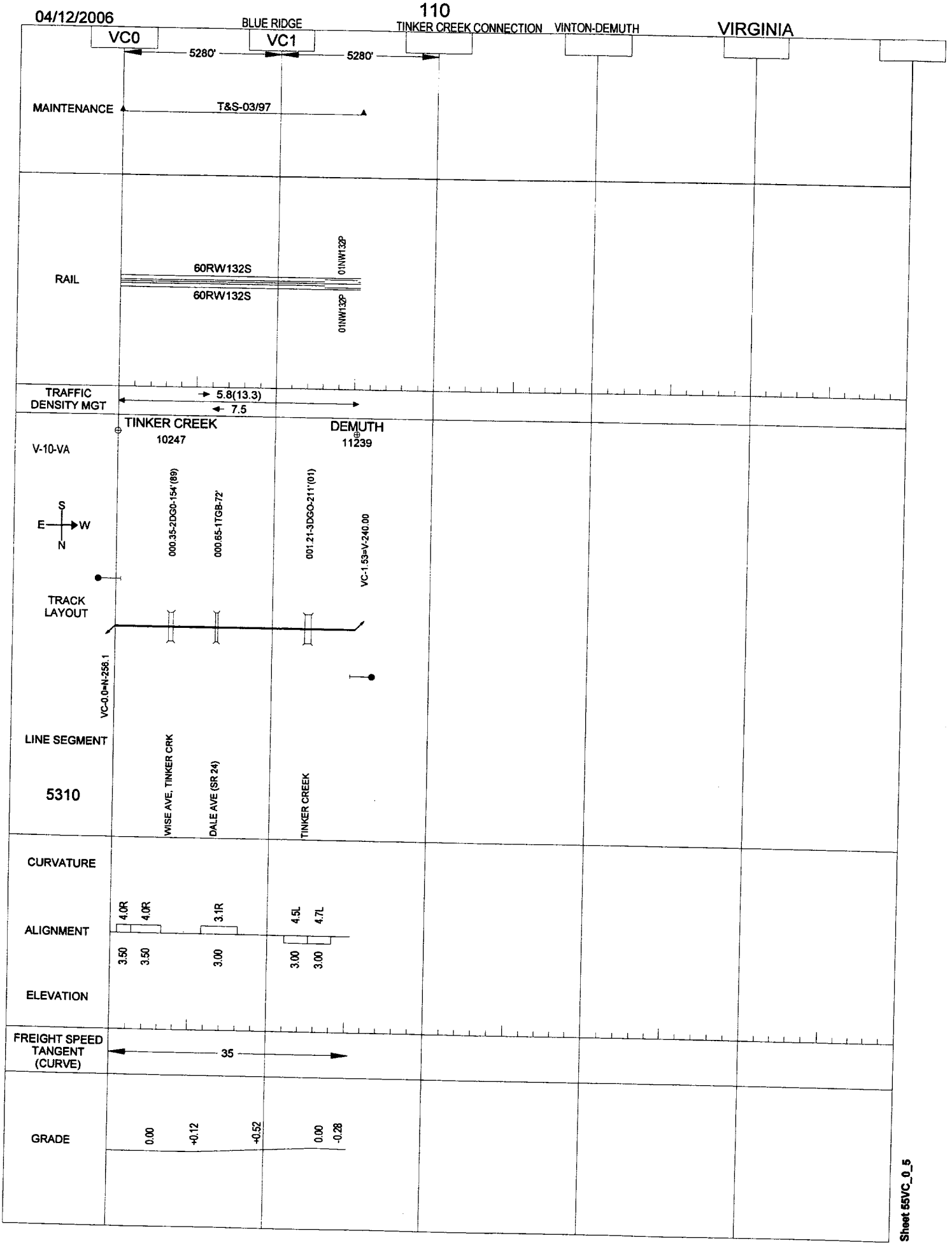
ALIGNMENT: 1.4L; 5.7L; 5.8R; 3.5R; 3.0R; 7.5L

ELEVATION: 1.00; 2.50; 1.50; 1.50; 1.50; 3.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.12; +0.15

Sheet 55 V_240_245



Sheet 55VC_0_5

04/12/2006

CHRISTIANSBURG | SALEM CONNECTION | SALEM | VIRGINIA

SX0 | SX1

5280' | 5280'

MAINTENANCE: T&S-03/97

RAIL: 71RJ132S / 71RJ132S

TRAFFIC DENSITY MGT: 0.4(4.9) / 4.5

V-10-VA

SALEM XOVER 11251

SALEM CONN 10258

TRACK LAYOUT

S E W N

SX-0.0=N-262.80

DILLARD PAPER

000.50

001.36

LINE SEGMENT

5500

SR 419

INTERCHANGE

COLORADO ST (US 11)

PRIVATE

SX-1.75=V-251.04

CURVATURE

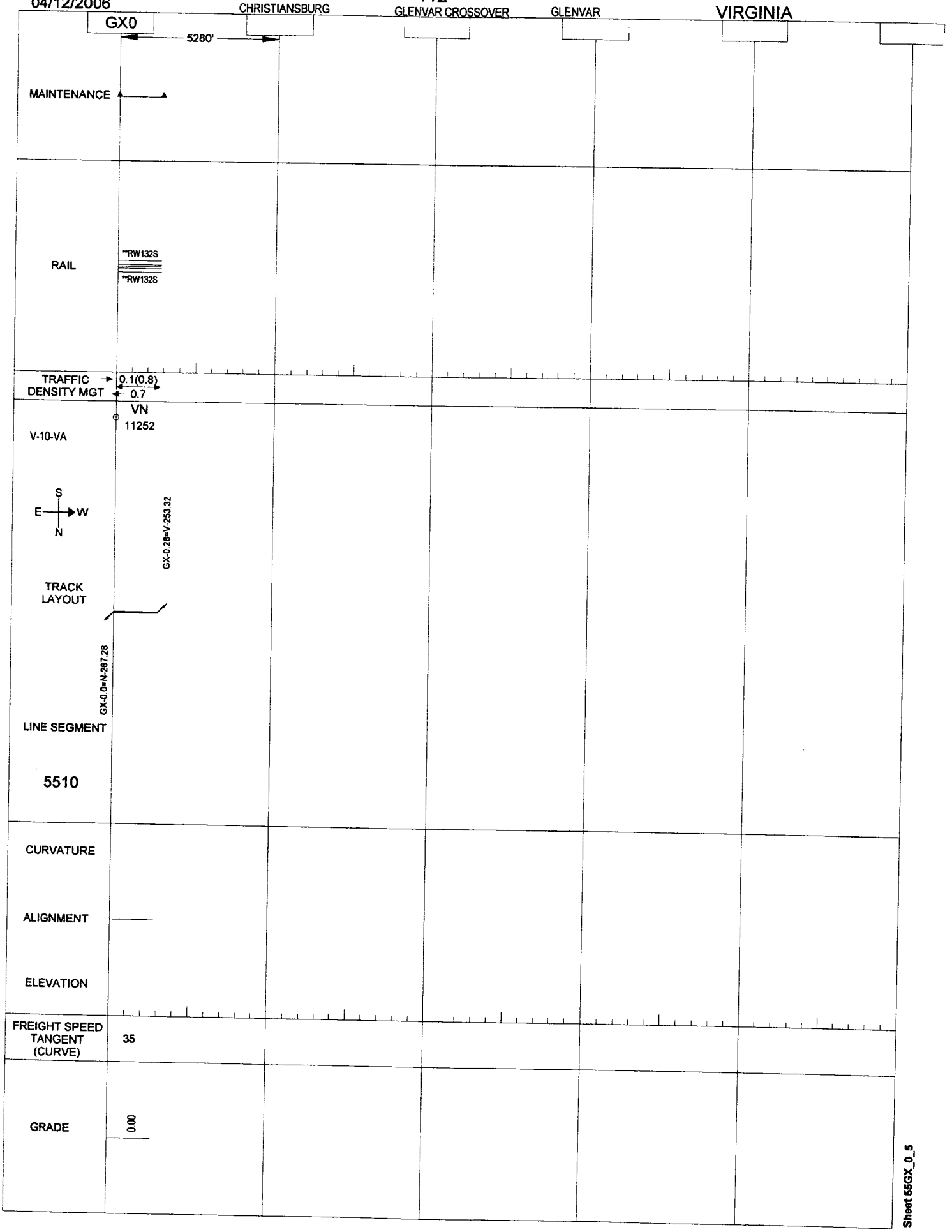
ALIGNMENT: 1.3R 1.2R 1.3R 4.5L

ELEVATION: 1.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: 0.00

Sheet 55SX_0_5



Sheet 55GX_0_5

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V244 — V245

5278' — 5279' — 5280' — 5347' — 5280'

MAINTENANCE

T&S-04/04

RAIL

80NW100S
80NW100S
80W100S
88RWF132S
80W100S
88RWF132S

TRAFFIC DENSITY MGT

0.0(39.5)
39.5

V-2-VA

SOUTH YARD (JK)
11243

BTC
ETC

YARD LIMIT

S
E W
N

TRACK LAYOUT

243.11
243.19
243.55
243.75
244.35

468587L
468588T
468589A

LINE SEGMENT

5480

WALNUT ST
JEFFERSON ST
FRANKLIN RD
I-581
MAIN ST

CURVATURE

ALIGNMENT

ELEVATION

4.5R
3.6R
3.7R
3.6R
3.7R
5.2R
6.0L
1.9L
5.7L

0.00
0.00
0.00
0.00
0.00
0.00
0.00
0.00
0.00

FREIGHT SPEED TANGENT (CURVE)

15

GRADE

+0.27

Sheet 55 V_240_245

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V245 — 5280' — V246 — 5282' — V247 — 5273' — V248 — 5278' — V249 — 5264' — V250

MAINTENANCE: T&S-09/04

RAIL: 88RWF132S, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 05NWF141P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S, 92NWF136P, 92NWF136S

TRAFFIC DENSITY MGT: → 0.0(39.5) ← 39.5

V-2-VA

WE S ROANOKE YD 11244

BELT LINE 11247

YARD LIMIT

S E W N

245.16 — 245.88-1CAB-10' — 246.50-3DGO-196'(84) — 247.34-1CAB-12' — 248.02 — 248.40-4CSB-68' CITY OF ROANOKE CITY OF SALEM — 248.90-3DGO-181'(90) — 249.64

TRACK LAYOUT

LINE SEGMENT 5480: 468590U, 468591B, 468592H, 468593P, 468594W, 469457T, 469458A, 469948S, 469460B, 469461H

13TH ST (US 11) — 17TH ST CLEVELAND AVE — 18TH ST — WATERWAY — BRIDGE ST — ROANOKE RIVER — V-246.4/R-3.55 PRIVATE — GARST CREEK — SR 709 — CRAVENS CREEK — COOK DR ROANOKE RIVER — DILLARD PAPER — SITES — SR 419

CURVATURE

ALIGNMENT: 8.0R, 3.2L, 1.9L, 1.9L, 2.0L, 2.8R, 4.3R, 4.5R, 2.8L, 1.8R, 1.3R, 1.4R

ELEVATION: 0.00, 1.00, 1.00, 1.00, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 15 — (15) — 30 — 40

GRADE: +0.27, 0.00, +0.47, +0.03, +0.17, +0.04

Sheet 55 V_245_250

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V250 — V251 — V252 — V253 — V254 — V255

5280' — 5280' — 5280' — 5280' — 5266'

MAINTENANCE: T&S-09/04 — T&S-05/04

RAIL: 92NWF136S / 92NWF136S; 92NWF13P / 92NWF13P; 92NWF136S / 92NWF136S; 85NW132S / 85NW132S; 93NWF136S / 93NWF136S

TRAFFIC DENSITY MGT: 0.0(39.5) / 39.5; 0.4(44.5) / 44.1; 0.3(43.7) / 43.4

V-2-VA

SALEM CONN 11251

VN 11252

TEST MILE

TEST MILE

TEST MILE

S E W N

250.60

250.70-1DGO-29'(04)

251.00-1CAB-10'

TIMBER TRUSS

252.60-5CSB-85'

253.00-4CSB-68'

ROAKOKE ELECTRIC

JOHN HANCOCK 254.00-1BSO-14'

254.10-1DGB-29'

CITY OF SALEM ROANOKE CO

TRACK LAYOUT

LINE SEGMENT

5480

INTERCHANGE 469462P

COLORADO ST

SNYDERS BRANCH

SALEM CONN 469463W

UNION ST

WATERWAY V-251.04=SX-1.75

469464D

MCCLELLAND ST

469466S

MILL LN

MILL RACE

MILL RACE

INDUSTRIAL DR 469467Y

V-253.32=N-267.28

DIUGIUDS LA 469468F

SCHOOL HOUSE

WHITES MILL RACE

469469M

PVT-KROGER

CURVATURE

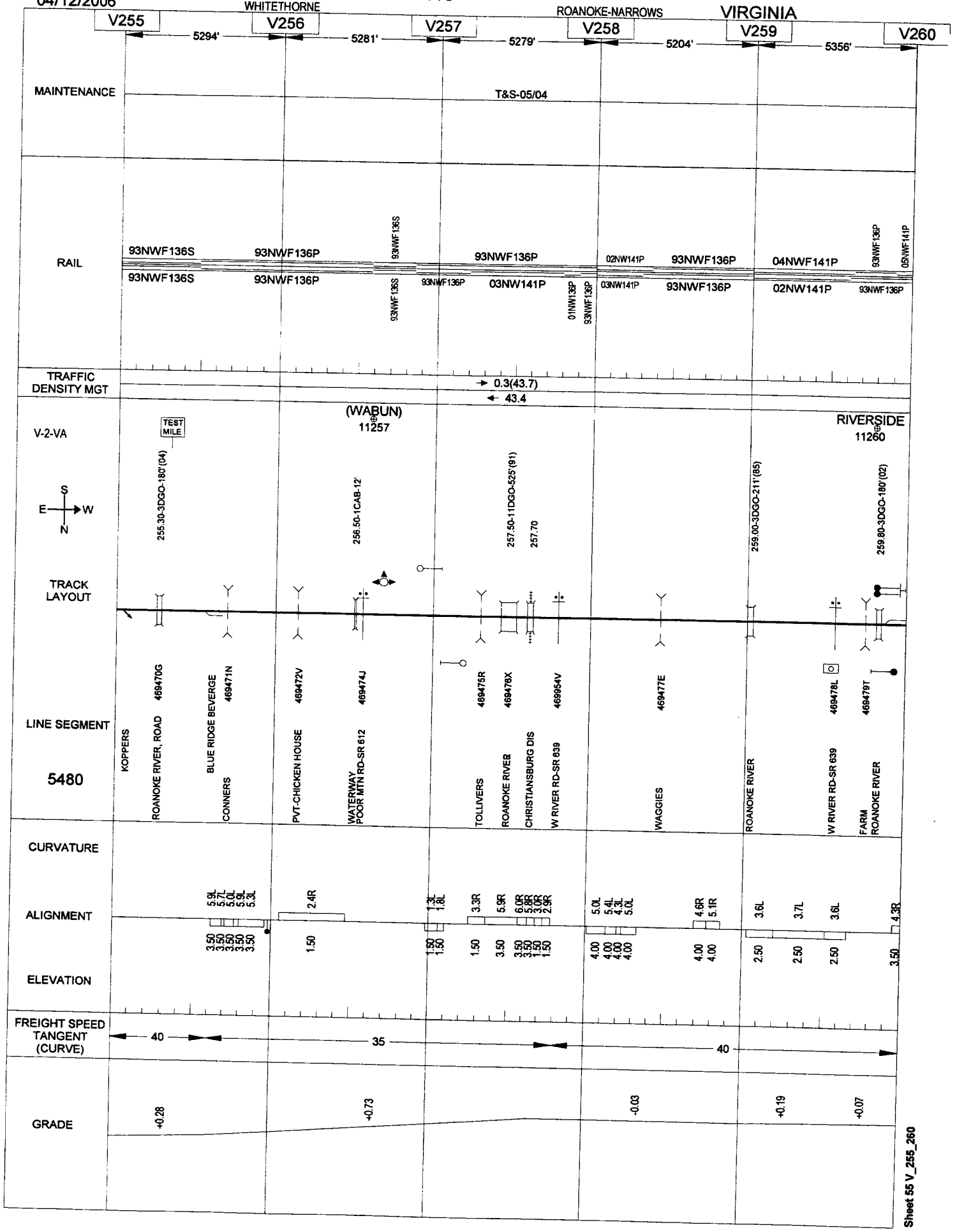
ALIGNMENT: 0.9L; 1.8L; 0.4L

ELEVATION: 1.00; 1.50; 1.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.42; +0.43; +0.04; +0.36; +0.51; +0.32

Sheet 55 V_250_255



Sheet 55 V_255_260

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V260 — 5280' — V261 — 5280' — V262 — 5282' — V263 — 5264' — V264 — 5282' — V265

MAINTENANCE: T&S-05/04

RAIL: 05NWF141P, 93NWF136P, 93NWF136S, 93NWF136P, 93NWF136S, 03NW141P, 93NWF136S, 93NWF136P, 93NWF136P

TRAFFIC DENSITY MGT: 0.3(43.7) → ; 43.4 ← ; 0.0(43.3) → ; 43.3 ←

V-2-VA

KUMIS 11261

BRADSHAW

S E W N

KUMIS HOUSE TRK

261.10

ROANOKE CO
MONTGOMERY CO

262.00-1CSB-14'

262.40-2DGO-100'(82)

263.50-1DGO-75'(88)

263.70
263.70

263.80-2DGO-70'(88)

264.00-2DGO-100'(89)

264.70-4DGO-145'(84)

TRACK LAYOUT

LINE SEGMENT

5480

469480M APPALACHIAN

469482B RED BARN RD

469483H HALLS

US 11

469485W WATERWAY

469486D NORTH FORK GRAVE YARD

469487K

469488S FARM

469481U I-81
469481U I-81

469491A NORTH FORK PRIVATE

NORTH FORK

469492G BOWER FARM

V-264.3 = BS-0.0

469493N N FORK RD (SR 603)

CURVATURE

ALIGNMENT: 4.3R, 0.8R, 5.0L, 1.8R, 0.6R, 1.8R, 3.3L

ELEVATION: 3.50, 1.00, 4.00, 1.50, 1.00, 1.50, 2.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.07, +0.35, +0.11, +0.74, +0.34, 0.00, +0.68

Sheet 55 V_260_265

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V265 — 5279' — V266 — 5291' — V267 — 5280' — V268 — 5291' — V269 — 5280' — V270

MAINTENANCE: T&S-05/04

RAIL: 93NWF136S, 93NWF136P, 93NWF136S, 93NWF136P, 93NWF136S, 93NWF136P, 05NWF141P, 93NWF136P, 02NW141P, 93NWF136P, 93NWF136S

TRAFFIC DENSITY MGT: → 0.0(43.3) ← 43.3

V-2-VA

(IRONTO) 11266

FAGG 11270

S E W N

265.10-1DGO-60'(93)

265.40-1DGO-70'(89)

268.10–861'

268.30-2DGO-120'(98)

TRACK LAYOUT

469494V

469495C

469497R

469498X

469502K

469503S

LINE SEGMENT

5480

NORTH FORK

NORTH FORK

IRONTO

IRONTO RD (SR 647)

SLATE HILL TUNNEL

NORTH FORK

DUDLEY

FAGG HOUSE TRK

CURVATURE

ALIGNMENT: 2.0L, 2.0L, 1.5R, 3.8R, 1.8L, 3.8R, 2.7L, 2.0R, 3.2L, 1.3R

ELEVATION: 1.50, 1.50, 1.50, 2.50, 1.50, 2.50, 1.50, 1.50, 2.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.68, +0.08, +0.73, +0.30

Sheet 55 V_265_270

04/12/2006 WHITETHORNE ROANOKE-NARROWS VIRGINIA

V270 V271 V272 V273 V274 V275

5281' 5280' 5279' 5347' 5227'

MAINTENANCE: T&S-05/04

RAIL: 93NWF136S 05NWF141P 93NWF136P 93NWF136S 93NWF136P 03NW141P 93NWF136P 05NWF141P 93NWF136P

93NWF136S 93NWF136P 05NWF141P 93NWF136P 93NWF136S 93NWF136P 03NW141P 93NWF136P 05NWF141P 93NWF136P

TRAFFIC DENSITY MGT: → 0.0(43.3) ← 43.3

V-2-VA

NORTH FORK 11271 (ELLETT) 11272

S E W N

270.60-1DGO-80'(87) 271.20-1DGO-75'(98) 272.50-1CAB-14' 273.30-1CAB-10' 274.74

TRACK LAYOUT

LINE SEGMENT 5480

469504Y 469505F 469506M 469507U 469509H

NORTH FORK ELLIOTT RD (SR 603) NORTH FORK LUSTERS GATE-SR 723 WATERWAY ELLETT RD-SR 603 SMART RD

CURVATURE

ALIGNMENT

0.3L 2.3R 5.0R 1.3R 2.8R 2.5R 2.8L 7.7L 0.8L 5.3L 6.8R 7.7R 6.8L 2.8L 1.8R

1.00 1.50 2.50 1.50 1.50 1.50 1.50 3.00 1.00 1.50 2.50 3.00 2.50 1.50 1.50

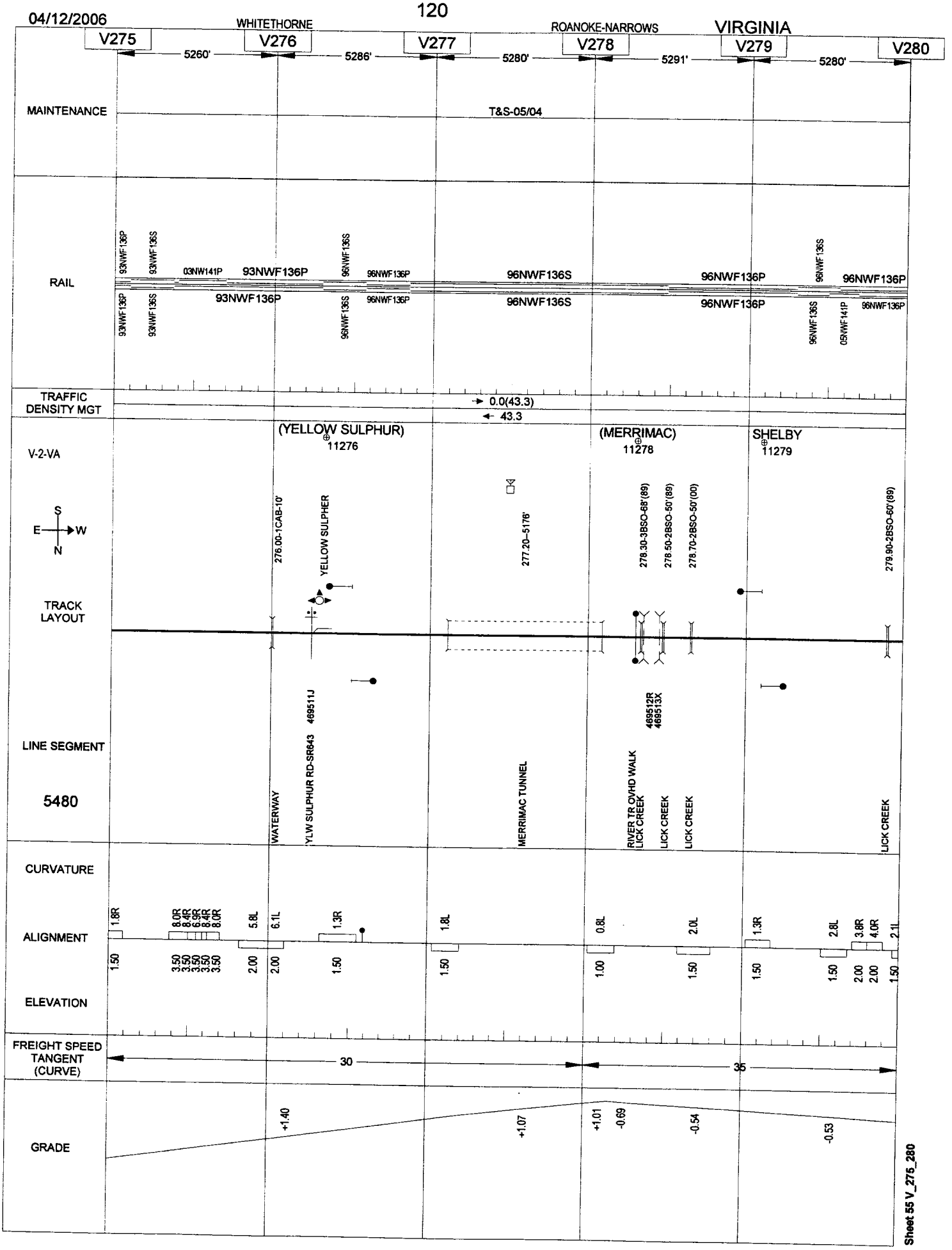
ELEVATION

FREIGHT SPEED TANGENT (CURVE): 40 35 30

GRADE: +0.30 +1.40

Sheet 55 V_270_275

04/12/2006



Sheet 55 V_275_280

04/12/2006 WHITETHORNE ROANOKE-NARROWS VIRGINIA

V280 — 5283' — V281 — 5280' — V282 — 5274' — V283 — 5281' — V284 — 5232' — V285

MAINTENANCE
T&S-05/04 | T&S-06/98 S-05/04 | T&S-12/02 S-05/04 | T&S-06/02 S-05/04

RAIL
96NWF136P | 96NWF136S | 96NWF136P | 96NWF136P | 04NWF141P | 96NWF136P

TRAFFIC DENSITY MGT
→ 0.0(43.3)
← 43.3

V-2-VA
S E W N

TEST MILE | TEST MILE

280.00-2BSO-67'(99) | 281.50-1DGO-60'(02) | 281.70-1CAB-16' | 281.90-1CAB-16' 282.00-1CAB-14' | 282.40-2CAB-28' | 283.20-480' | 284.00-1CAB-16' | (PEPPER) 11284

TRACK LAYOUT

LINE SEGMENT
5480

LICK CREEK | LICK CREEK | WATERWAY | WATERWAY COAL HLW RD-SR 659 | 469515L | SR 685 | 469516T | NEW RIVER TUNNEL | PRICES STA RD-SR 685 | 469517A | PEPPER

CURVATURE

ALIGNMENT
2.1L 1.8R 0.8L 1.8R 2.1L 1.8R 2.1L 3.5L 4.0L 8.6R 7.5R 4.3R 3.7R 5.5R 2.8L 3.5L 3.1L 1.0L 3.0L 1.6L 3.1L 0.6L 2.3L 1.8L
1.50 1.50 1.00 1.50 1.50 1.50 1.50 1.50 2.00 2.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.00 1.50 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)
35 (25) (25)

GRADE
-0.53 +0.75% -0.60
BLUEFIELD TO ROANOKE

Sheet 55 V_280_285

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V285 — 5281' — V286 — 5282' — V287 — 5282' — V288 — 5281' — V289 — 5265' — V290

MAINTENANCE: T&S-06/02, S-05/04

RAIL: 96NWF136P, 96NWF136S, 96NWF136P, 96NWF136S, 96NWF136P, 96NWF136P, 96NWF136S, 96NWF136P, 96NWF136S, 96NWF136P

TRAFFIC DENSITY MGT: 0.0(43.3) / 43.3

V-2-VA

WHITETHORNE 11288

VPI FARM 11290

287.60-1DGO-80'(88)

S E W N

TRACK LAYOUT

LINE SEGMENT 5480

469518G TOMMY BOTTOM

469520H SNIDERS

469522W TOMS CREEK & ROAD

469521P POST OFFICE XING

WHITETHORNE HOUSE TK

469593T VPI

469595G VPI

CURVATURE

ALIGNMENT: 2.1L, 1.5L, 1.2L, 0.6R, 1.0R, 2.7L, 2.5L, 4.8R, 1.5L, 1.3L, 1.5R, 0.4L, 0.6L, 2.0L, 0.8L, 1.5L, 1.7L, 1.8L, 1.0R, 5.1R, 3.3R, 1.2R, 1.0R

ELEVATION: 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 2.50, 1.50, 1.50, 1.50, 1.00, 1.00, 1.00, 1.50, 1.50, 1.50, 1.50, 1.50, 3.00, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.48, -0.10, 0.00, -0.07

Sheet 55 V_285_290

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V290 — 5172' — V291 — 5396' — V292 — 5289' — V293 — 5280' — V294 — 5312' — V295

MAINTENANCE: T&S-09/05

RAIL: 96NWF136P / 96NWF136P; 96NWF136S / 96NWF136S; 87NW132S; 93NWF136S; 87NW132S; 93NWF136S; 03NW141P; 93NWF136P / 93NWF136P

TRAFFIC DENSITY MGT: → 0.0(43.3); ← 43.3

V-2-VA

MCCOY 11293

MONTGOMERY CO
GILES CO

293.80-1CAB-12'

S E W N

TRACK LAYOUT

LINE SEGMENT 5480

469597V

469598C BIG FALLS RD-SR 625

469599J NORRIS RUN (SR 708) WATERWAY

469600B

469601H GOODWINS FERRY-SR625

CURVATURE

ALIGNMENT: 1.2R 1.6R 1.8R 3.2L 2.6L 1.5L 1.1L 1.5L 1.5R 1.7L 1.5L 1.8L 1.5L 5.6R 6.5R 1.8R 0.8R 0.9R 1.5R 1.2R 0.7L 0.9L 0.3R 0.6R 0.4R 6.0R 1.8L 2.1L 2.5L 1.5L 2.6L 3.2L 0.8L 1.0L 6.1L 5.5L 6.2R 3.0L 2.5L 1.2R

ELEVATION: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.50 3.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 3.50 3.50 3.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.07 -0.10

Sheet 55 V_290_295

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V295 — 5282' — V296 — 5231' — V297 — 5329' — V298 — 5279' — V299 — 5281' — V300

MAINTENANCE: T&S-09/05

RAIL: 93NWF136P, 93NWF136S, 93NWF136P, 00NWF136P, 04NWF141P, 93NWF136P; 93NWF136P, 93NWF136S, 93NWF136P, 02NW141P, 93NWF136P

TRAFFIC DENSITY MGT: → 0.0(43.3); ← 43.3

V-2-VA

(GOODWINS FERRY) 11296

EGGLESTON 10306

S E W N

296.00-1BSO-17'(86)

297.70

299.50-1DGO-60'(95)

TRACK LAYOUT

LINE SEGMENT

5480

469602P CREW WILLIAMS-SR 625

469603W SPRUCE RUN RD-SR 605

469604D GOODWINS FERRY-SR625

469536E EGGLESTON RD-SR 730

469605K CLIFFVIEW ST-SR 813

469606S WILLIAMS SINKING CREEK

469607Y LINKS

CURVATURE

ALIGNMENT: 1.2R 0.9R 1.2R 5.0R 0.9R 4.0R 3.1L 3.7L 3.3L 4.0L 4.0L 3.4L 3.7L 5.0L 4.8L 2.4R 2.0R 1.1R 2.0R 2.5R 2.1L 1.0L 0.5L 1.0L 6.8R 5.6R 1.0R 5.8R 6.3R 9.2L 1.0L 1.1L 2.1L 2.8R 3.8R 1.8R 2.7L

ELEVATION: 1.50 1.50 1.50 2.50 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.50 2.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 4.00 4.00 1.50 3.50 3.50 4.00 1.50 1.50 1.50 2.00 2.00 2.00 1.50

FREIGHT SPEED TANGENT (CURVE): 35 — (30) — (30)

GRADE: -0.10

Sheet 55 V_295_300

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V300 — 5279' — V301 — 5280' — V302 — 5280' — V303 — 5281' — V304 — 5283' — V305

MAINTENANCE: T&S-09/05

RAIL: 93NWF136P; 93NWF136P; 93NWF136P; 05NWF141P

TRAFFIC DENSITY MGT: → 0.0(43.3); ← 43.3

V-2-VA

S E W N

TRACK LAYOUT: GILES CO PEMBROKE CORP; 303.30-1CAB-12'; 303.50-1CSB-46'; PEMBROKE CORP GILES CO; PEMBROKE 10310

LINE SEGMENT 5480: 469608F; 469609M PRICE; 469610G PEMBROKE TRAILER PARK; 469611N 623; 469612V WATERWAY CASCADE DR (SR 623) LITTLE STONY CREEK

CURVATURE

ALIGNMENT: 5.5L 3.8L 7.6L 4.0L 1.4L 2.2R 5.0R 2.2R 0.8R 2.5R 1.2R 4.2R 2.3R 1.8R 1.9R 2.3L 1.8L 1.6L 1.8L 6.5L 3.9L 7.2L 5.9L 1.5L 1.3L 5.9R 2.2L 2.8R 3.2L 1.8R 1.3R

ELEVATION: 1.50 1.50 3.00 1.50 1.50 1.50 2.50 1.50 1.50 1.50 1.50 2.00 2.00 2.00 2.00 1.50 1.50 1.50 1.50 2.50 2.50 3.00 3.00 1.50 1.50 3.50 1.50 1.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): (30); 35; (30)

GRADE: -0.10

Sheet 55 V_300_305

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V305 — 5274' — V306 — 5276' — V307 — 5280' — V308 — 5157' — V309 — 5401' — V310

MAINTENANCE: T&S-09/05

RAIL: 93NWF136P; 93NWF136S; 93NWF136P; 93NWF136S; 93NWF136P; 93NWF136S; 93NWF136P; 93NWF136S; 02NW141P; 93NWF136P

TRAFFIC DENSITY MGT: 0.0(43.3) / 43.3; 0.9(44.9) / 44.0; 0.3(43.8) / 43.5

V-2-VA

(RIPPLEMEAD) 10314 — (KLOTZ) 11307 — NORCROSS 11309

S E W N

TRACK LAYOUT: 306.35 306.35; V-308.3/N-324.5; 309.20-3DGO-150'(91)

LINE SEGMENT 5480: 469614J 469614J 469615R; US 460 US 460 PACK; 469617E; PRIVATE; V-309.2=PV-1.15; BIG STONY CREEK

CURVATURE

ALIGNMENT: 0.9R 5.8R 3.1R 2.8R 4.3R 4.0R 4.3R 1.0R 0.9L 3.4L 4.1L 0.9L 0.6L 3.1L 0.9L 0.8L 1.7L 4.1L 3.3L 2.7L 1.3L 1.3R 0.3R 0.8R 4.0R 6.8R 7.8R 1.7R 3.8L 0.7L 1.8L 5.0L 3.7L

ELEVATION: 1.50 3.50 2.00 2.00 2.00 2.00 2.00 2.00 1.50 2.00 2.00 1.50 1.50 1.50 2.00 2.00 2.00 2.00 2.00 2.00 2.00 1.50 1.50 1.50 1.50 3.50 3.50 1.50 2.00 2.00 1.50 2.50 1.50

FREIGHT SPEED TANGENT (CURVE): 35 — (30)

GRADE: -0.10

Sheet 55 V_305_310

04/12/2006 WHITETHORNE ROANOKE-NARROWS VIRGINIA

V310 V311 V312 V313 V314 V315

5276' 5288' 5279' 5280' 5280'

MAINTENANCE: T&S-09/05

RAIL: 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P 93NWF136P 93NWF136S 93NWF136P 93NWF136S 93NWF136P 02NW141P 93NWF136P 02NW141P 93NWF136P

TRAFFIC DENSITY MGT: 0.3(43.8) 43.5 0.1(43.9) 43.8

V-2-VA

CELCO 11315

S E W N

313.23-1MAB-10'

314.15 314.15

TRACK LAYOUT

469618L 469619T 469620M 469621U 469621U 469622B 469623H

LINE SEGMENT 5480

DAVIS' XING LINDSEY'S XING WATERWAY CLENDENMOM RD US 460 US 460 OVHD WALKWAY PRIVATE

CURVATURE

ALIGNMENT: 3.7L 0.8L 2.8L 3.3L 2.5L 1.6L 2.1L 1.2L 0.7L 1.2L 1.8R 1.0R 0.8L 1.2R 3.3R 4.0R 4.3R 0.6R 1.2R 3.9L 1.2L 2.0L 2.9L 4.8L 3.1L 3.6L 5.8R 1.8L

ELEVATION: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 2.00 2.00 1.50 1.50 2.00 2.00 2.00 2.00 2.50 1.50 1.50 3.50 2.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.10

Sheet 55 V_310_315

04/12/2006

WHITETHORNE — ROANOKE-NARROWS — VIRGINIA

V315 — V316

5280' — 5280'

MAINTENANCE: T&S-09/05

RAIL: 93NWF136S 93NWF136P 84NW136S 84NW132S / 93NWF136S 93NWF136P 84NW136S 84NW132S

TRAFFIC DENSITY MGT: 0.1(43.9) / 43.8

V-2-VA

NARROWS

SCALE TRACK

11316

316.30-10DGO-1270'(87)

S E W N

TRACK LAYOUT

489625W

V-316.86=N-332.80

LINE SEGMENT

5480

NEW RIVER

CURVATURE

ALIGNMENT: 1.8L 1.5L 2.0L 4.0L 1.3L 1.0R 1.0R 4.0L 4.0R

2.00 2.00 2.00 2.00 1.50 1.50 1.50 2.00 2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.10

Sheet 55 V_315_320

04/12/2006

WHITETHORNE — BRADSHAW SPUR — BRADSHAW-BRADSHAW CR YAR — VIRGINIA

BS0 — BS1 — BS2 — BS3 — BS4

5280' — 5280' — 5280' — 5280' — 5280'

MAINTENANCE: T&S-09/93

RAIL: 93RWF130S / 93RWF130S

TRAFFIC DENSITY MGT: 0.3(0.4) / 0.1

BRADSHAW 11264 — (ALUM CUT) — BRADSHAW CREEK YARD

S E W N

TRACK LAYOUT: 002.92-1SAB-10' — 003.46-1SAB-10' — 004.16-2SAB-20'

BS-0.0 = V-264.3

LINE SEGMENT: 904956J, 904957R, 904958X, 904696T, 904699N, 904694E, 904698G, 915905E, 915906L, 915907T, 915908A, 915909G, 915910B, 915911H

5600: BOWERS — WATERWAY — 4 WHEEL DRIVE — WATERWAY — WATERWAY — WILLIBY

CURVATURE

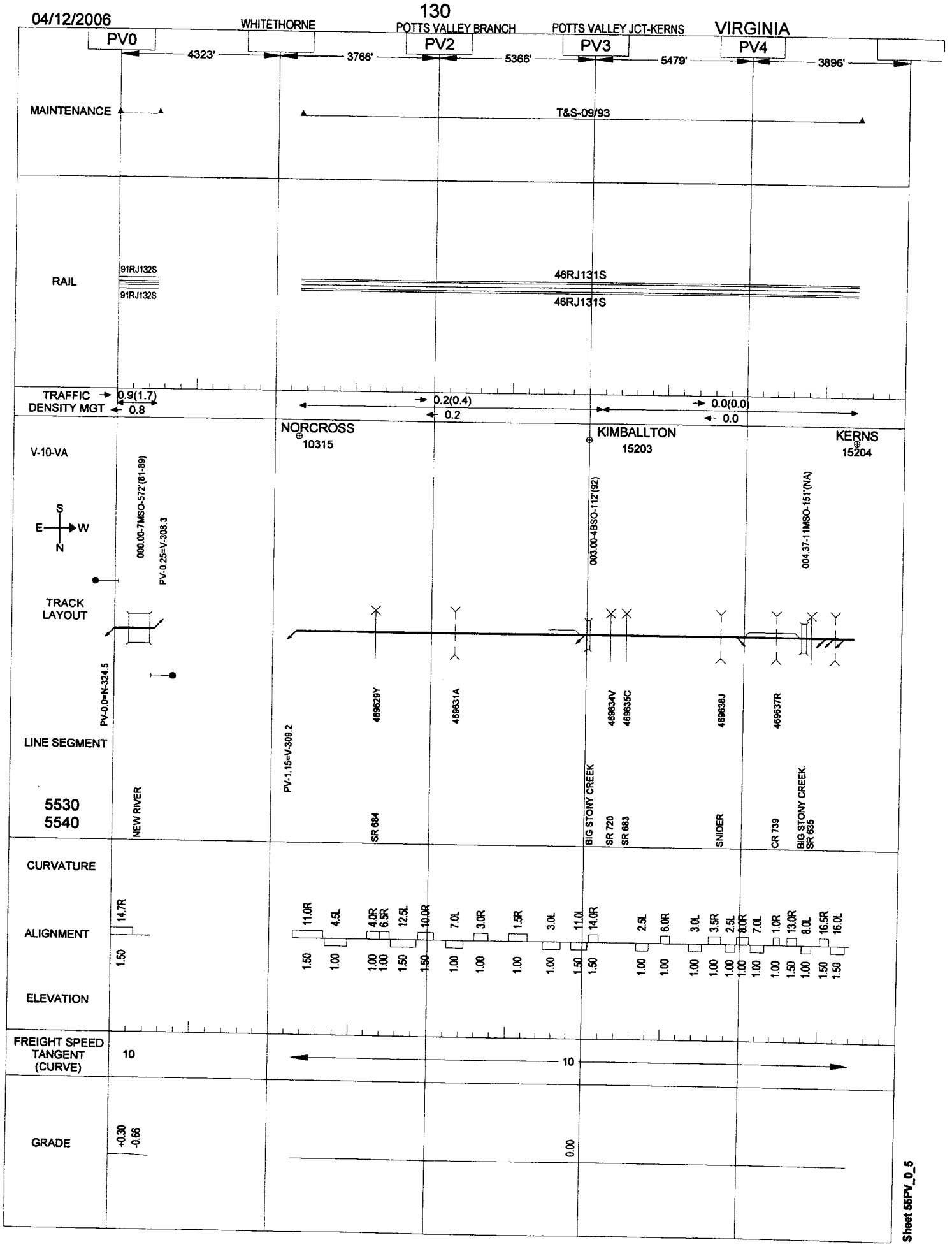
ALIGNMENT: 6.3L, 9.8R, 10.3R, 7.8L, 8.6R, 7.8R, 5.9L, 10.2L, 6.0R, 8.3L, 8.5R, 7.9L, 4.1R, 3.7R, 7.3R, 5.6L, 10.3L, 11.3R, 6.1R, 6.0L, 8.7R, 8.8L, 9.2R, 4.2L, 6.1R, 6.0R, 6.2L, 5.8L

ELEVATION: 1.50, 2.50, 2.50, 2.50, 1.50, 1.50, 1.50, 2.50, 1.50, 1.50, 1.50, 1.50, 1.00, 1.00, 2.00, 1.50, 2.50, 2.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.00, 1.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): (15) (15) (15) (15) (15)(15) (15) (15)(15)(15) (15) (15) 25 (15)(15) (15) (15) (15)(15)(15)(15)(15) (15) 10

GRADE: +0.15, +0.93, 0.00, +0.78, +0.47, +0.70, +1.46, 0.00

Sheet 55BS_0_5


04/12/2006
130
WHITETHORNE
POTTS VALLEY BRANCH
POTTS VALLEY JCT-KERNS
VIRGINIA
PV0
PV2
PV3
PV4
4323'
3766'
5366'
5479'
3896'
MAINTENANCE
T&S-09/93
RAIL
91RJ132S
91RJ132S
46RJ131S
46RJ131S
TRAFFIC DENSITY MGT
0.9(1.7)
0.8
0.2(0.4)
0.2
0.0(0.0)
0.0
NORCROSS
10315
KIMBALLTON
15203
KERNS
15204
V-10-VA
S
E
W
N
000.00-7MSO-572'(81-89)
PV-0.25=V-308.3
003.00-4BSO-112'(92)
004.37-11MSO-151'(NA)
TRACK LAYOUT
PV-0.0=N-324.5
PV-1.15=V-309.2
469629Y
469631A
469634V
469635C
469636J
469637R
LINE SEGMENT
5530
5540
NEW RIVER
SR 684
BIG STONY CREEK
SR 720
SR 683
SNIDER
CR 739
BIG STONY CREEK.
SR 635
CURVATURE
ALIGNMENT
ELEVATION
14.7R
1.50
11.0R
4.5L
4.0R
6.5R
12.5L
10.0R
7.0L
3.0R
1.5R
3.0L
11.0L
14.0R
2.5L
6.0R
3.0L
3.5R
2.5L
8.0R
7.0L
1.0R
13.0R
8.0L
16.5R
16.0L
1.50
1.00
1.00
1.00
1.50
1.50
1.00
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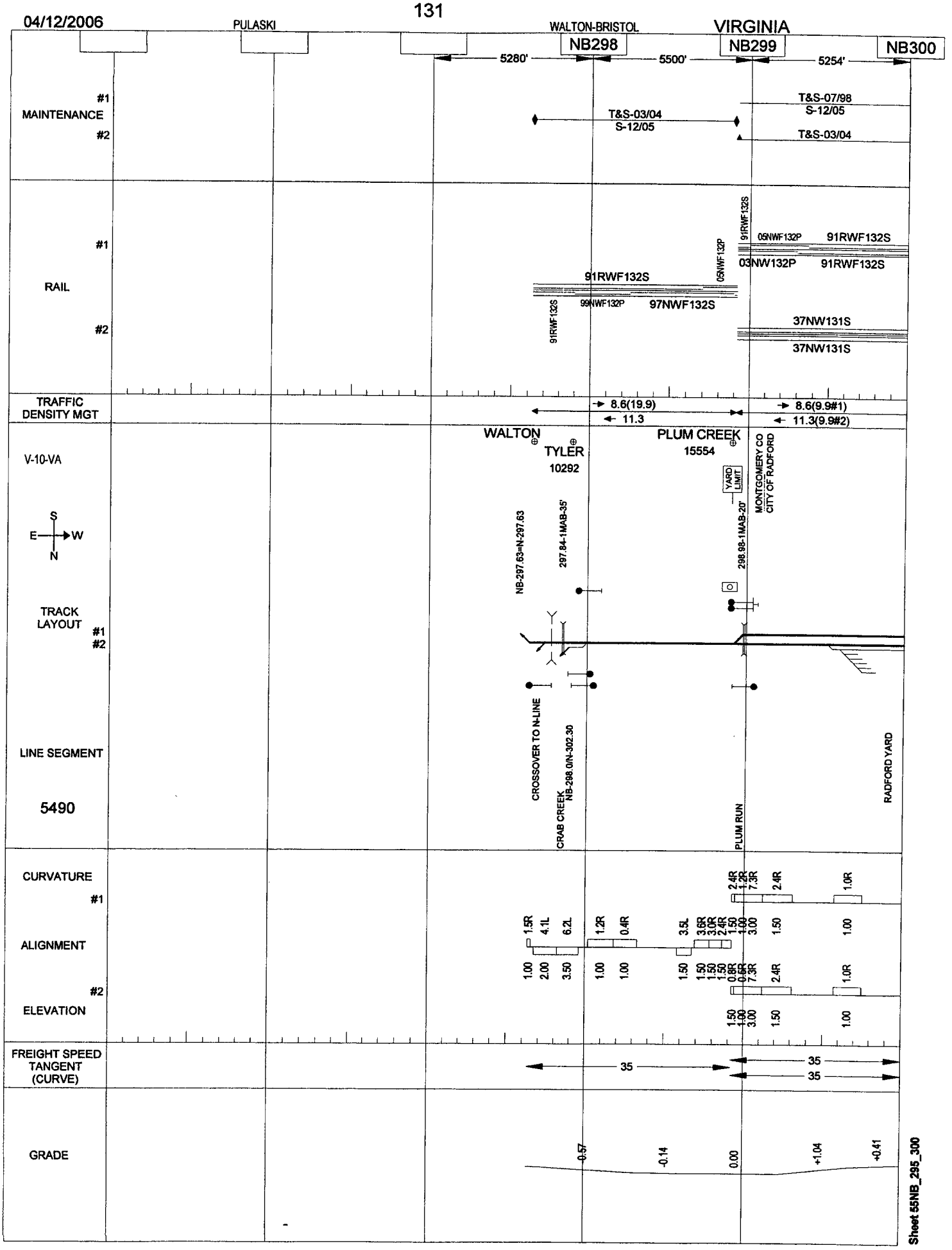
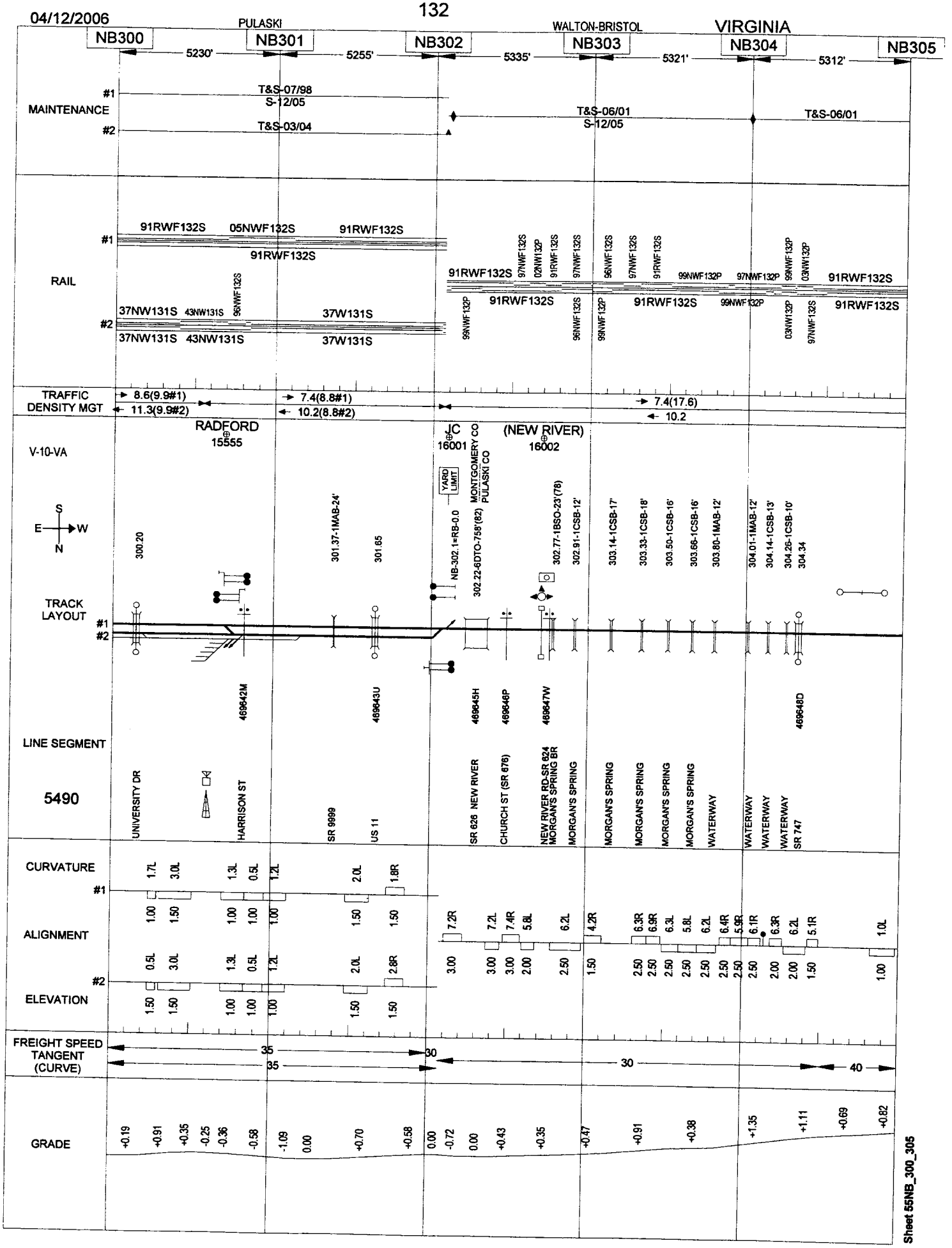
1.50
1.00
1.00
1.00
1.00
1.00
1.00
1.00
1.00
1.50
1.00
1.50
1.50
FREIGHT SPEED
TANGENT
(CURVE)
10
10
GRADE
+0.30
-0.66
0.00
Sheet 55PV_0_5

04/12/2006



Sheet 55NB_295_300

04/12/2006



Sheet 55NB_300_305

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB305 — 5259' — NB306 — 5332' — NB307 — 5343' — NB308 — 5257' — NB309 — 5275' — NB310

MAINTENANCE: T&S-06/01

RAIL: 91RWF132S; 91RWF132S; 97NWF132P; 91RWF132S; 00NWF132P

TRAFFIC DENSITY MGT: → 7.4(17.6); ← 10.2

V-10-VA

TEST MILE; TEST MILE

S E W N

305.31-1CSB-10'; 306.20-1CSB-10'; 307.64-1CSB-10'; PULASKI CO DUBLIN CORP; (DUBLIN) 16008; WYSOR 16009; 309.08 308.08; DUBLIN CORP PULASKI CO; PULASKI FURNITURE

TRACK LAYOUT

LINE SEGMENT

5490

WATERWAY; WATERWAY; 469649K SR 617 WATERWAY; 469650E CEMETERY RD (SR 633); 469651L GILES AVE (SR 746); 469525S 469525S SR 100 SR 100

CURVATURE

ALIGNMENT: 1.5L 3.0R 4.5L 3.0L 5.4R 1.3L 1.6R 1.0L 1.0L 2.0L 3.0R 5.0L 4.7L

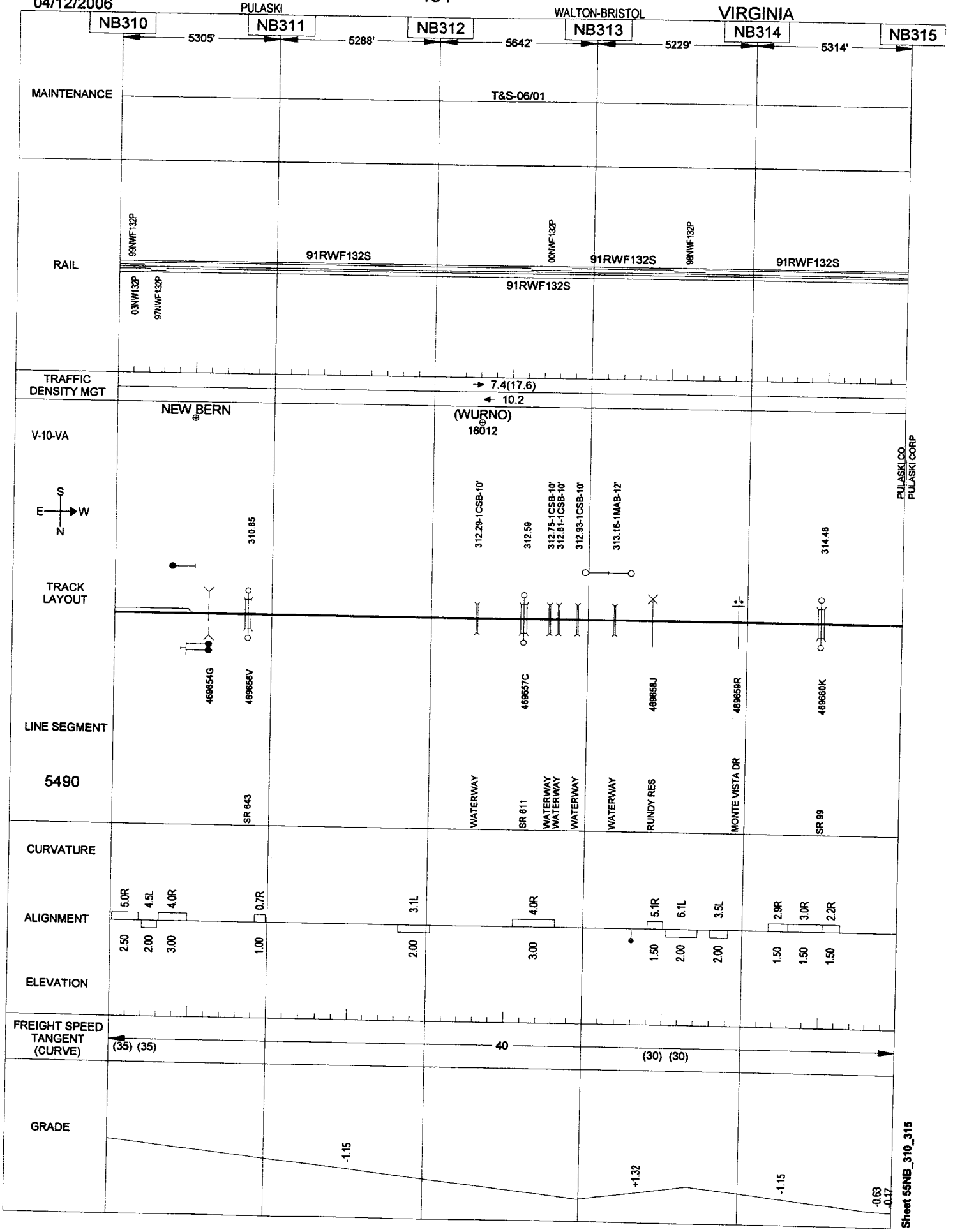
ELEVATION: 1.50 1.50 3.50 1.50 4.00 1.50 1.50 1.00 1.00 1.50 2.50 4.00 4.00

FREIGHT SPEED TANGENT (CURVE): 40; 45; 40

GRADE: +1.16 +1.11 +0.23 +0.89 +1.30 -0.16 +0.81 +1.28 +0.54 +1.00 +1.27 +0.64 0.00 -0.44 -1.15

Sheet 55NB_305_310

04/12/2006



Sheet 55NB_310_315

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB315 — 5209' — NB316 — 5216' — NB317 — 5274' — NB318 — 5262' — NB319 — 5320' — NB320

MAINTENANCE: T&S-06/01

RAIL: 91RWF132S; 90RWF132S; 98NWF132P; 90RWF132S; 03NW132P; 90RWF132S; 02NW132P; 97NWF132S; 97NWF132P; 90RWF132S; 93NWF132P; 97NWF132S; 90RWF132S; 98NWF132P

91RWF132S; 90RWF132S; 99NWF132P; 98NWF132P; 00NWF132P; 90RWF132S; 99NWF132P; 01NW132P; 90RWF132S; 97NWF132S; 96NWF132S; 90RWF132S; 97NWF132P; 90RWF132S

TRAFFIC DENSITY MGT: → 7.4(17.6); ← 10.2

V-10-VA

(PULASKI) 16015

(GRANITE) 16019

PULASKI CO; PULASKI CORP; 315.21-6CSB-135'; 315.74-1CSB-15'; 316.64-2DGO-111'(03); 316.85-4DGO-108'(93); 316.95-1TGO-55'(94); 317.03-4TGO-171'(84); PULASKI CORP; PULASKI CO; 317.21-3TGO-155'(84); 317.42-5DGO-141'(87); 317.57-4DGO-125'(75); 317.66-4DGO-119'(94); 318.05-2DGO-107'(93); 318.23-2DGO-110'(95); 318.44-2DGO-98'(94); 319.47-4DGO-118'(95); 319.51-229'

S E W N

TRACK LAYOUT

LINE SEGMENT

5490

PEAK CREEK; WATERWAY; WASHINGTON AVE (459661S); JEFFERSON AVE (459662Y); VALLEY ST (459663F); MAGNOX; PEAK CREEK; PINNACLE (911586A); PEAK CREEK; LOTTIER BOTTOM RD (459668P); PEAK CREEK; PEAK CREEK; PEAK CREEK; PEAK CREEK; PEAK CREEK; PRIVATE (459670R); PEAK CREEK; PEAK CREEK; PEAK CREEK; PRIVATE (459672E); PEAK CREEK; PEAK MOUNTAIN TUNNEL

CURVATURE

ALIGNMENT: 2.0L 2.0R; 6.0L 6.0L 6.1L 4.0R 4.1R 4.4R 4.0R 4.6L 5.0L; 3.3L; 2.4R 7.0R 7.4R 7.3R; 7.2L 7.0L 6.7L 6.4L; 4.1R 4.1R 3.0R; 4.0L; 4.2R; 7.4R 7.0R 6.8R 7.2R; 3.6L 5.8L

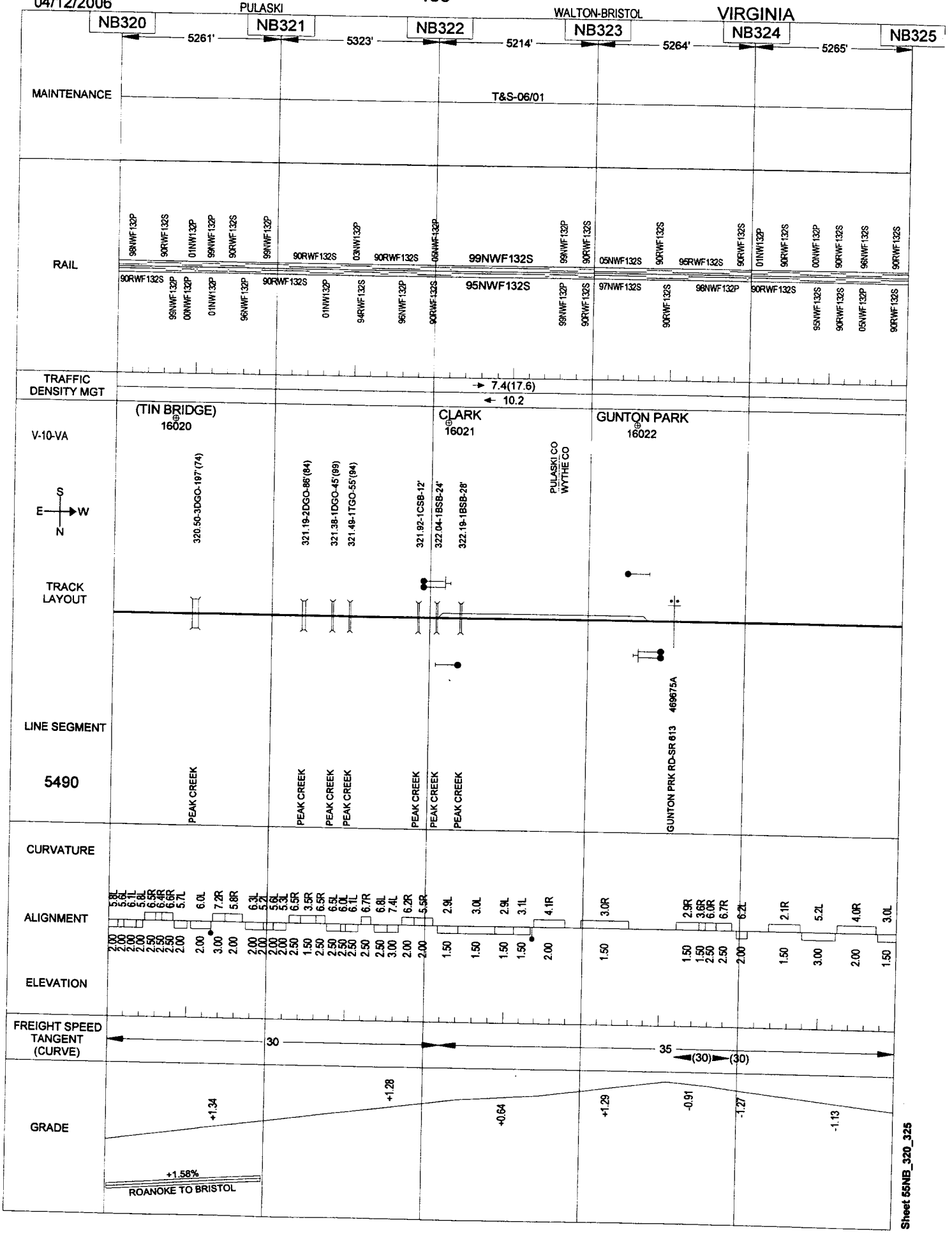
ELEVATION: 1.50 1.00; 3.50 3.50 3.50 2.00 2.00 2.00 2.00 2.50 2.50; 1.50; 1.50 3.00 3.00 3.00; 3.00 3.00 2.50 2.50; 1.50 1.50 1.50; 1.50; 1.50; 3.00 3.00 3.00 3.00; 1.50 2.00

FREIGHT SPEED TANGENT (CURVE): 40; 35; 30

GRADE: -0.17; +0.11; +0.53; 0.00; -0.14; 0.00; +0.30; +0.50; +1.06; +0.52; +0.72; +1.28; +0.17; +1.11; +1.14; +1.34

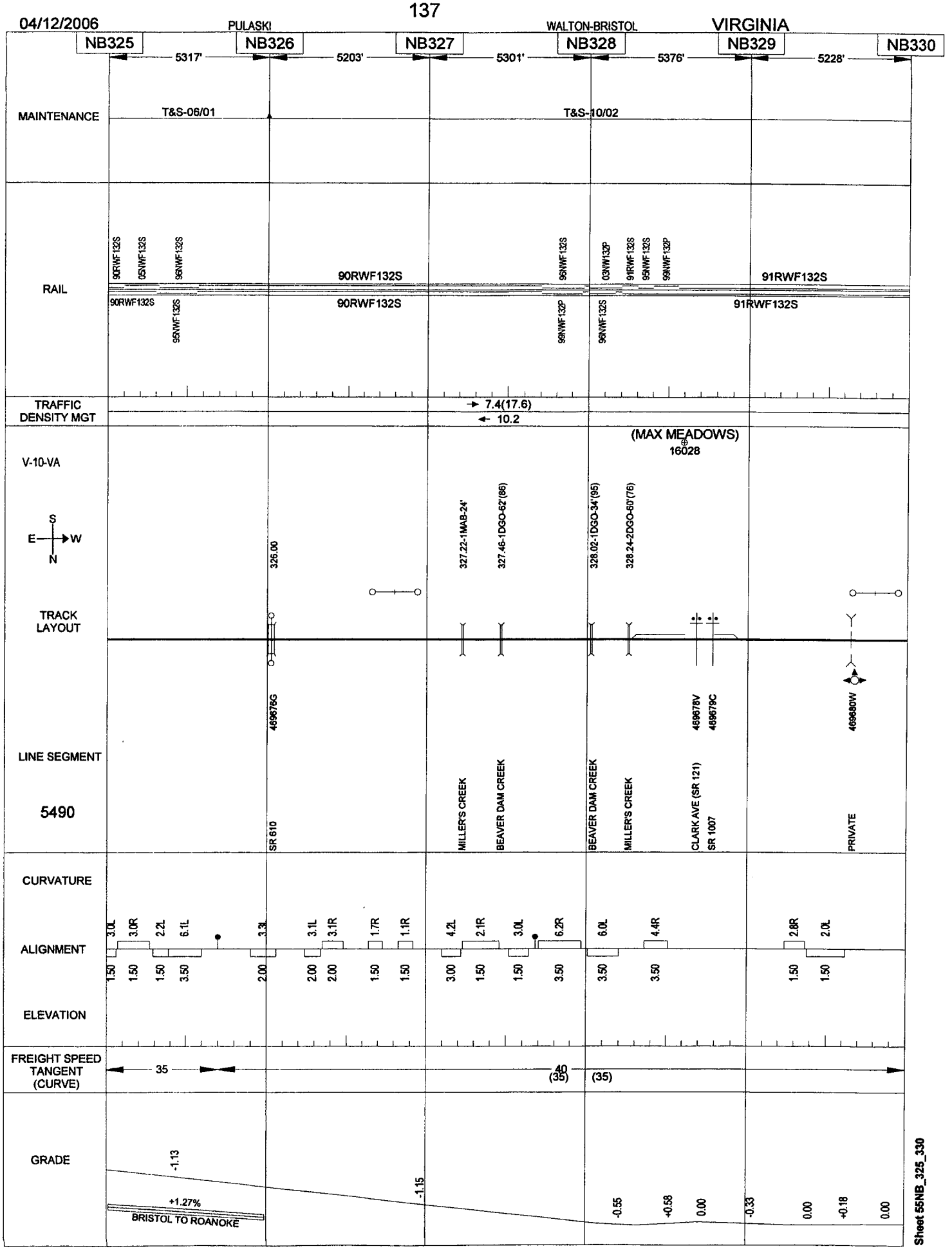
Sheet 55NB_315_320

04/12/2006



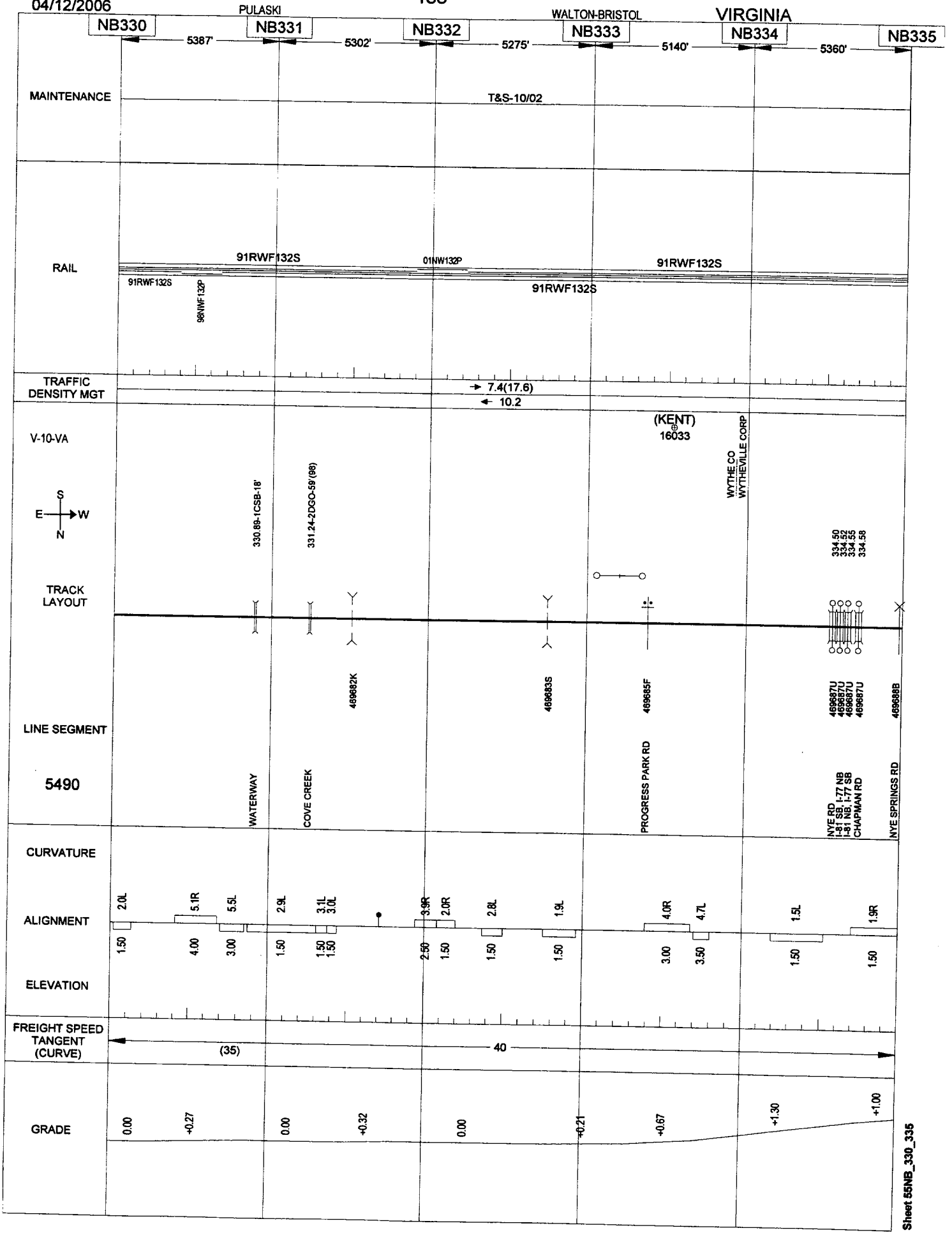
Sheet 55NB_320_325

04/12/2006



Sheet 55NB_325_330

04/12/2006


PULASKI
WALTON-BRISTOL
VIRGINIA
NB330
NB331
NB332
NB333
NB334
NB335
5387'
5302'
5275'
5140'
5360'
MAINTENANCE
T&S-10/02
RAIL
91RWF132S
01NW132P
91RWF132S
91RWF132S
98NWF132P
91RWF132S
TRAFFIC DENSITY MGT
7.4(17.6)
10.2
V-10-VA
(KENT)
16033
WYTHE CO
WYTHEVILLE CORP
S
E
W
N
330.89-1CSB-18'
331.24-2DGO-59'(98)
334.50
334.52
334.55
334.58
TRACK LAYOUT
469682K
469683S
469685F
469687U
469687U
469687U
469687U
469688B
LINE SEGMENT
5490
WATERWAY
COVE CREEK
PROGRESS PARK RD
NYE RD
I-81 SB, I-77 NB
I-81 NB, I-77 SB
CHAPMAN RD
NYE SPRINGS RD
CURVATURE
ALIGNMENT
2.0L
5.1R
5.5L
2.9L
3.1L
3.0L
3.9R
2.0R
2.8L
1.9L
4.0R
4.7L
1.5L
1.9R
ELEVATION
1.50
4.00
3.00
1.50
1.50
1.50
2.50
1.50
1.50
1.50
3.00
3.50
1.50
1.50
FREIGHT SPEED TANGENT (CURVE)
(35)
40
GRADE
0.00
+0.27
0.00
+0.32
0.00
+0.21
+0.67
+1.30
+1.00
Sheet 55NB_330_335

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB335 — NB336 — NB337 — NB338 — NB339 — NB340

5583' — 5150' — 5290' — 5265' — 5124'

MAINTENANCE: T&S-10/02 — T&S-08/03

RAIL: 91RWF132S; 91RWF132S; 91RWF132S; 05NWF132P; 91RWF132S; 91RWF132S; 98NWF132P; 95NWF132S; 97NWF132P

TRAFFIC DENSITY MGT: → 7.4(17.6); ← 10.2

V-10-VA

STONES MILL 16035

WYTHEVILLE 16036

336.13-1BSB-18'

337.11

337.54-1CBB-24'

WYTHEVILLE CORP WYTHE CO

339.62-4DTO-368'(85)

S E W N

TRACK LAYOUT

LINE SEGMENT 5490

469689H WALNUT RD

SOUTHERN STATES CORP

469690C CROCKETTS RD

469691J CHURCH ST

469692R 6TH ST

469694E 20TH ST

469695L US 21

469696T

469697A

469698G PRIVATE

469699N SR 655,REED CREEK

CURVATURE

ALIGNMENT: 1.9R 5.1R 5.0L 3.0R 2.0R 2.4L 1.0L 3.4R 2.2R 4.1L 2.0R 4.8R 4.0L 4.1R 3.5L 4.0R 2.9L 5.0R 5.7L

ELEVATION: 1.50 3.00 2.50 1.50 1.50 1.50 1.00 1.50 1.50 3.00 1.50 3.50 3.00 3.00 2.50 2.50 1.50 2.50 3.50

FREIGHT SPEED TANGENT (CURVE): (35) (35) (35) (35) (35) (35) (35) 40 (35) (35)

GRADE: +1.00 +1.31 +1.06 +1.40 +0.24 +0.98 -0.93 +1.17 -1.25 +1.32 -1.17 +1.40 -1.19 0.00 +0.99

Sheet 55NB_335_340

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB340 — NB341 — NB342 — NB343 — NB344 — NB345

6032' — 5128' — 4788' — 5481' — 5154'

MAINTENANCE: T&S-08/03

RAIL: 91RWF132S; 03NWF132P; 91RWF132S; 02NWF132P; 91RWF132S; 91RWF132S; 05NWF132P; 91RWF132S; 97NWF132S; 91RWF132S; 97NWF132P; 91RWF132S

TRAFFIC DENSITY MGT: → 7.4(17.6); ← 10.2

V-10-VA

(GRUBB) 16041

S E W N

340.09; 340.26-1MAB-14'; 340.98-1CAB-16'; 341.05-1MAB-16'; 341.41-1DGO-28'(00); 341.49-1DGO-29'(99); 342.26-1DGO-43'(99); 342.75-1DGO-43'(95); 343.04-2CSB-48'; 343.35-2CSB-51'; 343.82-1CSB-24'

TRACK LAYOUT

LINE SEGMENT: 469700F; 469700F; 469702U; 469703B; 469704H; 469705P; 904319E; 469708K

5490: PRIVATE RD; TATES RUN; TATES RUN; TATES RUN SR 654 TATES RUN PRIVATE; TATES RUN; TATES RUN; TATES RUN; TATES RUN; PVT-ROBINSON XING; TATES RUN; TATES RUN; CROCKETT RD (SR 625)

CURVATURE

ALIGNMENT: 5.7L; 2.0R; 2.9R; 3.0L; 5.2R; 4.5L; 2.9R; 1.7L; 2.6L; 3.9L; 4.3R; 4.3R; 3.9L; 4.0R; 3.7L; 2.5L; 5.0L; 4.0R; 3.0R; 1.9R; 1.0R; 2.7R

ELEVATION: 3.50; 1.50; 1.50; 1.50; 4.00; 3.50; 1.50; 1.50; 1.50; 2.50; 3.00; 3.00; 3.00; 3.00; 2.50; 1.50; 4.00; 3.00; 2.50; 1.50; 1.50; 2.00

FREIGHT SPEED TANGENT (CURVE): (35) — 40 — 45

GRADE: +0.99; -0.84; 0.00; +0.98; 0.00; +0.25; +1.23; +0.22; +0.79; 0.00; +0.68; +0.25

Sheet 55NB_340_345

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB345 — NB346 — NB347 — NB348 — NB349 — NB350

5335' — 5090' — 5184' — 5397' — 5257'

MAINTENANCE: T&S-08/03

RAIL: 91RWF132S; 91RWF132S; 99NWF132P; 91RWF132S; 01NW132P; 91RWF132S

TRAFFIC DENSITY MGT: 7.4(17.6); 10.2; 7.3(17.4); 10.1

V-10-VA: CROCKETT 16044; DUNCAN; RURAL RETREAT 16049

S E W N

347.12-3CSB-72'

WYTHE CO RURAL RETREAT CORP

RURAL RETREAT MILLS

TRACK LAYOUT

LINE SEGMENT 5490

469710L RIDGE AVE (SR 674)

469711T

469712A

SOUTH FORK

469713G PHILLIPI RD-SR 673

469714N

469715V SR 616

KLOCKNER PENTAPLAST

469716C GREEVER ST (SR 674)

469717J MAIN ST (SR 90)

469718R CHURCH ST

469719X MILLER ST

CURVATURE

ALIGNMENT: 3.0R; 3.0R; 2.5R; 2.0L; 4.2L; 2.5R; 2.0L

ELEVATION: 2.50; 2.50; 2.00; 1.50; 4.00; 2.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: +0.25; +1.19; -1.06; 0.00; +0.91; 0.00; +0.47; +0.98; +0.13; +0.73; +0.92; +0.22; +1.00; +1.31

Sheet 55NB_345_350

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB350 — 5295' — NB351 — 5281' — NB352 — 5260' — NB353 — 5266' — NB354 — 5293' — NB355

MAINTENANCE: T&S-08/03

RAIL: 91RWF132S; 99NWF132P; 91RWF132S; 91RWF132S; 97NWF132S; 91RWF132S; 96NWF132S; 91RWF132S; 99NWF132P; 95NWF132S; 91RWF132S; 91RWF132S; 97NWF132P

TRAFFIC DENSITY MGT: → 7.3(17.4); ← 10.1

V-10-VA

RURAL RETREAT CORP
WYTHE CO

WYTHE CO
SMYTHE CO

(GROSECLOSE)
16053

353.20-1CSB-18'
353.36-18SB-18'

S
E W
N

TRACK LAYOUT

LINE SEGMENT

5490

469720S — CHERRY ST (SR 753)
469721Y — SR 676
469722F
469723M
469724U
469727P — SR 680
HOLSTON RIVER
HOLSTON RIVER
469728W — DUTTON AVE (SR 679)
469729D — SR 682
APPALACHIAN TRAIL

CURVATURE

ALIGNMENT: 2.0L, 3.5R, 2.2R, 4.2L, 1.0R, 1.0R, 2.0L, 1.0L, 1.5L, 3.0R, 2.0L, 1.5R, 3.0L, 4.3R, 4.0L, 2.0R, 2.5L, 3.1L, 6.0R

ELEVATION: 1.50, 3.00, 1.50, 4.00, 1.00, 1.00, 1.50, 1.50, 1.50, 2.50, 1.50, 1.50, 1.50, 3.00, 3.00, 1.50, 1.50, 2.00, 3.50

FREIGHT SPEED TANGENT (CURVE): 45; (40) (40) (40) (40) (40)(40)(35)

GRADE: +1.31, +0.38, +1.26, -0.89, -1.18, -1.10, -1.19, -0.95, -0.50, -0.32, +0.75, -1.13, -0.42, -0.52

Sheet 55NB_350_355

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB355 — NB356 — NB357 — NB358 — NB359 — NB360

5344' — 5166' — 5292' — 5271' — 5361'

MAINTENANCE: T&S-08/03 — T&S-04/04

RAIL: 97NWF132P, 91RWF132S, 99NWF132P, 91RWF132S, 97NWF132P, 91RWF132S, 97NWF132P, 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.4) ← 10.1

V-10-VA

S E W N

355.21-1DGO-84'(86)
GENERAL SHALE
355.36
356.83
356.83
(ATKINS) 16058
358.38-1CSB-10'
359.01-2DGO-49'(93)
359.78

TRACK LAYOUT

LINE SEGMENT 5490

469730X HOLSTON RIVER
US 11
469731E CONOVER RD (SR 684)
469732L SAWMILL XING
469733T I-81
469734A 469734A 469735G I-81 FLOWING SPG RD-SR885
469736N MILL RD
469737V HICKORY ST (SR 626)
469738C WATERWAY SR 686
469739J VA HIGHLANDS AVE
NICK'S CREEK
MARLEY MOULDINGS
469741K 469742S SR 622

CURVATURE

ALIGNMENT: 6.0R, 5.9L, 3.3R, 2.1R, 2.3L, 1.5R, 1.0L

ELEVATION: 3.50, 3.50, 3.00, 1.50, 1.50, 1.50, 1.00

FREIGHT SPEED TANGENT (CURVE): (35) (35) 45

GRADE: -0.52, -1.17, -0.73, -0.56, -0.70, -0.43, 0.00, -0.61, +0.64, -1.21

Sheet 55NB_355_360

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB360 — NB361 — NB362 — NB363 — NB364 — NB365

5277' — 5201' — 5371' — 5189' — 5192'

MAINTENANCE: T&S-04/04

RAIL: 91RWF132S; 91RWF132S; 97NWF132S; 91RWF132S; 97NWF132P; 05NWF132P; 97NWF132P; 91RWF132S; 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.4); ← 10.1

V-10-VA

(MT CARMEL) 16060 — SCHULEEN 16062 — MARION 16064 — (ABBOTT)

S E W N

TRACK LAYOUT: NAPCO/SUPERIOR CHEM; 361.01-1CSB-16'; 361.39-2DGO-98'; 361.59-2DGO-104'(97); 362.01; 362.34-2DGO-99'(78); 362.59-1DGO-29'(86); SCHULEEN; SMYTHE CO MARION CORP; MARION COMPOSITE; 364.62 364.66-1DGO-88'(03)

LINE SEGMENT 5490: 469744F SR 775; 469746U WATERWAY; 469747B DRY RUN RD (SR 689); 469748H HOLSTON RIVER; 469749P SR 714 MILL RD, WATERWAY; 469750J US 11; 904322M HOLSTON RIVER; 469752X BRANCH OF JOHNSTON RD (SR 691); 469753E PVT-MARION COMPOSITE; 469757G MAIN ST (US 11); 469758N PRATER LN; 469759V CHATHAM HILL RD; 469760P CHILHOWIE ST; 469761W CHURCH ST HOLSTON RIVER

CURVATURE — ALIGNMENT: 1.0L; 2.3L; 5.7R; 4.1L 3.8L 4.2L; 1.0L; 1.3R; 6.0R; 6.2L; 5.3L; 0.8L 1.9L 2.0L 4.5L; 4.7R 1.6L 4.6L

ELEVATION: 1.00; 1.50; 3.50; 2.00 2.00 2.00; 1.00; 1.00; 2.00; 1.50; 1.50; 1.50 1.50 1.50 1.50; 1.50 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 45; 35; (25) 30

GRADE: -1.21; -0.89; -0.52; 0.00; +0.54; -1.02; +0.86; -1.15; -0.28; 0.00; +0.23; -0.57; 0.00; +0.30; -1.17; 0.00; -1.11; +0.94; -1.06

Sheet 55NB_360_365

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB365 — 5364' — NB366 — 5450' — NB367 — 5195' — NB368 — 5440' — NB369 — 5283' — NB370

MAINTENANCE: T&S-04/04

RAIL: 91RWF132S; 99NWF132P; 91RWF132S; 00NWF132P; 91RWF132S; 99NWF132P; 91RWF132S; 99NWF132P; 00NWF132P; 91RWF132S; 99NWF132P; 91RWF132S; 97NWF132S; 91RWF132S; 00NWF132P; 91RWF132S; 05NWF132S; 91RWF132S; 99NWF132P; 91RWF132S; 99NWF132S; 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.4); ← 10.1

V-10-VA: (COPENHAVER) 16067; (MC MULLIN); MARION CORP SMYTHE CO; 368.06

TRACK LAYOUT

LINE SEGMENT 5490: 469763K COUNTRY CLUB RD; 469764S; 469765Y RAILROAD DR-SR 660; 469766F RAILROAD DR-SR 660; 469767M CONVICT

CURVATURE

ALIGNMENT: 4.6L, 4.0R, 4.5R, 3.3L, 3.3L, 5.5R, 4.5L, 0.9R, 5.0L, 5.2R, 2.0L, 2.9L, 3.2L, 3.7R, 1.5L, 2.9R, 4.3R, 5.0R, 5.0L, 2.1R, 2.5L, 7.3L, 6.0R, 4.2L

ELEVATION: 1.50, 1.50, 1.50, 1.50, 1.50, 2.00, 1.50, 1.00, 1.50, 1.50, 1.50, 2.00, 2.00, 2.50, 1.50, 1.50, 3.00, 3.50, 3.50, 1.50, 1.50, 3.00, 3.50, 2.00

FREIGHT SPEED TANGENT (CURVE): 30 — 40 — (30) (35)(35)

GRADE: -1.06, +1.34, -1.18, +1.27, +0.64, -0.25, +1.34, -1.12, -1.17, -1.12, +1.32%

BRISTOL TO ROANOKE

Sheet 55NB_365_370

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB370 — 5400' — NB371 — 5174' — NB372 — 5305' — NB373 — 5278' — NB374 — 5294' — NB375

MAINTENANCE: T&S-04/04

RAIL: 05NWF132P, 91RWF132S, 95NWF132S, 91RWF132S, 01NW132P, 91RWF132S, 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.4) ← 10.1

V-10-VA

(SEVEN MILE FORD) 16071

(CHILHOWIE) 16074

TEST MILE

TEST MILE

SMYTHE CO CHILHOWIE CORP

370.84-3MSO-144'(03)

SUPER-GRO

372.27

372.49-4DGO-208'(74)

373.44-1CBB-10'

373.82-4DGO-175'(87)

374.90-1MAB-12' TAMPKO-EPOCH

TRACK LAYOUT

LINE SEGMENT 5490

469769B HOLSTON RD (SR 645)

469770V 7 MILE FORD-SR 642

469771C US 11 HOLSTON RIVER

469773R TATTLE BRH RD-SR 638 WATERWAY HOLSTON RIVER

469775E PINE AVE (SR 1008)

469776L WHITE TOP RD-SR 107 CHILHOWIE SPRING

CURVATURE

ALIGNMENT: 4.2L 3.4R 1.5R 6.3L 6.3R 3.3R 1.1L 2.5R 1.9L 2.2L

ELEVATION: 2.00 1.50 1.00 3.50 3.50 3.00 1.50 2.00 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 40 (35) (35) (35) (35) — 45

GRADE: -1.12 -1.26 -1.05 0.00 -1.04 -0.13 0.00 -0.29 0.00 -0.36 -0.09 +1.33

Sheet 55NB_370_375

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB375 — 5282' — NB376 — 5028' — NB377 — 5085' — NB378 — 5192' — NB379 — 5259' — NB380

MAINTENANCE

T&S-04/04

RAIL

91RWF132S 99NWF132P 00NWF132P 91RWF132S 98NWF132P 91RWF132S 97NWF132S 05NWF132P 91RWF132S 98NWF132P 91RWF132S

91RWF132S 01NWF132P 91RWF132S 05NWF132P 91RWF132S 98NWF132P 91RWF132S

TRAFFIC DENSITY MGT

→ 7.3(17.4)

← 10.1

V-10-VA

S E W N

TRACK LAYOUT

CHILHOWIE CORP SMYTHE CO — 375.59 — 375.86-1CSB-14' — SMYTHE CO WASHINGTON CO — 378.40-2CBB-24' — 378.85-1CSB-19' — WASHINGTON CO GLADE SPRING CORP — (SNAPP) 16081 — 379.95

LINE SEGMENT

5490

469778A — 469782P — 469782P — 469783W — 469784D — 469785K

US 11 — CATTLE ACCESS — SR 609 — HUTTON'S SPRING — SR 91

CURVATURE

ALIGNMENT

4.4R 3.2R 3.7L 1.6R 4.2L 1.5R 2.5R 2.0L 3.6R 6.0L 2.2R 6.0R 4.2R 5.0L 5.2L 0.2L

ELEVATION

3.50 2.00 2.50 1.50 3.00 1.50 1.50 1.50 2.50 3.50 1.50 3.50 3.00 3.50 4.00 1.00

FREIGHT SPEED TANGENT (CURVE)

45 — 40 (35) (35) (35) — 45

GRADE

+1.33 -0.07 +1.31 -1.08 +1.21 -1.16 0.00 +0.82 +1.25 +0.50

Sheet 55NB_375_380

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB380 — 5355' — NB381 — 5206' — NB382 — 5283' — NB383 — 5351' — NB384 — 5281' — NB385

MAINTENANCE: T&S-04/04 | T&S-05/99, S-03/02

RAIL: 91RWF132S | 00NWF132P | 91RWF132S | 00NWF132P | 91RWF132S | 00NWF132P | 91RWF132S

TRAFFIC DENSITY MGT: 7.3(17.4) / 10.1 | 7.3(17.5) / 10.2

V-10-VA

GLADE SPRING 16080 | GLADE SPRING CORP WASHINGTON CO | WASHINGTON 16082 | (EMORY) 16083

380.10-2CBB-24' | 384.26-1BD-114'

TRACK LAYOUT

469786S, 469787Y, 469788F, 469789M, 469790G, 469791N, 469792V, 469793C, 469794J, 469795R, 904325H, 469797E, 469798L

LINE SEGMENT 5490: HILLCREST DR | GRACE ST | BOXWOOD ST | MAPLE ST (SR 750) | HILLMAN HWY (SR 609) | SR 865 | WALKWAY | SR 737 | BITTERSWEET DR-SR738

CURVATURE

ALIGNMENT: 1.0R, 1.0L, 2.0L, 2.0R, 3.5L, 2.1R, 2.5R, 1.0R, 3.0L, 2.6R, 2.1L, 1.4R

ELEVATION: 1.00, 1.00, 1.50, 1.50, 3.00, 2.00, 2.50, 1.00, 3.50, 3.00, 2.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 45 | 50

GRADE: +0.50, 0.00, +0.39, +0.83, +1.34, -1.14, +1.28, -1.19, +0.53, +0.43, +0.77, +1.30, +1.36, -1.15

Sheet 55NB_380_385

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB385 — NB386 — NB387 — NB388 — NB389 — NB390

5277' — 5285' — 5277' — 5298' — 5361'

MAINTENANCE: T&S-05/99, S-03/02

RAIL: 91RWF132S; 91RWF132S; 00NWF132P; 91RWF132S; 95NWF132S; 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.5); ← 10.2

V-10-VA

(MEADOW VIEW) 16085

(HAYTER) 16089

S E W N

388.55 MID MT DIST FOOD CTY

VIRGINIA REBAR

TRACK LAYOUT

LINE SEGMENT 5490

459799T WALKER LN (SR 738)

459800K MEADOWVIEW SQ-SR 805

459801S SR 80

459802Y SUMMIT DR (SR 846)

459803F RITCHIE RD (SR 739)

459804M NORTHRIDGE RD-SR 694

459805U GALLIHER DR

MID MOUNTAIN FOODS

459806B HAYTER

CURVATURE

ALIGNMENT: 1.4R; 2.0L; 2.5R; 1.1R; 3.0R; 1.0R; 3.5L; 2.5R; 3.0L; 1.0L; 0.9R

ELEVATION: 1.50; 1.50; 2.00; 1.50; 3.50; 1.50; 4.00; 2.50; 3.50; 1.50; 1.00

FREIGHT SPEED TANGENT (CURVE): 50 (45)

GRADE: -1.15; +1.39; -1.16; +1.10; -1.17; +1.28; -1.00; -1.18; -1.09

Sheet 55NB_385_390

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB390 — 5267' — NB391 — 5205' — NB392 — 5333' — NB393 — 5637' — NB394 — 5141' — NB395

MAINTENANCE: T&S-05/99 S-03/02 | T&S-06/99 S-03/02 | T&S-05/99 S-03/02

RAIL: 91RWF132S | 91RWF132S | 01NWF132S | 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.5) | ← 10.2

V-10-VA

S E W N

TRACK LAYOUT

390.44-1MAB-22' | WASHINGTON CO ABINGDON CO | 391.77 | HOLSTON VALLEY DIST | 393.03-1CSB-24' | LITCHFIELD 16092 | ABINGDON 16093 | 393.38 | 393.55 | 394.40-1DGO-49'(82) 394.45-4DGO-196' | ABINGDON CORP WASHINGTON CO

LINE SEGMENT

5490

469807H SR 740 | 469809W US 11 | 469810R TRIGG (SR 793) | 469811X DEADMORE ST | 469812E PRESTON'S BRANCH GREEN SPRINGS RD | 469813L CUMMINGS ST | 469814T OVHD WALKWAY FULLER ST | 470702R PRESTON ST | 469816G WOLF CREEK US 11

CURVATURE

ALIGNMENT: 0.9R | 1.3R | 1.0L | 1.0R | 1.0R | 1.0R | 1.6R | 3.0R

ELEVATION: 1.00 | 1.50 | 1.00 | 1.00 | 1.50 | 1.00 | 2.00 | 3.50

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: -1.09 | +0.97 | -1.11 | 0.00 | -1.01 | +1.28 | 0.00 | -0.98 | -1.13 | +1.28

Sheet 55NB_390_395

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB395 — 4872' — NB396 — 5949' — NB397 — 5267' — NB398 — 5236' — NB399 — 5405' — NB400

MAINTENANCE: T&S-05/99 S-03/02; T&S-06/99 S-03/02

RAIL: 91RWF132S; 01RWF132P; 91RWF132S; 91RWF132S

TRAFFIC DENSITY MGT: → 7.3(17.5); ← 10.2

V-10-VA

S E W N

TRACK LAYOUT: 397.15-2CBB-24'; WESTINGHOUSE; WYNDALE 16099; TEST MILE

LINE SEGMENT 5490: 469817N PRIVATE; 469818V REPASS ST (SR 883); 469821D MILTON DR; 469822K PROVIDENCE RD-SR 611; 469823S FISHERMAN DR; 469824Y; 469825F KENWARIN LN; 469828B; 469829H ASPEN RD (SR 869)

CURVATURE

ALIGNMENT: 2.0L 3.0L; 2.7L; 2.5R; 1.0L; 0.5L; 1.0R

ELEVATION: 2.00 3.50; 3.00; 2.50; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +1.28; -1.13; +0.31; +0.97; -0.53; -1.12; -1.14

Sheet 55NB_395_400

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB400 — NB401 — NB402 — NB403 — NB404 — NB405

5214' — 5270' — 4804' — 5308' — 5723'

MAINTENANCE: T&S-06/99, S-03/02

RAIL: 91RWF132S; 97NWF132S; 91RWF132S; 91RWF132S

TRAFFIC DENSITY MGT: 7.3(17.5); 10.2

V-10-VA

(WALLACE) 16102

(CECIL) 16104

TRACK LAYOUT: BRISTOL COMPRESSOR; TEST MILE; CAROLINA STEEL; 401.37-1TGO-45'(93); CAMAC; 402.08-1CSB-21'; 403.30-1CSB-26'; 403.43-1MAB-16'; 403.63-1DGO-20'(83); 403.90-1DGO-32'(91); WASHINGTON CO CITY OF BRISTOL; 404.60-2TGO-12'1'; 404.66-1TGB-100'; SOU STATES; 404.86-1DGO-54'(87); 404.97-1TTO-104'(73)

LINE SEGMENT 5490: 469830C; 469831J; 469832R; 469833X; 469834E; 469835L; 469836T; 469836T

WATERWAY SR 1717; BEAVER CREEK SR 625; WARRIOR TR; 1ST ST; BEAVER CREEK; WATERWAY SR 659; BEAVER CREEK; BEAVER CREEK; US 11 BEAVER CREEK; BEAVER CREEK; BEAVER CREEK

CURVATURE — ALIGNMENT: 0.5L; 2.0R; 2.0L; 3.0L; 2.7R; 3.0R; 3.0L; 3.1R

ELEVATION: 1.00; 2.50; 2.50; 2.50; 2.00; 2.50; 2.50; 2.00

FREIGHT SPEED TANGENT (CURVE): 50; 45; 40

GRADE: -0.23; -0.92; -0.50; -0.40; 0.00; -1.11; -0.19; -0.94; -0.74; -1.16; +0.60; -1.17; -0.45

Sheet 55NB_400_405

04/12/2006

PULASKI — WALTON-BRISTOL — VIRGINIA

NB405 — NB406 — NB407 — NB408

5240' — 5269' — 5285' — 5280'

MAINTENANCE: T&S-06/99, S-03/02

RAIL: 91RWF132S, 97NWF132S, 91RWF132S, 05NWF132P, 91RWF132S, 91RWF132S, 02NW132P, 91RWF132S, 05NWF132P, 91RWF132S, 97NWF132S, 91RWF132S

TRAFFIC DENSITY MGT: → 7.4(17.7) ← 10.3

BRISTOL

V-10-VA

S E W N

405.08-2DGO-66'(99)
405.20
405.21
405.56-1DGO-43'(91)
406.10-1DGO-27'(93)
406.12-1DGO-52'(93)
BALL CAN CO
406.90-3CSB-40'
407.54-2CBB-29'
407.77
NB408.38=0-A (CE DV)

TRACK LAYOUT

LINE SEGMENT

5490

469837A
469837A
WALLING DISTRIBUTORS
469837A
469838G
469838G
469839N
469840H
469841P
469842W

BEAVER CREEK
I-81 SB
I-81 NB
BEAVER CREEK
SR 645
BEAVER CREEK
VALLEY DR
COLUMBIA AVE
MARY ST
STATE ST

CURVATURE

ALIGNMENT: 2.0R, 1.1L, 4.1L, 1.2R, 4.6L, 7.3R, 7.0L, 3.0R, 2.0R, 5.0L

ELEVATION: 1.50, 1.50, 3.00, 1.50, 1.50, 1.50, 1.50, 1.50, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 40 (20) (20) 20

GRADE: -0.45, +1.57, -1.14, -1.10, +0.61, 0.00, -1.08, -0.54, +0.07

Sheet 55NB_405_410

04/12/2006

PULASKI — RADFORD BRANCH — RADFORD-FOREST AVENUE — VIRGINIA

RB0 — RB1

5280' — 3013'

MAINTENANCE: T&S-01/20

RAIL: 48RW130S / 48RW130S

TRAFFIC DENSITY MGT: 0.0(0.0) / 0.0

V-10-VA: RADFORD 16001 — FOREST AVE 16203

RB-0.0=NB-302.1

TRACK LAYOUT: PVT-INTERMET FOUNDRY 470129X — PVT-INTERMET FOUNDRY 470128R — INGLES ST 470127J

LINE SEGMENT: 5494

CURVATURE / ALIGNMENT: 11.0R, 6.0L, 2.5L, 9.0L, 7.0R, 3.5L

ELEVATION: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00, +0.90, -0.08, -0.90, +0.01

Sheet 55RB_0_5

04/12/2006

HAGERSTOWN | HAGERSTOWN SEC. | SHIPPENSBURG-HAGERSTOWN | VIRGINIA

HW74

1594' | 5370'

MAINTENANCE

T&S-08/00

RAIL

88RW127S

88RW127S

TRAFFIC DENSITY MGT

13.9(30.1)

16.2

TRACK LAYOUT

TOWN

HAGER (HAGERSTOWN)

YARD LIMIT

BEGIN HARRISBURG DIV

MARYLAND METALS

073.91-1CAB-60'

074.01-1CAB-60'
074.10-1TGB-65'
074.18-1TGB-69'

074.54-1CSB-20'

HW-74.80=H-0.63

N E S W

LINE SEGMENT

2442

534895X

534897L

ACCESS RD

CHURCH ST

FRANKLIN ST
WASHINGTON ST
ANTIETAM ST

CSXT RR
ACCESS ROAD

CURVATURE

ALIGNMENT

ELEVATION

4.0R

4.0R

2.0L

1.00

1.00

1.00

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

-0.60

+0.68

Sheet 55HW_70_75

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H1 — H2 — H3 — H4 — H5

5280' — 5269' — 5288' — 5876' — 5387'

MAINTENANCE: T&S-09/02; T&S-09/02 S-03/05

RAIL: 89RWF132S; 04RWF132S; 89RWF132S; 89RWF132S; 97NWF132S; 89RWF132S

TRAFFIC DENSITY MGT: 30.7(61.1); 30.4; 14.0(29.4); 15.4

V-5-MD

HAGER 13002

VARDO 13004

E N S W

TRACK LAYOUT

H-0.63=HW-74.80

001.28

001.34

HAGERSTOWN CORP WASHINGTON CO

001.65-1UNK-30'

002.58

REVIEW HERALD

002.95

002.95

YARD LIMIT

LINE SEGMENT

5360

TO CSXT (OLD WM YD)

VIRGINIA AVE (US 11)

WILSON BLVD

STORYS CREEK

VARDO YARD

PRIVATE

904268W

DOWNSVILLE PK-SR 632

469314V

469314V

I-70

I-70

469315C

469316J

RENCH RD

469317R

PRIVATE

469318X

PRIVATE

469319E

PRIVATE

469320Y

COLLEGE RD

CURVATURE

ALIGNMENT: 6.0L; 3.2L; 1.8R; 1.9R; 2.0R; 1.4L; 0.2R; 0.2L; 2.0L

ELEVATION: 1.50; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 2.00

FREIGHT SPEED TANGENT (CURVE): 20; 50

GRADE: +0.50; -0.50; -1.50; -0.50; 0.00; -0.50; 0.00; +0.40; +0.60; 0.00; -0.50; -1.00; -0.90; -1.10; -0.50; -0.40; -0.60; -0.30; -0.46

Sheet 55 H_0_5

04/12/2006 HAGERSTOWN HAGERSTOWN-SHENANDOAH VIRGINIA

H5 H6 H7 H8 H9 H10

4579' 5283' 5284' 5277' 5275'

MAINTENANCE: T&S-09/02, S-03/05

RAIL: 89RWF132S, 99NWF132P, 89RWF132S, 01NW132P, 01NW132P, 89RWF132S, 98NWF132P, 01NW132P

89RWF132S, 92NWF132P, 89RWF132S, 91NWF132P, 92NWF132P, 89RWF132S, 98NWF132P, 89RWF132S, 00RWF132S, 89RWF132S, 01NW132P, 97NWF132S, 89RWF132S, 99NWF132P

TRAFFIC DENSITY MGT: → 14.0(29.4) ← 15.4

V-5-MD

(ST JAMES) 13006 (SPIELMAN) 13008 (GRIMES) 13009

TEST MILE, TEST MILE

N E S W

005.28-1TGO-35'(02) 006.32-1BSO-13'(90) 006.62-1TGO-40'(90) 007.66-1BSO-18'(92) 007.97-1TGO-50'(03) 009.23-1BSO-36'(92)

TRACK LAYOUT

LINE SEGMENT 5360

469321F LAPPANS RD (SR 68) WATERWAY WATERWAY WATERWAY PRIVATE 469322M JORDAN RD 469323U WATERWAY SPIELMAN RD (SR 63) 469324B WATERWAY BAKERSFIELD RD TOMMYTOWN RD-CR 567 469327W

CURVATURE

ALIGNMENT: 1.0R 1.0R 1.7R 1.2R 4.0L 4.0R 6.1L 6.5R 6.2L 4.8R

ELEVATION: 1.00 1.00 1.50 1.50 4.00 4.00 4.00 4.00 4.00 3.00

FREIGHT SPEED TANGENT (CURVE): 50 45 (35) (35) (35)(35)

GRADE: -0.46 -0.50 -1.10 -1.30 -0.60 -0.50 -0.60 -0.50 -0.20 -0.50 -0.30 -0.50 -0.80 +0.50 0.00 +1.00 +1.70 -1.50 0.00

Sheet 55 H_5_10

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H10 — H11 — H12 — H13 — H14 — H15

5402' — 5156' — 5286' — 5268' — 5275'

MAINTENANCE: T&S-09/02; S-03/05

RAIL: 89RWF132S, 02NW132P, 89RWF132S, 00RWF132S, 01NW132P, 89RWF132S, 98NW132P, 89RWF132S, 01NW132P, 89RWF132S, 01NW132P, 89RWF132S, 00RWF132S, 89RWF132S, 89RWF132S, 01NW132P, 89RWF132S, 01NW132P, 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4); ← 15.4

V-5-MD: (MONDEL); (ANTIETAM) 13013

N E S W

010.99-1MAB-15'; 011.19-1DGO-35'(93); 013.43-1DGO-35'(02); 014.73-1CBB-34'

TRACK LAYOUT

LINE SEGMENT 5360: 469329K TAYLORS LANDING RD; WATERWAY; 469330E MONDELL RD; 469332T MONDEL RD; 469334G FARM; 469335N SNYDERS LANDING RD; 469336V FARM; 469337C FARM; 469338J OLD RT 34; 469339R SHEPERDSTOWN PK-RT34

CURVATURE

ALIGNMENT: 4.8R, 2.0R, 3.2R, 3.0L, 2.9R, 2.2R, 3.4R, 3.1R, 4.7L, 6.3R

ELEVATION: 3.00, 1.50, 3.00, 3.00, 2.50, 1.50, 3.50, 3.00, 3.50, 3.50

FREIGHT SPEED TANGENT (CURVE): (35) 45 (40) (35)

GRADE: 0.00, -1.00, -0.50, 0.00, +1.50, 0.00, -0.50, 0.00, +0.90, +0.40, 0.00, +0.50, +1.30, +0.90, +1.50, -1.50, 0.00, +1.40, 0.00, -1.50, -0.30, 0.00, +1.00, +1.50, 0.00, -1.50, 0.00, -0.40, -1.00, -1.33, 0.00

Sheet 55 H_10_15

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H15 — 4933' — H16 — 5440' — H17 — 5005' — H18 — 5285' — H19 — 5285' — H20

MAINTENANCE: T&S-09/02; S-03/05

RAIL: 98RWF132P, 00RWF132S, 01NW132P, 89RWF132S, 98RWF132P; 97NWF132S, 89RWF132S, 01NW132P; 89RWF132S; 89RWF132S; 02NW132P; 00RWF132S; 89RWF132S; 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4); ◄ 15.4; → 14.0(29.4); ◄ 15.4

V-5-MD / V-6-WV: SHEPHERDSTOWN 13017 (MD WV); MORGAN 13018

N S E W

016.01-19MSO-1427 (80-02) WASHINGTON CO JEFFERSON CO; 016.98-2BSO-36' (95); 017.35-1BSO-18' (90)

TRACK LAYOUT

LINE SEGMENT 5360: 469340K FARM; POTOMAC RIVER; 469342Y HIGH; 469343F GERMAN; 469345U WASHINGTON (SR 230); WATERWAY; WATERWAY; 469348P MORGAN-GROVE,SR 16/5; 469350R GARDNER'S LN (SR 16); 469351X FARM; 469352E FARM

CURVATURE

ALIGNMENT: 6.3R, 3.8L, 3.2R, 4.7L, 2.7L, 4.0R, 1.9L, 3.2L, 2.0L, 0.6L, 1.9L, 1.1R, 1.0L

ELEVATION: 3.50, 2.50, 2.00, 3.50, 2.00, 4.00, 2.00, 4.00, 2.00, 1.00, 2.00, 1.00, 1.50

FREIGHT SPEED TANGENT (CURVE): (35) (40) (40) (40) — 45 — 50

GRADE: 0.00, -1.00, -1.50, -0.90, 0.00, +0.60, +1.00, +0.50, +0.20, +1.20, +0.90, +0.75, +0.80, +1.00, +1.20, 0.00, -1.05, -0.14, +0.16

Sheet 55 H_15_20

04/12/2006 HAGERSTOWN HAGERSTOWN-SHENANDOAH VIRGINIA

H20 H21 H22 H23 H24 H25

5286' 5284' 5280' 1436' 5276'

MAINTENANCE: T&S-09/02 S-03/05; T&S-09/02 S-11/04

RAIL: 89RWF132S; 93NWF132S; 89RWF132S; 93NWF132S; 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4); ← 15.4

V-6-WV: SHENANDOAH JCT 13023; DANIELS 13025

TRACK LAYOUT: 020.43-1MAB-10'; 022.28 022.31-1DGO-35'(83); TO CSXT

LINE SEGMENT 5360: 469353L FARM; CATTLE PASS; 469354T WHITMERE RD-SR 16/3; 469355A LUTHER JONES-SR 16/4; 469356G FARM; CSXT ROAD; 469358V SR 20

CURVATURE / ALIGNMENT: 1.0L; 1.9R; 0.3L; 1.7L 1.8L 1.3L; 2.0R 1.5R; 0.4L; 2.0R

ELEVATION: 1.50; 2.00; 1.00; 1.50 1.50 1.50; 2.00 1.50; 1.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 50 (35) (35)

GRADE: +0.16 +0.40 +0.80 +0.25 +0.80 +0.45 +0.20 -0.70 0.00 +0.30 +1.00 -1.00 -0.60 0.00 -0.75 -1.10 -0.50 +0.50 +1.10 +0.80 -0.80 -0.50 0.00 +0.30

Sheet 55 H_20_25

04/12/2006 HAGERSTOWN HAGERSTOWN-SHENANDOAH VIRGINIA

H25 H26 H27 H28 H29 H30

5278' 5287' 5279' 5284' 5284'

MAINTENANCE: T&S-09/02 S-11/04; T&S-08/03 S-02/05

RAIL: 89RWF132S; 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4); ← 15.4

V-6-WV: CHARLESTOWN 13026; (BYRD) 13029

N E S W

TRACK LAYOUT: 025.40 025.42; 027.94-1CSB-24'

LINE SEGMENT 5360: 90658J 90658J SR 9 WB SR 9 EB; 469359C FARM; 469360W UNIVERSAL PROD. RD; 469361D SR 9; 469362K CRANES LN; WATERWAY CSXT MI 78 M-NS; 469368B PRIVATE; 469366M SR 51; 469369H SUMMIT-POINT-PIKE; 469370C FARM

CURVATURE: 0.8L; 1.0R 1.1R; 0.5L; 3.0R; 2.0L 1.0R

ALIGNMENT: 1.00; 1.50 1.50; 1.00; 3.50; 2.00 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +0.30 -1.00 0.00 +0.35 +1.00 0.00 -0.92 -0.37 0.00 +1.00 +0.80 0.00 -0.74 -0.20 -0.85 0.00 +0.40 +0.70 +1.00

Sheet 55 H_25_30

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H30 — H31 — H32 — H33 — H34 — H35

5284' — 5276' — 5266' — 5272' — 5280'

MAINTENANCE: T&S-08/03, S-02/05

RAIL: 89RWF132S; 89RWF132S; 99NWF132P; 89RWF132S

TRAFFIC DENSITY MGT: 14.0(29.4); 15.4

V-6-WV

(RIPPON) 13033

030.74-1TGO-40'(87)

032.05-1BSO-18'(87)

032.28-1TGO-51'(87)

TRACK LAYOUT

LINE SEGMENT 5360

469372R HUYETTE RD (SR 13/3)

CATTLE PASS

469373X BIG BULLSKIN CREEK WHEATLAND RD-SR340/2

469375L WITHERS/LARUE-SR 19

469377A PRIVATE

469378G SCOOTER LN

469380H LEWISVILLE RD

CURVATURE

ALIGNMENT: 1.0R, 2.0R, 3.7L, 2.0L, 1.0R, 0.5L, 1.0R, 2.7R, 3.0R, 2.0L, 1.0L, 1.3R, 1.0L

ELEVATION: 1.50, 2.50, 3.50, 2.00, 1.50, 1.00, 1.50, 3.50, 3.50, 2.00, 1.00, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): (45); 50

GRADE: 0.00, -0.90, 0.00, +0.90, +0.60, +0.90, -0.90, -0.60, -0.80, 0.00, +1.00, +0.50, +1.10, +0.50, -0.60, 0.00, -1.00, -0.50, 0.00, +0.45, +0.85, 0.00, -0.80

Sheet 55 H_30_35

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H35 — 5293' — H36 — 5242' — H37 — 5283' — H38 — 5274' — H39 — 5190' — H40

MAINTENANCE
T&S-08/03
S-02/05
T&S-08/03
S-03/05

RAIL
89RWF132S
01NW132P
89RWF132S
01NW132P
89RWF132S
89RWF132S

TRAFFIC DENSITY MGT
14.0(29.4)
15.4
14.0(29.4)
15.4

V-6-WV
V-7-VA

WV VA

JEFFERSON CO
CLARKE CO

N E S W

036.11
036.12
036.22-1CSB-10'

AUDLEY 13038

BERRYVILLE 13039

039.05
039.10

CLARKE CO
BERRYVILLE CORP

TRACK LAYOUT

LINE SEGMENT

5360

468596K
468595K
US 340 WB
US 340 EB
WATERWAY

468597S
FARM

468598Y
1ST ST (SR 615)

904663F
904663F
SR 7 WB
SR 7 EB

468599F
MAIN ST (SR 7 BUS)

CURVATURE

ALIGNMENT

1.0L 1.0L 1.0R 4.2R 0.5L 1.0R 0.5L 3.1R 4.0L

ELEVATION

1.50 1.50 1.50 4.00 1.00 1.50 1.00 4.00 4.00

FREIGHT SPEED TANGENT (CURVE)
(45) 50 (45)

GRADE
-0.45 +1.00 +1.30 0.00 -1.00 0.00 +0.40 -0.20 +1.00 0.00 -1.00 -0.35 0.00 +0.50 +1.00 +0.20 0.00 +0.67 0.00 +0.60 -1.10 +1.00 -1.46 +1.40 +1.00 0.00 +0.80

Sheet 55 H_35_40

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H40 — 5369' — H41 — 5275' — H42 — 5483' — H43 — 5293' — H44 — 4360' — H45

MAINTENANCE: T&S-08/03; S-03/05

RAIL: 89RWF132S; 89RWF132S; 93NWF132S; 89RWF132S; 02NW132P; 89RWF132S; 01NW132P; 01NW132P; 89RWF132S; 98NWF132P; 89RWF132S; 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4); ← 15.4

V-7-VA

BERRYVILLE CORP CLARKE CO

E N S W

043.45-1DGO-75'(94)

TRACK LAYOUT

LINE SEGMENT 5360

468600X JOSEPHINE ST-SR 614

468601E SR 680

468602L PRIVATE

468603T PRIVATE

468604A PRIVATE

468605G LLEWELLYN FARM

468607V MILLWOOD PK (SR 255)

468609J BROWNTOWN RD-SR 620

CURVATURE

ALIGNMENT: 2.0R 1.0R 0.6R 2.0L; 2.0L; 2.6R 0.6R 2.6R 0.8R; 4.5L 5.2R 4.6R 5.2R 3.2L; 3.2L 3.3R 2.2L

ELEVATION: 2.00 1.50 1.50 2.00; 2.00; 3.00 1.00 3.00 1.00; 3.50 4.00 4.00 4.00 3.00; 4.00 4.00 2.00

FREIGHT SPEED TANGENT (CURVE): 50; (40) (40) (45)

GRADE: +0.80 +1.00 -1.10 -0.50 0.00 +1.60 +1.25 0.00 -1.10 +0.90 -0.90 -0.20 0.00 +0.50 0.00 -0.55 +0.15 -1.10 +1.20 +1.35 +0.10 +0.95 -1.00

Sheet 55 H_40_45

04/12/2006 HAGERSTOWN HAGERSTOWN-SHENANDOAH VIRGINIA

H45 H46 H47 H48 H49 H50

5209' 5362' 5261' 5275' 5283'

MAINTENANCE: T&S-08/03 S-03/05

RAIL: 89RWF132S 89RWF132S

TRAFFIC DENSITY MGT: → 14.0(29.4) ← 15.4

V-7-VA

(BOYCE) 13046

(WHITE POST) 13049

045.50-1CBB-20' CLARKE CO BOYCE CORP BOYCE CORP CLARKE CO 047.47 047.49 TEST MILE TEST MILE

TRACK LAYOUT

LINE SEGMENT 5360

WATERWAY 458610D BERRYVILLE AVE-SR617 458611K MAIN ST (SR 723) FARM 458613Y 458613Y US 50 WB US 50 EB 458614F FARM 458615M FARM 458616U PRIVATE 458617B FARM 458618H DEPOT RD (SR 628) 458620J FARM 458621R F LOFTON RD (SR 627)

CURVATURE

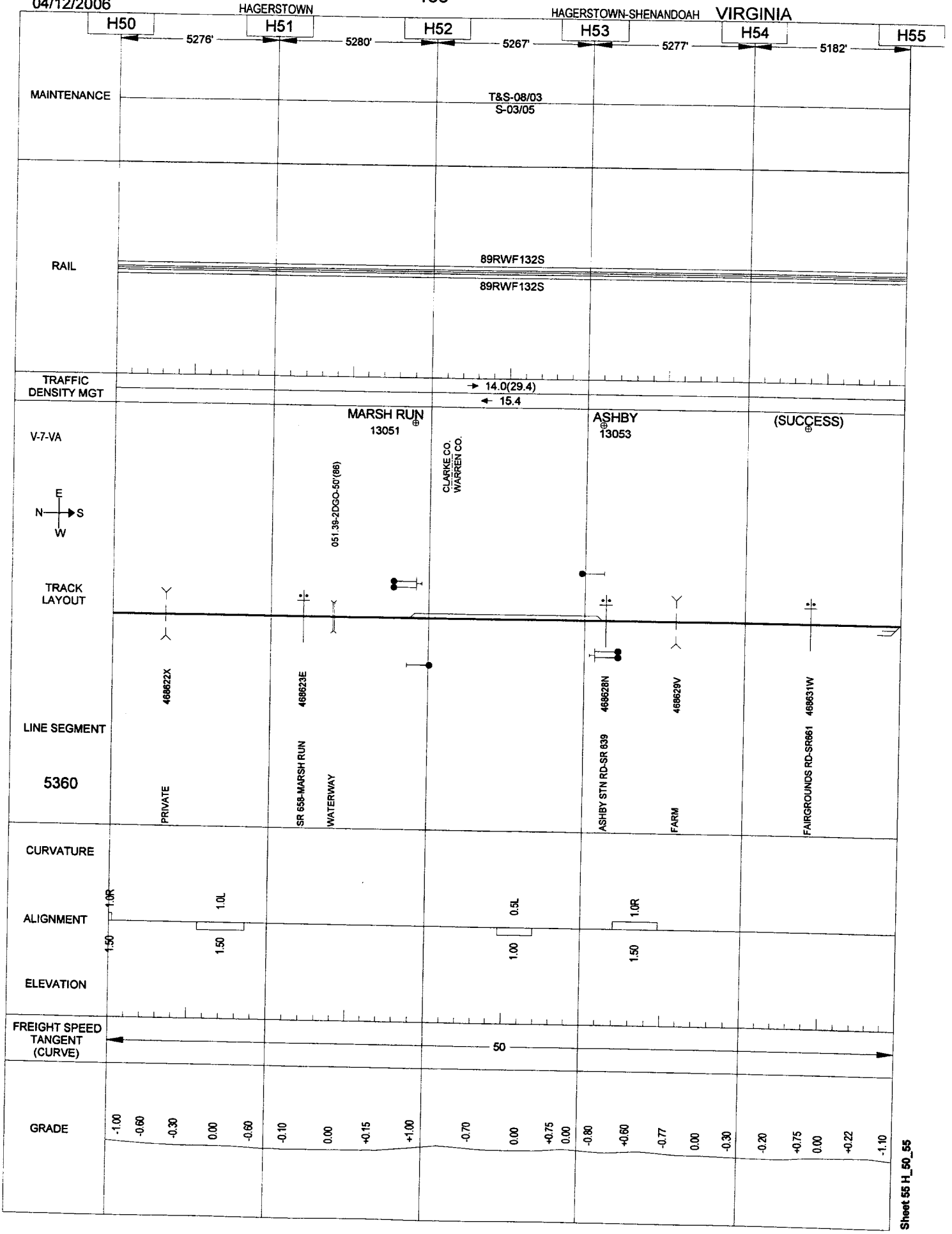
ALIGNMENT: 1.0L 1.0R 1.1L 1.2R 1.0L 1.3L 1.1R 0.2R 1.0R

ELEVATION: 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: -1.00 -0.60 0.00 +0.60 +1.00 -1.10 +1.10 -0.70 0.00 +0.80 0.00 +0.34 +0.50 +0.85 0.00 -0.40 -1.00

Sheet 55 H_45_50


HAGERSTOWN
HAGERSTOWN-SHENANDOAH
VIRGINIA
H50
H51
H52
H53
H54
H55
5276'
5280'
5267'
5277'
5182'
MAINTENANCE
T&S-08/03
S-03/05
RAIL
89RWF132S
89RWF132S
TRAFFIC DENSITY MGT
14.0(29.4)
15.4
V-7-VA
MARSH RUN
13051
ASHBY
13053
(SUCCESS)
CLARKE CO.
WARREN CO.
051.39-2DGO-50'(86)
E
N
S
W
TRACK LAYOUT
LINE SEGMENT
5360
468622X
PRIVATE
468623E
SR 659-MARSH RUN
WATERWAY
468628N
ASHBY STN RD-SR 839
468629V
FARM
468631W
FAIRGROUNDS RD-SR861
CURVATURE
ALIGNMENT
1.0R
1.0L
0.5L
1.0R
ELEVATION
1.50
1.50
1.00
1.50
FREIGHT SPEED TANGENT (CURVE)
50
GRADE
-1.00
-0.60
-0.30
0.00
-0.60
-0.10
0.00
+0.15
+1.00
-0.70
0.00
+0.75
0.00
-0.80
+0.60
-0.77
0.00
-0.30
-0.20
+0.75
0.00
+0.22
-1.10
Sheet 55 H_50_55

04/12/2006 HAGERSTOWN HAGERSTOWN-SHENANDOAH VIRGINIA

H55 H56 H57 H58 H59 H60

5281' 5268' 5308' 5212' 5249'

MAINTENANCE: T&S-08/03, S-03/05; T&S-06/04

RAIL: 89RWF132S; 99NWF132S; 02NWF132P; 89RWF132S; 04NWF132S; 99NWF132P; 92NWF132P; 98NWF132P; 99NWF132P; 89RWF132S; 98NWF132P; 89RWF132S; 99NWF132P; 03RW132S; 95NWF132P; 02RW132S

TRAFFIC DENSITY MGT: 14.0(29.4) / 15.4; 14.7(30.7) / 16.0; 14.7(30.8) / 16.1; 9.3(18.6) / 9.3

V-7-VA

(CEDARVILLE) 13056 (NOVA) 13057 (CARSON) (RIVCO) 13058 RIVERTON 13059

WARREN CO FRONT ROYAL CORP

057.86-3DGO-206'(91) 057.95 057.95 058.79-6MSO-803'(91) H-58.9/B-50.9 H-59.1/B-50.8 059.31-1CSB-12' 059.62

TRACK LAYOUT

LINE SEGMENT 5360 5365

TORAY PLASTICS; INLAND PORT; 468634S ROCKLAND RD (SR 658); 468636F 468636F CROOKED RUN I-66 I-66; 468637M QUARRY; 468638U PRIVATE OVHD CONVEYOR; OVHD CONVEYORS; SHENANDOAH RIVER; NS RB 89; 468640V NORTH ROYAL AVE; 468641C US 340, US 522

CURVATURE

ALIGNMENT: 2.0L 0.8L 2.1R 4.3R 2.7L 3.2R 1.2R 2.5R 2.0L 4.0L 7.9R 6.9R 7.3R 3.9R 5.5L 4.0L 2.7L 4.5L 7.2R 9.0R 5.0L 5.0R 1.6L 2.9R 2.4L

ELEVATION: 2.00 1.00 2.00 4.00 2.00 2.00 1.00 1.00 1.00 2.00 3.50 3.00 3.00 1.50 1.50 1.50 1.50 1.50 3.00 1.50 1.50 1.50 1.50 1.50 1.00

FREIGHT SPEED TANGENT (CURVE): 50; (40) (35) (30) 45 (30) (30) (15) (15) (30) 40

GRADE: -1.10 -0.90 +0.40 0.00 -0.60 0.00 +0.50 0.00 -1.10 -1.00 0.00 -0.80 -1.10 -1.00 -0.60 -1.20 -0.80 +0.65 +1.10 +0.50 0.00 +0.45 +0.65 +0.30 +0.60

Sheet 55 H_55_60

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H60 — 5277' — H61 — 5321' — H62 — 5234' — H63 — 5291' — H64 — 5258' — H65

MAINTENANCE: T&S-06/04

RAIL: 89RWF132S, 90RWF132S, 04RWF132S, 90RWF132S, 02RW132S; 02RW132S, 89RWF132S, 90RWF132S, 05RWF132S

TRAFFIC DENSITY MGT: → 9.3(18.6) ← 9.3; → 9.2(18.4) ← 9.2

V-7-VA: FRONT ROYAL 13060; WARREN 13062

N E S W

060.47-1TGO-36'(03) 060.79 061.99-1TGO-35'(99) FRONT ROYAL CORP WARREN CO 062.59-1BSO-20'(91) 062.73 063.57-1CSB-23'

TRACK LAYOUT

LINE SEGMENT 5365: 468642J KENDRICK RD RR ACCESS; 468643R OWNED BY VICOSE; 468644X PRIVATE; 468646L LURAY AVE; CATTLE PASS; RIVERMONT DR-SR 619; WATERWAY; 468647T FARM

CURVATURE

ALIGNMENT: 2.4L 2.0L 3.4L 2.8L 5.1L 2.6L 3.7L; 0.5R 0.5L; 1.7R 2.9R 1.0R 2.2R; 2.8R; 4.0L 2.2R 2.0R; 0.5R 3.5R 0.5R; 1.5R; 0.8L 1.2L 3.7L 4.7L 5.0L 4.5L 4.7L 4.6L 5.0L 4.5L 5.1L

ELEVATION: 1.00 1.00 2.00 2.00 4.00 2.00 2.50; 1.00 1.00; 1.50 1.50 1.50 1.50; 1.50; 3.00 1.50 1.50; 1.50 2.00 1.00; 1.50; 1.00 1.50 2.50 3.50 4.00 3.00 3.00 4.00 4.00 3.00 4.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: +0.60 0.00 -0.30 0.00 -0.04 -0.60 -0.65 -0.90 -0.40 +0.05 +0.35 +0.10 0.00 -0.50 0.00

Sheet 55 H_60_65

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H65 — 5276' — H66 — 5268' — H67 — 5275' — H68 — 5236' — H69 — 5465' — H70

MAINTENANCE

T&S-06/04

RAIL

02RW132S 90RWF132S 00RW132S 90RWF132S 02RW132S 01RW132S 90RWF132S 03RW132S 90RWF132S 02RW132S 00RW132S 90RWF132S 01RW132S 05RW132S 03RW132S 02RW132S 90RWF132S 00RW132S 90RWF132S 04RWF132S 90RWF132S

03RWF132S 90RWF132S 01RW132S 90RWF132S 05RWF132S 90RWF132S 99RWF132S 90RWF132S 02RW132S

TRAFFIC DENSITY MGT

→ 9.2(18.4)

← 9.2

V-7-VA

(MANOR) 13066

066.32-1DGO-30'(87)

068.13-1TGO-120'(94)

068.53-3DGO-188'(02)

069.04-4DGO-240'

N E S W

TRACK LAYOUT

LINE SEGMENT

5365

468648A RIVER ACCESS

468649G PRIVATE WATERWAY

468650B RIVER ACCESS

904270X FARM

GOONEY CREEK

FLINT RUN

468653W US 340 & WATERWAY

468654D FARM

468655K FARM

CURVATURE

ALIGNMENT

5.1L 4.7L 3.2R 8.3R 0.7R 6.7R 6.2R 2.0L 3.5L 1.5L 2.5L 9.1L 5.6L 3.7L 2.0L 1.5L 7.5R 5.6R 6.1R 2.8R 5.8R 6.0L 6.5R 7.5L 8.1R 7.9R 2.7R 1.6R 7.7L 8.6R

ELEVATION

4.00 3.00 2.00 3.50 1.00 2.50 2.50 1.00 1.00 1.00 1.00 4.00 2.00 1.50 1.00 1.00 3.00 2.00 2.00 1.50 2.00 2.00 2.50 3.00 3.50 3.50 1.00 1.00 3.00 3.50

FREIGHT SPEED TANGENT (CURVE)

40 — 30

GRADE

+0.43 +0.20 0.00 +0.10 0.00 +0.10 +0.30 +0.60 0.00 -0.50 +0.35 0.00 +0.25 +0.70 +1.10 +0.80 +1.00 +1.10 +1.50 +1.20

Sheet 55 H_65_70

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H70 — 5094' — H71 — 5276' — H72 — 5289' — H73 — 5269' — H74 — 5282' — H75

MAINTENANCE: T&S-06/04

RAIL: 90RWF132S; 03RWF132S; 90RWF132S; 02RWF132S; 90RWF132S; 02RWF132S; 02RWF132S; 90RWF132S

90RWF132S; 05RWF132S; 90RWF132S; 03RWF132S; 90RWF132S; 93NWF132P; 00RWF132S; 90RWF132S; 05RWF132S; 90RWF132S; 02RWF132S; 05RWF132S; 90RWF132S

TRAFFIC DENSITY MGT: → 9.2(18.4); ← 9.2; → 9.2(18.5); ← 9.3

V-7-VA: (LIMETON) 13070; BENTONVILLE 13072; ACORN HILL 13073

N E S W

070.82-1MAB-10'; 073.61-1CSB-16'; 074.39-1MAB-20'

TRACK LAYOUT

LINE SEGMENT 5365

468656S MAIN ST (SR 622); 468657Y SPANGLER LN (SR 648); ROAD & WATERWAY; 468658F BORDONTOWN LN; 468659M PAYNE LN; 468660G SR 613; 468661N ROAD & WATERWAY; 904271E FARM; 468663C ROAD & WATERWAY; 468664J OVERALL RUN RD

CURVATURE

ALIGNMENT: 6.7L, 5.0R, 6.0R, 6.3L, 4.3R, 3.2L, 4.0R, 4.0R, 3.0L, 3.4R, 1.2R, 2.0L, 6.6L, 4.0R, 4.0L, 1.0R, 4.0R, 3.5L, 3.5L

ELEVATION: 4.00, 2.50, 3.50, 3.50, 2.00, 1.50, 1.50, 1.50, 1.00, 1.50, 1.00, 1.00, 4.00, 4.00, 4.00, 1.50, 4.00, 3.00, 3.00

FREIGHT SPEED TANGENT (CURVE): 35 — 45

GRADE: +1.20, +1.70, +0.50, +0.80, +1.70, +1.15, +1.30, +0.30, +1.00, +0.50, +0.55, +0.25, +1.20, +0.90, +1.35, -0.85, -0.65, -0.80, -1.00, -0.50, -0.20, 0.00, +0.60, -0.35, +0.40, -0.10, 0.00, -0.50

Sheet 55 H_70_75

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H75 — H76 — H77 — H78 — H79 — H80

5249' — 5301' — 5264' — 5280' — 5076'

MAINTENANCE: T&S-07/04

RAIL: 90RWF132S, 93RWF132P, 90RWF132S, 85RWF132S, 93RWF132P, 90RWF132S, 00RWF132S, 90RWF132S, 90RWF132S, 03RWF132S, 90RWF132S, 90RWF132S

TRAFFIC DENSITY MGT: → 9.2(18.5) ← 9.3

V-7-VA

(OVERALL) — (COMPTON) 13077 — (RILEYVILLE) 13079

PAGE CO. WARREN CO.

075.37-11DGO-540'(97) — 076.30-7DGO-370'(85) — 076.98-3DGO-95'(86) — 077.35-25DGO-1141'(84) — 078.08 — 079.03-1MAB-18'

N S E W

TRACK LAYOUT

LINE SEGMENT 5365

468667E ST RT 665 — 468668L PRIVATE — 468669T US 340 — 468670M CARVELLE XING-SR 664 — WATERWAY — 904272L FARM — DRY RUN — 468672B US 340 — 468673H PRIVATE — 468674P PRIVATE — ROAD & WATERWAY — 468676D SR 662 — 468677K FARM

CURVATURE

ALIGNMENT: 4.1R, 4.0L, 4.0R, 4.5L, 8.3L, 8.2R, 1.0R, 1.0L, 1.5R, 2.0R, 1.9L, 2.1L, 2.8L, 2.1L, 3.0R, 3.2R

ELEVATION: 4.00, 4.00, 4.00, 2.00, 3.50, 3.50, 1.00, 1.00, 1.00, 1.50, 1.50, 1.50, 2.00, 1.50, 2.50, 3.00

FREIGHT SPEED TANGENT (CURVE): 45 (35) (30) (30)

GRADE: -1.00, -1.35, -0.90, -0.30, 0.00, +0.50, +1.80, +1.30, +0.10, +1.25, +2.00, +1.50, +1.00, +0.50, 0.00, -1.00, -0.80, -1.00, -0.80, 0.00, +0.30, +1.00, +0.90, 0.00, -0.57, +1.10, 0.00, -0.35, -0.10, +0.90, +1.70, +1.48, +1.25, 0.00, +1.00

Sheet 55 H_75_80

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H80 — 5429' — H81 — 5280' — H82 — 5279' — H83 — 5265' — H84 — 5284' — H85

MAINTENANCE: T&S-07/04

RAIL: 93NWF132S; 90RWF132S; 90RWF132S; 01RW132S; 02RW132S; 90RWF132S; 90RWF132S; 93NWF132P; 90RWF132S; 02RW132S

TRAFFIC DENSITY MGT: → 9.2(18.5); ← 9.3

V-7-VA: SUMMIT 13081; VAUGHN 13082; (ELGIN) 13084

080.01-11DGO-1225'(86); 080.43-1MAB-16'

TRACK LAYOUT

LINE SEGMENT 5365: SR 611; ROAD; SR 661; SR 611; FARM; PRIVATE VAUGHN SMT (SR 611); FARM; SR 611; PRIVATE; PRIVATE; SR 658

468679Y; 468680T; 468681A; 468683N; 468684V; 468685C; 468686J; 468687R; 468688X; 468689E

CURVATURE

ALIGNMENT: 3.3L; 2.5R; 3.0L; 2.0R; 1.0R; 3.7R; 2.3L; 6.2L; 7.0R; 1.0L; 1.2L; 3.0L; 3.0L; 4.9R

ELEVATION: 2.00; 1.50; 1.50; 1.50; 1.50; 2.50; 1.00; 3.50; 4.00; 1.00; 1.00; 1.50; 1.50; 4.00

FREIGHT SPEED TANGENT (CURVE): 45; 40 (35) (35)

GRADE: +1.00; +1.13; +1.45; +1.30; +1.80; +1.45; +2.00; +1.60; +1.80; -0.50; 0.00; +0.40; 0.00; -0.30; -0.50; 0.00; -0.50; -0.10; -0.25; -0.70; -1.00; -1.20

+1.85% HAGERSTOWN TO ROANOK

Sheet 55 H_80_85

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H85 — 5275' — H86 — 5272' — H87 — 5268' — H88 — 5278' — H89 — 5276' — H90

MAINTENANCE: T&S-10/98

RAIL: 02RW132S; 90RWF132S; 90RWF132S; 02RW132S; 00RWF132S; 01RW132S; 90RWF132S; 01RW132S

TRAFFIC DENSITY MGT: → 9.2(18.5); ← 9.3

V-7-VA

N E S W

085.20-6DGO-251'(91)

086.00 086.02

PAGE CO TOWN OF LURAY 086.86-4DGO-234'(81)

(BURGER) 13087

087.70

(LURAY) 13088

088.88-2MSO-167'(04)

089.26-1MAB-22'

TOWN OF LURAY PAGE CO

TRACK LAYOUT

LINE SEGMENT 5365

468691F — PASS RUN

468692M — PRIVATE

468693B — PRIVATE

468694B — US 211 WB

468694B — US 211 EB

468696P — UPPER DRY RUN

WALLACE RD (SR 656)

468698D — COLLINS AVE

468699K — E MAIN ST (US 211)

468700C — CAMPBELL/CAVE ST

468701J — US 340 & WATERWAY

468702R — S COURT ST EXT

CURVATURE

ALIGNMENT: 4.9R 4.6R 4.7R 5.1R 1.0L 1.0R 1.9L 3.0R 2.0L 1.1L 2.2L 6.4L 6.1R 8.1L 8.0R

ELEVATION: 4.00 4.00 4.00 4.00 1.50 1.50 1.50 3.50 1.50 1.50 2.00 2.50 2.00 3.50 3.50

FREIGHT SPEED TANGENT (CURVE): 40 (40) 50 (30) (30) (30) (30)

GRADE: -1.20 +0.40 0.00 +0.55 0.00 +0.25 0.00 -1.20 -1.50 -0.70 -1.10 -0.80 -0.55 -0.70 -0.80 +1.40 -1.05 -0.20 -0.70 0.00 -0.06 0.00 +0.40 +1.60 +1.45 +1.80 +1.47

Sheet 55 H_85_90

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H90 — 5336' — H91 — 5222' — H92 — 5280' — H93 — 5284' — H94 — 5279' — H95

MAINTENANCE: T&S-10/98

RAIL: 90RWF132S; 90RWF132S

TRAFFIC DENSITY MGT: → 9.2(18.5); ← 9.3

V-7-VA: 090.10-1TGO-35'(92)

N — E — S — W

TRACK LAYOUT: (SPITLER) @ 13092; WILSONS @ 13094; PAGE CO STANLEY CORP

LINE SEGMENT: 5365

Segment	Line segment
SR 639	468703X
FARM	468704E
PRIVATE	468705L
HOLLOW RUN (SR 629)	468706T
FARM XING	468707A
SR 633	468708G
FARM	468709N
SR 632	468710H
SR 631	468711P
FARM	468712W
FARM	468713D
SR 624	468714K

CURVATURE / ALIGNMENT: 2.5R; 3.1L; 1.0L; 2.0L; 2.0R; 3.0L; 0.6R; 3.0R

ELEVATION: 2.50; 4.00; 1.00; 1.50; 1.50; 3.50; 1.00; 3.50

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +1.47; +0.65; 0.00; -0.41; -1.30; 0.00; +0.90; +0.30; +0.60; 0.00; +1.30; -0.80; +1.70; +1.50; +0.80; +0.50; -0.80; -0.10; -1.50; +0.80; +1.60; -0.80; +1.60; +1.30; +1.50; +0.40; 0.00; +0.20; +0.40; +1.00

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H95 — H96 — H97 — H98 — H99 — H100

5279' — 5254' — 5248' — 5272' — 5162'

MAINTENANCE: T&S-10/98

RAIL: 90RWF132S; 93NWF132S; 90RWF132S; 88RWF132S; 88RWF132S; 90RWF132S; 88RWF132S; 01RW132S; 02RW132S; 88RWF132S; 00RWF132S; 88RWF132S; 01RW132S; 00RWF132S; 06RWF132S; 99RWF132S; 88RWF132S; 01RW132S; 01RW132S; 99RWF132S; 88RWF132S; 01RW132S; 88RWF132S

TRAFFIC DENSITY MGT: → 9.2(18.5); ← 9.3

V-7-VA

STANLEY 13095

STANLEY CORP PAGE CO

096.66-15DGO-720'(83)

097.64-11DGO-530'(02)

098.63-13DGO-682'(96)

N S E W

TRACK LAYOUT

LINE SEGMENT 5365

468715S MAIN ST (US 340)

468716Y PARK RD (SR 622)

468717F SR 723

CENTER RUN

468718M SR 621

LITTLE LION

468720N HONEY RUN, SR 618

468722C FARM

468723J FARM

468724R FARM

CURVATURE

ALIGNMENT: 2.0R, 3.0R, 3.0L, 1.7R, 2.0R, 3.0L, 6.4L, 9.3R, 5.4L, 6.4R, 8.4L, 6.0R, 7.2L, 5.8L

ELEVATION: 2.00, 3.50, 3.50, 1.50, 2.00, 3.50, 4.00, 2.50, 1.50, 2.50, 3.50, 2.00, 3.00, 2.00

FREIGHT SPEED TANGENT (CURVE): 50; 35 (25) (30) (30) (30) (30) (30) (30)

GRADE: +1.40, +1.60, +1.45, +1.50, +0.40, 0.00, -1.15, -1.40, -1.00, -1.35, -1.50

+1.44% SHENANDOAH TO HAGERS

Sheet 55 H_95_100

04/12/2006

HAGERSTOWN — HAGERSTOWN-SHENANDOAH — VIRGINIA

H100 — H101 — H102 — H103 — H104 — H105

5724' — 4627' — 4878' — 5618' — 5274'

MAINTENANCE: T&S-10/98

RAIL: 88RWF132S; 01RW132S; 88RWF132S; 05RWF132S; 03RW132S; 88RWF132S; 88RWF132S; 88RWF132S; 88RWF132S; 01RW132S; 05RWF132S; 03RW132S

TRAFFIC DENSITY MGT: → 9.2(18.5); ← 9.3

V-7-VA

(INGHAM) 13101 — TEST MILE — TEST MILE — (GROVE HILL)

E N S W

100.45-1MAB-20' | 101.17-1MAB-12' | 101.43-1MAB-20' | 102.09-1MAB-50' | 102.38-1MAB-29' | 102.56-5DGO-256'(93) | 103.01-7DGO-330'(93) | 104.22-8DGO-410'(95) | 104.44-6DGO-324'(77) | 104.85-1MAB-16'

TRACK LAYOUT

LINE SEGMENT 5365

468725X	468727L	468728T	468729A	468730U	468731B	468732H	468733P	468734W	468735D	468736K	468737S	468738Y	
FARM	WATERWAY	FARM	WATERWAY	ROAD & WATERWAY	PRIVATE	WATERWAY, SR 602	ROAD & WATERWAY	SR 603, DRY RUN	WATERWAY, ROAD	FARM	SR 610	DEEP HOLLOW	WATERWAY, ROAD	ROAD & WATERWAY

CURVATURE

ALIGNMENT: 5.6L, 5.6R, 8.3L, 4.2R, 6.0L, 6.2R, 3.0R, 1.2R, 2.0R, 4.2R, 4.2L, 6.5L, 5.1L, 4.7R, 4.1L, 4.2R, 1.5R

ELEVATION: 2.00, 2.00, 3.50, 2.00, 3.50, 3.50, 1.50, 1.50, 1.50, 2.00, 2.00, 3.50, 3.00, 2.50, 2.00, 2.00, 1.50

FREIGHT SPEED TANGENT (CURVE): (30) (30) (30) 35

GRADE: -1.00, -1.45, -1.35, -0.90, -1.40, -1.30, -1.20, -1.50, -1.30, -0.82, 0.00, +0.30, +0.50, +1.05, +1.25, +0.86, -1.10, -1.02, -0.65, 0.00, -0.20, 0.00, +0.70, +1.00

Sheet 55 H_100_105

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H105 H106 H107 H108 H109 H110

5271' 5233' 5258' 5272' 5274'

MAINTENANCE: T&S-10/98 T&S-06/04

RAIL: 88RWF132S 88RWF132S 01RW132S 88RWF132S 00RWF132S 88RWF132S
88RWF132S 88RWF132S 01RW132S 88RWF132S

TRAFFIC DENSITY MGT: → 9.2(18.5) ← 9.3 → 11.1(22.2) ← 11.1

V-7-VA

JUNIOR AVE 13105 — BTC — ETC — YARD LIMIT — PAGE CO SHENANDOAH CORP

SHENANDOAH 13108 — BTC — ETC — YARD LIMIT — SHENANDOAH CORP PAGE CO — PAGE CO ROCKINGHAM CO

N E S W

105.13 106.08-1MAB-16' 106.77-2CBB-73' 106.95-1MAB-16' 108.22-5DTO-232'(97)

TRACK LAYOUT

LINE SEGMENT 5365 5370

468739F US 340 | 468740A JUNIOR AVE, WATERWAY | SB YARD | 468741G WALKWAY | ROAD & WATERWAY | ROAD & WATERWAY | NB YARD | 468742N NAKED CREEK | 468744C COUNTY RD (ST 856) | 468745J SR 884

CURVATURE

ALIGNMENT: 5.2L 0.3R 1.0L 1.7L 4.0L 1.0L 0.1L 4.5L 6.7R 0.6R 5.1R 5.2L 6.4R 5.2L 2.0L

ELEVATION: 3.00 1.00 1.50 1.50 1.50 1.00 1.00 1.00 1.50 1.00 1.50 1.50 1.50 3.50 1.50

FREIGHT SPEED TANGENT (CURVE): 35 25 (35) 50 (35)

GRADE: +1.00 -0.80 -0.25 -0.15 0.00 +0.50 +0.30 -0.30 +0.30 -0.35 0.00 +0.25 0.00 +0.20 0.00 +0.25 0.00 -0.60 -0.30 0.00 +0.40 +1.25 +0.60 -0.80 -1.00 -0.30 0.00 +0.25

Sheet 55 H_105_110

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H110 — 5257' — H111 — 5273' — H112 — 5267' — H113 — 5275' — H114 — 5273' — H115

MAINTENANCE: T&S-06/04

RAIL: 88RWF132S, 01RW132S, 03RW132S

TRAFFIC DENSITY MGT: → 11.1(22.2) ← 11.1; → 11.0(22.0) ← 11.0; → 9.5(20.1) ← 10.6

V-7-VA

N E S W

ELKTON 13112

ELKTON CORP. ROCKINGHAM CO.

TEST MILE

110.90-2CBB-32'

112.55-5DGO-158'(96)
112.54
112.54
112.54

ELKTON CORP ROCKINGHAM CO

114.07-4DGO-140'(93)

114.52-1CSB-18'

114.94-1BSO-18'(80)

TRACK LAYOUT

LINE SEGMENT

5370

468746R — DRY RUN

468747X

468749L — SR 1706

468750F

468751M — SR 33B, ELK RUN, US 33, US 33

468753B — MARSHALL AVE H-112.65=EB-0.0

468755P — HAWKSBILL CREEK

WATERWAY

WATERWAY

CURVATURE

ALIGNMENT: 5.5L, 2.2R, 0.5R, 0.9L, 4.1L, 2.0R, 2.0R, 2.7R, 3.0R

ELEVATION: 3.00, 1.50, 1.00, 1.00, 4.00, 2.00, 2.00, 3.00, 3.50

FREIGHT SPEED TANGENT (CURVE): (35) (45) 50 (45) (45) (45) (45)

GRADE: -0.20, -0.65, -0.90, -0.60, -0.40, 0.00, +0.15, 0.00, +0.10, +0.35, +0.65, +0.30, +0.85, +0.55, -1.00, 0.00, +0.10, +0.25, +0.50, +1.00, +0.70, +0.40, 0.00, +0.40, +0.80

Sheet 55 H_110_115

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H115 H116 H117 H118 H119 H120

5269' 5270' 5271' 5269' 5267'

MAINTENANCE: T&S-06/04 T&S-08/00

RAIL: 88RWF132S 88RWF132S

TRAFFIC DENSITY MGT: → 9.5(20.1) ← 10.6 → 9.4(20.1) ← 10.7

V-7-VA: (STONEWALL) 13114 (ISLAND FORD) 13117

N E S W

116.63-1DGO-34'(95) COORS SIDING

118.32-1DGB-32'(93)

119.33-2DGB-63'(85)

TRACK LAYOUT

468756W 468757D 468758K 468760L 468763G 469965H 468767J 468768R 468769X 468058D 468059K 468060E

LINE SEGMENT 5370

MERCK CHEM-SR 642 SR 642 GAP RUN COORS CROSSING SR 649 TWO MILE RUN PRIVATE ONE MILE RUN FARM

CURVATURE

ALIGNMENT: 3.0L 3.50 1.8R 1.50 0.6L 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +0.80 +1.00 -0.55 -0.65 -0.60 0.00 +0.50 +1.00 +0.50 +0.37 +0.60 +0.25 0.00 -0.22 +1.50 -1.30 -1.00 -0.75 0.00

Sheet 55 H_115_120

ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H120 H121 H122 H123 H124 H125

5412' 5272' 5267' 5284' 5276'

MAINTENANCE: T&S-08/00

RAIL: 82W132S 02RW132S 82W132S 00RWF132S 82W132S 05RWF132S 82W132S 03RW132S 82W132S 82NW132S

82W132S 01RW132S 82W132S 05RWF132S 82W132S 82NW132S

TRAFFIC DENSITY MGT: → 9.4(20.1) ← 10.7

V-7-VA

LEWIS RUN 13123

N E S W

120.17-5DGO-158'(80) 123.76-1DGB-32'(85) 124.33-1BSB-13'

TRACK LAYOUT

468061L 468062T 468063A 468065N 468066V 468067C

LINE SEGMENT 5370

BIG RUN FARM FARM PRIVATE HANGMAN RUN LOWER LEWIS RUN SR 708

CURVATURE

ALIGNMENT: 3.5L 8.1R 2.1R 5.1L 6.0L 4.4L 3.5L 3.7R 3.6L 5.2R 3.0R 6.7R 4.2R 2.5R 1.0R 2.9R 6.2R 5.8L 3.0L 1.0R

ELEVATION: 1.50 3.50 1.50 3.00 3.50 2.00 1.50 1.50 1.50 3.00 1.50 4.00 2.00 1.50 1.50 1.50 3.50 3.50 2.50 1.50

FREIGHT SPEED TANGENT (CURVE): 50 (30) 35 (45) 50

GRADE: 0.00 +0.30 -0.40 0.00 +1.60 +1.70 +1.40 +1.00 +0.80 +0.50 0.00 -0.20 0.00 -0.30 -0.50 -0.25 0.00 +0.30 0.00 -0.10 0.00 +0.50 +0.75 +0.50 0.00 -0.10 0.00 -1.00 -0.50 0.00 +0.50 +0.15 +0.38

Sheet 55 H_120_125

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H125 H126 H127 H128 H129 H130

5274' 5269' 5279' 5280' 5266'

MAINTENANCE: T&S-07/00 T&S-08/00

RAIL: 82NW132S 35NW131S 88RWF132S

82NW132S 35NW131S 88RWF132S

TRAFFIC DENSITY MGT: → 9.4(20.1) ← 10.7 → 9.3(20.0) ← 10.7

V-7-VA

LYNNWOOD 13125 (PT REPUBLIC) 13126 (GROTTOES) 13128 (REYNOLDS METAL) 13129

125.47-1DGB-32'(83) 126.13-1CSB-14' 126.73-4DGO-144'(82) ROCKINGHAM CO GROTTOES CORP 128.99-2BSO-28'(90) ROCKINGHAM CO AUGUSTA CO 129.56-1DGB-31'(83)

N E S W

TRACK LAYOUT

468068J 468070K 468071S 468072Y 904273T 468074M 468075U

LINE SEGMENT 5370

DEEP RUN FARM WATERWAY SR 955 FARM MADISON RUN SR 659 MILLER RUN CORY RD (SR 256) 2ND ST / SR 661 WATERWAY

CURVATURE

ALIGNMENT 4.1L 1.1L

ELEVATION 4.00 1.50

FREIGHT SPEED TANGENT (CURVE) 50 (45)

GRADE +0.38 +0.20 0.00 +0.50 +0.70 +1.00 +1.50 +0.20 -1.00 +0.40 +0.28 +0.50 +0.80 +0.40 0.00 +0.40 +1.10 +0.75 +0.60 +0.30 +0.50 0.00 +0.30

Sheet 55 H_125_130

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H130 — 5323' — H131 — 5226' — H132 — 5288' — H133 — 5208' — H134 — 5331' — H135

MAINTENANCE: T&S-08/00

RAIL: 88RWF132S; 88RWF132S; 02RW132S; 03RW132S; 88RWF132S; 03RW132S; 04RWF132S; 88RWF132S; 88RWF132S

TRAFFIC DENSITY MGT: → 9.3(20.0); ← 10.7

V-7-VA

(HARRISTON)

TRACK LAYOUT: 130.82-1DGO-28'(79); 131.55-1CSB-20'; 132.32-1DGO-35'(82); 132.86-6DGO-189'(80); 133.41-1DGO-40'(85); 134.68-3DGO-101'(94)

LINE SEGMENT 5370: STILL RUN; STILL RUN; SR 778; 468082E; PAINS RUN; 468083L; ROAD & WATERWAY; SR 616; 468085A; MEADOW RUN; SR 628; 468086G

CURVATURE

ALIGNMENT: 1.2L; 7.7L; 6.1R; 4.1R; 0.8R; 5.9R; 5.0L; 1.9R; 1.1L; 1.6R

ELEVATION: 1.50; 3.00; 3.50; 2.00; 1.50; 3.50; 2.50; 1.00; 1.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 50 (30) (35) (35) (35) (40) (40)

GRADE: +0.50; +1.20; -0.20; -0.80; -0.35; 0.00; -0.50; -1.00; 0.00; +0.20; +0.80; +1.57; +0.30; 0.00; -0.50; 0.00; +0.50; +0.20; +1.30; +0.20; +0.90; +1.30; +1.20; 0.00; -0.50; -0.60; -1.35; -0.86; 0.00; +0.80; +1.60

Sheet 55 H_130_135

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H135 — H136 — H137 — H138 — H139 — H140

6275' — 4274' — 5275' — 5378' — 5174'

MAINTENANCE

T&S-08/00

RAIL

88RWF132S

88RWF132S

01RWF132S

03RWF132S

88RWF132S

88RWF132S

TRAFFIC DENSITY MGT

→ 9.3(20.0)

← 10.7

V-7-VA

SAMPSON 13134

SPRING (CRIMORA) 13136

137.20-6CSB-63'

138.74-1DGO-40'(85)

139.30-1CSB-12'

139.93-1TGO-30'(83)

TRACK LAYOUT

LINE SEGMENT

5370

458087N — 458085V — 458089C — 458090W — 458091D — 904275G — 458093S — 458095F — 458096M — 458097U — 458098B — 458100A

VA FOREST — SR 612 — MINE BRANCH — SR 619 — TUNNEL BRANCH — COINERS RUN — BLACKWATER RUN

CURVATURE

ALIGNMENT

3.2L — 8.4L — 6.6R — 4.2L — 3.1R — 2.5L

ELEVATION

4.00 — 4.00 — 4.00 — 4.00 — 2.50 — 2.00

FREIGHT SPEED TANGENT (CURVE)

50

(30) (30) — (45) — (45) — (45)

GRADE

+1.60 +1.00 +0.50 0.00 -1.00 -0.50 0.00 +0.25 — 0.00 +0.65 +0.90 — -0.90 -1.00 +1.40 +1.50 +1.00 — +0.60 +0.40 -1.20 -1.40 -0.80 — -0.40 0.00 +0.25 0.00 -0.40 0.00

Sheet 55 H_135_140

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H140 — 5277' — H141 — 5278' — H142 — 5282' — H143 — 5273' — H144 — 5231' — H145

MAINTENANCE: T&S-08/00

RAIL: 88RWF132S; 88RWF132S; 04RWF132S; 99RWF132S; 88RWF132S; 88RWF132S

TRAFFIC DENSITY MGT: → 9.3(20.0); ← 10.7; → 9.7(21.1); ← 11.4

V-7-VA: (DOOMS) 13140; RUSSELL 13141; WAYNESBORO 13142; DUPONT 13146; WAYNETEX 13144

N–S, E–W

TRACK LAYOUT: 140.73-3DGB-94'; 141.01-1DGB-31'(85); LEHI PORTLAND; AUGUSTA CO; CITY OF WAYNESBORO; 141.81; 142.56-1DGO-40'(04); 142.70; 142.88; 143.30; 143.46-1TGB-48'; 143.55-4DGO-112'(87)

LINE SEGMENT 5370: 468101G; 468102N; 468109L; 468112U; 468113B; 468114H; 468115P

SR 611; SAWMILL RUN; FAUBERS RUN; HOPEMAN PKWY-SR 621; STEELE CREEK; 2ND ST; 4TH ST; CSXT (OLD C&O); 7TH ST; US 250; WATERWAY; 11TH ST; OVHD WALKWAY; E I DUPONT; WINDSOR RD (SR 624)

CURVATURE

ALIGNMENT: 3.2R; 5.5L; 5.1R; 4.2R; 0.7R; 0.5L; 0.5R; 0.3L; 4.2R; 0.7R; 2.2L

ELEVATION: 3.00; 4.00; 4.00; 3.00; 1.00; 1.00; 0.00; 0.00; 3.00; 1.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 50; (45); (40); (40) (40); (40)(40)(40)(40); (40); (40)(40)

GRADE: 0.00; +0.95; +0.15; +0.50; 0.00; -0.30; -0.60; 0.00; +0.57; +0.66; +0.35; +0.60; 0.00; +0.40; +0.90; +1.50; +1.00; -0.20; 0.00; -1.00; 0.00; +0.20; +0.60; +1.05; +1.00

Sheet 55 H_140_145

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H145 — 5279' — H146 — 5282' — H147 — 5281' — H148 — 5285' — H149 — 5277' — H150

MAINTENANCE

T&S-12/99

RAIL

88RWF132S
88RWF132S
87RWF132S
87RWF132S
90NWF132P
87RWF132S

TRAFFIC DENSITY MGT

→ 9.7(21.1)
← 11.4

V-7-VA

(WELLS) 13145
(LYNDHURST) 13148

CITY OF WAYNESBORO
AUGUSTA CO

145.70
145.72

147.07-1TGO-60'(81)
147.32-2DGO-106'(93)

BURRIS FOODS

149.77-1MAB-10'

E
N S
W

TRACK LAYOUT

LINE SEGMENT

5370

468117D
468118K
468119S
468120L
468121T
468122A
468123G
468124N

I-64 WB
I-64 EB
FARM
OAK LAND
SPRING RUN FARM
BACK CREEK
SR 664
FARM
FARM
FARM
WATERWAY
W L YOUNG FARM

CURVATURE

ALIGNMENT

4.3L 4.5R 2.0L 2.3R 2.0R 4.1L 2.1R

ELEVATION

3.00 3.50 2.00 2.50 2.00 4.00 2.00

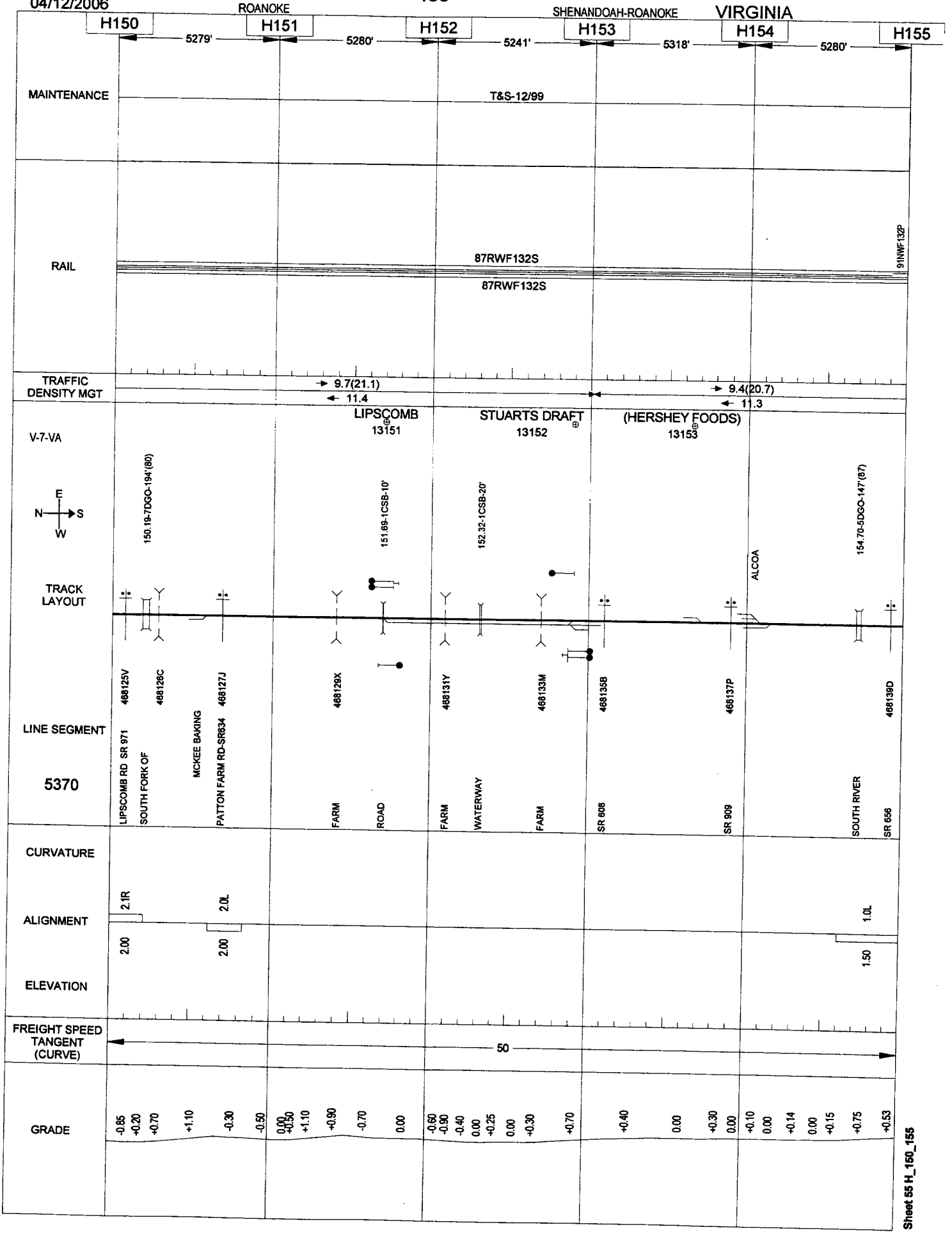
FREIGHT SPEED TANGENT (CURVE)

(40) (40) 50 (45)

GRADE

+1.00 +0.20 +0.85 +0.60 0.00 -0.10 0.00 -0.75 -0.60 -0.90 0.00 +0.30 +0.70 +1.30 +1.50 +0.95 +0.15 +0.30 0.00 -0.20 0.00 -0.15 -0.80 -0.50

Sheet 55 H_145_150



Sheet 55 H_150_155

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H155 — 5279' — H156 — 5278' — H157 — 5277' — H158 — 5281' — H159 — 5265' — H160

MAINTENANCE: T&S-12/99

RAIL: 87RWF132S; 00RWF132S; 87RWF132S; 85W132S; 87RWF132S; 85W132S

TRAFFIC DENSITY MGT: → 9.4(20.7); ← 11.3

V-7-VA

N E S W

TRACK LAYOUT: (WILDA) 13156; (GREENVILLE) 13159; 155.81-1CSB-20'; 156.41-1DGO-20'(85); 157.61-3DGO-72'(05)

LINE SEGMENT 5370: 468141E LOVES RUN; 468142L FARM; 468143T WILDA RD (SR 652) WATERWAY; 468144A FARM; 468146N AVIS RD (SR 658) PINE CREEK; 468148C FARM; 468149J SR 652

CURVATURE

ALIGNMENT: 1.0L; 2.0R; 1.1L; 4.4L; 3.4L; 1.8R; 3.1R; 3.1L; 1.0R

ELEVATION: 1.50; 2.00; 1.50; 3.50; 4.00; 1.50; 4.00; 4.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 50 (40)

GRADE: +0.30; +0.65; +0.50; +0.85; +0.95; +0.65; +0.80; +0.50; +0.60; +0.75; +1.03; +1.24; +1.55

Sheet 55 H_155_160

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H160 — 5275' — H161 — 5270' — H162 — 5283' — H163 — 5280' — H164 — 5274' — H165

MAINTENANCE: T&S-11/99

RAIL: 85W132S, 01RW132S, 85W132S, 95NWF132P, 85W132S, 98RWF135S, 85W132S, 91NWF132P, 85W132S, 93NWF132P, 85W132S, 97RWF132S, 85W132S, 97RWF132S, 85W132S, 99RWF132S, 85W132S, 92NWF132S

TRAFFIC DENSITY MGT: → 9.4(20.7) ← 11.3

V-7-VA

(LOFTON) 13162

164.99-1DGO-107'(86)

TRACK LAYOUT

LINE SEGMENT 5370

468150D FARM

468152S FARM

468153Y SR 668

468155M PRIVATE

468156U SOUTH FORK

CURVATURE

ALIGNMENT: 4.0L, 3.0R, 3.7L, 1.3R, 3.1L, 2.2R, 3.6R, 3.2L, 1.3R, 4.2L, 0.5L, 4.1L, 4.1L, 6.5R

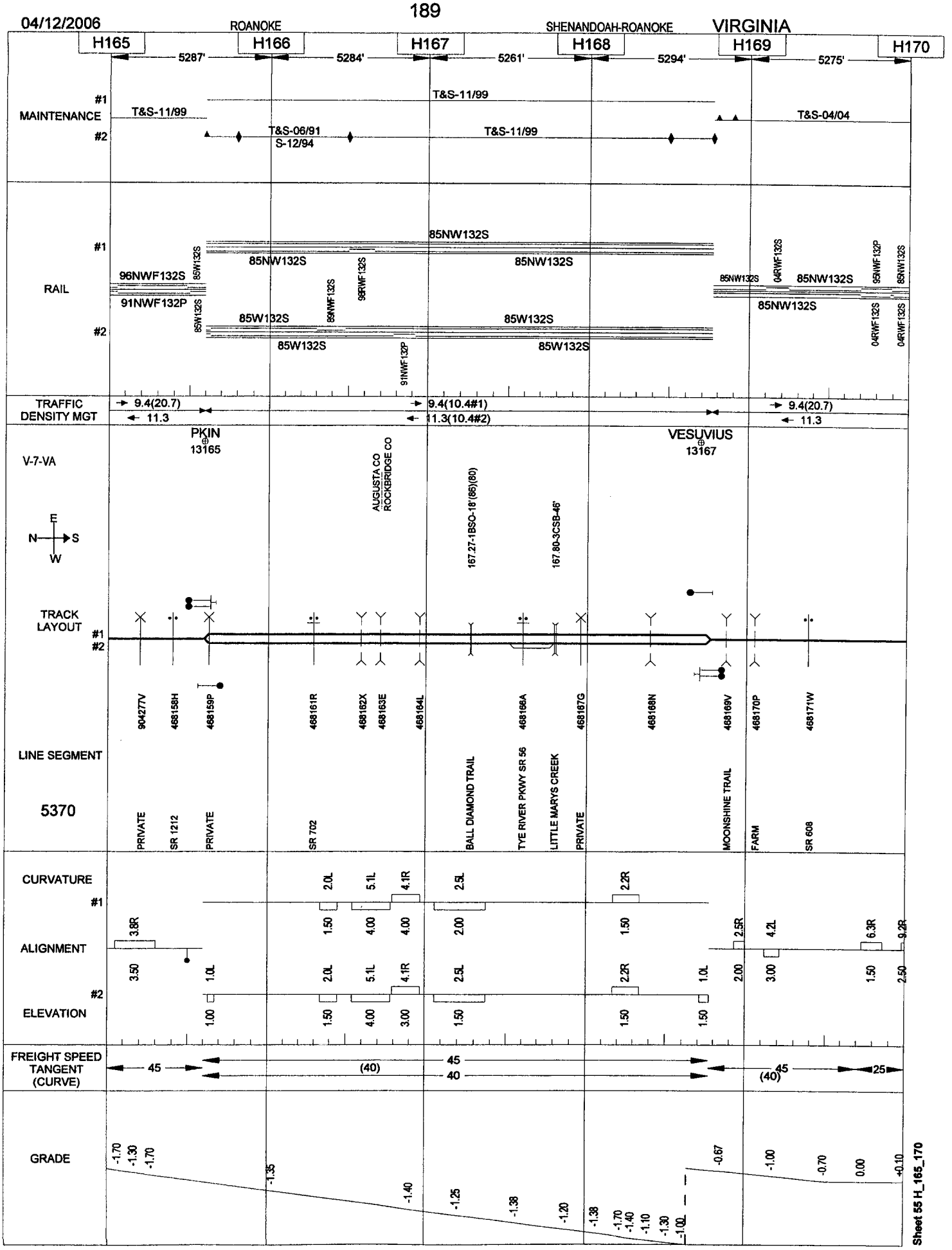
ELEVATION: 4.00, 3.50, 3.50, 1.50, 4.00, 2.00, 3.50, 4.00, 1.50, 3.00, 1.50, 3.00, 4.00, 4.00

FREIGHT SPEED TANGENT (CURVE): 50 — 45 — (40) — (40) — (35)

GRADE: +1.55, +1.45, +1.20, +1.80, +1.45, +1.50, +1.45, +1.55, +1.30, -1.50, -1.30, -1.50, -1.70, -1.40, -1.60, -1.10, -1.70

+1.60% ROANOKE TO SHENANDOA

Sheet 55 H_160_165



Sheet 55 H_165_170

ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H170 H171 H172 H173 H174 H175

5276' 5271' 5266' 5291' 5278'

MAINTENANCE: T&S-04/04

RAIL: 85NW132S 91NWF132P 85NW132S 91NWF132P 99RWF132S 85NW132S 04RWF132S 85NW132S 99RWF132S 85NW132S 01RW132S 85NW132S 95NWF132P 85NW132S 98RWF136S 01RW132S 50RW132S 02RW132S 83NW132S

95NWF132P 01RW132S 85NW132S 95NWF132P 04RWF132S 03RW132S 85NW132S 94NWF132P 85NW132S 91NWF132P 85NW132S 04RWF132S 85NW132S 78RW132S 01RW132S 83NW132S

TRAFFIC DENSITY MGT: → 9.4(20.7) ← 11.3

V-7-VA

MIDVALE 13174

N E S W

170.09-2DGO-73'(95) 170.29-1DGO-122'(94) 172.27-1TGO-45'(83) 173.59-1BSO-24'(93) 173.81-1BSO-24'(93)

TRACK LAYOUT

468172D 468173K 904278C 468174S 468175Y 904279J 468177M

LINE SEGMENT 5370

BIG MARYS CREEK SOUTH RIVER FARM SR 709 MARLBROOK CREEK PRIVATE FARM FALLING RUN SR 710 WHITESIDES RUN PRIVATE SR 714

CURVATURE

ALIGNMENT: 9.2R 10.1L 0.4R 10.0L 7.5R 6.1L 4.7R 6.0L 6.1R 4.7R 8.5L 3.5R 3.7R 3.0L 5.5R 1.1L 5.0R 4.1L 6.0L 3.7R 1.0R 5.3R

ELEVATION: 2.50 2.50 0.50 2.50 1.50 2.00 1.00 2.00 2.00 4.00 3.50 2.00 2.50 1.50 4.00 1.50 4.00 3.00 3.50 1.50 1.50 3.00

FREIGHT SPEED TANGENT (CURVE): 25 (25) 30 40 (35) (35)

GRADE: +0.10 0.00 -1.10 -1.00 -1.10 -1.50 -1.15 -1.30 -1.40 -0.80 -0.50 0.00 -1.30 -1.00 -0.70 -0.50 -0.30 -0.15 -0.60 -1.00 -0.90 -0.30 -0.50 -1.10 -0.85 -0.60

Sheet 55 H_170_175

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H175 — 5279' — H176 — 5275' — H177 — 5275' — H178 — 5277' — H179 — 5278' — H180

MAINTENANCE

T&S-04/04

RAIL

83NW132S 82NW132S 83NW132S 99RWF132S 83NW132S 01RW132S 04RWF132S 97RWF132S 00RWF132S 83NW132S 99RWF132S 83NW132S

83NW132S 82NW132S 83NW132S 98RWF136S 97RWF132S 83NW132S 98RWF136S 02RW132S 83NW132S 03RW132S 83NW132S 00RWF132S 83NW132S

TRAFFIC DENSITY MGT

→ 9.4(20.7)

← 11.3

V-7-VA

TWIN FALLS 13176

(CORNWALL) 13177

(RIVERSIDE) 13179

177.74-4DGO-202'(92)

179.21-1CSB-20'

N E S W

TRACK LAYOUT

LINE SEGMENT

5370

468178U FARM

468179B FARM

468180V FARM

SR 608

468185E FARM

468186L FARM

468187T FARM

904280D PRIVATE

468188A WATERWAY

468189G

468190B SR 605

468191H SHIELDS

CURVATURE

ALIGNMENT

1.0R 4.7R 1.0L 1.0L 1.9L 1.0R 8.8R 7.4L 3.2L 8.2R 8.0R 2.6L 2.0L 6.2L 4.0R 4.0L

ELEVATION

1.00 3.50 1.00 1.00 1.00 1.00 3.50 3.00 1.00 3.50 3.50 1.50 1.00 3.50 2.50 2.50

FREIGHT SPEED TANGENT (CURVE)

40 (30) (30) (30) (30) (35)

GRADE

-0.60 -0.80 -0.60 -0.40 -1.00 -0.60 -0.70 -0.80 0.00 -0.40 -0.10 0.00 -0.20 -1.00 -1.50 -0.95 -1.50 -0.90 -0.25 -0.40 -0.55 -0.45

Sheet 55 H_175_180

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H180 — 5279' — H181 — 5278' — H182 — 5278' — H183 — 5275' — H184 — 5279' — H185

MAINTENANCE: T&S-04/04

RAIL: 83NW132S, 85NW132S, 91NWF132P, 85NW132S, 91NWF132P, 92NWF132P, 85NW132S, 97RWF132S, 85NW132S

83NW132S, 85NW132S, 85NW132S, 97RWF132S, 98RWF132S, 98RWF132S, 02RW132S, 85NW132S, 91NWF132P, 97RWF132S, 85NW132S, 99RWF132S, 85NW132S

TRAFFIC DENSITY MGT: → 9.4(20.7) ← 11.3

V-7-VA

(APPO HILL) 13183

BUENA VISTA 13185

N E S W

HUGER DAVIDSON

ROCKBRIDGE CO
CITY OF BUENA VISTA

184.16-1MAB-16'

184.41-1DGO-45'(98)
184.44-1BSO-45'(04)

TRACK LAYOUT

LINE SEGMENT 5370

468192P — SR 631

468193W — FARM

SR 631 & WATERWAY

468195K — CHALK RUN CANAL ST (US 60)

468196S — FACTORY ST

ADVANCE DRAINAGE

468197Y — 21ST ST

CURVATURE

ALIGNMENT: 4.0L, 4.1R, 4.0L, 4.0L, 2.0R, 6.0L, 6.0L, 3.3R, 3.3L, 4.2L, 8.6R, 9.1L, 4.1L, 1.0L, 6.1R, 2.0R

ELEVATION: 2.50, 3.00, 2.50, 2.50, 1.00, 3.50, 3.50, 2.00, 2.00, 3.00, 3.50, 4.00, 2.00, 1.00, 3.50, 1.00

FREIGHT SPEED TANGENT (CURVE): 40 (35) (35) (30) (30) (35) (35) (35)

GRADE: -0.15, 0.00, +0.50, +0.65, 0.00, -0.35, 0.00, +0.55, +1.00, +1.40, +1.20, +0.75, +1.00, -1.70, -1.30, -1.50, -1.15, -1.25, -1.31, -1.17, -1.00, -1.10, -0.60, -0.20

Sheet 55 H_180_185

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H185 H186 H187 H188 H189 H190

5282' 5288' 5261' 5277' 5278'

MAINTENANCE: T&S-04/04

RAIL: 82W132S; 92NWF132P; 82W132S; 94NWF132P; 82W132S; 93NWF132P; 82W132S; 93NWF132P; 04RWF132S; 94NWF132P; 82W132S; 00RWF132S; 82W132S

RAIL: 82W132S; 92NWF132P; 82W132S; 94NWF132P; 82W132S; 93NWF132P; 82W132S; 98RWF136S; 91NWF132P; 94NWF132P; 82W132S; 98RWF136S; 94NWF132P; 82W132S; 01RW132S; 82W132S

TRAFFIC DENSITY MGT: → 9.4(20.7); ← 11.3

V-7-VA

N E S W

TRACK LAYOUT: 185.55-4CSO-80'(82); 185.88-1CSB-11'; GA PACIFIC; LOCH LAIRD 13186; 186.65-6TGO-392'(85.92) CITY OF BUENA VISTA ROCKBRIDGE CO

LINE SEGMENT 5370: 468198F; DEEP LAKE CREEK; 10TH ST PEDLAR RUN; FLOODWALL; MAURY RIVER; 468199M; FARM; 468200E; FARM; 468201L; FARM

CURVATURE / ALIGNMENT: 1.0L 2.5R 3.0R 1.0R; 3.3L 2.5L 6.1L 3.0R; 2.0R 3.1R 2.8R 6.1R 8.3R; 4.5L 9.0L 7.8R 8.1R 8.2L; 5.0R 9.2L 3.9R 2.5L

ELEVATION: 1.00 1.00 1.50 1.00; 2.00 1.00 3.50 1.50; 1.00 1.50 1.50 2.00 3.50; 2.00 4.00 3.00 3.50 3.50; 1.50 4.00 2.00 1.50

FREIGHT SPEED TANGENT (CURVE): 40; (30); 35 (30) (30) (30) (30)(30) (30)

GRADE: -0.20 0.00 -0.15 0.00; -0.57 -0.26 +0.90 0.00 -0.25; -0.50 -0.75 0.00 +0.54 +1.00 -0.50; -0.45 0.00 -0.50 -0.70; 0.00 -0.60

Sheet 55 H_185_190

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H190 — 4952' — H191 — 5284' — H192 — 5269' — H193 — 5281' — H194 — 5282' — H195

MAINTENANCE
T&S-04/04
T&S-11/99

RAIL
82W132S 95NWF132P 82W132S 97RWF132S 02RW132S 82W132S 03RW132S 82W132S 03RW132S 82W132S 03RW132S 94NWF132P 76W132S 98RWF132S 76W132S
82W132S 01RW132S 82W132S 03RW132S 82W132S 95NWF132P 02RW132S 82W132S 97RWF132S 82W132S 92NWF132P 76W132S

TRAFFIC DENSITY MGT
→ 9.4(20.7)
← 11.3

V-7-VA
(BUFFALO FORGE) 13190
EMIL 13193
CSX CONN 13196
ROCKBRIDGE CO GLASGOW CORP
191.31-4DGO-213'(81)
191.46-1DGO-39'(88)
192.20-1DGO-25'(79)
192.55-1DGO-22'(97)
193.06-1MAB-12'
BURLINGTON
CSXT CONN

E N S W

TRACK LAYOUT

LINE SEGMENT
468202T
468204G
904281K

5370
FARM
BUFFALO CREEK
POAGES RUN
JOHNS RUN
DOUGLAS RUN
WATERWAY
ROCK QUARRY

CURVATURE

ALIGNMENT
3.9L 4.5R 3.6L 4.0R 5.2R 6.9L 5.8L 7.6R 7.8R 7.4L 1.8R 3.3L 4.2L 8.2L 9.3L 9.6R 8.3R 8.7R 6.3R 2.2R 1.5R

ELEVATION
2.00 2.00 1.50 2.00 3.00 2.50 2.50 3.00 3.50 3.00 1.00 1.50 2.00 3.50 2.50 2.50 2.00 2.00 1.50 1.50 1.00

FREIGHT SPEED TANGENT (CURVE)
35 (30) (30) (30)
(30) (25) (25) 45

GRADE
-0.40 0.00 -0.30 0.00 -0.30 0.00 -0.30 -0.70 0.00 -0.50 -0.15 -0.35 -0.20 0.00 -0.10 -0.55 0.00 +0.40 +0.60 +0.30 0.00 -0.20 0.00

Sheet 55 H_190_195

04/12/2006

ROANOKE | SHENANDOAH-ROANOKE | VIRGINIA

H195 — 5276' — H196 — 5275' — H197 — 5274' — H198 — 5272' — H199 — 5274' — H200

MAINTENANCE

T&S-11/99

T&S-11/99
S-11/02

RAIL

76W132S, 51NW132S, 76W131S, 85W132S, 93NWF132P, 85W132S, 01RW132S, 85W132S, 96NWF132S, 01RW132S, 85W132S

76W132S, 51NW132S, 76W131S, 85W132S, 93NWF132P, 85W132S, 96NWF132S, 85W132S, 99RWF132S, 92NWF132S

TRAFFIC DENSITY MGT

→ 9.4(20.7)

← 11.3

V-7-VA

GLASGOW 13194

ROCKBRIDGE CO.
GLASGOW CORP.

(NATURAL BRIDGE) 13198

198.24

198.50-1MAB-20'

198.62-6MSO-647'(82)

N E S W

TO CSXT

TRACK LAYOUT

LINE SEGMENT

5370

468205N — SR 1101

468206V — 6TH ST (SR 684)

468208J

468209R

468210K

SR 130

CRAWFORDS CREEK RD

SR 726, CSXT

CURVATURE

ALIGNMENT

2.8R, 4.1L, 3.1R, 1.8L, 2.7R, 3.7L, 6.5R, 10.1L, 9.3L, 10.3L, 8.5R, 3.8L, 1.6R, 3.5L, 5.0R, 2.7R

ELEVATION

2.50, 4.00, 3.00, 1.50, 3.00, 2.00, 1.50, 3.00, 3.00, 3.00, 2.50, 3.00, 1.50, 2.50, 3.50, 1.50

FREIGHT SPEED TANGENT (CURVE)

45

40 (35)(25) (25) (25)

GRADE

+0.20, 0.00, +0.35, +0.96, 0.00, -0.60, -0.20, 0.00, +0.16, 0.00, +0.30, 0.00, +0.25, +0.20, -1.70, -1.25, -0.30, -0.95, -0.50, -0.80, -0.50, 0.00, +0.06

Sheet 55 H_195_200

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H200 — 5280' — H201 — 5271' — H202 — 5276' — H203 — 5286' — H204 — 5259' — H205

MAINTENANCE: T&S-11/99 S-11/02 | T&S-10/99 S-11/02

RAIL: 85W132S 98RWF132S | 85W132S | 85W132S

TRAFFIC DENSITY MGT: → 9.4(20.7) ← 11.3

V-7-VA

N E S W

ROCKBRIDGE CO
BOTETOURT CO

TRACK LAYOUT

LINE SEGMENT

5370

468213F FARM

468214M FARM

468216B ANDERSON FARM

CURVATURE

ALIGNMENT

3.7R 2.5L 5.2R 3.0R 3.6R 4.3R 1.7L 4.7L 1.6L 2.5L 2.7L 4.3R 1.1L 4.5L 3.2L 3.0L 3.5R 4.0L 5.6R 3.1R 5.5R 0.6L 2.5R

ELEVATION

2.50 2.00 4.00 2.00 2.00 3.00 1.50 3.50 2.00 2.00 2.00 4.00 1.50 3.50 3.00 3.00 3.00 4.00 3.50 1.50 3.50 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 40 (35) (35)

GRADE: +0.06 +0.30 0.00 +0.20 0.00 +0.15 +0.20 +0.45 0.00 -0.40 0.00 +0.20 0.00 -0.30 +0.50 +1.00 0.00 +0.10 0.00

Sheet 55 H_200_205

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H205 — 5276' — H206 — 5277' — H207 — 5282' — H208 — 5277' — H209 — 5272' — H210

MAINTENANCE

T&S-10/99
S-11/02

RAIL

85W132S
85W132S — 96NWF132S — 85W132S — 85W132S — 85W132S
02RW132S — 94NWF132P
95NWF132P, 85W132S, 97RWF132S, 85W132S, 94NWF132P, 85W132S, 05RWF132S, 85W132S, 98RWF132S

TRAFFIC DENSITY MGT

→ 9.4(20.7)
← 11.3
→ 9.5(20.8)
← 11.3

V-7-VA

SOLITUDE 13206
ARCADIA 13207

206.88-1CSB-21'
208.74-2DGO-106'(87)

TRACK LAYOUT

LINE SEGMENT

5370

468218P — FARM
468219W — WATERWAY FARM
468220R — FARM
468221X — FARM
468224T — JENNINGS CREEK ARCADIA S1-SR 614

CURVATURE

ALIGNMENT

2.5R, 1.0L, 2.6R, 3.0L, 4.3L, 3.5L, 5.5L, 3.3L, 2.1L, 3.3L, 4.3R, 4.3R, 4.5R, 8.0L, 4.2R, 5.5R, 3.2R, 1.4R, 7.0R, 5.0L, 5.3R

ELEVATION

1.50, 1.50, 2.00, 2.50, 2.00, 2.00, 3.50, 1.50, 1.50, 1.50, 2.50, 2.50, 2.50, 3.50, 2.00, 3.50, 1.50, 1.50, 4.00, 2.50, 3.00

FREIGHT SPEED TANGENT (CURVE)

(35) — 40 — (30) — (35) (35) (35) (35)(35)

GRADE

0.00, +0.15, 0.00, -0.15, 0.00, +0.20, +0.15, +0.40, +1.00, +1.70, +1.60, -1.00, -0.50, -0.15, 0.00, +0.20, 0.00, 0.00

Sheet 55 H_205_210

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H210 — H211 — H212 — H213 — H214 — H215

5291' — 5271' — 5226' — 5274' — 5277'

MAINTENANCE: T&S-10/99, S-11/02

RAIL: 85W132S; 94NWF132P; 85W132S; 94NWF132P; 85W132S; 84NW132S; 98RWF132S; 85W132S; 95NWF132S; 96NWF132P; 93NWF132P; 85W132S; 84NW132S

TRAFFIC DENSITY MGT: → 9.5(20.8); ← 11.3; → 10.3(21.8); ← 11.5

V-7-VA

CALERA 13211

BUCHANAN 13213

212.04-1MAB-10'

213.11-1TGO-45'(82) BOTETOURT CO BUCHANAN CORP

214.48-1MAB-20'

N E S W

TRACK LAYOUT

LINE SEGMENT 5370

904283Y

468227N WATERWAY PRIVATE

468228V GLOBAL LIMESTONE SR 43

468230W BRIDGE ST

468232K PINE ST (SR 1302)

468233S STATION RD (SR 1313)

ROAD & WATERWAY

CURVATURE

ALIGNMENT: 3.0R, 1.5L, 4.1R, 2.1L, 5.2L, 10.2R, 5.0L, 9.5L, 0.6R, 4.1R, 0.9R, 4.0R, 1.6R, 0.7R, 4.6R, 6.0L, 5.5L, 1.9R, 2.2L

ELEVATION: 1.50, 1.50, 2.00, 1.50, 2.50, 3.00, 2.00, 4.00, 1.00, 2.00, 2.00, 2.00, 2.00, 2.00, 2.00, 3.00, 3.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): (35)(35) (35) (35) (25)(30) (30) 40 (35) (35) (35)

GRADE: +0.20, 0.00, +0.10, 0.00, +0.10, +1.00, +0.05, 0.00, -0.40, 0.00, +0.20, 0.00, -0.20, 0.00, +0.55, +0.20, +1.50, +1.60, -0.20, 0.00, +0.15, 0.00

Sheet 55 H_210_215

04/12/2006 ROANOKE SHENANDOAH-ROANOKE VIRGINIA

H215 — 5278' — H216 — 5278' — H217 — 5275' — H218 — 5279' — H219 — 5262' — H220

MAINTENANCE
T&S-10/99 S-11/02
T&S-09/99 S-11/02
T&S-10/99 S-11/02

RAIL
84NW132S
84NW132S
79W132S
79W132S 89NWF132S 98RWF132S 04RWF132S 79W132S 94NWF132P 79W132S 88NWF132S
04RWF132S 79W132S 91NWF132P 79W132S

TRAFFIC DENSITY MGT
→ 10.3(21.8)
← 11.5

V-7-VA
BUCHANAN CO
BOTETOURT CO
215.92-1CBB-11'
217.91-1DGO-31'(85)
219.02-1CSB-19'
ELLIS RUN 13217
LITHIA 13218

N E S W

TRACK LAYOUT

LINE SEGMENT
468236M 468237U 468238B 468239H 468241J 468242R 468243X 468244E 468246T 468245L 468247A 468248G 468249N 468250H

5370
SR 617 | PICO RD (SR 625) | LAUREL RUN | FARM | SR 640 | FARM | FARM | FARM ELLIS RUN | SR 640 | FARM | FARM | SR 640 WATERWAY SR 784 | FARM | SR 640

CURVATURE

ALIGNMENT
3.0R 2.2L 2.2R 3.1L 4.1R 6.1L 5.0R 3.0L 1.4L 3.2R 4.3R 3.1L 4.1L 7.6L 7.5R 7.2L

ELEVATION
1.00 1.00 1.00 2.00 3.00 3.50 4.00 1.50 1.00 4.00 3.00 3.00 1.00 3.00 3.00 3.00

FREIGHT SPEED TANGENT (CURVE)
40 (35) 30

GRADE
+1.50 -1.40 -1.50 -0.70 0.00 +0.65 +0.68 +1.33 +0.58 +0.50 +1.00 +0.90 +0.63 +1.30 +1.50 +1.30

Sheet 55 H_215_220

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H220 — 5290' — H221 — 5276' — H222 — 5281' — H223 — 5279' — H224 — 5277' — H225

MAINTENANCE: T&S-10/99, S-11/02 | T&S-09/99, S-11/02

RAIL: 91NWF132P, 88NWF132S, 00RWF132S, 88NWF132S, 89NWF132P, 95NWF132P, 79W132S, 88NWF132S, 79W132S, 88NWF132S, 79W132S, 92NWF132P, 88NWF132S, 79W132S, 88NWF132S, 79W132S, 03RW132S, 88NWF132S, 79W132S, 94NWF132P, 79W132S, 00RWF132S, 79W132S, 00RWF132S

89NWF132P, 96NWF132S, 94NWF132S, 00RWF132S, 88NWF132P, 89NWF132S, 03RW132S, 89NWF132P, 93NWF132S, 98RWF132S, 88NWF132S, 79W132S, 89NWF132S, 90NWF132P, 79W132S, 88NWF132S, 98RWF132S, 88NWF132S, 79W132S, 88NWF132S, 79W132S, 89NWF132P

TRAFFIC DENSITY MGT: → 10.3(21.8) ← 11.5

V-7-VA

(NACE) 13224

TEST MILE — TEST MILE

220.45-1CSB-10' | 221.05-1BSO-24'(92) | 222.23-2DGO-78'(87) | 223.06-1MAB-12' | 223.34-1MAB-12'

TRACK LAYOUT

LINE SEGMENT 5370

468251P FARM | 468253D SR 645 WATERWAY | 468254K | 468256Y SPEC MINE RD-SR 763 WATERWAY | 468257F TO OLD FRINGER ST | 468258M FARM | 468259U FARM | SR 608 & WATERWAY | 468261V FARM | ROAD & WATERWAY | ROAD & WATERWAY | 468264R SR 640 | 468265X

CURVATURE

ALIGNMENT: 6.4L, 8.2R, 2.5L, 4.4R, 6.0R, 4.0L, 8.0R, 6.2L, 2.0L, 4.1R, 0.8R, 4.4L, 4.0R, 7.6L, 6.7R, 7.1L, 5.0R, 1.5L, 7.2R, 7.5L

ELEVATION: 2.50, 3.50, 1.00, 1.00, 2.00, 2.00, 3.00, 2.00, 1.00, 1.00, 1.00, 1.00, 1.00, 3.00, 2.50, 2.50, 1.50, 1.00, 3.00, 3.00

FREIGHT SPEED TANGENT (CURVE): 30

GRADE: +1.30, +0.70, +0.78, +1.20, +1.50, +1.70, +0.95, +1.20, +1.15, +1.85, +1.50, +1.20, +1.50, -1.20

+1.64% SHENANDOAH TO ROANOK

Sheet 55 H_220_225

04/12/2006

ROANOKE | SHENANDOAH-ROANOKE | VIRGINIA

H225 — 5277' — H226 — 5275' — H227 — 5374' — H228 — 5274' — H229 — 5274' — H230

MAINTENANCE

T&S-09/99
S-11/02

RAIL

93NWF132P, 79W132S, 95NWF132P, 79W132S, 80NWF132S, 91NWF132P, 50RJ132S, 89NWF132S, 49RJ132S, 01RW132S, 78W132S, 95NWF132P, 78W132S, 76NW132S

88NWF132S, 79W132S, 94NWF132P, 95NWF132P, 89NWF132S, 91NWF132P, 50RJ132S, 97RWF132S, 49RJ132S, 00RWF132S, 88NWF132S, 78W132S, 94NWF132P, 78W132S, 89NWF132S, 78W132S, 76NW132S

TRAFFIC DENSITY MGT

→ 10.3(21.8)
← 11.5

V-7-VA

N E S W

225.06-5DGO-240'(85)
225.74-17DGO-750'(94)
KINSEY 13226
BOTETOURT CO TROUTVILLE CORP
SOUTHERN STATES
CONNEX PIPE
TROUTVILLE 13227
TROUTVILLE CORP BOTETOURT CO
229.88-1TGO-43'(01)

TRACK LAYOUT

LINE SEGMENT

5370

SR 640 & WATERWAY
ROAD & WATERWAY
468268T FARM
468269A SR 716
468270U STNY BATTERY-SR 651
468271B BOONE DR
468272H BLUE RIDGE RD
468273P FARM
904284F APPALACHIAN TRAIL
468276K FARM
ROAD

CURVATURE

ALIGNMENT

7.5L, 5.1L, 4.5R, 4.2L, 1.5R, 4.0R, 0.8L, 0.5L, 2.5R, 2.0L, 4.3L, 1.6R, 3.1R, 1.7L, 6.3L

ELEVATION

3.00, 4.00, 3.50, 3.00, 1.00, 3.00, 1.00, 1.00, 1.00, 3.00, 1.00, 2.00, 1.50, 3.50

FREIGHT SPEED TANGENT (CURVE)

30 — 40 — (35)

GRADE

-0.40, +0.75, +0.65, +1.30, +1.75, +1.50, +1.70, 0.00, -1.40, -1.50, -1.10, -1.60, -1.40, -1.25, -1.00, -0.20

Sheet 55 H_225_230

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H230 — 5278' — H231 — 5277' — H232 — 5280' — H233 — 5279' — H234 — 5279' — H235

MAINTENANCE: T&S-09/99, S-11/02

RAIL: 76NW132S, 92NWF132P, 76NW132S, 92NWF132P, 76NW132S, 00RWF132S, 76NW132S 91NWF132P, 76NW132S

TRAFFIC DENSITY MGT: → 10.3(21.8) ← 11.5; → 11.2(23.1) ← 11.9; → 11.3(23.3) ← 12.0

V-7-VA

COLING 13225 — CLOVERDALE 13231 — (HOLLINS) 13233

BOTETROUT CO, ROANOKE CO

N E S W

TRACK LAYOUT

230.64, 230.65 — 232.29-1CSB-13' — 234.48-1CBB-10'

LINE SEGMENT 5370

US 220A WB, US 220A EB — PRIVATE — H-231.9=C-0.0 — 468280A — READ MTN RD (SR 654) — 468281G — WATERWAY — FARM — 468282N — A.O.SMITH AUTO PROD. — CAROLINA STEEL — SHADWELL DR — 468284C — ROAD — 468285J — CARLOS DR (SR 616) — 468286R

CURVATURE

ALIGNMENT: 3.2L, 5.1R, 4.6L, 3.1R, 2.0L, 3.0R, 1.0R, 3.1L, 1.8L, 1.0L, 1.4L, 3.1R

ELEVATION: 2.00, 4.00, 3.50, 2.00, 1.00, 1.50, 1.00, 2.00, 1.50, 1.00, 1.00, 2.00

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.20, 0.00, -0.45, 0.00, -1.20, -1.75, -1.50, -1.53, -0.70, -1.50, -1.00, -1.20, -0.71, 0.00, +0.85, +1.60, +1.40, +1.50, 0.00, -1.40, -1.33

Sheet 55 H_230_235

04/12/2006

ROANOKE — SHENANDOAH-ROANOKE — VIRGINIA

H235 — H236 — H237 — H238 — H239

5279' — 5279' — 5283' — 5280' — 5280'

MAINTENANCE #1: T&S-09/99, S-11/02; T&S-07/03; T&S-07/03

MAINTENANCE #2: T&S-07/03

RAIL #1: 76NW132S; 81W132S; 81W132S; 81W132S

RAIL #2: 76NW132S; 81W132S; 81W131S; 81W131S

TRAFFIC DENSITY MGT: → 11.3(23.3) ← 12.0; → 11.3(11.7#1) ← 12.0(11.7#2)

V-7-VA
V-10-VA

ROANOKE CO
CITY OF ROANOKE

NORTH ROANOKE 13237 — 95 CROSSOVER 13238 — 65 CROSSOVER 13239 — RANDOLPH ST 10254

236.30-2DGO-117(87) — 236.50 — 237.20-1CBB-33' — 238.26-4BSB-174' — 238.79 — 238.79 — 239.10 — 239.15

TRACK LAYOUT #1 #2

468287X — 468288E — 468289L — 904288U — 468568E — 468569N

LINE SEGMENT 5370

TINKER CREEK — REED RD — LIBERTY ST — ORANGE AVE — OVHD WALKWAY — OVHD PIPELINE — I-581 — WILLIAMSON RD — WALKWAY — OVHD WALKWAY — H-239.28 = N-257.4

CURVATURE #1: 0.2L, 0.5R, 2.0R, 1.1R, 2.5R, 5.3R, 4.1R

ALIGNMENT: 3.1R, 2.3R, 3.5L, 0.5R, 2.0L; 1.50, 1.50, 1.50, 1.50, 1.50, 3.00, 1.50

ELEVATION #2: 2.00, 1.00, 2.50, 1.00, 1.50; 1.0L, 0.6R, 2.5R, 1.1R, 0.6R, 5.5R, 3.8R

ELEVATION: 1.50, 1.50, 1.50, 1.50, 1.50, 3.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 40; 40 (35); 40; 25; 25

GRADE: -1.33, -1.45, -1.50, -1.10, +0.45, +0.85, +0.30, -0.30, -0.90, -1.10, -1.60, -1.43, -1.50, -1.02, 0.00, +0.44, +0.11, +0.05, 0.00

Sheet 55 H_235_240

HAGERSTOWN | WILLIAMSPORT I.T. | HAGERSTOWN-WILLIAMSPORT | VIRGINIA

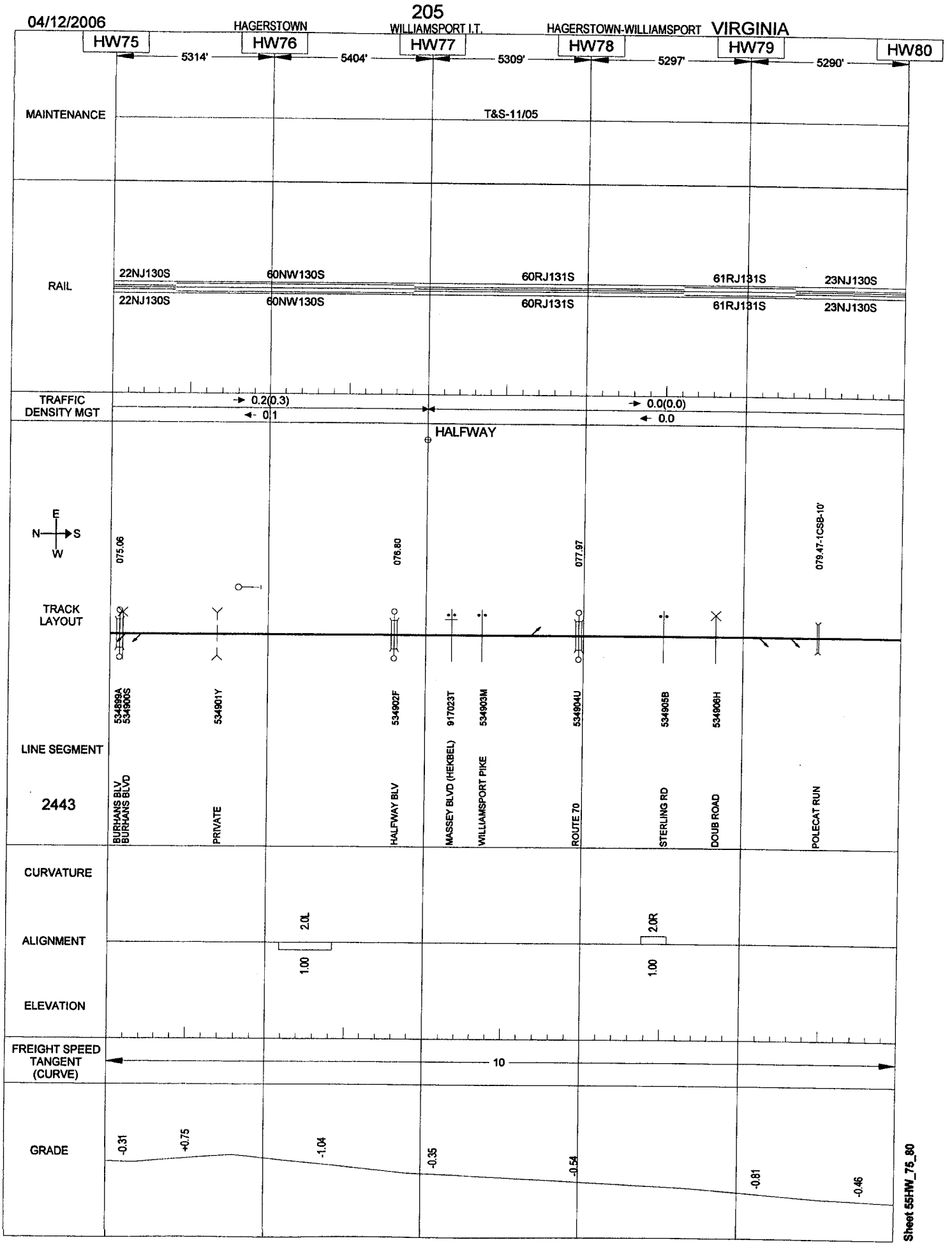
HW75

1594' 5370'

MAINTENANCE	
RAIL	42NJ130S 42NJ130S
TRAFFIC DENSITY MGT	
TRACK LAYOUT	HAGER HW-74.80/H-1.31 074.87
LINE SEGMENT 2443	534898T BURHANS BLVD
CURVATURE	
ALIGNMENT	2.0L
ELEVATION	1.00
FREIGHT SPEED TANGENT (CURVE)	10
GRADE	+0.75 -0.31

N E S W

Sheet 55HW_70_75


04/12/2006
205
HAGERSTOWN
WILLIAMSPORT I.T.
HAGERSTOWN-WILLIAMSPORT
VIRGINIA
HW75
HW76
HW77
HW78
HW79
HW80
5314'
5404'
5309'
5297'
5290'
MAINTENANCE
T&S-11/05
RAIL
22NJ130S
60NW130S
60RJ131S
61RJ131S
23NJ130S
TRAFFIC DENSITY MGT
0.2(0.3)
0.1
0.0(0.0)
0.0
HALFWAY
E
N
S
W
075.06
076.80
077.97
079.47-1CSB-10'
TRACK LAYOUT
LINE SEGMENT
2443
534899A
534900S
534901Y
534902F
917023T
534903M
534904U
534905B
534906H
BURHANS BLV
BURHANS BLVD
PRIVATE
HALFWAY BLV
MASSEY BLVD (HEKBEL)
WILLIAMSPORT PIKE
ROUTE 70
STERLING RD
DOUB ROAD
POLECAT RUN
CURVATURE
ALIGNMENT
2.0L
2.0R
1.00
1.00
ELEVATION
FREIGHT SPEED TANGENT (CURVE)
10
GRADE
-0.31
+0.75
-1.04
-0.35
-0.54
-0.81
-0.46
Sheet 55-HW_75_80

HAGERSTOWN WILLIAMSPORT I.T. HAGERSTOWN-WILLIAMSPORT VIRGINIA

HW80

5286'

MAINTENANCE T&S-11/05

RAIL 23NJ130S 23NJ130S

TRAFFIC DENSITY MGT 0.0(0.0) 0.0

E N S W

TRACK LAYOUT

LINE SEGMENT

2443

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE) 10

GRADE 0.00

Sheet 55HW_80_85

04/12/2006 ROANOKE CLOVERDALE BRANCH CLOVERDALE-LONE STAR VIRGINIA

C0 — 5258' — C1 — 5281' — C2 — 5271' — C3 — 5280' — C4 — 5280' — C5

MAINTENANCE: T&S-06/93 T&S-07/93

RAIL: 92RWF130S 92RWF130S

TRAFFIC DENSITY MGT: → 0.4(1.3) ← 0.9

V-7-VA

CLOVERDALE 13231

GARLAND ORCHARDS 13304

W S N E

C-0.0=H-231.9

000.60-1TGO-66'(76) 000.99 001.02 001.30-3BSO-75'(87) 001.47-3BSO-67'(85) 002.85-3BSO-89'(85) GARLAND ORCHARD 004.63-3BSO-87'(87)

TRACK LAYOUT

LINE SEGMENT 5450

468453M N & W AVE
AEP CO
US 11
I-81 NB I-81 SB
468456H TINKER MTN RD-SR 816
468457P BUFFALO CREEK TALBOT FARM
468458W TINKER CREEK PRIVATE
APPALACHIAN TRAIL
468460X FARM XING
468461E TINKER CREEK TINKER MILL-SR 674
468462L FARM XING
468463T FARM XING (LEES)
468464A HOPKINS FARM
468465G HOPKINS FARM TINKER CREEK
468466N FARM XING (BURTON)

CURVATURE

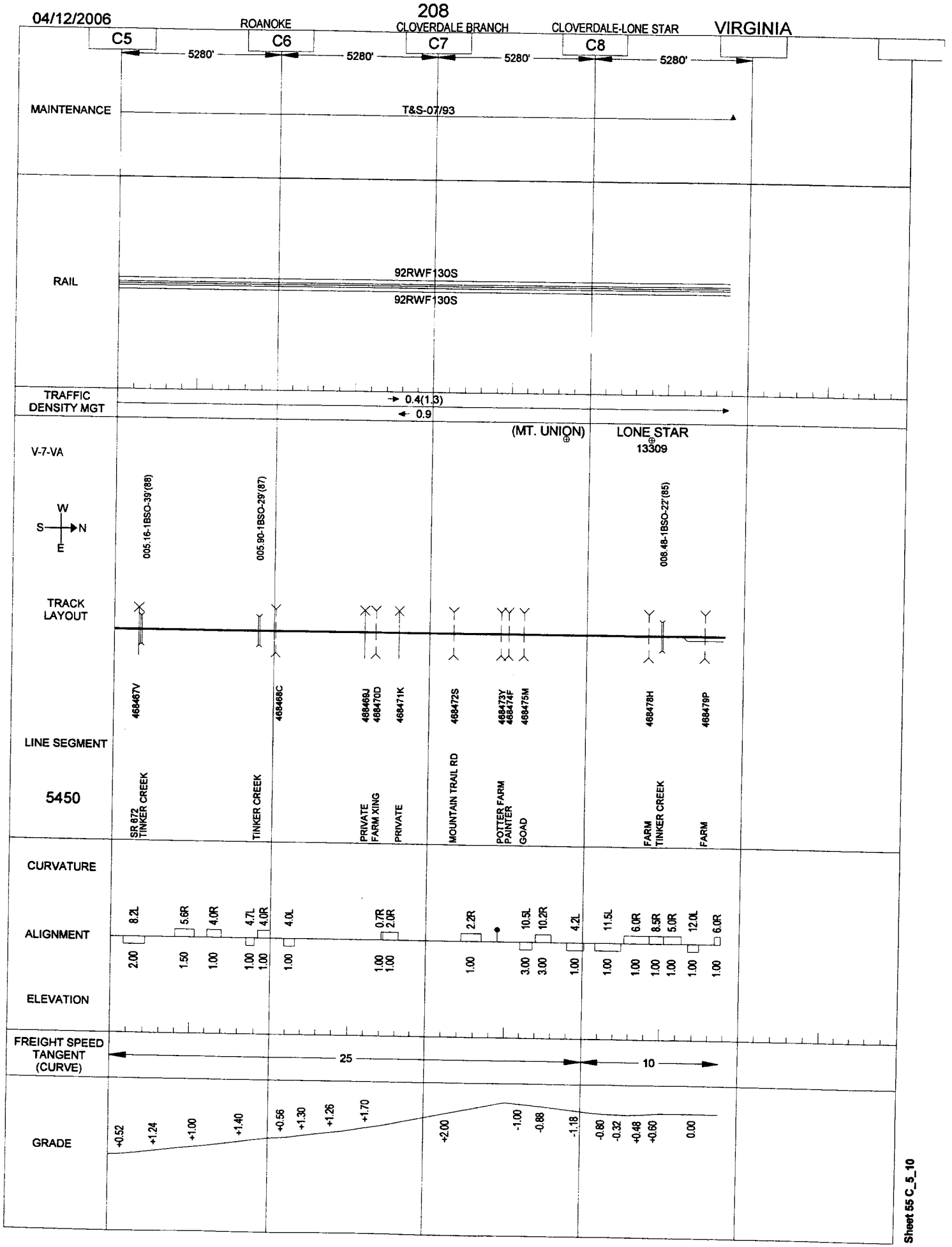
ALIGNMENT: 5.0L 6.3L 8.7L 9.0R 2.7L 5.3R 9.0R 7.0L 3.5R 3.5L 4.3R 4.3R 3.1R 7.2L 2.7R 11.7L 8.7L 6.0L 11.0R 3.1R 9.7L 10.6R 10.2R 10.5L 9.0R 3.0R 8.6L

ELEVATION: 1.50 1.50 2.00 2.00 1.00 1.50 2.00 1.50 1.00 1.00 1.00 1.00 1.00 1.50 1.00 3.50 2.00 1.50 3.00 1.00 2.50 3.00 3.00 3.00 2.00 1.00 2.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.60 -0.40 -0.58 +0.06 +0.74 -0.74 +1.00 +0.40 +0.50 -0.20 0.00 +0.14 +0.50 0.00 +0.44 +0.92 +0.48 0.00 +2.00 +1.64 0.00 +0.68 +0.97 +0.18 +0.70 +1.02 +1.08 0.00 +0.64 +0.60 0.00 +0.40 +0.44

Sheet 55 C_0_5



Sheet 55 C_5_10

04/12/2006 WINSTON SALEM ROANOKE-BELT LINE JCT VIRGINIA

W0 W1 W2

5280' 5280' 5650'

MAINTENANCE: T&S-06/98 T&S-04/98

RAIL: 03NW132P 83NWF132S 98NWF132P 83NWF132S 83NW132S 80W132S

83NWF132S

03NW132P 83NW132S 80W132S

TRAFFIC DENSITY MGT: 13.8(19.7) 5.9 11.1(14.8) 3.7

V-10-VA

JK 11243 BELT LINE JCT 14002

N S E W

000.05 W-0.3/N-257.18 000.50 000.73 W-1.0/V-243.0 000.97 001.47 001.50-1TTC-154'(85) 001.55-3CSB-35' 001.70 002.05-3TGB-272' W-2.31=R-7.32

TRACK LAYOUT

W-0.0=N-257.4 468569N 468008A 468009G 468013W 468015K 468017Y 468019M 468018F 468021N 468022V 468023C 468025R

LINE SEGMENT

5380

WILLIAMSON RD NORFOLK AVE CAMPBELL AVE TAZWELL AVE BULLIT AVE ELM AVE ALBERMARLE AVE I-581 NS SM 39 NS SM 39 WALNUT ST (SR 116) RESERVE ST S JEFFERSON ST ROANOKE RIVER WILEY DR PEDESTRIAN TUNNEL W-1.8=R-6.9 FRANKLIN ROAD

CURVATURE

ALIGNMENT: 5.6R 5.3R 6.6L 5.6L 4.0R 2.0R 4.1R 4.8R 8.3R 9.2R 2.9R 8.5L 0.3L

ELEVATION: 1.50 0.00 1.50 1.50 0.00 0.00 1.50 1.50 2.50 2.50 1.50 2.00 0.20

FREIGHT SPEED TANGENT (CURVE): 15 25

GRADE: -0.52 +0.52 +0.48 +0.22 +0.40 -0.09 0.00 +0.36 +0.62 +1.30 0.00 +0.27 +0.72 +1.08 0.00

Sheet 55 W_0_5

ROANOKE TERMINAL | ROANOKE BELT LINE | BELT LINE XING-JUNCTION | VIRGINIA

R4 | R5

5280' | 5280'

MAINTENANCE

T&S-05/85

RAIL

26RJ130S

26RJ130S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

V-10-VA

BELT LINE CROSSING

11247

S

E W

N

R-3.33=N-260.74
003.51-7MSO-233'(98)

R-3.55/V-246.4

TRACK LAYOUT

LINE SEGMENT

5570

TO RDWAY MATL YARD
ROANOKE RIVER

VA SCRAP IRON RD

468480J
468481R
468482X

468483E

468486A
468487G

BRIDGE ST

PRIVATE
BEDFORD ST

CURVATURE

ALIGNMENT

ELEVATION

15.2L

0.50

8.0L

0.50

5.5R

0.50

6.0R

0.50

5.8L

0.50

0.2L

0.50

0.1R

0.50

FREIGHT SPEED TANGENT (CURVE)

15

GRADE

-0.10

-0.70

-0.10

Sheet 55 R_0_5

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R5 — R6 — R7 — R8 — R9 — R10

5280' — 5280' — 5280' — 5298' — 5265'

MAINTENANCE: T&S-05/85 — T&S-05/02

RAIL: 26RJ130S / 26RJ130S — 84W132S (95NWF132P) — 84W132S (92NWF132P, 74NW132S, 91NWF132P) — 74NW132S (93NWF132P, 00NWF132P, 84W132S, 93NWF132P) — 74NW132S — 90NWF132P, 74NW132S, 90NWF132S, 74NW132S, 83NW132S, 74NW132S, 88NWF132P, 74NW132S, 87NW132S, 78RW132S

TRAFFIC DENSITY MGT: → 0.0(0.0) / ← 0.0 — → 11.1(14.8) / ← 3.7

V-10-VA
V-7-VA

BELT LINE JCT 14002 — BROADWAY 14003 — CITY OF ROANOKE / ROANOKE CO

S / E / W / N

005.17 — 005.95 — 006.54-9WTO-112'(79) — 006.80 — R-6.9=W-1.8 — 007.33 — 007.71 — 009.43

TRACK LAYOUT

LINE SEGMENT: 458488N, 458489V, 458490P — 458491W — 458492D, 458494S, 458493K — 458495Y, 458497M, 458498U — 468026X — 468027E

R-7.32=W-2.31

5390
5570

MEMORIAL AVE / PRIVATE / PRIVATE — WILEY DR — MAIN ST (US 22) / WINONA AVE / WALKWAY — MURRAYS RUN — I-581 / WALKWAY / INDUSTRIAL / FRANKLIN RD — WONJU ST — BROADWAY — I-581, US 220 — OGDEN RD

CURVATURE

ALIGNMENT: 12.0R, 7.0L, 6.5L, 14.0L, 4.5R, 5.0R, 3.0R, 5.5L, 12.0L, 4.0L, 2.0R, 8.5R, 8.2R, 0.3L, 2.0R, 3.0L, 6.3L, 4.0R, 4.0L, 6.0R, 8.5L, 8.0R, 8.6L

ELEVATION: 3.00, 2.00, 2.00, 3.00, 2.50, 0.50, 0.50, 0.50, 0.50, 0.50, 0.50, 0.50, 0.50, 0.20, 1.00, 1.00, 1.50, 1.50, 1.50, 1.50, 2.00, 2.00, 2.00

FREIGHT SPEED TANGENT (CURVE): 15 — 25

GRADE: -0.10, 0.00, -0.40, -0.20, +0.20, +1.50, +1.22, +1.55, +1.37, +1.50, +1.43, +1.28, +1.40

+1.56%
ROANOKE TO WINSTON-S

Sheet 55 R_5_10

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R10 — 5299' — R11 — 5282' — R12 — 5280' — R13 — 5283' — R14 — 5281' — R15

MAINTENANCE: T&S-05/02

RAIL: 76RNW132S, 74NW132S, 91NWF132P, 95NWF132P, 83NW132S, 74NW132S, 04NWF132P, 74NW132S, 95NWF132P, 85NW132S, 74NW132S, 85NW132S, 84NW132S, 93NWF132P, 84NW132S, 91NWF132P, 74NW132S, 85NW132S

76RNW132S, 74NW132S, 03NW132P, 83NW132S, 04NWF132P, 74NW132S, 85NW132S, 99NWF132P, 02NW132P, 74NW132S, 84NW132S, 93NWF132P, 84NW132S, 90NWF132P, 74NW132S, 85NW132S

TRAFFIC DENSITY MGT: → 11.1(14.8) ← 3.7

V-7-VA

STARKEY ⊕ 14007

N E S W

010.07-4DGB-214' — 010.25-1DGO-40'(93) — STEEL SERVICE — 011.20-2CBB-22' — STARKEY STORAGE TRK — ROCKY DALE LIME — TEST MILE — 012.62 — TEST MILE — 014.93-1DGO-70'(97)

TRACK LAYOUT

LINE SEGMENT 5390: 468029T — 468030M — 468031U — 468032B — 468033H — 468034P — 468035W — 468037K

SR 419 — PENN FORREST BLVD — SR 633 — WATERWAY — STARKEY RD-SR 901 — ANNIE HOLLAND RD — BLUE RIDGE PKWY — BACK CREEK

CURVATURE

ALIGNMENT: 8.6L, 5.5L, 6.3R, 6.0R, 4.0L, 3.0L, 3.8L, 10.6R, 10.7L, 8.5R, 7.7R, 10.3L, 2.0L, 4.0R, 8.5L, 8.0R, 9.8R, 9.1R

ELEVATION: 2.00, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 3.00, 3.00, 2.00, 2.00, 3.00, 1.50, 1.50, 2.00, 2.00, 2.50, 2.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.88, +1.38, -1.50, -1.33, -0.30, 0.00, +0.75, +0.28, 0.00, -1.13, -0.70, -1.48, -0.56, 0.00, -0.65, 0.00, +1.15, +0.60, 0.00

Sheet 55 R_10_15

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R15 — 5281' — R16 — 5279' — R17 — 5275' — R18 — 5274' — R19 — 5282' — R20

MAINTENANCE: T&S-05/02

RAIL: 85NW132S, 74NW132S, 87NW132S, 74NW132S, 82RW132S, 02NW132P, 85NW132S, 74NW132S, 04NW132S, 74NW132S, 83NW132S, 97NW132P, 83NW132S, 83NW132P, 83NW132S, 00NW132P, 74NW132S, 83NW132S, 03NW132P, 87RW132S, 74NW132S, 90NW132P, 74NW132S, 02NW132P; 85NW132S, 74NW132S, 90NW132S, 74NW132S, 02NW132P, 88NW132S, 85NW132S, 74NW132S, 98NW132S, 74NW132S, 02NW132P, 05NW132P, 83NW132S, 04NW132P, 83NW132S, 04NW132P, 74NW132S, 04NW132P, 87RW132S, 74NW132S, 90NW132P, 74NW132S, 97NW132P

TRAFFIC DENSITY MGT: → 11.1(14.8) ← 3.7

V-7-VA

(WRIGHTS) 14011

016.15-3DGO-169'(91)

016.77-4DGO-236'(79)

017.74 017.74

ROANOKE CO FRANKLIN CO

FRANKLIN CO BOONES MILL CORP

E N S W

TRACK LAYOUT

LINE SEGMENT 5390

MCLIHANEY CREEK

SR 677

468039Y

US 220 US 220

468040T 468040T

468041A

468042G

468043N

MURRAY KNOB RD-SR824

468044V

WINDING WAY-SR 1611

468045C

468047R

468048X

CURVATURE

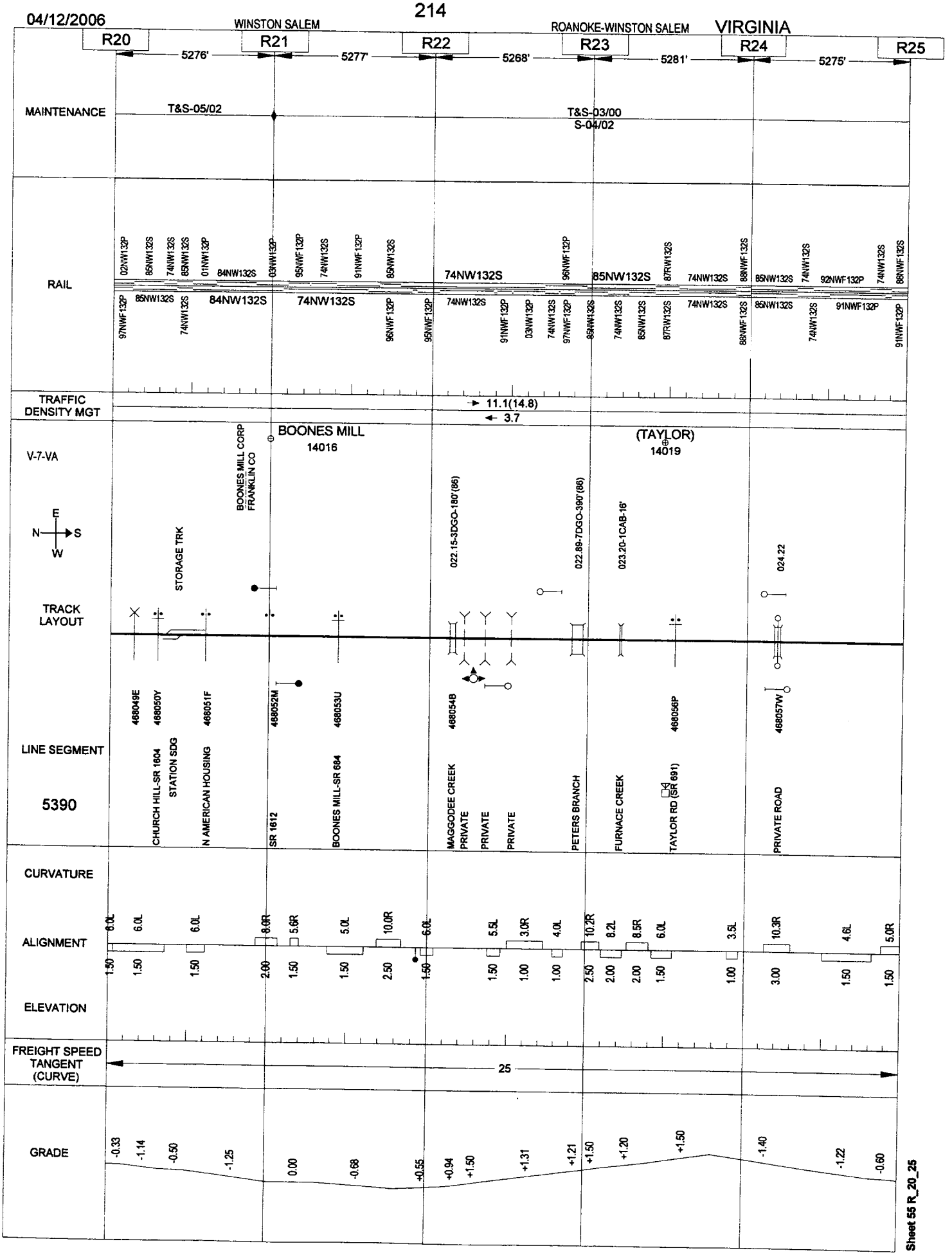
ALIGNMENT: 9.1R, 6.4L, 10.0R, 4.0L, 8.0R, 10.0R, 3.5L, 4.5L, 5.7R, 6.1L, 2.0R, 6.0L, 7.8R, 10.6L, 5.5R, 10.0L, 10.0R, 6.0R, 2.0R, 4.0L, 10.6L, 4.2L, 8.0L, 8.0R, 5.0R, 3.2R, 6.0L

ELEVATION: 2.50, 1.50, 2.50, 1.50, 2.00, 2.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 2.00, 3.00, 1.50, 2.50, 2.50, 1.50, 1.50, 1.50, 3.00, 1.50, 2.00, 2.00, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: 0.00, +1.03, +1.29, +1.48, +1.43, +1.30, 0.00, +1.33, +1.58, -1.38, -0.65, -1.35, -0.33

Sheet 55 R_15_20



Sheet 55 R_20_25

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R25 — 5285' — R26 — 5274' — R27 — 5271' — R28 — 5265' — R29 — 5268' — R30

MAINTENANCE: T&S-03/00, S-04/02; T&S-03/00

RAIL: 88NWF132S, 76W132S, 03NWF132P, 76W132S, 76W132S, 84NW132S, 76W132S, 90NWF132S, 84RW132S, 05NWF132P, 76W132S, 83NW132S, 99NWF132P, 85NW132S, 99NWF132P, 76NW132S, 89NWF132P, 76W132S, 00NWF132P

91NWF132P, 84NW132S, 76W132S, 89NWF132P, 76W132S, 95NWF132P, 84NW132S, 96NWF132P, 90NWF132S, 76W132S, 83NW132S, 85NW132S, 99NWF132P, 88NWF132S, 76NW132S, 88NWF132P, 76NW132S, 04NWF132S

TRAFFIC DENSITY MGT: → 11.1(14.8); ← 3.7

V-7-VA

WIRTZ 14021

BLAINE 14023

N E S W

025.73-1CBB-24'

WOOD YARD

026.11

028.35-9DGO-419'(90)

TRACK LAYOUT

LINE SEGMENT 5390

468361A

468362G

468363N

468364V

468365C

SR 856

WIRTZ RD-SR 697

IRON RIDGE RD-SR 755

BONBROOK MILL-SR 635

BLACKWATER RIVER

CURVATURE

ALIGNMENT: 5.0R, 4.0L, 3.0L, 6.0L, 6.0R, 4.0L, 4.0R, 3.7L, 4.0R, 10.6R, 11.0L, 5.0R, 2.5R, 4.8R, 6.0L, 6.7L, 8.2L, 2.2R

ELEVATION: 1.50, 1.00, 1.00, 1.50, 1.50, 1.00, 1.00, 1.00, 1.00, 3.00, 3.00, 1.50, 1.50, 1.50, 1.50, 2.00, 2.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -1.15, +0.90, +1.50, +1.60, -1.60, -1.25, -1.33, -1.35, -0.70, -0.50, -0.90, -0.60, +0.90, +1.25, +1.40, +1.10, +1.32

Sheet 55 R_25_30

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R30 — 5274' — R31 — 5276' — R32 — 5271' — R33 — 5191' — R34 — 5277' — R35

MAINTENANCE: T&S-03/00, S-04/02

RAIL: 88NWF132S, 99NWF132P, 76W132S, 04NWF132P, 76W132S, 86NWF132S, 76W132S, 90NWF132P, 97NWF132P, 76W132S, 87RW132S, 83NW132S; 04NWF132S, 04NWF132P, 76W132S, 02NW132P, 76W132S, 97NWF132P, 76W132S, 84NW132S, 84NWF132S, 98NWF132P, 76W132S, 87RW132S, 76W132S, 97NWF132P

TRAFFIC DENSITY MGT: → 11.1(14.8) ← 3.7

V-7-VA

POWDER MILL ⊕ 14026

ROCKY MOUNT ⊕ 14027

N E S W

030.18 APPALACHIAN TRK; 030.49-1DGO-35'(92); 030.68; FRANKLIN CO 030.82; ROCKY MOUNT CORP 030.82; 031.60; EXCHANGE MILLING 031.96; # 4 TRACK; ROCKY MOUNT CORP 032.86-1CBB-12'; FRANKLIN CO; 034.69-1CAB-16'

TRACK LAYOUT

LINE SEGMENT: 468367R, 468368X, 468369E, 468369E, 468371F, 468372M, 468373U, 468376P, 468378D, 468379K, 468380E

5390: SR 649, SR 649, SR 40, US 220, US 220, CONVEYOR, US 220, ALLEY, # 5 TRACK, DIAMOND AVE, WATERWAY, SIX MP RD-SR 640, WATERWAY, STAVE MILL RD-SR 795

CURVATURE

ALIGNMENT: 4.5L, 10.5R, 2.1L, 4.0R, 4.0L, 3.5R, 4.2L, 4.0L, 4.0R, 6.0L, 4.0R, 2.0R, 7.5L, 6.0R

ELEVATION: 1.50, 3.50, 1.50, 1.50, 1.50, 1.00, 1.50, 1.50, 1.50, 2.00, 1.00, 1.00, 3.00, 2.00

FREIGHT SPEED TANGENT (CURVE): 25 — 30

GRADE: +1.32, -1.55, 0.00, +1.32, -1.37, -0.45, +1.12, 0.00, -1.21, -1.45, -1.00, -0.92, +1.48, +1.12, -1.20, +0.65, -1.50

Sheet 55 R_30_35

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R35 — R36 — R37 — R38 — R39 — R40

5275' — 5277' — 5278' — 5280' — 5284'

MAINTENANCE: T&S-03/00, S-04/02; T&S-08/05

RAIL: 95NWF132P, 76W132S, 04NWF132P, 84NWF132S, 76W132S, 98NWF132S, 76W132S, 03NWF132P, 83NWF132S, 98NWF132P, 02NWF132P, 76W132S, 76W132S, 98NWF132P, 76W132S, 98NWF132P, 98NWF132P, 90NWF132S, 76W132S, 92NWF132P, 76W132S, 99NWF132P

83NWF132S, 85NWF132S, 76W132S, 91NWF132P, 76W132S, 05NWF132P, 97NWF132P, 91NWF132S, 76W132S, 76W132S, 98NWF132P, 76W132S, 90NWF132S, 76W132S, 88NWF132P, 76W132S

TRAFFIC DENSITY MGT: → 11.1(14.8); ← 3.7

V-7-VA

(LANAHAN) 14033

FERRUM 14037

N — E — S — W

035.14-2DSO-160'(98)

037.27-1CBB-10'

037.99

039.55-1DGO-60'(81)

TRACK LAYOUT

LINE SEGMENT 5390

PIGG RIVER

SR 756

468382T

IRON BR RD SR 927

468383A

STORY CREEK

CURVATURE

ALIGNMENT: 6.0L, 8.8R, 11.0L, 10.7L, 10.7L, 8.5R, 4.0L, 9.0R, 4.7L, 10.7R, 3.1L, 2.0R, 4.0L, 5.5L, 6.0R, 4.0R, 6.0L, 4.0R

2.00, 2.50, 3.00, 3.00, 3.50, 2.00, 1.00, 2.50, 1.50, 3.00, 1.00, 1.00, 1.00, 2.50, 2.00, 1.00, 2.00, 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 30 — 25

GRADE: -1.50, -0.85, 0.00, +1.50, +1.19, +1.50, +1.30, +1.20, +1.43, -1.53, -1.03, 0.00, +0.80

Sheet 55 R_35_40

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R40 — 5284' — R41 — 5270' — R42 — 5274' — R43 — 5269' — R44 — 5284' — R45

MAINTENANCE: T&S-08/05

RAIL: 76W132S; 03NW132P; 91NWF132P; 76W132S; 90NWF132S; 76W132S; 91NWF132P; 92NWF132P; 85NW132S; 84NW132S; 92NWF132P; 05NWF132P; 77W132S; 86NWF132P; 77W132S; 89NWF132S; 77W132S; 99NWF132P; 85NW132S

76W132S; 96NWF132P; 76W132S; 87RW132S; 76W132S; 90NWF132P; 76W132S; 90NWF132S; 99NWF132P; 99RWF132S; 88NWF132S; 76W132S; 96NWF132P; 76W132S; 77W132S; 90NWF132P; 77W132S; 90NWF132P; 77W132S; 86NWF132P; 77W132S; 90NWF132S; 77W132S; 85NW132S

TRAFFIC DENSITY MGT: → 11.1(14.8); ← 3.7

V-7-VA: FERRUM 14037; (PRILLIMAN) 14040

040.02-1DGO-28'(82); 040.51-1DGO-30'(81); 040.78-1DGO-28'(87); 041.20-1DGO-29'(78); 041.60 FERRUM HOUSE TRK; 043.47-1CAB-10'; 043.96-1CAB-12'; 044.49-1CAB-12'

N — E — S — W

TRACK LAYOUT

468385N; 468387C; 468388J

LINE SEGMENT 5390: STORY CREEK; TO HALE & FOSTER; STORY CREEK; STORY CREEK; STORY CREEK; SR 40; SR 805; ROAD & WATERWAY; ROAD & WATERWAY; ROAD & WATERWAY

CURVATURE

ALIGNMENT: 4.0R; 8.2L; 6.0R; 2.5L; 3.5L; 3.9L; 4.1L; 3.7L; 3.8L; 4.2R; 3.6R; 7.6L; 7.6R; 8.2L; 6.0R; 3.0R; 3.0R; 4.2R; 1.3L; 4.0L; 6.5R

ELEVATION: 1.00; 3.50; 2.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.50; 1.00; 1.50; 1.50; 2.00; 1.50; 1.00; 1.00; 1.00; 1.00; 1.00; 1.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.80; +1.30; +1.50; 0.00; +0.56; +1.00; +0.55; +1.10; +1.43; 0.00; -1.62; -1.23; -1.32; -1.53; -1.40; -1.53; -1.00; -1.52; -0.90

+1.65%

WINSTON SALEM TO ROA

Sheet 55 R_40_45

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R45 — 5266' — R46 — 5279' — R47 — 5307' — R48 — 5256' — R49 — 5265' — R50

MAINTENANCE: T&S-08/05

RAIL: 83NW132S, 77W132S, 86NWF132P, 77W132S, 86NW132S, 77W132S, 89NWF132S, 90NWF132S, 77W132S, 89NWF132P, 96NWF132S, 04NWF132P, 03NW132P, 84NW132S, 77W132S, 98NWF132P, 03NW132P, 94NWF132P, 00NWF132P, 88NWF132P

85NW132S, 77W132S, 86NWF132P, 77W132S, 89NWF132S, 77W132S, 03NW132P, 97NWF132P, 85NW132S, 77W132S, 96NWF132P, 77W132S, 86NW132S, 04NWF132P, 91NWF132P, 99NWF132P, 04NWF132P, 03NW132P

TRAFFIC DENSITY MGT: → 11.1(14.8) / ← 3.7 — → 11.0(14.7) / ← 3.7

V-7-VA

N E S W

045.16-9DGO-400'(79)
045.33-8DGO-271'(95)
HENRY STORAGE TRK
BLUE RIDGE PAINT
FRANKLIN CO
HENRY CO
HENRY 14044
049.48-2DGO-97'(94)
049.62-2DGO-100'(97)

TRACK LAYOUT

LINE SEGMENT 5390

468391S — ST ROUTE 771 — DRY BRANCH
468393F
468394M — SR 788
468396B — HENRY RD (SR 605)
468398P — TOWN CREEK — TOWN CREEK — SR 604

CURVATURE

ALIGNMENT: 6.5R, 8.2L, 8.2L, 7.0R, 5.0R, 4.7L, 3.0R, 3.0L, 10.3L, 10.7R, 10.5L, 8.8R, 9.2L, 2.0R, 10.2R, 10.5L, 10.5R, 9.0L

ELEVATION: 1.50, 2.00, 2.00, 1.50, 1.50, 1.50, 1.00, 1.00, 3.00, 3.00, 3.00, 2.50, 2.50, 1.00, 3.00, 3.00, 3.00, 2.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -1.15, -1.39, -1.30, -1.55, -1.38, -1.60, -0.95, -0.88, 0.00, -1.21, 0.00, -0.93, 0.00, -0.78, -0.60, -0.42, +0.50, -1.07, -0.87, -0.73, -0.42, -1.30, -0.80, 0.00

Sheet 55 R_45_50

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R50 — 5303' — R51 — 5279' — R52 — 5267' — R53 — 5289' — R54 — 5269' — R55

MAINTENANCE: T&S-08/05

RAIL: 84NW132S 03NW132P 85NW132S 92NWF132P 03NW132P 98NWF132P 91NWF132P 83NW132S 77W132S 84NW132S 83NW132S 85NW132S 77W132S 84W132S 03NW132P 77W132S 85NW132S 77NW132S 90NWF132P 77W132S 95NWF132P 77W132S 03NW132P

03NW132P 99NWF132P 84NW132S 85NW132S 88NWF132P 89NWF132P 96NWF132P 05NWF132P 89NWF132P 77W132S 05NWF132P 77W132S 90NWF132P 90NWF132P 87NWF132P 93NWF132P 77W132S 84W132S 03NW132P 77W132S 85NW132S 77NW132S 90NWF132P 86NW132S 77W132S 98NWF132P 96NWF132S 77W132S 95NWF132P 77W132S 84NW132S

TRAFFIC DENSITY MGT: → 11.0(14.7) ← 3.7

V-7-VA

PHILPOTT 14048

JONDEE 14051

E N S W

052.72-3DGO-144'(91)

053.48-1DGO-25'(01)

TRACK LAYOUT

LINE SEGMENT 5390

468403J

TOWN CREEK PHILPOTT DR SR 674

VIA'S RUN

CURVATURE

ALIGNMENT: 9.0L 10.0L 8.0R 6.0R 8.0L 10.5L 8.7R 6.0L 7.8R 6.0R 7.0R 10.5L 6.0R 10.7R 10.5L 10.5L 4.0L 4.0R 10.7R 8.7L 11.0R 5.0L 2.2L 8.7R 10.2R

ELEVATION: 2.50 2.50 3.50 1.50 2.00 3.00 2.00 1.50 2.00 2.00 1.50 3.00 1.50 3.00 3.00 3.00 1.00 1.00 3.00 2.00 3.00 1.50 1.50 2.00 3.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.60 0.00 -0.60 0.00 -1.00 0.00 -1.00 0.00 -1.00 0.00 -1.00 0.00 +1.00 -1.00 -0.04 -0.48 -0.66 -0.25 0.00 -0.10 -0.60 +0.50 0.00 -0.45 0.00 0.00

Sheet 55 R_50_55

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R55 — 5295' — R56 — 5281' — R57 — 5279' — R58 — 5286' — R59 — 5686' — R60

MAINTENANCE

T&S-08/05 — T&S-10/04

RAIL

03NW132P, 77W132S, 85NW132S, 77NW132S, 00NWF132P, 88NWF132P, 77NW132S, 90NWF132S, 77NW132S, 04NWF132P, 77NW132S, 03NW132P, 77NW132S, 85NW132S, 85W132S, 84NW132S, 98NWF132P, 84NW132S, 77W132S, 84NW132S, 89NWF132P

77W132S, 85NW132S, 77NW132S, 89NWF132S, 77NW132S, 85NW132S, 85W132S, 77W132S, 97NWF132P, 77W132S, 89NWF132P, 77W132S

TRAFFIC DENSITY MGT

→ 11.0(14.7)

← 3.7

V-7-VA

(BASSETT) 14052 — (STANLEY) 14054 — FIRESTONE 14056

E N S W

056.89-1CBB-12' — 057.92-1CBB-10' — STANLEY FURNITURE

TRACK LAYOUT

LINE SEGMENT

5390

BASSETT FURNITURE — 468405X — SR 740 — 468406E — 468407L — PVT-BASSETT FURN — 468408T — SR 673 — 468409A — SR 57 — 468410U — WATERWAY — 470697W — GOV STANLEY-SR 1228 — 468413P — ROAD TO BASSETT S — WATERWAY — 468414W — VA WELDING, FRAN — 468415D — T STANLEY HWY-SR 903 — 468416K

CURVATURE

ALIGNMENT

10.3L — 7.7R — 6.1L — 3.0L — 0.2L — 1.8L — 3.0L — 3.5L — 3.0R — 3.0R — 4.0R — 6.0L — 4.0L — 4.0R — 5.0R — 10.0R — 10.2L

3.00 — 1.50 — 1.50 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.50 — 1.00 — 1.00 — 1.50 — 2.50 — 3.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

20 — 25

GRADE

-0.67 — 0.00 — +0.90 — -1.10 — 0.00 — +1.00 — -0.50 — -1.20 — -0.37 — -0.67 — 0.00 — +0.42 — -0.60 — 0.00 — +0.80 — 0.00 — -0.38 — -0.80 — 0.00 — +0.38 — -1.40 — 0.00 — +0.25 — -0.70 — 0.00 — +1.10 — -0.75 — -0.28

Sheet 55 R_55_60

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R60 — 5283' — R61 — 5269' — R62 — 5274' — R63 — 5298' — R64 — 5278' — R65

MAINTENANCE: T&S-10/04

RAIL: 77W132S, 05NWF132P, 77W132S, 04NWF132S, 86NWF132P, 77W132S, 01NWF132P, 77W132S, 95NWF132S, 77W132S, 94NWF132P, 96NWF132S, 77W132S, 02NWF132P, 84NW132S, 77W132S, 85NW132S, 04NWF132P, 85NW132S, 76NW132S, 88NWF132P, 85NW132S, 93NWF132P, 76NW132S, 88NWF132S, 76NW132S, 86NW132S

77W132S, 01NW132P, 77W132S, 86NWF132P, 77W132S, 00NWF132P, 77W132S, 84NW132S, 88NWF132P, 02NW132P, 76NW132S, 76NW132S, 88NWF132P, 76NW132S, 88NWF132S, 76NW132S, 96NWF132S, 86NW132S

TRAFFIC DENSITY MGT: → 11.0(14.7) ← 3.7; → 11.0(14.6) ← 3.6

V-7-VA: PAYNE 14057; (FIELDALE) 14059; NYLON 14060

TRACK LAYOUT: 060.48, 060.48, 060.56-2CBB-30'; 061.85-1CSB-26'; 063.78-4MSO-275'(87); HENRY CO, CITY OF MARTINSVILLE; 064.40-2CBB-24'; 064.96

LINE SEGMENT 5390: 468417S FARM; US 220 BYPASS, US 220 BYPASS, REED CREEK; 468418Y DANIELS CREEK RD, DANIELS CREEK; 468419F FIELD AVE; 468420A WOODALE CT, R-63.2=DW-47.2, BEAVER CK, DW-LINE; SR 57; 468423V SR 202, NYLON SPUR

CURVATURE / ALIGNMENT: 4.0R, 2.0L, 9.2R, 3.0L, 2.0R, 4.3L, 2.0R, 3.7R, 7.8L, 3.1L, 8.0R, 3.0L, 6.0R, 8.0L, 8.7R, 3.0L, 6.0L

ELEVATION: 1.50, 1.00, 4.00, 1.00, 1.00, 1.50, 1.00, 1.50, 3.50, 1.50, 2.00, 1.00, 1.50, 2.00, 2.00, 1.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 25 — 30 — 25

GRADE: -0.28, -0.70, 0.00, +0.60, -0.40, 0.00, +0.75, -0.88, 0.00, +0.45, -0.12, 0.00, +1.18, -1.40, 0.00, +0.85, -1.25, -0.22, +1.40, +0.67, +1.48, +1.25, +1.48, +1.32

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R65 — 5274' — R66 — 5261' — R67 — 5280' — R68 — 5279' — R69 — 5268' — R70

MAINTENANCE: T&S-10/04 — T&S-04/01

RAIL: 76NW132S, 95NWF132P, 85NW132S, 02NW132P, 95NWF132P, 91NWF132S, 96NWF132S, 76NW132S, 02NW132P, 88NWF132P, 76NW132S, 02NW132P, 76NW132S, 02NW132P, 76NW132S, 98NWF132P, 96NWF132P, 76NW132S, 03NW132P, 90NWF132P, 90NWF132P, 87RW132S; 85NW132S, 76NW132S, 85NW132S, 00NWF132P, 76NW132S, 95NWF132P, 76NW132S, 86NWF132P, 76NW132S, 88NWF132P, 76NW132S, 88NWF132P, 76NW132S, 90NWF132P, 76NW132S, 96NWF132S, 76NW132S, 02NW132P, 76NW132S, 84NW132S, 87RW132S

TRAFFIC DENSITY MGT: → 11.0(14.6) ← 3.6

V-7-VA

N — S — E — W

MARTINSVILLE 14062

(REDD LEVEL) 14065

066.02-1DGO-85'(85)

066.43-2CBB-26'

066.89

CITY OF MARTINSVILLE
HENRY CO

069.53

TRACK LAYOUT

LINE SEGMENT 5390

468424C — US 220-A

468426R — BRIDGE ST — TRACK # 5 — BROAD ST

468427X — US 58

468428E — PVT-W M BASSETT

468429L — PVT-NATIONWIDE HOMES

468430F — SR 966

CURVATURE

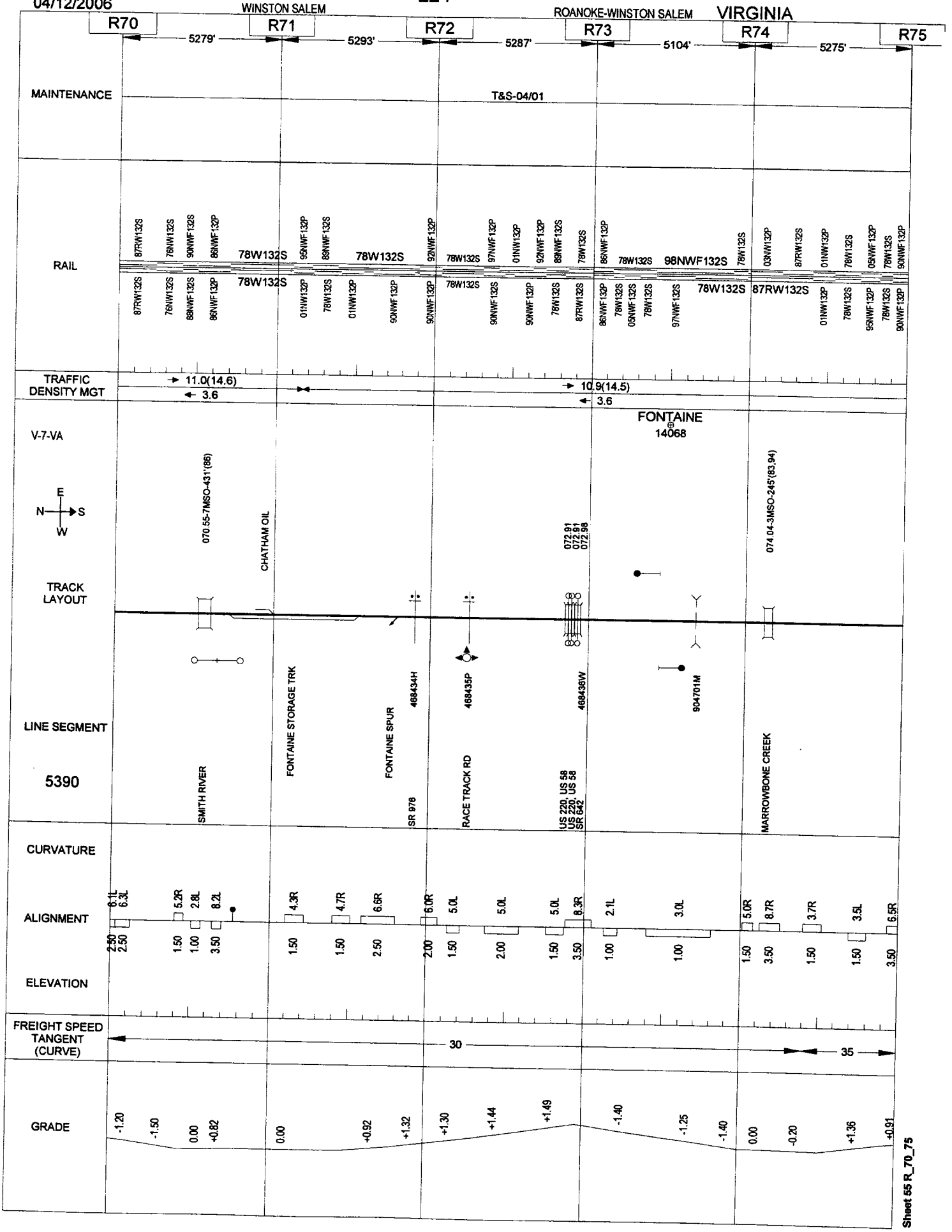
ALIGNMENT: 6.0L, 10.7L, 6.0L, 10.2R, 3.0L, 3.0R, 10.2R, 8.5L, 2.0R, 8.0R, 8.3R, 1.6L, 4.1L, 10.3L, 8.7R, 8.5L, 10.6R, 6.1L

ELEVATION: 1.50, 3.00, 1.50, 3.00, 1.00, 1.00, 3.00, 2.00, 1.00, 2.00, 2.00, 1.00, 1.00, 3.00, 2.00, 2.00, 3.00, 2.50

FREIGHT SPEED TANGENT (CURVE): 25 — 20 — 25 — 30

GRADE: +1.32, +1.20, +1.32, +1.00, +1.42, +1.12, +1.50, -0.70, -1.00, -1.52, -0.85, -1.43, -1.35, -0.80, -1.42, -1.08, -1.00, -1.52, -1.08, -1.20

Sheet 55 R_65_70



Sheet 55 R_70_75

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R75 — 5259' — R76 — 5296' — R77 — 5278' — R78 — 5277' — R79 — 5200' — R80

MAINTENANCE: T&S-04/01

RAIL: 90NWF132P, 78W132S, 95NWF132S, 78W132S, 95NWF132S, 01NWF132P, 78W132S, 90NWF132P, 78W132S, 85NWF132S, 01NWF132P, 78W132S, 89NWF132S, 78W132S

RAIL: 90NWF132P, 95NWF132P, 97NWF132P, 05NWF132S, 95NWF132P, 03NWF132P, 78W132S, 96NWF132S, 78W132S, 97NWF132S, 78W132S, 85NWF132S, 78W132S

TRAFFIC DENSITY MGT: → 10.9(14.5) ← 3.6

V-7-VA

(RIDGEWAY) 14072

HENRY CO
RIDGEWAY CORP
076.44
RIDGEWAY STATION
076.57
RIDGEWAY CORP
HENRY CO
077.57

N E S W

TRACK LAYOUT

LINE SEGMENT 5390

468438K SR 638
468439S US 220 BUS
468440L US 220
468442A SR 668
468443G WHITE HOUSE RD-SR762
468445V GLUE PLANT RD-SR 689

CURVATURE

ALIGNMENT: 6.5R, 6.0L, 4.6R, 2.0L, 3.8R, 2.0L, 1.8L, 1.8R, 2.3R, 4.8L, 3.5R, 2.0R, 4.3L, 3.2R

ELEVATION: 3.50, 3.50, 2.50, 1.00, 2.00, 1.00, 1.00, 1.00, 1.00, 2.50, 1.50, 1.00, 2.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +0.91, +1.48, +1.31, +1.45, 0.00, +1.75, +1.53, +0.62, +0.43, +0.12, -0.37, -1.32, +0.92, -0.58, -0.90, +1.60, +1.35, -1.06

Sheet 55 R_75_80

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R80 — 5286' — R81 — 5272' — R82 — 5275' — R83 — 5280' — R84 — 5276' — R85

MAINTENANCE: T&S-04/01

RAIL: 78W132S, 95NWF132P, 78W132S, 93NWF132P, 90NWF132P, 78W132S, 96NWF132P, 97NWF132P, 99NWF132P, 79W132S, 93NWF132P, 95NWF132S, 79W132S, 95NWF132P, 99NWF132P, 79W132S

78W132S, 91NWF132P, 91NWF132P, 78W132S, 91NWF132P, 79W132S, 02NWF132P, 89NWF132P, 93NWF132P, 93NWF132P, 88NWF132S, 79W132S, 95NWF132P, 79W132S, 96NWF132S, 79W132S

TRAFFIC DENSITY MGT: → 10.9(14.5) ← 3.6; → 10.9(14.5) ← 3.6

V-7-VA
V-9-NC

VA | NC

HENRY CO
ROCKINGHAM CO

080.87

(PRICE) 14076

081.36-4BSB-250'

WATKINS 14080

E N S W

TRACK LAYOUT

LINE SEGMENT

5390

470130S — SR 1378

470131Y

HOUSE TRACK — US 220

470134U — FULP SAWMILL-SR 1500

470135B — WRAY RD (SR 1509)

470136H

470138W

CURVATURE

ALIGNMENT

ELEVATION

6.1L, 5.0L, 6.2L, 5.8R, 6.2L, 1.7L, 5.2L, 6.0R, 6.0L, 5.2R, 5.2R, 6.0R, 6.0L, 2.8L, 2.0L, 3.2L

3.50, 2.50, 3.50, 3.50, 3.50, 1.50, 3.00, 3.50, 3.50, 3.00, 3.50, 3.50, 3.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 35 — 25

GRADE: -1.06, -0.60, +1.38, +0.26, +1.18, -1.20, 0.00, +1.10, -1.25, 0.00, +0.30, -0.78, -1.60, +1.34, +0.60, -0.99, -0.25, -1.15, -1.42, -1.50, -1.25, -0.15

Sheet 55 R_80_85

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R85 — 5272' — R86 — 5275' — R87 — 5276' — R88 — 5279' — R89 — 5274' — R90

MAINTENANCE: T&S-04/01

RAIL: 85NW132S 79W132S 90NWF132P 03NW132P 79W132S 90NWF132P 79W132S 97NWF132S 79W132S 93NWF132P 86NW132S 01NW132P 79W132S 97NWF132S 79W132S 99NWF132P

79W132S 90NWF132P 88NWF132S 79W132S 90NWF132P 88NWF132P 79W132S 04NWF132S 79W132S 92NWF132P 79W132S 93NWF132P 79W132S 85RW132S

TRAFFIC DENSITY MGT: → 10.9(14.5) ← 3.6

V-9-NC

N E S W

TRACK LAYOUT: 085.88-1CBB-24' ROCKINGHAM CO STONEVILLE CORP STONEVILLE ⊕ 14083 STONEVILLE STATION STONEVILLE CORP ROCKINGHAM CO 087.19-1CBB-24' 089.21 089.21 089.65-4DGO-231'(03)

LINE SEGMENT 5390: 470139D US 220 BUSINESS; 470140X MATTHEWS ST; 470141E MAIN ST-SR 770; 470142L US 220 BUSINESS; 470143T; 470146N 470146N US 220 US 220; 470147V; MAYO RIVER

CURVATURE

ALIGNMENT: 6.0R 5.7L 6.2R 6.5L 2.0L 3.0R 2.0R 5.2L 5.0R 3.2L 3.7R 5.2L

ELEVATION: 3.50 3.00 3.50 3.50 1.50 1.50 1.50 3.00 2.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 25 — 35 — 30

GRADE: -0.15 -1.00 -1.40 -1.28 -1.10 -1.38 -0.90 -0.20 -1.08 -1.48 -0.90 -1.05 -1.32 -1.25 -0.78 -0.60 -1.25 0.00 +0.80 -0.78 -1.25 -1.10

Sheet 55 R_85_90

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R90 — 5242' — R91 — 5149' — R92 — 5278' — R93 — 5278' — R94 — 5280' — R95

MAINTENANCE: T&S-04/01 | T&S-03/06

RAIL: 96NWF132P 85NW132S 03NW132P 79NW132S 86NW132S 79W132S 02NW132P 90NW132S 86NW132S 86NW132S 79W132S 88NWF132S 90NWF132P 79W132S 88NWF132P 79W132S 94NWF132P 95NWF132P 92NWF132P 79W132S 94NWF132P 79W132S 79W132S 84NW132S

85NW132S 86NW132S 79NW132S 79W132S 84RW132S 79W132S 88NWF132S 85NWF132S 85NWF132S 79W132S 03NW132P 88NWF132P 79W132S 88NWF132P 79W132S 97NWF132P 79W132S 95NWF132P 98NWF132P 79W132S 95NWF132P 79W132S 94NWF132P

TRAFFIC DENSITY MGT: → 10.9(14.5) ← 3.6

V-9-NC

(MAYODAN) 14088

ROCKINGHAM CO MAYODAN CORP

MAYODAN CORP. MADISON CORP.

092.87-1UNK-10'

093.69-1CBB-12'

094.49-2CBB-24'

094.73

A & Y TRACK

TRACK LAYOUT

LINE SEGMENT 5390

470151K

PEDESTRIAN SUBWAY SR 135

LEAKSVILLE RD

MADISON STATION 470152S

DECATUR ST 470153Y

MURPHY ST (SR 21770

US 220 BUS 470154F

470155M

CURVATURE

ALIGNMENT: 5.2L 10.6R 8.1L 1.7R 2.0R 8.5R 4.5L 7.6L 4.0L 3.6L 6.8L 6.2R 3.2L 6.2R 4.2L 4.0R 3.7R 1.0R 5.7R 8.0R

ELEVATION: 1.50 3.00 3.50 1.50 1.50 3.50 1.50 3.00 1.50 1.50 2.50 2.00 1.50 2.00 1.50 1.50 1.50 1.00 2.00 3.50

FREIGHT SPEED TANGENT (CURVE): (25) — 30

GRADE: -0.52 0.00 +0.22 -0.43 -0.55 -0.80 +0.90 -1.00 -0.30 -1.25 -0.50 0.00 -0.60 -1.38 -0.22 -1.05 0.00 -0.95 0.00 -0.22 0.00 +0.10 0.00 +0.94 +0.50 -0.16 0.00 -0.28

Sheet 55 R_90_95

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R95 — R96 — R97 — R98 — R99 — R100

5275' — 5276' — 5275' — 5273' — 5262'

MAINTENANCE: T&S-03/06

RAIL: 79W132S; 73W132S

TRAFFIC DENSITY MGT: 10.9(14.5) / 3.6; 10.8(14.3) / 3.5

V-9-NC: MADISON 14090; (MABRICO) 14093

MADISON CORP ROCKINGHAM CO

096.36-1DGO-85'(83)

097.65-2CAB-28'

099.24-1CBB-12'

099.72-1CBB-12'

TRACK LAYOUT

470156U

470159P

470160J

470162X

470164L

LINE SEGMENT 5390

PRIVATE

BEAVER ISLAND

LINDSAY BR RD-SR1138

PINE HALL BRICK

WATERWAY

ROAD & WATERWAY

WATERWAY

CURVATURE

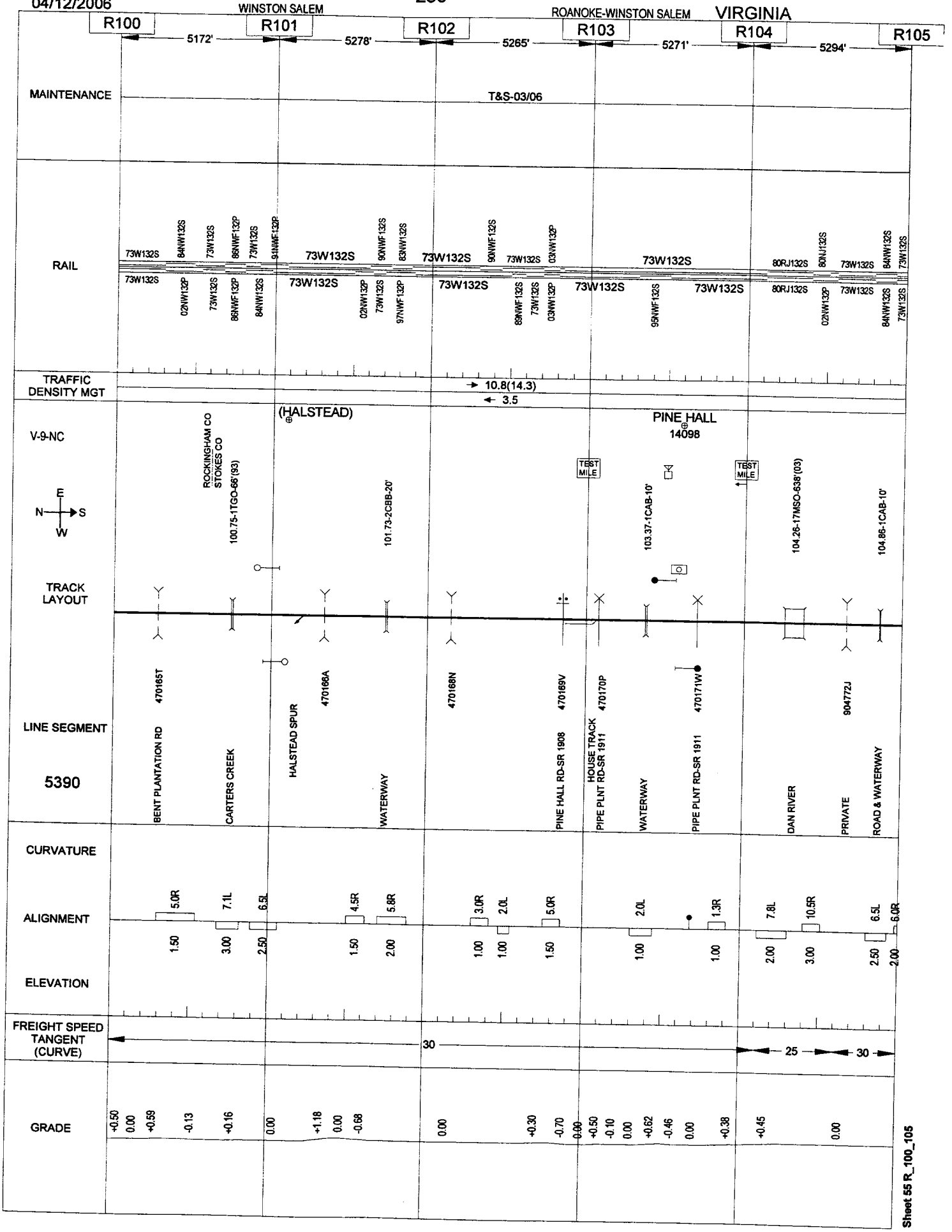
ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 30 — 25 — 30

GRADE: -0.28, 0.00, +0.34, 0.00, +0.20, 0.00, +0.30, 0.00, -0.25, 0.00, +0.25, +0.12, 0.00, +0.25, 0.00, +0.15, 0.00, +0.50

Sheet 55 R_95_100



Sheet 55 R_100_105

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R105 — R106 — R107 — R108 — R109 — R110

5278' — 5243' — 5279' — 5284' — 5271'

MAINTENANCE: T&S-03/06 — T&S-06/98

RAIL: 83NWF132S, 73W132S, 01NW132P, 80W132S, 01RW132S, 80W132S, 04RWF132S, 80W132S, 96NWF132S, 80W132S, 01RW132S, 80W132S, 04RWF132S, 92NWF132P, 81W132S, 96NWF132S, 81W132S, 01RW132S, 81W132S, 90NWF132P, 81W132S, 00NWF132P, 81W132S

90NWF132P, 73W132S, 80W132S, 01RW132S, 04RWF132S, 80W132S, 96NWF132S, 80W132S, 89NWF132S, 80W132S, 93NWF132P, 81W132S, 90NWF132P, 81W132S, 90NWF132P, 81W132S, 95NWF132S, 81W132S

TRAFFIC DENSITY MGT: 10.8(14.3) / 3.5 — 3.0(4.6) / 1.6

V-9-NC

BELEWS CREEK JCT 14100

(WALNUT COVE) 14104

N S E W

TRACK LAYOUT: 105.47-1CBB-10' — R-105.5=BC-0.0 — 106.23-1CAB-10' — 107.74-5CSB-90' — 108.50-1DGO-37'(99) STOKES CO WALNUT COVE CORP — HEDGECOCK LBR — WALNUT COVE CORP STOKES CO

470178U — 470179B — 470180V — 470181C

LINE SEGMENT 5390: WATERWAY — ROAD & WATERWAY — BULLS RUN — HARRISTON MILL — WALNUT COVE HSE TRK — STOKESBURG RD — PLANT ST

CURVATURE

ALIGNMENT: 6.0R, 3.0R, 2.0L, 1.5L, 3.0L, 8.7R, 8.5R, 6.0L, 6.0R, 7.0L, 2.7L, 4.0L, 3.2R, 4.0R, 5.5L, 7.5R, 6.0R, 7.5L, 6.0L, 4.0R

ELEVATION: 2.00, 1.00, 1.00, 1.00, 1.00, 4.00, 3.50, 2.00, 2.00, 2.50, 1.50, 1.50, 1.50, 1.50, 2.00, 3.00, 1.50, 3.00, 3.50, 2.00

FREIGHT SPEED TANGENT (CURVE): 30 — (25) — 35

GRADE: 0.00 — +0.32, -0.20 — 0.00, +0.32, +0.72 — 0.00, +1.10, 0.00, +1.04, +0.62, +1.30, +1.94, +1.40, +0.58, +1.46

Sheet 55 R_105_110

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R110 — 5277' — R111 — 5275' — R112 — 5282' — R113 — 5278' — R114 — 5279' — R115

MAINTENANCE: T&S-06/98

RAIL: 81W132S; 01RW132S; 81W132S; 02RW132S; 81W132S; 01RW132S; 81W132S; 81W132S; 00NWF132P; 81W132S

TRAFFIC DENSITY MGT: → 3.0(4.6); ← 1.6

V-9-NC: FULP 14107; STOKES CO / FORSYTH CO; (DENNIS) 14109

N S E W

TRACK LAYOUT

LINE SEGMENT 5390: 470183R STOKESBURY RD; 470184X SR 1927-SPENCER RD; 470185E FAGG RD; 470186L SALEM CHAPEL RD; 470188A REID FARM RD; 470189G SQ MARSHALL-SR 1953; 470190B; 470191H; 470192P RABBIT RUN RD; 470193W GRUBBS RD (SR 1979); 470194D; 470195K; 470196S

CURVATURE

ALIGNMENT: 3.5R; 3.0L; 1.0R; 3.0R; 3.5L; 3.3R; 3.8R; 2.0L; 6.5L; 2.0R; 4.5R; 2.0R; 1.5L

ELEVATION: 1.50; 1.50; 1.00; 1.50; 1.50; 1.50; 2.00; 1.00; 3.50; 1.00; 2.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +1.46; +1.49; +0.20; +0.72; +0.22; -0.40; -1.20; 0.00; +0.28; +1.40; -0.50; 0.00; -0.94; +1.40; -1.62; -1.08; +1.50; +1.04; 0.00; +1.18; -1.48; 0.00; +1.54; +0.40; 0.00; -0.34

Sheet 55 R_110_115

04/12/2006 WINSTON SALEM ROANOKE-WINSTON SALEM VIRGINIA

R115 R116 R117 R118 R119 R120

5275' 5283' 5277' 5277' 5278'

MAINTENANCE: T&S-06/98 T&S-05/02

RAIL: 81W132S 03RW132S 81W132S 91NWF132P 00NWF132P 81W132S 00RWF132P 81W132S 97NWF132S 69NW132S 01RW132S 69NW132S

81W132S 03RW132S 81W132S 97NWF132S 81W132S 97NWF132S 81W132S 97NWF132S 81W132S 99NWF132P 81W132S 69NW132S

TRAFFIC DENSITY MGT: → 3.0(4.6) ← 1.6

V-9-NC

STONEY POINT RD 14111 WALKERTOWN 14113 (CAR LOT)

N S E W

116.37-1CBB-24' STATION SDG 118.43-3BSB-177'

TRACK LAYOUT

LINE SEGMENT 5390

470197Y 470198F 470199M 470200E 470202T 470203A 470204G 470205N 470206V 470207C 470208J 470208R 470210K

STONEY POINT RD STONEY POINT RD US 311 WATERWAY SR 1983 LEIGHT ST SALEM SR 66 MCGEE RD WILLISTON RD

CURVATURE

ALIGNMENT: 1.5L 6.2L 3.0R 3.0L 3.0R 3.0R 2.0L 6.2L 6.0R 4.0R 6.0R 3.0L 3.2R 5.5L 3.0L 2.5R 1.5L

1.00 3.50 1.50 1.50 1.50 1.50 1.00 3.50 3.50 2.00 3.50 1.50 1.50 3.00 1.50 1.50 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +0.50 +1.88 +1.42 +1.25 0.00 -0.28 +1.30 +0.60 +1.31 0.00 -1.08 0.00 +0.88 0.00 -1.00 -1.48 +1.75 +1.30 +0.42 0.00 -1.18 -0.28 -1.26 0.00 +0.50

Sheet 55 R_115_120

04/12/2006

WINSTON SALEM — ROANOKE-WINSTON SALEM — VIRGINIA

R120 — R121 — R122 — R123 — R124 — R125

5263' — 5282' — 5228' — 5236' — 5281'

MAINTENANCE: T&S-05/02 — T&S-02/94

RAIL: 81W132S — 81W132S — 80W132S — 80W132S

TRAFFIC DENSITY MGT: 3.0(4.6) — 1.6 — 6.1(11.0) — 4.9

V-9-NC

DAISY 14116 — (BAKER) 14117 — NORTH WINSTON 14119

N — S — E — W

TRACK LAYOUT

BAKER LOT — FORSYTH CO CITY OF WINSTON-SALE — YARD LIMIT — 122.62 — 123.01 — 28TH ST SWITCH — TIPPLE TRACK — 124.00 124.00 — 124.21-3BSO-63'(87)(83) — 124.45-1CSB-10' — 124.91

LINE SEGMENT

5390

470211S CHURCH RD — 470212Y NORTH HAMPTON DR — 470213F OAK RIDGE DR — 470214M PRIVATE — 470215U DORIS ST — 470216B CARVER SCHOOL RD — 470218P PAPER STOCK N LIBERTY ST — 470219W PULL OUT N. WINSTON AKRON DR — 470220R US 52 — 470220R US 52 — 470221X 28TH ST — R-124.2=K-27.4 (PI) — 470223L 27TH ST — 470224T 25TH ST — 470225A ABANDONED ROAD 24TH ST — 470227N 16TH ST

CURVATURE

ALIGNMENT: 3.0L — 3.0R — 3.0L — 2.5L — 3.0R — 3.0L — 3.2L — 0.5R — 3.5L — 2.0L — 3.2R — 0.5L — 0.6R

ELEVATION: 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.00 — 1.50 — 1.50 — 1.50 — 1.00 — 1.00

FREIGHT SPEED TANGENT (CURVE): 35 — 25 — 15

GRADE: +1.22 — +1.02 — -1.30 — +1.10 — +0.65 — 0.00 — -0.98 — 0.00 — +0.05 — -1.00 — +1.00 — 0.00 — -0.35 — 0.00 — -0.72 — -1.45

Sheet 55 R_120_125

04/12/2006 WINSTON SALEM ROANOKE-WINSTON SALEM VIRGINIA

R125 R126

5288' 5280'

MAINTENANCE

T&S-02/94

RAIL

80W132S 73W132S

80W132S 73W132S

TRAFFIC DENSITY MGT

6.1(11.0)

4.9

WSSB INTERLOCKING

14122

N E S W

TRACK LAYOUT

125.16-4DGO-154'(87)
125.44
125.75-1DGO-50'(99)
125.91-1DGO-57'(87)
126.01-3DGO-57'(87)
126.05-3DGO-255'(88)
126.10-2CSB-40'
126.43
126.45-1CAB-26'
R-126.6/K-24.6 (PI)

LINE SEGMENT

5390

470228V
470229C
470230W
470231D
470232K
470233S
470234Y
470235F
470236M

13TH ST
LIBERTY ST
ML KING/9TH ST
OVERHEAD PIPELINE
7TH ST
5TH ST
OVERHEAD STRUCTURE
4TH ST
3RD ST
ROAD
I-40
ROAD

R-126.58=WS-0.58

CURVATURE

ALIGNMENT

0.5R 1.0L 1.0R 1.0L 1.0R 4.0R 7.0L 2.5R 5.0L 4.0R 6.0L 6.2L

ELEVATION

1.00 1.50 1.50 0.50 1.00 1.50 1.50 1.00 1.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

15

GRADE

-1.45 -0.72 -1.30 -1.48 0.00 -0.80 -1.28 0.00 -1.08

Sheet 55 R_125_130

04/12/2006

WINSTON SALEM | W SALEM SOUTHBOUND | W SALEM-SOUTH W SALEM | VIRGINIA

WS1 | WS2 | WS3 | WS4

3346' | 5272' | 5274' | 5282' | 5280'

MAINTENANCE: T&S-06/92

RAIL: 73RW132S / 73RW132S

TRAFFIC DENSITY MGT: 0.0(0.0) / 0.0

WINSTON-SALEM

TRACK LAYOUT: WS-0.58=R-126.58; 001.08-1DGO-59'; 001.28-15DGO-693'; 001.75-8BSB-384'; NISSEN SPUR; 002.43; 002.58; 003.20-78SB-336'; YARD LIMIT

LINE SEGMENT 5400: NS MI 38 IDABELL ST; SALEM CREEK; EXPRESSWAY; WAUGHTOWN TOWN; SPRAGUE RD; ST ROUTE 150; STARLIGHT DR; CASSELL ST

CURVATURE / ALIGNMENT: 10.0R; 7.0R; 1.6R; 6.1R; 6.0L; 2.0R; 2.0R; 2.0R

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00

Sheet 55WS_0_5

04/12/2006

WINSTON SALEM — HILL TOP BRANCH — MARTINSVILLE-FIELDALE — VIRGINIA

DW42 — DW43 — DW44 — DW45

5280' — 4973' — 2' — 5129'

MAINTENANCE

T&S-09/90

RAIL

44RJ075S — 61RJ085S — 61RJ080S — 52RJ075S — 53RJ075S — **RJ075S — 30RJ075S

44RJ075S — 61RJ085S — 61RJ080S — 52RJ075S — 53RJ075S — **RJ075S — 30RJ075S

TRAFFIC DENSITY MGT

V-7-VA

MARTINSVILLE DW41

JONES CREEK DW44

W S N E

TRACK LAYOUT

TIPPLE TRACK
PRILLAMAN TANK TRACK
041.74
042.01
042.60
044.40-7MSO-158'(NA)

LINE SEGMENT

5410

PRILLAMAN CHEMICAL
714160M
CHURCH ST
714162B
FAIRY ST
714163H
COMMONWEALTH BLVD
714167K
714168S
JONES CRK (SR 108)

CURVATURE

ALIGNMENT

7.5L 6.0R 11.0L 7.0R 6.0R 3.0R 10.0R 4.7R 1.5R 1.5R 7.0L 7.0R 6.0R

ELEVATION

0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 2.00 1.50

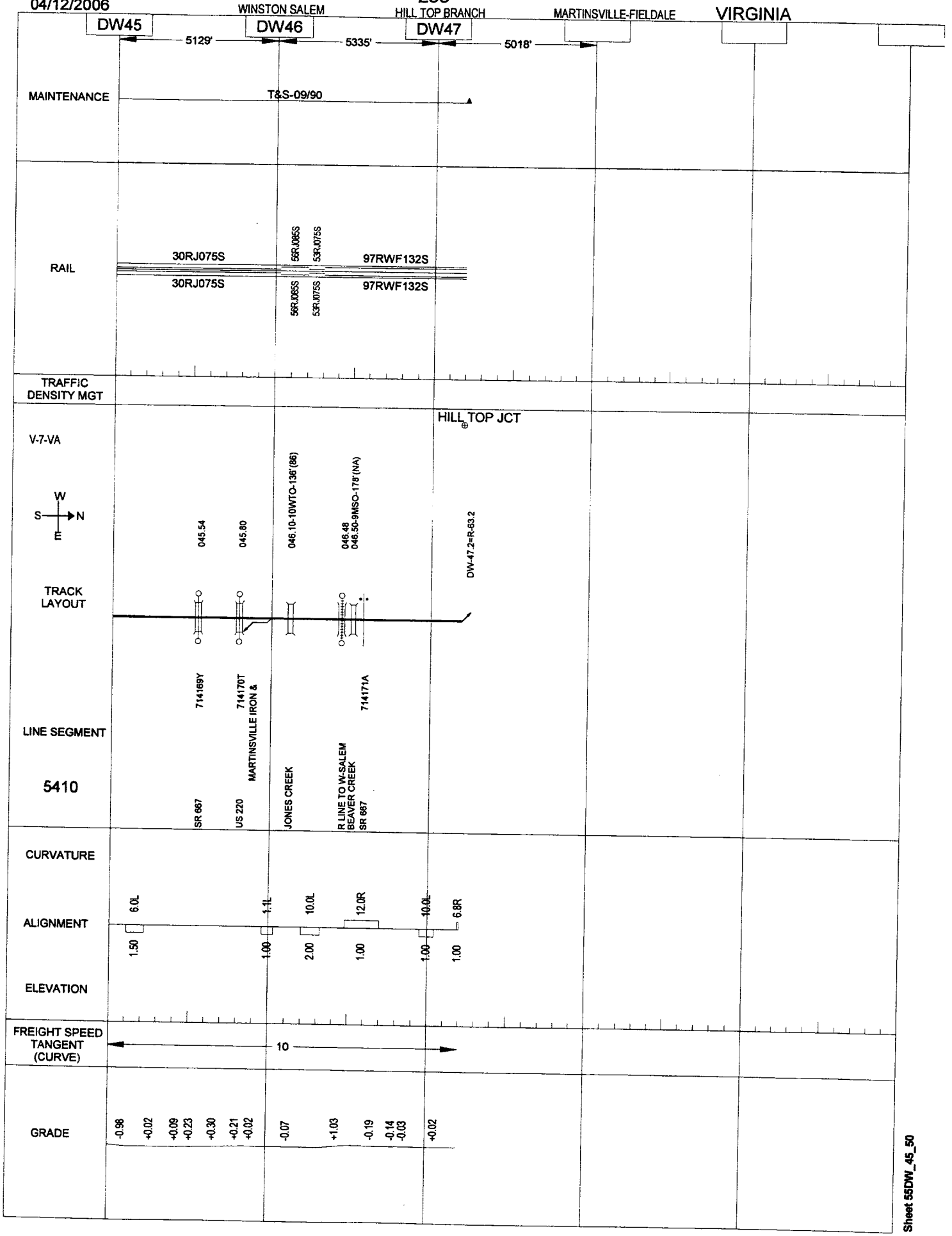
FREIGHT SPEED TANGENT (CURVE)

10

GRADE

+2.65 -1.95 -2.88 -2.70 -2.63 -2.71 -2.49 -0.36 -0.39

Sheet 55DW_40_45



Sheet 55DW_45_50

04/12/2006

WINSTON SALEM — BELEWS CREEK SPUR — JUNCTION-DUKE POWER — VIRGINIA

BC0 — BC1 — BC2 — BC3 — BC4

5276' — 5034' — 5000' — 5408' — 5280'

MAINTENANCE: T&S-10/04

RAIL: 70W132S, 93NWF132P, 70W132S, 90NWF132P, 70W132S, 92NWF132P, 70W132S, 05RWF132S, 70W132S, 93NWF132P, 70W132S, 92NWF132P, 70W132S; 70W132S, 92NWF132P, 70W132S, 04RWF132S, 70W132S, 93NWF132S, 70W132S, 01RW132S, 70W132S

TRAFFIC DENSITY MGT: → 7.8(9.7) ← 1.9

V-7-VA

BELEWS CREEK JCT 14100

DUKE POWER 14101

N E S W

BC-0.0=R-105.5

003.40

TRACK LAYOUT

470173K MARTIN LUTHER KING D

470172D SR 1908

LINE SEGMENT 5440

CURVATURE

ALIGNMENT: 0.5L, 3.0L, 5.0R, 1.0L, 0.3R, 0.3R, 5.0L, 5.0R, 2.0R, 8.0L, 8.0L, 8.0R, 8.0L

1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 2.00, 2.00, 2.00, 2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: 0.00, +1.42, +1.50, +1.42, +1.50, +1.30, +1.50, +1.26, +1.50, +1.42, +1.50, +0.85, -1.50, 0.00

Sheet 55BC_0_5

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L0 — 3970' — L1 — 5278' — L2 — 5283' — L3 — 5278' — L4 — 5276' — L5

MAINTENANCE: T&S-12/92

RAIL: 92RWF131S / 92RWF131S — 92RWF130S / 92RWF130S — 92RWF132S / 92RWF132S

TRAFFIC DENSITY MGT: 0.1(0.6) / 0.5

V-2-VA

KINNEY YARD (DURMID) 12002 — KINNEY — LONE JACK (BOCOCK) 12008

N E S W

TRACK LAYOUT

000.65-1TGB-91'(95)
000.88-1CAB-20'(95)
000.72-1CAB-20'(95)
000.98
YARD LIMIT
002.41
002.41
002.64-504'
003.48-9DGO-485'(95) CITY OF LYNCHBURG CAMPBELL CO
004.04

L-0.0=PH-15.2

LINE SEGMENT 5150

470656S END RUTHERFORD
US 29-A CARROLL AVE
FISHING CREEK
NS MAIN(WASH TO ATL)
470413P PRIVATE
470414W FAIRVIEW AVE
470415D PRIVATE OVERHEAD PIPELINE OVERHEAD PIPELINE
470416K MAYFLOWER DR-SR 128
470417S PRIVATE
US 460 US 460
DURMID TUNNEL
FARM ROAD
SR 664
470420A

CURVATURE

ALIGNMENT: 6.3R 6.0L 4.0R 6.2L 6.5R 7.3R 6.4L 5.1R 4.7R 3.6L 6.3R 6.6L 6.0R 6.1R 6.4L 3.3L 6.0R 8.7L 6.7R 6.7R

ELEVATION: 1.00 1.00 1.50 1.00 1.00 1.00 1.00 1.50 1.00 1.00 1.50 1.50 1.50 1.50 1.50 1.00 3.00 2.00 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 15 — 25

GRADE: -0.38 -1.42 -1.62 -0.27 +0.57 +0.81 +0.95 +1.68 +1.70 +1.58 +1.62 +1.60 +2.21 +1.35 +0.81 -0.68 -1.66 -1.89 -1.51 -1.01 +0.71 +1.44 0.00 -1.52 -1.14 -1.52 -1.56 -1.46

Sheet 55 L_0_5

04/12/2006 DURHAM KINNEY YARD-PICKS VIRGINIA

L5 L6 L7 L8 L9 L10

5284' 5283' 5286' 5248' 5278'

MAINTENANCE: T&S-12/92 T&S-11/92

RAIL: 92RWF132S 92RWF130S 92RWF132S 92RWF130S 92RWF130S 92RWF130S 92RWF132S 92RWF132S

TRAFFIC DENSITY MGT: 0.1(0.6) 0.5

V-2-VA: LONE JACK 12008 (METCO METALS) 12009

005.35-3DGO-180'(98) 006.60-1CAB-12' 007.54-1CBB-12' 008.48-13DGO-537'(75)

TRACK LAYOUT

LINE SEGMENT 5150: 470421G LONE JACK RD-SR 669; OPOSSUM CREEK; 470422N SR 729; 470423V SUNNYMEADE RD-SR 670; WATERWAY; 470424C BEAVER CREEK; 470426R SUBURBAN RD-SR 680; US 501 TUSSOCKY CK; 470428E POOR HOUSE RD-SR 680; 917034F PRIVATE

CURVATURE

ALIGNMENT: 6.7R 7.8L 6.1R 6.5L 6.0R 5.7L 5.1R 6.2L 6.6L 1.4L 3.9R 7.4R 6.7L 6.8R 6.2L 6.7R 7.3L 6.1L 6.4R 6.9L 6.5R

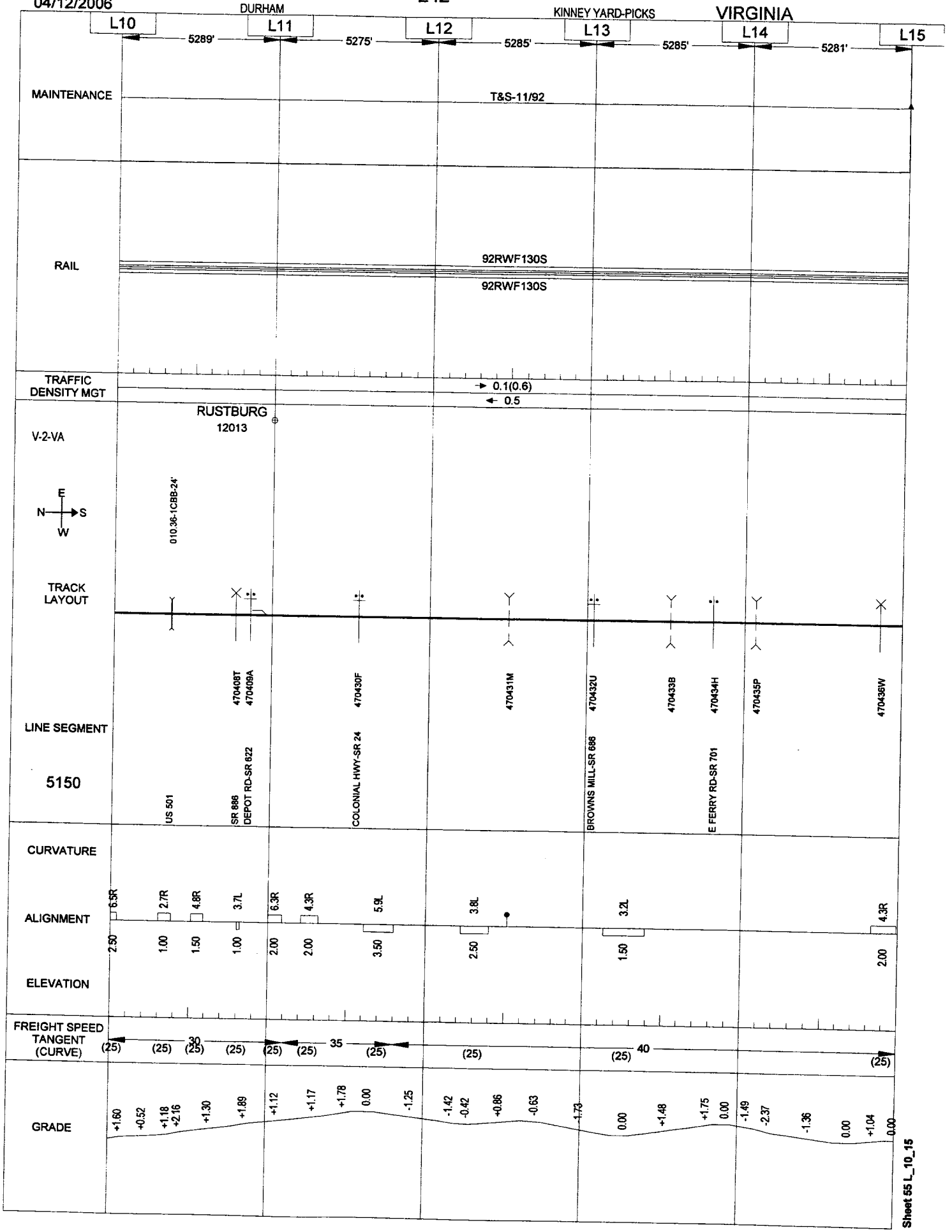
1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.00 1.00 1.50 1.50 1.50 3.00 1.50 1.50 2.00 2.50 2.50 2.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 25 30 (25) (25) (25) (25)

GRADE: -1.46 -1.61 0.00 +1.22 +1.51 +1.70 +0.32 -1.55 -1.18 -0.57 -1.26 -1.67 -0.76 -0.21 -1.26 -1.51 -0.63 0.00 -0.54 +0.35 +1.38 +0.67 +1.74 +0.71 +1.65 +1.27 +1.89 +0.76 +2.21 +1.35 +1.76 +1.60

Sheet 55 L_5_10



Sheet 55 L_10_15

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L15 — L16 — L17 — L18 — L19 — L20

5286' — 5283' — 5282' — 5282' — 5282'

MAINTENANCE: T&S-05/90, S-11/92

RAIL: 92RWF130S / 92RWF130S — 92RWF132S / 92RWF132S

TRAFFIC DENSITY MGT: → 0.1(0.6) ← 0.5

V-2-VA: (WINFALL) 12018 — GLADYS 12022

TEST MILE — TEST MILE

N S E W

TRACK LAYOUT

LINE SEGMENT 5150: 470437D ELLIOTT RD-SR 607; 470438K; 470439S; 470440L; 470441T; 470442A SR 778; 470443G; 470445V PRIVATE; 470446C; 470447J FLYNN RD-SR 635; 470448R LONG ISLAND RD-SR761

CURVATURE

ALIGNMENT: 3.0R, 6.9L, 3.4R, 4.8L, 3.7R

ELEVATION: 1.50, 4.00, 1.50, 2.50, 1.50

FREIGHT SPEED TANGENT (CURVE): (25) (25) (25) 40 (25) (25)

GRADE: -1.15, -0.65, -0.35, -1.11, -1.47, -0.50, +0.10, -0.61, -0.47, -0.63, -1.46, -1.00, +0.32, +1.38, +0.32, +0.34, +1.51, +0.13, -0.83

Sheet 55 L_15_20

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L20 — 5288' — L21 — 5282' — L22 — 5291' — L23 — 5278' — L24 — 5284' — L25

MAINTENANCE: T&S-05/90, S-11/92

RAIL: 92RWF132S, 92RWF132S

TRAFFIC DENSITY MGT: → 0.1(0.6), ← 0.5

V-2-VA

TRACK LAYOUT

LINE SEGMENT 5150: 470449X, 470451Y, 470453M, 470454U, 470455B, 470456H

GA PACIFIC (SR 970) — GA PACIFIC

CURVATURE

ALIGNMENT: 4.1L, 1.8L, 4.2L, 4.3R, 2.1R, 3.1R

ELEVATION: 2.00, 1.00, 2.00, 2.00, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): (25), (25), 40, (25), (25), (25)

GRADE: +1.68% NARUNA TO KINNEY YD

-0.83, -1.32, -1.34, -1.37, -1.59, -0.97, -0.51, +0.54, +1.12, 0.00, +1.33, +0.89, 0.00, +0.71, +1.66, +0.95, +1.67

Sheet 55 L_20_25

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L25 — L26 — L27 — L28 — L29 — L30

5284' — 5281' — 5283' — 5281' — 5281'

MAINTENANCE

T&S-05/90
S-11/92

T&S-05/90
S-10/92

RAIL

92RWF132S

92RWF132S

TRAFFIC DENSITY MGT

→ 0.1(0.6)

← 0.5

V-2-VA

NARUNA 12028

(WESCO) 12030

BROOKNEAL 12034

CAMPBELL CO
BROOKNEAL CORP

E
N S
W

TRACK LAYOUT

LINE SEGMENT

5150

470457P HIGH SCH RD-SR 636

470458W WHIPPING CRK-SR 605

470459D

470460X EBENEZER RD-SR 612

470461E PRIVATE

470463T EPSON RD-SR 633

470465G PRICE AVE (SR 972)

470466N

470467V THOMASVILLE RD

470468C BOOKER RD-SR 928

CURVATURE

ALIGNMENT

3.1R 2.1L 2.2L 4.0R 3.9L 1.5R 3.0R 1.5R 3.7L 3.6L 3.5L

ELEVATION

1.50 1.00 1.00 2.50 2.00 1.50 1.50 1.50 2.00 2.00 1.50

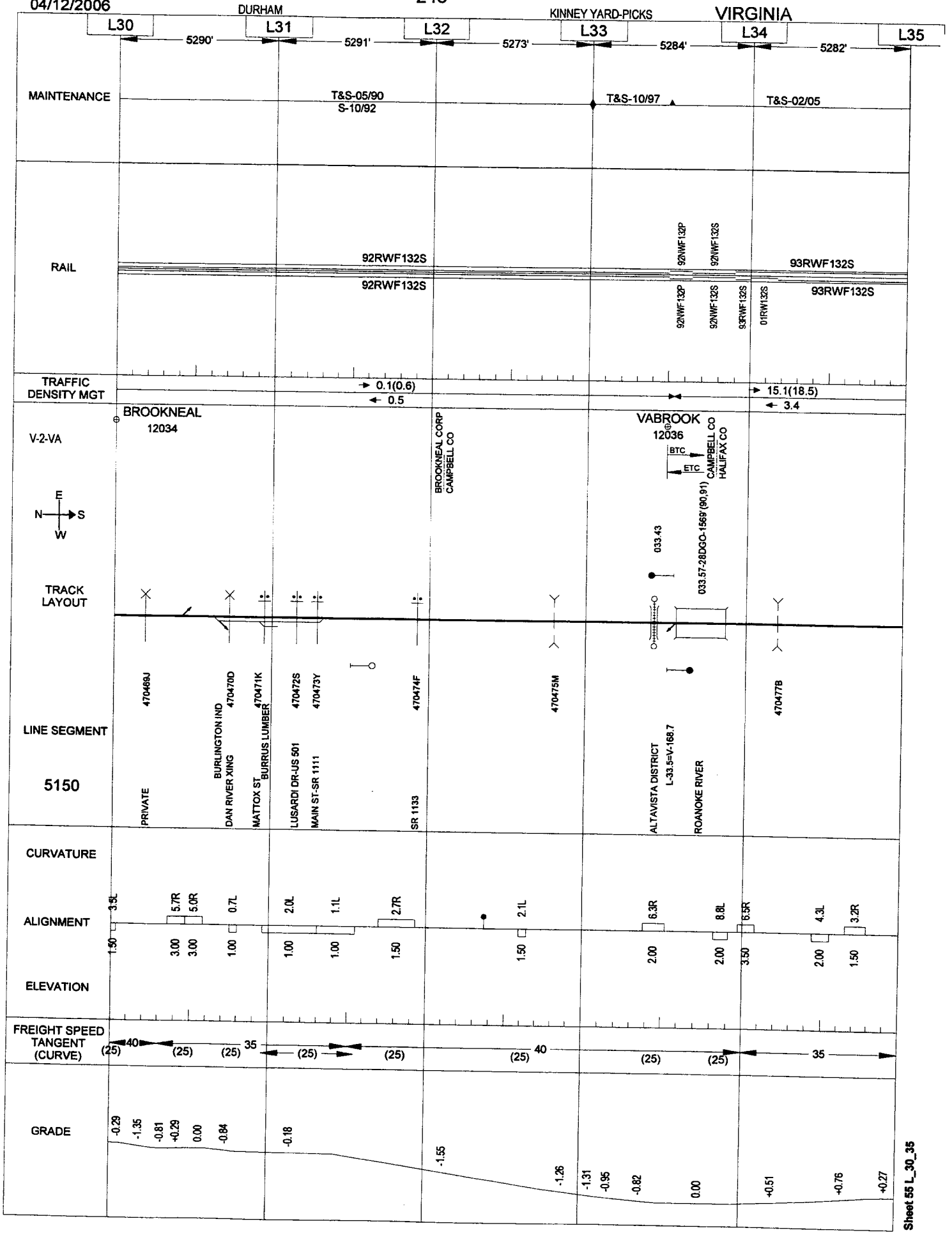
FREIGHT SPEED TANGENT (CURVE)

(25) (25) (25) 40 (25) (25) (25) (25) (25)

GRADE

+1.67 0.00 -1.89 -1.45 0.00 +1.16 -0.14 -1.00 0.00 -0.57 -0.92 +0.24 +0.47 -0.32 -0.72 -0.15 -0.21 -0.84 -1.66 -0.71 +0.05 -0.57 -1.31 0.00 +1.62 +1.03 +0.69 -0.29

Sheet 55 L_25_30



Sheet 55 L_30_35

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L35 — L36 — L37 — L38 — L39 — L40

5293' — 5283' — 5293' — 5273' — 5282'

MAINTENANCE: T&S-02/05

RAIL: 93RWF132S; 04NWF132P; 93RWF132S; 01RW132S; 93RWF132S; 04NWF132P; 93RWF132S; 04NWF132P; 93RWF132S; 01RW132P; 93RWF132S; 04NWF132P; 93RWF132S; 01RW132S; 93RWF132S

TRAFFIC DENSITY MGT: → 15.1(18.5) ← 3.4; → 15.1(18.4) ← 3.3

V-2-VA

CLARKTON 12039

CATAWBA CREEK 12041

N E S W

036.10-3DGO-142'(96)

037.43

038.41-2CBB-20'

039.25-5DGO-187'(90)

TRACK LAYOUT

470478H

470480J

LINE SEGMENT 5150

CHILDREY CREEK

SR 626

WATERWAY

CATAWBA CREEK

CURVATURE

ALIGNMENT: 2.5R, 5.8L, 6.4R, 6.0L, 0.5R, 3.4R, 7.0R, 0.5R, 6.5L, 6.5R, 4.3R, 6.0L, 2.9R

1.00, 3.50, 3.50, 3.50, 1.00, 1.50, 4.00, 0.50, 3.50, 3.50, 2.00, 3.50, 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +0.27, -0.57, -1.54, -1.65, -0.24, 0.00, +0.44, 0.00, +0.29, +0.57, +0.11, -0.07, -0.37, -0.23, +0.36, 0.00, +1.52, +1.39

Sheet 55 L_35_40

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L40 — 5286' — L41 — 5283' — L42 — 5287' — L43 — 5287' — L44 — 5386' — L45

MAINTENANCE: T&S-02/05 — T&S-11/04

RAIL: 93RWF132S; 01RW132S; 93RWF132S; 93RWF132S; 92RWF132S; 04NWF132P; 92RWF132S

TRAFFIC DENSITY MGT: → 15.1(18.4); ← 3.3

V-2-VA: (NATHALIE) 12044

E N S W

TRACK LAYOUT

LINE SEGMENT 5150: 470482X; 470483E STONEY RDG RD-SR 644; 470485T DR LACY TRL-SR 924; 470486A RAILROAD DR-SR 631; 470487G DR MERRITT DR-SR 630; 470488N; 470489V JOE CREWS TRAIL; 470490P TODD'S TRAIL; 470491W SR 603 FOSTER FUELS; 470492D

CURVATURE

ALIGNMENT: 3.1L; 3.1L; 6.6L; 2.2R; 1.2L; 3.6R

ELEVATION: 1.50; 1.50; 4.00; 1.00; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +1.39; +1.69; 0.00; -0.57; 0.00; +1.37; +1.47; +0.32; -1.08; -0.24; +0.32; +1.44; +0.71; -1.09; -0.11; +1.42; +0.47; +0.34; +0.76; +0.83; +0.38; -0.19; +0.23; +0.62; 0.00; -1.10; 0.00; +1.06

Sheet 55 L_40_45

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L45 — 5284' — L46 — 5284' — L47 — 5287' — L48 — 5283' — L49 — 5286' — L50

MAINTENANCE: T&S-11/04

RAIL: 04WF132P; 92RWF132S; 92RWF132S

TRAFFIC DENSITY MGT: → 15.1(18.4); ← 3.3

V-2-VA: (LENNIG) 12048; CRYSTAL HILL 12051

N S E W

TRACK LAYOUT: 470493K, 470494S, 470495Y, 470496F, 470497M, 470498U, 470499B, 470500T, 470501A, 470502G, 470503N

LINE SEGMENT 5150: HODGES ST-SR 621; SR 626; SR 626

CURVATURE

ALIGNMENT: 4.5R; 2.2R; 0.9L

ELEVATION: 2.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +1.06, 0.00, -0.79, -0.95, -0.27, 0.00, +1.05, -0.27, -1.38, 0.00, +1.51, -0.14, -2.25, +1.10, +1.02, +0.38, -0.63, -1.01, -0.30, -0.95, 0.00, -0.63, -1.37, -0.95, 0.00, +0.95, +0.38, 0.00, -0.24, -0.47

Sheet 55 L_45_50

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L50 — 5285' — L51 — 5283' — L52 — 5286' — L53 — 5269' — L54 — 5300' — L55

MAINTENANCE: T&S-11/04

RAIL: 92RWF132S; 92RWF132S; 92RWF132S; 92RWF132S; 05NWF132P; 92RWF132S; 92RWF132S; 05NWF132P; 92RWF132S; 01RW132S

TRAFFIC DENSITY MGT: → 15.1(18.4); ← 3.3

V-2-VA: (DUDLEY) 12055

E N S W

TRACK LAYOUT: 054.04; 054.45-9MSO-514'(90)

LINE SEGMENT 5150: HUBER; 470506J HUBER ACCESS ROAD; 470507R; 470508X PRIVATE; 470509E TUCKER RD-SR 615; 470510Y SR 892; 470511F; 470512M; US 360; BANISTER RIVER

CURVATURE

ALIGNMENT: 1.0L; 2.0R; 6.1L; 4.1R; 6.5L; 6.3R; 5.9R; 6.2R

ELEVATION: 1.00; 1.00; 3.50; 2.00; 4.00; 3.50; 3.50; 3.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.47; 0.00; +0.68; -0.11; -0.99; -0.57; +0.42; +0.58; +0.81; +0.90; 0.00; -1.04; -0.34; +0.54; +0.24; 0.00; -0.38; -0.95; -1.90; -0.24; -1.01; -1.48; -1.58; -1.70; -0.71; -1.42; -1.10; 0.00; +1.20; 0.00

Sheet 55 L_50_55

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L55 — L56 — L57 — L58 — L59 — L60

5280' — 5281' — 5283' — 5277' — 5264'

MAINTENANCE: T&S-01/05

RAIL: 92RWF132S; 92RWF132S; 05NWF132P; 01RW132S; 92RWF132S; 92RWF132S

TRAFFIC DENSITY MGT: → 15.1(18.4) ← 3.3; → 15.1(18.5) ← 3.4

V-2-VA: (HALIFAX) 12058; SINAI 12060; SUTPHIN 12062

HALIFAX CO HALIFAX CORP; HALIFAX CORP HALIFAX CO; 057.38; 058.01-2CBB-24'; HALIFAX CO CITY OF SOUTH BOSTON

N E S W

TRACK LAYOUT

LINE SEGMENT 5150: 470515H COW FORD RD (SR 651); 470517W MAIN ST-US 501; SR 654; POPULAR CREEK; 470521L SUTPHIN RD

CURVATURE

ALIGNMENT: 2.0R, 6.3L, 1.4L, 2.9L, 3.2R, 6.4L, 6.7L, 6.9R

ELEVATION: 1.00, 3.50, 1.50, 1.50, 1.50, 3.50, 4.00, 4.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -1.05, +0.16, -0.44, +0.54, +1.03, +1.64, +1.57, +1.51, +1.26, -0.17, -1.77, -1.33, -1.58, -1.14, -0.84, -0.89, -1.33, -0.58, -0.25, -0.69, -0.91, -0.57, -0.24

Sheet 55 L_55_60

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L60 — 5297' — L61 — 5274' — L62 — 5280' — L63 — 5277' — L64 — 5282' — L65

MAINTENANCE: T&S-01/05

RAIL: 92RWF132S; 92RWF132S; 05NWF132S; 92RWF132S

TRAFFIC DENSITY MGT: → 15.1(18.5); ← 3.4; → 11.3(13.7); ← 2.4

V-2-VA

SOUTH BOSTON 12064 — (TAPCO) 12065

TEST MILE — TEST MILE

L-61.1=F-31.0 CITY OF SOUTH BOSTON HALIFAX CO 061.19-41MSO-1423'(89)

062.45-2CBB-24'

064.02-1TGO-56'(92)

TRACK LAYOUT

LINE SEGMENT 5150

470522T EDMUNDS ST

470523A BANK ST

DAN RIVER

470524G PHILPOT RD-US 58

STOKES CREEK

470528J

470529R STOKES CREEK

CURVATURE

ALIGNMENT: 2.0L, 1.9L, 5.8R, 4.8R, 3.4L, 2.1R, 3.0L, 2.5R

ELEVATION: 1.00, 1.00, 1.50, 1.00, 1.50, 1.00, 1.50, 1.00

FREIGHT SPEED TANGENT (CURVE): 20 — (20) — 35

GRADE: -0.24, -0.54, -0.81, -0.11, +0.47, -0.34, -0.94, -0.33, 0.00, -0.38, +0.54, +0.19, -0.11, +0.14, +0.05, -0.09, 0.00, +0.17, +0.33, 0.00, +0.15, +0.05, +0.18, +0.54, +0.45, +0.46, +0.76, +0.54, +0.80

Sheet 55 L_60_65

04/12/2006

DURHAM — KINNEY YARD-PICKS — VIRGINIA

L65 — 5277' — L66 — 5274' — L67 — 5283' — L68 — 5283' — L69 — 5277' — L70

MAINTENANCE: T&S-01/05

RAIL: 92RWF132S / 92RWF132S; 74W132S / 74W132S

TRAFFIC DENSITY MGT: → 11.3(13.7); ← 2.4

V-2-VA

CLUSTER SPRINGS 12069

DENNISTON 12073

N E S W

067.26

068.49

069.60-2CBB-20'

TRACK LAYOUT

470530K

470531S

470532Y

STORAGE TRACK

470535U

LINE SEGMENT 5150

SR 658

HOUSE TRACK

SR 704

PRIVATE ROAD

PRIVATE ROAD

COLEMAN CREEK

CURVATURE

ALIGNMENT: 1.2L, 3.1R, 3.9L, 4.3R, 3.9L, 2.0L, 1.2R, 2.3R

ELEVATION: 1.00, 1.50, 2.00, 2.00, 2.00, 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 35

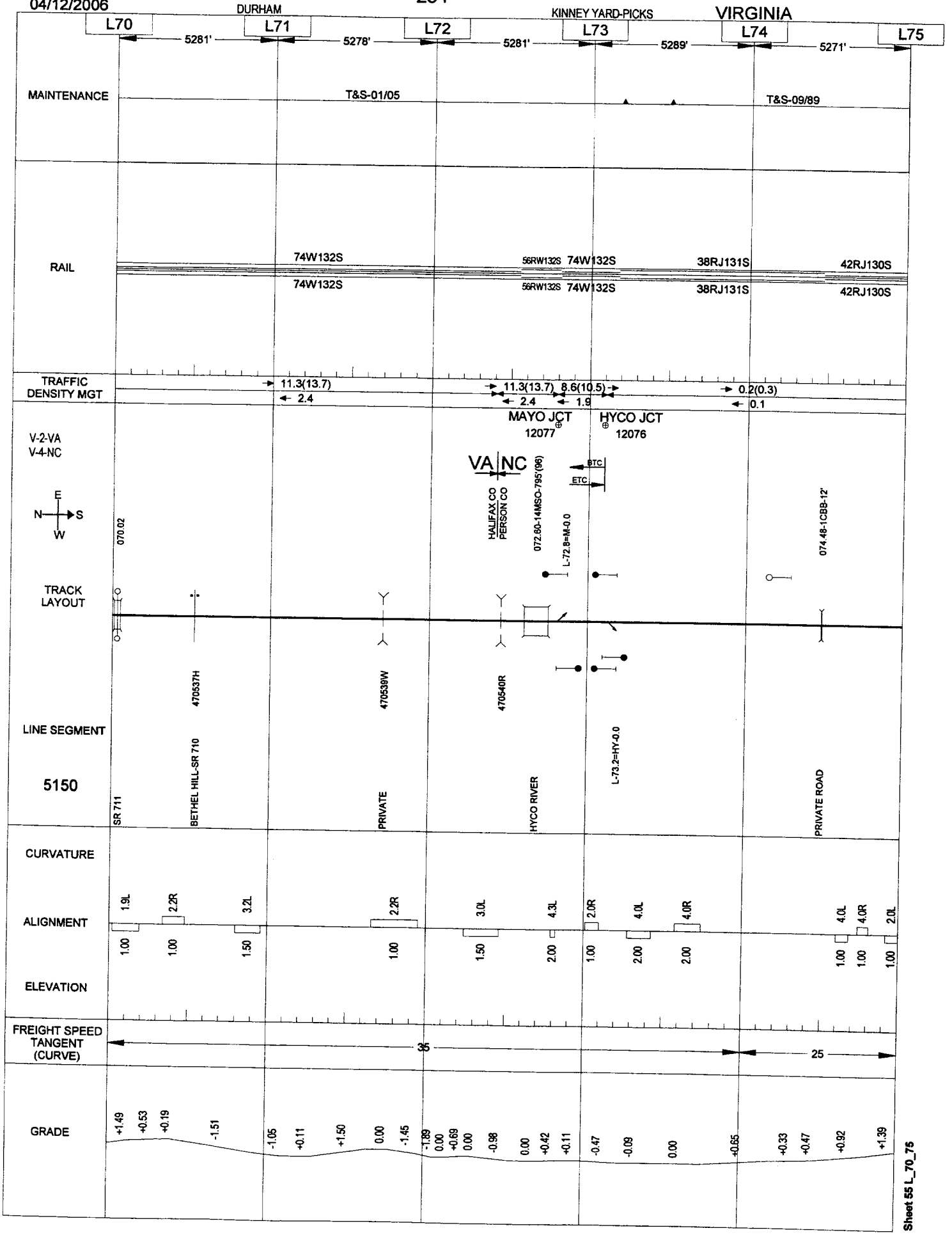
GRADE: +0.80, +0.95, +1.17, +1.05, +1.90, +1.54, +1.58, +1.55, +0.47, 0.00, +0.24, +0.42, -0.32, -1.55, -1.60, -0.63, 0.00, +0.22, -0.95, -1.48, -0.76, 0.00, -0.54, 0.00, +0.95, +1.49

+1.67%

NARUNA TO ROXBORO

Sheet 55 L_65_70

04/12/2006



Sheet 55 L_70_75

04/12/2006 DURHAM KINNEY YARD-PICKS VIRGINIA

L75 L76 L77 L78 L79 L80

5282' 5279' 5281' 5280' 5280'

MAINTENANCE: T&S-09/89

RAIL: 42RJ130S 42RJ131S 42RJ130S 42RJ131S
42RJ130S 42RJ131S 42RJ130S 42RJ131S

TRAFFIC DENSITY MGT: → 0.2(0.3) ← 0.1

V-4-NC

WOODSDALE 12079

N E S W

075.01-1CAB-16'

078.81-3DGO-151'(74)

079.33

PERSON CO ROXBORO CORP

TRACK LAYOUT

LINE SEGMENT 5150

PRIVATE ROAD

SR 1322 470547N

SR 1330 470548V

SR 1331 470549C 470550W

PRIVATE 470551D

MITCHELL CREEK

US 501

PRIVATE 470553S

CURVATURE

ALIGNMENT: 2.0L 4.0R 1.5L 2.0L 1.0L 3.0R 4.0L 3.0R 3.0L 3.0R 2.0L 3.0R

ELEVATION: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +1.39 +1.47 +0.87 +1.33 +1.63 0.00 -1.30 0.00 +0.34 +0.42 -0.95 -1.23 0.00 +1.40 +1.70 0.00 -1.28 0.00 +0.47 +1.18 +0.54 0.00 +1.24 +1.23

Sheet 55 L_75_80

DURHAM KINNEY YARD-PICKS VIRGINIA

L80 — 5280' — L81 — 5280' — L82 — 5283' — L83 — 5279' — L84 — 5278' — L85

MAINTENANCE: T&S-09/89 | T&S-08/82

RAIL: 42RJ131S | 26RJ130S | 43RJ131S

TRAFFIC DENSITY MGT: → 0.2(0.3) ← 0.1 | → 0.0(0.0) ← 0.0

V-4-NC

(BAKER) 12083 — PERSON CO. ROXBORO CORP. — 080.95-1CBB-12'

(LONGHURST) 12084

ROXBORO 12086 — ROXBORO CORP PERSON CO — 084.25-1CBB-24'

N E S W

TRACK LAYOUT

LINE SEGMENT 5150

470554Y A CLAY RD-SR 1524
470558B PURYEAR
MARLOW CREEK
470559H 470560C SR 1531 THAXTON
470561J PRIVATE
470562R SR 49
470563X WOODY ST
470564E BURCH LN
470565L BARNETTE AVE
470566T DEPOT ST
470567A
470568G
470569N 470570H NICHOLS AVE
US 158
470572W
470573D

CURVATURE

ALIGNMENT: 3.0L 1.2L 2.0R 1.5R 1.5R 5.0L 2.0R 3.0R 5.0L 6.0L 6.0R 0.5L

ELEVATION: 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.00 1.50 1.50 1.50 1.00

FREIGHT SPEED TANGENT (CURVE): 25 | 10

GRADE: +1.23 0.00 -1.33 -0.78 -0.95 0.00 +1.53 0.00 +1.05 +1.47 +1.30 +0.95 +0.34 +1.05 +0.52 +1.78 +1.39 0.00 -1.08 0.00 -1.51

Sheet 55 L_80_85

04/12/2006 DURHAM KINNEY YARD-PICKS VIRGINIA

L85

5282'

MAINTENANCE

T&S-08/82

RAIL

43RJ131S

43RJ131S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

V-4-NC

PICKS SIDING

12088

E N S W

TRACK LAYOUT

470574K 470575S 470576Y 470577F

LINE SEGMENT

5150

CURVATURE

ALIGNMENT

0.5L

1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

-1.51 -0.52 -1.63 -0.67

Sheet 55 L_85_90

DURHAM — CLOVER SPUR — SOUTH BOSTON-CLOVER — VIRGINIA

F31 — F32 — F33 — F34 — F35

5280' — 5280' — 5280' — 5280'

MAINTENANCE

T&S-03/96

RAIL

94RWF132S

94RWF132S

TRAFFIC DENSITY MGT

→ 3.6(4.4)

← 0.8

TRACK LAYOUT

SOUTH BOSTON 12064

WOLF TRAP F33

N W E S

F31.0=L-61.1

031.90

032.50-1MAB-12'

LINE SEGMENT

714029W — WILBORN AVE

714031X — SR 304

714032E — WATERWAY

714033L — PRIVATE

0025

CURVATURE

ALIGNMENT

15.2L 3.9L 1.5L — 0.9R 0.5R — 1.6R 1.5R 1.6R — 3.2L 3.4L — 2.5R — 2.1L — 2.5L

ELEVATION

2.50 1.00 1.00 — 1.00 1.00 — 1.00 1.00 1.00 — 1.00 1.00 — 1.00 — 1.00 — 1.00

FREIGHT SPEED TANGENT (CURVE)

10 — 40

GRADE

-0.04 0.00 -0.15 0.00 +0.18 +0.06 0.00 -0.17 -0.13 -0.05 -0.01 -0.10 -0.02 +0.08 +0.29 +0.40 +0.66 -0.01 -0.17 0.00 +0.27 +0.78

Sheet 55 F_30_35

04/12/2006

DURHAM — CLOVER SPUR — SOUTH BOSTON-CLOVER — VIRGINIA

F35 — F36 — F37 — F38 — F39 — F40

5280' — 5280' — 5280' — 5280' — 5280'

MAINTENANCE

T&S-03/96

RAIL

94RWF132S

94RWF132S

TRAFFIC DENSITY MGT

→ 3.6(4.4)

← 0.8

SCOTTSBURG

F40

TEST MILE

TEST MILE

N W E S

036.70-2TTO-284'(00)

039.70-1WTB-15'

TRACK LAYOUT

LINE SEGMENT

0025

714034T

SR 716

714035A

BANNISTER RIVER

714037N

RT 344

WATERWAY

CURVATURE

ALIGNMENT

1.6R 1.6R 1.1L 1.0L 1.9L 1.8L 1.5L 1.3L 2.6R 1.6R

ELEVATION

1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

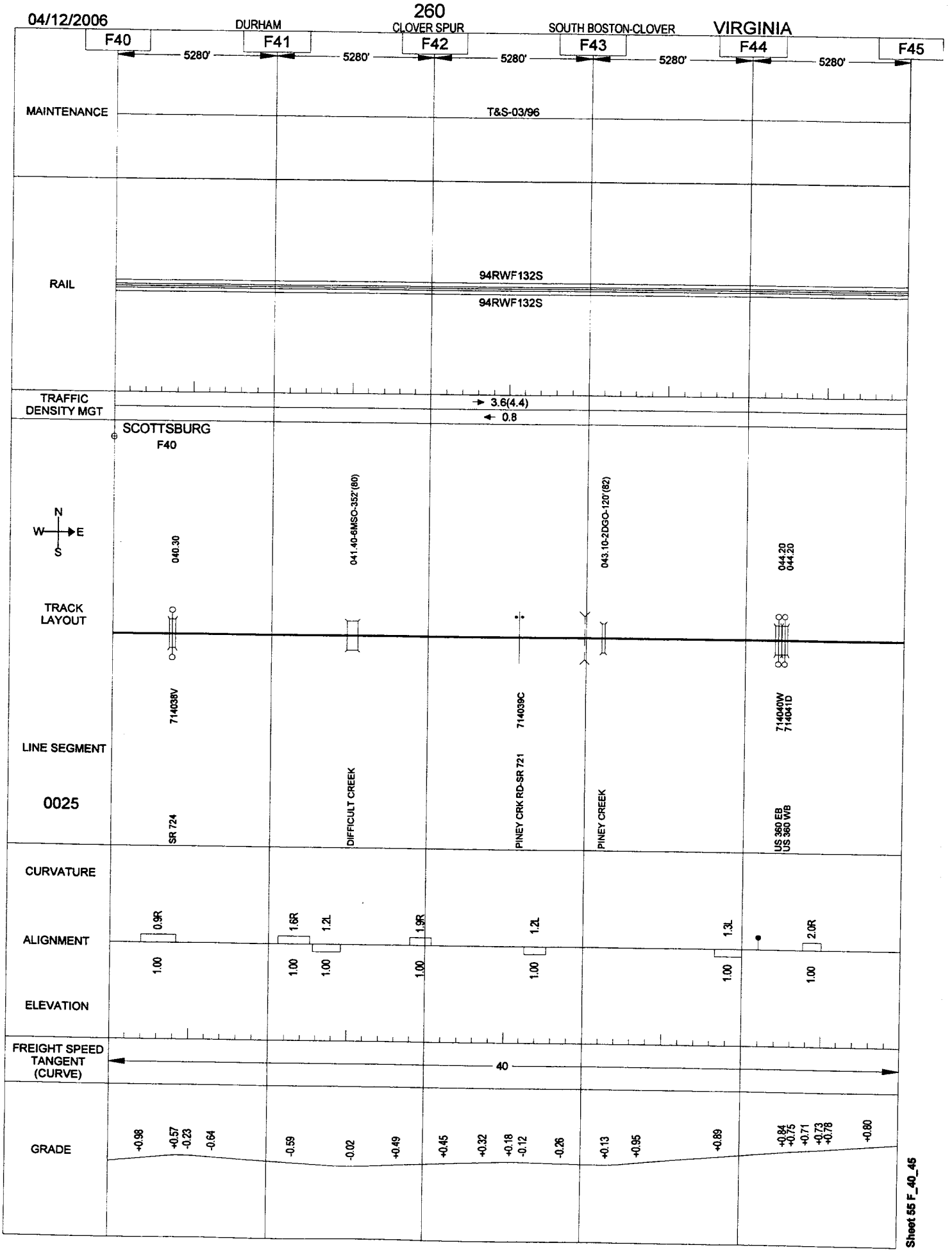
FREIGHT SPEED TANGENT (CURVE)

40

GRADE

+0.63 +0.91 +0.34 -0.50 -0.71 -0.26 -0.05 +0.04 +0.21 +0.30 +0.22 +0.08 0.00 +0.03 +0.10 +0.13 +0.17 +0.23 +0.27 +0.19 +0.28 +0.47 +0.56 +0.66 +0.87 +0.98

Sheet 55 F_35_40


04/12/2006
260
DURHAM
CLOVER SPUR
SOUTH BOSTON-CLOVER
VIRGINIA
F40
F41
F42
F43
F44
F45
5280'
5280'
5280'
5280'
5280'
MAINTENANCE
T&S-03/96
RAIL
94RWF132S
94RWF132S
TRAFFIC DENSITY MGT
3.6(4.4)
0.8
SCOTTSBURG
F40
N
W
E
S
040.30
041.40-6MSO-352'(80)
043.10-2DGO-120'(82)
044.20
044.20
TRACK LAYOUT
LINE SEGMENT
0025
714038V
SR 724
DIFFICULT CREEK
714039C
PINEY CRK RD-SR 721
PINEY CREEK
714040W
714041D
US 360 EB
US 360 WB
CURVATURE
ALIGNMENT
0.9R
1.6R
1.2L
1.9R
1.2L
1.3L
2.0R
ELEVATION
1.00
1.00
1.00
1.00
1.00
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
40
GRADE
+0.98
+0.57
-0.23
-0.64
-0.59
-0.02
+0.49
+0.45
+0.32
+0.18
-0.12
-0.26
+0.13
+0.95
+0.89
+0.84
+0.75
+0.71
+0.73
+0.78
+0.80
Sheet 55 F_40_45

04/12/2006

DURHAM | CLOVER SPUR | SOUTH BOSTON-CLOVER | VIRGINIA

F45 | F46 | F47

5280' | 5280' | 5280' | 5280' | 5280'

MAINTENANCE

T&S-03/96

RAIL

94RWF132S

94RWF132S

TRAFFIC DENSITY MGT

3.6(4.4)

0.8

CLOVER F46

ODEC F47

N W E S

ODEC-CLOVER YARD

TRACK LAYOUT

LINE SEGMENT

0025

714042K

714043S

714045F

SR 746

600

CURVATURE

ALIGNMENT

2.6L

2.7R

1.0L

1.00

1.00

1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

+0.80

0.00

-0.50

-0.35

-0.04

+0.11

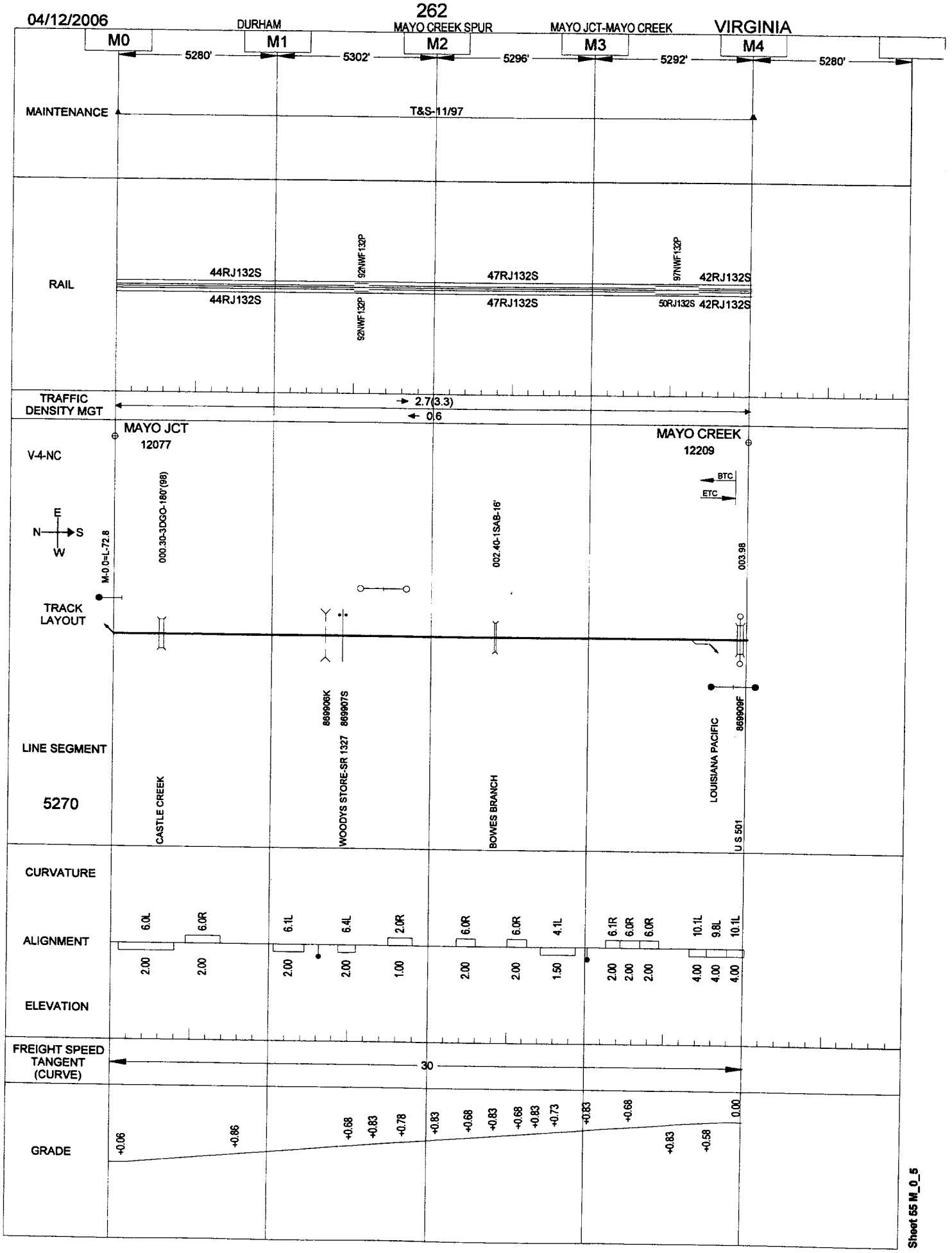
-0.15

-0.66

-0.92

Sheet 55 F_45_50

04/12/2006



Sheet 55 M_0_5

04/12/2006

DURHAM | HYCO SPUR | HYCO JCT-HYCO | VIRGINIA

HY0 — HY1 — HY2 — HY3 — HY4 — HY5

5280' | 5280' | 5280' | 5280' | 5280'

MAINTENANCE: T&S-02/05

RAIL: 87RW132S; 94RWF132S; 87RW132S; 04RWF132S; 87RW132S; 04RWF132S; 87RW132S; 94RWF132S; 87RW132S; 94RWF132S; 87RW132S; 00RWF132S; 04RWF132S; 87RW132S; 04RWF132S; 87RW132S; 94RWF132S; 87RW132S; 04RWF132S

TRAFFIC DENSITY MGT: 8.4(10.2) / 1.8

V-4-NC

HYCO JCT
12076

001.00

001.53-2DGO-103'(94)

TRACK LAYOUT

HY-0.0=L-73.2

470542E

470543L

LINE SEGMENT

5280

SR 1326

STORYS CREEK

SR 1322

CURVATURE

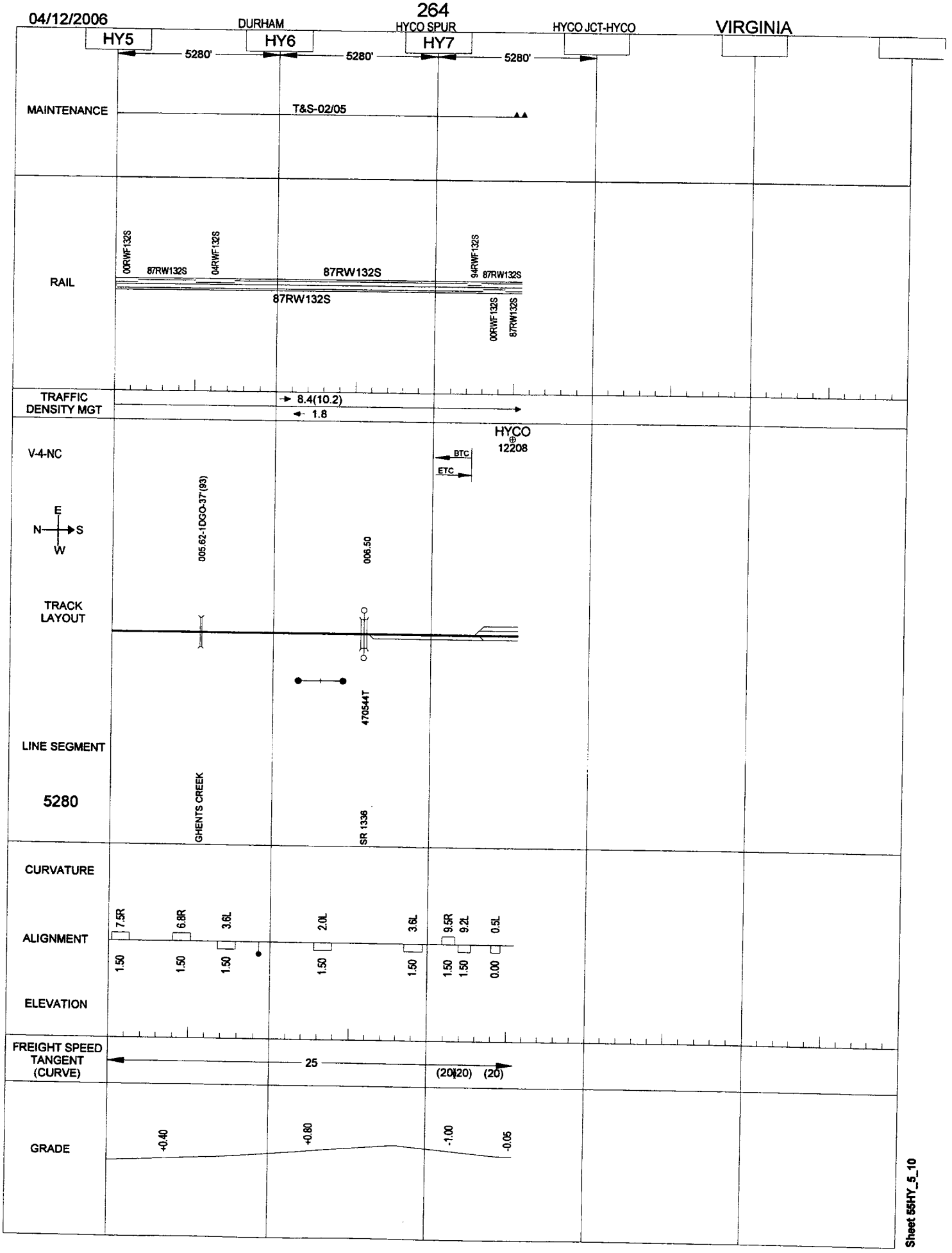
ALIGNMENT: 2.2R, 1.8R, 9.2R, 9.3R, 9.2L, 9.7R, 7.7L, 8.3L, 8.0R, 6.0L, 1.0L, 9.7R, 9.3L, 4.7R, 2.0L, 3.7L, 3.7R, 7.7L

ELEVATION: 1.00, 1.50, 2.50, 2.50, 2.50, 2.50, 1.50, 2.00, 1.50, 1.50, 1.00, 2.50, 2.50, 1.50, 1.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -0.31, +0.80, -1.00, 0.00, +0.30, +0.40

Sheet 55HY_0_5



Sheet 55HY_5_10

04/12/2006

FRANKLIN | SUFFOLK-LAWRENCEVILLE | VIRGINIA

FD17 — 5283' — FD18 — 5281' — FD19 — 5284' — FD20 — 5282'

MAINTENANCE: T&S-11/89 | T&S-10/02

RAIL: 80W112S / 80W112S | 95RJ132S / 95RJ132S | 69RW132S / 69RW132S | 00RW132S / 00RW132S | 69RW132S / 69RW132S | 80RW112S / 80RW112S | 76RJ100S / 76RJ100S | 77W100S / 77W100S | 76W112S / 76W112S

TRAFFIC DENSITY MGT: 1.2(4.1) / 2.9

V-1-VA

EAST YD LIMIT

SUFFOLK 10022

COMMONWEALTH RR

FD-17.3=N-22.5

ATLANTIC WHSE & DISB

TRACK LAYOUT

LINE SEGMENT 5200

464147G N 5TH ST

FD-17.2=N-22.6 N-LINE (NS)

464149V WASHINGTON ST-SR 337

464150P MADISON AVE

464151W COUNTY ST

464152D CULLODAN ST

464154S CAROLINA RD (US 31)

464156F

464157M

CURVATURE

ALIGNMENT: 1.8R 6.0R 1.0L 3.0R

ELEVATION: 1.50 2.00 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 20 | 20

GRADE: +1.09 0.00 +0.60 0.00 +0.68 0.00 +1.15 0.00

Sheet 55FD_15_20

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD20 — 5283' — FD21 — 5281' — FD22 — 5283' — FD23 — 5282' — FD24 — 5282' — FD25

MAINTENANCE

T&S-10/02

RAIL

76W112S, 77RW112S, 76W112S, 77RW112S

76W112S / 76W112S

76W100S / 76W100S

75W112S / 75W112S

TRAFFIC DENSITY MGT

→ 1.2(4.1)

← 2.9

V-1-VA

S E W N

020.25
020.25
020.30-19WTO-252'(05)

022.50-1WTO-108'(90)

TRACK LAYOUT

LINE SEGMENT

5200

SUFFOLK BYPASS
SUFFOLK BYPASS
BEAVER DAM

464158U TURLINGTON RD-SR 688

464159B

464160V MANNING RD (SR 645)

464161C

WATERWAY

464162J MANNING BR RD-SR 643

464163R

464164X

464166L COPELAND RD (SR 647)

CURVATURE

ALIGNMENT

2.0R

0.5L

ELEVATION

1.50

1.00

FREIGHT SPEED TANGENT (CURVE)

25

GRADE

-1.02 | +0.78 | -0.96 | +0.98 | -0.98 | +1.20 | 0.00

Sheet 55FD_20_25

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD25 — FD26 — FD27 — FD28 — FD29 — FD30

5284' — 5284' — 5282' — 5286' — 5280'

MAINTENANCE: T&S-10/02 — T&S-03/96

RAIL: 75W112S 75W100S 90RWF110S 75W100S 74W112S 87W112S 73W110S

75W112S 75W100S 90RWF110S 75W100S 74W112S 87W112S 73W110S

TRAFFIC DENSITY MGT: → 1.2(4.1) ← 2.9

V-1-VA

(LUMMIS) — HOLLAND 21029

TEST MILE — TEST MILE

S E W N

TRACK LAYOUT: 029.00 029.00

LINE SEGMENT 5200

454167T LUMMIS RD (SR 649)

454168A

454169G

454171H PIONEER RD (SR 610)

454172P LONGSTREET LN-SR 660

454173W

454175K PRIVATE

SR 189

SR 189

454177Y DUTCH RD (SR 853)

454179M SOUTH QUAY ST SR 189

CURVATURE

ALIGNMENT: 1.0R 0.5L 0.5R

ELEVATION: 1.50 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 25 — 40

GRADE: -0.36 0.00 +0.57 -0.93 +1.03 +0.30 0.00 -0.80

Sheet 55FD_25_30

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD30 — FD31 — FD32 — FD33 — FD34 — FD35

5277' — 5281' — 5279' — 5280' — 5281'

MAINTENANCE: T&S-03/96

RAIL: 73W110S / 73W110S — 73RW110S / 73RW110S — 87RW112S / 87RW112S

TRAFFIC DENSITY MGT: → 1.2(4.1) ← 2.9

V-1-VA: HOLLAND 21029 — LEE'S MILL 21035

S E W N

TRACK LAYOUT: 464181N, 464182V, 032.30-1WTO-79'(83), 464183C, 464184J, 464185R, 464186X, 464187E, 464188L

LINE SEGMENT 5200: BARNES RD (SR 651) — ELWOOD RD (SR 613) — WATERWAY — HARVEST DR (SR 641) — CITY OF SUFFOLK / ISLE OF WIGHT CO — JENKINS MILL-SR 615

CURVATURE: 0.5R — 0.5R

ALIGNMENT: 1.00 — 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 40 — 25

GRADE: -0.80 +1.19 — 0.00 — -0.90 — +0.45 — -1.00 — +1.05 — 0.00 — -1.00

Sheet 55FD_30_35

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD35 — FD36 — FD37 — FD38 — FD39 — FD40

5281' — 5281' — 5280' — 5283' — 5282'

MAINTENANCE: T&S-03/96 — T&S-04/96

RAIL: 87RW112S; 87RW112S; 37RW112S 80W100S; 37RW112S 80W100S

TRAFFIC DENSITY MGT: → 1.2(4.1) ← 2.9; → 0.7(3.4) ← 2.7

V-1-VA

LEE'S MILL 21035 — FRANKLIN 21038 — HUNTERDALE 21040

035.90-13WTO-168'(81)

036.20-7WTB-91'

038.80-11MSO-200'(89)

037.50-20WTB-245' ISLE OF WIGHT CO / CITY OF FRANKLIN

CITY OF FRANKLIN / SOUTHAMPTON CO

S E W N

TRACK LAYOUT

LINE SEGMENT 5200

464189T — LEES MILL RD-SR 616 / LEE'S MILL

464190M

464191U — WATERWAY / CARVER RD-SR 1603

464192B — US 58, CSXT

464193H — N LYNN RD (SR 1606)

464195W — OVHD PIPELINE / CAMP LN

464196D — BLACKWATER RIVER / EAST ST

464201X — BOWERS RD

464202E — HIGH ST

464203L — BEAMON ST

464204T — HOMESTEAD RD

464205A — FAIRVIEW DR

464206G — HUNTERDALE RD

CURVATURE

ALIGNMENT: 0.7R; 1.2R; 3.0L; 0.6L; 4.7R; 0.5R

ELEVATION: 1.50; 1.50; 1.50; 1.00; 1.50; 1.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -0.51; +0.71; -1.00; +0.50; +1.04; 0.00; -0.73

Sheet 55FD_35_40

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD40 — FD41 — FD42 — FD43 — FD44 — FD45

5281' — 5284' — 5282' — 5281' — 5283'

MAINTENANCE: T&S-04/96

RAIL: 80W100S, 79W110S, 79W112S, 87RW112S

TRAFFIC DENSITY MGT: → 0.7(3.4) ← 2.7

V-1-VA

HUNTERDALE 21040

041.20-3WTO-40'(79)

041.70-6WTO-80'(97)

044.00-2WTO-27'(97)

TRACK LAYOUT

LINE SEGMENT 5200

464208V PRIVATE

464209C DELAWARE RD-SR 687

WATERWAY

GOLF COURSE XING WATERWAY

464212K FOOTPATH

464213S PRIVATE

464214Y

464215F STORY STA RD-SR 650

464216M

FLAGGY RUN

464217U

464218B

CURVATURE

ALIGNMENT: 1.0L, 2.0L, 1.0R

ELEVATION: 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 25 — 40

GRADE: -0.73, 0.00, +0.81, -0.30, -1.05, 0.00

Sheet 55FD_40_45

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD45 — 5286' — FD46 — 5380' — FD47 — 5276' — FD48 — 5283' — FD49 — 5278' — FD50

MAINTENANCE: T&S-11/02

RAIL: 87RW112S / 87RW112S

TRAFFIC DENSITY MGT: → 0.7(3.4) / ← 2.7

V-1-VA

COURTLAND 21046

SOUTHAMPTON CO / CITY OF COURTLAND

046.50-103WTO-1361'(80,98)

047.10-5WTO-65'(99)

S E W N

TRACK LAYOUT

LINE SEGMENT 5200

464219H SR 611

464220C SR 646

464221J SR 1503

464224E MAIN ST (SR 651)

NOTTOWAY RIVER

WATERWAY SR 651

464225L

464226T 464227A

464228G

464229N

464230H

464231P 464232W MEDICINE SPGS-SR 757

CURVATURE

ALIGNMENT: 3.7L, 2.0R, 0.7L, 0.3R

ELEVATION: 1.50, 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 40 — 25 — 40

GRADE: 0.00, -0.67, 0.00, +1.00, 0.00, +1.00, 0.00

Sheet 55FD_45_50

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD50 — 5282' — FD51 — 5281' — FD52 — 5372' — FD53 — 5282' — FD54 — 5046' — FD55

MAINTENANCE: T&S-11/02

RAIL: 87RW112S / 87RW112S — 90RWF110S / 90RWF110S

TRAFFIC DENSITY MGT: → 0.7(3.4) ← 2.7

V-1-VA

(POPE) — CAPRON 21054

051.30-23WTO-288'(99)

S E W N

TRACK LAYOUT

LINE SEGMENT 5200

464233D NORTH ROAD
464234K
464235S SR 652
WATERWAY
464236Y SR 609
PRIVATE
464238M SR 653
464239U CHURCH ST (SR 654)

CURVATURE

ALIGNMENT: 0.3R 0.3R 0.6R 1.8L 2.0R 1.0R 2.0R 3.0L 2.0L 2.0R

ELEVATION: 1.00 1.00 1.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 40 — 25 — (25) 35

GRADE: -0.90 0.00 -1.00 0.00 +1.00 0.00 +0.80 -1.05

Sheet 55FD_50_55

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD55 — 5270' — FD56 — 5523' — FD57 — 5282' — FD58 — 5380' — FD59 — 5281' — FD60

MAINTENANCE: T&S-11/02

RAIL: 90RWF110S; 90RWF110S

TRAFFIC DENSITY MGT: → 0.7(3.4); ← 2.7

V-1-VA

S / E / W / N

056.00-11WTC-147'(94)

056.20-3WTC-42'(01)

DREWRYVILLE 21060

TRACK LAYOUT

LINE SEGMENT 5200: 464241V; SR 657; ANGELICA SWAMP; WATERWAY; 464242C; SR 308; 464243J; 464244R; 464245X; 464246E; 464248T; SR 659

CURVATURE

ALIGNMENT: 2.0R; 2.0L; 3.0R; 2.0L; 2.3R; 3.1L; 1.2R; 2.0L; 1.0R; 1.0L

ELEVATION: 1.50; 1.50; 1.50; 1.50; 1.50; 1.50; 1.50; 1.50; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.30; +1.03; 0.00; +0.64; -0.96; 0.00; +0.85; -1.06

Sheet 55FD_55_60

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD60 — 5281' — FD61 — 5282' — FD62 — 5280' — FD63 — 5283' — FD64 — 5311' — FD65

MAINTENANCE: T&S-11/02

RAIL: 90RWF110S / 90RWF110S

TRAFFIC DENSITY MGT: → 0.7(3.4) / ← 2.7

V-1-VA: DREWRYVILLE 21060 — (ADAMS GROVE)

S / E → W / N

061.00-3BSO-75'(94)

063.10-3BSO-75'(NA)

TRACK LAYOUT

LINE SEGMENT 5200: 464249A — 464250U — 464251B — 464254W

SR 652 — WATERWAY — WATERWAY — SR 615

CURVATURE

ALIGNMENT: 2.1R 2.7R 0.5L 0.5L 2.0L 0.8L 2.0R 3.0R 2.0L 2.0L 1.0R 2.0L

ELEVATION: 1.50 1.50 1.00 1.00 1.50 1.50 1.00 1.50 1.50 0.50 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -1.06 0.00 +0.02 +1.00

Sheet 55FD_60_65

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD65 — FD66 — FD67 — FD68 — FD69 — FD70

5274' — 4276' — 6271' — 5241' — 5378'

MAINTENANCE: T&S-11/02 — T&S-03/97

RAIL: 90RWF110S / 90RWF110S — 83W100S / 83W100S — 83W090S / 83W090S

TRAFFIC DENSITY MGT: → 0.7(3.4) ← 2.7

V-1-VA

S E W N

065.60-4WTO-54'(NA)

SOUTHAMPTON CO
GREENSVILLE CO

GREEN PLAIN
21068

TRACK LAYOUT

LINE SEGMENT

5200

464255D WATERWAY

464256K

464257S

464258Y

464259F

464260A 464261G 464262N 464263V

464264C SR 711

464265J JAMES RIVER JCT RD

CURVATURE

ALIGNMENT: 2.0L 2.0R 3.0R 2.0L 0.5R 1.0R 1.0L 2.0L 1.0R 0.5R 2.0R 2.0L

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

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: 0.00 -1.00 0.00 +1.00 +0.87 0.00 -1.00 +1.37

Sheet 55FD_65_70

FRANKLIN | SUFFOLK-LAWRENCEVILLE | VIRGINIA

FD70 — 5220' — FD71 — 5285' — FD72 — 5280' — FD73 — 5229' — FD74 — 5282' — FD75

MAINTENANCE: T&S-03/97 | T&S-11/02

RAIL: 83W090S; 83W085S; 83W085S; 83W090S | 90RWF110S; 90RWF110S | 90RWF110S; 90RWF110S

TRAFFIC DENSITY MGT: → 0.7(3.4) ← 2.7 | → 0.6(3.2) ← 2.6

V-1-VA

TRACK LAYOUT

- 464266R
- 464267X
- 464268E — SR 611
- 464270F, 464271M — GREENSVILLE CO, CITY OF EMPORIA; 072.50, 072.50; 072.60-5WTO-66'(94)
- 464273B — US 58 BYPASS, US 58 BYPASS; WATERWAY
- 464275P — EMPORIA 21073
- 464276W, 464277D — REESE ST; CSXT MI 58 M-NS; HALIFAX ST
- 464278K, 464279S — E ATLANTIC AVE; N MAIN ST (US 301)
- 464280L — CARROLL ST
- 464282A, 464282A — CITY OF EMPORIA, GREENSVILLE CO; 074.30, 074.40; I-95 NB, I-95 SB
- 464283G — WIGGINS RD (SR 619)

LINE SEGMENT: 5200

CURVATURE

ALIGNMENT: 2.0L, 2.0L, 3.0R, 4.0R, 3.0R, 4.0L, 2.0R

ELEVATION: 1.00, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 35 | 25

GRADE: +1.37, -1.05, +1.71, -1.40, 0.00, +0.30, +0.70, 0.00

Sheet 55FD_70_75

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD75 — FD76 — FD77 — FD78 — FD79 — FD80

5278' — 5284' — 5284' — 5275' — 5284'

MAINTENANCE: T&S-11/02 — T&S-04/96

RAIL: 90RWF110S — 84RWF090S

90RWF110S — 84RWF090S

TRAFFIC DENSITY MGT: → 0.6(3.2) ← 2.6

V-1-VA

TEST MILE — TEST MILE

S E W N

TRACK LAYOUT

LINE SEGMENT

5200

464284N 904970E — 464285V — 464287J — 464288R — 464289X — 464290S — 464291Y

SR 684 SR 712 — SR 607 — SR 607

CURVATURE

ALIGNMENT: 3.0L — 3.0R

ELEVATION: 1.50 — 1.50

FREIGHT SPEED TANGENT (CURVE): 25 — 35

GRADE: 0.00 — +1.25 — 0.00 — +1.00 — 0.00 — -1.05 — -1.00 — 0.00 — +1.10

Sheet 55FD_75_80

FRANKLIN SUFFOLK-LAWRENCEVILLE VIRGINIA

FD80 FD81 FD82 FD83 FD84 FD85

5278' 5279' 5280' 5278' 5277'

MAINTENANCE: T&S-04/96

RAIL: 84RWF090S 80W112S 69RJ132S 80RJ112S

84RWF090S 80W112S 69RJ132S 80W112S

TRAFFIC DENSITY MGT: → 0.6(3.2) ← 2.6

V-1-VA

GREENSVILLE CO BRUNSWICK CO

084.50-11WTO-142'(01)

S E W N

TRACK LAYOUT

LINE SEGMENT 5200

464292F 464293M 464294U 464295B 464296H 464297P 464298W 464299D 464300V

SR 620 SR 606 SR 634 REEDY CREEK

CURVATURE

ALIGNMENT: 1.6R 3.0L 2.2L 1.5L 0.6L 2.0L 1.6L 2.0R 2.0L 2.0R 4.0L 2.0L 1.0R 2.0R

ELEVATION: 1.00 1.50 1.00 1.00 1.00 1.50 1.50 1.50 1.50 1.50 2.00 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +1.10 0.00 +1.18 -1.06 -1.17 0.00 +1.12

Sheet 55FD_80_85

04/12/2006

FRANKLIN — SUFFOLK-LAWRENCEVILLE — VIRGINIA

FD85 — FD86 — FD87 — FD88 — FD89 — FD90

5277' — 5277' — 5277' — 5281' — 5277'

MAINTENANCE: T&S-04/96 — T&S-09/88 — T&S-08/90

RAIL: 80RJ112S — 76W100S — 89RW130S — 91RW112S — 94RW100S — 94RW090S — **RJ070S

80W112S — 76W100S — 89RW132S — 91RW112S — 94RW100S — 94RW090S — **RJ070S

TRAFFIC DENSITY MGT: → 0.6(3.2) — ← 2.6 — → 0.0(0.0) — ← 0.0

V-1-VA

(VULCAN MATERIALS) 21087

EDGERTON 21089

S E W N

TRACK LAYOUT

BRICK YARD

LINE SEGMENT

5200

464301C — 464302J — 464303R — 464304X — 715169C — 464306L — 464307T — 464308A — 464309G — 464310B — 464311H

SR 606 — SR 687 — PRIVATE SR 735 — SR 735 — SR 638 — SR 712

CURVATURE

ALIGNMENT: 2.0R — 2.0L — 2.0R — 1.0R — 1.0R — 0.7L — 1.7L — 2.0L — 2.0R — 2.0L

ELEVATION: 1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.00 — 1.50 — 0.70 — 1.00 — 0.50

FREIGHT SPEED TANGENT (CURVE): 35 — 10

GRADE: +1.12 — 0.00 — +1.08 — 0.00 — -1.03 — +0.68 — +0.83 — +1.12

Sheet 55FD_85_90

FRANKLIN SUFFOLK-LAWRENCEVILLE VIRGINIA

FD90 FD91 FD92 FD93 FD94 FD95

5277' 5279' 5279' 5478' 5280'

MAINTENANCE: T&S-08/90

RAIL: **RJ070S 88RW085S **RJ075S **RJ075S *RJ075S 87RW085S 87RW132S 87RW085S 58RJ085S **RJ075S

TRAFFIC DENSITY MGT: → 0.0(0.0) ← 0.0

V-1-VA

LAWRENCEVILLE 21094

S E W N

092.30-4WTO-54'(83) 092.50 092.60 093.60-15WTO-197'(75) 093.90 094.10

TRACK LAYOUT

LINE SEGMENT 5200

464312P 464313W 464314D 464316S 464317Y 464319M 464322V 464323C 464324J 464326X

SR 670 CIRCLE DRIVE KNOB HILL LOBLOLLY RD SR 678 WATERWAY SR 606 US 58 EB US 58 WB SR 677 ROSE CREEK SOUTH MAIN ST SR 713 US 58 BUSINESS SR 1004

CURVATURE

ALIGNMENT: 2.0L 2.0R 3.0L 3.0L 3.0L 4.0R 4.0R 1.0R 4.0L 4.0L 4.0R 4.0L 3.0R 2.0R 2.0L

ELEVATION: 0.80 1.00 1.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.00 2.30 0.50 2.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: +1.12 0.00 -1.15 -0.99 0.00 -1.40 +1.30 -1.00

Sheet 55FD_90_95

04/12/2006

FRANKLIN | SUFFOLK-LAWRENCEVILLE | VIRGINIA

FD95

5282'

MAINTENANCE

RAIL

**RJ075S

**RJ075S

TRAFFIC DENSITY MGT

END OF TRACK
21095

V-1-VA

S
E W
N

TRACK LAYOUT

LINE SEGMENT

5200

CURVATURE

ALIGNMENT

2.01
2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

0.00

Sheet 55FD_95_100

RICHMOND BURKEVILLE-RICHMOND VIRGINIA

F85

5280' 5280' 5280' 5280' 5288'

MAINTENANCE

RAIL

28J085S

28J085S

TRAFFIC DENSITY MGT

(END OF TRACK)

W S N E

TRACK LAYOUT

LINE SEGMENT

0018

CURVATURE

ALIGNMENT

1.0L

1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

-1.05

Sheet 55 F_80_85

04/12/2006

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F85 — 5278' — F86 — 5288' — F87 — 5288' — F88 — 5288' — F89 — 5288' — F90

MAINTENANCE: T&S-05/95

RAIL: 28J085S / 28J085S — 85RWF132S / 85RWF132S

TRAFFIC DENSITY MGT: → 0.8(1.6) / ← 0.8 — → 1.4(2.5) / ← 1.1

SOUTH END OF YARD — BURKEVILLE 10133

YARD LIMIT — YARD LIMIT

W S N E

086.20 — STORAGE TRACK — PASSING TRACK — 087.04 087.05

TRACK LAYOUT

LINE SEGMENT 0018

Segment	Line segment	Curvature	Alignment	Elevation
	715162E BLUE RIDGE DIST	1.0L	1.00	1.00
	715163L OAK ST-SR 724	2.0R	1.00	1.00
	715164T F-86.5/N-133.3 AGNEW ST-SR 628	2.5R	1.00	1.00
	715165A SOU STATES	0.5L	0.00	0.00
	715169C PRIVATE	0.2R	0.00	0.00
	715167N 715167N US 360 460 EB US 360 460 WB	2.0L	1.50	1.50
	715168V PRIVATE			
	715171D PRIVATE	1.0R	1.00	1.00
	715170W	1.5L	1.00	1.00
	715172K	2.0L	1.00	1.00
	715173S WOODMANS RD-SR 661	2.0R	1.00	1.00
	715174Y PRIVATE			
	715175F	2.0L	1.50	1.50

FREIGHT SPEED TANGENT (CURVE): 35 — 10

GRADE: +1.12 — 0.00 — +1.08 — 0.00 — -1.03 — +0.68 — +0.83 — +1.12

Sheet 55FD_85_90

04/12/2006

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F90 — F91 — F92 — F93 — F94 — F95

5278' — 5298' — 5288' — 5278' — 5268'

MAINTENANCE: T&S-05/95

RAIL: 85RWF132S / 85RWF132S

TRAFFIC DENSITY MGT: → 1.4(2.5) / ← 1.1 — → 1.1(2.1) / ← 1.0

HOLLY FARMS F94

W S N E

TRACK LAYOUT

094.00-1CBB-12'

094.50-4CSB-279'

LINE SEGMENT 0018

715176M SR 647

715177U

715178B

715179H PRIVATE

715180C HIGH POINT RD SR 670

715181J

715182R

715183X

715184E OVHD STRUCTURE

WATERWAY

715185L

715186T US 360

CURVATURE

ALIGNMENT: 2.0L, 2.5L, 1.5R, 1.7R, 2.0L

ELEVATION: 1.50, 2.00, 1.00, 1.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: +0.19 +0.08 -0.15 -0.27 -0.20 -0.07 0.00 +0.09 +0.26 +0.35 +0.10 -0.41 -0.66 -0.54 -0.29 -0.17 0.00 +0.34 +0.51 +0.38 +0.13 0.00 -0.16 -0.48 -0.64 -0.58 -0.87 -0.40 +0.54

Sheet 55 F_90_95

04/12/2006

FRANKLIN | SUFFOLK-LAWRENCEVILLE | VIRGINIA

FD95

5282'

MAINTENANCE

RAIL

**RJ075S

**RJ075S

TRAFFIC DENSITY MGT

END OF TRACK
21095

V-1-VA

S
E W
N

TRACK LAYOUT

LINE SEGMENT

5200

CURVATURE

ALIGNMENT

2.01
2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

0.00

Sheet 55FD_95_100

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F100 — 5288' — F101 — 5308' — F102 — 5233' — F103 — 5278' — F104 — 6333' — F105

MAINTENANCE: T&S-05/95 — T&S-04/95

RAIL: 85RWF132S / 85RWF132S

TRAFFIC DENSITY MGT: → 1.1(2.1) / ← 1.0

MAPLEWOOD F100 — AMELIA F104

W S N E

102.18-1BAB-12' — 103.40

TRACK LAYOUT

LINE SEGMENT 0018

715198M	715198U	715200L	102.18-1BAB-12'	103.40	715202A	715203G	715204N	715205V	715206C
PRIVATE	PRIVATE	SR 624	WATERWAY	US 380 BUSINESS	COURT ST (SR 1007)	VIRGINIA ST (SR 656)	SR 1015	SOU. STATES	PRIVATE

CURVATURE

ALIGNMENT: 1.0R, 1.5L, 3.0L, 1.5R, 2.0L, 2.5R, 0.5R, 3.2L, 1.5R, 1.2L, 2.0L

ELEVATION: 1.00, 1.00, 2.50, 1.00, 1.50, 2.00, 1.00, 3.00, 1.00, 1.00, 1.50

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: -0.59, -0.68, -0.87, -0.96, -0.03, -0.96, -0.47, +0.50, +0.99, +0.49, -0.50, -0.99, -0.50, +0.49, +0.99, +0.63, +0.27, -0.46, -0.82, +0.80

04/12/2006 RICHMOND BURKEVILLE-RICHMOND VIRGINIA

F105 — 4232' — F106 — 5268' — F107 — 5258' — F108 — 5258' — F109 — 5308' — F110

MAINTENANCE

T&S-04/95

RAIL

85RWF132S
85RWF132S
85WF132S
85WF132S

TRAFFIC DENSITY MGT

→ 1.1(2.1)
← 1.0

(WINTERHAM) F107

CHULA F110

W S N E

TRACK LAYOUT

105.02 105.04

LINE SEGMENT

0018

715207J 715207J	715209X	715210S	904975N	715211Y	715212F	715213M	715214U	904976V	715215B	715216H	911594S
US 360 EB US 360 WB	SR 626	PROMISED LAND-SR 630	PRIVATE	PRIVATE	PRIVATE	PRIVATE	PRIVATE		PRIVATE	CHULA TRACK SR 636	CHULA RD (SR 604)

CURVATURE

ALIGNMENT

3.0R 1.0L 1.0L

ELEVATION

2.50 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

45

GRADE

+0.42 +0.29 +0.46 -0.25 -0.41 -0.73 -0.89 -0.53 +0.01 +0.17 +0.01 -0.15 -0.46 -0.62 +0.37 +0.03 -0.66 -0.99 -0.49 +0.48 +0.98 +0.37 +0.14 -0.54 -1.02

Sheet 55 F_105_110

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F110 — 5288' — F111 — 5308' — F112 — 5238' — F113 — 5358' — F114 — 5318' — F115

MAINTENANCE: T&S-04/95

RAIL: 85WF132S; 94RWF132S; 85WF132S; 85WF132S; 85WF132S; 85RWF132S; 94RWF132S; 85WF132S; 85WF132S; 94RWF132S; 85WF132S

TRAFFIC DENSITY MGT: → 1.1(2.1); ← 1.0

CHULA F110

(PILKINTON) F114

W S N E

TRACK LAYOUT: 110.80-3MSO-234'(95); 715217P; 715218W; 715219D; 715220X; 113.20-2DGO-200'(04); 715221E; 715223T; 904977C

LINE SEGMENT 0018: FLAT CREEK; COVERLY (SR 631); PRIVATE; PRIVATE; SR 635; APPOMATTOX RIVER; PETERSBURG RD-SR 603

CURVATURE

ALIGNMENT: 2.0R; 2.0L; 2.5R; 3.0R; 2.5L; 2.0L; 2.0L

ELEVATION: 1.50; 1.50; 2.50; 2.50; 2.00; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: -1.02; -0.52; +0.48; +0.98; +0.59; -0.18; -0.57; -0.67; -0.87; -0.97; -0.55; +0.29; +0.71; +0.38; -0.28; -0.61; -0.45; -0.12; +0.05; +0.27; +0.72; +0.94; +0.85

Sheet 55 F_110_115

04/12/2006

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F115 — 5268' — F116 — 4956' — F117 — 5630' — F118 — 5288' — F119 — 6012' — F120

MAINTENANCE

T&S-04/95

RAIL

85WF132S — 86RWF132S

85WF132S — 86RWF132S

TRAFFIC DENSITY MGT

→ 1.1(2.1)

← 1.0

TRACK LAYOUT

(CLAYVILLE) F117 — DORSET F118 — (MOSELEY) F119

W S N E

DORSET TRACK — DORSET WOOD YARD

LINE SEGMENT 0018

715225G — 715226N — 715227V — 715228C — 715229J — 715230D — 715231K — 715232S — 715233Y

SR 622 — PRIVATE — SR 604 — GOODWIN LUMBER — MOSELEY RD-SR 605 — PRIVATE

CURVATURE

ALIGNMENT

2.0L — 2.7R — 2.0R — 2.0R

ELEVATION

1.50 — 2.00 — 1.50 — 1.50

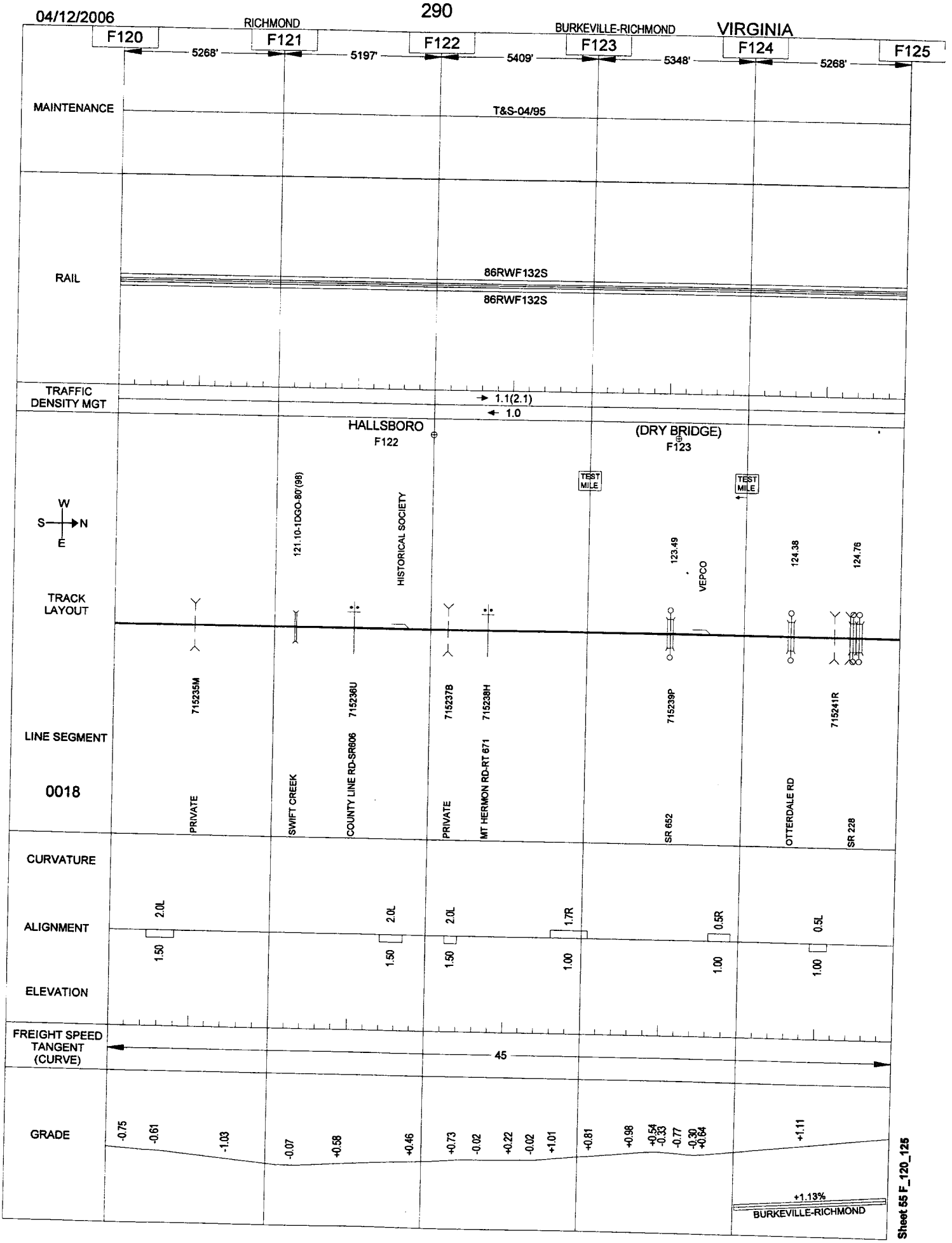
FREIGHT SPEED TANGENT (CURVE)

45

GRADE

+0.85 +0.54 -0.06 -0.37 -0.35 -0.31 -0.29 -0.06 +0.41 +0.65 +0.35 -0.24 -0.53 -0.45 -0.29 -0.21 -0.04 +0.31 +0.49 +0.55 +0.67 +0.73 +0.44 -0.13 -0.42 -0.11 +0.52 +0.83 +0.35 -0.60 -1.08 -1.00 -0.83 -0.75

Sheet 55 F_115_120



Sheet 55 F_120_125

04/12/2006

RICHMOND — BURKEVILLE-RICHMOND — VIRGINIA

F125 — 5328' — F126 — 5228' — F127 — 5298' — F128 — 5308' — F129 — 5087' — F130

MAINTENANCE

T&S-04/95 — T&S-04/96

RAIL

86RWF132S — 80RWF132S

86RWF132S — 80RWF132S

TRAFFIC DENSITY MGT

→ 1.1(2.1)

← 1.0

TRACK LAYOUT

(DODAMEAD) F125 — (MIDLOTHIAN) F127 — ROBIOUS F130

W S N E

125.54 125.56 — 127.80-1BAB-12' — 128.60-3BSO-61'(96) — ROBIOUS SPUR TRK

LINE SEGMENT 0018

715242X — 715243E 715244L — 715246A — 715247G — 715248N — 715249V

OTTERDALE — US 60 EB US 60 WB — WINTERFIELD RD — SALISBURY RD — WATERWAY — WATERWAY — HUGUENOT RD (RT 147) — CRANBACK RD (SR 674)

CURVATURE

ALIGNMENT

3.0R — 3.0L — 2.2L — 3.0L — 3.7R — 2.0R — 4.0R — 3.0L — 1.0R

ELEVATION

1.50 — 1.50 — 1.50 — 1.50 — 1.50 — 1.00 — 2.00 — 1.50 — 1.00

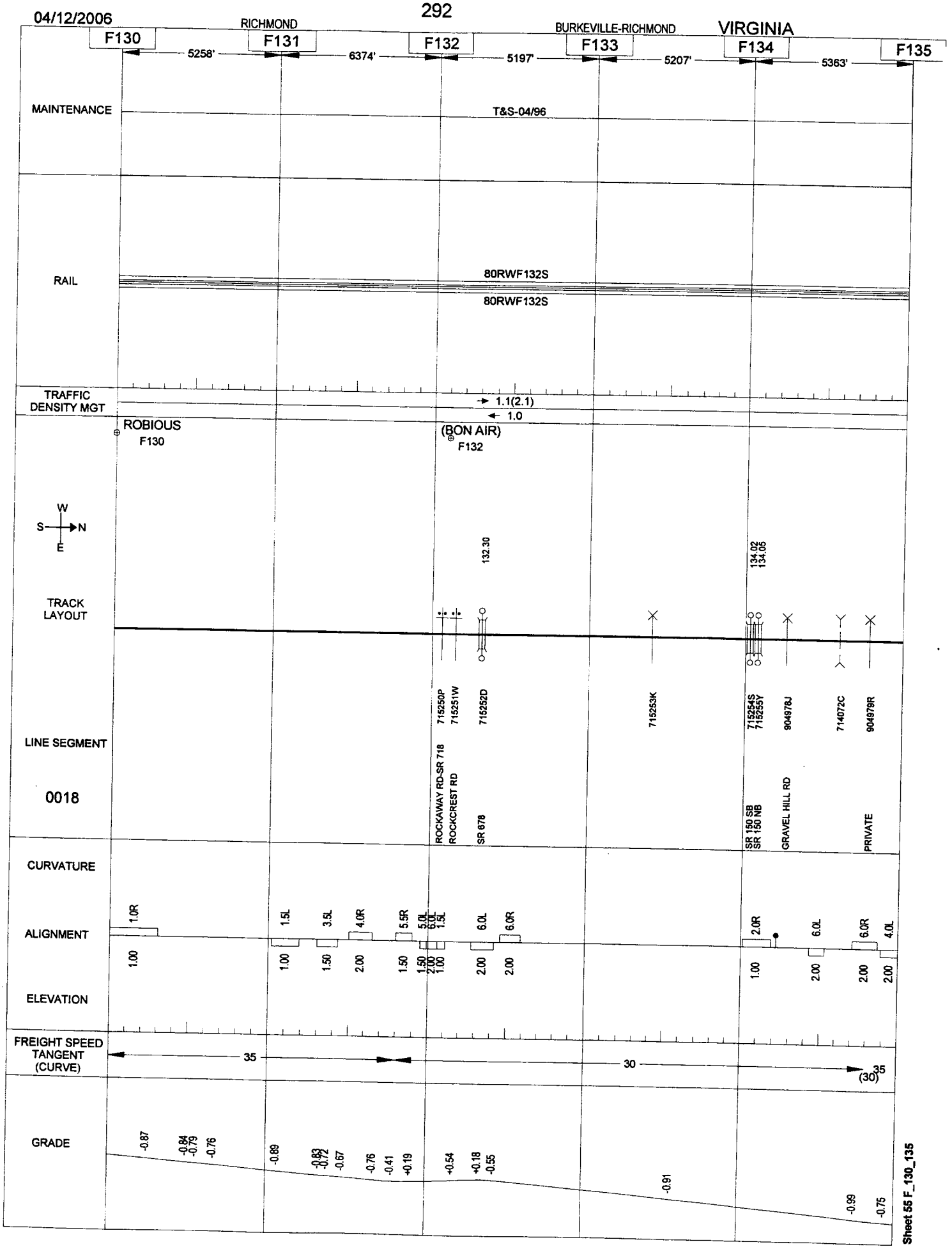
FREIGHT SPEED TANGENT (CURVE)

45 — 35

GRADE

+1.11 — +0.60 — -0.41 — -0.92 — -0.54 — -0.10 — +0.21 — -0.02 — -0.95 — -1.09 — -0.39 — -0.95 — -0.89 — -0.75 — -0.69 — -0.09 — -0.56 — +0.61 — +0.57 — -0.87

Sheet 55 F_125_130



Sheet 55 F_130_135

04/12/2006

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F135 — 5308' — F136 — 5268' — F137 — 5288' — F138 — 5278' — F139 — 5046' — F140

MAINTENANCE: T&S-04/96

RAIL: 80RWF132S; 80RWF132S; 75RW132S; 75RW132S

TRAFFIC DENSITY MGT: 1.1(2.1); 1.0; 0.7(1.6); 0.9

(GRANITE) F135 — SOUTH RICHMOND — (BELLE ISLE) F138 — (RICHMOND) F140

YARD LIMIT

TRACK LAYOUT: 135.20-8CSB-435'; 135.94; 136.60; 137.15; 138.50; 138.70; 139.00; 139.10; ENGINE PITS; 139.50-2DGO-126'(80); 139.60-10TGO-661'(04); 139.70-10MAB-240'; 139.80-7TTO-860'(01); 139.90-10MAB-257'; 139.95-4TGO-272'(94); 140.00

LINE SEGMENT 0018 0020: POWHITE PARKWAY; 714073J; FOREST HILL-SR 683; CSXT; 904980K; SR 161; 904981S; OVHD WALKWAY; 904982Y; PRIVATE; SOUTH XOVR; PUMP HOUSE XOVR; 904983F; OVHD WALKWAY; BELLE ISLE XOVR; 904984M; US 1 301; BELLE ISLE YD; 904985U; OVHD WALKWAY; FLOODWALL; 904986B; COMMERCE RD; RAMP; 916930R; BRANDER ST; S.R. TRACKS; MANCHESTER CANAL; FLOODWALL; JAMES RIVER; BELCHERS ISLAND; JAMES RIVER; VAUXHALL ISLAND; JAMES RIVER; CSXT; FLOODWALL

CURVATURE / ALIGNMENT: 4.0L; 4.5L; 2.5R; 4.0R; 5.0L; 5.7R; 3.7L; 3.5L; 3.5R; 4.0L; 3.0L; 2.0R; 1.0R; 3.5R; 9.5R; 10.0R; 19.0L; 20.0R

ELEVATION: 2.00; 2.00; 1.00; 2.00; 2.50; 3.00; 1.50; 1.50; 1.50; 2.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): 35; 20; 10

GRADE: -0.75; -0.78; -0.85; -0.89; -0.61; -0.92; -0.81; -0.58; -0.47; -0.35; -0.11; +0.01; -0.64; -0.32; -0.28; -0.21; -0.18; +0.01; -0.91; -0.73; -0.37; -0.19; -0.74; -0.18; -0.35; -0.70

Sheet 55 F_135_140

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F140 — 4807' — F141 — 4614' — F142 — 5240' — F143 — 5112' — F144 — 5157' — F145

MAINTENANCE: T&S-04/96; T&S-11/98; T&S-10/89

RAIL: 75RW132S 79RW100S; 82WF100S

TRAFFIC DENSITY MGT: → 0.7(1.6); ← 0.9

NORTH RICHMOND F143 — (PARK SIDING) F141

TRACK LAYOUT: 140.08; 140.10; 140.17; 140.19; 140.20; 140.23; 140.80-6MSO-184'(92,04); 140.90; YARD LIMIT; 141.10; 141.25; 141.90-6MSO-145'(90); 142.50-3BSO-61'(74); 143.55; 143.60; 144.80-4BSO-52'(99)

LINE SEGMENT 0020: 714220U S 14TH ST; CSXT; 714223P S 18TH ST; CSXT (OLD SAL RY); FLOODWALL; 714224W; 714225D; 714225D; 714225D; I-95 EXIT RAMP; I-95 SB; I-95 NB; RAMP; SHIP YARD TRACKS; 28TH STREET CANAL; 714227S; CSXT; 714226Y; DOCK ST; LONE STAR TRK; PEAR ST; 714229F; E MAIN ST; 714230A; OVHD PIPELINE; WILLIAMSBURG RD; 714231G; GOVERNMENT RD; GILLIE CREEK; 714232N; JENNY SCHER RD; WATERWAY; 714233V; EANES RD; 714234C; MASONIC RD; 714236R; I-64 EB; 714236R; I-64 WB; 714237X; LABURNUM RD; GILLIE CREEK

CURVATURE / ALIGNMENT: 20.0R; 2.0R; 16.5R; 16.5L; 16.5R; 1.0L; 6.0L; 5.0R; 5.0L; 1.5L; 1.0R; 0.7R; 1.5L; 2.2R

ELEVATION: 1.50; 1.00; 1.50; 1.50; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 10; 35

GRADE: -0.87; -0.65; -0.19; +0.03; +0.59; +0.12; +0.66; +0.57; +0.38; +0.29; +0.35; +0.48; +0.54; +0.53; +0.64

Sheet 55 F_140_145

04/12/2006 RICHMOND RICHMOND-WEST POINT VIRGINIA

F145 — 5117' — F146 — 5147' — F147 — 5127' — F148 — 5308' — F149 — 4966' — F150

MAINTENANCE
T&S-10/89
T&S-11/98

RAIL
82WF100S
82WF100S

TRAFFIC DENSITY MGT
→ 0.7(1.6)
← 0.9

TRACK LAYOUT
(MANBUR) F146
FAIR OAKS F147
(ALLEN) F149
TEST MILE
TEST MILE
W S N E
145.20-1WTB-14'
TEAM TRACK
DEAN FOODS CO
148.87
149.23 149.34 149.36 149.38 149.41 149.45
149.57

LINE SEGMENT 0020
WATERWAY
OAKLEYS LN 714238E
MID ATLANTIC BOTT.
CHARTER SUPPLY
SAMMIS CENTER 904989W
AIRPORT DR 714239L
NINE MILE RD 714240F
DRY BRIDGE RD 904990R
OLD DRY BRIDGE RD 714241M
RAMP 904991X
COLLECTOR ROAD 904991X
RAMP 904991X
I-295 SB 904991X
I-295 NB 904991X
COLLECTOR ROAD 904991X
RAMP
PRIVATE

CURVATURE
0.5R
1.6L

ALIGNMENT
1.00
1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)
35

GRADE
+0.52 +0.65 +0.57 +0.42 +0.35 +0.28 +0.11 +0.04 0.00 -0.40 -0.34 -0.23 -0.17 -0.12 -0.01 +0.04 0.00 +0.12 0.00 -0.23 -0.52

Sheet 55 F_145_150

RICHMOND RICHMOND-WEST POINT VIRGINIA

F150 — 5052' — F151 — 5137' — F152 — 5129' — F153 — 5119' — F154 — 5122' — F155

MAINTENANCE

T&S-11/98

RAIL

82WF100S

82WF100S

TRAFFIC DENSITY MGT

→ 0.7(1.6)

← 0.9

TRACK LAYOUT

(MEADOW) F151 — 151.60-1BAB-15'

152.40-8BSO-161'(05) — 152.60-13BSO-340'(90)

(ORAPAX) F153 — 153.10-1BAB-12'

(CAN) F154

W S N E

LINE SEGMENT 0020

714243B MEADOW RD

WATERWAY

714245P PRIVATE

CHICKAHOMINY RIVER

CHICKAHOMINY RIVER

WATERWAY

714244H DISPATCH RD (SR 613)

CURVATURE

ALIGNMENT

1.6L 0.2L 0.3L 3.5L 2.8L 3.2L 1.9R 1.8L 2.1R

ELEVATION

1.00 1.00 1.00 1.50 1.50 1.50 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

-0.52 -0.26 -0.40 -0.78 -0.50 0.00 +0.26 -0.37 -0.88 -0.83 -0.57 -0.32 -0.86 -0.16 +0.15 0.00 +0.10 +0.31 +0.41 +0.35 +0.41 +0.54 +0.60 +0.34 +0.68 +0.64 +0.57 +0.53 +0.55 +0.59 +0.61

Sheet 55 F_150_155

04/12/2006

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F155 — 5119' — F156 — 5265' — F157 — 5092' — F158 — 5157' — F159 — 5067' — F160

MAINTENANCE

T&S-11/98

RAIL

82WF100S

84RWF100S

84RWF100S

82WF100S

TRAFFIC DENSITY MGT

→ 0.7(1.6)

← 0.9

TRACK LAYOUT

QUINTON
F156

(RICHARDSON)
F158

159.00-5MSO-91(93)

W
S N
E

LINE SEGMENT

0020

714247D

SR 611

SOUTH BLACK CREEK

714248K

PRIVATE

CURVATURE

ALIGNMENT

2.2L 1.7L 2.1L 2.0R 1.1R 2.0L 2.0L 1.9L 2.0L 2.0L 3.0R 1.5L 2.0L 1.4L 0.9L

ELEVATION

1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

+0.61 +0.27 -0.40 -0.74 -0.67 -0.53 -0.46 -0.50 -0.57 -0.61 -0.53 -0.38 -0.31 -0.44 -0.71 -0.85 0.00 -0.50 0.00 -0.47 -0.41 -0.29 -0.24 -0.29 -0.40 -0.46 -0.35 -0.14 -0.04 +0.02 +0.14

Sheet 55 F_155_160

04/12/2006

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F160 — 5077' — F161 — 5104' — F162 — 5172' — F163 — 5069' — F164 — 5077' — F165

MAINTENANCE: T&S-11/98

RAIL: 84RWF100S / 84RWF100S

TRAFFIC DENSITY MGT: → 0.7(1.6) / ← 0.9

TUNSTALL F160

PAMUNKEY RIVER BR F164

W S N E

160.50-3MSO-93'(96)

164.50-48MSO-767'(95)

TRACK LAYOUT

LINE SEGMENT 0020

714249S	OLD CHURCH RD-SR 606																							
	NORTH BLACK CREEK																							
714250L	PRIVATE																							
714251T	SR 608																							
714252A	PRIVATE																							
714253G	PRIVATE																							
714254N	PRIVATE PAMUNKEY RIVER DRAWSPAN																							
714255V	PRIVATE																							

CURVATURE

ALIGNMENT: 1.0R, 1.8R, 1.0L, 0.9L, 1.0L, 0.9L, 1.2R, 0.8R, 0.9R, 0.6L, 0.9L

ELEVATION: 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +0.20, -0.34, -0.03, +0.05, +0.20, +0.27, +0.19, +0.04, -0.04, 0.00, +0.09, +0.13, -0.38, -0.22, -0.28, -0.21, -0.08, -0.01, -0.07, -0.18, -0.24, -0.30, -0.25, -0.16, -0.11, -0.06, +0.03, +0.08

Sheet 55 F_160_165

04/12/2006 RICHMOND RICHMOND-WEST POINT VIRGINIA

F165 — 5194' — F166 — 5129' — F167 — 5132' — F168 — 5087' — F169 — 5107' — F170

MAINTENANCE

T&S-11/98

RAIL

84RWF100S

84RWF100S

84WF100S

84WF100S

TRAFFIC DENSITY MGT

→ 0.7(1.6)

← 0.9

LESTER MANOR F166

(HARWELL) F168

(COHOKE) F169

168.70-14BSO-183'(85)

W S N E

TRACK LAYOUT

LINE SEGMENT

0020

714256C	714257J	714258R	714259X	714260S	714261Y	714262F	714263M	714264U	714265B		714266H
PURPLE ST (SR 1400)	RED ST (SR 673)	PRIVATE	BOAT LANDING-SR 632	PRIVATE	PRIVATE	PRIVATE	PRIVATE	PRIVATE	SR 632	COHOKE POND	SR 632

CURVATURE

ALIGNMENT

0.9L 1.0L 1.5R

ELEVATION

1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

+0.08 +0.14 +0.27 +0.33 +0.37 +0.46 +0.51 +0.42 +0.25 +0.16 +0.01 -0.08 -0.02 +0.10 +0.16 +0.19 -0.02 -0.08 -0.02 +0.10 +0.16 +0.07 -0.24 -0.30 -0.43 -0.49 +0.01 +0.69 +0.18 -0.09 -0.49 -0.31

Sheet 55 F_165_170

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F170 — 5129' — F171 — 5107' — F172 — 5177' — F173 — 5054' — F174 — 5174' — F175

MAINTENANCE: T&S-11/98 — T&S-12/98

RAIL: 84WF100S; 84WF100S; 84RWF132S; 84RWF132S

TRAFFIC DENSITY MGT: → 0.7(1.6); ← 0.9

SWEET HALL F171 — (ROMANCOKE) F174

W S N E

TRACK LAYOUT: ROMAN COKE

LINE SEGMENT 0020: 714267P PRIVATE; 714268W PRIVATE; 714269D SWEETHALL SR 634; 714270X PRIVATE; 714271E PRIVATE; 714273T PRIVATE; 714274A PRIVATE; 714275G SR 635

CURVATURE

ALIGNMENT: 1.0L 2.2L 1.0L 0.3L 2.7R 2.0R 0.6R 0.8R 1.9R 2.0R 1.9R 2.0R 2.0R 2.5L 2.0L

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 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.31 -0.16 +0.16 +0.31 +0.37 +0.51 +0.57 +0.15 +0.73 -0.91 -0.38 +0.51 -0.29 +0.04 -0.05 -0.24 -0.34 +0.43 -0.74 +0.11 +0.14 +0.21 +0.24 -0.69 +0.63 -0.24 +0.51 -0.10 -0.72 -0.68 -0.59 -0.55

Sheet 55 F_170_175

04/12/2006

RICHMOND — RICHMOND-WEST POINT — VIRGINIA

F175 — F176 — F177 — F178 — F179

5067' — 5129' — 5139' — 5082'

MAINTENANCE: T&S-12/98 — T&S-09/81

RAIL: 84RWF132S — 87RWF132S — 56RJ100S

84RWF132S — 87RWF132S — 56RJ100S

TRAFFIC DENSITY MGT: → 0.7(1.6) ← 0.9

WEST POINT F179 — (EUCLID HEIGHTS) F176 — END OF TRACK

YARD LIMIT — YARD LIMIT

W S N E

TRACK LAYOUT: REVERE GAS — LEBANON CHEMICAL — CROOKED TRACK — PAPER MILL TRK — 177.90 177.95 — ICE TRACK

LINE SEGMENT 0020

714276N — EUCLID BLVD
714277V — PRIVATE
714279J — PRIVATE
714280D — PRIVATE
714281K
714282S — PRIVATE — VA LOG TRACK
714283Y — PRIVATE
714284F — PRIVATE — CHIP TRACK
714285M — PRIVATE — DRYER TRACK
OVHD PIPELINE
OVHD PIPELINE
714287B — 19TH ST
714289P — 14TH ST (SR 33)

CURVATURE

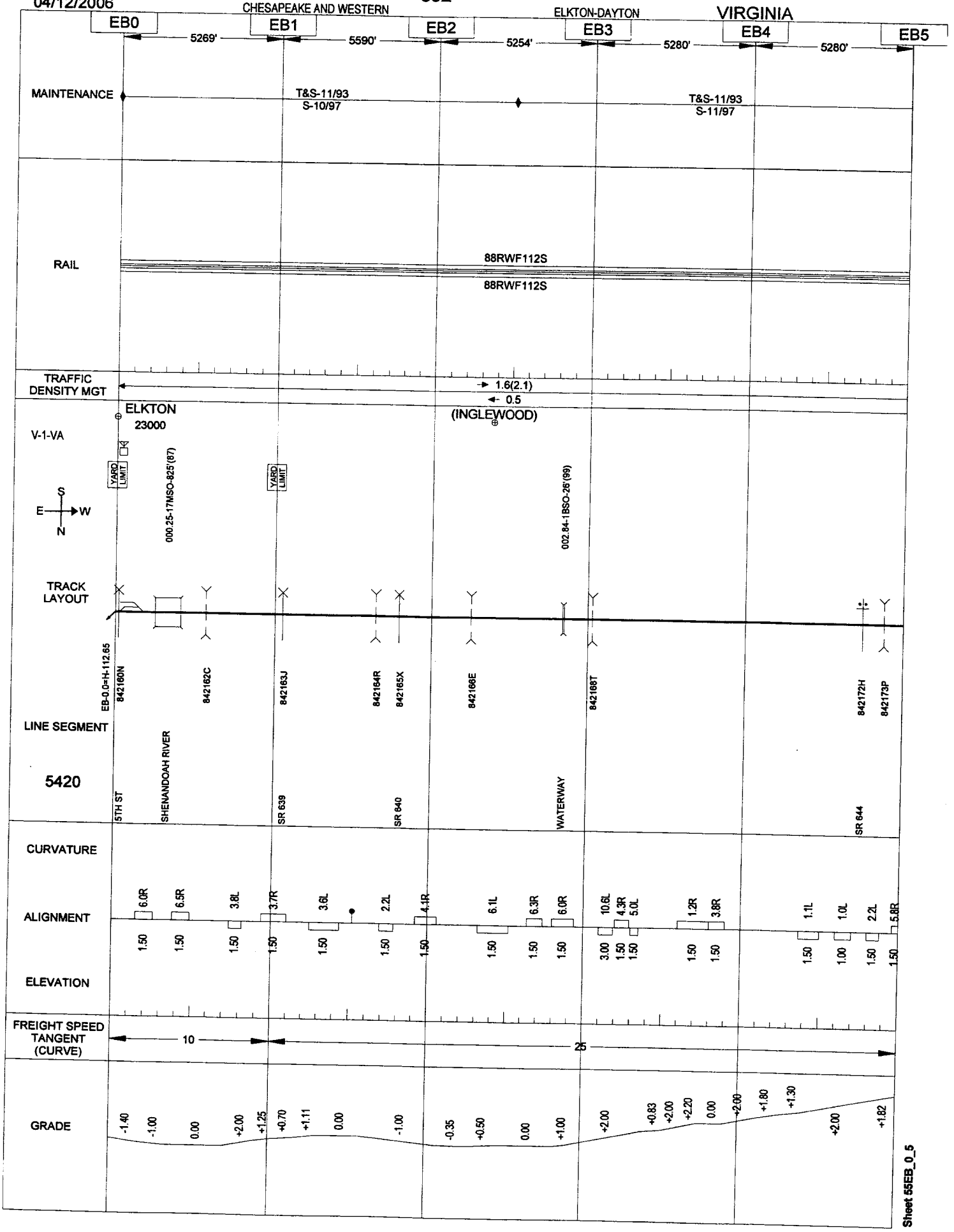
ALIGNMENT: 0.4R

ELEVATION: 1.00

FREIGHT SPEED TANGENT (CURVE): 35 — 15 — 10

GRADE: -0.55 -0.53 -0.48 -0.46 -0.40 -0.28 -0.22 -0.08 +0.21 +0.35 +0.26 +0.09 +0.01 -0.10 -0.03 +0.11 +0.18 -0.63 -0.41 +0.01

Sheet 55 F_175_180



Sheet 55EB_0_5

04/12/2006 CHESAPEAKE AND WESTERN ELKTON-DAYTON VIRGINIA

EB5 — 5242' — EB6 — 5283' — EB7 — 5280' — EB8 — 5043' — EB9 — 5280' — EB10

MAINTENANCE
T&S-11/93
S-11/97
T&S-10/93
S-11/97

RAIL
88RWF112S
88RWF112S

TRAFFIC DENSITY MGT
→ 1.6(2.1)
← 0.5

V-1-VA
(MAUZY) 23005
MCGAHEYSVILLE 23007
(MONTEVIDEO)

S E W N

005.30
005.30
006.80-4CSB-66'

TRACK LAYOUT

LINE SEGMENT

5420

842174W US 33 US 33
842176K FARM
842177S SR 646
842178Y PRIVATE
842179F SR 649
842180A
842181G MOUNTAIN RD-SR 647
842182N WATERWAY WARBLE RD-SR 991
842183V FARM
842184C FARM
842185J FUNKHOUSERS FARM
842186R FARM
869902H SPOTSWOOD HS-SR 9563
842187K RD TO GERUNDO
842188E
842189L SR 842
842190F SR 654
842191M SR 842

CURVATURE

ALIGNMENT
5.8R 1.50
4.2L 1.50
2.0L 1.50
3.1R 1.50
2.0R 1.50
3.0L 1.50
1.8L 1.50
5.0R 1.50
2.1R 1.50
4.0L 1.50
1.1R 1.50
2.5R 1.50
1.0R 1.50
2.1R 1.50
6.1R 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)
25

GRADE
+1.82 -1.82 +1.66 +1.00 +0.80 0.00 -1.55 0.00 +0.66 0.00 +2.10 0.00 -1.20 +2.00 0.00 +1.87 -1.50 0.00 +1.90 0.00 -1.20 +1.30 0.00 -1.25 +0.75 0.00 -1.48 0.00

Sheet 55EB_5_10

CHESAPEAKE AND WESTERN — ELKTON-DAYTON — VIRGINIA

EB10 — 5412' — EB11 — 5256' — EB12 — 5276' — EB13 — 5186' — EB14 — 5270' — EB15

MAINTENANCE: T&S-10/93 S-11/97 (EB10–EB13); T&S-10/93 S-11/97 (EB13–EB15)

RAIL: 88RWF112S; 88RWF112S

TRAFFIC DENSITY MGT: → 1.6(2.1); ← 0.5

V-1-VA: PENN LAIRD 23011; KEEZLETOWN 23013; (EARMANS)

S E W N

TRACK LAYOUT: 012.80-4CBB-55'; 013.10-1WTO-16'(80)

LINE SEGMENT 5420: 842192U FARM; 842193B PRIVATE; 842194H FARM; 842196W PENN LAIRD RD SR 655; 842198K PENN LAIRD RD SR 655; 842200J LONGBOW RD-SR 884; 842201R CUB RUN; 842202X INDIAN TRL RD-SR 620 WATERWAY; 842203E; 842204L; 842205T

CURVATURE

ALIGNMENT: 5.1L, 2.5R, 3.1R, 6.2R, 5.6L, 5.2R, 3.0R, 2.0R, 5.0L, 3.0R, 4.0L, 3.2R, 3.5L, 6.3R, 1.0R, 3.0L, 4.0L, 1.0L

ELEVATION: 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.50, 1.00, 1.50, 1.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -1.16, 0.00, +1.27, 0.00, -0.37, 0.00, +1.66, +1.25, +1.94, +1.35, 0.00, -0.92, 0.00, +0.78, +1.09, +1.30, +2.03, +1.27, +0.61, +1.30, +1.00, +1.25

Sheet 55EB_10_15

04/12/2006

CHESAPEAKE AND WESTERN — ELKTON-DAYTON — VIRGINIA

EB15 — EB16 — EB17 — EB18 — EB19 — EB20

5280' — 5280' — 5297' — 5263' — 5279'

MAINTENANCE: T&S-10/93, S-11/97 — T&S-10/93

RAIL: 88RWF112S — 88RWF112S

TRAFFIC DENSITY MGT: → 1.6(2.1) — ← 0.5 — ← 0.0

V-1-VA

HARRISONBURG 23021

(MADISON COLLEGE) 23020

YARD LIMIT

S E W N

TRACK LAYOUT: 015.50-3DSO-130'(05) — 018.10 — 018.40 018.40 — 019.05-1BSO-20'(92) — 019.60-1BSO-30'(88)

LINE SEGMENT — 5420

842207G — 842208N — 842209V — 842210P — 842211W — 842218U — 842219B 842230B — 876765V — 842233W — 869910A — 860075W — 842234D — 842236S — 842237Y 842238F

LAYMANS — SR 719 — SMITHLAND RD-SR 720 — SUPERIOR CONCRETE — COUNTRY CLUB RD I-81 — COUNTRY CLUB CT — US 33 US 33 — RESERVOIR ST — MT VIEW DR — PAUL ST — WATERWAY — GODWIN HALL RD-SR331 WATERWAY PEDESTRIAN XINGG PEDESTRIAN XINGG POWER HOUSE RD — MAIN ST (RT 11-S) HARRISON ST NS SM 97 — EB-20.0=HS-0.8

CURVATURE

ALIGNMENT: 6.0L 6.0R 6.3L 6.0L — 7.1R 7.1L 2.1L — 6.0R 5.0L 6.0R — 6.0L 2.3R — 1.2R 9.0R 8.0L

ELEVATION: 1.50 1.50 1.50 1.50 — 1.50 1.50 1.50 — 1.50 1.50 1.50 — 1.50 1.50 — 1.50 2.00 1.50

FREIGHT SPEED TANGENT (CURVE): 25 — 10

GRADE: +1.25 0.00 -1.50 -1.89 -1.50 0.00 +1.98 +0.80 +0.94 0.00 +1.36 -0.83 0.00 -1.40 0.00 -1.50 -1.00 -0.84 0.00 +1.50 -1.86 -1.38 -1.82 -1.33

Sheet 55EB_15_20

CHESAPEAKE AND WESTERN — ELKTON-DAYTON — VIRGINIA

EB20 — EB21 — EB22 — EB23

5280' — 5280' — 5280' — 5280'

MAINTENANCE: T&S-10/93 — T&S-09/93

RAIL: **RJ085S 93RW085S — **RJ085S 93RW085S — **RJ085S 93RW085S — **RJ085S 93RW085S — **RJ085S — **RJ085S

TRAFFIC DENSITY MGT: 0.1(0.1) / 0.0 — 0.0(0.0) / 0.0

V-1-VA

PLEASANT HILL ⊕ 23025

DAYTON ⊕ 23027

020.00-2DGO-60'(95)

S K HESS & SONS

CITY OF HARRISONBURG
ROCKINGHAM CO
021.47-6WTO-73'(76)

S E W N

TRACK LAYOUT

LINE SEGMENT 5420

842239M BLACKS RUN
842241N MARYLAND AVE
842242V SOUTH AVE
842244J WOMPLERS
863879V 863878N PEAR ST
863876A 863875T SR 726
863874L ROCKINGHAM STEEL
863873E VALLEY FD & FARM BUR

CURVATURE

ALIGNMENT: 8.0L 7.0R 5.0L 4.6L 2.0R 4.0L 4.0R 8.0L 3.0R 3.2L 5.0L 6.0R

ELEVATION: 1.50 1.50 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.00 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00 +2.00 +1.17 +1.50 -1.20 -1.90 -0.90 -0.20 -0.70

Sheet 55EB_20_25

04/12/2006 CHESAPEAKE AND WESTERN BOWMAN-HARRISONBURG VIRGINIA

CW84 CW85

5358'

MAINTENANCE

T&S-07/88

RAIL

**RJ085S

**RJ085S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

TRACK LAYOUT

BOWMAN

23039

084.40-1WTB-13'

084.50-1WTB-13'

714537L

714538T

714539A

714540U

WATERWAY

BOWMAN APPLE RD

WATERWAY

SR 703 / 292

LINE SEGMENT

5003

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

25

GRADE

+0.16

+0.30

+0.22

+0.08

0.00

Sheet 55CW_80_85

CHESAPEAKE AND WESTERN — BOWMAN-HARRISONBURG — VIRGINIA

CW85 — 5273' — CW86 — 5368' — CW87 — 5499' — CW88 — 5268' — CW89 — 5409' — CW90

MAINTENANCE: T&S-07/88

RAIL: **RJ085S 88RW100S; **RJ085S 88RW100S

TRAFFIC DENSITY MGT: → 0.0(0.0); ← 0.0; → 0.0(0.1); ← 0.1

MT JACKSON 23037 — SHENANDOAH CAVERNS 23035 — (TURKEY KNOB) B120

E N S W

086.10-2MSC-56'(80) 086.20-5DGO-340'(80) 088.78 086.80 087.80-1WTB-12' 087.90-1WTB-14' 089.80-8DGO-310'(85)

TRACK LAYOUT

LINE SEGMENT 5003

714541B SR 1314; 714542H 714543P VALLEY FERTIZLER; 714544W SR 1301; 714545D 714546K DEPOT ST; 714547S 714549F BANK ST ORKNEY ST (SR 1324) SR 263; 714550A 714551G I-81 NB I-81 SB; 714552N WATERWAY WISSLER RD-SR 720 WATERWAY; 714553V 714554C SR 730; 714557X 714558E HOLMANS RUN

CURVATURE

ALIGNMENT: 0.7L; 0.6R; 1.0L; 1.0R; 1.0L

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 25; 35

GRADE: +0.21 +0.28 +0.62 0.00 +0.58 +0.36 -0.09 -0.31 -0.14 +0.19 +0.36 0.00 +0.75 -0.31 +0.84 -0.66 +0.18 +0.63 -0.36 0.00 +1.28 -0.84 +0.54 -0.50 +0.26 +1.18 -0.18 -0.32 -0.55 -0.73 +0.66 +0.50 +0.93

Sheet 55CW_85_90

04/12/2006 CHESAPEAKE AND WESTERN BOWMAN-HARRISONBURG VIRGINIA

CW90 | CW91 | CW92 | CW93 | CW94 | CW95

5328' | 5358' | 5358' | 5368' | 5348'

MAINTENANCE: T&S-07/88

RAIL: 88RW100S / 88RW100S

TRAFFIC DENSITY MGT: → 0.0(0.1) / ← 0.1

TRACK LAYOUT: (QUICKSBURG) B123; NEW MARKET 23034; (MOFFETT) B127

N–S, E–W

092.20-1CSB-8'; 092.70-1WTB-8'; 094.30-7BSO-138'(82); 094.40-2BSO-39'(79)

LINE SEGMENT: 714559L, 714560F, 714561M, 714562U, 714563B, 714564H, 714565P, 714566W, 714567D, 714568K, 714570L, 714571T, 714572A

5003: SR 767; SR 736; SR 617 WATERWAY; WATERWAY; SR 728; SR 616 WATERWAY; WATERWAY

CURVATURE / ALIGNMENT: 1.0L; 1.0R; 2.0L; 2.0R; 1.0R; 1.0L; 1.0L; 2.2R

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: -0.80; +1.09; -0.75; -0.25; -0.76; +1.26; -0.57; 0.00; +1.34; -0.36; -1.05; -0.77; -0.21; +0.07; -0.46; -0.01; +0.39; +0.06; -0.13; -0.49; -0.68; -0.30; +0.46; +0.84; -0.96; -0.01; -0.45; +1.23; -0.54; +0.95; +0.65; +0.06; -0.23

Sheet 55CW_90_95

CHESAPEAKE AND WESTERN — BOWMAN-HARRISONBURG — VIRGINIA

CW95 — 5328' — CW96 — 5368' — CW97 — 5348' — CW98 — 5348' — CW99 — 5373' — CW100

MAINTENANCE: T&S-07/88

RAIL: 88RW100S; 88RW100S

TRAFFIC DENSITY MGT: → 0.0(0.1); ← 0.1; → 0.1(0.4); ← 0.3

(DRIVER) B128 — TIMBERVILLE 23032 — (ZIGLER) B131 — BROADWAY 23031

N S E W

095.30-1CBB-10' — 095.70-1BSO-19'(80) — 097.40-4MSO-126'(88) — 097.60-6MSO-242'(82) — NATIONAL FRUIT — 099.00-3MSB-68'(79) — 099.80-1WTB-16'

TRACK LAYOUT

LINE SEGMENT 5003

714573G	714574N	714575V	714576C	714577J	714578R	714579X	714580S	714581Y	714582F	714583M	714584U	714585B	714586H
CULLERS PLACE WATERWAY		WATERWAY	PRIVATE	SR 617	PRIVATE	PRIVATE	N MAIN ST (SR 42)	DEPOT TRACK HONEY RUN	NORTH FORK	SR 800	COOP DR (SR 800) PEDESTRIAN	WATERWAY	LEE ST (SR 259)	WATERWAY HOLLY HILL ST-SR1414

CURVATURE

ALIGNMENT: 0.6L; 4.0R; 4.0R; 3.3L; 1.5L; 4.0L; 3.0R; 1.0L; 4.0R; 3.5R; 4.0R; 3.5L; 3.0R; 4.0L; 4.0L

ELEVATION: 1.00; 2.00; 2.00; 1.50; 1.00; 2.00; 1.50; 1.00; 2.00; 1.50; 2.00; 1.50; 1.50; 2.00; 2.00

FREIGHT SPEED TANGENT (CURVE): 35 — 25 — 35 — 25 — 35 — 25

GRADE: +1.30; +0.22; -0.07; -0.67; -0.96; -0.65; -0.03; +0.28; +0.48; +0.88; +1.08; +0.84; +0.35; +0.11; -0.26; +0.99; +0.64; -0.79; +0.48; +0.21; -0.39; +0.41; +0.22; -0.22; +0.59; -0.62; +0.50; +0.22; +0.73; -0.26; +0.05

Sheet 55CW_95_100

04/12/2006

CHESAPEAKE AND WESTERN — BOWMAN-HARRISONBURG — VIRGINIA

CW100 — 5288' — CW101 — 5449' — CW102 — 5353' — CW103 — 5368' — CW104 — 5358' — CW105

MAINTENANCE: T&S-07/88

RAIL: 88RW100S; 88RW100S

TRAFFIC DENSITY MGT: → 0.1(0.4); ← 0.3

BROADWAY 23031

(DAPHNA) B136

N S E W

100.90-1BSO-19'(89)

WESTVACO WOOD YD

101.70-1DGO-27'(99)

102.70-1WTB-9'

103.10-1WTB-10'

TRACK LAYOUT

LINE SEGMENT 5003

714587P SR 1421

714588W SR 42

WATERWAY

714590X LINVILLE CREEK

714591E

714592L ZION CHURCH RD SR809 WATERWAY

WATERWAY

CURVATURE

ALIGNMENT: 1.0L; 1.5L; 2.0R; 0.6R; 1.0R; 1.0R; 1.0L; 1.0R

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: +0.05; +0.65; +0.74; +0.58; +0.27; +0.11; +0.92; +0.75; +0.57; +1.44; +0.43; +0.93; +1.00; +1.16; +1.23; +1.01; +0.56; +0.33; +0.58; +1.08; +1.33; +0.49; +0.89; +1.05; +1.38; +1.55

Sheet 55CW_100_105

04/12/2006

CHESAPEAKE AND WESTERN — BOWMAN-HARRISONBURG — VIRGINIA

CW105 — CW106 — CW107 — CW108 — CW109 — CW110

5358' — 5358' — 5363' — 5368' — 5403'

MAINTENANCE: T&S-07/88

RAIL: 88RW100S / 88RW100S

TRAFFIC DENSITY MGT: → 0.1(0.4) / ← 0.3

LINVILLE 23030 — ZIRKLE 23024

N E S W

TRACK LAYOUT: 105.20-1BSO-13'(76) — 105.40-1WTB-11' — 105.50-1WTB-11' — 106.40-3MSB-41'(99) — YARD LIMIT — R R DONNELLY — L P GAS COMPANY

LINE SEGMENT 5003: WATERWAY — WATERWAY — WATERWAY — 714595G SR 753 — 714596N CRITZER — 714598C SR 721 — 714599J — 714600B SR 765 — 728986S PRIVATE

CURVATURE

ALIGNMENT: 1.0L — 2.0R — 2.0L — 1.5R — 1.0L — 1.0R — 1.0L — 1.8L — 2.0L — 2.5R — 3.5R — 4.0L — 2.0R

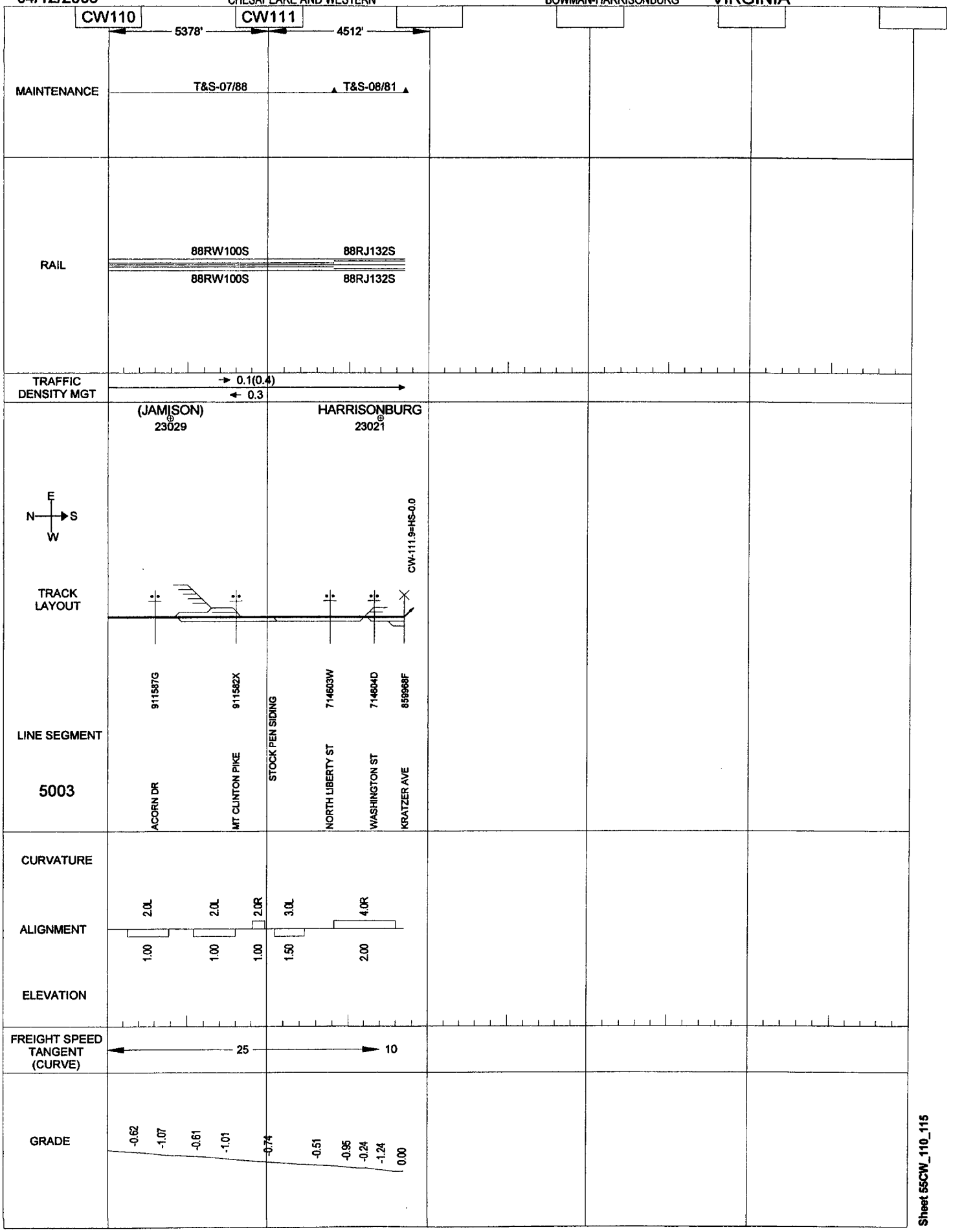
ELEVATION: 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.00 — 1.50 — 2.00 — 1.00

FREIGHT SPEED TANGENT (CURVE): 25

GRADE: -1.32 — -0.20 — +0.61 — +0.02 — +0.60 — -0.24 — +0.68 — +0.27 — -0.54 — -0.95 — -0.39 — +0.72 — +1.28 — +1.00 — +1.59 — +1.21 — +1.10 — +1.71 — +0.85 — +0.79 — +0.18 — -1.05 — -1.66 — -1.48 — -1.11 — -0.93

Sheet 55CW_105_110

04/12/2006 CHESAPEAKE AND WESTERN BOWMAN-HARRISONBURG VIRGINIA



Sheet 55CW_110_115

CHESAPEAKE AND WESTERN — HARRISONBURG-PLEASANT VA — VIRGINIA

HS0 — 7714' — HS1 — 5317' — HS2 — 5275' — HS3 — 5093' — HS4 — 5370' — HS5

MAINTENANCE: T&S-11/89

RAIL: **RJ085S, 88RWF112S, **RJ085S, 88RWF112S, **RJ085S, 88RWF112S, **RJ085S, 88RWF112S, **RJ085S, 88RWF112S, **RJ085S, 88RWF112S, **RJ085S

TRAFFIC DENSITY MGT: 0.2(0.4) / 0.2

V-3A-VA

HARRISONBURG 23021 — (STONE SPRINGS) 23022 — PLEASANT VALLEY 23026

E N S W

HS-0.0=CW-111.9; 000.02; 000.70-1DGO-29'(99); 000.48; 001.50-1DGO-32'(99); 002.09-1BSO-18'(NA); 002.45-1WTO-13'(NA); 002.80; 003.04-1BSO-43'(64); CITY OF HARRISONBURG ROCKINGHAM CO; YARD LIMIT

TRACK LAYOUT

LINE SEGMENT

5430

859968F KRATZER AVE; 859969M GAY ST; 859970G ROCK ST; 859971N WOLFE ST; 859972V ELIZABETH ST; 859973C W MARKET ST; 859975R WATER ST BRUCE ST WATERWAY; 859977E CANTRELL AVE GRACE ST; HS-0.8=EB-20.0 NS SM 89; 859978L MARYLAND AVE; 859979T SOUTH AVE; 859980M BLACK RUN TO H'BURG FRGHT WHSE; 859981U S MAIN ST (US 11); 859982B ROCCO AVE; 859983H PLEASANT HILL RD; 859984P STONE SPGS RD-SR 726 WATERWAY; 859985W MOSBY ST WATERWAY; I-81; BLACKS RUN; 859987K GREENDALE RD-SR 710; 859988S WILLOW SPG RD-SR 707; 859989Y PLEASANT VLY-SR 679 SR 704; 860010D

CURVATURE

ALIGNMENT: 3.0L, 2.7L, 2.2R, 1.8R, 1.0L, 1.0L, 1.0R, 2.0L, 2.0R

ELEVATION: 1.00, 2.20, 0.80, 0.50, 1.00, 2.00, 0.80, 2.50, 1.50

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: -0.80, -0.45, -0.80, -0.55, -0.13, -0.30, -0.55, -0.40, -0.67, -0.40, -0.64, -0.87, -1.17, -0.80, -0.12, -0.23, +0.72, -0.25, -0.47, -0.28, -0.59, -0.04, +0.37, -0.08, -0.55, +0.31, +0.58, +0.72, +0.49, +0.07, -0.75

Sheet 55HS_0_5

04/12/2006

NORFOLK TERMINAL — SEWELLS POINT BRANCH — TIDEWATER JCT-WEST JCT — VIRGINIA

A0 — A1 — A2 — A3 — A4 — A5

5281' — 5280' — 5280' — 5274' — 5280'

MAINTENANCE
#2 T&S-10/02
#1 T&S-09/02
T&S-09/02

RAIL
#2 91RWF131S
91RWF131S
#1 91RWF131S
91RWF131S
91RWF131S
91RWF131S

TRAFFIC DENSITY MGT
→ 4.6(3.6#1)
← 3.7(4.7#2)
→ 4.6(3.5#1)
← 3.6(4.7#2)
→ 4.6(8.2)
← 3.6

V-2-VA

TIDEWATER JCT 11002
COLEMAN PLACE 4SN
THOLE ST 11505

BTC
ETC
YARD LIMIT
TEST MILE
TEST MILE

S E W N

A-0.0 / VB-1.75
000.15
VULCAN MATERIALS
000.70
003.20-22WTO-285'(83)(87)
003.80

TRACK LAYOUT
#2
#1

A-0.0 = V-2.3
467690V
467688U
467674L
467673E
467672X
467671R
467670J
467669P
467668H
467667B
467665M
467664F
467663Y
467662S

LINE SEGMENT
5180

I-264
VA BEACH BLVD (US 5)
PRINCESS ANNE RD
A-1.1/SN-2.6
NS SM 65
INGLESIDE RD
TAIT TERRACE
PETERSON ST
HANBURY ST
LAFAYETTE BLVD
CHESAPEAKE BLVD
ARGONNE AVE
MIDDLE FORK
NORVIEW AVE
TIDEWATER DR
PRIVATE
THOLE ST

CURVATURE
#2
ALIGNMENT
2.0L
0.50
#1
ELEVATION

FREIGHT SPEED
TANGENT 20
(CURVE) 20
20

GRADE
0.00

Sheet 55 A_0_5

04/12/2006

NORFOLK TERMINAL — SEWELLS POINT BRANCH — TIDEWATER JCT-WEST JCT — VIRGINIA

A5 — A6 — A7

5280' — 5287' — 5280'

MAINTENANCE: T&S-09/02

RAIL: 91RWF131S / 91RWF131S

TRAFFIC DENSITY MGT: 4.6(8.2) / 3.6 — 0.2(0.4) / 0.2

V-2-VA

QM JCT 11508 — WEST JCT 11507

S E W N

TRACK LAYOUT: TO NORFOLK INT TERM — 006.00 006.10 TO NORFOLK INT TERM — YARD LIMIT — NPBL (TO SEWELLS PT)

LINE SEGMENT 5180: 467661K LITTLE CREEK RD — 467660D GRANBY ST — INTL TERM BLVD INTL TERM BLVD — PRIVATE

CURVATURE

ALIGNMENT: 7.5L 7.5R 5.0L

ELEVATION: 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 20 — 10

GRADE: 0.00

Sheet 55 A_5_10

04/12/2006

JARRATT | SOUTH BRANCH | TIDEWATER JCT-ALGREN | VIRGINIA

V3 | V4 | V5

5280' | 5282' | 5277'

MAINTENANCE: T&S-01/99

RAIL: 91RWF131S / 91RWF131S

TRAFFIC DENSITY MGT: 4.2(9.3) | 5.1 | 5.2(11.0) | 5.8

V-2-VA

E BRANCH BRIDGE 11003

TIDEWATER JCT 11002

CAROLINA JCT 11004

S E W N

TRACK LAYOUT

V-2.3=A-0.0 | CITY OF NORFOLK CITY OF CHESAPEAKE | 002.80-90/MSO-1784'(87) | TEST MILE | 003.40 | TEST MILE | BTC | ETC | 004.35 004.40 | V-4.6/NS-2.2 | V-4.9/N-3.4

LINE SEGMENT

5170

467692J WESTMINSTER AVE | ELIZABETH RIVER EAST DRAWSPAN | FORD MOTOR CO | 467693R INDIAN RIVER RD | 467694X BERKLEY AVE | 467695E CAMPOSTELLA RD-SR168 RAMP | V-4.4/NS-2.1 | 467696L LIBERTY ST | 467697T ATLANTIC AVE | 467698A HOOVER AVE | V-4.9/N-3.2

CURVATURE

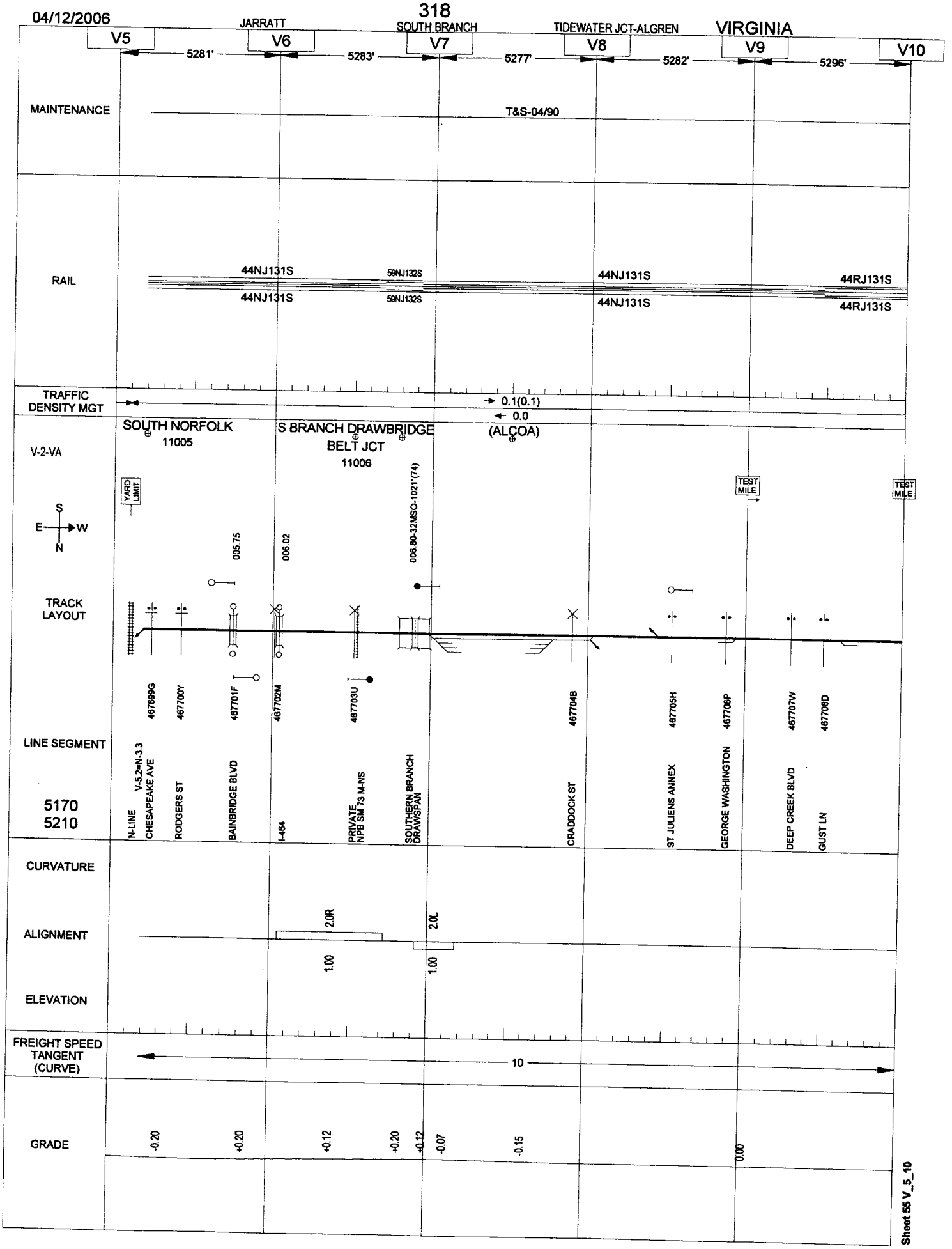
ALIGNMENT: 2.0R | 2.0R

ELEVATION: 1.00 | 1.00

FREIGHT SPEED TANGENT (CURVE): 20

GRADE: 0.00 | +0.08 | 0.00 | +0.20 | +0.12 | +0.20 | -0.20

Sheet 55 V_0_5


JARRATT
SOUTH BRANCH
TIDEWATER JCT-ALGREN
V5
V6
V7
V8
V9
V10
5281'
5283'
5277'
5282'
5296'
MAINTENANCE
T&S-04/90
RAIL
44NJ131S
59NJ132S
44NJ131S
44RJ131S
TRAFFIC DENSITY MGT
0.1(0.1)
0.0
V-2-VA
SOUTH NORFOLK
11005
S BRANCH DRAWBRIDGE
BELT JCT
11006
(ALCOA)
YARD LIMIT
TEST MILE
TEST MILE
S
E
W
N
005.75
006.02
006.80-32MSO-1021'(74)
TRACK LAYOUT
LINE SEGMENT
5170
5210
N-LINE
V-5.2=N-3.3
CHESAPEAKE AVE
467699G
RODGERS ST
467700Y
BAINBRIDGE BLVD
467701F
I-464
467702M
PRIVATE
NPB SM 73 M-NS
467703U
SOUTHERN BRANCH
DRAWSPAN
CRADDOCK ST
467704B
ST JULIENS ANNEX
467705H
GEORGE WASHINGTON
467706P
DEEP CREEK BLVD
467707W
GUST LN
467708D
CURVATURE
ALIGNMENT
2.0R
2.0L
ELEVATION
1.00
1.00
FREIGHT SPEED
TANGENT
(CURVE)
10
GRADE
-0.20
+0.20
+0.12
+0.20
+0.12
-0.07
-0.15
0.00

04/12/2006 JARRATT SOUTH BRANCH TIDEWATER JCT-ALGREN VIRGINIA

V10 V11 V12 V13 V14 V15

5296' 5281' 5281' 5281' 5280'

MAINTENANCE: T&S-04/90 T&S-01/20 T&S-01/20

RAIL: 44RJ131S 76RJ100S 76RJ100S
44RJ131S 76RJ100S 76RJ100S

TRAFFIC DENSITY MGT: → 0.1(0.1) ← 0.0 → 0.0(0.0) ← 0.0

V-2-VA

JARRATT DISTRICT (SUNRAY) 11014

YARD LIMIT

S E W N

TRACK LAYOUT

CAVALIER IND PARK

012.46 012.53 012.72-3WTO-36' 012.83

LINE SEGMENT 5210

467709K CAVALIER BLVD

467710E 467710E I-264 EB I-264 WB

WATERWAY

467711L US 460 MILITARY HWY

467712T 467713A 467714G HOMESTEAD RD

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 10 10

GRADE: 0.00

Sheet 55 V_10_15

V15 | JARRATT | SOUTH BRANCH | TIDEWATER JCT-ALGREN

5288' | 5280' | 5280' | 5280' | 5280'

MAINTENANCE: T&S-01/20

RAIL: 76RJ100S / 76RJ100S

TRAFFIC DENSITY MGT: 0.0(0.0) / 0.0

V-2-VA

(ALGREN) 11515

S E W N

TRACK LAYOUT

467715N

LINE SEGMENT

5210

SNOWDEN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00

NORFOLK TERMINAL | SOUTH BEACH ROUTE | PARK AVENUE-TIDEWATER | VIRGINIA

VB1

4841' 5401'

MAINTENANCE

T&S-06/75 T&S-08/88

RAIL

**RJ080S

**RJ080S

TRAFFIC DENSITY MGT

NSRR/1

PARK AVENUE

0VB

YARD LIMIT

N W E S

000.90-4WTC-52'(88)

001.60
001.61

TRACK LAYOUT

LINE SEGMENT

5008

465224H
735357W
735356P
465226W

PARK AVE
BRAMBLETON AVE
CLAY AVE
OHIO CREEK PEDESTRIAN CROSSING
BALLENTINE/MERRIMAC
I-264 WB
I-264 EB
VB-1.75/A-0.0

CURVATURE

ALIGNMENT

1.9R

1.00

ELEVATION

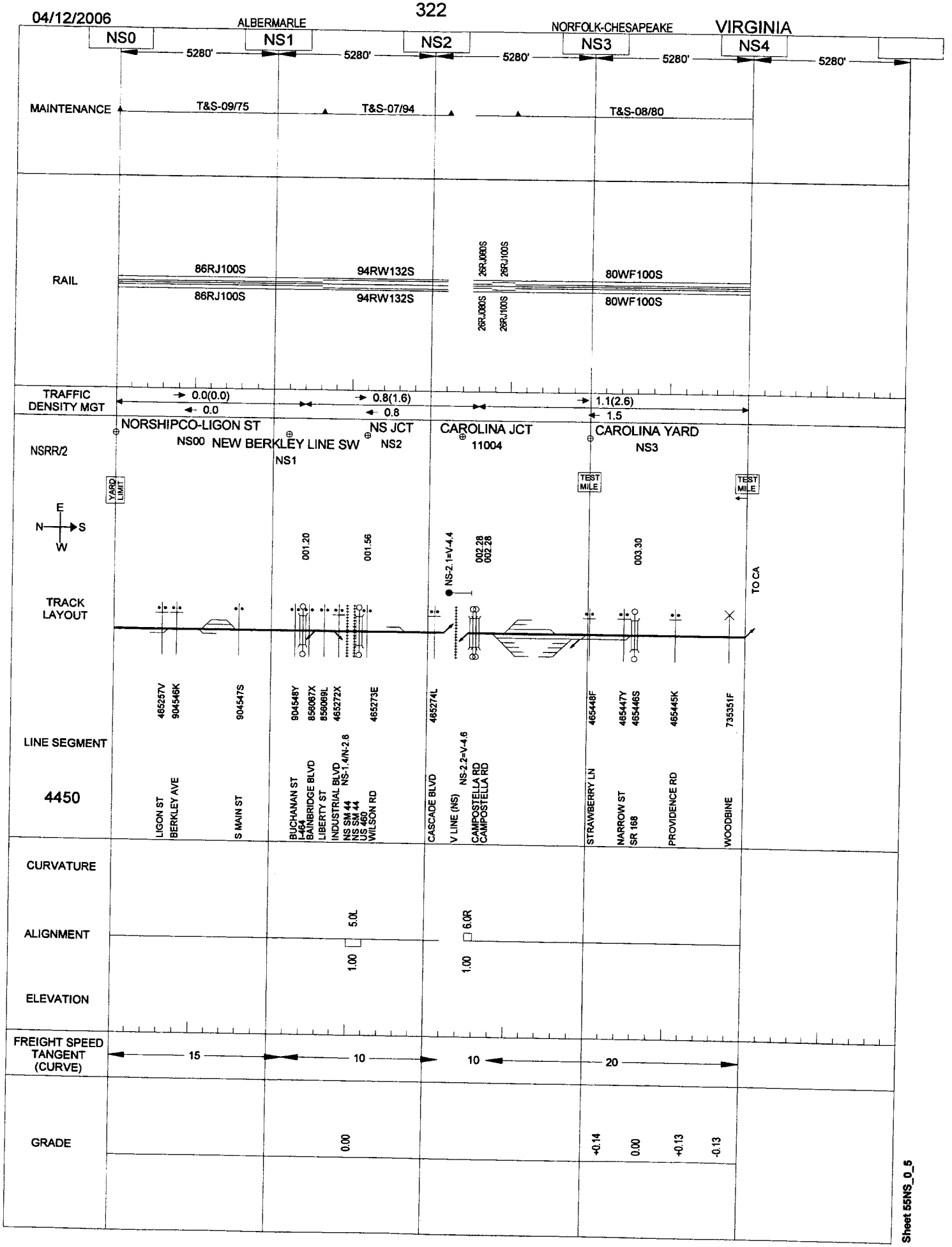
FREIGHT SPEED TANGENT (CURVE)

10

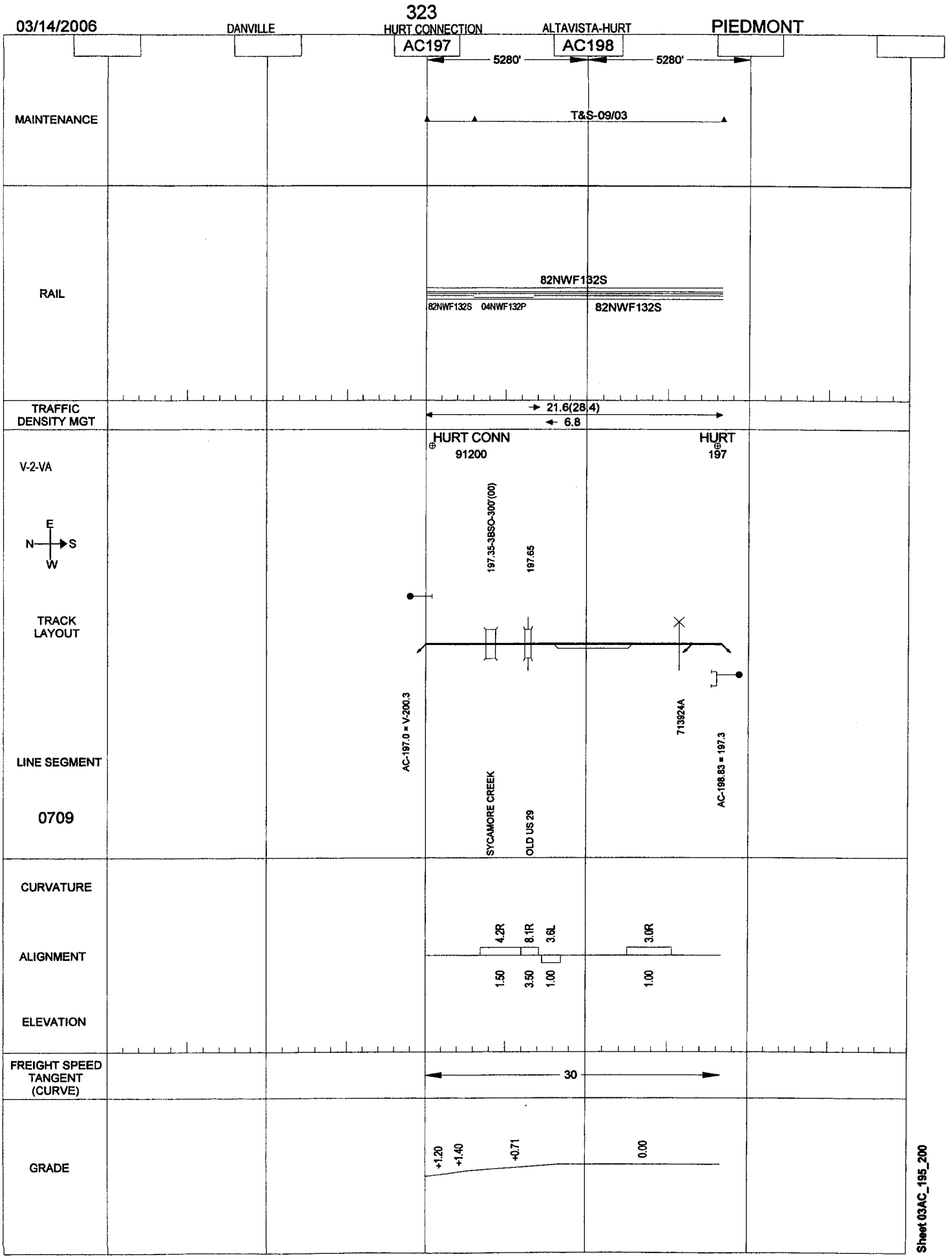
GRADE

-0.17 +0.08 0.00 +0.09 0.00 -0.08 -0.07 -0.09 -0.04 0.00

Sheet 55VB_0_5



Sheet 55NS_0_5


03/14/2006
323
DANVILLE
HURT CONNECTION
AC197
ALTAVISTA-HURT
AC198
PIEDMONT
5280'
5280'
MAINTENANCE
T&S-09/03
RAIL
82NWF132S
82NWF132S 04NWF132P
82NWF132S
TRAFFIC DENSITY MGT
21.6(28.4)
6.8
V-2-VA
HURT CONN
91200
HURT
197
E
N
S
W
197.35-3BSO-300'(00)
197.65
TRACK LAYOUT
AC-197.0 = V-200.3
713924A
AC-198.83 = 197.3
LINE SEGMENT
0709
SYCAMORE CREEK
OLD US 29
CURVATURE
ALIGNMENT
ELEVATION
4.2R
8.1R
3.6L
3.0R
1.50
3.50
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
30
GRADE
+1.20
+1.40
+0.71
0.00
Sheet 03AC_195_200

WASHINGTON | KINNEY-MONTVIEW CONNECTION | MONTVIEW YD-KINNEY YD | PIEDMONT

0KM | 1KM

5280' | 5280'

MAINTENANCE

RAIL

TRAFFIC DENSITY MGT

MONTVIEW | KINNEY

S
E W
N

TRACK LAYOUT

S WYE-TO MONTVIEW YD

000.87

W WYE-TO M/L(PH16.5)

N WYE-TO M/L (174.5)

E WYE-TO KINNEY YD

US 29A

LINE SEGMENT

0711

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

20

GRADE

0.00

Sheet 03 KM_0_5

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

1) Date shown represents when drawing was prepared.

2) Items correspond to:
District, Branch, and Spur when applicable. (Original NS System)

or

Old Division name and From-To Station names. (Original NS System)

or

RDBR, Line Name, and From-To Station names. (Original CR System)

3) Operating Division name.

4) Sheet number within Operating Division.

Milepost Data Band -

1) Current milepost designation with prefix or suffix.

2) Actual distance between milepost markers in feet.

Maintenance Section -

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

Rail Section -

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

Traffic Density Section -

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

Track Layout Section -

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

2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.

3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.

4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.

5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.

6) The track diagram for main line, side tracks, crossovers, leads, and yard track, including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. The heavy arrows indicate junctions with branch lines and connections with other railroads (see item 8). Details of this display are limited to switches on main track and adjacent track. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures. The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owning Road, Crossing Type, Angle, and Maintaining Road. Crossing types are:

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

7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.

8) Other information which may be displayed in the track layout section includes:

   - Industry names associated with various switches and sidings.

   - Milepost equations show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point).
     Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.

Alignment Section -

1) Graphic representation is given for curve direction, length, and superelevation for each main. Note: Representation is now provided for both tracks 1 and 2. In prior volumes representation was provided for track 1 only. In double track sections track 2 was only a copy of track 1 and did not necessarily represent actual conditions.

2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.

3) Location of wheel flange and top of rail lubricators is given along mains.

Freight Speed Section -

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

Grade Section -

Grade shown is based on ascending milepost direction.

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

TABLE 1

RAIL TYPE CODES

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

TABLE 2

BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

TABLE 3

OPEN DECK BRIDGE INFORMATION

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
315	A-003.20	003.20	01	1983
315	A-003.20	003.20	02	1987
207	C-000.60	000.60	01	1976
207	C-001.30	001.30	01	1987
207	C-001.47	001.47	01	1985
207	C-002.85	002.85	01	1985
207	C-004.63	004.63	01	1987
208	C-005.16	005.16	01	1988
208	C-005.90	005.90	01	1987
208	C-008.48	008.48	01	1985
259	F-036.72	036.70	01	2000
260	F-041.48	041.40	01	1980
260	F-043.10	043.10	01	1982
288	F-110.70	110.80	01	1995
288	F-113.23	113.20	01	2004
290	F-121.13	121.10	01	1998
291	F-128.65	128.60	01	1996
293	F-139.41	139.50	01	1980
293	F-139.47	139.60	01	2004
293	F-139.66	139.80	01	2001
293	F-139.89	139.95	01	1994
294	F-140.80	140.80	01	2004
			01	1992
294	F-141.91	141.90	01	1990
294	F-142.53	142.50	01	1974
294	F-144.56	144.80	01	1999
296	F-152.33	152.40	01	2005
296	F-152.46	152.60	01	1990
297	F-158.98	159.00	01	1993
298	F-160.53	160.50	01	1996
298	F-164.32	164.50	01	1995
299	F-168.62	168.70	01	1985
157	H-005.31	005.28	01	2002
157	H-006.32	006.32	01	1990
157	H-006.62	006.62	01	1990
157	H-007.65	007.66	01	1992
157	H-007.97	007.97	01	2003
157	H-009.21	009.23	01	1992
158	H-011.19	011.19	01	1993
158	H-013.41	013.43	01	2002
159	H-016.01	016.01	01	2002
			01	2001
			01	2000
			01	1980
159	H-016.95	016.98	01	1995
159	H-017.35	017.35	01	1990
160	H-022.27	022.28	01	2003
160	H-022.32	022.31	01	1983
162	H-030.74	030.74	01	1987
162	H-032.05	032.05	01	1987
162	H-032.28	032.28	01	1987
164	H-043.45	043.45	01	1994
166	H-051.39	051.39	01	1986
167	H-057.84	057.86	01	1991
167	H-058.79	058.79	01	1991
168	H-060.47	060.47	01	2003

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
168	H-061.98	061.99	01	1999
168	H-062.59	062.59	01	1991
169	H-066.29	066.32	01	1987
169	H-068.13	068.13	01	1994
169	H-068.53	068.53	01	2002
171	H-075.37	075.37	01	1997
171	H-076.28	076.30	01	1985
171	H-076.98	076.98	01	1986
171	H-077.35	077.35	01	1984
172	H-080.01	080.01	01	1986
173	H-085.20	085.20	01	1991
173	H-086.86	086.86	01	1981
173	H-088.86	088.88	01	2004
174	H-090.07	090.10	01	1992
175	H-096.66	096.66	01	1983
175	H-097.64	097.64	01	2002
175	H-098.63	098.63	01	1996
176	H-102.56	102.56	01	1993
176	H-103.01	103.01	01	1993
176	H-104.20	104.22	01	1995
176	H-104.43	104.44	01	1977
177	H-108.22	108.22	01	1997
178	H-112.48	112.55	01	1996
178	H-114.07	114.07	01	1993
178	H-114.94	114.94	01	1980
179	H-116.63	116.63	01	1995
179	H-118.30	118.32	01	1993
179	H-119.30	119.33	01	1985
180	H-120.13	120.17	01	1980
180	H-123.76	123.76	01	1985
181	H-125.48	125.47	01	1983
181	H-126.73	126.73	01	1982
181	H-128.99	128.99	01	1990
181	H-129.56	129.56	01	1983
182	H-130.82	130.82	01	1979
182	H-132.31	132.32	01	1982
182	H-132.86	132.86	01	1980
182	H-133.41	133.41	01	1985
182	H-134.66	134.68	01	1994
183	H-138.73	138.74	01	1985
183	H-139.94	139.93	01	1983
184	H-141.01	141.01	01	1985
184	H-142.56	142.56	01	2004
184	H-143.53	143.55	01	1987
185	H-147.07	147.07	01	1981
185	H-147.32	147.32	01	1993
186	H-150.19	150.19	01	1980
186	H-154.70	154.70	01	1987
187	H-156.40	156.41	01	1985
187	H-157.61	157.61	01	2005
188	H-164.97	164.98	01	1986
189	H-167.27	167.27	01	1986
189	H-167.27	167.27	02	1980
190	H-170.09	170.09	01	1995
190	H-170.27	170.29	01	1994
190	H-172.25	172.27	01	1983
190	H-173.61	173.59	01	1993
190	H-173.83	173.81	01	1993
191	H-177.72	177.74	01	1992
192	H-184.40	184.41	01	1998
192	H-184.44	184.44	01	2004

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
193	H-185.54	185.55	01	1982
193	H-186.65	186.65	01	1992
			01	1985
194	H-191.29	191.31	01	1981
194	H-191.44	191.46	01	1988
194	H-192.18	192.20	01	1979
194	H-192.54	192.55	01	1997
195	H-198.62	198.62	01	1982
197	H-208.73	208.74	01	1987
198	H-213.13	213.11	01	1982
199	H-217.91	217.91	01	1985
200	H-221.05	221.05	01	1992
200	H-222.23	222.23	01	1987
201	H-225.06	225.06	01	1985
201	H-225.74	225.74	01	1994
201	H-229.88	229.88	01	2001
203	H-236.30	236.30	01	1987
240	L-003.48	003.48	01	1995
241	L-005.35	005.35	01	1998
241	L-008.49	008.48	01	1975
246	L-033.57	033.57	01	1991
			01	1990
247	L-036.10	036.10	01	1996
247	L-039.27	039.25	01	1990
250	L-054.48	054.45	01	1990
252	L-061.19	061.19	01	1989
252	L-064.02	064.02	01	1992
254	L-072.60	072.60	01	1996
255	L-078.81	078.81	01	1974
262	M-000.29	000.30	01	1998
3	N-001.27	001.27	01	1985
3	N-001.27	001.27	02	1999
4	N-005.80	005.80	01	1985
4	N-005.80	005.80	02	1985
4	N-006.66	006.66	01	1984
4	N-006.66	006.66	02	2002
8	N-025.52	025.52	01	1990
8	N-025.52	025.52	02	1998
8	N-025.70	025.70	01	1997
8	N-025.70	025.70	02	1999
8	N-025.74	025.74	01	1997
8	N-025.74	025.74	02	2004
11	N-040.62	040.69	01	1986
11	N-040.62	040.69	02	2005
15	N-064.85	064.80	01	1998
15	N-064.85	064.80	02	1992
22	N-080.50	080.52	01	1980
23	N-085.67	085.63	01	2005
33	N-124.38	124.38	01	1995
33	N-124.38	124.38	02	2002
35	N-133.37	133.41	01	2000
35	N-133.37	133.41	02	1987
48	N-187.55	187.47	01	1990
58	N-222.05	222.05	01	1983
59	N-228.95	228.95	01	1997
60	N-234.04	234.03	01	1993
62	N-241.11	241.11	02	2001
63	N-249.38	249.39	01	1987
63	N-249.38	249.39	02	1992
64	N-250.11	250.11	BOTH	1985
64	N-250.44	250.44	01	1992

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
64	N-250.44	250.44	02	1992
64	N-250.65	250.65	01	1992
64	N-250.65	250.65	02	1992
64	N-250.94	250.94	01	2000
64	N-250.94	250.94	02	1994
64	N-251.90	251.94	01	1996
64	N-251.90	251.94	02	1995
64	N-252.42	252.41	01	1995
64	N-252.42	252.41	02	1993
64	N-253.77	253.77	01	1988
64	N-253.77	253.77	02	1993
64	N-254.87	254.86	01	1994
64	N-254.87	254.86	02	1986
65	N-255.53	255.56	01	1982
65	N-255.53	255.56	02	1983
65	N-256.12	256.12	01	1978
65	N-256.12	256.12	02	2002
66	N-262.76	262.76	01	1984
66	N-262.76	262.76	02	2004
66	N-264.45	264.43	01	1988
66	N-264.45	264.43	02	1983
67	N-266.70	266.70	01	1980
67	N-266.70	266.70	02	1980
68	N-270.45	270.45	01	1981
68	N-270.45	270.45	02	2002
68	N-271.35	271.35	01	1990
68	N-271.35	271.35	02	1994
68	N-271.68	271.68	01	1996
68	N-271.68	271.68	02	1992
68	N-272.61	272.61	01	2002
68	N-272.61	272.61	02	2002
69	N-275.69	275.71	01	2005
69	N-275.69	275.71	02	1985
69	N-276.91	276.93	01	1983
69	N-276.91	276.93	02	1981
69	N-277.35	277.36	01	1990
69	N-277.35	277.36	02	1980
69	N-277.77	277.77	01	1982
69	N-277.77	277.77	02	1993
71	N-285.09	285.09	01	1989
71	N-285.09	285.09	02	1990
72	N-290.74	290.74	01	1991
72	N-290.74	290.74	02	2001
72	N-291.90	291.89	01	1987
72	N-291.90	291.89	02	1985
73	N-295.93	295.93	01	2005
73	N-295.93	295.93	02	1998
73	N-296.21	296.21	01	1997
73	N-296.21	296.21	02	2000
77	N-305.23	305.27	01	1993
77	N-308.75	308.76	01	1995
78	N-310.66	310.66	01	1993
80	N-321.87	321.87	01	2005
80	N-321.87	321.87	02	1988
82	N-333.80	333.82	01	2004
82	N-333.80	333.82	02	1997
84	N-340.68	340.68	01	1996
84	N-340.68	340.68	02	1996
84	N-340.79	340.79	01	1996
84	N-340.79	340.79	02	1990
84	N-341.60	341.60	02	2001

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
84	N-343.04	343.02	01	1985
84	N-343.04	343.02	02	1989
85	N-346.43	346.44	01	1997
85	N-346.43	346.44	02	1997
85	N-346.62	346.62	01	1989
85	N-346.62	346.62	02	1983
85	N-349.11	349.13	01	1997
85	N-349.11	349.13	02	1990
86	N-351.20	351.21	01	1995
86	N-351.20	351.21	02	1989
86	N-352.01	352.00	01	1991
86	N-352.01	352.00	02	1997
86	N-352.14	352.15	01	1992
86	N-352.14	352.15	02	2005
86	N-352.82	352.83	01	1992
86	N-352.82	352.83	02	1997
86	N-354.13	354.13	01	1990
86	N-354.13	354.13	02	2005
87	N-359.76	359.74	01	1993
87	N-359.76	359.74	02	2001
19	P-004.57	004.60	01	1995
20	P-005.55	005.55	01	1999
210	R-003.51	003.51	01	1998
211	R-006.54	006.54	01	1979
212	R-010.25	010.25	01	1993
212	R-014.93	014.93	01	1997
213	R-016.12	016.15	01	1991
213	R-016.75	016.77	01	1979
214	R-022.13	022.15	01	1986
214	R-022.90	022.89	01	1986
215	R-028.35	028.35	01	1990
216	R-030.49	030.49	01	1992
217	R-035.14	035.14	01	1998
217	R-039.57	039.55	01	1981
218	R-040.05	040.02	01	1982
218	R-040.51	040.51	01	1981
218	R-040.78	040.78	01	1987
218	R-041.18	041.20	01	1978
219	R-045.14	045.16	01	1979
219	R-045.30	045.33	01	1995
219	R-049.44	049.48	01	1994
219	R-049.58	049.62	01	1997
220	R-052.78	052.72	01	1991
220	R-053.65	053.48	01	2001
222	R-063.75	063.78	01	1987
223	R-066.02	066.02	01	1985
224	R-070.53	070.55	01	1986
224	R-074.12	074.04	01	1994
			01	1983
227	R-089.65	089.65	01	2003
229	R-096.33	096.36	01	1983
230	R-100.75	100.75	01	1993
230	R-104.26	104.26	01	2003
231	R-108.50	108.50	01	1999
234	R-124.18	124.21	01	1987
234	R-124.18	124.21	02	1983
235	R-125.14	125.16	01	1987
235	R-125.75	125.75	01	1999
235	R-125.91	125.91	01	1987
235	R-126.02	126.01	01	1987
235	R-126.06	126.05	01	1988

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74	S-002.54	002.54	01	1975
317	V-002.63	002.80	01	1987
318	V-006.80	006.80	01	1974
90	V-149.73	149.90	01	1988
91	V-151.49	151.60	01	2004
92	V-156.25	156.40	01	1999
92	V-157.86	158.00	01	2001
94	V-165.80	165.80	01	2000
94	V-168.00	168.00	01	2004
95	V-173.70	173.70	01	1985
96	V-176.30	176.30	01	1997
96	V-179.58	179.60	01	2002
97	V-182.57	182.50	01	1994
98	V-186.12	186.10	01	1997
99	V-190.10	190.10	01	1997
99	V-194.95	195.00	01	1992
100	V-195.96	196.00	01	1992
101	V-200.00	200.00	01	1986
101	V-204.84	204.90	01	1996
102	V-205.15	205.22	01	1984
102	V-207.10	207.10	01	2005
102	V-208.20	208.20	01	2005
102	V-208.40	208.40	01	1983
103	V-213.68	213.70	01	1988
103	V-214.60	214.60	01	1988
104	V-216.55	216.60	01	2000
106	V-227.50	227.50	01	1993
106	V-229.25	229.40	01	1998
107	V-230.64	230.70	01	2003
107	V-232.00	232.00	01	1986
107	V-232.92	233.00	01	2005
107	V-233.80	233.80	01	1987
109	V-240.30	240.30	01	1998
109	V-241.01	241.00	01	1996
114	V-246.43	246.50	01	1984
114	V-248.90	248.90	01	1990
115	V-250.70	250.70	01	2004
116	V-255.25	255.30	01	2004
116	V-257.43	257.50	01	1991
116	V-257.62	257.70	01	1990
116	V-259.00	259.00	01	1985
116	V-259.82	259.80	01	2002
117	V-262.36	262.40	01	1982
117	V-263.45	263.50	01	1988
117	V-263.75	263.80	01	1988
117	V-263.93	264.00	01	1989
117	V-264.63	264.70	01	1984
118	V-265.10	265.10	01	1993
118	V-265.37	265.40	01	1989
118	V-268.26	268.30	01	1998
119	V-270.62	270.60	01	1987
119	V-271.18	271.20	01	1998
120	V-278.33	278.30	01	1989
120	V-278.47	278.50	01	1989
120	V-278.65	278.70	01	2000
120	V-279.90	279.90	01	1989
121	V-280.05	280.00	01	1999
121	V-281.45	281.50	01	2002
122	V-287.60	287.60	01	1988
124	V-295.97	296.00	01	1986
124	V-299.46	299.50	01	1995

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
126	V-309.22	309.20	01	1991
128	V-316.35	316.30	01	1987
209	W-001.50	001.50	01	1985
75	CA-001.38	001.38	01	1976
308	CW-086.10	086.10	01	1980
308	CW-086.30	086.20	01	1980
308	CW-089.80	089.80	01	1985
309	CW-094.30	094.30	01	1982
309	CW-094.40	094.40	01	1979
310	CW-095.70	095.70	01	1980
310	CW-097.40	097.40	01	1988
310	CW-097.60	097.60	01	1982
310	CW-099.01	099.00	01	1979
311	CW-100.97	100.90	01	1989
311	CW-101.70	101.70	01	1999
312	CW-105.20	105.20	01	1976
312	CW-106.40	106.40	01	1999
237	DW-044.38	044.40	01	NA
238	DW-046.10	046.10	01	1986
238	DW-046.50	046.50	01	NA
302	EB-000.25	000.25	01	1987
302	EB-002.84	002.84	01	1999
304	EB-013.10	013.10	01	1980
305	EB-015.50	015.50	01	2005
305	EB-019.05	019.05	01	1992
305	EB-019.36	019.60	01	1988
306	EB-020.00	020.00	01	1995
306	EB-021.46	021.47	01	1976
266	FD-020.34	020.30	01	2005
266	FD-022.50	022.50	01	1990
268	FD-032.34	032.30	01	1983
269	FD-035.90	035.90	01	1981
269	FD-036.83	036.80	01	1989
270	FD-041.24	041.20	01	1979
270	FD-041.86	041.70	01	1997
270	FD-044.02	044.00	01	1997
271	FD-046.50	046.50	01	1998
			01	1980
271	FD-047.10	047.10	01	1999
272	FD-051.34	051.30	01	1999
273	FD-056.01	056.00	01	1994
273	FD-056.27	056.20	01	2001
274	FD-061.00	061.00	01	1994
274	FD-063.18	063.10	01	NA
275	FD-065.74	065.60	01	NA
276	FD-072.60	072.60	01	1994
278	FD-084.49	084.50	01	2001
280	FD-092.28	092.30	01	1983
280	FD-093.60	093.60	01	1975
314	HS-000.47	000.70	01	1999
314	HS-001.42	001.50	01	1999
314	HS-002.09	002.09	01	NA
314	HS-002.45	002.45	01	NA
314	HS-003.04	003.04	01	1964
263	HY-001.63	001.63	01	1994
264	HY-005.55	005.62	01	1993
132	NB-302.22	302.22	01	1982
132	NB-302.77	302.77	01	1978
135	NB-316.64	316.64	01	2003
135	NB-316.84	316.85	01	1993
135	NB-316.96	316.95	01	1994

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
135	NB-317.03	317.03	01	1984
135	NB-317.21	317.21	01	1984
135	NB-317.42	317.42	01	1987
135	NB-317.58	317.57	01	1975
135	NB-317.66	317.66	01	1994
135	NB-318.09	318.05	01	1993
135	NB-318.23	318.23	01	1995
135	NB-318.44	318.44	01	1994
135	NB-319.47	319.47	01	1995
136	NB-320.50	320.50	01	1974
136	NB-321.19	321.19	01	1984
136	NB-321.38	321.38	01	1999
136	NB-321.49	321.49	01	1994
137	NB-327.46	327.46	01	1986
137	NB-328.02	328.02	01	1995
137	NB-328.25	328.24	01	1976
138	NB-331.24	331.24	01	1998
139	NB-339.62	339.62	01	1985
140	NB-341.41	341.41	01	2000
140	NB-341.49	341.49	01	1999
140	NB-342.30	342.26	01	1999
140	NB-342.84	342.75	01	1995
143	NB-355.21	355.21	01	1986
143	NB-359.01	359.01	01	1993
144	NB-361.58	361.59	01	1997
144	NB-362.34	362.34	01	1978
144	NB-362.58	362.59	01	1986
144	NB-364.66	364.66	01	2003
146	NB-370.82	370.84	01	2003
146	NB-372.50	372.49	01	1974
146	NB-373.82	373.82	01	1987
150	NB-394.40	394.40	01	1982
152	NB-401.37	401.37	01	1993
152	NB-403.63	403.63	01	1983
152	NB-403.90	403.90	01	1991
152	NB-404.86	404.86	01	1987
152	NB-404.98	404.97	01	1973
153	NB-405.08	405.08	01	1999
153	NB-405.56	405.56	01	1991
153	NB-406.10	406.10	01	1993
153	NB-406.14	406.12	01	1993
52	PH-008.39	008.39	01	1992
52	PH-009.42	009.42	01	2002
53	PH-014.42	014.42	01	1988
53	PH-014.75	014.73	01	1990
130	PV-000.09	000.00	01	1989
			01	1985
			01	1981
130	PV-003.00	003.00	01	1992
130	PV-004.37	004.37	01	NA
321	VB-000.90	000.90	01	1988
110	VC-000.34	000.35	01	1989
110	VC-001.21	001.21	01	2001