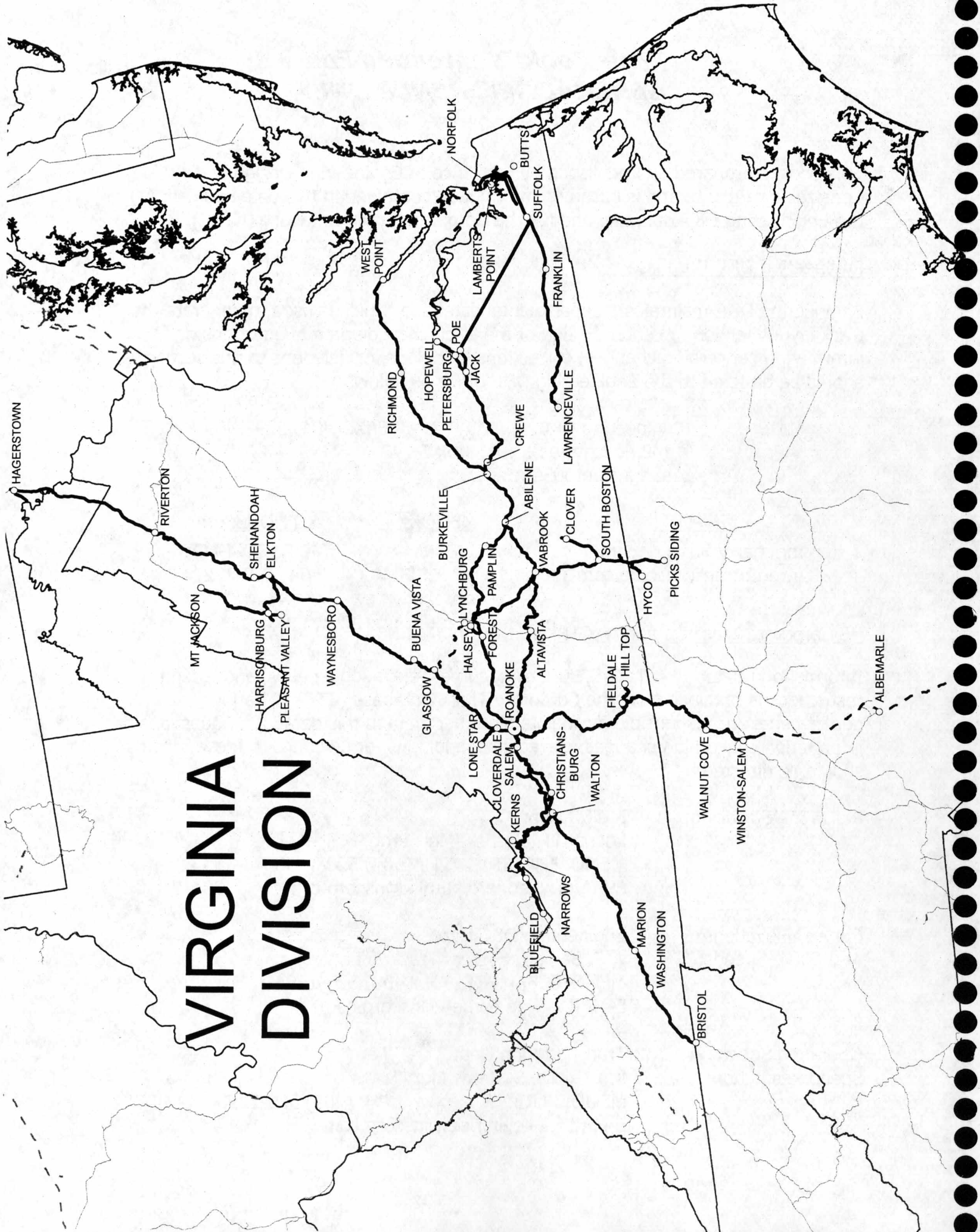




Virginia Division

2007

VIRGINIA DIVISION



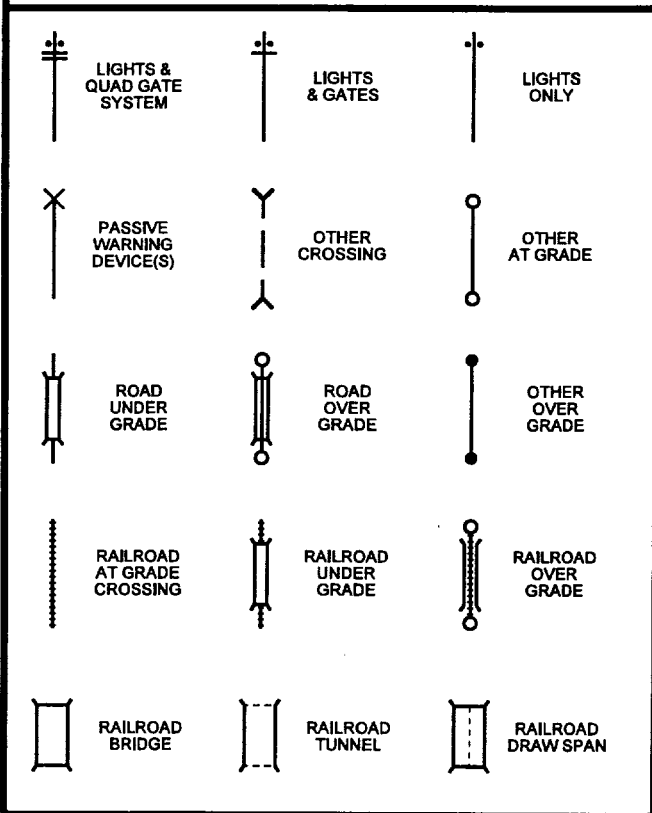
VIRGINIA DIVISION

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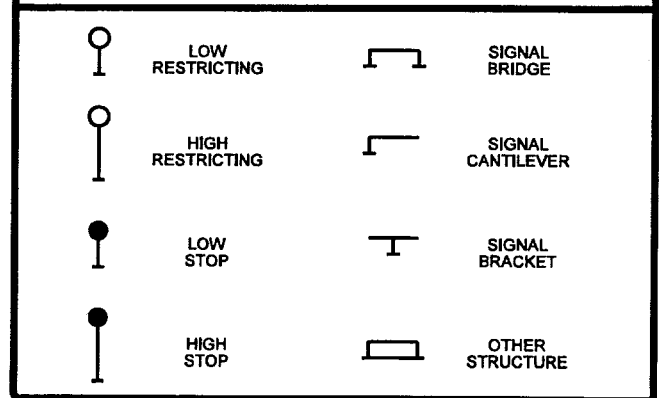
STATION		MILEPOST		DISTRICT	PAGE
FROM	TO	FROM	TO		
Lamberts Point - Bridge 5		LP - 0.00 - 5.10		Norfolk	1
Bridge 5 - Poe		N - 1.23 - 77.81		Norfolk	3
Poe - Jack		P - 0.00 - 8.86		Norfolk	Petersburg Belt 19
Poe - Petersburg - Jack		N - 77.81 - 88.31		Norfolk	21
Petersburg - Hopewell		CP - 0.38 - 9.86		Norfolk	City Point Branch 24
Jack - Crewe		N - 88.31 - 128.89		Norfolk	26
Crewe - Burkeville		N - 128.89 - 133.40		Blue Ridge	34
Burkeville - Pamplin		B - 0.00 - 36.90		Blue Ridge	Farmville Belt 36
Pamplin - Concord		N - 169.10 - 189.87		Blue Ridge	44
Halsey - Forest		N - 207.65 - 214.52		Blue Ridge	Halsey Spur 49
Concord - Forest		PH - 0.00 - 22.36		Blue Ridge	Lynchburg Belt 51
Forest - Roanoke		N - 214.52 - 257.40		Blue Ridge	56
Roanoke - Walton		N - 257.40 - 297.63		Christiansburg	65
Salem - Lakeside		S - 0.00 - 2.80		Christiansburg	Catawba Branch 74
Christiansburg - Corning Glass		CA - 0.50 - 4.75		Christiansburg	Blacksburg Branch 75
Walton - East Bluefield		N - 301.85 - 360.30		Christiansburg	76
Abilene - Roanoke		V - 141.39 - 243.10		Altavista	89
Vinton - Demuth		VC - 0.00 - 1.53		Blue Ridge	Tinker Creek Conn 110
Salem Connection		SX - 0.00 - 1.75		Christiansburg	Salem Connection 111
Glenvar Crossover		GX - 0.00 - 0.28		Christiansburg	Glenvar Crossover 112
Roanoke - Narrows		V - 243.10 - 316.86		Whitethorne	113
Ironto - Bradshaw		BS - 0.00 - 4.92		Whitethorne	Bradshaw Spur 129
Potts Valley - Kerns		PV - 0.00 - 4.70		Whitethorne	Potts Valley Branch 130
Walton - Bristol		NB - 297.63 - 408.38		Pulaski	131
Radford - Forest Avenue		RB - 0.00 - 1.77		Pulaski	Radford Branch 154
Hagerstown (CP Town)		HW - 73.70 - 74.80		Hagerstown Sec.	155
Hagerstown - Shenandoah		H - 0.63 - 106.68		Hagerstown	156
Shenandoah - Roanoke		H - 106.68 - 239.28		Roanoke	177
Hagerstown - Williamsport		HW - 74.80 - 80.34		Williamsport I. T.	204
Cloverdale - Lone Star		C - 0.00 - 8.88		Roanoke	Cloverdale Branch 207
Roanoke - Belt Line Jct.		W - 0.00 - 2.31		Winston-Salem	209
W. Roanoke - Winston Salem		R - 3.36 - 126.58		Winston-Salem	210
W. Salem - S. Winston Salem		WS - 0.58 - 4.70		Winston-Salem	236
Martinsville - Fieldale		DW - 41.50 - 47.20		Winston-Salem	Hill Top Branch 237
Junction - Duke Power		BC - 0.00 - 4.10		Winston-Salem	Belews Creek Spur 239
Kinney Yard - Picks		L - 0.00 - 85.87		Durham	240
South Boston - Clover		F - 31.00 - 47.40		Durham	Clover Spur 258
Mayo Jct. - Mayo Creek		M - 0.00 - 4.01		Durham	Mayo Creek Spur 262
Hyco Jct. - Hyco		HY - 0.00 - 7.55		Durham	Hyco Spur 263
Suffolk - Lawrenceville		FD - 16.50 - 95.20		Franklin	265
Burkeville - West Point		F - 84.80 - 179.00		Richmond	282
Elkton - Dayton		EB - 0.00 - 23.00		Chesapeake & Western	302
Bowman - Harrisonburg		CW - 84.00 - 111.85		Chesapeake & Western	307
Harrisonburg - Pleasant Valley		HS - 0.00 - 5.00		Chesapeake & Western	314
Tidewater Jct- West Jct.		A - 0.00 - 7.24		Norfolk Terminal	Sewells Pt. Branch 315
Tidewater Jct- Algren		V - 2.30 - 15.40		Norfolk Terminal	South Branch 317
Park Avenue - Tidewater		VB - 0.12 - 1.75		Norfolk Terminal	S. Beach Route 321
Norfolk - Chesapeake		NS - 0.00 - 4.00		Albermarle	322
Hurt Connector (Altavista)		AC - 197.00 - 198.83		Piedmont Division	323
Montview - Kinney Conn.		- 0.00 - 1.20	KM	Piedmont Division	324

TRACK CHART SYMBOL LEGEND

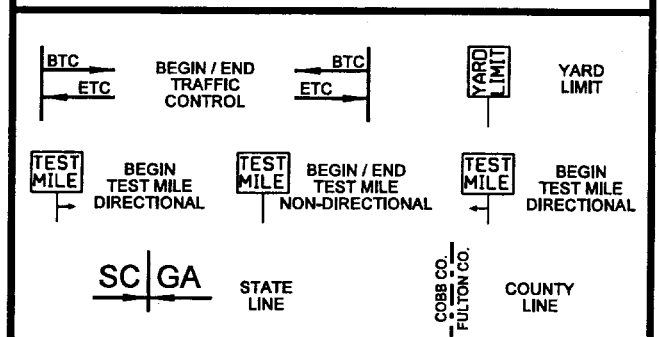
RIGHT OF WAY CROSSINGS



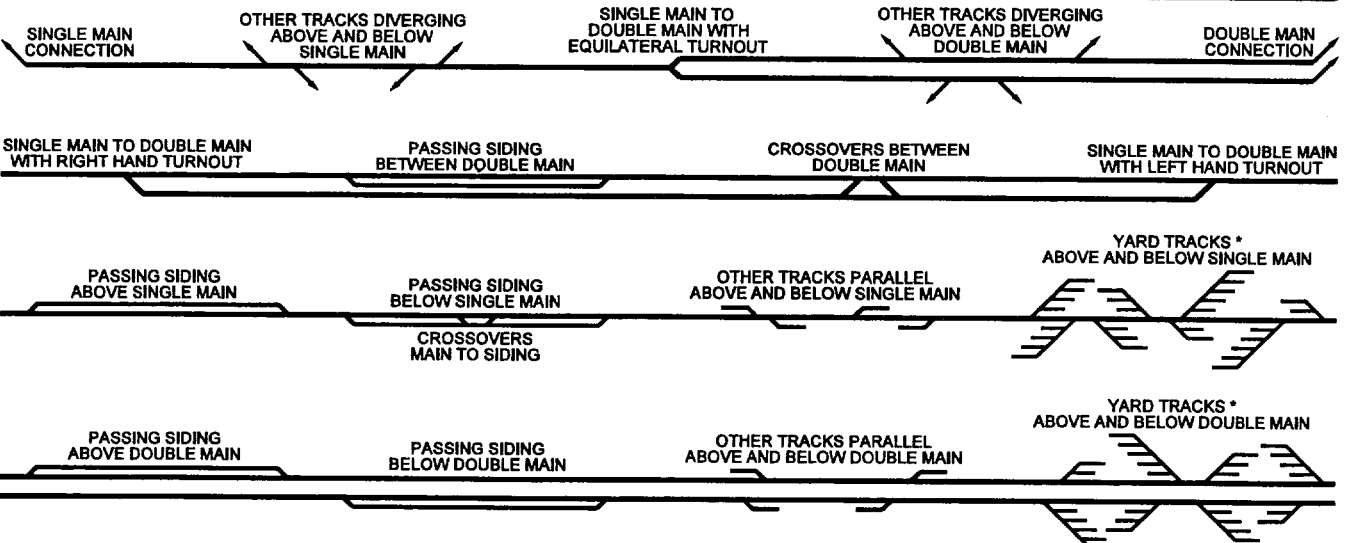
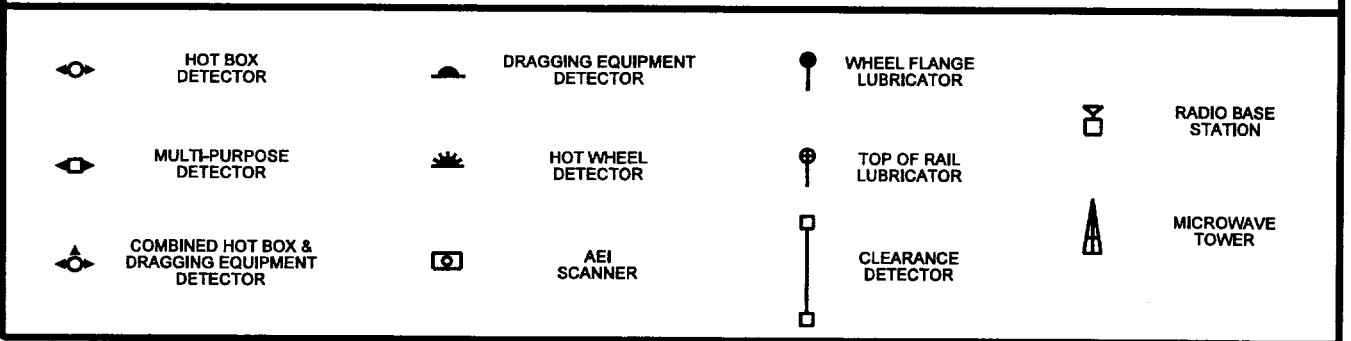
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



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

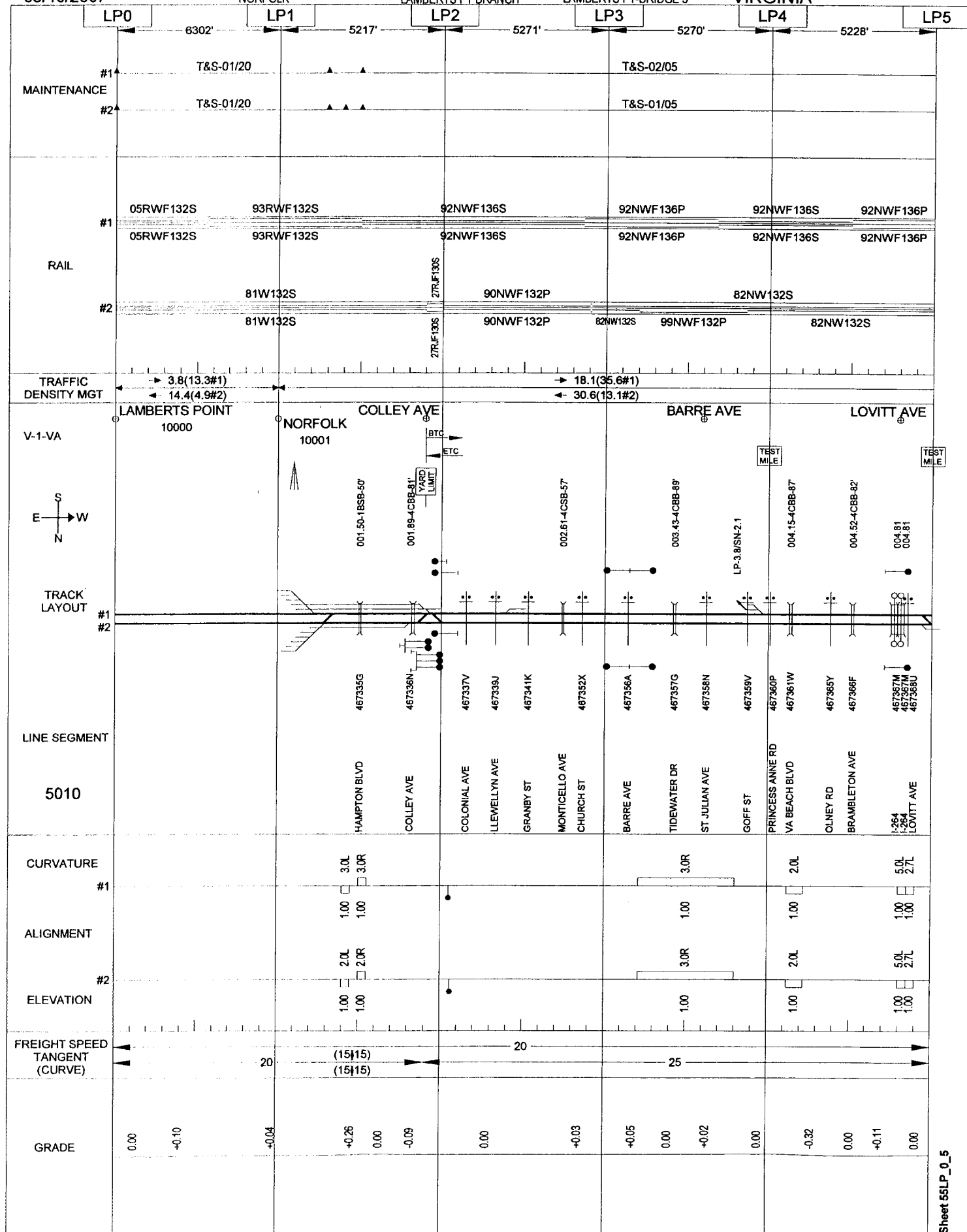
05/10/2007

NORFOLK

001
LAMBERTS PT BRANCH

LAMBERTS PT-BRIDGE 5

VIRGINIA



05/10/2007

NORFOLK

002

LAMBERTS PT BRANCH

LAMBERTS PT-BRIDGE 5

VIRGINIA

	LP5	4557'						
MAINTENANCE	#1 #2							
RAIL	#1 #2	82NWF13P 82NWF13P 82NWF13S 82NWF13S						
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								
ELEVATION	#2							
FREIGHT SPEED TANGENT (CURVE)	20 25							
GRADE	0.00							

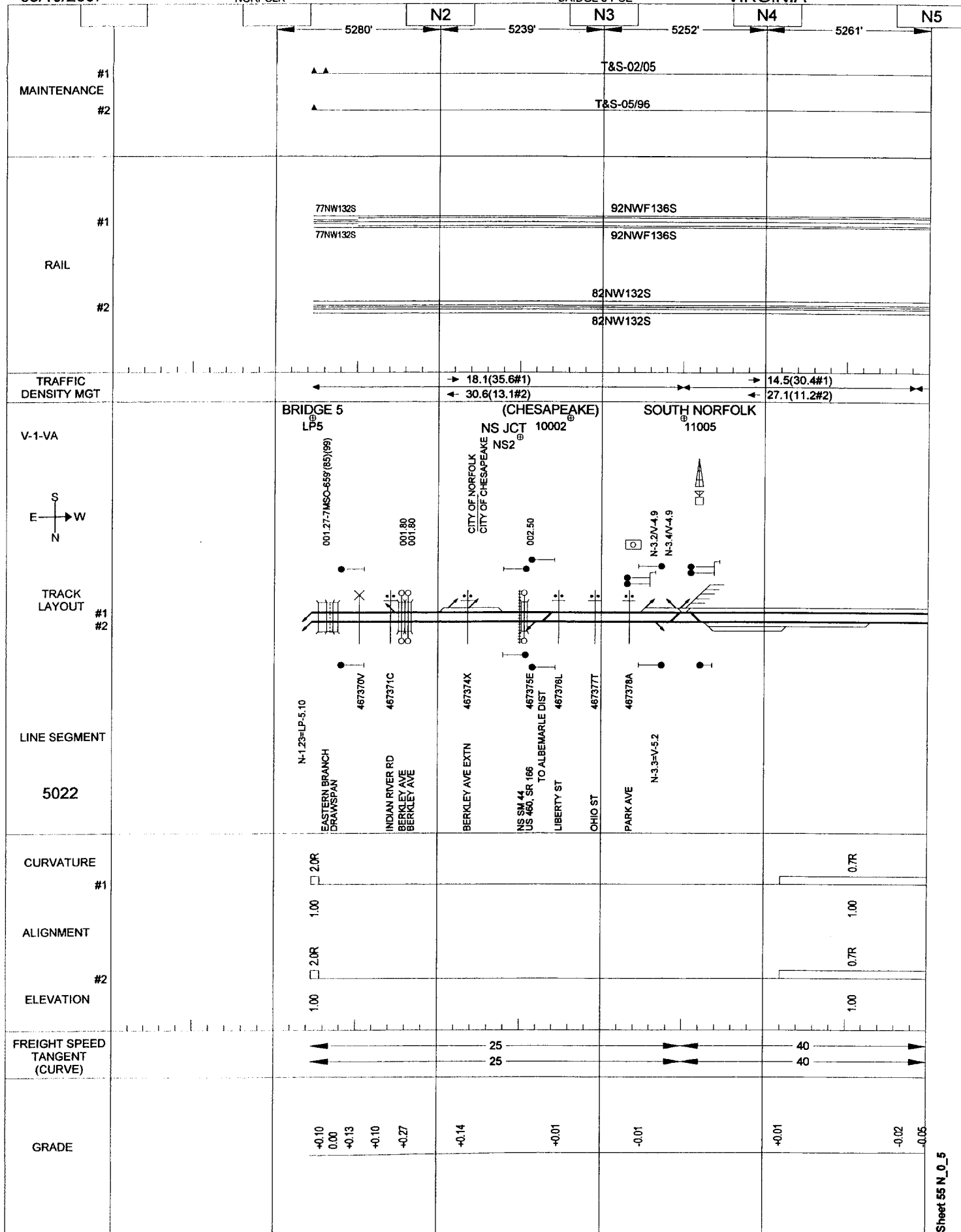
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NORFOLK

003

BRIDGE 5-POE

VIRGINIA



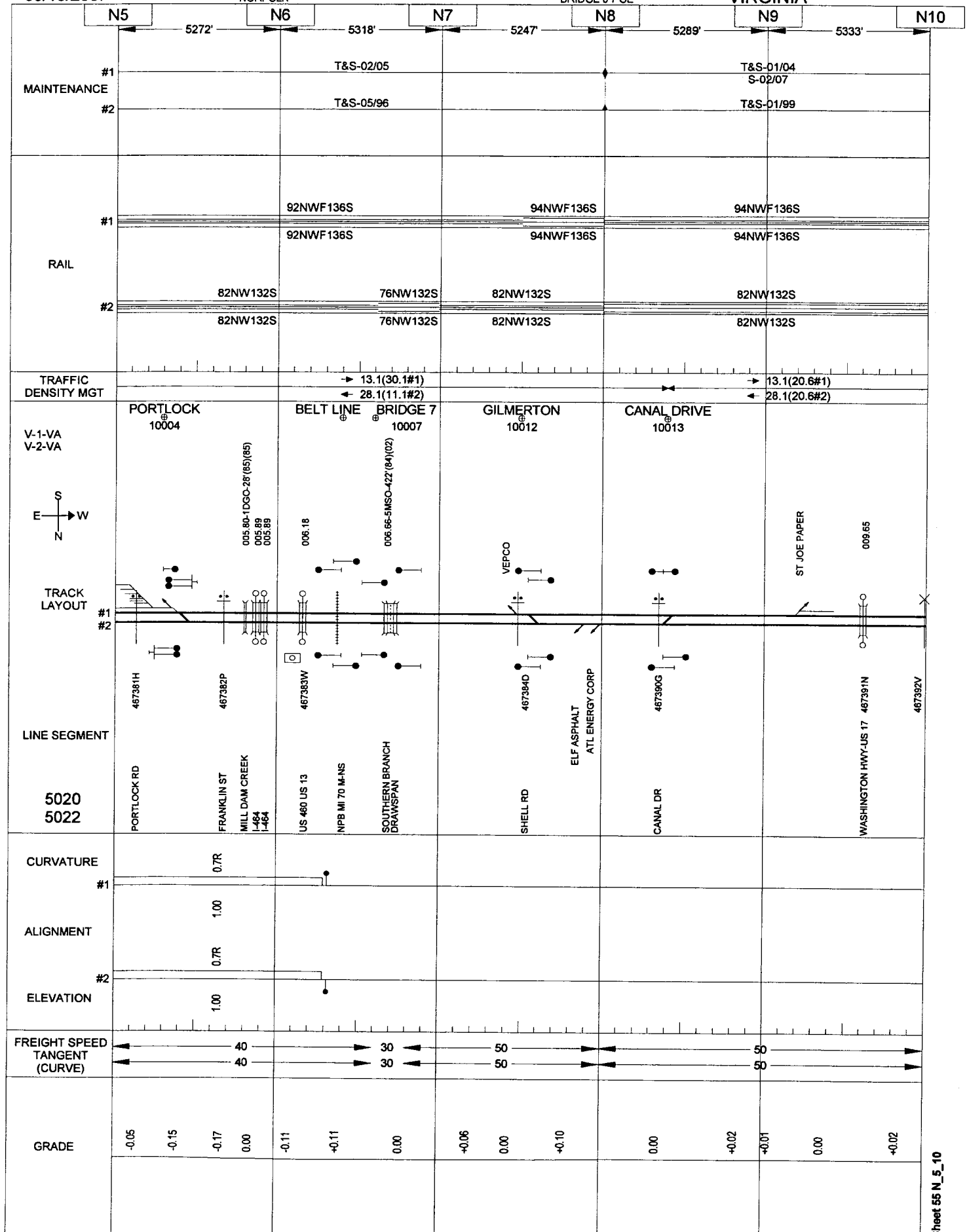
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004

NORFOLK

BRIDGE 5-POE

VIRGINIA



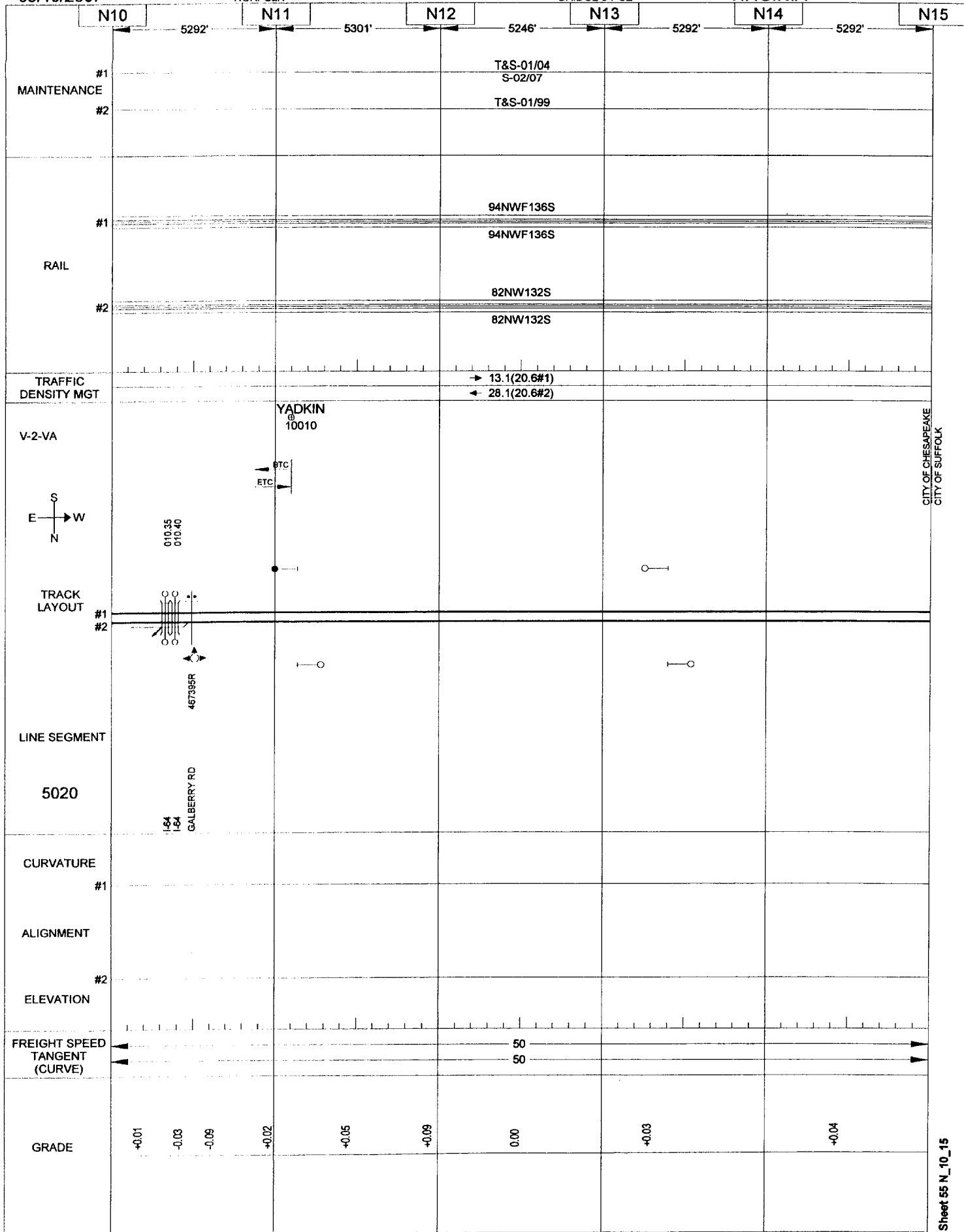
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NORFOLK

005

BRIDGE 5-POE

VIRGINIA



CITY OF CHESAPEAKE
CITY OF SUFFOLK

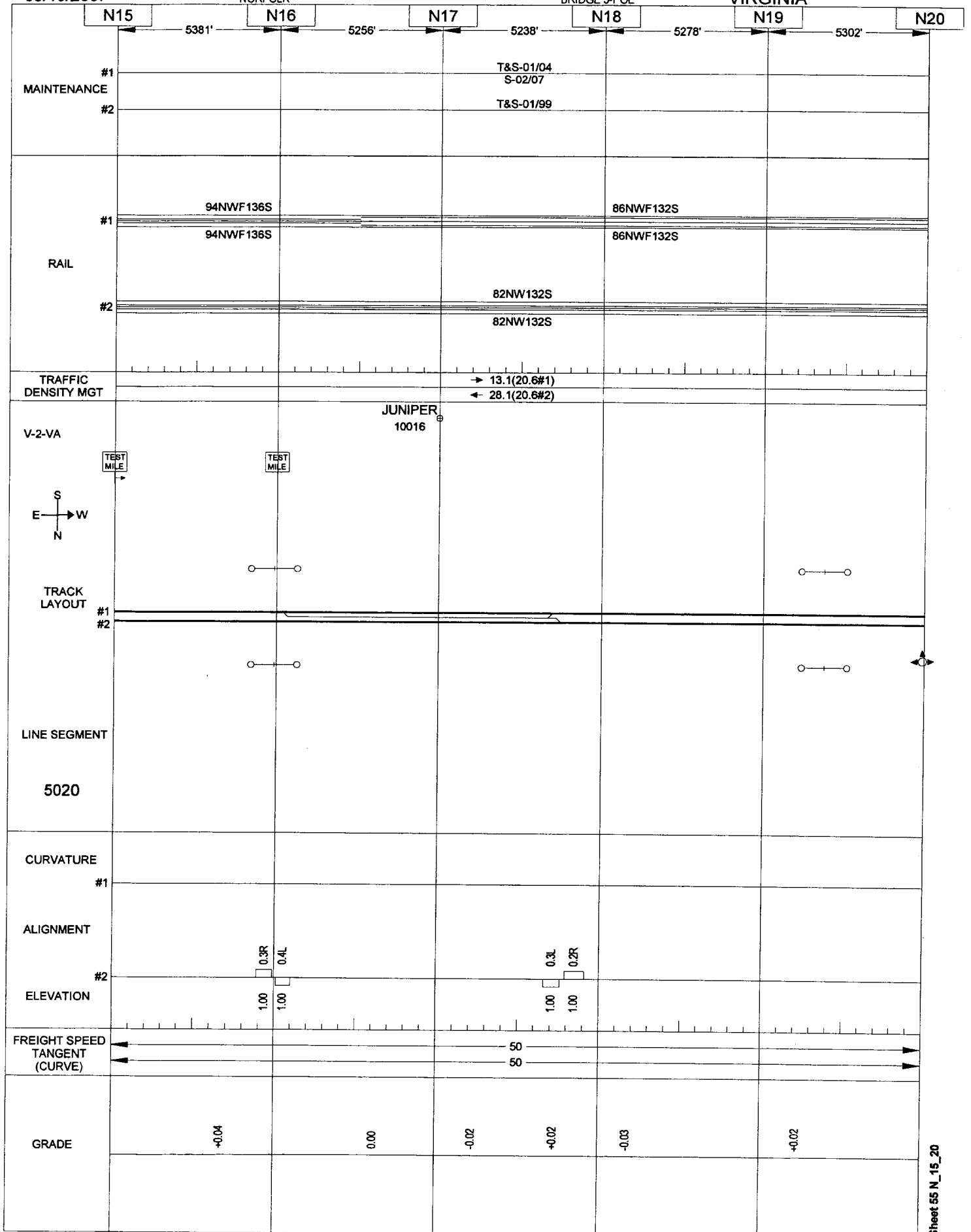
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NORFOLK

006

BRIDGE 5-POE

VIRGINIA



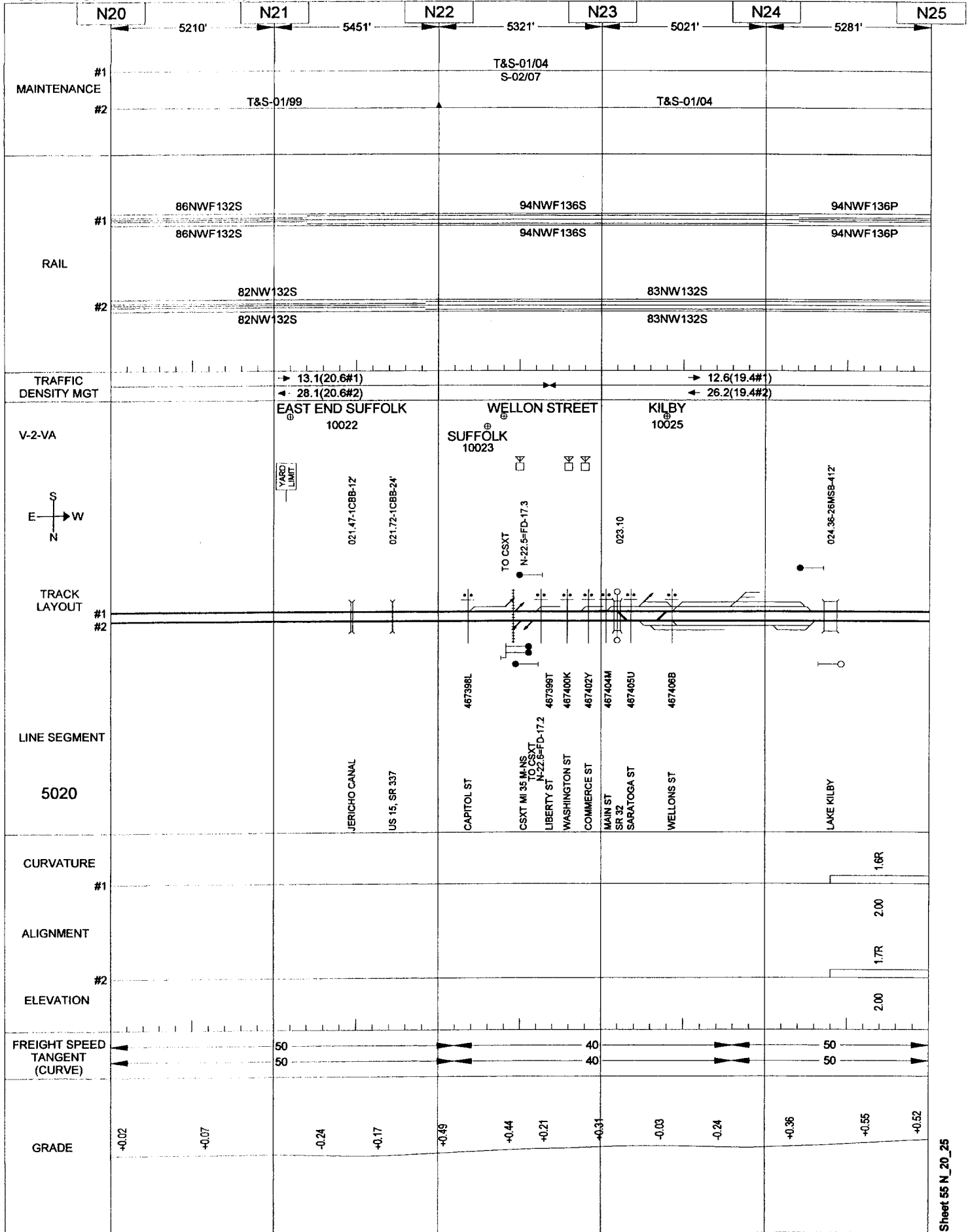
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007

NORFOLK

BRIDGE 5-POE

VIRGINIA



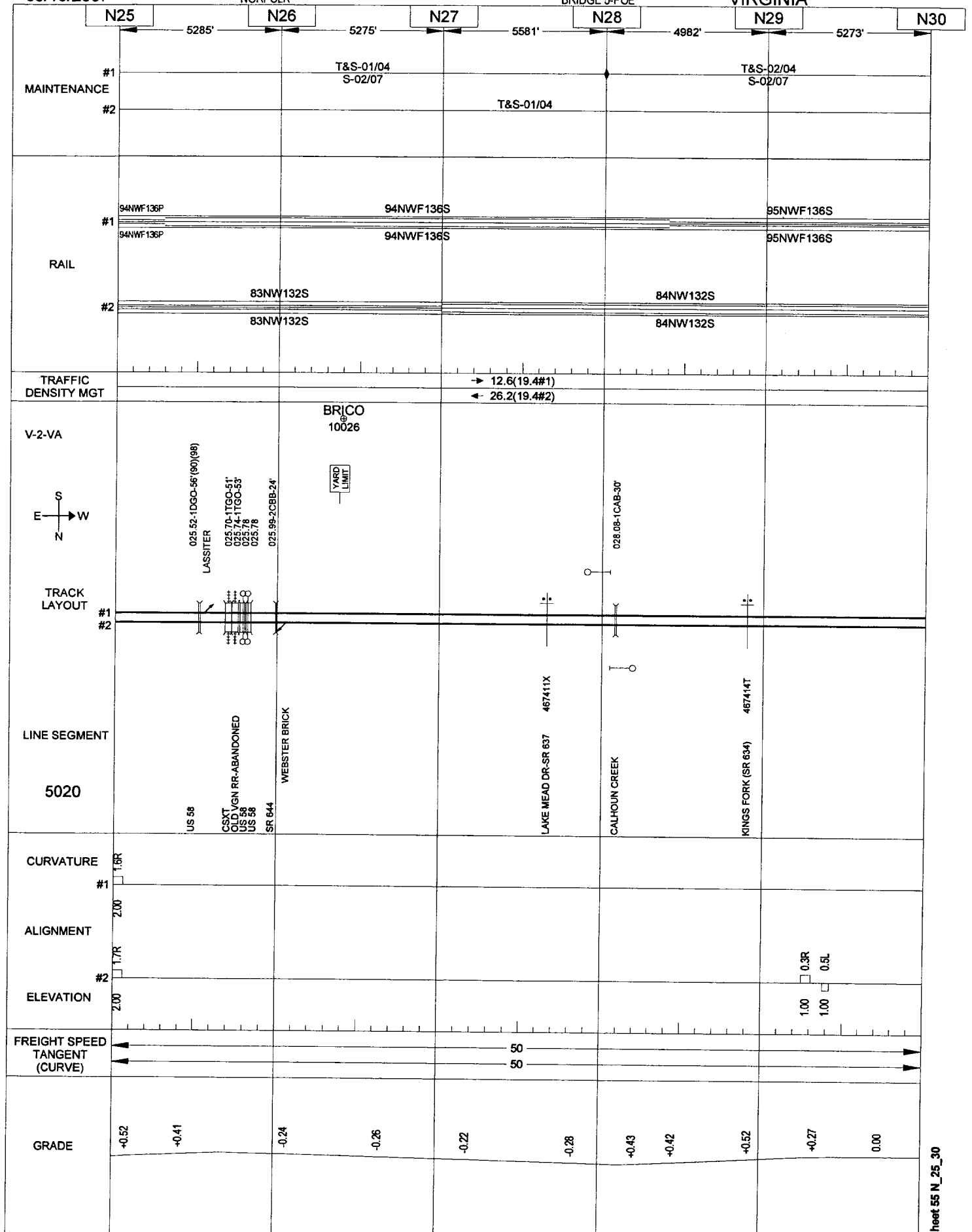
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008

NORFOLK

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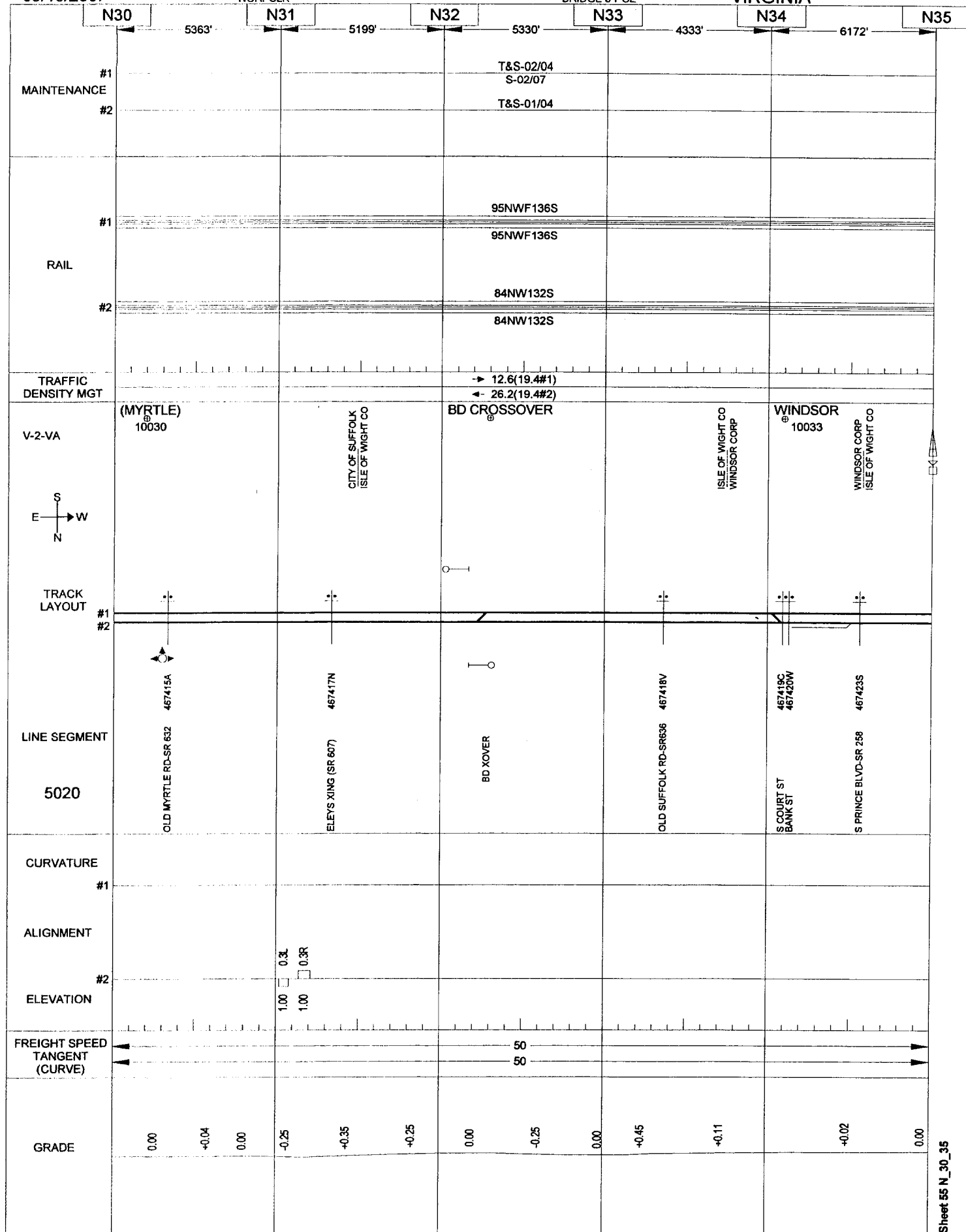
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NORFOLK

009

BRIDGE 5-POE

VIRGINIA



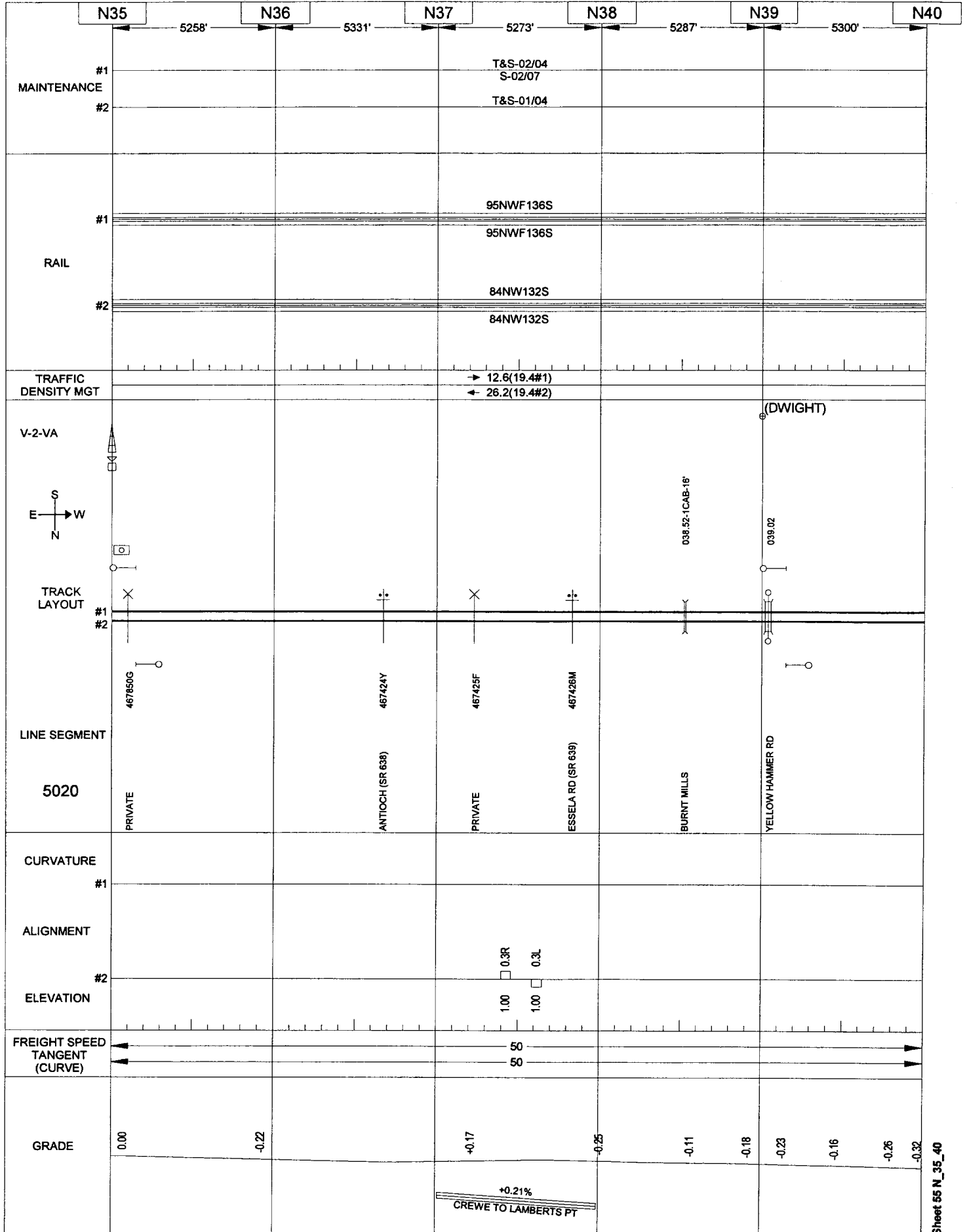
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010

NORFOLK

BRIDGE 5-POE

VIRGINIA



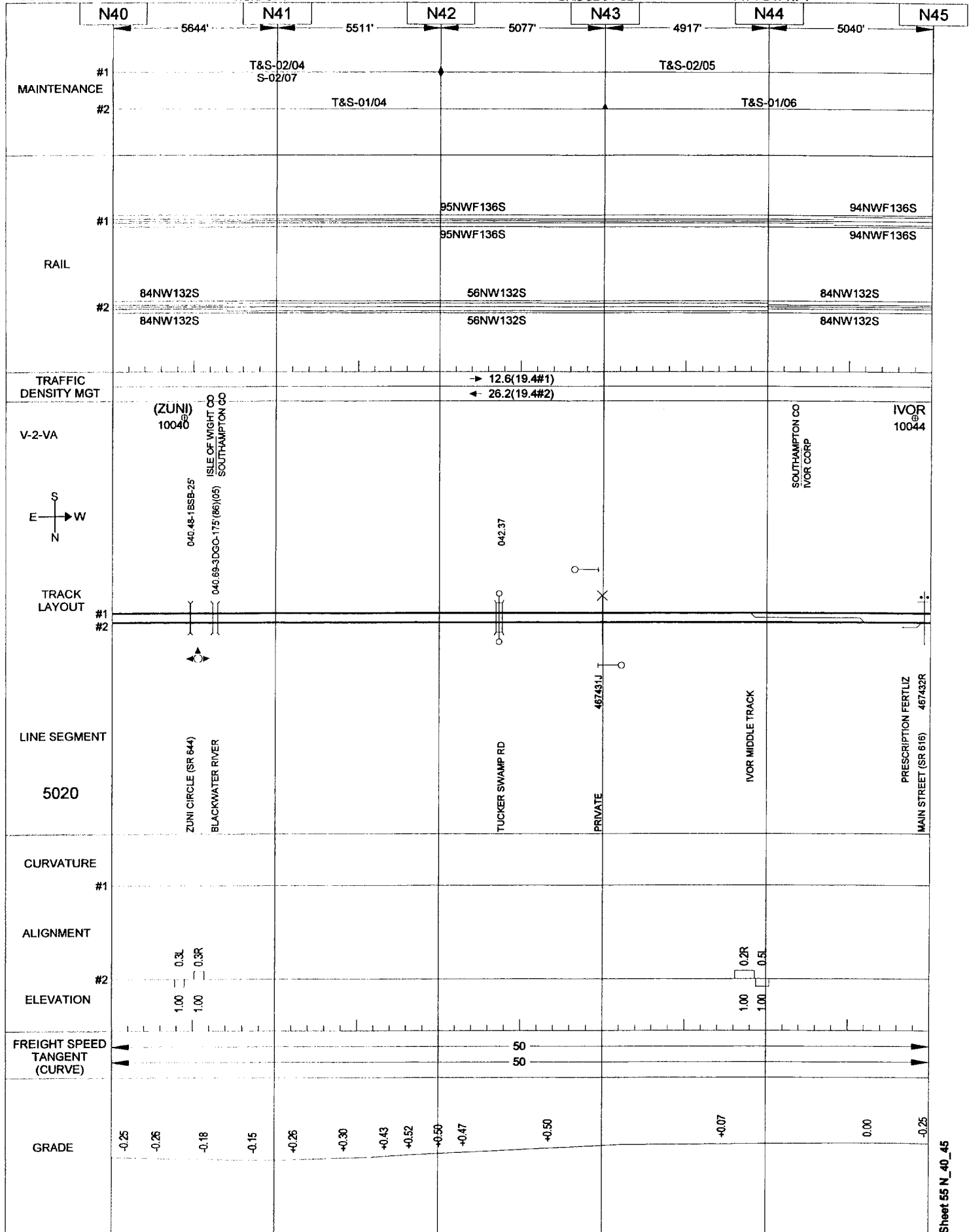
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NORFOLK

011

BRIDGE 5-POE

VIRGINIA



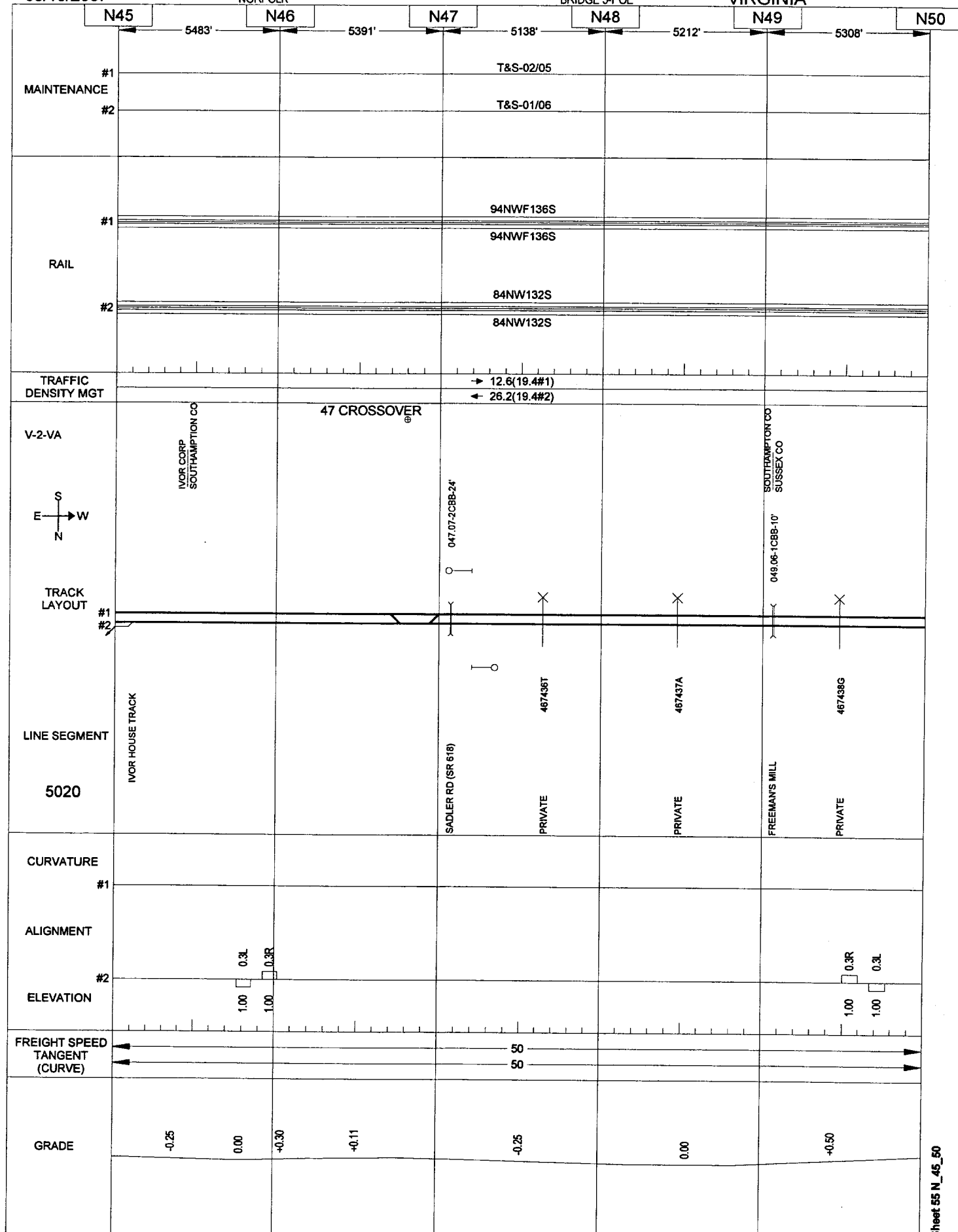
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012

NORFOLK

BRIDGE 5-POE

VIRGINIA



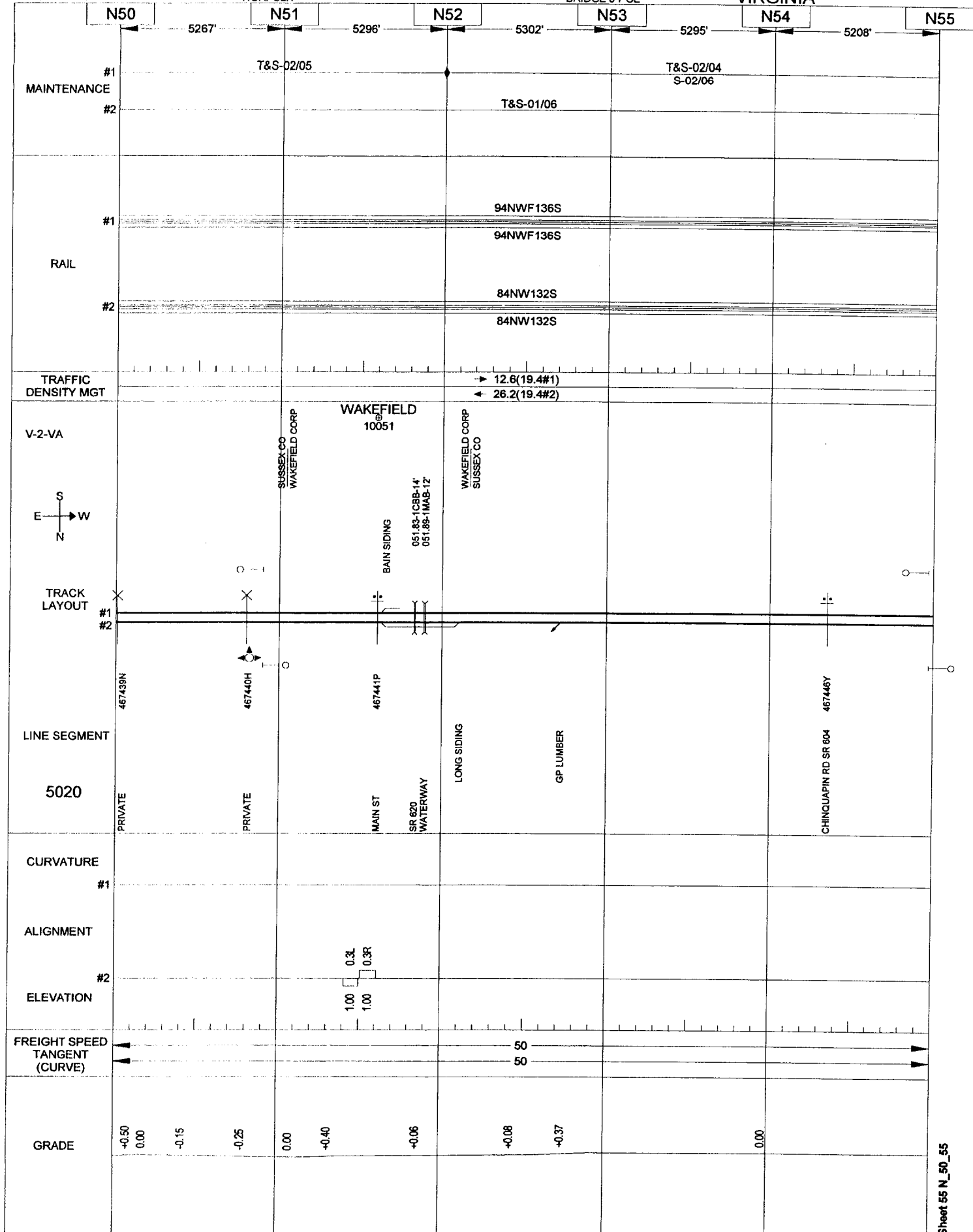
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NORFOLK

013

BRIDGE 5-POE

VIRGINIA



		N55	N56	N57	N58	N59	N60
		5422'	5241'	5938'	5159'	5287'	
MAINTENANCE	#1	T&S-02/04 S-02/06			T&S-01/07		
	#2	T&S-01/06					
RAIL	#1	94NWF136S					
	#2	84NW132S					
TRAFFIC DENSITY MGT		→ 12.6(19.4#1) ← 26.2(19.4#2)			→ 13.4(20.5#1) ← 27.6(20.5#2)		
V-2-VA		056.27-2CBB-24'			057.45-1MAB-14'		
TRACK LAYOUT	#1	X			X		
LINE SEGMENT	#2	467447F			467448U		
5020		PRIVATE	COPPAHAUNK SWAMP	WALNUT HILL RD SR614	PRIVATE	BEAVER DAM RD SR 606	MAIN ST (SR 40) WAVERLY HOUSE TRACK MAEFIELD ST
CURVATURE	#1						
ALIGNMENT	#2						
ELEVATION		1.00			1.00		
FREIGHT SPEED TANGENT (CURVE)		50			50		
GRADE		0.00	-0.25	0.00	-0.10	-0.17	-0.49

	N60	N61	N62	N63	N64	N65
MAINTENANCE						
#1			T&S-01/07		T&S-02/04	
#2			T&S-01/06		T&S-01/07	
RAIL						
#1			94NWF136S			
#2			84NW132S			
TRAFFIC DENSITY MGT						
V-2-VA						
TRACK LAYOUT						
LINE SEGMENT						
5020						
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)						
GRADE						

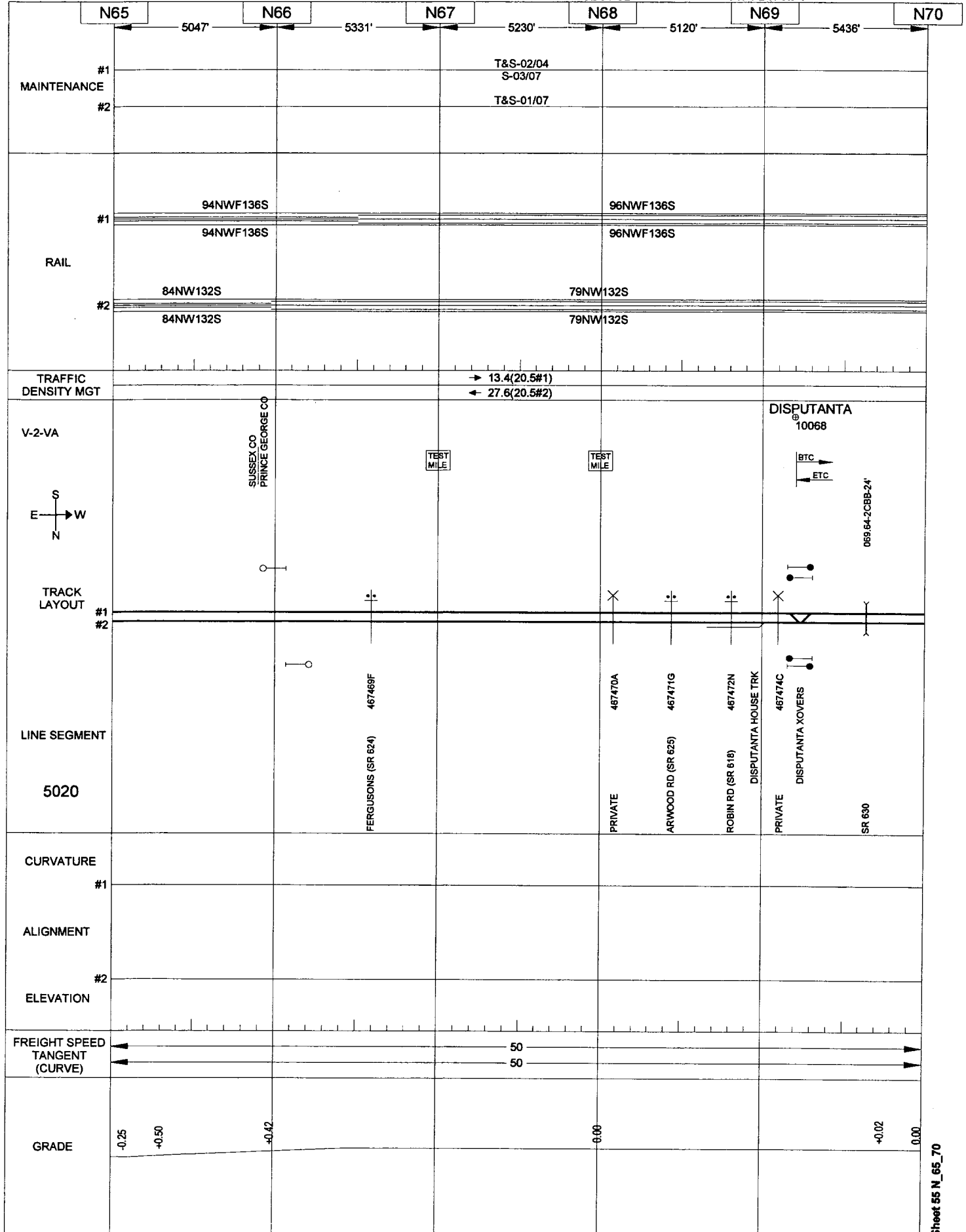
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016

NORFOLK

BRIDGE 5-POE

VIRGINIA



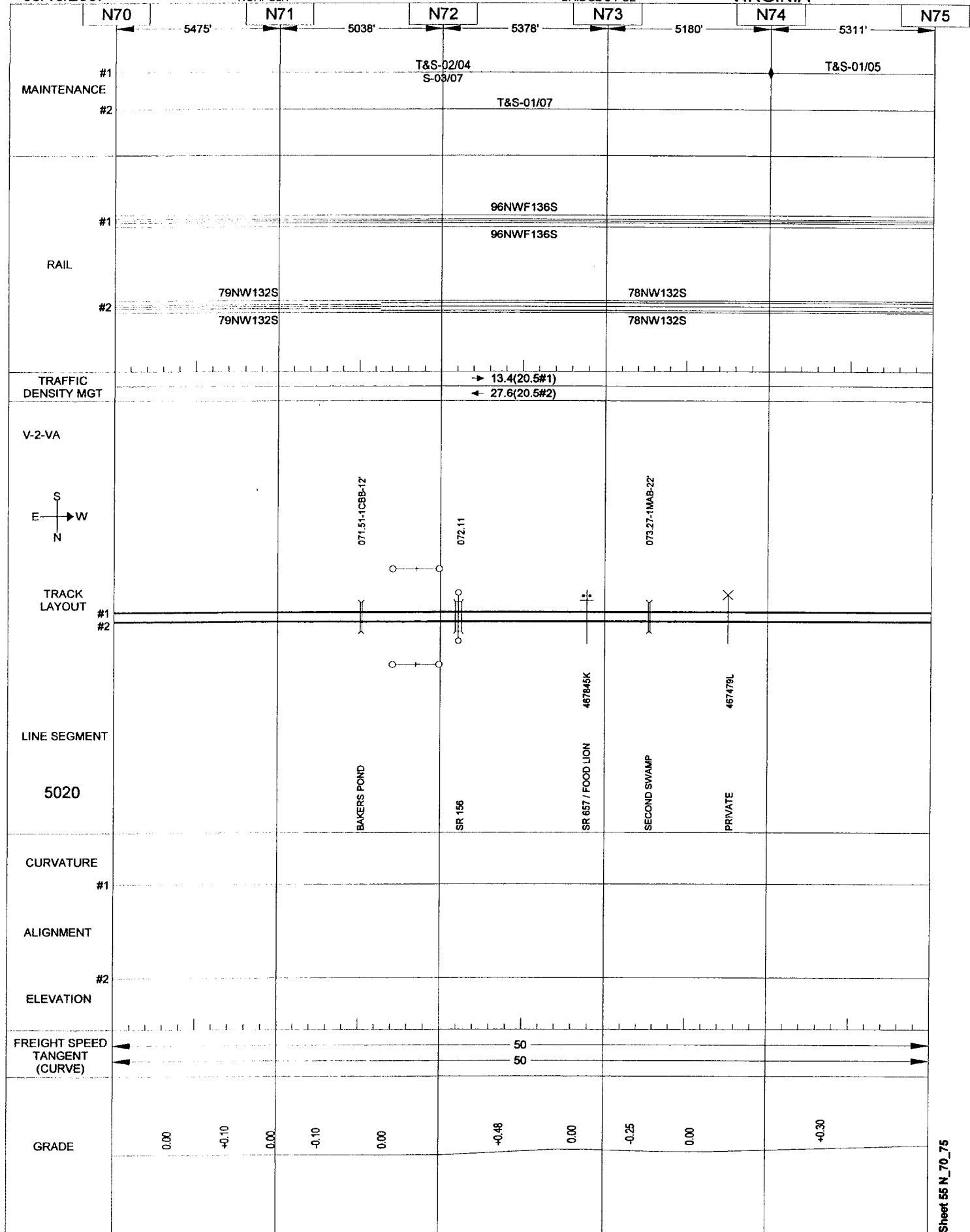
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NORFOLK

BRIDGE 5-POE

VIRGINIA



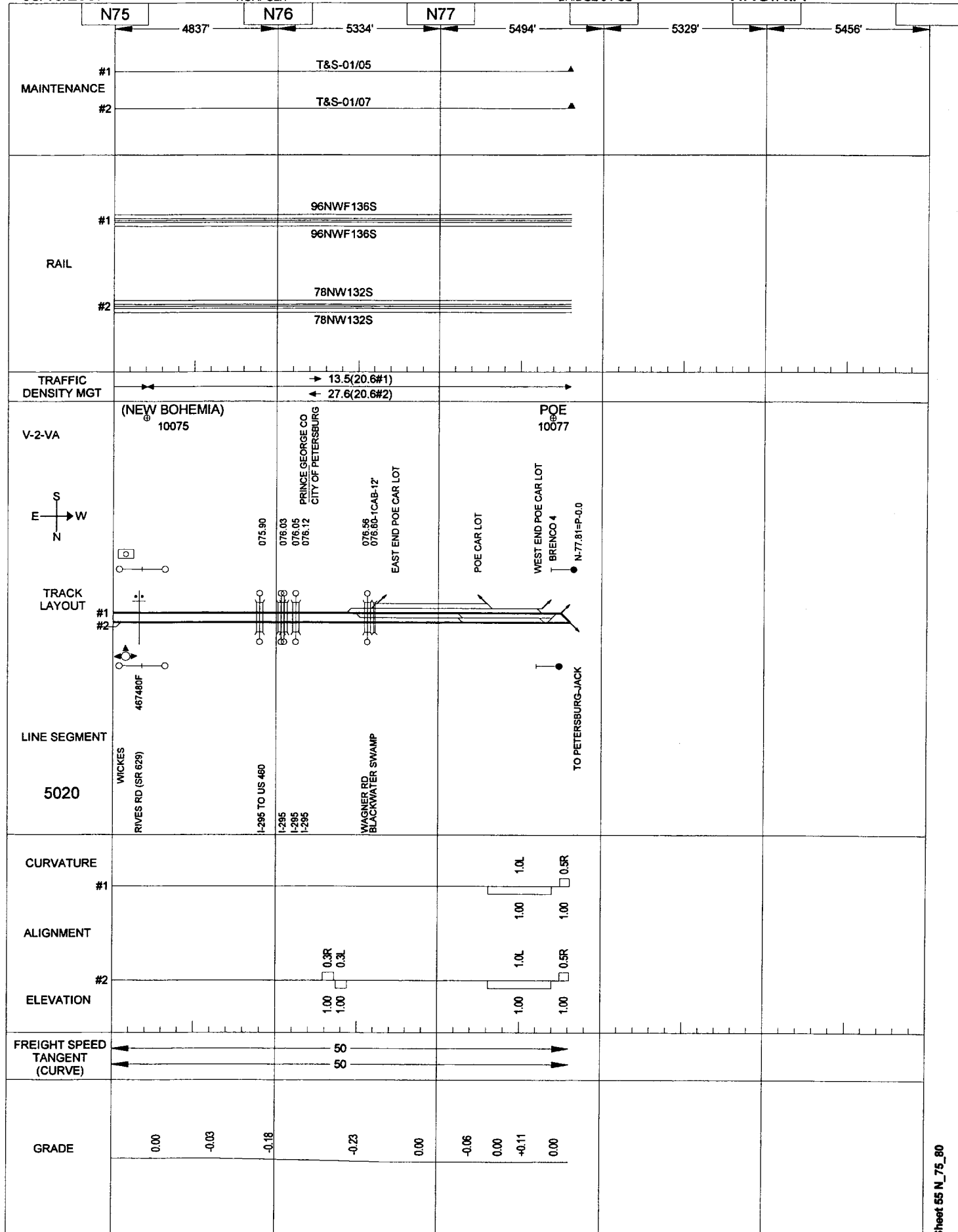
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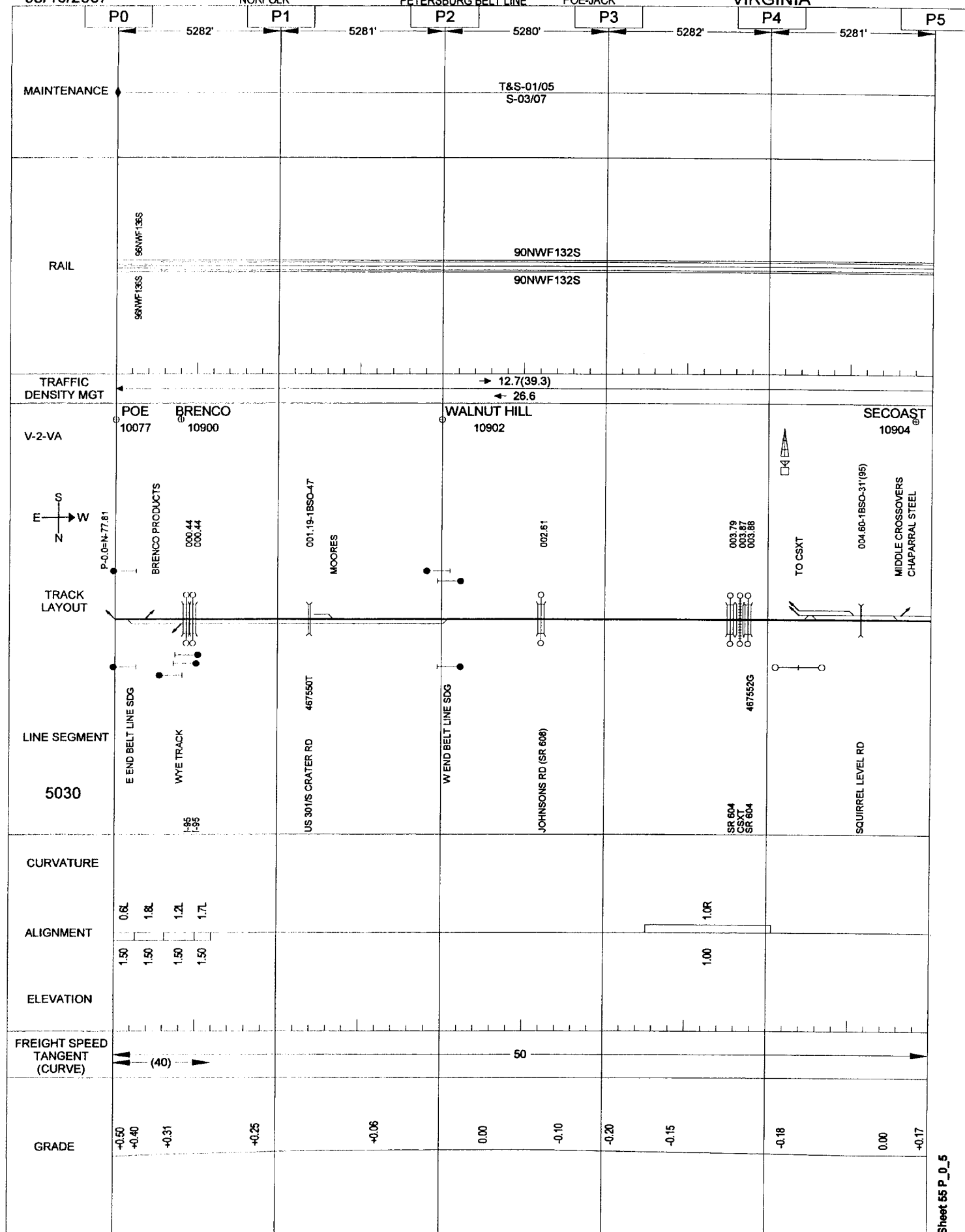
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NORFOLK

BRIDGE 5-POE

VIRGINIA





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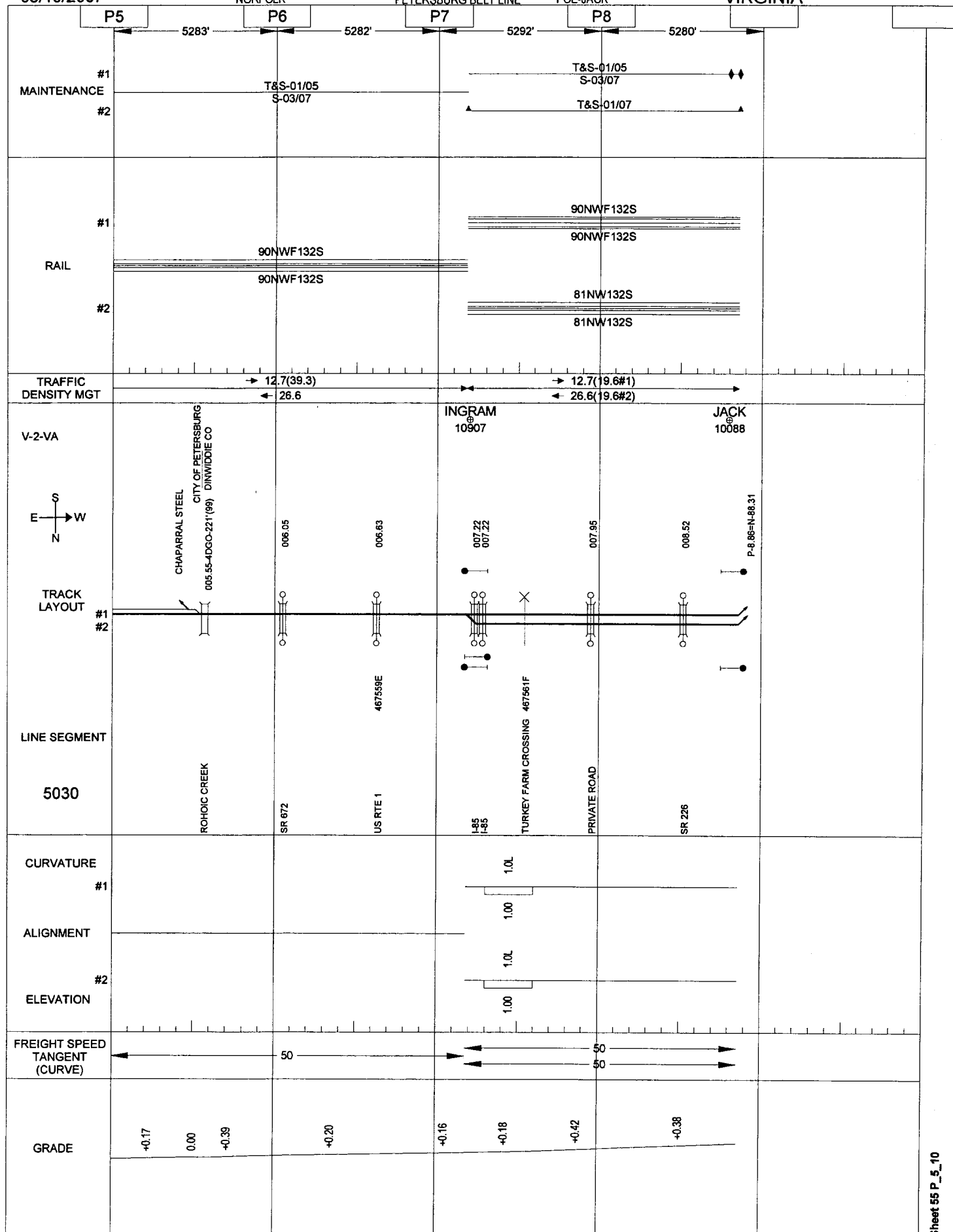
NORFOLK

020

PETERSBURG BELT LINE

POE-JACK

VIRGINIA



05/10/2007

NORFOLK

021

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(2.5)

1.5

V-2-VA

POE
10077

LANE



WYE AT POE, VA

078.88
078.98

079.47-1CAB-12'

TRACK
LAYOUT

LINE SEGMENT

5050

TO NORFOLK

US 460
CRATER RD

POOL CREEK

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.70

+0.75%

CREWE TO NORFOLK

0.74

Sheet 55 N_75_80

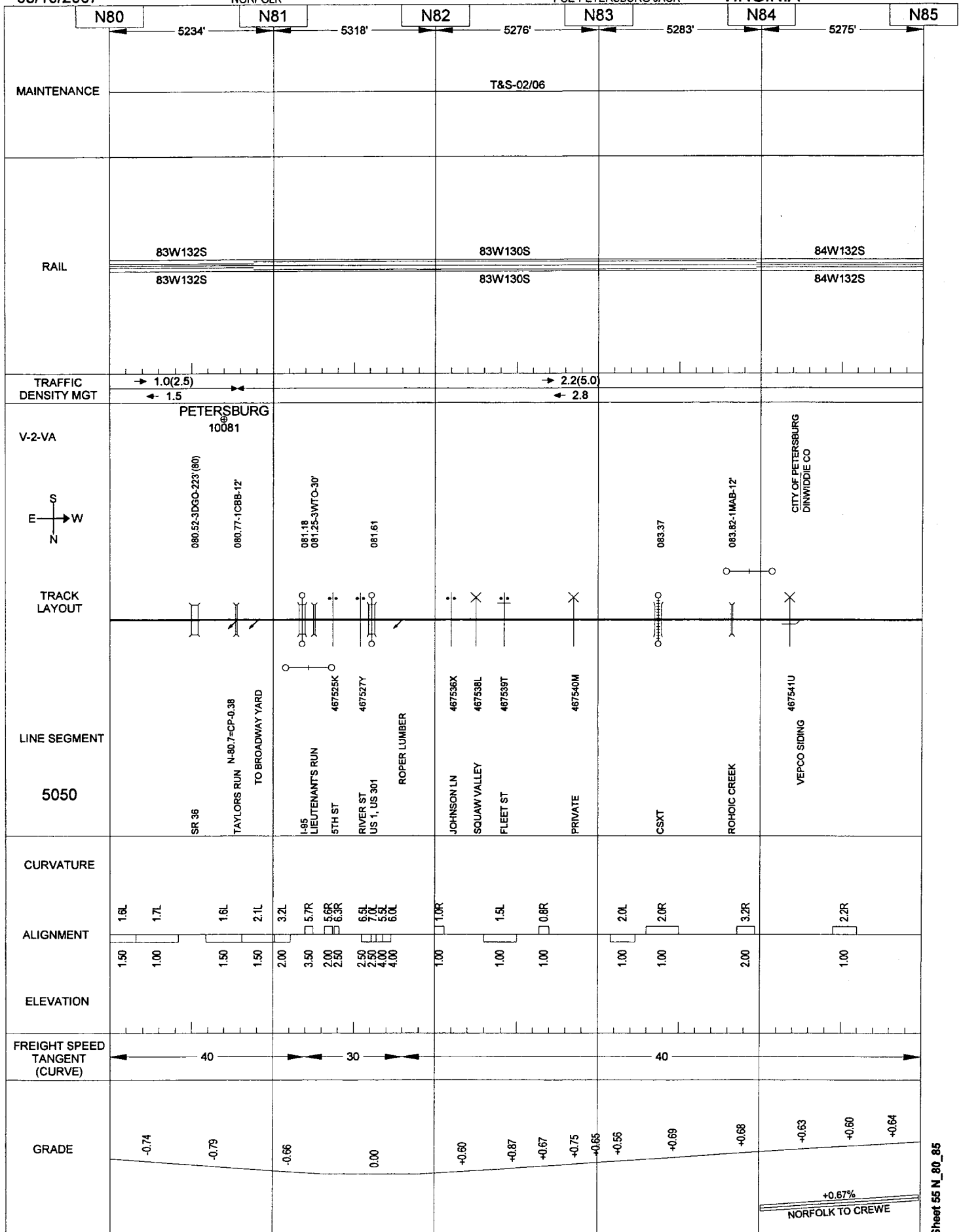
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022

NORFOLK

POE-PETERSBURG-JACK

VIRGINIA



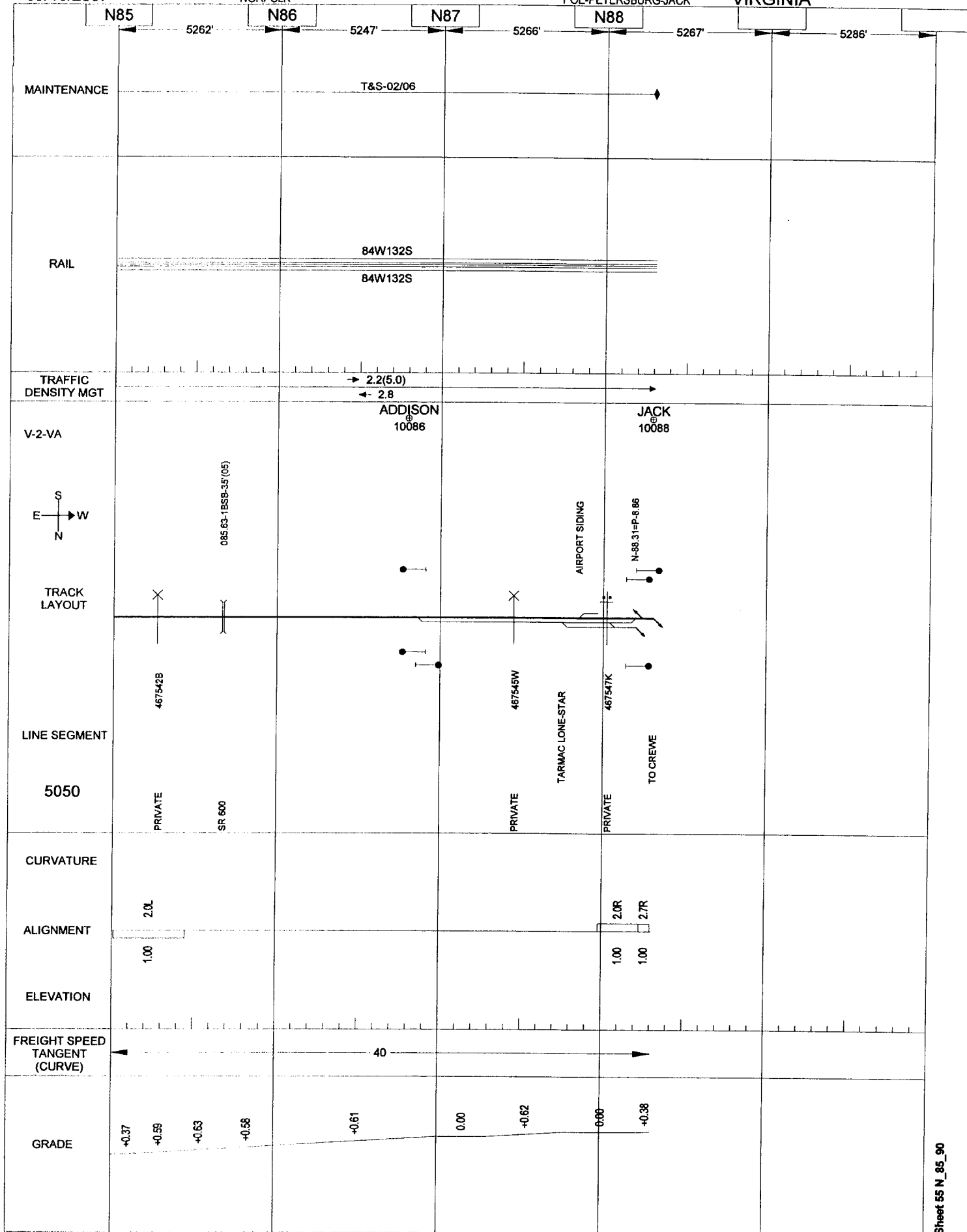
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NORFOLK

023

POE-PETERSBURG-JACK

VIRGINIA



05/10/2007

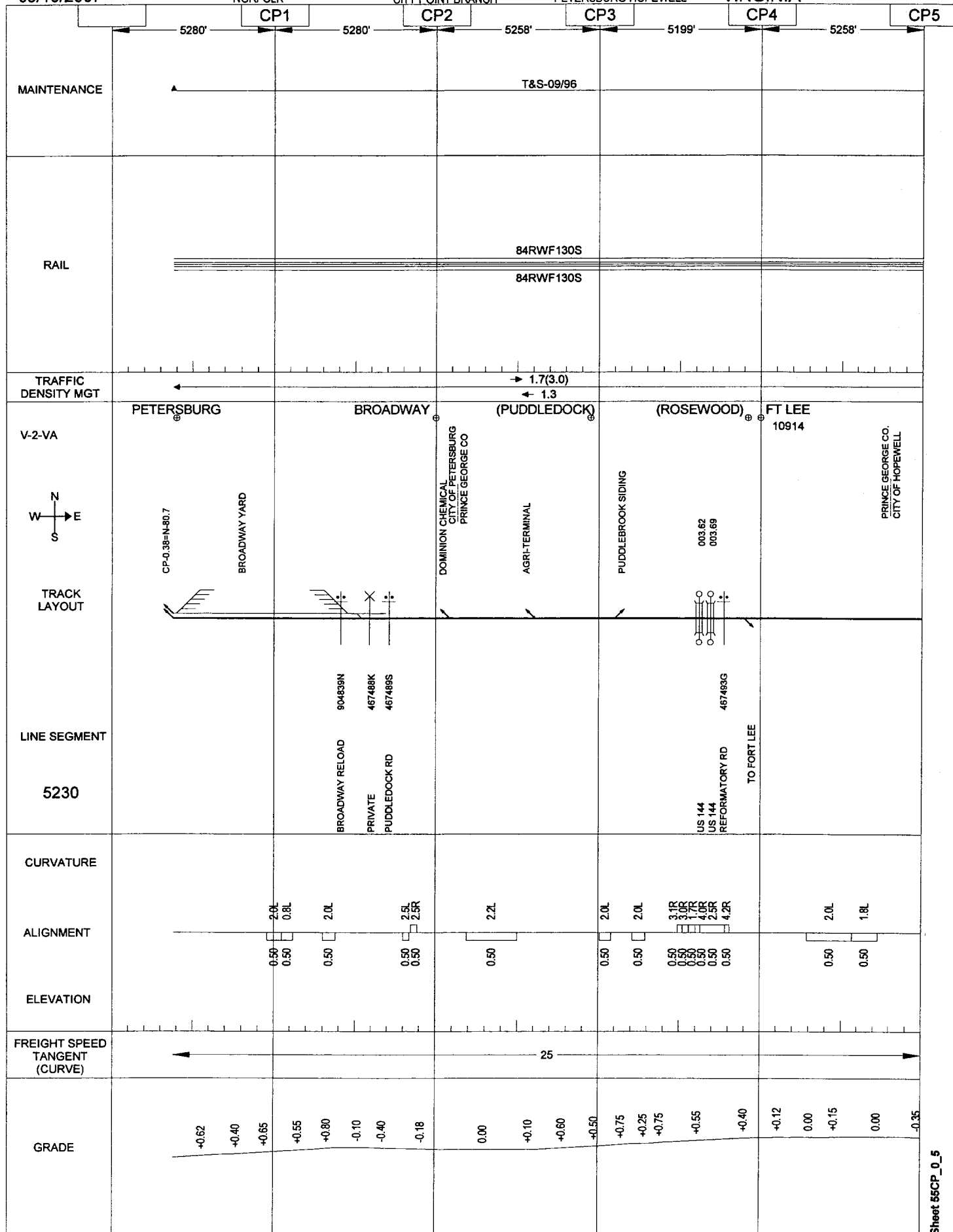
NORFOLK

024

CITY POINT BRANCH

PETERSBURG-HOPEWELL

VIRGINIA



05/10/2007

NORFOLK

025
CITY POINT BRANCH

PETERSBURG-HOPEWELL

VIRGINIA

CP5

CP6

CP7

CP8

CP9

5259'

5261'

5260'

5261'

5197'

MAINTENANCE

T&S-09/96

RAIL

84RWF130S

33RJ100S

84RWF130S

33RJ100S

TRAFFIC
DENSITY MGT→ 1.7(3.0)
← 1.3

V-2-VA

(GROGG)
10916HOPEWELL
10917

END OF TRACK

005.25
005.31
005.33
005.41

007.36-1CBB-15'

008.13

008.52-2BSB-72'

009.28

TRACK
LAYOUT

LINE SEGMENT

467841H

467495C

467497J

467498R

467502D

467514X

467515E

467517T

467518A

467519G

5230

PERRYMT
1-295
1-295
1-295

ASHLAND ST

MILES AVE

CSXT

15 TH AVE

HOPEWELL YARD

6TH ST

MAIN ST

SR 10

HOPEWELL ST

BROADWAY ST

WATER ST

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

10

GRADE

-0.35
0.00
+0.56
+0.65
+0.44
+0.10

-0.02

-0.64

-0.40
0.00
+0.38

-0.34

-0.15

-0.40

-0.83

-0.04

05/10/2007

NORFOLK

026

JACK-CREWE

VIRGINIA

N89

N90

5262'

5247'

5266'

5267'

5286'

#1
MAINTENANCE
#2

T&S-02/04
S-03/06
T&S-02/07

#1
RAIL
#2

84NW132S
84NW132S
84NWF132S
84NWF132S

TRAFFIC
DENSITY MGT

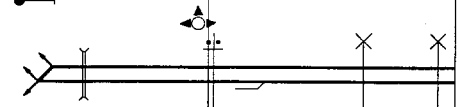
→ 14.9(22.1#1)
← 29.4(22.1#2)

V-2-VA

JACK
10088
BTC
ETC
N-88.31=P-8.86
088.45-1MAB-12

S
E → W
N

TRACK
LAYOUT
#1
#2



LINE SEGMENT

5040

TO PETERSBURG
WATERWAY
OLGERS RD-SR 832
TINDALL CONCRETE
PRIVATE
PRIVATE

CURVATURE
#1

ALIGNMENT
#2
ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50
50

GRADE

+0.60
+0.65%
LAMBERTS PT TO CREWE

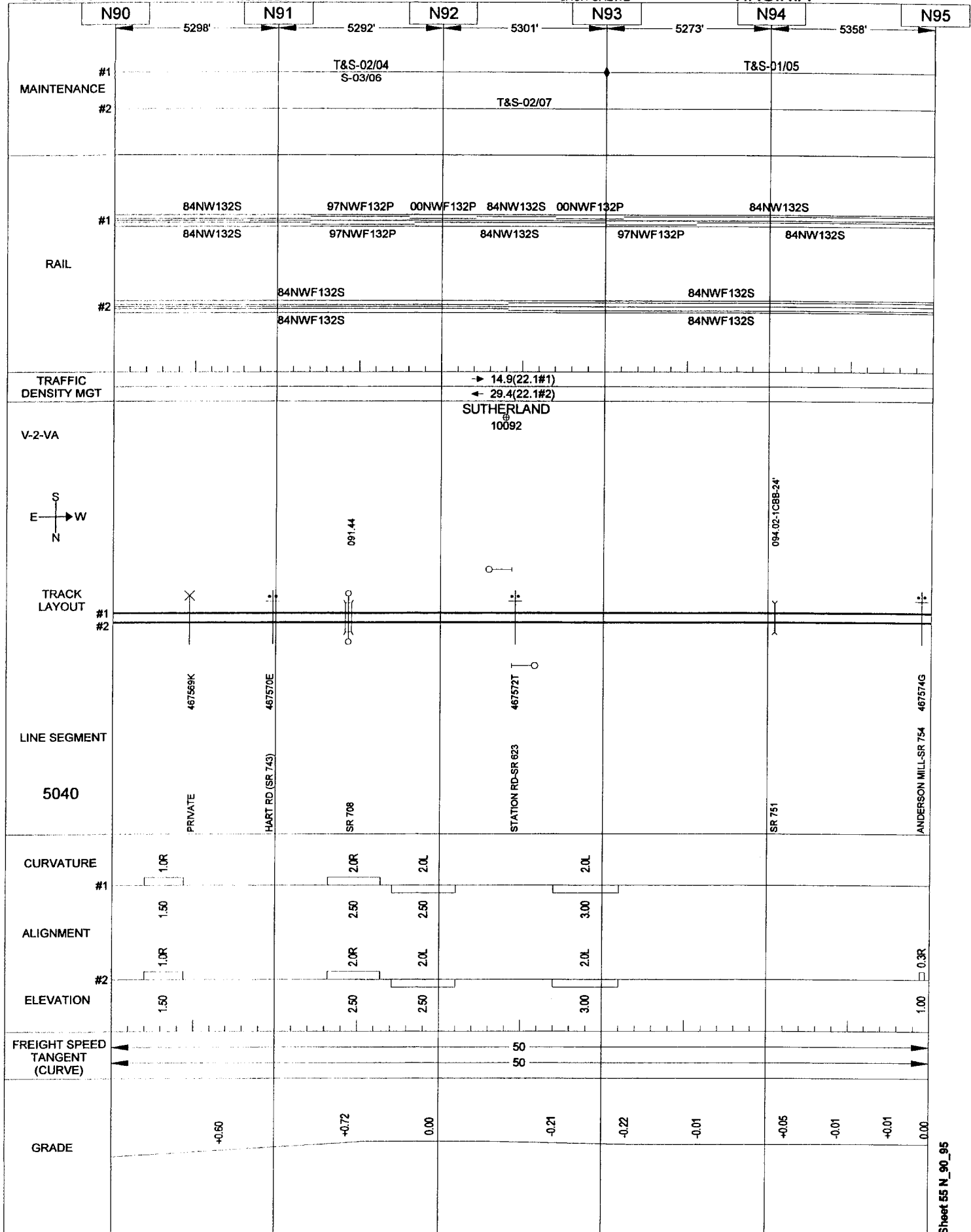
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NORFOLK

027

JACK-CREWE

VIRGINIA



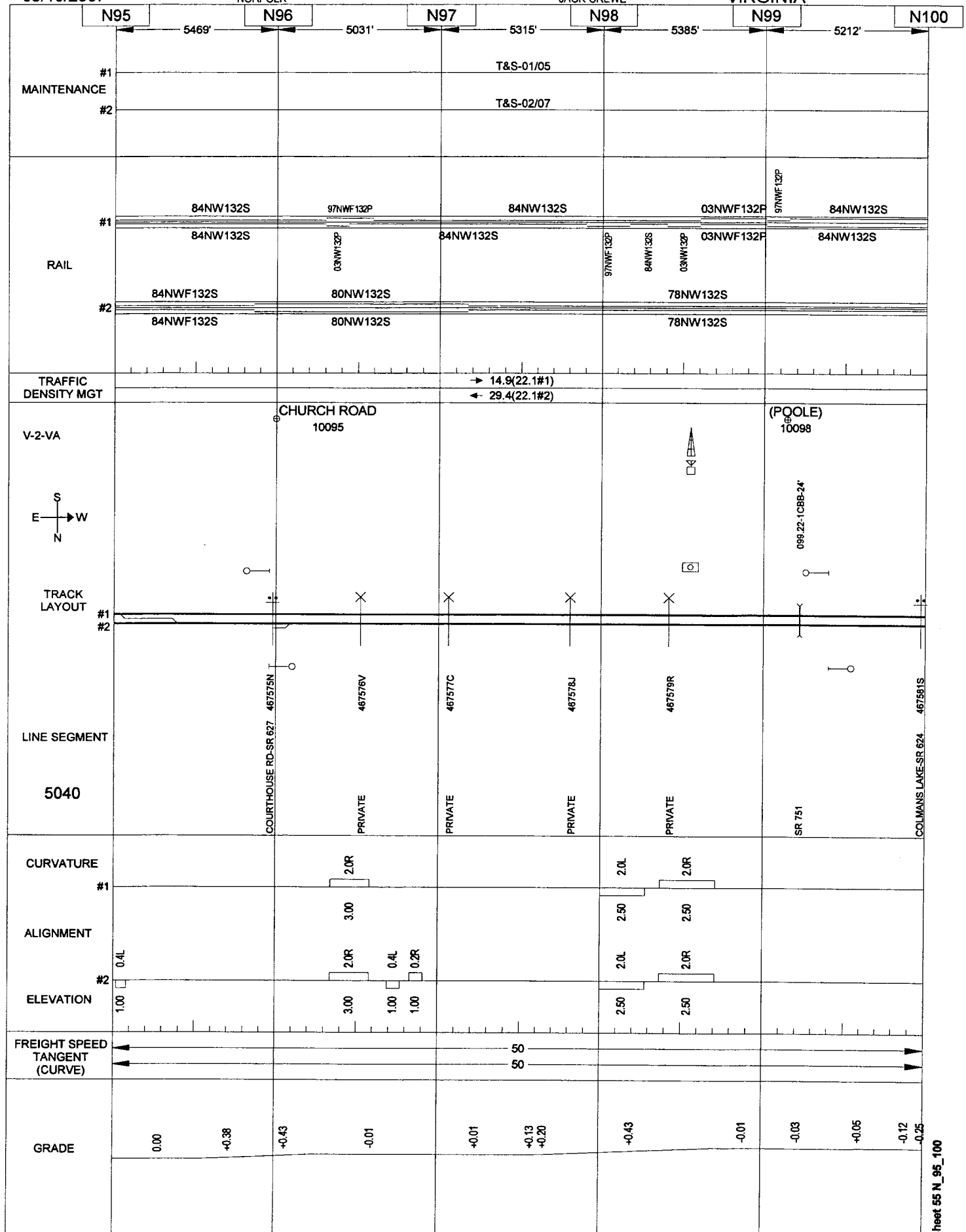
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028

NORFOLK

JACK-CREWE

VIRGINIA



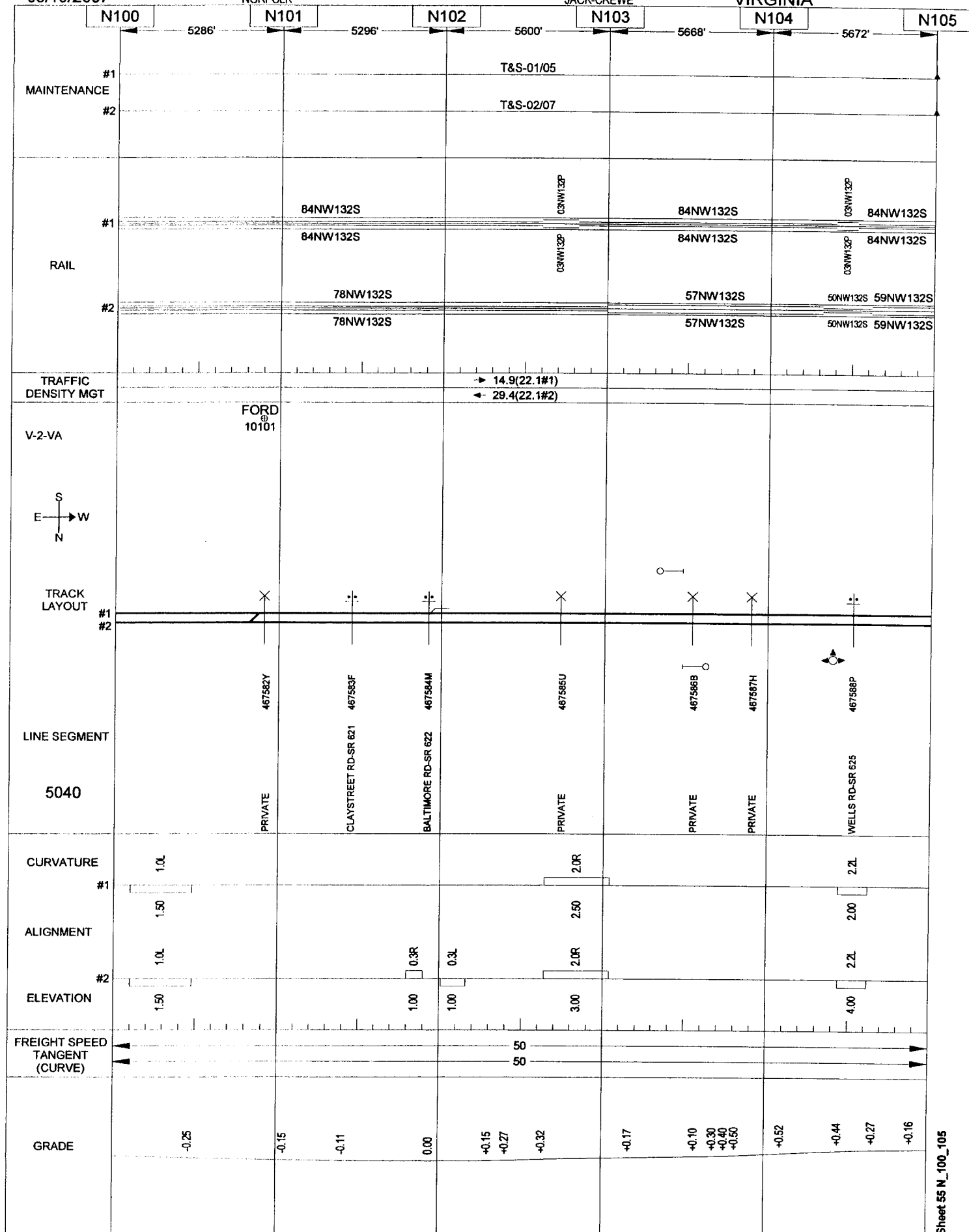
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NORFOLK

029

JACK-CREWE

VIRGINIA



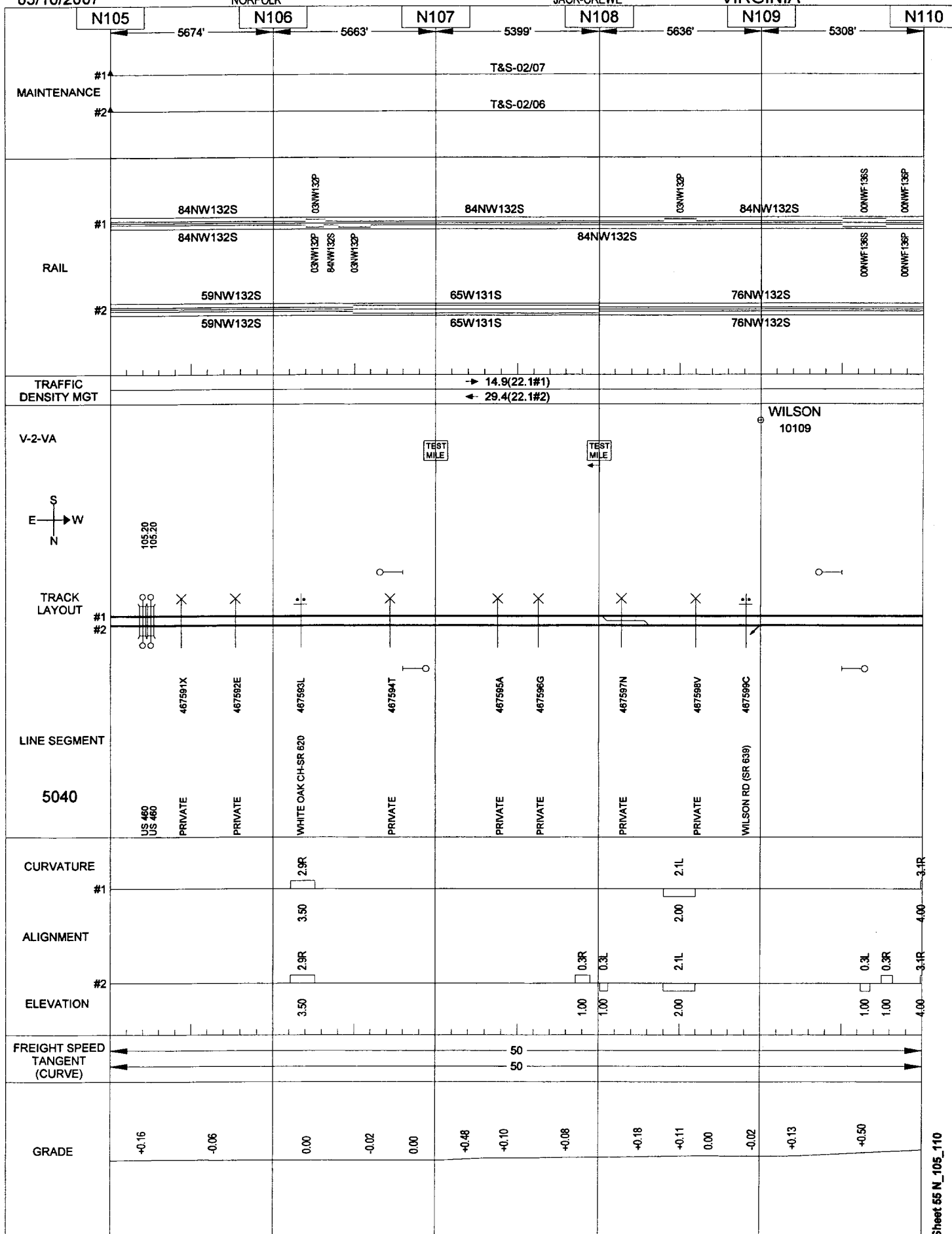
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030

NORFOLK

JACK-CREWE

VIRGINIA



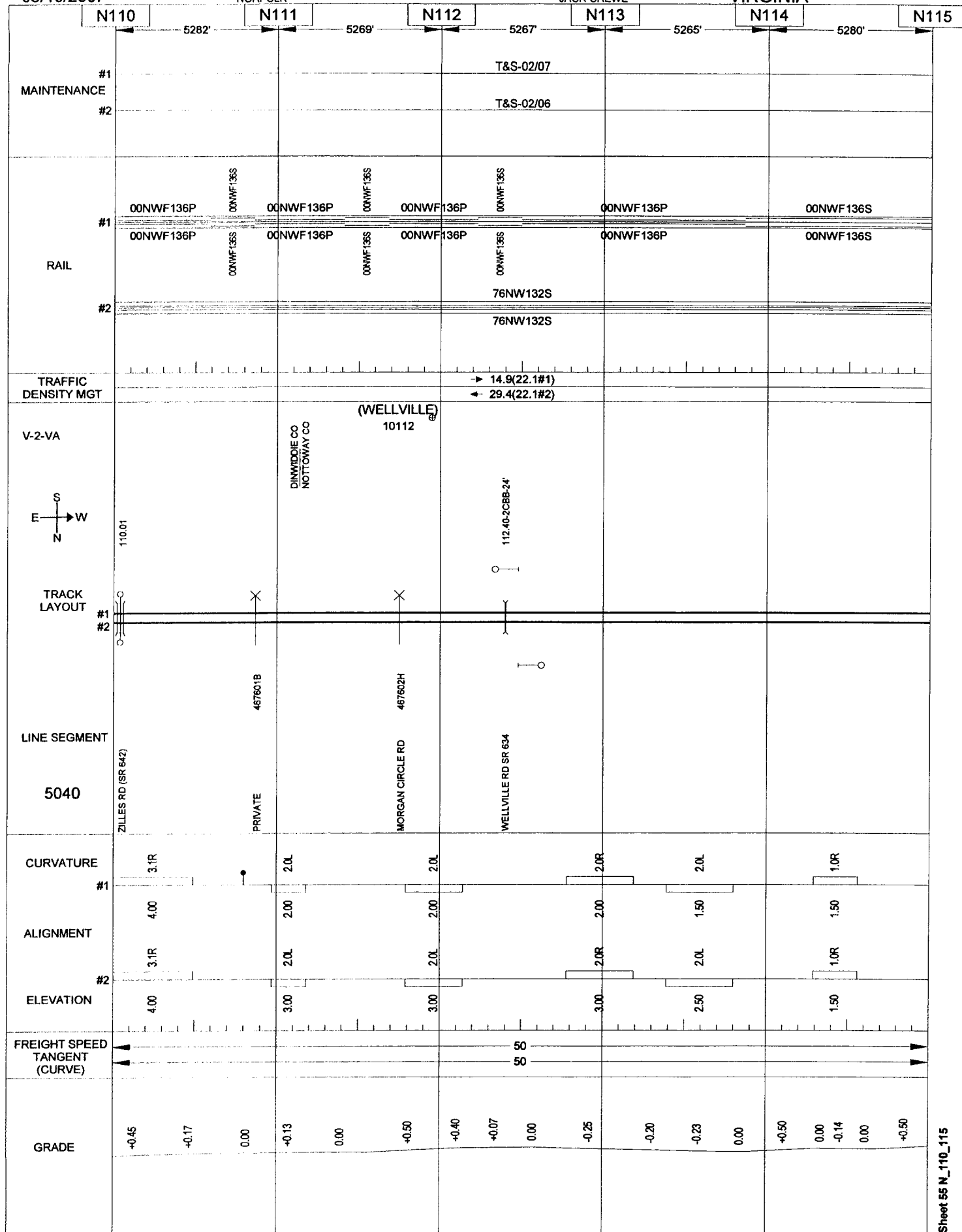
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NORFOLK

031

JACK-CREWE

VIRGINIA



VIRGINIA

Sheet 55 N_115_120

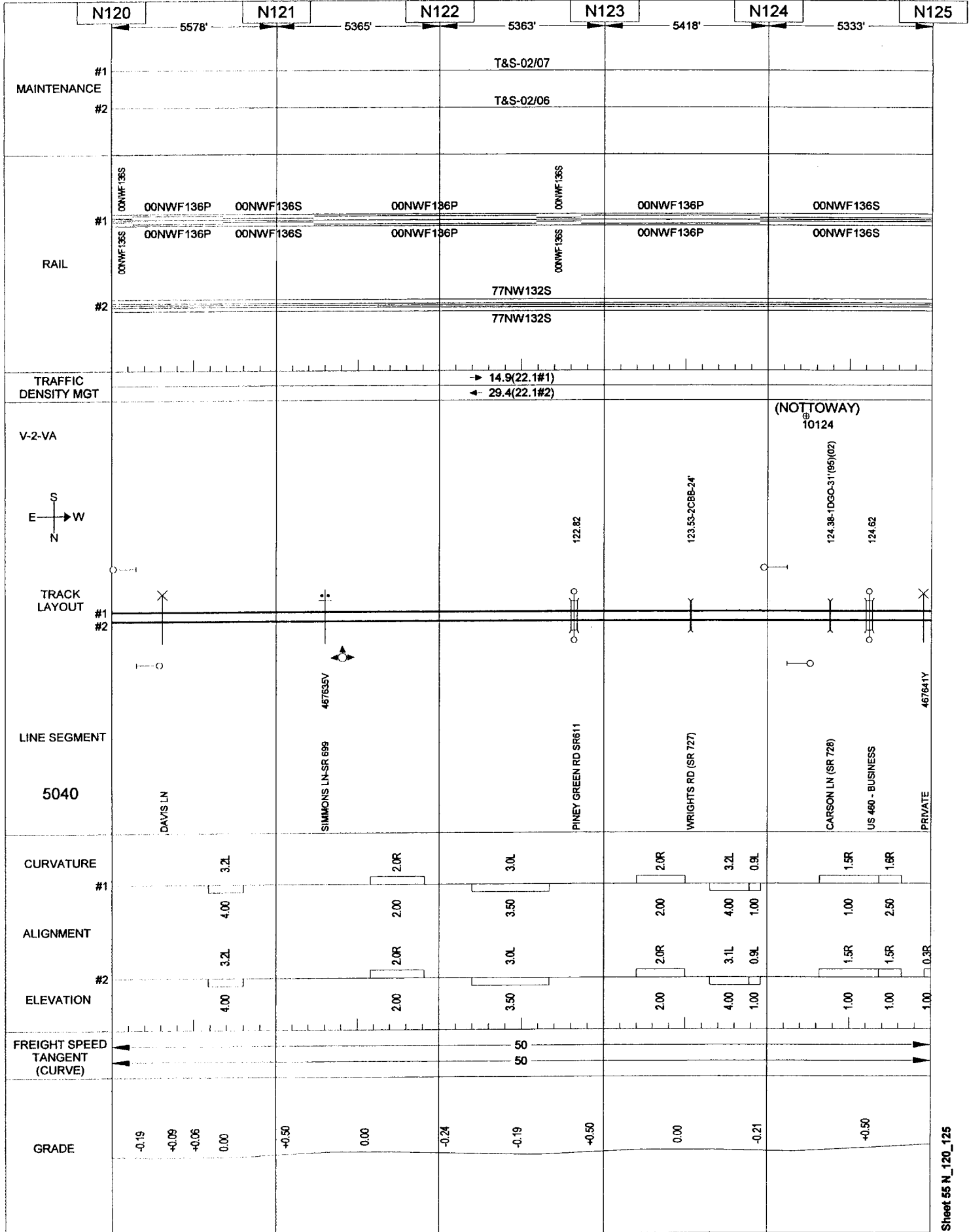
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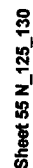
033

JACK-CREWE

VIRGINIA



VIRGINIA



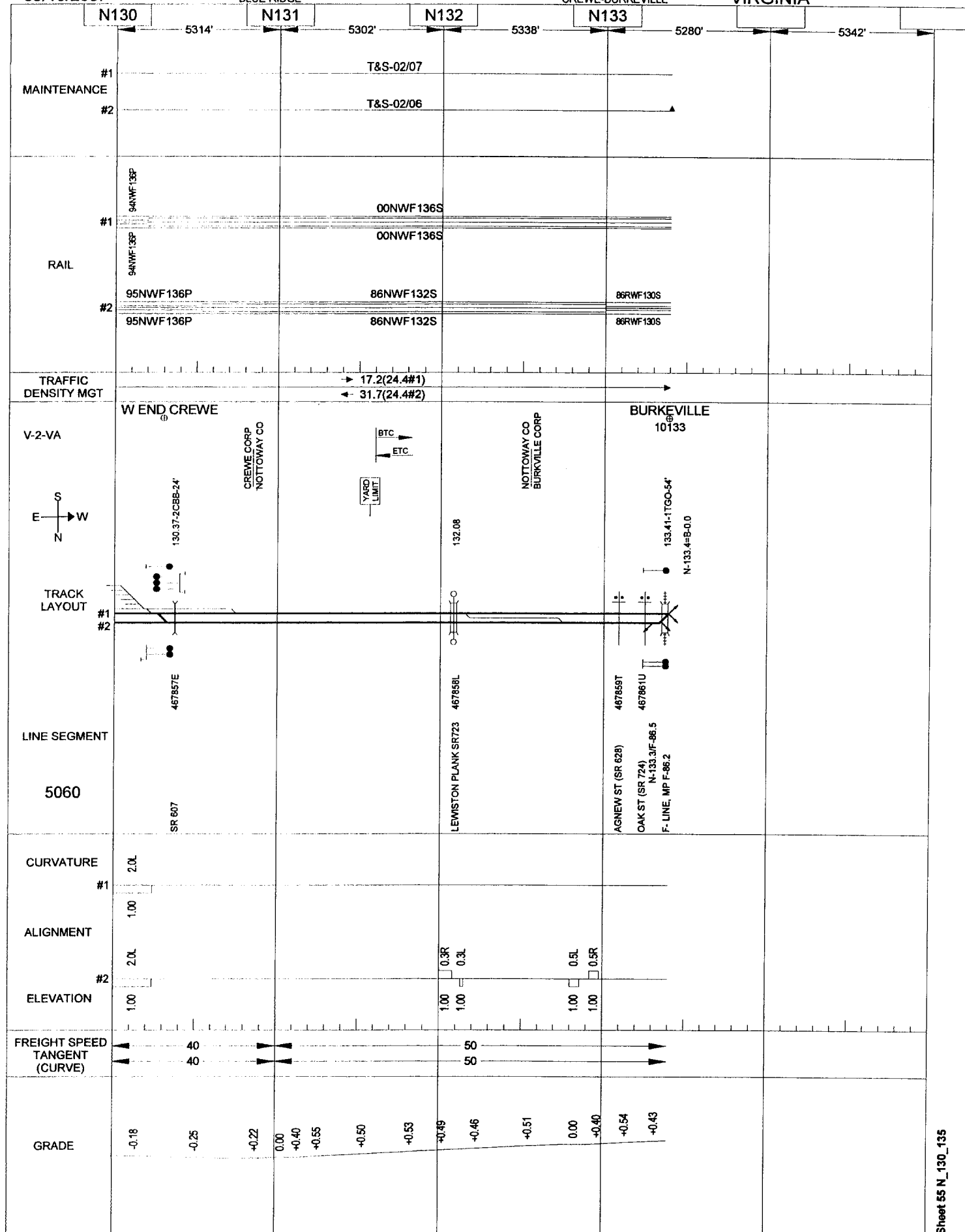
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035

BLUE RIDGE

CREWE-BURKEVILLE

VIRGINIA



05/10/2007

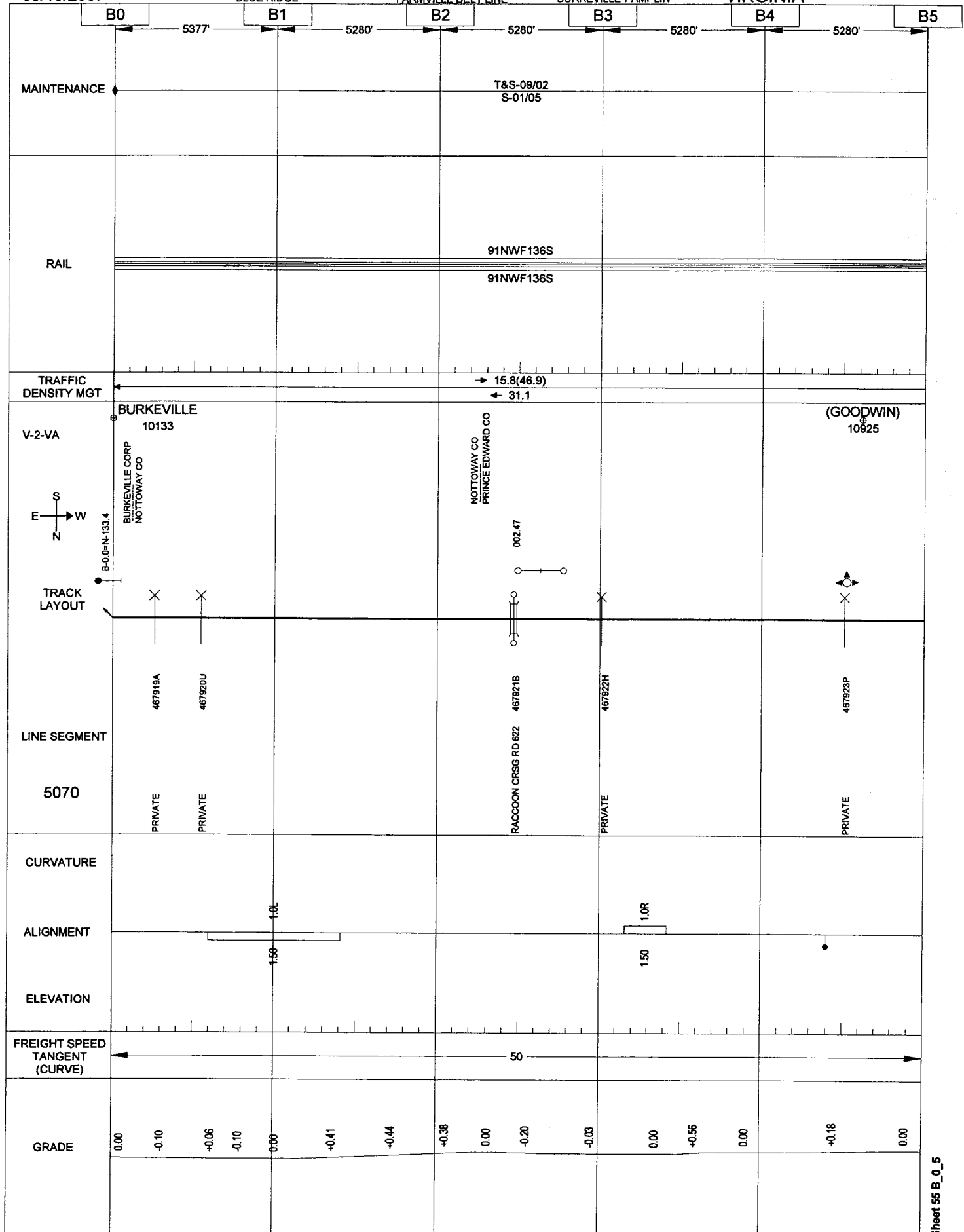
BLUE RIDGE

036

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



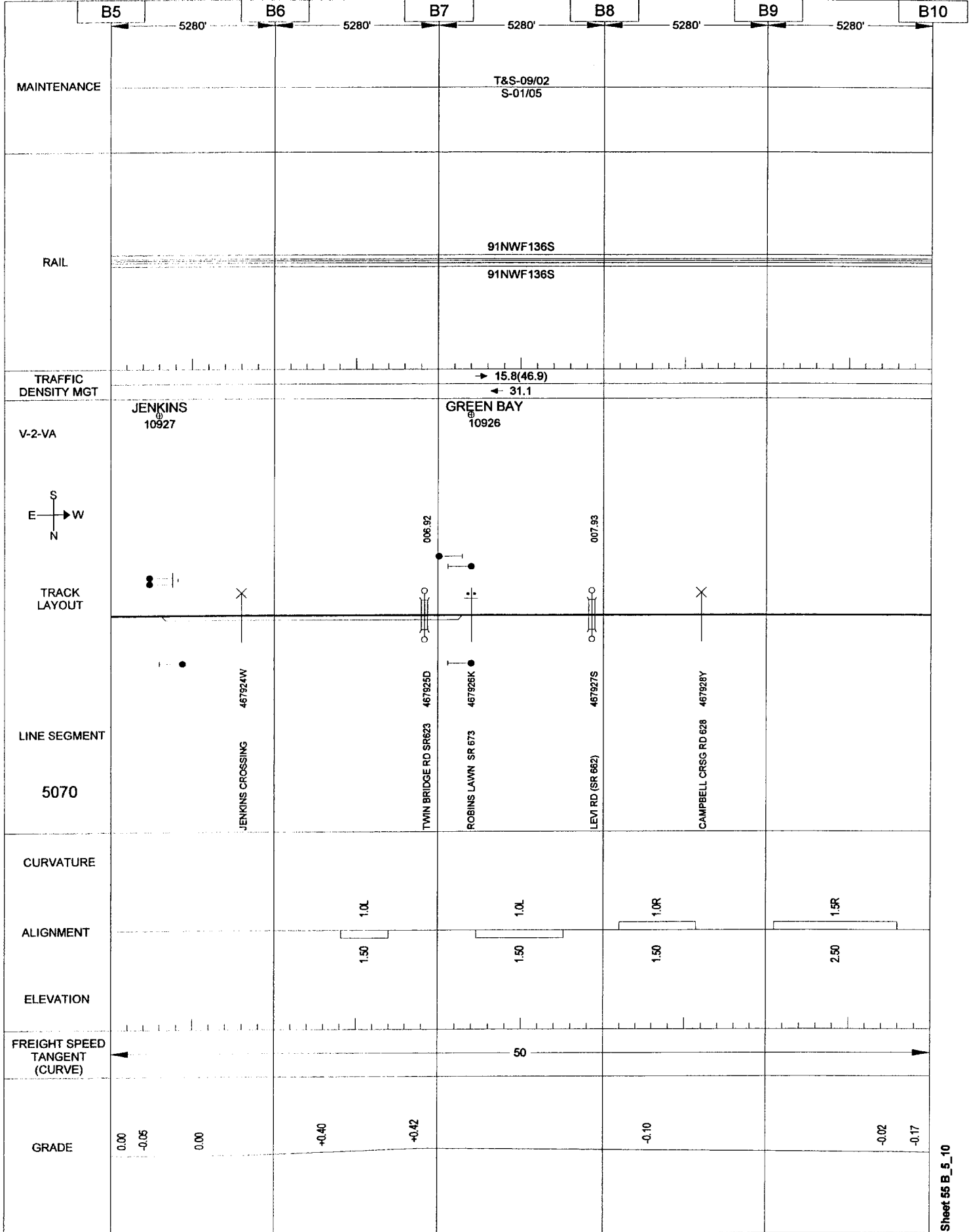
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BLUE RIDGE

037
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



05/10/2007

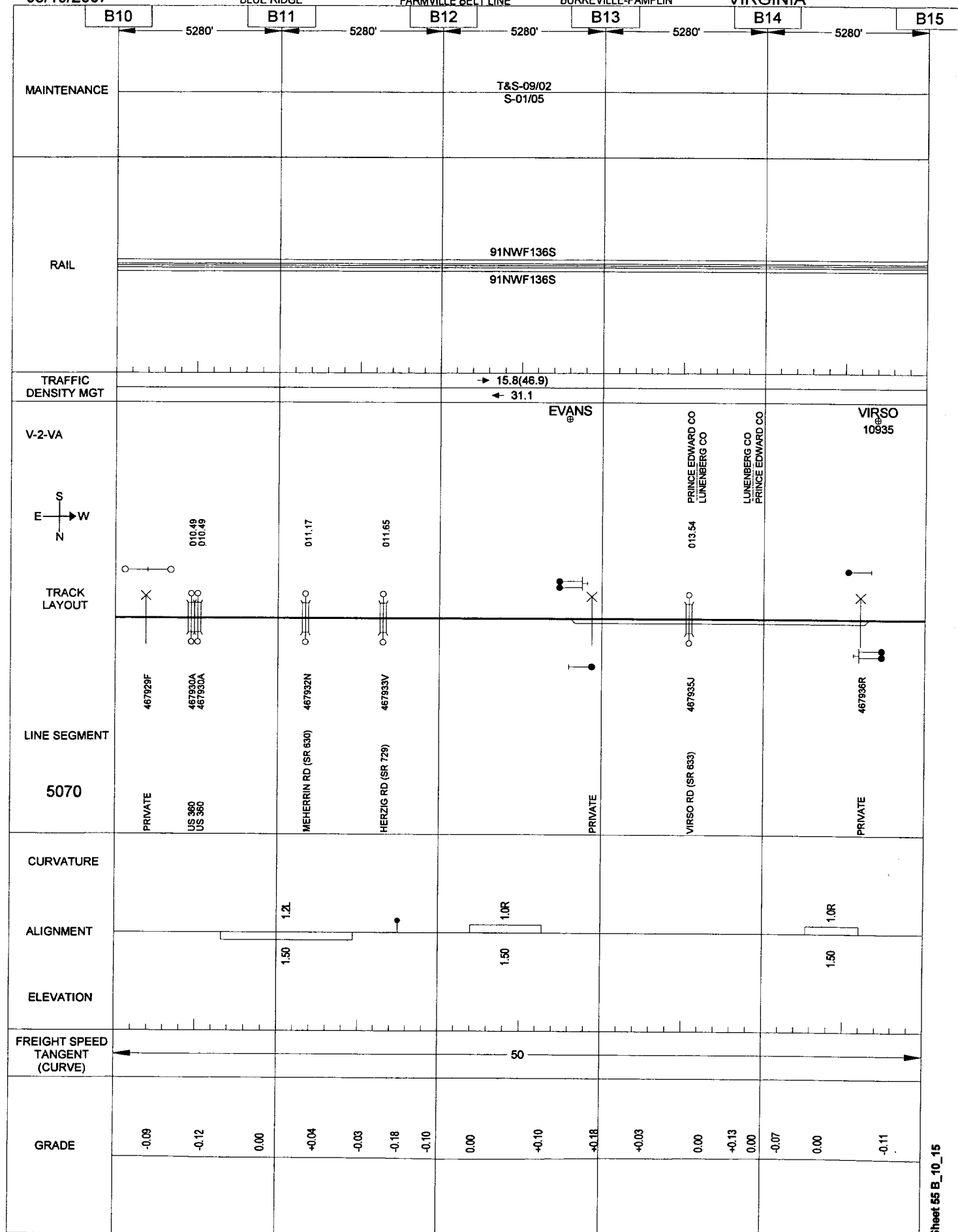
BLUE RIDGE

038

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



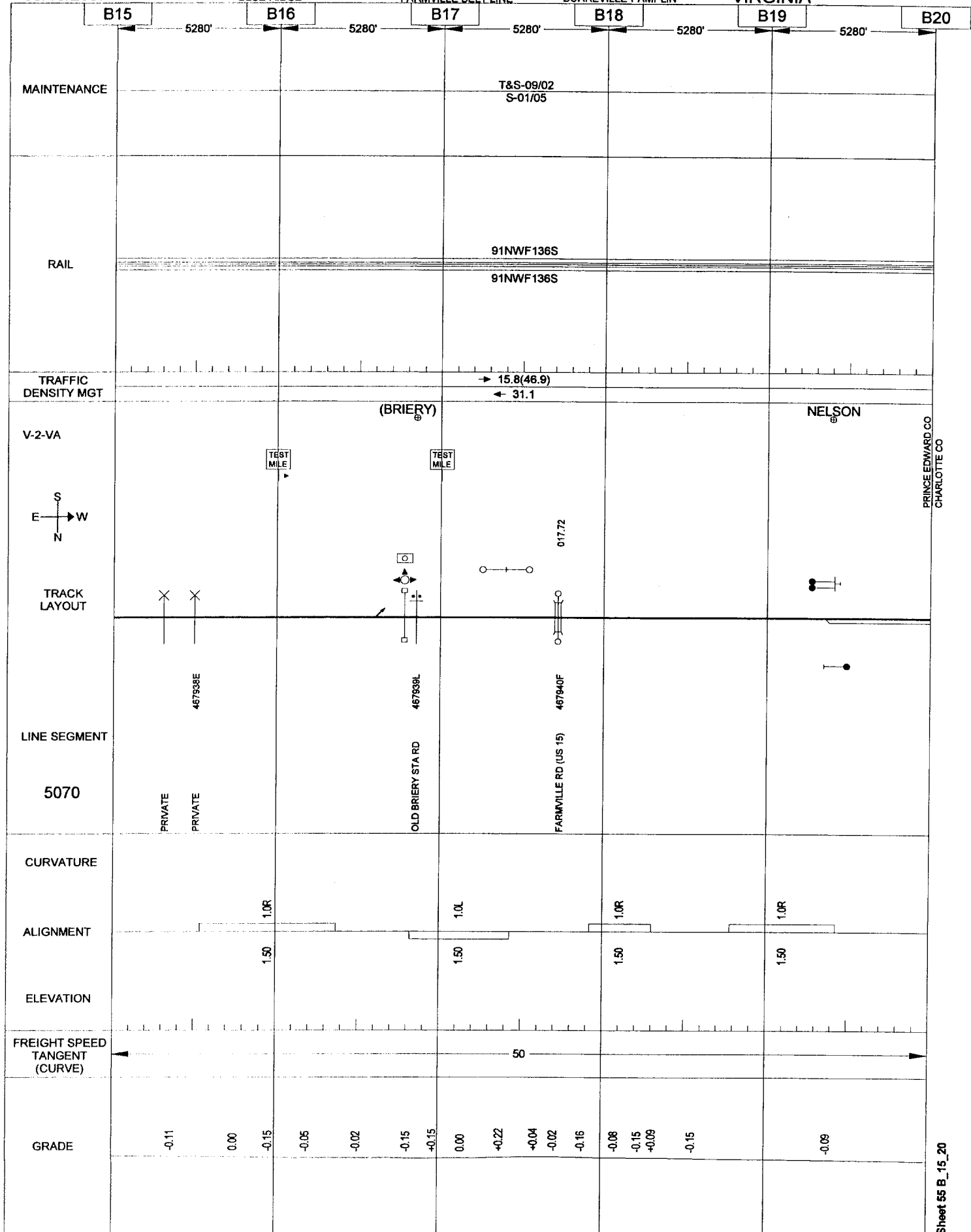
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BLUE RIDGE

039
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



05/10/2007

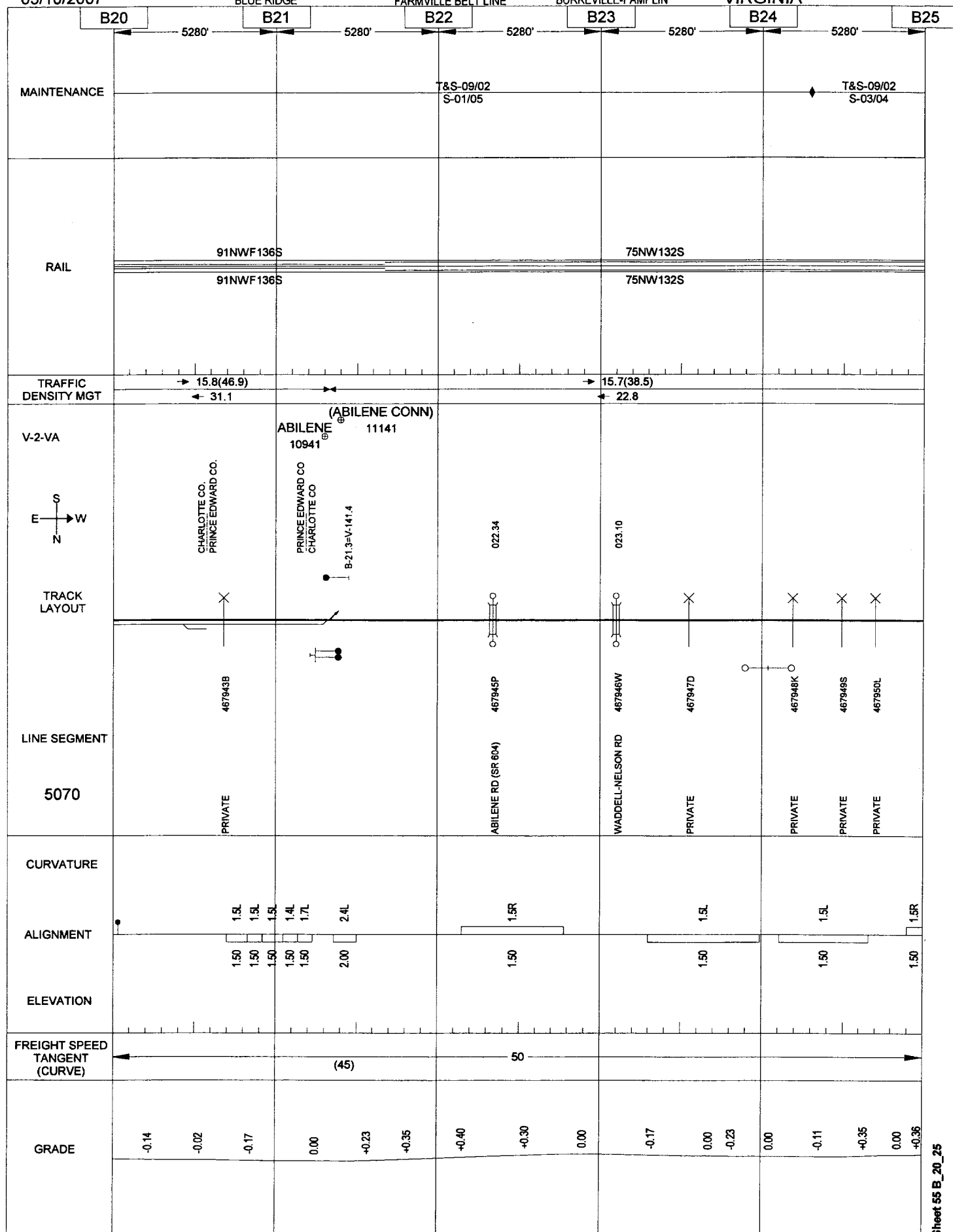
BLUE RIDGE

040

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



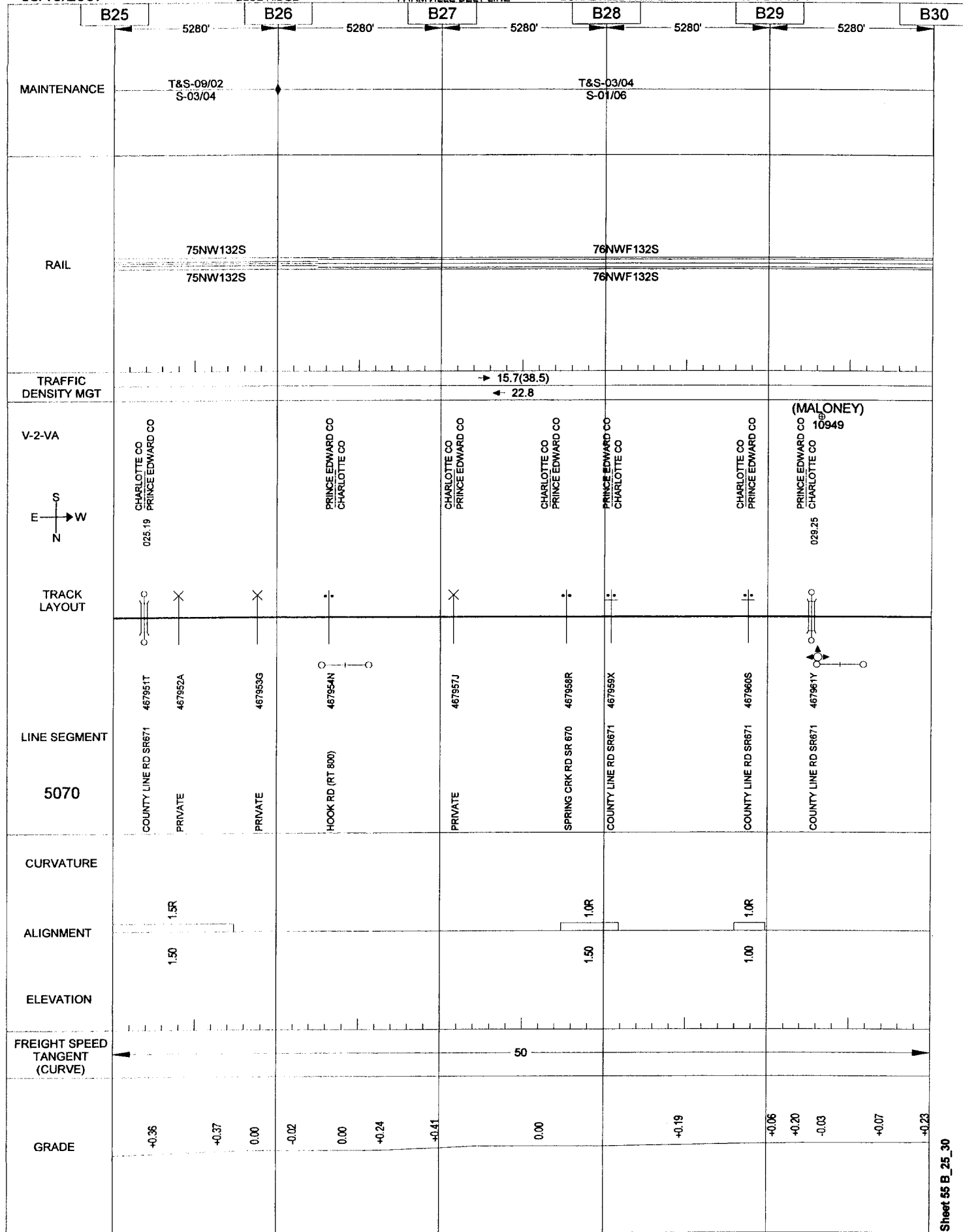
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BLUE RIDGE

041
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



05/10/2007

BLUE RIDGE

042

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA

B30

B31

B32

B33

B34

B35

5280'

5280'

5280'

5280'

5280'

MAINTENANCE

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

RAIL

76NWF132S

76NWF132S

TRAFFIC
DENSITY MGT→ 15.7(38.5)
← 22.8

V-2-VA

CHARLOTTE CO
PRINCE EDWARD CO
030.86

032.17

PRINCE EDWARD CO
CHARLOTTE CO
034.71-2CBB-24
CHARLOTTE CO
PRINCE EDWARD COTRACK
LAYOUT

LINE SEGMENT

5070

COUNTY LINE RD SR671 467963M

PRIVATE ROAD 467965B

MATTHEW'S 467968W

PRIVATE 467970X

BAKER MTN RD SR 663 467971E

CURVATURE

ALIGNMENT

1.2R
1.501.2L
1.501.0R
1.501.5R
1.501.0L
1.50

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.39

0.00

+0.22

0.00

+0.35

+0.07

0.00

+0.36

+0.37

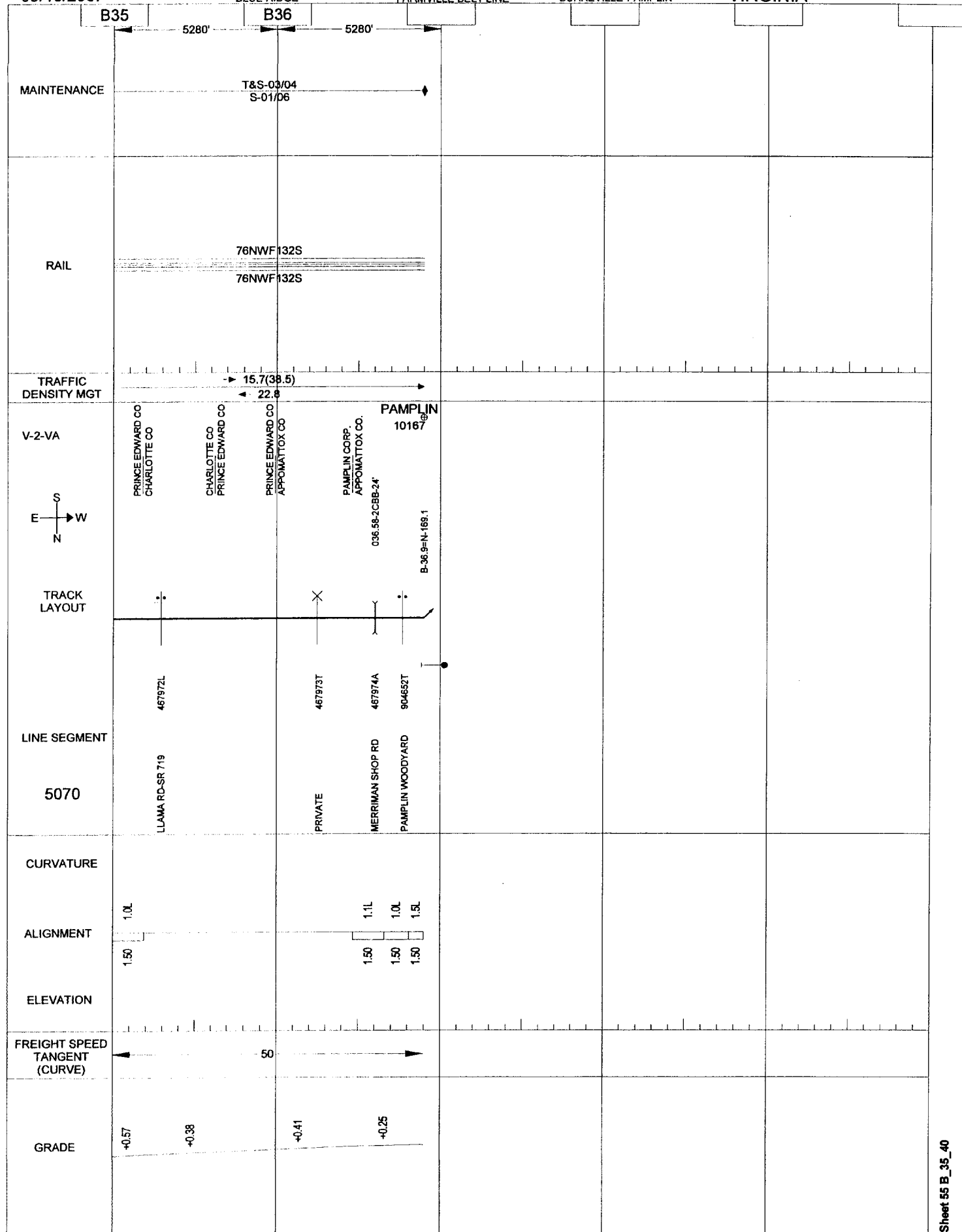
05/10/2007

BLUE RIDGE

043
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



05/10/2007

044

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA

N170

5078'

5084'

5087'

4993'

4769'

MAINTENANCE

T&S-01/05

RAIL

78NW132S

78NW132S

TRAFFIC
DENSITY MGT

→ 15.7(38.4)
← 22.7

V-2-VA

PAMPLIN
10167

PAMPLIN CORP.
APPROXIMATE CO.

S
E — W
N

N-169 1-2B-35.0
169.11-35SB-118'

TRACK
LAYOUT



LINE SEGMENT

THOMAS JEFFERSON HWY 470695H

5080

CURVATURE

ALIGNMENT

ELEVATION

2.0
2.50

FREIGHT SPEED
TANGENT
(CURVE)

← 50 →

GRADE

-0.16 +0.50 0.00

Sheet 55 N_165_170

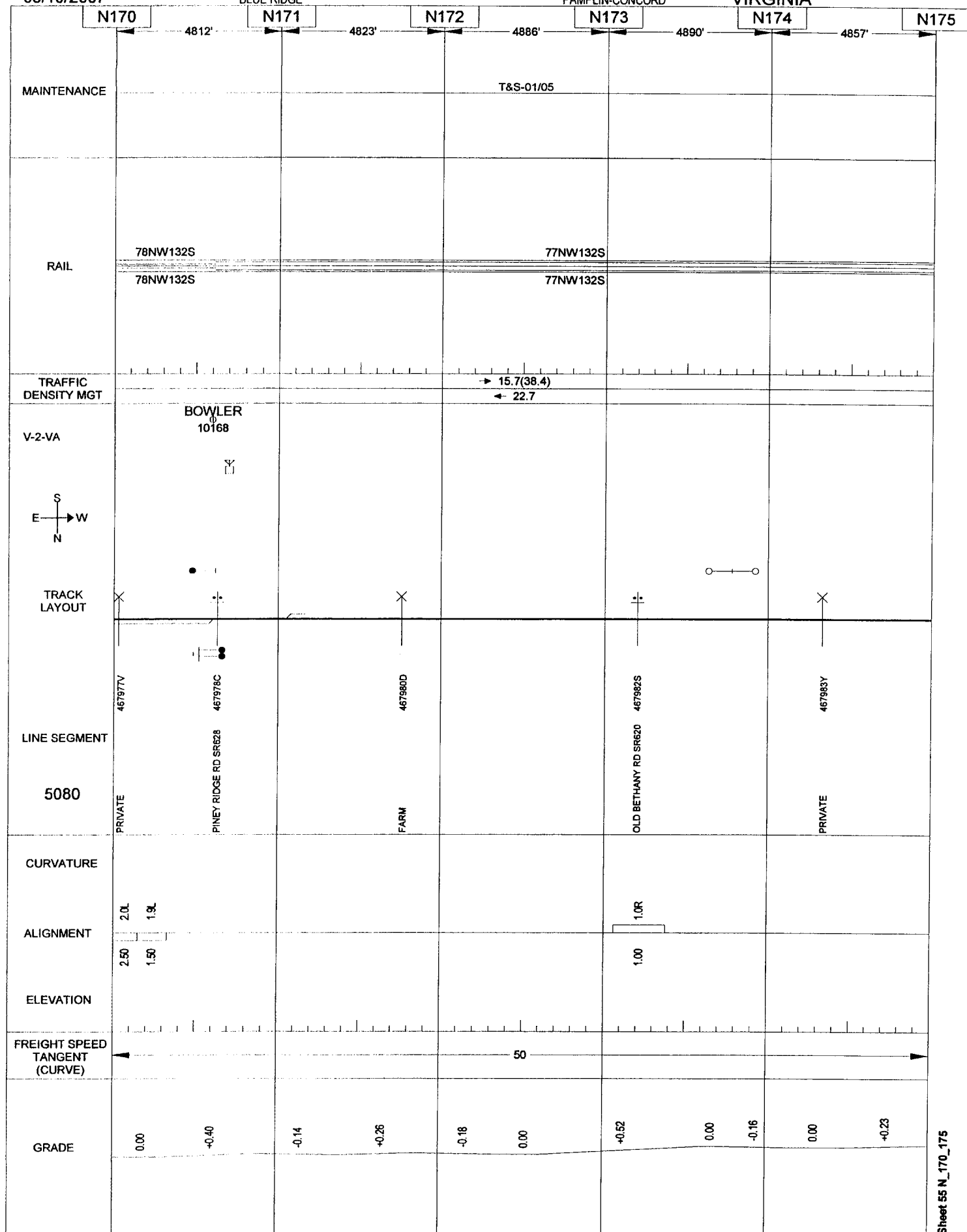
05/10/2007

BLUE RIDGE

045

PAMPLIN-CONCORD

VIRGINIA



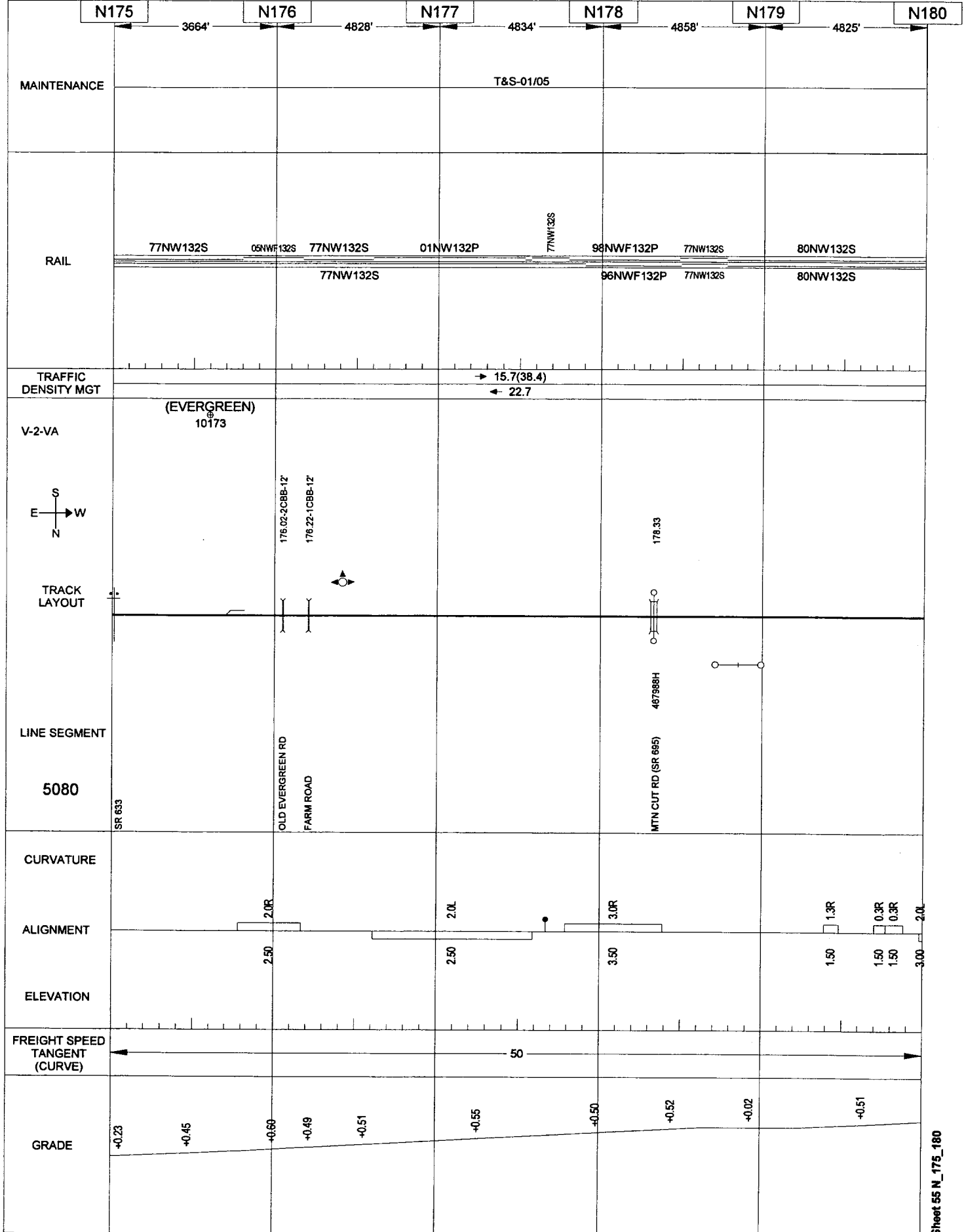
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046

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



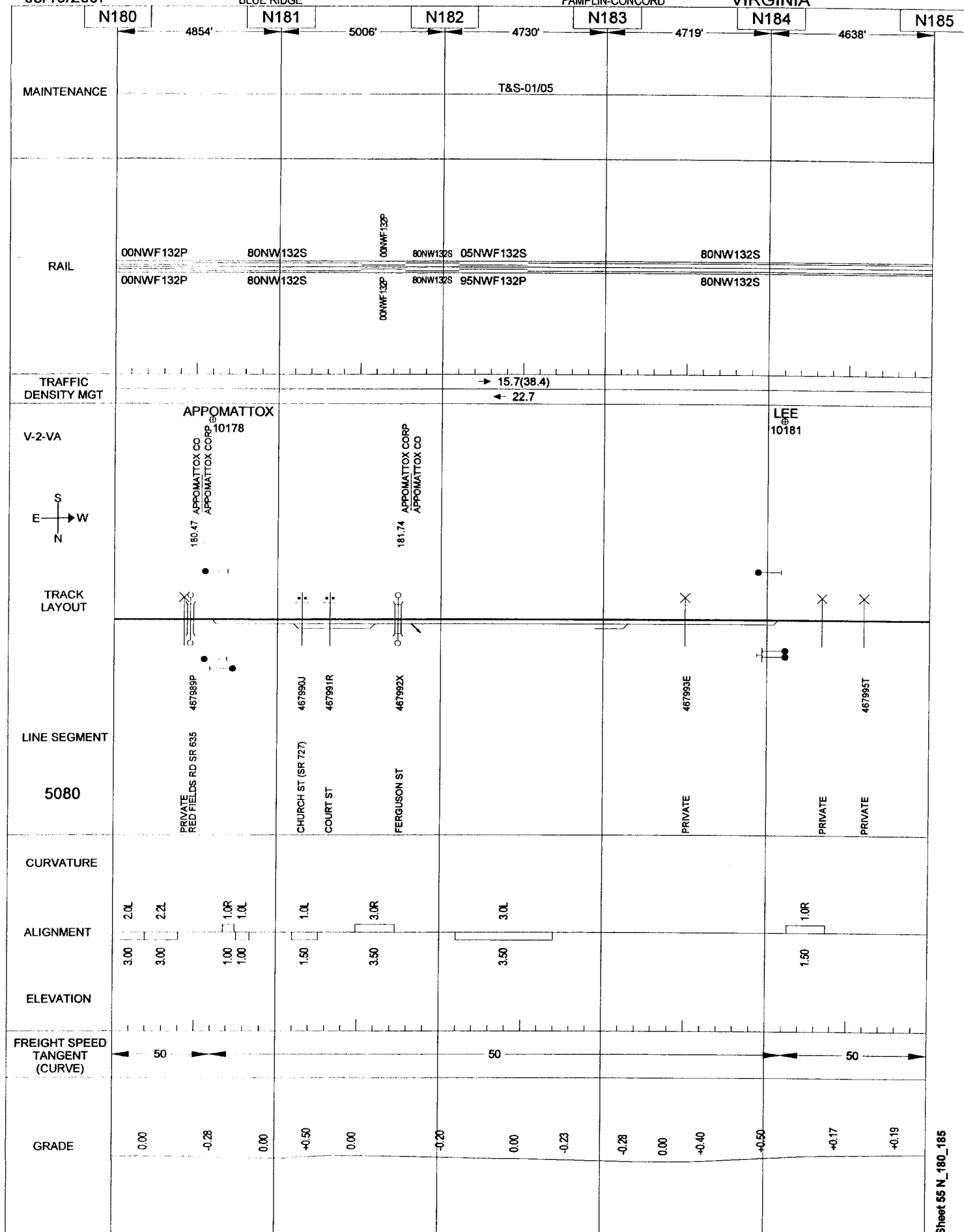
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BLUE RIDGE

047

PAMPLIN-CONCORD

VIRGINIA



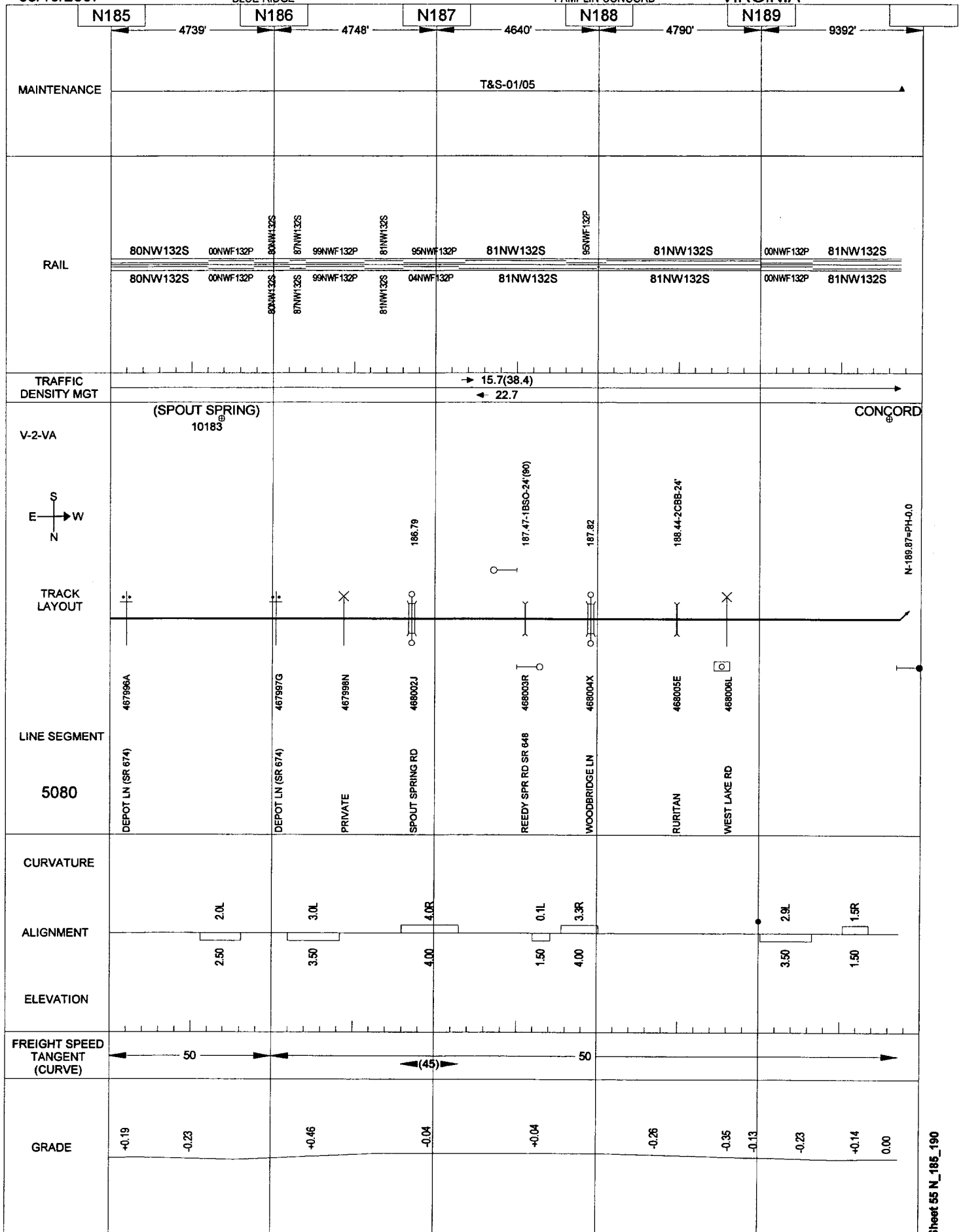
05/10/2007

048

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



05/10/2007

BLUE RIDGE

049
HALSEY SPUR (OML)

HALSEY-FOREST

VIRGINIA

N208

N209

N210

5280'

5270'

5250'

T&S-10/89

MAINTENANCE

RAIL

27RJ130S

28RJ130S

27RJ130S

28RJ130S

TRAFFIC
DENSITY MGT

0.0(0.0)

0.0

V-2-VA

(HALSEY)
ITO₈
10203
10202

(SIMS)
10204

S
E → W
N

TRACK
LAYOUT

208.20

THOMAS CEMENT

209.89

LINE SEGMENT

5260

468344J

SIMS WHOLESALE CO

FOREST BROOK RD

468343C

468342V

SR 291

SR 291

CURVATURE

ALIGNMENT

ELEVATION

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

05/10/2007

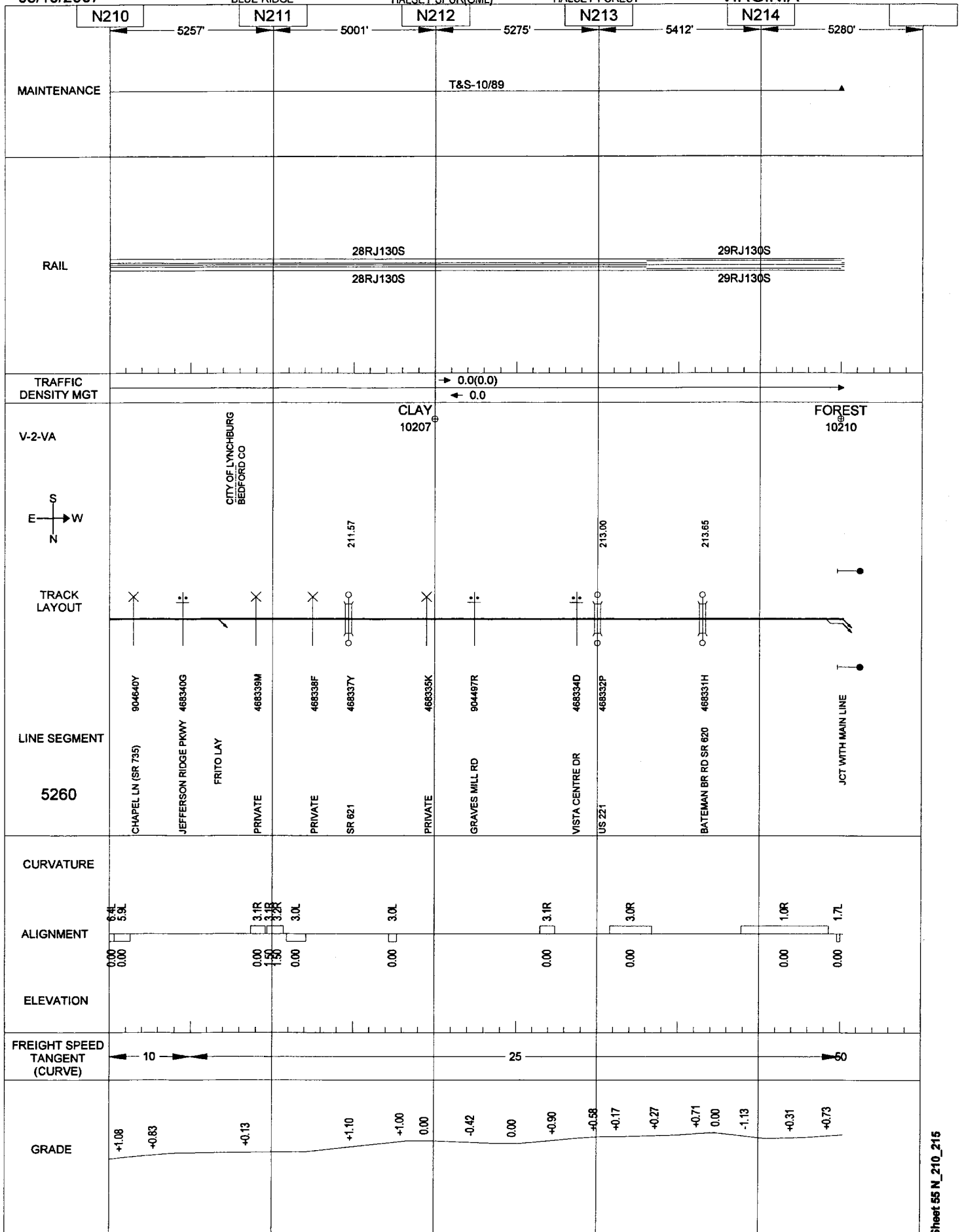
BLUE RIDGE

050

HALSEY SPUR (OML)

HALSEY-FOREST

VIRGINIA



05/10/2007

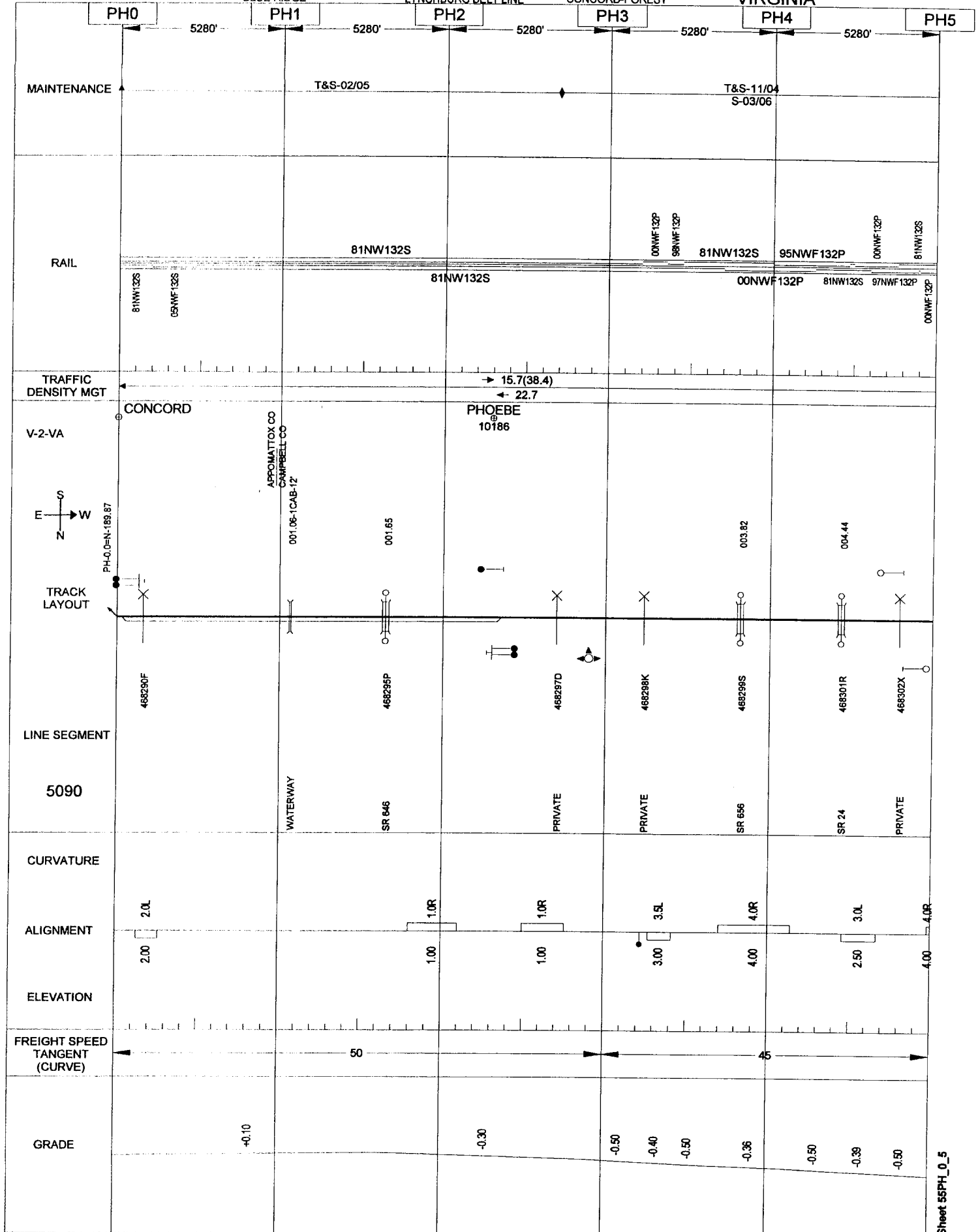
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BLUE RIDGE

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



05/10/2007

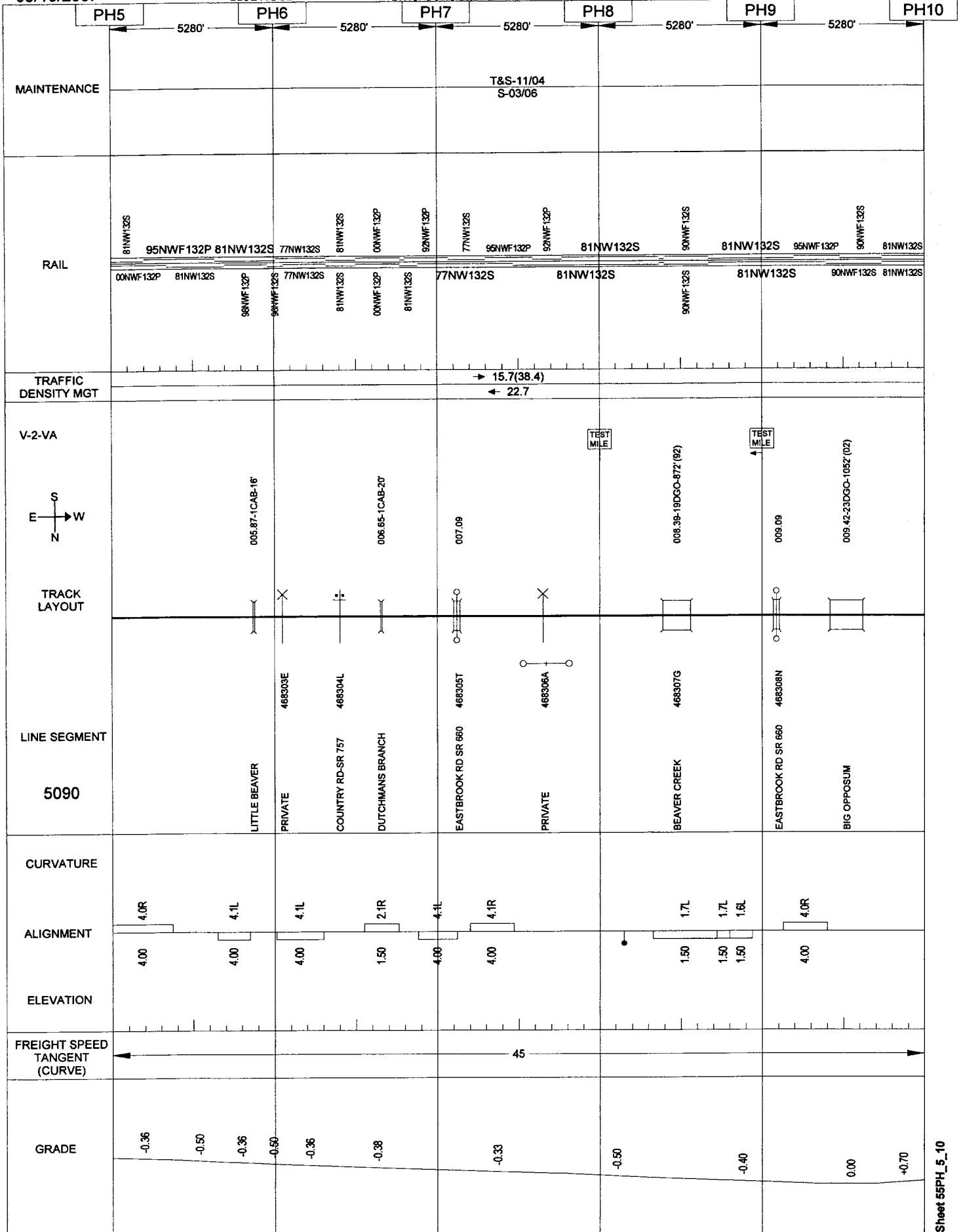
BLUE RIDGE

052

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



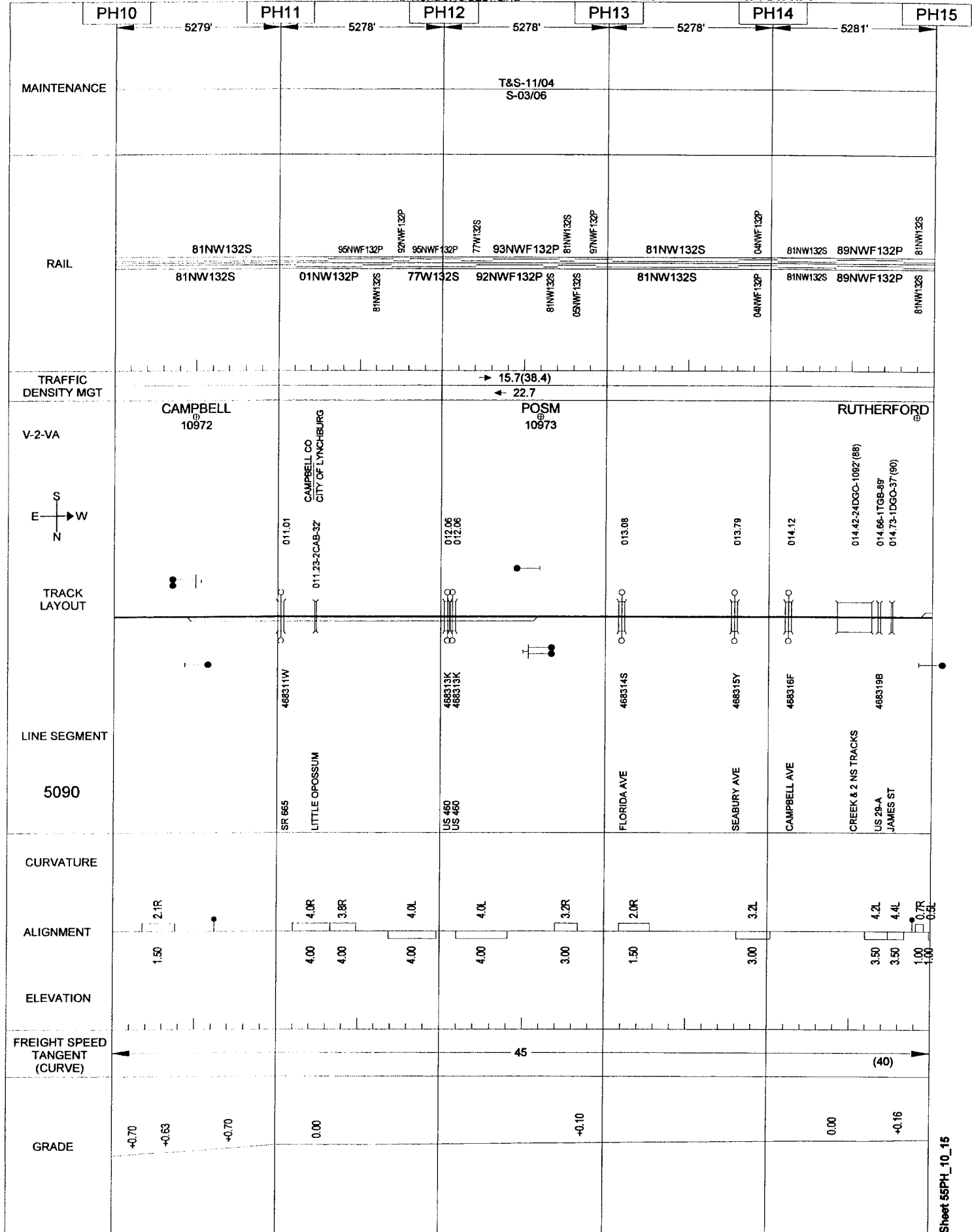
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BLUE RIDGE

053
LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



05/10/2007

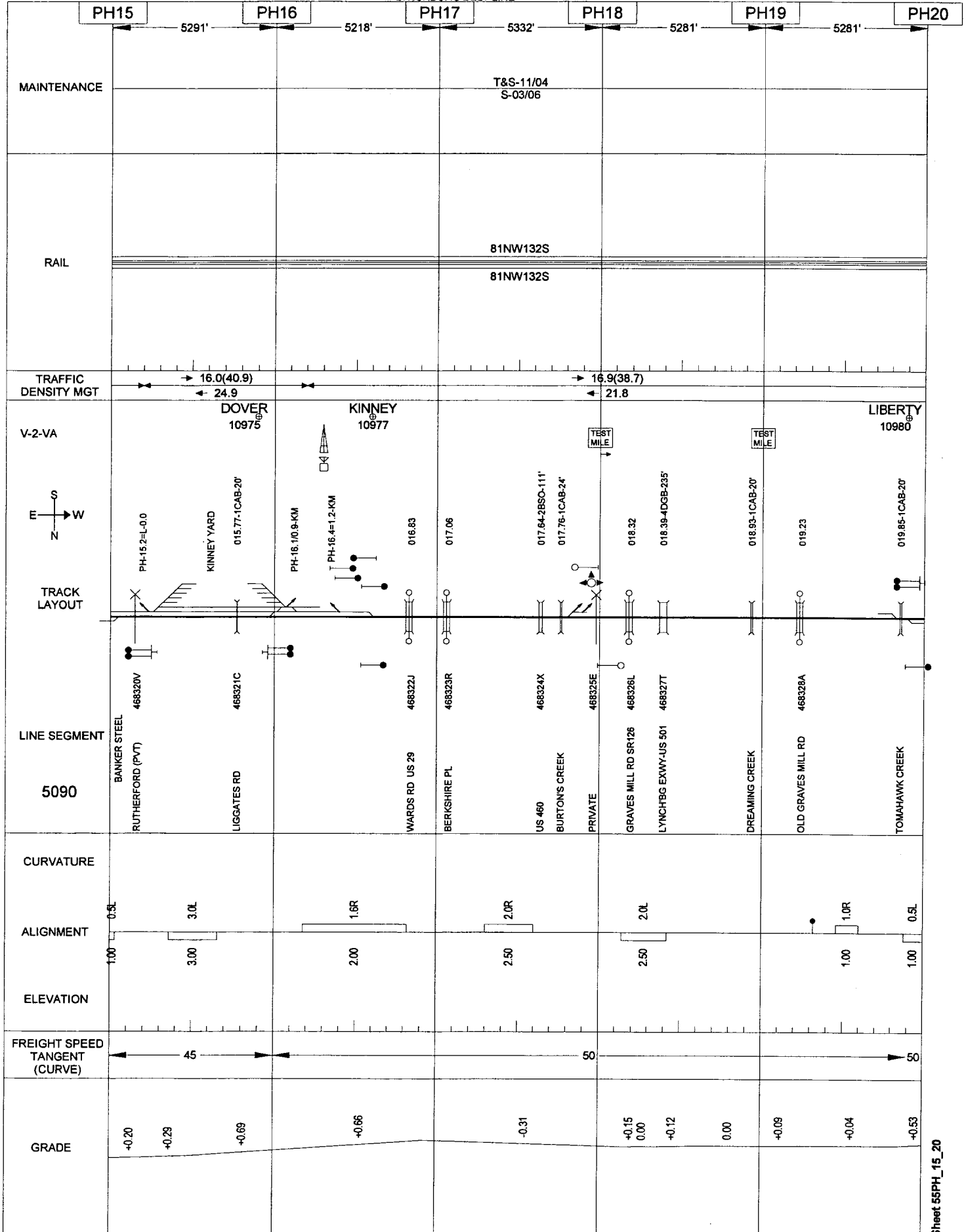
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BLUE RIDGE

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



05/10/2007

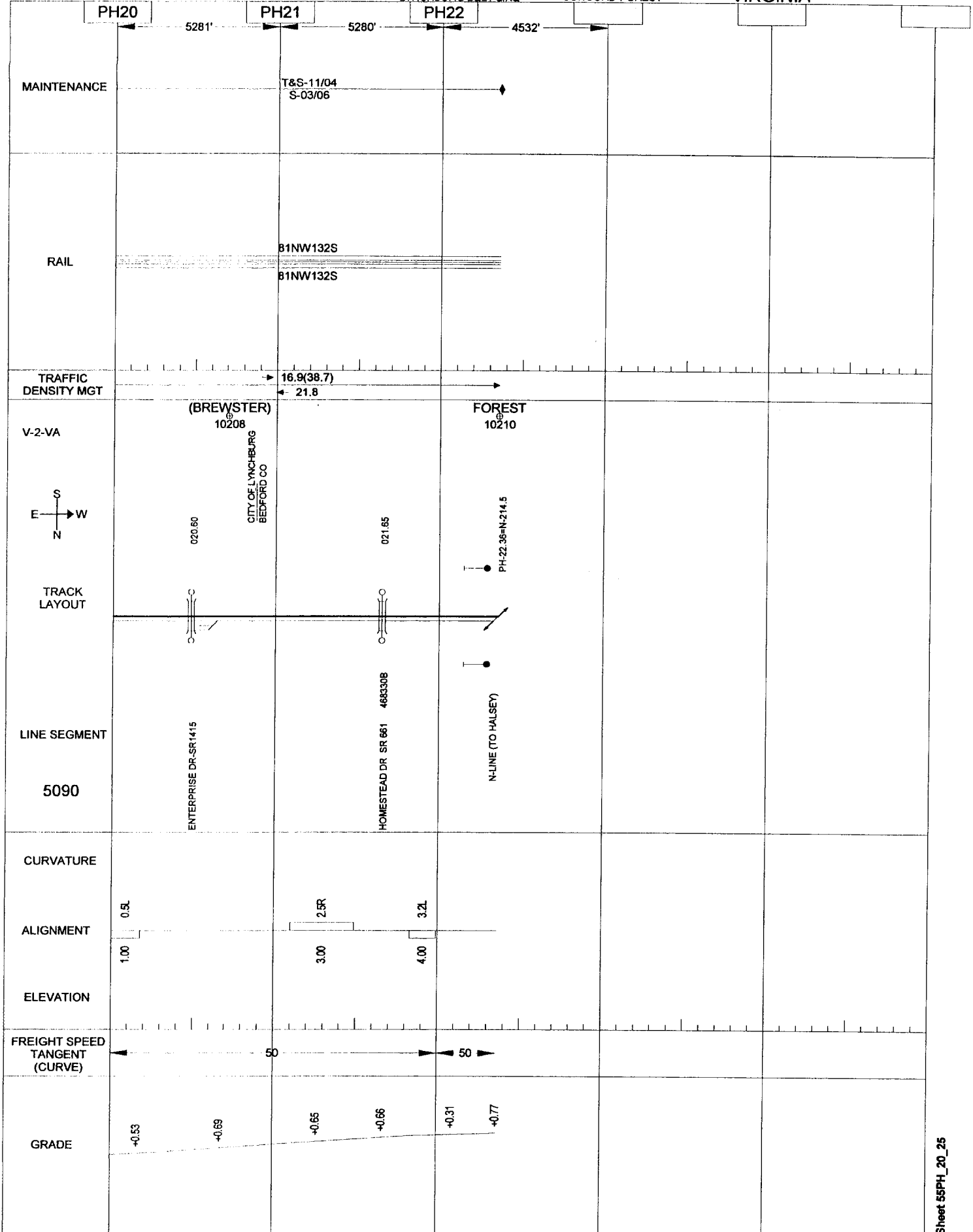
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BLUE RIDGE

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



05/10/2007

BLUE RIDGE

056

FOREST-ROANOKE

VIRGINIA

N215

5257'

5001'

5275'

5412'

5280'

MAINTENANCE

T&S-02/05

RAIL

97NMF138S

97NMF138P

TRAFFIC
DENSITY MGT16.9(38.8)
21.9

V-2-VA

FOREST
10210S
E → W
NTRACK
LAYOUT

N-214.5=PH-22.36

214.82

LINE SEGMENT

5100

HALSEY SPUR

THOMAS JEFFERSON RD 468503N

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.50

3.00
2.00

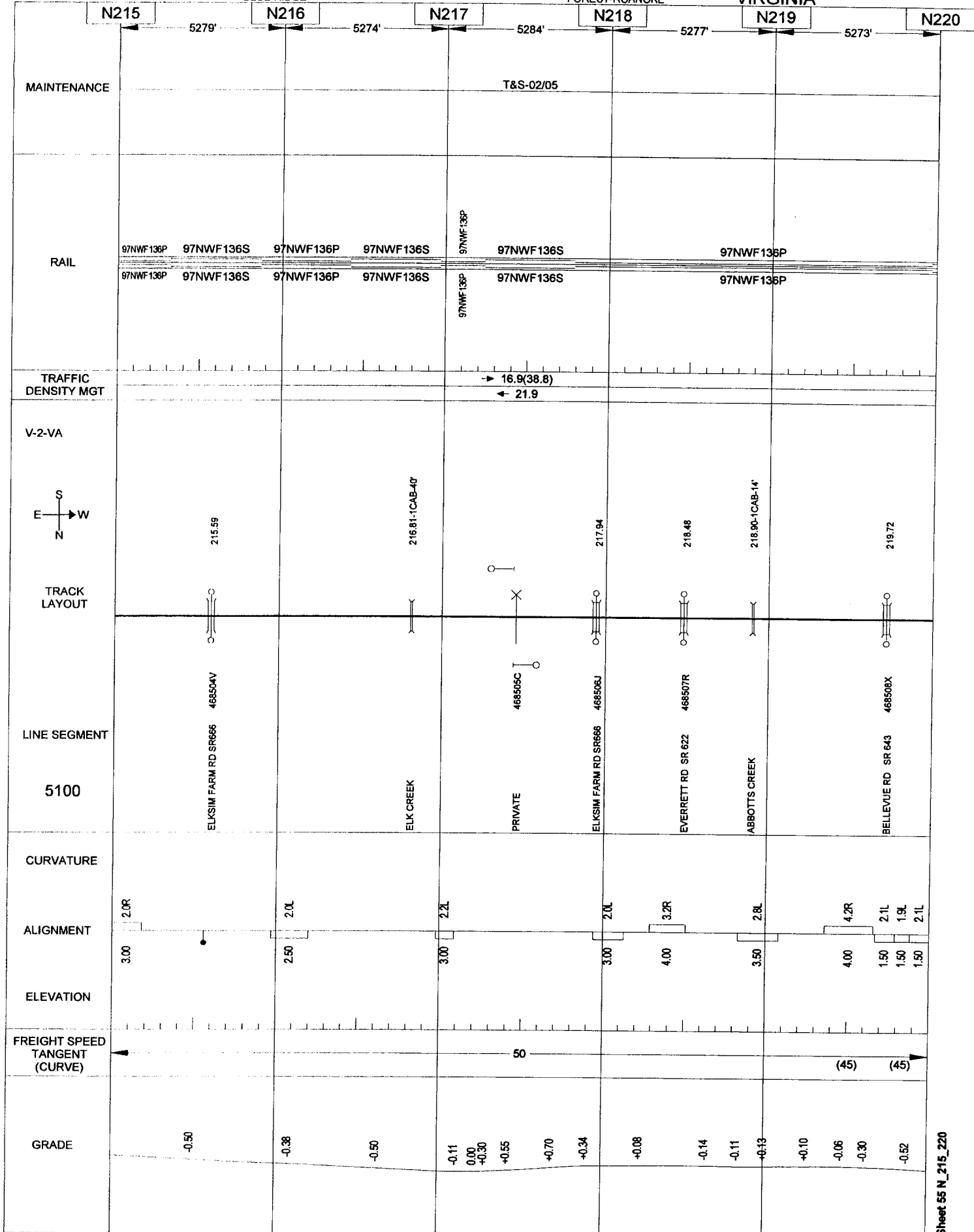
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057

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



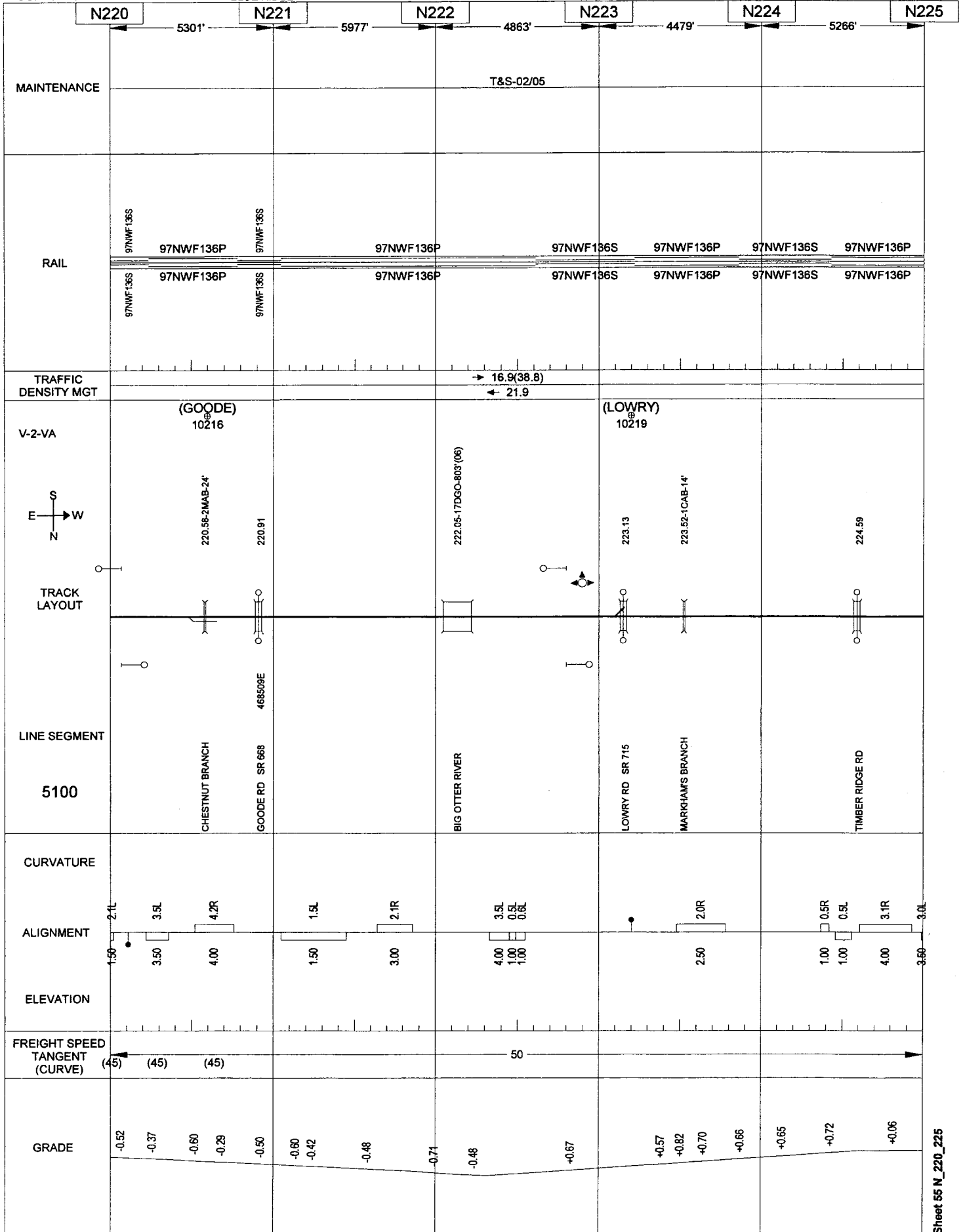
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058

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



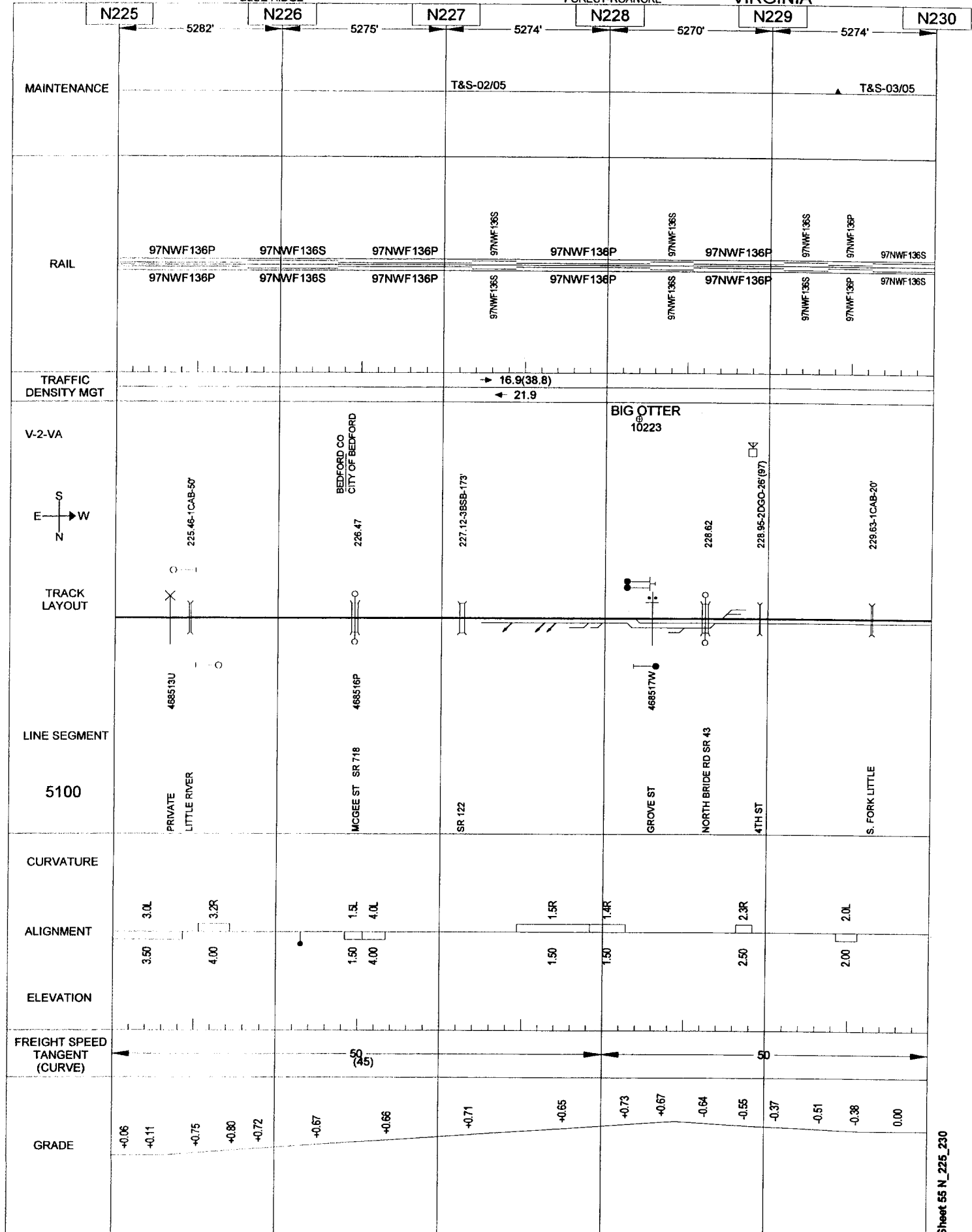
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BLUE RIDGE

059

FOREST-ROANOKE

VIRGINIA



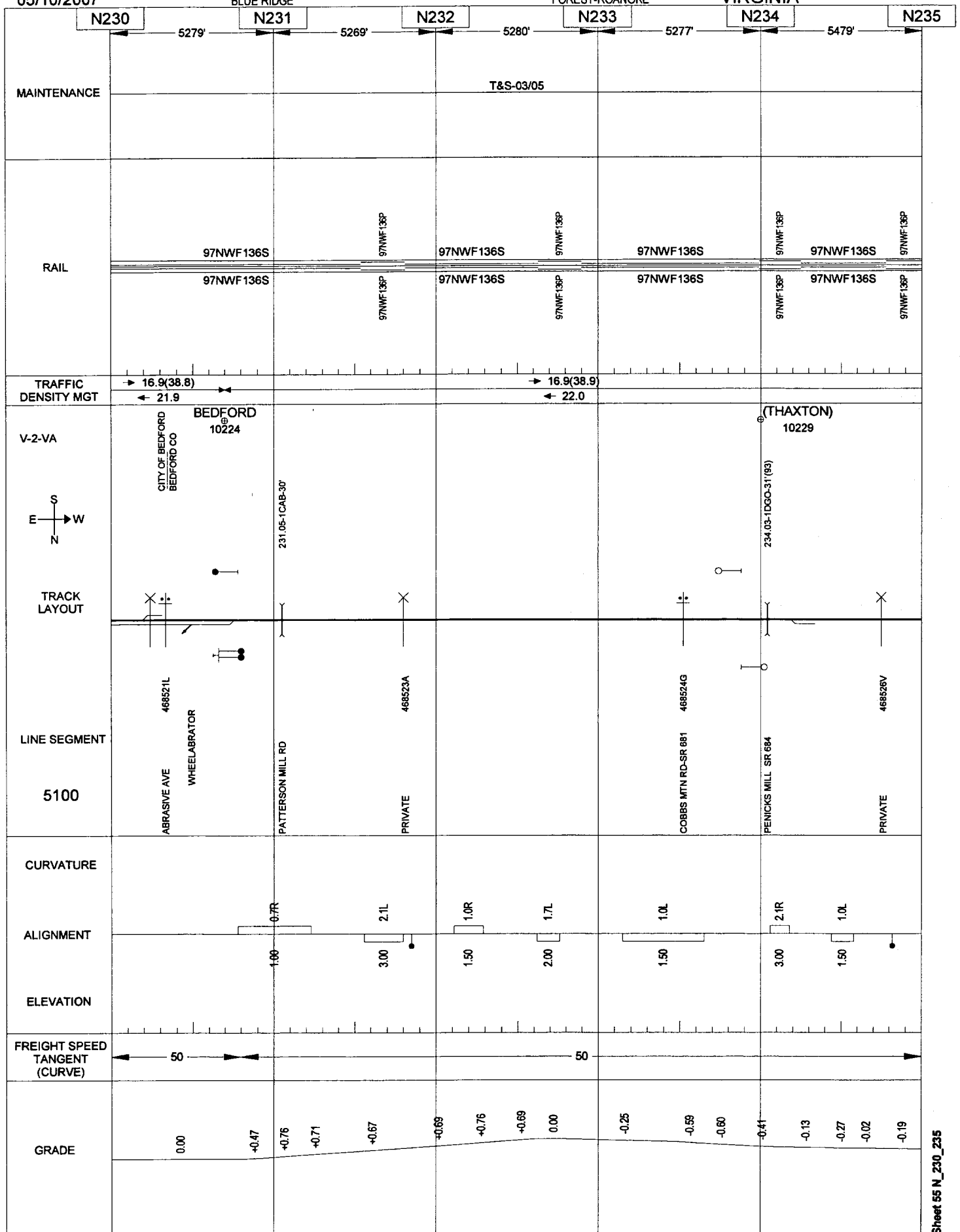
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FOREST-ROANOKE

VIRGINIA



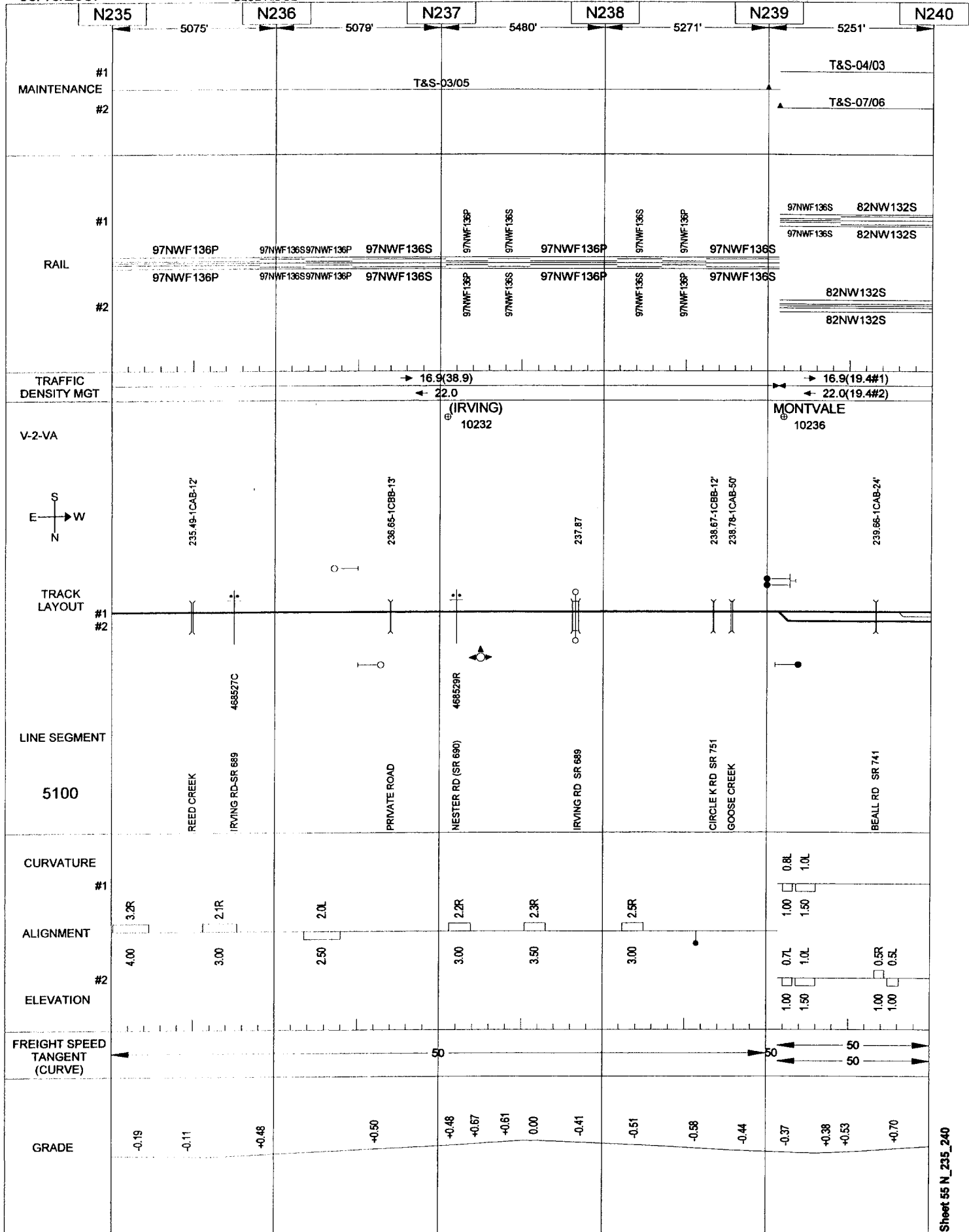
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BLUE RIDGE

061

FOREST-ROANOKE

VIRGINIA



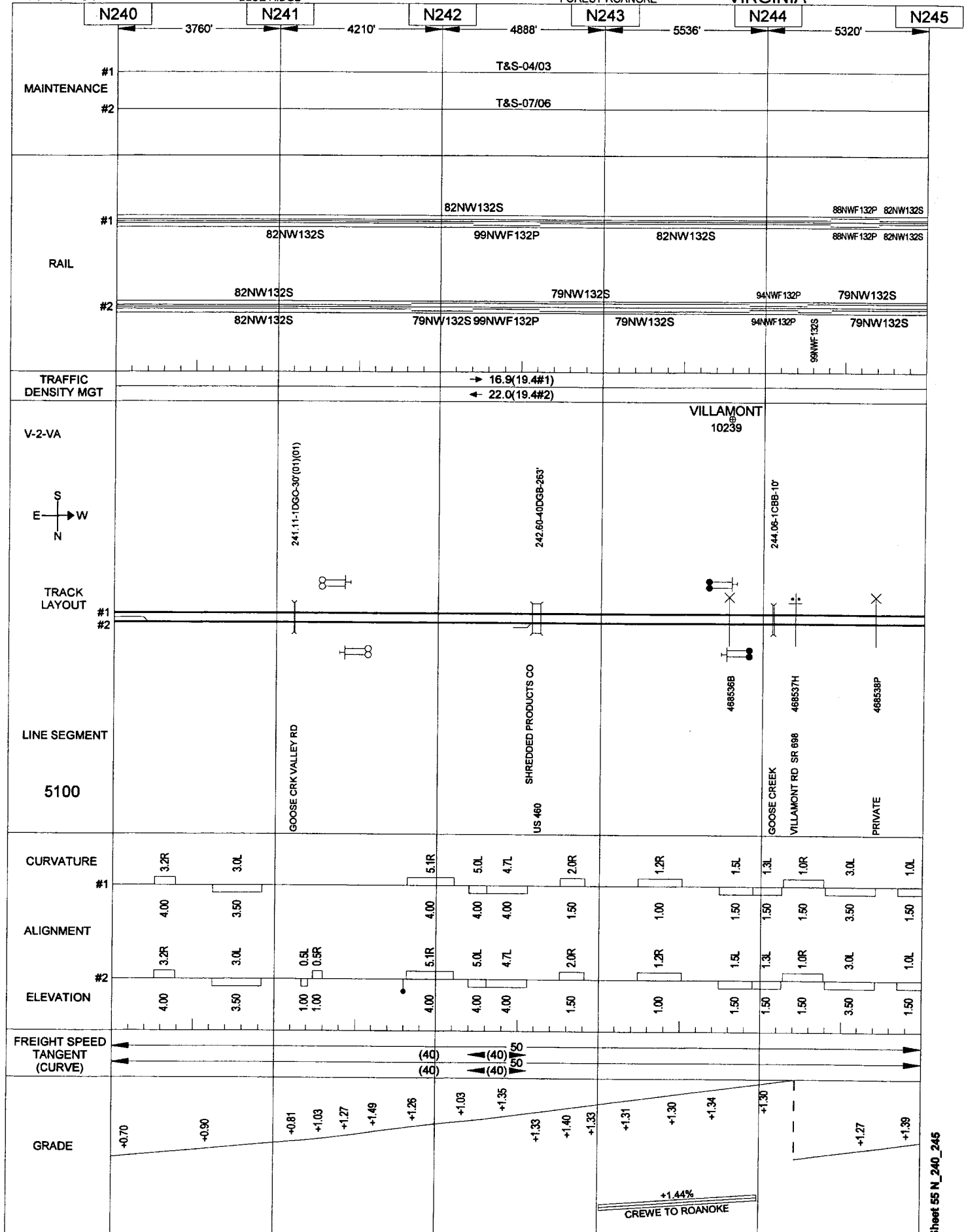
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062

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



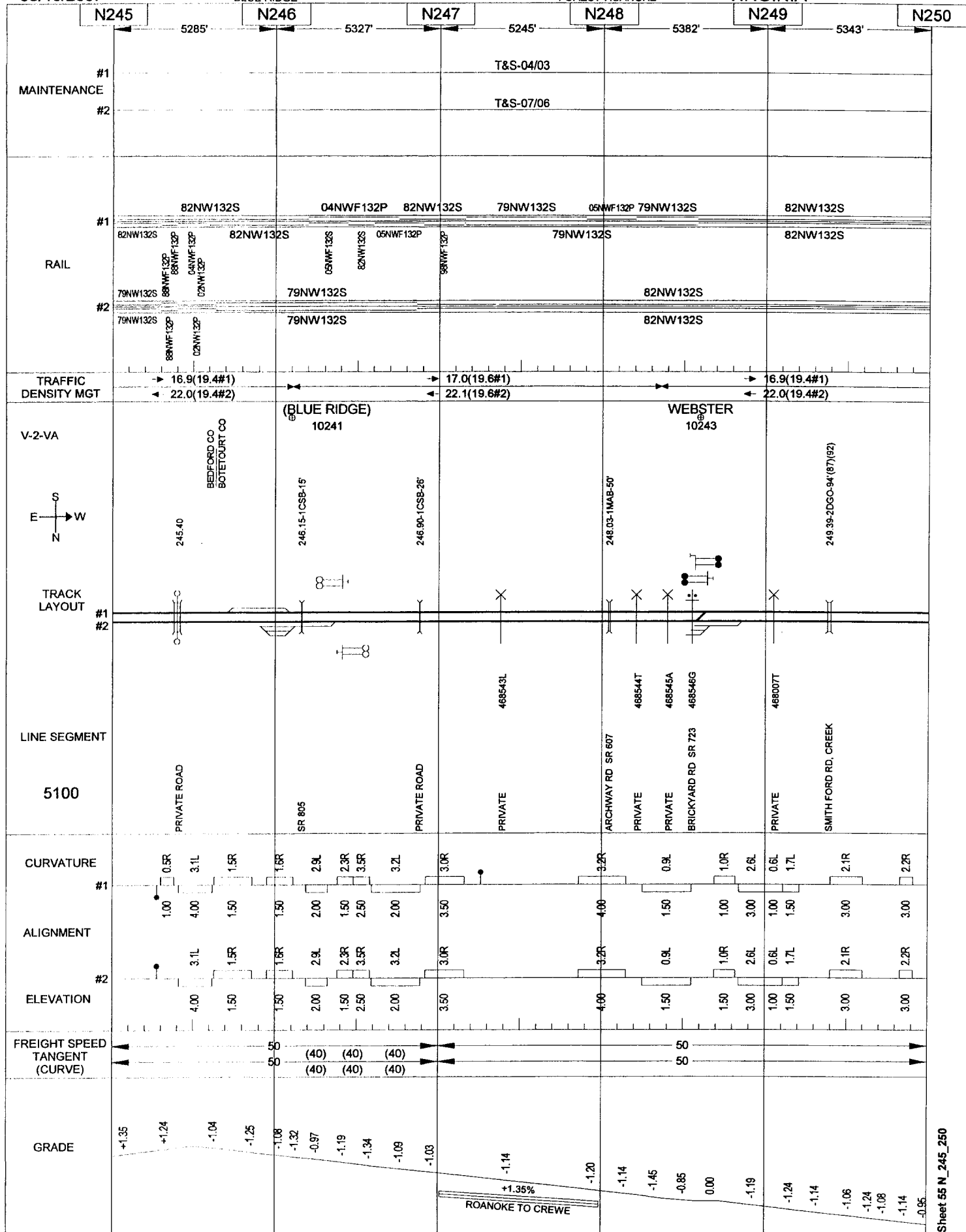
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063

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



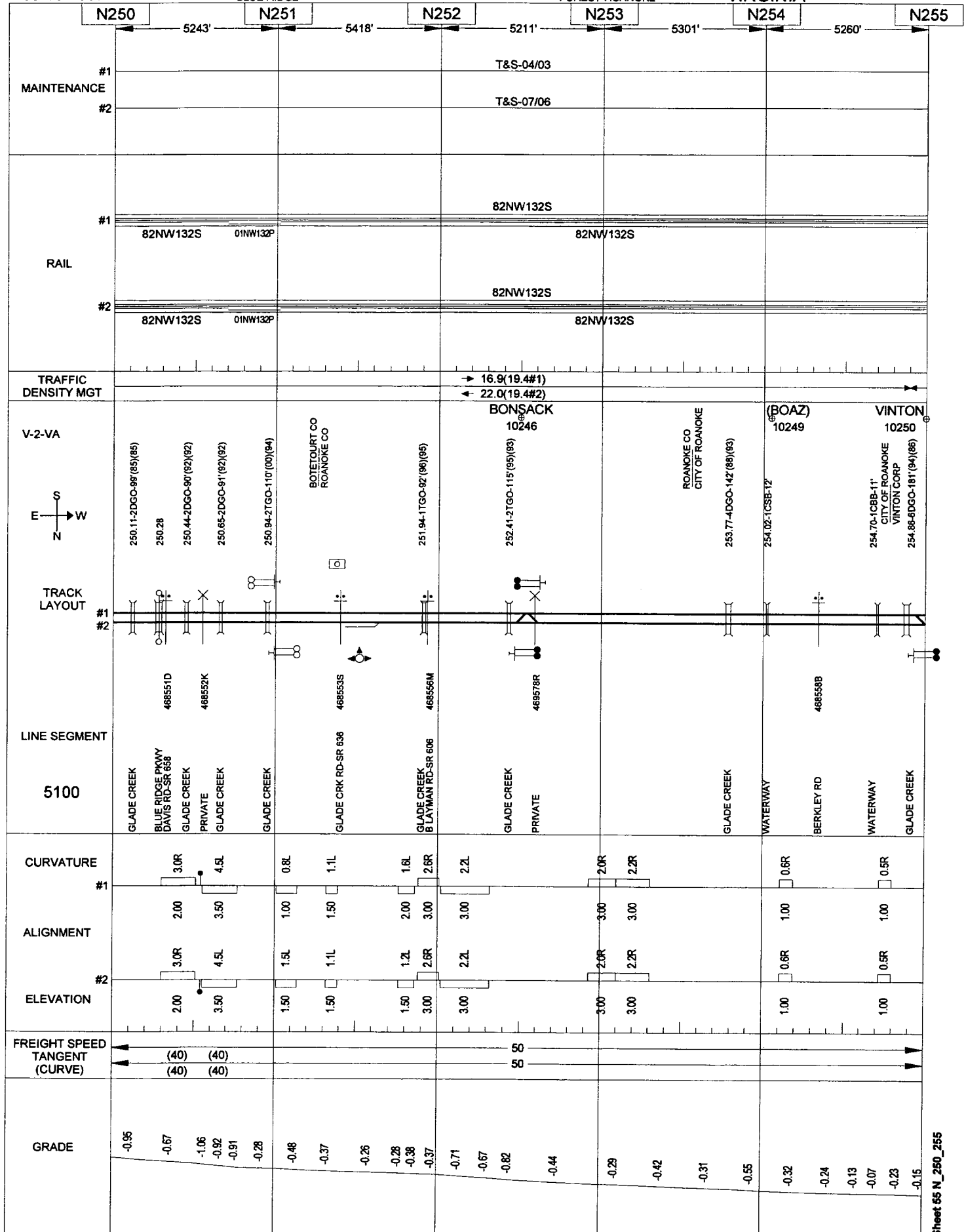
05/10/2007

064

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



VIRGINIA

N26

799' -----

T&S-03/99

T&S-05

S-10/0

RAIL

TRAFFIC DENSITY MGT

V-2-VA
V-10-VA

TRACK LAYOUT

LINE SEGMENT

5100
5110
5460

CURVATURE
#1

ALIGNMENT

ELEVATION

FREIGHT SPEED
 TANGENT
 (CURVE)

GRADE

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

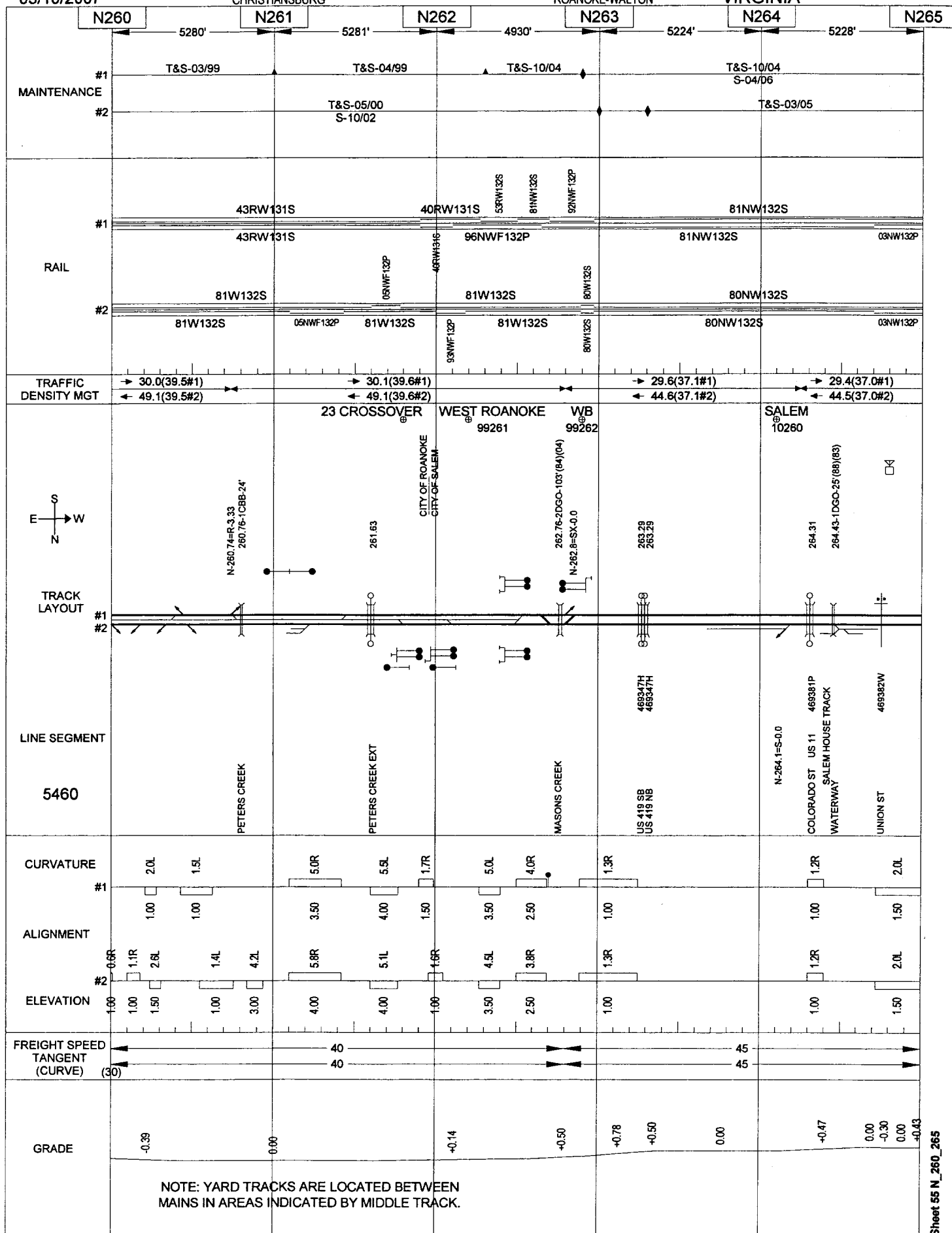
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066

CHRISTIANSBURG

ROANOKE-WALTON

VIRGINIA



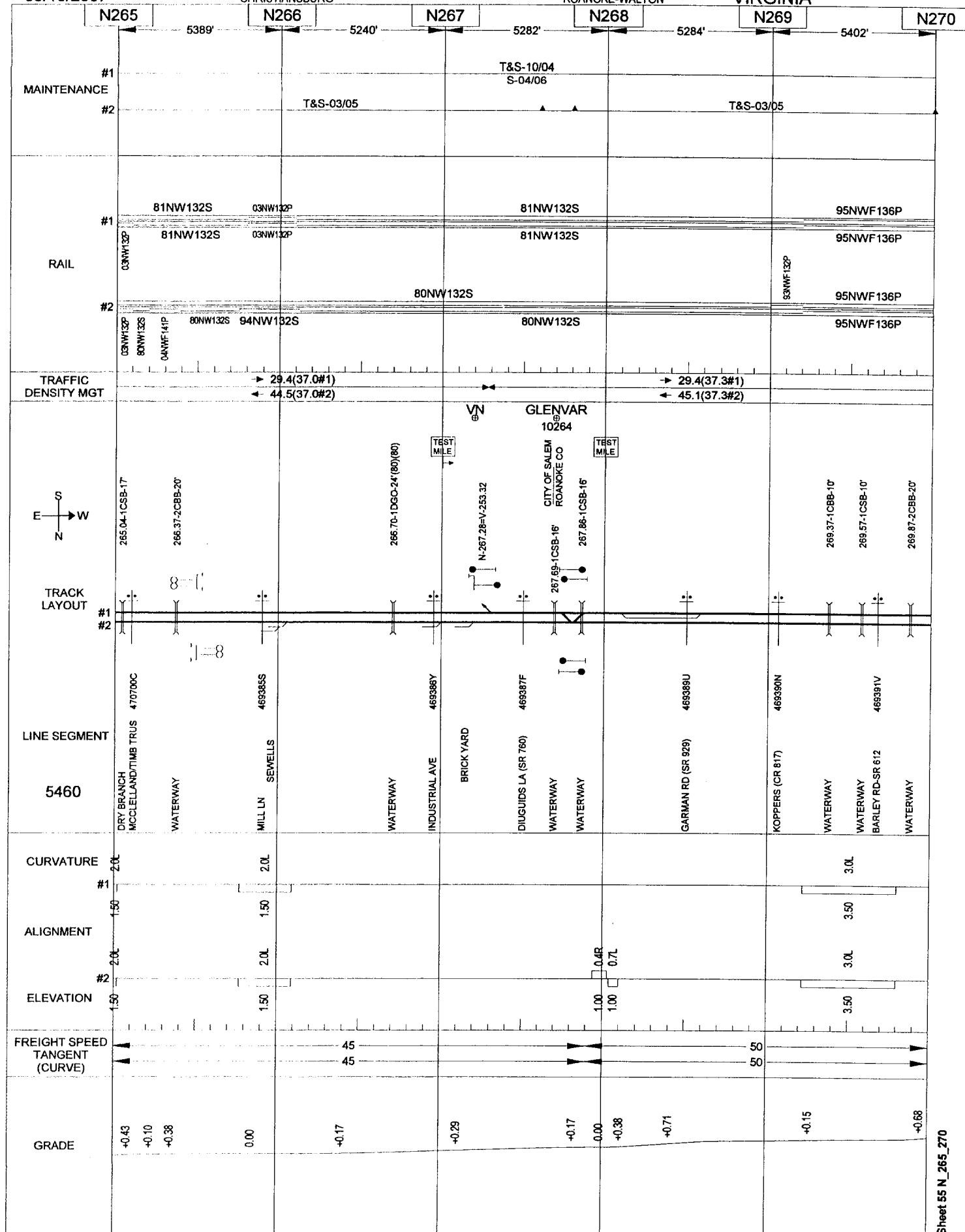
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CHRISTIANSBURG

067

ROANOKE-WALTON

VIRGINIA



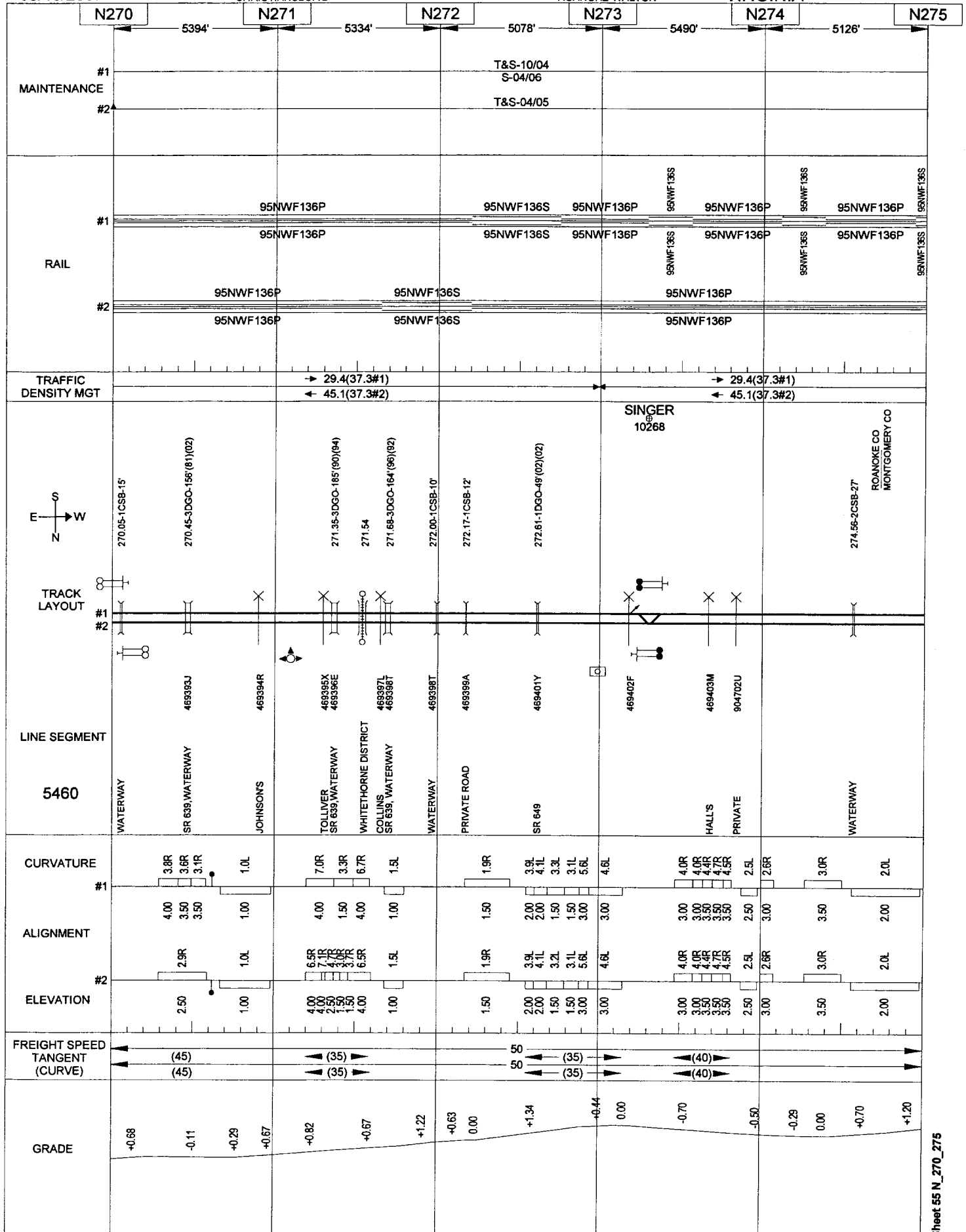
05/10/2007

CHRISTIANSBURG

068

ROANOKE-WALTON

VIRGINIA



N280

MAINTENANCE
#

T&S-10/04
S-04/06

T&S-07/06

T&S-04/05

RAIL

TRAFFIC DENSITY MGT

→ 29.4(37.3#1)
← 45.1(37.3#2)
(ELLISTON)



TRACK LAYOUT

LINE SEGMENT

5460

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

4

Page 10 of 10

Q.

• • • • •

1. *Journal of the American Medical Association*, 2000; 283: 2689-2696.

1990/91 20.0 100.0

11/10/2010 10:00:00 AM

Figure 1

1

—

100

VIRGINIA

N285

— 5407

T&S-04/05

RAIL

TRAFFIC
DENSITY MGT

(SHAWSVILLE) 10276

ARTHUR
⊕
10279

MONTGOMERY
⊕
10280

TRACK LAYOUT

#1
#2

LINE SEGMENT

5460

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1.32

+1.34%

ROANOKE TO BRISTOL

+

3

34

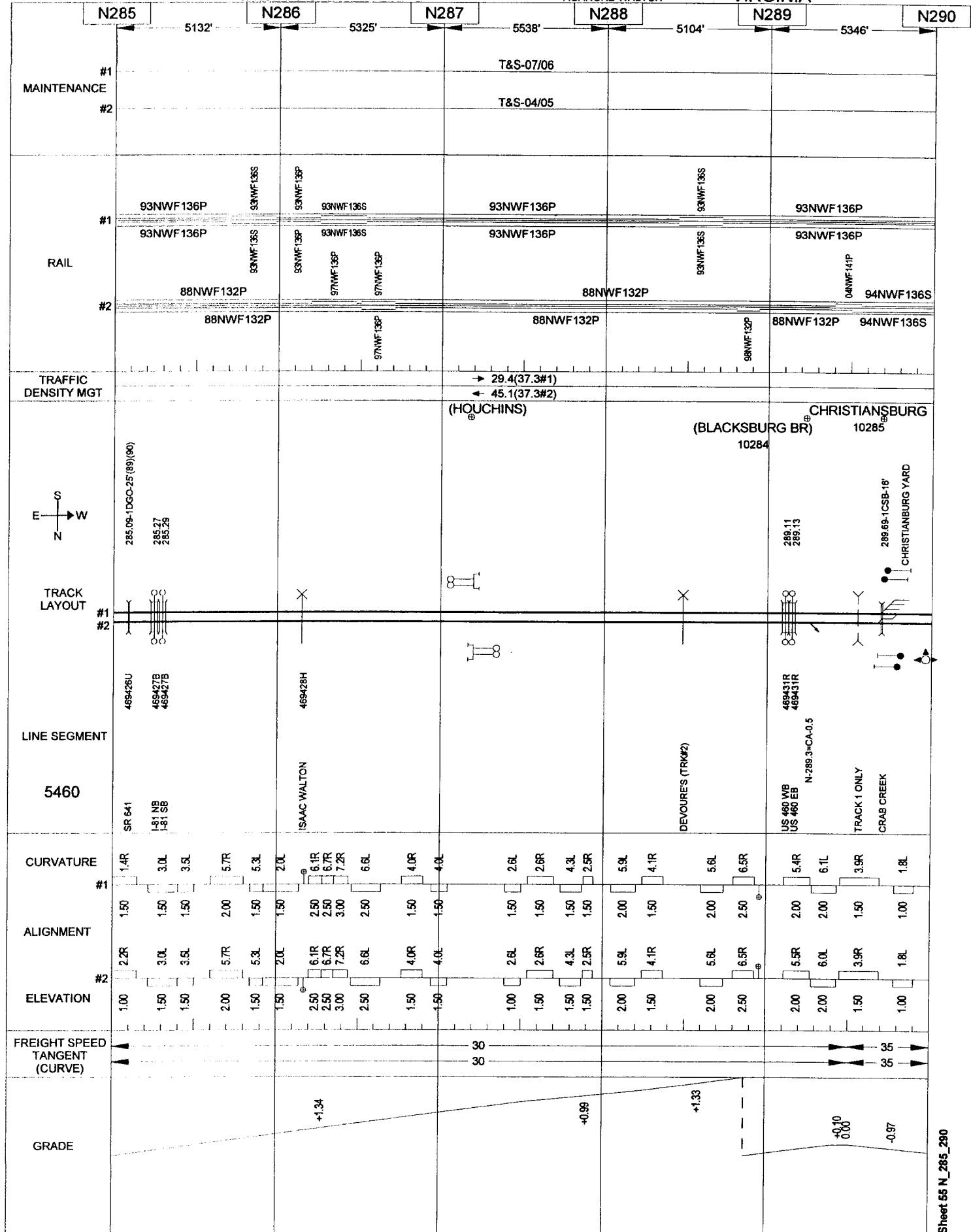
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071

CHRISTIANSBURG

ROANOKE-WALTON

VIRGINIA



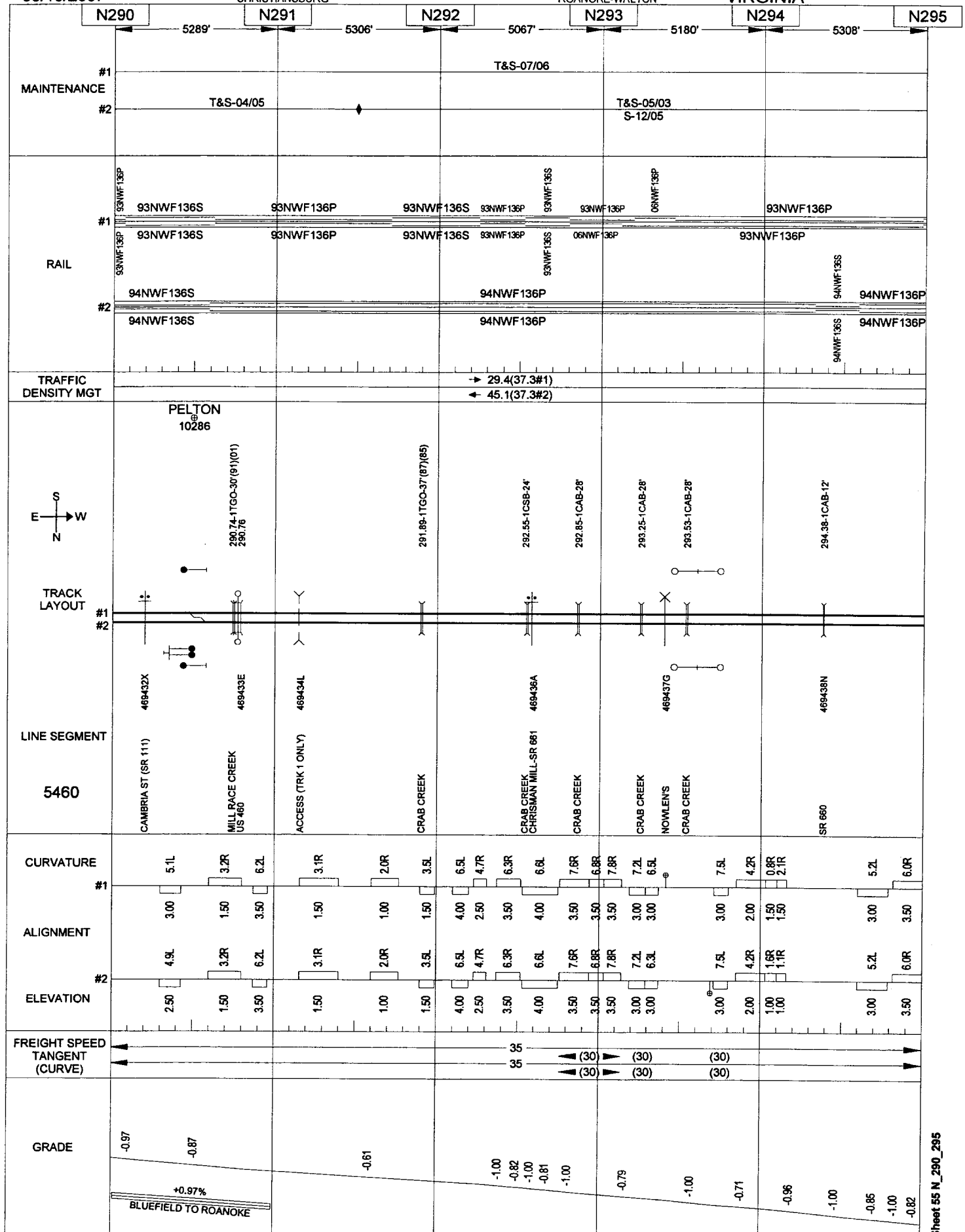
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CHRISTIANSBURG

072

ROANOKE-WALTON

VIRGINIA



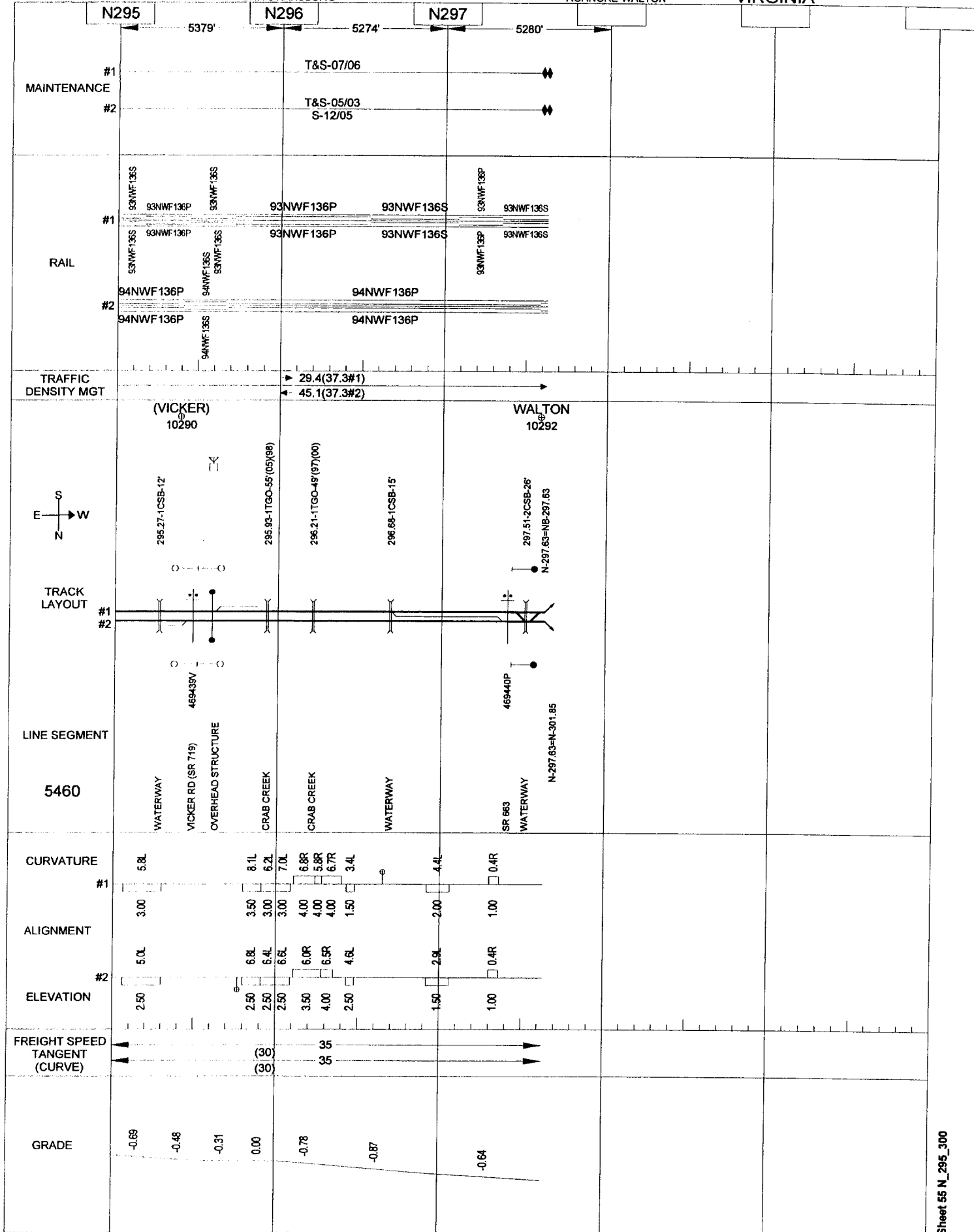
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CHRISTIANSBURG

073

ROANOKE-WALTON

VIRGINIA



05/10/2007

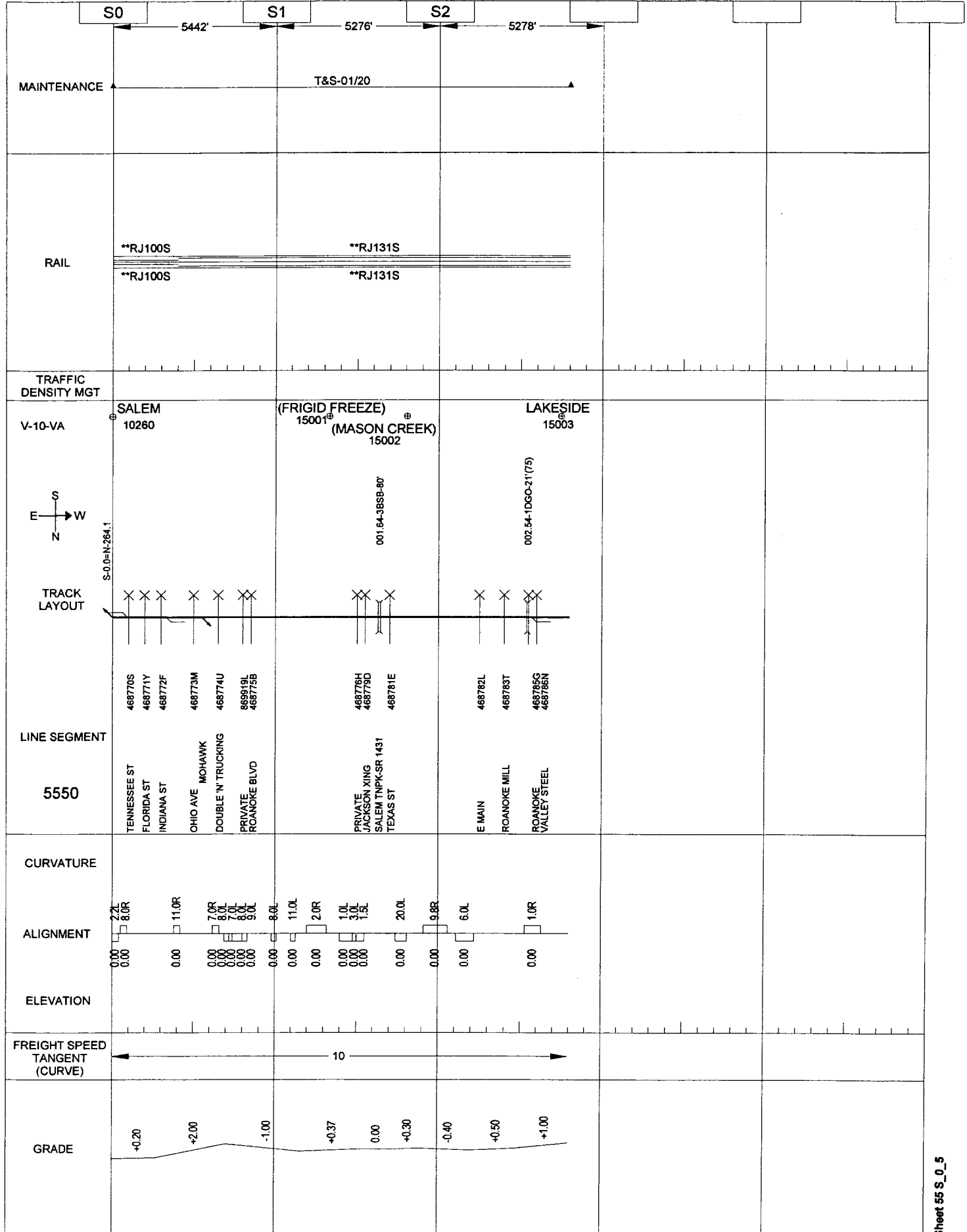
074

CHRISTIANSBURG

CATAWBA BRANCH

SALEM-LAKESIDE

VIRGINIA



05/10/2007

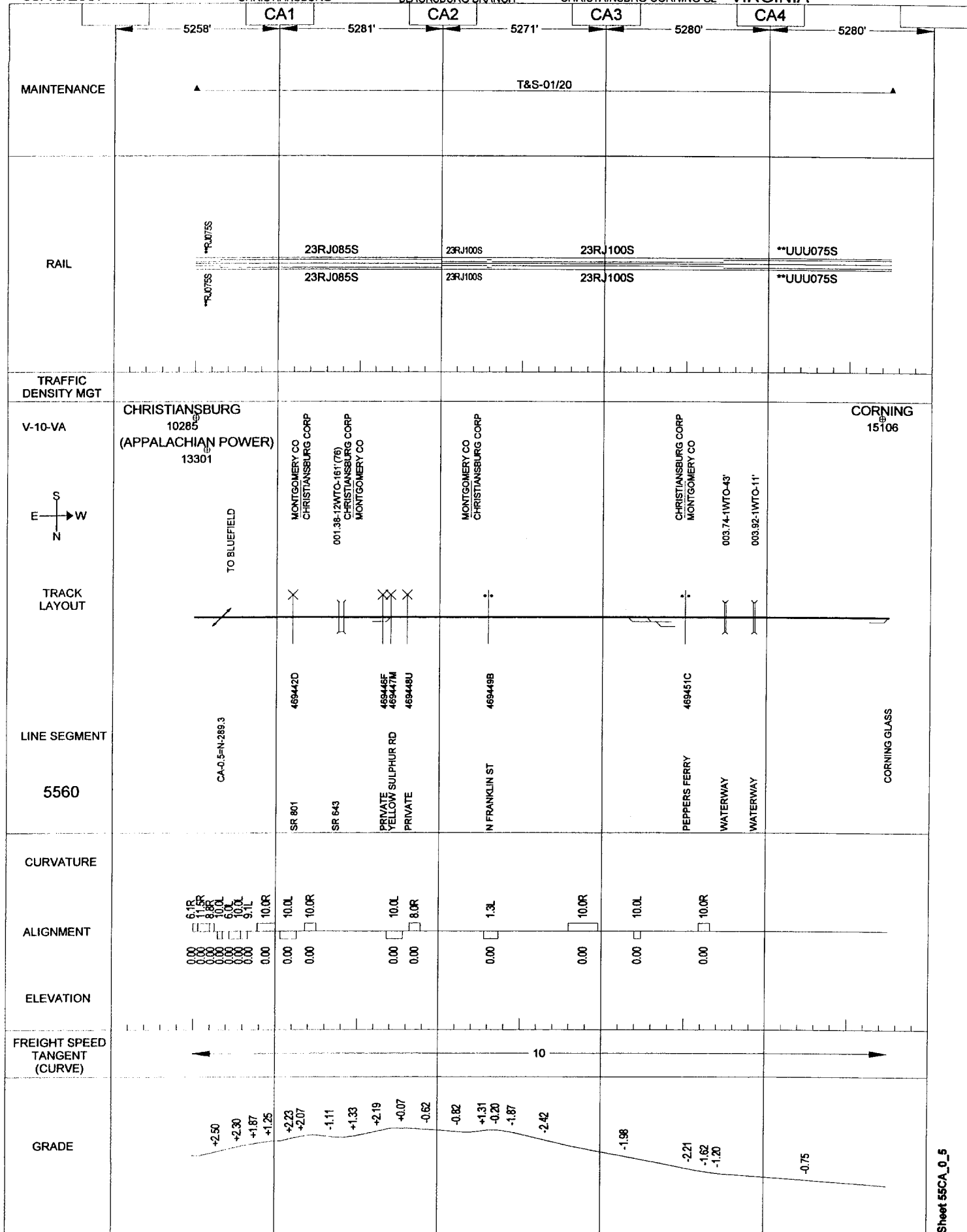
CHRISTIANSBURG

075

BLACKSBURG BRANCH

CHRISTIANSBURG-CORNING GL

VIRGINIA



N305

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

06NWF136P

91NWF132S

91NWF132S

20.9(55.1)

→ 20.8(55.1)

34.2

← 34.3

MEADOW

(PEPPER)
⊕
10295

(BLUFF)

TRACK LAYOUT

LINE SEGMENT

5470

CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

Sheet 55 N_300_305

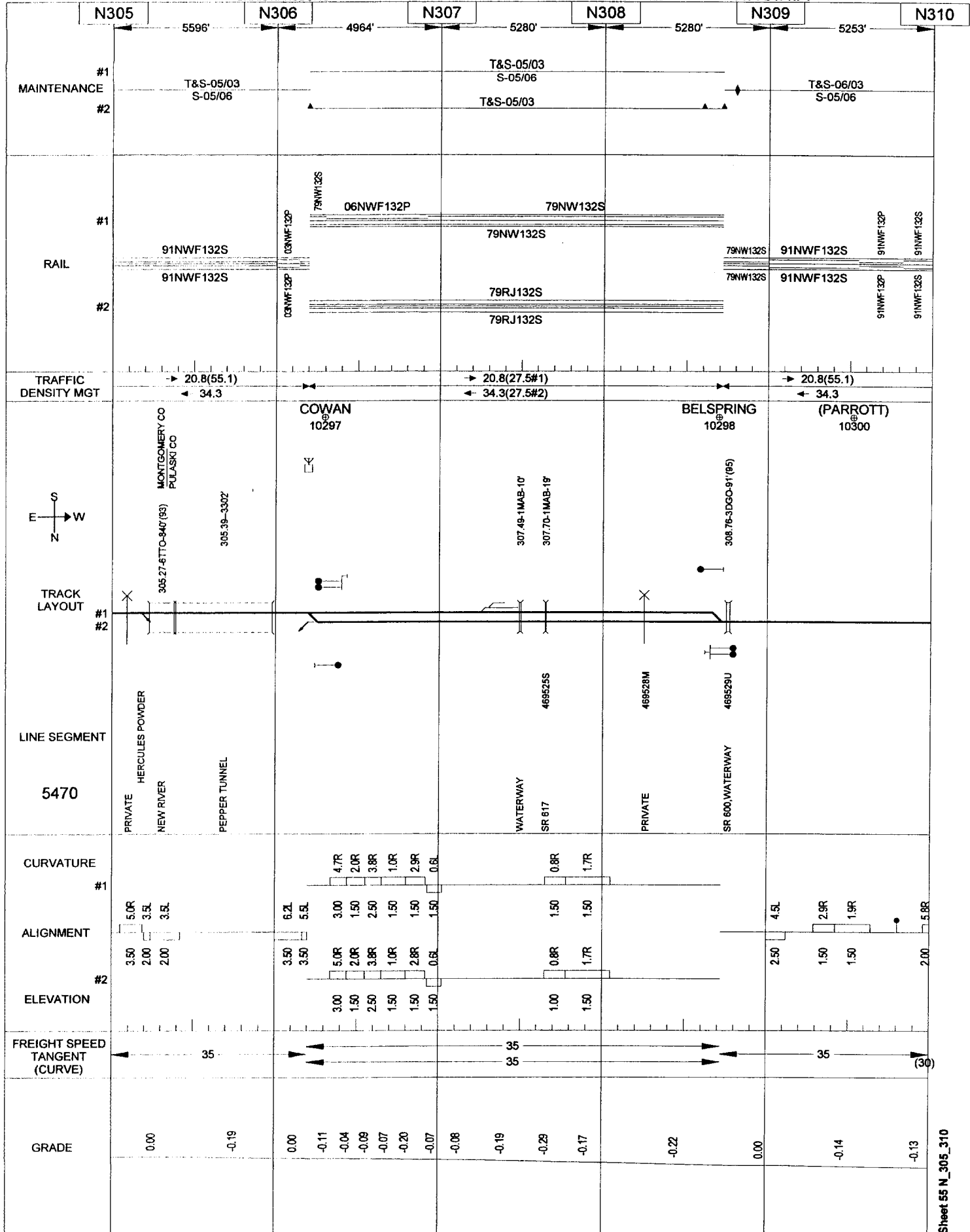
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CHRISTIANSBURG

077

WALTON-BLUEFIELD

VIRGINIA



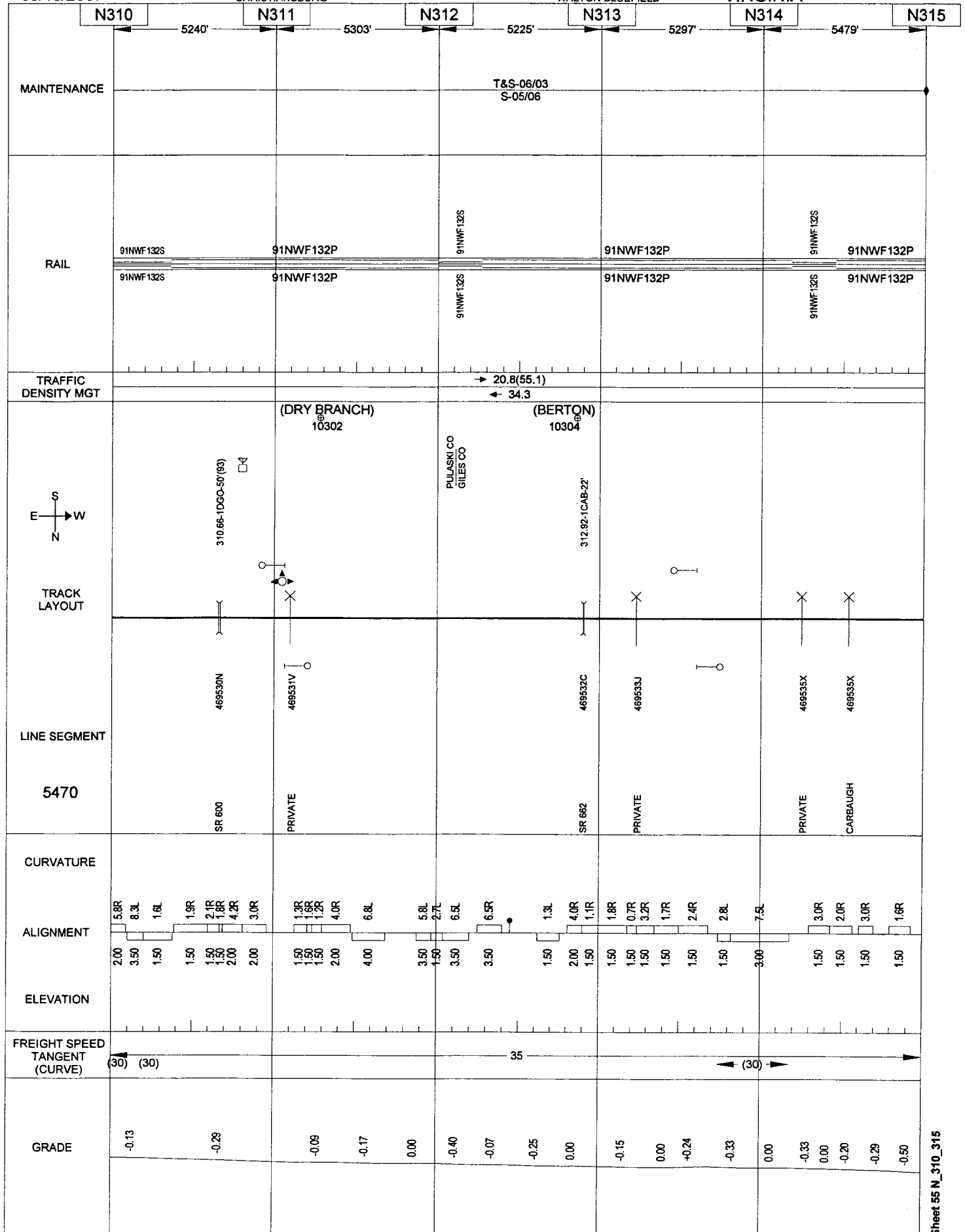
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078

CHRISTIANSBURG

WALTON-BLUEFIELD

VIRGINIA



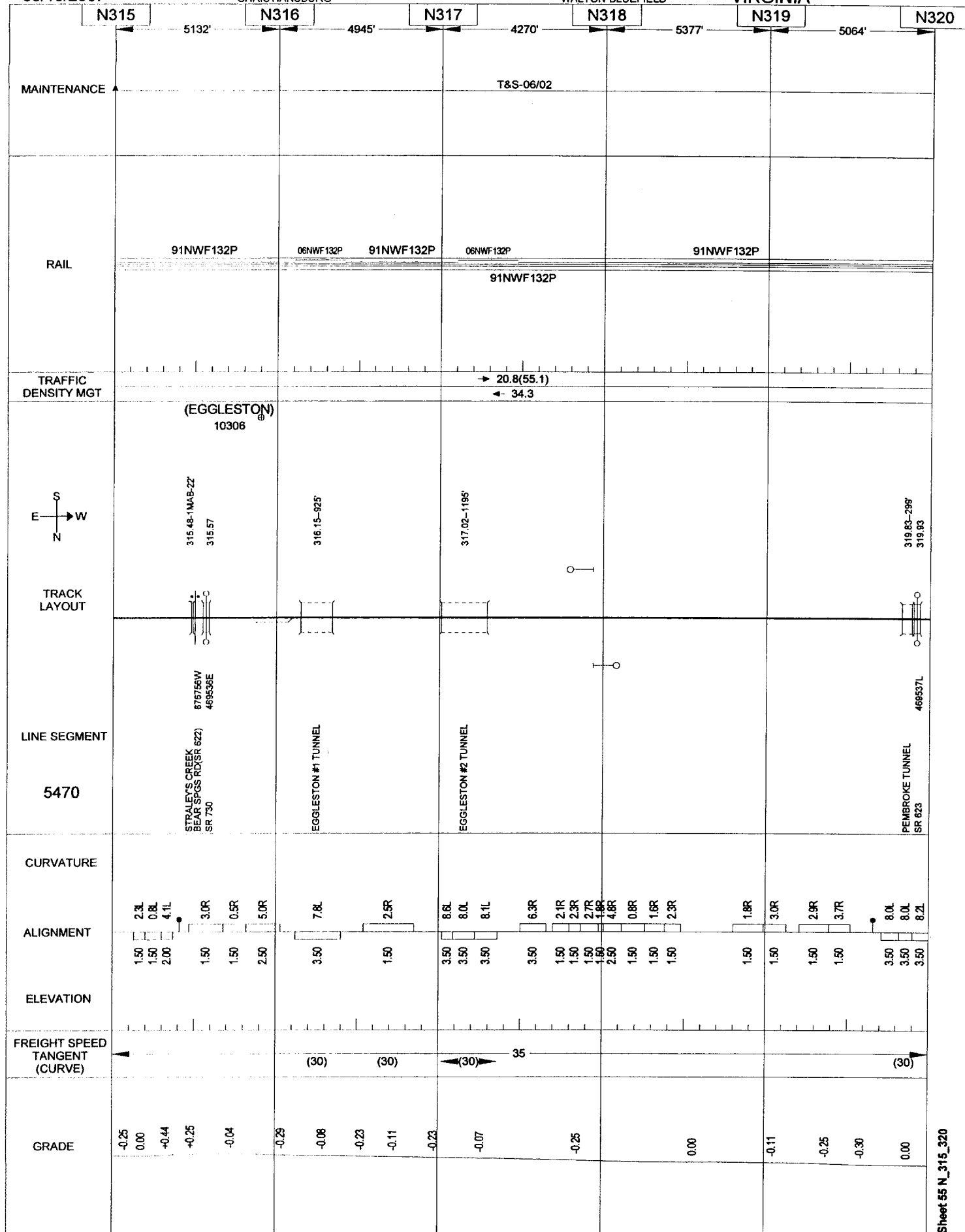
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CHRISTIANSBURG

079

WALTON-BLUEFIELD

VIRGINIA



VIRGINIA

Sheet 55 N 320 325

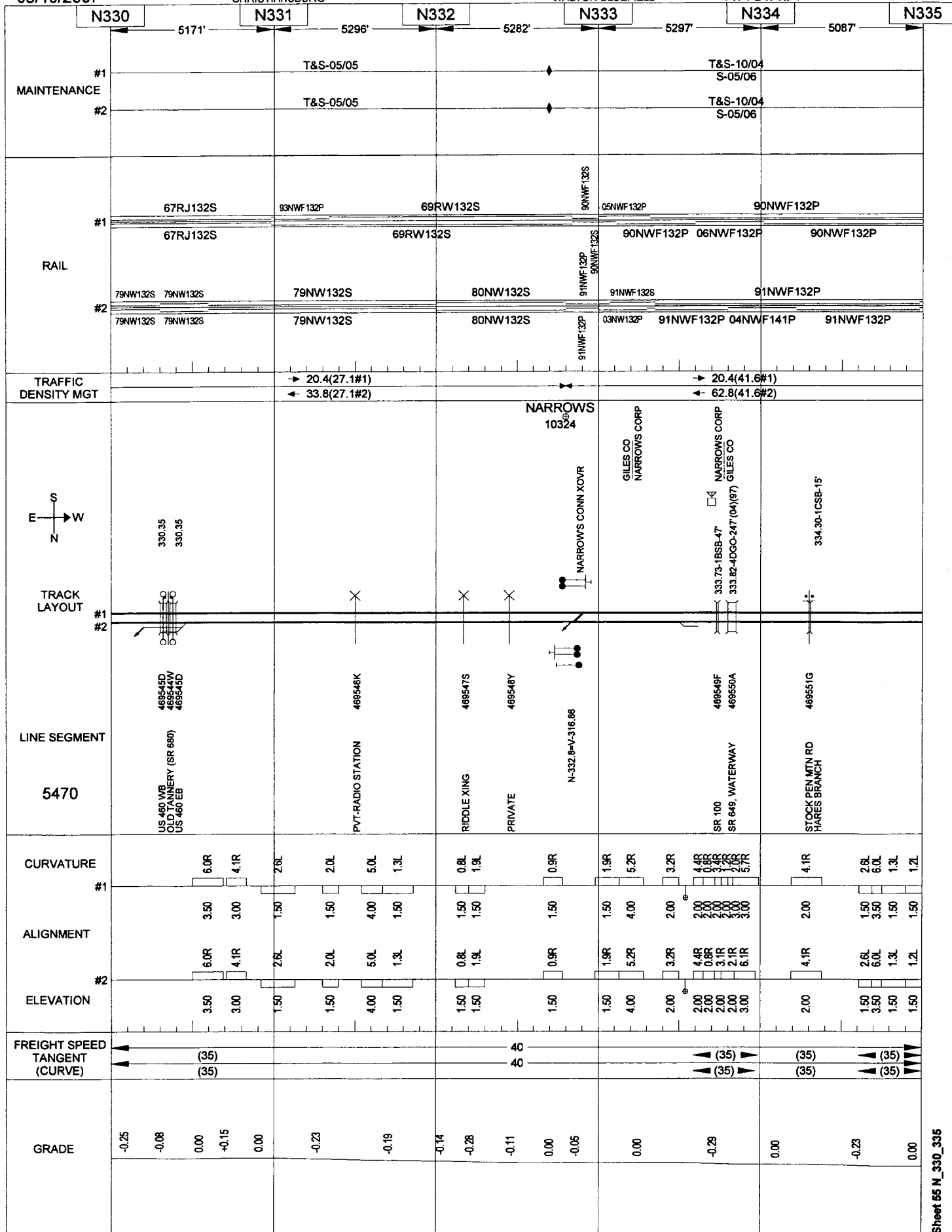
05/10/2007

082

CHRISTIANSBURG

WALTON-BLUEFIELD

VIRGINIA



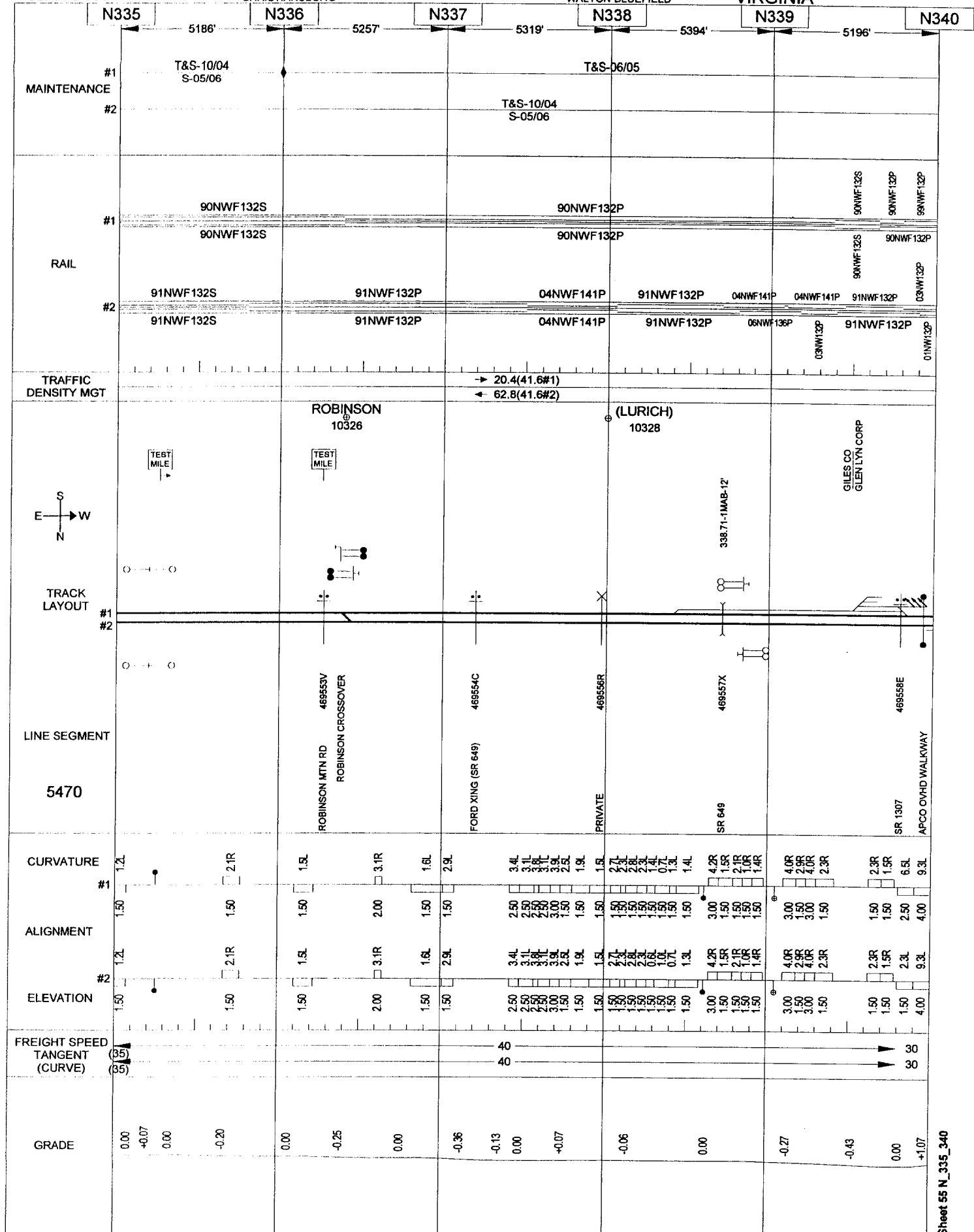
05/10/2007

CHRISTIANSBURG

083

WALTON-BLUEFIELD

VIRGINIA



N340		N341		N342		N343		N344		N345
------	--	------	--	------	--	------	--	------	--	------

MAINTENANCE
#

T&S-06/05

T&S-06/05

RAIL

#1

#2

TRAFFIC
DENSITY MGT

→ 20.6(42.2#)

→	20.6(59.0#1)
←	63.7(25.3#2)

→ 17.8(52.5#1)
← 57.2(22.5#2)

V-11-VA

GLEN LYN
10330

(WILLS)
10332

PD JCT
⊕
11327

E ———→ W
 S

TRACK LAYOUT

LINE SEGMENT

5470

CURVATURE

#1

ALIGNMENT

#2

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE

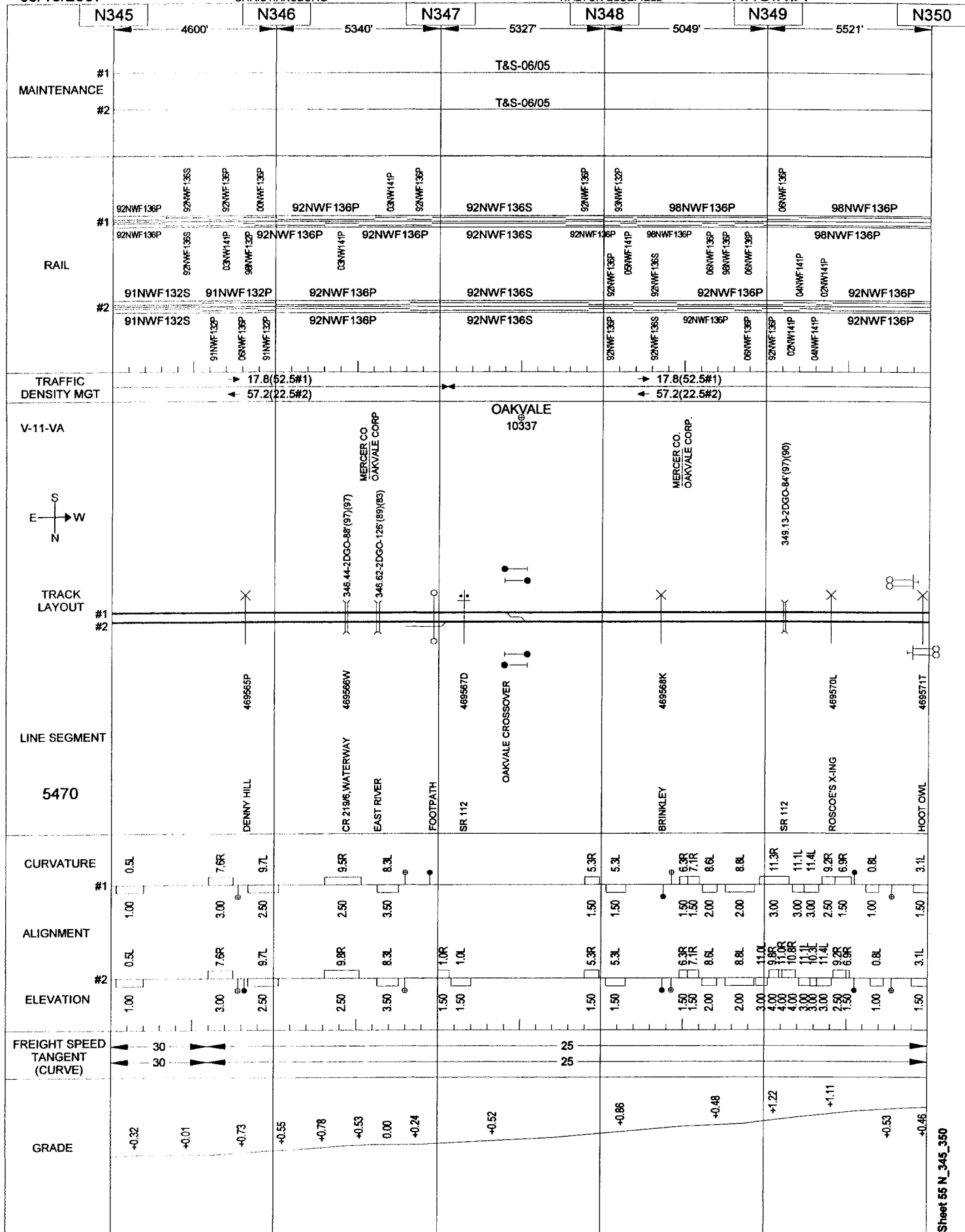
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CHRISTIANSBURG

085

WALTON-BLUEFIELD

VIRGINIA



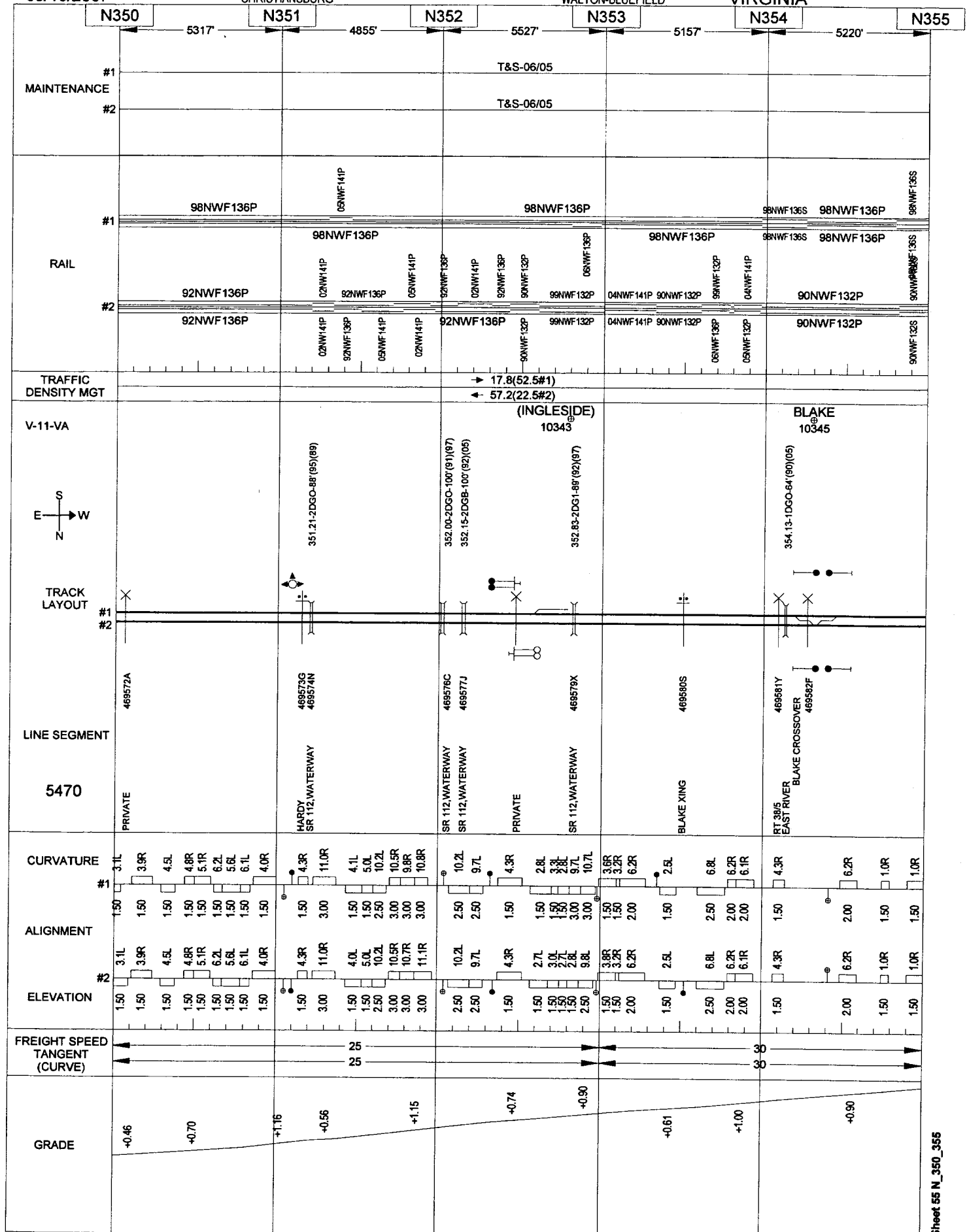
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CHRISTIANSBURG

086

WALTON-BLUEFIELD

VIRGINIA



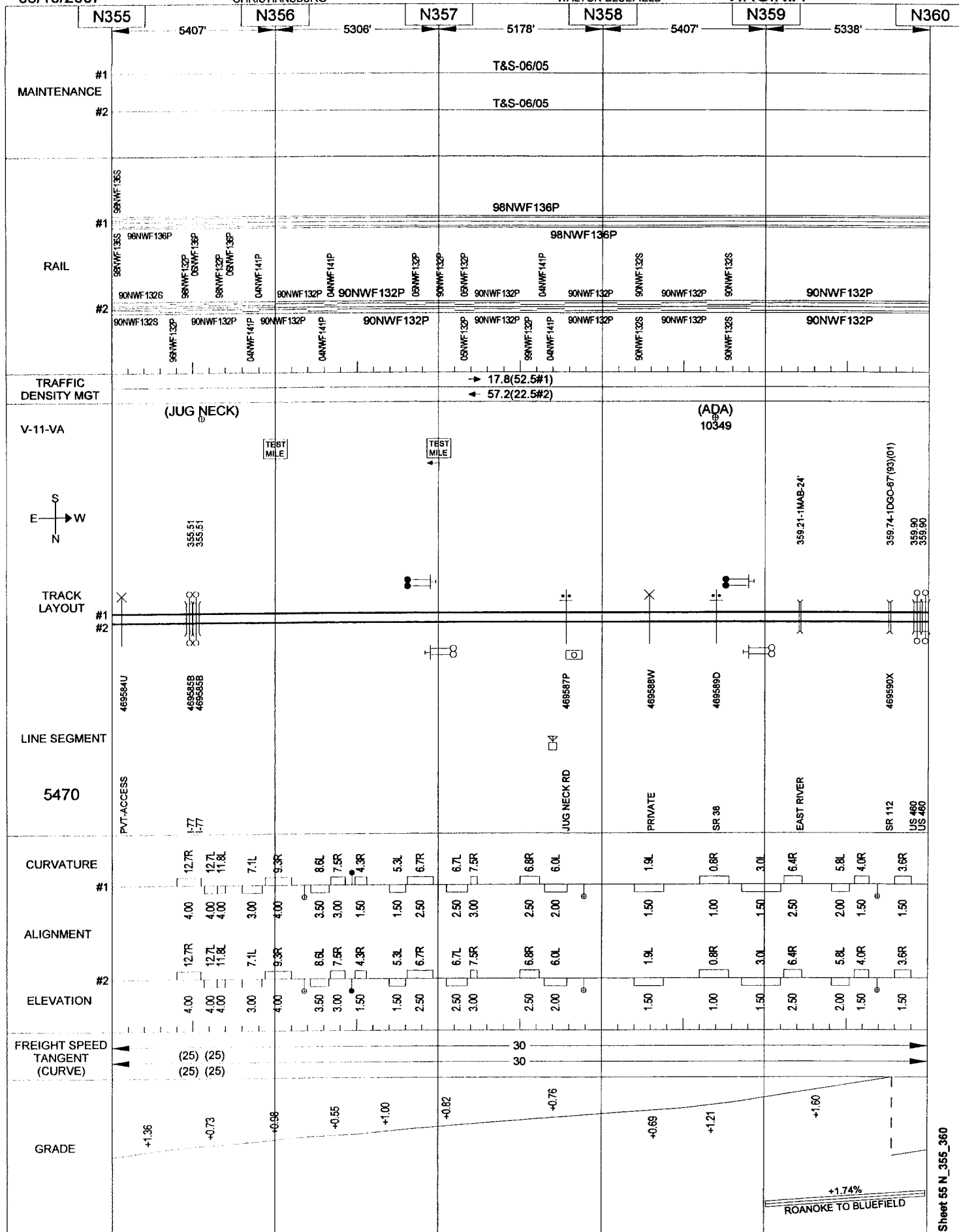
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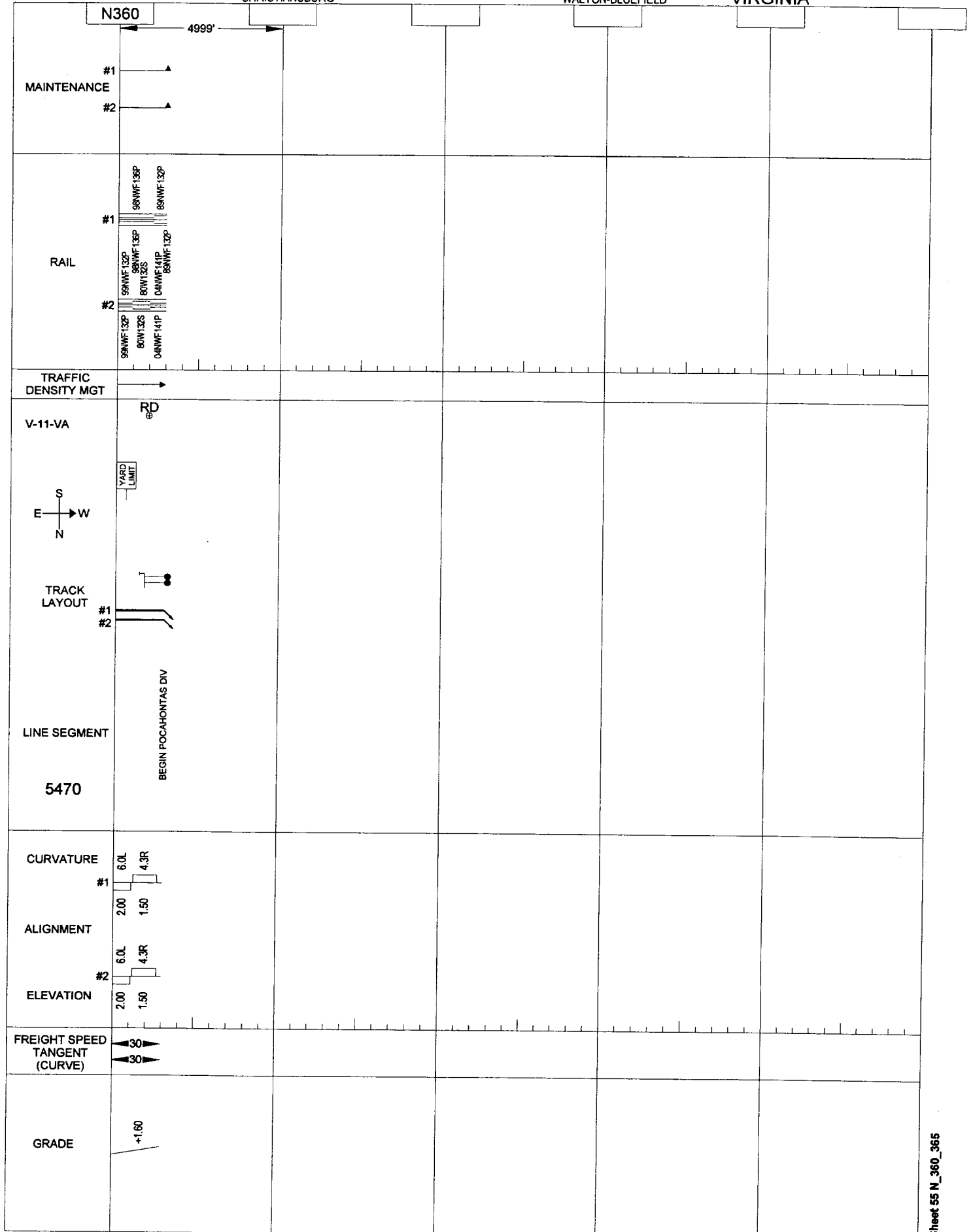
CHRISTIANSBURG

087

WALTON-BLUEFIELD

VIRGINIA





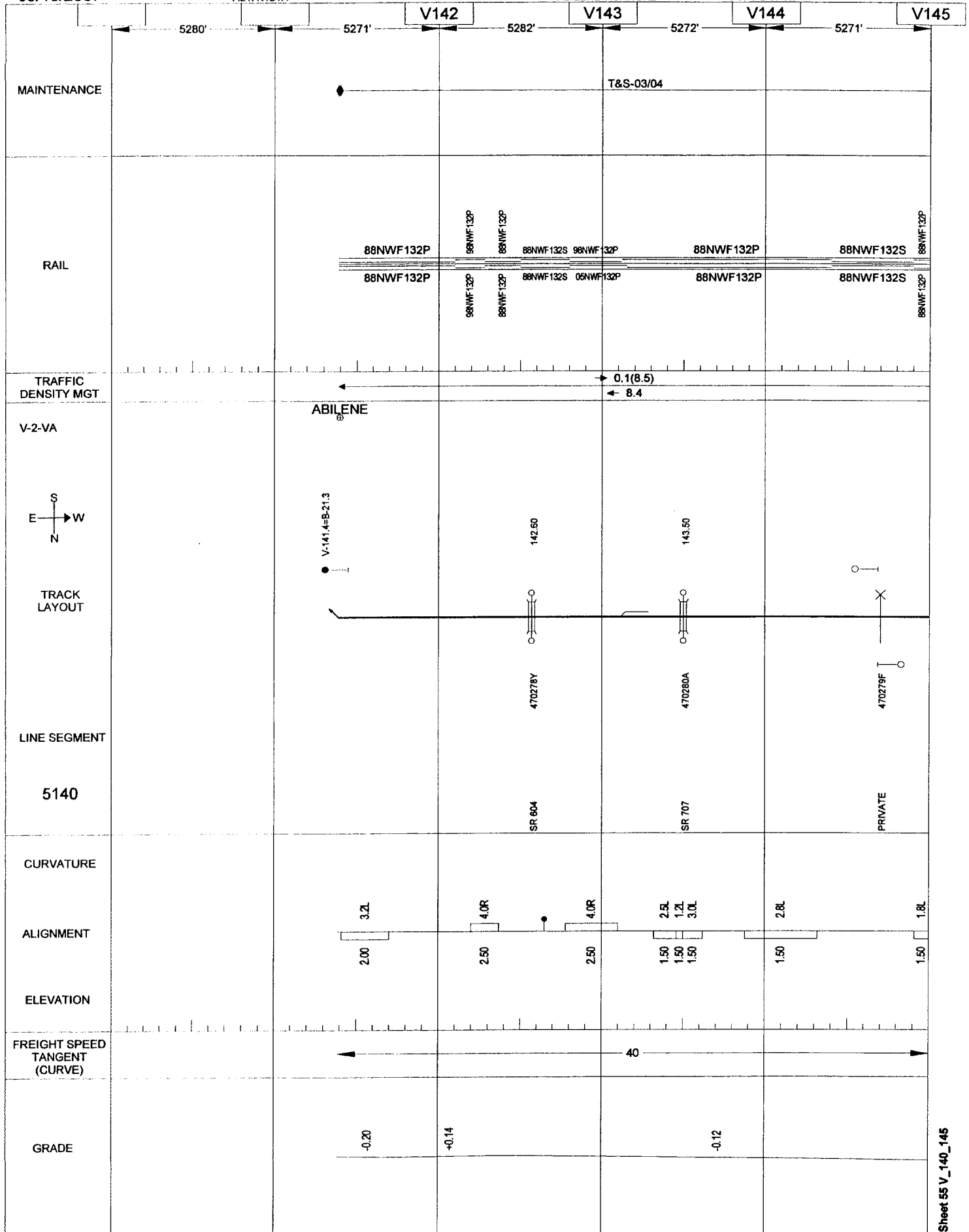
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ALTAVISTA

089

ABILENE-ROANOKE

VIRGINIA



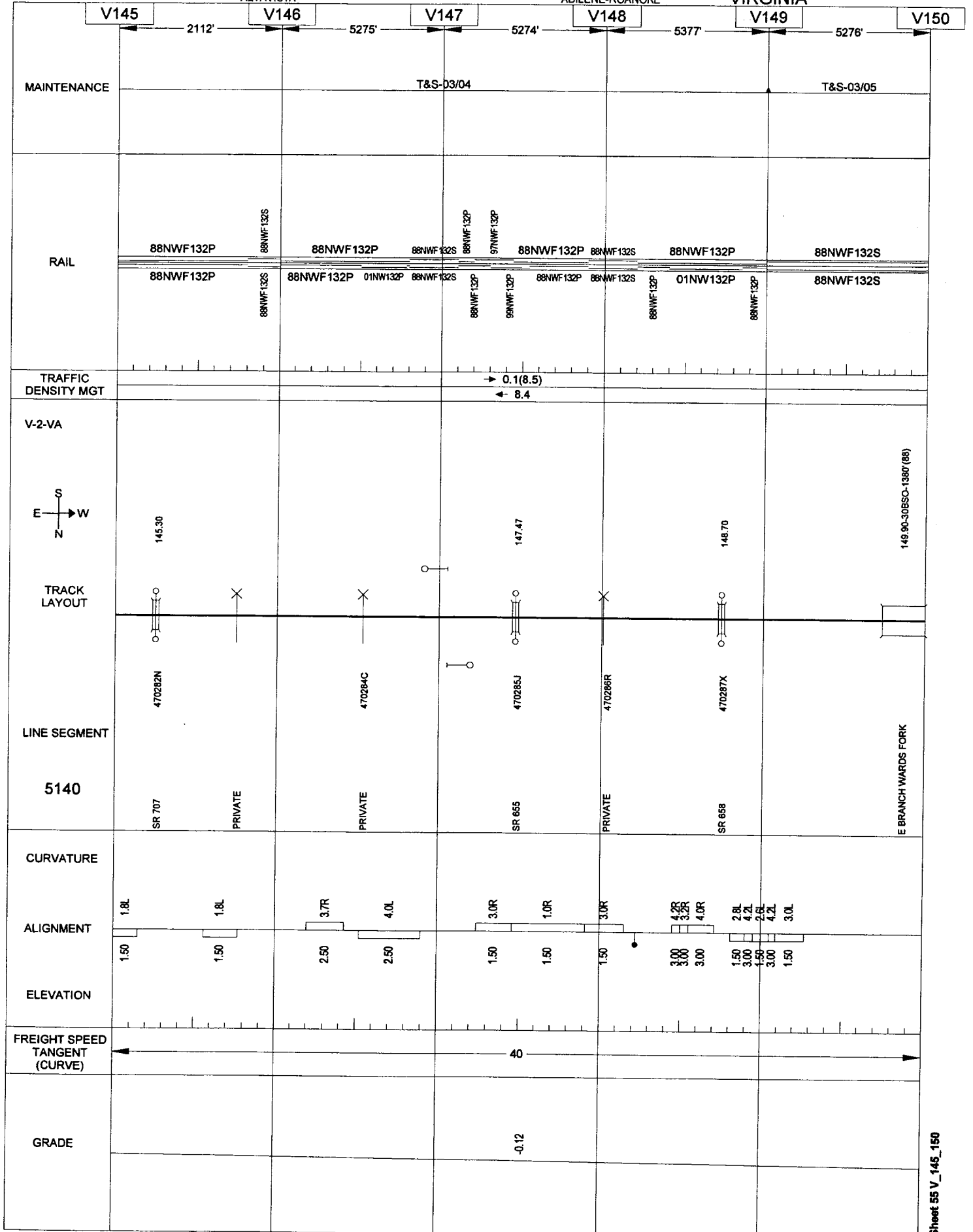
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ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



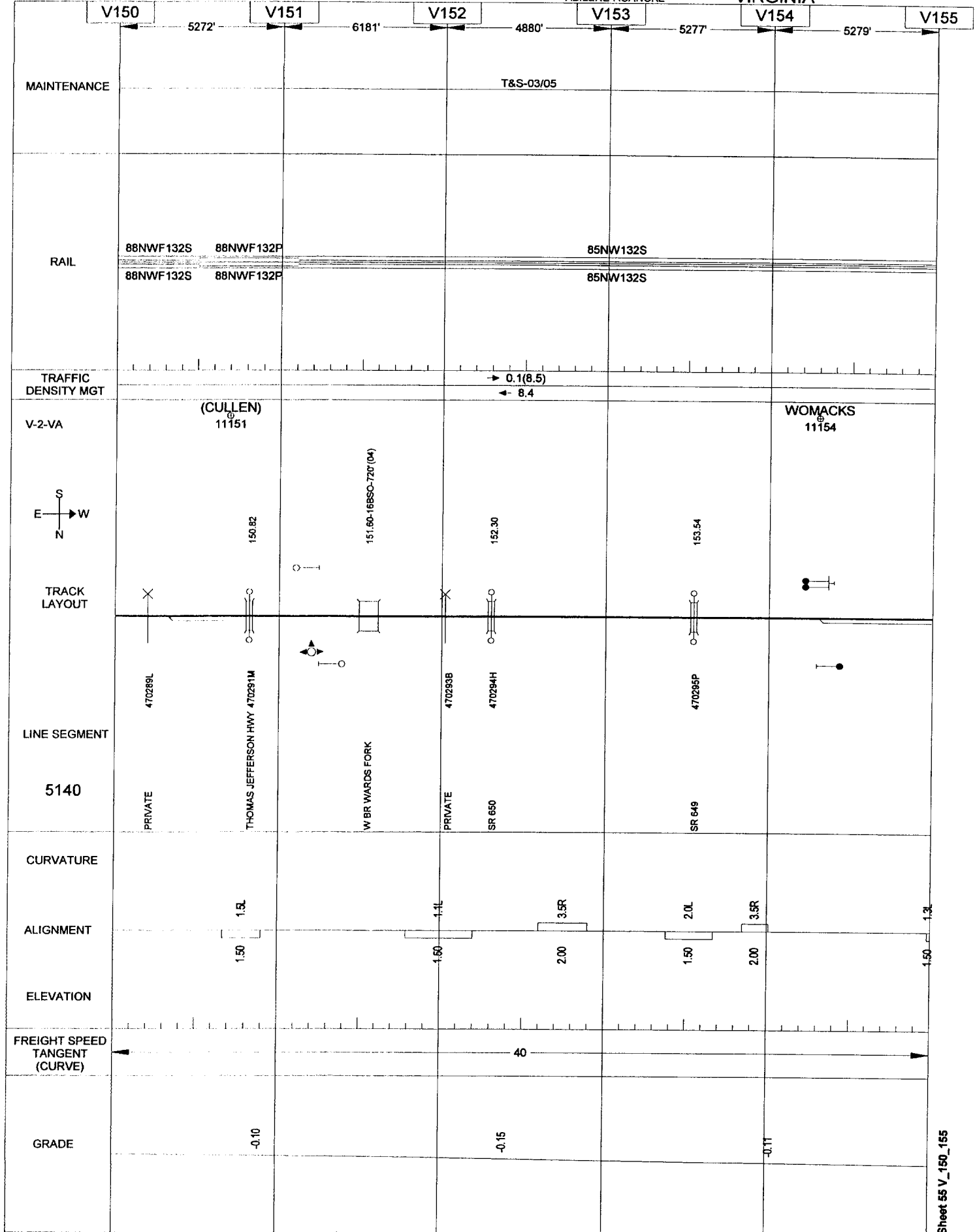
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ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



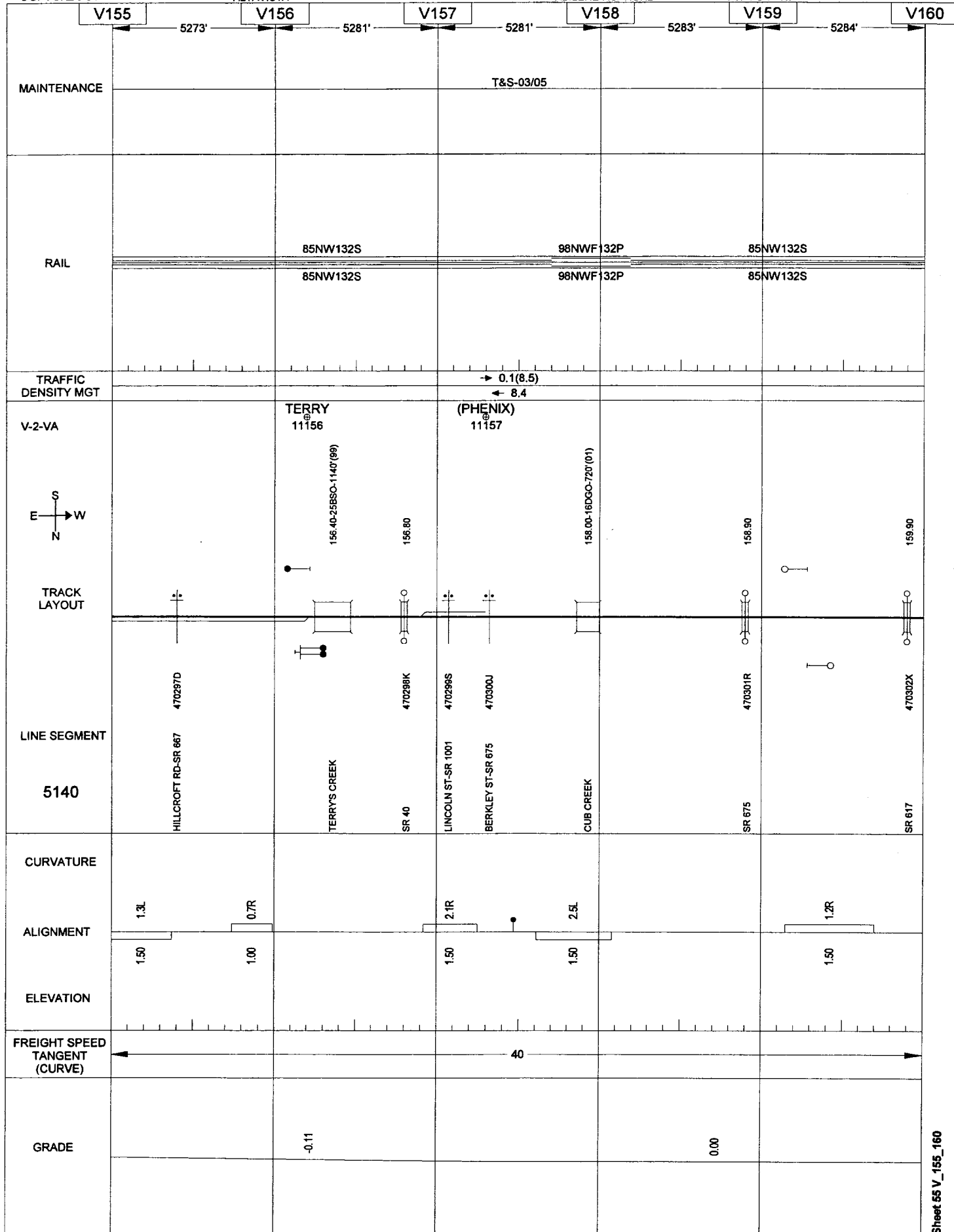
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VIRGINIA



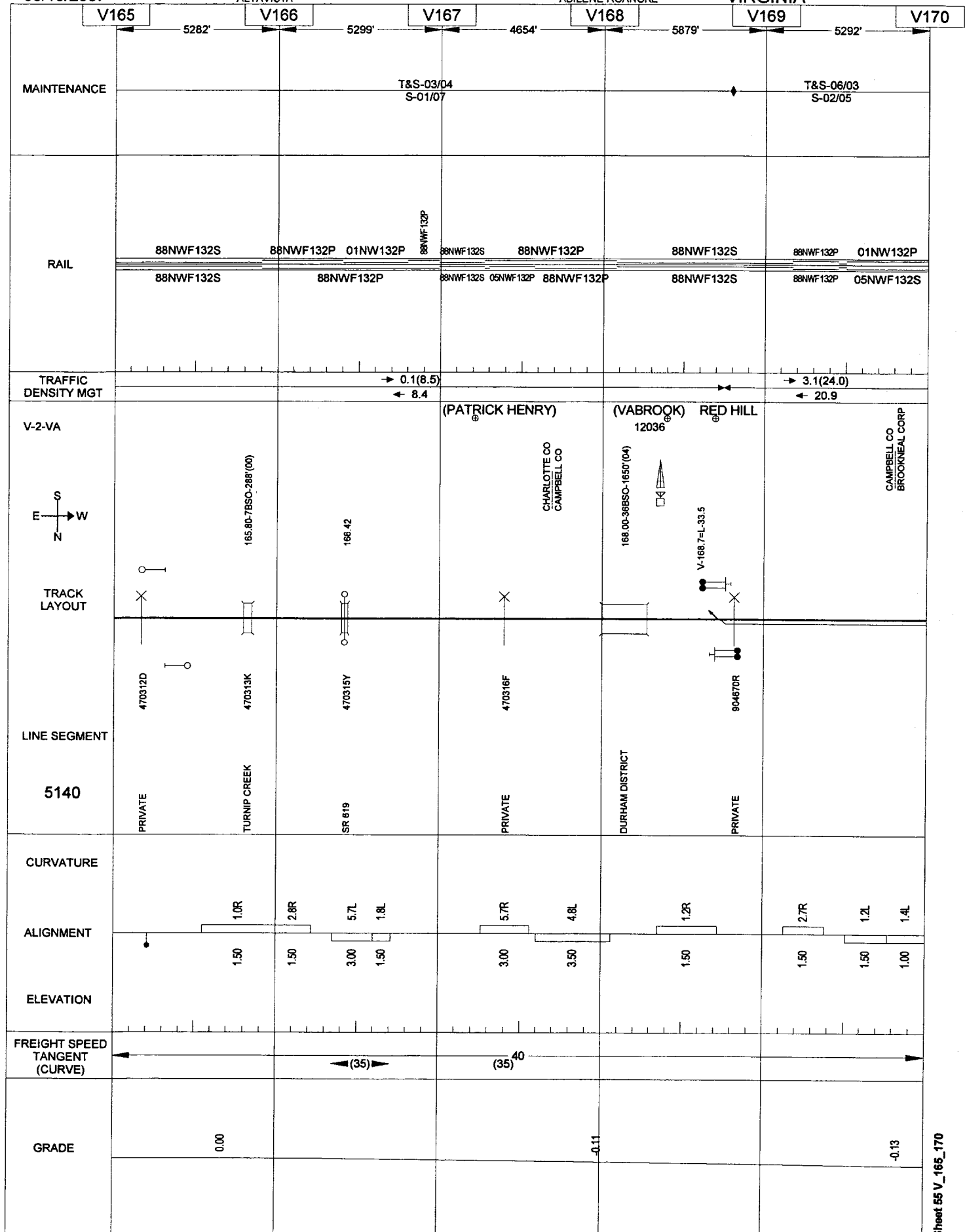
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VIRGINIA



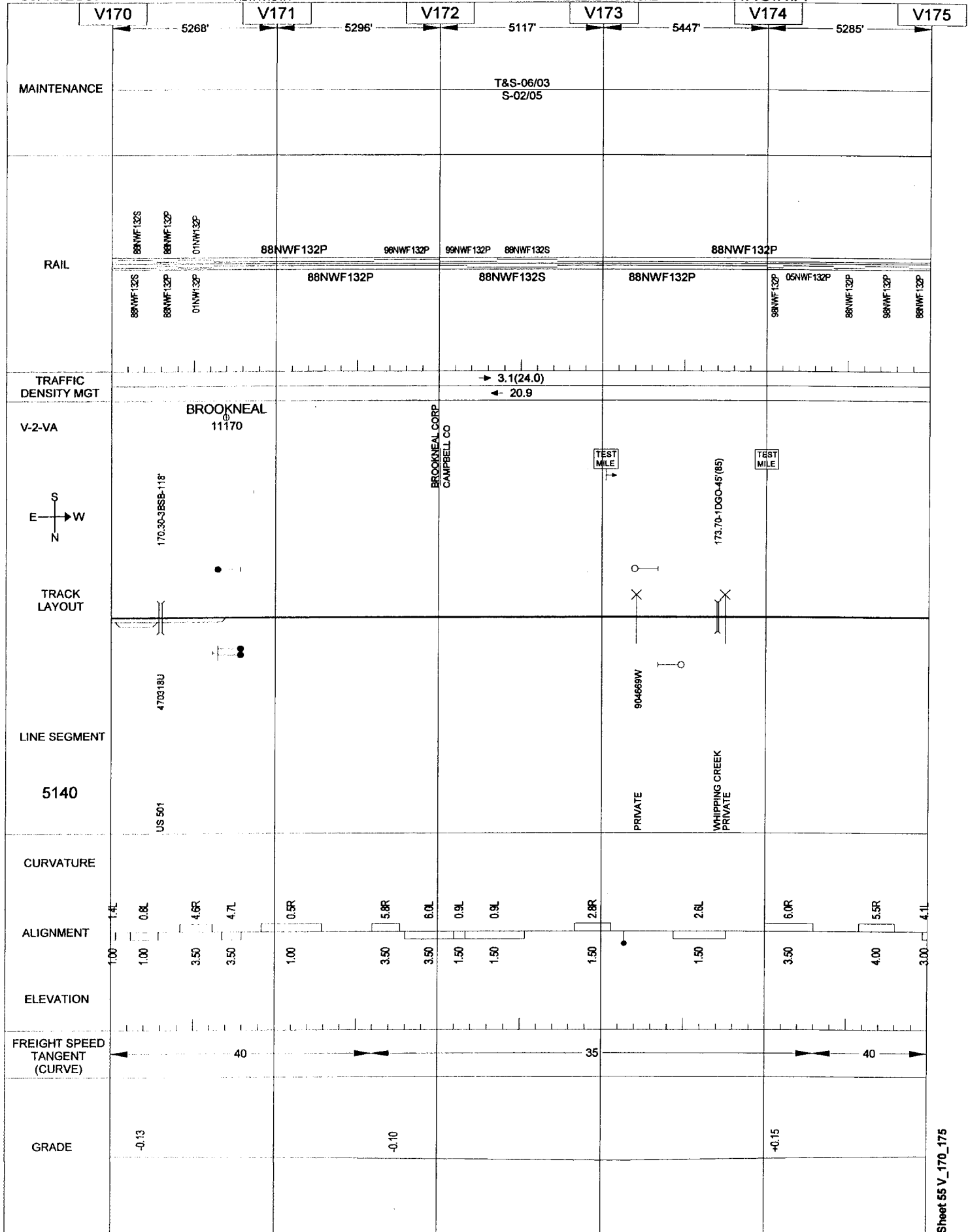
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VIRGINIA



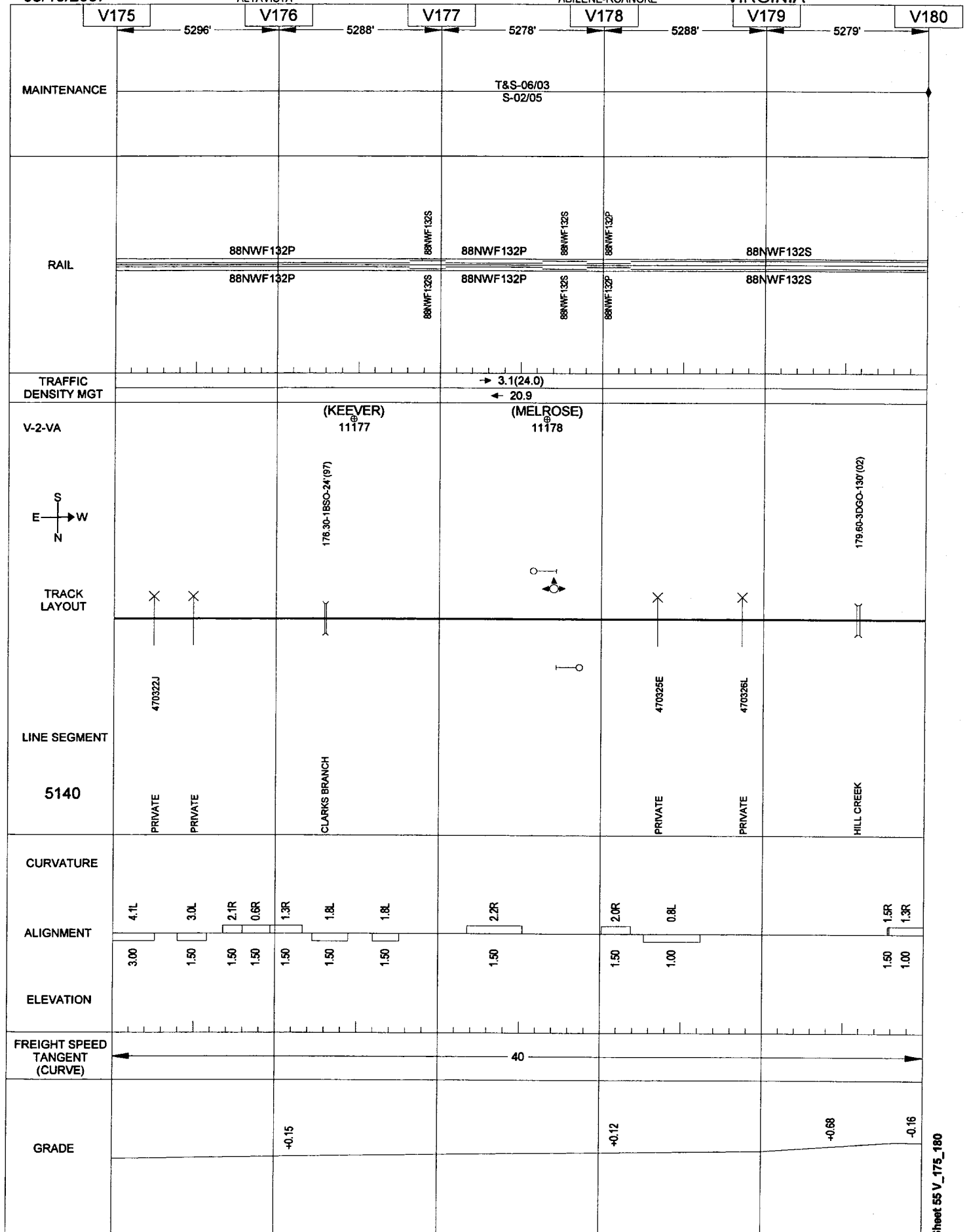
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096

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



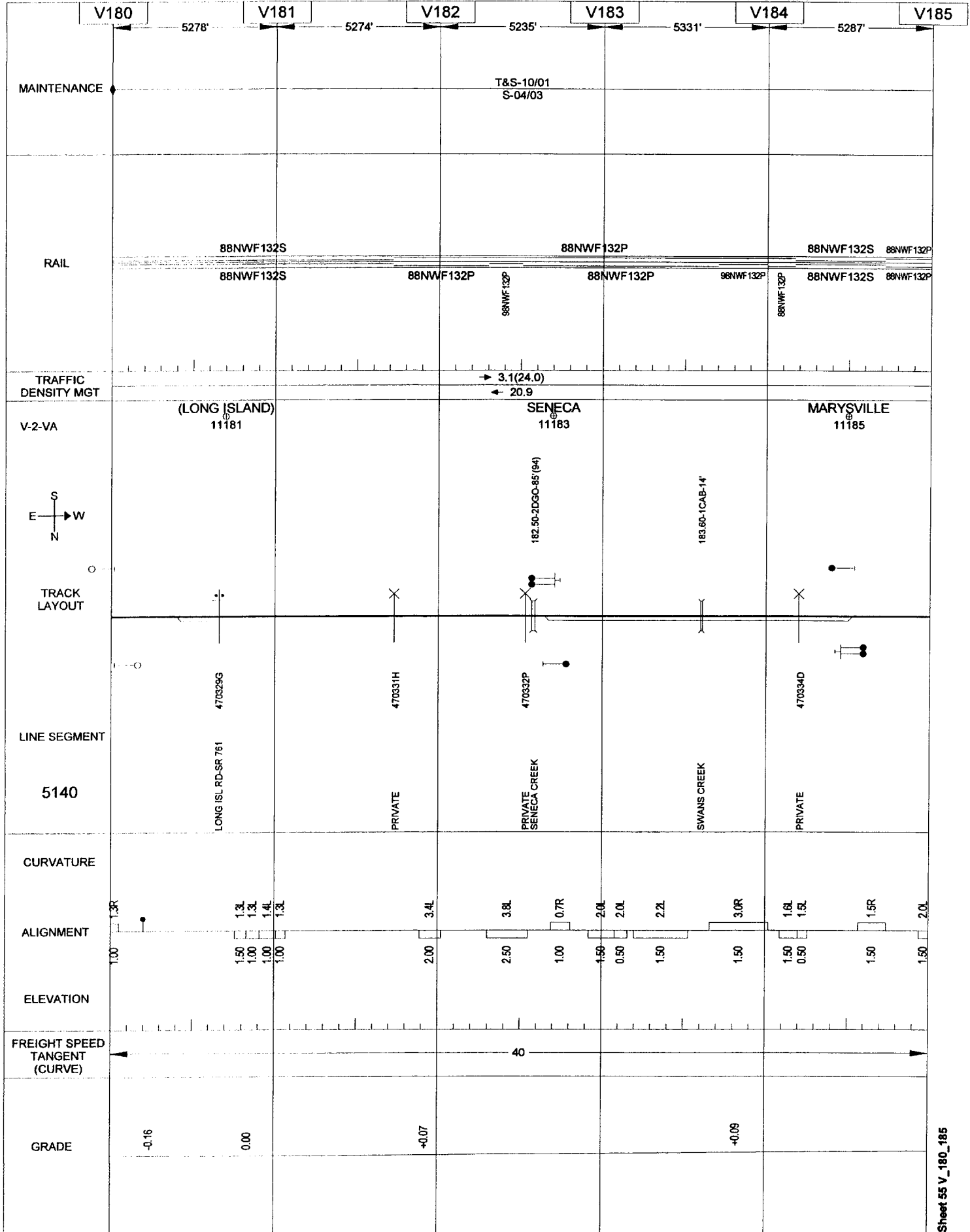
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097

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



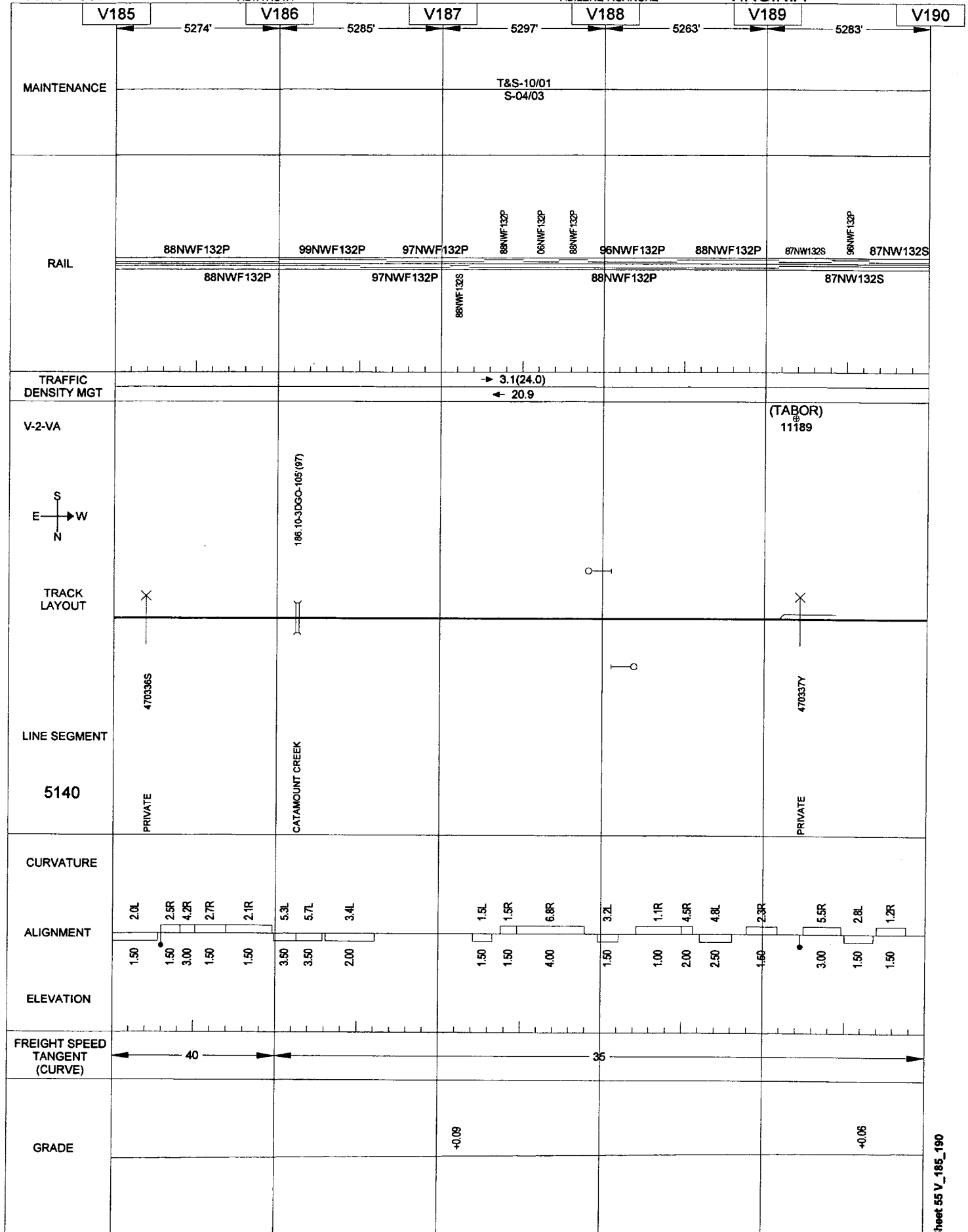
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098

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



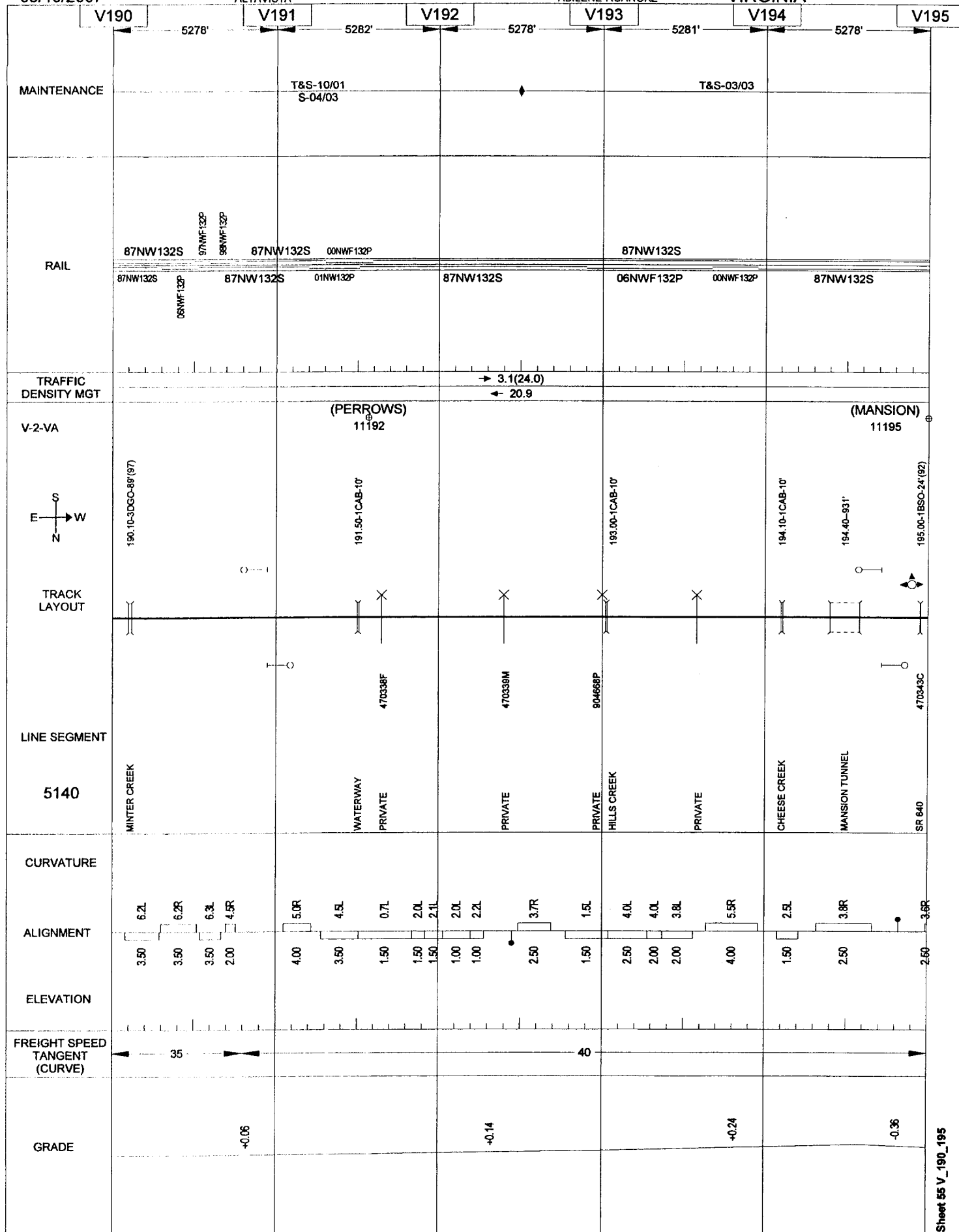
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099

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



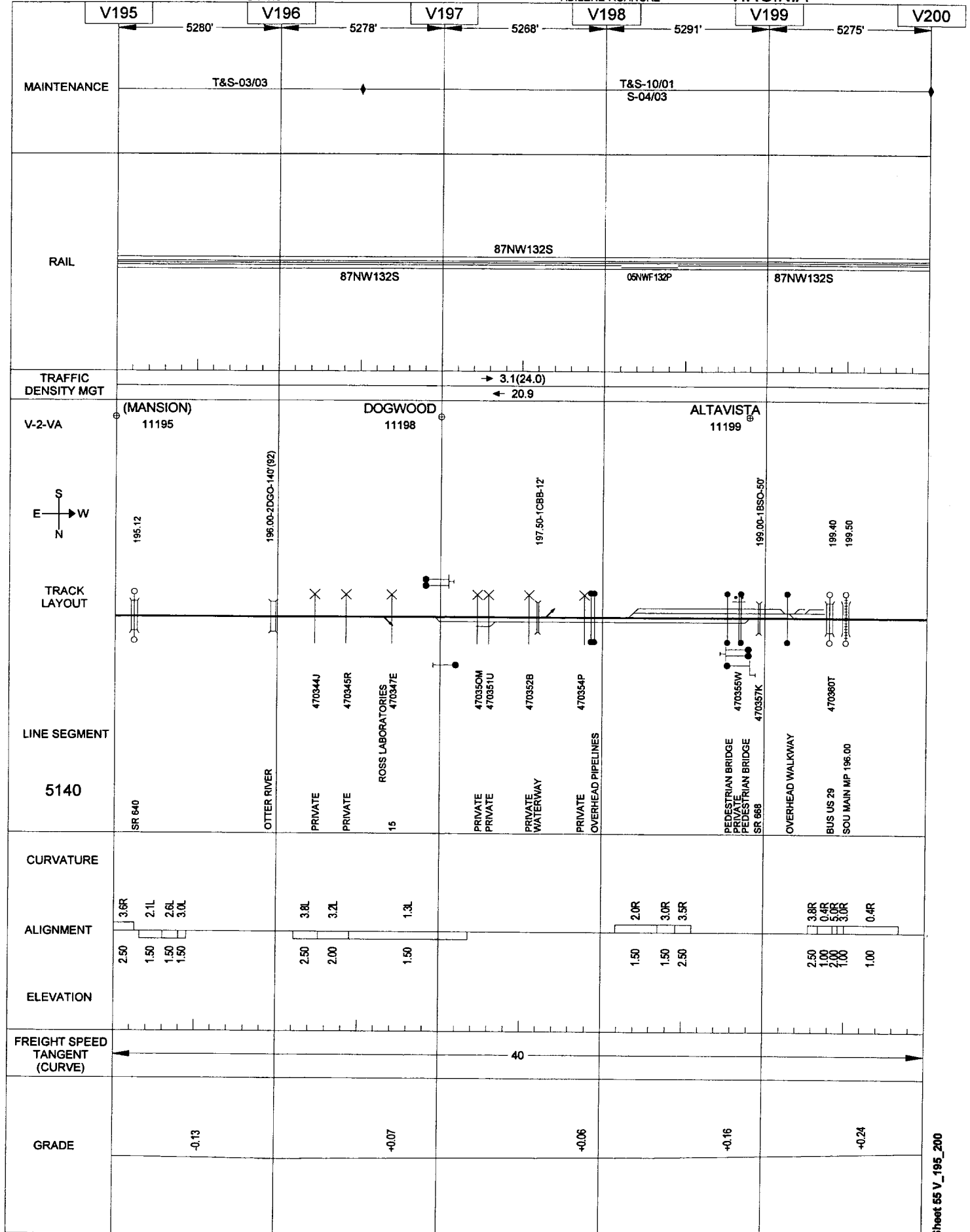
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100

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ABILENE-ROANOKE

VIRGINIA



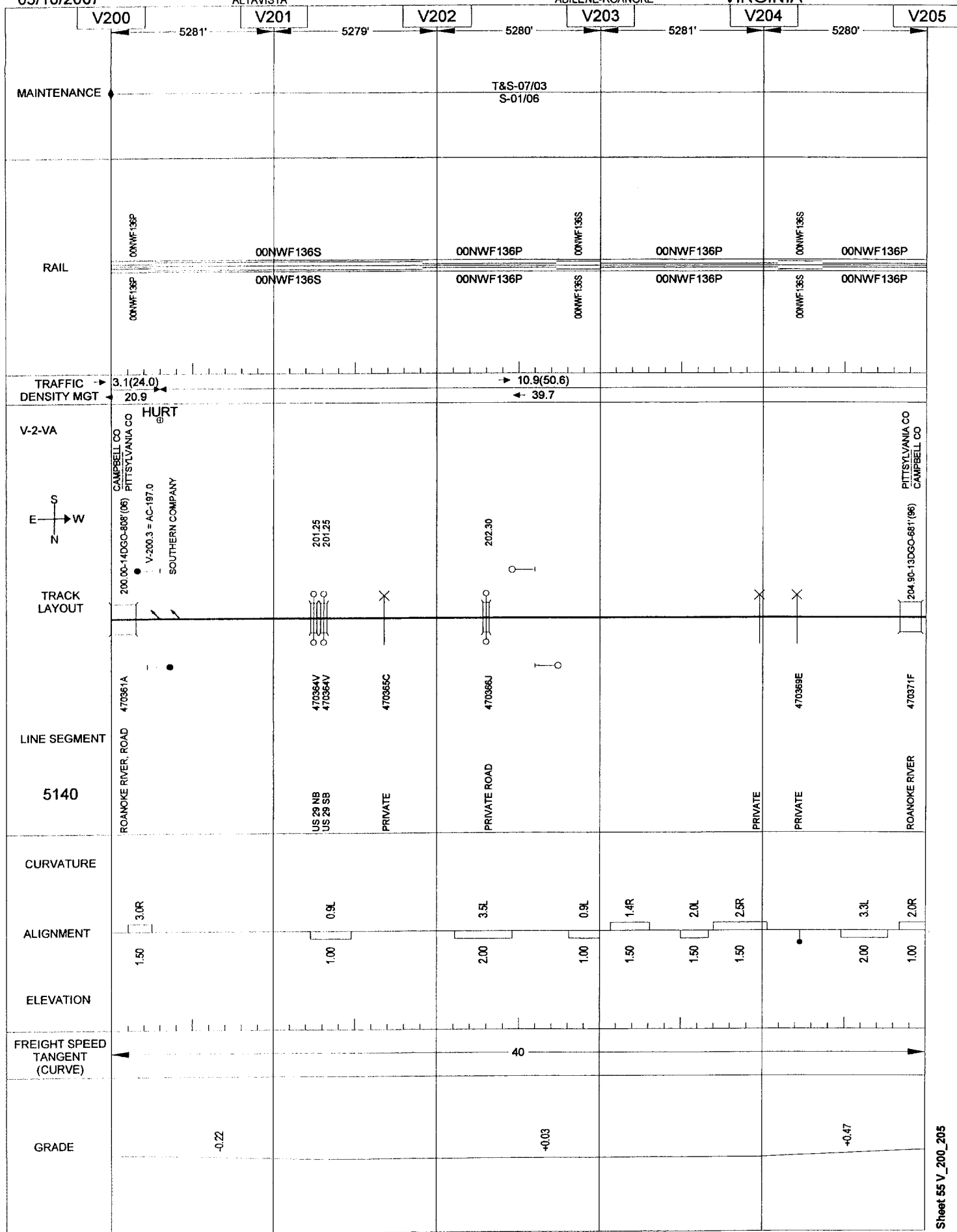
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ALTAVISTA

101

ABILENE-ROANOKE

VIRGINIA



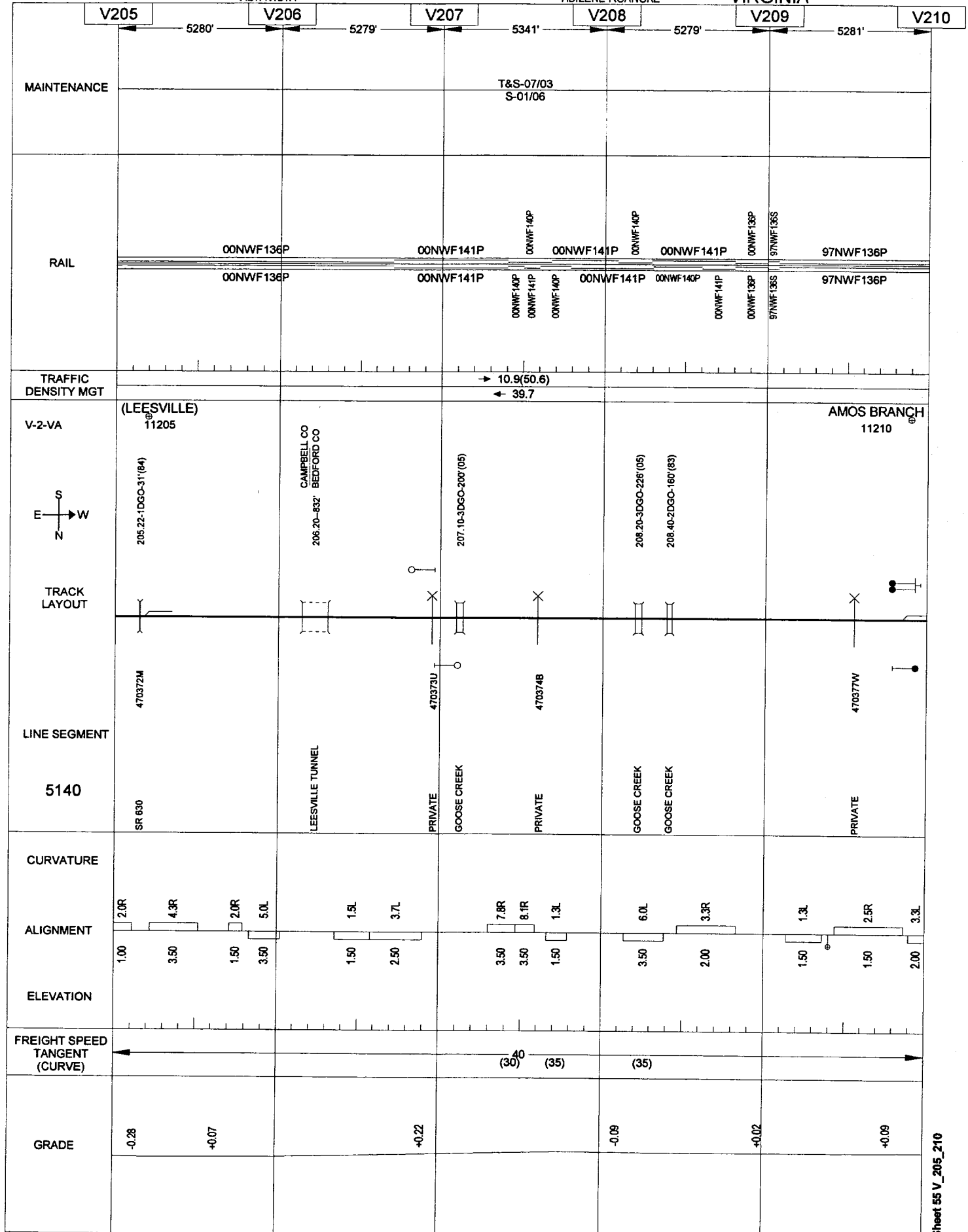
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ALTAVISTA

102

ABILENE-ROANOKE

VIRGINIA

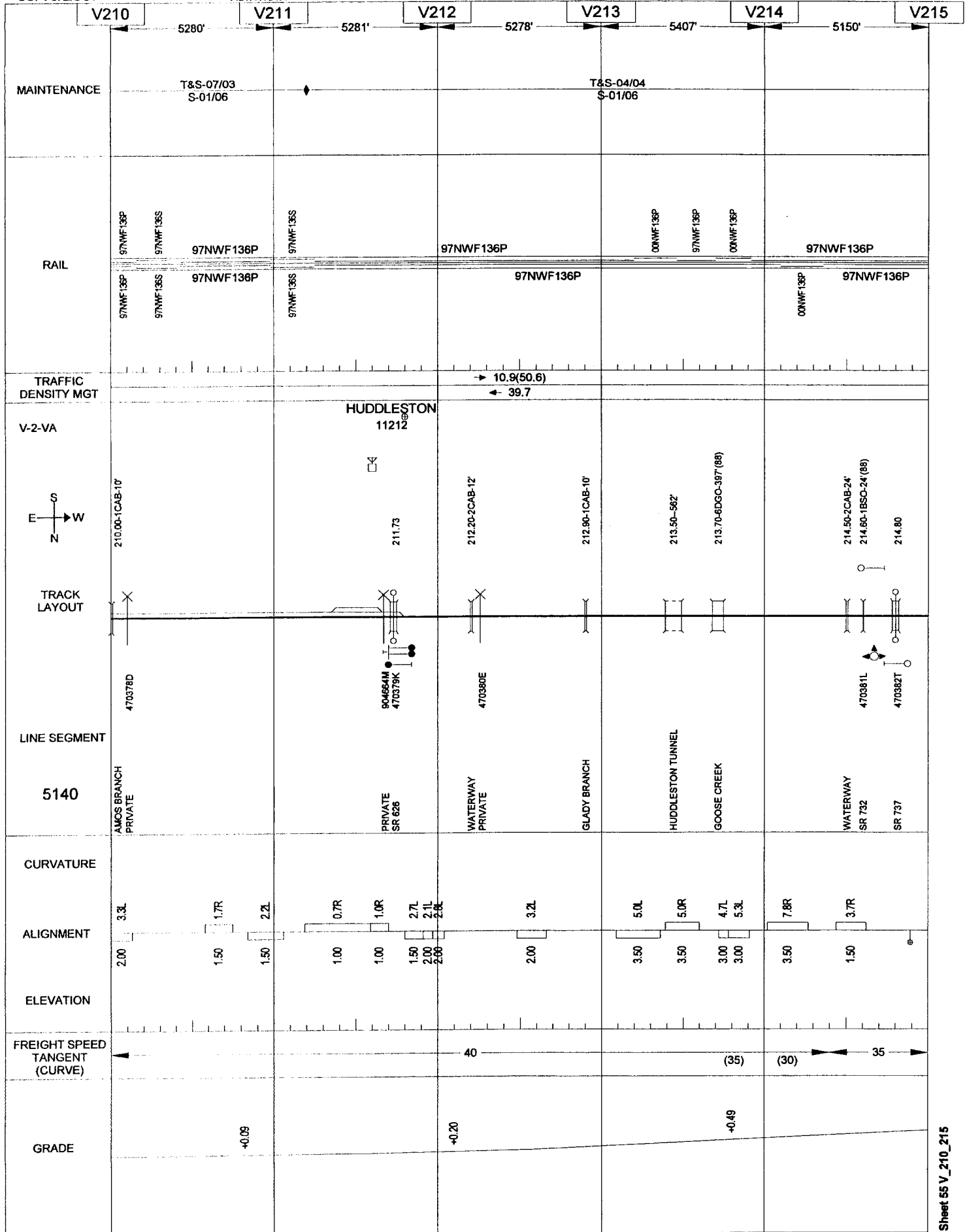


05/10/2007

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



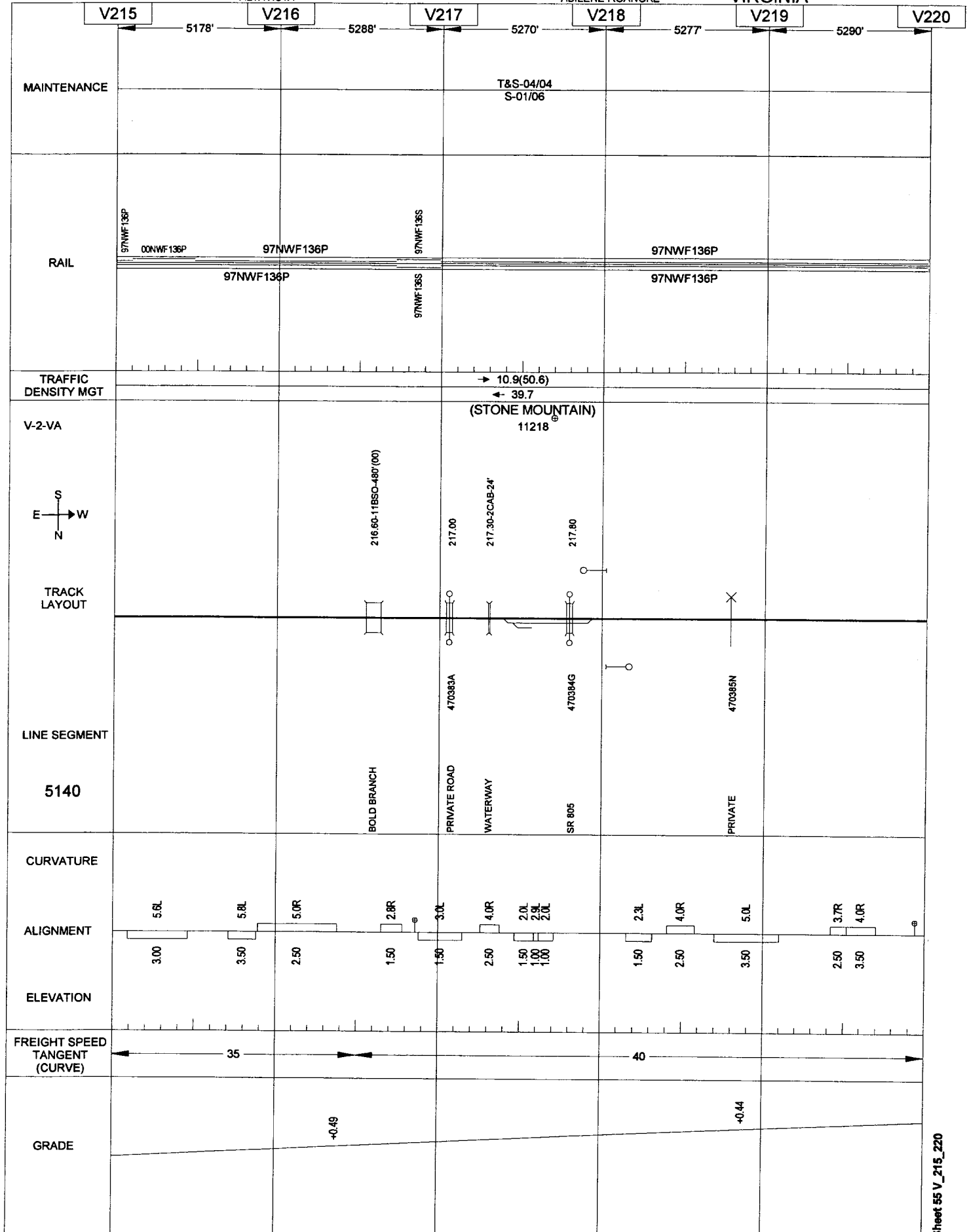
05/10/2007

104

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



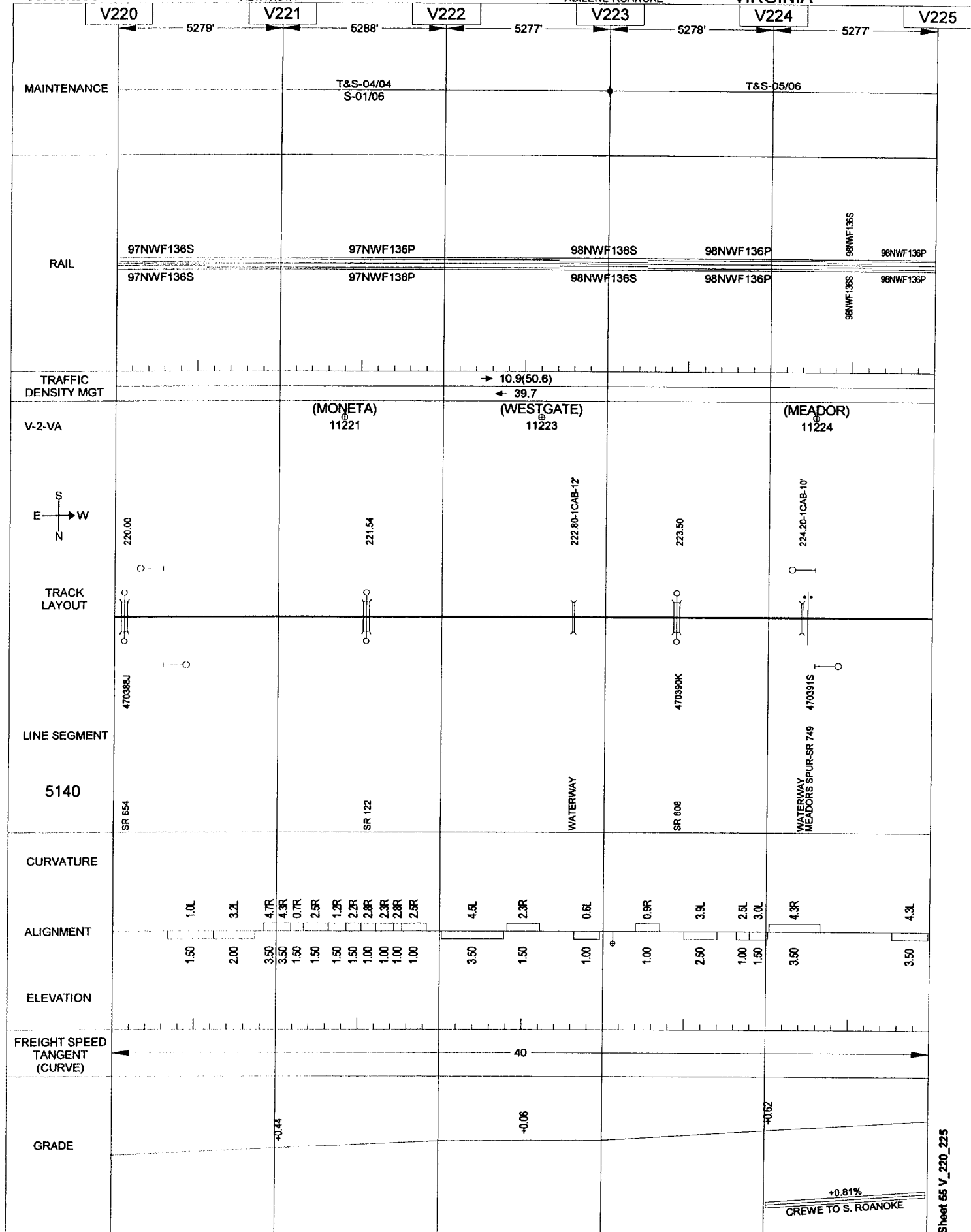
05/10/2007

ALTAVISTA

105

ABILENE-ROANOKE

VIRGINIA



VIRGINIA

Sheet 55 V_225_230

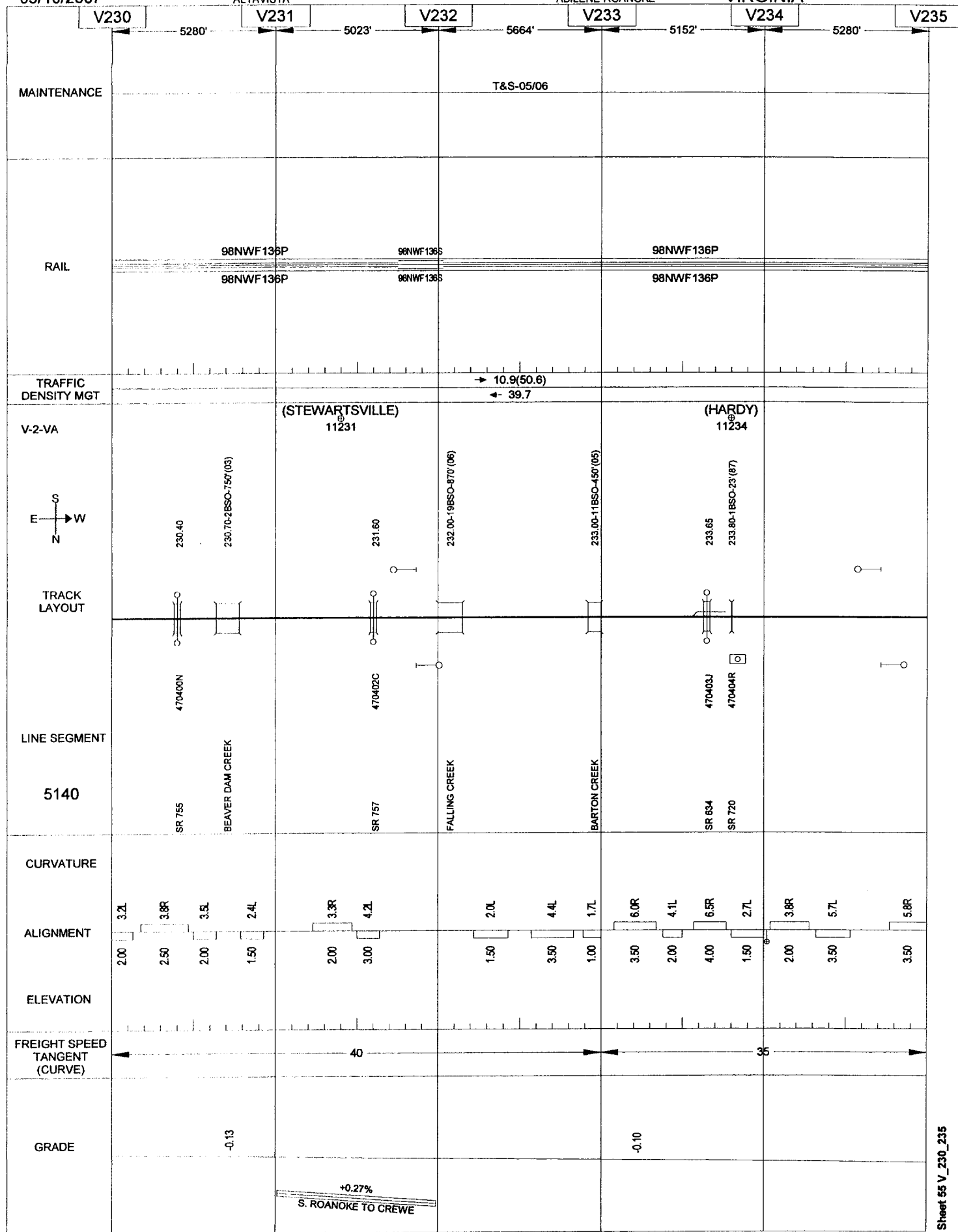
05/10/2007

ALTAVISTA

107

ABILENE-ROANOKE

VIRGINIA



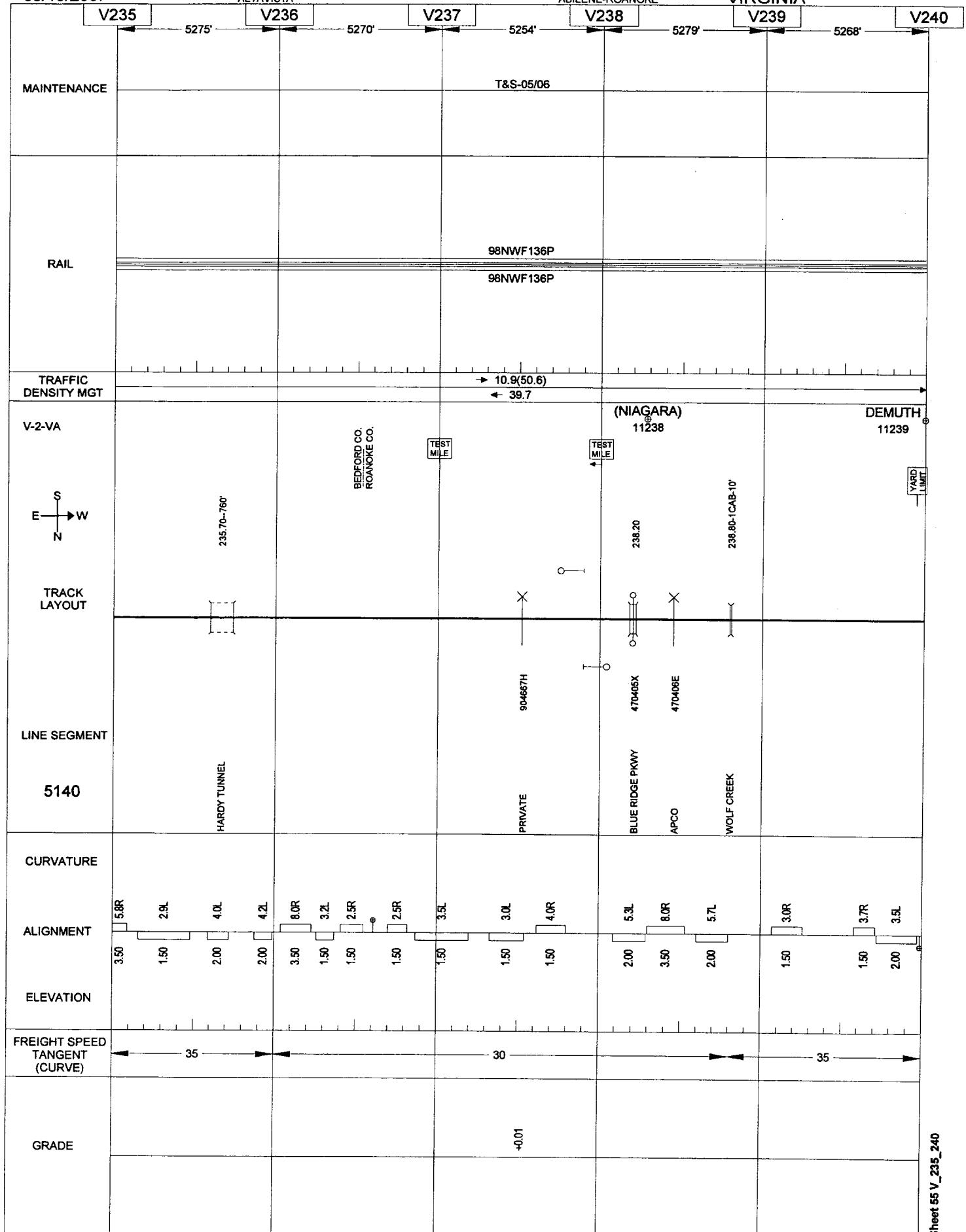
05/10/2007

108

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



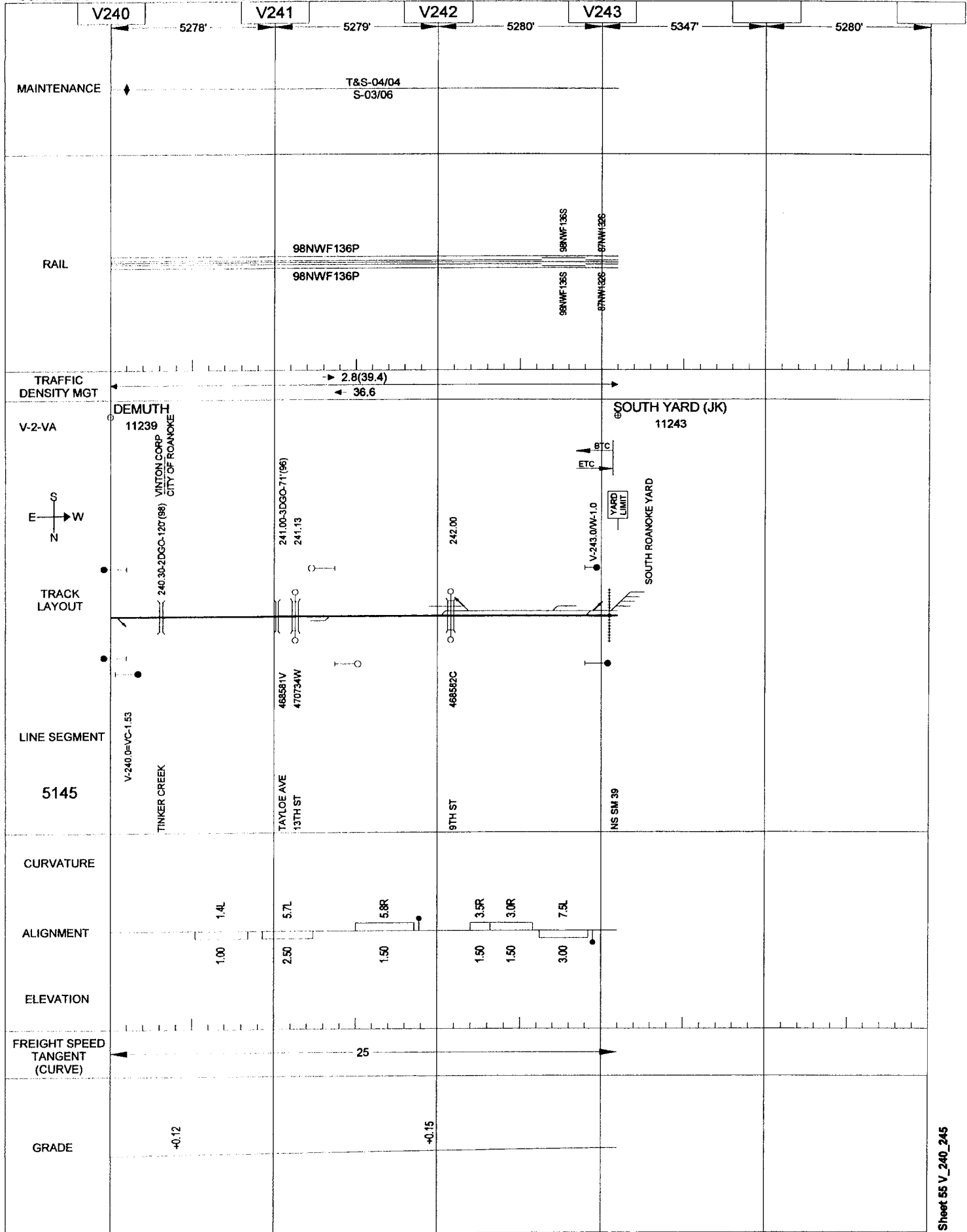
05/10/2007

ALTAVISTA

109

ABILENE-ROANOKE

VIRGINIA



05/10/2007

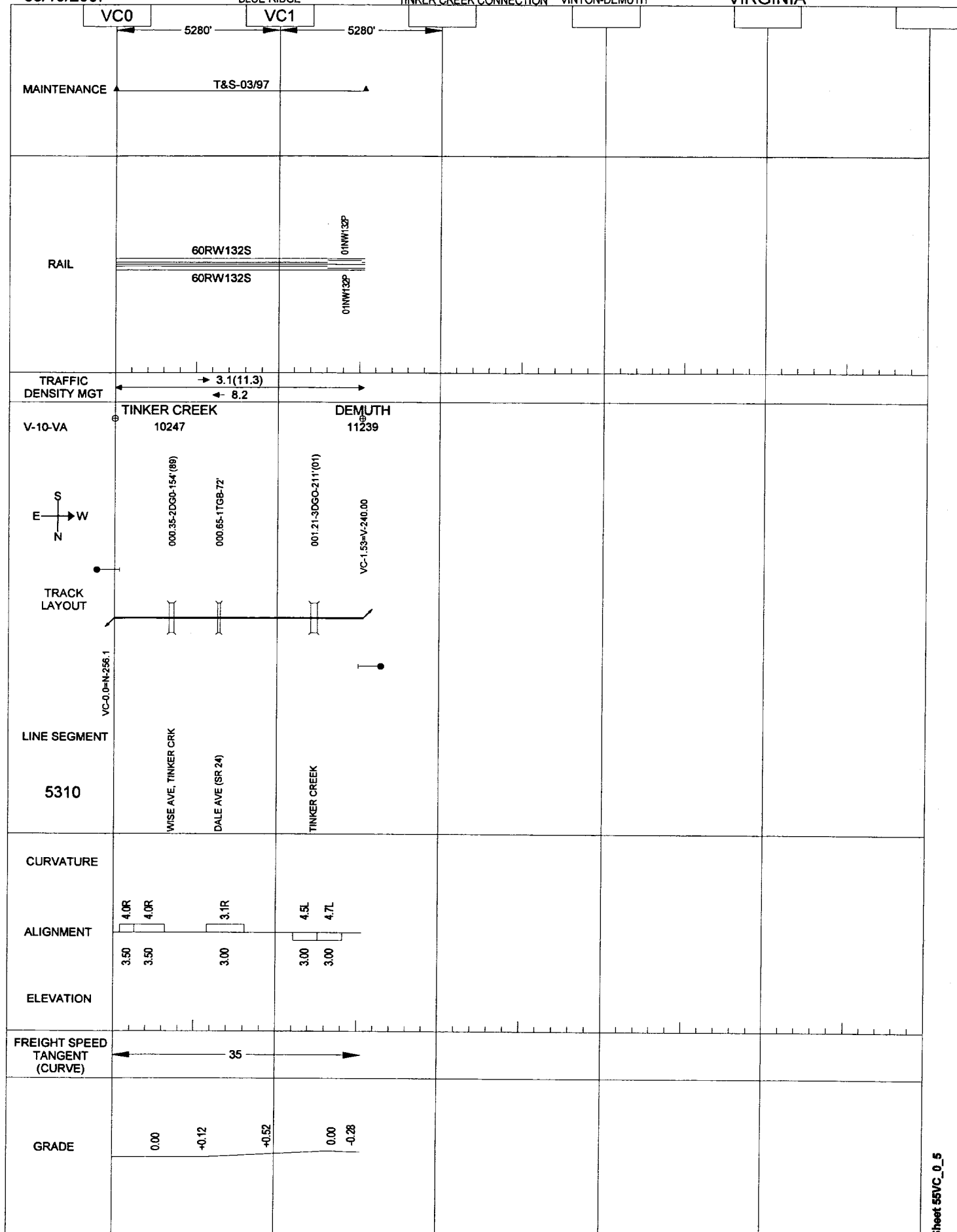
BLUE RIDGE

110

TINKER CREEK CONNECTION

VINTON-DEMUTH

VIRGINIA



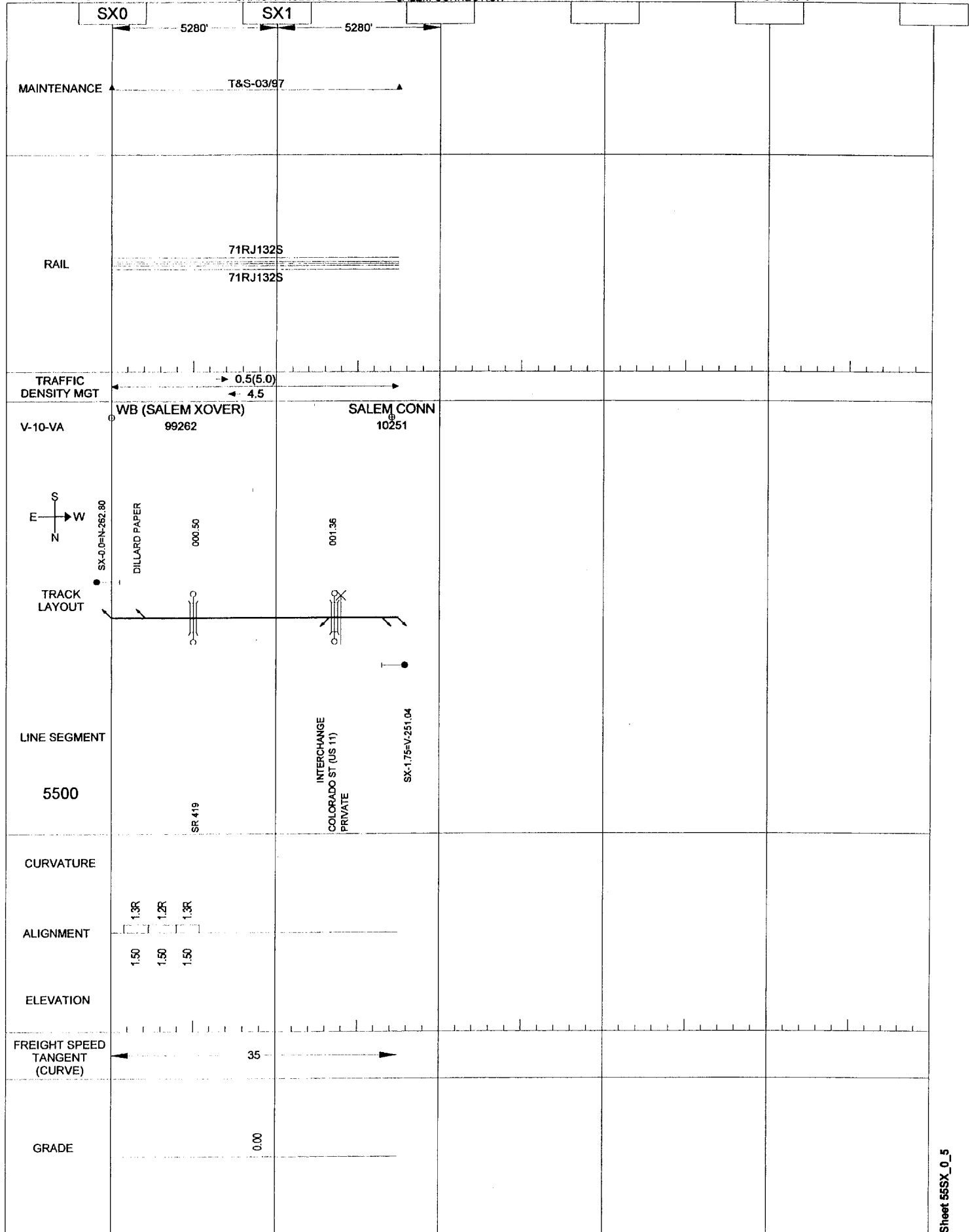
05/10/2007

CHRISTIANSBURG

111
SALEM CONNECTION

SALEM

VIRGINIA



05/10/2007

CHRISTIANSBURG

112

GLENVAR CROSSOVER

GLENVAR

VIRGINIA

GX0

5280'

MAINTENANCE

RAIL

 **RW132S
 **RW132S
TRAFFIC
DENSITY MGT
 0.2(0.9)
 0.7

V-10-VA

 VN
 11252

 S
 E → W
 N
TRACK
LAYOUT

GX-0.28=V-253.32

LINE SEGMENT

GX-0.0=N-287.28

5510

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

35

GRADE

0.00

05/10/2007

WHITETHORNE

113

ROANOKE-NARROWS

VIRGINIA

V244

V245

5278'

5279'

5280'

5347'

5280'

MAINTENANCE

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

RAIL

80NW100S

80NW100S

80W100S

88RWF132S

80W100S

88RWF132S

TRAFFIC
DENSITY MGT

→ 0.0(24.8)
← 24.8

V-2-VA

SOUTH YARD (JK)
11243

BTC
ETC



TRACK
LAYOUT

YARD
LIMIT

243.11
243.19

243.55

243.75

244.35

468587L

468588T

468589A

LINE SEGMENT

5480

WALNUT ST
JEFFERSON ST

FRANKLIN RD
L-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

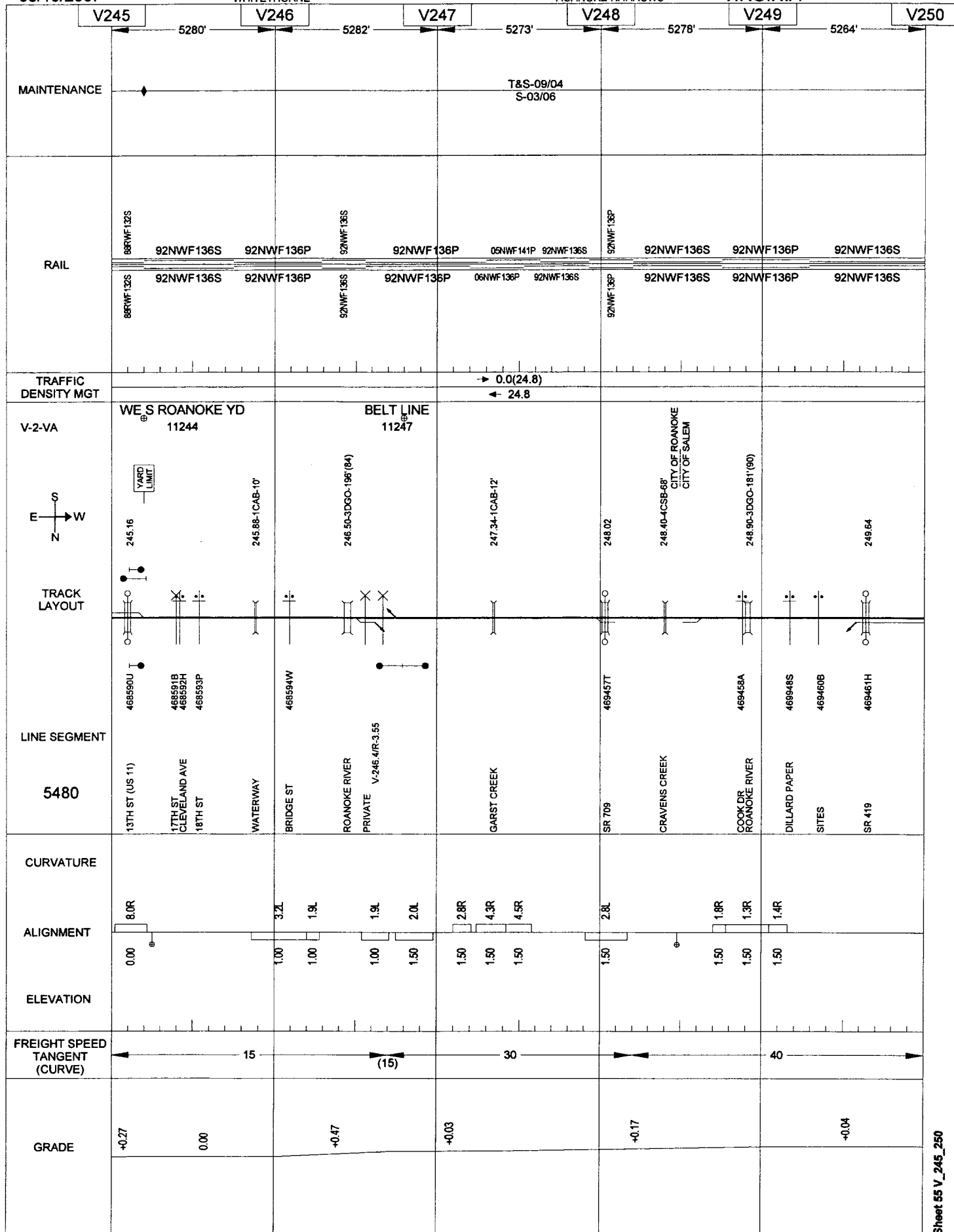
05/10/2007

114

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



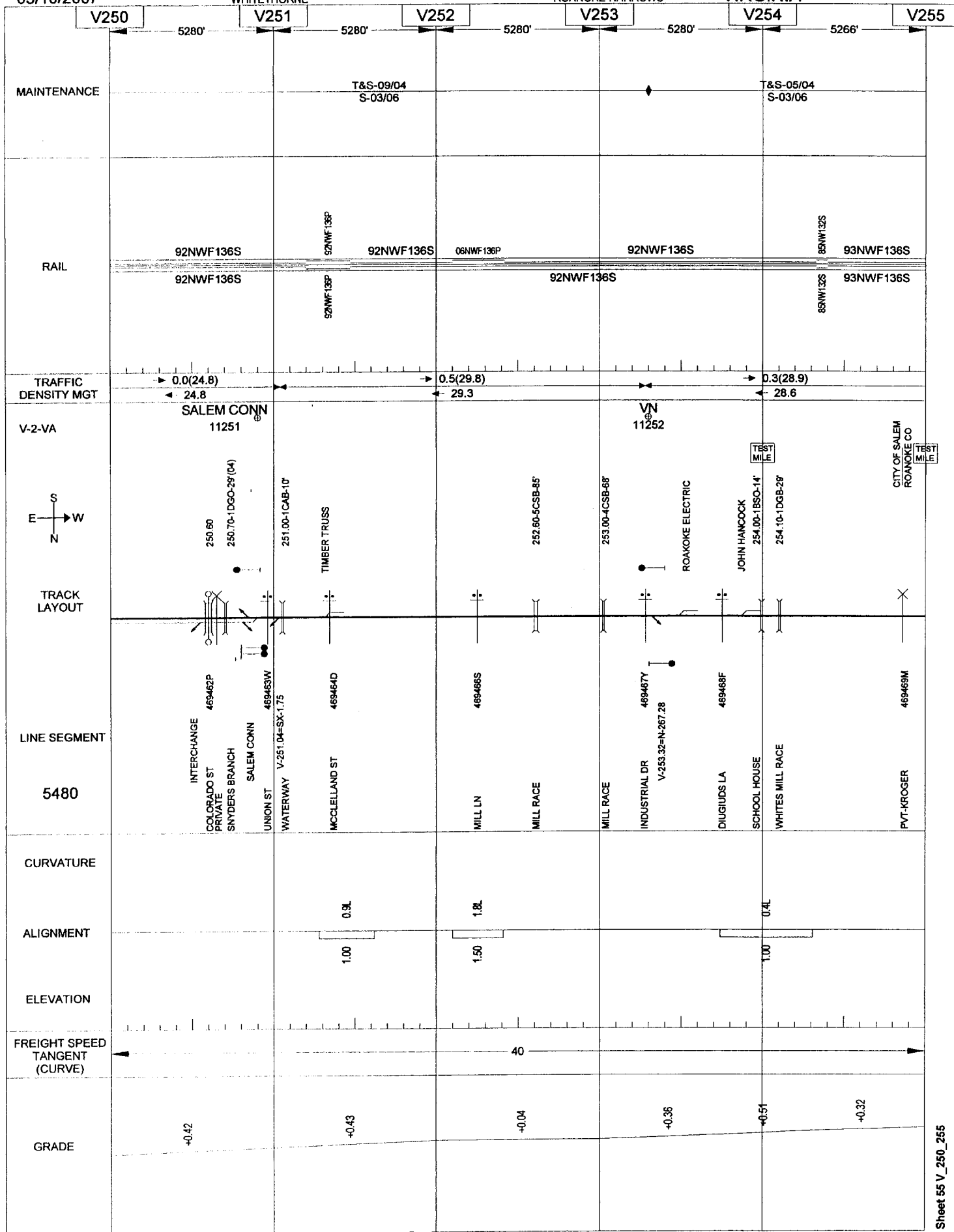
05/10/2007

WHITETHORNE

115

ROANOKE-NARROWS

VIRGINIA



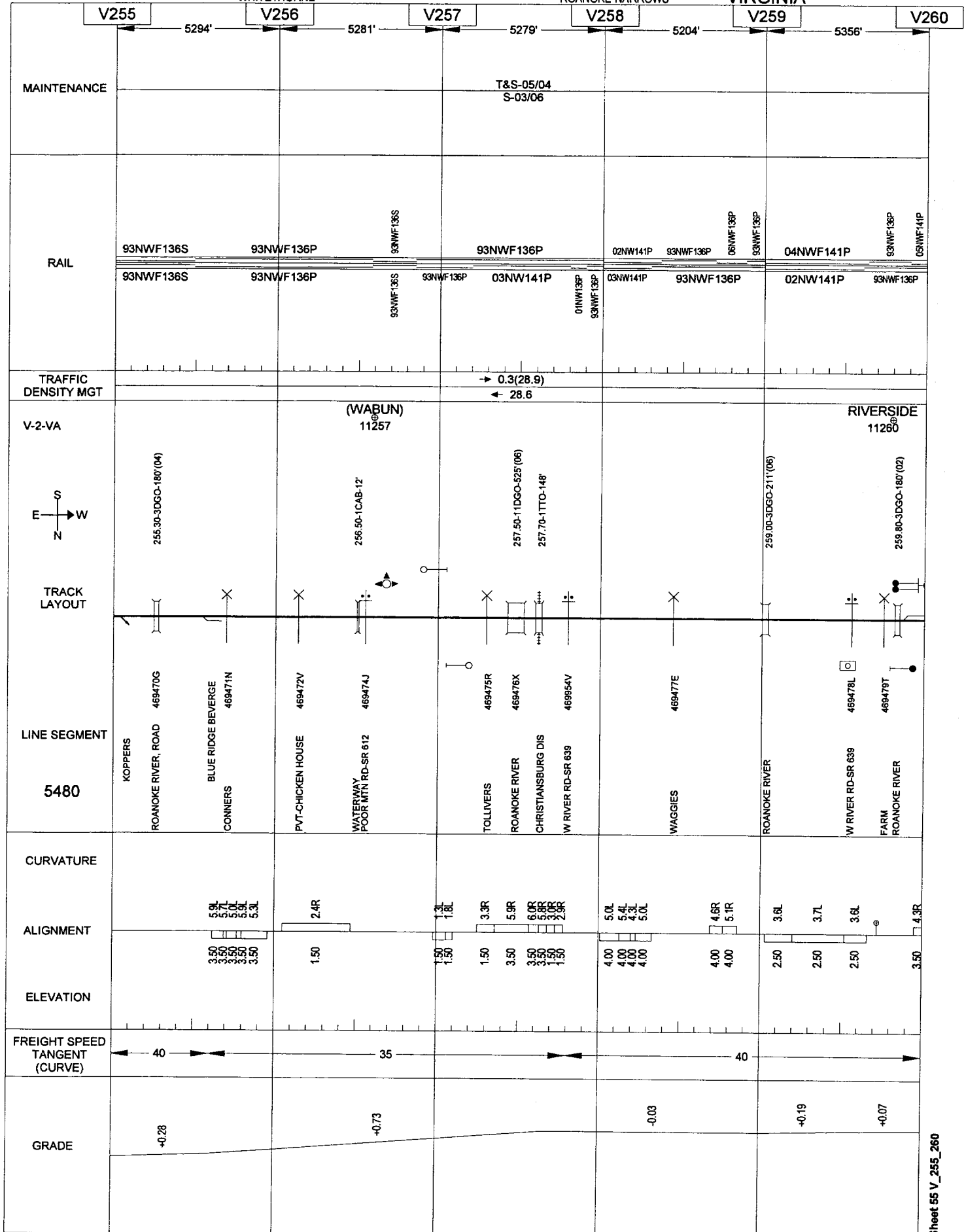
05/10/2007

WHITETHORNE

116

ROANOKE-NARROWS

VIRGINIA

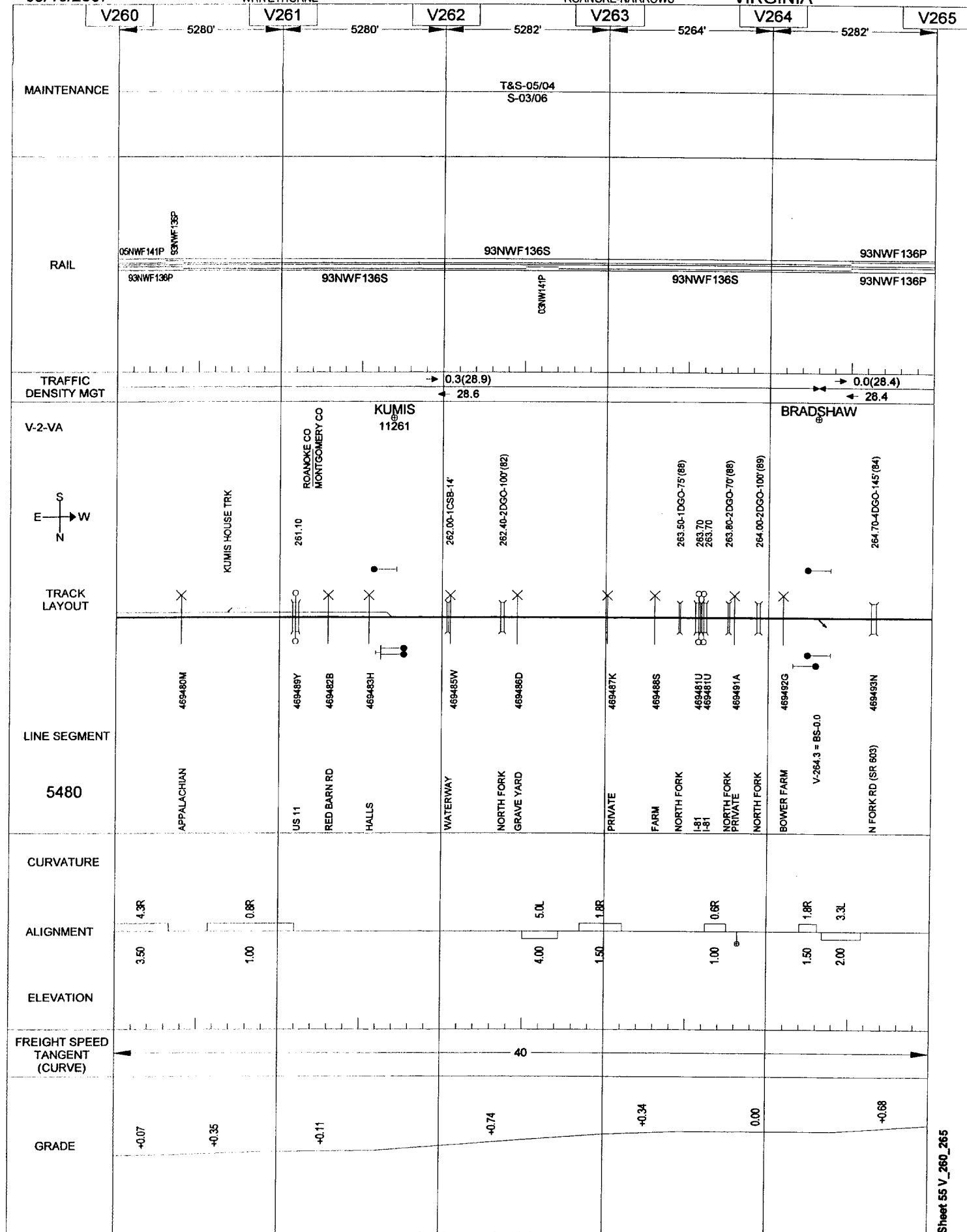


05/10/2007

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



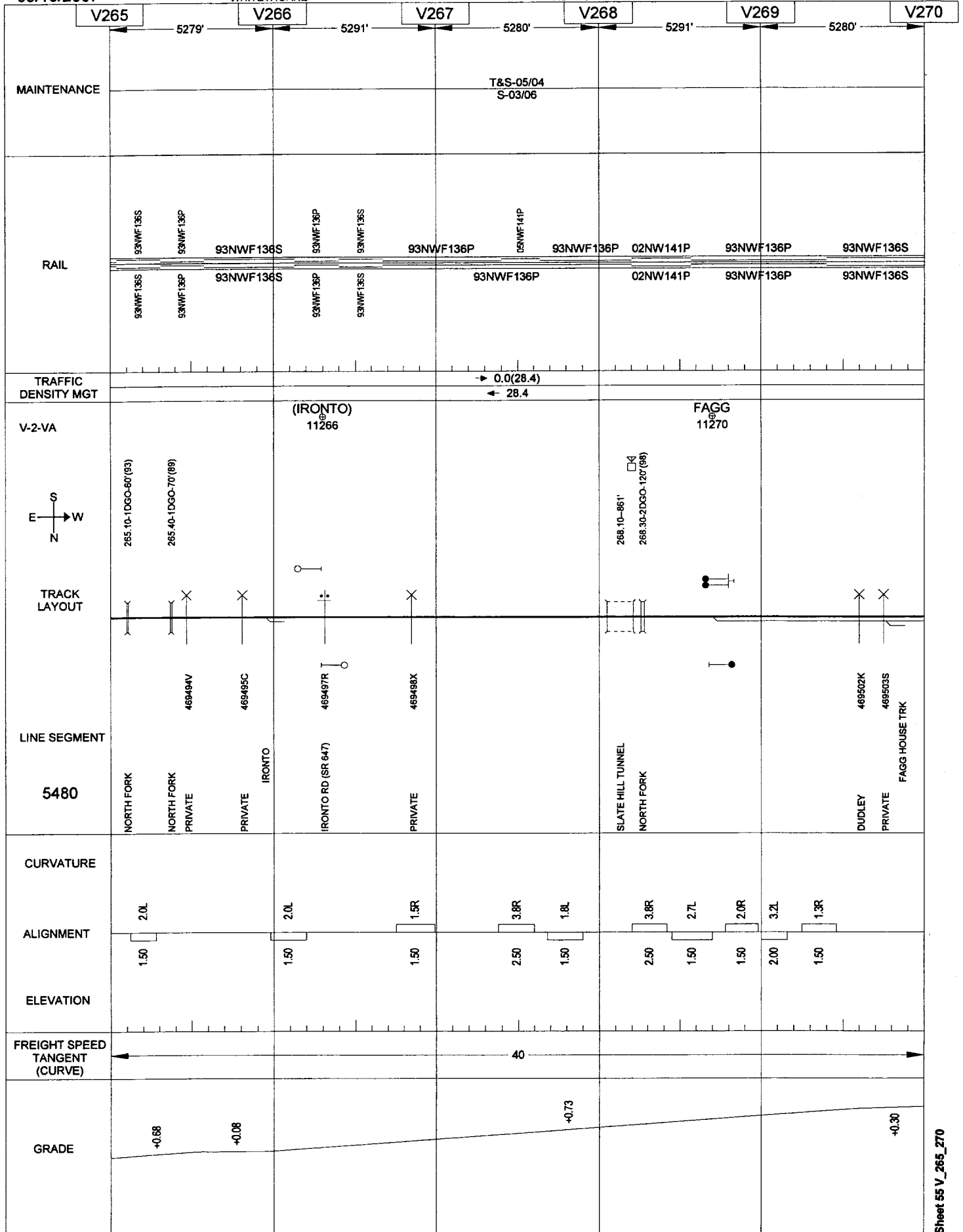
05/10/2007

118

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



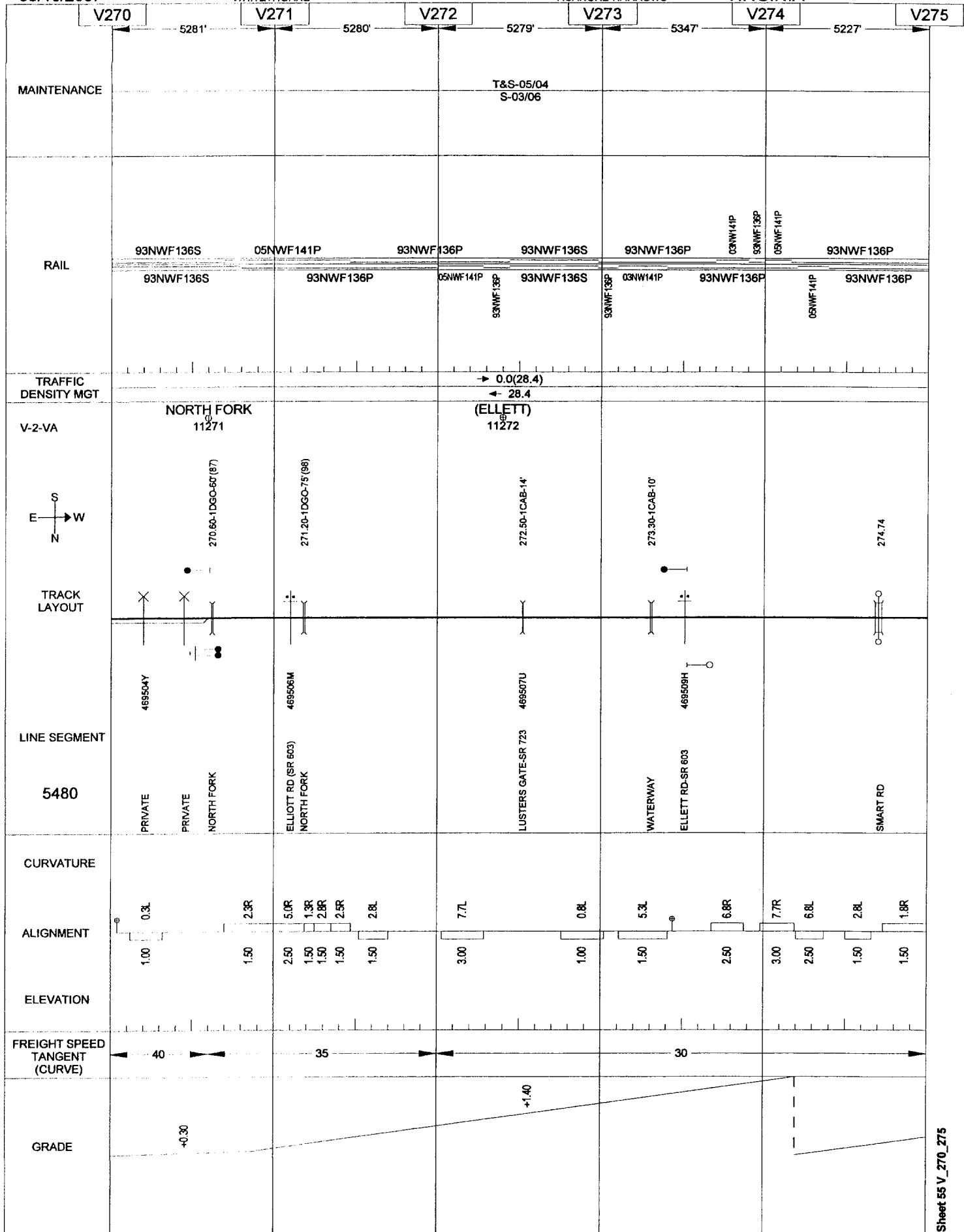
05/10/2007

WHITETHORNE

119

ROANOKE-NARROWS

VIRGINIA



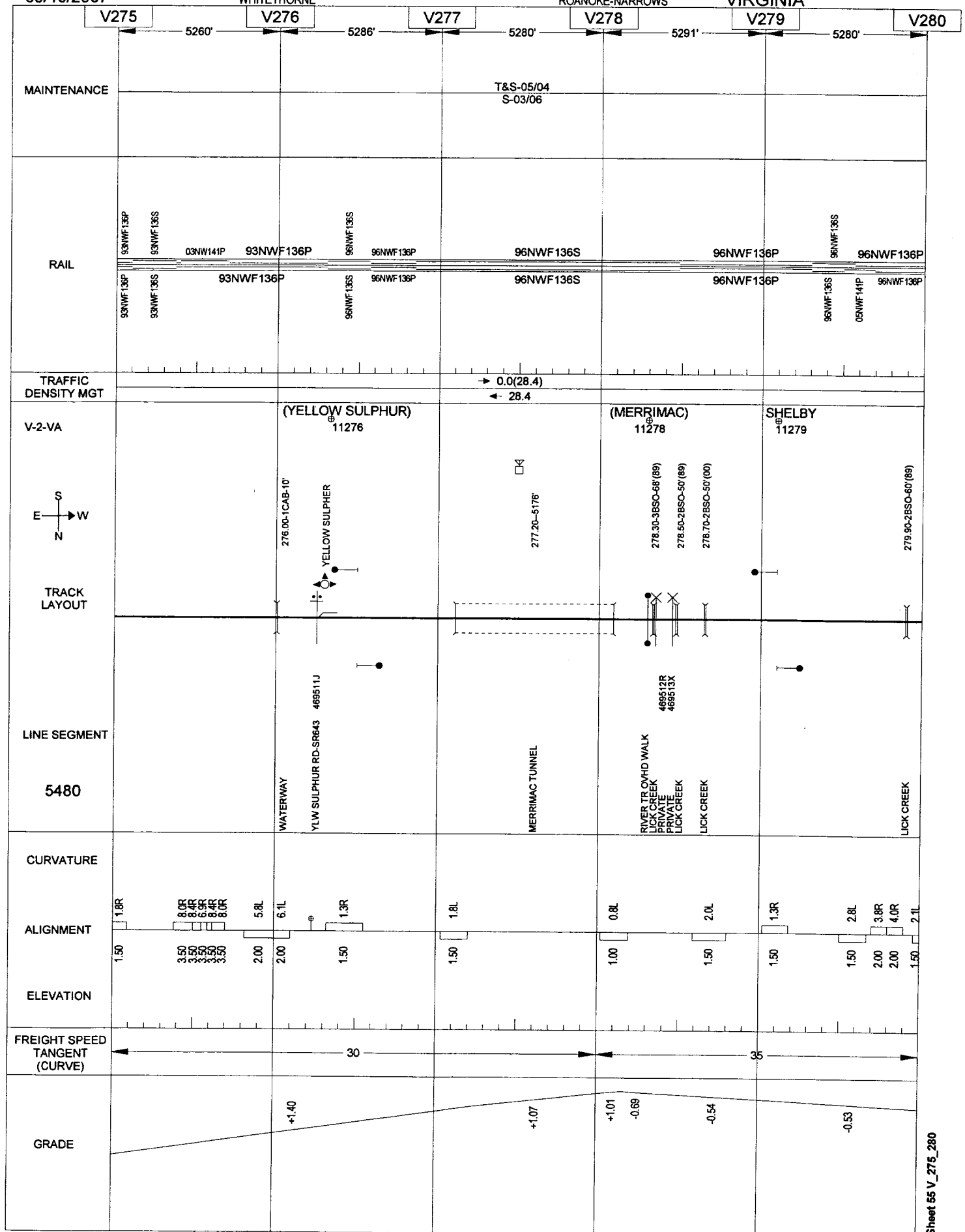
05/10/2007

120

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



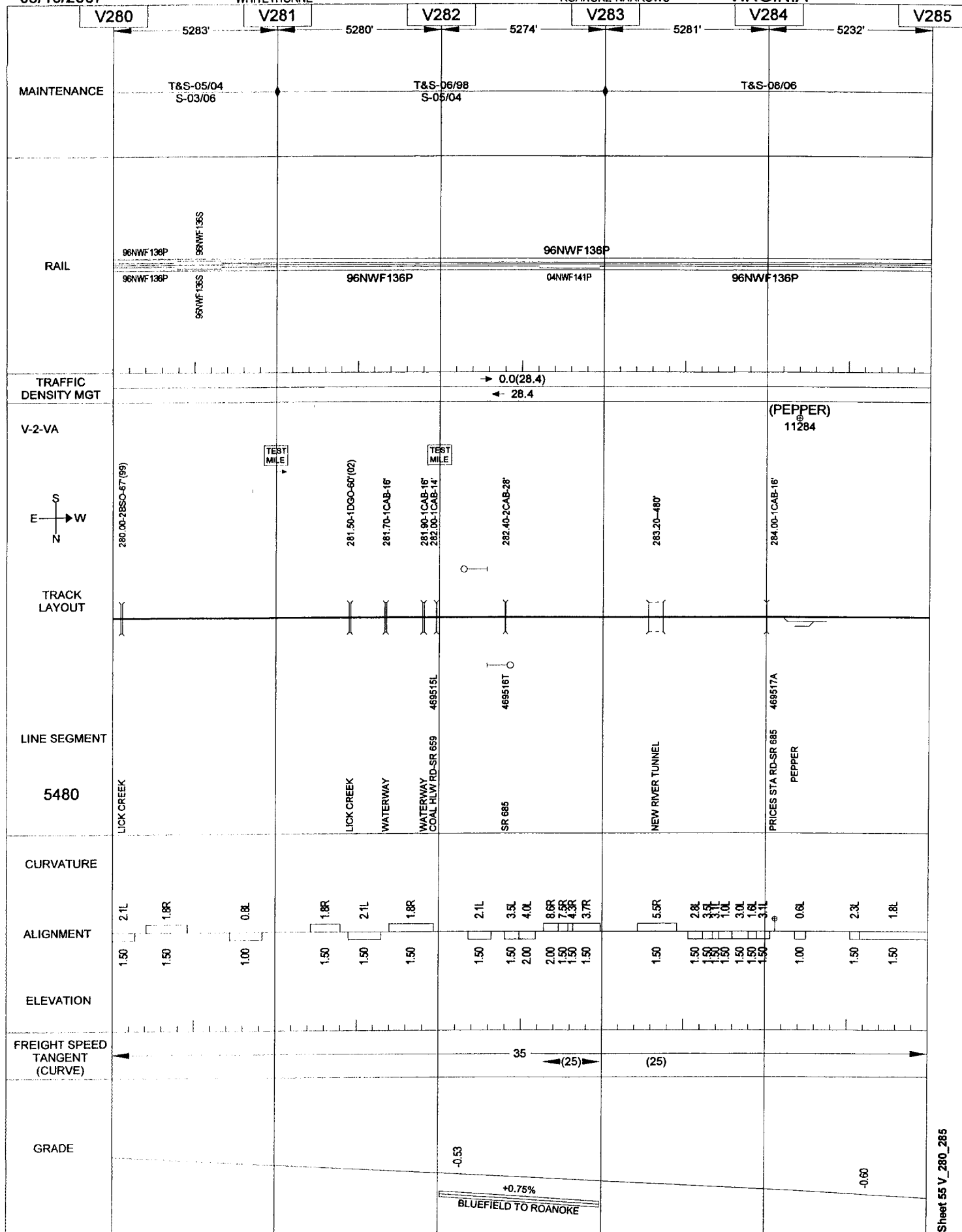
05/10/2007

WHITETHORNE

121

ROANOKE-NARROWS

VIRGINIA



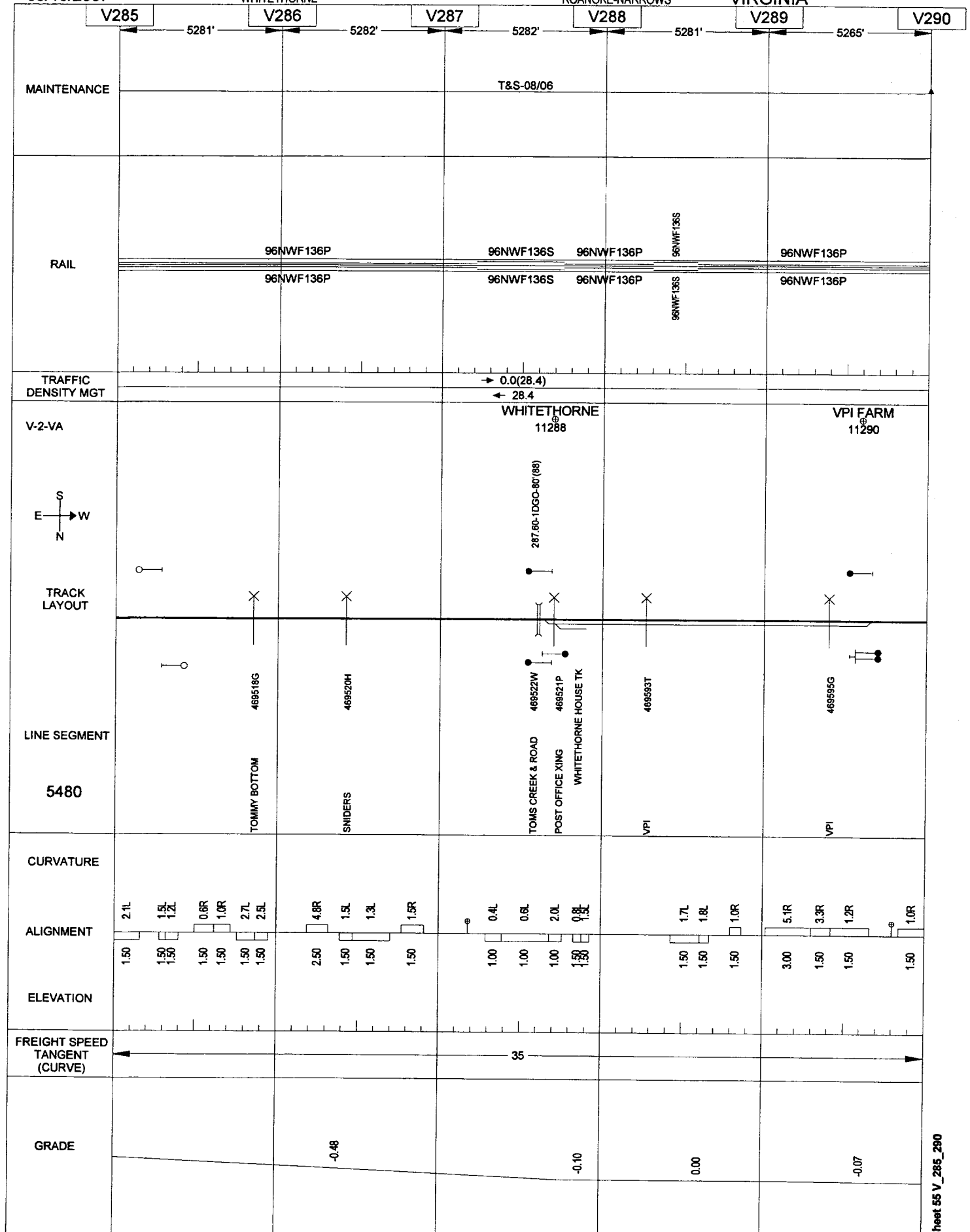
05/10/2007

122

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



V290

V291

V292

V293

V294

V295

5172'

5396'

- 5289'

- 5280'

5312"

MAINTENANCE

T&S-09/05
S-01/07

RAIL

96NWF136P

06NMF136P

96NWF136P

96NWF136S

87NW132S

93NWF136S

93NWF136P

96NWF136P

96NWF136S

87NW132S

93NWF 136S

03

W14

93NWF136P

TRAFFIC DENSITY MGT

→ 0.0(28.4)
← 28.4

V-2-VA

MCCOY
11293

MONTGOMERY CO
GILES CO



TRACK LAYOUT

LINE SEGMENT

5480

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 35

GRADE

-0.07

-0.10

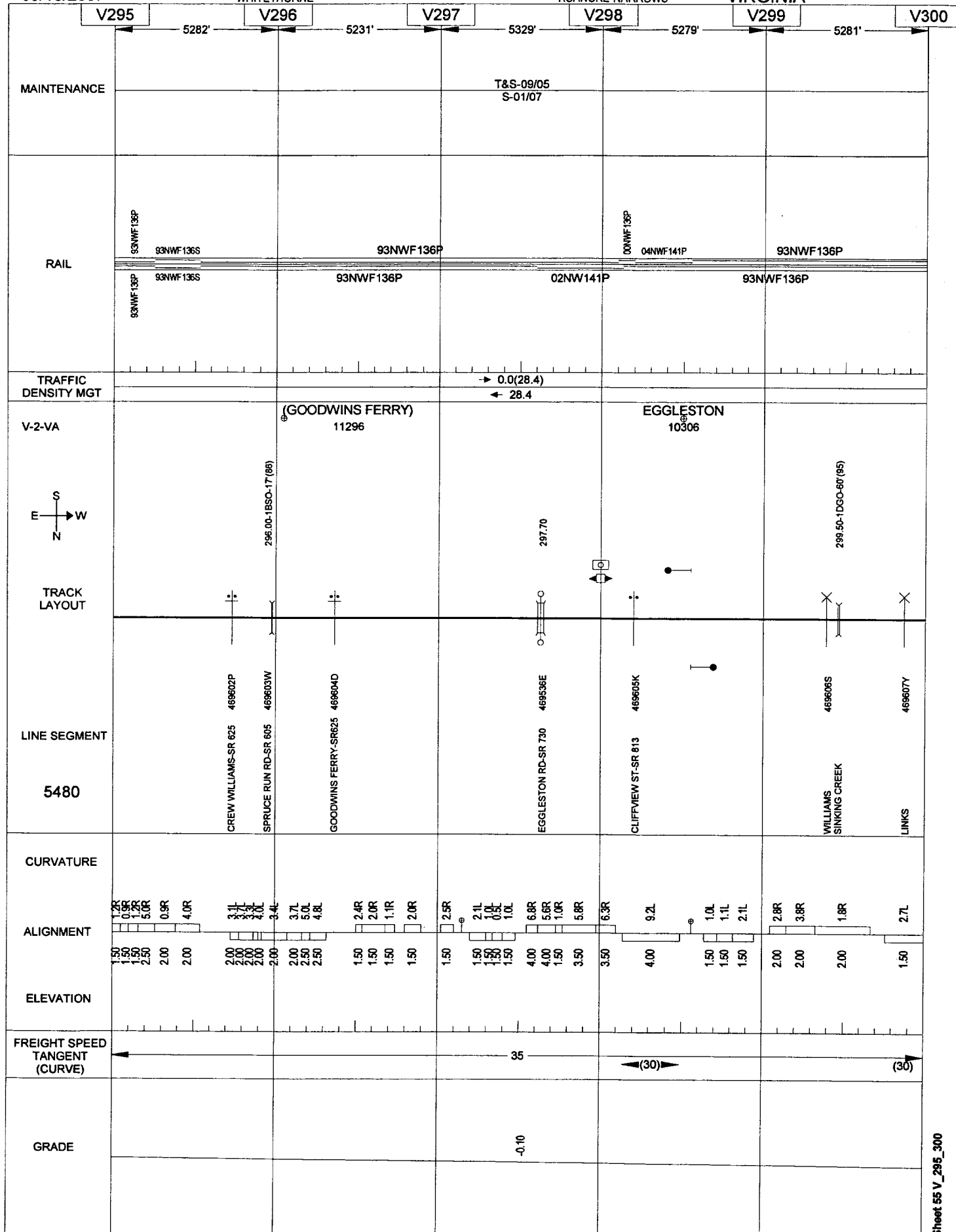
05/10/2007

124

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



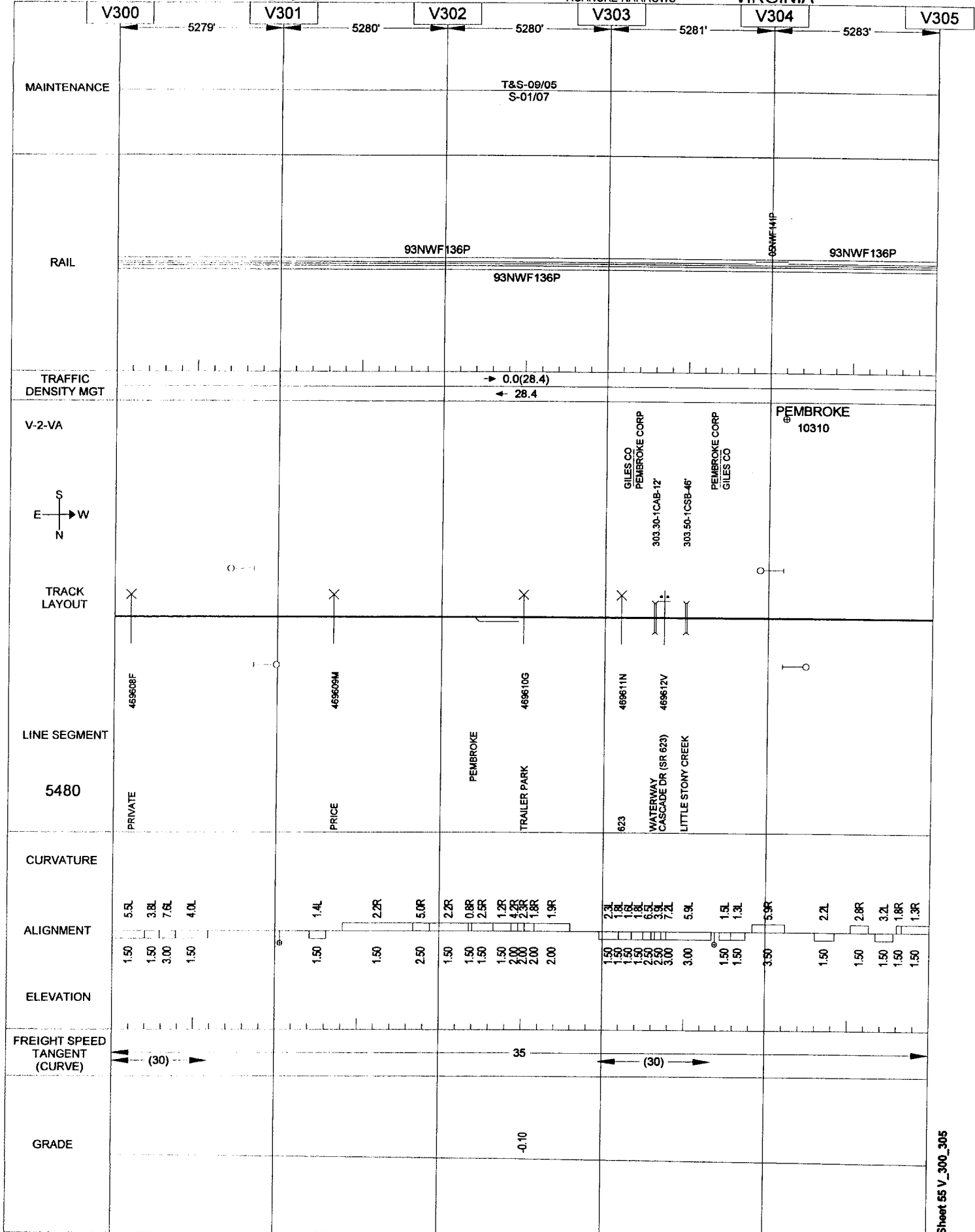
05/10/2007

125

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



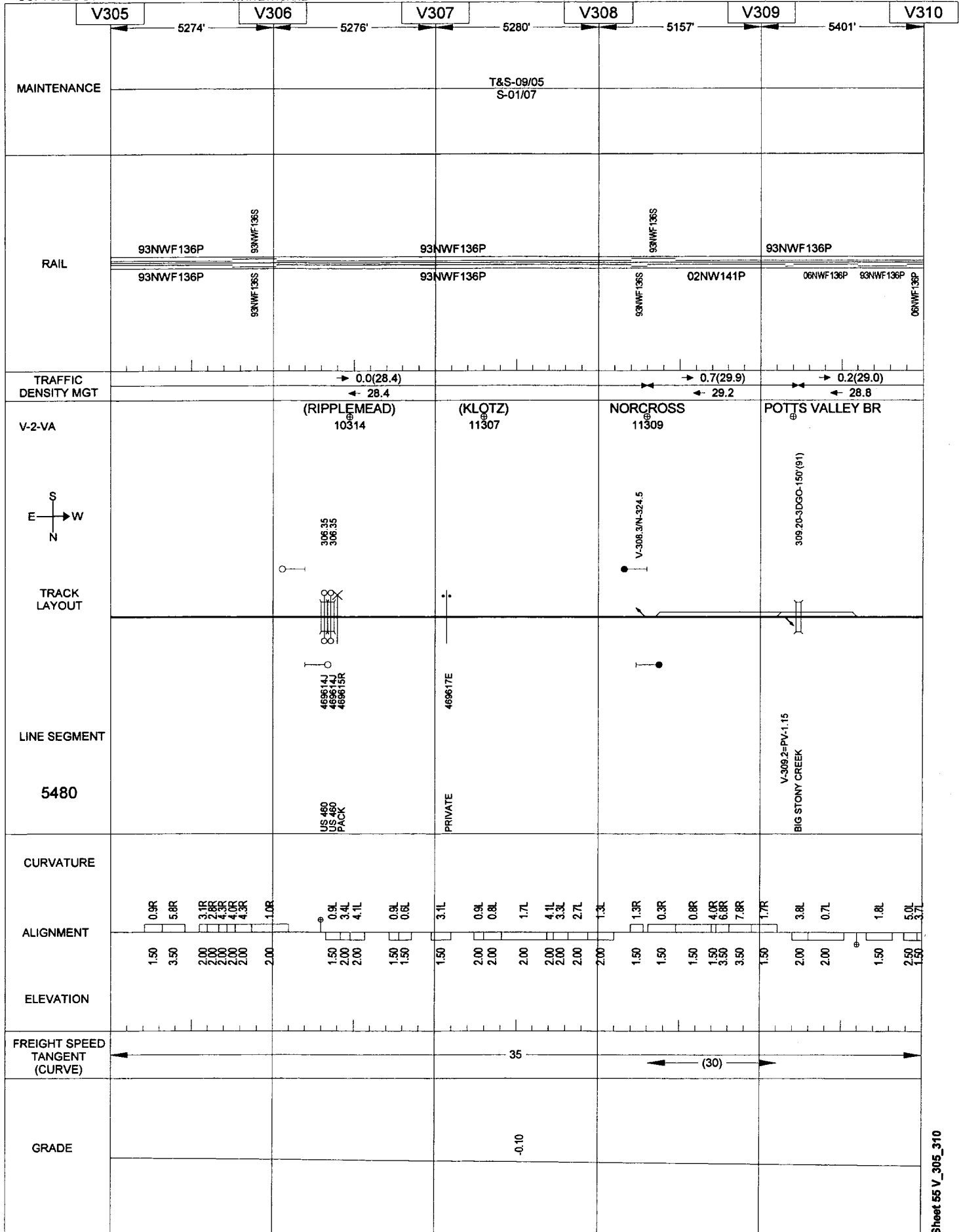
05/10/2007

126

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



Sheet 55 V_310_315

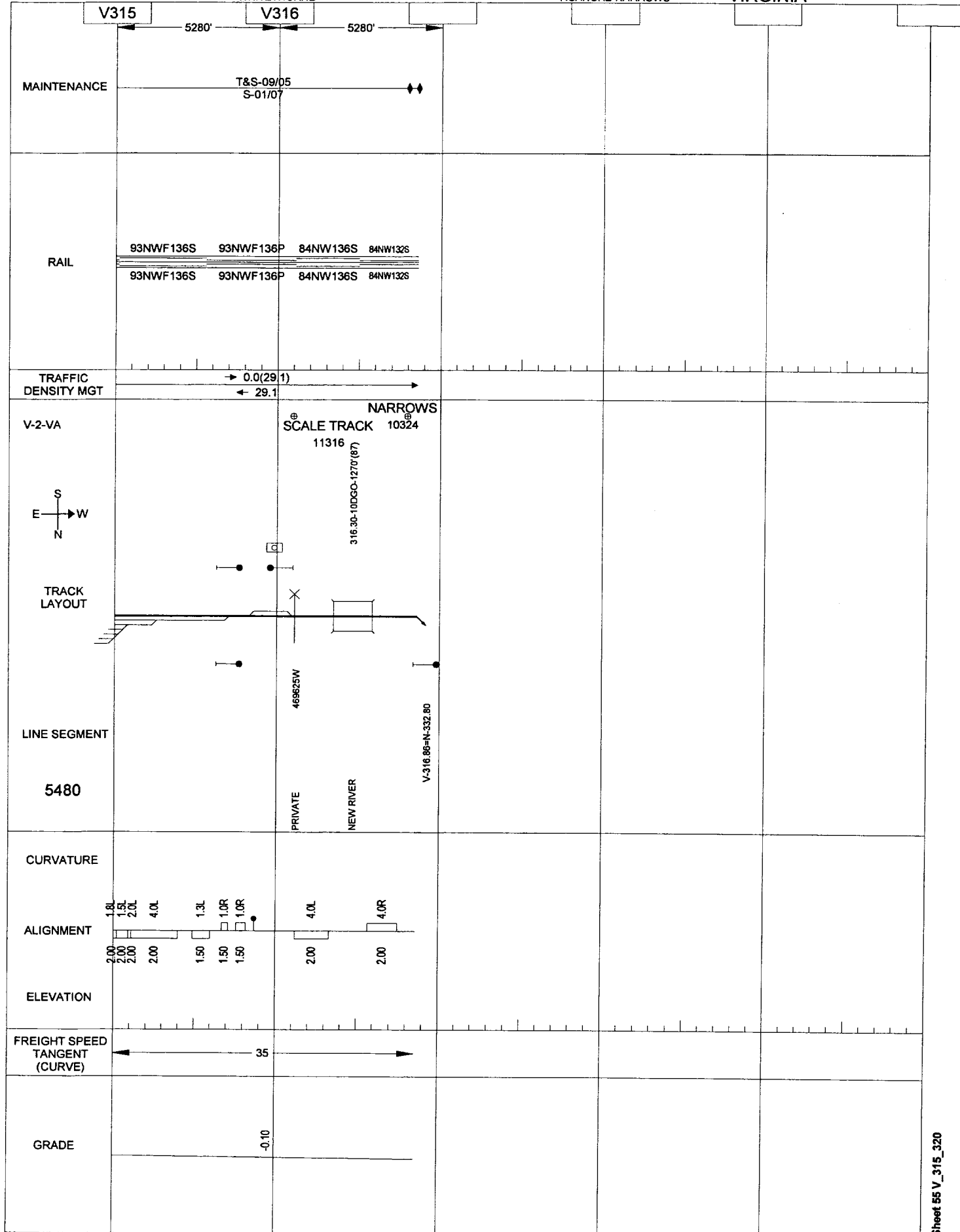
05/10/2007

128

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



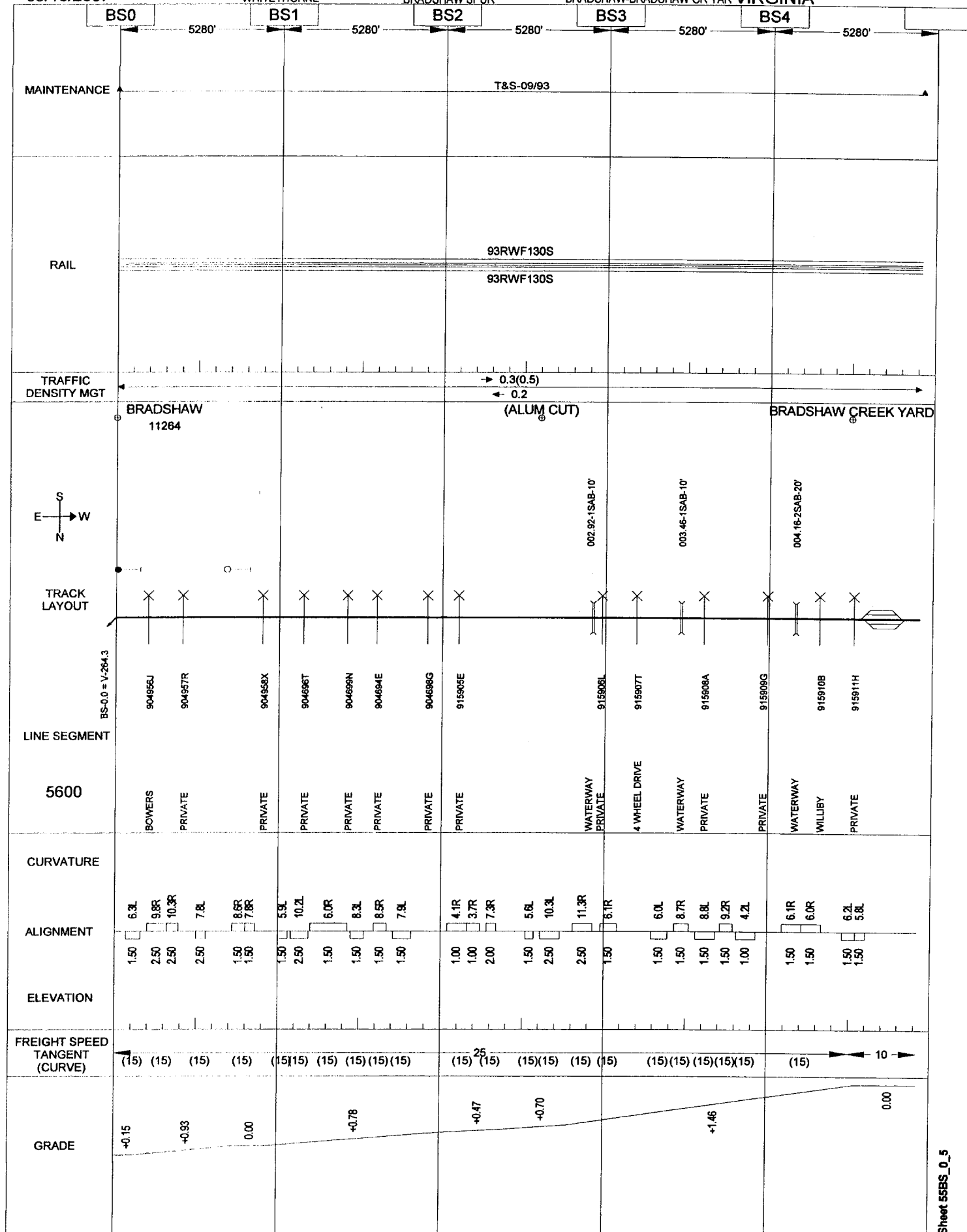
05/10/2007

WHITETHORNE

129

BRADSHAW SPUR

BRADSHAW-BRADSHAW CR YAR VIRGINIA



VIRGINIA



05/10/2007

PULASKI

131

WALTON-BRISTOL

VIRGINIA

NB298

NB299

NB300

5280'

5500'

5254'

T&S-07/98

S-12/05

T&S-03/04

T&S-03/04

S-12/05

#1

MAINTENANCE

#2

#1

RAIL

#2

TRAFFIC
DENSITY MGT

V-10-VA

TRACK
LAYOUT

#1

#2

LINE SEGMENT

5490

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

WALTON TYLER

10292

PLUM CREEK

15554

YARD
LIMITMONTGOMERY CO
CITY OF RADFORD

NB-297.63=N-297.63

297.64-1MAB-35'

CROSSOVER TO N-LINE

PRIVATE
CRAB CREEK

NB-298.0N-302.30

PLUM RUN

RADFORD YARD

1.5R

4.1L

6.2L

1.00

2.00

3.50

1.00

1.00

1.50

1.50

1.50

1.50

1.2R

0.4R

3.5L

3.6R

3.0R

2.5R

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

2.4R

7.3R

1.50

2.4R

1.00

1.00

1.00

1.00

1.00

1.00

1.00

1.00

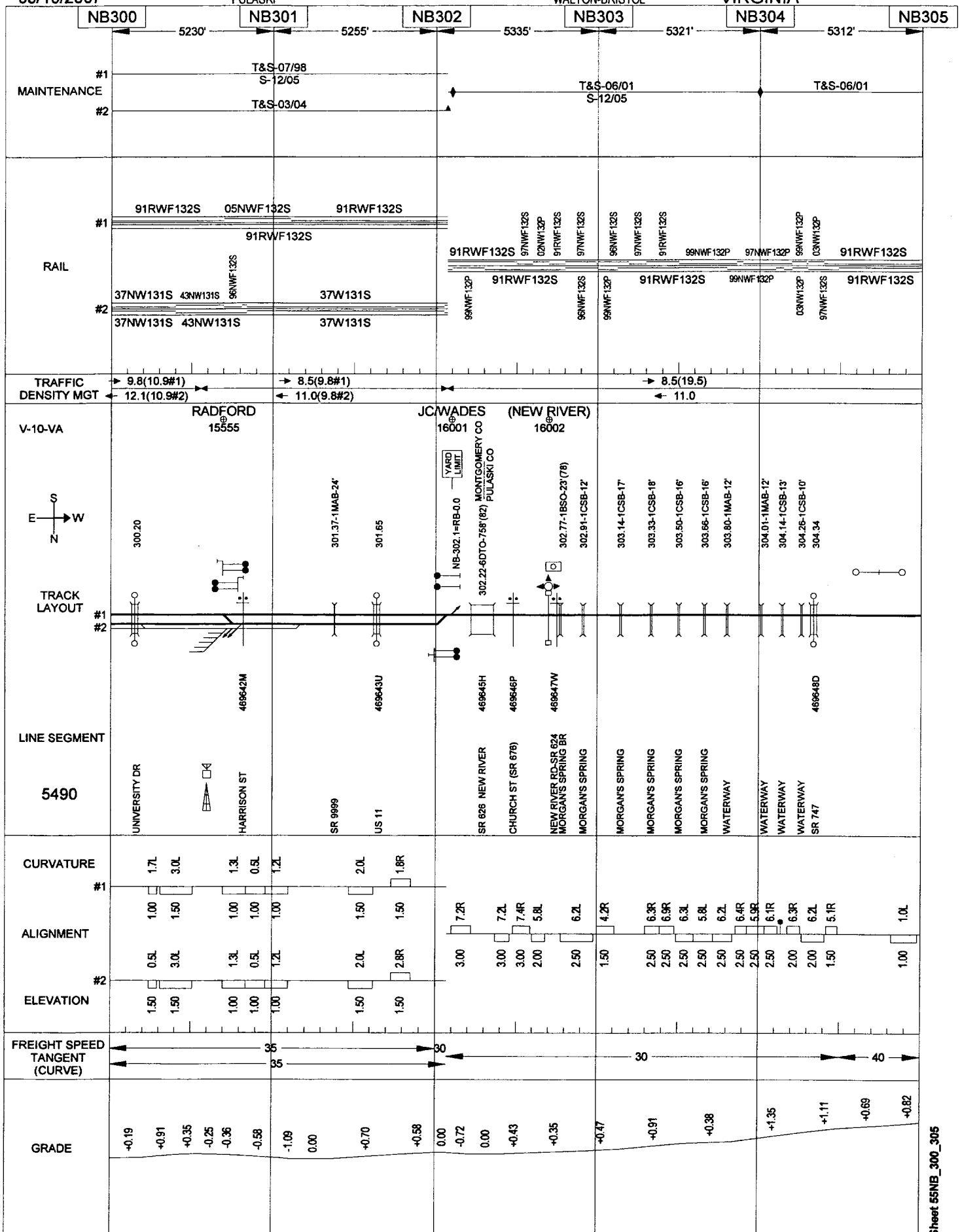
05/10/2007

132

PULASKI

WALTON-BRISTOL

VIRGINIA



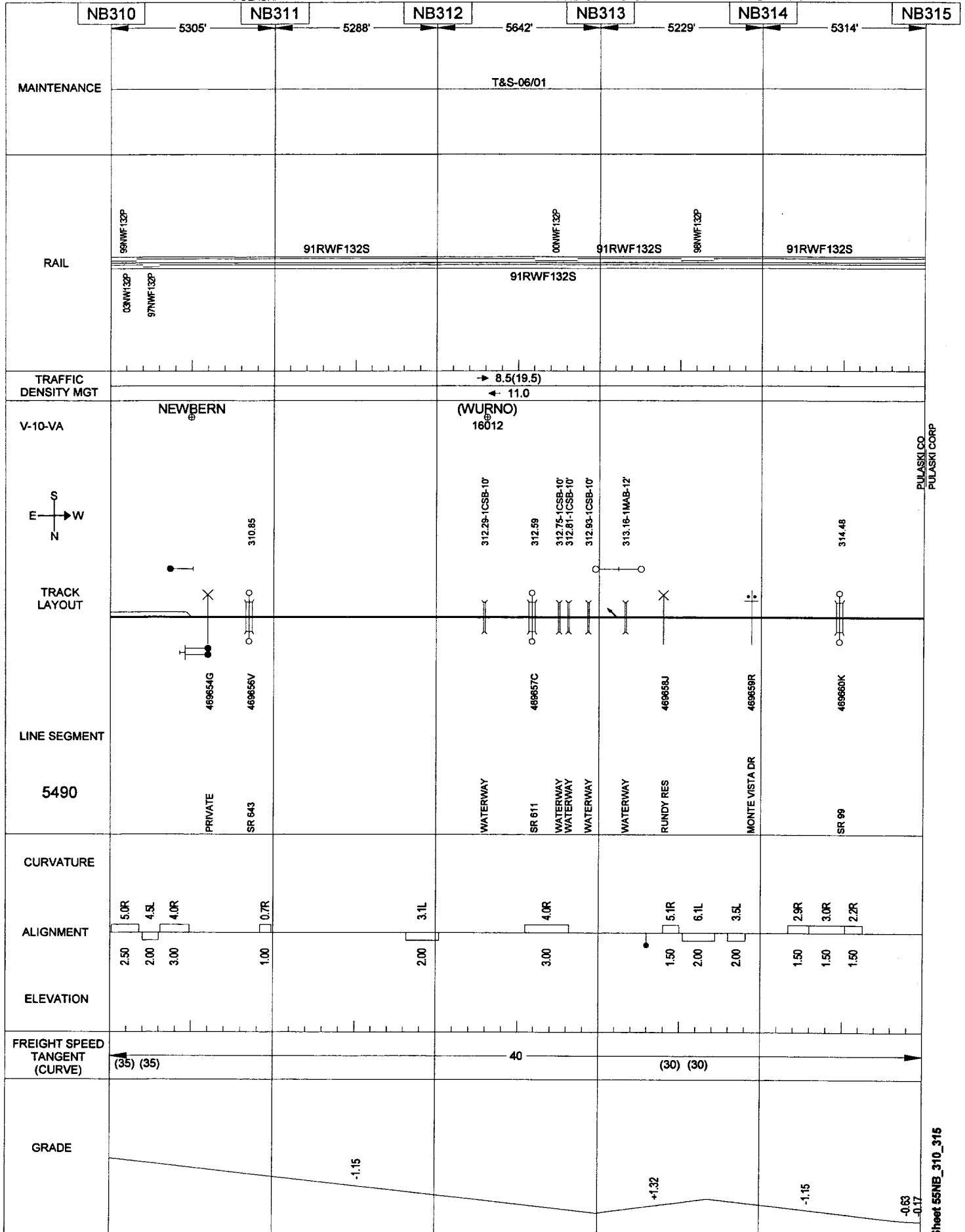
05/10/2007

134

PULASKI

WALTON-BRISTOL

VIRGINIA

PULASKI CO
PULASKI CORP

Sheet 55NB_310_315

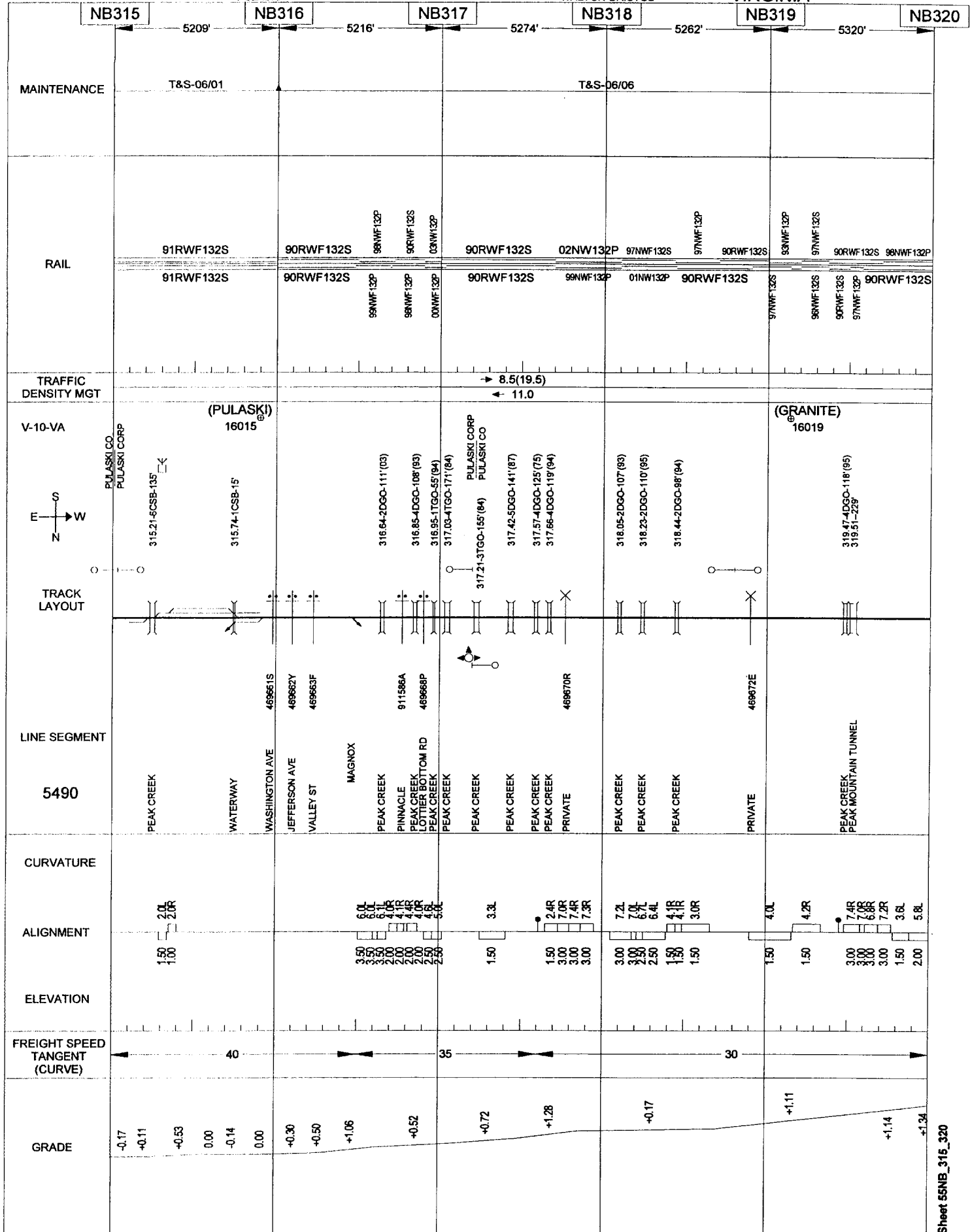
05/10/2007

135

PULASKI

WALTON-BRISTOL

VIRGINIA



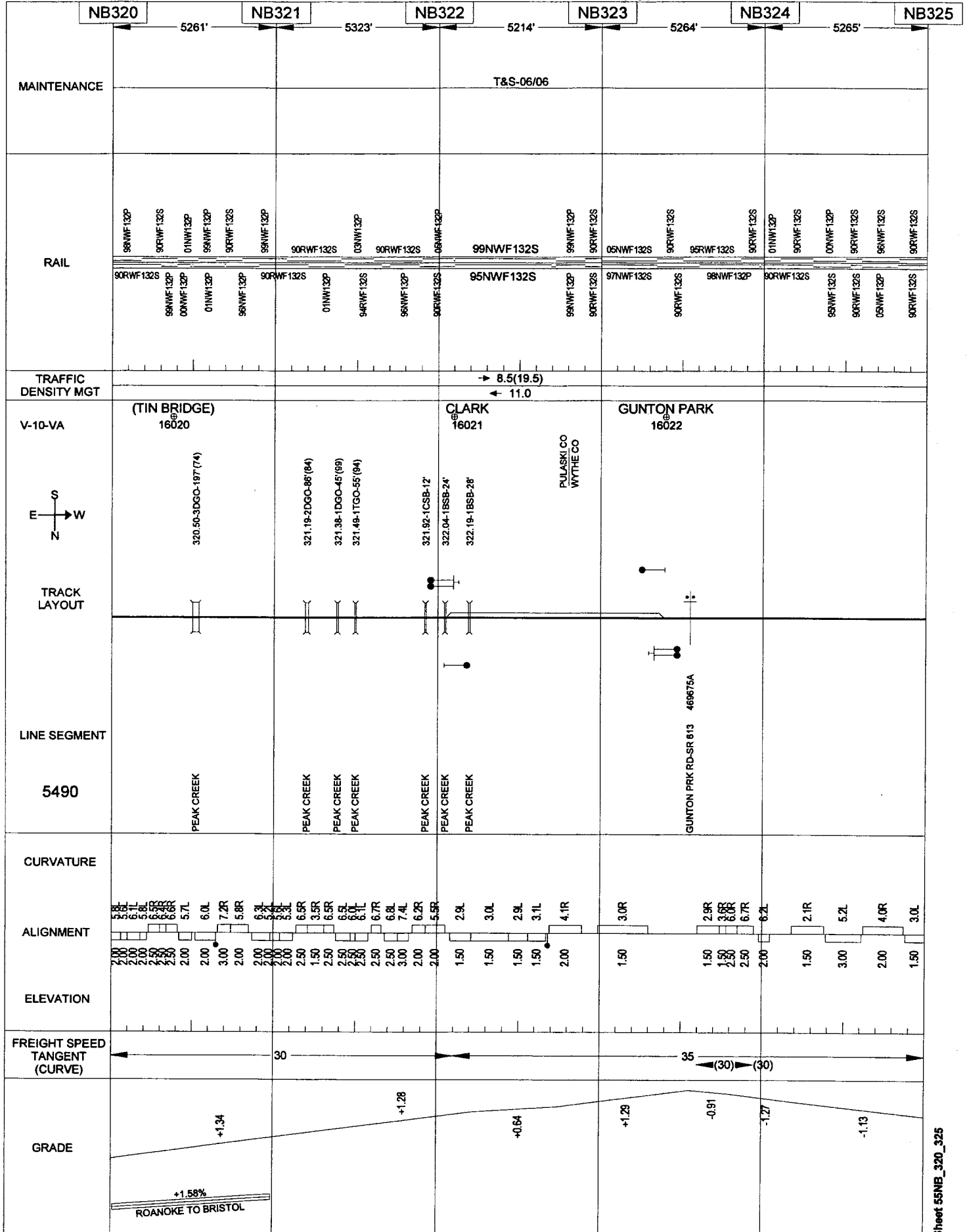
05/10/2007

136

PULASKI

WALTON-BRISTOL

VIRGINIA



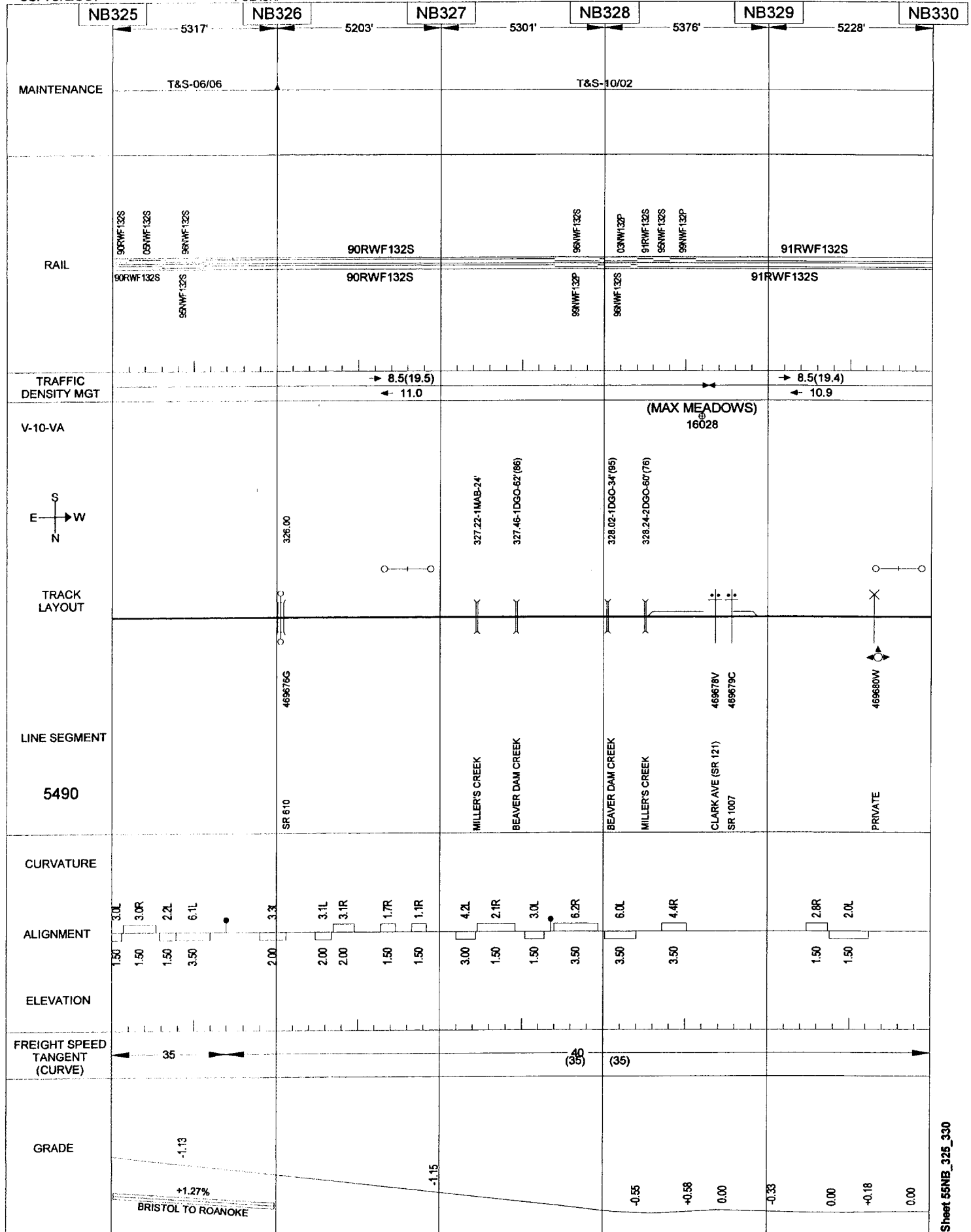
05/10/2007

PULASKI

137

WALTON-BRISTOL

VIRGINIA



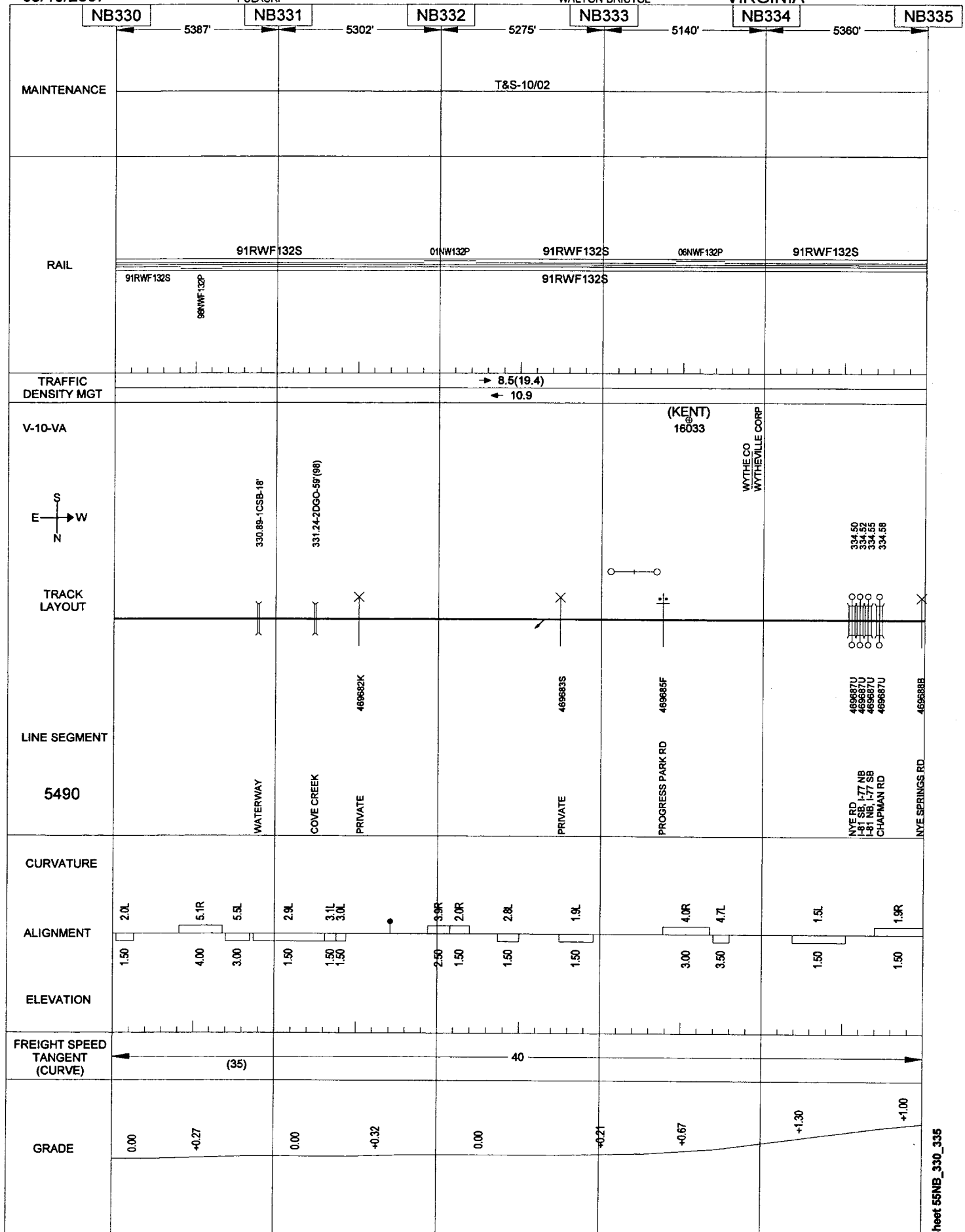
05/10/2007

138

PULASKI

WALTON-BRISTOL

VIRGINIA



540

T&S-08/03
S-05/06

MAINTENANCE

RAIL

91RWF132S

91RWF132S

06NWF132P

91RWF132S

TRAFFIC DENSITY MGT

→ 8.5(19.4)

V-10-VA

STONES MILL
⊕ 16035

WYTHEVILLE
16036

WYTHEVILLE CORP
WYTHE CO

TRACK LAYOUT

LINE SEGMENT

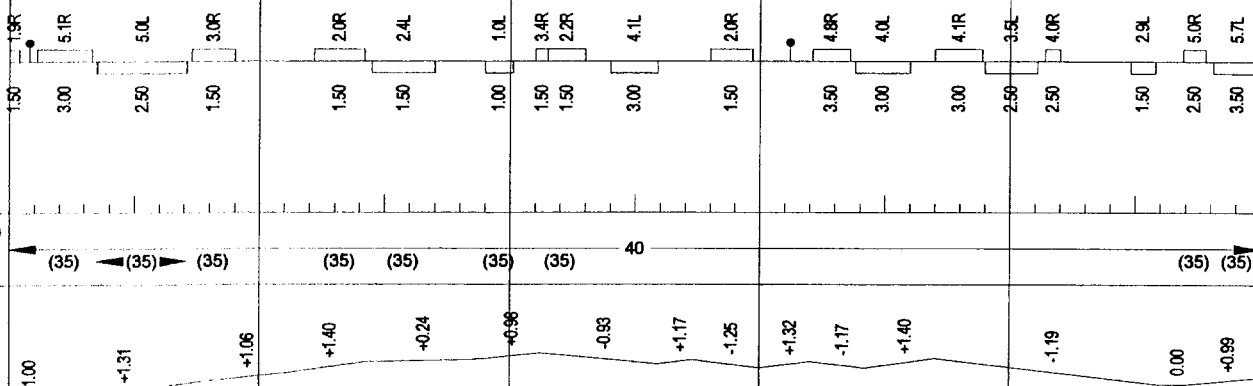
5490

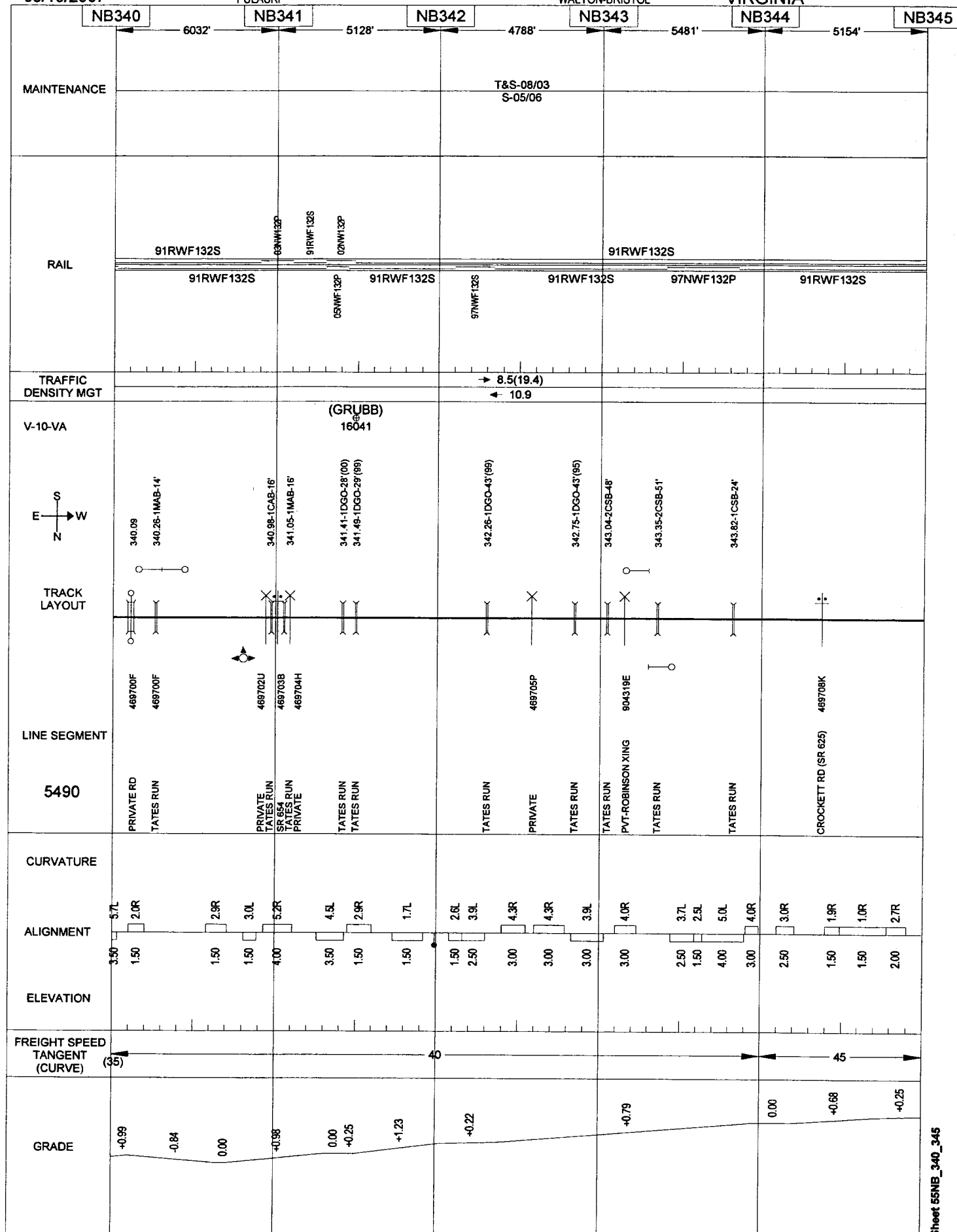
CURVATURE

ALIGNMENT

ELEVATION

**FREIGHT SPEED
TANGENT
(CURVE)**

GRADE



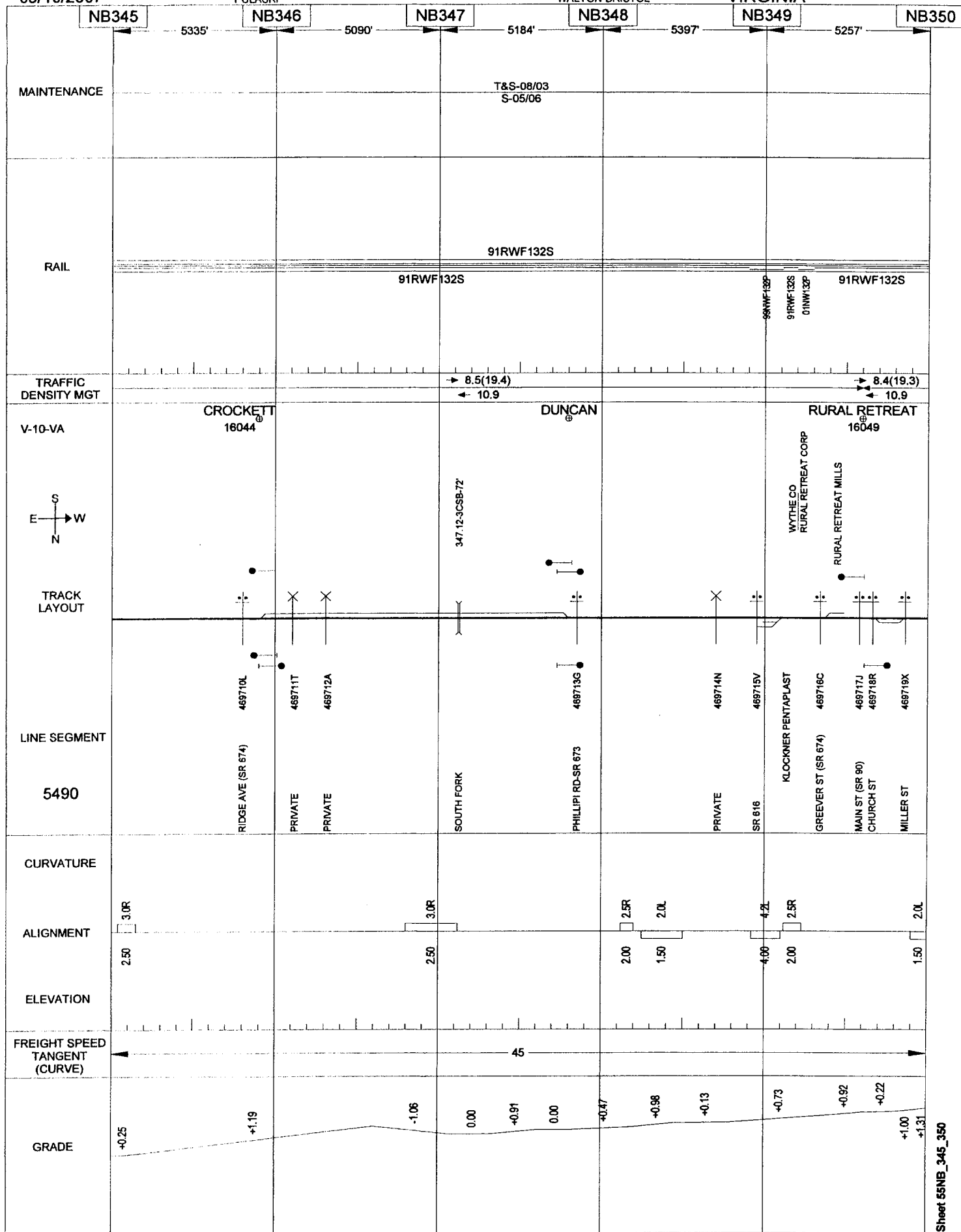
05/10/2007

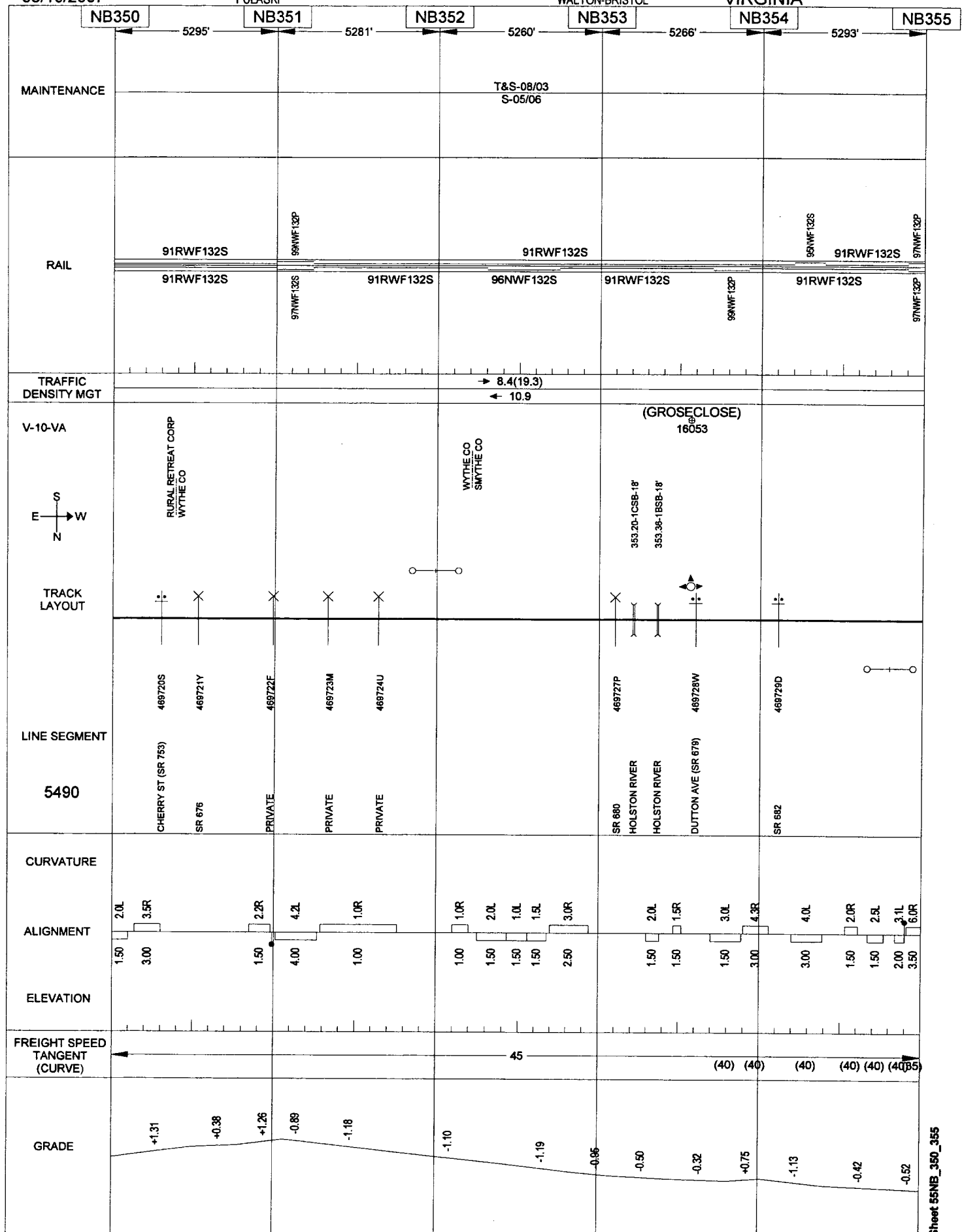
PULASKI

141

WALTON-BRISTOL

VIRGINIA





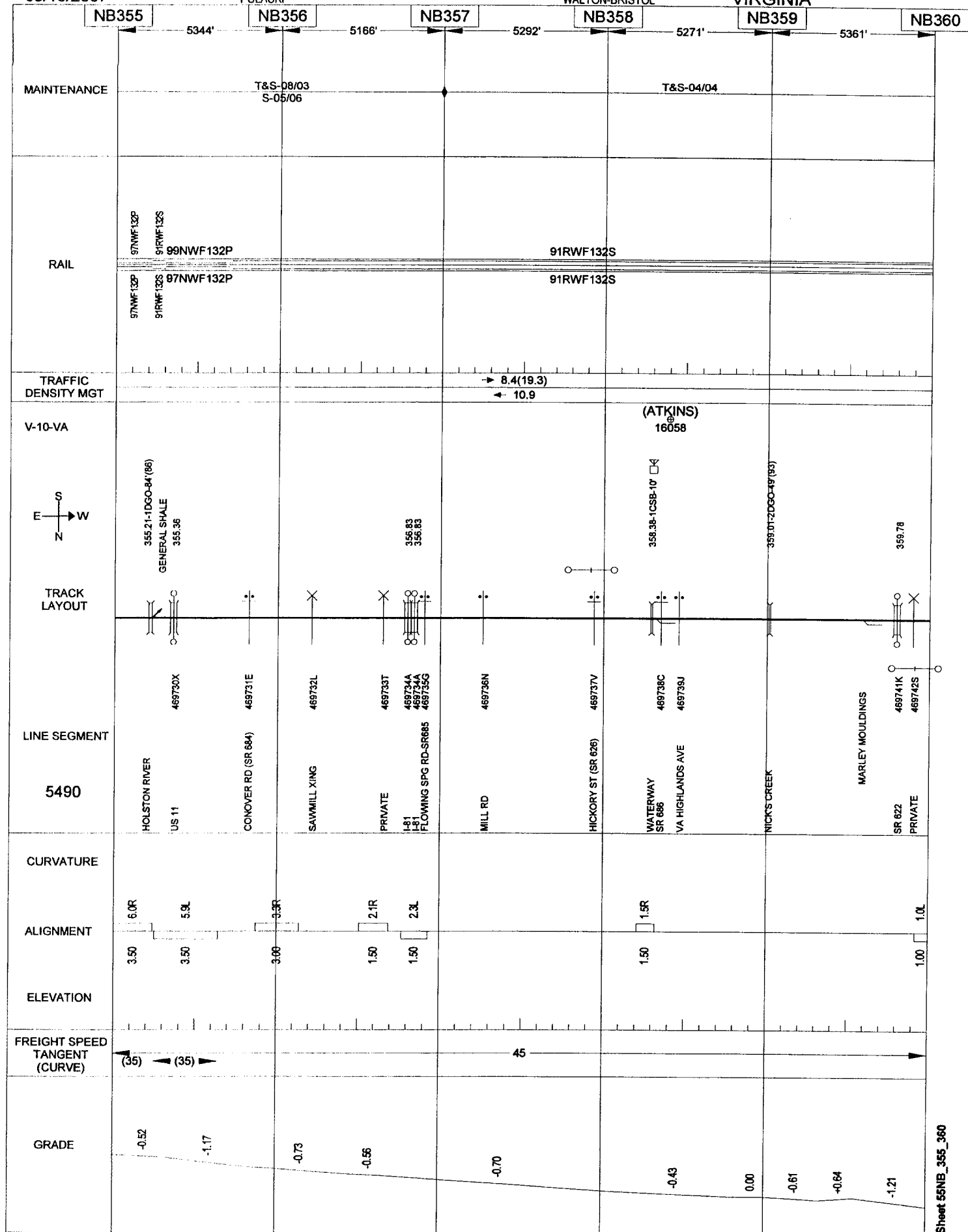
05/10/2007

PULASKI

143

WALTON-BRISTOL

VIRGINIA



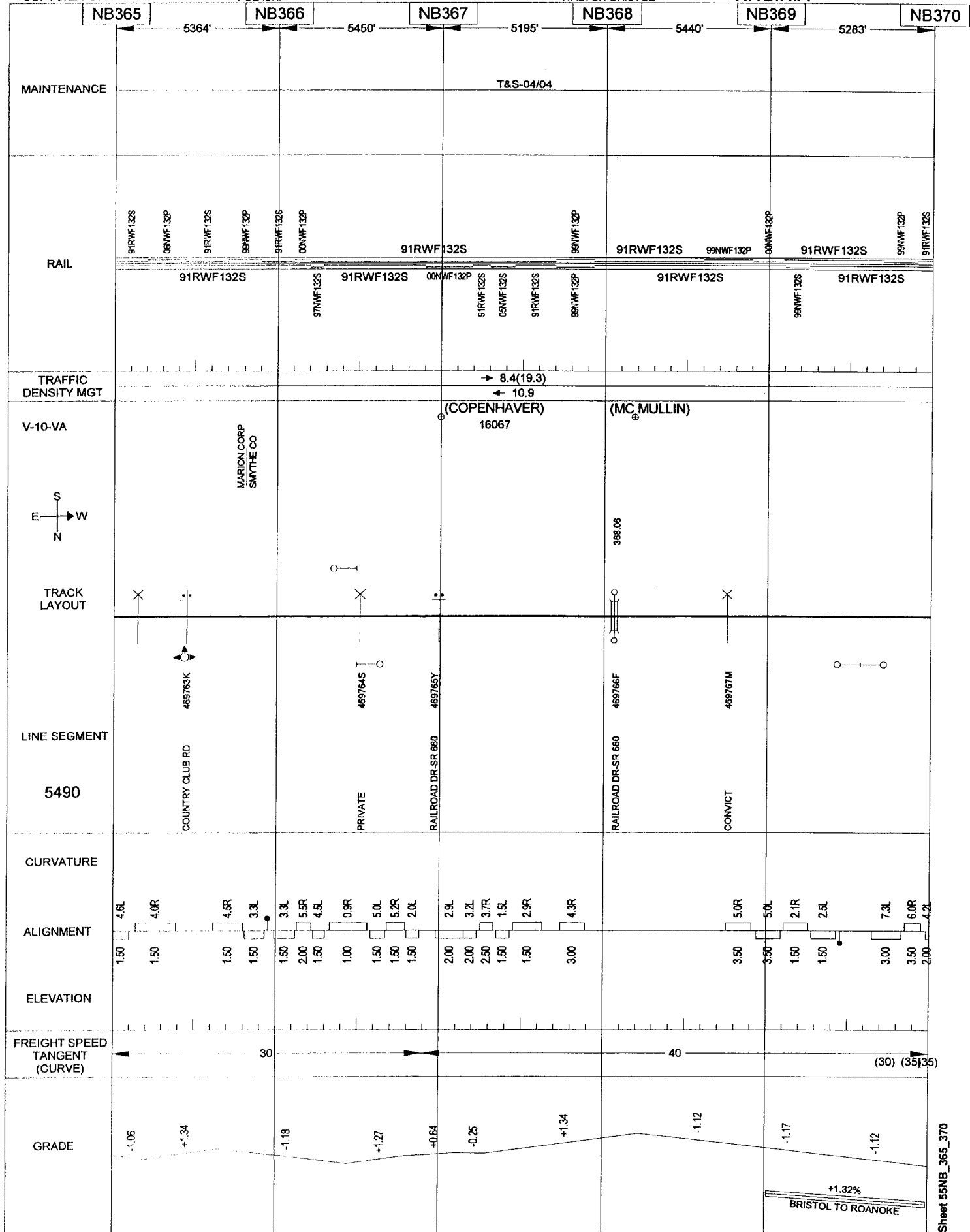
05/10/2007

145

PULASKI

WALTON-BRISTOL

VIRGINIA



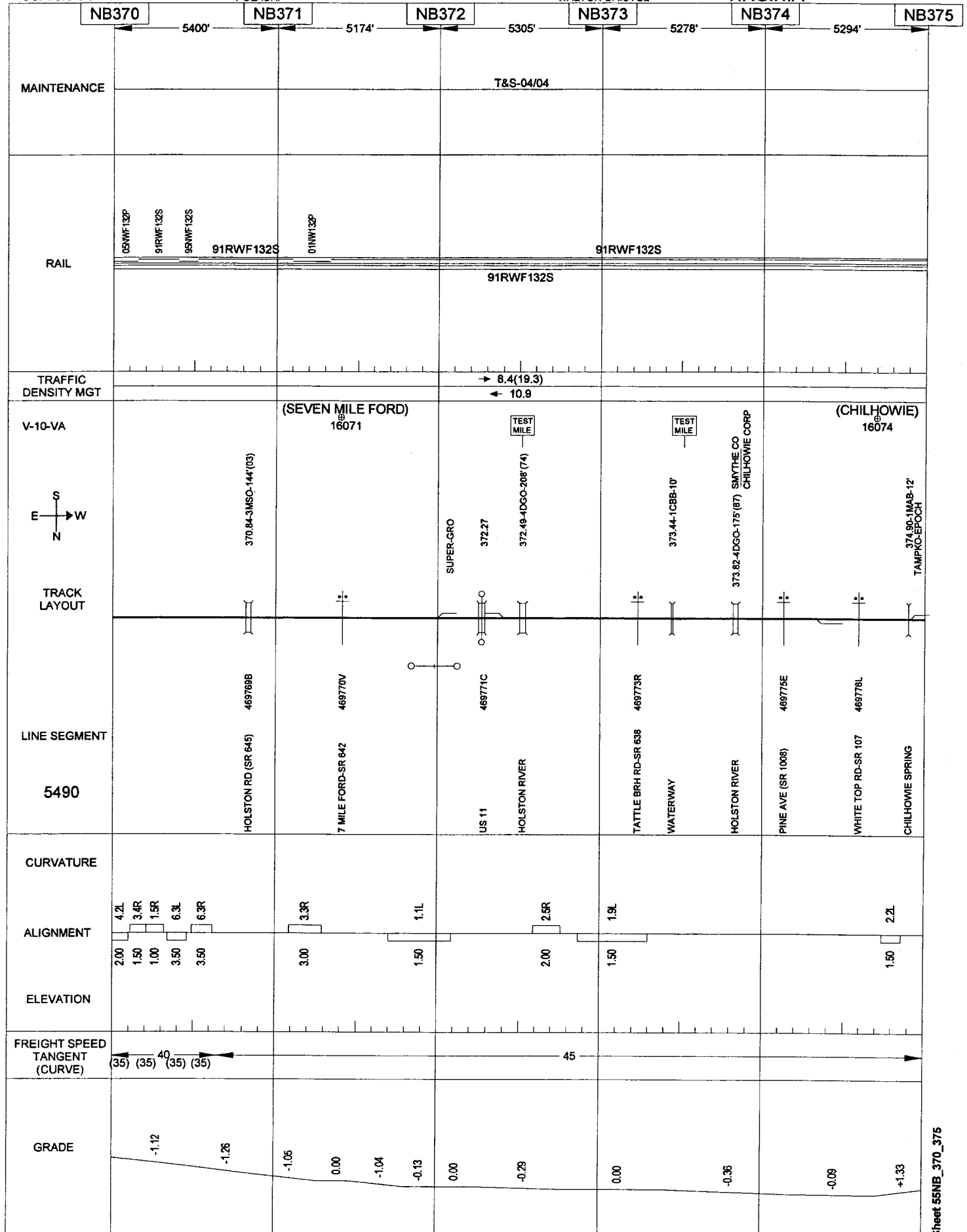
05/10/2007

146

PULASKI

WALTON-BRISTOL

VIRGINIA



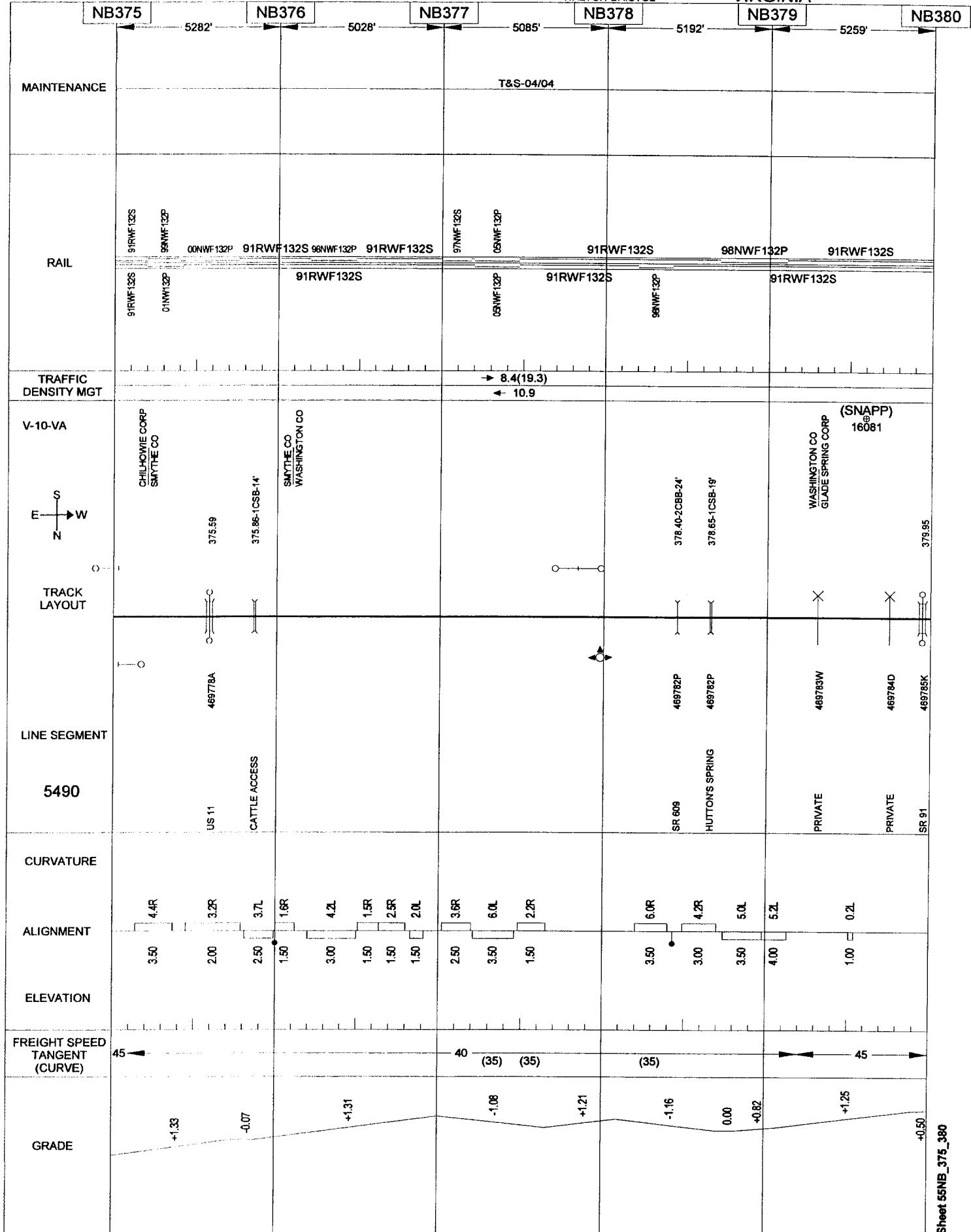
05/10/2007

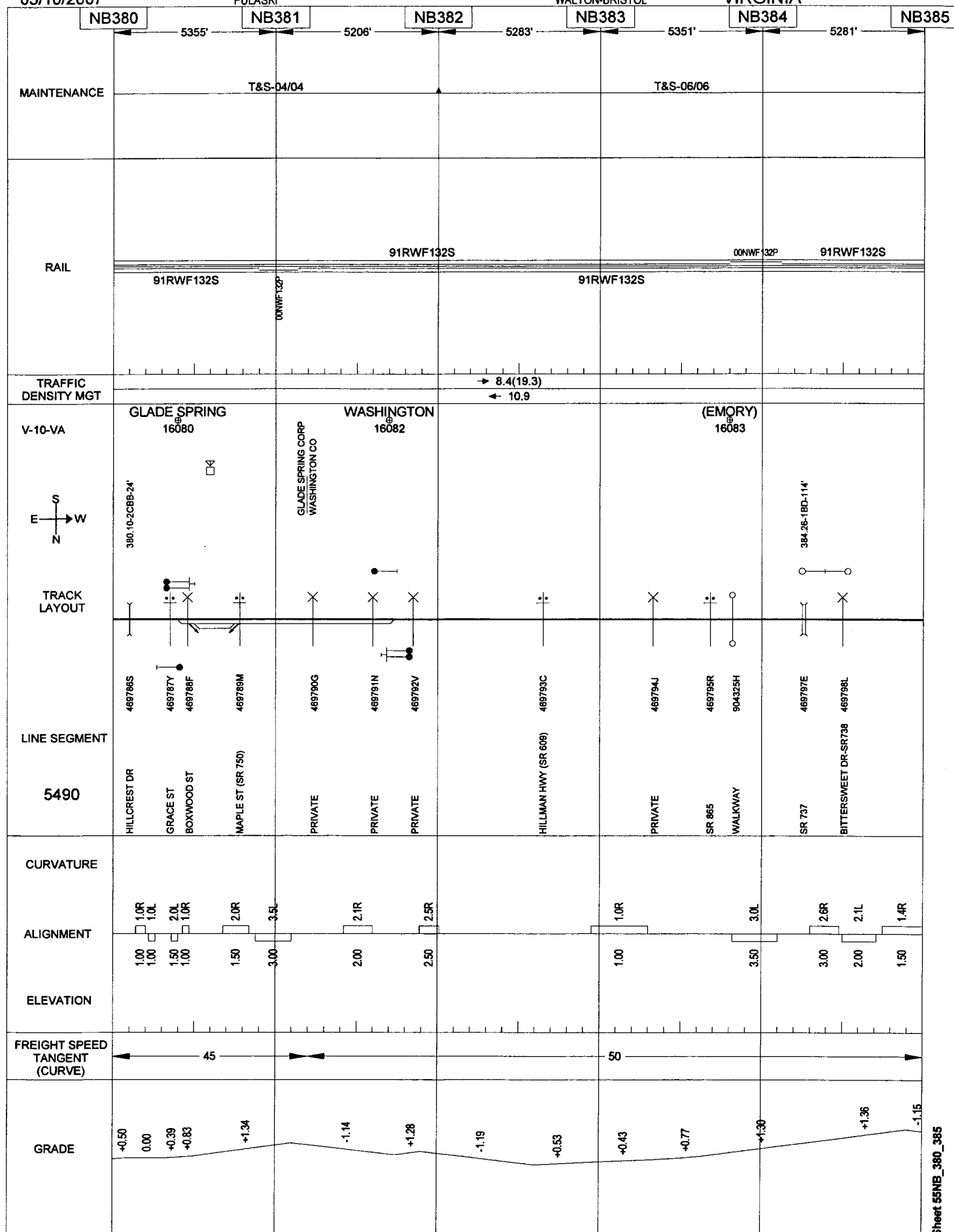
PULASKI

147

WALTON-BRISTOL

VIRGINIA





05/10/2007

PULASKI

149

WALTON-BRISTOL

VIRGINIA

NB385

NB386

NB387

NB388

NB389

NB390

5277'

5285'

5277'

5298'

5361'

MAINTENANCE

T&S-06/06

RAIL

91RWF132S

91RWF132S

96NWF132S

91RWF132S

00NWF132P

91RWF132S

TRAFFIC
DENSITY MGT→ 8.4(19.3)
← 10.9→ 8.4(19.4)
← 11.0

V-10-VA

(MEADOW VIEW)
16085(HAYTER)
16089TRACK
LAYOUT

+

+

+

+

+

X

+

+

LINE SEGMENT

5490

WALKER LN (SR 738) 469799T

MEADOWVIEW SQ-SR 805 469800K
SR 80 469801S

SUMMIT DR (SR 946) 469802Y

RITCHIE RD (SR 739) 469803F

NORTHBRIDGE RD-SR 694 469804M

GALLIHER DR 469805U

MID MOUNTAIN FOODS

HAYTER 469806B

388.55
MID MT DIST FOOD CTY

VIRGINIA REBAR

CURVATURE

ALIGNMENT

1.50 1.4R

1.50 2.0L

2.00 2.5R

1.50 1.1R

3.50 3.0R

1.50 1.0R

4.00 3.5L

2.50 2.5R

3.50 3.0L

1.50 1.0L

1.00 0.9R

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

(45)

50

GRADE

-1.15

+1.39

-1.16

+1.10

-1.17

+1.28

-1.00

-1.18

-1.09

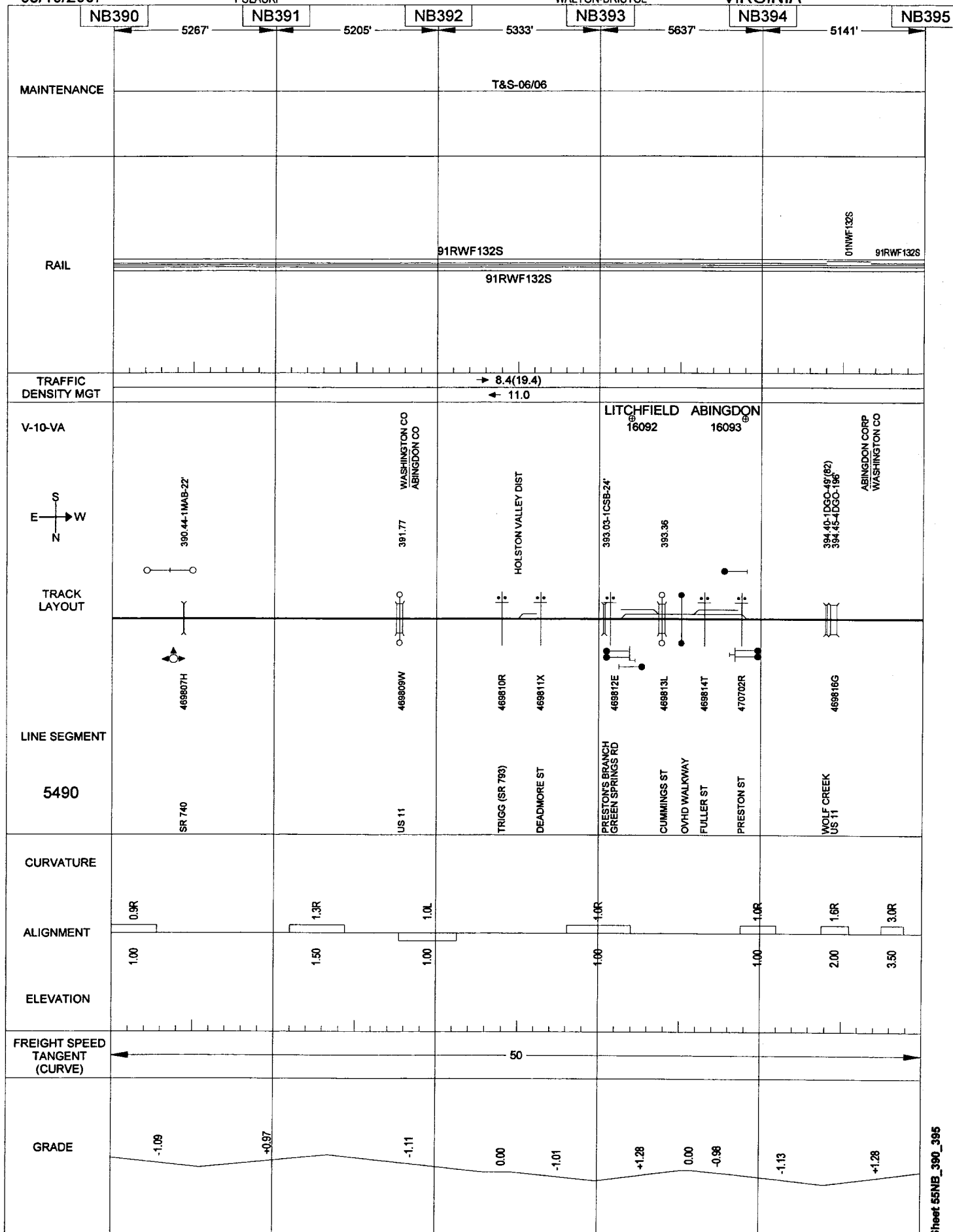
05/10/2007

150

PULASKI

WALTON-BRISTOL

VIRGINIA



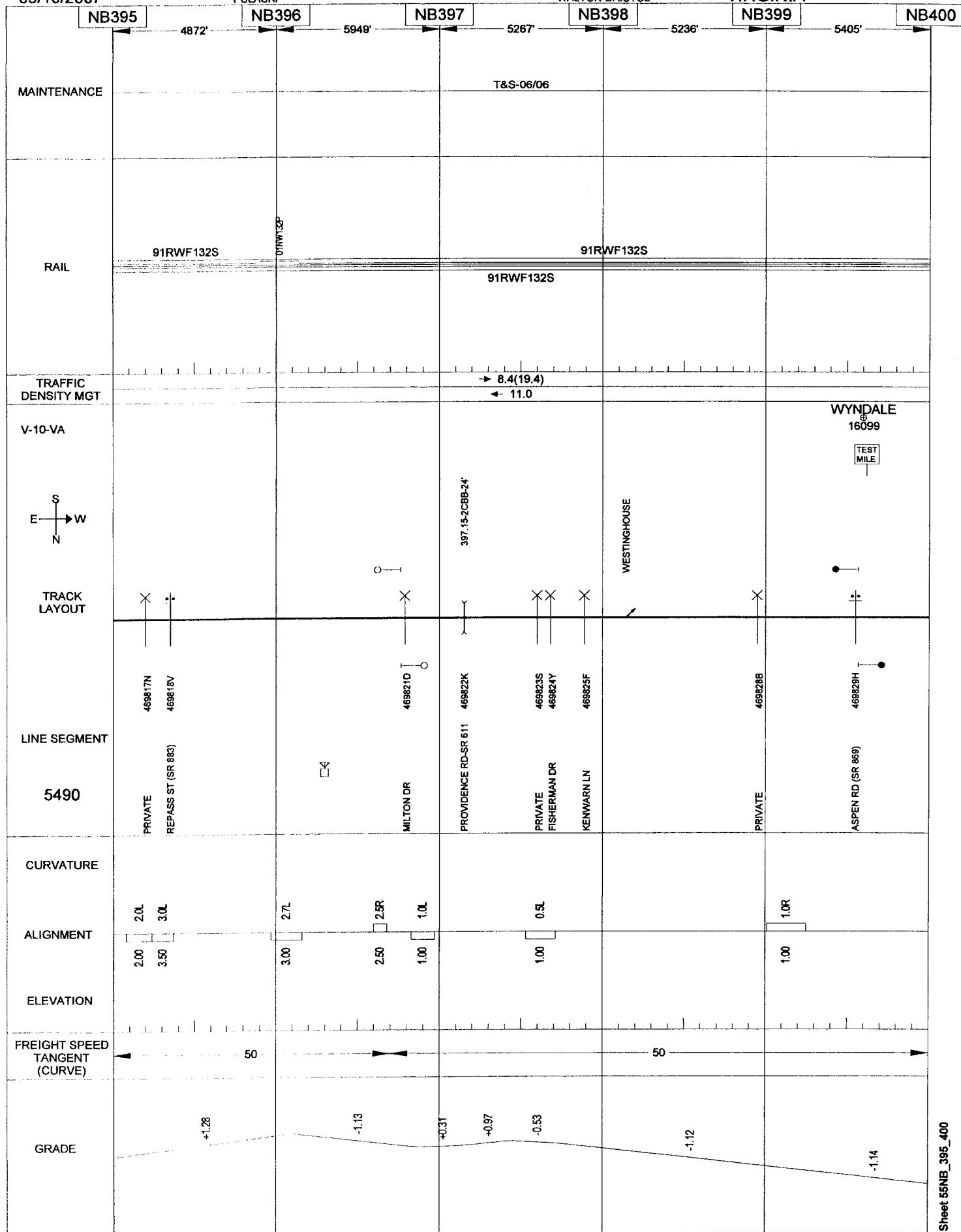
05/10/2007

PULASKI

151

WALTON-BRISTOL

VIRGINIA



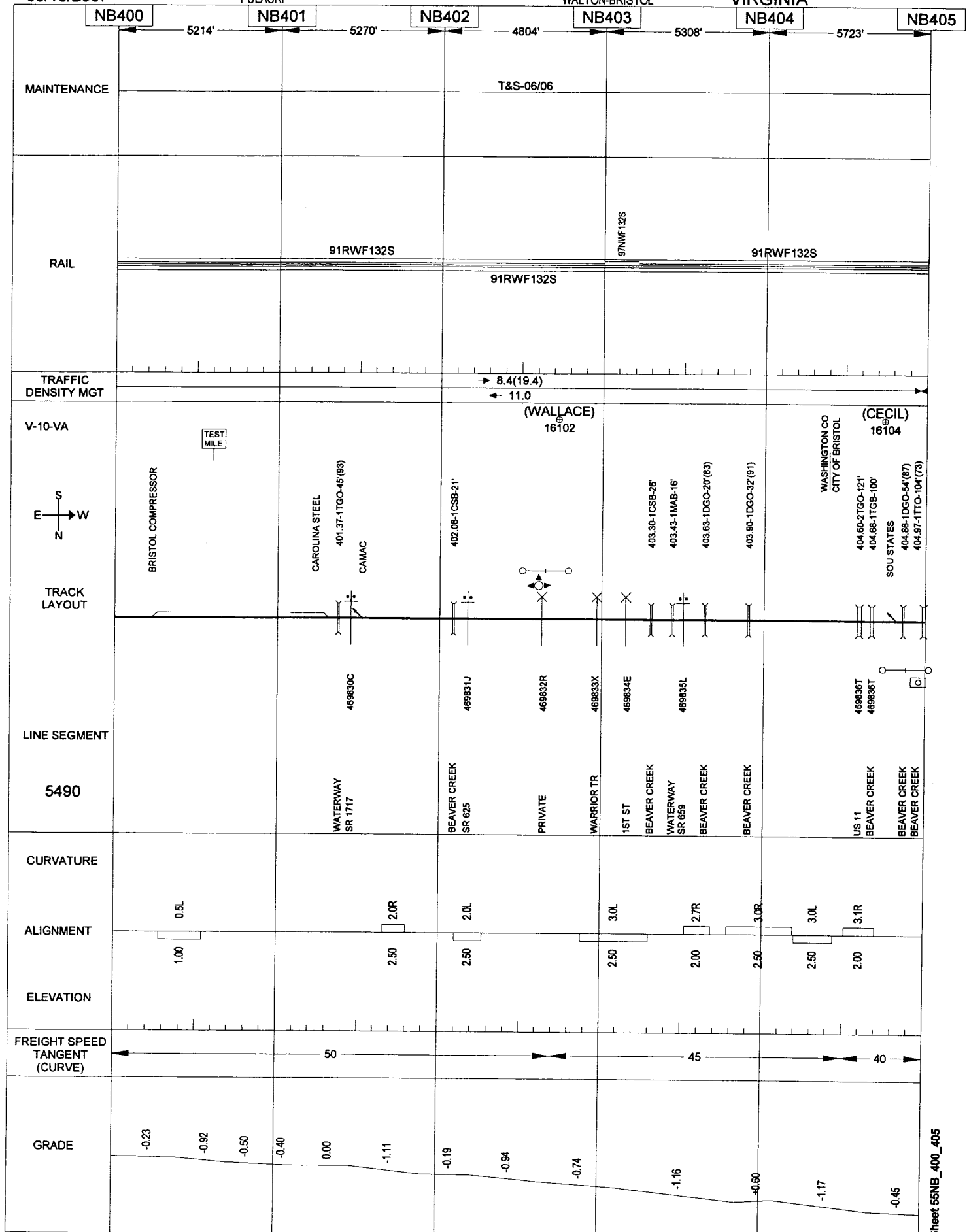
05/10/2007

152

PULASKI

WALTON-BRISTOL

VIRGINIA



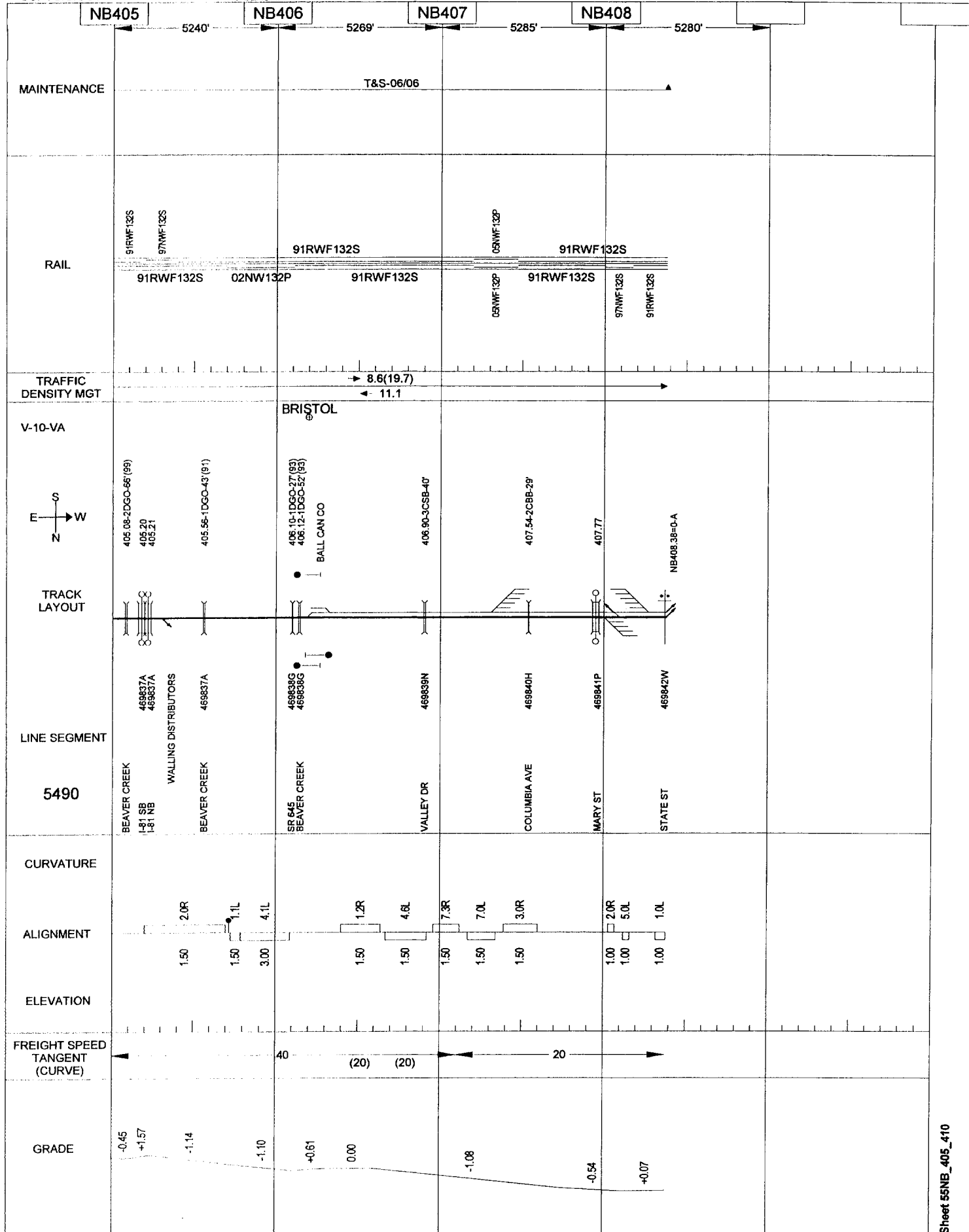
05/10/2007

PULASKI

153

WALTON-BRISTOL

VIRGINIA



05/10/2007

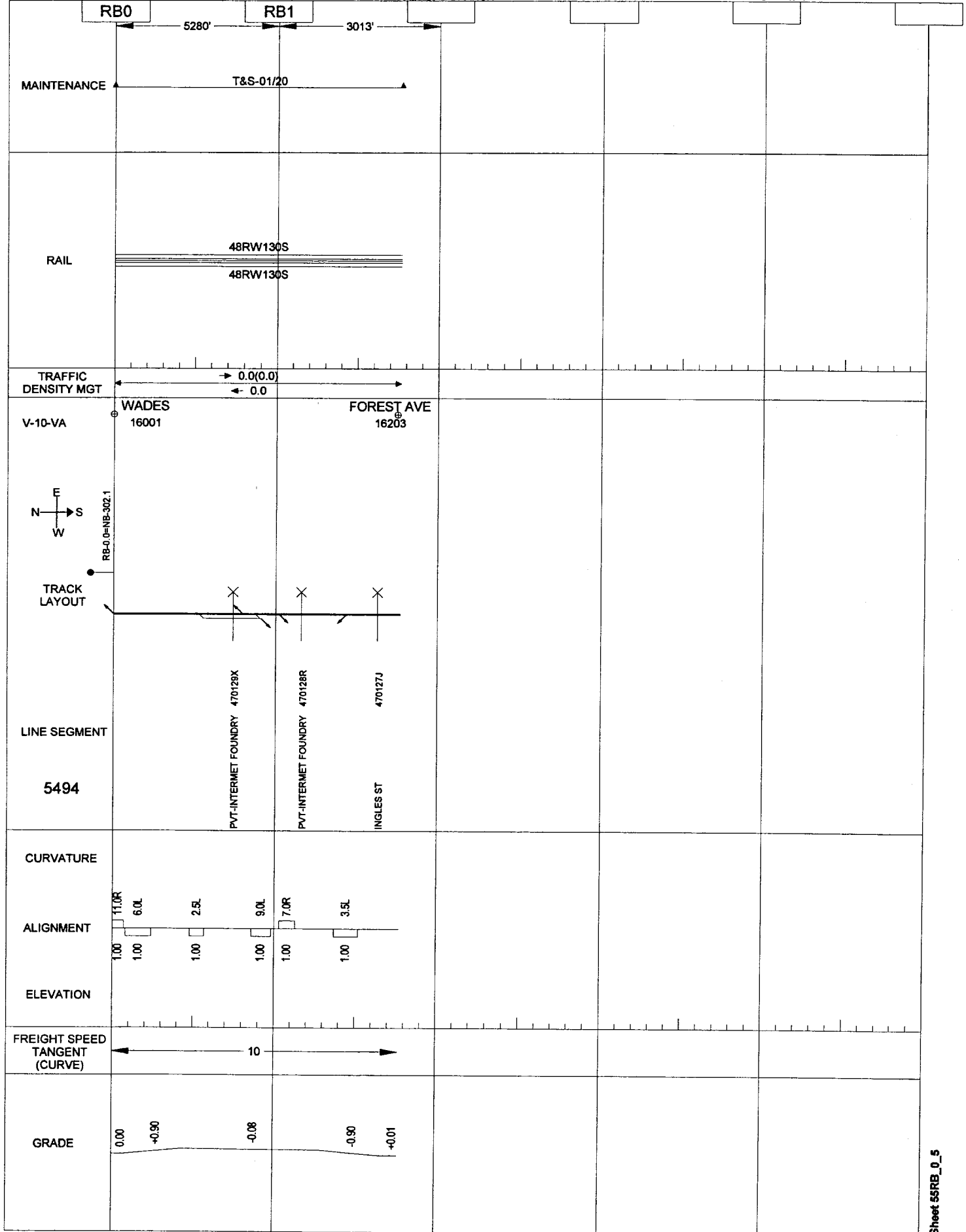
154

PULASKI

RADFORD BRANCH

RADFORD-FOREST AVENUE

VIRGINIA



05/10/2007

HAGERSTOWN

155
HAGERSTOWN SEC.

SHIPPENSBURG-HAGERSTOWN VIRGINIA

HW74

1594'

5370'

MAINTENANCE

T&S-08/00

RAIL

88RW127S

88RW127S

TRAFFIC
DENSITY MGT13.8(29.1)
15.3

TOWN

(HAGERSTOWN)

HAGER

TRACK
LAYOUT

YARD
LIMIT

MARYLAND METALS

073.91-1CAB-60'

074.01-1CAB-50'

074.10-1TGB-65'

074.18-1TGB-69'

074.54-1CSB-20'

HW-74.80-H-0.63

LINE SEGMENT

2442

ACCESS RD

CHURCH ST

FRANKLIN ST

WASHINGTON ST

ANTIETAM ST

CSXT RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

4.0R

1.00

4.0R

1.00

2.0L

1.00

20

(10)

(10)

GRADE

-0.60

-0.68

05/10/2007

156

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

97RWF132S

89RWF132S

TRAFFIC
DENSITY MGT→ 29.9(59.5)
← 29.6→ 13.7(28.1)
← 14.4

V-5-MD

HAGER
13002VARDO
13004E
N → S
WTRACK
LAYOUT

H-0.63=HW-74.80

001.28

001.34

001.65-1UNK-30"

002.56
REVIEW HERALDYARD
LIMIT
002.95
002.95

LINE SEGMENT

5360

TO CSXT (OLD WM YD)

VIRGINIA AVE (US 11)

WILSON BLVD

STORYS CREEK

VARDO YARD

PRIVATE

DOWNSVILLE PK-SR 632

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

PRIVATE

COLLEGE RD

CURVATURE

ALIGNMENT

ELEVATION

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

-0.80

-0.30

-0.46

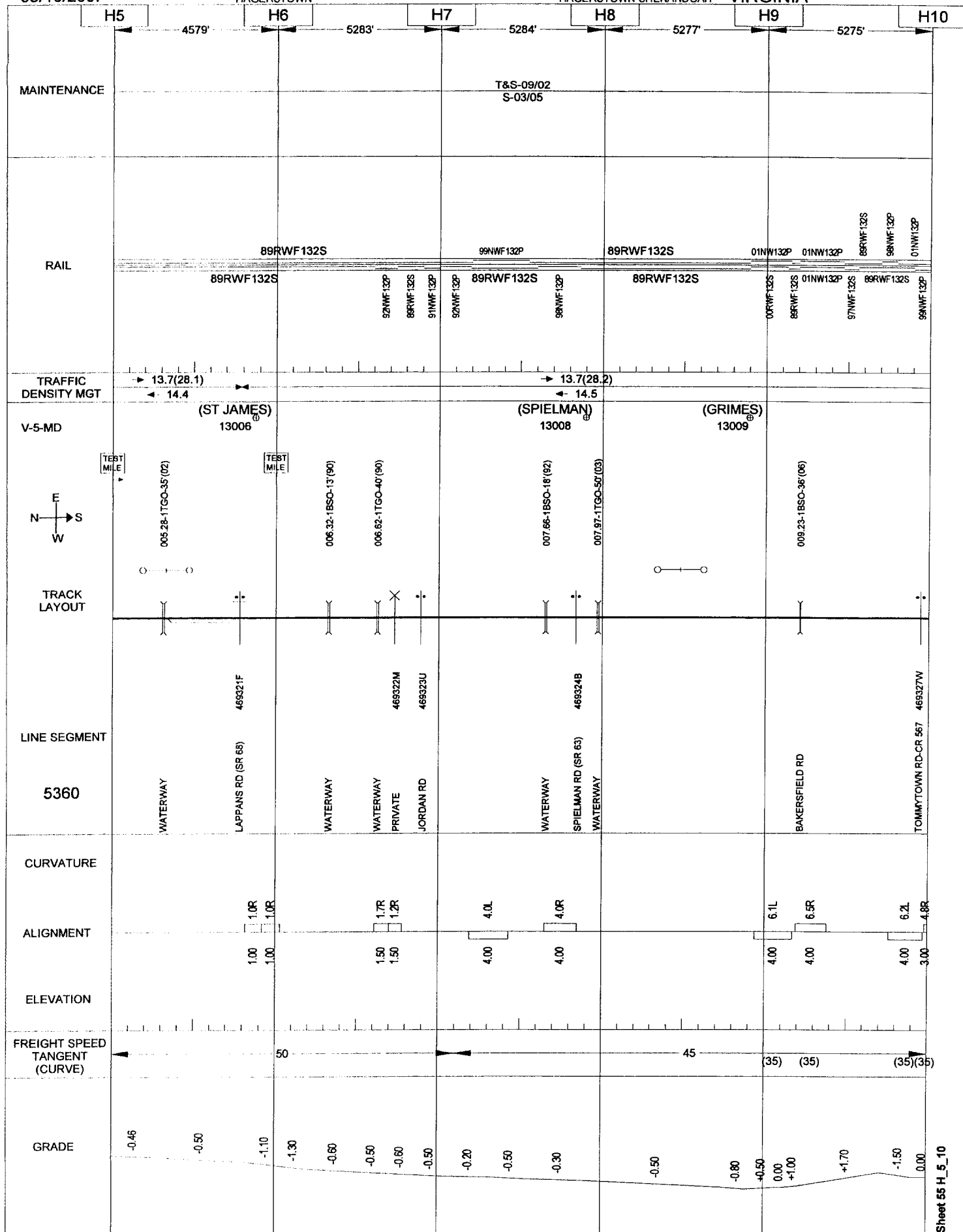
05/10/2007

HAGERSTOWN

157

HAGERSTOWN-SHENANDOAH

VIRGINIA



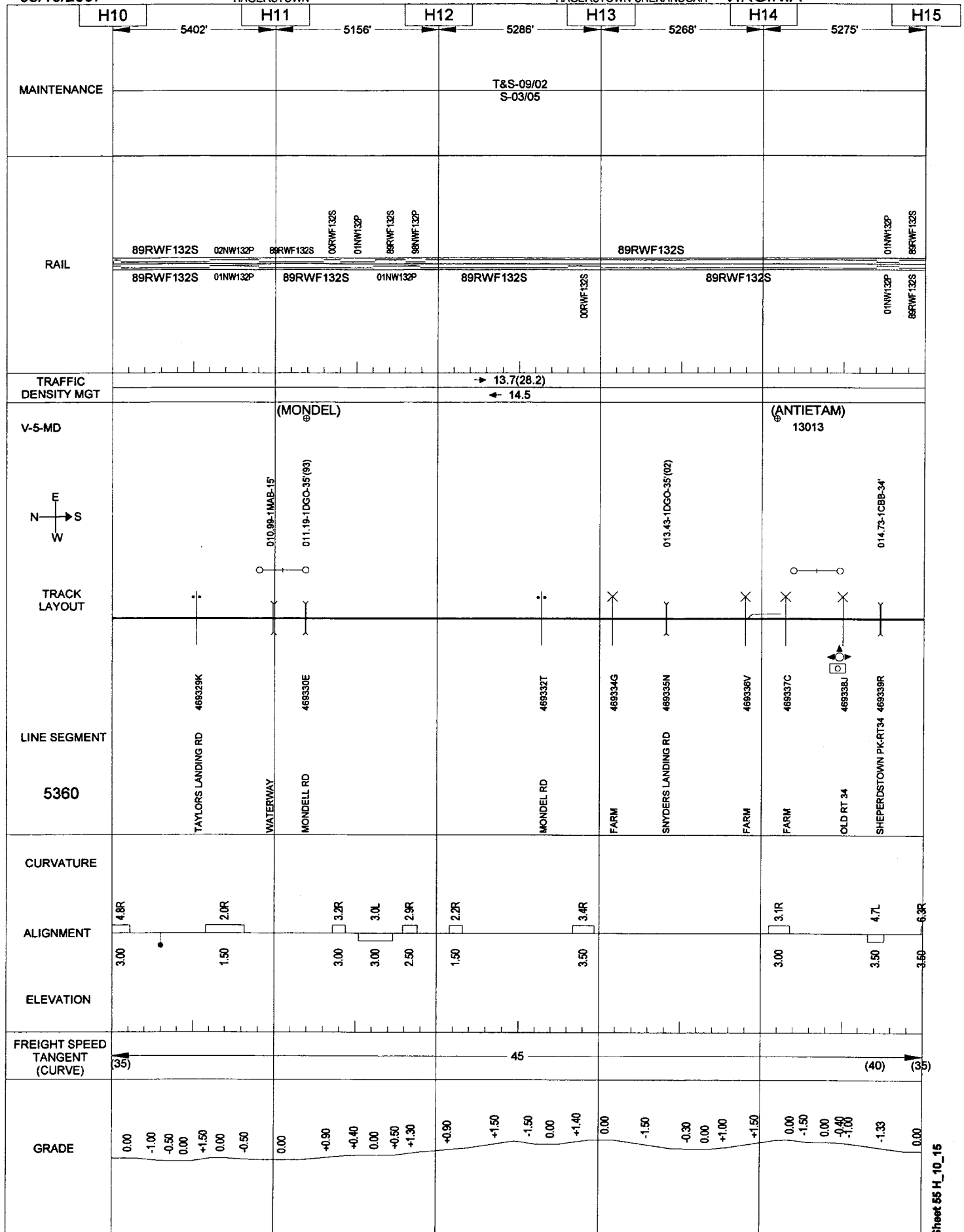
05/10/2007

158

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



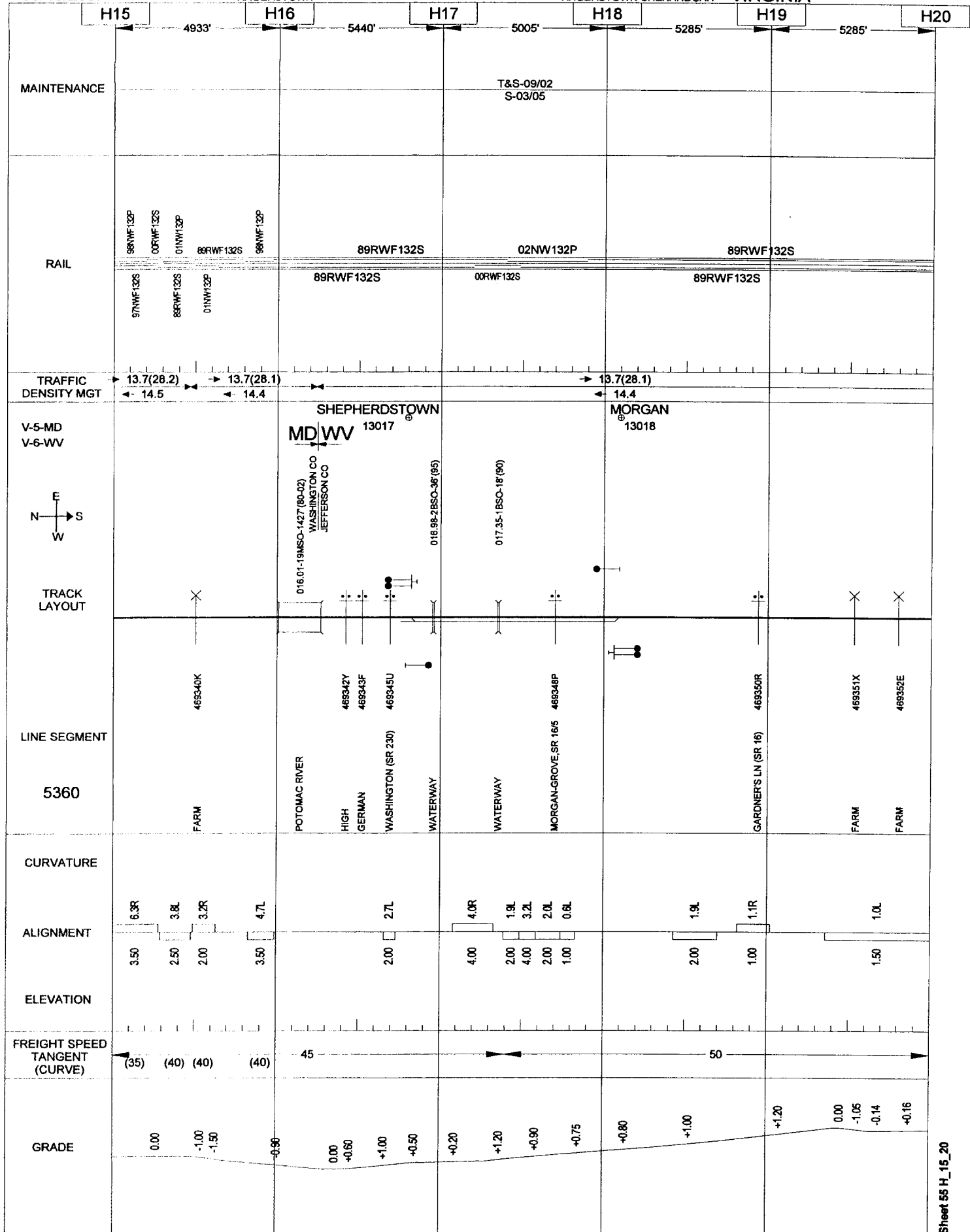
05/10/2007

HAGERSTOWN

159

HAGERSTOWN-SHENANDOAH

VIRGINIA



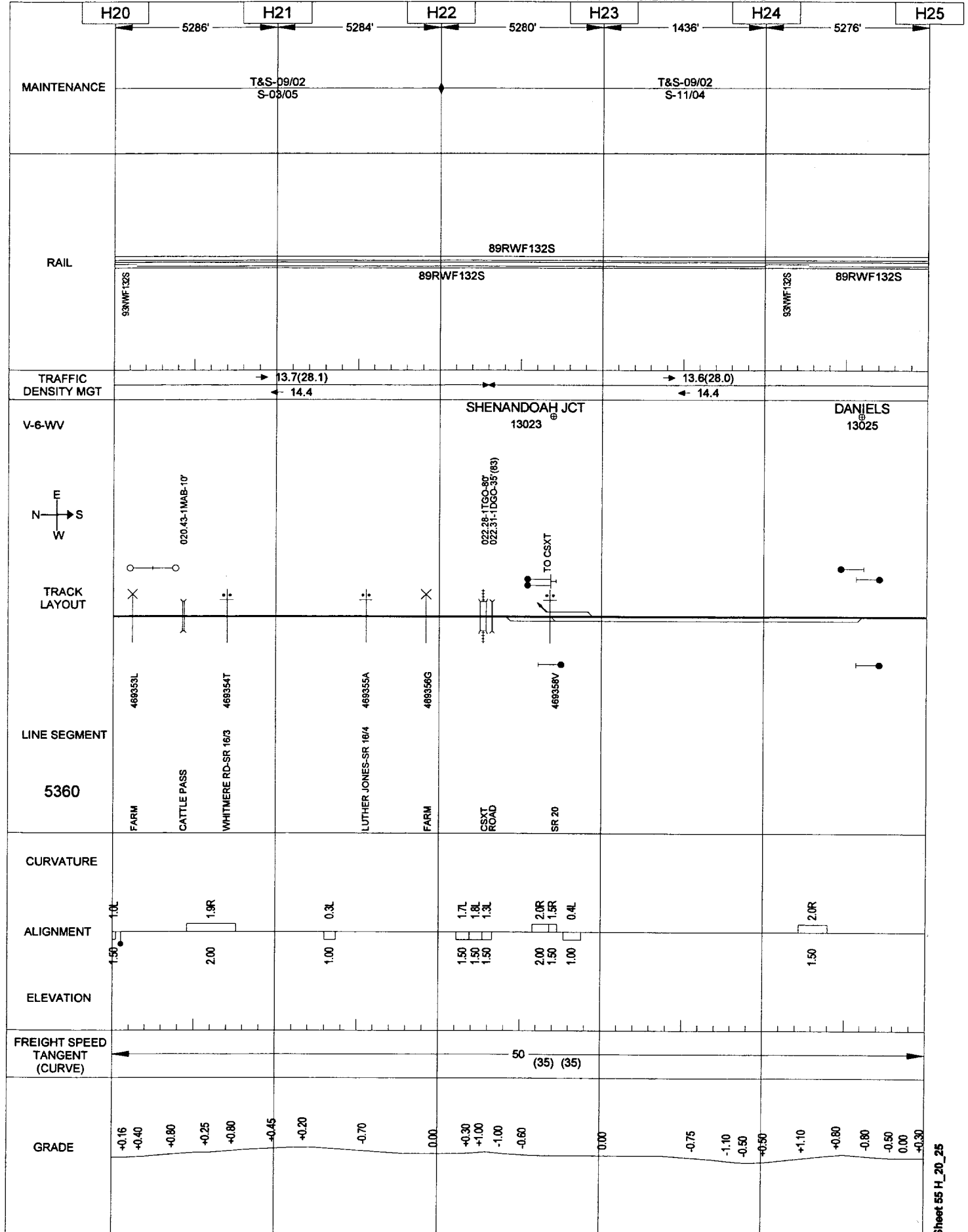
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160

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



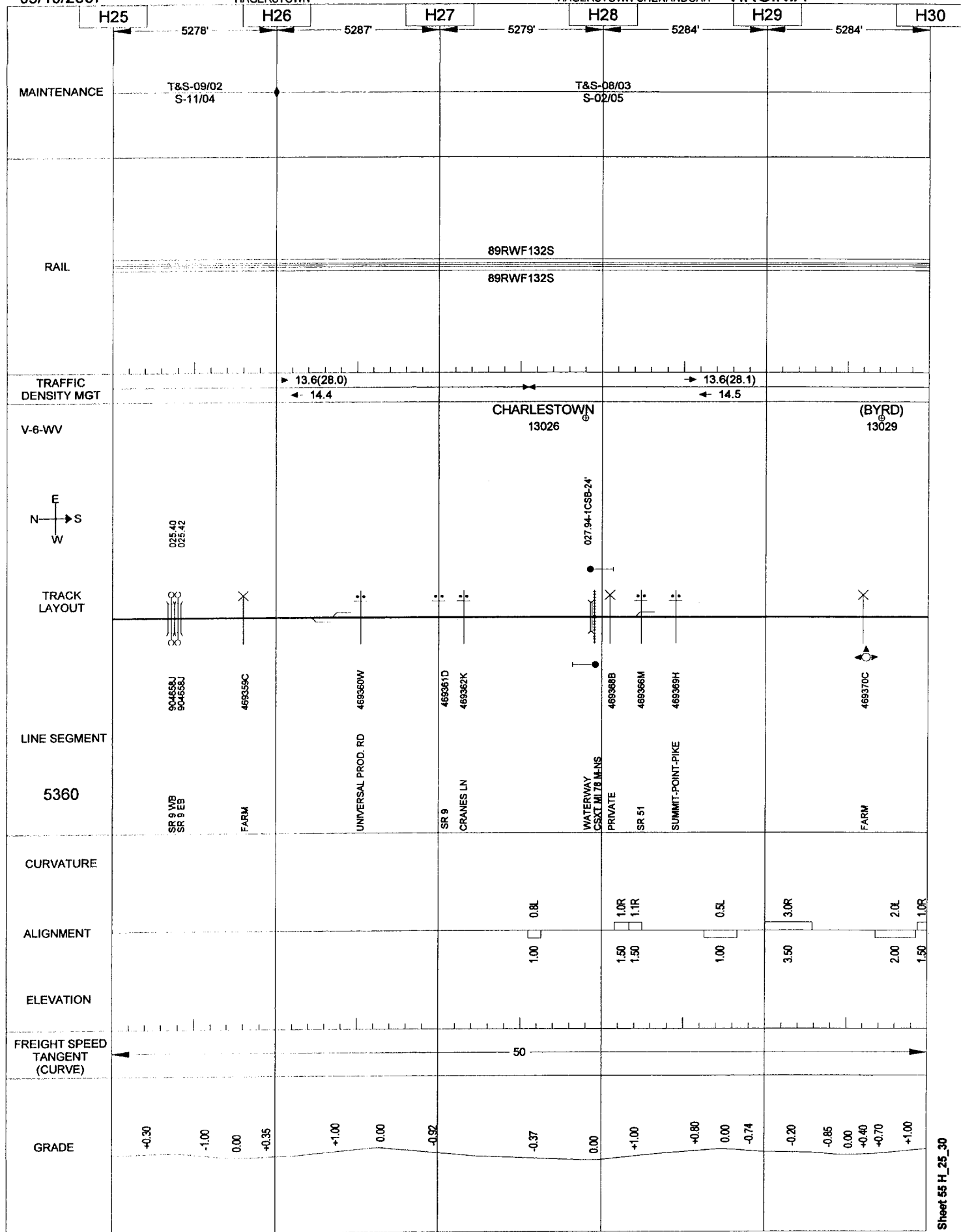
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161

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



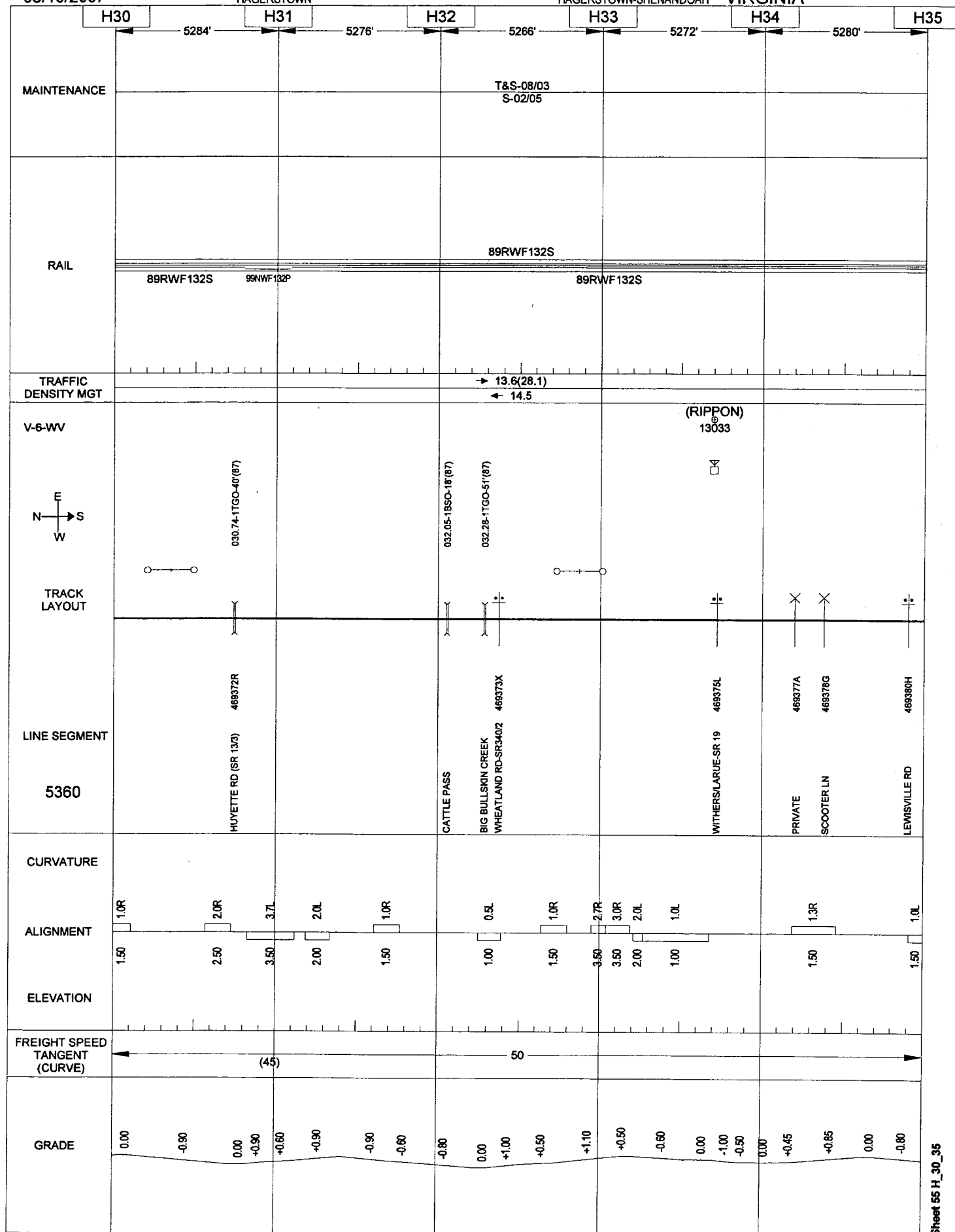
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162

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



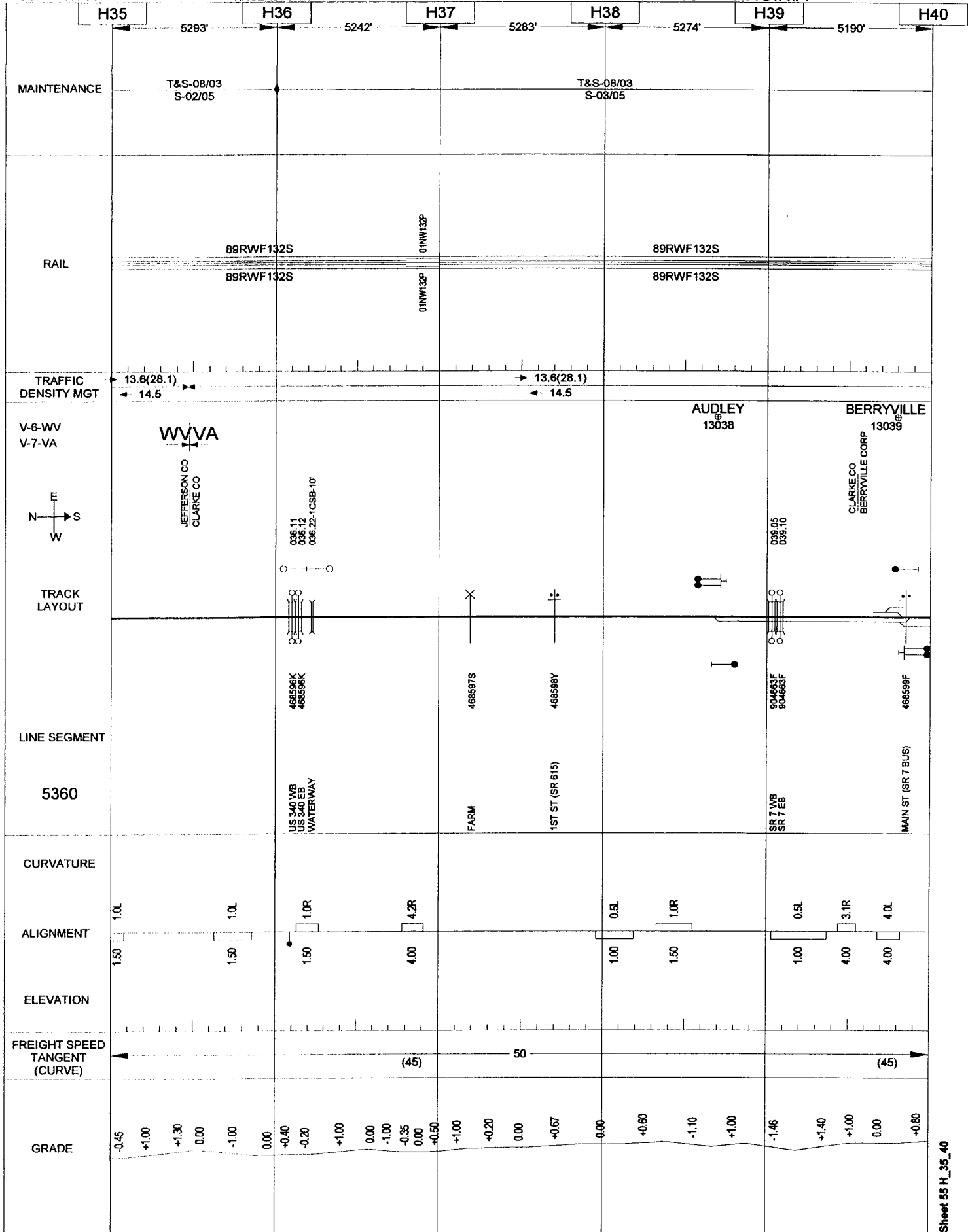
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163

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



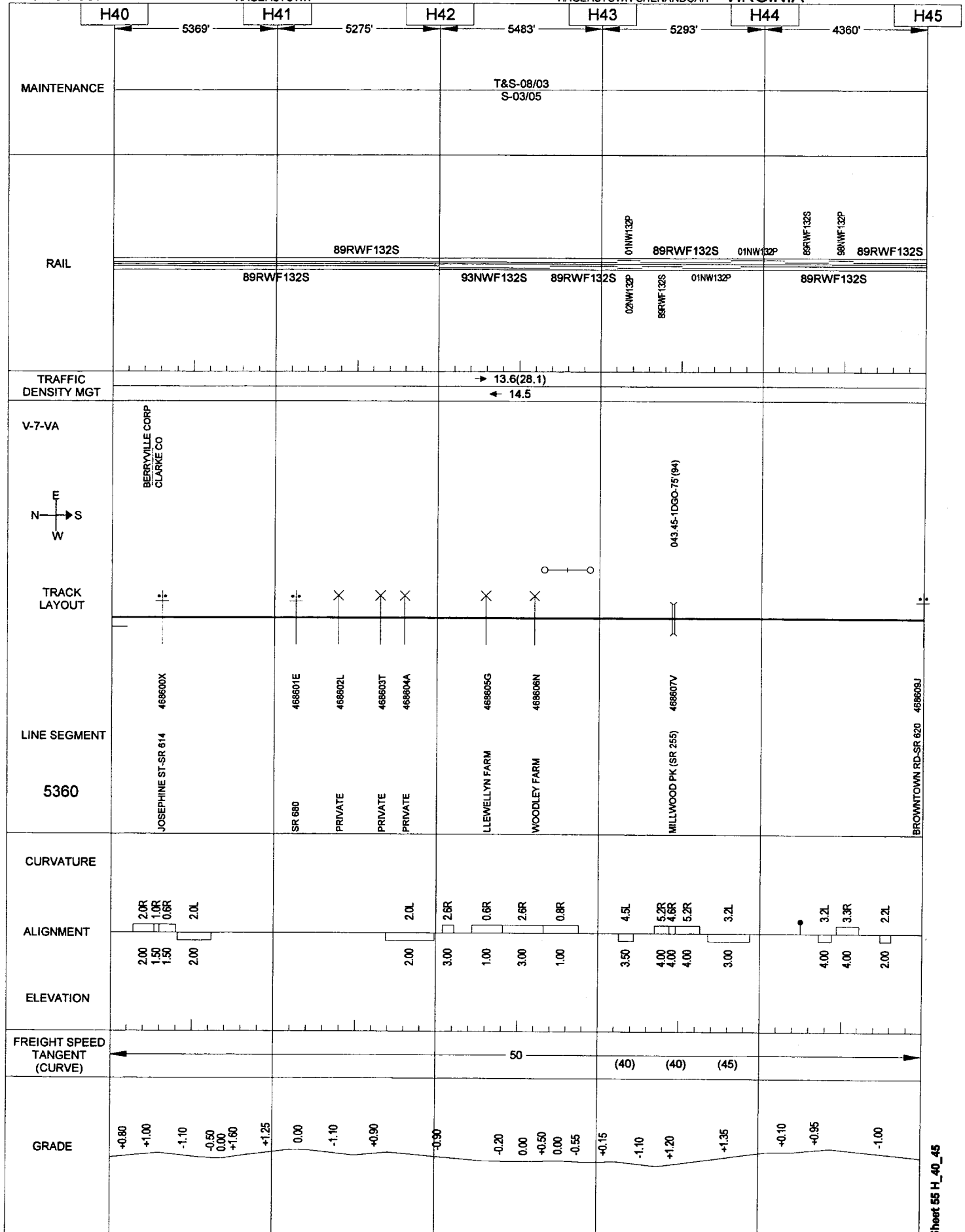
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164

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



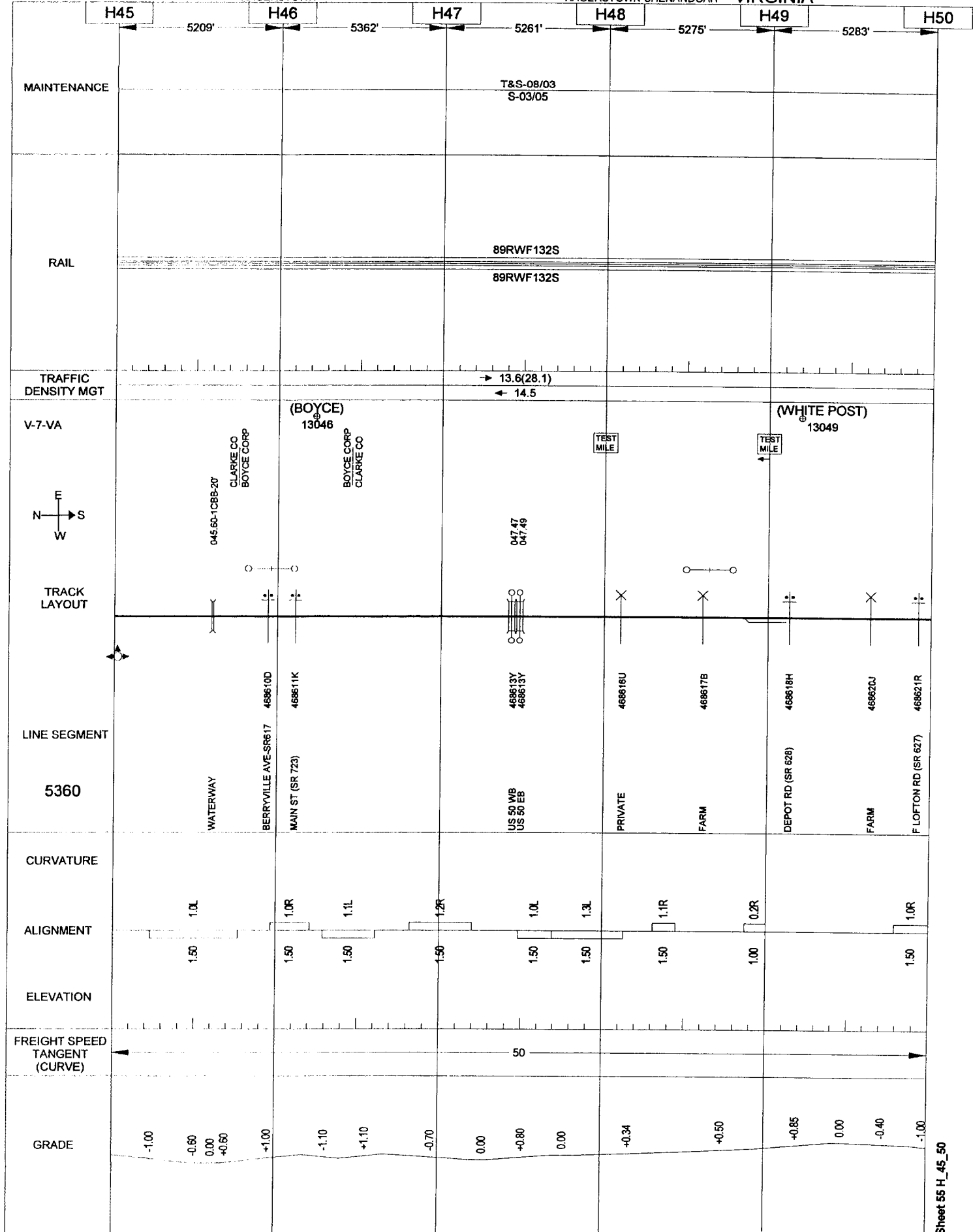
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165

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



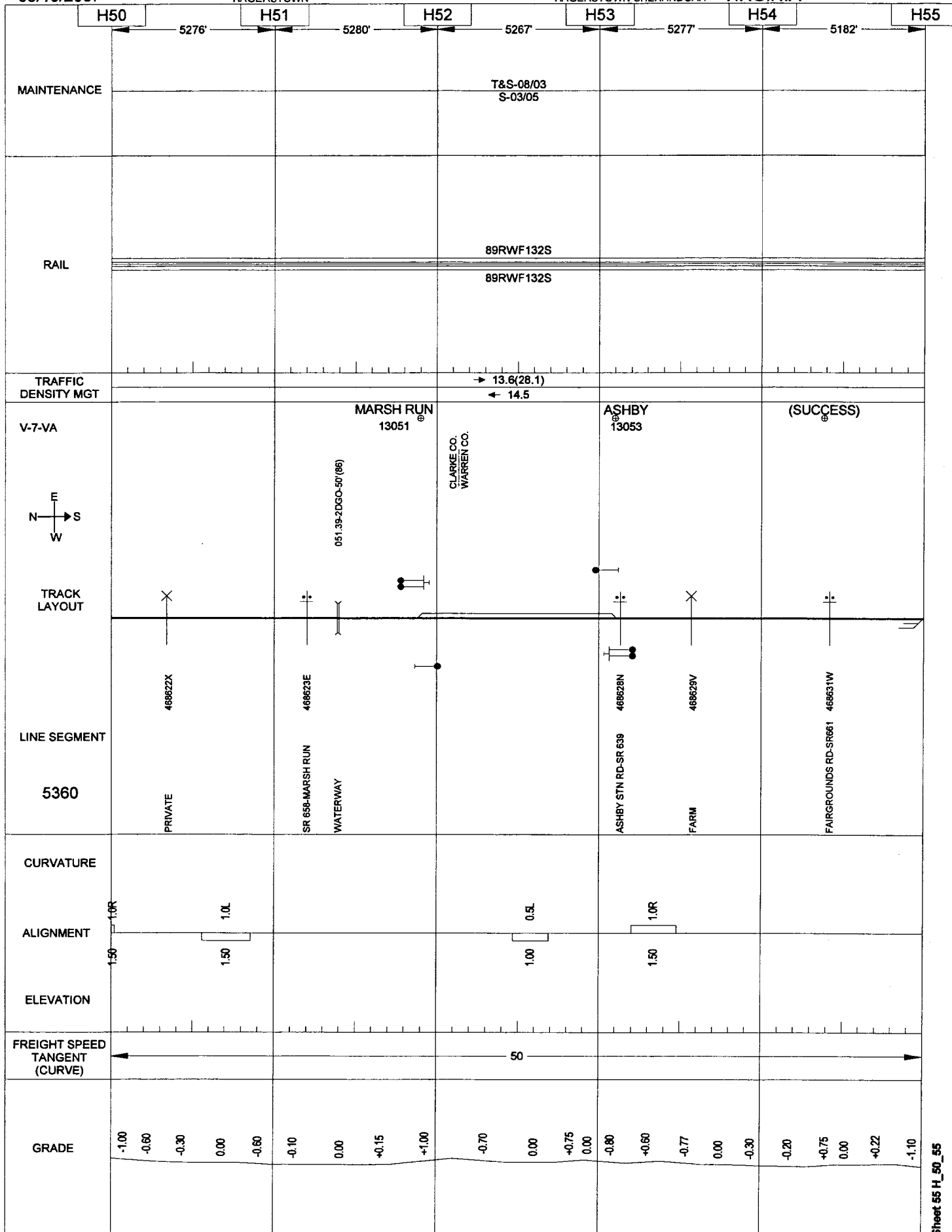
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166

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



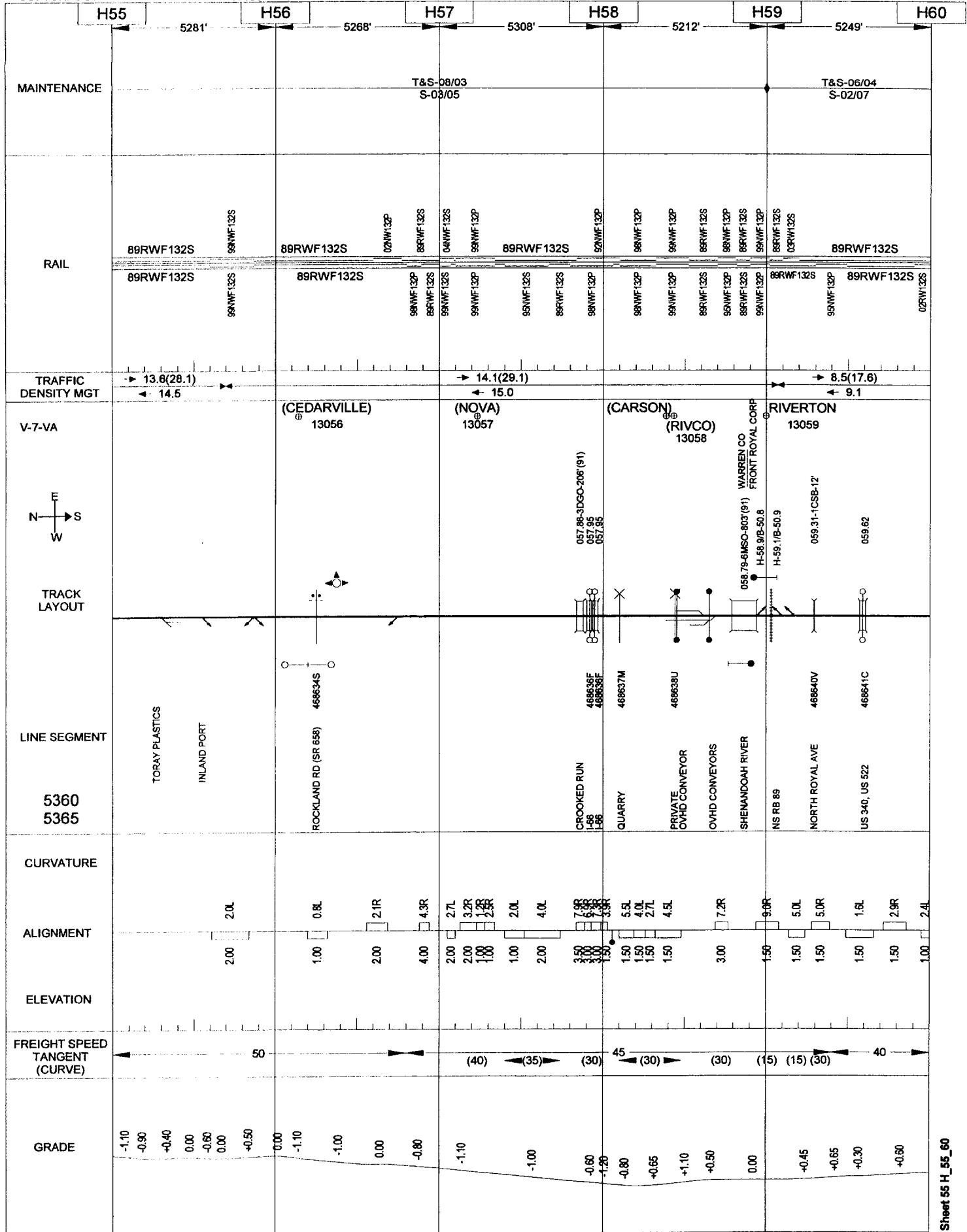
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HAGERSTOWN

167

HAGERSTOWN-SHENANDOAH

VIRGINIA



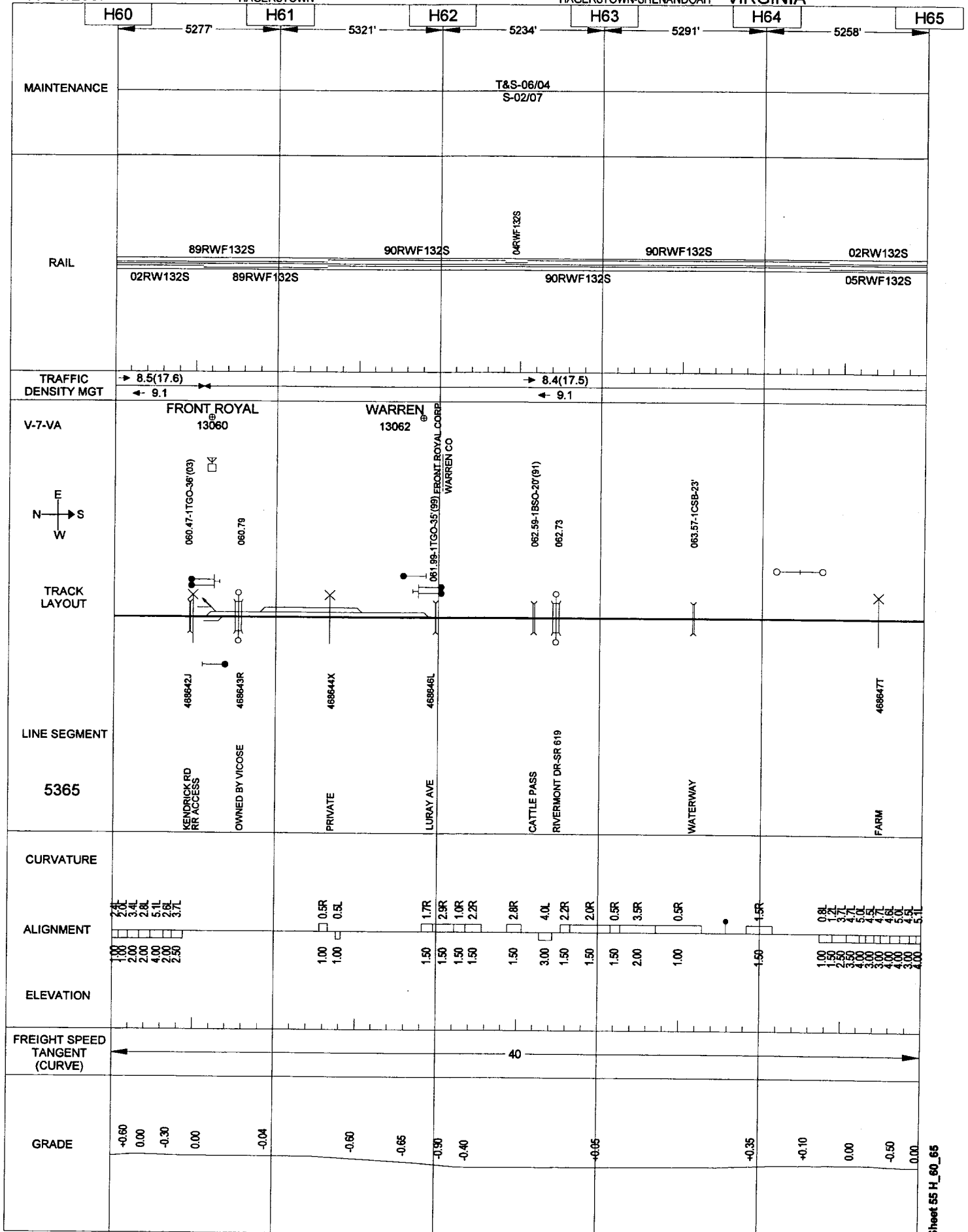
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168

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HAGERSTOWN-SHENANDOAH

VIRGINIA



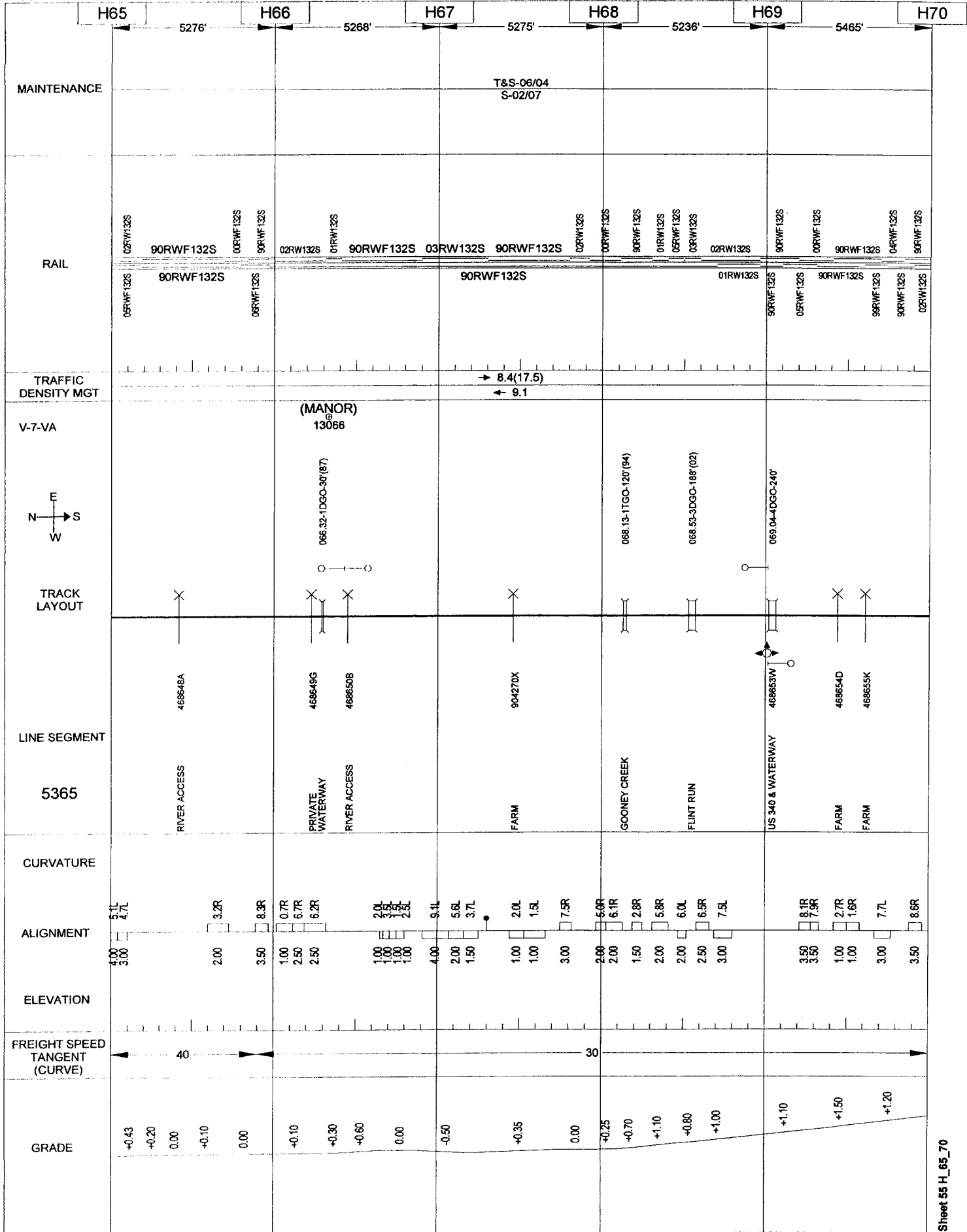
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169

HAGERSTOWN-SHENANDOAH

VIRGINIA



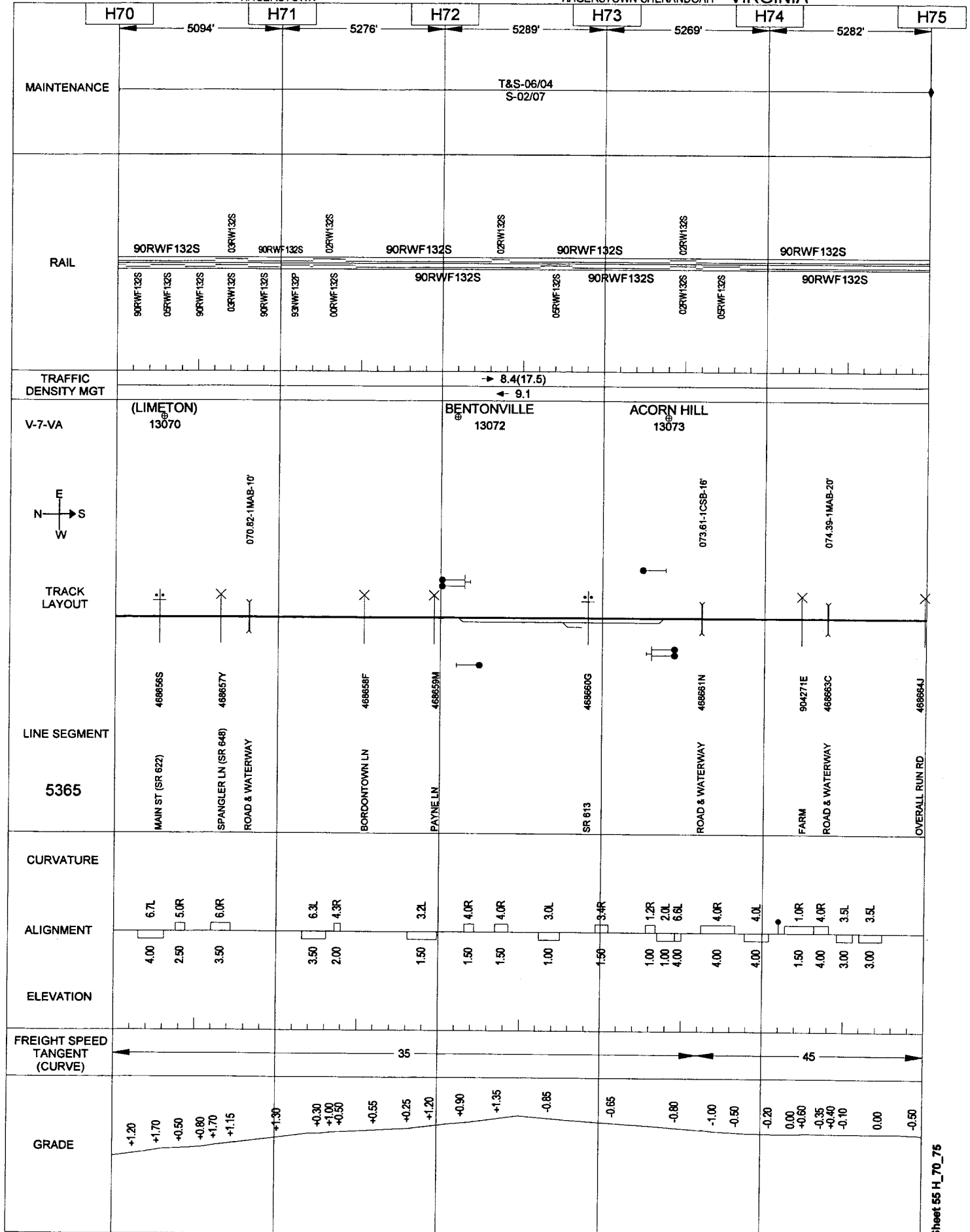
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HAGERSTOWN

170

HAGERSTOWN-SHENANDOAH

VIRGINIA



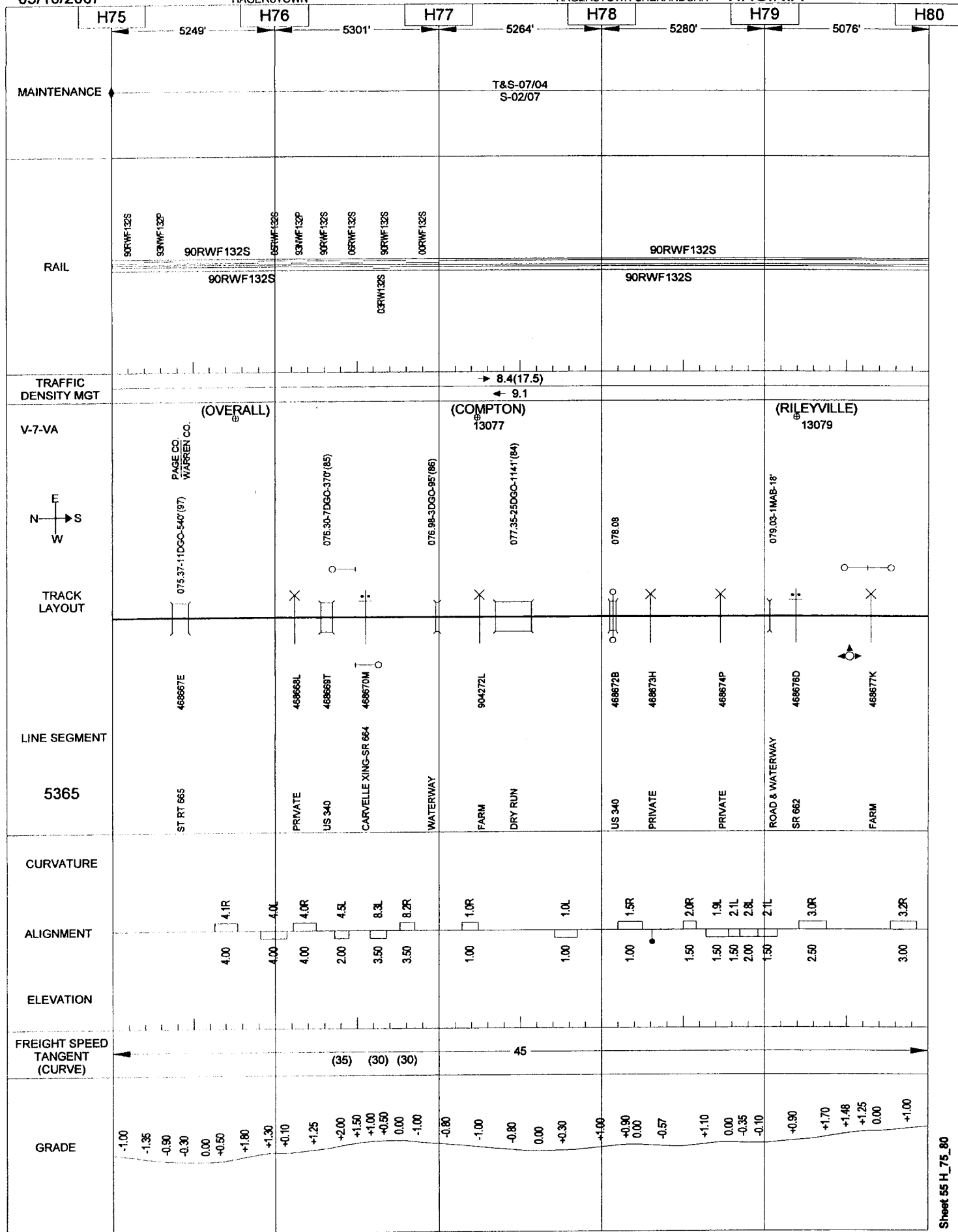
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HAGERSTOWN

171

HAGERSTOWN-SHENANDOAH

VIRGINIA



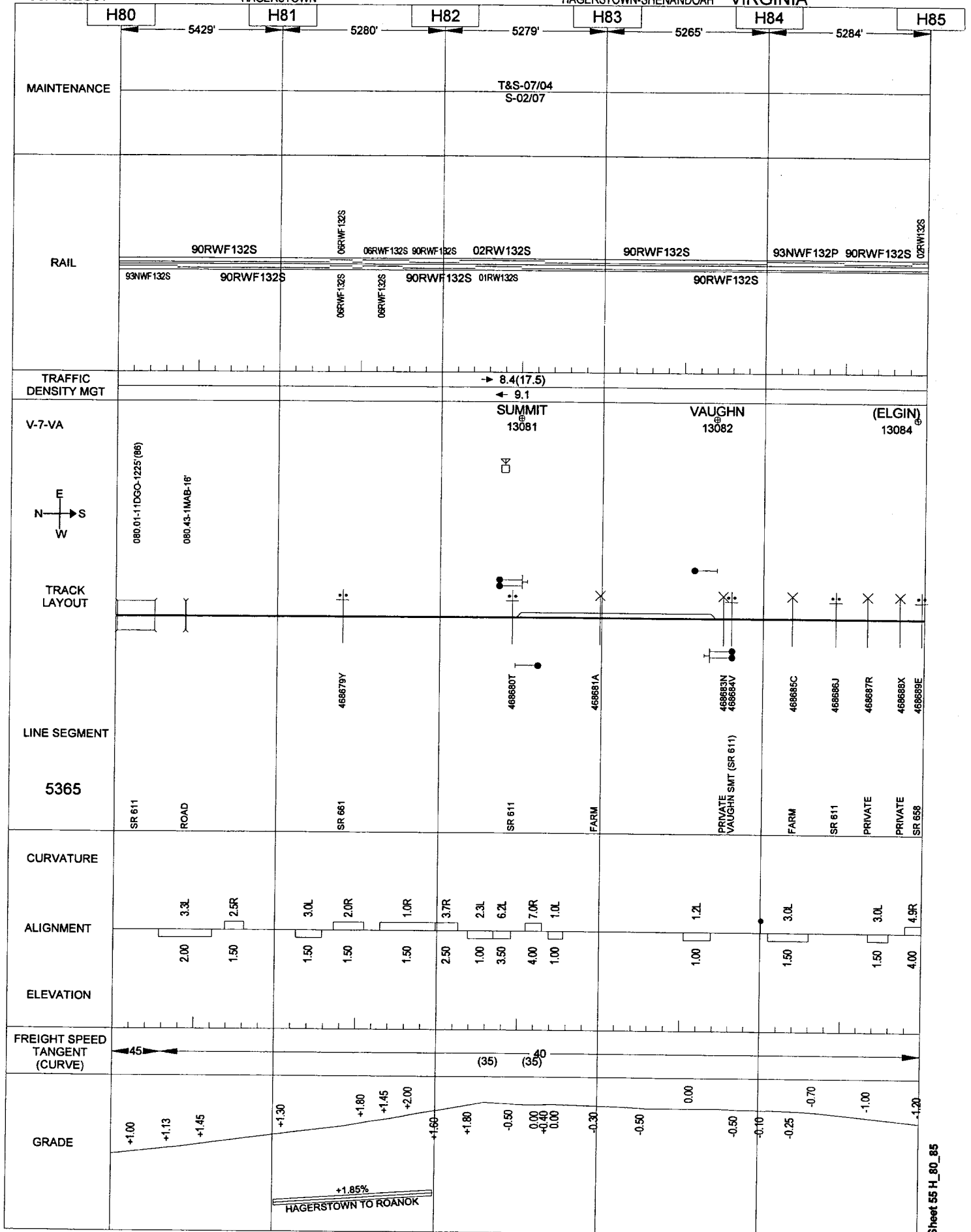
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172

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



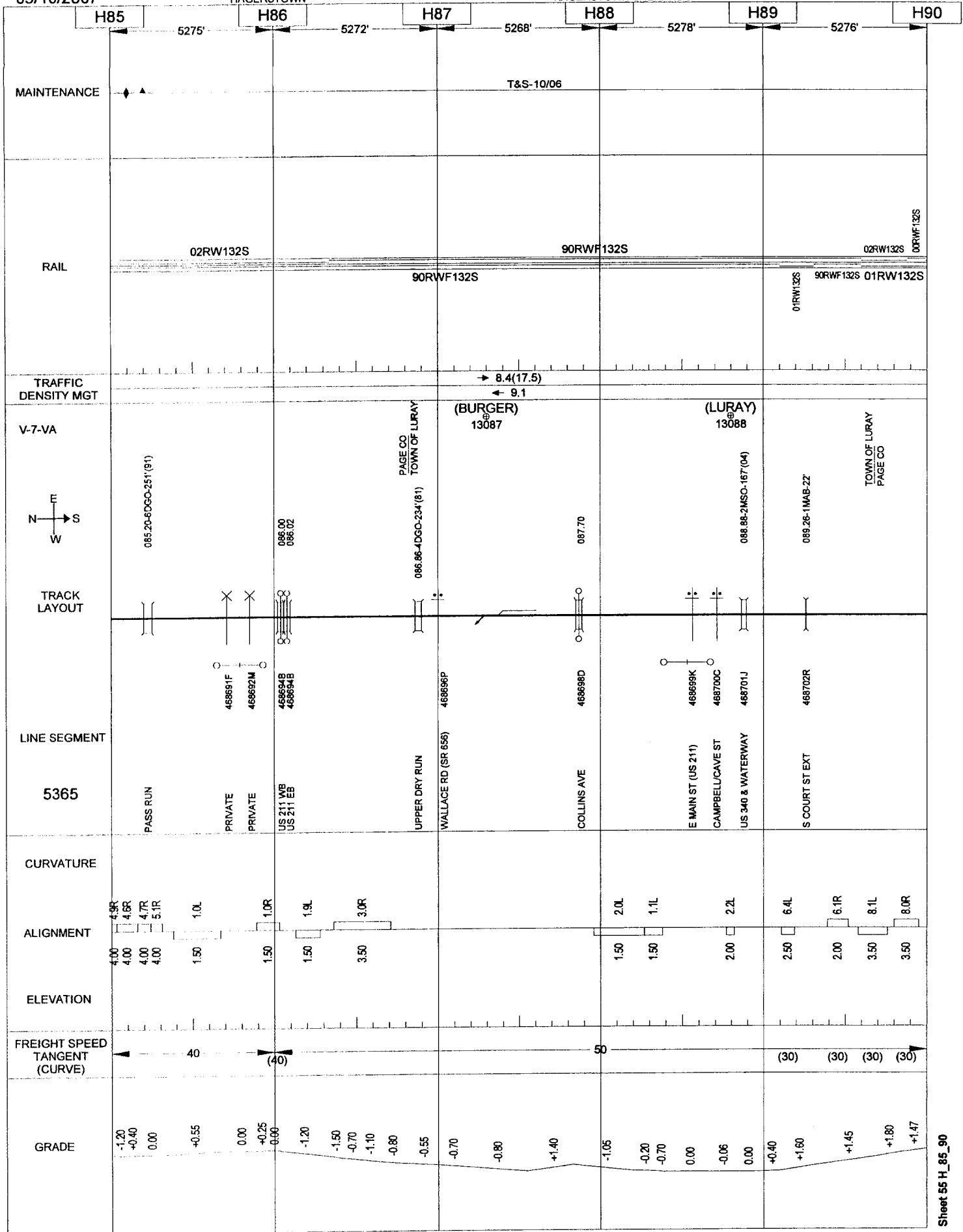
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HAGERSTOWN

173

HAGERSTOWN-SHENANDOAH

VIRGINIA



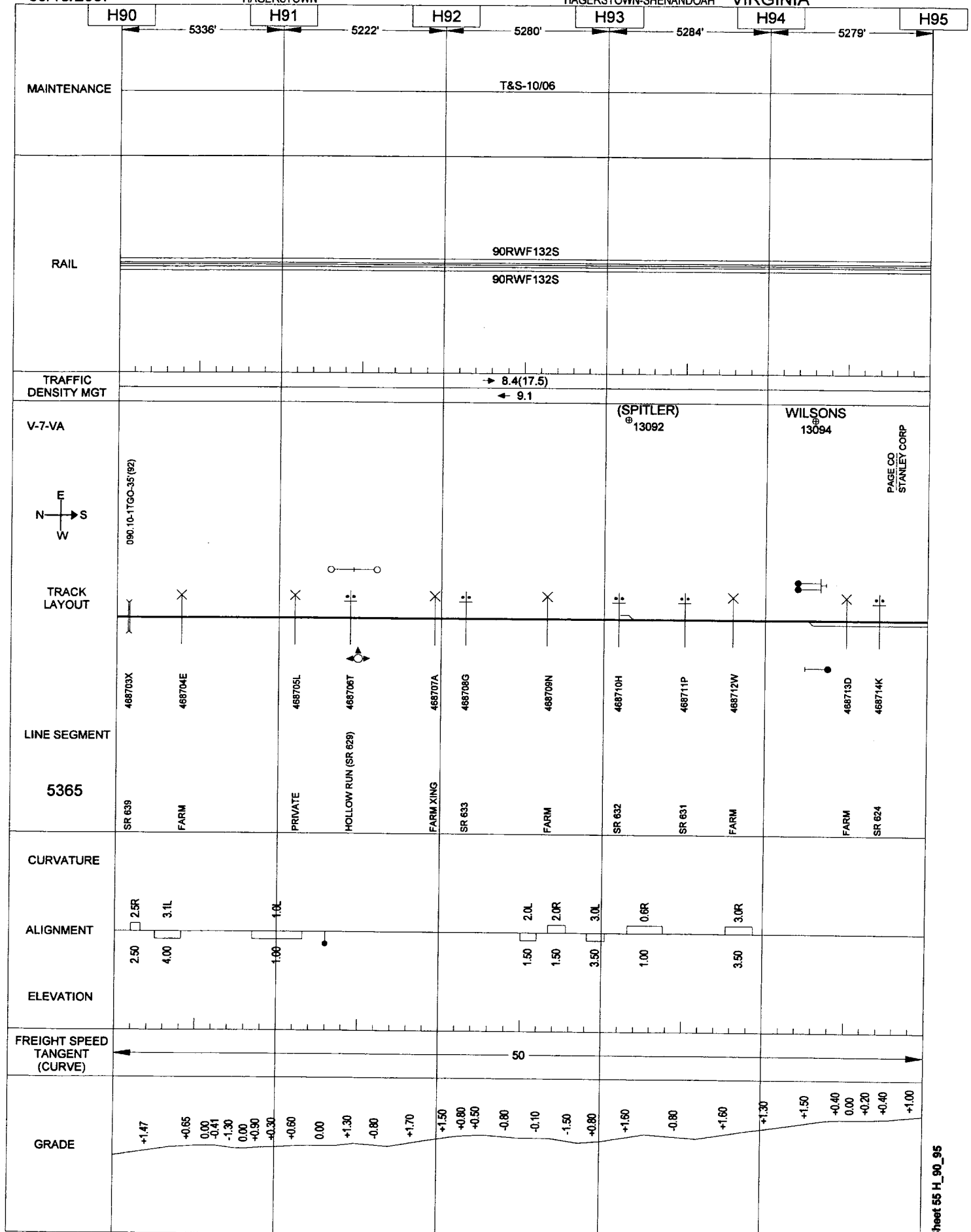
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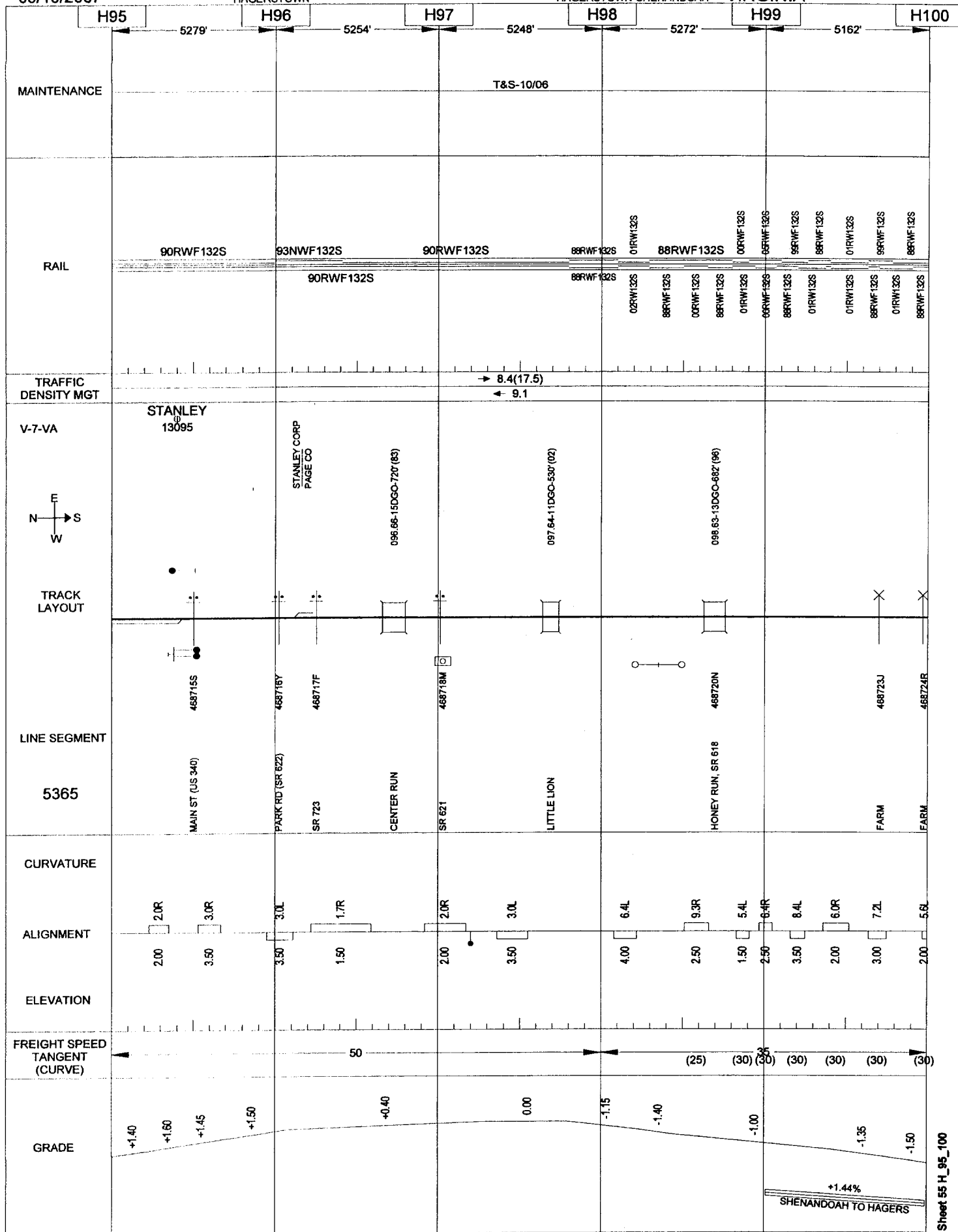
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174

HAGERSTOWN-SHENANDOAH

VIRGINIA





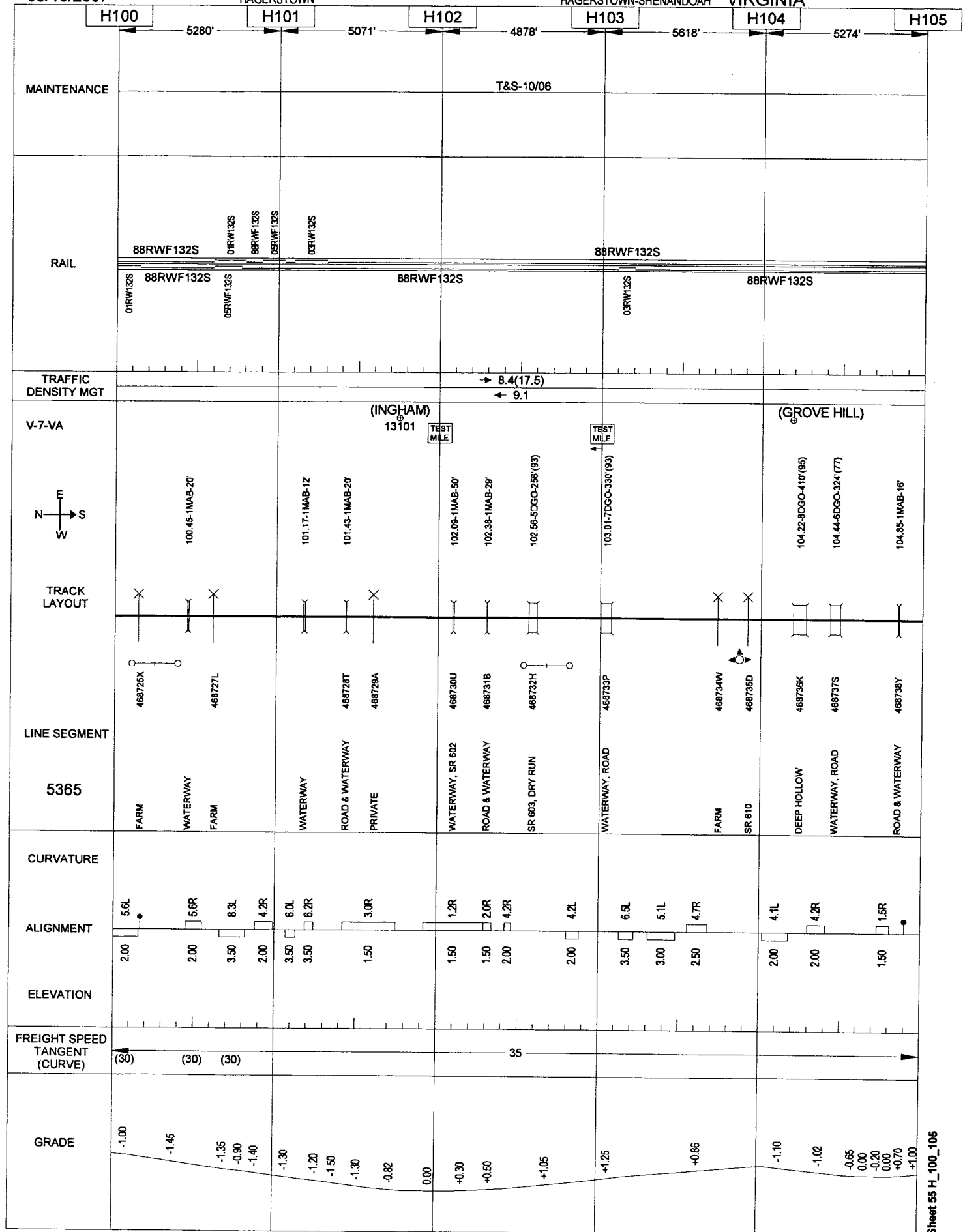
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176

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



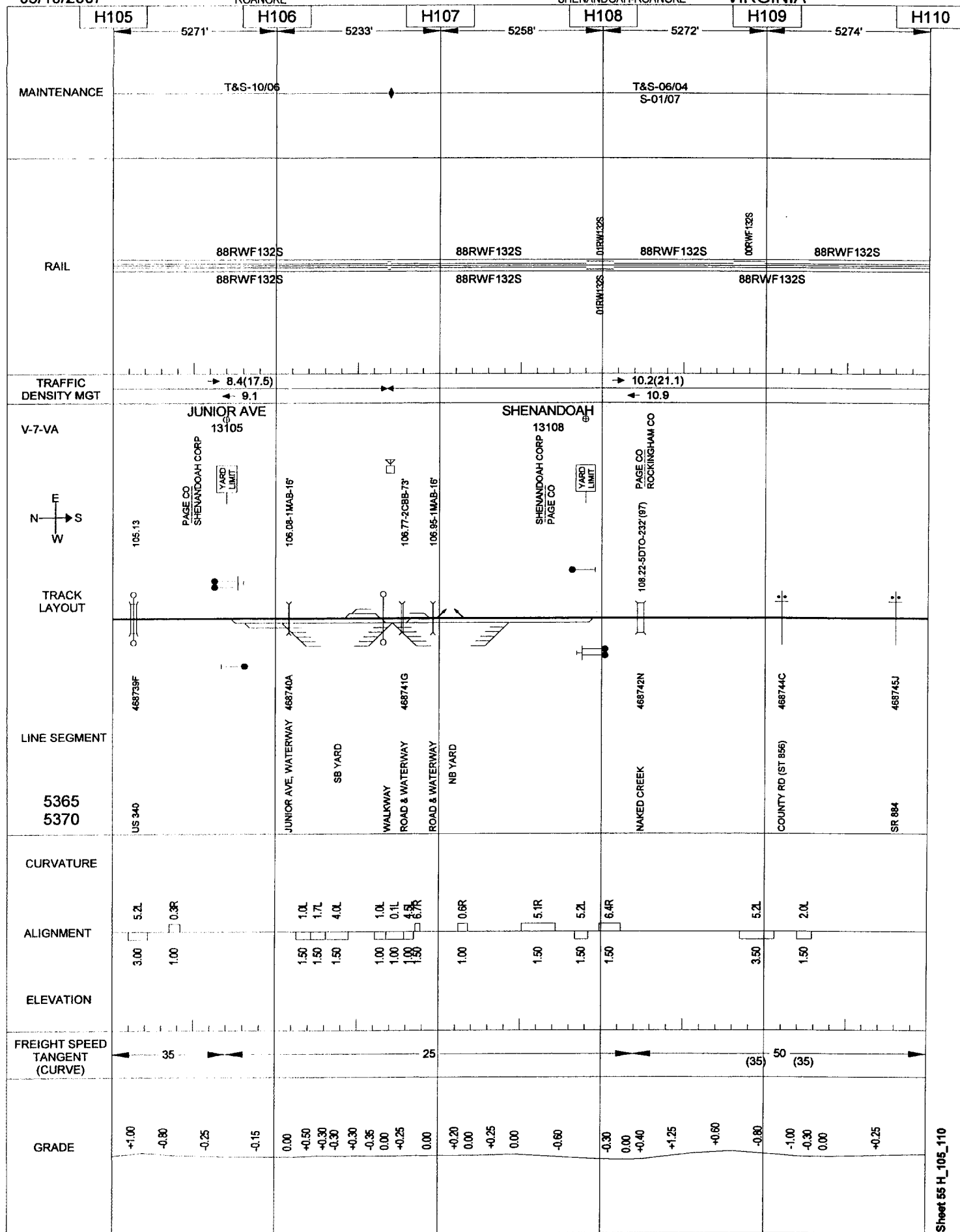
05/10/2007

ROANOKE

177

SHENANDOAH-ROANOKE

VIRGINIA



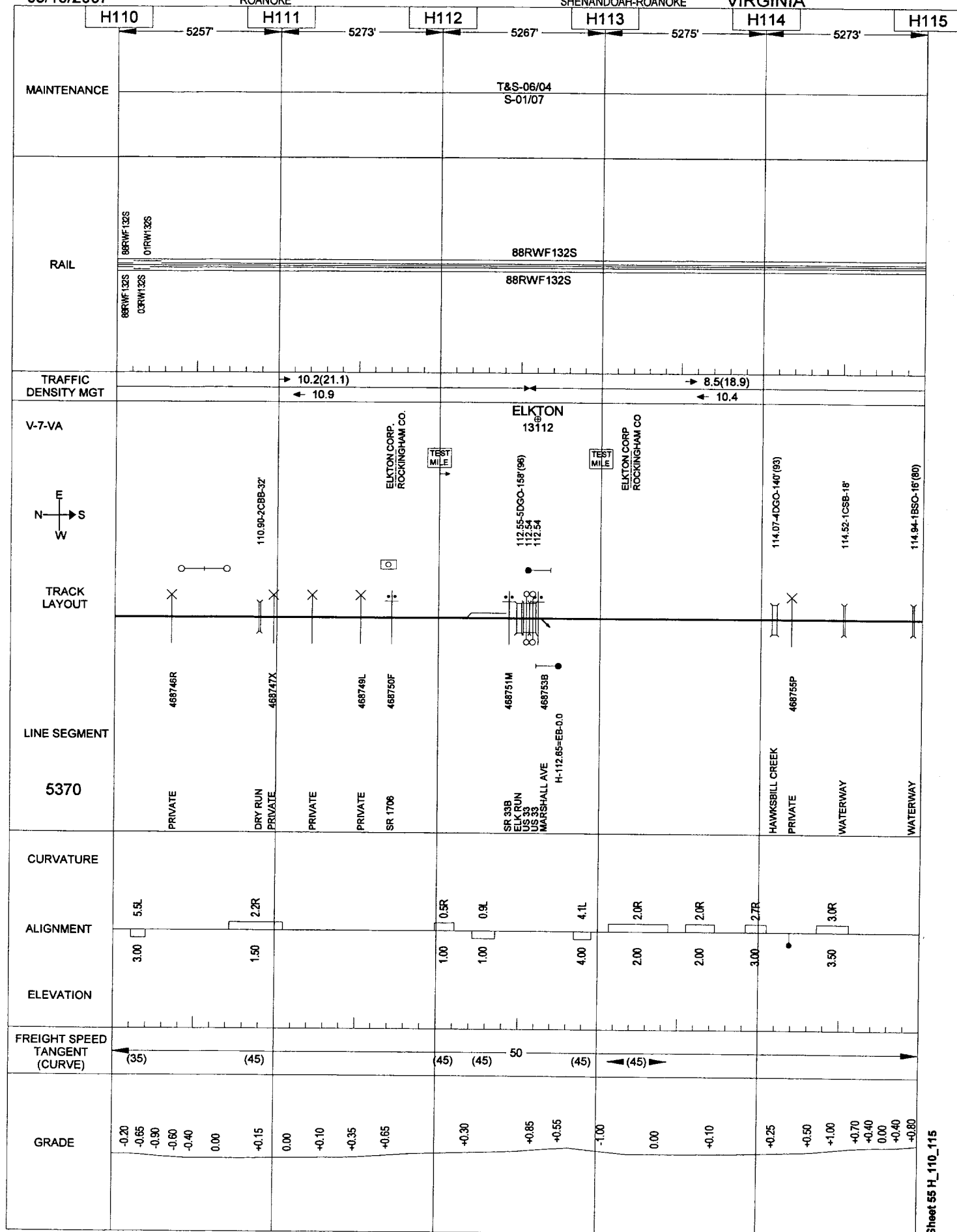
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178

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



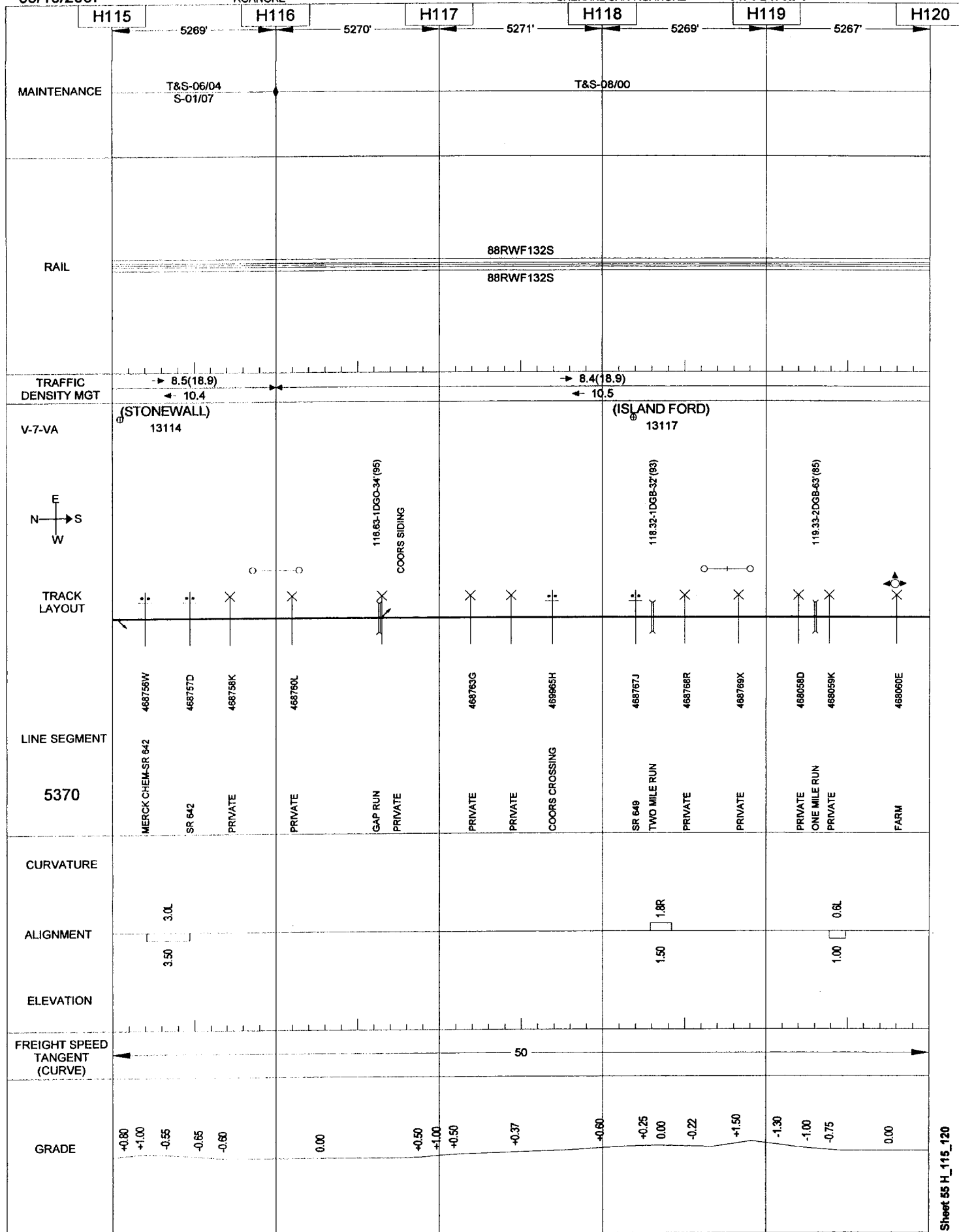
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ROANOKE

179

SHENANDOAH-ROANOKE

VIRGINIA



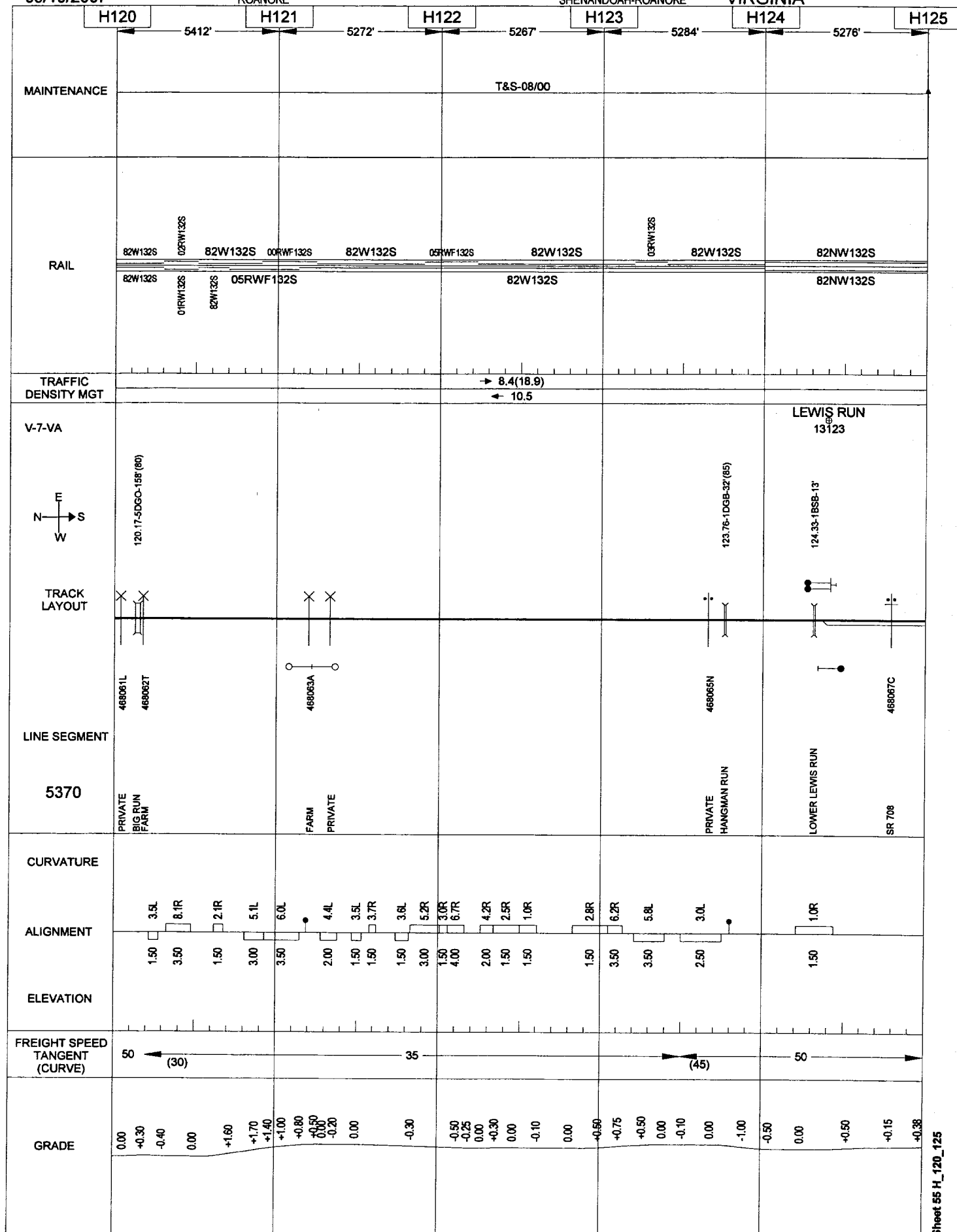
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ROANOKE

180

SHENANDOAH-ROANOKE

VIRGINIA



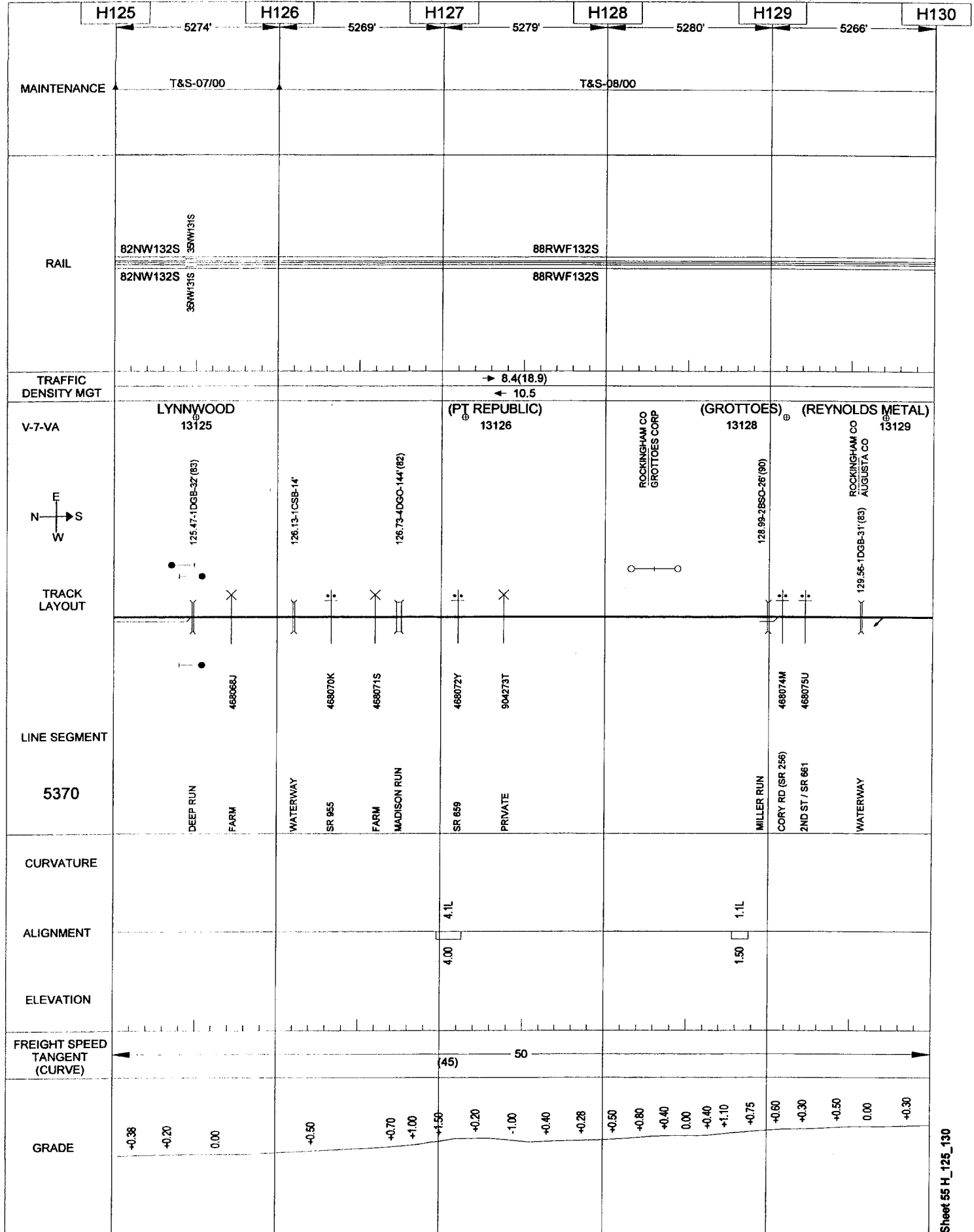
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ROANOKE

181

SHENANDOAH-ROANOKE

VIRGINIA



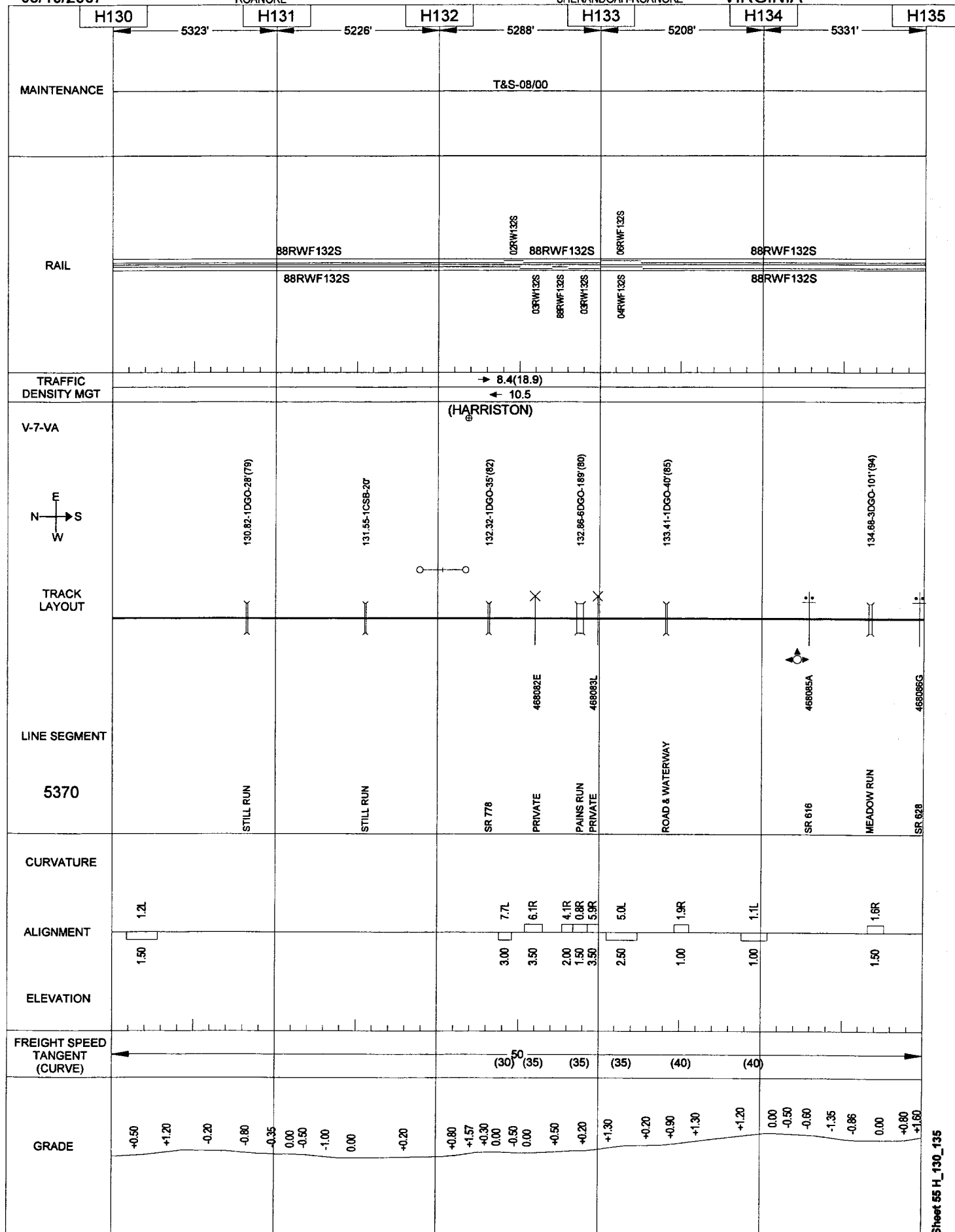
05/10/2007

182

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



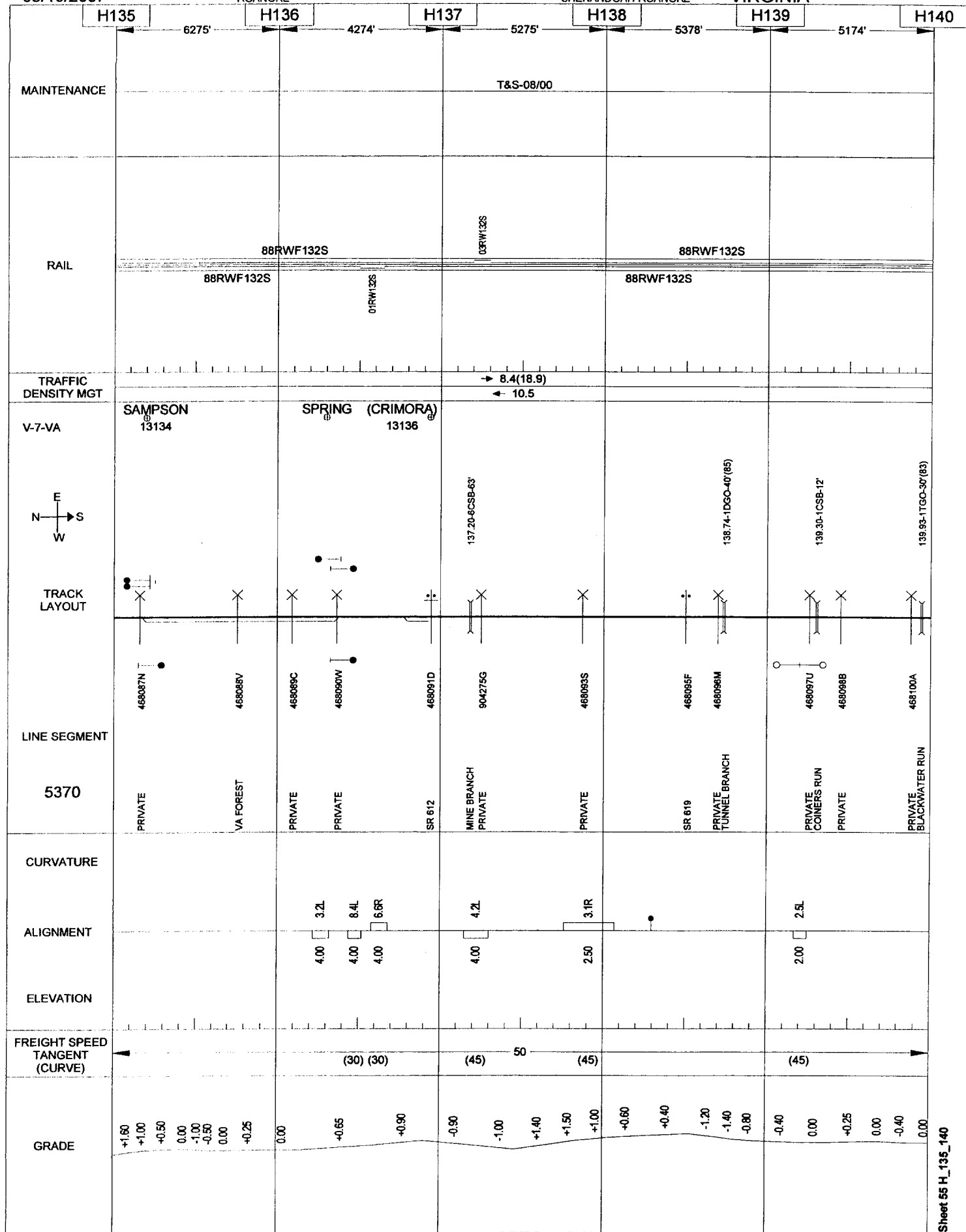
05/10/2007

ROANOKE

183

SHENANDOAH-ROANOKE

VIRGINIA



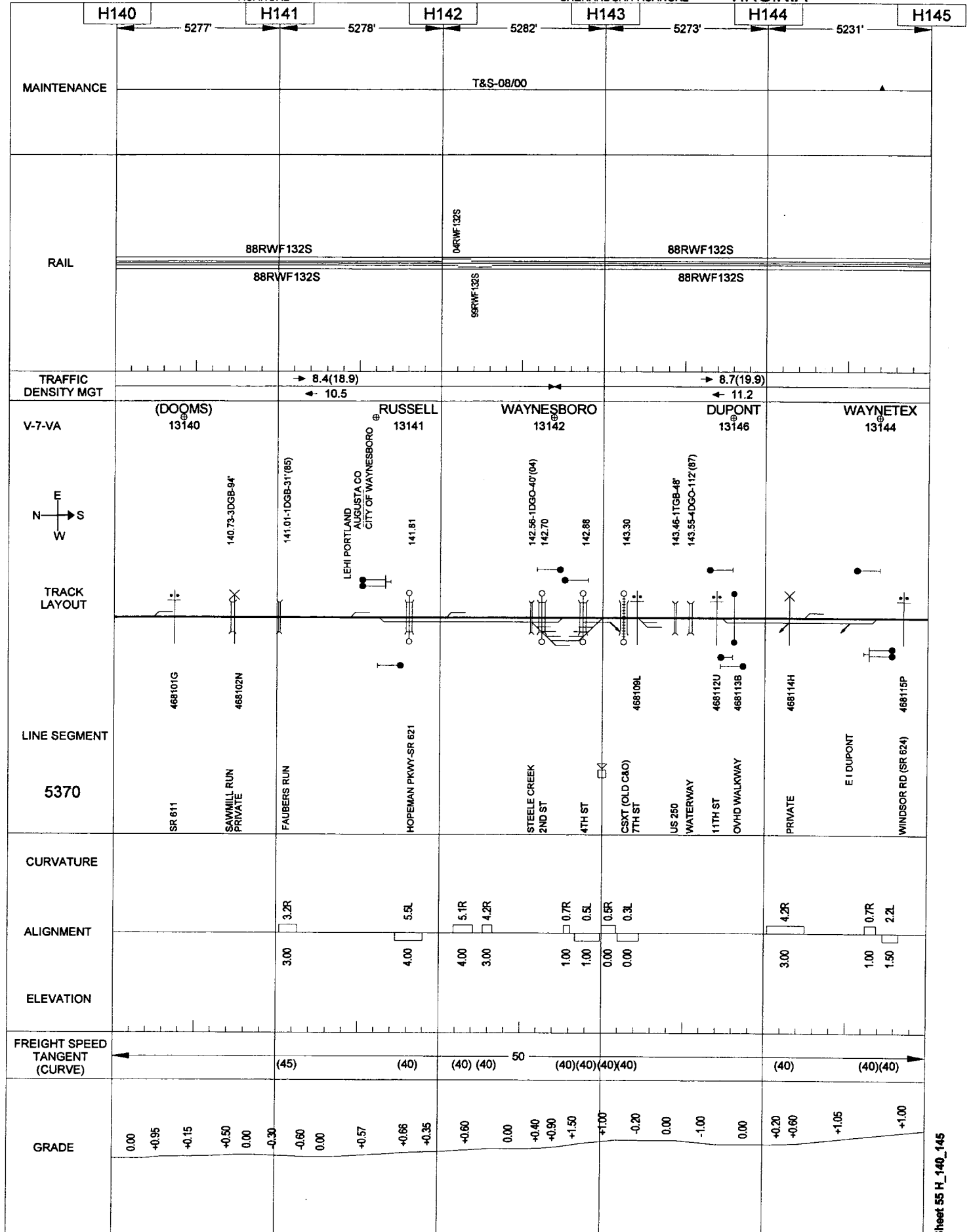
05/10/2007

184

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



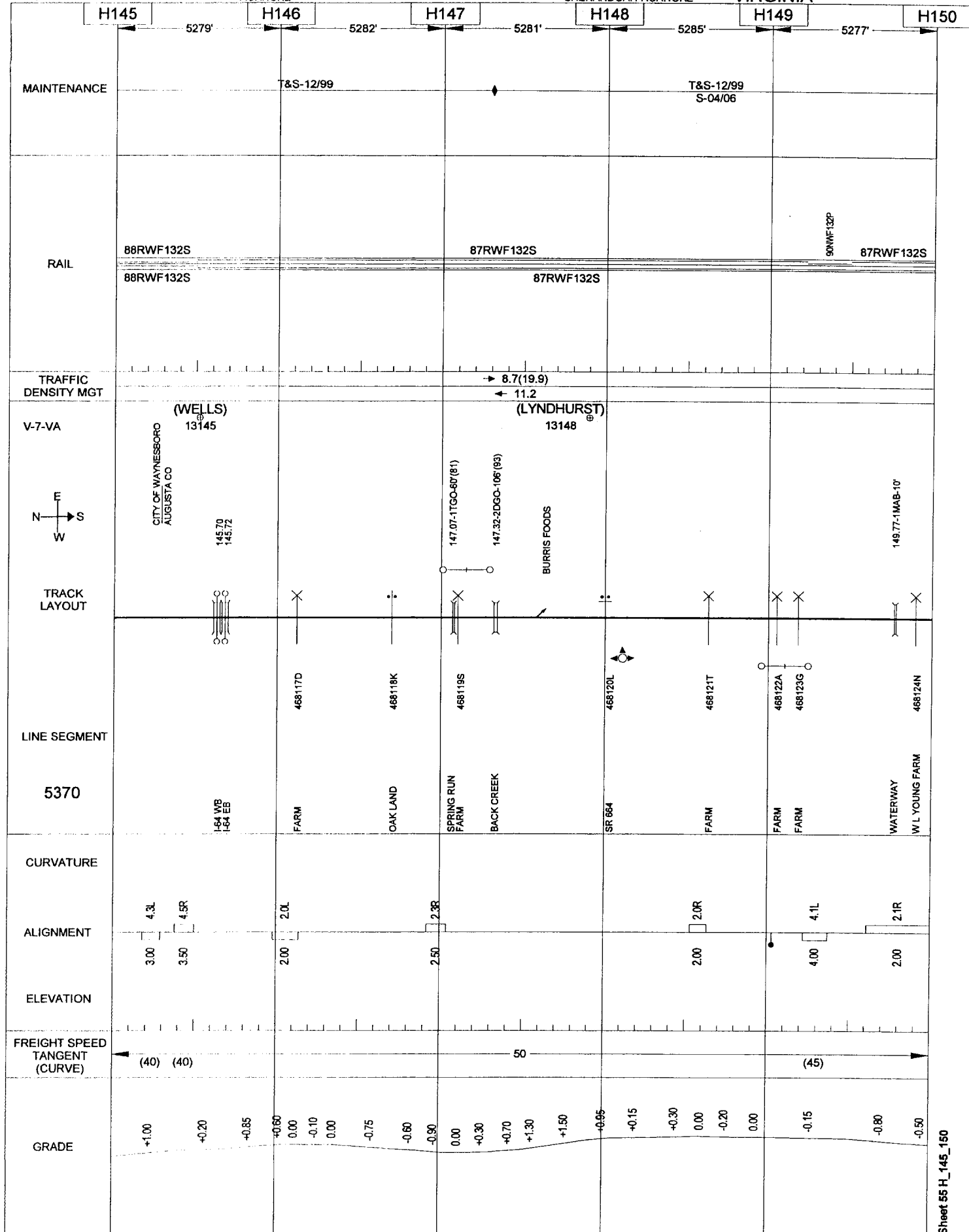
05/10/2007

ROANOKE

185

SHENANDOAH-ROANOKE

VIRGINIA



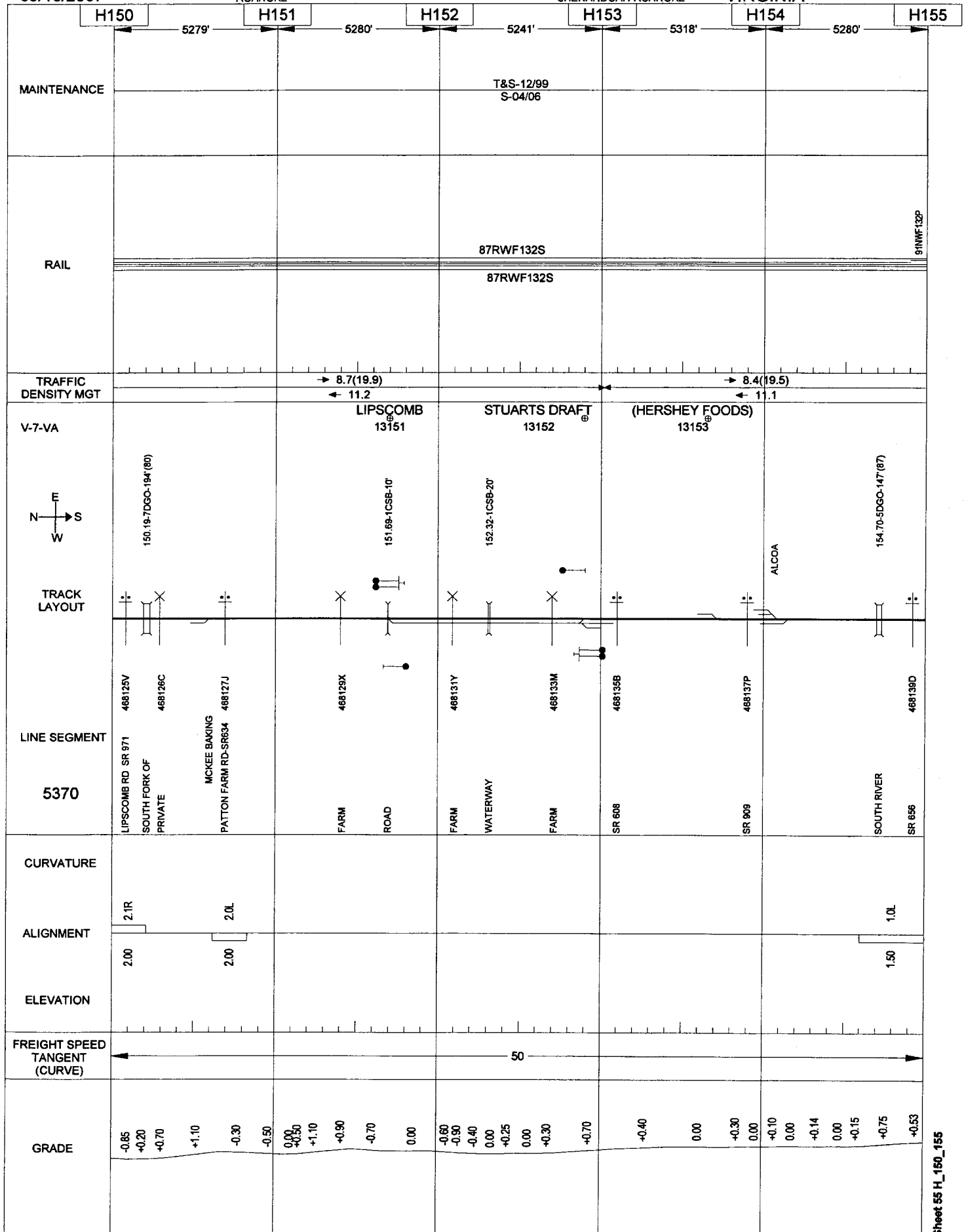
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186

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



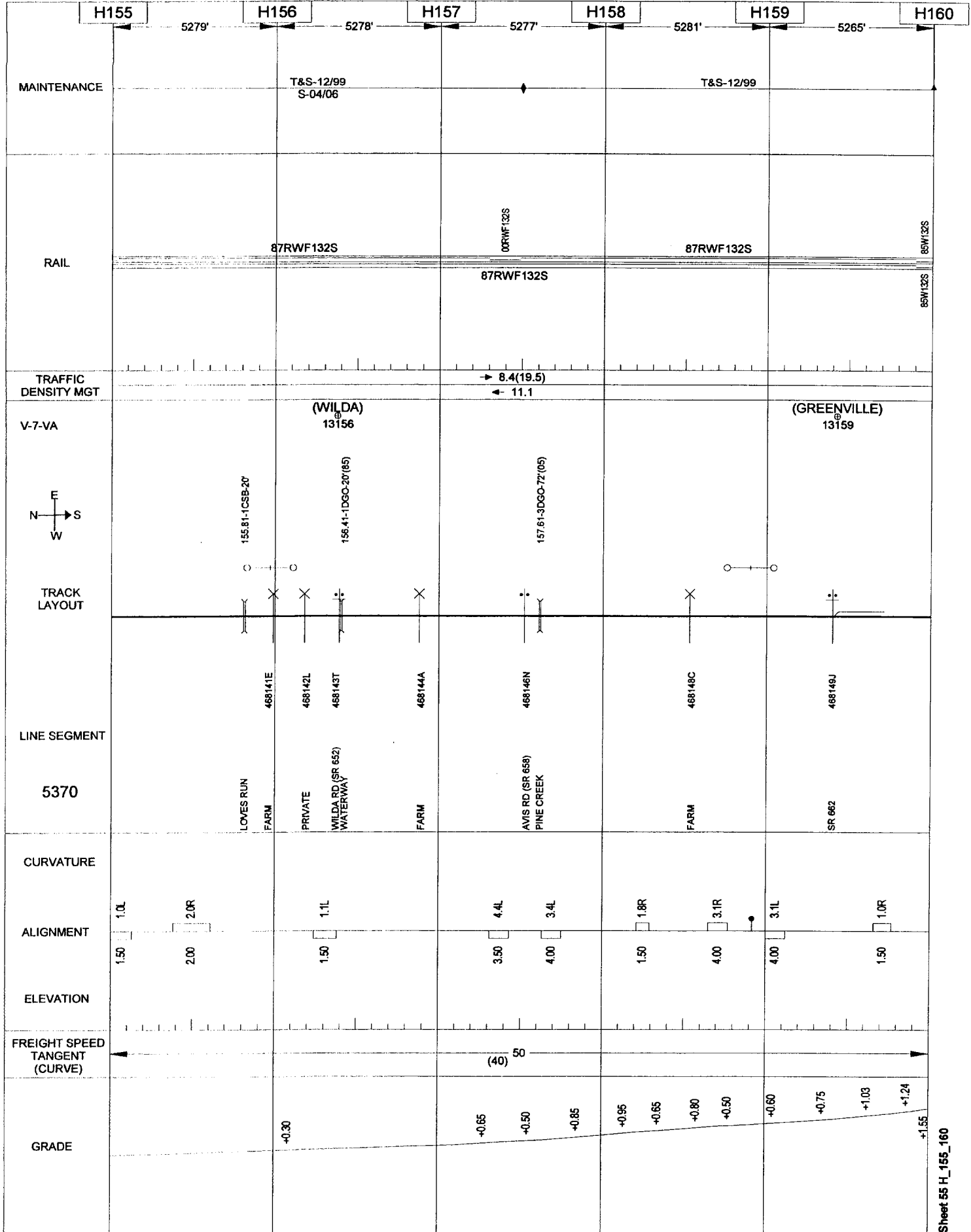
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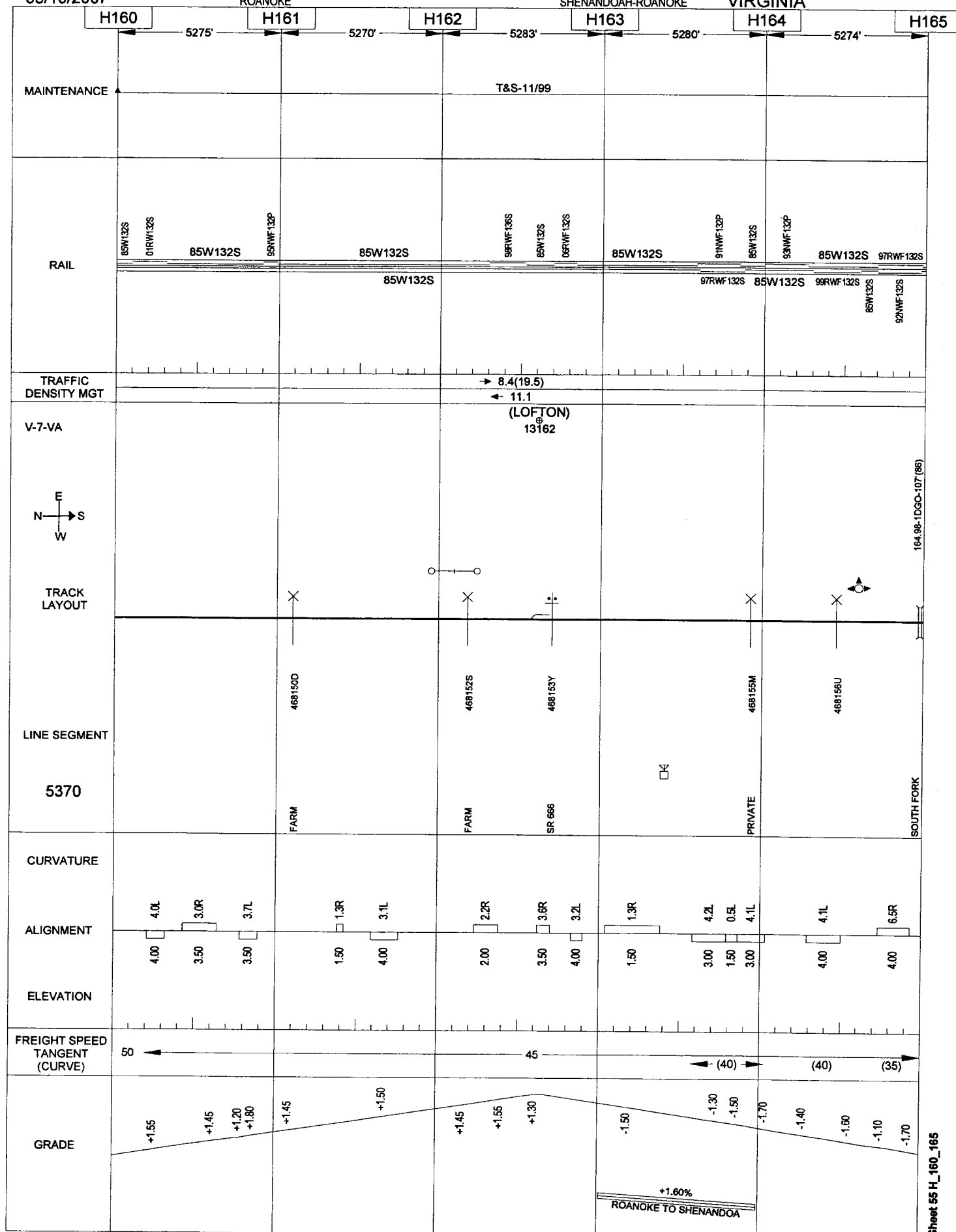
ROANOKE

187

SHENANDOAH-ROANOKE

VIRGINIA





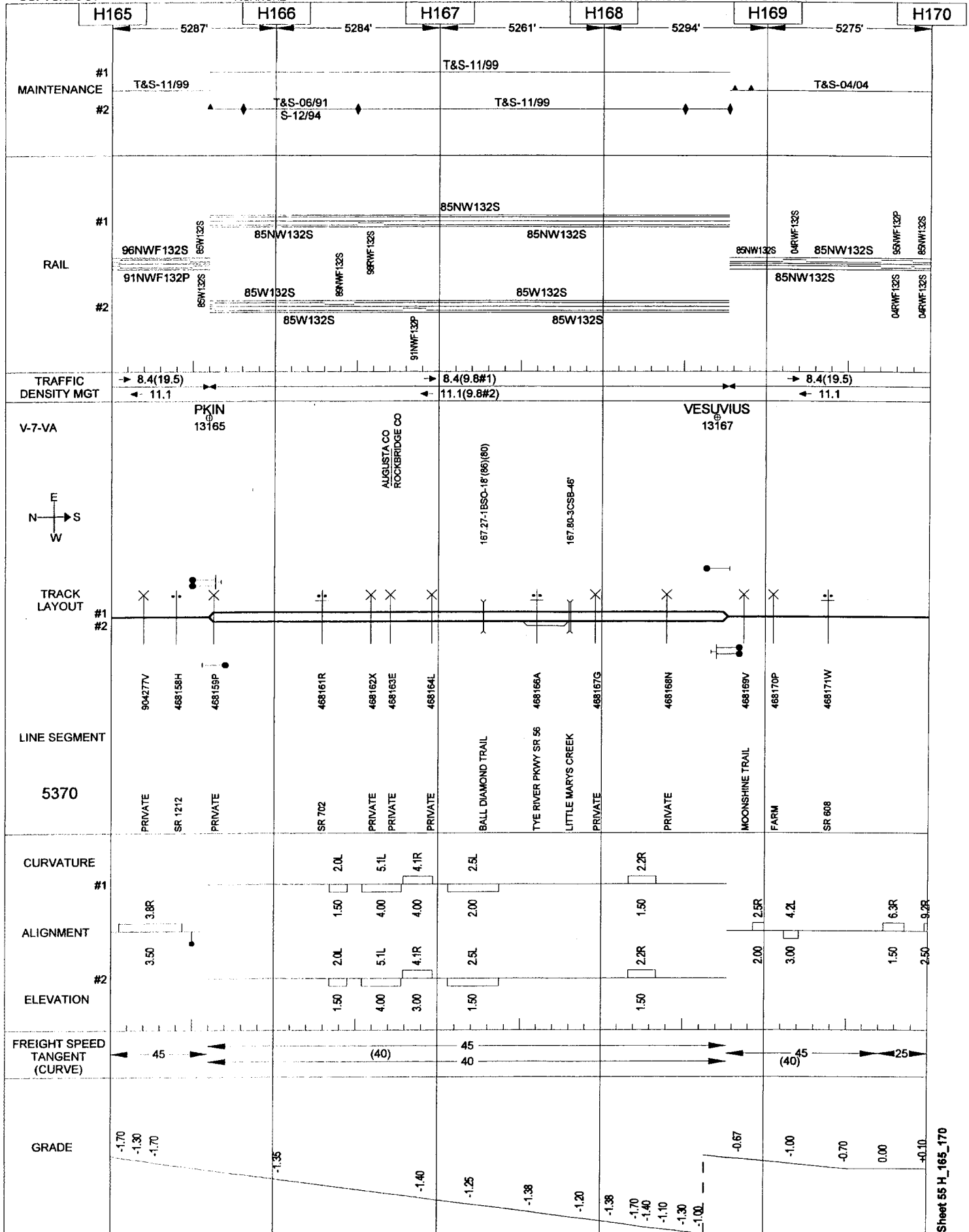
05/10/2007

ROANOKE

189

SHENANDOAH-ROANOKE

VIRGINIA



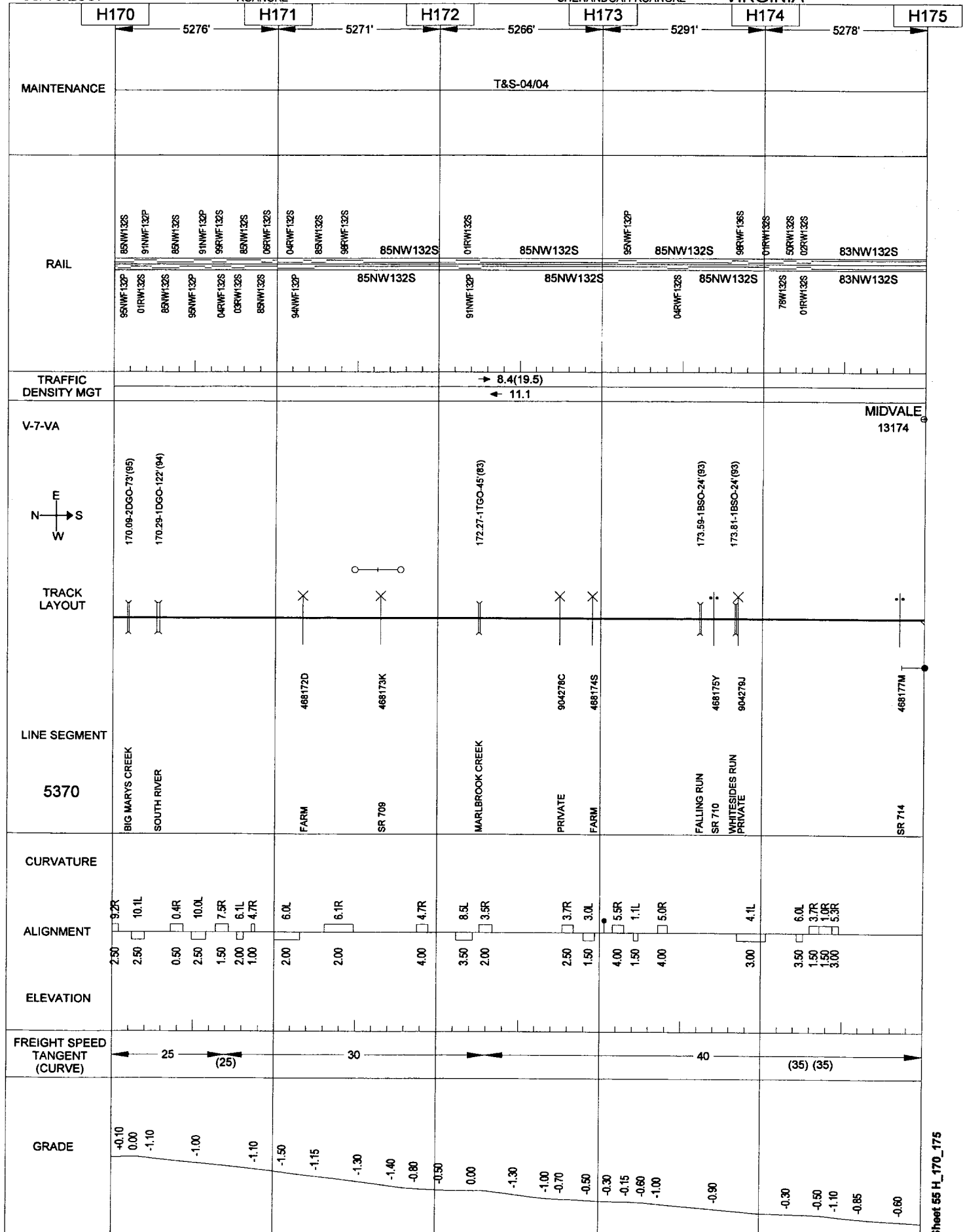
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ROANOKE

190

SHENANDOAH-ROANOKE

VIRGINIA



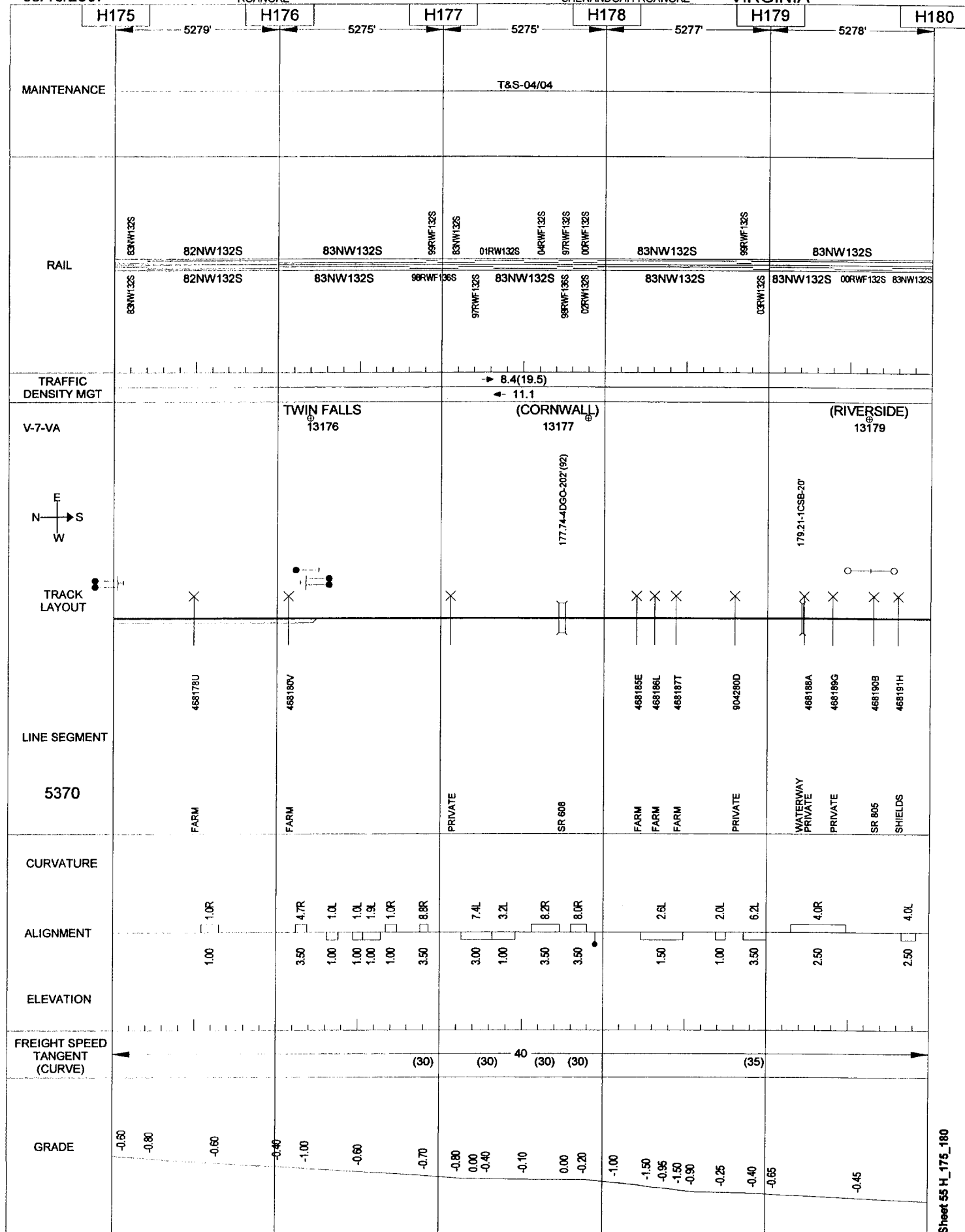
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ROANOKE

191

SHENANDOAH-ROANOKE

VIRGINIA



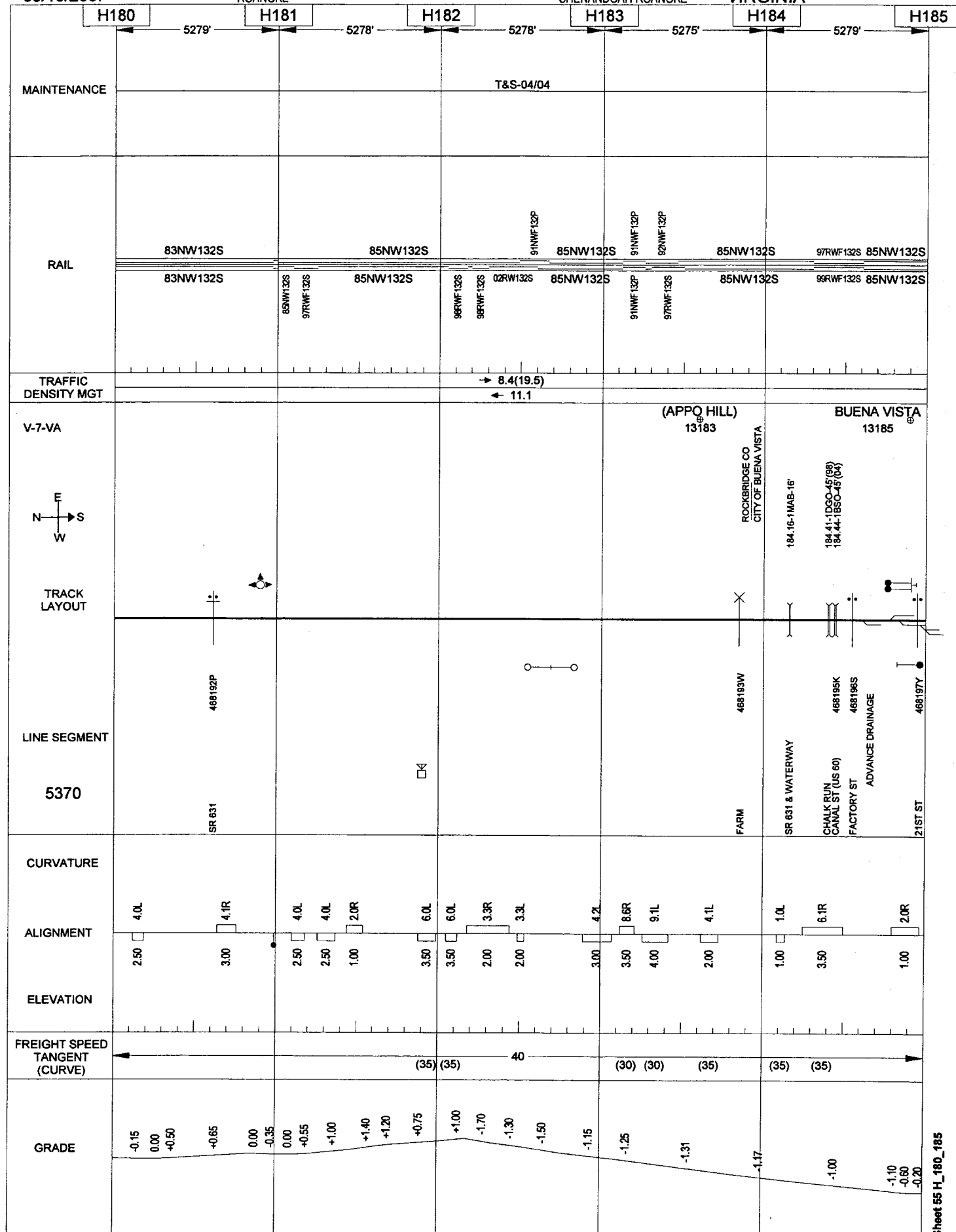
05/10/2007

ROANOKE

192

SHENANDOAH-ROANOKE

VIRGINIA



	H185	H186	H187	H188	H189	H190
MAINTENANCE	T&S-04/04					
RAIL	82W132S 82W132S	82W132S 82W132S	82W132S 82W132S	82W132S 82W132S	82W132S 82W132S	82W132S 82W132S
TRAFFIC DENSITY MGT	→ 8.4(19.5) ← 11.1					
V-7-VA	LOCH LAIRD 13186 GA PACIFIC CITY OF BUENA VISTA ROCKBRIDGE CO					
TRACK LAYOUT						
LINE SEGMENT	5370					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	40 (30) 35 (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					

VIRGINIA

Sheet 55 H_190_195

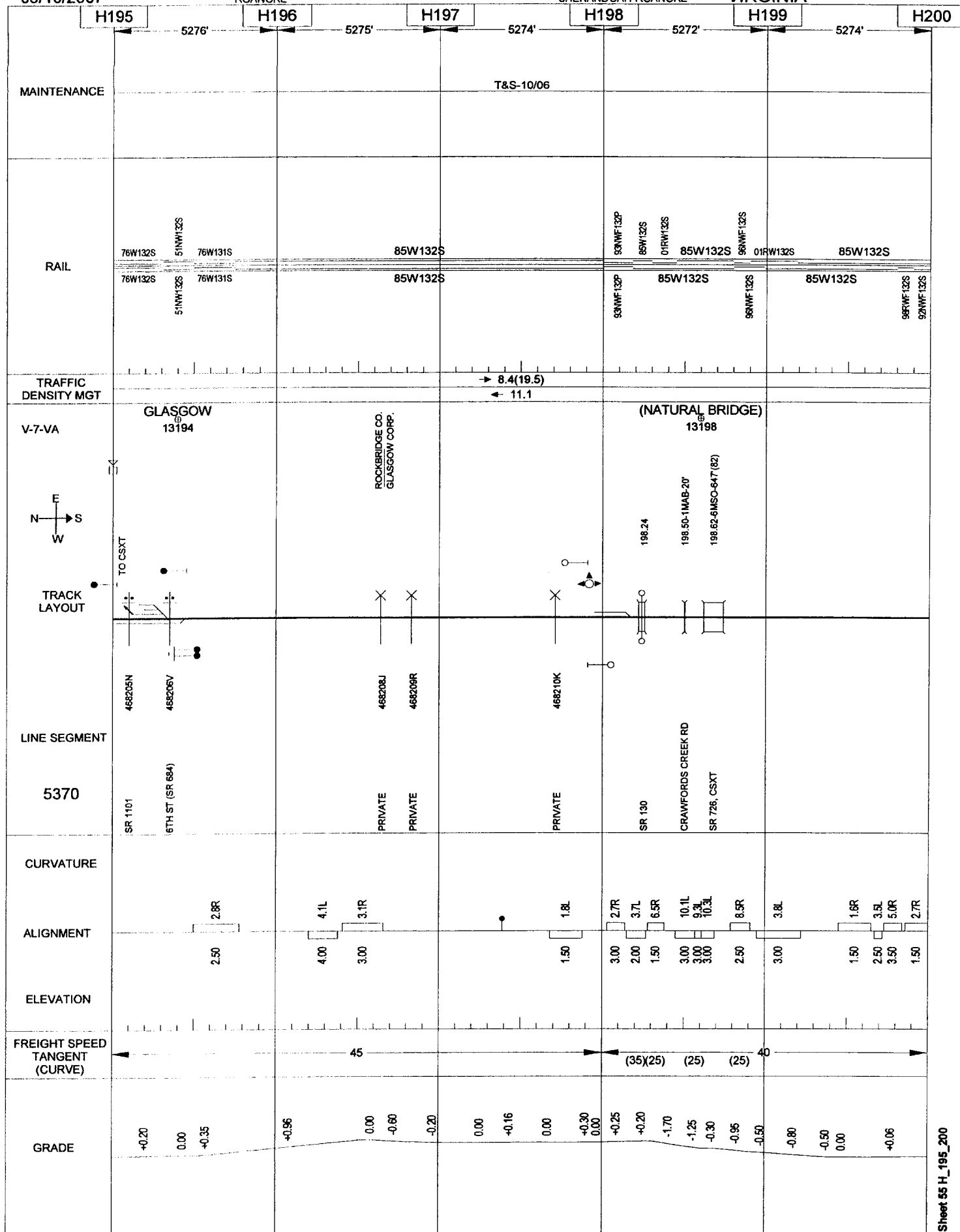
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ROANOKE

195

SHENANDOAH-ROANOKE

VIRGINIA



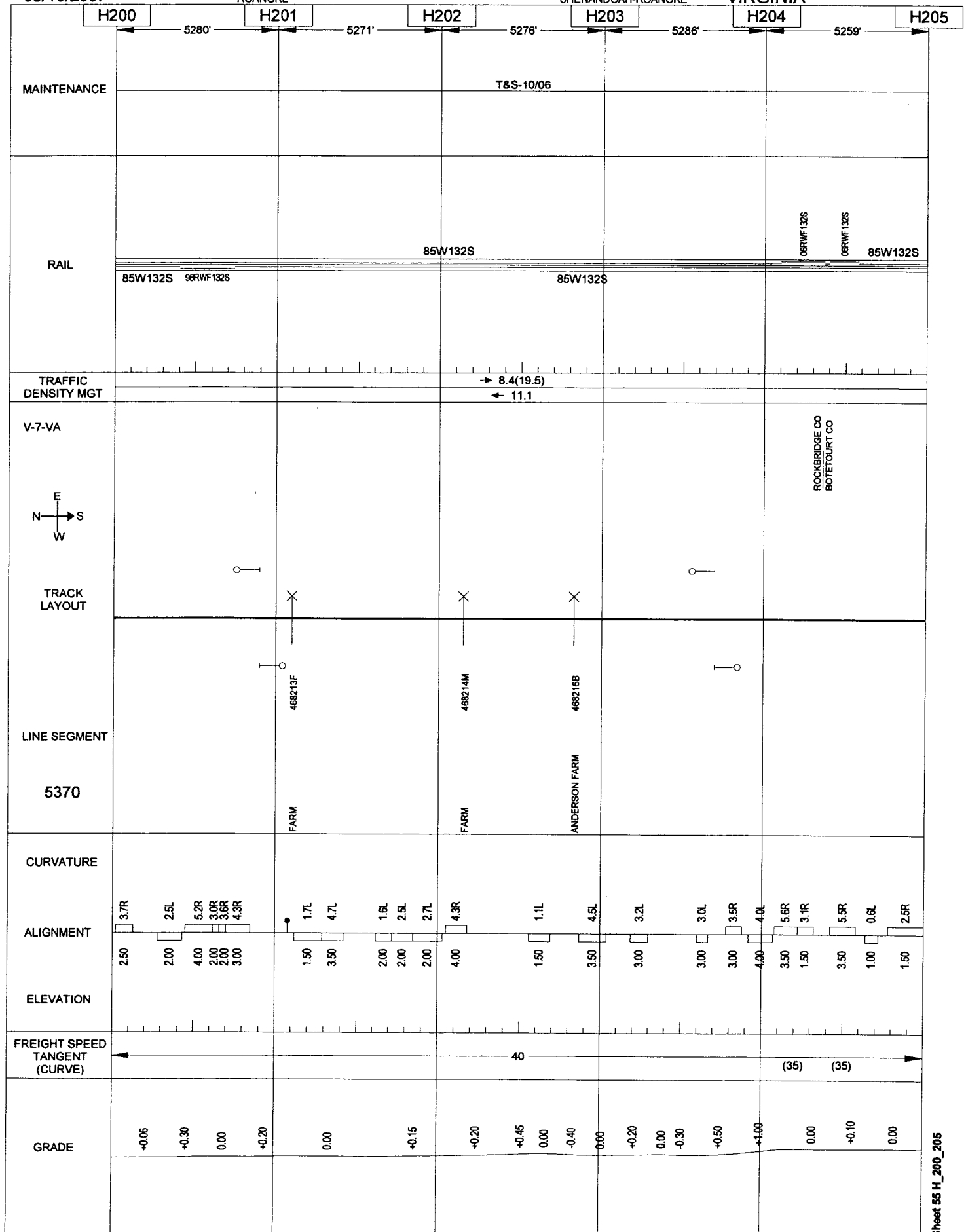
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196

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



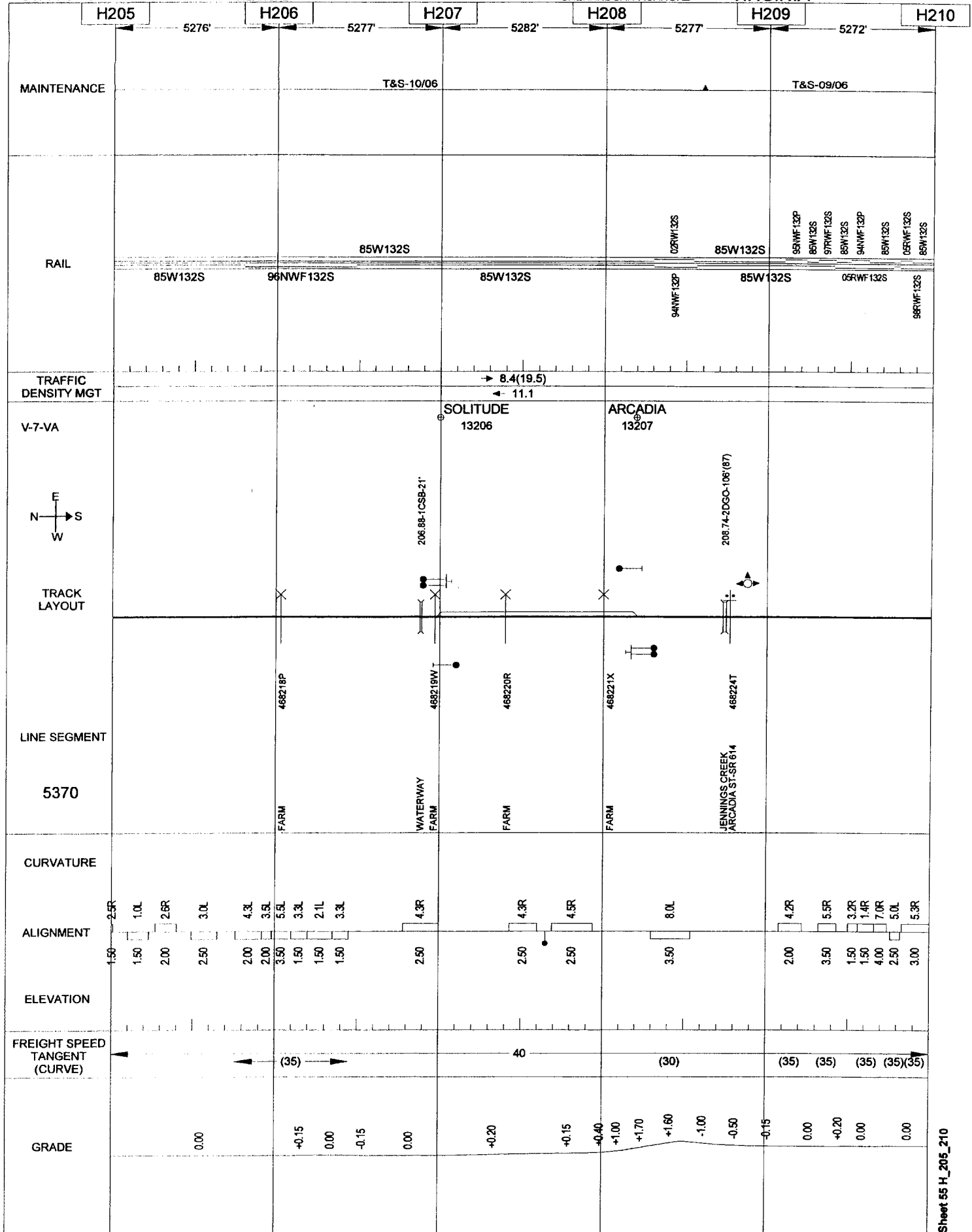
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ROANOKE

197

SHENANDOAH-ROANOKE

VIRGINIA



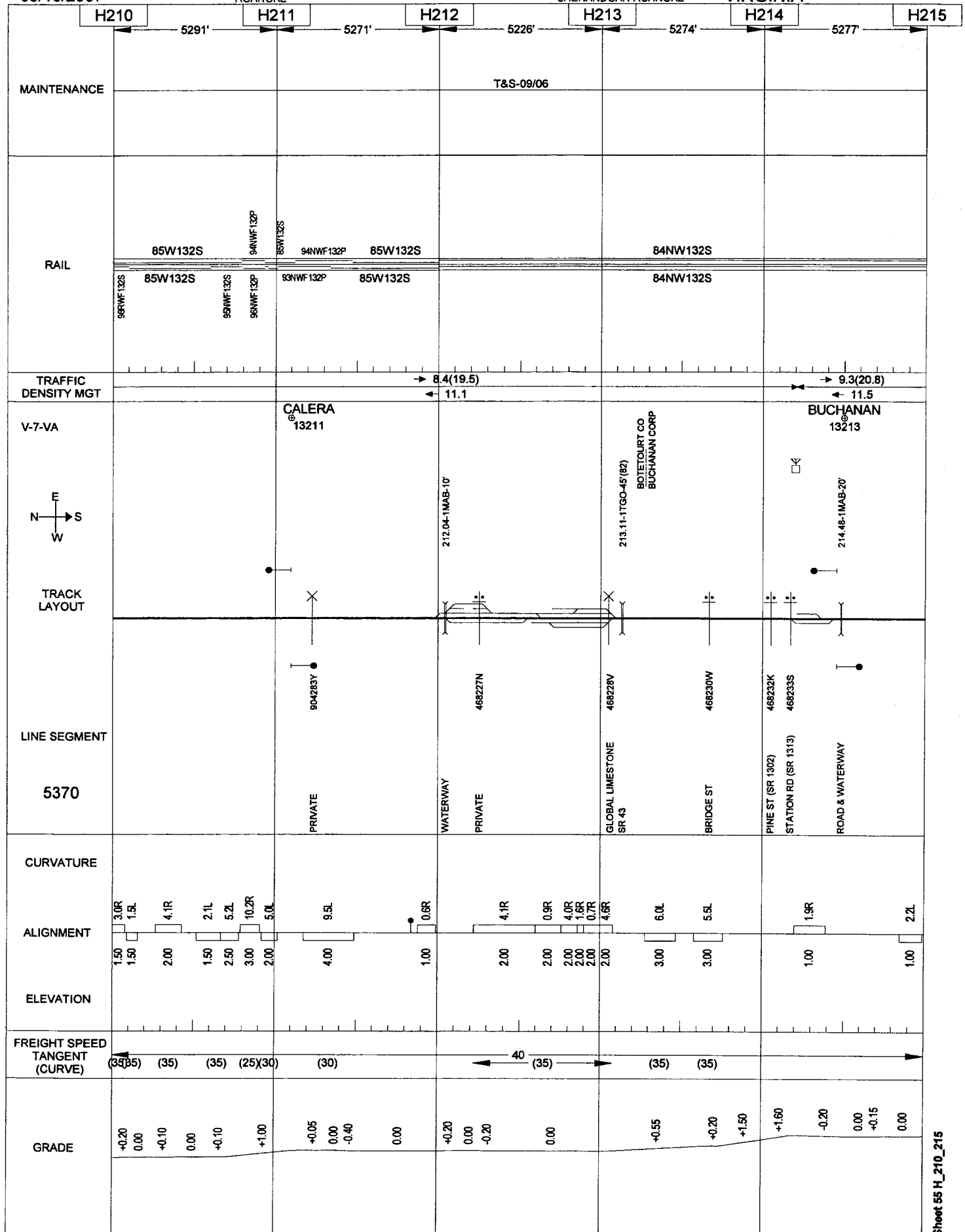
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198

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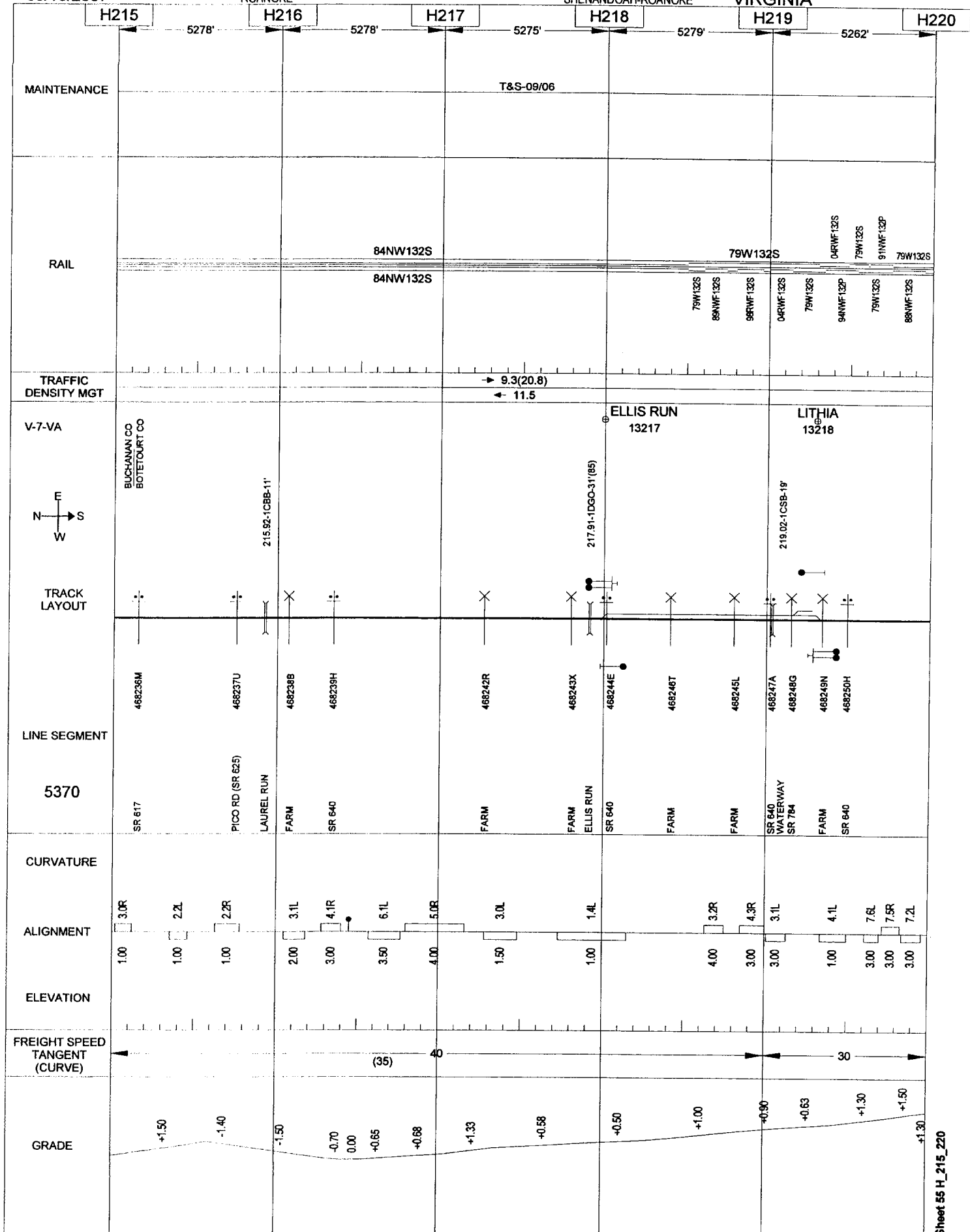
05/10/2007

ROANOKE

199

SHENANDOAH-ROANOKE

VIRGINIA



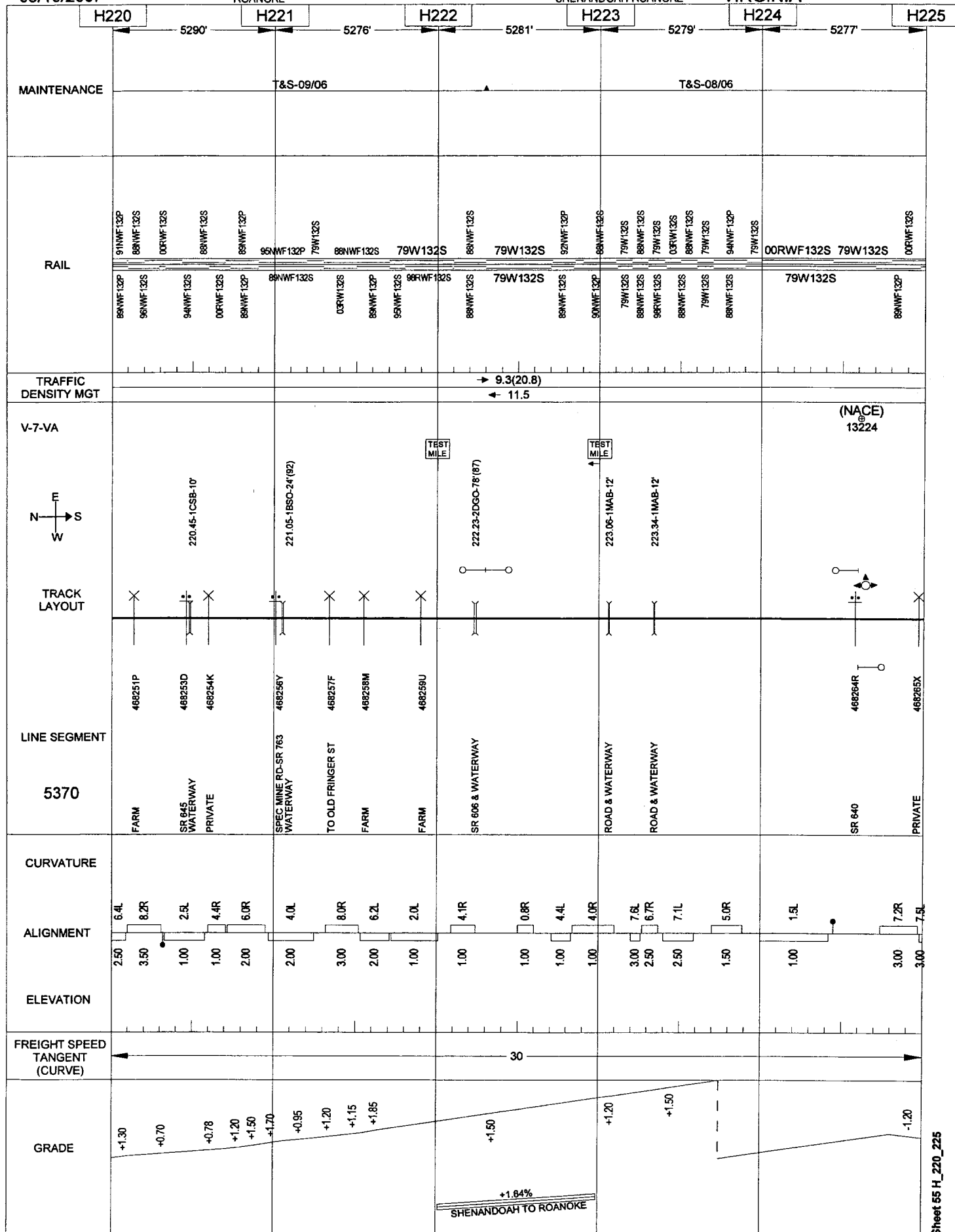
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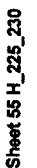
200

SHENANDOAH-ROANOKE

VIRGINIA



VIRGINIA



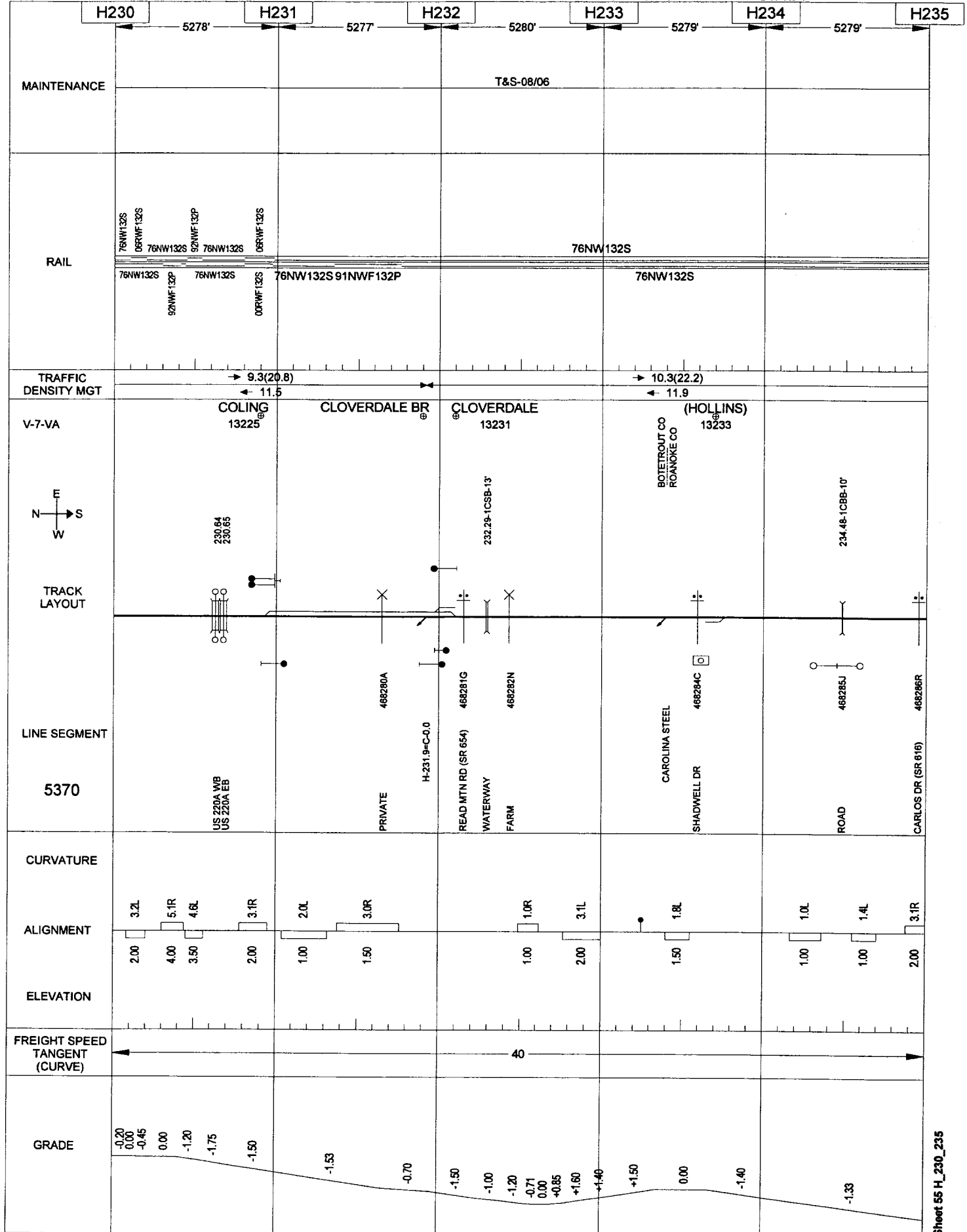
05/10/2007

202

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



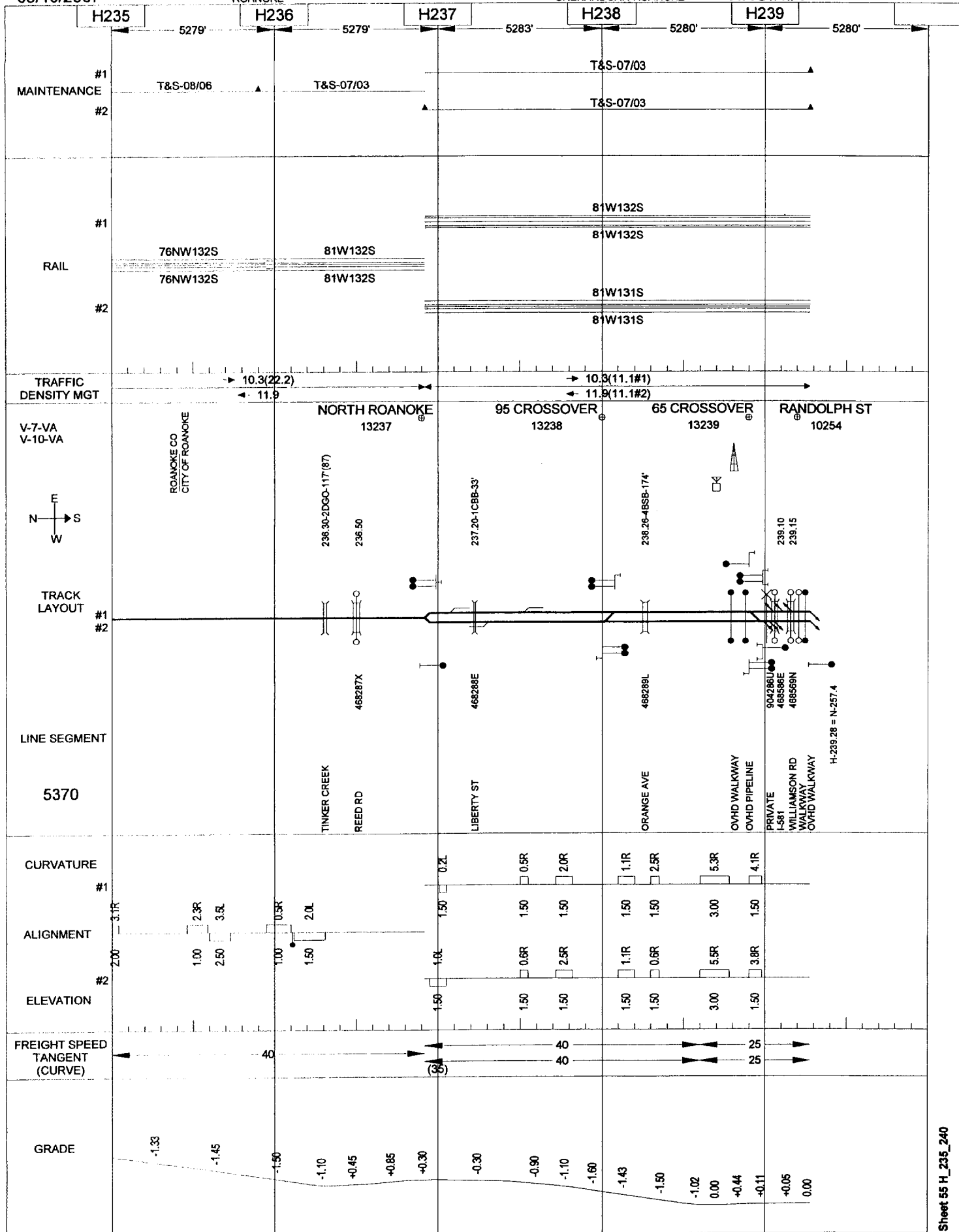
05/10/2007

203

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



05/10/2007

HAGERSTOWN

204
WILLIAMSPORT I.T.

HAGERSTOWN-WILLIAMSPORT

VIRGINIA

HW75

1594'

5370'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

2443

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

42N130S
42N130S

HAGER

HW-74.80/H-1.31
074.87

534898T

BURHANS BLVD

2.0L
1.00

(100)

+0.75
-0.31

Sheet 55HW_70_75

05/10/2007

HAGERSTOWN

205
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

22NJ130S

60NW130S

60RJ131S

61RJ131S

23NJ130S

TRAFFIC
DENSITY MGT→ 0.2(0.3)
← 0.1→ 0.0(0.0)
← 0.0

(HALFWAY)

TRACK
LAYOUT

075.06

076.80

077.97

079.47-1CSB-10'

LINE SEGMENT

2443

BURHANS BLV
BURHANS BLVD

PRIVATE

HALFWAY BLV

MASSEY BLVD (HEKBEL)

WILLIAMSPORT PIKE

ROUTE 70

STERLING RD

DOUB ROAD

POLECAT RUN

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

-0.31

-0.75

-1.04

-0.35

-0.54

-0.81

-0.46

05/10/2007

HAGERSTOWN

206

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)

20

GRADE

0.00

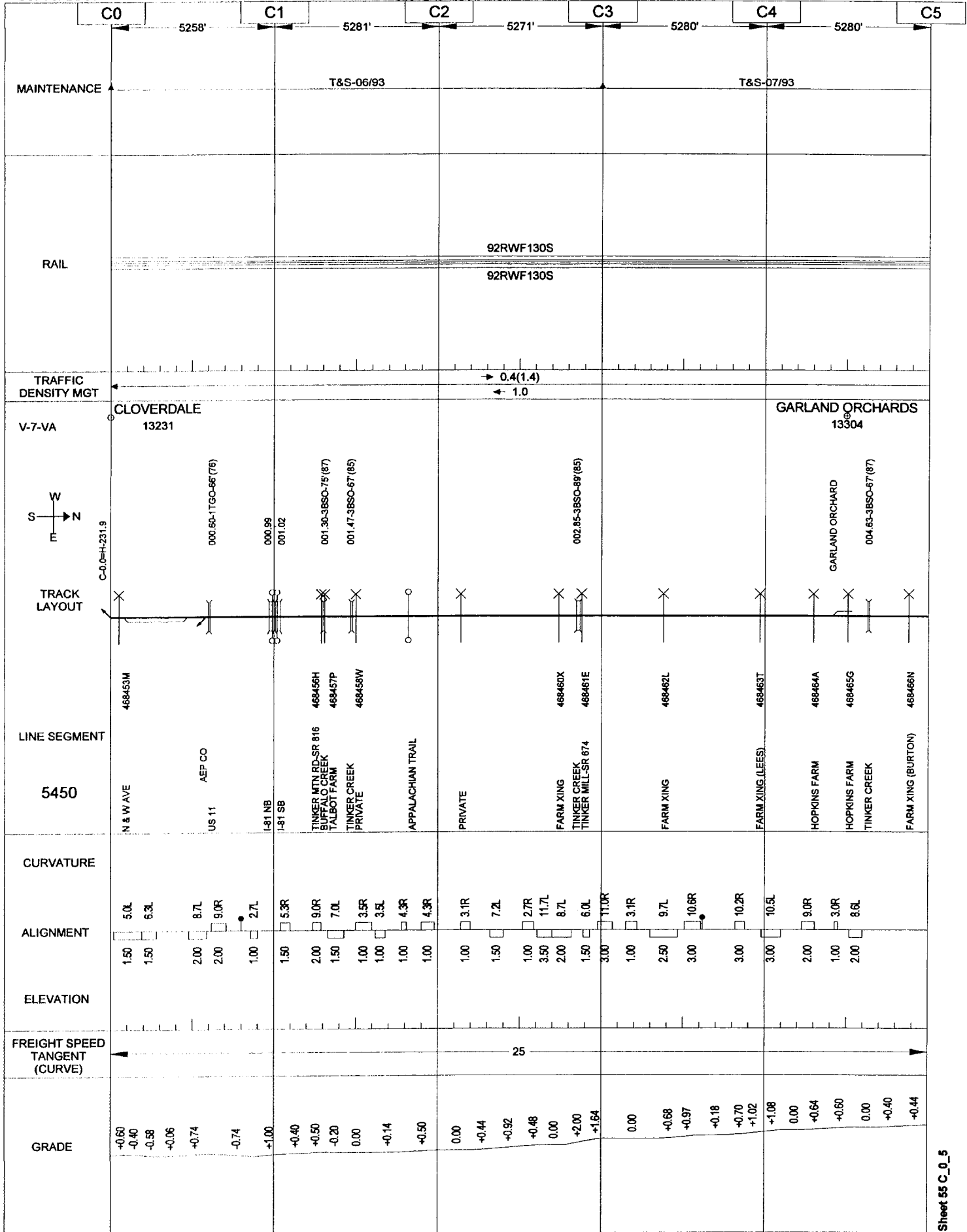
05/10/2007

ROANOKE

207
CLOVERDALE BRANCH

CLOVERDALE-LONE STAR

VIRGINIA



05/10/2007

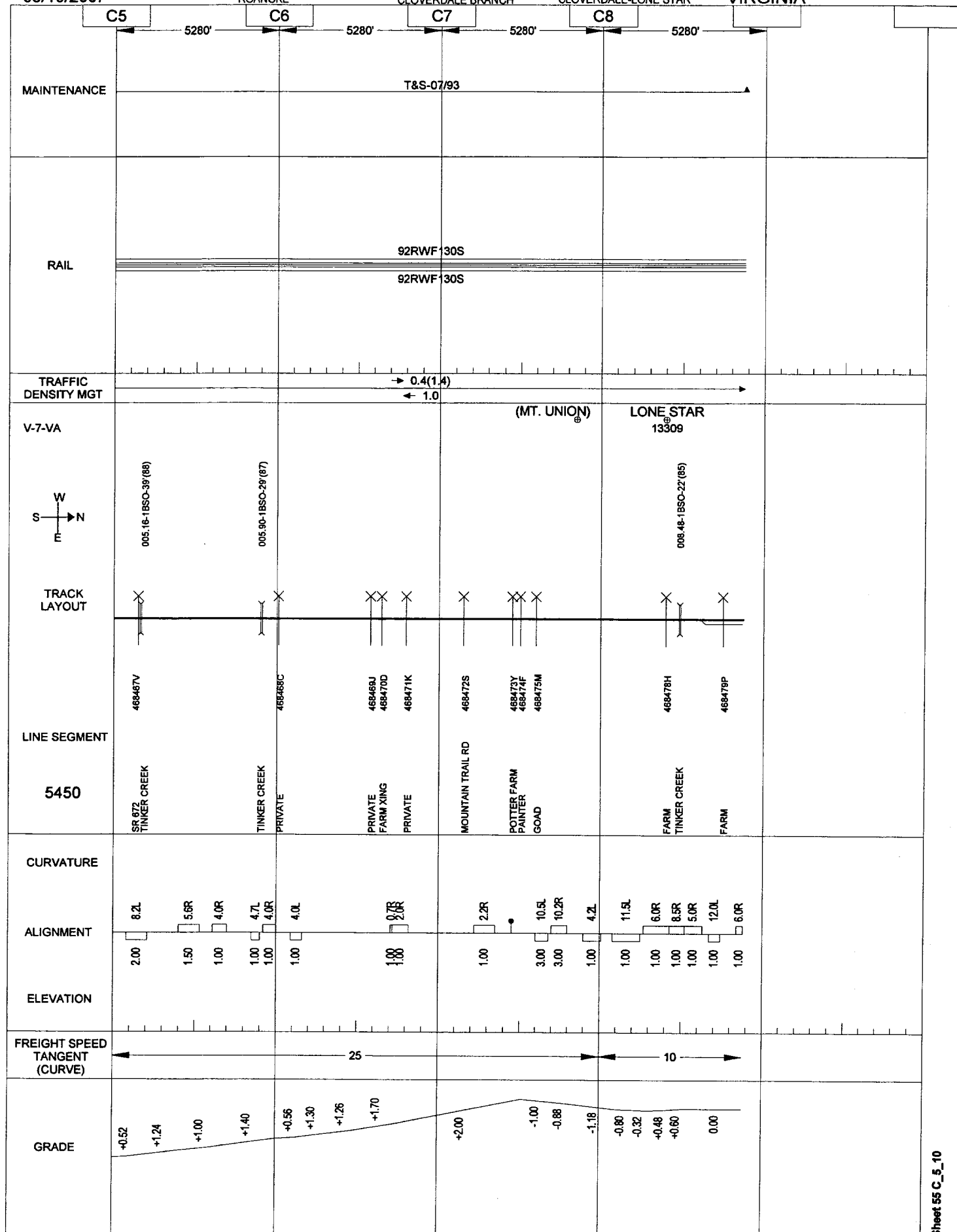
208

ROANOKE

CLOVERDALE BRANCH

CLOVERDALE-LONE STAR

VIRGINIA



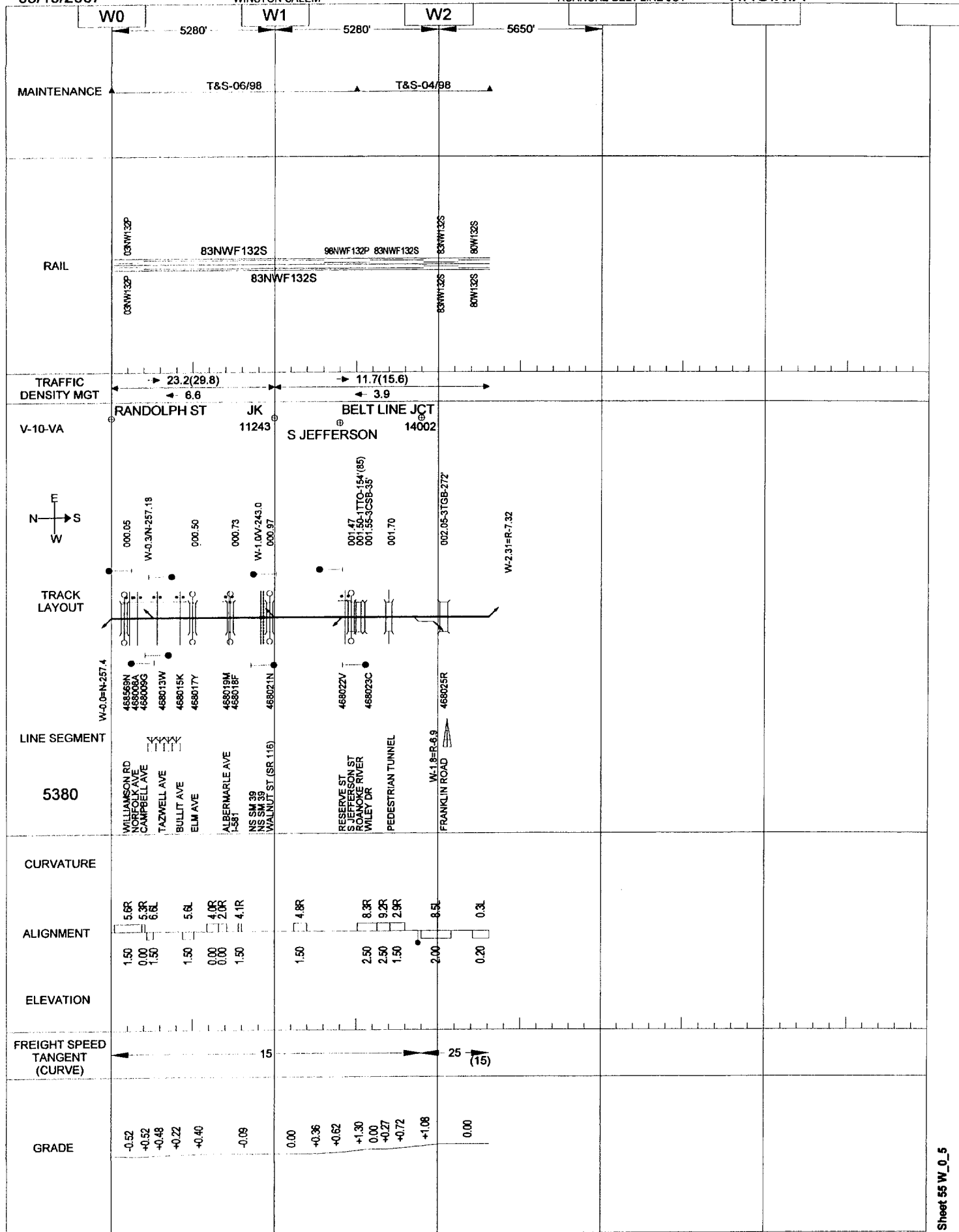
05/10/2007

WINSTON SALEM

209

ROANOKE-BELT LINE JCT

VIRGINIA



05/10/2007

ROANOKE TERMINAL

210
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

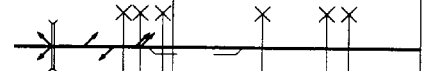
V-10-VA

BELT LINE CROSSING
11247



R-3.33=N-260.74
003.51-7MSO-233(86)
R-3.55N-246.4

TRACK
LAYOUT



LINE SEGMENT

5570

TO RDWAY MATL YARD

ROANOKE RIVER

VA SCRAP IRON RD
PRIVATE

PRIVATE

BRIDGE ST

PRIVATE

BEDFORD ST

468480J
468481R
468482X

468483E

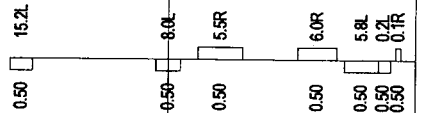
468486A

468487G

CURVATURE

ALIGNMENT

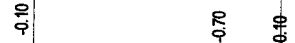
ELEVATION



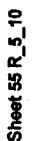
FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE



VIRGINIA



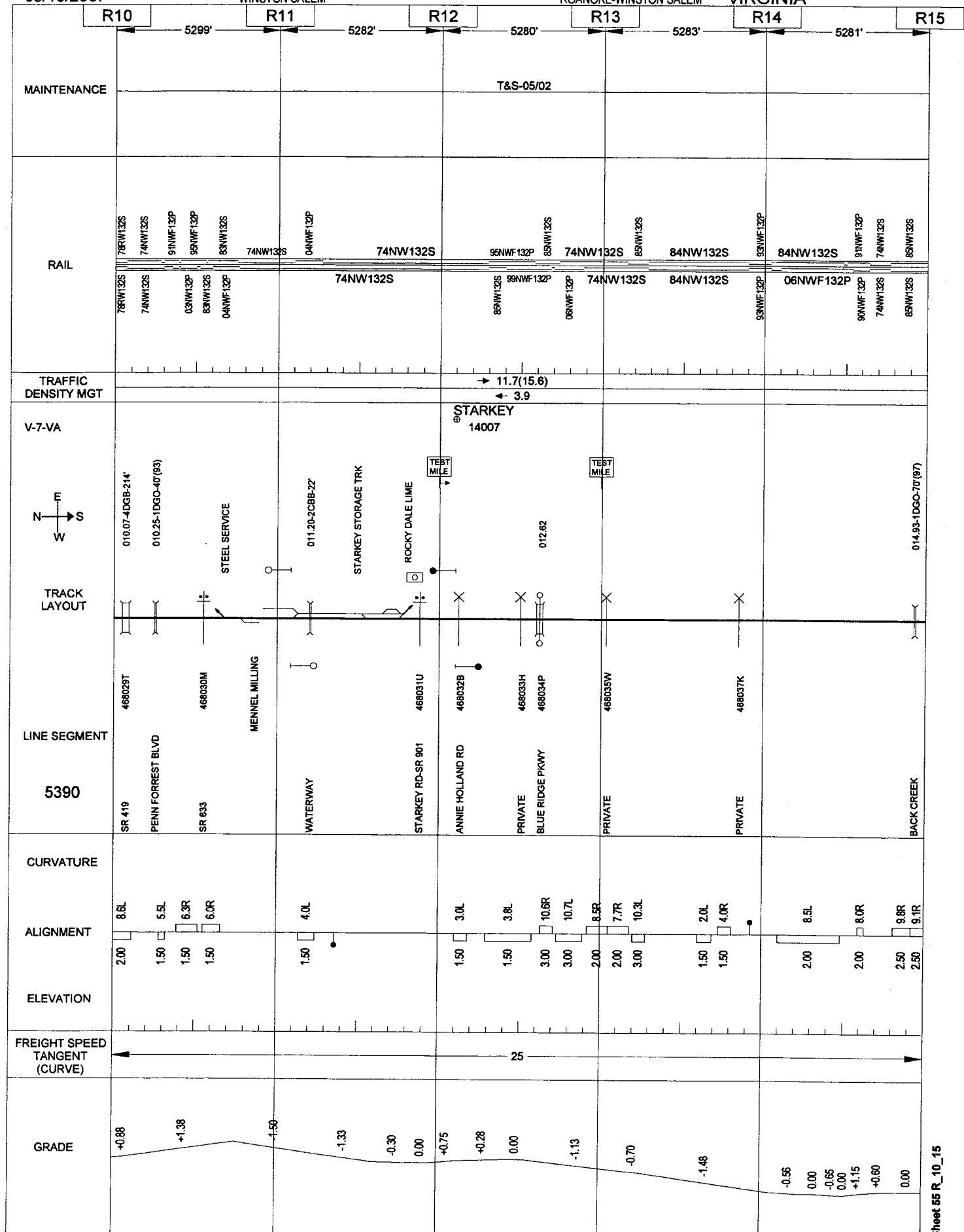
05/10/2007

WINSTON SALEM

212

ROANOKE-WINSTON SALEM

VIRGINIA



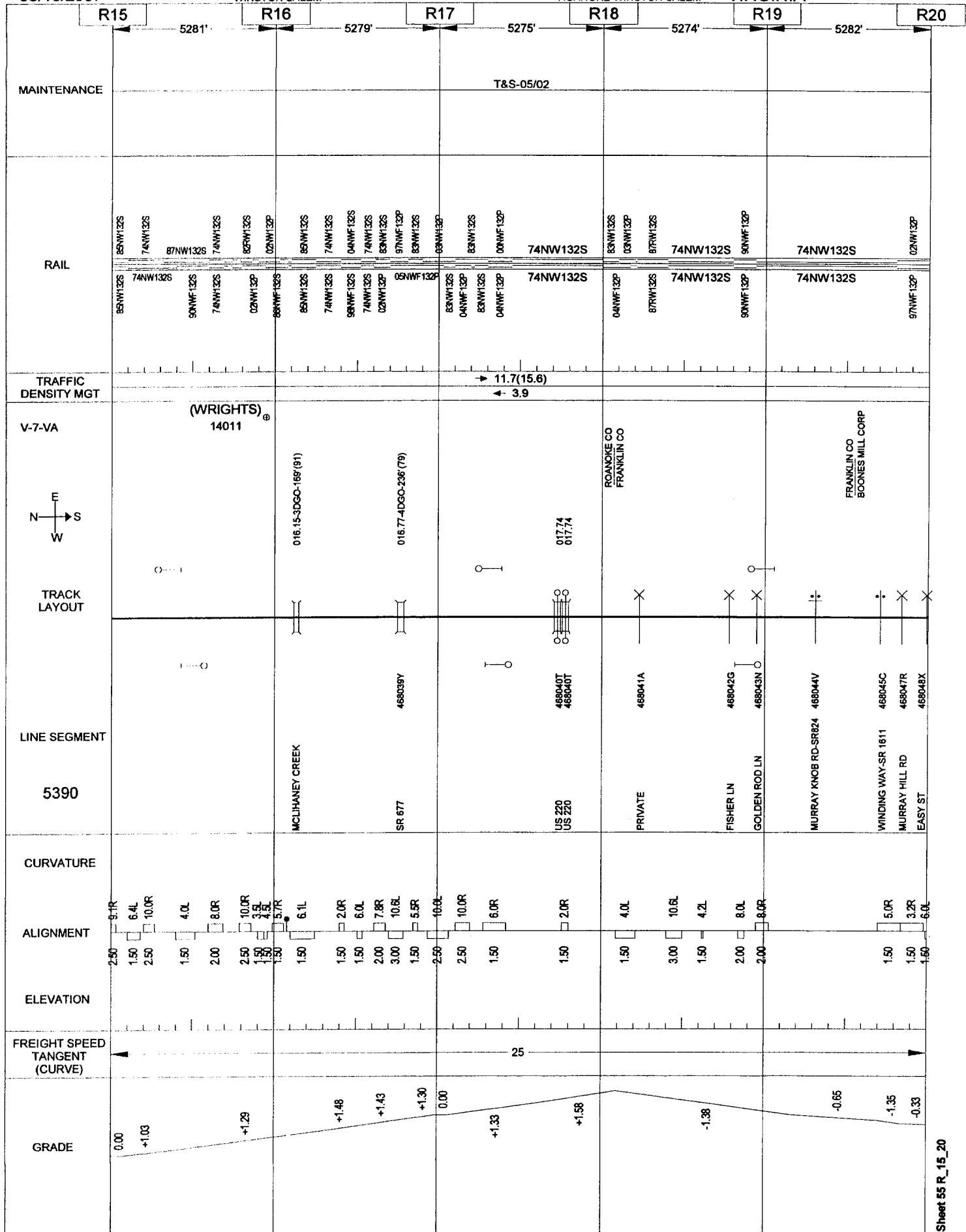
05/10/2007

WINSTON SALEM

213

ROANOKE-WINSTON SALEM

VIRGINIA



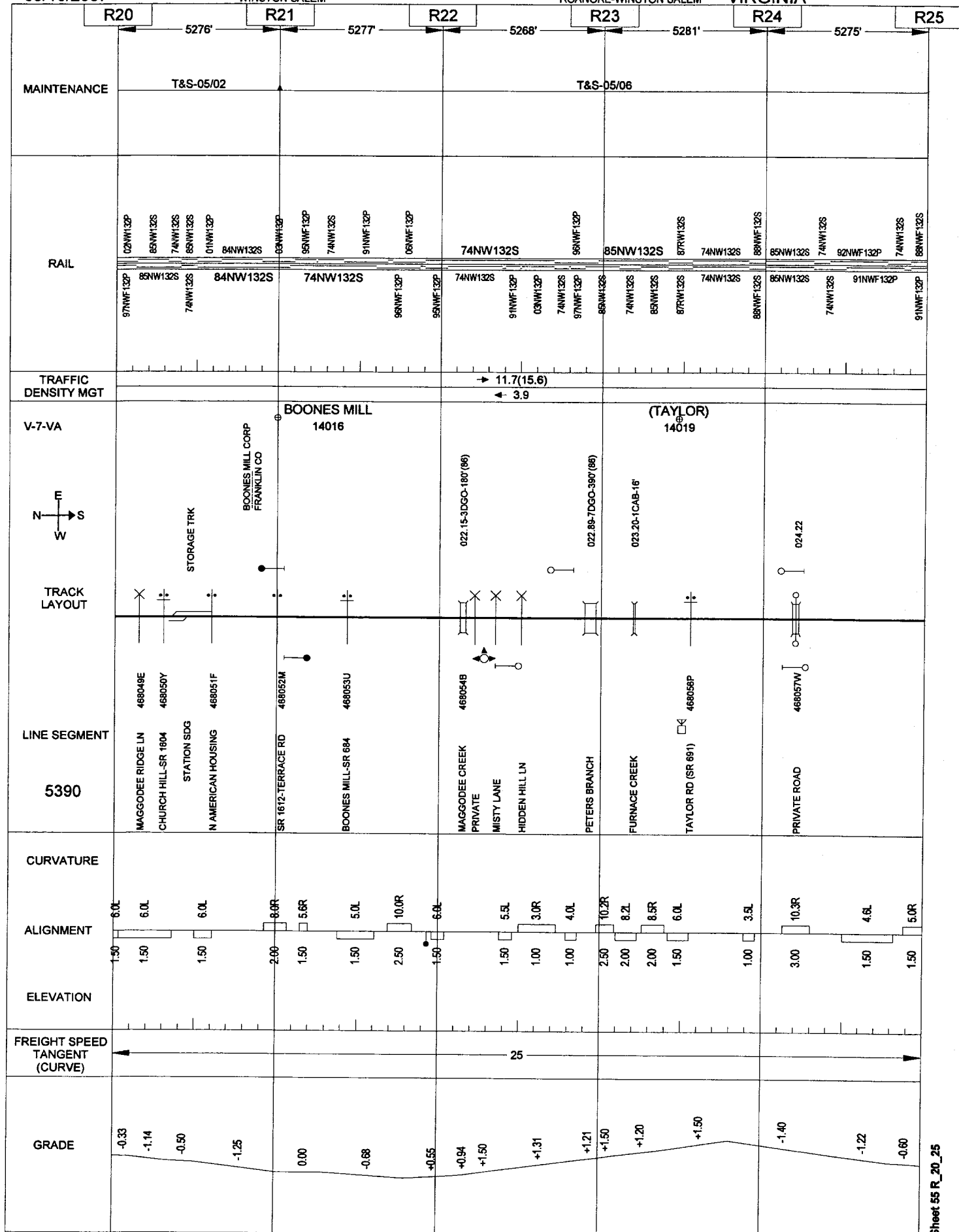
05/10/2007

WINSTON SALEM

214

ROANOKE-WINSTON SALEM

VIRGINIA



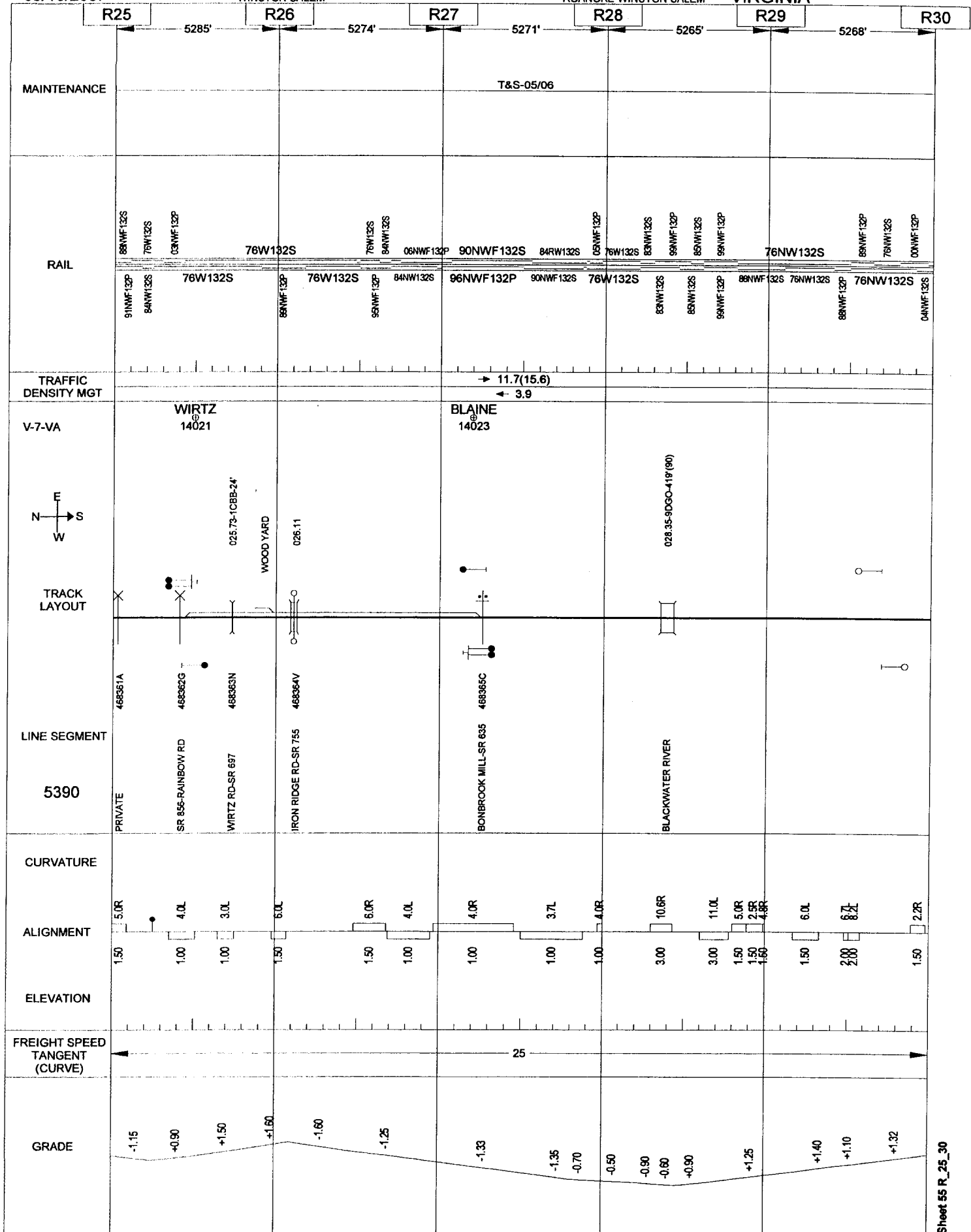
05/10/2007

WINSTON SALEM

215

ROANOKE-WINSTON SALEM

VIRGINIA



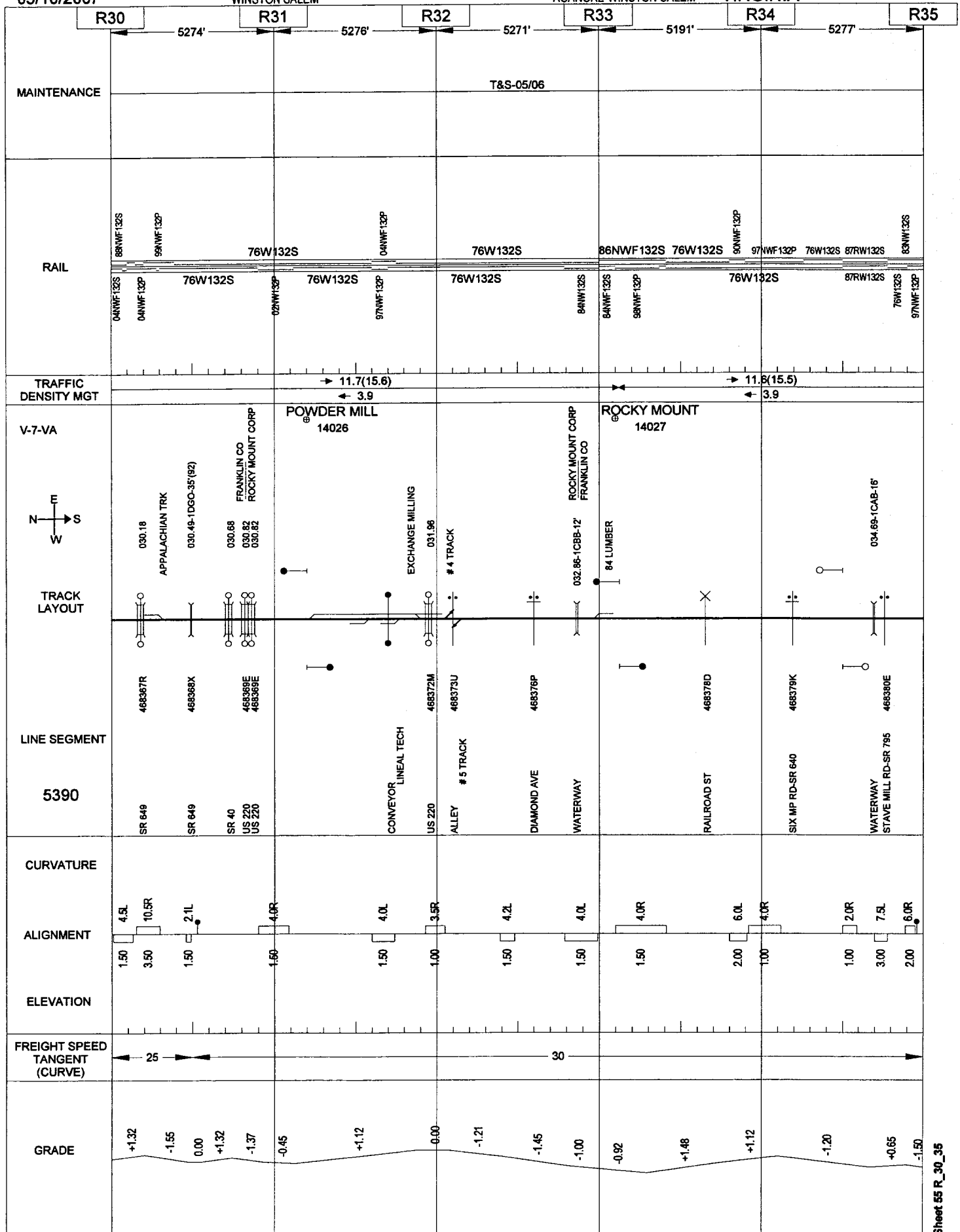
05/10/2007

WINSTON SALEM

216

ROANOKE-WINSTON SALEM

VIRGINIA



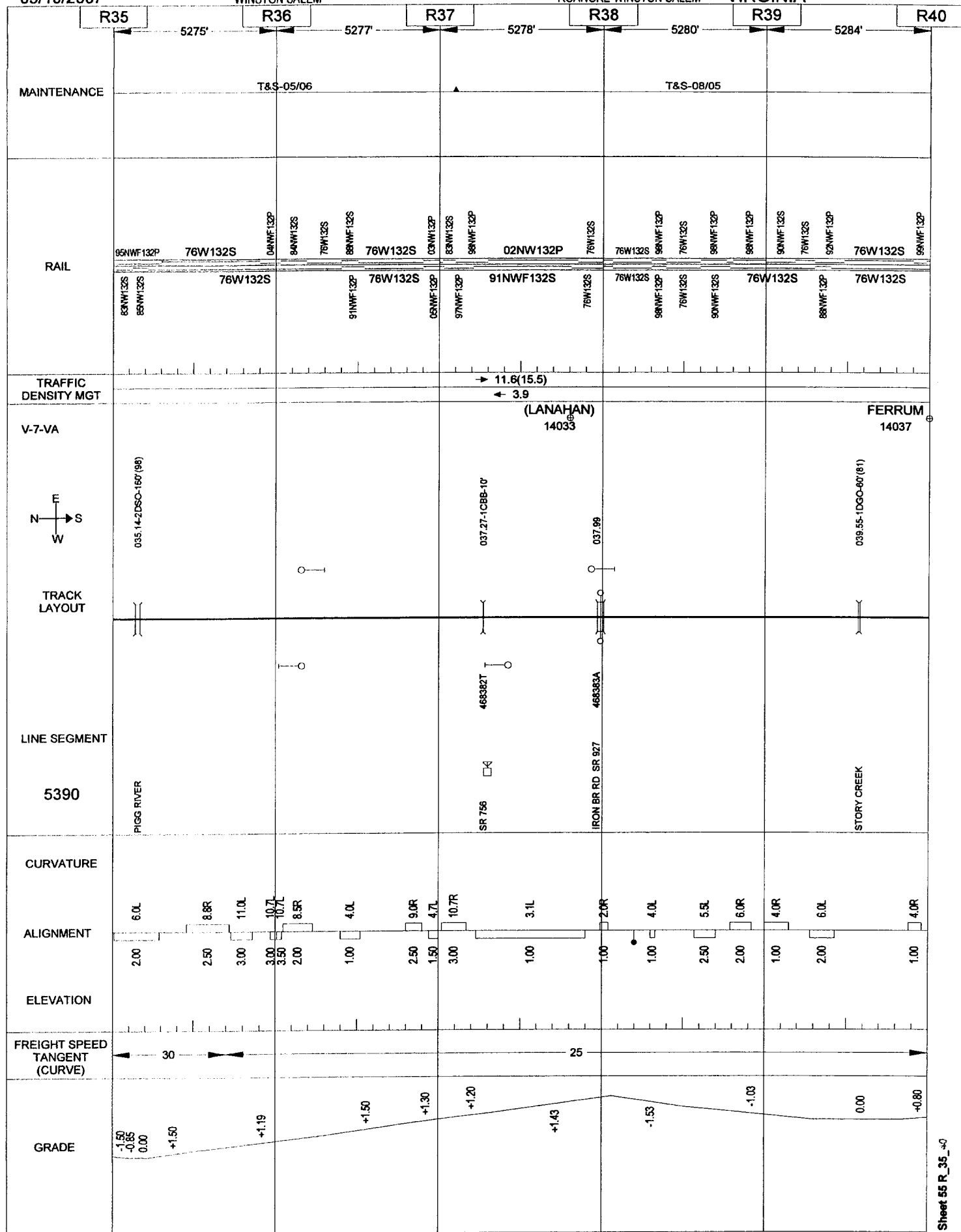
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217

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



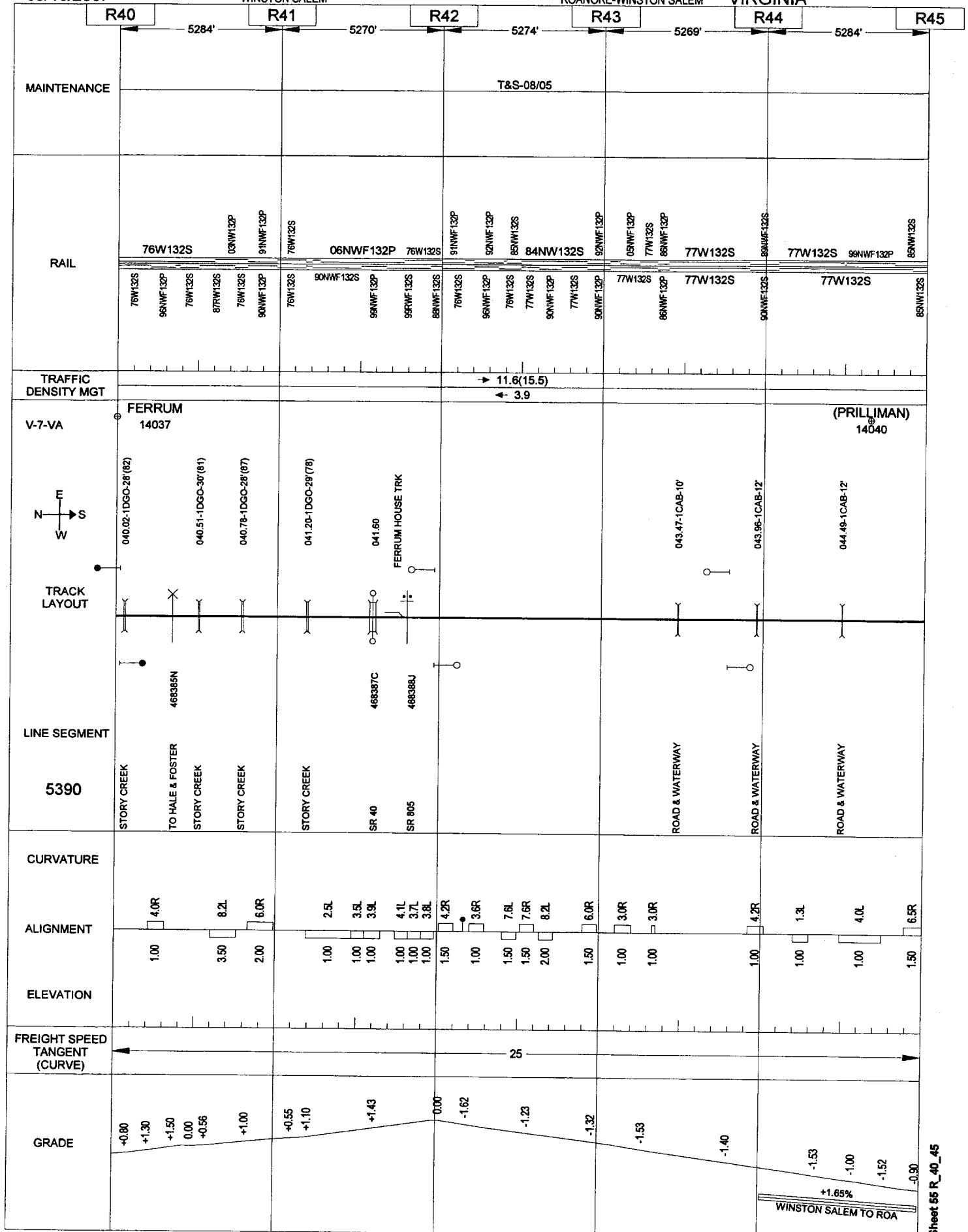
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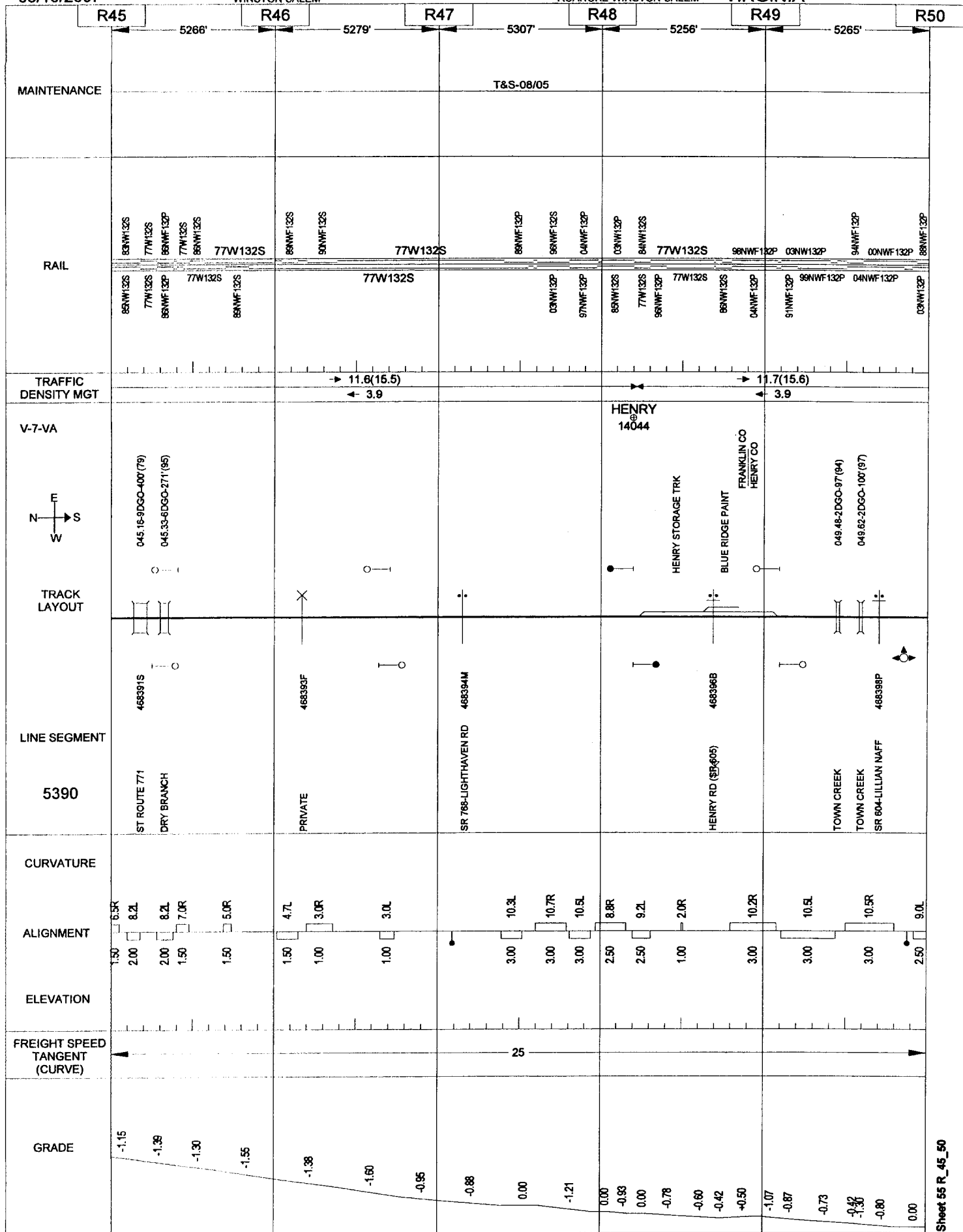
WINSTON SALEM

218

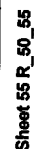
ROANOKE-WINSTON SALEM

VIRGINIA





VIRGINIA



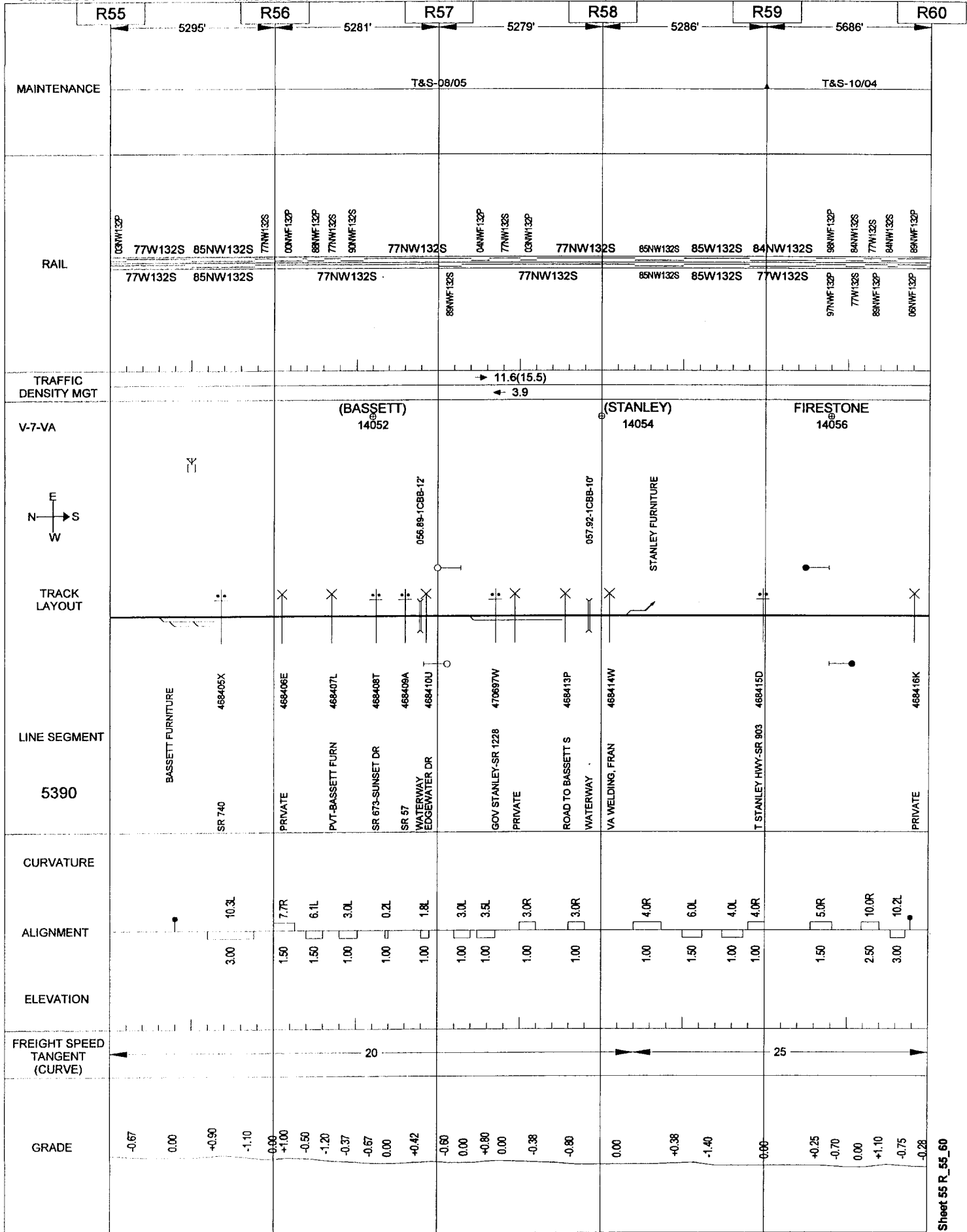
05/10/2007

WINSTON SALEM

221

ROANOKE-WINSTON SALEM

VIRGINIA



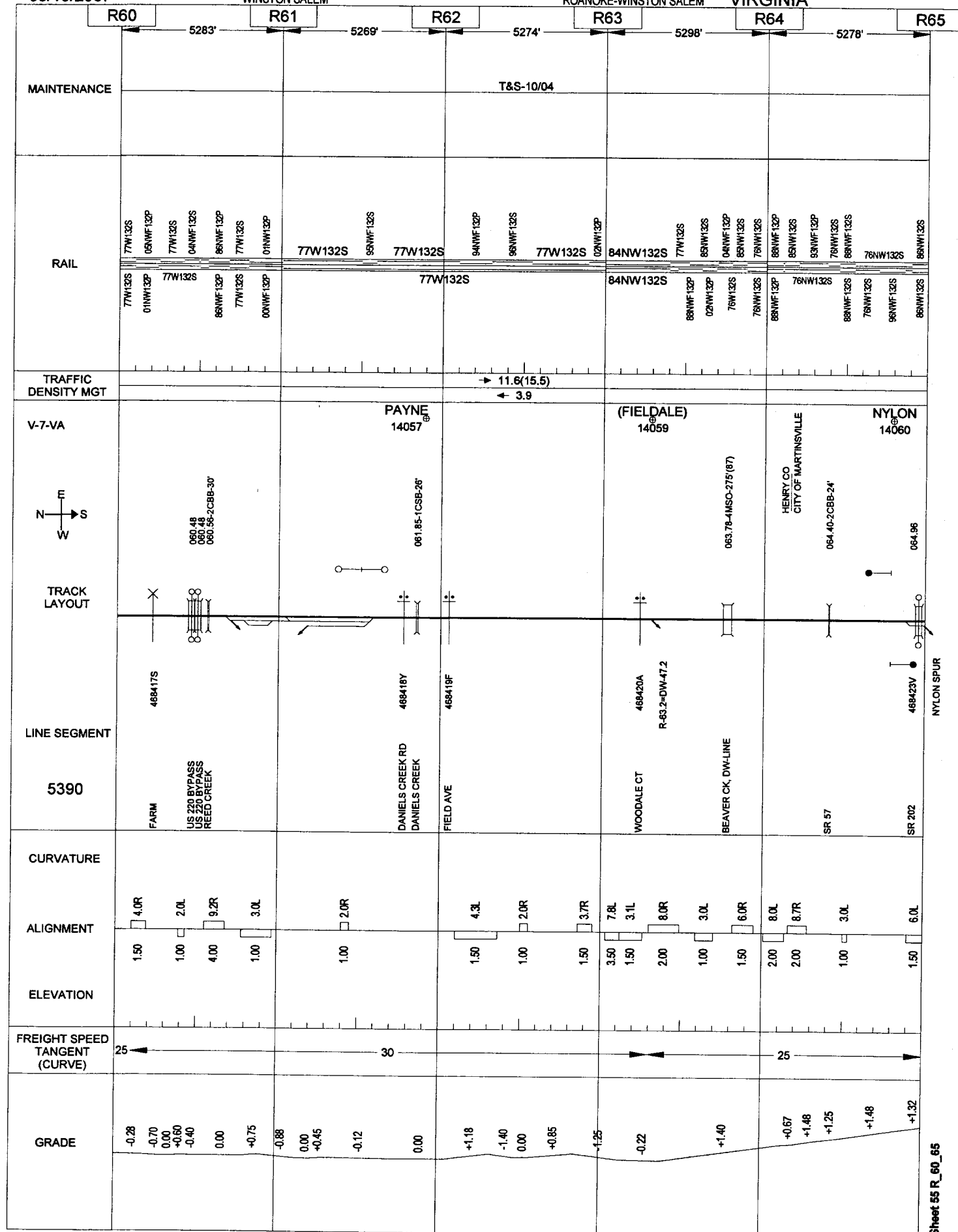
05/10/2007

WINSTON SALEM

222

ROANOKE-WINSTON SALEM

VIRGINIA



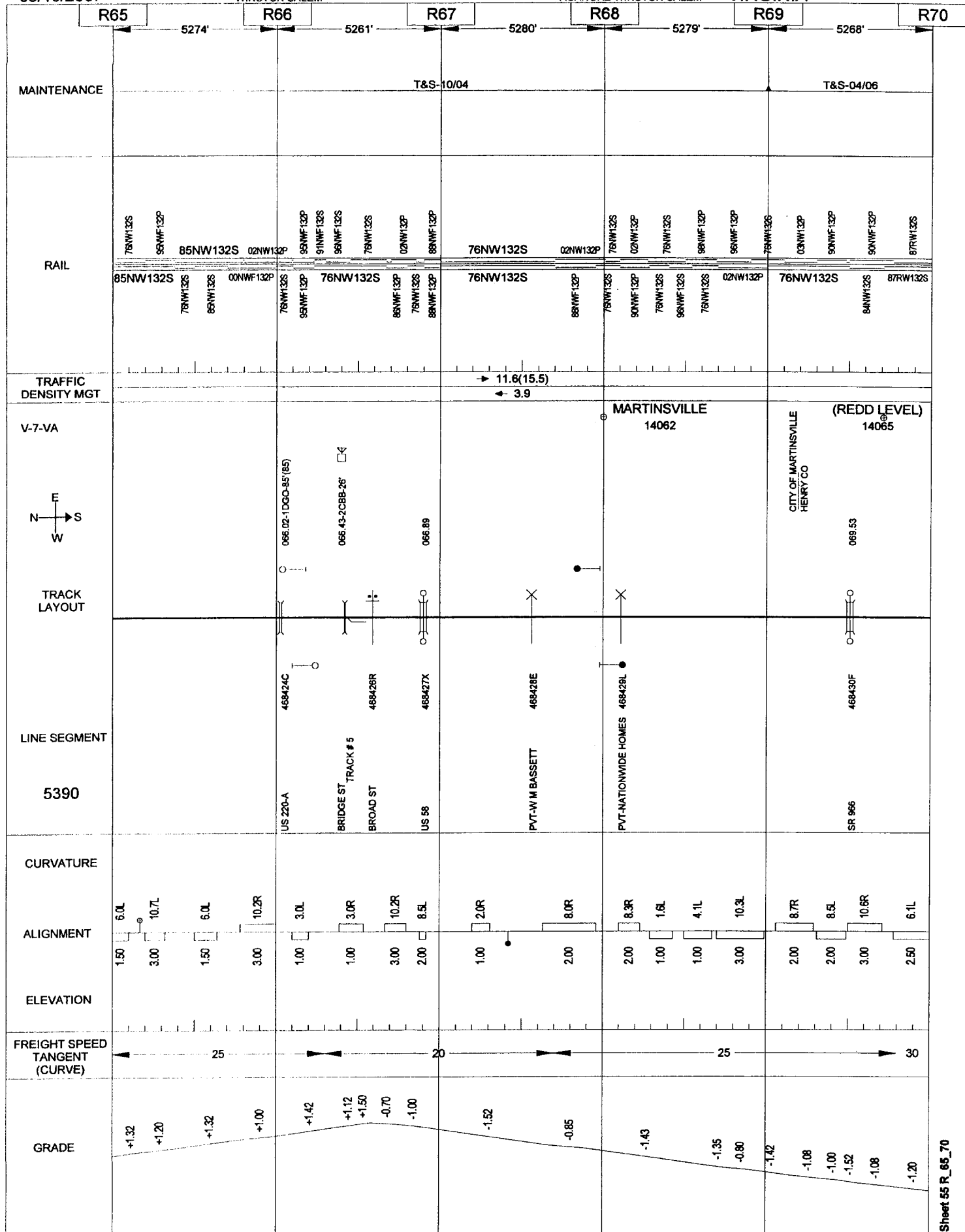
05/10/2007

WINSTON SALEM

223

ROANOKE-WINSTON SALEM

VIRGINIA



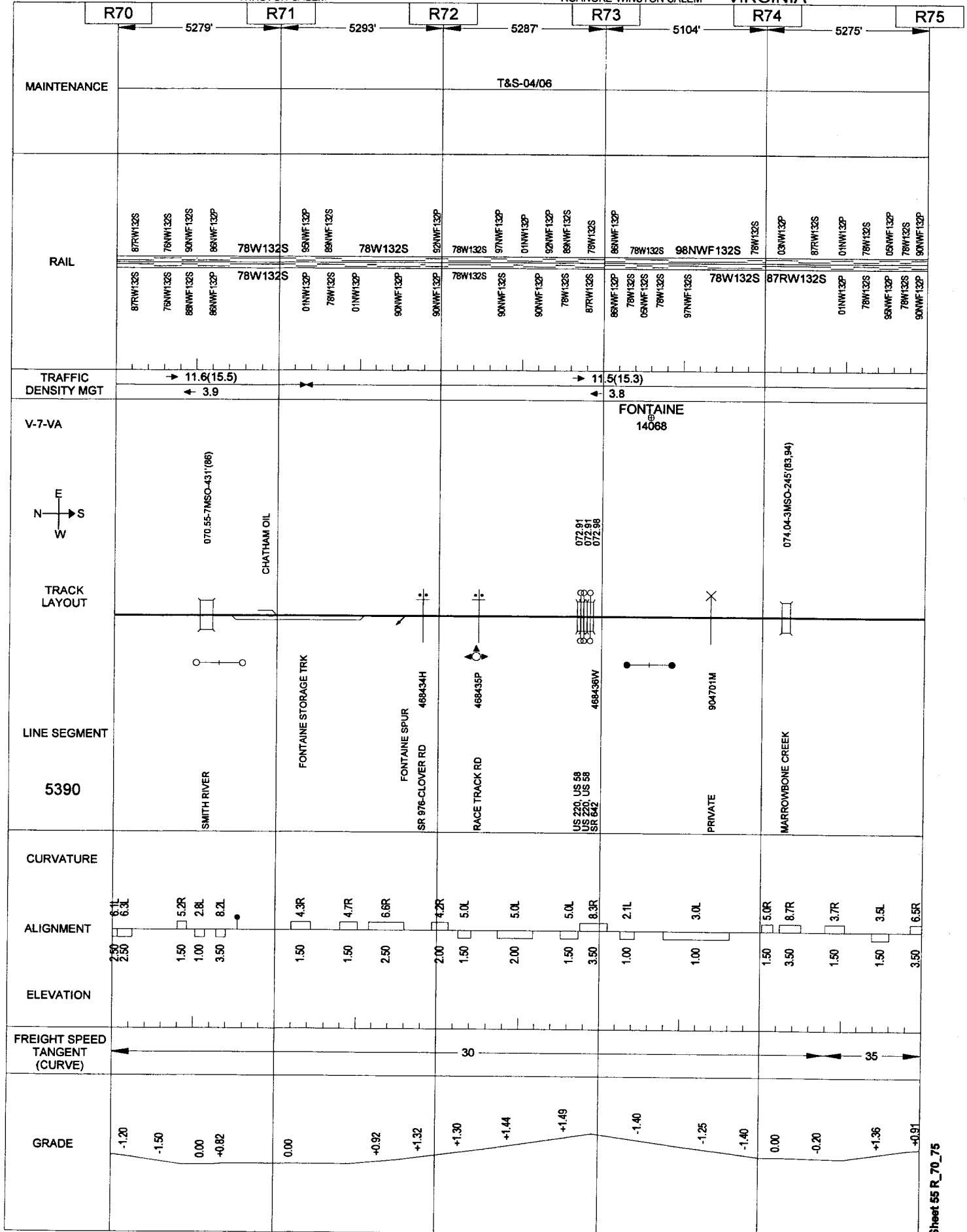
05/10/2007

WINSTON SALEM

224

ROANOKE-WINSTON SALEM

VIRGINIA



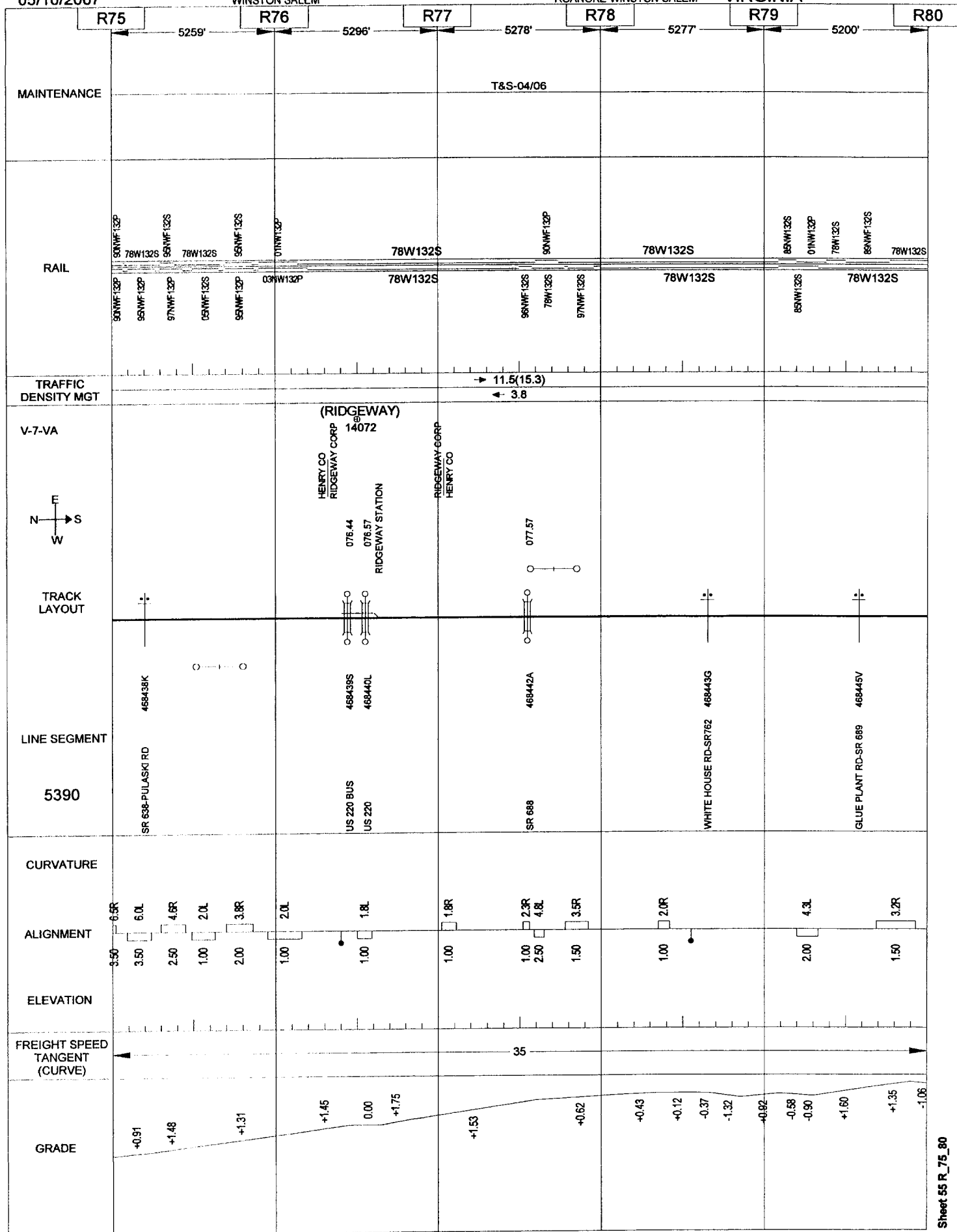
05/10/2007

WINSTON SALEM

225

ROANOKE-WINSTON SALEM

VIRGINIA



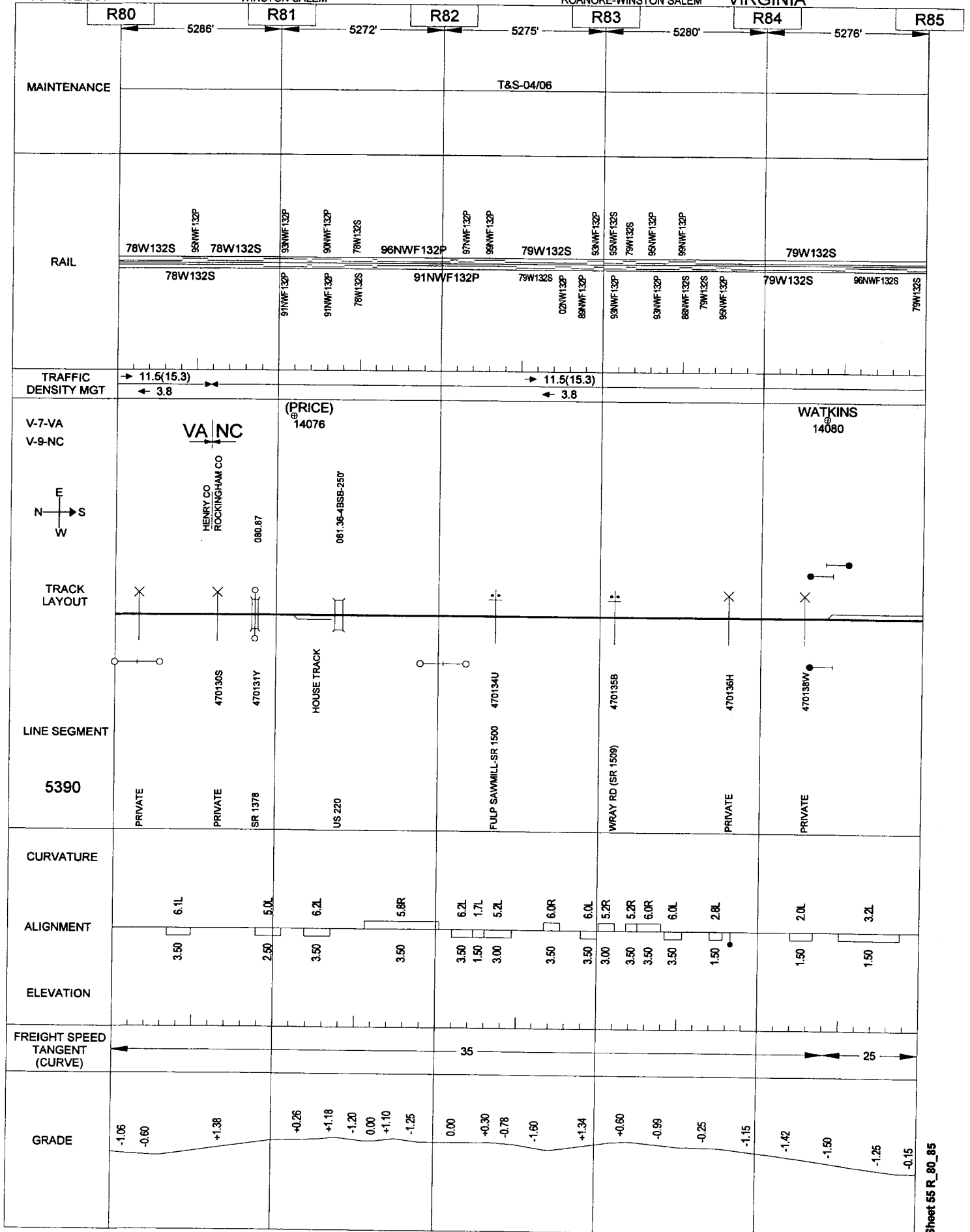
05/10/2007

226

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



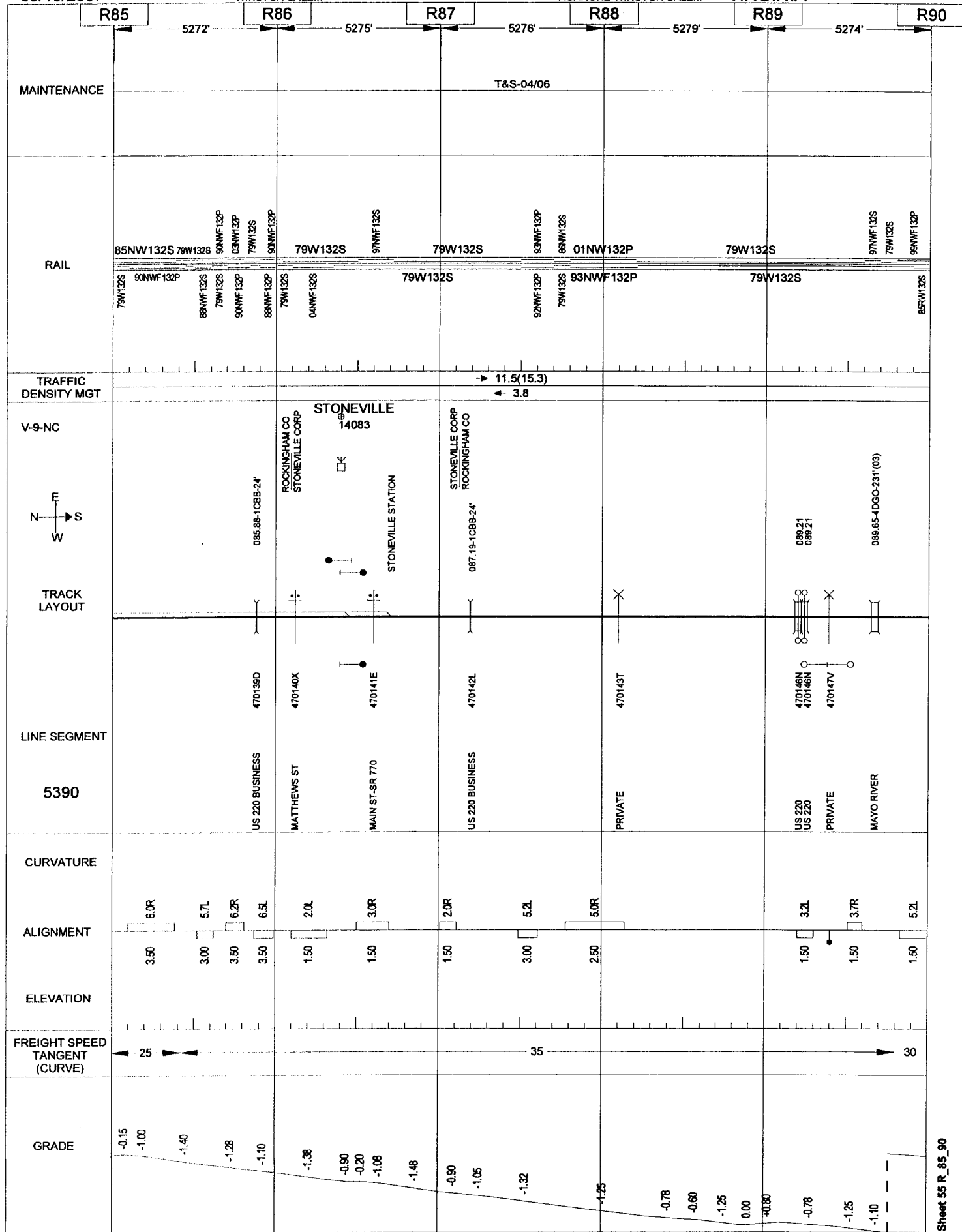
05/10/2007

WINSTON SALEM

227

ROANOKE-WINSTON SALEM

VIRGINIA



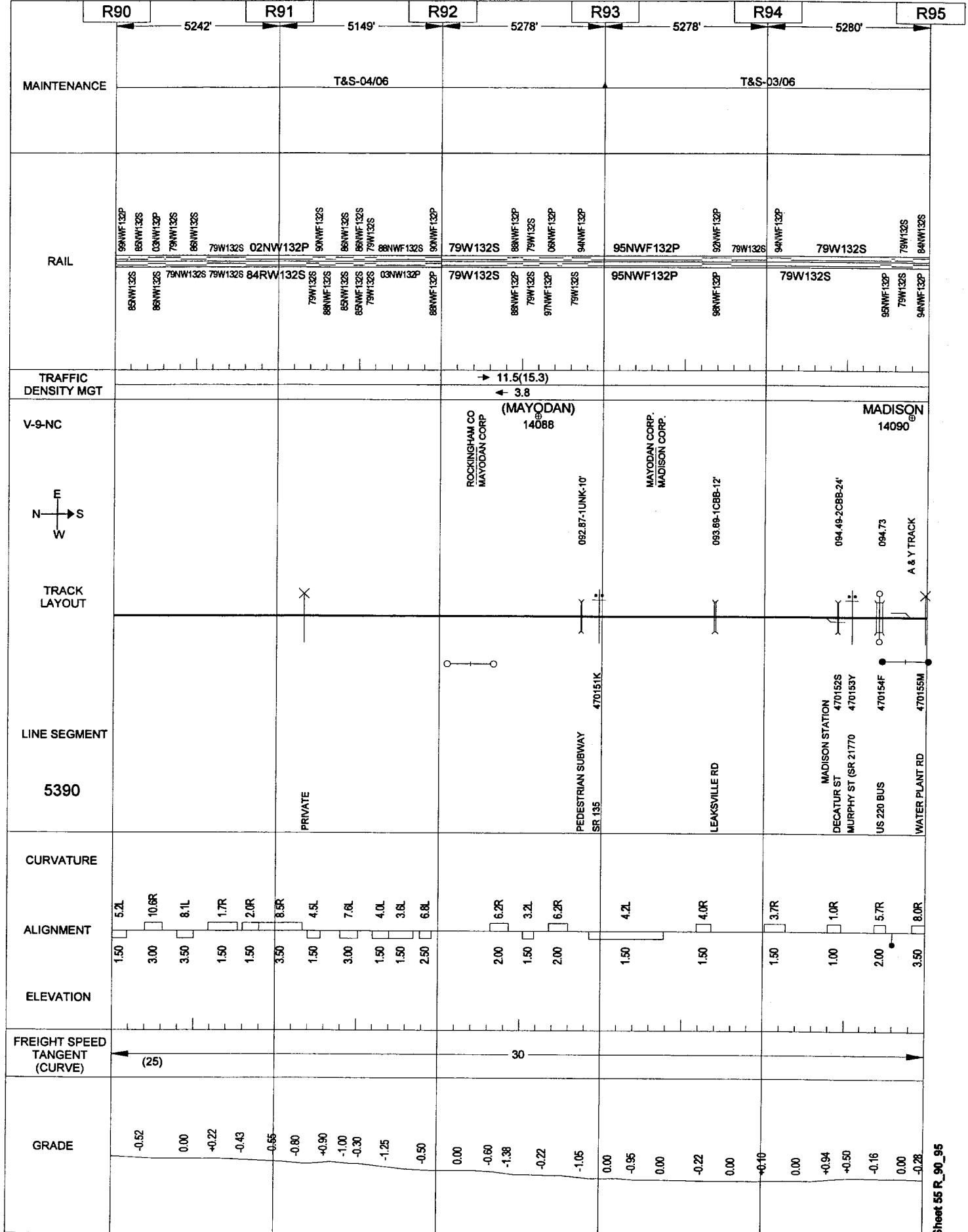
05/10/2007

228

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ROANOKE-WINSTON SALEM

VIRGINIA



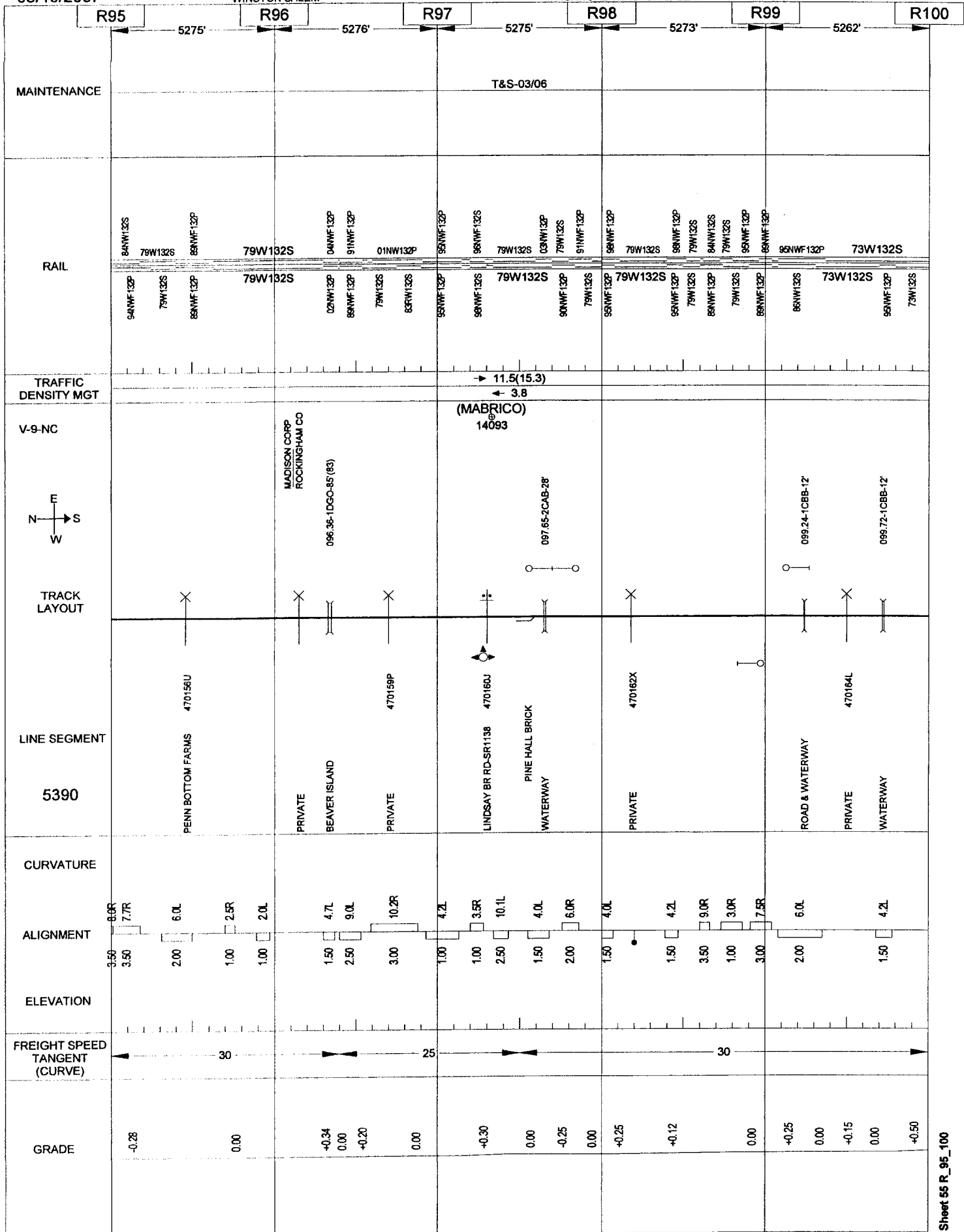
05/10/2007

WINSTON SALEM

229

ROANOKE-WINSTON SALEM

VIRGINIA



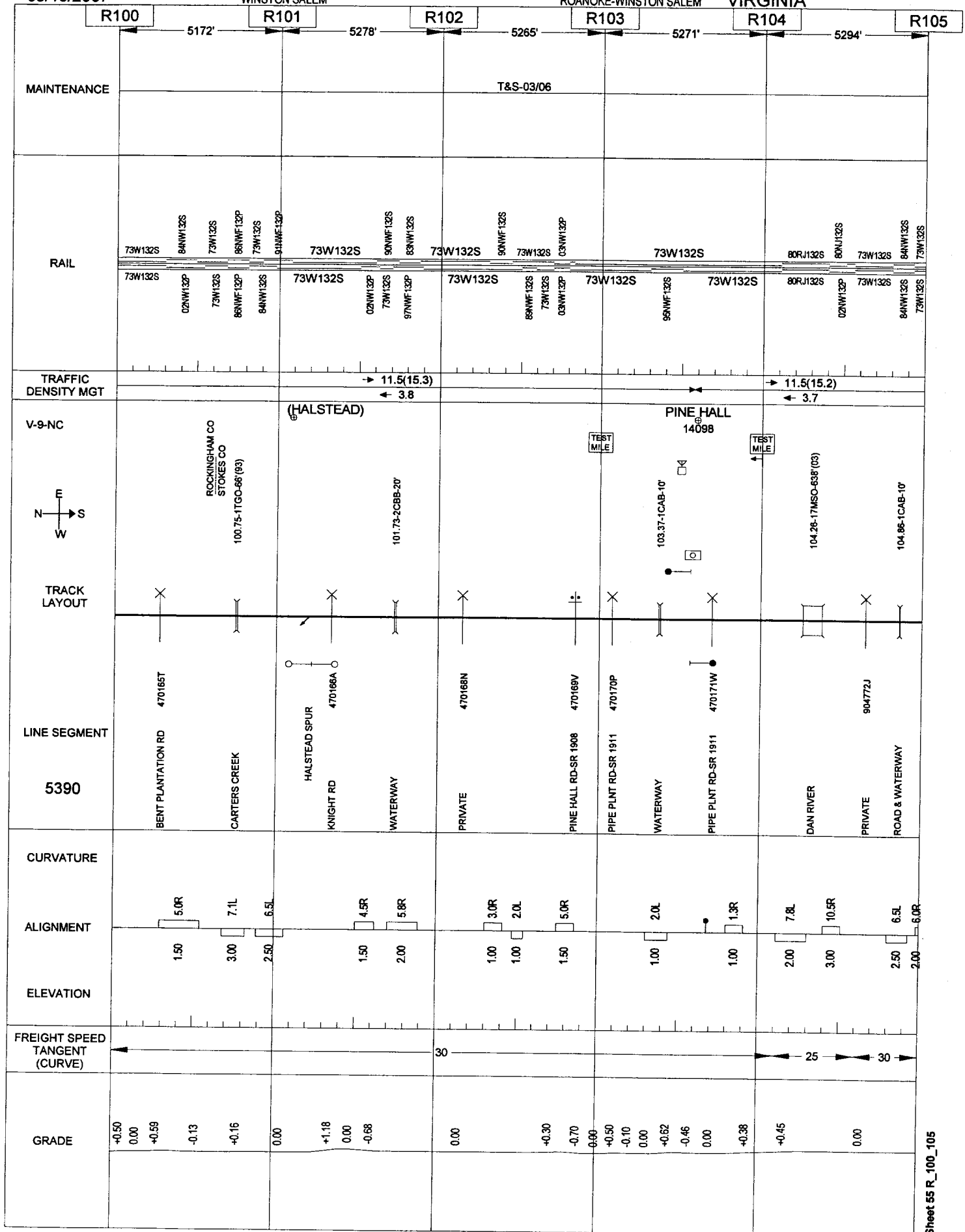
05/10/2007

WINSTON SALEM

230

ROANOKE-WINSTON SALEM

VIRGINIA



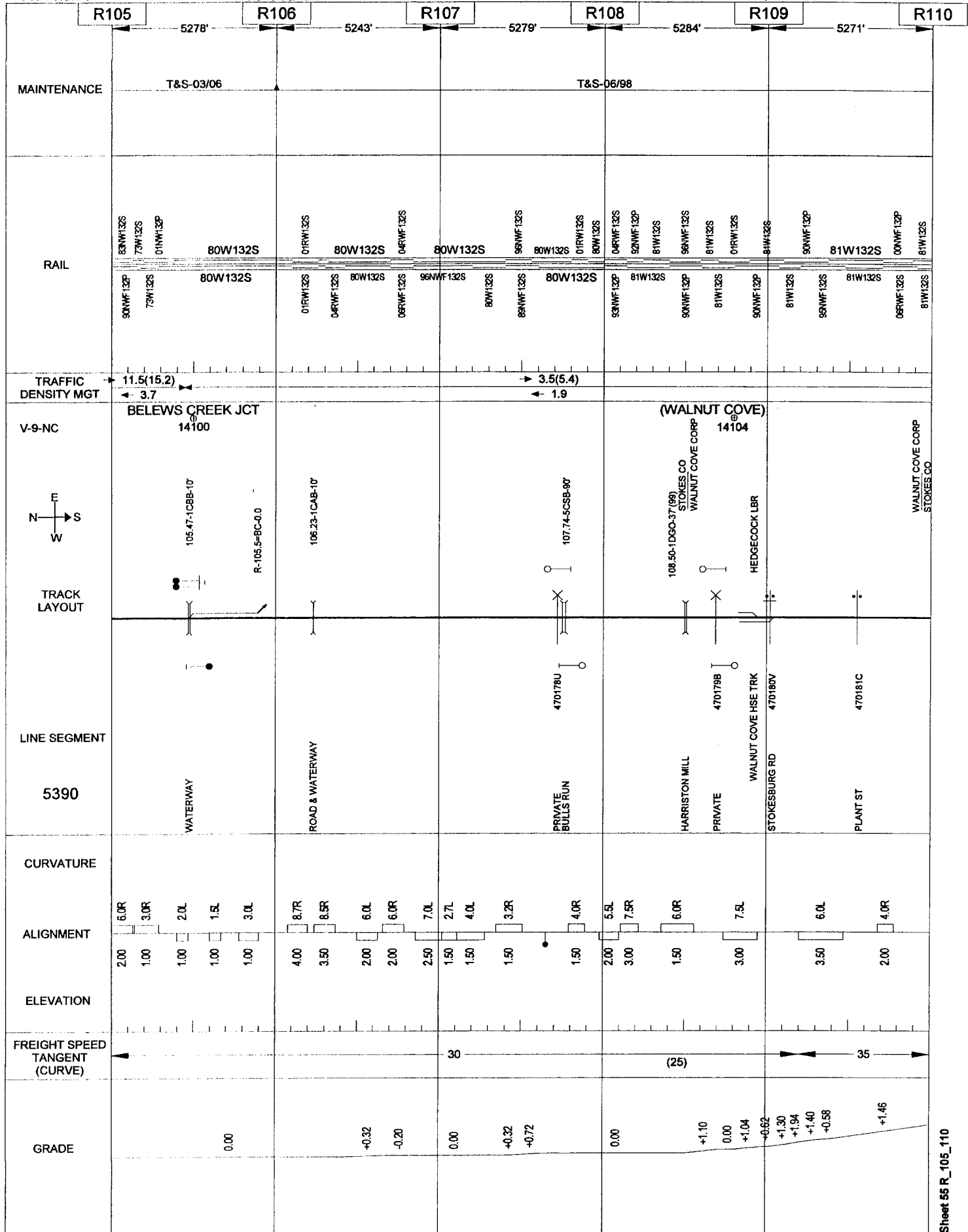
05/10/2007

WINSTON SALEM

231

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VIRGINIA



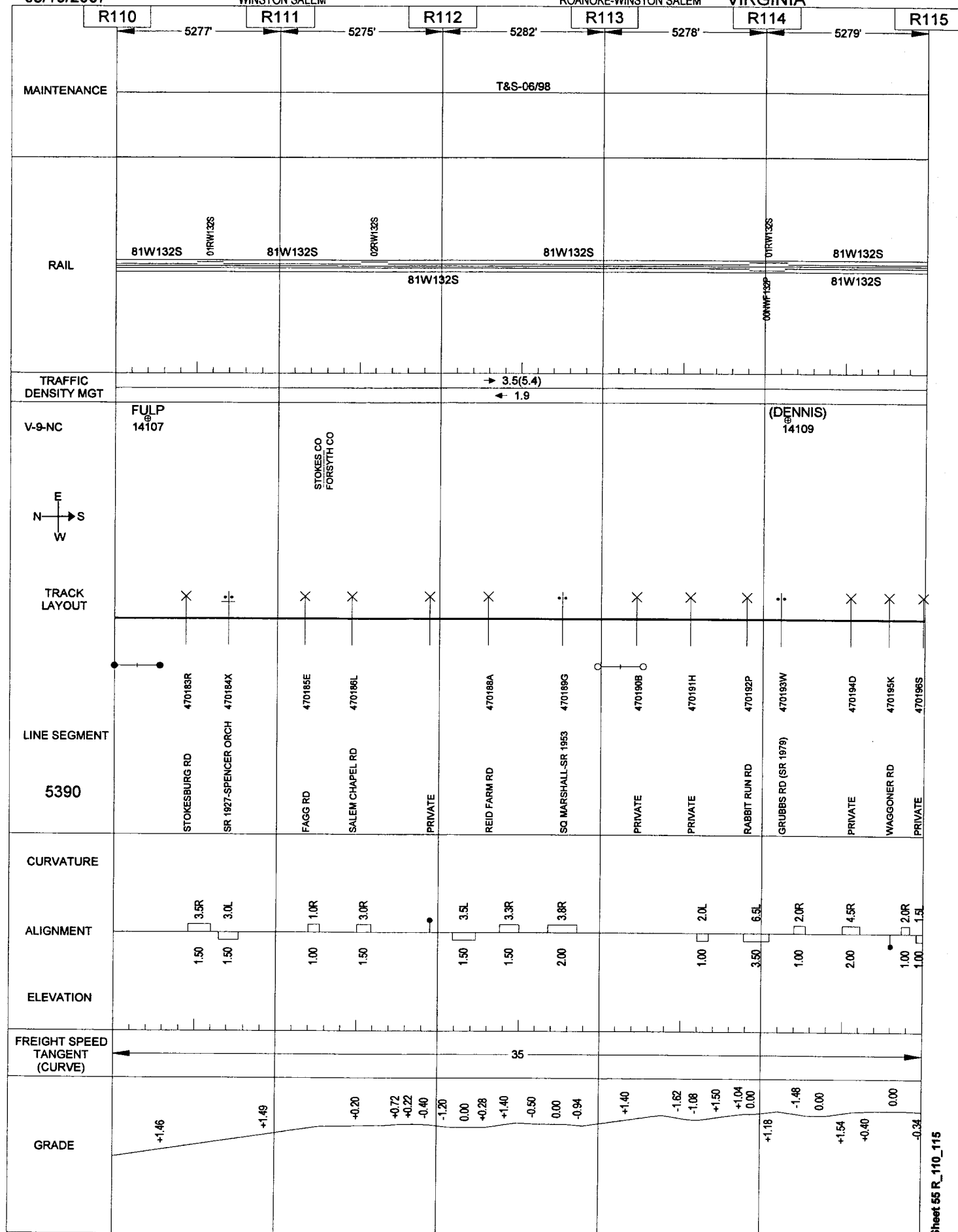
05/10/2007

232

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



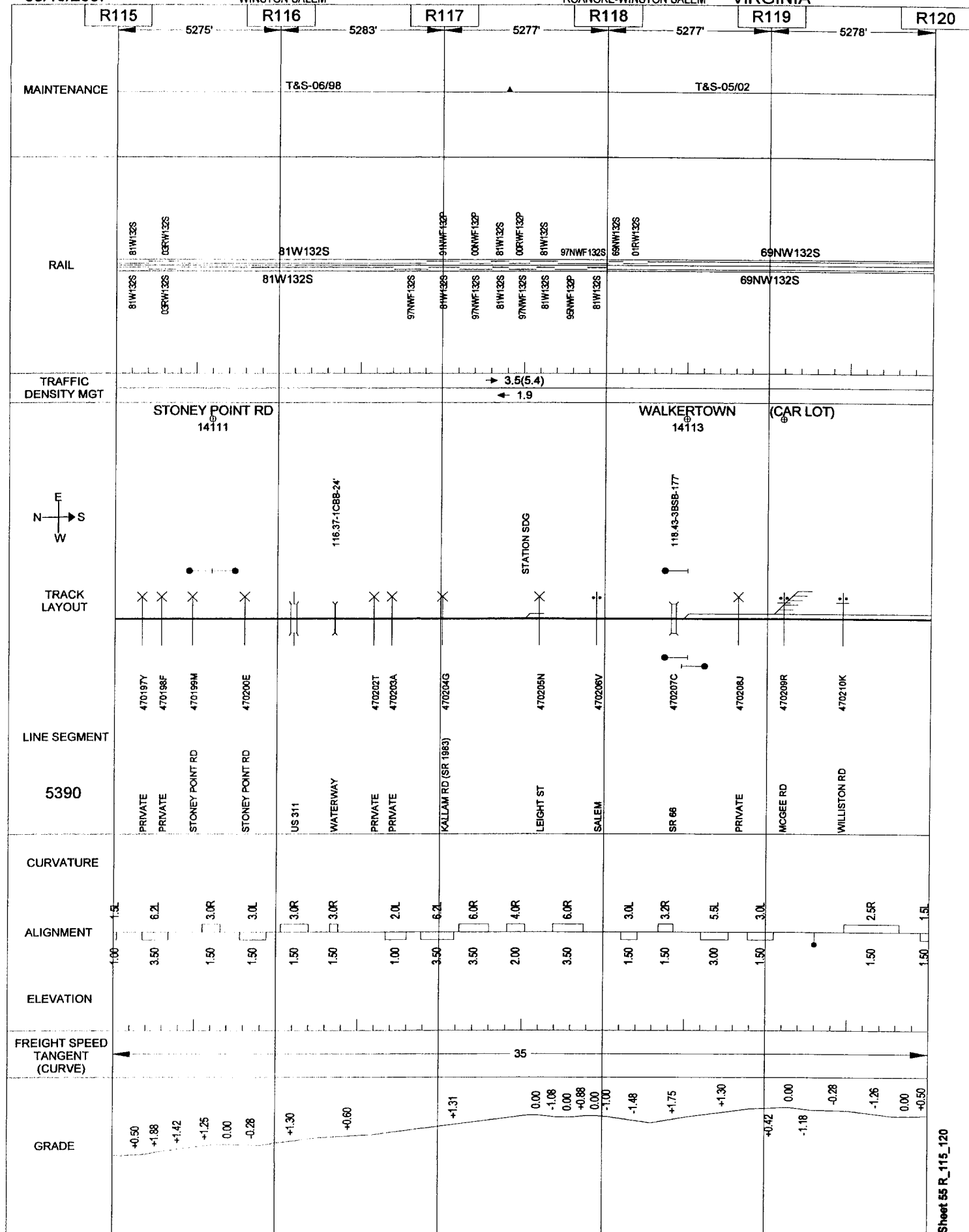
05/10/2007

WINSTON SALEM

233

ROANOKE-WINSTON SALEM

VIRGINIA



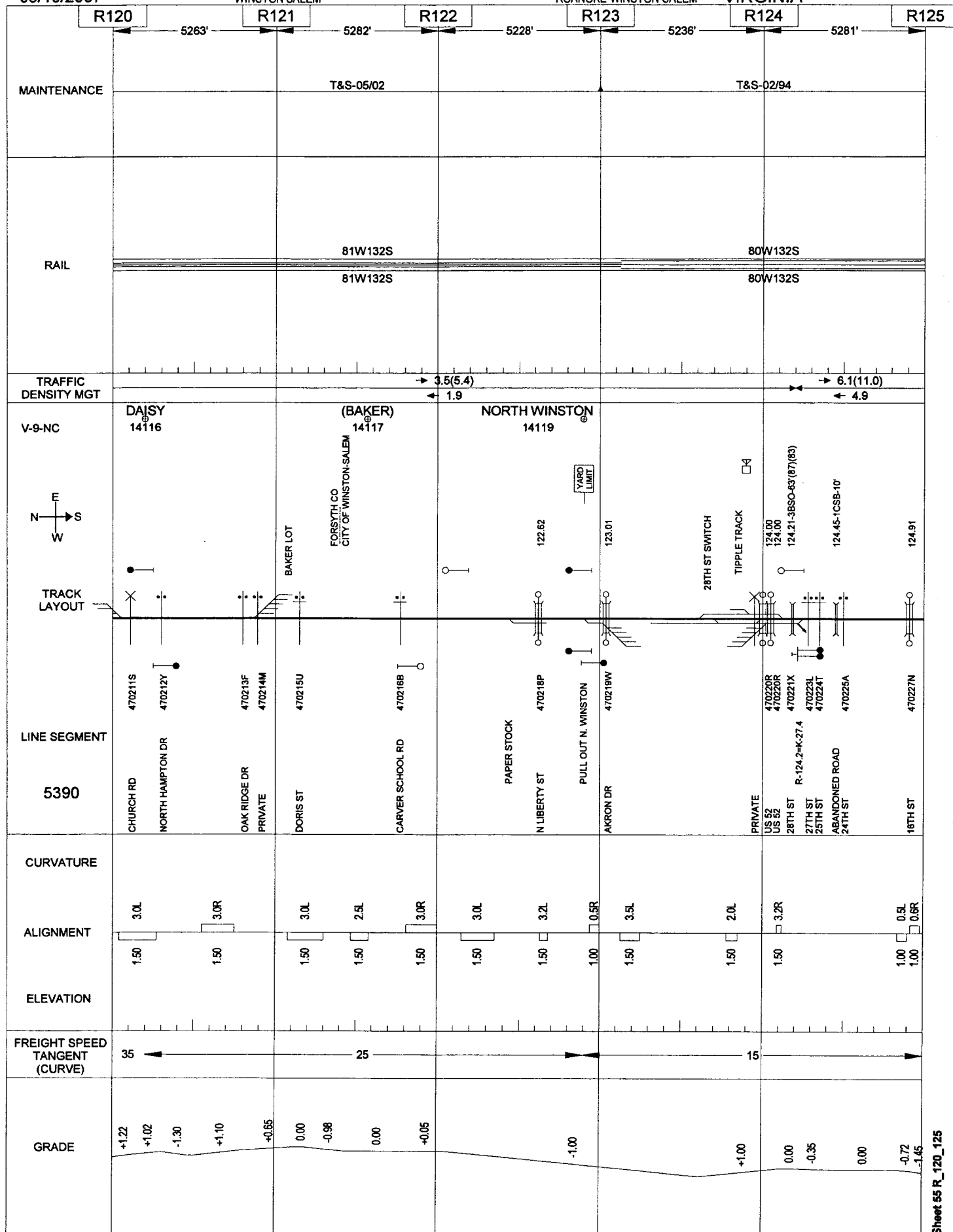
05/10/2007

234

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



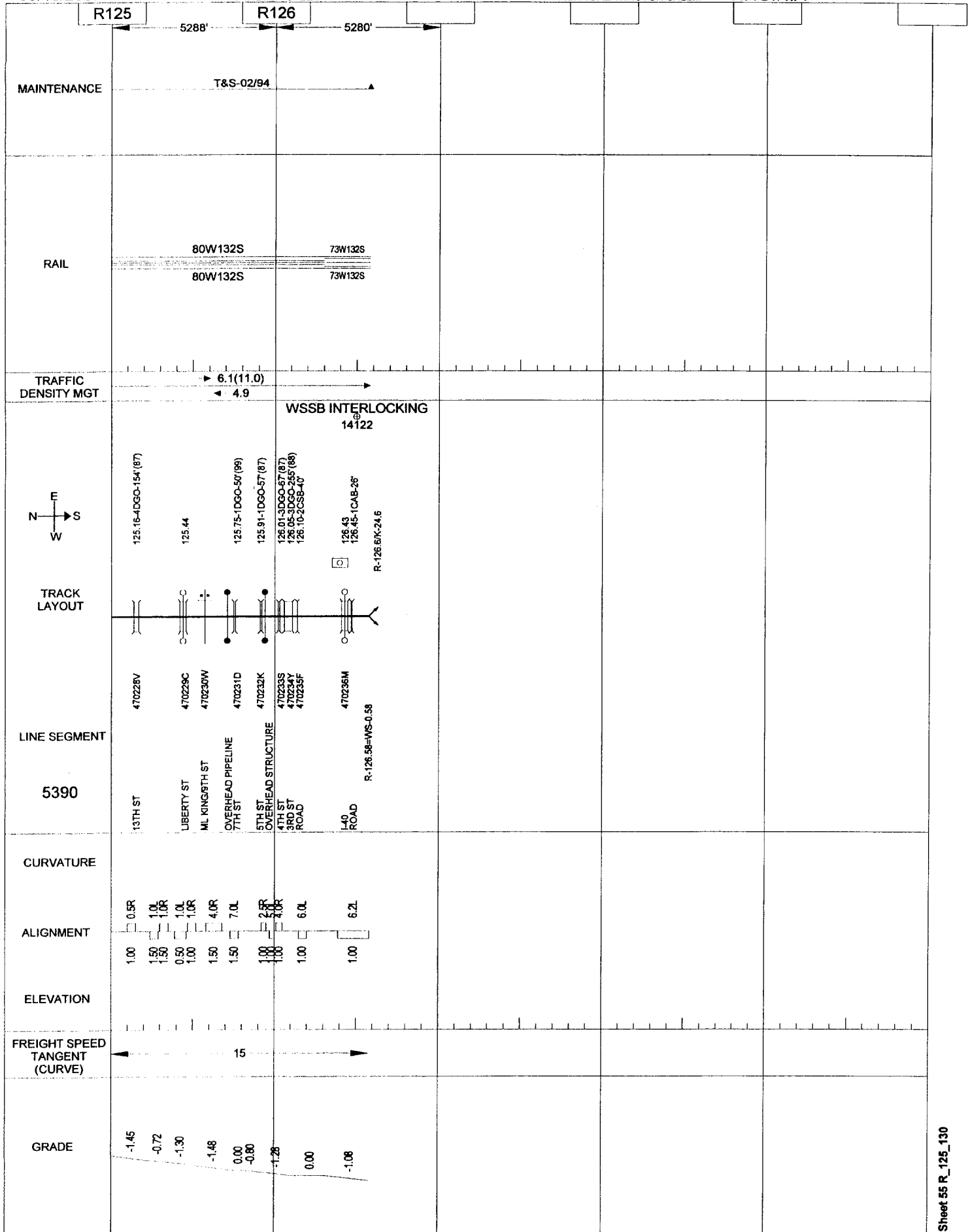
05/10/2007

WINSTON SALEM

235

ROANOKE-WINSTON SALEM

VIRGINIA



05/10/2007

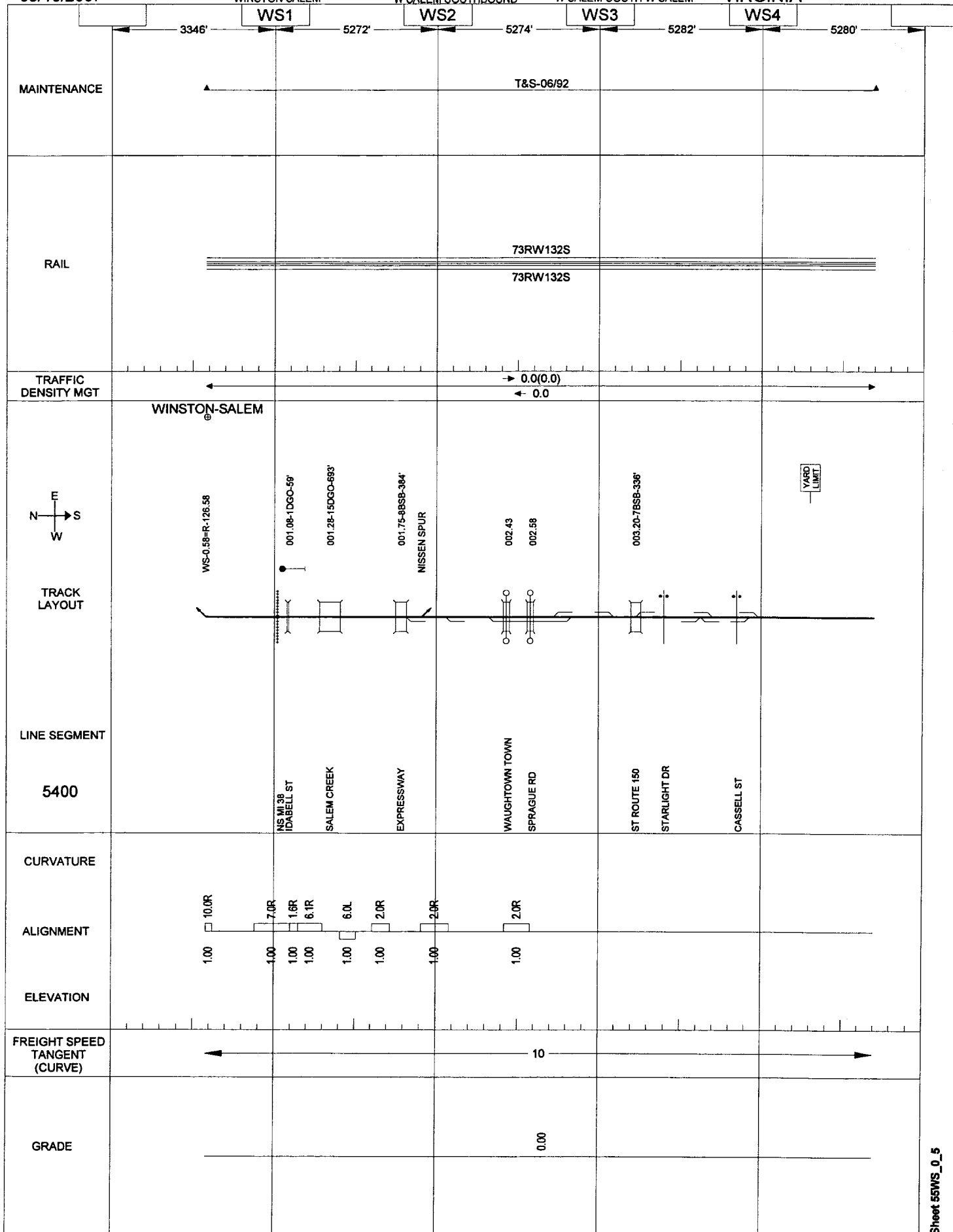
236

WINSTON SALEM

W SALEM SOUTHBOUND

W SALEM-SOUTH W SALEM

VIRGINIA



05/10/2007

WINSTON SALEM

237
HILL TOP BRANCH
DW42

MARTINSVILLE-FIELDALE
DW43

VIRGINIA
DW44

DW45

5280'

4973'

1'

5129'

MAINTENANCE

T&S-09/90

RAIL

44RJ075S

61RJ06SS
61RJ06SS

52RJ075S

53RJ075S

**RJ075S

30RJ075S

44RJ075S

52RJ075S

53RJ075S

**RJ075S

30RJ075S

TRAFFIC
DENSITY MGT

V-7-VA



TRACK
LAYOUT

LINE SEGMENT

5410

MARTINSVILLE
DW41

JONES CREEK
DW44

TIPPLE TRACK
PRILLAMAN TANK TRACK
041.74

042.01

042.60

044.40-7MSO-158' (NA)

PRILLAMAN CHEMICAL

714160M

714162B

COMMONWEALTH BLVD 714163H

714167K

714168S

CHURCH ST

FAIRY ST

JONES CRK (SR 108)

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

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

10

+2.65

-1.95

-2.88

-2.70

-2.63

-2.71

-2.49

-0.36

-0.39

05/10/2007

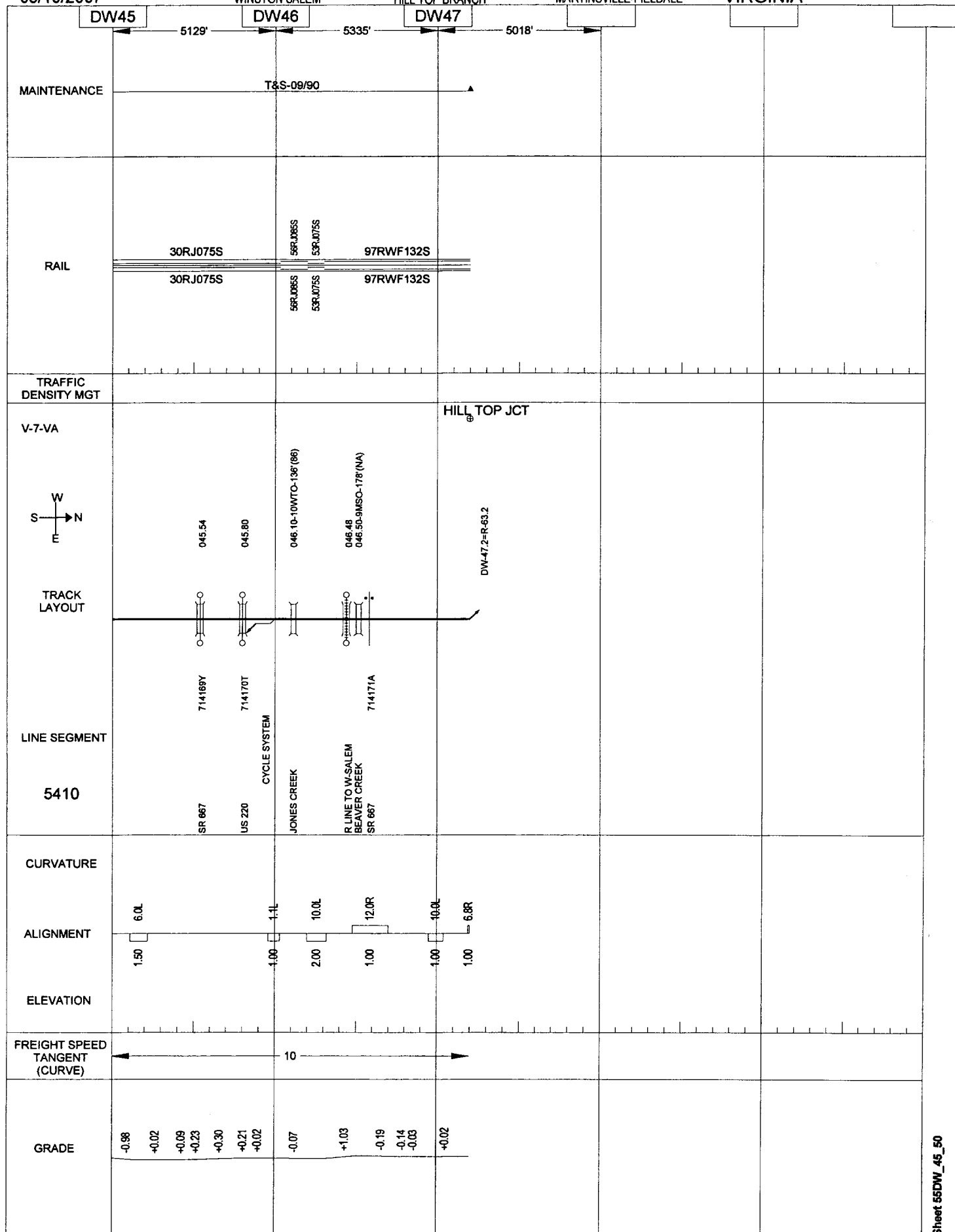
WINSTON SALEM

238

HILL TOP BRANCH

MARTINSVILLE-FIELDALE

VIRGINIA



VIRGINIA

BC4

— 5280 —

T&S-10/04

OW132S

2S 70W 1:

1.9

DUKE POWER
14101

BC-0.0=R-105.5

MARTIN LUTHER KING D 470173K

0172D

SR 1908

5440

GRADE

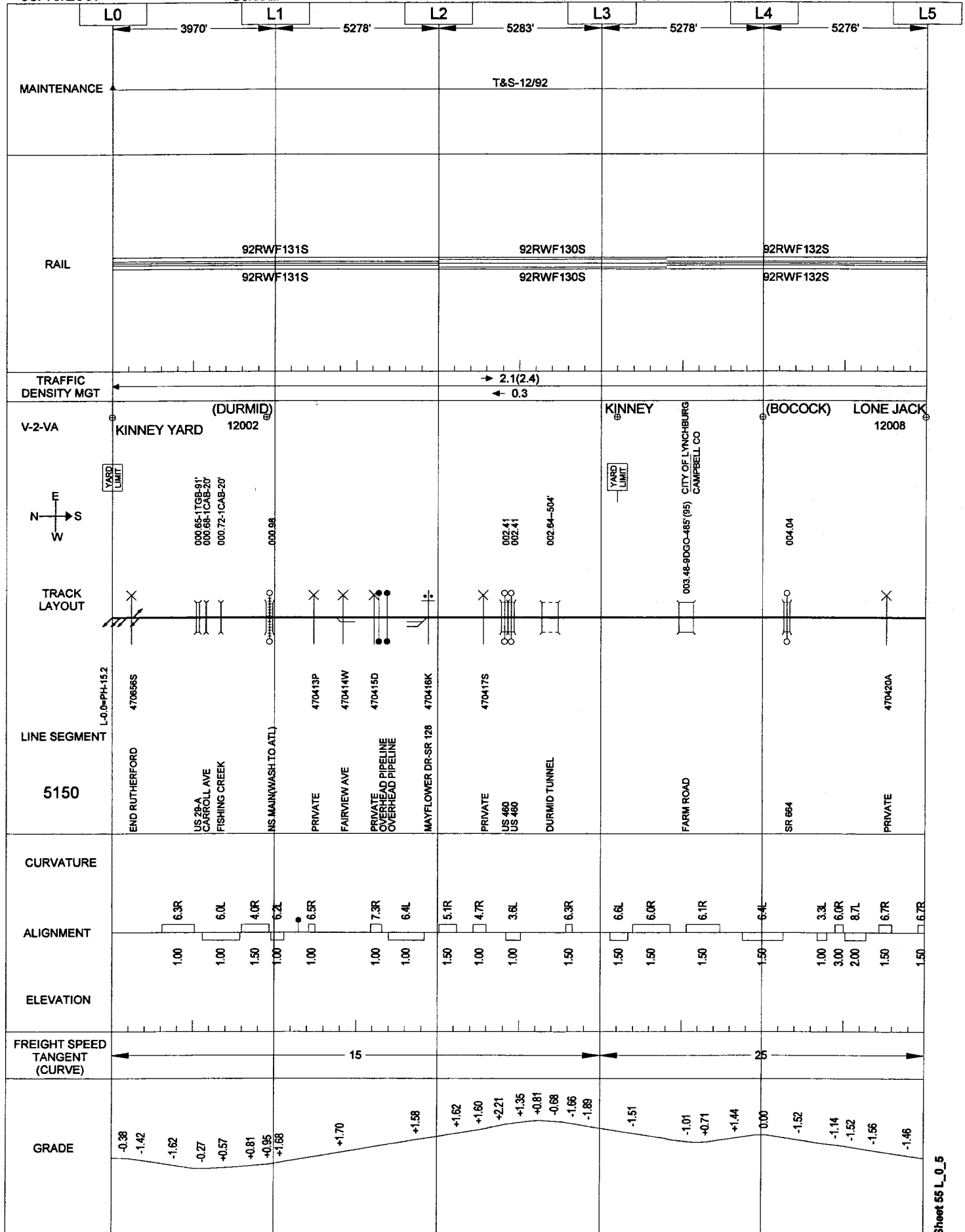
05/10/2007

240

DURHAM

KINNEY YARD-PICKS

VIRGINIA



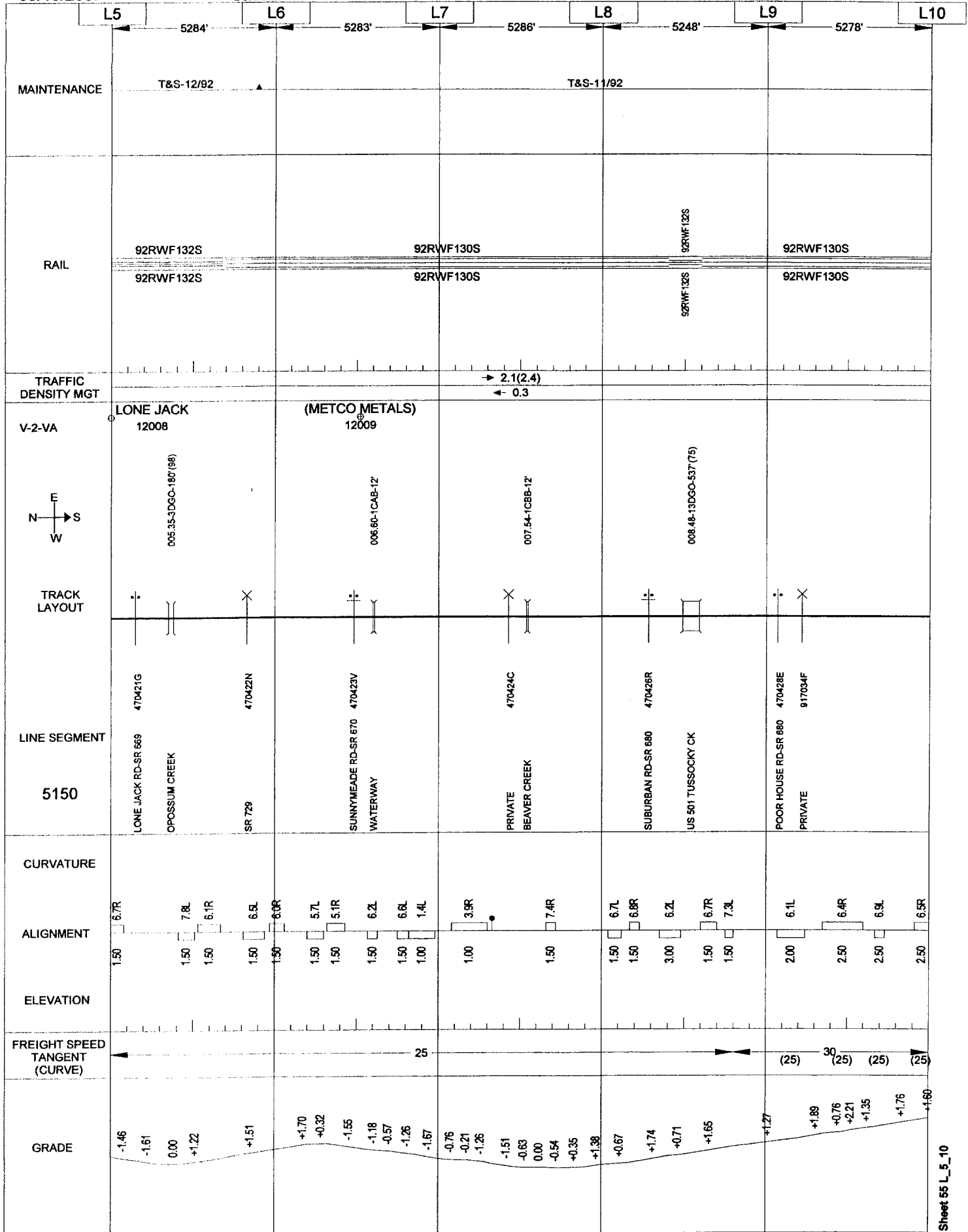
05/10/2007

DURHAM

241

KINNEY YARD-PICKS

VIRGINIA



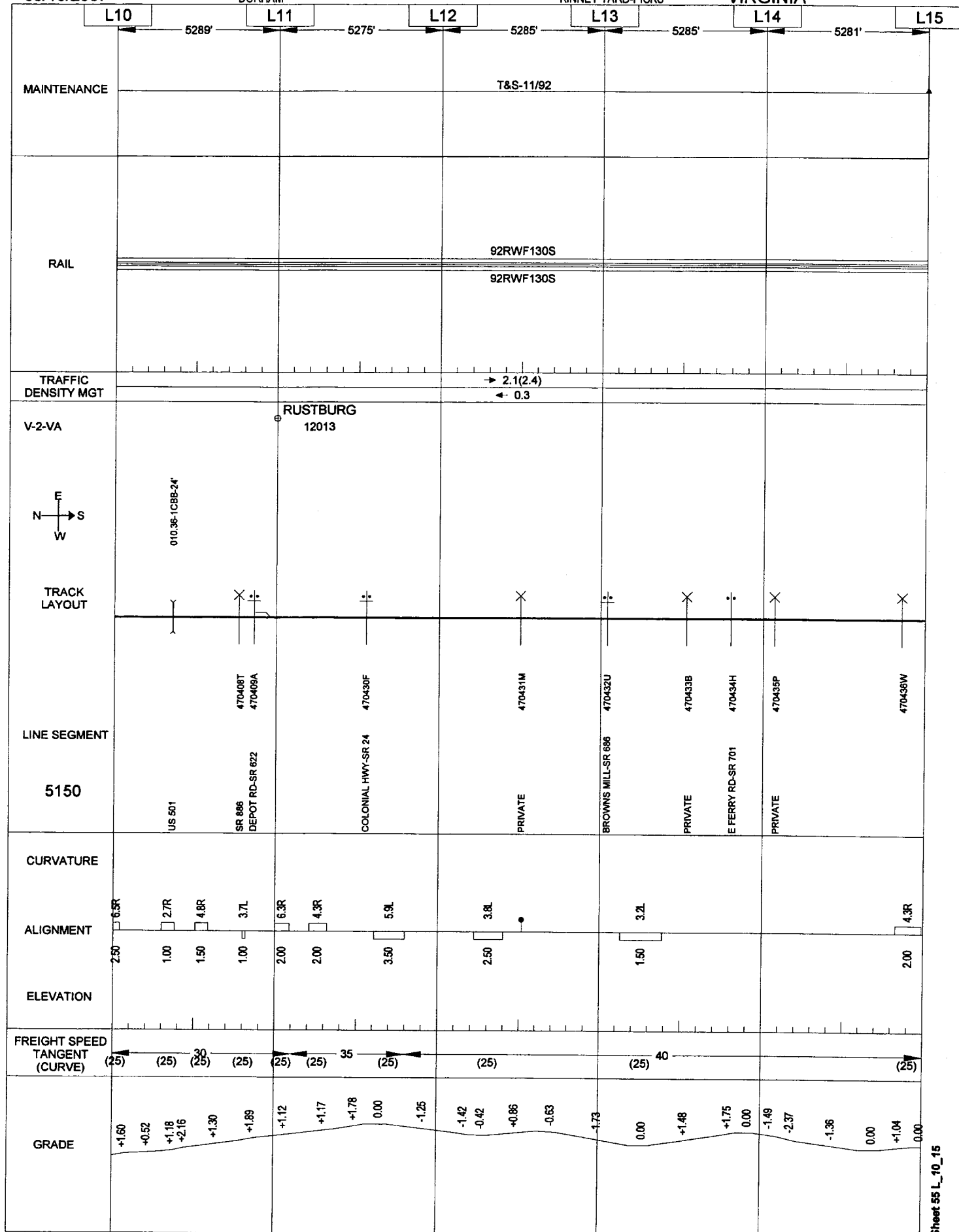
05/10/2007

242

DURHAM

KINNEY YARD-PICKS

VIRGINIA



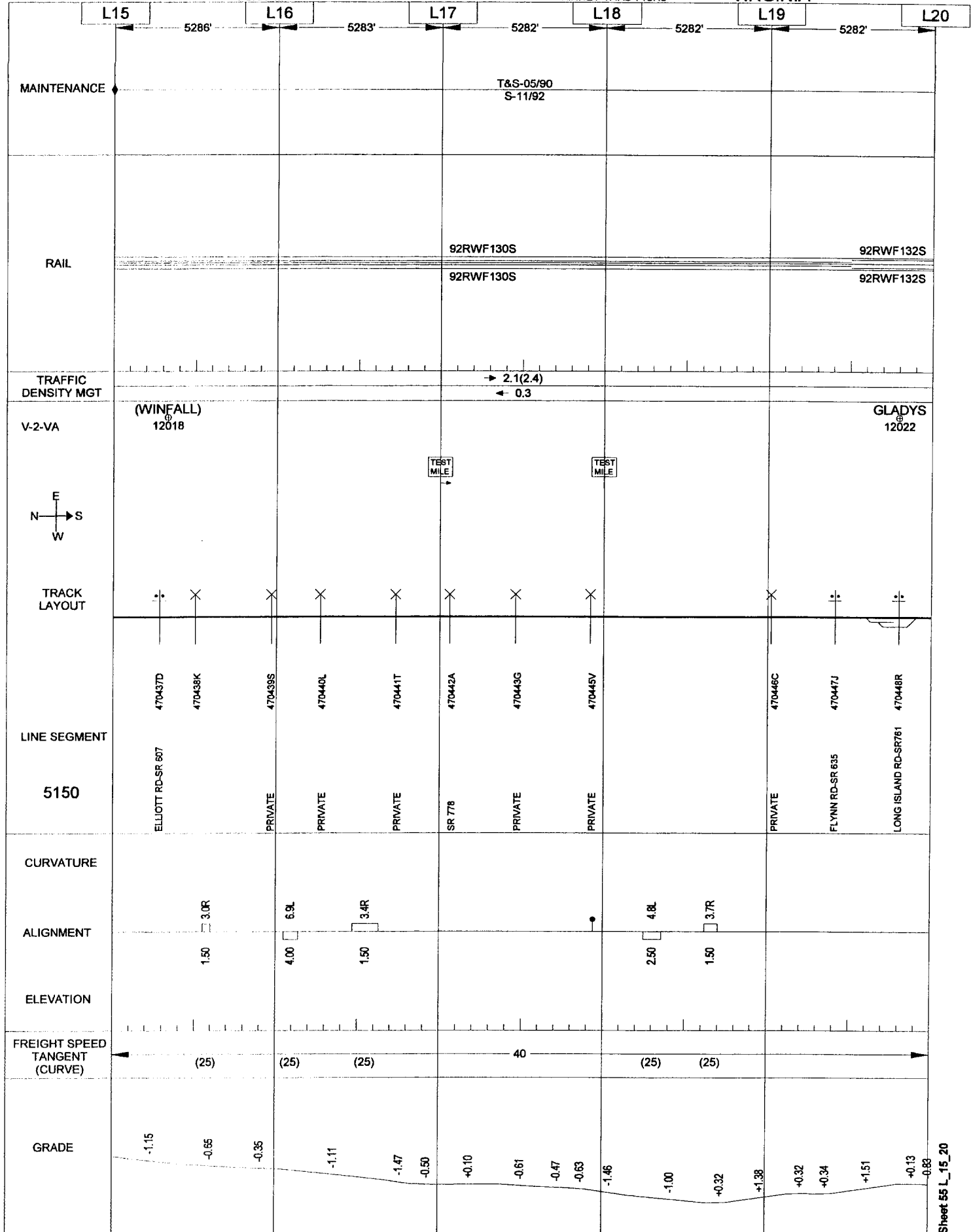
05/10/2007

DURHAM

243

KINNEY YARD-PICKS

VIRGINIA



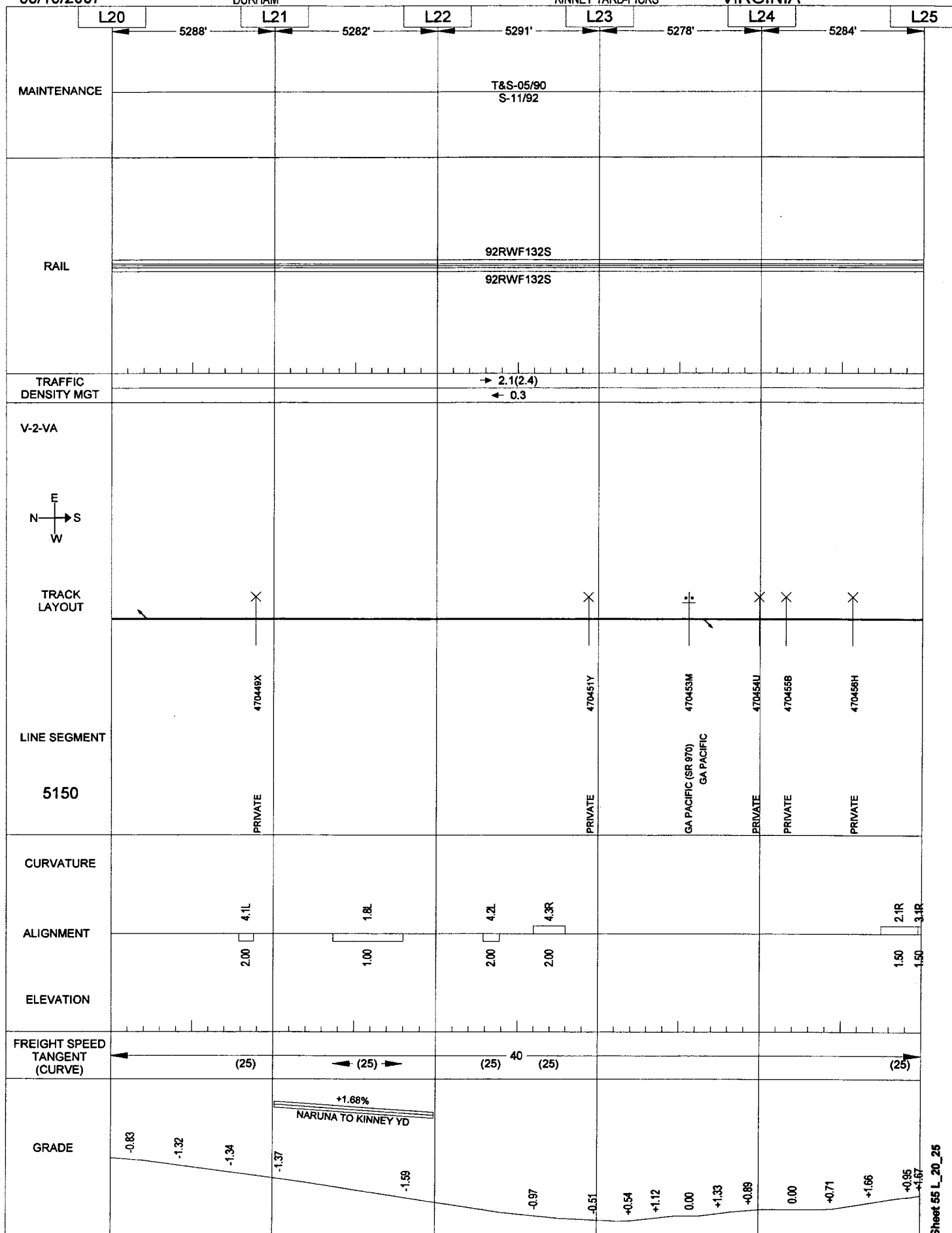
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244

DURHAM

KINNEY YARD-PICKS

VIRGINIA



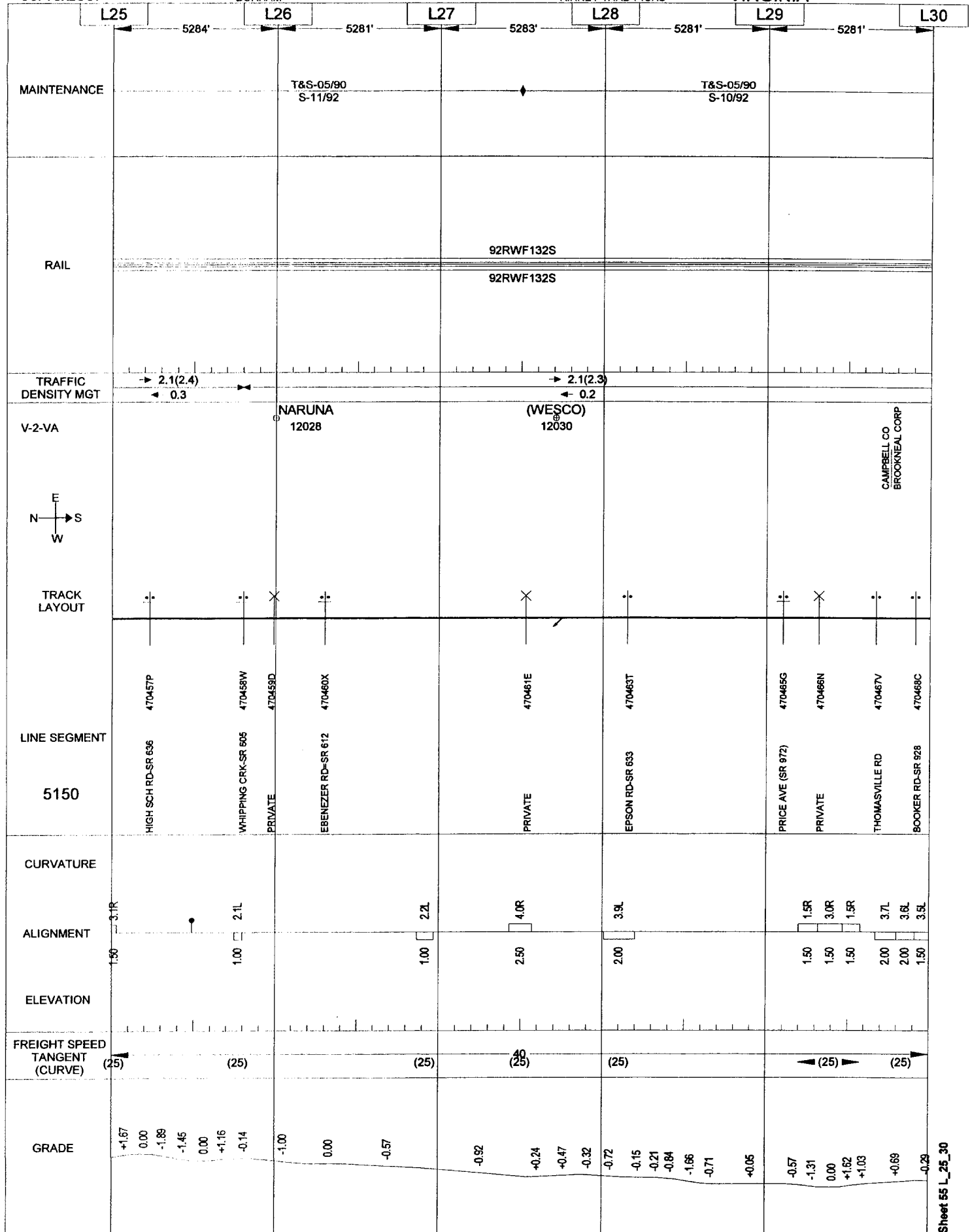
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DURHAM

245

KINNEY YARD-PICKS

VIRGINIA



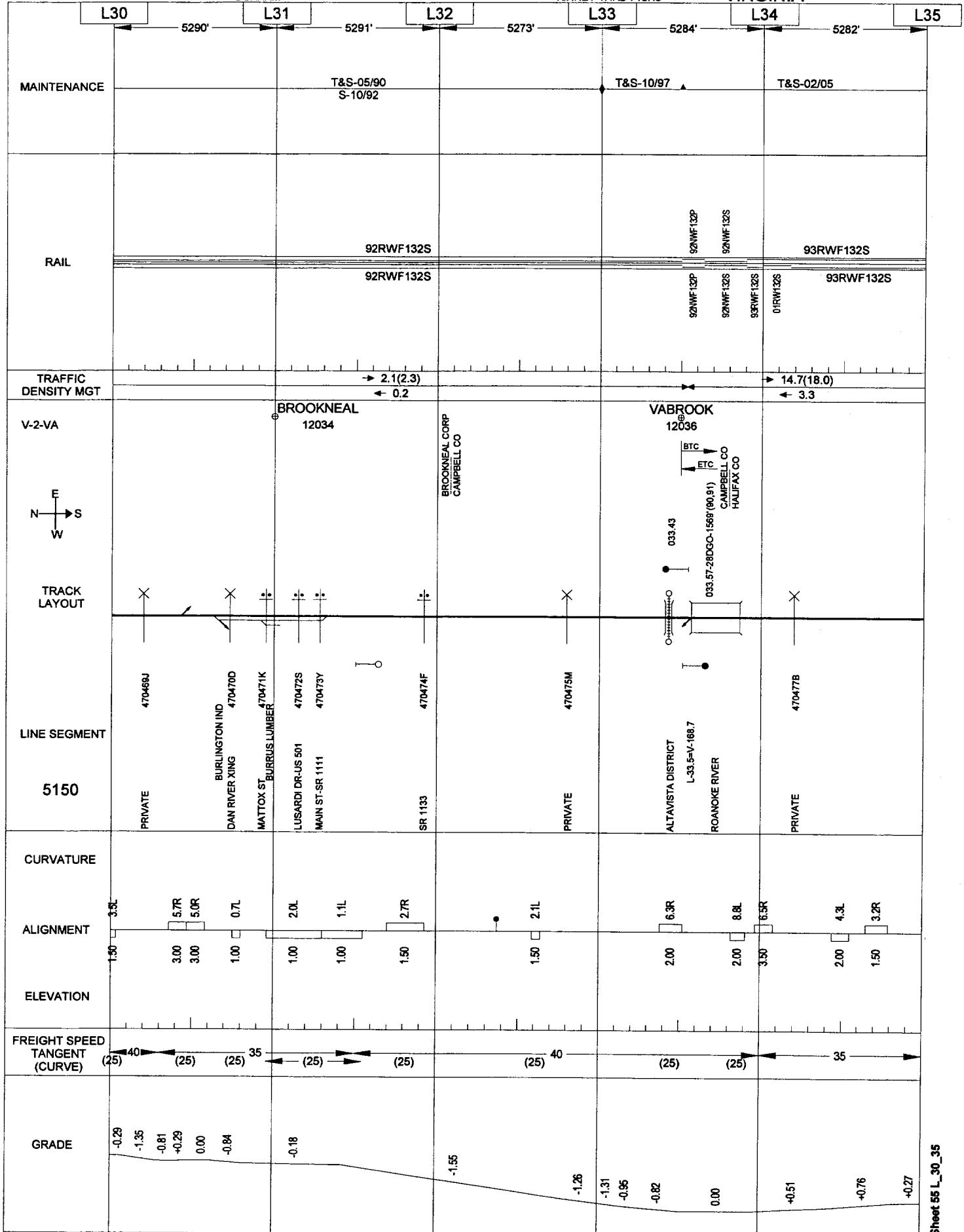
05/10/2007

246

DURHAM

KINNEY YARD-PICKS

VIRGINIA



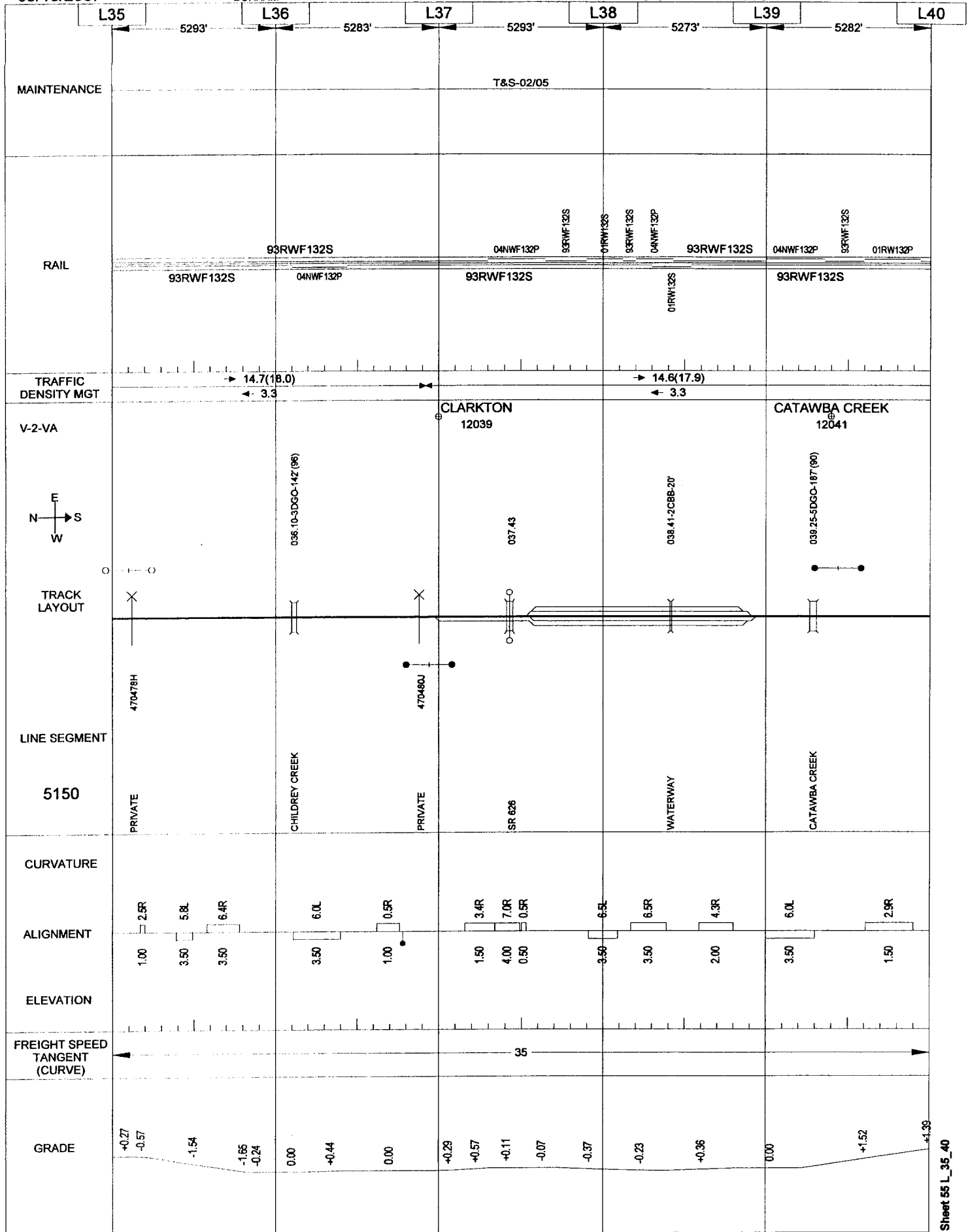
05/10/2007

247

DURHAM

KINNEY YARD-PICKS

VIRGINIA



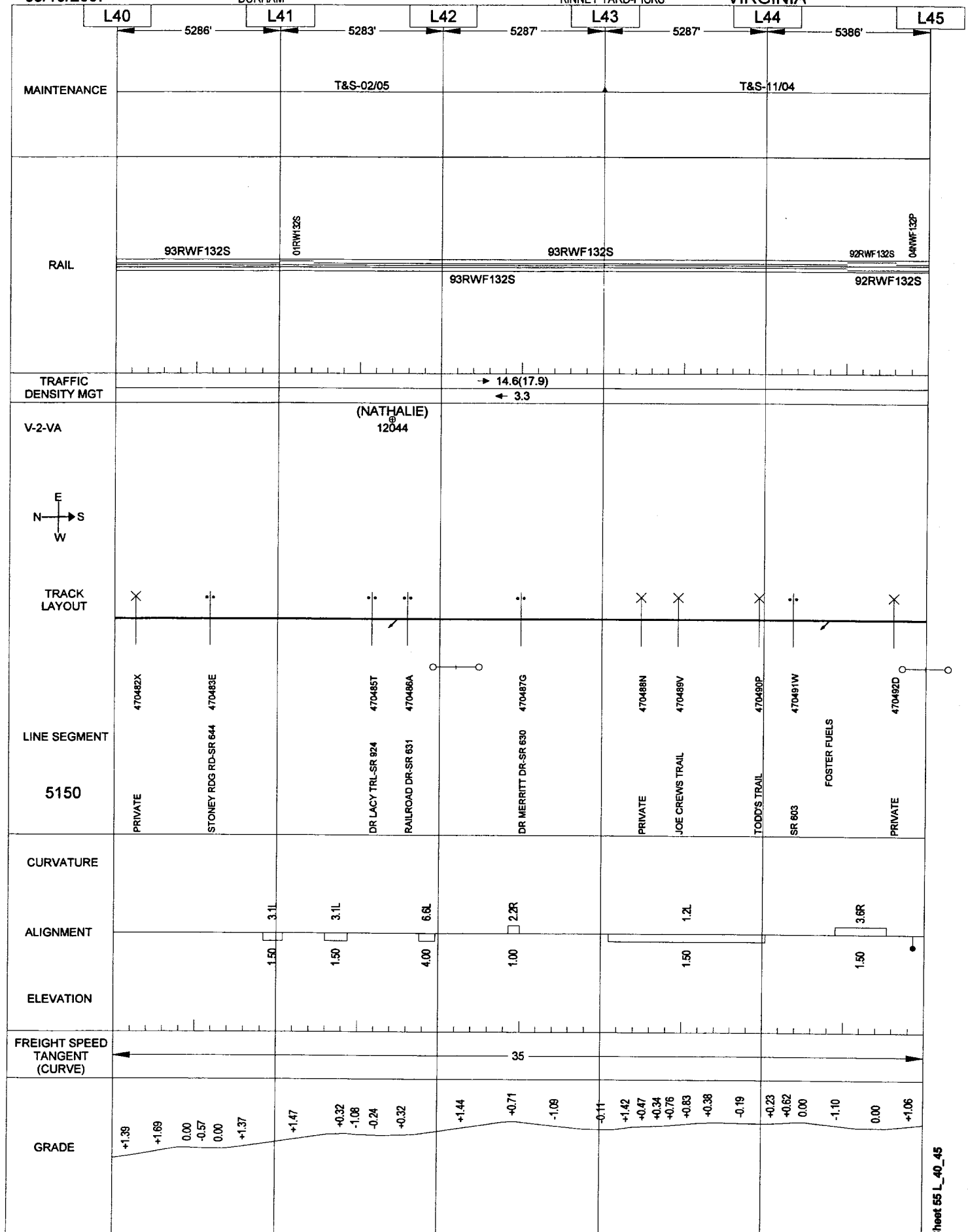
05/10/2007

248

DURHAM

KINNEY YARD-PICKS

VIRGINIA



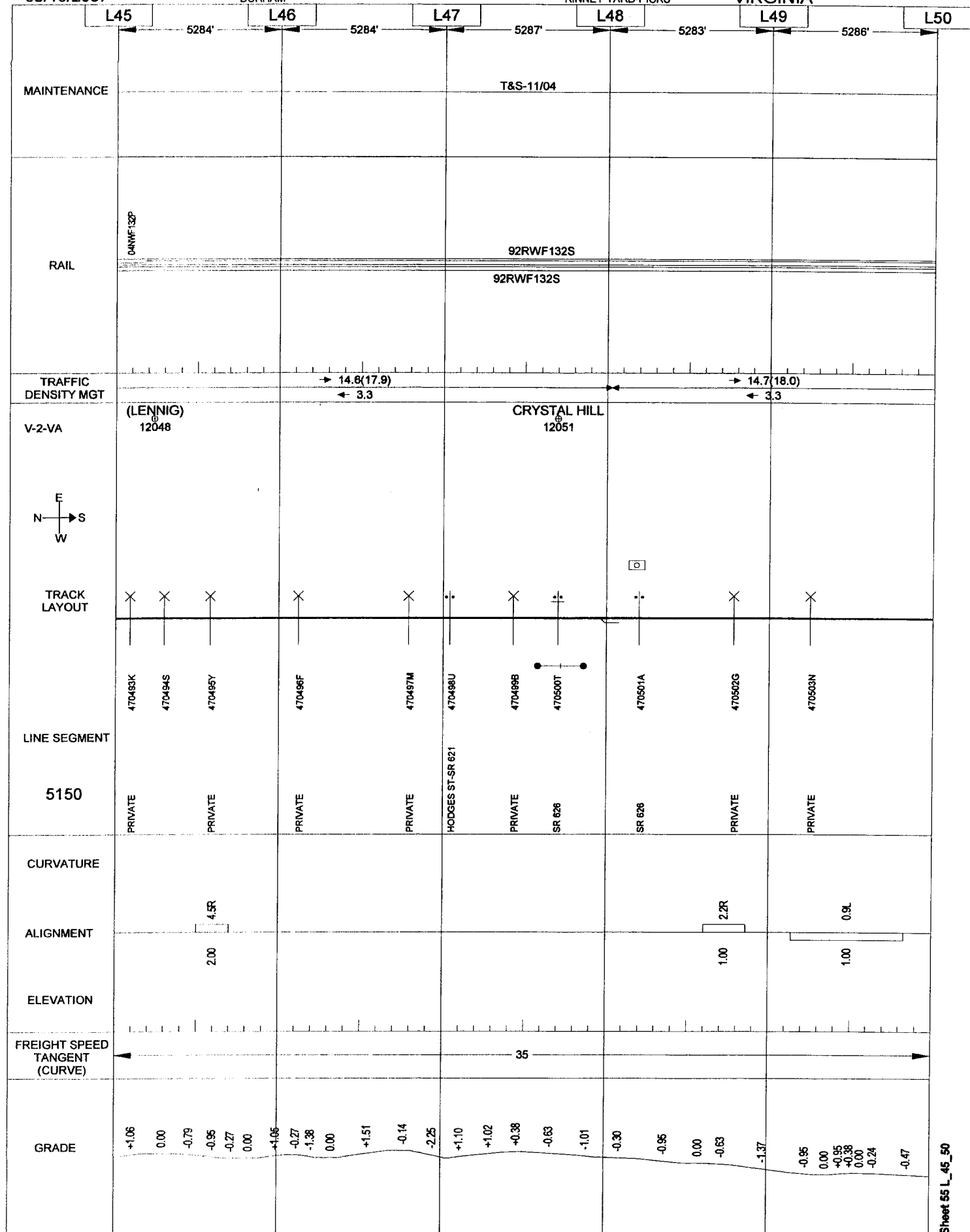
05/10/2007

DURHAM

249

KINNEY YARD-PICKS

VIRGINIA



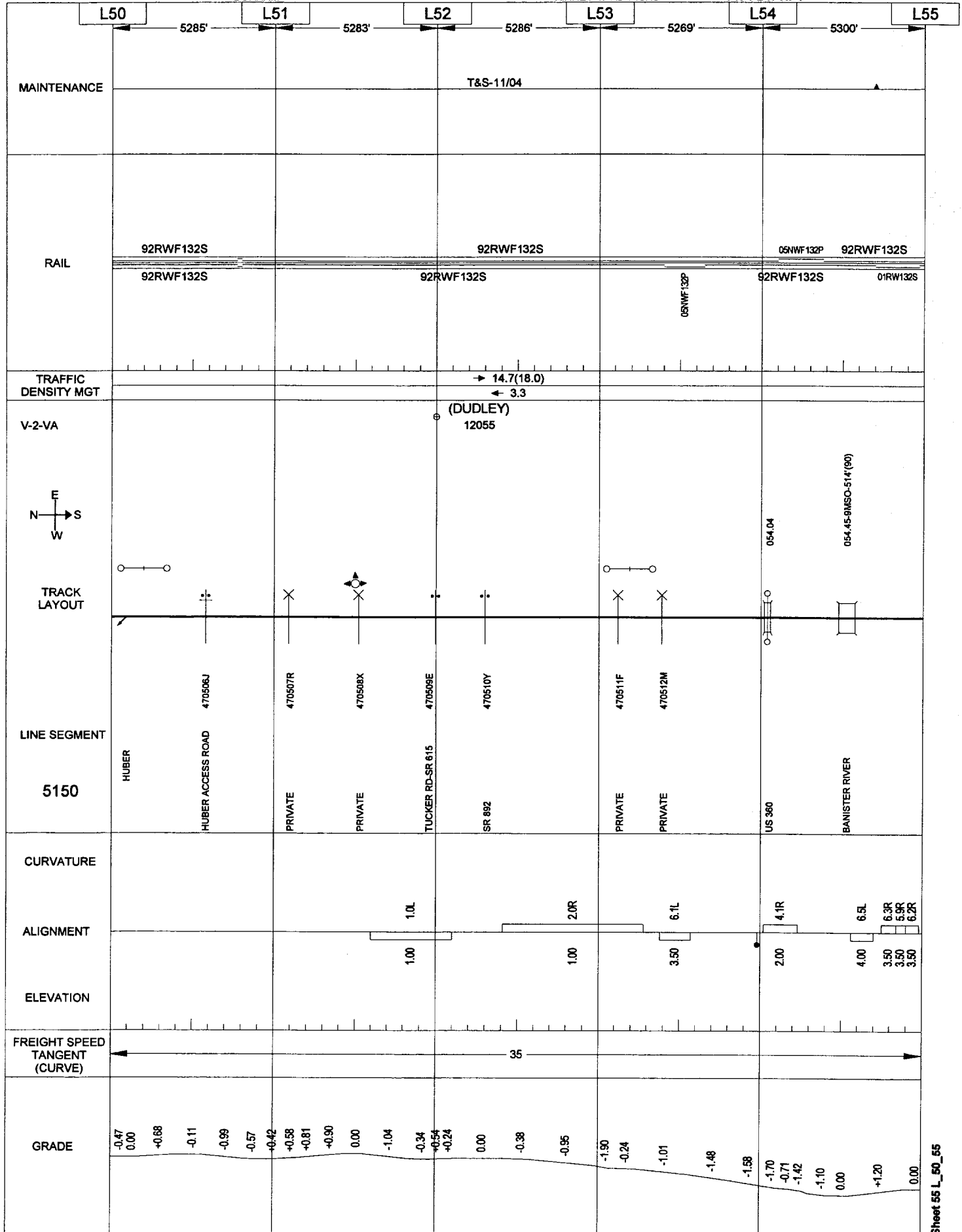
05/10/2007

250

DURHAM

KINNEY YARD-PICKS

VIRGINIA



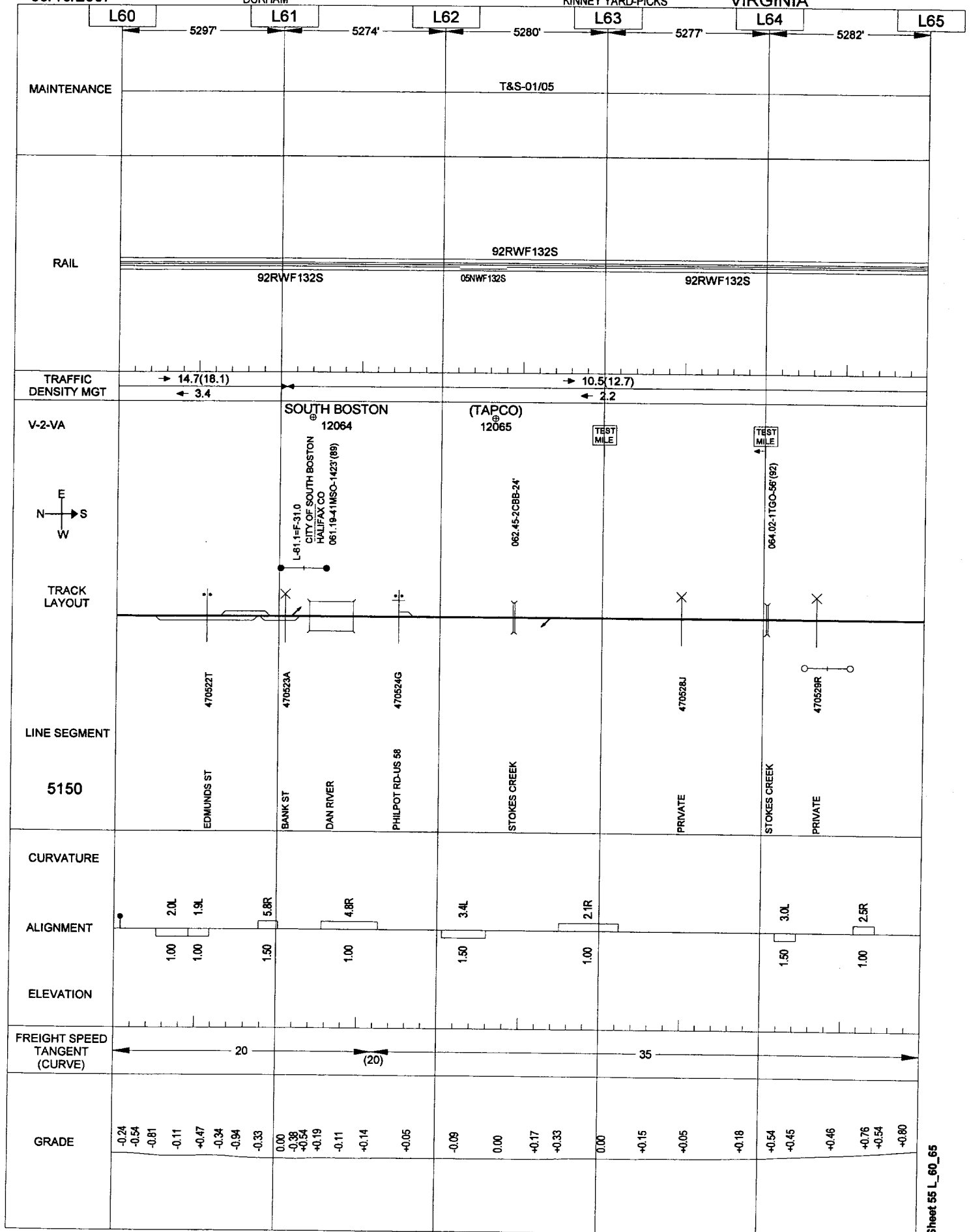
05/10/2007

252

DURHAM

KINNEY YARD-PICKS

VIRGINIA



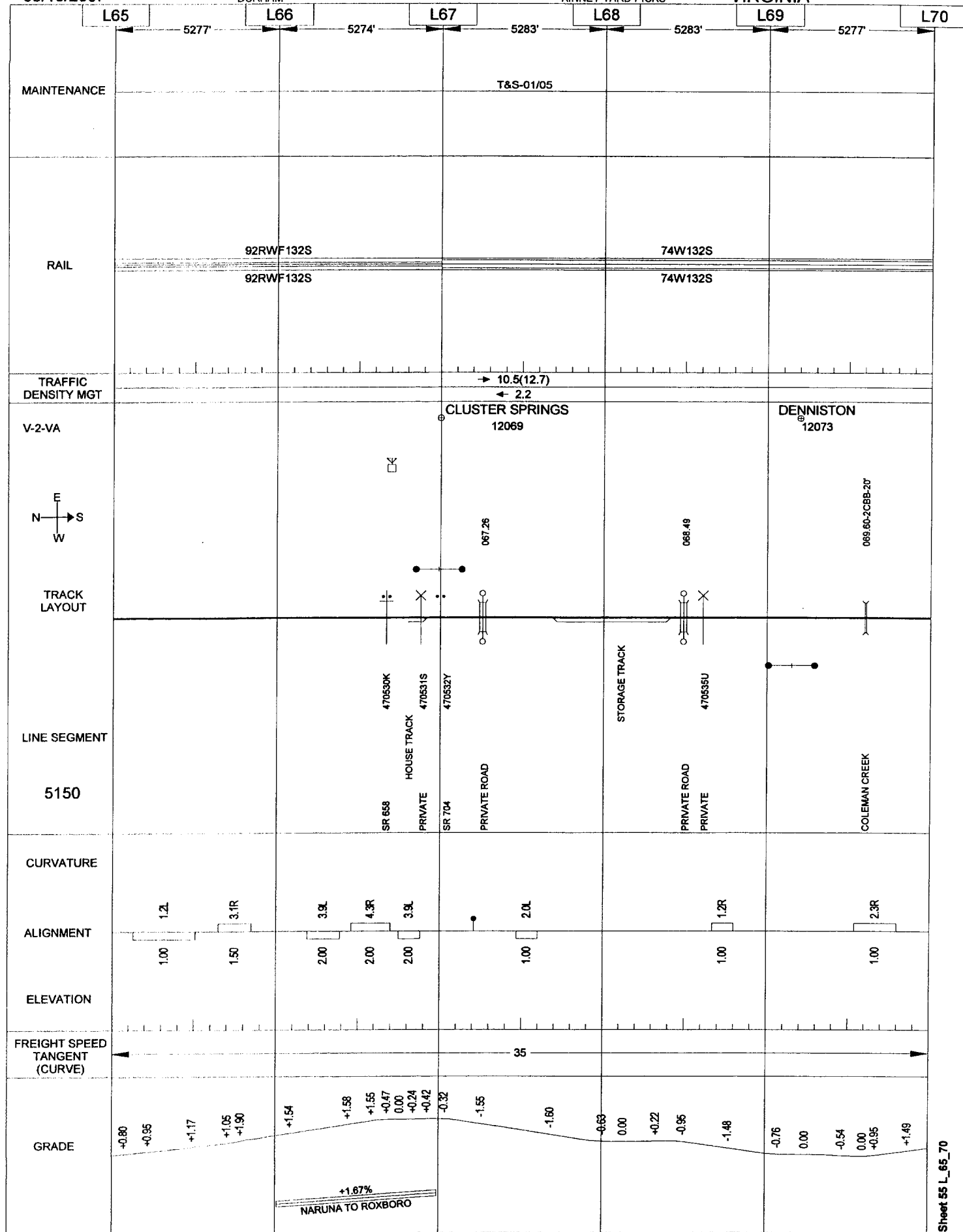
05/10/2007

DURHAM

253

KINNEY YARD-PICKS

VIRGINIA



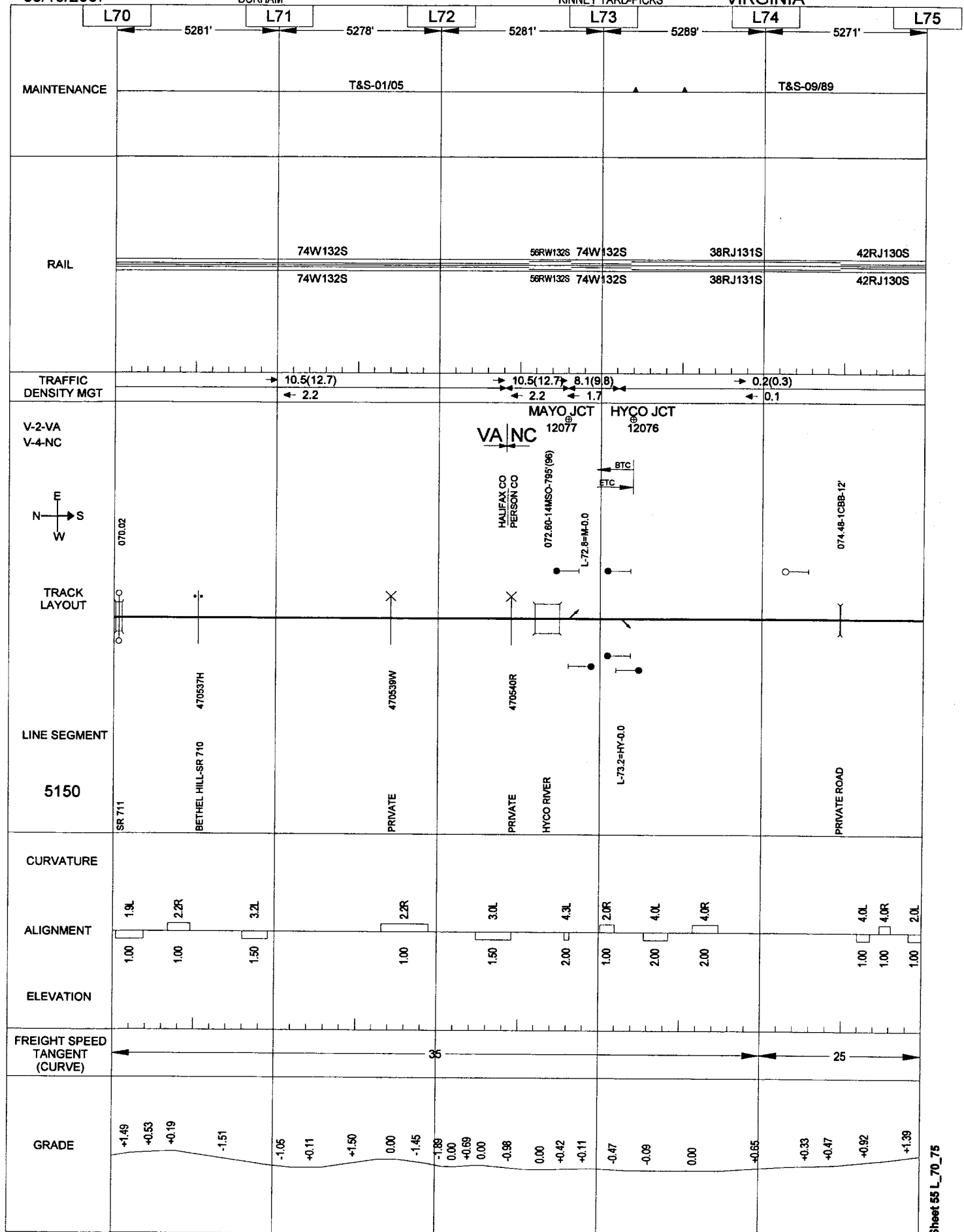
05/10/2007

254

DURHAM

KINNEY YARD-PICKS

VIRGINIA



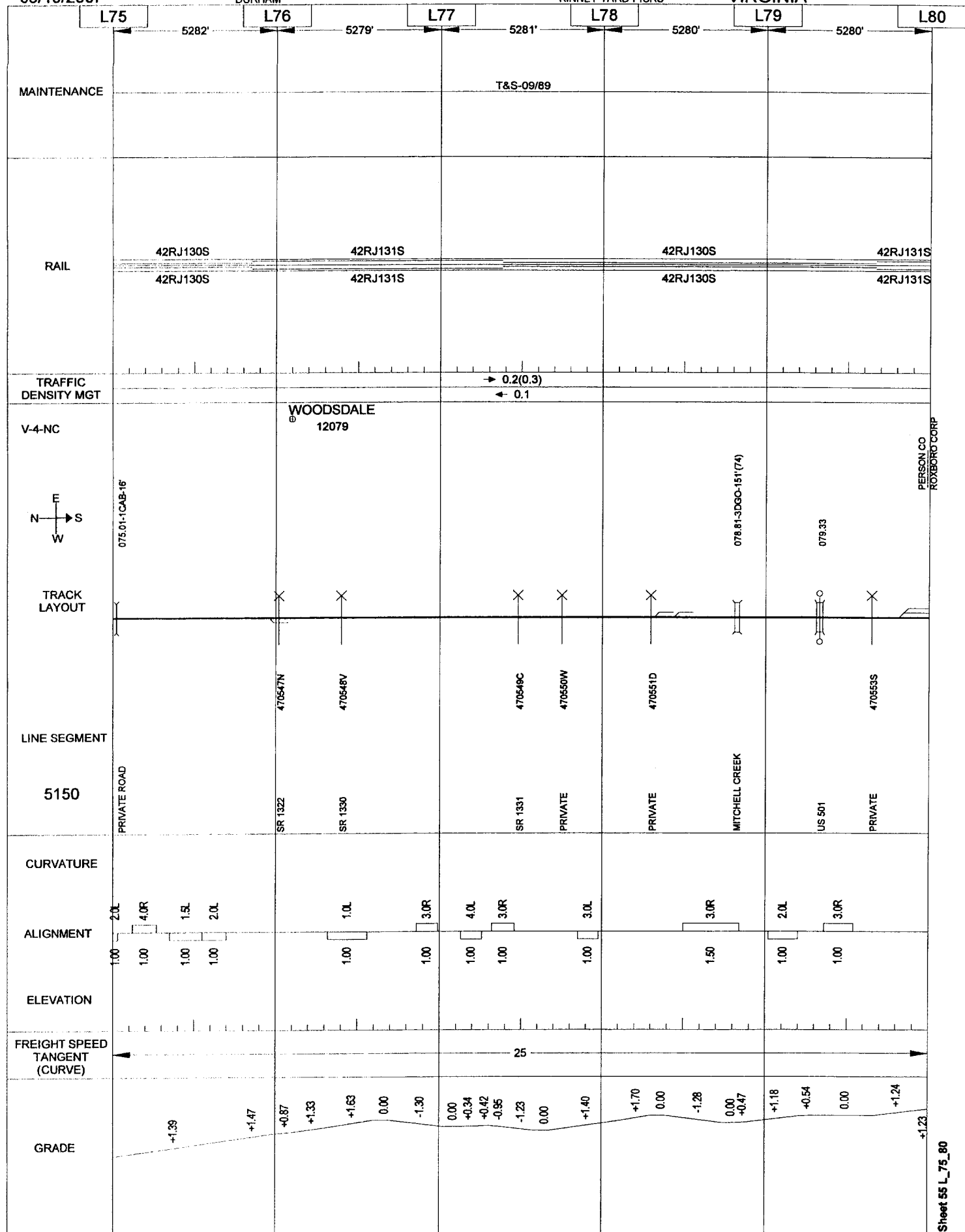
05/10/2007

DURHAM

255

KINNEY YARD-PICKS

VIRGINIA



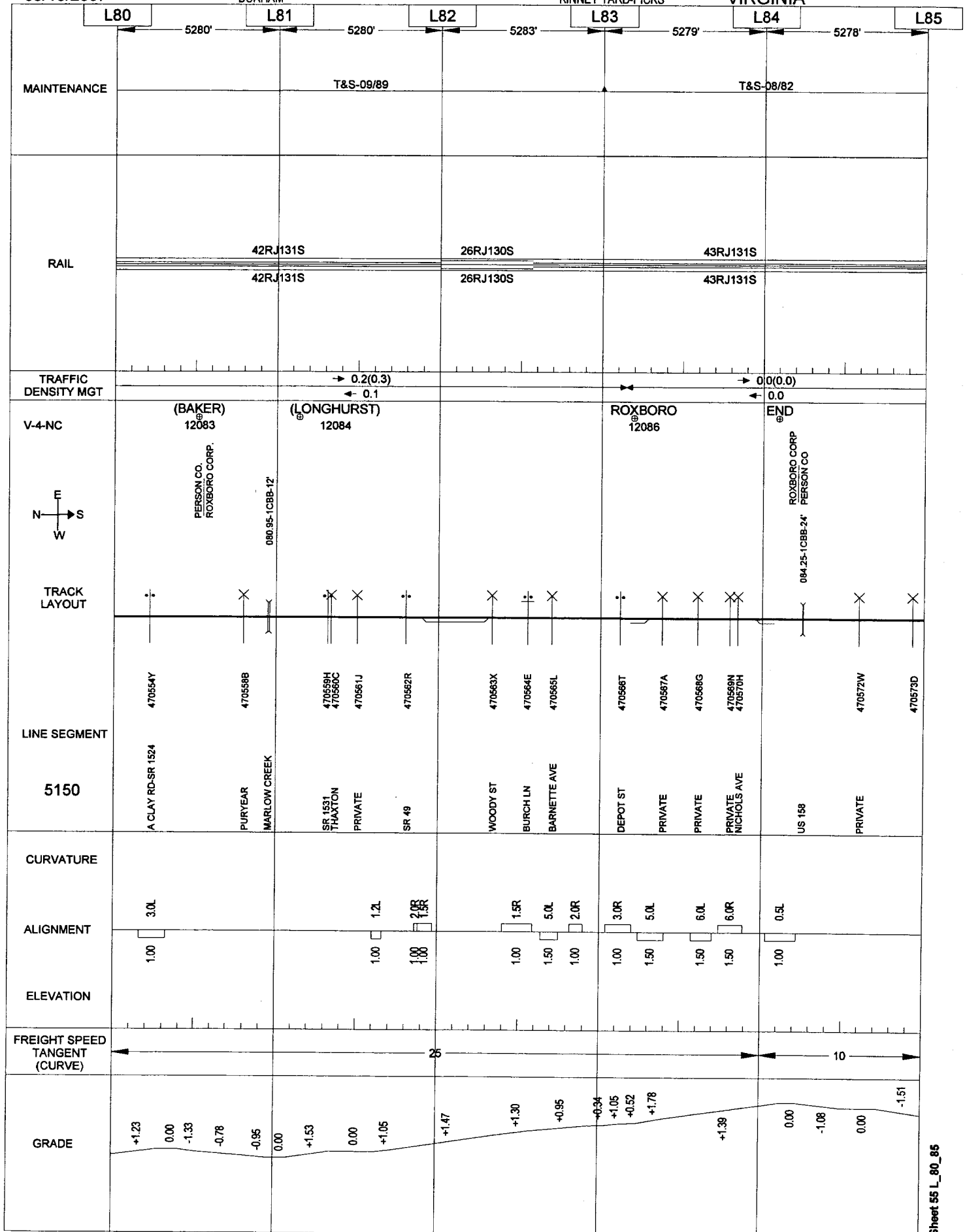
05/10/2007

256

DURHAM

KINNEY YARD-PICKS

VIRGINIA



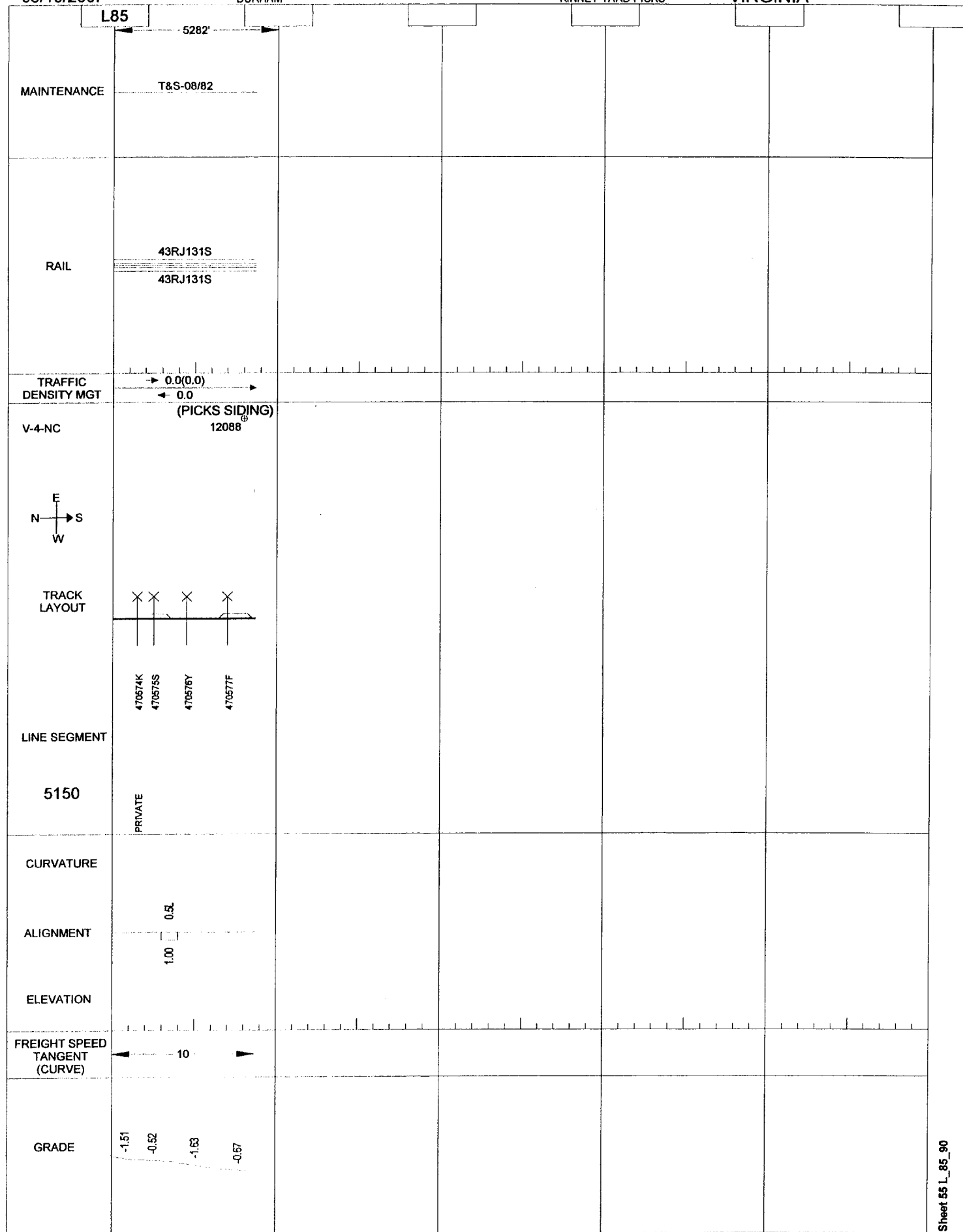
05/10/2007

DURHAM

257

KINNEY YARD-PICKS

VIRGINIA



05/10/2007

DURHAM

258

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

4.0(5.0)
1.0

SOUTH BOSTON
12064

WOLF TRAP
F33

N
W — E
S

TRACK
LAYOUT

F31.0=L-81.1

031.90

032.50-1MAB-12'

714029W

714031X

714032E

714033L

LINE SEGMENT

0025

WILBORN AVE

SR 304

WATERWAY

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

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

+0.28

+0.40

+0.66

-0.01

-0.17

0.00

+0.27

+0.78

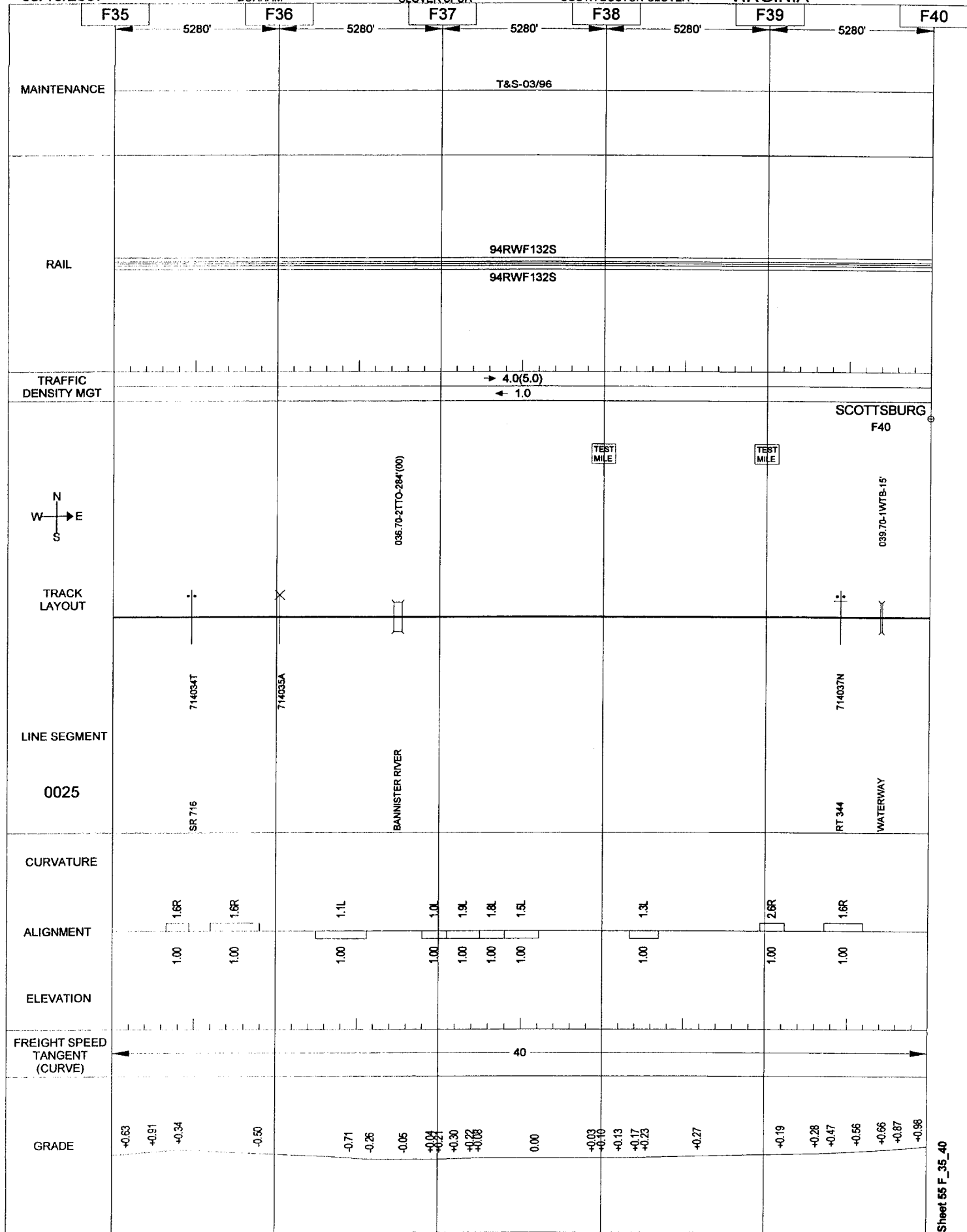
05/10/2007

DURHAM

259
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA



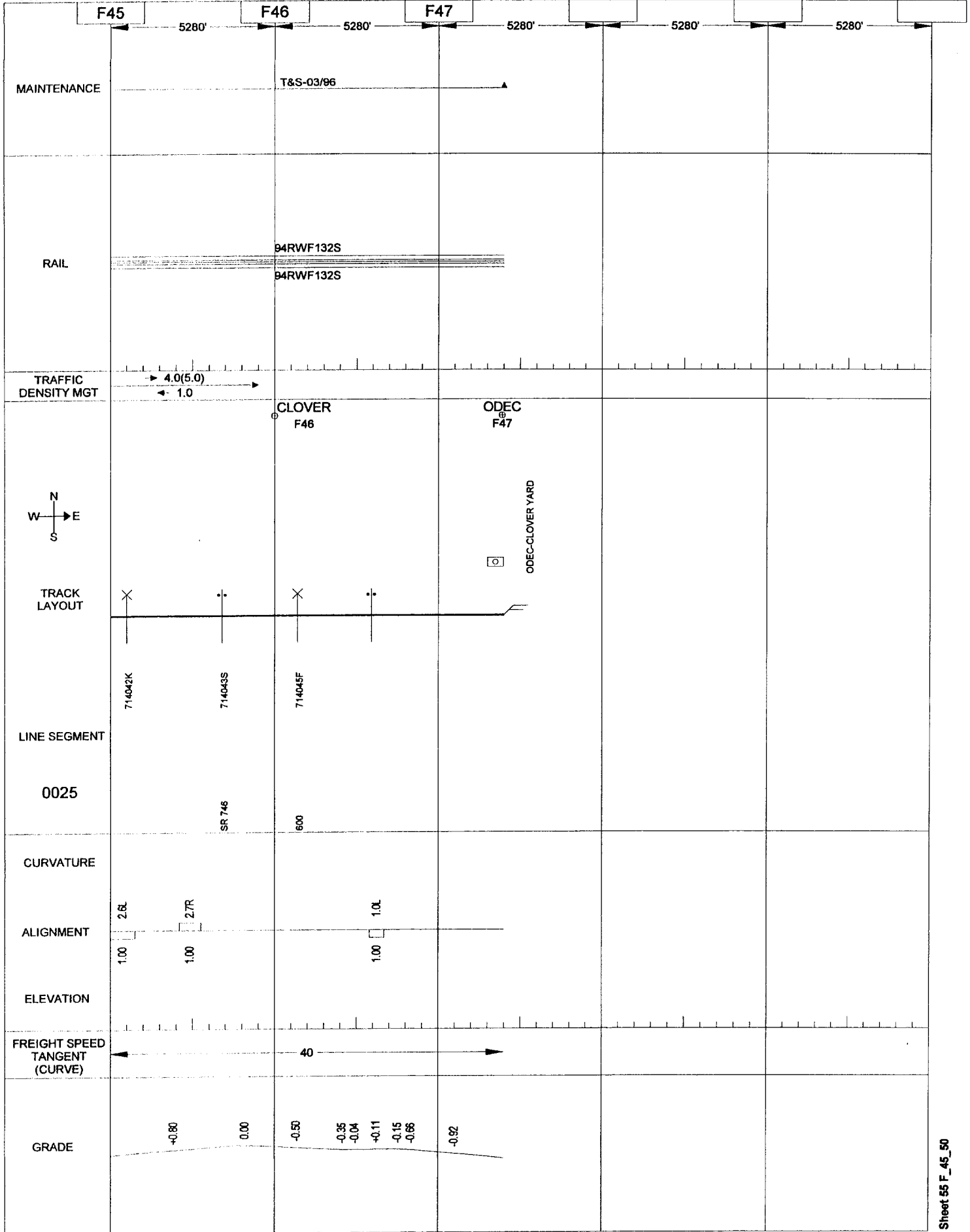
05/10/2007

DURHAM

261
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA



05/10/2007

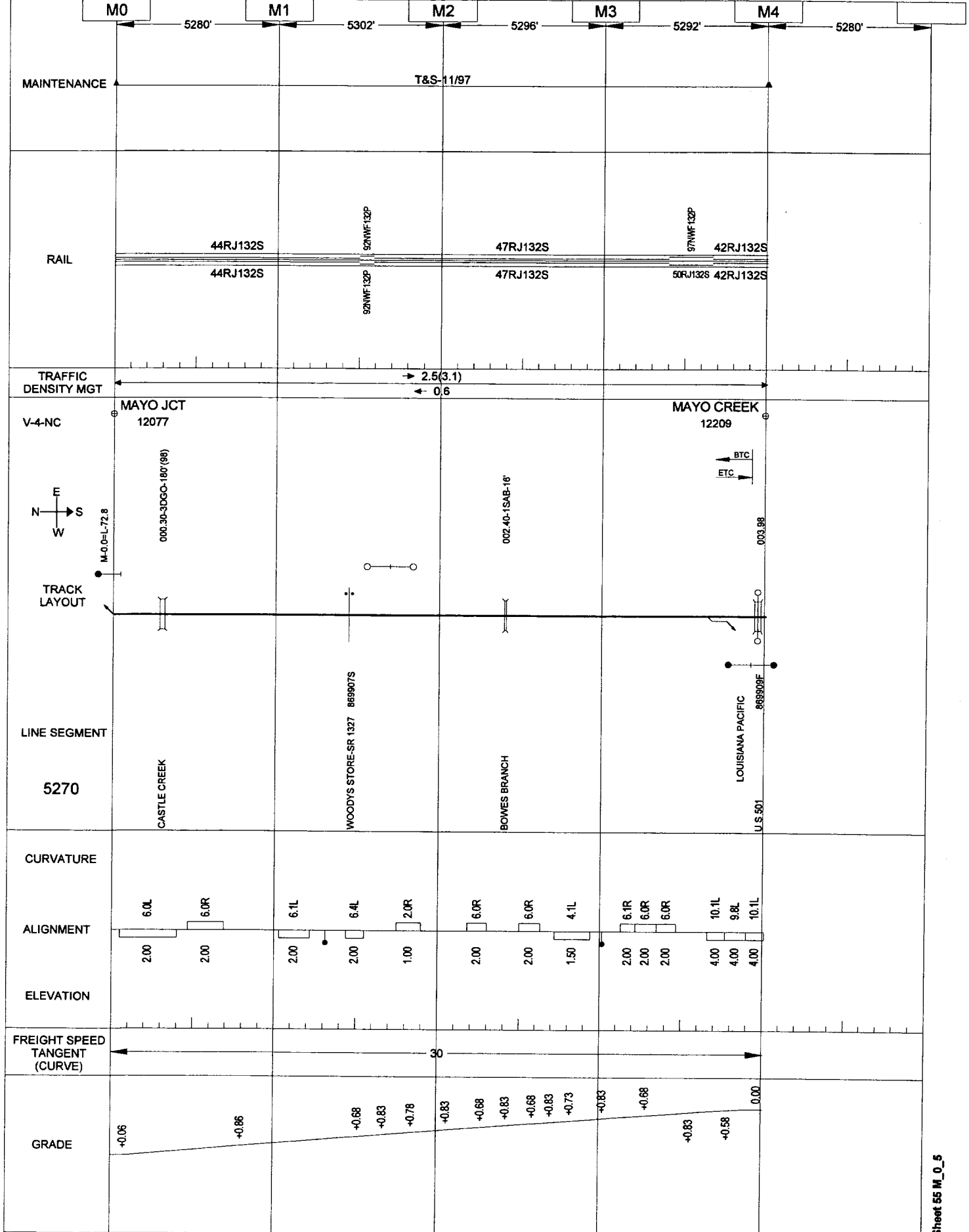
262

DURHAM

MAYO CREEK SPUR

MAYO JCT-MAYO CREEK

VIRGINIA



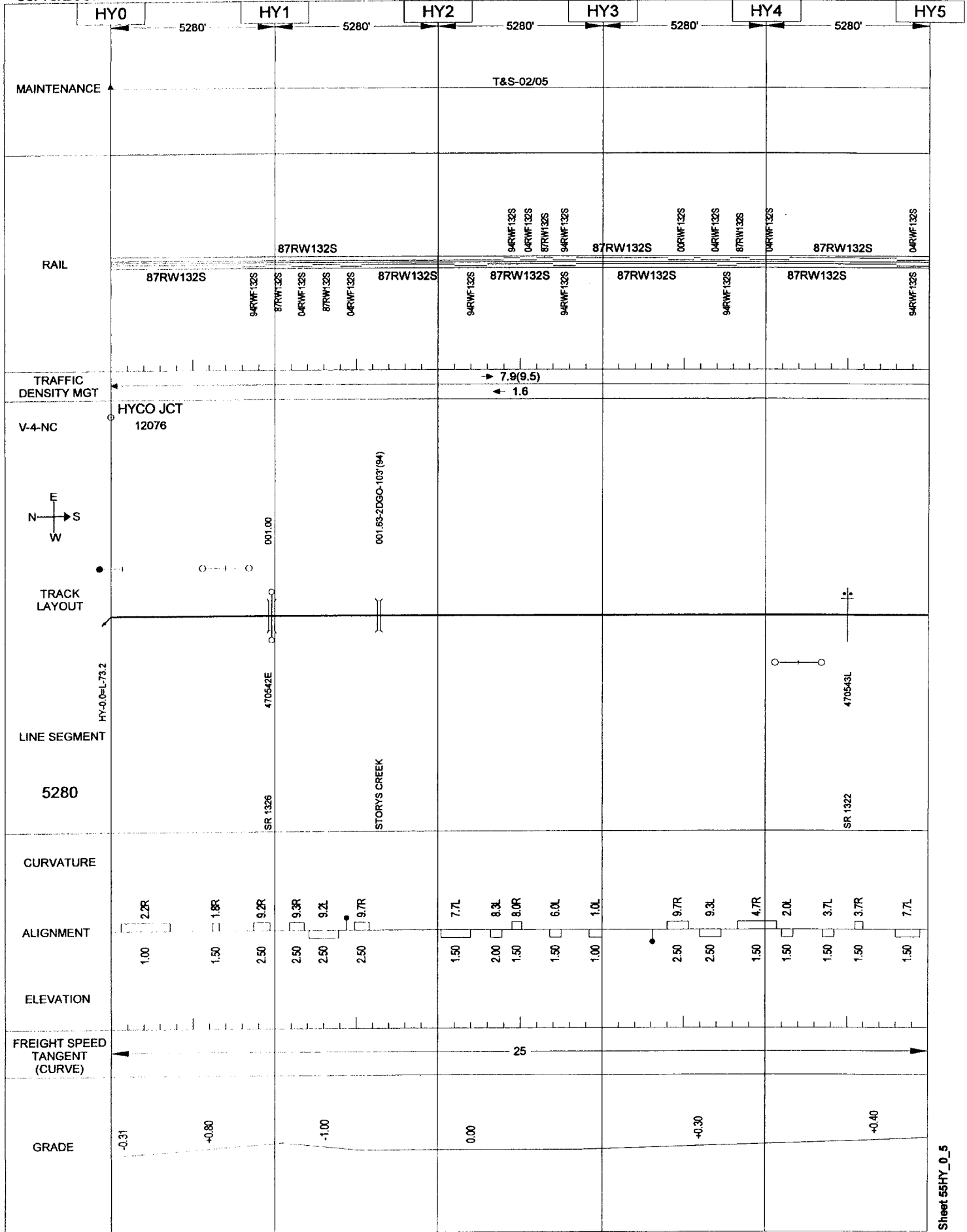
05/10/2007

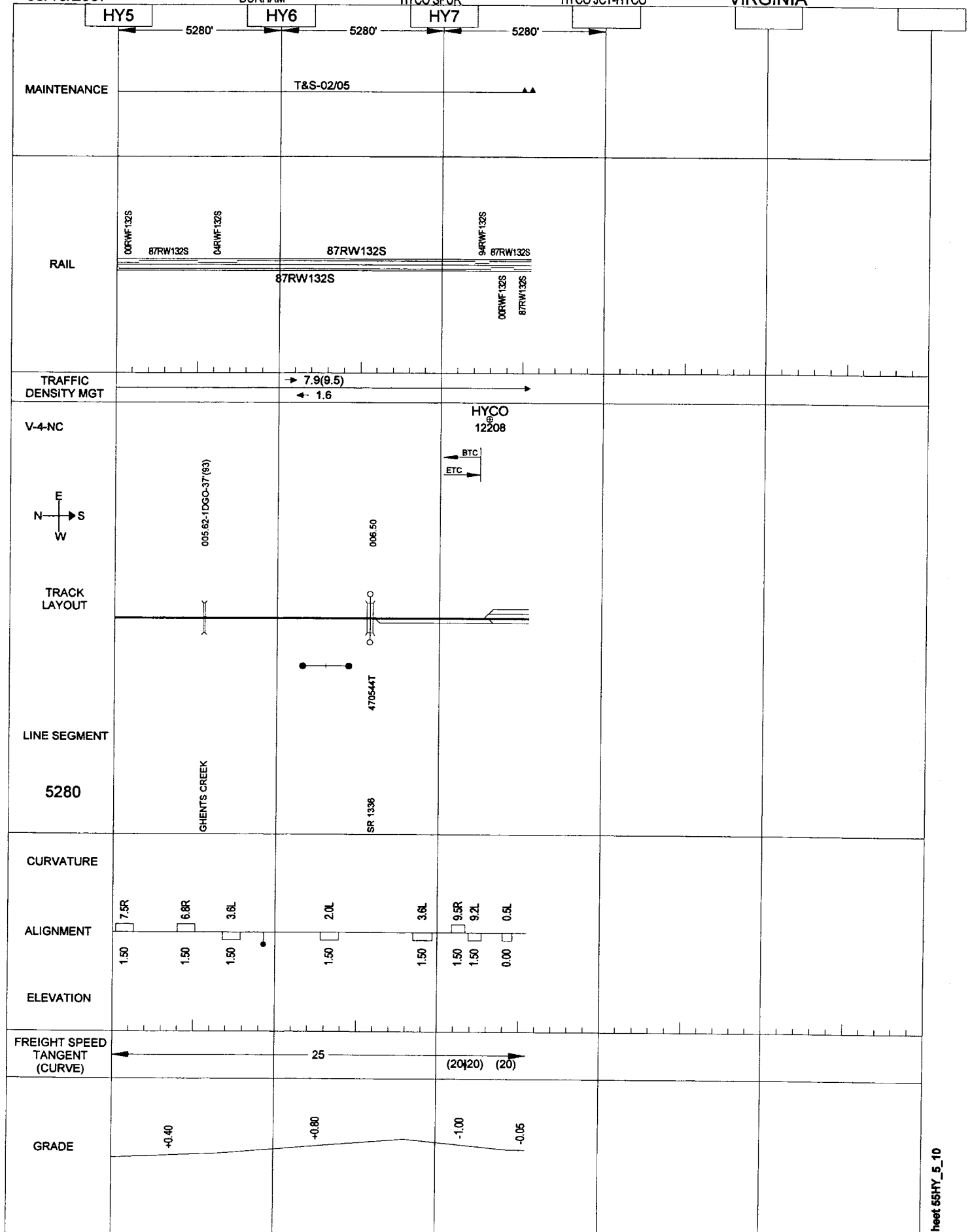
DURHAM

263
HYCO SPUR

HYCO JCT-HYCO

VIRGINIA





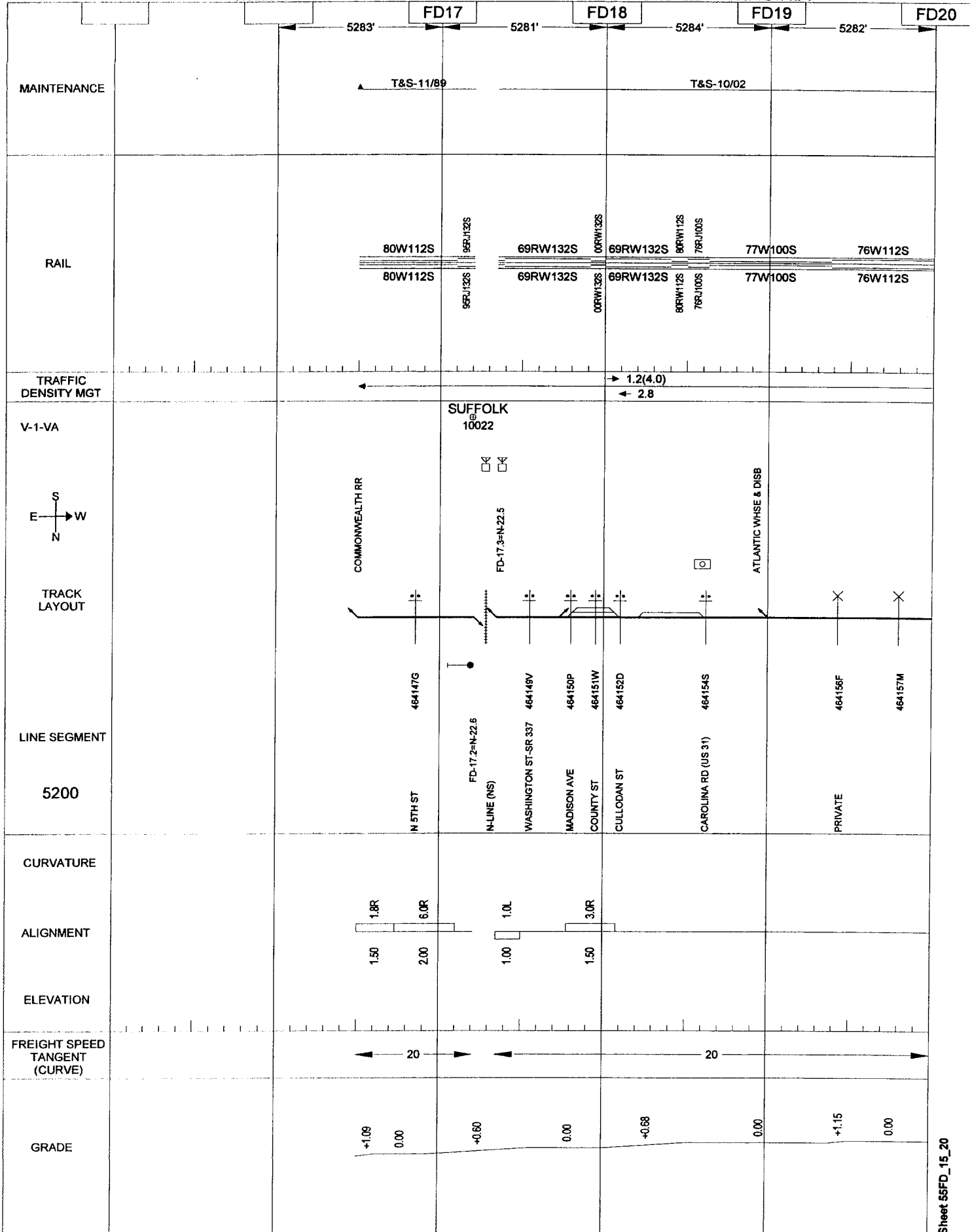
05/10/2007

FRANKLIN

265

SUFFOLK-LAWRENCEVILLE

VIRGINIA



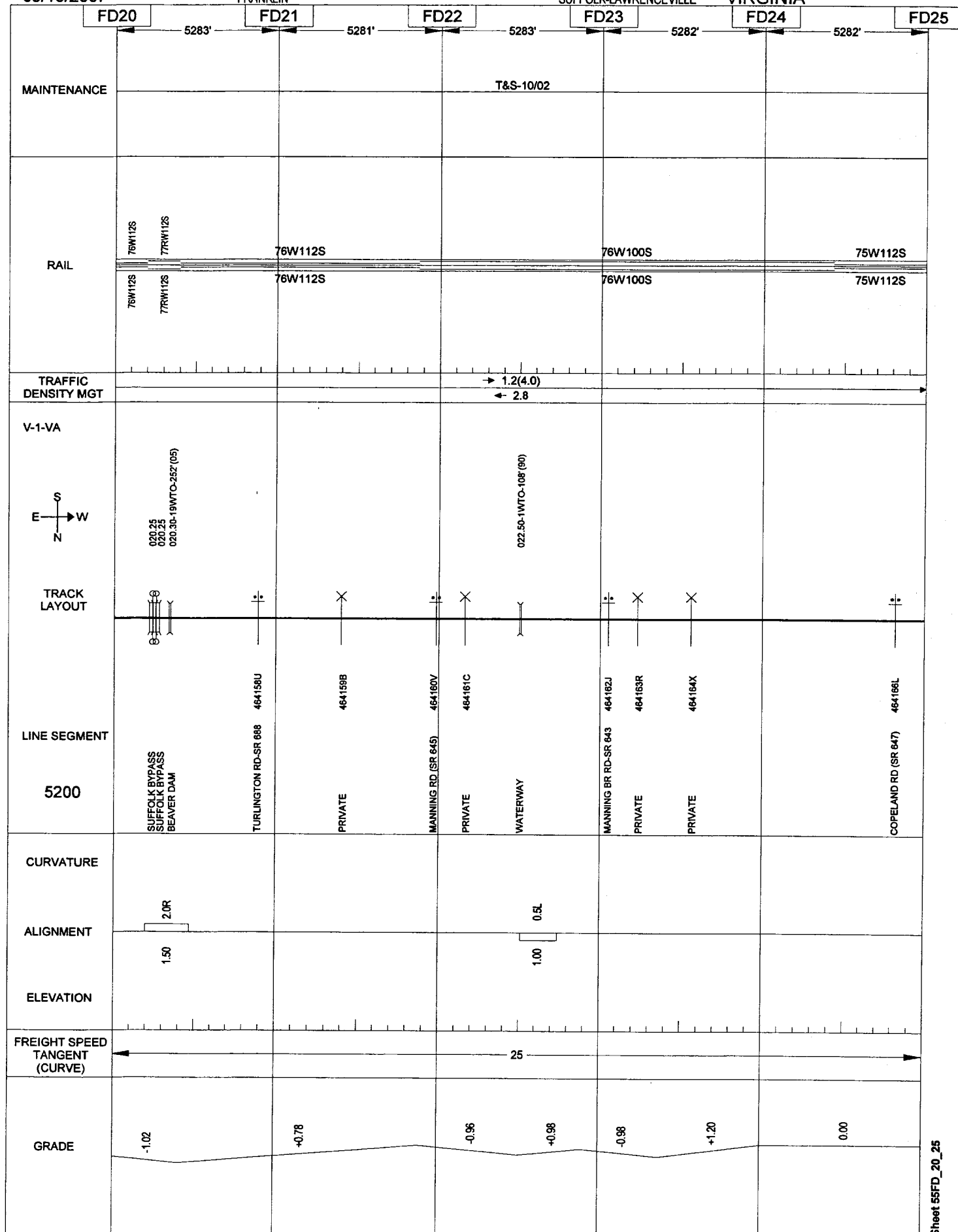
05/10/2007

FRANKLIN

266

SUFFOLK-LAWRENCEVILLE

VIRGINIA



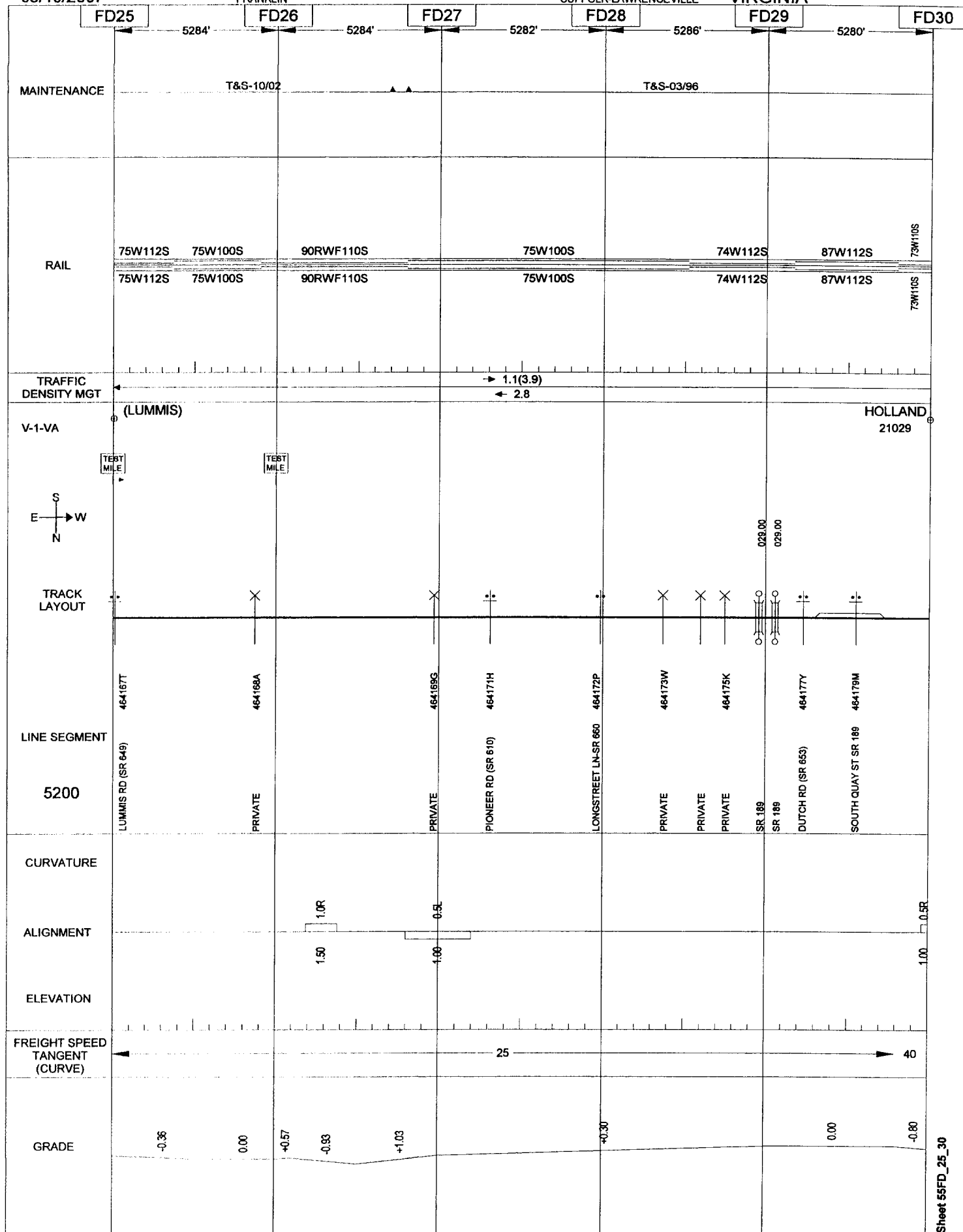
05/10/2007

FRANKLIN

267

SUFFOLK-LAWRENCEVILLE

VIRGINIA



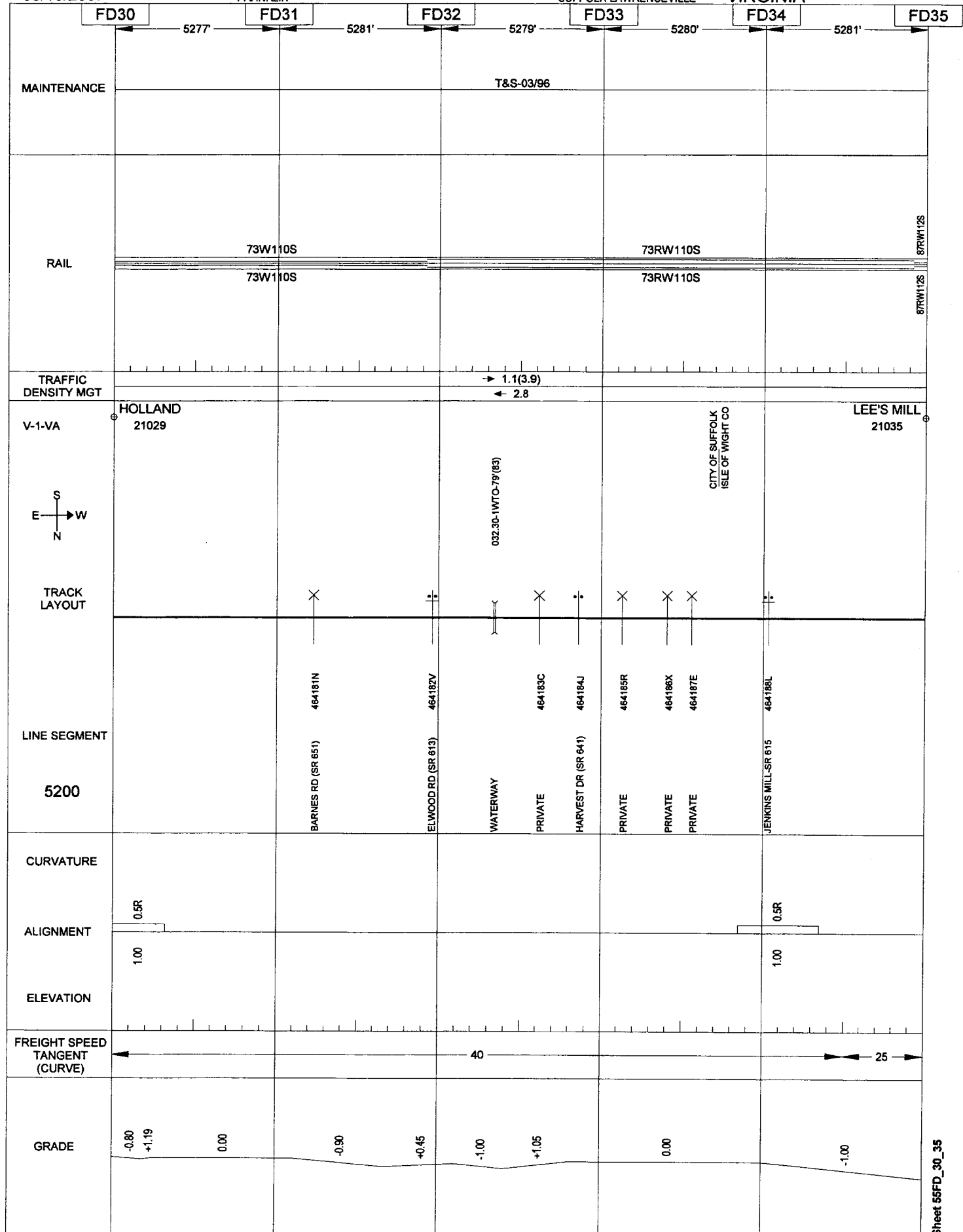
05/10/2007

268

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA



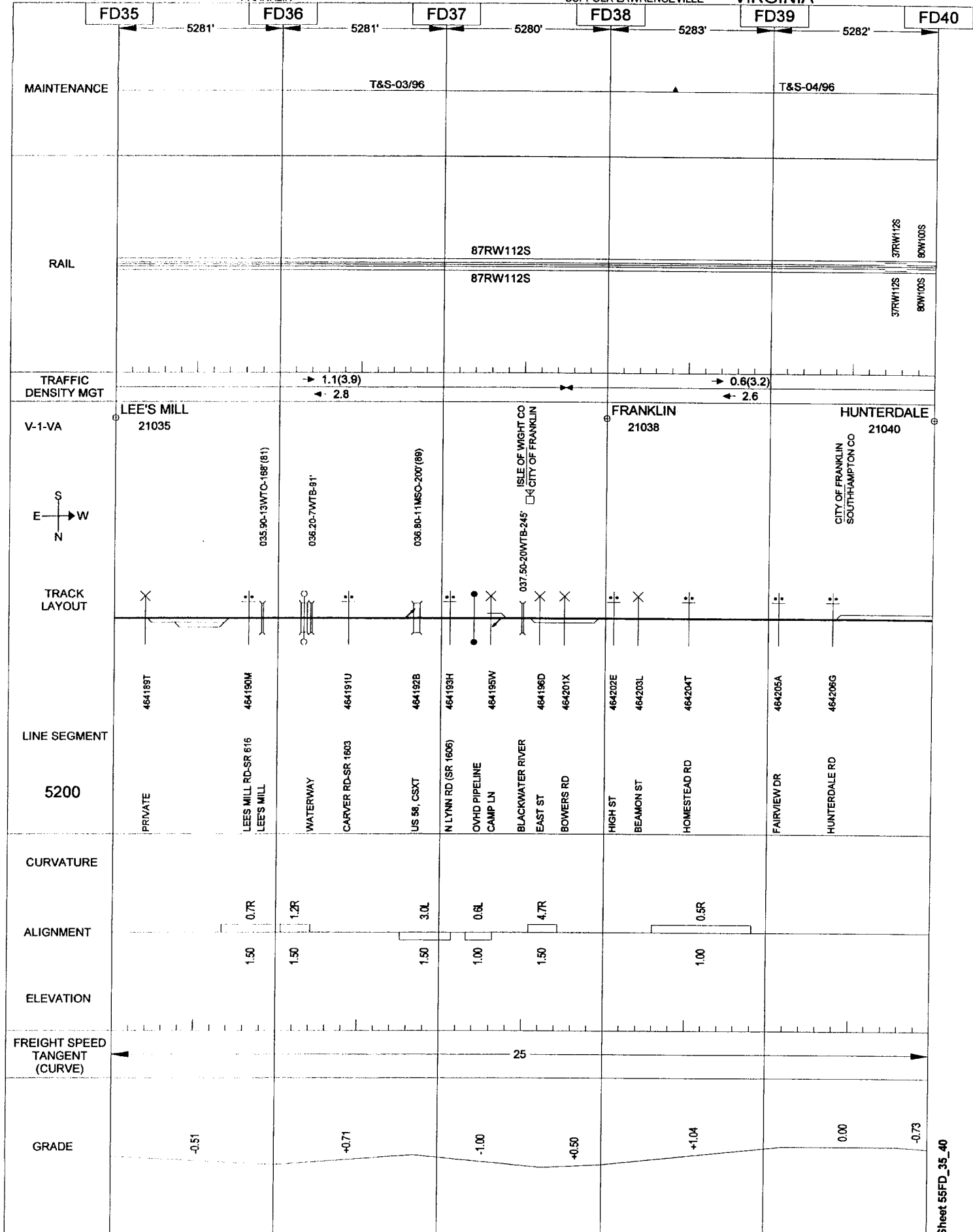
05/10/2007

FRANKLIN

269

SUFFOLK-LAWRENCEVILLE

VIRGINIA



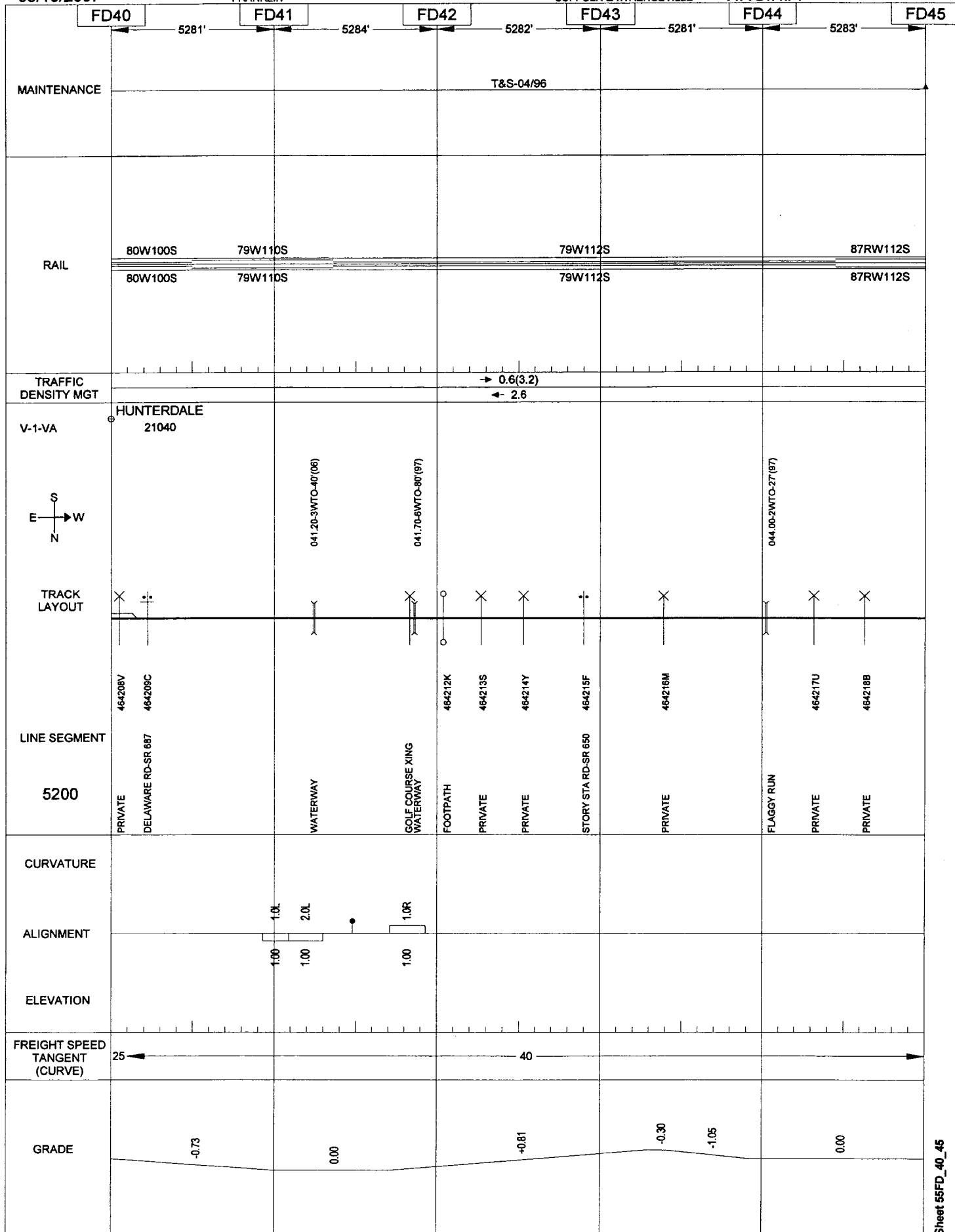
05/10/2007

270

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA



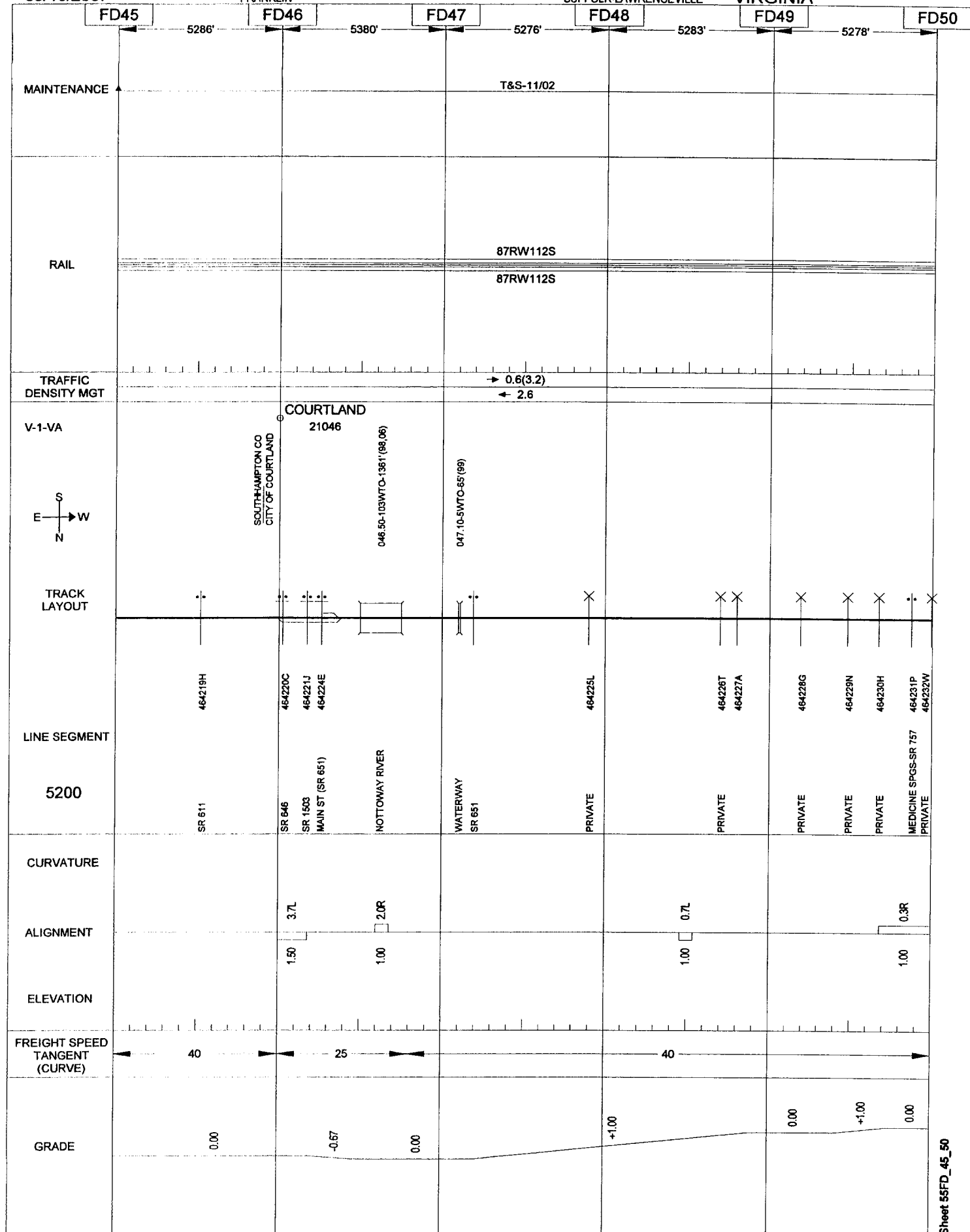
05/10/2007

FRANKLIN

271

SUFFOLK-LAWRENCEVILLE

VIRGINIA



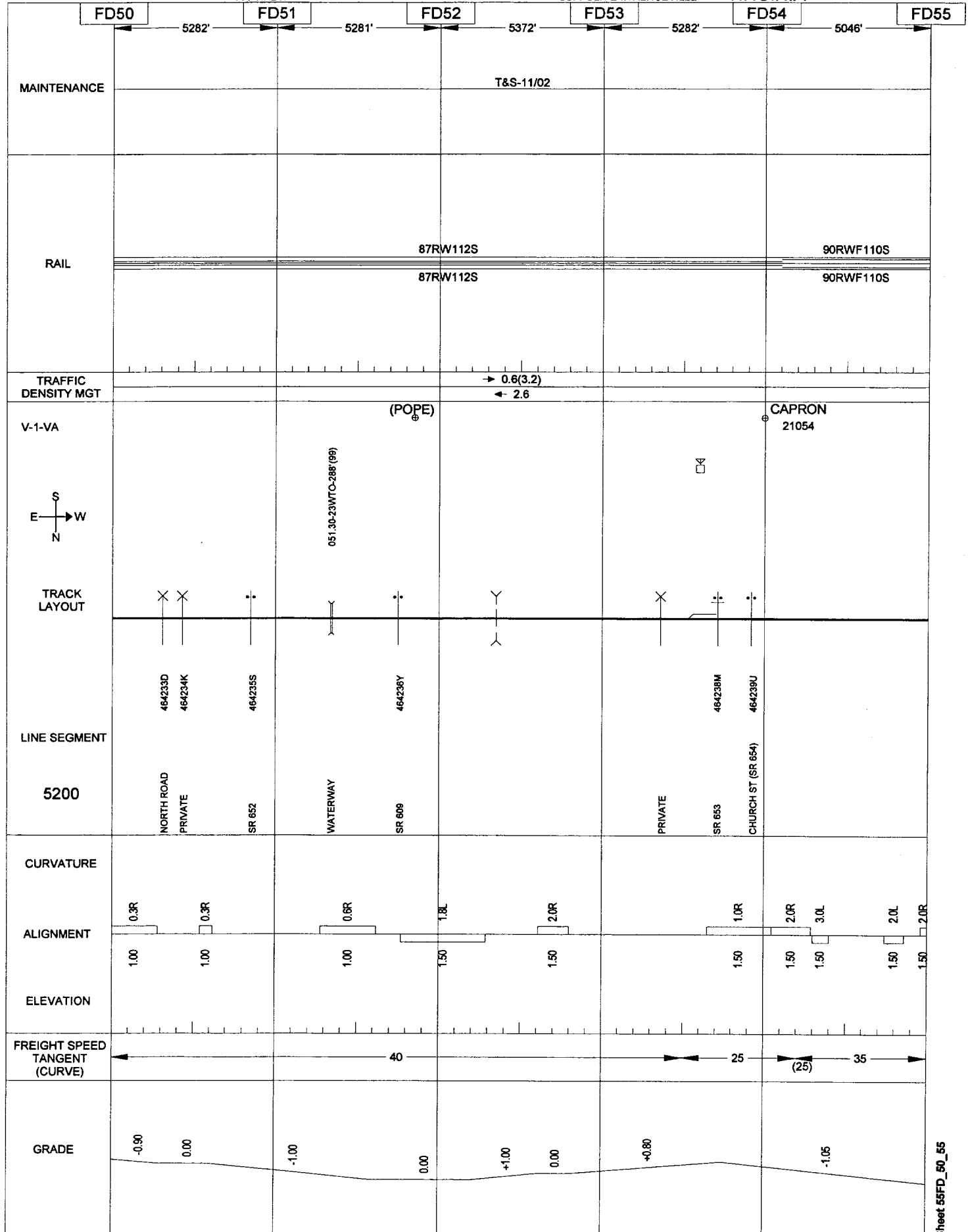
05/10/2007

FRANKLIN

272

SUFFOLK-LAWRENCEVILLE

VIRGINIA



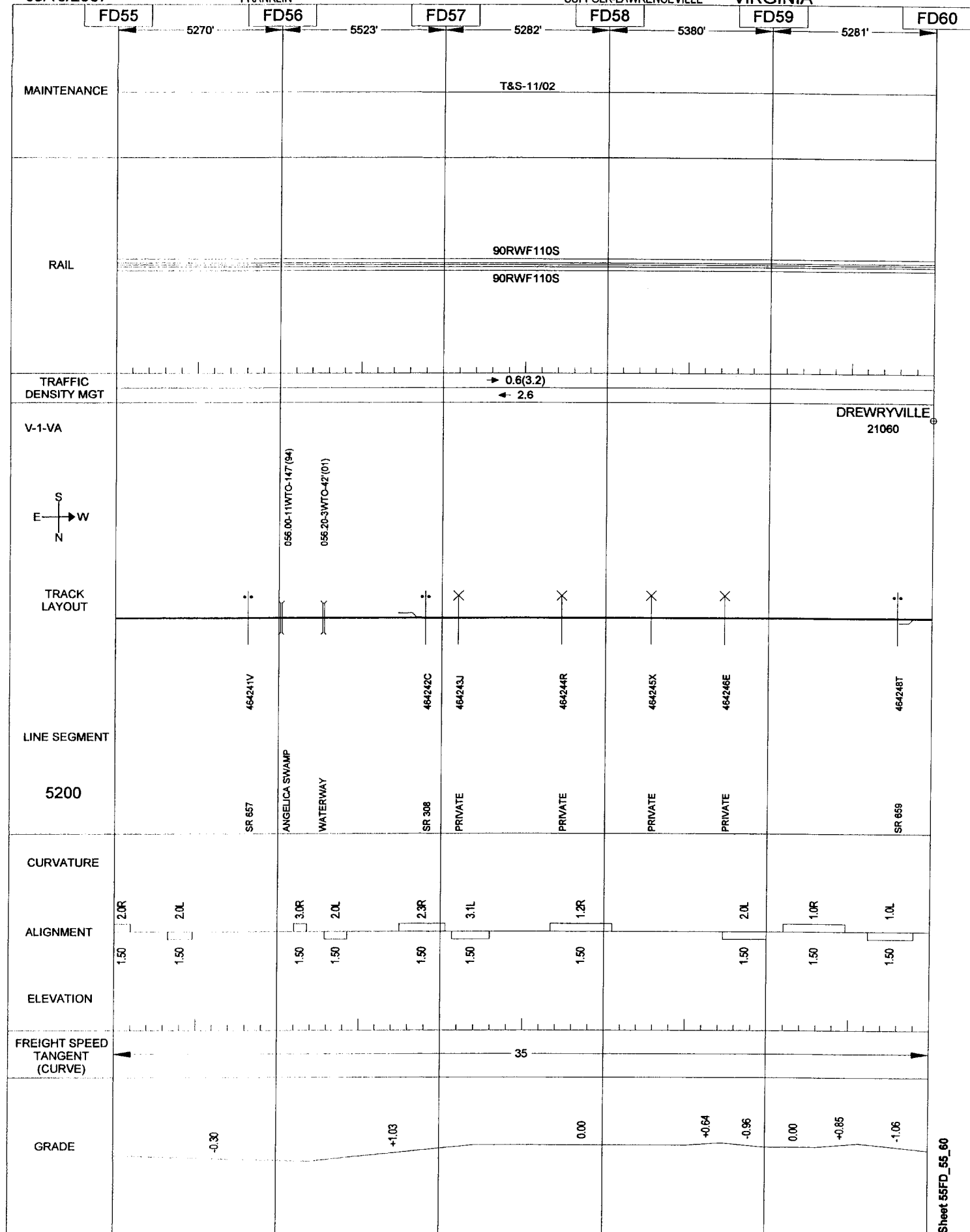
05/10/2007

FRANKLIN

273

SUFFOLK-LAWRENCEVILLE

VIRGINIA



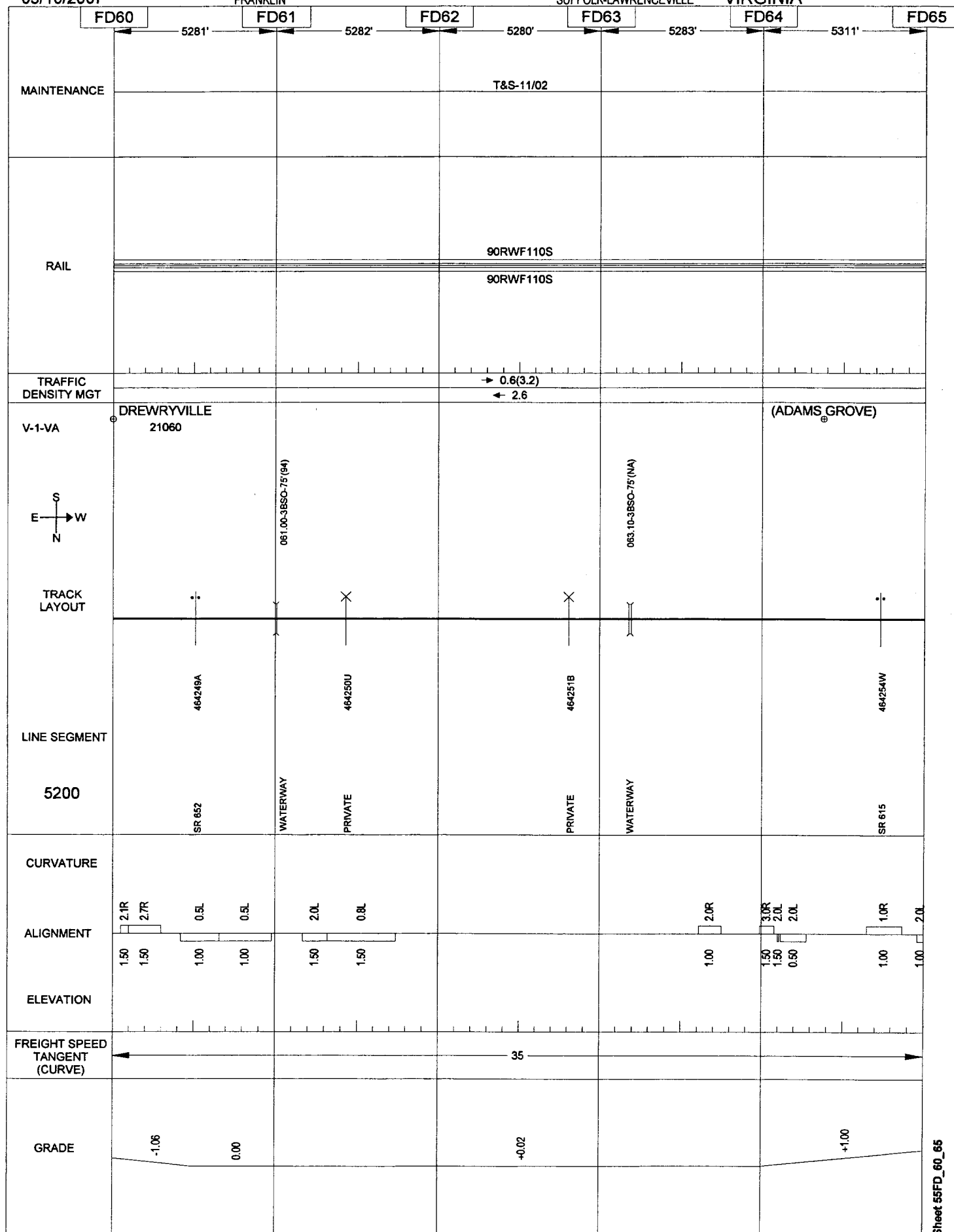
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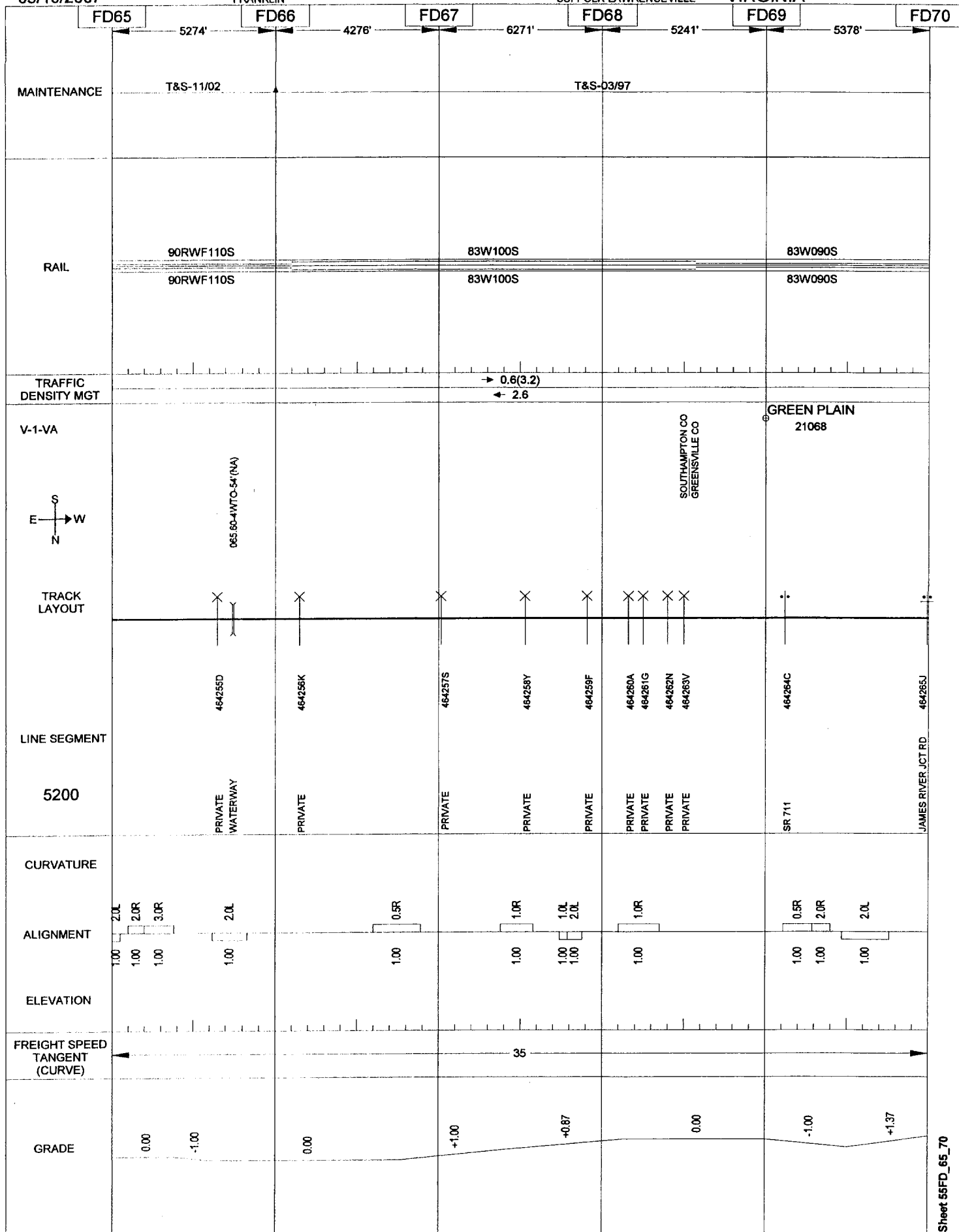
274

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA





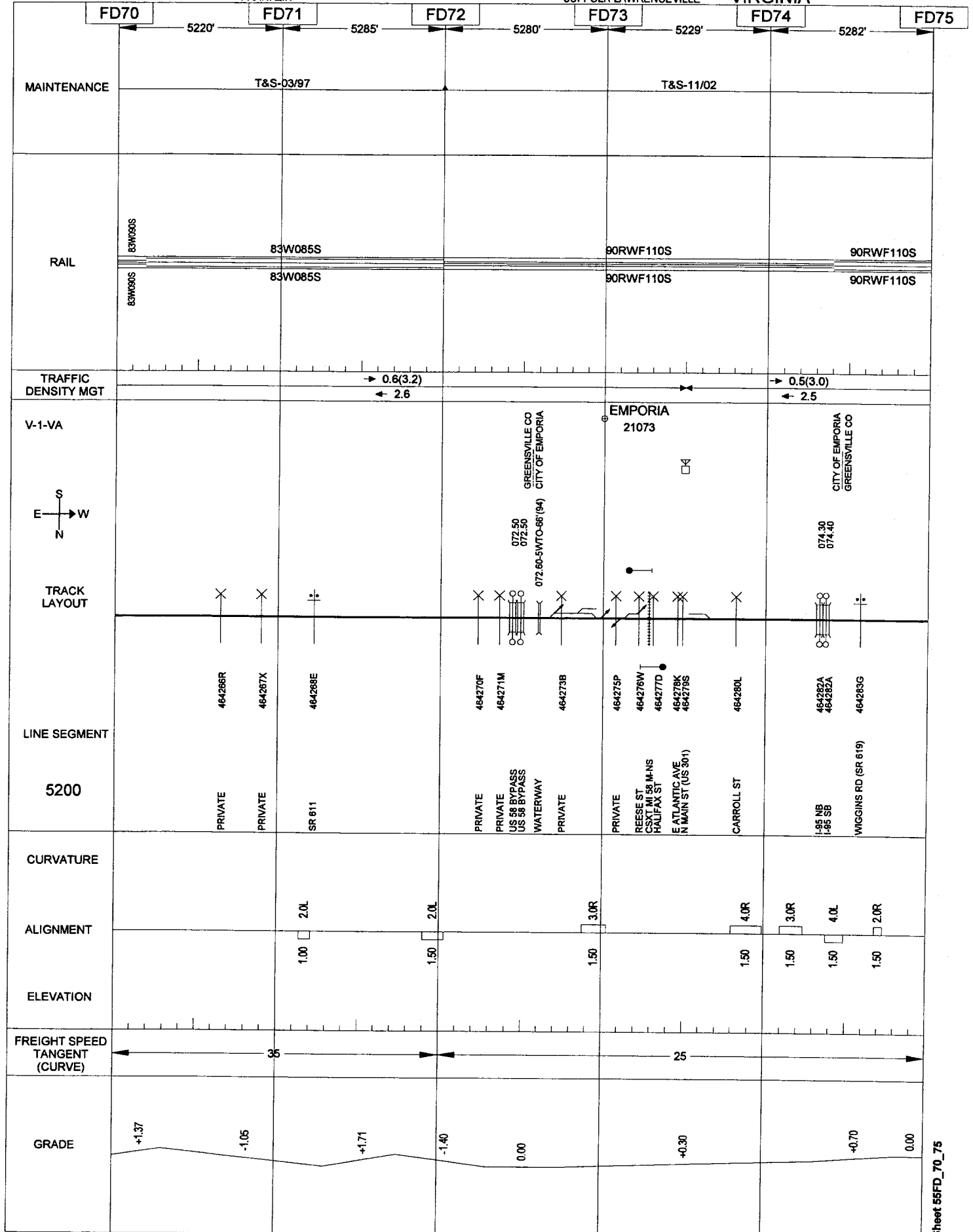
05/10/2007

276

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA



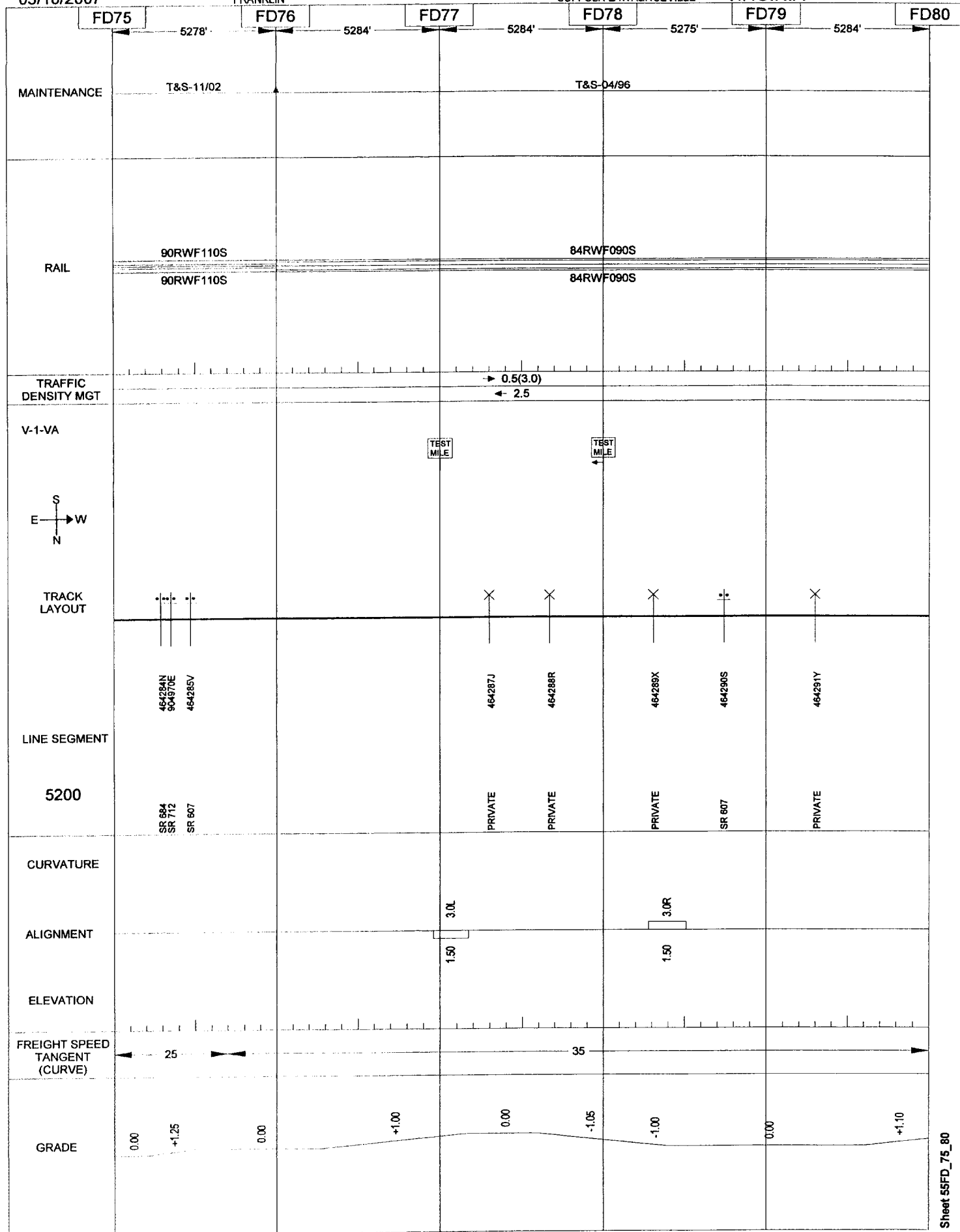
05/10/2007

FRANKLIN

277

SUFFOLK-LAWRENCEVILLE

VIRGINIA



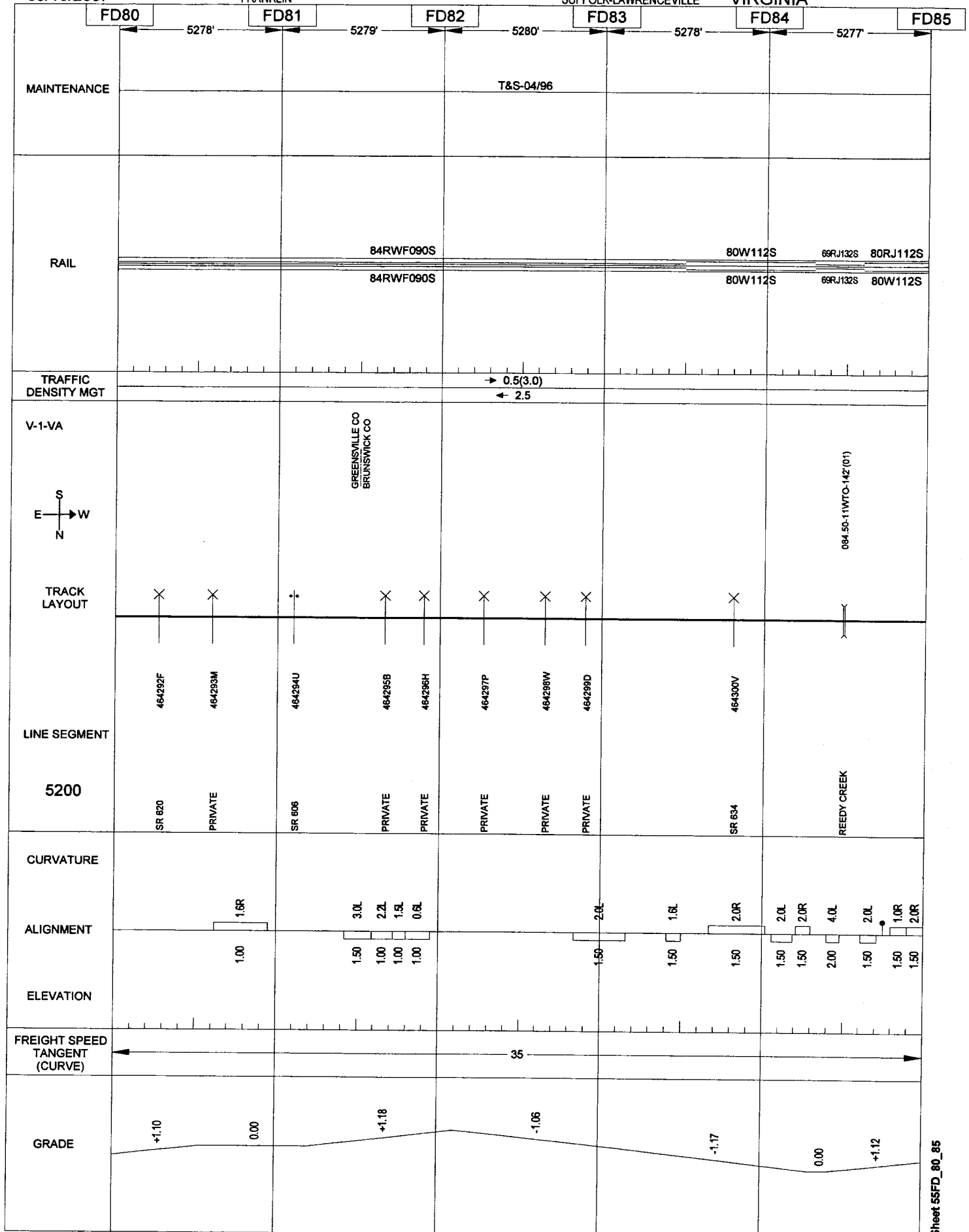
05/10/2007

278

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA



	FD85	FD86	FD87	FD88	FD89	FD90
MILEAGE	5277'	5277'	5277'	5281'	5277'	
TOWNSHIP	FRANKLIN					
RANGE	SOUTH FOR LAWRENCEVILLE					
SECTION	V-1 NORTH					
MAINTENANCE	T&S-04/96 T&S-09/88 T&S-08/90					
RAIL	80RJ112S 76W100S 89RW130S 91RW12S 94RW100S 94RW00S **RJ070S 80W112S 76W100S 89RW132S 91RW12S 94RW100S 94RW00S **RJ070S					
TRAFFIC DENSITY MGT	→ 0.5(3.0) ← 2.5 → 0.0(0.0) ← 0.0					
V-1-VA	(VULCAN MATERIALS) 21087 EDGERTON 21089					
TRACK LAYOUT	 S E — W N					
LINE SEGMENT	464301C 464302J 464303R 464304X 715169C 464306L 464307T 464308A 464309G 464310B 464311H SR 606 SR 687 PRIVATE SR 733 PRIVATE SR 735 SR 638 SR 712					
CURVATURE	5200					
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					

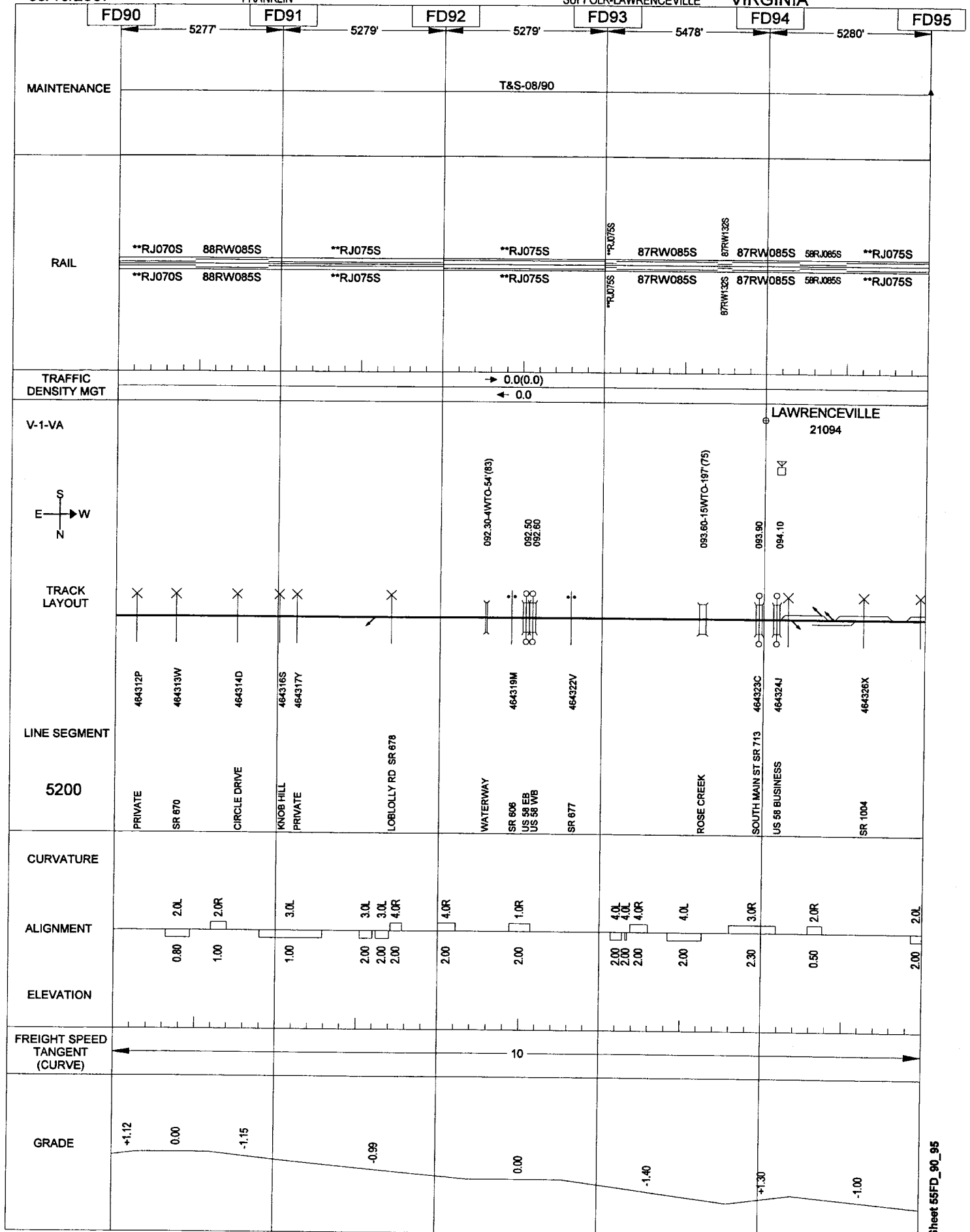
05/10/2007

280

FRANKLIN

SUFFOLK-LAWRENCEVILLE

VIRGINIA




05/10/2007

FRANKLIN

281

SUFFOLK-LAWRENCEVILLE

VIRGINIA

	FD95					
MAINTENANCE	5282'					
RAIL	PL07SS PL07SS					
TRAFFIC DENSITY MGT						
V-1-VA	END OF TRACK 21095					
						
TRACK LAYOUT						
LINE SEGMENT						
5200						
CURVATURE						
ALIGNMENT	200					
ELEVATION	200					
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE	0.00					

05/10/2007

RICHMOND

282

BURKEVILLE-RICHMOND

VIRGINIA

F85

5280'

5280'

5280'

5280'

5288'

MAINTENANCE

RAIL

28J085S
28J085S

TRAFFIC
DENSITY MGT

(END OF TRACK)

W
S — N
E

YARD
LIMIT

TRACK
LAYOUT

LINE SEGMENT

0018

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

-1.05

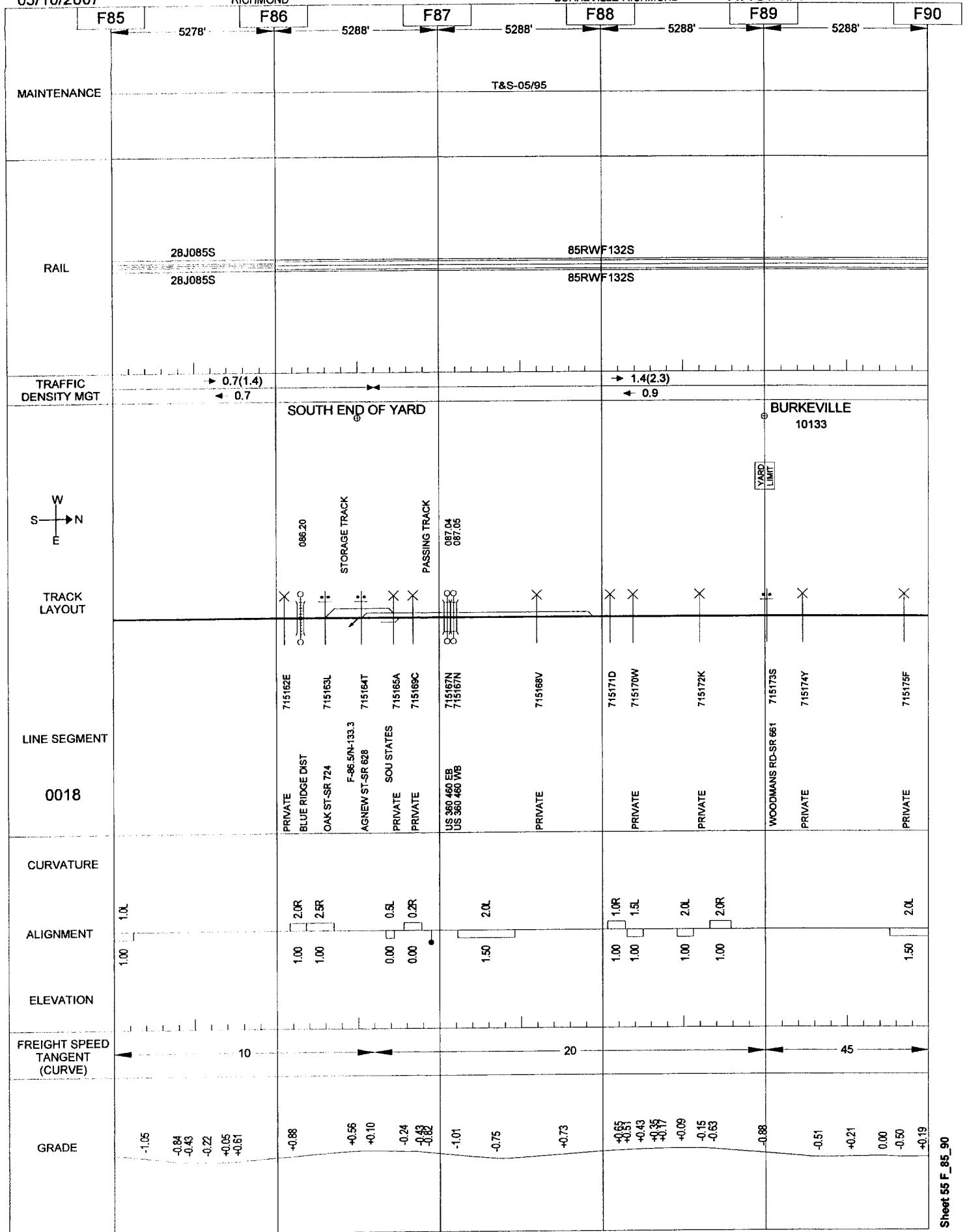
05/10/2007

283

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



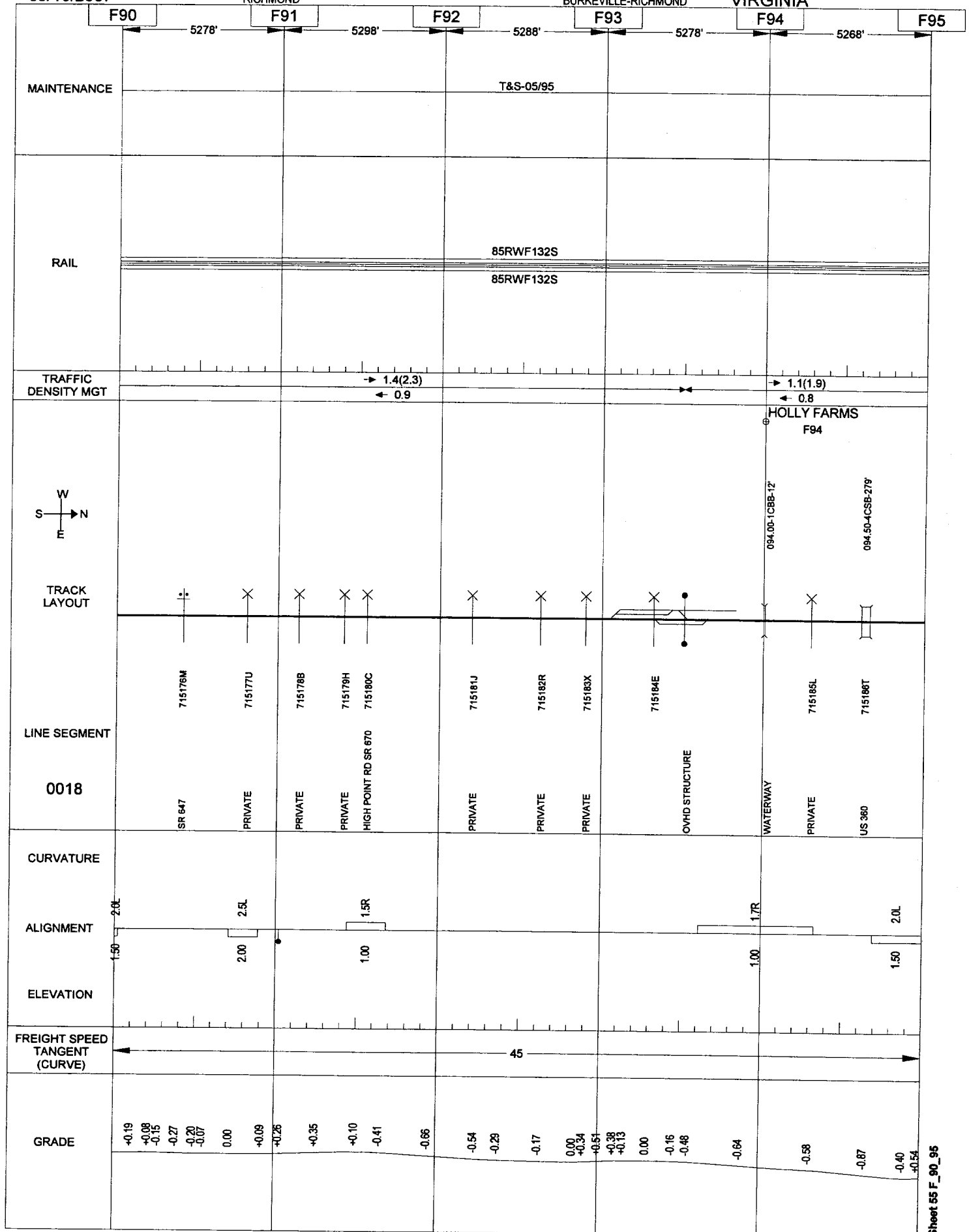
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RICHMOND

284

BURKEVILLE-RICHMOND

VIRGINIA



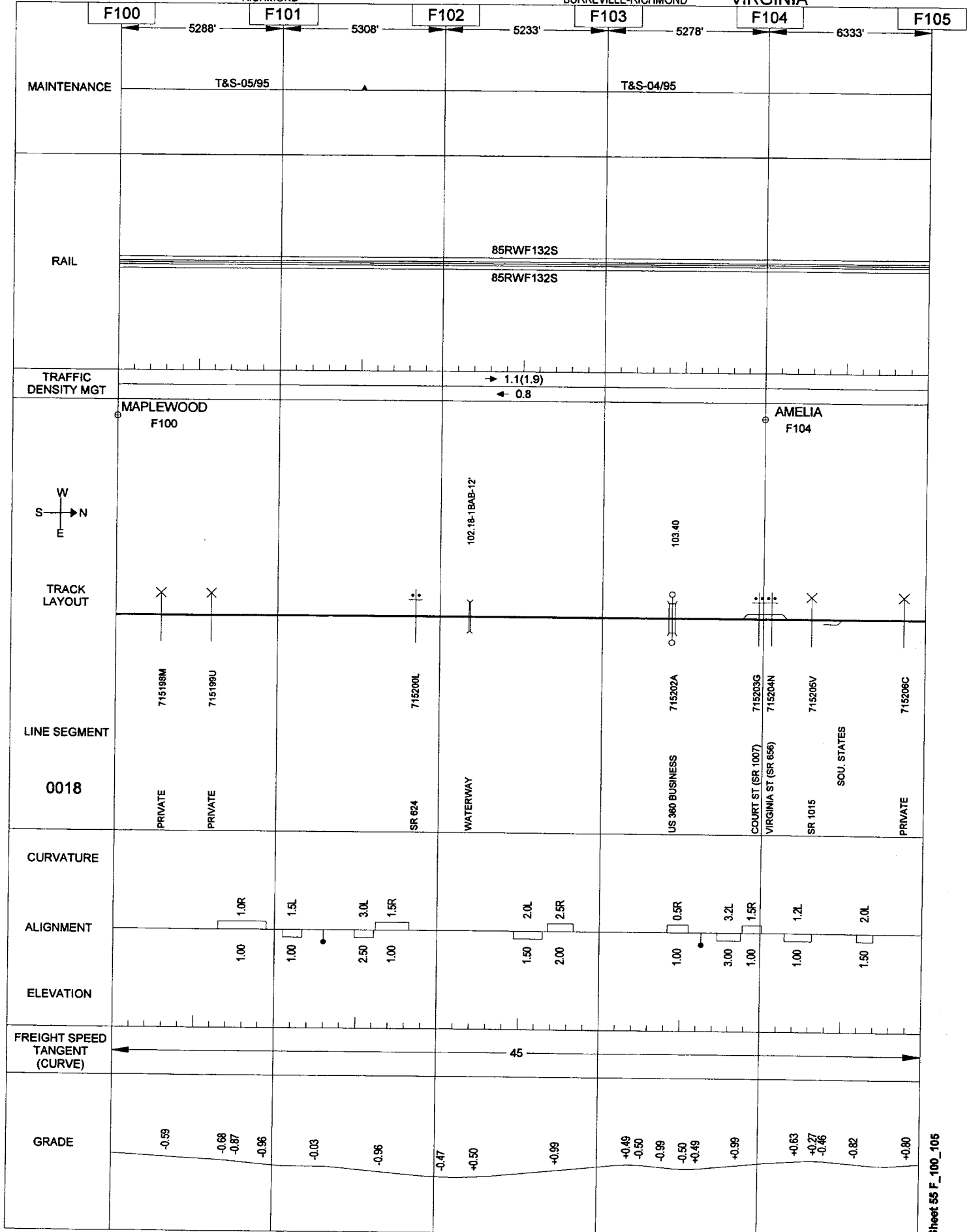
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286

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



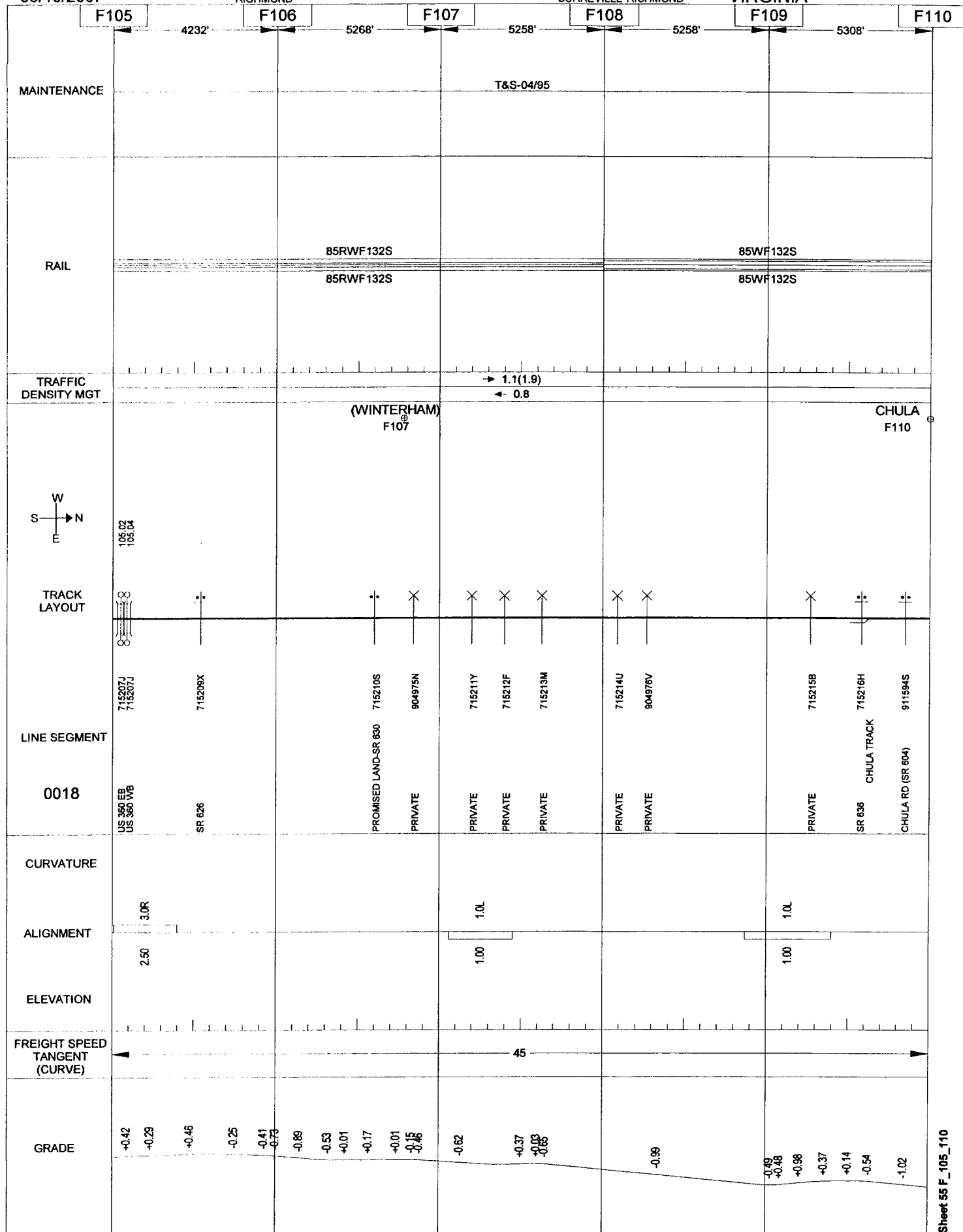
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287

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



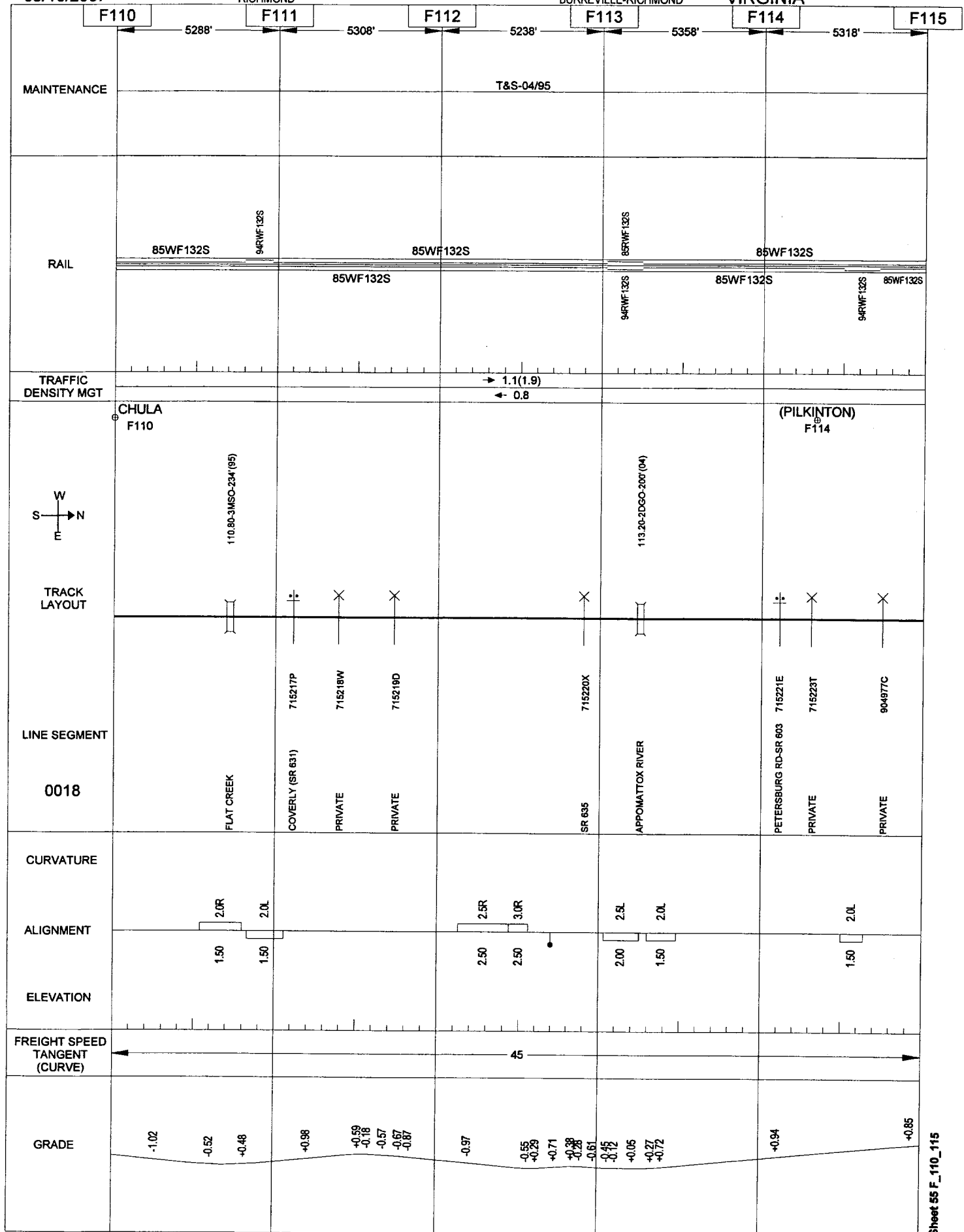
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288

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



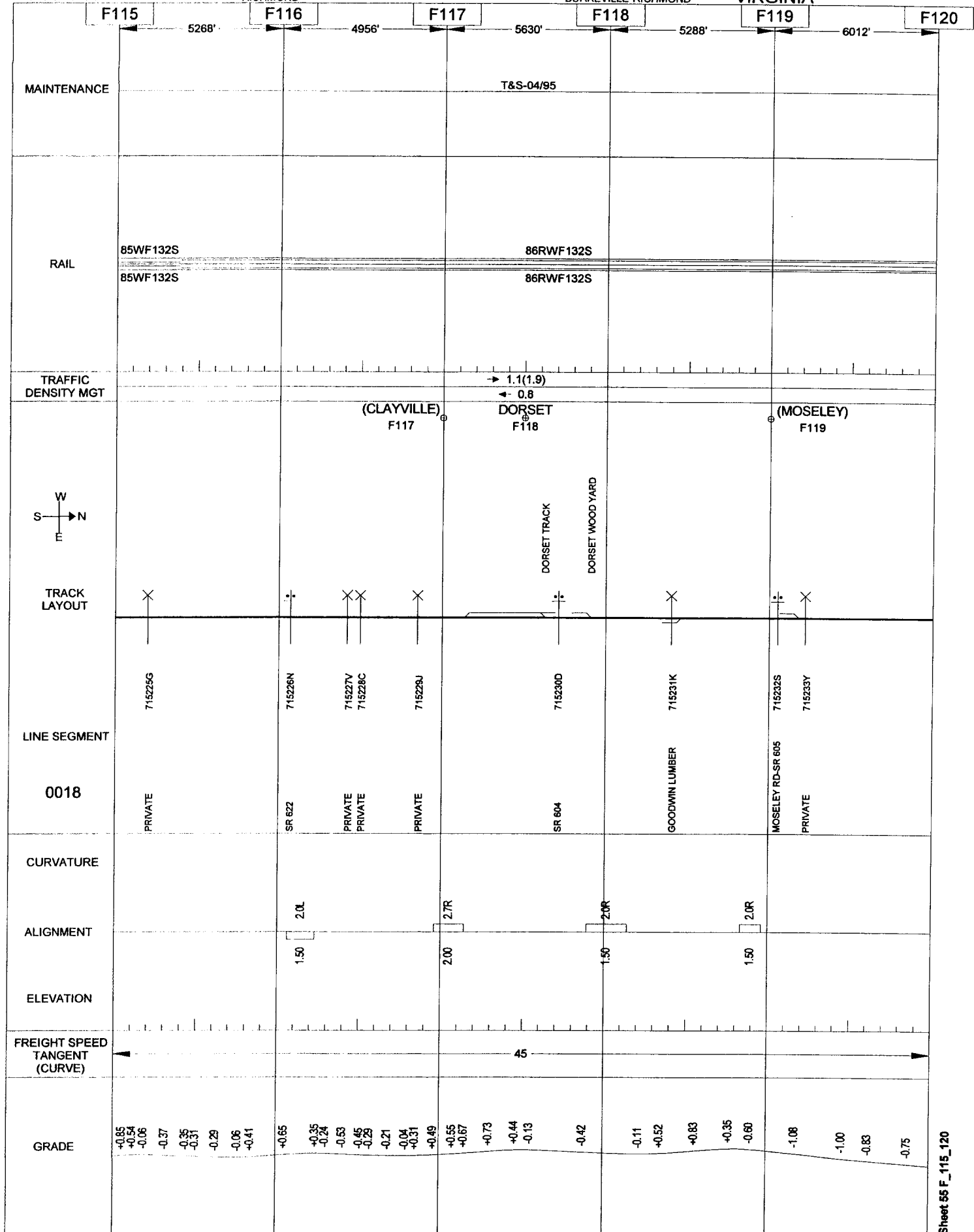
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289

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



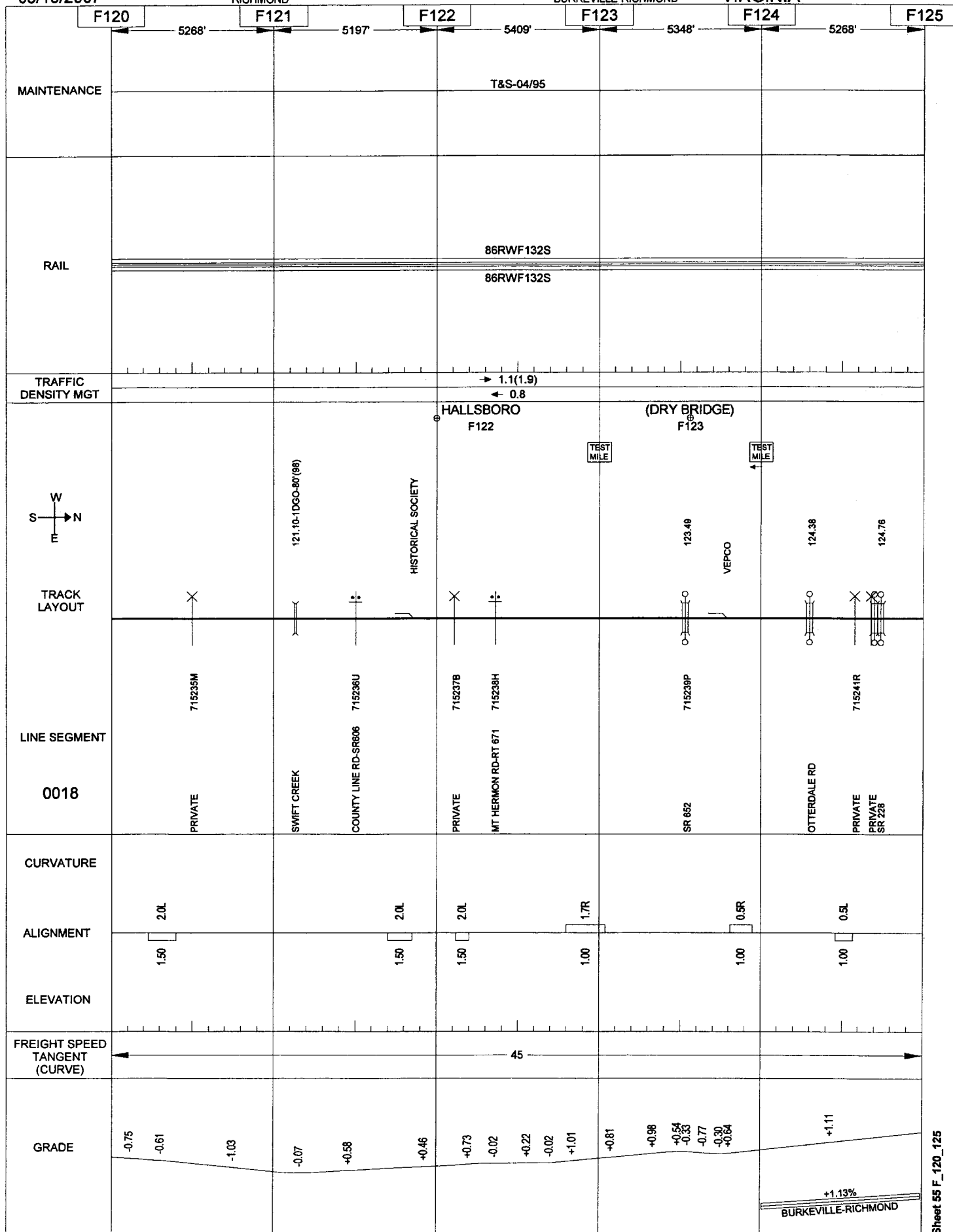
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290

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



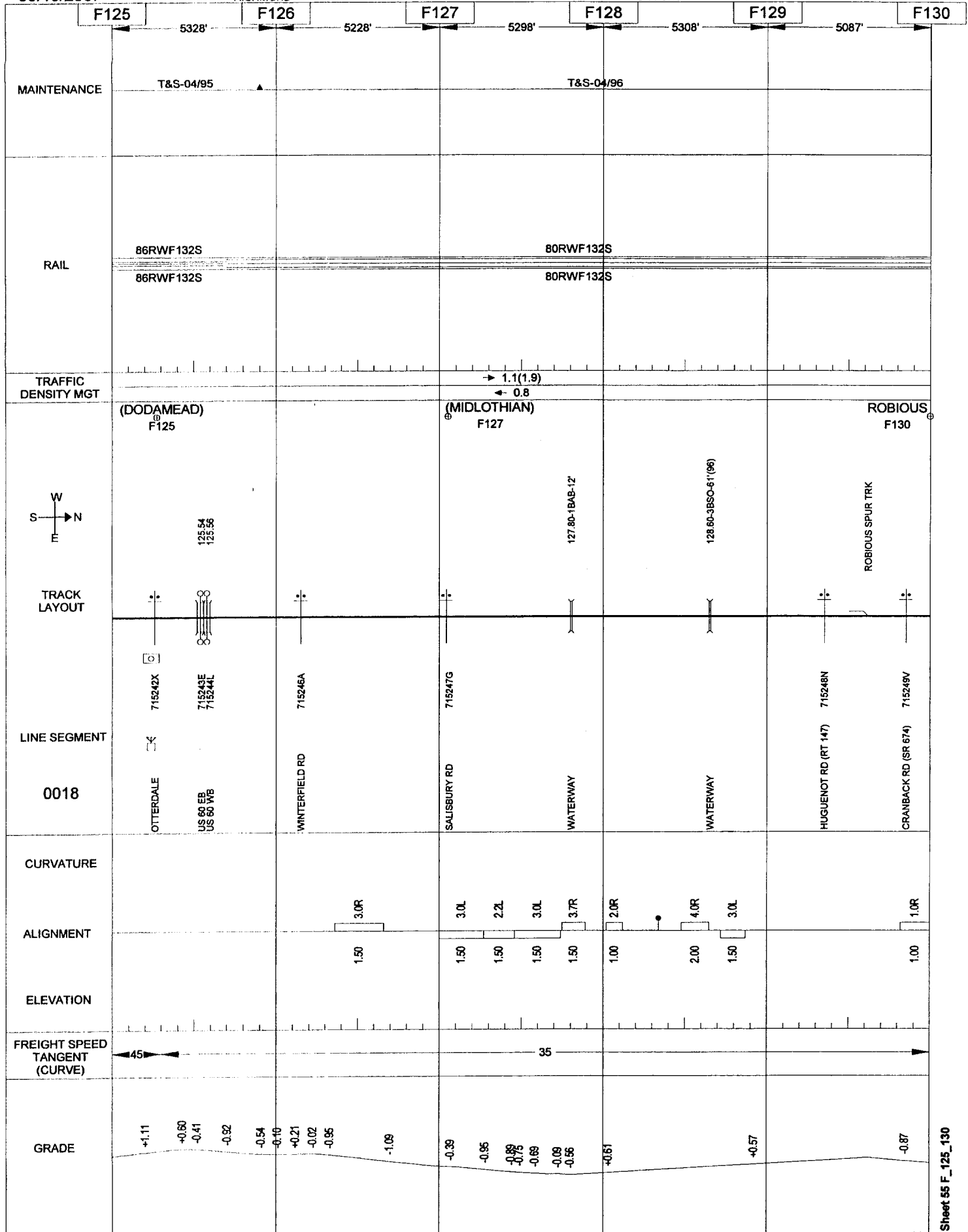
05/10/2007

RICHMOND

291

BURKEVILLE-RICHMOND

VIRGINIA



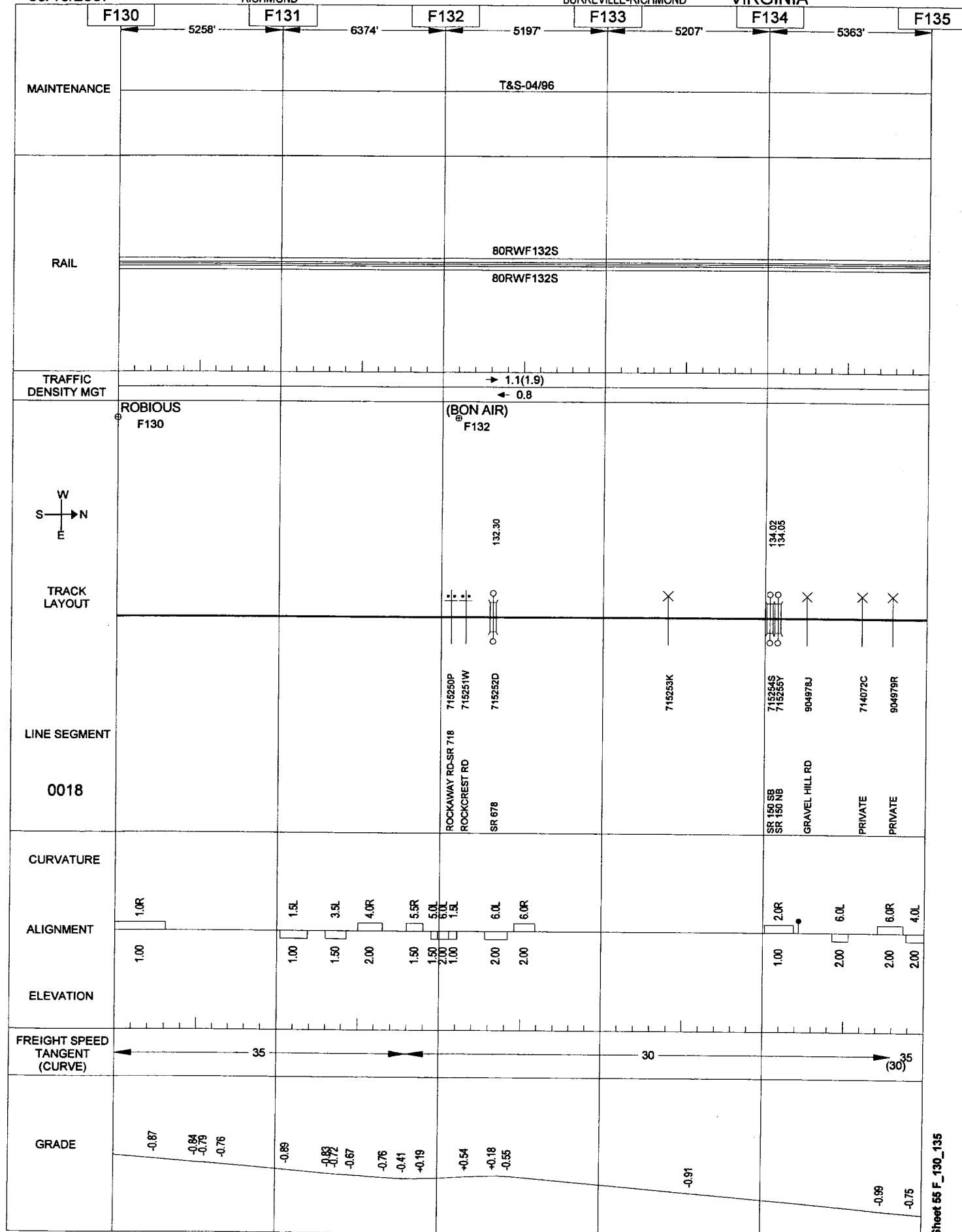
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292

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



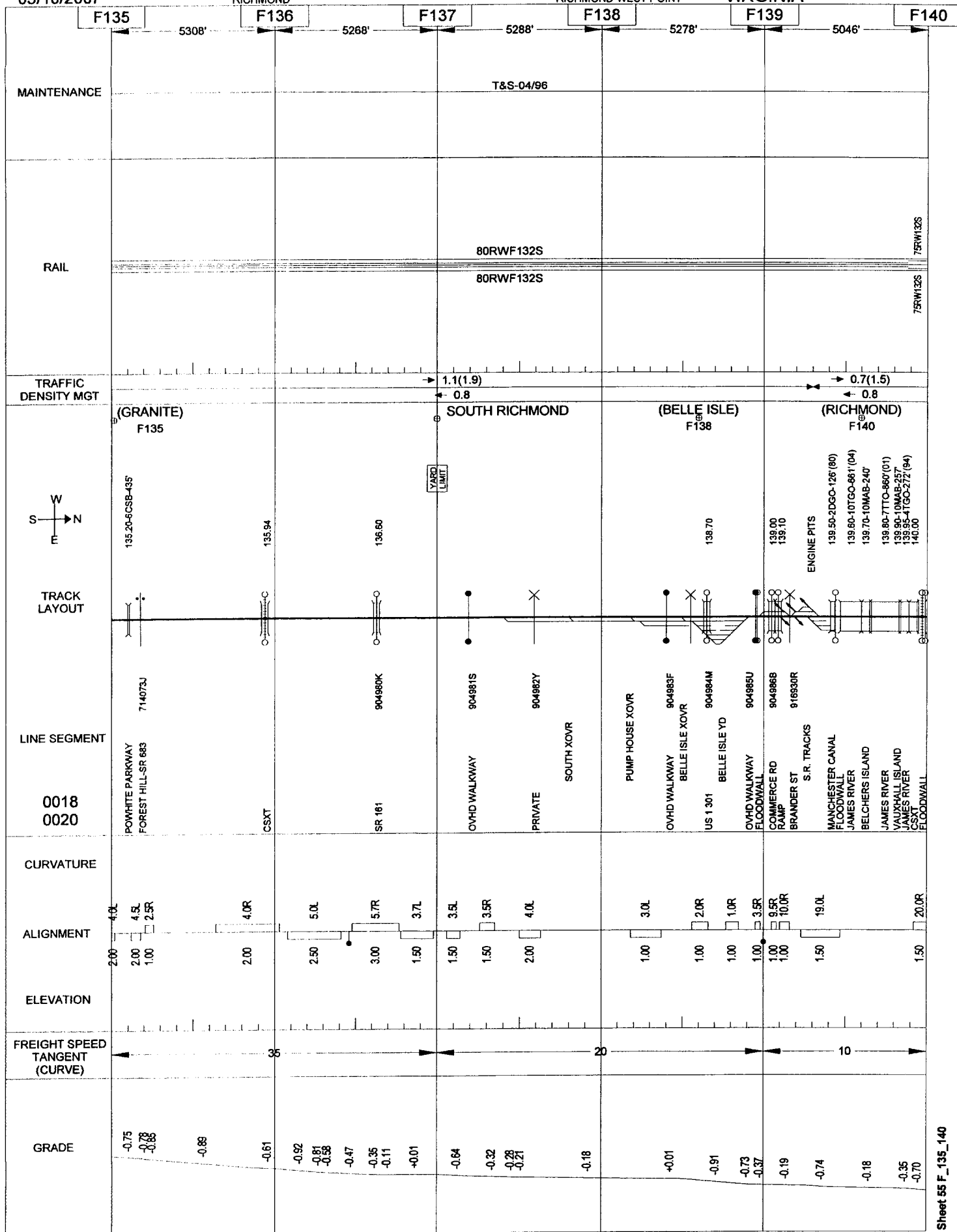
05/10/2007

RICHMOND

293

RICHMOND-WEST POINT

VIRGINIA



	F140	F141	F142	F143	F144	F145
	4807'	4614'	5240'	5112'	5157'	
MAINTENANCE	T&S-04/96			T&S-11/98 T&S-10/89		
RAIL	75RW132S 79RW100S 75RW132S 79RW100S		82WF100S 82WF100S			
TRAFFIC DENSITY MGT				→ 0.7(1.5) ← 0.8		
	NORTH RICHMOND F143		(PARK SIDING) F141			
	140.08 140.10 140.17 140.19 140.23 140.23		140.80-8MSO-184'(92.04) 140.90 YARD LIMIT 141.10		141.90-6MSO-145'(90) 142.50-3BSO-61'(74) 143.55 143.60	
TRACK LAYOUT						
LINE SEGMENT	714220U 714223P 714224W 714225D 714225D 714225D		714227S 714228Y 714229F 714230A		714231G 714232N 714233V 714234C 714236R 714236R	
0020	S 14TH ST S 15TH ST CSXT (OLD SAL RV) FLOODWALL S 17TH ST I-85 EXIT RAMP I-85 NB I-85 WB RAMP		SHIP YARD TRACKS 28TH STREET CANAL CSXT DOCK ST PEAR ST E MAIN ST OVHD PIPELINE WILLIAMSBURG RD		GOVERNMENT RD GILLIE CREEK JENNY SCHER RD WATERWAY EANES RD MASONIC RD I-64 EB I-64 WB	
CURVATURE	20.0R		1.5L		1.5L	
ALIGNMENT	1.50		1.00		1.00	
ELEVATION	1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)	10		35			
GRADE	-0.87 -0.85 -0.19 +0.03		+0.54		+0.53	

Sheet 55 F_140_145

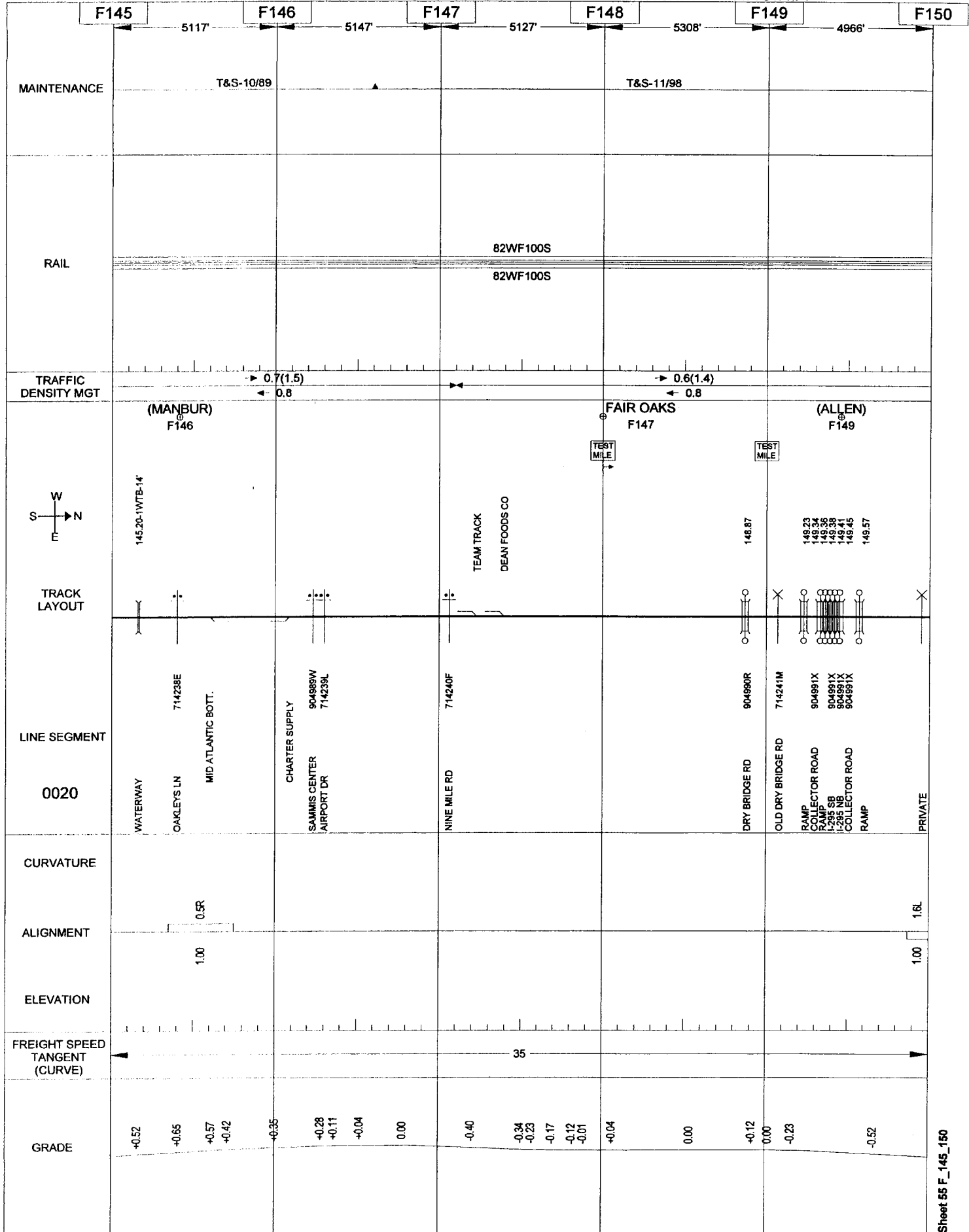
05/10/2007

RICHMOND

295

RICHMOND-WEST POINT

VIRGINIA



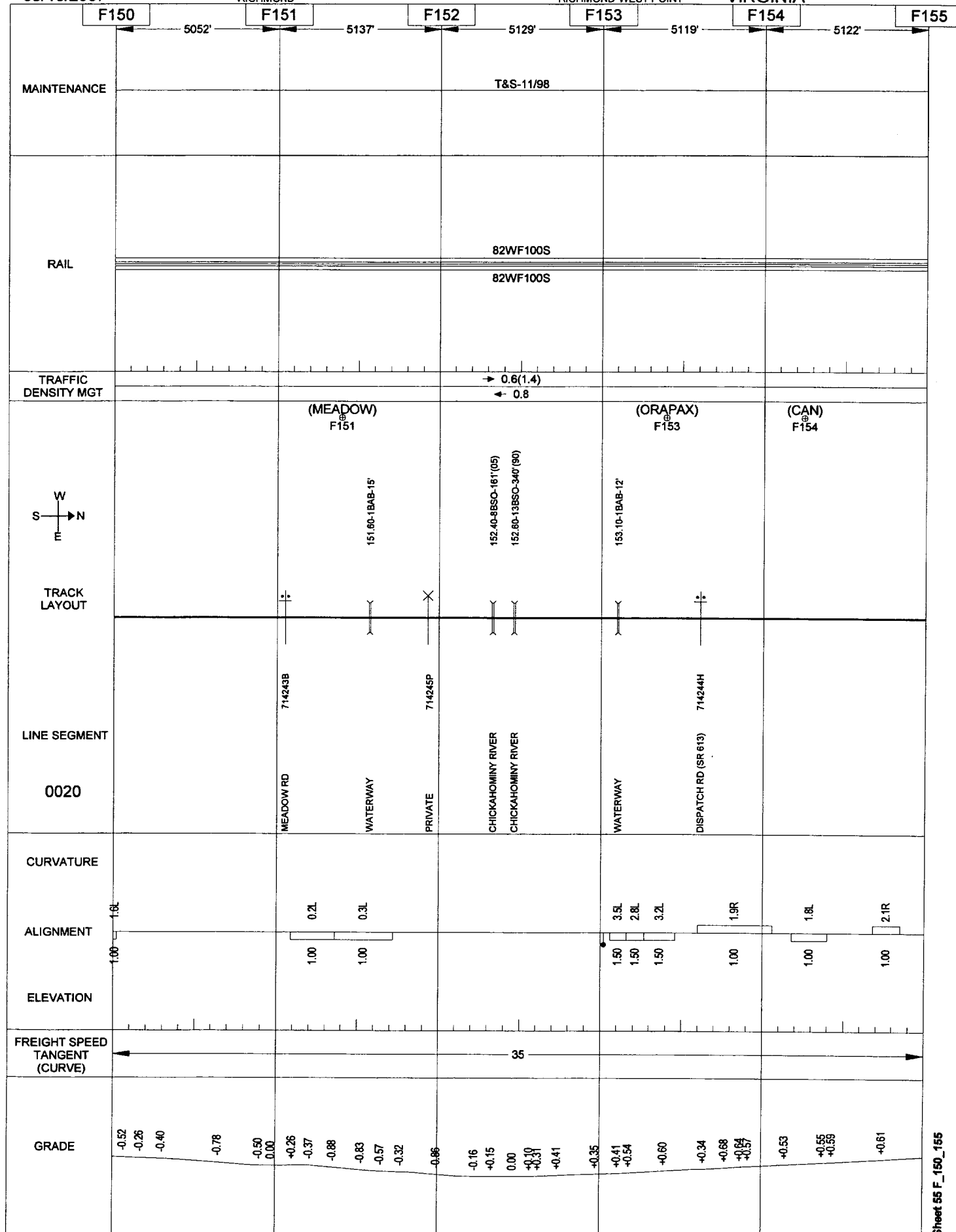
05/10/2007

296

RICHMOND

RICHMOND-WEST POINT

VIRGINIA



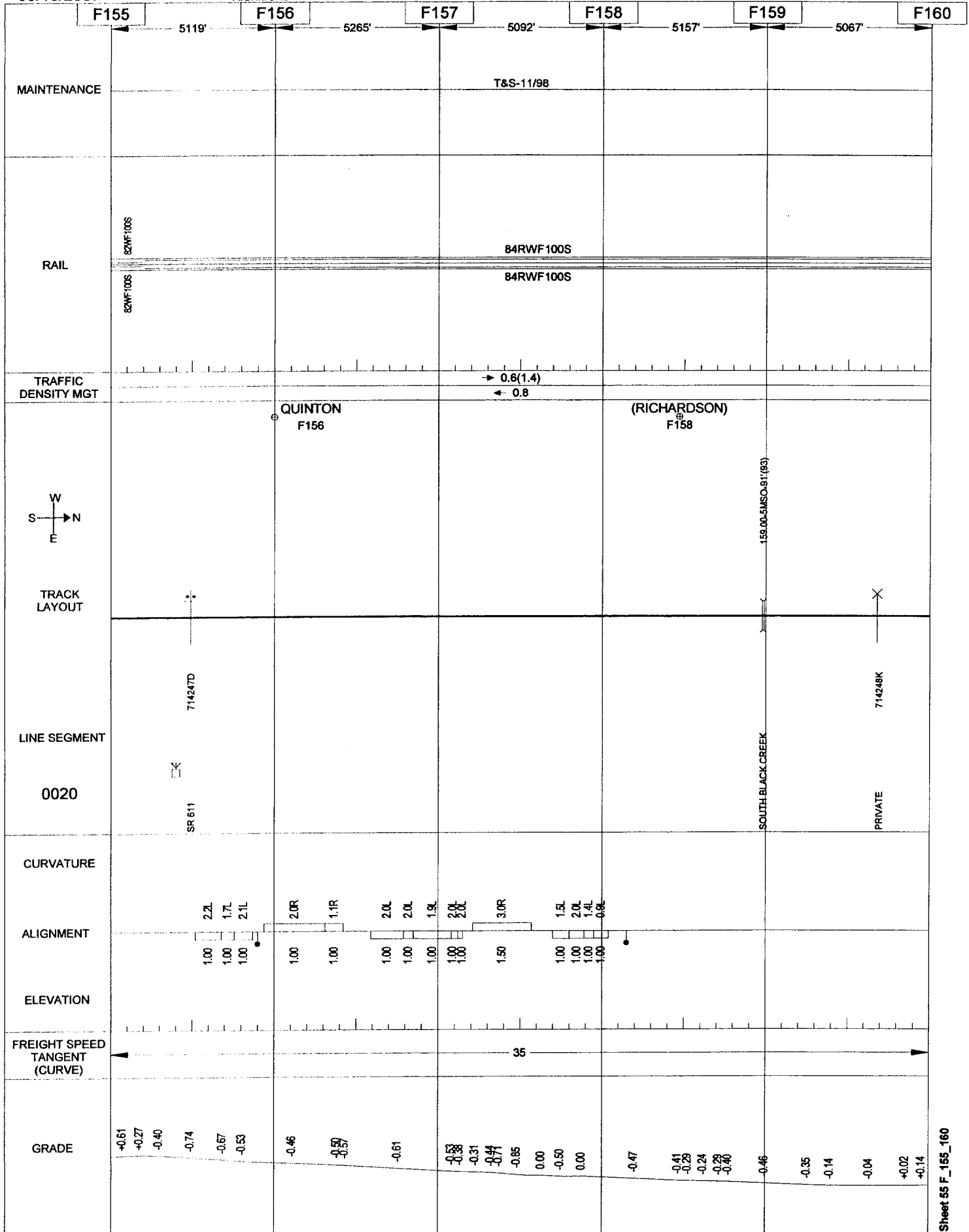
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RICHMOND

297

RICHMOND-WEST POINT

VIRGINIA



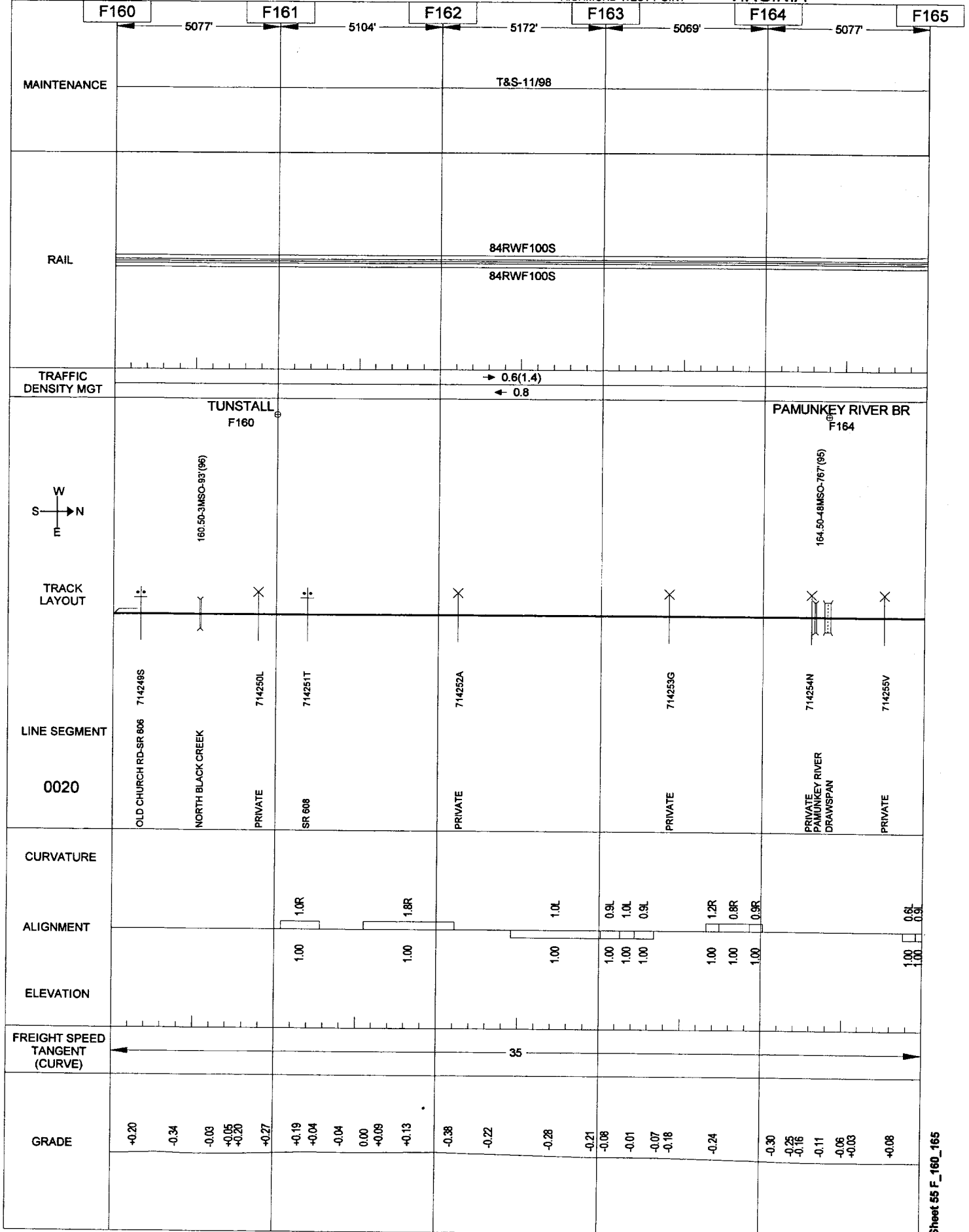
05/10/2007

298

RICHMOND

RICHMOND-WEST POINT

VIRGINIA



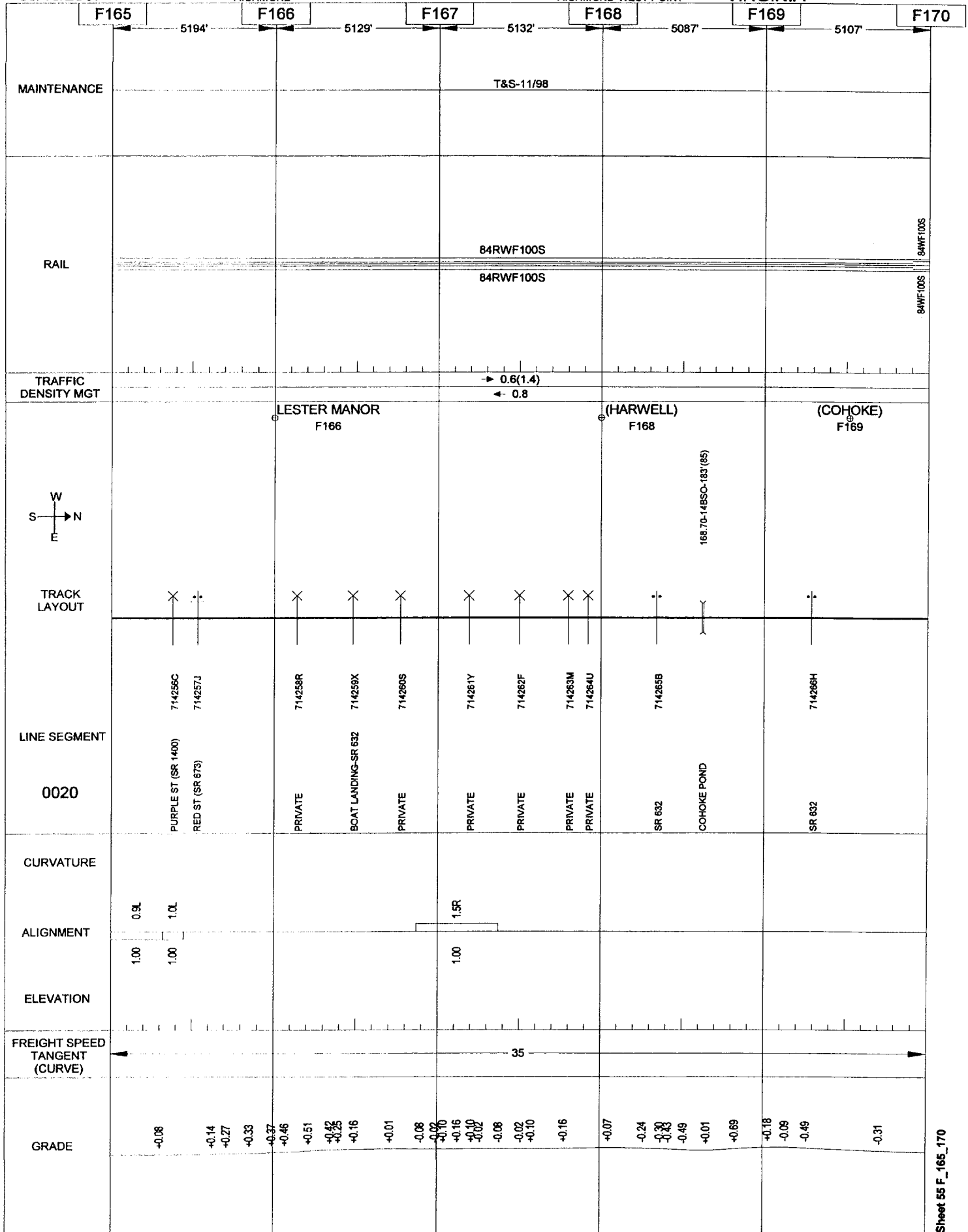
05/10/2007

RICHMOND

299

RICHMOND-WEST POINT

VIRGINIA



Sheet 55 F_175_180

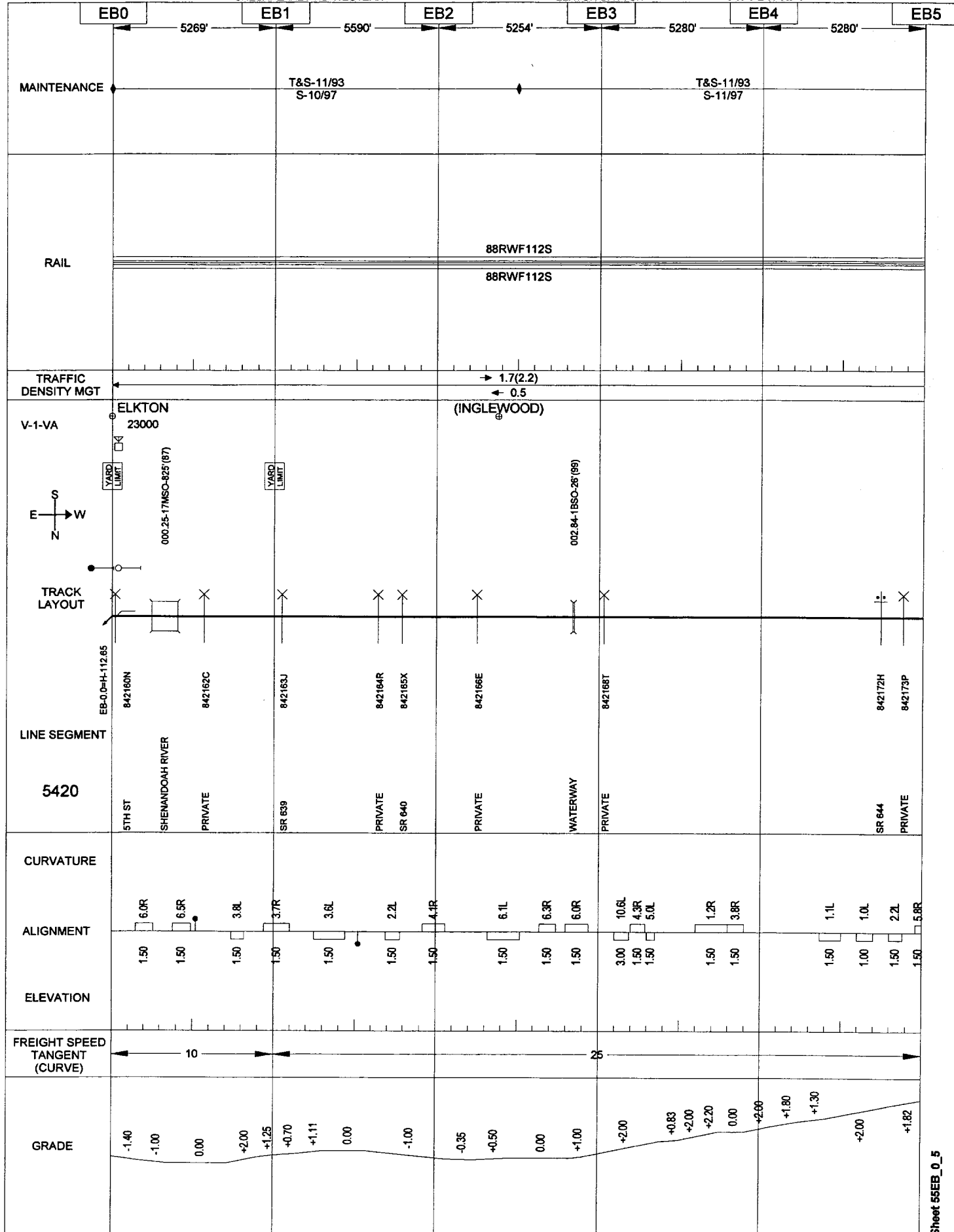
05/10/2007

302

CHESAPEAKE AND WESTERN

ELKTON-DAYTON

VIRGINIA



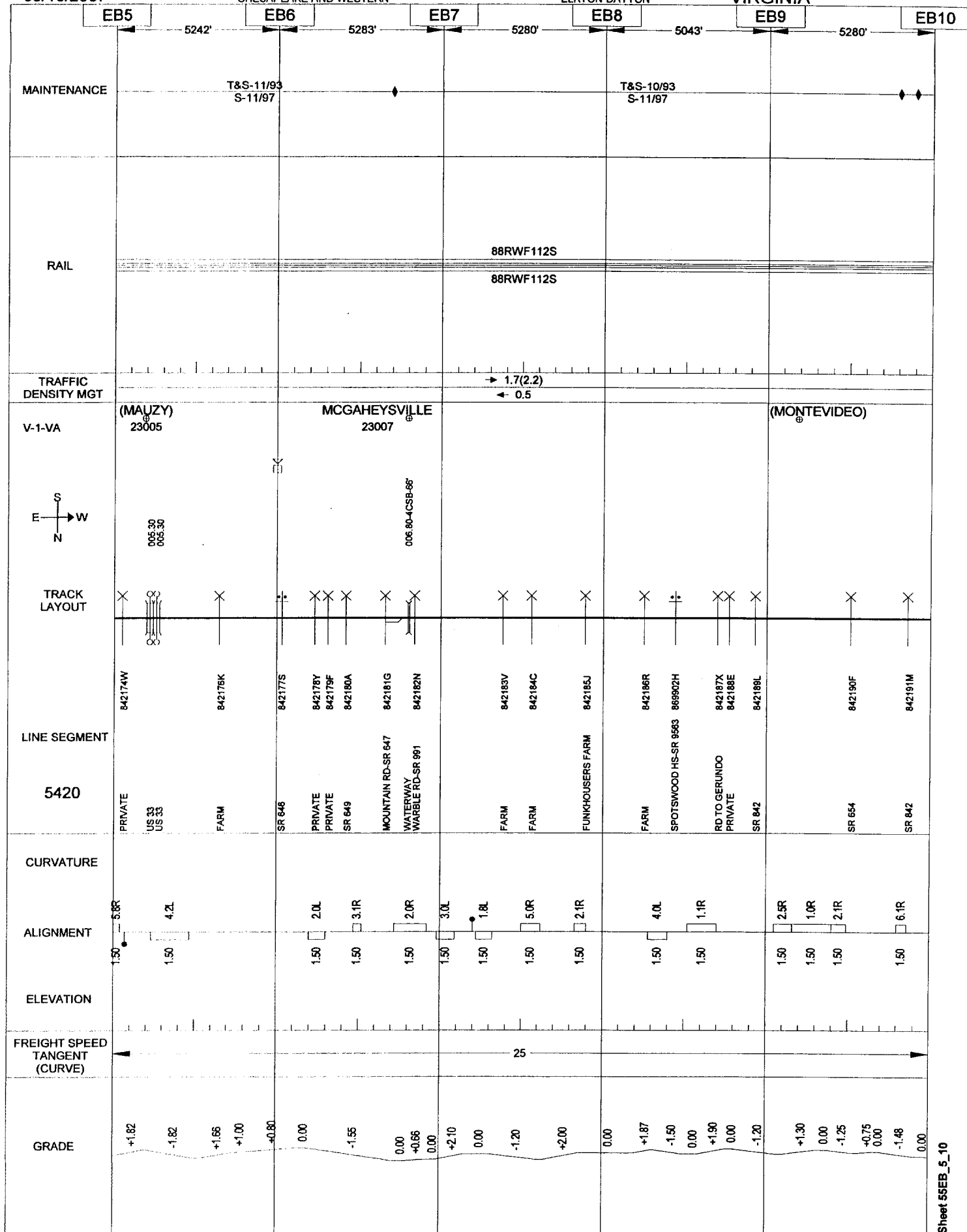
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CHESAPEAKE AND WESTERN

303

ELKTON-DAYTON

VIRGINIA



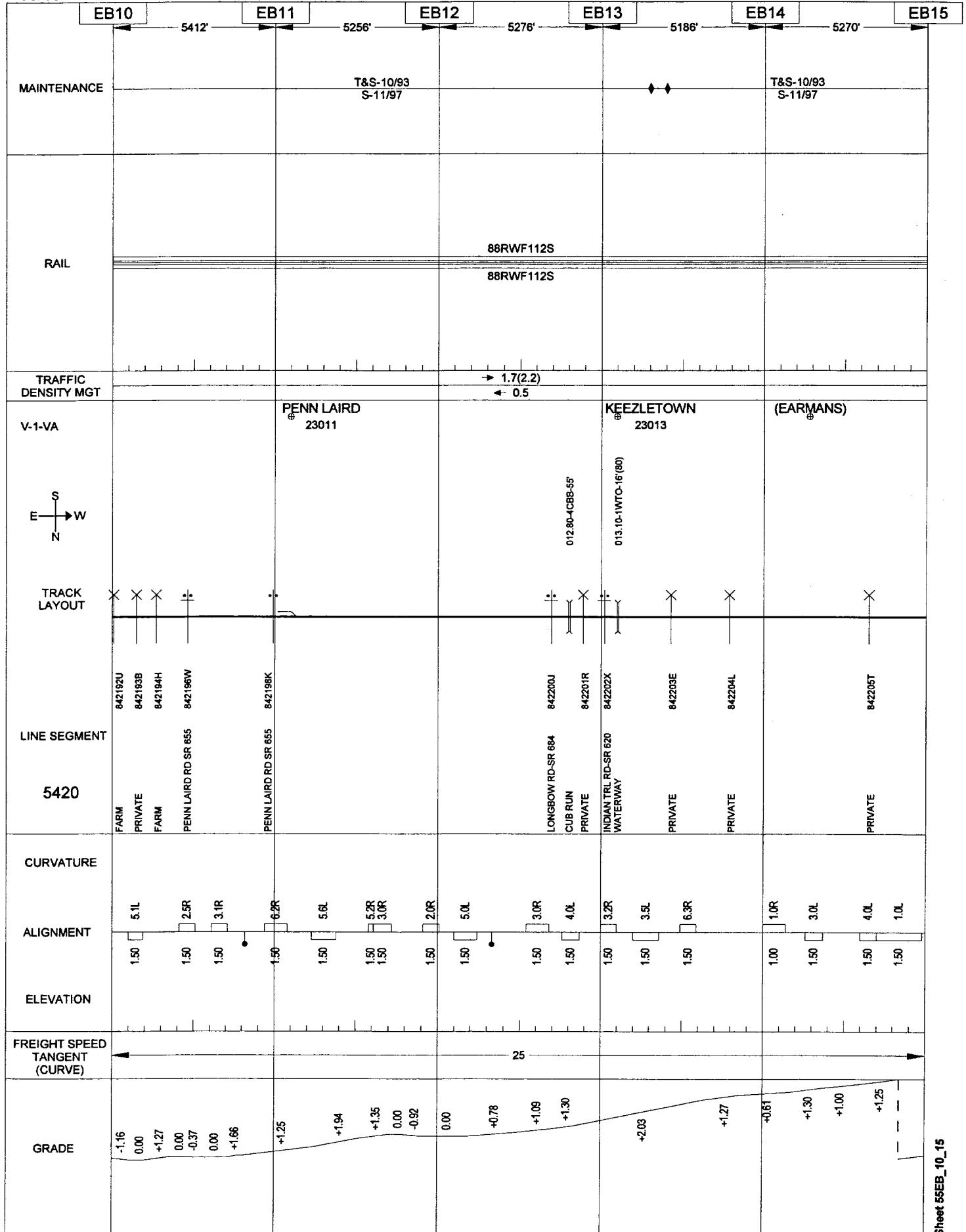
05/10/2007

CHESAPEAKE AND WESTERN

304

ELKTON-DAYTON

VIRGINIA



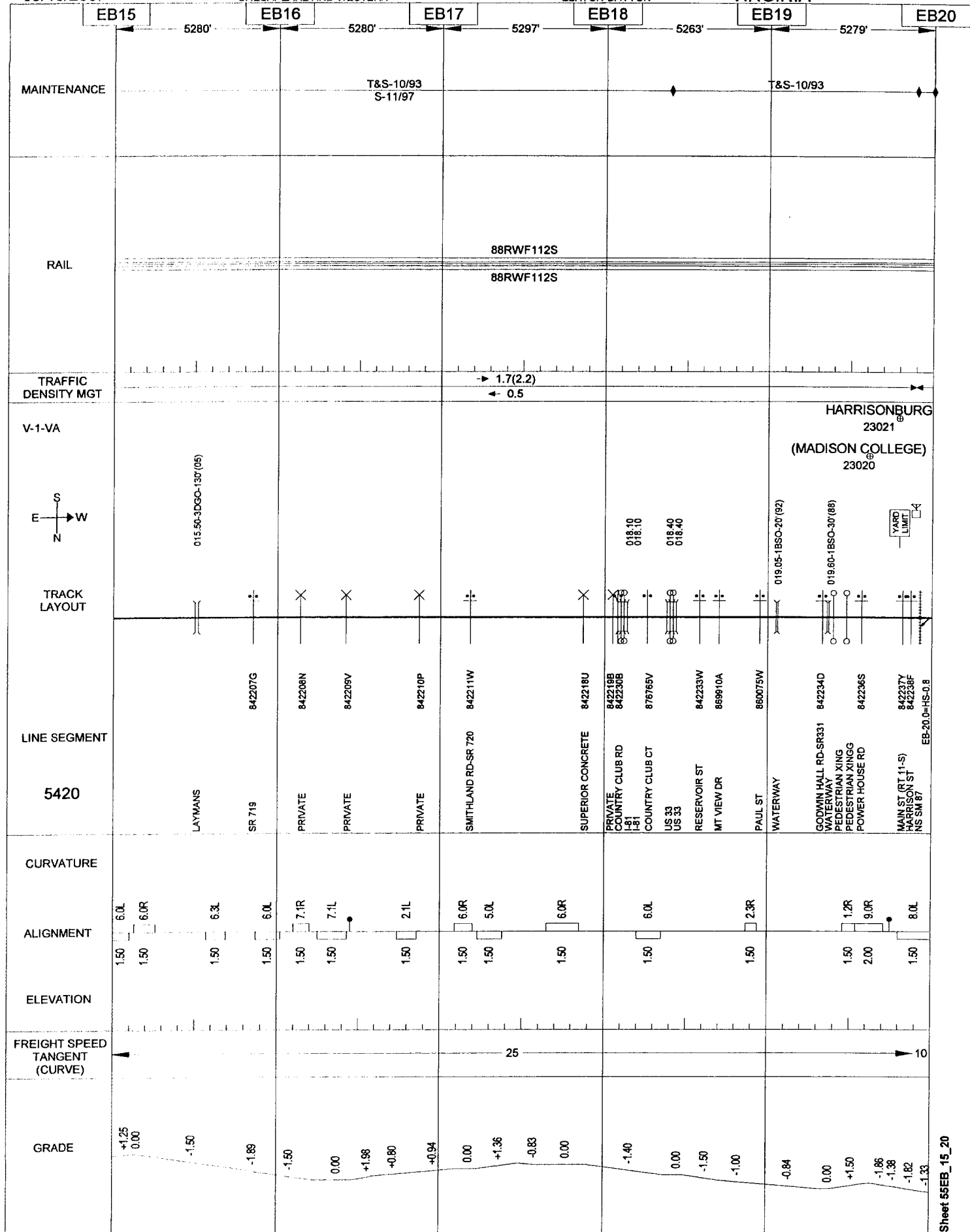
05/10/2007

CHESAPEAKE AND WESTERN

305

ELKTON-DAYTON

VIRGINIA



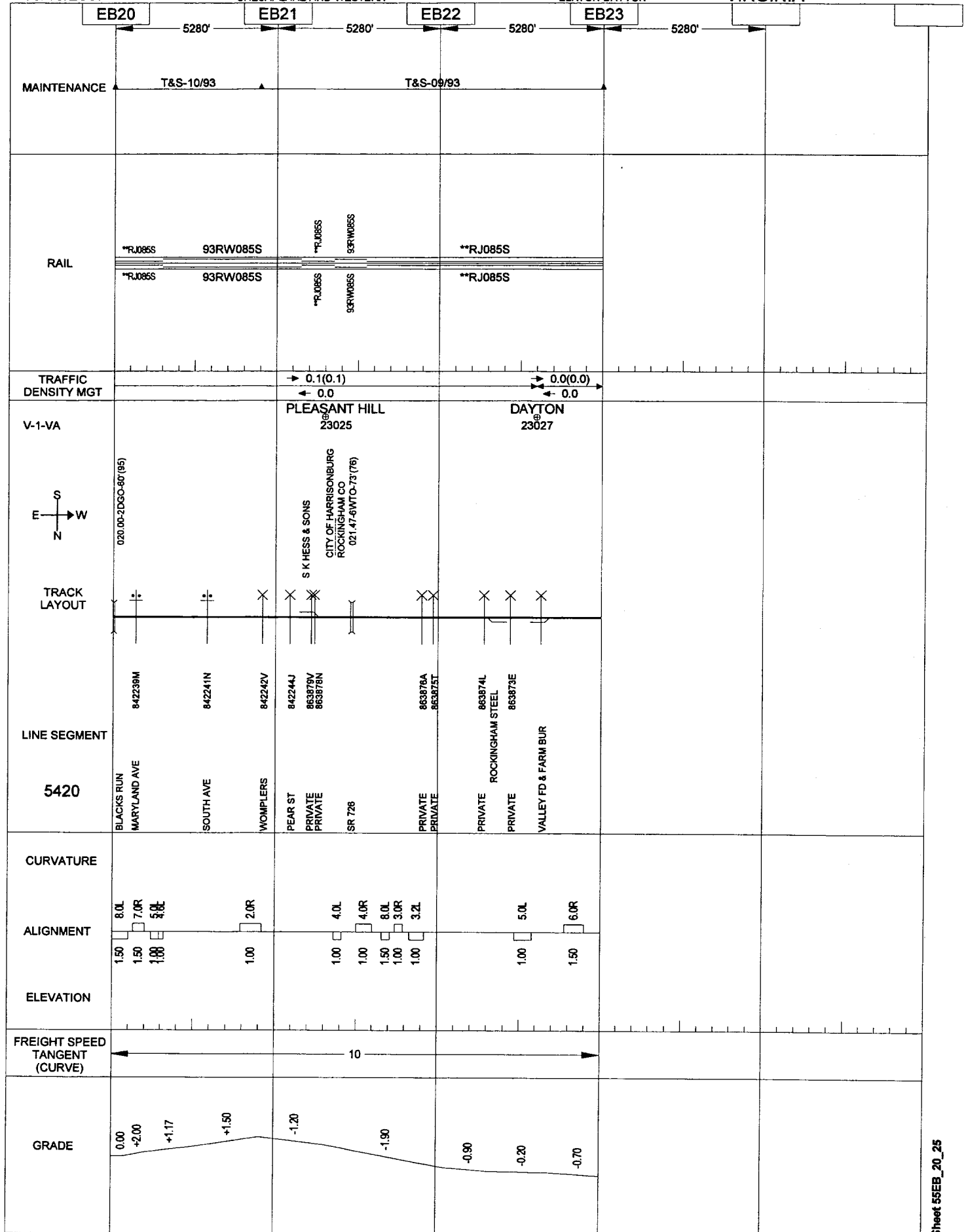
05/10/2007

306

CHESAPEAKE AND WESTERN

ELKTON-DAYTON

VIRGINIA



05/10/2007

CHESAPEAKE AND WESTERN

307

BOWMAN-HARRISONBURG

VIRGINIA

CW84

CW85

5358'

T&S-07/68

MAINTENANCE

RAIL

**RJ085S

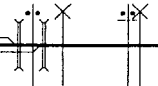
**RJ085S

TRAFFIC
DENSITY MGT

→ 0.0(0.0)

← 0.0

BOWMAN
23039

TRACK
LAYOUT084 40-1WTB-13'
084 50-1WTB-13'

714537L
714538T
714539A
714540U

WATERWAY
BOWMAN APPLE RD
WATERWAY
PRIVATE

SR 703 / 292
PRIVATE

LINE SEGMENT

5003

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

25

GRADE

+0.16
+0.30
+0.22
+0.08
0.00

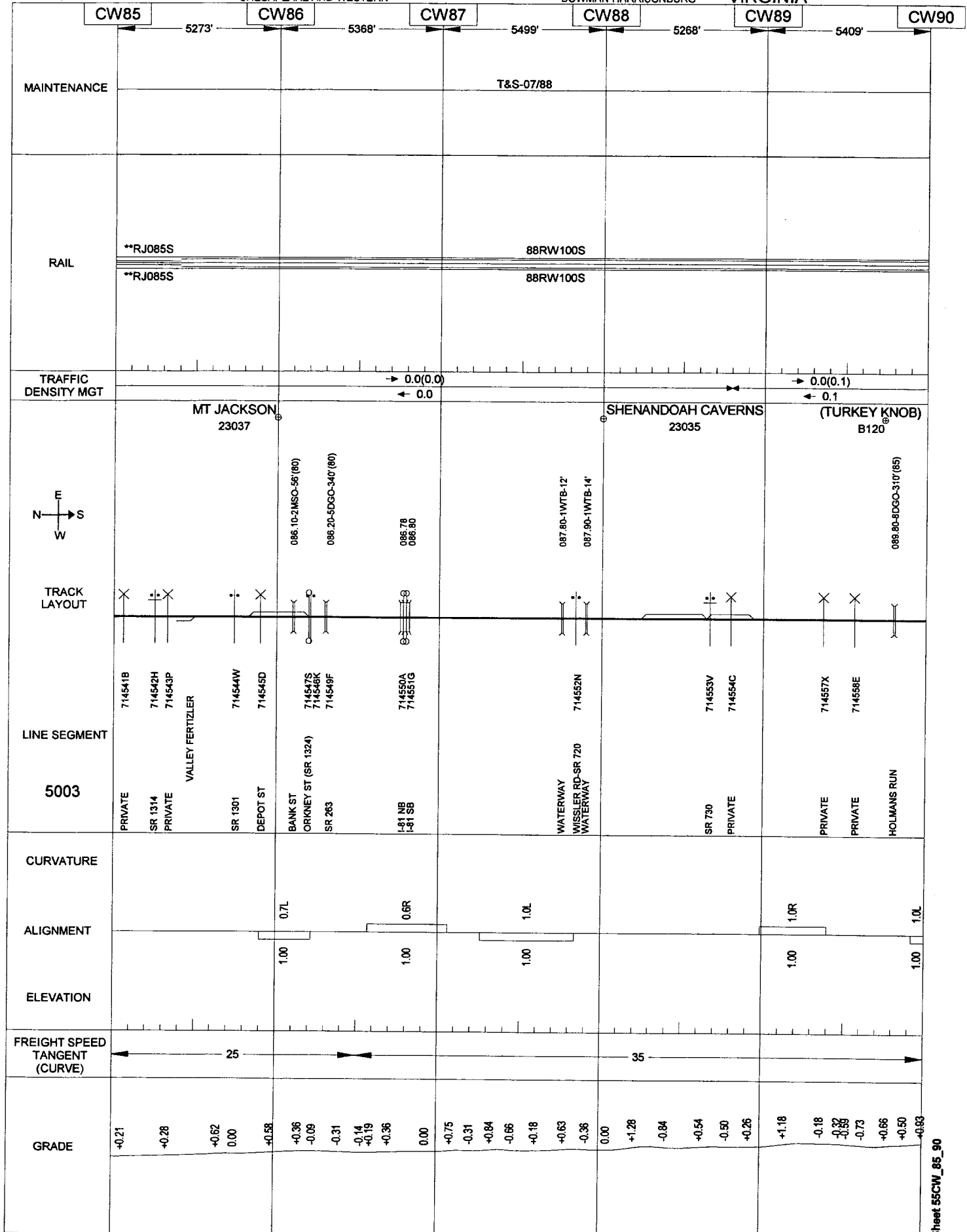
05/10/2007

CHESAPEAKE AND WESTERN

308

BOWMAN-HARRISONBURG

VIRGINIA



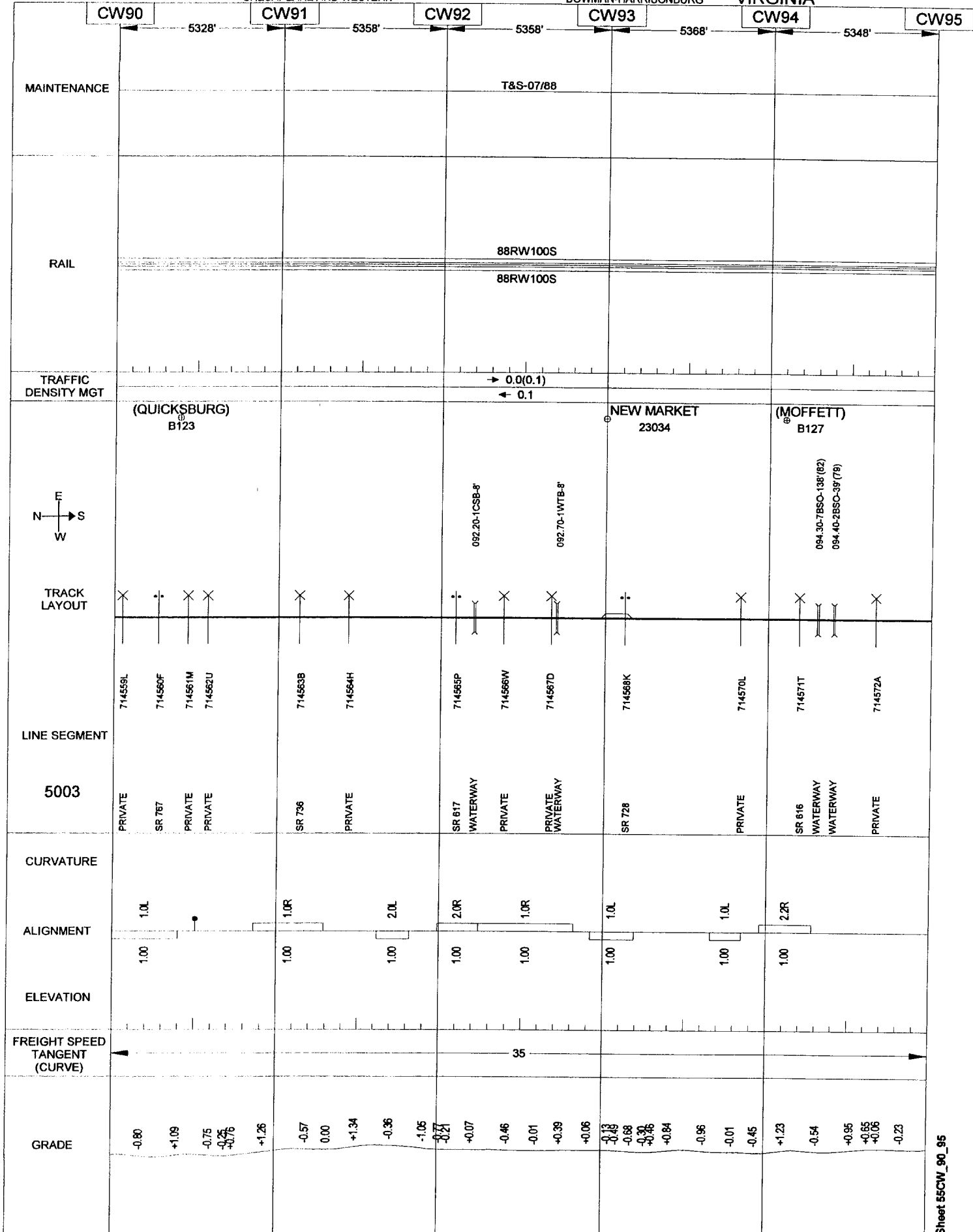
05/10/2007

CHESAPEAKE AND WESTERN

309

BOWMAN-HARRISONBURG

VIRGINIA



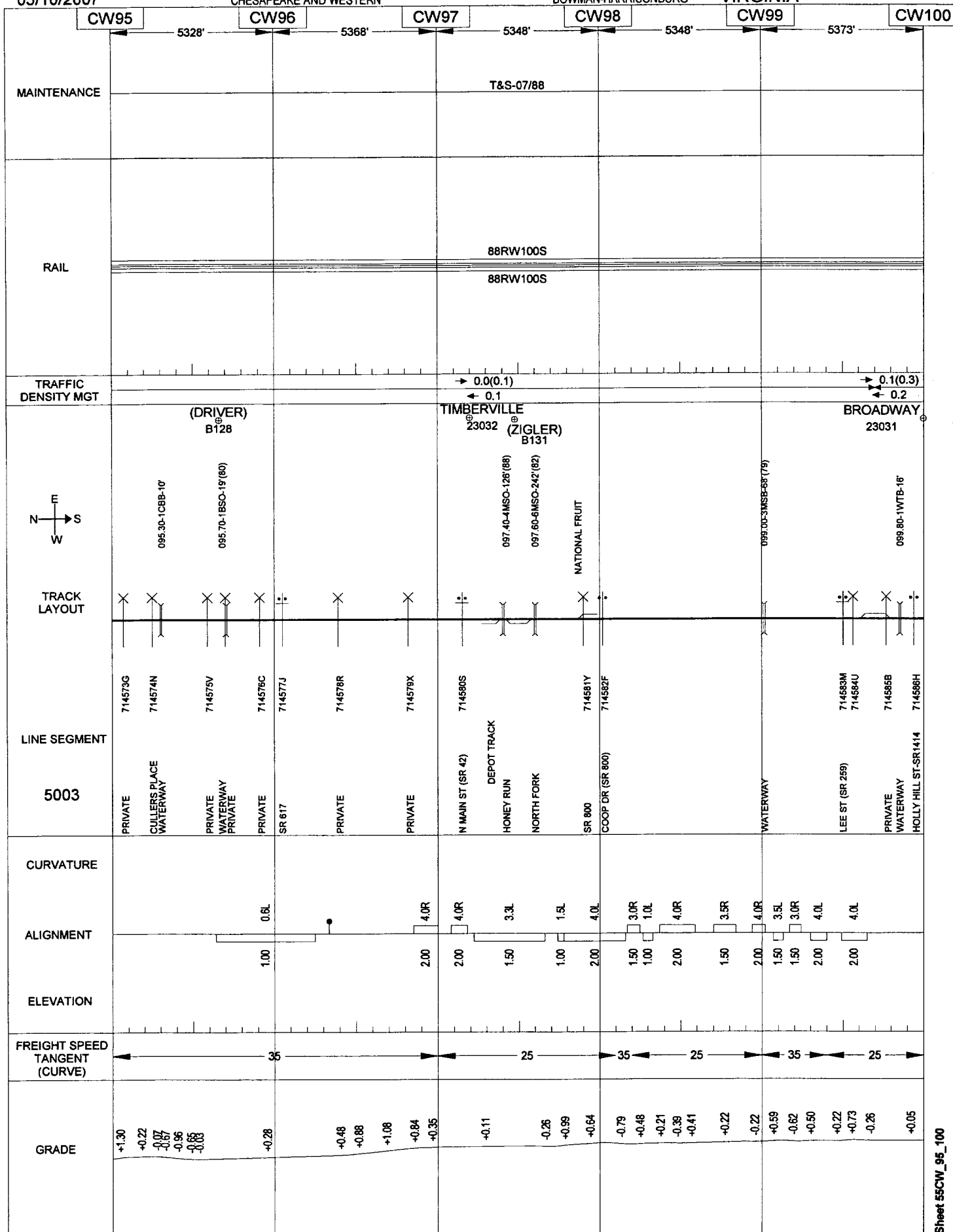
05/10/2007

310

CHESAPEAKE AND WESTERN

BOWMAN-HARRISONBURG

VIRGINIA



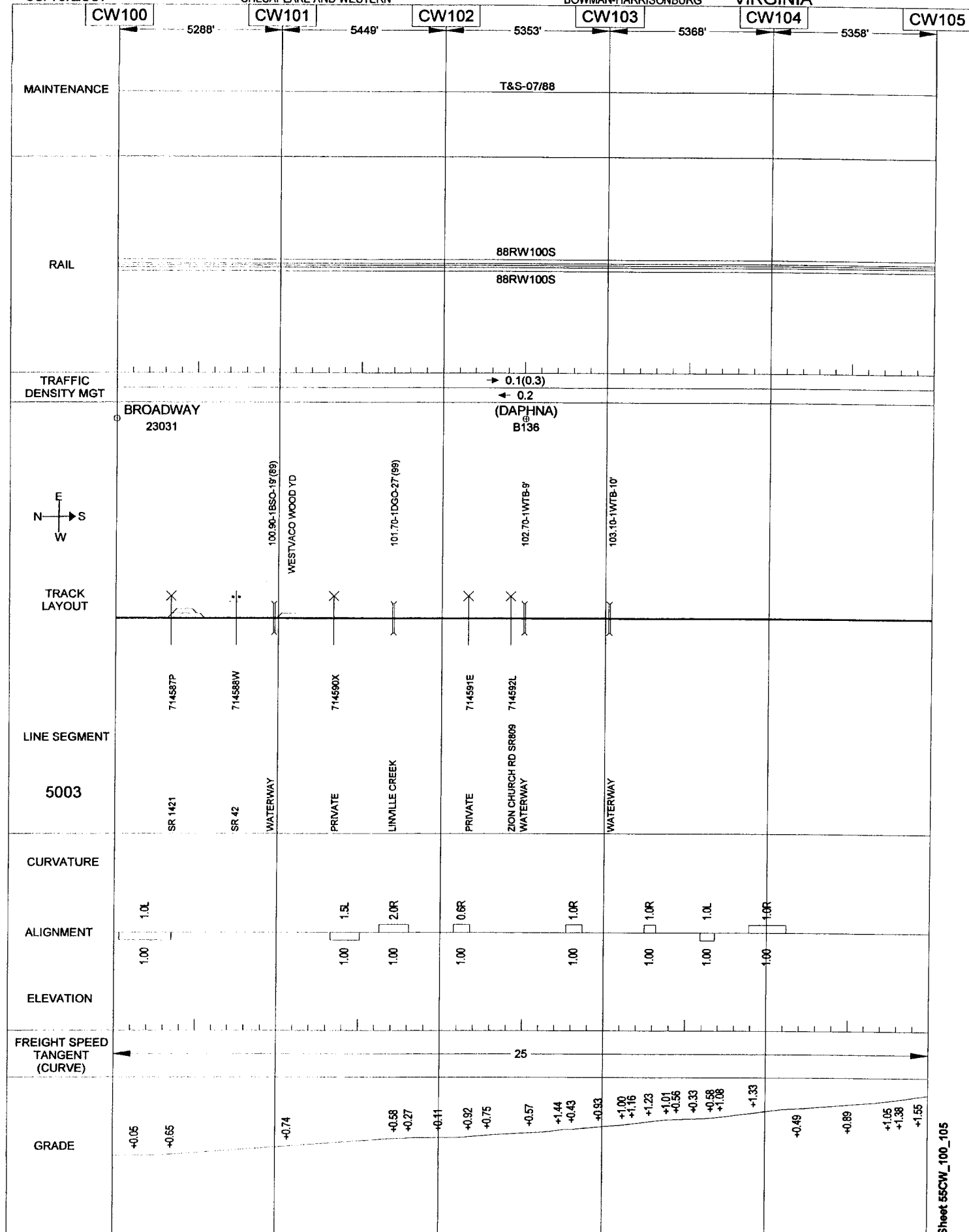
05/10/2007

311

CHESAPEAKE AND WESTERN

BOWMAN-HARRISONBURG

VIRGINIA



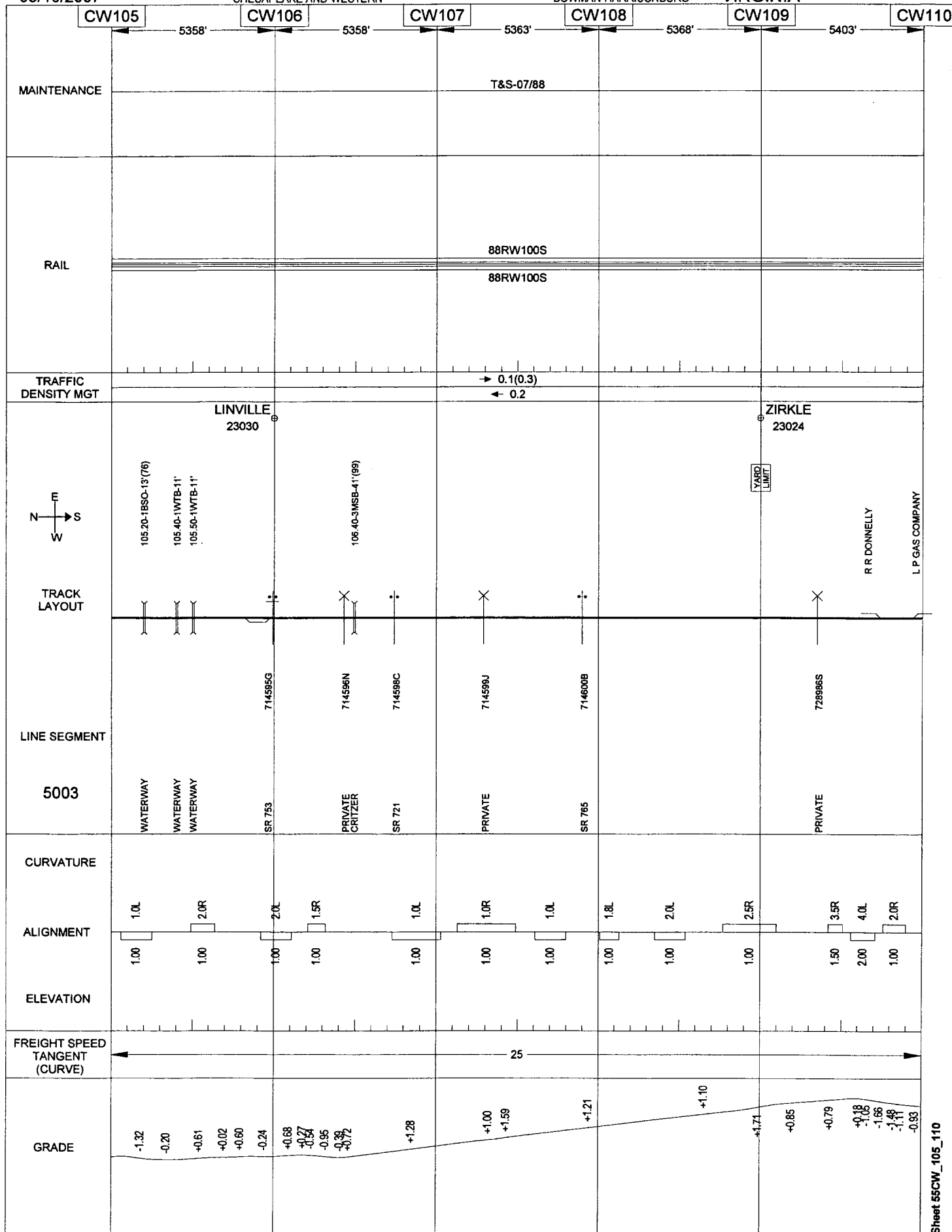
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312

CHESAPEAKE AND WESTERN

BOWMAN-HARRISONBURG

VIRGINIA



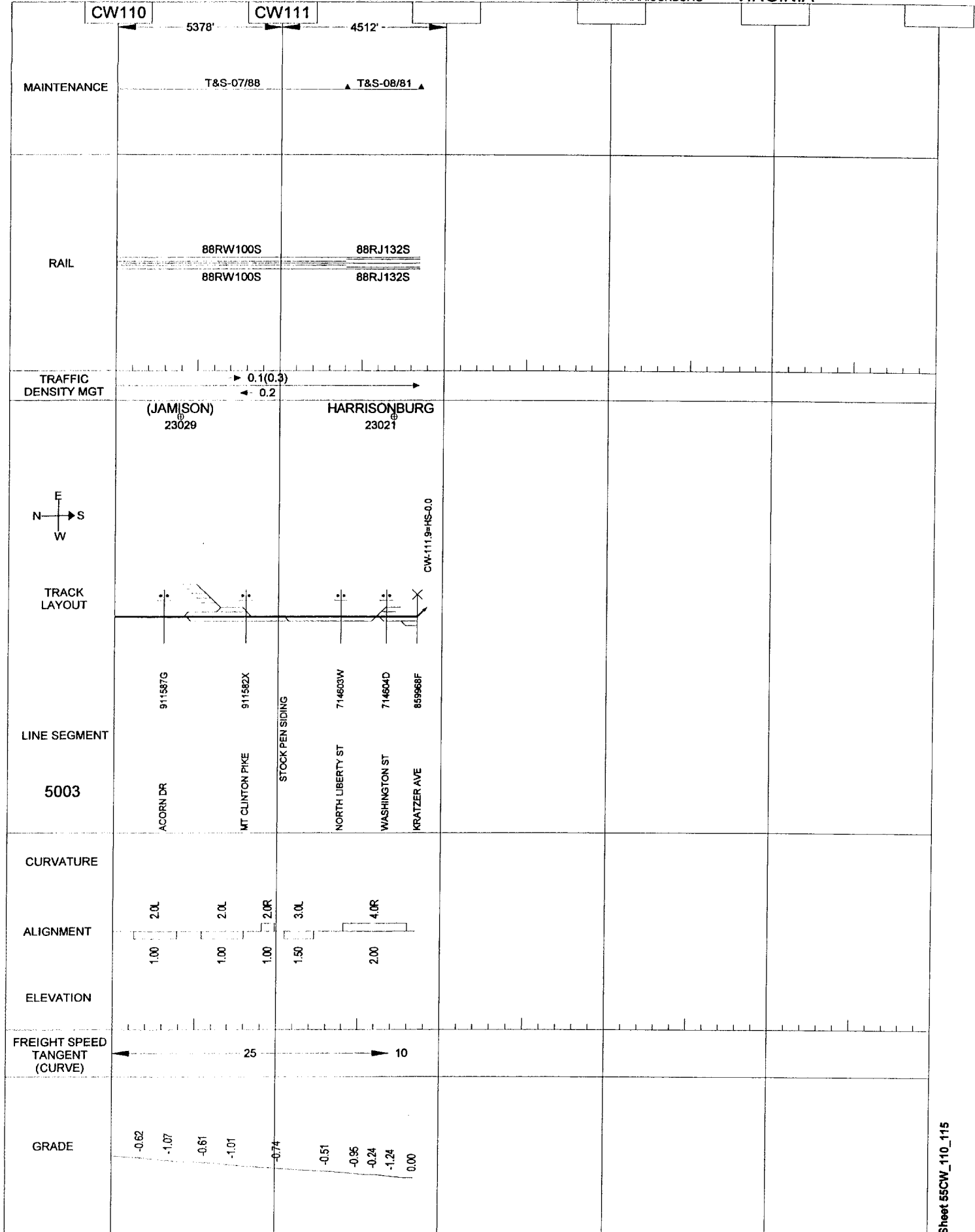
05/10/2007

CHESAPEAKE AND WESTERN

313

BOWMAN-HARRISONBURG

VIRGINIA

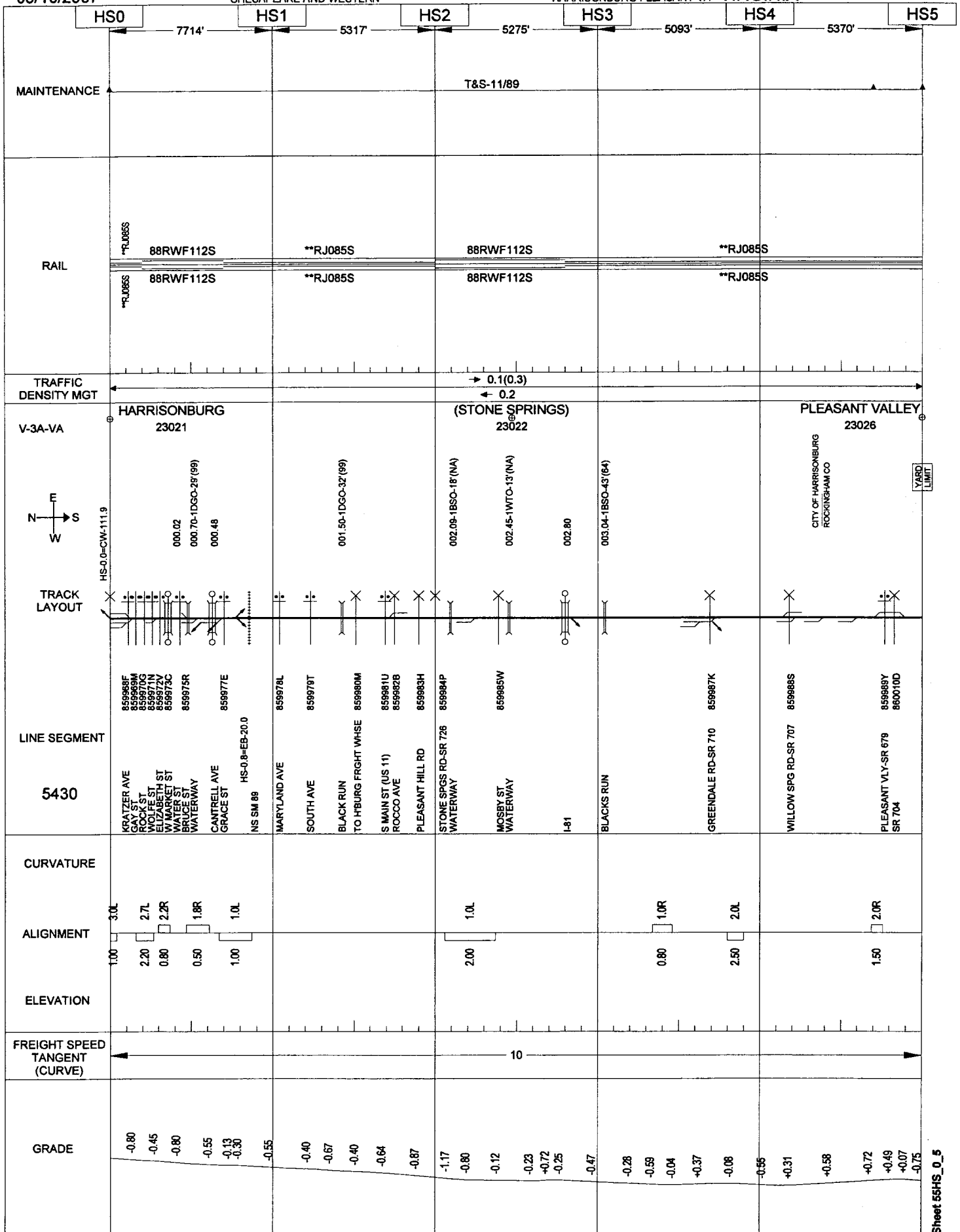


05/10/2007

314

CHESAPEAKE AND WESTERN

HARRISONBURG-PLEASANT VA VIRGINIA



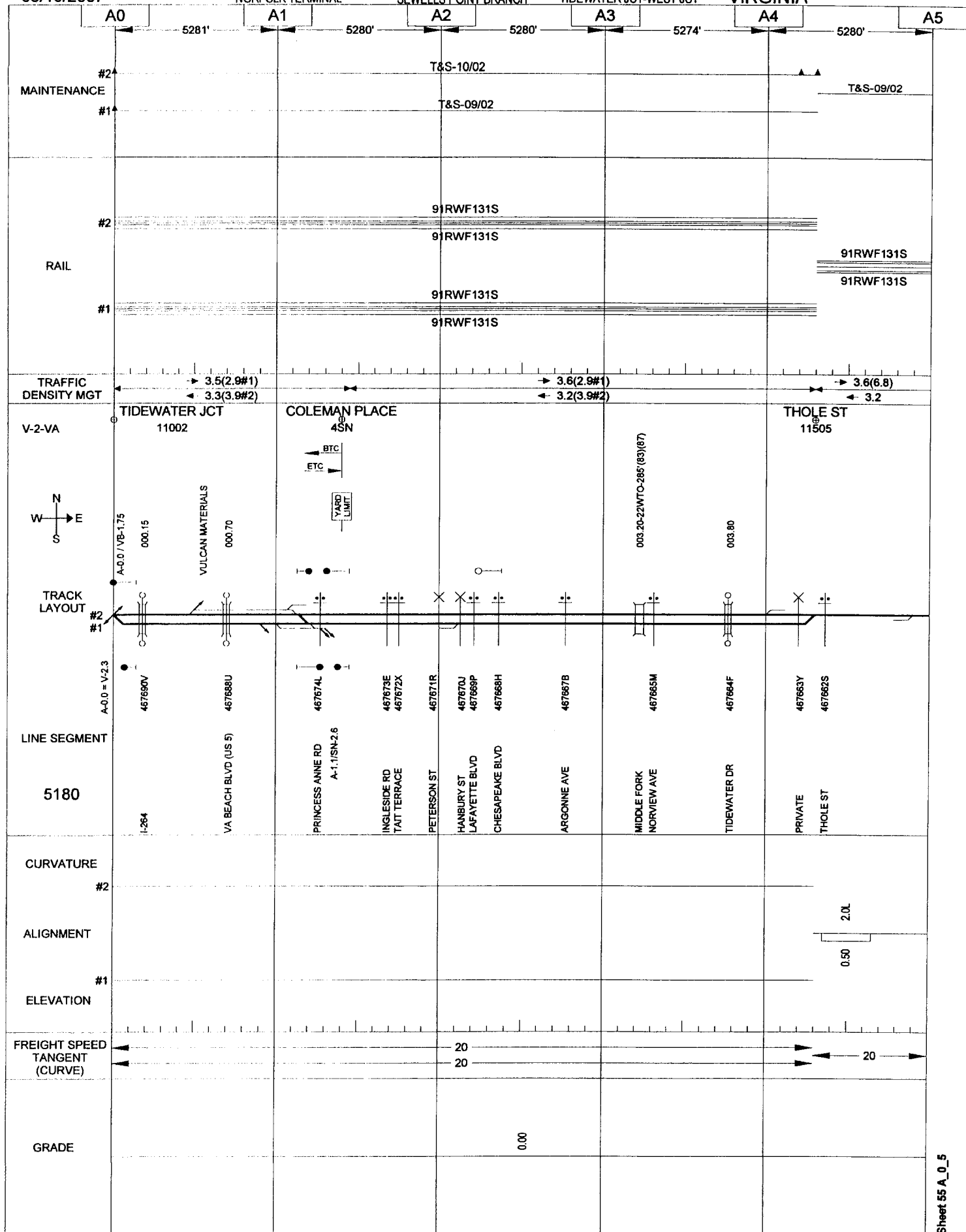
05/10/2007

NORFOLK TERMINAL

315
SEWELLS POINT BRANCH

TIDEWATER JCT-WEST JCT

VIRGINIA



05/10/2007

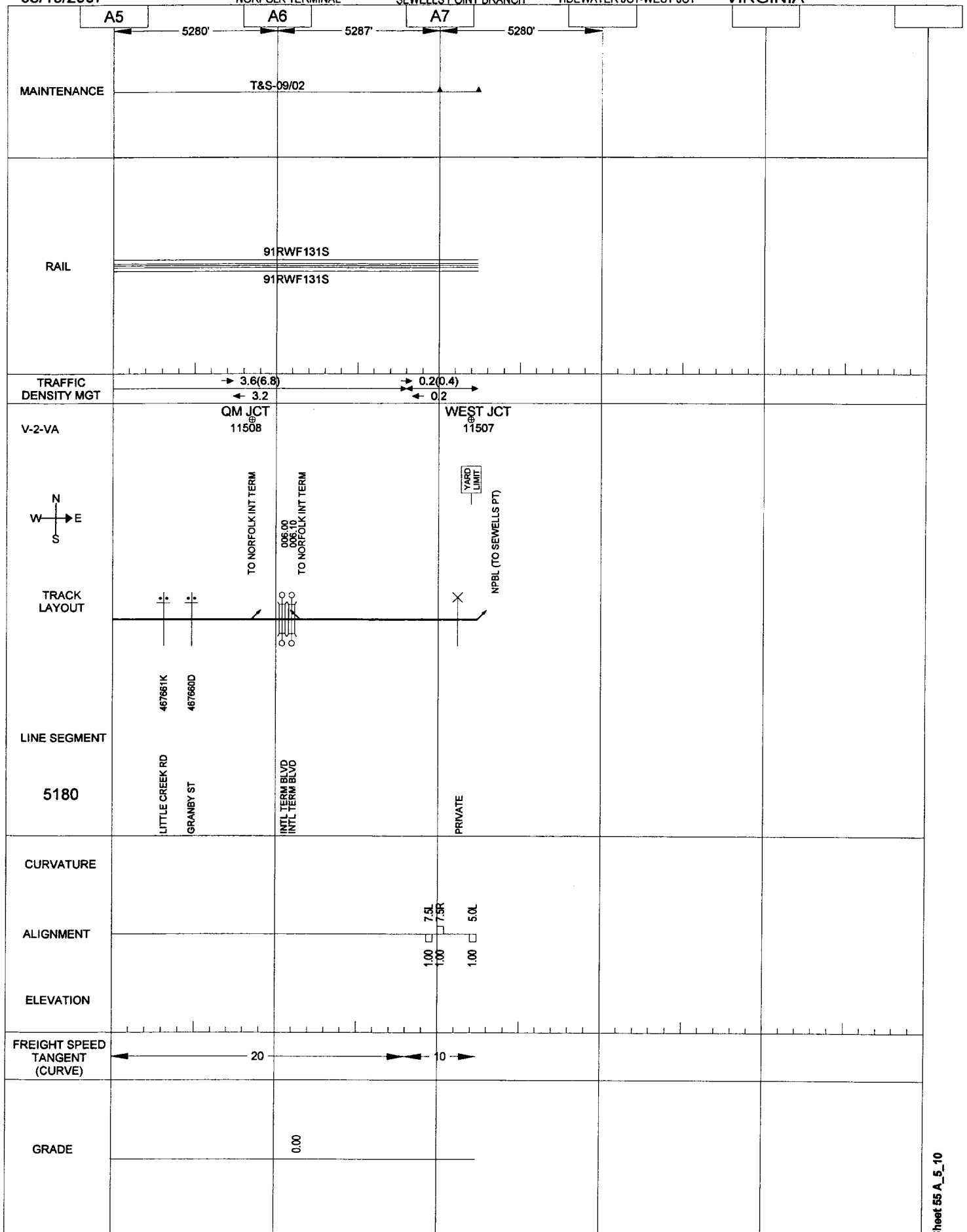
316

NORFOLK TERMINAL

SEWELL'S POINT BRANCH

TIDEWATER JCT-WEST JCT

VIRGINIA



05/10/2007

JARRATT

317
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA

V3

V4

V5

5280'

5282'

5277'

MAINTENANCE

T&S-01/99

RAIL

91RWF131S

91RWF131S

TRAFFIC
DENSITY MGT

→ 3.8(7.9)

← 4.1

→ 4.3(8.7)

← 4.4

V-2-VA

TRACK
LAYOUT

E BRANCH BRIDGE

11003

TIDEWATER JCT

11002

CITY OF NORFOLK
CITY OF CHESAPEAKE

002.80-90MS-1784'(87)

TEST
MILE

CAROLINA JCT

11004

TEST
MILE

V-2.3=A-0.0

003.40

004.35
004.40

V-4.6/NS-2.2

V-4.9/N-3.4

LINE SEGMENT

5170

WESTMINSTER AVE 467692J

ELIZABETH RIVER EAST
DRAWSPAN

FORD MOTOR CO

INDIAN RIVER RD 467693R

BERKLEY AVE 467694X

CAMPOSTELLA RD-SR188 467695E

RAMP V-4.4/NS-2.1

LIBERTY ST 467696L

ATLANTIC AVE 467697T

HOOVER AVE V-4.9/N-3.2 467698A

CURVATURE

2.0R

2.0R

ALIGNMENT

1.00

1.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

+0.08

0.00

-0.20

-0.12

-0.20

-0.20

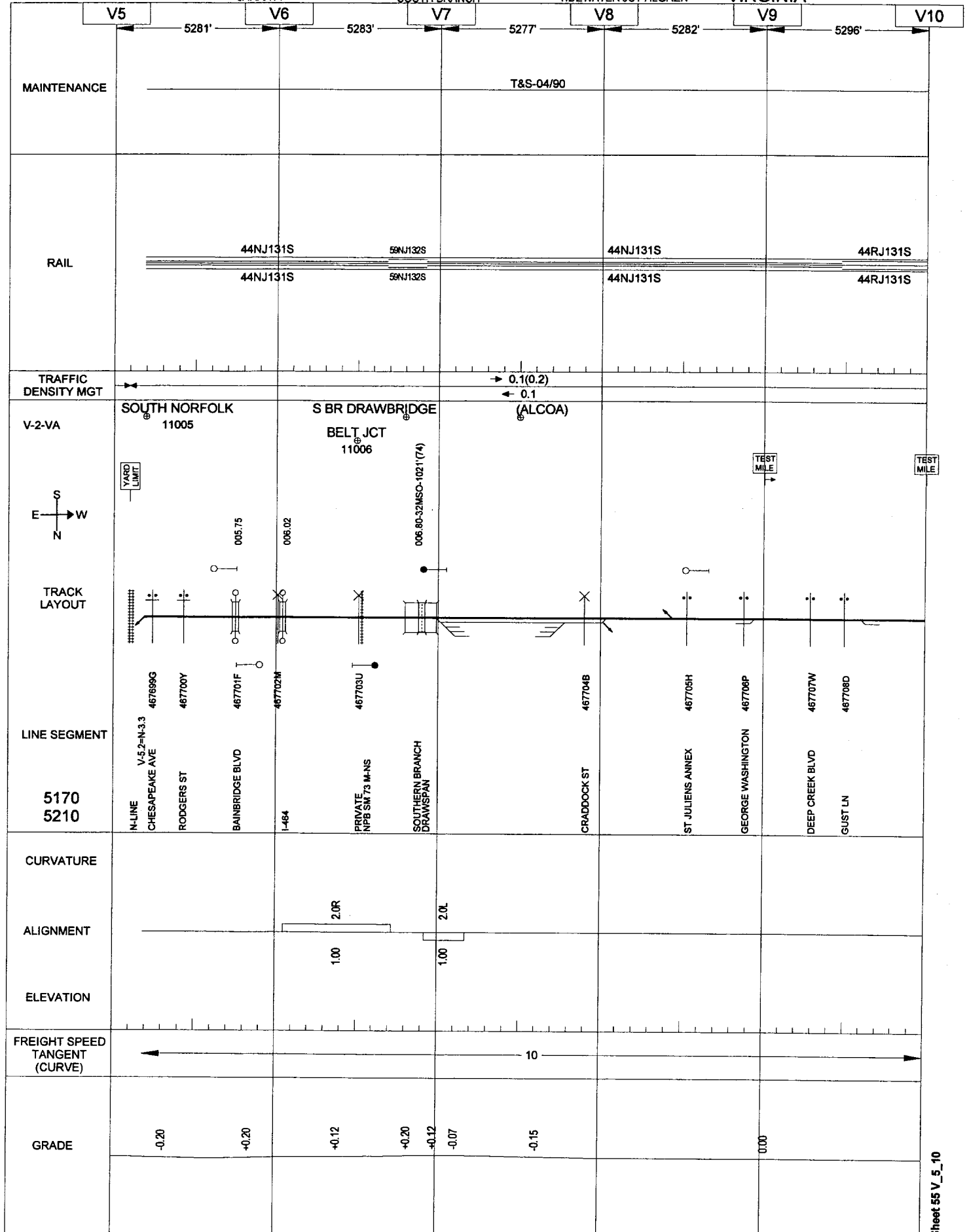
05/10/2007

JARRATT

318
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA



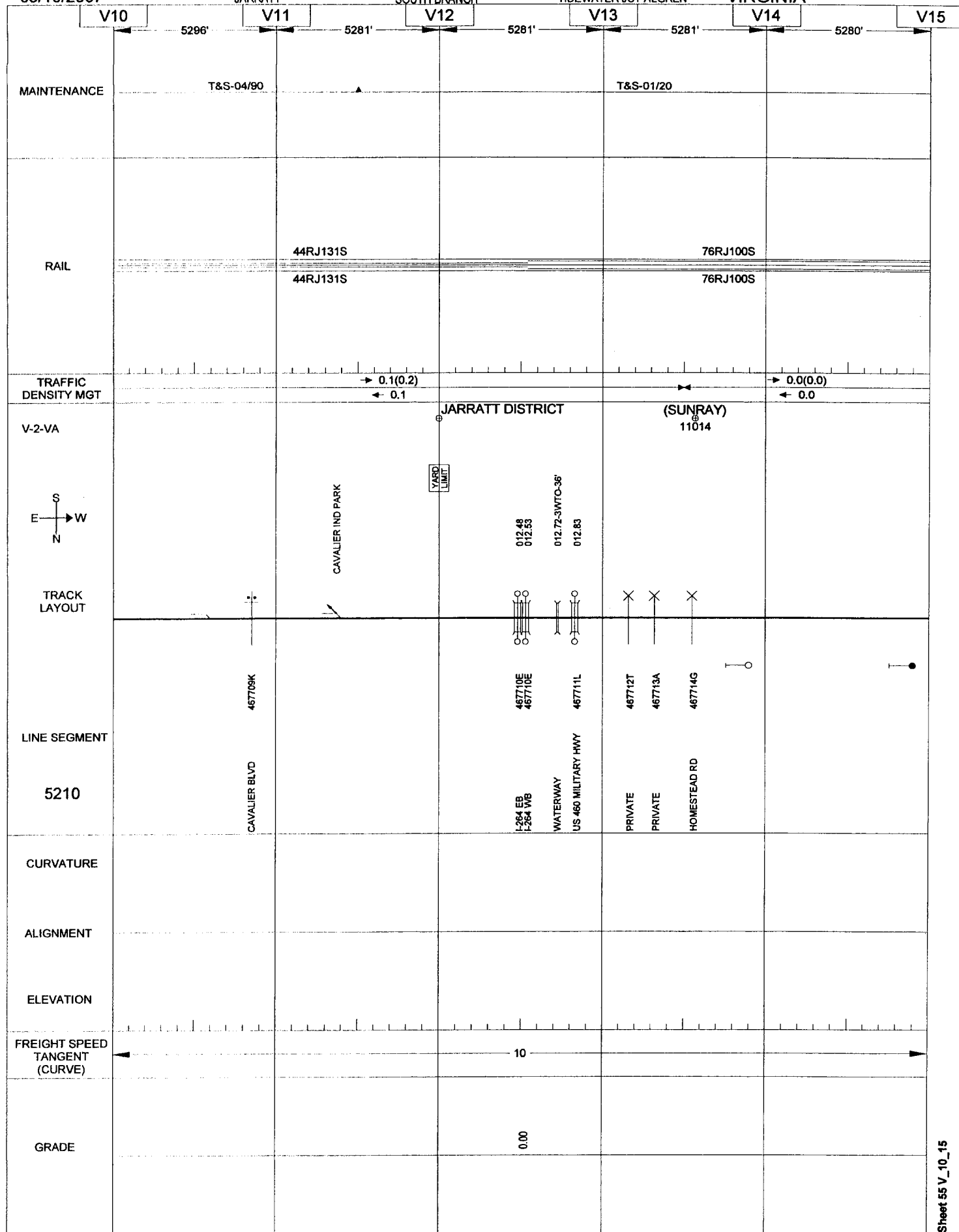
05/10/2007

JARRATT

319
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA



05/10/2007

JARRATT

320
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA

V15

5288'

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-01/20▲

RAIL

76RJ100S

76RJ100S

TRAFFIC
DENSITY MGT

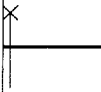
→ 0.0(0.0) →
← 0.0 ←

V-2-VA

(ALGREN)
11515

S
E — W
N

TRACK
LAYOUT



487715N

LINE SEGMENT

5210

SNOWDEN ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

← 10 →

GRADE

0.00

05/10/2007

NORFOLK TERMINAL

321
SOUTH BEACH ROUTE

PARK AVENUE-TIDEWATER

VIRGINIA

VB1

4841'

5401'

MAINTENANCE

▲ T&S-06/75 ▲

T&S-08/88

RAIL

**RJ080S

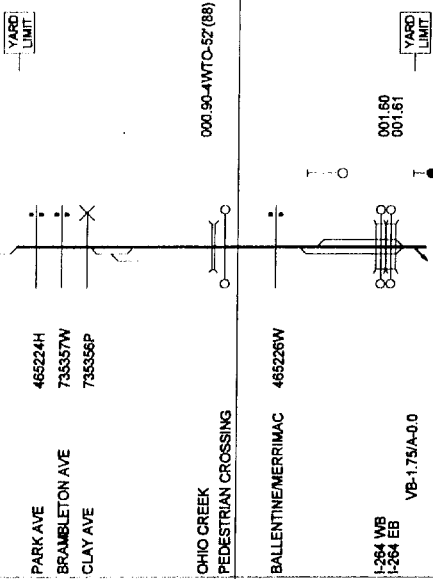
**RJ080S

TRAFFIC
DENSITY MGT

NSRR/1

PARK AVENUE
OVB

TIDEWATER

TRACK
LAYOUT

LINE SEGMENT

5008

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.17
 -0.08
 0.00
 +0.09
 0.00
 -0.08
 -0.07
 -0.09
 -0.04
 0.00

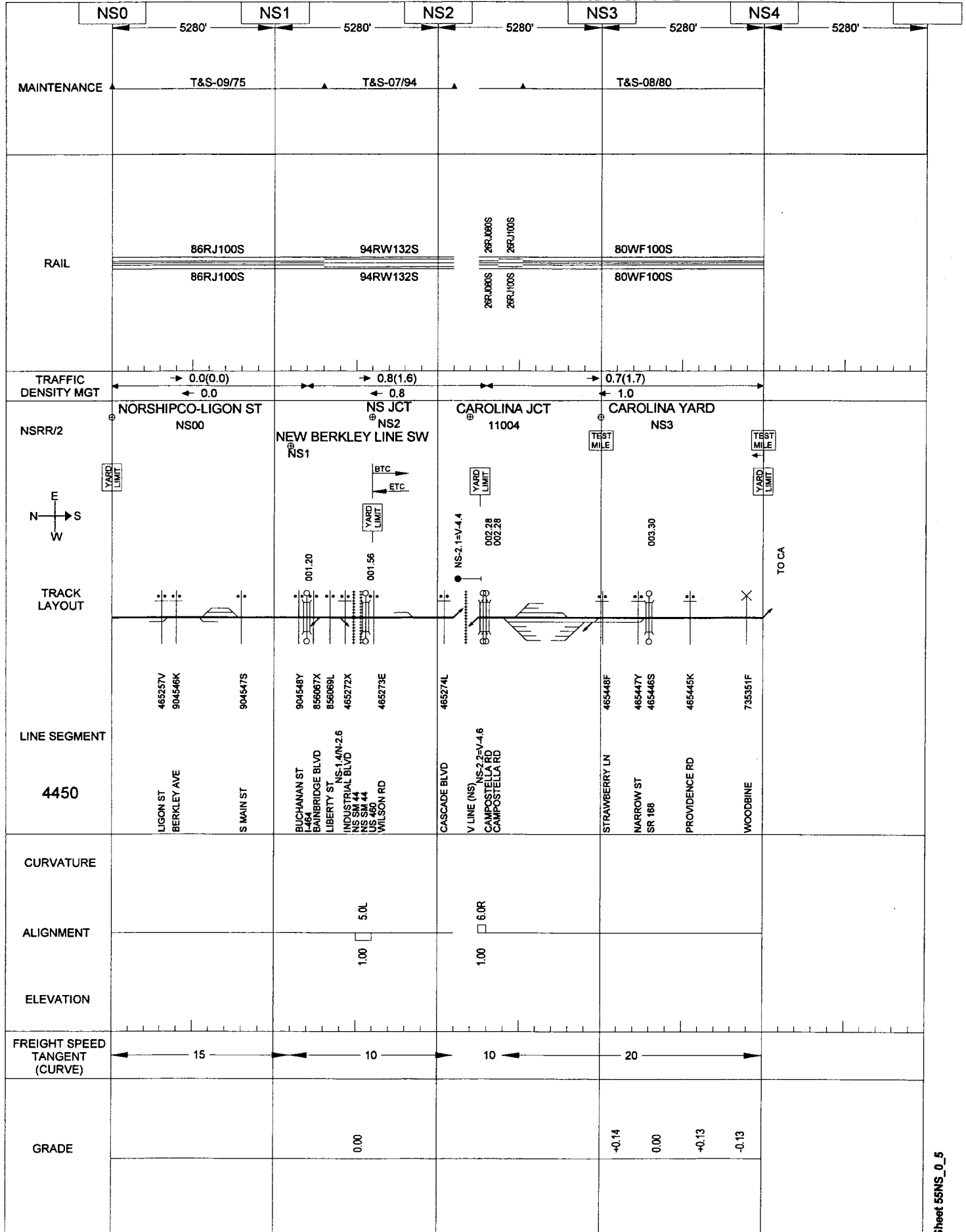
05/10/2007

322

ALBERMARLE

NORFOLK-CHESAPEAKE

VIRGINIA



04/05/2007

DANVILLE

323

HURT CONNECTION

ALTAVISTA-HURT

PIEDMONT

AC197

AC198

5280'

5280'

MAINTENANCE

T&S-09/03

RAIL

82NWF132S

82NWF132S 04NWF132P

82NWF132S

TRAFFIC
DENSITY MGT

→ 18.9(26.7)
← 7.8

V-2-VA

HURT
91200

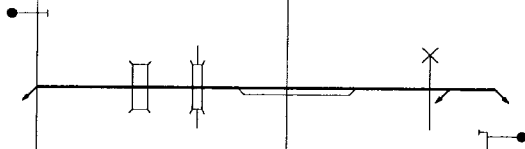
HURT CONN.
197

E
N → S
W

197.35-3850-300' (00)

197.65-2176-155'

TRACK
LAYOUT



LINE SEGMENT

0709

AC-197.0 = V-200.3

SYCAMORE CREEK

OLD US 29

713924A

AC-198.83 = 197.3

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

4.2R

8.1R

3.6L

3.0R

1.50

3.50

1.00

1.00

30

+1.20

+1.40

+0.71

0.00

04/19/2007

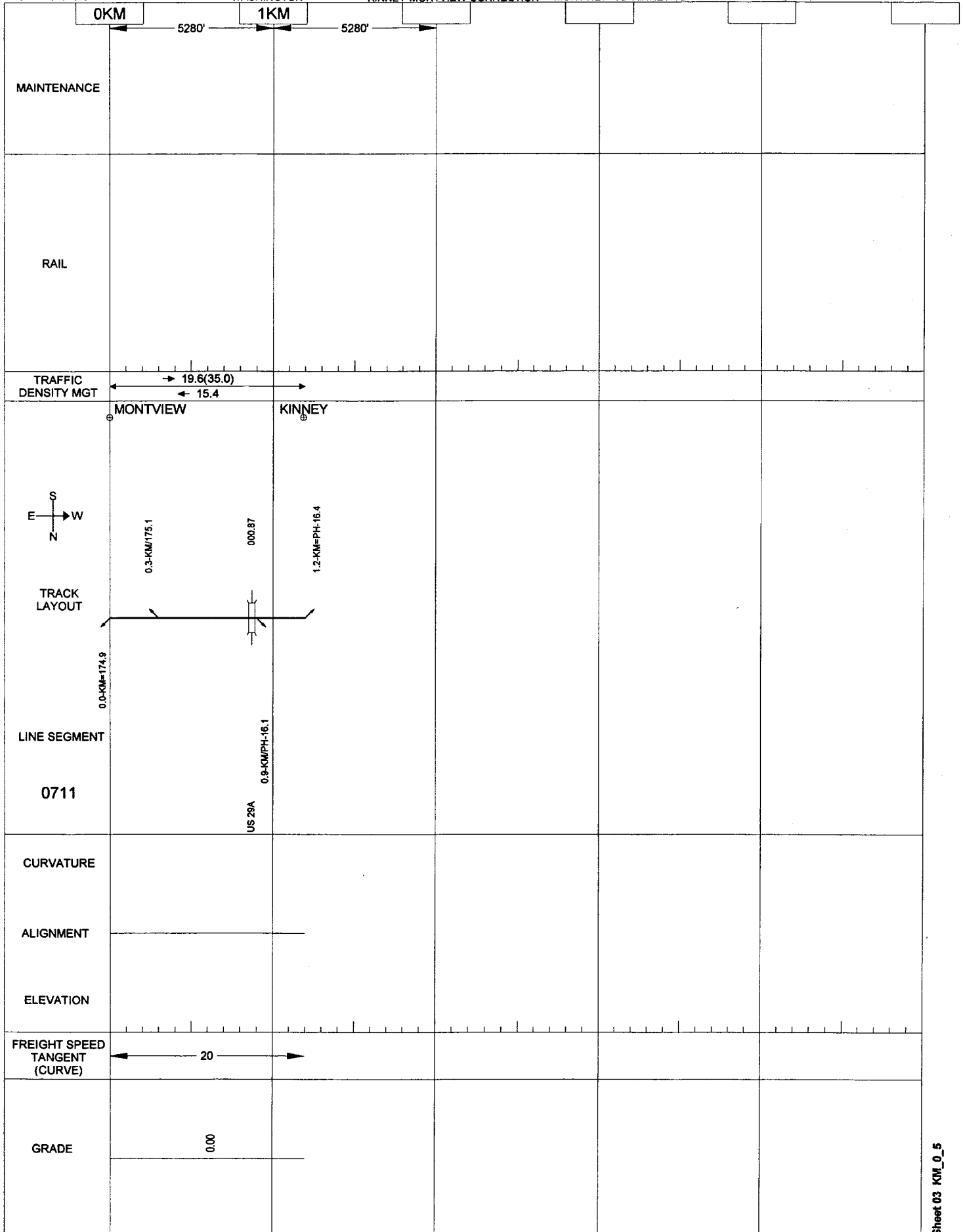
324

WASHINGTON

KINNEY-MONTVIEW CONNECTION

MONTVIEW YD-KINNEY YD

PIEDMONT



Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

- 1) Date shown represents when drawing was prepared.
- 2) Items correspond to:
 District, Branch, and Spur when applicable. (Original NS System)

or

 Old Division name and From-To Station names. (Original NS System)

or

 RDBR, Line Name, and From-To Station names. (Original CR System)
- 3) Operating Division name.
- 4) Sheet number within Operating Division.

Milepost Data Band -

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

Maintenance Section -

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

Rail Section -

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

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

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

Traffic Density Section -

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

Track Layout Section -

- 1) Left hand margin gives valuation map I.D., track timetable direction (compass rose), and line segment reporting number.
- 2) Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.
- 3) Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.
- 4) Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.
- 5) Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.
- 6) The track diagram for main line, side tracks, crossovers, leads, and yard track, including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures. The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: 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.
- 2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.
- 3) Location of wheel flange and top of rail lubricators is given along mains.

Freight Speed Section -

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

Grade Section -

Grade shown is based on ascending milepost direction.

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

TABLE 1
RAIL TYPE CODES

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

TABLE 2
BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

TABLE 3
OPEN DECK BRIDGE INFORMATION

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2006
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	2006
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	2006
116	V-257.62	257.70	01	1990
116	V-259.00	259.00	01	2006
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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-106.49	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	2006
270	FD-041.86	041.70	01	1997
270	FD-044.02	044.00	01	1997
271	FD-046.50	046.50	01	2006
			01	1998
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

<u>PAGE</u>	<u>MILE POST</u>	<u>BRIDGE NUMBER</u>	<u>TRACK</u>	<u>YEAR REDECKED</u>
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	2006
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	2006
			01	1989
			01	1985
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