



Virginia Division

2008

***This book is intended for
GENERAL REFERENCE ONLY***

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

Engineering D&C Database:

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

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

<u>E MAIL:</u>	<u>MEMO:</u>	<u>PHONE:</u>
tom.berry@nscorp.com	TJBERRY	(404) 529-1949
owen.russell@nscorp.com	ORRUSSEL	(404) 529-2222

NS Corporate Track Database (CTRK):

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

Rail, T&S, Surfacing:

Engineering MW&S Department
Leonard H. Patrick, Manager Program & Schedules
MEMO: LHPATRIC PH. (404) 529-1456
E-MAIL: leonard.patrick@nscorp.com

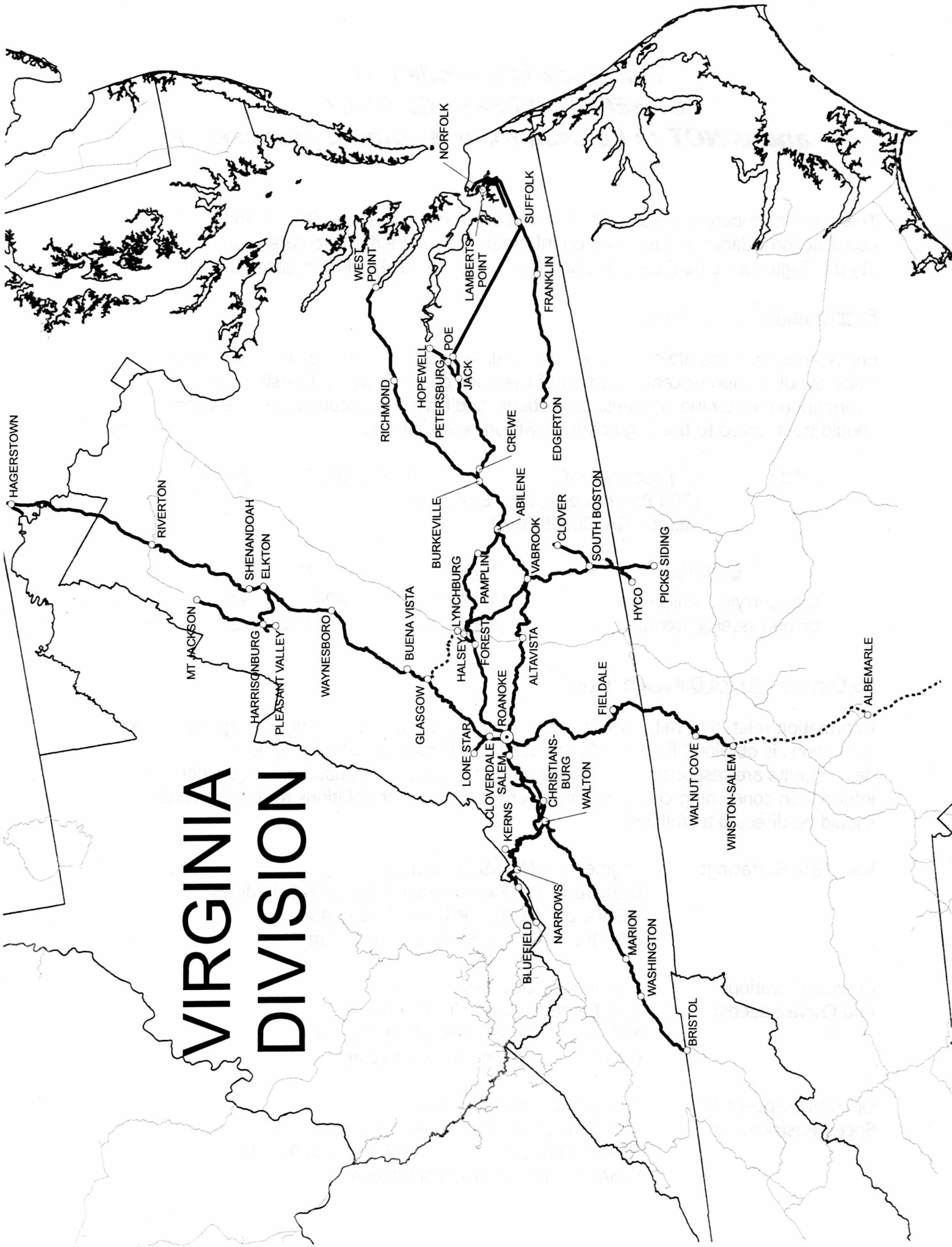
Curves, Elevations
And Curve Speeds:

Engineering D&C Department
J. C. Bamert, System Track Analyst
MEMO: JCBAMERT PH. (404) 529-1204
E-MAIL: joe.bamert@nscorp.com

Operating Speeds &
Speed Restrictions:

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K. L. Ricks, Systems Manager Transportation
MEMO: KLRICKS PH. (404) 529-2298
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VIRGINIA DIVISION



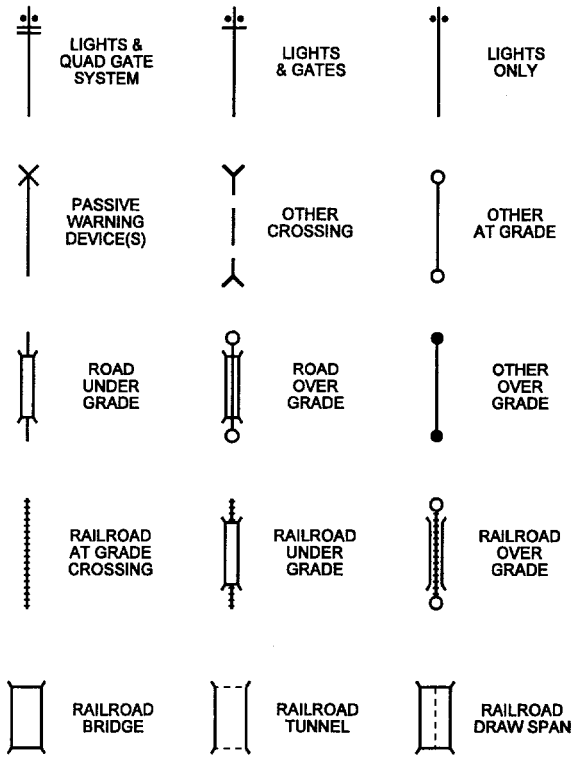
VIRGINIA DIVISION

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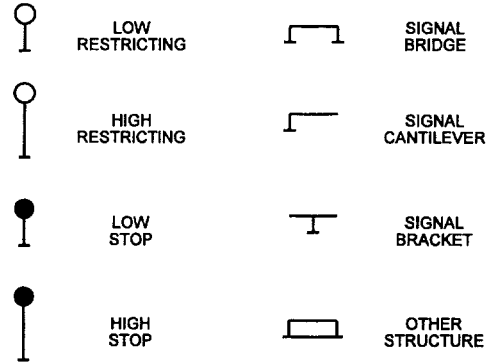
STATION		MILEPOST		DISTRICT	PAGE
FROM	TO	FROM	TO		
Lamberts Point - Bridge 5		LP - 0.00	- 5.10	Norfolk	1
Bridge 5 - Poe		N - 1.23	- 77.81	Norfolk	3
Poe - Jack		P - 0.00	- 8.86	Norfolk	Petersburg Belt 19
Poe - Petersburg - Jack		N - 77.81	- 88.31	Norfolk	21
Petersburg - Hopewell		CP - 0.38	- 9.86	Norfolk	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	Whitethorne	Salem Connection 111
Glenvar Crossover		GX - 0.00	- 0.28	Whitethorne	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
Martinsville - Fieldale		DW - 41.50	- 47.20	Winston-Salem	Hill Top Branch 236
Junction - Duke Power		BC - 0.00	- 4.10	Winston-Salem	Belews Creek Spur 238
Kinney Yard - Picks		L - 0.00	- 85.87	Durham	239
South Boston - Clover		F - 31.00	- 47.40	Durham	Clover Spur 257
Mayo Jct. - Mayo Creek		M - 0.00	- 4.01	Durham	Mayo Creek Spur 261
Hyco Jct. - Hyco		HY - 0.00	- 7.55	Durham	Hyco Spur 262
Suffolk - Edgerton		FD - 16.50	- 90.20	Franklin	264
Burkeville - West Point		F - 84.80	- 179.00	Richmond	280
Elkton - Dayton		EB - 0.00	- 23.00	Chesapeake & Western	300
Bowman - Harrisonburg		CW - 84.00	- 111.85	Chesapeake & Western	305
Harrisonburg - Pleasant Valley		HS - 0.00	- 5.00	Chesapeake & Western	312
Tidewater Jct- West Jct.		A - 0.00	- 7.24	Norfolk Terminal	Sewells Pt. Branch 313
Tidewater Jct- Algren		V - 2.30	- 15.40	Norfolk Terminal	South Branch 315
Norfolk - Chesapeake		NS - 0.00	- 4.00	Albermarle	319
Hurt Connector (Altavista)		AC - 197.00	- 198.83	Piedmont Division	320
Montview - Kinney Conn.		0.00	- 1.20 - KM	Piedmont Division	321

TRACK CHART SYMBOL LEGEND

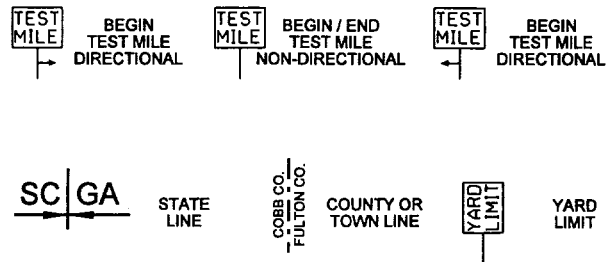
RIGHT OF WAY CROSSINGS



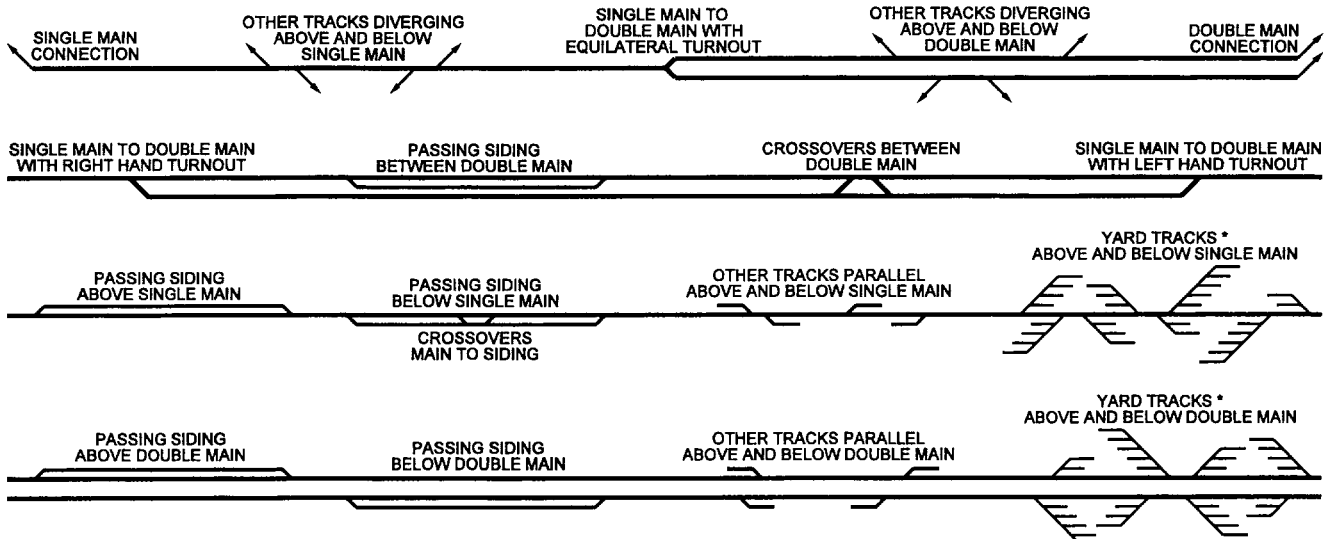
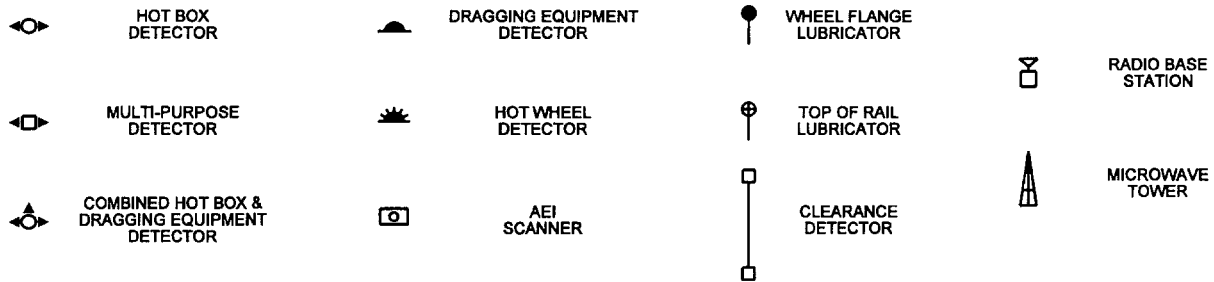
SIGNAL TYPES & SIGNAL STRUCTURES



TERRITORY MARKERS



TRACK & COMMUNICATION EQUIPMENT



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

09/16/2008

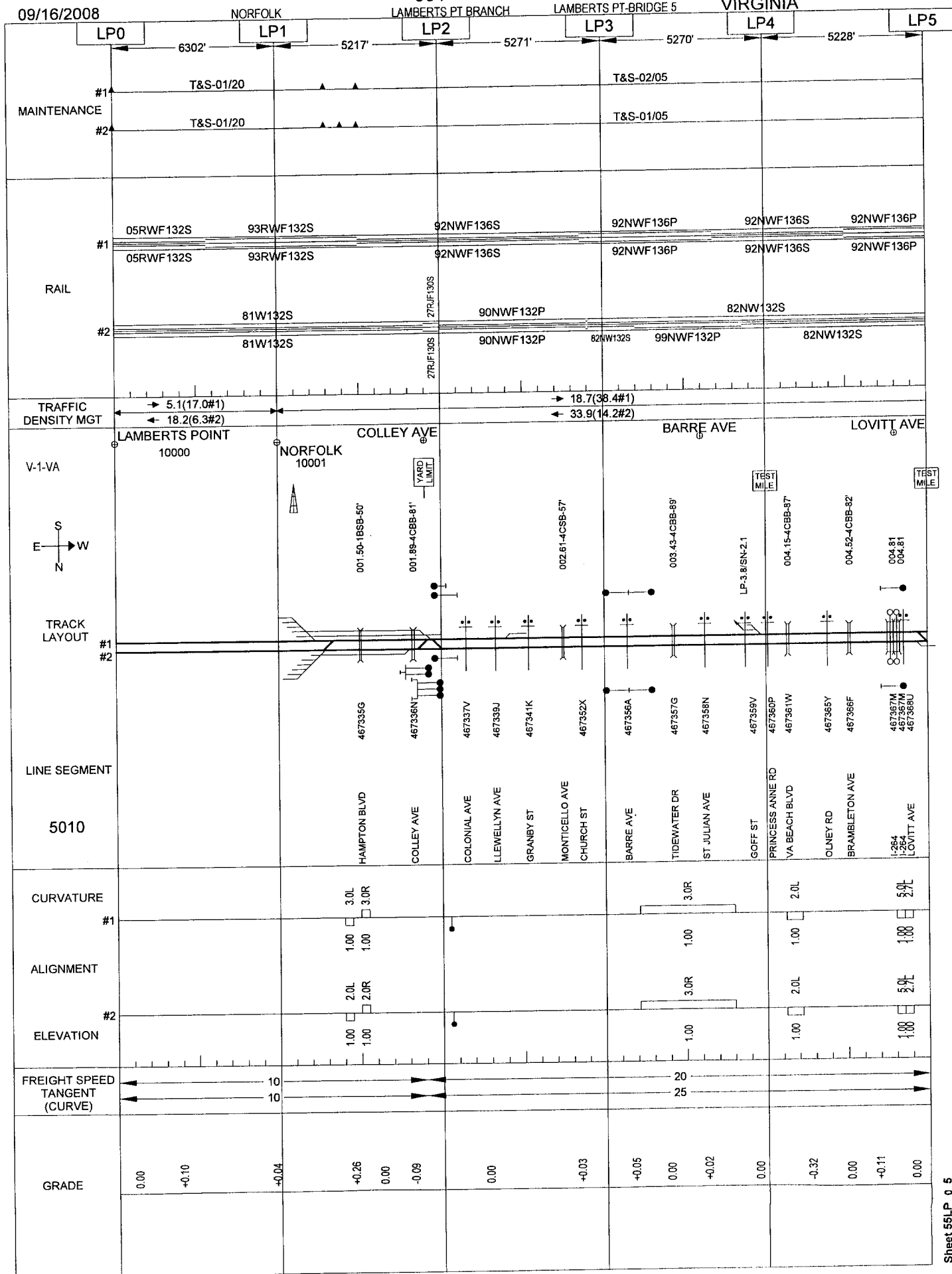
001

NORFOLK

LAMBERTS PT BRANCH

LAMBERTS PT-BRIDGE 5

VIRGINIA



09/16/2008

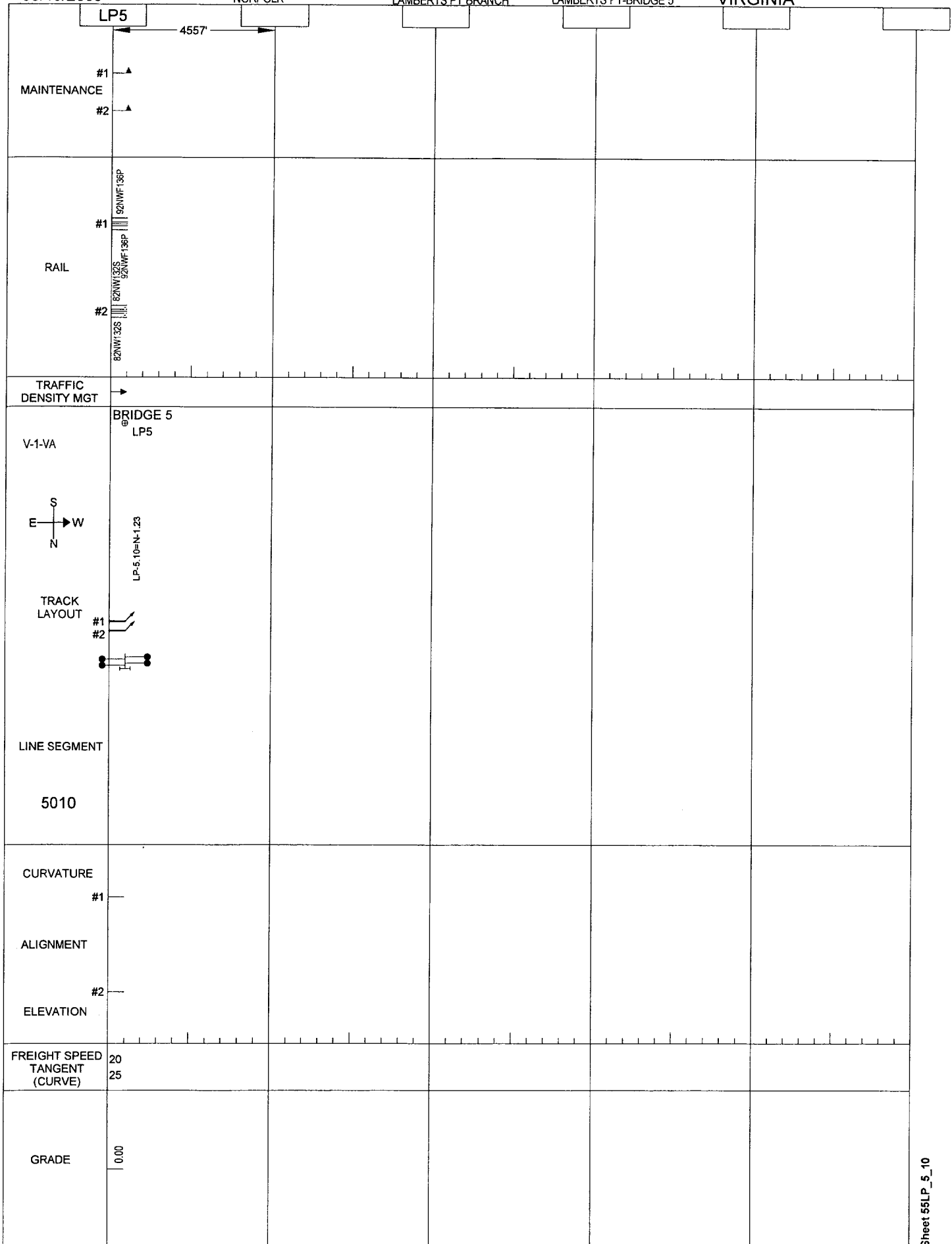
NORFOLK

002

LAMBERTS PT BRANCH

LAMBERTS PT-BRIDGE 5

VIRGINIA



09/16/2008

003

NORFOLK

BRIDGE 5-POE

VIRGINIA

N2

N3

N4

N5

5280'

5239'

5252'

5261'

#1
MAINTENANCE
#2

T&S-02/05
T&S-05/96

RAIL

#1
#2

77NW132S 92NWF136S
77NW132S 92NWF136S
82NW132S
82NW132S

TRAFFIC
DENSITY MGT

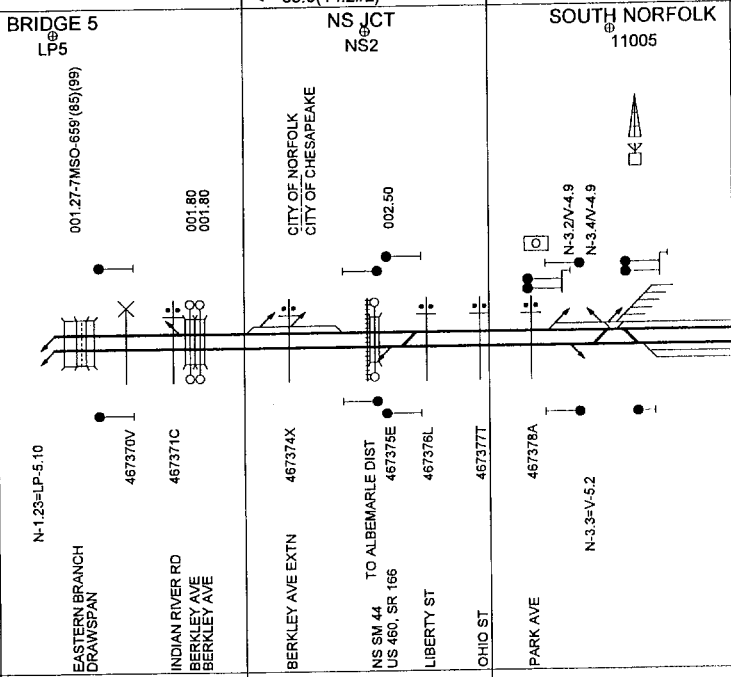
18.7(38.4#1)
33.9(14.2#2)
14.1(32.0#1)
29.8(11.9#2)

V-1-VA



TRACK
LAYOUT

#1
#2



LINE SEGMENT

5022

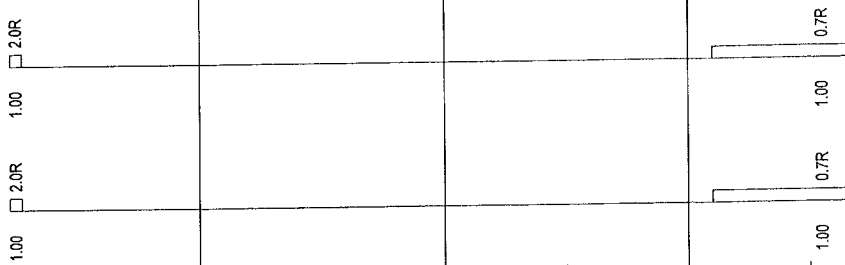
CURVATURE

#1

ALIGNMENT

ELEVATION

#2



FREIGHT SPEED
TANGENT
(CURVE)



GRADE



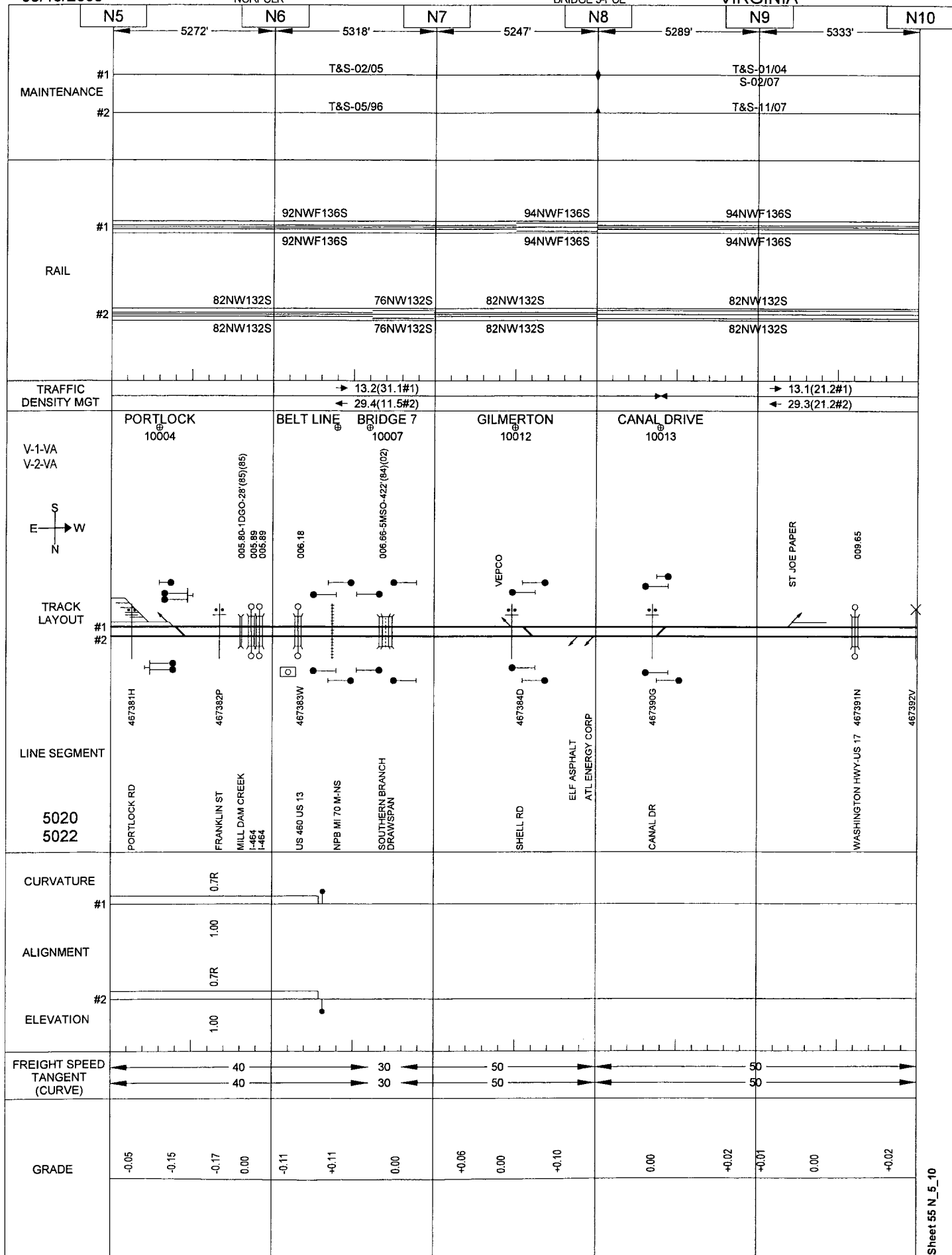
09/16/2008

NORFOLK

004

BRIDGE 5-POE

VIRGINIA



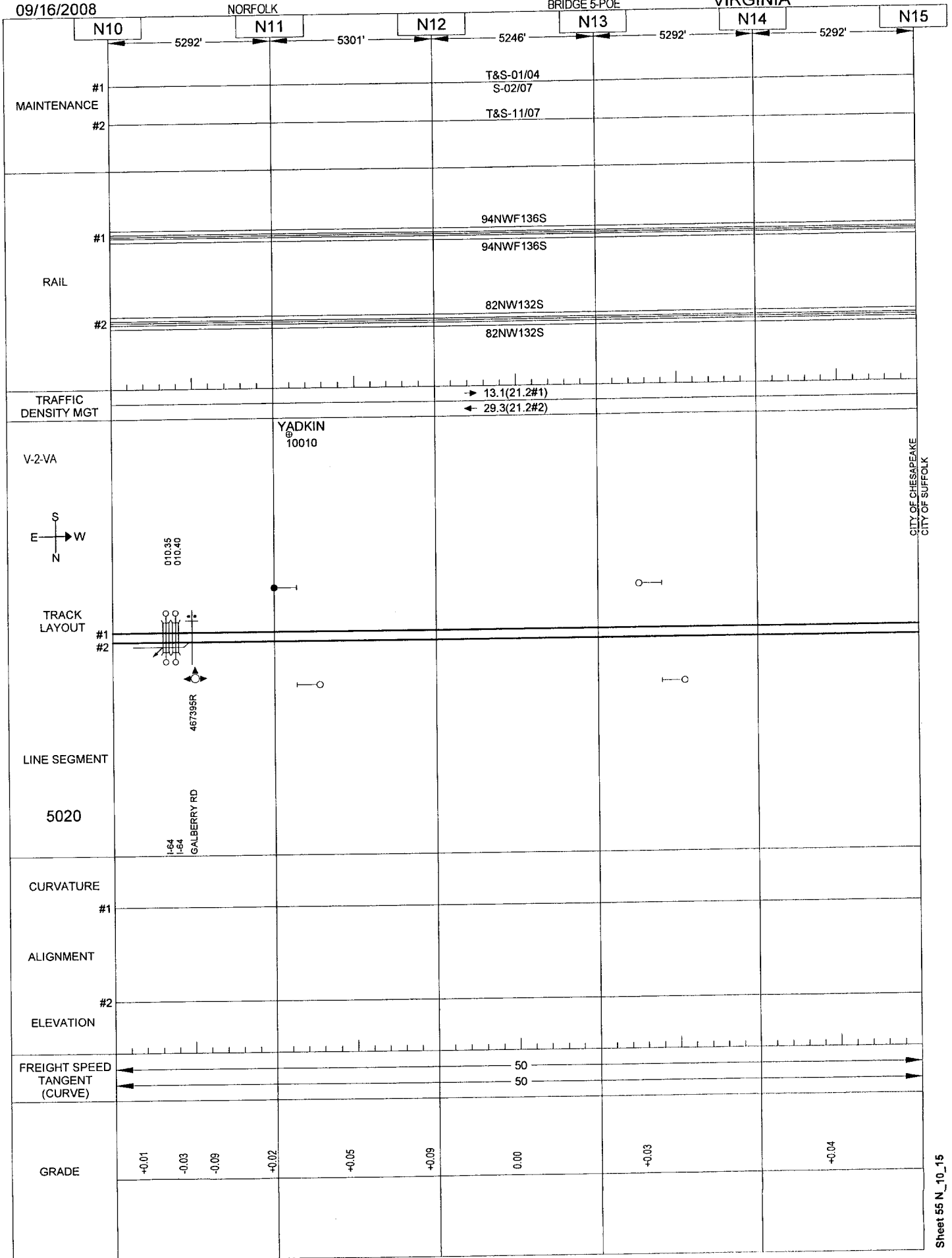
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005

NORFOLK

BRIDGE 5-POE

VIRGINIA



CITY OF CHESAPEAKE
CITY OF SUFFOLK

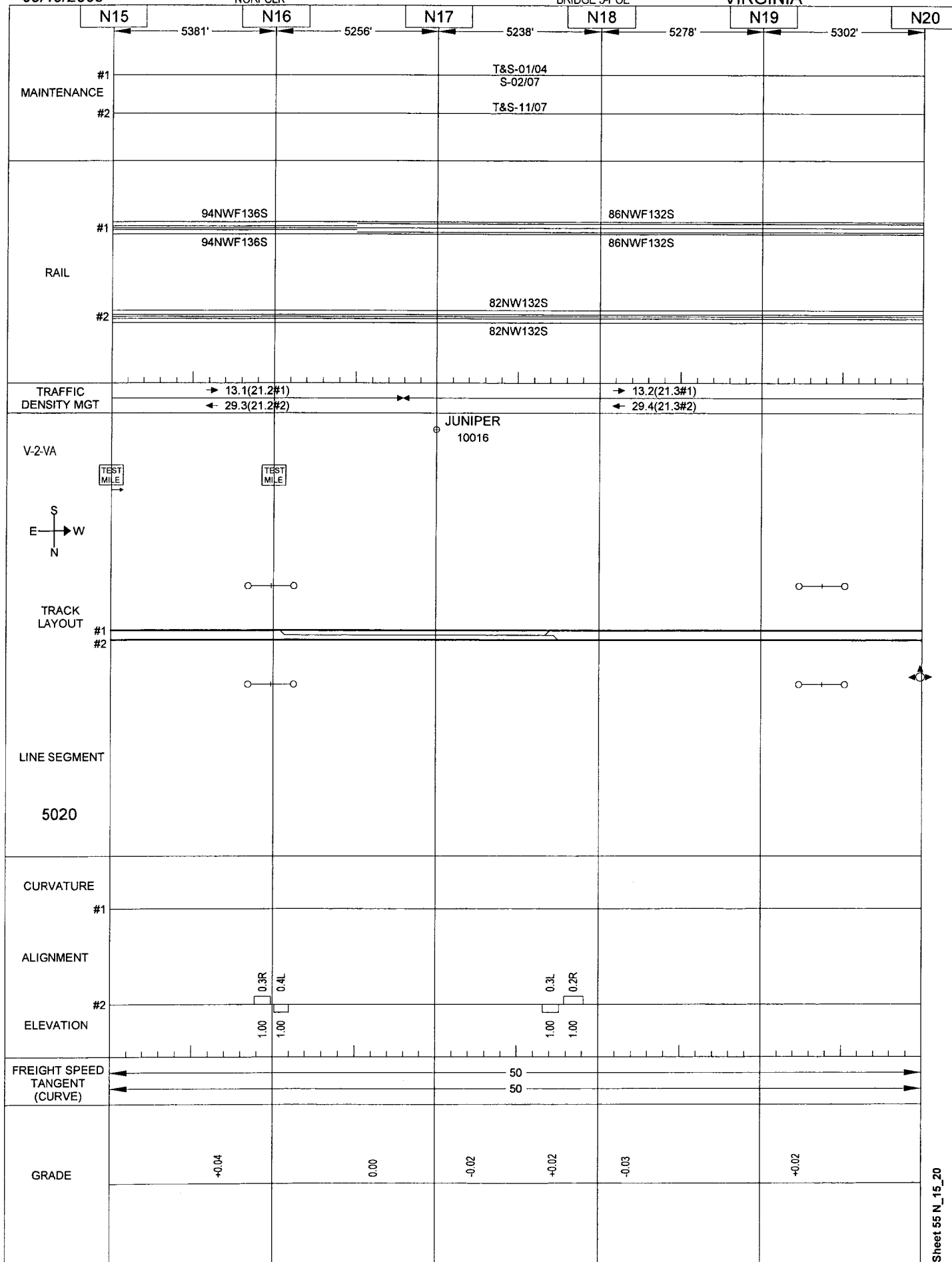
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NORFOLK

006

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VIRGINIA

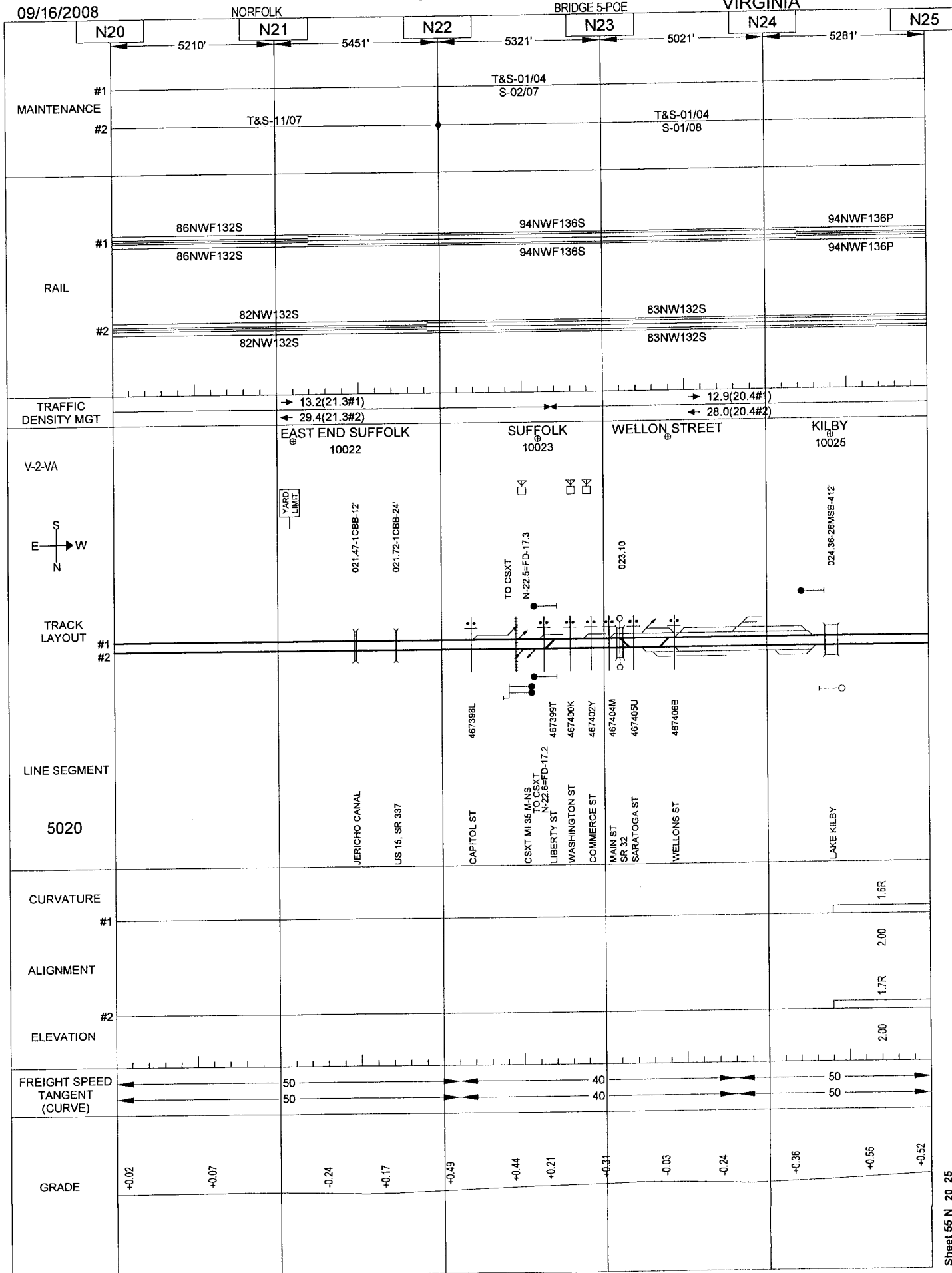


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007

BRIDGE 5-POE

VIRGINIA



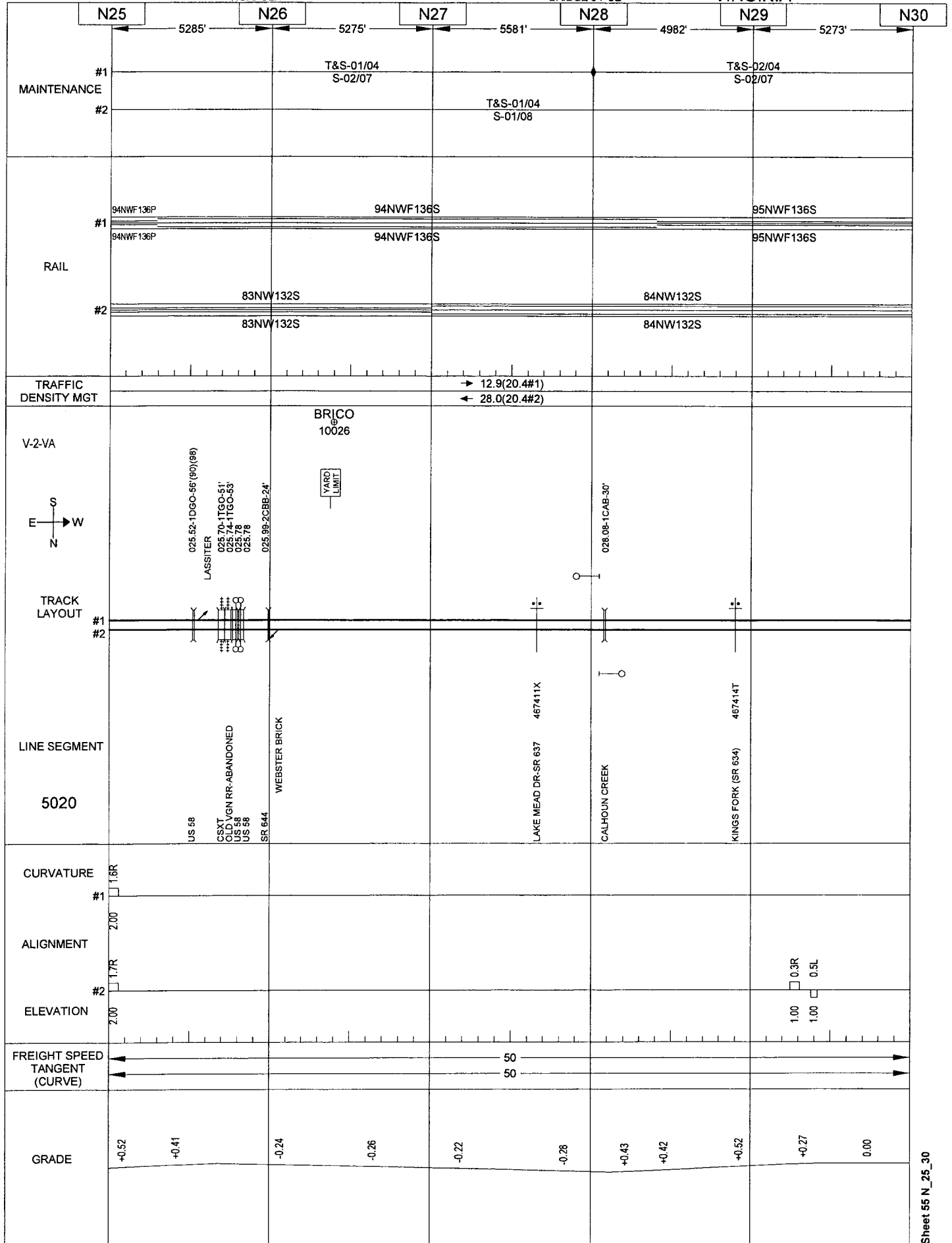
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NORFOLK

008

BRIDGE 5-POE

VIRGINIA



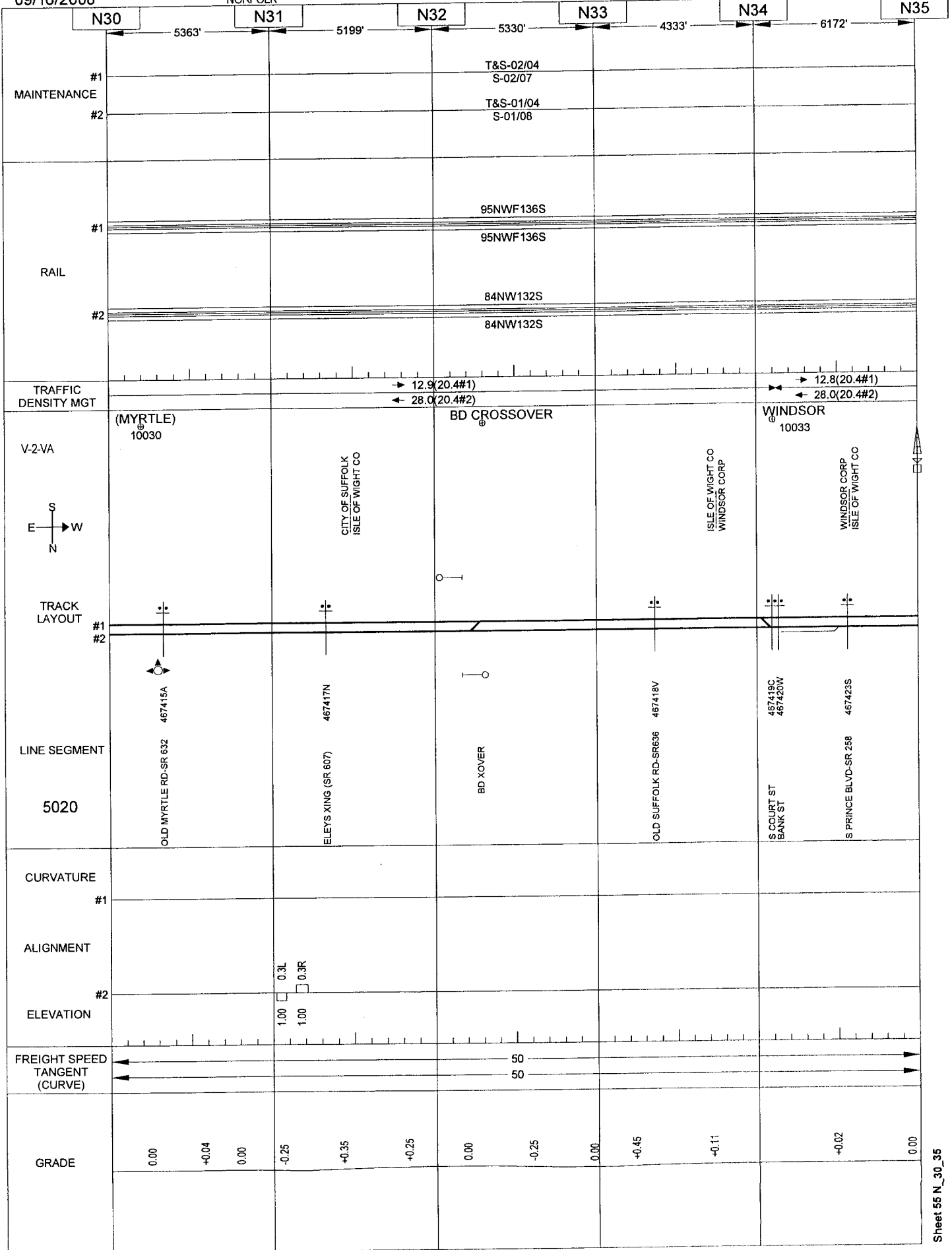
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NORFOLK

BRIDGE 5-POE

VIRGINIA



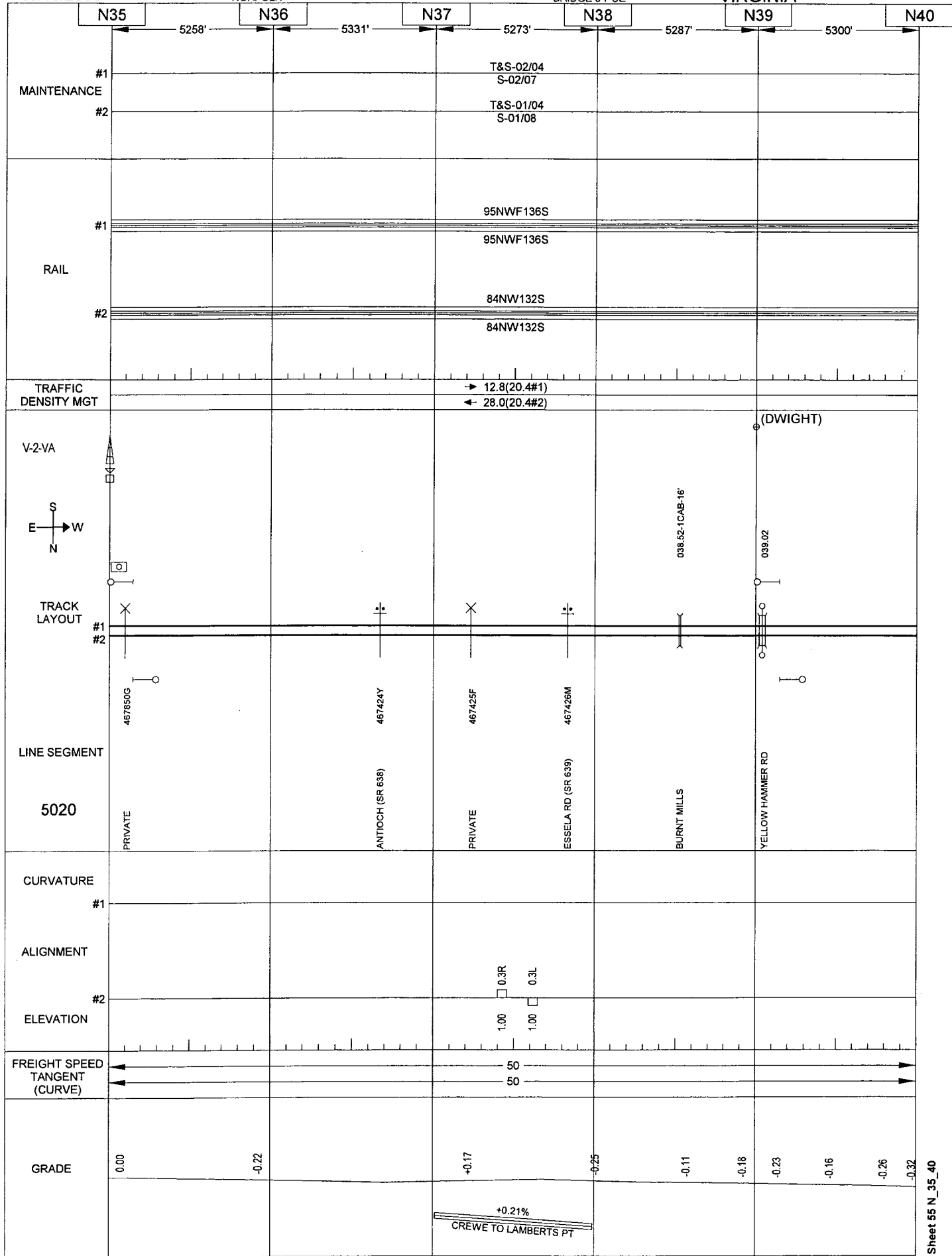
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NORFOLK

010

BRIDGE 5-POE

VIRGINIA



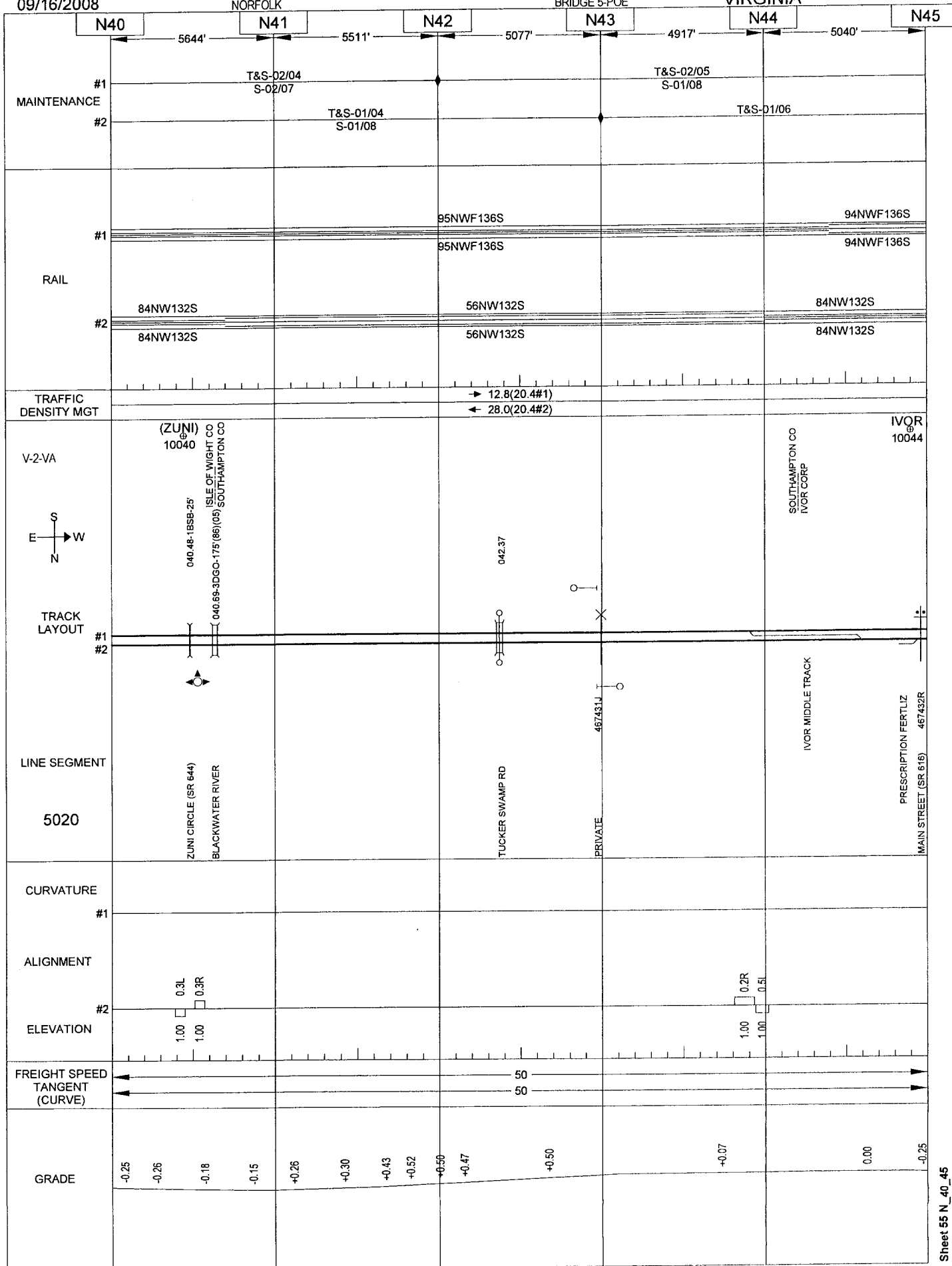
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011

NORFOLK

BRIDGE 5-POE

VIRGINIA



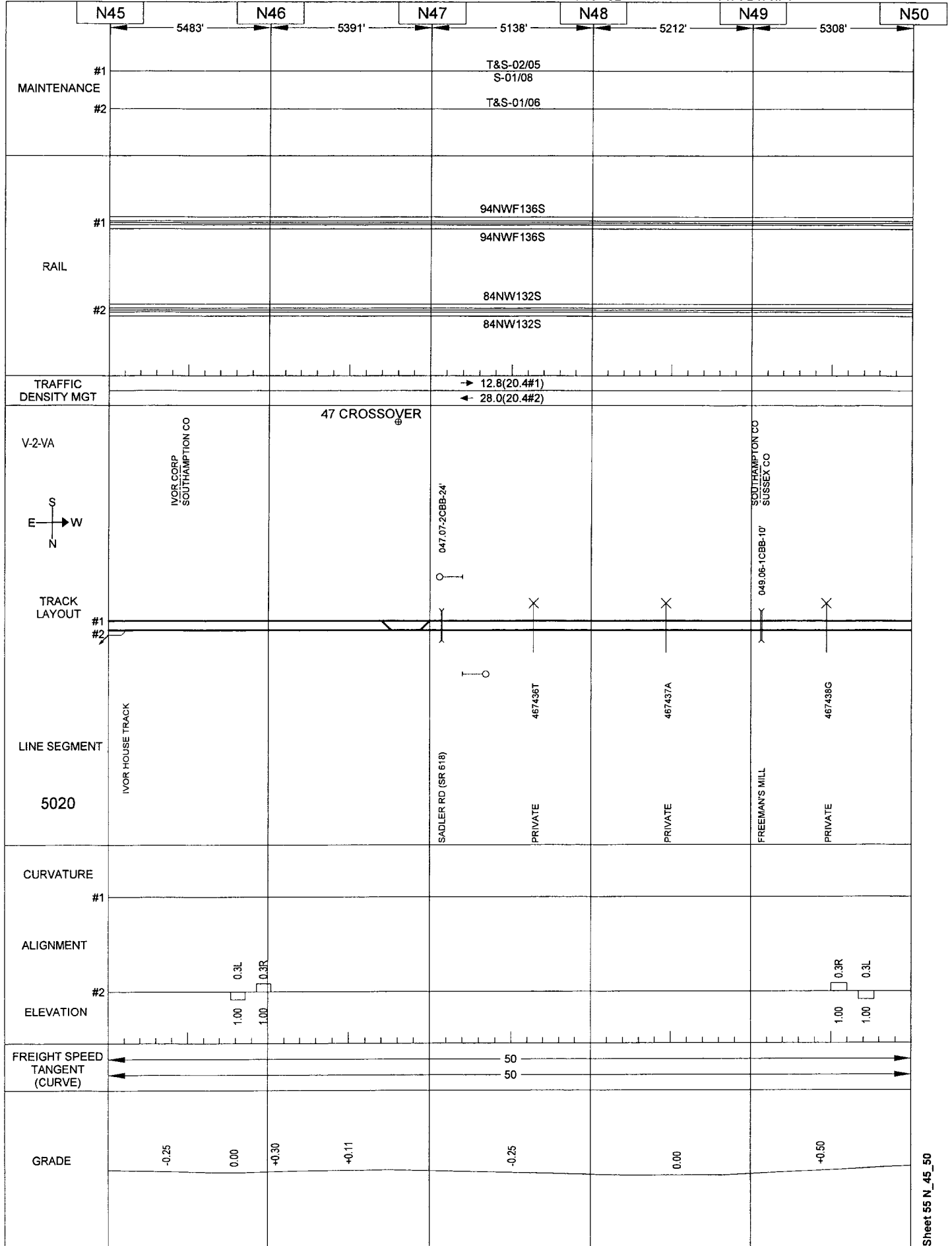
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NORFOLK

012

BRIDGE 5-POE

VIRGINIA

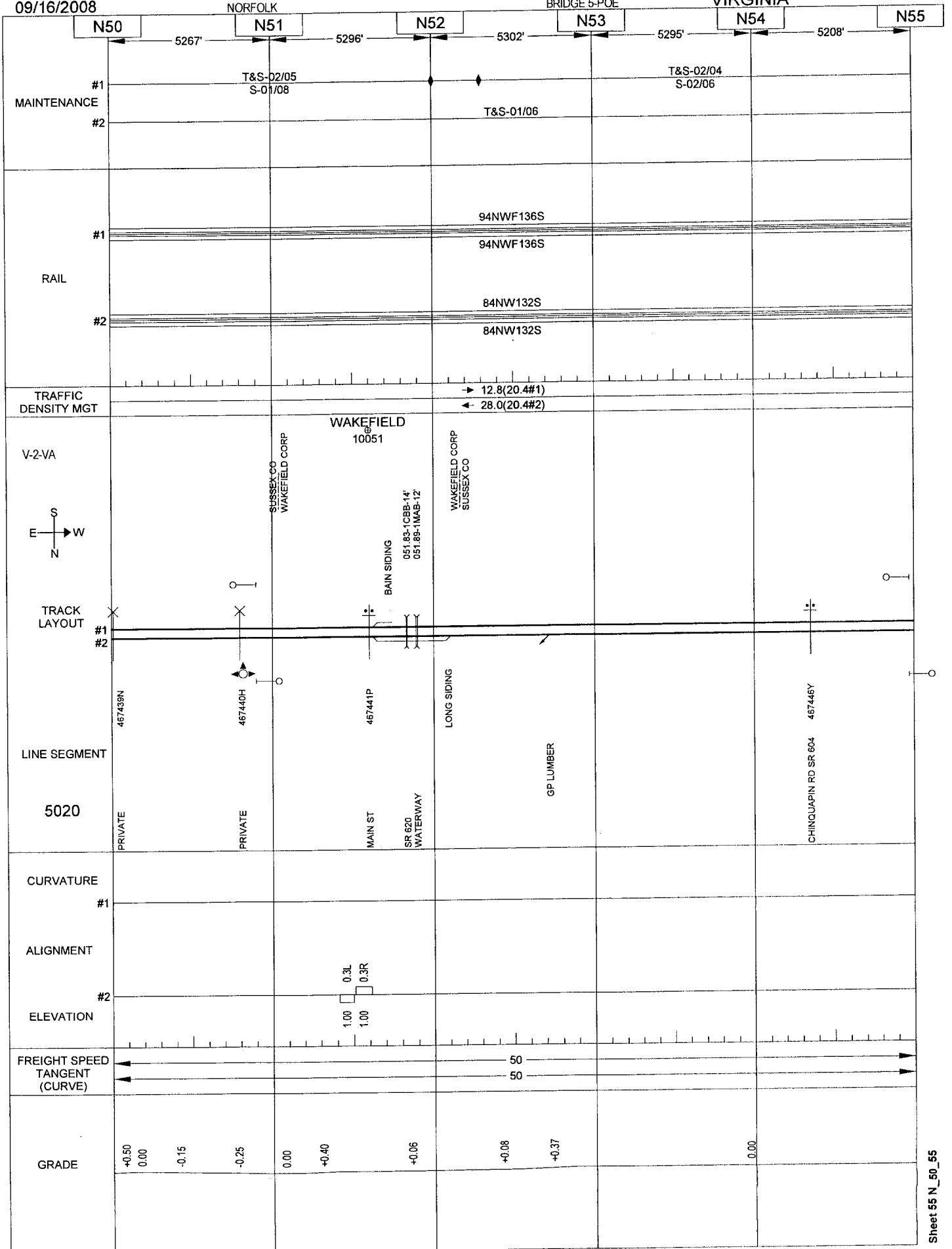


09/16/2008

013

BRIDGE 5-POE

VIRGINIA



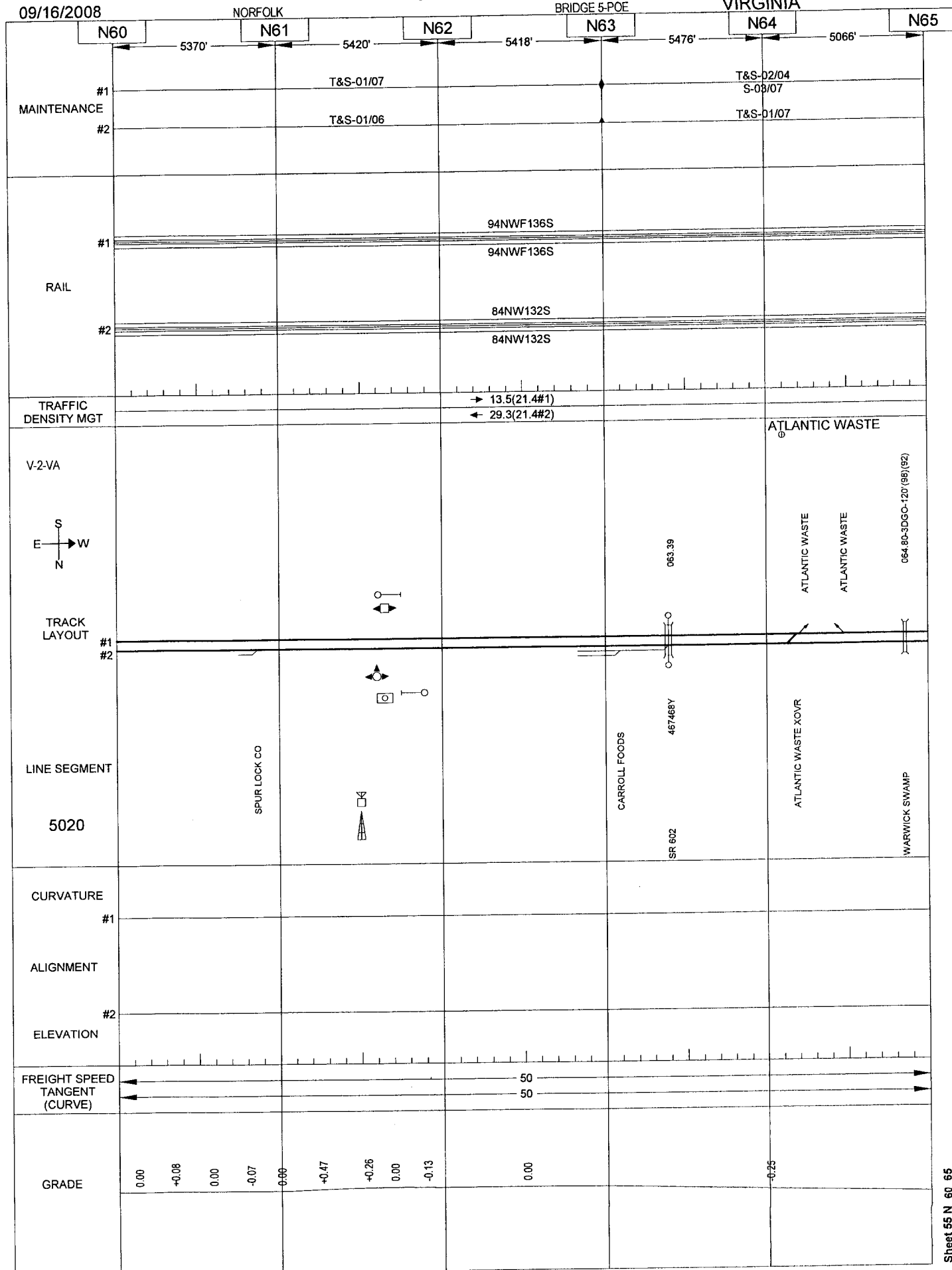
		N55	N56	N57	N58	N59	N60
		5422'	5241'	5938'	5159'	5287'	
MAINTENANCE	#1	T&S-02/04 S-02/06			T&S-01/07		
	#2	T&S-01/06					
RAIL	#1	94NWF136S					
	#2	84NW132S					
TRAFFIC DENSITY MGT		→ 12.8(20.4#1) ← 28.0(20.4#2)			→ 13.5(21.4#1) ← 29.3(21.4#2)		
V-2-VA					WAVERLY 10058		
TRACK LAYOUT	#1				MASONITE		
	#2				GRAY'S XOVERS		
LINE SEGMENT		PRIVATE	COPPAHAUNK SWAMP	WALNUT HILL RD SR614	PRIVATE	BEAVER DAM RD SR 606	MAIN ST (SR 40) WAVERLY HOUSE TRACK MAEFIELD ST
5020							
CURVATURE	#1						
ALIGNMENT	#2						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)		50			50		
GRADE		0.00	-0.25	0.00	+0.10	+0.17	+0.49

09/16/2008

015

BRIDGE 5-POE

VIRGINIA



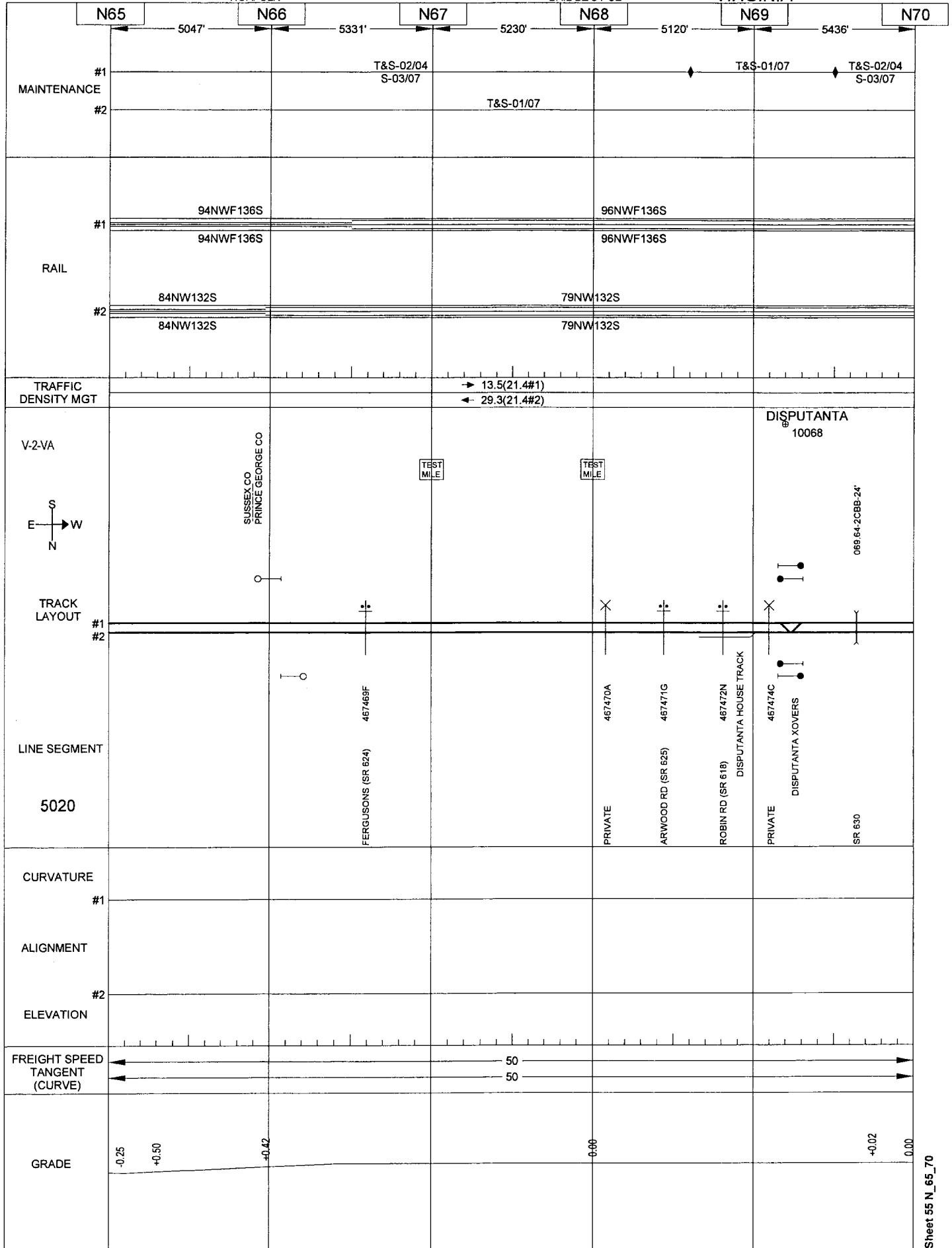
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NORFOLK

016

BRIDGE 5-POE

VIRGINIA



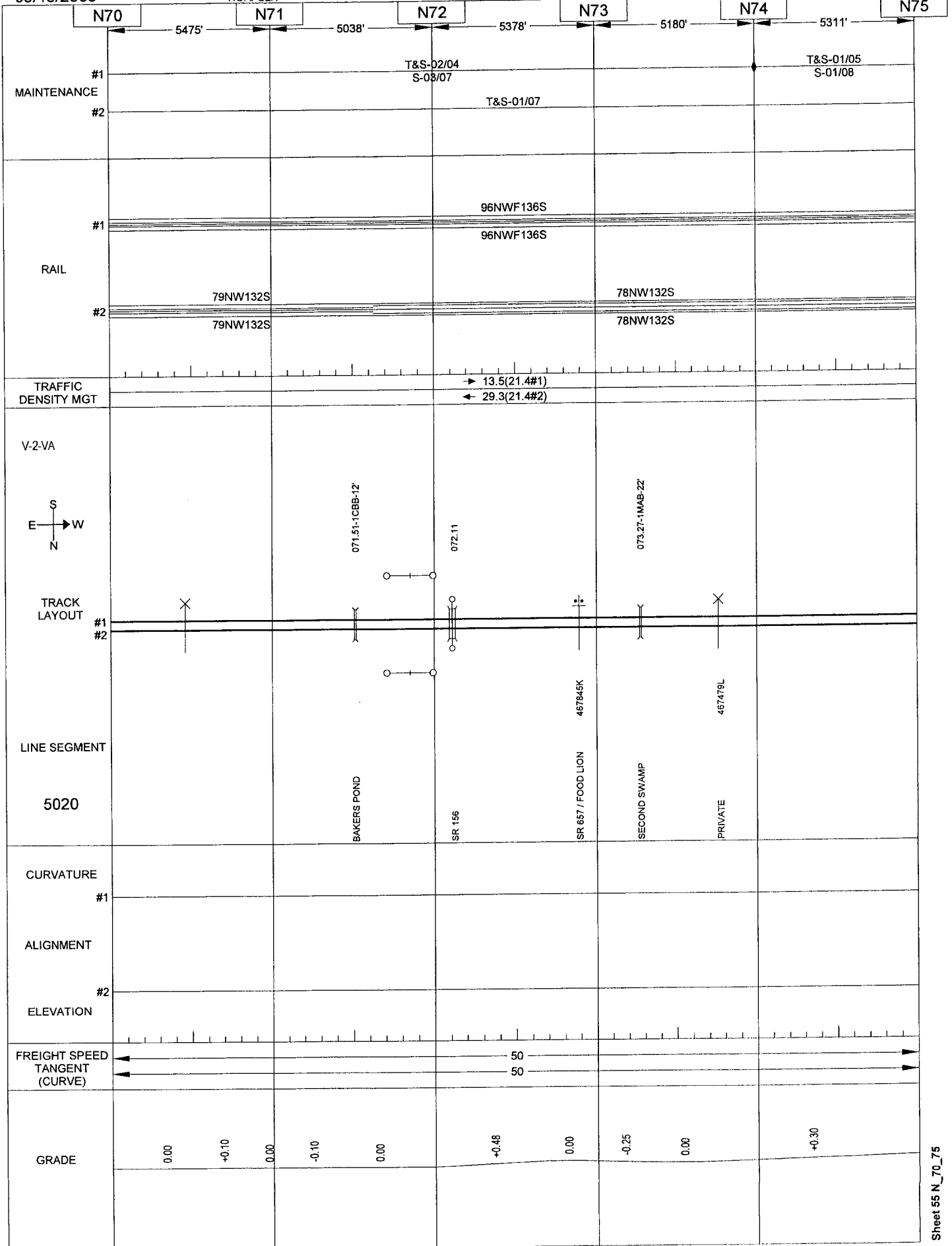
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017

NORFOLK

BRIDGE 5-POE

VIRGINIA



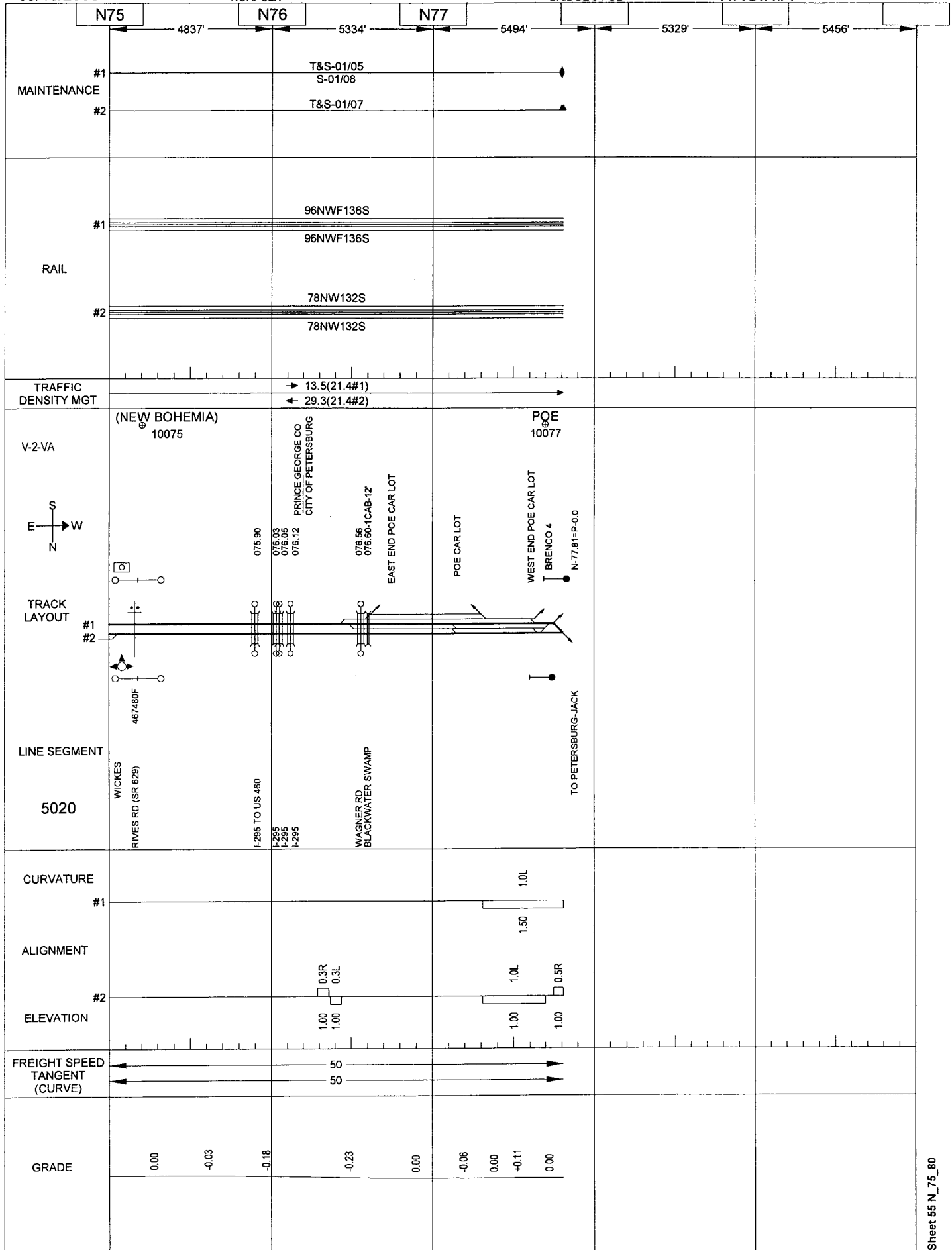
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NORFOLK

018

BRIDGE 5-POE

VIRGINIA



09/16/2008

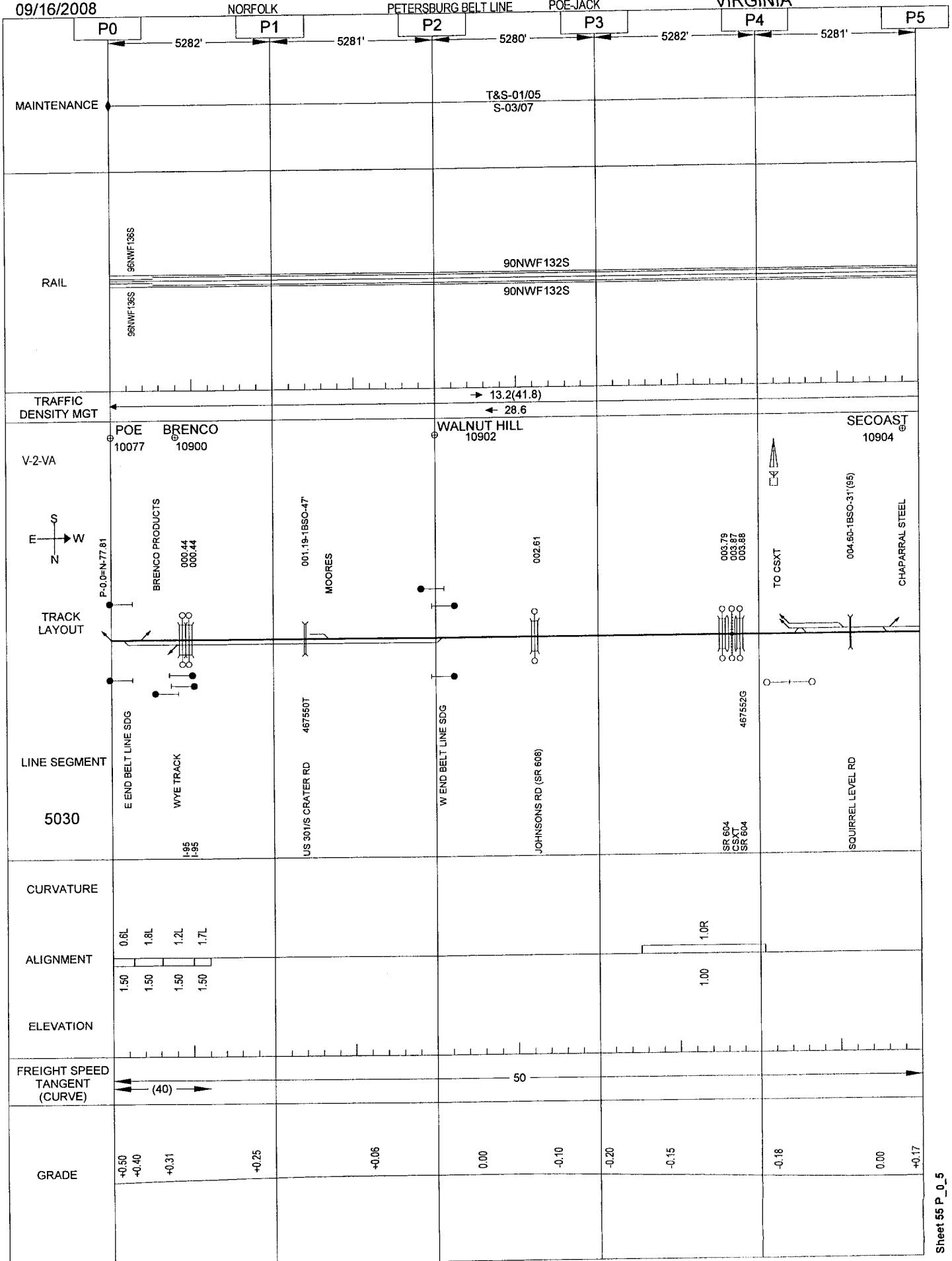
019

NORFOLK

PETERSBURG BELT LINE

POE-JACK

VIRGINIA



09/16/2008

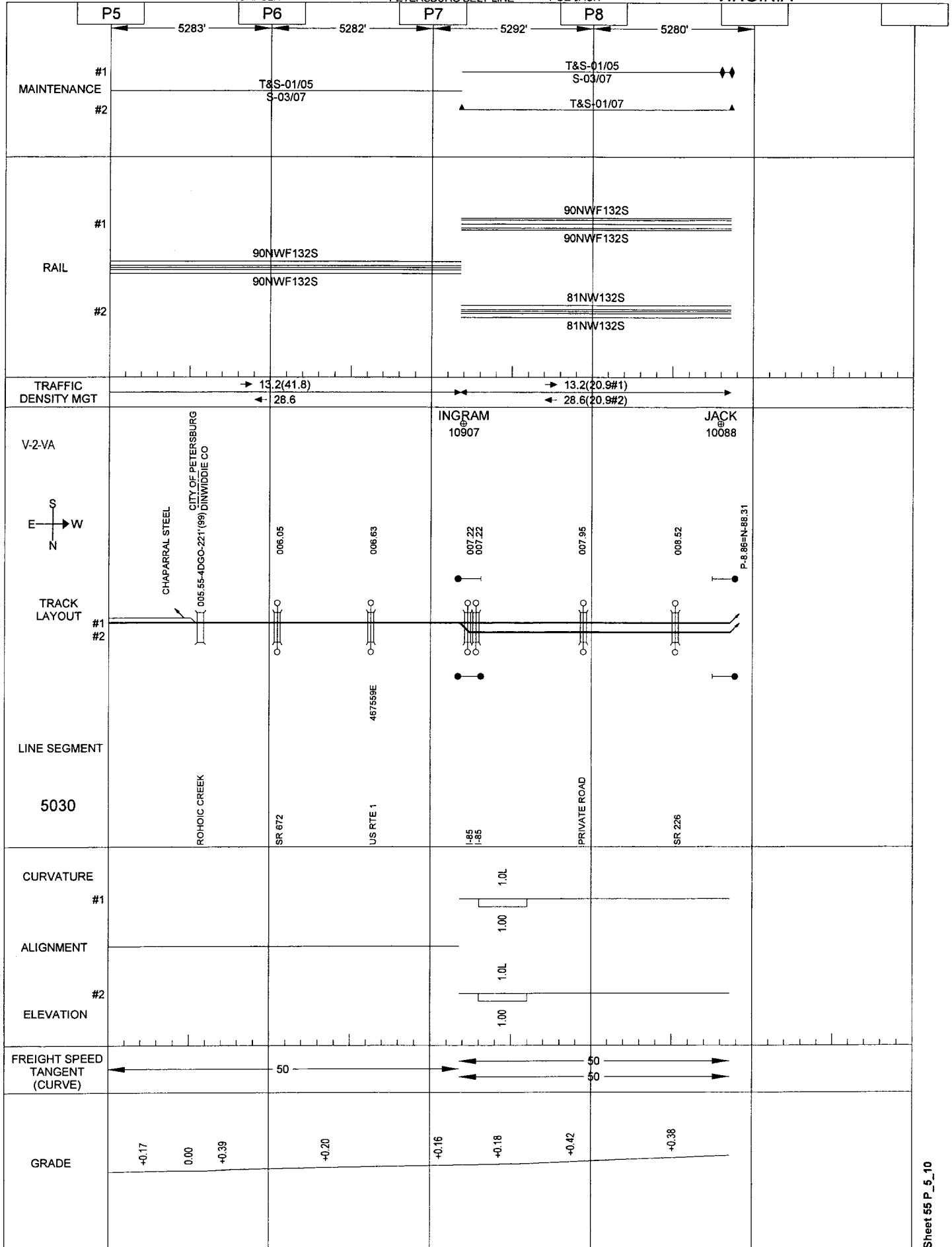
020

NORFOLK

PETERSBURG BELT LINE

POE-JACK

VIRGINIA



09/16/2008

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

→ 0.8(2.2)

← 1.4

V-2-VA

POE
10077

LAYNE

S
E → W
N

WYE AT POE, VA

078.88
078.98

079.47-1 CAB-12'

TRACK
LAYOUT

LINE SEGMENT

5050

TO NORFOLK

US 460
CRATER RD

POOL CREEK

CURVATURE

ALIGNMENT

ELEVATION

1.3R

1.0R

0.6R

1.6L

1.50

1.50

1.50

1.50

FREIGHT SPEED
TANGENT
(CURVE)

40

GRADE

-0.70

+0.75%

CREWE TO NORFOLK

-0.74

Sheet 55 N_75_80

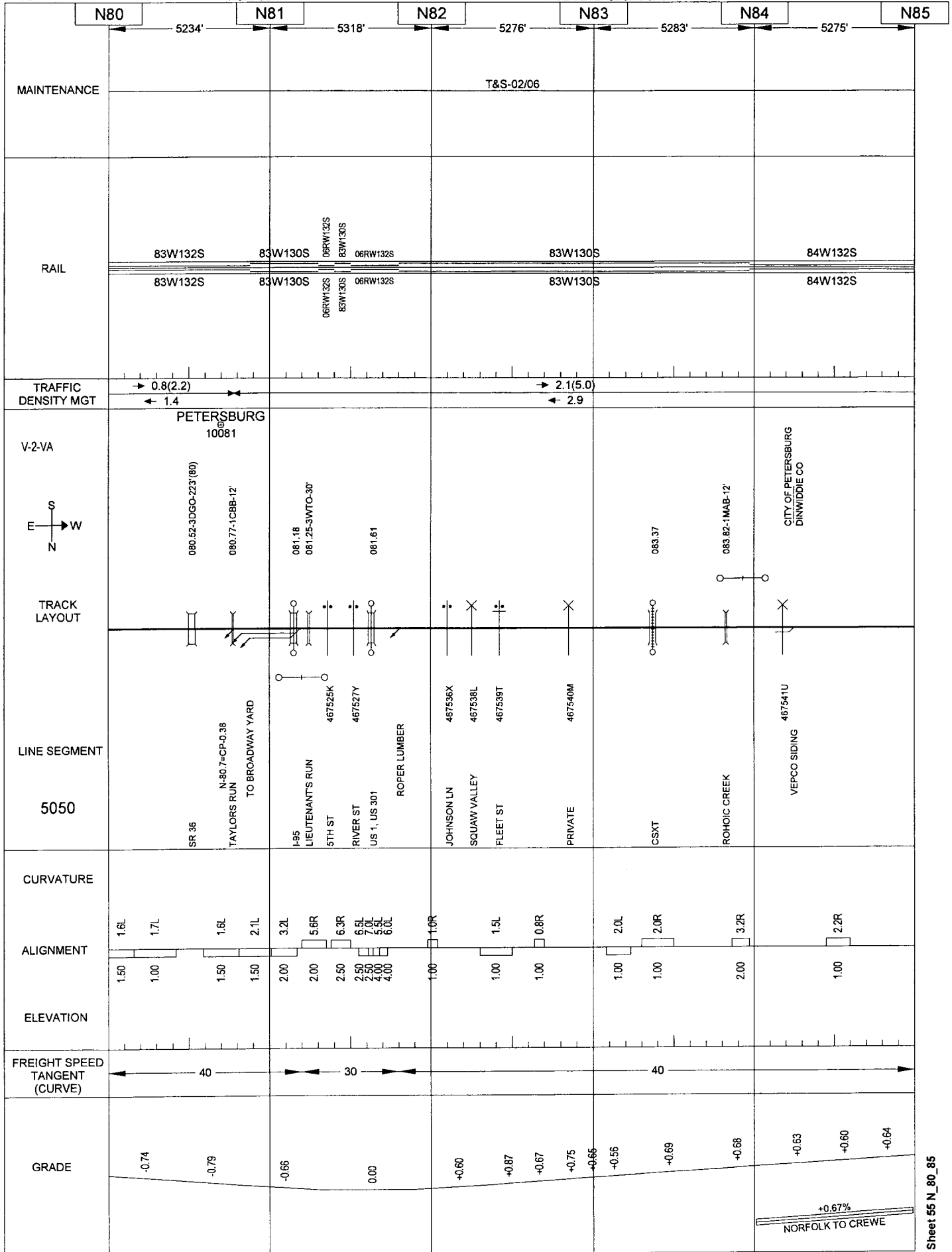
09/16/2008

NORFOLK

022

POE-PETERSBURG-JACK

VIRGINIA



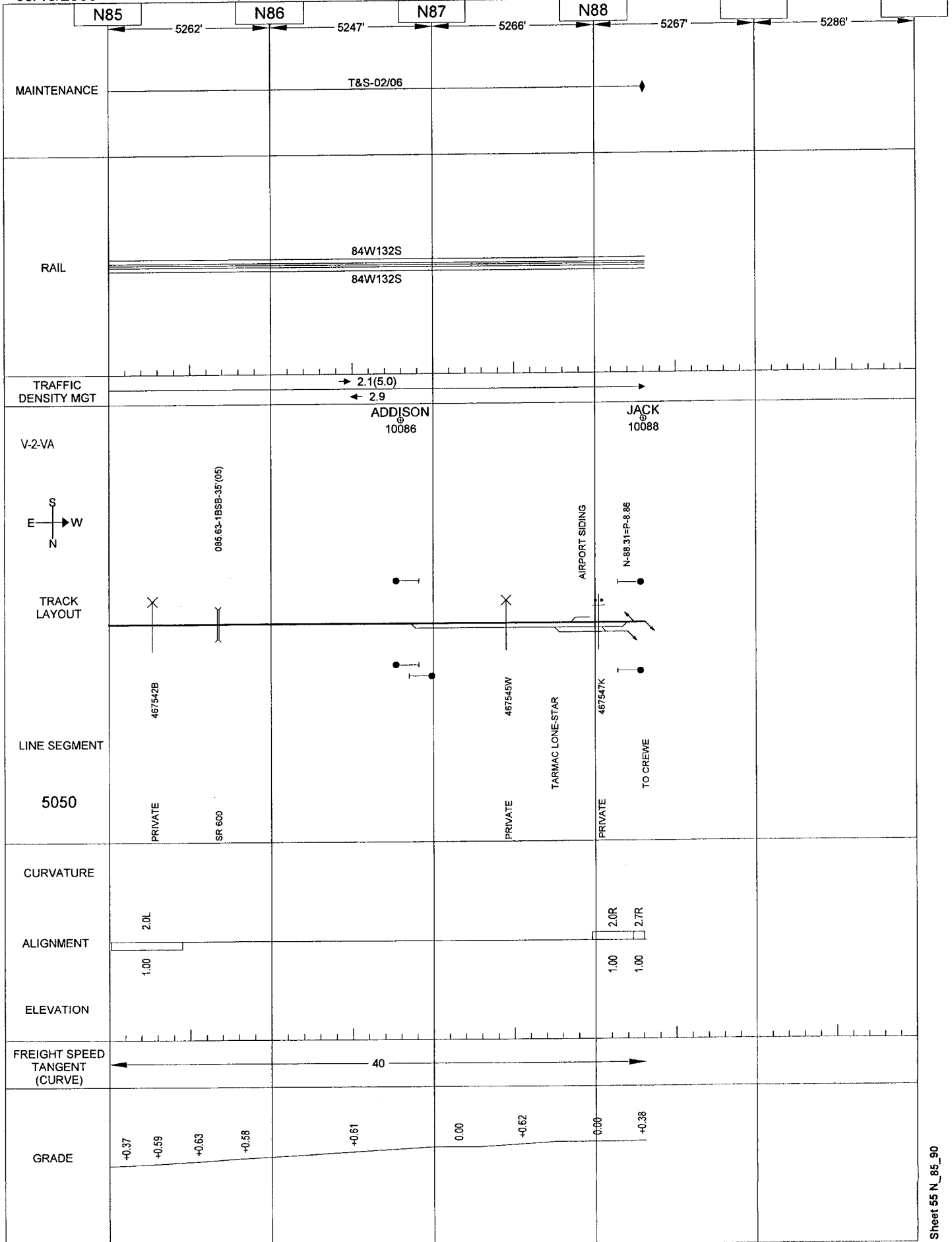
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023

NORFOLK

POE-PETERSBURG-JACK

VIRGINIA



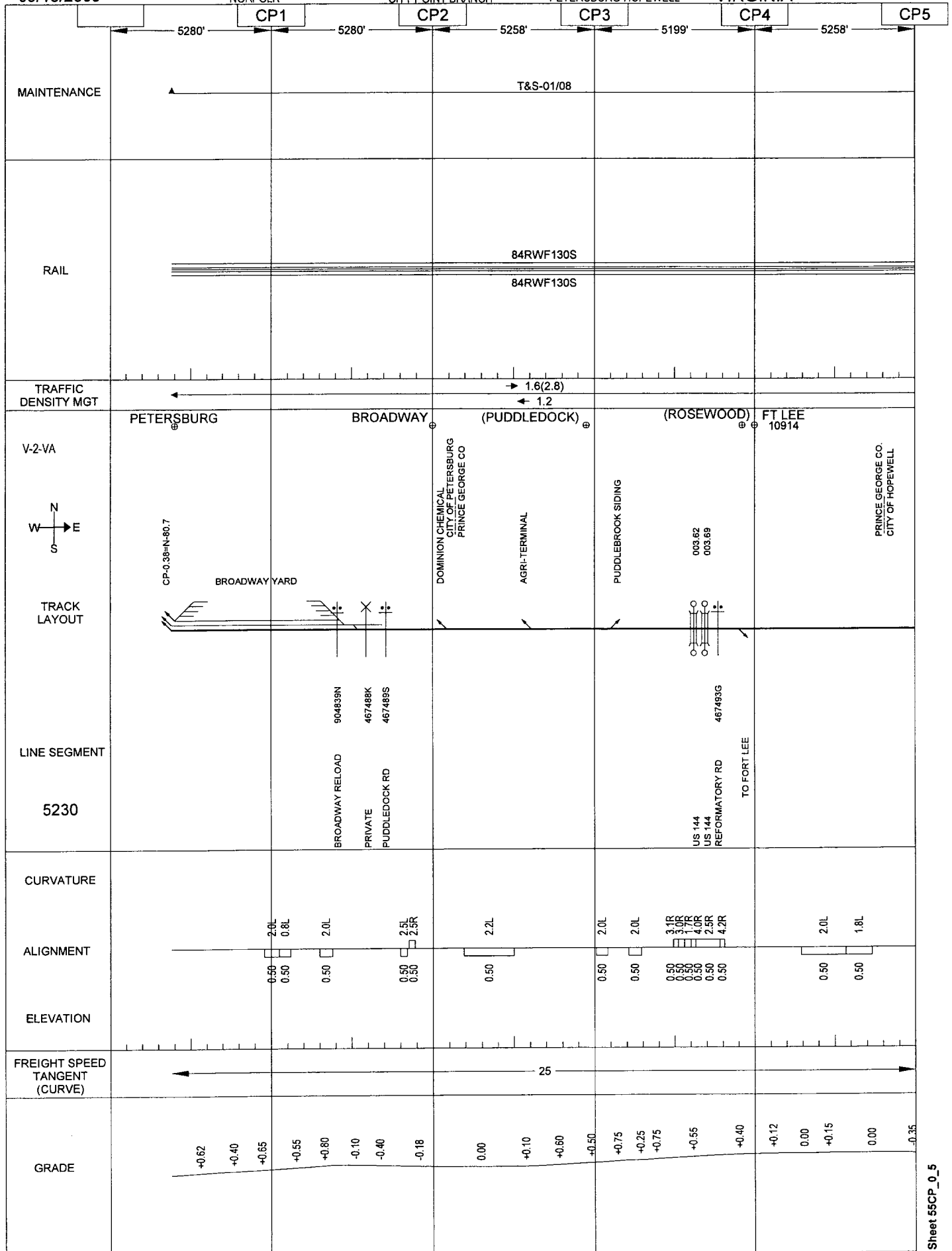
09/16/2008

NORFOLK

024
CITY POINT BRANCH

PETERSBURG-HOPEWELL

VIRGINIA



09/16/2008

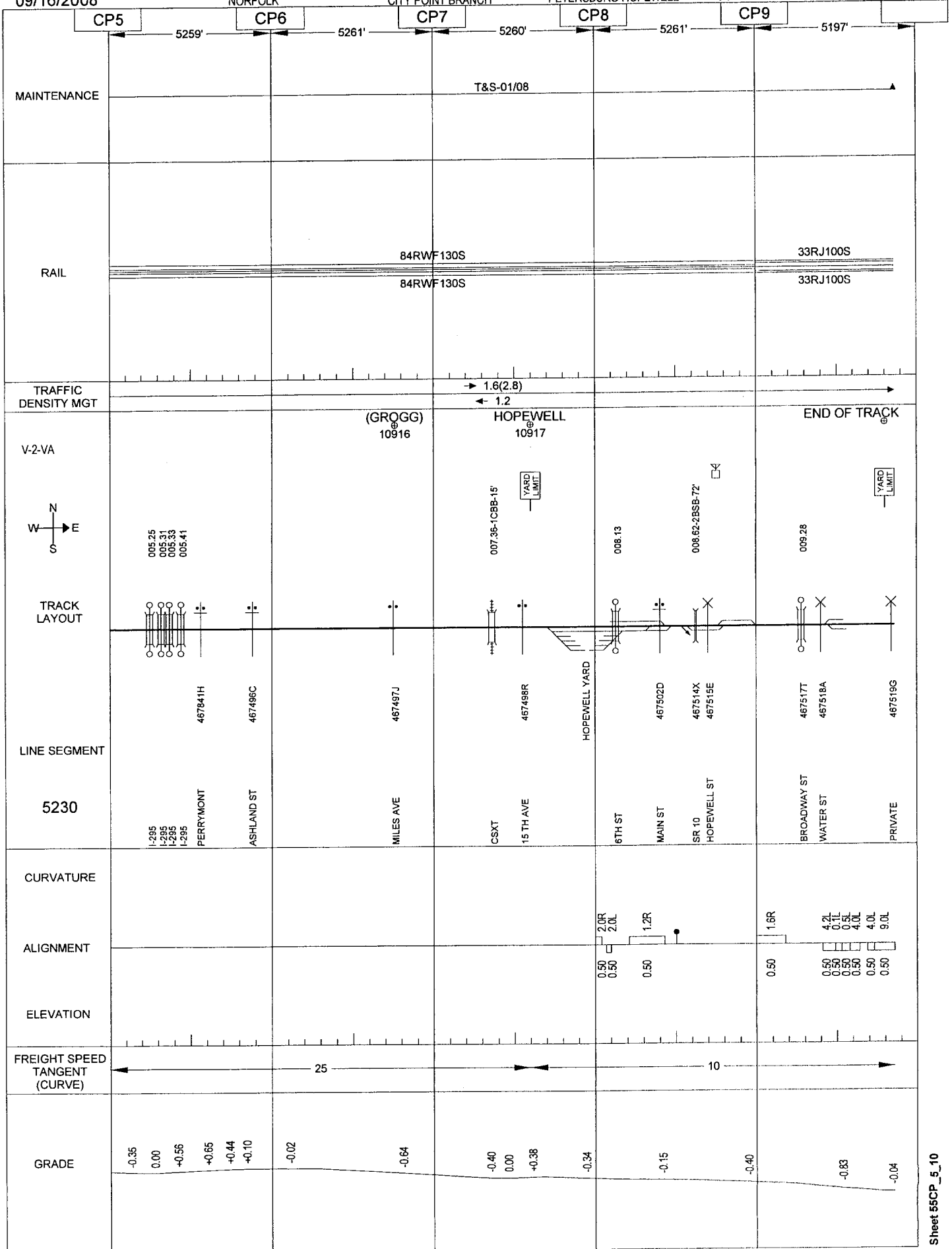
NORFOLK

025

CITY POINT BRANCH

PETERSBURG-HOPEWELL

VIRGINIA



09/16/2008

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

RAIL

#1

84NW132S

84NW132S

#2

84NWF132S

84NWF132S

TRAFFIC
DENSITY MGT

→ 15.3(23.4#1)

← 31.5(23.4#2)

V-2-VA

JACK
@
10088

S
E → W
N

N-88.31=P-8.86
088.49-1MAB-12

TRACK
LAYOUT

#1
#2

LINE SEGMENT

5040

TO PETERSBURG

WATERWAY

OLGERS RD-SR 632 467565H
TINDALL CONCRETE

PRIVATE 467567W

PRIVATE 467568D

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.60

+0.65%

LAMBERTS PT TO CREWE

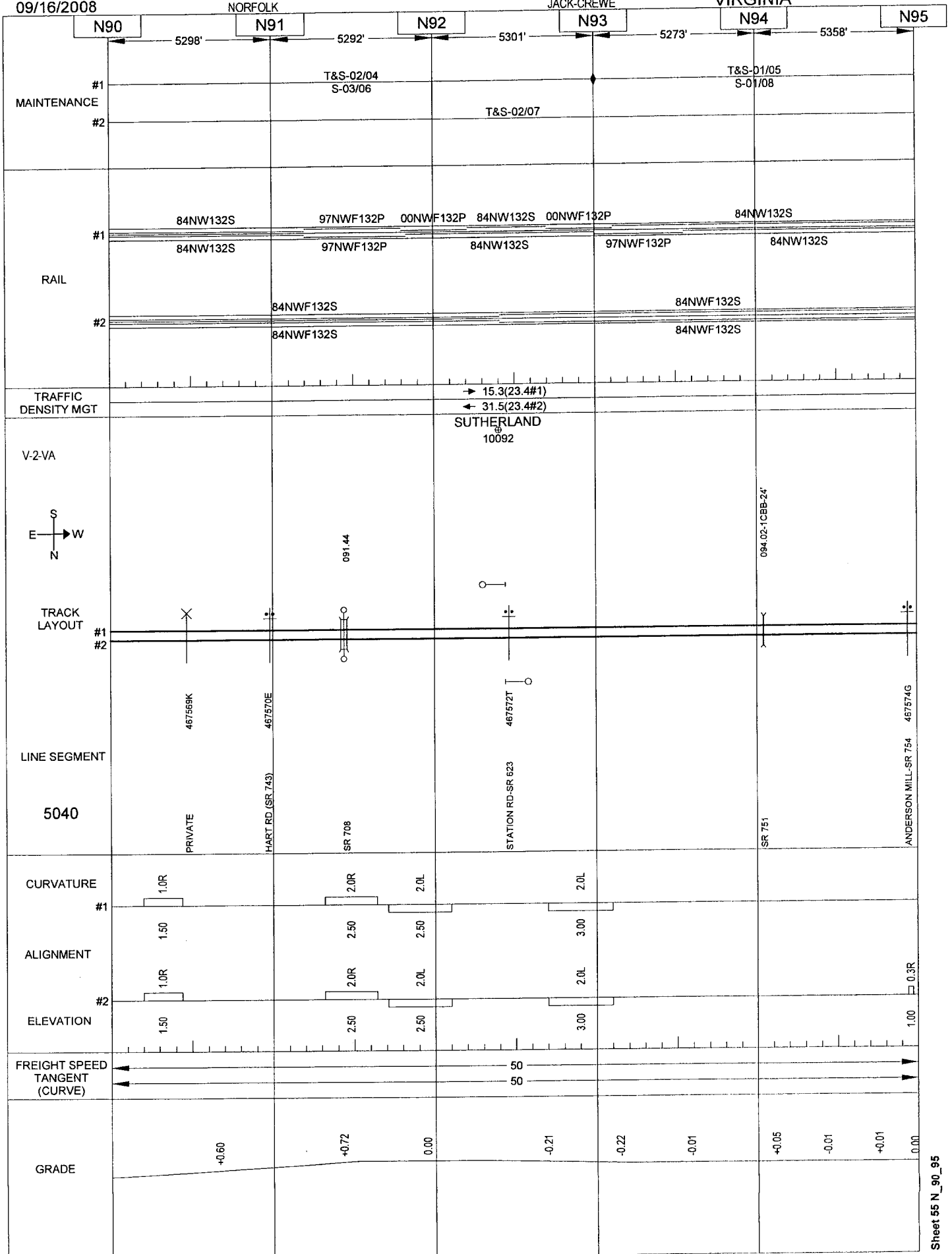
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027

NORFOLK

JACK-CREWE

VIRGINIA



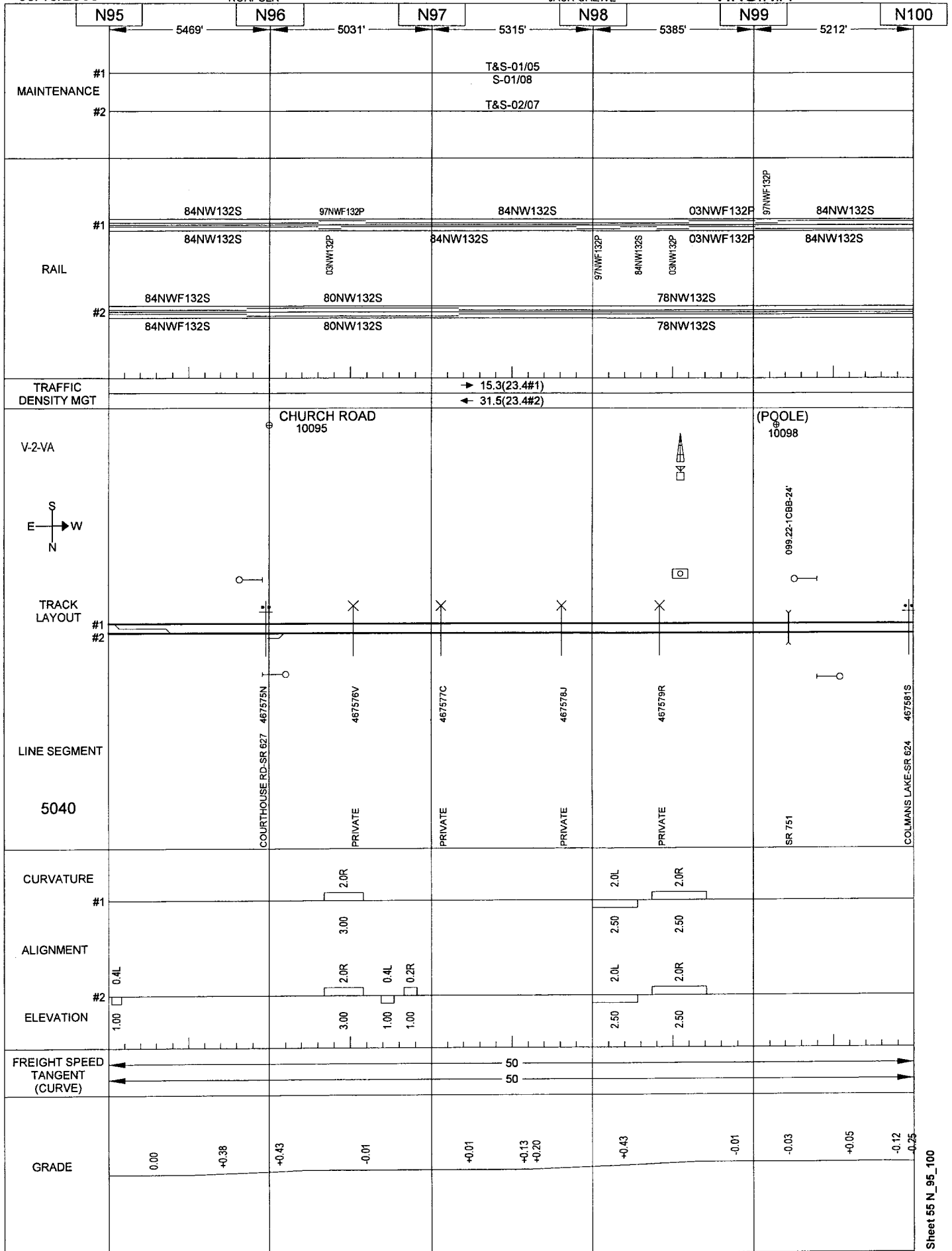
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028

NORFOLK

JACK-CREWE

VIRGINIA



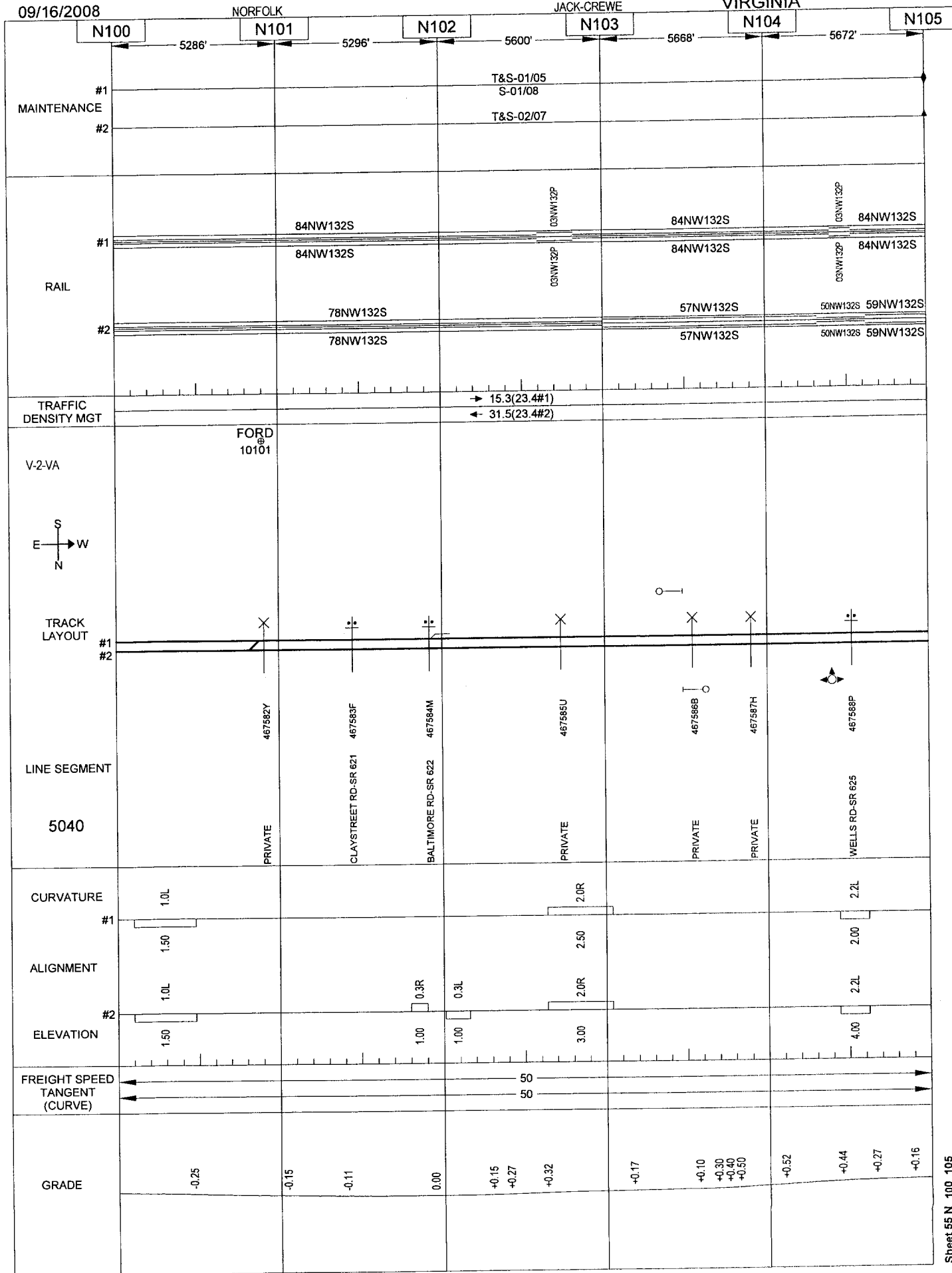
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029

NORFOLK

JACK-CREWE

VIRGINIA



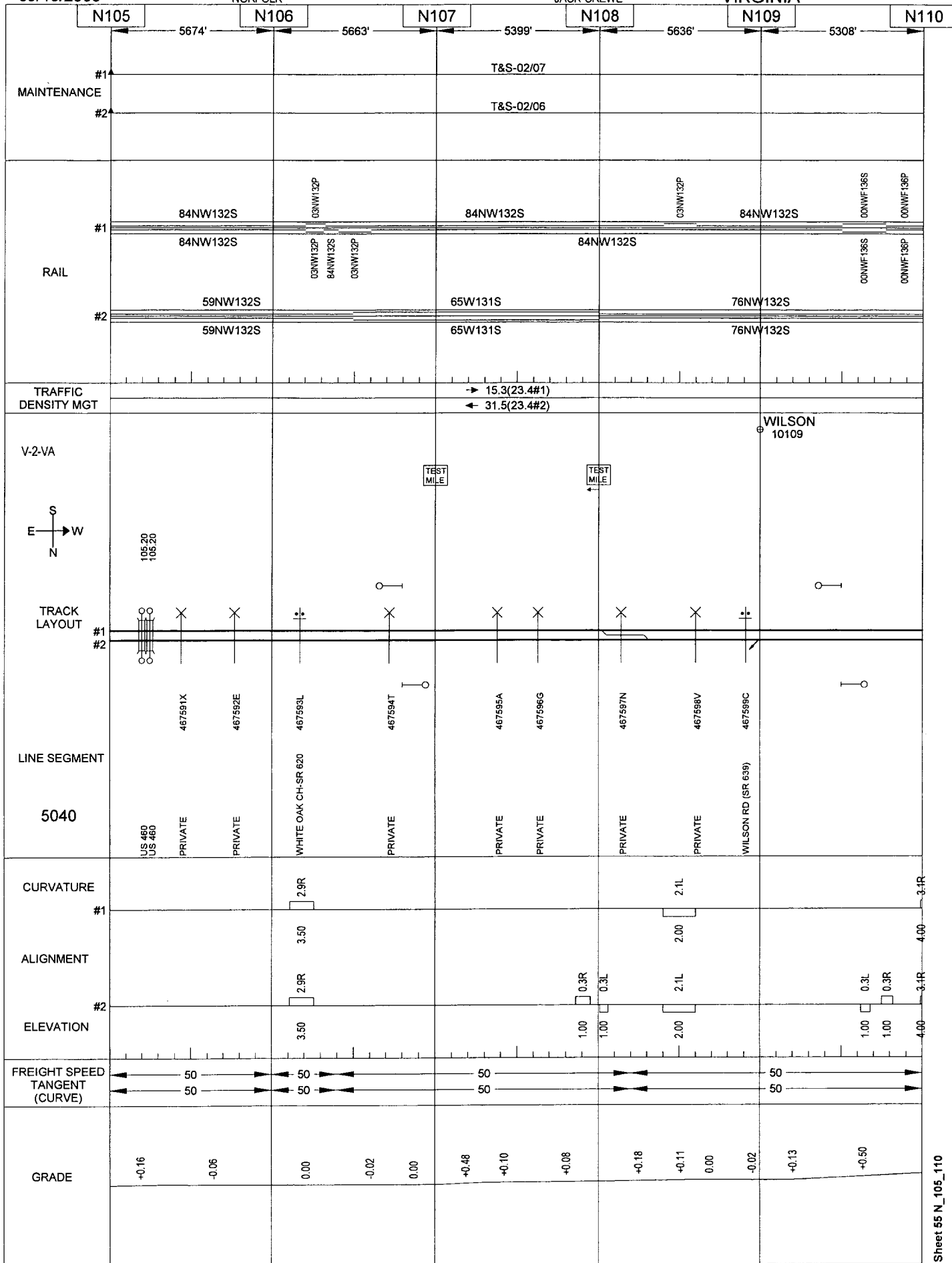
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NORFOLK

030

JACK-CREWE

VIRGINIA



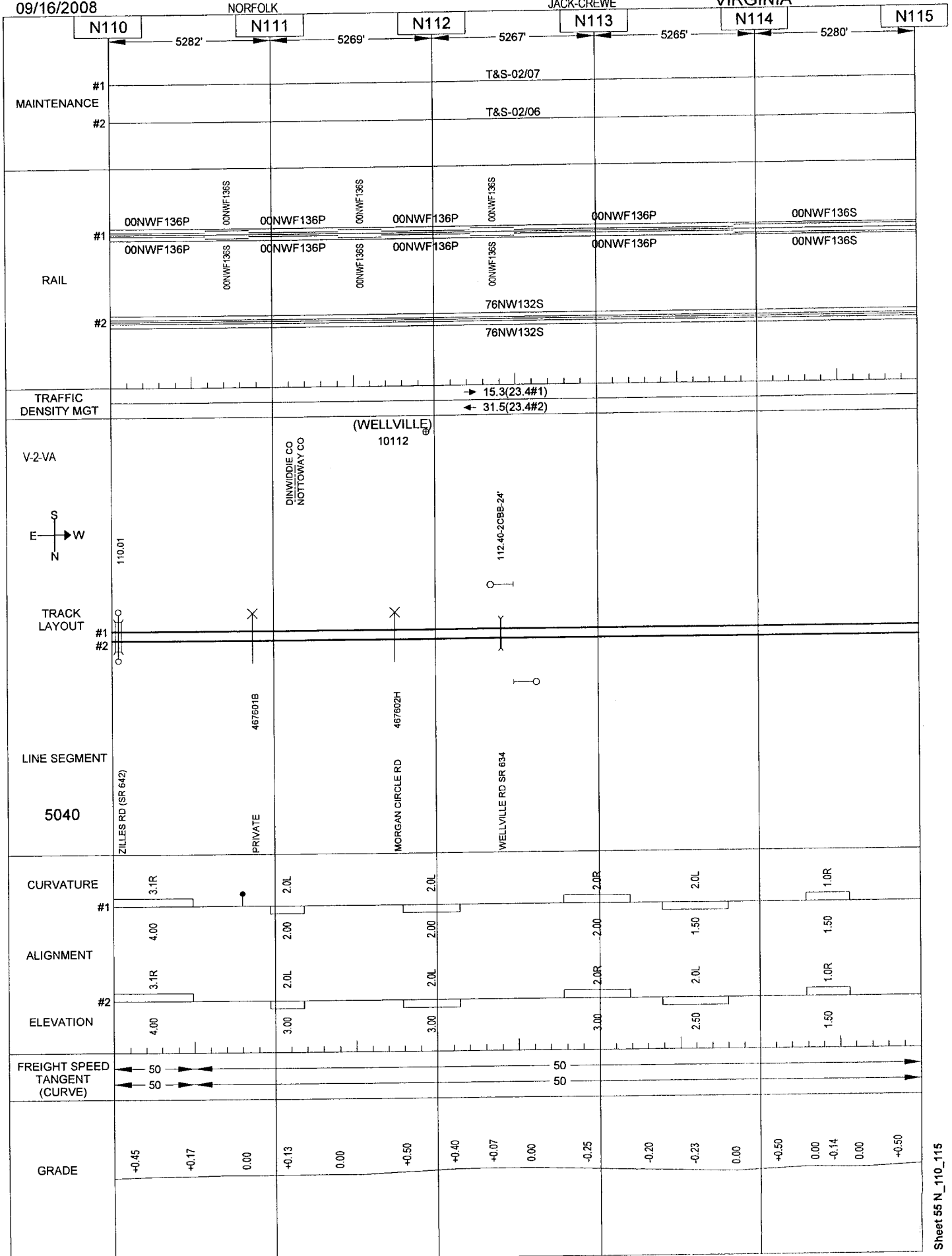
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031

NORFOLK

JACK-CREWE

VIRGINIA



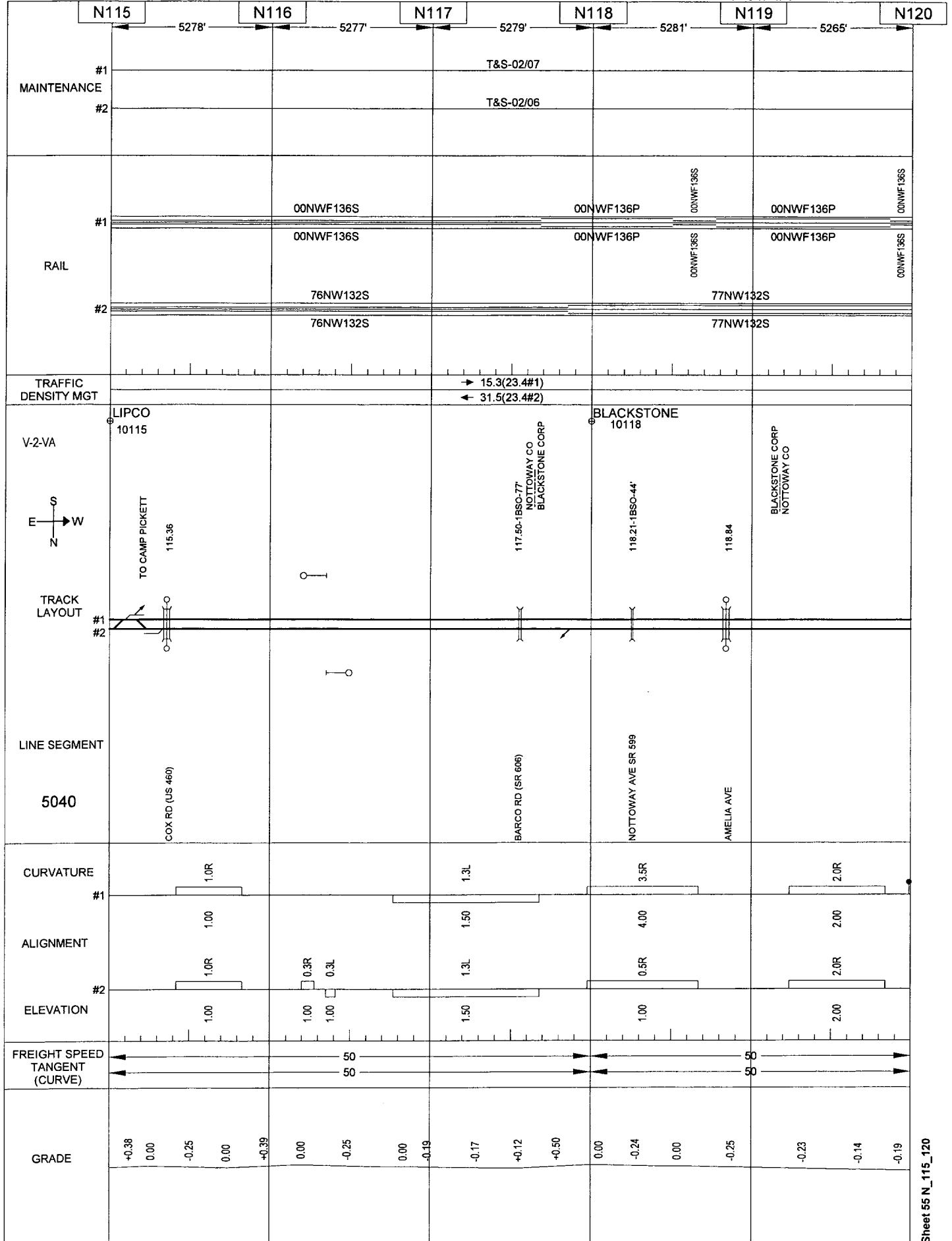
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NORFOLK

032

JACK-CREWE

VIRGINIA



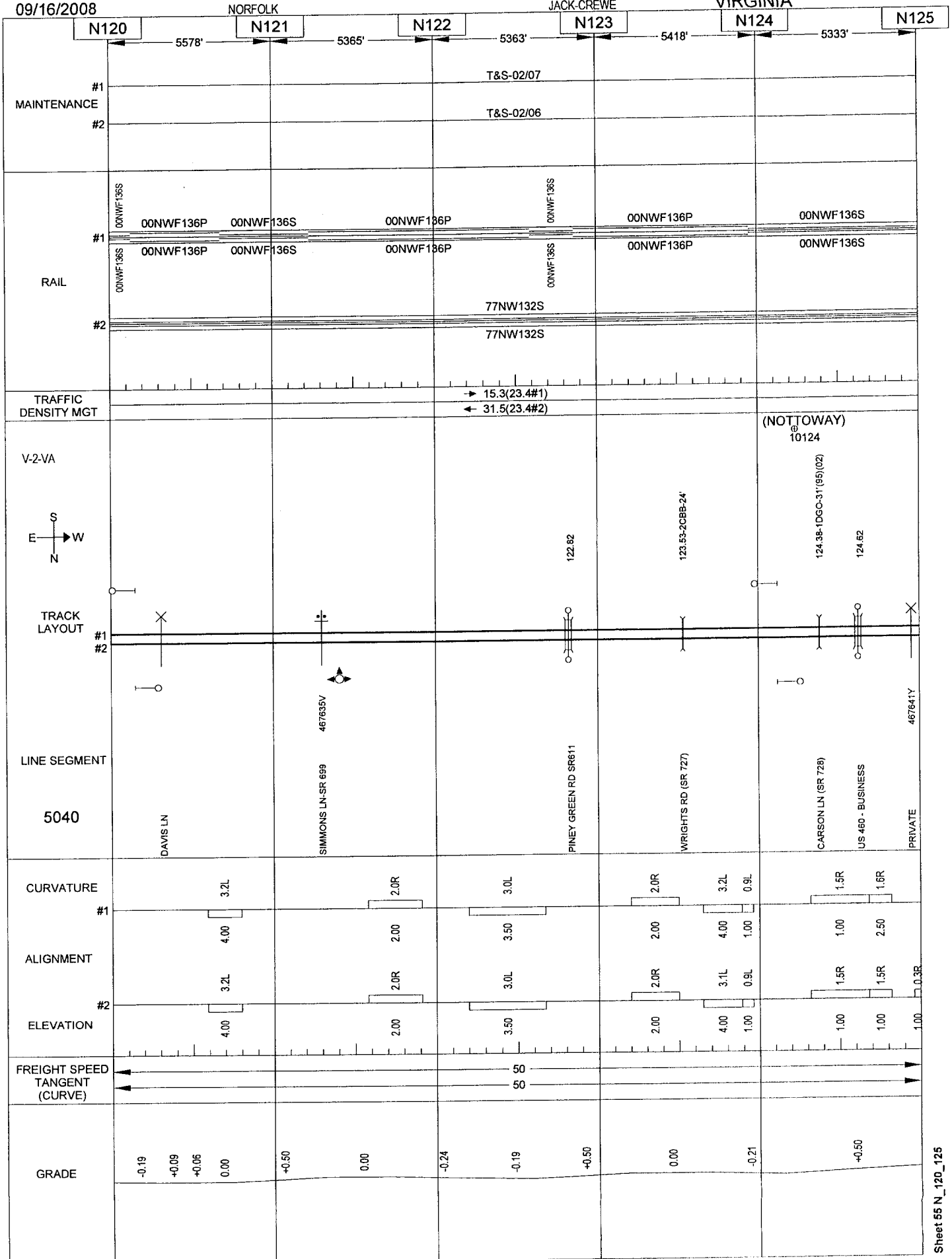
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033

NORFOLK

JACK-CREWE

VIRGINIA



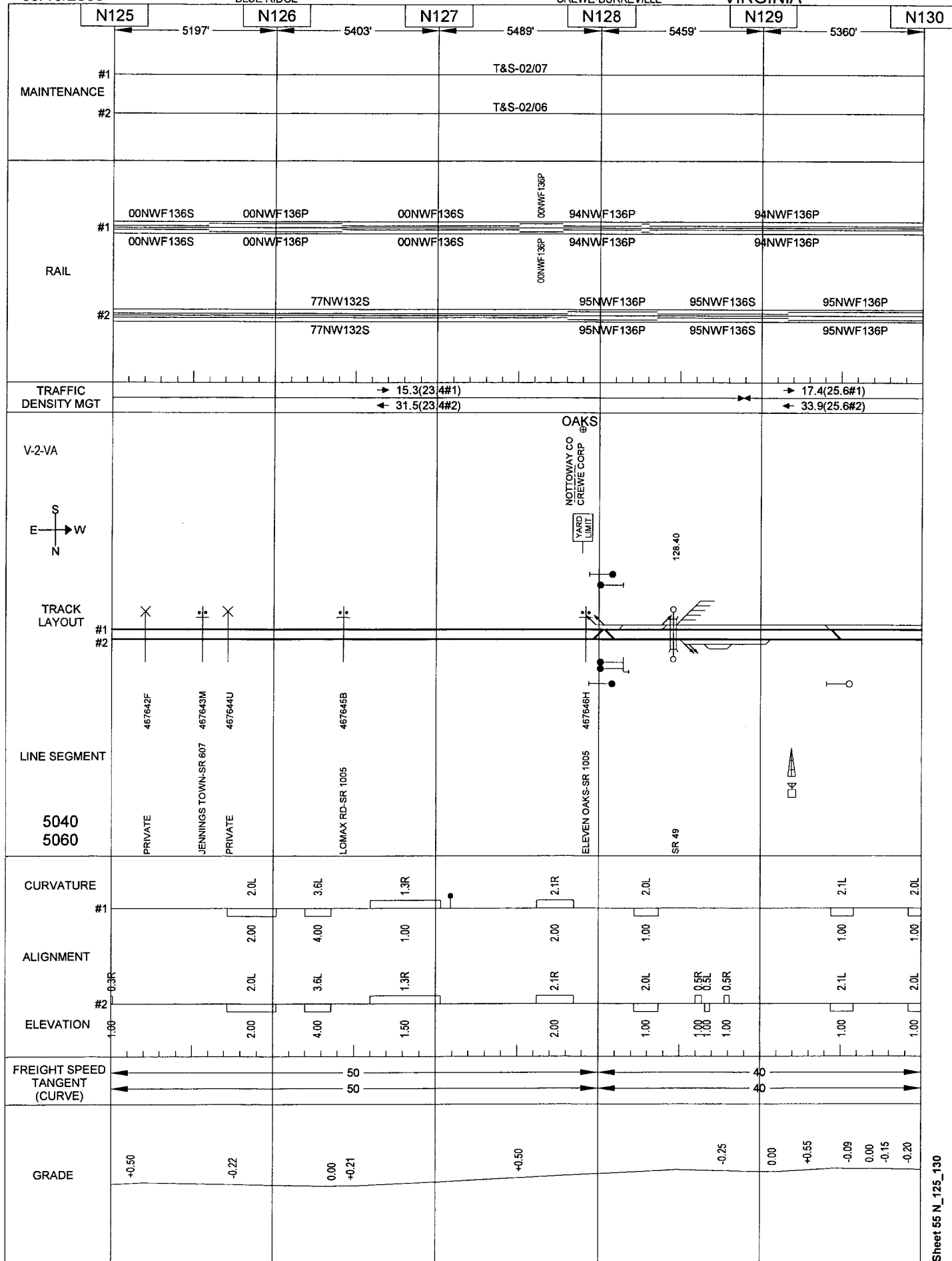
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034

BLUE RIDGE

CREWE-BURKEVILLE

VIRGINIA

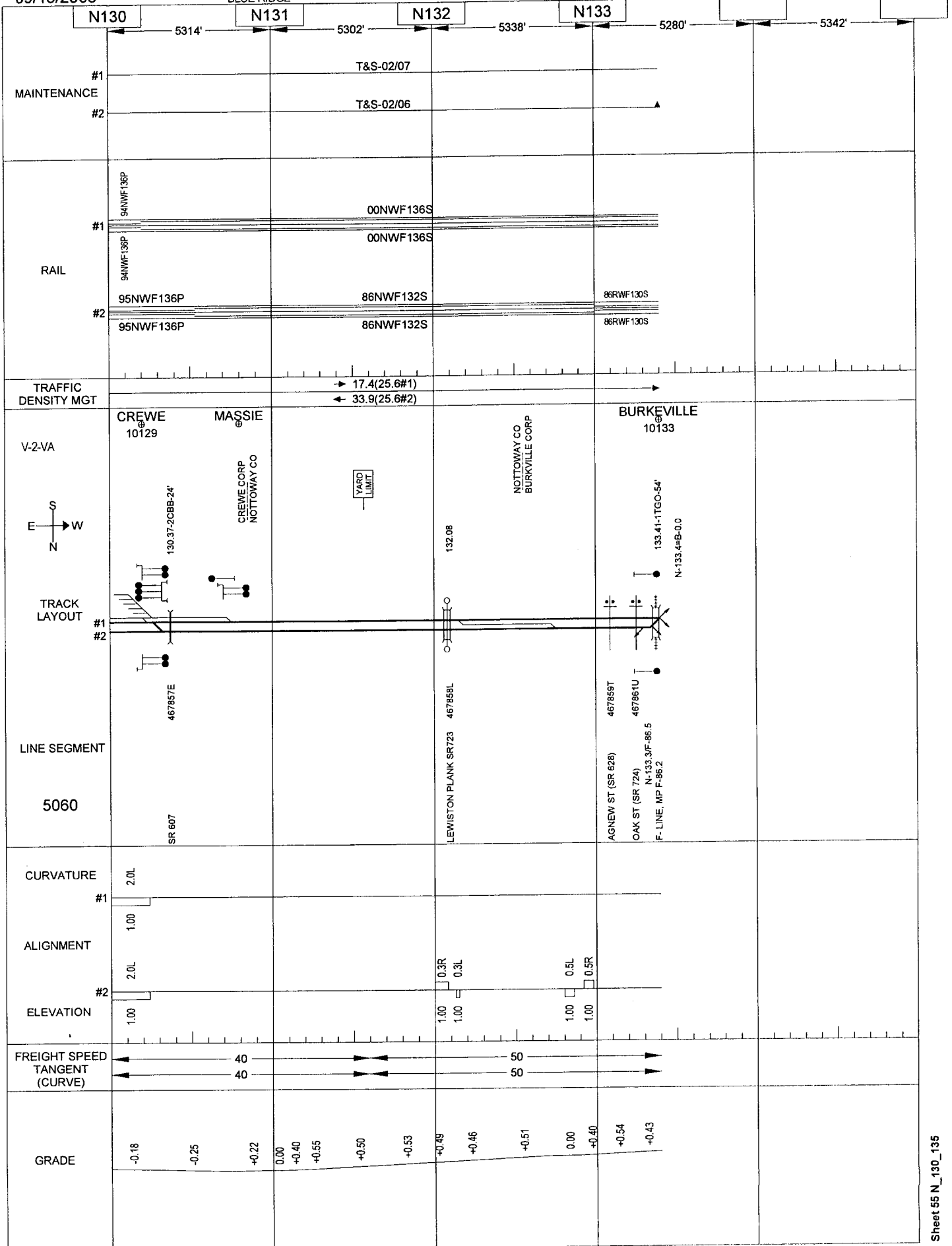


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035

CREWE-BURKEVILLE

VIRGINIA



09/16/2008

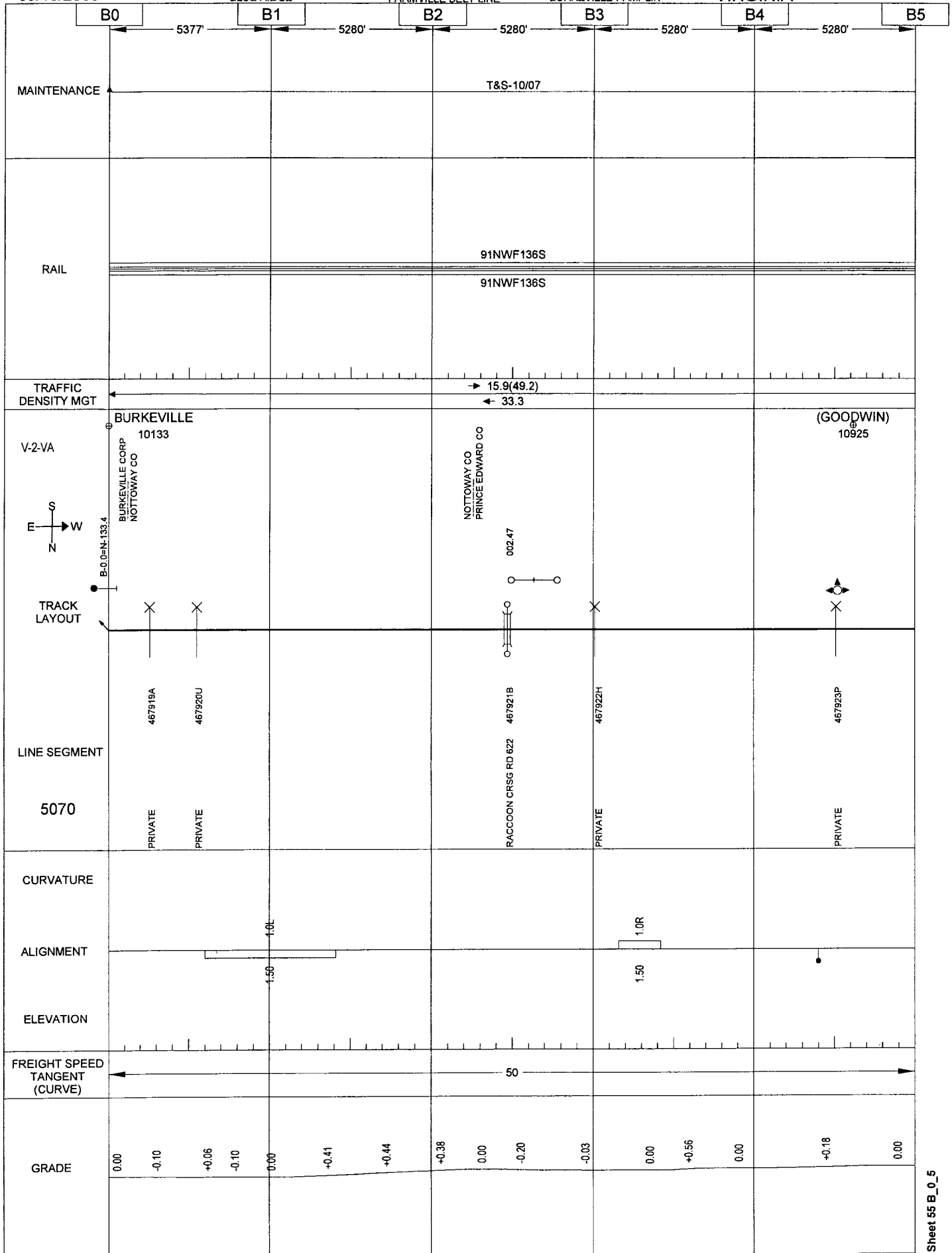
BLUE RIDGE

036

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



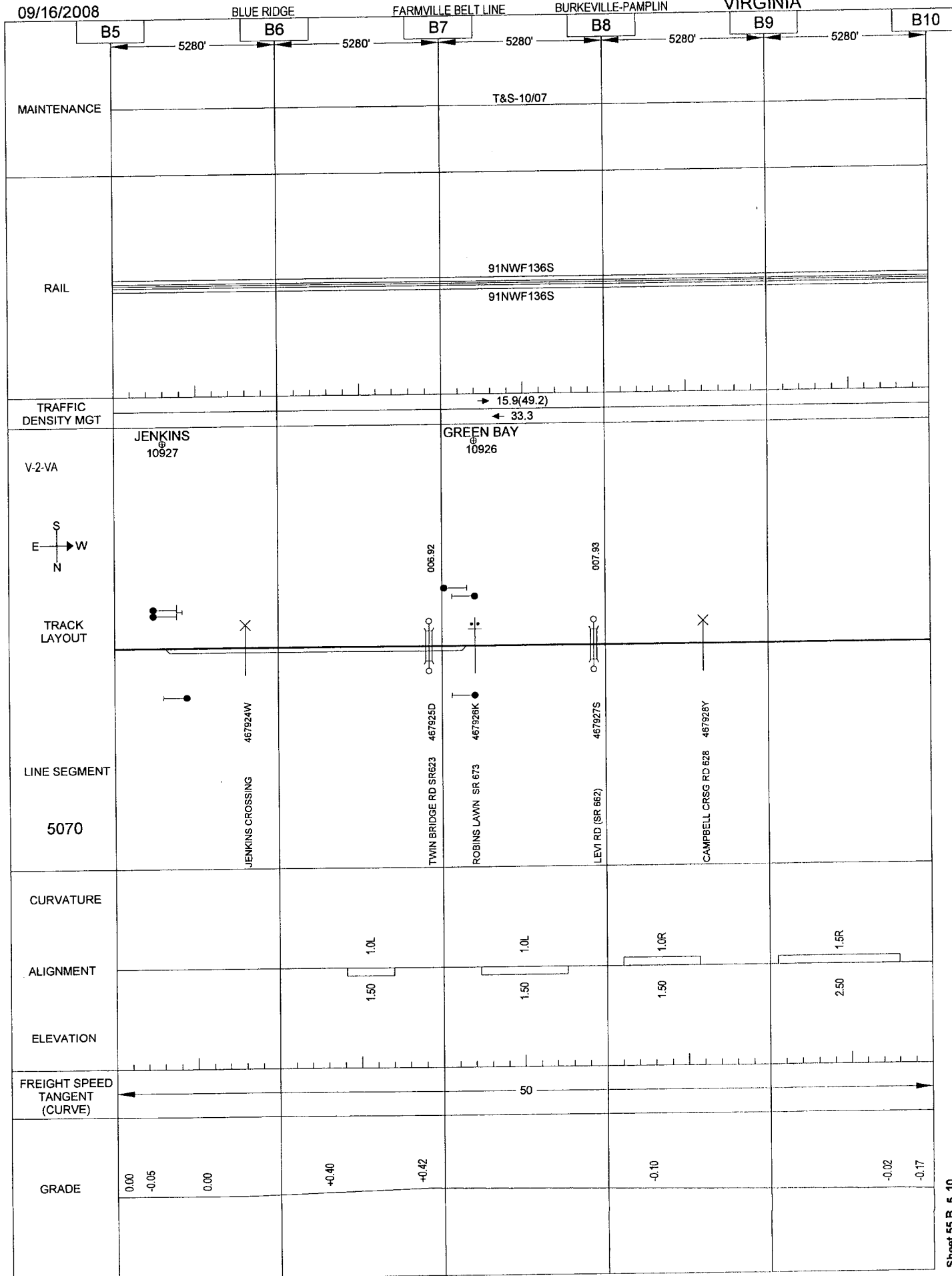
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BLUE RIDGE

037
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



09/16/2008

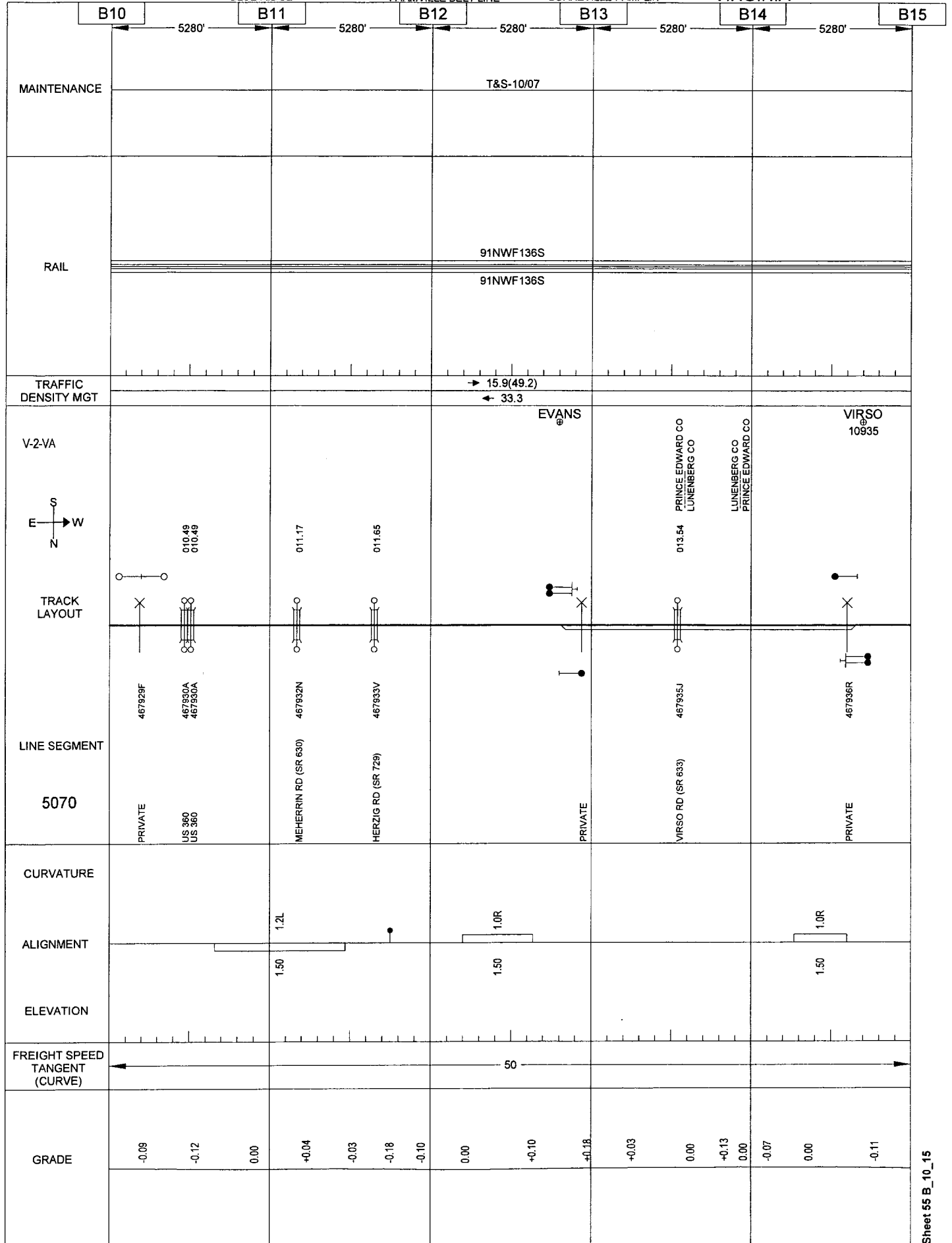
BLUE RIDGE

038

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



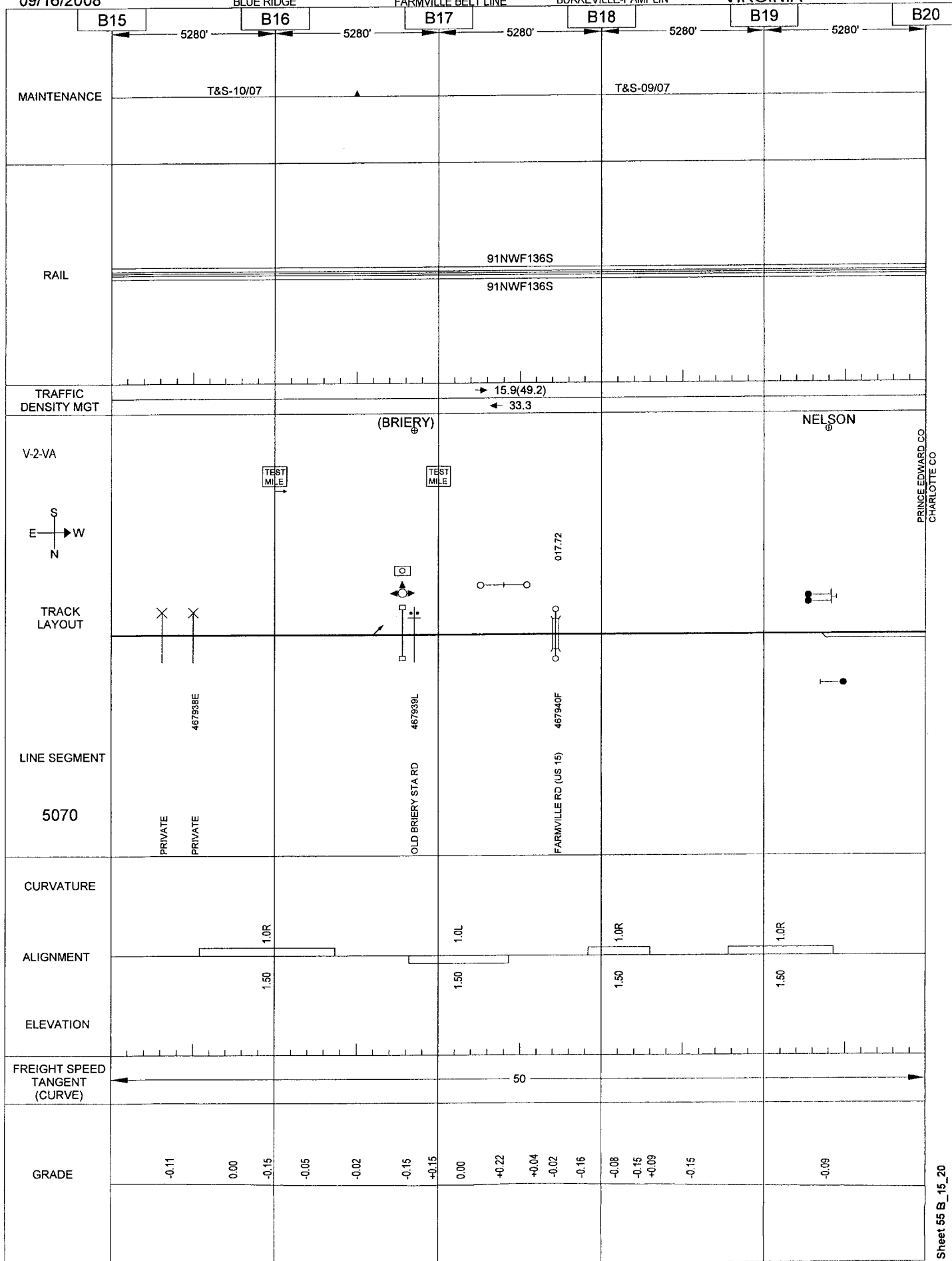
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BLUE RIDGE

039
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



PRINCE EDWARD CO
CHARLOTTE CO

09/16/2008

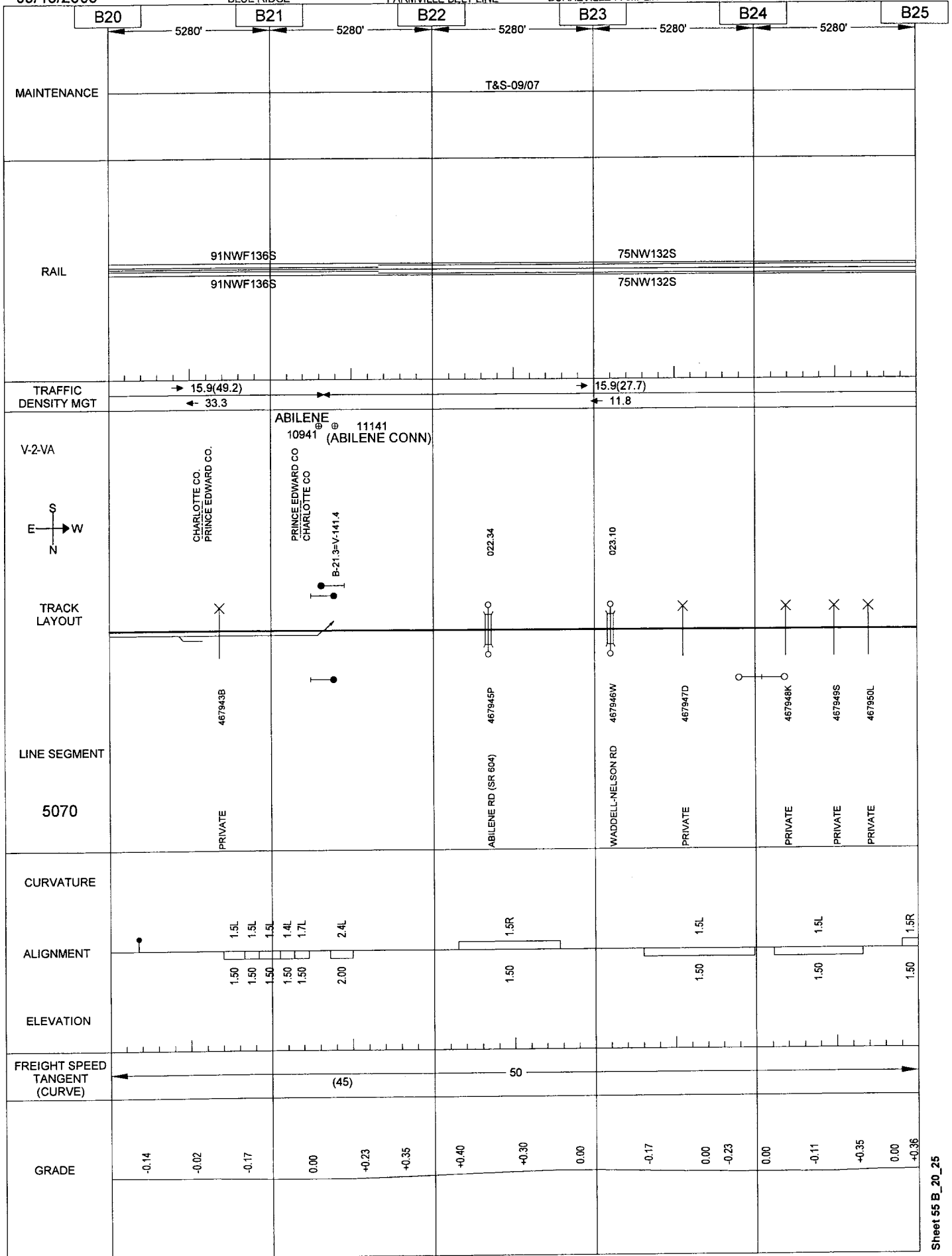
BLUE RIDGE

040

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



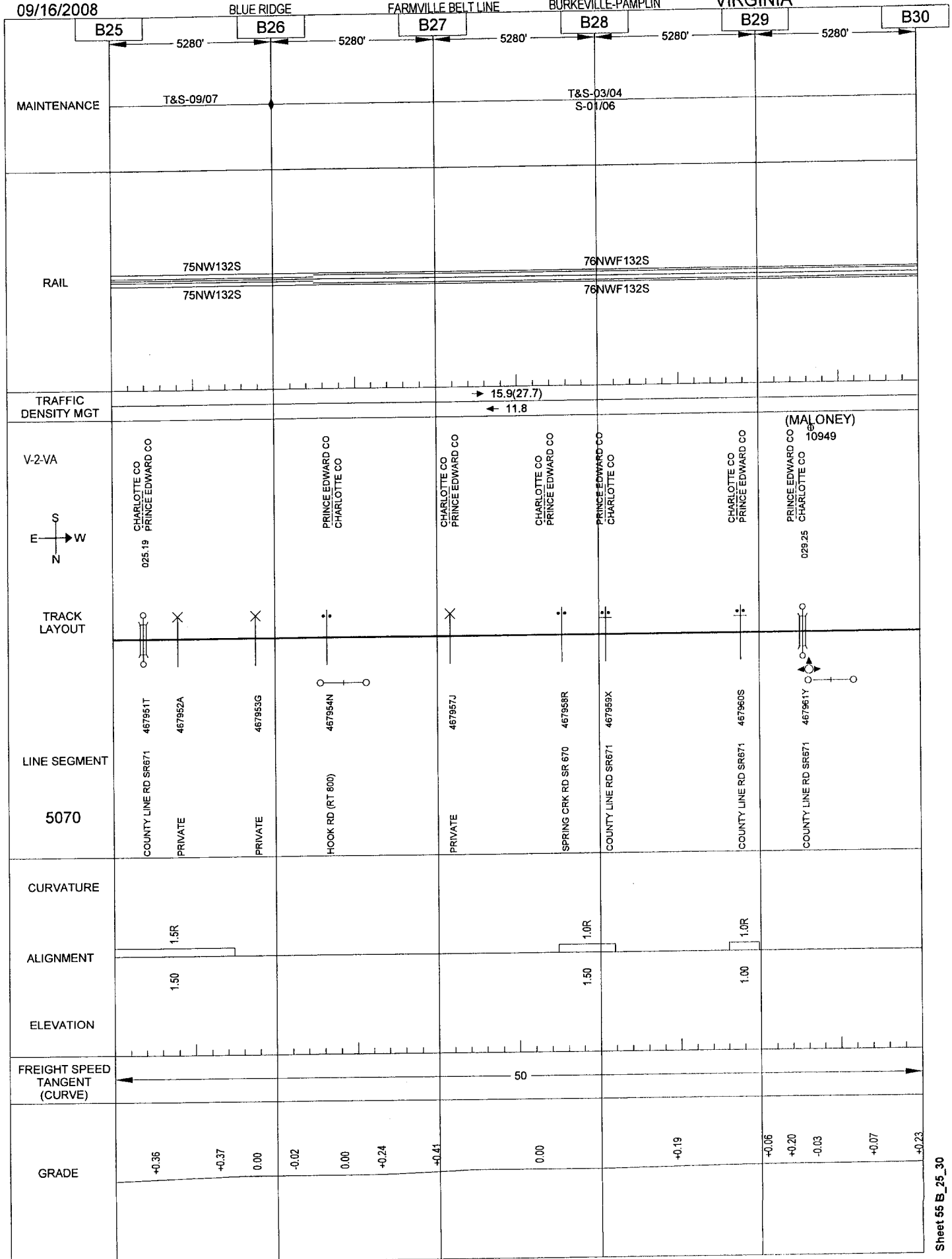
09/16/2008

BLUE RIDGE

041
FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA



09/16/2008

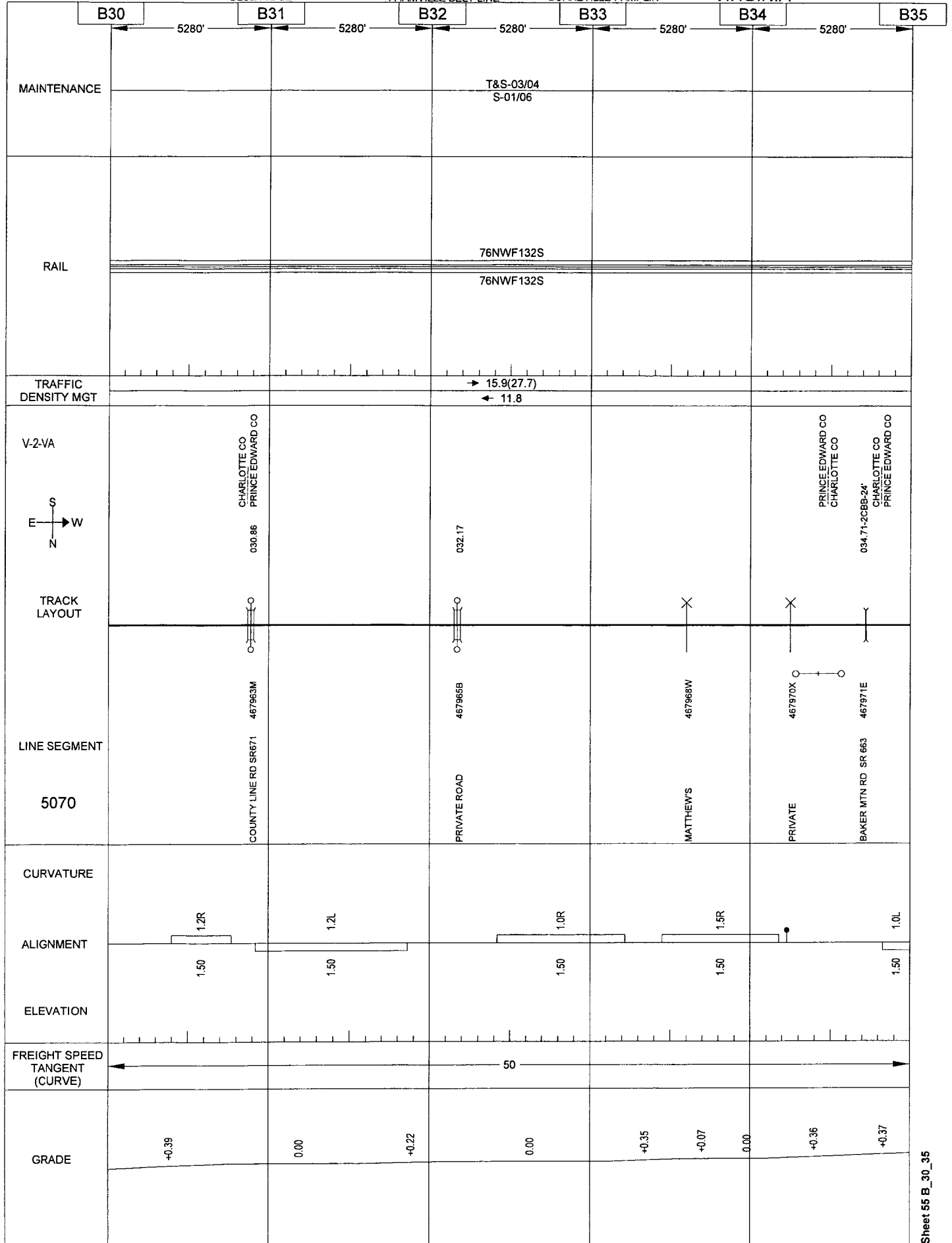
042

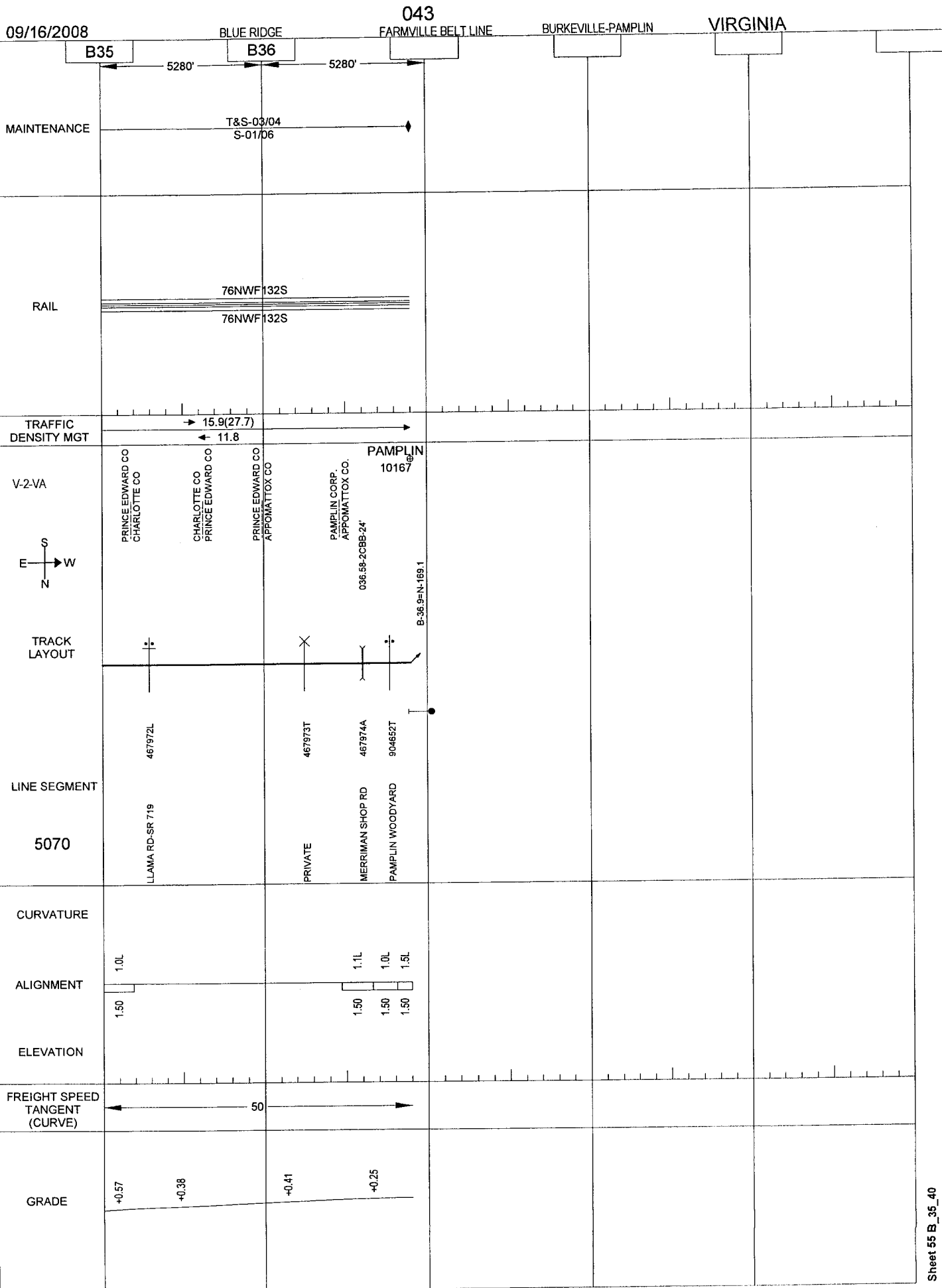
BLUE RIDGE

FARMVILLE BELT LINE

BURKEVILLE-PAMPLIN

VIRGINIA





09/16/2008

BLUE RIDGE

044

PAMPLIN-CONCORD

VIRGINIA

N170

5078'

5084'

5087'

4993'

4769'

MAINTENANCE

T&S-01/05
S-02/08

RAIL

78NW132S

78NW132S

TRAFFIC
DENSITY MGT

→ 15.9(27.7)
← 11.8

V-2-VA



PAMPLIN
10167

PAMPLIN CORP.
APPROXIMATE CO.

N-169.1-B-36.9
169.11-385B-118'



THOMAS JEFFERSON HWY 470685H

TRACK
LAYOUT

LINE SEGMENT

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

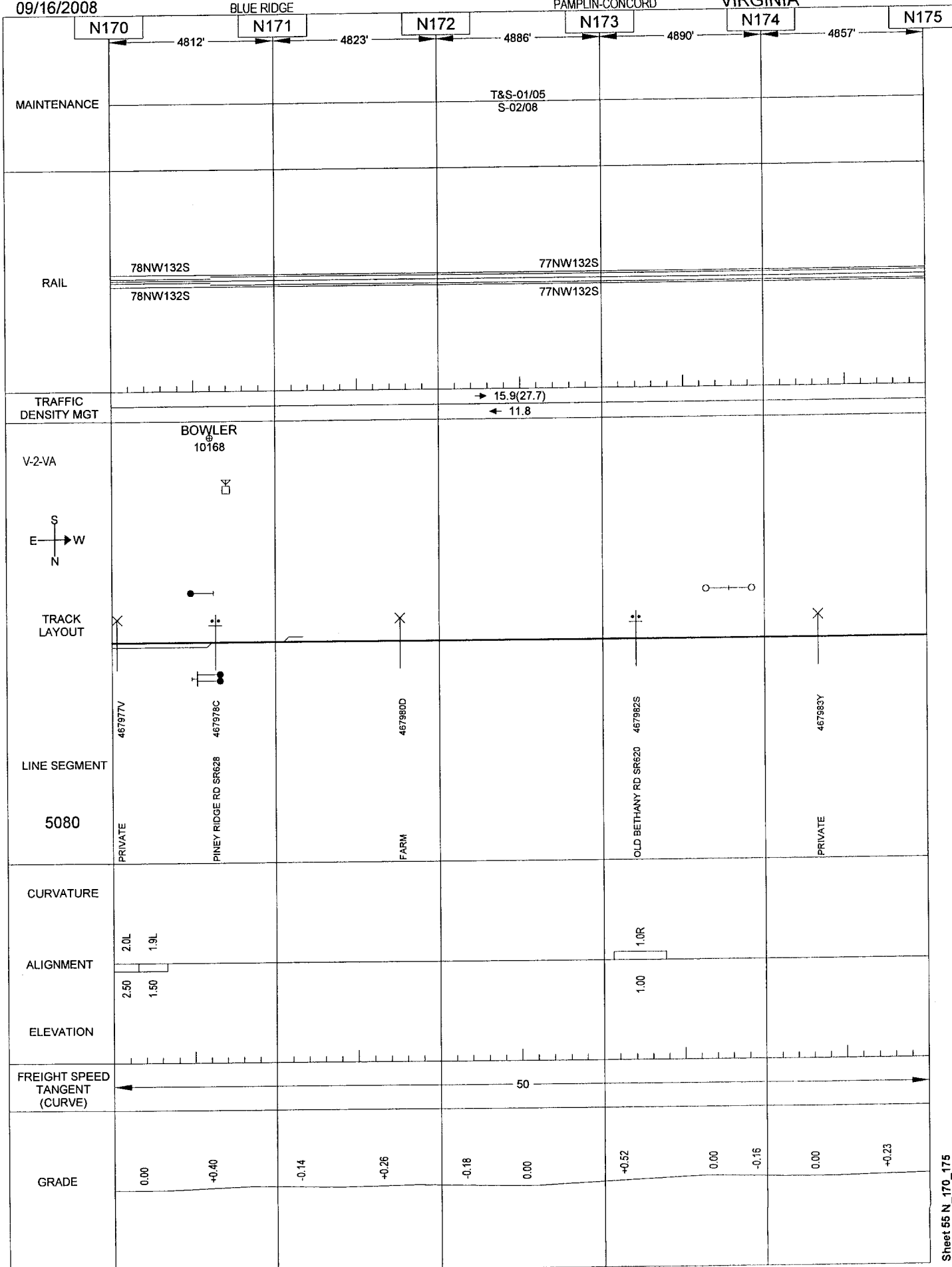
09/16/2008

045

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



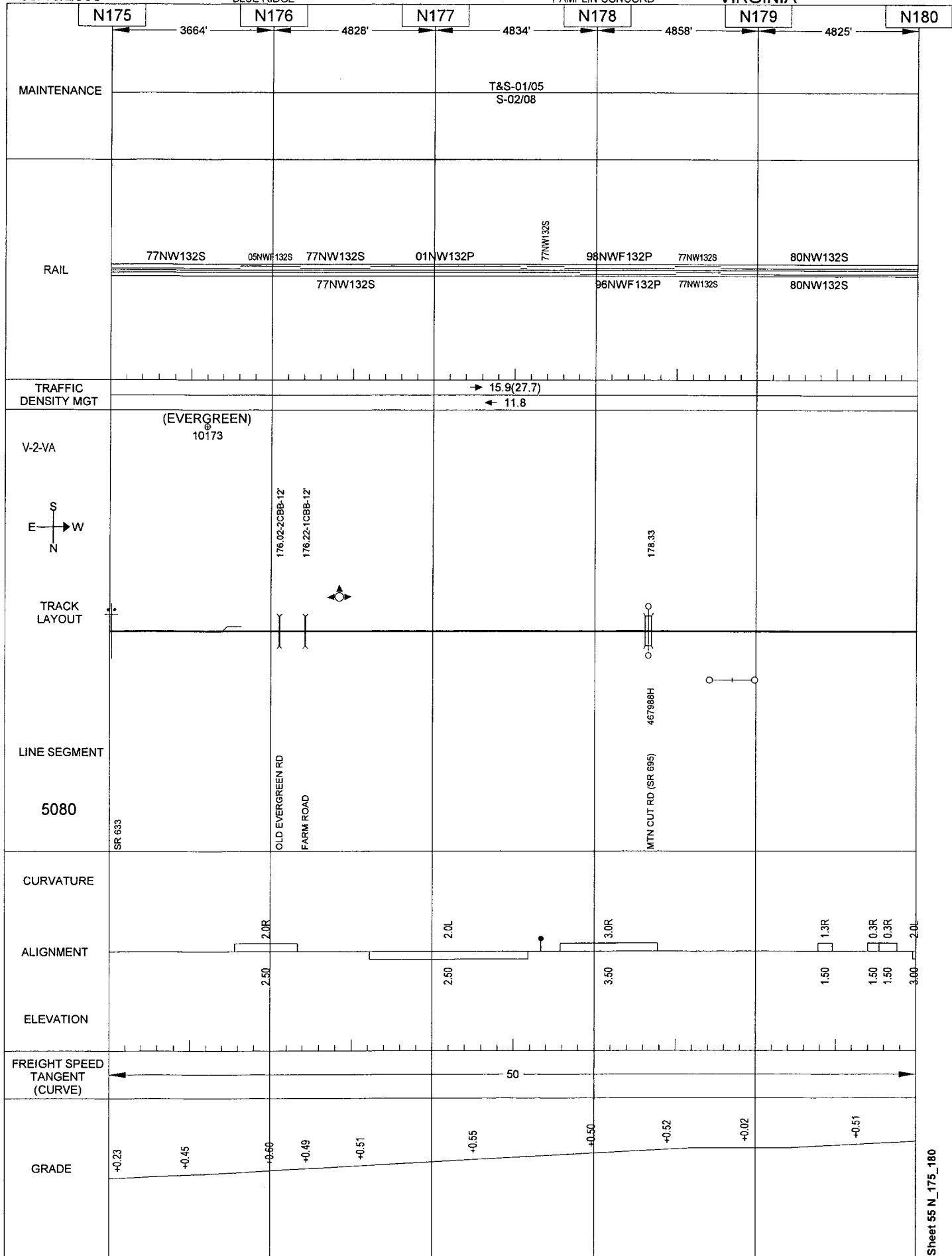
09/16/2008

046

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



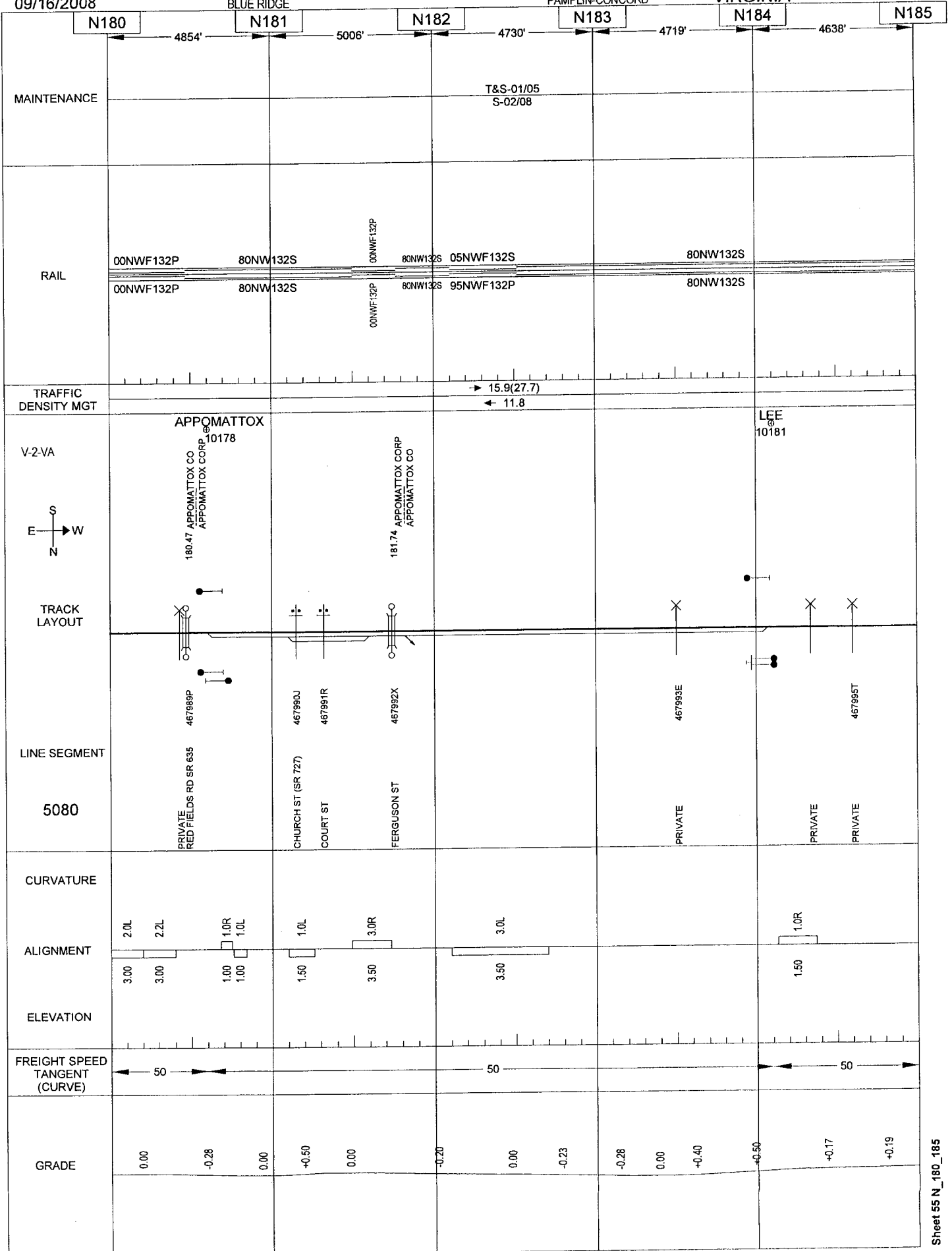
09/16/2008

047

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



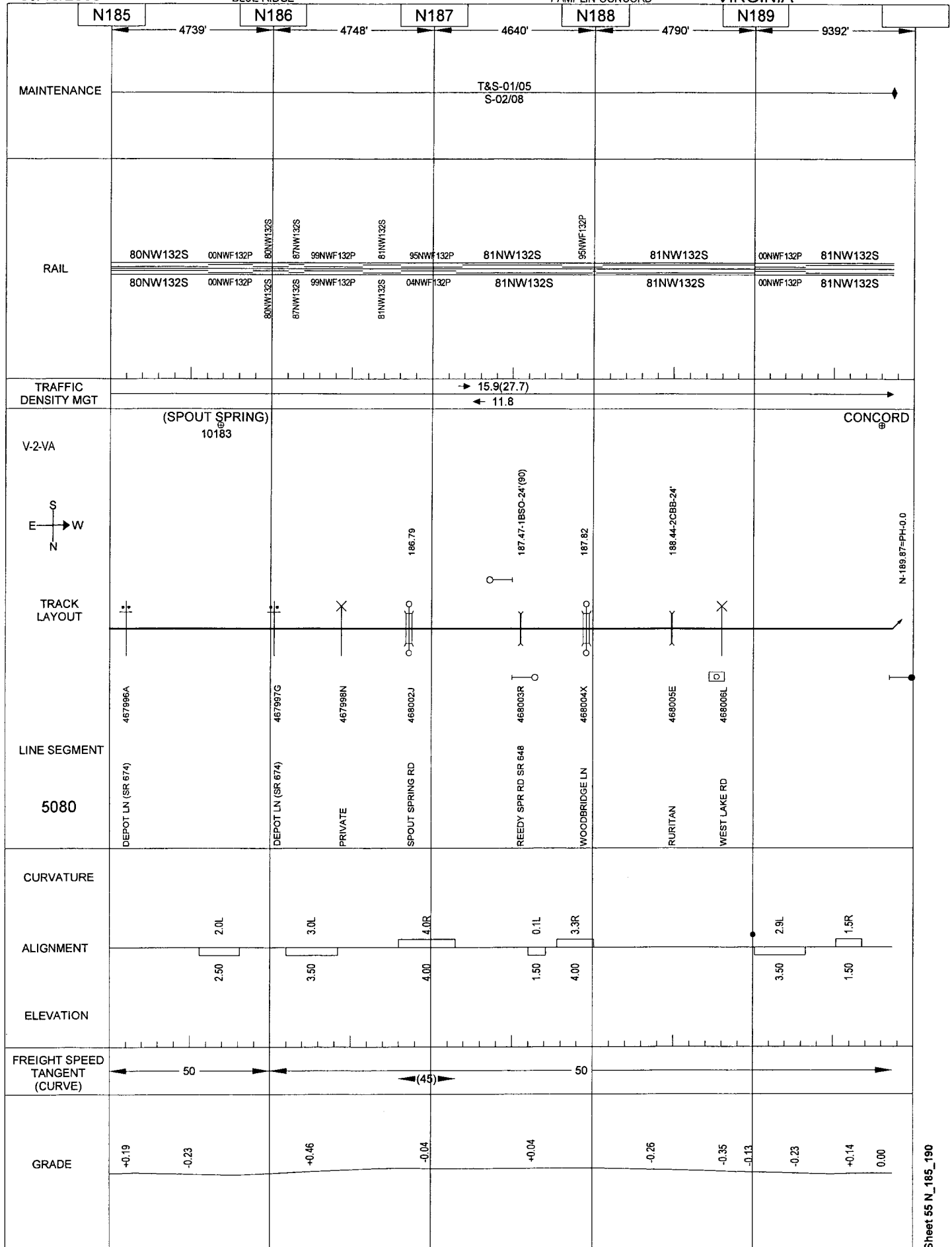
09/16/2008

048

BLUE RIDGE

PAMPLIN-CONCORD

VIRGINIA



09/16/2008

BLUE RIDGE

049
HALSEY SPUR(OML)

HALSEY-FOREST

VIRGINIA

N208

N209

N210

5280'

5270'

5250'

MAINTENANCE

T&S-10/89

RAIL

27RJ130S

28RJ130S

27RJ130S

28RJ130S

TRAFFIC
DENSITY MGT

V-2-VA



TRACK
LAYOUT

(HALSEY)
ITO 10203
10202

(SIMS)
10204

208.20

THOMAS CEMENT

209.89

LINE SEGMENT

5260

468344J

SIMS WHOLESALE CO
FOREST BROOK RD 468343C

468342V

SR 291

SR 291

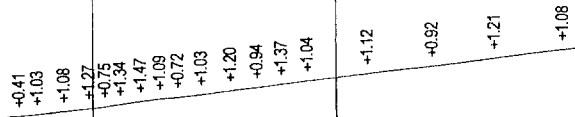
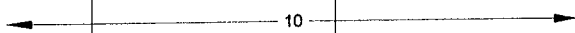
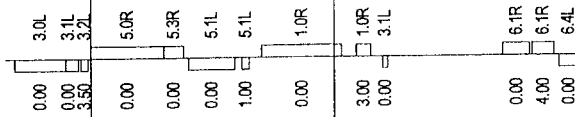
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE



09/16/2008

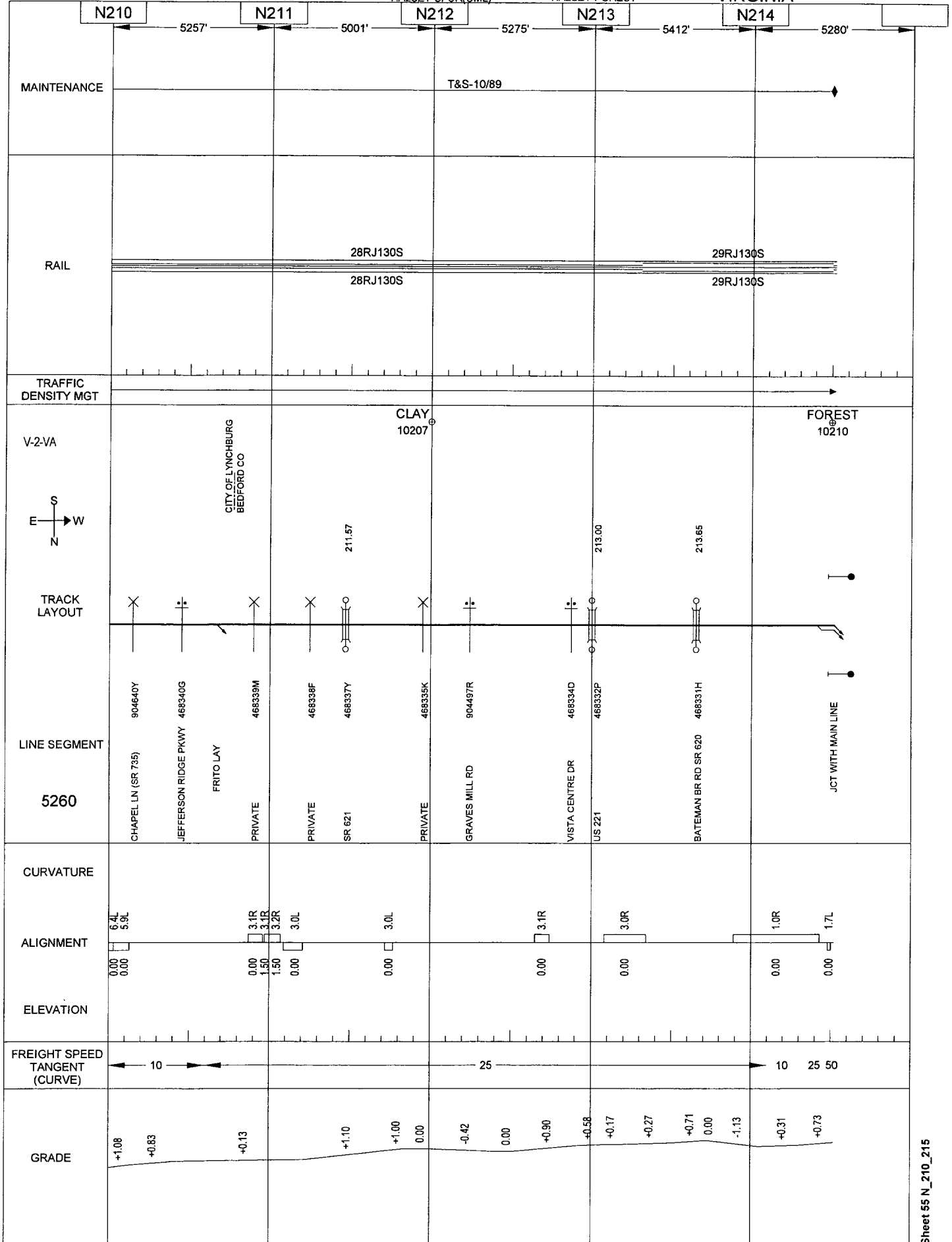
050

BLUE RIDGE

HALSEY SPUR(OML)

HALSEY-FOREST

VIRGINIA



PH5

PH5

- 5280'

T&S-11/04
S-03/06

97NWF132P

V-2-VA

PH-0.0=N-189.87

APPOMATTOX CO

PHOEBE
⊕
10186

5090

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

+0.10

-0.30

0.50

0.40

0.50

36

150

9

Sheet 55PH_0_5

09/16/2008

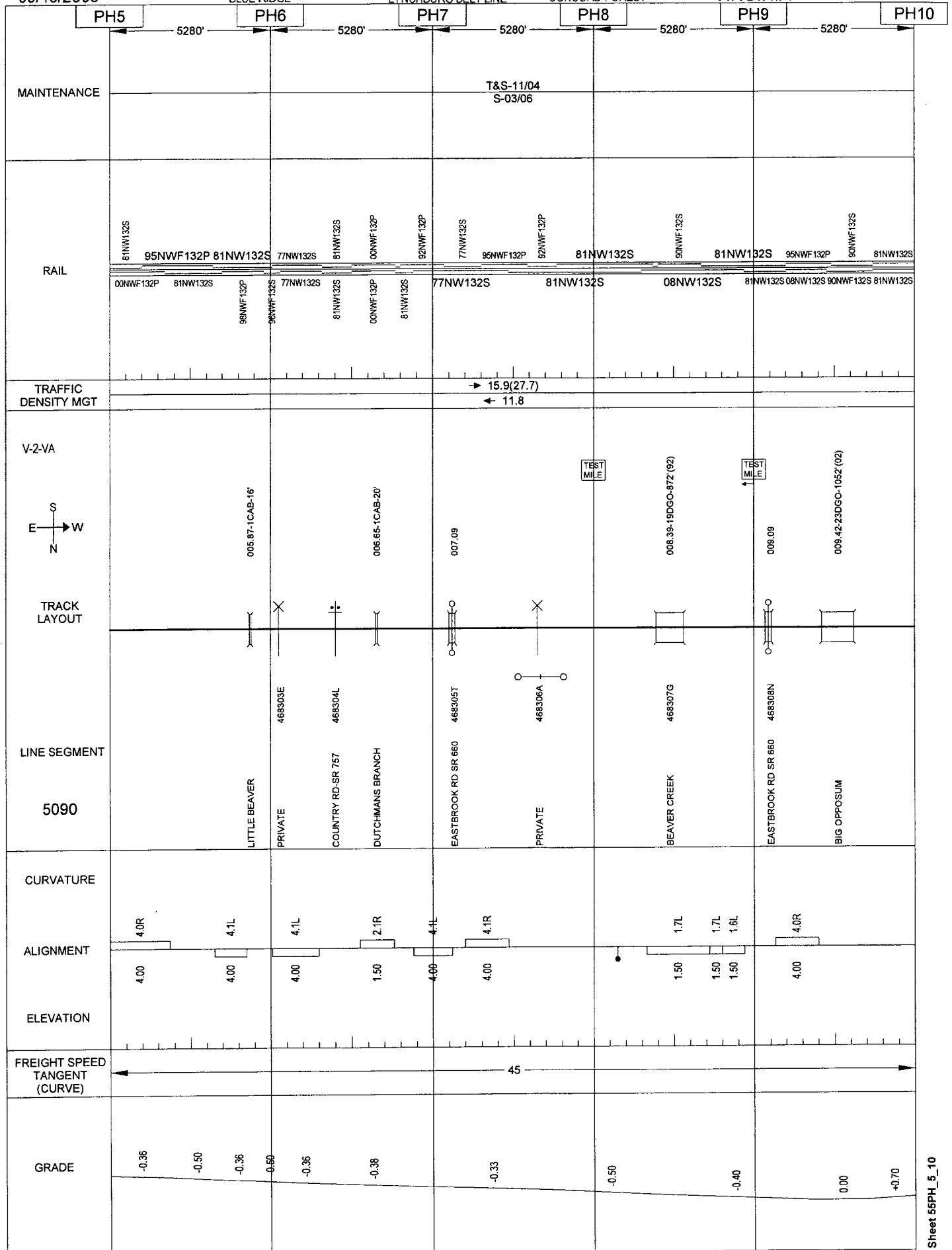
BLUE RIDGE

052

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



09/16/2008

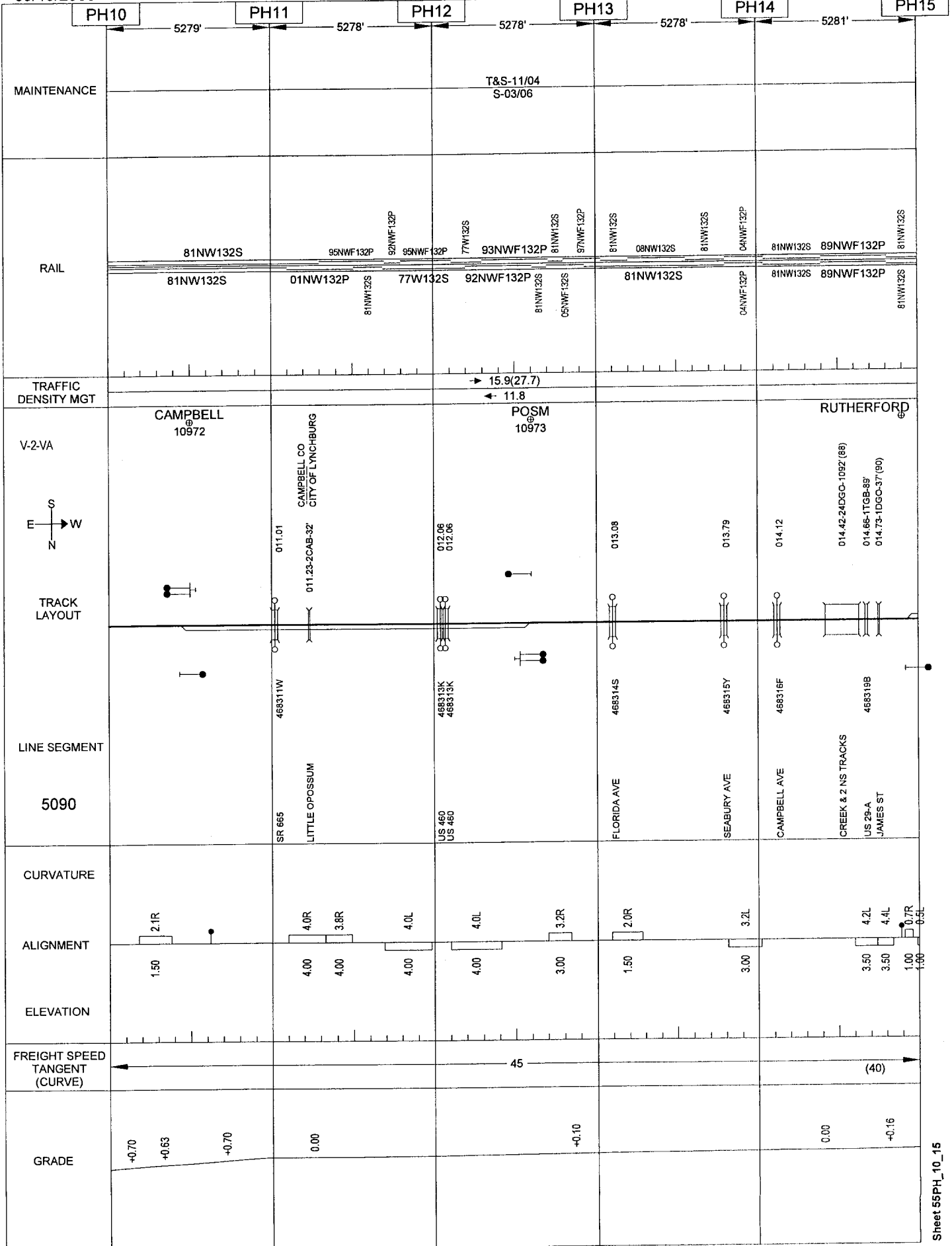
053

BLUE RIDGE

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



09/16/2008

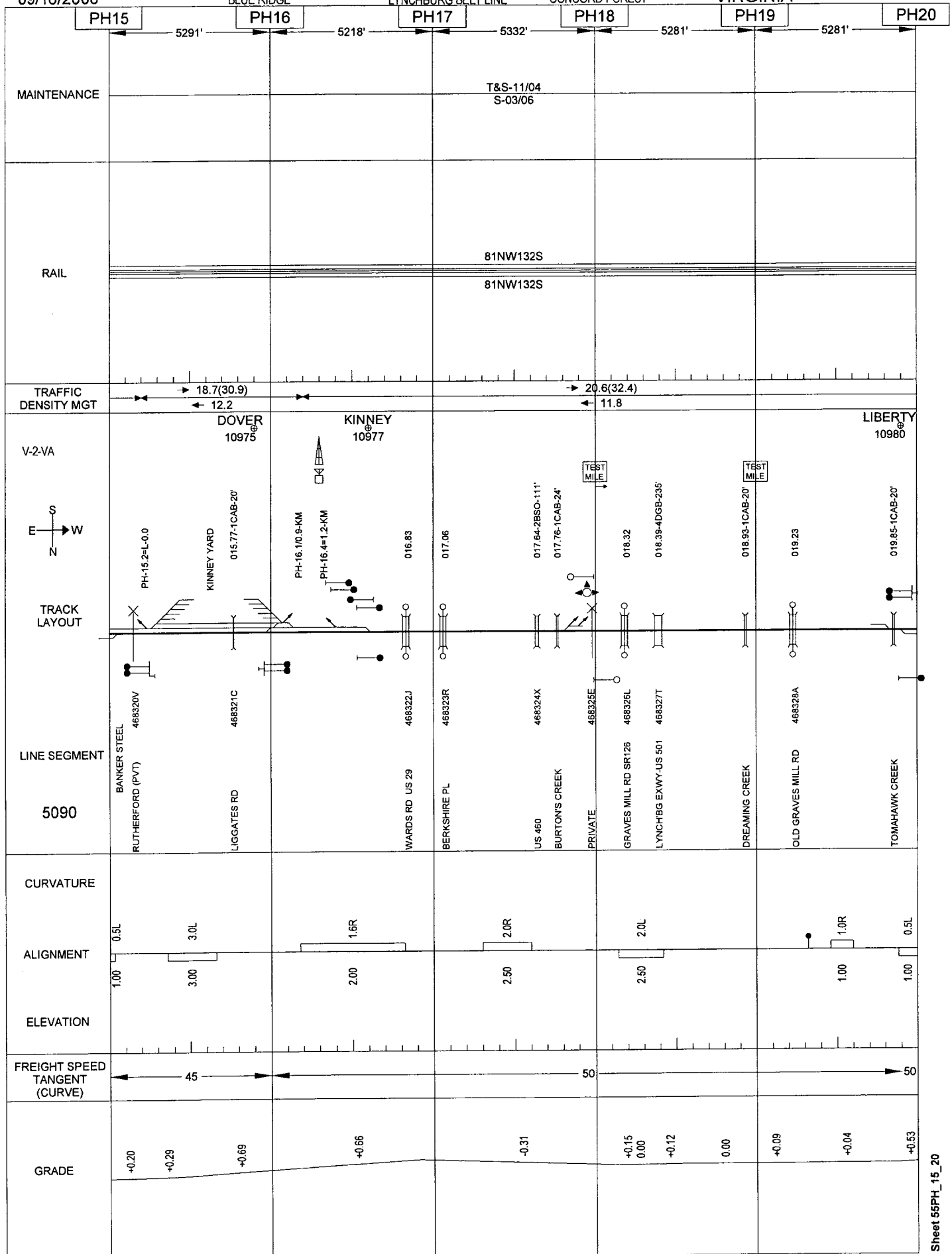
BLUE RIDGE

054

LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA



09/16/2008

BLUE RIDGE

055
LYNCHBURG BELT LINE

CONCORD-FOREST

VIRGINIA

PH20

PH21

PH22

5281'

5280'

4532'

MAINTENANCE

T&S-11/04
S-03/06

RAIL

81NW132S
81NW132S

TRAFFIC
DENSITY MGT

→ 20.6(32.4)
← 11.8

V-2-VA

(BREWSTER)
10208

FOREST
10210

S
E → W
N

020.60

CITY OF LYNCHBURG
BEDFORD CO

021.65

PH-22 36=N-214.5

TRACK
LAYOUT

LINE SEGMENT

5090

ENTERPRISE DR-SR1415

HOMESTEAD DR SR 661 468330B

N-LINE (TO HALSEY)

CURVATURE

ALIGNMENT

0.5L
1.00

2.5R
3.00

3.2L
4.00

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

50

GRADE

+0.63

+0.69

+0.65

+0.66

+0.31

+0.77

09/16/2008

BLUE RIDGE

056

FOREST-ROANOKE

VIRGINIA

N215

5257'

5001'

5275'

5412'

5280'

MAINTENANCE

T&S-02/05
S-03/08

RAIL

97NWF136S
97NWF136P
97NWF136S
97NWF136P

TRAFFIC
DENSITY MGT

20.7(32.6)
11.9

V-2-VA

FOREST
10210

S
E → W
N

TRACK
LAYOUT

N-214.5=PH-22.38
214.82
HALSEY SPUR
HALSEY SPUR (SIDING)
THOMAS JEFFERSON RD 468503N

LINE SEGMENT

5100

CURVATURE

ALIGNMENT

ELEVATION

3.00
2.00

FREIGHT SPEED
TANGENT
(CURVE)

50

GRADE

-0.50

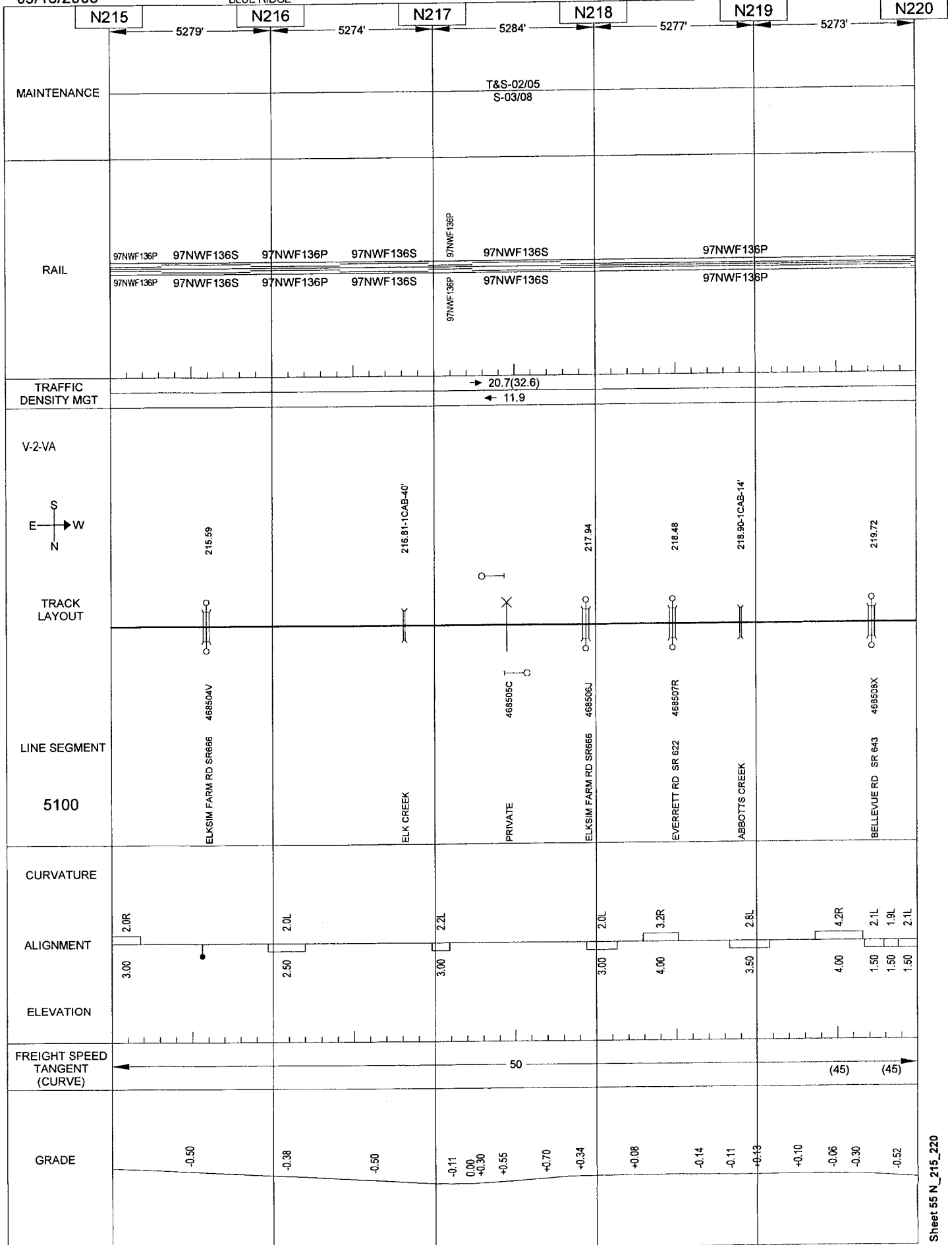
09/16/2008

057

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



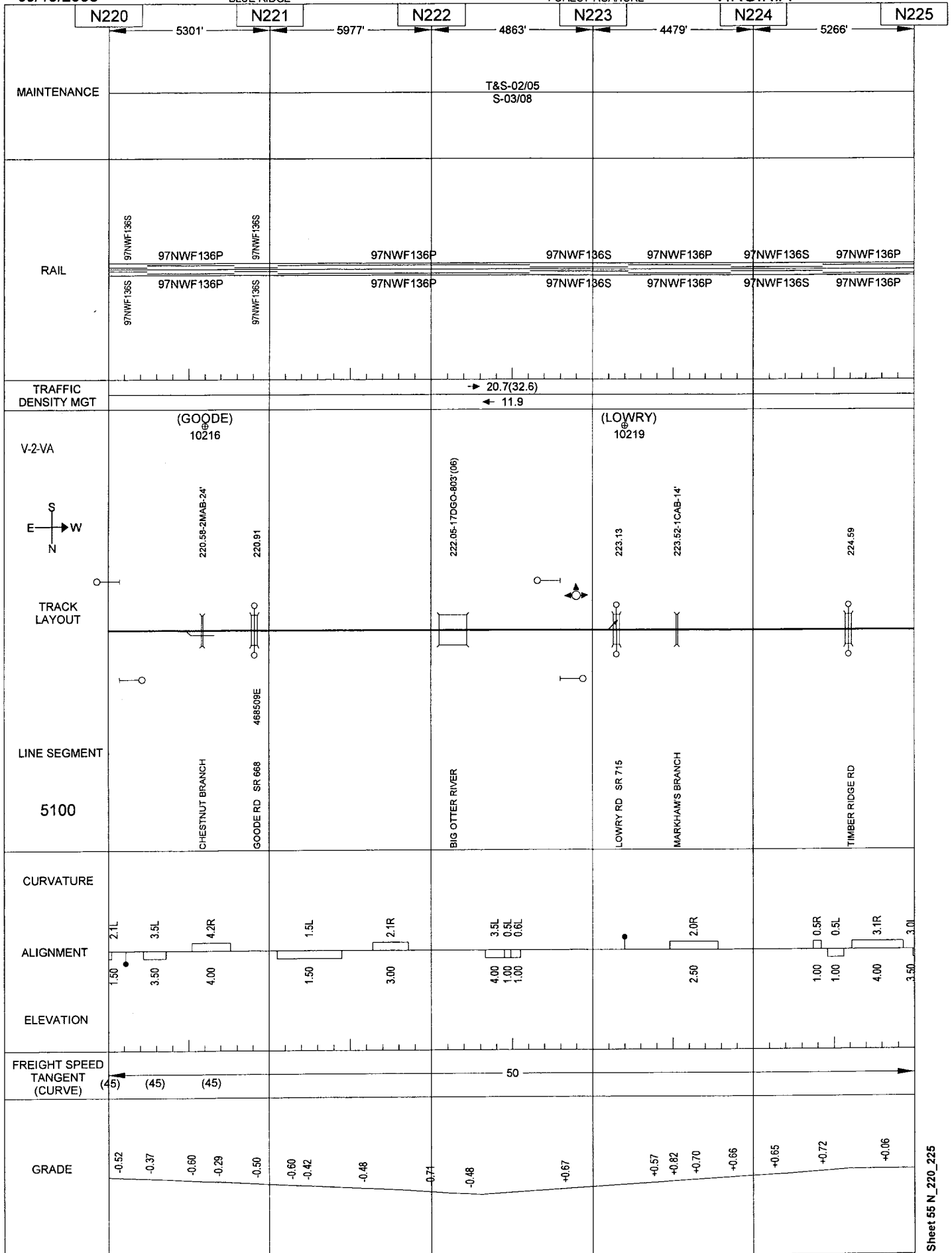
09/16/2008

058

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA

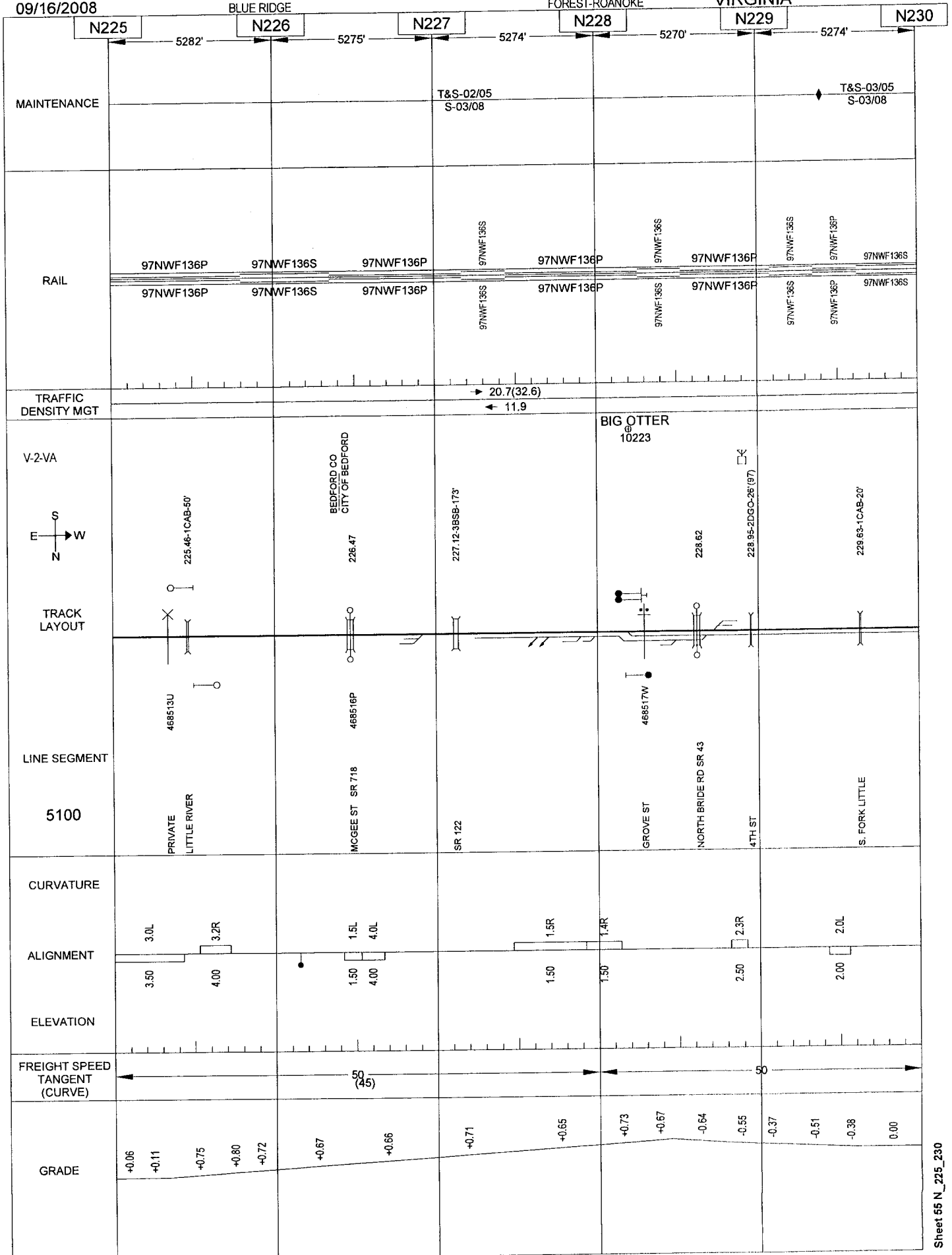


09/16/2008

059

FOREST-ROANOKE

VIRGINIA



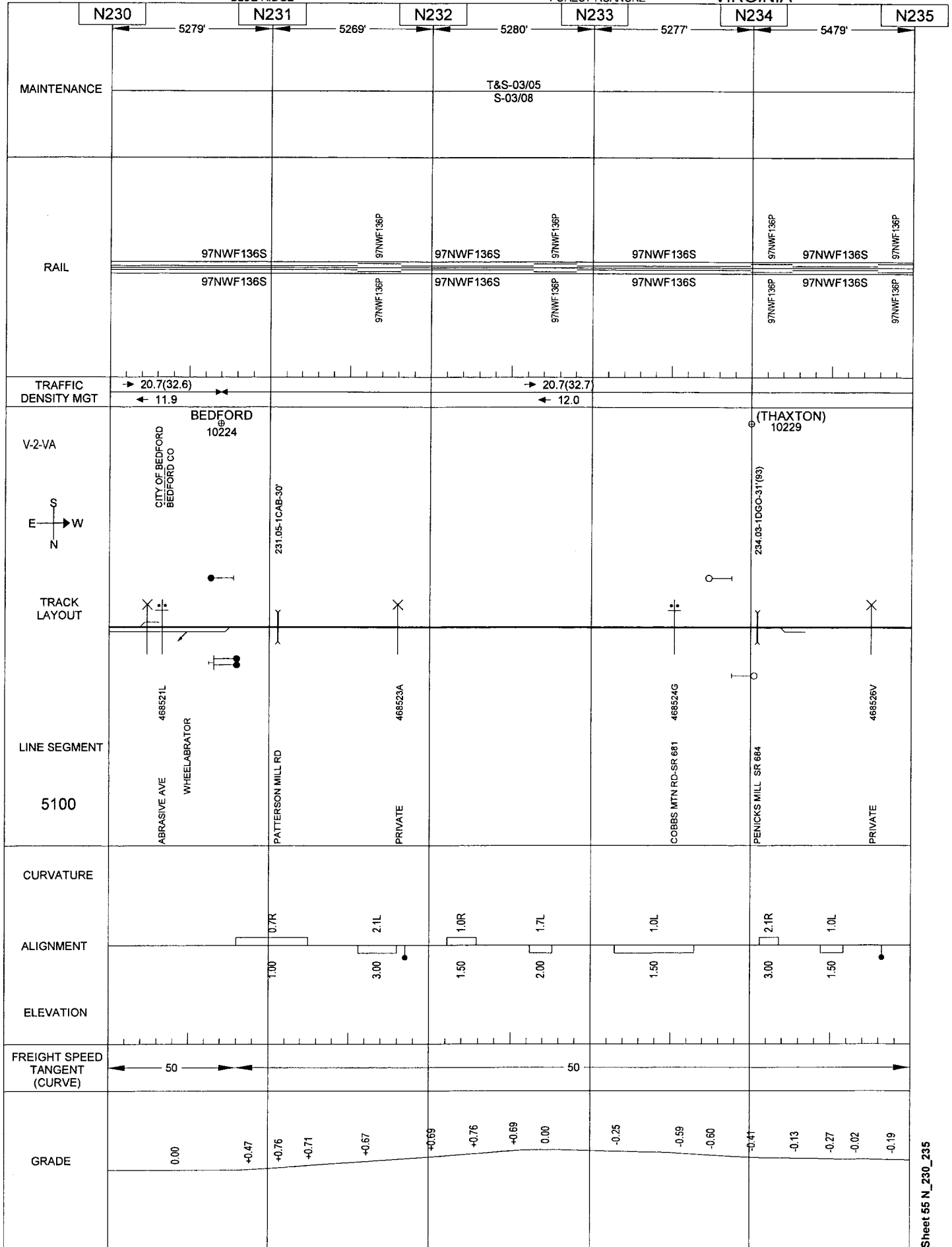
09/16/2008

060

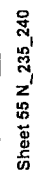
BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



N240



VIRGINIA

N245

5320' -

T&S-04/03

88NWF132P 82NW132S

88NWF132P 82NW132S

79NW132S

94NWF132P

→ 20.7(16.4#1
← 12.1(16.4#2

VILLAMONT
10239

242.60-40DGB-263'

GOOSE CRK VALLEY RD

5100

SHREDDED PRODUCTS CO

GOOSE CREEK

VILLAMONT RD

PRIVATE

CURVATURE

#1

ALIGNMENT

#2

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

33

+

CREWE TO ROANOKE

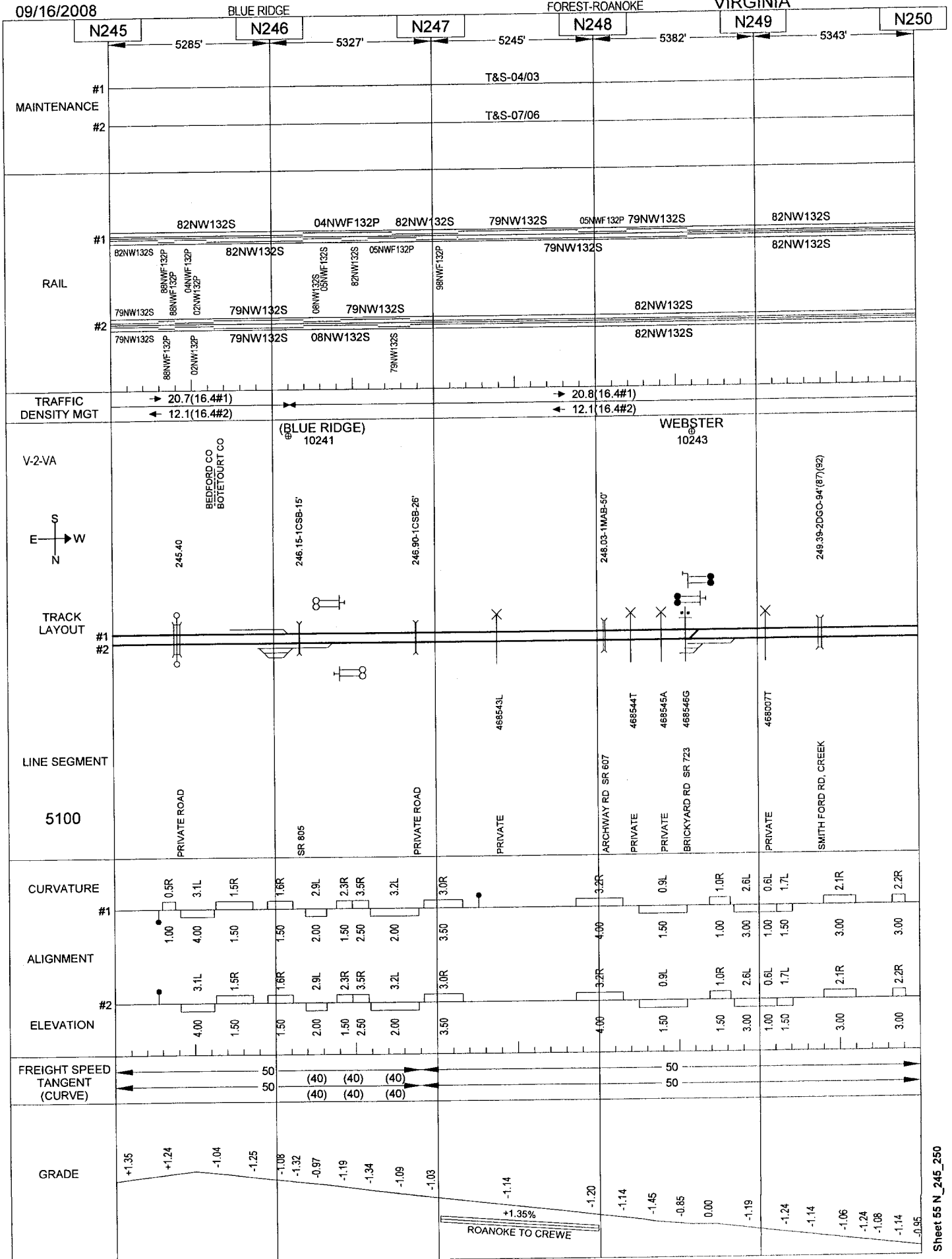
139

09/16/2008

063

FOREST-ROANOKE

VIRGINIA



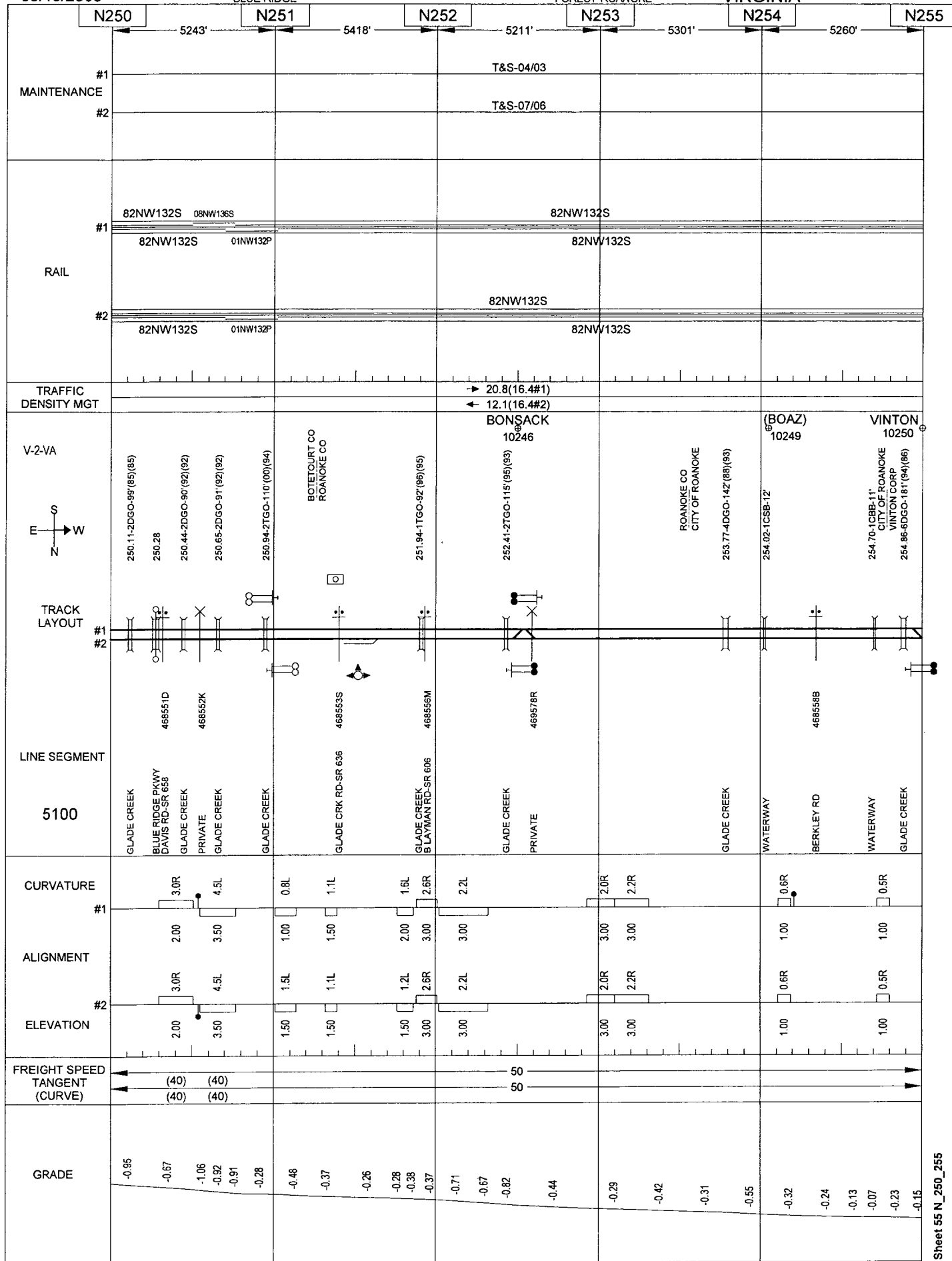
09/16/2008

BLUE RIDGE

064

FOREST-ROANOKE

VIRGINIA



N260

N260

RAIL

TRAFFIC
DENSITY MGT

V-2-VA
V-10-VA

TRACK LAYOUT

LINE SEGMENT

5100
5110
5460

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

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

Sheet 55 N_255_260

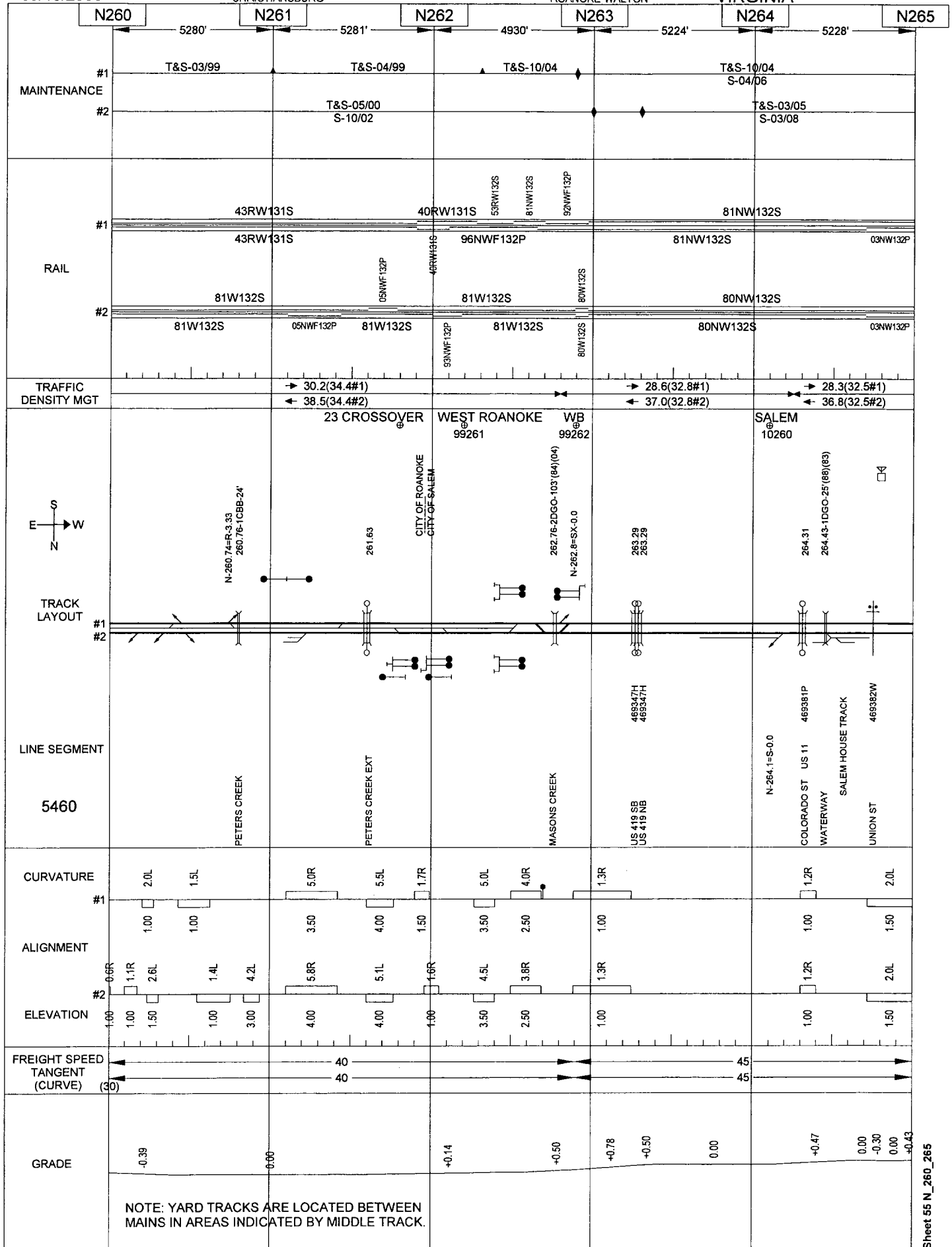
09/16/2008

CHRISTIANSBURG

066

ROANOKE-WALTON

VIRGINIA



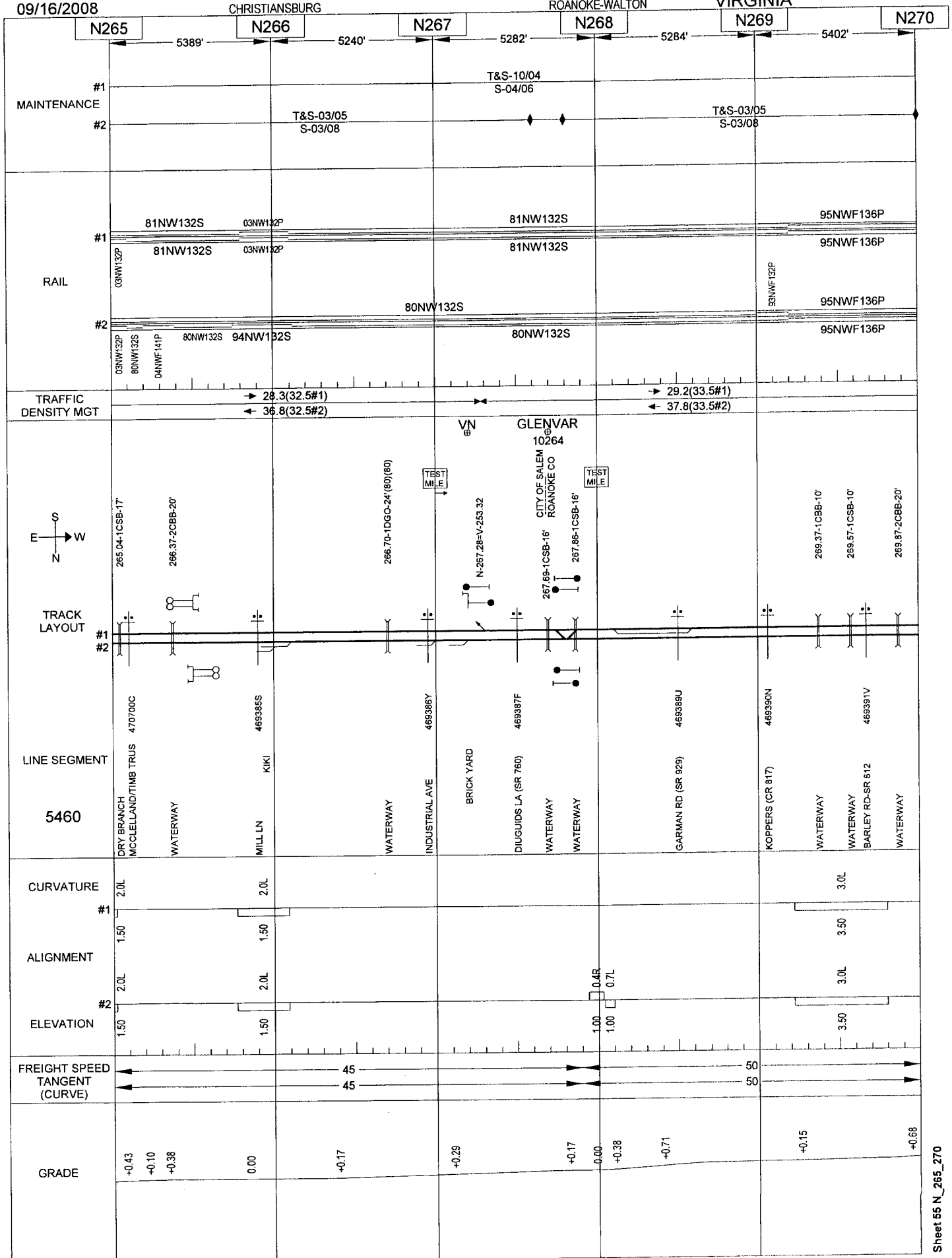
09/16/2008

CHRISTIANSBURG

067

ROANOKE-WALTON

VIRGINIA



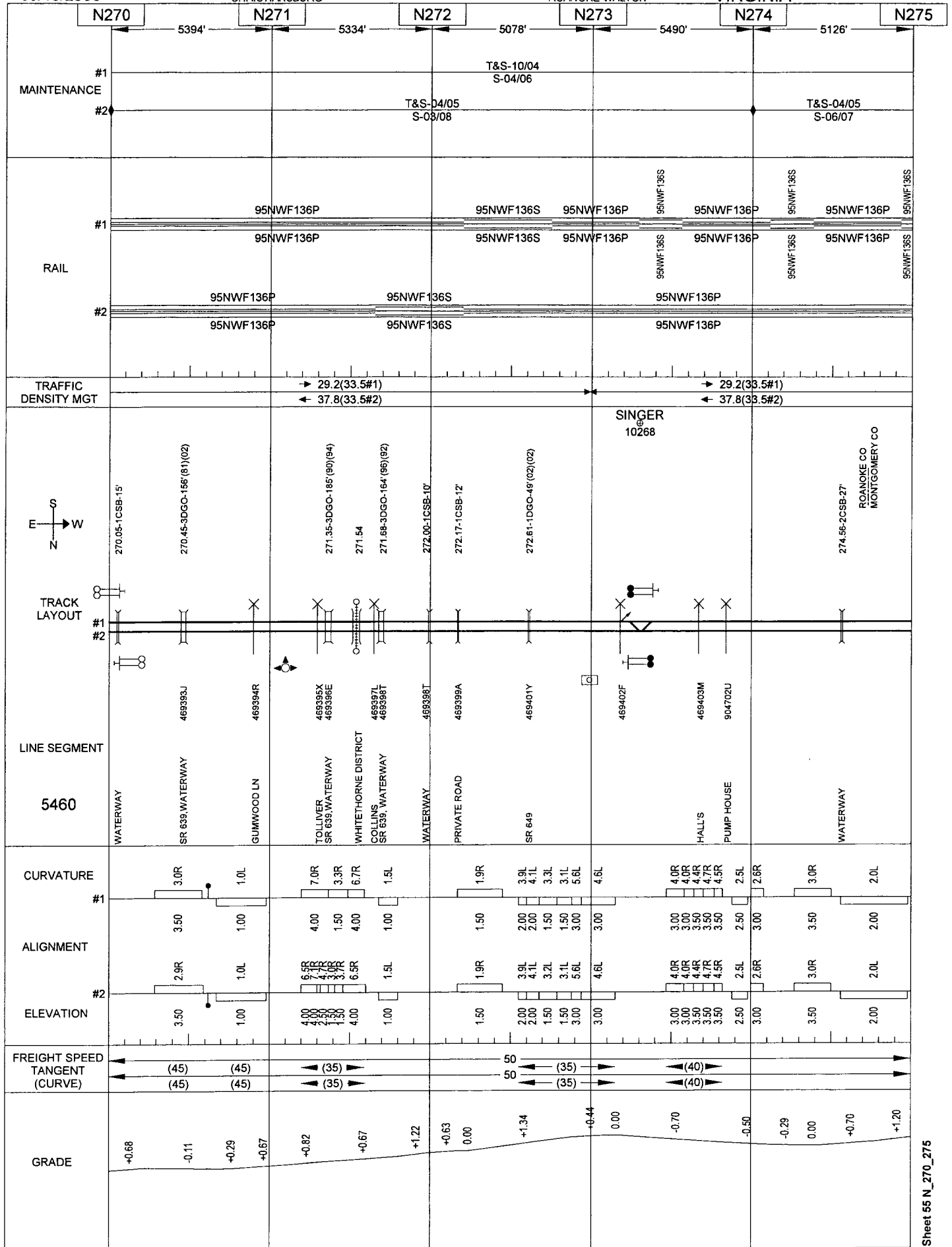
09/16/2008

CHRISTIANSBURG

068

ROANOKE-WALTON

VIRGINIA



06
1035

N1276

N277

N278

N279

N280

- 5372' -

— 5516' —

- 5098' -

- 5448' -

5100' —

MAINTENANCE

#

#

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

T&S-04/05
S-06/07

T&S-07/06

9

RAIL

井

TRAFFIC
DENSITY MGT

→	29.2(33.5#1)
←	37.8(33.5#2)

$\rightarrow 29.2(33.5\#1)$
 $\leftarrow 37.7(33.5\#2)$



TRACK LAYOUT

#

#

LINE SEGMENT

5460

CURVATURE

3

ALIGNMENT

ELEVATION

3

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

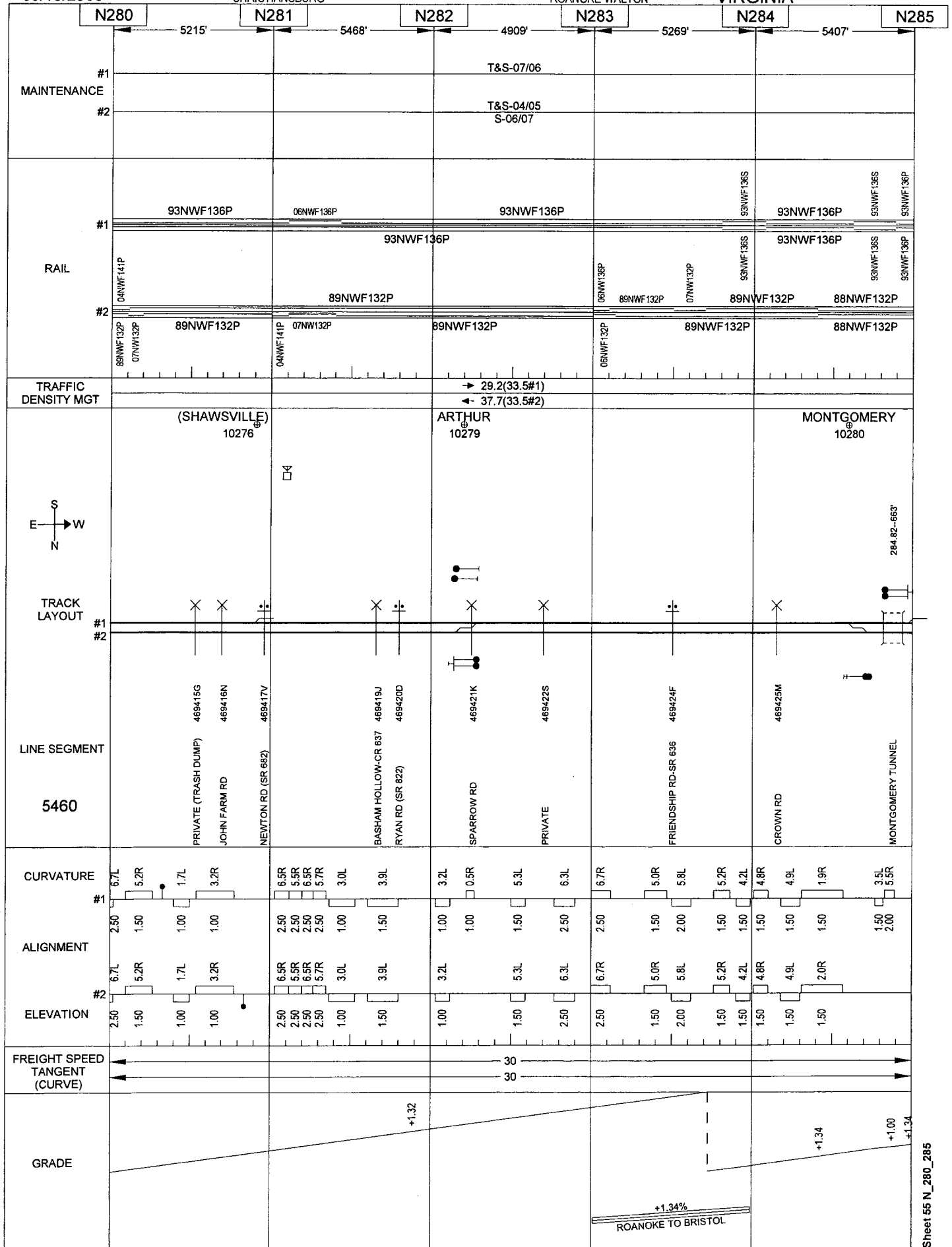
09/16/2008

CHRISTIANSBURG

070

ROANOKE-WALTON

VIRGINIA



VIRGINIA

Sheet 55 N_290_295

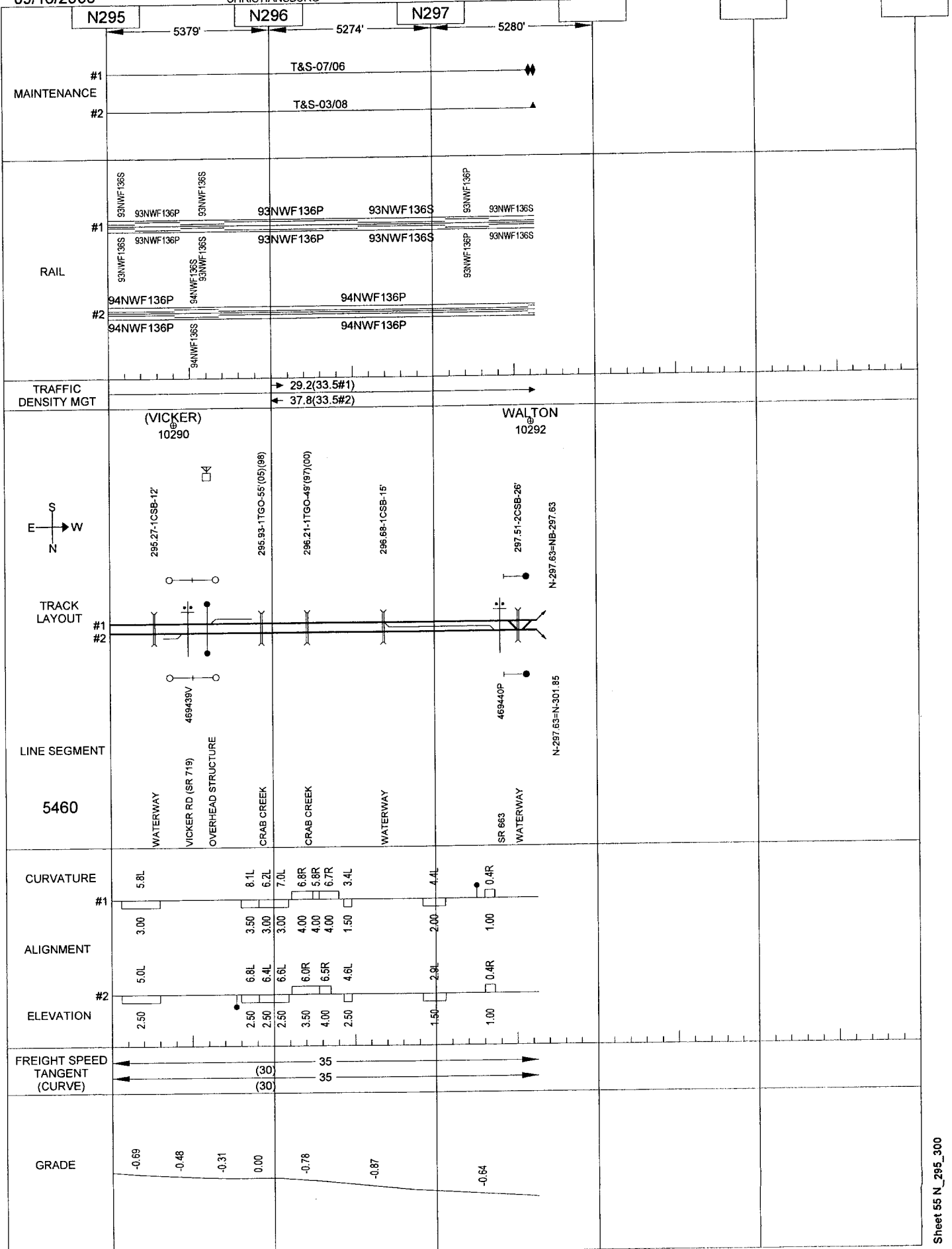
09/16/2008

CHRISTIANSBURG

073

ROANOKE-WALTON

VIRGINIA



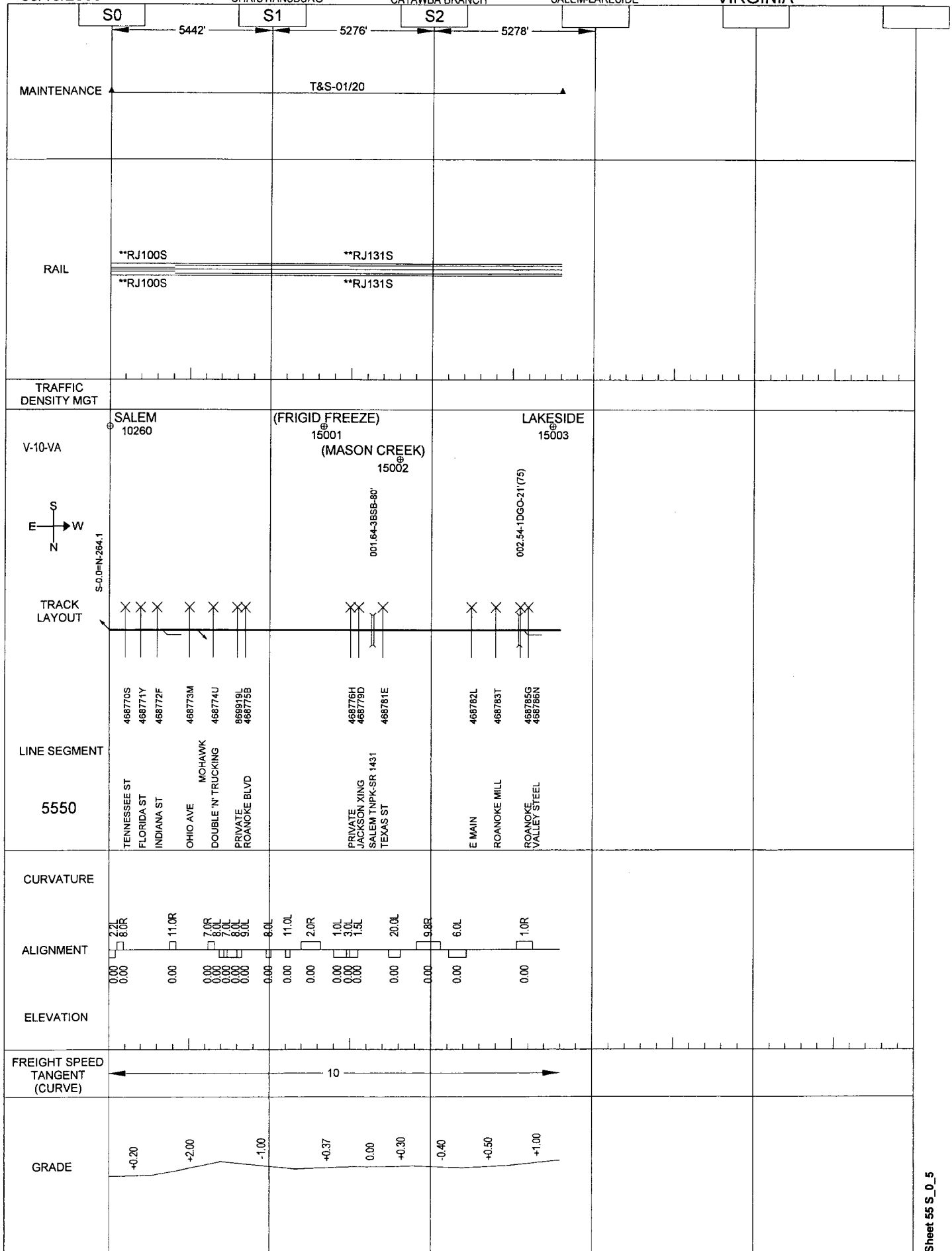
09/16/2008

CHRISTIANSBURG

074
CATAWBA BRANCH

SALEM-LAKESIDE

VIRGINIA



09/16/2008

075

CHRISTIANSBURG

BLACKSBURG BRANCH

CHRISTIANSBURG-CORNING GL VIRGINIA

CA1

CA2

CA3

CA4

5258'

5281'

5271'

5280'

5280'

MAINTENANCE

T&S-01/20

RAIL

**R075S

23RJ085S

23RJ100S

23RJ100S

**UUU075S

23RJ085S

23RJ100S

23RJ100S

**UUU075S

TRAFFIC
DENSITY MGT

V-10-VA

CHRISTIANSBURG
10285
(APPALACHIAN POWER)
13301MONTGOMERY CO
CHRISTIANSBURG CORP001.38-12WTC-161(76)
CHRISTIANSBURG CORP
MONTGOMERY COMONTGOMERY CO
CHRISTIANSBURG CORPCHRISTIANSBURG CORP
MONTGOMERY COCORNING
15106S
E → W
NTRACK
LAYOUT

TO BLUEFIELD

LINE SEGMENT

5560

CA-0.5=N-289.3

SR 801
469442DSR 643
469446F
469447M
469448UPRIVATE
YELLOW SULPHUR RD
PRIVATEN FRANKLIN ST
469449BPEPPERS FERRY
469451CWATERWAY
003.74-1WTC-43'WATERWAY
003.92-1WTC-11'

CORNING GLASS

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+2.50

+2.30

+1.87

+1.25

+2.23

+2.07

-1.11

+1.33

+2.19

+0.07

-0.62

-0.82

+1.31

-0.20

-1.87

-2.42

-1.98

-2.21

-1.62

-1.20

-0.75

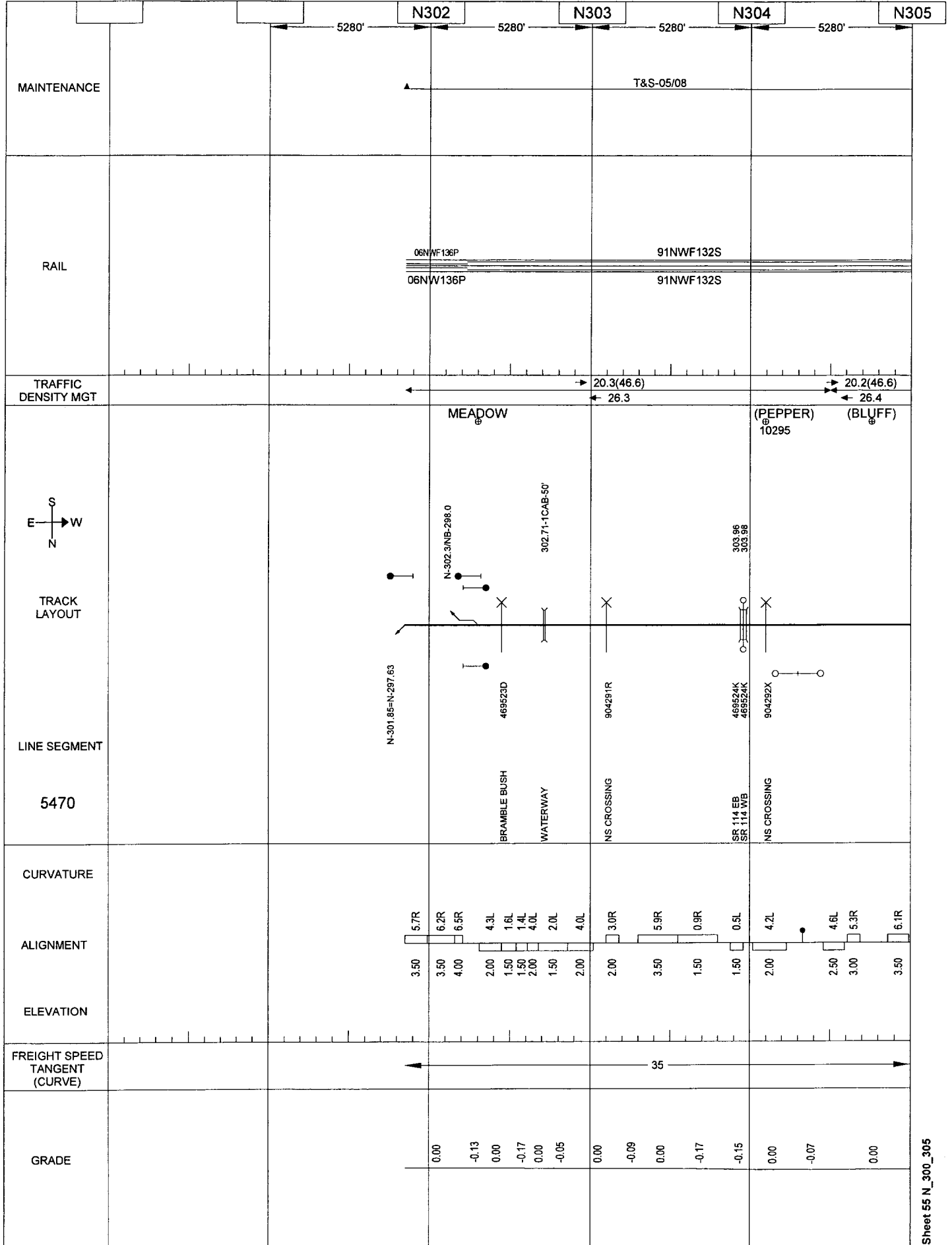
09/16/2008

CHRISTIANSBURG

076

WALTON-BLUEFIELD

VIRGINIA



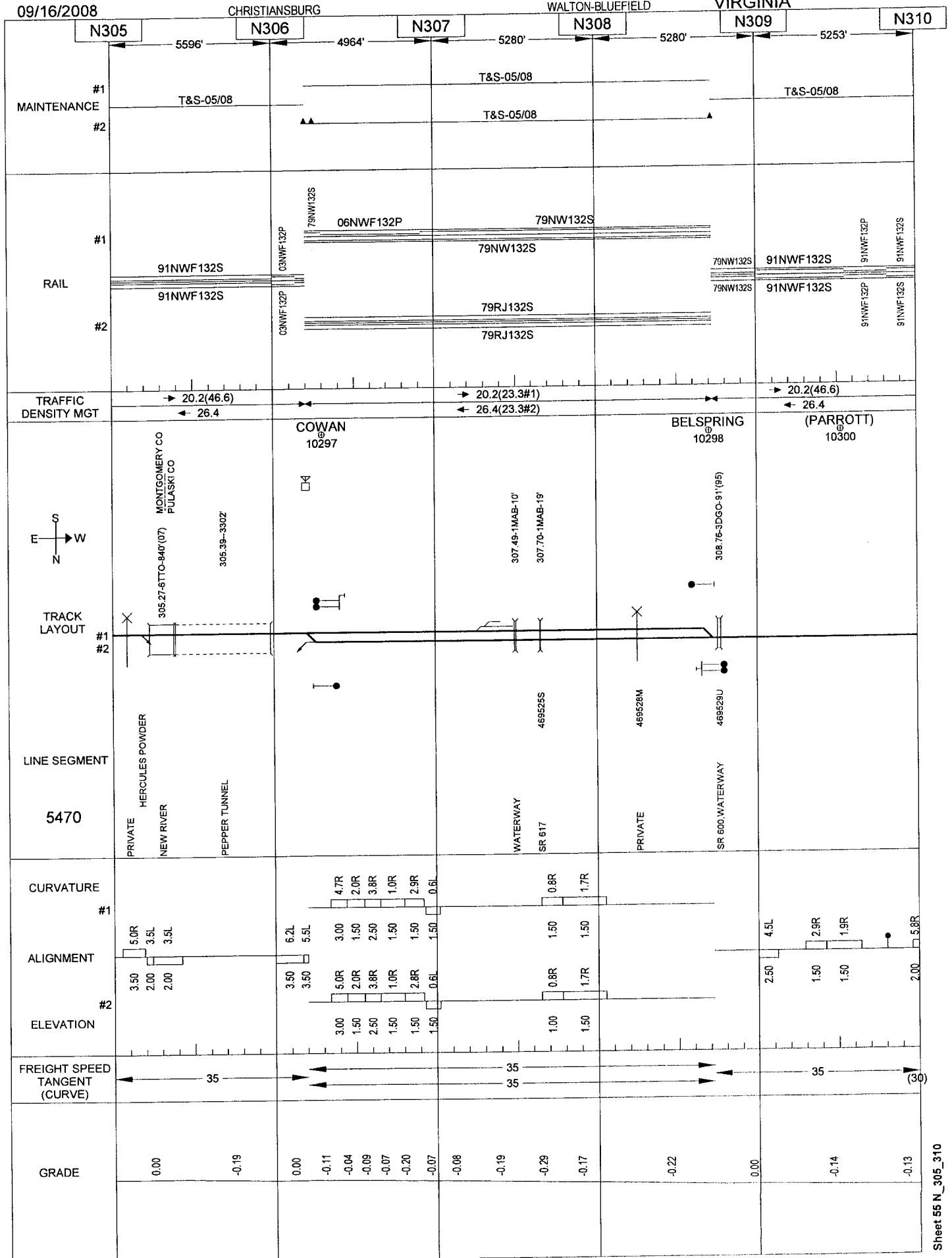
09/16/2008

CHRISTIANSBURG

077

WALTON-BLUEFIELD

VIRGINIA



Sheet 55 N_315_320

VIRGINIA

Sheet 55 N_320_325

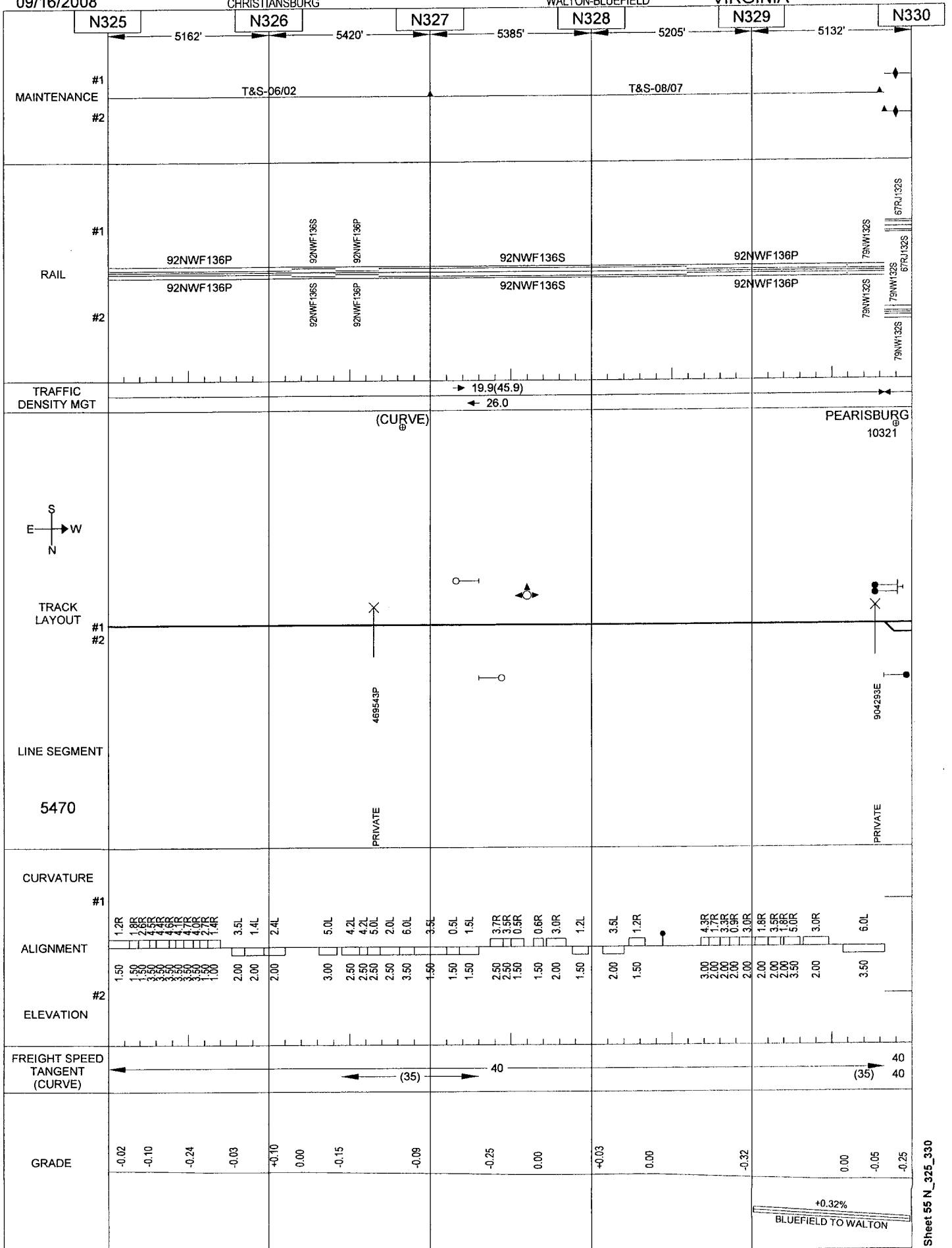
09/16/2008

081

CHRISTIANSBURG

WALTON-BLUEFIELD

VIRGINIA



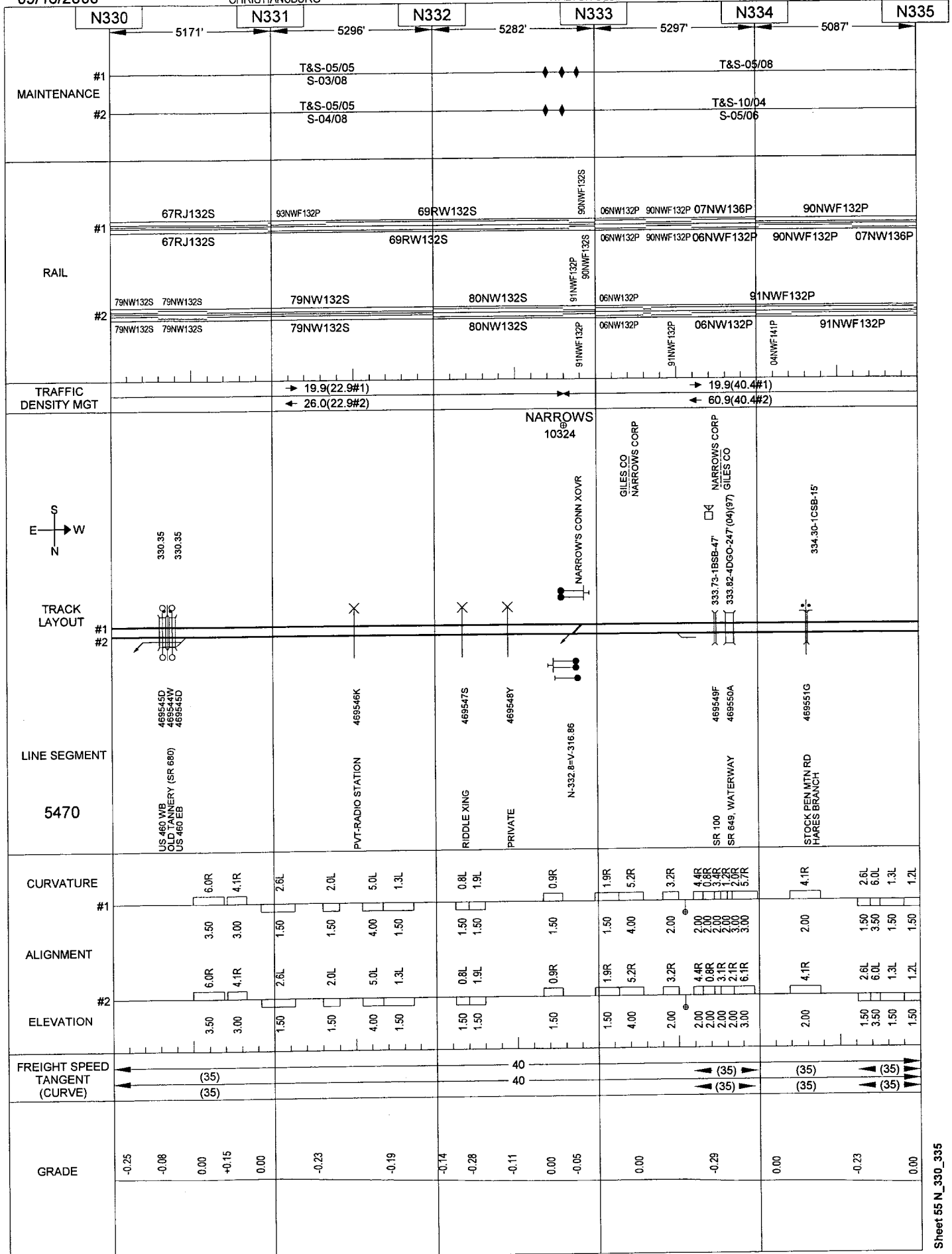
09/16/2008

082

CHRISTIANSBURG

WALTON-BLUEFIELD

VIRGINIA



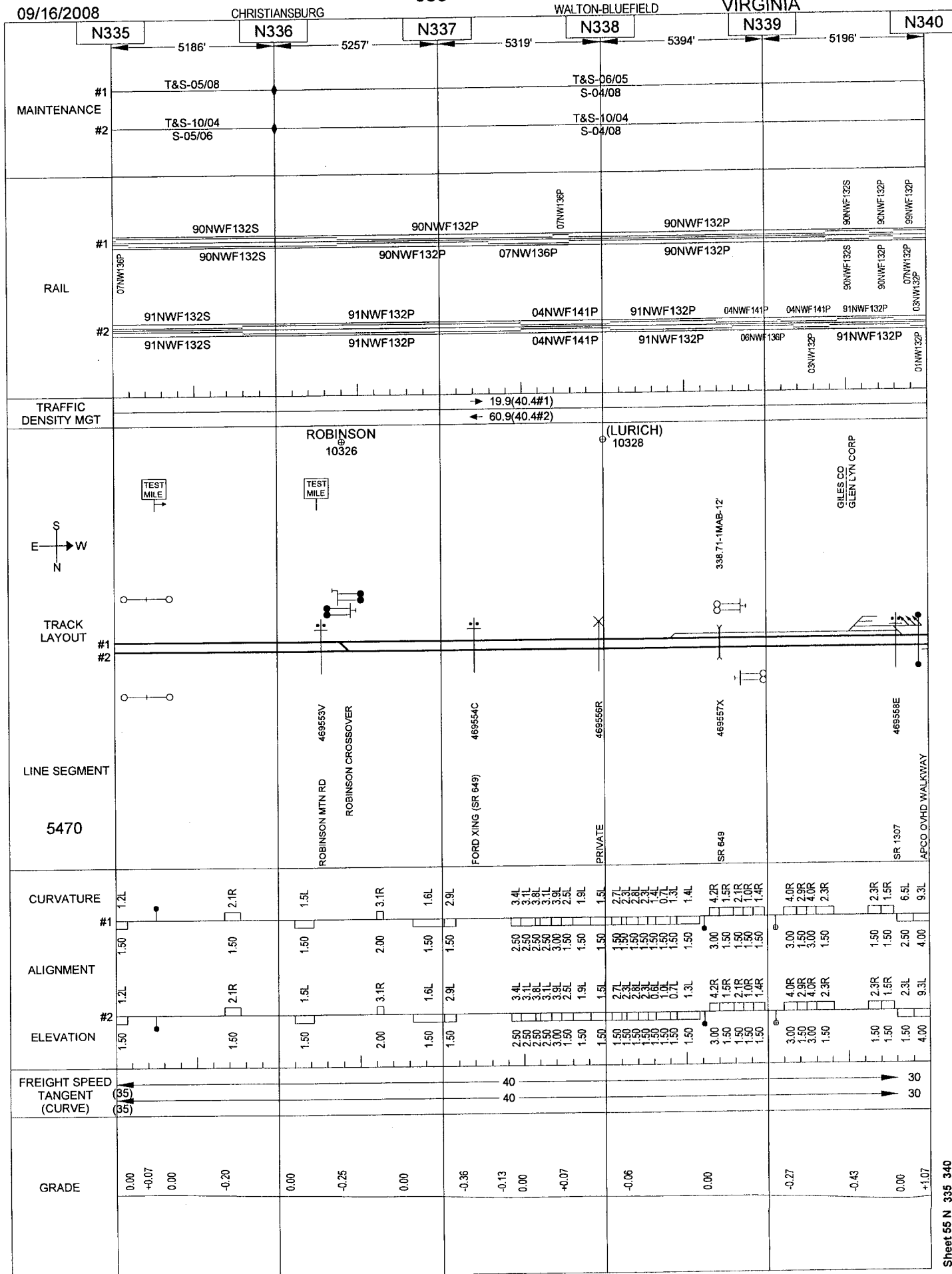
09/16/2008

CHRISTIANSBURG

083

WALTON-BLUEFIELD

VIRGINIA



VIRGINIA

Sheet 55 N_340_345

N345

N346

N347

N348

N349

N350

- 4600' -

- 5340' -

- 5327' -

- 5049' -

5521' -

1

MAINTENANCE

#

#

T&S-06/05
S-04/08

T&S-06/05
S-04/08

RAIL

世

#

TRAFFIC
DENSITY MGT

→ 17.1(48.4#1)

← 52.1(20.8#2)

OAKVALE

10337

V-11-WV

346.44-2DGO-88'(97)(97)
MERCER CO
OAKVALE CON
346.62-2DGO-126'(89)'(83)

MERCER CO.
DAKVALE CO.

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

TRACK LAYOUT

在

✱

LINE SEGMENT

5470

CURVATURE

*

ALIGNMENT

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

VIRGINIA

Sheet 55 N 350 355

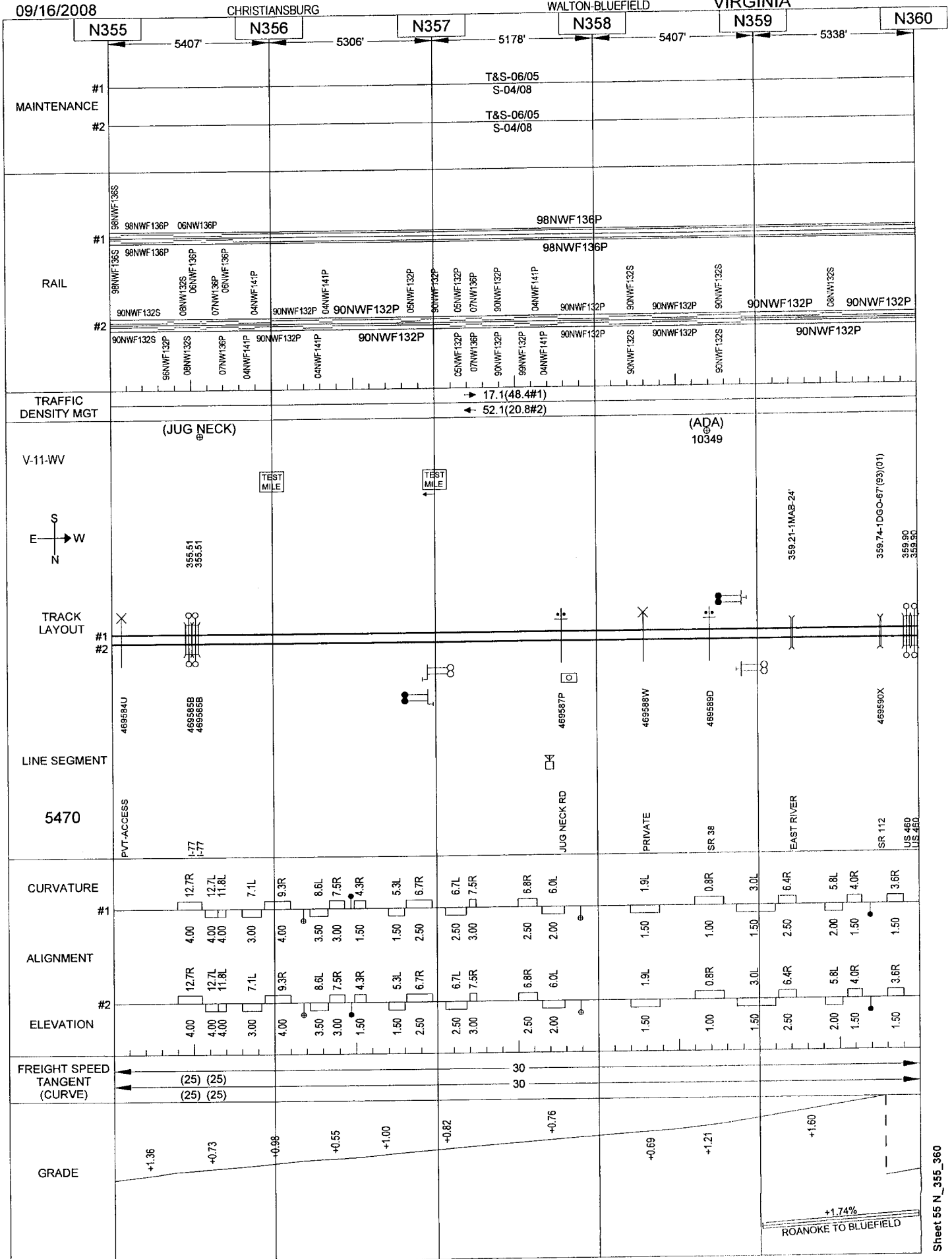
09/16/2008

087

CHRISTIANSBURG

WALTON-BLUEFIELD

VIRGINIA



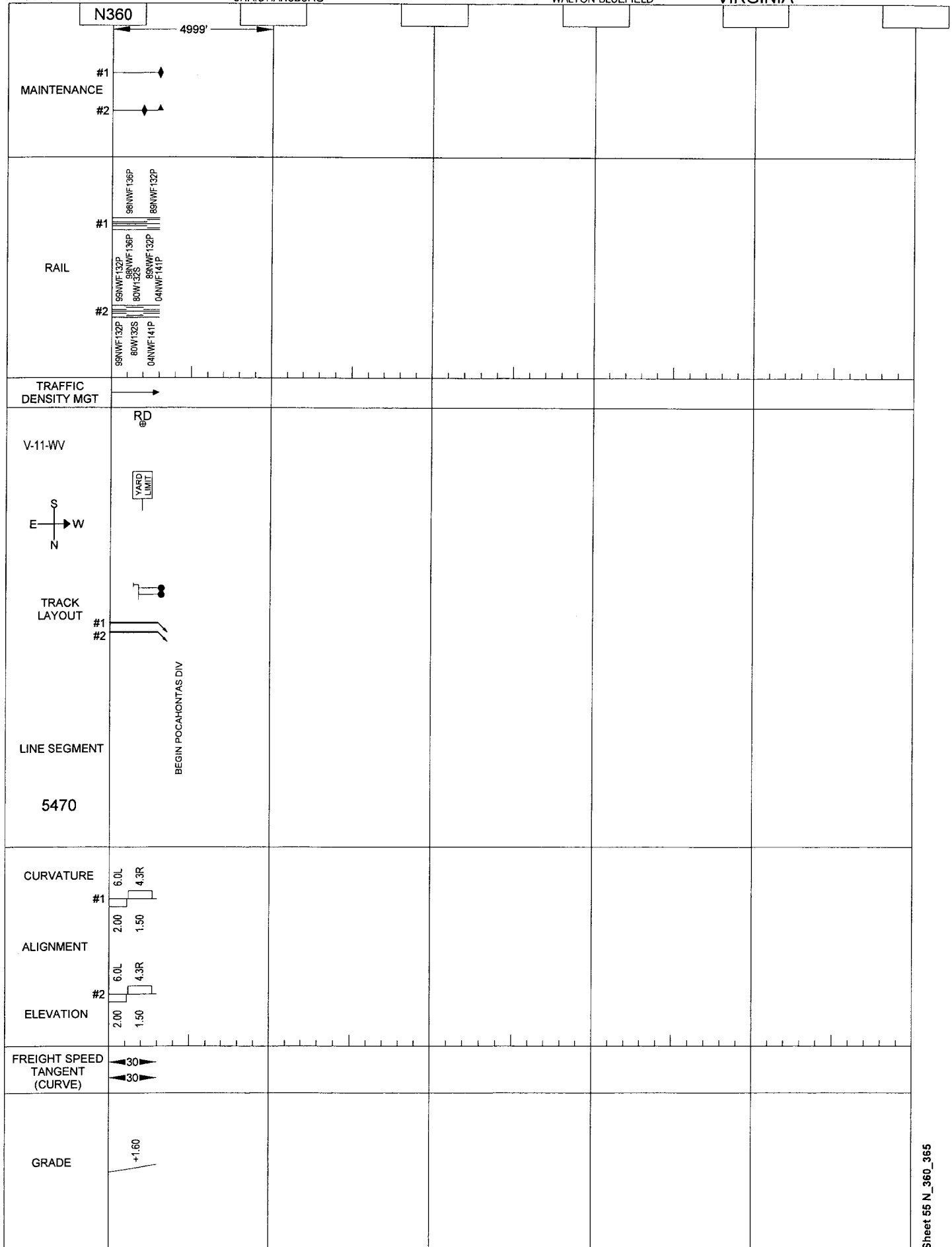
09/16/2008

CHRISTIANSBURG

088

WALTON-BLUEFIELD

VIRGINIA



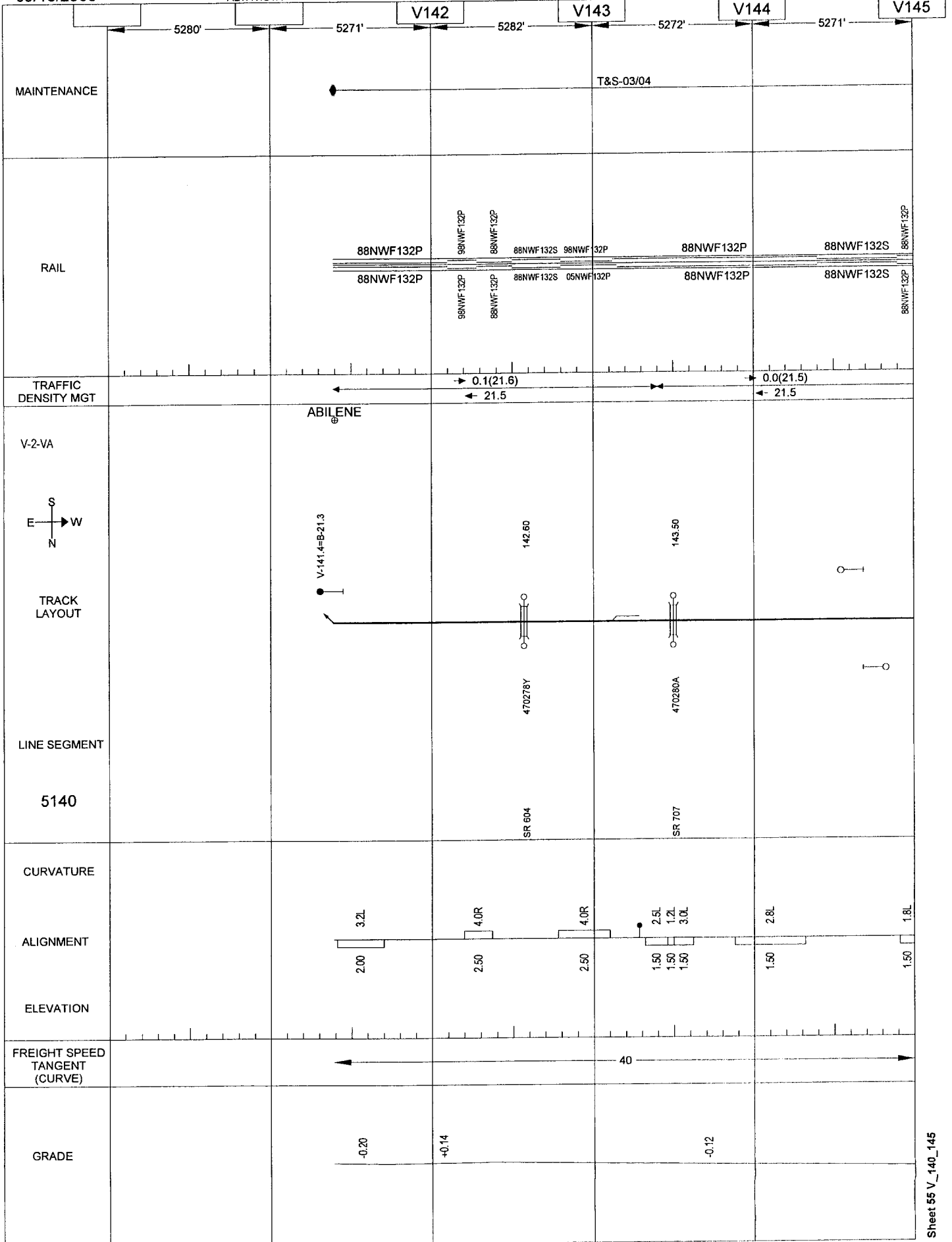
09/16/2008

ALTAVISTA

089

ABILENE-ROANOKE

VIRGINIA



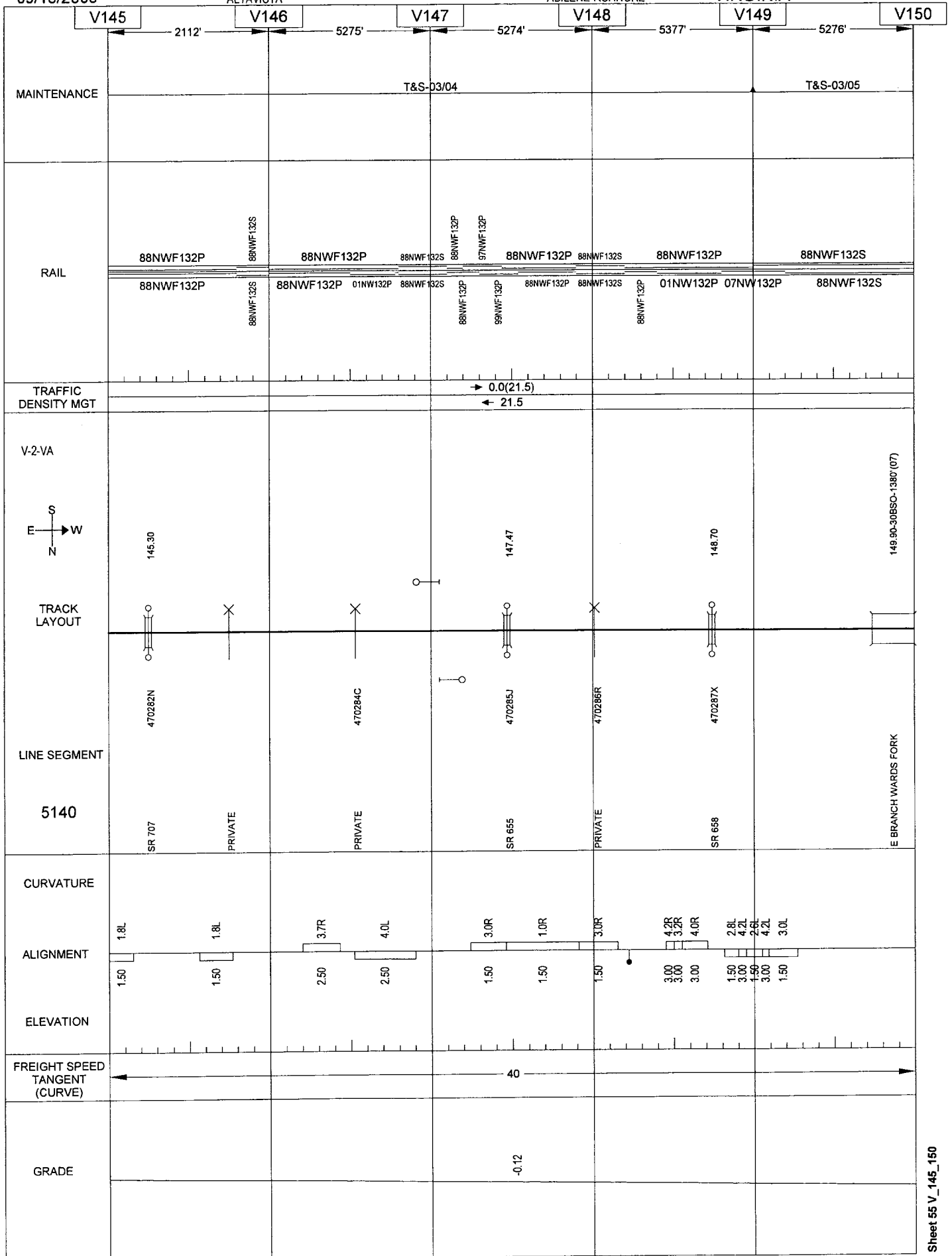
09/16/2008

090

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA

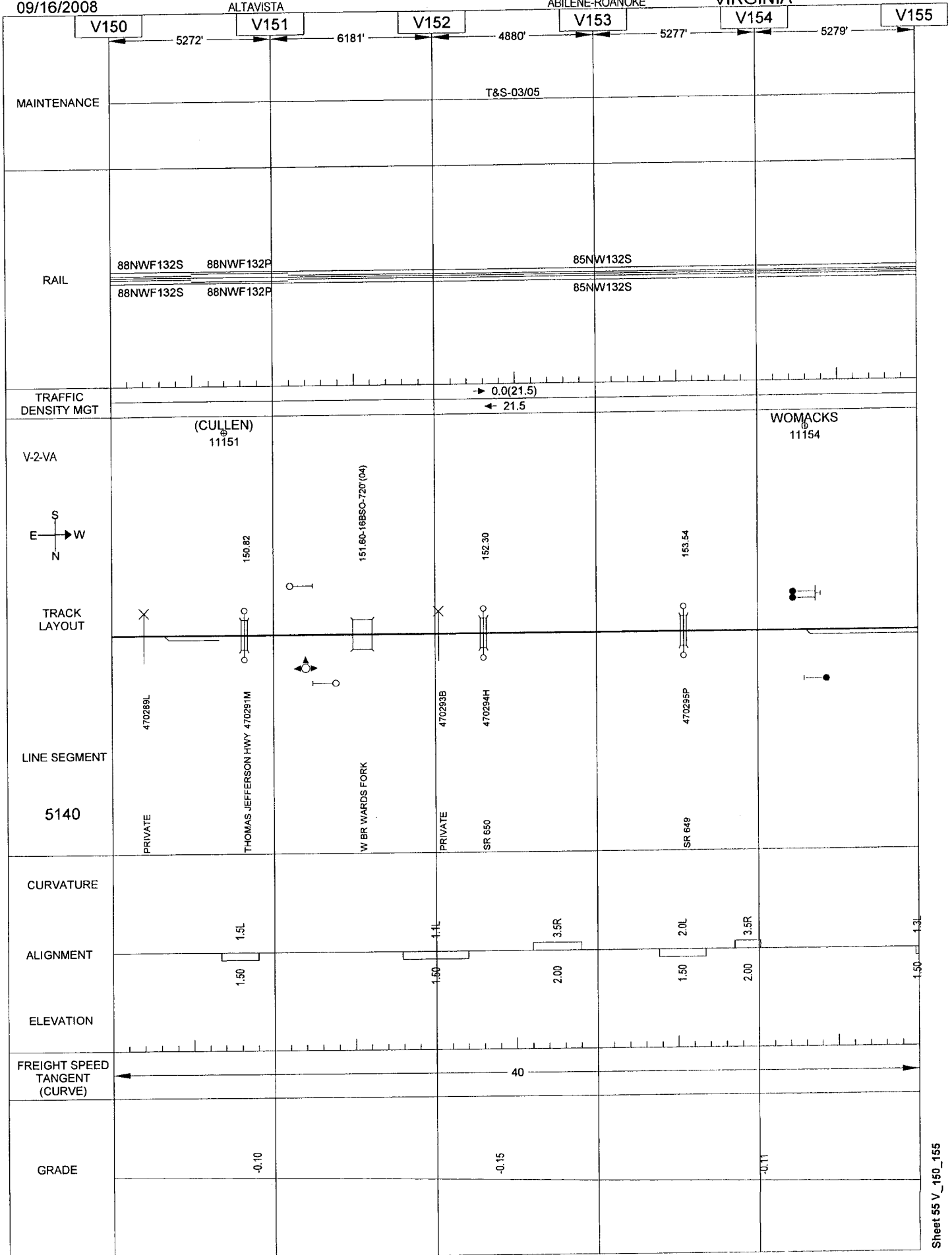


09/16/2008

091

ABILENE-ROANOKE

VIRGINIA



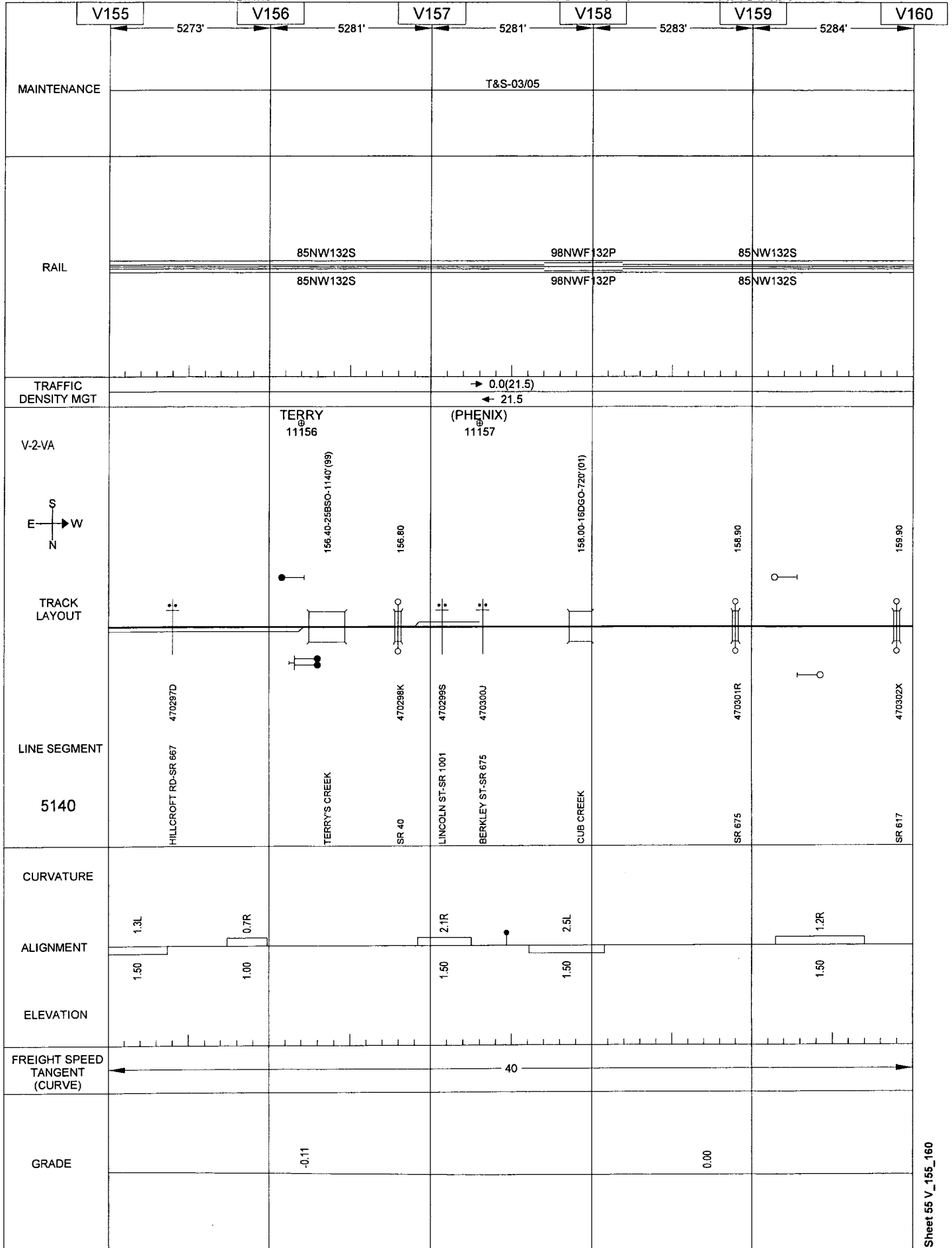
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092

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA

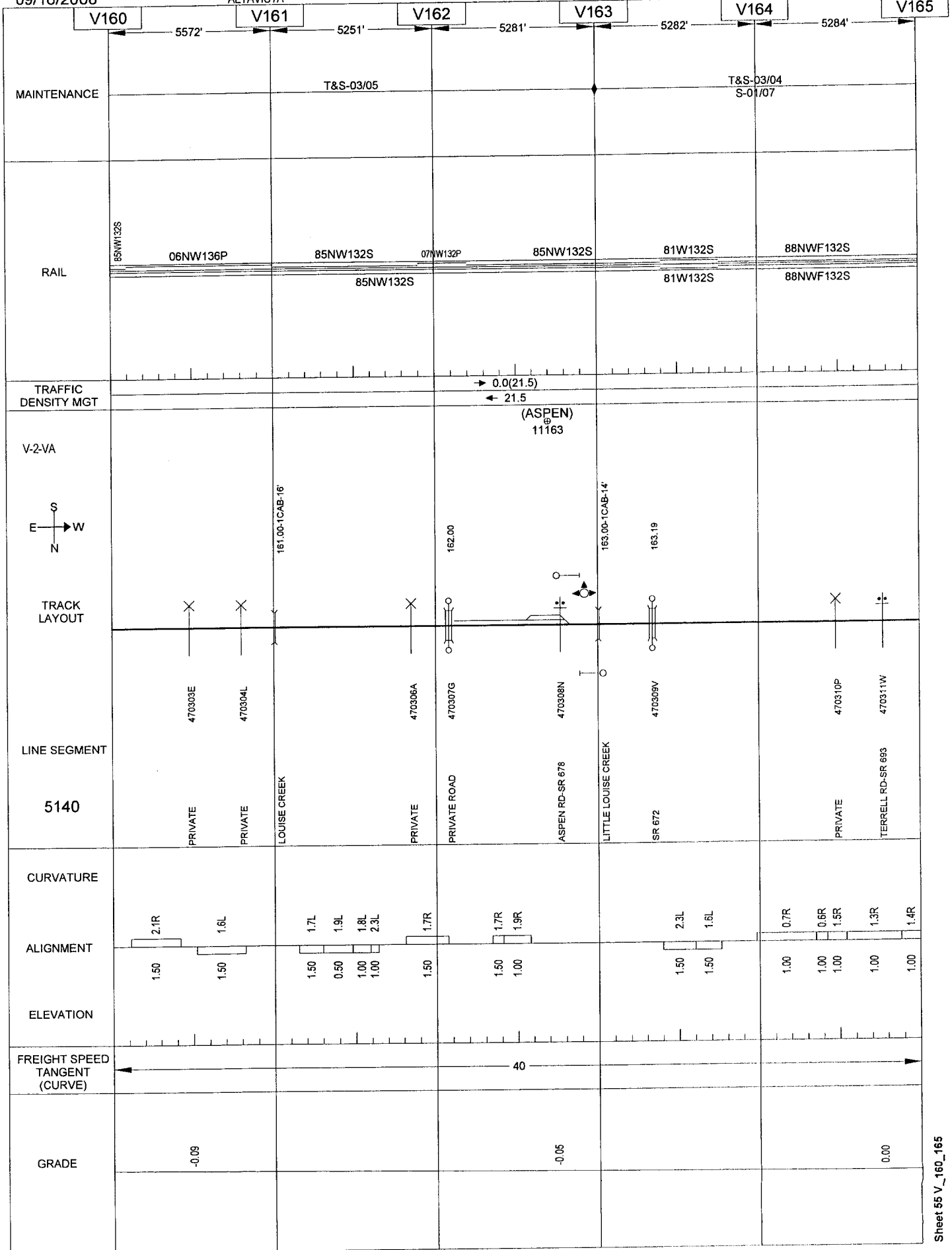


09/16/2008

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



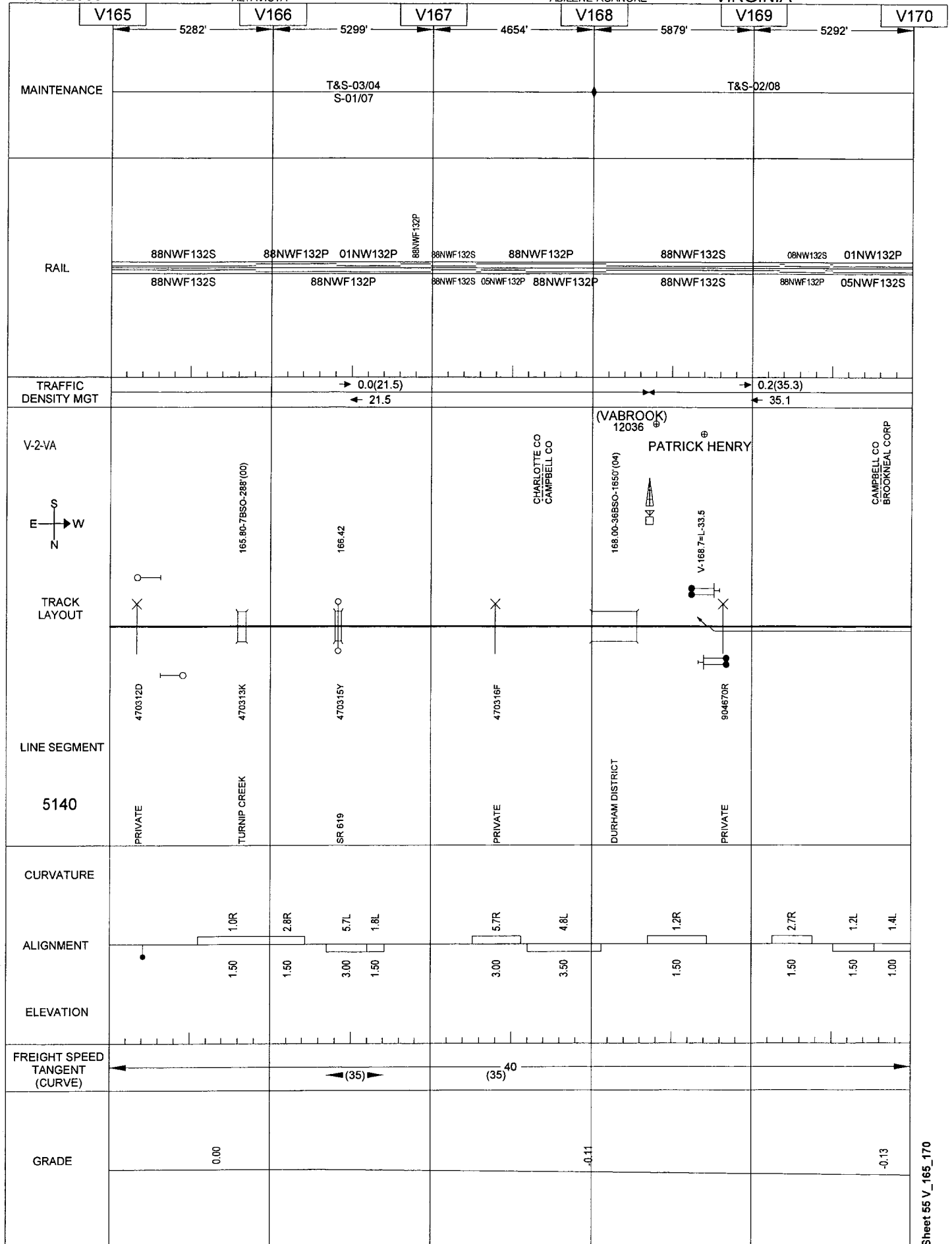
09/16/2008

094

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA

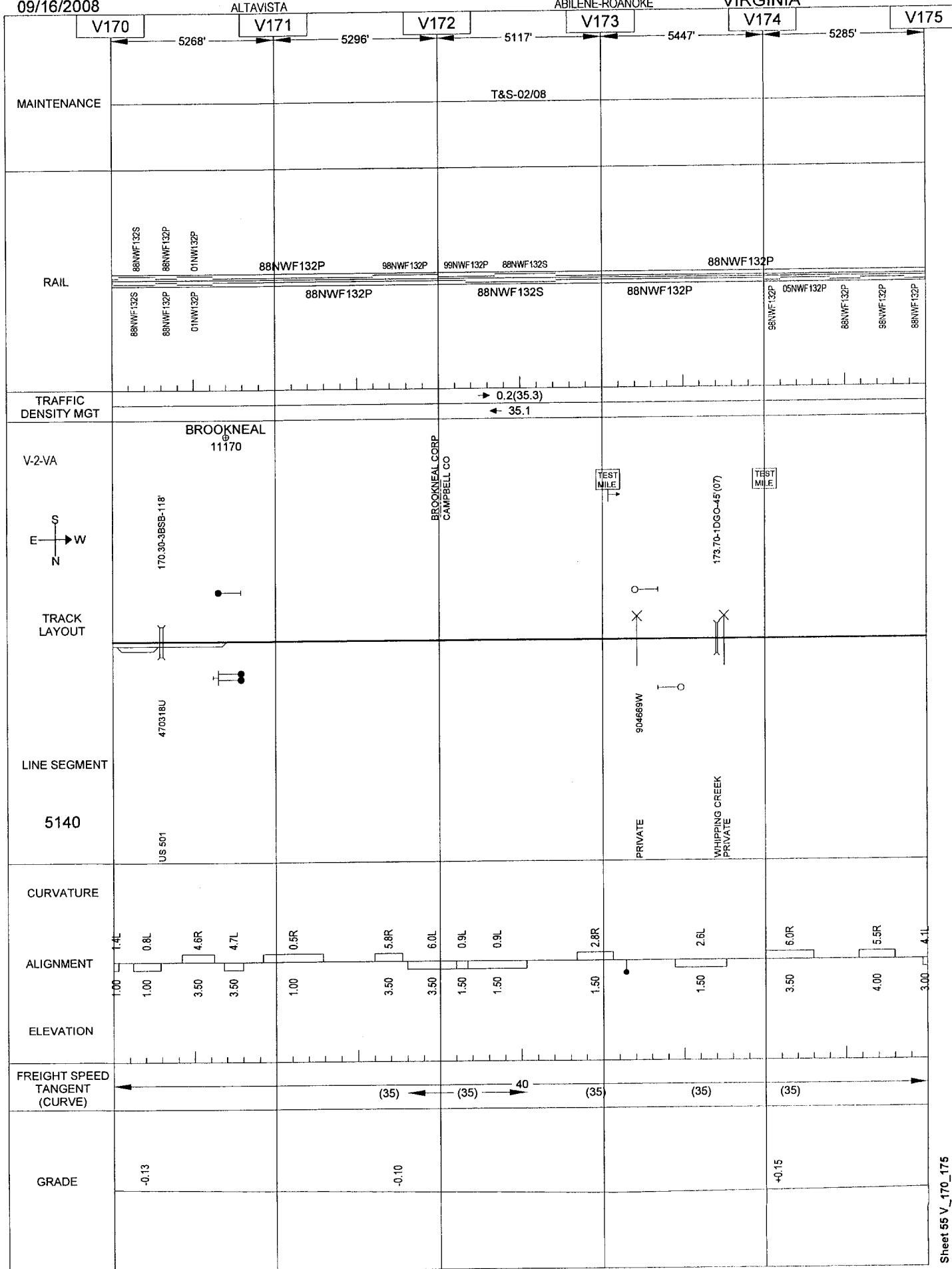


09/16/2008

095

ABILENE-ROANOKE

VIRGINIA



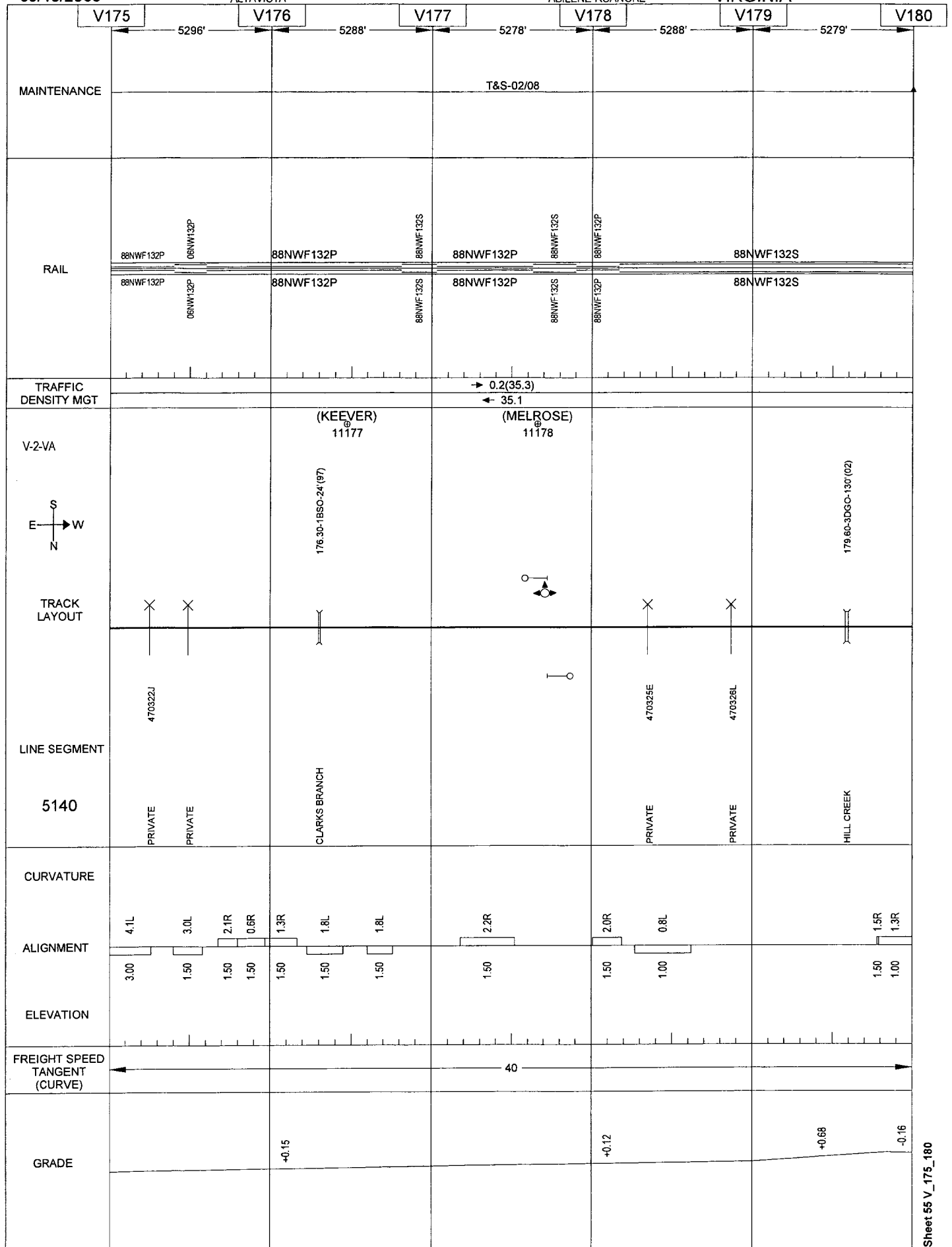
09/16/2008

ALTAVISTA

096

ABILENE-ROANOKE

VIRGINIA

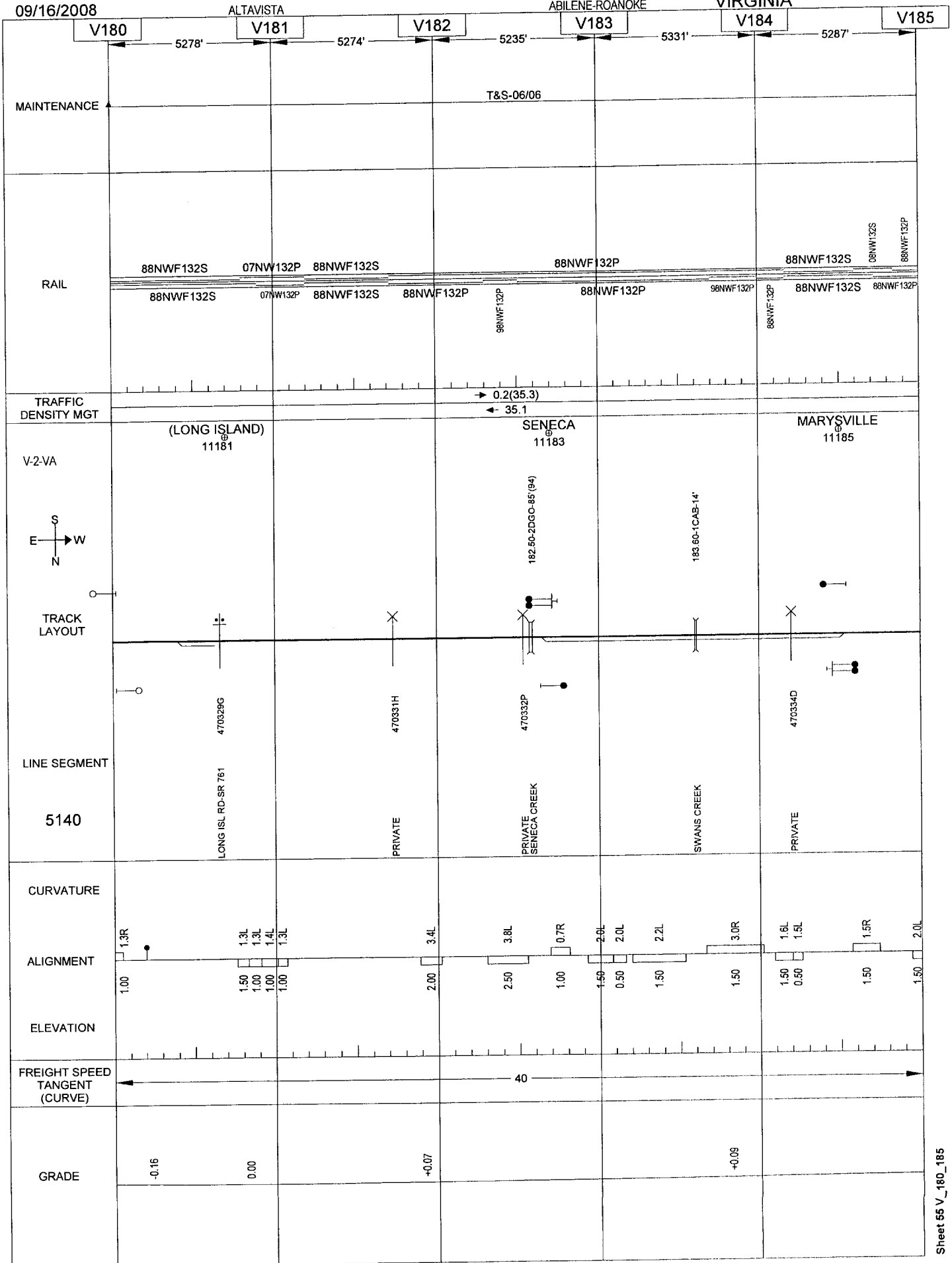


09/16/2008

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



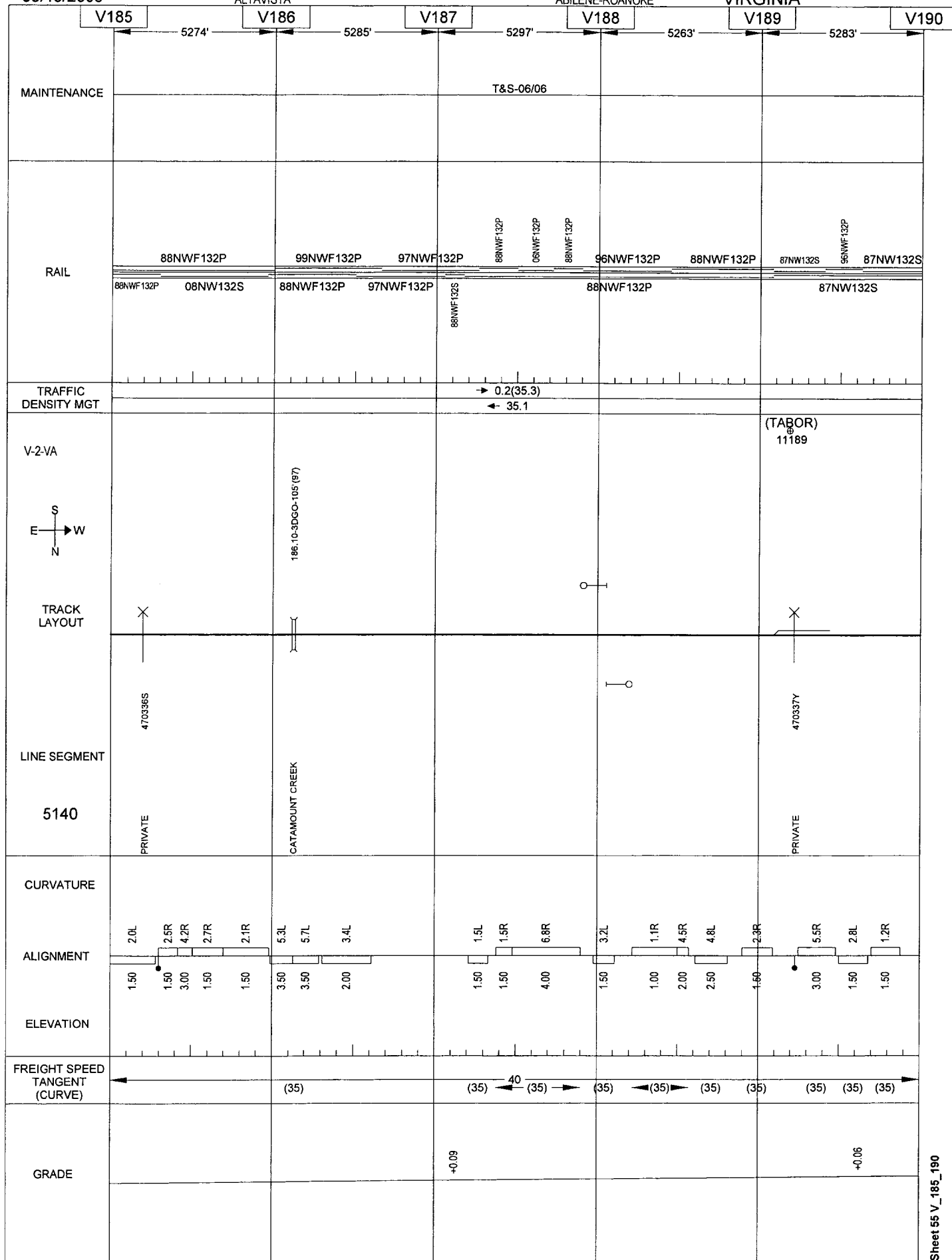
09/16/2008

098

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA

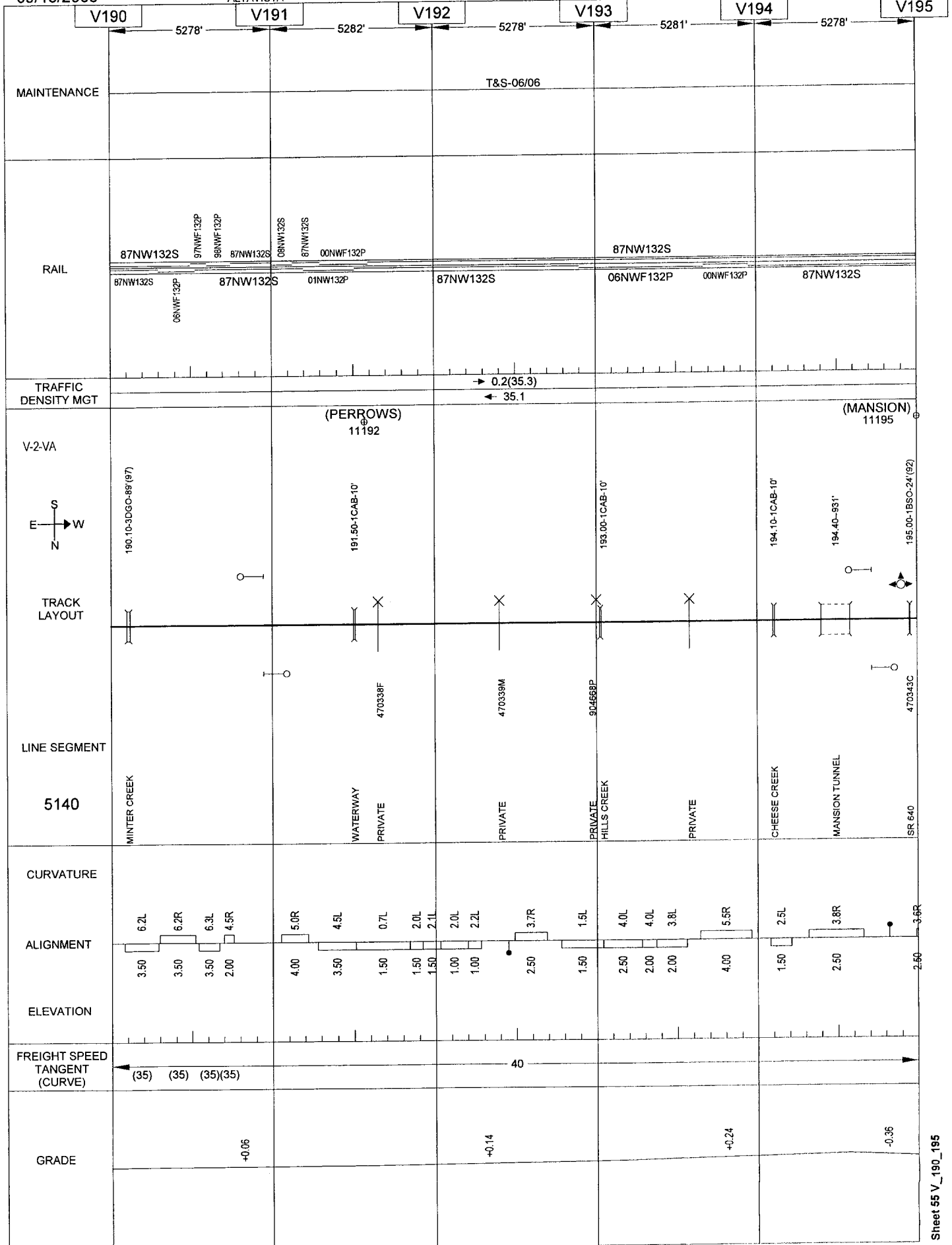


09/16/2008

099

ABILENE-ROANOKE

VIRGINIA



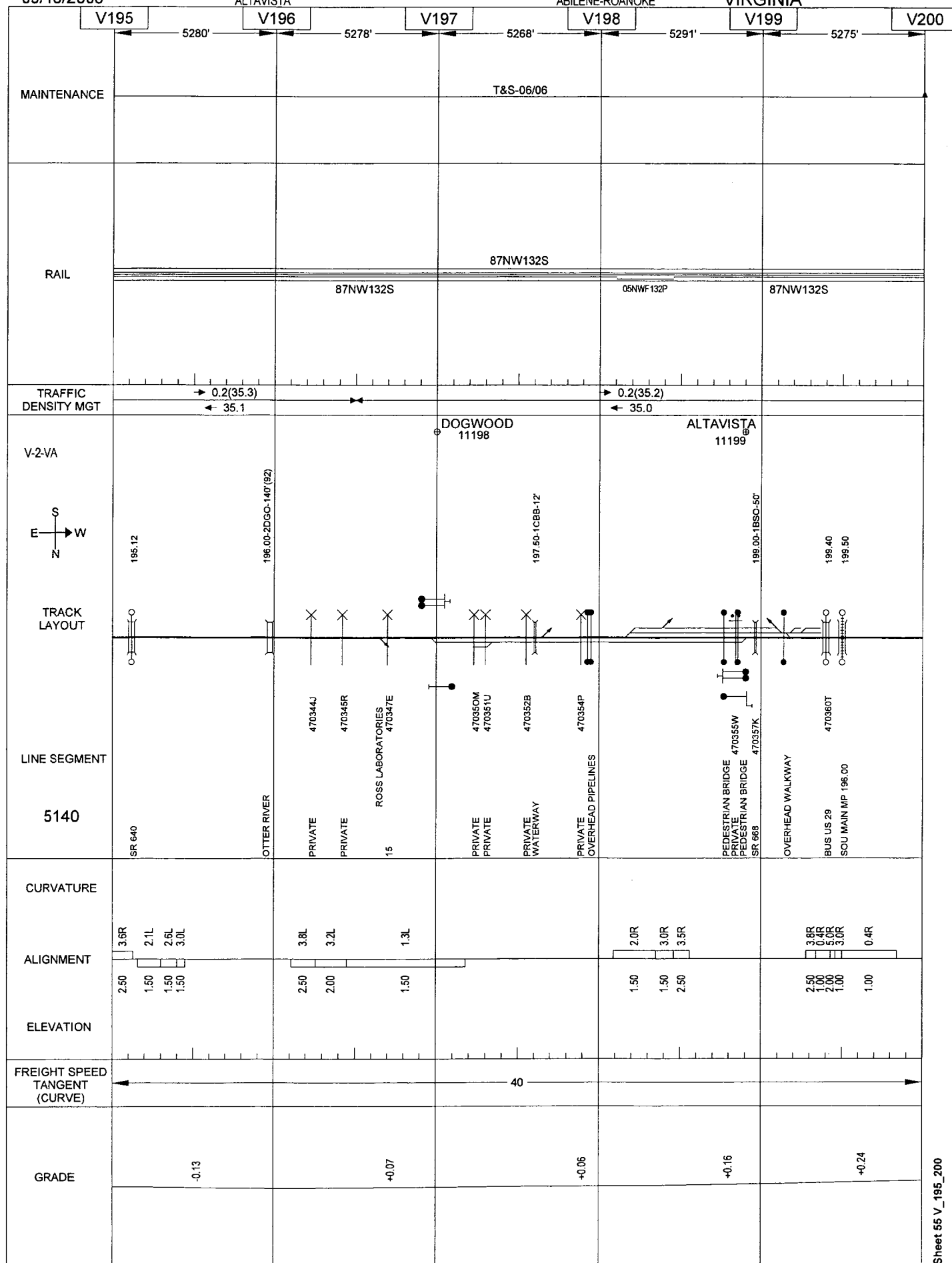
09/16/2008

ALTAVISTA

100

ABILENE-ROANOKE

VIRGINIA

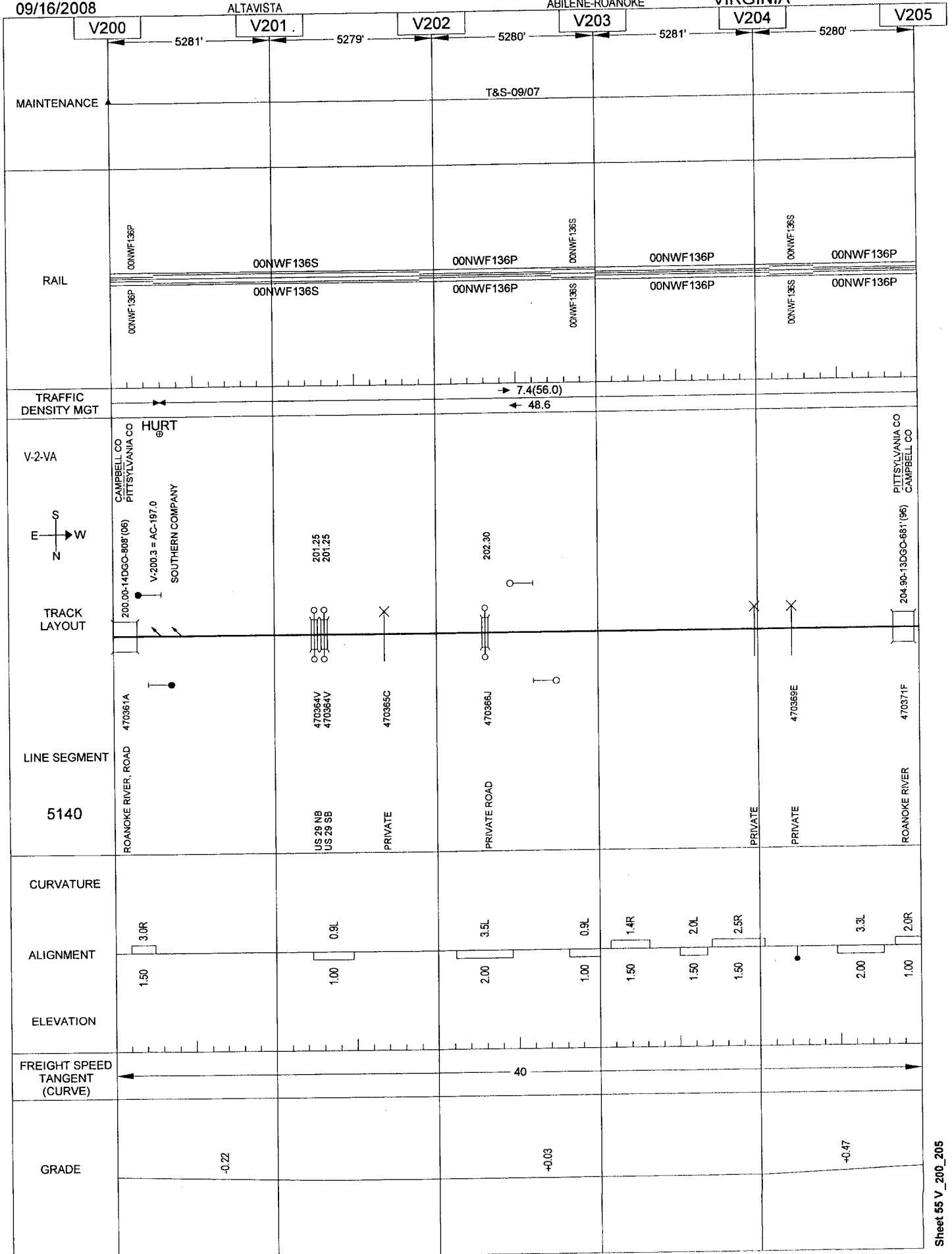


09/16/2008

101

ABILENE-ROANOKE

VIRGINIA



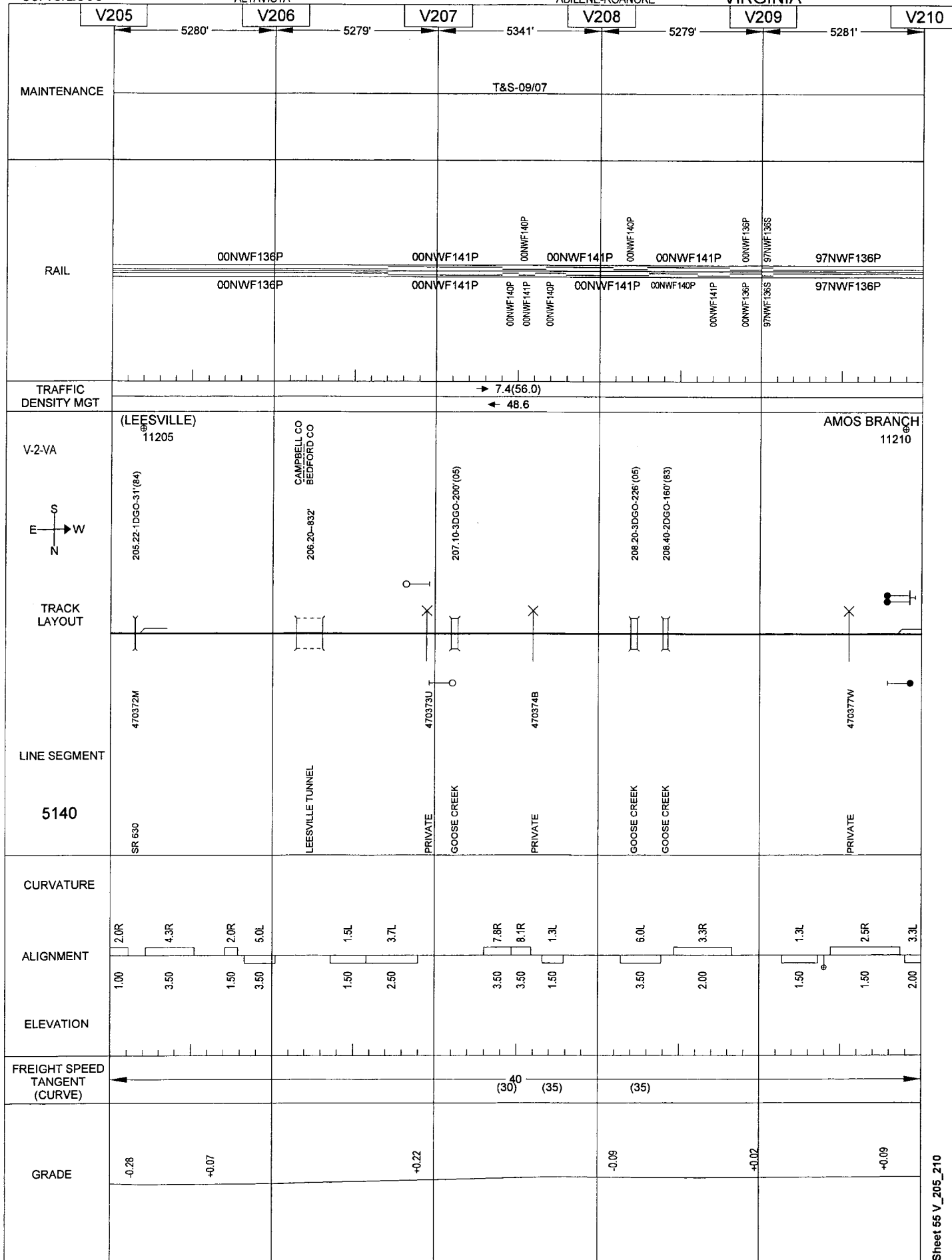
09/16/2008

102

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



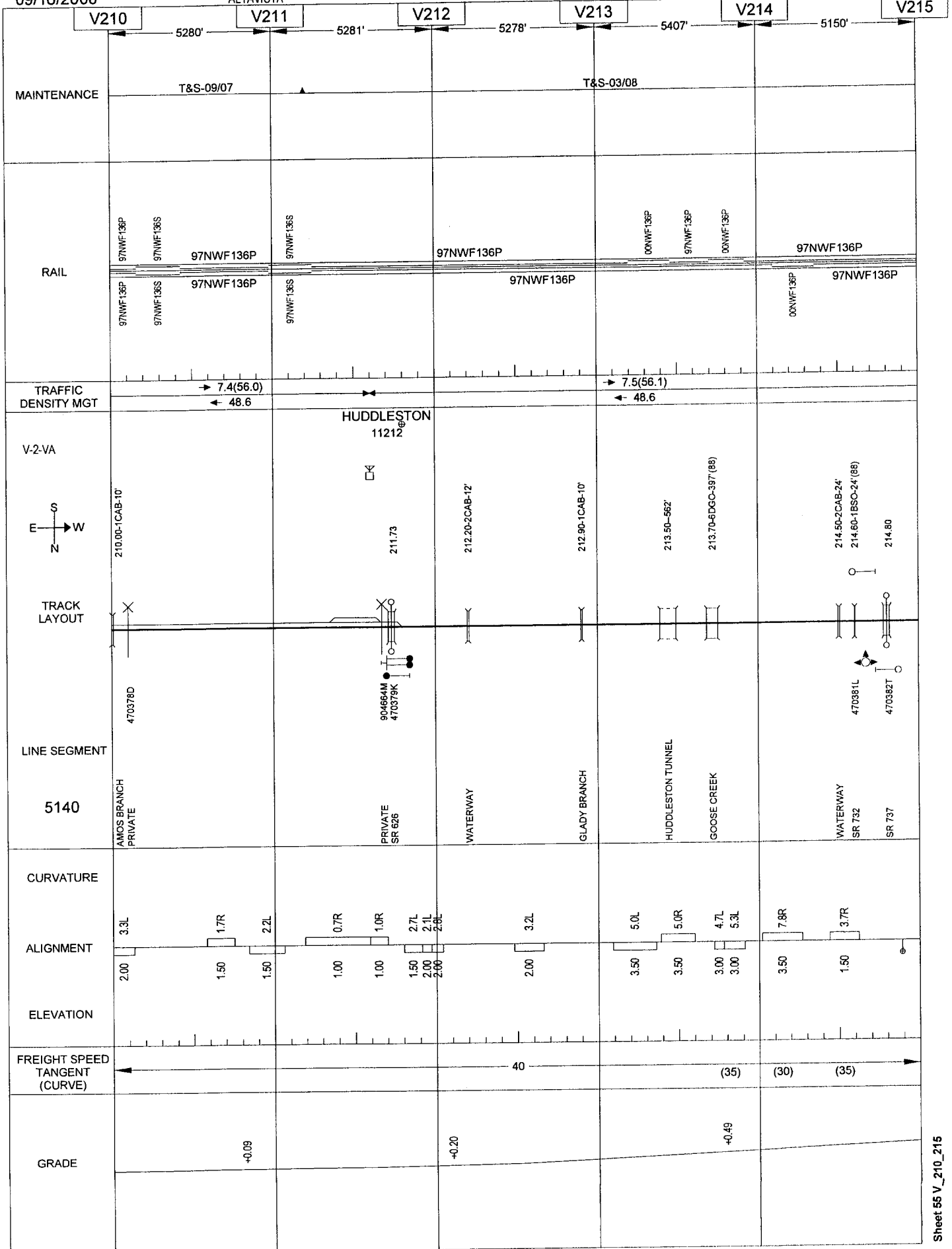
09/16/2008

103

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



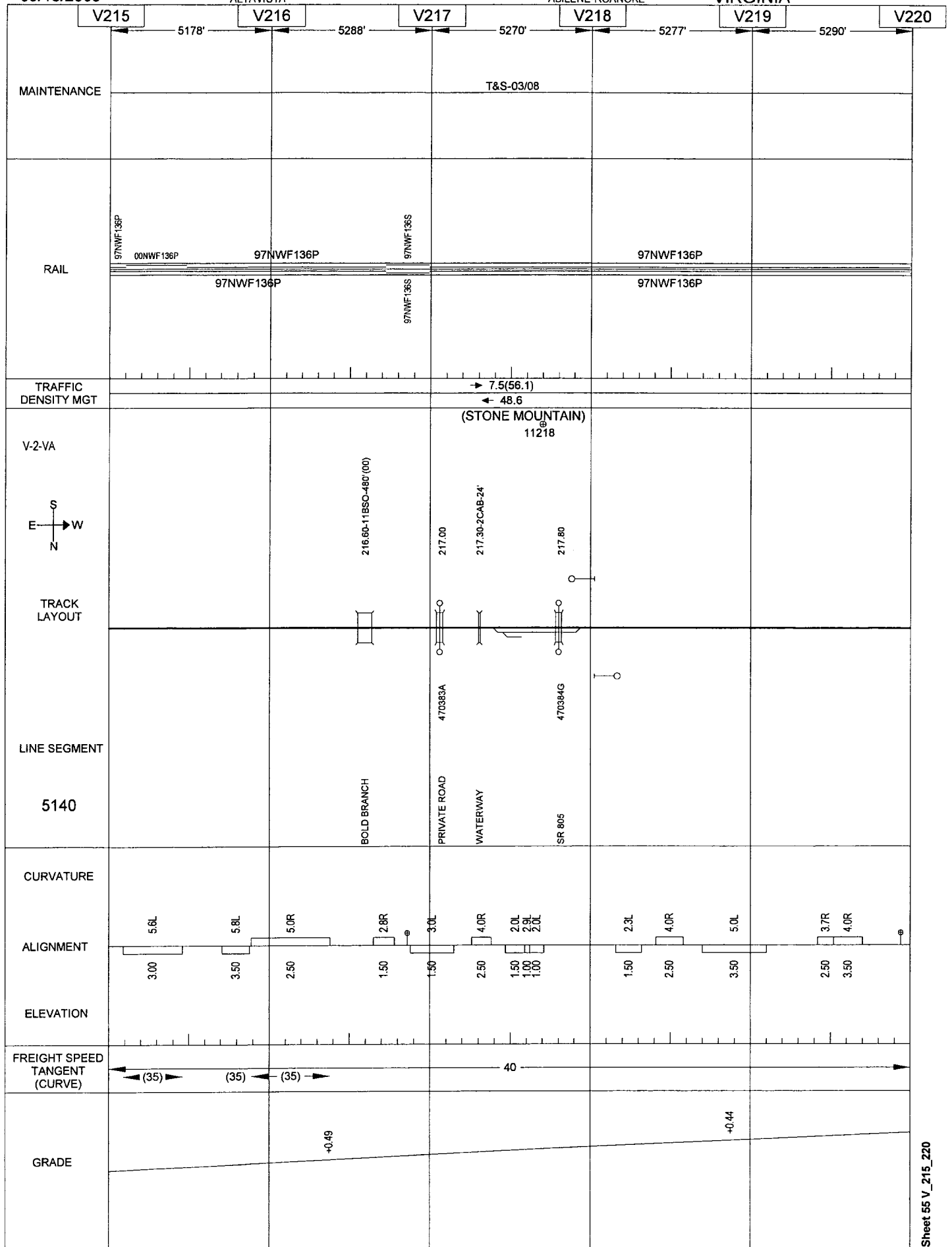
09/16/2008

104

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



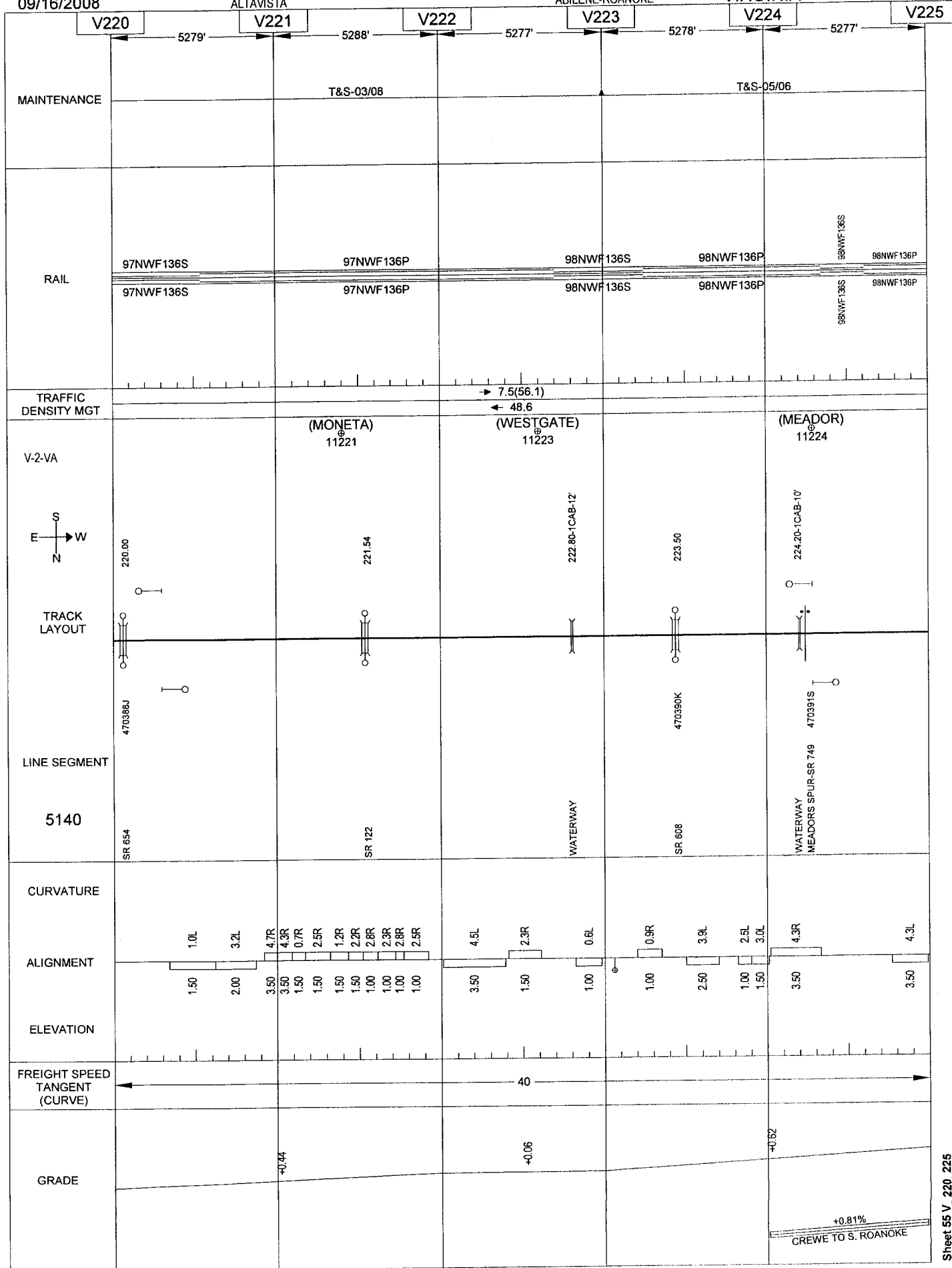
09/16/2008

105

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



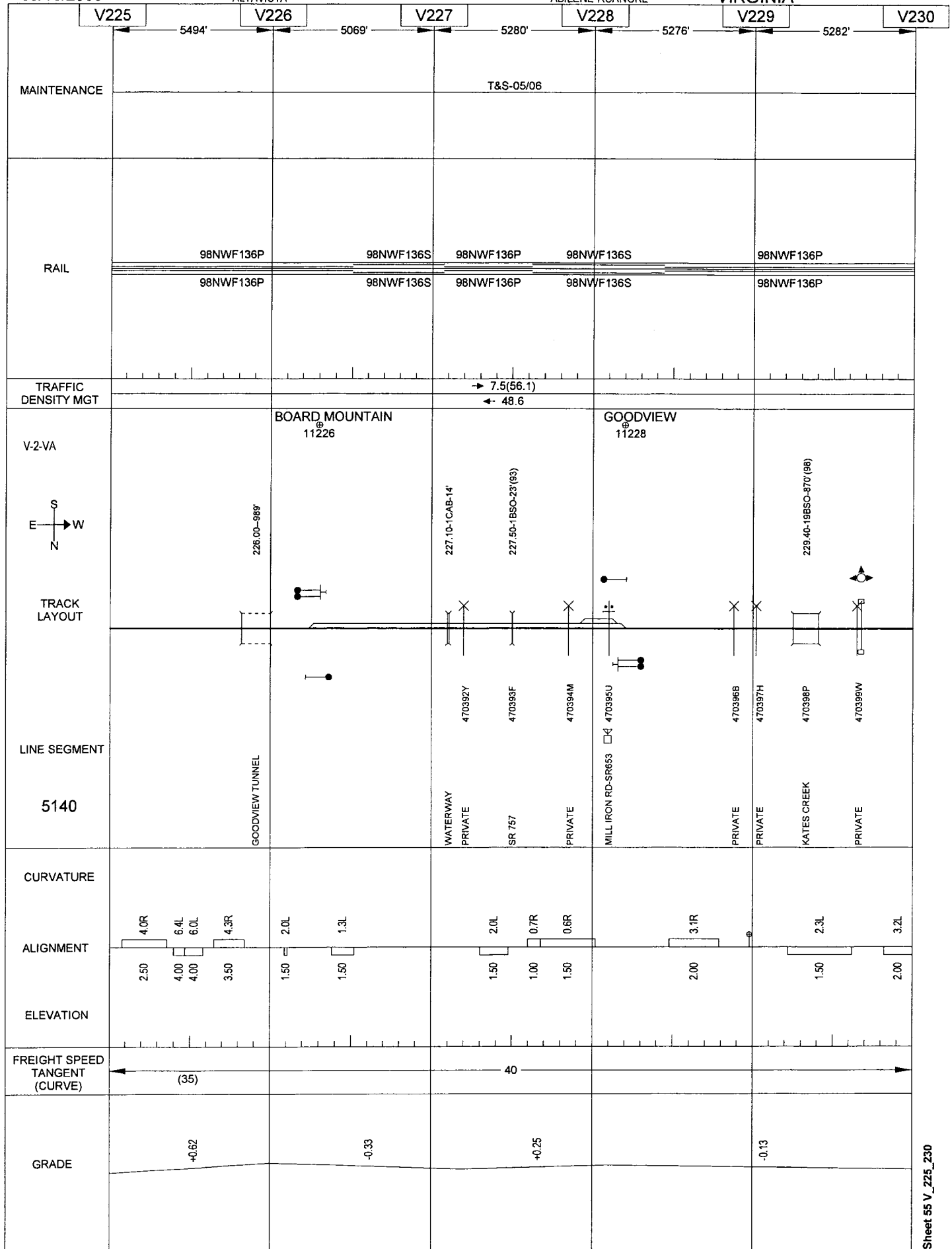
09/16/2008

106

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



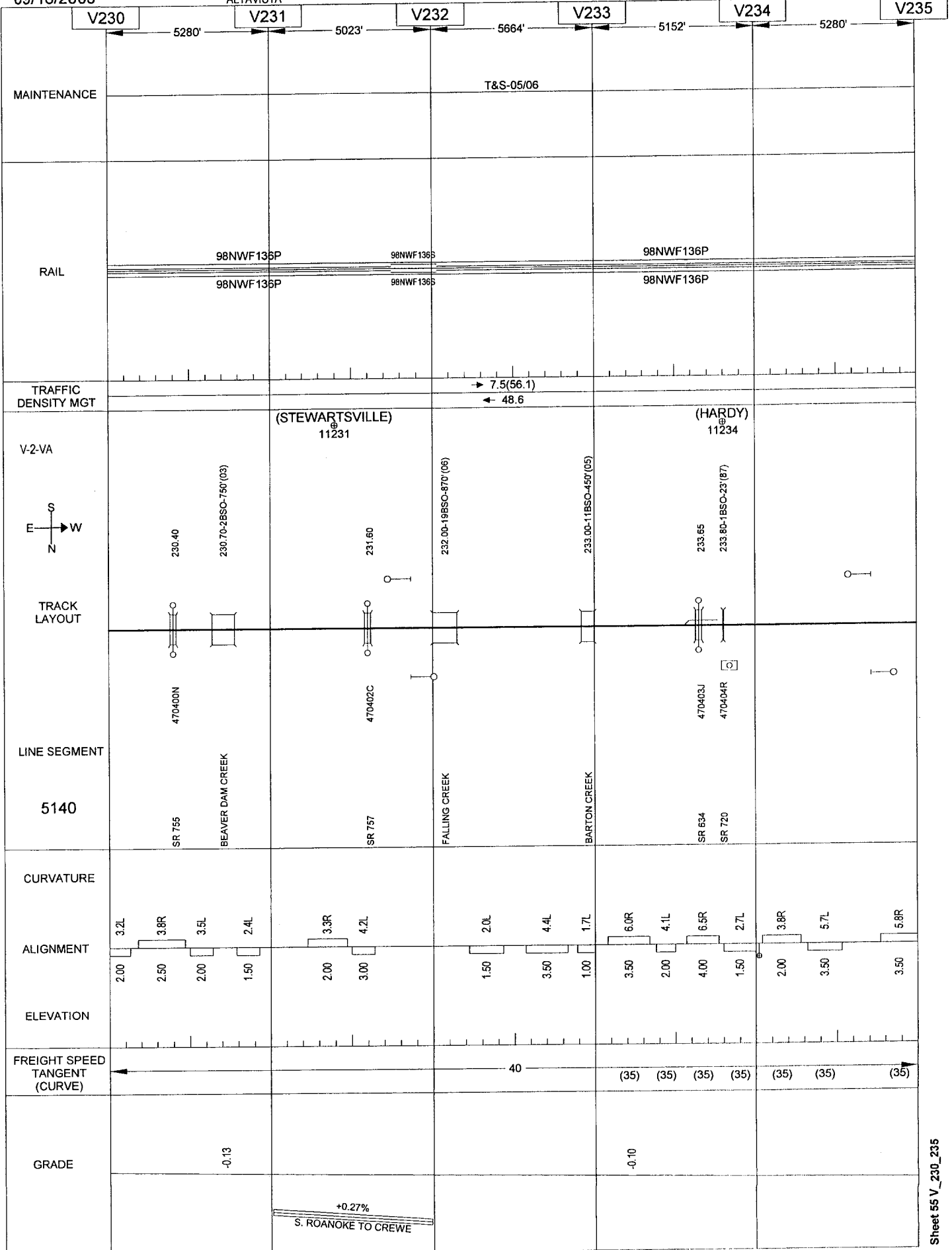
09/16/2008

107

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



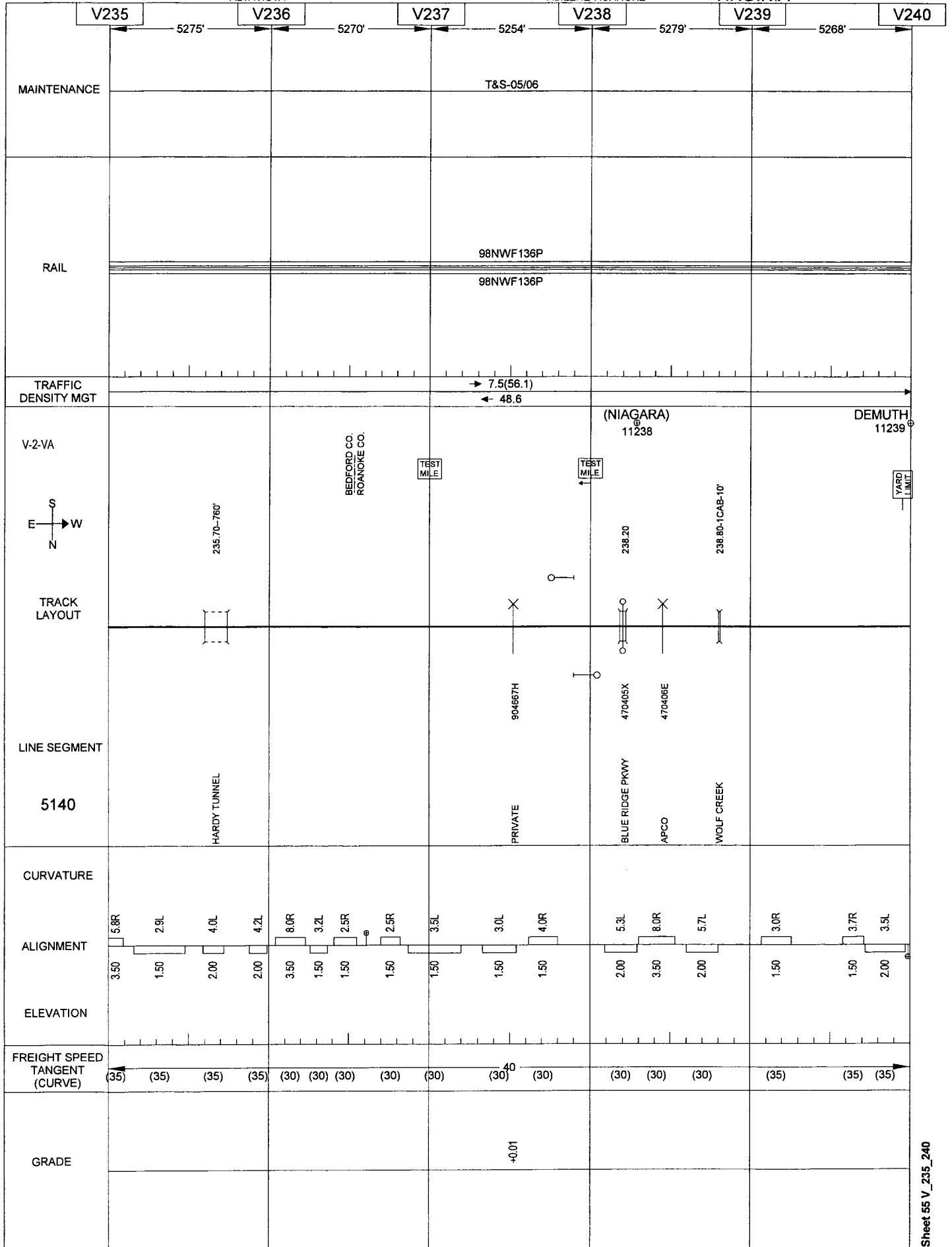
09/16/2008

108

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



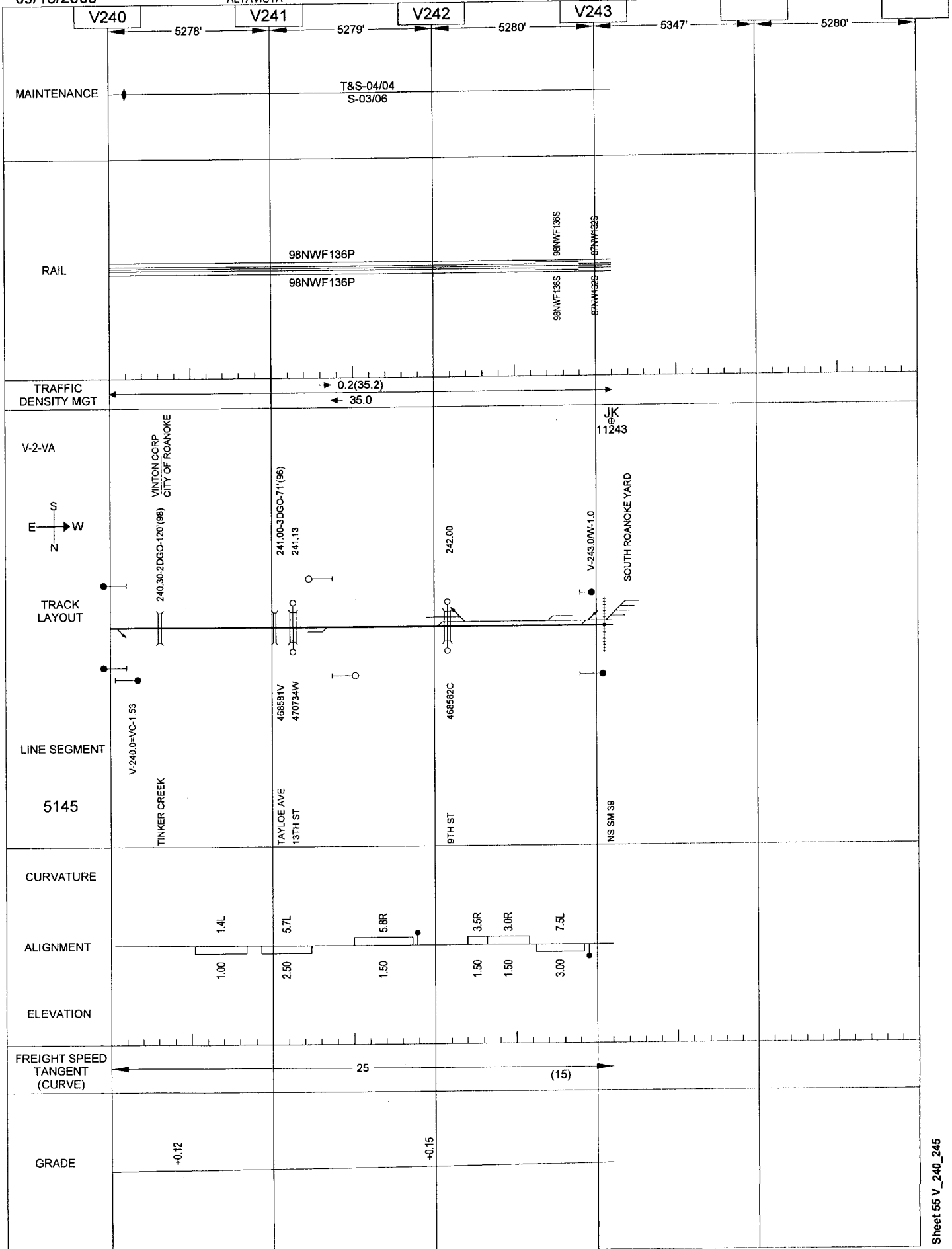
09/16/2008

109

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA



09/16/2008

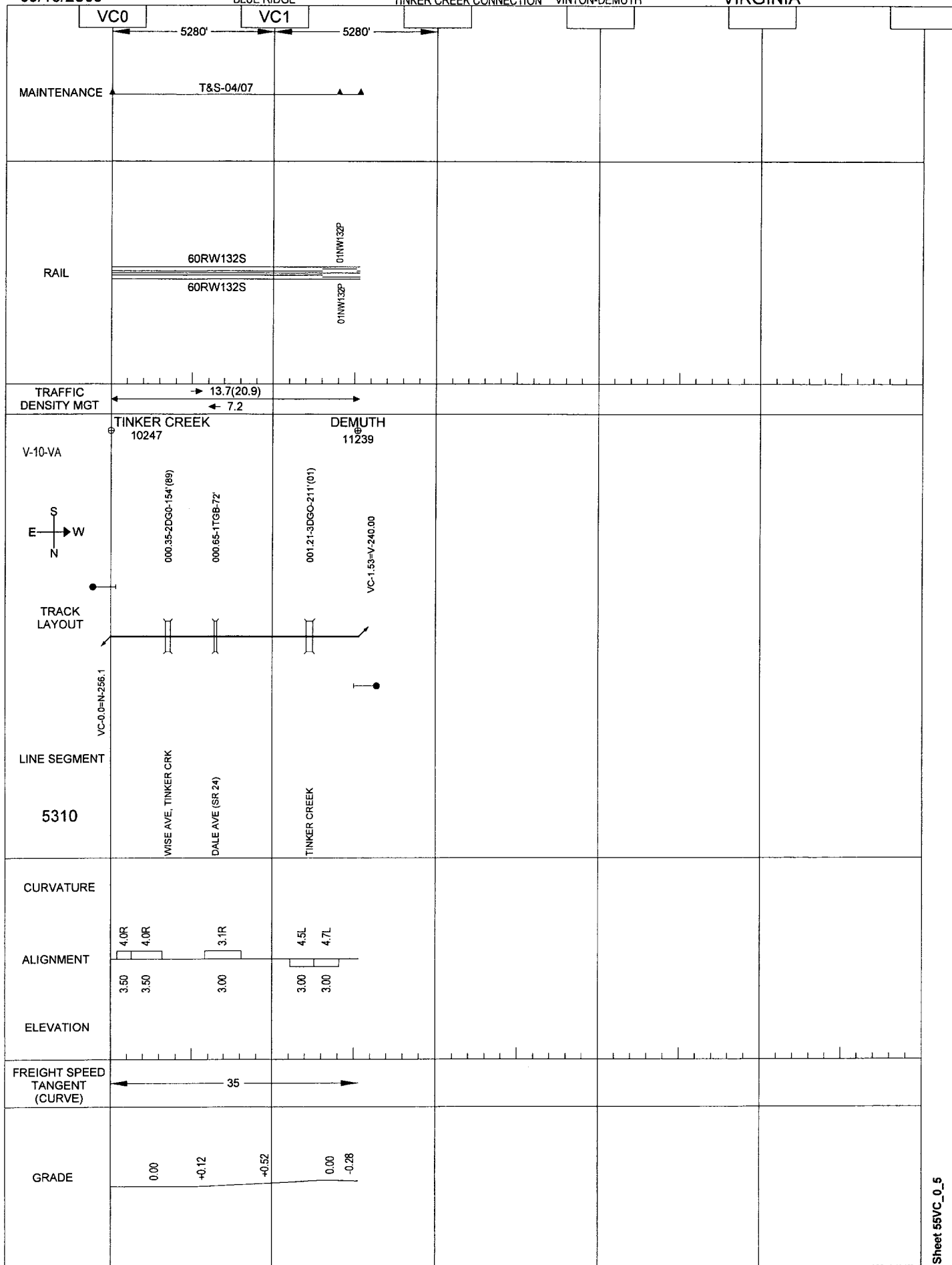
110

BLUE RIDGE

TINKER CREEK CONNECTION

VINTON-DEMUTH

VIRGINIA



09/16/2008

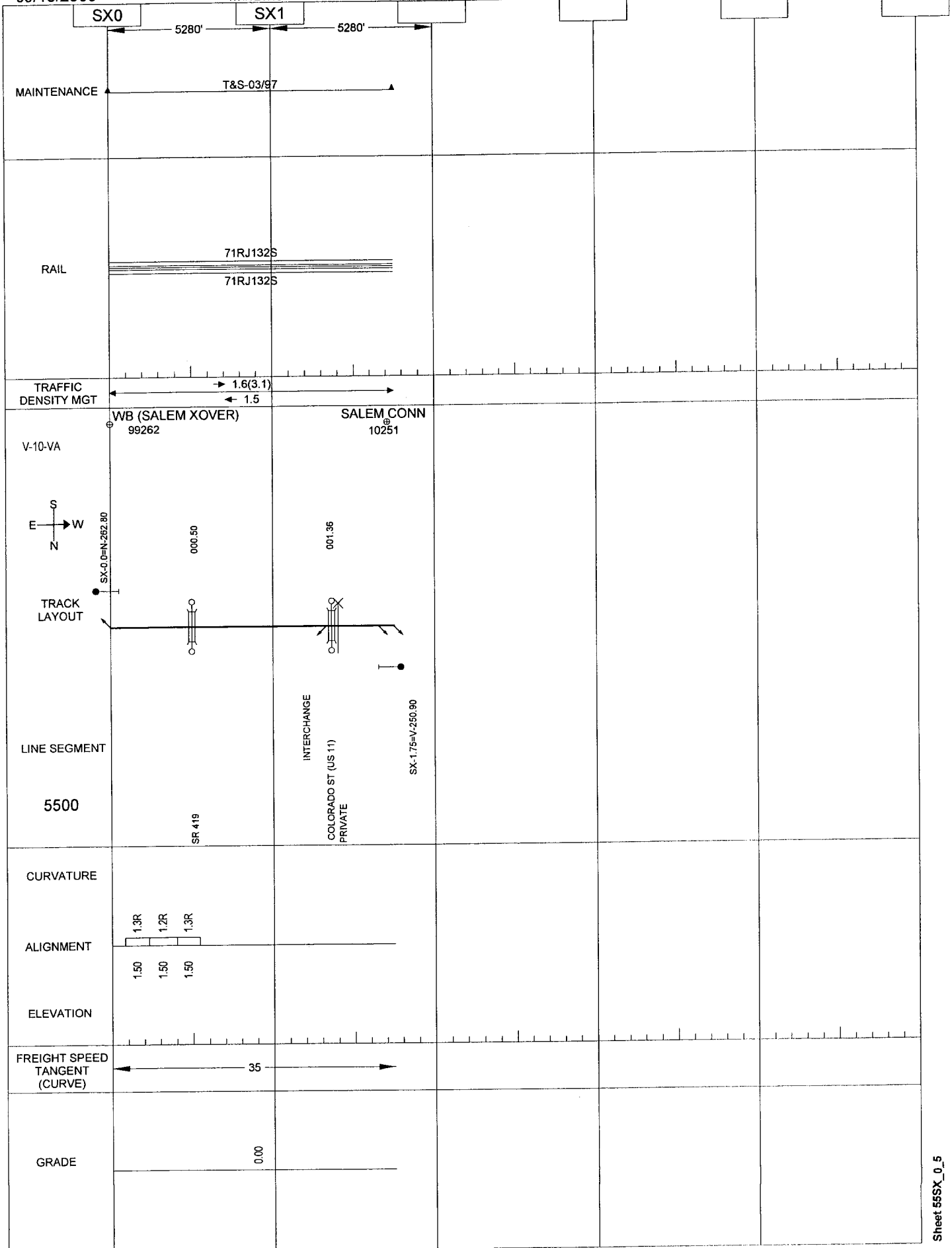
WHITETHORNE

111

SALEM CONNECTION

SALEM

VIRGINIA



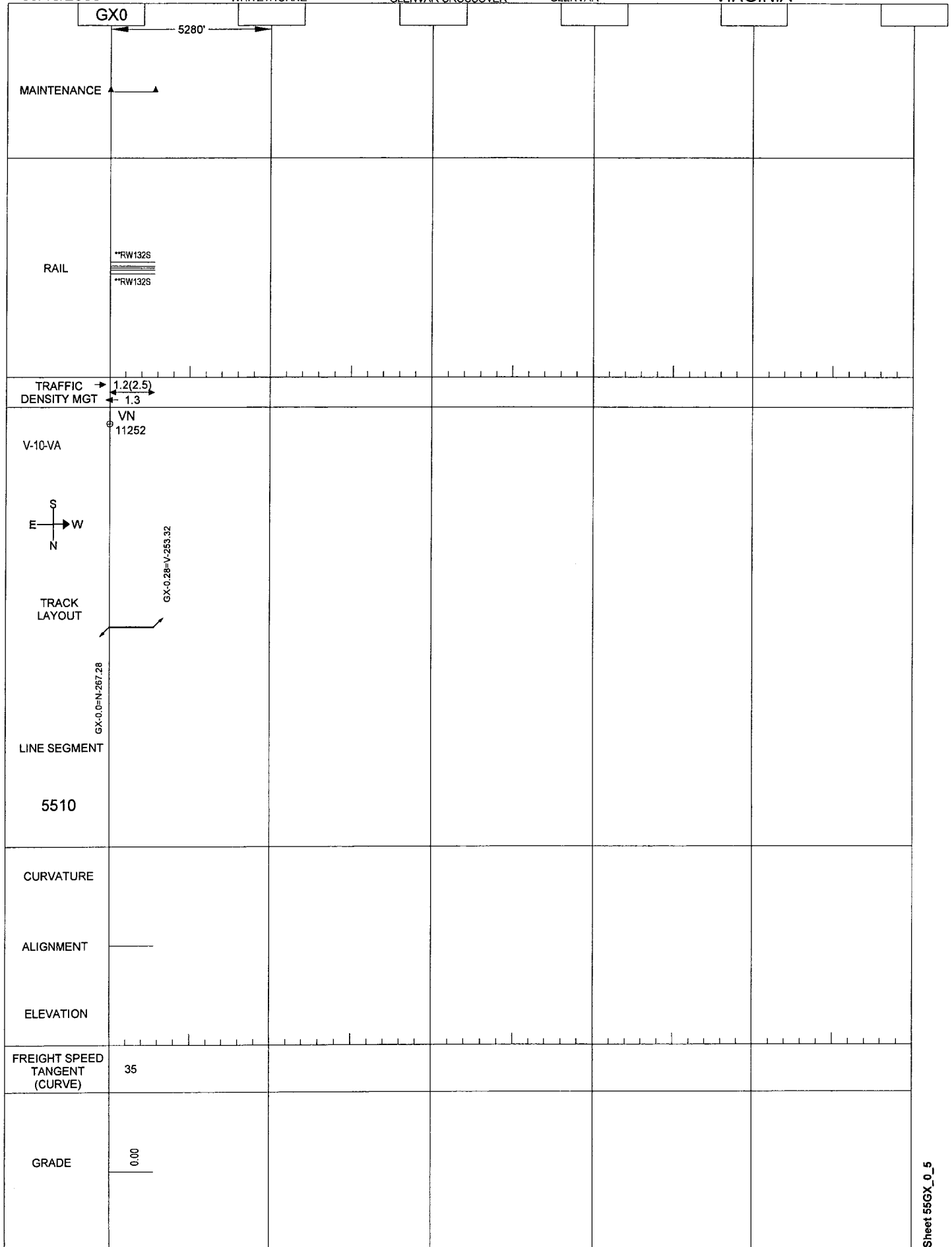
09/16/2008

WHITETHORNE

112
GLENVAR CROSSOVER

GLENVAR

VIRGINIA



09/16/2008

113

WHITETHORNE

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(34.3)
← 34.3

V-2-VA

JK
11243

S
E → W
N

TRACK
LAYOUT

243.11
243.19

243.55
243.75

244.35
SOUTH ROANOKE YARD

LINE SEGMENT

5480

468587L
WALNUT ST
JEFFERSON ST

468588T
FRANKLIN RD
I-581

468589A
MAIN ST

CURVATURE

ALIGNMENT

ELEVATION

4.5R
0.00

3.6R
0.00

3.7R
0.00

3.6R
0.00

5.2R
0.00

6.0L
0.00

1.9L
0.00

5.7L
0.00

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

+0.27

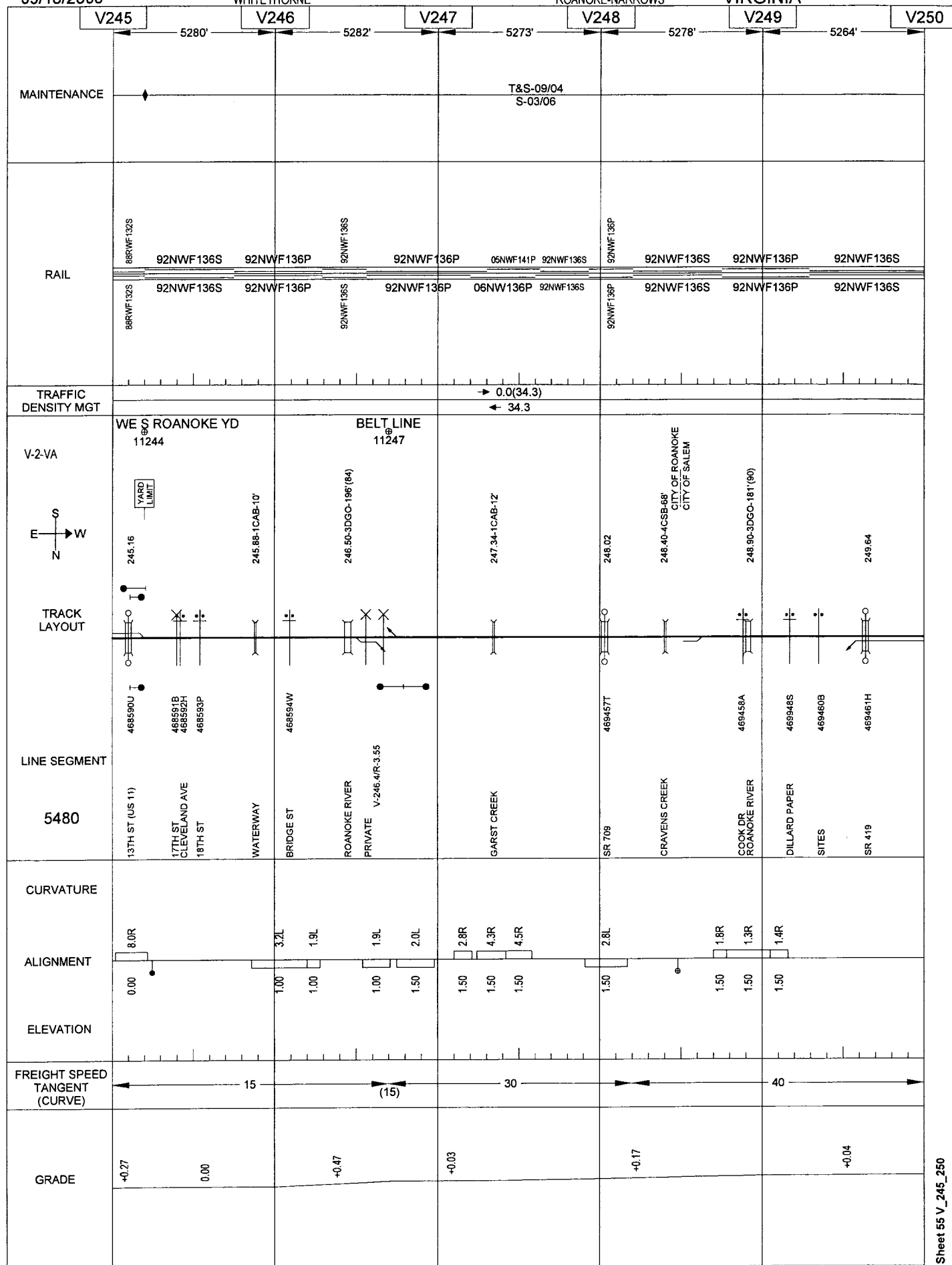
09/16/2008

WHITETHORNE

114

ROANOKE-NARROWS

VIRGINIA



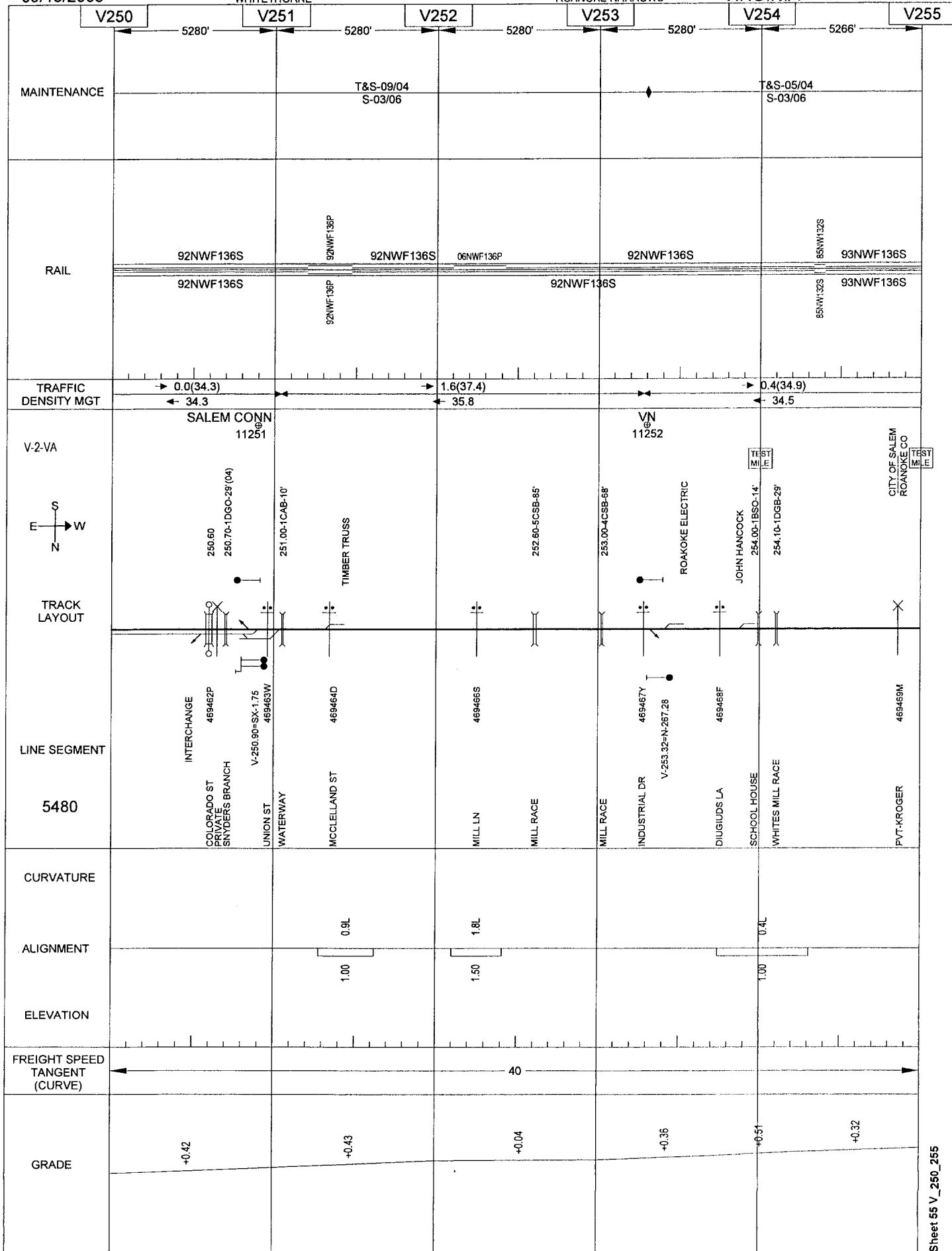
09/16/2008

WHITETHORNE

115

ROANOKE-NARROWS

VIRGINIA



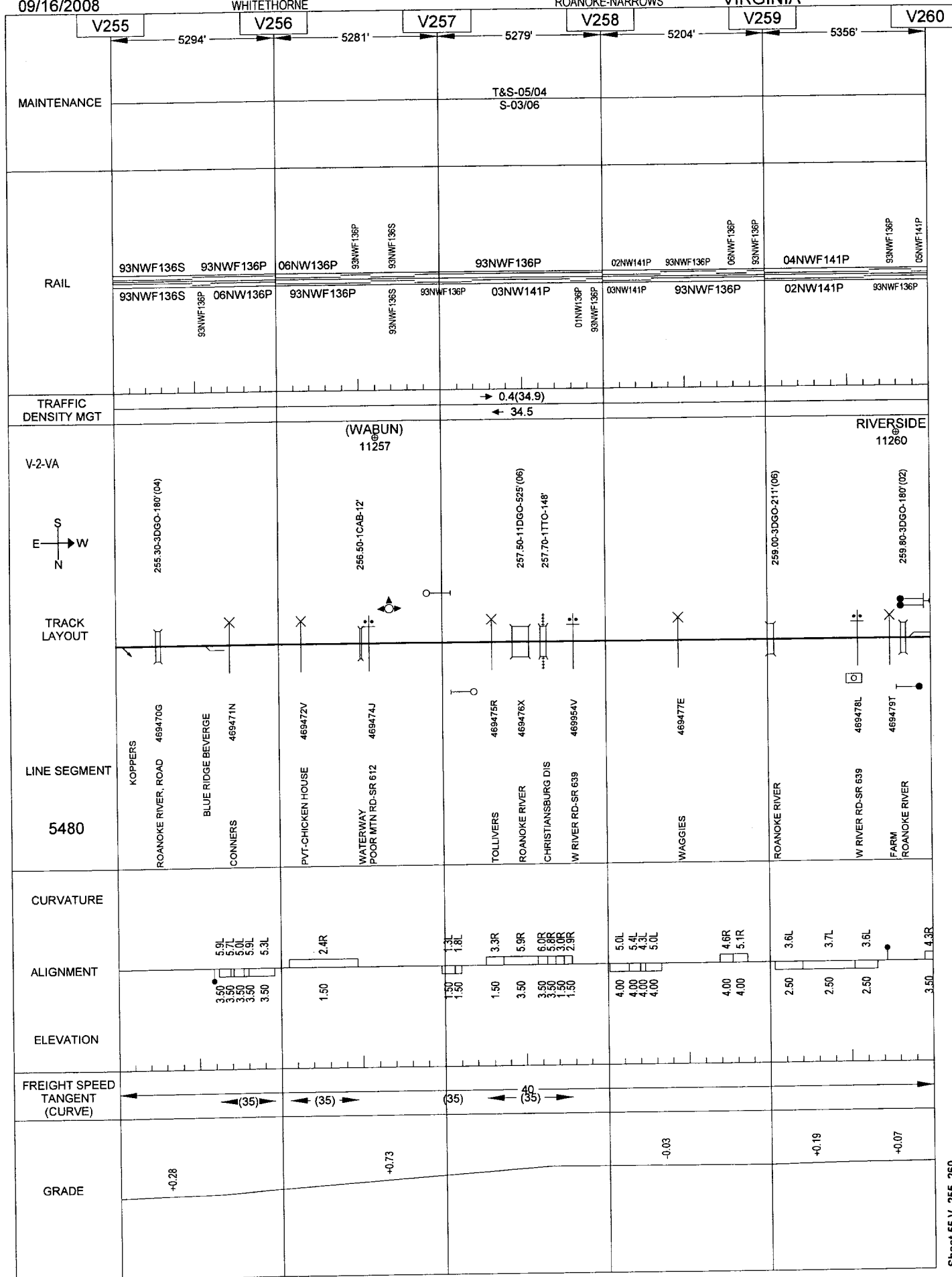
09/16/2008

WHITETHORNE

116

ROANOKE-NARROWS

VIRGINIA



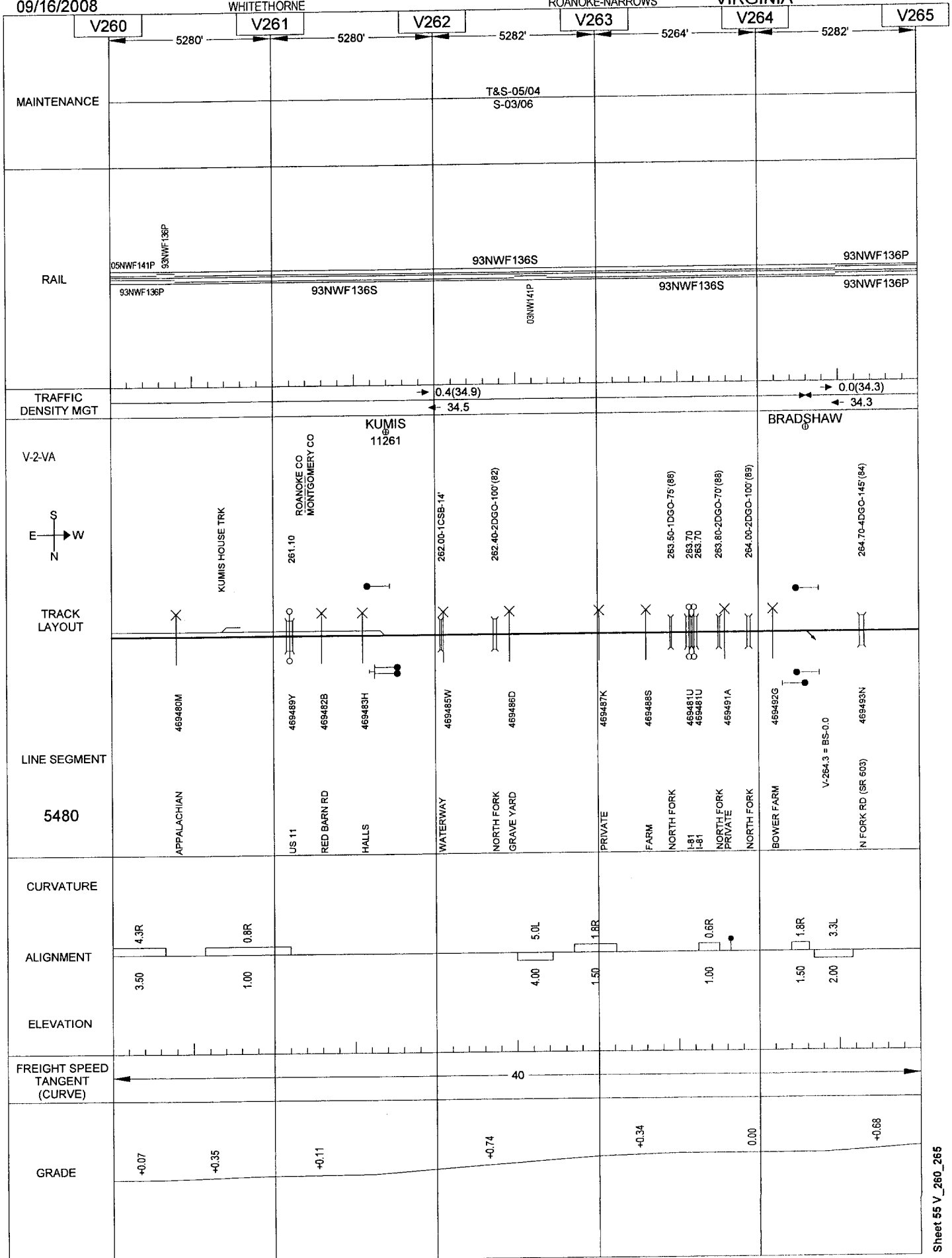
09/16/2008

117

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



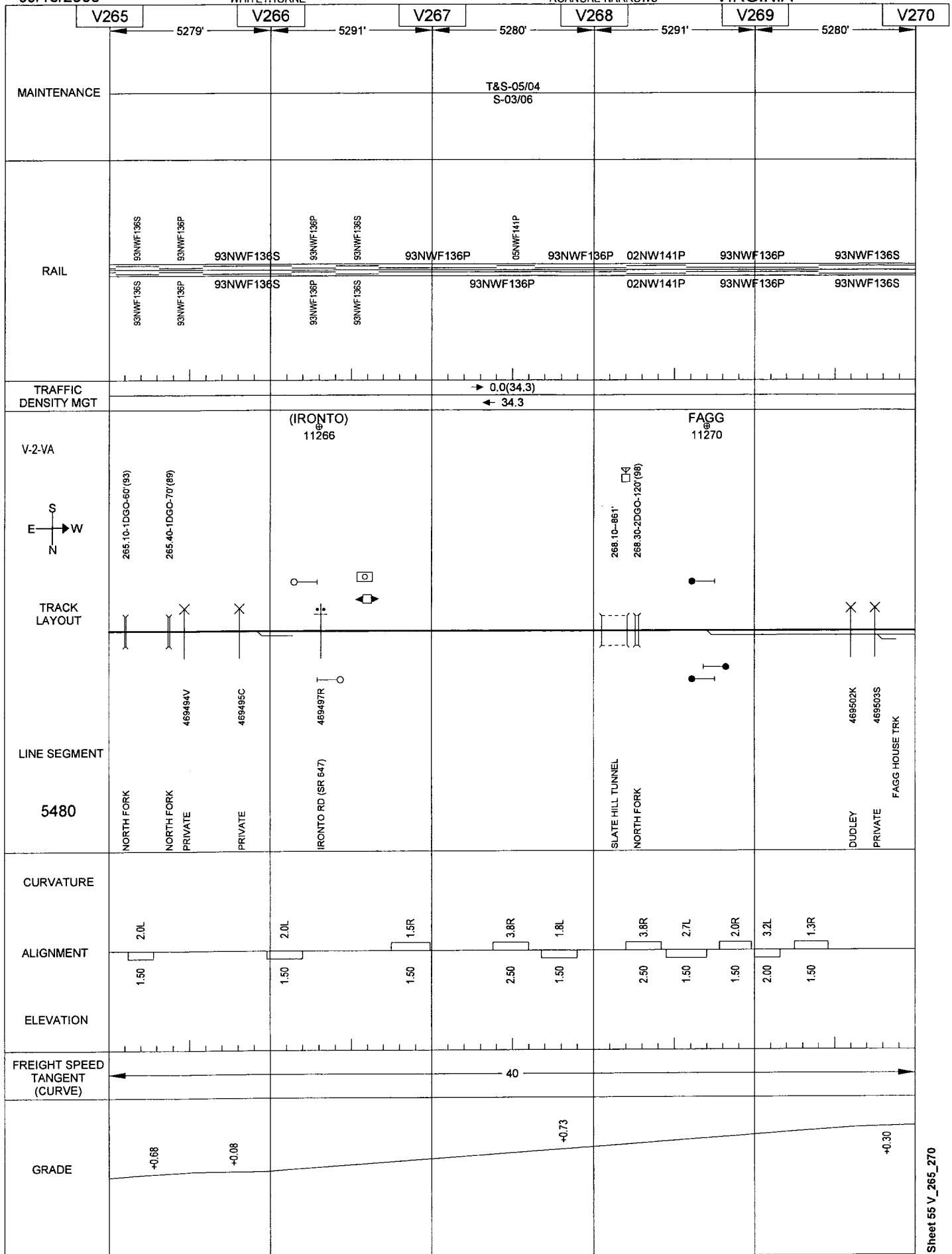
09/16/2008

WHITETHORNE

118

ROANOKE-NARROWS

VIRGINIA

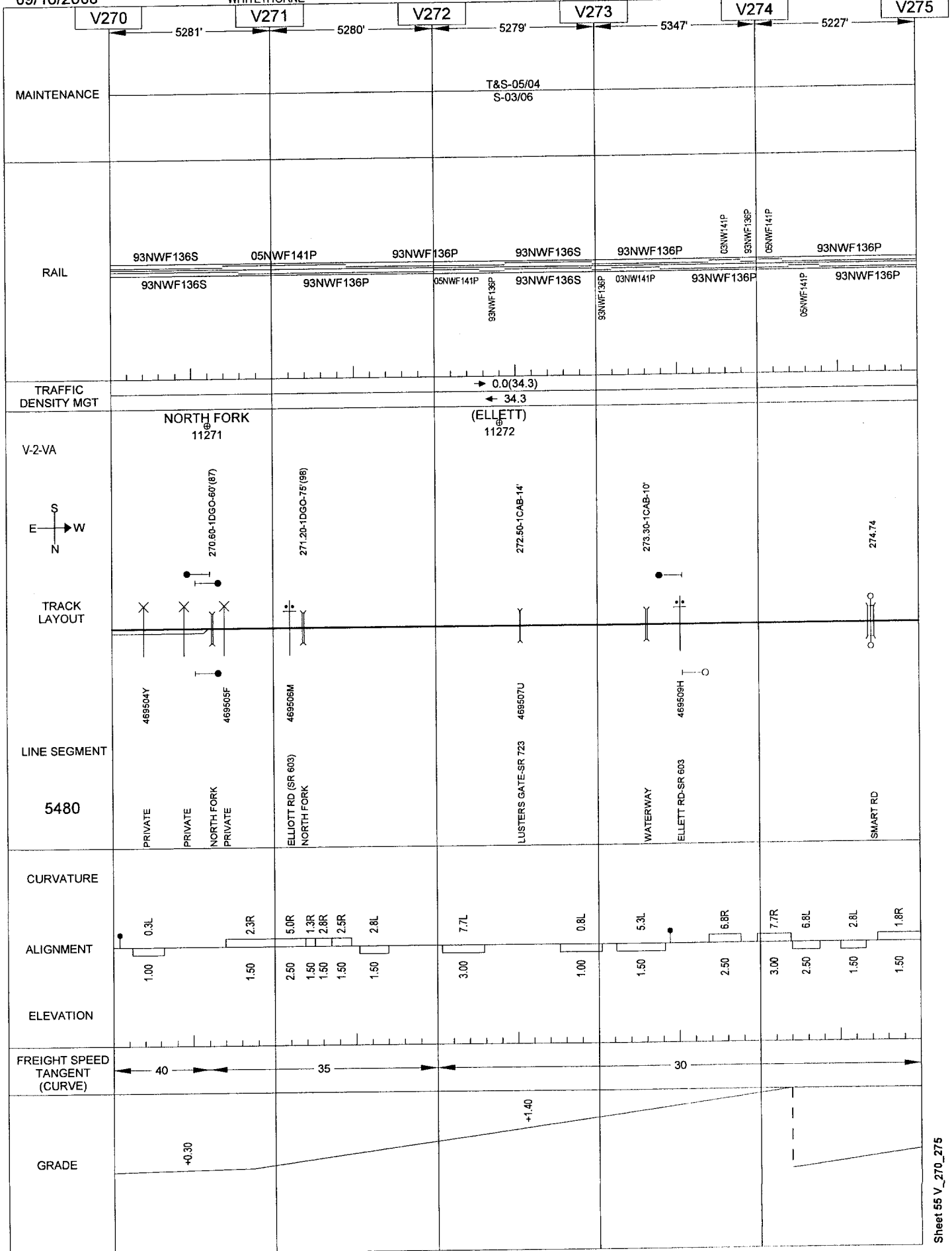


09/16/2008

119

ROANOKE-NARROWS

VIRGINIA



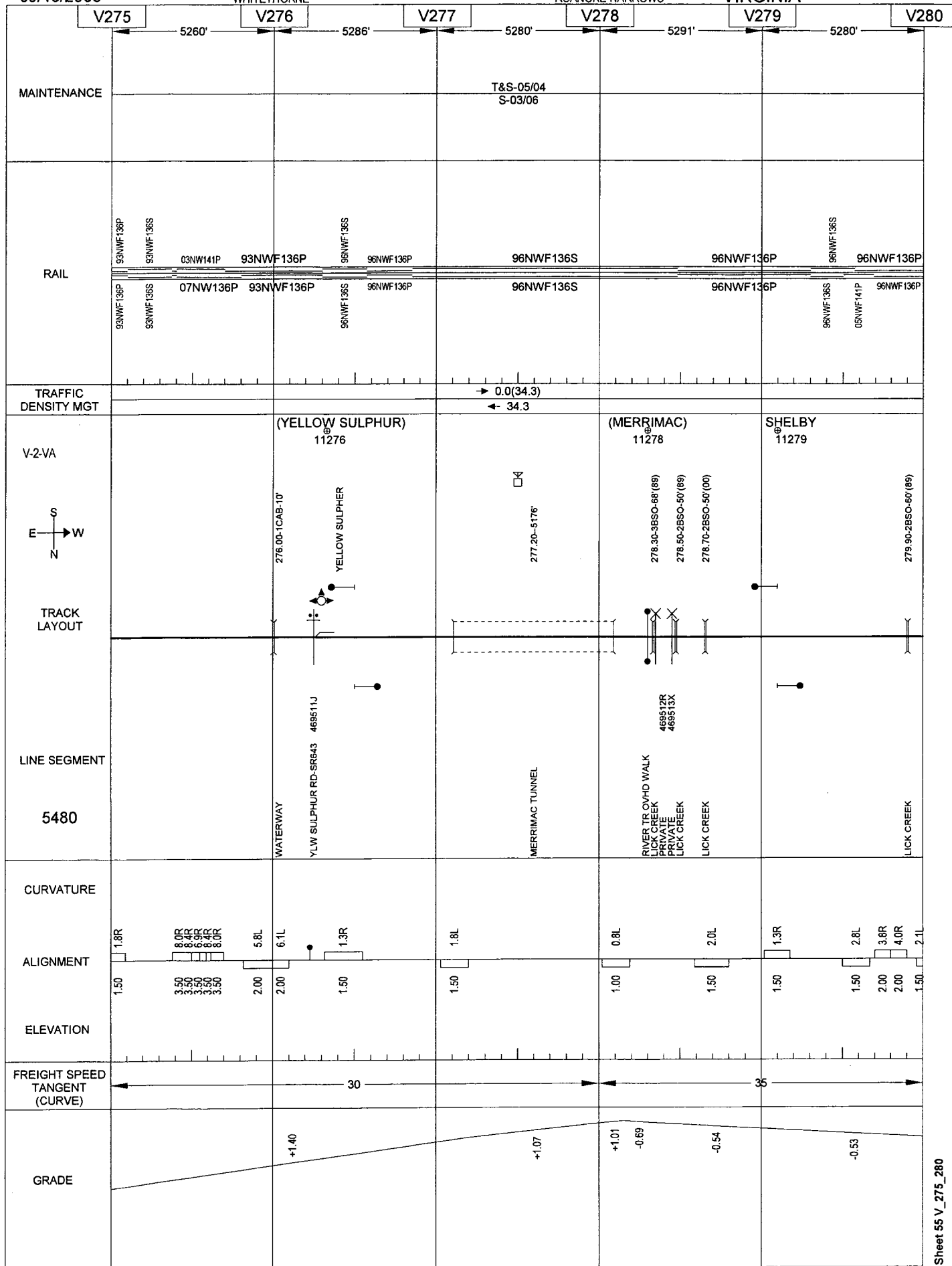
09/16/2008

WHITETHORNE

120

ROANOKE-NARROWS

VIRGINIA

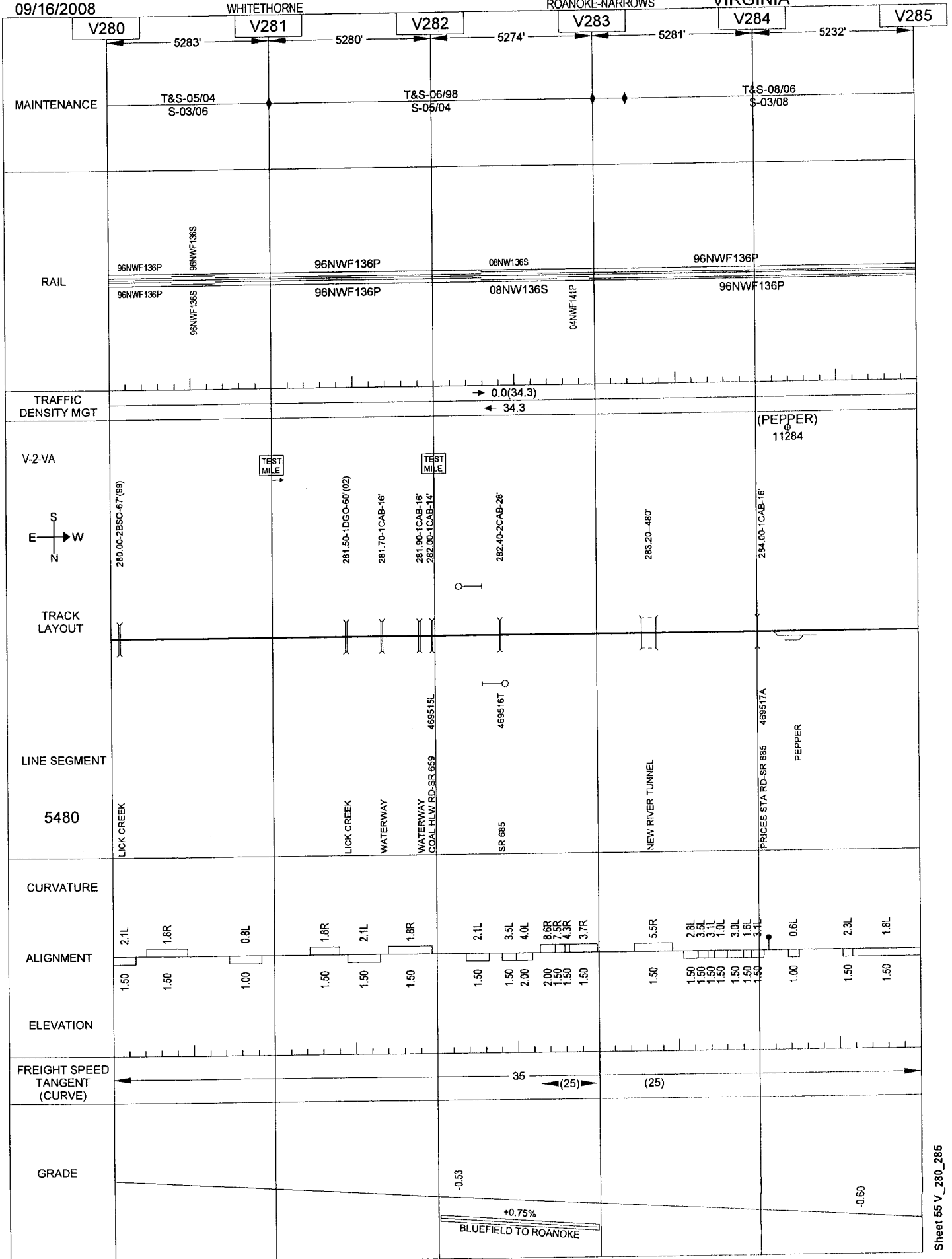


09/16/2008

121

ROANOKE-NARROWS

VIRGINIA



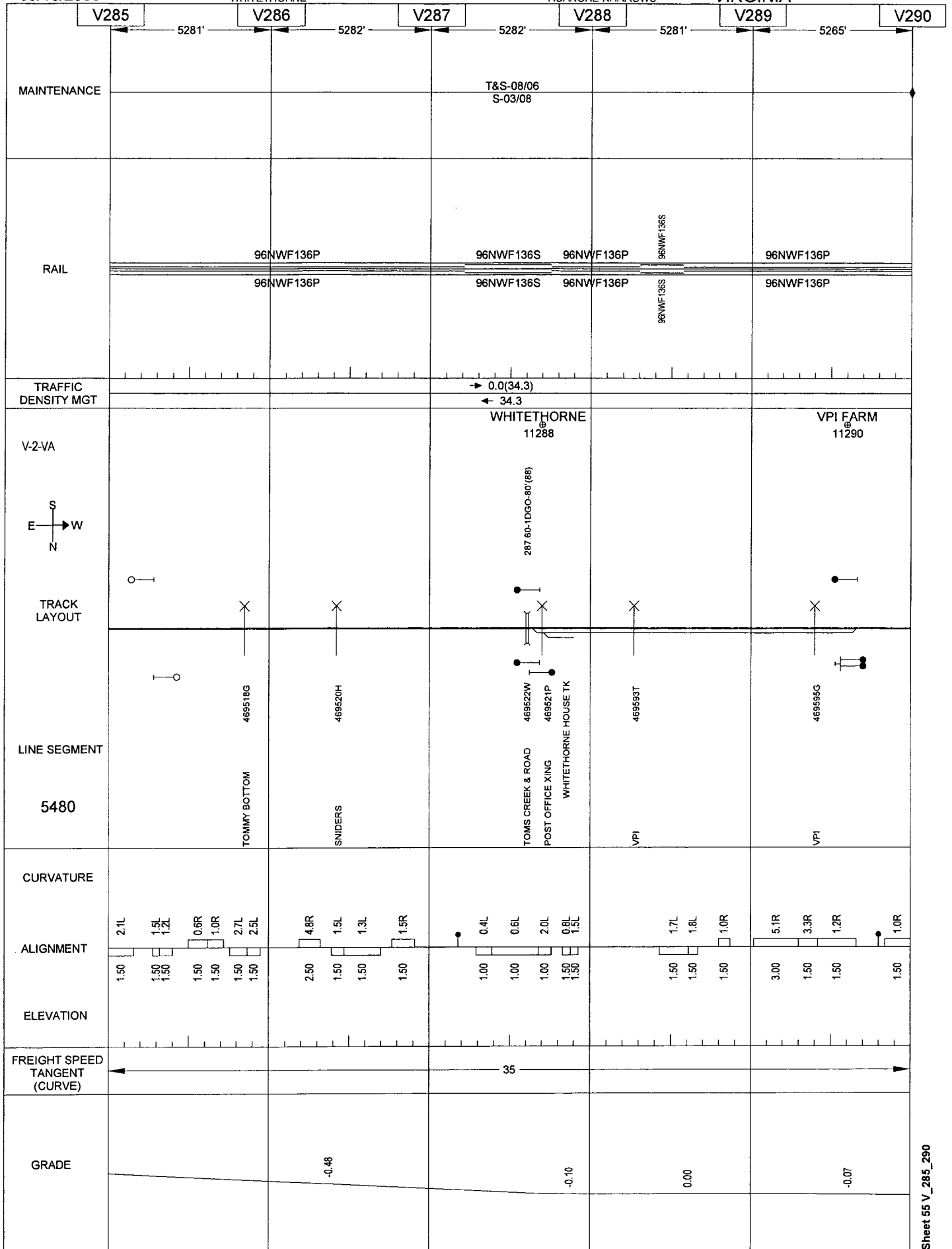
09/16/2008

122

WHITETHORNE

ROANOKE-NARROWS

VIRGINIA



V295

5312' -

MAINTENANCE

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

RAIL

96NWF136P

VF136P

06NW136P

96NWF136S

V132S

93NWF136S

93NWF136P

07NW136P

96NWF136P

96NWF136S

03NW141P

93NWF136I

TRAFFIC
DENSITY MGT

→ 0,0(34,3)

← 34.3

V-2-VA

11293

MONTGOMERY CO
GILES CO

TRACK LAYOUT

LINE SEGMENT

5480

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

— 35

GRADE

20

10

V300

5281' —

MAINTENANCE

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

RAIL

07NW136P	03NWF136P
03NWF136P	07NW136P

93NWE136.S

93NWF136P

00NWF136P

04NWF141P

93NWF136P

TRAFFIC
DENSITY MGT

→ 0.0(34.3)

V-2-VA

(GOODWINS FERRY)
⊕ 11296

EGGLESTON
10306

TRACK LAYOUT

LINE SEGMENT

5480

CREW WILLIAMS-SR 625	+ —	459602P
SPRUCE RUN RD-SR 805	Y —	459603W

296 00-1BSO-17' (85)

SPRUCE RUN RD-SR 605 459603W

GOODWINS FERRY-SR625 469604D

EGGLESTON RD-SR 730	469536E	297.70
---------------------	---------	--------

CLIFFVIEW ST-SR 813 469605K

WILLIAMS
SINKING CREEK

469606S

299.50-1DGO-60'(95)

LINKS
469607Y

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 35

◆(30)◆

(30)

GRADE

4.10

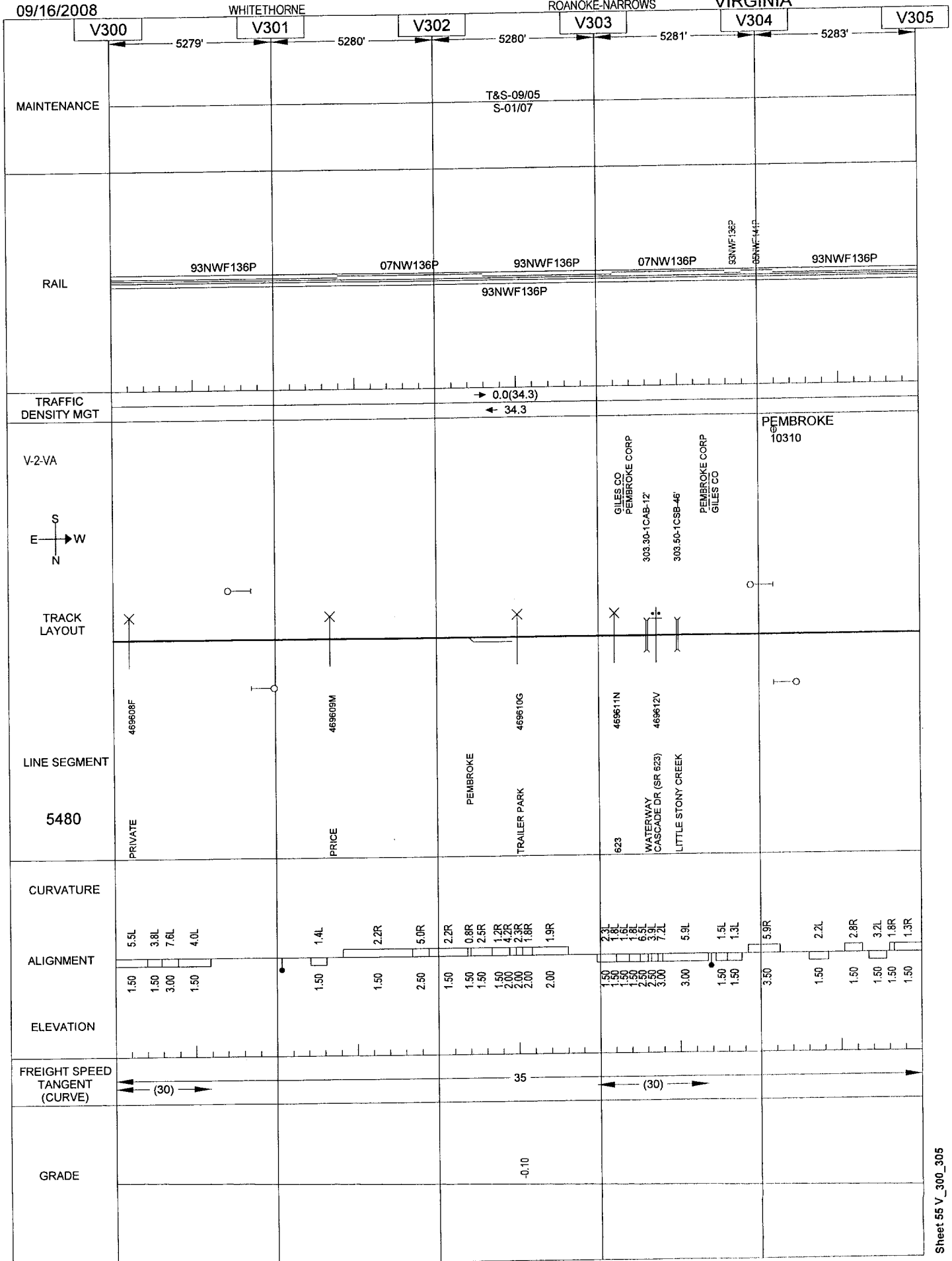
09/16/2008

125

WHITETHORNE

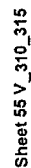
ROANOKE-NARROWS

VIRGINIA



VIRGINIA

Sheet 55 V_305_310



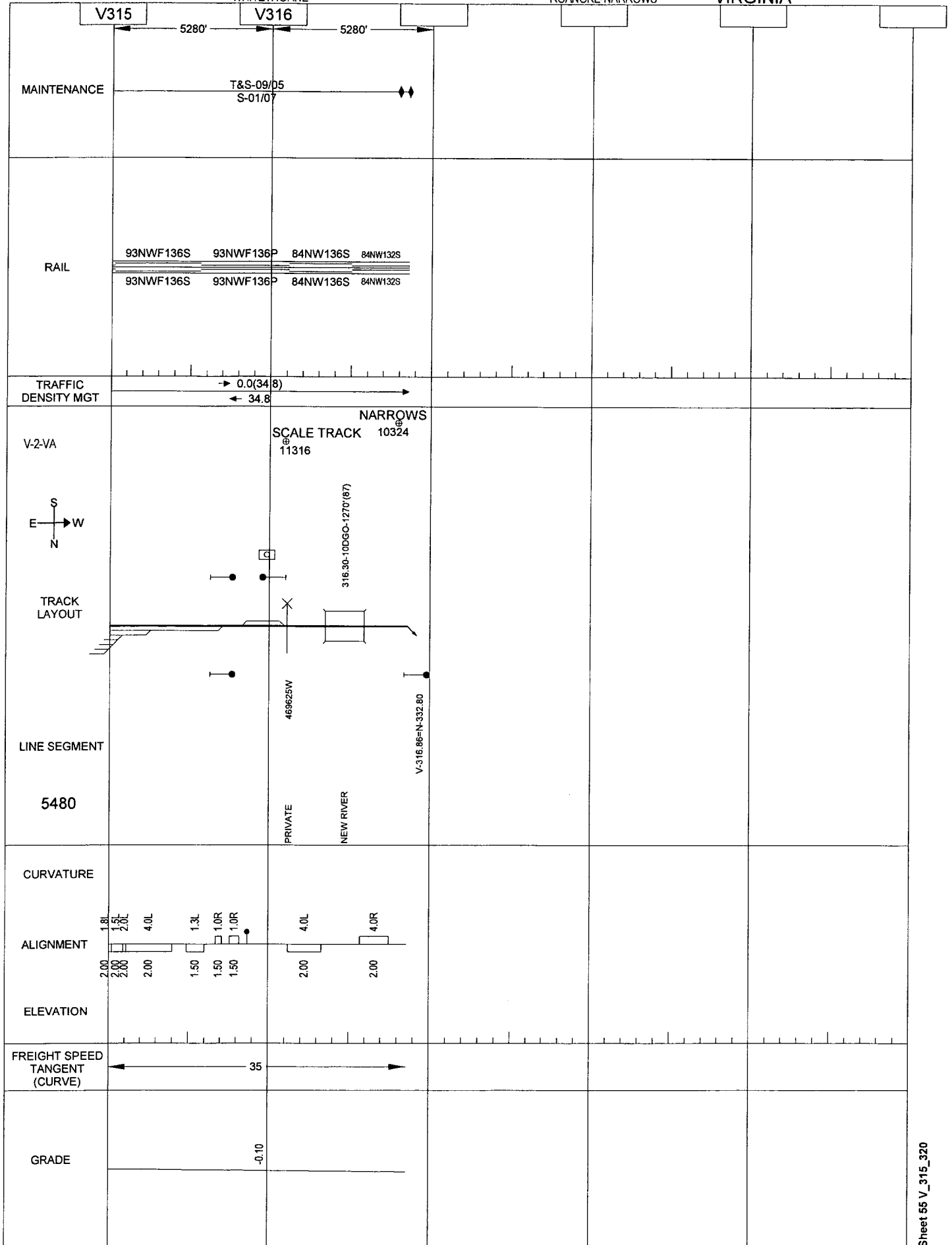
09/16/2008

WHITETHORNE

128

ROANOKE-NARROWS

VIRGINIA



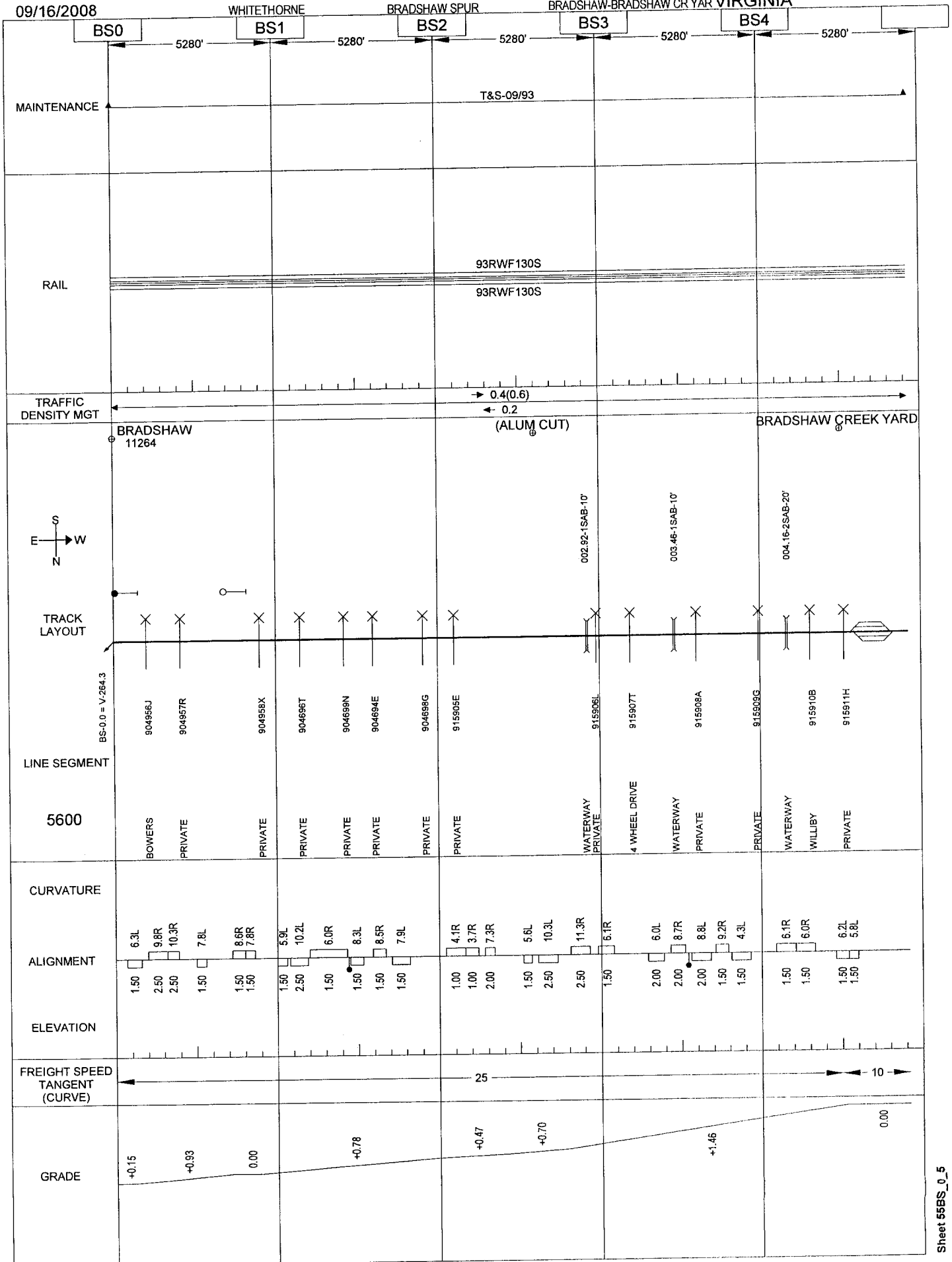
09/16/2008

129

WHITETHORNE

BRADSHAW SPUR

BRADSHAW-BRADSHAW CR YAR VIRGINIA



09/16/2008

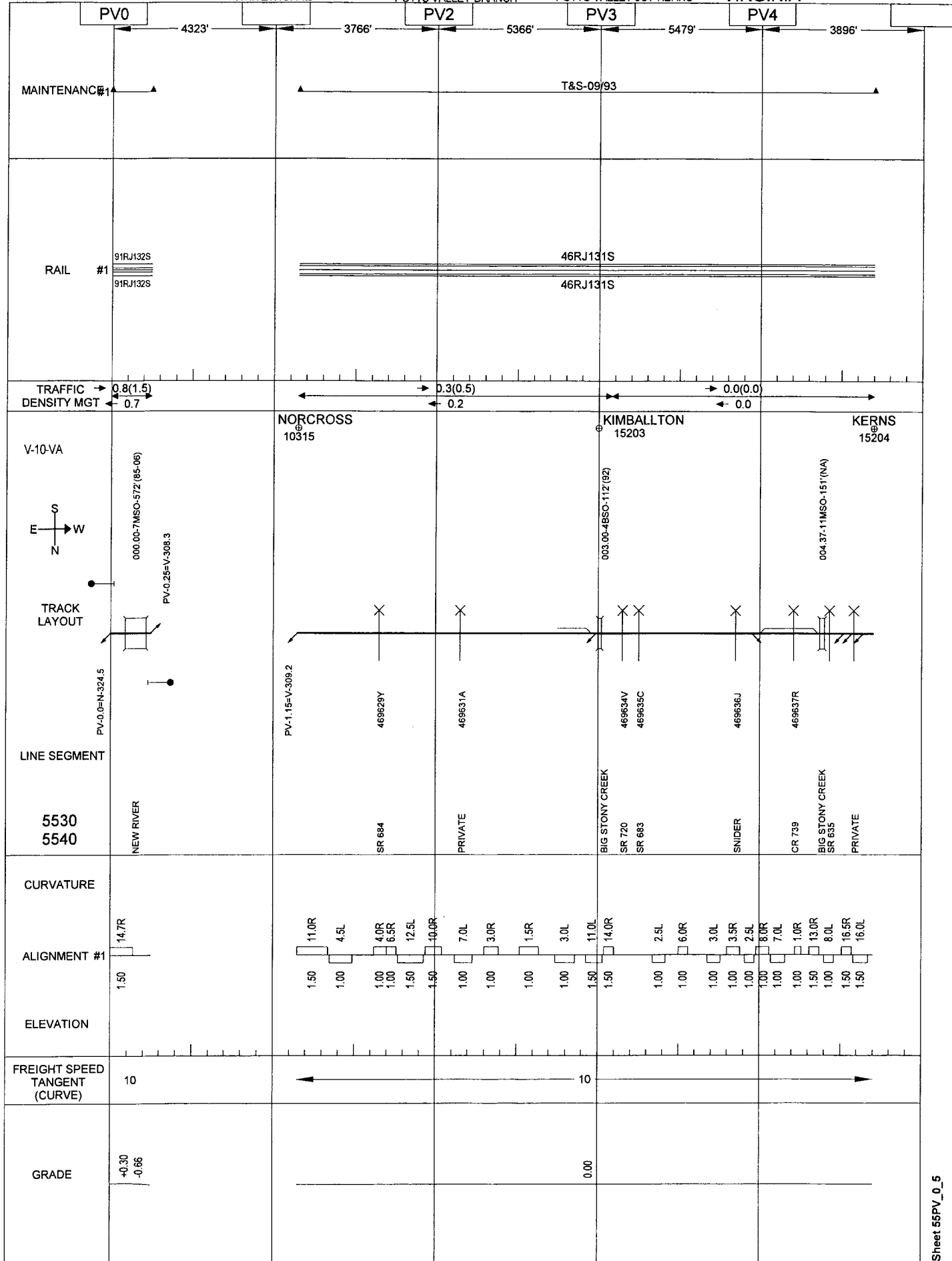
130

WHITETHORNE

POTTS VALLEY BRANCH

POTTS VALLEY JCT-KERNS

VIRGINIA



09/16/2008

PULASKI

131

WALTON-BRISTOL

VIRGINIA

NB298

NB299

NB300

5280' 5500' 5254'

#1
MAINTENANCE
#2

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

T&S-04/08

T&S-03/04

RAIL

#1
#2

91RWF132S
99NWF132P 97NWF132S
91RWF132S
05NWF132P

05NWF132P 91RWF132S
03NWF132P 91RWF132S
37NW131S
37NW131S

TRAFFIC
DENSITY MGT

10.1(22.8)
12.7
10.1(11.4#1)
12.7(11.4#2)

V-10-VA

S
E → W
N

WALTON[®] TYLER
10292

PLUM CREEK
15554

YARD
LIMIT

MONTGOMERY CO
CITY OF RADFORD

NB-297.63=N-297.63

297.84-1MAB-35'

298.98-1MAB-20'

TRACK
LAYOUT

#1
#2

CROSSOVER TO N-LINE
NB-298.01=N-302.30
CRAB CREEK

RADFORD YARD

LINE SEGMENT

5490

CURVATURE

#1

ALIGNMENT

#2

ELEVATION

4.1L 6.2L 1.2R 0.4R 3.5L 3.6R 3.0R 3.00 7.4R 3.00 1.50 1.00
2.00 3.50 1.00 1.00 1.50 1.50 1.50 7.4R 3.00 1.50 1.00
3.00 7.2R 7.5R 7.2R 2.4R 1.00

FREIGHT SPEED
TANGENT
(CURVE)

35 (30) 35 (30) 35

GRADE

-0.57 -0.14 0.00 +1.04 +0.41

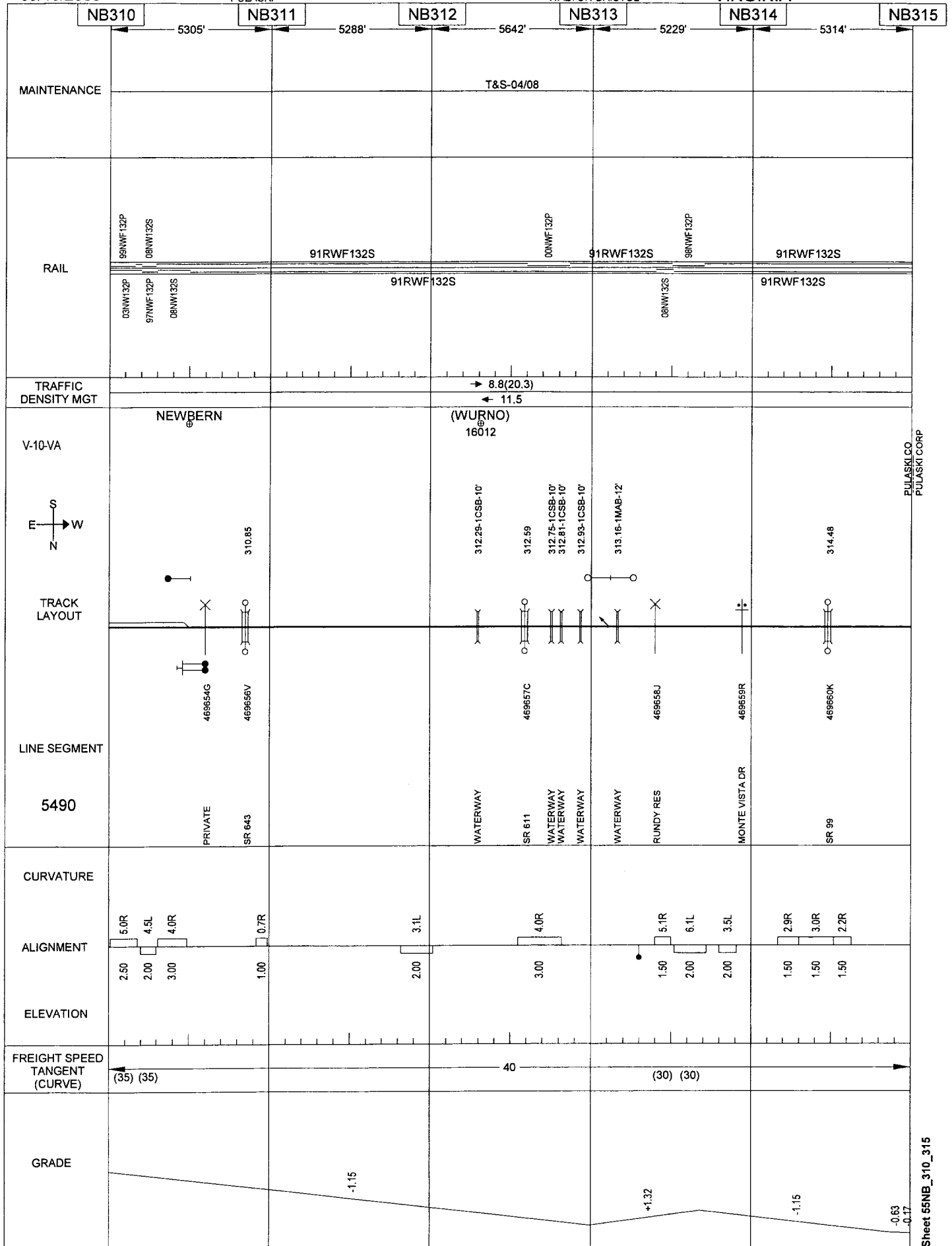
09/16/2008

134

PULASKI

WALTON-BRISTOL

VIRGINIA

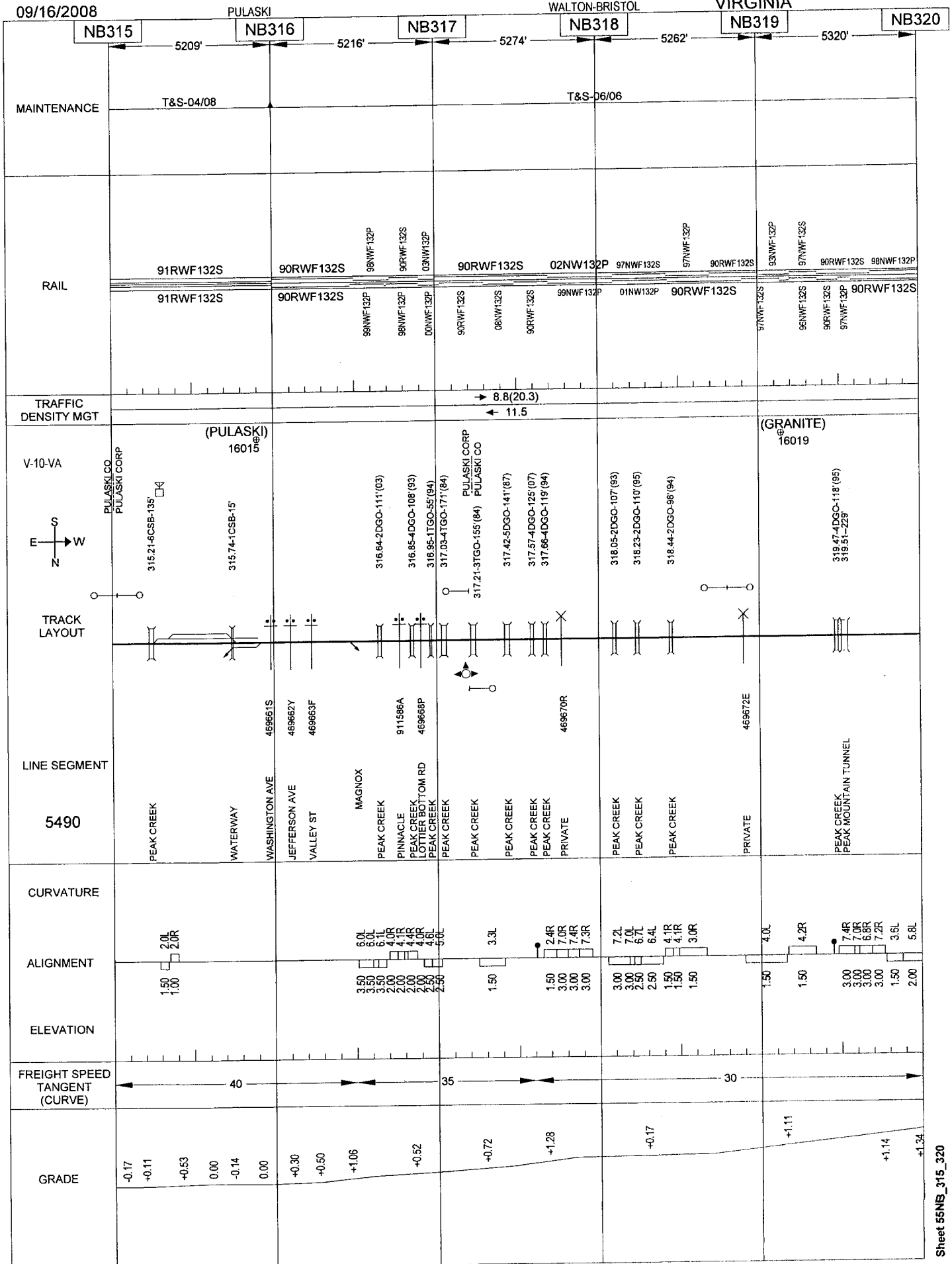


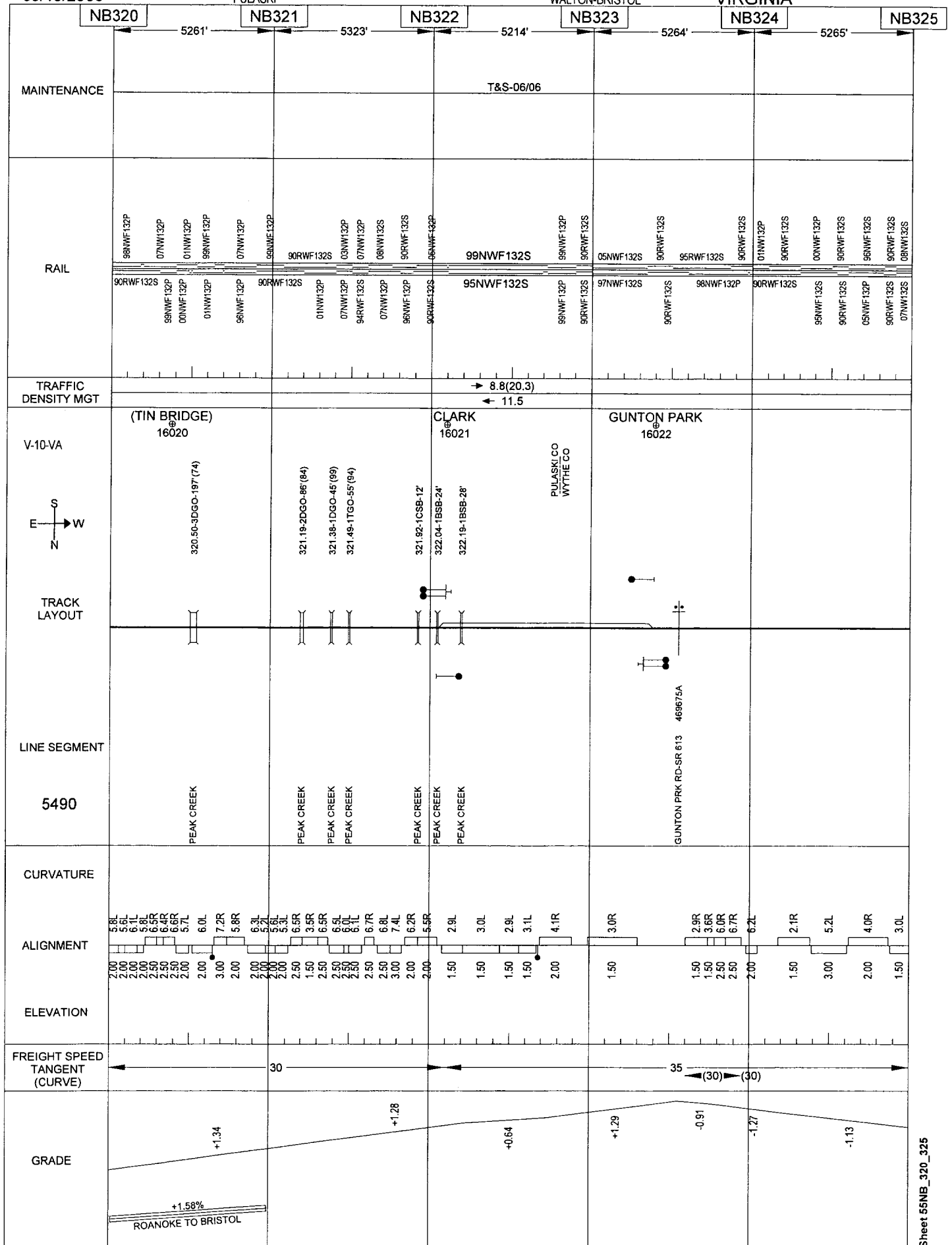
09/16/2008

135

WALTON-BRISTOL

VIRGINIA





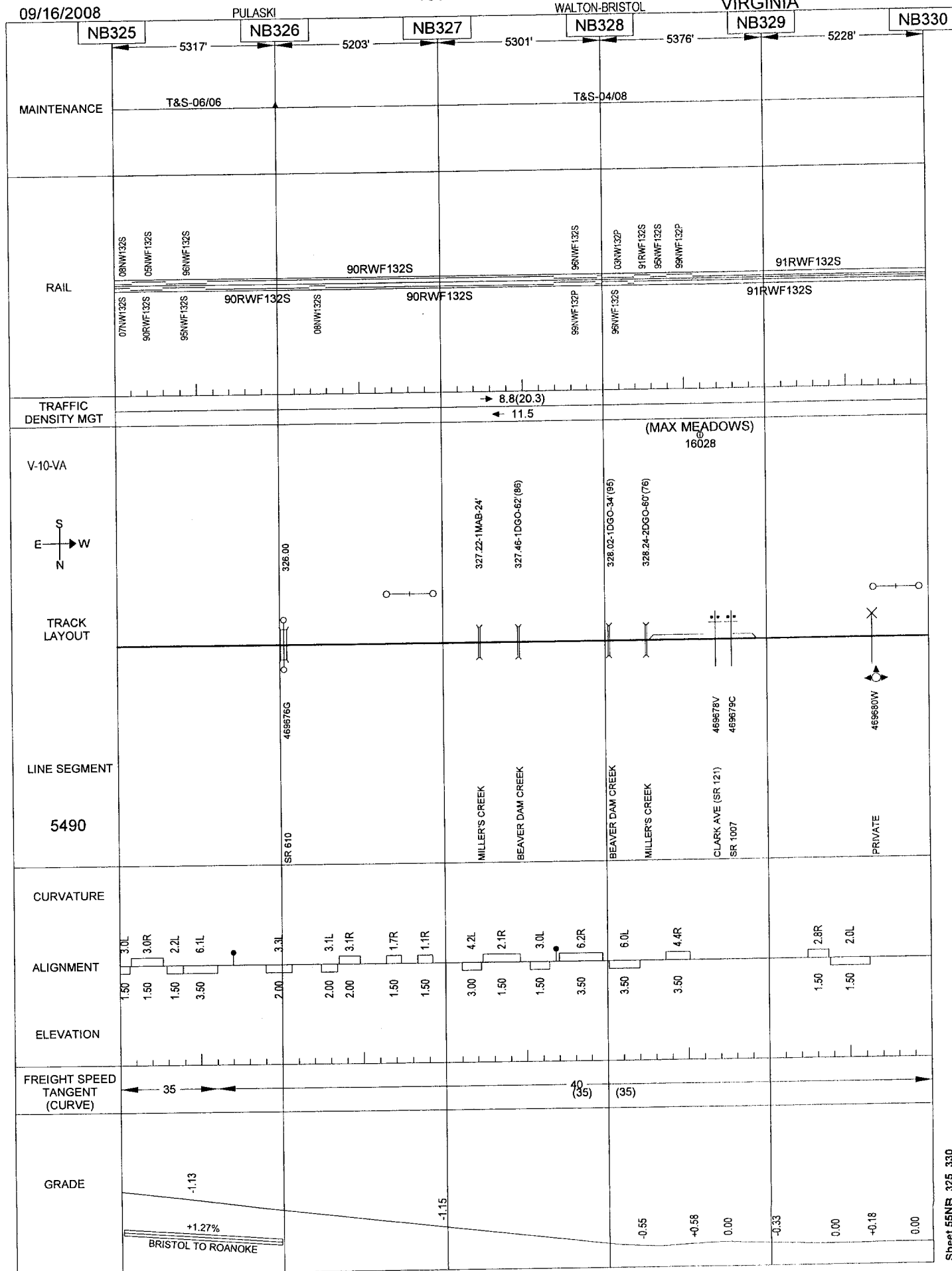
09/16/2008

137

PULASKI

WALTON-BRISTOL

VIRGINIA



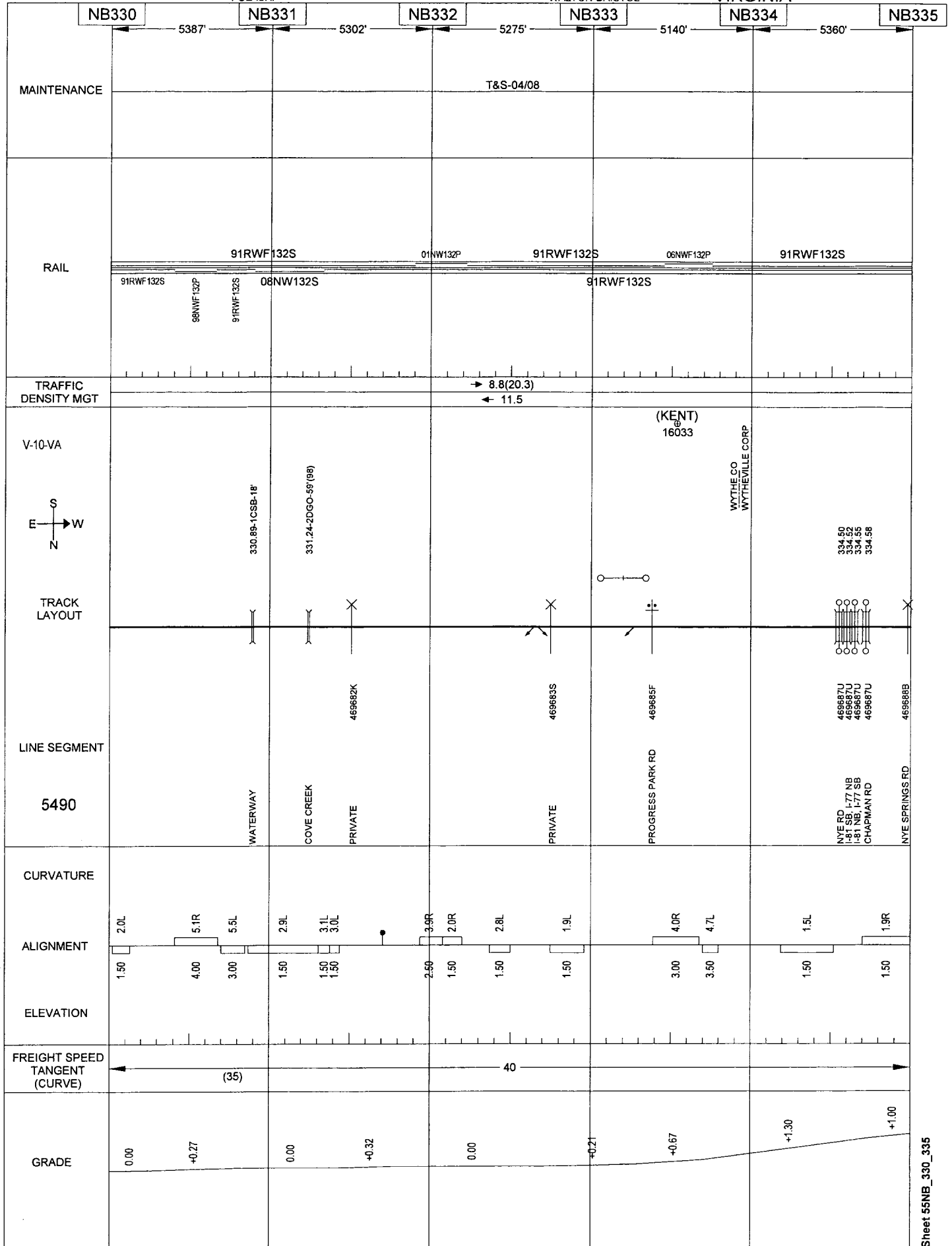
09/16/2008

138

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WALTON-BRISTOL

VIRGINIA



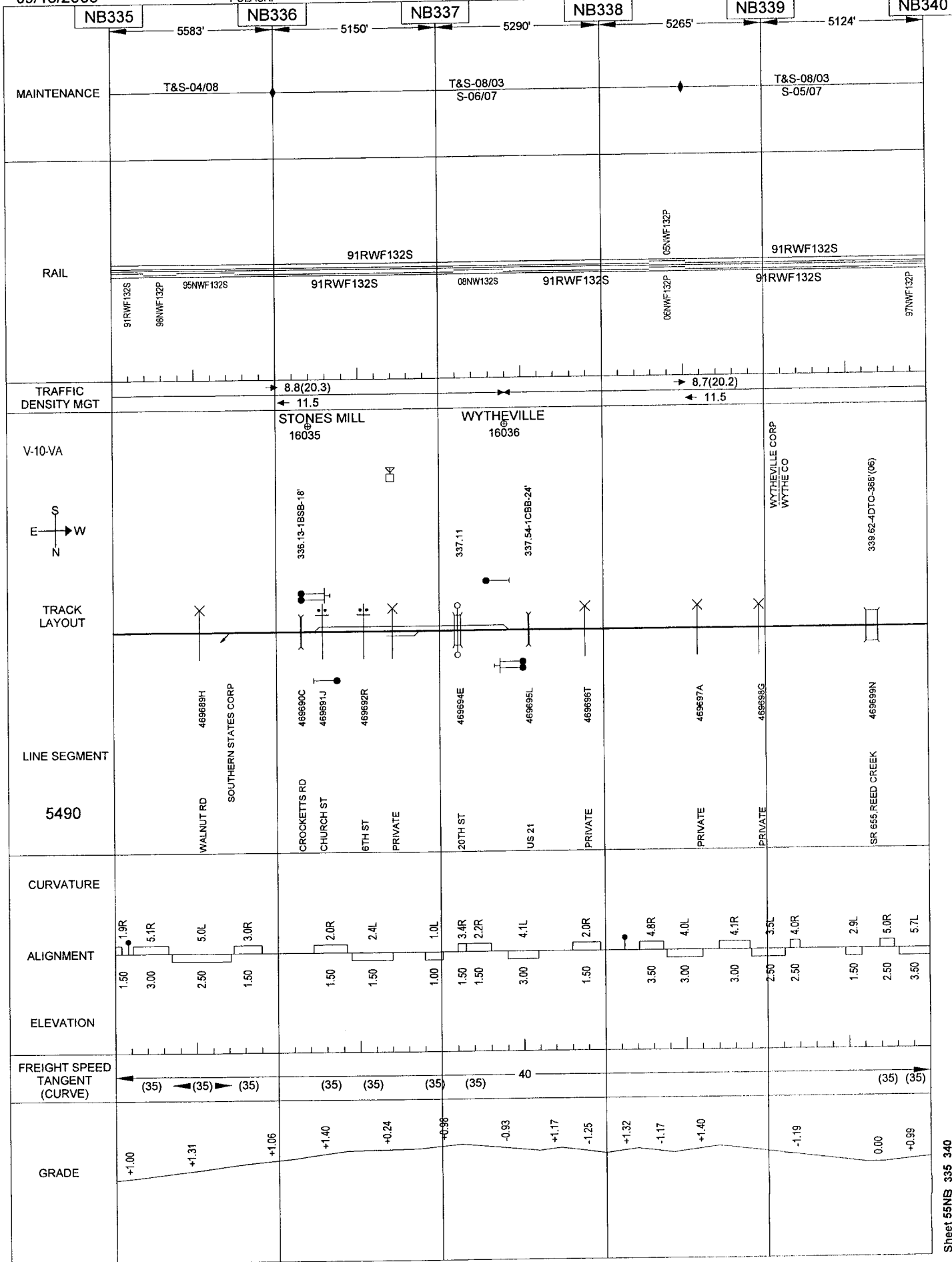
09/16/2008

139

PULASKI

WALTON-BRISTOL

VIRGINIA



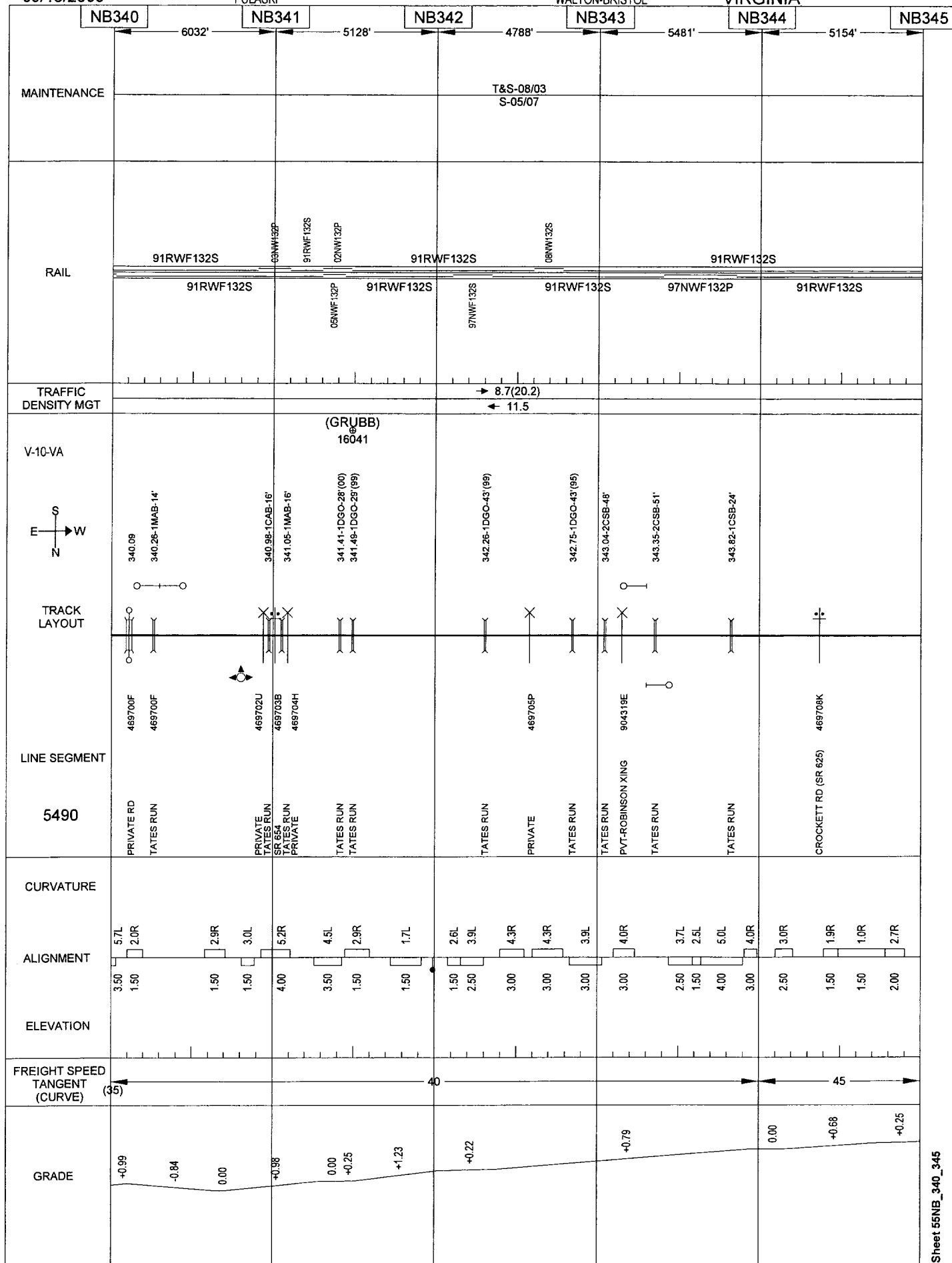
09/16/2008

PULASKI

140

WALTON-BRISTOL

VIRGINIA

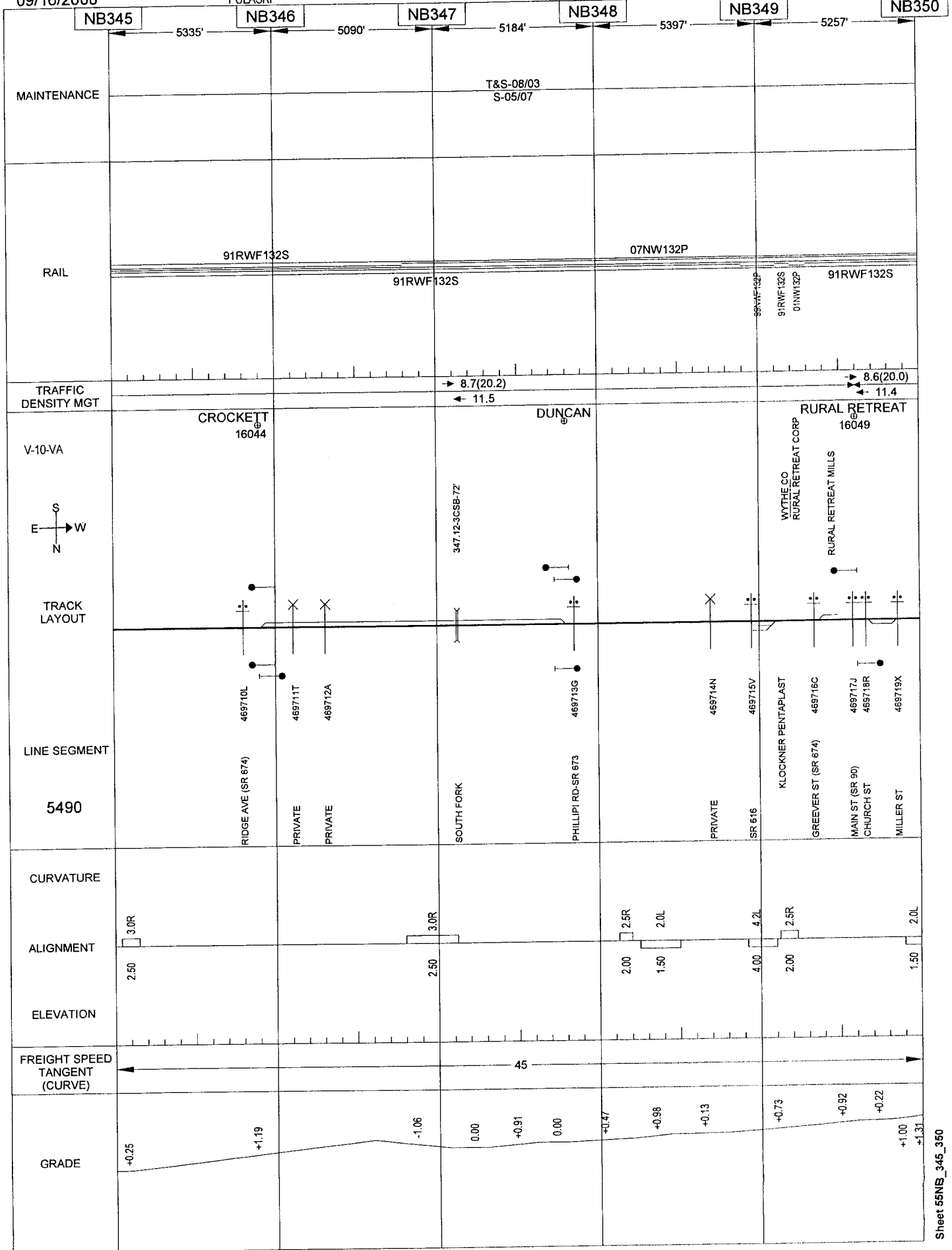


09/16/2008

PULASKI

WALTON-BRISTOL

VIRGINIA



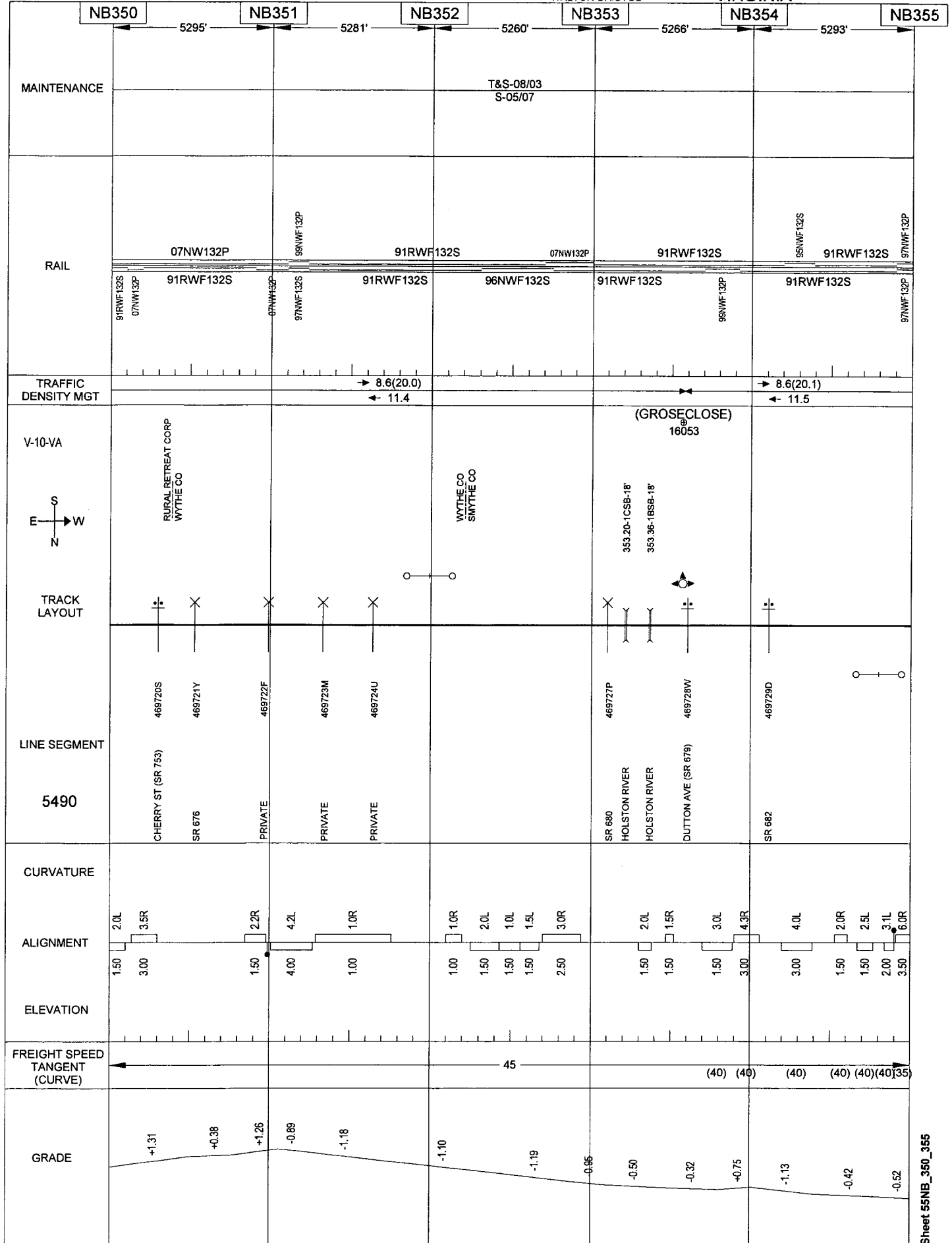
09/16/2008

PULASKI

142

WALTON-BRISTOL

VIRGINIA



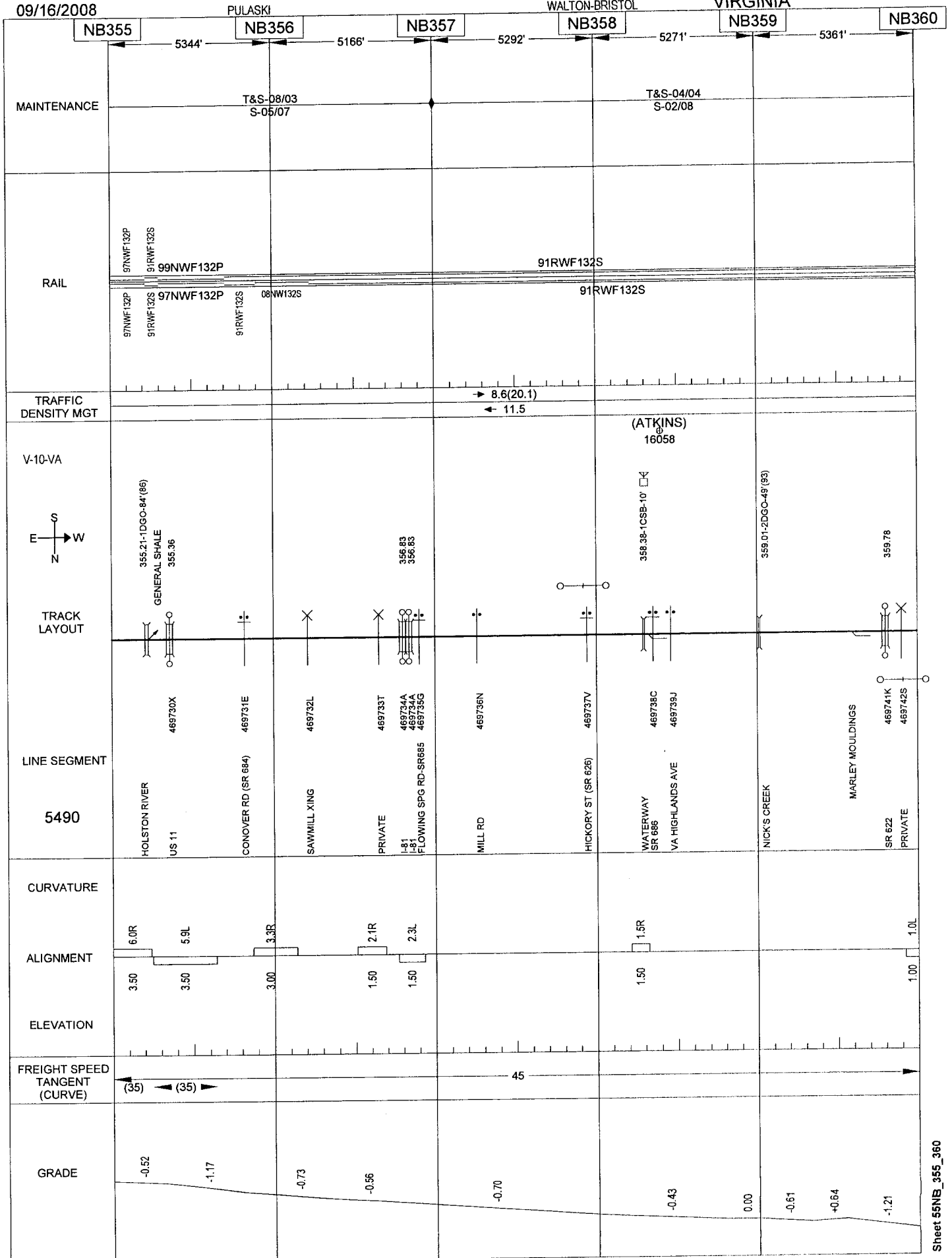
09/16/2008

143

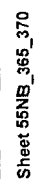
PULASKI

WALTON-BRISTOL

VIRGINIA



Sheet 55NB_360_365



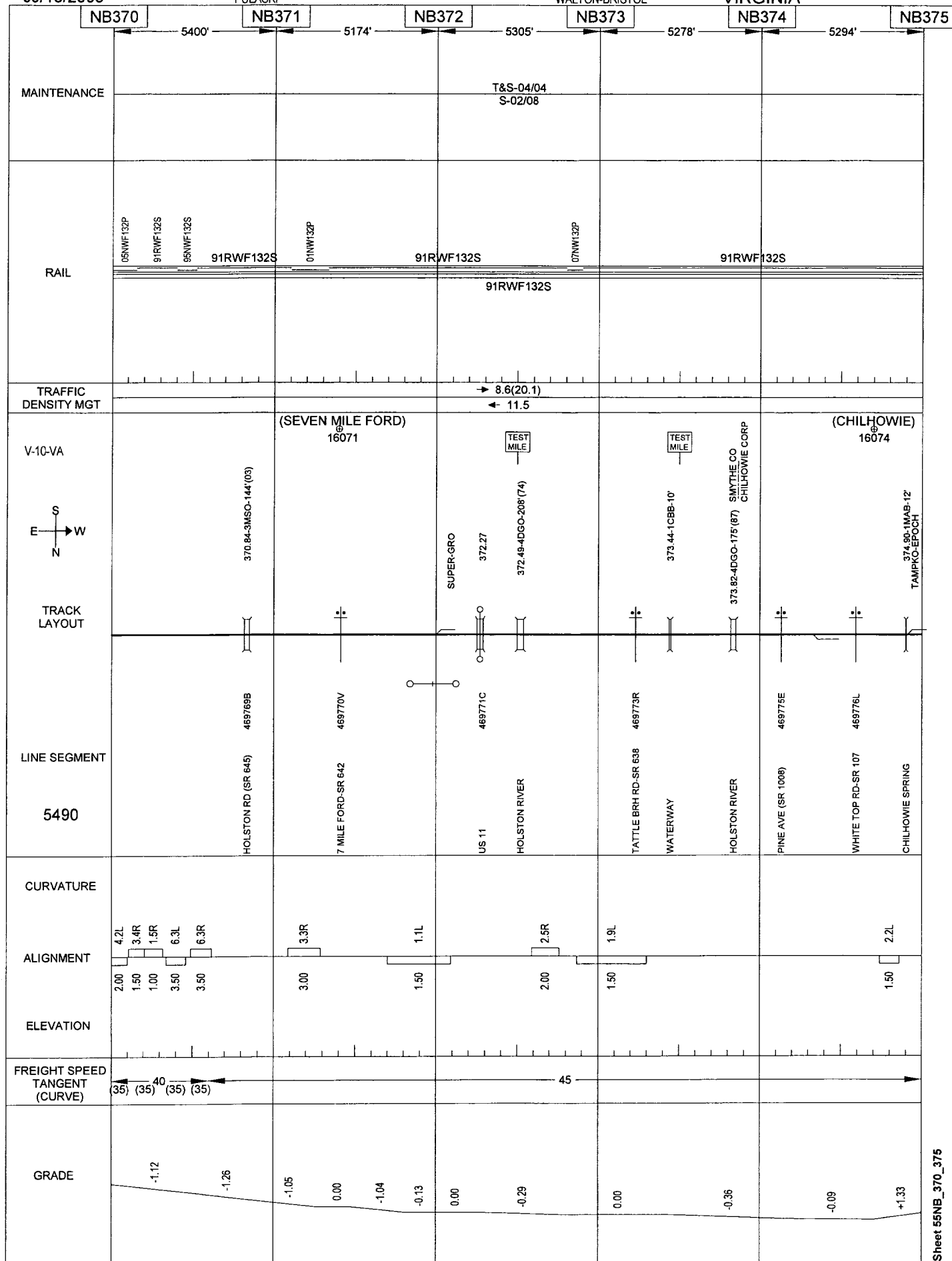
09/16/2008

PULASKI

146

WALTON-BRISTOL

VIRGINIA



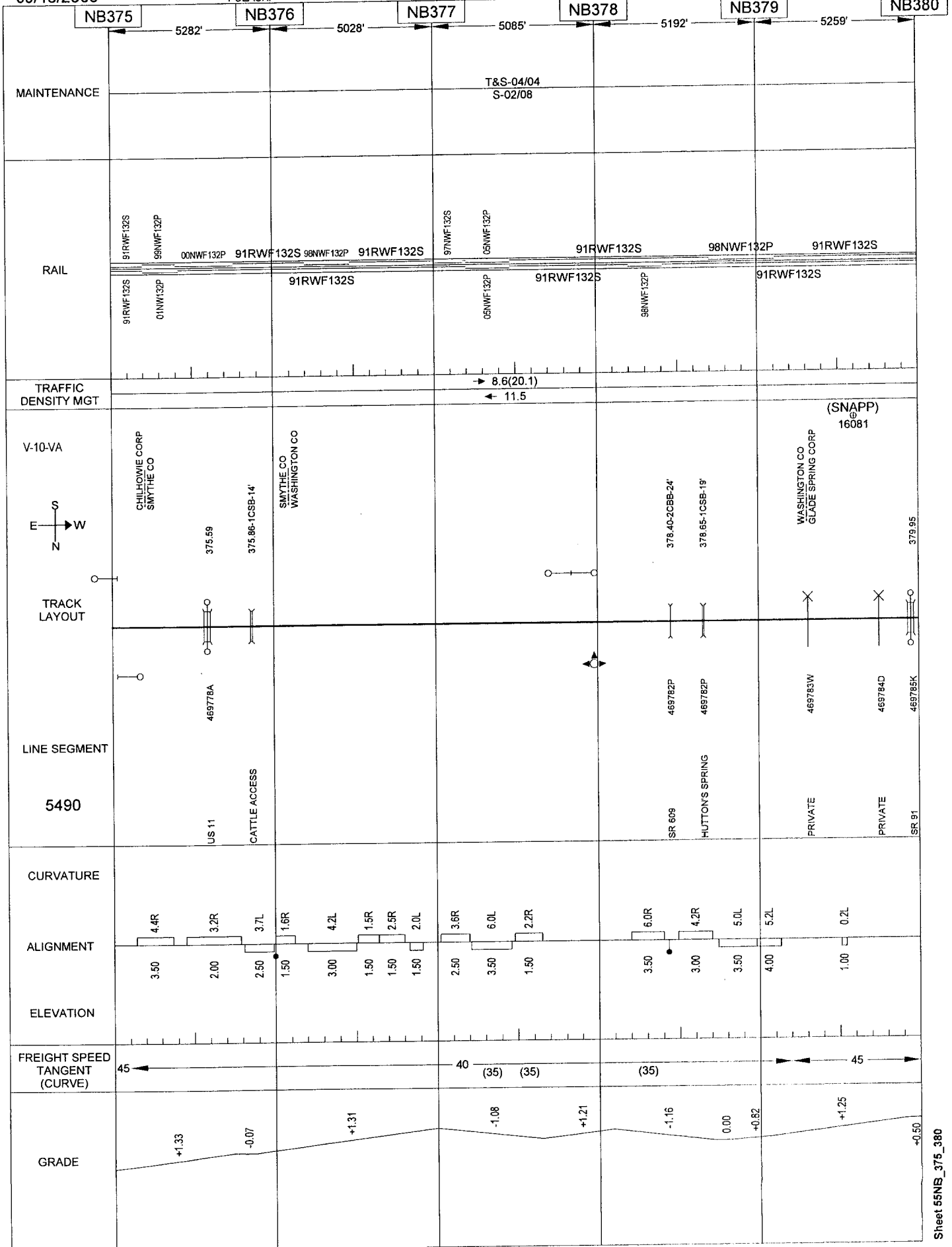
09/16/2008

147

PULASKI

WALTON-BRISTOL

VIRGINIA



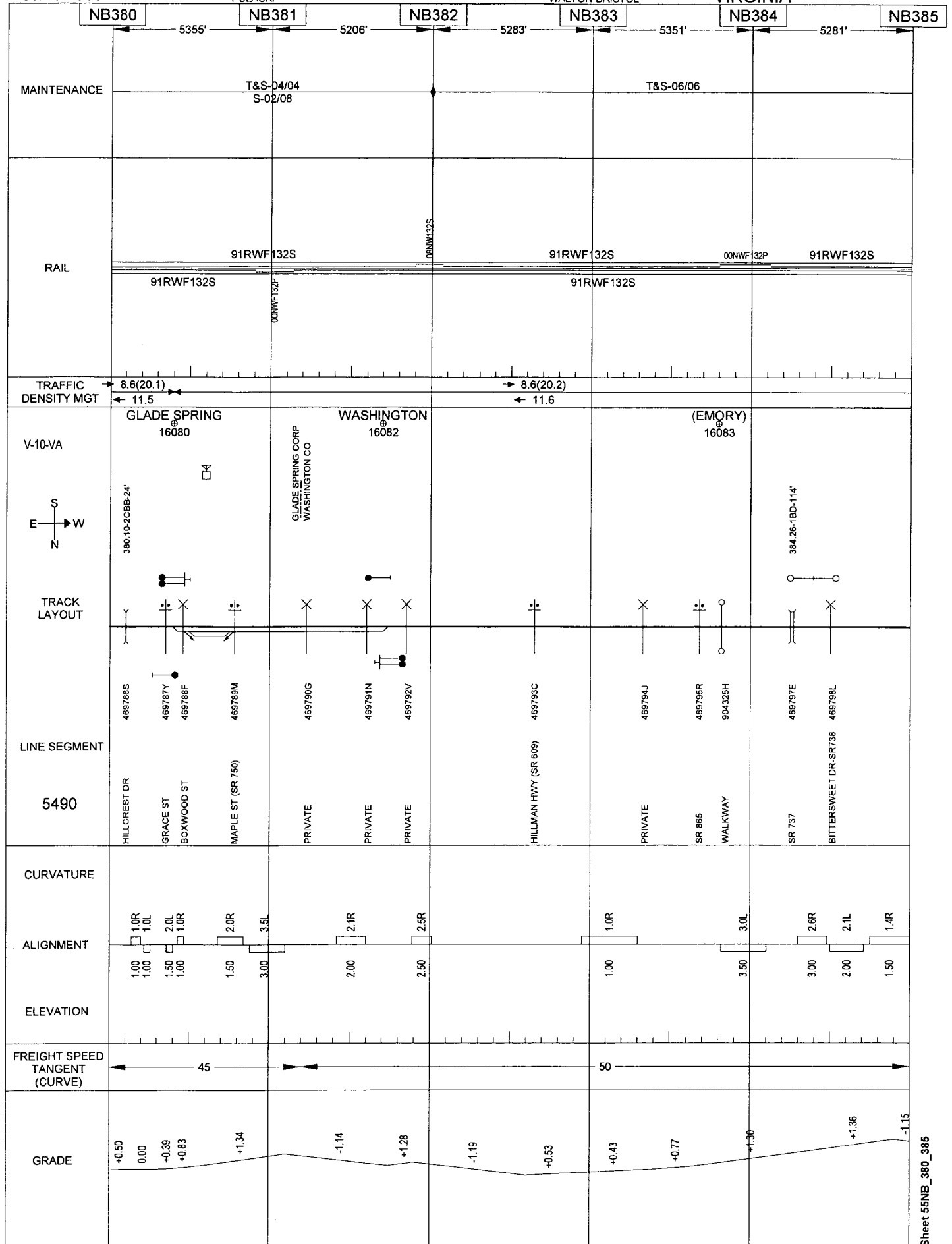
09/16/2008

PULASKI

148

WALTON-BRISTOL

VIRGINIA



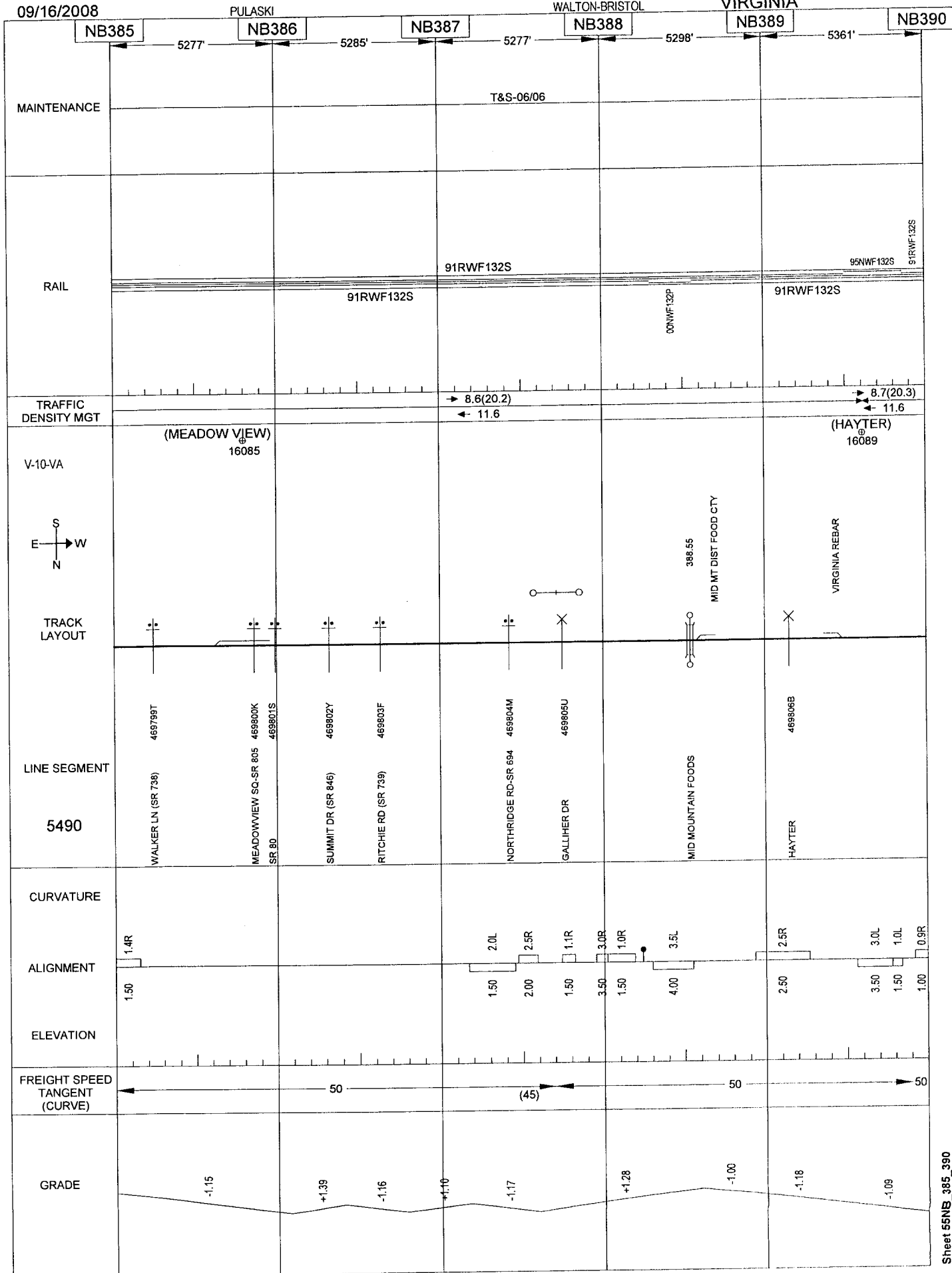
09/16/2008

149

PULASKI

WALTON-BRISTOL

VIRGINIA



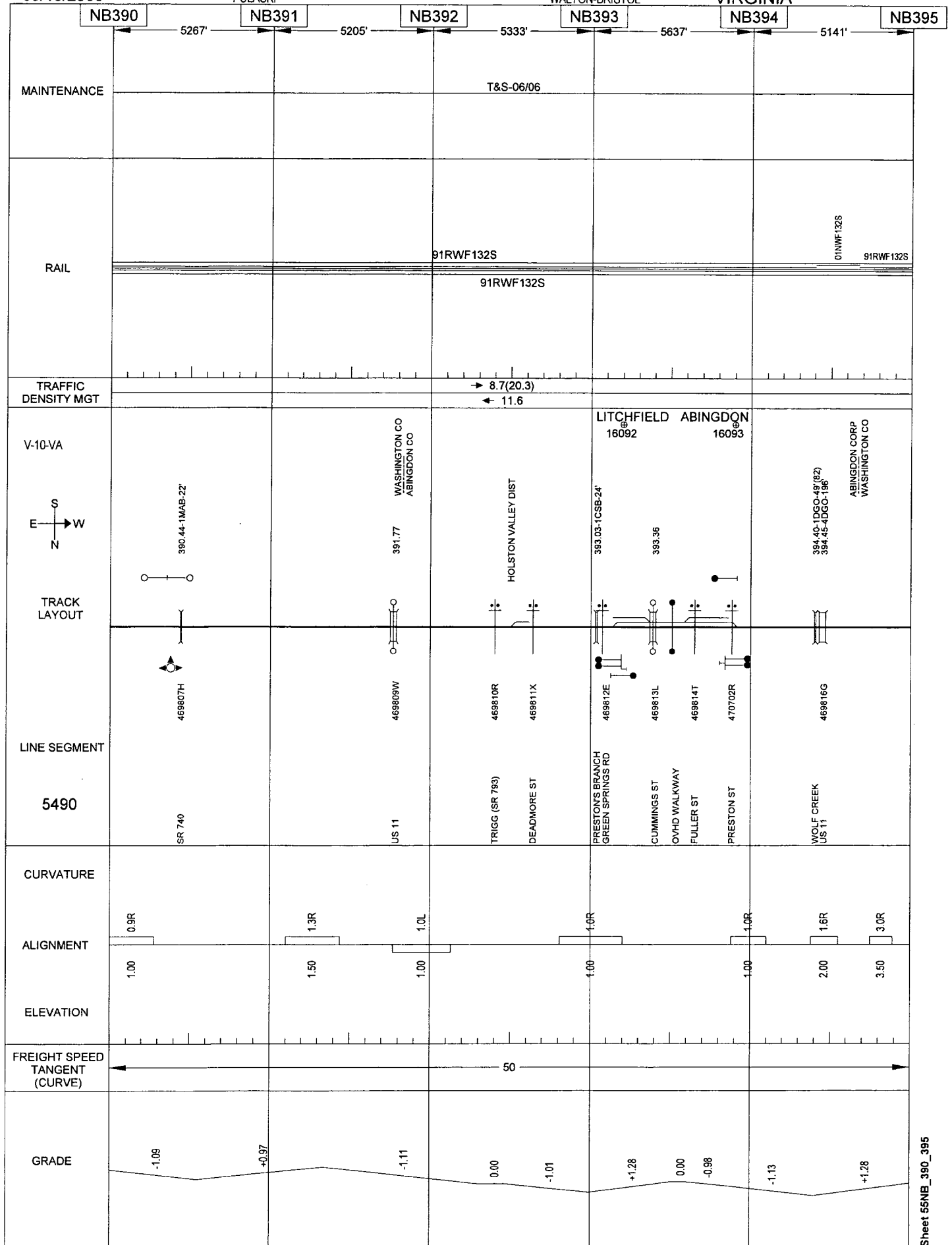
09/16/2008

PULASKI

150

WALTON-BRISTOL

VIRGINIA



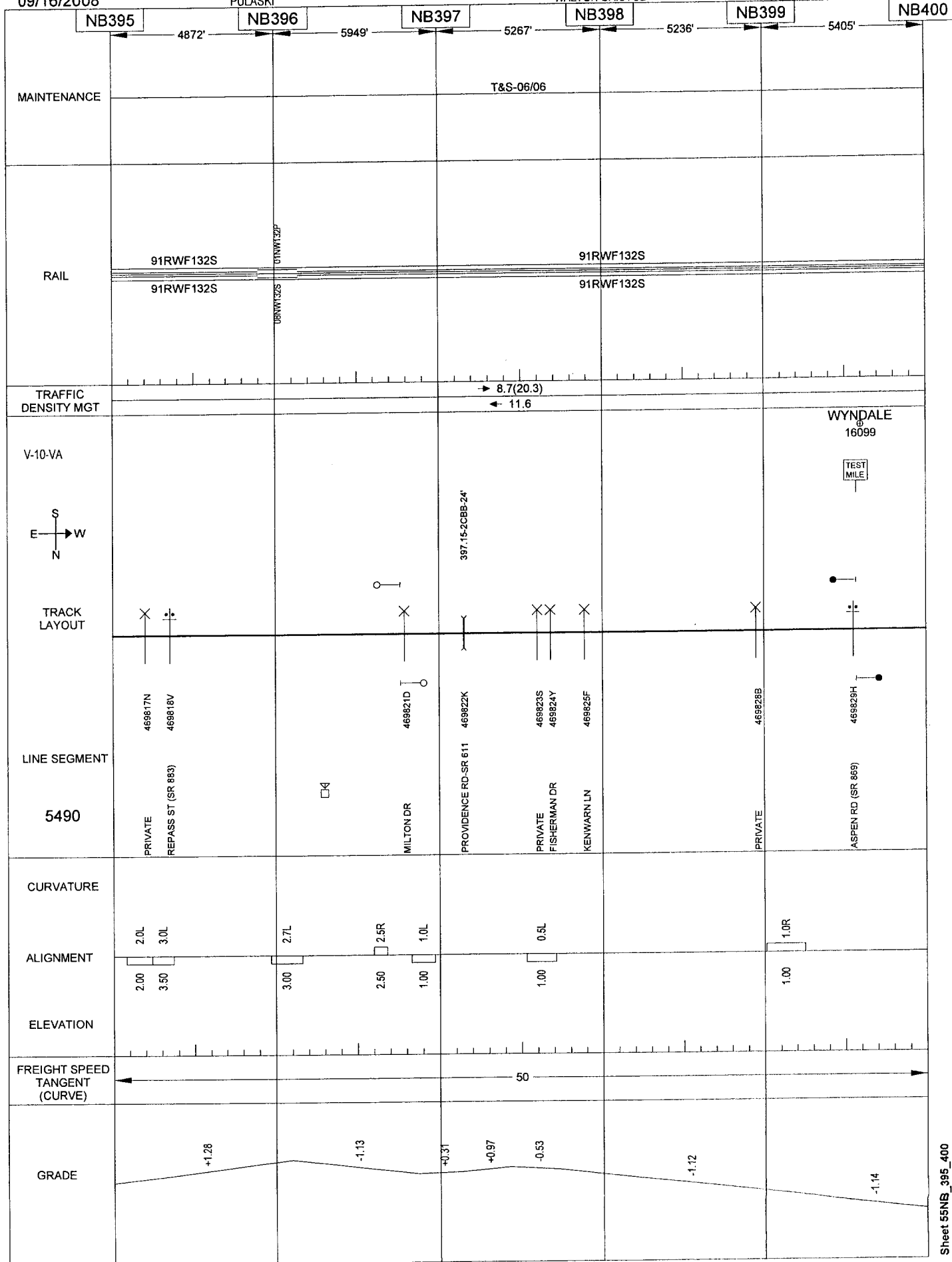
09/16/2008

151

PULASKI

WALTON-BRISTOL

VIRGINIA



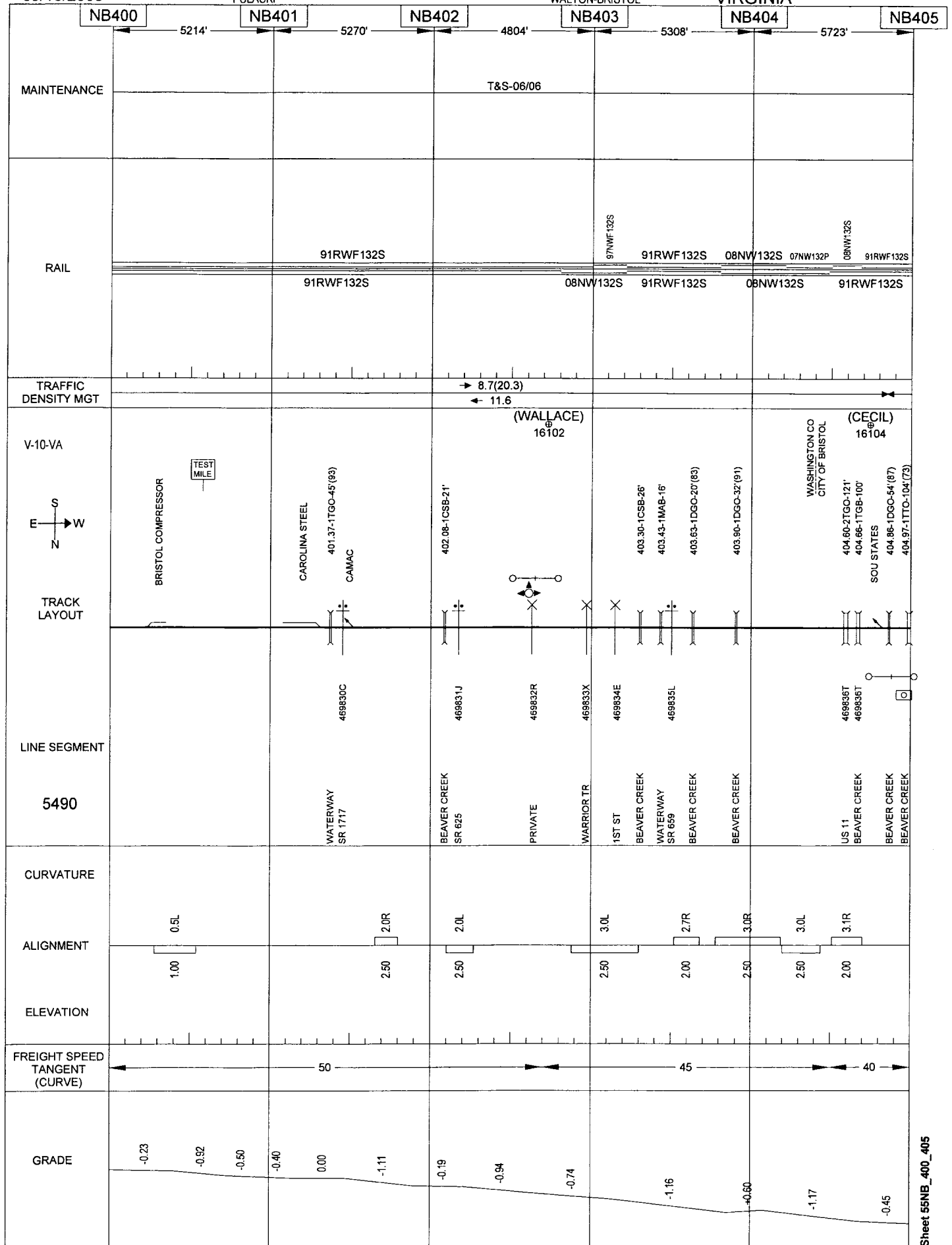
09/16/2008

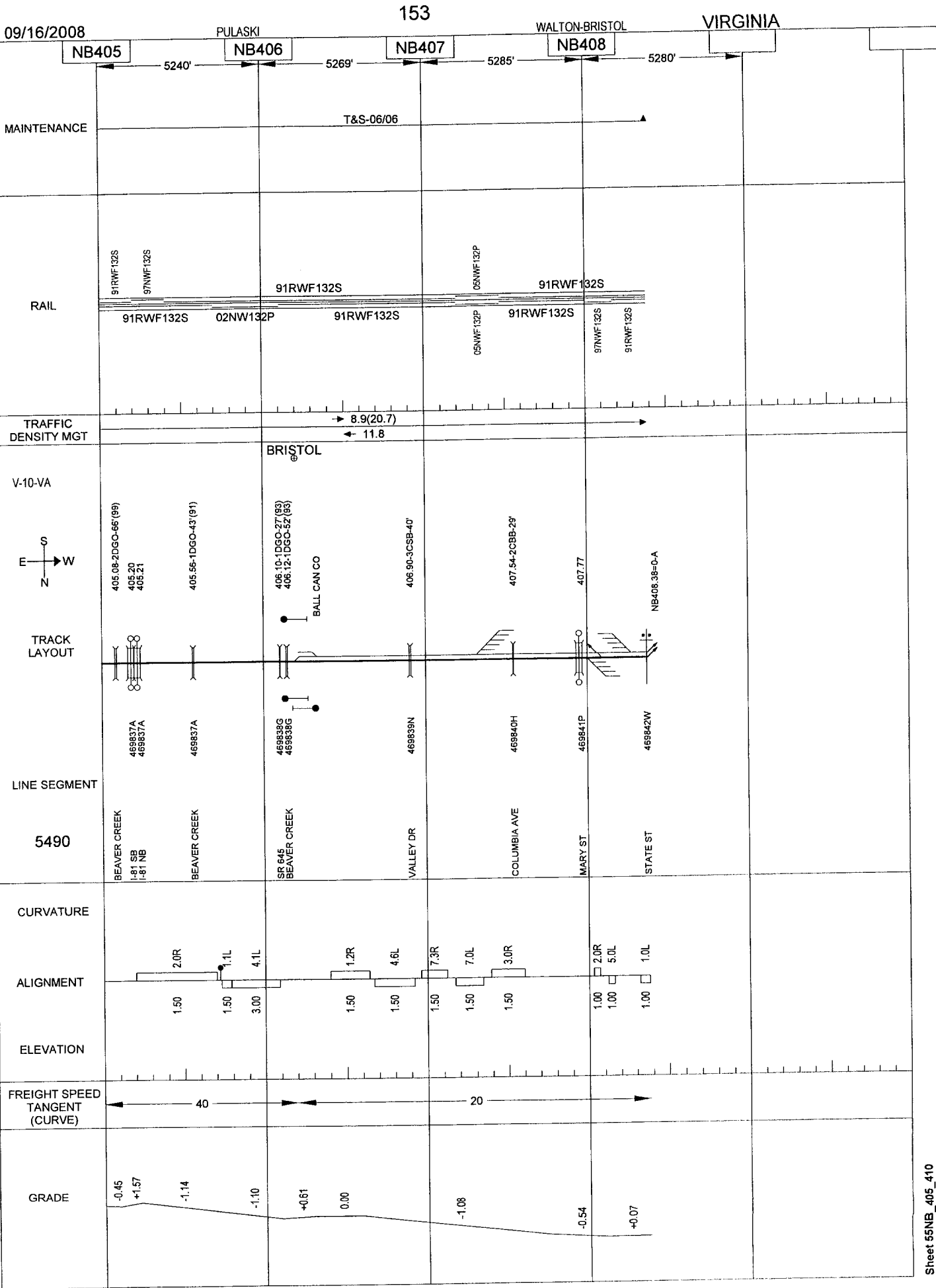
152

PULASKI

WALTON-BRISTOL

VIRGINIA





09/16/2008

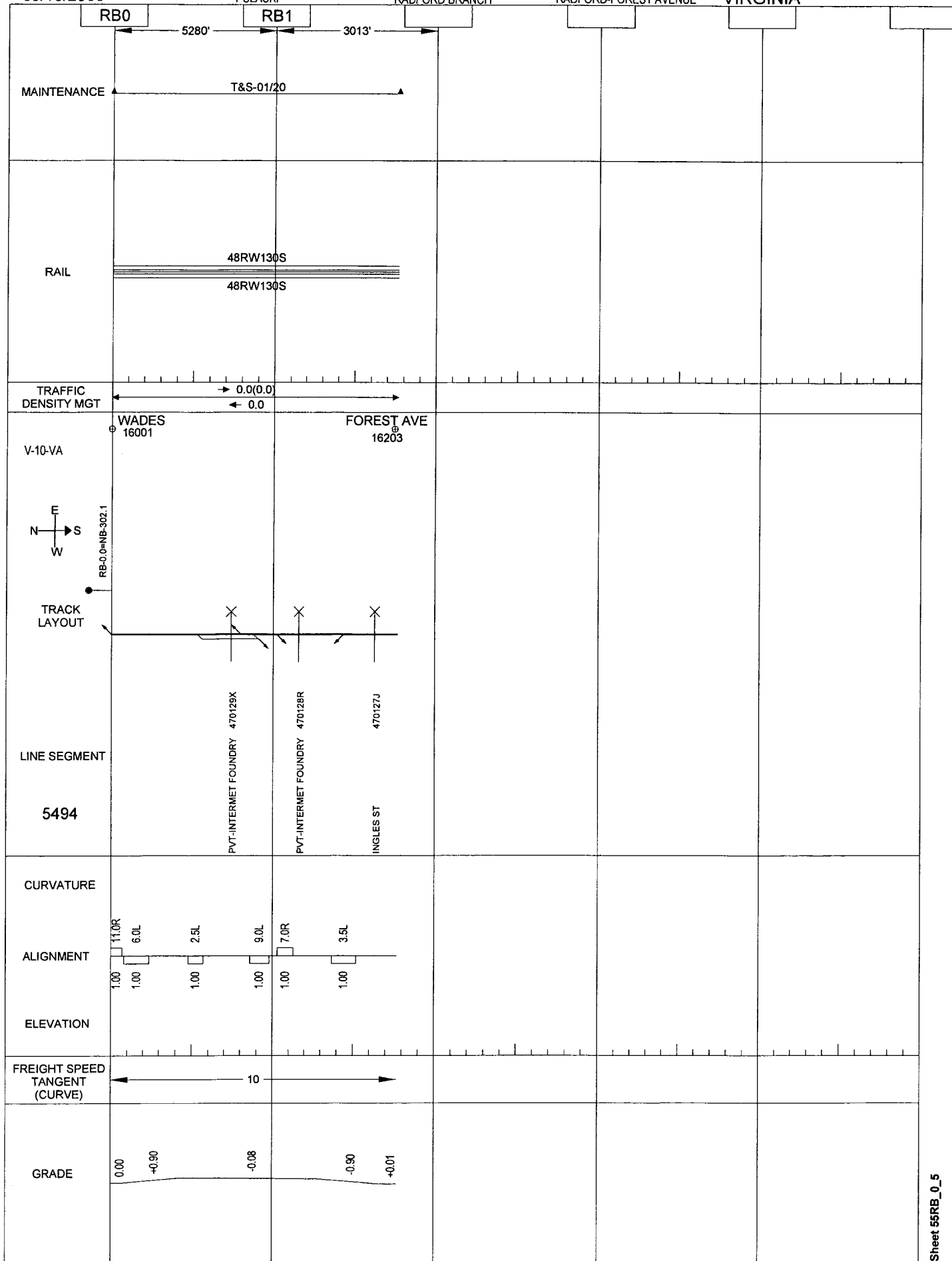
154

PULASKI

RADFORD BRANCH

RADFORD-FOREST AVENUE

VIRGINIA



09/16/2008

HAGERSTOWN

155
HAGERSTOWN SEC.

SHIPPENSBURG-HAGERSTOWN VIRGINIA

HW74

1594'

5370'

MAINTENANCE

T&S-05/08

RAIL

88RW127S

88RW127S

TRAFFIC
DENSITY MGT

14.4(30.1)

15.7

TOWN

(HAGERSTOWN)

HAGER

E
N → S
W

BEGIN HARRISBURG DIV

YARD
LIMIT

MARYLAND METALS

073.91-1CAB-60'

074.01-1CAB-60'

074.10-1TGB-65'

074.18-1TGB-65'

074.54-1CSB-20'

HW-74.80=H-0.63

TRACK
LAYOUT

LINE SEGMENT

2442

ACCESS RD

CHURCH ST

FRANKLIN ST

WASHINGTON ST

ANTIETAM ST

CSXT RR

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

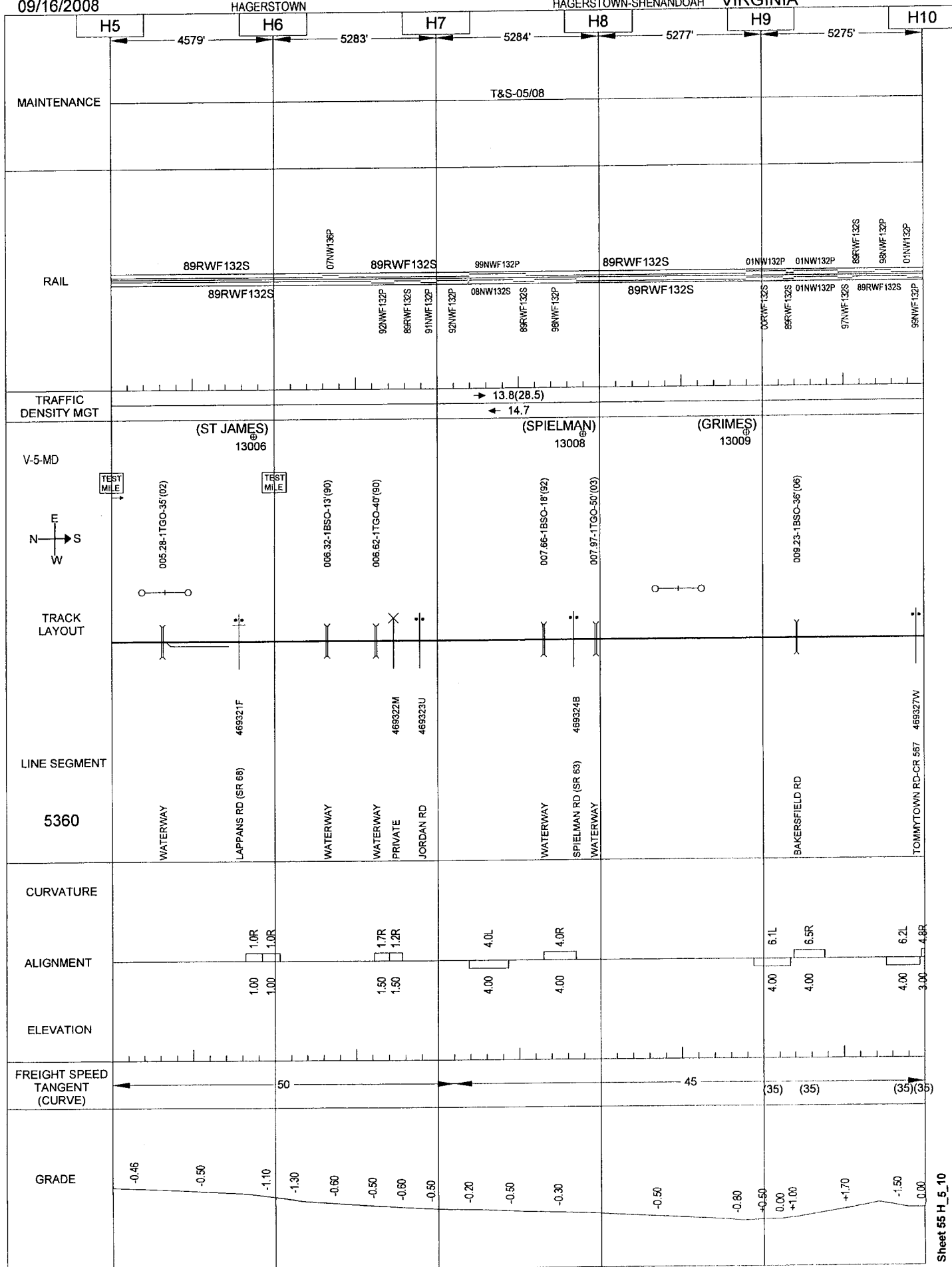
-0.60

+0.68

VIRGINIA

	H1	H2	H3	H4	H5
MAINTENANCE	T&S-05/08				
RAIL	89RWF132S 04RWF132S 89RWF132S 89RWF132S 97NWF132S 89RWF132S				
TRAFFIC DENSITY MGT	<div style="text-align: center;"> ← 13.8(28.5) → 14.7 </div>				
V-5-MD	HAGER 13002 VARDO 13004 				
TRACK LAYOUT					
LINE SEGMENT	5360 TO CSXT (OLD WM YD) VIRGINIA AVE (US 11) WILSON BLVD STORY'S CREEK PRIVATE DOWNSVILLE PK-SR 632 PRIVATE RENCH RD PRIVATE PRIVATE PRIVATE COLLEGE RD				
CURVATURE					
ALIGNMENT	1.50 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00				
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 -0.60 -0.30 -0.46				

Sheet 55 H_0_5



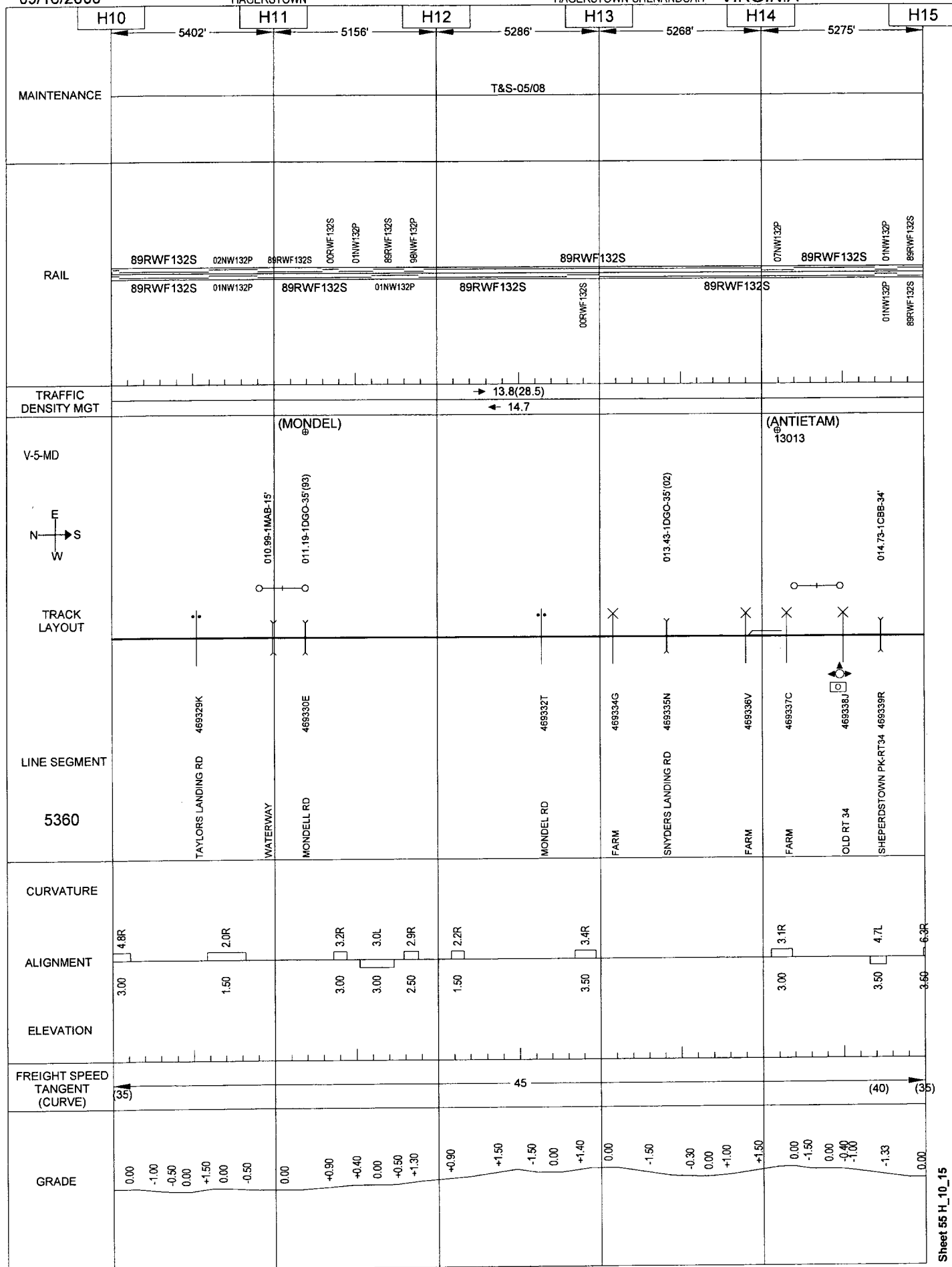
09/16/2008

158

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA

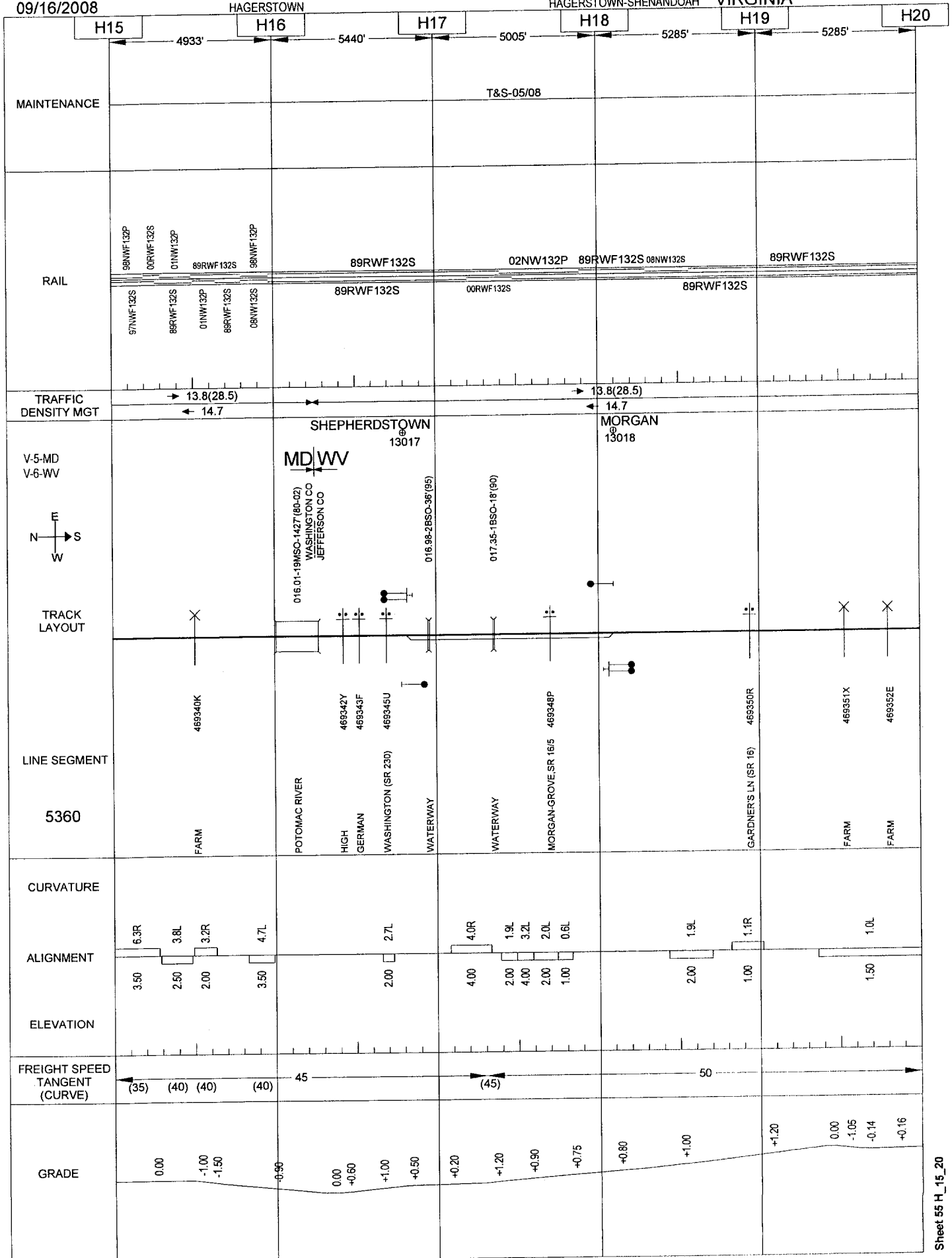


09/16/2008

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



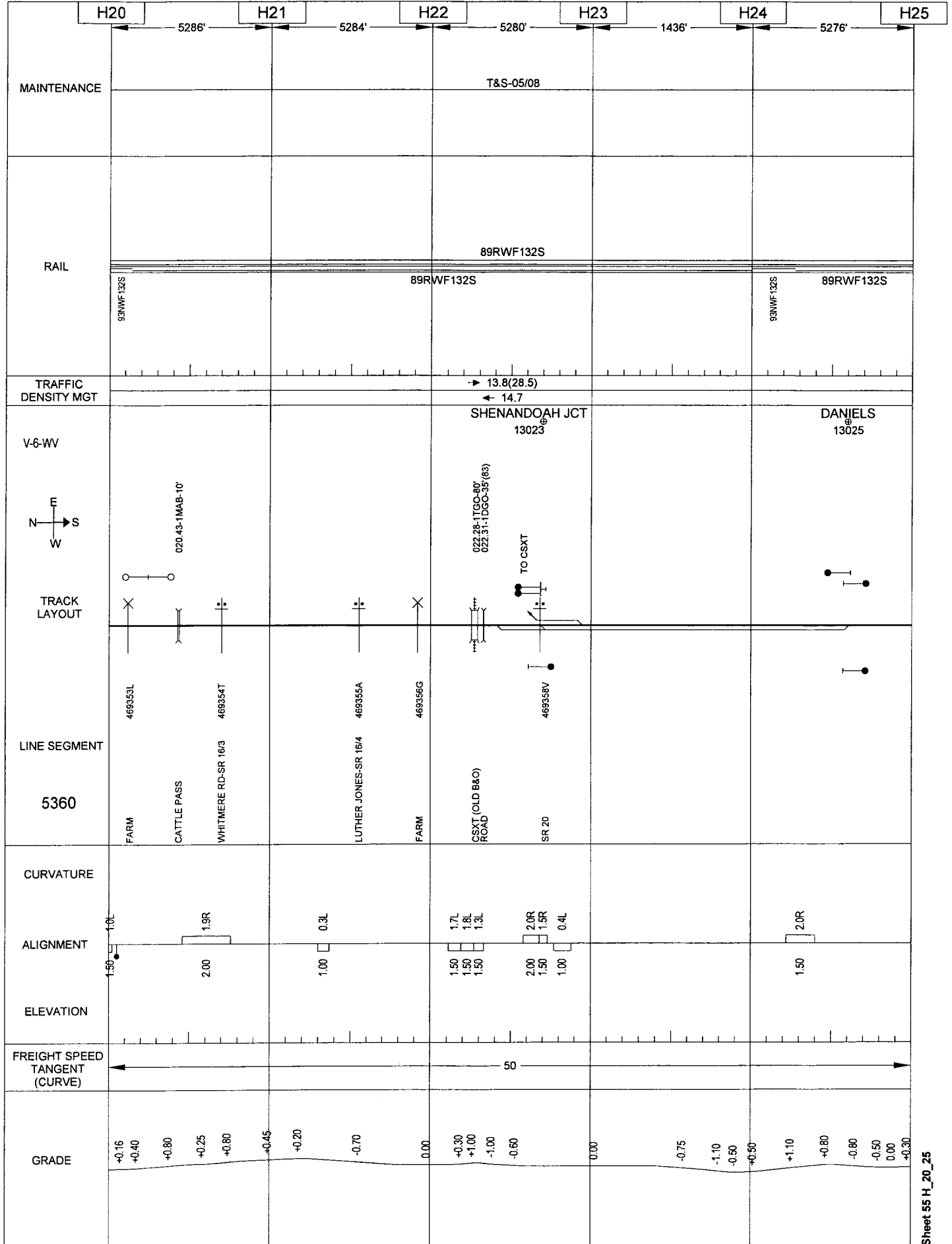
09/16/2008

HAGERSTOWN

160

HAGERSTOWN-SHENANDOAH

VIRGINIA

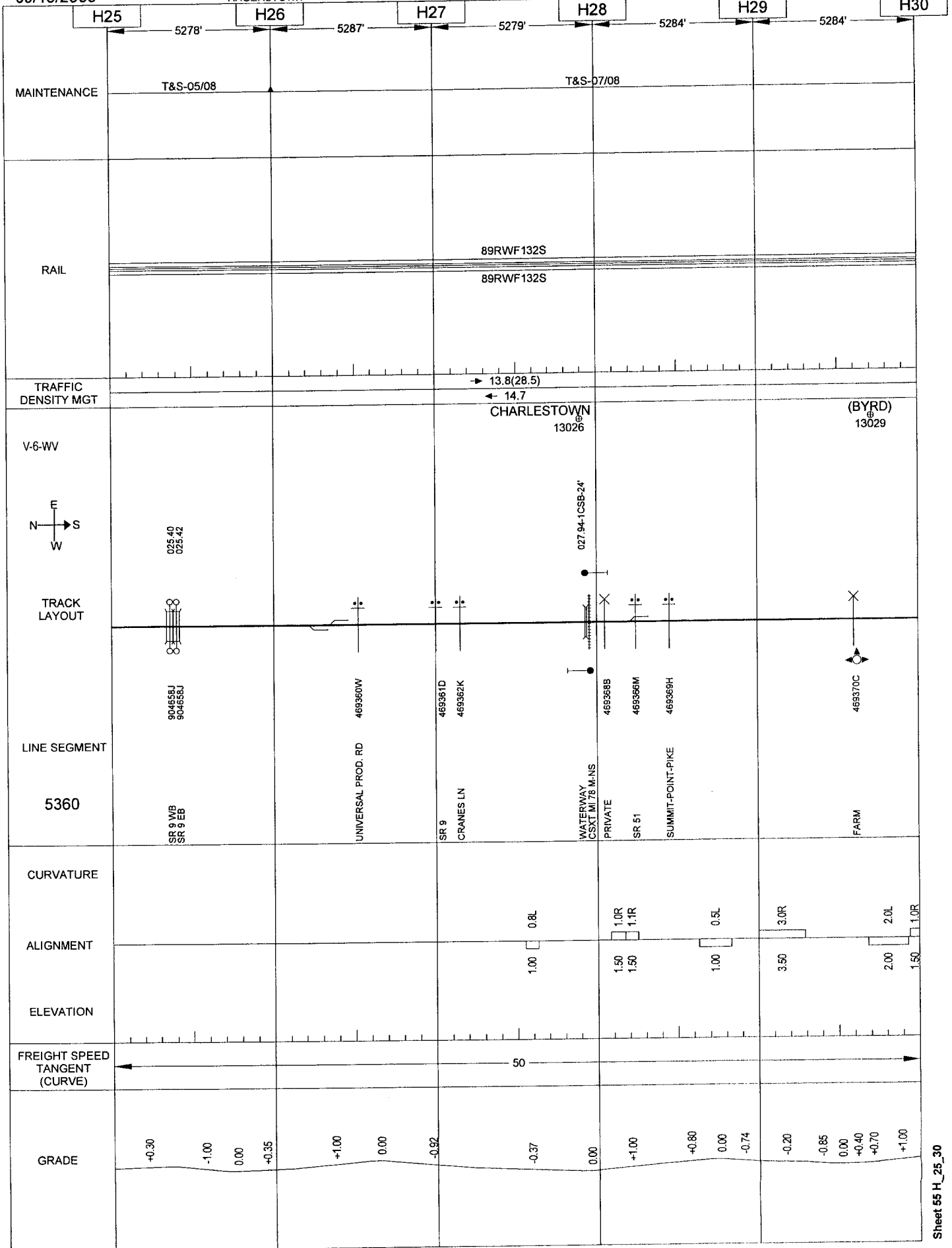


09/16/2008

161

HAGERSTOWN-SHENANDOAH

VIRGINIA



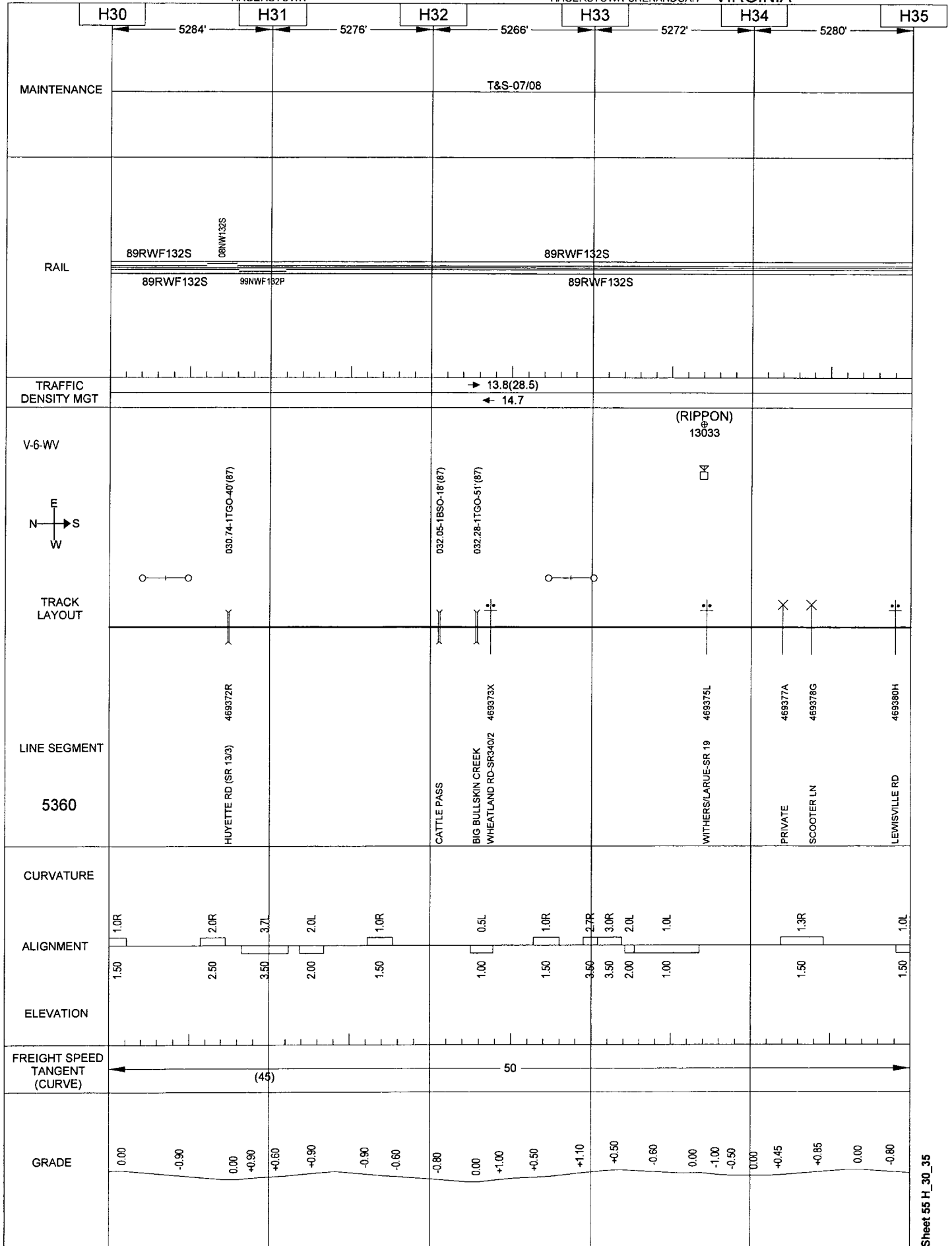
09/16/2008

162

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA

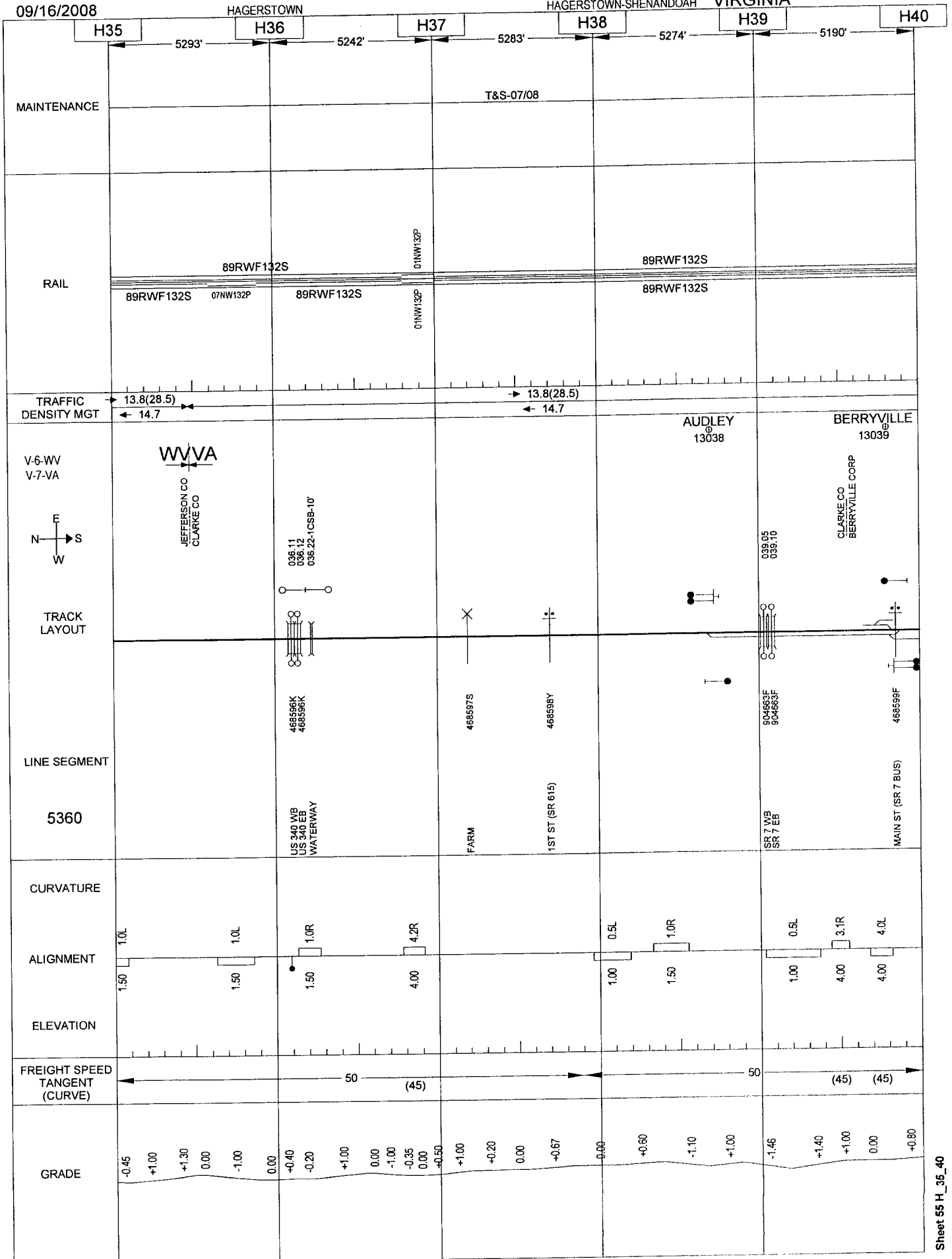


09/16/2008

163

HAGERSTOWN-SHENANDOAH

VIRGINIA



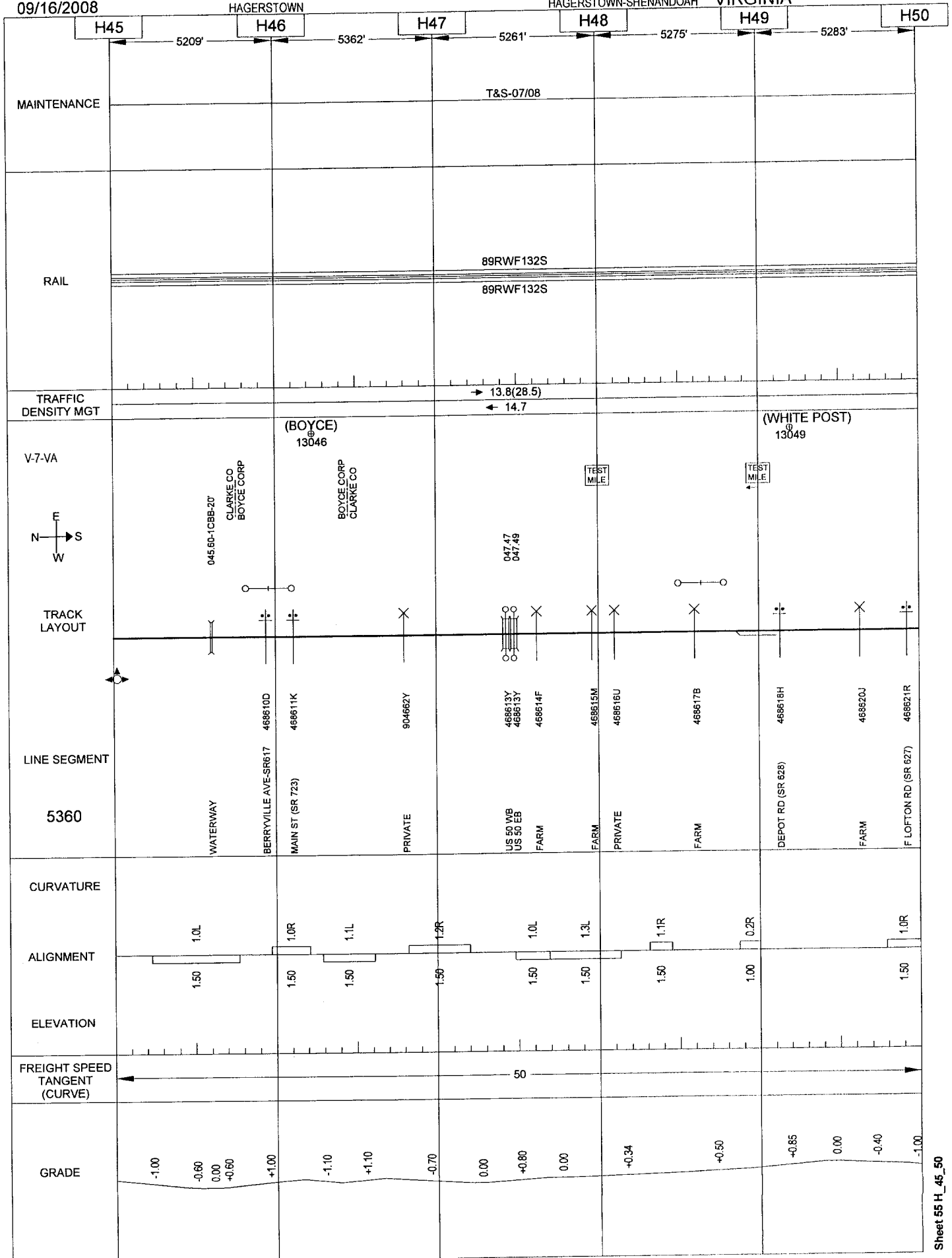
VIRGINIA

Sheet 55 H_40_45

09/16/2008

165

HAGERSTOWN-SHENANDOAH VIRGINIA



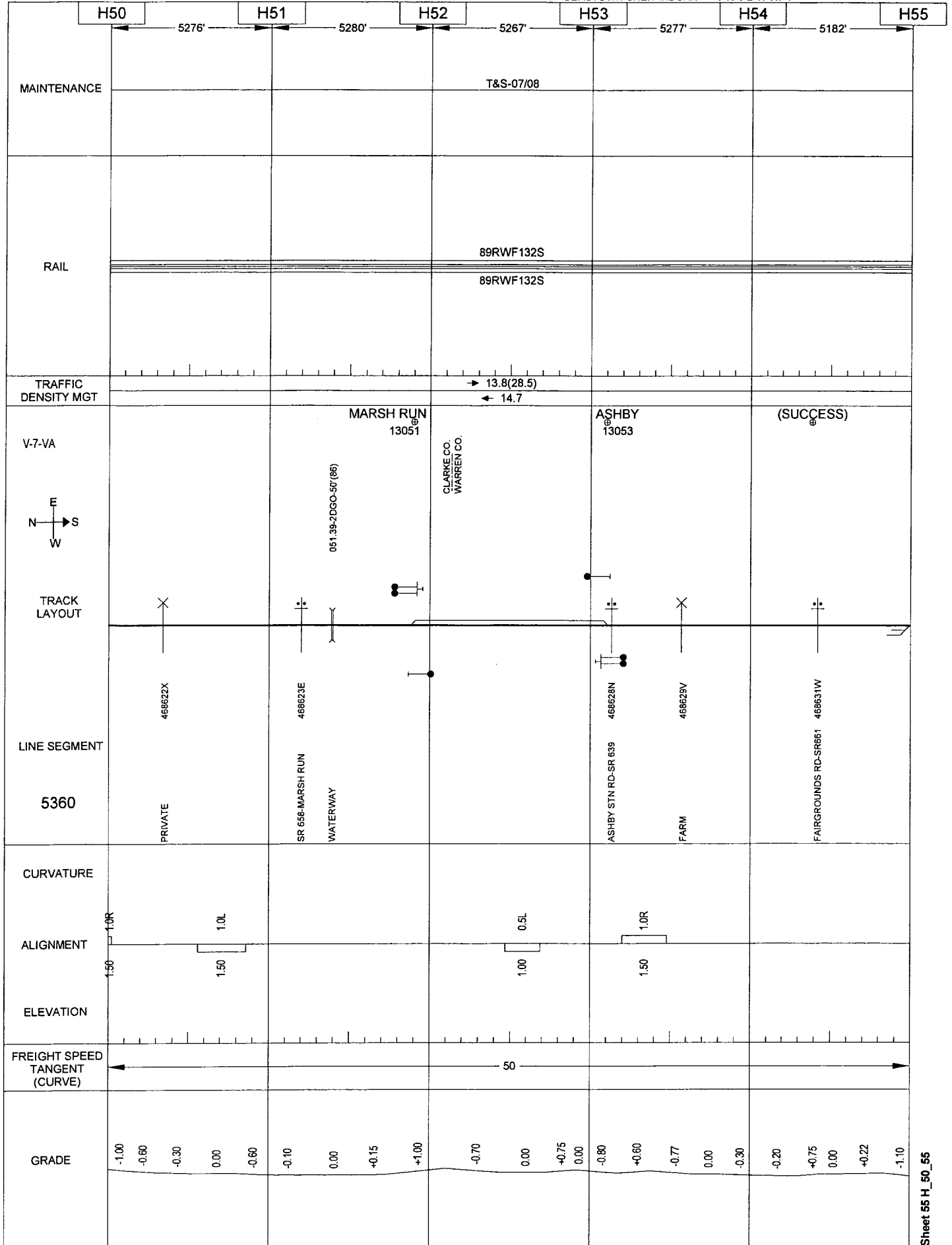
09/16/2008

HAGERSTOWN

166

HAGERSTOWN-SHENANDOAH

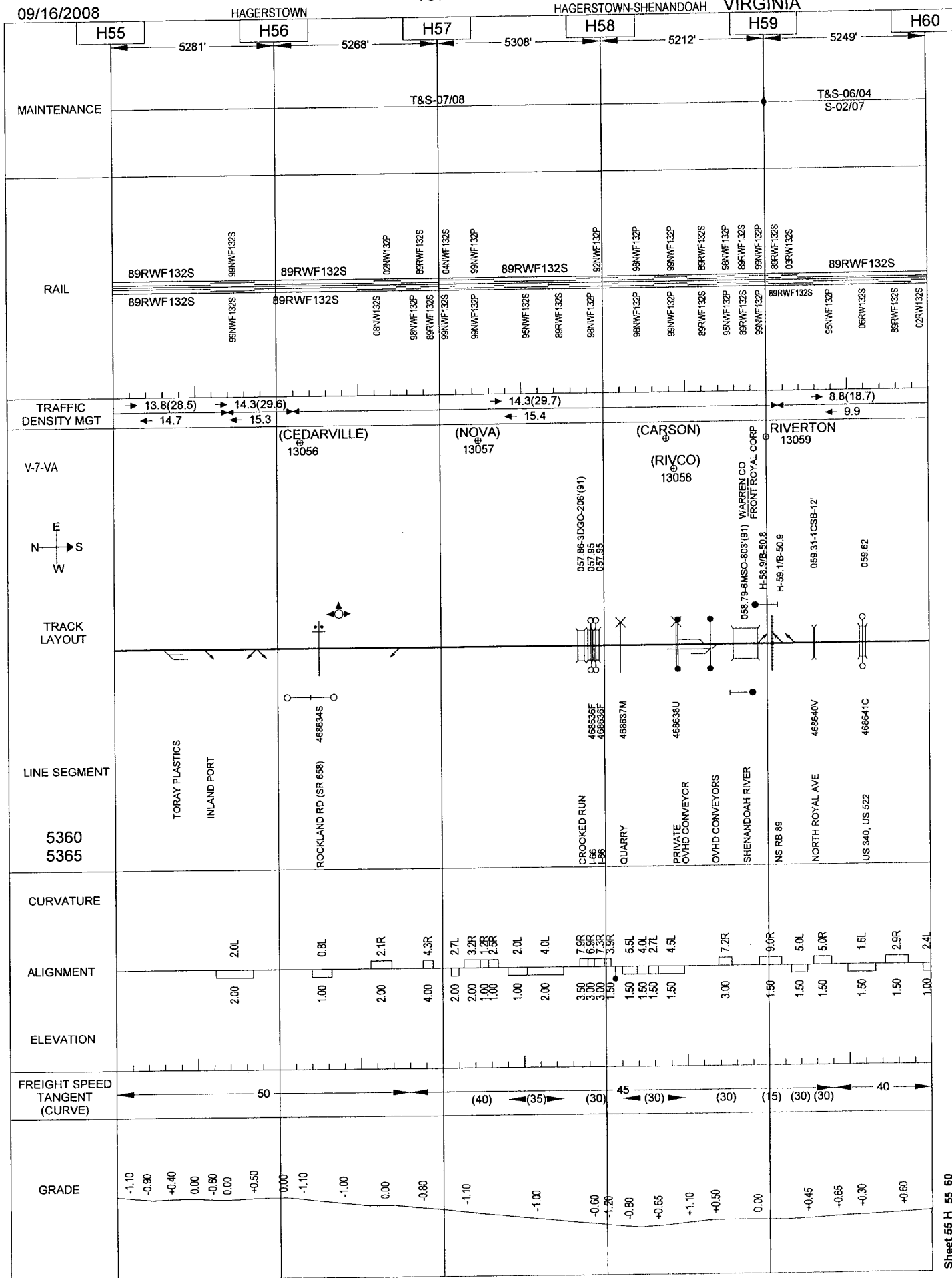
VIRGINIA



09/16/2008

167

HAGERSTOWN-SHENANDOAH VIRGINIA



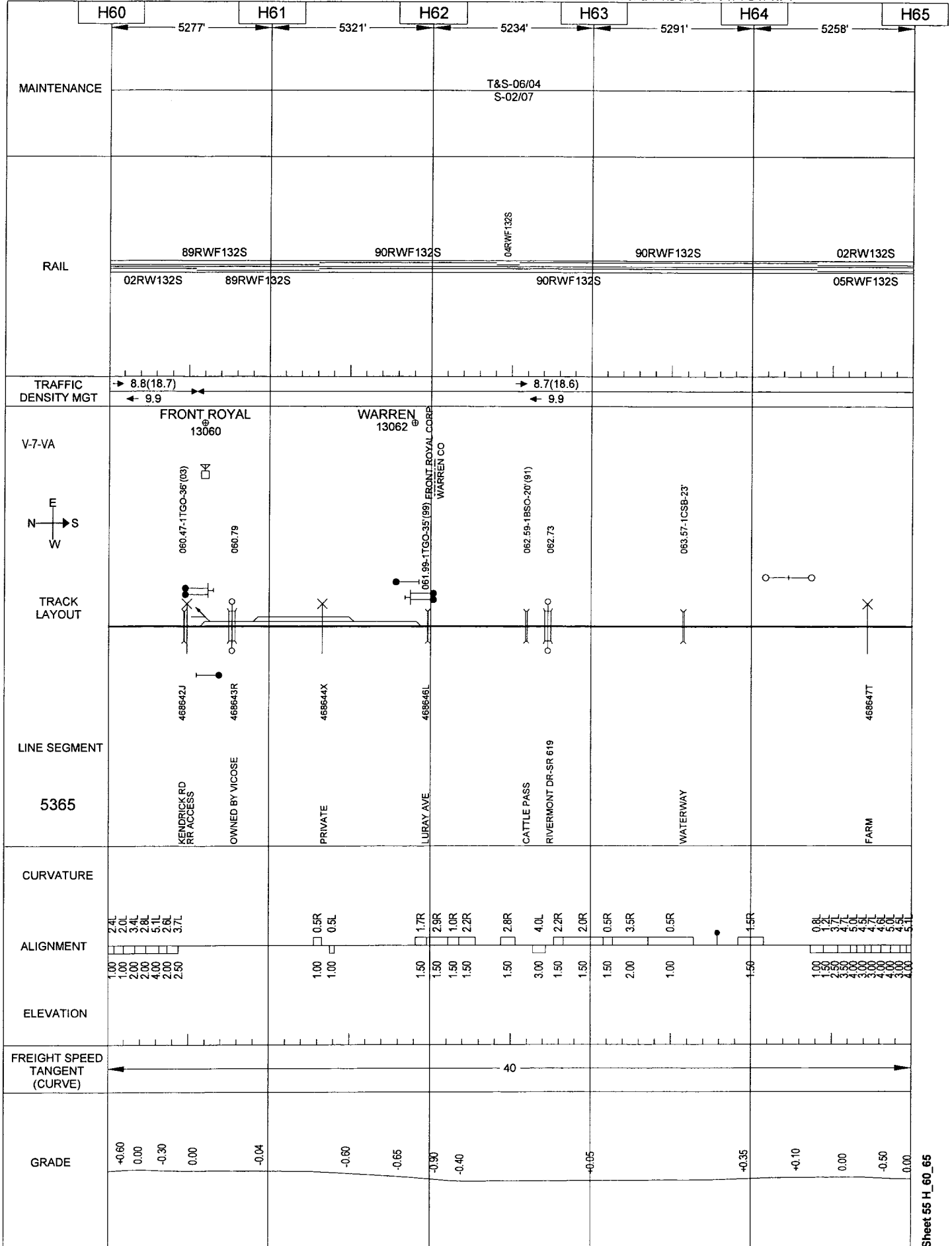
09/16/2008

HAGERSTOWN

168

HAGERSTOWN-SHENANDOAH

VIRGINIA

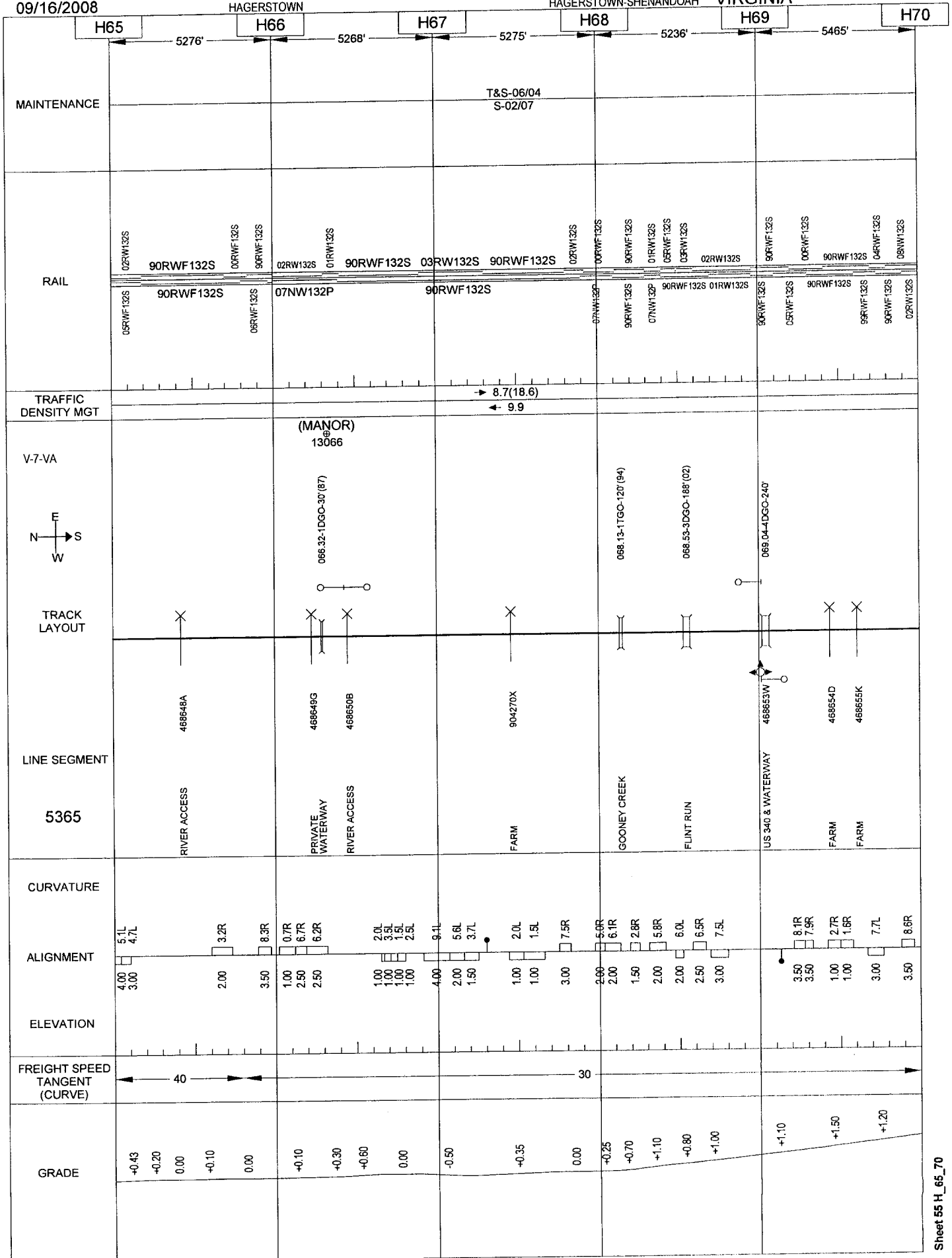


09/16/2008

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



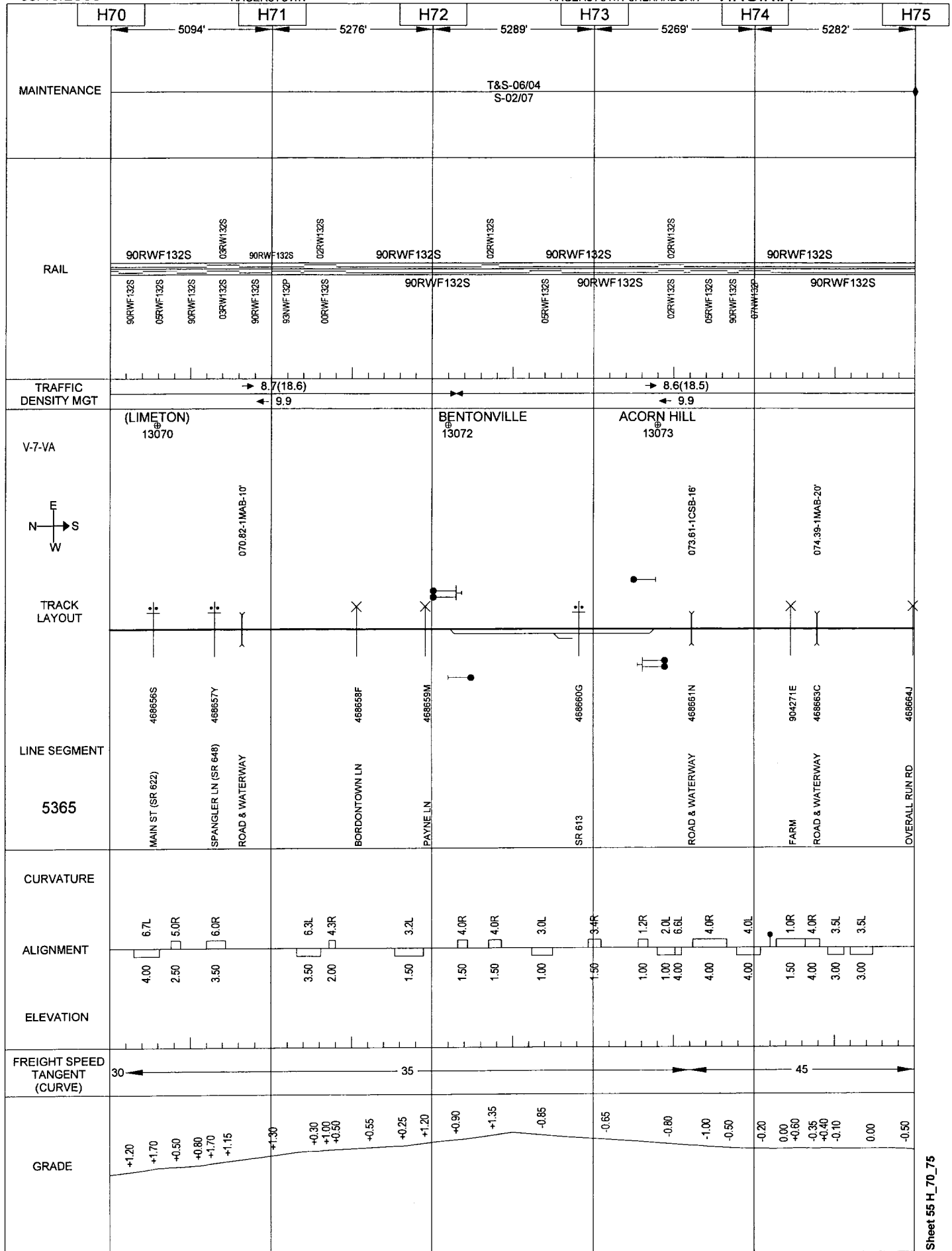
09/16/2008

170

HAGERSTOWN

HAGERSTOWN-SHENANDOAH

VIRGINIA



VIRGINIA

H80

50/6 -

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

90RWF132S

→ 8.6(18.5)
← 9.9

(RILEYVILLE)
①
13079

PAGE CO.
WARREN CO.

58667E

5365

1R

ALIGNMENT

ELEVATION

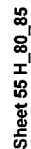
FREIGHT SPEED
TANGENT
(CURVE)

GRADE

1

Sheet 55 H_75_80

VIRGINIA

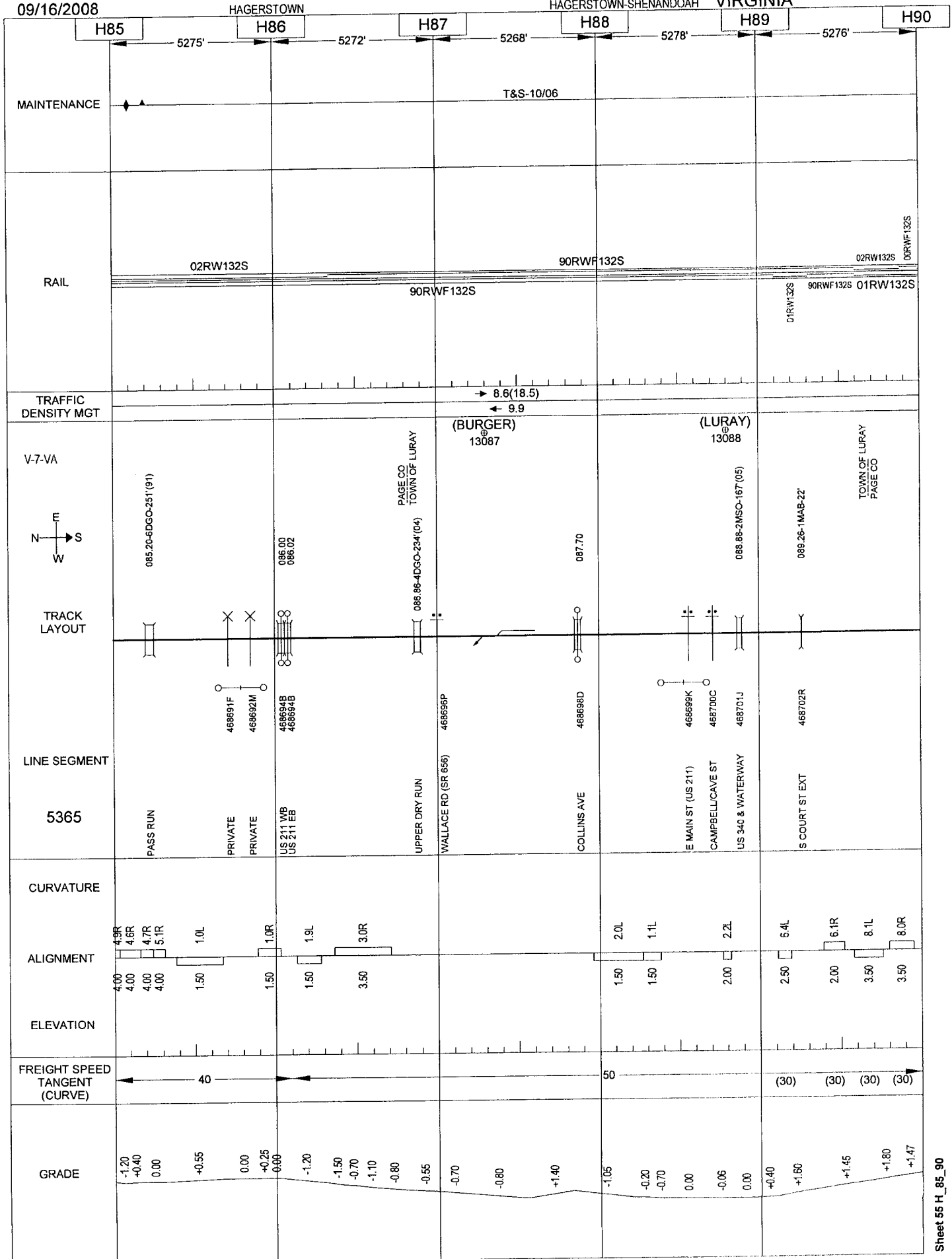


09/16/2008

HAGERSTOWN

173

HAGERSTOWN-SHENANDOAH VIRGINIA



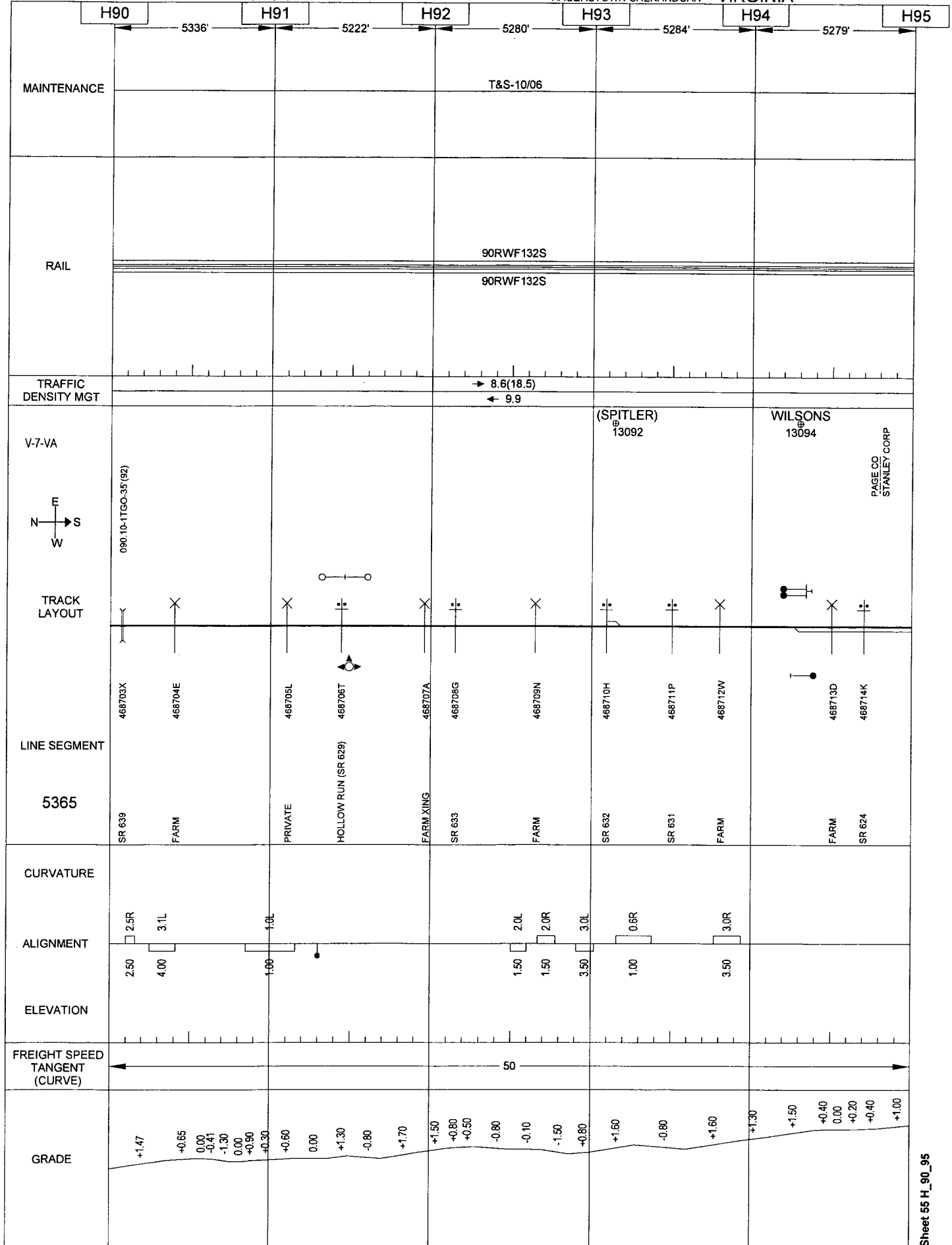
09/16/2008

HAGERSTOWN

174

HAGERSTOWN-SHENANDOAH

VIRGINIA

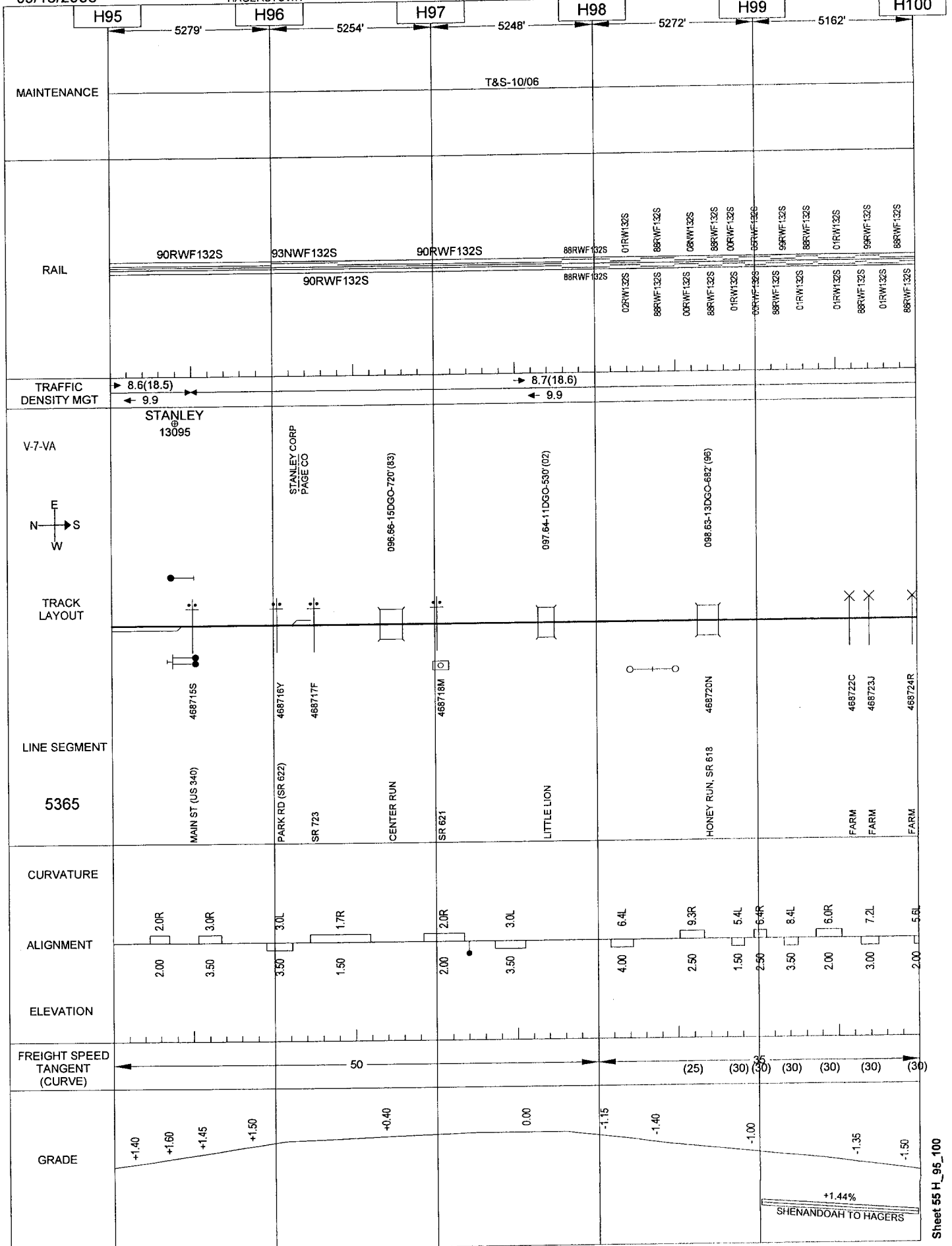


09/16/2008

175

HAGERSTOWN

HAGERSTOWN-SHENANDOAH VIRGINIA



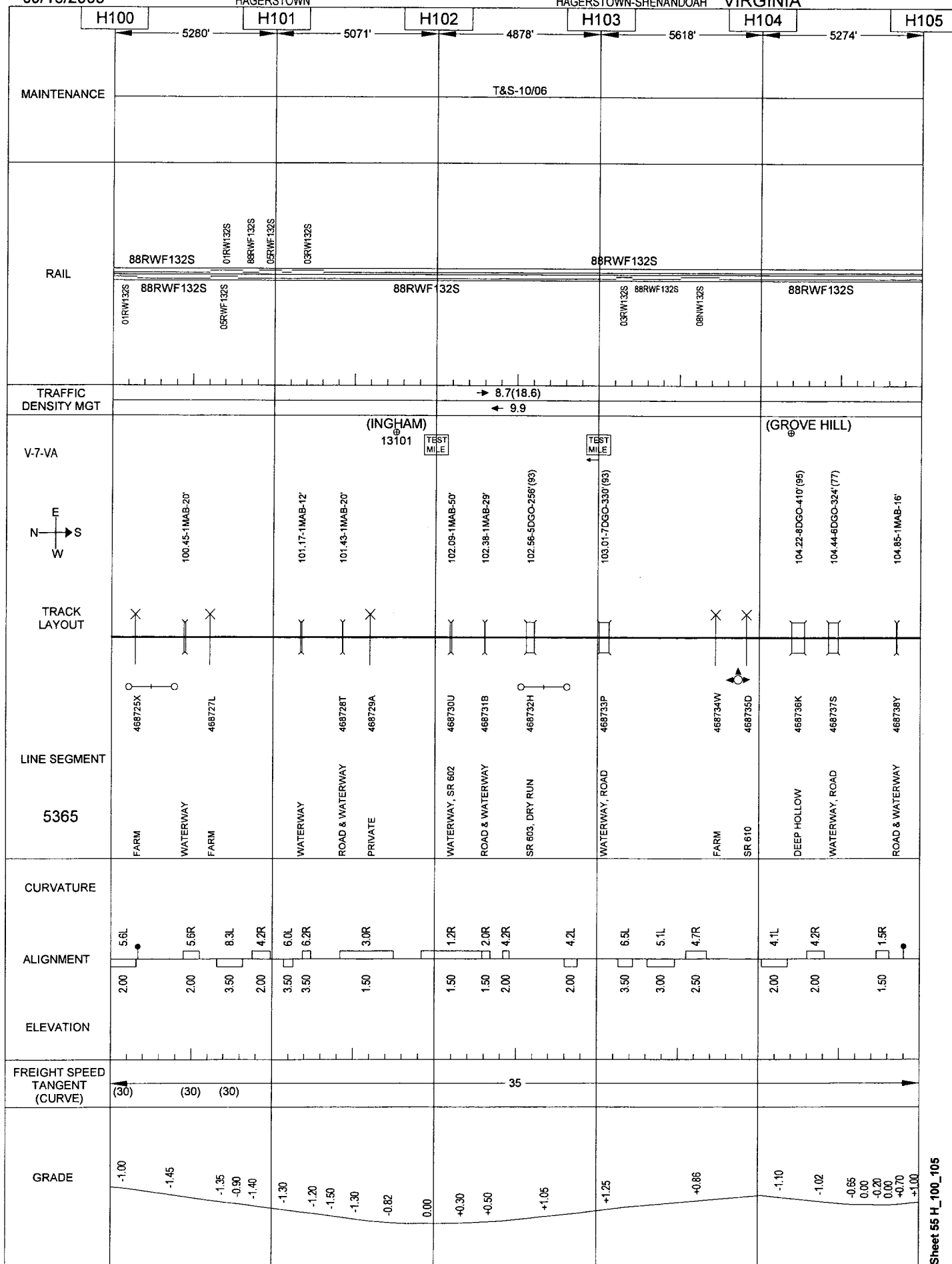
09/16/2008

HAGERSTOWN

176

HAGERSTOWN-SHENANDOAH

VIRGINIA

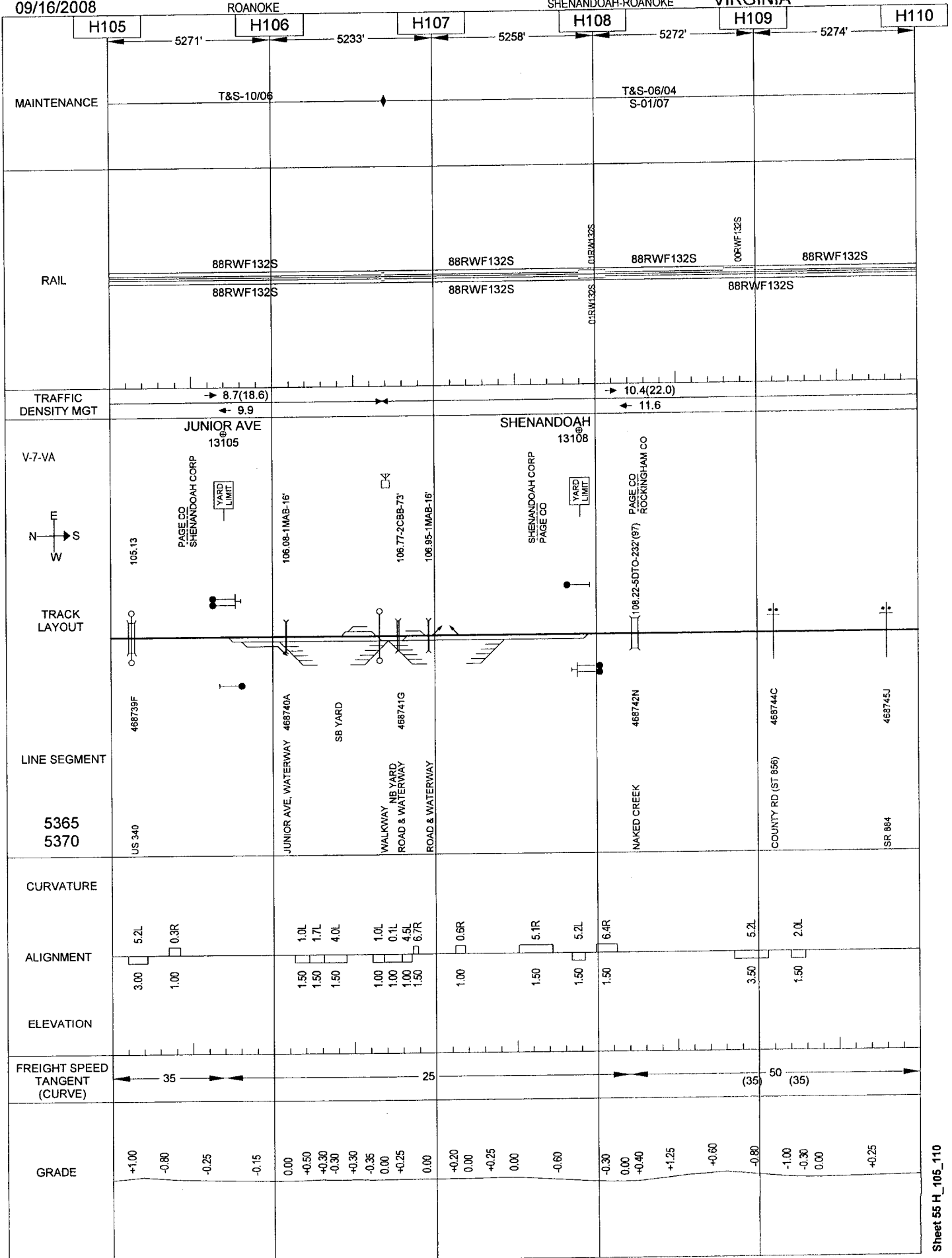


09/16/2008

177

SHENANDOAH-ROANOKE

VIRGINIA



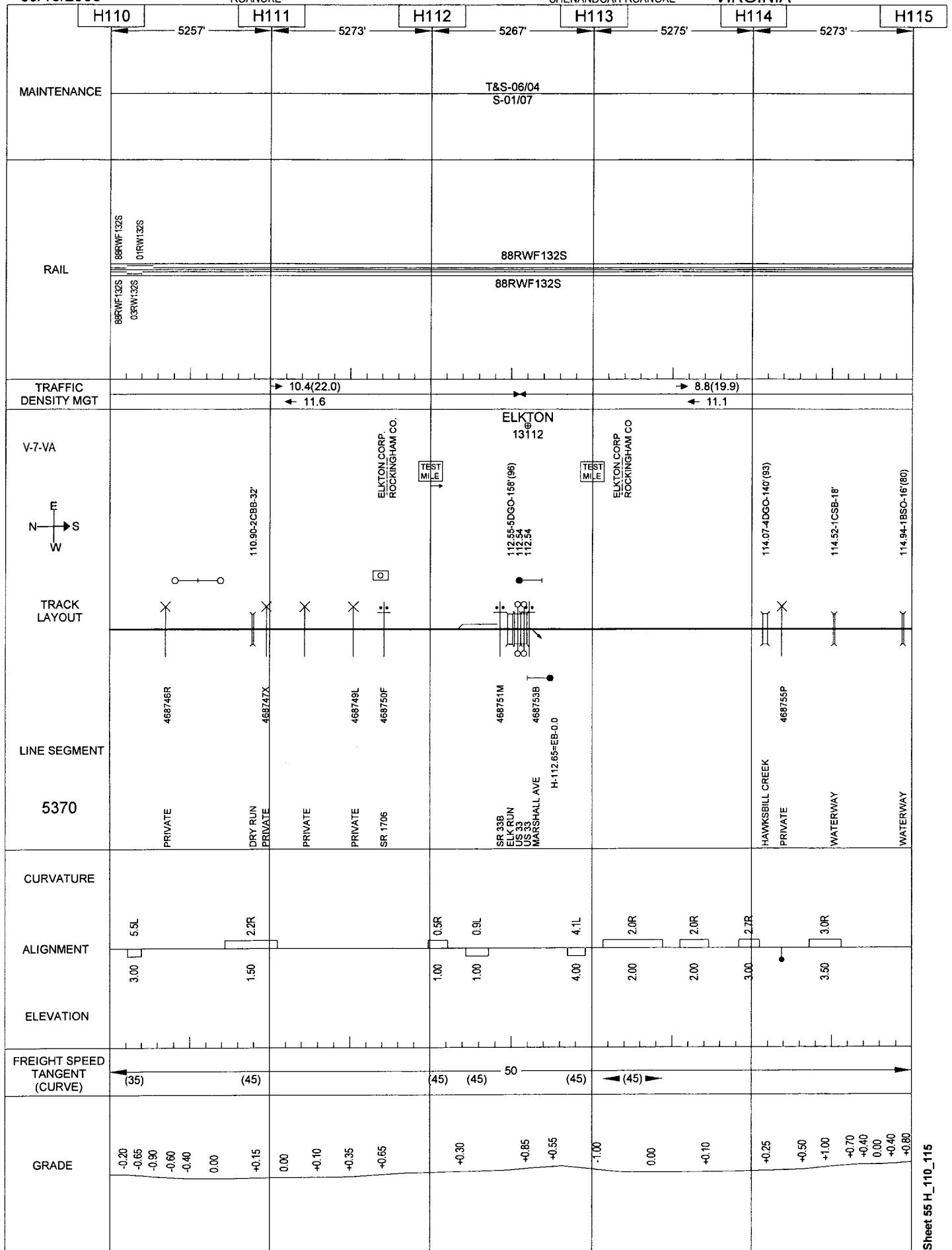
09/16/2008

ROANOKE

178

SHENANDOAH-ROANOKE

VIRGINIA

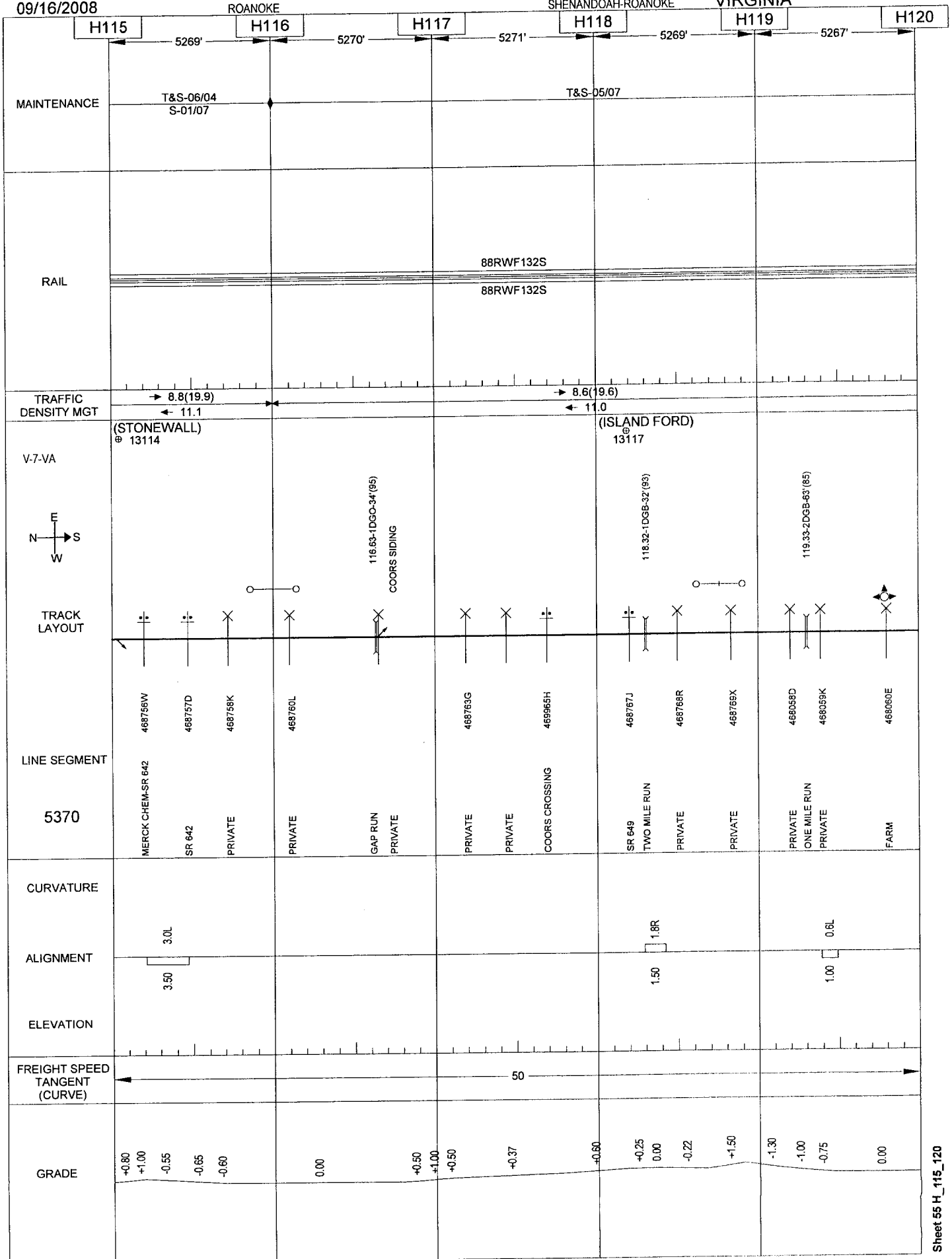


09/16/2008

179

SHENANDOAH-ROANOKE

VIRGINIA



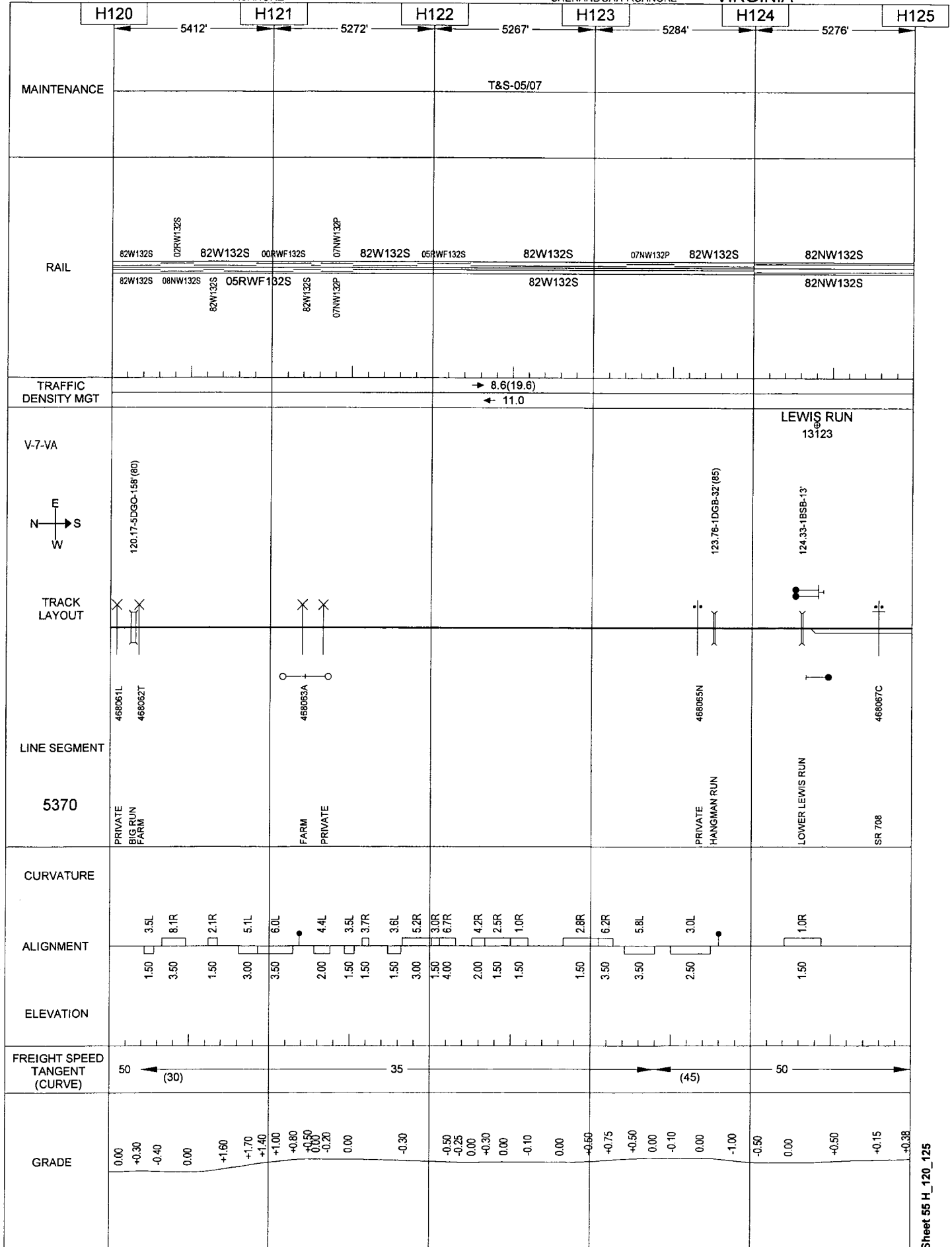
09/16/2008

ROANOKE

180

SHENANDOAH-ROANOKE

VIRGINIA



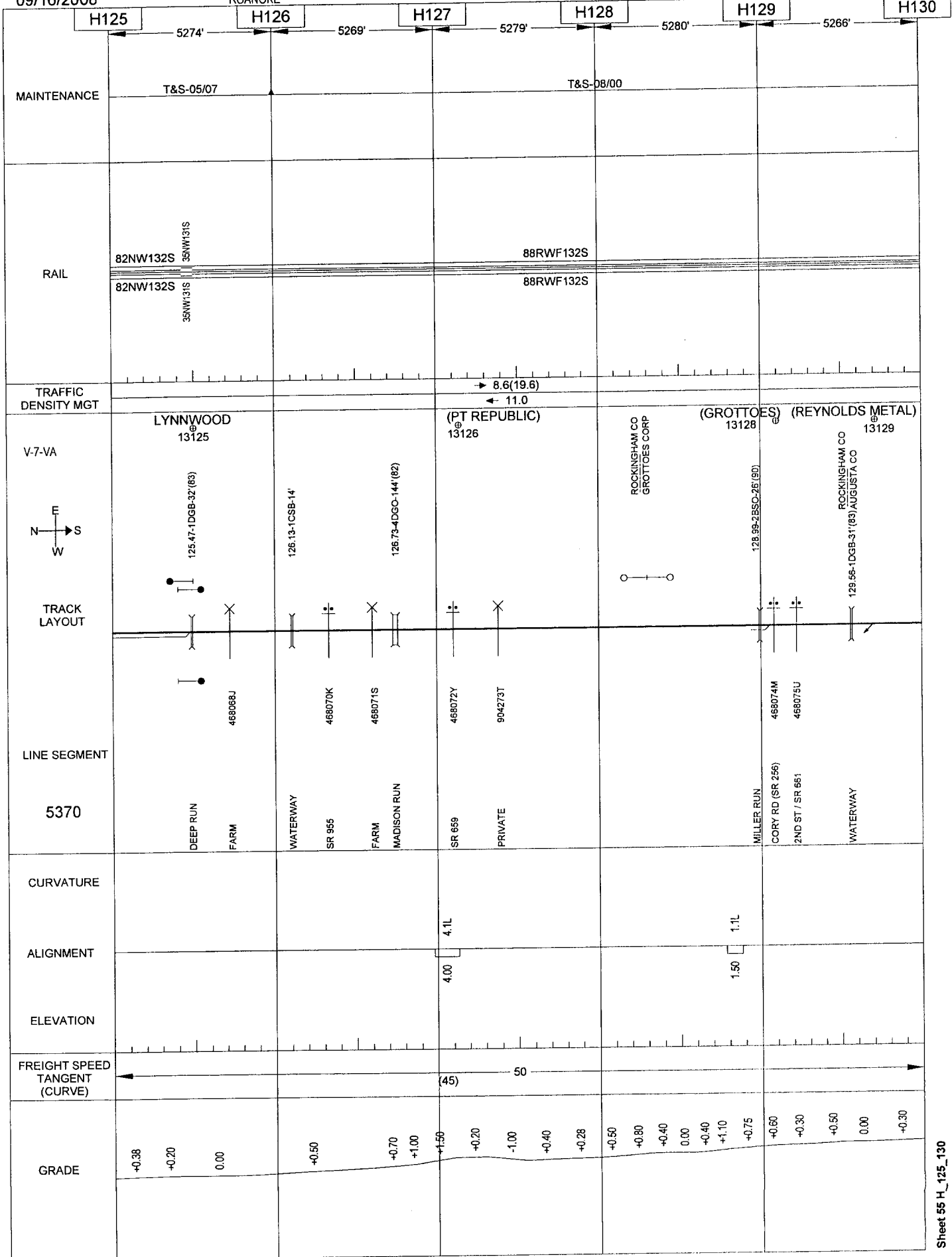
09/16/2008

181

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



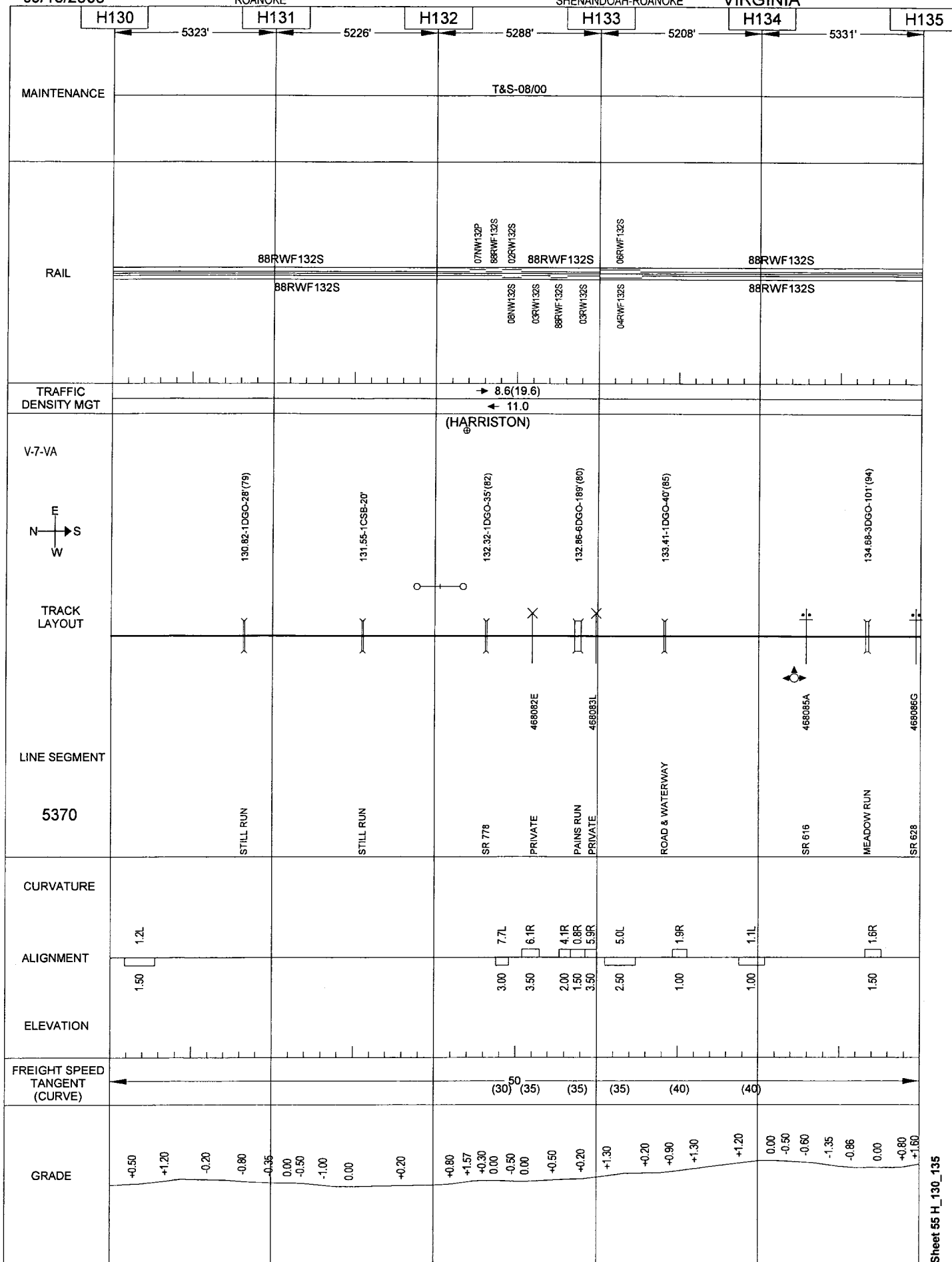
09/16/2008

ROANOKE

182

SHENANDOAH-ROANOKE

VIRGINIA



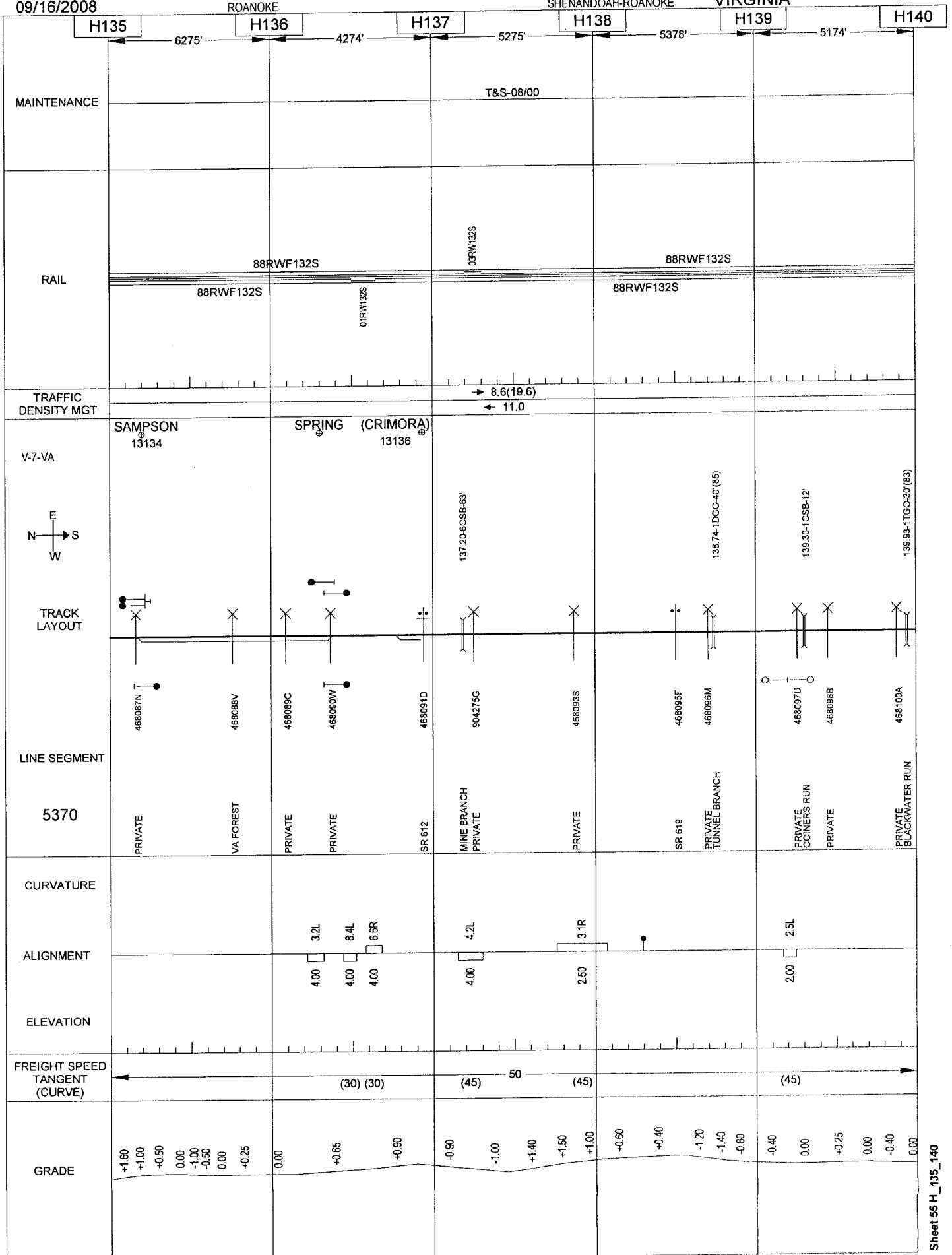
09/16/2008

ROANOKE

183

SHENANDOAH-ROANOKE

VIRGINIA



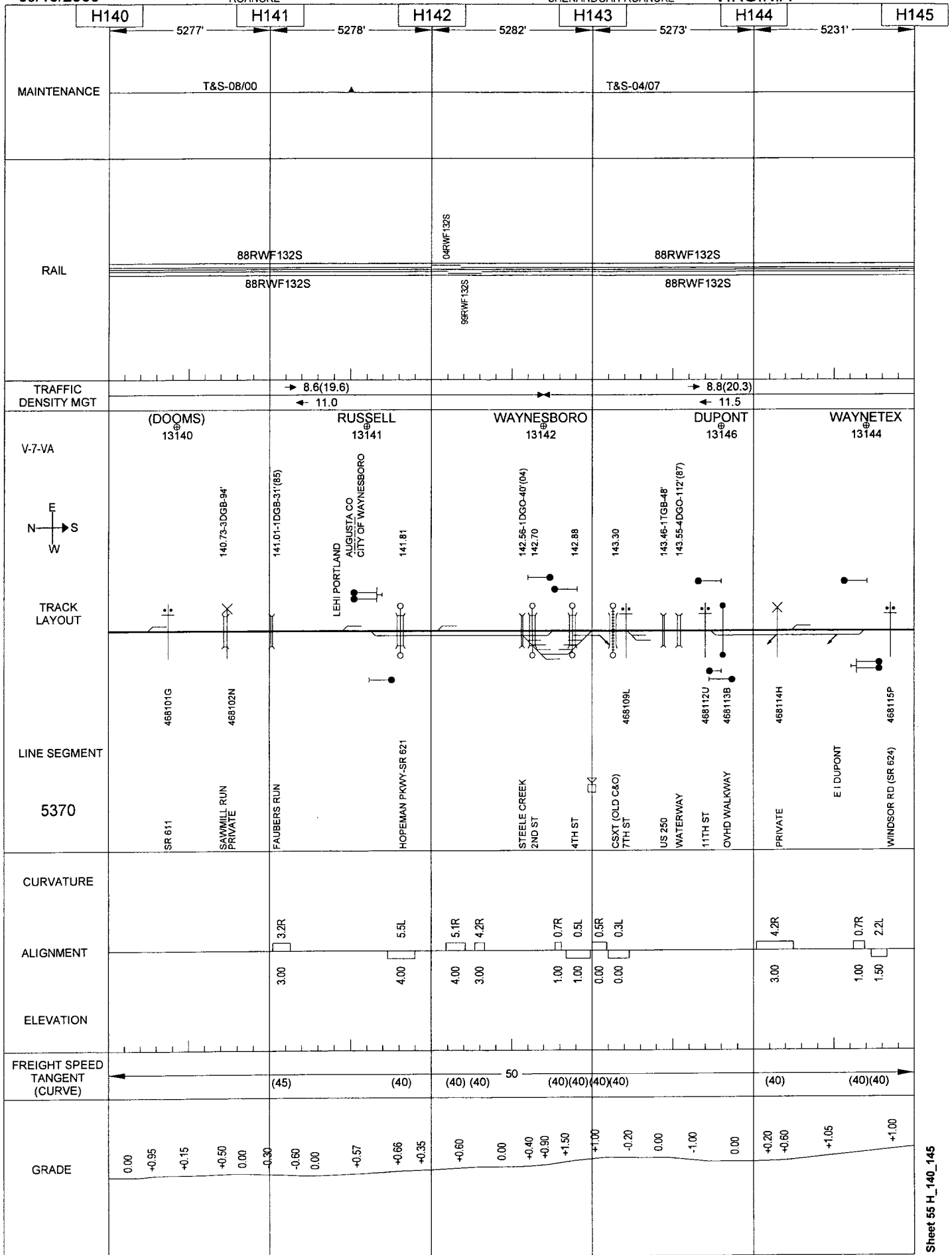
09/16/2008

ROANOKE

184

SHENANDOAH-ROANOKE

VIRGINIA



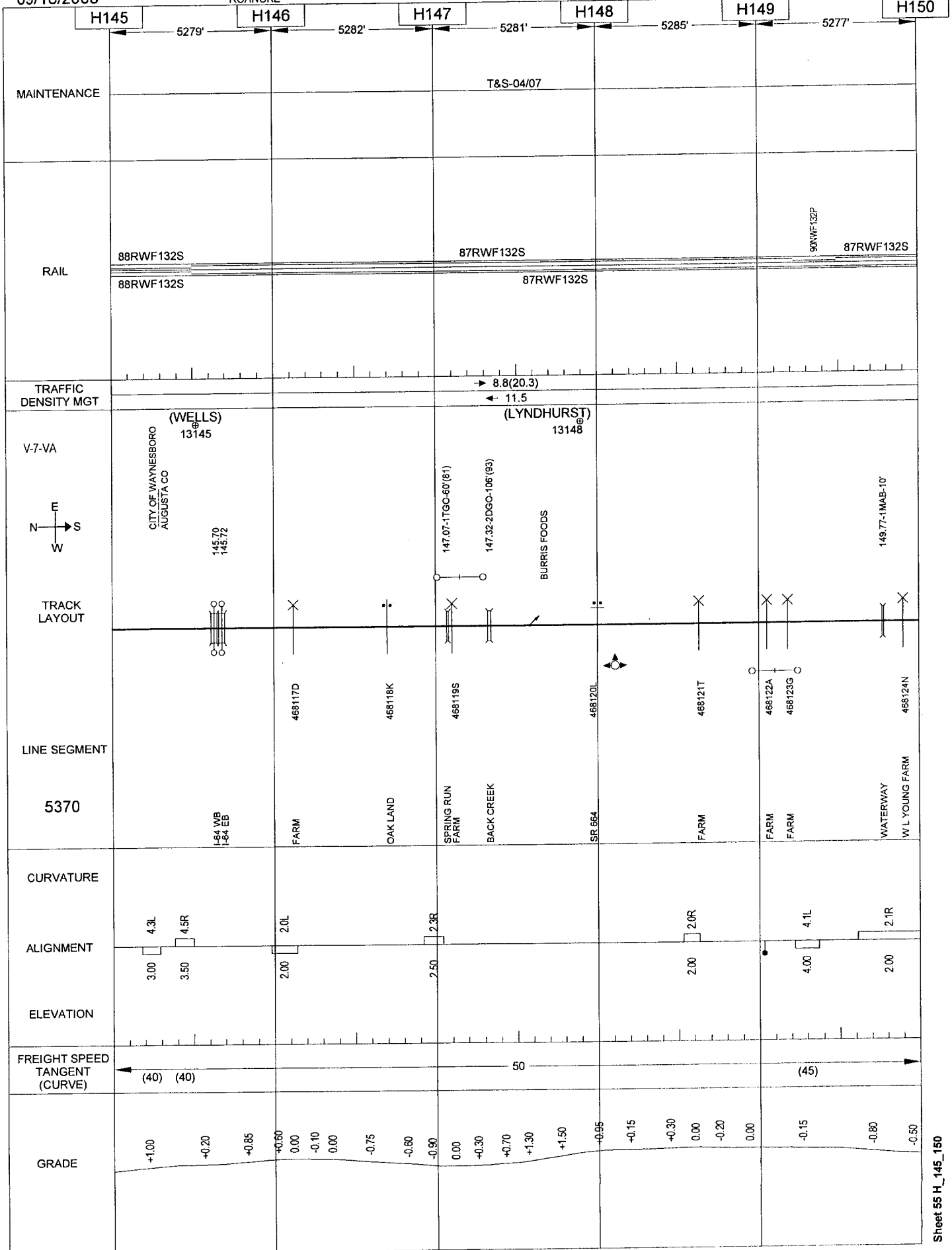
09/16/2008

185

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



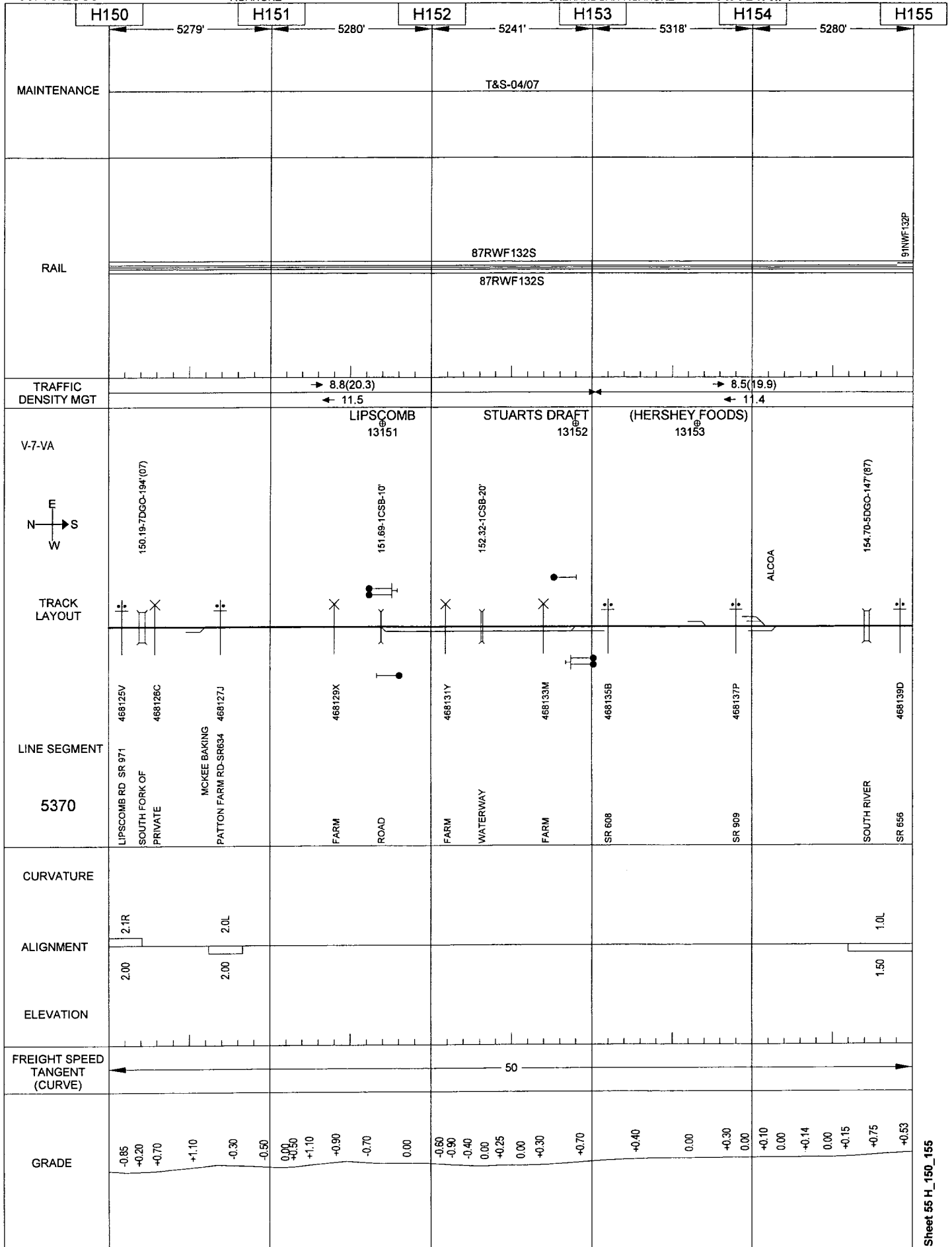
09/16/2008

ROANOKE

186

SHENANDOAH-ROANOKE

VIRGINIA



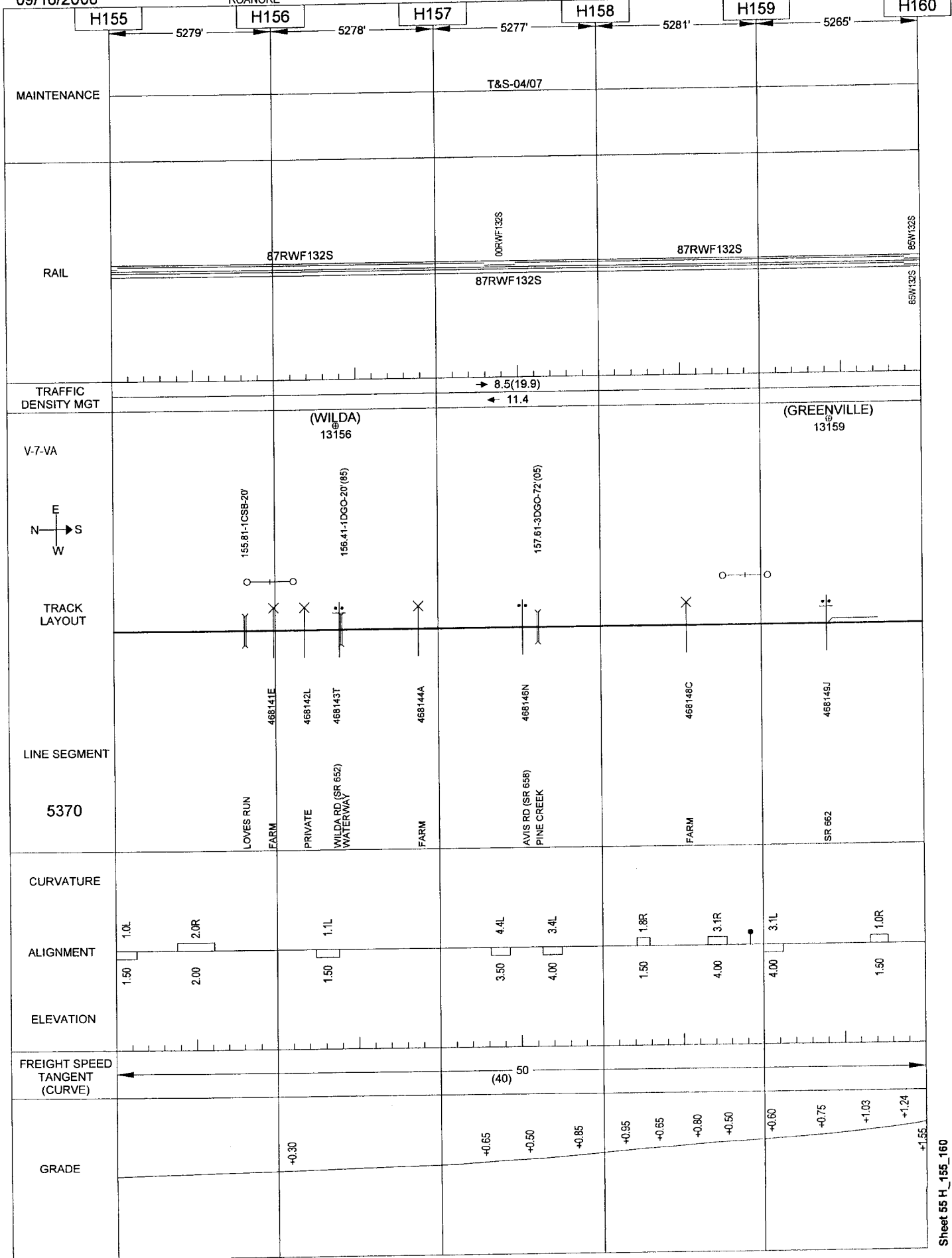
09/16/2008

187

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



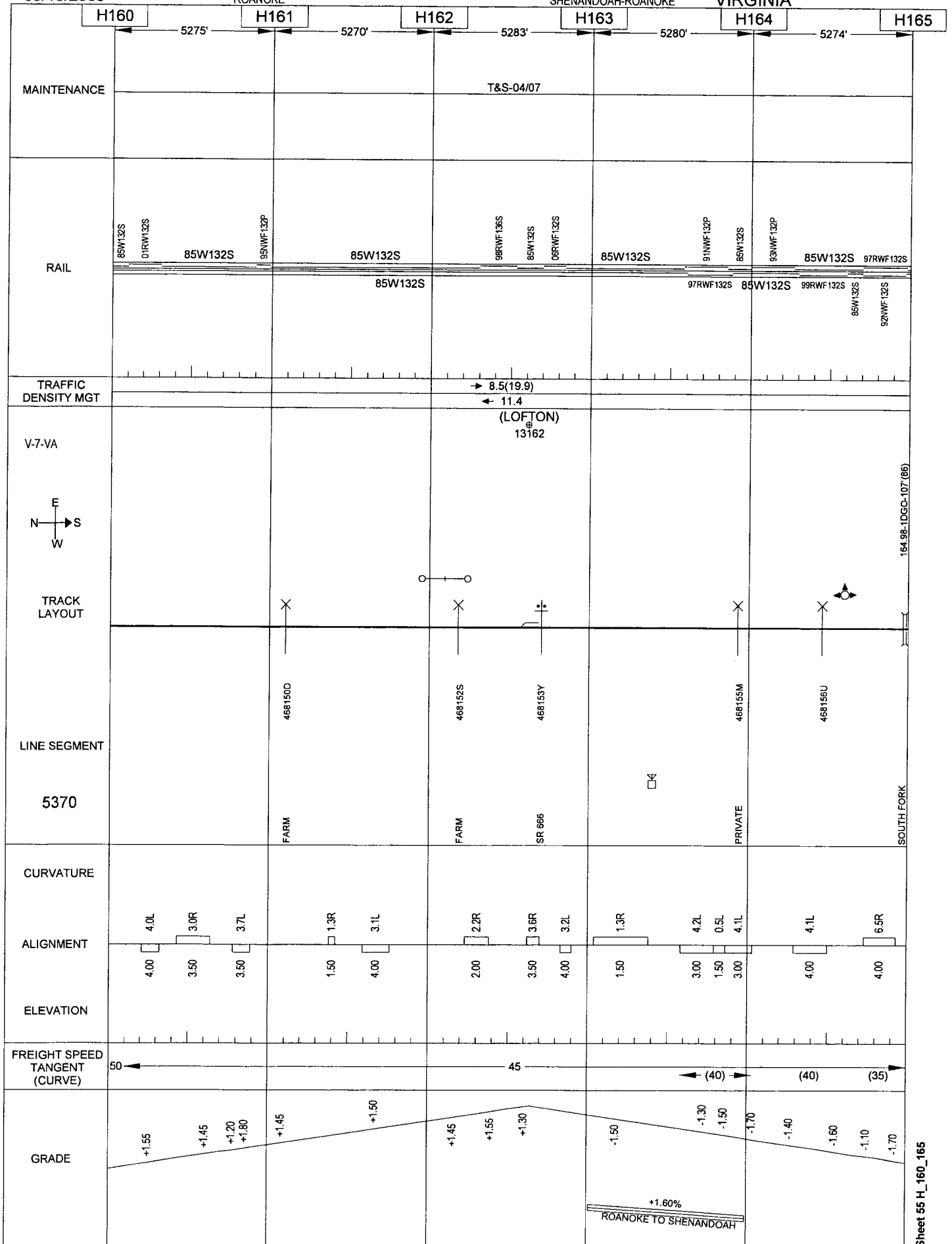
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188

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



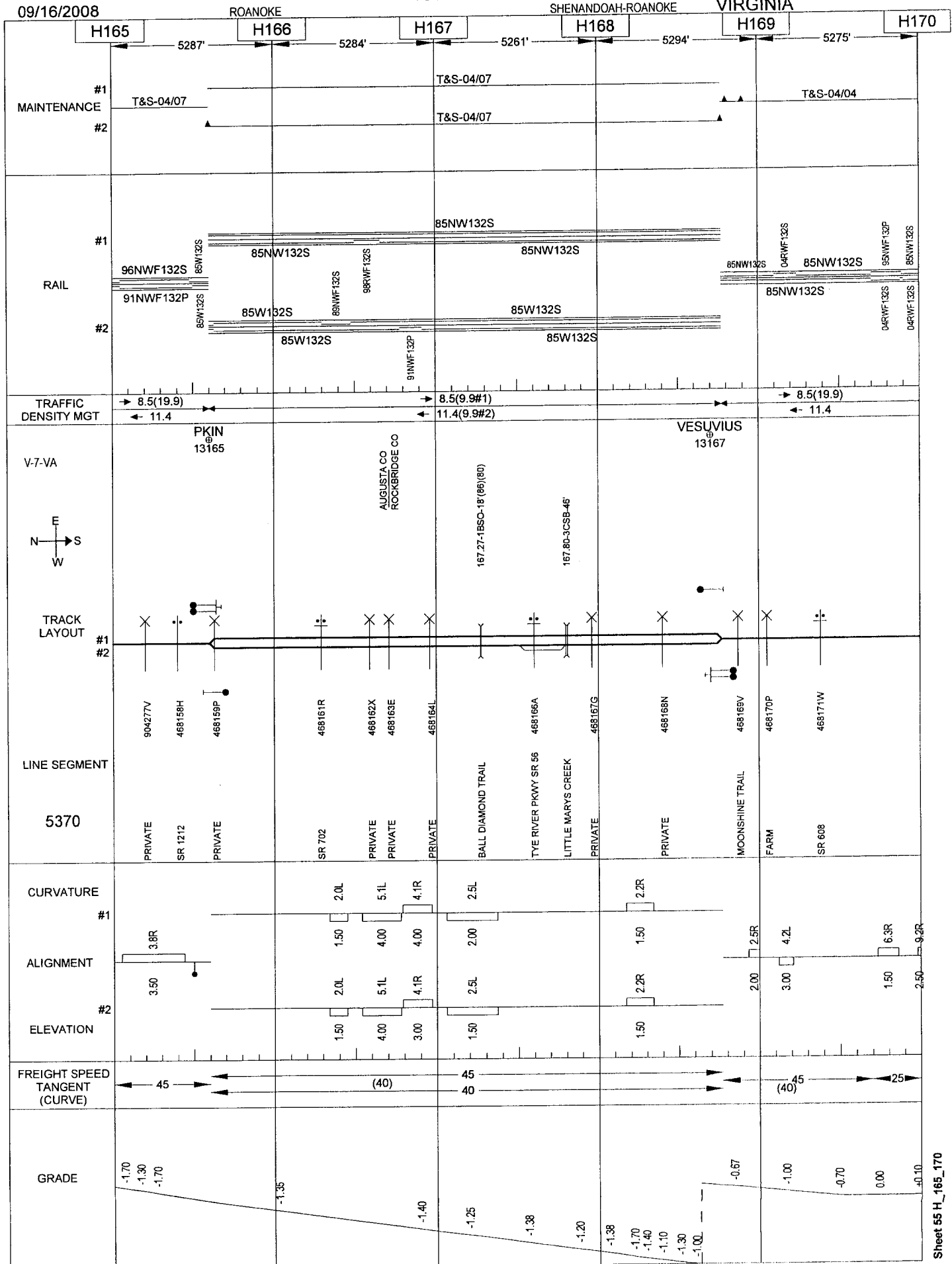
09/16/2008

189

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



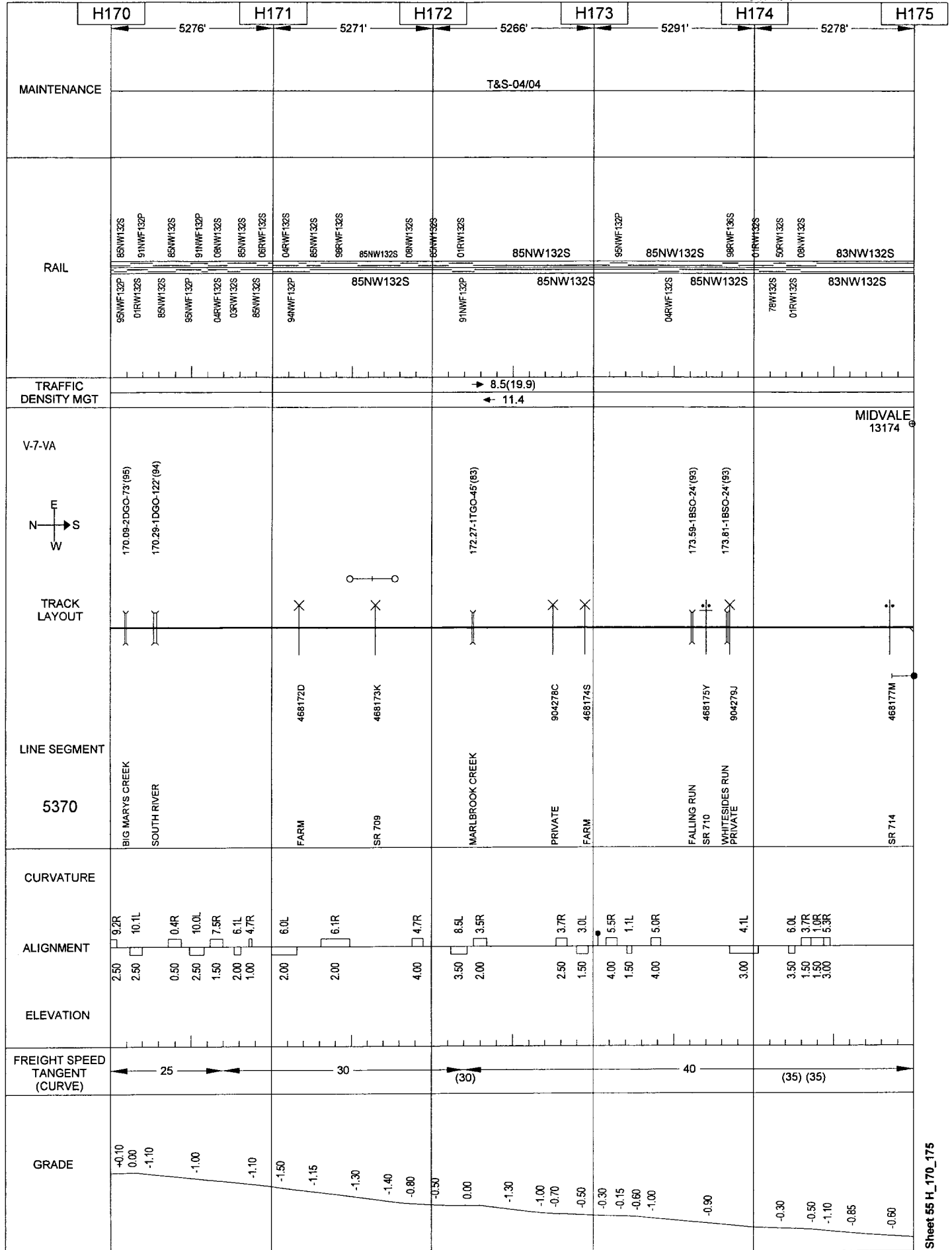
09/16/2008

ROANOKE

190

SHENANDOAH-ROANOKE

VIRGINIA

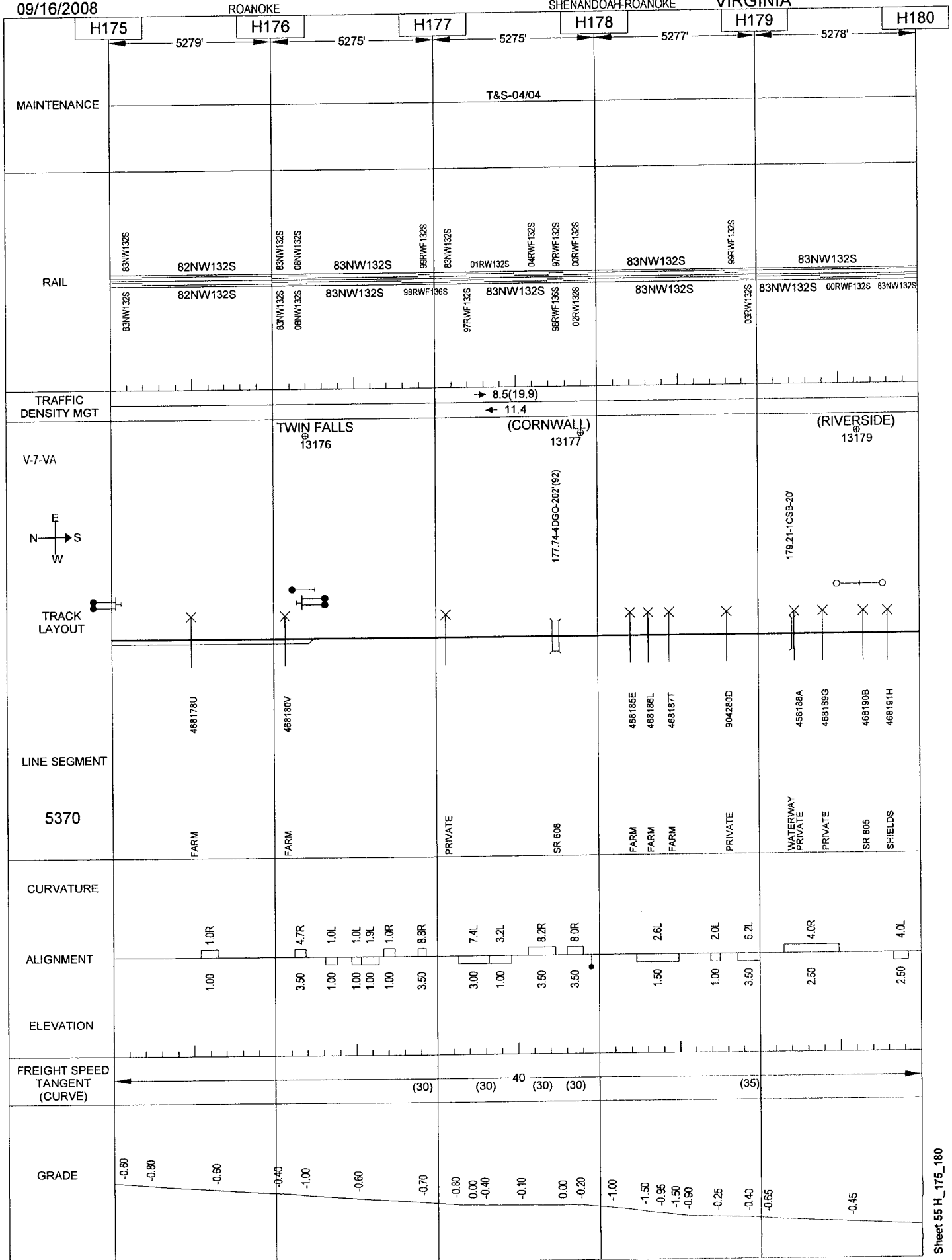


09/16/2008

191

SHENANDOAH-ROANOKE

VIRGINIA



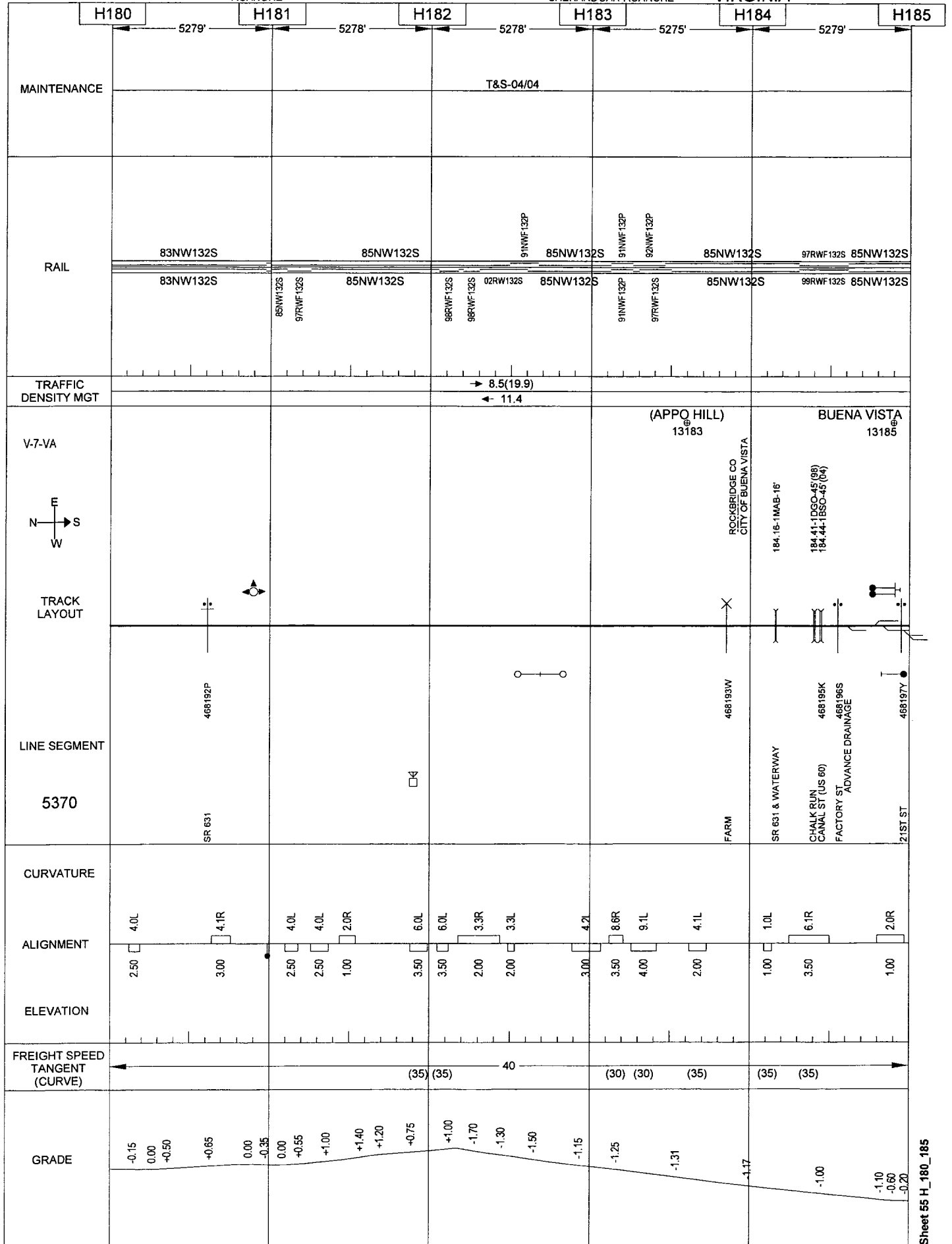
09/16/2008

ROANOKE

192

SHENANDOAH-ROANOKE

VIRGINIA



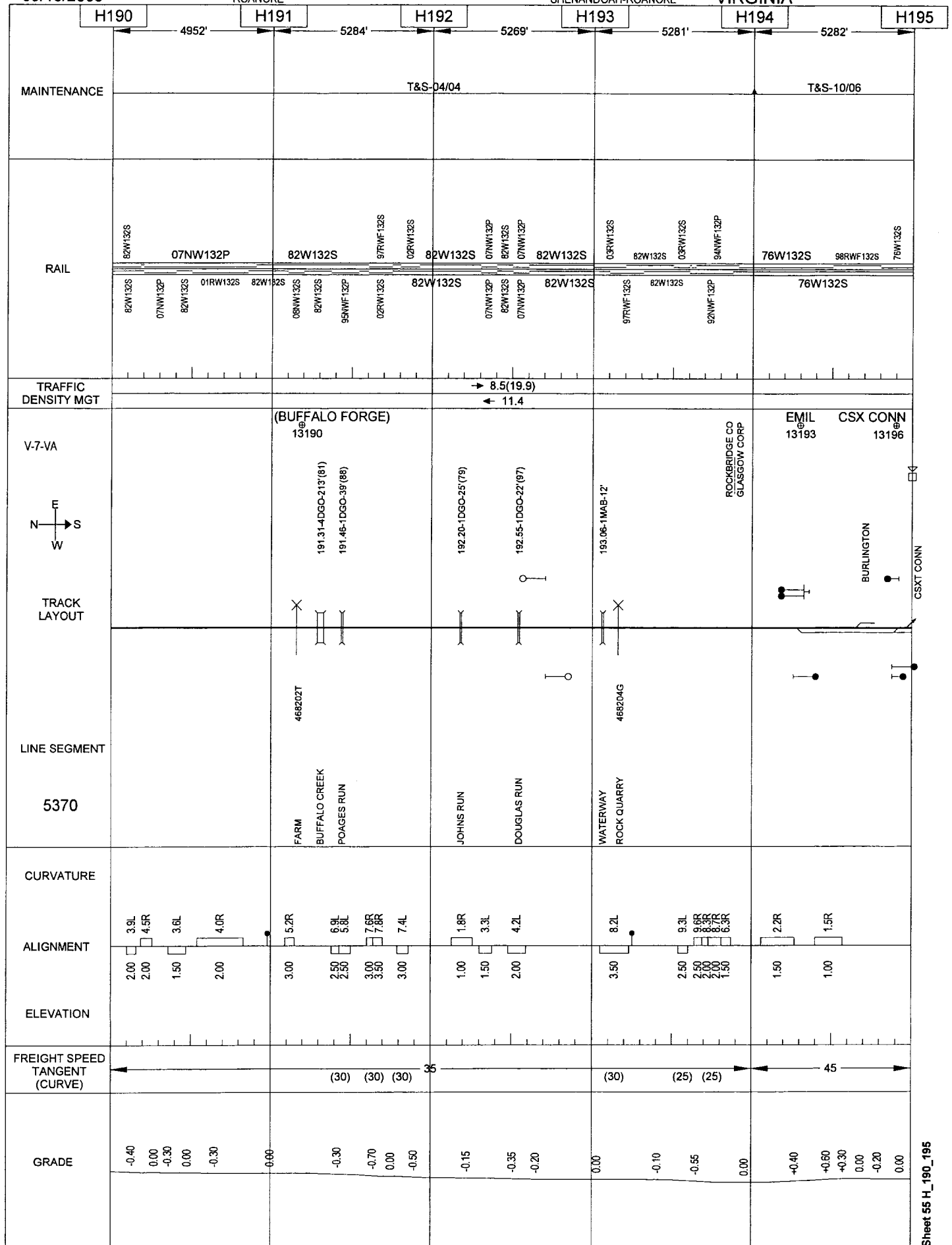
09/16/2008

194

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA

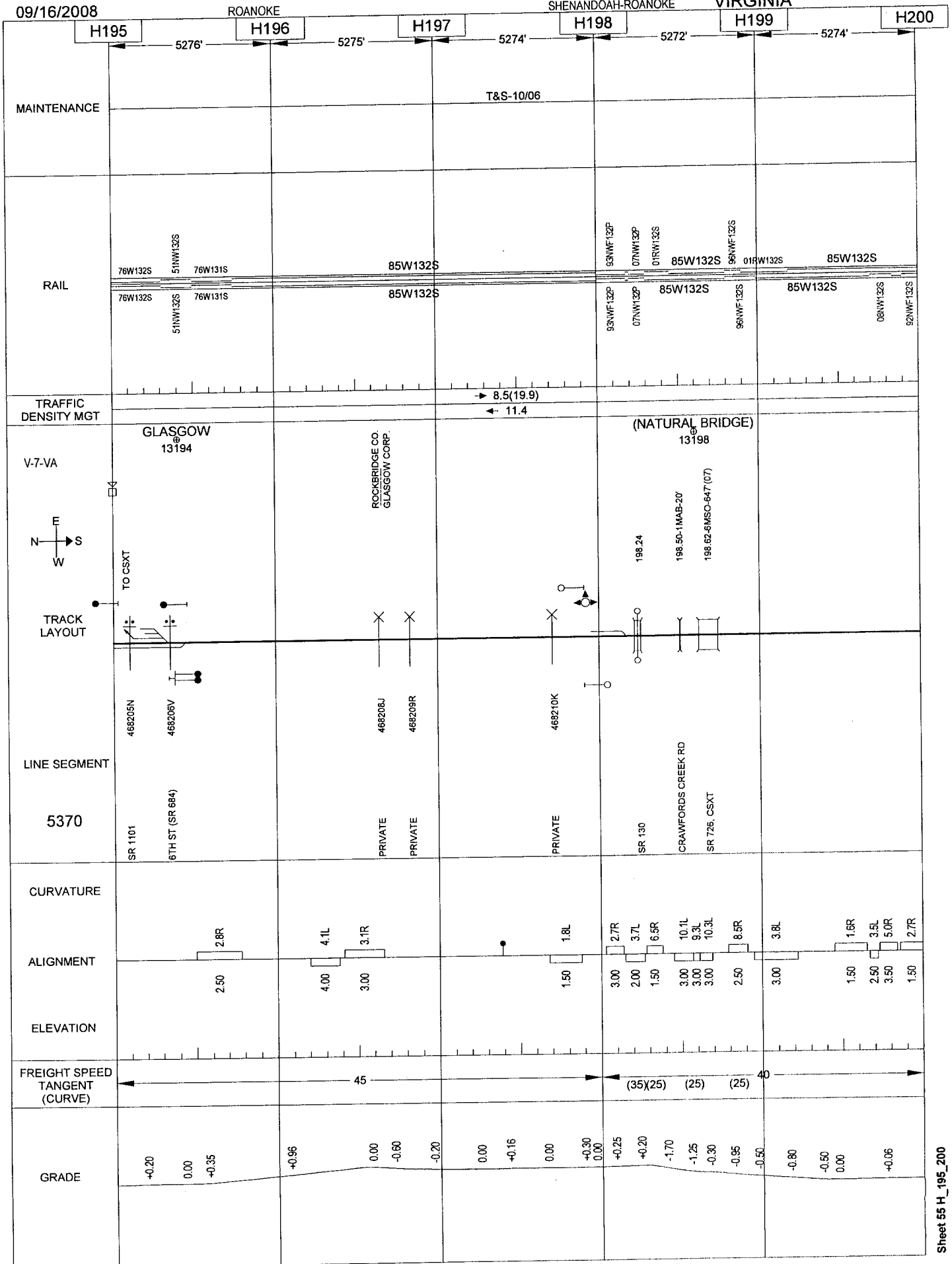


09/16/2008

195

SHENANDOAH-ROANOKE

VIRGINIA



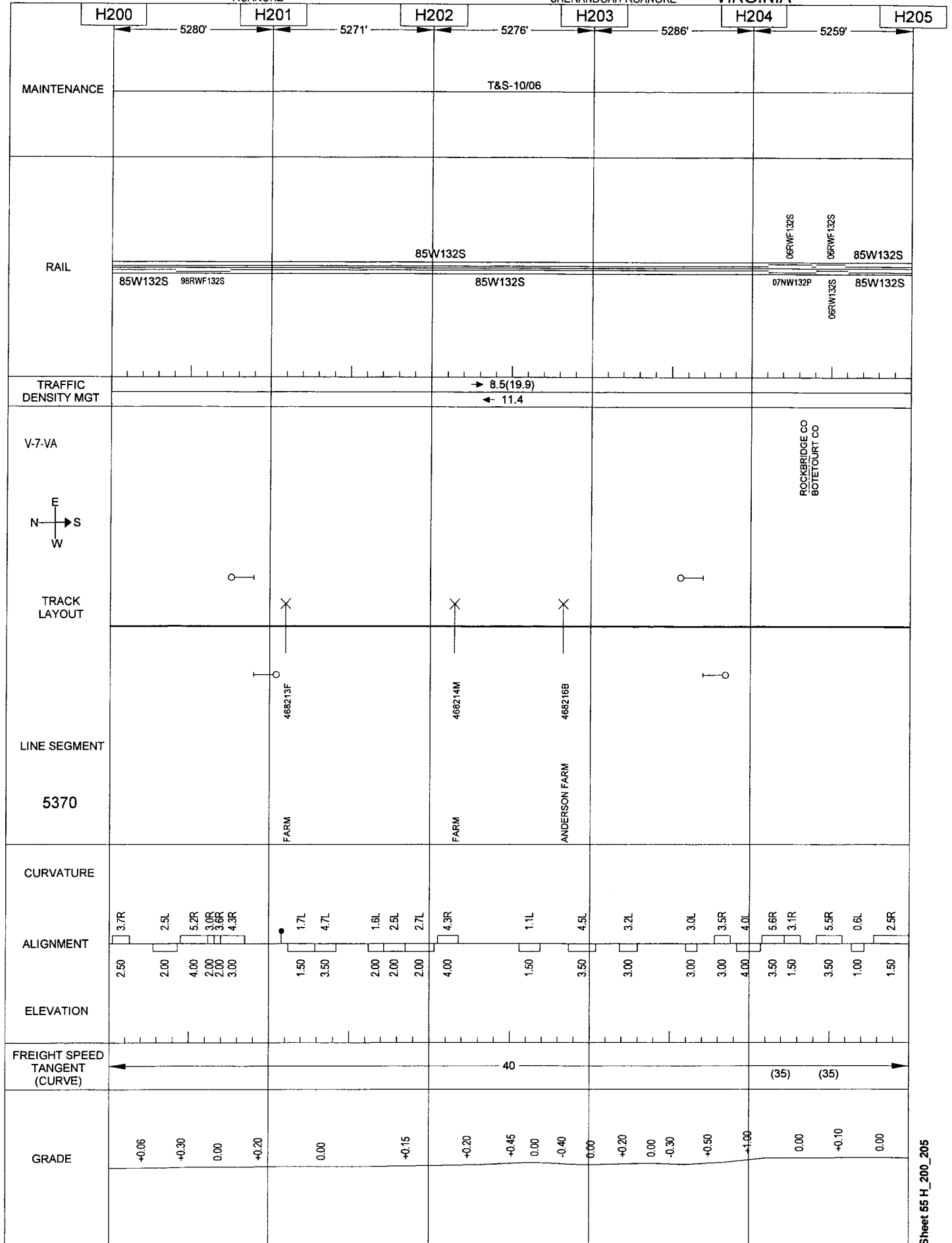
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ROANOKE

196

SHENANDOAH-ROANOKE

VIRGINIA



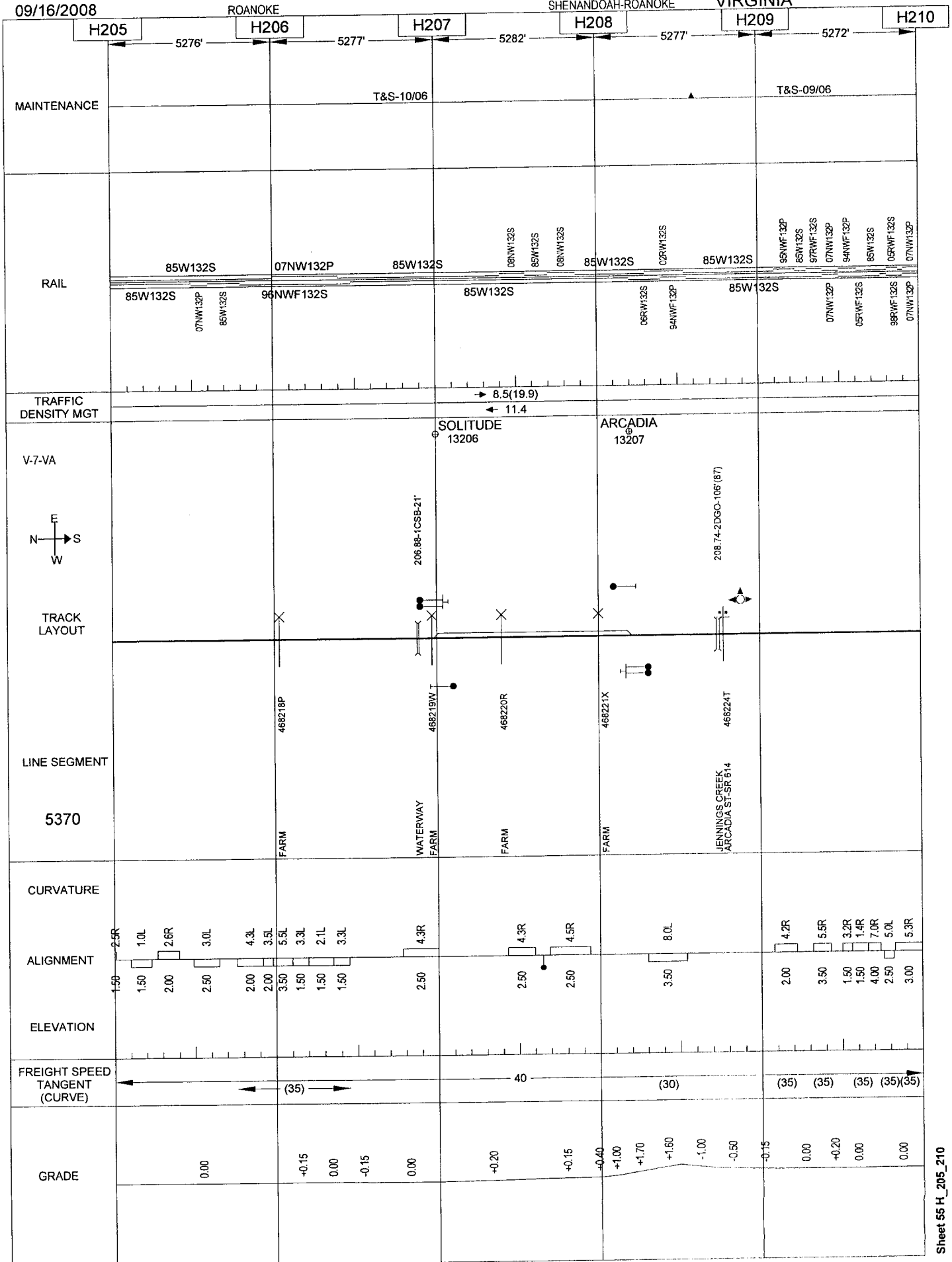
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197

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA



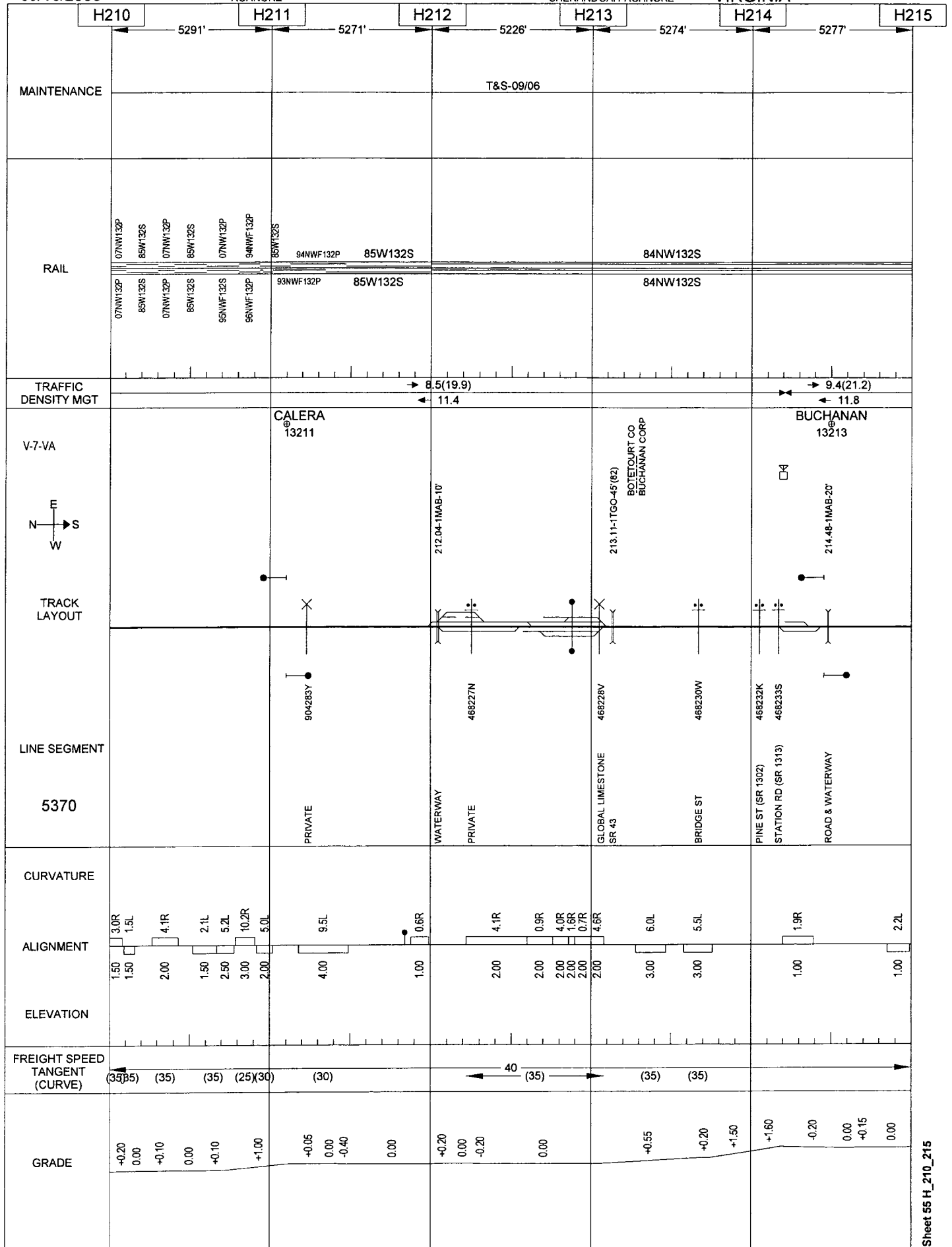
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ROANOKE

198

SHENANDOAH-ROANOKE

VIRGINIA

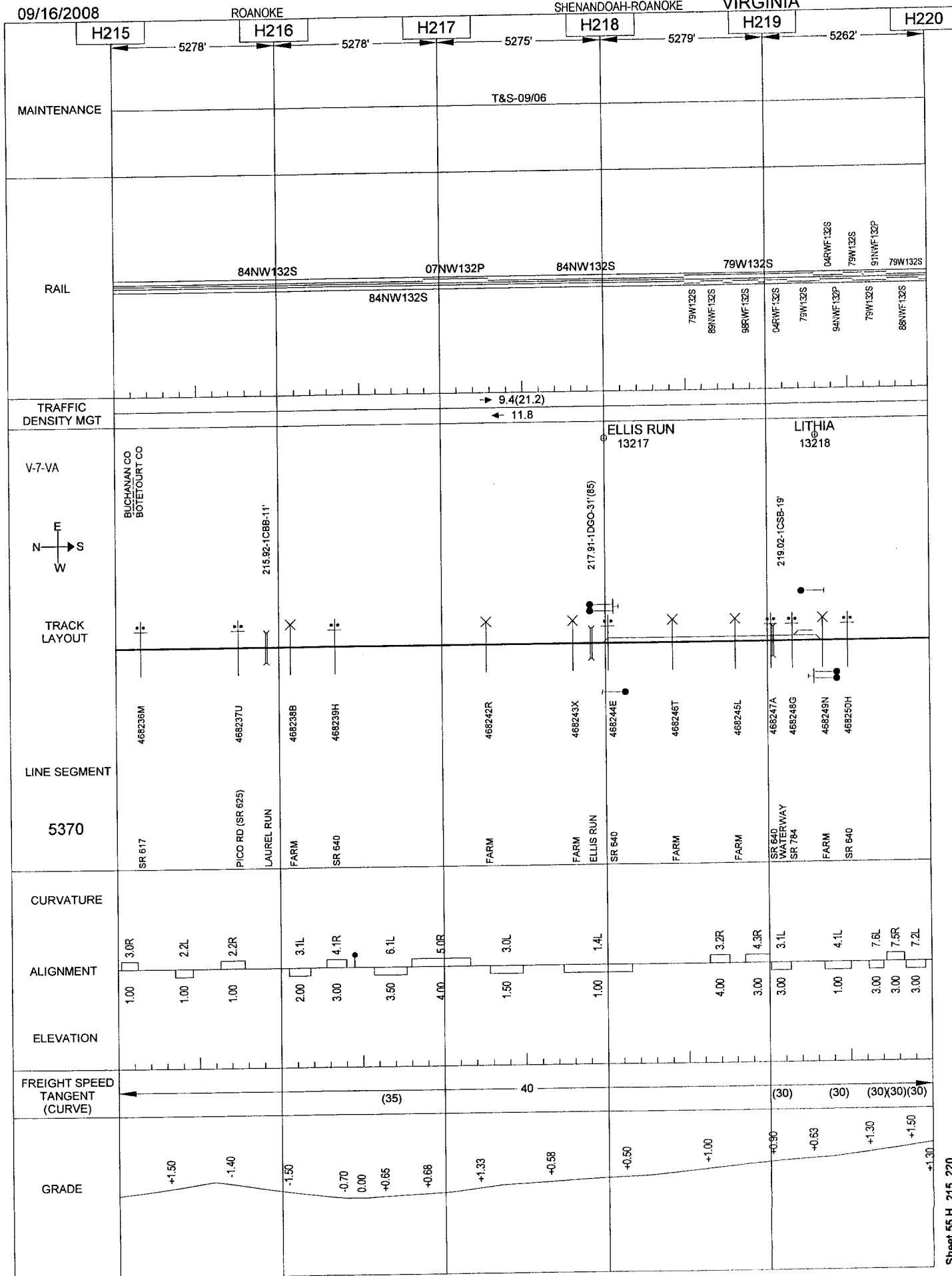


09/16/2008

199

SHENANDOAH-ROANOKE

VIRGINIA



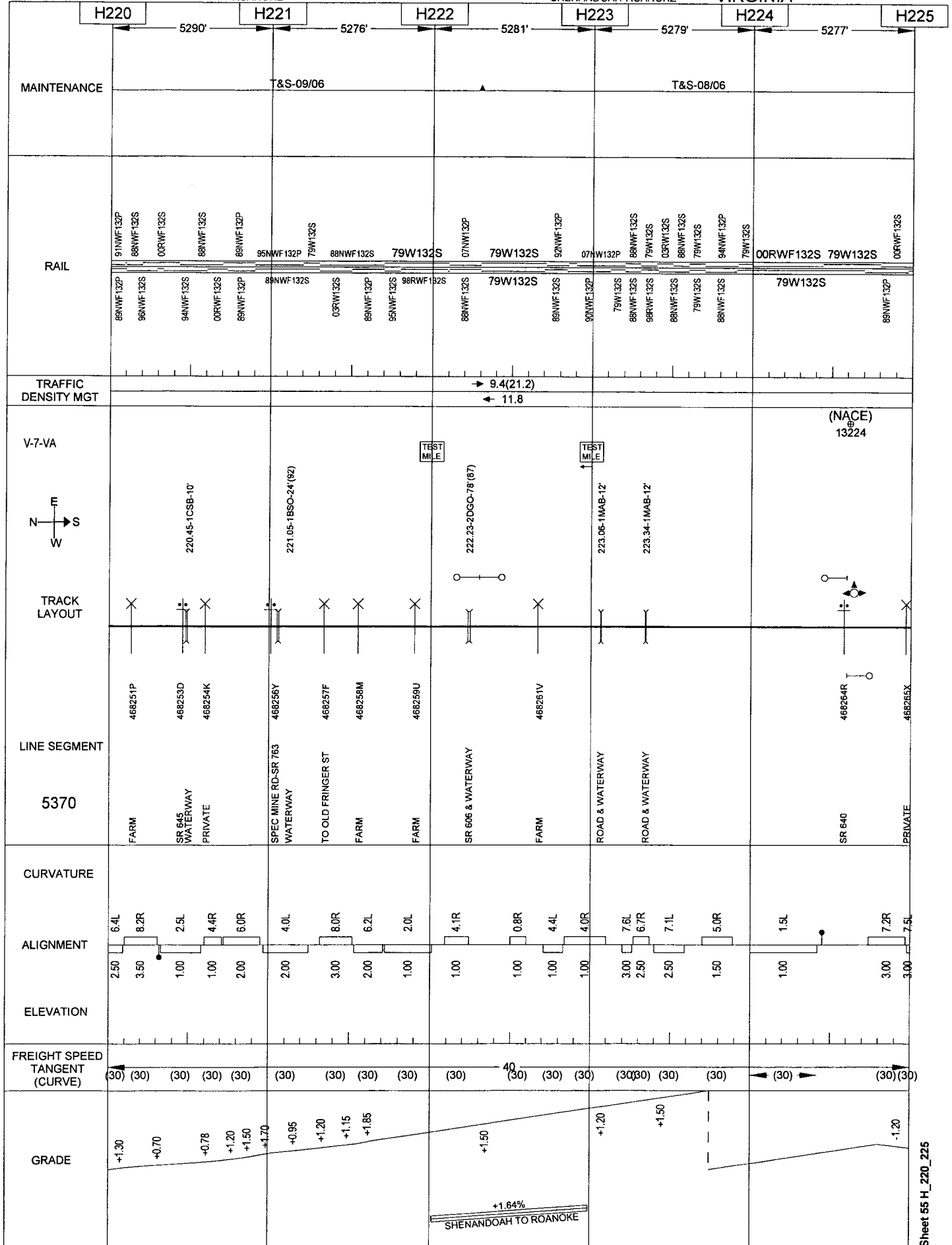
09/16/2008

ROANOKE

200

SHENANDOAH-ROANOKE

VIRGINIA



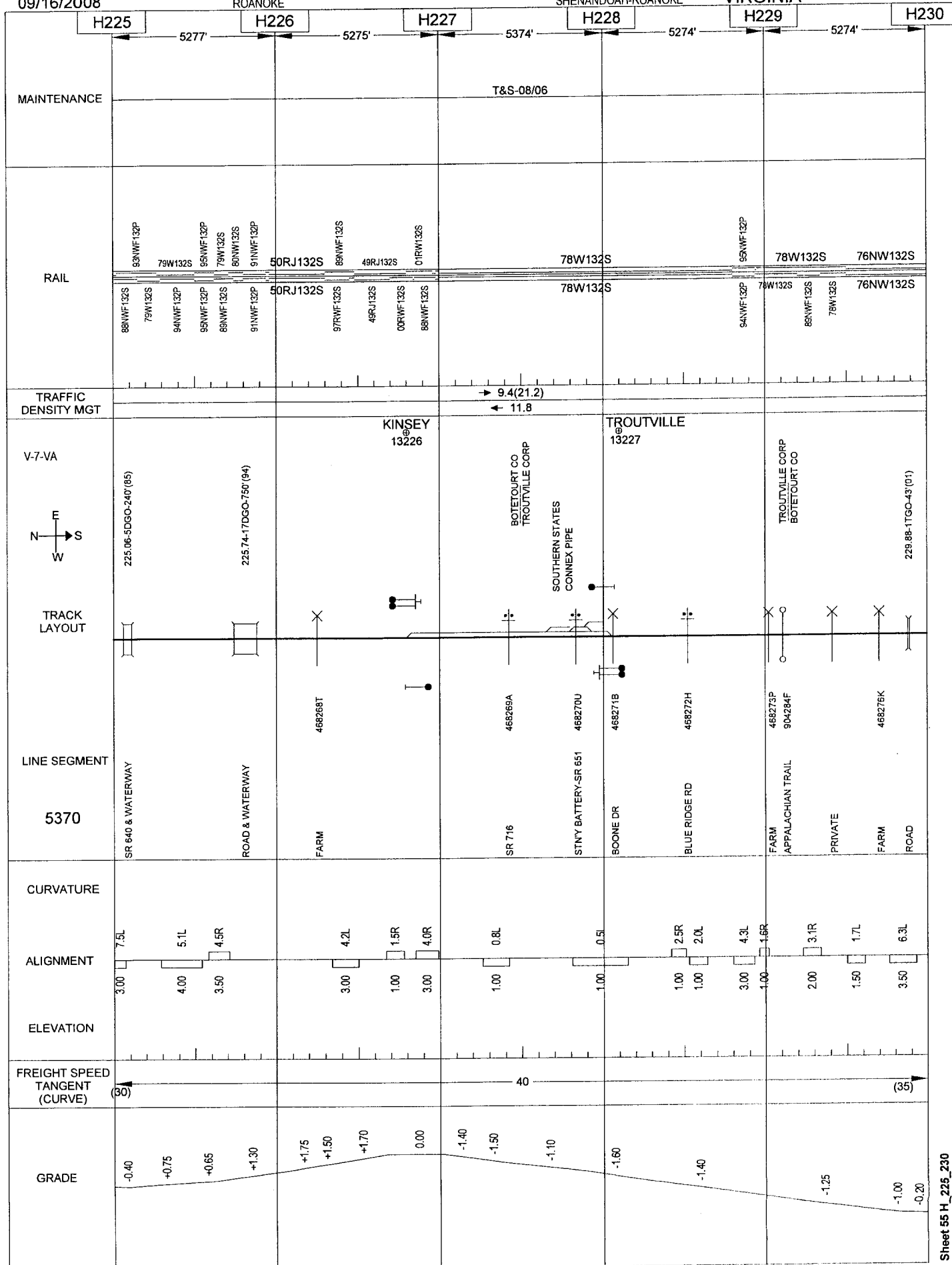
09/16/2008

201

ROANOKE

SHENANDOAH-ROANOKE

VIRGINIA

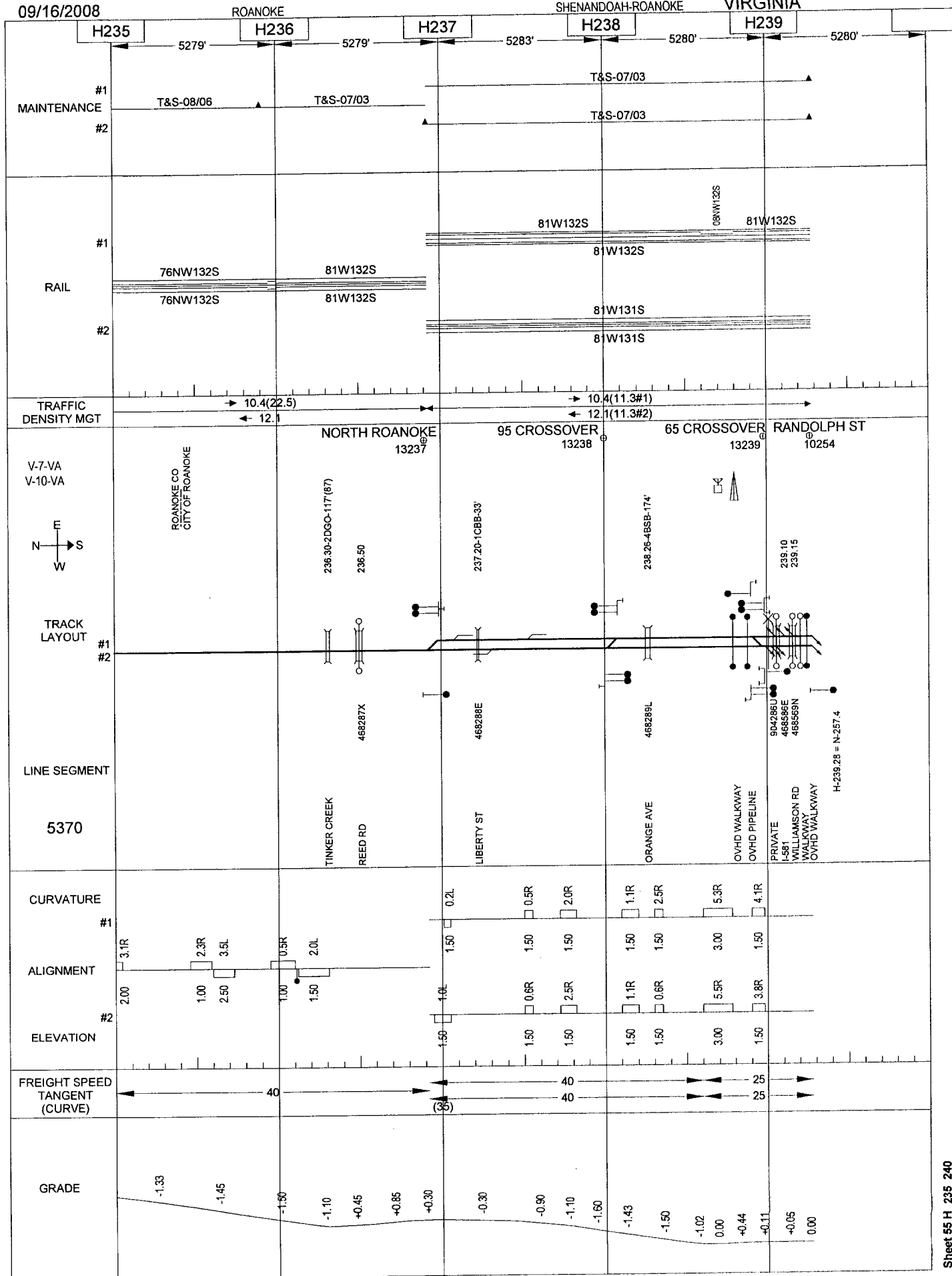


09/16/2008

203

SHENANDOAH-ROANOKE

VIRGINIA



09/16/2008

HAGERSTOWN

204
WILLIAMSPORT I.T.

HAGERSTOWN-WILLIAMSPORT

VIRGINIA

HW75

1594' 5370'

MAINTENANCE

RAIL

TRAFFIC
DENSITY MGT



TRACK
LAYOUT

LINE SEGMENT

2443

HAGER

HW-74.80/H-1.31

074.87

534898T

BURHANS BLVD

CURVATURE

ALIGNMENT

ELEVATION

2.0L
1.00

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+0.75
0.31

09/16/2008

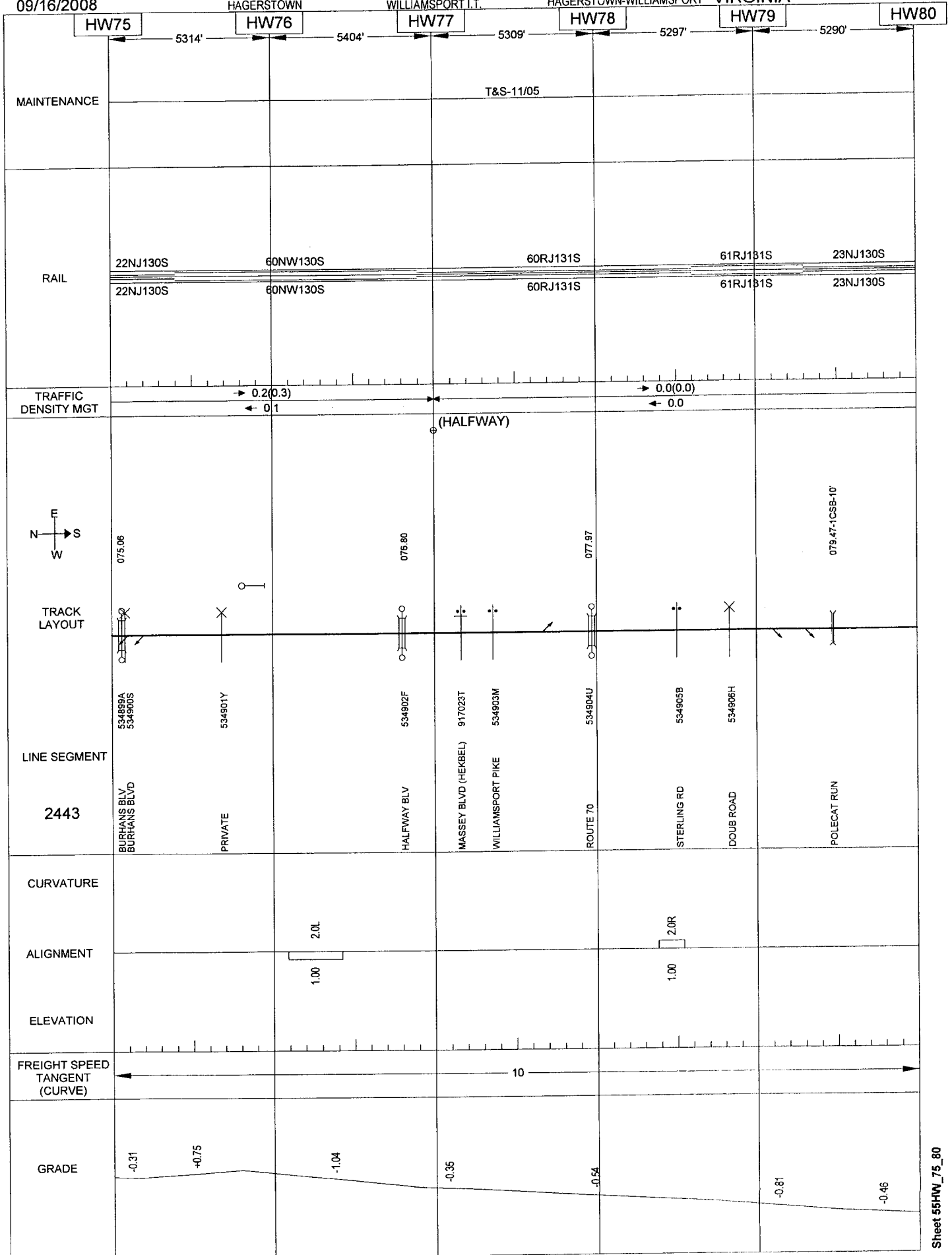
205

HAGERSTOWN

WILLIAMSPORT I.T.

HAGERSTOWN-WILLIAMSPORT

VIRGINIA



09/16/2008

HAGERSTOWN

206
WILLIAMSPORT I.T.

HAGERSTOWN-WILLIAMSPORT

VIRGINIA

	HW80	5286'					
MAINTENANCE	T&S-11/05						
RAIL	23NJ130S 23NJ130S						
TRAFFIC DENSITY MGT	→						
<div> <div> <div>E</div> <div>N</div> <div>W</div> <div>S</div> </div> </div>							
TRACK LAYOUT	↘						
LINE SEGMENT							
2443							
CURVATURE							
ALIGNMENT	—						
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	◀ 10 ▶						
GRADE	0.00						

09/16/2008

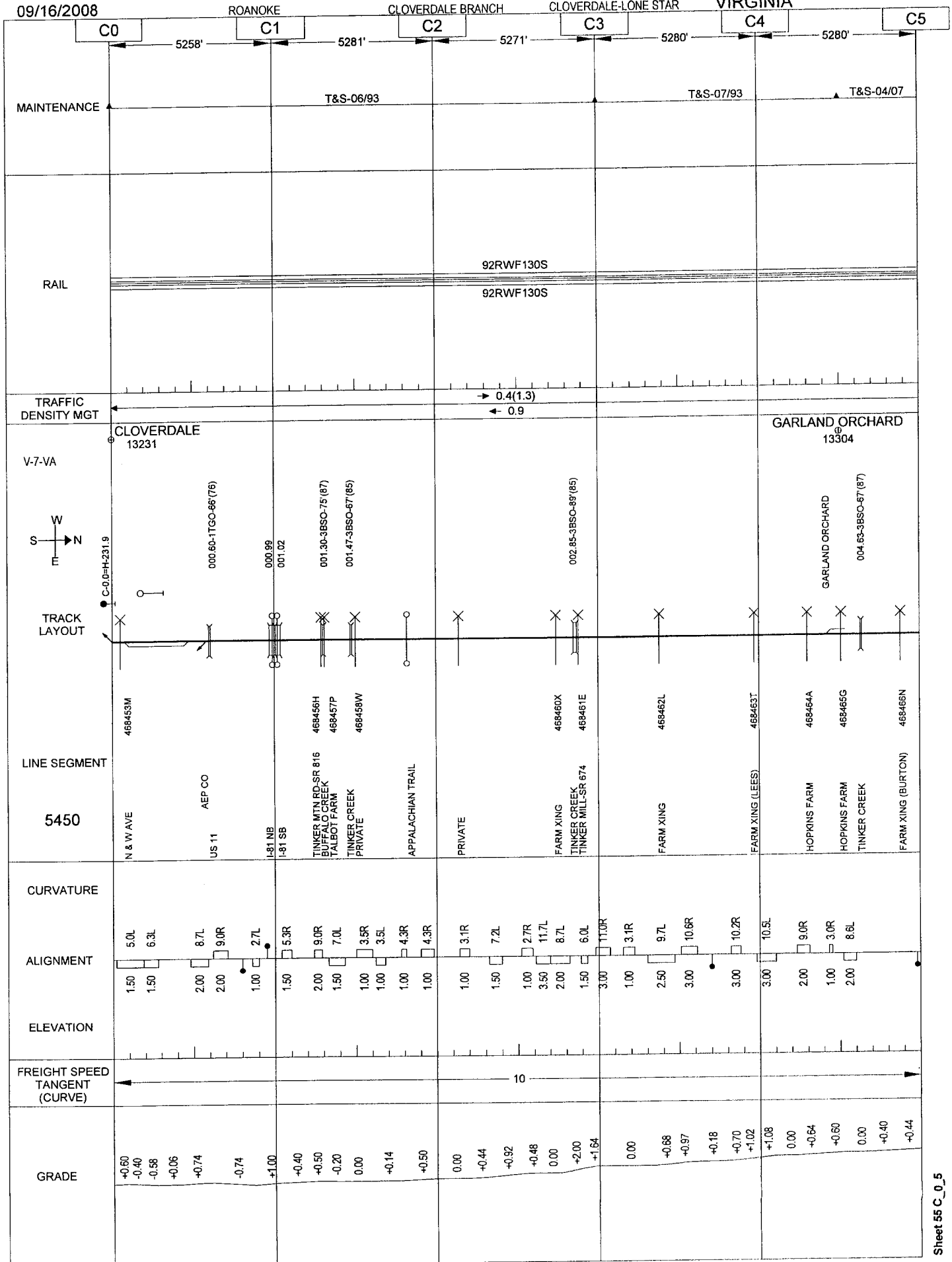
ROANOKE

207

CLOVERDALE BRANCH

CLOVERDALE-LONE STAR

VIRGINIA



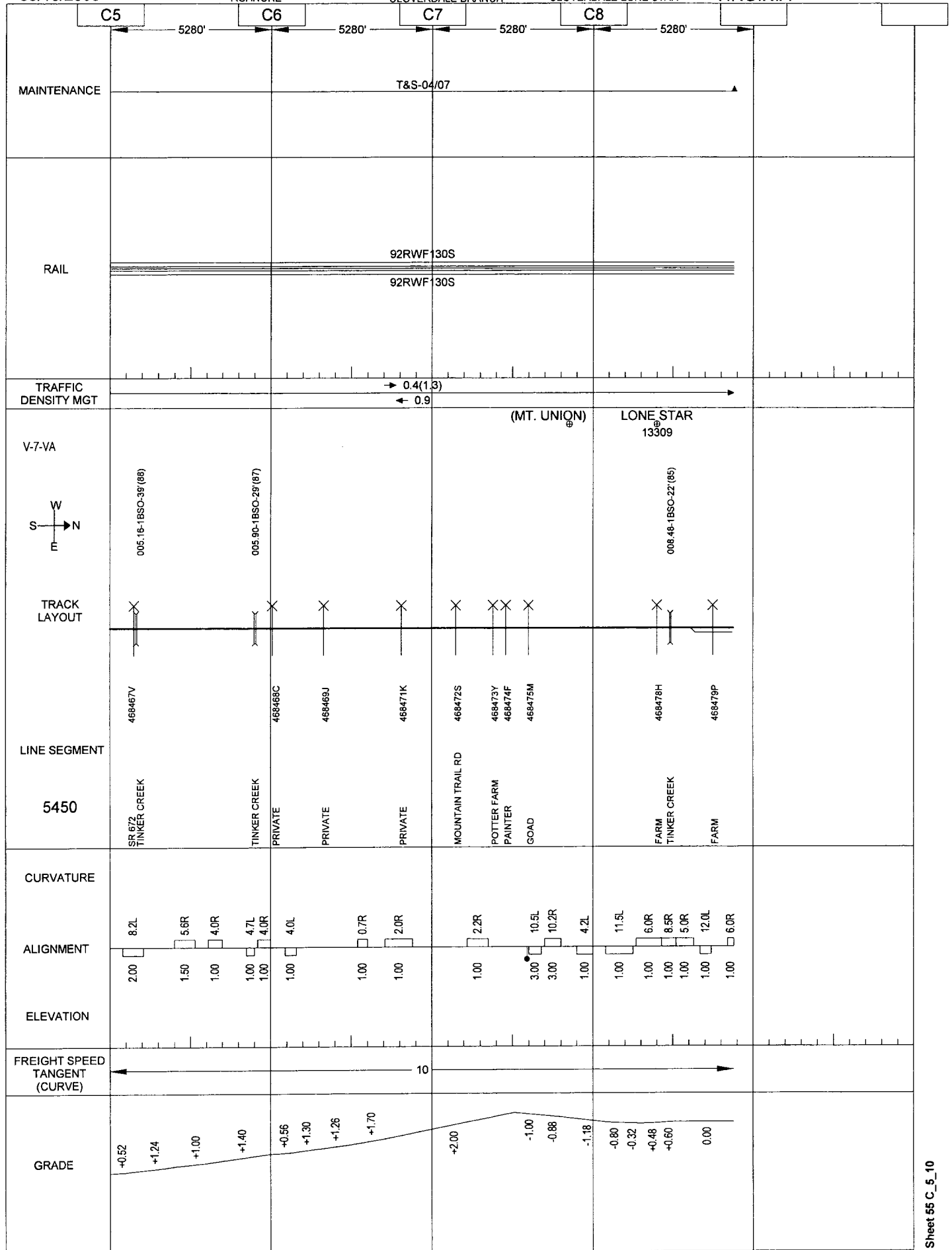
09/16/2008

ROANOKE

208
CLOVERDALE BRANCH

CLOVERDALE-LONE STAR

VIRGINIA



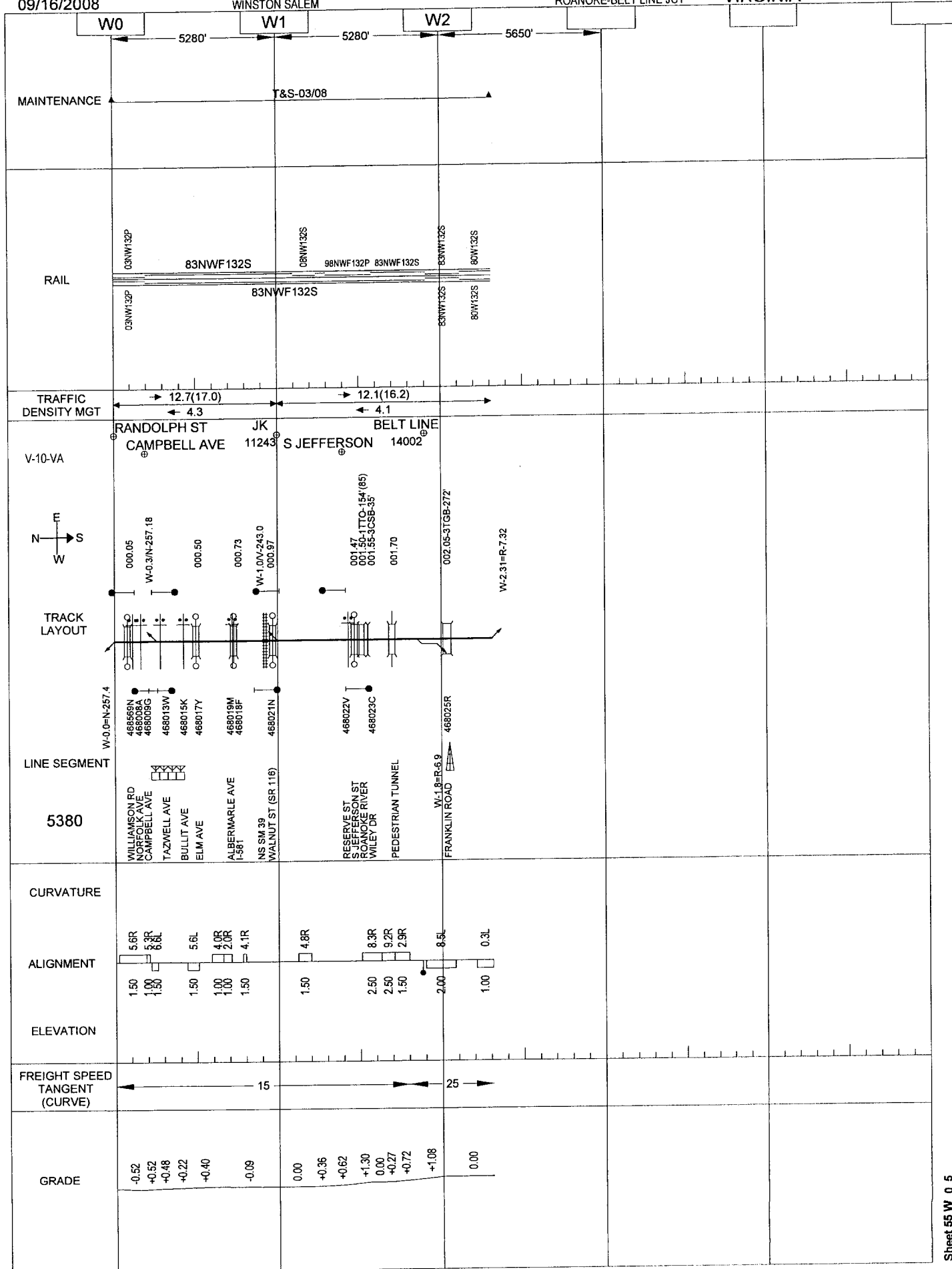
09/16/2008

209

WINSTON SALEM

ROANOKE-BELT LINE JCT

VIRGINIA



09/16/2008

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

TRACK
LAYOUT

R-3.33=N-260.74
003.51-7MSC-233'(98)
R-3.55/V-246.4



LINE SEGMENT

5570

TO RDWAY MATL YARD
ROANOKE RIVER

468480J
468481R
468482X
PRIVATE

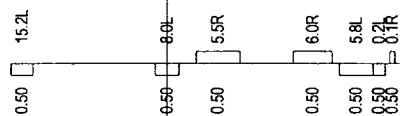
BRIDGE ST

468483E
468486A
468487G
PRIVATE
BEDFORD ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

15

GRADE

-0.10

-0.70

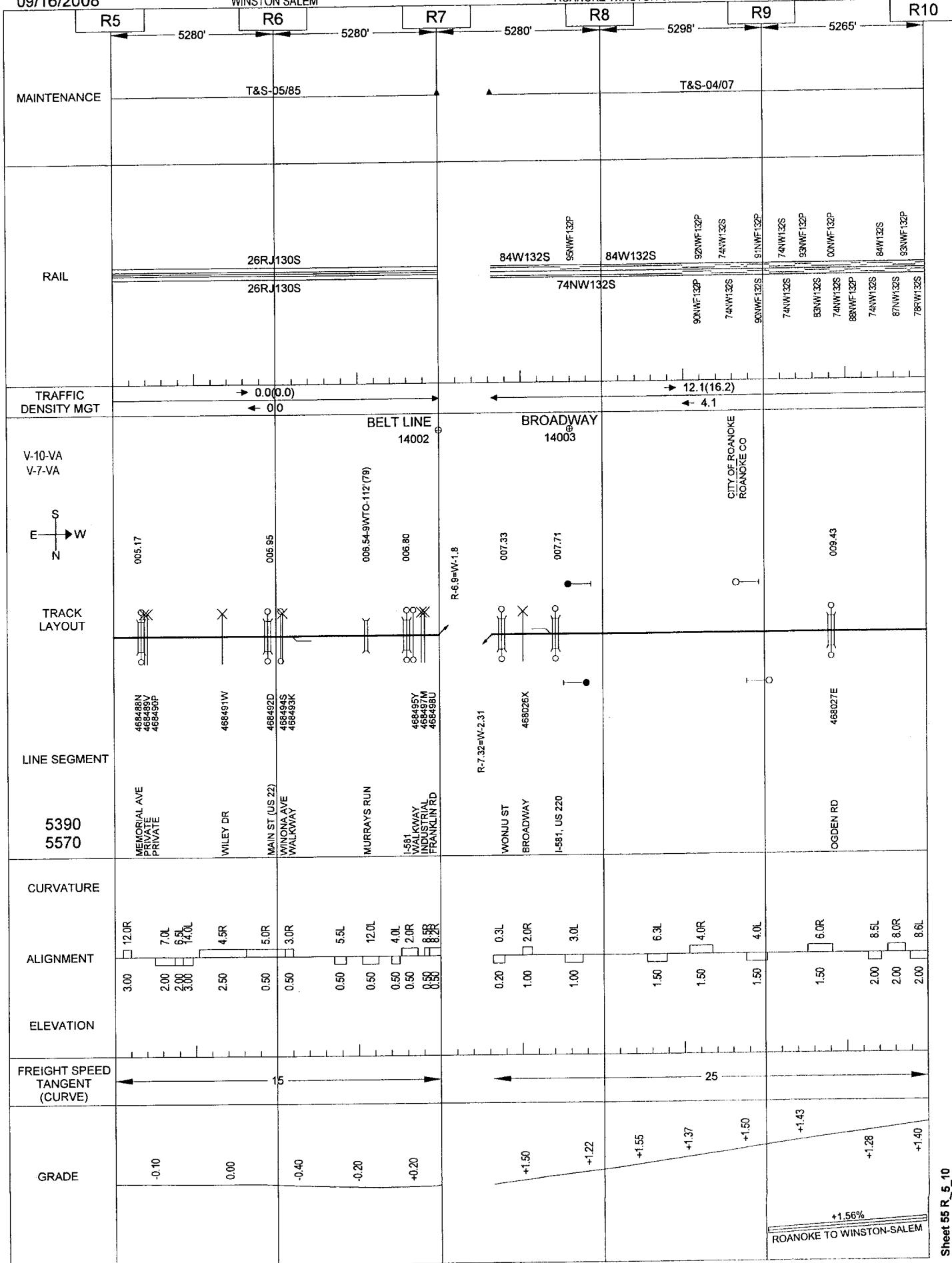
-0.10

09/16/2008

211

ROANOKE-WINSTON SALEM

VIRGINIA



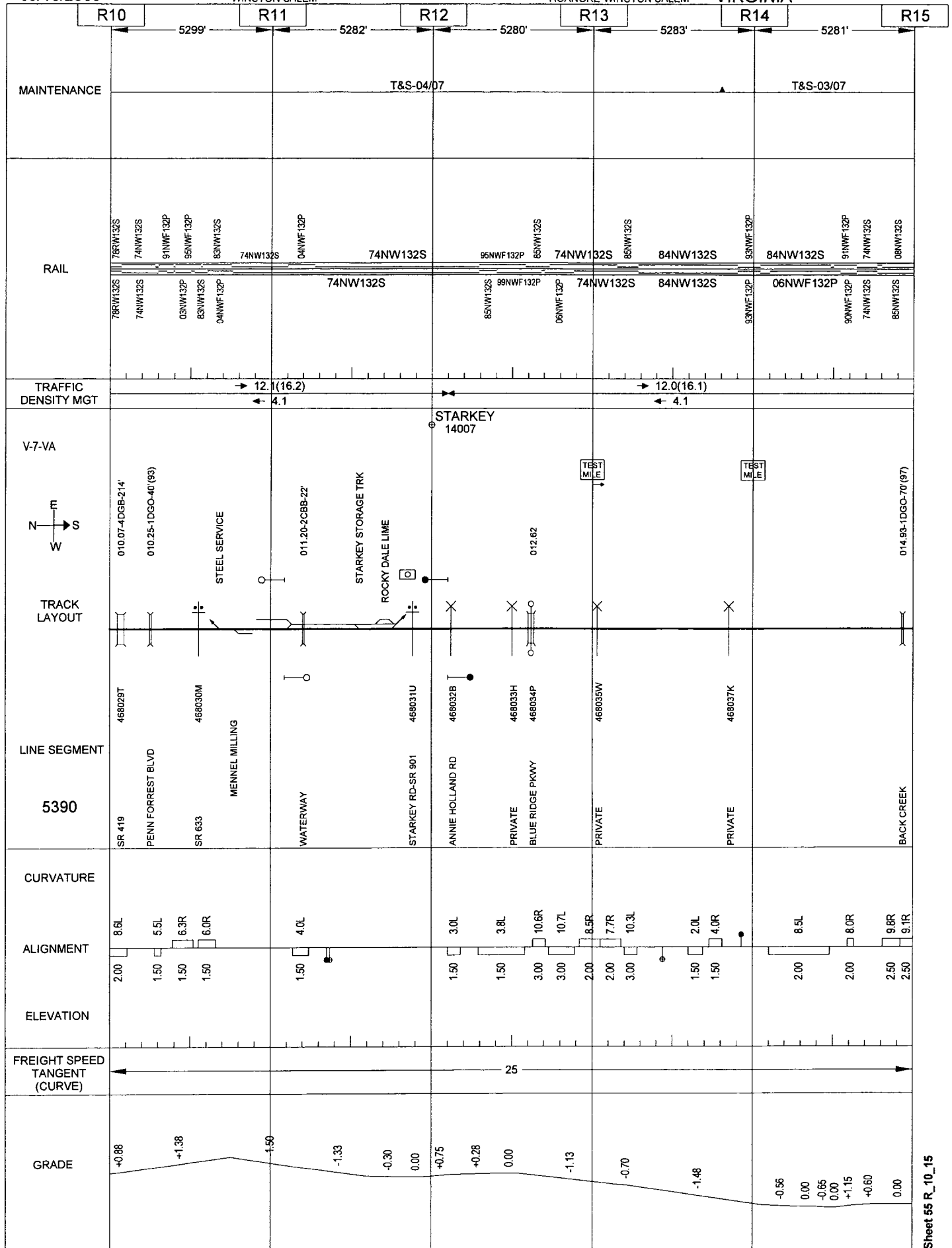
09/16/2008

WINSTON SALEM

212

ROANOKE-WINSTON SALEM

VIRGINIA



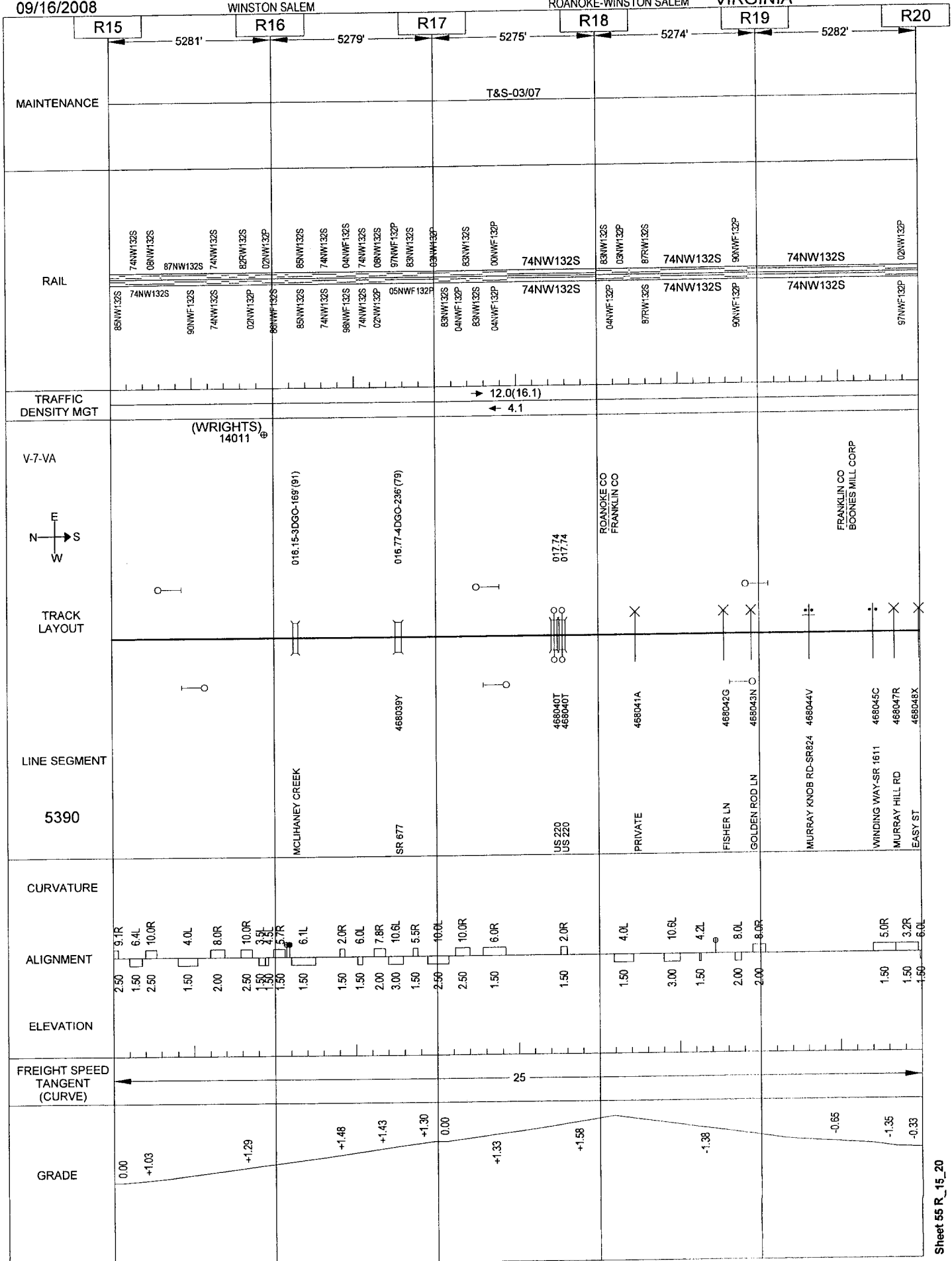
09/16/2008

WINSTON SALEM

213

ROANOKE-WINSTON SALEM

VIRGINIA



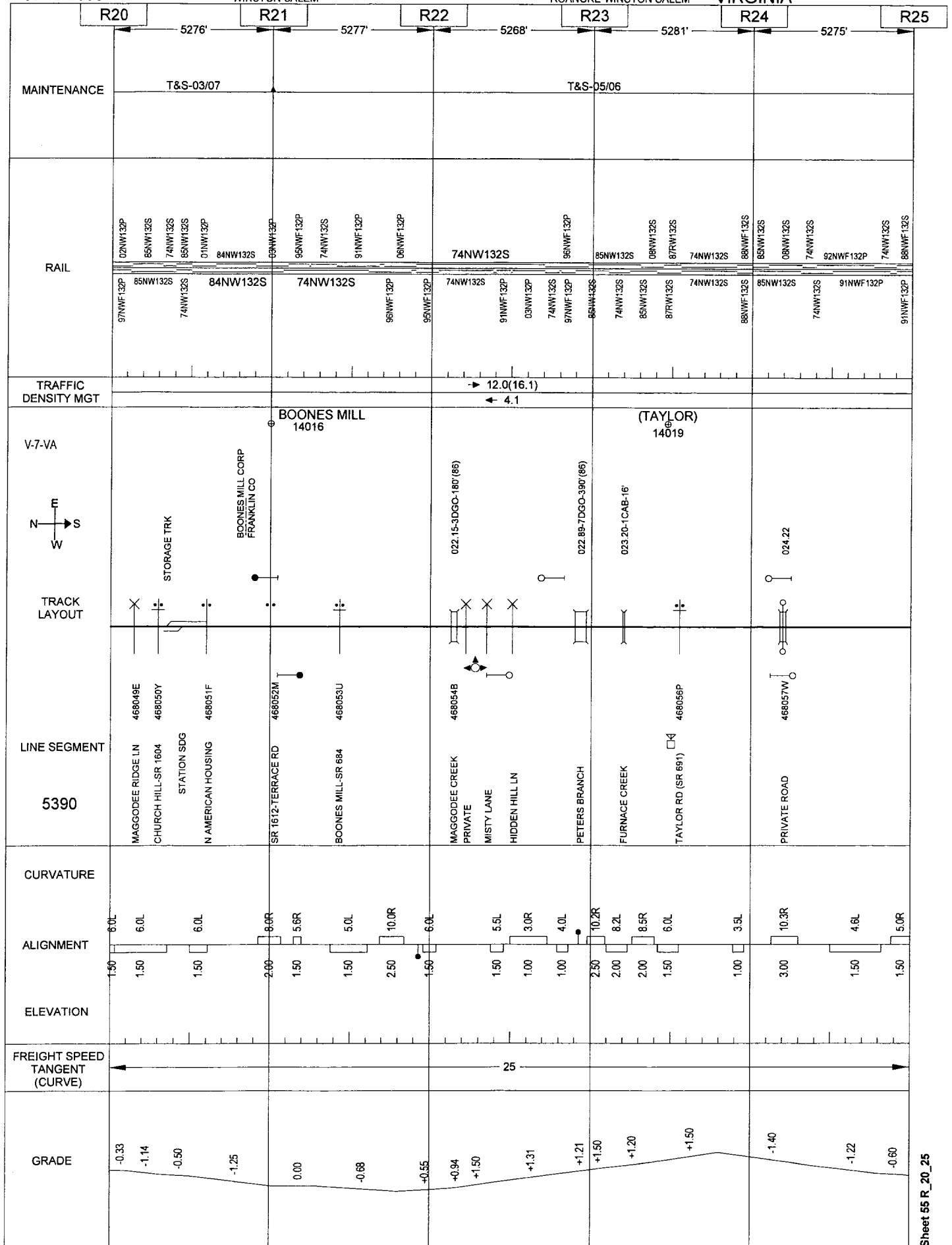
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214

WINSTON SALEM

ROANOKE-WINSTON SALEM

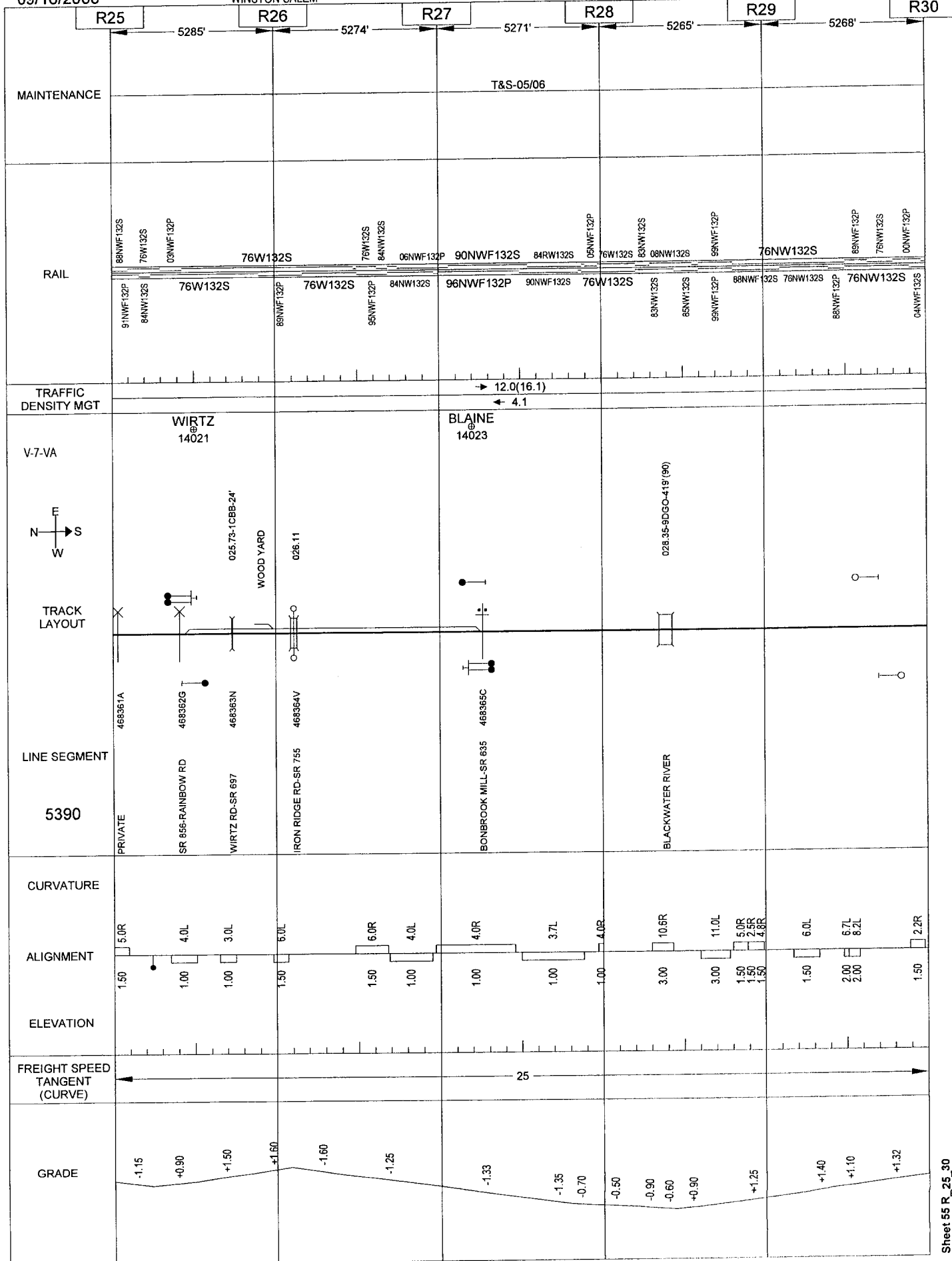
VIRGINIA



09/16/2008

ROANOKE-WINSTON SALEM

VIRGINIA



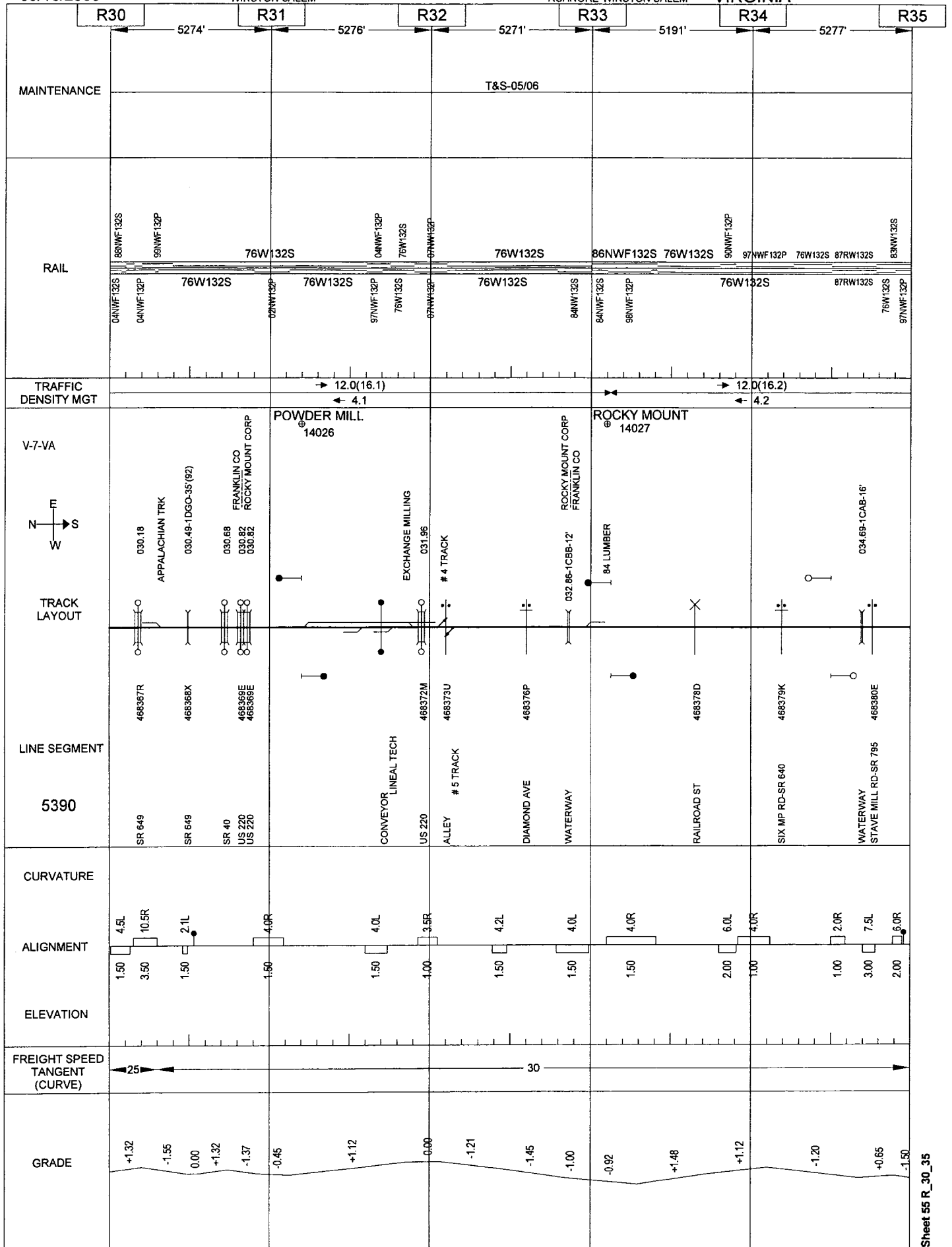
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WINSTON SALEM

216

ROANOKE-WINSTON SALEM

VIRGINIA



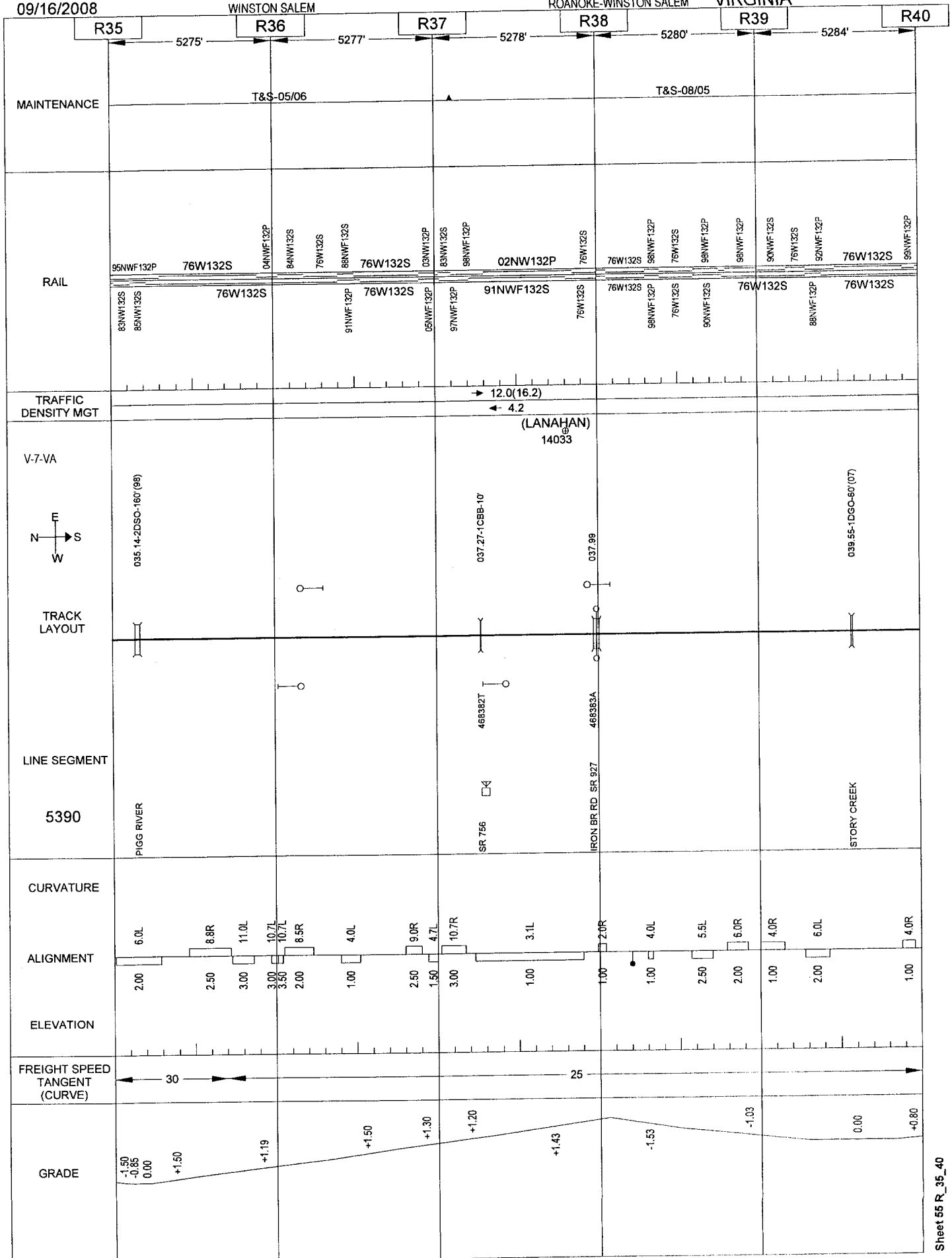
09/16/2008

WINSTON SALEM

217

ROANOKE-WINSTON SALEM

VIRGINIA



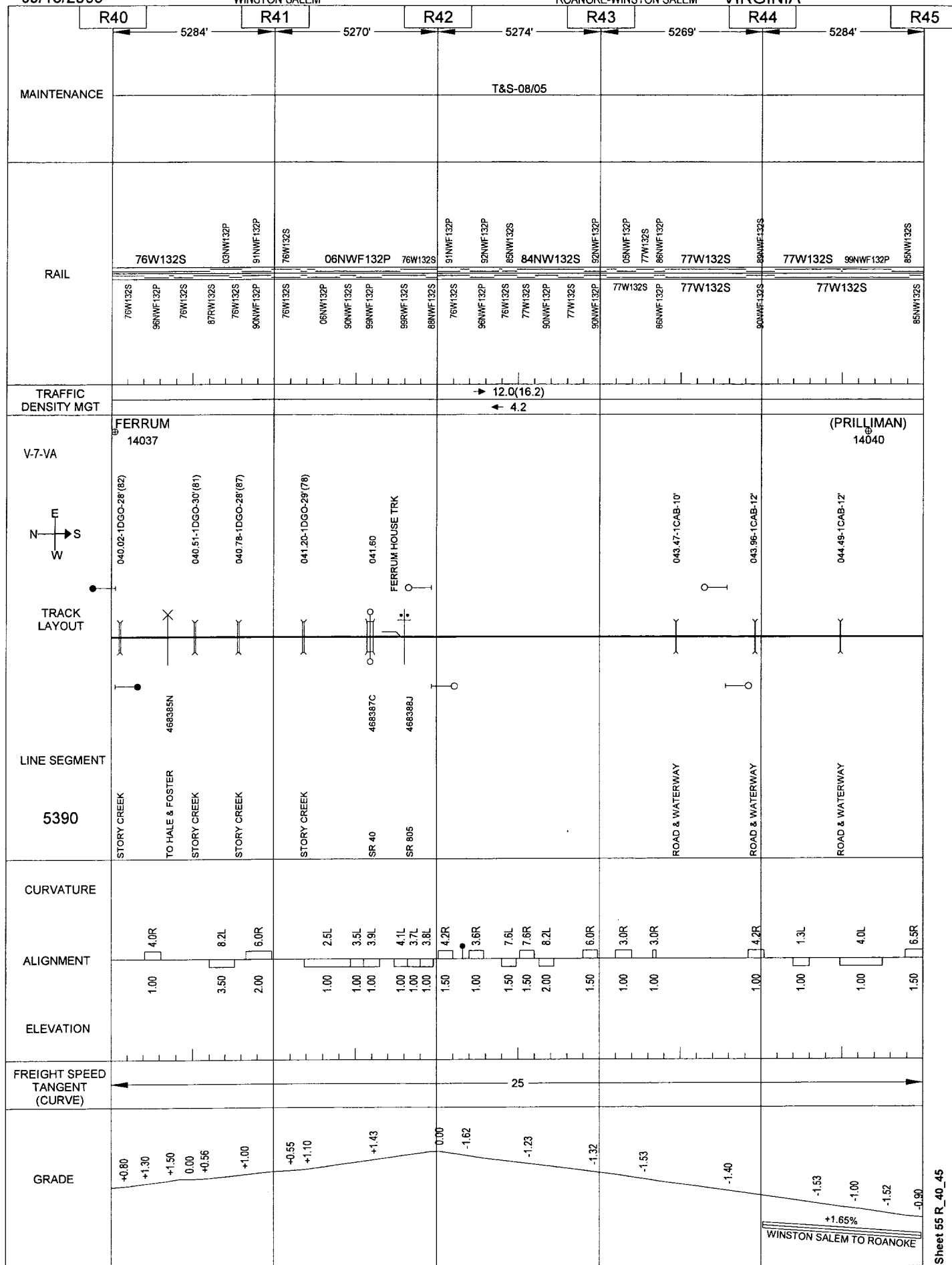
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WINSTON SALEM

218

ROANOKE-WINSTON SALEM

VIRGINIA



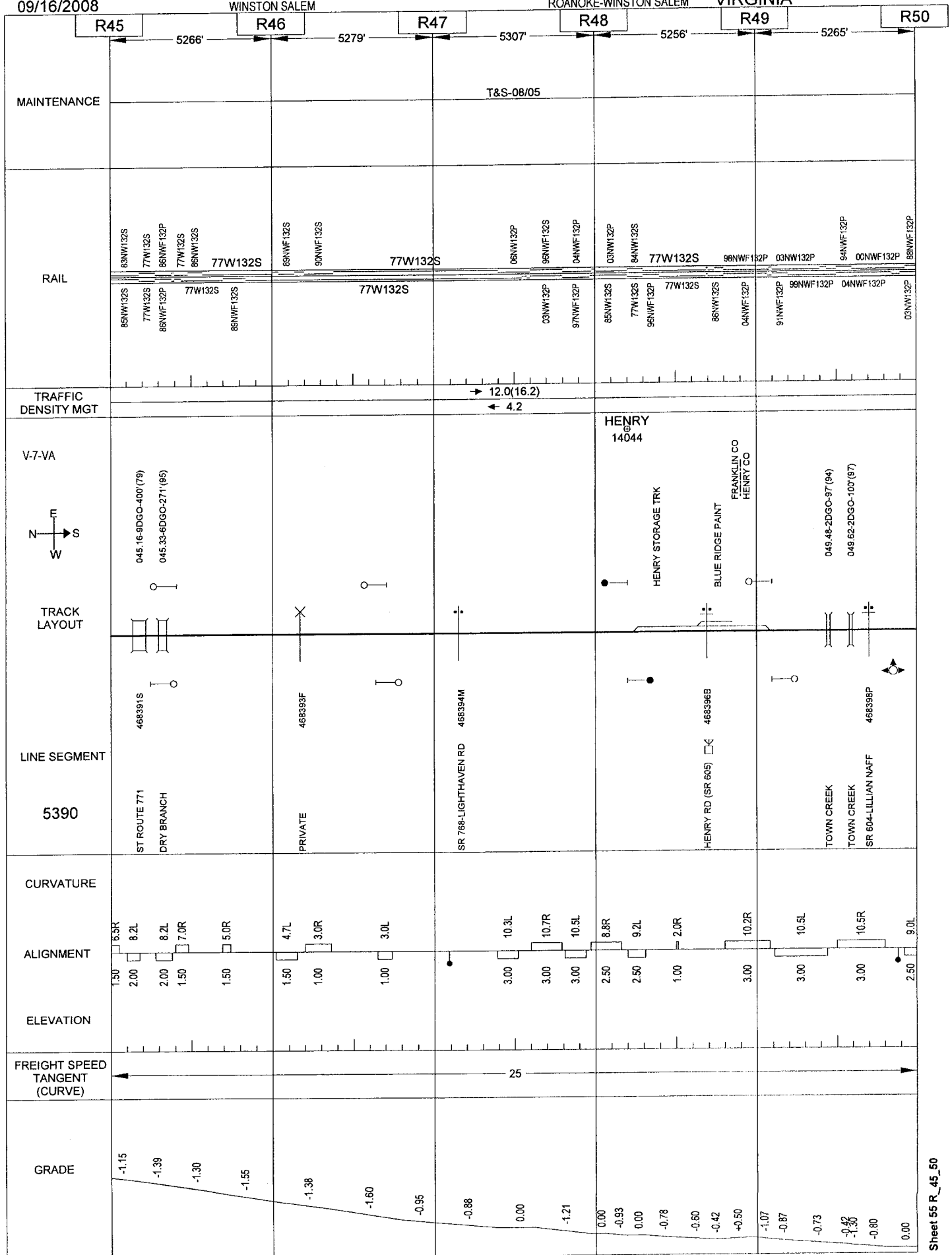
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WINSTON SALEM

219

ROANOKE-WINSTON SALEM

VIRGINIA



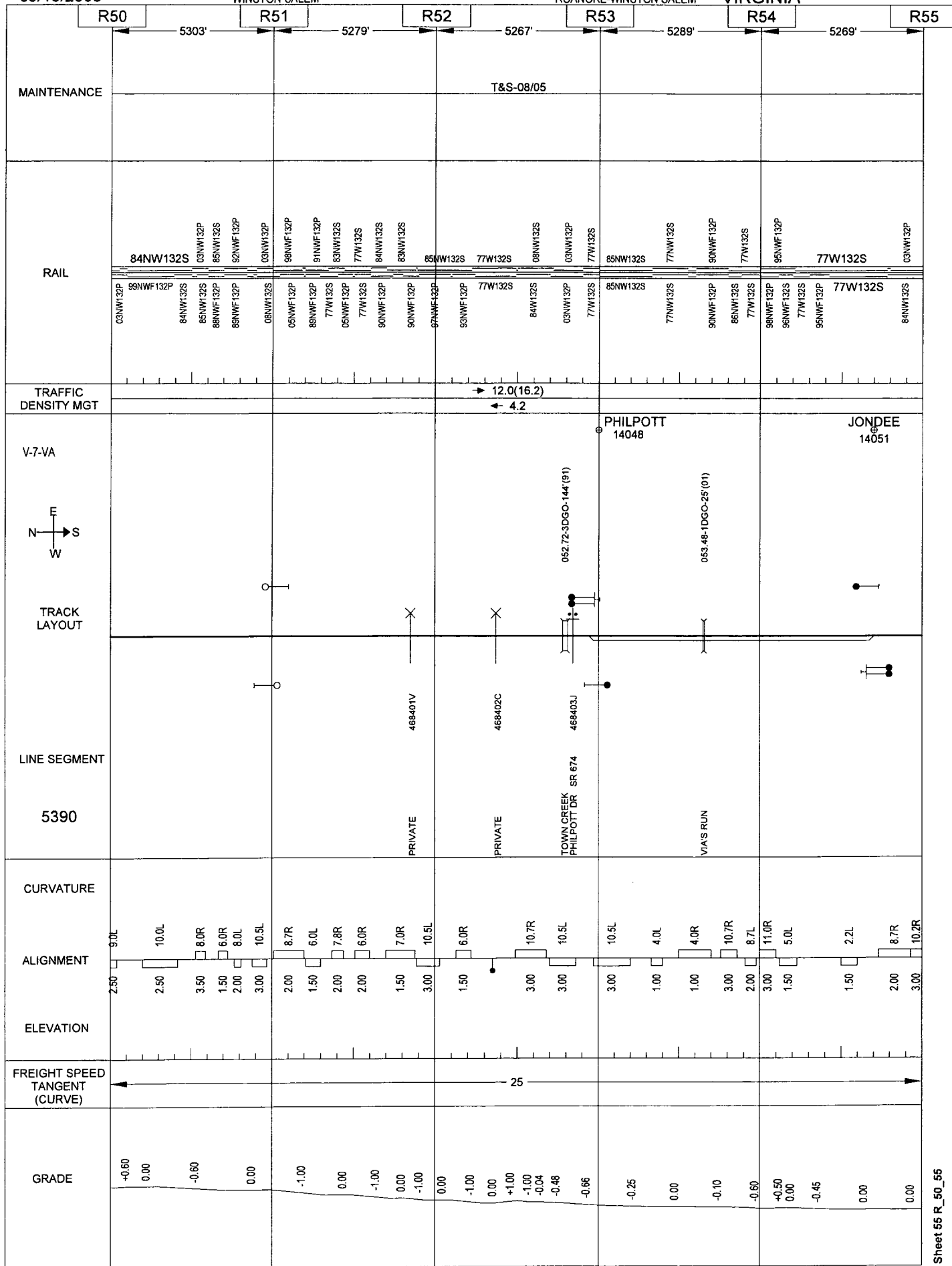
09/16/2008

WINSTON SALEM

220

ROANOKE-WINSTON SALEM

VIRGINIA



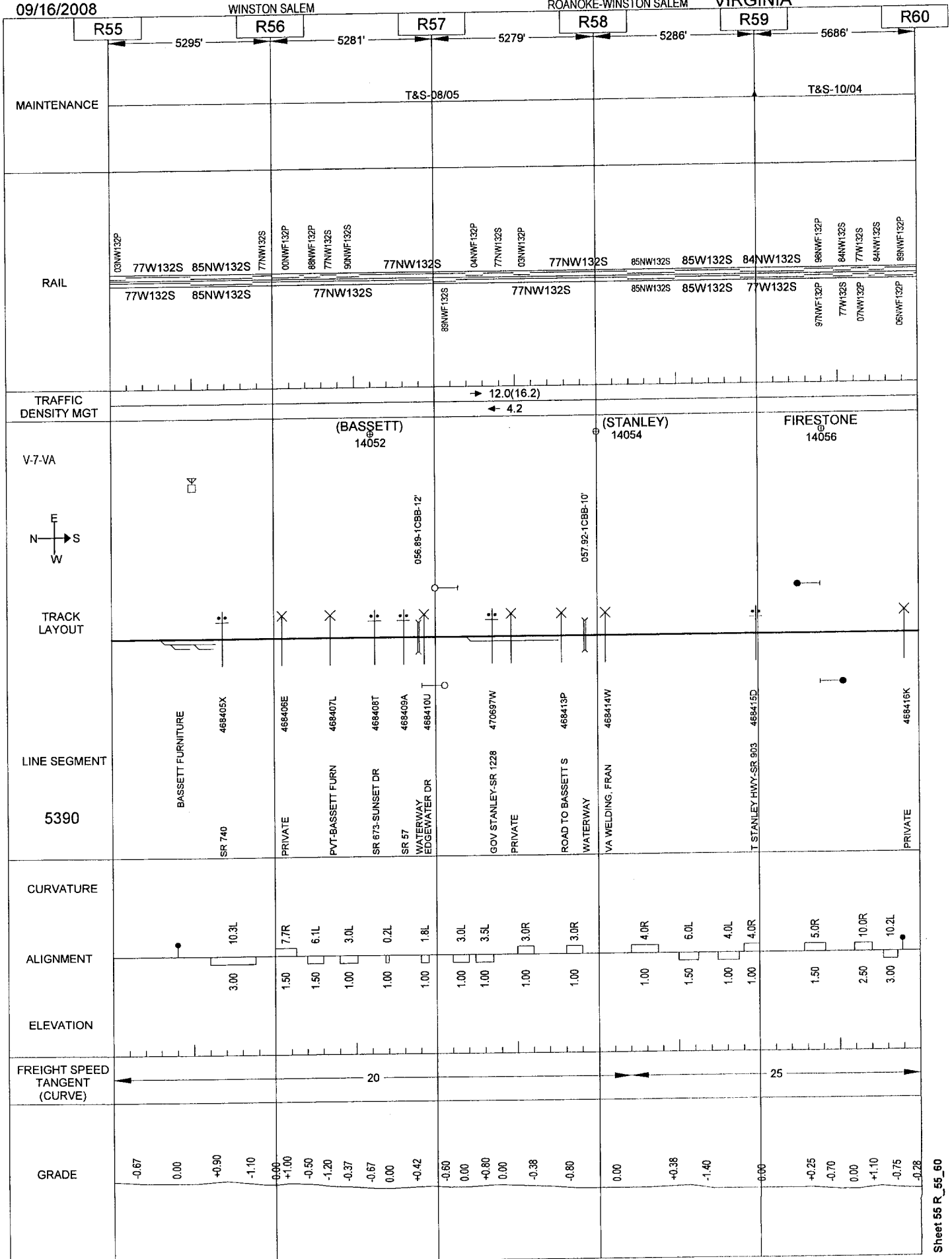
09/16/2008

WINSTON SALEM

221

ROANOKE-WINSTON SALEM

VIRGINIA



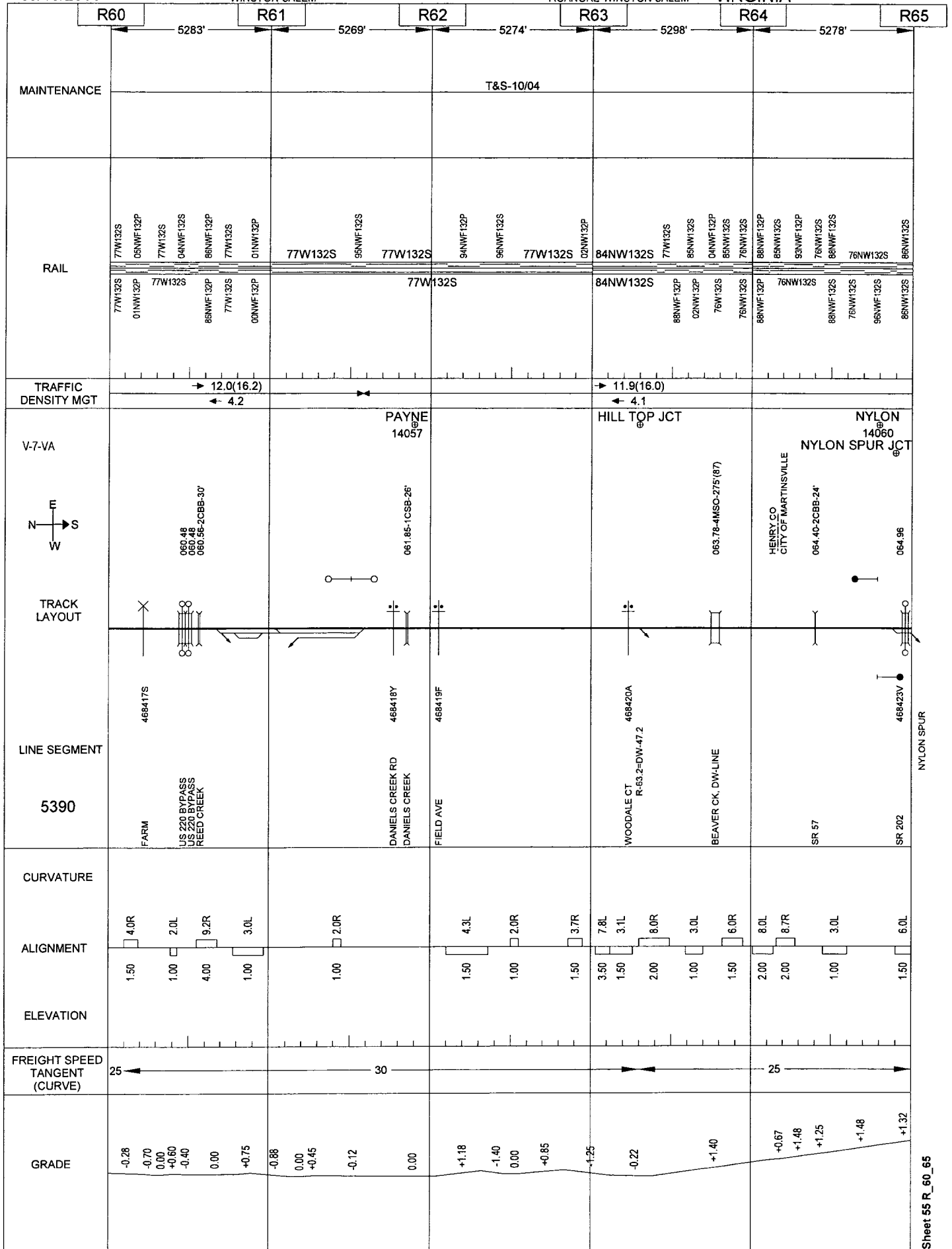
09/16/2008

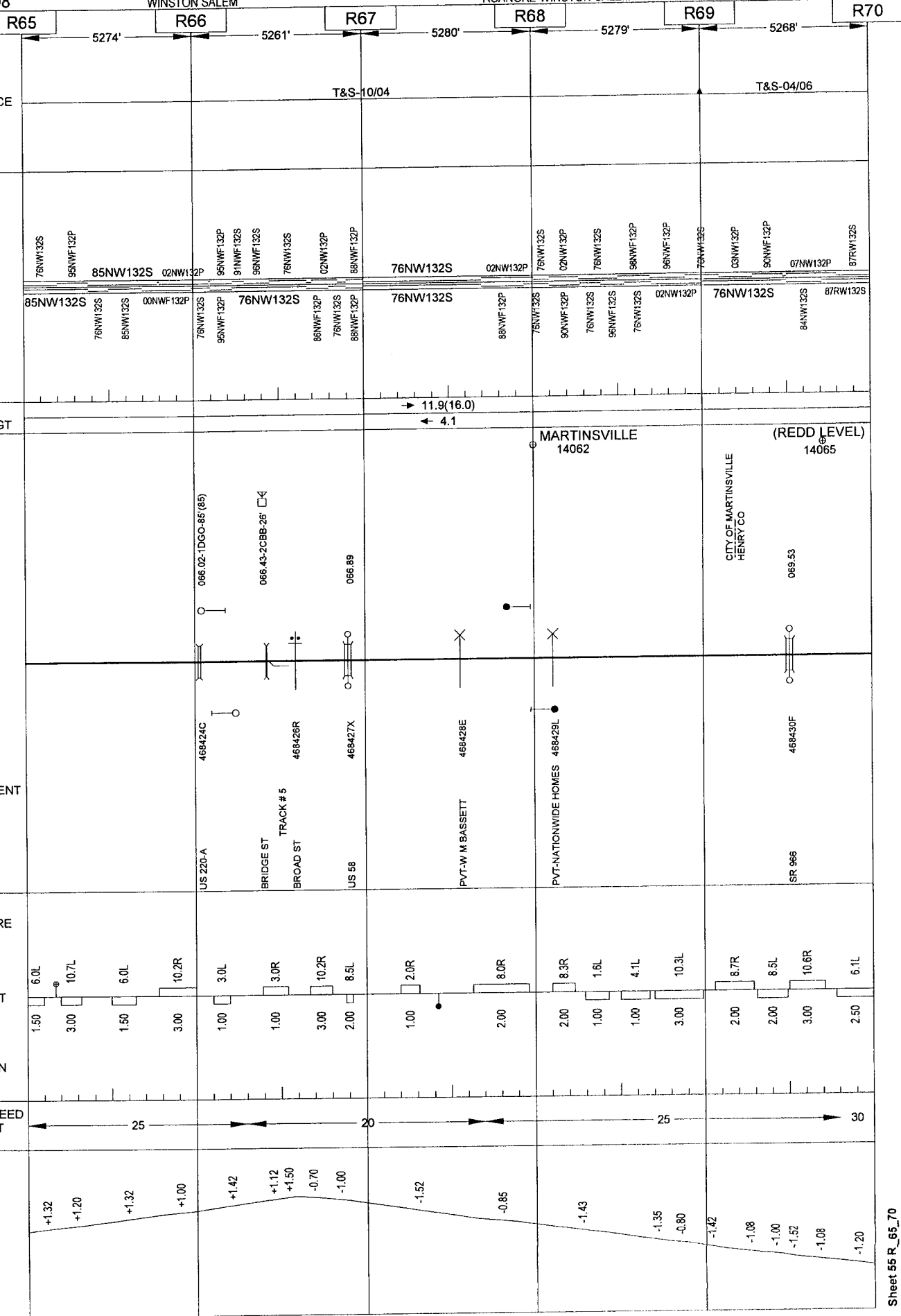
WINSTON SALEM

222

ROANOKE-WINSTON SALEM

VIRGINIA





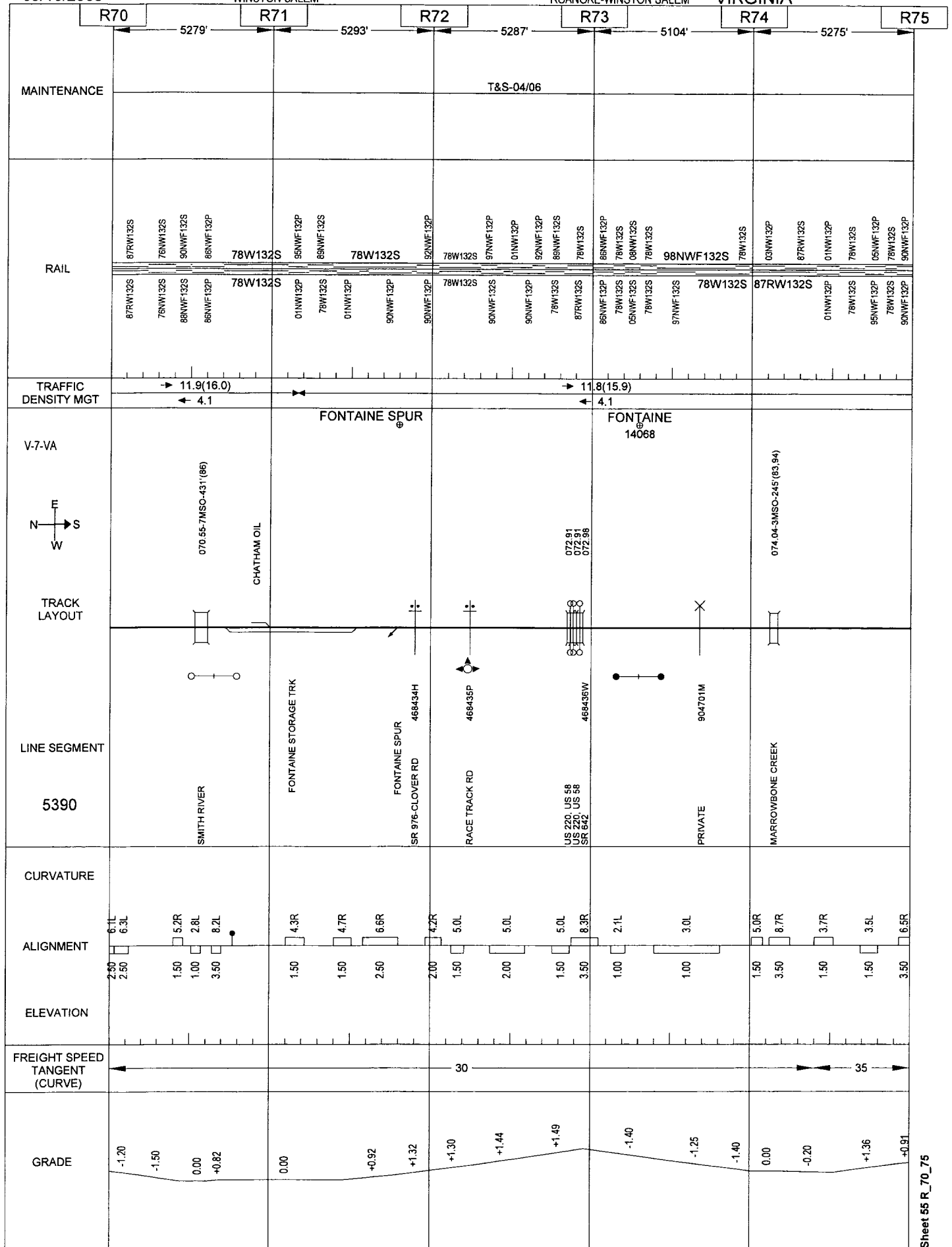
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WINSTON SALEM

224

ROANOKE-WINSTON SALEM

VIRGINIA



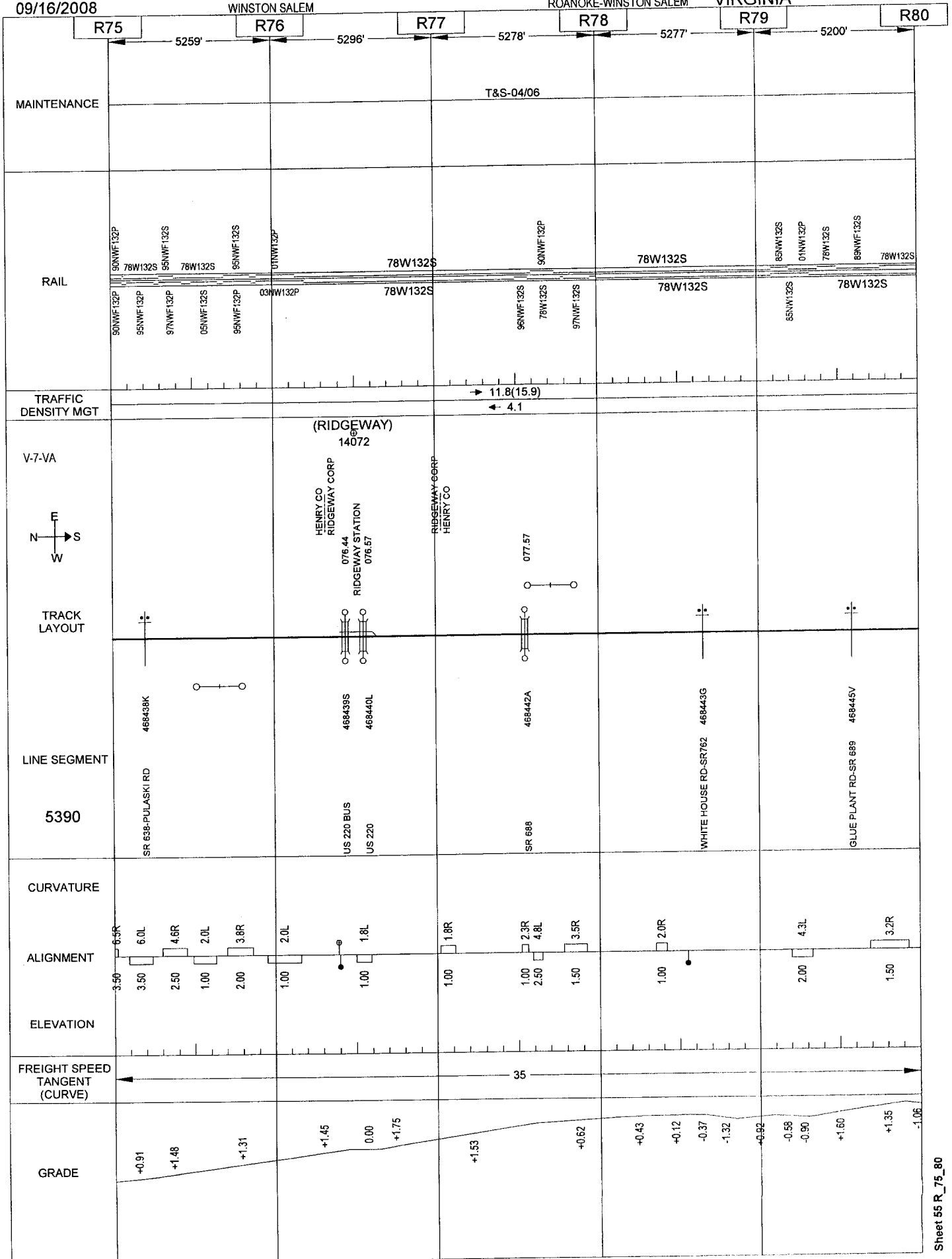
09/16/2008

WINSTON SALEM

225

ROANOKE-WINSTON SALEM

VIRGINIA



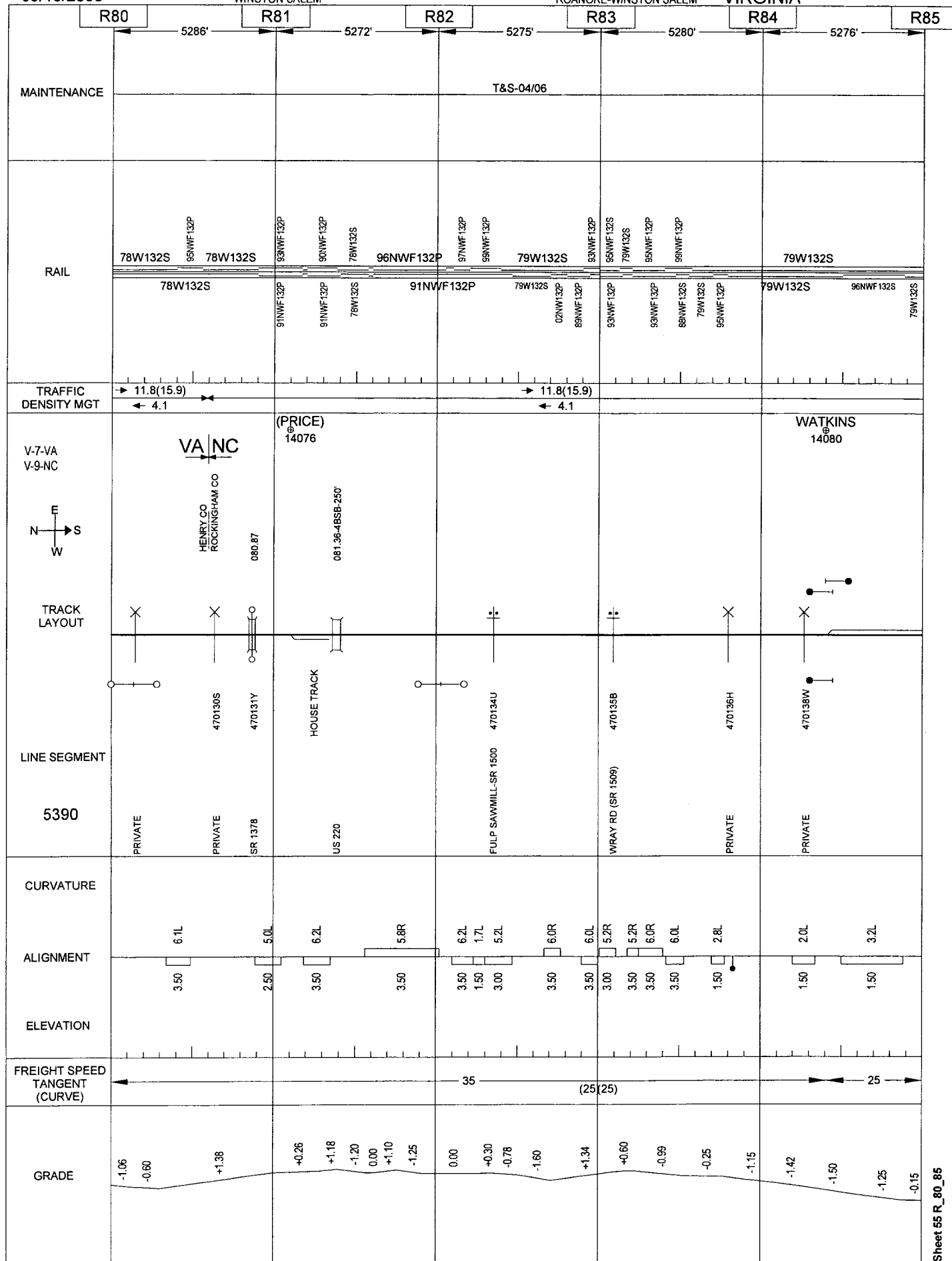
09/16/2008

WINSTON SALEM

226

ROANOKE-WINSTON SALEM

VIRGINIA



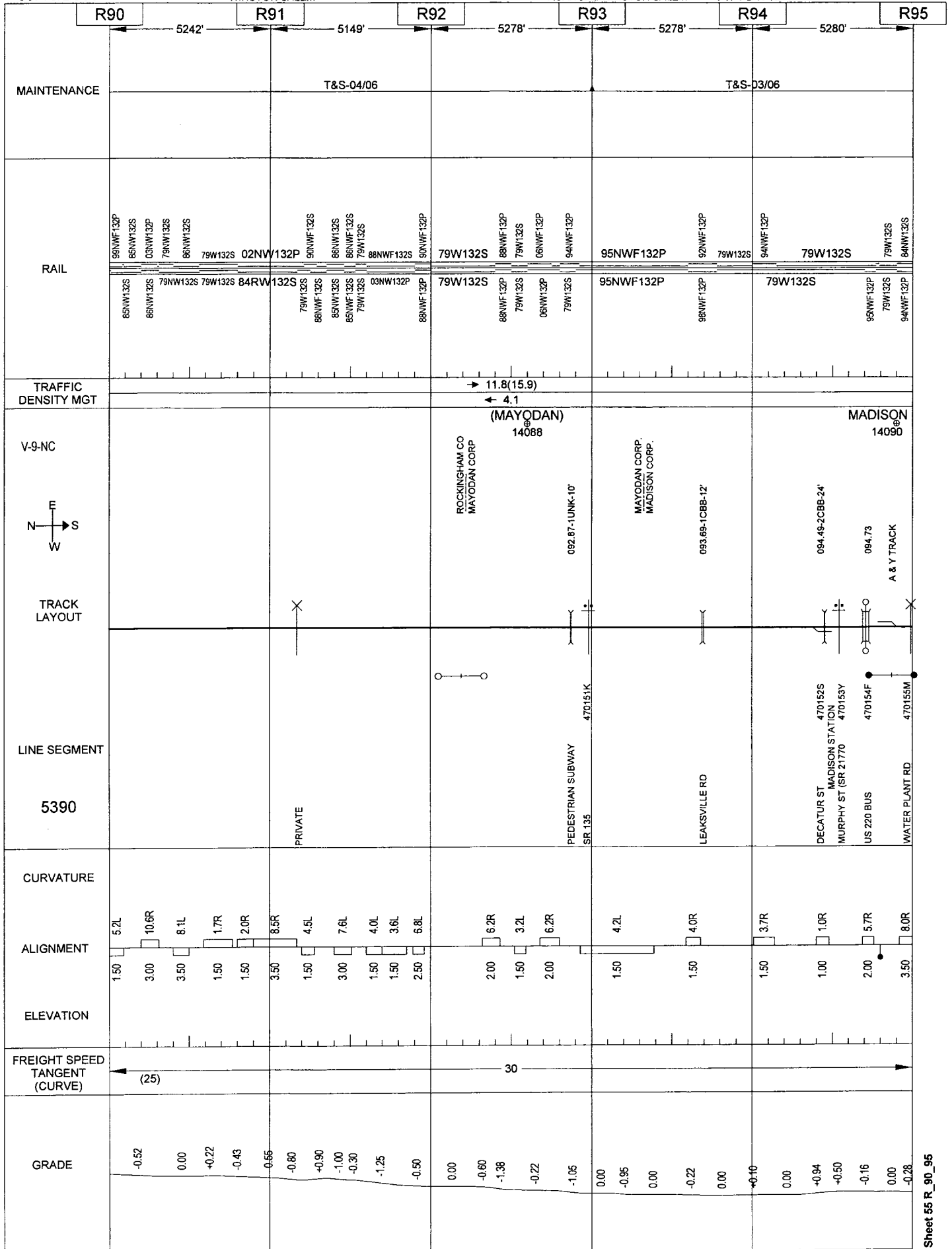
09/16/2008

WINSTON SALEM

228

ROANOKE-WINSTON SALEM

VIRGINIA

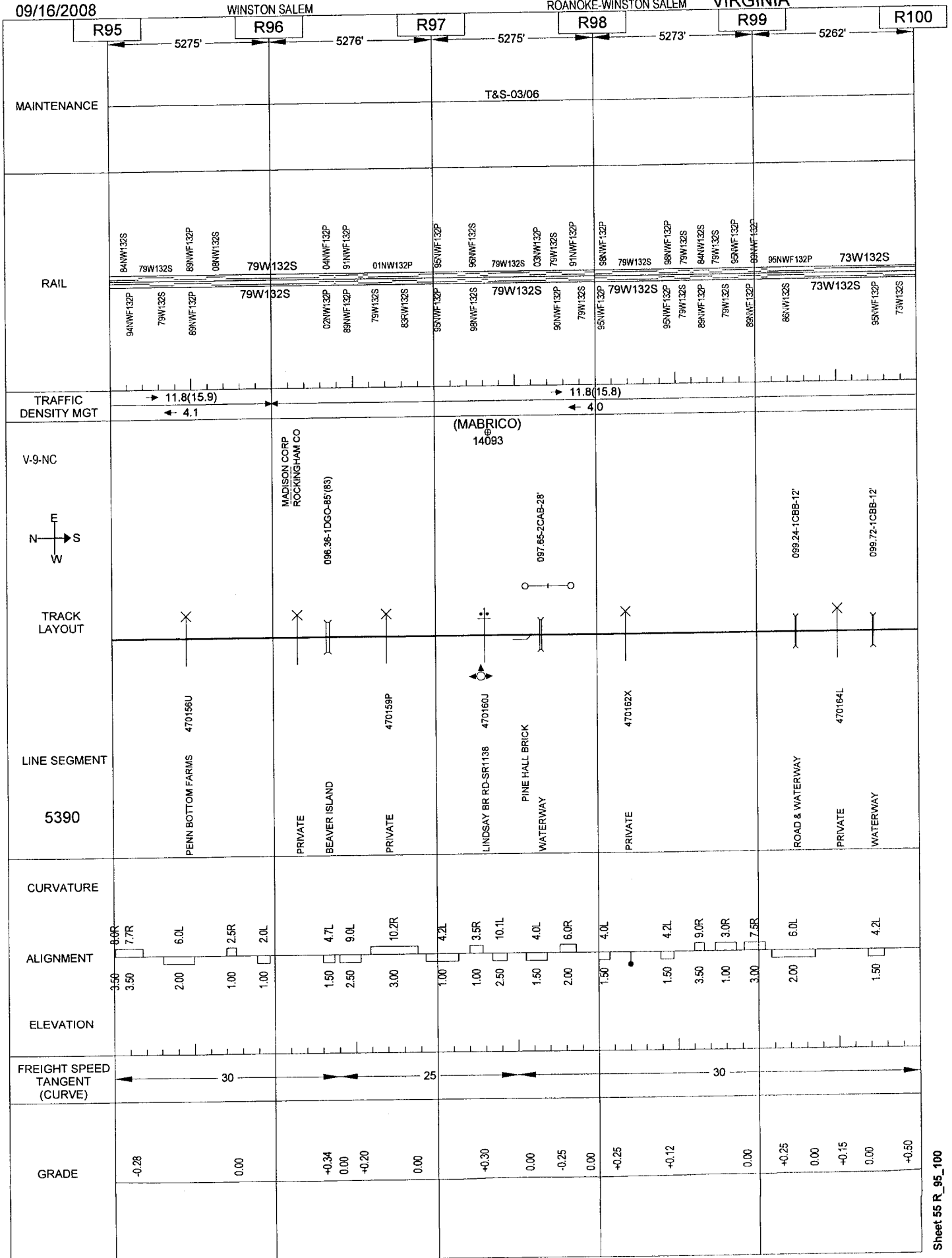


09/16/2008

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



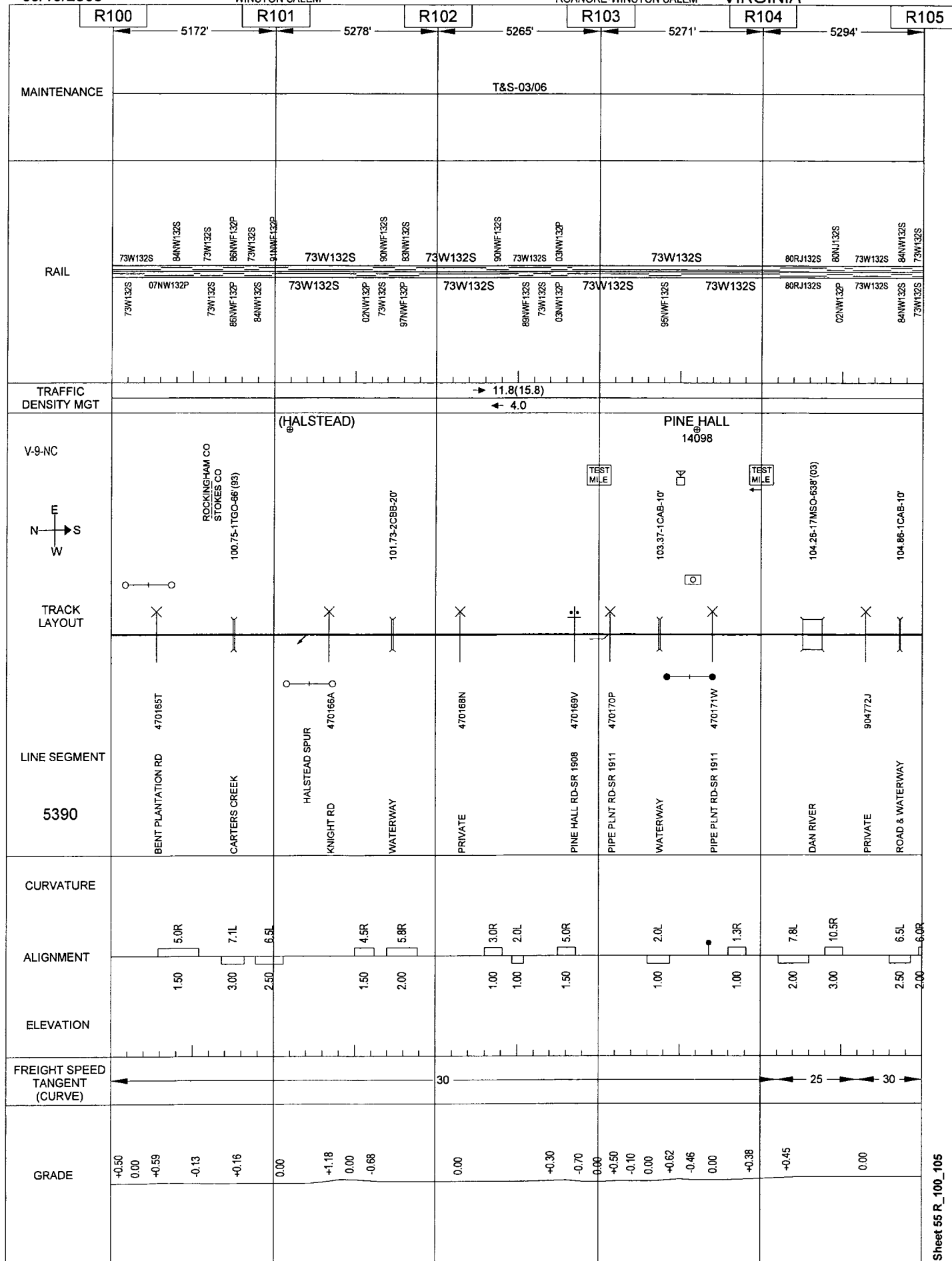
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WINSTON SALEM

230

ROANOKE-WINSTON SALEM

VIRGINIA

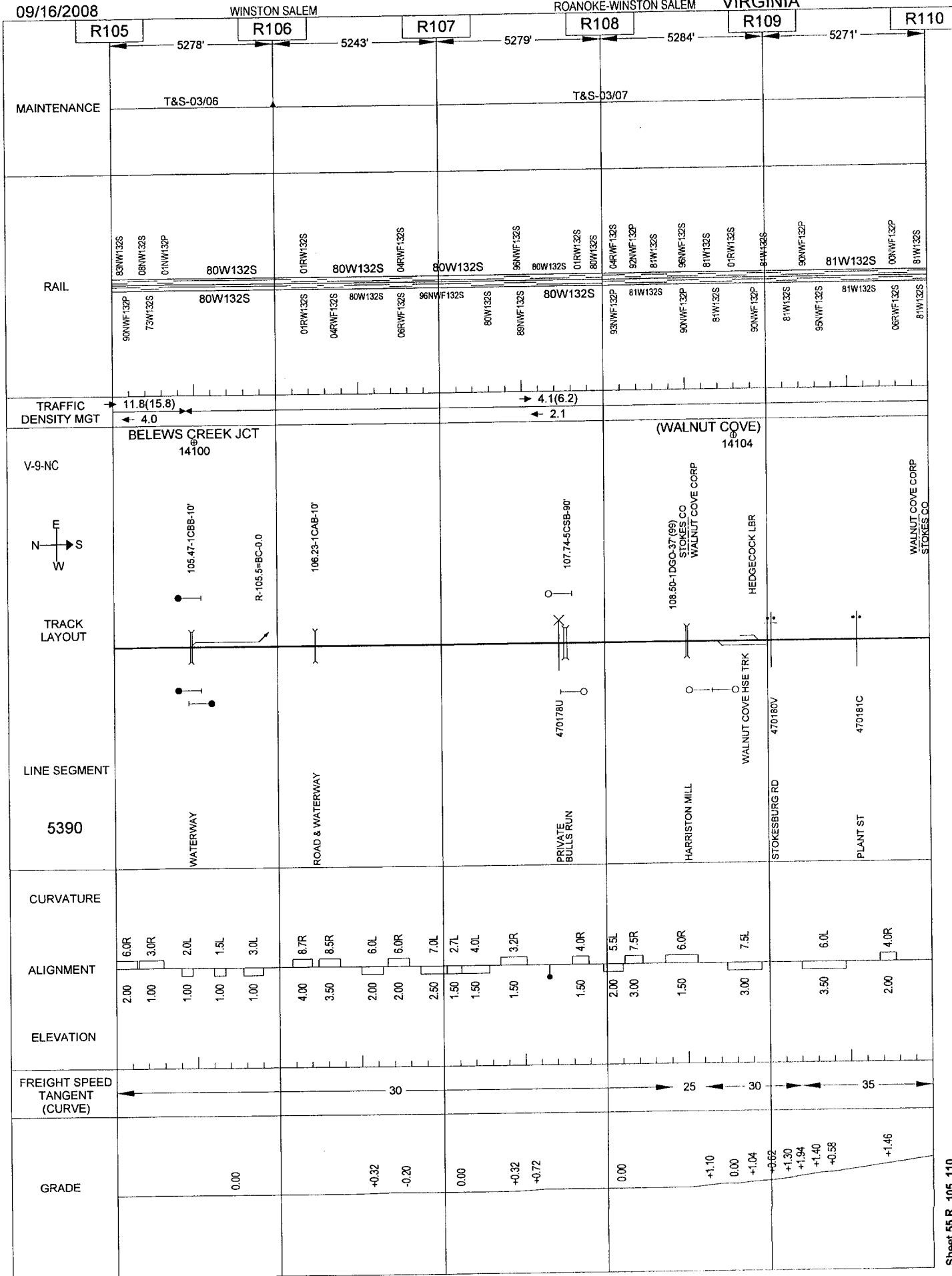


09/16/2008

231

ROANOKE-WINSTON SALEM

VIRGINIA



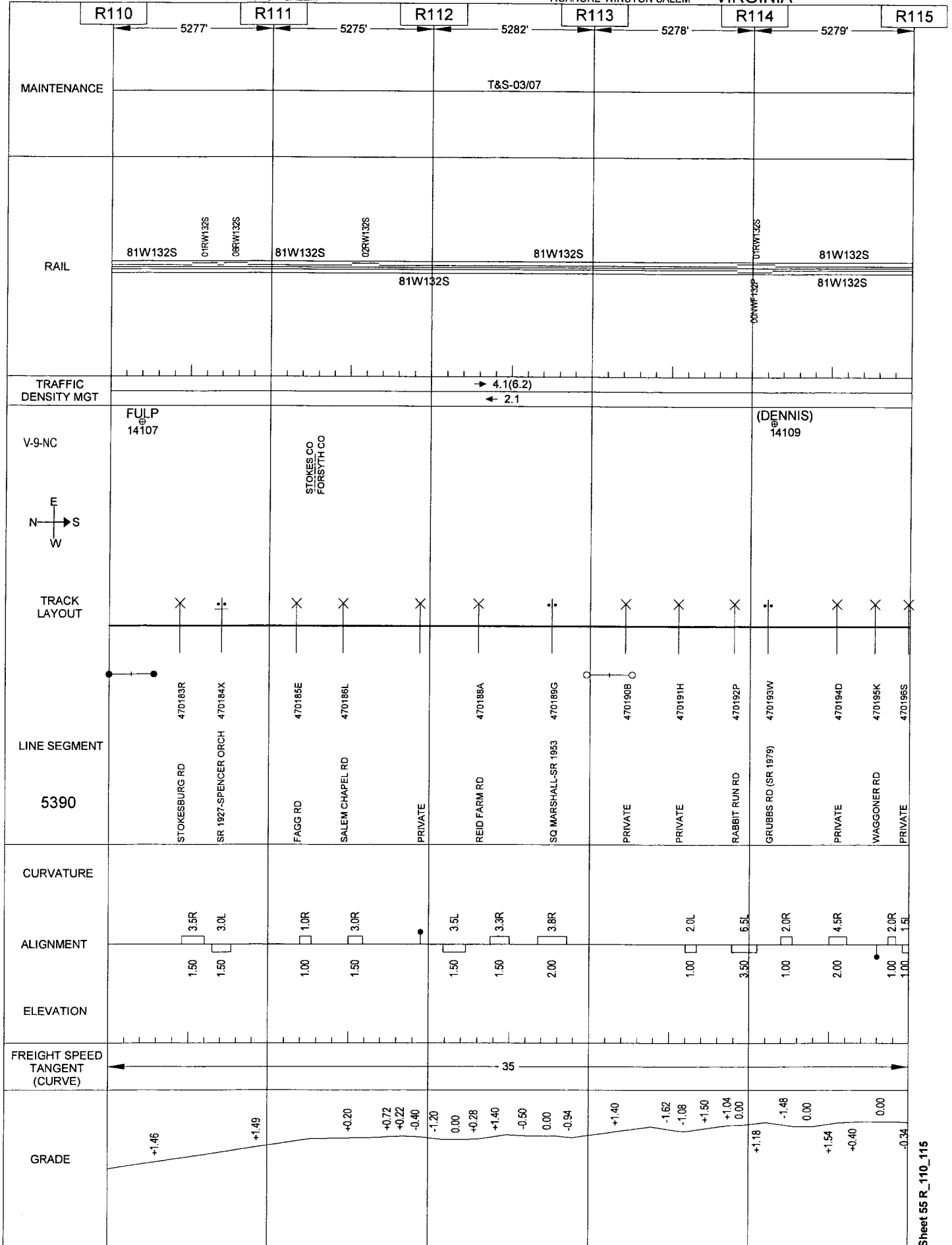
09/16/2008

WINSTON SALEM

232

ROANOKE-WINSTON SALEM

VIRGINIA



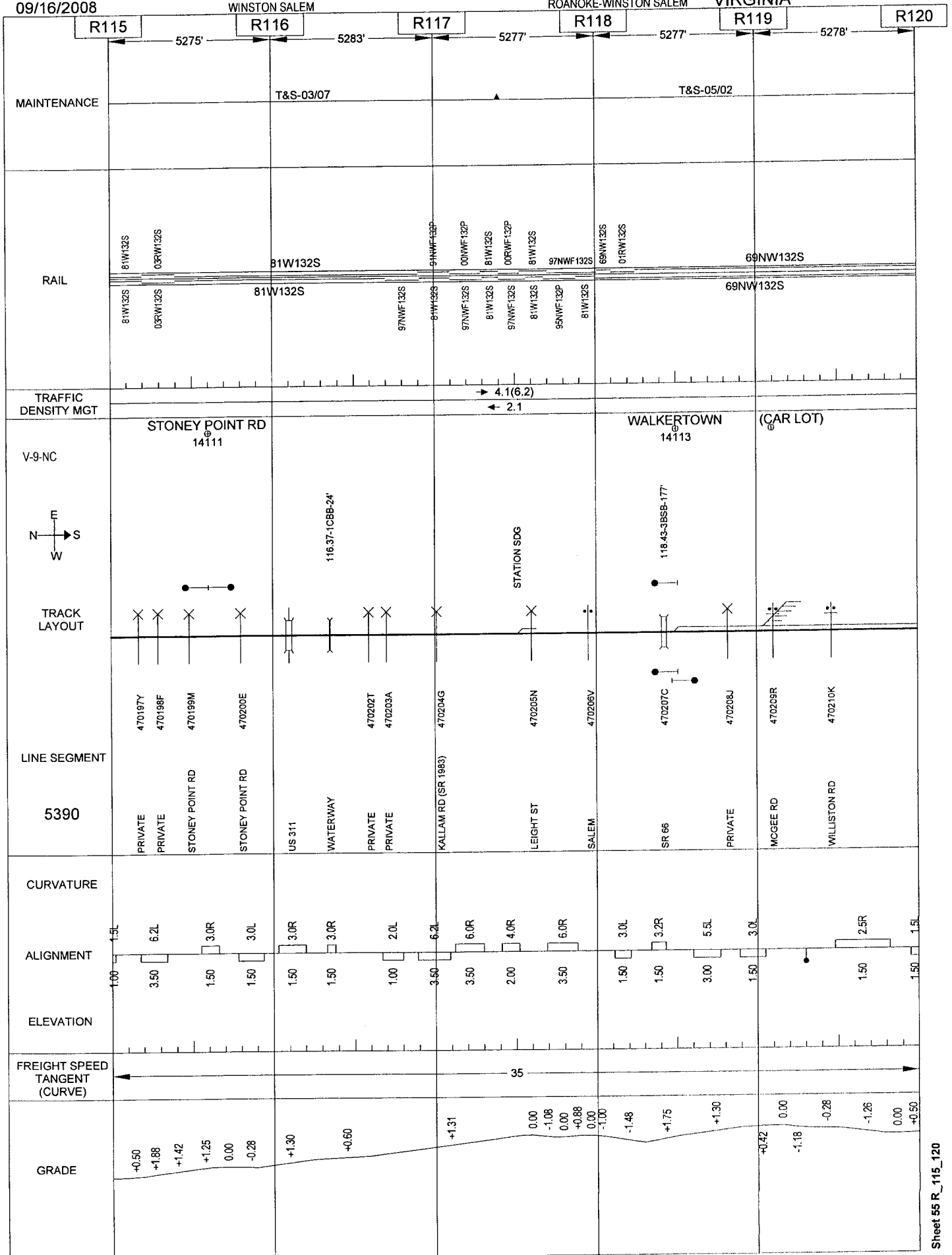
09/16/2008

WINSTON SALEM

233

ROANOKE-WINSTON SALEM

VIRGINIA



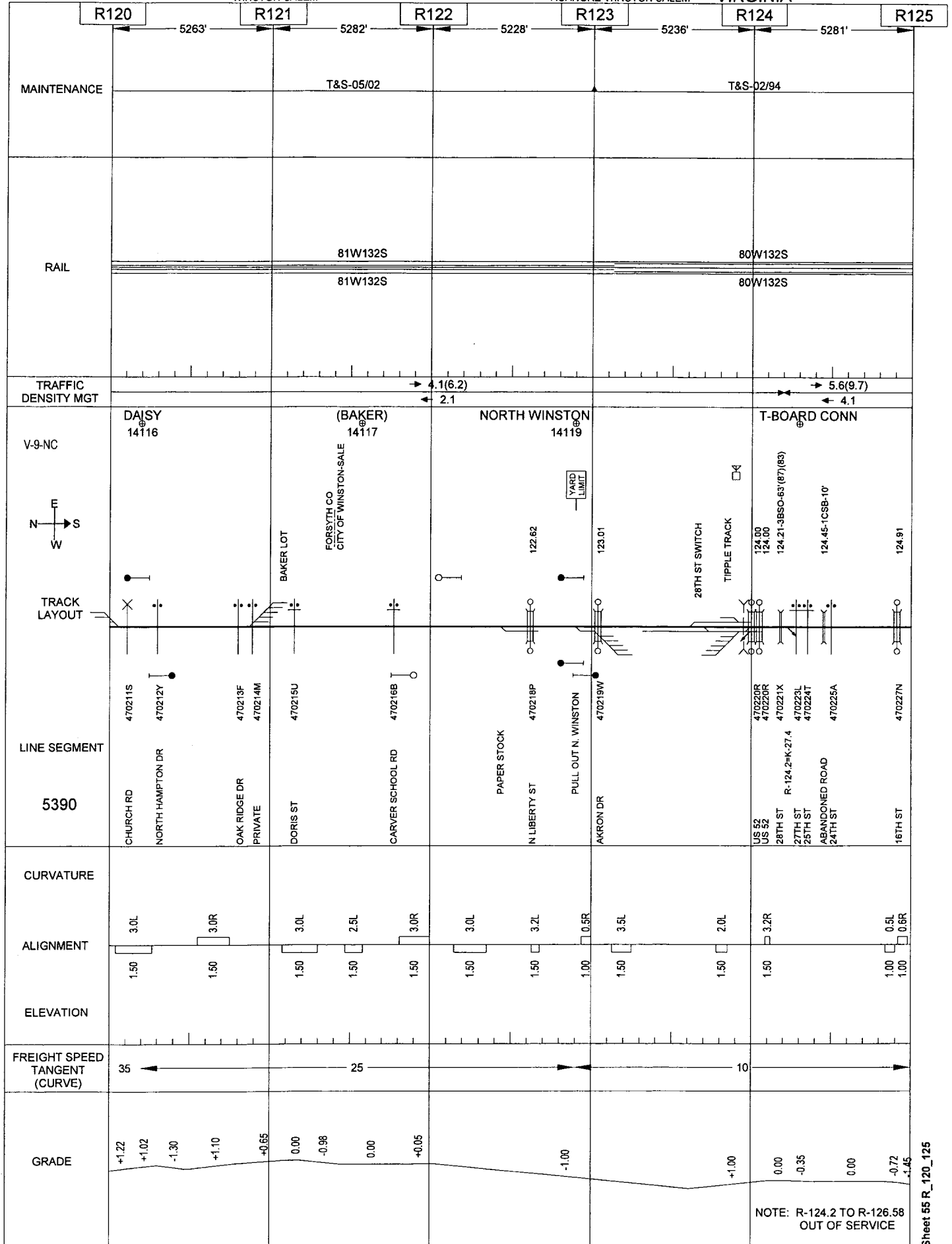
09/16/2008

234

WINSTON SALEM

ROANOKE-WINSTON SALEM

VIRGINIA



NOTE: R-124.2 TO R-126.58
OUT OF SERVICE

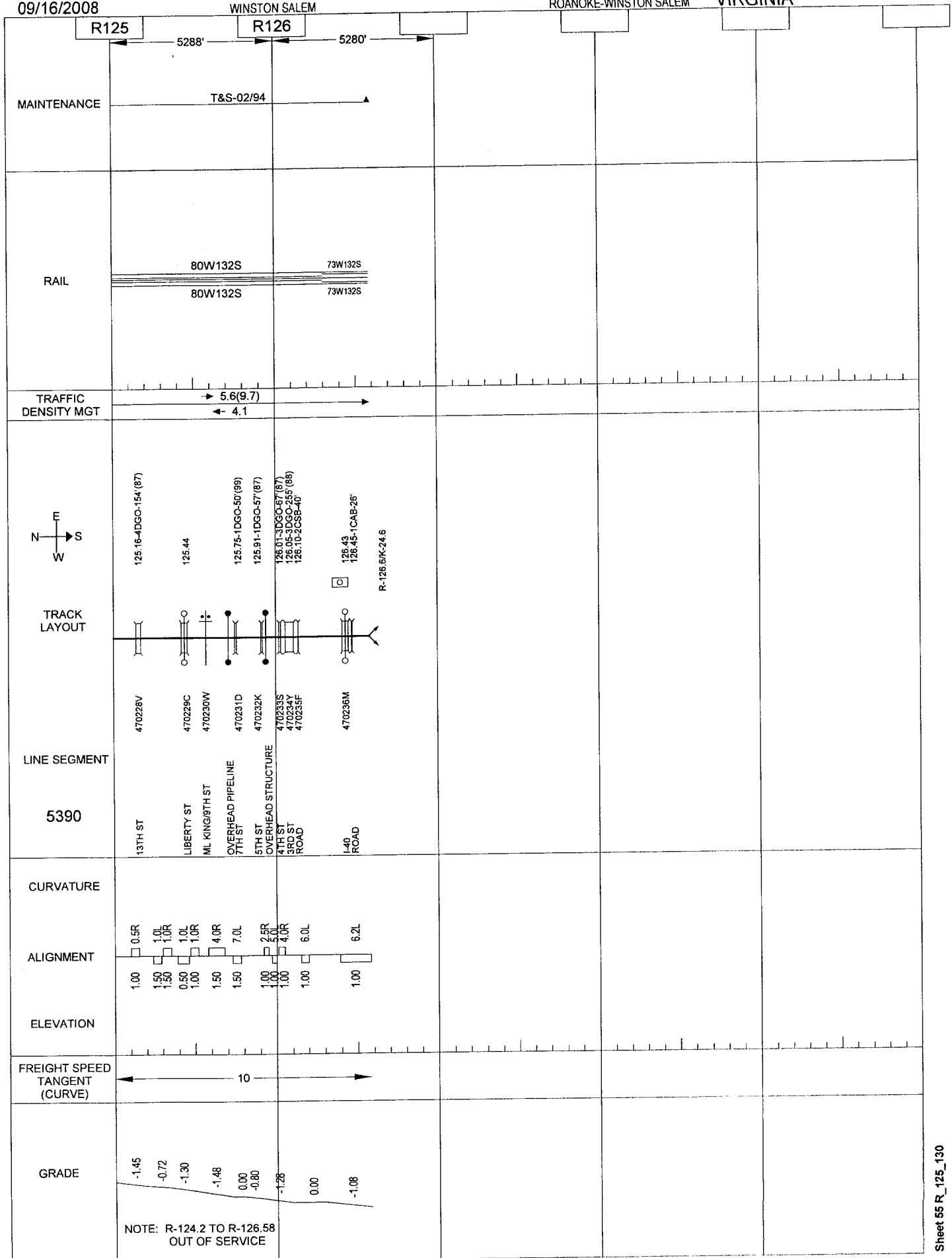
09/16/2008

WINSTON SALEM

235

ROANOKE-WINSTON SALEM

VIRGINIA



09/16/2008

WINSTON SALEM

236
HILL TOP BRANCH
DW42

MARTINSVILLE-FIELDALE
DW43

VIRGINIA
DW44

DW45

5280'

4973'

1'

5129'

MAINTENANCE

T&S-09/90

RAIL

44RJ075S

61RJ065S
61RJ080S

52RJ075S

53RJ075S

**RJ075S

30RJ075S

44RJ075S

61RJ065S
61RJ080S

52RJ075S

53RJ075S

**RJ075S

30RJ075S

TRAFFIC
DENSITY MGT

V-7-VA



TRACK
LAYOUT

LINE SEGMENT

5410

(MARTINSVILLE)
DW41

TIPPLE TRACK
PRILLAMAN TANK TRACK
041.74

042.01

042.80

PRILLAMAN CHEMICAL

714160M

CHURCH ST

714162B

FAIRY ST

714163H

COMMONWEALTH BLVD

JONES CREEK
DW44

044.40-7MSO-158'(NA)

714167K

JONES CRK (SR 108)

714168S

CURVATURE

ALIGNMENT

ELEVATION

0.00 7.5L
1.00 6.0R
1.00 11.0L

1.00 7.0R
1.00 6.0R
1.00 3.0R
1.00 10.0R
1.00 4.7R
1.00 1.5R

1.00 1.5R
2.00 7.0L
2.00 7.0R
1.50 6.0R

FREIGHT SPEED
TANGENT
(CURVE)

10

GRADE

+2.65

-1.95

-2.88

-2.70

-2.63

-2.71

-2.49

-0.36

-0.39

09/16/2008

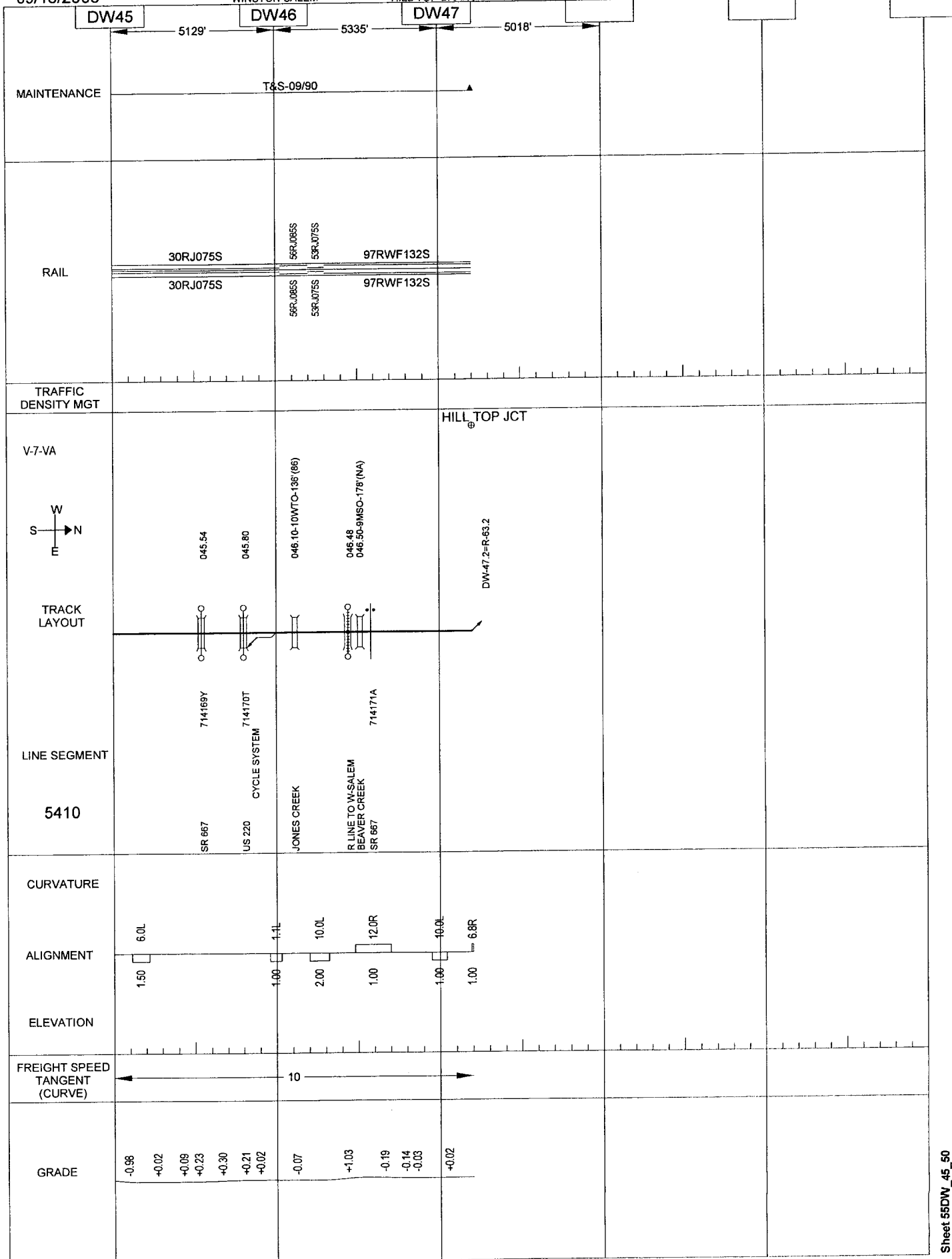
WINSTON SALEM

237

HILL TOP BRANCH

MARTINSVILLE-FIELDALE

VIRGINIA



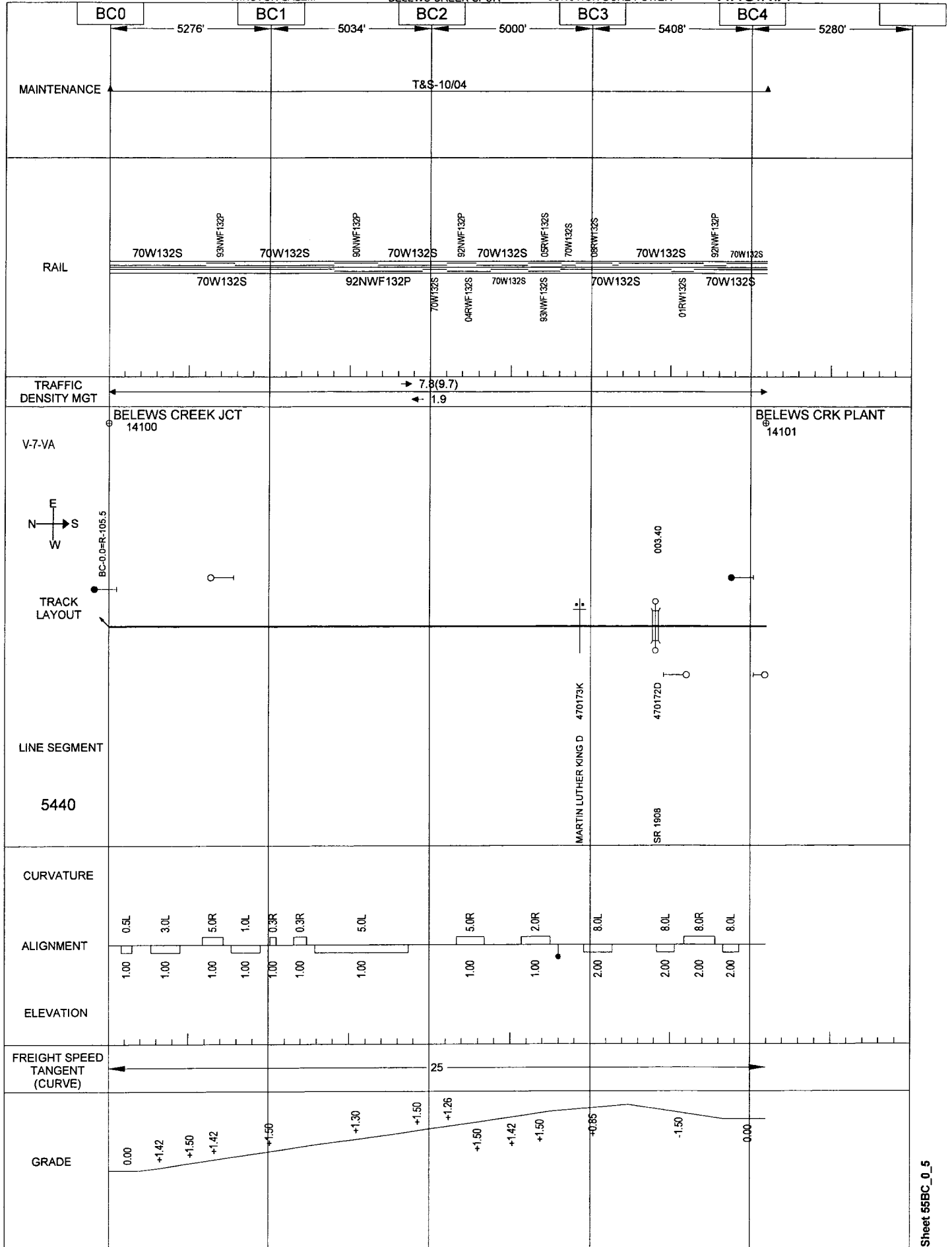
09/16/2008

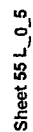
WINSTON SALEM

238
BELEWS CREEK SPUR

JUNCTION-DUKE POWER

VIRGINIA





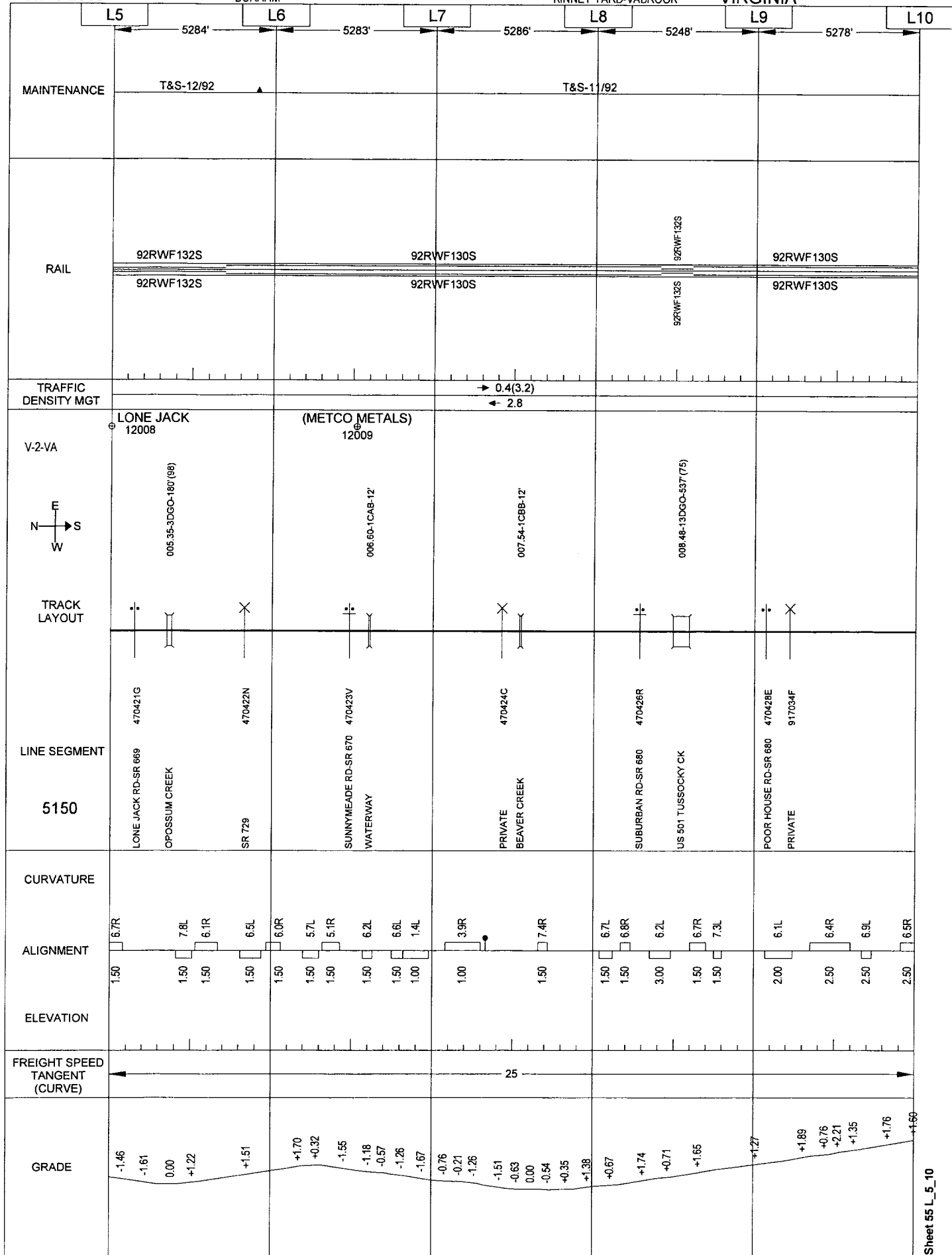
09/16/2008

240

DURHAM

KINNEY YARD-VABROOK

VIRGINIA



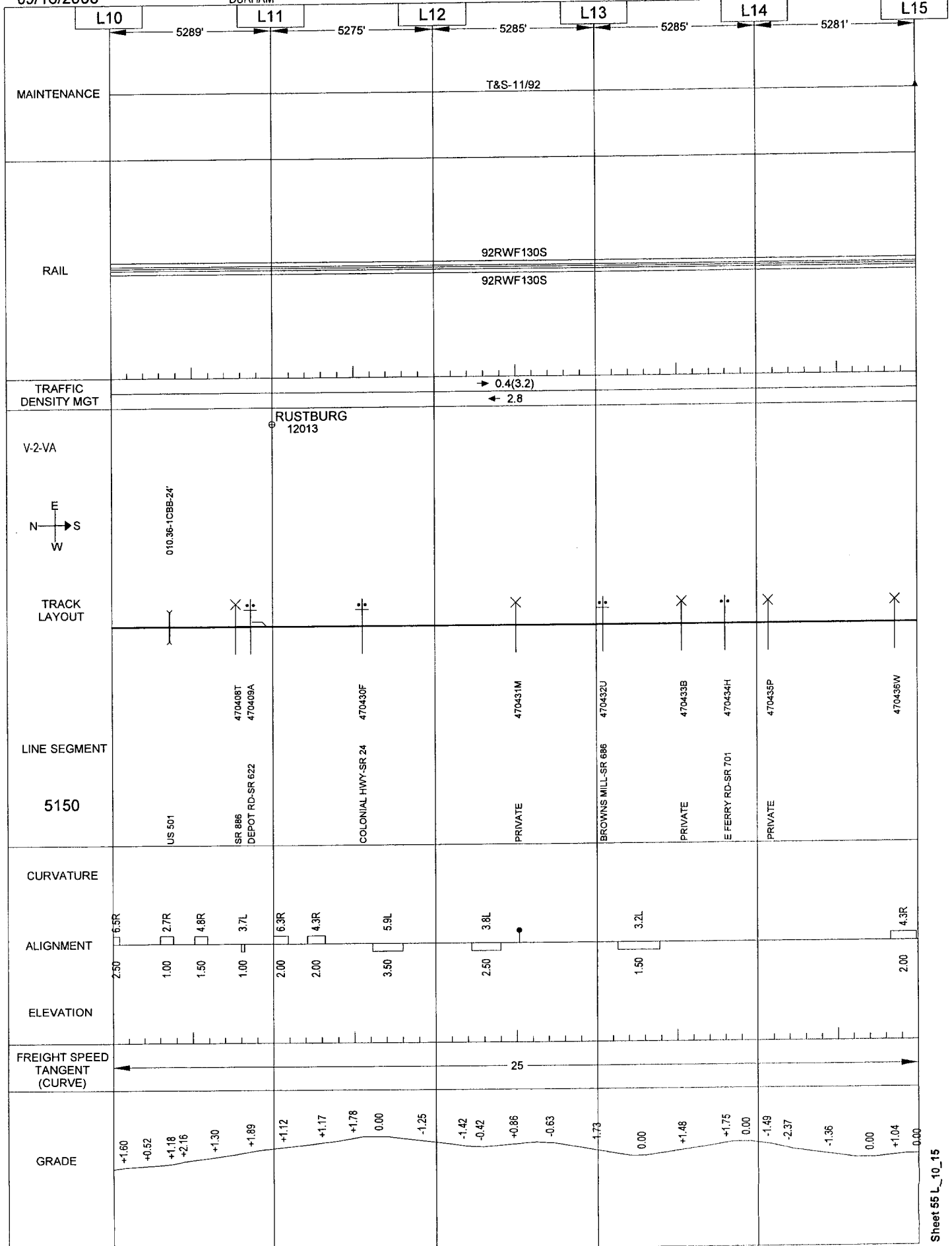
09/16/2008

241

DURHAM

KINNEY YARD-VABROOK

VIRGINIA



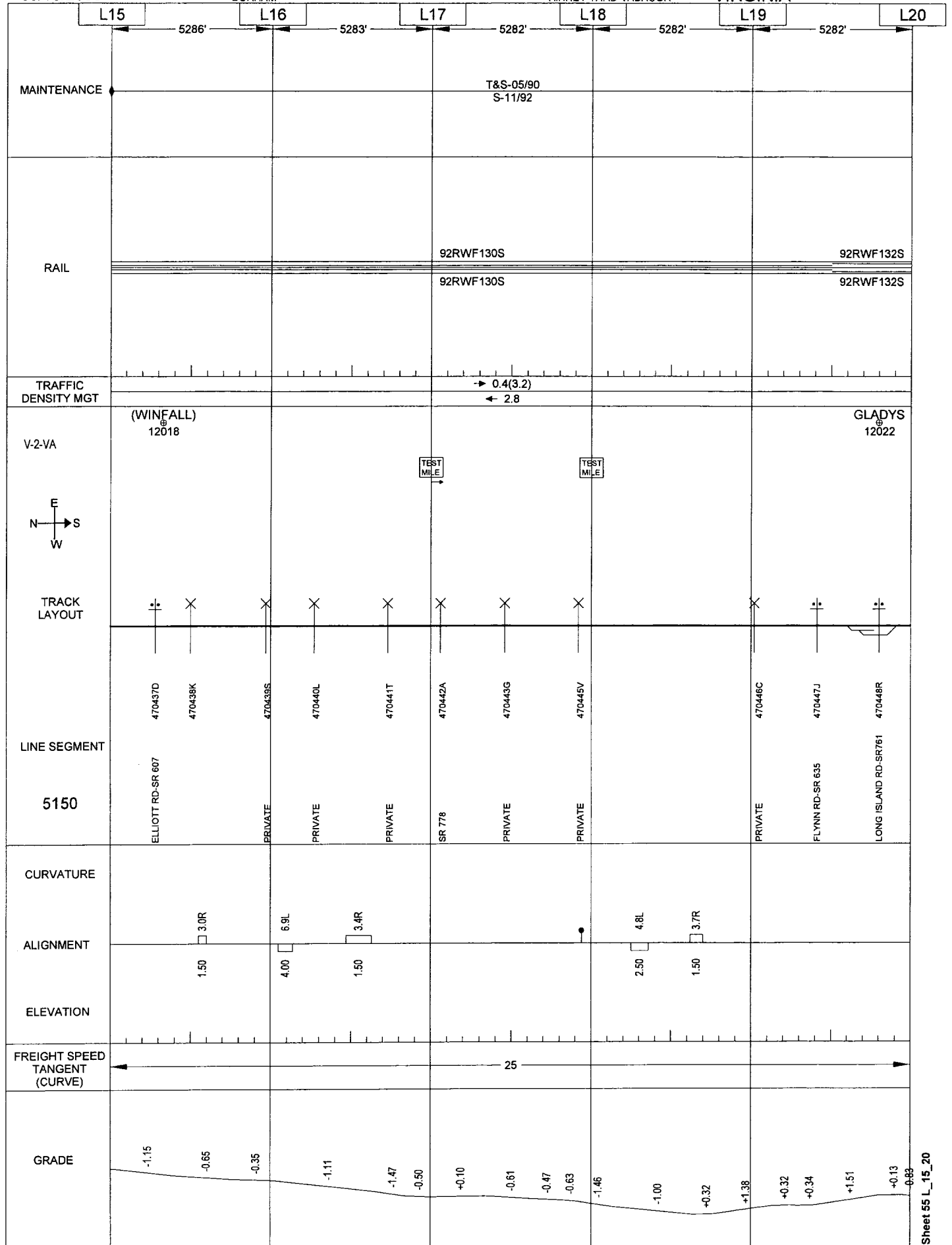
09/16/2008

DURHAM

242

KINNEY YARD-VABROOK

VIRGINIA



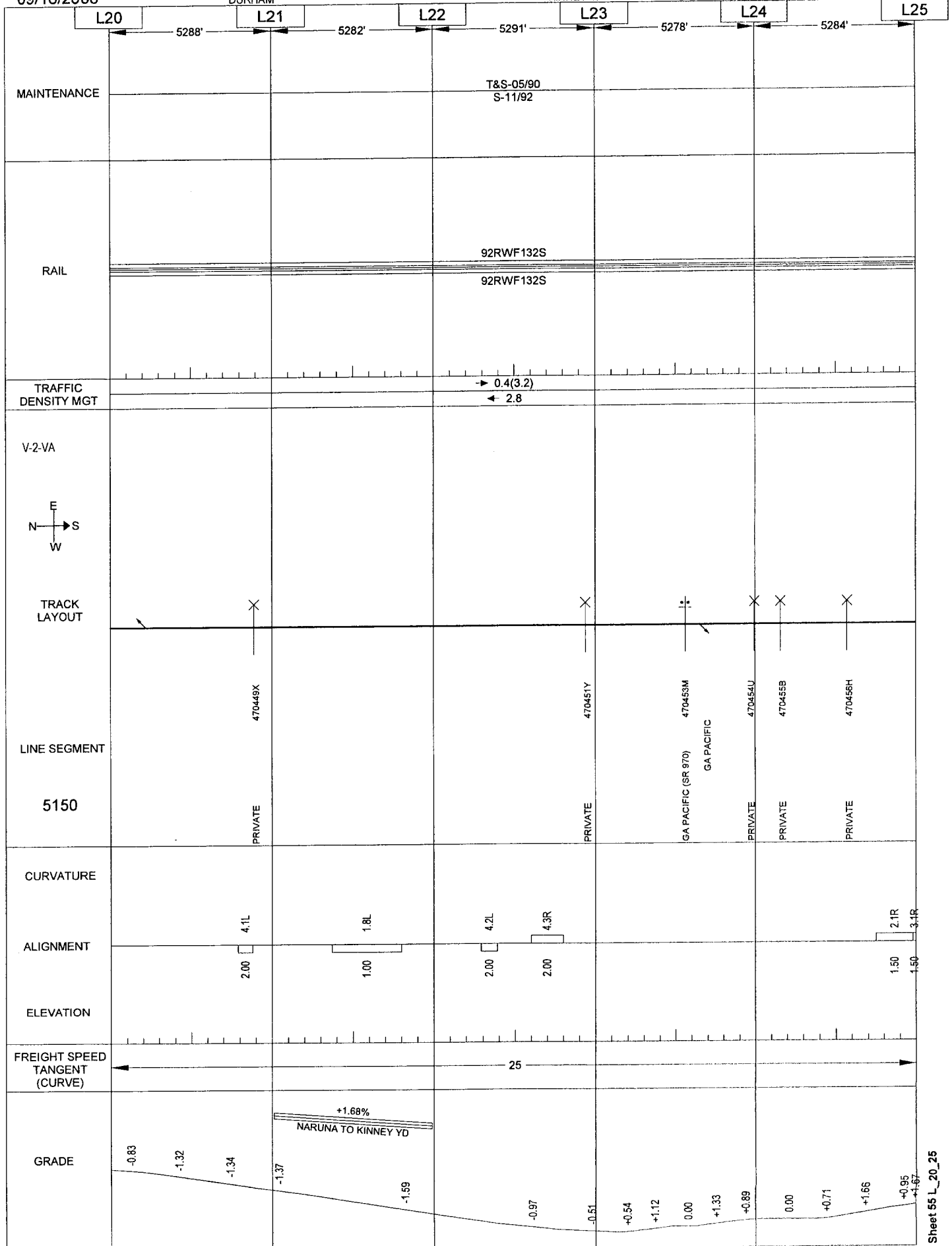
09/16/2008

243

DURHAM

KINNEY YARD-VABROOK

VIRGINIA



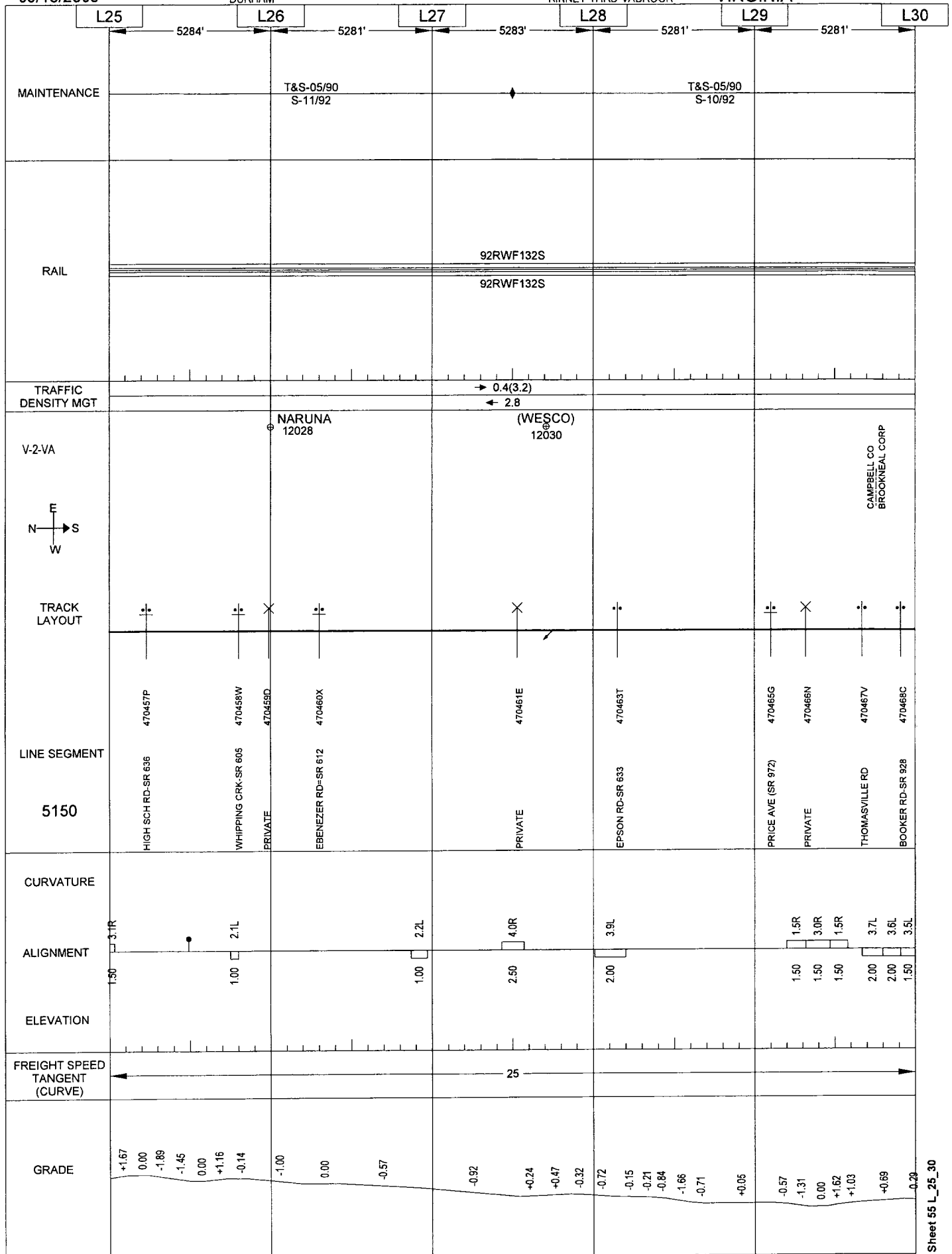
09/16/2008

DURHAM

244

KINNEY YARD-VABROOK

VIRGINIA

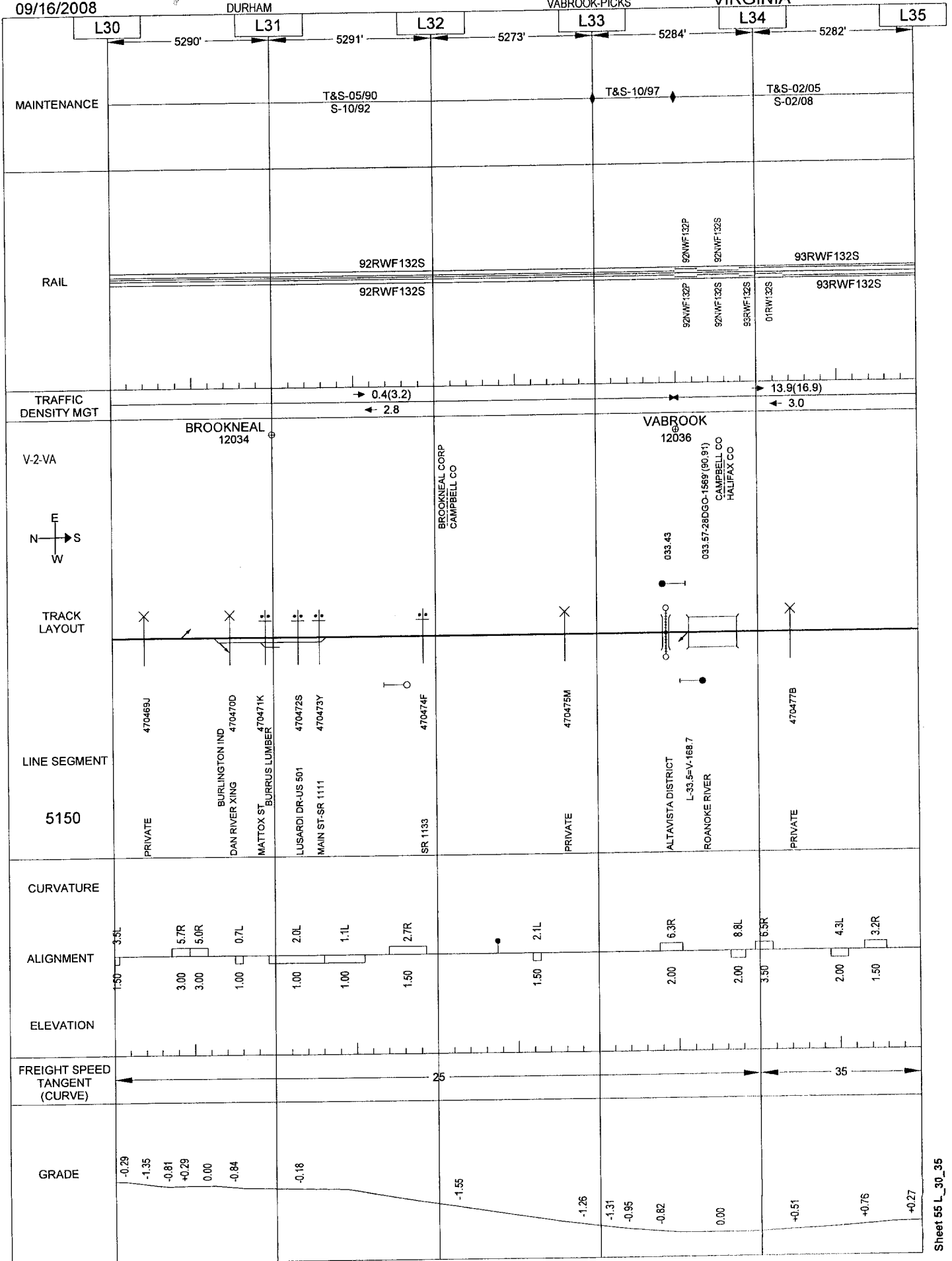


09/16/2008

DURHAM

VABROOK-PICKS

VIRGINIA



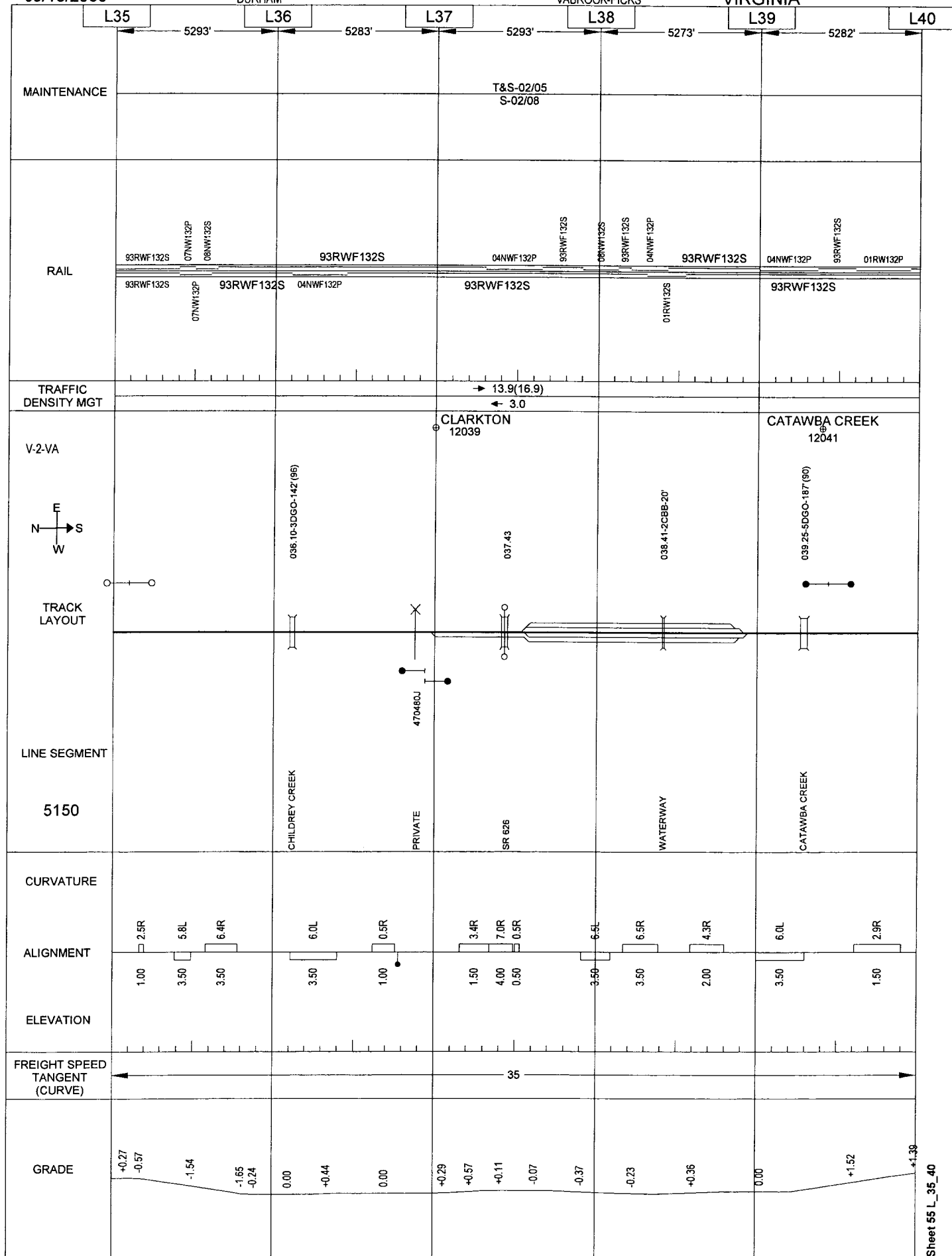
09/16/2008

246

DURHAM

VABROOK-PICKS

VIRGINIA



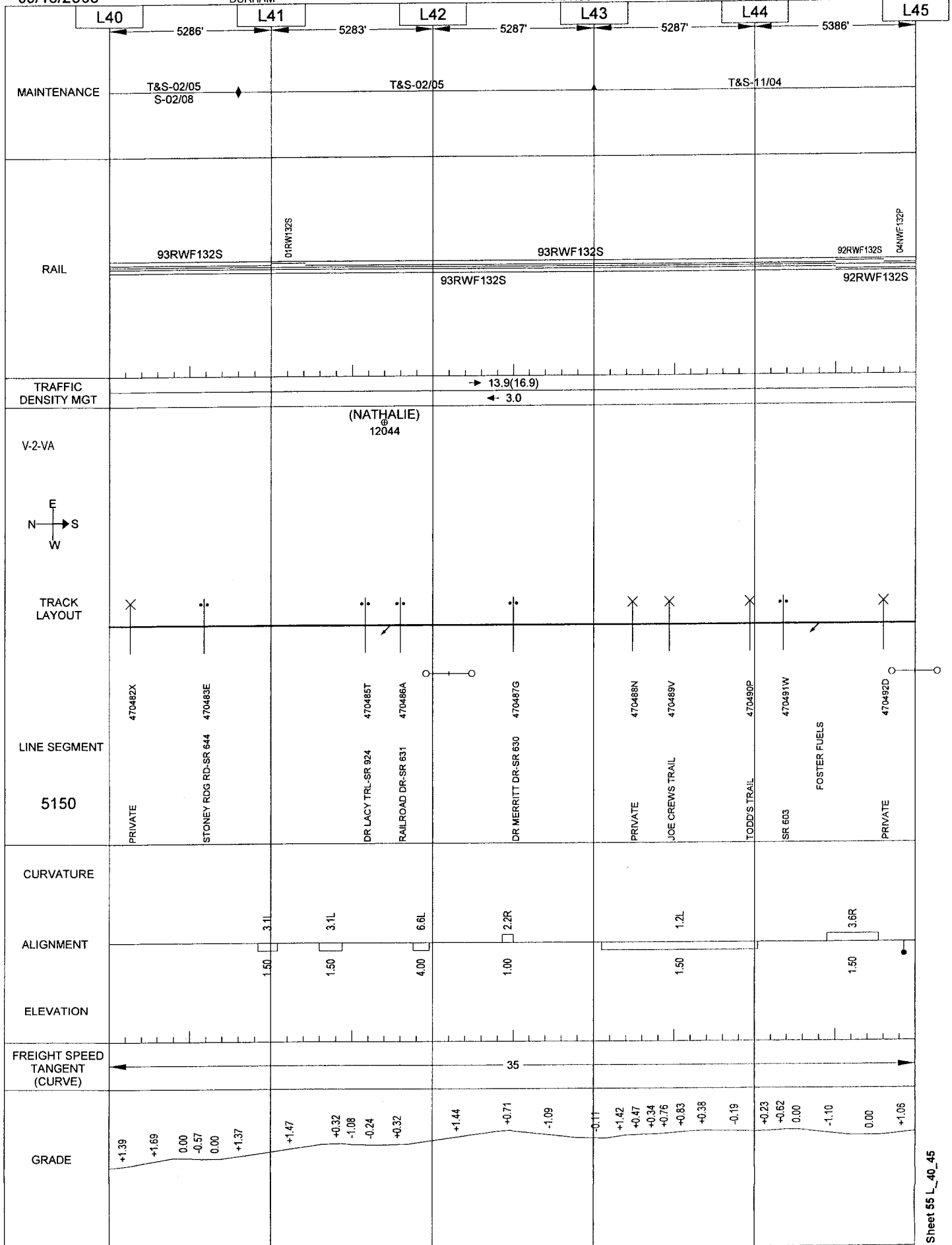
09/16/2008

247

DURHAM

VABROOK-PICKS

VIRGINIA



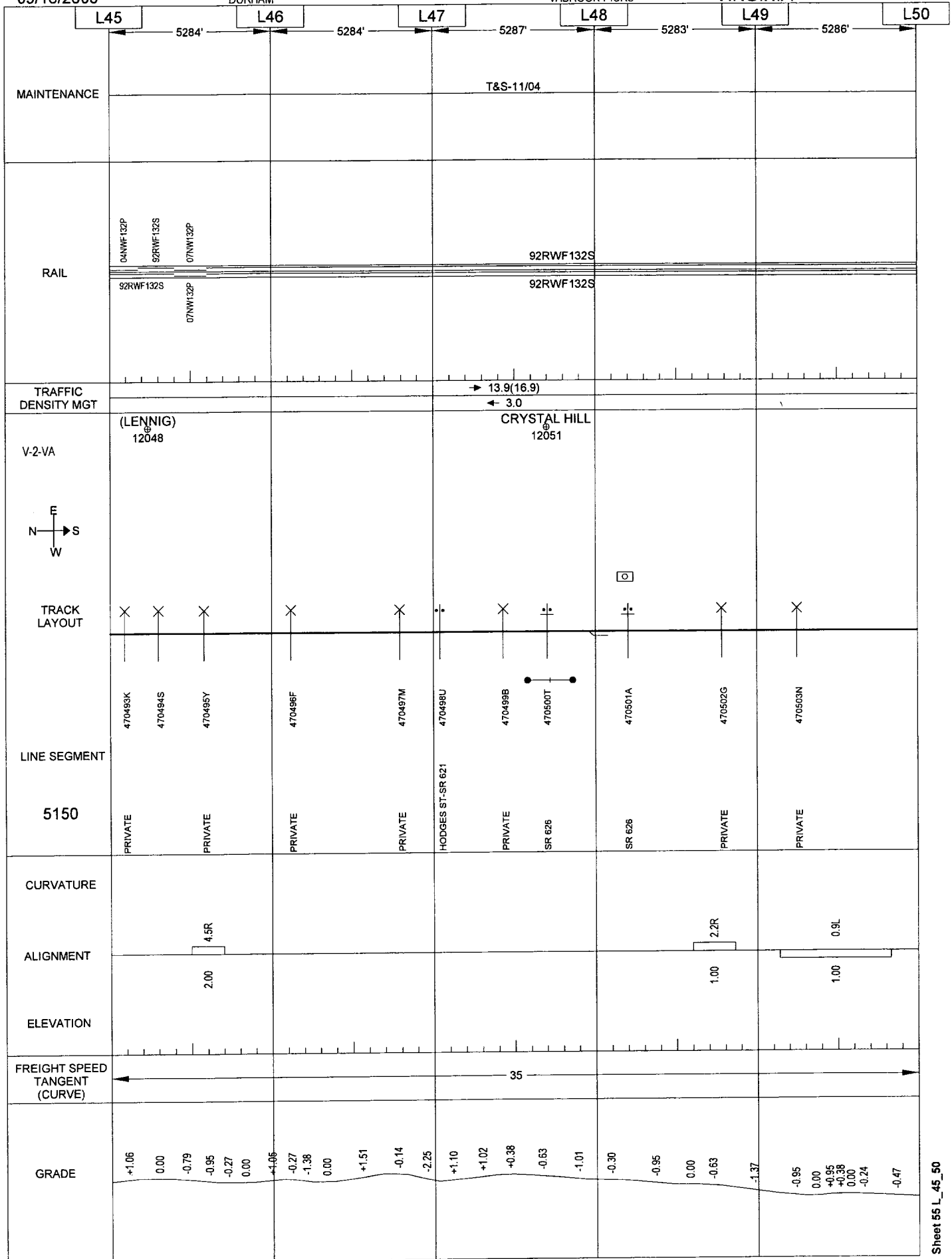
09/16/2008

248

DURHAM

VABROOK-PICKS

VIRGINIA



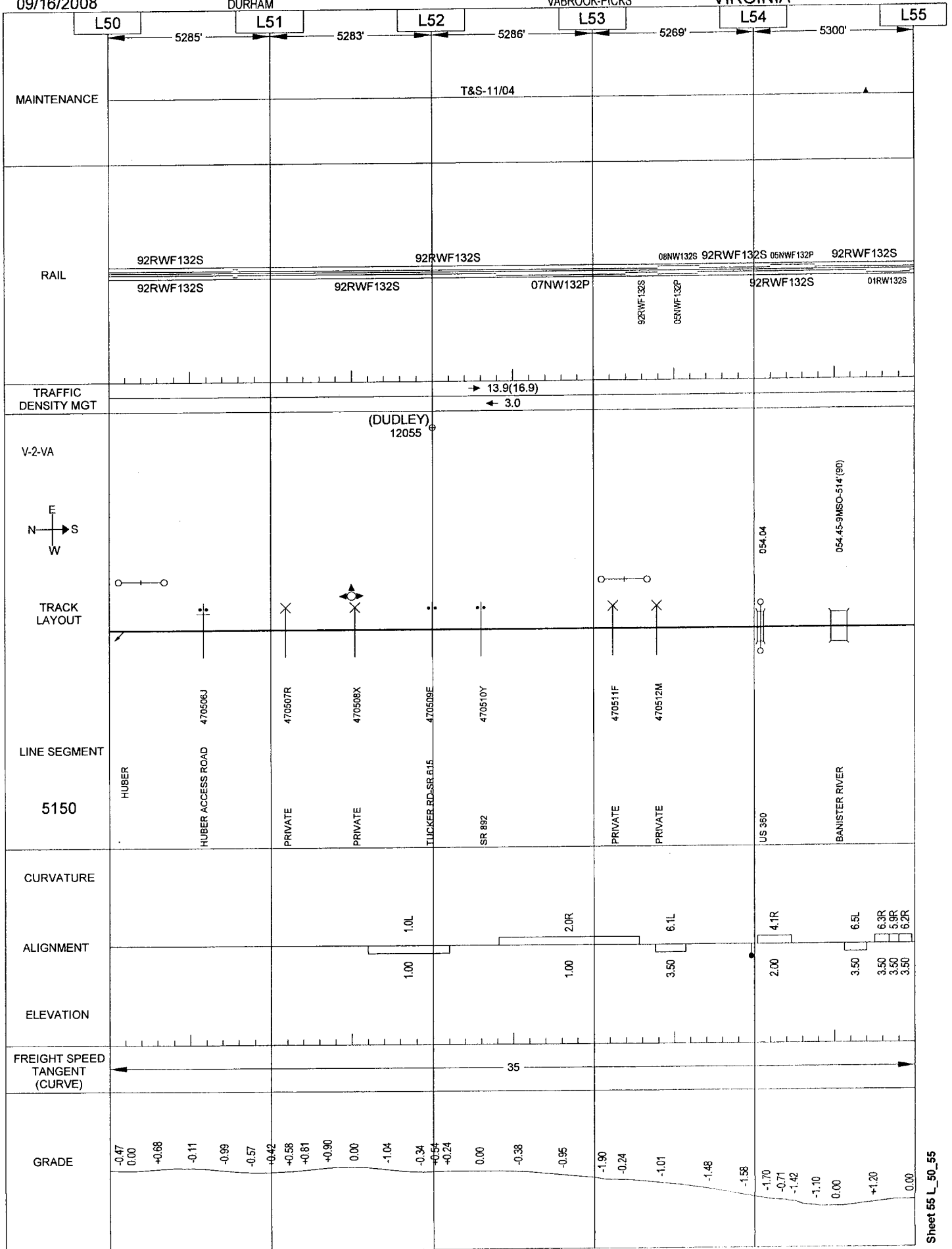
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249

DURHAM

VABROOK-PICKS

VIRGINIA



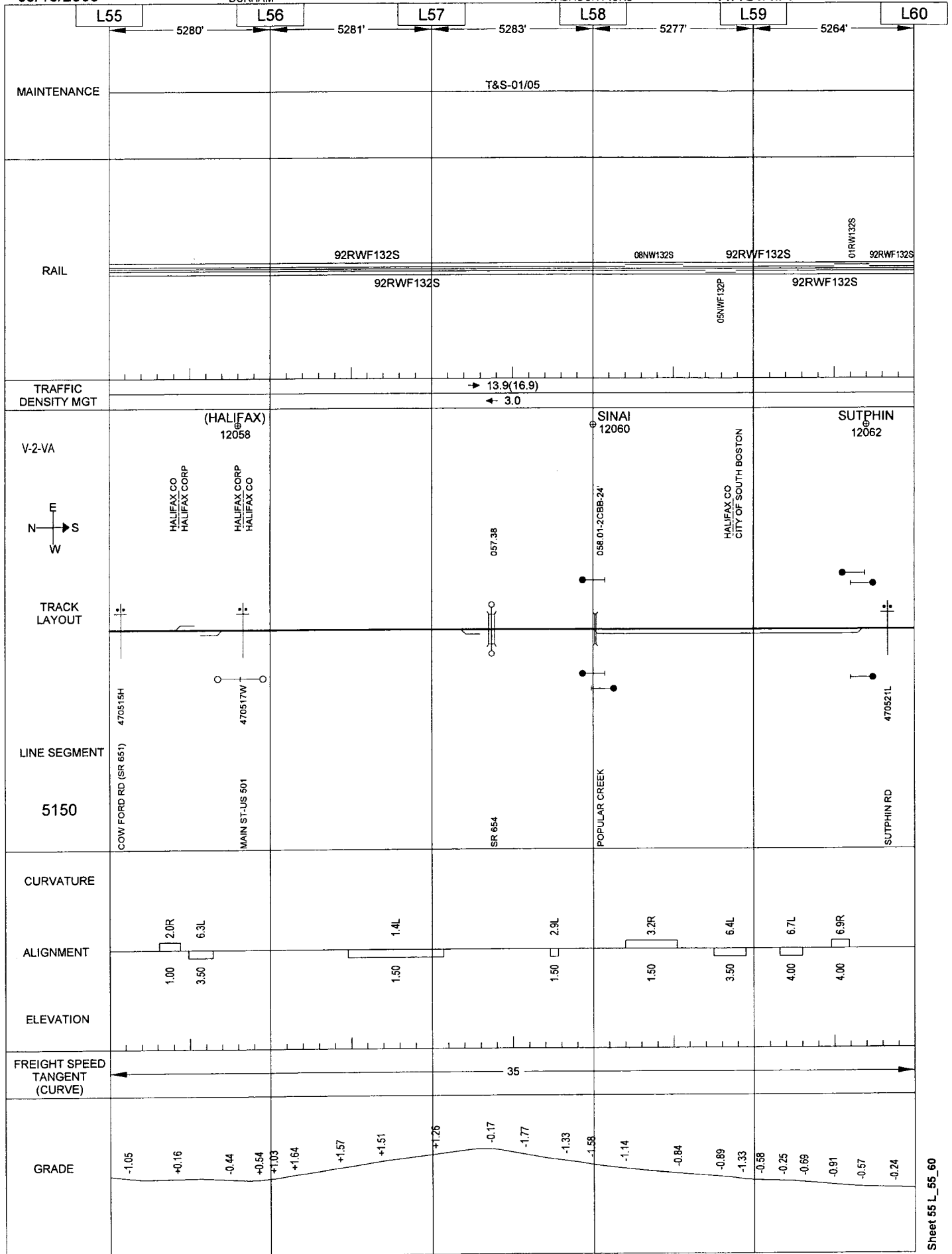
09/16/2008

DURHAM

250

VABROOK-PICKS

VIRGINIA



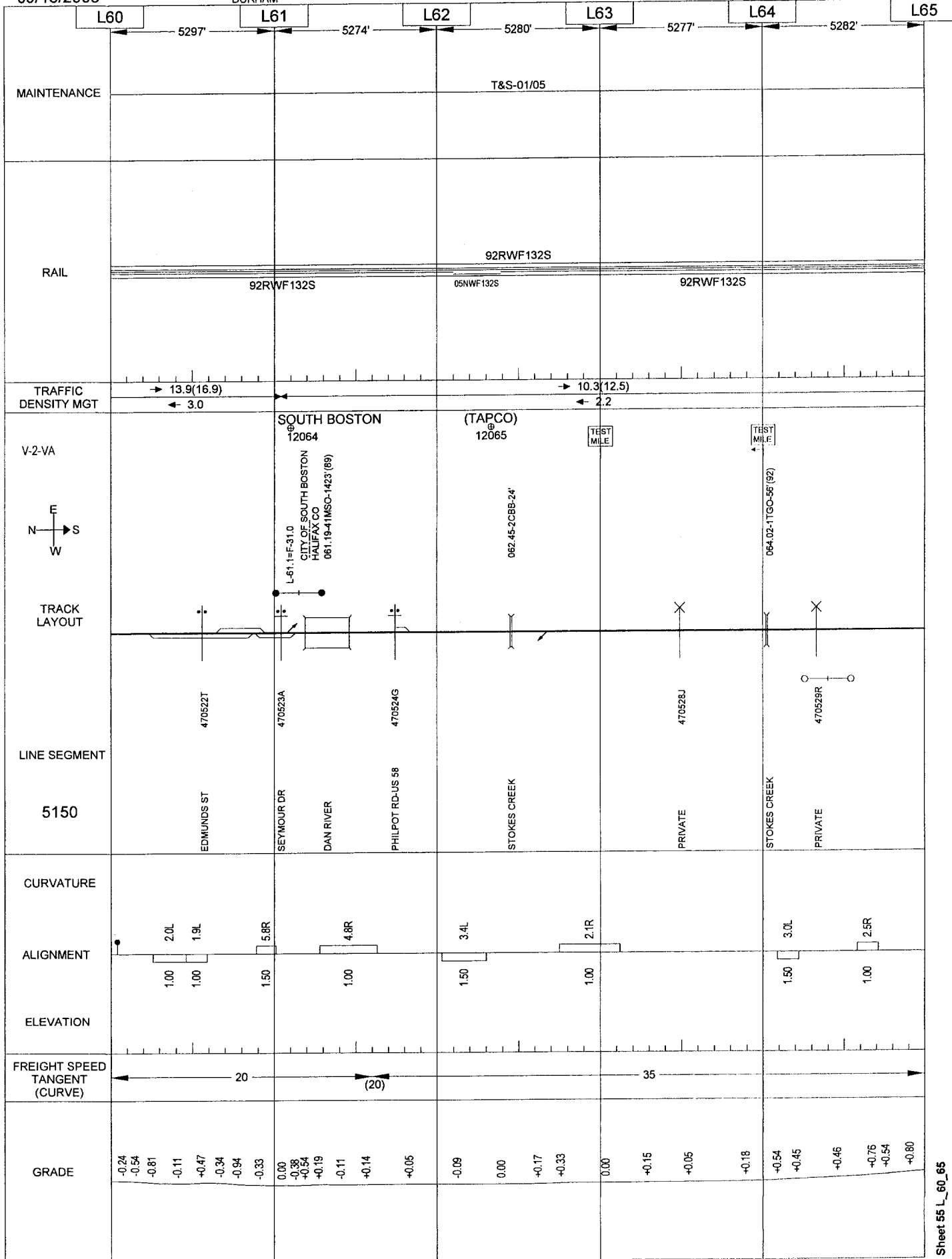
09/16/2008

251

DURHAM

VABROOK-PICKS

VIRGINIA



VIRGINIA

L70

5277' -

T&S-01/05

RAIL

92RWF132S

74W132S

92RWF132S

74W132S

TRAFFIC
DENSITY MGT

→ 10.3(12.5)
← 2.2

V-2-VA

CLUSTER SPRINGS
12069

DENNISTON
⊕
12073

TRACK LAYOUT

LINE SEGMENT

5150

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

- 35

GRADE

80

147

+1.05

1

0.00
~~0.62~~

+0.2.

•

9/

54

.95

1.49

+1.67%

NABUNA TO ROXBORO

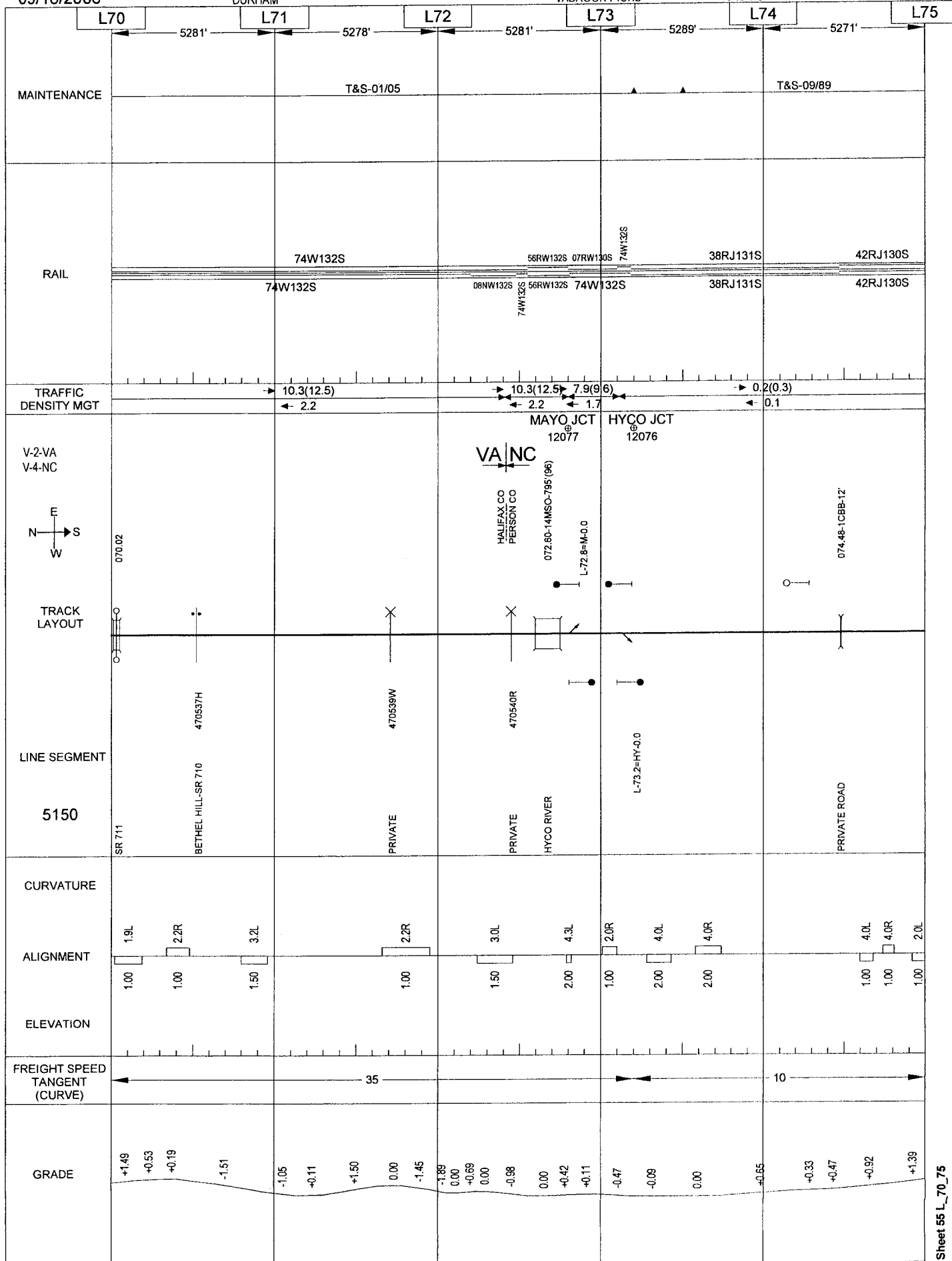
09/16/2008

253

DURHAM

VABROOK-PICKS

VIRGINIA



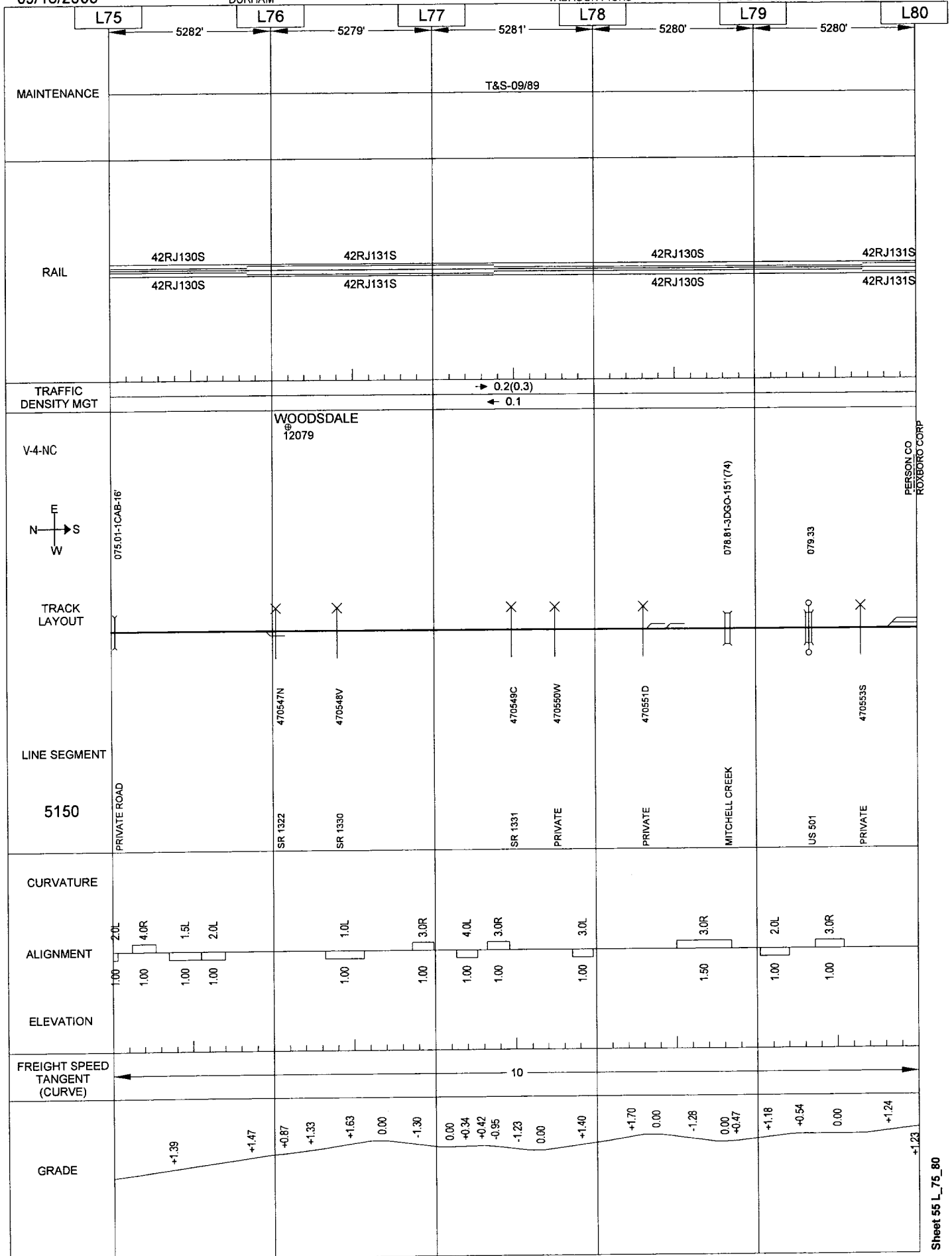
09/16/2008

DURHAM

254

VABROOK-PICKS

VIRGINIA



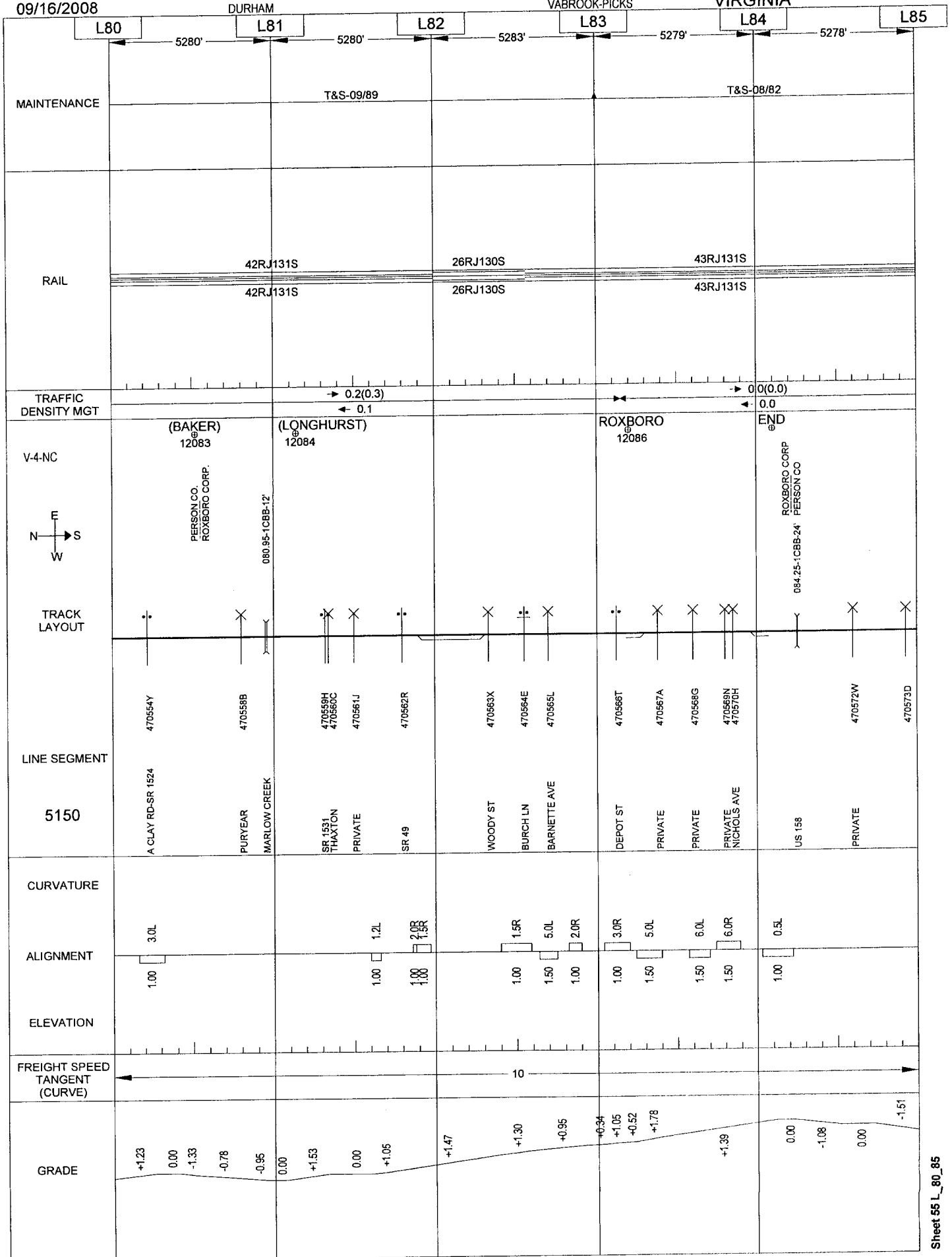
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255

DURHAM

VABROOK-PICKS

VIRGINIA



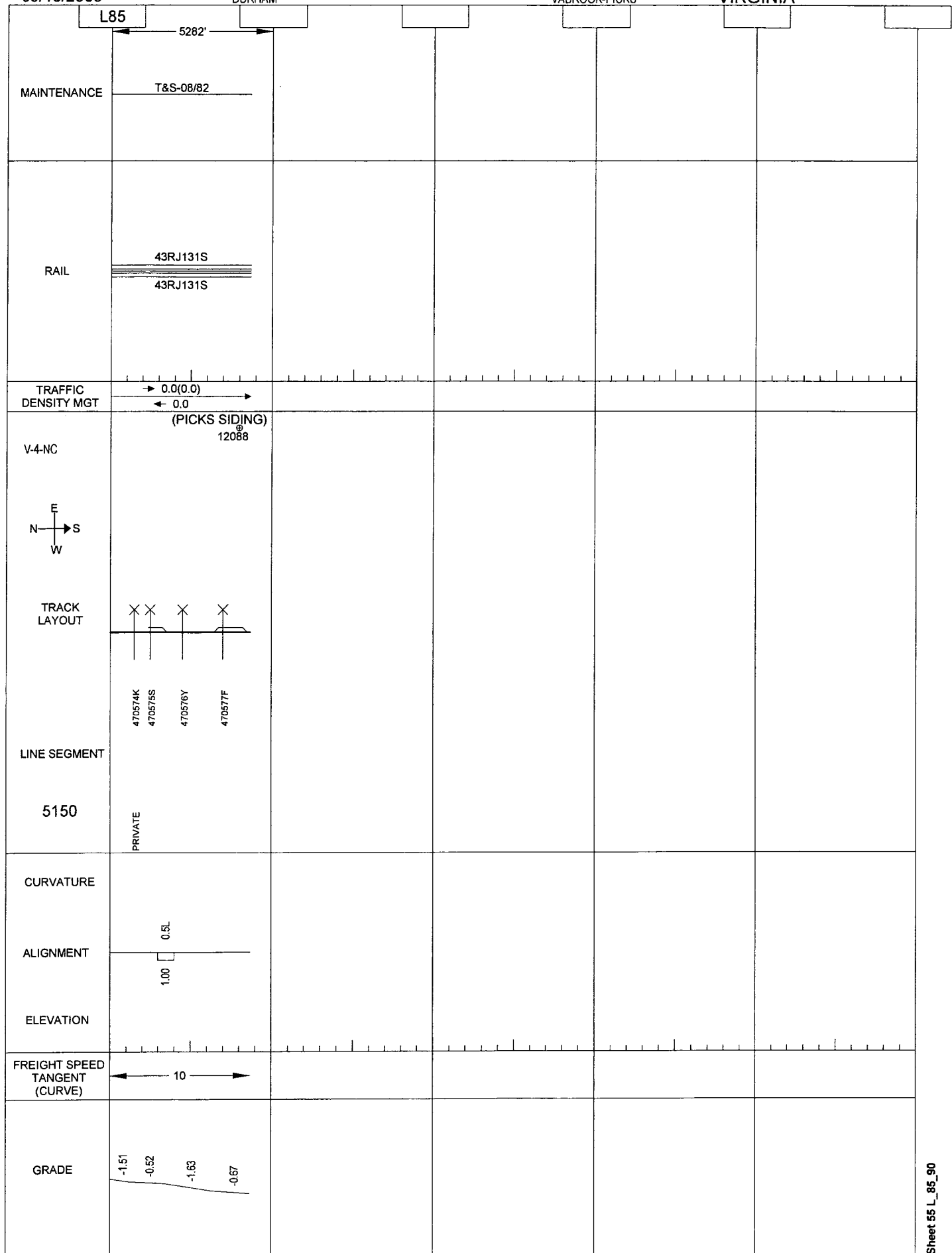
09/16/2008

DURHAM

256

VABROOK-PICKS

VIRGINIA



09/16/2008

DURHAM

257
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA

F31

F32

F33

F34

F35

5280'

5280'

5280'

5280'

MAINTENANCE

T&S-03/96

RAIL

94RWF132S

94RWF132S

TRAFFIC
DENSITY MGT

→ 3.5(4.3)

← 0.8

SOUTH BOSTON
12064

WOLF TRAP
F33



TRACK
LAYOUT

F31.0=L-61.1

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)

(10X10)

40

GRADE

-0.04

0.00

-0.15

0.00

+0.18

+0.06

0.00

-0.17

-0.13

-0.05

-0.01

-0.10

-0.02

+0.08

+0.29

+0.40

+0.66

-0.01

-0.17

0.00

+0.27

+0.78

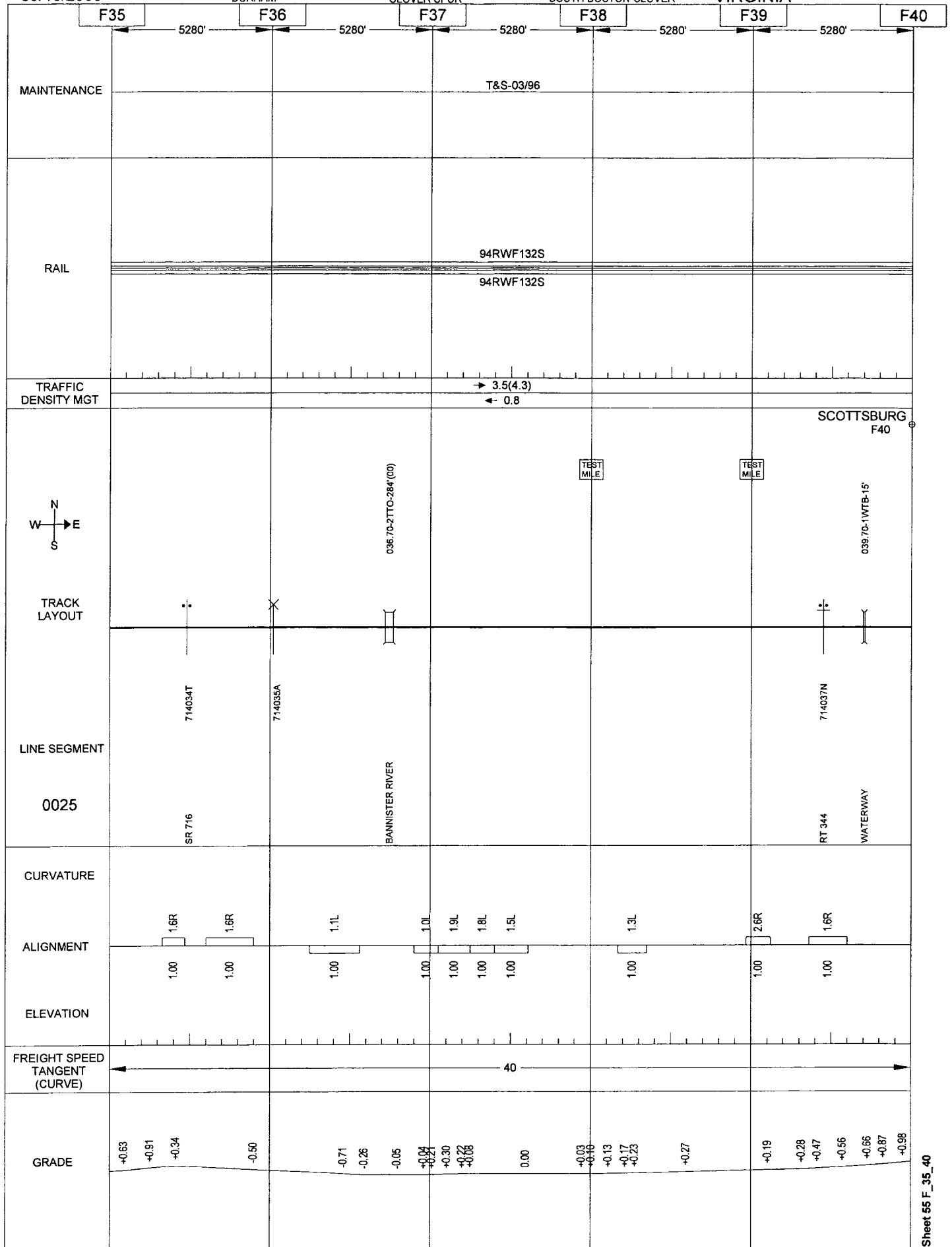
09/16/2008

DURHAM

258
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA



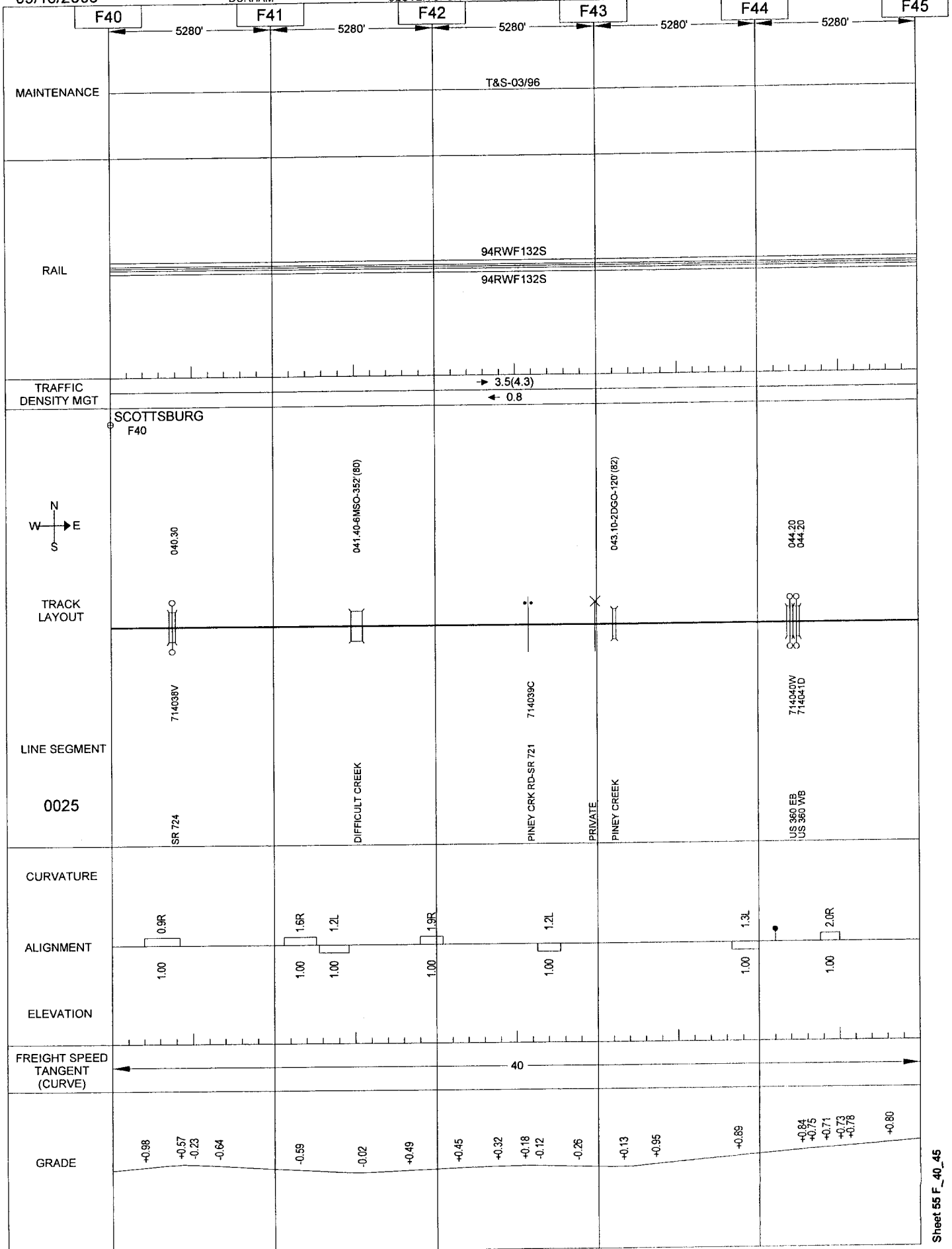
09/16/2008

DURHAM

259
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA



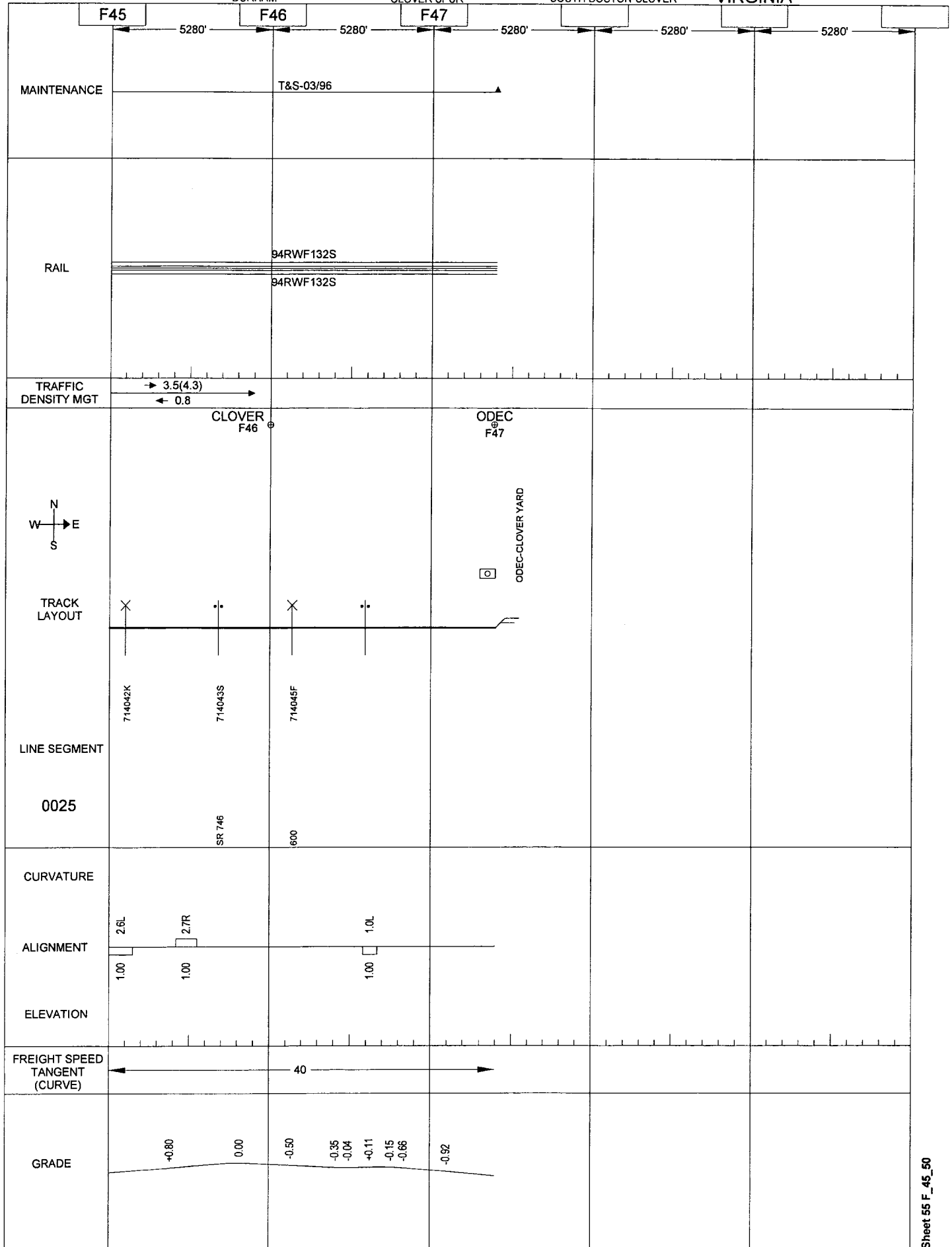
09/16/2008

DURHAM

260
CLOVER SPUR

SOUTH BOSTON-CLOVER

VIRGINIA



09/16/2008

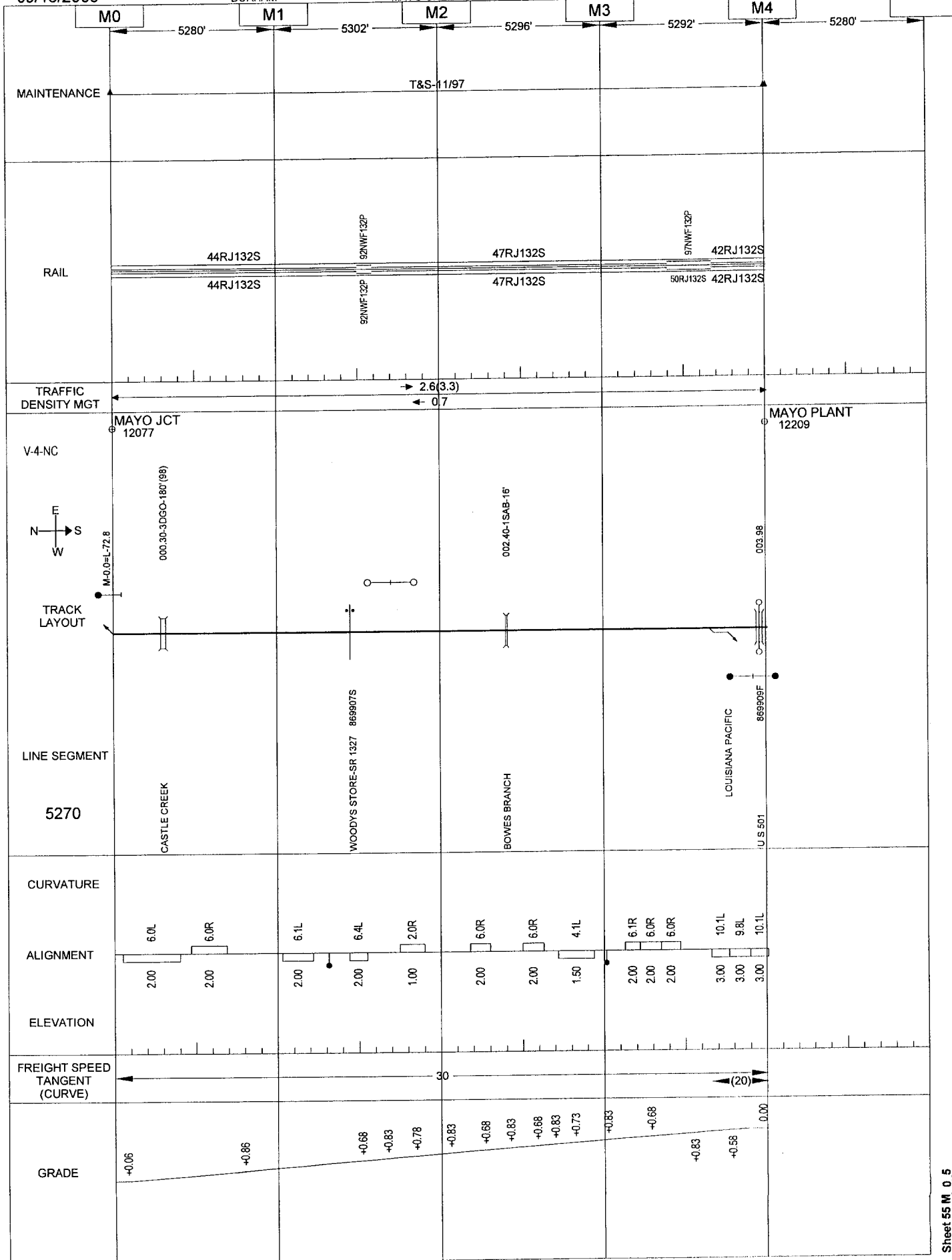
261

DURHAM

MAYO CREEK SPUR

MAYO JCT-MAYO CREEK

VIRGINIA



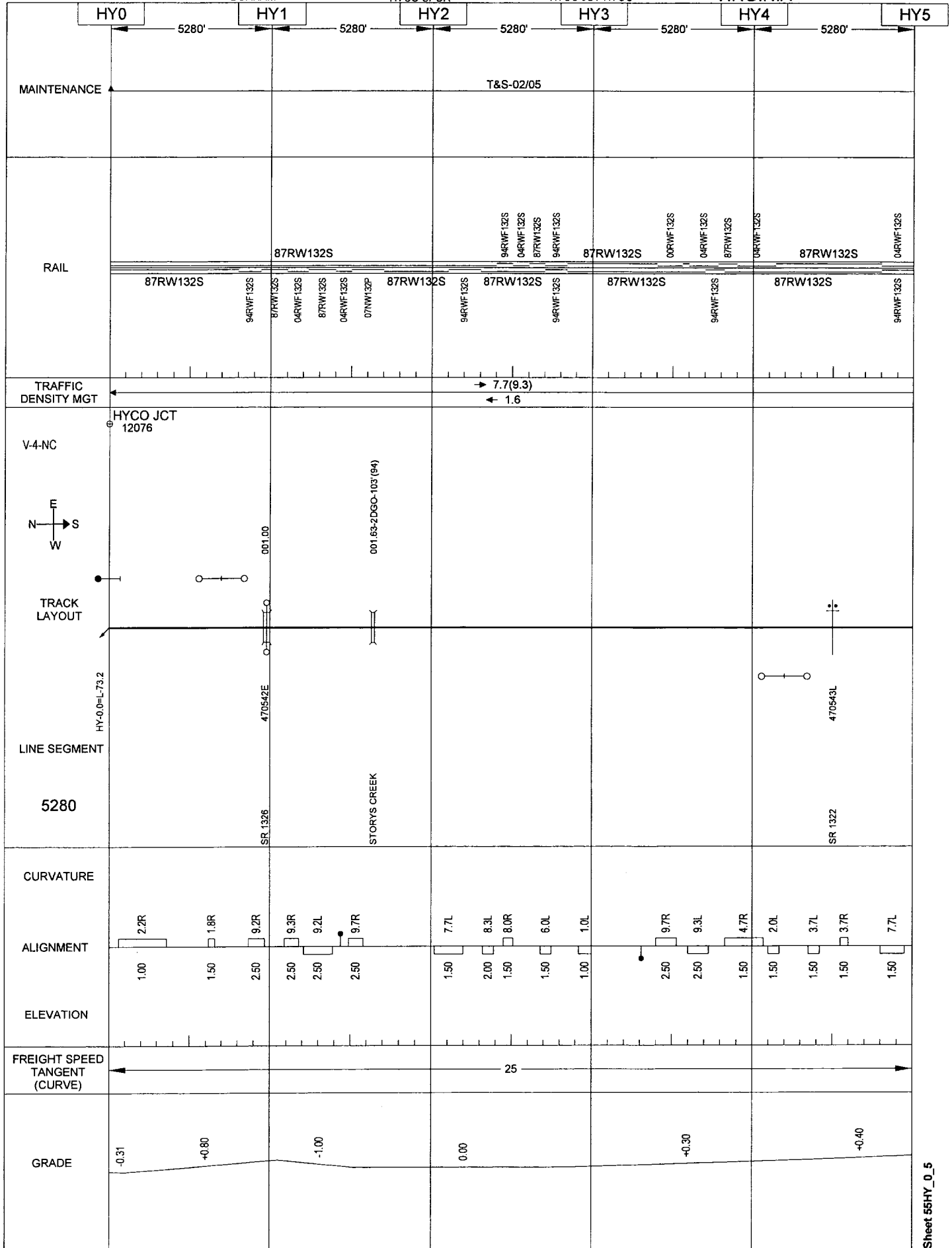
09/16/2008

DURHAM

262
HYCO SPUR

HYCO JCT-HYCO

VIRGINIA



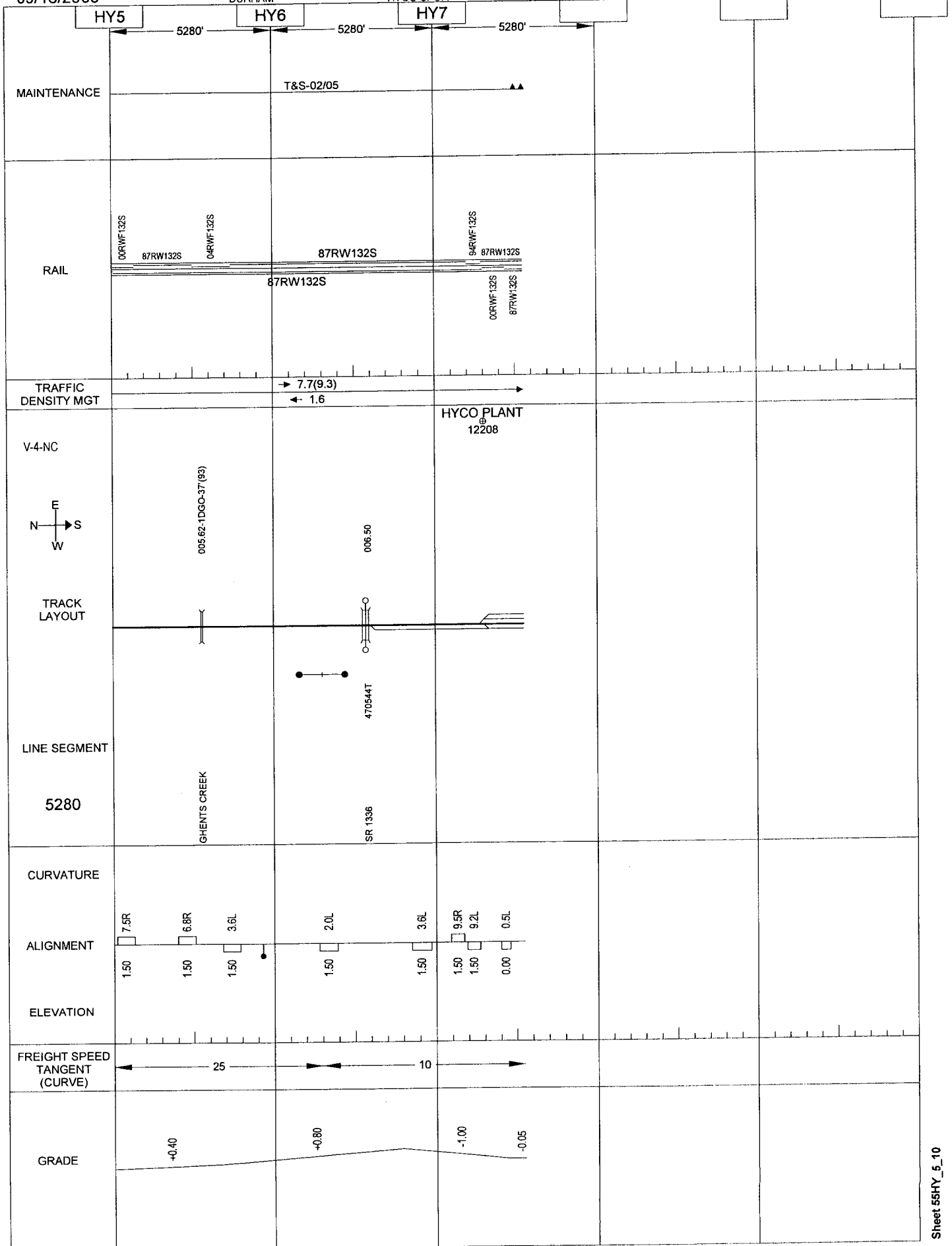
09/16/2008

DURHAM

263
HYCO SPUR

HYCO JCT-HYCO

VIRGINIA



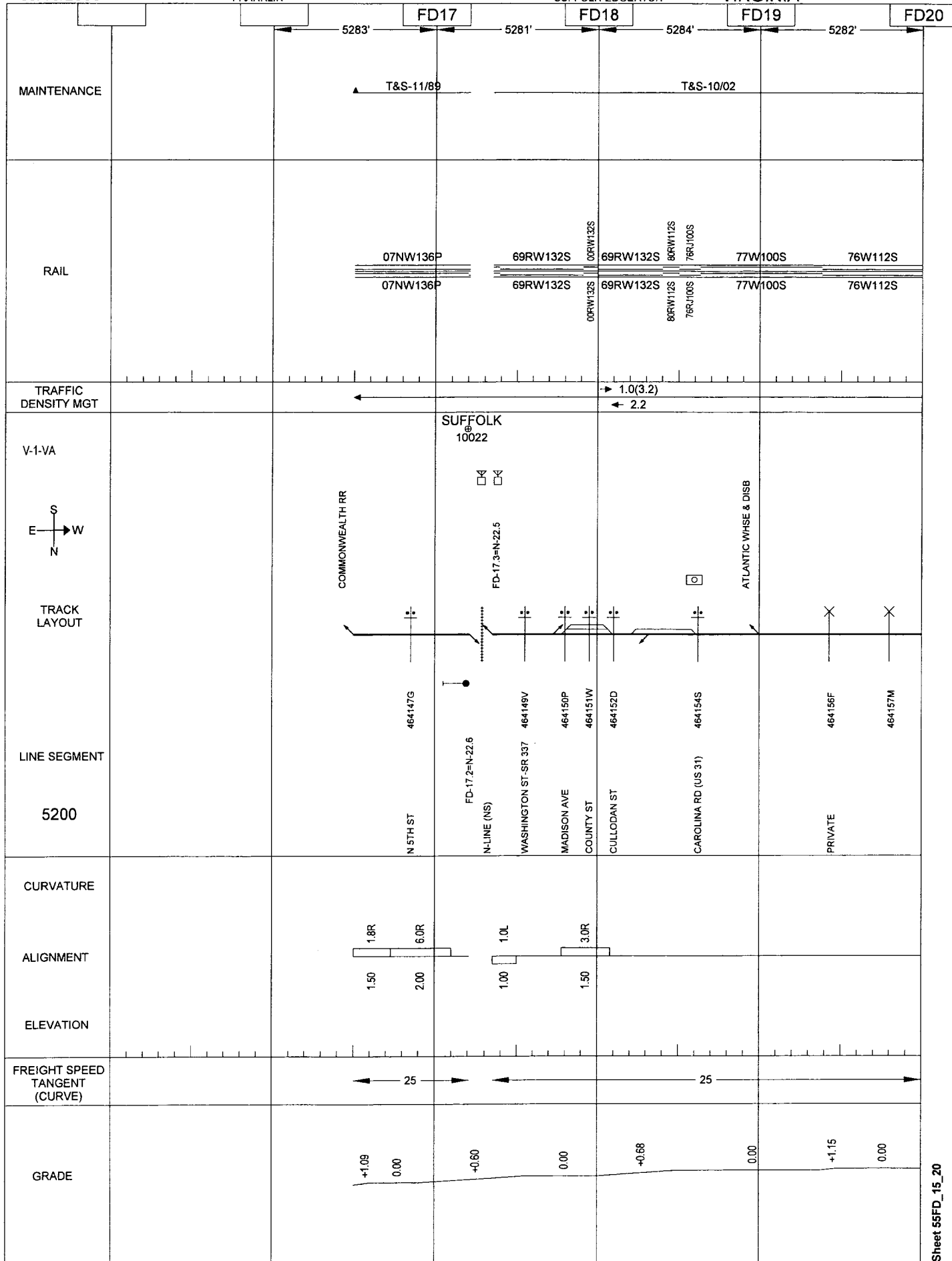
09/16/2008

FRANKLIN

264

SUFFOLK-EDGERTON

VIRGINIA



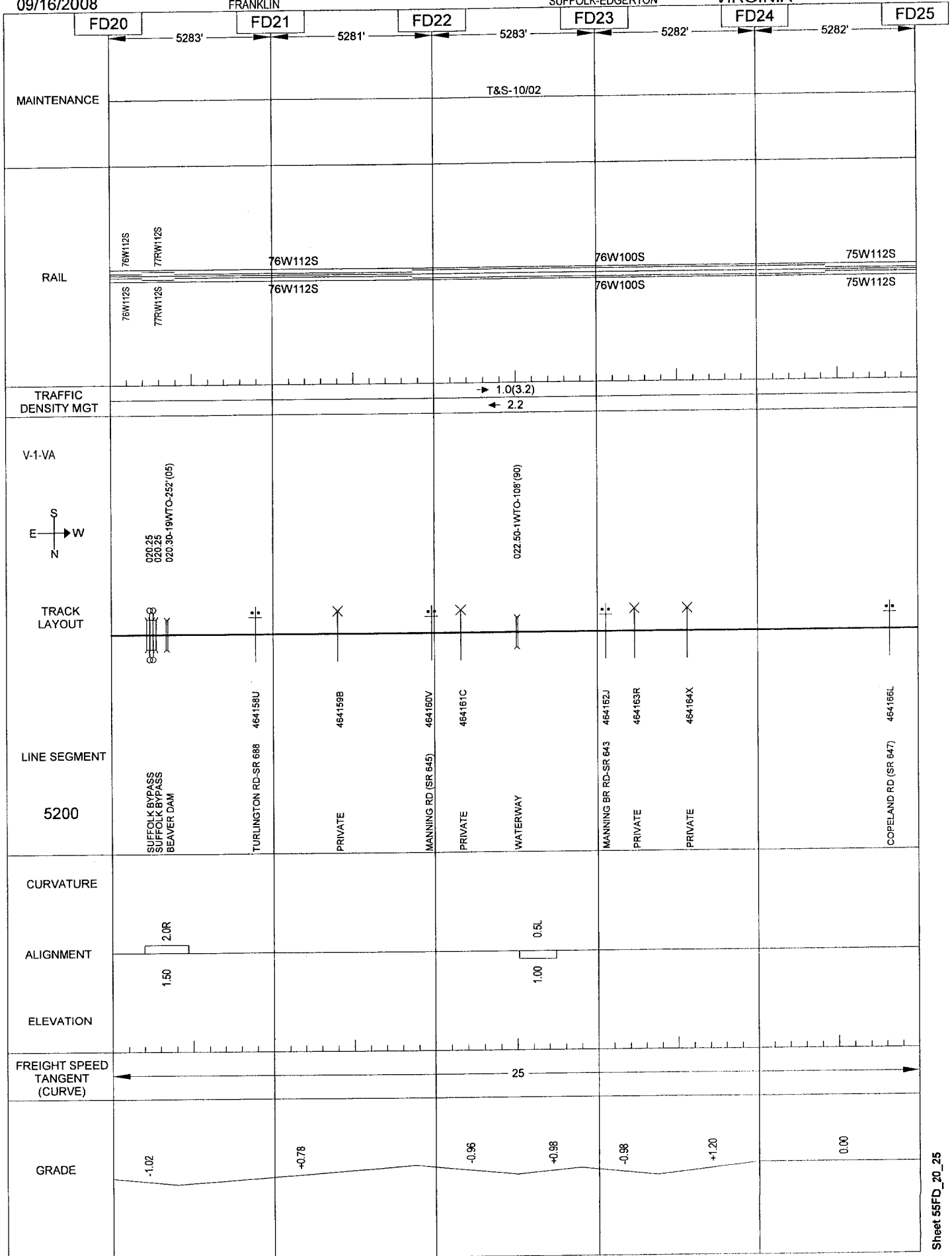
09/16/2008

265

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



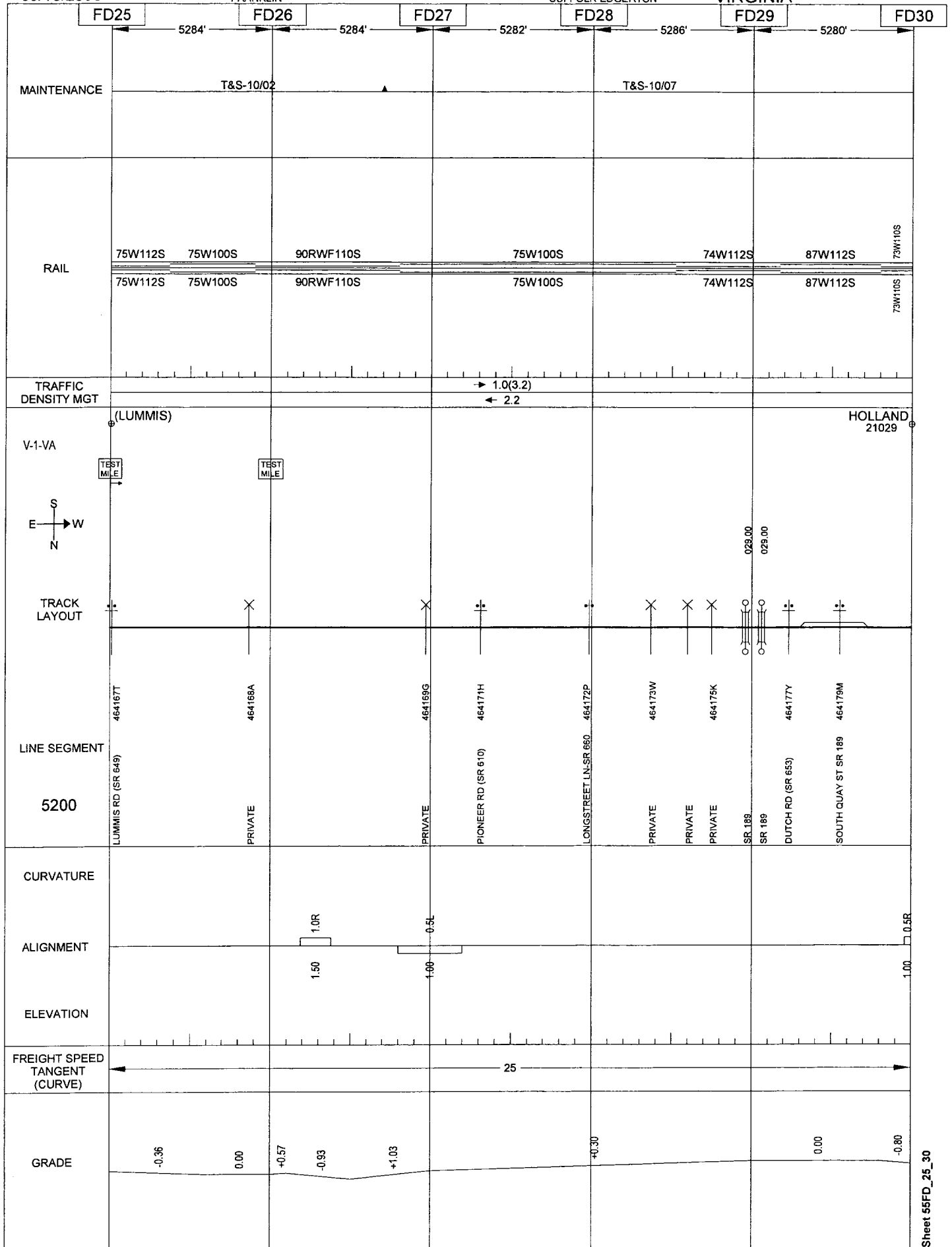
09/16/2008

266

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



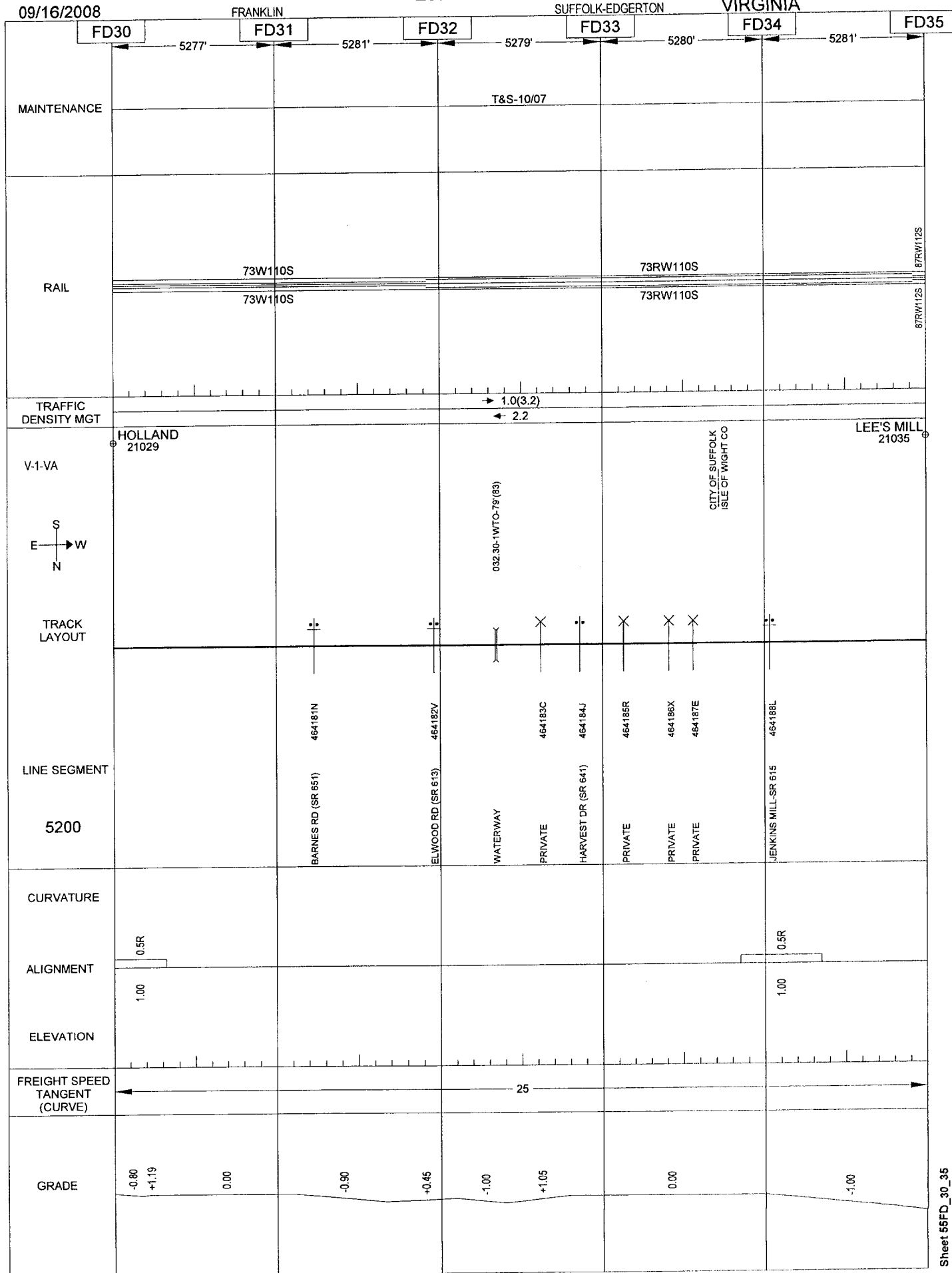
09/16/2008

267

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



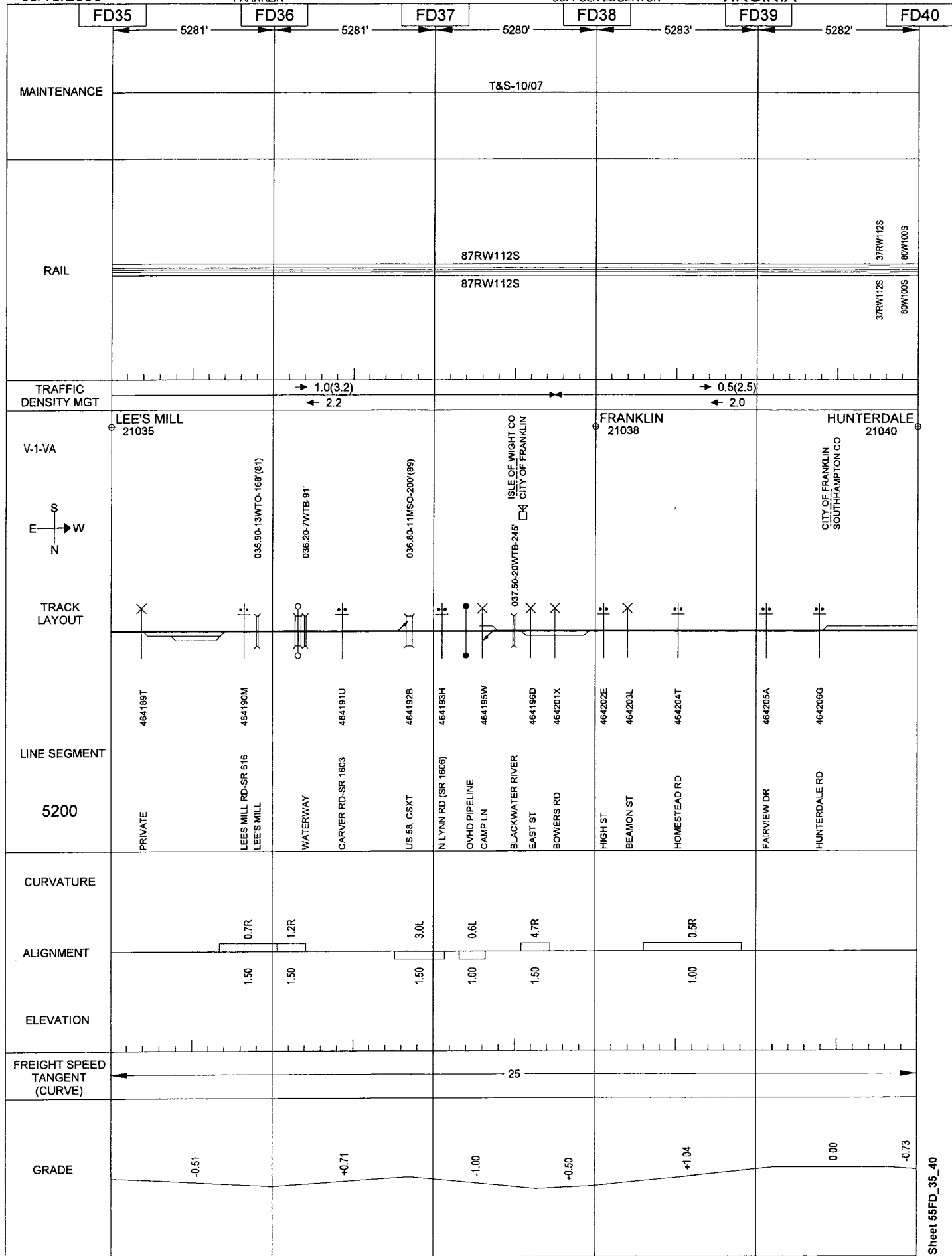
09/16/2008

268

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



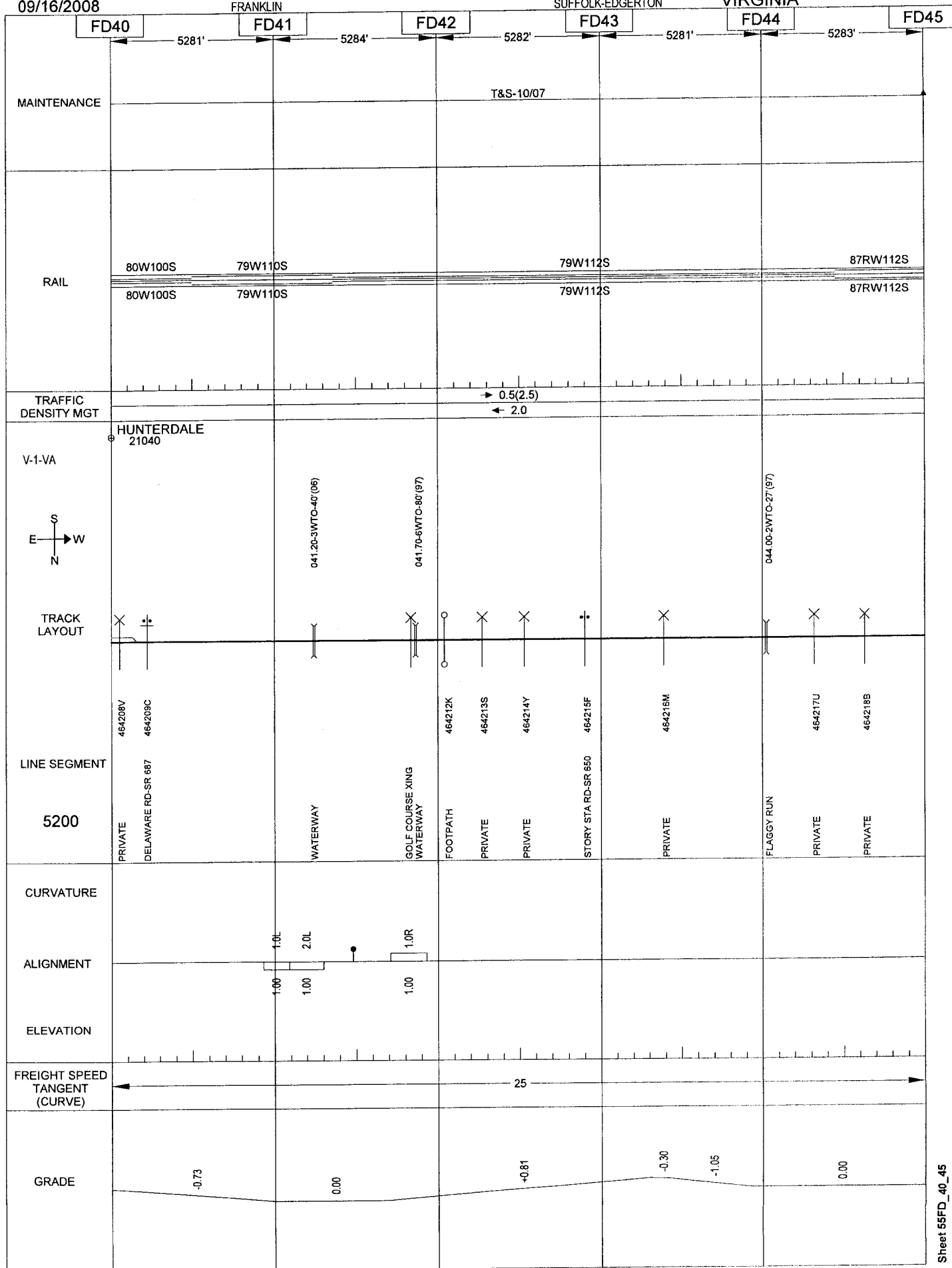
09/16/2008

269

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



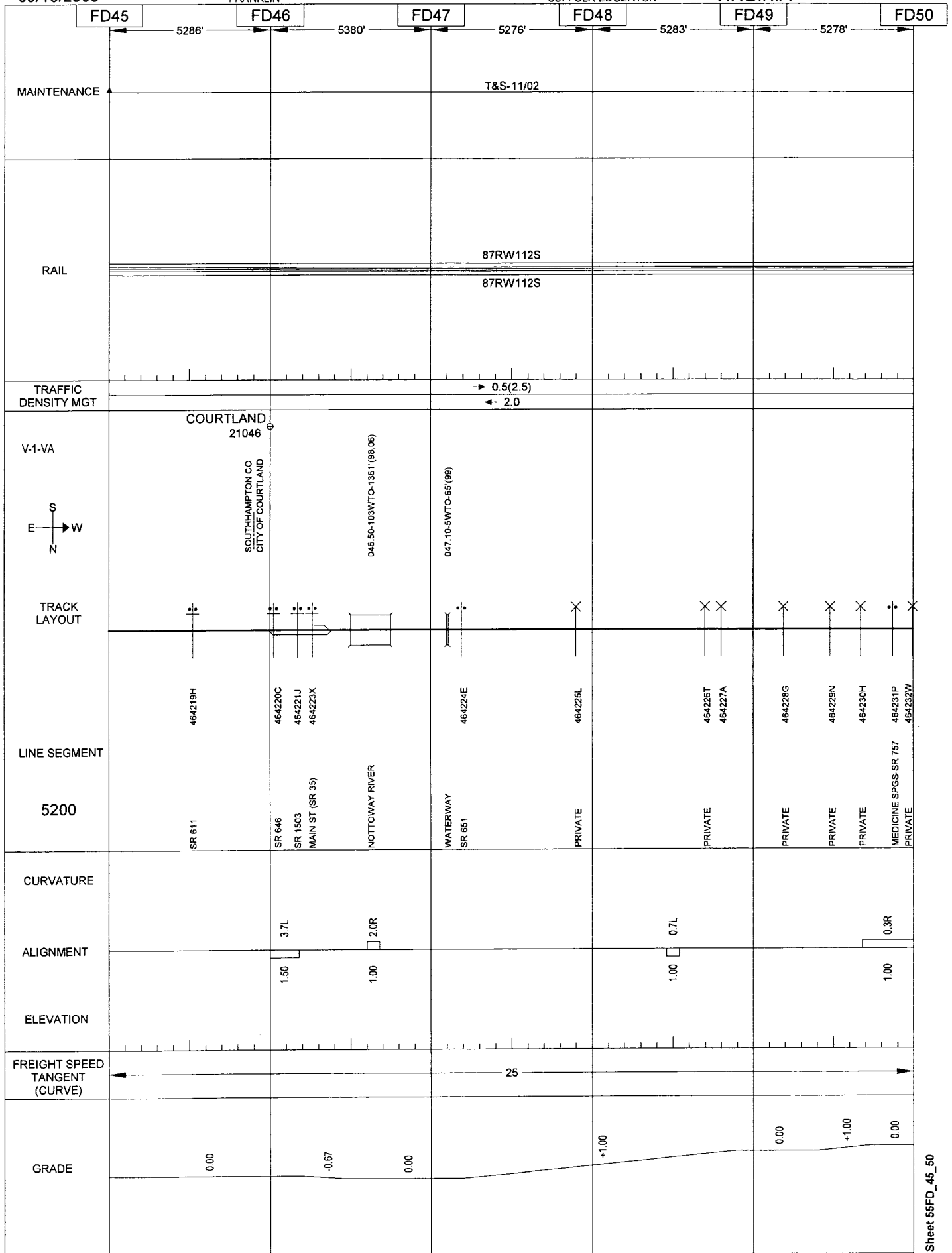
09/16/2008

FRANKLIN

270

SUFFOLK-EDGERTON

VIRGINIA



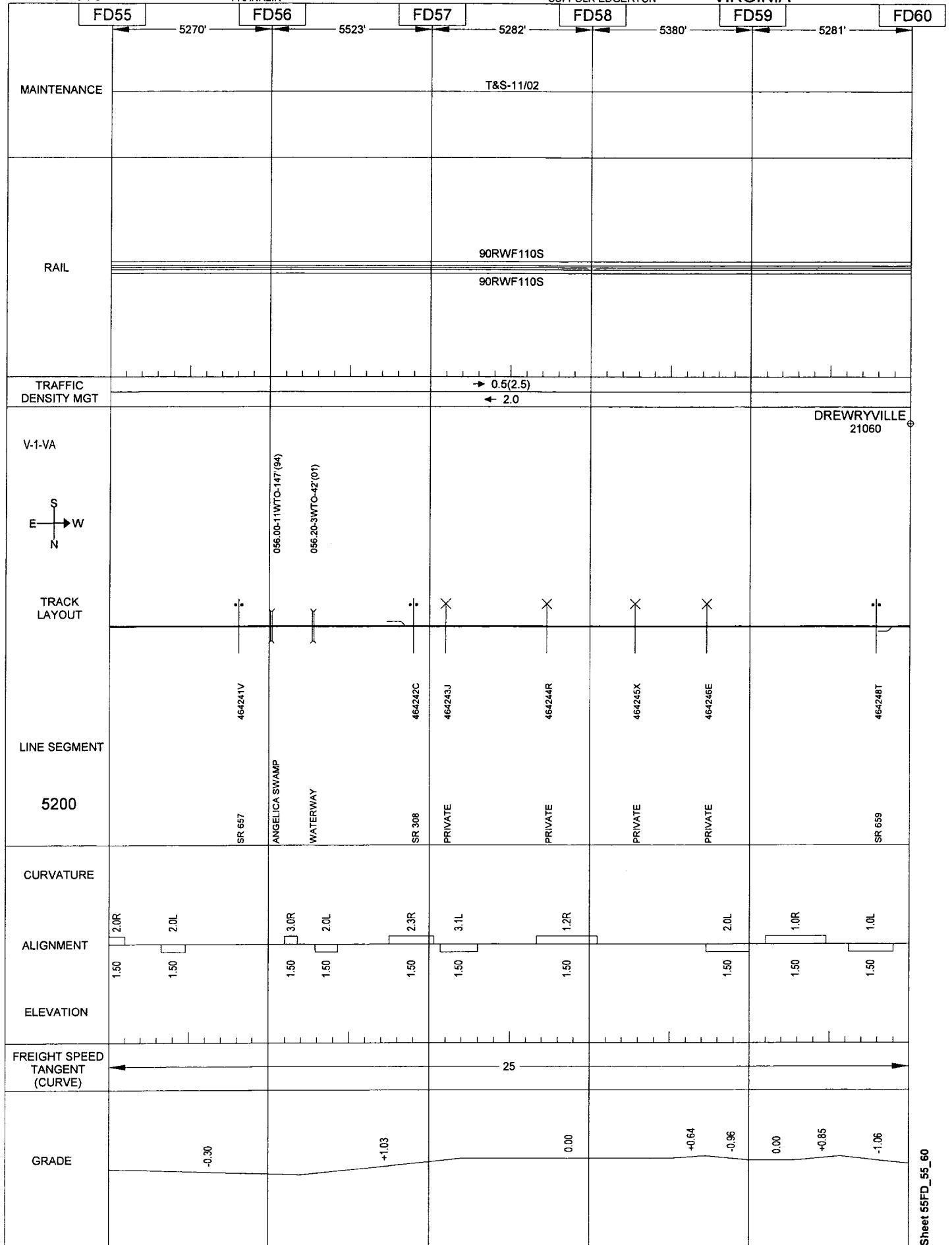
09/16/2008

272

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



DREWRYVILLE
21060



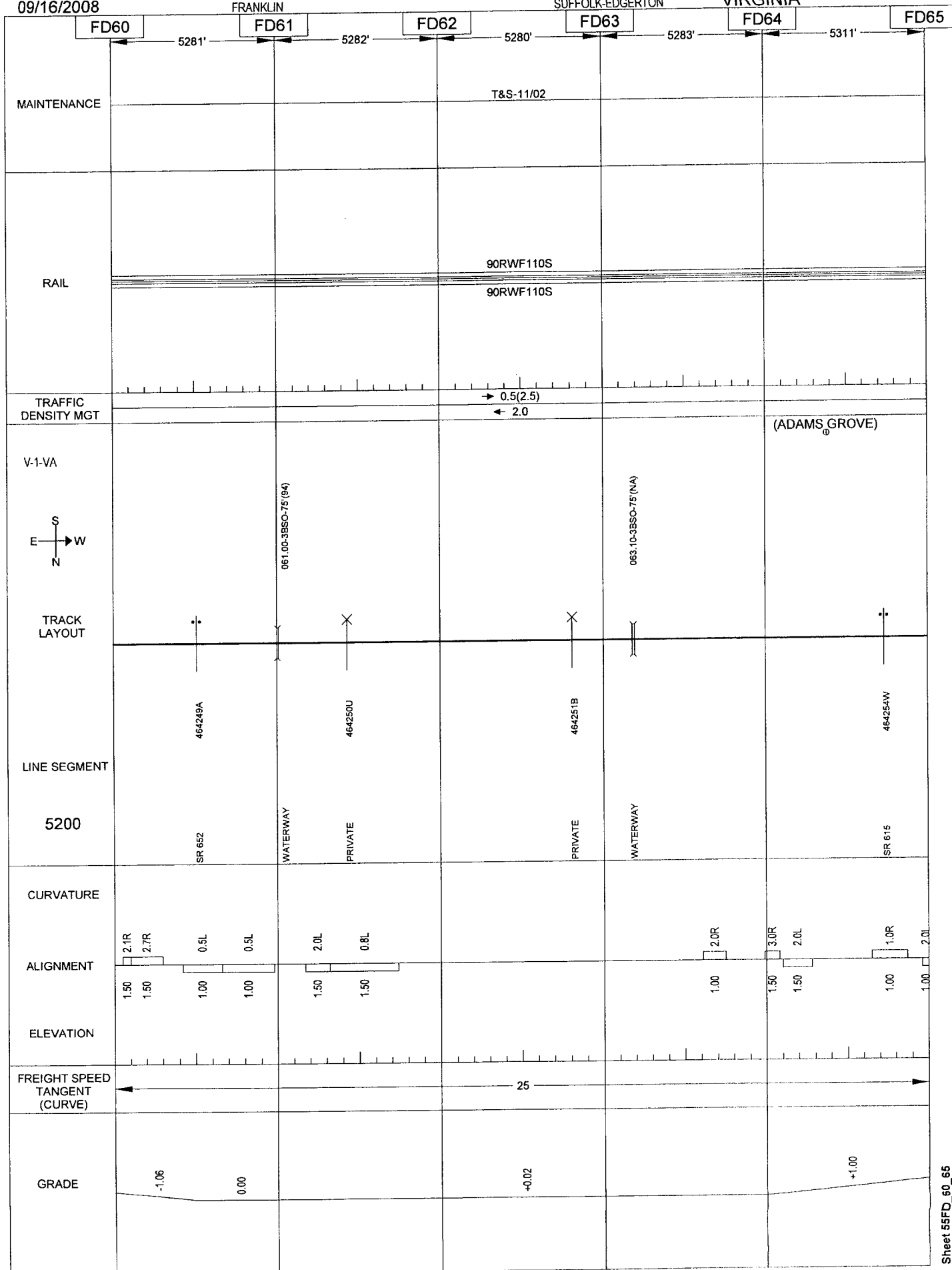
09/16/2008

273

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



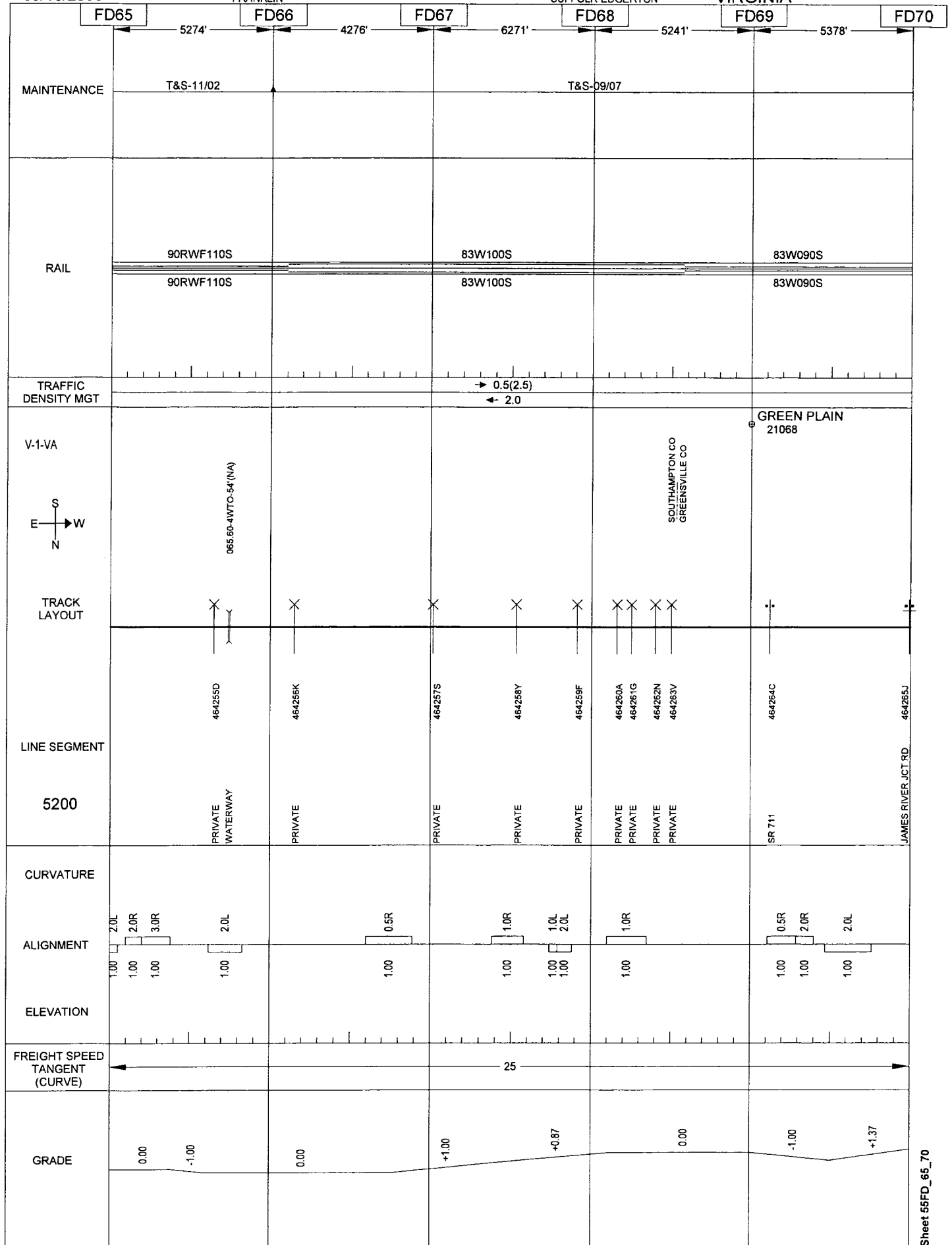
09/16/2008

274

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



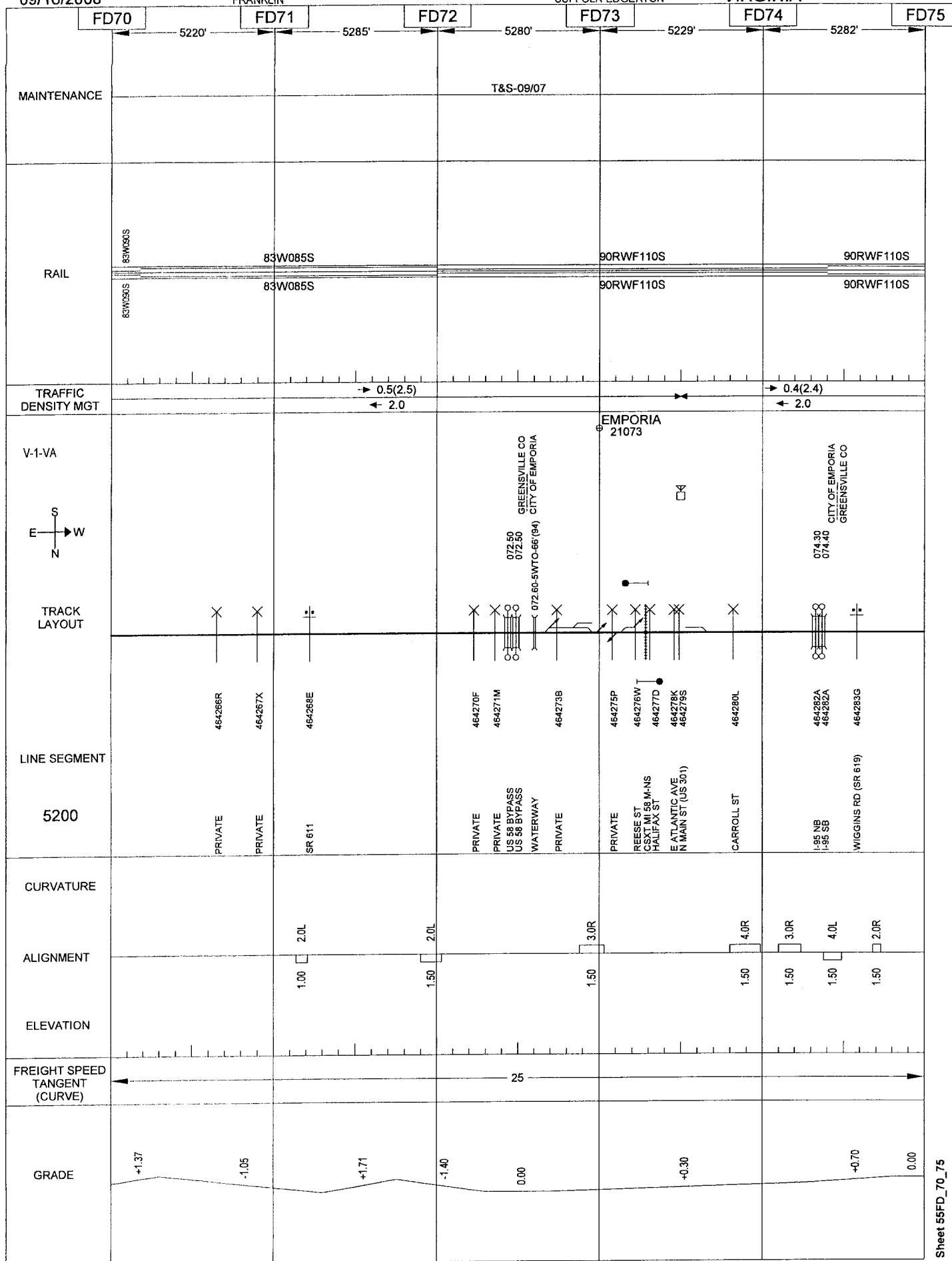
09/16/2008

FRANKLIN

275

SUFFOLK-EDGERTON

VIRGINIA



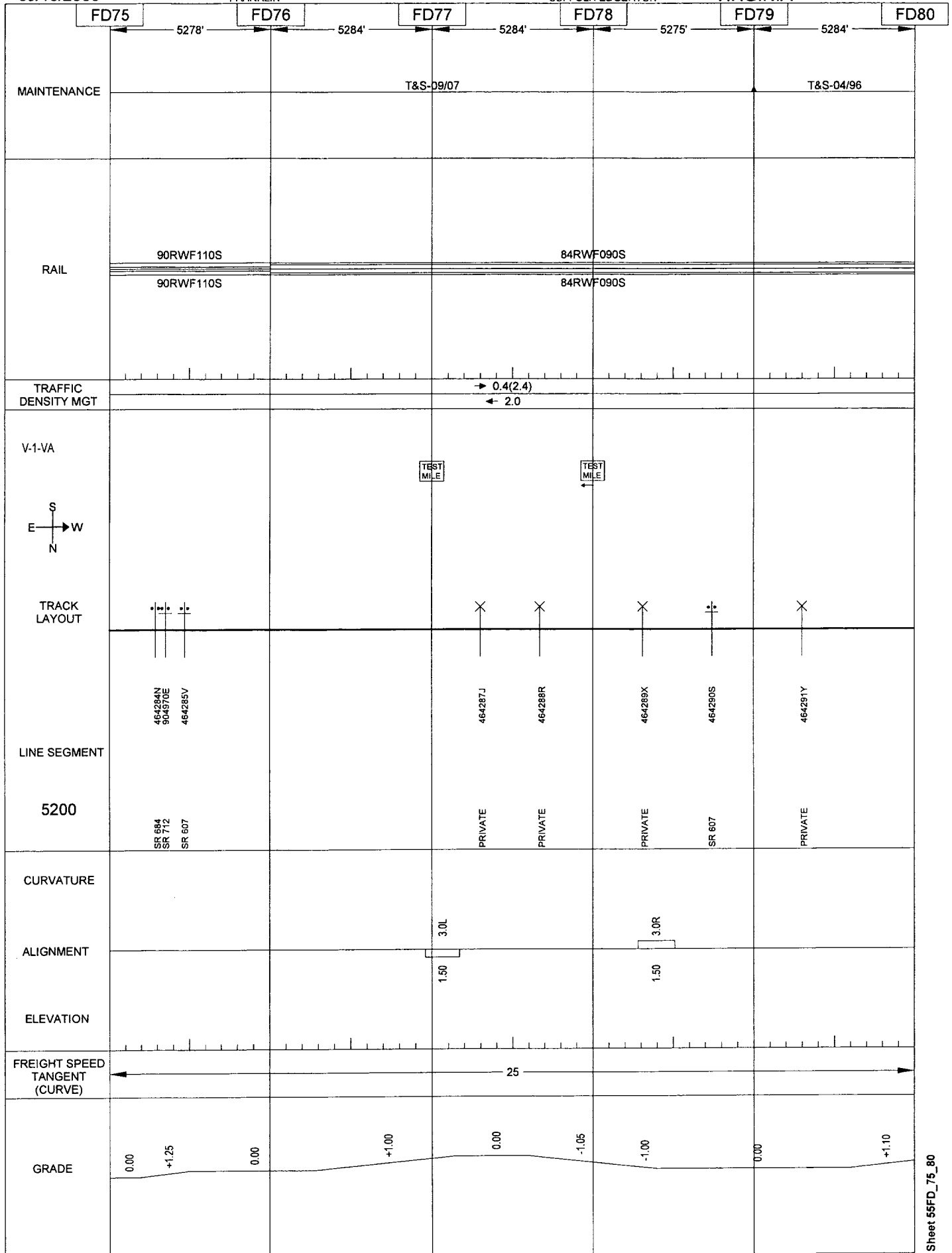
09/16/2008

276

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



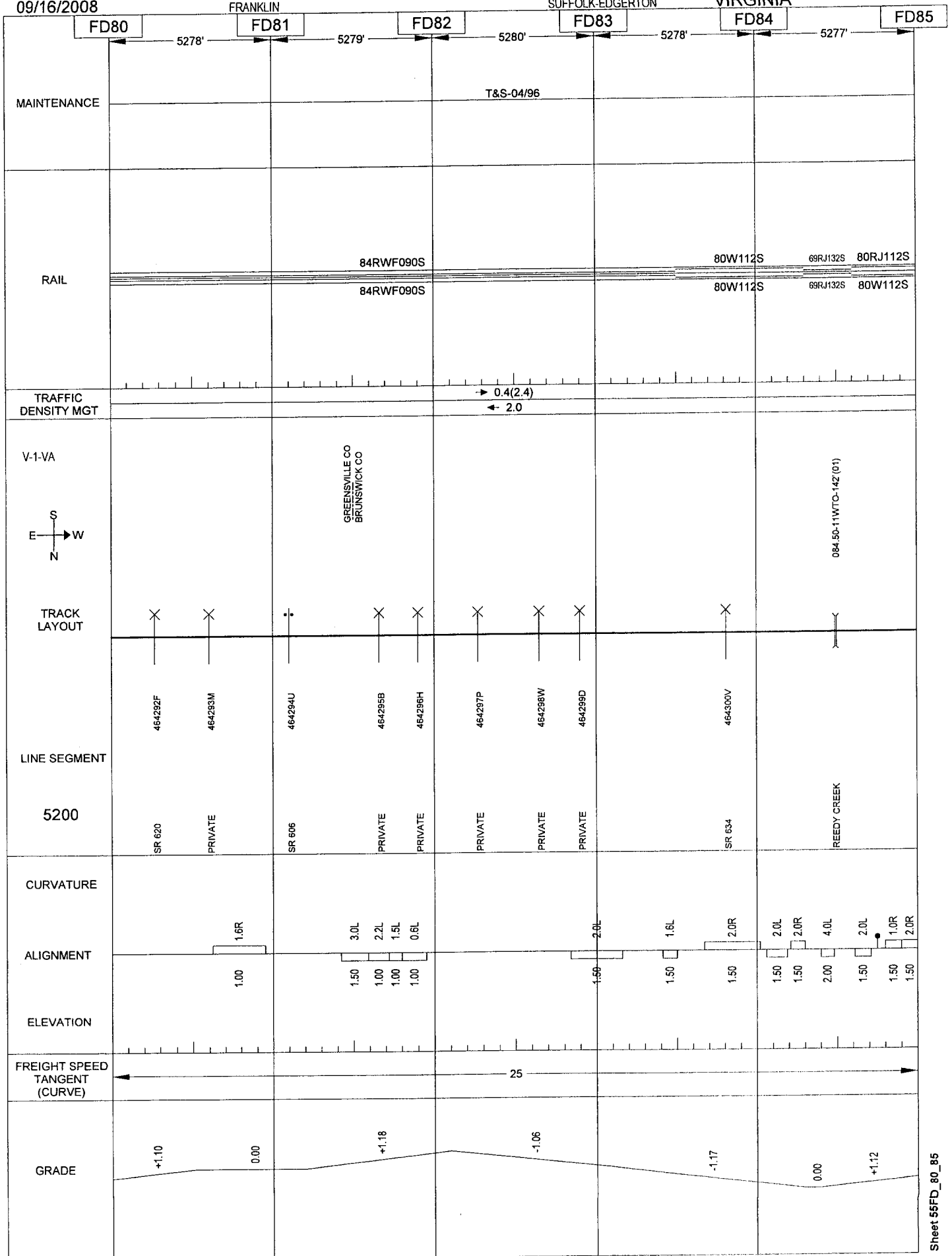
09/16/2008

277

FRANKLIN

SUFFOLK-EDGERTON

VIRGINIA



	FD85	FD86	FD87	FD88	FD89	FD90
MAINTENANCE	T&S-04/96		T&S-09/88		T&S-08/90	
RAIL	80RJ112S 80W112S		76W100S 76W100S		89RW130S 89RW132S 94RW100S 94RW100S 94RW090S 94RW090S **RJ070S **RJ070S	
TRAFFIC DENSITY MGT	→ 0.4(2.4) ← 2.0		→ 0.0(0.0) ← 0.0			
V-1-VA			(VULCAN MATERIALS) 21087		EDGERTON 21089	
TRACK LAYOUT					BRICK YARD	
LINE SEGMENT	464301C		464302J 464303R 464304X 715169C 464306L		464308G 464310B 464311H	
5200	SR 606		SR 687 PRIVATE SR 735 PRIVATE SR 735		SR 638 SR 712	
CURVATURE	2.0R 2.0L 2.0R		1.0R 1.0R		0.7L 1.7L 2.0L	
ALIGNMENT	1.50 1.50 1.50		1.50 1.50		1.00 1.50 1.00	
ELEVATION	1.50 1.50 1.50		1.50 1.50		1.00 1.50 1.00	
FREIGHT SPEED TANGENT (CURVE)	25		10			
GRADE	+1.12 0.00		+1.08 0.00		-1.03 +0.88 +0.83 +1.12	

09/16/2008

FRANKLIN

279

SUFFOLK-EDGERTON

VIRGINIA

	FD90	5277'					
MAINTENANCE							
RAIL	<div> <div> <div></div> <div></div> <div></div> <div></div> </div> <div> <div></div> <div></div> <div></div> <div></div> </div> </div> <div> <div> <div></div> <div></div> </div> <div> <div></div> <div></div> </div> </div>						
TRAFFIC DENSITY MGT	→						
V-1-VA	END OF TRACK 21089						
<div> <div>S</div> <div>E</div> <div>N</div> <div>W</div> </div>							
TRACK LAYOUT	<div> <div>X</div> <div></div> </div>						
LINE SEGMENT	464312P						
5200	PRIVATE						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	10						
GRADE	+1.12 0.00						

09/16/2008

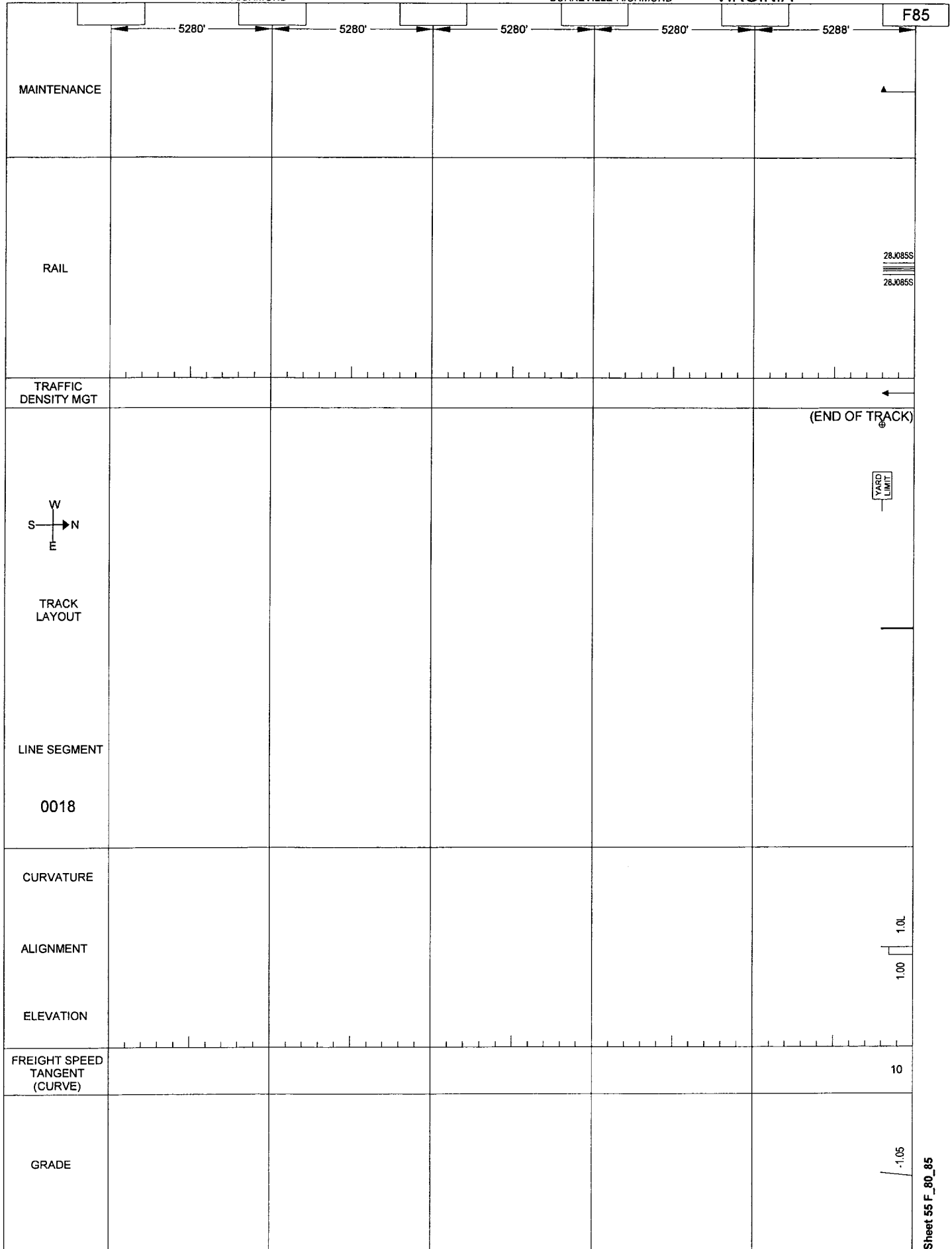
RICHMOND

280

BURKEVILLE-RICHMOND

VIRGINIA

F85



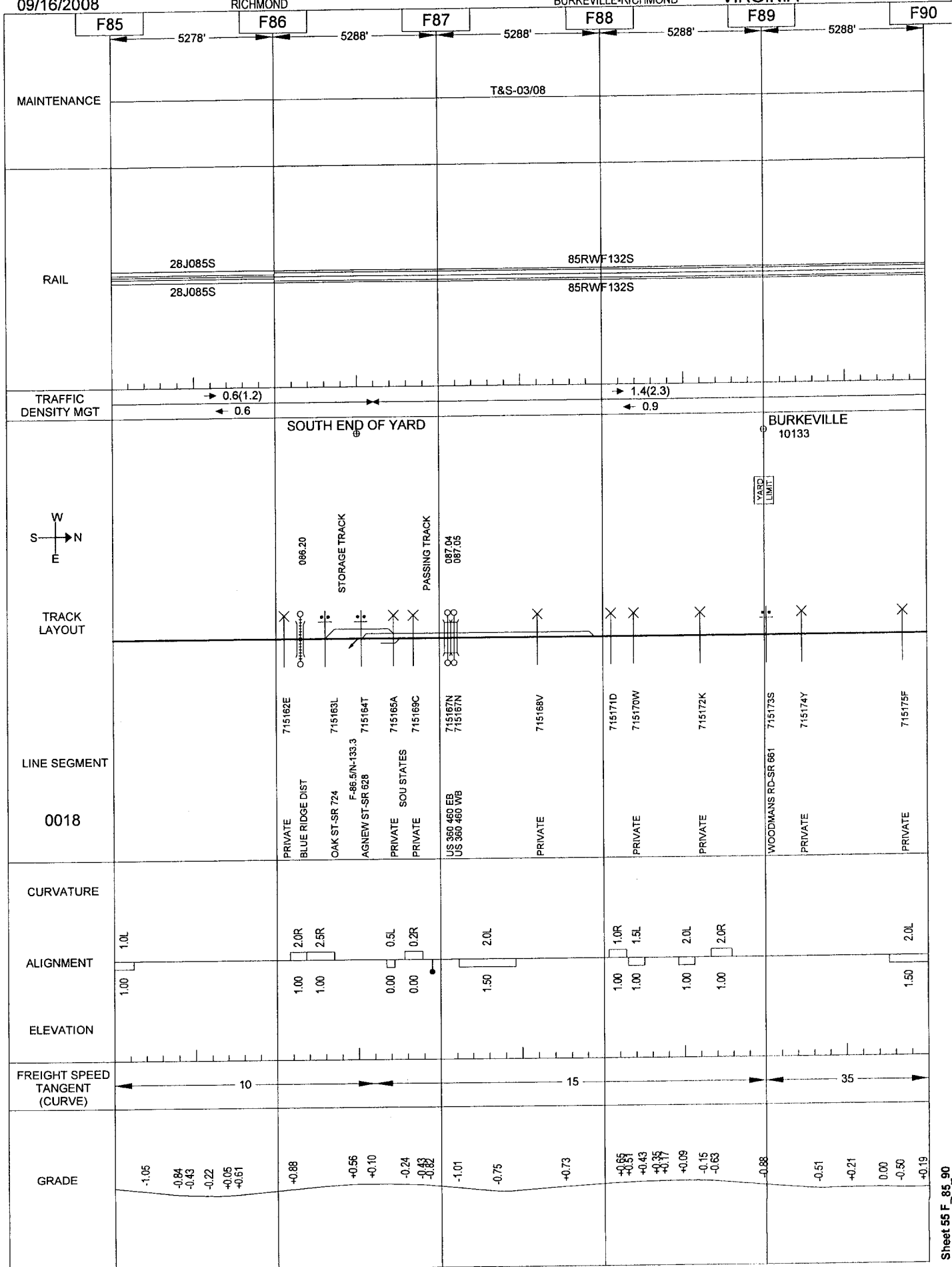
09/16/2008

281

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



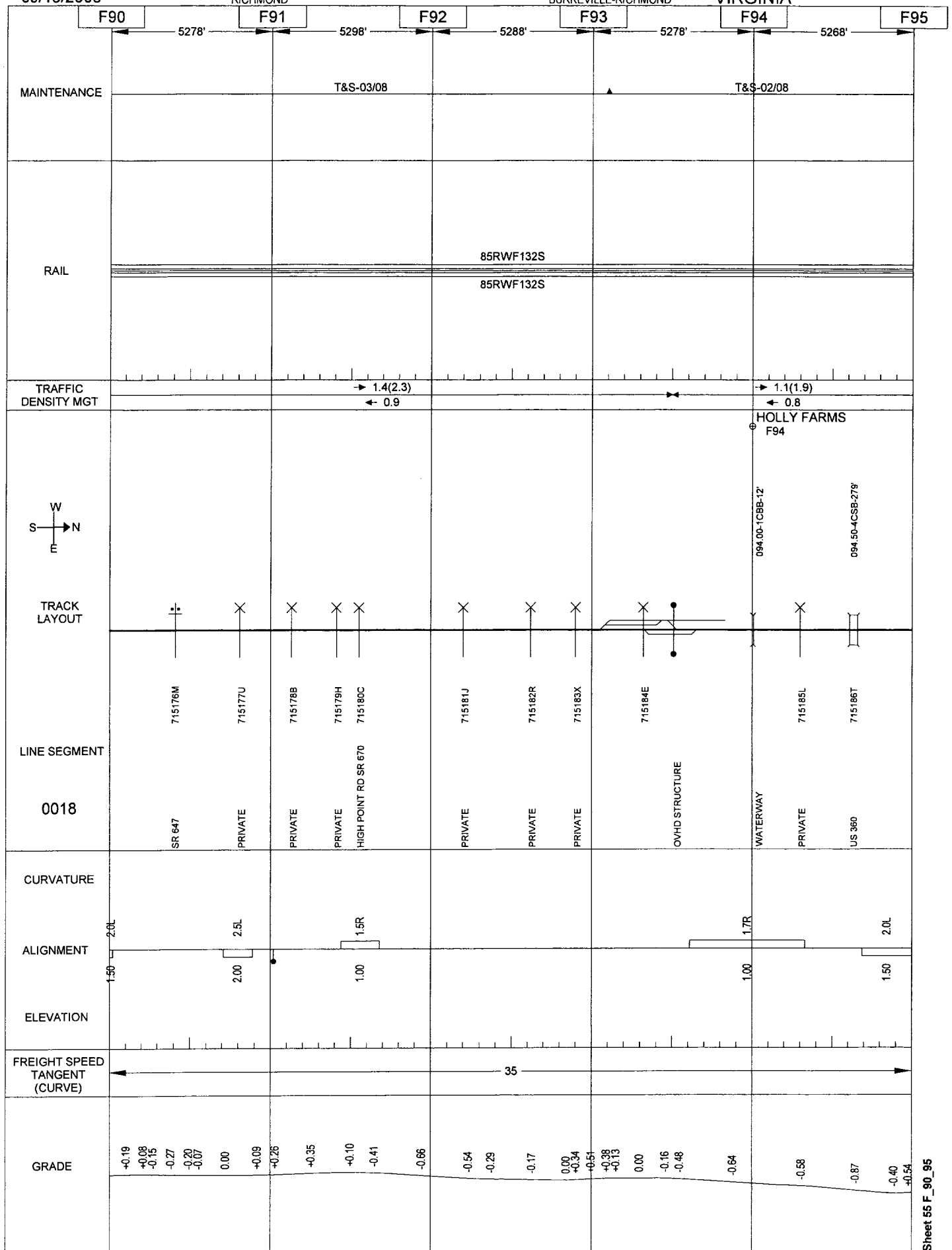
09/16/2008

RICHMOND

282

BURKEVILLE-RICHMOND

VIRGINIA



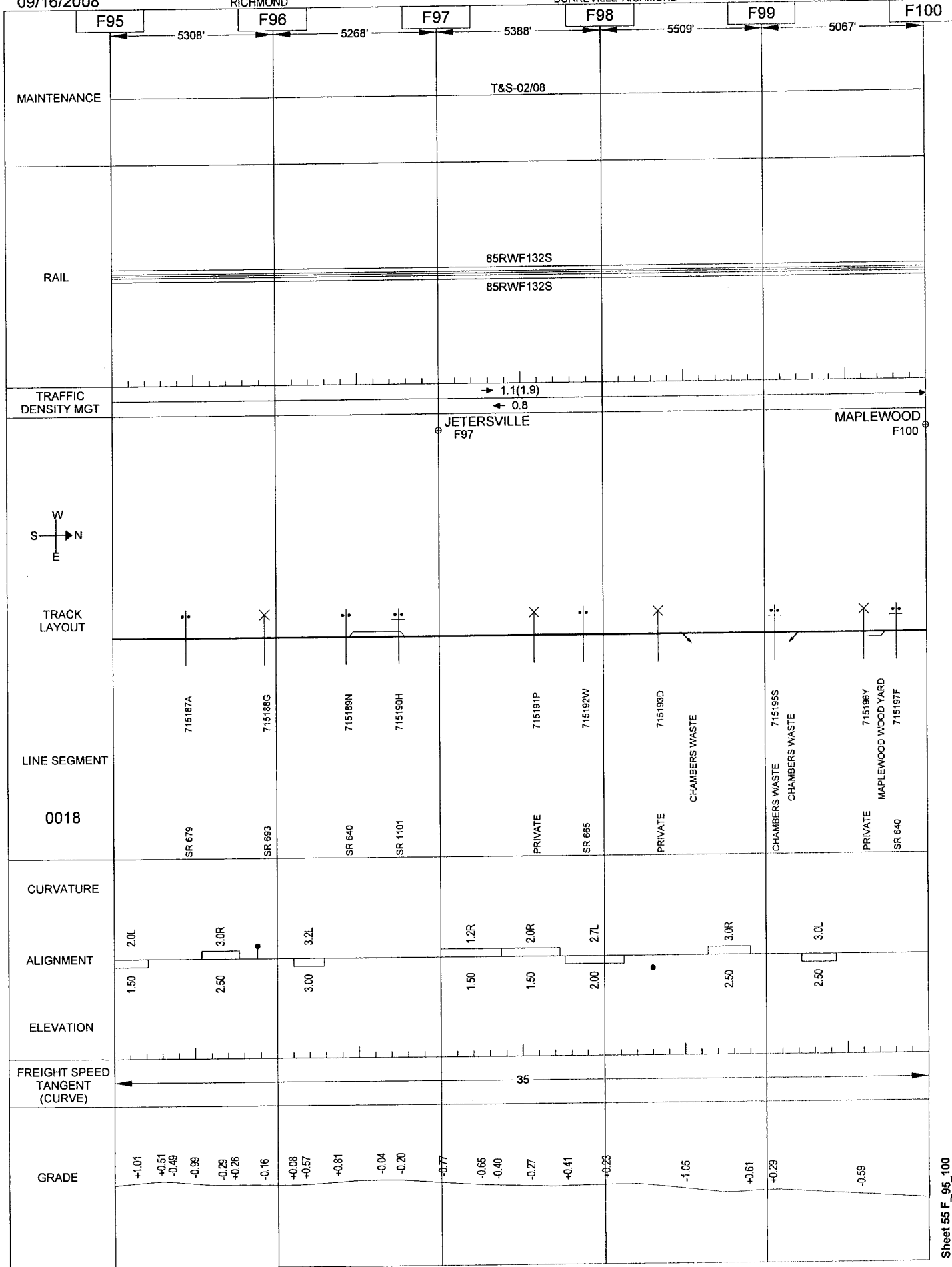
09/16/2008

283

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



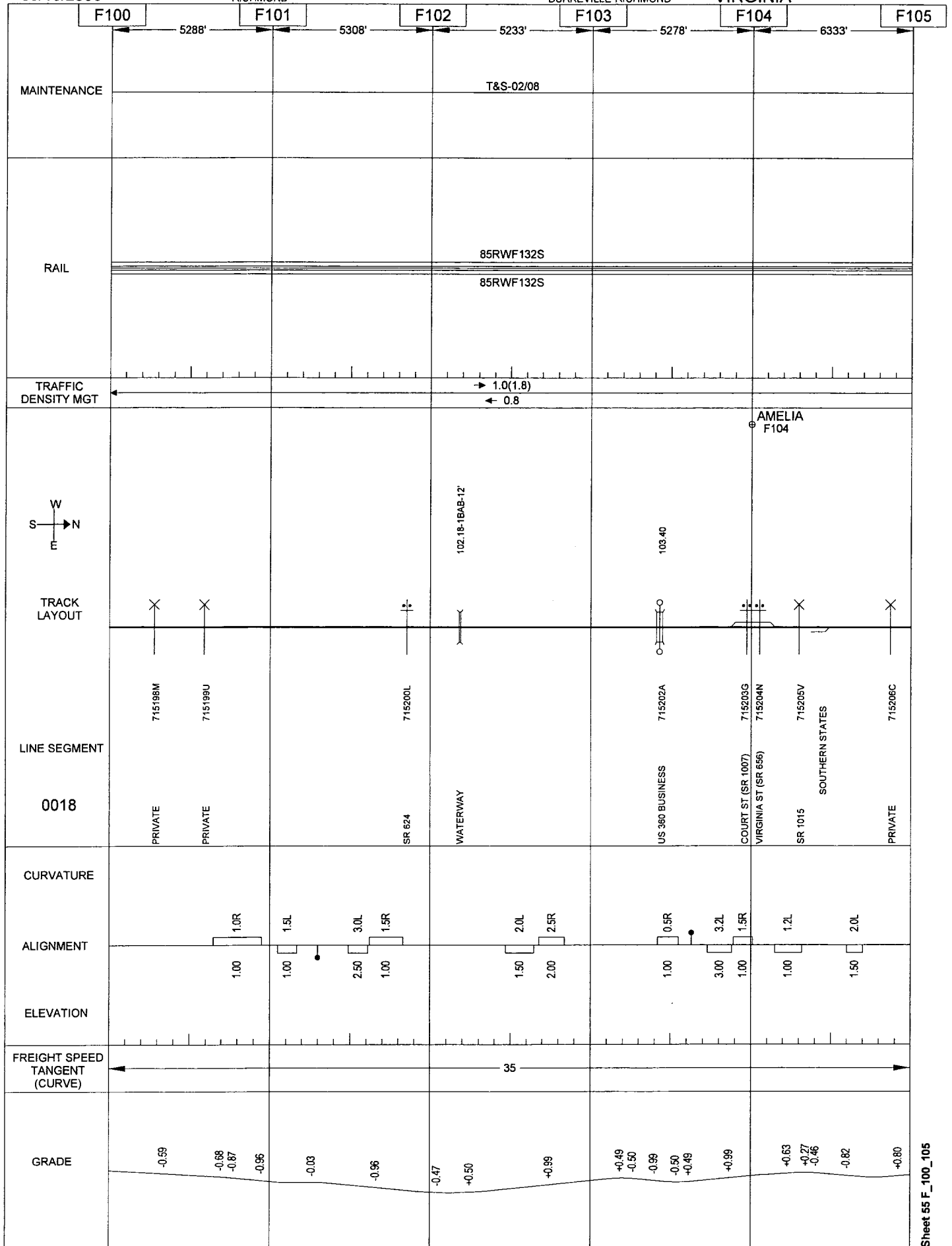
09/16/2008

RICHMOND

284

BURKEVILLE-RICHMOND

VIRGINIA



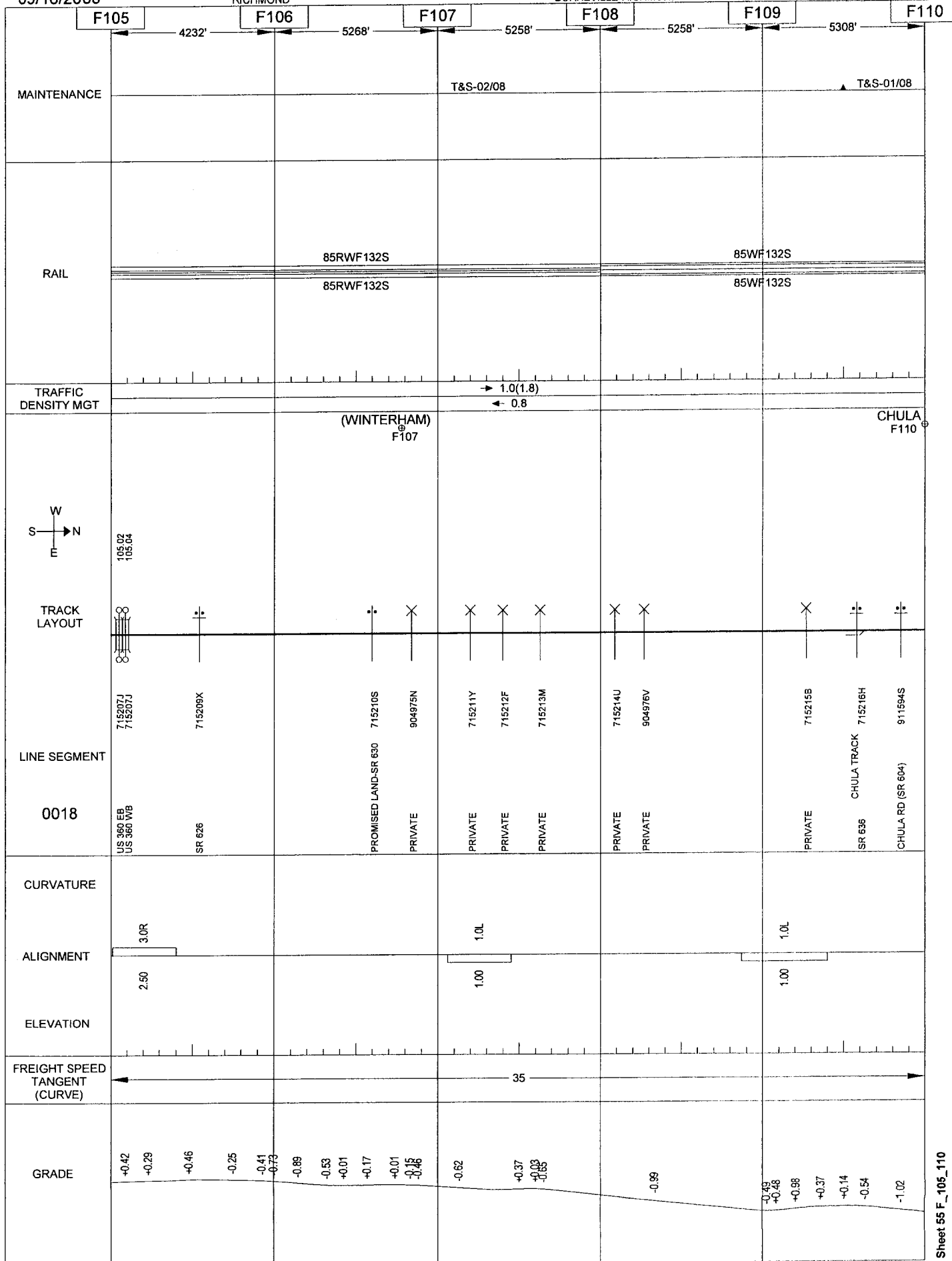
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285

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



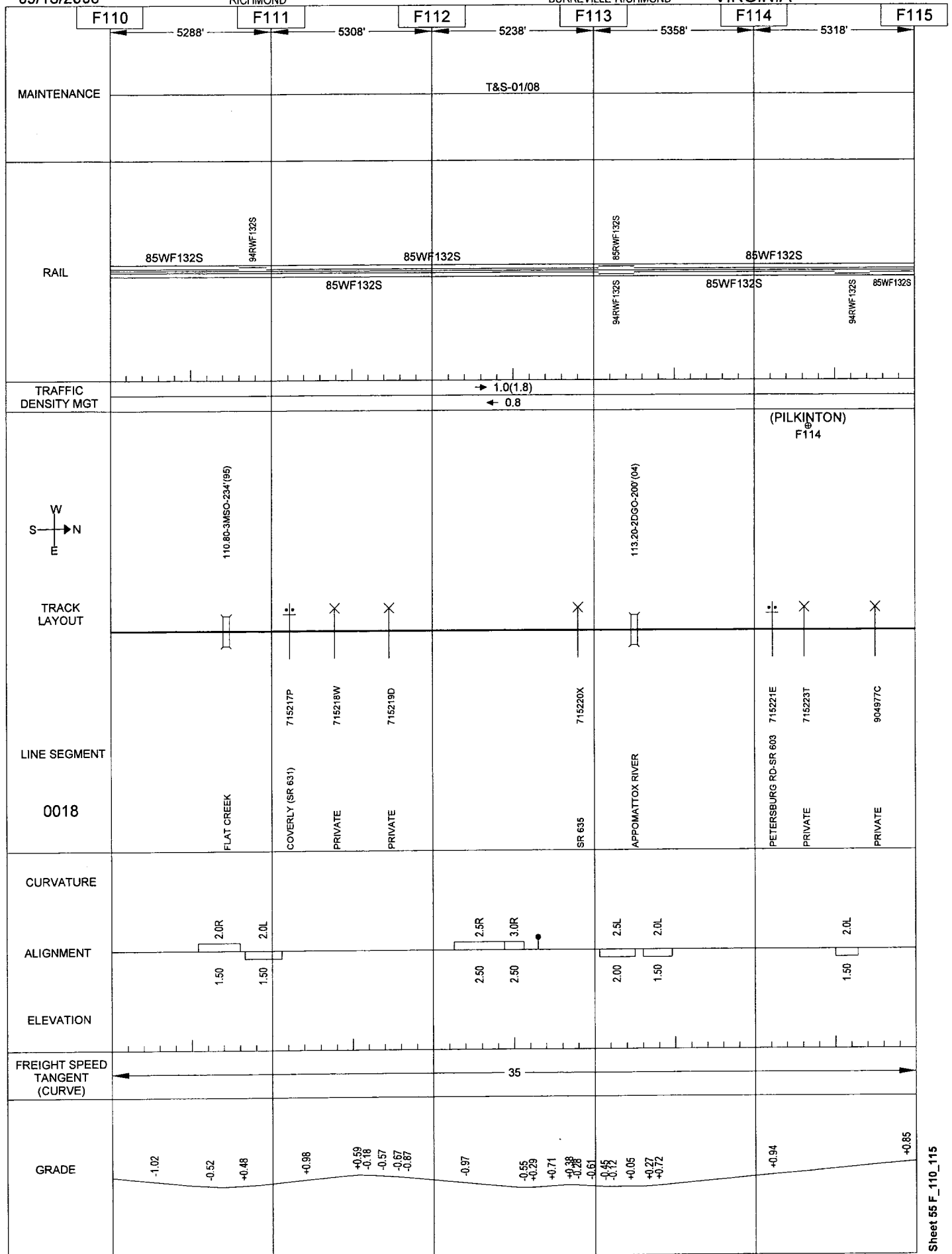
09/16/2008

RICHMOND

286

BURKEVILLE-RICHMOND

VIRGINIA



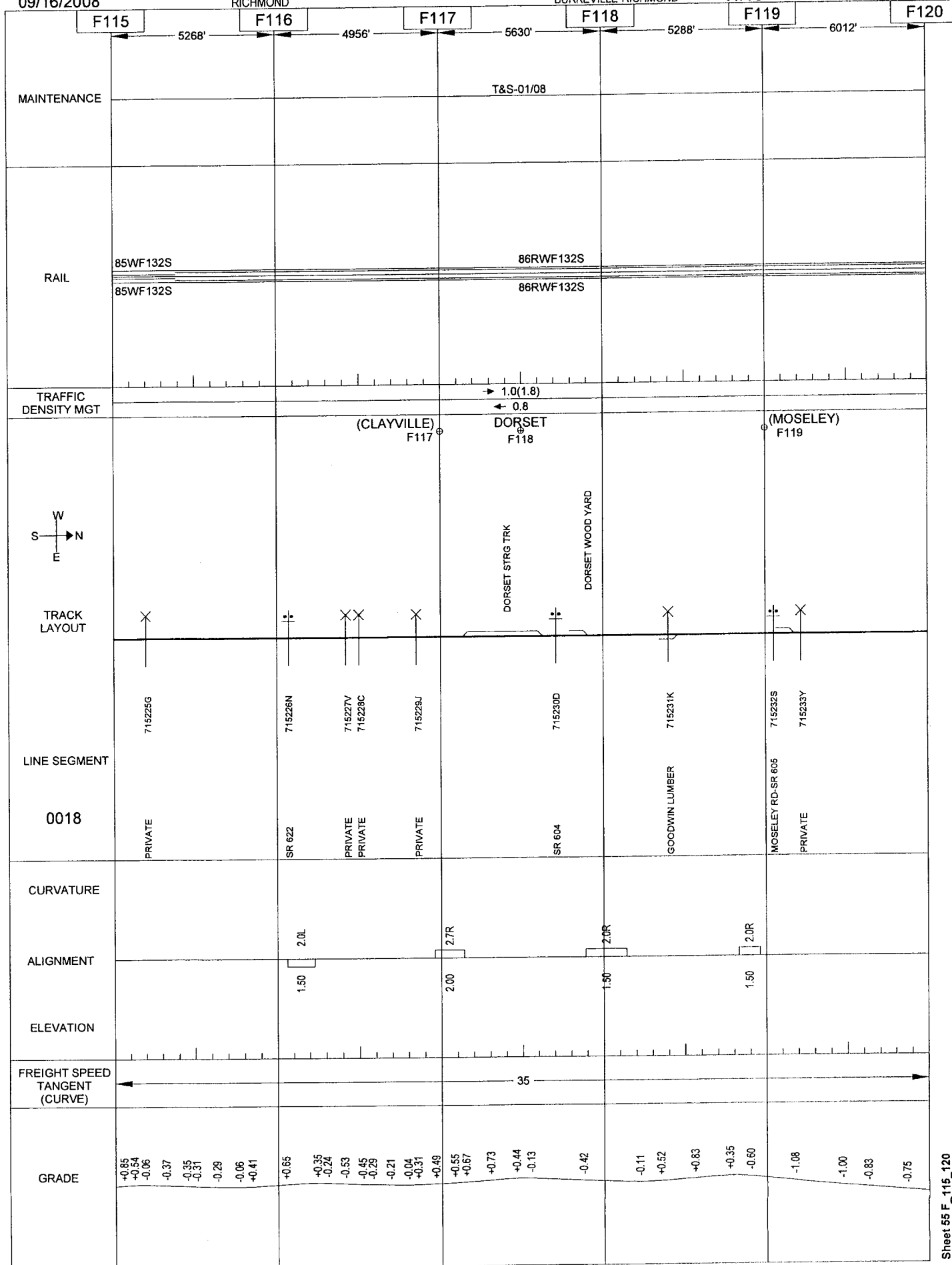
09/16/2008

RICHMOND

287

BURKEVILLE-RICHMOND

VIRGINIA



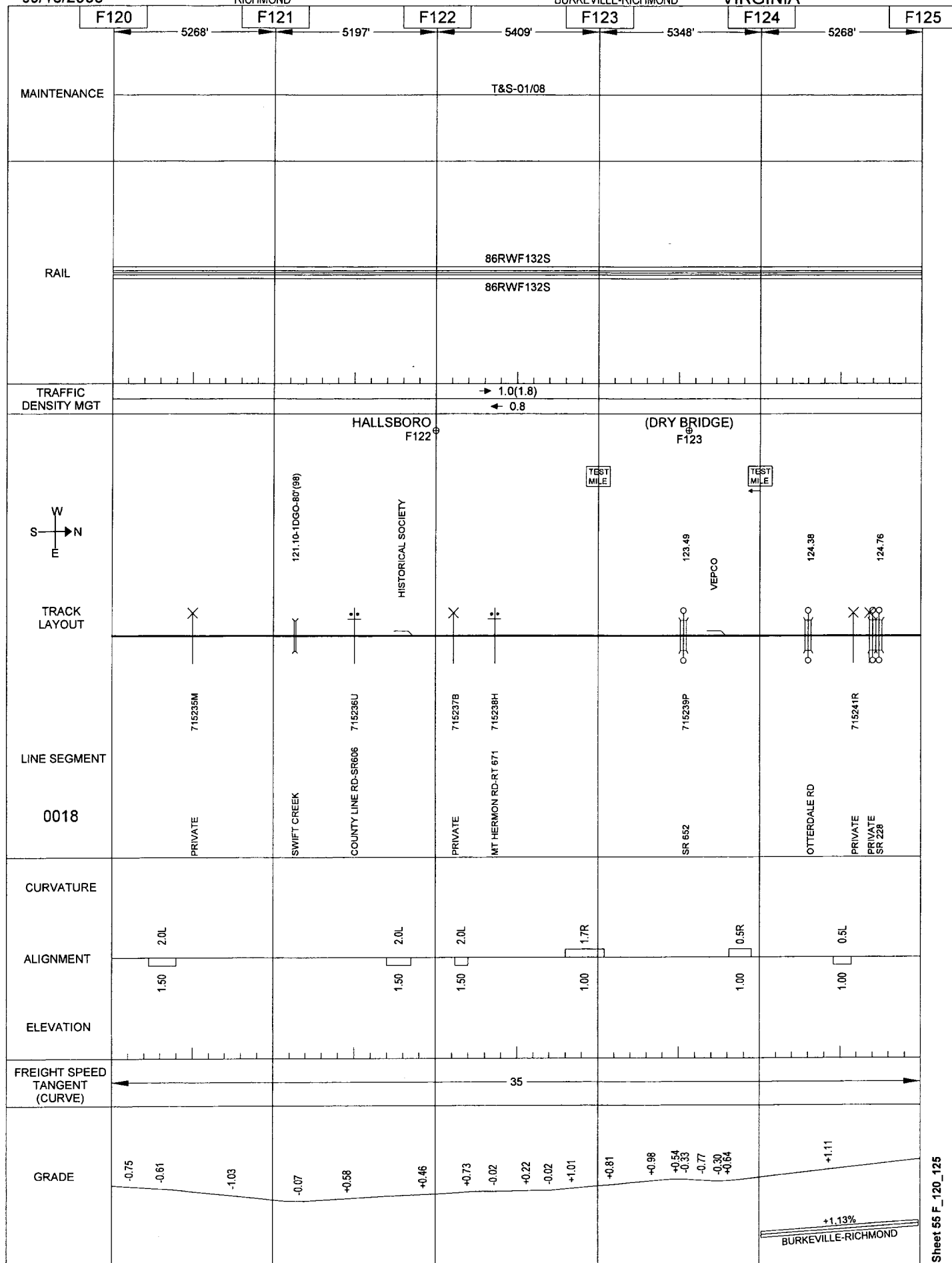
09/16/2008

RICHMOND

288

BURKEVILLE-RICHMOND

VIRGINIA



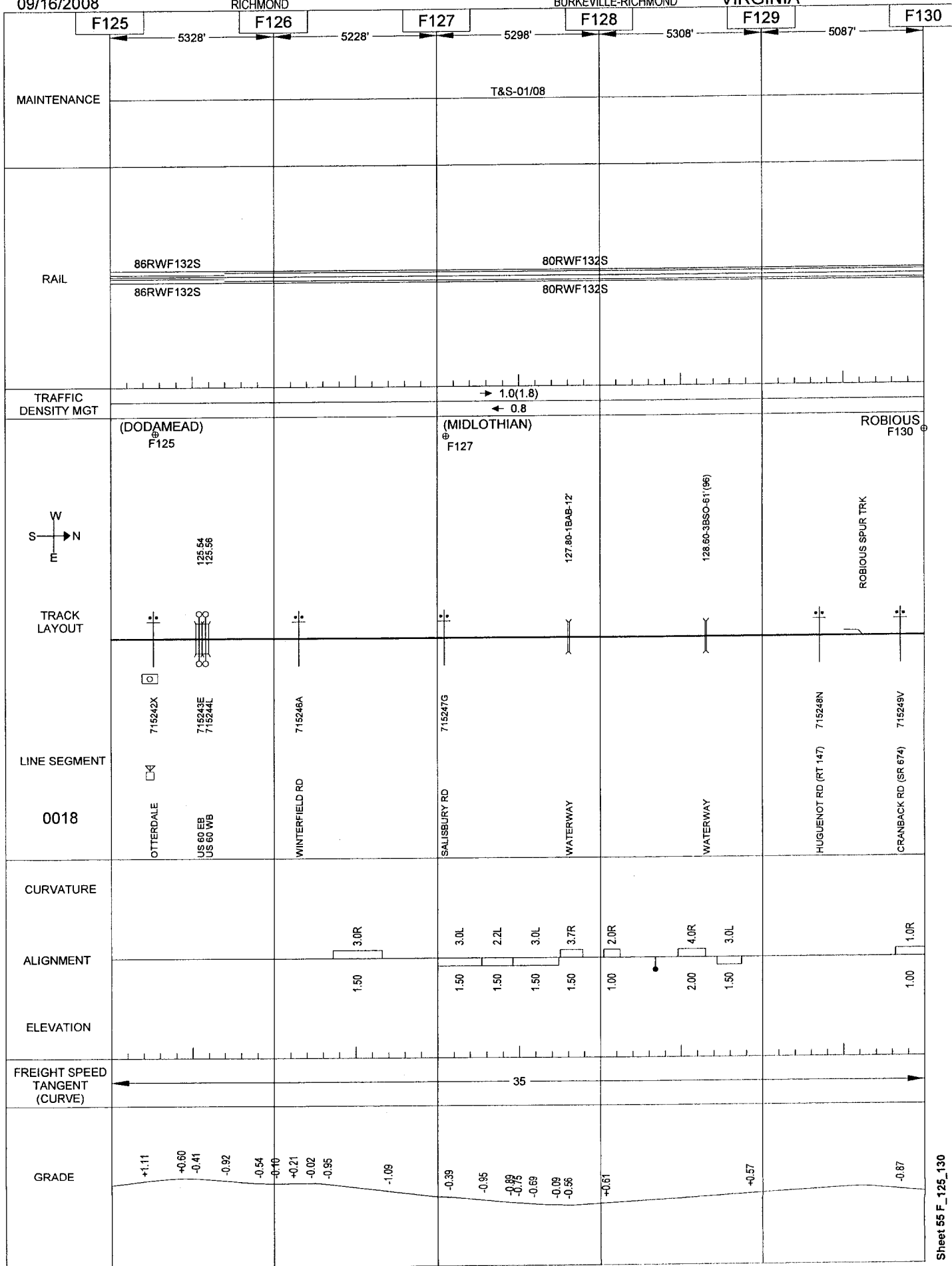
09/16/2008

289

RICHMOND

BURKEVILLE-RICHMOND

VIRGINIA



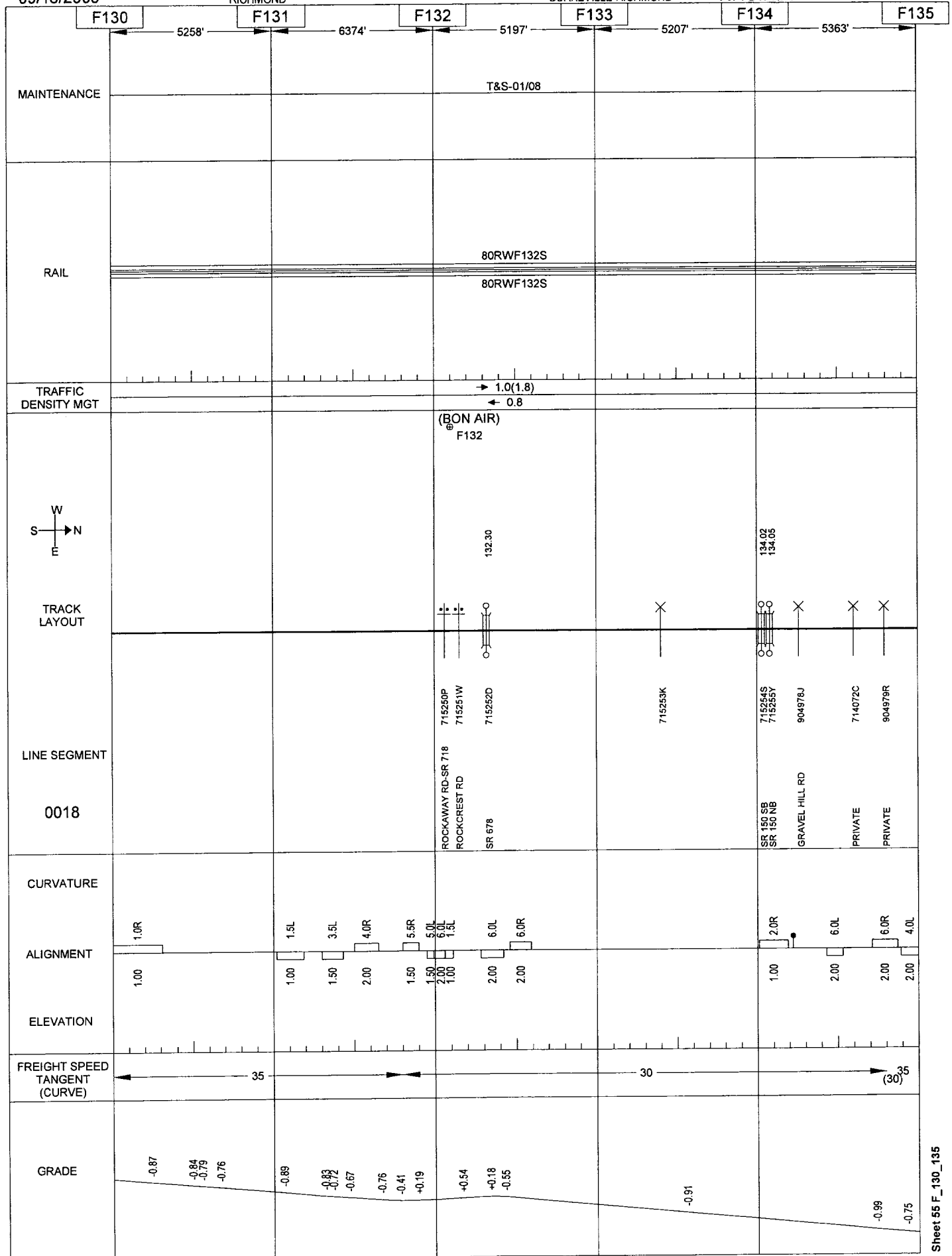
09/16/2008

RICHMOND

290

BURKEVILLE-RICHMOND

VIRGINIA

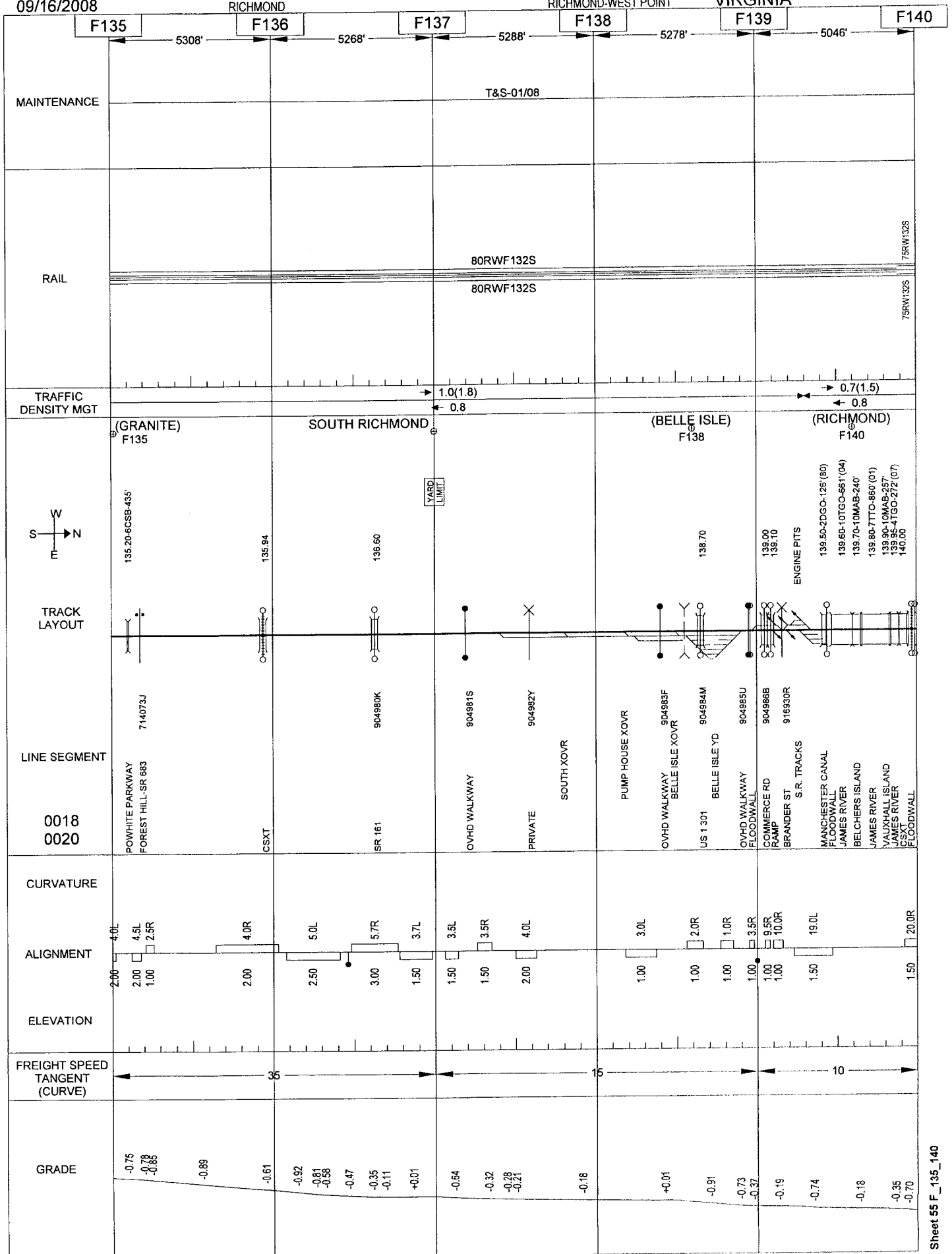


09/16/2008

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RICHMOND-WEST POINT

VIRGINIA



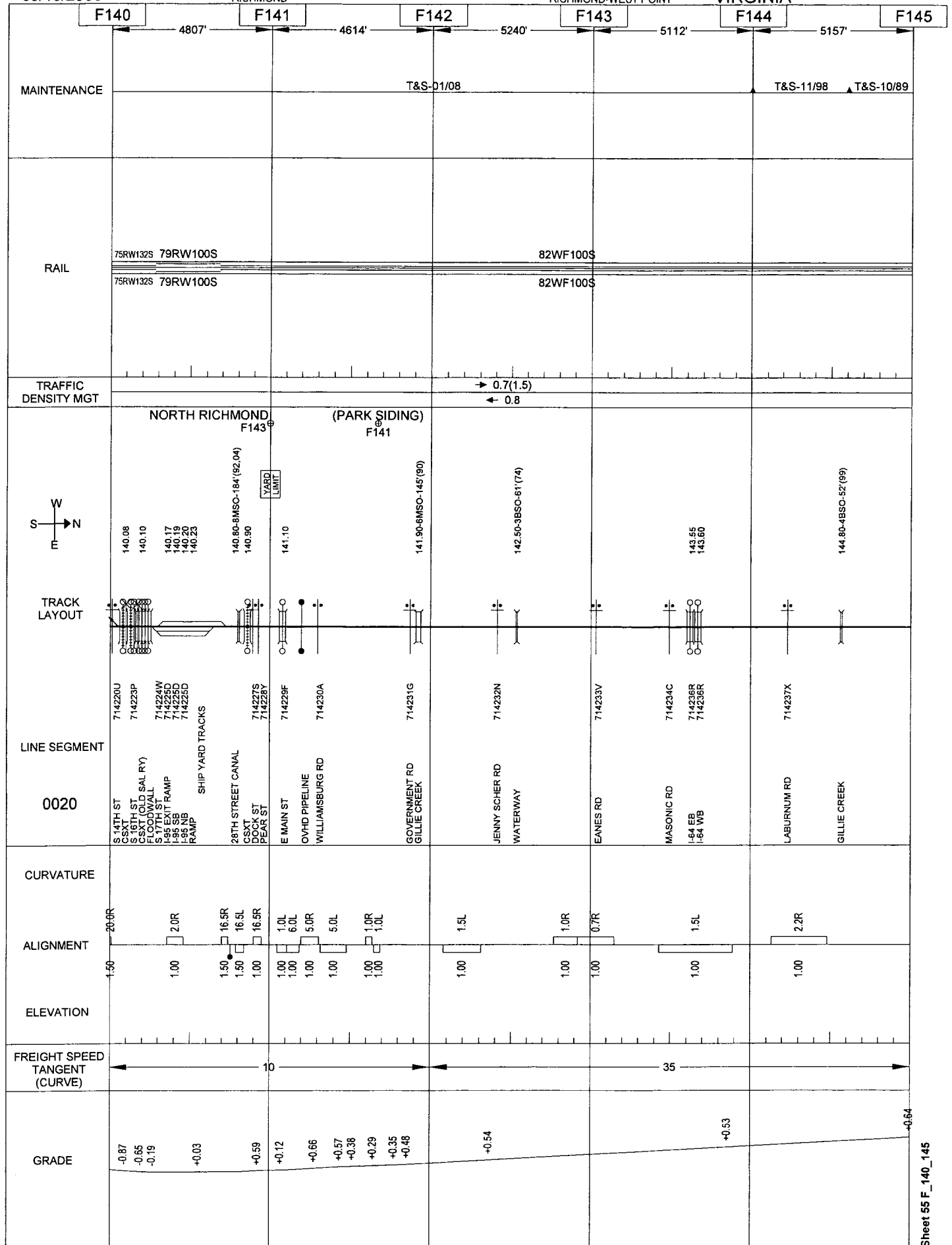
09/16/2008

RICHMOND

292

RICHMOND-WEST POINT

VIRGINIA

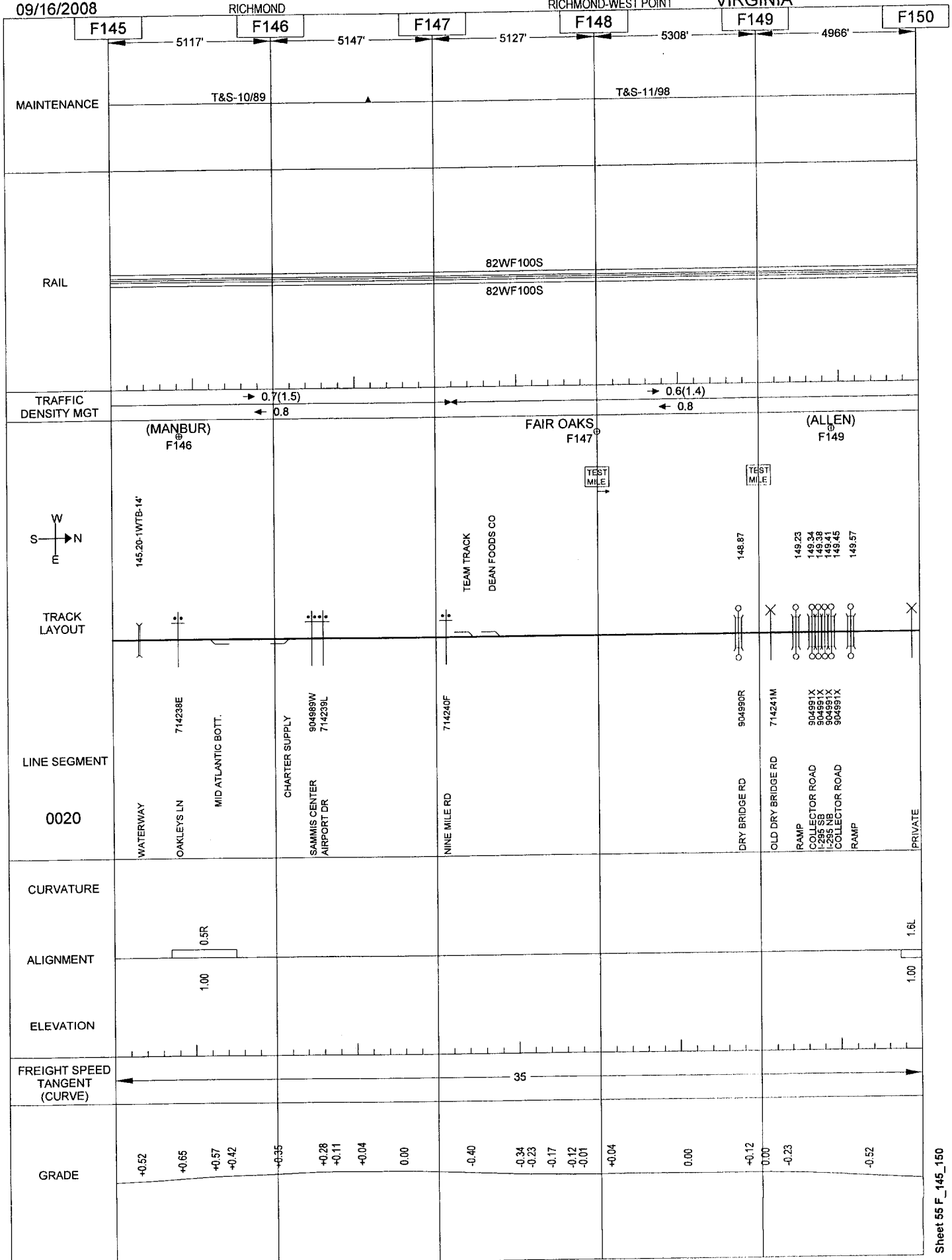


09/16/2008

293

RICHMOND-WEST POINT

VIRGINIA



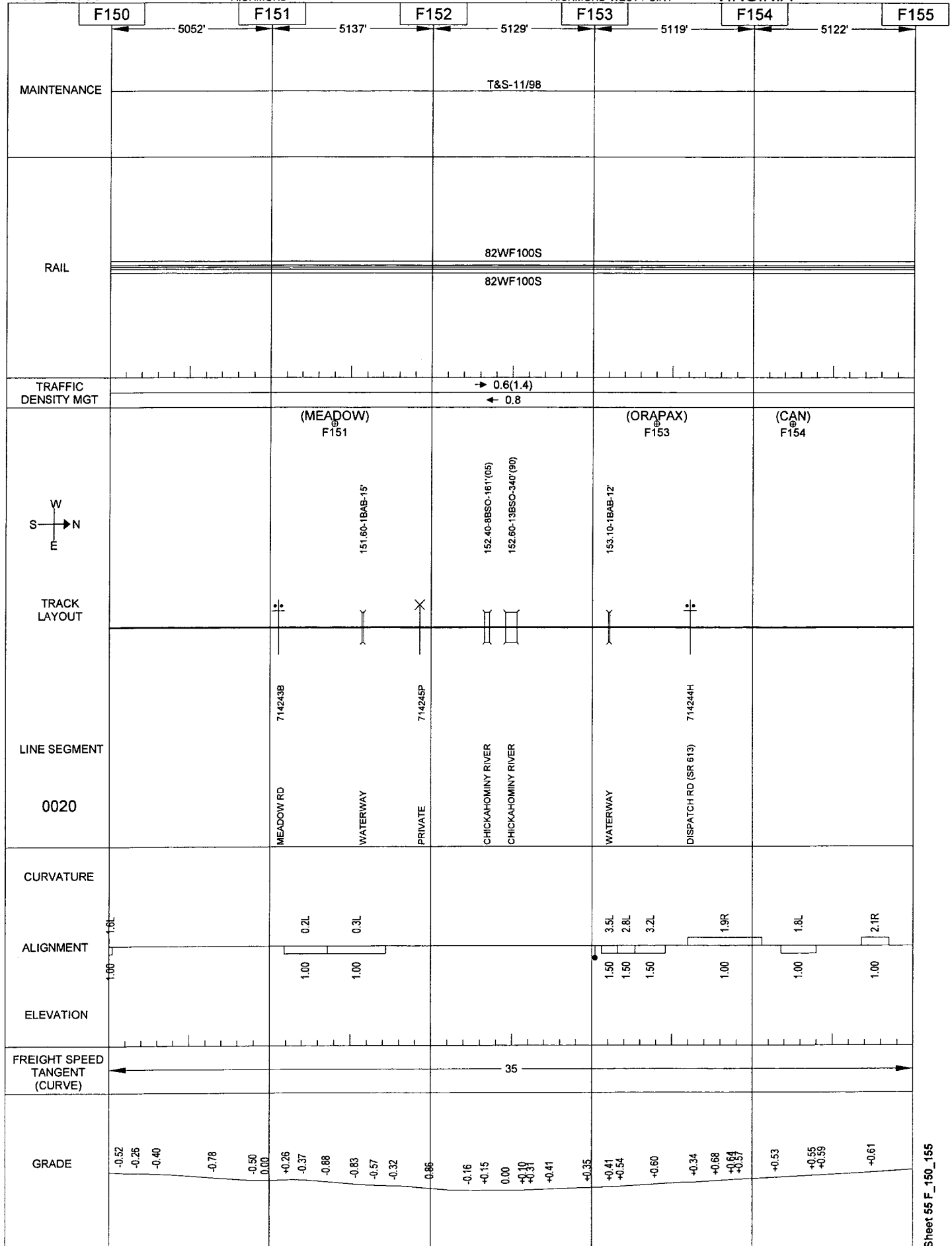
09/16/2008

294

RICHMOND

RICHMOND-WEST POINT

VIRGINIA

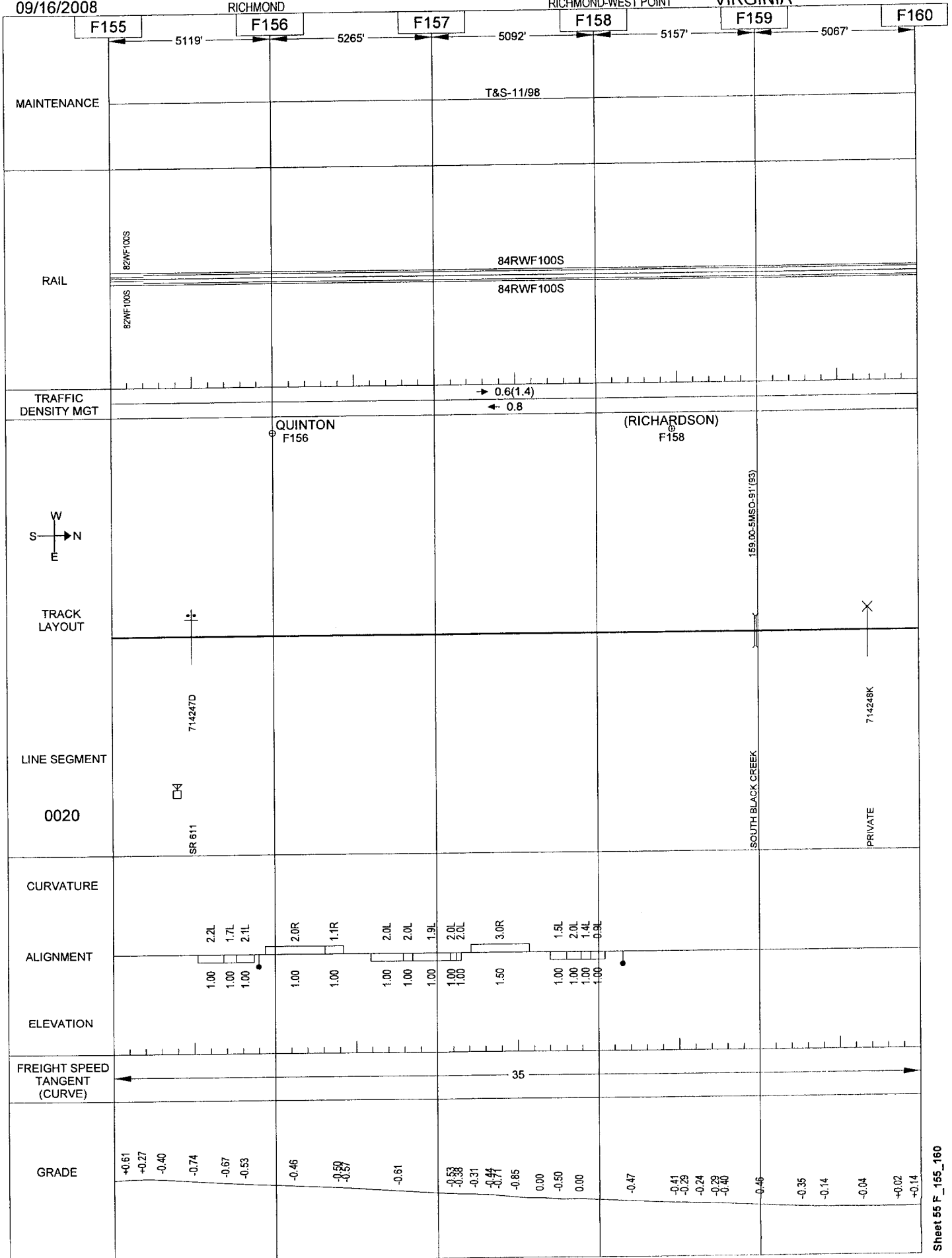


09/16/2008

295

RICHMOND-WEST POINT

VIRGINIA



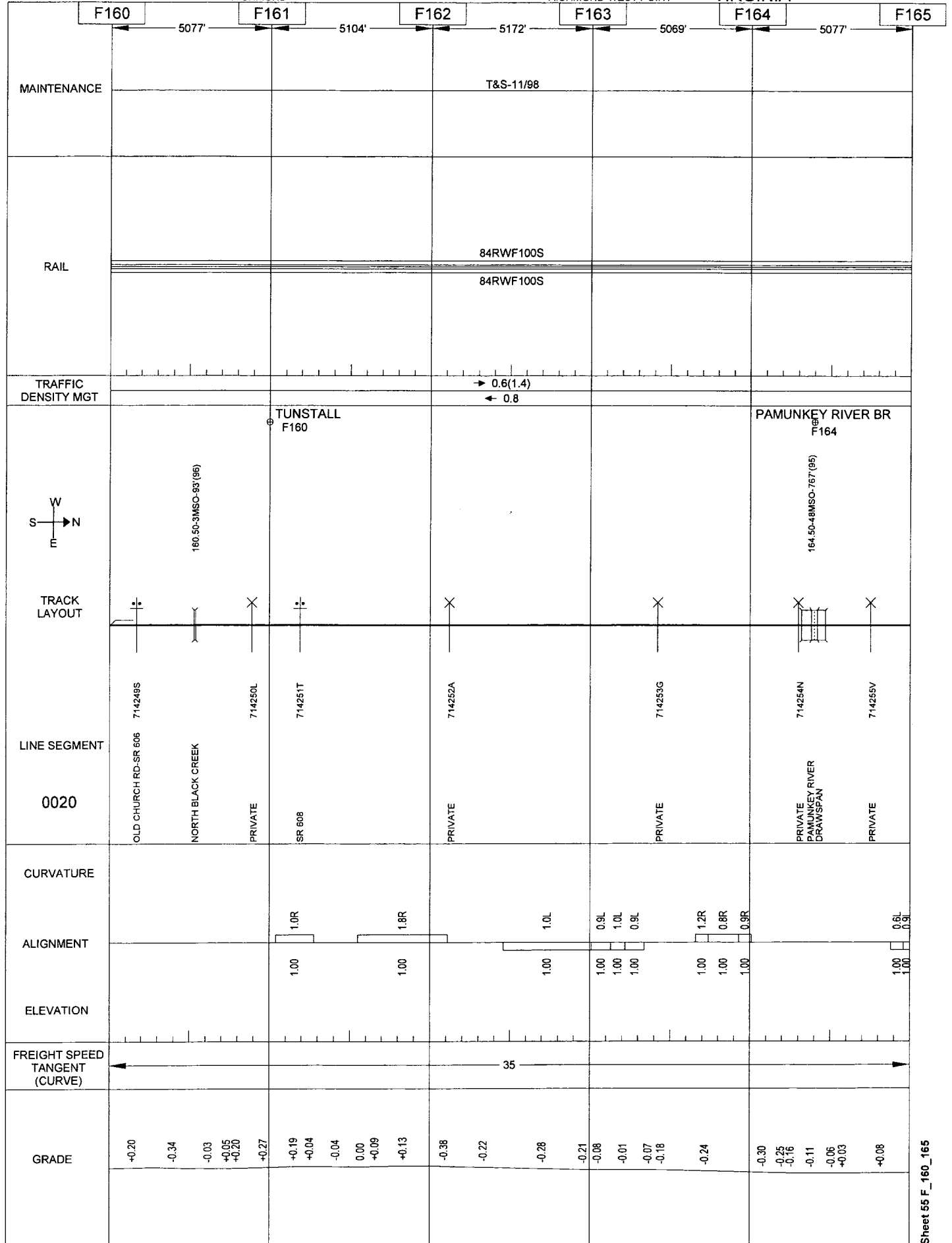
09/16/2008

RICHMOND

296

RICHMOND-WEST POINT

VIRGINIA



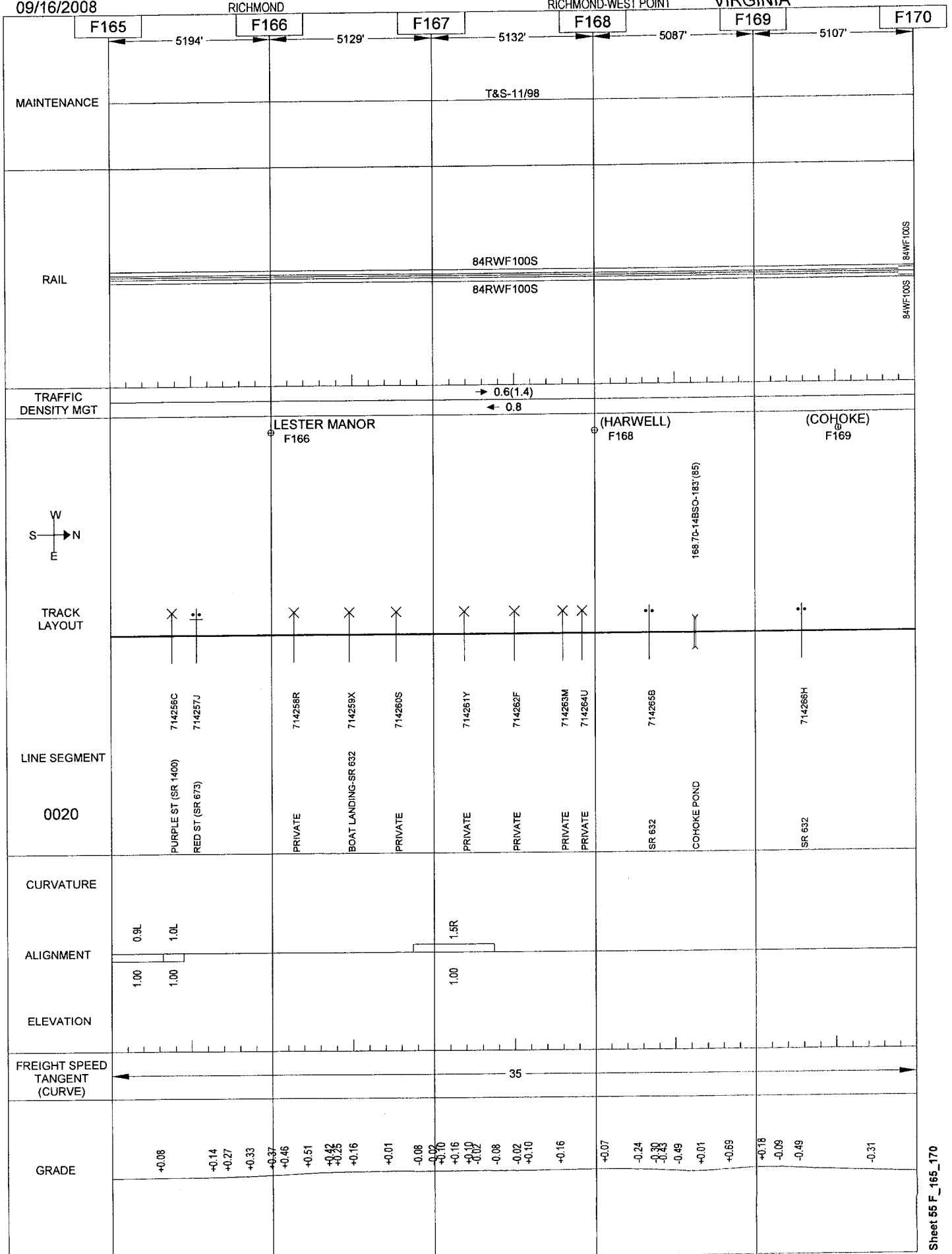
09/16/2008

297

RICHMOND

RICHMOND-WEST POINT

VIRGINIA



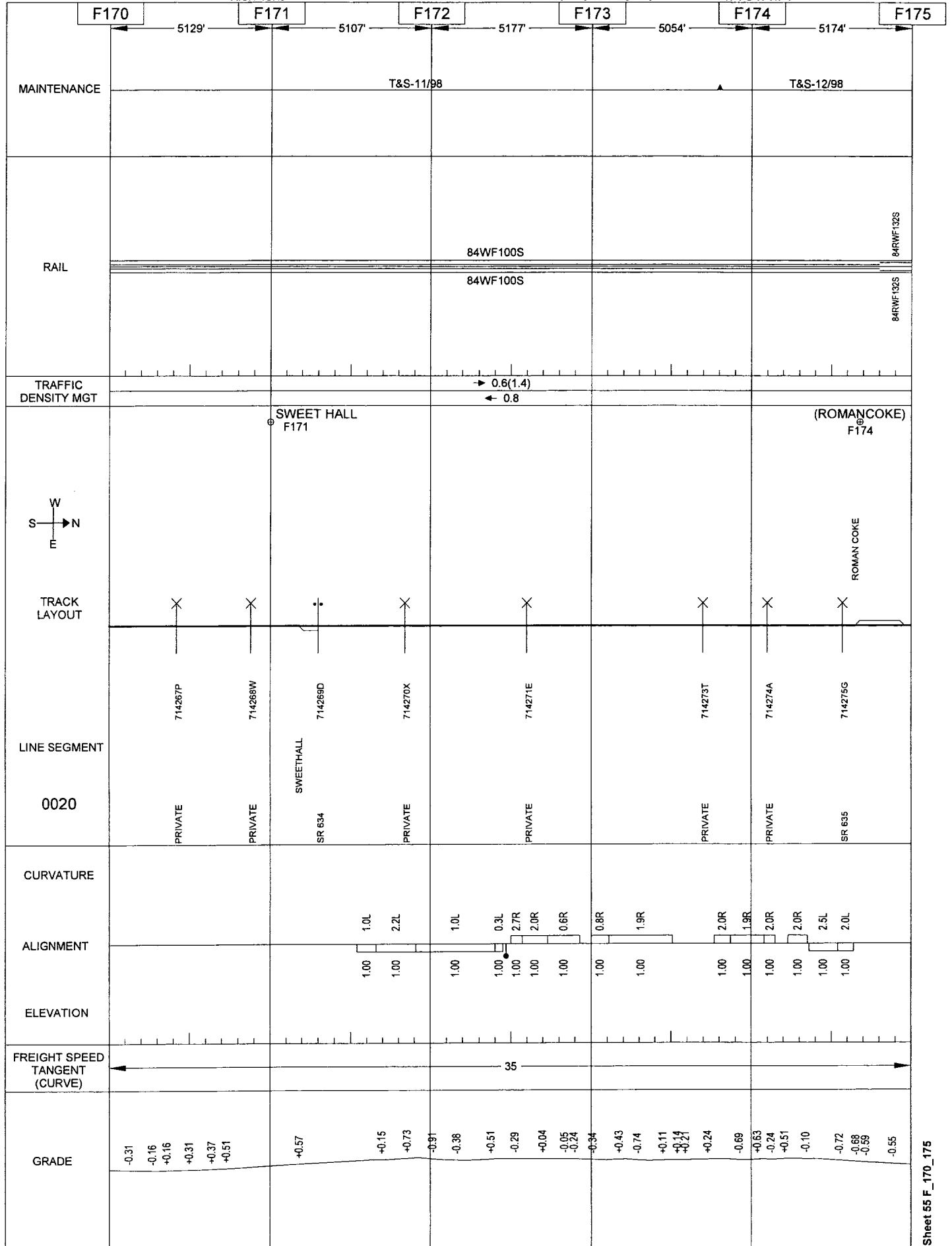
09/16/2008

RICHMOND

298

RICHMOND-WEST POINT

VIRGINIA

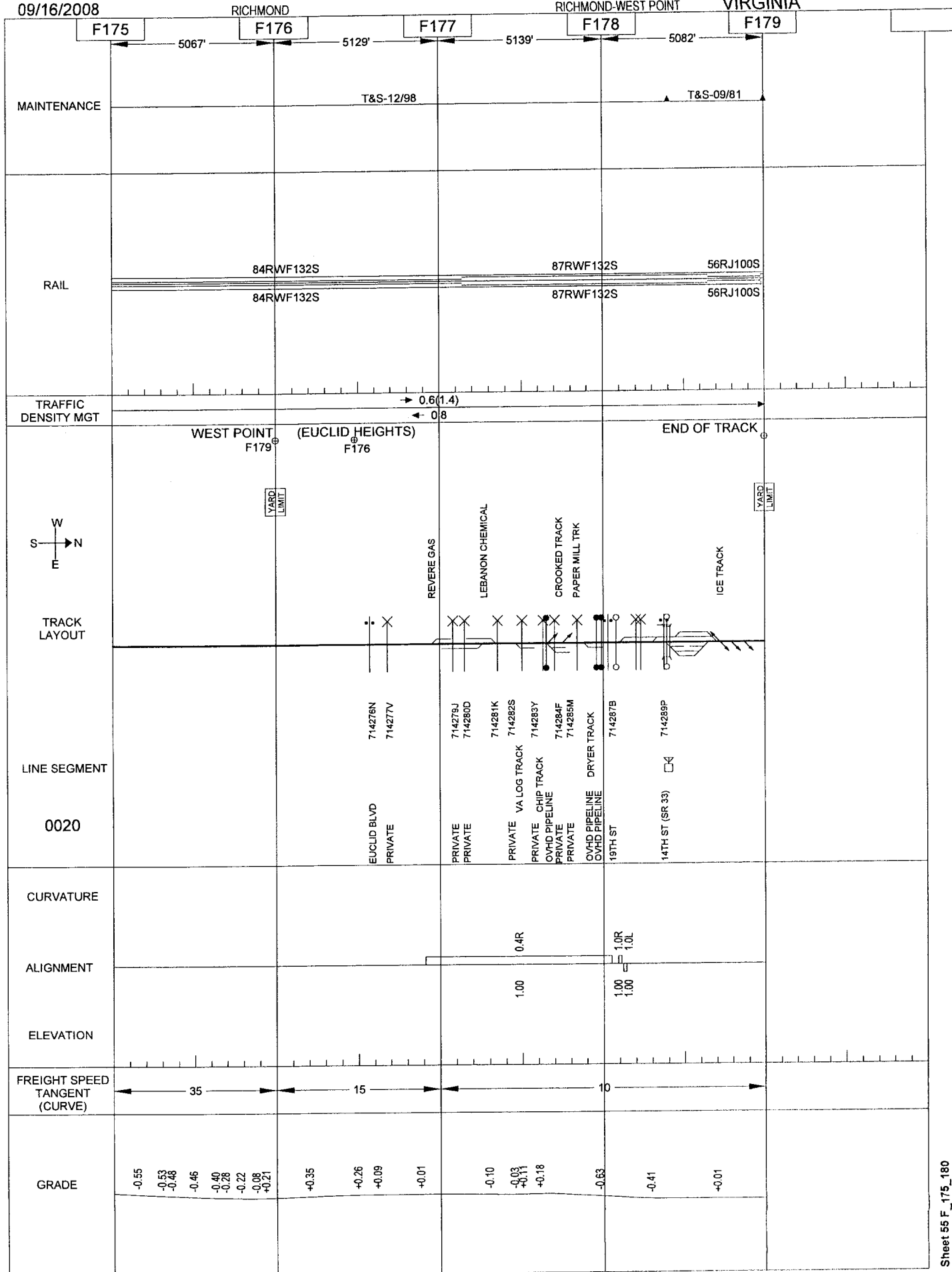


09/16/2008

299

RICHMOND-WEST POINT

VIRGINIA



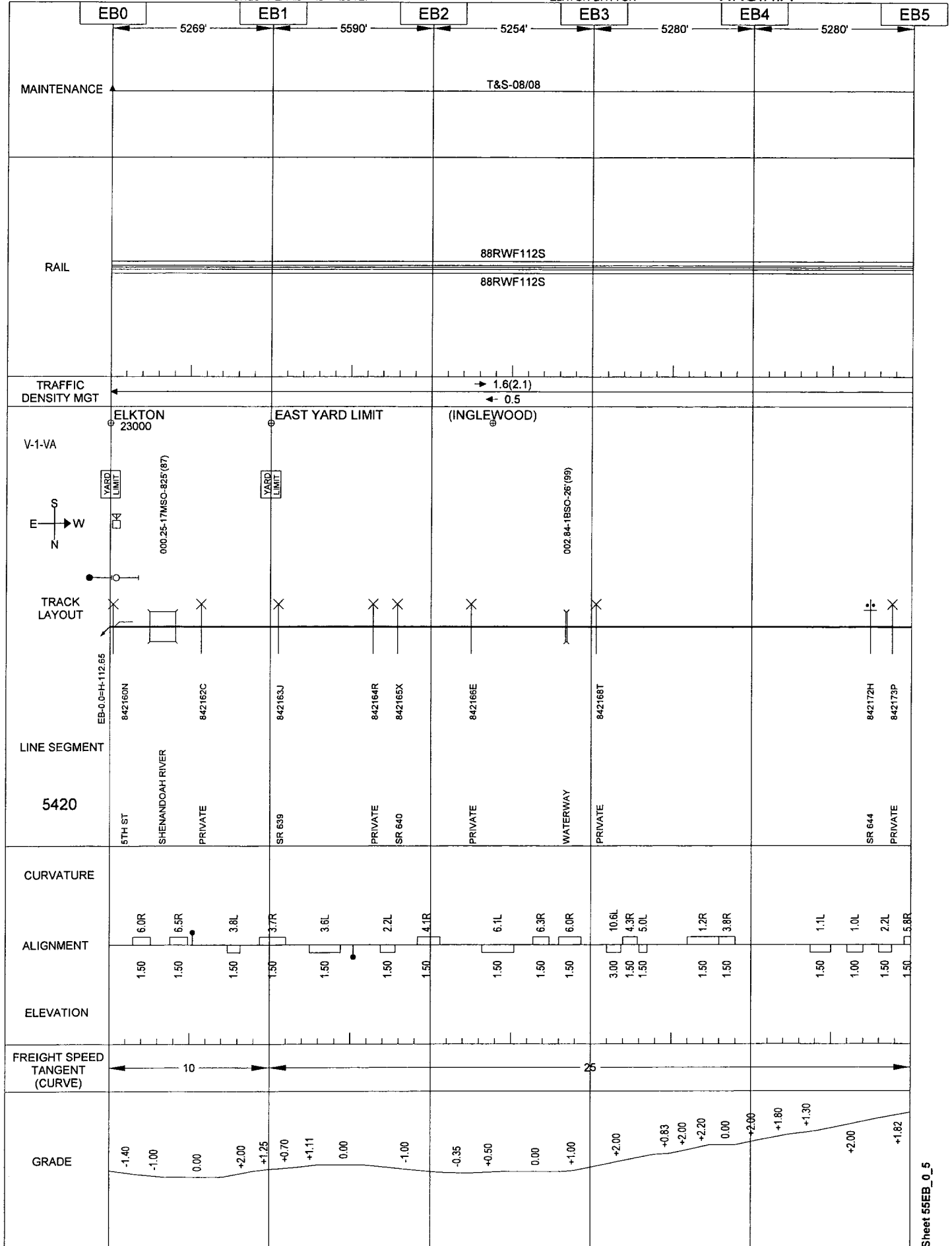
09/16/2008

300

CHESAPEAKE AND WESTERN

ELKTON-DAYTON

VIRGINIA



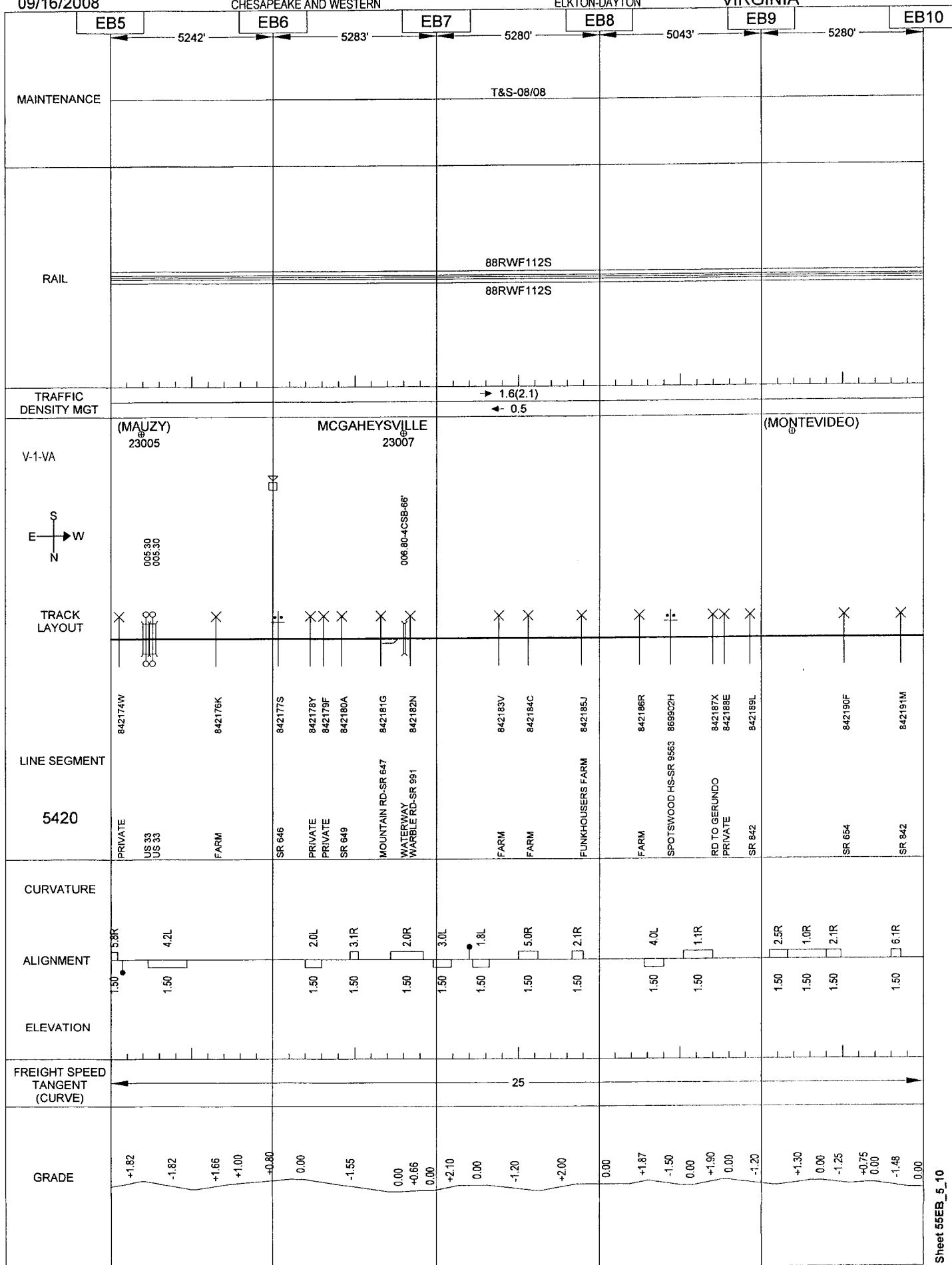
09/16/2008

CHESAPEAKE AND WESTERN

301

ELKTON-DAYTON

VIRGINIA



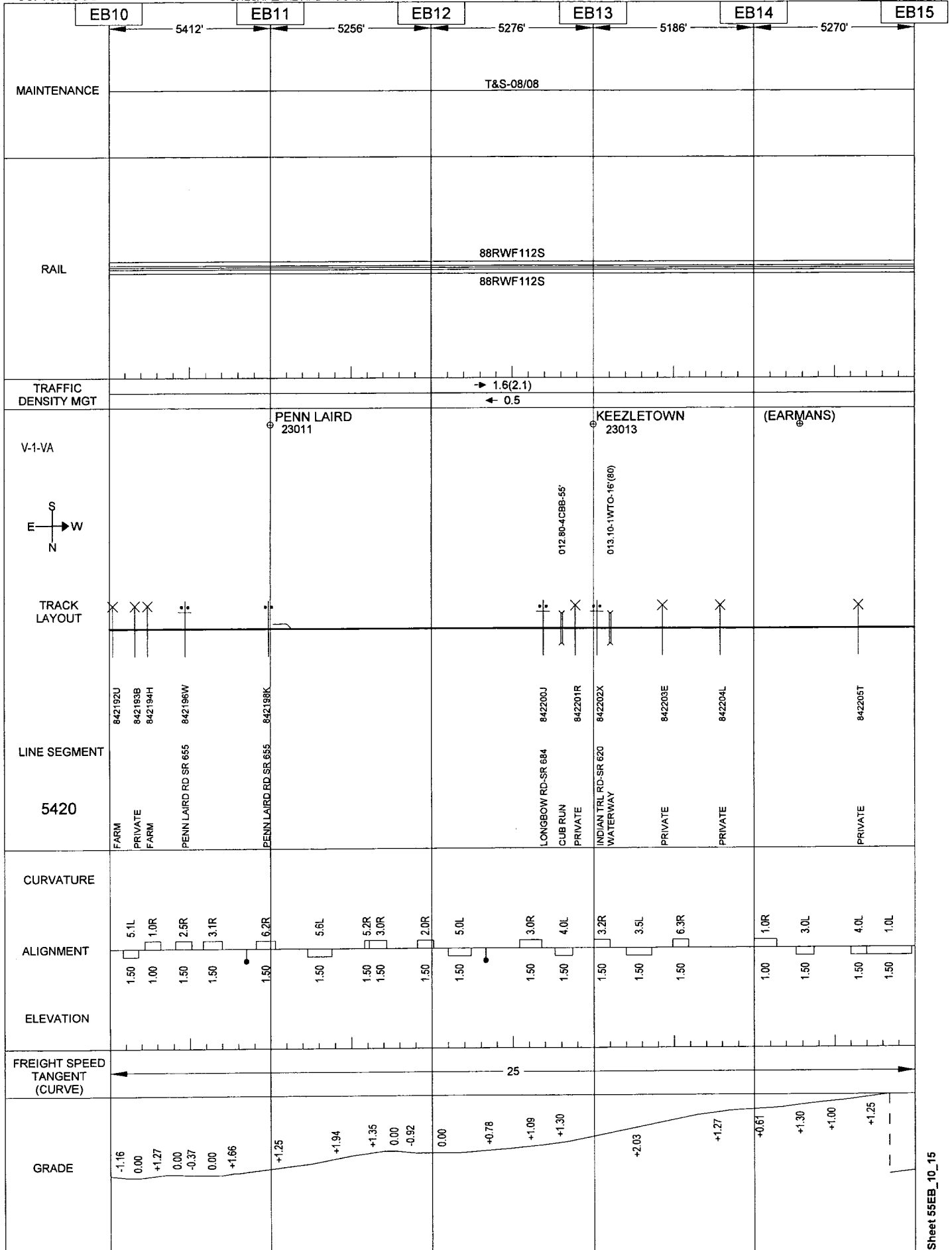
09/16/2008

302

CHESAPEAKE AND WESTERN

ELKTON-DAYTON

VIRGINIA



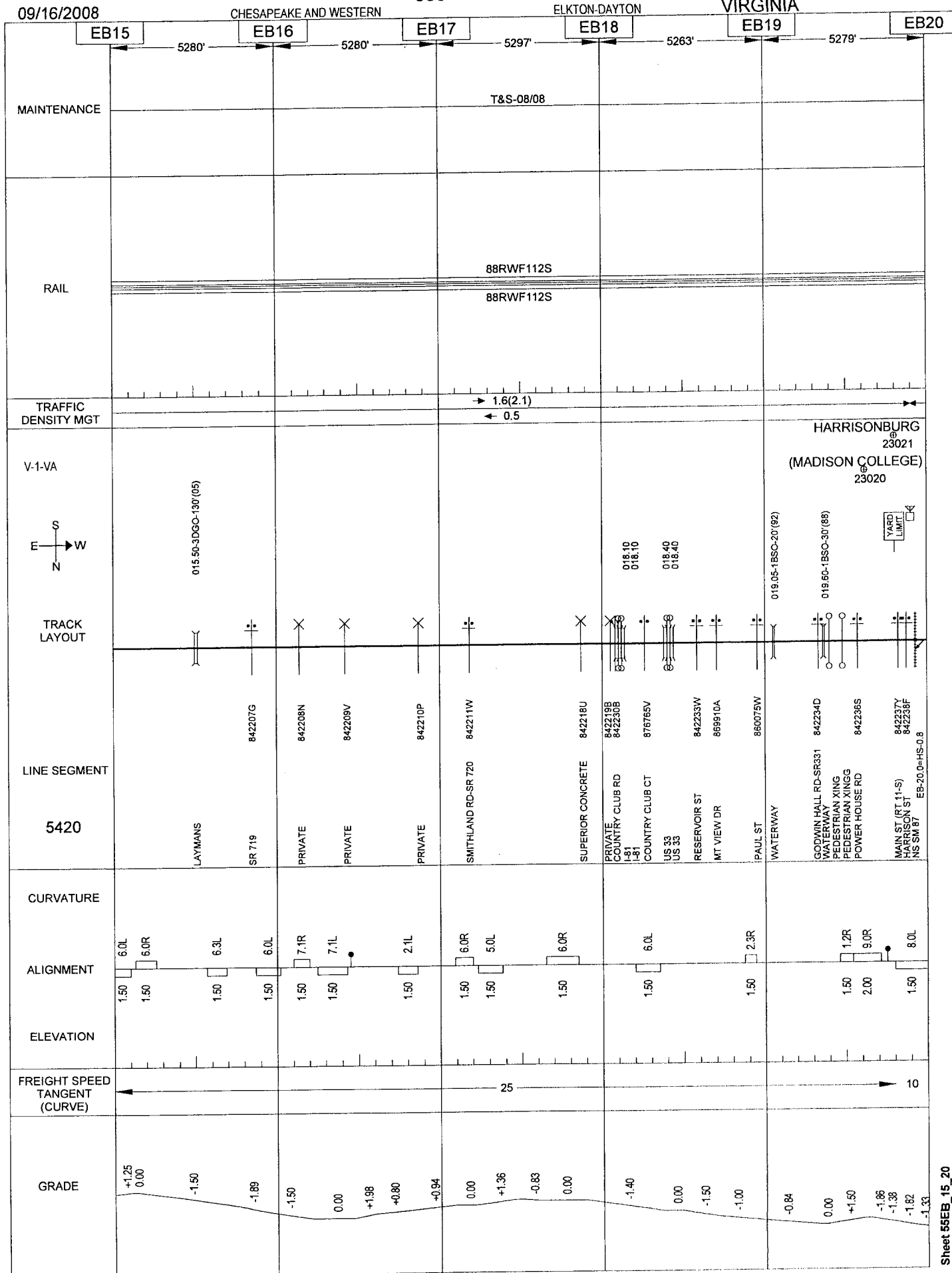
09/16/2008

303

CHESAPEAKE AND WESTERN

ELKTON-DAYTON

VIRGINIA



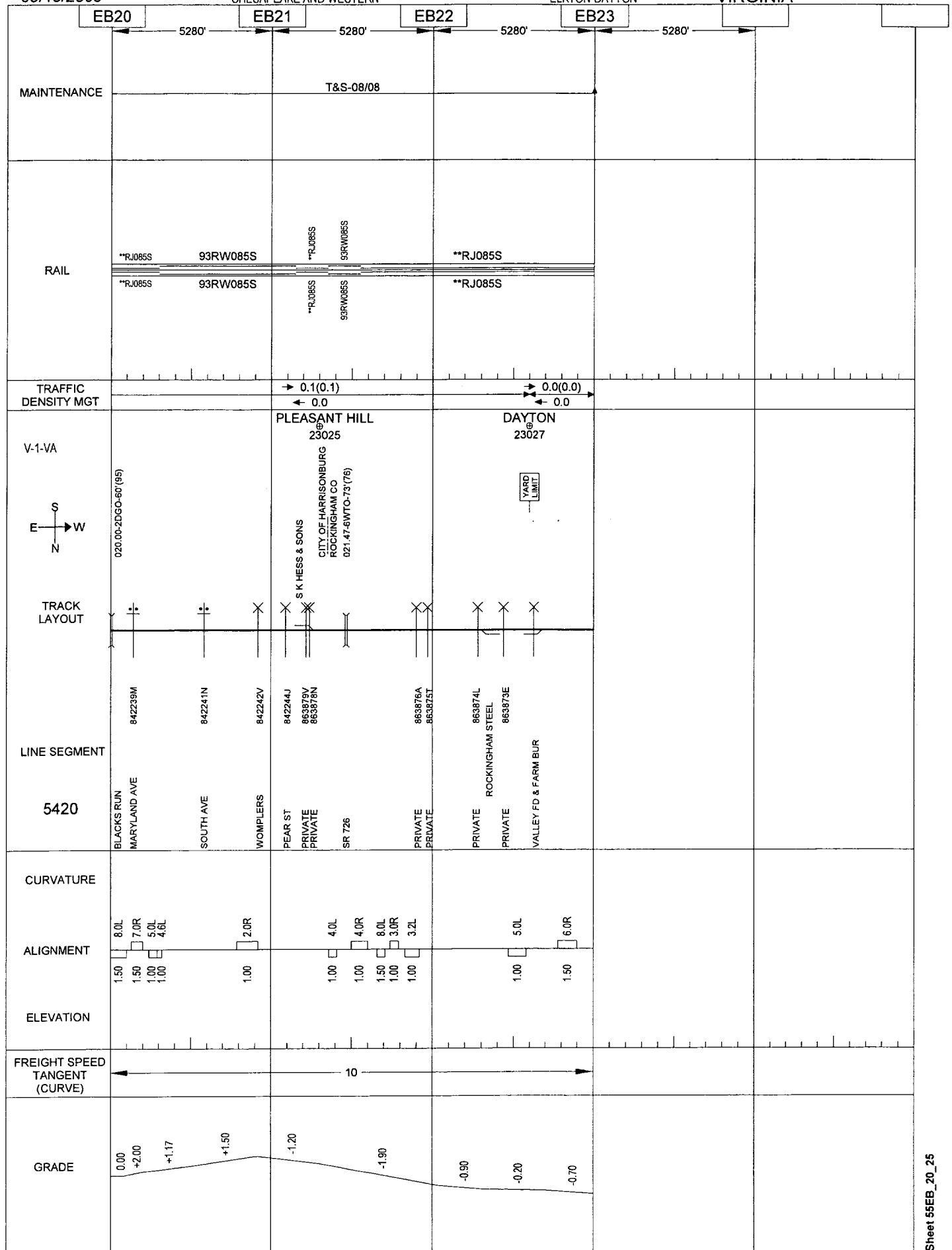
09/16/2008

CHESAPEAKE AND WESTERN

304

ELKTON-DAYTON

VIRGINIA



09/16/2008

CHESAPEAKE AND WESTERN

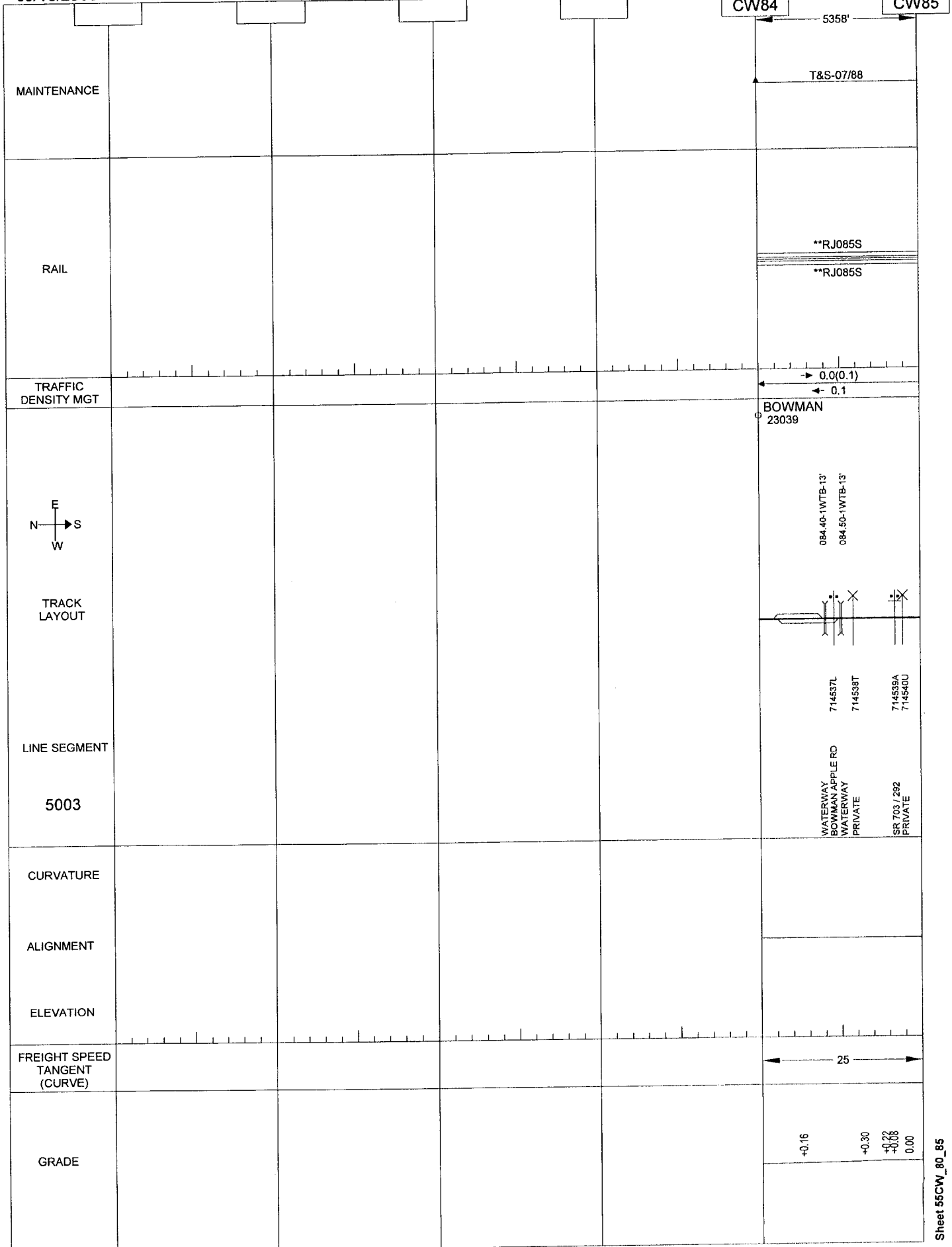
305

BOWMAN-HARRISONBURG

VIRGINIA

CW84

CW85



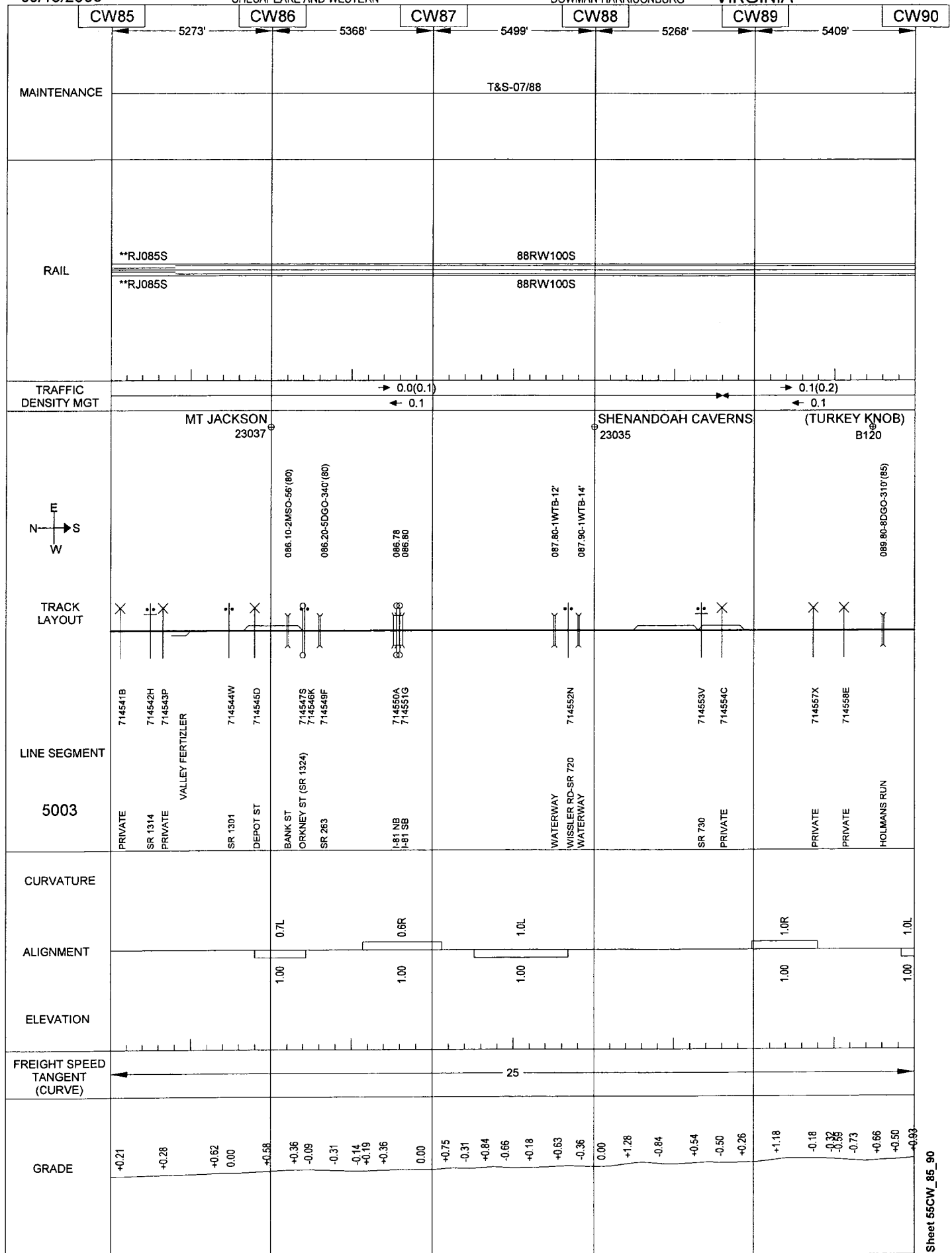
09/16/2008

CHESAPEAKE AND WESTERN

306

BOWMAN-HARRISONBURG

VIRGINIA



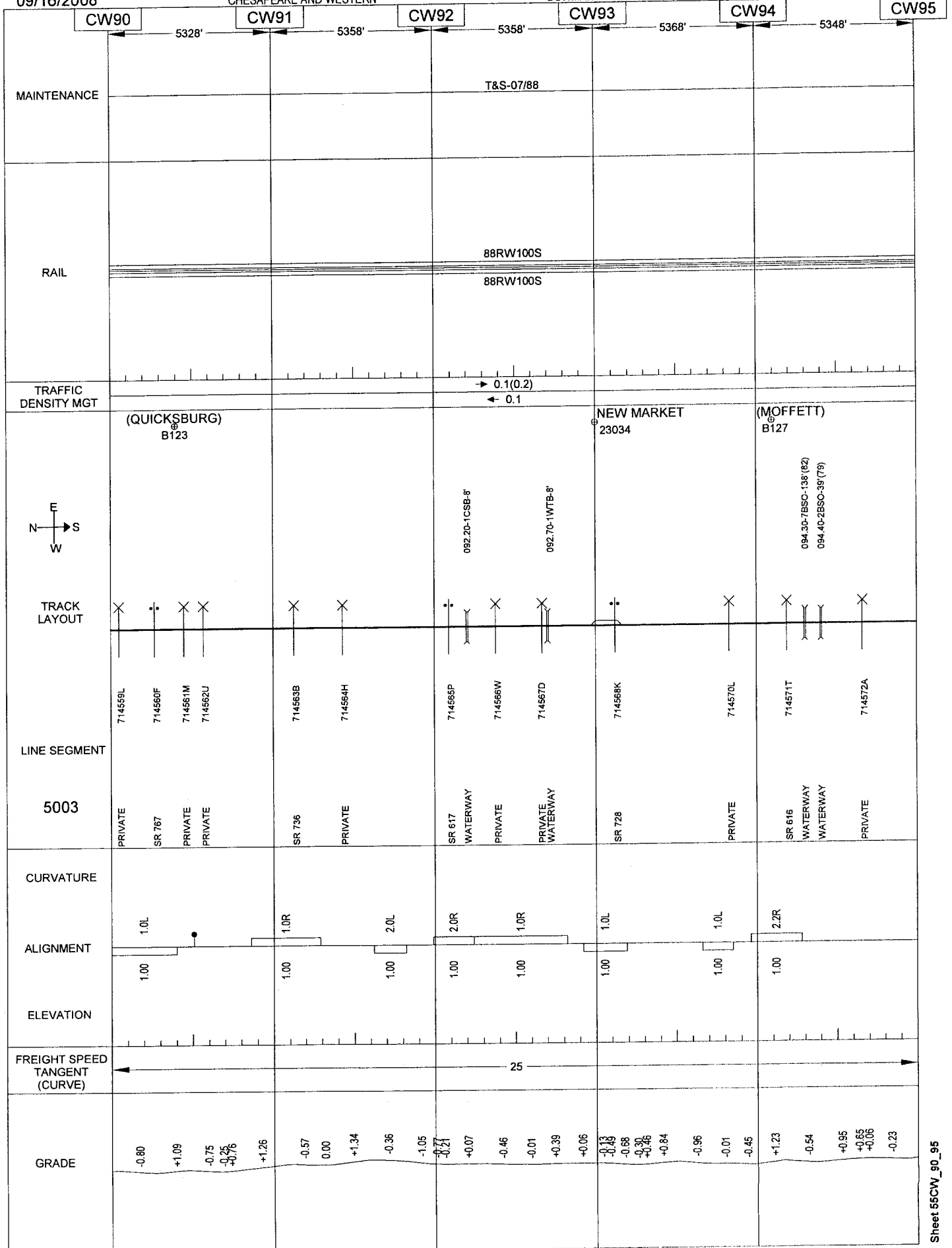
09/16/2008

307

CHESAPEAKE AND WESTERN

BOWMAN-HARRISONBURG

VIRGINIA



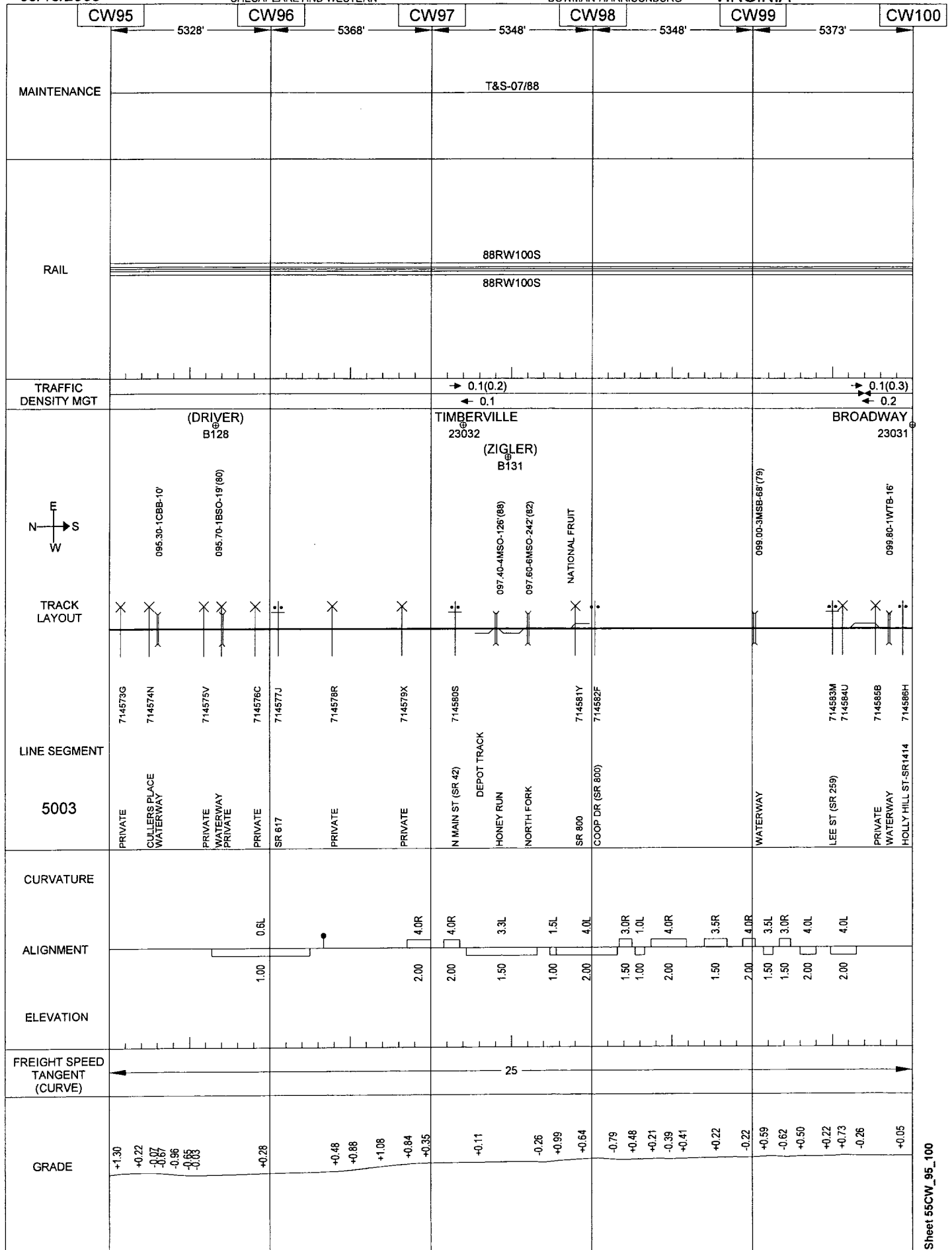
09/16/2008

CHESAPEAKE AND WESTERN

308

BOWMAN-HARRISONBURG

VIRGINIA



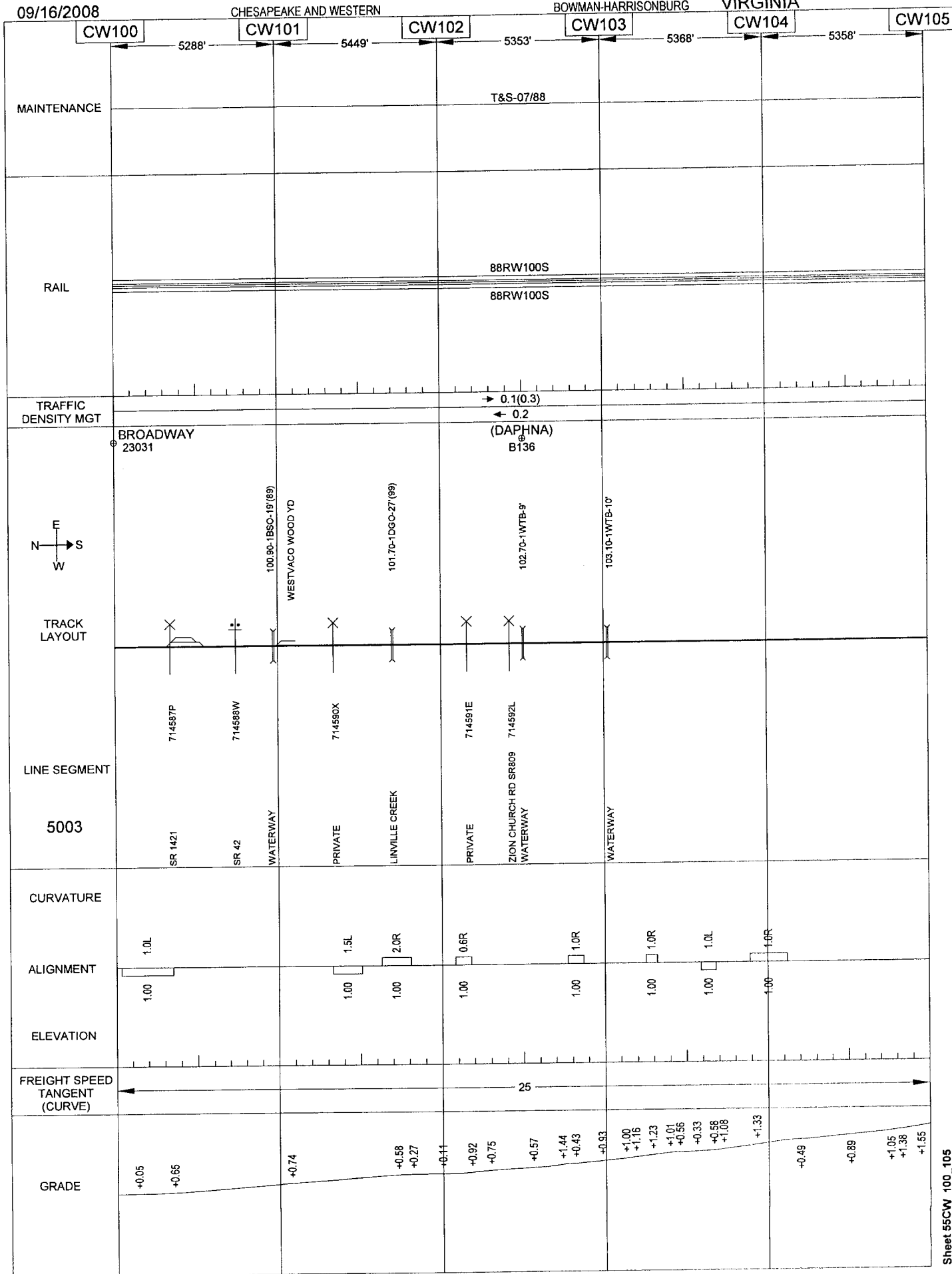
09/16/2008

309

CHESAPEAKE AND WESTERN

BOWMAN-HARRISONBURG

VIRGINIA



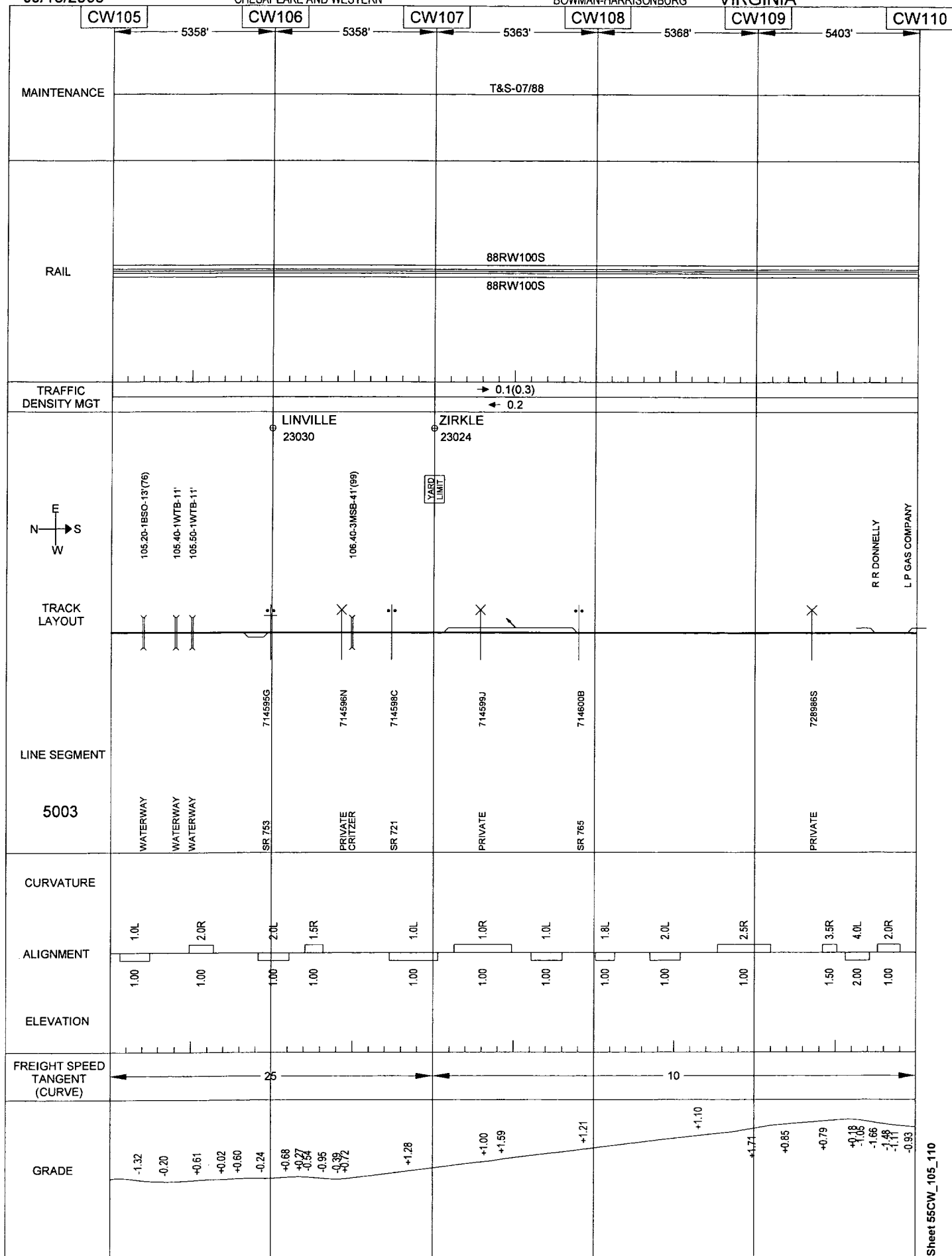
09/16/2008

CHESAPEAKE AND WESTERN

310

BOWMAN-HARRISONBURG

VIRGINIA



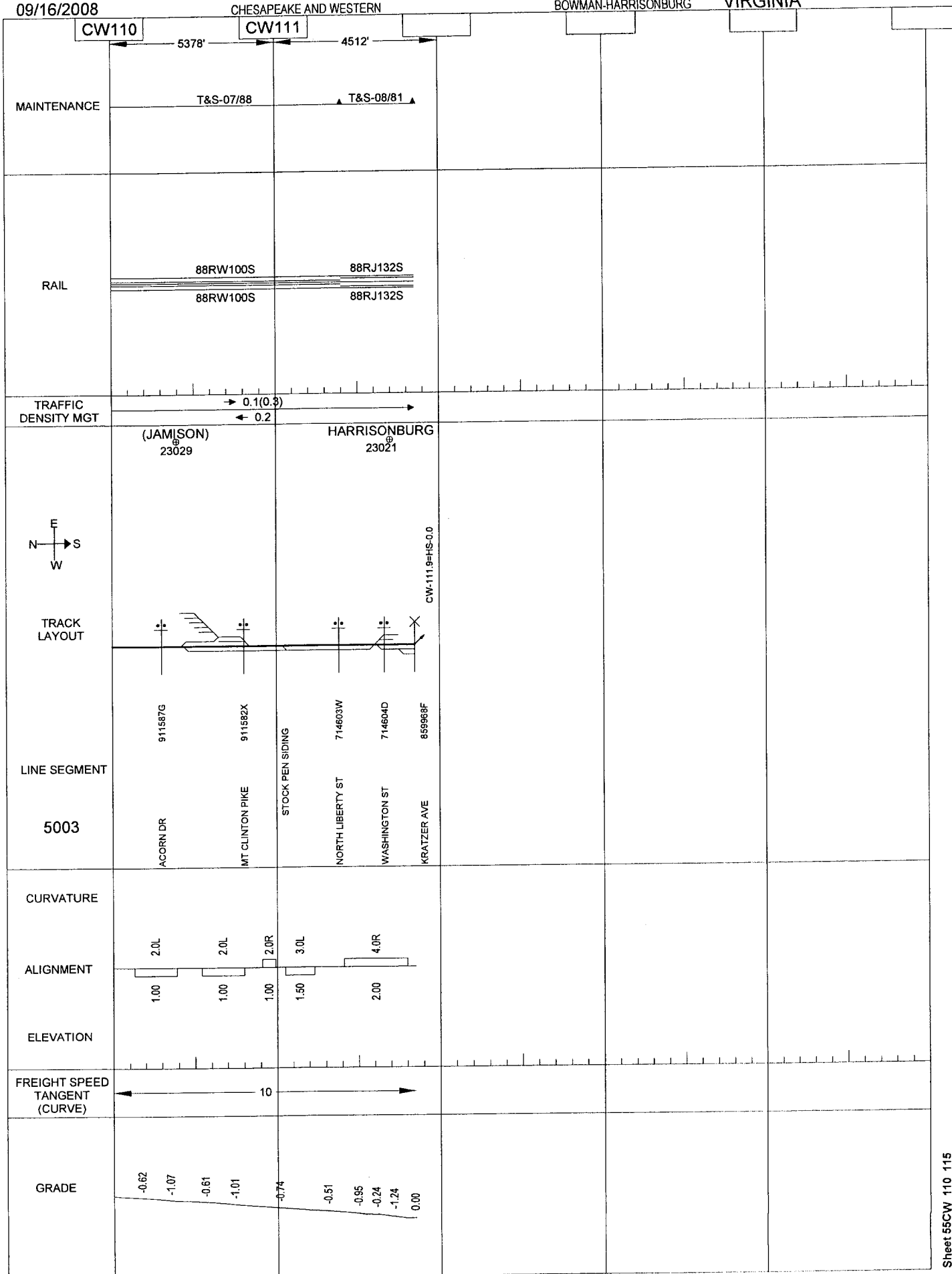
09/16/2008

CHESAPEAKE AND WESTERN

311

BOWMAN-HARRISONBURG

VIRGINIA



HARRISONBURG-PLEASANT VA VIRGINIA

Sheet 55HS_0_5

09/16/2008

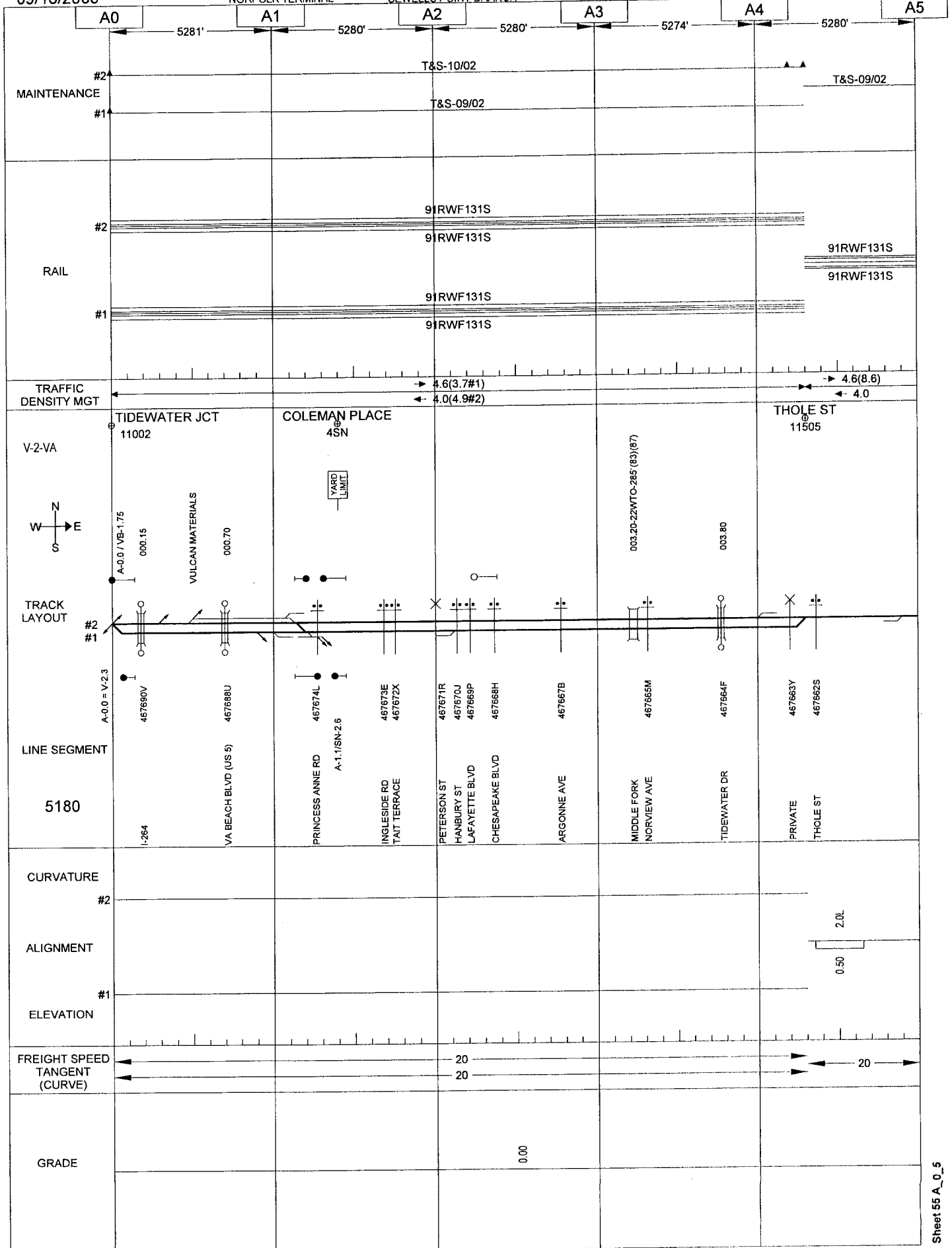
313

NORFOLK TERMINAL

SEWELL'S POINT BRANCH

TIDEWATER JCT-WEST JCT

VIRGINIA



09/16/2008

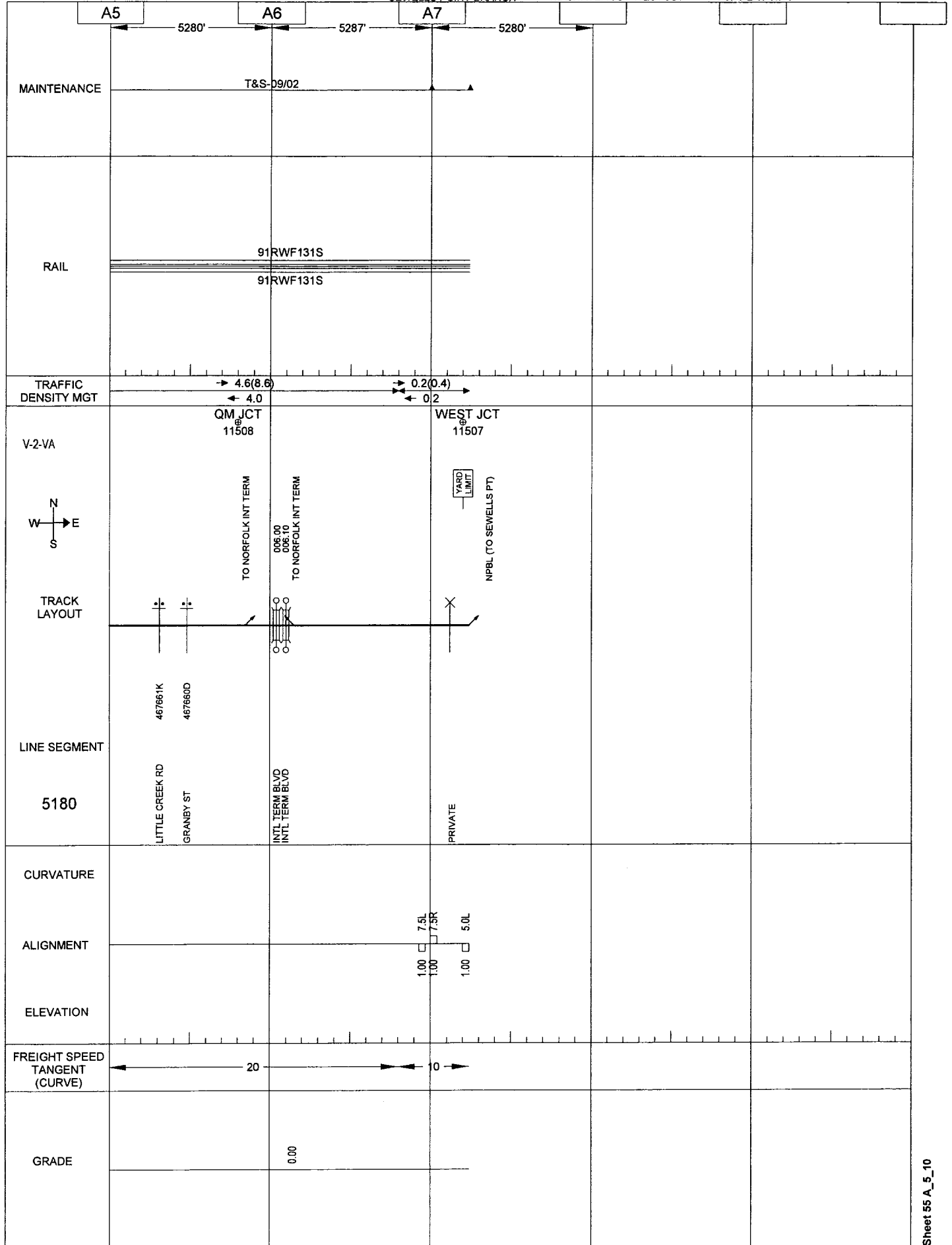
314

NORFOLK TERMINAL

SEWELLS POINT BRANCH

TIDEWATER JCT-WEST JCT

VIRGINIA



09/16/2008

JARRATT

315
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA

V3

V4

V5

5280'

5282'

5277'

MAINTENANCE

T&S-01/99

RAIL

91RWF131S

91RWF131S

TRAFFIC
DENSITY MGT

→ 4.6(9.8)

← 5.2

→ 4.5(9.5)

← 5.0

V-2-VA



TRACK
LAYOUT

E BRANCH BRIDGE
11003

CAROLINA JCT
11004

TIDEWATER JCT
11002

TEST
MILE

TEST
MILE

V-2.3=A-0.0

002.80-90MSO-1784'(87)

003.40

004.35

004.40

V-4.5/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-SR168
RAMP V-4.4/NS-2.1

LIBERTY ST 467696L

ATLANTIC AVE 467697T

HOOVER AVE V-4.9/N-3.2 467698A

CURVATURE

ALIGNMENT

ELEVATION

2.0R

1.00

2.0R

1.00

FREIGHT SPEED
TANGENT
(CURVE)

20

GRADE

0.00

+0.08

0.00

+0.20

+0.12

+0.20

-0.20

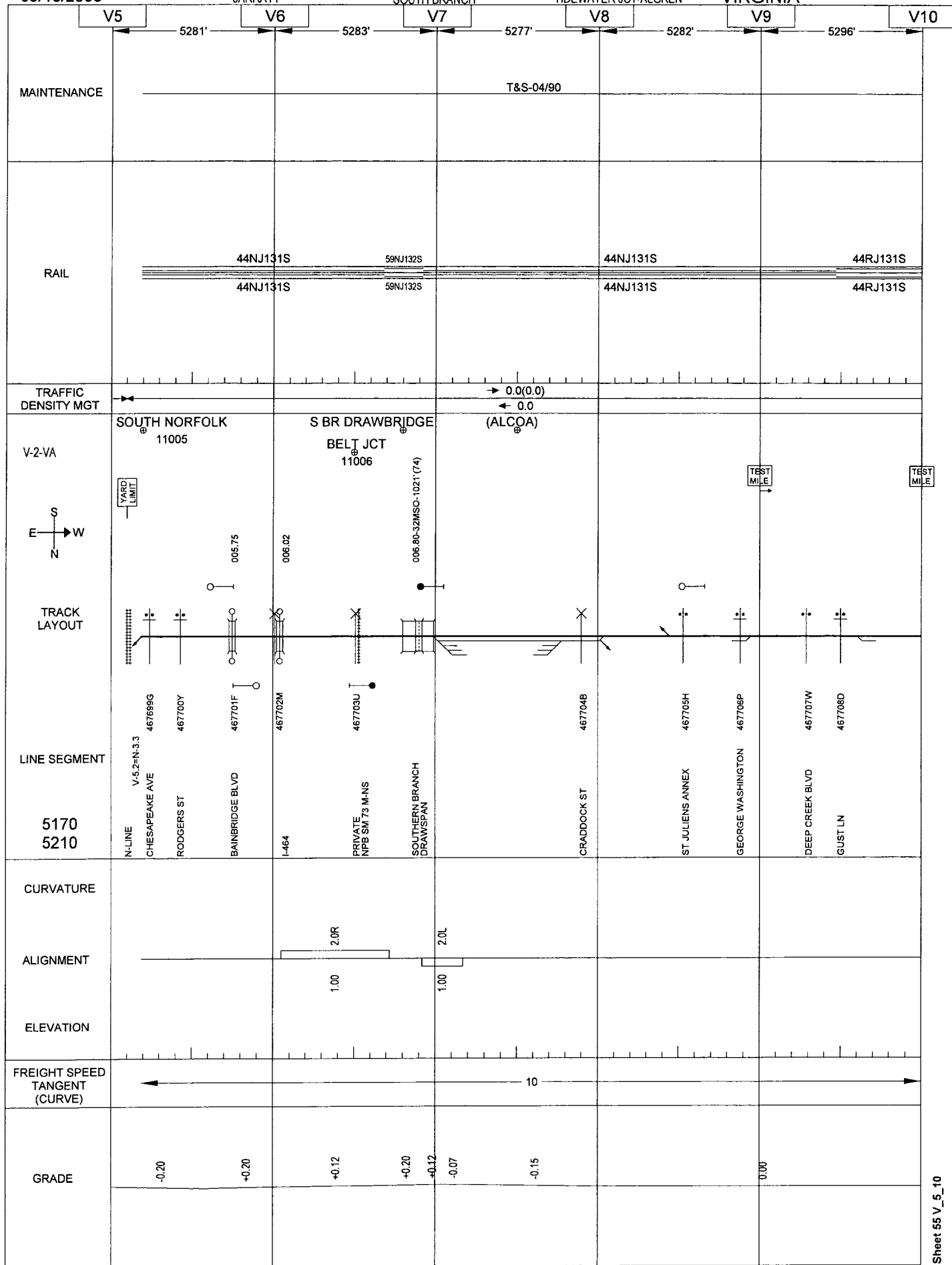
09/16/2008

JARRATT

316
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA



09/16/2008

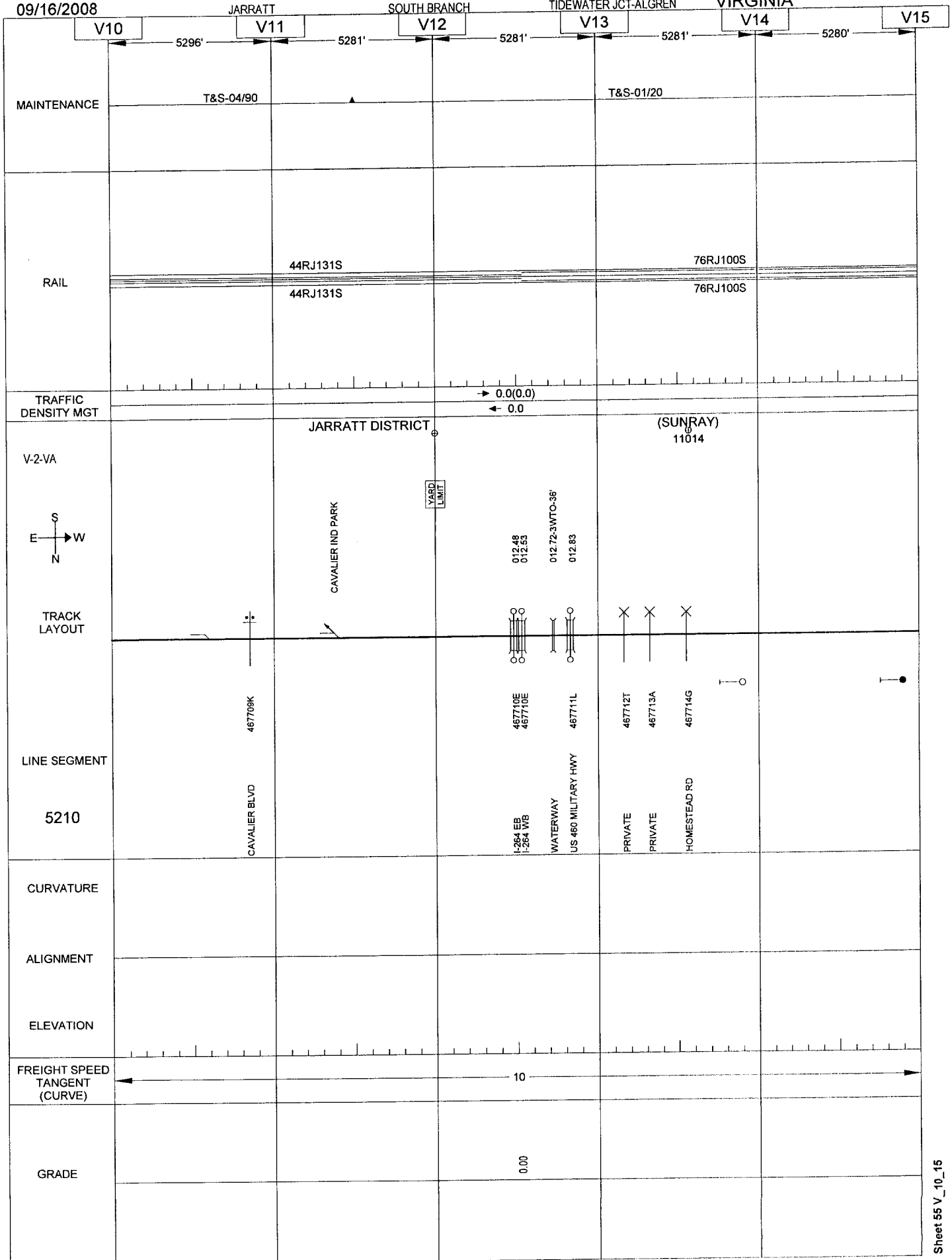
317

JARRATT

SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA



09/16/2008

JARRATT

318
SOUTH BRANCH

TIDEWATER JCT-ALGREN

VIRGINIA

	V15	5288'	5280'	5280'	5280'	5280'	5280'
MAINTENANCE	T&S-01/20▲						
RAIL	76RJ100S 76RJ100S						
TRAFFIC DENSITY MGT	→						
V-2-VA	(ALGREN) 11515						
TRACK LAYOUT	X						
LINE SEGMENT	467715N						
5210	SNOWDEN ST						
CURVATURE							
ALIGNMENT							
ELEVATION							
FREIGHT SPEED TANGENT (CURVE)	← 10 →						
GRADE	0.00						

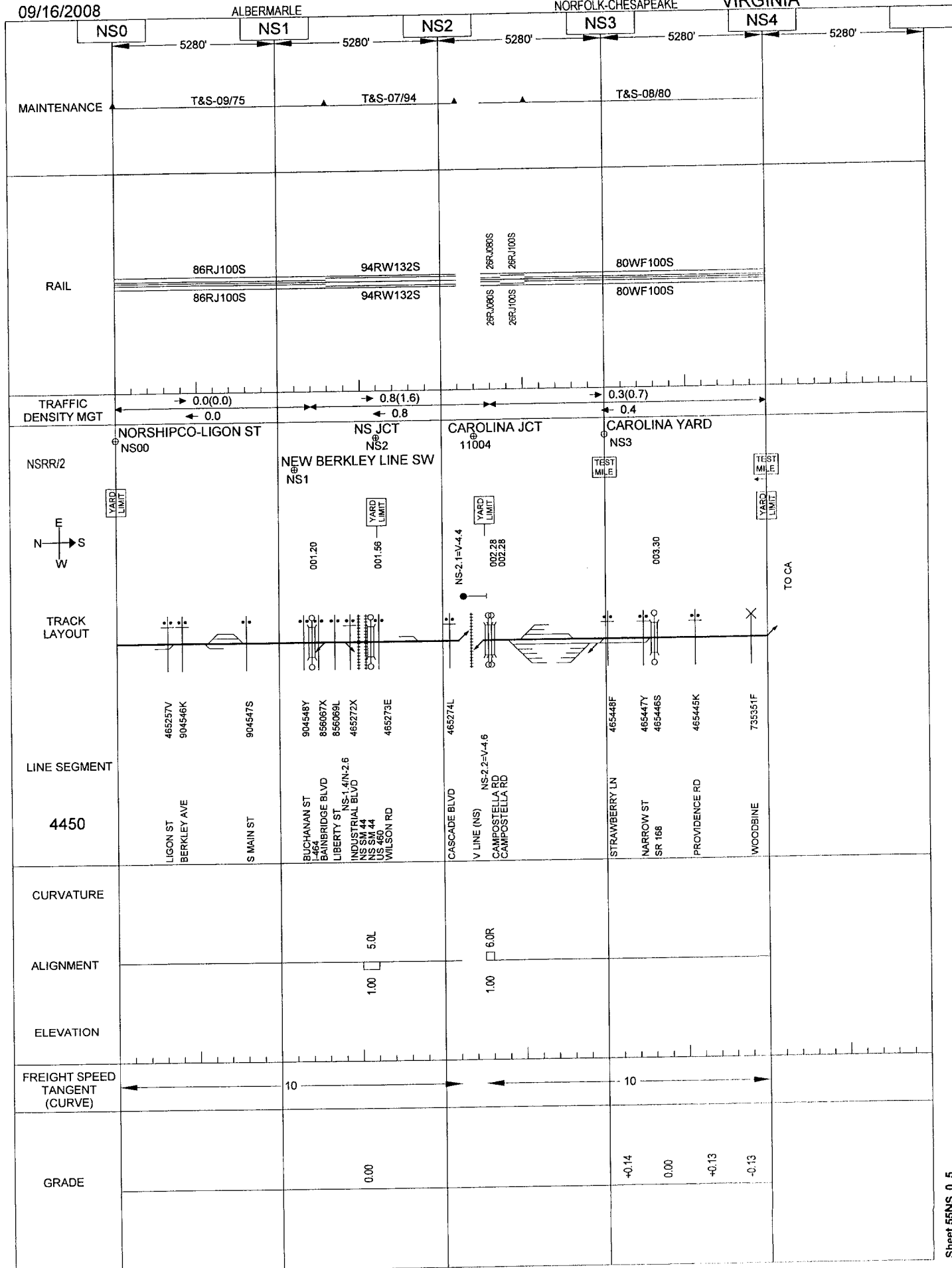
09/16/2008

319

ALBERMARLE

NORFOLK-CHESAPEAKE

VIRGINIA



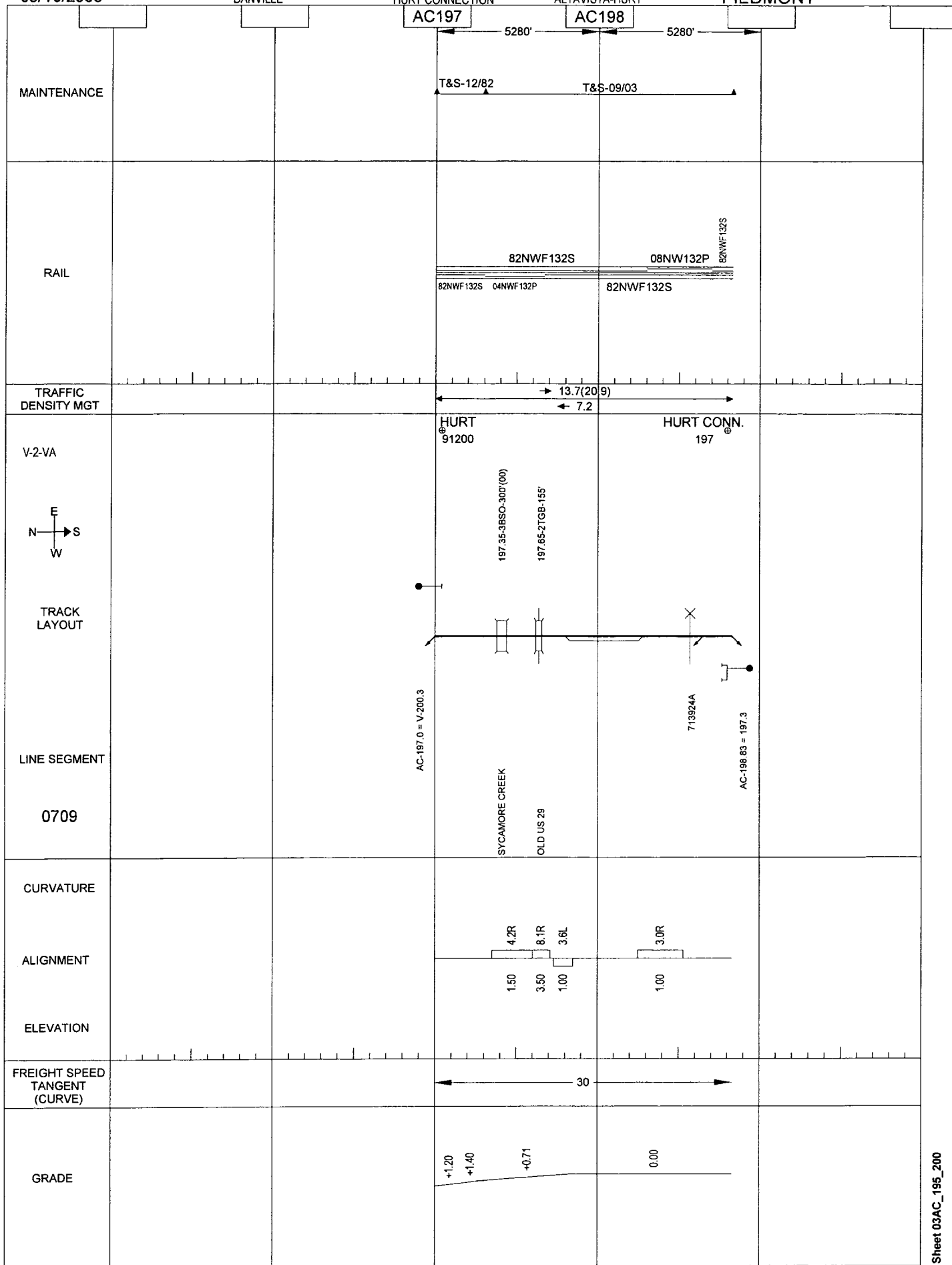
03/10/2008

DANVILLE

320
HURT CONNECTION
AC197

ALTAVISTA-HURT
AC198

PIEDMONT



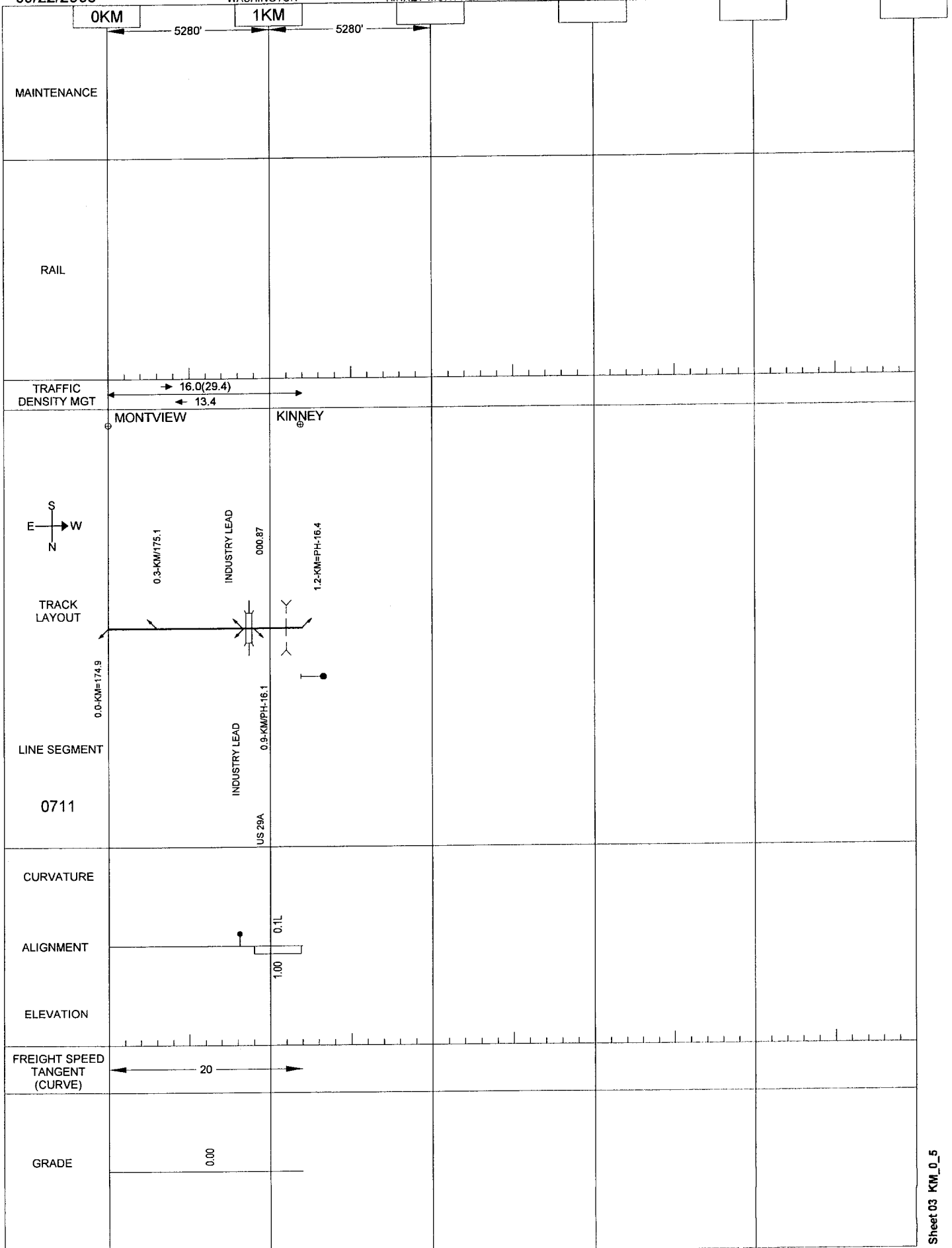
09/22/2008

321

WASHINGTON

KINNEY-MONTVIEW CONNECTI 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 Rail
R	Relay 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>
313	A-003.20	003.20	01	1983
313	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
258	F-036.72	036.70	01	2000
259	F-041.48	041.40	01	1980
259	F-043.10	043.10	01	1982
286	F-110.70	110.80	01	1995
286	F-113.23	113.20	01	2004
288	F-121.13	121.10	01	1998
289	F-128.65	128.60	01	1996
291	F-139.41	139.50	01	1980
291	F-139.47	139.60	01	2004
291	F-139.66	139.80	01	2001
291	F-139.89	139.95	01	2007
292	F-140.80	140.80	01	2004
			01	1992
292	F-141.91	141.90	01	1990
292	F-142.53	142.50	01	1974
292	F-144.56	144.80	01	1999
294	F-152.33	152.40	01	2005
294	F-152.46	152.60	01	1990
295	F-158.98	159.00	01	1993
296	F-160.53	160.50	01	1996
296	F-164.32	164.50	01	1995
297	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	2007
172	H-080.01	080.01	01	1986
173	H-085.20	085.20	01	1991
173	H-086.86	086.86	01	2004
173	H-088.86	088.88	01	2005
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	2007
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	2007
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
239	L-003.48	003.48	01	1995
240	L-005.35	005.35	01	1998
240	L-008.49	008.48	01	1975
245	L-033.57	033.57	01	1991
			01	1990
246	L-036.10	036.10	01	1996
246	L-039.27	039.25	01	1990
249	L-054.48	054.45	01	1990
251	L-061.19	061.19	01	1989
251	L-064.02	064.02	01	1992
253	L-072.60	072.60	01	1996
254	L-078.81	078.81	01	1974
261	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

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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	2007
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	2007
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

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84	N-341.60	341.60	02	2001
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	2007
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

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235	R-126.06	126.05	01	1988
74	S-002.54	002.54	01	1975
315	V-002.63	002.80	01	1987
316	V-006.80	006.80	01	1974
90	V-149.73	149.90	01	2007
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	2007
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

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124	V-299.46	299.50	01	1995
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
306	CW-086.10	086.10	01	1980
306	CW-086.30	086.20	01	1980
306	CW-089.80	089.80	01	1985
307	CW-094.30	094.30	01	1982
307	CW-094.40	094.40	01	1979
308	CW-095.70	095.70	01	1980
308	CW-097.40	097.40	01	1988
308	CW-097.60	097.60	01	1982
308	CW-099.01	099.00	01	1979
309	CW-100.97	100.90	01	1989
309	CW-101.70	101.70	01	1999
310	CW-105.20	105.20	01	1976
310	CW-106.49	106.40	01	1999
236	DW-044.38	044.40	01	NA
237	DW-046.10	046.10	01	1986
237	DW-046.50	046.50	01	NA
300	EB-000.25	000.25	01	1987
300	EB-002.84	002.84	01	1999
302	EB-013.10	013.10	01	1980
303	EB-015.50	015.50	01	2005
303	EB-019.05	019.05	01	1992
303	EB-019.36	019.60	01	1988
304	EB-020.00	020.00	01	1995
304	EB-021.46	021.47	01	1976
265	FD-020.34	020.30	01	2005
265	FD-022.50	022.50	01	1990
267	FD-032.34	032.30	01	1983
268	FD-035.90	035.90	01	1981
268	FD-036.83	036.80	01	1989
269	FD-041.24	041.20	01	2006
269	FD-041.86	041.70	01	1997
269	FD-044.02	044.00	01	1997
270	FD-046.50	046.50	01	2006
			01	1998
270	FD-047.10	047.10	01	1999
271	FD-051.34	051.30	01	1999
272	FD-056.01	056.00	01	1994
272	FD-056.27	056.20	01	2001
273	FD-061.00	061.00	01	1994
273	FD-063.18	063.10	01	NA
274	FD-065.74	065.60	01	NA
275	FD-072.60	072.60	01	1994
277	FD-084.49	084.50	01	2001
312	HS-000.47	000.70	01	1999
312	HS-001.42	001.50	01	1999
312	HS-002.09	002.09	01	NA
312	HS-002.45	002.45	01	NA
312	HS-003.04	003.04	01	1964
262	HY-001.63	001.63	01	1994
263	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
135	NB-317.03	317.03	01	1984

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135	NB-317.21	317.21	01	1984
135	NB-317.42	317.42	01	1987
135	NB-317.58	317.57	01	2007
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
110	VC-000.34	000.35	01	1989
110	VC-001.21	001.21	01	2001