Central Division

2007

This Book Is Intended For GENERAL REFERENCE ONLY

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

Engineering D&C Database:

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

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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:

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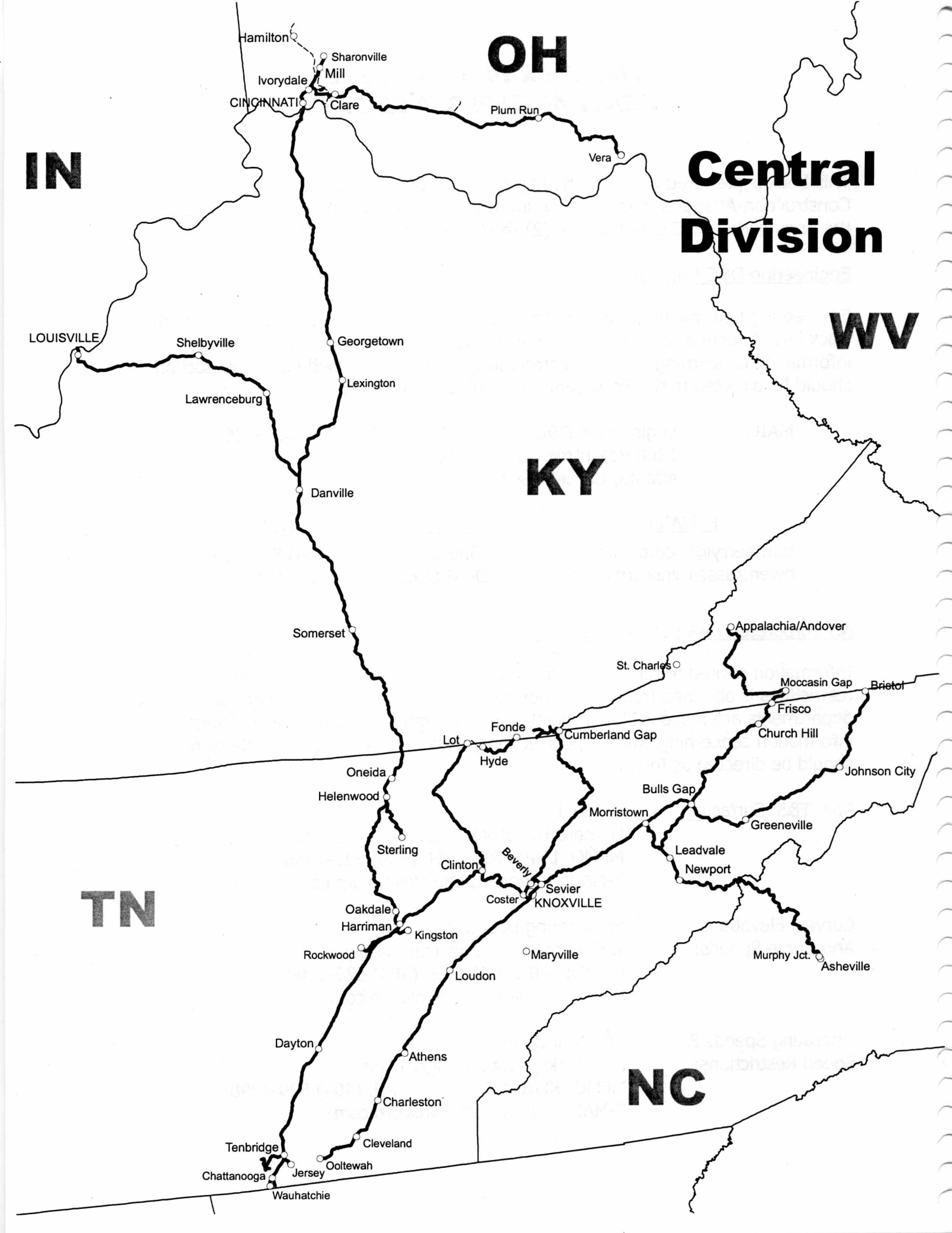

Central Division
OH
IN
WV
KY
TN
NC
Hamilton
Sharonville
Mill
Ivorydale
CINCINNATI
Clare
Plum Run
Vera
LOUISVILLE
Shelbyville
Georgetown
Lexington
Lawrenceburg
Danville
Somerset
Appalachia/Andover
St. Charles
Moccasin Gap
Bristol
Frisco
Church Hill
Fonde
Cumberland Gap
Lot
Hyde
Oneida
Helenwood
Johnson City
Bulls Gap
Morristown
Greeneville
Sterling
Clinton
Beverly
Leadvale
Newport
Sevier
Coster
KNOXVILLE
Oakdale
Harriman
Kingston
Rockwood
Maryville
Murphy Jct.
Asheville
Loudon
Dayton
Athens
Charleston
Cleveland
Tenbridge
Ooltewah
Chattanooga
Jersey
Wauhatchie

CENTRAL DIVISION

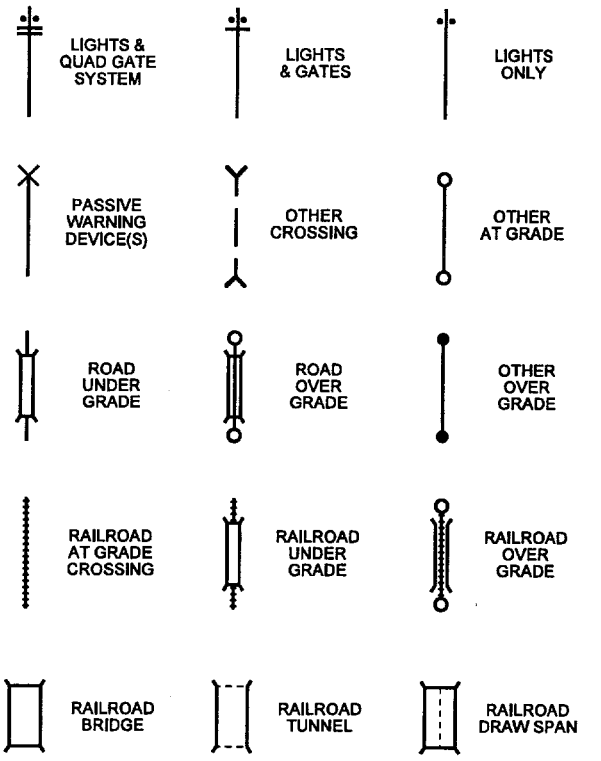
TABLE OF CONTENTS

(1) Georgia Division Line - For Reference Only
(2) Alabama Division Line Maintained by Central Division Forces
(3) Pocahontas Division Line Maintained by Central Division Forces

NORFOLK SOUTHERN

TRACK CHART SYMBOL LEGEND

RIGHT OF WAY CROSSINGS



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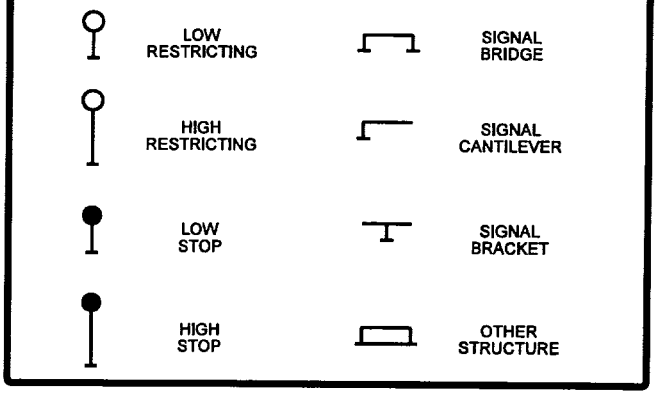

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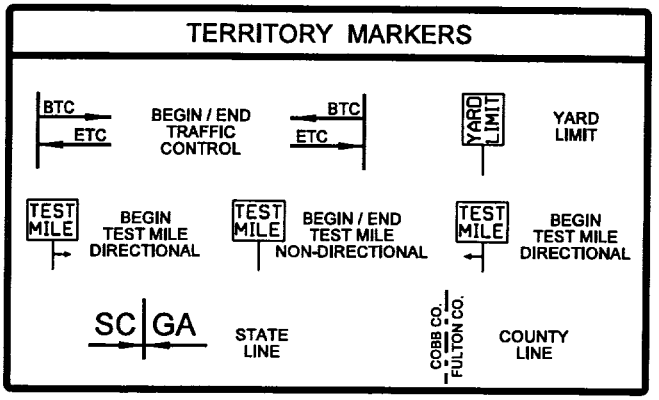
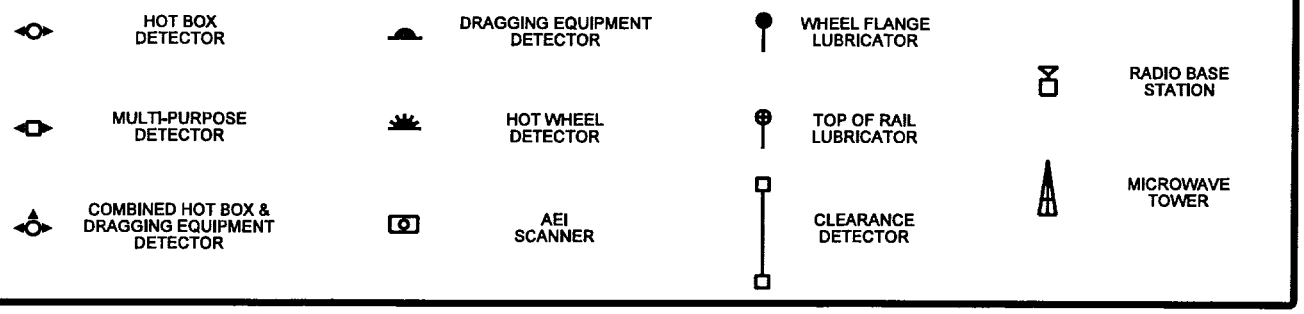
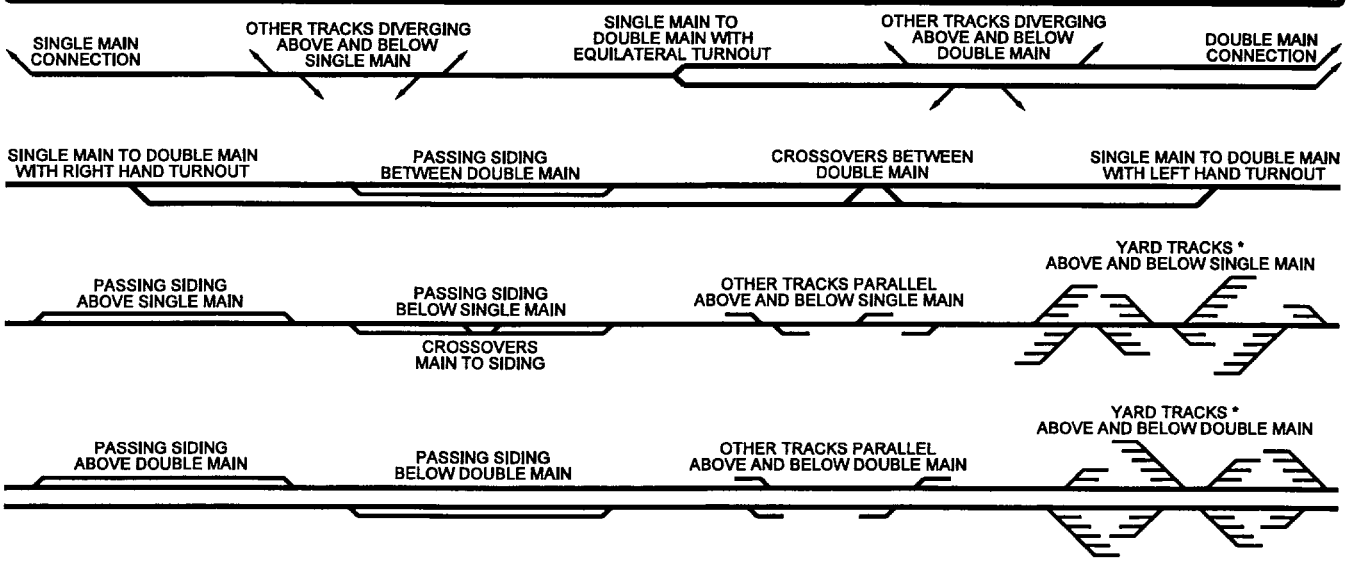


TRACK & COMMUNICATION EQUIPMENT





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

SymbolLegend.dgn (Jan 31, 2007)

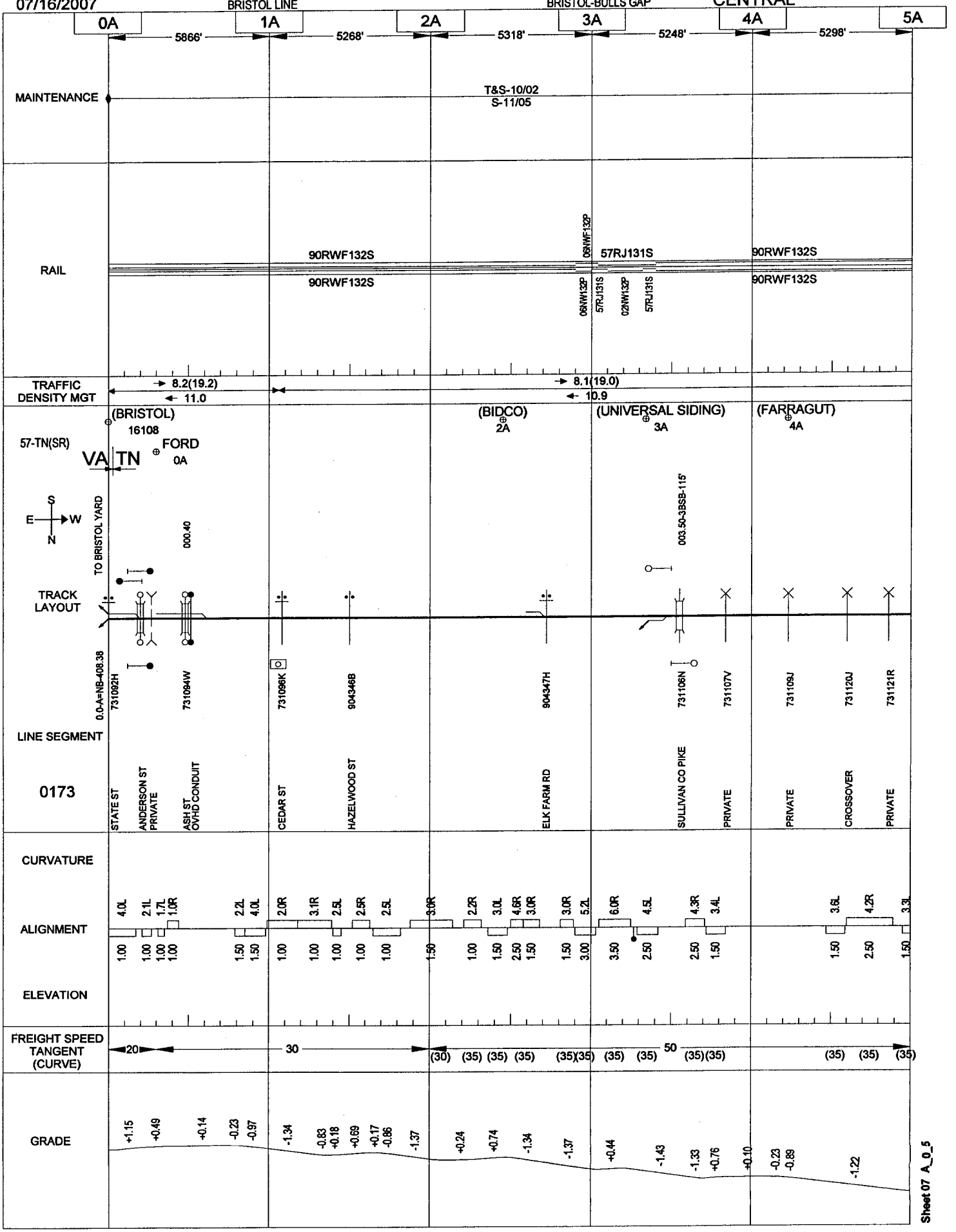
001

07/16/2007

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



Sheet 07 A_0_5

07/16/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

5A — 5293' — 6A — 5273' — 7A — 5268' — 8A — 5313' — 9A — 5288' — 10A

MAINTENANCE: T&S-10/02, S-11/05

RAIL: 90RWF132S | 83NWF132P | 90RWF132S | 00NWF132P | 90RWF132S; 90RWF132S | 83NWF132P | 90RWF132S | 04NWF132P | 90RWF132S; 83NWF132P, 06NWF132P

TRAFFIC DENSITY MGT: → 8.1(19.0); ← 10.9

57-TN(SR)

(VANCE) 6A — (TVA) 9A

TEST MILE — TEST MILE

005.92 005.92

TRACK LAYOUT

LINE SEGMENT: 731122X | 731123E | 731124L | 731125T | 731126A | 731127G | 731128N | 731129V | 731130P | 731131W | 731132D | 731133K | 731134S

0173: PRIVATE | GRAY RD | SR 394 (EB) SR 394 (WB) | BROYLES LN | RUTLEDGE ST | PRIVATE | WHITE TOP RD | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT: 3.3L | 1.7R | 3.0R | 4.3L | 2.2L | 3.3L | 6.3R | 6.1L | 6.4L | 3.0R | 6.1R | 6.3L | 5.1R | 2.4L | 2.6L | 6.5L | 3.0L | 3.5R | 2.2R

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

FREIGHT SPEED TANGENT (CURVE): (35) (35) (35) (35) (35) (35) (35) (35) (35) 50 (35) (35) (35) (35) (35) (35) (35) (35)

GRADE: -1.22 | -1.02 | -0.96 | -0.75 | -0.34 | -0.14 | -0.01 | +0.26 | +0.39 | +0.64 | +1.15 | +1.40 | +1.14 | +1.37 | +1.31 | +1.19 | +1.13 | +0.53 | -0.72 | -1.32 | -1.20 | -0.97 | -0.86 | -0.97 | -1.18 | -1.29

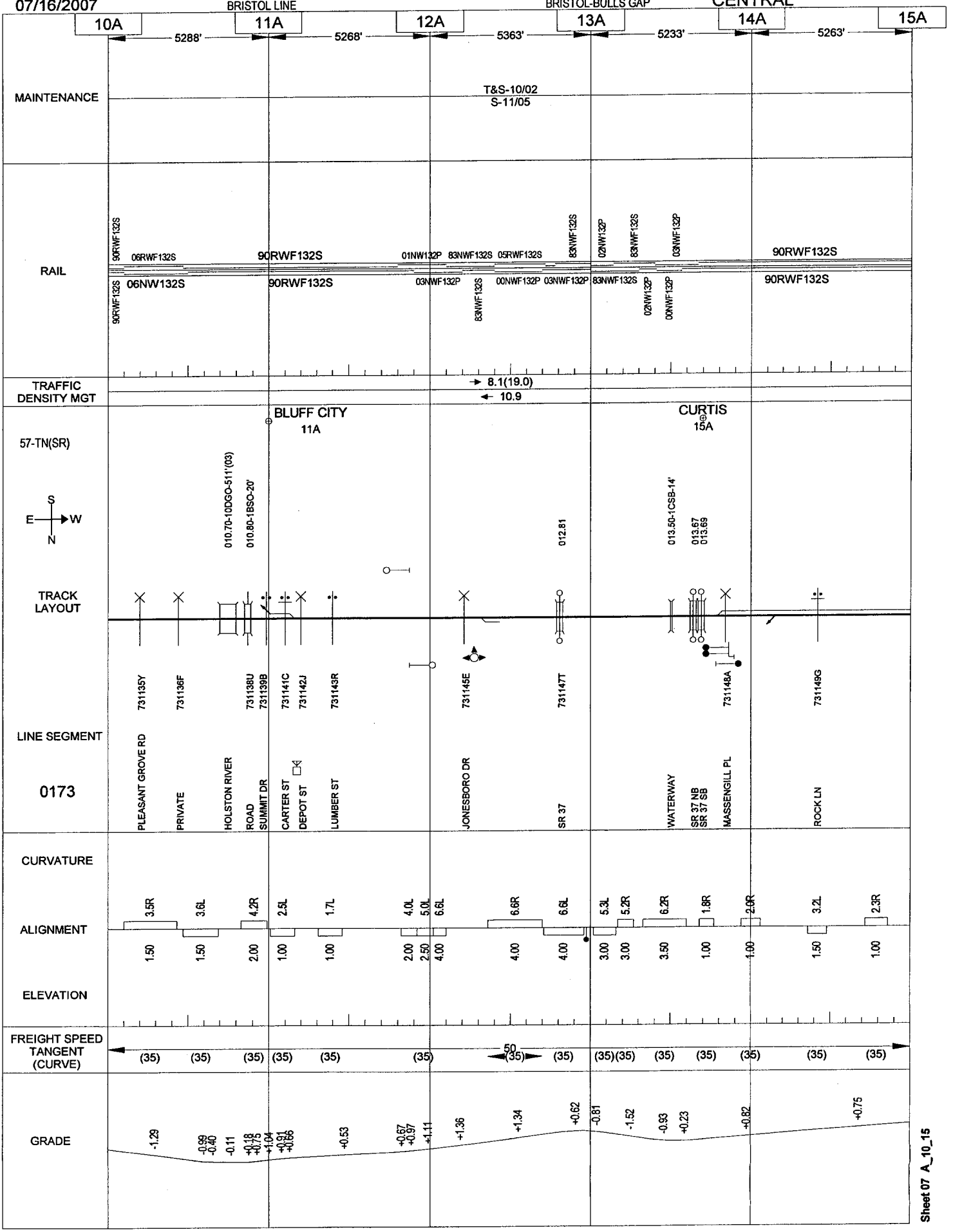
Sheet 07 A_5_10

07/16/2007

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



Sheet 07 A_10_15

07/16/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

15A	16A	17A	18A	19A	20A
5343'	5197'	5303'	5278'	5444'	

MAINTENANCE: T&S-10/02, S-11/05

RAIL: 90RWF132S; 83NWF132S, 98NWF132P, 06NW132P; 90RWF132S; 02NW132P; 90RWF132S, 02NW132P, 90RWF132S, 01NW132P; 01NW132P, 88RWF132S

90RWF132S; 83NWF132S, 04NWF132P, 06NWF132P, 04NWF132P; 90RWF132S; 00NWF132P; 90RWF132S, 02NW132P, 02NW132P; 90RWF132S, 88RWF132S, 02NW132P

TRAFFIC DENSITY MGT: → 8.1(19.0); ← 10.9

57-TN(SR)

PINEY FLATS 16A — BTC, ETC — (WATAUGA) 20A

S, E, W, N

018.30-1BSO-36' — 018.50-1CSB-18'(89) — 019.90-4DGO-258'(05)

TRACK LAYOUT

LINE SEGMENT	731152P	731153W	731154D	731156S	731157Y	731158F	731159M	731160G	731161N	731162V	731163C	731164J	731165R	731166X
0173	PRIVATE	PRIVATE	MOUNT VIEW RD-SR1369		WATAUGA RD	PRIVATE	PRIVATE	LANE RD		WATERWAY PVT	WATERWAY PINEY FLATS RD PVT		4TH AVE	WATAUGA RIVER

CURVATURE

ALIGNMENT: 3.5L, 5.2R, 1.7R, 6.7L, 5.5R, 2.0L, 3.0R, 2.4L, 3.5L, 6.0R, 4.5L, 4.0R, 5.0L, 4.3R, 2.5R, 4.5R, 4.0L, 4.0L

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

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

GRADE: +0.75, +0.88, +0.39, -0.61, -1.10, -1.14, -1.23, -1.27, -1.29, -1.07, -0.63, -0.41, -0.97, +0.91, +0.47, -0.42, -0.86, -0.65, -0.22, -0.01

Sheet 07 A_15_20

07/13/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

20A	21A	22A	23A	24A	25A
	5122'	5278'	5278'	5288'	5308'

MAINTENANCE

T&S-10/02
S-11/05

T&S-12/04

RAIL

98NWF132P 88RWF132S 86RWF132S 86RWF132S 02NW132P

02NW132P 88RWF132S 88RWF132S 05RWF132S 88RWF132S 86RWF132S 86RWF132S 01NW132P

TRAFFIC DENSITY MGT

→ 8.1(19.0)
← 10.9

(CARNEGIE) 24A ⊕ — ⊕ 25A JOHNSON CITY

57-TN(SR)

S
E W
N

021.30-6WTB-80'
023.30-1CSB-30'
023.40-1BSB-39'
TO CSXT
024.40-1BSB-44'
024.50
024.50

TRACK LAYOUT

LINE SEGMENT

731169T 731170M 731172B 731173H 731175W 731176D 731177K 731178S 731179Y 731180T 731181A 731182G 731183N 731184V 731185C 731186J

0173

WOODLYN RD ROAD — PRIVATE — PRIVATE — PRIVATE — PRIVATE — FURNACE ST — WATERWAY — TO CSXT — BRUSH CREEK BROADWAY — NEW ST — BRUSH CREEK I-26/US 23 I-26/US 23 ELM ST — ROAN ST — MARKET ST-US 321 W MAIN ST — WILSON AVE

CURVATURE

ALIGNMENT

4.0L 4.0R 1.5R 4.0R 2.0L 4.5R 4.0L 2.5L 1.5R 2.5R 2.5L 1.5L 2.0L 3.5R

2.00 2.00 1.00 2.00 1.00 2.50 2.00 2.00 1.00 2.00 2.00 1.00 1.50 1.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

(35) (35) (35) 50 (35) (35) (35) 35

GRADE

+0.32 +0.97 +1.30 +1.40 +0.18 -0.36 +0.19 +1.05 +0.97 +0.80 +0.72 +0.85 +1.12 +1.25 -1.13 -0.26 +1.31 +1.04 +0.49 +0.22 +0.26 +0.74 +0.30 +0.74 +0.39 -0.21 +0.48

Sheet 07 A_20_25

07/13/2007

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL

25A | 5258' | 26A | 5273' | 27A | 5338' | 28A | 5243' | 29A | 5207' | 30A

MAINTENANCE: T&S-12/04

RAIL: 02NW132P 86RWF132S 01NW132P 86RWF132S 01NW132P 82NWF132P 88RWF132S

01NW132P 86RWF132S 82NWF132P 88RWF132S

TRAFFIC DENSITY MGT: → 8.3(19.3) ← 11.0

57-TN(SR)

(EMBREEVILLE JCT) 27A

(MILLER) 30A

S E W N

TO ETN RR | 025.40-4WTB-52' | 026.84 | 027.40 | ELIZABETHTON H&M CO

TRACK LAYOUT

LINE SEGMENT	731187R	731188X	731189E	731190Y	731193U	731194B	731195H	731196P	731198D	731199K	731200C	731201J	904348P	731202R
0173	SEVIER ST	WATAUGA ST	WATERWAY	TENNESSEE ST	VA MEDICAL CENTER	SR 34 CONN	MCKINLEY RD	CSXT (CLINCHFIELD)	LP AVER RD	MCKINLEY PARK	MCKINLEY RD	MCKINLEY CHURCH RD	PERMA RD	GREENPOND RD	PRIVATE	PRIVATE

CURVATURE

ALIGNMENT: 3.5R 4.6R 2.6R 1.1L 4.0L 4.0R 2.0R 1.6R 1.0R 1.3R 4.0L 5.2R 6.0L 2.2L 1.6R

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 35

GRADE: +0.48 +0.29 +0.65 +0.82 -0.21 +0.69 +0.82 +1.20 +1.11 +0.94 +0.85 +0.31 -0.78 -1.32 -0.86 +0.08 +0.54

Sheet 07 A_25_30

07/13/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

30A — 5273' — 31A — 5358' — 32A — 5308' — 33A — 5263' — 34A — 5308' — 35A

MAINTENANCE: T&S-12/04

RAIL: 88RWF132S | 82NWF132P | 88RWF132S | 96NWF132S | 88RWF132S01NW132P | 88RWF132S

88RWF132S | 82NWF132P | 88RWF132S

TRAFFIC DENSITY MGT: → 8.3(19.3) ← 11.0

JONESBOROUGH 33A

57-TN(SR)

S E W N

030.80 | 032.40-2CSB-40' | 032.60-4CSB-90' | 033.60-1CSB-30' | 033.75

TRACK LAYOUT

731203X | 731204E 731205L | 731206T | 731207A | 731208G | 731209N 731210H | 731211P | 731214K | 731216Y

LINE SEGMENT

0173

SR 34 SPUR | SPRING ST | STAGE RD | WATERWAY PRIVATE | LITTLE LIMESTONE FOX ST | WALKWAY(1ST AV CLSD) S 2ND ST | S 3RD AVE | WATERWAY | SR 81 | VINES RD

CURVATURE

ALIGNMENT

1.6R 2.0R 2.6L 3.0L 3.0R 4.5R 2.0L 2.0R 2.3R 6.0R 6.0L 6.0L 4.5L 1.5L 1.7R 3.0R 1.7R 4.5L

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

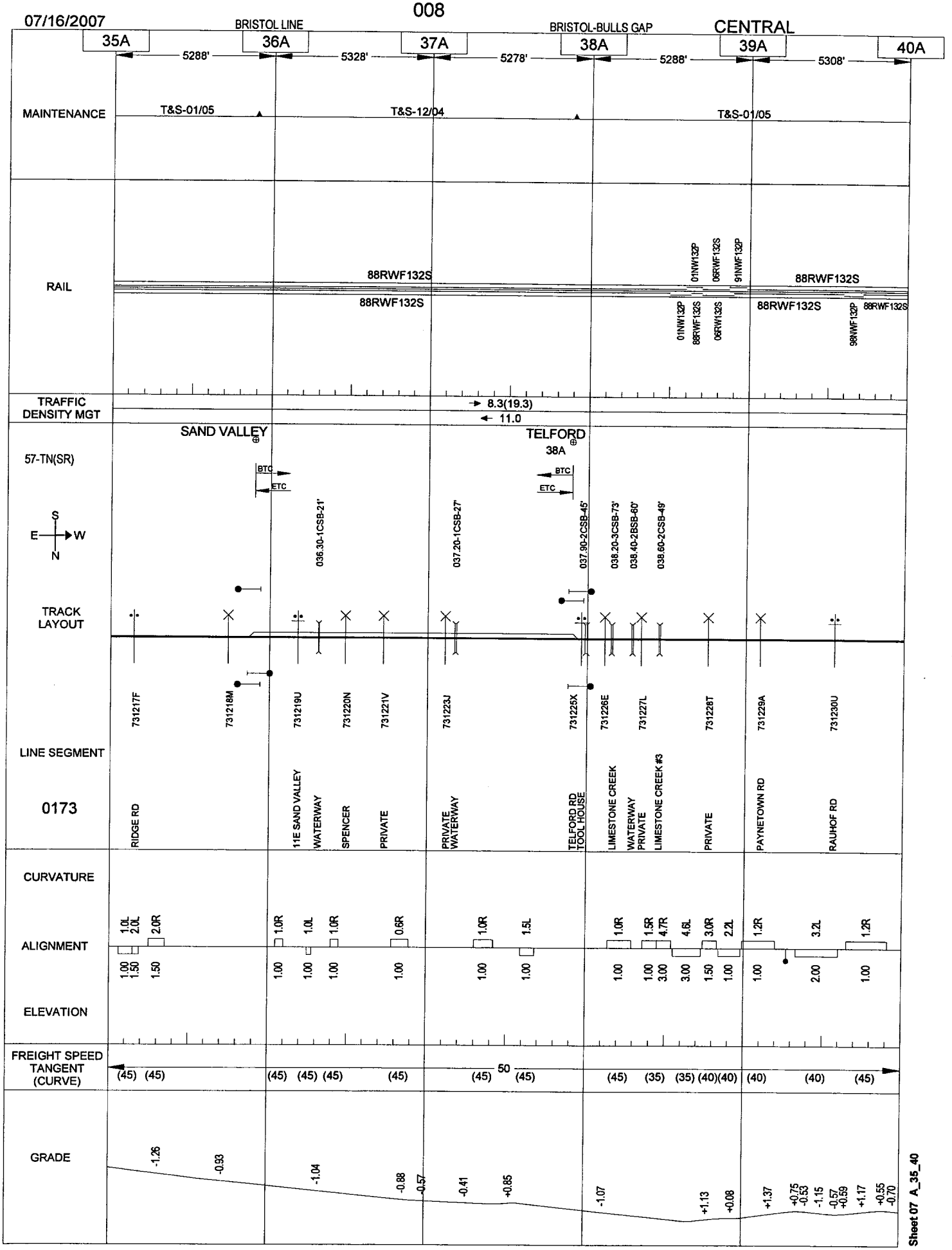
(35) (35) (35)(35) (35)(35) (35) (25) 50 (25) (35) (45) (45) (40)

GRADE

+0.54 +0.73 +1.11 +1.30 +0.65 -0.66 -1.31 -1.06 -0.55 -0.30 -0.53 -0.99 -1.22 -0.45 -1.78 -1.39 -0.62 -0.24 -0.29 -0.39 -0.44 -0.14 +0.53 +0.83 +0.70 +0.44 +0.31 -0.31 -0.73 +1.22 +0.60 -0.64

Sheet 07 A_30_35

07/16/2007



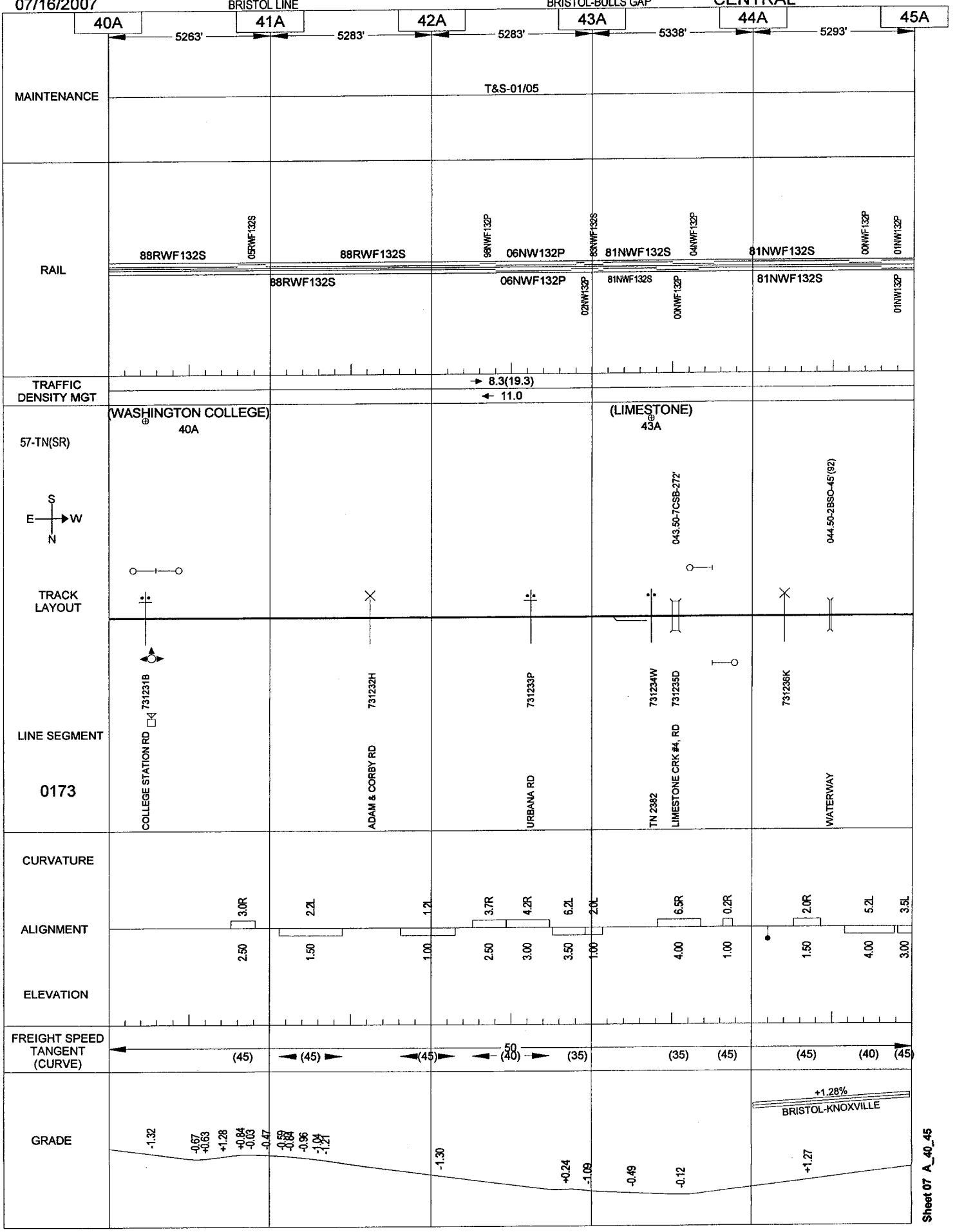
Sheet 07 A_35_40

07/16/2007

BRISTOL LINE

BRISTOL-BULLS GAP

CENTRAL



Sheet 07 A_40_45

07/16/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

45A — 5348' — 46A — 5187' — 47A — 5303' — 48A — 5298' — 49A — 5268' — 50A

MAINTENANCE: T&S-01/05

RAIL: 81NWF132S; 00NWF132P; 06NW132P; 05RWF132S; 06NW132P; 03NWF132P; 96NWF132S; 02NW132P

TRAFFIC DENSITY MGT: 8.3(19.3); 11.0

57-TN(SR)

(CHUCKEY) 47A

048.90-1DGO-103'(91)

049.80 049.80

TRACK LAYOUT

LINE SEGMENT: 731237S, 731238Y, 731239F, 731240A, 731241G, 731242N, 731243V, 731244C, 731246R, 731247X

0173

PRIVATE — PRIVATE — FAS2391 — BITNER LN — RIPLEYS BRIDGE — US 11 E NB / US 11 E SB

CURVATURE

ALIGNMENT: 3.5L, 2.7R, 2.2R, 3.5L, 1.0R, 3.2L, 2.0R, 3.2R, 1.2R, 2.1R, 5.5L, 2.0R, 4.2R, 4.5L, 2.2R, 1.5R

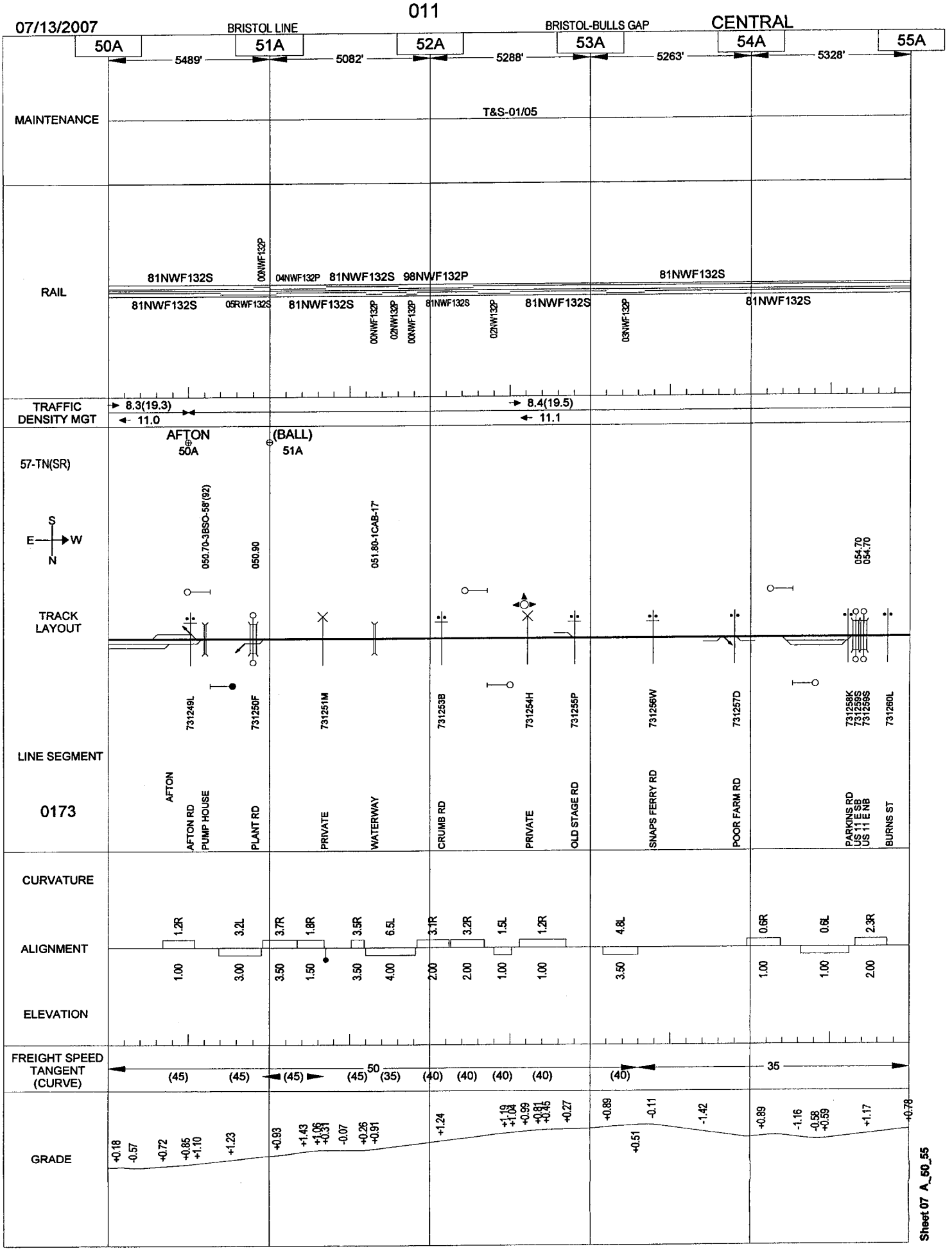
ELEVATION: 3.00, 2.00, 1.50, 3.00, 1.00, 3.00, 1.50, 3.00, 1.00, 1.50, 3.50, 1.50, 3.50, 4.00, 1.50, 1.00

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

GRADE: +1.27, +0.95, +0.31, -0.01, -1.32, +1.29, -1.32, -1.42, -1.38, -0.72, +0.59, +1.25, +0.61, -0.88, -1.32, -1.37, -1.47, -1.52, -0.71, +0.13, -1.64, -0.92, -0.35, +0.81, +1.38, +1.27, +1.04, +0.93, -0.24, -0.67, +1.26

Sheet 07 A_45_50

07/13/2007



Sheet 07 A_50_55

07/13/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

55A — 5278' — 56A — 5273' — 57A — 5328' — 58A — 5388' — 59A — 5197' — 60A

MAINTENANCE: T&S-01/05; T&S-10/05

RAIL: 81NWF132S; 00NWF132P; 81NWF132S; 04NWF132P; 81NWF132S; 85RWF132S; 59W131S; 00NWF132P; 59W131S; 01NW132P; 59W131S; 96NWF132S; 59W131S; 04NWF132P

81NWF132S; 00NWF132P; 81NWF132S; 86NWF132S; 97NWF132S; 59W131S; 00NWF132P

TRAFFIC DENSITY MGT: → 8.4(19.5); ← 11.1; → 8.9(20.6); ← 11.7

GREENEVILLE 57A

57-TN(SR)

S E W N

056.10-4MSB-120'; 056.60-1TGO-38'; 056.80-1BSO-38'; 059.90-1BSB-35'

TRACK LAYOUT

LINE SEGMENT: 731261T; 731262A; 731263G; 731265V; 731266C; 731267J; 731268R; 731269X; 731270S; 731271Y; 731274U; 731275B; 731278W; 904349W; 731279D

0173: HANKINS ST; AUSTIN AVE; SR 93; N IRISH ST; WILLIS ST; W CHURCH RD; DEPOT ST; SUMMER ST; W IRISH ST; WILEY ST; KING ST; W IRISH ST; CROSSOVER; PRIVATE; HARTMAN LN

CURVATURE / ALIGNMENT: 5.0L; 3.2R; 4.2R; 4.4L; 2.4L; 1.3R; 2.0L; 4.2R; 6.0R; 6.6R

ELEVATION: 4.00; 3.00; 4.00; 4.00; 2.00; 1.00; 1.50; 4.00; 4.00; 4.00

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

GRADE: -0.01; -0.40; -0.23; +0.13; +0.30; +1.01; 0.00; -0.05; -0.16; -0.21; -0.46; -0.97; -1.22; -0.47; +0.17; -0.27; -0.44; -0.77; -0.94; -0.78; -0.47; -0.31; +0.96; -1.42; -1.39; -1.33; -1.30; -1.24

Sheet 07 A_55_60

07/16/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

60A | 61A | 62A | 63A | 64A | 65A

5318' | 5258' | 5283' | 5167' | 5358'

MAINTENANCE: T&S-10/05

RAIL: 04NWF132P, 98NWF132P, 59W131S, 04NWF132P, 59W131S, 03NWF132P, 00NWF132P, 98NWF132P, 59W131S, 00NWF132P, 00NWF132P, 97NWF132S, 59W131S, 99NWF132P, 59W131S, 06RW132S, 59W131S, 03NWF132P

TRAFFIC DENSITY MGT: → 8.9(20.6) ← 11.7

57-TN(SR)

JONES @ 62A — BTC, ETC — 062.40-5BSB-100'

RADER @ 63A — BTC, ETC — 063.90-7BSB-169'

S, E, W, N

TRACK LAYOUT

LINE SEGMENT 0173

731280X VOCATIONAL SCHOOL RD
731281E PRIVATE
731282L PRIVATE
731283T PRIVATE
731284A HARTMAN RD
731285G UPPER LITTLE
731286N PRIVATE
731287V PRIVATE
731288C PRIVATE
731289J PRIVATE
731290D LOWER LITTLE PRIVATE
731292S PRIVATE
731293Y

CURVATURE

ALIGNMENT: 6.6R, 6.5L, 3.3R, 3.2L, 5.5R, 3.1L, 1.5L, 2.2L, 1.7R, 1.5L, 2.0R, 3.0R, 4.3L

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

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

GRADE: -1.24, +1.85% KNOXVILLE-BRISTOL, -1.40, -1.73, -1.89, -1.70, -1.33, -1.14, -1.29, -0.26, +0.09, +0.78, +1.13, +0.67, -0.13, +0.21

Sheet 07 A_60_65

07/13/2007

BRISTOL LINE | BRISTOL-BULLS GAP | CENTRAL

65A — 5378' — 66A — 5268' — 67A — 5248' — 68A — 5313' — 69A — 5288' — 70A

MAINTENANCE: T&S-10/05

RAIL: 00NWF132P, 60W132S, 96NWF132S, 60W132S, 99NWF132P, 60W132S, 85NWF132S, 97NWF132P, 60W132S, 05RWF132S, 60W132S; 03NWF132P, 98NWF132P, 60W132S, 96NWF132S, 60W132S, 89NWF132P, 60W132S, 03NWF132P, 60W132S

TRAFFIC DENSITY MGT: 8.9(20.6), 11.7, 8.8(20.5), 11.7

57-TN(SR)

(MOSHEIM) 66A

(MIDWAY) 67A

065.10-1CBB-10'

066.30

TRACK LAYOUT

LINE SEGMENT: 731294F, 731296U, 731299P, 731300G, 731301N, 731302V, 731303C

0173: WATERWAY, SPRING ST, MIDWAY RD, MIDWAY CIRCLE DR, CIRCLE DRIVE WEST, PRIVATE, SEVEN SPRINGS RD, MCCAMEY RD

CURVATURE

ALIGNMENT: 4.3L, 1.8L, 3.7L, 5.6L, 4.5R, 3.7L, 1.2R, 2.0L, 1.2R, 4.2R, 5.1R, 1.2L, 4.3L, 1.2L

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

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

GRADE: +0.91, +1.25, +1.27, +1.35, +1.37, +0.70, -0.63, -1.30, -1.07, -1.31, -1.36, -1.28, -1.12, -1.04, -0.24

Sheet 07 A_65_70

07/16/2007

BRISTOL LINE — BRISTOL-BULLS GAP — CENTRAL

70A	71A	72A	73A	74A	75A
	5579'	4800'	5280'	5417'	5383'

MAINTENANCE: T&S-10/05

RAIL: 60W132S; 60W132S; 06RW132S; 60W132S; 04NWF132P; 04NWF132P; 96NWF132S; 96NWF132S; 97NWF132S; 60W132S; 60W132S

TRAFFIC DENSITY MGT: → 8.8(20.5); ← 11.7

57-TN(SR)

MOHAWK 71A

TEST MILE

070.50; 070.90-12MSO-582'(92); 071.80-3SBB-27'; 072.87; 072.87; 072.87; 073.00-1WTB-13'; 073.20-1CSB-16'; 073.70-3BSB-74'

TRACK LAYOUT

LINE SEGMENT

0173

731304J; 731305R; 731306X; 731307E; 731309T; 731310M; 731310M; 731310M; 731311U; 731312B; 731313H; 731314P; 731315W

JIM KIRK RD; LICK CREEK; N MOHAWK RD; WATERWAY; PRIVATE; PRIVATE; I-81 NB; I-81 SB; I-81 RAMP; WATERWAY; WATERWAY; PRIVATE; WATERWAY; PEACEFUL VALLEY LN; OLD STAGE RD

CURVATURE

ALIGNMENT

2.0R; 2.6R; 1.2L; 1.1R; 3.0R; 2.4L; 1.5L; 1.5R; 5.2L; 3.1R; 5.0L; 3.6R; 2.0L

ELEVATION

1.50; 2.00; 1.00; 1.00; 2.50; 2.00; 1.00; 1.00; 4.00; 2.00; 4.00; 2.50; 1.00

FREIGHT SPEED TANGENT (CURVE)

50

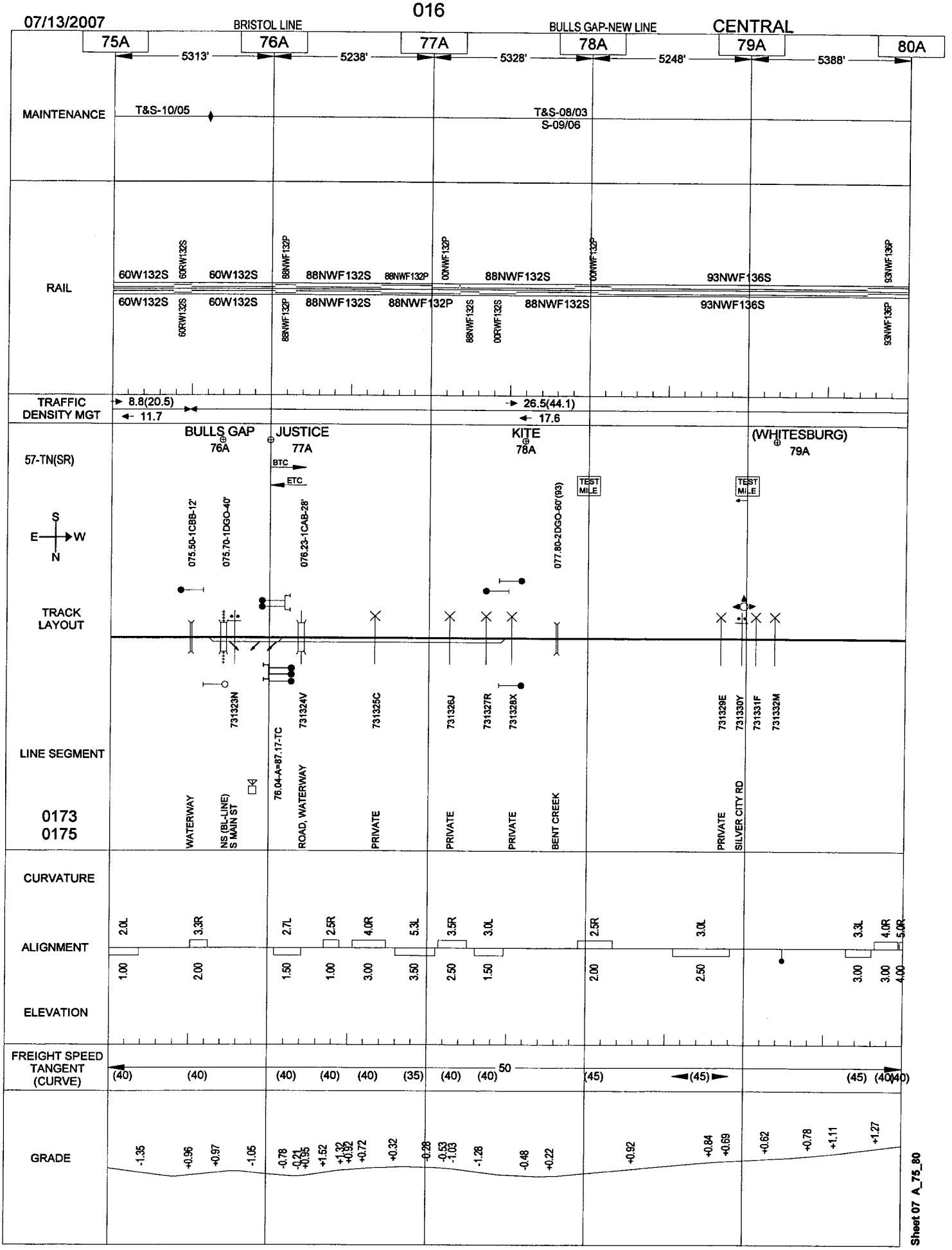
(45); (45); (45); (45); (45); (45); (45); (45); (40); (40); (40); (40)

GRADE

+0.87; +0.34; -0.77; -1.30; -0.99; -0.38; -0.07; -0.87; +1.64; +1.25; +0.47; +0.08; +0.37; +0.84; +1.23; +0.75; -0.20; -0.68; -0.09; -0.74; +1.25; -0.54; +1.28; -0.04; -1.35

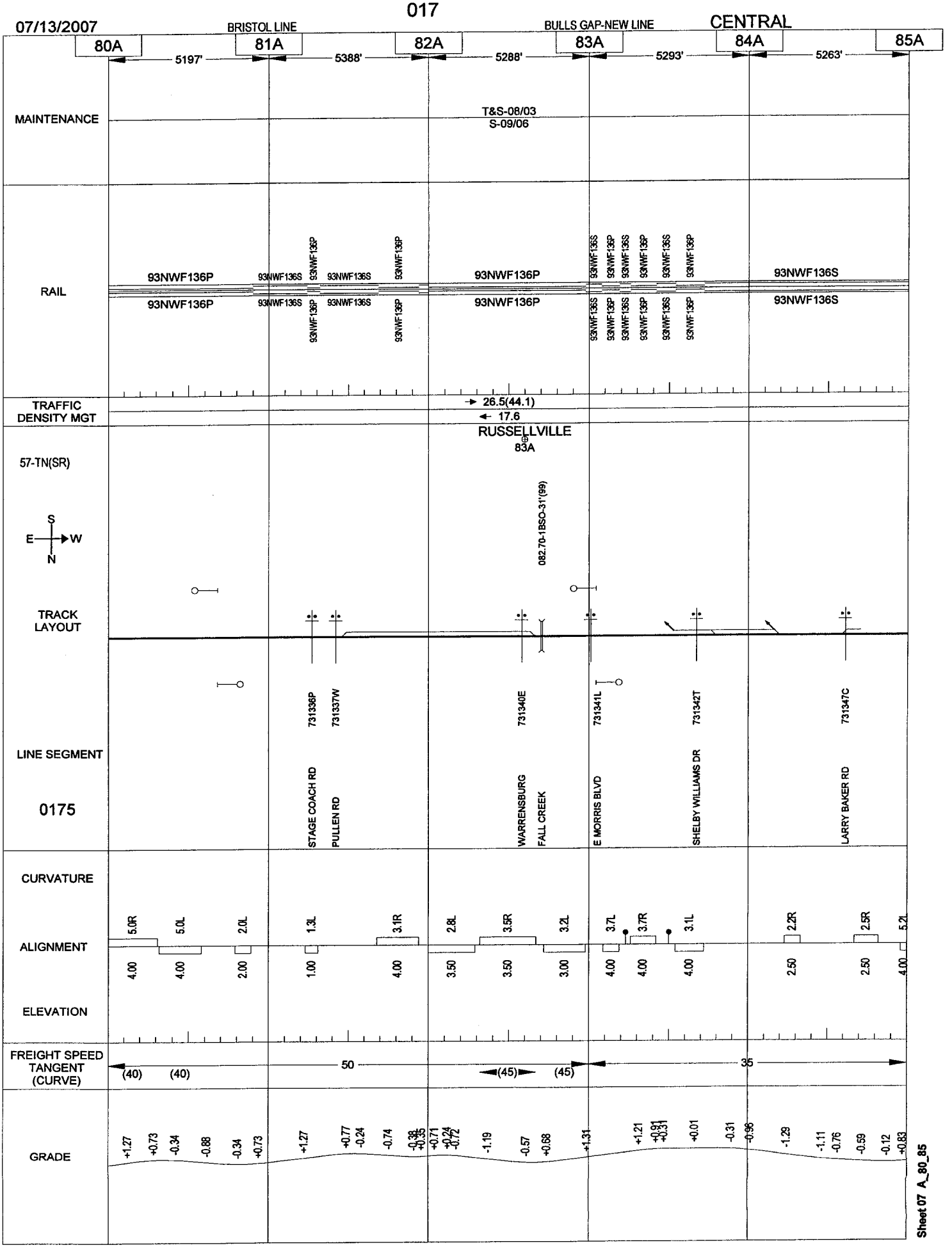
Sheet 07 A_70_75

07/13/2007



Sheet 07 A_75_80

07/13/2007



Sheet 07 A_80_85

07/13/2007

BRISTOL LINE

BULLS GAP-NEW LINE

CENTRAL

85A | 5388' | 86A | 5207' | 87A | 5298' | 88A | 5268' | 89A | 5308' | 90A

MAINTENANCE #1: T&S-08/03 S-09/06

MAINTENANCE #2: T&S-02/06; T&S-09/05

RAIL #1: 93NWF136P | 93NWF136S | 93NWF136S | 77NWF132S

RAIL #2: 93NWF136P | 93NWF136S | 77NWF132S

TRAFFIC DENSITY MGT: → 26.5(44.1) ← 17.6 | → 26.5(26.5#1) ← 17.6(17.6#2)

57-TN(SR)

PICKENS 88A

088.10-1CSB-23'

089.20-3CSB-30'

086.75 086.75

TRACK LAYOUT #1 #2

731348J 731349R 731350K 731351S 731352Y 731353F 731354M 731356B 731357H 731358P 731359W 731360R 731361X 731362E 731363L 731364T 731365A 731366G

LINE SEGMENT 0175

JAYBIRD RD | NORFOLK ST | POPE RD | US 25E, SR 32 NB US 25E, SR 32 SB | S HAUN ST | PARK AVE | HALE AVE | S LIBERTY HILL RD WATERWAY | MONTVIEW AVE | JAMES ST | DAISY ST S HILL ST | S CUMBERLAND ST HENRY ST | TURKEY CREEK S JACKSON ST | WALKWAY | HIGH ST | S FAIRMOUNT AVE

CURVATURE #1 / ALIGNMENT / #2 ELEVATION

5.2L | 2.2R | 2.2R | 2.2L | 1.0R | 2.0R | 3.1L | 2.1L | 2.1R | 1.50 | 2.1R | 1.50

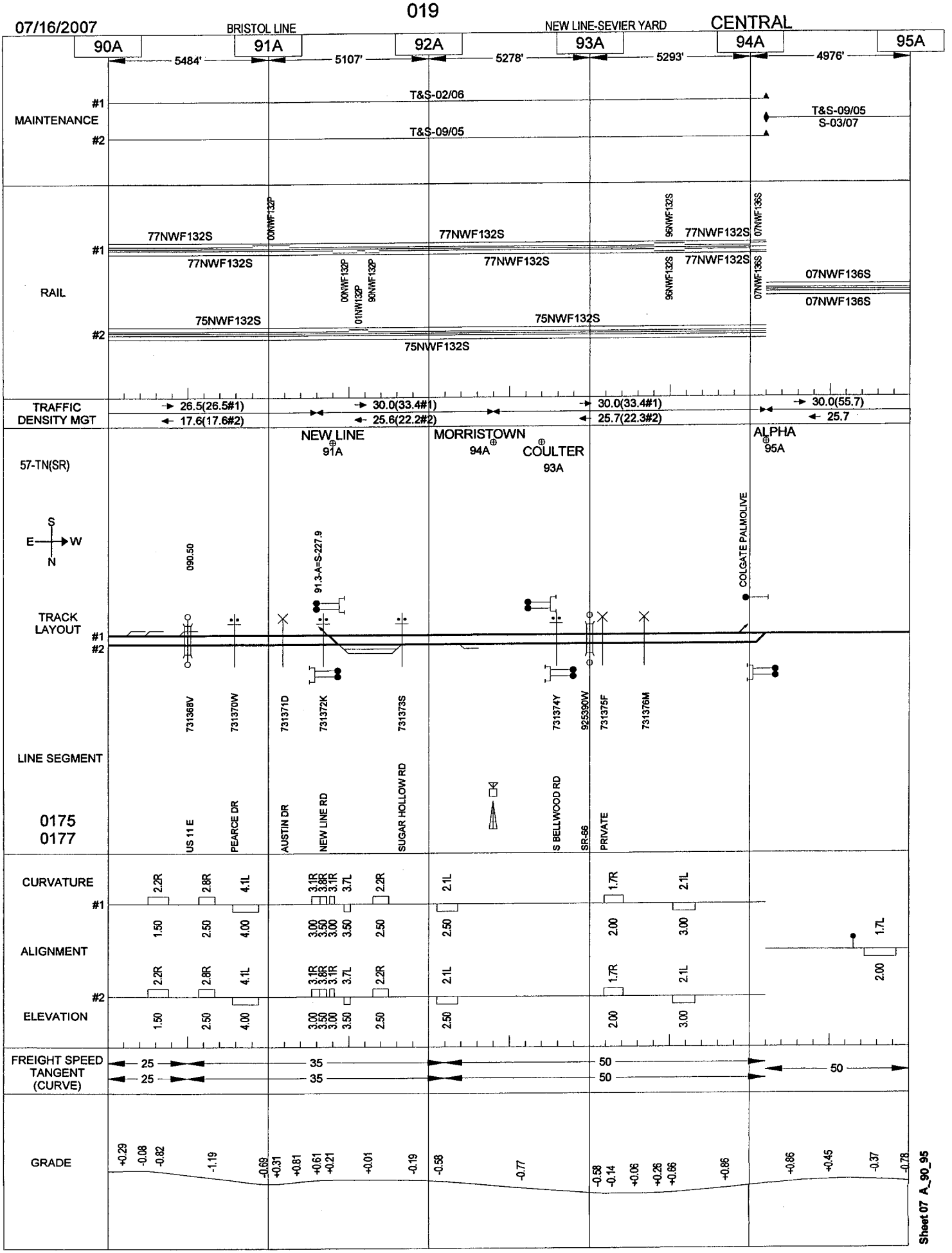
4.00 | 2.50 | 2.50 | 2.50 | 1.00 | 2.00 | 4.00 | 2.50

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

GRADE: +1.31 | +0.66 -0.64 -1.29 -0.65 +0.60 | +1.24 +0.62 -0.64 -1.26 | -0.67 +0.50 +1.09 +0.49 -0.71 -1.31 -0.67 +0.63 | +1.27 | +1.02 | +0.29

Sheet 07 A_85_90

07/16/2007



Sheet 07 A_90_95

07/16/2007

BRISTOL LINE — NEW LINE-SEVIER YARD — CENTRAL

95A — 5916' — 96A — 5147' — 97A — 5293' — 98A — 5172' — 99A — 5338' — 100A

MAINTENANCE

T&S-09/05
S-03/07

RAIL

07NWF136S
07NWF136S
07NWF136P
07NWF136P
80NWF132S
80NWF132S
80NWF132P
94NWF132P
80NWF132P
05NWF132P
80NWF132P
96NWF132P
80NWF132P

TRAFFIC DENSITY MGT

30.0(55.7)
25.7

57-TN(SR)

(TALBOT)
97A

KEISTER
100A

S
E W
N

095.02
095.02

096.10-5CSB-263'

099.12
099.14

TRACK LAYOUT

731379H
731380C
731381J
731382R
731383X
731386T
731386T
731387A

LINE SEGMENT

0177

SR 160 EB
SR 160 WB
BUELL RD
SINKHOLE
MAY RD
PRIVATE
DANDRIDGE PIKE
US 11 E NB
US 11 E SB
SR 1310

CURVATURE

ALIGNMENT

2.0R
0.7R
2.0R
2.0L

ELEVATION

2.50
1.00
2.50
2.50

FREIGHT SPEED TANGENT (CURVE)

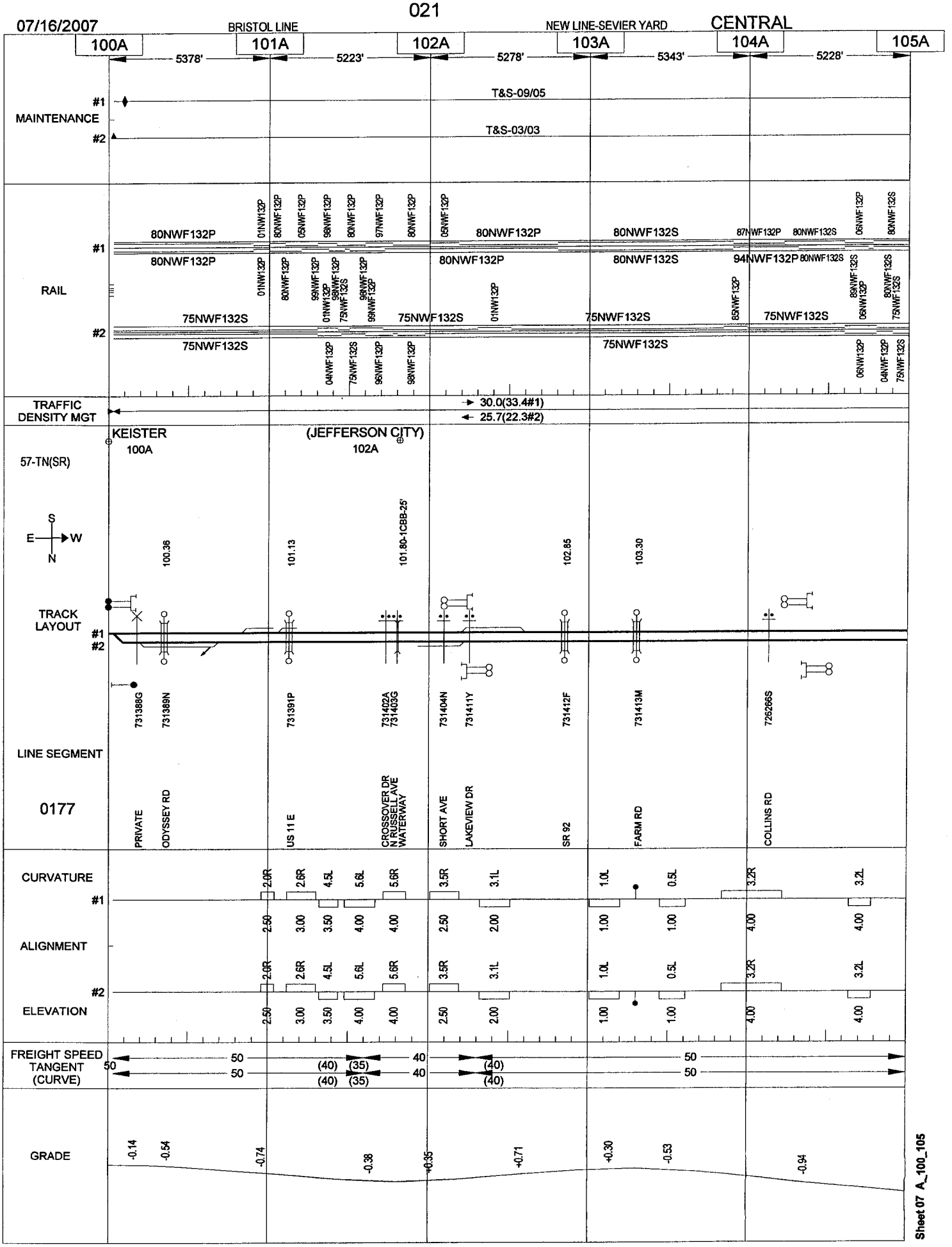
50

GRADE

-0.78
-0.57
-0.15
+0.06
-0.19
-0.69
-0.94
-0.78
-0.47
-0.32
-0.10
+0.35
+0.57
+0.44
+0.19
+0.06

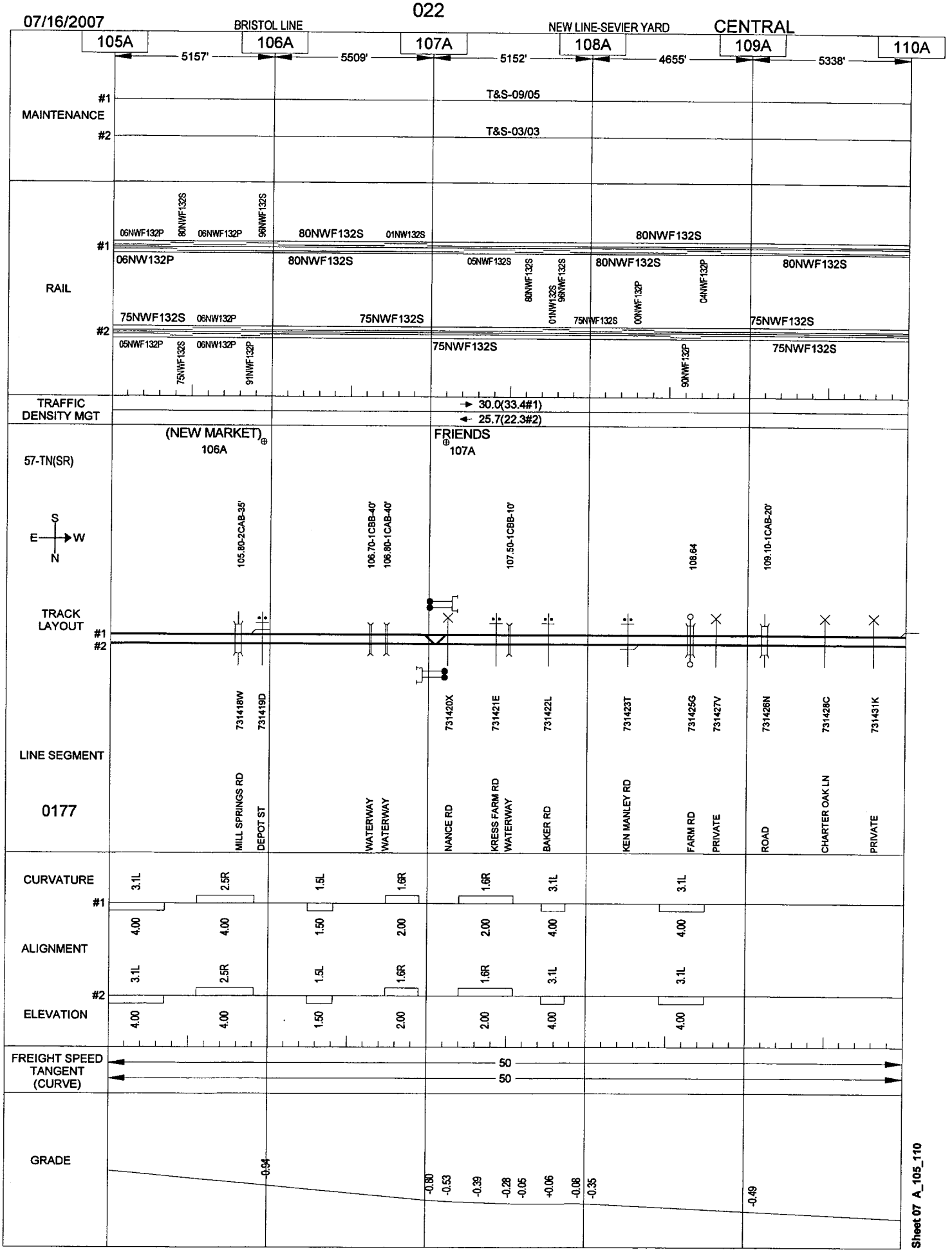
Sheet 07 A_95_100

07/16/2007



Sheet 07 A_100_105

07/16/2007



Sheet 07 A_105_110

07/13/2007

BRISTOL LINE

NEW LINE-SEVIER YARD

CENTRAL

110A | 4921' | 111A | 5459' | 112A | 5092' | 113A | 5212' | 114A | 5298' | 115A

MAINTENANCE #1 #2

T&S-09/05

RAIL #1 #2

80NWF132S 75NWF132S 98NWF136S 98NWF136P

TRAFFIC DENSITY MGT

30.3(56.1)

25.8

57-TN(SR)

HODGES 111A

(STRAWBERRY PLAINS) 114A

110.30-1CAB-19' 110.50-1CBB-20' 113.10-1CAB-12' 114.05-1CAB-15' 114.50-10MSO-1030'(96)

TRACK LAYOUT #1 #2

731432S 731433Y 731434F 731435M 731436U 731437B 731438H 731439P 731442X

LINE SEGMENT 0177

COUNTY ROAD WATERWAY | BEAVER CREEK RD | HODGES SWITCH RD | HODGES SWITCH RD #2 | PRIVATE | FARM ROAD | HAMILTON RD | HOLSTON RIVER | PRIVATE

CURVATURE #1

2.1R 2.2R 2.0L 2.2L 1.0R 3.0R

ALIGNMENT

3.00 3.00 2.50 3.00 1.00 2.50

ELEVATION #2

FREIGHT SPEED TANGENT (CURVE)

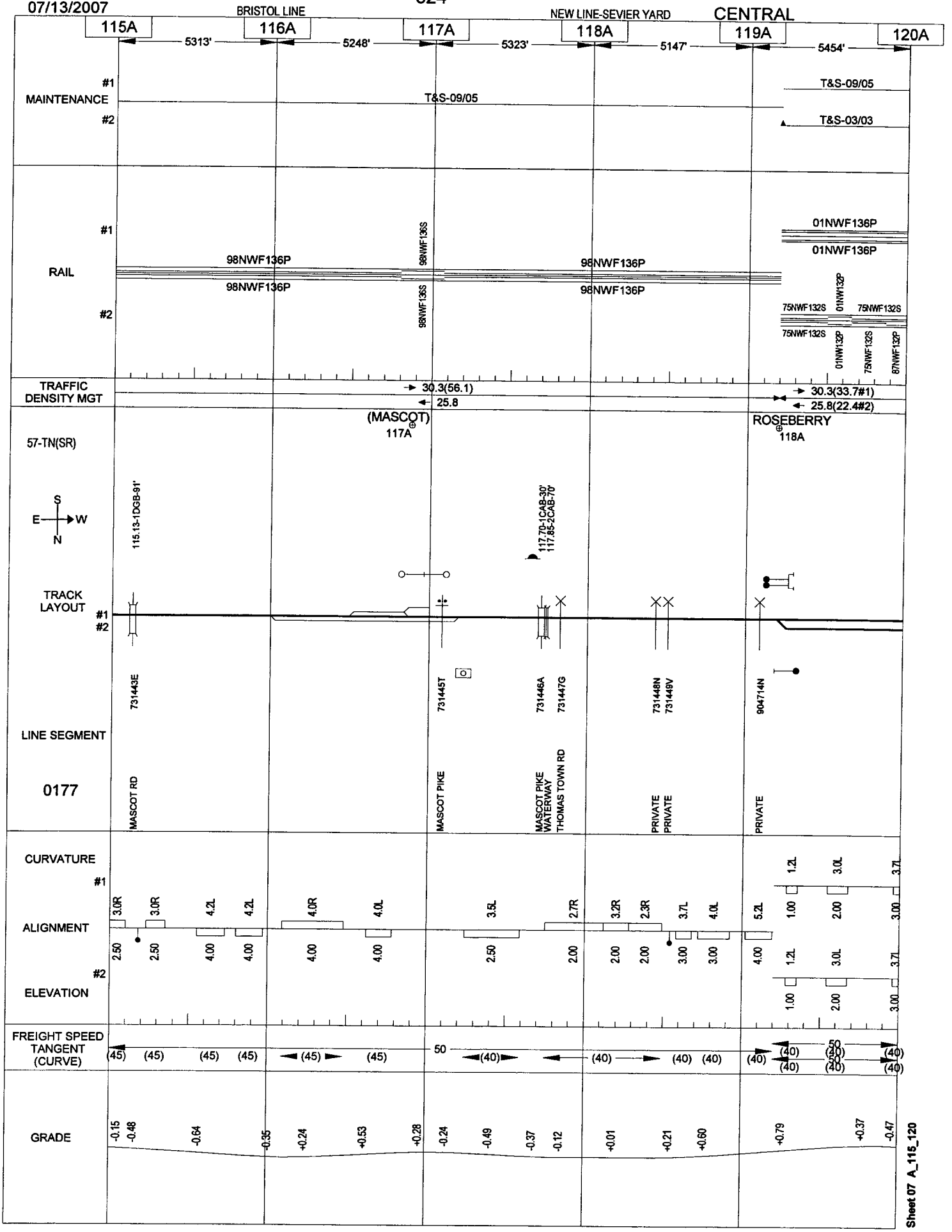
50 50 | 50 | (45)

GRADE

-0.49 -0.28 +0.15 +0.36 +0.22 -0.05 | -0.19 -0.07 +0.19 | +0.31 +0.41 +0.61 +0.71 +0.36 -0.33 | -0.68 -0.35 | +0.28 +0.61 +0.46 +0.16 +0.01 -0.15

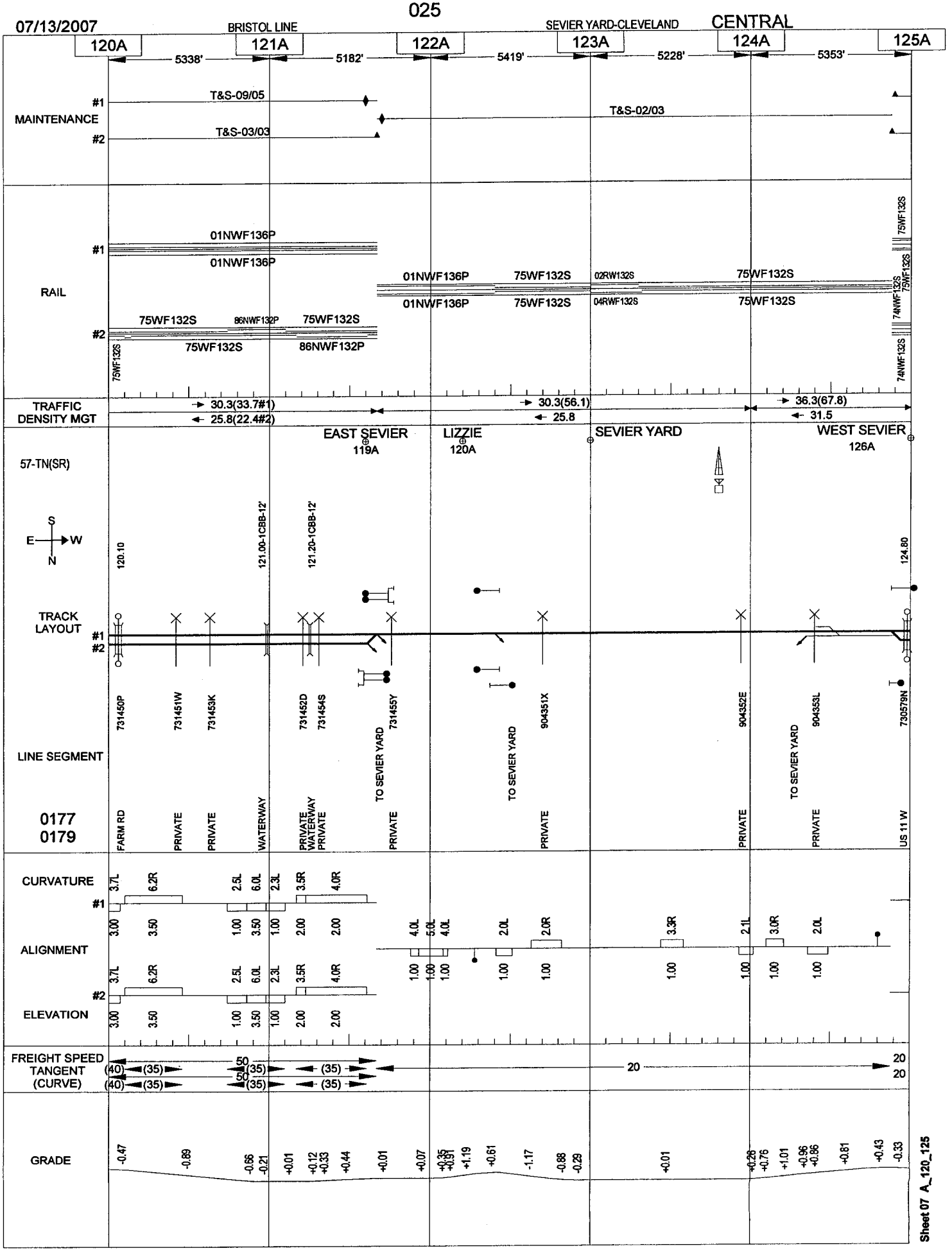
Sheet 07 A_110_115

07/13/2007



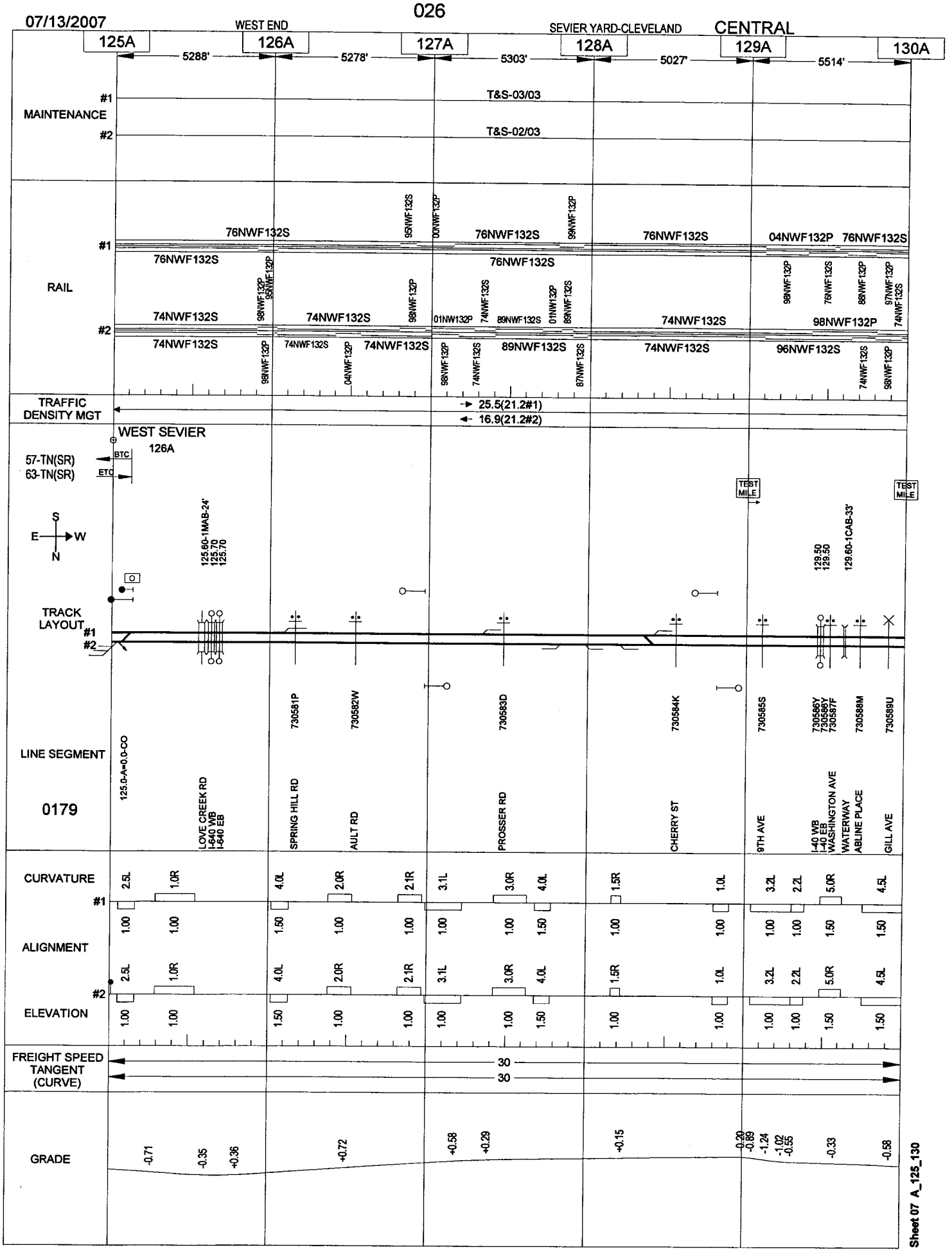
Sheet 07 A_115_120

07/13/2007



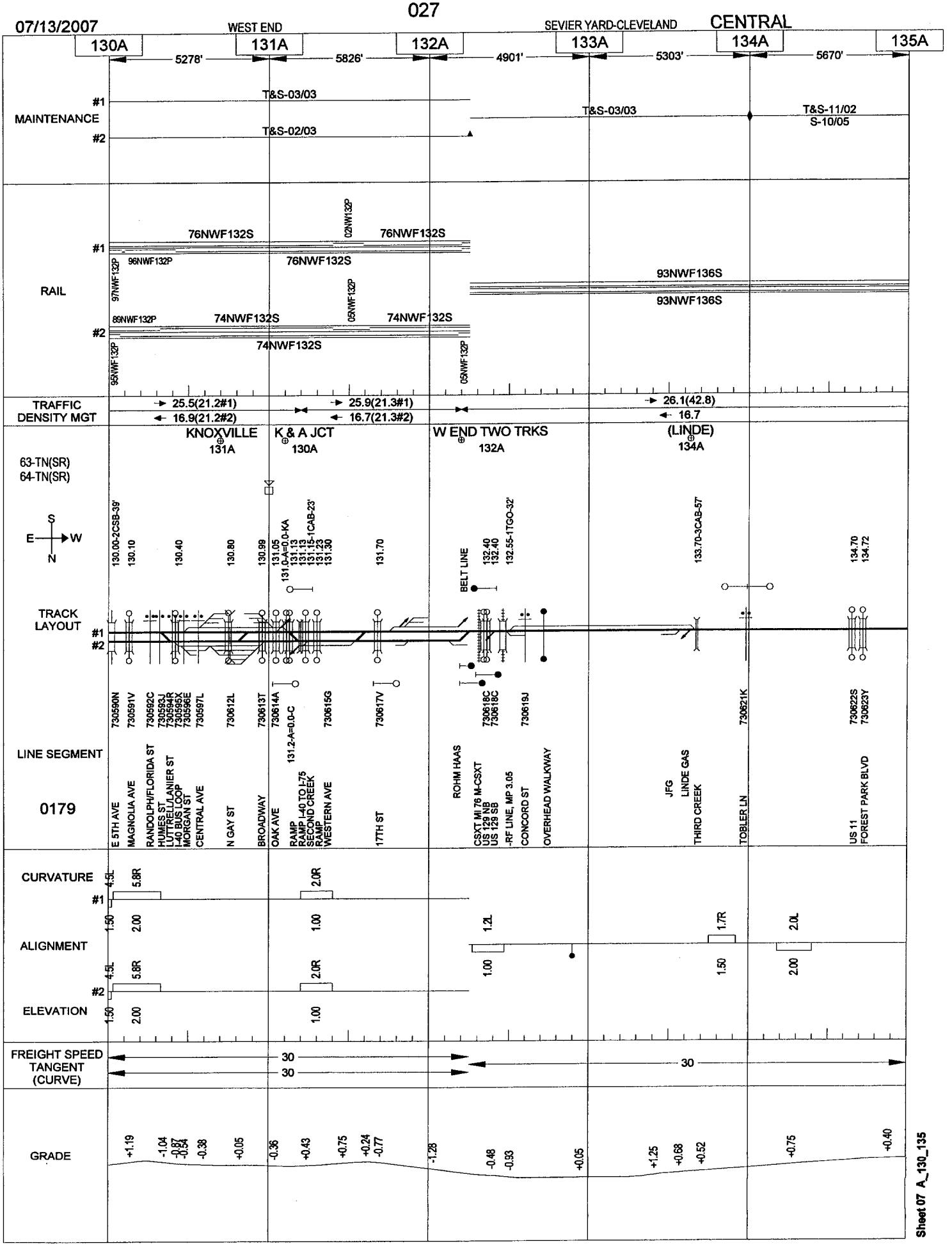
Sheet 07 A_120_125

07/13/2007



Sheet 07 A_125_130

07/13/2007



Sheet 07 A_130_135

07/13/2007

WEST END | SEVIER YARD-CLEVELAND | CENTRAL

135A — 4695' — 136A — 5499' — 137A — 5414' — 138A — 5278' — 139A — 5298' — 140A

MAINTENANCE

T&S-11/02
S-10/05

RAIL

93NWF136S
93NWF136S
88NWF132S
88NWF132S
88NWF132P
88NWF132S
88NWF132P
88NWF132S

TRAFFIC DENSITY MGT

→ 26.1(42.8)
← 16.7

64-TN(SR)

(DEDIE) 135A
BEARDEN 136A
EBENEZER 139A

S
E W
N

135.90-1CAB-15'
136.02-1BSB-46'
137.90

TRACK LAYOUT

LINE SEGMENT

0179

730624F
730625M
730626U
730628H
730629P
731456F
731458U

GORE RD
AGNES RD
WATERWAY ROAD
ROYAL CROWN RD
MORREL RD
CESSNA RD
GALLAHER VIEW RD

CURVATURE

1.2R
1.5L
0.5L
1.3L
3.0R

ALIGNMENT

1.00
1.00
1.00
1.00
3.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

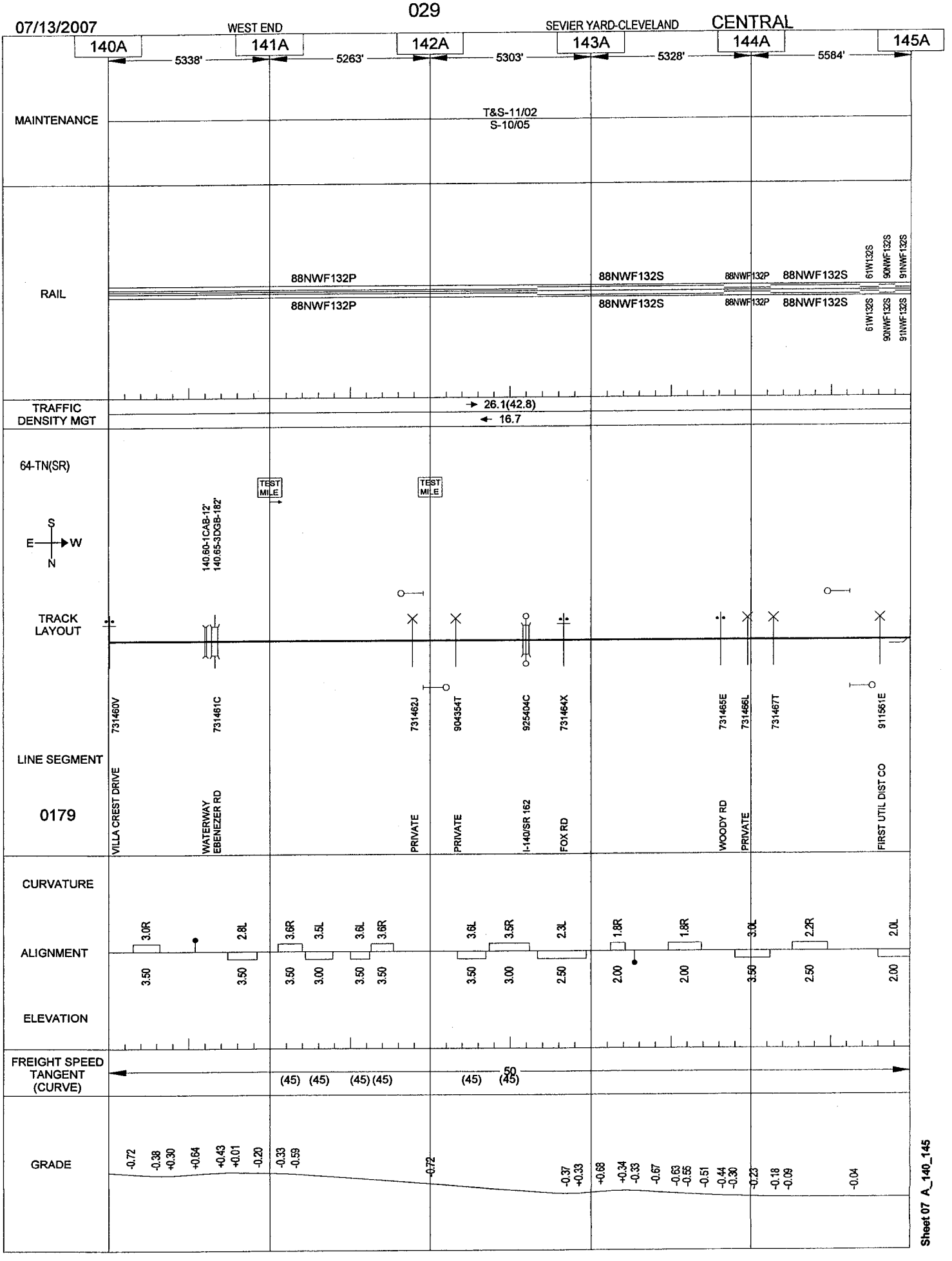
30
50

GRADE

-0.30
-0.65
-0.31
+0.39
+0.73
+0.52
+0.11
-0.10
+0.12
+0.56
+0.78
+0.53
-0.72
-0.65
-0.50
-0.43
-0.50
-0.65
-0.72

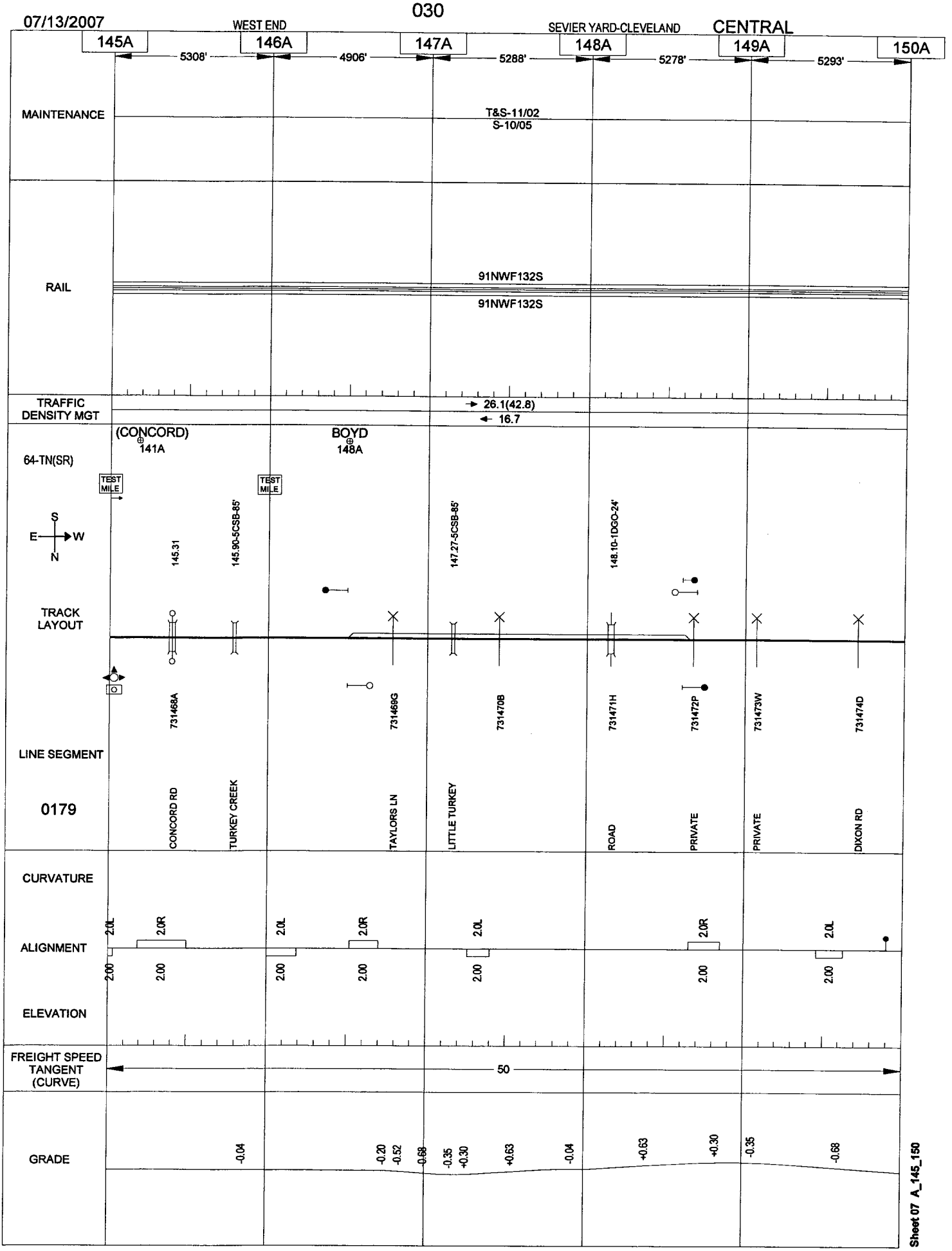
Sheet 07 A_135_140

07/13/2007



Sheet 07 A_140_145

07/13/2007



Sheet 07 A_145_150

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

150A	151A	152A	153A	154A	155A
	5308'	5283'	5298'	5338'	5258'

MAINTENANCE

T&S-11/02
S-10/05

T&S-08/05

RAIL

91NWF132S
91NWF132S

97NWF136P
97NWF136P

97NWF136S
97NWF136S

97NWF136P
97NWF136P

97NWF136P
97NWF136P

97NWF136S
97NWF136S

97NWF136P
97NWF136P

TRAFFIC DENSITY MGT

→ 26.1(42.8)
← 16.7

→ 26.1(42.9)
← 16.8

64-TN(SR)

(MARTEL)
151A

LENOIR CITY
154A

S
E W
N

TRACK LAYOUT

150.60-1CBB-26'

153.31

TVA

LENOIR CITY IND PARK

CAR WORKS

LINE SEGMENT

731475K
731476S
731478F
731479M
731480G
731481N
731482V
731489T
731490M

0179

WILSON RD
ROAD
PRIVATE
LAKEVIEW RD
PRIVATE
SR 95
S GRAND ST
NELSON ST
C ST

CURVATURE

ALIGNMENT

1.7L
2.0R
2.1L
1.9R
2.3R
2.8L
3.2R
2.7L

ELEVATION

1.50
2.00
2.00
2.00
2.50
3.50
4.00
3.00

FREIGHT SPEED TANGENT (CURVE)

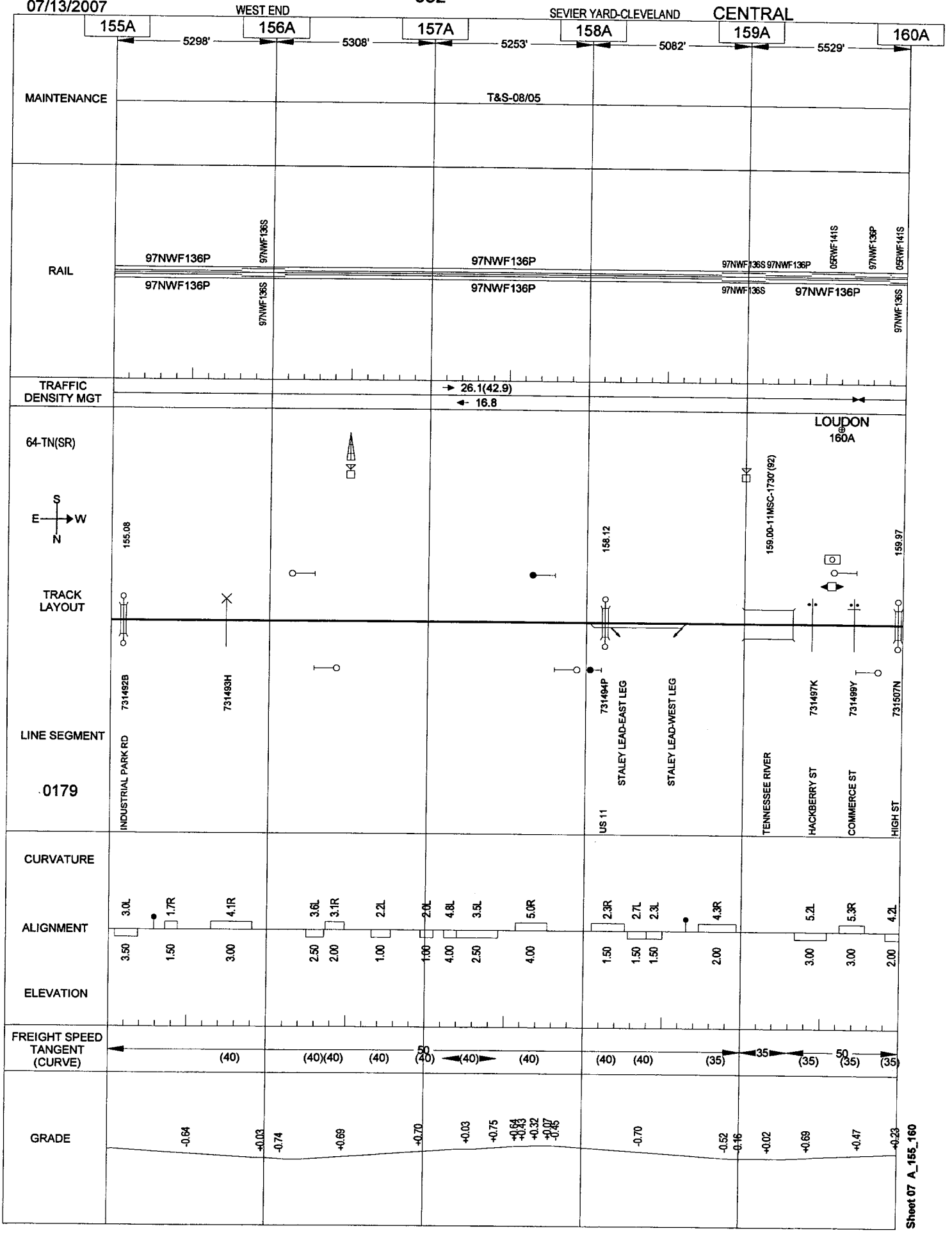
50
30
50

GRADE

-0.68
-0.64
-0.49
-0.12
+0.03
-0.12
-0.43
-0.58
-0.90
-1.53
-1.85
+0.53
+0.03
+0.13
+0.33
+0.43
+0.03
-0.61
-0.40
+0.03
+0.24
+0.88
+0.65
-0.73
-0.65
-0.50
-0.42
-0.14
+0.44
+0.72

Sheet 07 A_150_155

07/13/2007



Sheet 07 A_155_160

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

160A — 5303' — 161A — 5298' — 162A — 5318' — 163A — 5293' — 164A — 5298' — 165A

MAINTENANCE: T&S-08/05

RAIL: 05RWF141S; 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136P; 86NWF132S; 97NWF136P; 97NWF136S; 97NWF136P

RAIL: 97NWF136S; 97NWF136P; 97NWF136S; 97NWF136P; 73NWF132S; 97NWF136P; 97NWF136S; 97NWF136P

TRAFFIC DENSITY MGT: → 23.5(39.1); ← 15.6

64-TN(SR)

CRAIG @ 161A

S E W N

161.66

TRACK LAYOUT: 731508V; 731509C; 731513S; 731515F; 731516M; 731523X; 731524E

LINE SEGMENT: HIGHLAND AVE; KEENE ST; SR 72; PRIVATE; BELL RD; PRIVATE

0179

CURVATURE

ALIGNMENT: 4.2L; 1.5R; 2.3L; 1.7R; 2.3L; 2.5R; 1.7R; 2.3L; 2.2R; 1.5L; 1.5R; 2.0R; 2.0L

2.00; 1.00; 3.00; 1.50; 3.00; 3.00; 1.50; 3.00; 2.50; 1.00; 1.00; 2.00; 2.00

ELEVATION

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

GRADE: -0.24; -0.48; -0.40; -0.25; -0.17; +0.74; +0.52; +0.57; +0.68; +0.74; +0.02; -0.58; +0.02; +0.19; +0.53; +0.70; +0.44; -0.12; -0.38; -0.47; -0.64; -0.72; -0.41; +0.22; +0.53; -0.02; -0.69

Sheet 07 A_160_165

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

165A	166A	167A	168A	169A	170A
	5288'	5298'	5303'	5288'	5278'

MAINTENANCE

T&S-08/05

RAIL

97NWF136P | 97NWF136S | 74NWF132S | 98NWF132P | 74NWF132S | 02NWF132S | 74NWF132S | 96NWF132S | 04NWF132P | 74NWF132S

97NWF136P | 97NWF136S | 74NWF132S | 02NWF132S | 74NWF132S | 91NWF132P | 74NWF132S

TRAFFIC DENSITY MGT

→ 23.5(39.1)

← 15.6

64-TN(SR)

PHILADELPHIA
165A

S
E W
N

165.60-1CAB-12' | 166.30-2CSB-61' | 166.70-1DSO-44'(05) | 168.20-1BSO-31'(05) | 168.60-1CSB-30' | 169.85

TRACK LAYOUT

LINE SEGMENT

734500B	731525L	731526T	731527A	731528G	731529N	731530H 731531P	904357N	731532W	731533D	731534K	731535S
POND CREEK RD	CHRISTIAN ST	WATERWAY REED SPRING RD	SWEETWATER CREEK PRIVATE	SWEETWATER CREEK PRIVATE	PRIVATE	PRIVATE OLD SWEETWATER RD PRIVATE	SWEETWATER CREEK PRIVATE	SWEETWATER CREEK PRIVATE	PRIVATE	PRIVATE	US 11

0179

CURVATURE

ALIGNMENT

2.0L | 2.7R | 2.7L | 2.0R | 1.6R | 2.0L | 2.3R | 2.5L

ELEVATION

2.00 | 3.50 | 3.50 | 2.00 | 1.50 | 2.00 | 3.00 | 2.50

FREIGHT SPEED TANGENT (CURVE)

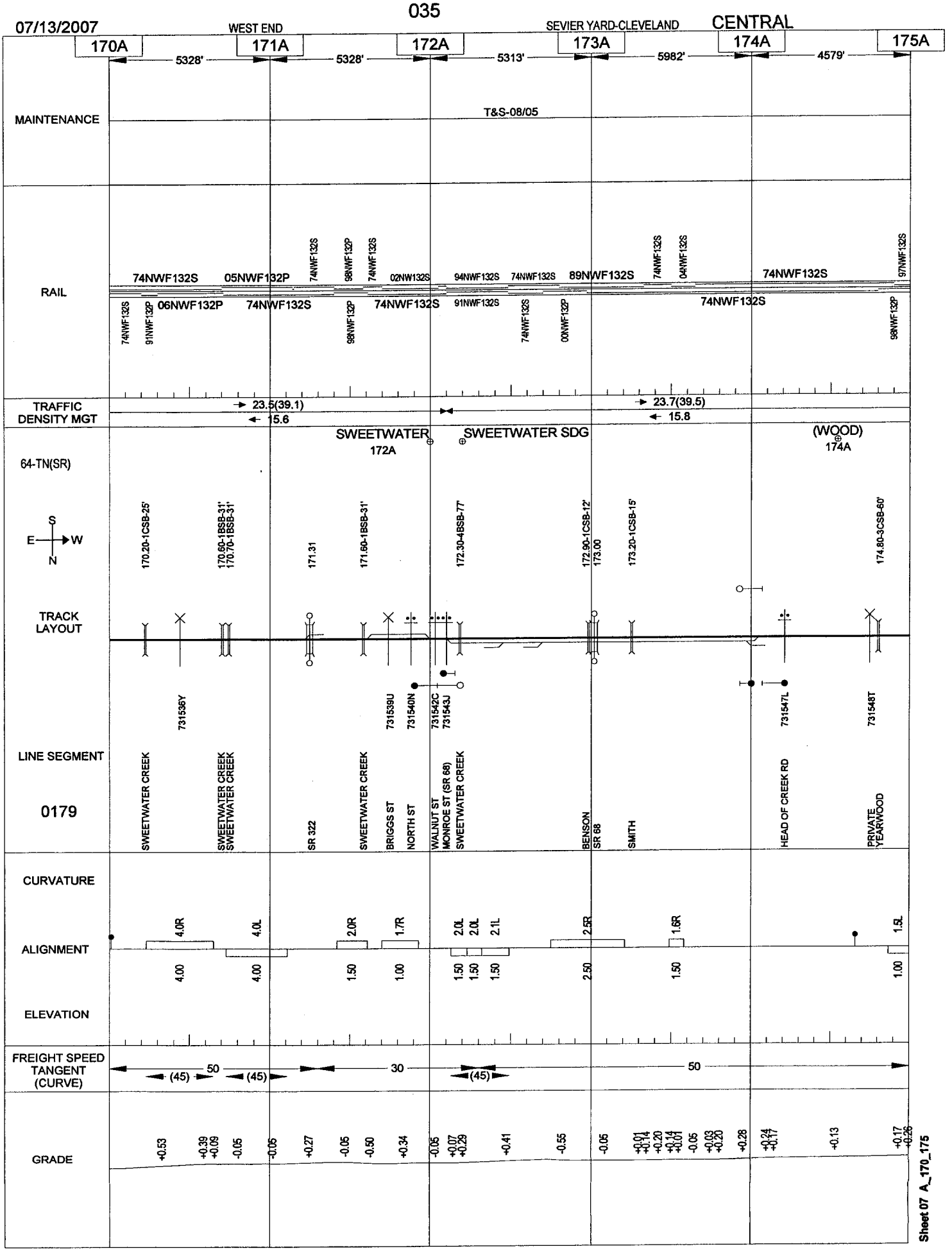
50

GRADE

+0.48 | -0.02 | -0.35 | +0.26 | -0.52 | -0.02 | +0.11 | +0.38 | +0.52 | +0.55 | +0.62 | +0.66 | +0.33 | -0.34 | -0.68 | -0.35 | +0.31 | +0.64 | -0.68 | +0.62 | -0.32 | -0.02 | -0.32 | +0.59 | -0.02 | -0.39 | -0.02 | +0.42 | +0.34 | +0.12 | -0.02

Sheet 07 A_165_170

07/13/2007



Sheet 07 A_170_175

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

175A	176A	177A	178A	179A	180A
	5303'	5303'	5293'	5283'	5318'

MAINTENANCE: T&S-08/05

RAIL: 97NWF132S, 74NWF132S, 97NWF132S, 74NWF132S, 99NWF132S, 74NWF132S, 02NWF132S, 74NWF132S, 03NWF132S, 74NWF132S, 90NWF132P, 74NWF132S; 74NWF132S; 03NWF132P, 74NWF132S

TRAFFIC DENSITY MGT: → 23.7(39.5) ← 15.8

64-TN(SR)

(REAGAN) 176A

NIOTA 180A

S E W N

TRACK LAYOUT

LINE SEGMENT 0179	731549A	731550U	731551B	731552H	731553P	731554W	731556K	731558Y	731559F	731560A	731561G
	PRIVATE	PRIVATE	PRIVATE	REAGAN RD	RED SMALL RD-CR 351	PRIVATE	FARRELL ST GAS SPUR	MERIDIAN LANE	BLAIR RD	GREEN ST	BURN RD

CURVATURE / ALIGNMENT / ELEVATION

	1.5L	1.6L			2.0L	1.5R	1.6L	1.3R	2.6L	2.0R	
	1.00	1.50			2.00	1.00	1.50	1.00	3.50	2.00	

FREIGHT SPEED TANGENT (CURVE): 50 | 45

GRADE: +0.30, -0.05, +0.34, +0.31, +0.36, +0.47, +0.52, +0.55, +0.61, +0.64, +0.49, +0.18, +0.03, -0.12, -0.42, -0.57, -0.64, +0.03

Sheet 07 A_175_180

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

180A	181A	182A	183A	184A	185A
	5303'	5313'	5288'	5293'	5836'

MAINTENANCE

T&S-08/05

T&S-02/06

RAIL

74NWF132S 99NWF132S

74NWF132S

74NWF132S 74NWF132S 04NWF132P

05NWF132S 74NWF132S

99NWF136S 99NWF136P

99NWF136S 99NWF136P

99NWF136S

99NWF136P

99NWF136S

99NWF136P

TRAFFIC DENSITY MGT

→ 23.7(39.5)

← 15.8

64-TN(SR)

HUTSELL
185A

S
E W
N

182.25-5MSO-147'

183.40

TRACK LAYOUT

LINE SEGMENT

0179

731562N FARRELL ST

731563V PRIVATE

731564C PRIVATE

731566R PRIVATE

731567X LEE HWY

731568E US 11 BUS

731570F RED FERN RD

CURVATURE

2.0L 1.7R 1.5R 2.0L 1.5R 1.7L 3.5L

ALIGNMENT

2.00 1.50 1.00 2.00 1.00 1.50 3.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

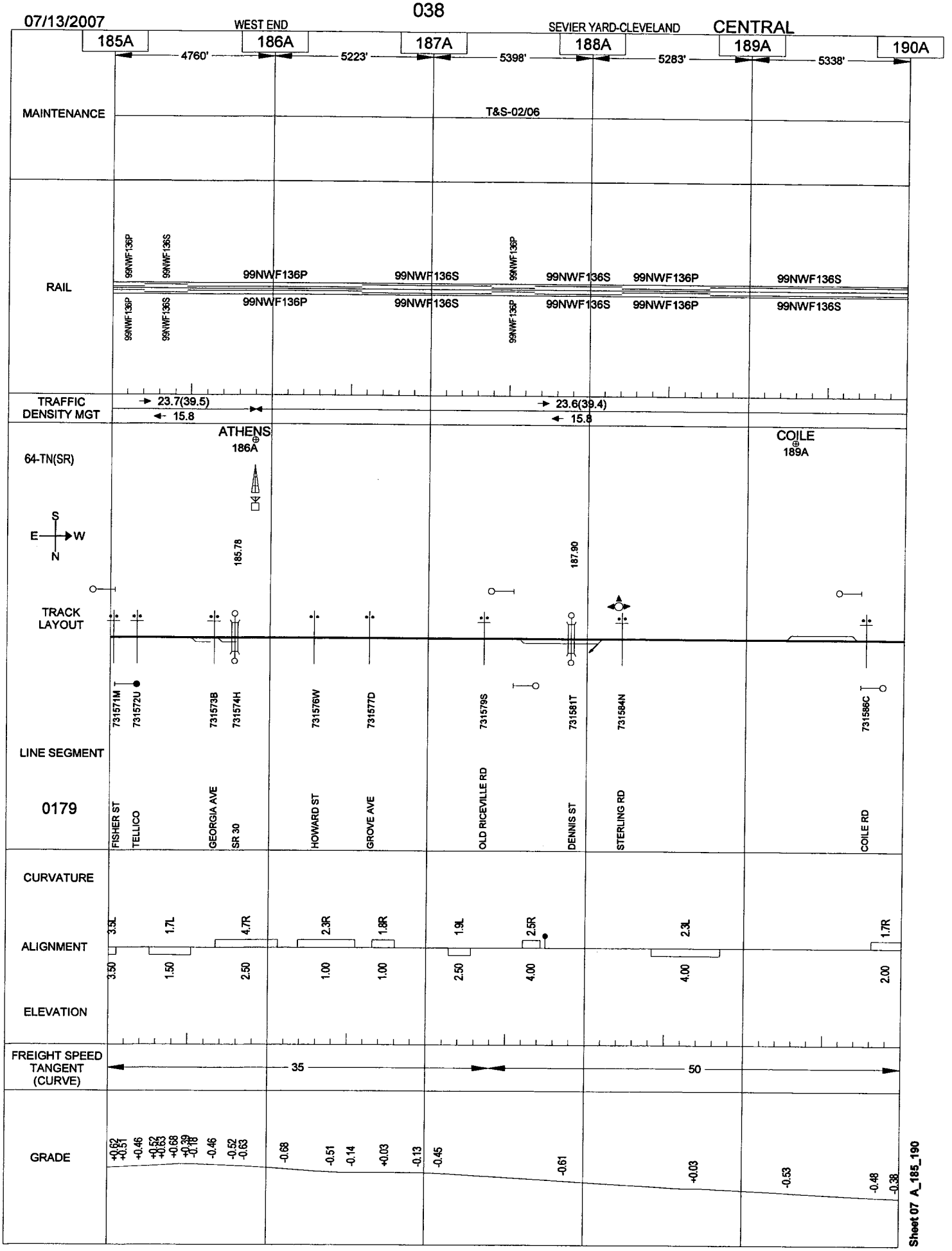
45 — 50 — 35

GRADE

-0.22 -0.56 +0.03 -0.52 -0.38 -0.11 +0.03 -0.14 -0.51 -0.68 -0.42 +0.09 +0.35 +0.22 -0.04 -0.17 -0.13 -0.04 0.00 -0.28 0.00 +0.17 +0.50 +0.67

Sheet 07 A_180_185

07/13/2007



Sheet 07 A_185_190

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

190A	191A	192A	193A	194A	195A
	5283'	5439'	5308'	5288'	5318'

MAINTENANCE: T&S-02/06

RAIL: 99NWF136S / 99NWF136S — 99NWF136P / 99NWF136P — 74NWF132S / 74NWF132S

TRAFFIC DENSITY MGT: → 23.6(39.4) ← 15.8

64-TN(SR)

(RICEVILLE) @ 193A

TEST MILE — TEST MILE

193.10-5BSB-86'

194.20-3BSB-55'

S E W N

TRACK LAYOUT

LINE SEGMENT: 0179

731588R	731589X	731590S	731592F	731593M	731594U	731596H	731597P	731598W
PRIVATE	PRIVATE	CR-717	PRIVATE	LEE HWY (SR 2)	OLD RICEVILLE RD	PRIVATE	WATERWAY	PRIVATE	PRIVATE

CURVATURE

ALIGNMENT: 1.7R 1.5L 1.5R 1.0L 0.2R 0.7L 1.2R 2.0L 1.0R

ELEVATION: 2.00 1.50 1.50 1.00 1.00 1.00 1.00 2.50 1.00

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: -0.38 -0.33 -0.45 -0.40 -0.31 -0.26 +0.03 -0.27 +0.03 -0.66 -0.59 -0.49 -0.43 -0.19 +0.29 +0.53 +0.28 -0.21 -0.46 -0.34 -0.12 0.00 +0.04

Sheet 07 A_190_195

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

195A	196A	197A	198A	199A	200A
	5258'	5358'	5323'	5308'	5182'

MAINTENANCE: T&S-02/06; T&S-06/07

RAIL: 74NWF132S; 02NW132S; 74NWF132S; 92NWF136S; 74NWF132S; 92NWF136S

TRAFFIC DENSITY MGT: → 23.6(39.4); ← 15.8

64-TN(SR)

SANFORD 196A

S E W N

TRACK LAYOUT

LINE SEGMENT: 0179

731599D	731600V	731602J	731603R	731604X	731605E	731606L
PRIVATE	PRIVATE	SANFORD RD	BRITTON ROAD	PRIVATE	GUY HARRIS ROAD	PRIVATE

CURVATURE: 1.0R; 1.3L; 1.1R; 1.1L; 1.0R; 1.0L

ALIGNMENT

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 50

GRADE: +0.11, +0.15, +0.28, +0.55, +0.68, +0.51, +0.17, 0.00, -0.53, -0.57, -0.84, -0.68, -0.59, -0.41, -0.32, -0.24, -0.08, 0.00, -0.15, -0.46, -0.62

Sheet 07 A_195_200

07/13/2007

WEST END — SEVIER YARD-CLEVELAND — CENTRAL

200A — 5419' — 201A — 5263' — 202A — 5353' — 203A — 5318' — 204A — 5303' — 205A

MAINTENANCE: T&S-06/07

RAIL: 92NWF136S / 92NWF136S

TRAFFIC DENSITY MGT: 24.5(41.0) / 16.5 — 24.6(41.1) / 16.5

64-TN(SR)

(CALHOUN) 200A — CHARLESTON 201A

S E W N

200.00-1BSO-31'(05)

200.40-3BSB-107'
200.50-3TGB-288'(98)
200.60-1BSO-31'

TRACK LAYOUT

LINE SEGMENT: 0179

731610B — CALHOUN
731611H — CSXT
731615K — HIAWASSEE RIVER LEE HWY US 11 — CASS ST — WOOL ST
731618F — SHEFFEY LN

CURVATURE / ALIGNMENT

1.0R 0.5R 0.5R 1.7R 0.7R 3.0L 1.5R 1.9R 1.5R

ELEVATION

1.00 1.00 1.00 1.50 1.00 3.50 1.00 2.00 1.00

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

GRADE

-0.62 0.00 +0.28 -0.84 +0.45 -0.05 -0.66 -0.05 +0.63 +0.68 +0.78 +0.83 +0.42 -0.42 -0.83 -0.46 +0.27 +0.64 +0.66 +0.69 +0.71

Sheet 07 A_200_205

07/13/2007

WEST END | SEVIER YARD-CLEVELAND | CENTRAL

205A | 5293' | 206A | 5318' | 207A | 5218' | 208A | 5388' | 209A | 5313' | 210A

MAINTENANCE: T&S-06/07

RAIL: 92NWF136S | 00NWF136S | 00NWF136P | 00NWF136S | 00NWF136P

TRAFFIC DENSITY MGT: → 24.6(41.1) ← 16.5 | → 24.6(41.2) ← 16.6

64-TN(SR)

TASSO 207A

TEST MILE | TEST MILE

207.60-2BSB-41' | 208.40-2BSB-36' | 208.62

TRACK LAYOUT

731623C | 731625R | 731626X | 731627E

LINE SEGMENT 0179

PRIVATE | TASSO LN | WHEELER | OLD TASSO ROAD | LITTLE CHATATA | STUART ROAD EXT | 20TH ST

CURVATURE

ALIGNMENT: 1.5R | 1.5L | 4.0R | 3.2L | 3.0R

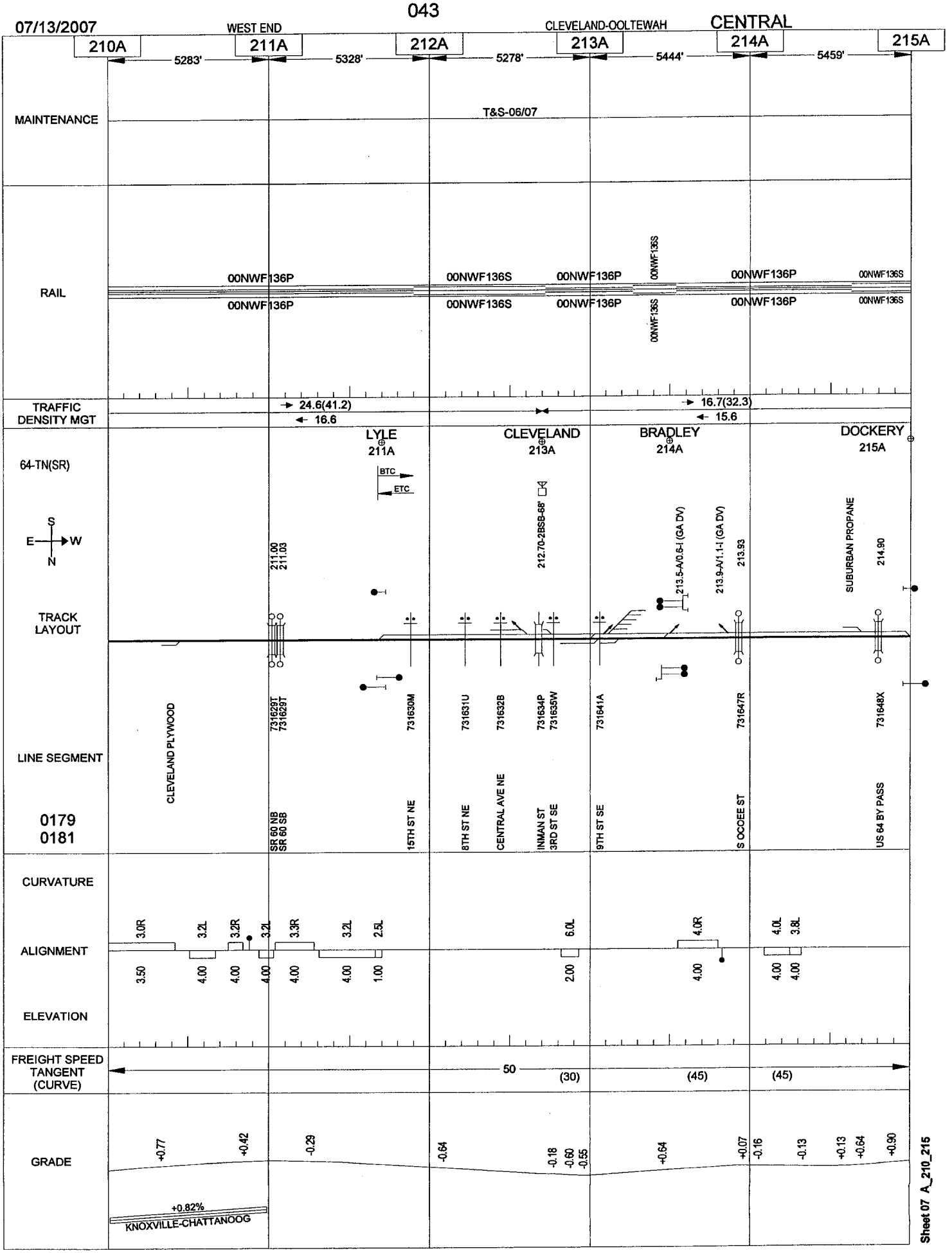
ELEVATION: 1.00 | 1.00 | 4.00 | 4.00 | 3.50

FREIGHT SPEED TANGENT (CURVE): 50 (45)

GRADE: +0.71 | +0.52 +0.14 | -0.05 | -0.15 -0.34 | -0.44 -0.52 -0.67 | -0.75 | -0.57 | -0.23 | -0.05 | +0.01 +0.26 | +0.32 | +0.36 | +0.50 | +0.79 | +0.94 | +0.90 +0.81 | +0.77

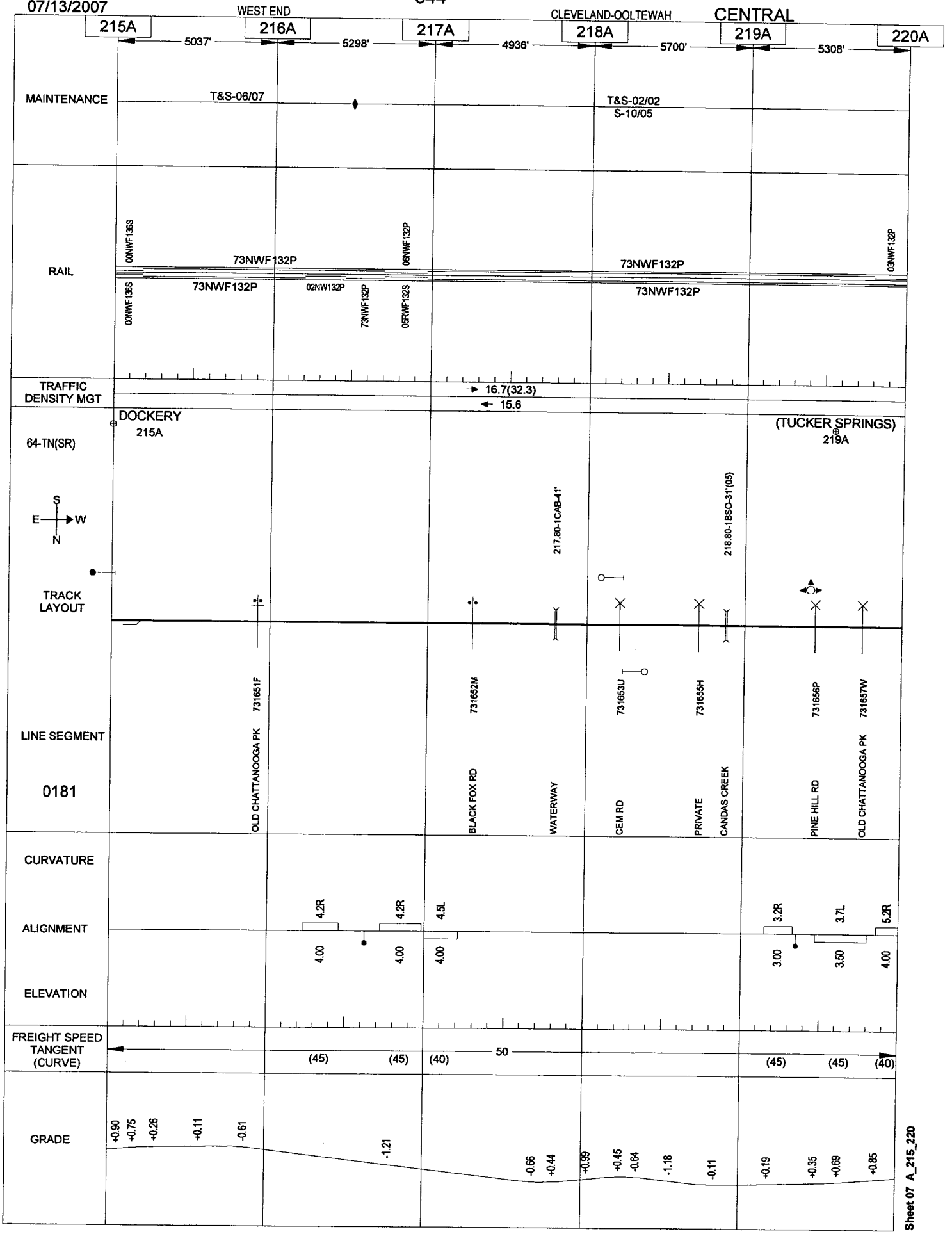
Sheet 07 A_205_210

07/13/2007



Sheet 07 A_210_215

07/13/2007



Sheet 07 A_215_220

07/13/2007

WEST END — CLEVELAND-OOLTEWAH — CENTRAL

220A	221A	222A	223A	224A	225A
	5278'	5248'	5037'	5645'	5313'

MAINTENANCE

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

RAIL

03NWF132P
73NWF132P
73NWF132P 05NWF132P 73NWF132P 05NWF132P 73NWF132P

TRAFFIC DENSITY MGT

16.7(32.3)
15.6

64-TN(SR)

MCDONALD
220A

TRACK LAYOUT

223.80-2WTB-23'
224.40-4BSB-80'
224.90-4BSB-78'

LINE SEGMENT

0181

731659K S MCDONALD ROAD
731661L SW DANCE HALL RD
731663A PINE HILL ROAD
HINCHES
731664G PRIVATE
731665N WATERWAY
EDGMOND RD
LITTLE WOLFTEVER CRK

CURVATURE

ALIGNMENT

5.2R 5.4L 2.3R 4.5L 2.3L 1.2L 3.3R 3.5R 2.0R

ELEVATION

4.00 4.00 1.00 3.50 1.00 1.00 2.00 2.00 1.00

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (40) (40) 50 (40) (40) (40) (40)

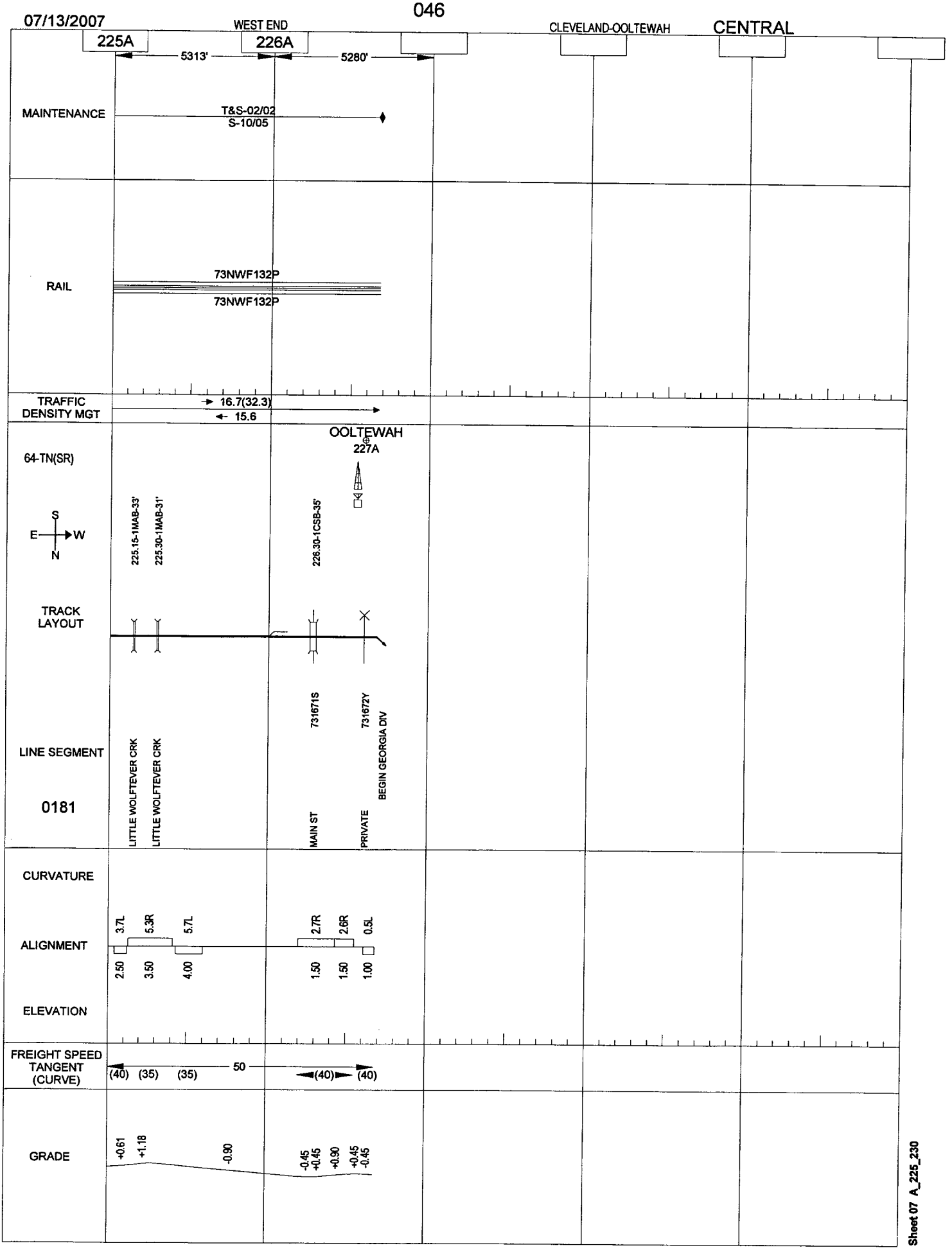
GRADE

+0.85 +0.48 -0.16 -0.53 -0.17 +0.54 +0.90 +0.40 -0.60 -1.10 -0.90 -0.50 -0.30 -0.57 -1.13 -1.40 +0.70

+1.10%
CHATANOOGA-KNOXVILLE

Sheet 07 A_220_225

07/13/2007



Sheet 07 A_225_230

05/30/2007

ATLANTA NORTH — 227A — 5280' — 5338' — OOLTEWAH-JERSEY — 228A — 5152' — GEORGIA — 229A — 5197' — 230A

MAINTENANCE #1: T&S-03/05

MAINTENANCE #2: T&S-05/05 — T&S-03/05

RAIL #1: 05NWF141P — 05NWF141S — 05NWF141P — 05NWF141S

RAIL #1: 05NWF141P — 05NWF141S — 05NWF141P — 05NWF141S

RAIL #2: 97NWF136S — 97NWF136P 97NWF136S

RAIL #2: 97NWF136S — 97NWF136P 97NWF136S

TRAFFIC DENSITY MGT: 42.8(54.5#1) — 66.3(54.5#2)

64-TN(SR)

OOLTEWAH 15H

W S N E

TRACK LAYOUT #1 #2

226.70-1CAB-32'
226.8-A = 15.12-H
226.98-3BSB-178'

227.40-1CAB-20'
227.49-1CAB-12'

229.35

LINE SEGMENT 0113

BEGIN CENTRAL DIV
OOLTEWAH CREEK
SR 321
OOLTEWAH CEMETERY RD 731673F
731674M
CLEVELAND PIKE
WATERWAY
731675U
OLD CLEVELAND PIKE

CURVATURE #1: 3.0L — 1.2L — 2.2R

ALIGNMENT #2: 0.5L — 1.50 — 1.00 — 2.50

1.00 — 3.0L — 1.3L — 2.2R

ELEVATION #2: 1.50 — 1.00 — 2.50

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

GRADE: +0.50 — +0.75 — -0.75

Sheet 04 A_225_230

05/30/2007

ATLANTA NORTH — OOLTEWAH-JERSEY — GEORGIA

230A — 5187' — 231A — 5298' — 232A — 5197' — 233A — 5409' — 234A — 5228' — 235A

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

RAIL
#1 05NWF141P 05NWF141S 05NWF141P 05NWF141S 05NWF141P 05NWF141P 05NWF141S 05NWF141P 05NWF141S
#2 97NWF136P 97NWF136S 97NWF136P 97NWF136S 97NWF136S 97NWF136P 97NWF136S 97NWF136P

TRAFFIC DENSITY MGT
→ 42.8(54.5#1)
← 66.3(54.5#2)

64-TN(SR)

SUMMIT 230A — (TYNER) 232A — JERSEY 235A

TEST MILE — TEST MILE

TRACK LAYOUT
#1
#2

229.97 — 231.80-1CAB-16' 231.70-3CSB-142' — 232.10-1CAB-16' — 234.51 234.52

LINE SEGMENT 0113

736671J — 736672R — 736674E — 736676T — 736677A — 736678G 736678G

I-75 — BONNY OAKS DR — WATERWAY — HICKORY VALLEY RD — NOAH REID RD — JERSEY PIKE — SR 153 NB SR 153 SB

CURVATURE
#1 2.2L 3.0R 1.0R 2.1L 2.2R 1.2L 2.1L

ALIGNMENT
2.50 3.50 1.00 2.00 2.50 1.00 2.00

#2 2.2L 3.0R 1.0R 2.1L 2.2R 1.2L 2.1L

ELEVATION
2.50 3.50 1.00 2.00 2.50 1.00 2.00

FREIGHT SPEED
TANGENT 50
(CURVE) 50

GRADE
-0.75 -1.00 -0.82 0.00 -0.66 +0.75 -0.65

Sheet 04 A_230_235

05/30/2007

ATLANTA NORTH | COLTEWAH-JERSEY | GEORGIA

235A

5280'

MAINTENANCE #1 #2

RAIL #1 #2 — 06NWF141S

TRAFFIC DENSITY MGT

JERSEY
235A

64-TN(SR)

W S N E

BEGIN CENTRAL DIV

TRACK LAYOUT #1 #2

LINE SEGMENT

0113

CURVATURE #1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED TANGENT 50
(CURVE) 50

GRADE +0.35

Sheet 04 A_235_240

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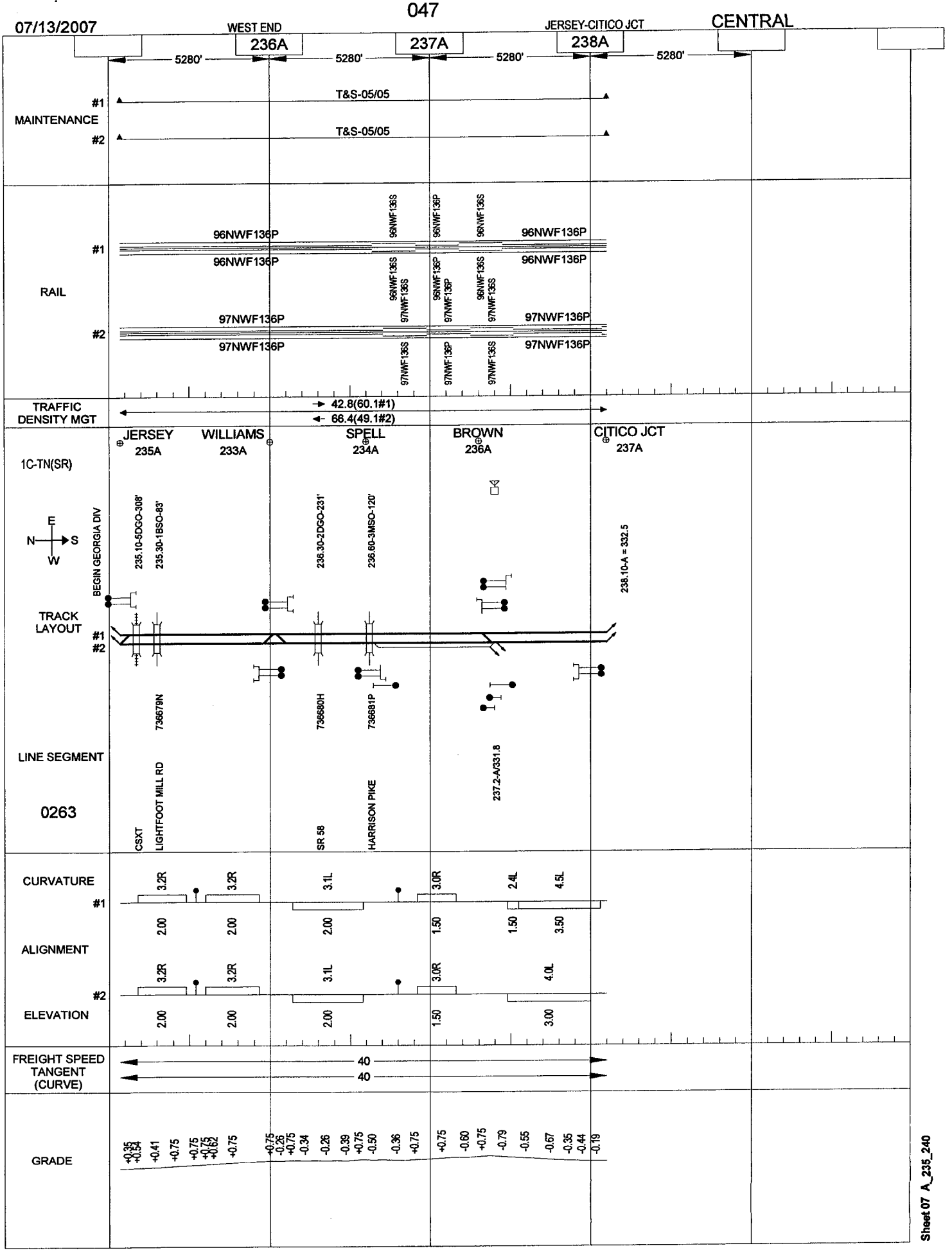
07/13/2007



Sheet 07 A_235_240

07/16/2007

APPALACHIA — ANDOVER-MOCCASIN GAP — CENTRAL

0T | 5308' | 1T | 6087' | 2T | 5549' | 3T | 5308' | 4T | 5147' | 5T

MAINTENANCE: T&S-11/01, S-06/04

RAIL: 74WF132S, 96NWF136P, 98RWF136S, 96NWF136S, 96NWF136P, 79NWF132P, 89NWF132P

TRAFFIC DENSITY MGT: 28.2(39.0) → / ← 10.8; 27.4(35.0) → / ← 7.6; 27.1(33.4) → / ← 6.3; 32.2(39.7) → / ← 7.5

VA(VSW)

ANDOVER 0T — APPALACHIA 19085 — (ST CHARLES JCT) 2T — BIG STONE GAP 4T — (HARPER) 3T

TRACK LAYOUT

LINE SEGMENT: 0216

US 23 — KILBOURNE AVE-SR1309 — CALLAHAN CREEK — PINE ST (SR 1319) — US 23 — N INMAN RD (SR 68) — PIGEON CREEK — US 23 — POWELL RIVER — CSXT ABANDONED (L&N) — CALLAHAN TUNNEL — CSXT CONNECTION — E 9TH ST — E 19TH ST — VA 68 — NORTH FORK POWELL

CURVATURE / ALIGNMENT / ELEVATION

FREIGHT SPEED TANGENT (CURVE): 40 — (20) (25) (25) — (25) (25) (25)(30) (25) (30) (30) — (30) (30) (30)

GRADE: 0.00 -0.99 -0.01 -0.12 +0.03 -1.07 -0.97 -1.47 -1.16 -0.56 -0.25 -0.17 0.00 +0.08 -0.37 -1.40 -2.19 +0.28

Sheet 07 T_0_5

07/16/2007

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL

5T | 5273' | 6T | 5363' | 7T | 4916' | 8T | 5640' | 9T | 5298' | 10T

MAINTENANCE

T&S-11/01
S-06/04

RAIL

89NWF132P | 89NWF132S | 06NWF132P | 01NW132P | 89NWF132P | 89NWF132S | 89NWF132P | 89NWF132S

89NWF132P | 89NWF132S | 06NW132P | 89NWF132P | 04NWF132P | 89NWF132P | 03NWF132P | 89NWF132S | 89NWF132P | 98RWF136S | 89NWF132P | 89NWF132S

TRAFFIC DENSITY MGT

→ 32.2(39.7)
← 7.5

VA(VSW)

(ELVERTON) 5T

(IRONDALE) 8T

N W E S

005.10-1TGO-80'(87)
005.20
005.20
005.70
005.80-13BSB-364'
006.10-5BSB-131'
006.80-3CSB-78'
007.40-1DGO-50'(95)
008.70-1CBB-10'

TRACK LAYOUT

LINE SEGMENT

0216

714997N
714998V
715001J
715002R
715003X
715004E
715005L
715006T
715007A
715008G
715009N
715010H
715011P
715012W
715013D

SOUTH FORK POWELL
US 23 SB
US 23 NB
SR 609
SR 683
SR 613
WATERWAY
PIKE RD
PRIVATE
SR 612
WILD CAT CREEK
SR 668
PRIVATE
PRIVATE
SR 66 B
WATERWAY
SR 795
SR 837
PRIVATE
PRIVATE
SR 866

CURVATURE

ALIGNMENT

ELEVATION

7.5L 2.0R 9.8R 5.8R 7.0R 8.0R 10.0L 10.1L 6.8R 5.0R 4.2R 9.5R 5.2L 2.8L 2.7R 5.5L 1.7L 5.5R 3.5L 4.5R

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

FREIGHT SPEED TANGENT (CURVE)

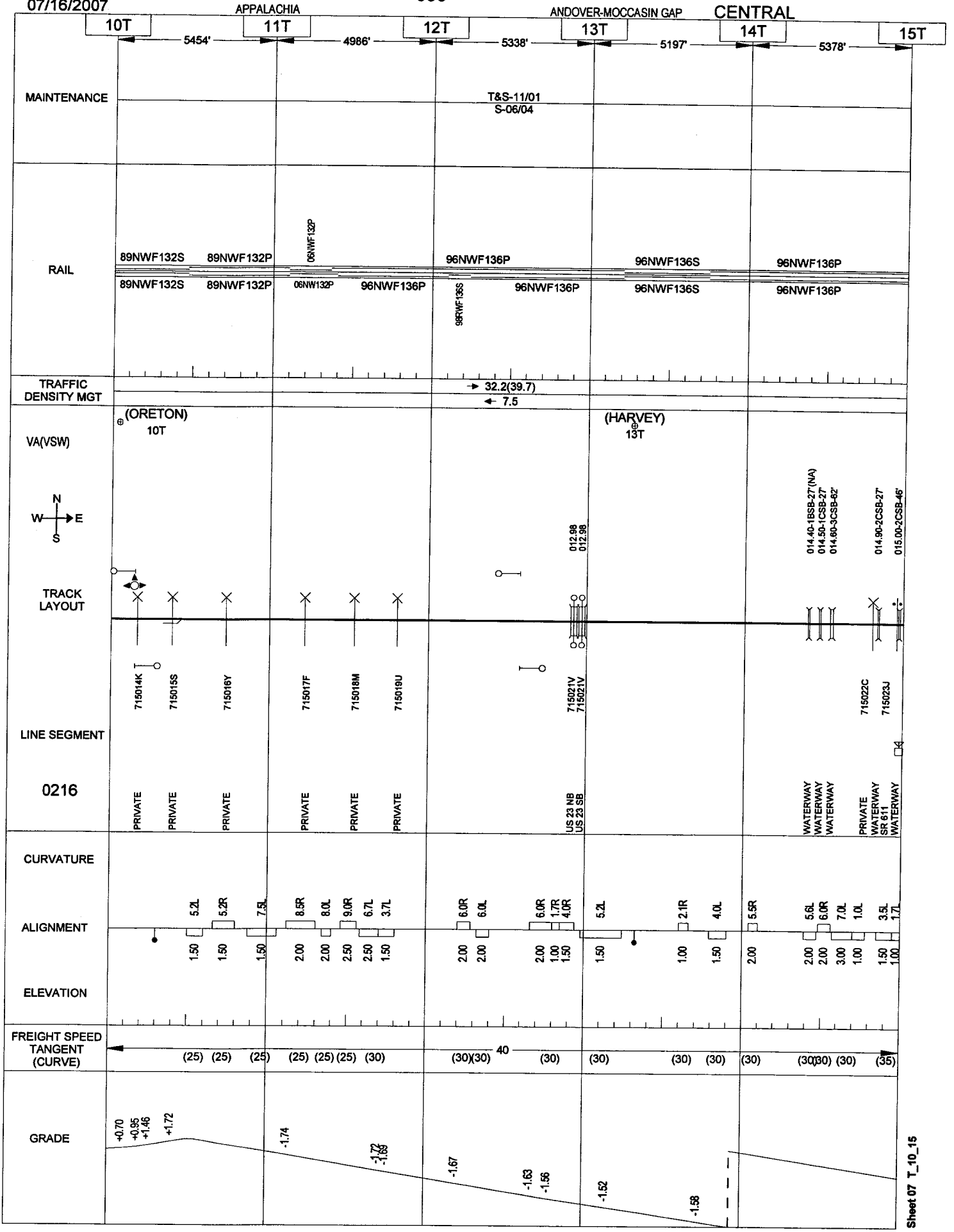
(30) (30) (25) (25) (25) (25) (25) 40 (25) (25) (25) (25) (25) (25) (25) (25)

GRADE

+1.60 +1.52 +1.37 +1.29 +1.38 +1.57 +1.66 -1.02 -1.47 +0.03 +1.25 +1.78 +1.61 +1.62 +1.39 +0.93 +0.70

Sheet 07 T_5_10

07/16/2007



Sheet 07 T_10_15

07/16/2007

APPALACHIA

ANDOVER-MOCCASIN GAP

CENTRAL

15T | 16T | 17T | 18T | 19T | 20T

5338' | 5429' | 5207' | 5298' | 4991'

MAINTENANCE

T&S-11/01
S-06/04

T&S-08/06

RAIL

96NWF136P | 96NWF136S | 96NWF136P | 96NWF136S | 96NWF136P | 96NWF136S | 90NWF132S | 90NWF132P | 90NWF132S | 90NWF132P

96NWF136S | 96NWF136P | 96NWF136S | 96NWF136P | 96NWF136S | 90NWF132S | 90NWF132P | 90NWF132S | 90NWF132P | 90NWF132P

TRAFFIC DENSITY MGT

32.2(39.7)
7.5

VA(VSW)

JASPER 15T

TITO 16T

(DUFFIELD) 19T

N
W E
S

016.60-1DGO-50'

018.10-1CSB-17'

019.30-5MSB-217'

TRACK LAYOUT

715024R | 715025X | 715026E | 715027L | 715028T | 715029A | 715030U | 904264U | 715031B | 715032H | 715033P | 715035D | 715036K | 715037S | 715038Y

LINE SEGMENT

0216

NORTH FORK CREEK | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE WATERWAY | PRIVATE | PRIVATE | US 23 | PRIVATE | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT

1.7L | 3.0L | 2.0L | 3.7L | 6.3R | 2.0R | 1.2L | 5.0R | 2.0L | 8.0L | 5.2R | 9.0L | 5.5R

ELEVATION

1.00 | 1.50 | 1.00 | 1.50 | 3.50 | 1.00 | 1.00 | 2.50 | 1.00 | 2.00 | 1.00 | 2.50 | 1.50

FREIGHT SPEED TANGENT (CURVE)

(35) (35) (35) (35) (35) 40 (35) (35) (35) (25) (25) (25) (25)

GRADE

-1.58 -1.38 -0.62 +0.02 -0.85 -0.96 -1.19 -1.30 -1.17 -0.90 -0.77 -0.57 -0.18 +0.02 -0.88 +0.81 +0.02 -1.36 -1.26 -1.07 -0.98 -0.73 -0.26 -0.01 +0.37 +1.14 +1.52

Sheet 07 T_15_20

07/16/2007

APPALACHIA — ANDOVER-MOCCASIN GAP — CENTRAL

20T | 21T | 22T | 23T | 24T | 25T

5016' | 5821' | 5720' | 4871' | 5509'

MAINTENANCE: T&S-08/06

RAIL: 90NWF132P; 90NWF132S; 98RWF136S; 02NW132P; 03NWF132P; 04NWF132P; 05NWF132P; 90NWF132P; 93NWF132P

TRAFFIC DENSITY MGT: → 32.2(39.7) ← 7.5

VA(VSW)

(SUNBRIGHT) 21T

(NATURAL TUNNEL) 23T

GLENITA 25T

021.92

023.20-27MSC-548'(94)

024.10-697'

024.20-1DGO-60'(98)

024.21-145'

TRACK LAYOUT

LINE SEGMENT: 715039F; 715040A; 715041G; 715042N; 715043V; 715045J; 715046R; 715047X; 715051M

0216: PRIVATE; PRIVATE; PRIVATE; PRIVATE; SR 654; SR 58; SR 871; NATURAL TUNNEL; PEDESTRIAN CROSSING; STOCK CREEK; LITTLE TUNNEL; PRIVATE

CURVATURE

ALIGNMENT: 6.7L 5.0R 5.5L 6.7R | 3.0L 9.0L 2.7R 8.0R | 4.0L 2.2L 8.0R 4.8R 10.0L 3.5R 5.0L | 10.0R 5.5L 2.2L 12.0R 7.0L | 2.0R 17.7R 18.3L 7.5L 10.0R 4.0L

ELEVATION: 1.50 1.00 1.50 1.50 | 1.00 2.50 1.00 2.00 | 1.00 1.00 2.00 1.00 1.50 1.00 1.00 | 1.50 1.00 1.00 2.00 1.00 | 1.50 1.50 1.50 1.00 1.50 1.00

FREIGHT SPEED TANGENT (CURVE): (25) (25) (25) (25) | (25) (25) (25) (25) | (25) (25) (25) 40 (20) (20) (20) (20) | (20) (20) | (20) (20) [20] (15) (15) (20) (20) | (20)

GRADE: +1.52 +1.58 +1.99 +1.09 -0.15 -1.66 -1.61 -1.13 -1.61 -1.43 -1.08

Sheet 07 T_20_25

07/16/2007

APPALACHIA | ANDOVER-MOCCASIN GAP | CENTRAL

25T | 26T | 27T | 28T | 29T | 30T

5207' | 5082' | 5429' | 5172' | 5459'

MAINTENANCE: T&S-08/06

RAIL: 90NWF132P; 97NWF132P; 05NWF132P; 04NWF132P; 03NWF132P; 01NW132P; 05NWF132P; 06NWF132P; 04NWF132P; 90NWF132S; 99RWF132P; 04NWF132P; 90NWF132P; 02NW132P; 90NWF132P

TRAFFIC DENSITY MGT: → 32.2(39.7) ← 7.5

VA(VSW): (CLINCHPORT) 27T; (COPPER) 28T; (SPEERS FERRY) 30T

025.00-2CSB-26'; 025.40-5BSB-120'; 025.60-1TGO-71'(93); 025.70-13BSB-196'; 026.60-11MSO-314'(02); 026.90-4MSO-391'(78); 028.30-9DGO-321'(02); 029.10-4DGO-339'(86); 029.70

TRACK LAYOUT

LINE SEGMENT: 715052U; 715053B; 715054H; 715055P; 715056W; 715057D; 715058K; 715059S; 904263M

0216: WATERWAY; PRIVATE; PRIVATE; SR 812; STOCK CREEK; STOCK CREEK; ROAD & WATERWAY; SR 644, WATERWAY; CLINCH RIVER; PRIVATE; PRIVATE; COOPER CREEK; PRIVATE; US 23; SR 629; CSXT (CLINCHFIELD); PRIVATE

CURVATURE

ALIGNMENT: 6.0L; 12.0R; 10.0L; 8.0R; 8.5L; 12.5L; 9.5L; 9.0R; 10.0R; 10.0R; 2.2R; 5.0R; 8.5L; 5.0L; 1.7L; 4.2R; 7.0R; 6.5R; 5.5L; 4.0L; 6.0R; 9.5L; 1.2R; 8.0L; 0.8R

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

FREIGHT SPEED TANGENT (CURVE): (20) (20) (20) (20) (20) (20) (20) (20) (20) 40 (20) (25) (25) (25) (25) (25) (25) (25)

GRADE: -0.91; -0.88; -0.23; -0.01; -1.51; -0.64; -0.91; -0.46; -0.01; -0.01; +0.02; +0.09; +0.12; -1.07; -0.01; -0.04; -0.01; +0.34; +0.66; +1.30; +1.62; +1.54; +1.52; +1.54; +1.59; +1.61; +1.44; +1.74; +1.12

Sheet 07 T_25_30

07/16/2007

APPALACHIA | ANDOVER-MOCCASIN GAP | CENTRAL

30T | 5268' | 31T | 5288' | 32T | 5318' | 33T | 5348' | 34T | 5238' | 35T

MAINTENANCE: T&S-08/06; T&S-11/01, S-06/04

RAIL: 90NWF132S, 06NW132P, 90NWF132P, 04NWF132P, 06NW132P, 04NWF132P, 04NWF132P, 90NWF132P, 99RWF132P, 90NWF132P, 03NWF132P, 96NWF132P, 03NWF132P, 90NWF132P, 80NWF132P, 04NWF132P, 80NWF132P; 97NWF132P, 96NWF132P, 90NWF132P, 90NWF132S, 06NW132P, 05NW132P, 97NWF132P, 90NWF132P, 04NWF132P, 97NWF132P, 90NWF132P, 97NWF132P, 90NWF132P, 80NWF132P

TRAFFIC DENSITY MGT: → 32.2(39.7); ← 7.5

VA(VSW): WATKINS 32T; BOONE 33T; 031.10-9BSO-254'(01); 031.30-8BSO-221'(06); 031.60-4BSO-120'(01); 034.10-1CSB-11'(NA); 034.20-1CSB-10'

N W E S

TRACK LAYOUT

LINE SEGMENT: 715060L, 715061T, 715062A, 715063G, 715064N, 715065V, 715066C, 715067J, 715068R, 715069X, 715074U, 715075B, 904261Y, 904262F, 715077P, 715078W, 715079D, 715081E, 715082L, 715083T, 715084A

0216: PRIVATE, PRIVATE, PRIVATE, PRIVATE, WATERWAY PRIVATE, WATERWAY, WATERWAY, PRIVATE, PRIVATE, PRIVATE, SR 946, PRIVATE, PRIVATE, SR 789, WATERWAY PRIVATE, WATERWAY PRIVATE, PRIVATE, PRIVATE, PRIVATE, PRIVATE, PRIVATE

CURVATURE

ALIGNMENT: 6.7R, 3.5L, 2.0R, 3.3L, 4.2R, 2.0L, 3.5L, 3.5L, 2.0R, 5.2L, 7.0R, 10.0L, 7.0R, 2.0L, 3.0L, 7.5R, 3.5L

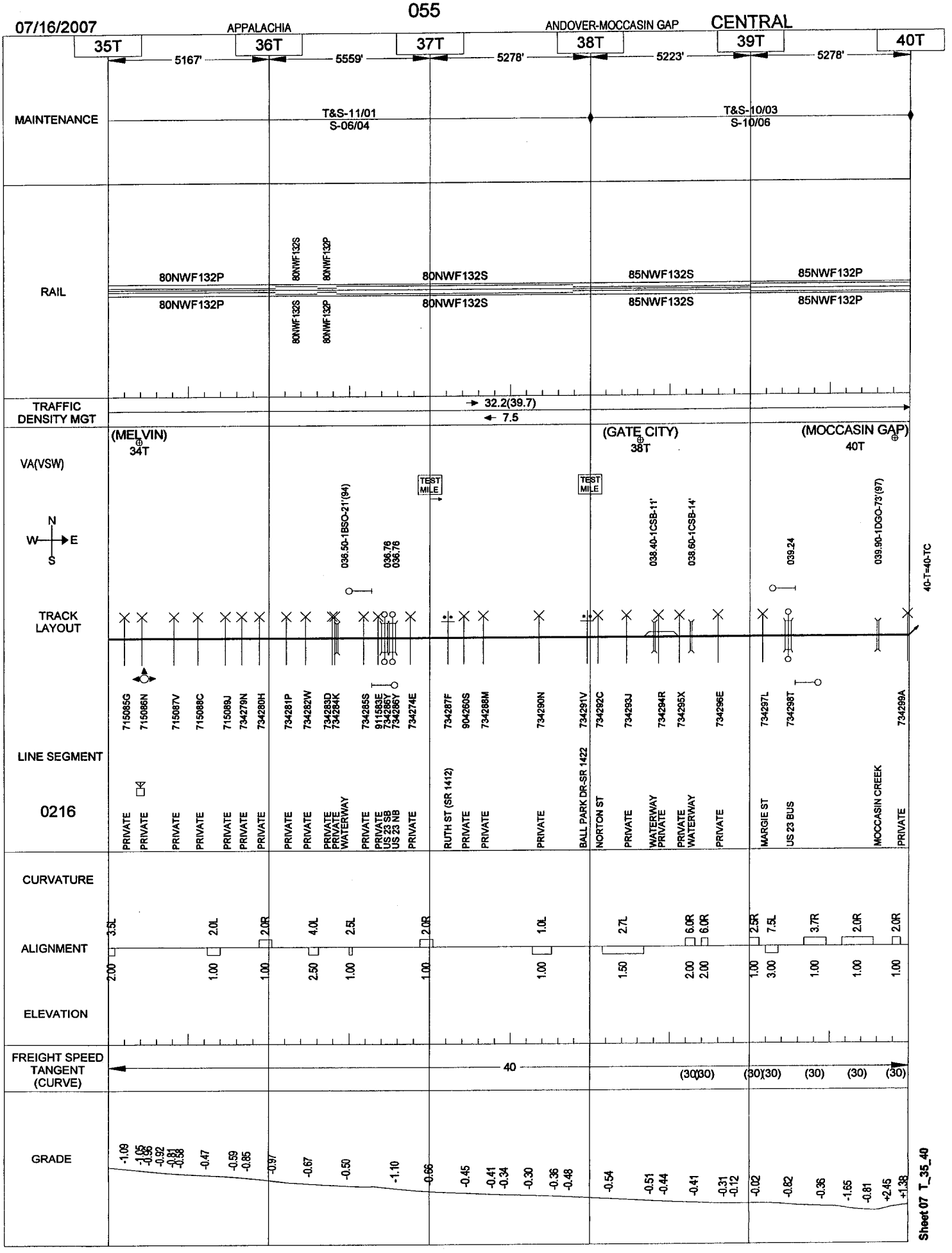
ELEVATION: 1.50, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.50, 1.50, 2.50, 1.50, 1.00, 1.00, 3.00, 2.00

FREIGHT SPEED TANGENT (CURVE): (25)(25) | (25)(25)(25)(25) | (25)(25) | (25)(25)(25)(25) | (30) | 40 | (30) | (30)

GRADE: +1.81, +1.57, +1.60, +1.51, +1.68, +0.79, -1.70, -1.66, -1.59, -1.55, -1.27, -1.02, -0.02, -1.06, -0.37, -1.17, -0.97, -1.09

Sheet 07 T_30_35

07/16/2007



Sheet 07 T_35_40

07/16/2007

APPALACHIA | MOCCASIN GAP-BULLS GAP | CENTRAL

40TC — 5529' — 41TC — 5429' — 42TC — 5248' — 43TC — 5982' — 44TC — 4504' — 45TC

MAINTENANCE: T&S-09/03, S-10/06

RAIL: 85NWF132P, 85NWF132S, 85NWF132P, 02NW132P, 85NWF132S, 85NWF132P, 85NWF132S, 85NWF132P; 85NWF132P, 85NWF132S, 85NWF132P, 85NWF132S, 85NWF132P, 85NWF132S, 85NWF132P

TRAFFIC DENSITY MGT: → 32.2(39.7) ← 7.5 | → 32.3(39.8) ← 7.5 | → 32.5(40.2) ← 7.7

3-VA(VSW)

(MOCCASIN GAP) 40T — SMITH 42TC — YUMA 44TC

N W E S

40.0-TC=40.0-T

040.10-4MSO-250'(02)

043.15-2SAB-40'

043.90-1CSB-16'

044.00-3DGO-97'

044.20-7BSB-166'

044.70-12DGO-560'(04)

TRACK LAYOUT

LINE SEGMENT: 0218

	734301Y	734302F	734305B	734306H	734307P	734308W	904257J
	US 23-MOCCASIN CRK	PRIVATE	BOONE ST (SR 735)	BLANTON DR-SR 1112	MCNUTT ST (SR 730)	CHAPEL ST (SR 1114)	SR 800	SR 949	ROAD	SR 614	ROAD	PRIVATE	OPOSSUM CREEK

CURVATURE

ALIGNMENT: 3.0R 9.0R | 2.0R | 6.0R | 3.0R | 2.2L | 6.0L | 8.0R | 3.0L | 2.0R | 2.0L | 3.3R | 2.7R | 6.8L | 7.1L | 8.2R | 8.2L

1.00 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 3.50 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 3.00 | 3.50 | 3.50

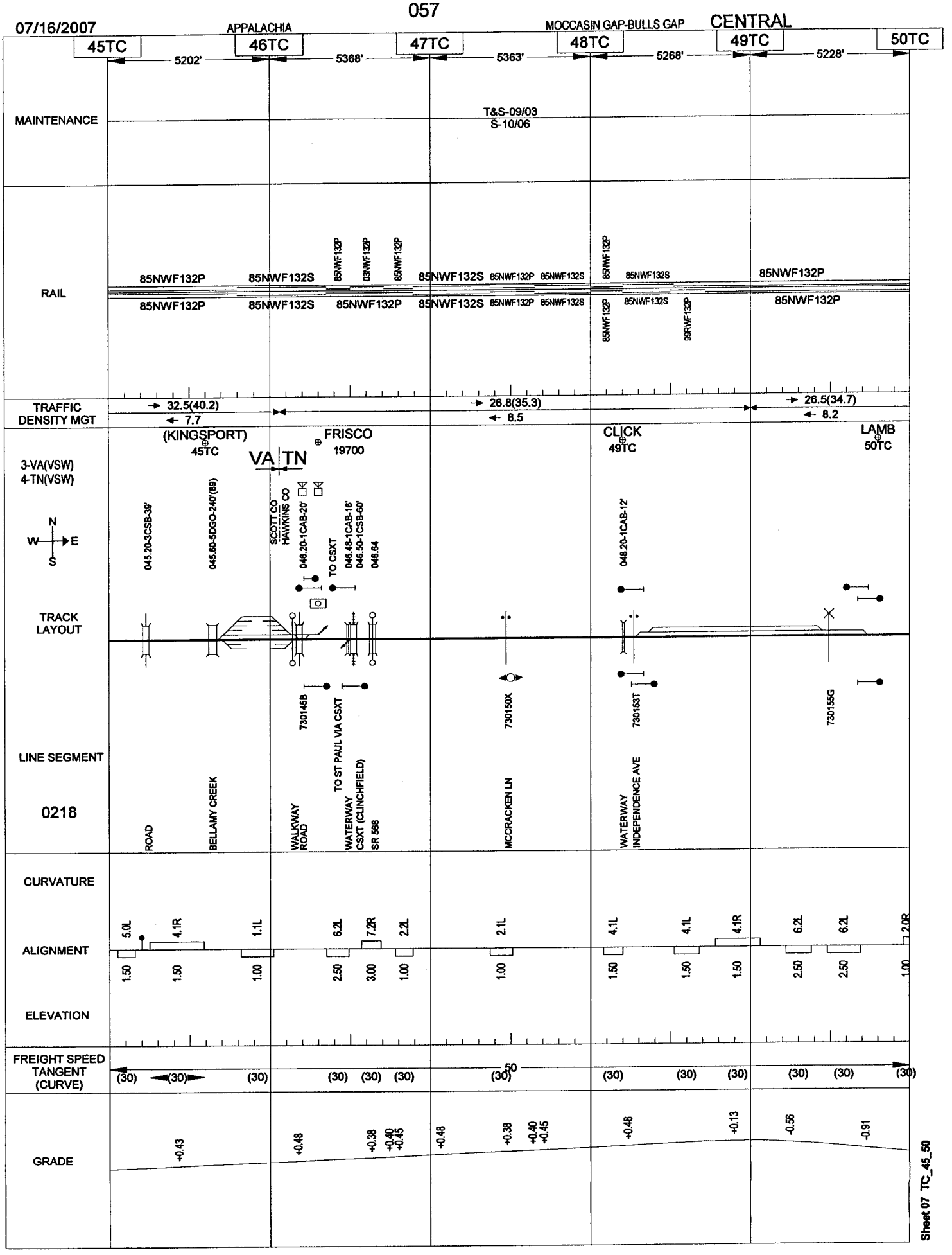
ELEVATION

FREIGHT SPEED TANGENT (CURVE): (25) (30) | (30) | (30) (30) | (30) 50 (30) | (30) (30) (30) (30) | (30) (30)

GRADE: +0.63 +0.44 | +0.48 +0.16 -0.49 -0.82 -0.62 | -0.22 -0.02 +0.02 +0.09 +0.12 | +0.19 +0.31 +0.38 -0.02 -0.32 | -0.02 +0.24 +0.27 +0.34 +0.38

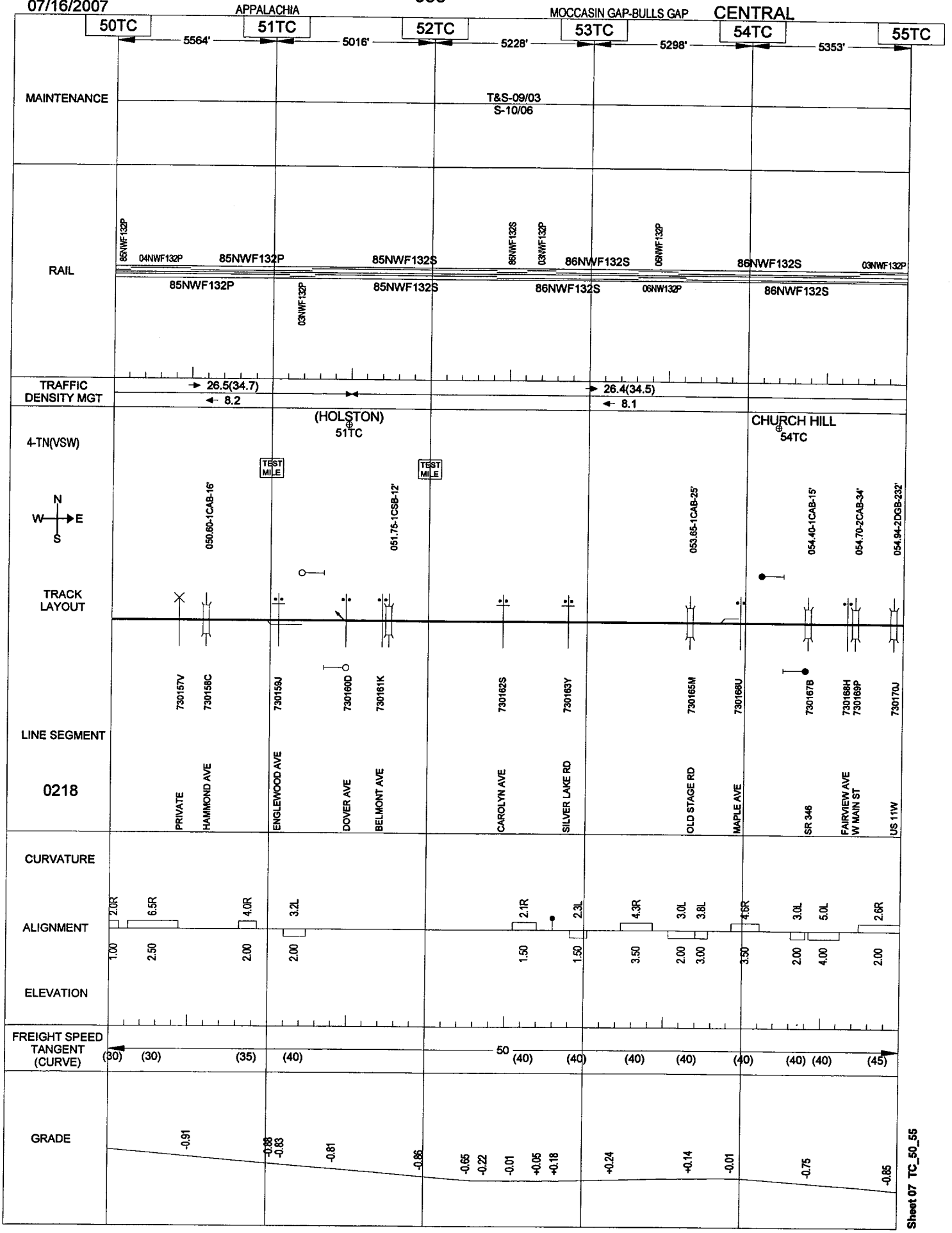
Sheet 07 TC_40_45

07/16/2007



Sheet 07 TC_45_50

07/16/2007



Sheet 07 TC_50_55

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

55TC | 5288' | 56TC | 5243' | 57TC | 5192' | 58TC | 5288' | 59TC | 5177' | 60TC

MAINTENANCE

T&S-09/03
S-10/06

RAIL

03NWF132P

86NWF132S

86NWF132S

86NWF132P

86NWF132P

TRAFFIC DENSITY MGT

26.4(34.5)
8.1

26.2(34.3)
8.1

(NEW CANTON)
57TC

(GREENLAND)
59TC

4-TN(VSW)

N
W E
S

TRACK LAYOUT

056.20-3DGO-180'(92)
056.90-1CBB-10'
057.80
058.00
058.70-7DGO-330'(93)
058.90-5BSO-103'
059.00
059.20

LINE SEGMENT

0218

730171R
730172X
730173E
730174L
730175T
730176A
730177G
730178N
730179V

HOARDS CREEK
PRIVATE
WATERWAY
HOLLISTON MILL RD
FARM
ROBIN HOOD
PLANT RD
GREENLAND RD
BRADLEY CREEK
ROAD
AFG RD
GREENLAND PK RD

CURVATURE

ALIGNMENT

2.6R 2.0L 1.8L 3.0R 2.1L 2.1L 2.1L 6.2R 1.8L 2.1L 2.1L 5.5R 6.0L 7.0R 3.2L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(45) (45) (45) (45) (45) (45) (45) 50 (35) (35) (35) (35) (35) (35) (35) (35)

GRADE

-0.85 -0.91 -0.68 -0.23 -0.01 +0.12 +0.37 +0.49 +0.37 +0.12 -0.01 -0.11 -0.31 -0.41 -0.21 +0.19 +0.39 +0.06 -0.58 -0.91 -0.85

Sheet 07 TC_55_60

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

60TC | 5388' | 61TC | 5398' | 62TC | 5298' | 63TC | 5489' | 64TC | 5107' | 65TC

MAINTENANCE

T&S-09/03
S-09/06

RAIL

86NWF132P
86NWF132S
86NWF132P
86NWF132S
04NWF132P
86NWF132S
06NWF132P
86NWF132S
86NWF132S
86NWF132P
86NWF132S
86NWF132P
86NWF132S
06NWF132P
86NWF132S

TRAFFIC DENSITY MGT

26.2(34.3)
8.1

4-TN(VSW)

(STONY POINT)
61TC

SURGOINSVILLE
64TC

N
W
E
S

061.10-11DGO-510'(06)
061.80
TVA
062.65-1MAB-15'
063.30-1DGO-80'
064.70-1DGO-60'(02)

TRACK LAYOUT

LINE SEGMENT

0218

730181W
730182D
730183K
730185Y
730186F
730187M
730189B
730190V
730191C
730192J
730193R

PRIVATE
PRIVATE
RIVER ROAD
STONEY POINT
PRIVATE ROAD
RIVER RD
LONGS BEND RD
PRIVATE
PRIVATE
PRIVATE
PRIVATE
CALDWELL CREEK
PRIVATE

CURVATURE

ALIGNMENT

3.2L
1.1L
1.6L
6.0R
6.5L
4.0R
4.2L
3.0R
1.5L
3.0L
1.0L
3.0R

ELEVATION

1.50
1.00
1.00
3.50
4.00
2.00
2.00
1.50
1.00
1.50
1.00
1.50

FREIGHT SPEED
TANGENT
(CURVE)

(35) (35) (35) (35) (35) (35) 50 (40) (40) (40) (40) (40)

GRADE

-0.81
-0.60
-0.18
+0.03
+0.16
+0.41
+0.53
+0.43
+0.13
-0.47
-0.77
-0.69
-0.54
-0.47
-0.57
-0.77
-0.87
-0.64
-0.19
+0.03
-0.08
-0.31
-0.42
+0.03
+0.33
+0.25

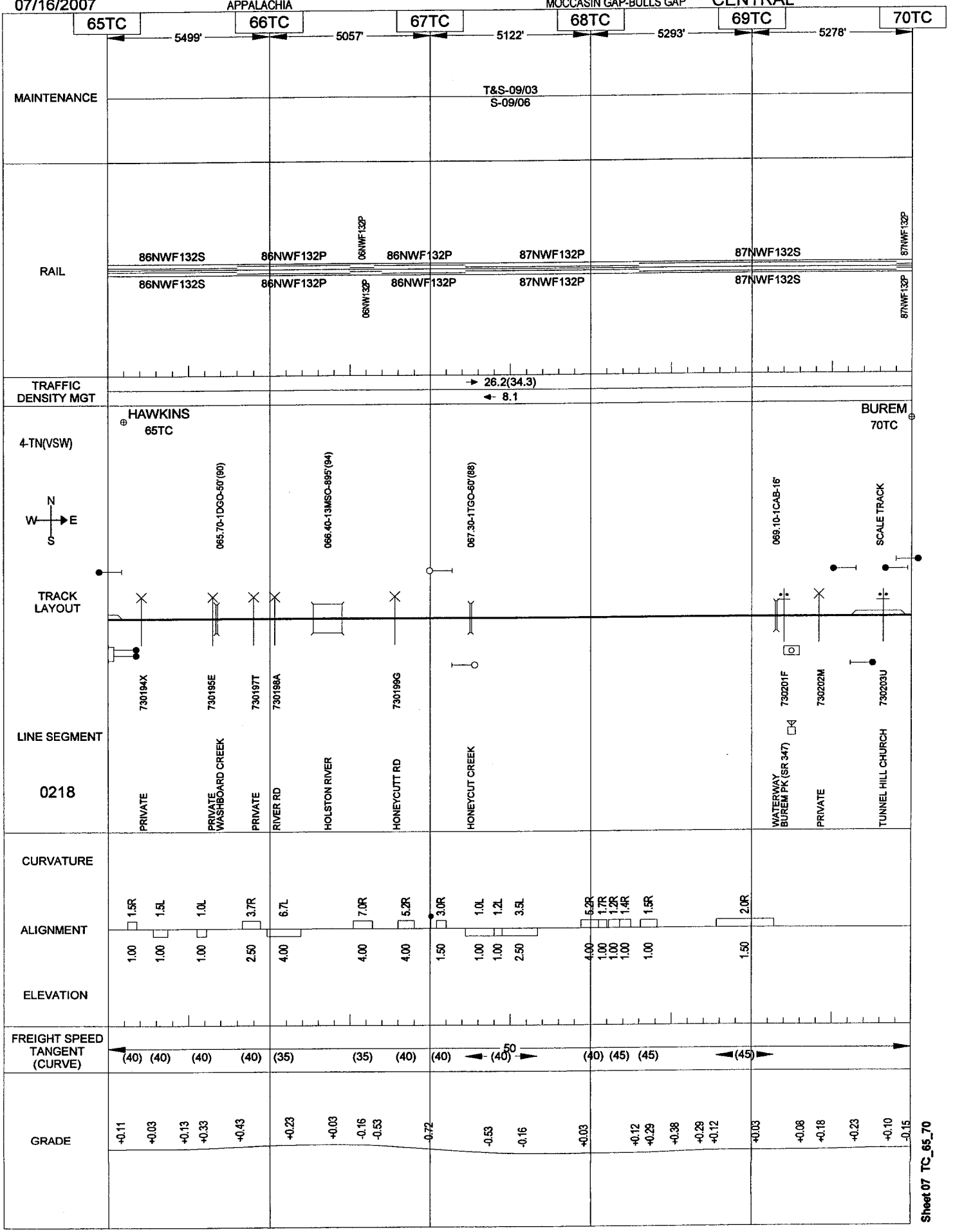
Sheet 07 TC_60_65

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



Sheet 07 TC_65_70

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

70TC | 5308' | 71TC | 5409' | 72TC | 5283' | 73TC | 5248' | 74TC | 6137' | 75TC

MAINTENANCE

T&S-09/03
S-09/06

RAIL

87NWF132P
87NWF132P
87NWF132S 87NWF132P
87NWF132S 87NWF132P
87NWF132S
87NWF132P
87NWF132P
87NWF132S
06NWF132P
87NWF132S
87NWF132P
87NWF132S
87NWF132P
87NWF132S
87NWF132P
87NWF132S
87NWF132P
87NWF132S
87NWF132P
87NWF132S

TRAFFIC DENSITY MGT

26.2(34.3)
8.1

4-TN(VSW)

BUREM
70TC

HOGAN
73TC

071.50-3MSO-220'(97)

N
W E
S

TRACK LAYOUT

LINE SEGMENT

0218

730204B PRIVATE
730206P PRIVATE
BEECH CREEK
730205H PRIVATE
730207W PRIVATE
730208D PRIVATE
904256C PRIVATE
904255V PRIVATE

CURVATURE

ALIGNMENT

5.0L 5.2L 4.0R 1.2R 4.2R 4.0R 2.2L 2.0R 1.5L 1.7R 3.0R 3.0R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (45) (45) 50 (45) (45) (45) (45) (45) (45) (45) (45)

GRADE

-0.27 -0.32 -0.38 -0.51 -0.57 -0.42 -0.15 0.00 -0.13 -0.38 -0.50 0.00 +0.30 +0.22 +0.16 +0.06 0.00 -0.10 -0.30 -0.40 -0.30 -0.10 0.00 +0.08 +0.22 +0.30 0.00 -0.26

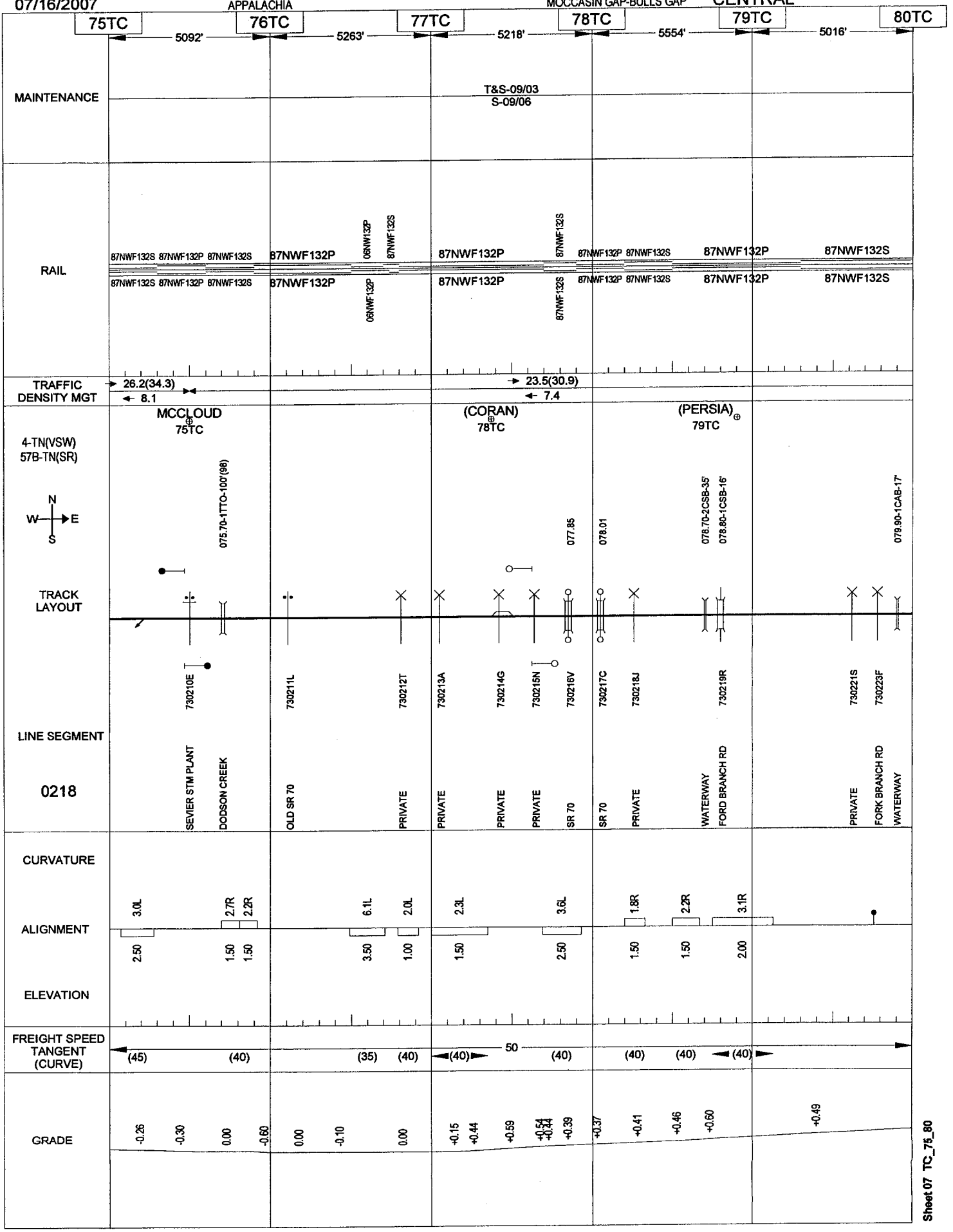
Sheet 07 TC_70_75

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL



Sheet 07 TC_75_80

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

80TC | 5348' | 81TC | 5625' | 82TC | 4805' | 83TC | 5223' | 84TC | 5167' | 85TC

MAINTENANCE

T&S-09/03
S-09/06

RAIL

87NWF132P 87NWF132S 87NWF132P 88NWF132P 88NWF132S 88NWF132P 06NW132S 88NWF132P 88NWF132S 00NWF132P 88NWF132P 88NWF132S

87NWF132P 87NWF132S 87NWF132P 88NWF132P 88NWF132S 88NWF132P 88NWF132P 88NWF132S 88NWF132S 88NWF132P 88NWF132S

TRAFFIC DENSITY MGT

→ 23.5(30.9)
← 7.4

57B-TN(SR)

(OTES) 82TC

SUMMIT 83TC

(WHITE HORN) 84TC

TEST MILE

TEST MILE

080.80-1CSB-15'

082.10

084.10-1CAB-16'

TRACK LAYOUT

LINE SEGMENT

0218

730225U PRIVATE
730228P WATERWAY
730230R SPEEDWELL RD
730231X PRIVATE
730232E SUMMIT HILL RD
730233L PRIVATE
730234T BEECH GROVE RD
730235A PRIVATE
730236G PRIVATE
730237N WHITE HORN RD WATERWAY
730238V PRIVATE
730239C PRIVATE

CURVATURE

ALIGNMENT

4.6L 2.6R 1.0L 1.1R 5.3L 4.0R 2.7R 3.1L 2.6R 6.5L 2.2R 1.0L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (40) (40) (35) (35) (35) (35) (35) (35) (35) (35)

50

GRADE

+0.28 +0.51 +0.65 +0.52 +0.48 +0.41 +0.38 -0.42 -0.79 -0.90 -1.24 -0.69 -0.74 -0.40 -0.11 -0.35 -0.83 -0.35 -0.21 -0.01 -0.09

Sheet 07 TC_80_85

07/16/2007

APPALACHIA

MOCCASIN GAP-BULLS GAP

CENTRAL

85TC | 86TC | 87TC

4554' | 1508' | 5280'

MAINTENANCE

T&S-09/03
S-09/06

RAIL

88NWF132S
06NW132P
88NWF132S
88NWF132S
88NWF132P
06NWF132P

TRAFFIC DENSITY MGT

23.5(30.9)
7.4

57B-TN(SR)

MOORE 85TC
WARD 86TC
(BULLS GAP) 76A
JUSTICE 77A

N
W
E
S

085.10-3CSB-27'
085.30-3CSB-29'
86.34-TC=0.0-BL
087.00
087.05
087.10

TRACK LAYOUT

730240W
730257A

LINE SEGMENT

0218

WATERWAY
WATERWAY
U.S. FENCE
DUNKARD CHURCH RD
SR 34
MC GREGOR AVE
MAIN ST
87.17-TC=75.9-A

CURVATURE

ALIGNMENT

1.0L
1.8L
3.0R
15.0R

ELEVATION

1.00
1.00
1.00
1.00

FREIGHT SPEED TANGENT (CURVE)

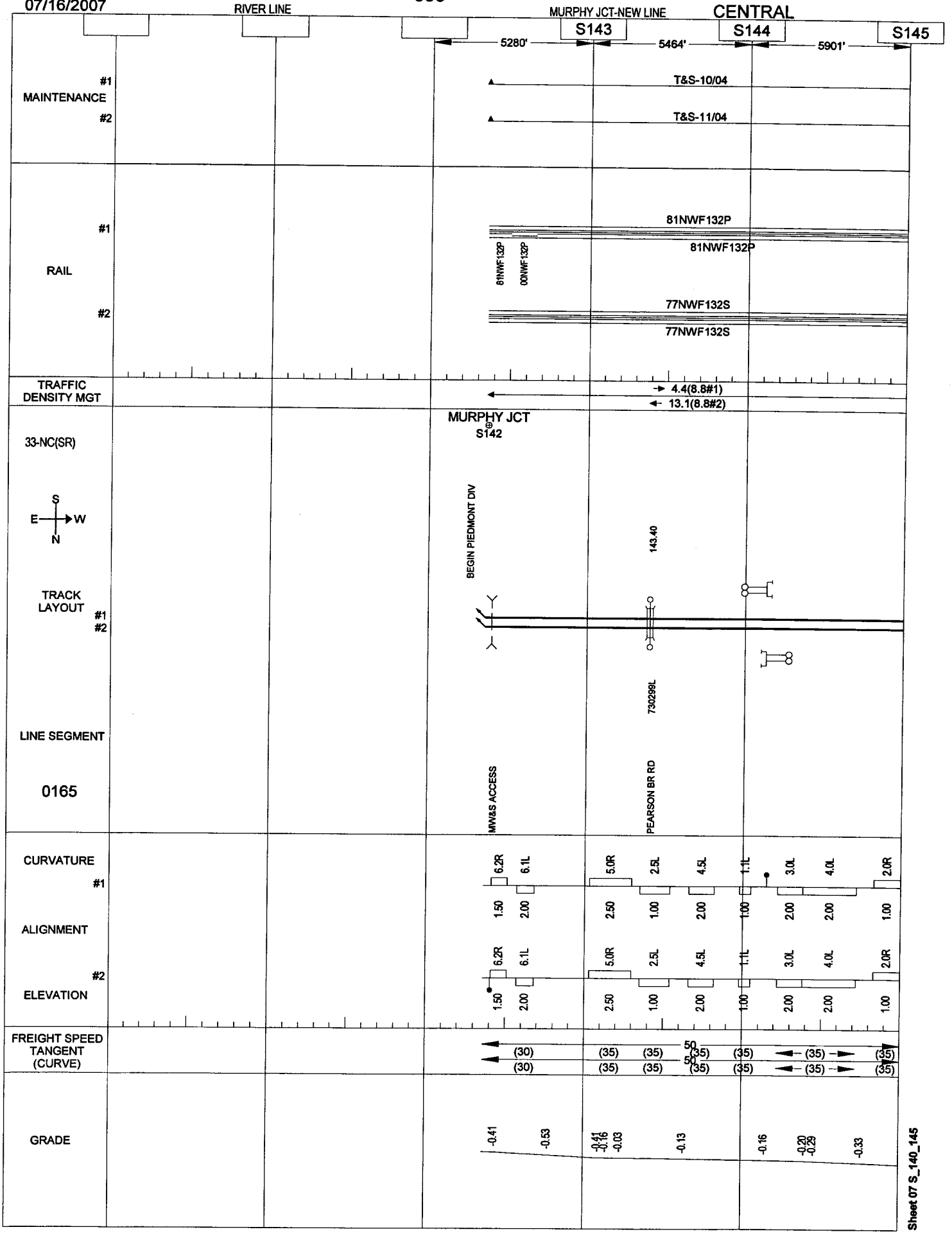
50
20

GRADE

-0.26
-0.35
-0.25
-0.06
+0.03
+0.16
+0.43
+0.56
0.00

Sheet 07 TC_85_90

07/16/2007



Sheet 07 S_140_145

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S145 — 4785' — S146 — 5132' — S147 — 5308' — S148 — 5544' — S149 — 5504' — S150

MAINTENANCE
#1 T&S-10/04
#2 T&S-11/04
T&S-10/04

RAIL
#1 81NWF132P / 00NWF132P / 81NWF132P / 00NWF132P / 81NWF132P / 00NWF132P / 81NWF132P / 00NWF132P / 81NWF132P / 00NWF132P / 99NWF136P / 99NWF136S / 99NWF136P
#2 77NWF132S / 77NWF132S
81NWF132P / 81NWF132P / 81NWF132P / 99NWF136P / 99NWF136S / 99NWF136P

TRAFFIC DENSITY MGT
→ 4.4(8.8#1) ← 13.1(8.8#2)
→ 4.4(17.5) ← 13.1

33-NC(SR)
CRAGGY S146
TEST MILE
TEST MILE

TRACK LAYOUT
#1
#2
145.10-2CBB-20'
145.90
148.60-1DGO-46'(01)
149.50-1DGO-78'(88)
730300D
730301K
910625K

LINE SEGMENT
0165
WATERWAY
SR 1363 LEICESTER RD
PRIVATE
PRIVATE
OLIVETTE
NEW FOUND CREEK

CURVATURE
#1 2.0R 5.5R 6.6R
ALIGNMENT
1.00 3.00 4.00 6.6R 3.1R 3.8R 2.5L 1.7L 3.0R 2.0R 5.2L 4.0L 3.5R 3.2L 6.7L 1.3L 2.7L 1.5R 7.6R 4.6L 3.2L 4.0R 2.8R 4.8R 2.8R 4.6R 3.6R 4.6R 2.3R 2.5R 6.2R 5.1R 5.1L
#2 2.0R 5.5R 6.6R 4.00 2.00 2.00 1.00 1.00 1.50 1.50 3.00 2.00 1.50 1.50 4.00 1.00 1.00 1.00 3.00 1.50 1.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 2.50 1.50 1.50
ELEVATION
1.00 3.00 4.00

FREIGHT SPEED 50
TANGENT (35) (35) (35) (35) (35) (35) (35) (35) (35) 50 (35) (30) (30) (30) (30) (30)
(CURVE) (35) (35) (35) (35)

GRADE
-0.33 -0.46 -0.37 -0.19 -0.10 -0.24 -0.52 -0.66

Sheet 07 S_145_150

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S150 — 4755' — S151 — 5298' — S152 — 5228' — S153 — 5439' — S154 — 5102' — S155

MAINTENANCE

T&S-10/04

RAIL

99NWF136P

99NWF136S

TRAFFIC DENSITY MGT

4.4(17.5)

13.1

(ALEXANDER)

S153

33-NC(SR)

TEST MILE

TRACK LAYOUT

153.08-1CBB-12'
153.10

154.60-1DGO-45'(98)

730302S

730303Y

730304F

LINE SEGMENT

0165

PRIVATE

SR 1634

WATERWAY
SR 1634

WHITTIER

CURVATURE

ALIGNMENT

ELEVATION

5.1L 7.8L 2.1L 3.1L 4.0L 5.5L 0.7L 7.0L 3.0R 3.0L 0.8L 3.0R 7.5R 2.0L 2.7R 6.3L 1.5L 6.5L 3.0R 8.7L 6.2R 6.0L 5.2L 2.0L 2.5L 4.6L 1.3L 3.7R 7.0R

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

FREIGHT SPEED TANGENT (CURVE)

(30) (30) (30) (30) (30) (30) (30)(30) (30) 50 (30) (30) (30) (30) (30) (30) (30) (30)

GRADE

-0.66 -0.58 -0.44 -0.36 -0.33 -0.28 -0.26 -0.04 -0.08

Sheet 07 S_150_155

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S155 — 5303' — S156 — 5459' — S157 — 5238' — S158 — 4996' — S159 — 5223' — S160

MAINTENANCE

T&S-10/04

RAIL

99NWF136P
99NWF136P
99NWF136S
99NWF136S
99NWF136P
99NWF136P
99NWF136S
99NWF136S
99NWF136P
99NWF136P
00NWF136P
00NWF136P

TRAFFIC DENSITY MGT

→ 4.4(17.5)
← 13.1

33-NC(SR)

VOLGA
S158

IVY
S160

156.90-1DGO-79'(88)

158.53-1CBB-10'

TRACK LAYOUT

730306U

LINE SEGMENT

0165

SANDY MUSH

PRIVATE

WATERWAY

CURVATURE

ALIGNMENT

7.1R 6.1R 2.3R 5.0L 1.2L 9.2L 1.5L 2.8L
2.2R 1.0L 2.3R 3.6R 1.1R 3.7L 1.8L
1.8L 1.0L 2.5L 2.5R 2.5R 7.5R 6.5R 4.0R 5.0R 8.0L 6.6L 3.2R 3.2R 1.0R 2.2R 6.0L 6.0L 2.0R 3.3R 3.4L 4.6R 3.1R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(30) (30) (30) (30) (30) (30) (30) 50 (30) (30) (30) (30)

GRADE

-0.08 -0.17 -0.36 -0.46
-0.37 -0.10 -0.01
+0.02 +0.07 +0.17 +0.22 +0.09 -0.16
-0.28

Sheet 07 S_155_160

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S160 — 5117' — S161 — 5982' — S162 — 4956' — S163 — 5429' — S164 — 5248' — S165

MAINTENANCE

T&S-10/04

T&S-10/05

RAIL

00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P

00NWF136S 00NWF136P 00NWF136S 00NWF136P 00NWF136S 00NWF136P

TRAFFIC DENSITY MGT

4.4(17.5)

13.1

33-NC(SR)

(ROLLINS) S162

MARSHALL S163

S E W N

TRACK LAYOUT

161.20-9MSC-697'(01)

162.70-1DGO-49'(98)

730308H 730309P 730310J 730312X 730313E

LINE SEGMENT

0165

FRENCH BROAD RIVER

ROLLINS RD

PRIVATE

HAYES RUN

BRIDGE ST

PRIVATE

CURVATURE

ALIGNMENT

2.2R 5.3L 8.7L 7.4L 0.7L 1.7R 1.0L 7.0L 1.0L 6.3R 1.6L 2.6L 7.1R 6.2L 4.5L 5.5L 4.2R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(30) (30) (30) (30) (30) (30) 50 (30) (30) (30) (30)|(30) (30) (30) (30)

GRADE

-0.28 -0.25 -0.20 -0.18 -0.28 -0.48 -0.58 -0.48 -0.28 -0.18 -0.25 -0.40 -0.48 -0.40 -0.23 -0.16 -0.11 -0.01 +0.04

Sheet 07 S_160_165

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S165 — 5348' — S166 — 5218' — S167 — 5047' — S168 — 5600' — S169 — 5117' — S170

MAINTENANCE

T&S-10/05

RAIL

00NWF136P

00NWF136P

85NWF132P

00NWF132P

85NWF132P

85NWF132P

TRAFFIC DENSITY MGT

4.4(17.5)

13.1

33-NC(SR)

NOCONA S167

WALNUT S168

S

E W

N

165.70-1CAB-14'

166.04

168.30-3DGO-126'(97)

TRACK LAYOUT

730314L

730315T

LINE SEGMENT

0165

REDMAN RD

PRIVATE ROAD

WALNUT CREEK

CURVATURE

ALIGNMENT

4.2R 8.3R 9.0R 5.0L 4.0R 3.0L 2.6R 8.3L 0.6R 11.8R 6.7L 2.7R 8.2R 1.0R 7.2L 1.8R 2.7R 3.0L 4.2L 1.5L 2.5L 4.8R 1.5R 5.3R 3.0R 3.0L 1.5R 2.5L 7.2L 2.3L 4.5R 2.7L 1.5L

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

50

(30) (30) (30)(30) (30)(25) (20) (25) (25) (30) (30) (30) (30) (30) (30) (30) (30) (30) (30) (30) (30)

GRADE

+0.04 -0.21 -0.71 -0.96 -0.78 -0.43 -0.26 -0.21 -0.25 -0.32 -0.36 -0.31 -0.21 -0.16 -0.17

Sheet 07 S_165_170

07/16/2007

RIVER LINE — MURPHY JCT-NEW LINE — CENTRAL

S170 — 5338' — S171 — 5223' — S172 — 5444' — S173 — 5197' — S174 — 5197' — S175

MAINTENANCE: T&S-10/05

RAIL: 85NWF132P | 03NWF132P | 85NWF132P | 85NWF132S | 85NWF132P | 85NWF132S
85NWF132P | 85NWF132S | 85NWF132P | 85NWF132S

TRAFFIC DENSITY MGT: → 4.4(17.5) ← 13.1

33-NC(SR)

(BARNARD) S171 ⊕ (SANDY BOTTOM) S173 ⊕ (STACKHOUSE) S175 ⊕

S E W N

TRACK LAYOUT: 910626S | 730316A | 171.50-1DGO-51'(81) | 174.70-2SAB-20' | 730317G

LINE SEGMENT: 0165

PRIVATE | SR 1151 | BRUSHY CREEK | WATERWAY SR 1319

CURVATURE

ALIGNMENT: 1.5L 2.0R 1.0R 5.2R | 2.8L 4.7R 7.3L | 3.5R 5.6R 7.7R 3.1R 1.1R | 2.5L | 4.5L | 2.5R 7.8L 4.0L 4.7L 4.3L | 4.6R 2.5R 3.3R | 3.3R 6.0R | 2.2R 0.7L | 3.7R | 3.0L 6.7R 8.3R | 4.8L

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

FREIGHT SPEED TANGENT (CURVE): (30) (30) (30) (30) (30) (30) (30) (30) (30) (30) 50 (30) (30) (30) (30) (30) (30)(30) (30)(30) (30) (25) (25) (25)

GRADE: -0.17 -0.23 -0.34 | -0.40 | -0.39 | -0.40 | -0.49 | -0.48 | -0.49

Sheet 07 S_170_175

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S175 — 5328' — S176 — 5192' — S177 — 5293' — S178 — 6067' — S179 — 4680' — S180

MAINTENANCE

T&S-10/05

RAIL

85NWF132S 03NWF132P 85NWF132P 00NWF132P 85NWF132P 04NWF132P 85NWF132S 86NWF132P 05NWF132P

85NWF132S 85NWF132P 85NWF132S 86NWF132P

TRAFFIC DENSITY MGT

4.4(17.5)

13.1

33-NC(SR)

(RUNION) S176

175.80-12MSC-376'(98)

178.00-2TTO-304'(02)

179.30-1TGO-93'(98)

TRACK LAYOUT

LINE SEGMENT

0165

LAUREL RIVER

FRENCH BROAD RIVER

730319V

BRIDGE ST

SPRING CREEK

PRIVATE

CURVATURE

ALIGNMENT

4.8L 11.0L 2.8L 5.9L 0.8L 2.5L 2.5L 1.6R 4.1R 2.0L 1.2R 1.0L 2.5L 10.5R 3.0R 9.0L 3.7L 2.2R 1.0R 10.0R 14.7R 5.5L 5.0R 1.5L 1.8R 6.7L 5.0L 5.7L 2.0L 1.0R 9.3R

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

50

(25) (25) (25) (25) (25) (25) (25) (20) (20) (20) (20) (15) (15) (30) (30) (30) (30) (30) (30) (30) (30)

GRADE

-0.49 -0.49 -0.45 -0.38 -0.35 -0.36 -0.35

Sheet 07 S_175_180

07/16/2007

RIVER LINE — MURPHY JCT-NEW LINE — CENTRAL

S180 — 5248' — S181 — 5212' — S182 — 5589' — S183 — 5006' — S184 — 4660' — S185

MAINTENANCE: T&S-10/05 | T&S-08/94 | T&S-04/99

RAIL: 86NWF132S | 05NWF132S | 86NWF132S | 86NWF132P | 86NWF132S

86NWF132S | 86NWF132P | 86NWF132S

TRAFFIC DENSITY MGT: 4.4(17.5) / 13.1

33-NC(SR)

HOT SPRINGS S179 | FRENCH S183 | (PAINT ROCK) S185

S / E / W / N

182.70-2CSB-51'

184.30-1TGO-61'(98)

TRACK LAYOUT

LINE SEGMENT: 0165

730321W | 730322D | 730323K | 730324S | 730325Y | 730326F | 730327M | 730328U

PRIVATE | PRIVATE | BAKERS CROSSING | LOWER SHUTIN RD | PRIVATE | LOWER SHUTIN RD SHUT IN CREEK PVT | PRIVATE | GRASSY CREEK

CURVATURE

ALIGNMENT: 9.3R 2.7L | 2.1R | 1.3R | 3.5L | 1.0L | 1.5R | 1.5L | 9.8L | 2.5R 1.6R 6.4R | 7.8R | 1.2R 4.2R | 5.2L | 3.7L | 1.2L | 4.2R 2.3R 4.7L | 1.7R

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

FREIGHT SPEED TANGENT (CURVE): (30)(30) | (30) | (30) | (30) (30) | (30) | (25) 50 (30) | (30) | (30) | (30) | (30) | (30) (30)

GRADE: -0.35 -0.32 -0.27 | -0.25 | -0.26 | -0.25 | -0.30

+0.70% NEW LINE-ASHEVILLE

Sheet 07 S_180_185

07/16/2007

RIVER LINE — MURPHY JCT-NEW LINE — CENTRAL

S185 — 6957' — S186 — 4433' — S187 — 5670' — S188 — 6173' — S189 — 4795' — S190

MAINTENANCE: T&S-04/99

RAIL: 86NWF132P / 86NWF132P; 86NWF132S / 86NWF132S; 03NWF132P; 86NWF132P / 86NWF132P

TRAFFIC DENSITY MGT: 4.4(17.5) / 13.1; 4.4(17.5) / 13.1

33-NC(SR)
58-TN(SR)

NC | TN

S E W N

186.00-10DGO-970'(90)

186.60-4TTO-588'(92)

189.10-3DGO-82'(02)

190.00

WOLF CREEK
S189

TRACK LAYOUT

730331C

730335E

LINE SEGMENT

0165

UPPER FRENCH

DEL RIO

LOWER FRENCH

WOLFE CREEK PRIVATE

US 25 US 70

CURVATURE

ALIGNMENT

3.0R 1.3R 5.3L 3.8L 2.6L 1.2L 4.9L 3.8L 6.7L 6.5L 6.5R 7.3R 0.3L 0.5L 3.0L 5.6L 2.2L 9.5L 3.0R 1.5R 3.5R 1.0L 1.0R 1.7R 2.8R 1.0R

1.00 1.00 1.50 1.50 1.50 1.50 1.50 1.50 2.50 2.50 2.50 1.50 1.00 1.00 1.00 1.50 1.50 2.50 1.50 1.50 1.50 1.00 1.00 1.00 1.50 1.00

ELEVATION

FREIGHT SPEED
TANGENT (CURVE)

(30) (30) (30) (25) (25) 50 (25) (35) (35) (35) (35)

GRADE

-0.30 -0.42 -0.52 -0.47 -0.37 -0.32 -0.27

Sheet 07 S_185_190

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S190 — 5207' — S191 — 5414' — S192 — 4092' — S193 — 5393' — S194 — 5383' — S195

MAINTENANCE

T&S-04/99

T&S-09/06

RAIL

86NWF132S 86NWF132P 86NWF132S 06NWF132P 86NWF132P 86NWF132S

86NWF132S 86NWF132P 86NWF132S 00NWF132P 86NWF132P 86NWF132S

TRAFFIC DENSITY MGT

→ 4.4(17.5)

← 13.1

58-TN(SR)

DEL RIO ⊕ S195

S E W N

194.40-4CSB-54'

TRACK LAYOUT

730336L 730337T 730338A 730339G 730340B 730341H 730342P 730343W

LINE SEGMENT

0165

PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE ROAD

CURVATURE

ALIGNMENT

1.0R 4.0R 4.0R 3.0L 1.3L 2.3L 6.2L 4.1L 4.2L 1.3R 2.7R 3.6R 1.8R 3.5R 1.2R 3.0R 3.9R 1.7R 3.1L 0.5L 3.1L 2.6L 2.0L 2.6L 2.7L 2.0L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(35) ← (35) → 50 (40) (40) ← (40) → (40) (40) (40)

GRADE

-0.27 -0.28 -0.27 -0.22

Sheet 07 S_190_195

07/16/2007 RIVER LINE MURPHY JCT-NEW LINE CENTRAL

S195 — 5172' — S196 — 5514' — S197 — 5218' — S198 — 5770' — S199 — 5554' — S200

MAINTENANCE

T&S-09/06

RAIL

86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S

86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S 86NWF132P 86NWF132S

TRAFFIC DENSITY MGT

→ 4.4(17.5)

← 13.1

58-TN(SR)

BIG CREEK

S196

195.30-2TTO-189'(05)

S

E W

N

TRACK LAYOUT

730344D 730345K 730347Y 730348F 730349M

LINE SEGMENT

0165

BIG CREEK RD-SR 107 BIG CREEK PRIVATE PRIVATE PRIVATE

CURVATURE

ALIGNMENT

5.8R 0.5R 2.5R 1.5R 2.6R 3.8R 2.1R 1.5R 2.2R 1.3R 1.1L 7.0L 2.2R 7.3L 4.5L 2.5L 9.2L 3.5L 5.2R 1.1R 1.1L 2.6R 3.2R 0.7R

ELEVATION

2.00 1.00 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.00 1.50 1.00 1.50 1.50 1.50 1.50 3.00 1.00 1.00 1.50 1.50 1.00

FREIGHT SPEED TANGENT (CURVE)

(30) (30) 50 (25) (25) (20) (35) (35) (35) (35) (35) (35)

GRADE

-0.12 -0.07 -0.05 +0.30 +0.43

Sheet 07 S_195_200

07/16/2007

RIVER LINE — MURPHY JCT-NEW LINE — CENTRAL

S200 — 5519' — S201 — 5223' — S202 — 5665' — S203 — 5539' — S204 — 4795' — S205

MAINTENANCE

T&S-09/06

RAIL

86NWF132P 86NWF132S 86NWF132S 84NWF132P 84NWF132S 84NWF132P 03NWF132P 84NWF132P

86NWF132P 86NWF132S 86NWF132S 84NWF132P 84NWF132S 84NWF132P 01NW132P 84NWF132P

TRAFFIC DENSITY MGT

→ 4.4(17.5)

← 13.1

58-TN(SR)

BRIDGEPORT S202

HUFF S203

S E W N

202.70-1BSO-24'

203.50-1DGO-40'(97)

TRACK LAYOUT

LINE SEGMENT

0165

730350G 730351N 730352V 730353C 730354J 730356X 730357E

PRIVATE PRIVATE STEPHENS RD WATERWAY PRIVATE

CURVATURE

ALIGNMENT

0.7R 4.0L 7.0R 2.8R 0.8L 2.2L 0.7L 2.5L 2.0L 1.0L 2.2L 1.1R 4.0R 4.0L 5.5L 6.3R 2.0R 3.0L

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

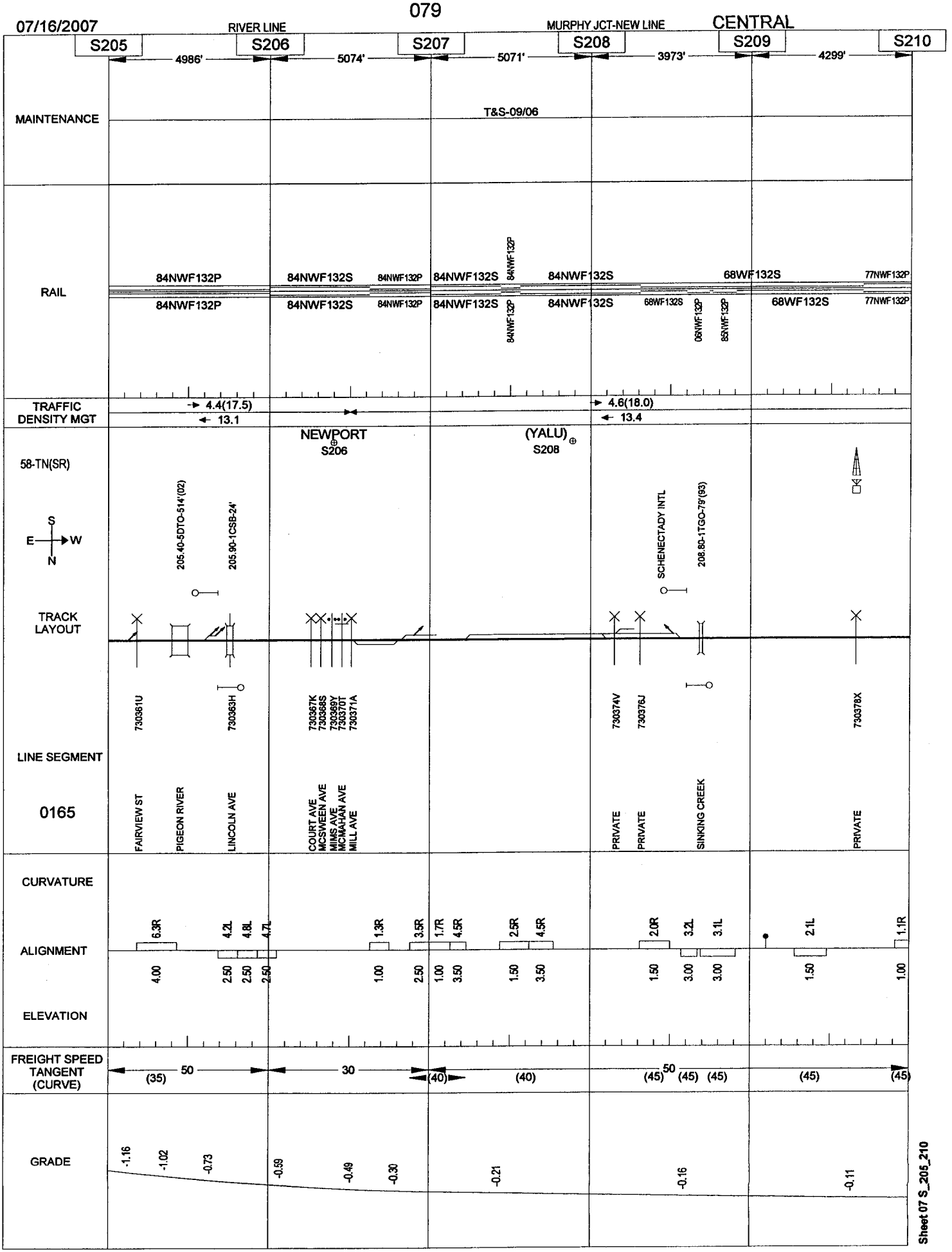
(35) (35) (35) (35) (35) (35) (35) (35) 50 (35) (30) (30) (35) (35)

GRADE

+0.43 +0.20 -0.26 -0.49 -0.36 -0.10 +0.03 +0.13 +0.33 +0.43 +0.60 +0.90 +1.07 -1.16

Sheet 07 S_200_205

07/16/2007



Sheet 07 S_205_210

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S210 — 5106' — S211 — 5317' — S212 — 4361' — S213 — 5294' — S214 — 5136' — S215

MAINTENANCE

T&S-09/06

RAIL

77NWF132P

77NWF132P

04NWF132P

77NWF132P

TRAFFIC DENSITY MGT

4.6(18.0)

13.4

58-TN(SR)

(RANKIN) S213

LEADVALE S216

TEST MILE

TEST MILE

S

E W

N

TRACK LAYOUT

LINE SEGMENT

0165

730379E

730381F

730382M

730383U

730384B

730385H

PRIVATE

PRIVATE

PRIVATE

RANKIN RD

CURVATURE

ALIGNMENT

1.1R 0.8R 3.0L 2.0L 1.1R

ELEVATION

1.00 1.00 2.50 1.50 1.00

FREIGHT SPEED TANGENT (CURVE)

(45) 50 (45) (45) (45)

GRADE

-0.11 -0.13 -0.20 -0.33 -0.40 -0.30 -0.10 0.00

Sheet 07 S_210_215

07/16/2007

RIVER LINE

MURPHY JCT-NEW LINE

CENTRAL

S215 | 4958' | S216 | 5308' | S217 | 5398' | S218 | 5610' | S219 | 5177' | S220

MAINTENANCE

T&S-09/06

T&S-10/06

RAIL

77NWF132P

64W132S

81NWF132P

77NWF132P

64W132S

81NWF132P

TRAFFIC DENSITY MGT

4.6(18.0)

13.4

3.5(11.4)

7.9

58-TN(SR)

LILAC
S215

DOUGLAS
S218

(WHITE PINE)
S219

S
E W
N

TRACK LAYOUT

216.00-7DGO-803'(00)

216.50-3BSB-77'

217.35-1CBB-22'
217.40-1CBB-10'

218.83

219.55-2CBB-45'

730386P

730387W

730388D

730389K

730390E

S-216.56=16.89-BL

LINE SEGMENT

0165
0167

FRENCH BROAD RIVER

ROAD

WATERWAY
WATERWAY

WALNUT ST

US 25 E

MAIN ST

BIDDLE ST

PRIVATE

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

0.3R

4.0L

6.0R

6.2L

6.2R

2.2R

6.5R

1.00

2.50

3.50

3.50

3.50

1.00

3.50

FREIGHT SPEED
TANGENT
(CURVE)

50

(45)

(40)

(35)

(35)

(35)

(35)

(35)

GRADE

0.00 +0.25 +0.50 +0.44 +0.31 +0.25 +0.19 +0.06 0.00 +0.36 +1.09 +1.45 +1.33 +1.26 +1.13 +1.06 -0.20 +1.00 +1.13 +1.38 +1.50 +1.22

+1.50%

NEW LINE-ASHEVILLE

Sheet 07 S_215_220

07/16/2007

RIVER LINE — MURPHY JCT-NEW LINE — CENTRAL

S220 — 5177' — S221 — 5469' — S222 — 4765' — S223 — 4584' — S224 — 5280' — S225

MAINTENANCE: T&S-10/06

RAIL: 81NWF132P; 81NWF132P; 80NWF132P; 80NWF132P; 95NWF132P; 80NWF132P; 80NWF132S; 80NWF132S

TRAFFIC DENSITY MGT: → 3.5(11.4) ← 7.9; → 3.5(11.5) ← 8.0

58-TN(SR)

(WITT) S222

(ROE JCT) S225

S E W N

220.72; 221.10-2CBB-22'; 221.23; 221.23; 221.77; 221.75-3CBB-30'; 222.40-1CBB-12'; 222.80-31CBB-36'; 222.70-1CBB-12'; 223.25-1CBB-14'

TRACK LAYOUT

730392T; 730393A; 730393A; 730394G; 730363H; 904722F; 730396V; 730397C; 904723M; 730399R; 730400H; 730401P; 730402W; 730403D; 730404K; 730405S

LINE SEGMENT

0167
0169

HARRISON RD; FOOD CENTER ACCESS; WATERWAY; I-81 NB; I-81 SB; DM WALLACE FRM RD; PROGRESS PKWY; WATERWAY; PRIVATE; OLD WITT RD; WATERWAY; WATERWAY; CIRCLE DR; WATERWAY; GUY COLLINS RD; GUY COLLINS RD; WATERWAY; SULPHUR SPRINGS RD; SULPHUR SPRNGS RD; ROE JCT RD

CURVATURE

ALIGNMENT: 2.1L; 3.1R; 4.2R; 3.3L; 2.6R; 4.3L; 3.5L; 6.1R; 6.2L; 4.1R; 2.8L; 2.2L; 3.2L; 2.3L; 1.6L; 4.5R; 6.5R; 2.1R; 4.5R

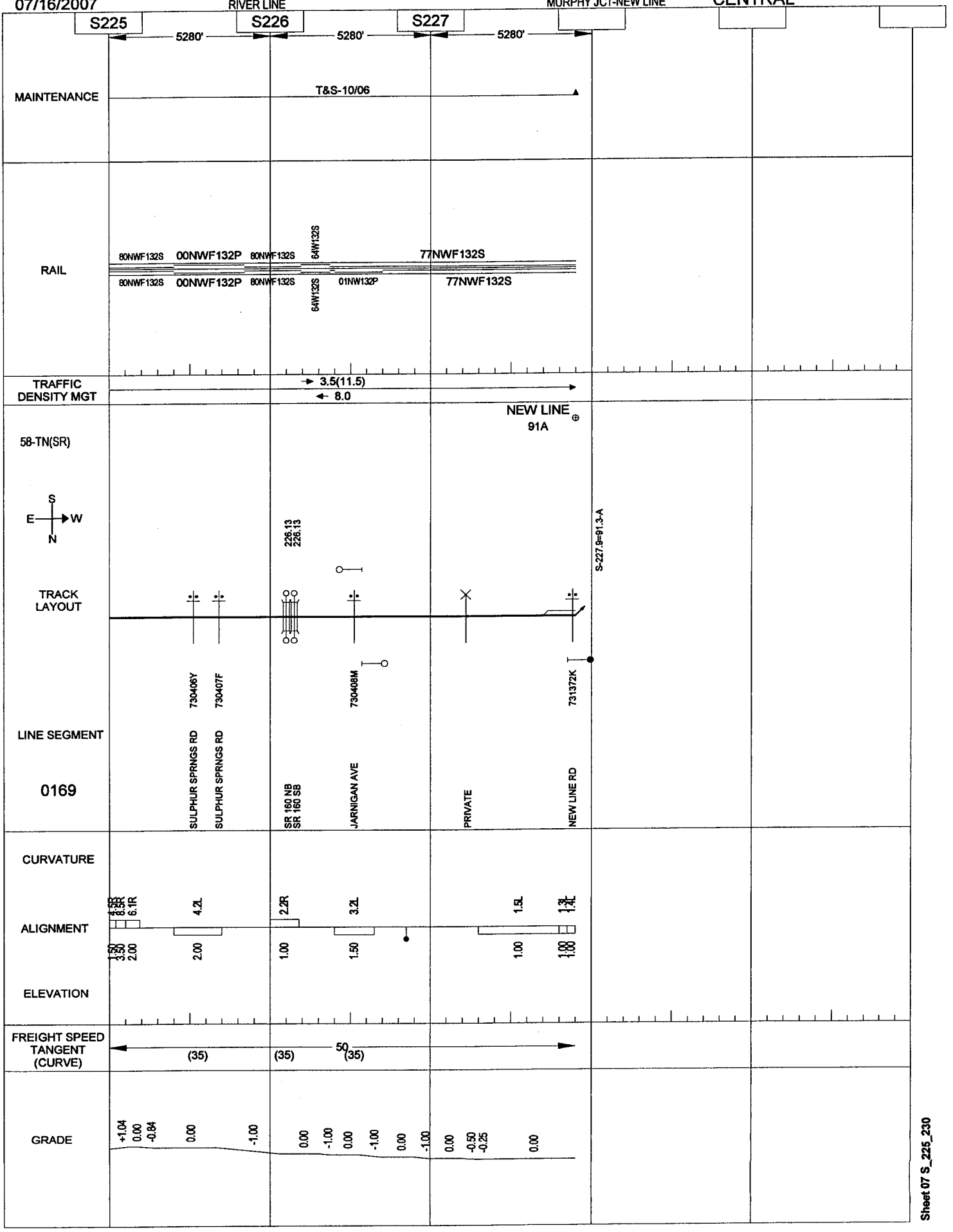
ELEVATION: 1.00; 1.50; 2.00; 1.50; 1.00; 2.00; 1.50; 3.50; 3.50; 2.00; 1.50; 1.00; 1.50; 1.00; 1.00; 1.00; 2.50; 1.50; 1.50

FREIGHT SPEED TANGENT (CURVE): (35) (35) (35) (35) (35) (35) (35) (35) 50 (35) (35) (35) (35)

GRADE: +0.66; +0.38; +0.66; +1.22; +1.50; +0.35; -0.70; 0.00; +0.70; +0.76; +0.94; +0.85; +0.91; +1.04

Sheet 07 S_220_225

07/16/2007 RIVER LINE MURPHY JCT-NEW LINE CENTRAL



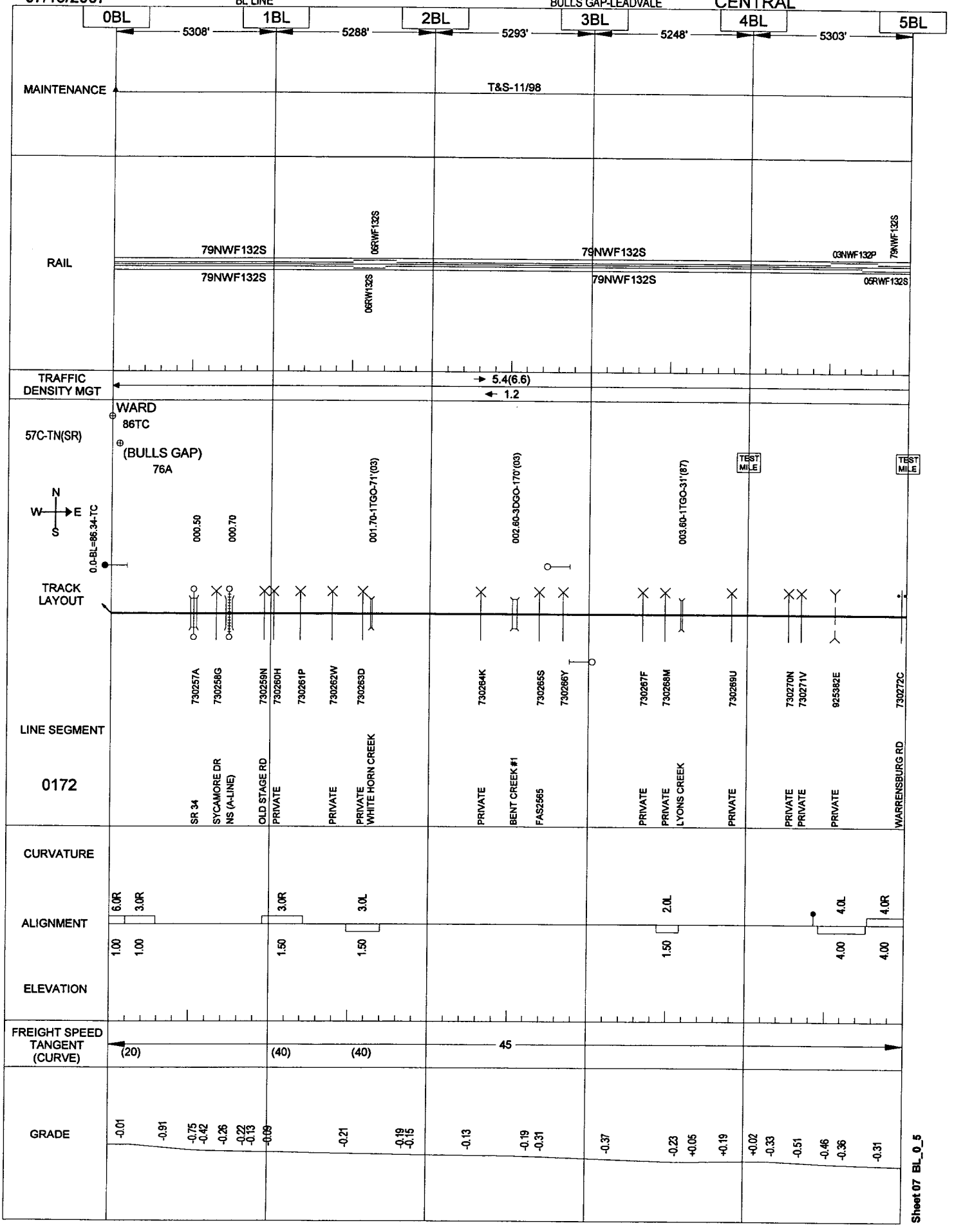
Sheet 07 S_225_230

07/16/2007

BL LINE

BULLS GAP-LEADVALE

CENTRAL



Sheet 07 BL_0_5

07/16/2007

BL LINE

BULLS GAP-LEADVALE

CENTRAL

5BL — 5202' — 6BL — 5303' — 7BL — 5293' — 8BL — 5479' — 9BL — 5137' — 10BL

MAINTENANCE

T&S-11/98

RAIL

05RWF132S

79NWF132S

79NWF132S

03NWF132P

79NWF132S

TRAFFIC DENSITY MGT

→ 5.4(6.6)

← 1.2

57C-TN(SR)

SUSONG

9BL

N

W

E

S

005.20-3TGO-200'(94)

005.50-3TGO-200'(83)

006.20-1DGO-41'(99)

006.60-1DGO-31'(05)

006.67

006.70

007.55

007.70-1TGO-46'(81)

008.00-1DGO-51'(94)

008.80-1TGO-51'(89)

TRACK LAYOUT

730273J

730274R

730275X

730276E

730276E

730277L

730278T

730279A

730280U

730281B

730282H

LINE SEGMENT

0172

BENT CREEK #2

BENT CREEK #3

PRIVATE

PRIVATE

MARSHALL CREEK

SILVER CITY BRANCH

I-81 SB

I-81 NB

PRIVATE

PRIVATE

SR 340

HALE BRANCH

PRIVATE

LITTLE BENT CREEK

TURKEY CREEK

PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

4.0R

1.9R

1.0L

2.0L

2.0R

1.0R

4.0L

1.0R

ELEVATION

4.00

1.50

1.00

2.50

1.50

1.00

4.00

1.00

FREIGHT SPEED TANGENT (CURVE)

45

GRADE

-0.31

-0.27

-0.20

-0.16

-0.21

-0.18

-0.11

-0.08

-0.02

+0.09

+0.15

+0.11

+0.04

0.00

+0.11

+0.34

+0.45

+0.14

-0.49

Sheet 07 BL_5_10

07/16/2007

BL LINE

BULLS GAP-LEADVALE

CENTRAL

10BL — 5298' — 11BL — 5268' — 12BL — 5268' — 13BL — 5288' — 14BL — 5263' — 15BL

MAINTENANCE: T&S-11/98

RAIL: 79NWF132S | 00NWF132P | 79NWF132S | 64W131S

79NWF132S | 64W131S | 05RWF132S | 64W131S

TRAFFIC DENSITY MGT: → 5.4(6.6) ← 1.2

57C-TN(SR)

⊕ (LOWLAND) 10BL

⊕ HALE 11BL

N W E S

010.20-1CSB-21'
010.30-1SAB-10'
010.90-2BSO-98'
013.50-1CSB-16'
013.60-3DGO-189'(94)
013.69-1SAB-20'
013.70-1CSB-20'
013.80-1SAB-20'

TRACK LAYOUT

LINE SEGMENT

0172

730284W ROAD
730284W RIVER RD
730284W WATERWAY
730286K SR 160
730287S PRIVATE
730288Y PRIVATE
730289F PRIVATE
730290A SPENCER HALE RD
730291G ROAD
730291G LONG CREEK
730291G WATERWAY
730291G ROAD
730291G WATERWAY
730292N PRIVATE
730293V PRIVATE
730294C PRIVATE

CURVATURE

ALIGNMENT: 2.0R | 2.0L | 4.0L | 3.0L | 2.0R | 2.7L | 4.0L | 4.0R

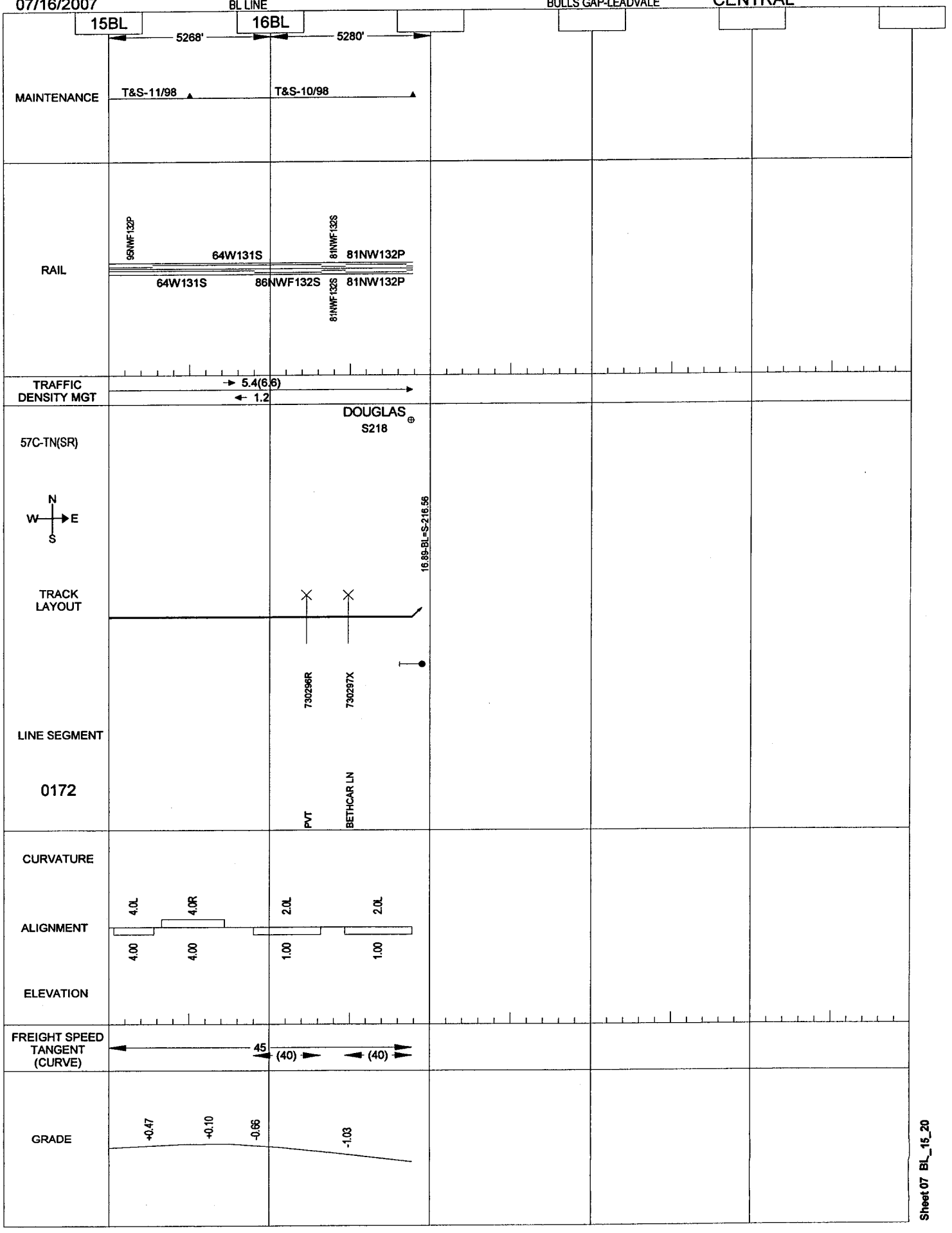
ELEVATION: 1.50 | 1.50 | 4.00 | 2.50 | 1.50 | 2.00 | 4.00 | 4.00

FREIGHT SPEED TANGENT (CURVE): 45

GRADE: -0.49 | -0.80 | -0.60 -0.20 0.00 +0.10 +0.30 | +0.40 | +0.05 -0.65 -1.00 -0.75 -0.25 | 0.00 +0.13 +0.35 +0.47

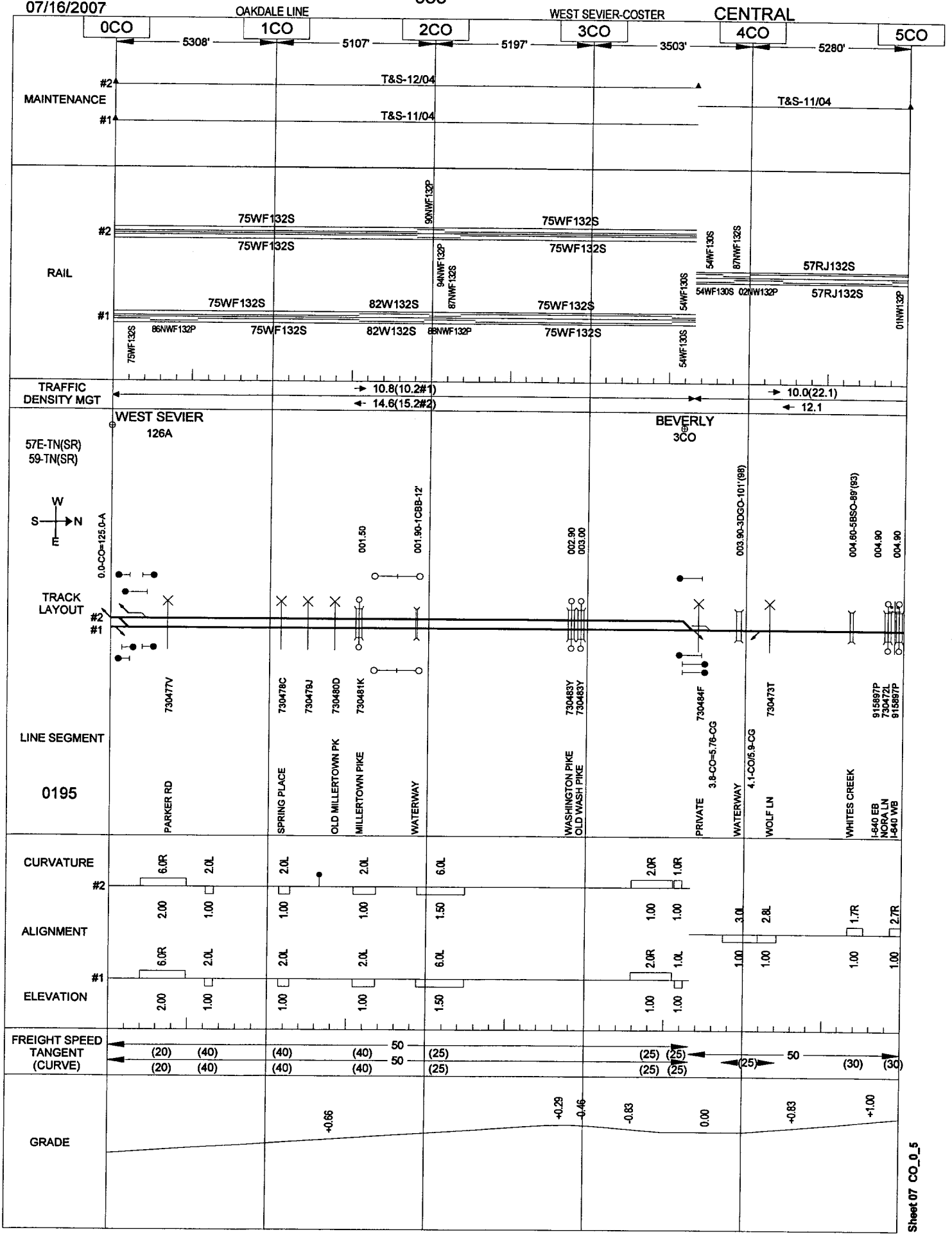
Sheet 07 BL_10_15

07/16/2007 BL LINE BULLS GAP-LEADVALE CENTRAL



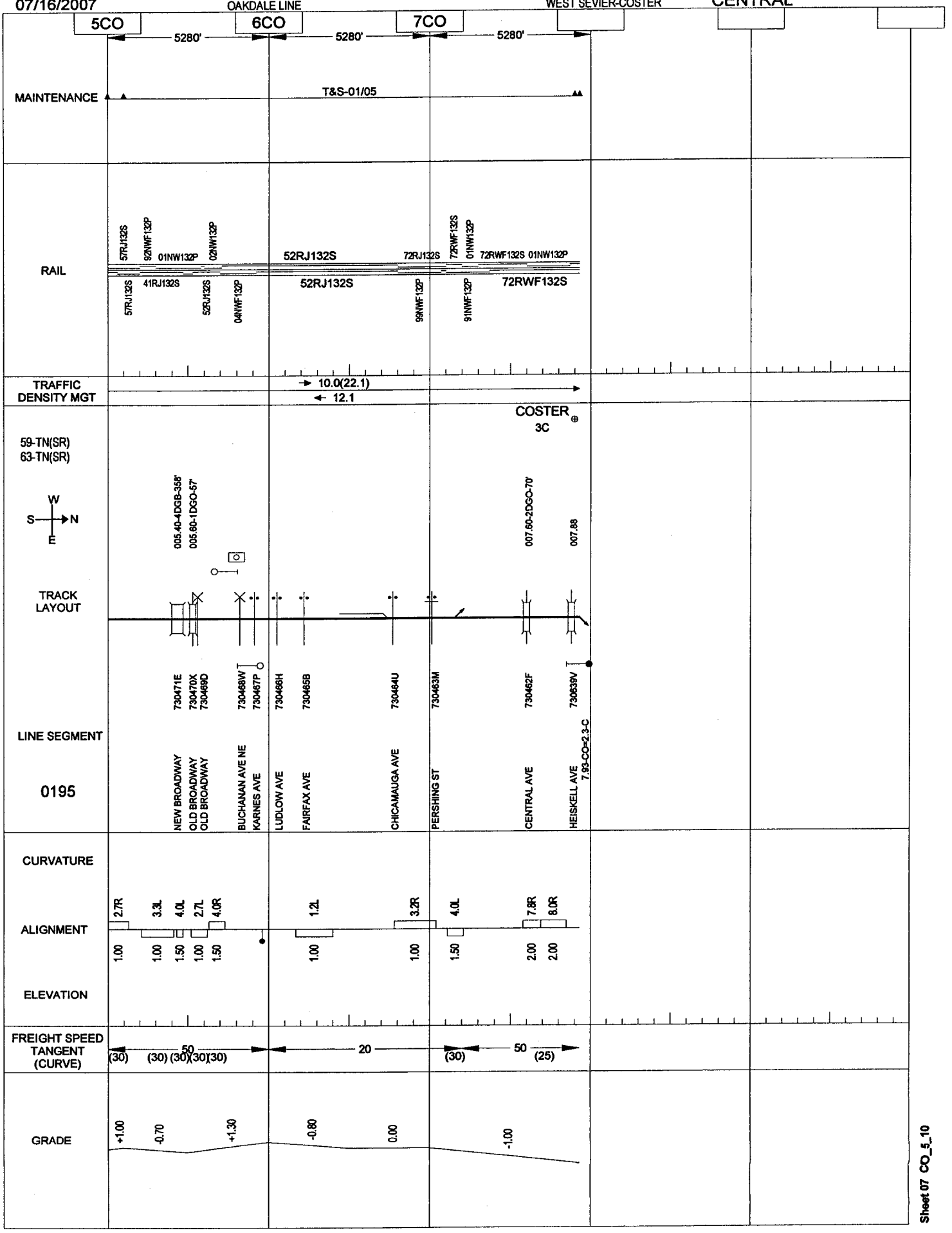
Sheet 07 BL_15_20

07/16/2007



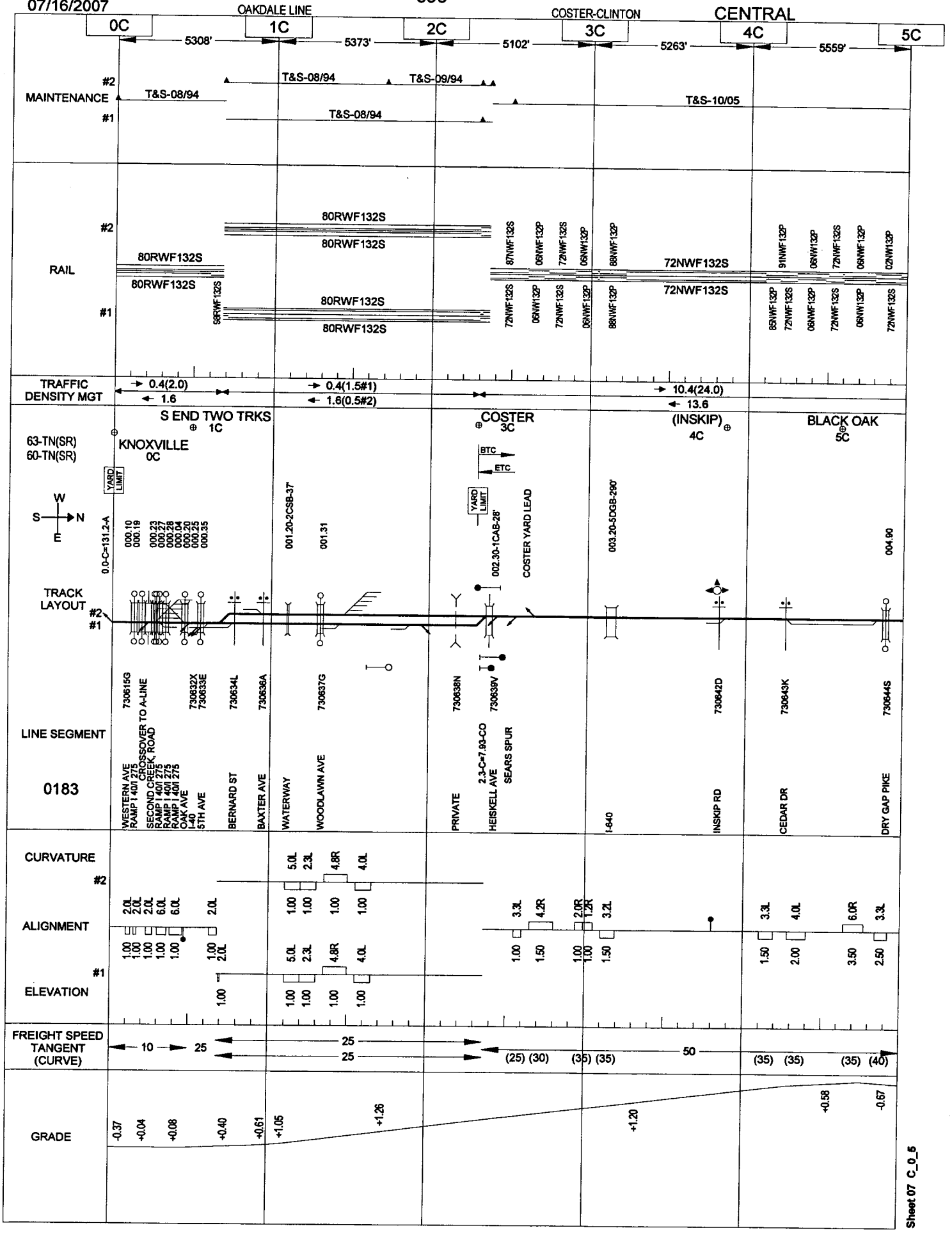
Sheet 07 CO_0_5

07/16/2007 OAKDALE LINE WEST SEVIER-COSTER CENTRAL



Sheet 07 CO_5_10

07/16/2007



Sheet 07 C_0_5

07/16/2007

OAKDALE LINE

COSTER-CLINTON

CENTRAL

5C | 6C | 7C | 8C | 9C | 10C

5308' | 4720' | 5549' | 5328' | 5353'

MAINTENANCE

T&S-10/05

RAIL

98NWF132P 72NWF132S 91NWF132S 72NWF132S 85NWF132S 72NWF132S 89NWF132S 72NWF132S 89NWF132S 72NWF132S 94NWF132P 72NWF132S 92NWF132P 72NWF132S 98NWF136P

72NWF132S 87NWF132P 72NWF132S 95NWF132P 72NWF132S 98NWF136P

TRAFFIC DENSITY MGT

10.4(24.0)

13.6

60-TN(SR)

(DANTE) 6C

BRADFORD 7C

POWELL 8C

W S N E

005.50-1CAB-15'

006.40-3MSO-67'
006.44
006.45

TEST MILE

007.10-5CSB-152'(89)

TEST MILE

TRACK LAYOUT

730814J 730815R 730816X 730817E 730818L 730818L 730819T 730821U 730822B 730823H 730824P

LINE SEGMENT

0183

WATERWAY | DANTE DR | PRIVATE | PRIVATE | CENTRAL AVE I-75 NB I-75 SB | BEAVER CREEK DR | BEAVER CREEK | PRIVATE | EMORY RD | COMMERCE ST | BRICKYARD RD

CURVATURE

ALIGNMENT

2.3L 1.9R 2.0R 4.3L 2.2L 3.7R 4.5L 3.4R 5.2L 4.1L 6.2R 5.1R 5.1L 4.2R 5.6R 4.6L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (40) (40) (40) (40) 50 (40) (40) (35) (35) (35) (35) (35) (35)

GRADE

-0.67 -1.30 -1.06 -0.59 -0.35 +0.19 +1.18 +1.72 +0.83 -0.94

Sheet 07 C_5_10

07/16/2007

OAKDALE LINE — COSTER-CLINTON — CENTRAL

10C — 5243' — 11C — 5253' — 12C — 5278' — 13C — 5283' — 14C — 5283' — 15C

MAINTENANCE: T&S-10/05

RAIL: 98NWF136P / 98NWF136P; 98NWF136S / 98NWF136S; 98NWF136P / 98NWF136P

TRAFFIC DENSITY MGT: → 10.4(24.0) ← 13.6

60-TN(SR)

HEISKELL 13C

012.40-4DGO-297'(97)

013.50-3BSO-83'

W S N E

TRACK LAYOUT

LINE SEGMENT: 730825W | 730827K | 730828S | 730829Y | 730830T | 730831A | 730832G

0183: COPELAND DR | BRUSHY VALLEY RD | PRIVATE | BULL RUN CREEK | BULL RUN VALLEY RD | DEPOT RD | RACCOON VALLEY RD | CRISMAN RD

CURVATURE

ALIGNMENT: 5.6R 6.1L 2.8R 10.1R 3.9L 6.2L 5.7R 5.0R 3.0R 1.5L 3.0R 4.9L 5.0R | 6.7L 6.7R 6.5L | 4.6L 1.7L 1.7L 5.6L | 4.0R 5.8L 2.9R 4.8L 3.8R 2.3L 6.8R

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

FREIGHT SPEED TANGENT (CURVE): (35)(20) (20) (25)(25)(25) (35)(35) (35) (35) (35) 50 (35) (35) (35) (35) (35) (35) (35) (35) (35) (35) (35) (35) (35)

GRADE: -1.83 -1.88 -1.03 +0.67 +1.52 +1.57 +1.67 +1.72 +1.52

Sheet 07 C_10_15

07/16/2007

OAKDALE LINE

COSTER-CLINTON

CENTRAL

15C | 16C | 17C | 18C | 19C | 20C

5368' | 5197' | 5398' | 5238' | 5248'

MAINTENANCE

T&S-10/05

RAIL

98NWF136P
06NW132P 79NWF132P 00NWF132P 79NWF132P 98NWF132P 79NWF132P 03NWF132P 79NWF132P
98NWF136P
06NW132P 79NWF132P 01NW132P 79NWF132P 05NW132P 79NWF132P 98NWF132P 79NWF132P

TRAFFIC DENSITY MGT

→ 10.4(24.0)
← 13.6

60-TN(SR)

(CHESTNUT RIDGE) 16C

(PEAK) 18C

EAST SIDING 20C

W S N E

017.40-3BSB-143'

TRACK LAYOUT

LINE SEGMENT

730833N 904392C 730834V 730835C 730836J 730837R 730838X 730839E 730840Y

0183

PRIVATE PRIVATE E WOLF VALLEY RD PEAK STATION RD LEE RD PORTWOOD RD YARNELL RD PRIVATE CARDEN RD

CURVATURE

ALIGNMENT

6.8R 7.0R 3.8L 4.4L 4.2L 0.2L 4.5R 5.7L 4.6L 4.8R 3.1L 2.9R 5.8R 1.9L 5.1R 3.6R 5.2R 1.0L 2.7R 3.8L 2.4L 3.9R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(35) (35) (35) (35) (35) (35) (35) (35) 50 (35) (35) (35) (35) (35) (35) (35)

GRADE

+1.12 +0.92 -3.53 -0.88 -0.37 +0.66 +1.17 +0.57 -0.63 -1.23 -0.51 +0.95 +1.67 +0.89 -0.55

Sheet 07 C_15_20

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL

20C | 5409' | 21C | 5127' | 22C | 5258' | 23C | 5323' | 24C | 5268' | 25C

MAINTENANCE: T&S-10/05 ▲▲ T&S-11/96

RAIL: 79NWF132P | 91RWF132S | 70WF131S

79NWF132P | 70WF131S

TRAFFIC DENSITY MGT: → 10.4(24.0) ← 13.6 | → 0.3(1.6) ← 1.3

60-TN(SR)

CLINCH 19C ⊕ ⊕ CLINTON 21C

BTC

ETC

W S N E

020.40

020.60-8MSC-586'(01)

020.80

20.86-C=20.86-D

TRACK LAYOUT

LINE SEGMENT

0183
0187

730841F IND ACCESS ROAD

730842M CLINCH RIVER

730499J SR 61 MARKET ST

730845H WEAVER ST

730846P MARIE AVE

730847W PARK AVE

730859R FOWLER ST

730860K LONGMIRE RD

730861S PRIVATE

730863F PRIVATE

730864M PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

3.9R 3.9L 6.0R 6.0R 3.2L 4.2L 3.2R 3.7R 5.5R 2.0R 4.0R 3.5R 7.0L 6.5L 6.9L 6.0L 3.8R

ELEVATION

2.00 2.00 1.00 1.00 1.00 1.50 1.00 1.00 2.00 1.00 1.50 1.50 2.50 2.50 2.50 2.50 1.50

FREIGHT SPEED TANGENT (CURVE)

(35) 50 (35) (15) 30 (25)

GRADE

-1.33 -0.03 +0.57 +1.03 +0.54 -0.03 -0.20 -0.27 -0.55 +0.41 -0.63 -0.76 -0.58 -0.21 -0.03 -0.15 +0.20 +0.09 -0.10 -0.21 -0.18 -0.11 -0.08 +0.94 +1.39 +1.10 -0.25 -0.35 -0.56 -0.66 -0.43

Sheet 07 C_20_25

07/16/2007

JELLICO LINE — CLINTON-LOT — CENTRAL

25C | 26C | 27C | 28C | 29C | 30C

5187' | 5393' | 5303' | 5378' | 5333'

MAINTENANCE

T&S-11/96

RAIL

70WF131S | 91RWF132S | 71WF132S | 71WF131S

70WF131S | 91RWF132S | 70WF131S | 71WF132S | 71WF131S

TRAFFIC DENSITY MGT

→ 0.3(1.6)

← 1.3

60-TN(SR)

(OFFUTT) 26C

(KNAPP) 29C

TEST MILE

TEST MILE

026.80-8BSB-185'
026.90-9BSB-193'
027.20-5CSB-121'
027.30-5CSB-115'
027.60-3DGO-120'(68)
027.90
027.95

W S N E

TRACK LAYOUT

LINE SEGMENT

0187

730865U PRIVATE
730866B PRIVATE
730867H PRIVATE
730868P WATERWAY ROAD & WATERWAY
730869W WATERWAY
PRIVATE WATERWAY
730870R WATERWAY US 25 W SB
730870R US 25 W NB
730871X CANE CREEK RD
730872E
730873L
730874T LEINART LANE
730875A

CURVATURE

ALIGNMENT

3.8R 3.7R 6.0L 4.0R 3.7R 2.0L 1.5L 5.2L 2.2L 6.6L 2.7R 6.0R 2.0R 1.2L 1.1L

ELEVATION

1.50 1.00 2.00 1.50 1.00 1.00 1.00 1.50 1.00 2.50 1.00 2.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

30

GRADE

+0.03 +0.26 -0.87 -0.44 -0.57 +0.75 -0.70 -0.12 +0.65 0.00 +0.47 +0.59 +0.84 +0.97 +0.49 -0.47 -0.95 -0.45 -0.11 -0.38

Sheet 07 C_25_30

07/16/2007

JELLICO LINE — CLINTON-LOT — CENTRAL

30C — 5177' — 31C — 5258' — 32C — 5278' — 33C — 5303' — 34C — 5067' — 35C

MAINTENANCE: T&S-11/96 | T&S-11/05

RAIL: 71WF131S | 71WF132S | 93NWF132S | 71WF132S
71WF131S | 71WF132S | 85RWF132S | 71WF132S

TRAFFIC DENSITY MGT: → 0.3(1.6) ← 1.3

60-TN(SR)

LAKE CITY 31C — (BRICEVILLE) 32C — (DISNEY) 34C

TEST MILE — TEST MILE

TRACK LAYOUT

031.20-11MSO-190'(93) — 031.50-1CSB-28' — 031.70-2CSB-41' — 032.39 — 032.41 — 033.40-1BSO-34'

LINE SEGMENT: 730876G | 730877N | 730878V | 730879C | 730880W | 730881D | 730882K | 730905P | 730906W | 730907D | 730907D | 730908K | 730909S | 730910L | 730911T | 730912A | 904393J

0187: ELLIOTT ST | DUTCH VALLEY RD | PRIVATE | 7TH ST | 3RD ST | COAL CREEK | CREEK ST | ADKINS ST | WATERWAY | BOLIN RD | WATERWAY | MOUNTAIN SIDE LN | I-75 SB | I-75 NB | SHARP RD | ROAD | JACKSON LANE | QUEENER LANE | PRIVATE

CURVATURE / ALIGNMENT: 1.1L | 2.2L | 2.5R | 1.0L | 3.7R | 3.0R | 1.8L | 3.3L | 5.7R | 4.5L | 3.1R | 5.5L | 4.0R | 5.5R

ELEVATION: 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.50 | 1.00 | 2.00 | 1.50 | 2.00

FREIGHT SPEED TANGENT (CURVE): 30

GRADE: +0.35 | +0.18 | +0.39 | +0.80 | +1.01 | +0.75 | +0.23 | -0.03 | -0.27 | -0.76 | -1.01 | -1.35 | -0.81 | -0.19 | -0.05 | +0.25 | +0.39 | +0.90 | +1.36 | +1.22 | +1.20

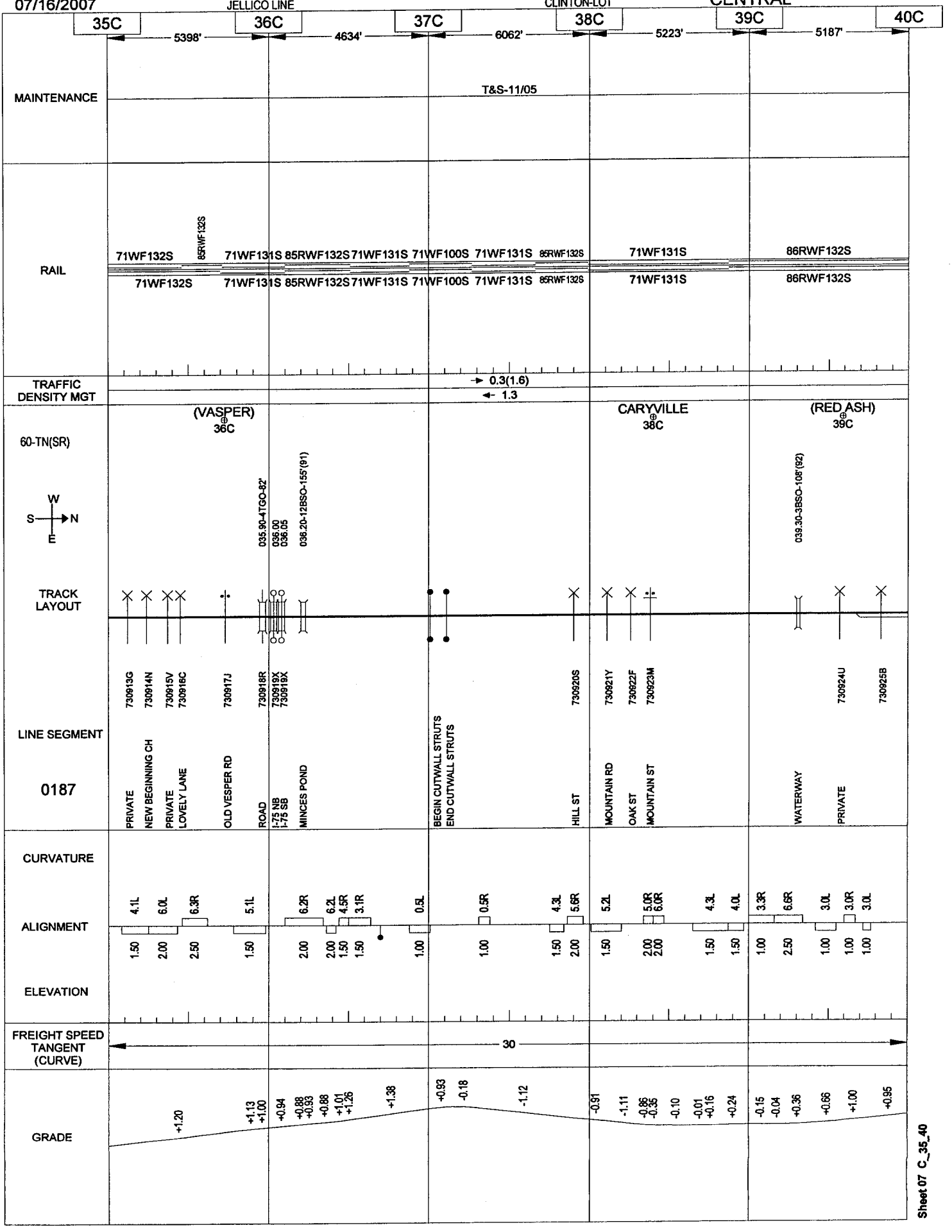
Sheet 07 C_30_35

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL



Sheet 07 C_35_40

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL

40C | 5318' | 41C | 5278' | 42C | 5238' | 43C | 5393' | 44C | 5197' | 45C

MAINTENANCE

T&S-11/05

RAIL

86RWF132S 71WF100S 86RWF132S

86RWF132S 71WF100S 86RWF132S

TRAFFIC DENSITY MGT

0.3(1.6)

1.3

0.2(0.8)

0.6

60-TN(SR)

(SILICA) 40C

(HICKEY) 43C

(TURLEY) 44C

W S N E

040.30-12MSC-460'(92)

041.50-5MSC-190'(93)

042.85-1CBB-12'

TRACK LAYOUT

LINE SEGMENT

0187

730928W

730929D

904394R

COVE CREEK #1

COVE CREEK #2

OLD SR 63

WATERWAY

PRIVATE

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

6.0L 4.0R 6.0R 6.0L 1.5R 1.0L 1.0L 5.5L 5.0R 3.3L 3.7R 2.3L 2.3R 2.1L 4.2R 4.2L 2.2L 3.1R 4.2L 4.3R 4.3R

2.00 1.50 2.00 2.00 1.00 1.00 1.00 2.00 1.50 1.00 1.00 1.00 1.00 1.00 1.50 1.50 1.00 1.00 1.50 1.50 1.50

FREIGHT SPEED TANGENT (CURVE)

30

GRADE

+0.95 +1.01 +1.13 +1.19 +0.97 +0.54 +0.32 +0.44 +0.68

Sheet 07 C_40_45

07/16/2007

JELLICO LINE — CLINTON-LOT — CENTRAL

45C | 46C | 47C | 48C | 49C | 50C

5298' | 5238' | 5363' | 4222' | 6469'

MAINTENANCE: T&S-11/05

RAIL: 86RWF132S; 86WF132S; 99RWF136S

TRAFFIC DENSITY MGT: → 0.2(0.8) ← 0.6; → 0.0(0.2) ← 0.2

60-TN(SR)

(ROYAL BLUE) 46C — BUCKEYE 47C — PIONEER 49C

TRACK LAYOUT: 046.20-1TGO-41'(NA); 046.30-1TGO-41'(NA); 046.40-1TGO-41'(91); 047.40-1DGO-41'(92); 047.75-1MAB-20'; 047.86; 049.02--1751'

LINE SEGMENT 0187: COVE CREEK #3; COVE CREEK #4; COVE CREEK #5; COVE CREEK #6; WATERWAY; SR 63; 730934A; 730935G; PRIVATE; PIONEER TUNNEL

CURVATURE / ALIGNMENT: 4.7L 4.0R 3.1L 4.3R 2.8L 3.3R 3.3L 3.1L 3.0R 3.0R 3.1L 3.1L 5.0R 6.5R 6.0L 7.2R 3.2L 2.8L

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

FREIGHT SPEED TANGENT (CURVE): 30 — 25 — 15

GRADE: +0.80 +1.10 +1.34 +0.15 +0.04 +0.48 +0.78 +1.19 +1.11 +0.96 +0.88 -0.06 -0.37 -0.98 -1.29 -1.20 -0.99 -1.29 -1.33

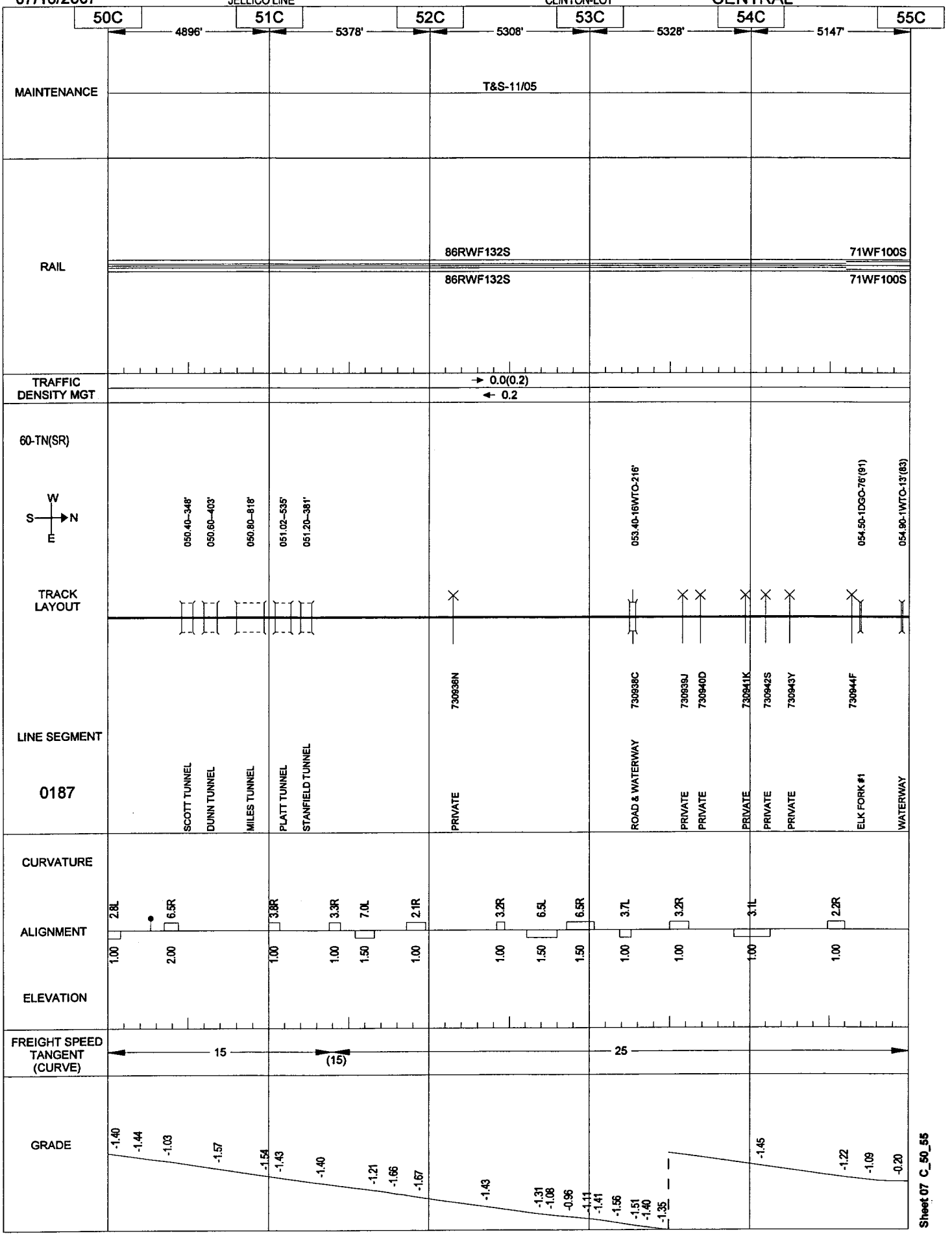
Sheet 07 C_45_50

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL



Sheet 07 C_50_55

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL

55C | 5494' | 56C | 5333' | 57C | 5152' | 58C | 5283' | 59C | 5615' | 60C

MAINTENANCE: T&S-11/05

RAIL: 71WF100S / 71WF100S

TRAFFIC DENSITY MGT: → 0.0(0.2) / ← 0.2

60-TN(SR)

ELK VALLEY 55C

056.10-2MSO-93'(81)

057.10-2DGO-99'(71)
057.20-3DGO-122'(91)
057.50-3MSO-127'(91)
057.60-1DGO-76'(91)
057.80-2MSO-100'(91)

058.10-5MSO-160'(92)
058.30-2MSO-114'(83)

059.80-256'
059.90-1TGO-102'(83)

TRACK LAYOUT

LINE SEGMENT: 730945M | 730946U | 730947B | 730948H | 904395X | 730949P | 904396E | 904397L

0187: ELK VALLEY RD | PRIVATE | PRIVATE | WILKENS ROAD | ELK FORK #2 PRIVATE | AARON BAIRD RD | ELK FORK #3 | ELK FORK #4 | ELK FORK #5 | ELK FORK #6 | PRIVATE | ELK FORK #7 PRIVATE | ELK FORK #8 | ELK FORK #9 | SAND TUNNEL ELK FORK #10

CURVATURE / ALIGNMENT

0.5L | 2.0R | 4.0R | 5.0L | 1.0L | 3.0L | 6.0R | 4.0L | 2.0L | 1.0R | 2.0L | 4.0R | 4.0L | 7.0R | 4.0L | 4.5R | 4.0L | 5.0R | 5.5L | 6.5R

ELEVATION

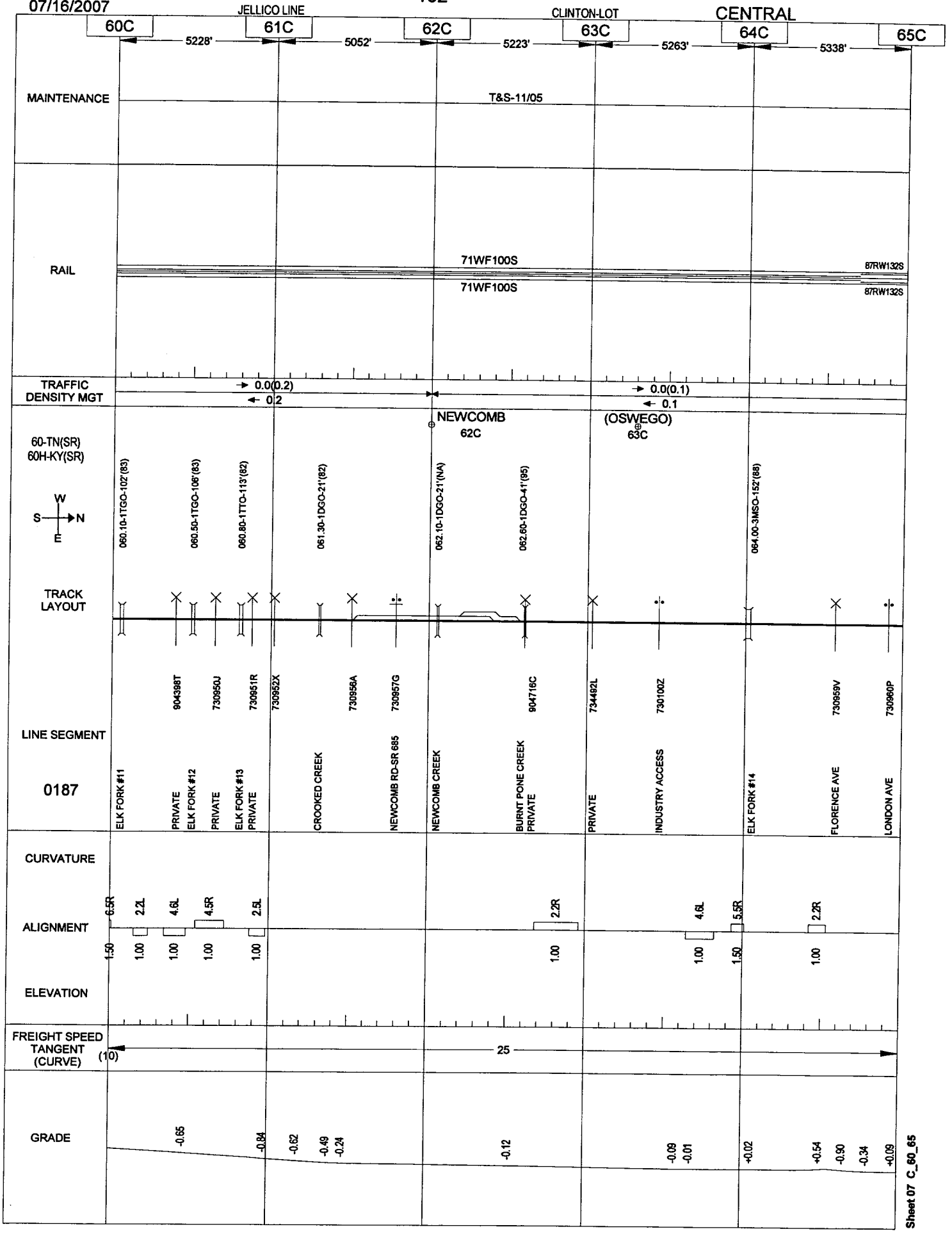
1.00 | 1.00 | 1.50 | 1.00 | 1.00 | 1.00 | 1.50 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.50 | 1.00 | 1.00 | 1.00 | 1.00 | 1.50 | 1.50

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

GRADE: -0.02 | -0.41 | -0.30 | -0.07 | +0.04 | -0.02 | -0.59 | +0.50 | -0.02 | -0.19 | -0.49 | -0.53 | -0.60 | -0.64 | -0.77 | -0.66 | -0.92 | -0.31 | -1.15 | -0.24 | -0.72 | -0.79 | -0.67 | -0.65

Sheet 07 C_55_60

07/16/2007



Sheet 07 C_60_65

07/16/2007

JELLICO LINE

CLINTON-LOT

CENTRAL

65C | 66C | 67C

5303' | 5318' | 7138' | 5280' | 5280'

MAINTENANCE

T&S-11/05

RAIL

87RW132S

87RW132S

TRAFFIC DENSITY MGT

0.0(0.1) → 0.1 ←

0.0(0.1) → 0.1 ←

JELLICO 65C

(FAIRVIEW)

LOT 68C

60-TN(SR)
60H-KY(SR)

TN | KY

W
S N
E

065.10-2WTB-25'

066.10-5WTB-60'

067.10

067.10

067.40-15MSC-318'

TRACK LAYOUT

LINE SEGMENT

0187

904717J

347368N

347370P

347371W

347372D

347373K

347374S

347373K

347375Y

TRACKAGE RIGHTS CSXT

WATERWAY

HWY 25W

WATERWAY

SR 1804

CLYDES TRUCK

SR 2998

I-75 PRIVATE

I-75 CLEAR FORK

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

10.0L

3.6R

1.0R

2.8L

2.1L

6.8L

1.50

1.00

1.00

1.00

1.00

1.00

FREIGHT SPEED TANGENT (CURVE)

20

10 20

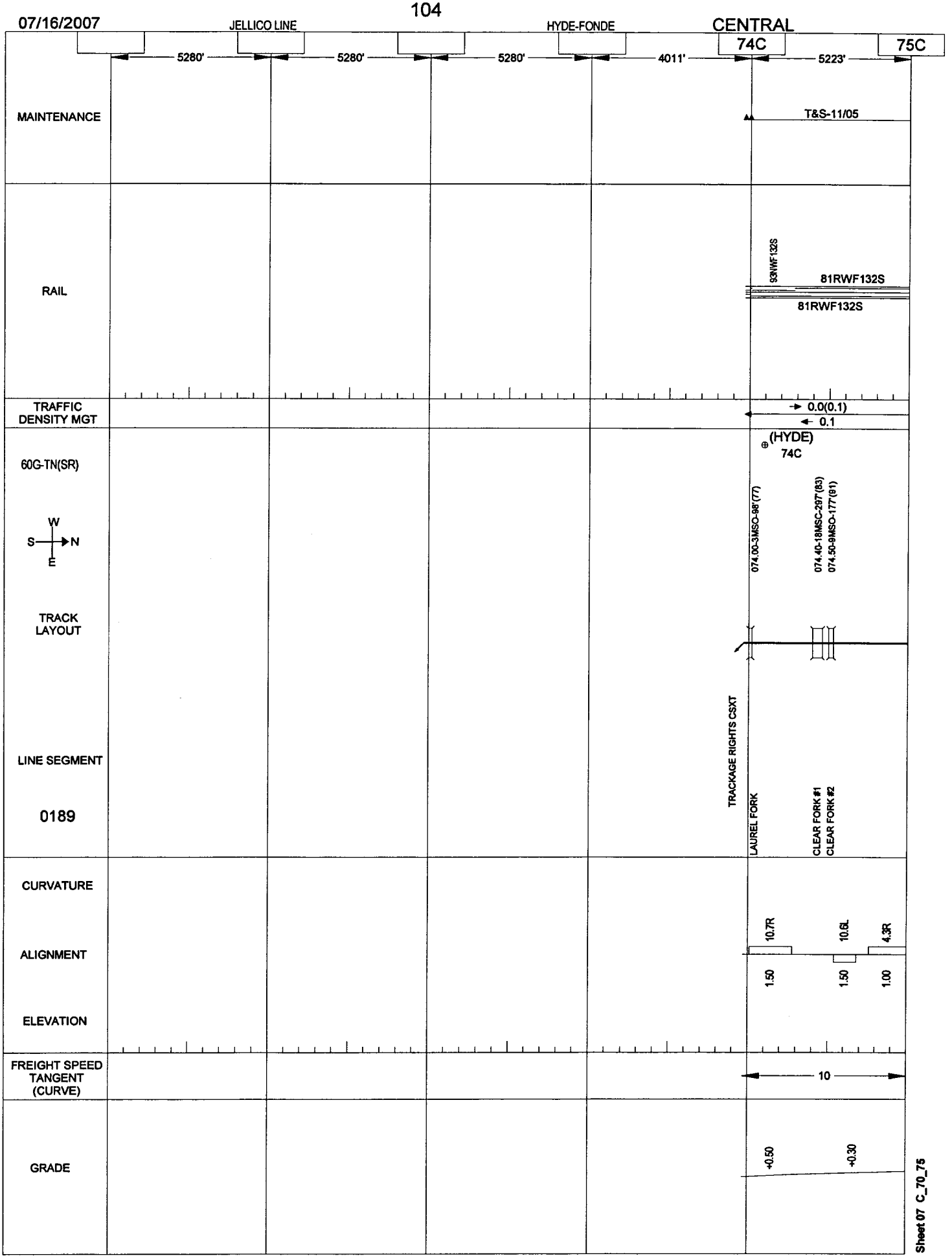
GRADE

+0.09

+0.06

Sheet 07 C_65_70

07/16/2007



Sheet 07 C_70_75

07/16/2007

JELLICO LINE | HYDE-FONDE | CENTRAL

75C | 5377' | 76C | 5182' | 77C | 5308' | 78C | 5308' | 79C | 5308' | 80C

MAINTENANCE: T&S-11/05; T&S-12/91

RAIL: 81RWF132S; 81RWF132S

TRAFFIC DENSITY MGT: → 0.0(0.1); ← 0.1; → 0.0(0.0); ← 0.0

60G-TN(SR)

ARCO JCT 73C ⊕ (ANTHRAS) 76C ⊕ (EAGAN) 77C ⊕ CLAIRFIELD 79C

W S N E

076.40-10MSC-297' | 077.20-6WTO-77' | 077.30-13MSO-238'(97) | 077.50-11MSO-237'(97) | 078.20-1WTO-16'(91) | 078.80-2TGO-101'(93)

TRACK LAYOUT

LINE SEGMENT: 925403V | 730962D 730963K | 925404C 730964S | 730965Y | 730967M | 730969B | 730970V

0189: PRIVATE | PRIVATE ANTHRAS RD (SR 90) | CLEAR FORK #3 | PRIVATE ROAD & WATERWAY | CLEAR FORK #4 | PRIVATE | CLEAR FORK #5 | WATERWAY | CLEAR FORK #6 | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT: 4.3R 6.2L 6.3R 8.5L 4.0R | 4.5L 8.0R 2.2R 3.0R | 6.6L 6.6L 10.5R 8.5R 7.0L 9.2R 9.5R | 6.0L 4.5R 7.3L 5.1R | 10.1L 2.1R 2.2L

1.00 1.00 1.00 1.00 1.00 | 1.00 1.50 1.00 1.00 | 1.00 1.50 1.50 1.00 1.50 1.50 | 1.00 1.00 1.00 1.00 | 1.50 1.00 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: +0.30 | 0.00 | +0.17 | 0.00 | -0.20 | 0.00 | +0.50 | 0.00 | +0.40

NOTE: 79.5-C TO 85.0-C OUT OF SERVICE

Sheet 07 C_75_80

07/16/2007

JELLICO LINE — HYDE-FONDE — CENTRAL

80C — 5308' — 81C — 5308' — 82C — 5308' — 83C — 5308' — 84C — 5308' — 85C

MAINTENANCE: T&S-12/91; T&S-09/76, S-07/86

RAIL: 81RWF132S; 81RWF132S; 80RJ132S; 66RJ132S; 48RJ085S; 67RJ132S; 66RJ132S; 48RJ085S

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

(AUSMUS) 80C — (VALLEY CREEK) 81C — (KIDWELL) 83C — (PRUDEN) 84C — FONDE 85C

60G-TN(SR)
62-KY(SR)

TN | KY

W S N E

TRACK LAYOUT

081.00-3WTO-45'(93)
081.30-1WTO-15'(90)
081.80-3TGO-122'(92)
082.20-2TGO-82'(83)
082.30-1WTO-16'(NA)
083.10-2WTO-30'(NA)
(SWITCH ONLY)
083.50-2WTO-29'(97)
(SWITCH ONLY)
084.10-6WTO-94'
084.40-7WTO-104'

LINE SEGMENT: 730971C 730972J 730973R 730974X 730975E 730976L 730978A 730979G 730980B 730981H 730982P 730983W 730984D 730985K 730986S 730987Y 730988F

0189

PRIVATE PRIVATE — WATERWAY — WATERWAY — CLEAR FORK #7 — CLEAR FORK #8 WATERWAY — WATERWAY — SR 74 WATERWAY — WATERWAY — SR 74 — WATERWAY SR 535 — PRIVATE PRIVATE PRIVATE

CURVATURE / ALIGNMENT: 2.2L 3.3R 7.0R 5.7L 7.6L 8.0R 6.8R 7.1R 8.0R 6.7L 6.1R 4.2R 4.0R 3.0L

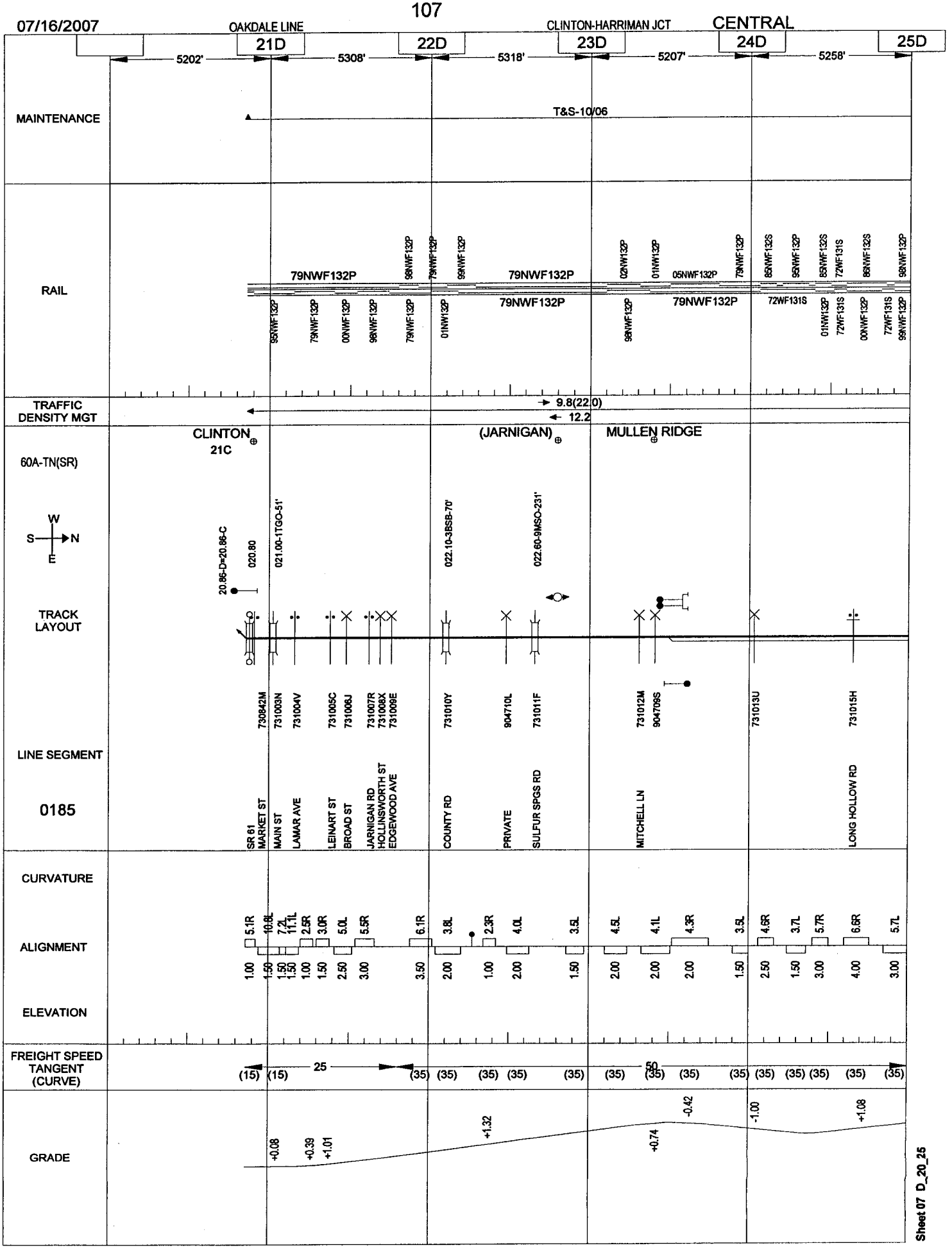
ELEVATION: 1.00 1.00 1.50 1.50 1.50 2.00 2.00 2.00 2.00 1.50 1.50 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: +0.40 +0.60 +0.50 +1.00 +0.80 +0.40 +1.25 +1.75 +2.40

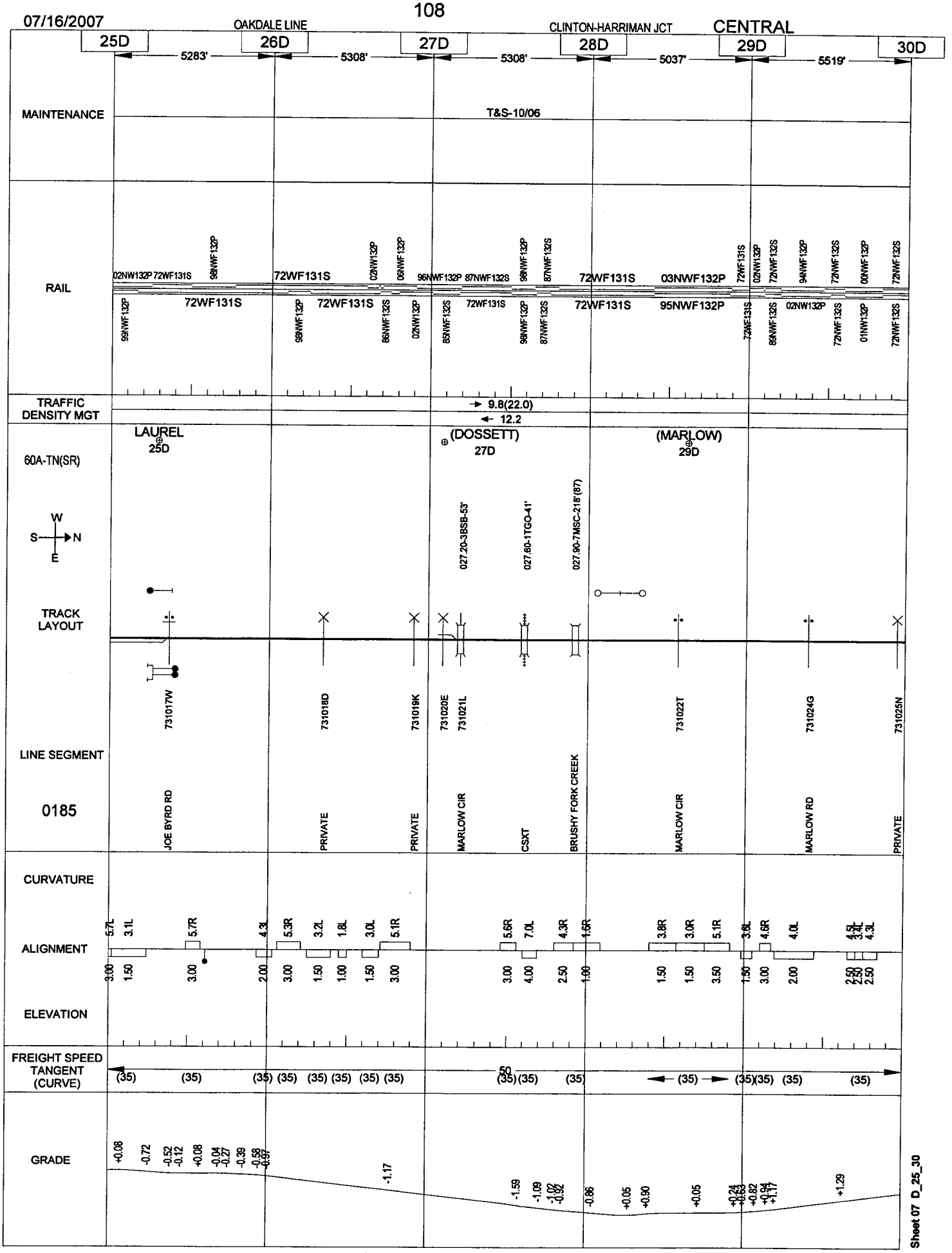
NOTE: 79.5-C TO 85.0-C OUT OF SERVICE

Sheet 07 C_80_85



Sheet 07 D_20_25

07/16/2007



Sheet 07 D_25_30

07/16/2007 OAKDALE LINE CLINTON-HARRIMAN JCT CENTRAL

30D 5288' 31D 5308' 32D 5318' 33D 5238' 34D 5228' 35D

MAINTENANCE

T&S-10/06

RAIL

72NWF132S 01NW132P 87NWF132S 85NWF132S 72NWF132S 00NWF132P 72NWF132S 85NWF132S 87NWF132S 91NWF132P 99NWF132P 72NWF132S 94NWF132P 72NWF132S 88NWF132P 89NWF132P 72NWF132S 01NW132P 72NWF132S

72NWF132S 85NWF132S 72NWF132S 85NWF132S 72NWF132S 87NWF132S 72NWF132S 01NW132P 72NWF132S 85NWF132S 72NWF132S 01NW132P 72NWF132S

TRAFFIC DENSITY MGT

→ 9.8(22.0)

← 12.2

60A-TN(SR)

(POPLAR) 34D

033.90-12MSC-269'(94)

W S N E

TRACK LAYOUT

LINE SEGMENT

731026V 904712A 731027C 731028J 731029R 731030K 731031S 731032Y 731033F 731034M 731035U 731037H

0185

PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE PRIVATE SMITH RD POPLAR CREEK SPRING ST (SR 330)

CURVATURE

ALIGNMENT

1.0L 4.2L 4.2R 4.0L 3.4L 5.4R 5.4L 0.6R 4.6R 2.9R 5.2L 2.0R 3.3R 2.1L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(35) (35) (35) (35) (35) (35) (35) 50 (35) (35) (35) (35) (35) (35) (35)

GRADE

+1.29 +0.65 -0.63 -1.27 -1.24 -1.19 -1.17 -1.08 -0.91 -0.82 -0.55 -0.21 +0.05 +0.76 +0.51 -0.06 -0.31 -0.48 -0.83 -1.01 -0.01 +1.24 +0.85 +1.36 -1.29

Sheet 07 D_30_35

07/16/2007

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

35D | 5977' | 36D | 4504' | 37D | 5192' | 38D | 5388' | 39D | 5223' | 40D

MAINTENANCE

T&S-10/06

RAIL

72NWF132S 01NW132P 01NW132P 72NWF132S 00NWF132P 94NWF132P 72NWF132S 85NWF132S 86NWF132S 06NWF132P 72NWF132S 91NWF132P 72NWF132S 00NWF132P 72NWF132S 00NWF132P 72NWF132S 02NW132P 72NWF132S

72NWF132S 87NWF132S 96NWF132P 72NWF132S 94NWF132P 06NW132P 72NWF132S 97NWF132P 72NWF132S 02NW132P 72NWF132S

TRAFFIC DENSITY MGT

→ 9.8(22.0)
← 12.2
→ 10.4(23.2)
← 12.8

60A-TN(SR)

(OLIVER SPRINGS) 36D ⊕ OLIVER ⊕ SCANDLYN 39D

W S N E

035.24 035.70-4CSB-108' TO CSXT 039.10-5BSB-130'

TRACK LAYOUT

LINE SEGMENT

0185

731038P TUCKER ST
731039W SR 61
731039W TRI COUNTY BLVD
731041X ESTERBROOK AVE
731042E KINGSTON AVE
731043L WINTER GAP RD
INDIAN FORK POPLAR
731044T BUTLER MILL RD
731045A CEMETERY RD
731046G PRIVATE
731048V WILSON LN
731049C GREEN ACRES
731050W SHADY RD
731051D QUALLS LN
731052K ORANGE LN
731053S PRIVATE
731054Y SCANDLYN HOLLOW RD
731055F RANDOLPH LN
731056M NOE LN

CURVATURE

ALIGNMENT

2.1L 2.6R 4.5L 5.8L 6.5L 4.7R 2.3L 2.5L 2.4L 2.7L 3.4R 3.9L 0.7L 1.1R 2.4R 1.3L 3.2L 3.5R 4.4R 1.7L 1.0L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(35) 50 (35) 35 (35) (35) (40) (40) (40) (40) 50 (40) (40) (40) (40) (40) (40) (40)

GRADE

-1.29 -0.01 +0.45 +1.53 -0.76 -1.42 -0.01 +1.05 +0.52 -0.53 -1.06 -0.92 -0.63 -0.49 -0.59 -1.04 +0.58 +1.21 +1.17 +1.16 +1.07 1.04

Sheet 07 D_35_40

07/16/2007

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

40D | 5147' | 41D | 5197' | 42D | 5398' | 43D | 5157' | 44D | 5791' | 45D

MAINTENANCE

T&S-10/06

RAIL

72NWF132S

87NWF132S

85NWF132S

00NWF132P

90NWF132P

89NWF132S

72NWF132S

92NWF132P

TRAFFIC DENSITY MGT

10.4(23.2)

12.8

60A-TN(SR)

BLAIR
41D

(ELVERTON)
43D

TEST MILE

044.10-1WTB-15'

W
S N
E

TRACK LAYOUT

LINE SEGMENT

0185

731057U MASSENGIL SPGS RD

731058B FINKS RD

731059H BLAIR RD

731075S PINE RIDGE RD

731076Y OLD ELVERTON RD

WATERWAY

CURVATURE

ALIGNMENT

1.0R 2.2L 1.6L 3.0L 3.1R 3.8R 1.0R 5.7L 4.0R 3.9R 3.8L 3.9L 1.0L 6.7R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (40) (40) (40) 50 (40) (40) (35) (35) (35) (35) (35)

GRADE

-1.04 -0.04 -0.40 -0.04 +1.14 +0.53 -0.70 -1.31 -1.04 -0.04 +0.27 +0.90 -1.28 -1.25 -1.28 -1.11 -0.78 -0.61 -1.11 -0.62 -2.03 -1.77 -0.71 0.00 +0.75 +1.50 -1.04 -1.00 +1.31

Sheet 07 D_40_45

07/16/2007

OAKDALE LINE

CLINTON-HARRIMAN JCT

CENTRAL

45D	4906'	46D	5238'	47D	5001'	48D	5308'	49D	5690'	50D

MAINTENANCE

T&S-10/06

RAIL

92NWF132P 72NWF132S 97NWF132P 01NW132P 94NWF132P 72NWF132S 86NWF132S 01NW132P 95NWF132P 72NWF132S 92NWF132P 72NWF132S 92NWF132P 72NWF132S 95NWF132P 72NWF132S 02NW132P 72NWF132S 04NWF132P

72NWF132S 87NWF132S 72NWF132S 02NW132P 94NWF132P 86NWF132S 72NWF132S 98NWF132P 72NWF132S 01NW132P 72NWF132S 01NW132P 86NWF132S

TRAFFIC DENSITY MGT

→ 10.4(23.2)

← 12.8

60A-TN(SR)

(TRUETT) ⊕ 45D

(DE ARMOND) ⊕ 46D

FOWLER ⊕ 51D

TEST MILE

TEST MILE

044.80-4MSB-268'

048.90-5MSB-231'

049.50-2BSB-166'

049.68

049.72

049.95

WYE

TRACK LAYOUT

731077F 731078M 731079U 731080N 731081V 731082C 731083J 731084R 731085X 731087L 731088T 731089A

LINE SEGMENT

0185

LITTLE EMORY RIVER | MAYTON RD | PRIVATE | LITTLE EMORY RD | LILLIE LN | WOODS CHAPEL RD | MOUNTAIN VIEW RD | TANGLEWOOD RD | WEBSTER RD | BULLARD BRANCH | QUARRY BRANCH | US 27, SR 61 | ROANE ST | OLD ROANE ST

CURVATURE

ALIGNMENT

2.9L 3.1L 4.1L 3.0R 4.4R 4.2L 2.6L 3.3L 3.3L 3.2R 6.2L 6.5R 6.6R 5.1L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

(40) (40) (40) (40) (40) (40) 50 (40) (40) (40) (35) (30) 20

GRADE

+1.31 +1.24 +1.10 +1.03 +0.44 -0.75 -1.35 -0.72 +0.55 +1.18 +0.57 -0.70 -1.31 -0.05 +1.26 +0.95 +0.41 -0.05 -1.25 -1.33 -0.95 -0.86 0.00 -0.05 -0.03 +0.02 +0.05 +0.31 +0.84 +1.10 +1.18

Sheet 07 D_45_50

07/16/2007 OAKDALE LINE CLINTON-HARRIMAN JCT CENTRAL

50D 51D

5610' 1592'

MAINTENANCE T&S-10/06

RAIL 89NWF132S 72NWF132S 06NWF132P 72NWF132S 72NWF132S 94NWF132P 72NWF132S

TRAFFIC DENSITY MGT 6.5(17.9) 11.4

60A-TN(SR) CANEY CREEK HARRIMAN JCT A257

W S N E

49.97-D/166.0-H 050.40

TRACK LAYOUT

731090U 731091B

LINE SEGMENT 0185 CRESENT AVE NW MARGRAVE DR MW&S ACCESS 51.3-D=258.3

CURVATURE

ALIGNMENT 4.3R 5.8R 3.7L 6.0R

2.00 1.50 1.00 1.50

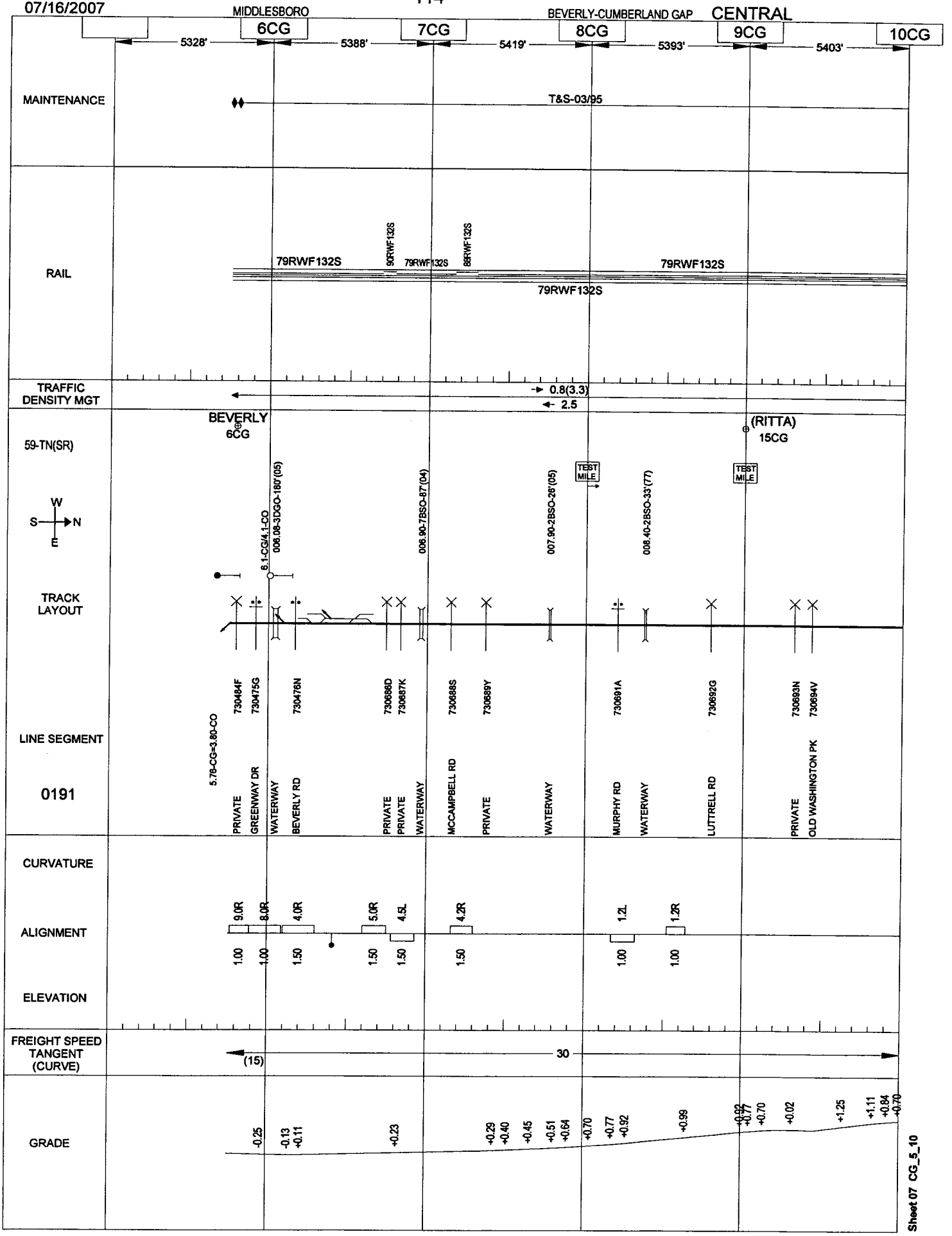
ELEVATION

FREIGHT SPEED TANGENT (CURVE) 20 50 (25)

GRADE -0.53 +0.76 -0.84 -1.14 -0.64 +0.44 +0.63 +0.83 +0.58

Sheet 07 D_50_55

07/16/2007



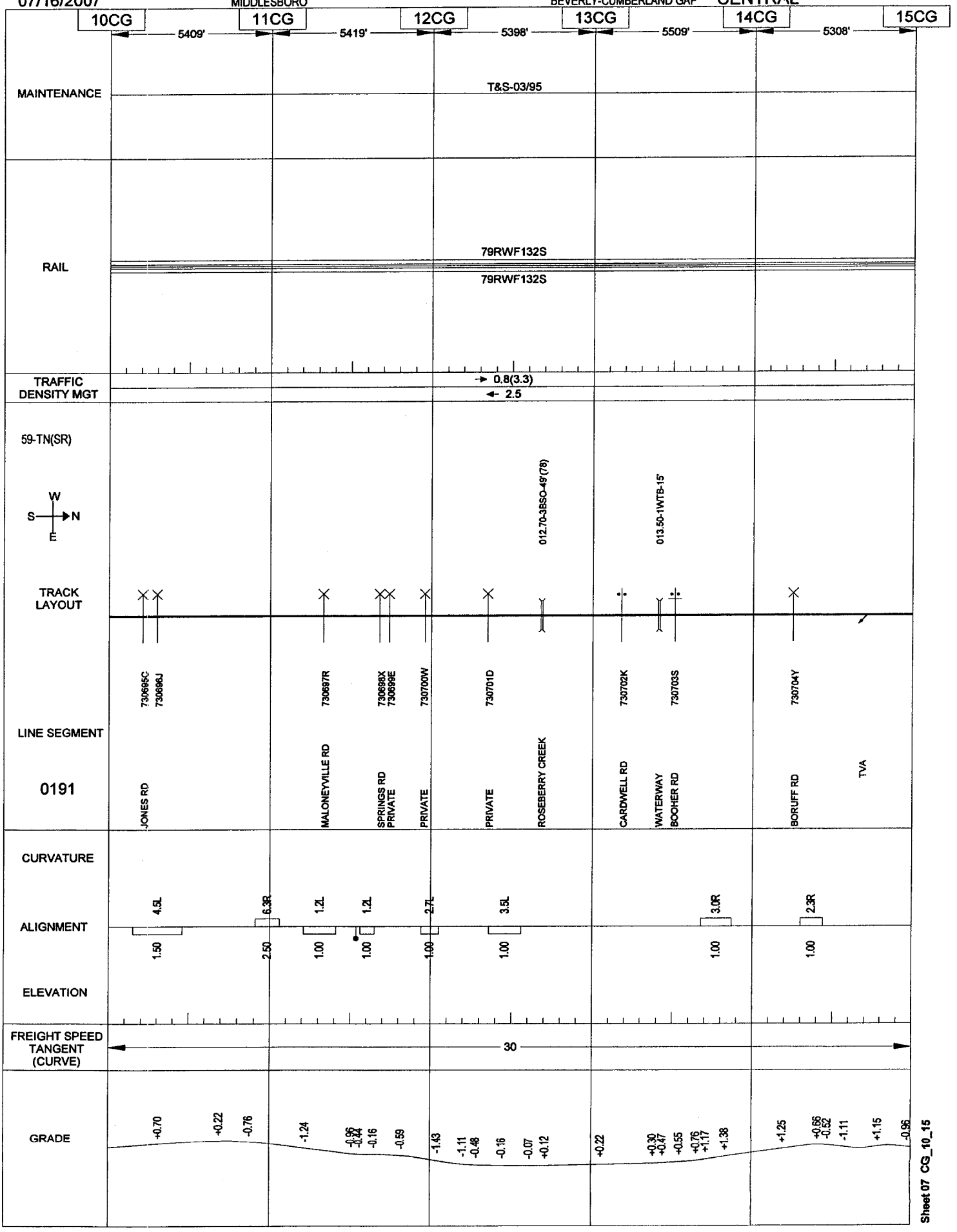
Sheet 07 CG_5_10

07/16/2007

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet 07 CG_10_15

07/16/2007

MIDDLESBORO — BEVERLY-CUMBERLAND GAP — CENTRAL

15CG — 5403' — 16CG — 5519' — 17CG — 5780' — 18CG — 5419' — 19CG — 5529' — 20CG

MAINTENANCE: T&S-03/95

RAIL: 79RWF132S; 98NWF132S; 88RWF132S; 90RWF132S; 93NWF132S

TRAFFIC DENSITY MGT: → 0.8(3.3); ← 2.5

59-TN(SR)

(CORRYTON) 18CG

016.20-14BSO-274'(99)

TRACK LAYOUT

LINE SEGMENT 0191

730705F	730706M	730707U		730709H	730710C	730711J	730712R	730713X	730714E		730715L	730716T	730717A	730718G		730720H	730721P	730722W	730723D	
ROBERTS RD	PRIVATE	EMORY RD	FLAT CREEK #1	FOSTER RD	CORRYTON RD-SR 1291	PRIVATE	PVT-R D ALLEN	PRIVATE	DAN MCBEE RD				PRIVATE	PRIVATE		PRIVATE	PRIVATE	KEYSTONE RD	PRIVATE	

CURVATURE / ALIGNMENT

1.2L — 2.5L — 1.0R — 1.2R — 4.3L — 5.2R — 3.1R — 4.7L

ELEVATION

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

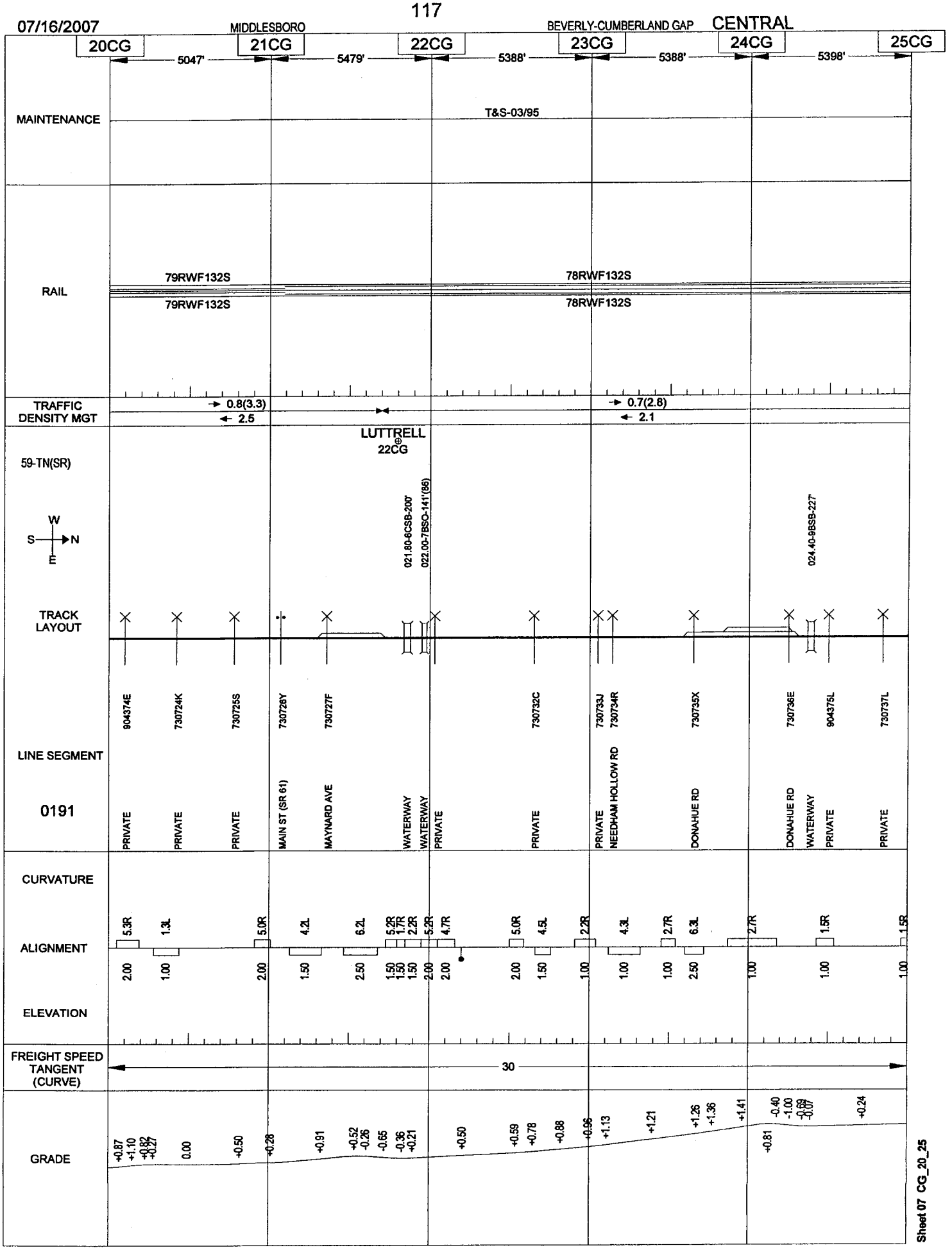
FREIGHT SPEED TANGENT (CURVE): 30

GRADE

-0.96 -0.02 -1.00 -0.44 +1.07 +0.60 +0.35 -0.82 -0.87 -0.97 -1.02 -0.90 -0.65 -0.52 -0.88 -0.99 -1.15 -0.99 -0.68 -0.52 -0.22 +0.39 +0.69 -0.32 -0.79 -0.60 -0.21 -0.02 +0.70 +0.10 +0.59 +0.49 +0.27 +0.17

Sheet 07 CG_15_20

07/16/2007 MIDDLESBORO BEVERLY-CUMBERLAND GAP CENTRAL



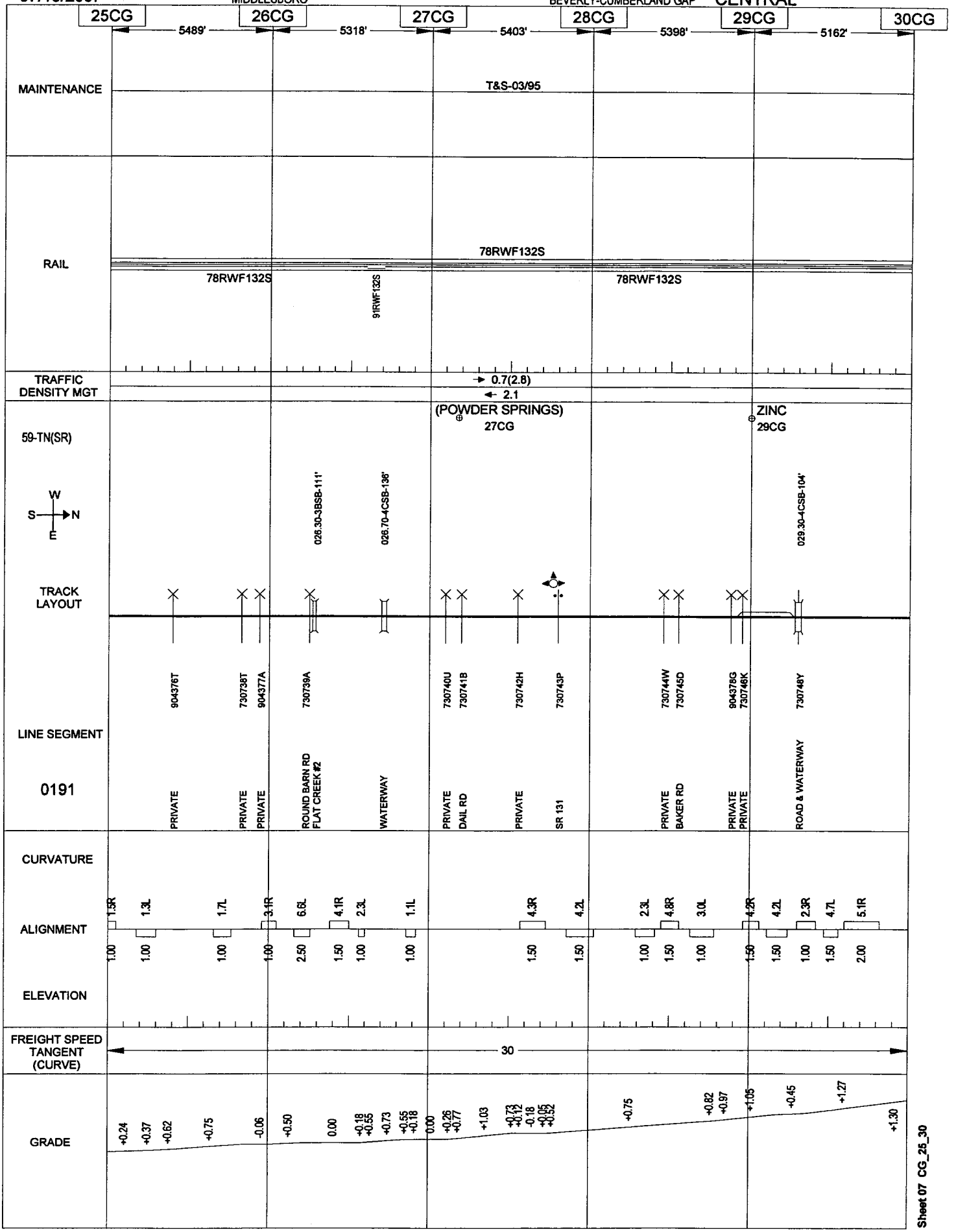
Sheet 07 CG_20_25

07/16/2007

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL



Sheet 07 CG_25_30

07/16/2007

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

30CG | 31CG | 32CG | 33CG | 34CG | 35CG

5650' | 5117' | 5720' | 5353' | 5489'

MAINTENANCE

T&S-03/95

RAIL

78RWF132S

98NWF132S

01RW132S

95NWF132S

TRAFFIC DENSITY MGT

0.7(2.8)

2.1

59-TN(SR)

WASHBURN

33CG

032.90-78SB-225'

W S N E

TRACK LAYOUT

LINE SEGMENT

0191

904379N | 730750A | 730751G | 730752N | 730753V | 730754C | 730755J | 730756R | 730757X | 904380H | 730758E | 904381P | 904382W | 904383D

PRIVATE | PRIVATE | LOCUST GROVE RD | PRIVATE | PRIVATE | CARTER RD | SHIRLEY RD ROAD | PRIVATE | PRIVATE | CRACKER NECK RD | PRIVATE | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT

3.2L 2.3R 2.2L 2.0R 1.3L 5.1L 6.2R 4.1L 8.0L 4.3R 3.0R 7.1R 3.7L 7.8L 4.0R 4.2L 4.6R 11.0R 1.2R 2.2R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

30 (25) (25) (25) (25) (25) (25) (15)

GRADE

+1.30 -0.10 +0.30 +0.32 +0.87 +0.25 -1.43 +0.33 +0.80 +1.27 +0.58 -0.81 -1.50 -1.26 -0.79 -0.55 -0.65 -0.83 -0.92 -0.80 -0.56 -0.44 -0.34 -0.13

Sheet 07 CG_30_35

07/16/2007

MIDDLESBORO

BEVERLY-CUMBERLAND GAP

CENTRAL

35CG — 5187' — 36CG — 5589' — 37CG — 4976' — 38CG — 5589' — 39CG — 5469' — 40CG

MAINTENANCE: T&S-03/95

RAIL: 78RWF132S / 78RWF132S

TRAFFIC DENSITY MGT: → 0.7(2.8) / ← 2.1

59-TN(SR)

(LIBERTY HILL) 36CG

(WILLIAMS SPRINGS) 38CG

(DUTCH) 39CG

W S N E

038.80-4CSB-104'

039.20-9CSB-228'

TRACK LAYOUT

LINE SEGMENT

0191

730759L PRIVATE
730760F PRIVATE
730761M PRIVATE
904384K PRIVATE
730762U PRIVATE
904385S PRIVATE
730763B PRIVATE
730764H PRIVATE
904718R PUBLIC RD
904386Y PRIVATE
730765P PRIVATE
730766W PRIVATE
904387F PRIVATE
730767D PRIVATE WATERWAY
730768K ROAD & WATERWAY
730769S PRIVATE

CURVATURE

ALIGNMENT: 2.2R 1.2R 4.6R 1.2R 1.2L 1.3R 2.2L 2.1R 4.2R 1.3L 2.3L

1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

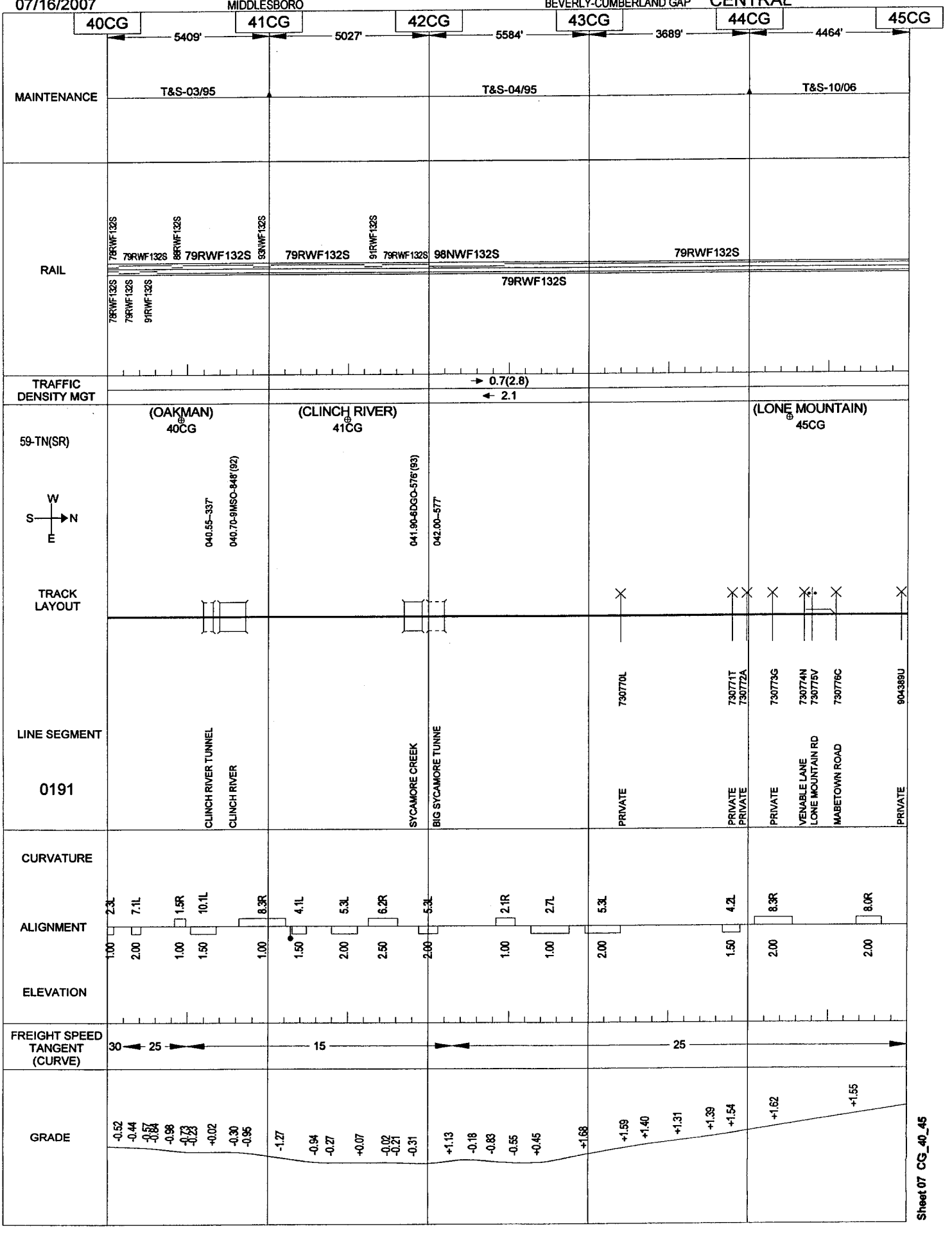
ELEVATION

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

GRADE: -0.02 -0.38 -1.10 -1.46 -1.31 -1.02 -0.88 -0.95 -1.08 -1.15 -1.05 -0.86 -0.77 -0.58 -0.37 -0.02 -0.26 -0.73 -0.97 -1.07 -0.90 -0.53 -0.36 -0.46 -0.65 -0.75

Sheet 07 CG_35_40

07/16/2007 MIDDLESBORO BEVERLY-CUMBERLAND GAP CENTRAL



Sheet 07 CG_40_45

07/16/2007

MIDDLESBORO — BEVERLY-CUMBERLAND GAP — CENTRAL

45CG — 5409' — 46CG — 5398' — 47CG — 5479' — 48CG — 5348' — 49CG — 5388' — 50CG

MAINTENANCE: T&S-10/06

RAIL: 79RWF132S / 79RWF132S — 80RWF132S / 80RWF132S

TRAFFIC DENSITY MGT: → 0.7(2.8) ← 2.1

59-TN(SR)

TAZEWELL 50CG

W S N E

046.30-9SSB-275'

046.90-376'

049.70

TRACK LAYOUT

LINE SEGMENT: 0191

904390N	730778R	730779X	730780S	730781Y	730782F	730783M	730784U	730785B	730786H	730787P	730788W
PRIVATE	WOODWARD HOLLOW	GREAR TUNNEL	WATER WORKS LANE	BALL CREEK RD. PRIVATE	STRAIGHT CREEK RD	OLD KNOX RD	1ST AVE	RAILROAD ST	RUSSELL RD	SR 33	BARNARD LANE

CURVATURE

ALIGNMENT

8.2L	8.3L	8.1R	7.0L	3.0R	3.0L	6.0R	8.0R	10.0L	10.0R	8.0L	1.0L	8.0R	9.0R	6.0L	5.0L	1.0L	8.0R
2.00	2.00	2.00	2.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	2.00	1.50	1.00	2.00

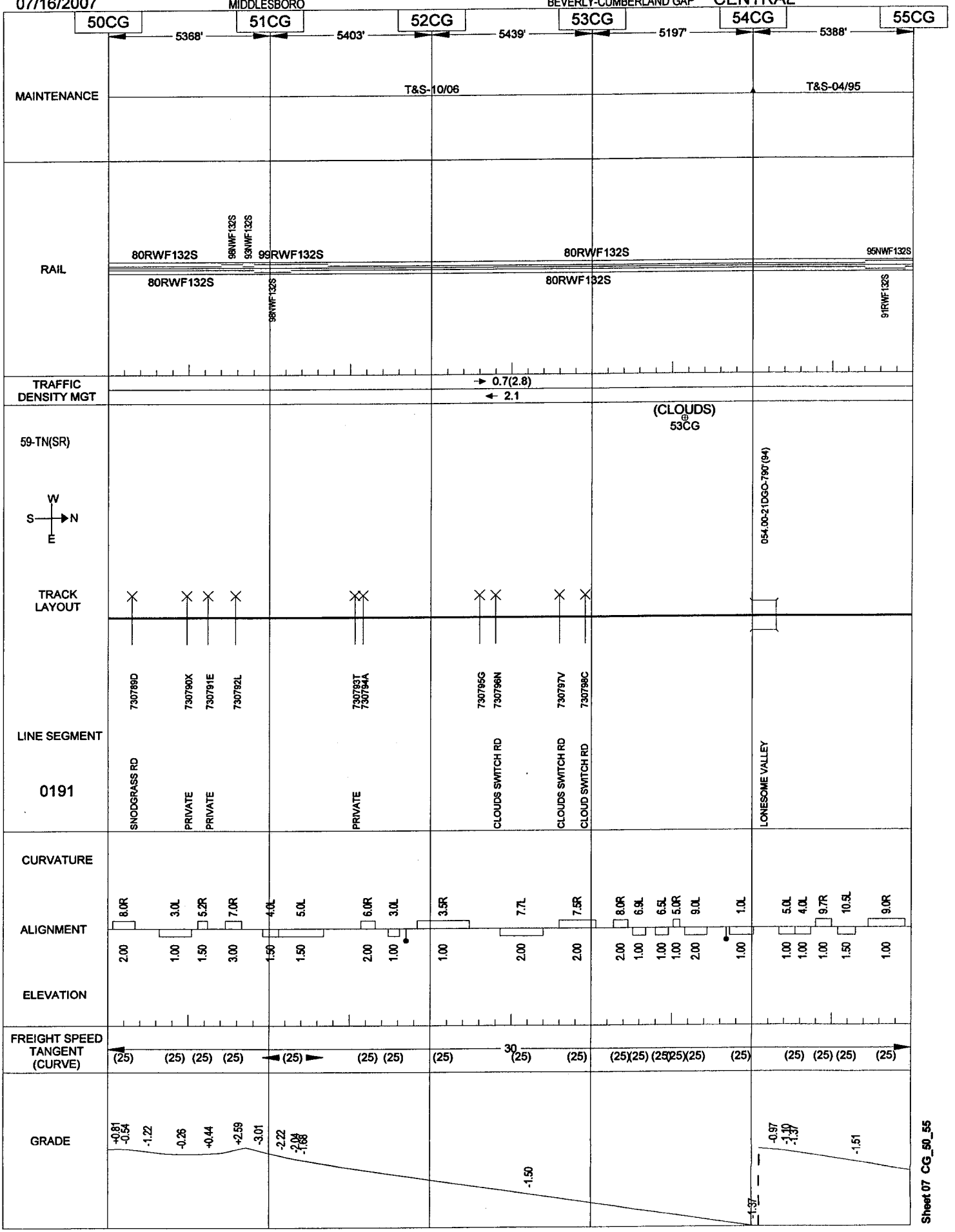
ELEVATION

FREIGHT SPEED TANGENT (CURVE): 25 — (15) — 20 — 30

GRADE: +1.22 +1.61 +1.52 +1.34 +1.25 +1.32 +1.43 +1.50 +1.24 +0.70 +0.44 -0.01 -0.40 +1.17 +0.13 +1.49

Sheet 07 CG_45_50

07/16/2007 MIDDLESBORO BEVERLY-CUMBERLAND GAP CENTRAL



Sheet 07 CG_50_55

07/16/2007

MIDDLESBORO — BEVERLY-CUMBERLAND GAP — CENTRAL

55CG — 5630' — 56CG — 5268' — 57CG — 5660' — 58CG — 4986' — 59CG — 5444' — 60CG

MAINTENANCE: T&S-04/95

RAIL: 80RWF132S / 80RWF132S

TRAFFIC DENSITY MGT: → 0.7(2.8) / ← 2.1

59-TN(SR)

(COMBS) 57CG — (PERKINS FILL) 55CG — (ORE BED JCT) 59CG

055.10-6BSB-105' — 055.31-1CAB-15' — 057.80-12MSC-419'(92) — 058.90-9BSO-225'(94) — 059.80-5CSB-122'(93)

TRACK LAYOUT

LINE SEGMENT: 0191

WATERWAY — WATERWAY — PRIVATE — POWELL RIVER — ROAD & WATERWAY (730801H) — PRIVATE (730802P) — WATERWAY

CURVATURE

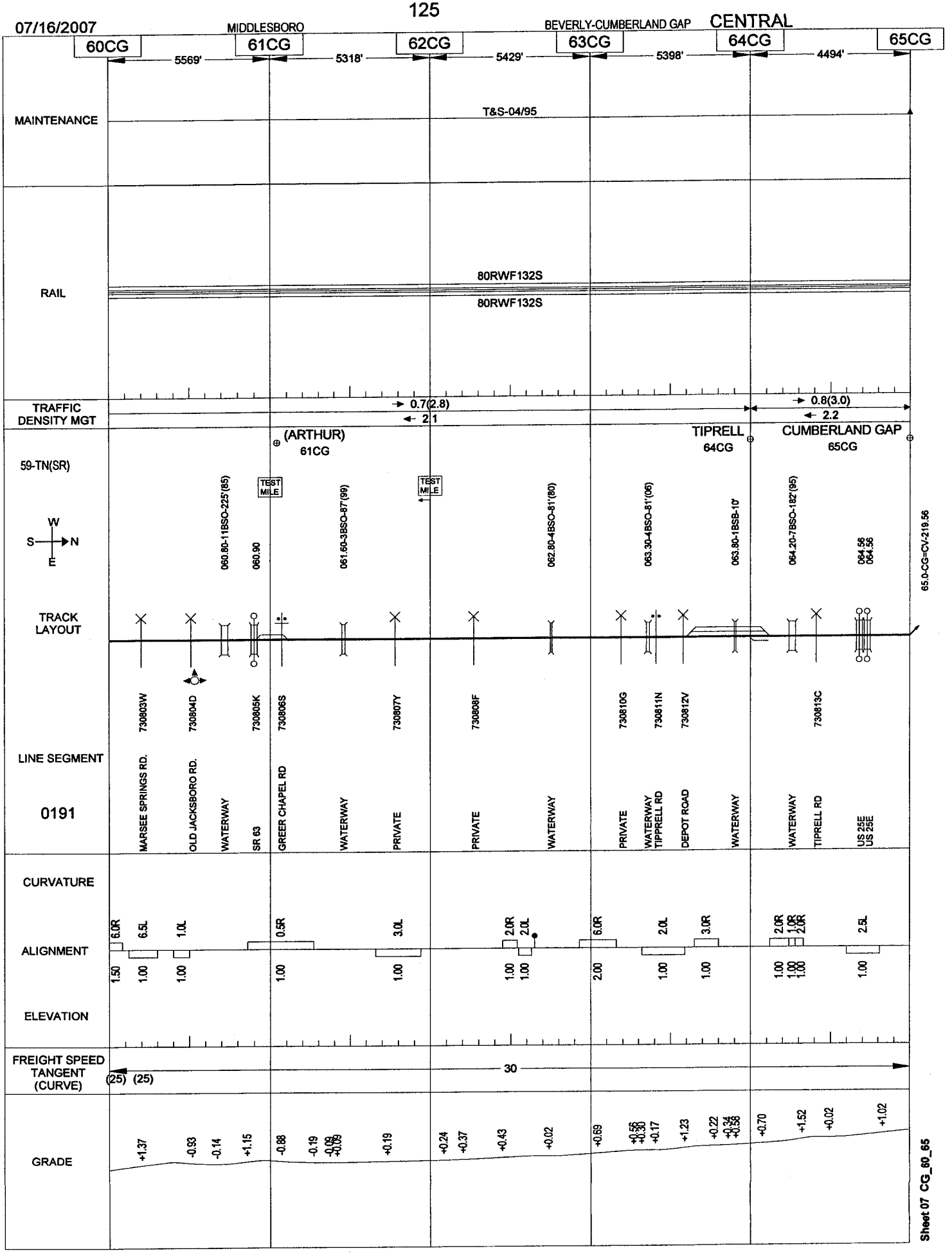
ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE): (25) (25) (25) (25) (25) (25) (25) (25) (30) (25) (25) (25) (25) (20) (20) (25) (25) (25) (25) (25) (25)

GRADE: -1.51 -1.38 -1.10 -0.97 -1.11 -1.39 -1.53 -1.49 -1.42 -1.39 -1.28 -1.06 -0.95 -0.66 -0.08 +0.21 +0.40 +0.77 +0.96 +0.78 +0.41 +0.23 +0.46 +0.91 +1.14 +1.20 +1.31 +1.37

Sheet 07 CG_55_60


07/16/2007
MIDDLESBORO
BEVERLY-CUMBERLAND GAP
CENTRAL
60CG
61CG
62CG
63CG
64CG
65CG
5569'
5318'
5429'
5398'
4494'
MAINTENANCE
T&S-04/95
RAIL
80RWF132S
80RWF132S
TRAFFIC DENSITY MGT
0.7(2.8)
2.1
0.8(3.0)
2.2
(ARTHUR)
61CG
TIPRELL
64CG
CUMBERLAND GAP
65CG
59-TN(SR)
W
S
N
E
TEST MILE
TEST MILE
060.80-11BSO-225'(85)
060.90
061.60-3BSO-87'(99)
062.80-4BSO-81'(80)
063.30-4BSO-81'(06)
063.80-1BSB-10'
064.20-7BSO-182'(95)
064.56
064.56
65.0-CG=CV-219.56
TRACK LAYOUT
LINE SEGMENT
0191
730803W
730804D
730805K
730806S
730807Y
730808F
730810G
730811N
730812V
730813C
MARSEE SPRINGS RD.
OLD JACKSBORO RD.
WATERWAY
SR 63
GREER CHAPEL RD
WATERWAY
PRIVATE
PRIVATE
WATERWAY
PRIVATE
WATERWAY
TIPPRELL RD
DEPOT ROAD
WATERWAY
WATERWAY
TIPRELL RD
US 25E
US 25E
CURVATURE
ALIGNMENT
6.0R
6.5L
1.0L
0.5R
3.0L
2.0R
2.0L
6.0R
2.0L
3.0R
2.0R
1.0R
2.0R
2.5L
1.50
1.00
1.00
1.00
1.00
1.00
1.00
2.00
1.00
1.00
1.00
1.00
1.00
1.00
ELEVATION
FREIGHT SPEED
TANGENT
(CURVE)
(25)
(25)
30
GRADE
+1.37
-0.93
-0.14
+1.15
-0.88
-0.19
+0.19
+0.24
+0.37
+0.43
+0.02
+0.69
+0.17
+1.23
+0.22
+0.70
+1.52
+0.02
+1.02
Sheet 07 CG_60_65

07/16/2007

MIDDLESBORO — MIDDLESBORO-CUMBERLAND GAP — CENTRAL

CV216 — CV217 — CV218 — CV219

5280' — 5280' — 5280' — 5280' — 5280'

MAINTENANCE: T&S-12/96

RAIL: **NJ100S 02RW132S — 96RW100S — 96RW133S

TRAFFIC DENSITY MGT: 2.1(3.3) / 1.2 — 2.2(3.0) / 0.8 — 2.2(3.0) / 0.8

MIDDLESBORO 69CG — QUEENSBURY — CUMBERLAND GAP 65CG

KY | VA | VA | TN

E N S W

TRACK LAYOUT: 215.90-9WTB-105' — 216.12-3MSO-126' — 217.21-8MSB-261' — 218.13-10BSB-314'(NA) — 218.64--3672' — CV-219.56=65.0-CG

LINE SEGMENT: CSXT — 346014R ASHBURY AVE WATERWAY — 346025O MAIN ST SOUTH 15TH ST. — CV-216.13=MR-216.0 — CV-216.77/MR-216.3 — WATERWAY — HWY 25 E — CUMBERLAND GAP TNL — PRIVATE

0192

CURVATURE

ALIGNMENT: 6.0L 3.0L 3.0R 8.0L 6.0R 8.0R 4.0R 4.0L 8.0R 8.0L 8.0R 8.0L 8.0R 2.0L 2.0L 6.1R 8.0R 8.0R

ELEVATION: 1.50 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.50 1.50 1.50 1.50 1.00 1.00 1.00 1.50 1.50

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

GRADE: 0.00

Sheet 07CV_215_220

07/16/2007

MIDDLESBORO | APPOLLO BRANCH | QUEENSBURY-APPOLO | CENTRAL

MR216 | MR217 | MR218 | MR219 | MR220

5280' | 5280' | 5280' | 5280'

MAINTENANCE

T&S-12/96

RAIL

96RW133S

96RW133S

**NJ132S 97RW100S **NJ100S

**NJ132S 97RW100S **NJ100S

TRAFFIC DENSITY MGT

0.4(1.3)

0.9

QUEENSBURY

STONEY FORK JCT

W S N E

MR-216.3/CV-216.77

219.67-9CSB-172'

219.67-4CSB-100'

TRACK LAYOUT

LINE SEGMENT

0800

MR-216.0=CV-216.13

PRIVATE

SOUTH 15TH ST. 352491X

DONCASTER ST. 352493U

PRIVATE 352495A

20TH STREET 352496G

EVANS DRIVE 352497N

26TH STREET 352498V

PETERSBURG AVENUE 352449C

35TH STREET 352500U

38TH STREET 352501B

42ND STREET 352502H

43RD STREET 352503P

MR-219.0=MS-219.0

PRIVATE 352504W

PRIVATE

PRIVATE WATERWAY 352506K

WATERWAY

CURVATURE

ALIGNMENT

ELEVATION

5.0R 12.0R 4.0R 10.0L

3.5R 6.0R 5.0L 3.5L 10.0R 5.0L

6.0R 6.0L 4.0R 3.5L 4.0L 6.0R

3.5L 10.0L 1.5L 3.5L

1.00 1.00 1.00 1.00

1.00 1.00 1.00 1.00 1.00 1.00

1.00 1.00 1.00 1.00 1.00 1.00

1.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

0.00

Sheet 07MR_215_220

07/16/2007

MIDDLESBORO | APPOLLO BRANCH | QUEENSBURY-APPOLO | CENTRAL

MR220 | MR221

5280'

MAINTENANCE: T&S-12/96

RAIL: **NJ100S / **NJ100S

TRAFFIC DENSITY MGT: → 0.0(0.0) / ← 0.0

APPOLO

W / S → N / E

TRACK LAYOUT

LINE SEGMENT: 0800

352508Y

PRIVATE

LANGLEY BRANCH

CURVATURE

ALIGNMENT: 1.5L / 1.00

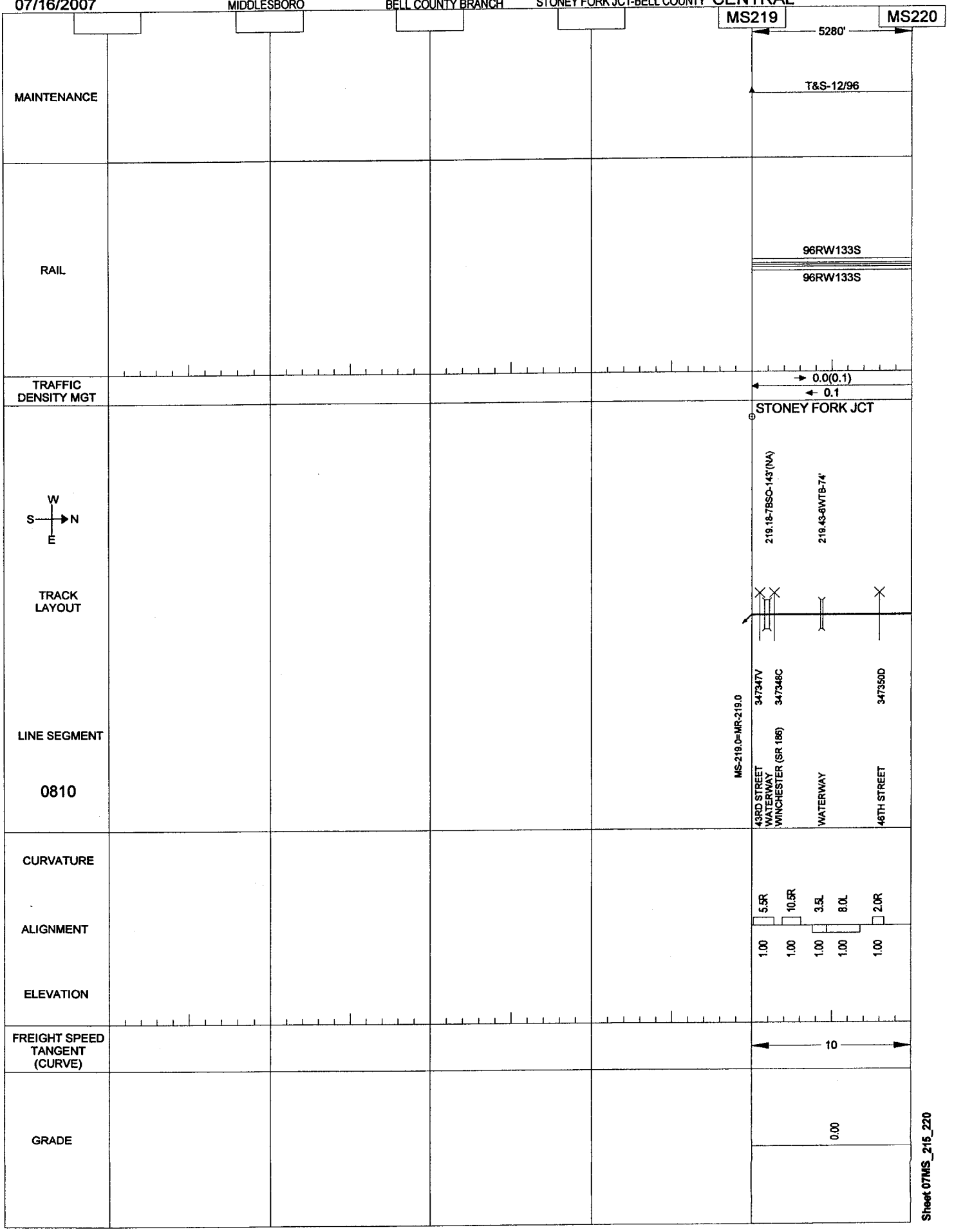
ELEVATION

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00

Sheet 07MR_220_225

07/16/2007 MIDDLESBORO BELL COUNTY BRANCH STONEY FORK JCT-BELL COUNTY CENTRAL



Sheet 07MS_215_220

07/16/2007

MIDDLESBORO | BELL COUNTY BRANCH | STONEY FORK JCT-BELL COUNTY CENTRAL

MS220 | MS221

5280' | 5280'

MAINTENANCE: T&S-12/96

RAIL: 96RW133S / 96RW133S

TRAFFIC DENSITY MGT: → 0.0(0.1) / ← 0.1 / 0.0

BELL COUNTY

W S N E

220.52-3WTB-38'
220.58-6CSB-136'
221.32-4BSO-164'(97)

TRACK LAYOUT

LINE SEGMENT: 347351K | 347352S | 347355M

0810: ED HUNTER LANE | UPPER WILSON ROAD | WATERWAY PRIVATE WATERWAY | WATERWAY

CURVATURE

ALIGNMENT: 4.0R | 4.5L | 1.6R | 2.5L | 2.7R

ELEVATION: 1.00 | 1.00 | 1.00 | 1.00 | 1.00

FREIGHT SPEED TANGENT (CURVE): 10

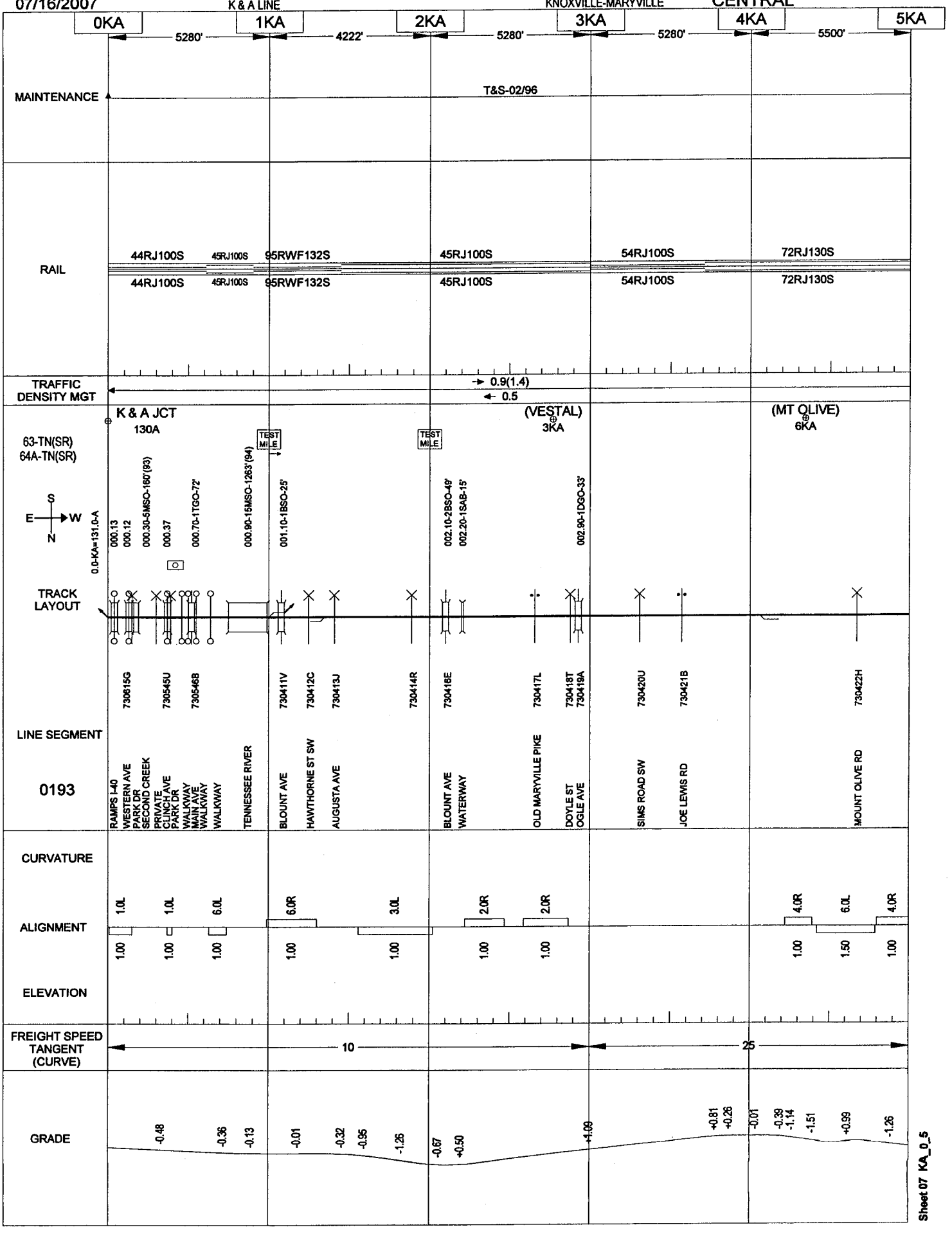
GRADE: 0.00

Sheet 07MS_220_225

07/16/2007

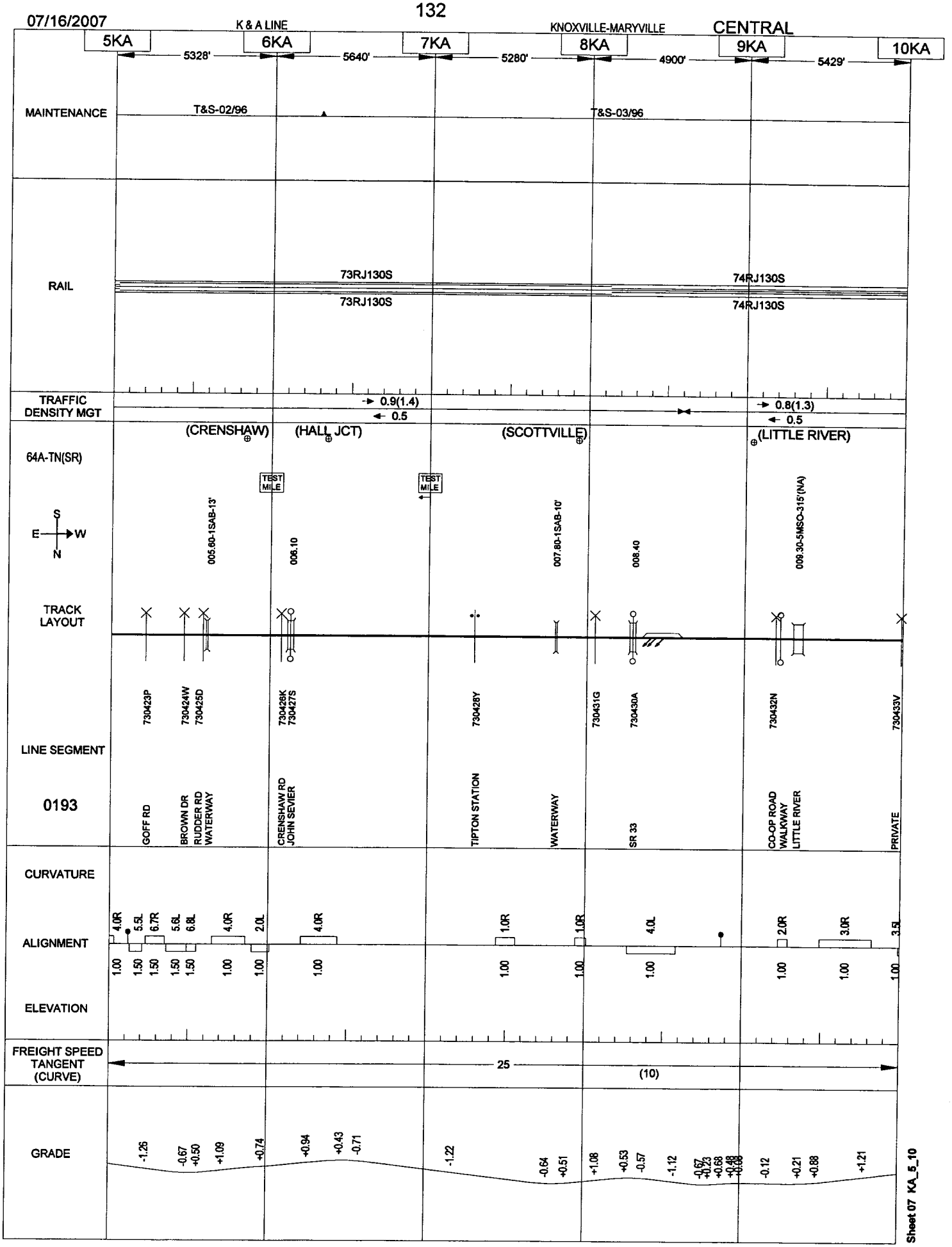
K & A LINE

KNOXVILLE-MARYVILLE CENTRAL



Sheet 07 KA_0_5

07/16/2007



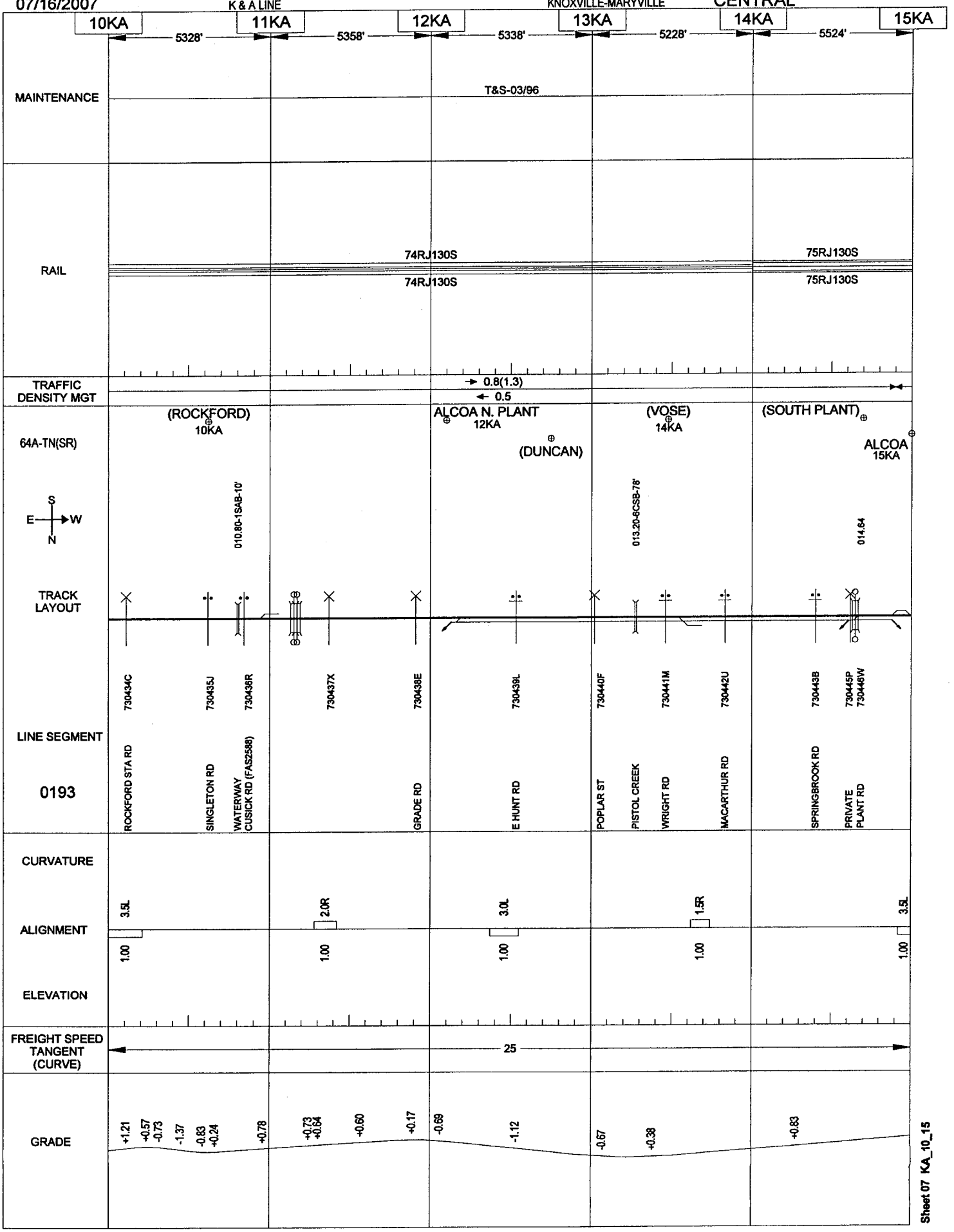
Sheet 07 KA_5_10

07/16/2007

K & A LINE

KNOXVILLE-MARYVILLE

CENTRAL



Sheet 07 KA_10_15

07/16/2007 K & A LINE KNOXVILLE-MARYVILLE CENTRAL

15KA

5489'

MAINTENANCE

T&S-06/88

RAIL

75RJ130S 38RJ130S

75RJ130S 38RJ130S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

64A-TN(SR)

ALCOA 15KA

MARYVILLE 16KA

S E W N

015.40

015.50-7MSO-93'

015.80-1SAB-10'

TRACK LAYOUT

LINE SEGMENT

0193

730447D E LINCOLN RD

730448K E HARPER ST

730449S ROAD

730450L EVERETT AVE

730451T SEVIERVILLE RD WATERWAY

CURVATURE

ALIGNMENT

3.5L 5.0R

1.00 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

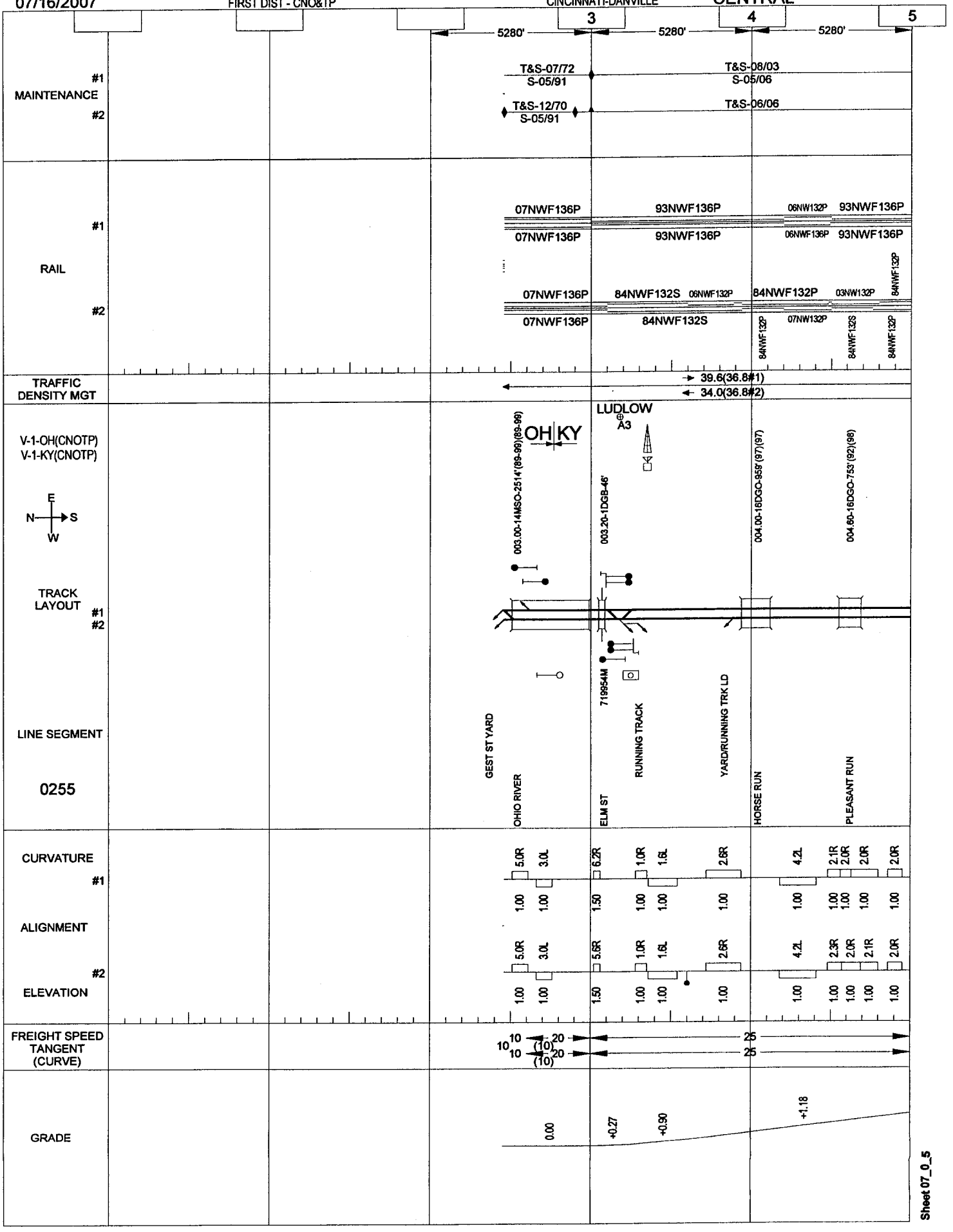
25

GRADE

+0.83 +0.67 +0.34 +0.18

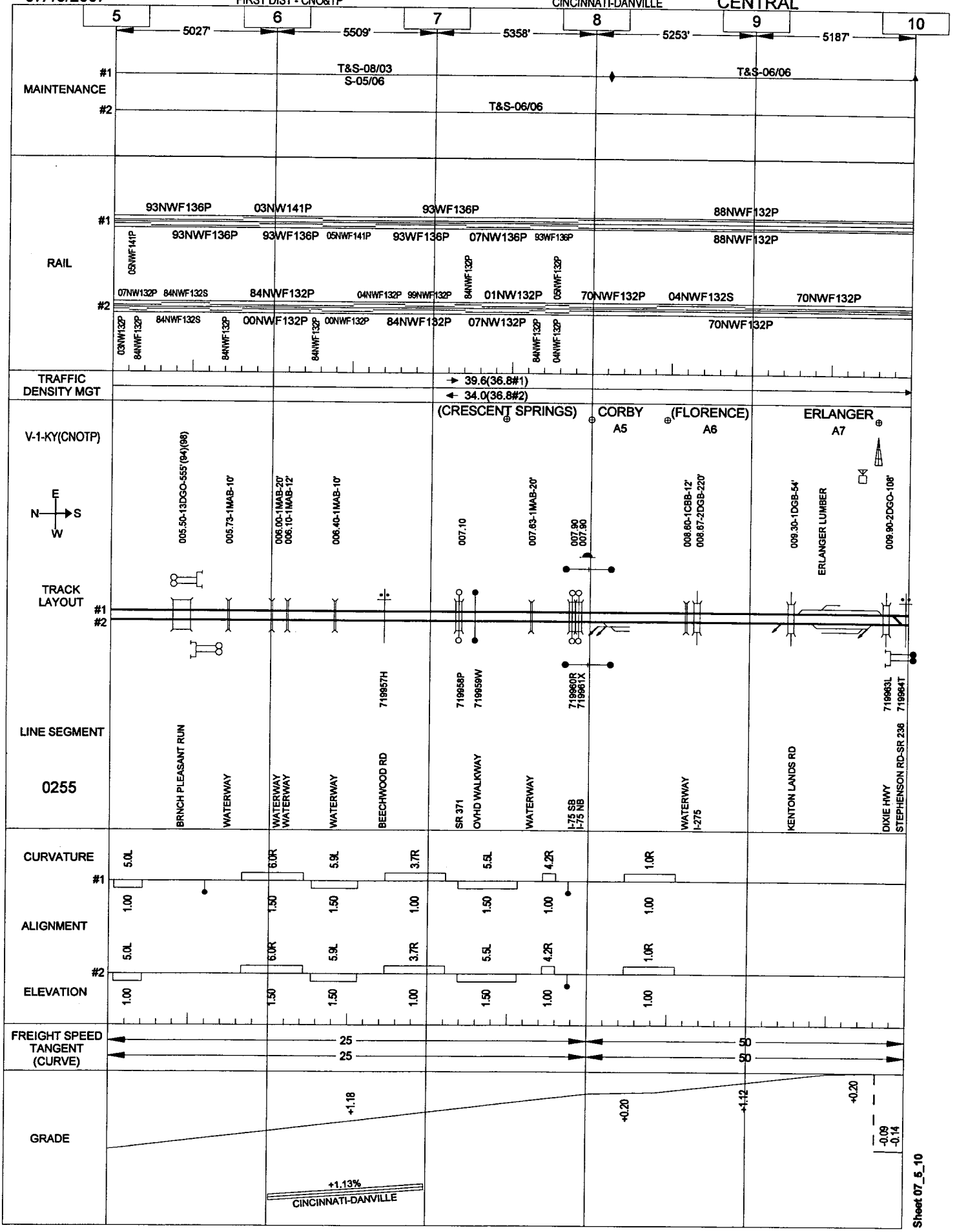
Sheet 07 KA_15_20

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



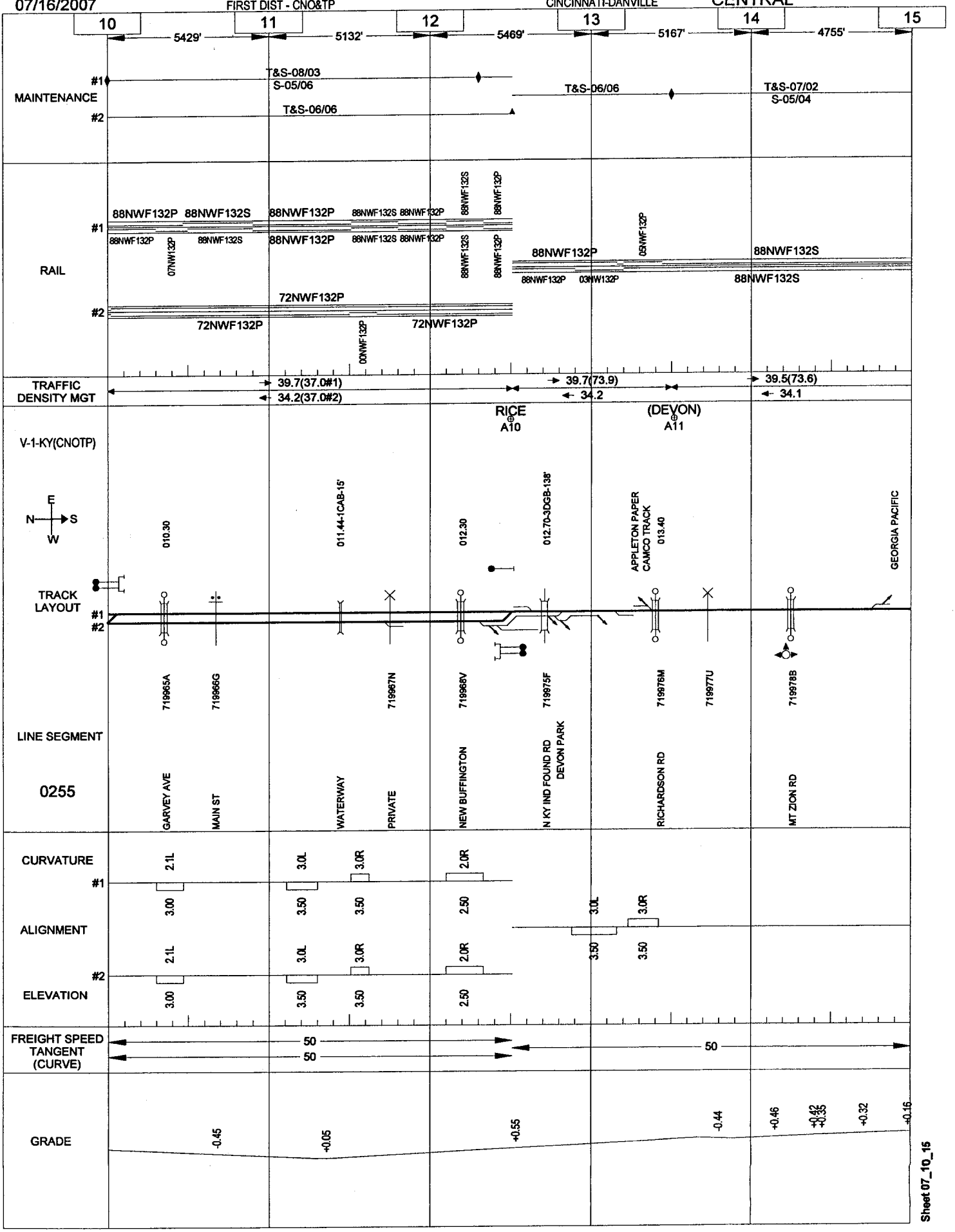
Sheet 07_0_5

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



Sheet 07_5_10

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



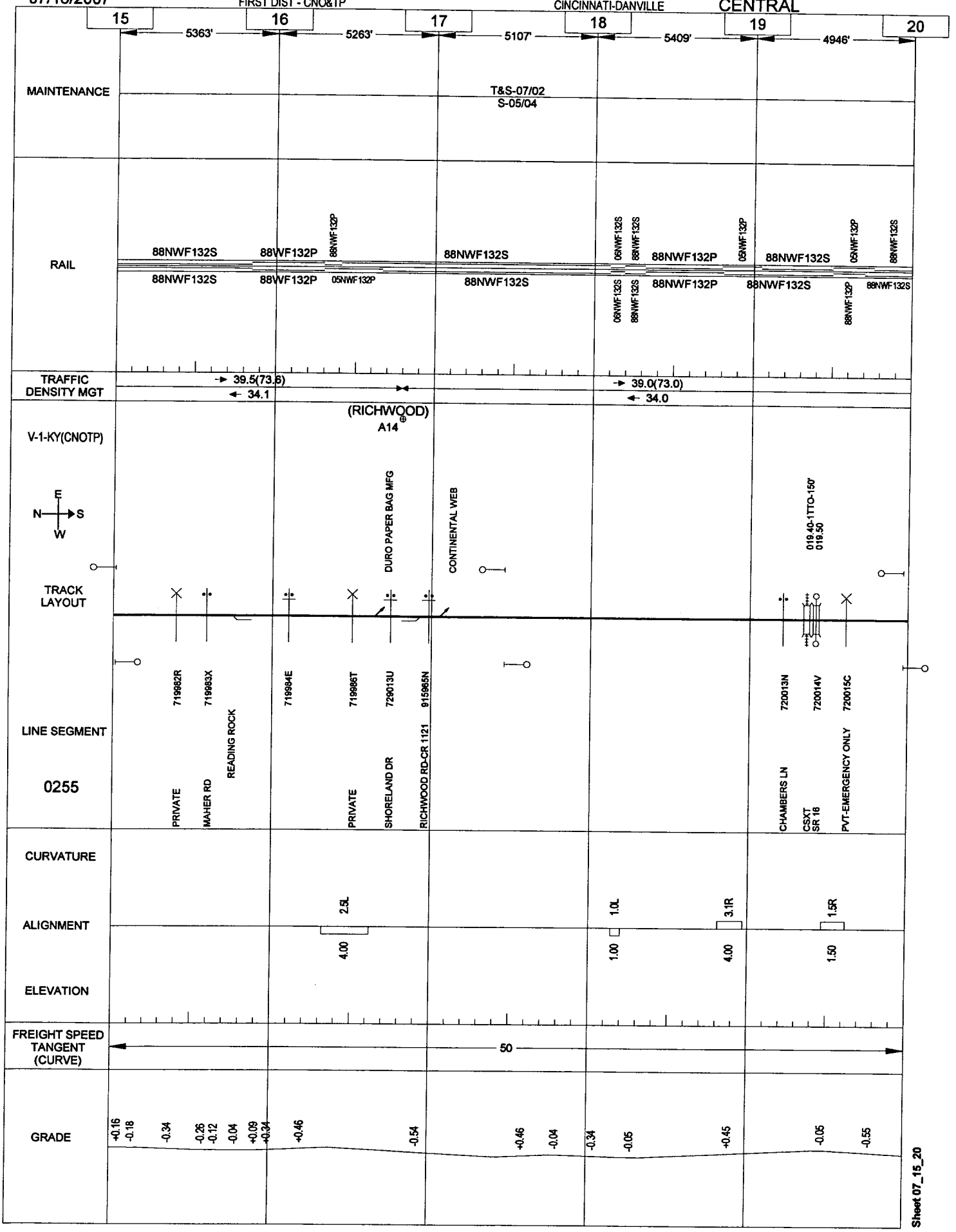
Sheet 07_10_15

07/16/2007

FIRST DIST - CNO&TP

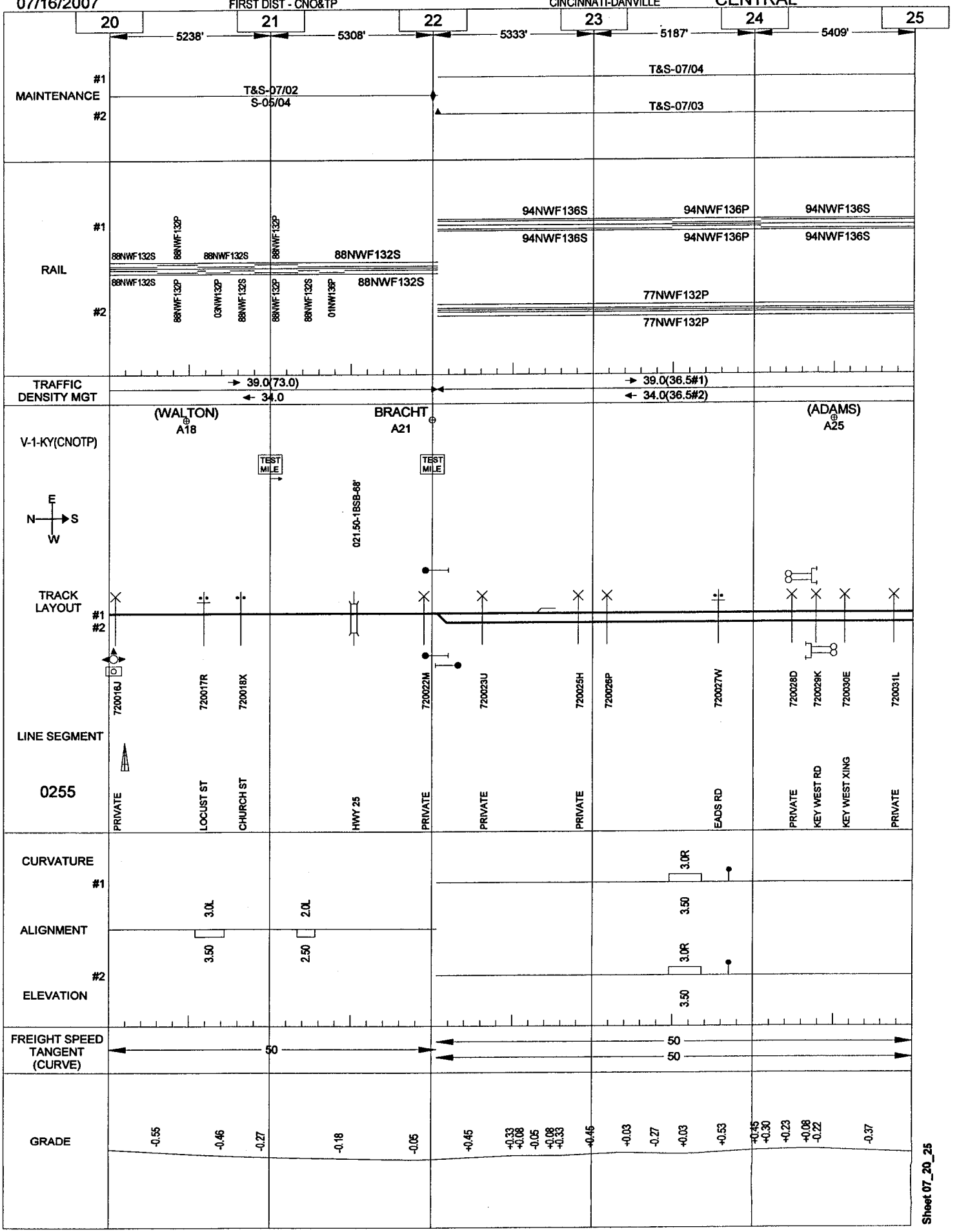
CINCINNATI-DANVILLE

CENTRAL



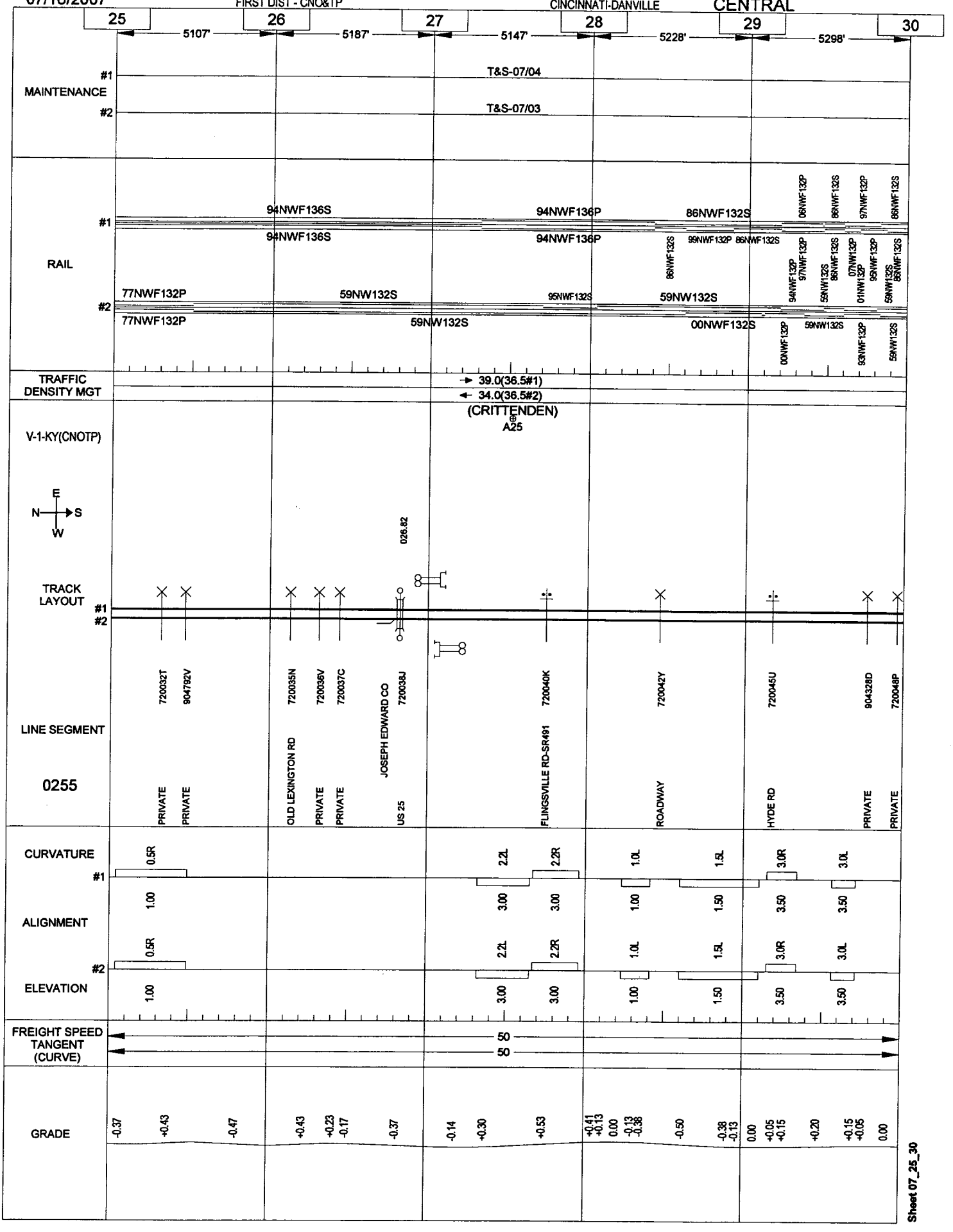
Sheet 07_15_20

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



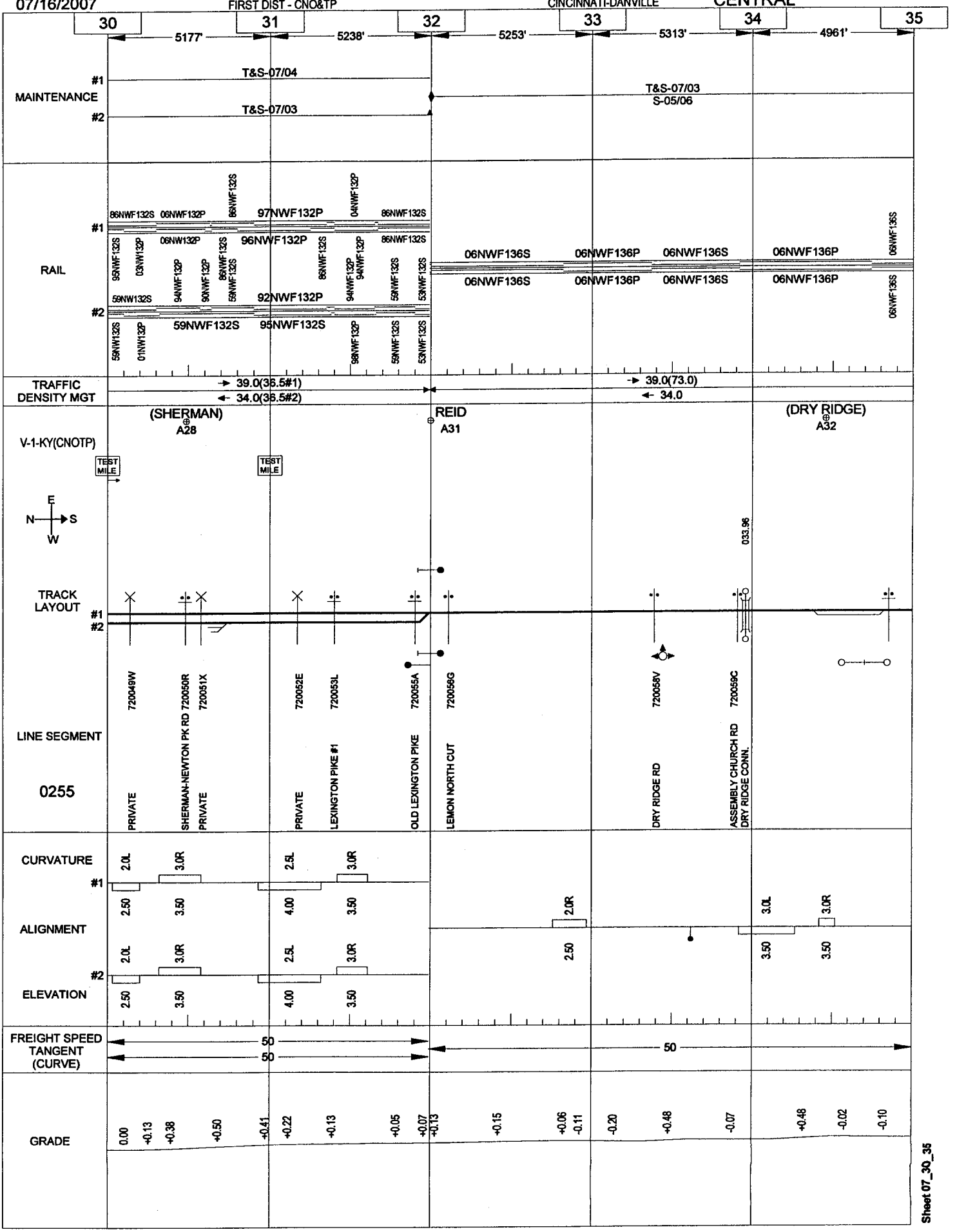
Sheet 07_20_25

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



Sheet 07_25_30

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



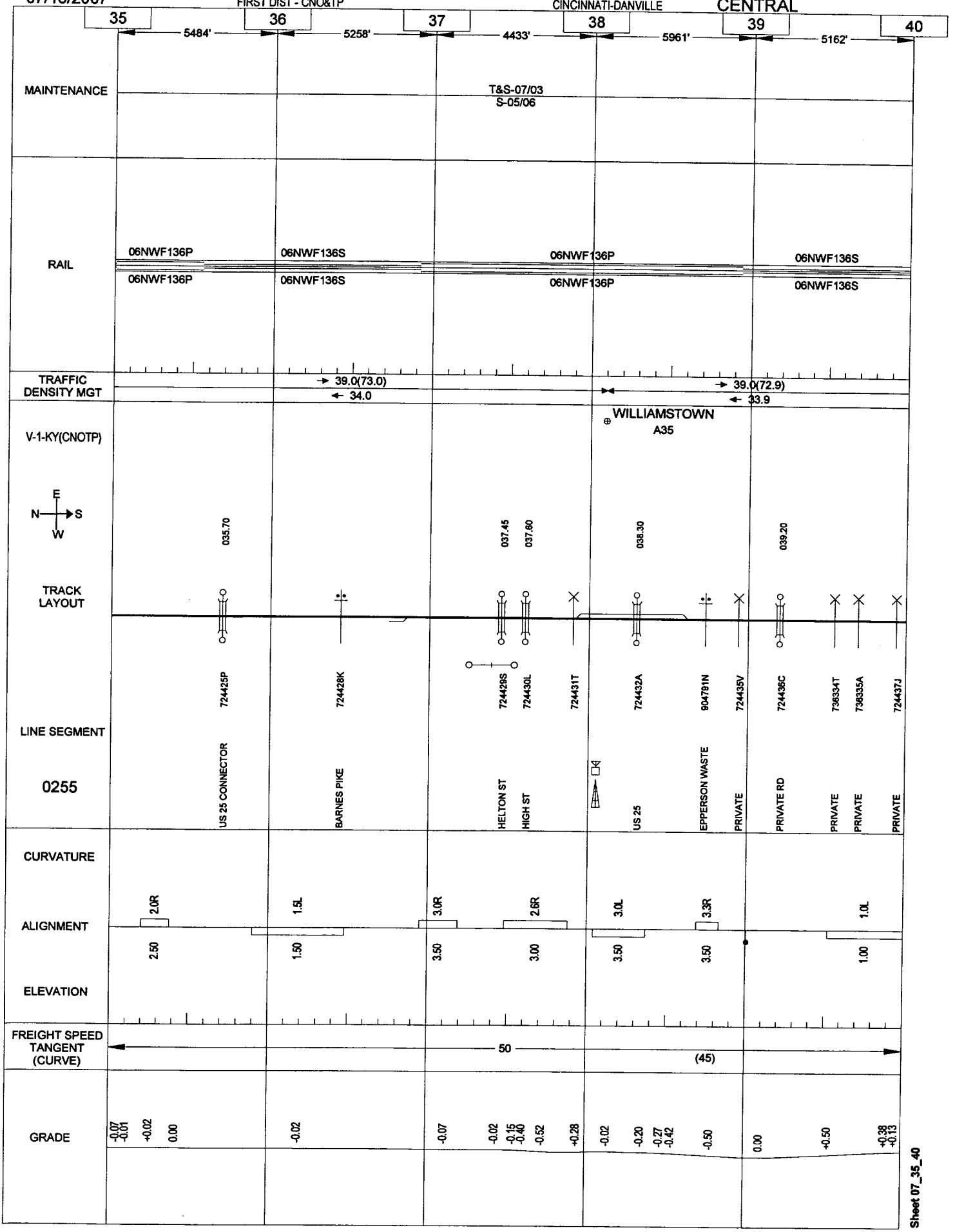
Sheet 07_30_35

07/16/2007

FIRST DIST - CNO&TP

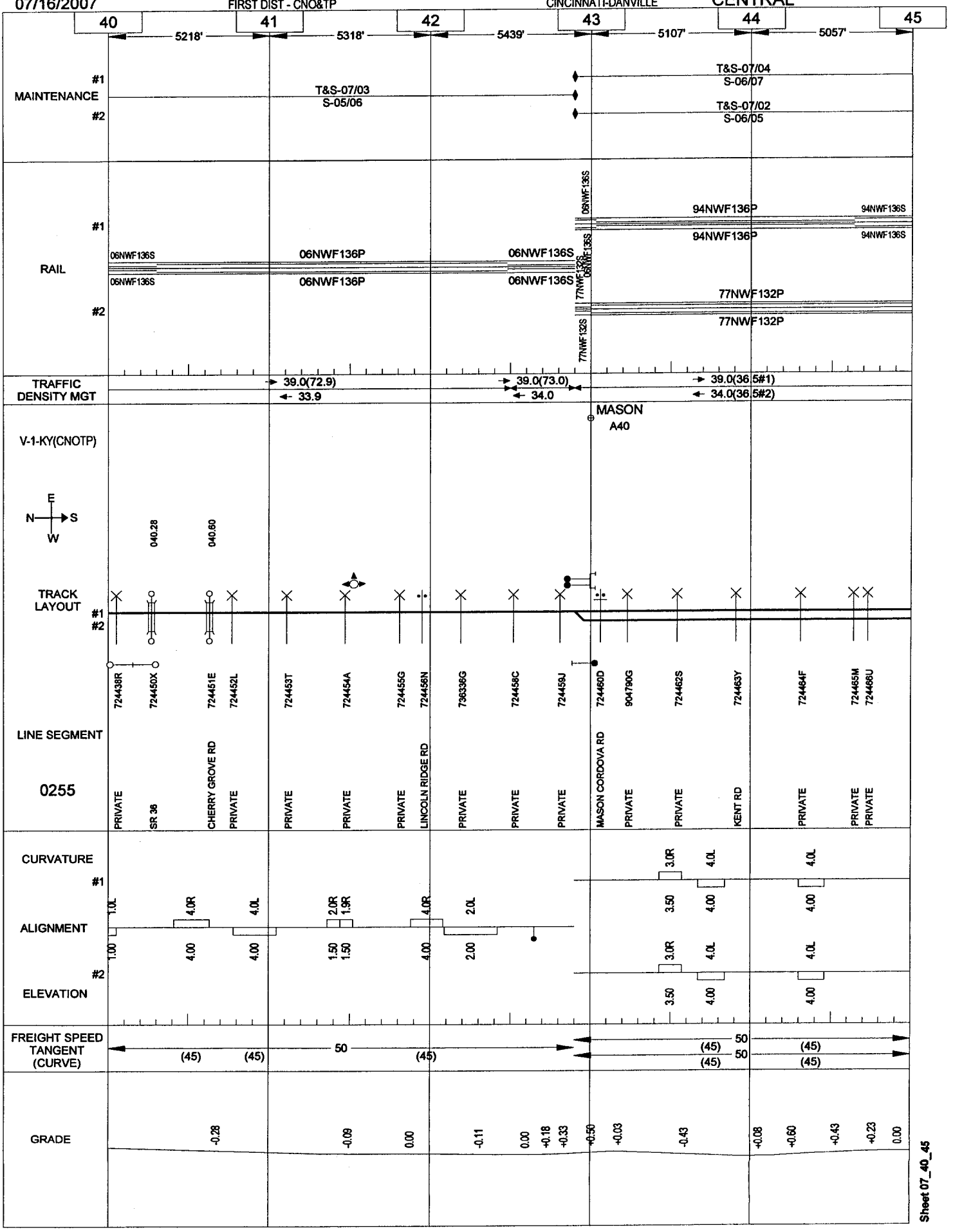
CINCINNATI-DANVILLE

CENTRAL



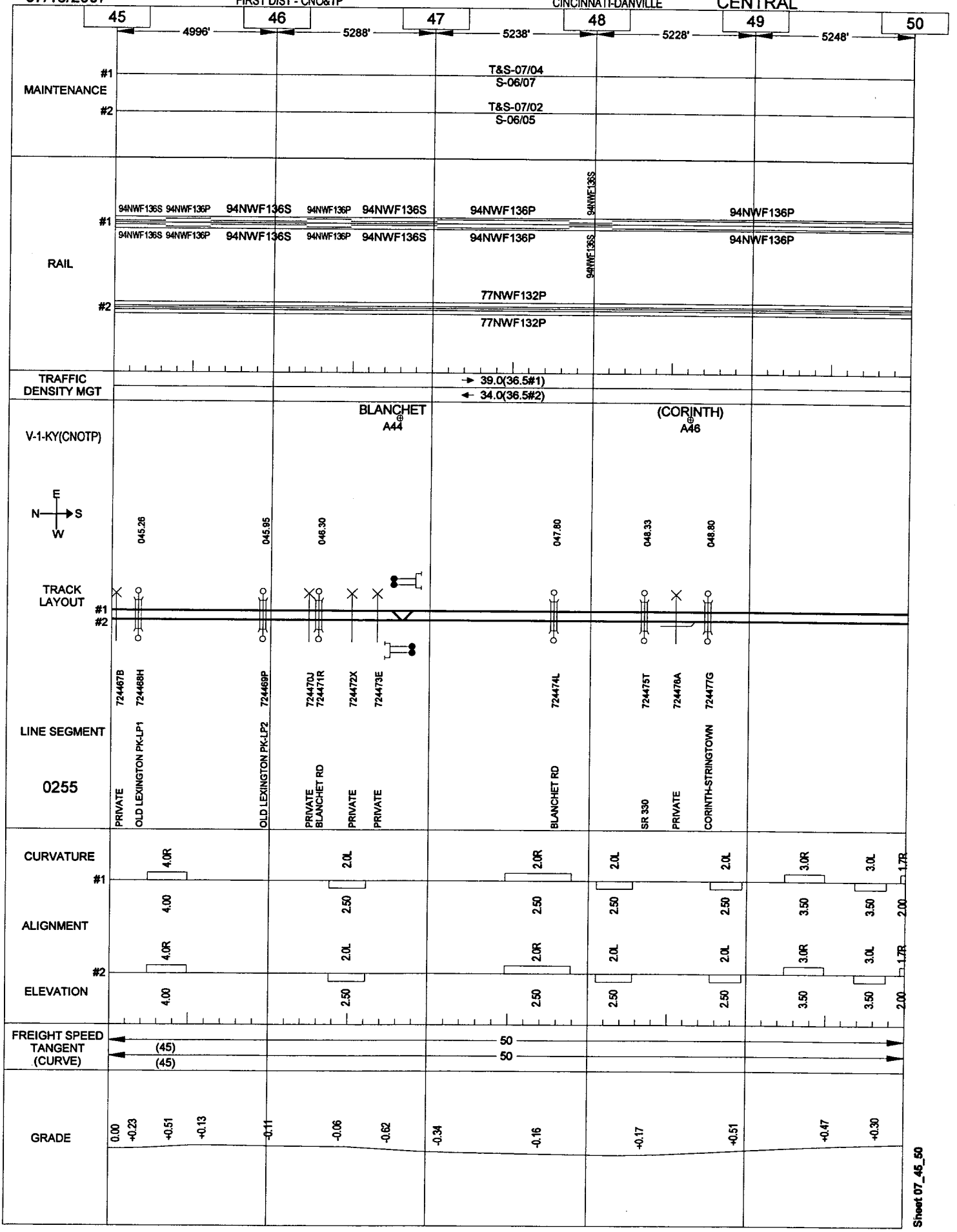
Sheet 07_35_40

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



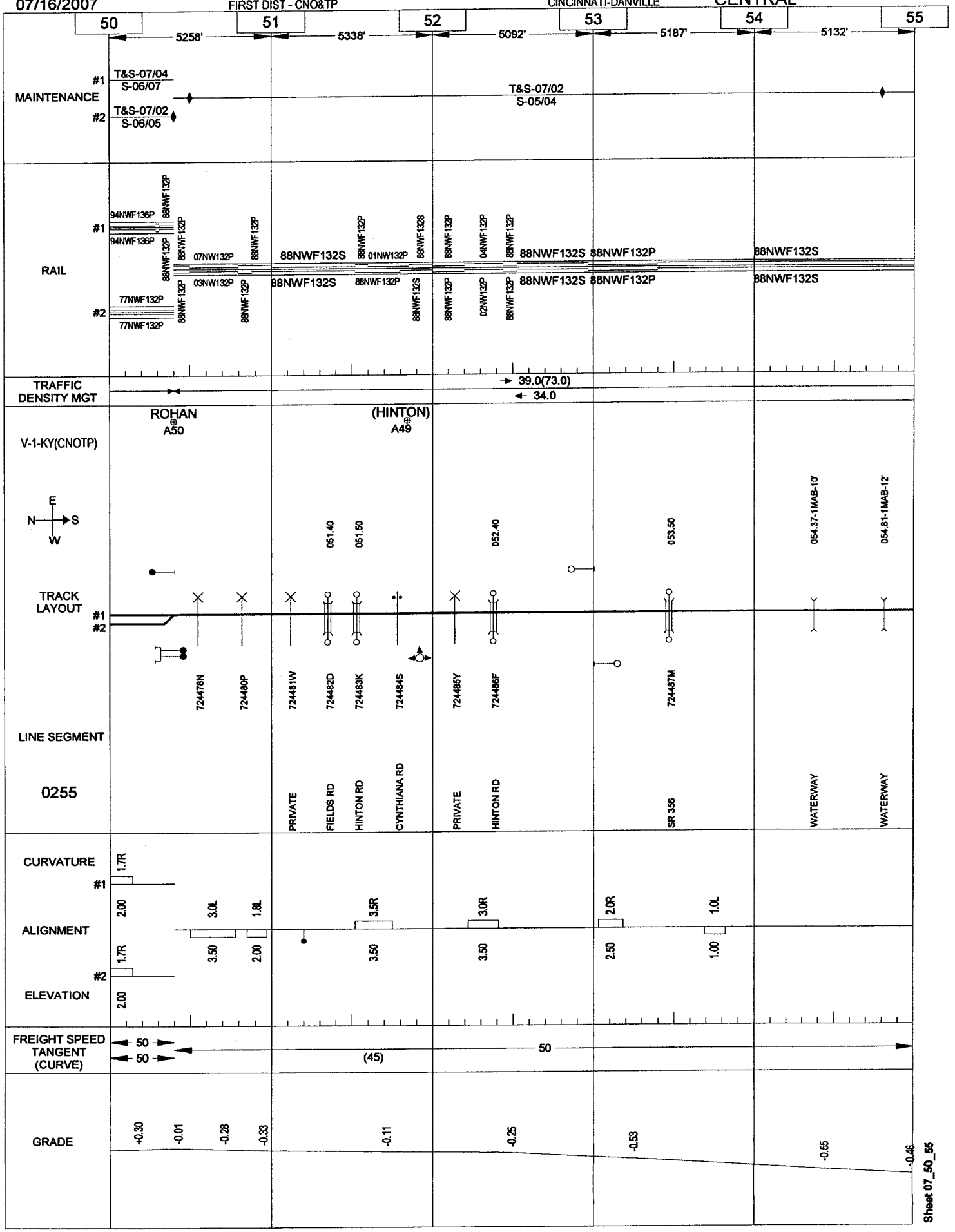
Sheet 07_40_45

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



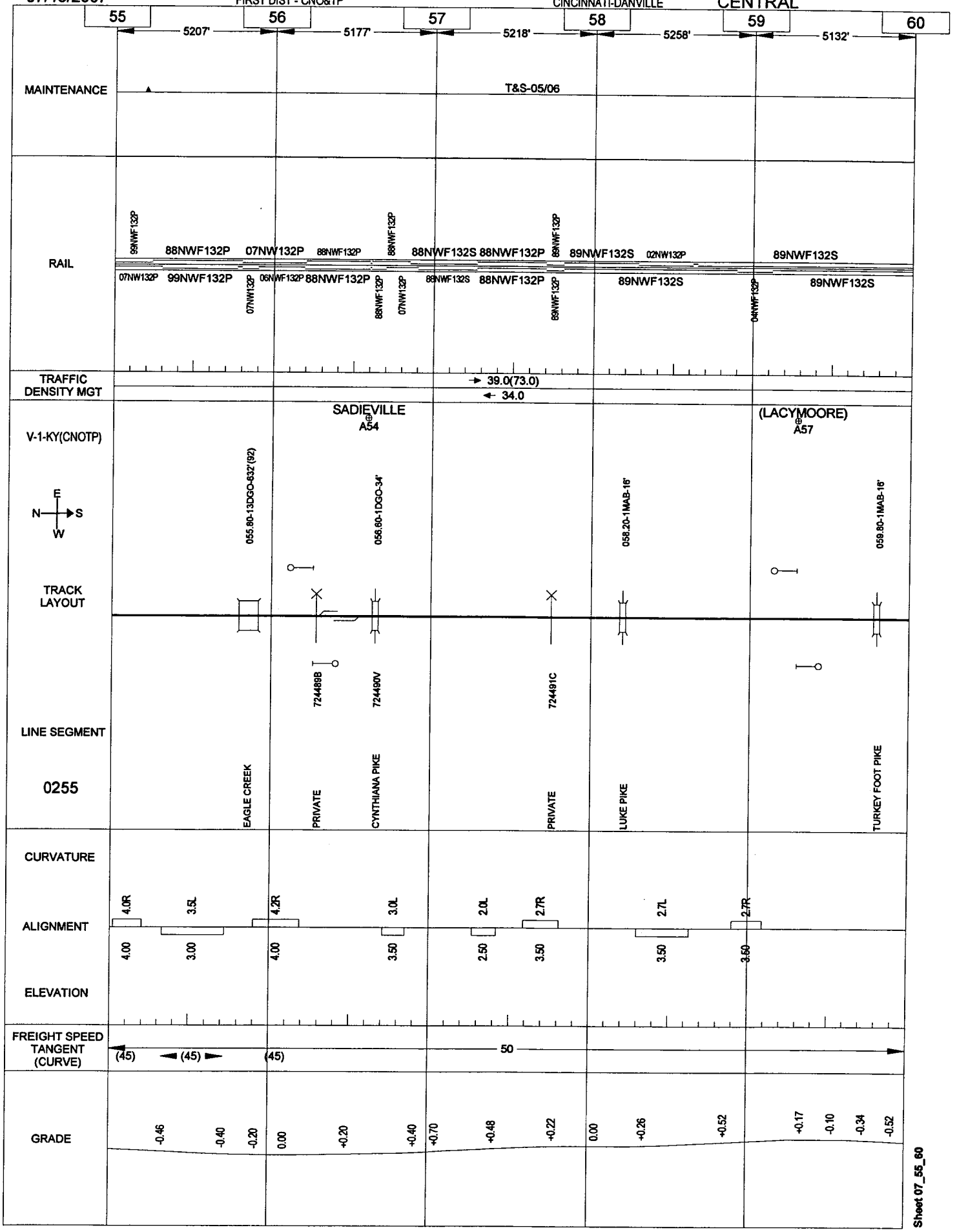
Sheet 07_45_50

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



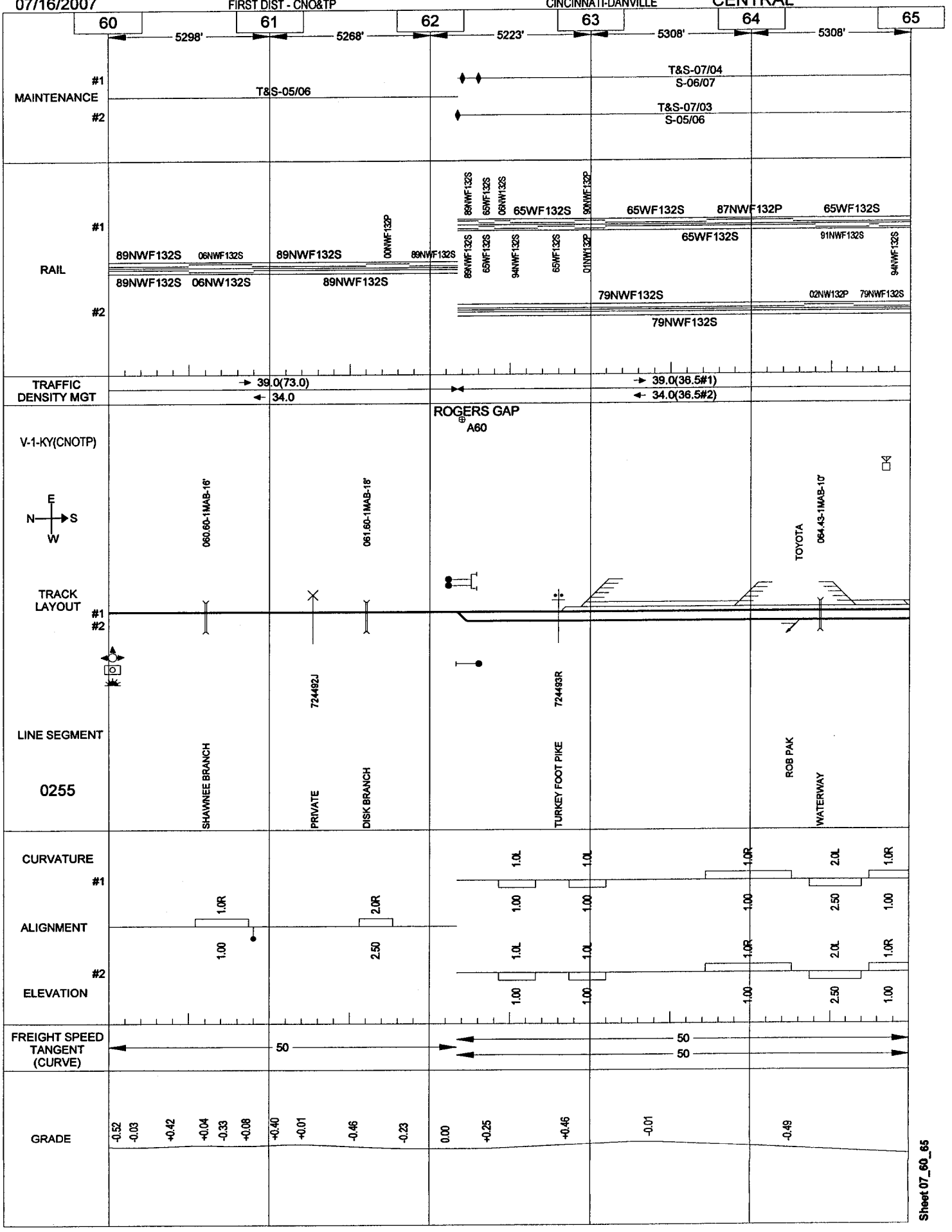
Sheet 07_50_55

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



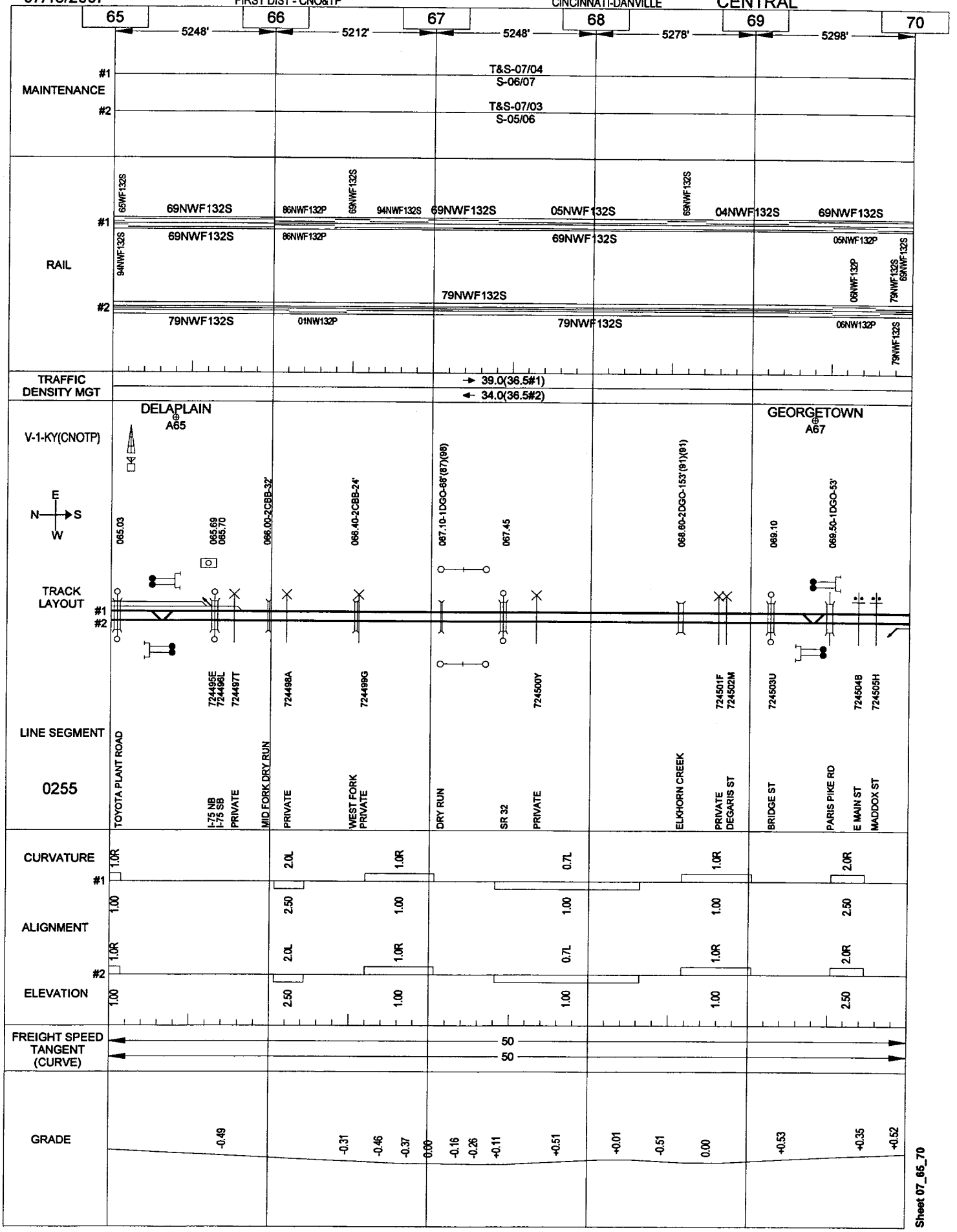
Sheet 07_55_60

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



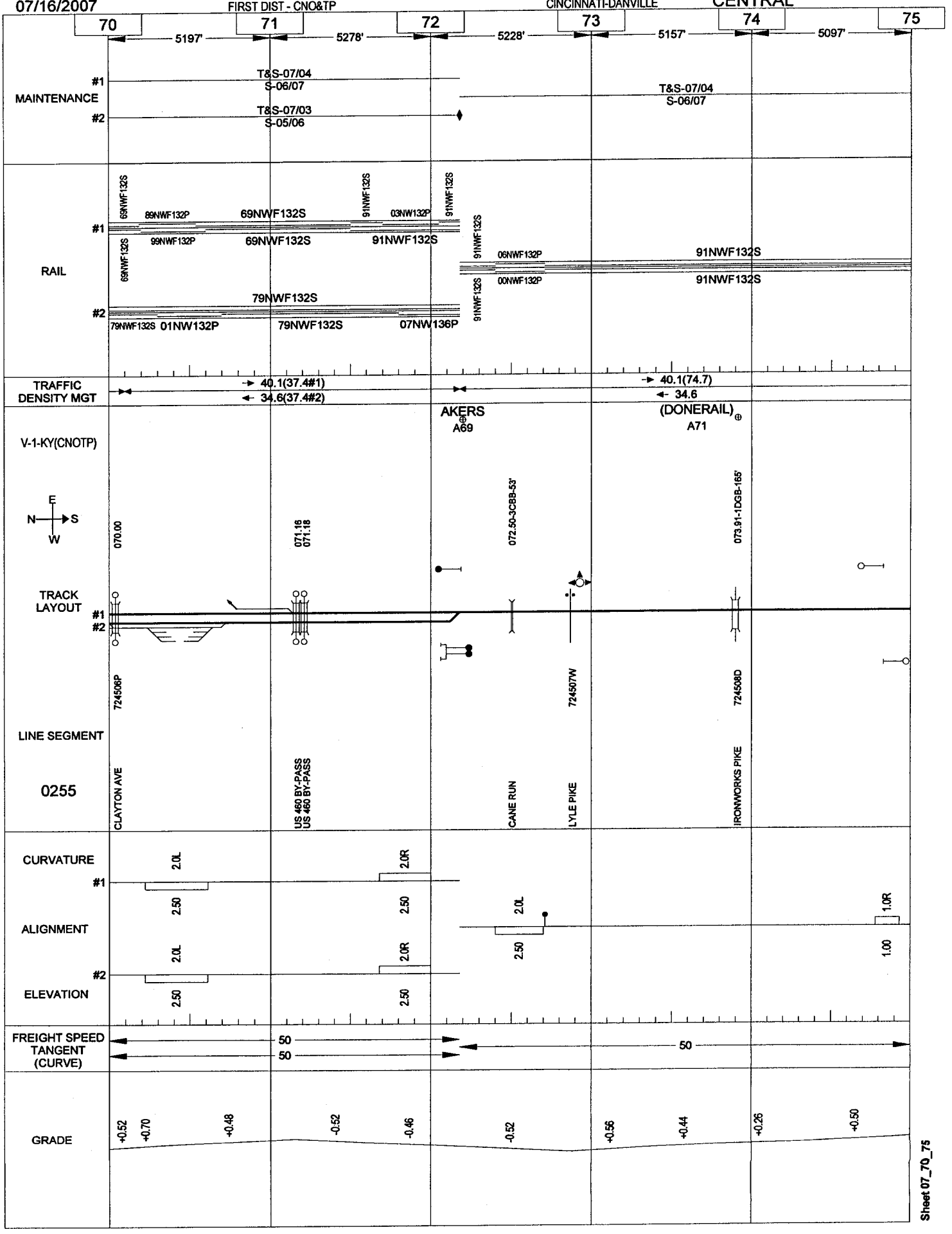
Sheet 07_60_65

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



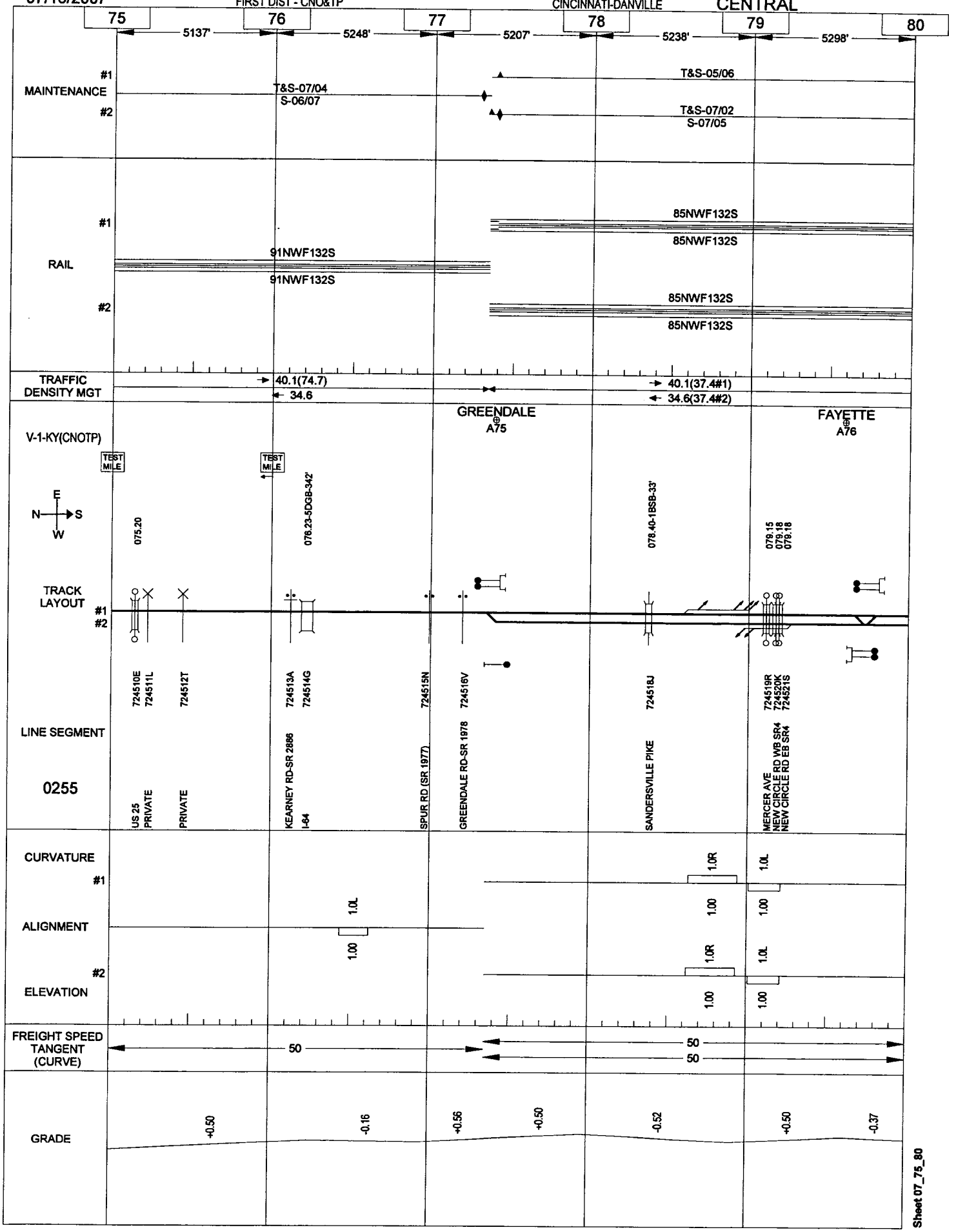
Sheet 07_65_70

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



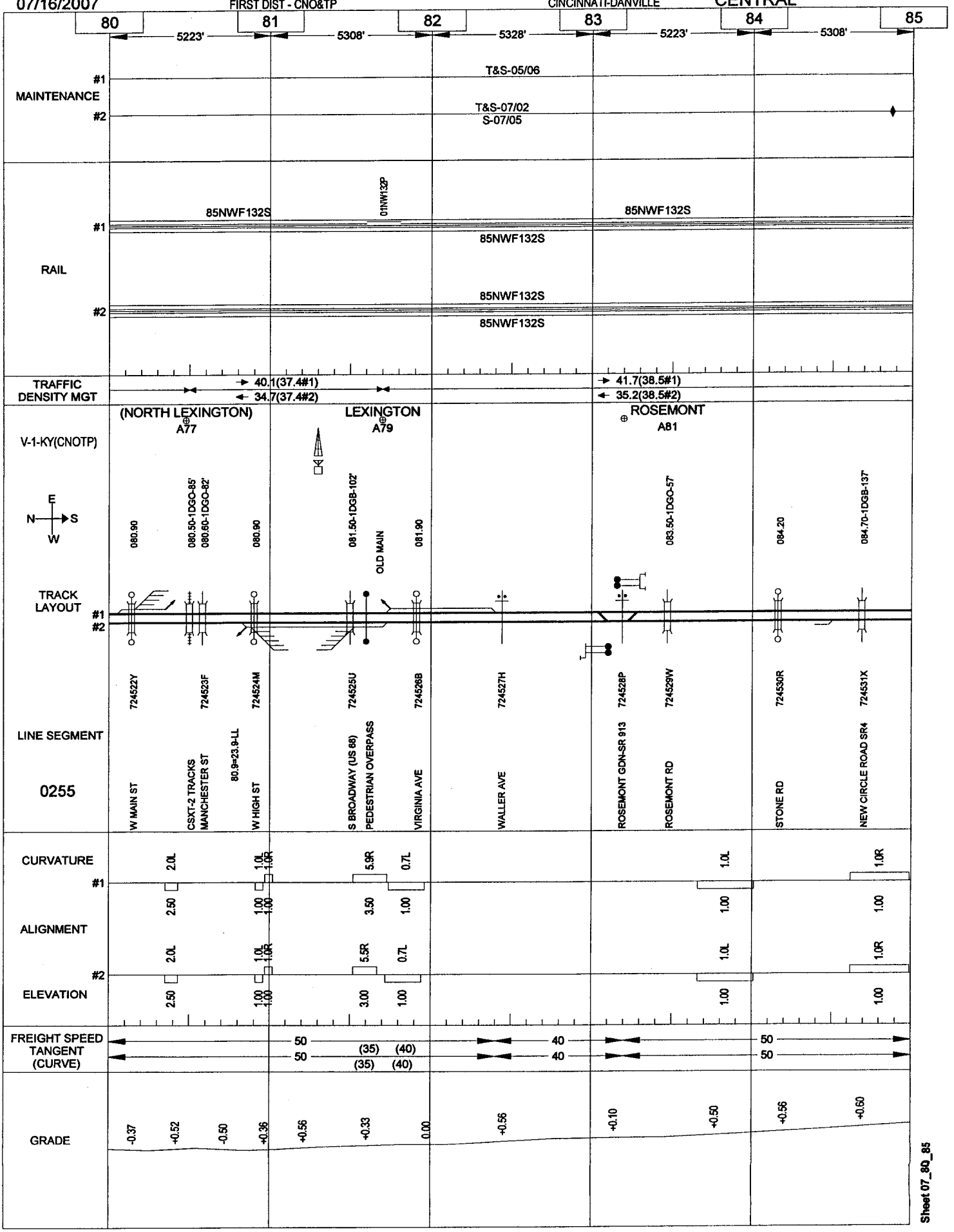
Sheet 07_70_75

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



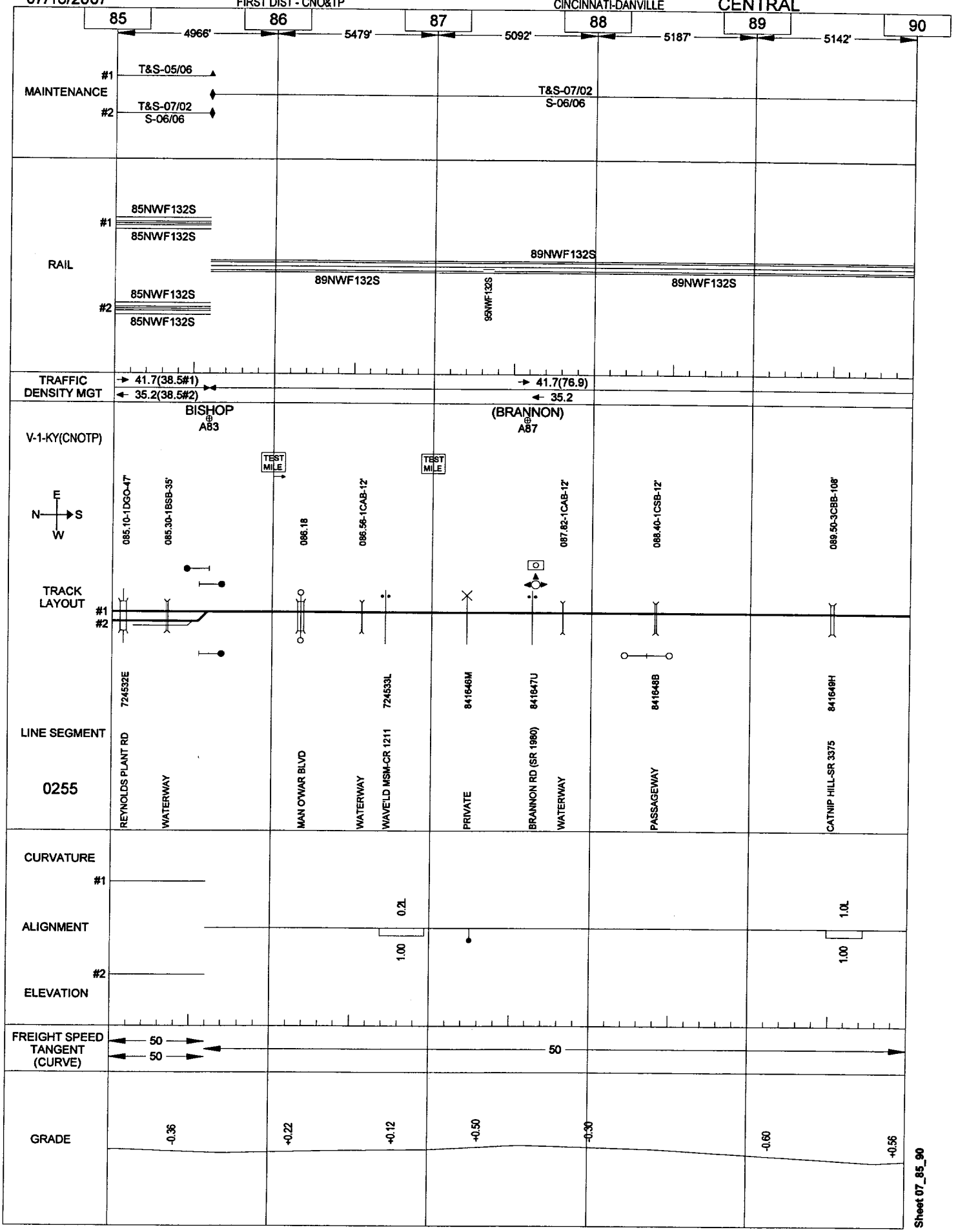
Sheet 07_75_80

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



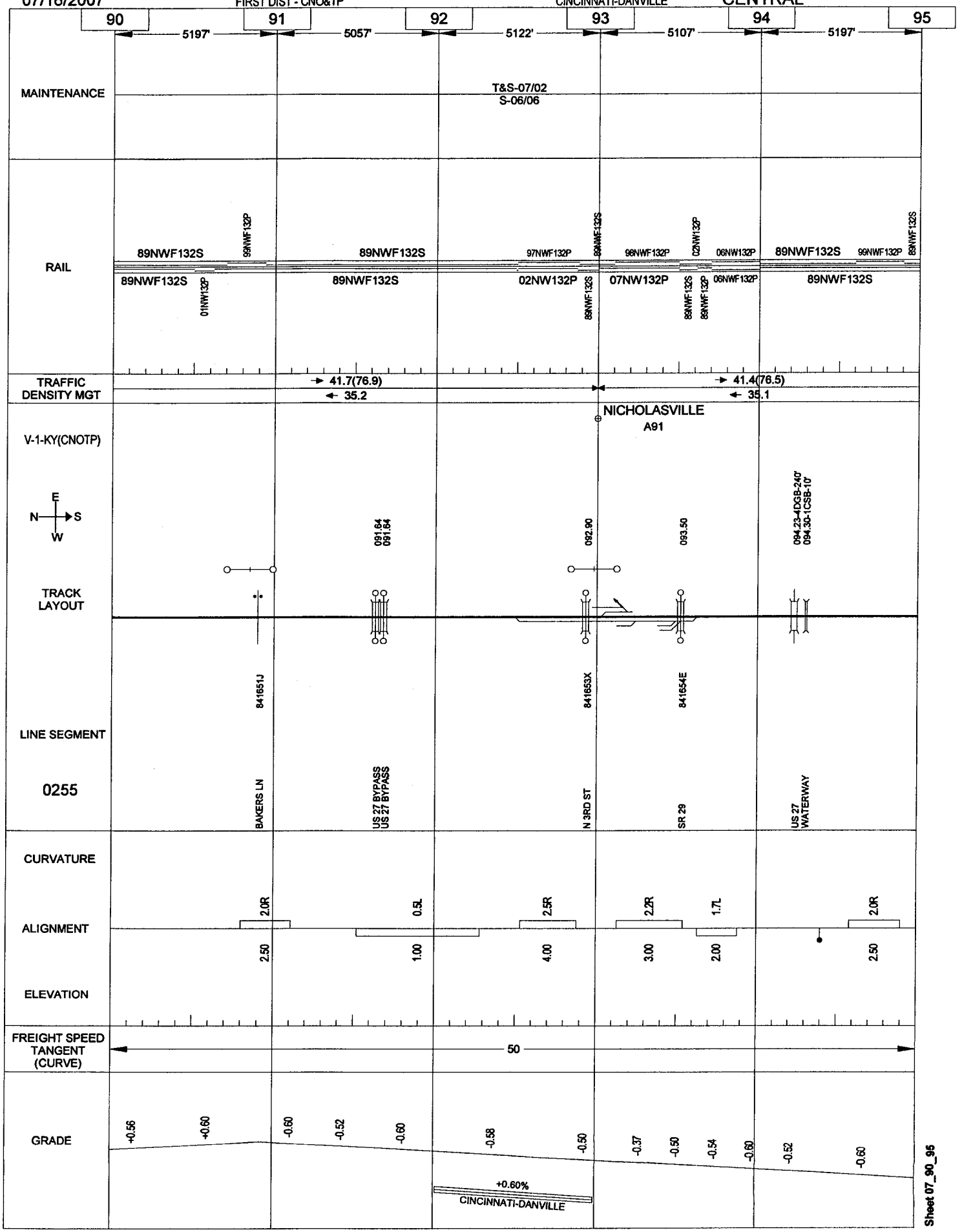
Sheet 07_80_85

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



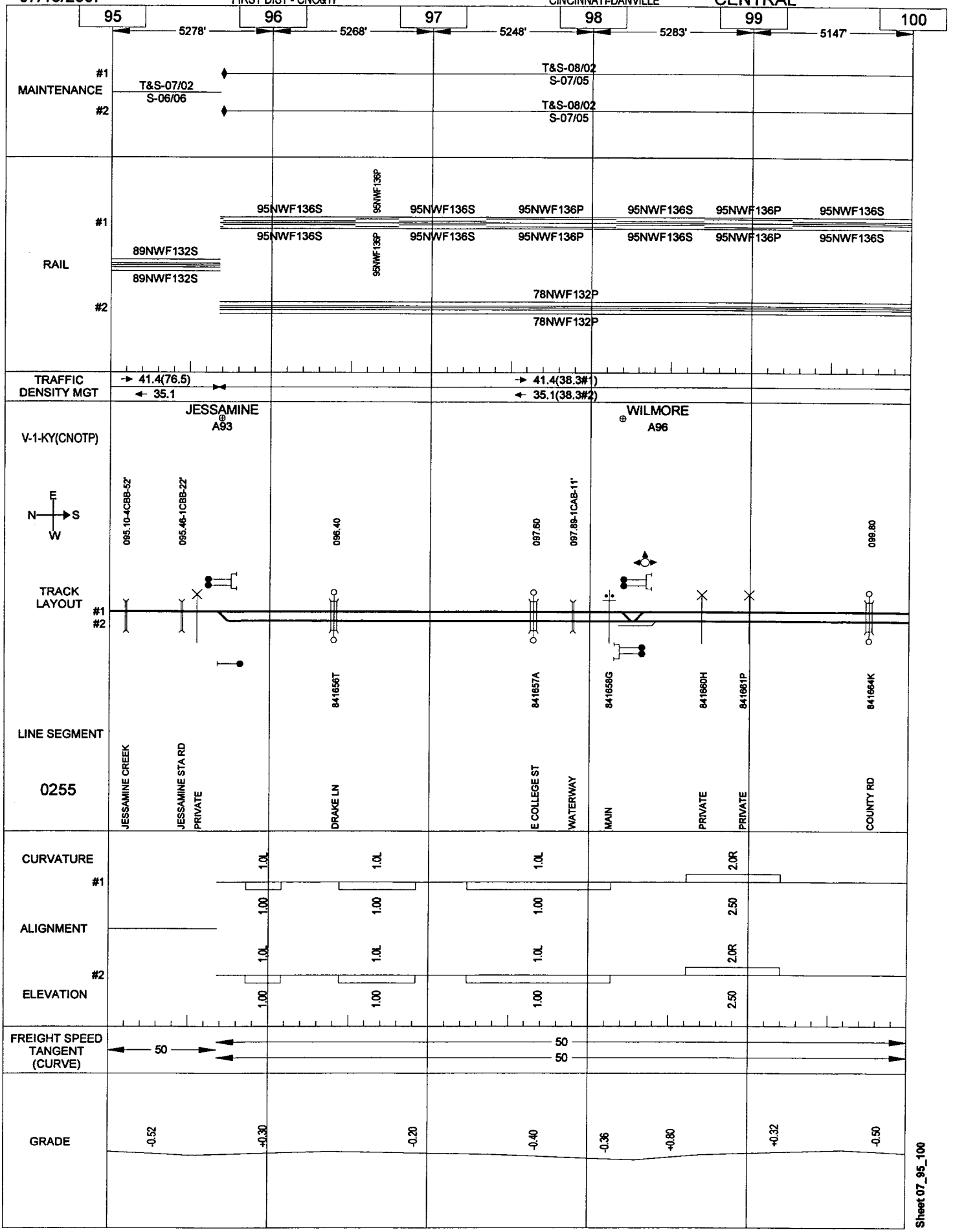
Sheet 07_85_90

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



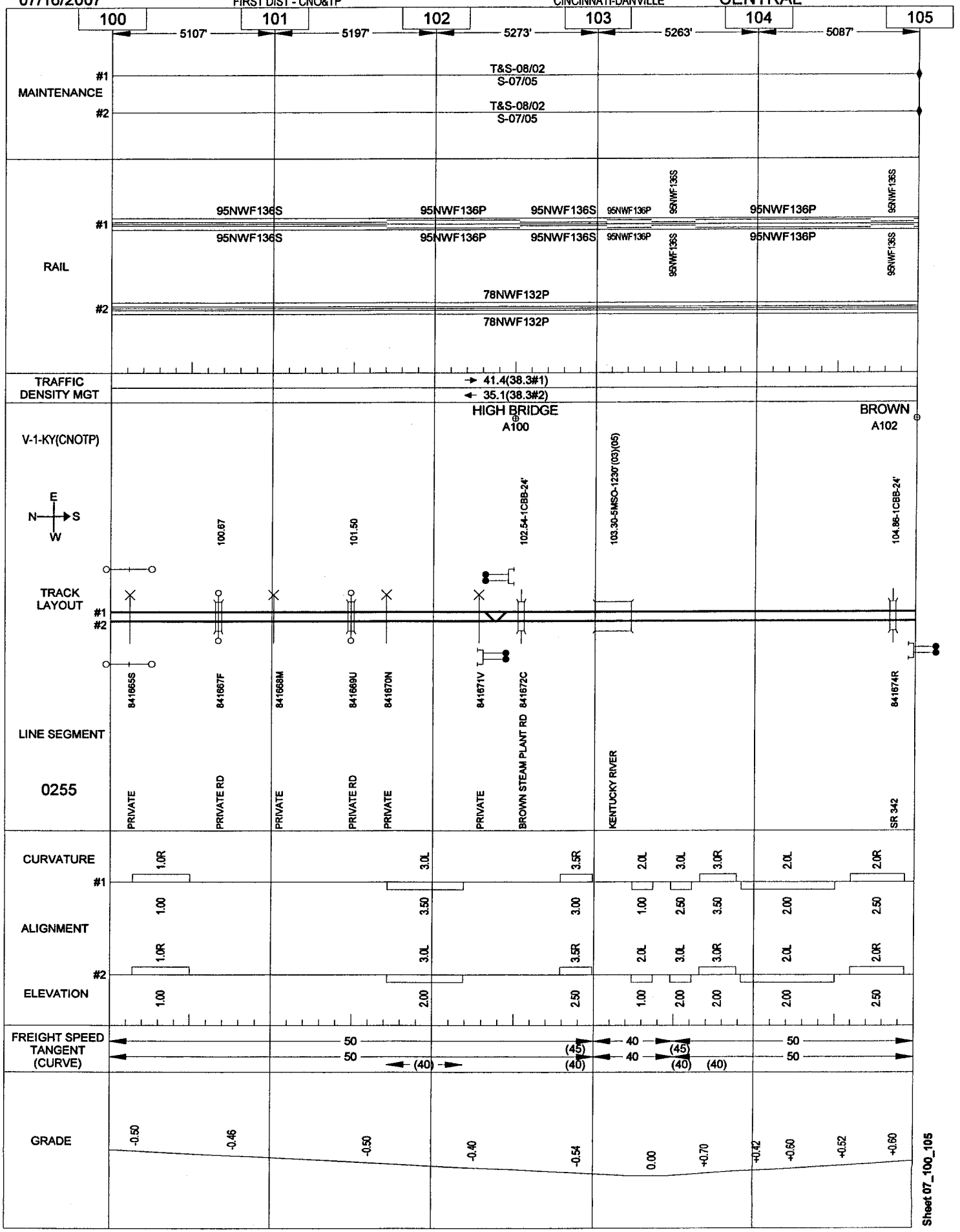
Sheet 07_90_95

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



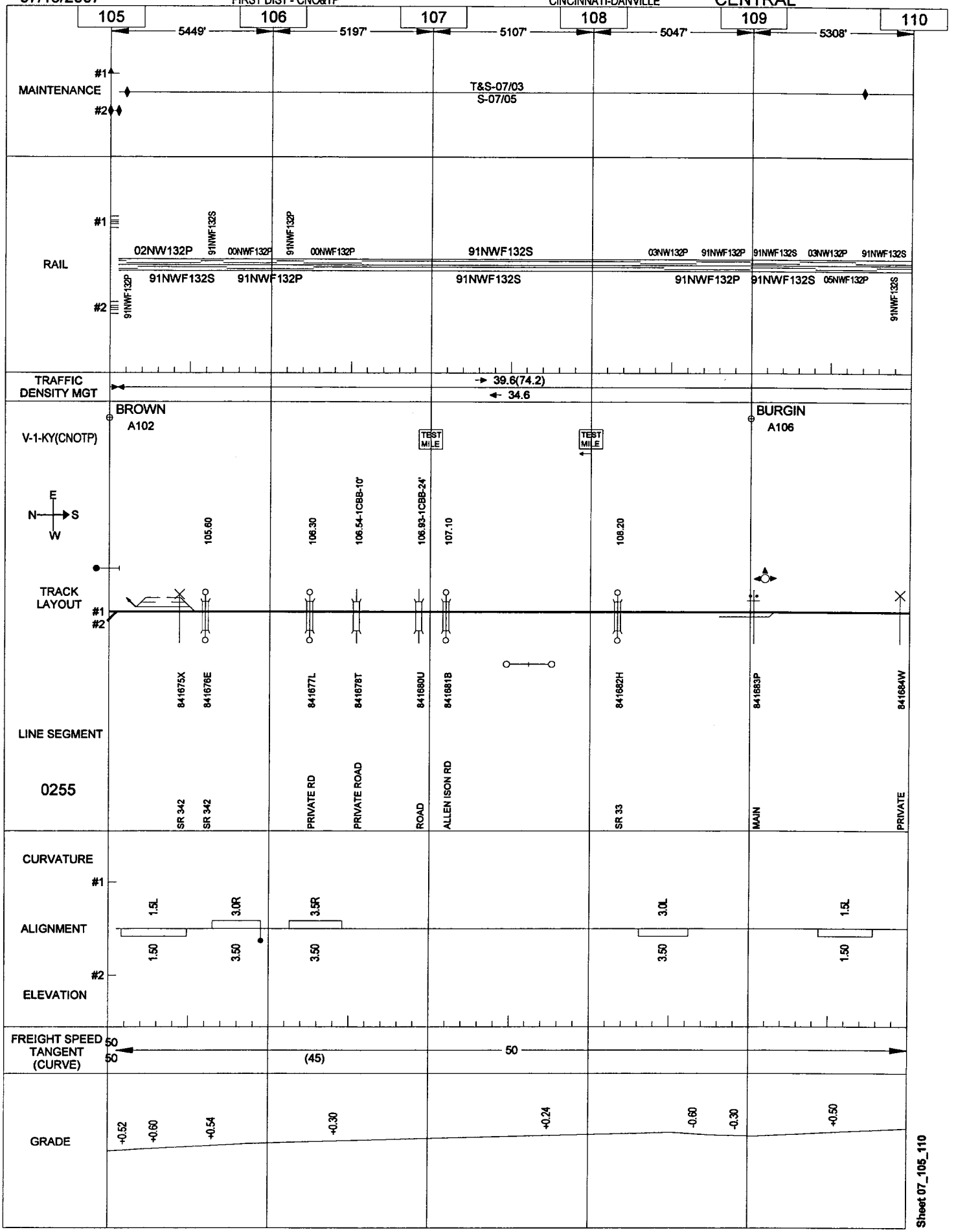
Sheet 07_95_100

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



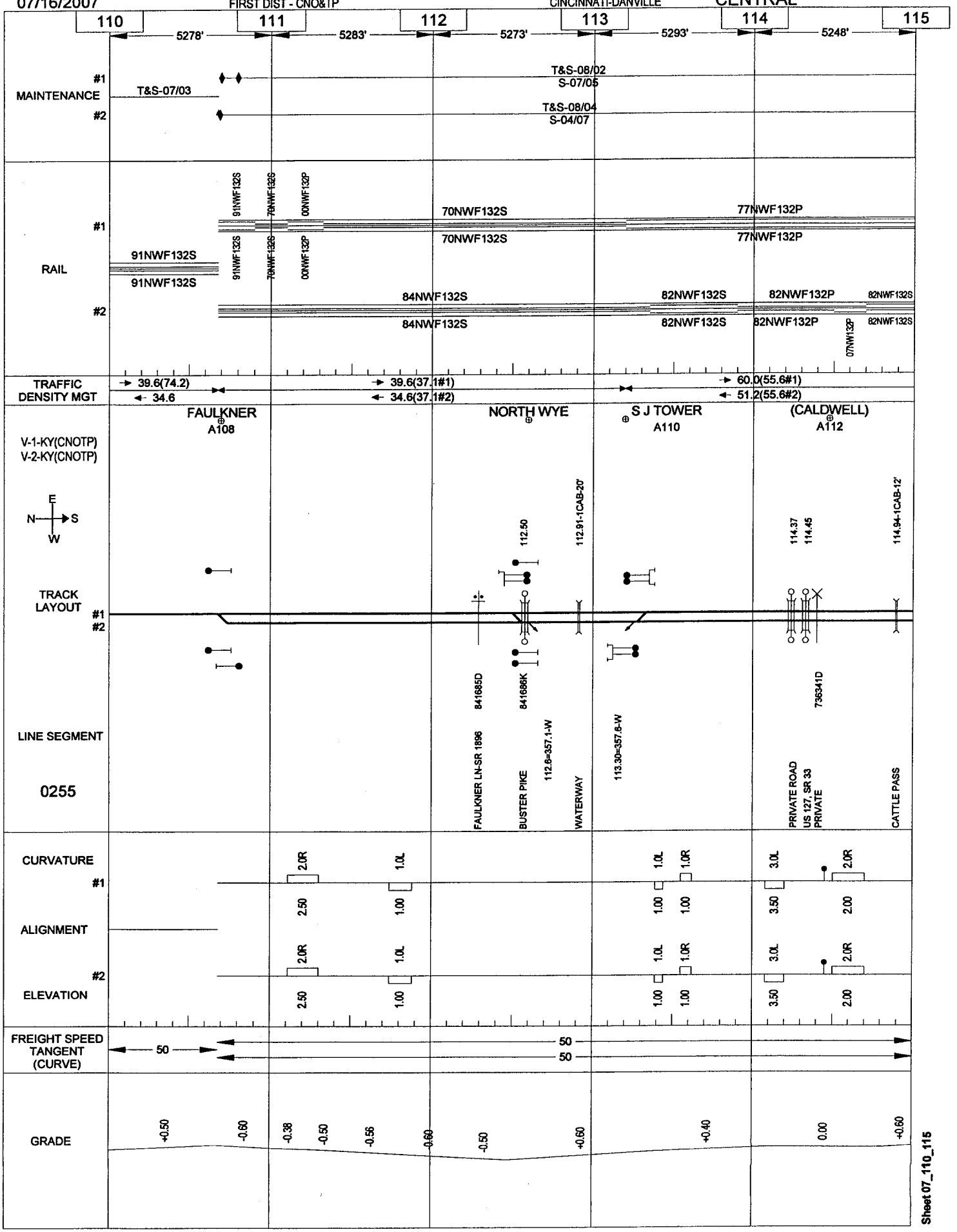
Sheet 07_100_105

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



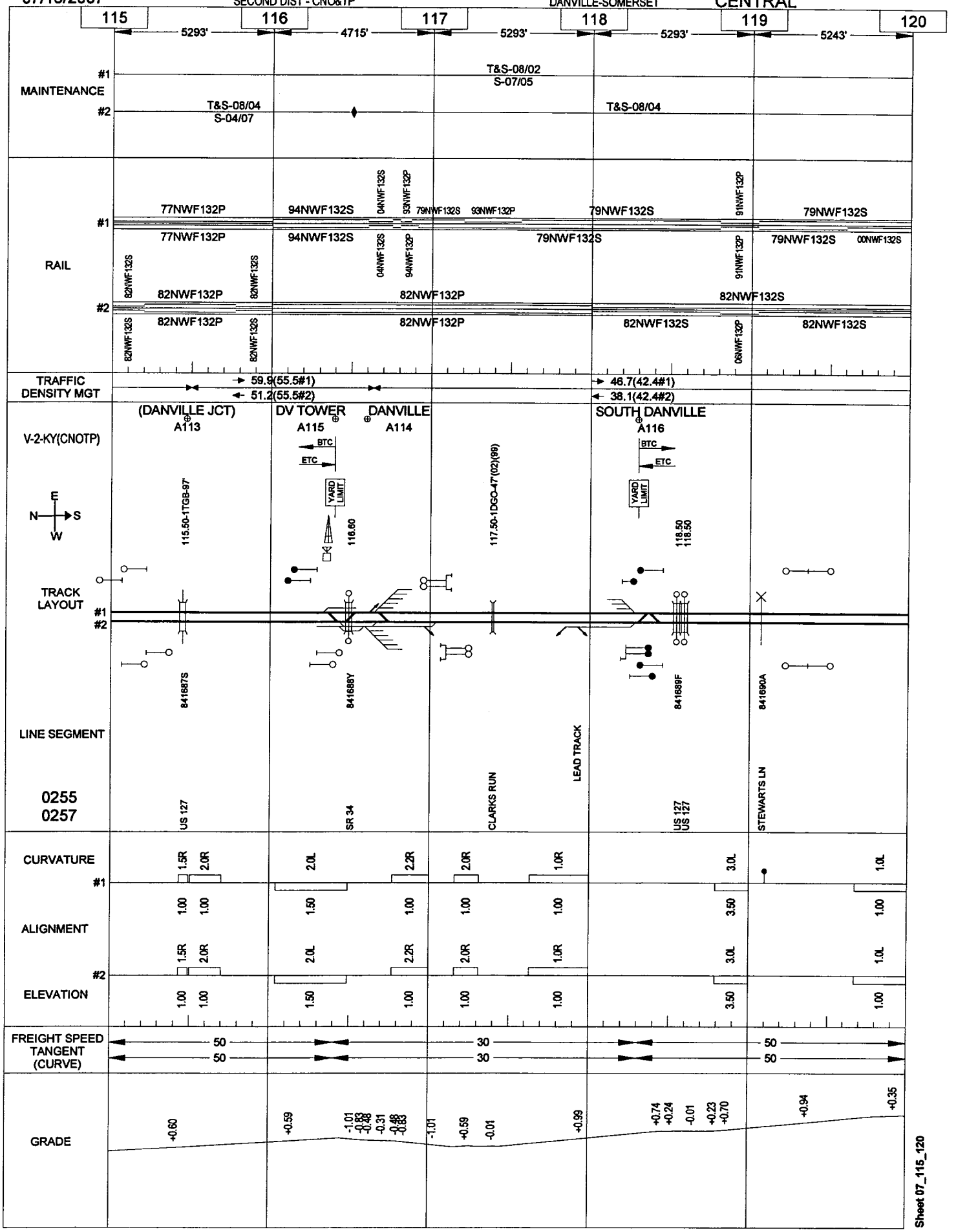
Sheet 07_105_110

07/16/2007 FIRST DIST - CNO&TP CINCINNATI-DANVILLE CENTRAL



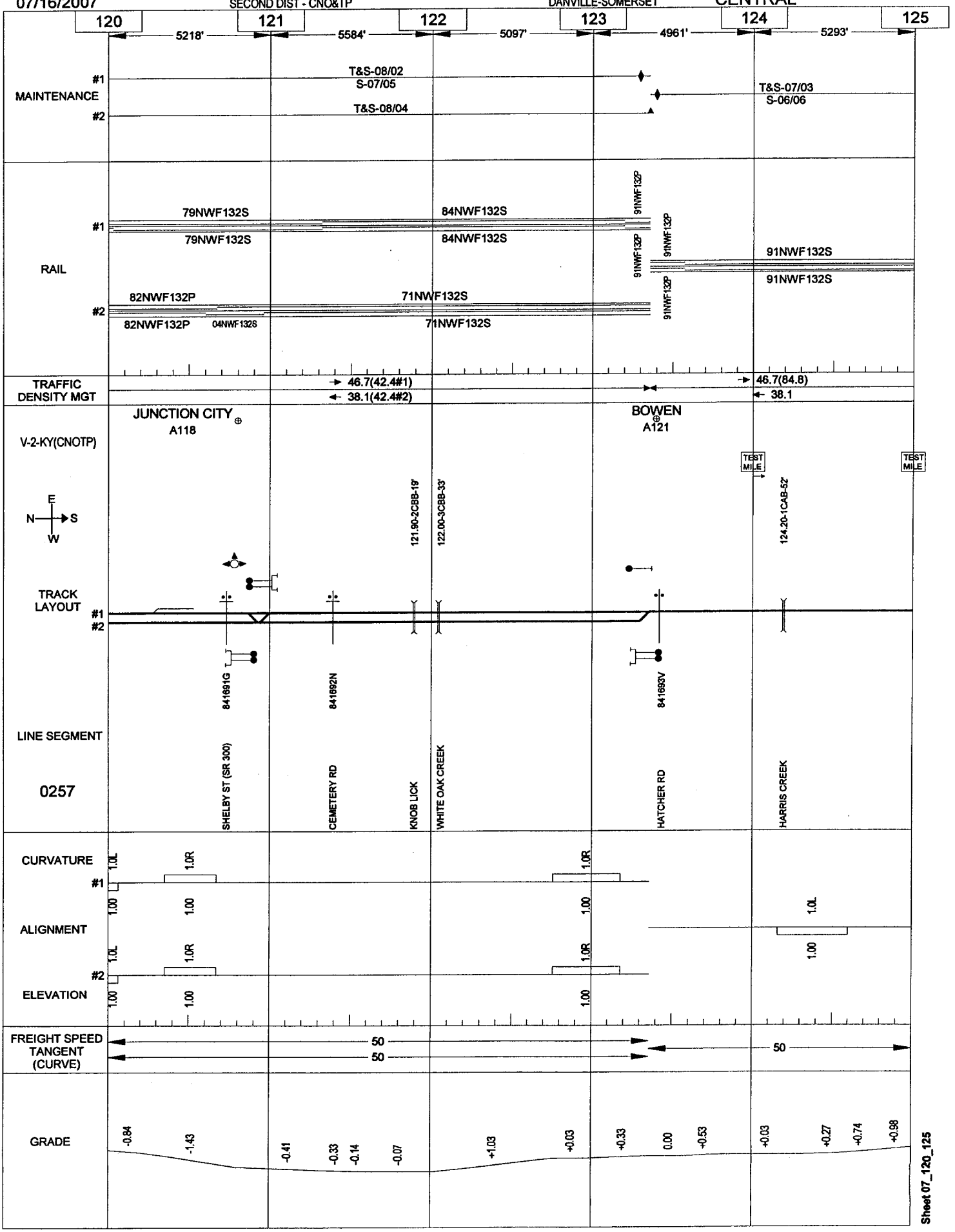
Sheet 07_110_115

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



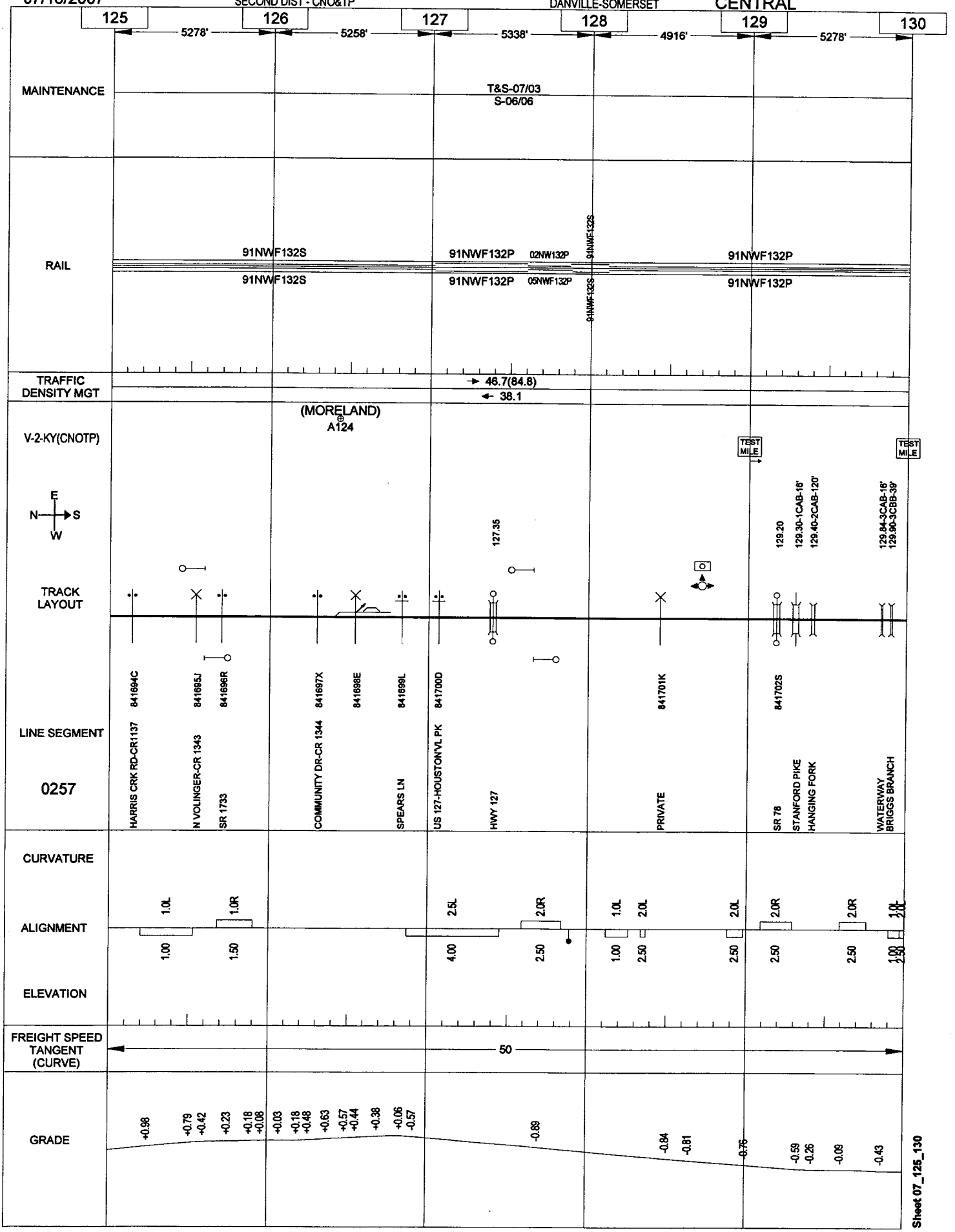
Sheet 07_115_120

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



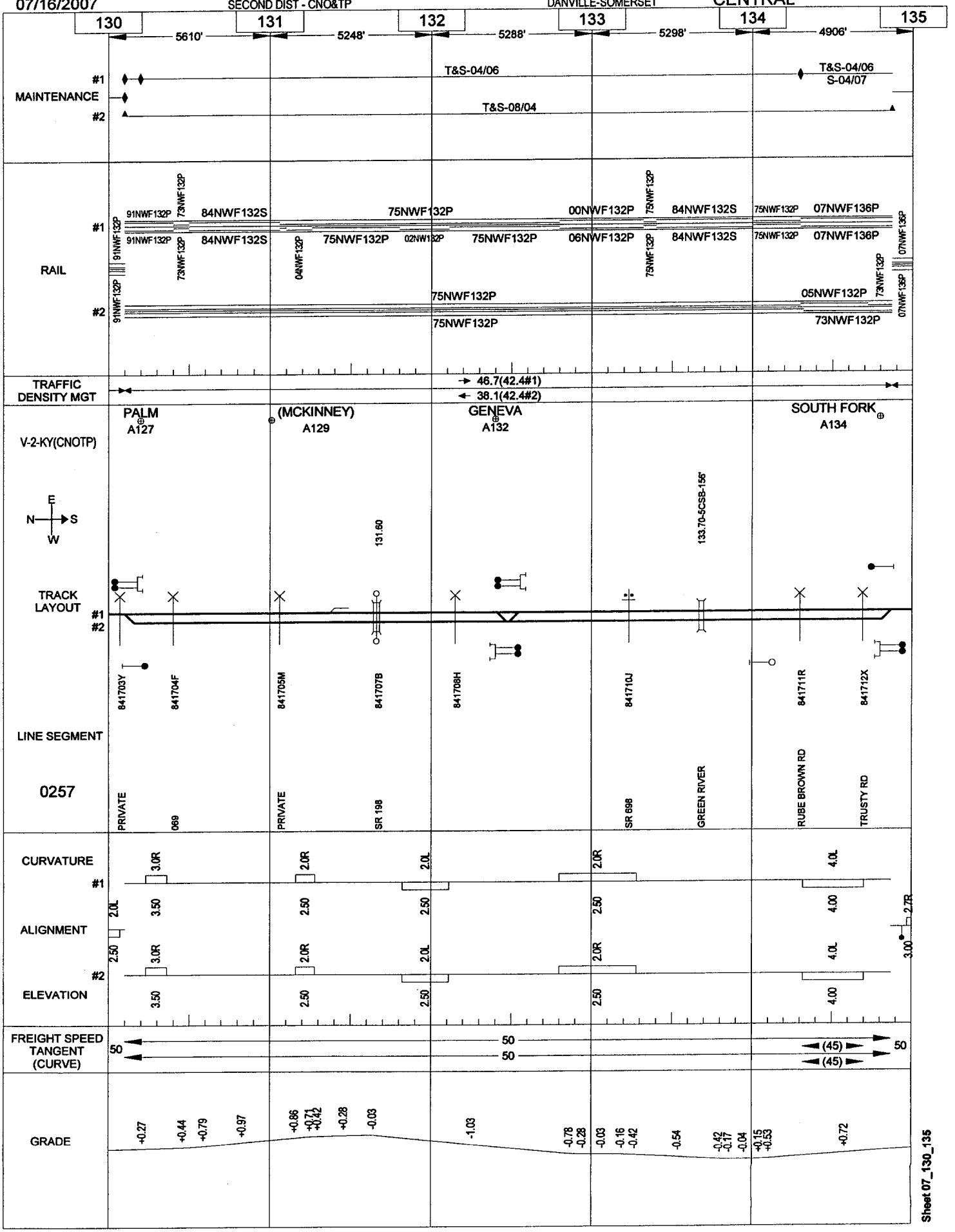
Sheet 07_120_125

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



Sheet 07_125_130

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



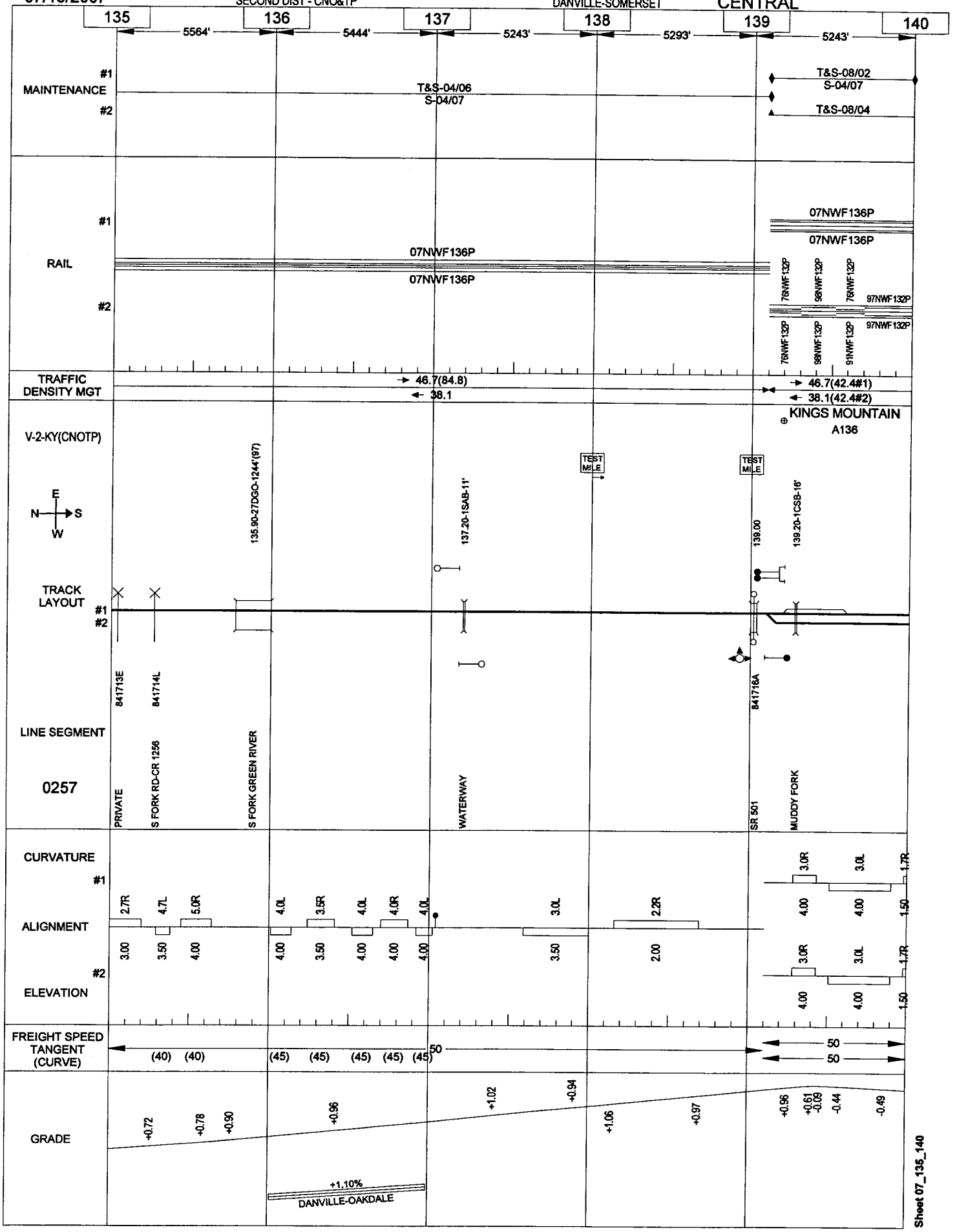
Sheet 07_130_135

07/16/2007

SECOND DIST - CNO&TP

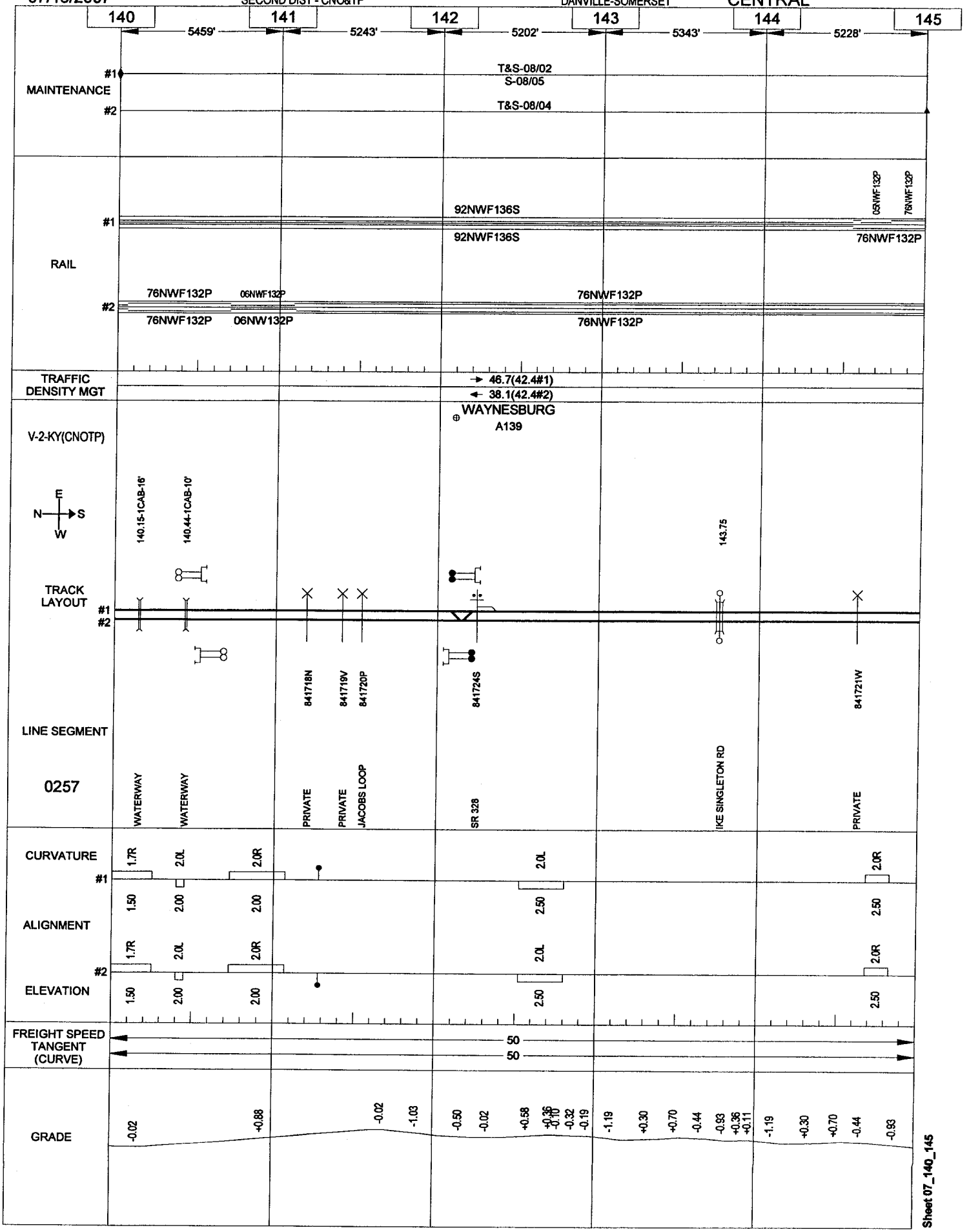
DANVILLE-SOMERSET

CENTRAL



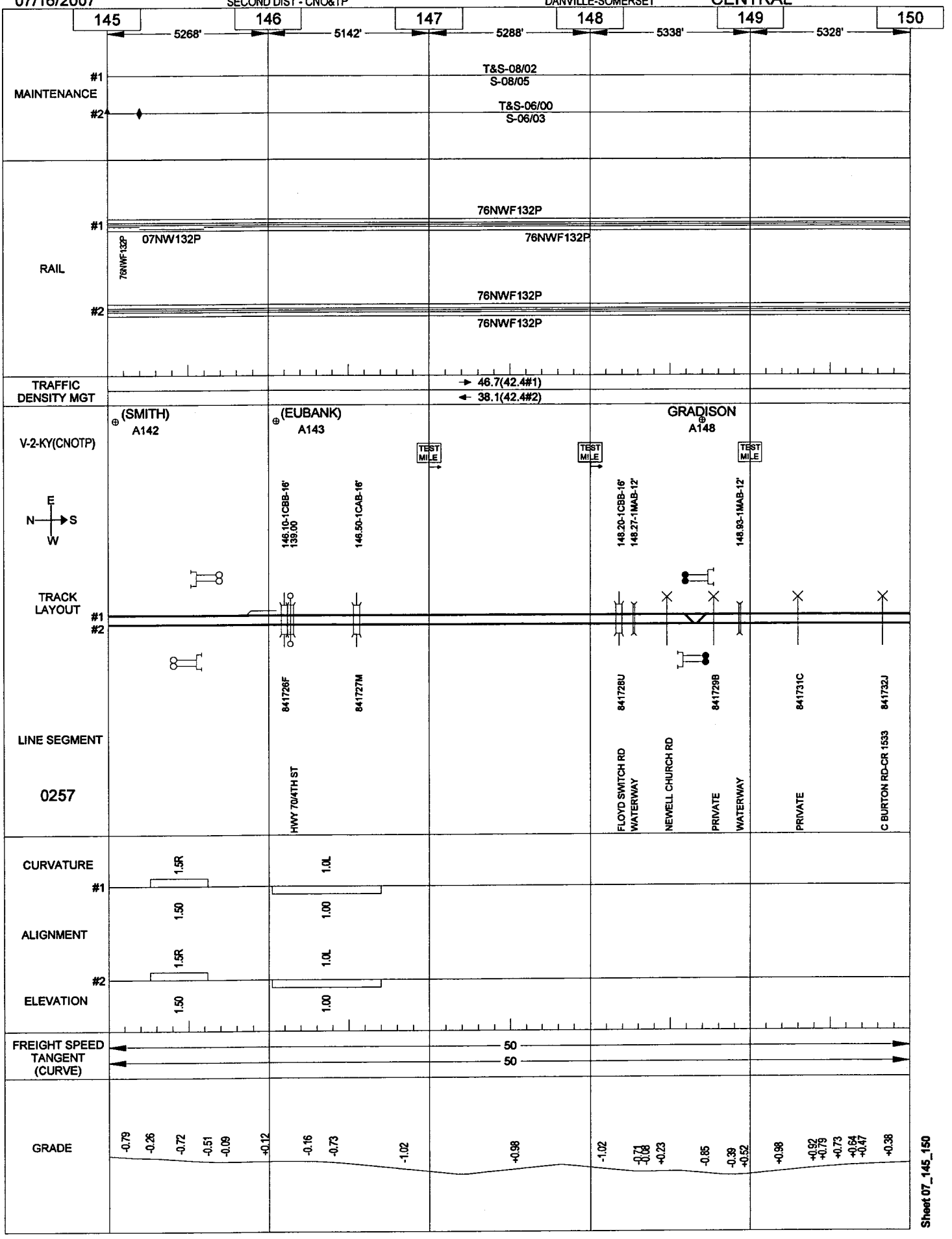
Sheet 07_135_140

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



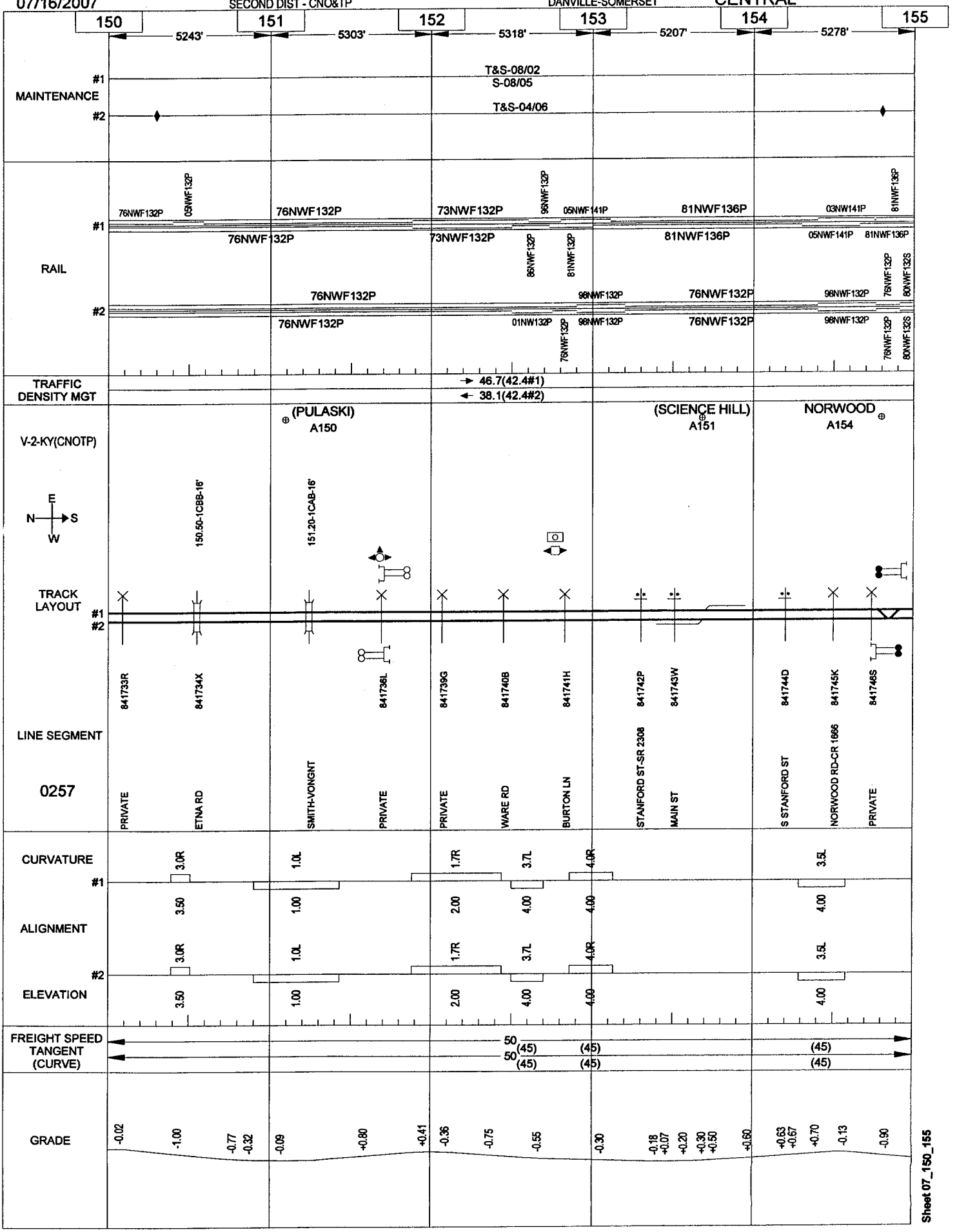
Sheet 07_140_145

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



Sheet 07_145_150

07/16/2007 SECOND DIST - CNO&TP DANVILLE-SOMERSET CENTRAL



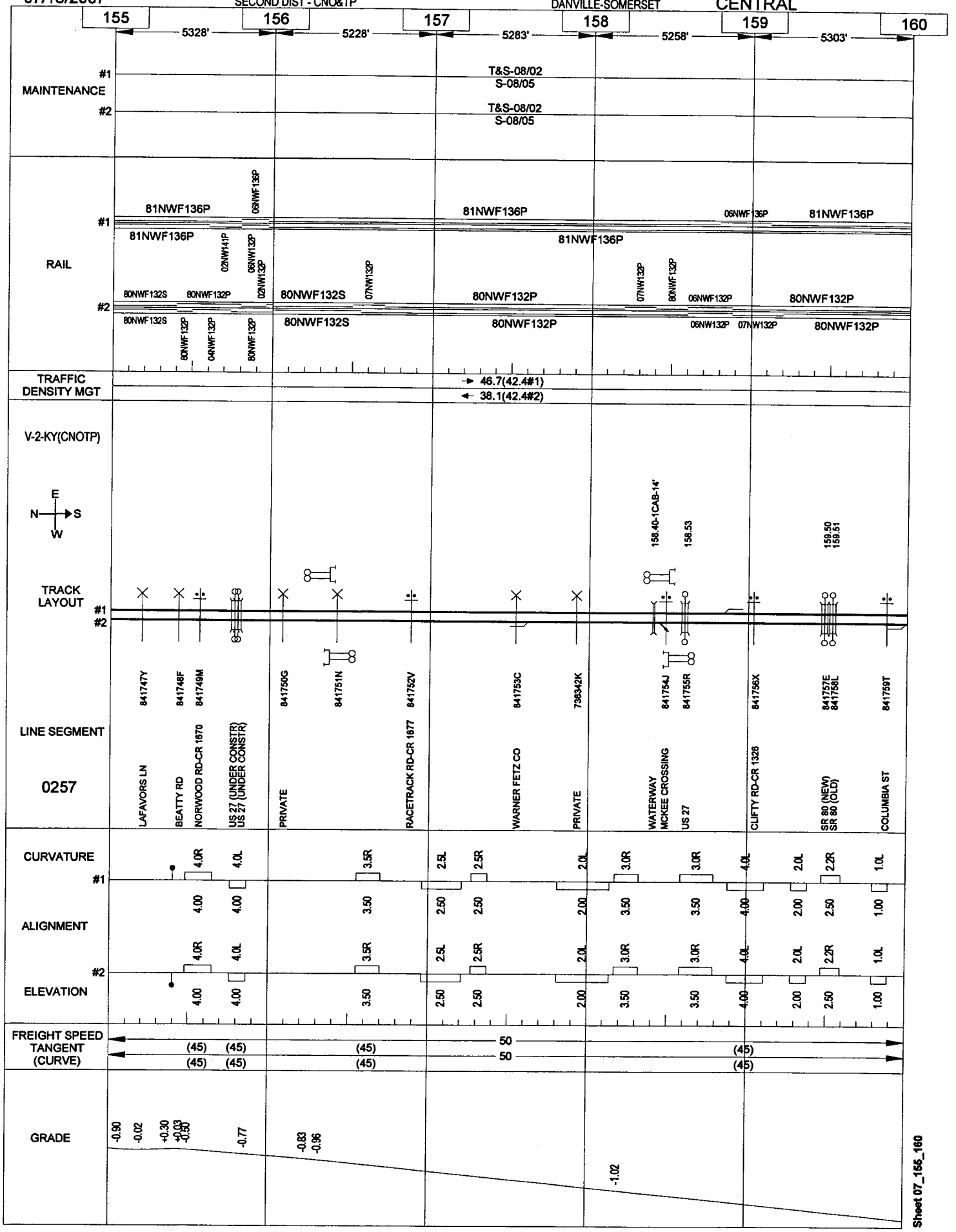
Sheet 07_150_155

07/16/2007

SECOND DIST - CNO&TP

DANVILLE-SOMERSET

CENTRAL



Sheet 07_155_160

07/16/2007

SECOND DIST - CNO&TP — SOMERSET-OAKDALE — CENTRAL

160	161	162	163	164	165
5358'	5157'	5308'	5187'	5826'	

MAINTENANCE
#1 T&S-08/02 S-08/05
#2 T&S-08/02 S-08/05
T&S-06/03 S-08/05

RAIL
#1: 81NWF136P, 03NW132P, 77NWF132P, 03NW132P, 77NWF132P; 77WF132P, 77WF132P, 77NWF132P; 81WF136P, 80NWF132P, 05NW132P, 80NWF132P, 07NW132P, 77NWF132P, 04NWF132P; 01NWF136P; 01NWF136P
#2: 80NWF132S, 80NWF132P, 80NWF132S; 80NWF132P, 03NW132P, 80NWF132P; 80NWF132S, 80NWF132P, 80NWF132S

TRAFFIC DENSITY MGT
→ 46.7(42.4#1) ← 38.1(42.4#2)
→ 47.1(42.8#1) ← 38.5(42.8#2)
→ 47.1(85.6) ← 38.5

V-2-KY(CNOTP)
SOMERSET A158 ⊕ WOODS A162 ⊕

160.50-1CBB-18'
160.60-1CAB-22'
163.11
163.11
163.40-7DGO-394'(94)
164.10
164.89-1CAB-10'

TRACK LAYOUT
#1
#2

LINE SEGMENT
0257

841760M WATERWAY PEDESTRIAN UNDERPASS
MONTICELLO ST
841762B HUNT LN
841763H OLD BURNSIDE-SR 1247
841778X SOMERSET BYPASS SOMERSET BYPASS
ELIHU
PITMAN CREEK
841781F PRIVATE ROAD
841785W
841784P PRIVATE WATERWAY

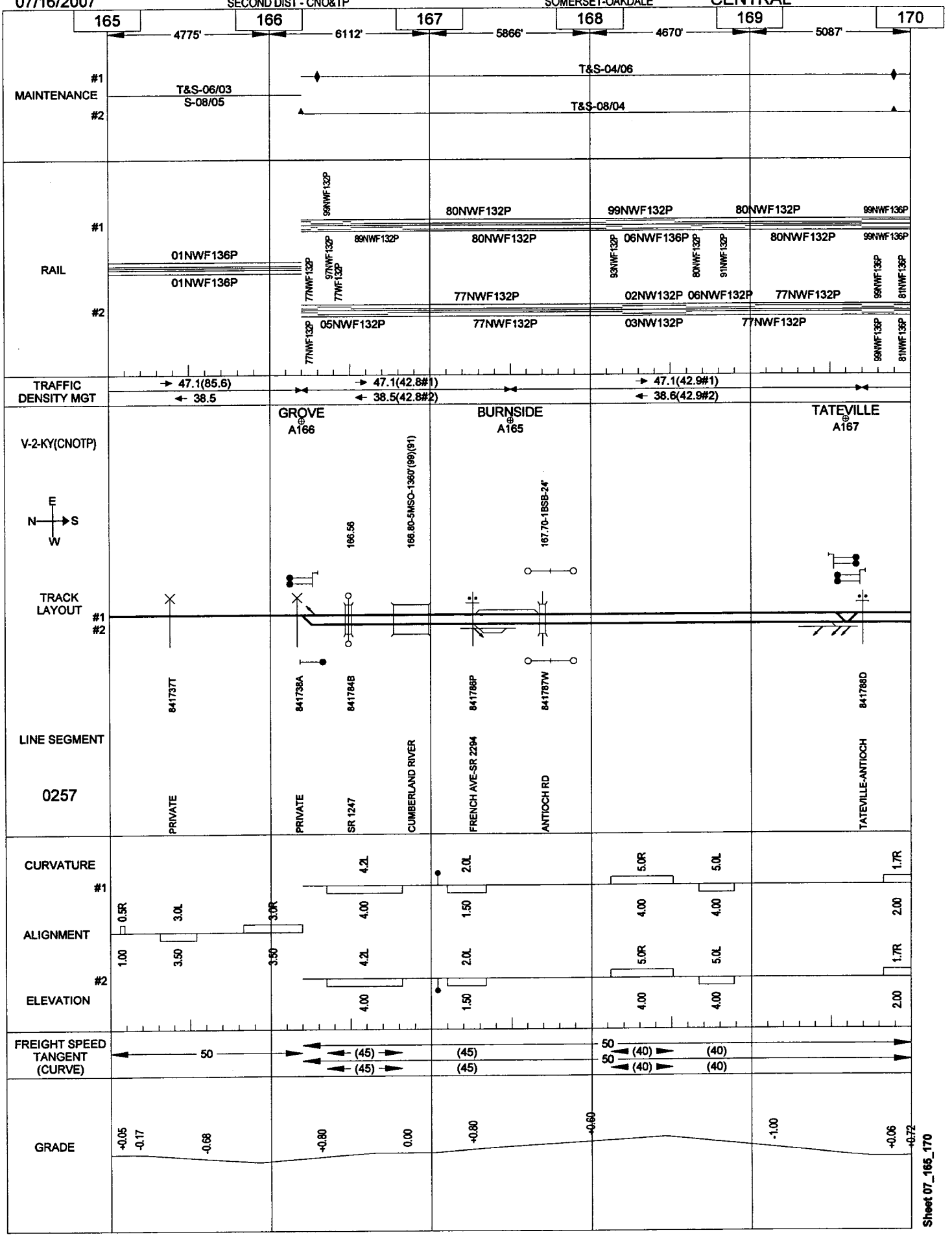
CURVATURE
#1: 5.7R 0.5L 1.0L 3.0L
ALIGNMENT
5.00 1.00 1.00 3.50 1.0L 2.5R 4.7R 1.4L 1.5R 0.5R
#2: 5.7R 0.5L 1.0L 3.0L
ELEVATION
5.00 1.00 1.00 3.50 1.00 2.00 3.50 1.50 1.50 1.00

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

GRADE
-1.02 -0.77 -0.18 +0.07 +0.13 +0.49 +0.39 +0.13 +0.01 -0.03 -0.25 -0.70 -0.93 -0.75 -0.39 -0.21 -0.39 -0.75 -0.93 +0.07 +0.97 0.00 -0.48 0.00 +0.05

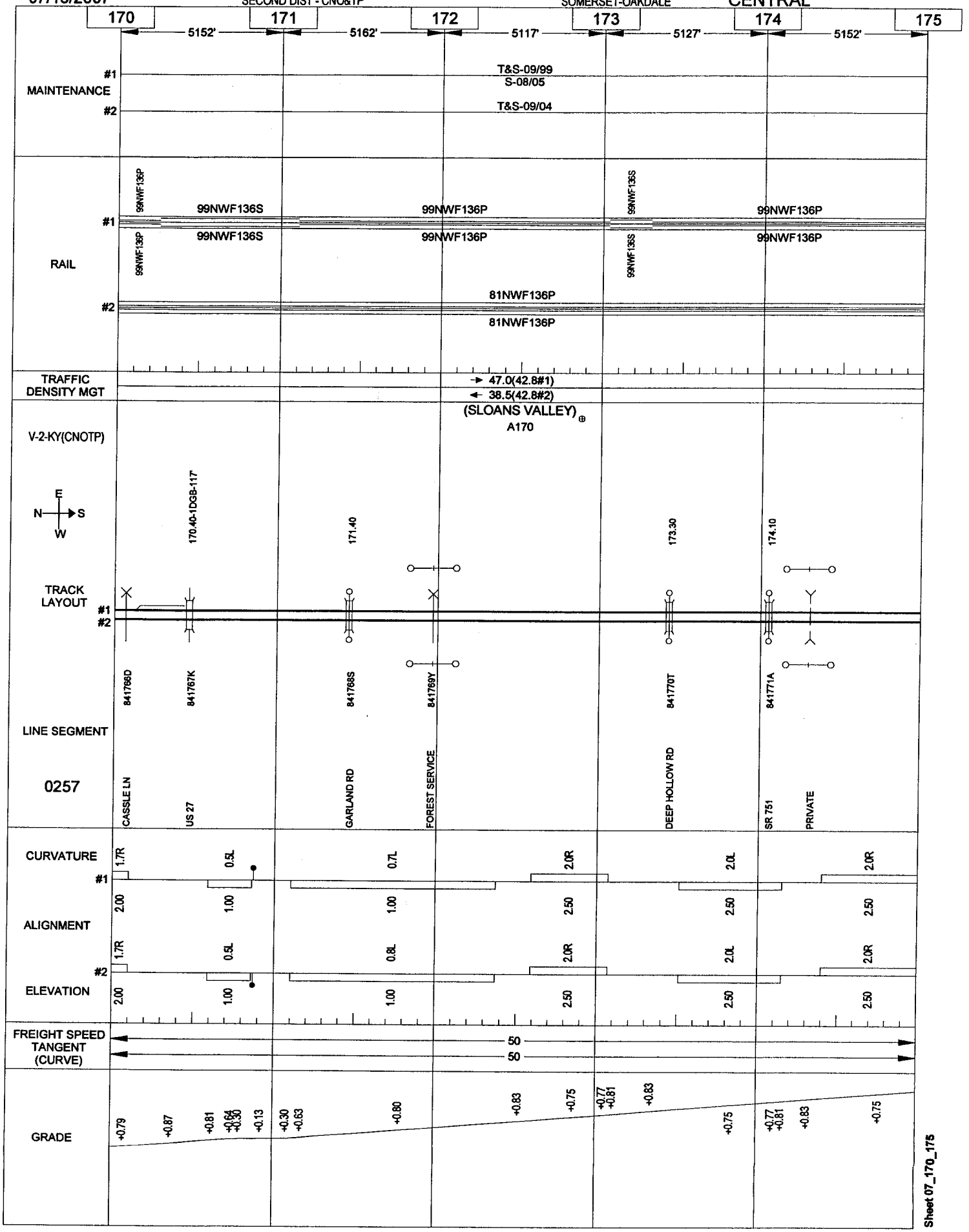
Sheet 07_160_165

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



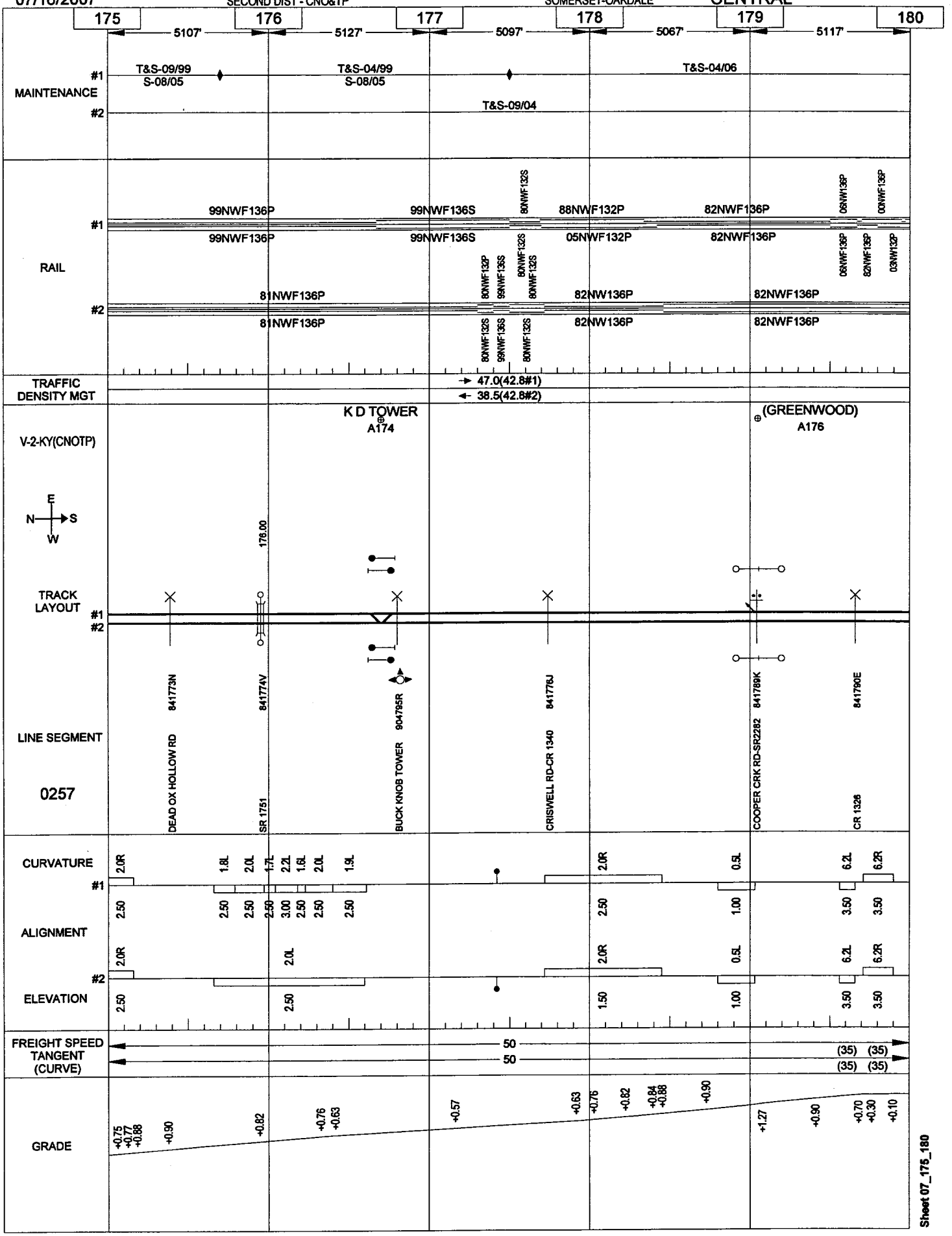
Sheet 07_165_170

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



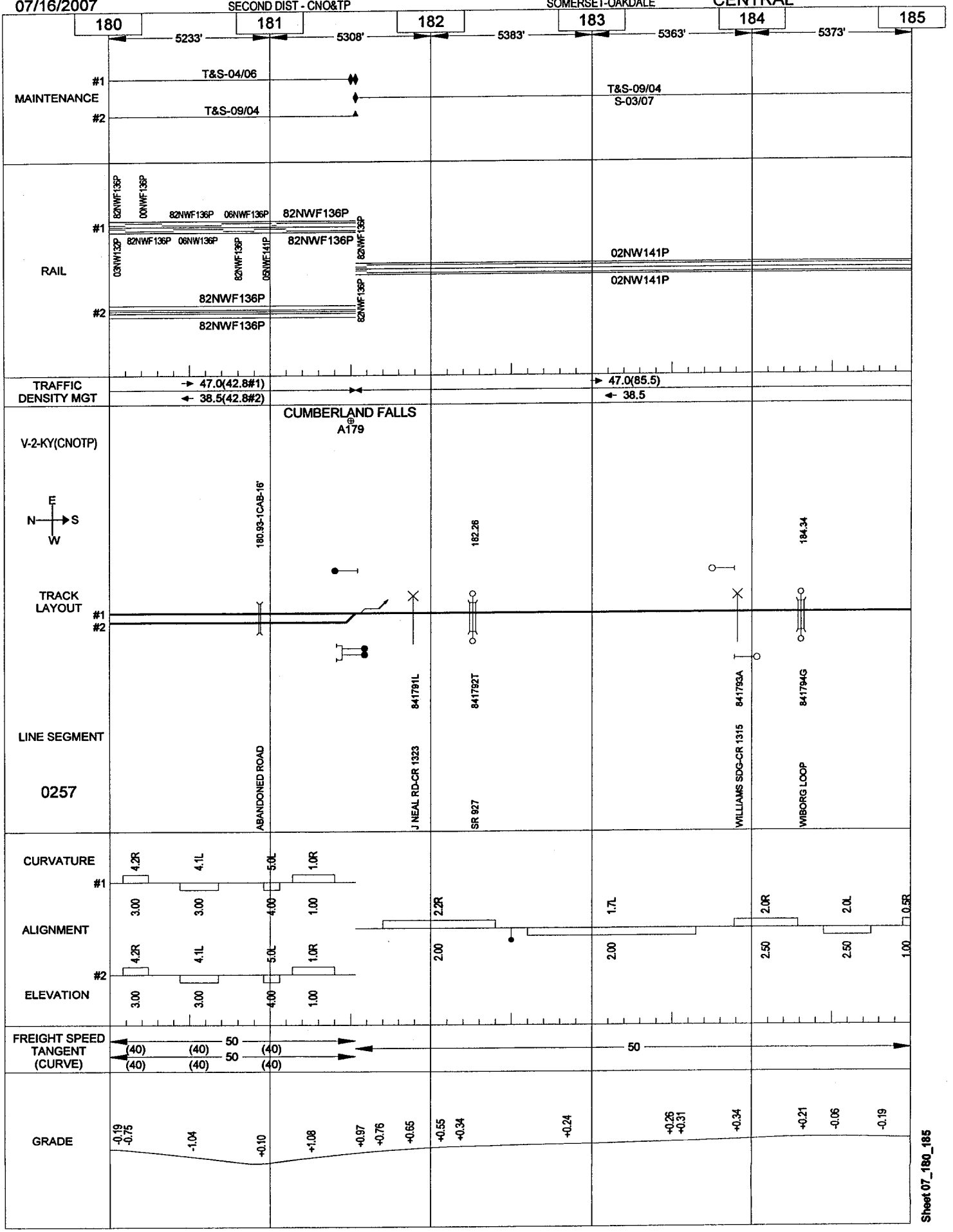
Sheet 07_170_175

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



Sheet 07_175_180

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



Sheet 07_180_185

07/16/2007

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL

185	186	187	188	189	190
	5383'	5283'	5243'	5087'	4665'

MAINTENANCE

T&S-09/04
S-03/07

RAIL

02NW141P 02NW141S 02NW141P 02NW141S
02NW141P 02NW141S 02NW141P 02NW141S

TRAFFIC DENSITY MGT

47.0(85.5)
38.5

V-2-KY(CNOTP)

(FLAT ROCK)
A182

E
N S
W

187.60

TRACK LAYOUT

LINE SEGMENT

0257

841795N WIBORG LOOP
841796V GEORGE CRK RD-CR1306
841797C SR 1651
841798J MARSHES SDG-SR 700

CURVATURE

ALIGNMENT

0.5R 2.0R 3.0L 2.0R 5.1L 3.5L 2.5L 3.0R 2.0L 2.0L 2.0L 3.0R

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE)

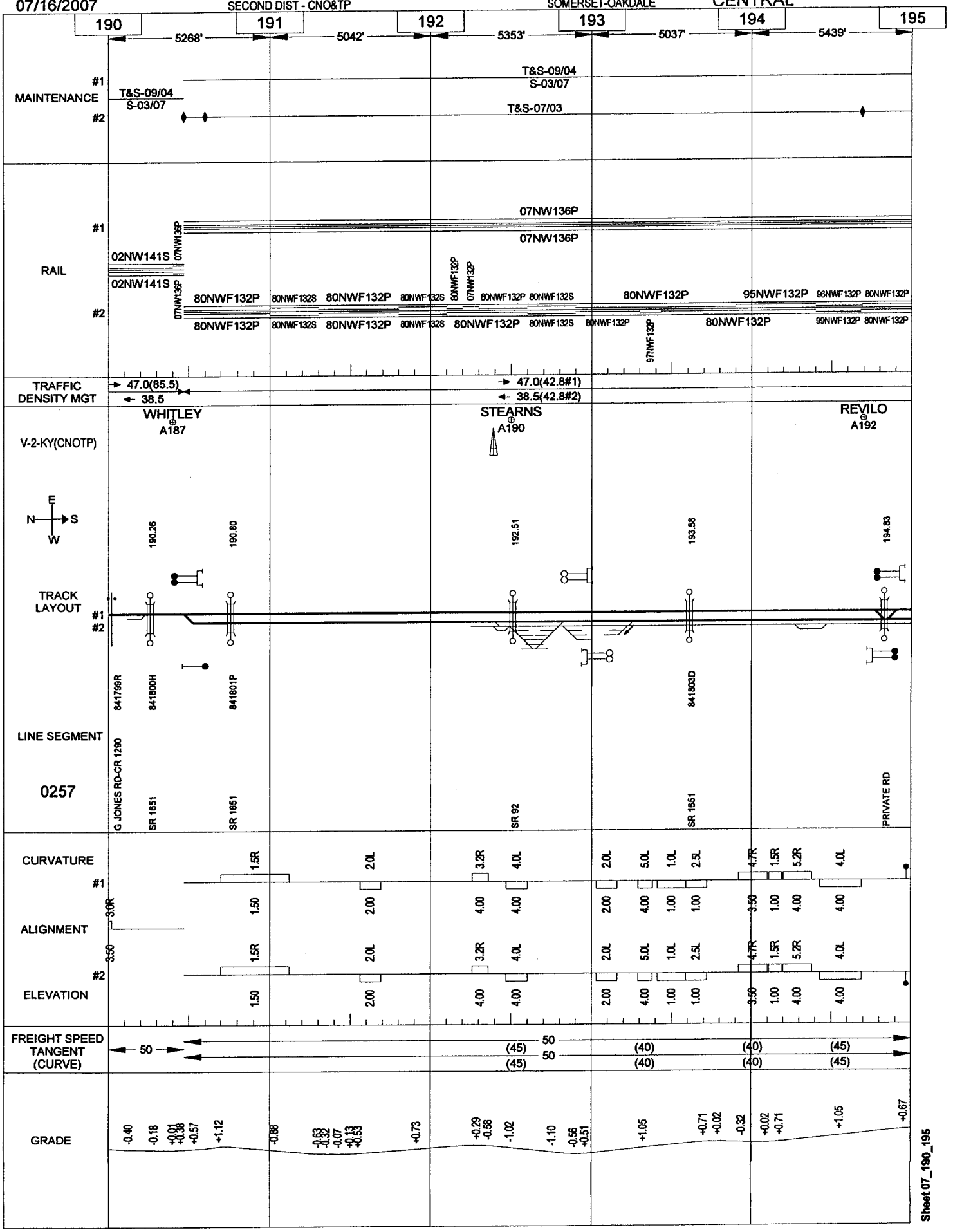
(45) (45) 50 (40) (45) (45)

GRADE

-0.19 -0.29 -0.37 -0.52 -0.60 -0.49 -0.27 -0.16 -0.26 -0.28 -0.38 -0.48 -0.68 -0.78 +0.47 +0.28 -0.09 -0.28 +0.12 +0.72 +0.83 +1.06 +1.17 +0.93 +0.46 +0.22 +0.32 +0.52 +0.62 +0.31 -0.32 -0.63

Sheet 07_185_190

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



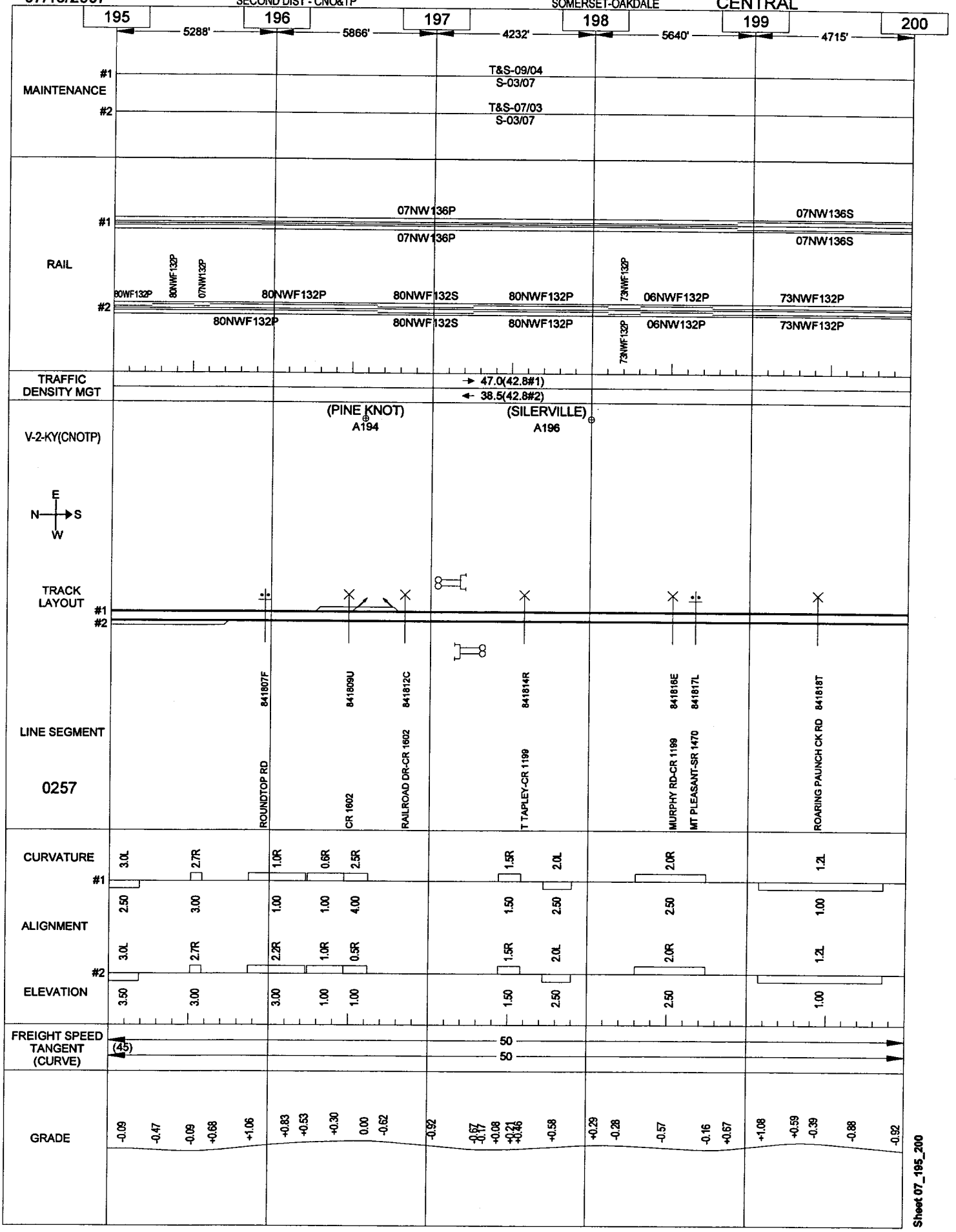
Sheet 07_190_195

07/16/2007

SECOND DIST - CNO&TP

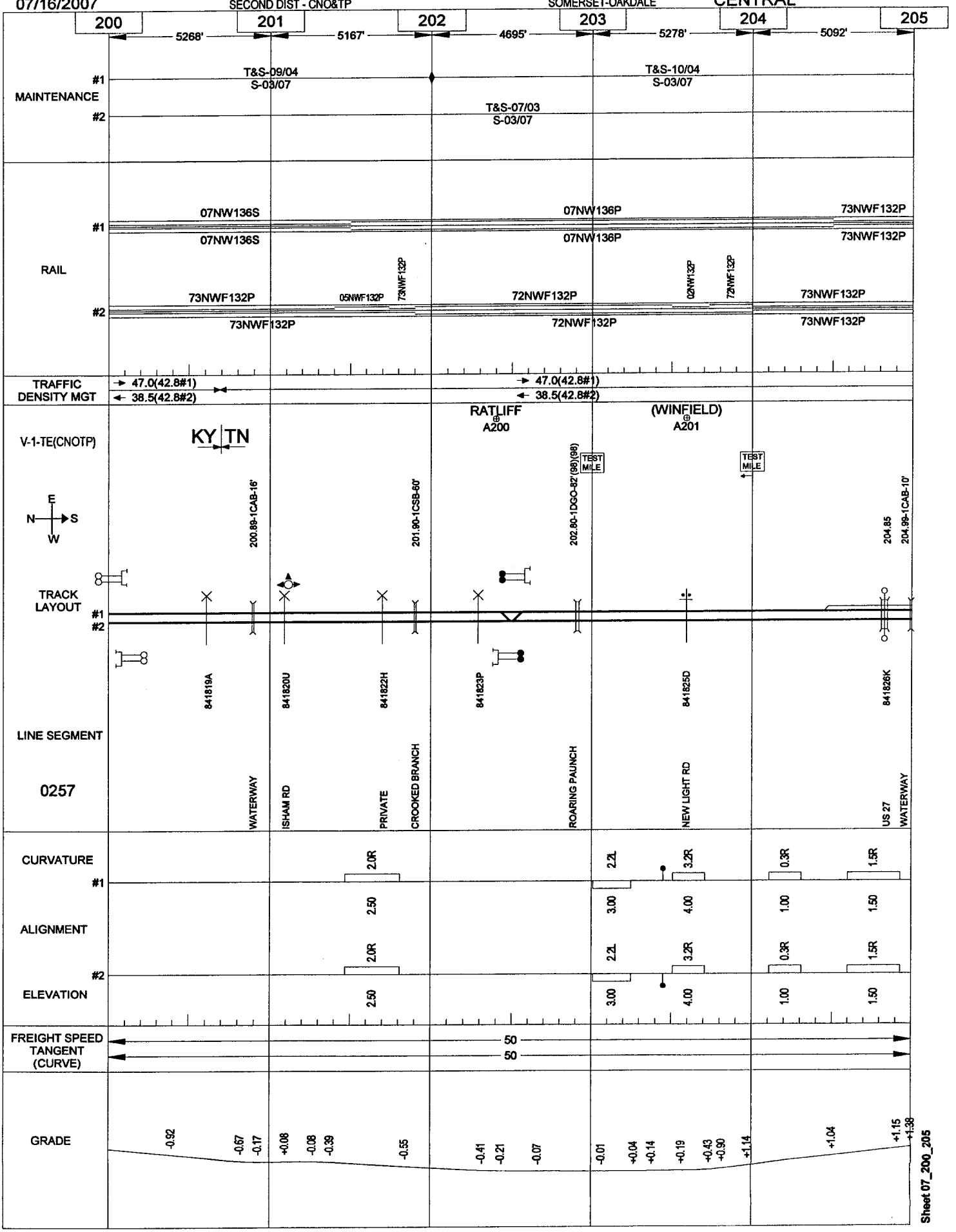
SOMERSET-OAKDALE

CENTRAL



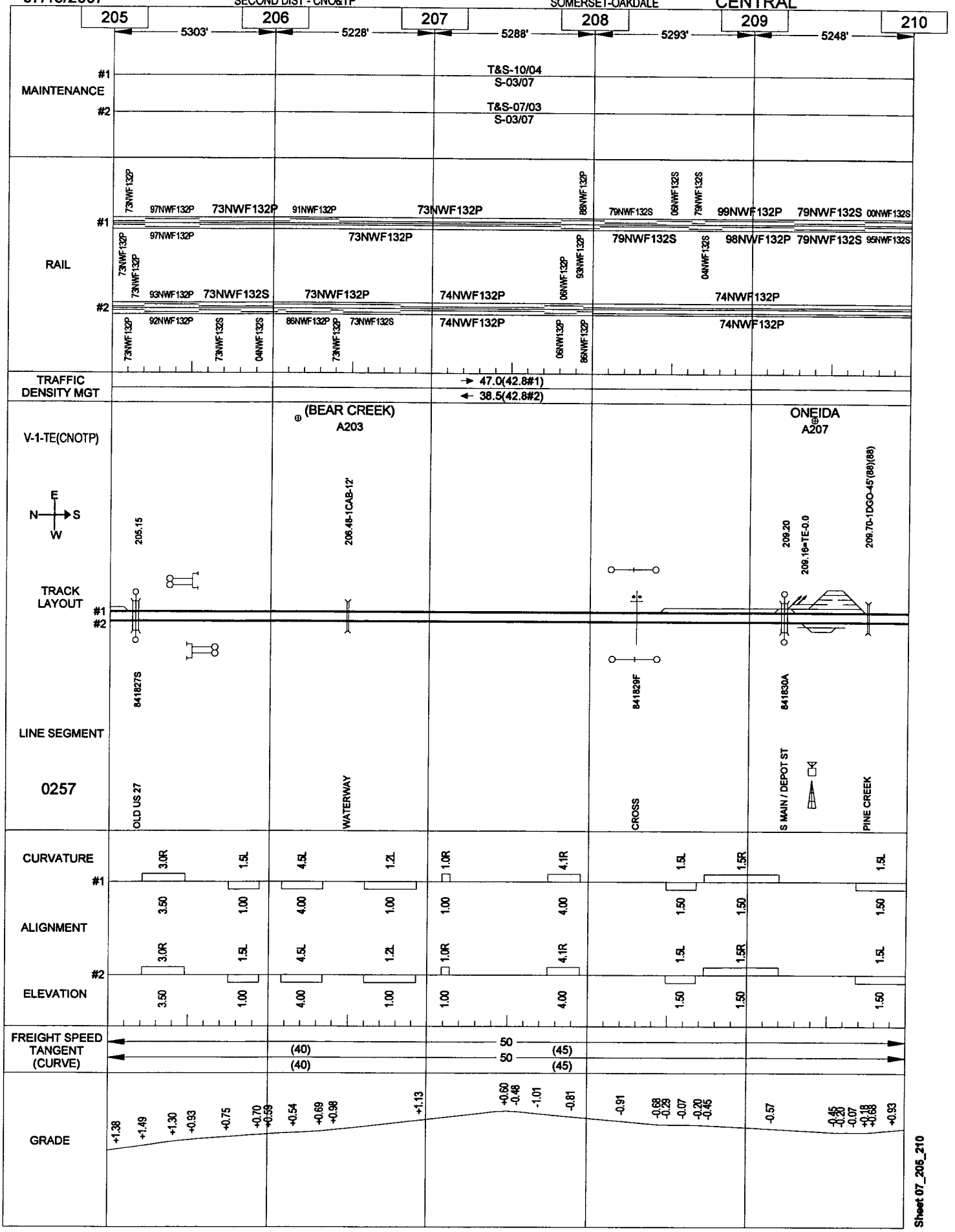
Sheet 07_195_200

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



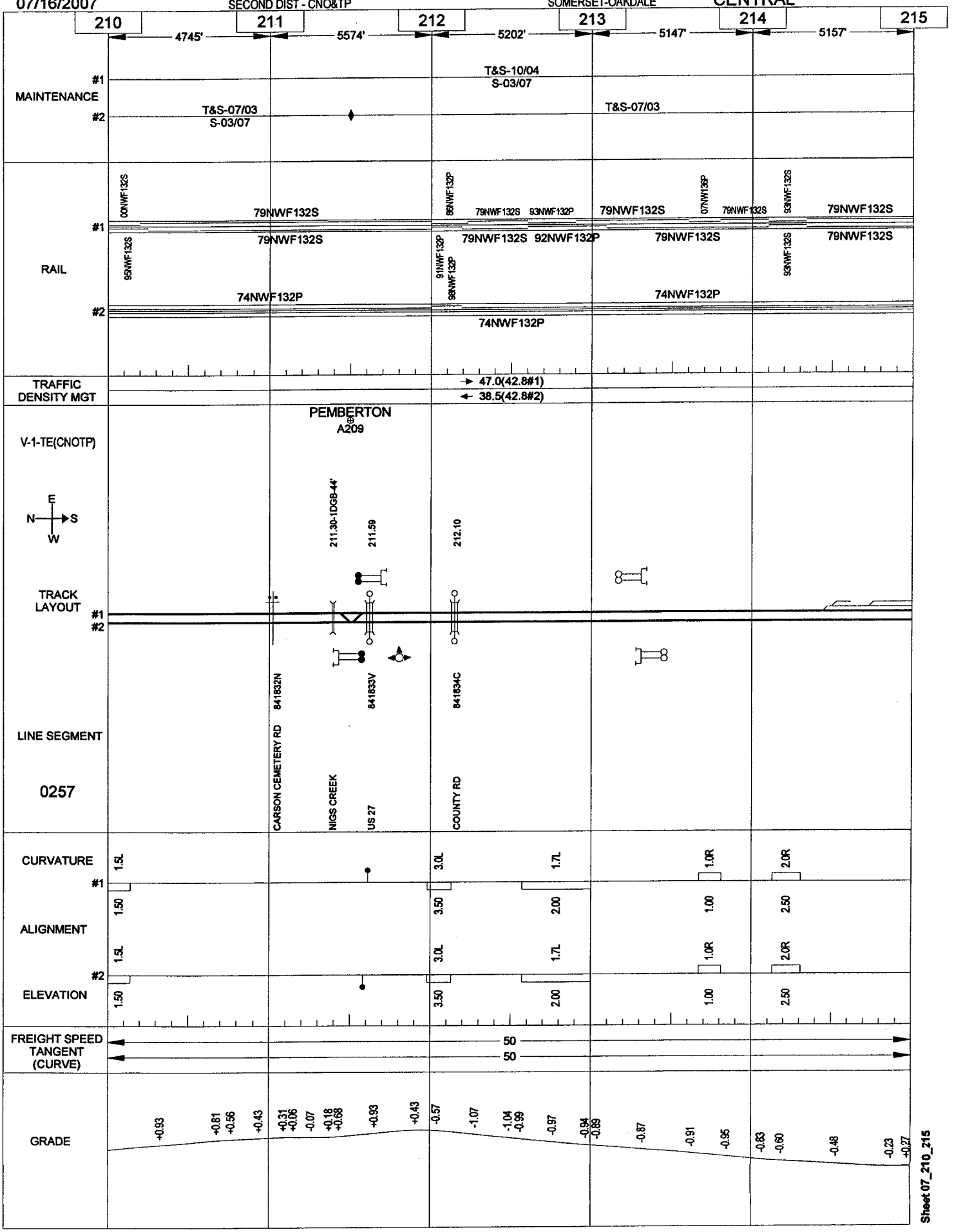
Sheet 07_200_205

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



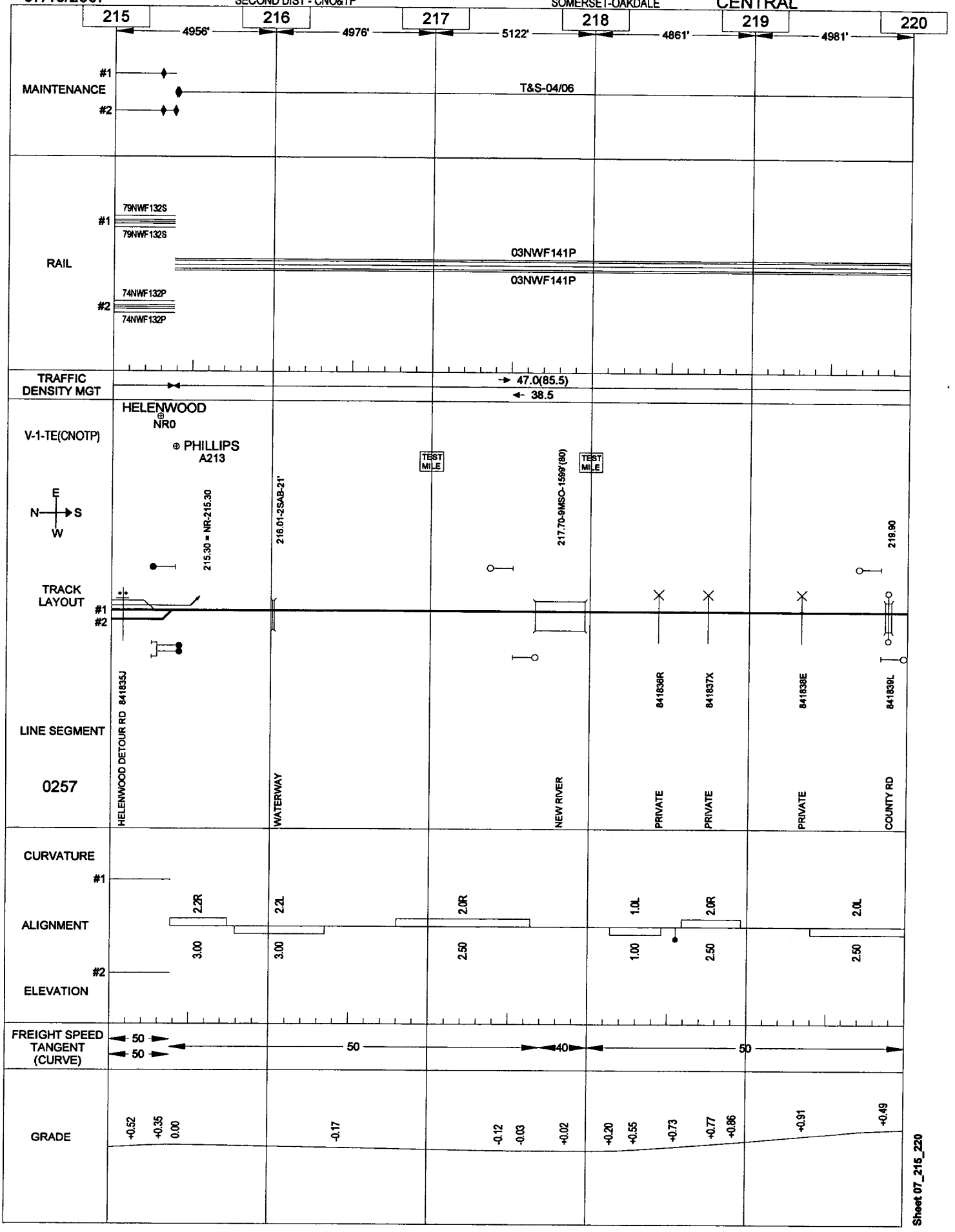
Sheet 07_205_210

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



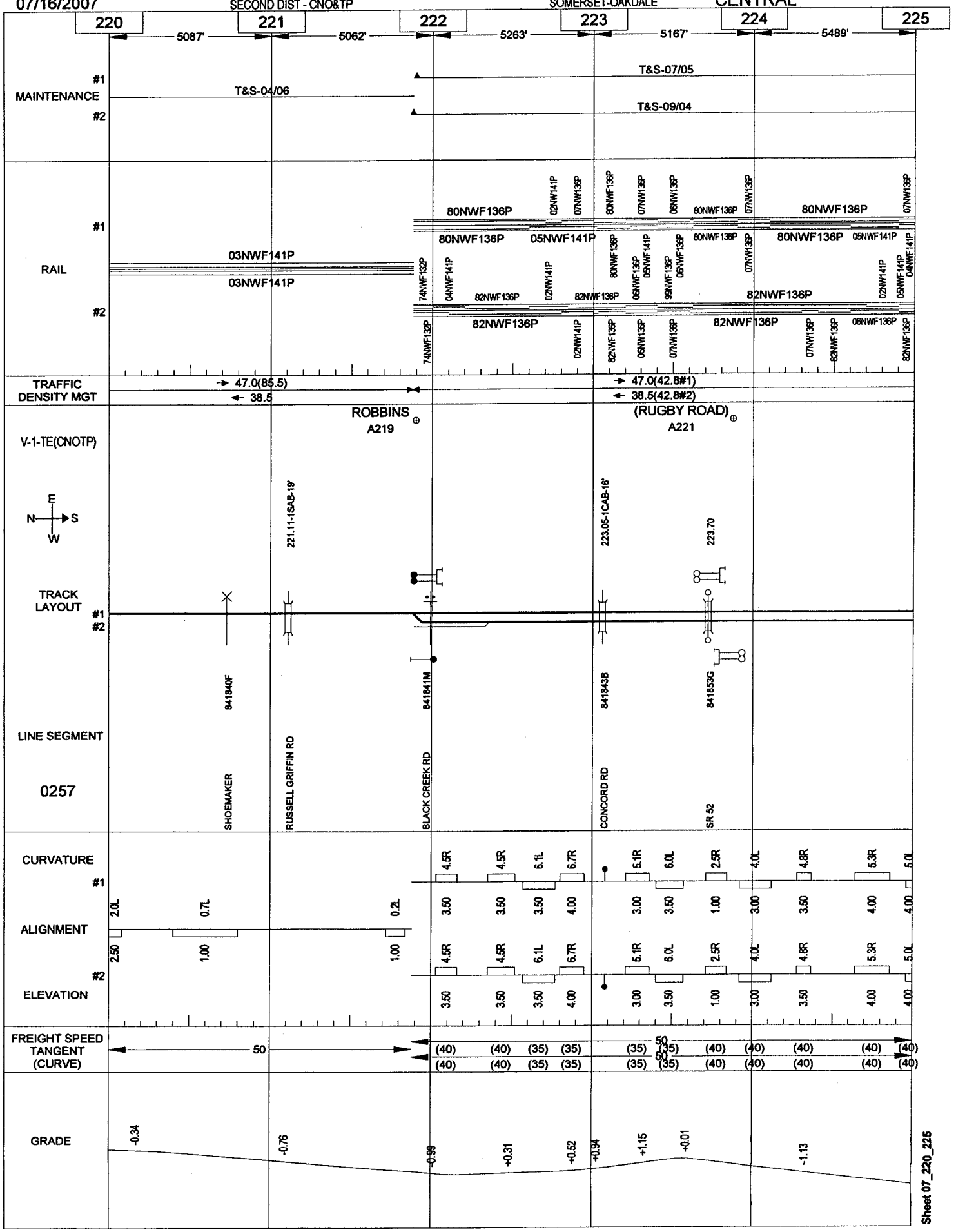
Sheet 07_210_215

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



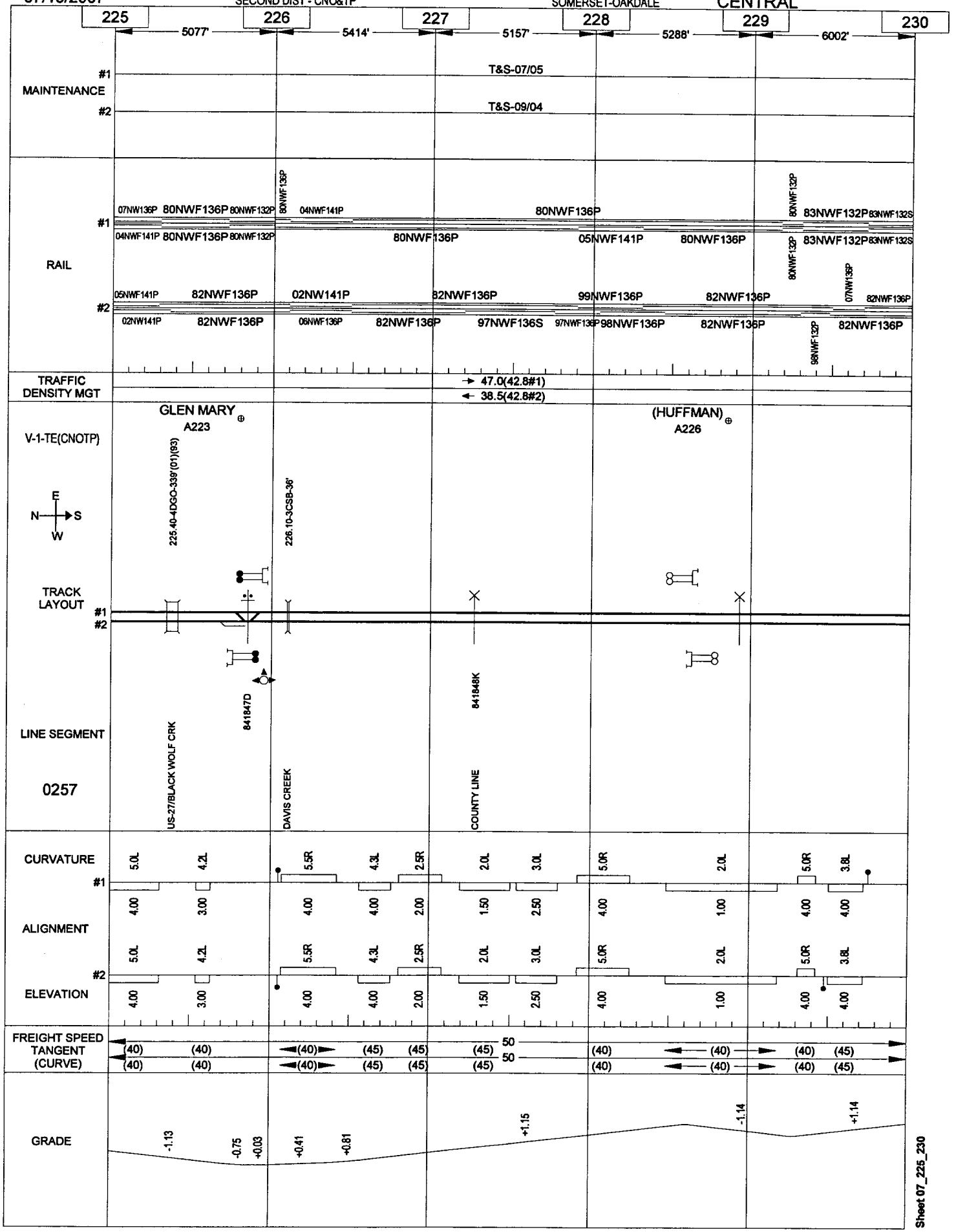
Sheet 07_215_220

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



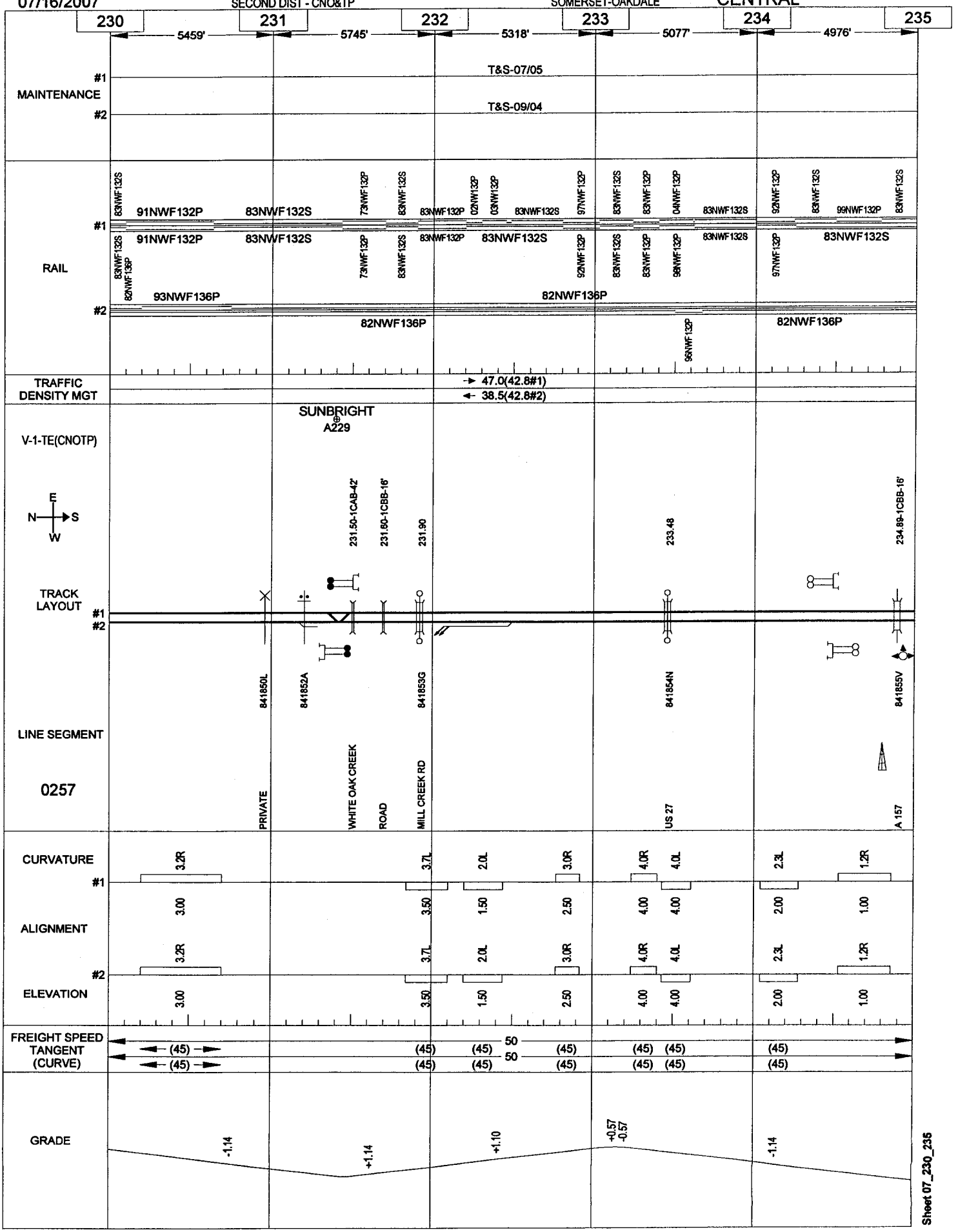
Sheet 07_220_225

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



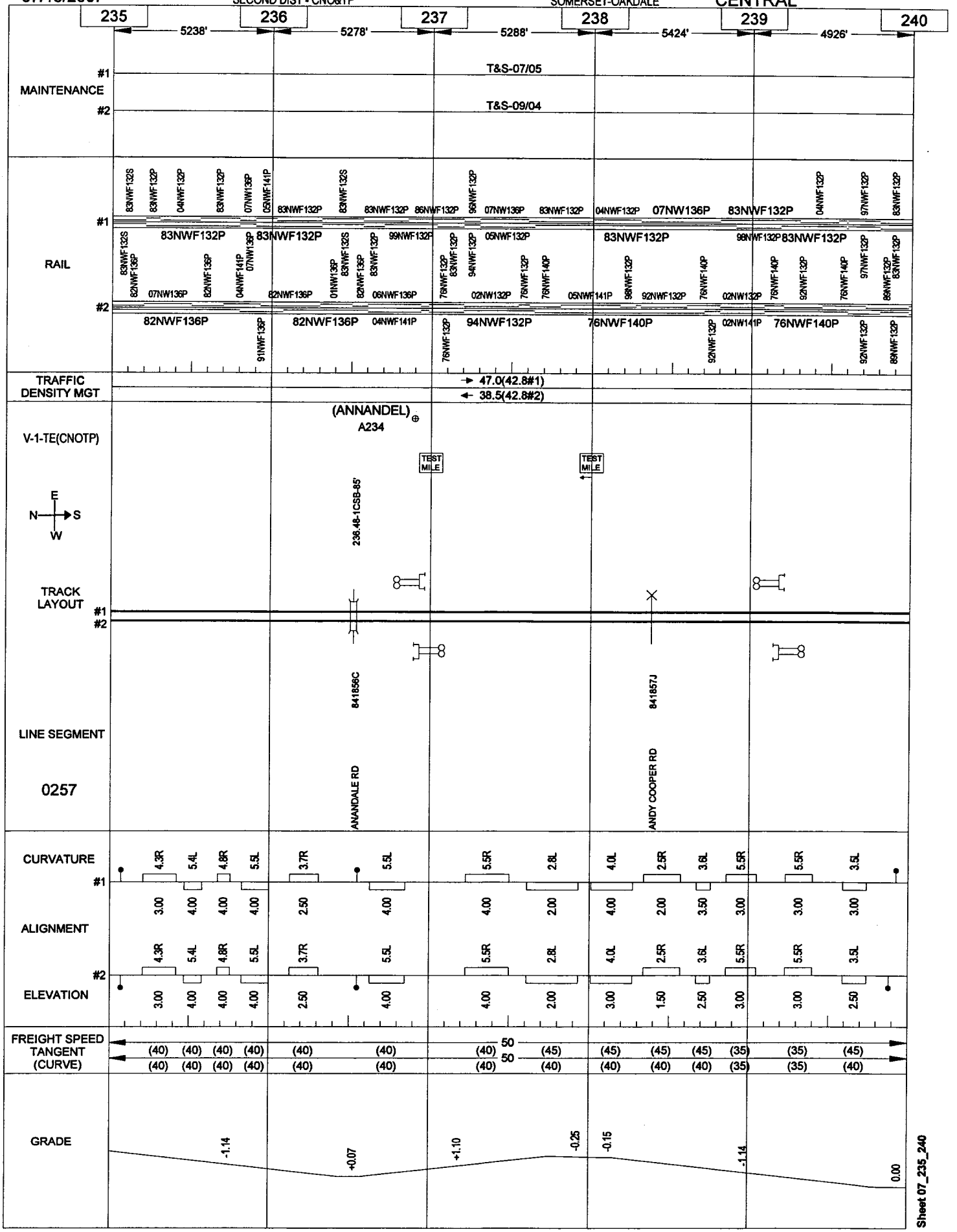
Sheet 07_225_230

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



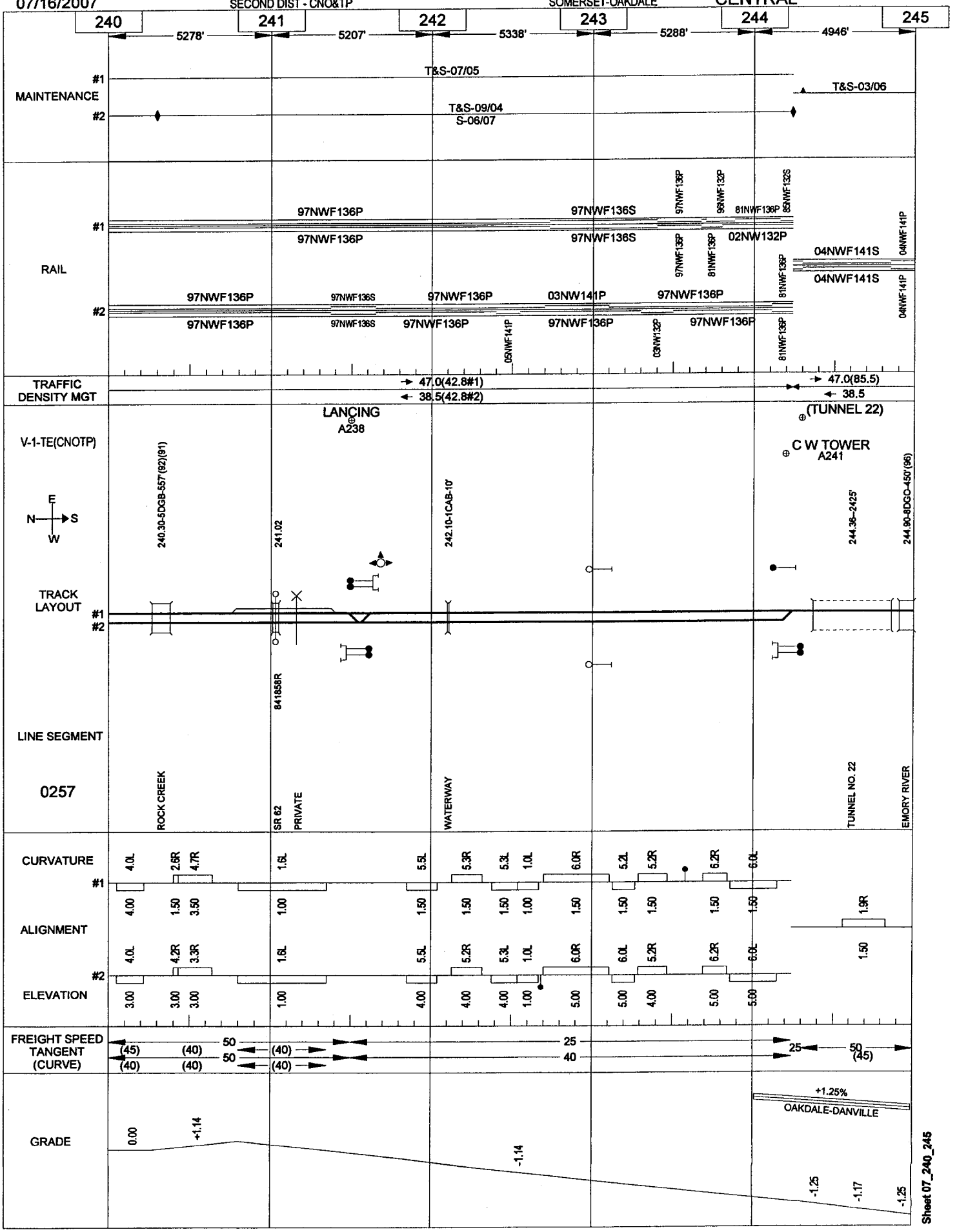
Sheet 07_230_235

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



Sheet 07_235_240

07/16/2007 SECOND DIST - CNO&TP SOMERSET-OAKDALE CENTRAL



Sheet 07_240_245

07/16/2007

SECOND DIST - CNO&TP

SOMERSET-OAKDALE

CENTRAL

245 | 246 | 247 | 248 | 249 | 250

4760' | 4549' | 5238' | 5368' | 5197'

MAINTENANCE #1: T&S-03/06 | T&S-09/04, S-06/07

MAINTENANCE #2: T&S-07/03

RAIL #1: 04NWF141P | 04NWF141S | 90NWF132P

RAIL #2: 04NWF141P | 04NWF141S | 90NWF132P

TRAFFIC DENSITY MGT: 47.0(85.5) / 38.5 | 47.0(42.8#1) / 38.5(42.8#2)

V-1-TE(CNOTP)

(TUNNEL 24) | (NEMO) A243 | COLEMAN A249

TEST MILE | TEST MILE

245.51-2685' | 247.20-1CSB-18' | 249.20-3TTO-315'(92)(92)

TRACK LAYOUT #1 / #2

LINE SEGMENT 0257: TUNNEL NO. 24 | WATERWAY | CROOKED FORK

CURVATURE #1 / ALIGNMENT / #2 ELEVATION

3.0R | 3.0L | 1.8L | 3.0R | 2.5L | 2.0R | 3.0L | 1.0R | 1.0L | 0.7L | 1.0R

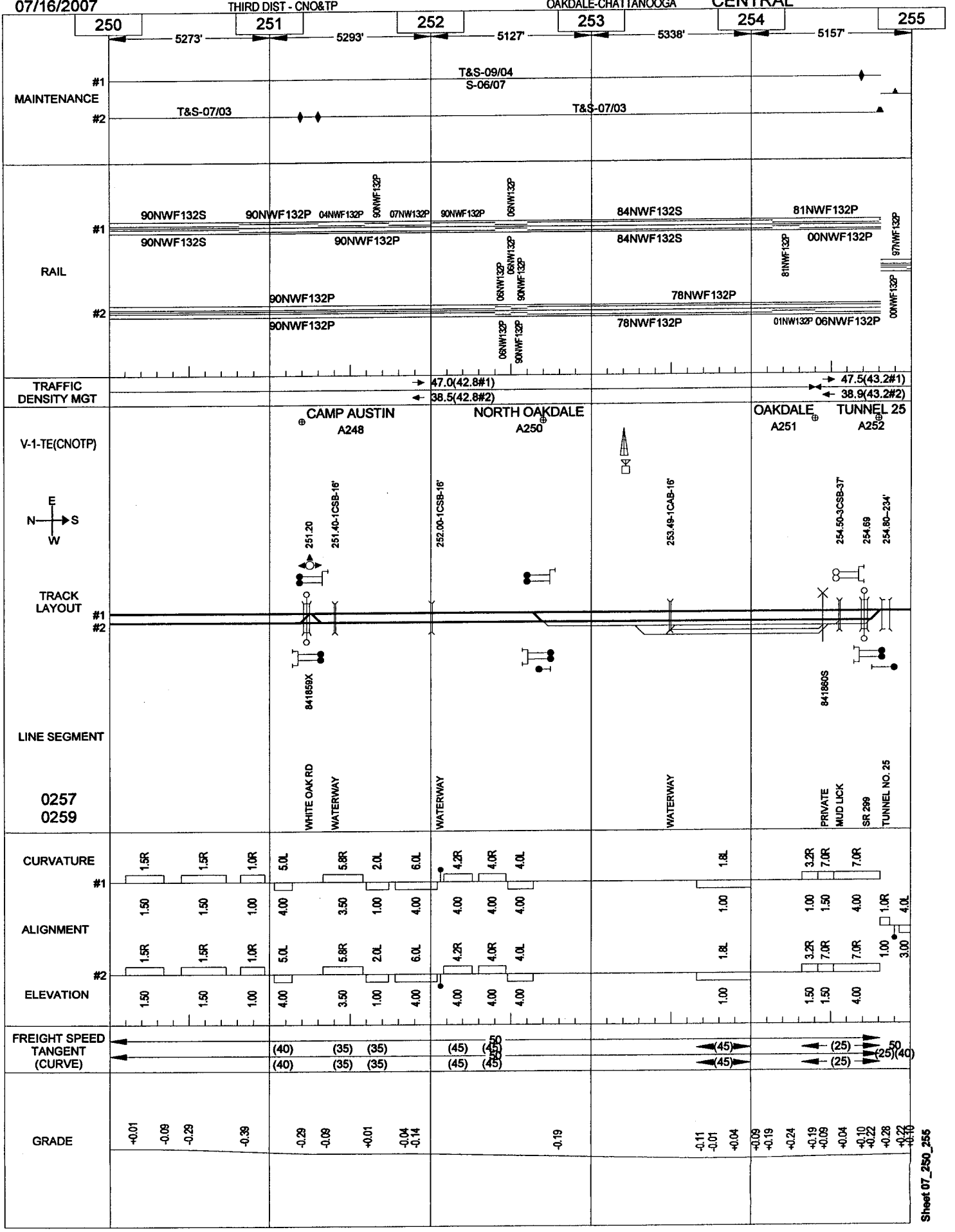
2.50 | 2.50 | 2.00 | 3.50 | 2.50 | 2.00 | 3.50 | 1.00 | 1.00 | 1.00 | 1.00 | 0.7L | 1.0R | 1.00 | 1.00

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

GRADE: -1.25 | -1.13 | -1.25 | -0.51 | -0.42 | -0.50 | -0.49 | -0.37 | -0.12 | +0.01 | -0.05 | -0.18 | -0.24 | -0.18 | -0.05 | +0.01

Sheet 07_245_250

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



Sheet 07_250_255

07/16/2007

THIRD DIST - CNO&TP

OAKDALE-CHATTANOOGA

CENTRAL

255 — 5218' — 256 — 5238' — 257 — 5328' — 258 — 5177' — 259 — 6906' — 260

MAINTENANCE
#1: T&S-08/01; T&S-07/02, S-08/05; T&S-03/06
#2: T&S-07/02, S-08/05

RAIL
#1: 84NWF132P; 84NWF132S; 84NWF132P; 03NW132P; 84NWF132P; 04NWF132P; 99NWF132P; 05NWF132P; 84NWF132P; 97NWF132P; 06NWF132P; 00NWF132P; 81NWF132P
#2: 81NWF132P; 05NWF132P; 81NWF132P; 99NWF132P; 07NW132P; 04NWF132P; 03NW132P

TRAFFIC DENSITY MGT
47.5(86.4) → 38.9 ←
47.5(43.2#1) → 38.9(43.2#2) ←
36.2(34.4#1) →
32.5(34.4#2) ←

V-1-TE(CNOTP)

TUNNEL 26 A253 — N. WATERS A255 — S. WATERS A256 — HARRIMAN JCT A257 — NEW GRADE STRANGE

TEST MILE

255.04–2063'

258.3=51.3-D

258.30-6DGO-519'(92)(02)

259.6=164.7-H

259.30

TRACK LAYOUT #1 #2

841864U

LINE SEGMENT

0259
0261

TUNNEL NO. 26

2ND EMORY RIVER

WEST HILLS RD

CURVATURE #1: 2.2R; 2.0L; 2.0L; 2.0L; 0.5L; 2.0L; 5.0L; 4.9R; 6.7R; 6.0L; 6.5R; 3.5R; 3.5R

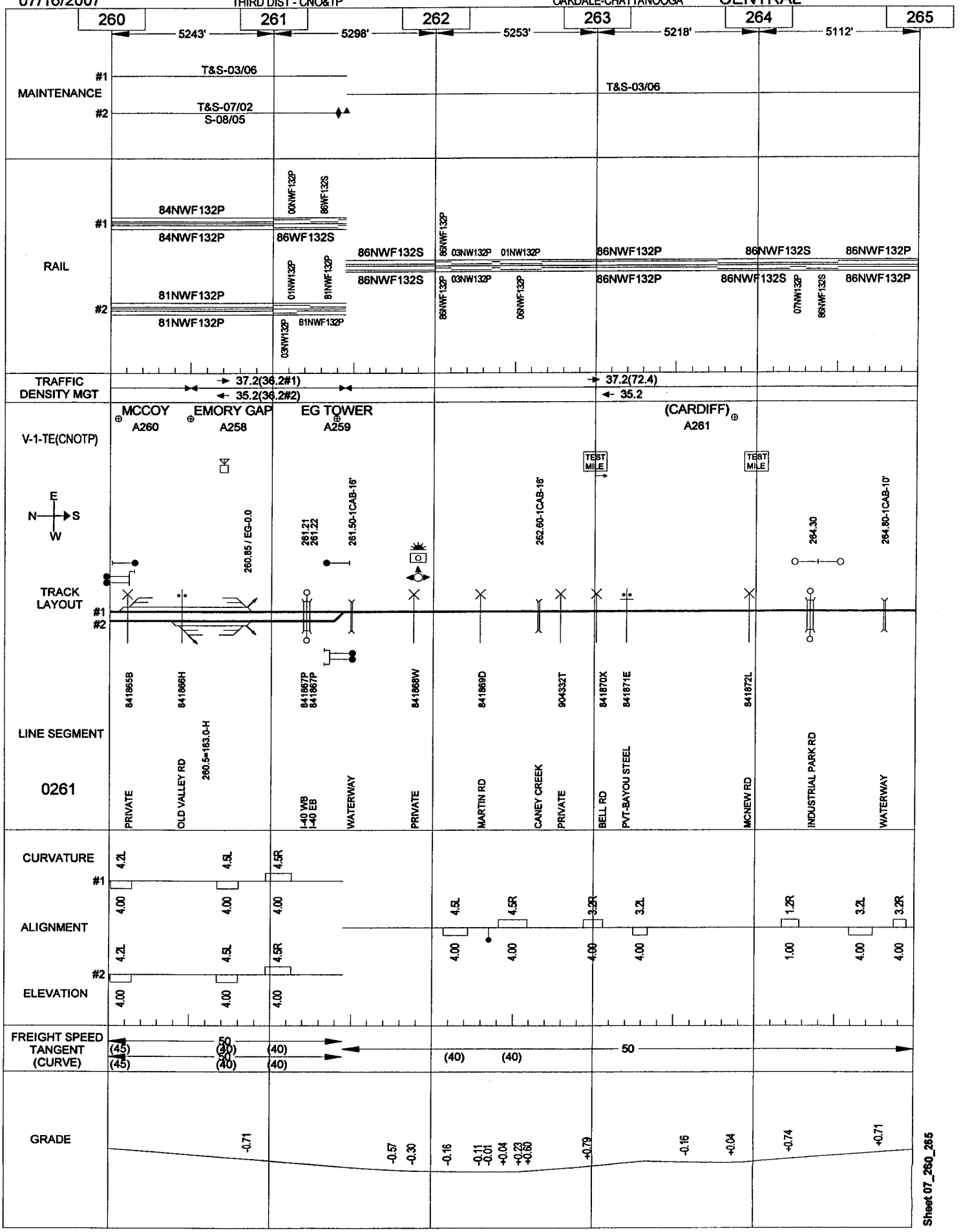
ALIGNMENT / ELEVATION #2: 4.0L; 3.0L; 2.50; 2.00; 2.00; 2.00; 1.00; 2.00; 4.00; 2.50; 4.00; 3.50; 4.00; 3.00; 3.00
#2: 3.00; 3.50; 2.2R; 2.0L; 2.0L; 2.0L; 0.5L; 2.0L; 5.0L; 4.8R; 6.7R; 6.0L; 6.5R; 3.5R; 3.5R
#2: 2.50; 2.00; 2.00; 2.00; 1.00; 2.00; 4.00; 2.50; 4.00; 3.50; 4.00; 3.00; 3.00

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

GRADE
+0.04 -0.60 -0.46 -0.34 -0.09 +0.04 -0.02 -0.15 -0.21 -0.05 +0.28 +0.44 +0.34 +0.14 +0.04 +0.14 +0.34 +0.44 +0.53 +0.70 +0.79 -0.71

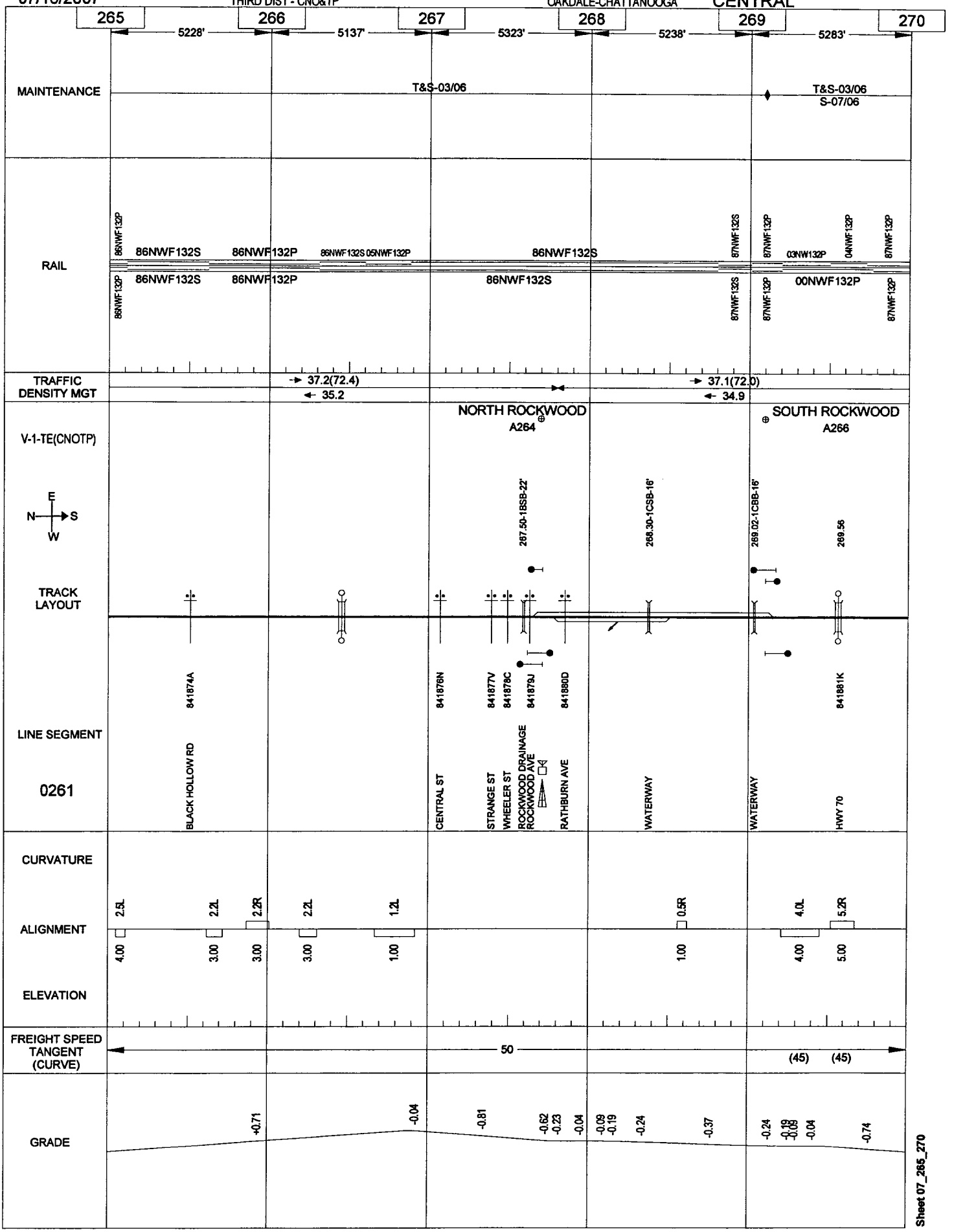
Sheet 07_255_260

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



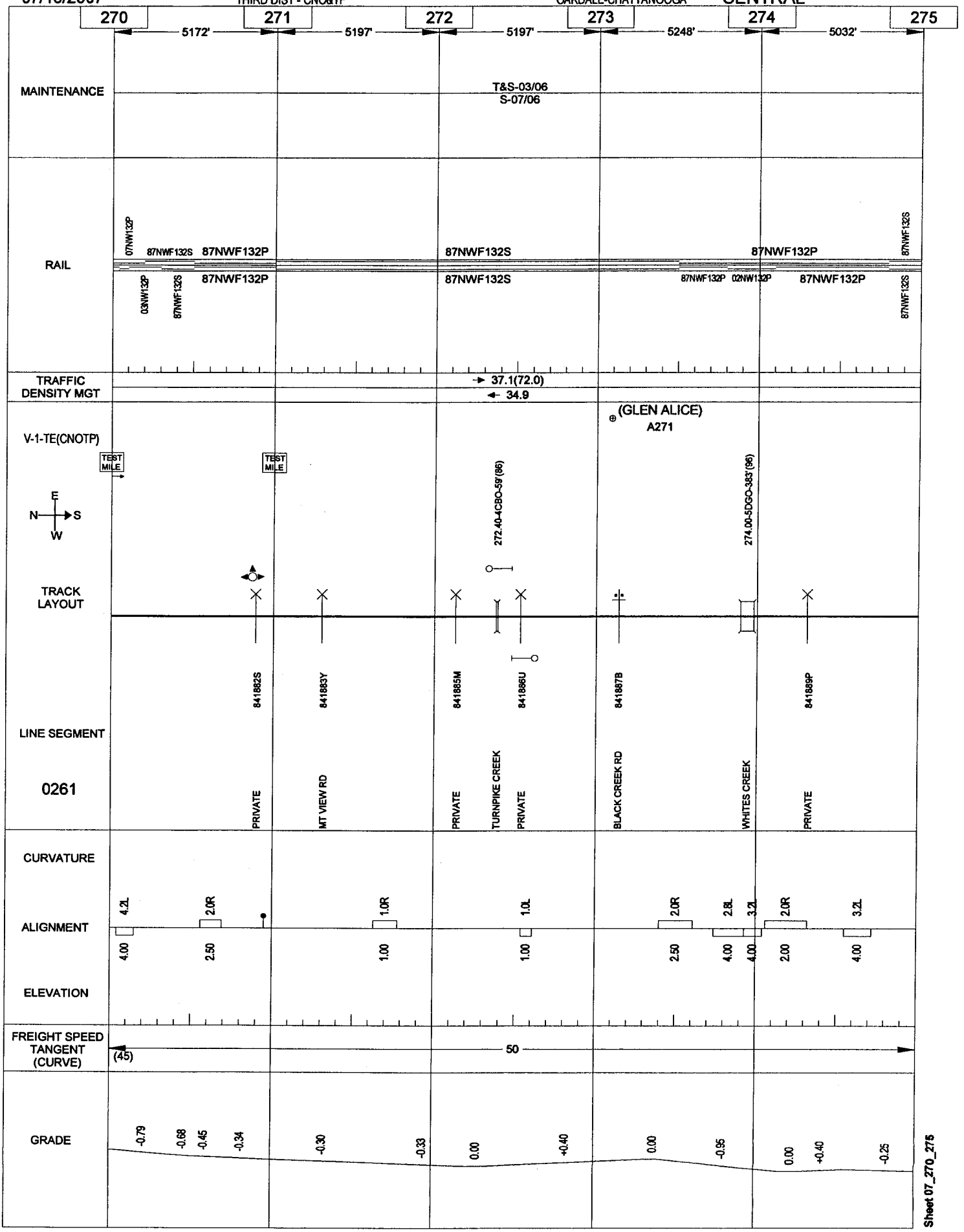
Sheet 07_260_265

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



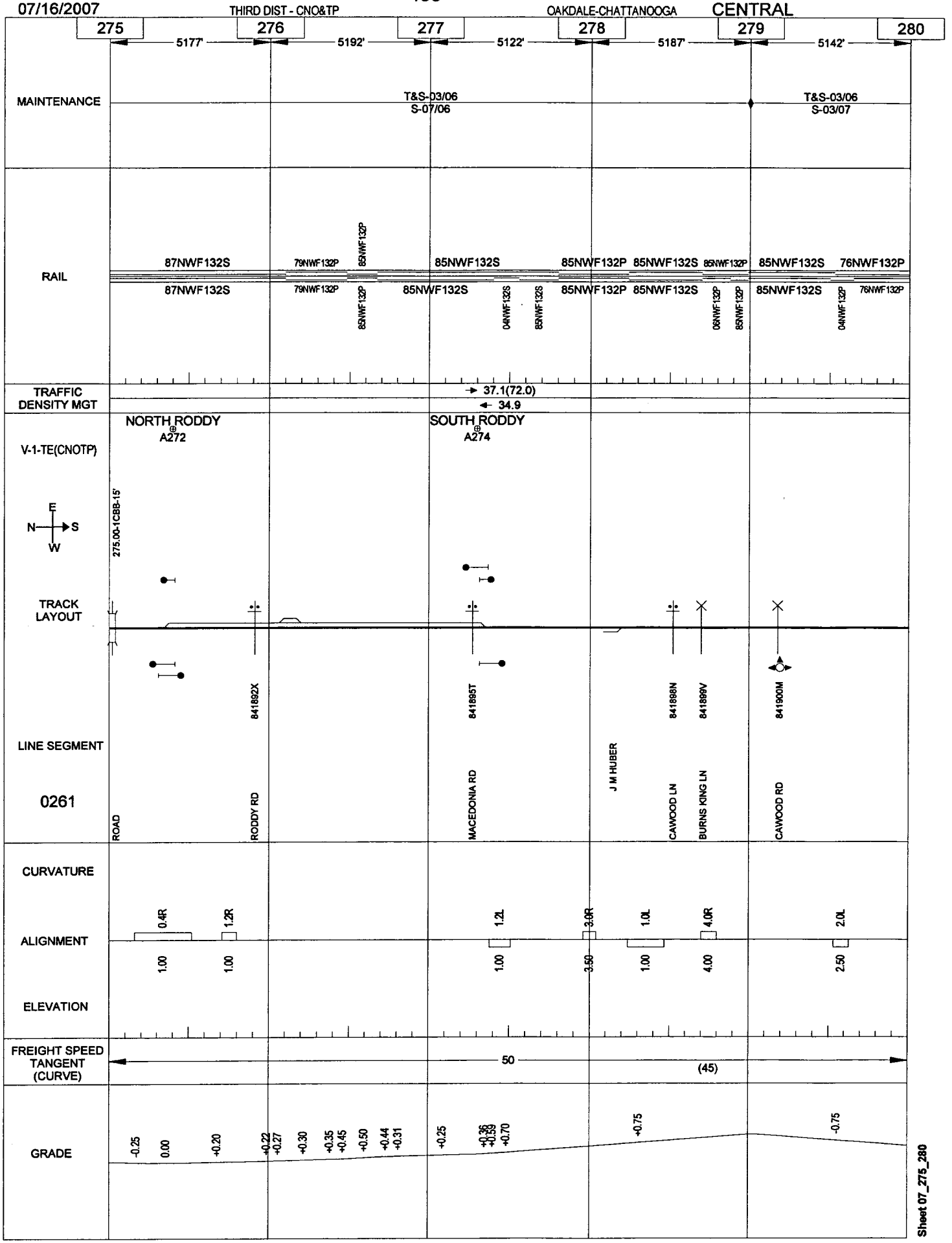
Sheet 07_265_270

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



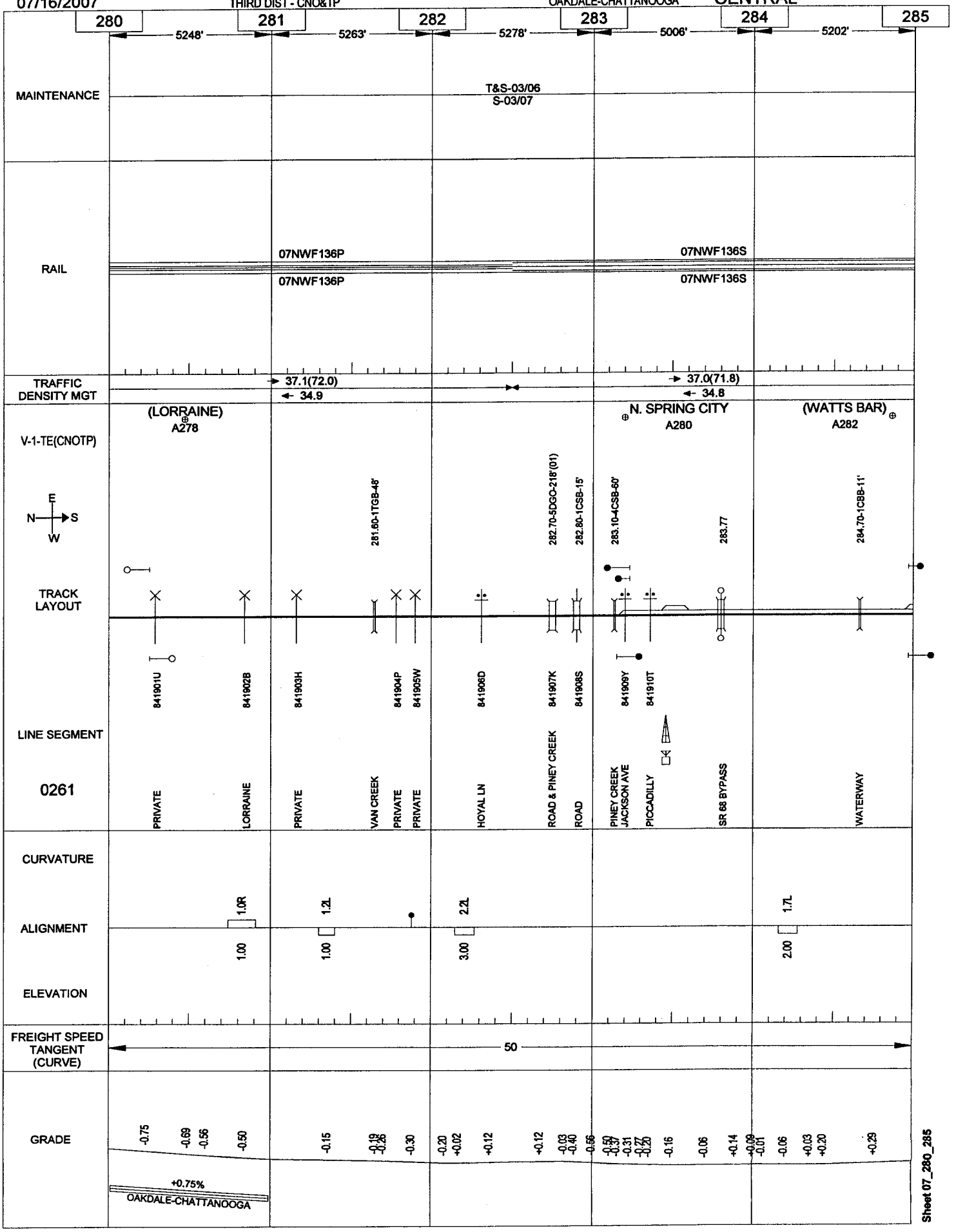
Sheet 07_270_275

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



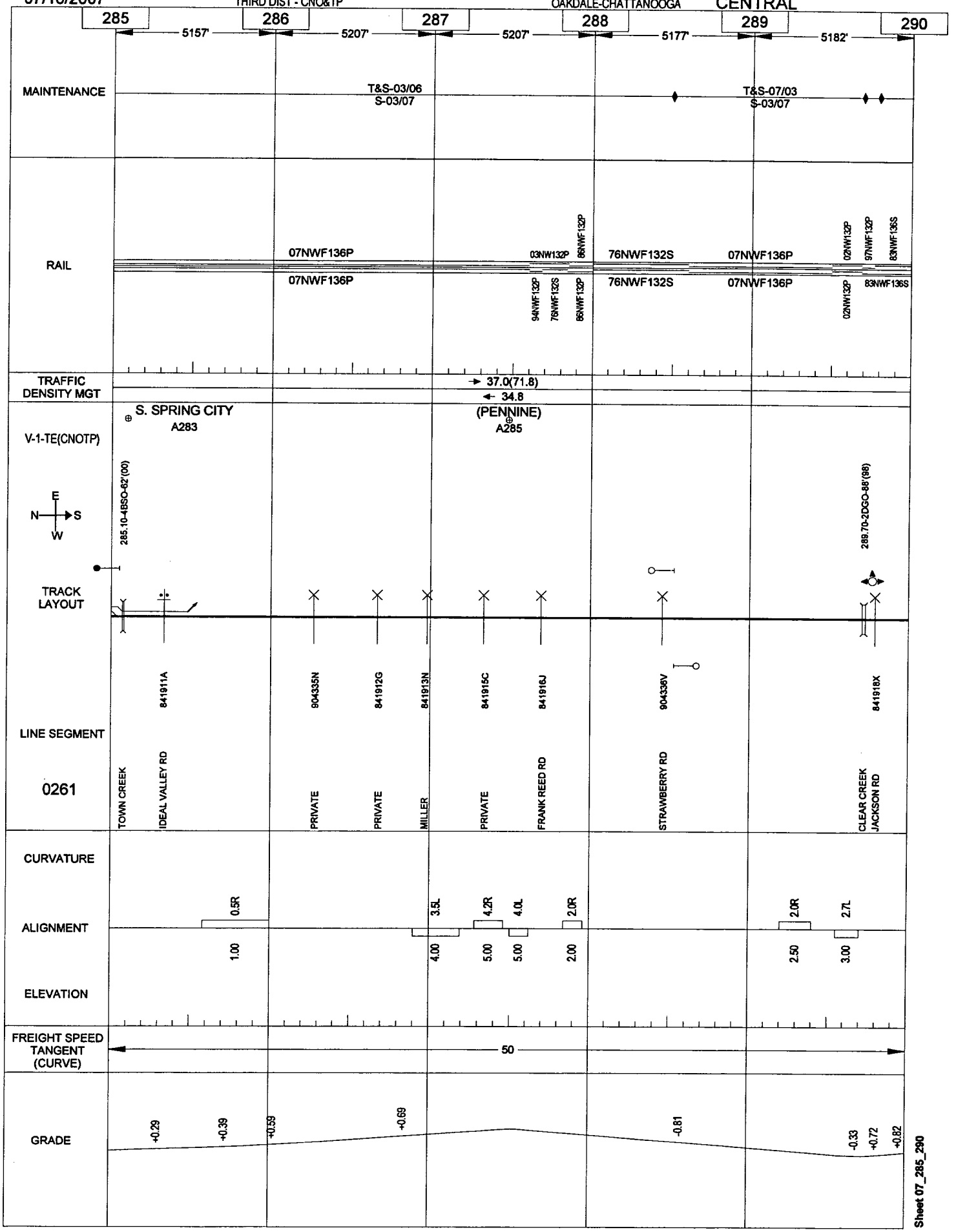
Sheet 07_275_280

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



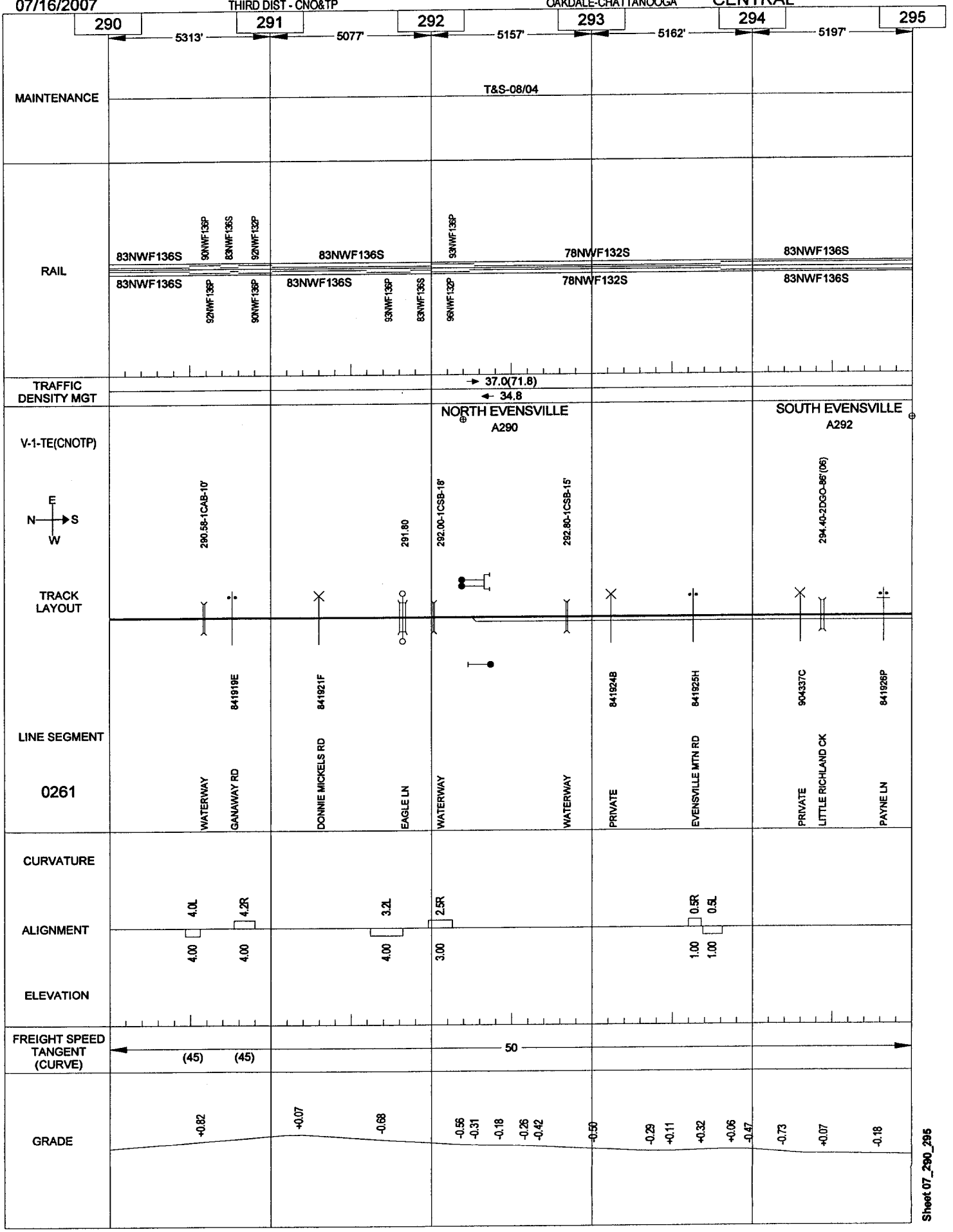
Sheet 07_280_285

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



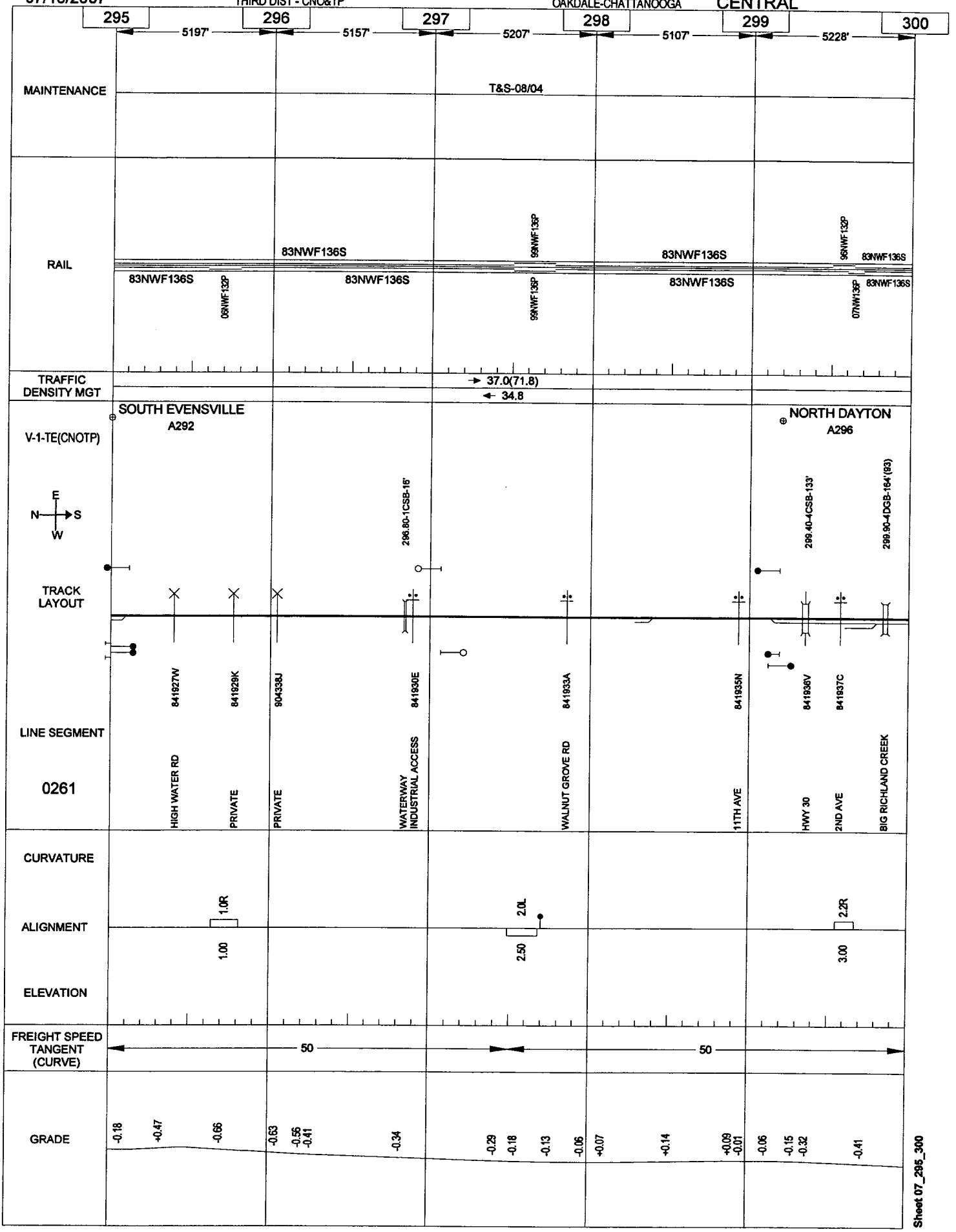
Sheet 07_285_290

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



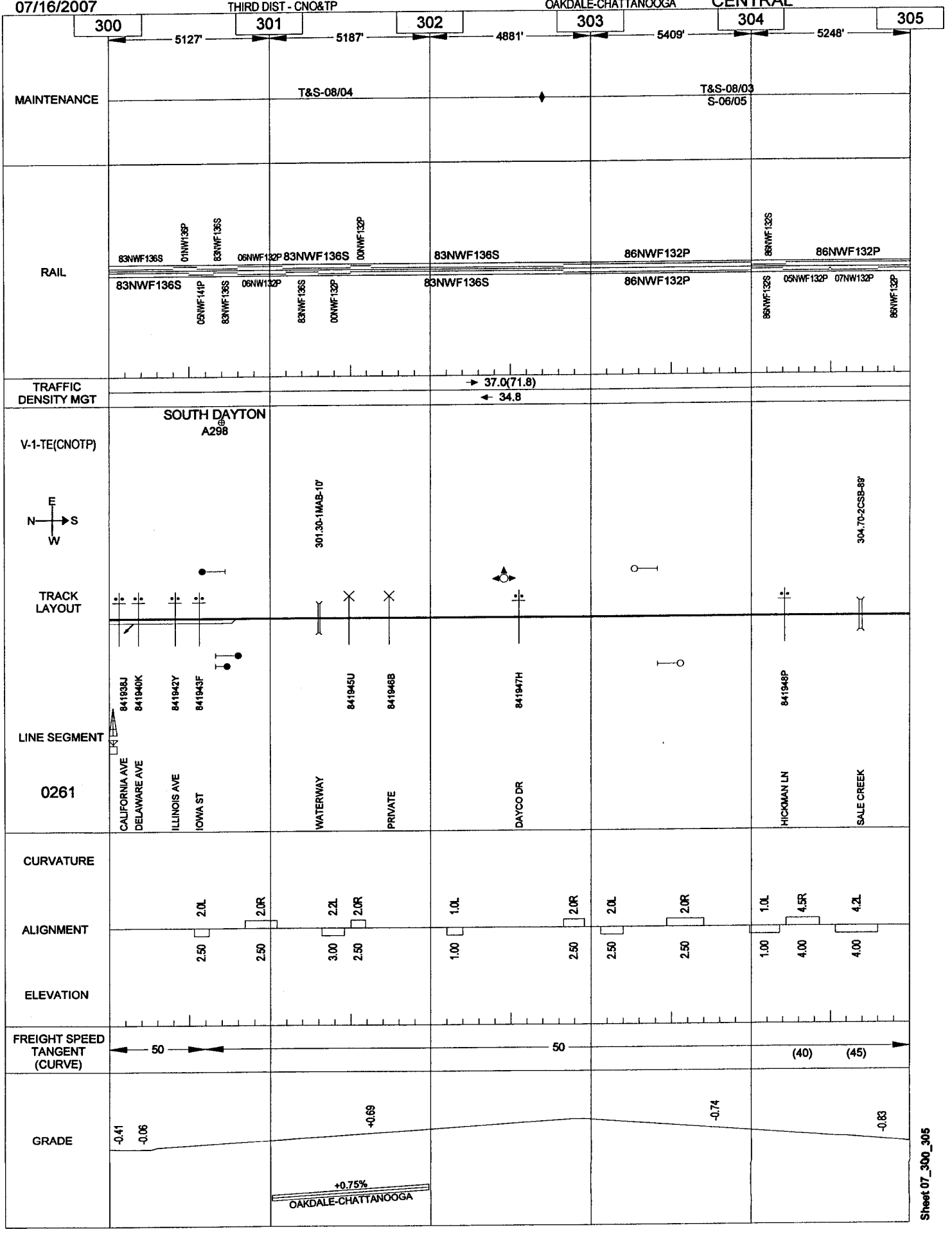
Sheet 07_290_295

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



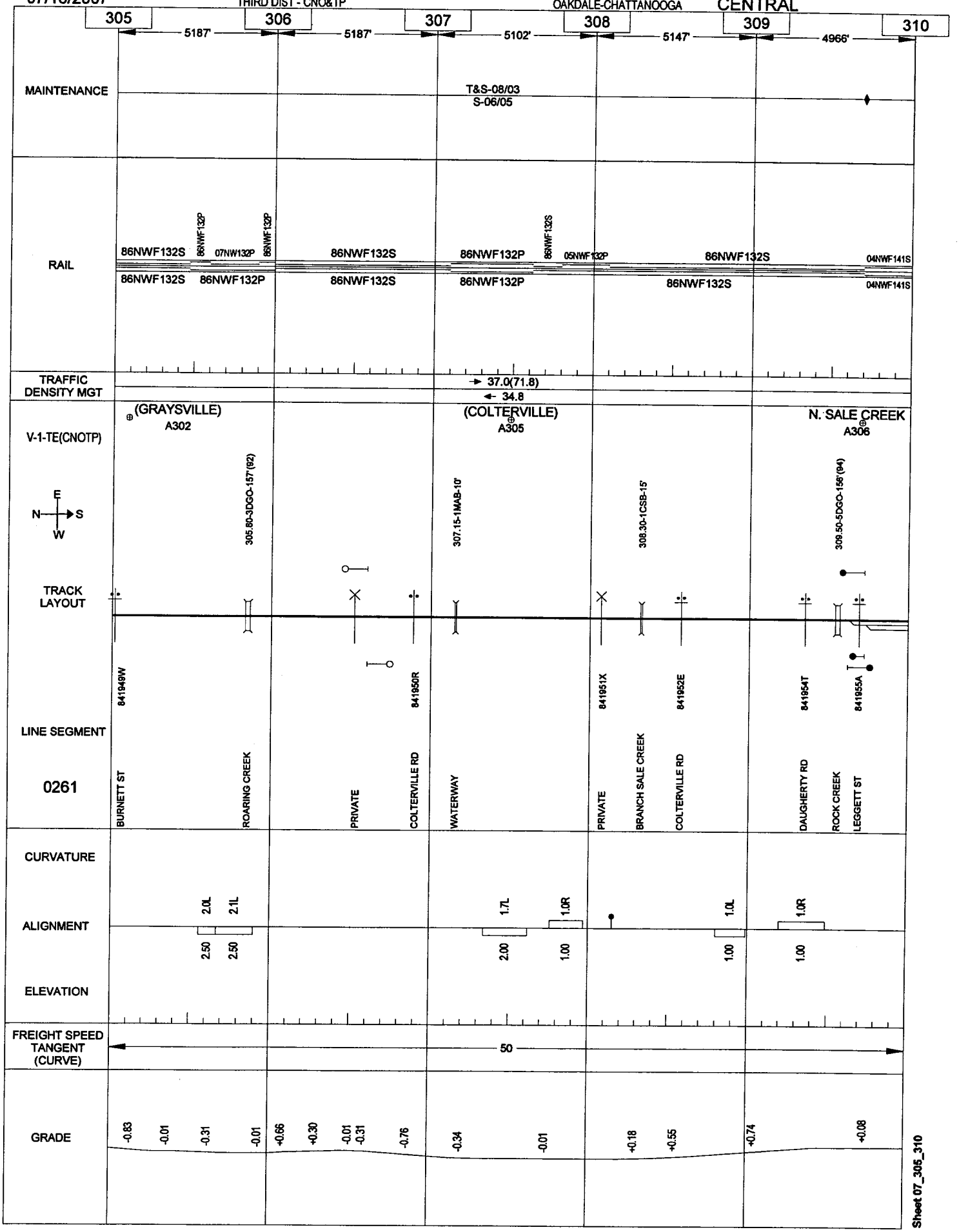
Sheet 07_295_300

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



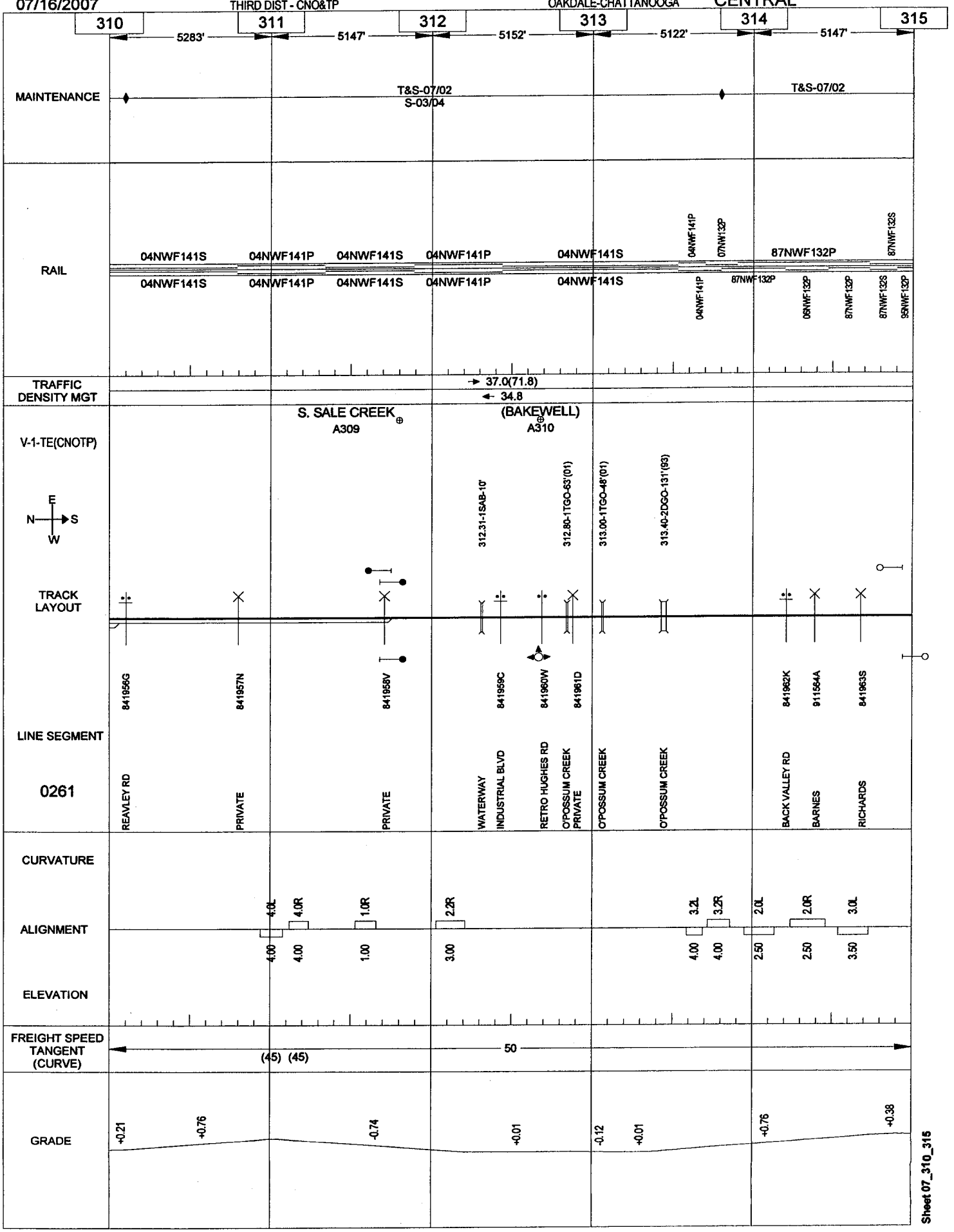
Sheet 07_300_305

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



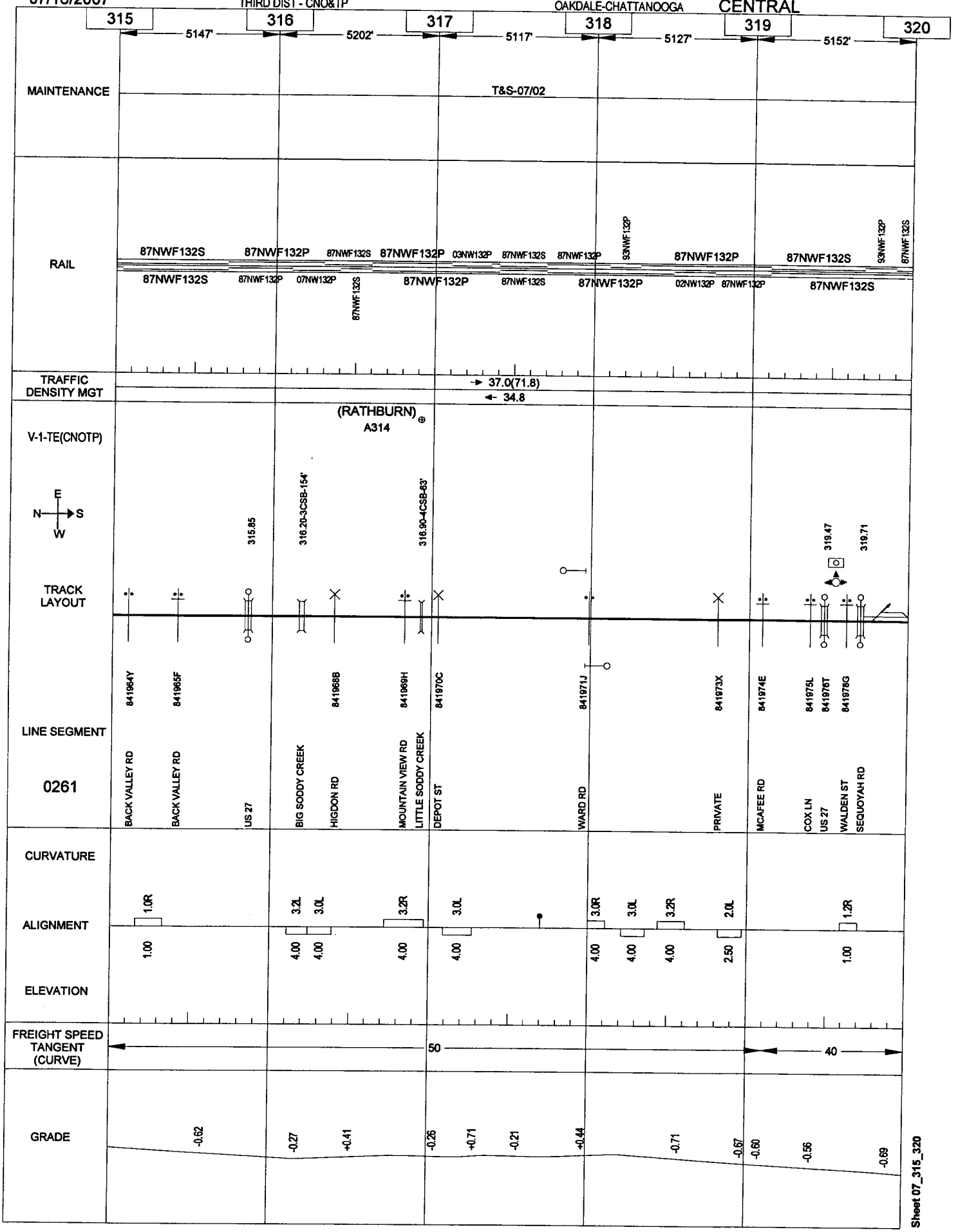
Sheet 07_305_310

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



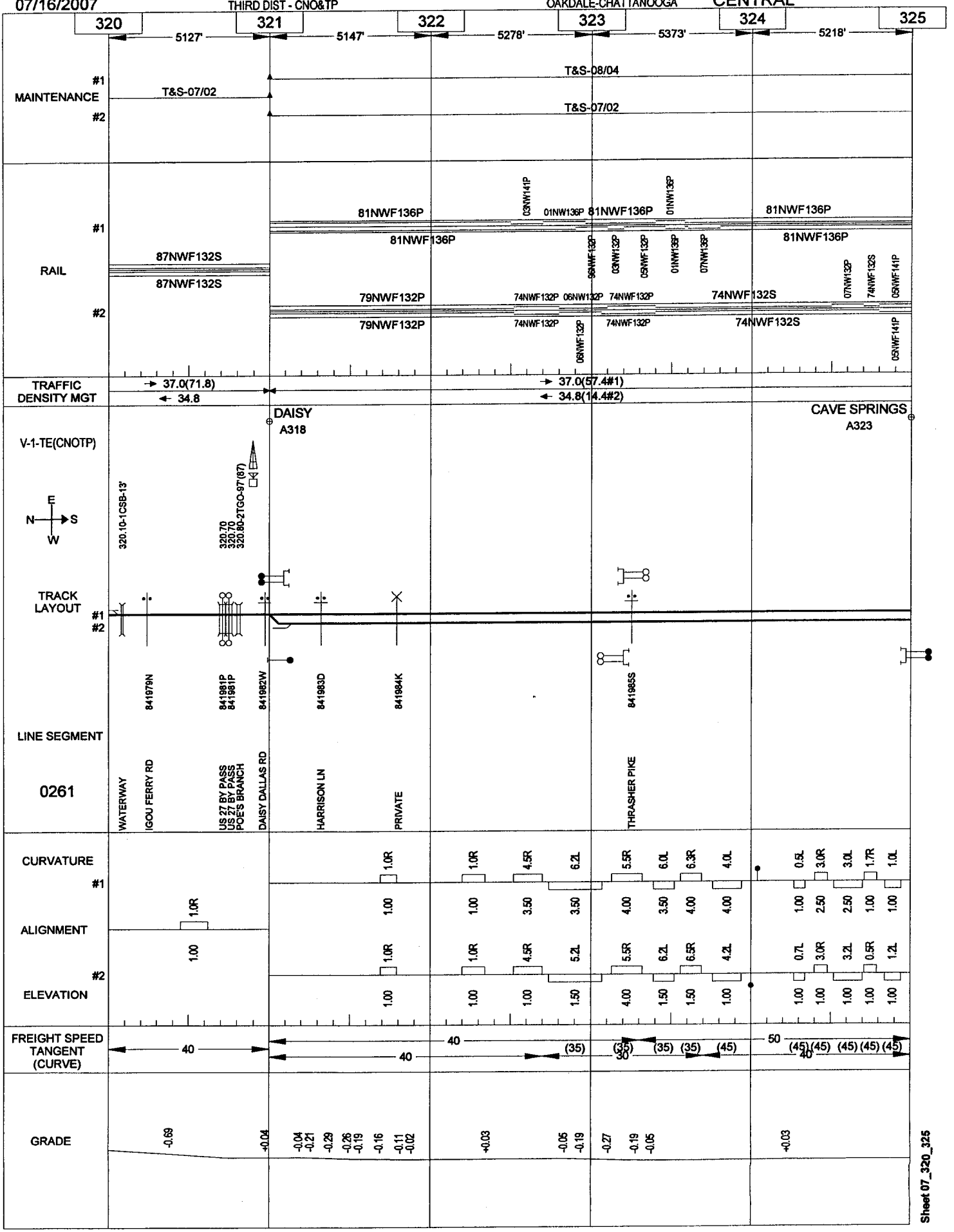
Sheet 07_310_315

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



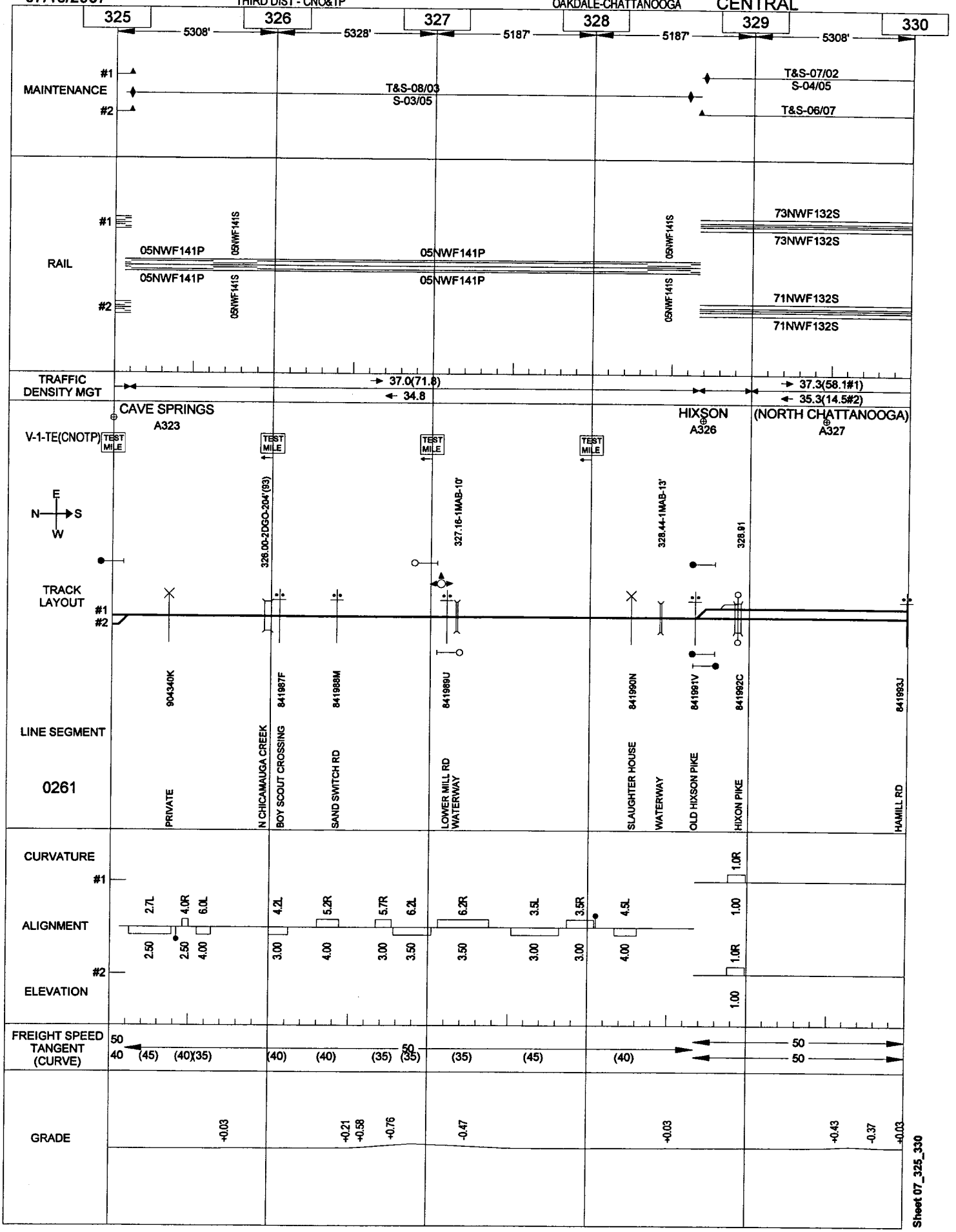
Sheet 07_315_320

07/16/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



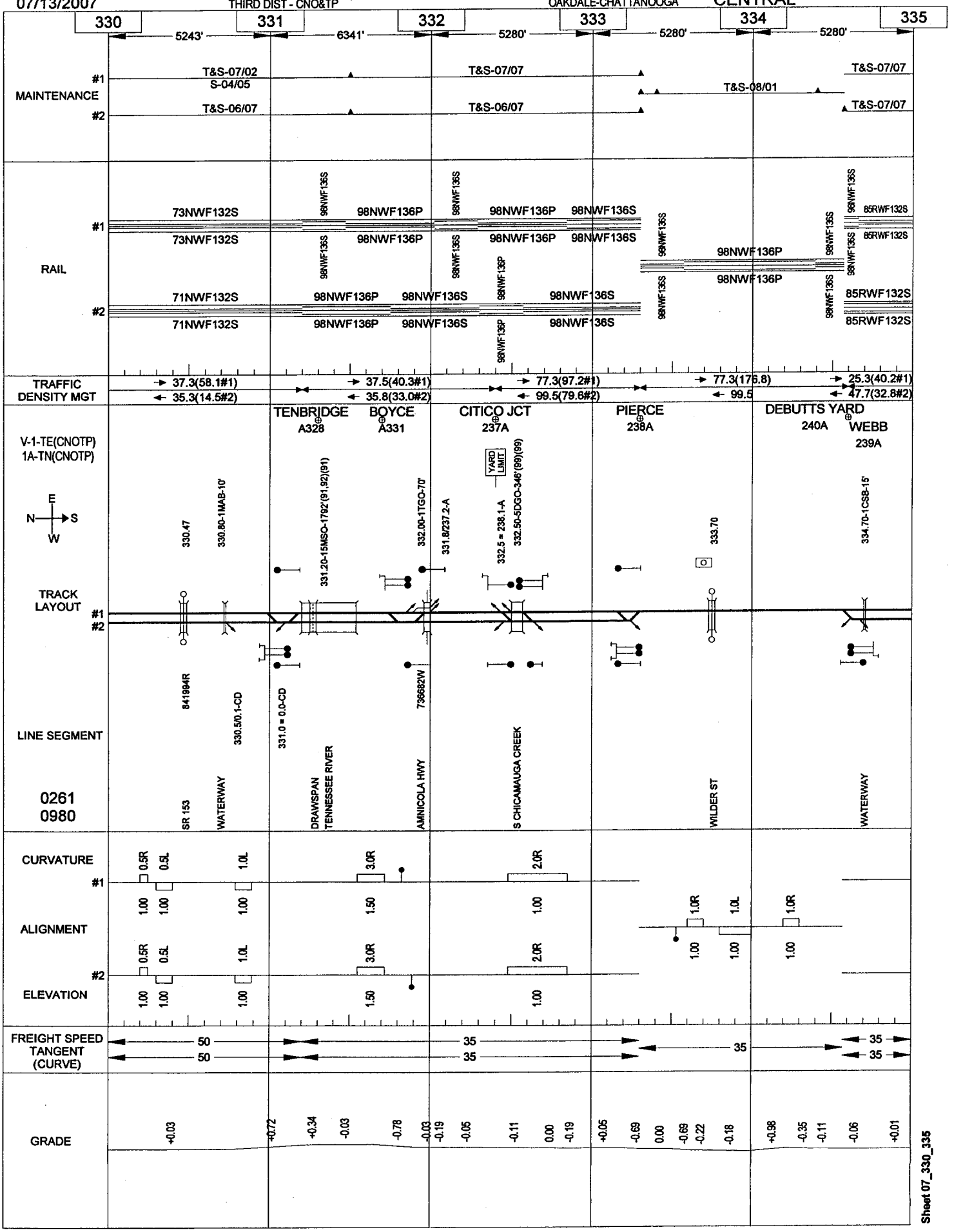
Sheet 07_320_325

07/18/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



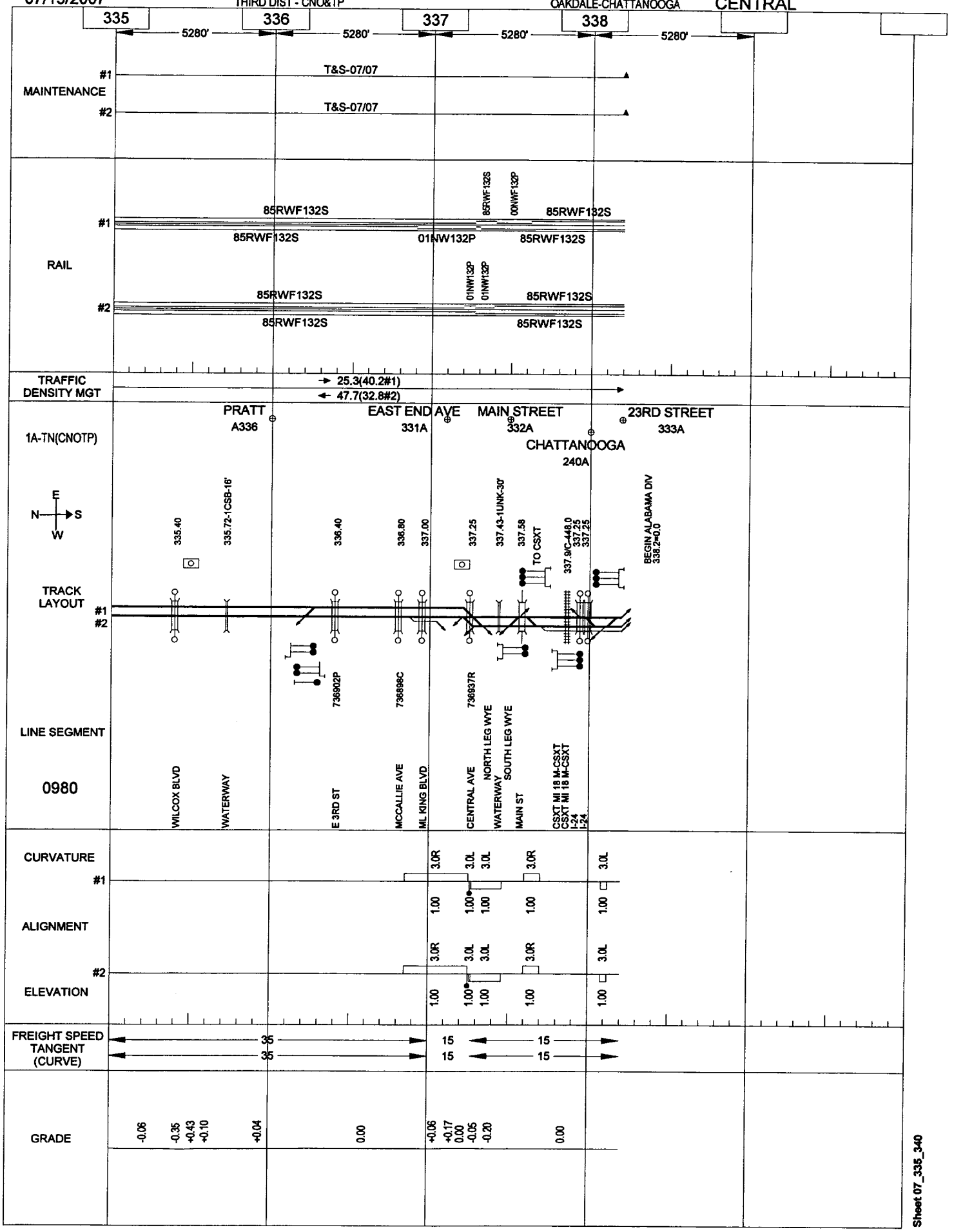
Sheet 07_325_330

07/13/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



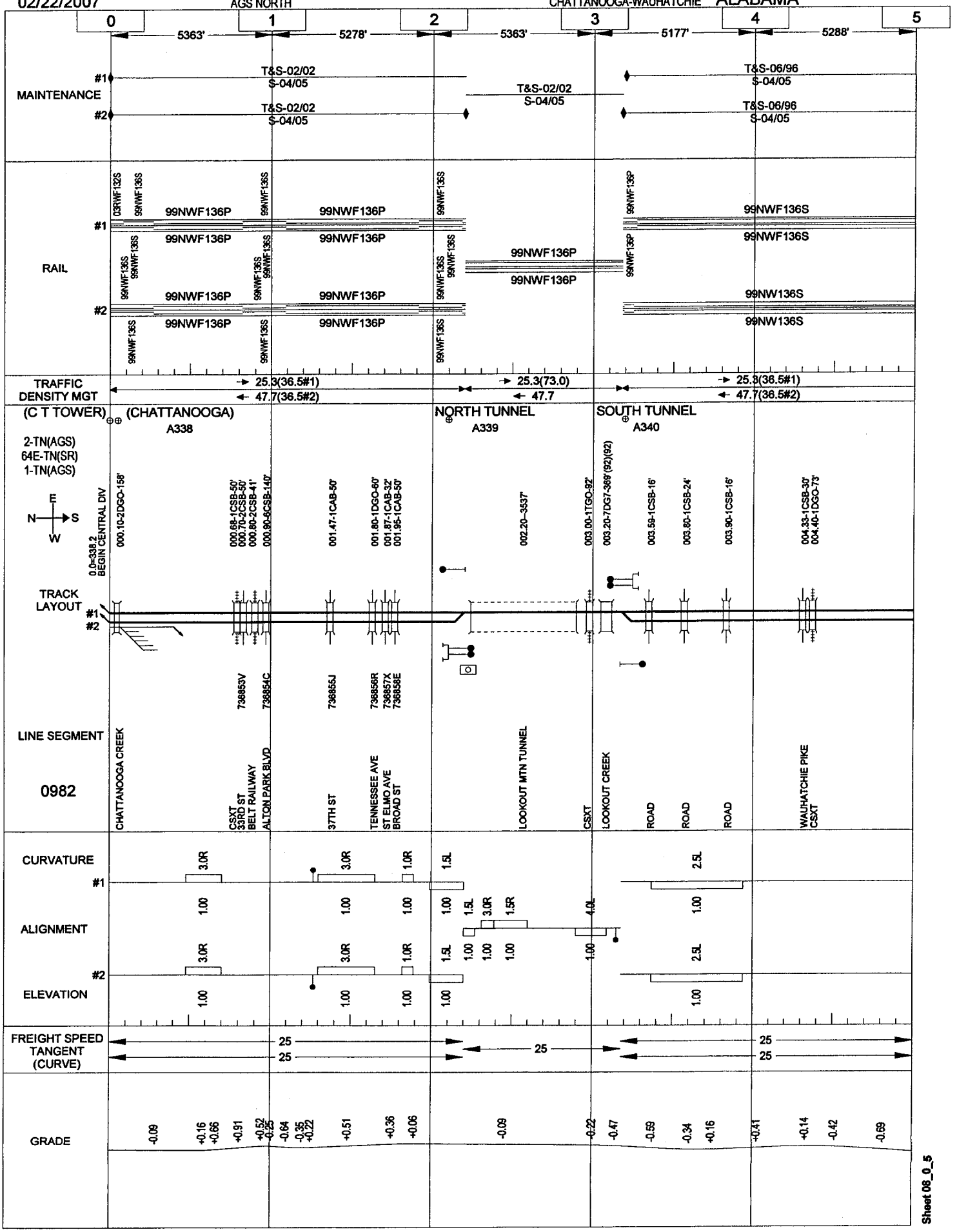
Sheet 07_330_335

07/13/2007 THIRD DIST - CNO&TP OAKDALE-CHATTANOOGA CENTRAL



Sheet 07_335_340

02/22/2007 AGS NORTH CHATTANOOGA-WAUHATCHIE ALABAMA



Sheet 08_0_5

02/22/2007

AGS NORTH — WAUHATCHIE-IRONDALE — ALABAMA

5 — 3966' — 6 — 4846' — 7 — 5755' — 8 — 5288' — 9 — 5268' — 10

MAINTENANCE
#1 T&S-06/96 S-04/05
#2 T&S-06/96 S-04/05
T&S-05/03 S-01/06

RAIL
#1 99NWF136S / 99NWF136S
#2 99NW136S / 99NW136S
60NW112S
97RWF132S / 97RWF132S

TRAFFIC DENSITY MGT
25.3(36.5#1) → 13.6(27.1) → 13.6(27.1)
47.7(36.5#2) ← 13.5 ← 13.5

WAUHATCHIE
A341

TN | GA

1-TN(AGS)
V-1-GA(AGS)

E N S W

005.69-1CAB-20'
007.70
008.53
009.38-1CSB-20'

TRACK LAYOUT
#1
#2

LINE SEGMENT
0271
0982

725686T TO CSXT & STEVENSON MATLACK XING
CUMMINGS BRANCH
725690H OLD WAUHATCHCHIE PK
725692W CSXT STEELE RD (CR 221)
725693D BELK RD (CR 115)
725694K COUNTY RD
725695S ROAD PRIVATE

CURVATURE
#1
ALIGNMENT
1.0L 0.6R 1.0R 3.3L 3.0L 3.0R 2.9R 1.0L 3.0L 3.0R
#2
ELEVATION
1.00 1.00 1.00 4.00 3.50 3.50 3.50 1.00 3.50 3.50

FREIGHT SPEED
TANGENT 25 — 50
(CURVE) 25 — (45) (45) (45) (45) (45) (45)

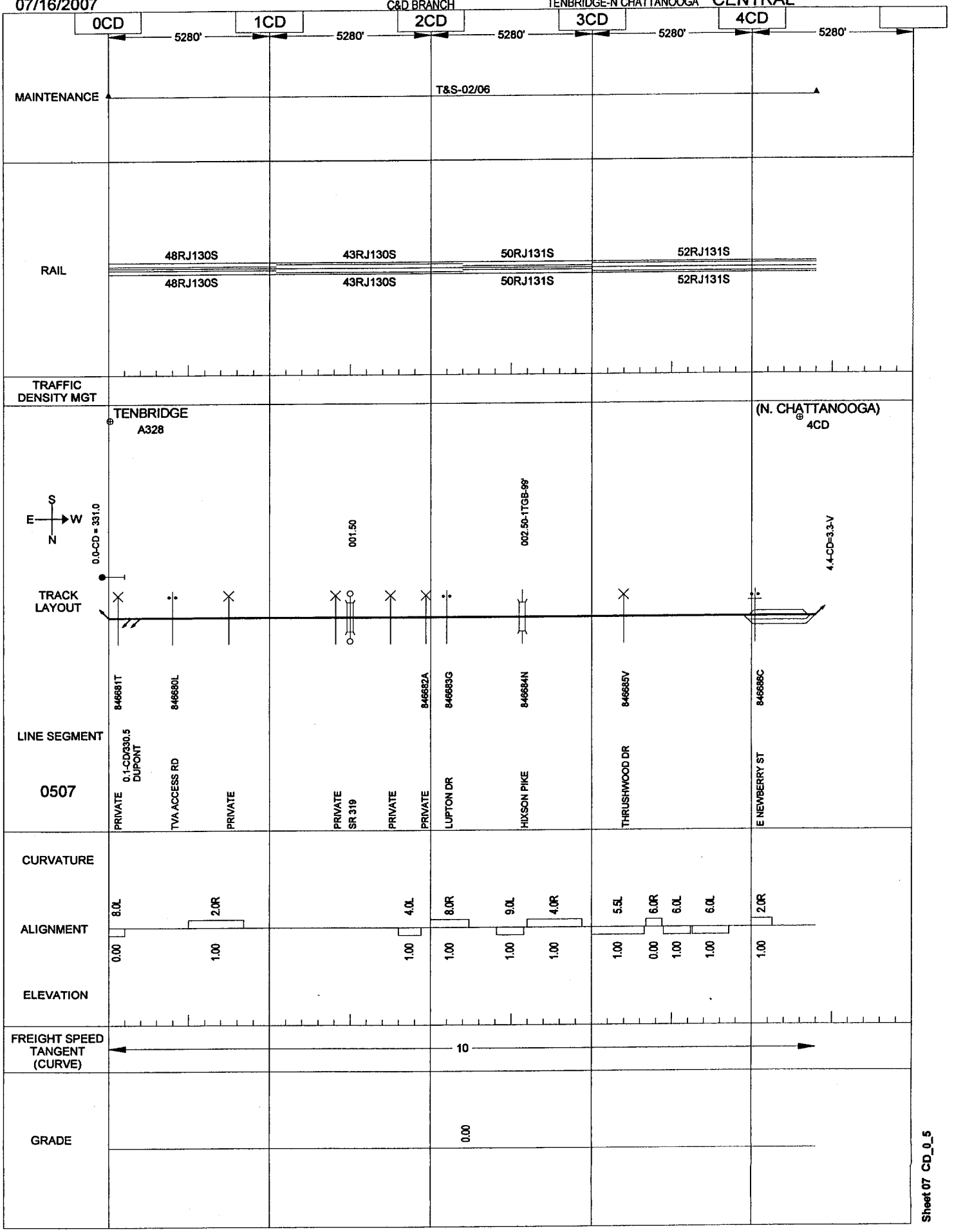
GRADE
-0.69 -0.54 -0.24 -0.09 -0.54 -0.67 -0.05 -0.33 -0.60 +0.35 +0.71 -0.60 +0.33 +0.75 +0.40 -0.83 +0.36 0.00 +0.38 +1.59 +0.26 -0.33 -0.55 -0.30 +0.30 +0.71 +1.00 +0.54 -0.14 +0.68 +0.83 -1.07 -0.50 -0.33 +0.50 +1.00 +0.50 +0.80 -1.12

Sheet 08_5_10

07/16/2007

C&D BRANCH

TENBRIDGE-N CHATTANOOGA CENTRAL



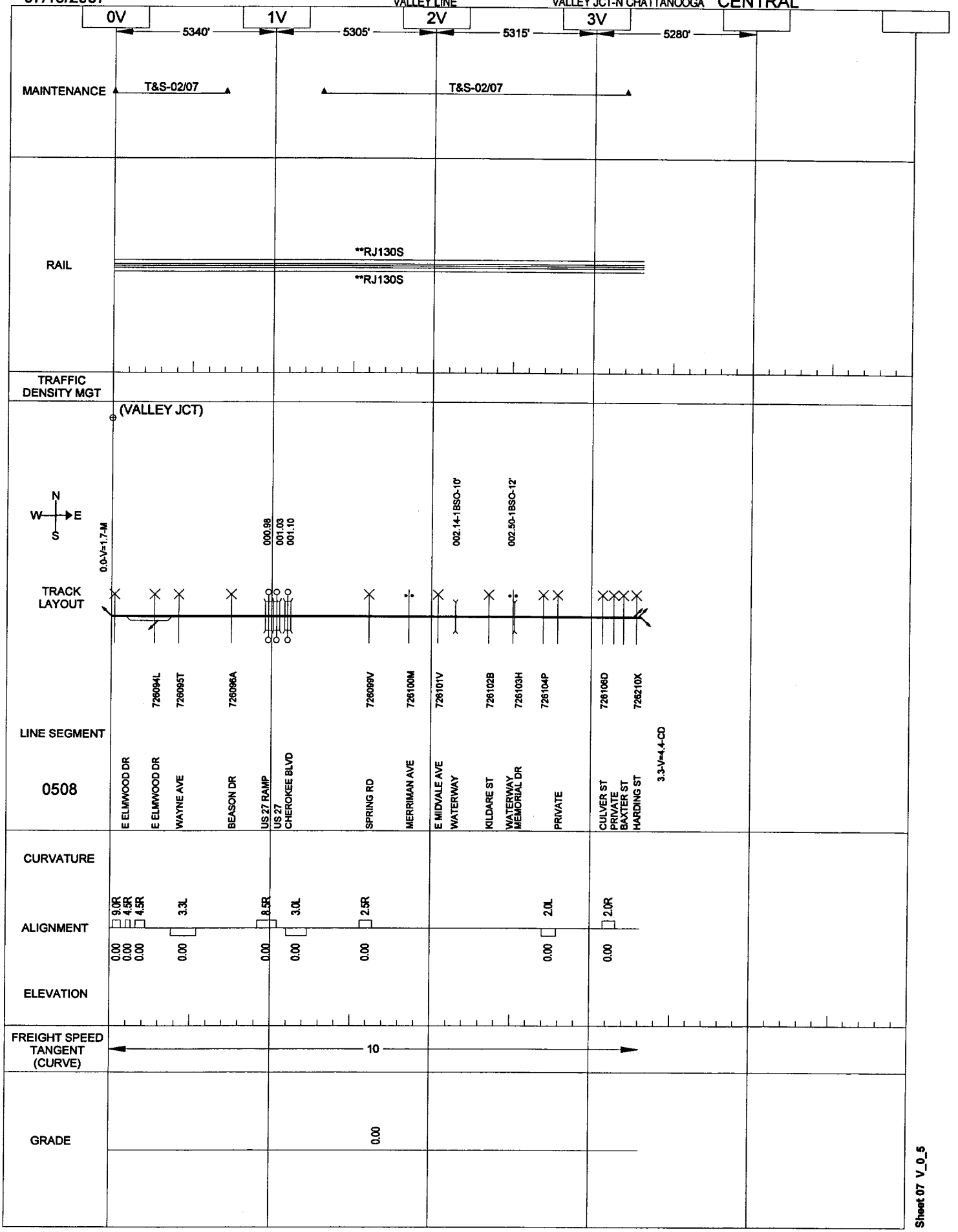
Sheet 07 CD_0_5

07/16/2007

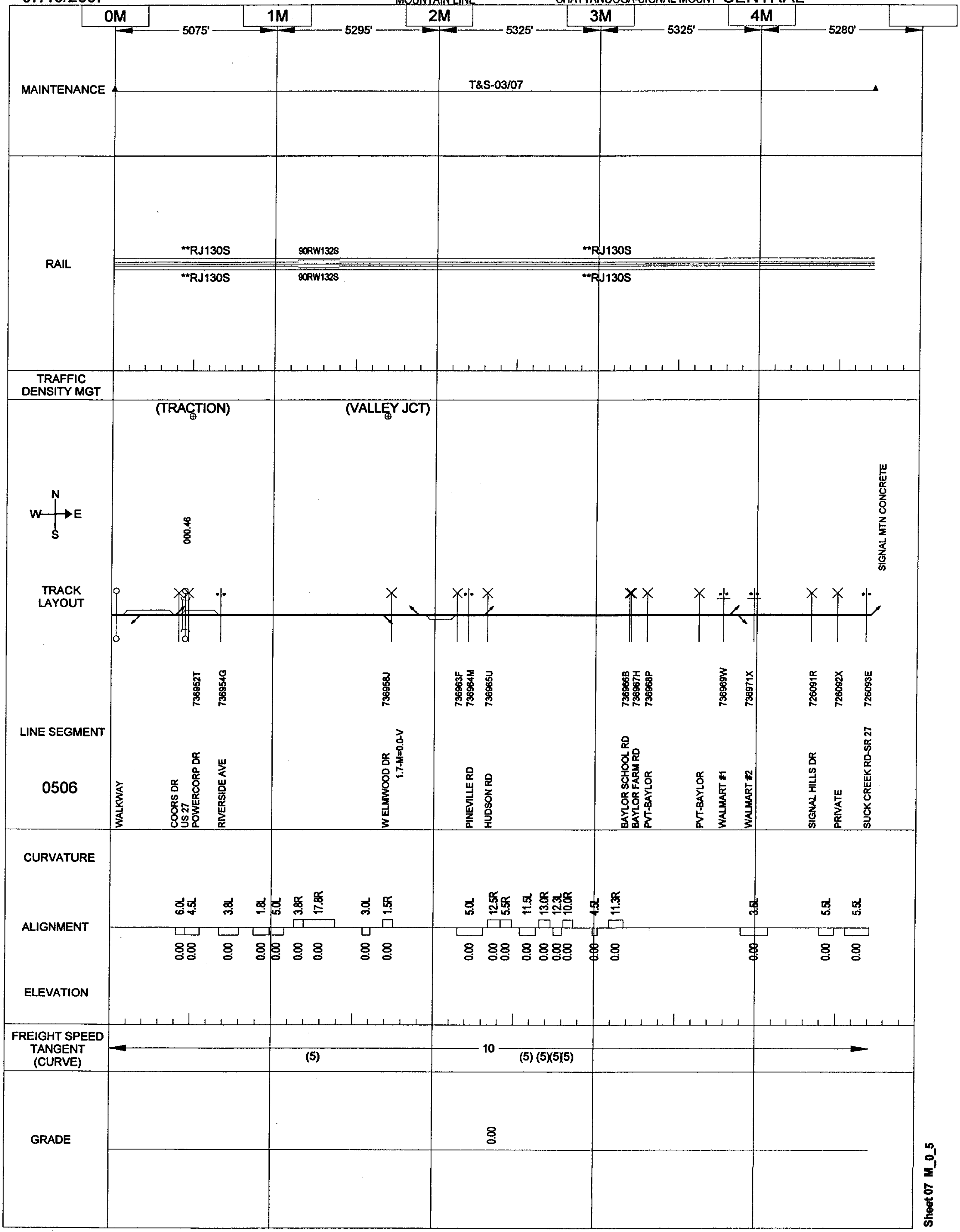
204

VALLEY LINE

VALLEY JCT-N CHATTANOOGA CENTRAL



Sheet 07 V_0_5


0M
1M
2M
3M
4M
5075'
5295'
5325'
5325'
5280'
MAINTENANCE
T&S-03/07
RAIL
**RJ130S
90RW132S
**RJ130S
**RJ130S
90RW132S
**RJ130S
TRAFFIC DENSITY MGT
(TRACTION)
(VALLEY JCT)
N
W
E
S
000.46
SIGNAL MTN CONCRETE
TRACK LAYOUT
736952T
736954G
736958J
736963F
736964M
736965U
736966B
736967H
736968P
736969W
736971X
726091R
726092X
726093E
LINE SEGMENT
0506
WALKWAY
COORS DR
US 27
POWERCORP DR
RIVERSIDE AVE
W ELMWOOD DR
1.7-M=0.0-V
PINEVILLE RD
HUDSON RD
BAYLOR SCHOOL RD
BAYLOR FARM RD
PVT-BAYLOR
PVT-BAYLOR
WALMART #1
WALMART #2
SIGNAL HILLS DR
PRIVATE
SUCK CREEK RD-SR 27
CURVATURE
ALIGNMENT
6.0L
4.5L
3.8L
1.8L
5.0L
3.8R
17.8R
3.0L
1.5R
5.0L
12.5R
5.5R
11.5L
13.0R
12.3L
10.0R
4.5L
11.3R
3.5L
5.5L
5.5L
0.00
ELEVATION
FREIGHT SPEED TANGENT (CURVE)
10
(5)
(5) (5)(5)(5)
GRADE
0.00
Sheet 07 M_0_5

07/16/2007 TAG LINE SHIPPS YARD-C&C RR CENTRAL

TA3

5280' 5390'

MAINTENANCE

RAIL

**RW132S **RW112S **RJ132S

**RW132S **RW112S **RJ132S

TRAFFIC DENSITY MGT

(SHIPPS YD)

E N S W

TRACK LAYOUT

SHIPPS YD

TO CSXT

LINE SEGMENT

0441

736852N 736851G 736850A 736842H 736841B 736839A 736835X

CSXT W 33RD ST NS (AGS) W 35TH ST W 37TH ST W 38TH ST W 42ND ST W 45TH ST W 47TH ST C & C RR

CURVATURE

ALIGNMENT

9.5L 4.8L 10.5L 6.5R 4.0R

ELEVATION

0.00 0.00 0.00 0.00 0.00

FREIGHT SPEED TANGENT (CURVE)

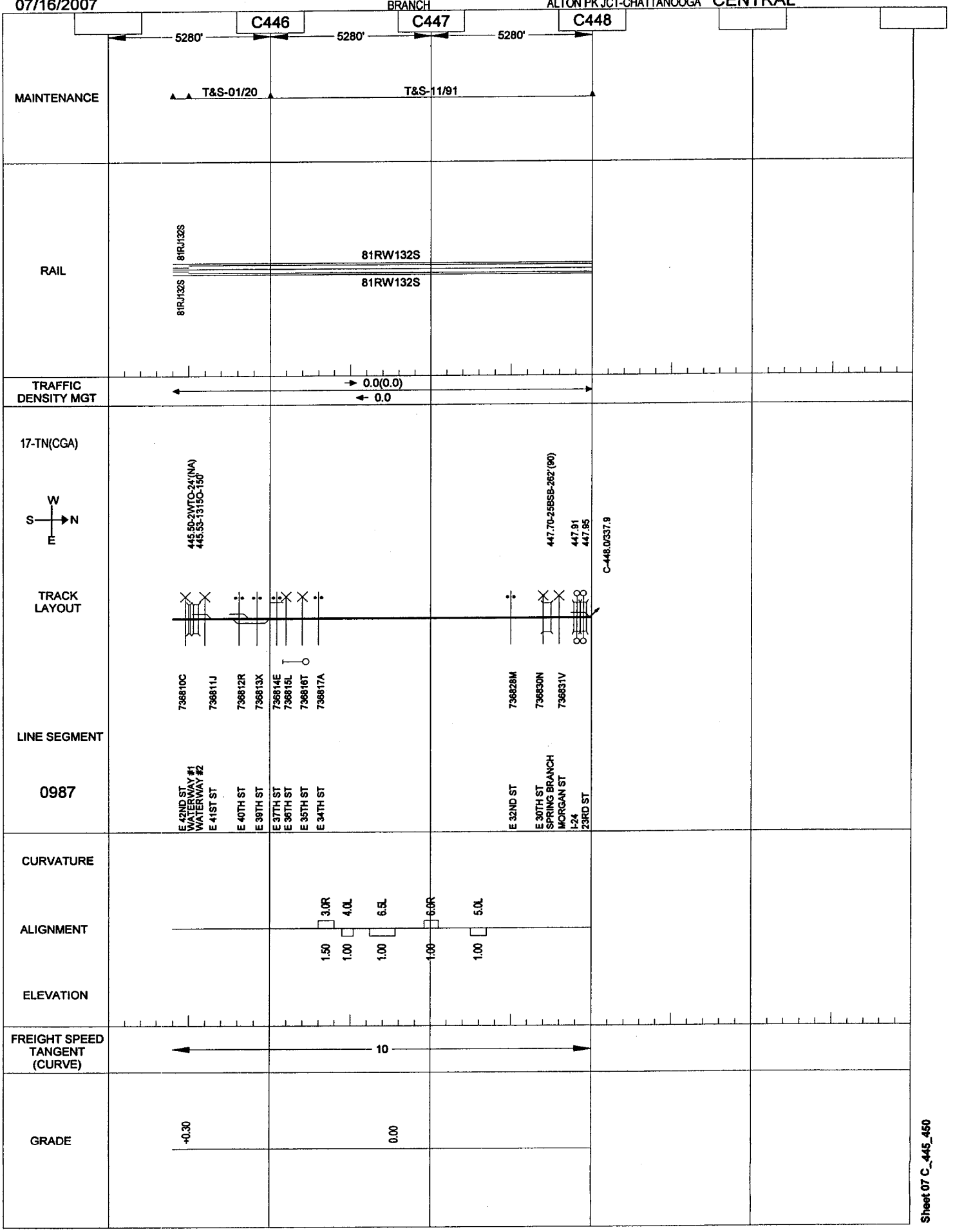
10

GRADE

0.00

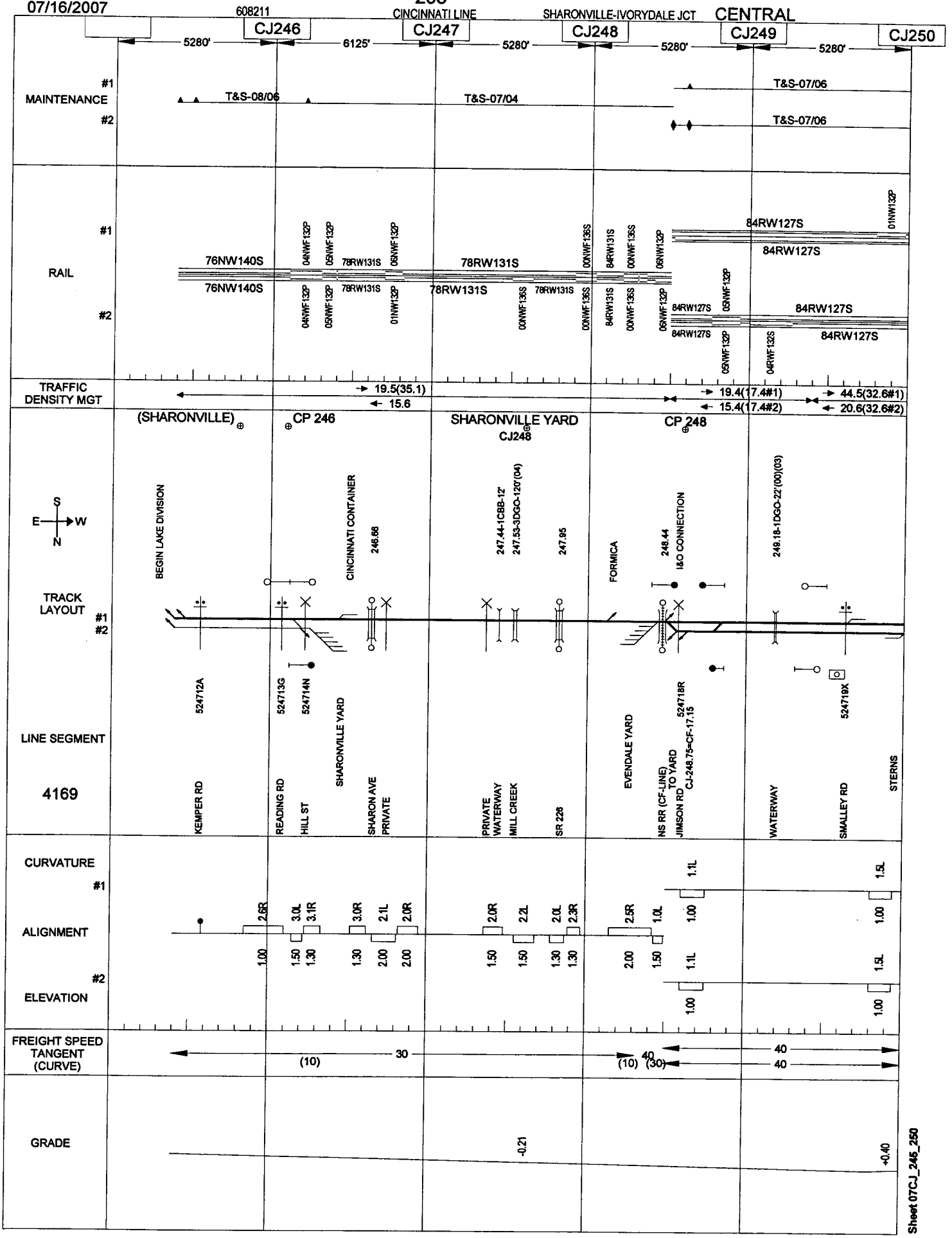
Sheet 07TA_0_5

07/16/2007 BRANCH ALTON PK JCT-CHATTANOOGA CENTRAL



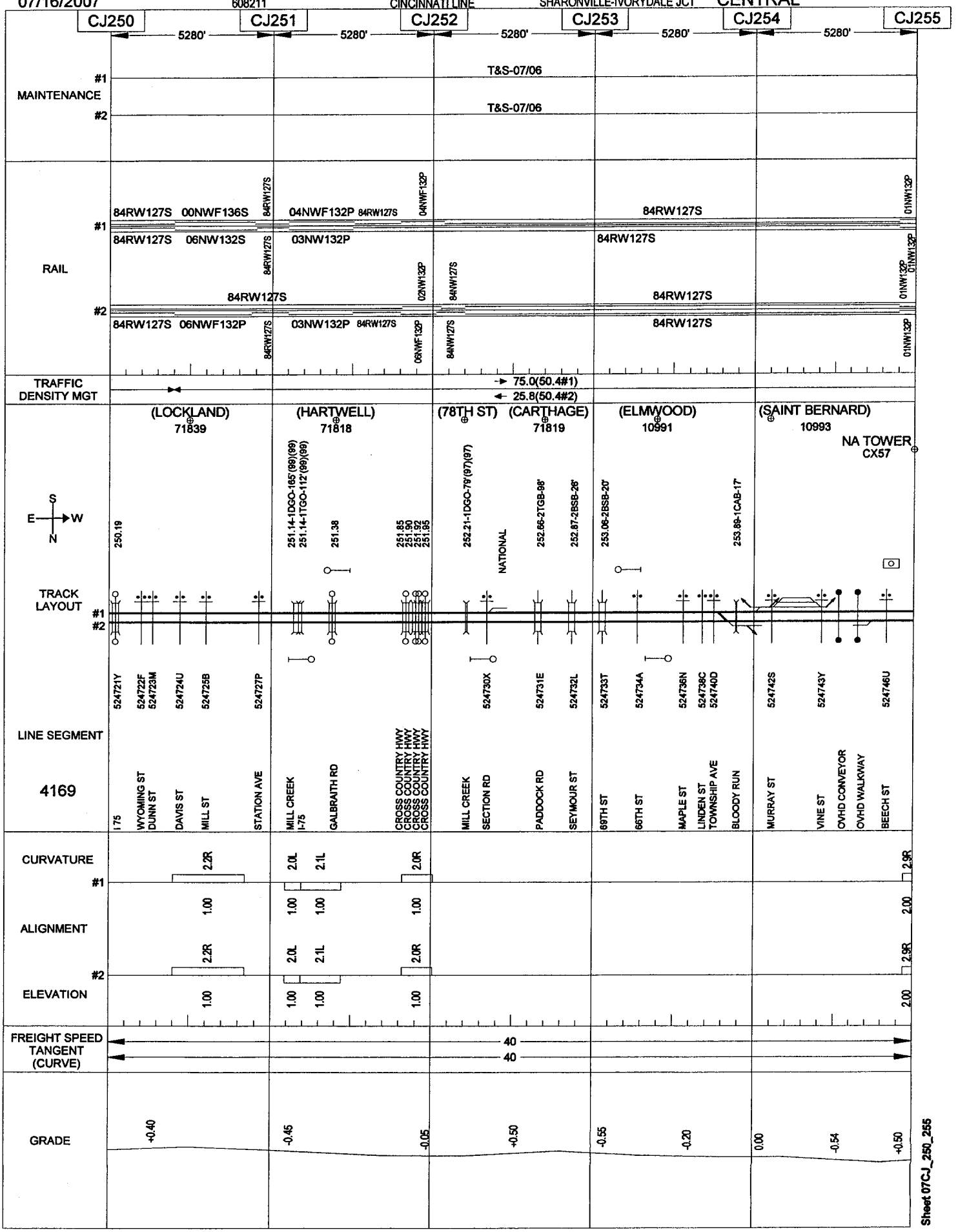
Sheet 07 C_445_450

07/16/2007



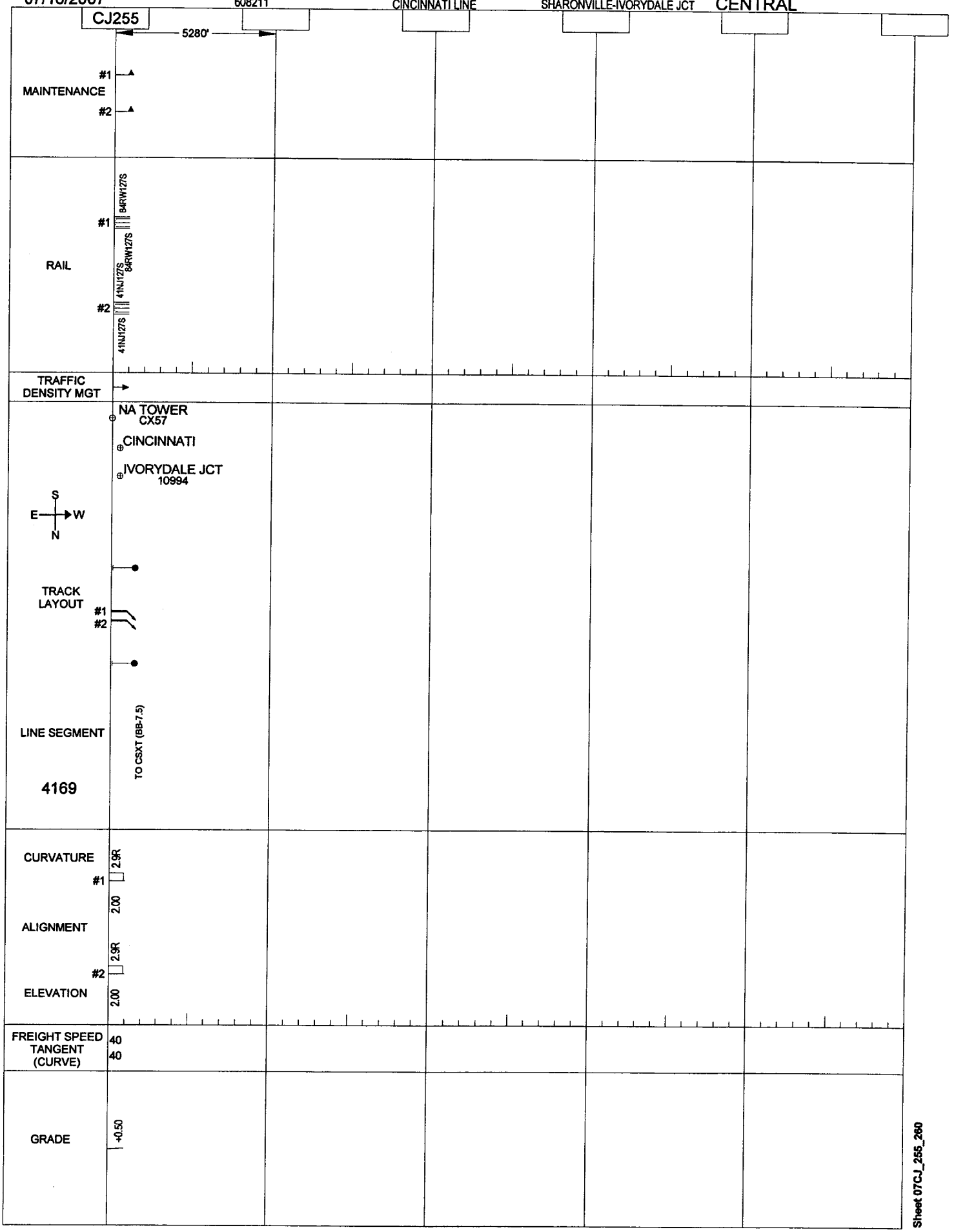
Sheet 07CJ_245_250

07/16/2007 608211 CINCINNATI LINE SHARONVILLE-IVORYDALE JCT CENTRAL



Sheet 07CJ_250_255

07/16/2007 608211 CINCINNATI LINE SHARONVILLE-IVORYDALE JCT CENTRAL



Sheet 07CJ_255_260

07/16/2007

CINCINNATI | OLD MAIN LINE | CINCINNATI-PLUM RUN | CENTRAL

CT1 | CT2 | CT3 | CT4 | CT5

5280' | 5280' | 5280' | 5280' | 5280'

MAINTENANCE: T&S-01/20 | T&S-05/90 | T&S-03/81

RAIL: 30RJ130S / 30RJ130S

TRAFFIC DENSITY MGT: 0.0(0.1) / 0.1 | 0.0(0.0) / 0.0

18-OH

N W E S

000.89-1TGO-72'
000.95-2TGB-119'
001.03-1CBO-12'
001.08-1DGB-85'
001.41-2BSB-90'
001.87-2TGO-89'
002.18-1TGO-97'
002.26-1CAB-10'
002.39-1DGO-94'
003.08-1DGO-91'
004.39-1DGB-100'
004.40-3DGB-265'
004.82-1BSB-36'

TRACK LAYOUT

LINE SEGMENT	6960
481676J / 481677R	PROSSER AVE / I-75
481678X	BLOODY RUN / LAIDLAW AVE
481679E	NORWOOD LATERAL
481680Y	PADDOCK RD
481681F	TENNESSEE AVE / WATERWAY
481682M	READING RD
481683U	SHERMAN AVE
481684B	(END OF) MILLS
481685H	PRIVATE
481686P	HOPKINS AVE
481687W	(END)-WILLIAMS AV
481688D	MENTOR AVE
481692T	DANA AVE
481691L	WOODBURN AVE
481689K	CLENEAY (N SIDE)
481693A	MONTGOMERY
481694G	I-71 RAMP
481695N	I-71
481696V	GROVEDALE AVE
481697C	BURCH

CURVATURE / ALIGNMENT

7.0R | 7.0L | 1.0L | 4.0R | 5.0R | 1.0R | 7.1L | 4.1R | 5.0R | 7.0R | 1.3R | 1.0L | 4.0R | 5.6L | 3.0L | 3.0R

ELEVATION

1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00

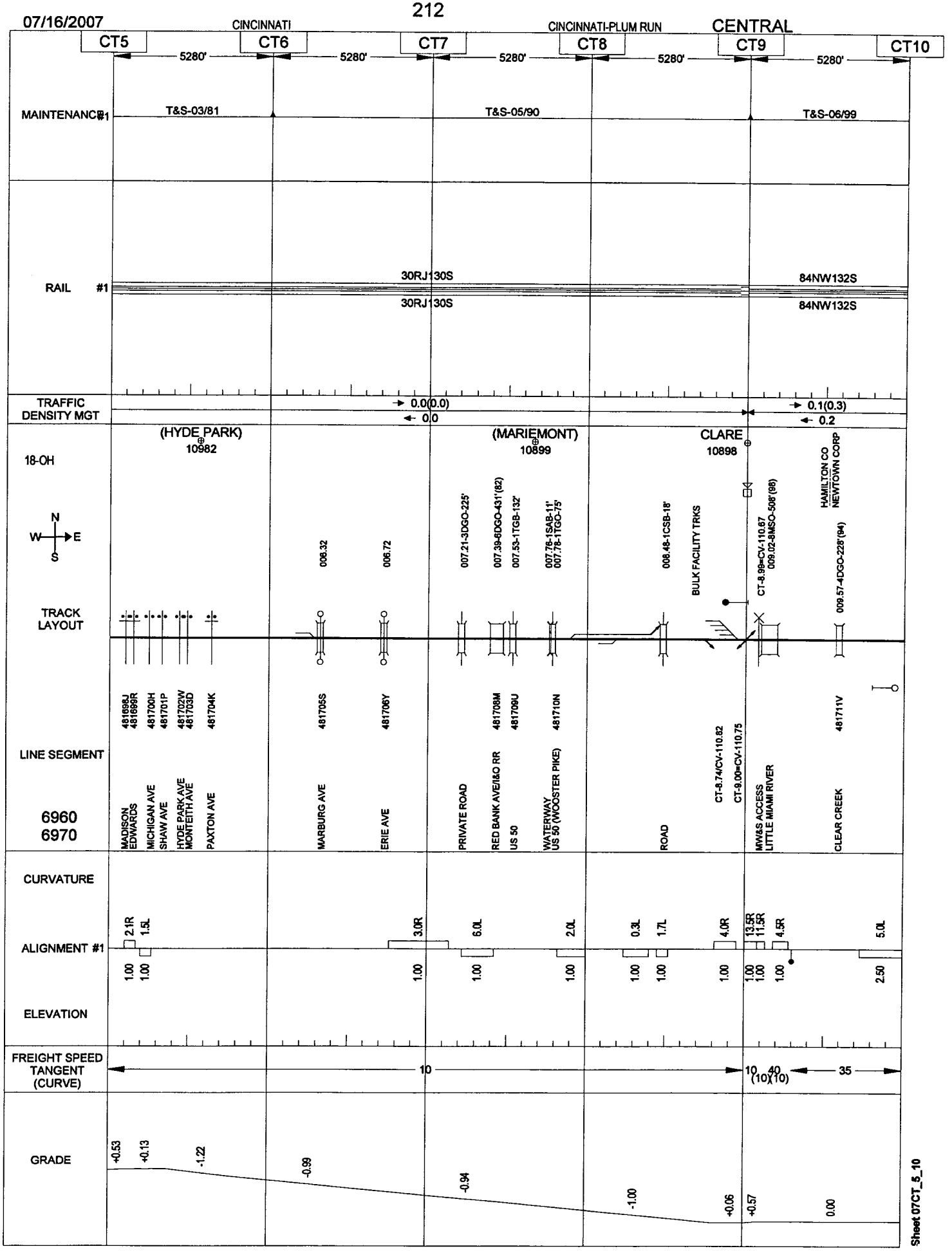
FREIGHT SPEED TANGENT (CURVE): 10

GRADE

0.00 | -0.13 | -0.50 | 0.00 | +0.58 | 0.00 | -0.25 | -0.40 | 0.00 | +1.69 | +1.50 | +1.70 | +1.42 | +1.51 | +1.42 | +1.70 | +1.23 | +1.10 | 0.00 | +1.02 | -1.31 | -0.91 | 0.00 | -0.66 | +0.53

Sheet 07CT_0_5

07/16/2007



Sheet 07CT_5_10

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT10 — CT11 — CT12 — CT13 — CT14 — CT15

5314' — 5252' — 5286' — 5284' — 5275'

MAINTENANCE: T&S-06/99

RAIL: 84NW132S / 84NW132S

TRAFFIC DENSITY MGT: → 0.1(0.3) ← 0.2 | → 0.1(0.2) ← 0.1

18-OH

NEWTOWN 10897 — ANCOR 10894 — (GRAVEL PIT) 10893 — (SOUTH MILFORD) 10892

N W E S

012.08-1DGO-50'(90) NEWTOWN CORP
012.14-3DGO-91' HAMILTON CO
012.22-1CBB-10'
HEEKEN CON
013.84-3DGO-80'
HAMILTON CO CLERMONT CO
TEST MILE

TRACK LAYOUT

LINE SEGMENT: 6970

481712C DEBOLT AVE
481713J CHURCH ST
481714R ROUND BOTTOM RD
481717L DRY RUN CREEK PRIVATE ROAD WATERWAY
CHAS TAYLOR
481718T BROADWELL RD(CR 356)
SEMCO STAPLES
481720U MT CARMEL RD
481721B PRIVATE
481722H PRIVATE

CURVATURE

ALIGNMENT: 5.0L 5.7R 6.4L 3.0L 3.0R 3.0L 2.5L 3.4L 4.5R 3.9L 2.7L 4.7R 4.4R 2.0R 1.3R 1.9L

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

FREIGHT SPEED TANGENT (CURVE): 35 — 40

GRADE: 0.00 +0.16 0.00 +0.53 0.00 +0.38 -1.09 +1.00 0.00 +0.58 +1.33 +1.05 -1.17 -0.31 0.00 -0.58 -0.73 -0.19 -0.60 +0.15 0.00 +0.55

Sheet 07CT_10_15

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT15 — 5285' — CT16 — 5319' — CT17 — 5229' — CT18 — 5283' — CT19 — 5281' — CT20

MAINTENANCE: T&S-06/99

RAIL: 84NW132S / 84NW132S

TRAFFIC DENSITY MGT: → 0.1(0.2) / ← 0.1

(SOUTH MILFORD) 10892

(PERINTOWN) 10888

18-OH

TEST MILE

015.02-1DGO-24'(98) | 015.83-2CBB-24' | 016.49 016.49 | 017.52-1DGO-61'(86) | 018.28-1DTO-84' 018.31-2DGO-87'

TRACK LAYOUT

LINE SEGMENT	481723P	481724W	481725D	481726K	925207N	481727S	481728Y	481729F	481728F	481730A	481731G	481732N	481733V	481734C	481736R	481737X	481738E	481739L	481740F	481741M
6970	WATERWAY PRIVATE	ROUND BOTTOM	PRIVATE	PEPPER RUN	PRIVATE	BEECHWOOD ROAD PRIVATE	PRIVATE	I-275	I-275	PRIVATE	PRIVATE	PRIVATE	PRIVATE PRIVATE	HALLS RUN	ROUND BOTTOM	BARG SALT	PRIVATE	SALT RUN RD TEALTOWN RD	PRIVATE	PRIVATE

CURVATURE / ALIGNMENT

0.5L | 2.5R | 6.1R | 3.2L | 2.0L | 4.6L | 1.6L | 6.2R | 4.2R | 2.9L | 1.1L | 0.6L | 5.8L | 2.1L

ELEVATION

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

FREIGHT SPEED TANGENT (CURVE): 40 — 35

GRADE

+0.55 | -0.51 | +1.20 | +1.00 | +0.58 | 0.00 | -0.72 | -0.98 | 0.00 | +0.45 | 0.00 | +0.63 | +1.20 | +0.53 | 0.00 | +1.04 | -0.32 | -0.56 | 0.00 | -0.25 | 0.00

Sheet 07CT_15_20

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT20	CT21	CT22	CT23	CT24	CT25
	5281'	5280'	5340'	5125'	5116'

MAINTENANCE

T&S-06/99 — T&S-10/96

RAIL

84NW132S — 84NW132S — 02RW132S — 84NW132S — 77NW132S — 77NW132S — 02RW132S — 77NW132S — 77NW132S

TRAFFIC DENSITY MGT

→ 0.1(0.2)
← 0.1

18-OH

(GERNON) — BATAVIA 10884

N W E S

020.55-2CBB-32'
020.61-1CSB-23'
020.74-1CBB-12'
022.90-2DGO-114'
023.70
024.15-1TGB-93'
024.58-7DGO-430'(91)

TRACK LAYOUT

LINE SEGMENT

481742U — 481743B — 481744H — 481745P — 481746W — 481747D — 481748K — 481749S — 481750L — 481751T

6970

SHALERS RUN
BALDWIN RD
OLIVE BR-STONELCK
PRIVATE
ROUDEBUSH LN
PRIVATE
SR 32
OLD SR 74
CLOUGH PIKE
SR 132 & 222/481752A

CURVATURE

ALIGNMENT

1.9R	1.1R	4.2R	2.5L	0.5L	1.3L	6.8R	2.7L	1.3L	3.5L	1.5L	4.7L	5.6R	6.0L	4.0R	6.0L
1.00	1.00	2.00	1.00	1.00	1.00	4.00	1.00	1.00	1.50	1.00	0.00	3.00	3.50	2.00	3.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

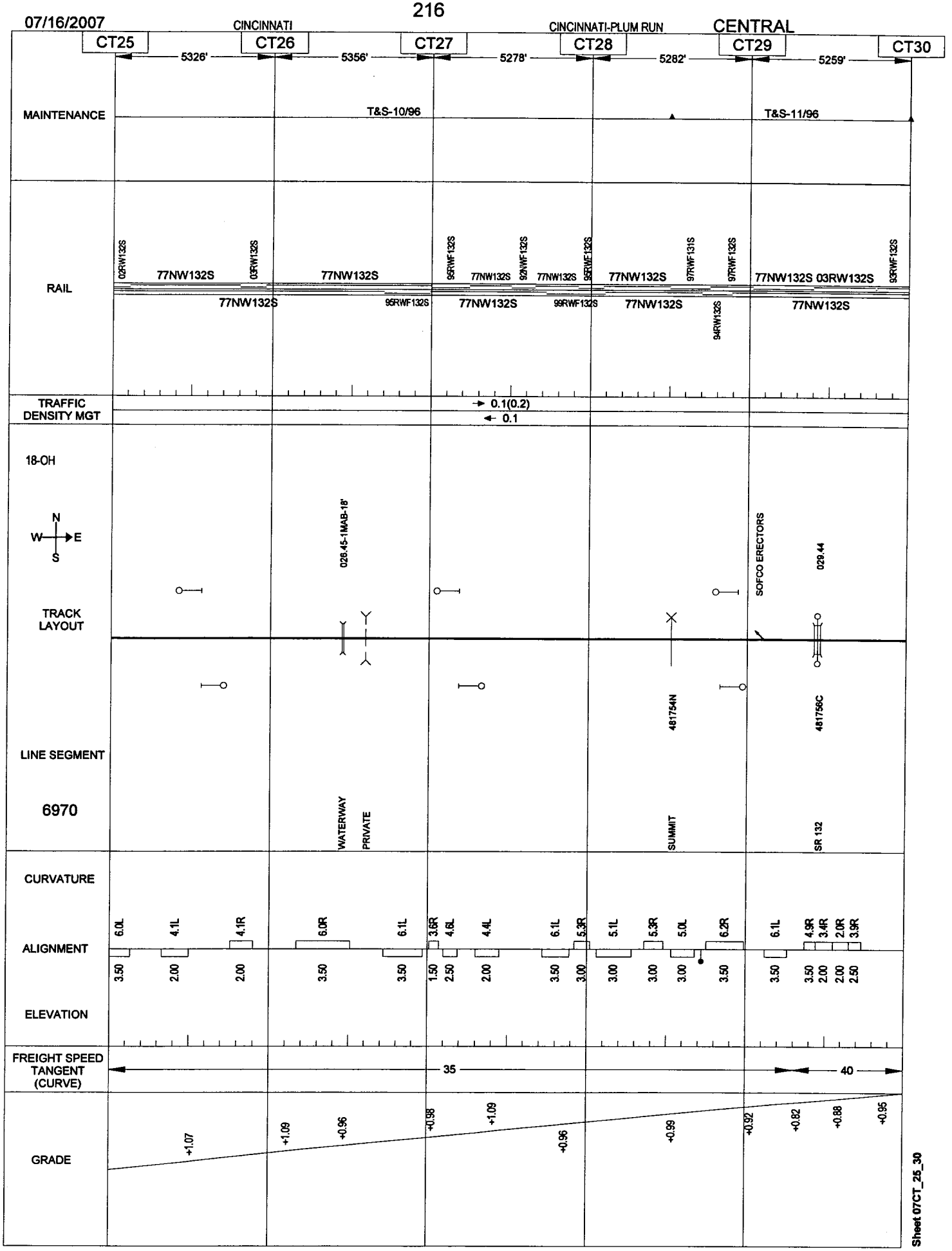
35

GRADE

0.00 — -0.20 — +1.28 — +0.79 — 0.00 — +0.82 — -0.66 — -0.52 — -0.62 — +0.70 — +0.10 — +0.77 — +1.07

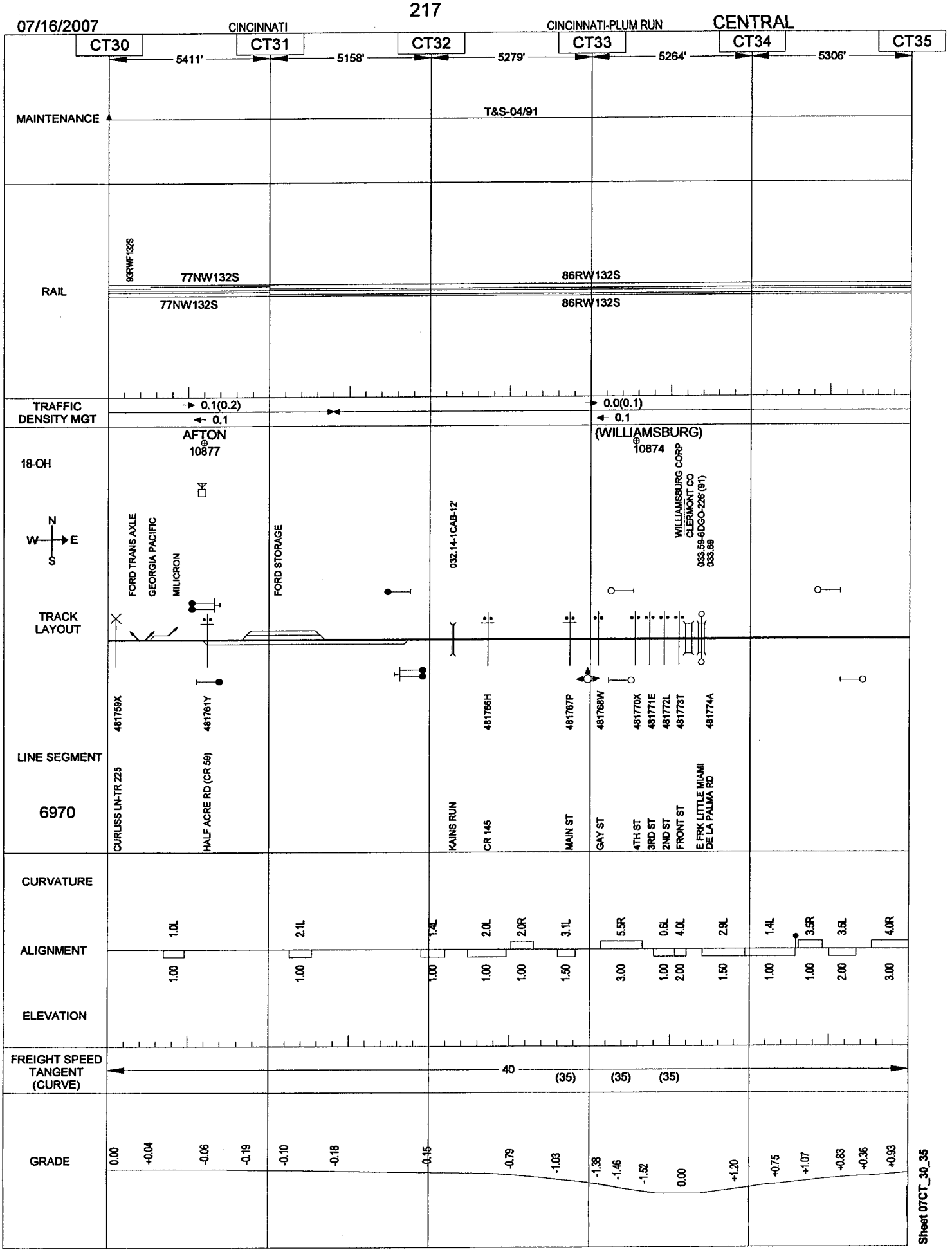
Sheet 07CT_20_25

07/16/2007



Sheet 07CT_25_30

07/16/2007



Sheet 07CT_30_35

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT35	CT36	CT37	CT38	CT39	CT40
5280'	5286'	5282'	5280'	5280'	

MAINTENANCE: T&S-04/91

RAIL: 86RW132S / 86RW132S

TRAFFIC DENSITY MGT: → 0.0(0.1) / ← 0.1

18-OH

CLERMONT CO
BROWN CO

⊕ (EASTWOOD) 10870

N / W / E / S

TRACK LAYOUT

LINE SEGMENT

6970

481775G	481776N	481778C	481778J	481780D	481782S	481783Y
HAGEMAN RD (T91)	PRIVATE	PRIVATE	EASTWOOD RD	PRIVATE	BODMAN RD	BROOKS-MALOTT RD

CURVATURE

ALIGNMENT: 4.0R

ELEVATION: 3.00

FREIGHT SPEED TANGENT (CURVE): 40 — 45

GRADE: +1.52, +1.00, +0.63, +0.38, +0.18, +0.21, +0.18, +0.10, +0.16, +0.39, 0.00, -0.10

Sheet 07CT_35_40

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT40 | CT41 | CT42 | CT43 | CT44 | CT45

5279' | 5283' | 5283' | 5301' | 5207'

MAINTENANCE: T&S-04/91 | T&S-04/93

RAIL: 86RW132S | 86RW132S | 02RW132S 86RW132S 02RW132S | 86RW132S

TRAFFIC DENSITY MGT: → 0.0(0.1) ← 0.1

(MT OREB) 10866 ⊕ (WHITE OAK) ⊕

18-OH

BROWN CO MT OREB CORP 040.92-1DGO-54'(99)

041.27-1CSB-14' MT OREB CORP BROWN CO

043.80-6DGO-300'(91)

044.01-3DGO-180'(92)

N W E S

TRACK LAYOUT

LINE SEGMENT: 481784F | 481785M | 481786U | 481787B | 481788H | 481790J | 481791R | 481792X | 481793E | 481794L | 481795T | 481796A | 481798N

6970: END OF OAK | STERLING CREEK | HIGH ST (US 68) | MILL ST | MILL CREEK | PRIVATE | PRIVATE | KIBLER MILLING CO | PRIVATE | PRIVATE | KLEIN RD | OLD ST ROUTE 74 | PRIVATE | SICILY RD, WATERWAY | PRIVATE

CURVATURE: 2.0R | 2.5L | 2.0L | 3.1R | 2.4L | 4.1R | 5.0L | 1.0R

ALIGNMENT: 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 4.00 | 1.00

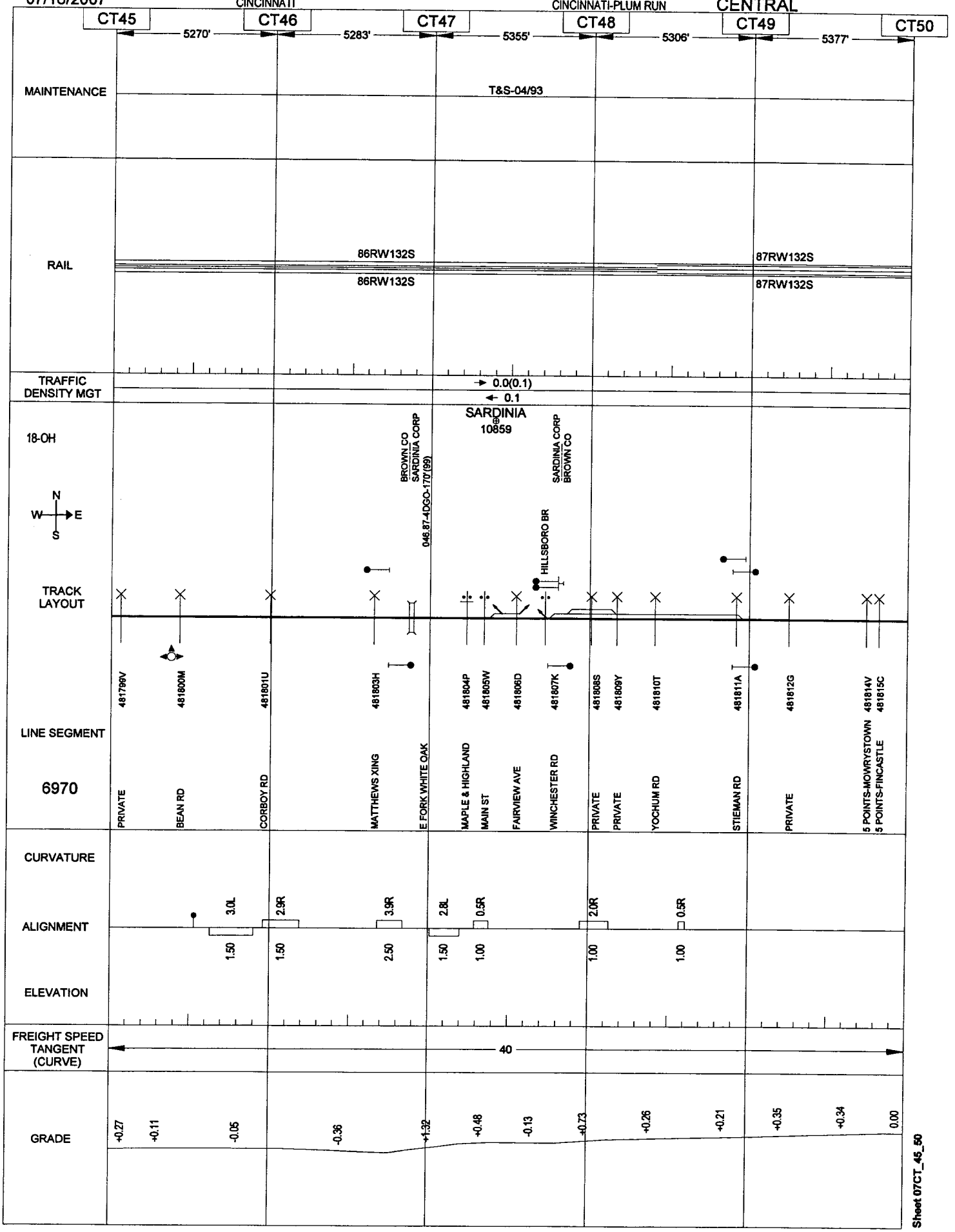
ELEVATION

FREIGHT SPEED TANGENT (CURVE): 45 ← 40 →

GRADE: -0.10 | -1.08 | +1.09 | +0.70 | +0.14 | +0.01 | -1.11 | 0.00 | +0.39 | +0.27

Sheet 07CT_40_45

07/16/2007



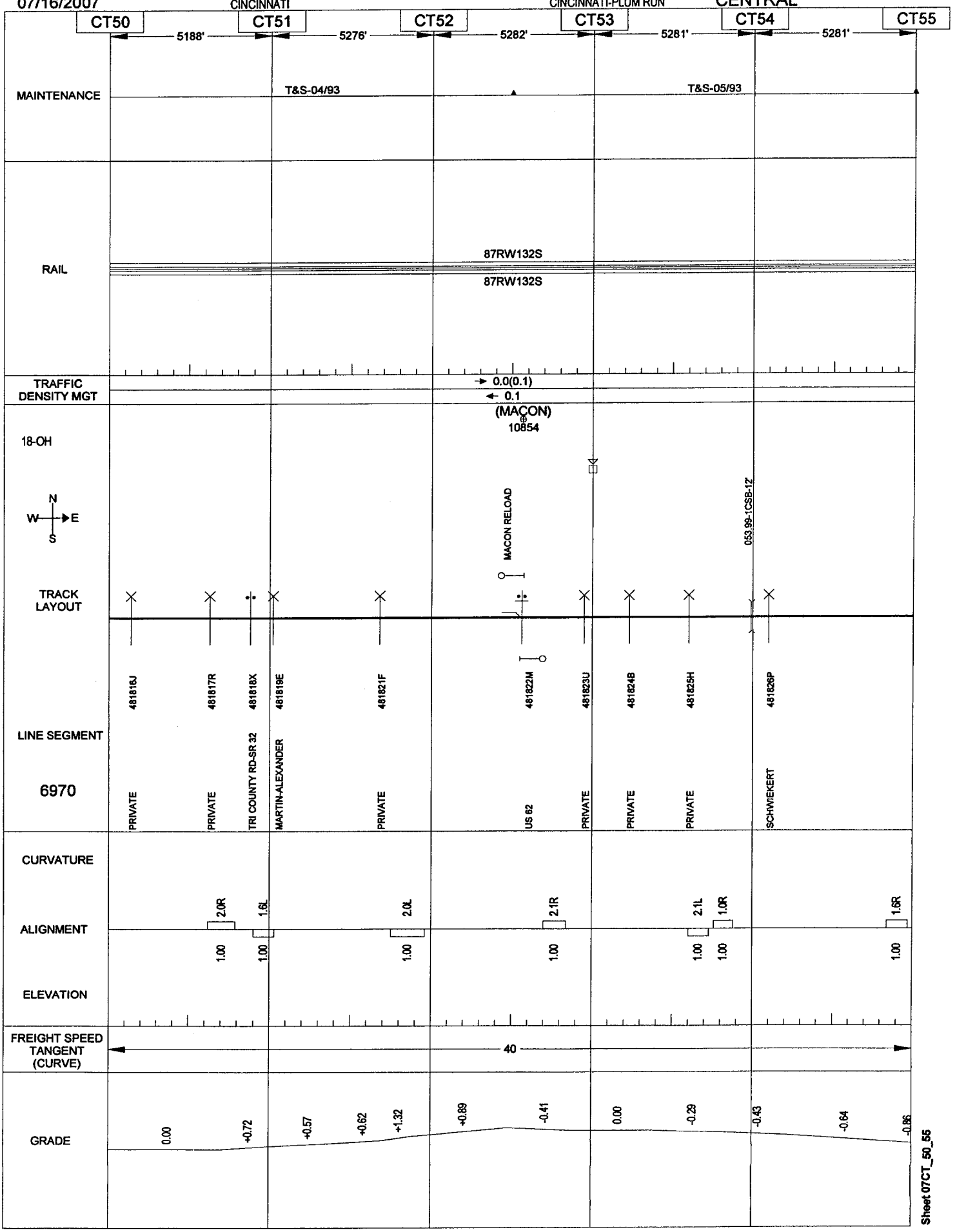
Sheet 07CT_45_50

07/16/2007

CINCINNATI

CINCINNATI-PLUM RUN

CENTRAL



Sheet 07CT_50_55

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT55	CT56	CT57	CT58	CT59	CT60
5285'	5277'	5276'	5344'	5191'	

MAINTENANCE: T&S-11/96

RAIL: 87RW132S / 87RW132S

TRAFFIC DENSITY MGT: → 0.0(0.1) / ← 0.1 — → 0.0(0.0) / ← 0.0

18-OH

(WINCHESTER) 10850

BROWN CO ADAMS CO — ADAMS CO WINCHESTER CO — WINCHESTER CO ADAMS CO — 058.85-8DGO-519'(99)

057.20 057.20

N W E S

TRACK LAYOUT

LINE SEGMENT: 481827W | 481828D | 481829K | 481830E | 904908U 904908U | 481831L | 481832T | 481834G | 481835N | 481836V | 481837C | 481838J | 481839R | 481840K

6970: JOHN WOOD | PRIVATE | PRIVATE | T-48 | SR 32 SR 32 | FOSTER RD | WINCHESTER-SARDINIA | WEST ST | SR 138 | WINCHESTER-SEAMAN | PRIVATE | PRIVATE | ELK RUN | T-49

CURVATURE: 3.1L | 3.0L | 2.5L | 4.1R | 1.3L | 1.6L | 2.5L

ALIGNMENT: 2.00 | 1.50 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 40

GRADE: -0.86 | -0.18 | -0.38 | -0.73 | -0.80 | 0.00 | -1.20 | -1.40 | -1.00 | 0.00 | -0.43 | -0.76 | -1.00 | -0.50 | 0.00 | +1.04 | 0.00 | +0.25

Sheet 07CT_55_60

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT60 | CT61 | CT62 | CT63 | CT64 | CT65

5273' | 5289' | 5282' | 5279' | 5548'

MAINTENANCE: T&S-11/96

RAIL: 87RW132S | 77NW132S | 98RWF132S | 77NW132S

RAIL: 87RW132S | 77NW132S | 98RWF132S | 77NW132S

TRAFFIC DENSITY MGT: → 0.0(0.0) ← 0.0

18-OH

MT ZION 10846

ADAMS CO SEAMAN CORP

SEAMAN CORP ADAMS CO

064.78-1CBB-14'

064.99-4DGO-259'(91)

N W E S

TRACK LAYOUT

LINE SEGMENT: 6970

481842Y SEAMAN-WINCHESTER

481843F 481844M VINE ST MAIN ST (SR 32)

481845U T-239

481846B TRANQUILITY TP-SR137

481847H PRIVATE

481848P FARM ROAD

W FORK OHIO BRUSH

CURVATURE

ALIGNMENT: 2.5L 2.6R 2.8R 7.0L 5.0L 6.3R 5.5L 3.1L 3.3R 6.1R 3.0R 3.2L 5.1R 4.4L 4.5L 6.3L

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

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

GRADE: +0.25 +0.20 0.00 -0.30 +0.20 -1.03 -1.10 -1.16 -1.57 -1.08 -0.62 +1.48% PORTSMOUTH TO CINCIN -1.30 -1.59 -0.80

Sheet 07CT_60_65

07/16/2007

CINCINNATI — CINCINNATI-PLUM RUN — CENTRAL

CT65 — 5011' — CT66 — 5227' — CT67 — 5340' — CT68 — 5280' — CT69 — 5147' — CT70

MAINTENANCE: T&S-11/96

RAIL: 77NW132S | 96RWF132S | 77NW132S | 92NWF132S | 77NW132S | 99RWF132S | 77NW132S | 99RWF132S | 77NW132S

TRAFFIC DENSITY MGT: → 0.0(0.0) ← 0.0

18-OH

LAWSHE 10840

N W E S

TRACK LAYOUT: 066.90-5DGO-179'(98) | 069.23-8DGO-351'(94) | 069.72-2CBB-24'

LINE SEGMENT: 481848W | 481850R | 481851X | 481852E | 481853L | 481854T | 481855A | 481858G | 481857N

6970: PRIVATE | PRIVATE | ROAD, WATERWAY | PRIVATE | PRIVATE | PRIVATE | LAWSHE RD-CR 13 | PRIVATE | RIVER | LITTLE SHIMER CRK

CURVATURE / ALIGNMENT: 1.8L | 3.1L | 4.3L | 4.4R | 3.0R | 3.8L | 2.2L | 6.1R | 3.9R | 1.5L | 2.5L | 3.0L | 6.5L | 9.0L | 5.5R | 6.5R

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

FREIGHT SPEED TANGENT (CURVE): 35 | 40 (25) | 35

GRADE: -0.56 | -1.31 | 0.00 | -0.95 | 0.00 | -1.33 | -0.24 | -1.21 | +1.72 | 0.00 | +1.72 | -1.18 | -0.07 | 0.00 | +1.31 | +0.57 | -0.76 | 0.00 | -1.13 | -0.64 | -0.23 | 0.00 | +0.99 | -0.13 | +1.39

Sheet 07CT_65_70

07/16/2007

CINCINNATI — PLUM RUN-VERA — CENTRAL

CT70 — 5351' — CT71 — 5318' — CT72 — 5279' — CT73 — 5205' — CT74 — 5277' — CT75

MAINTENANCE: T&S-11/96; T&S-06/99

RAIL: 77NW132S; 99RWF132S; 77NW132S; 99RWF132S 77NW132S 02RW132S 77NW132S 92NWF132S 77NW132S 96RWF132S; 96RWF132S; 77NW132S; 77NW132S; 85W132S; 85W132S

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

18-OH

(PEEBLES) 10835

PLUM RUN 10833

ADAMS CO PEEBLES CORP

PEEBLES CORP ADAMS CO

072.37

073.45 073.45

074.26-2CBB-24'

TRACK LAYOUT

LINE SEGMENT: 6970

481860W SR 41

481861D NIXON AVE

481862K PRIVATE

481863S SR 32

481863S SR 32

481864Y PRIVATE

481865F PRIVATE

481866M PLUM RUN

PLUM RUN / DAVON INC

DAVON INC

CURVATURE

ALIGNMENT: 6.1R 6.3L 5.5L 5.5R 3.6L 4.5R 9.0L 1.1R 2.1L 0.4R 1.5L 2.0R 1.5L 2.0L 1.0R

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

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

GRADE: +1.39 +1.11 +0.28 -0.52 -0.46 -0.52 -0.44 -0.52 -0.46 -0.52 -0.44 -0.52 -0.48 -0.52

+1.61%
CINCINNATI TO PORTSM

NOTE: CINCINNATI DISTRICT OUT OF SERVICE PLUM RUN TO VERA

Sheet 07CT_70_75

07/16/2007

CINCINNATI — PLUM RUN-VERA — CENTRAL

CT75 — 5280' — CT76 — 5277' — CT77 — 5281' — CT78 — 4290' — CT79 — 5278' — CT80

MAINTENANCE: T&S-06/99

RAIL: 85W132S / 85W132S

TRAFFIC DENSITY MGT: → 0.0(0.0) / ← 0.0

18-OH

(MINERAL SPRINGS) 10828

N W E S

TRACK LAYOUT: 075.74-15DGO-645' (99); 078.38-1CBB-10'; 079.12-8DGO-380' (99)

LINE SEGMENT: 481869H; 481870C; 481871J; 481872R; 481873X; 481874E

6970: ST ROUTE 74; WATERWAY; PRIVATE; PRIVATE; JAY BIRD; PRIVATE; SCIOTO BRUSH CREEK; PRIVATE

CURVATURE / ALIGNMENT: 1.0R; 2.0R; 2.0R; 1.0L; 1.0R; 2.0L

ELEVATION: 1.00; 1.00; 1.00; 1.00; 1.00; 1.00

FREIGHT SPEED TANGENT (CURVE): 40

NOTE: CINCINNATI DISTRICT OUT OF SERVICE PLUM RUN TO VERA

GRADE: -0.52; -0.48; -0.52; -0.44; -0.52; -0.44; -0.52; -0.48; -0.52; -0.48; -0.52; -0.44; -0.68

Sheet 07CT_75_80

07/16/2007

CINCINNATI — PLUM RUN-VERA — CENTRAL

CT80 — 5301' — CT81 — 5273' — CT82 — 5278' — CT83 — 5280' — CT84 — 5282' — CT85

MAINTENANCE: T&S-05/99

RAIL: 85W132S / 85W132S

TRAFFIC DENSITY MGT: → 0.0(0.0) / ← 0.0

18-OH

RARDEN 10826

(YOUNGS) 10822

080.50-3CSB-30' ADAMS CO SCIOTO CO

081.72-5DGO-144'(86) SCIOTO CO RARDEN CORP

082.06-1DGO-36'(84) RARDEN CORP SCIOTO CO

084.14-1CSB-12'

084.72-2TGO-96'

TRACK LAYOUT

LINE SEGMENT: 481875L | 481876T | 481877A | 481878G | 481879N | 481880H | 481881P | 481882W | 481884K | 481885S

6970: PRIVATE | WATERWAY | PRIVATE | PRIVATE | RARDEN CREEK | JESSIE RUN HAZELBAKER | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE THOMPSON RUN | ROAD

CURVATURE: 1.4R | 1.6L | 1.0R | 1.5R | 2.3L | 1.0L

ALIGNMENT: 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE): 40

NOTE: CINCINNATI DISTRICT OUT OF SERVICE PLUM RUN TO VERA

GRADE: -0.08 | -0.09 | -0.50 | 0.00 | -0.20 | 0.00 | -0.20 | 0.00 | -0.10 | 0.00 | -0.46 | -0.10 | 0.00 | -0.22 | -0.54

Sheet 07CT_80_85

07/16/2007

CINCINNATI — PLUM RUN-VERA — CENTRAL

CT85 — 5282' — CT86 — 5279' — CT87 — 5282' — CT88 — 5280' — CT89 — 5284' — CT90

MAINTENANCE: T&S-05/99

RAIL: 85W132S / 85W132S; 83W132S / 83W132S; 96RWF132S; 83W132S / 83W132S; 83RJ132S 83W132S / 83RJ132S 83W132S

TRAFFIC DENSITY MGT: → 0.0(0.0) ← 0.0

18-OH

(OTWAY) 10820

SCIOTO CO OTWAY CORP — 087.37-1SBB-23' — OTWAY CORP SCIOTO CO — 088.07-2BSB-35'

N W E S

TRACK LAYOUT

LINE SEGMENT: 481886Y 481887F 481889U 481890N 481891V 481892C 481893J 481894R 481895X 481896E 481897L 481898T

6970: PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE | BLOODY RUN PRIVATE | SR 348 | PRIVATE | PRIVATE WATERWAY | PRIVATE | PRIVATE | PRIVATE

CURVATURE / ALIGNMENT: 3.0R | 3.2L | 3.1R | 4.1L | 1.0L | 3.9R | 2.8R | 2.5L | 2.3R | 6.1L | 5.6L | 1.0L | 2.0L

ELEVATION: 1.50 | 2.00 | 2.00 | 3.00 | 0.00 | 2.50 | 1.50 | 1.00 | 1.00 | 3.50 | 3.00 | 1.00 | 1.00

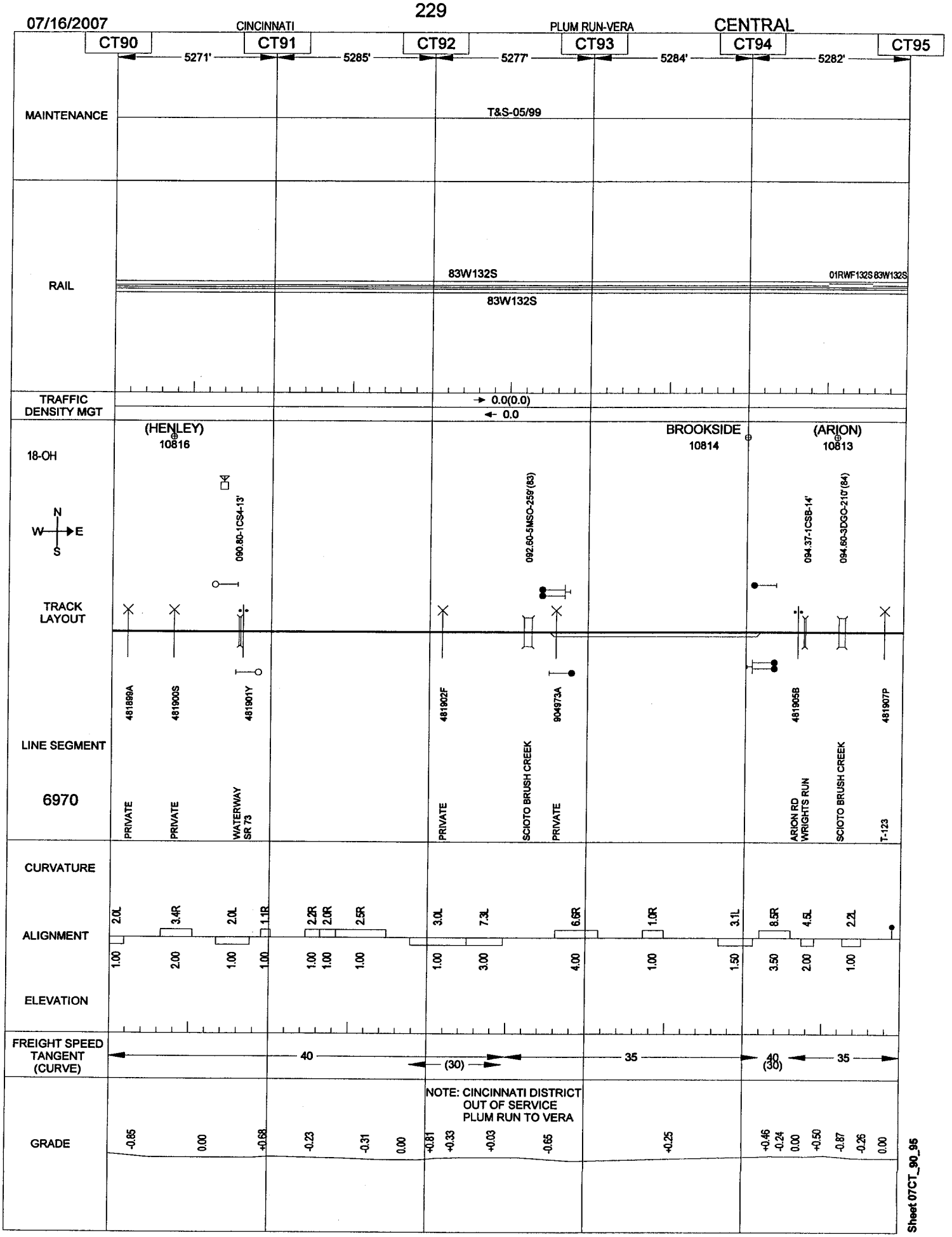
FREIGHT SPEED TANGENT (CURVE): 40 | (35)

NOTE: CINCINNATI DISTRICT OUT OF SERVICE PLUM RUN TO VERA

GRADE: -0.54 | -0.14 | 0.00 +0.50 0.00 | 0.00 | +0.47 | 0.00 | -0.50 | 0.00 | -0.45 | 0.00 | -0.47 | 0.00 | +0.16 | 0.00 | -0.32 | 0.00 | -0.19 | -0.32 | 0.00 | +0.31 | -1.02 | -0.40 | 0.00 | +0.66 | -0.45 | +0.62

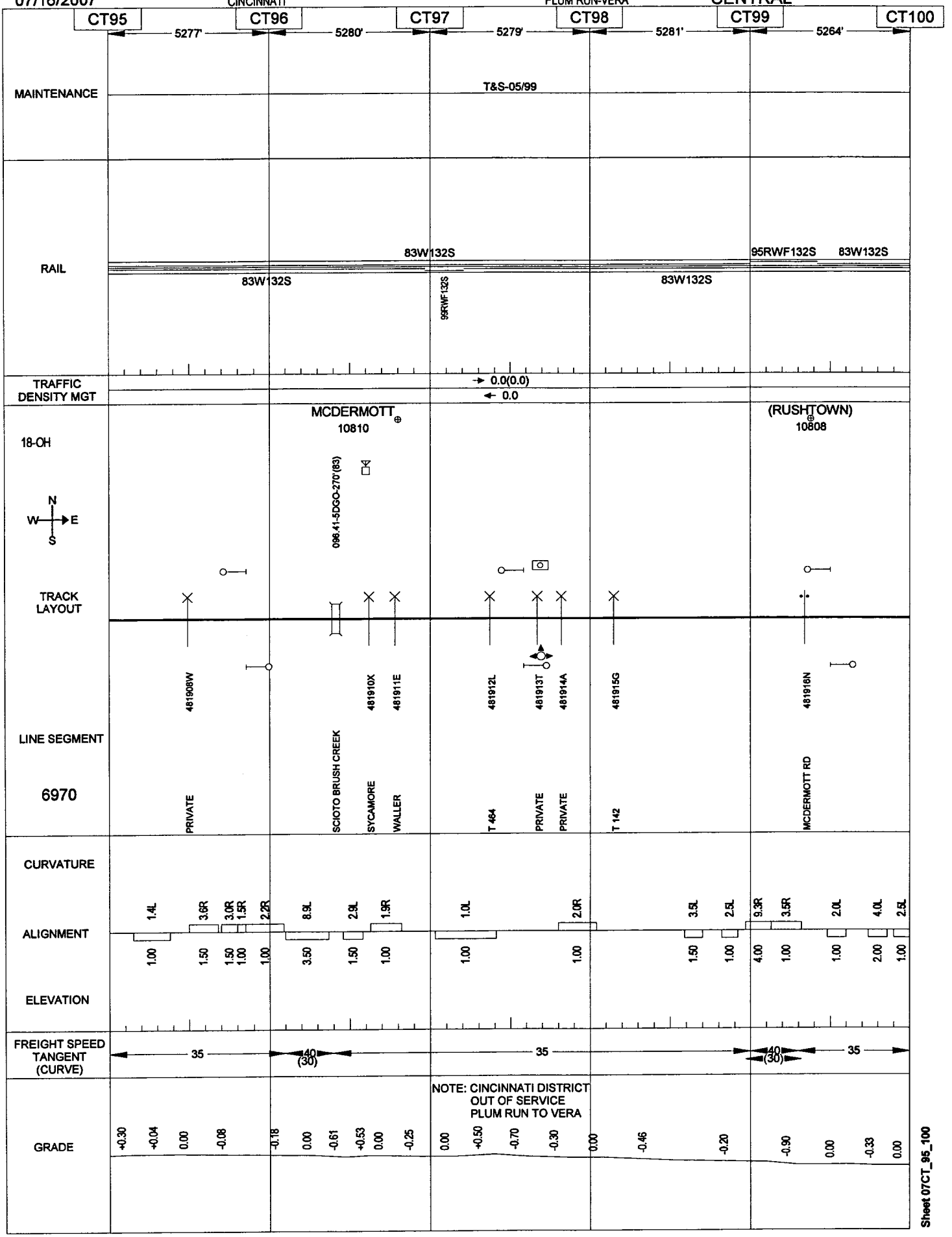
Sheet 07CT_85_90

07/16/2007



Sheet 07CT_90_95

07/16/2007 CINCINNATI PLUM RUN-VERA CENTRAL



Sheet 07CT_95_100

07/16/2007

CINCINNATI — PLUM RUN-VERA — CENTRAL

CT100 — 5279' — CT101 — 5280' — CT102 — 5279' — CT103 — 5282' — CT104 — 5265' — CT105

MAINTENANCE: T&S-05/99

RAIL: 87RW132S / 87RW132S

TRAFFIC DENSITY MGT: → 0.0(0.0) / ← 0.0

18-OH

(BOOK) 10804

VERA 10566

TEST MILE

TEST MILE

102.32-1DG0-180'(97)

104.28-1DGO-133'(83)

104.52-23MSO-2137'(89,95)

N W E S

TRACK LAYOUT

LINE SEGMENT: 481917V, 481918C, 481919J, 481920D, 481921K, 481922S, 481923Y

6970: PRIVATE, PRIVATE, PRIVATE, PRIVATE, POND CREEK, PRIVATE, PRIVATE, PRIVATE, DRY RUN, SCIOTO RIVER

CT-105.00=N-808.50 (LA DV)

CURVATURE

ALIGNMENT: 1.6L 1.0L 5.5R 2.7L 1.0R 5.5R 1.7R 2.2R 1.0R 5.8R 5.8L 4.0L 1.1R 5.1L 4.0R 8.0R 5.6R

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

FREIGHT SPEED TANGENT (CURVE): 35 — 40 (25) (25)

NOTE: CINCINNATI DISTRICT OUT OF SERVICE PLUM RUN TO VERA

GRADE: 0.00 +0.40 -0.05 0.00 +0.02 +0.41 -0.56

Sheet 07CT_100_105

07/16/2007

BRANCH CLARE-VALLEY CENTRAL

CV110 CV111 CV112

5280' 5280' 5280'

MAINTENANCE T&S-03/92 T&S-06/99

RAIL 55RJ131S 48RJ131S 02RW127S 48RJ131S 81RJ131S

55RJ131S 48RJ131S 81RJ131S

TRAFFIC DENSITY MGT 0.5(1.0) 0.6

18-OH(LM RR) CLARE 10898 RED BANK VALLEY 05023

S E W N

TRACK LAYOUT

CV-110.75=CT-9.00

TO RENDCOMB JCT 112.00 112.02-3CBB-80' 112.40 112.41-1DGB-159'

LINE SEGMENT 6980

CV-110.67=CT-8.99 CV-110.82/CT-8.74

PRIVATE

WOOSTER PIKE LITTLE DUCK CREEK

US 50 BIG DUCK CREEK

TO MILL VIA I&O

CURVATURE

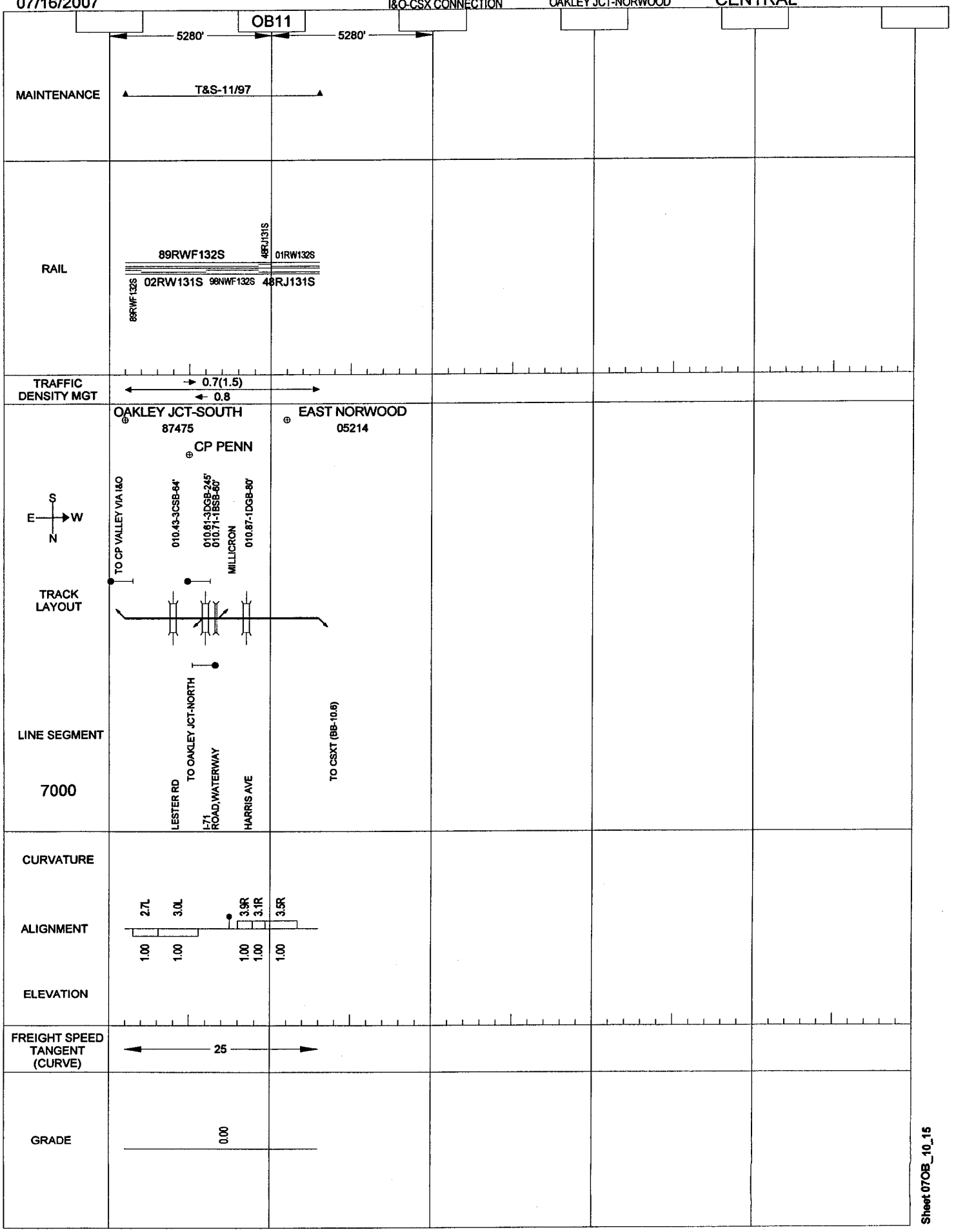
ALIGNMENT 0.8L 1.0L 4.1R

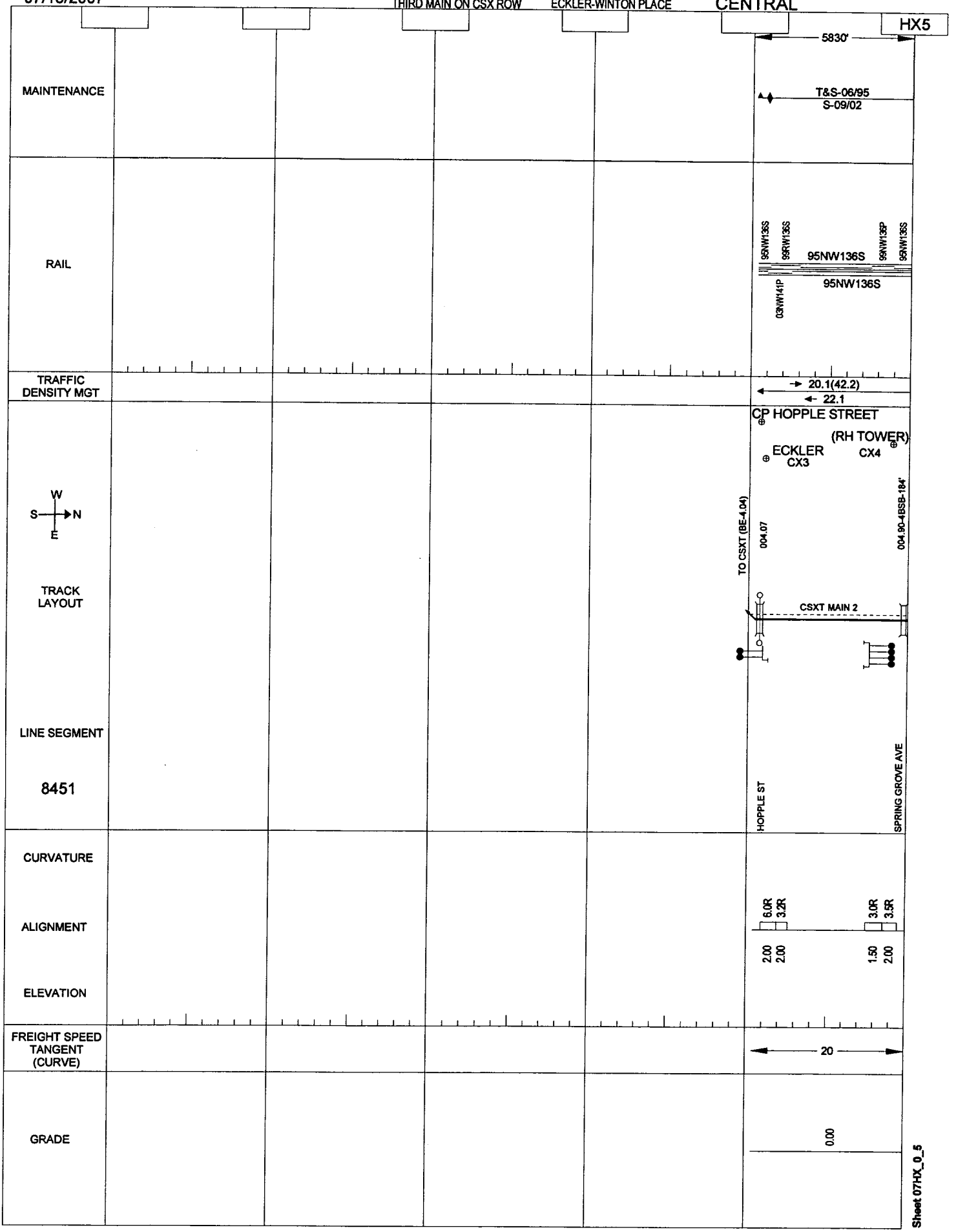
ELEVATION 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE) 25

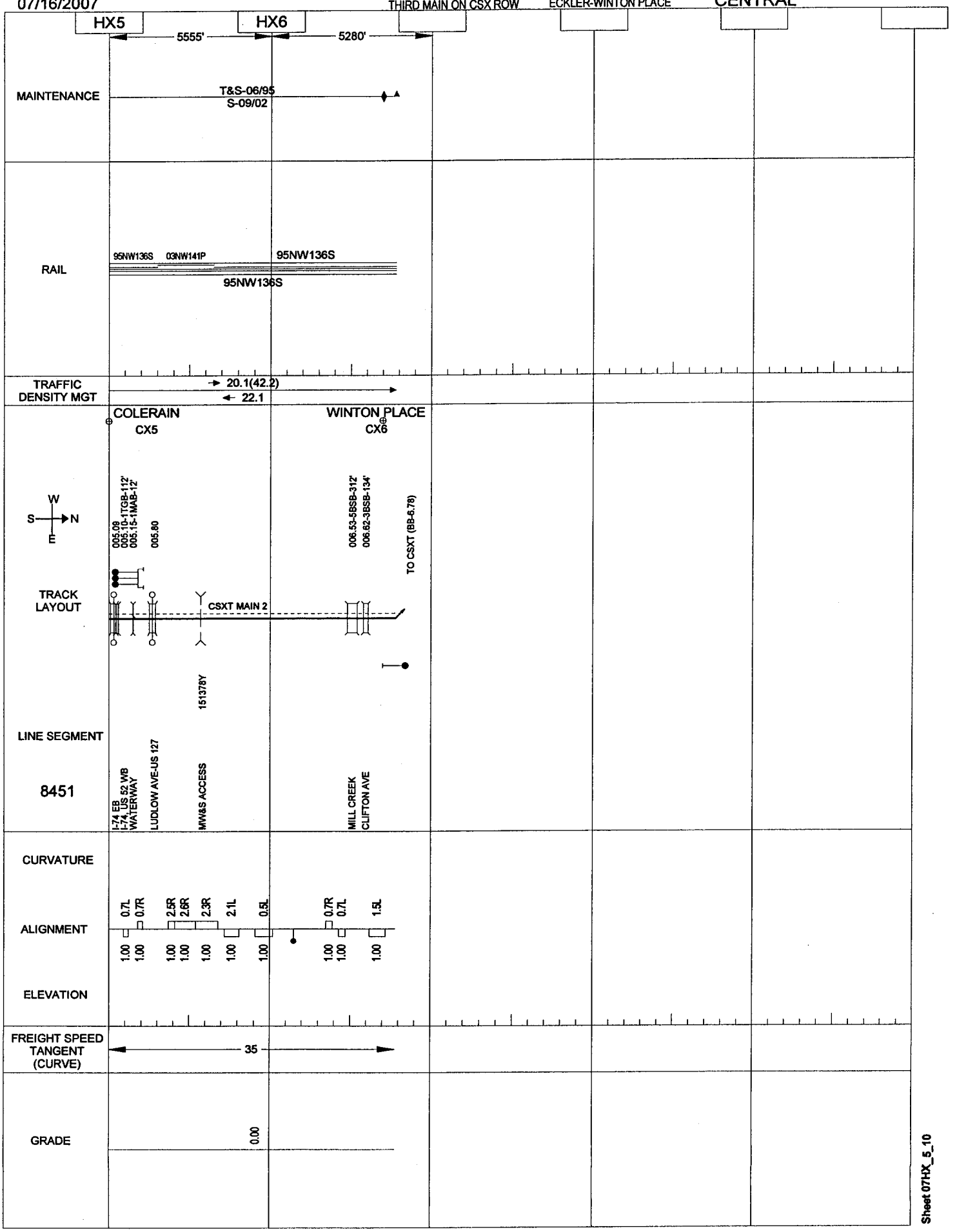
GRADE 0.00 -0.12 0.00 +0.30 +0.44 +0.25 +0.42

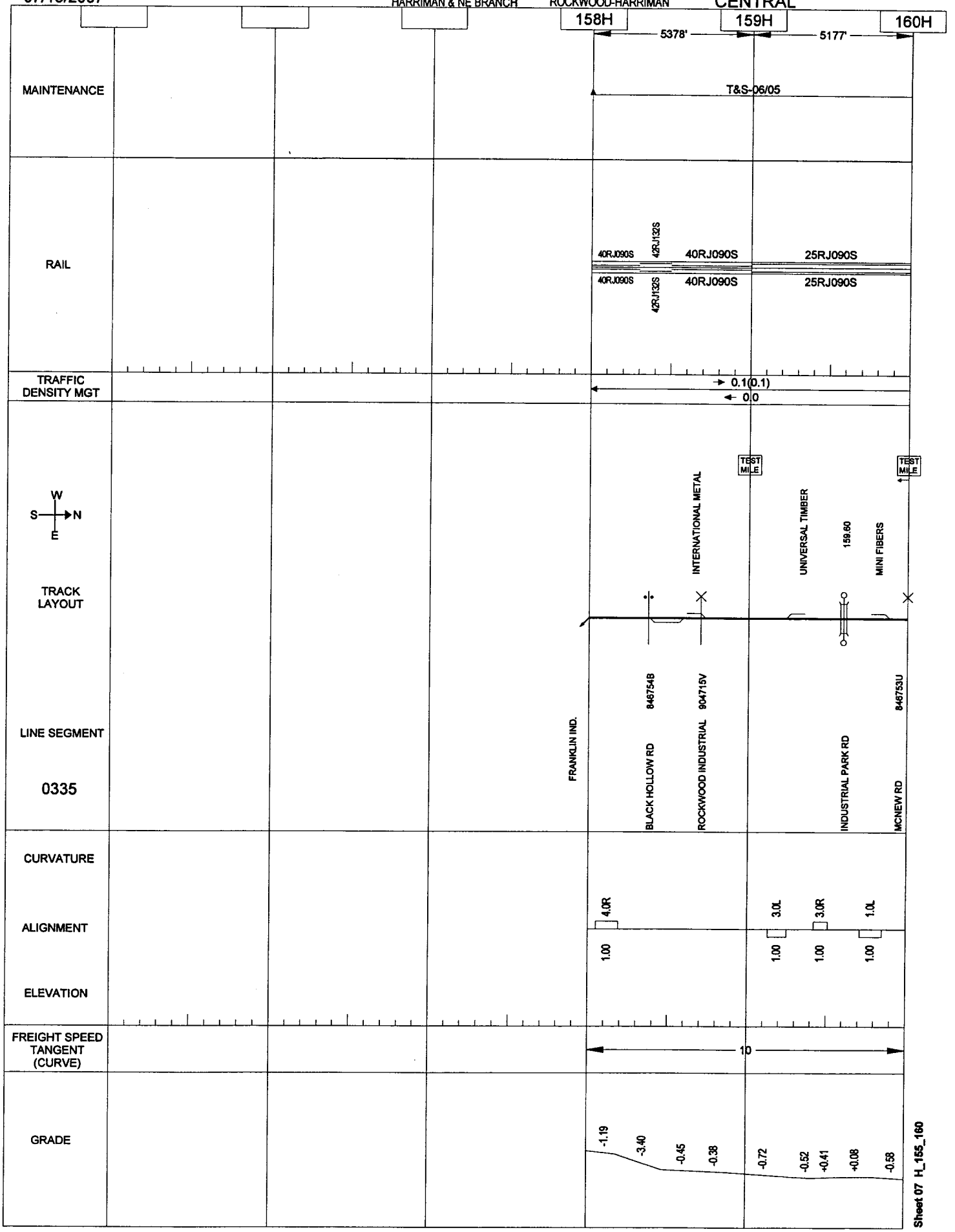
Sheet 07CV_110_115


OB11
5280'
5280'
MAINTENANCE
T&S-11/97
RAIL
89RWF132S
48RJ131S
01RW132S
02RW131S
98NWF132S
48RJ131S
89RWF132S
TRAFFIC DENSITY MGT
0.7(1.5)
0.8
OAKLEY JCT-SOUTH
87475
EAST NORWOOD
05214
CP PENN
S
E
W
N
TO CP VALLEY VIA I&O
010.43-3CSB-64'
010.61-3DGB-245'
010.71-1BSB-60'
MILLICRON
010.87-1DGB-80'
TRACK LAYOUT
LINE SEGMENT
7000
LESTER RD
TO OAKLEY JCT-NORTH
I-71 ROAD,WATERWAY
HARRIS AVE
TO CSXT (BB-10.6)
CURVATURE
ALIGNMENT
ELEVATION
2.7L
3.0L
3.9R
3.1R
3.5R
1.00
1.00
1.00
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
25
GRADE
0.00



Sheet 07HX_0_5


HX5
HX6
5555'
5280'
MAINTENANCE
T&S-06/95
S-09/02
RAIL
95NW136S 03NW141P
95NW136S
95NW136S
TRAFFIC DENSITY MGT
20.1(42.2)
22.1
COLERAIN
CX5
WINTON PLACE
CX6
W
S
N
E
005.08
005.10-1TGB-112'
005.15-1MAB-12'
005.80
006.53-5BSB-312'
006.62-3BSB-134'
TO CSXT (BB-6.78)
TRACK LAYOUT
CSXT MAIN 2
151378Y
LINE SEGMENT
8451
I-74 EB
I-74, US 52 WB
WATERWAY
LUDLOW AVE-US 127
MW&S ACCESS
MILL CREEK
CLIFTON AVE
CURVATURE
ALIGNMENT
ELEVATION
0.7L
0.7R
2.5R
2.6R
2.3R
2.1L
0.5L
0.7R
0.7L
1.5L
1.00
FREIGHT SPEED TANGENT (CURVE)
35
GRADE
0.00


158H
159H
160H
5378'
5177'
MAINTENANCE
T&S-06/05
RAIL
40RJ090S
42RJ132S
40RJ090S
25RJ090S
TRAFFIC DENSITY MGT
0.1(0.1)
0.0
W
S
N
E
TRACK LAYOUT
TEST MILE
TEST MILE
INTERNATIONAL METAL
UNIVERSAL TIMBER
159.60
MINI FIBERS
LINE SEGMENT
0335
FRANKLIN IND.
846754B
BLACK HOLLOW RD
804715V
ROCKWOOD INDUSTRIAL
INDUSTRIAL PARK RD
846753U
MCNEW RD
CURVATURE
ALIGNMENT
4.0R
3.0L
3.0R
1.0L
ELEVATION
1.00
1.00
1.00
1.00
FREIGHT SPEED TANGENT (CURVE)
10
GRADE
-1.19
-3.40
-0.45
-0.38
-0.72
-0.52
+0.41
+0.08
-0.58

07/16/2007

HARRIMAN & NE BRANCH — ROCKWOOD-HARRIMAN — CENTRAL

160H	161H	162H	163H	164H	165H
5268'	5393'	5328'	5308'	5308'	

MAINTENANCE

T&S-06/05

RAIL

25RJ090S / 25RJ090S — 79RWF132S / 79RWF132S — 48RJ130S / 48RJ130S — 57RJ132S / 57RJ132S — 80RWF132S / 80RWF132S

TRAFFIC DENSITY MGT

→ 0.1(0.1) ← 0.0 — → 2.7(6.4) ← 3.7

EMORY GAP A258 — STRANGE

TRACK LAYOUT

BAYOU STEEL — 161.31-8WTO-96'(NA) — YARD LIMIT — 162.50-8WTO-71'(NA) — 162.74 162.75 — YARD LIMIT — 164.60

LINE SEGMENT

846753U	846751F 846750Y	846749E	841867P 841867P	846747R	841864U
MCNEW RD	BAYOU STEEL BELL RD	PRIVATE CANEY CREEK — MARTIN RD	PRIVATE — WATERWAY	I-40 EB I-40 WB — 163.0-H=260.5 — OLD VALLEY RD	WEST HILLS RD 164.7-H=259.6

0335

CURVATURE

ALIGNMENT

2.0R — 3.0L — 4.0L — 4.0R — 4.0L — 4.0R — 10.0R — 10.0R — 8.0R — 8.0L — 5.0L

ELEVATION

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

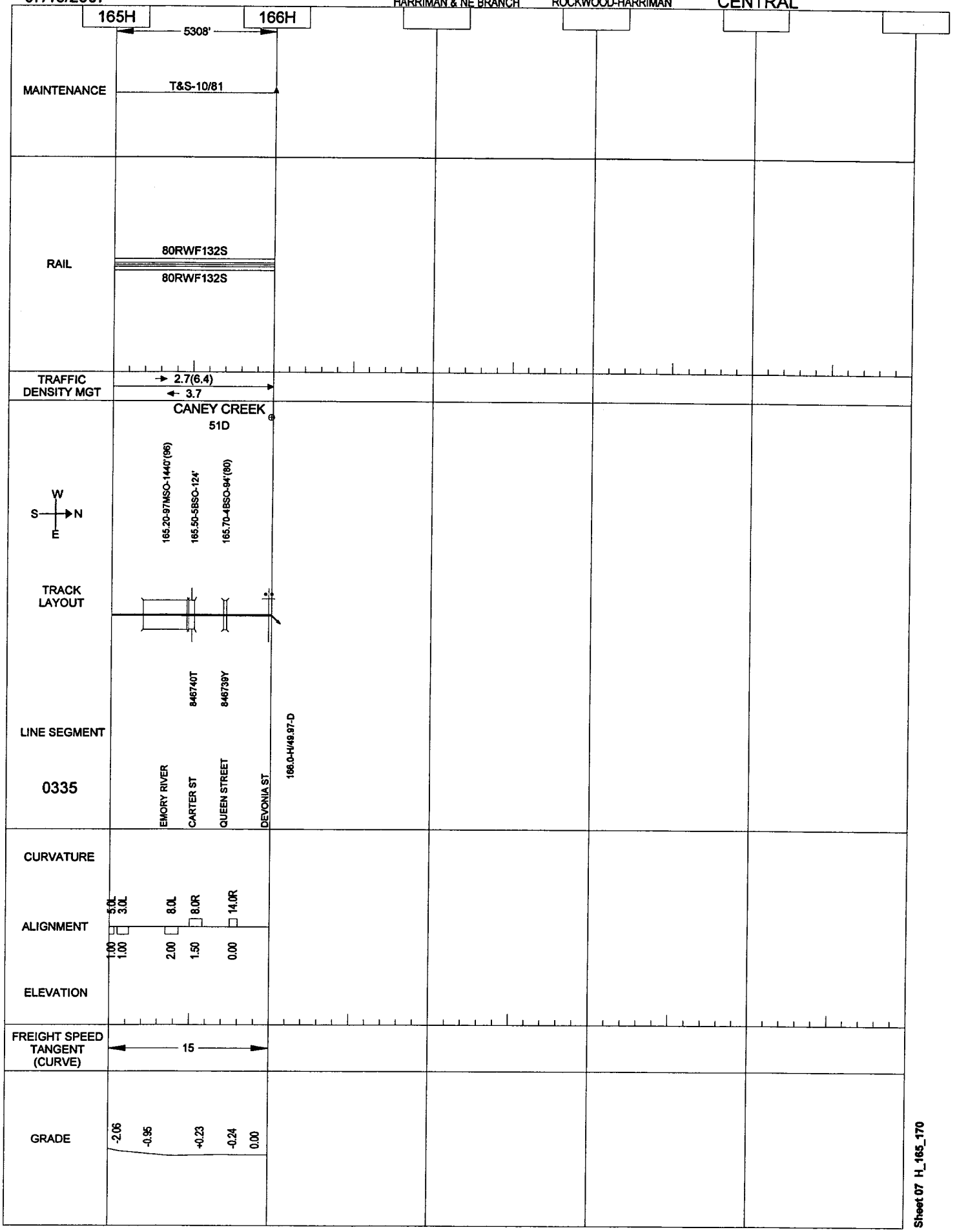
FREIGHT SPEED TANGENT (CURVE)

10 — 15 — 15

GRADE

-0.58 — +0.05 — -0.29 — -1.21 — -0.15 — 0.00 — +0.26 — +0.23 — +1.98 — +0.68 — +0.79 — -0.54 — +1.79 — +0.76 — +0.22 — -0.34 — -2.06

Sheet 07 H_160_165


165H
166H
5308'
MAINTENANCE
T&S-10/81
RAIL
80RWF132S
80RWF132S
TRAFFIC DENSITY MGT
2.7(6.4)
3.7
CANEY CREEK
51D
W
S
N
E
165.20-97MSO-1440'(96)
165.50-5BSO-124'
165.70-4BSO-94'(80)
TRACK LAYOUT
LINE SEGMENT
0335
846740T
846739Y
166.0-H/49.97-D
EMORY RIVER
CARTER ST
QUEEN STREET
DEVONIA ST
CURVATURE
ALIGNMENT
ELEVATION
5.0L
3.0L
8.0L
8.0R
14.0R
1.00
1.00
2.00
1.50
0.00
FREIGHT SPEED TANGENT (CURVE)
15
GRADE
-2.06
-0.95
+0.23
-0.24
0.00

07/16/2007

NEW RIVER BRANCH — NEW RIVER-STERLING — CENTRAL

NR0 — NR1 — NR2 — NR3 — NR4 — NR5

3963' — 5126' — 5104' — 5126' — 5111'

MAINTENANCE

T&S-04/77 — T&S-12/76

RAIL

76W132S 76RW132S 76W132S 76RW132S 76RJ132S 76RW132S 76W132S

76W132S 76RW132S 76W132S 76RW132S 76RJ132S 76RW132S 76W132S

TRAFFIC DENSITY MGT

2-TN(CNOTP)

NEW RIVER
NR4

HIGHWAY JCT
NR2

PEMBERTON
NR3

W S N E

NR-0.0=NR-218.6

001.15-20MSO-416'(76)

002.10-1DGO-26'(76)

002.82-1DGO-26'(76)

004.75-1WTO-14'(76)

TRACK LAYOUT

846785F

846796M

LINE SEGMENT

0489

NEW RIVER

WATERWAY

WATERWAY

PRIVATE

PRIVATE

BRIMSTONE RD

PRIVATE

PRIVATE

WATERWAY

CURVATURE

ALIGNMENT

16.0R 11.0L 8.5R 10.7L 2.0R 4.7R 16.0L 5.5L 16.5R 12.0R 10.0L 14.0R 7.5L 7.0L 7.0L 6.0R 6.0R 7.0L 7.8R 16.0L 3.0L 8.0R 5.0L 4.0L

ELEVATION

1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

0.00

Sheet 07NR_0_5

07/16/2007

NEW RIVER BRANCH — NEW RIVER-STERLING — CENTRAL

NR5 — 5124' — NR6 — 4921' — NR7 — 5317' — NR8 — 5126' — NR9 — 5114' — NR10

MAINTENANCE: T&S-12/76 | T&S-11/76

RAIL: 76W132S / 76RJ130S / 76W132S / 76RJ130S

TRAFFIC DENSITY MGT

2-TN(CNOTP)

HUNTER NR7

SLICK ROCK NR8

008.46-1WTO-14'(76)

009.84-1WTO-15'(76)

W S N E

TRACK LAYOUT

LINE SEGMENT 0489: PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE WATERWAY | BRIMSTONE ROAD | INDIAN FORK RD | BRIMSTONE | GRIFFITH RD | PRIVATE | FUNKS BRANCH | PRIVATE

846797U 846798B 846799H 846800A

CURVATURE

ALIGNMENT: 4.0R | 6.0R 8.0R 6.0L | 8.0R 8.0L | 12.0R 18.0L | 18.0L 20.0R 20.0R | 9.0L 14.0R 5.0R 5.0L 12.5R 0.7R | 19.0L 18.0L 14.0R 11.0R 11.0R 18.2L 7.5L 16.0R

ELEVATION: 1.00 | 1.00 1.00 1.00 | 1.00 1.00 | 1.50 1.50 | 1.00 1.00 1.50 | 1.00 1.00 1.00 1.00 1.00 1.00 | 1.50 1.50 1.00 1.00 1.00 2.80 1.00 1.50

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00

Sheet 07NR_5_10

07/16/2007

NEW RIVER BRANCH | NEW RIVER-STERLING | CENTRAL

NR10 — 3503' — NR11 — 5308'

MAINTENANCE: T&S-11/76

RAIL: 76RJ130S, 76RJ132S, 48RJ131S (top); 76RJ130S, 76RJ132S, 48RJ131S (bottom)

TRAFFIC DENSITY MGT

2-TN(CNOTP)

(BRIMSTONE) NR9 — STERLING NR10

W S N E

TRACK LAYOUT

LINE SEGMENT

0489

PRIVATE

CURVATURE

ALIGNMENT: 10.8R, 17.4L, 5.4R, 4.0R, 4.0L, 4.0R, 4.0L

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

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: 0.00

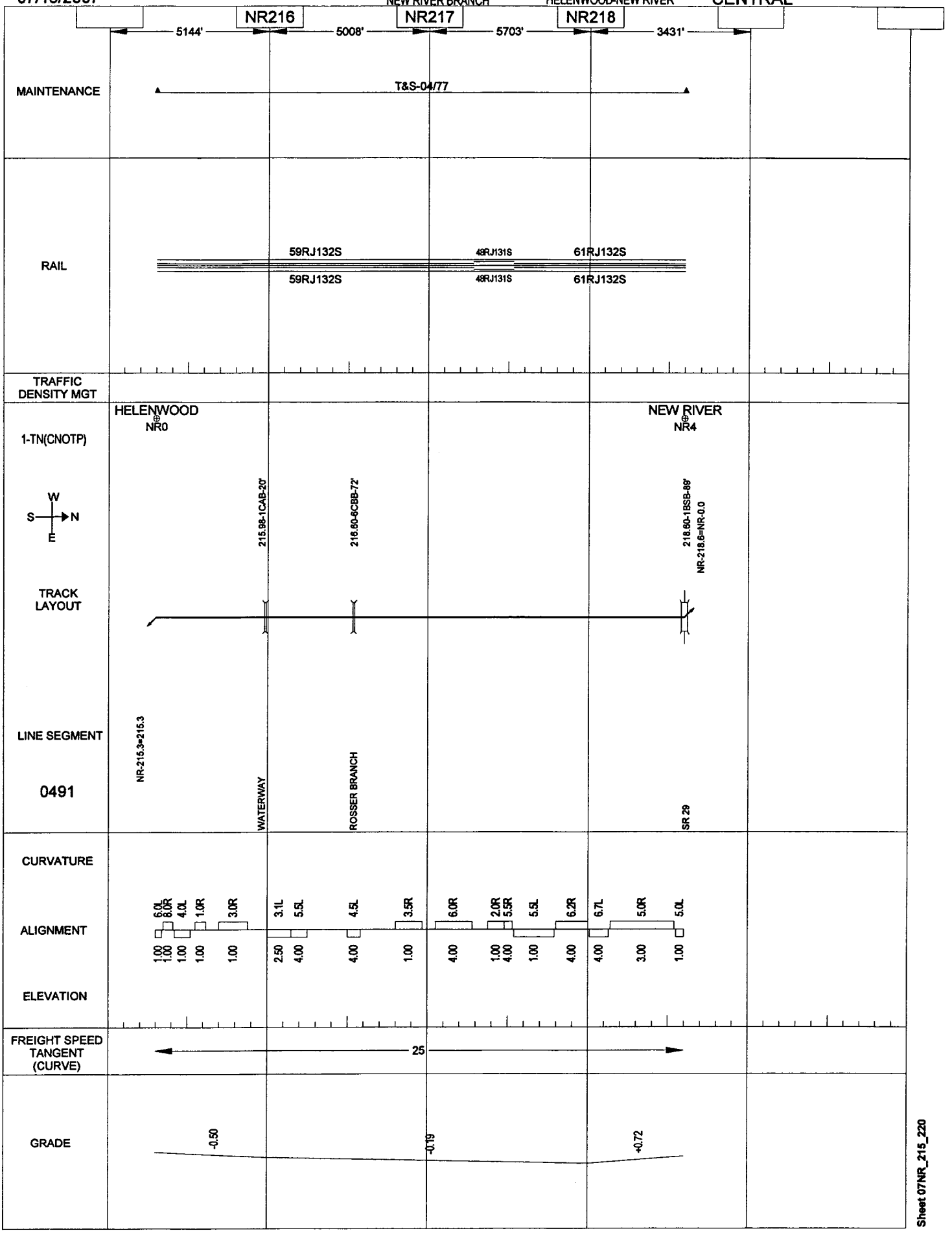
Sheet 07NR_10_15

07/16/2007

NEW RIVER BRANCH

HELENWOOD-NEW RIVER

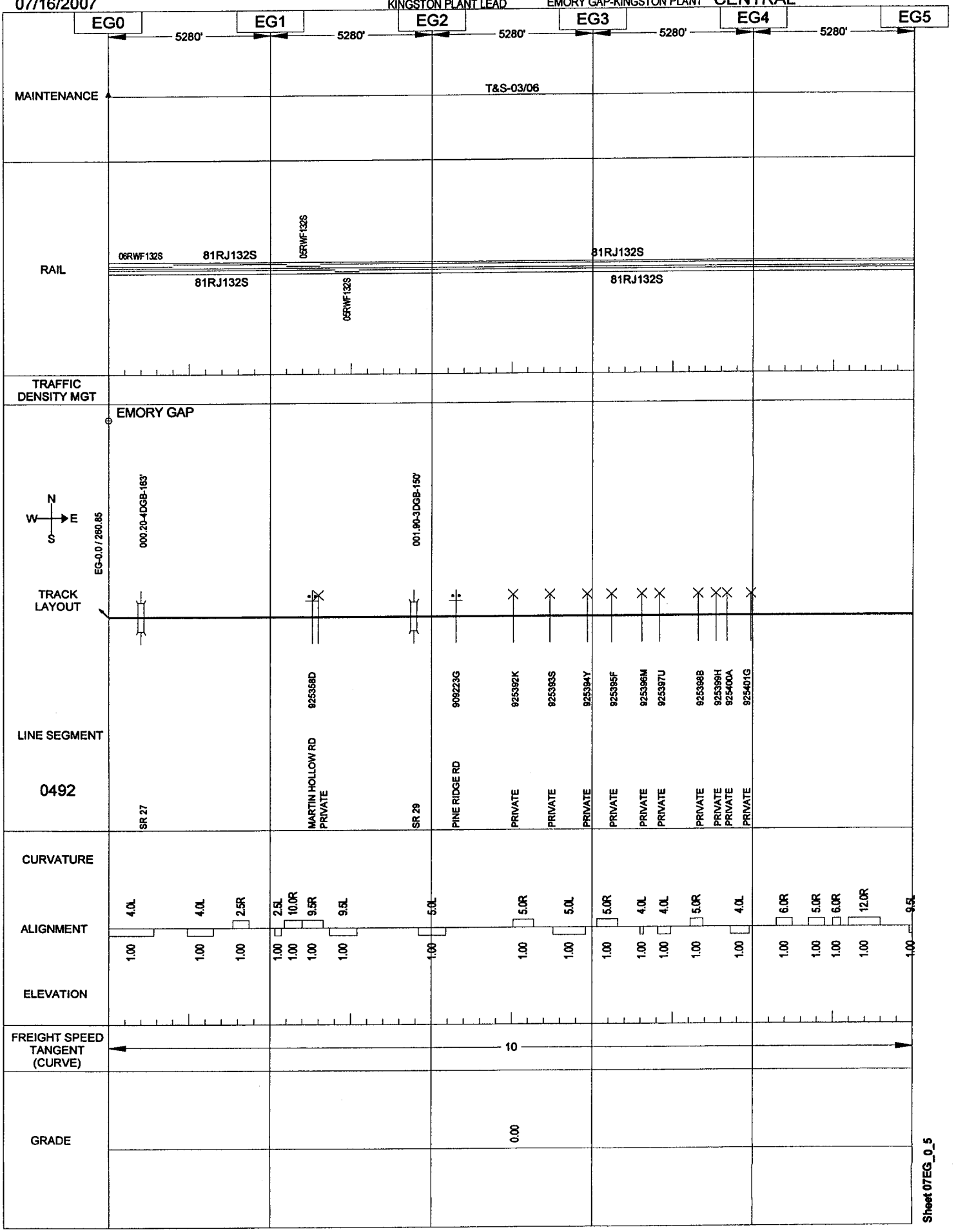
CENTRAL



Sheet 07NR_215_220

07/16/2007

KINGSTON PLANT LEAD — EMORY GAP-KINGSTON PLANT — CENTRAL



Sheet 07EG_0_5

EG5

5280'

MAINTENANCE

T&S-03/06

RAIL

81RJ132S

81RJ132S

TRAFFIC DENSITY MGT

TVA

N

W E

S

TRACK LAYOUT

LINE SEGMENT

0492

SWAN POND RD

LOAD STORAGE YARD

CURVATURE

ALIGNMENT

9.5L

9.5L

1.00

1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

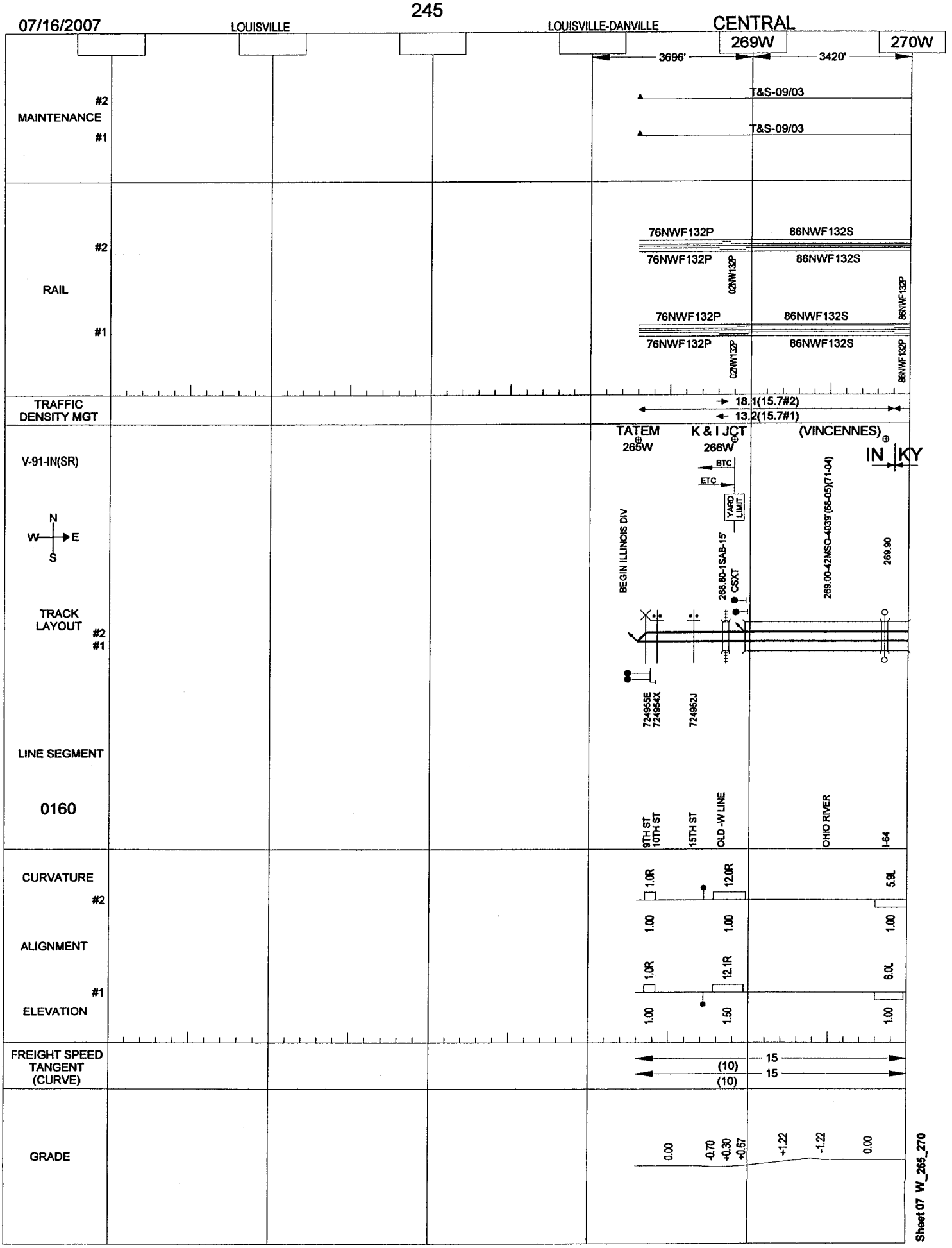
10

GRADE

0.00

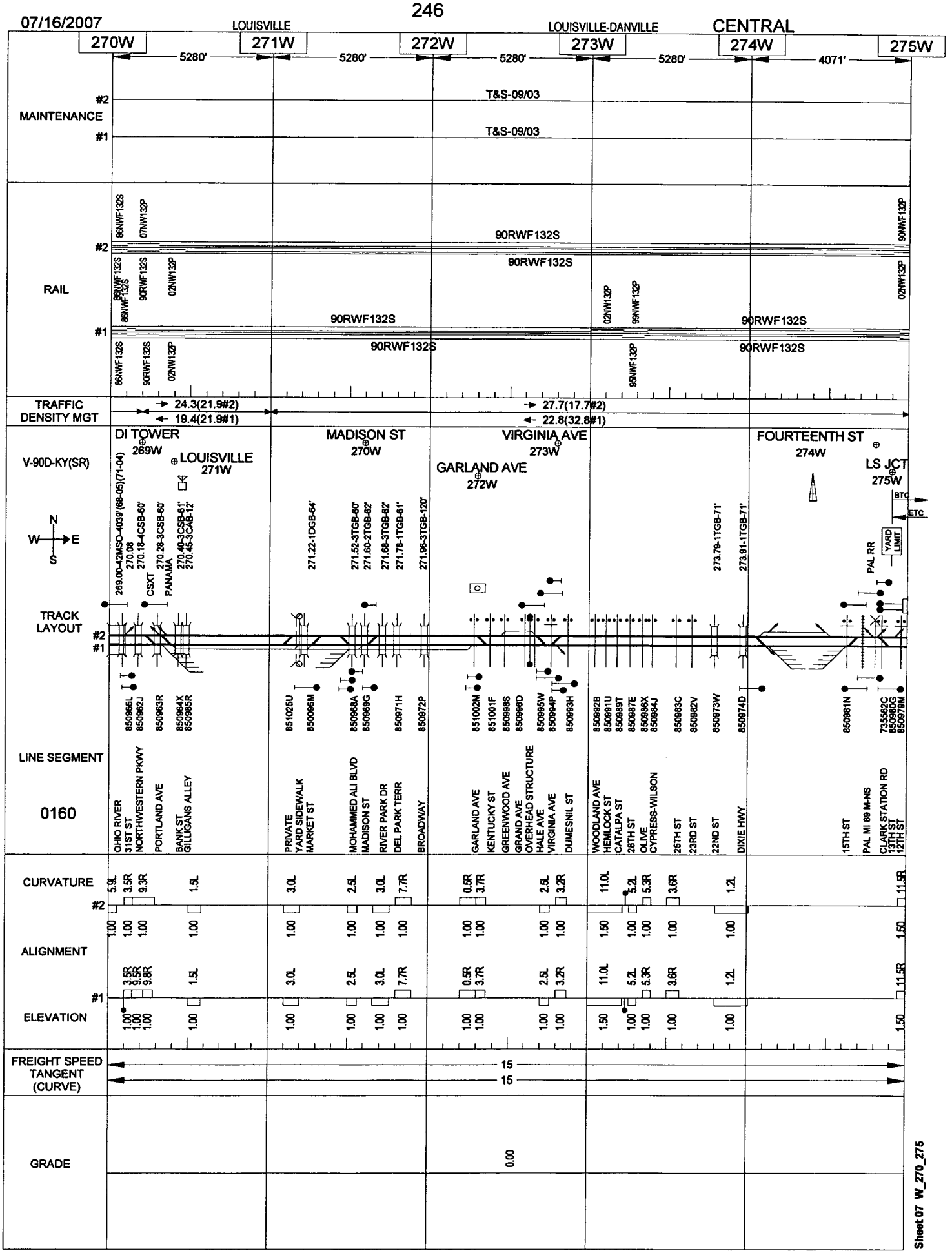
Sheet 07EG_5_10

07/16/2007

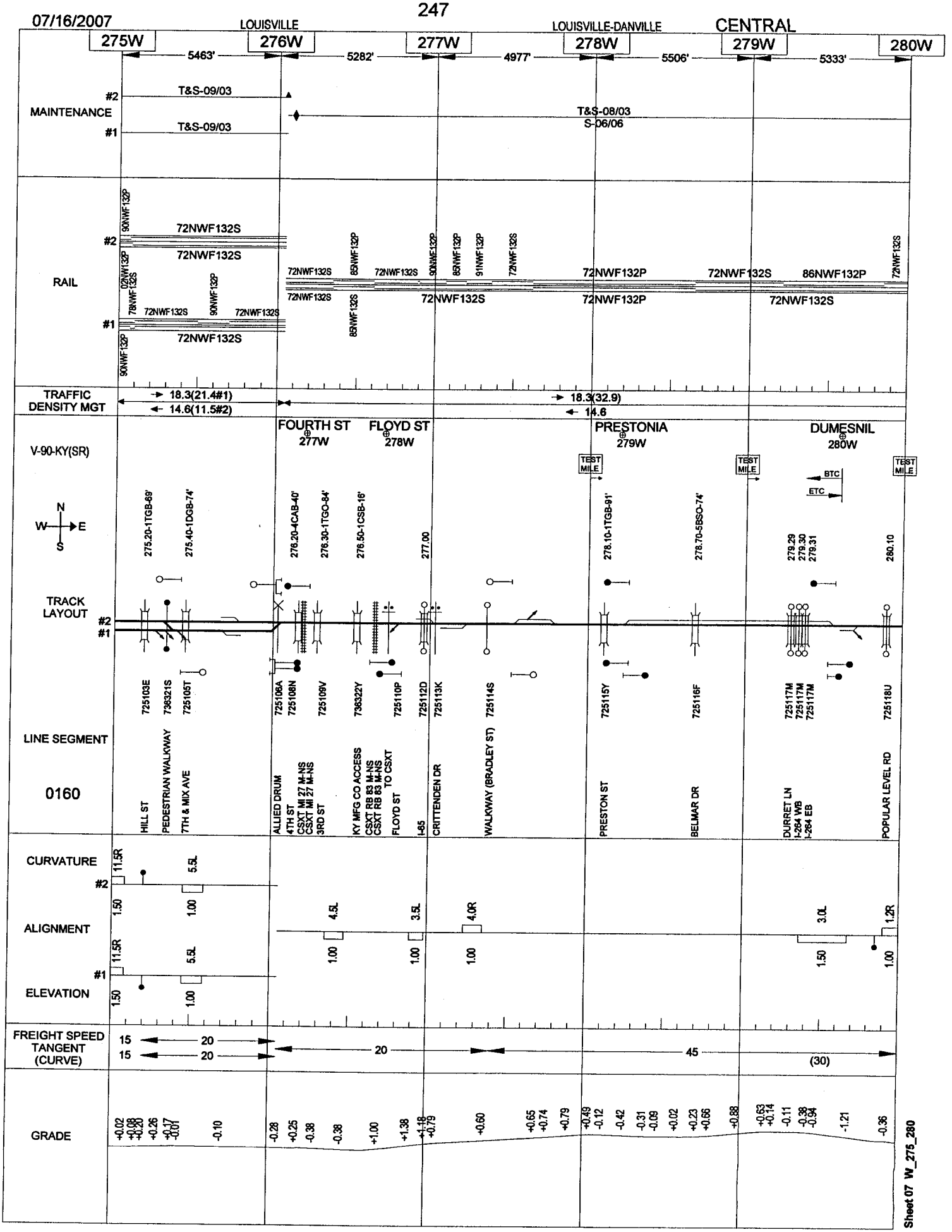


Sheet 07 W_265_270

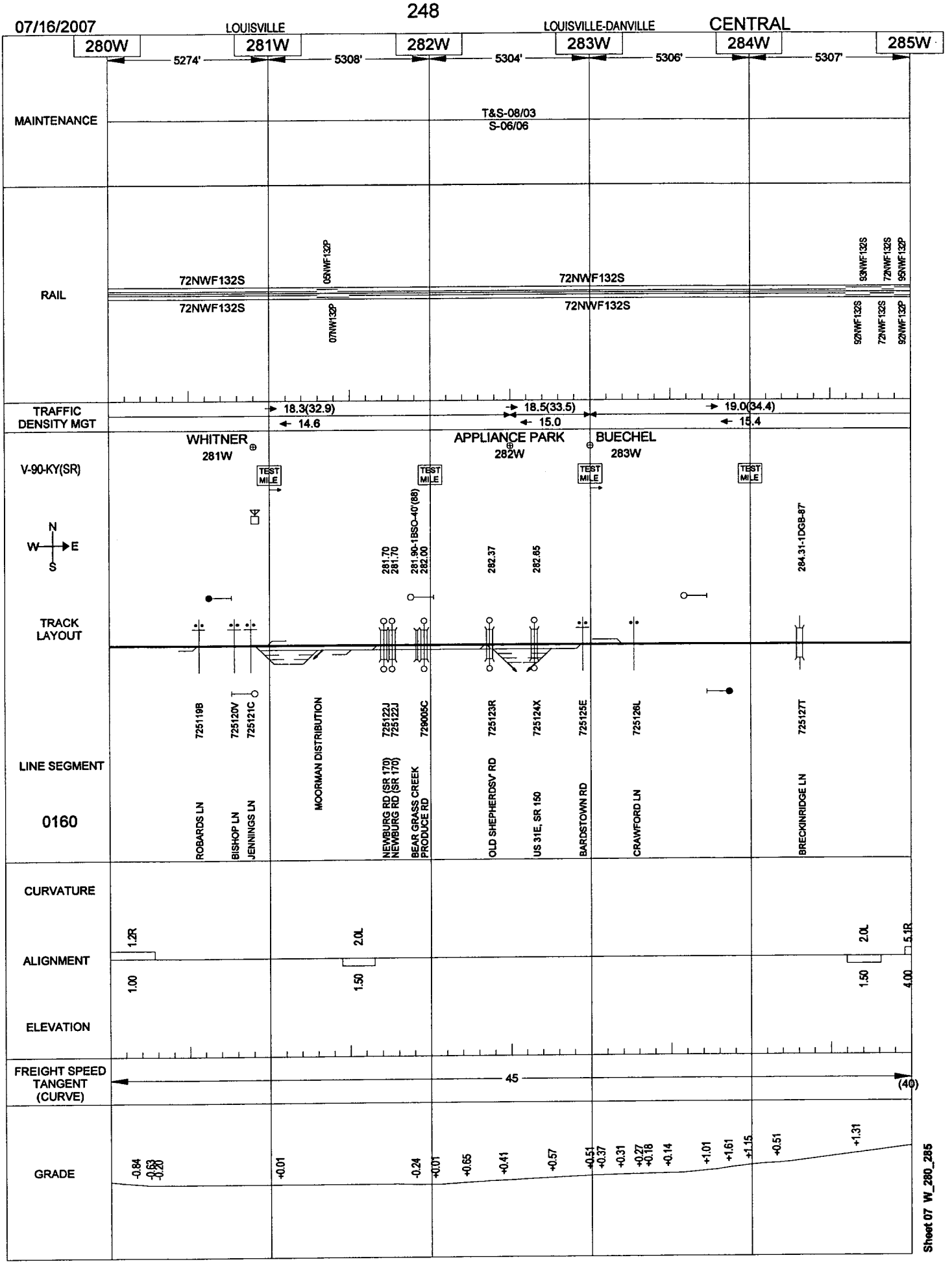
07/16/2007



Sheet 07 W_270_275

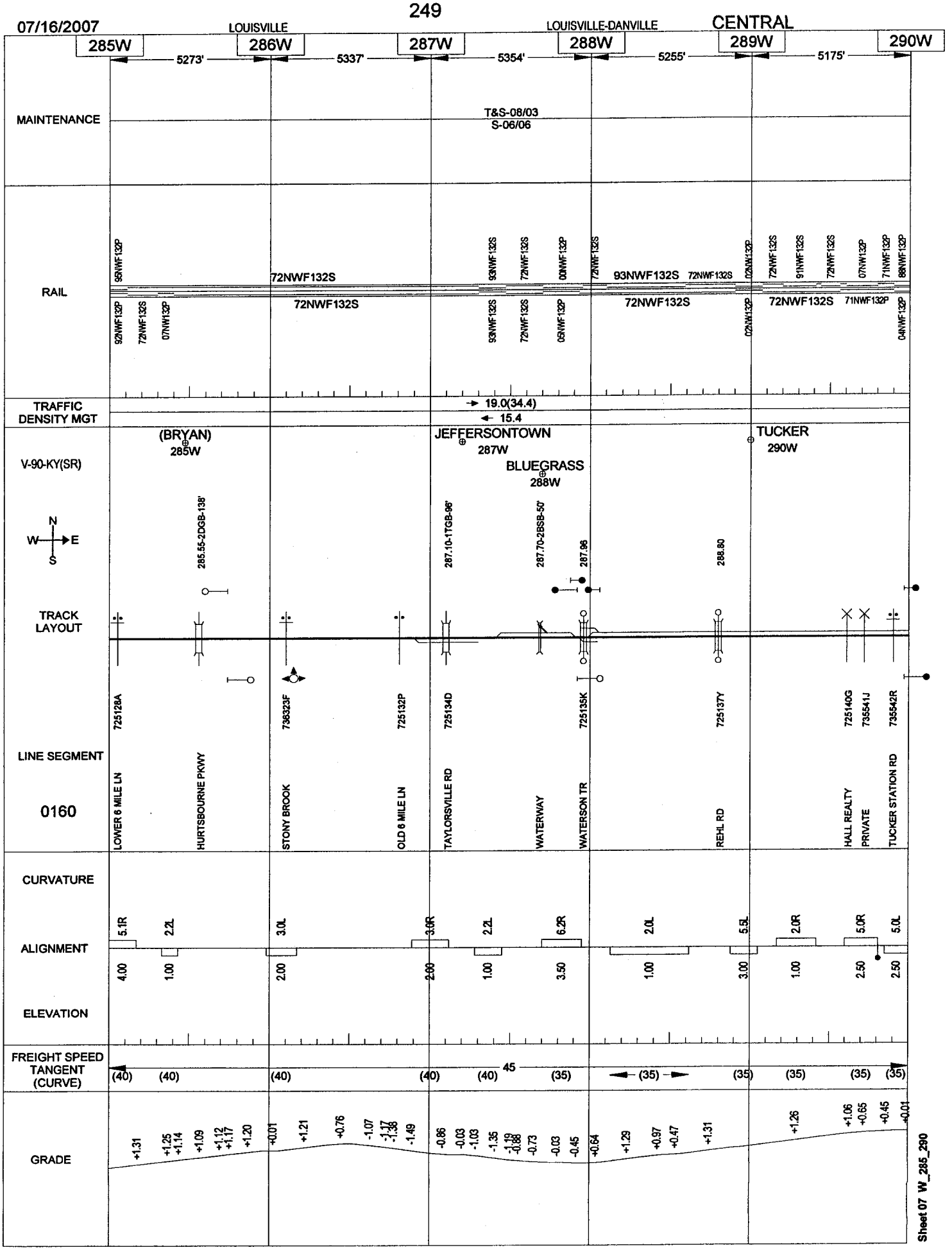

07/16/2007
LOUISVILLE
LOUISVILLE-DANVILLE
CENTRAL
275W
276W
277W
278W
279W
280W
5463'
5282'
4977'
5506'
5333'
MAINTENANCE
#2
#1
T&S-09/03
T&S-09/03
T&S-08/03
S-06/06
RAIL
72NWF132S
72NWF132P
86NWF132P
TRAFFIC DENSITY MGT
18.3(21.4#1)
14.6(11.5#2)
18.3(32.9)
14.6
V-90-KY(SR)
FOURTH ST
277W
FLOYD ST
278W
PRESTONIA
279W
DUMESNIL
280W
TEST MILE
BTC
ETC
TRACK LAYOUT
LINE SEGMENT
0160
HILL ST
PEDESTRIAN WALKWAY
7TH & MIX AVE
ALLIED DRUM
4TH ST
CSXT MI 27 M-NS
CSXT MI 27 M-NS
3RD ST
KY MFG CO ACCESS
CSXT RB 83 M-NS
CSXT RB 83 M-NS
TO CSXT
FLOYD ST
I-65
CRITTENDEN DR
WALKWAY (BRADLEY ST)
PRESTON ST
BELMAR DR
DURRET LN
I-264 WB
I-264 EB
POPULAR LEVEL RD
CURVATURE
ALIGNMENT
ELEVATION
FREIGHT SPEED
TANGENT
(CURVE)
15
20
20
45
(30)
GRADE
Sheet 07 W_275_280

07/16/2007



Sheet 07 W_280_285

07/16/2007



Sheet 07 W_285_290

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

290W | 291W | 292W | 293W | 294W | 295W

5430' | 4991' | 5605' | 5535' | 5078'

MAINTENANCE: T&S-08/03 S-06/06 | T&S-08/03 S-04/07

RAIL: 00NWF132P 71NWF132P 92NWF132P 95NWF132P 05NWF132P 65W131S 77NWF132P 01NW132P 90NWF132P 77NWF132P 07NWF136P

04NWF132P 71NWF132P 96NWF132P 90NWF132S 04NWF132P 65W131S 77NWF132P 02NW132P 77NWF132P 07NWF136P

TRAFFIC DENSITY MGT: → 19.0(34.4) ← 15.4

V-90-KY(SR)

TEST MILE | TEST MILE | TEST MILE | TEST MILE

291.12 291.17 291.20

292.20-19DGO-772' (86)

FISHERVILLE 294W

294.00-6DGO-266' (89)

294.10-1BSO-22'

N W E S

TRACK LAYOUT

LINE SEGMENT 0160

735543X | 735544E 735545L 735546T | 735548G | 735549N | 735560N | 735561V

FISH POND | GENE SNYDER FWY GENE SNYDER FWY PRIVATE RD | POPES LICK | ENGLISH STATION | PRIVATE | PRIVATE | FLOYDS FORK CREEK | EASTWOOD RD

CURVATURE

ALIGNMENT: 3.2R 6.0L 2.7R 5.0L 1.2R 3.2L 5.0R 6.0L 4.5R 2.2L 2.0R 5.2R 2.0L 1.2R 4.2L 4.0R

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

ELEVATION

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

GRADE: -0.88 -1.32 -0.92 -0.11 +0.30 +1.41 -1.42 -1.03 -1.33 -1.28 -1.63 -1.03 -0.87 -0.54 -0.38 -0.02 +0.72 +1.09 +0.68 -0.15 -0.56 -0.24 -0.39 +0.73 -0.02 +1.22 +0.29

Sheet 07 W_290_295

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

295W | 296W | 297W | 298W | 299W | 300W

5312' | 5218' | 5367' | 5329' | 5312'

MAINTENANCE: T&S-08/03 S-05/07 | T&S-08/03 S-04/07

RAIL: 07NWF136P / 07NWF136P

TRAFFIC DENSITY MGT: → 19.0(34.4) / ← 15.4

V-90-KY(SR)

(CLARK) 296W

N W E S

299.20

TRACK LAYOUT

LINE SEGMENT: 0160

735563J 735564R PRIVATE OLD CLARK STATION
735565X OLD CLARK STATION
735566E CLARK STATION RD
735568T CONNER STATION RD
735569A
735571B SR 1399

CURVATURE

ALIGNMENT: 4.0R 0.7L 1.2R 2.0L 5.2R 3.0L 5.0R 2.0L 4.0R 3.1L 1.0R 6.2L

3.00 1.00 1.00 1.00 4.00 2.00 4.00 1.00 3.00 2.00 1.00 3.50

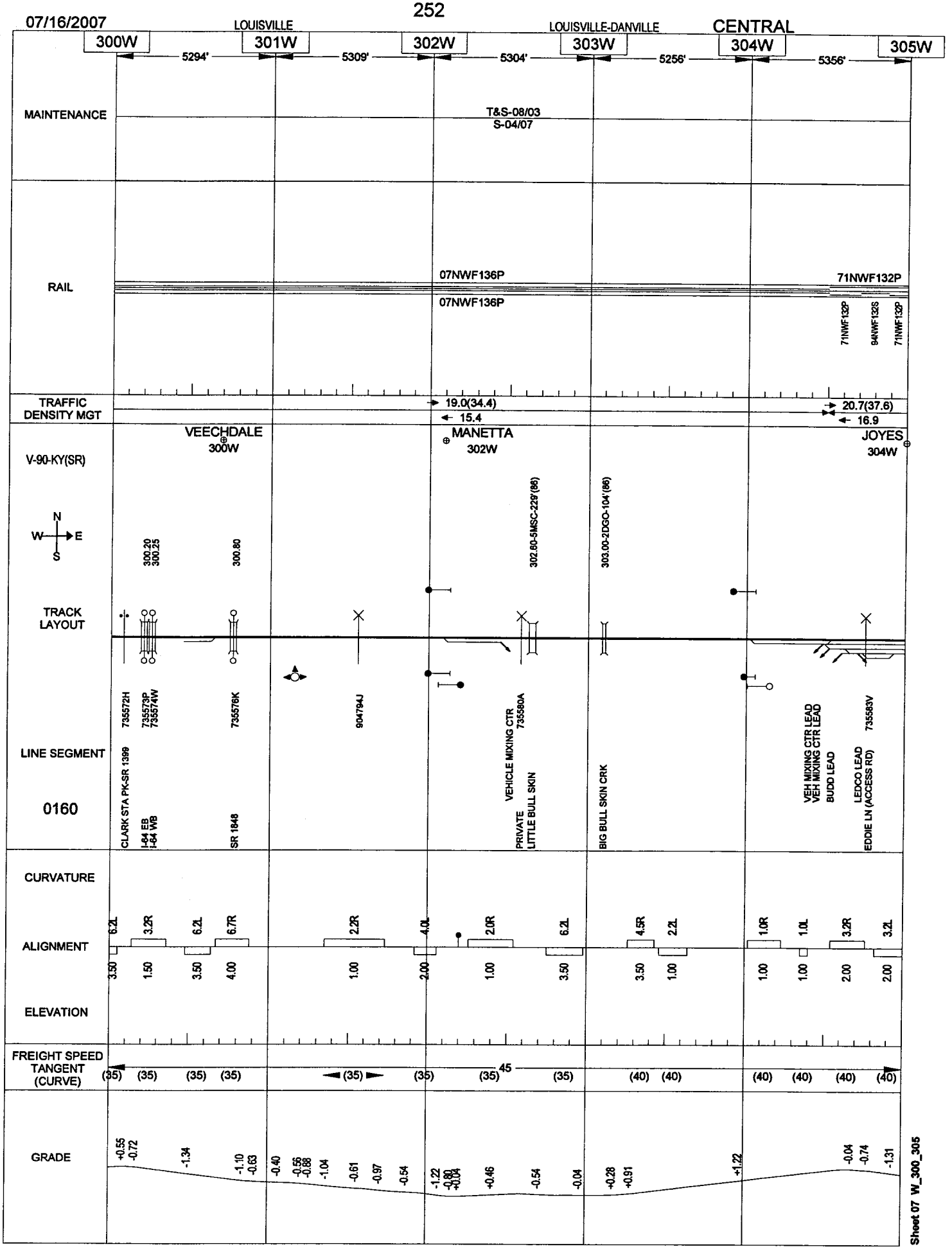
ELEVATION

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

GRADE: +1.24 +0.37 +1.24 +0.30 -0.02 +1.21 +1.28 +1.10 +0.70 -0.09 -0.49 -0.02 -0.32 -0.93 -1.24 -0.64 +0.57 +1.17

Sheet 07 W_295_300

07/16/2007



Sheet 07 W_300_305

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

305W	306W	307W	308W	309W	310W
5305'	5310'	5411'	5210'	5625'	

MAINTENANCE

T&S-08/03
S-04/07

RAIL

71NWF132P | 03NWF132P | 07NWF132P | 67WF132S | 94NWF132P | 00NWF132P | 92NWF132P | 01NW132P | 04NWF132P

TRAFFIC DENSITY MGT

→ 20.7(37.6) ← 16.9 | → 20.7(37.7) ← 17.0

V-90-KY(SR)

JOYES 304W — SHELBYVILLE 308W

N W E S

305.40-3DGB-150'
305.50-2CBB-24'
308.10-77MSO-994'(02)
308.50-4MSO-172'(04)
308.85

TRACK LAYOUT

LINE SEGMENT

0160

735584C	735585J	735586R	735587X	735588E	735589L	735590F	735591M	735592U	735593B	735594H	735595P
SR 55 WATERWAY	OLD FINCHVILLE RD	M WALTERS RD	CSXT MI 33 M-NS	KENTUCKY AVE	OVHD WALKWAY	S 7TH ST	6TH ST 3RD ST & WATERWAY	1ST ST CLEAR CREEK	SR 53	PRIVATE	PRIVATE

CURVATURE

1.0R 3.2L 3.0R 1.5L 2.0R 2.5L 3.2L 4.5L 6.5R 5.7R 1.0R 3.0L 6.5R 4.0R 6.0L 2.0R

ALIGNMENT

ELEVATION

1.00 2.00 1.50 1.00 1.00 1.00 2.00 2.00 3.50 2.00 1.50 1.50 4.00 2.00 3.50 1.00

FREIGHT SPEED TANGENT (CURVE)

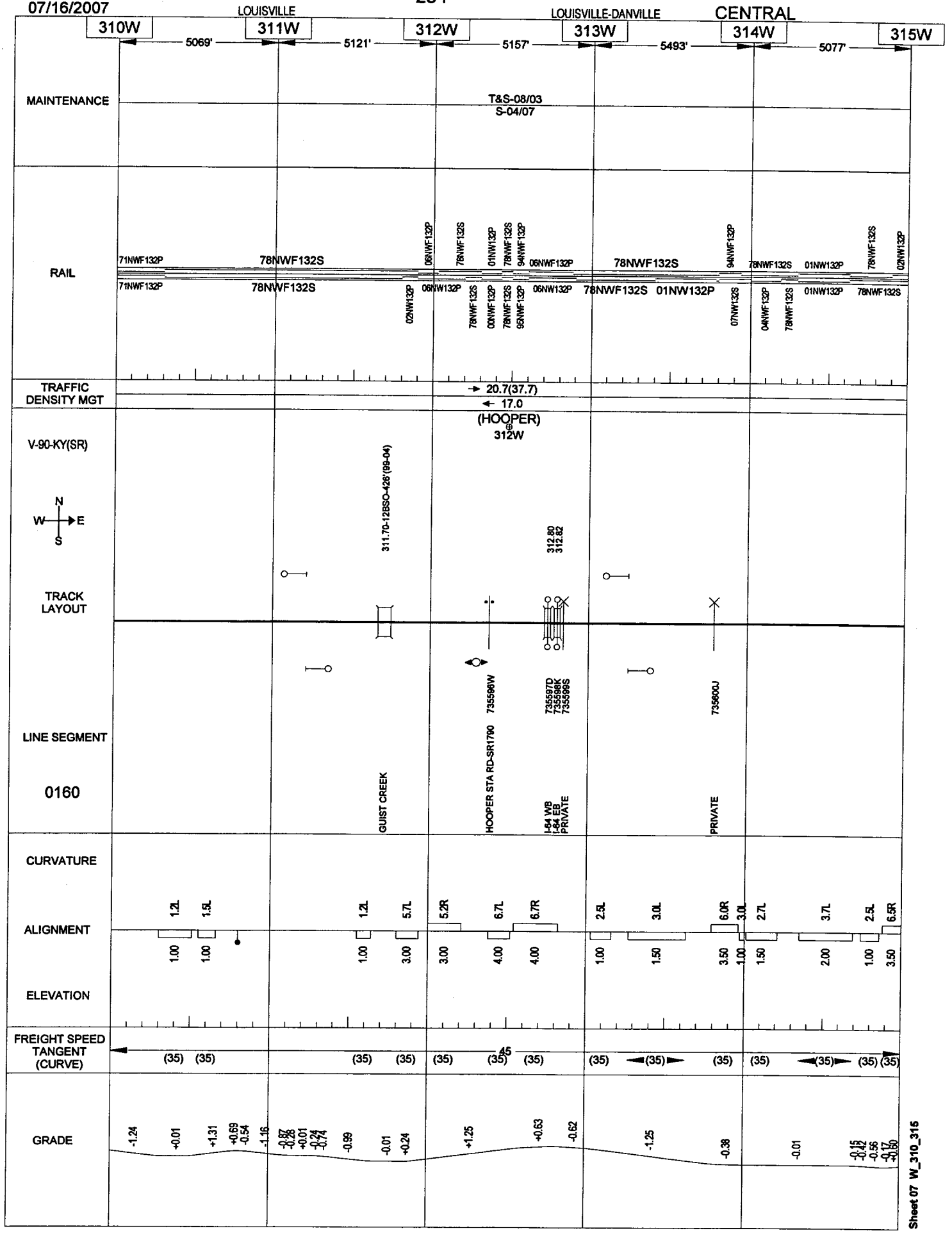
(40) (40) (40) (40) (40) (40) (40) 45 (35) (35) (30) (35) (35) (35) (35) (35)

GRADE

-1.31 +1.02 +0.62 -0.20 -0.60 +0.71 -1.24 +0.01 +1.37 +0.68 +0.01 -0.42 +0.01 -0.32 -1.19 +0.01 +1.25 +0.63 -0.62

Sheet 07 W_305_310

07/16/2007



Sheet 07 W_310_315

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

315W | 316W | 317W | 318W | 319W | 320W

5312' | 5342' | 5268' | 5298' | 5305'

MAINTENANCE

T&S-08/03
S-04/07

RAIL

02NW132P 06NW132P 06NWF132P 95NWF132P 78NWF132S 04NWF132P 78NWF132S 01NW132P 78NWF132S 01NW132P 06NW132P 93NWF132P 78NWF132P 01NW132P 90NWF132P 78NWF132P 07NW132S 78NWF132P 01NW132P 03NW132P 78NWF132P

95NWF132P 95NWF132P 06NW132P 06NW132P 97NWF132P 78NWF132S 01NW132P 99NWF132P 78NWF132S 99NWF132P 78NWF132S 90NWF132P 06NW132P 90NWF132P 01NW132P 78NWF132P 90NWF132P 94NWF132P 78NWF132P 03NW132P 78NWF132P 05NWF132P 78NWF132P 07NW132S

TRAFFIC DENSITY MGT

→ 20.7(37.7)
← 17.0

V-90-KY(SR)

(HEMP RIDGE) 315W

WADDY 318W

TEST MILE

TEST MILE

316.20-11MSC-297 (02)

318.39

N W E S

TRACK LAYOUT

735602X 735603E 735604L 735607G 735608N 735613K

LINE SEGMENT

0160

RT 714 | PRIVATE | PRIVATE | JEPTHA CREEK ROAD | SR 395 | ROAD | SHELBY LAND FILL

CURVATURE

ALIGNMENT

6.5R 5.7L 3.2R 6.5L 6.5R 5.7L 4.0L 6.0R 6.0L 6.0R 6.2L 7.0R 4.0L 3.7R 5.0L 3.7R 4.0L

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

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

(35) (35) (35) (35) (35) (35) (35) (35) (35) 45 (35) (35) (35) (35) (35) (35) (35) (35)

GRADE

+0.99 +0.74 +0.24 -0.01 +0.07 +0.23 +0.31 +0.42 +0.63 +0.74 +0.55 +0.18 -0.01 +0.30 +0.91 +1.22 +1.26 +1.40 +1.44 +1.39 +1.30 +1.26 +0.05 +1.36 +0.69 +0.05 -1.24 -0.35 +0.05 -0.28

Sheet 07 W_315_320

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

320W | 321W | 322W | 323W | 324W | 325W

5313' | 5153' | 5404' | 5255' | 5139'

MAINTENANCE

T&S-08/03
S-04/07

RAIL

98NWF132P 78NWF132P 92NWF132P 07NW132S 78NWF132P 99NWF132P 78NWF132P 97NWF132P 00NWF132P 78NWF132P

98NWF132P 78NWF132P 03NW132P 78NWF132P 03NW132P 78NWF132P 00NWF132P 97NWF132P 78NWF132P 02NW132P 78NWF132P 02NW132P

TRAFFIC DENSITY MGT

20.7(37.7)
17.0

V-90-KY(SR)

AVENSTOKE
323W

N W E S

320.70

322.80-2DGO-107 (06)

TRACK LAYOUT

LINE SEGMENT

0160

735615Y | 735616F | 735617M | 735618U | 735619B | 735620V | 736324M | 735622J | 735623R | 735624X

PRIVATE | PRIVATE | SR 1472 | PRIVATE | BENSON CREEK | AVENSTOKE RD | PRIVATE | PRIVATE | PRIVATE | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT

4.0L | 6.0L | 2.0R | 3.0R | 3.0L | 1.7L | 3.0R | 5.0R | 6.5R | 6.0L | 3.0L | 3.0L

ELEVATION

2.00 | 3.50 | 1.00 | 1.50 | 1.50 | 1.00 | 1.50 | 2.50 | 4.00 | 3.50 | 1.50 | 1.50

FREIGHT SPEED TANGENT (CURVE)

(35) | (35) | (35) | (35) | (35) | (35) | 45 (35) | (35) | (35) | (35) | (40) | (40)

GRADE

-0.93 -1.26 +0.05 -1.22 -1.11 -0.90 -0.79 -0.58 -0.16 +0.05 +0.20 +0.51 +0.67 +0.01 +0.87 +0.98 +1.21 +1.33 +0.69

Sheet 07 W_320_325

07/16/2007 LOUISVILLE LOUISVILLE-DANVILLE CENTRAL

325W 326W 327W 328W 329W 330W

4946' 5302' 5834' 5233' 5480'

MAINTENANCE

T&S-08/03
S-04/07

RAIL

78NWF132P 71NWF132P 99NWF132P 07NWF132P 71NWF132P 01NWF132P 71NWF132S 90NWF132P

02NWF132P 71NWF132P 07NWF132P 71NWF132P 03NWF132P 71NWF132P 01NWF132P 71NWF132S 03NWF132P 71NWF132S

TRAFFIC DENSITY MGT

20.7(37.7)
17.0

V-90-KY(SR)

(ALTON)
327W

COAL CHUTE
330W

TEST MILE

TEST MILE

N W E S

TRACK LAYOUT

FLORIDA TILE

328.20-1CBB-10'
328.30-1CBB-10'

328.91
328.95

329.00-17BSB-238'

329.80-1CBB-10'

LINE SEGMENT

0160

735625E PRIVATE

735627T ALTON STAT (SR 512)

735630B FLORIDA TILE

WATERWAY
WATERWAY

735631H US 127 BYPASS NB
735631H US 127 BYPASS SB

735632P ROAD & WATERWAY

WATERWAY

CURVATURE

ALIGNMENT

3.0L 3.0R 2.0R 1.7L 2.2R 2.0R 3.0L 6.2R 4.0L 3.0R

ELEVATION

1.50 1.50 1.00 1.00 1.00 1.00 1.50 3.50 2.50 1.50

FREIGHT SPEED TANGENT (CURVE)

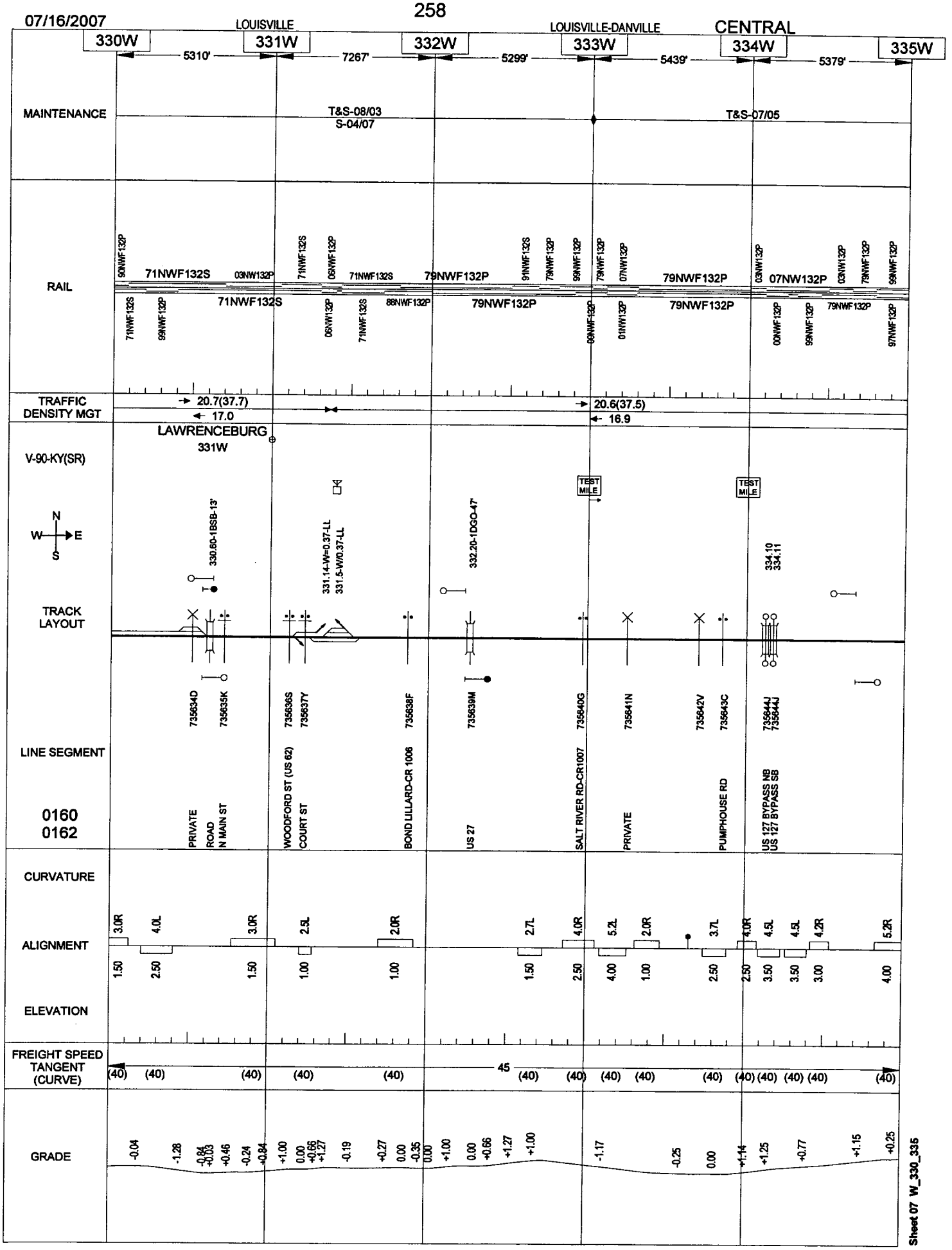
(40) (40) (40) (40) (40) 45 (40) (40) (35) (40) (40)

GRADE

-0.59 -1.23 +0.01 +0.33 +0.01 +0.26 +0.83 -0.74 +0.01 -1.11 +0.01 +0.74 +0.23 -0.81 -1.32 +0.01 +1.25 -0.04 +0.86

Sheet 07 W_325_330

07/16/2007



Sheet 07 W_330_335

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

335W | 336W | 337W | 338W | 339W | 340W

5154' | 5321' | 5296' | 5147' | 5362'

MAINTENANCE: T&S-07/05

RAIL: 79NWF132P; 00NWF132P; 04NWF132P; 97NWF132P; 90NWF132P; 05NWF132P; 07NWF132P; 99NWF132P; 03NWF132P; 01NWF132P; 06NWF132P

TRAFFIC DENSITY MGT: → 20.6(37.5) ← 16.9

MCBRAYER 336W | NEVIN 338W | (SALVISA) 339W

V-90-KY(SR)

N W E S

335.97 335.88

339.50-11BSO-242'(87)

TRACK LAYOUT

735645R | 735646X | 735647E | 735648L | 735651U | 735652B | 736325U | 735653H | 735656D | 735658S

LINE SEGMENT 0162: PRIVATE | FOX CREEK RD-SR 513 | B.G. PKWY SB / B.G. PKWY NB | NEVIN RD | WHEATS SCHOOL RD | PRIVATE | ROAD & WATERWAY | KIRKWOOD (RT 1987)

CURVATURE

ALIGNMENT: 5.2R | 4.0L | 1.7R | 5.0L | 4.0R | 1.5L | 2.2L | 3.0L | 3.0L | 5.2R | 5.2R | 6.0L | 6.0R

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

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

GRADE: +0.85 | +0.40 | +0.50 | 0.00 | -1.16 | -0.91 | -0.16 | -0.69 | +0.16 | +1.22 | 0.00 | -0.70 | 0.00 | +1.21 | -1.20 | -0.80 | -0.53 | -0.22 | 0.00 | +1.50 | +1.05 | -0.16 | -1.30

Sheet 07 W_335_340

07/16/2007

LOUISVILLE — LOUISVILLE-DANVILLE — CENTRAL

340W	341W	342W	343W	344W	345W
	5260'	5494'	5220'	5316'	5226'

MAINTENANCE

T&S-07/05

RAIL

06NWF132P 71NWF132S 94NWF132P 71NWF132S
06NWF132P 71NWF132S
03NWF132P 93NWF132P 01NW132P 71NWF132S
03NWF132P 71NWF132S 07NW132S
71NWF132S
03NW132P 71NWF132S
71NWF132S

TRAFFIC DENSITY MGT

→ 20.6(37.5)
← 16.9

V-90-KY(SR)

(VANARSDELL) 341W — WEST TALMAGE 342W — EAST TALMAGE 344W

BTC
ETC

N W E S

340.80-1CAB-12'
341.10-1BSB-17'
341.11-1SAB-10'
342.80-2BSB-42'
343.90-1CBB-12'

TRACK LAYOUT

LINE SEGMENT

0162

735659Y PRIVATE WATERWAY
735660T ROAD WATERWAY VANARSDELL RD-CR1998
735662G JACK GARRETT RD
735665C WATERWAY PRIVATE
735668X PROVIDENCE RD
735670Y PRIVATE WATERWAY
735672M MAYO RD (SR 1160)

CURVATURE

ALIGNMENT

6.0R 4.0L 5.0R 5.5L 1.0R 3.0L 1.0R 1.2L 5.0R

ELEVATION

3.50 2.00 2.50 3.00 1.00 1.50 1.00 1.00 3.50

FREIGHT SPEED TANGENT (CURVE)

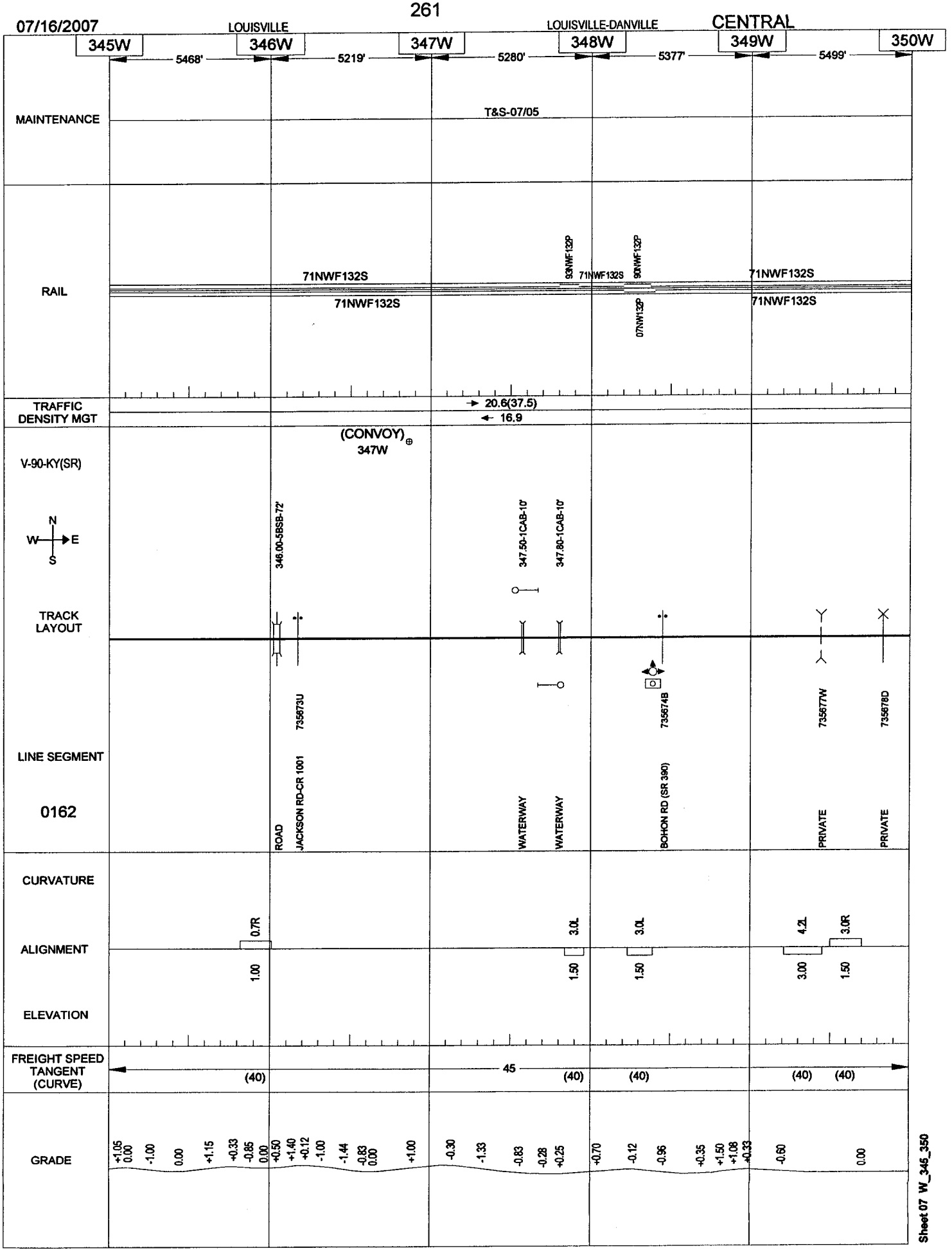
(35) (35) (35) (35) (40) 45 (40) (40) (40) (40)

GRADE

-1.30 0.00 +0.68 -0.07 -1.14 0.00 +1.25 0.00 +0.40 +0.08 +0.62 +1.37 +0.50 0.00 -0.36 -0.91 0.00 +1.27 0.00 -0.79 -0.18 0.00 +0.50 +1.14 0.00 +1.05

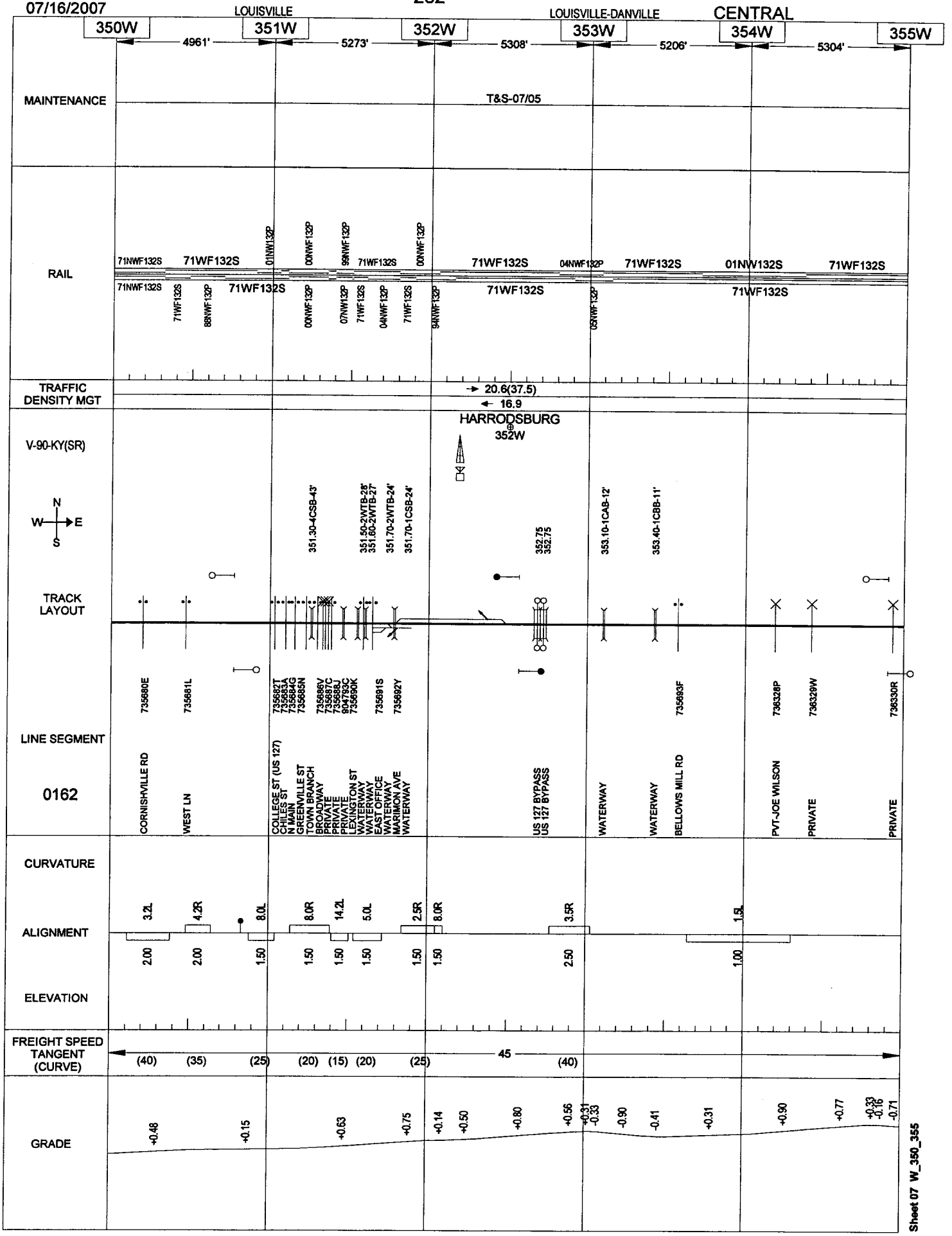
Sheet 07 W_340_345

07/16/2007



Sheet 07 W_345_350

07/16/2007



Sheet 07 W_350_355

07/16/2007 LOUISVILLE LOUISVILLE-DANVILLE CENTRAL

355W 356W 357W

5305' 5308' 4291'

MAINTENANCE T&S-07/05

RAIL 71WF132S 02NW132P 71WF132S 71WF132S 93NWF132P 71WF132S

TRAFFIC DENSITY MGT → 20.6(37.5) ← 16.9

SOUTH WYE SJ TOWER A110

V-90-KY(SR) TEST MILE TEST MILE

355.90-1CBB-11' 356.70-1CAB-21' 356.90-1CBB-10' 357.1-W=112.6 357.40-1CBB-10'

N W E S

TRACK LAYOUT

LINE SEGMENT 0162

736331X 735695U 357.6-W=113.3

PRIVATE WATERWAY COUNTY LINE RD WATERWAY WATERWAY WATERWAY

CURVATURE

ALIGNMENT 2.5L 2.5R 2.00 2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE) 45

GRADE -0.71 -0.80 -0.90 -1.00 -0.45 -0.30 -0.25 +0.10 +0.30 +0.40 +0.55 +0.64

Sheet 07 W_355_360

05/01/2007

CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB0 — 5444' — TB1 — 5368' — TB2 — 5233' — TB3 — 5559' — TB4 — 5228' — TB5

MAINTENANCE: T&S-09/04

RAIL: 76RWF132S | 76NWF132S | 97NWF132S | 93NWF132S | 95NWF132S | 87NWF132S

TRAFFIC DENSITY MGT: 1.2(5.6) / 4.4

V-2-VA

APPALACHIA 19805 | (ANDOVER YD) | IMBODEN 19902 | CREST 19905 | (HOLTON SPUR) 19904

YARD LIMIT

TB-0.0=1.5-T

000.10-3BSB-134' | 000.20 | 000.50-7WTO-95'(95) | 001.30-12CSB-162' | 001.60-8BSC-107'(05) | 001.80-8CSB-107' | 002.00-8BSC-107'

WISE CO / LEE CO

TRACK LAYOUT

LINE SEGMENT: 714929M | 714930G | 714931N | 714932V | 714933C | 714934J | HOLTON SPUR

0221: WATERWAY | SR 68 | WATERWAY | PRIVATE | WATERWAY | SR 810 | SR 804 | WATERWAY | PRIVATE | WATERWAY | WATERWAY | SR 68

CURVATURE / ALIGNMENT: 15.5L | 4.0R | 5.0L | 7.0R | 6.0L | 6.0R | 8.0L | 12.0R | 8.5R | 10.0L | 10.0R | 8.0L | 10.0R | 12.0L | 8.0L | 6.0R | 8.0R | 8.0R | 10.0L | 12.0L | 10.0R | 9.0L | 10.0R | 2.0R | 9.0R | 11.0L | 11.0L | 9.0R | 6.0L

ELEVATION: 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.50 | 1.50 | 1.00 | 1.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.50 | 2.00 | 1.50 | 1.00 | 1.50 | 1.00 | 1.00 | 1.50 | 1.50 | 1.00 | 1.00

FREIGHT SPEED TANGENT (CURVE): 10

GRADE: +0.24 | +1.74 | +1.55 | +1.51 | +1.44 | +1.41 | +1.54 | +1.79 | +1.92 | +2.12 | +2.52 | +2.72 | +2.80 | +2.96 | +3.04 | +2.67 | +3.00 | +3.02 | +3.06 | +3.08 | +2.99 | +2.81 | +2.72 | +2.96 | -1.40

Sheet 62TB_0_5

05/01/2007

CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB5 — 5489' — TB6 — 5258' — TB7 — 5298' — TB8 — 5383' — TB9 — 5338' — TB10

MAINTENANCE: T&S-09/04

RAIL: 76RWF132S

TRAFFIC DENSITY MGT: → 1.2(5.6) ← 4.4

KEOKEE ⊕ 19907

V-2-VA

TEST MILE

006.30-3WTO-40'(94)

007.10-3BSO-40'(89)

007.40-3BSO-79'(94)

007.70-6WTO-80'

008.40-6BSB-114'(94)

TRACK LAYOUT

714935R | 714936X | 714937E

LINE SEGMENT 0221

SR 623 | WATERWAY | SR 624 | SR 624 CRAB ORCHARD CREEK | WATERWAY | WATERWAY | WATERWAY

CURVATURE / ALIGNMENT

6.0L 9.0R 8.0L 3.0R 4.0L 7.0R 12.0L 12.0L 5.0L 11.0R 6.0R 13.0L 2.0R 6.0R 13.0L 10.0R 12.0R 8.0L 12.0L 15.0R 12.5L 7.0R 12.0R 6.0L

ELEVATION

1.00 1.00 1.00 1.00 1.00 1.00 2.00 2.00 1.00 1.50 1.00 2.00 1.00 1.00 2.00 1.50 2.00 1.00 1.50 1.50 1.00 1.00 1.00 1.00

FREIGHT SPEED TANGENT (CURVE): 20 | 15

GRADE

-1.40 -1.19 -0.77 -0.56 -0.48 -0.30 -0.22 -0.04 -0.13 +0.13 -0.08 +0.20 0.00 +0.02 +0.06 +0.08 0.00 -0.36 -1.10 -1.29 +0.25 0.00 -0.33 +0.24 -0.30 +0.25

Sheet 62TB_5_10

05/01/2007

CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB10 — 5343' — TB11 — 5398' — TB12 — 4986' — TB13 — 4856' — TB14 — 5107' — TB15

MAINTENANCE: T&S-09/04

RAIL: 76RWF132S | 93NWF132S | 76RWF132S | 76RWF132S | 77RW132S | 97RWF132S | 77RW132S | 02RW132S | 77RW132S | 86RWF132S | 77RW132S | 87RWF132S | 77RW132S | 93NWF132S | 77RW132S

97RWF132S | 93NWF132S | 76RWF132S | 95NWF132S | 76RWF132S | 77RW132S | 05RWF132S | 77RW132S | 93NWF132S | 77RW132S

TRAFFIC DENSITY MGT: → 1.2(5.6) / ← 4.4 | → 0.9(4.3) / ← 3.4

V-2-VA

BUNDY
19911

S
E W
N

TRACK LAYOUT

012.90-13CSB-175'
013.00-5BSB-117'
013.20-1TGO-60'(04)
013.40-1TGO-60'(04)
014.80-9MSO-198'(96)

LINE SEGMENT: 0221

TB-10.49=CX-0.0
PRIVATE
714944P
WATERWAY
NORTH FORK CREEK
N POWELL RIVER #1
N POWELL RIVER #2
N POWELL RIVER #3

CURVATURE

ALIGNMENT: 6.0L | 13.0R | 9.0L | 14.5R | 12.0L | 15.0R | 15.0R | 14.0L | 12.5L | 17.0R | 16.0R | 14.0L | 14.0R | 10.0L | 16.0L | 14.0R | 14.0L | 14.0R 6.0R | 14.0L | 10.0R | 8.0R | 10.0R | 8.0R 12.0L | 8.0R | 14.5R

ELEVATION: 1.00 | 1.00 | 1.00 | 1.50 | 1.00 | 1.50 | 1.50 | 1.50 | 0.00 | 1.50 | 1.50 | 1.50 | 1.50 | 1.00 | 1.50 | 1.00 | 1.00 0.00 | 1.50 | 1.50 | 1.00 | 1.50 | 1.00 2.00 | 1.00 | 1.50

FREIGHT SPEED TANGENT (CURVE): 15

GRADE: -0.51 | -1.13 | -1.01 -0.76 | -0.64 | -0.20 | -0.50 | -1.23 | -0.91 | -1.37 | -0.69 | -1.31 | -1.23 | -1.19 -1.10 | -1.05 | -1.10 | -1.18 -1.35 | -1.44 | -1.22 | -1.70 | -1.69 | -1.48 | -1.67 | -1.21 | -1.91 | -1.34 | -1.54 | -1.49 -1.46 | -1.44

Sheet 62TB_10_15

05/01/2007

CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB15 — 5308' — TB16 — 5333' — TB17 — 5258' — TB18 — 5338' — TB19 — 5318' — TB20

MAINTENANCE

T&S-09/04

RAIL

77RW132S 87RWF132S 77RW132S 93NWF132S 05RWF132S 77RW132S 93NWF132S 05RWF132S 02RW132S 77RW132S 00RWF132S 77RW132S 93NWF132S 77RW132S 02RW132S 77RW132S 00RWF132S 77RW132S

TRAFFIC DENSITY MGT

0.9(4.3) → 3.4 ←

1.1(5.5) → 4.4 ←

POCKETT ⊕ 19919

V-2-VA

S E W N

015.10-1DGO-80'(04)
015.20--191'
015.30-16MSO-250'(89)
015.70-1DGO-60'(04)
015.80-2CSB-107'
016.00-9MSB-216'(NA)
016.40-3MSB-167'
017.80-3WTO-35'(98)

TRACK LAYOUT

LINE SEGMENT

714947K 714949Y 714950T 714951A 714953N 714952G 714956J 714957R 714959E

0221

N POWELL RIVER #4 | TUNNEL | N POWELL RIVER #5 | N POWELL RIVER #6 | N POWELL RIVER #7 | N POWELL RIVER #8 | PRIVATE | SR 606,N POWELL #9 | PRIVATE | SR 606 | WATERWAY | PRIVATE | PRIVATE | SR 606 | PRIVATE | PRIVATE

CURVATURE

ALIGNMENT

14.0L 13.0R 7.0L 10.0R 14.0L 14.0R 8.0L 12.0L 10.0R 5.0R 9.0L 1.0R 6.0L 6.0L 6.0R 8.0R 6.0L 10.0R 8.0R 14.0L 10.0R 10.0R 10.0L 3.0R 6.0R 12.0L 4.5R 2.5L 6.0R 2.0R 8.0L 9.0L 12.0R 6.0L

1.50 1.00 1.00 1.00 1.50 1.50 1.00 2.00 1.50 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.50 1.00 1.50 1.50 1.50 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

15 — 20

GRADE

-1.57 -1.66 -1.69 -1.55 -1.50 -1.40 -1.35 -1.40 -1.49 -1.54 -1.42 -1.19 -1.07 -1.49 -1.03 -1.24 -1.80 -1.17 -1.50 -0.73 -0.63 -0.44 -0.35 -0.78 -1.04 -0.24 -1.16 -0.22 +0.30 -0.46 +0.01 -1.05 -0.21

Sheet 62TB_15_20

05/01/2007

CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB20 — 5424' — TB21 — 5574' — TB22 — 5280' — TB23 — 5280' — TB24 — 5280' — TB25

MAINTENANCE: T&S-09/04

RAIL: 77RW132S, 78RJ132S, 78RWF132S, 78RJ132S, 00RWF132S, 96RW132S, **RW100S

TRAFFIC DENSITY MGT: 1.1(5.5), 4.4, 0.7(3.6), 2.9

V-2-VA

ST CHARLES 19923

TEST MILE, TEST MILE, YARD LIMIT

020.80-2DGO-100'(98)
021.00-14WTO-189'(90)
021.90-1DGO-80'(89)
EAST WYE
022.40-4WTB-66'
WEST WYE
022.90-1WTO-12'(92)
KEMMER GEM LEAD
023.40-4CSB-70'
024.75-4WTO-52'(92)
024.90-9BSO-116'(92)

TRACK LAYOUT

LINE SEGMENT: 0221

714960Y, 714964B, 714965H, 714966P, 714968D, 714969K, 714974G

STRAIGHT CREEK #1 | SR 352 | WATERWAY | PRIVATE | PRIVATE | STRAIGHT CREEK #2 SR 795 | SR 634 BAILEY TRACE CREEK | PRIVATE | WATERWAY | PRIVATE PRIVATE | SR 636 GINN, STRAIGHT CREEK | PRIVATE | PRIVATE | PRIVATE PRIVATE PRIVATE PRIVATE | WATERWAY | PRIVATE | WATERWAY COAL TIPPLE

CURVATURE

ALIGNMENT: 4.0R, 2.5R, 10.0L, 14.0R, 5.0R, 12.0R, 3.0R, 12.0L, 2.0R, 14.7L, 3.0L, 7.0R, 3.0L, 2.0R, 9.0R, 7.0R, 6.0L, 12.0L, 7.0R, 6.0L, 12.0R, 1.5R, 1.0L, 7.0L, 6.0R, 6.0R, 5.0L, 9.0R, 9.0L, 4.0R, 1.2L, 2.0R, 12.0L, 6.0R, 3.0L, 4.0R, 11.0R

ELEVATION: 1.00, 1.00, 1.50, 1.50, 1.00, 2.00, 1.00, 2.00, 1.00, 1.50, 1.00, 1.00, 0.00, 1.00, 1.00, 1.00, 2.00, 1.00, 1.00, 2.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.00, 1.50, 1.00

FREIGHT SPEED TANGENT (CURVE): 20 — 15 — 10

GRADE: +0.48, +0.72, +1.20, +1.44, +0.01, +0.94, +1.13, +0.79, +1.60, -0.34, +0.61, +1.32, +0.01, +0.26, 0.00

Sheet 62TB_20_25

05/01/2007 | CLINCH VALLEY EXT | ST CHARLES BRANCH | APPALACHIA-ST CHARLES | POCAHONTAS

TB25

5280'

MAINTENANCE

T&S-09/04

RAIL

**RW100S **RJ085S

**RW100S **RJ085S

TRAFFIC DENSITY MGT

0.7(3.6)

2.9

S E W N

025.10-5BSB-192'

TRACK LAYOUT

LINE SEGMENT

0221

WATERWAY

CURVATURE

ALIGNMENT

9.5L

1.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

10

GRADE

0.00

Sheet 62TB_25_30

07/19/2007

TRACKAGE RIGHTS | I&O RR | VALLEY-MILL | CENTRAL

CF8 | CF9 | CF10

5280' | 5280' | 5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S | 01NW136S | 90RW132S | 94NW132P | 90RW132S

90RW132S | 01NW136S | 90RW132S | 94NW132P | 90RW132S

TRAFFIC DENSITY MGT

0.7(1.5)

0.8

V-7-OH

RENDCOMB (VALLEY)

05203

S E W N

TRACK LAYOUT

TO NS (CV-112.3)

TO OASIS YD

LINE SEGMENT

6990

NS (CT LINE) LICK RUN | WOODLAND RD DUCK CREEK | PRIVATE ERIE AVE | DUCK CREEK | PASSWAY CSXT (B&O) DUCK CREEK | MADISON RD DUCK CREEK | RIDGE AVE

CURVATURE

ALIGNMENT

ELEVATION

4.1R | 1.0R | 3.4L | 3.0R | 4.2L

2.00 | 0.00 | 1.50 | 1.50 | 2.50

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

+0.42 | +0.93

Sheet 07CF_5_10

07/19/2007

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL

CF10 | CF11 | CF12 | CF13 | CF14 | CF15

5380' | 5280' | 5280' | 5280' | 5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S 94NW132P 90RW132S 94NW132P 90RW132S 94NW132P 90RW132S

90RW132S 94NW132P 90RW132S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

V-7A-OH

W. OAKLEY JCT

E. OAKLEY JCT

NORWOOD HEIGHTS

AMBER 05208

S E W N

TO NS (EAST NORWOOD)

TO NS (EAST NORWOOD)

TRACK LAYOUT

LINE SEGMENT

7670

I-71 | HIGHLAND AVE | LESTER RD | I&O RR | MONTGOMERY RD | LANGDON FARM RD | LOSANTVILLE RD | SECTION RD WATERWAY | SUNNYBROOK DR | PRIVATE RD | CROSS COUNT AMITY RD OVHD WALKWAY | PEDESTRIAN WALKWAY MERRILL LN | ELIZABETH ST | VORHESS ST | BENSON ST | VINE ST

CURVATURE

3.8R | 1.8L | 4.0L | 3.0L | 2.1R | 1.0R | 1.0R

ALIGNMENT

2.00 | 1.50 | 1.50 | 1.50 | 0.50 | 0.00 | 0.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

25

GRADE

+0.93 | -0.38 | -0.75 | -0.29 | -0.46 | 0.00 | +0.92

Sheet 07CF_10_15

07/19/2007

TRACKAGE RIGHTS

I&O RR

VALLEY-MILL

CENTRAL

CF15

CF16

5280'

5280'

MAINTENANCE

T&S-11/94

RAIL

90RW132S

90RW132S

TRAFFIC DENSITY MGT

0.0(0.0)

0.0

V-7A-OH

S

E

W

N

TO NS (CF-16.5)

TRACK LAYOUT

LINE SEGMENT

7670

MECHANICS ST

COLUMBIA ST

READING RD

MILL CREEK

PRIVATE RD

CURVATURE

ALIGNMENT

4.0L

2.00

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

35

GRADE

+0.92

-0.27

+0.30

-0.40

0.00

+0.93

Sheet 07CF_15_20

Explanation of Graphic Display Conventions

Top Margin - (Left to Right)

1) Date shown represents when drawing was prepared.

2) Items correspond to:
District, Branch, and Spur when applicable. (Original NS System)

or

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

or

RDBR, Line Name, and From-To Station names. (Original CR System)

3) Operating Division name.

4) Sheet number within Operating Division.

Milepost Data Band -

1) Current milepost designation with prefix or suffix.

2) Actual distance between milepost markers in feet.

Maintenance Section -

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

Rail Section -

Data displayed above the graphic for each main represents the left rail and data displayed below the graphic for each main represents the right rail (viewed in increasing milepost direction). Representation gives year laid, rail type, rail weight, and premium (P) vs. standard (S) rail. Rail graphic change indicates break point in data values. Rail type codes are shown in Table 1.
To avoid confusion with the year 2000 (or 00) any rail with a laid date of 1920 or earlier is displayed as the year 1920 (or 20).
Two asterisks (**) in the year laid area indicate an unknown rail laid date.

Traffic Density Section -

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

Track Layout Section -

1) **Left hand margin gives valuation map I.D., track timetable direction (compass rose), and line segment reporting number.**

2) **Station names and locations are displayed at topmost position in the track layout section (immediately below the traffic density section). Those stations shown in bold print only are timetable stations and those station names which are enclosed in parentheses are non-timetable (reporting) stations. The number shown below the station name is the station code.**

3) **Territory markers (traffic control, test miles, yard limits, state lines, county/incorporated lines) are generally displayed in the area just below the station names. However, on occasion, test miles are displayed below the track line in order to alleviate print congestion problems on some pages.**

4) **Bridge technical specifications are displayed in the top center area between the station names and the track layout. This specification is Bridge number (in milepost format), number of spans, structure construction, and length of structure. See Table 2 for explanation of structure construction codes. For open deck bridges, tie replacement dates (year) are provided in parentheses following the bridge technical specifications. Single main track with one redecking date is displayed as (XX). If two dates are available they are displayed as (XX,XX). If three or more dates are available they are displayed as a range (XX-XX) with the first year being the earliest date and the second year being the latest date. This same convention applies to multiple main tracks with the first set of () containing track 1 data, the second set of () containing track 2 data, the third set of () etc.. If page space limitations do not allow the dates to be displayed after the bridge specifications these dates are displayed in any space available adjacent to the specifications. More detailed information for all open deck bridges is provided in Table 3 which follows this Explanation of Graphic Display section.**

5) **Signals, signal structures, AEI scanners, microwave towers, radio base stations, telephones, and the various types of wayside detectors are displayed on the appropriate side of the track and in the area just above or just below the track diagram.**

6) **The track diagram for main line, side tracks, crossovers, leads, and yard track, including types of turnouts between single main and double main territory is displayed in the center of the track layout section. The heavy lines represent main tracks and their crossovers and switches. The lighter weight lines represent side and other tracks. Connections with other lines are typically indicated by a milepost equation (see item 8) or the identity of the connecting line (for example, "Begin Piedmont Division" or "To CSX"). Details of this display are limited to switches on main track and adjacent track. In some cases yard track symbols are used to indicate the presence of multiple tracks too complex to show in detail. Also shown in this area are the graphic symbols for the various grade crossing types, clearance detectors, overpasses, underpasses, bridges, tunnels, and other overhead structures. The common names (street, highway, river) associated with these graphic symbols are displayed at the bottom of the track layout section. Note: For railroad crossings at grade, the display convention, when available, is: Owning Road, Crossing Type, Angle, and Maintaining Road. Crossing types are:**

SM - Solid Manganese
MI - Manganese Insert
RB - Rail Bolted
XO - Double Crossover
MP - Movable Point

7) The AAR number (DOT number) for each road crossing is displayed in the band which runs just below the track layout display and just above the common name display at the bottom of the track section. This DOT number consists of seven characters (six numbers and a letter) and lines up with the graphic symbol on the track line and its common name at the bottom.

8) Other information which may be displayed in the track layout section includes:

   - Industry names associated with various switches and sidings.

   - Milepost equations show where two (or more) different lines connect with each other. The format for this display is milepost Junction Point (on the line being displayed) = milepost Junction Point (on the line which is connecting at this point).
     Note: An = symbol means the lines connect directly and a / symbol means the lines connect indirectly through a yard or side track.

Alignment Section -

1) Graphic representation is given for curve direction, length, and superelevation for each main.

2) Curvature is specified to tenths of a degree above each main along with left/right indication. Superelevation is specified in inches.

3) Location of wheel flange and top of rail lubricators is given along mains.

Freight Speed Section -

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

Grade Section -

Grade shown is based on ascending milepost direction.

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

TABLE 1

RAIL TYPE CODES

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

TABLE 2

BRIDGE TYPE CODES

Type of Bridge Structure

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

Deck Construction

O = Open Deck
B = Ballast Deck
C = Combination

TABLE 3

OPEN DECK BRIDGE INFORMATION

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
135	002.51	003.00	01	1999
			01	1991
			01	1990
			01	1989
135	002.51	003.00	02	1999
			02	1991
			02	1990
			02	1989
135	003.94	004.00	BOTH	1997
135	004.55	004.60	01	1992
135	004.55	004.60	02	1998
136	005.39	005.50	01	1994
136	005.39	005.50	02	1998
136	009.86	009.90	BOTH	1998
138	019.36	019.40	01	1993
146	055.80	055.80	01	1992
146	056.65	056.60	01	1992
148	067.06	067.10	01	1987
148	067.06	067.10	02	1998
148	068.55	068.60	BOTH	1991
148	069.50	069.50	BOTH	1988
151	080.50	080.50	BOTH	1992
151	080.58	080.60	BOTH	1988
151	083.47	083.50	BOTH	1992
152	085.07	085.10	BOTH	1996
155	103.00	103.30	01	2003
155	103.00	103.30	02	2005
158	117.39	117.50	BOTH	2002
			BOTH	1999
162	135.78	135.90	01	1997
167	163.37	163.40	01	1994
168	166.77	166.80	01	1999
168	166.77	166.80	02	1991
175	202.90	202.80	BOTH	1998
176	209.74	209.70	BOTH	1988
178	217.66	217.70	01	1980
180	225.35	225.40	01	2001
180	225.35	225.40	02	1993
183	240.27	240.30	01	1992
183	240.27	240.30	02	1991
183	244.91	244.90	01	1996
184	249.14	249.20	BOTH	1992
186	258.34	258.30	01	1992
186	258.34	258.30	02	2002
189	272.38	272.40	01	1986
189	273.90	274.00	01	1996
191	282.73	282.70	01	2001
192	285.07	285.10	01	2000
192	289.71	289.70	01	1998
193	294.43	294.40	01	2006
194	299.84	299.90	01	1993
196	305.84	305.80	01	1992
196	309.54	309.50	01	1994
197	312.84	312.80	01	2001
197	313.06	313.00	01	2001
197	313.43	313.40	01	1993

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
199	320.80	320.80	01	1987
200	325.96	326.00	01	1993
201	331.20	331.20	01	1992
			01	1992
			01	1991
201	331.20	331.20	02	1991
201	332.50	332.50	BOTH	1999
3	010.70-A	010.70	01	2003
4	018.50-A	018.50	01	1989
4	019.93-A	019.90	01	2005
9	044.48-A	044.50	01	1992
10	048.87-A	048.90	01	1991
11	050.60-A	050.70	01	1992
12	056.76-A	056.80	01	1997
15	070.90-A	070.90	01	1992
16	075.71-A	075.70	01	1983
16	077.80-A	077.80	01	1993
17	082.70-A	082.70	01	1999
23	114.37-A	114.50	01	1996
27	132.46-A	132.55	01	NA
30	148.15-A	148.10	01	1978
31	150.60-A	150.60	01	1993
32	159.00-A	159.00	01	1992
34	166.70-A	166.70	01	2005
34	168.19-A	168.20	01	2005
37	182.25-A	182.25	01	1987
41	200.01-A	200.00	01	2005
41	200.50-A	200.50	01	1998
41	200.60-A	200.60	01	1998
44	218.88-A	218.80	01	2005
46	226.28-A	226.30	01	1994
47	235.17-A	235.10	02	1994
47	235.30-A	235.30	01	1993
47	235.30-A	235.30	02	1992
47	236.30-A	236.30	BOTH	2006
47	236.62-A	236.60	01	1992
47	236.62-A	236.60	02	1996
84	001.63-BL	001.70	01	2003
84	002.52-BL	002.60	01	2003
84	003.58-BL	003.60	01	1987
85	005.07-BL	005.20	01	1994
85	005.40-BL	005.50	01	1983
85	006.13-BL	006.20	01	1999
85	006.51-BL	006.60	01	2005
85	007.60-BL	007.70	01	1981
85	008.00-BL	008.00	01	1994
85	008.74-BL	008.80	01	1989
86	010.86-BL	010.90	01	1988
86	013.52-BL	013.60	01	1994
91	006.35-C	006.40	01	1983
91	007.15-C	007.10	01	1989
92	012.45-C	012.40	01	1997
92	013.55-C	013.50	01	1993
94	020.61-C	020.60	01	2001
95	027.70-C	027.60	01	1968
96	031.15-C	031.20	01	1993
96	033.40-C	033.40	01	1996
97	035.96-C	035.90	01	1990
97	036.20-C	036.20	01	1991
97	039.30-C	039.30	01	1992
98	040.30-C	040.30	01	1992

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
98	041.50-C	041.50	01	1993
99	046.18-C	046.20	01	NA
99	046.30-C	046.30	01	NA
99	046.36-C	046.40	01	1991
99	047.57-C	047.40	01	1992
100	053.27-C	053.40	01	1983
100	054.69-C	054.50	01	1991
100	054.95-C	054.90	01	1983
101	056.15-C	056.10	01	1981
101	057.05-C	057.10	01	1971
101	057.15-C	057.20	01	1991
101	057.35-C	057.50	01	1991
101	057.50-C	057.60	01	1991
101	057.80-C	057.80	01	1991
101	058.10-C	058.10	01	1992
101	058.30-C	058.30	01	1983
101	059.90-C	059.90	01	1983
102	060.05-C	060.10	01	1983
102	060.50-C	060.50	01	1983
102	060.80-C	060.80	01	1982
102	061.30-C	061.30	01	1982
102	062.05-C	062.10	01	NA
102	062.60-C	062.60	01	1995
102	064.00-C	064.00	01	1988
104	074.00-C	074.00	01	1977
104	074.40-C	074.40	01	1983
104	074.50-C	074.50	01	1991
105	077.13-C	077.20	01	1999
105	077.30-C	077.30	01	1997
105	077.55-C	077.50	01	1997
105	078.25-C	078.20	01	1991
105	078.78-C	078.80	01	1993
106	081.00-C	081.00	01	1993
106	081.30-C	081.30	01	1990
106	081.80-C	081.80	01	1992
106	082.20-C	082.20	01	1983
106	082.30-C	082.30	01	NA
106	083.05-C	083.10	01	NA
106	083.50-C	083.50	01	1997
114	006.03-CG	006.08	01	2005
114	006.95-CG	006.90	01	2004
114	007.77-CG	007.90	01	2005
114	008.37-CG	008.40	01	1977
115	012.68-CG	012.70	01	1978
116	016.17-CG	016.20	01	1999
117	021.95-CG	022.00	01	1986
121	040.70-CG	040.70	01	1992
121	041.85-CG	041.90	01	1993
123	054.00-CG	054.00	01	1994
124	057.92-CG	057.80	01	1992
124	058.86-CG	058.90	01	1994
124	059.80-CG	059.80	01	1993
125	060.70-CG	060.80	01	1985
125	061.45-CG	061.60	01	1999
125	062.75-CG	062.80	01	1980
125	063.35-CG	063.30	01	2006
125	064.24-CG	064.20	01	1995
88	003.94-CO	003.90	01	1998
88	004.66-CO	004.60	01	1993
89	005.53-CO	005.60	01	1993
89	007.60-CO	007.60	01	1992

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
107	021.02-D	021.00	01	1995
107	022.66-D	022.60	01	1998
108	027.60-D	027.60	01	1996
108	027.90-D	027.90	01	1987
109	033.80-D	033.90	01	1994
237	161.31-H	161.31	01	NA
237	162.50-H	162.50	01	NA
238	165.20-H	165.20	01	1996
238	165.50-H	165.50	01	2001
238	165.70-H	165.70	01	1980
131	000.16-KA	000.30	01	1993
131	000.52-KA	000.70	01	1991
131	000.75-KA	000.90	01	1994
131	001.08-KA	001.10	01	1983
131	002.10-KA	002.10	01	1983
131	002.93-KA	002.90	01	1991
132	009.31-KA	009.30	01	NA
134	015.50-KA	015.50	01	1983
48	000.52-T	000.10	01	1991
48	001.44-T	001.30	01	2004
48	002.33-T	002.30	01	1992
48	002.40-T	002.40	01	1989
48	004.80-T	004.80	01	1989
49	005.06-T	005.10	01	1987
49	007.45-T	007.40	01	1995
50	014.40-T	014.40	01	NA
52	023.15-T	023.20	01	1994
52	024.25-T	024.20	01	1998
53	025.46-T	025.60	01	1993
53	026.60-T	026.60	01	2002
53	026.88-T	026.90	01	1978
53	028.23-T	028.30	01	2002
53	029.07-T	029.10	01	1986
54	031.11-T	031.10	01	2001
54	031.34-T	031.30	01	2006
54	031.51-T	031.60	01	2001
54	033.99-T	034.10	01	NA
55	036.42-T	036.50	01	1994
55	039.80-T	039.90	01	1997
56	040.10-TC	040.10	01	2002
56	044.05-TC	044.00	01	1991
56	044.86-TC	044.70	01	2004
57	045.62-TC	045.60	01	1989
59	056.23-TC	056.20	01	1992
59	058.65-TC	058.70	01	1993
60	061.10-TC	061.10	01	2006
60	063.34-TC	063.30	01	2002
60	064.70-TC	064.70	01	2002
61	065.67-TC	065.70	01	1990
61	066.27-TC	066.40	01	1994
61	067.25-TC	067.30	01	1988
62	071.50-TC	071.50	01	1997
63	075.70-TC	075.70	01	1998

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
245	268.97-W	269.00	01	2005
			01	2001
			01	1998
			01	1990
			01	1989
			01	1989
			01	1988
			01	1987
			01	1987
			01	1985
			01	1968
245	268.97-W	269.00	02	2004
			02	2001
			02	1998
			02	1998
			02	1991
			02	1991
			02	1988
			02	1987
			02	1986
			02	1971
247	276.28-W	276.30	01	1994
248	281.91-W	281.90	01	1988
250	292.22-W	292.20	01	1986
250	293.95-W	294.00	01	1989
252	302.63-W	302.60	01	1986
252	303.09-W	303.00	01	1986
253	308.05-W	308.10	01	2002
253	308.50-W	308.50	01	2004
254	311.67-W	311.70	01	2004
			01	2002
			01	1999
255	316.25-W	316.20	01	2002
256	322.65-W	322.60	01	2006
258	332.26-W	332.20	01	1987
259	339.49-W	339.50	01	1987
207	C-445.50	445.50	01	NA
207	C-447.70	447.70	01	1990
67	S-148.52	148.60	01	2001
67	S-149.33	149.50	01	1988
68	S-154.60	154.60	01	1998
69	S-156.90	156.90	01	1988
70	S-161.14	161.20	01	2001
70	S-162.70	162.70	01	1998
71	S-168.30	168.30	01	1997
72	S-171.50	171.50	01	1981
73	S-175.80	175.80	01	1998
73	S-178.07	178.00	01	2002
73	S-179.20	179.30	01	1998
74	S-184.30	184.30	01	1998
75	S-185.88	186.00	01	1986
75	S-186.45	186.60	01	1992
75	S-189.07	189.10	01	2002
77	S-195.30	195.30	01	2005
78	S-202.80	202.70	01	1999
78	S-203.55	203.50	01	1997
79	S-205.40	205.40	01	2002
79	S-208.68	208.80	01	1993
81	S-216.08	216.00	01	2000
208	CJ-247.53	247.53	01	2004
208	CJ-249.18	249.18	01	2000

PAGE	MILE POST	BRIDGE NUMBER	TRACK	YEAR REDECKED
208	CJ-249.18	249.18	02	2003
209	CJ-251.14	251.14	01	1999
209	CJ-251.14	251.14	02	1999
209	CJ-252.21	252.21	BOTH	1997
211	CT-000.89	000.89	01	1984
211	CT-001.87	001.87	01	1984
211	CT-002.18	002.18	01	1984
211	CT-002.39	002.39	01	1984
211	CT-003.08	003.08	01	1985
212	CT-007.21	007.21	01	1985
212	CT-007.39	007.39	01	1982
212	CT-007.78	007.78	01	1985
212	CT-009.10	009.02	01	1998
212	CT-009.57	009.57	01	1994
213	CT-012.08	012.08	01	1990
213	CT-012.14	012.14	01	1998
213	CT-013.84	013.84	01	1990
214	CT-015.02	015.02	01	1998
214	CT-017.52	017.52	01	1986
214	CT-018.28	018.28	01	1998
214	CT-018.32	018.31	01	1998
215	CT-022.90	022.90	01	1985
215	CT-024.58	024.58	01	1991
217	CT-033.59	033.59	01	1991
219	CT-040.92	040.92	01	1999
219	CT-043.79	043.80	01	1991
219	CT-044.00	044.01	01	1992
220	CT-046.87	046.87	01	1999
222	CT-058.85	058.85	01	1999
223	CT-064.94	064.99	01	1991
224	CT-066.90	066.90	01	1998
224	CT-069.23	069.23	01	1994
226	CT-075.74	075.74	01	1999
226	CT-079.10	079.12	01	1999
227	CT-081.72	081.72	01	1986
227	CT-082.04	082.06	01	1984
227	CT-084.72	084.72	01	1982
229	CT-092.60	092.60	01	1983
229	CT-094.59	094.60	01	1984
230	CT-096.39	096.41	01	1983
231	CT-102.32	102.32	01	1997
231	CT-104.28	104.28	01	1983
231	CT-104.52	104.52	01	1995
			01	1989
126	CV-216.11	216.12	01	NA
126	CV-218.13	218.13	01	NA
129	MS-219.08	219.18	01	NA
130	MS-221.32	221.32	01	1997
239	NR-001.15	001.15	01	1976
239	NR-002.10	002.10	01	1976
239	NR-002.82	002.82	01	1976
239	NR-004.66	004.75	01	1976
240	NR-006.38	006.46	01	1976
240	NR-009.77	009.84	01	1976