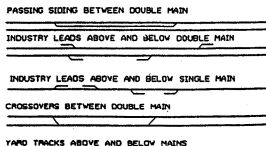
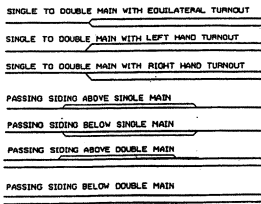
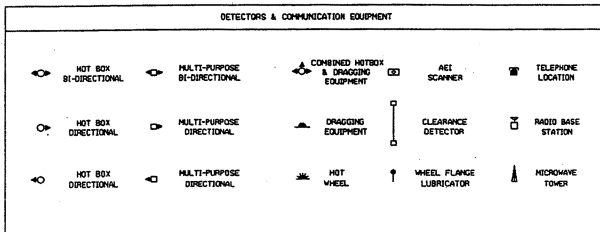
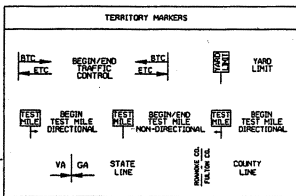
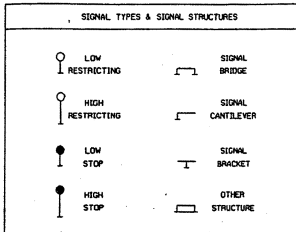
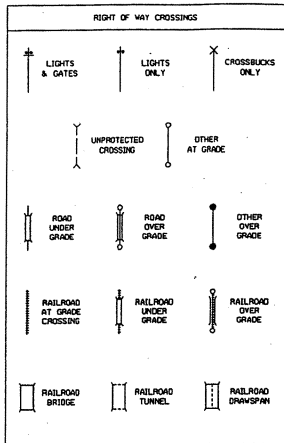


TRACK CHART SYMBOL LEGEND



		N361		N362		N363		N364		N365	
		4999'		5280'		5280'		5280'		5343'	
MAINTENANCE	#1	T&S-05/02									
	#2					T&S-03/00 S-08/02		T&S-03/00 S-08/02			
RAIL	#1	96NWF136P		96NWF136S		96NWF136P		96NWF136S		96NWF136P	
	#2	96NWF136P		96NWF136S		96NWF136P		96NWF136S		96NWF136P	
TRAFFIC DENSITY MGT		← 18.9(45.0#1) → 56.1(30.0#2)				→ 19.7(46.0#1) ← 57.0(30.7#2)					
V-13-WW											
LINE SEGMENT		6000									
CURVATURE	#1	5.0L		2.0L		1.4R		0.6L		1.9R	
ALIGNMENT	#1	1.00		1.00		1.00		1.00		1.00	
ELEVATION	#1	1.00		1.00		1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)		25		25		35		35		35	
GRADE		+1.60		+1.30		-1.14		-1.21		-1.38	

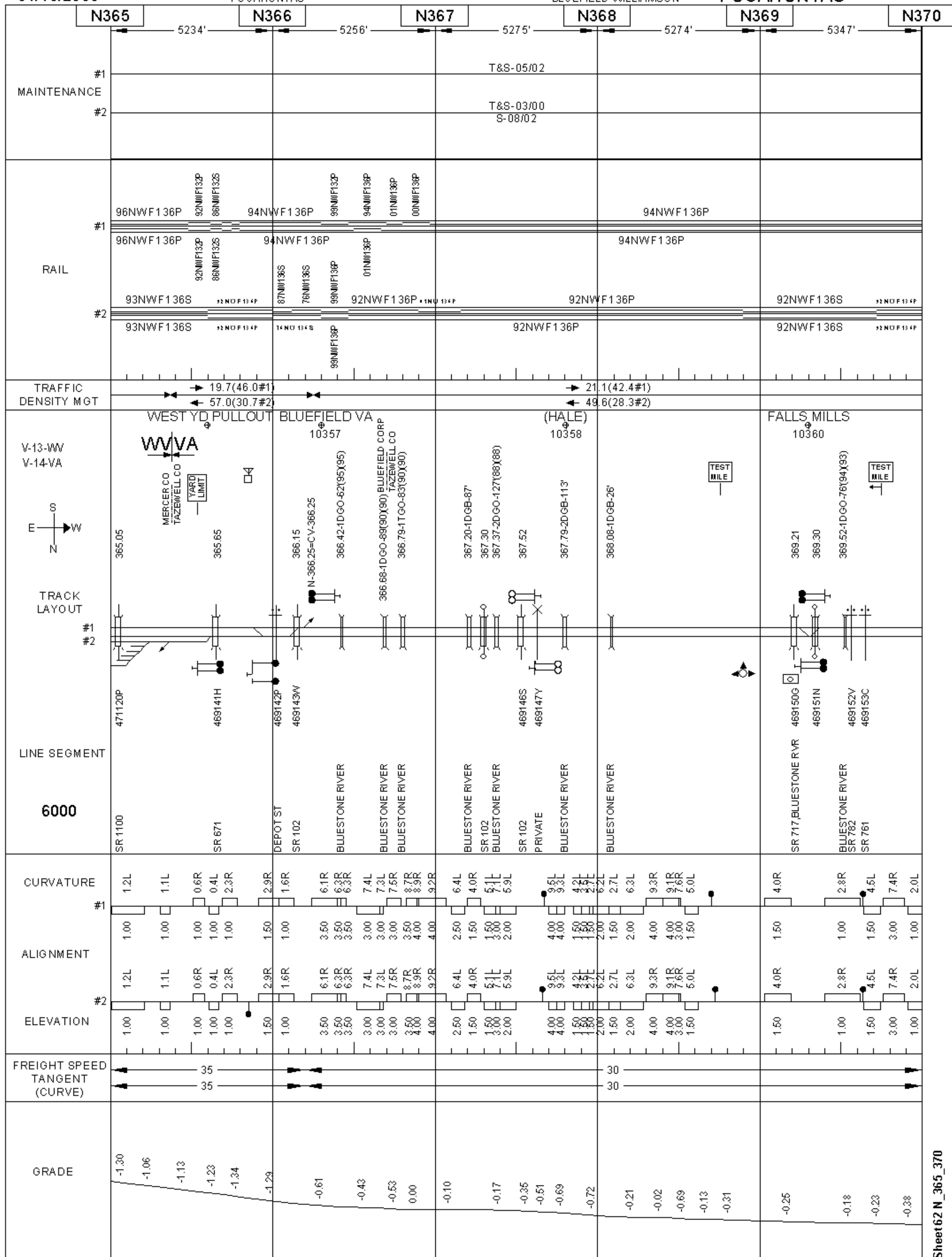
04/10/2003

002

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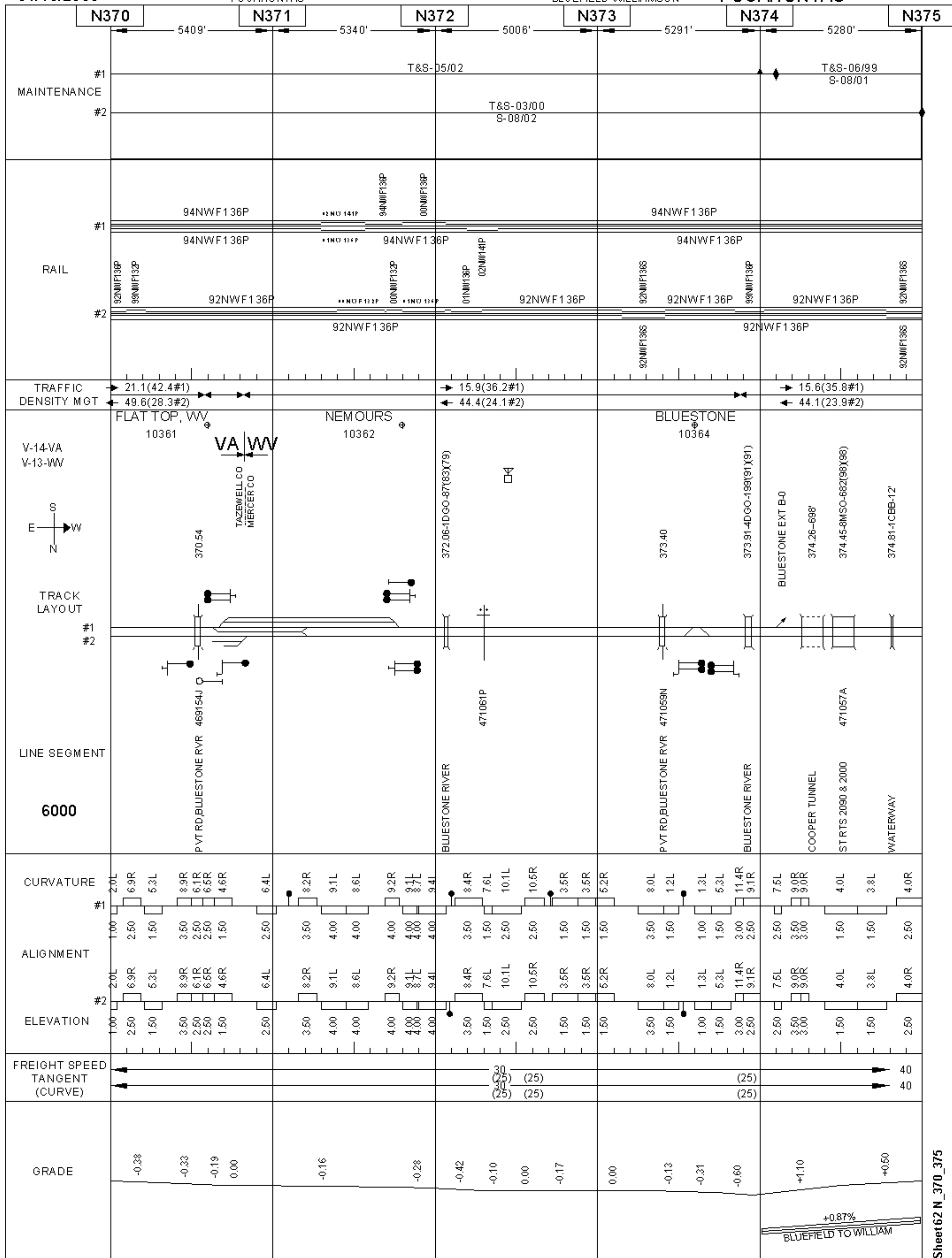
04/10/2003

POCAHONTAS

BLUEFIELD-WILLIAMSON

POCAHONTAS

003

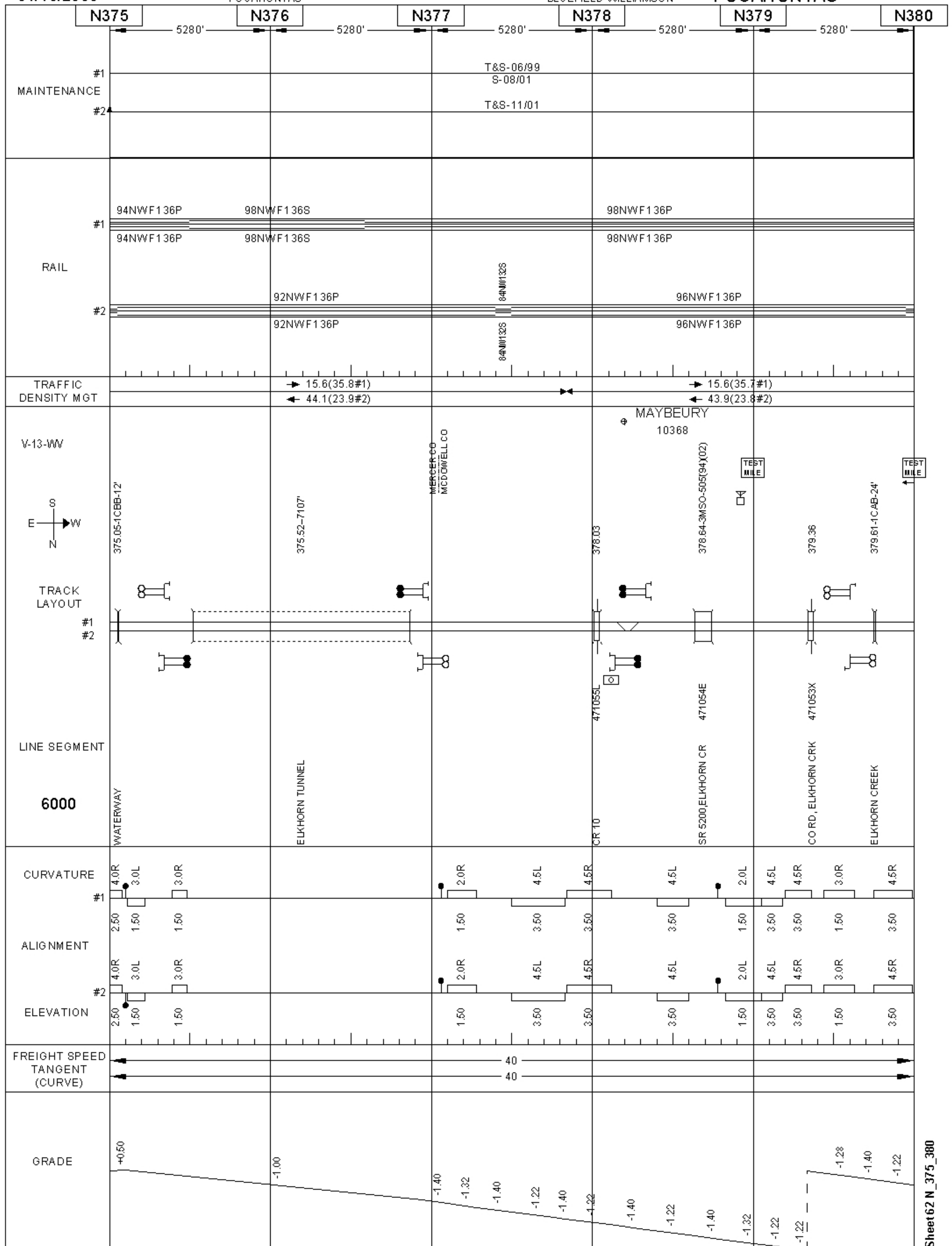


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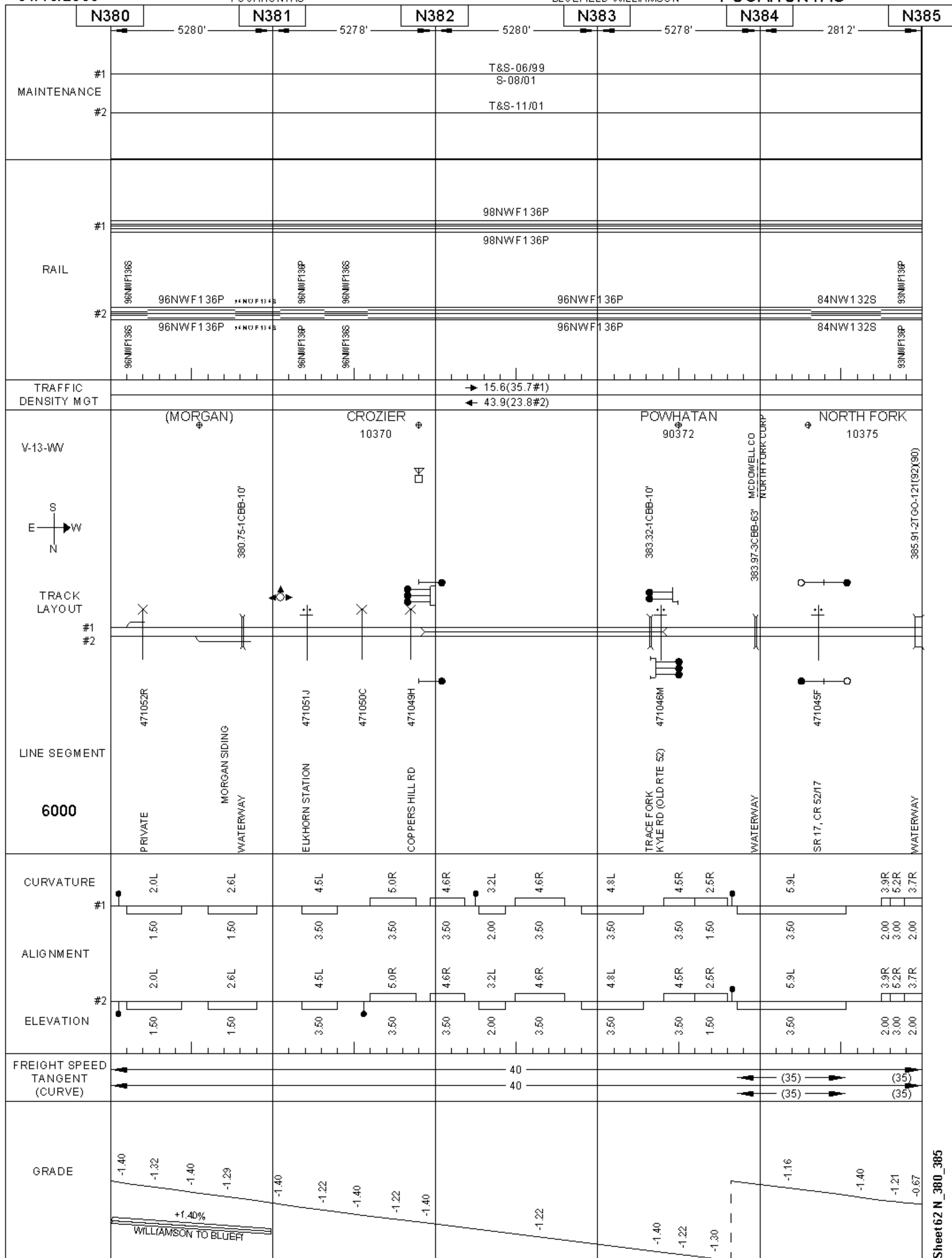
04/10/2003

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005



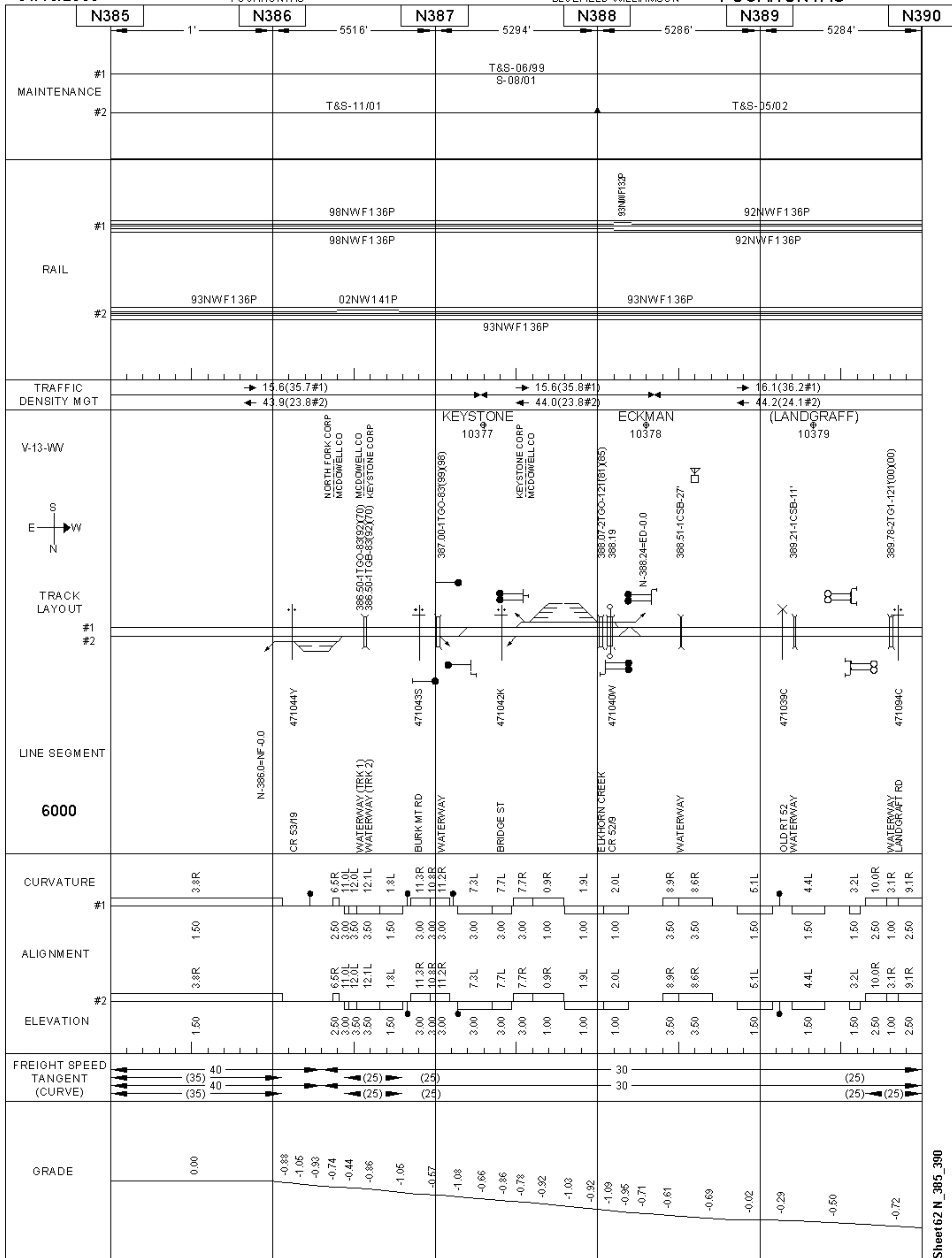
04/10/2003

006

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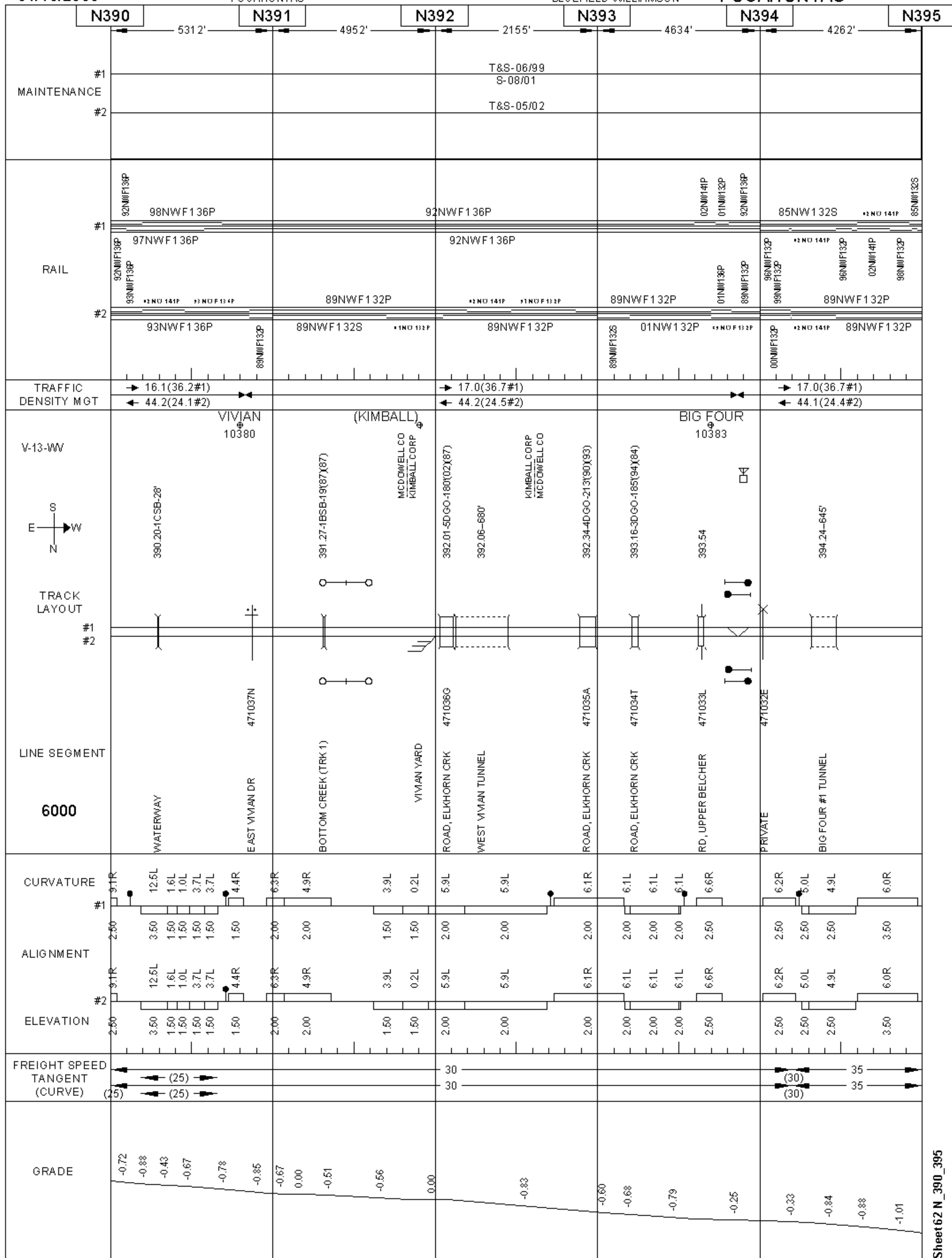
04/10/2003

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POCAHONTAS

007



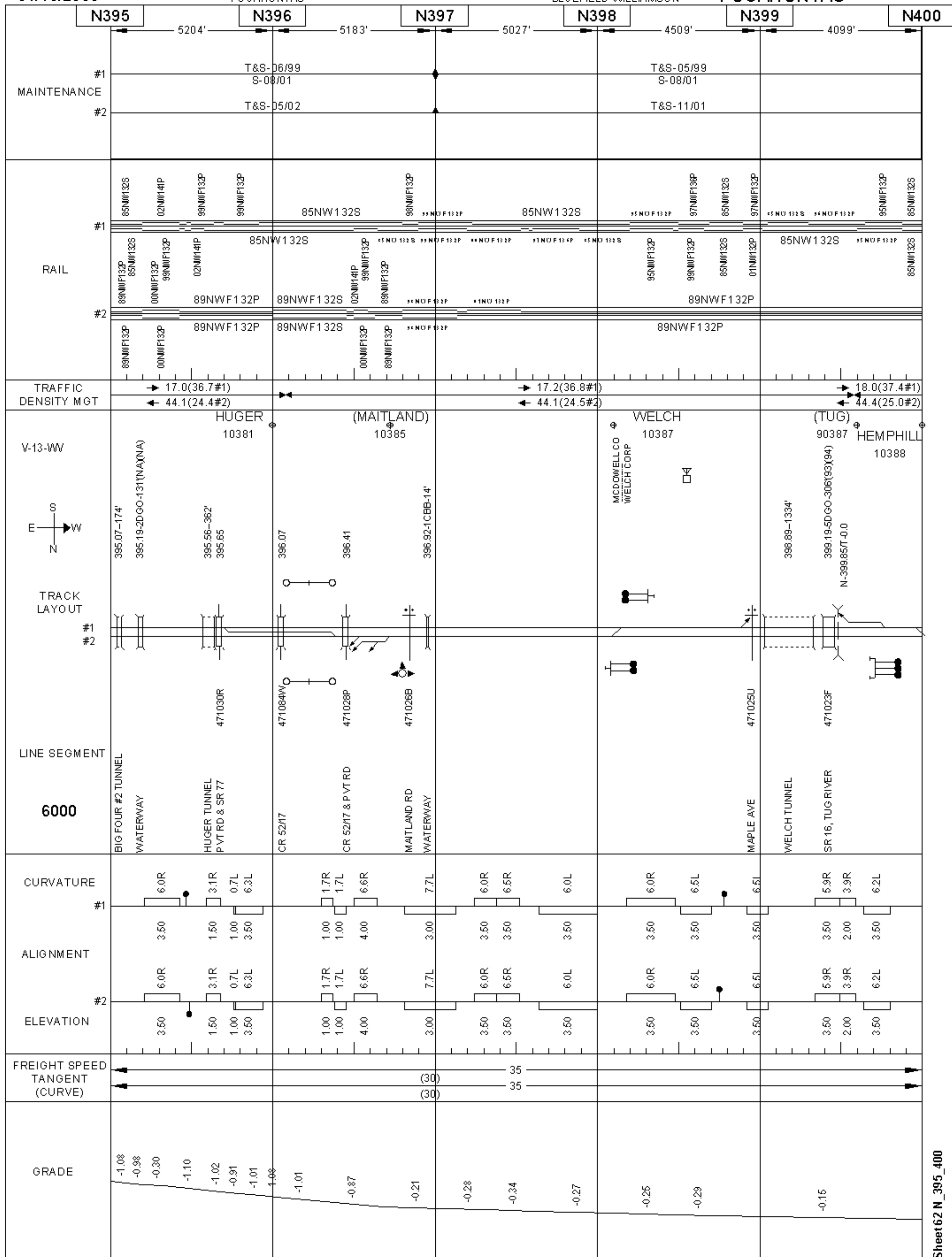
04/10/2003

008

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009

		N400	N401		N402	N403		N404	N405	
		3592'		3754'		5227'		4442'		4066'
MAINTENANCE	#1					T&S-05/99				
						S-08/01				
	#2					T&S-11/01				
RAIL	#1	85NW132S	90N01F132P	96N01F132P	90N01F132P	97N01F132P	90N01F132P	96N01F132P	01NW132P	90N01F132P
		85NW132S	00N01F132P	90N01F132P	96N01F132P	02NW141P	90N01F132P	02N01F141P	98NWF132P	90N01F132P
		89NWF132S	90N01F132P	96N01F132P	02NW141P	98NWF132P	90N01F132P	98NWF132P	90NWF132P	90N01F132P
	#2	89NWF132S	90N01F132P	96N01F132P	02NW141P	98NWF132P	90N01F132P	98NWF132P	90NWF132P	90N01F132P
TRAFFIC DENSITY MGT		18.0(37.4#1)				17.8(37.1#1)				
		44.4(25.0#2)				44.1(24.8#2)				
V-13-WW		HEMPHILL 10388	FARM 90388	WHARF 10390	CAPLES 10389	MOHEGAN 10391	PANDO			
		400.08-3TGO-226(95)(02)	401.01-3DGO-197(75)(84)	401.53-1DGO-27(99)(99)	402.09-1CSB-13'	402.59-1CSB-12'	402.92-2TTO-268(90)(93)	403.61-3TGO-259(96)(96)	403.71-613'	
TRACK LAYOUT	#1									
	#2									
LINE SEGMENT		TUG RIVER SR 7	HEMPHILL #1 TUNNEL	ROAD, TUG RIVER	HEMPHILL #2 TUNNEL	TUG RIVER	WATERWAY	SALT PETRE CRK	TUG RIVER	PVT RD, LICK CREEK
		471022Y	471020K						471017C	
6000										
CURVATURE	#1	0.1L	0.1R	0.1R	0.1L	7.0R	3.7R	3.7R	1.0R	6.1L
		1.00	1.00	1.00	1.00	4.00	2.00	2.00	1.00	3.50
ALIGNMENT	#2	0.1L	0.1R	0.1R	0.1L	7.0R	3.7R	3.7R	1.0R	6.1L
		1.00	1.00	1.00	1.00	4.00	2.00	2.00	1.00	3.50
ELEVATION	#1	1.00	1.00	1.00	1.00	4.00	2.00	2.00	1.00	3.50
	#2	1.00	1.00	1.00	1.00	4.00	2.00	2.00	1.00	3.50
FREIGHT SPEED TANGENT (CURVE)						35				
						35				
GRADE		-0.15				-0.40				

POCAHONTAS

010

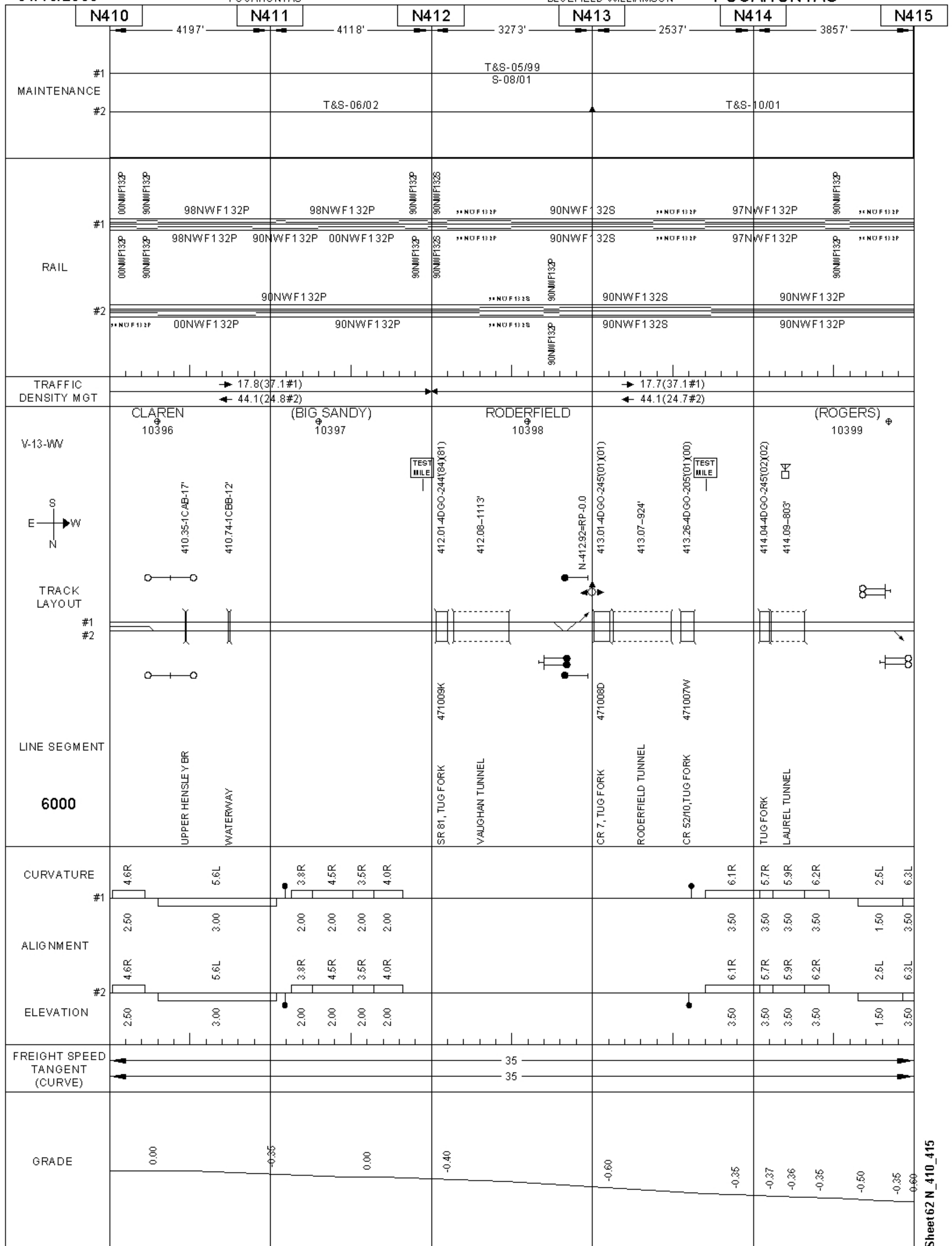
[illegible]

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Sheet 62 N_420_425

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014

POCAHONTAS

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POCAHONTAS

N425

N426

N427

N428

N429

N430

5170'

5266'

5324'

5218'

5230'

CONCRETE TIE TEST SECTION

T&S-07/90

S-11/00

T&S-10/01

#1
#2

MAINTENANCE

#1

RAIL

#2

TRAFFIC
DENSITY MGT

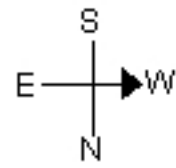
→ 23.7(49.6#1)

← 59.0(33.1#2)

→ 23.4(49.3#1)

← 58.7(32.8#2)

V-13-WV

TRACK
LAYOUT#1
#2

LINE SEGMENT

6000

(LITWAR RED ASH)
10409KROLLITZ
10410

PANTHER PIT

(DOUGLAS)
10412PANTHER
10413

425.11-1CAB-25'

TEST
MILE

428.72-1CSB-18'

TEST
MILE

4708380

SR 1

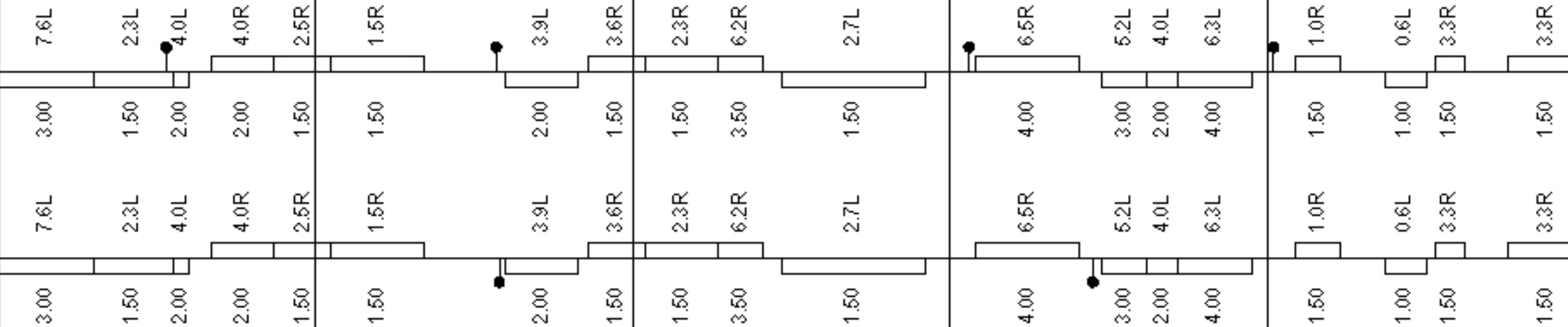
CURVATURE

#1

ALIGNMENT

#2

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

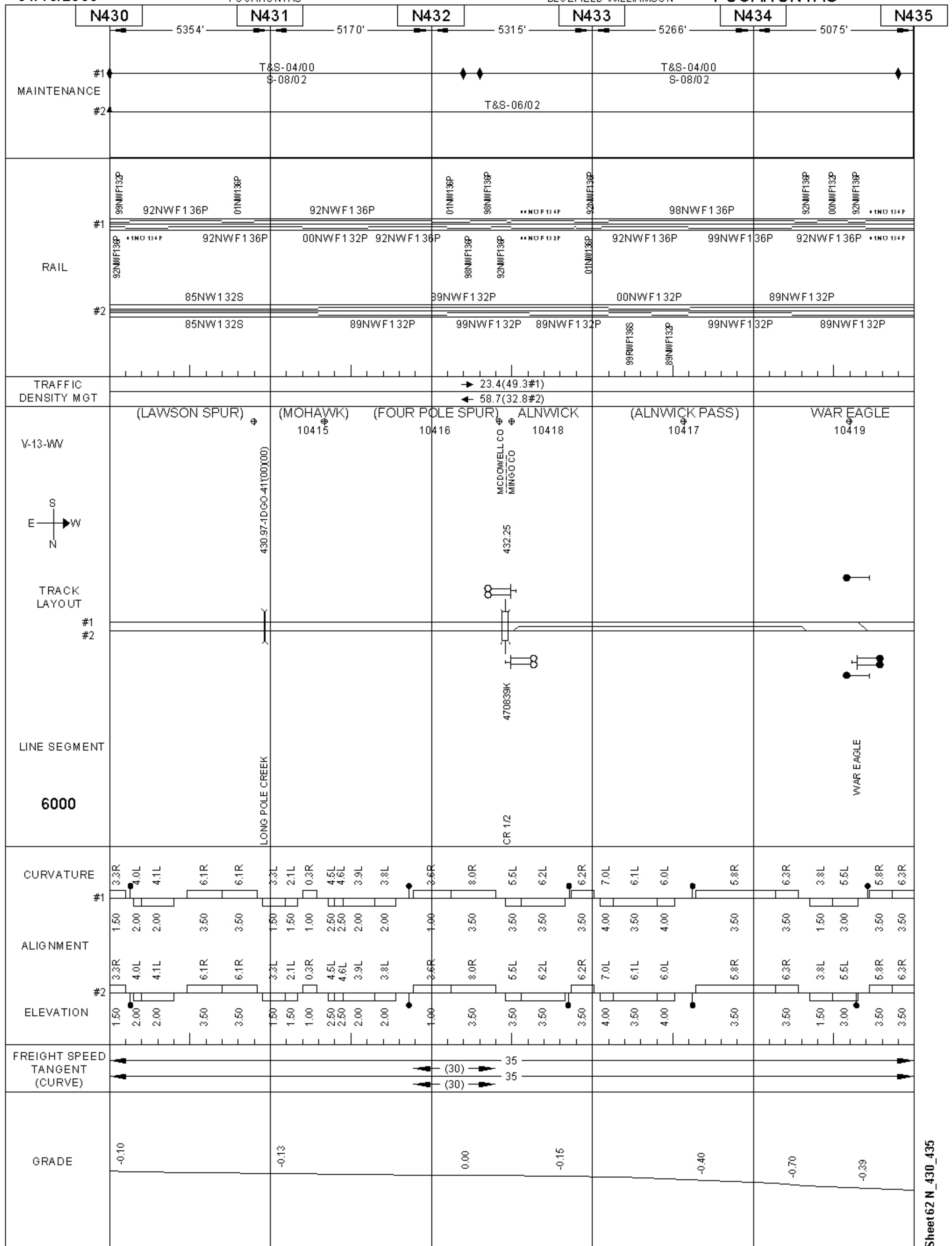


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POCAHONTAS



POCAHONTAS

N440

— 3869

T&S-07/02

T&S-06/02

RAIL

→	32.7	(52.1 #1)
←	54.0	(34.7 #2)

V-13-WW

TRACK LAYOUT

LINE SEGMENT

6000

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.14

0.33

0.0

40.

0.17

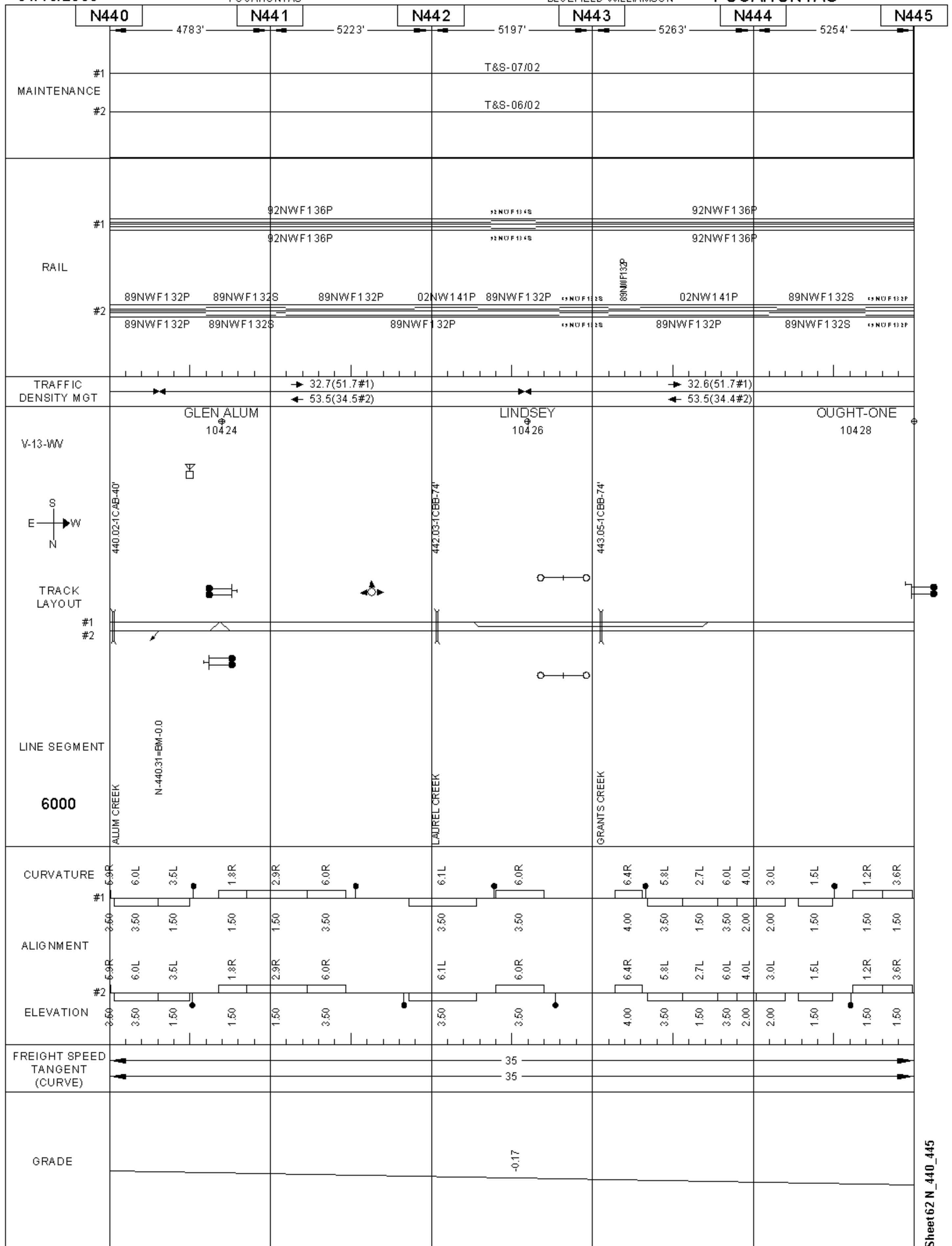
Sheet62 N_435_440

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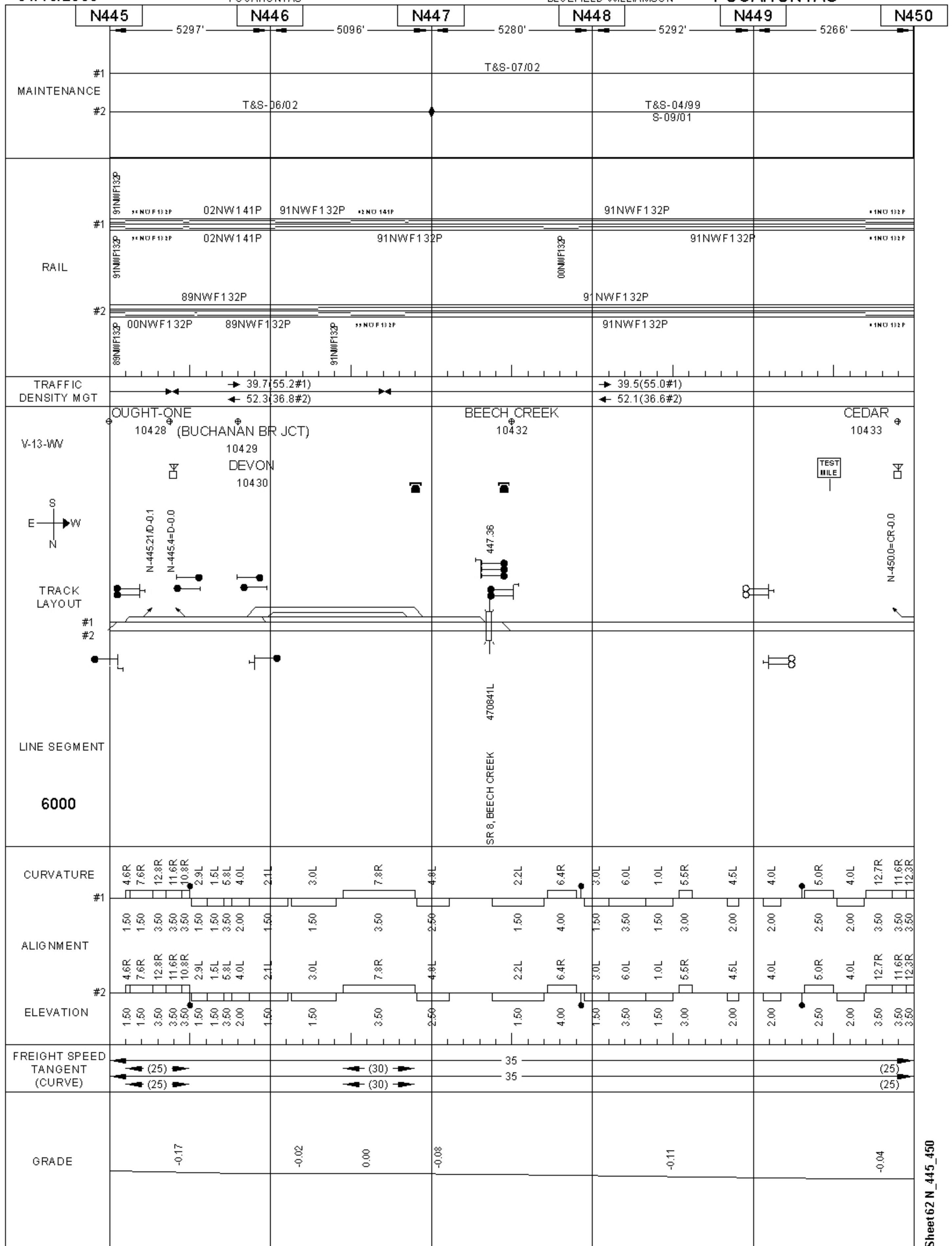


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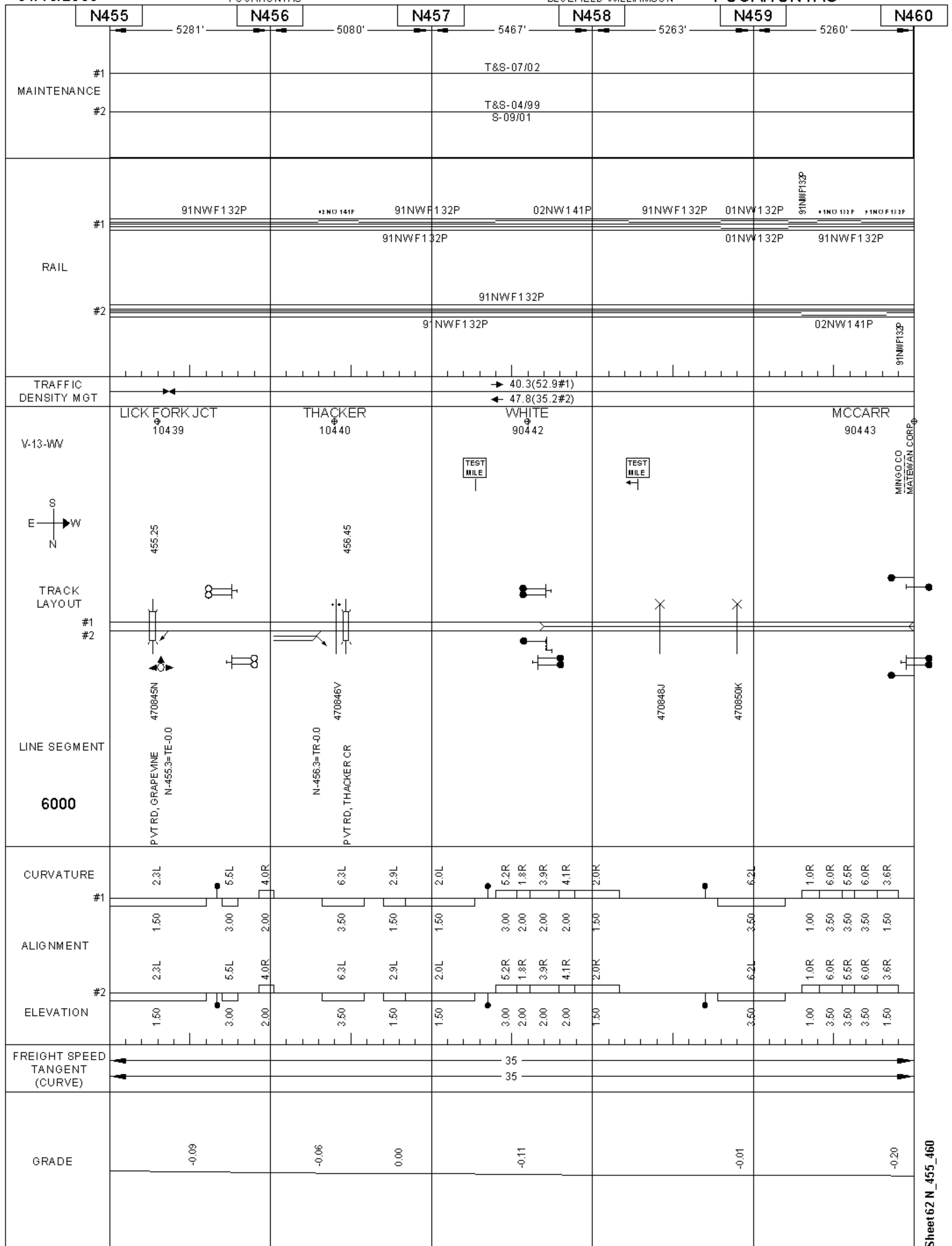
	N450	N451	N452	N453	N454	N455
	5232'	5233'	5232'	5321'	5301'	
MAINTENANCE	#1			T&S-07/02		
	#2			T&S-04/99 S-09/01		
RAIL	#1	91NWF132P 98NWF132P	91NWF132P 02NWF141P	91NWF132P 02NWF141P	91NWF132P 91NWF132P	91NWF132P
	#2	91NWF132P 02NWF141P	91NWF132P 02NWF141P	91NWF132P 02NWF141P	91NWF132P 91NWF132P	91NWF132P
TRAFFIC DENSITY MGT		→ 39.5(55.0#1) ← 52.1(36.6#2)		→ 39.6(55.0#1) ← 52.1(36.7#2)	→ 40.1(52.7#1) ← 47.8(35.2#2)	
V-13-WW			VULCAN (DELORME BR. JCT) 10435	ARROW 10436	DELORME 90438	
TRACK LAYOUT						
LINE SEGMENT		PRIVATE		RT 49		
6000						
CURVATURE	#1	12.3R 7.0L 8.8L 5.8L 6.4L 3.3L 5.0L 3.0R	6.3L 3.0L 7.0R 2.0R 2.4R 2.8R 1.8R 1.5R 2.0R 6.0R 3.3R 3.6L	2.1L 3.9L 3.5L 3.1L 1.0L 11.8R 11.3R 6.7R 2.6L 2.4L 3.9L 1.0L 2.2L 2.6L		
ALIGNMENT	#1	3.50 2.00 2.00 1.50 1.50 1.50 1.50 1.50	3.50 1.50 4.00 1.50 1.50 1.50 1.50 1.50 3.50 1.50 1.50	1.50 2.00 1.50 1.50 1.50 3.50 3.00 1.50 1.50 1.50 1.50	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	
ELEVATION	#2	3.50 2.00 2.00 1.50 1.50 1.50 1.50 1.50	3.50 1.50 4.00 1.50 1.50 1.50 1.50 1.50 3.50 1.50 1.50	1.50 2.00 1.50 1.50 1.50 3.50 3.00 1.50 1.50 1.50 1.50	1.50 1.50 1.50 1.50 1.50 1.50 1.50 1.50	
FREIGHT SPEED						
TANGENT		(25)		35	(25)	(25)
(CURVE)		(25)		35	(25)	(25)
GRADE		-0.04 -0.10	-0.11 0.00	-0.09	-0.08	-0.09

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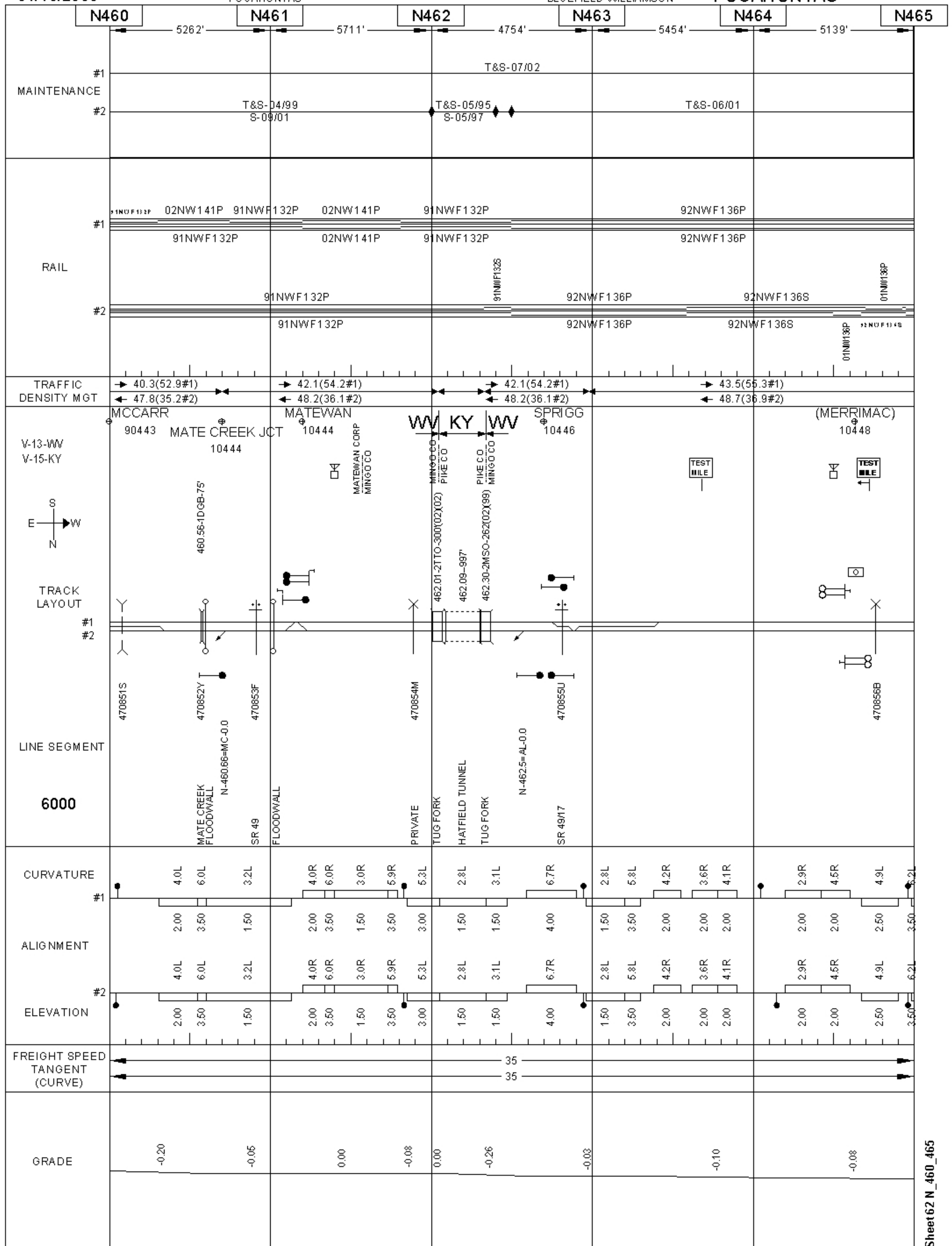


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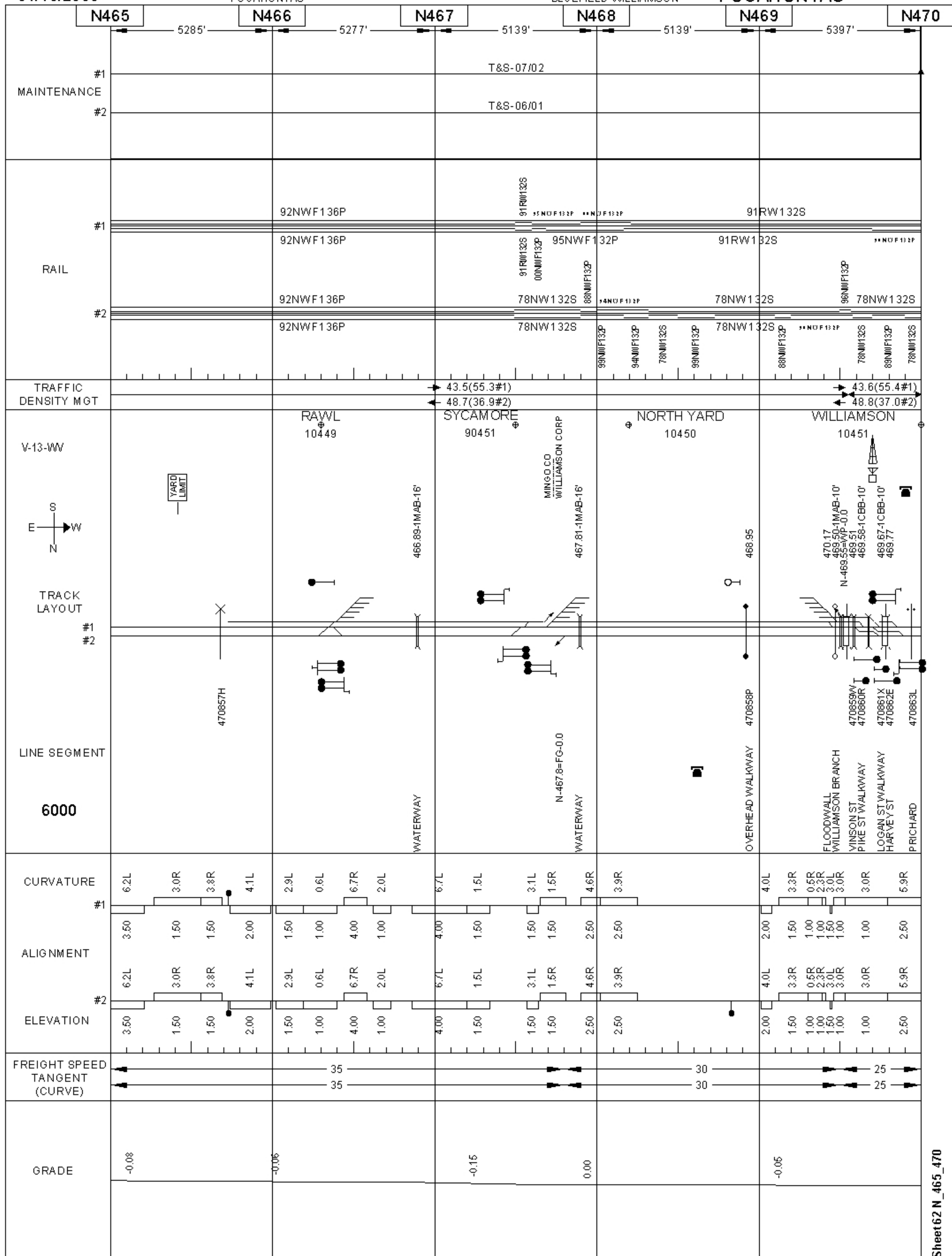


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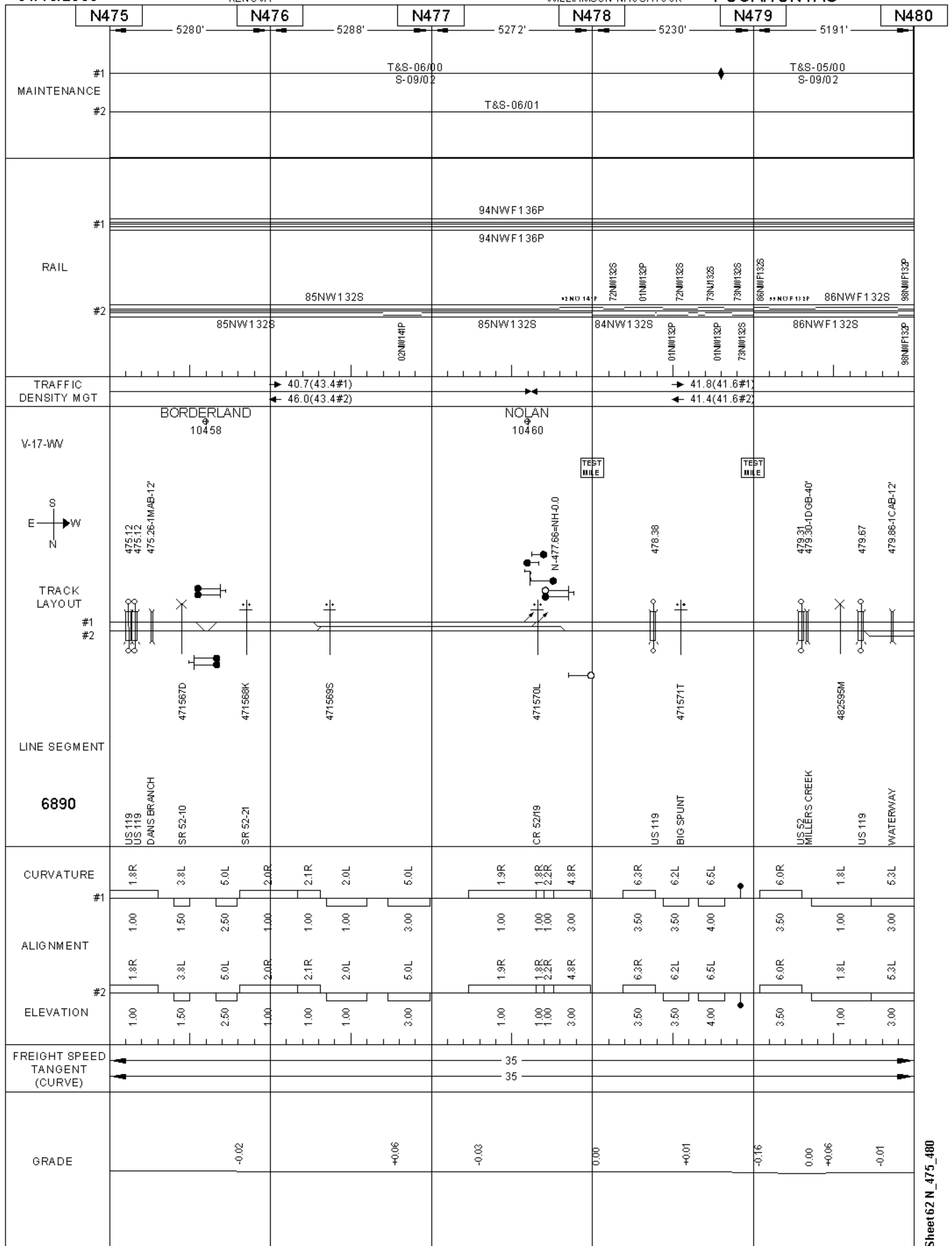


04/10/2003

KENOVA

WILLIAMSON-NAUGATUCK

POCAHONTAS



04/10/2003

KENOVA

025

WILLIAMSON-NAUGATUCK

POCAHONTAS

