

01/30/99

ALTAVISTA

ABILENE-ROANOKE

VIRGINIA

	V200	V201	V202	V203	V204	V205
MAINTENANCE	T&S-07/95 S-06/98		T&S-07/95 S-05/98		T&S-06/95 S-06/98	
RAIL	87NW132S		87NW132S		87NW132S	
TRAFFIC DENSITY MGT			->2.7 (56.6) <-53.9			
V-2-VA						
TRACK LAYOUT						
LINE SEGMENT	5140					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	40					
GRADE	-0.22		+0.03		+0.47	

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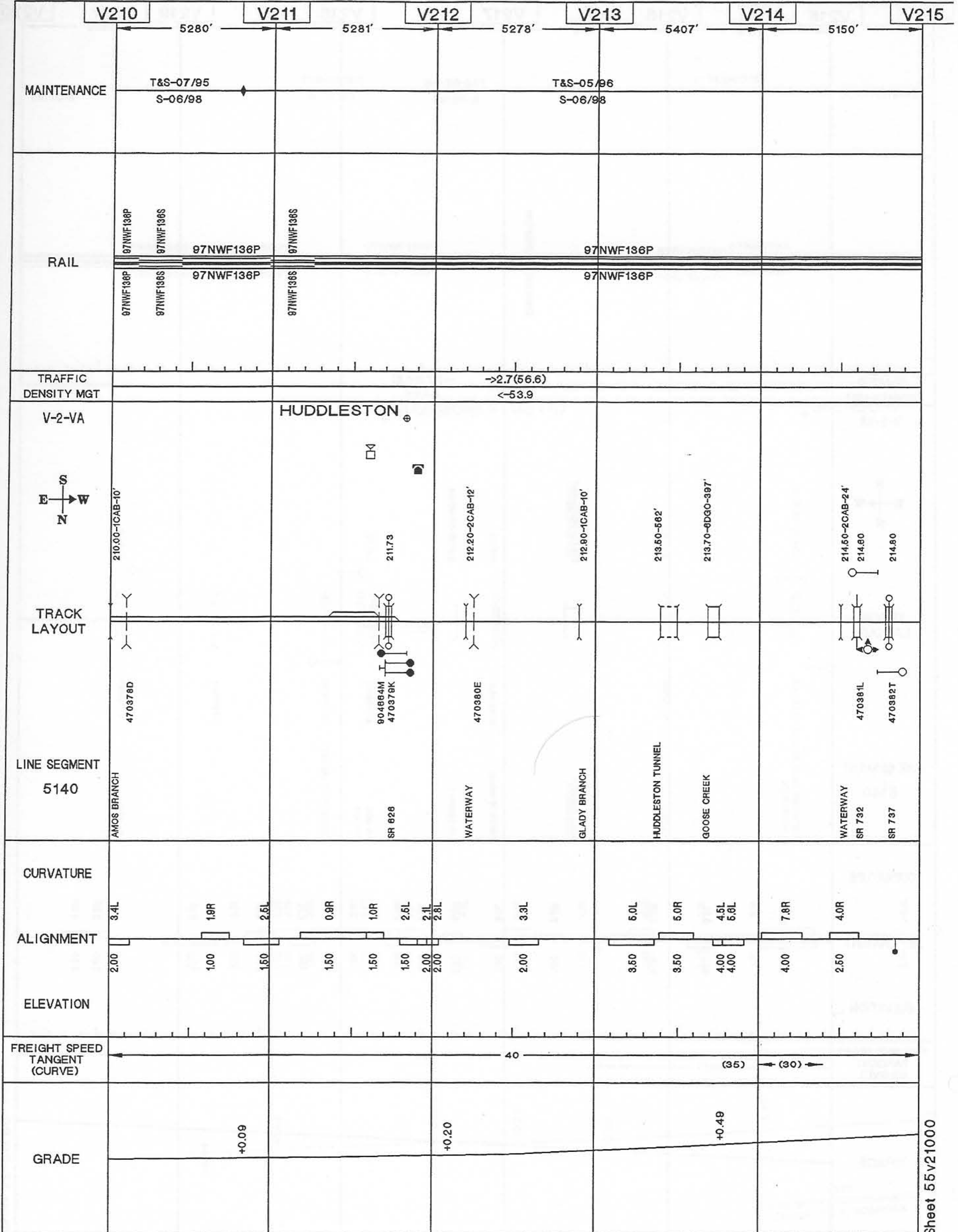
	V205	V206	V207	V208	V209	V210
MAINTENANCE	5280'		5279'		5341'	
			T&S-06/95 S-06/98			
RAIL	87NW132S 88NWF132P 87NW132S 88NWF132P	87NW132S	87NW132S	95NWF132P 87NW132S 87NW132S	96NWF132P 87NW132S 96NWF132P 87NWF136S	97NWF136P
TRAFFIC DENSITY MGT			->2.7(56.6) <-53.9			
V-2-VA	(LEESVILLE) ⊕				AMOS BRANCH ⊕	
TRACK LAYOUT	SR 630 470372M 205.22	CAMPBELL CO BEDFORD CO 206.20-832'	470373U 207.10-8DGO-200'	470374B	208.20-3DGO-226' 208.40-2DGO-160'	470377W
LINE SEGMENT	5140					
CURVATURE	2.0R	4.4R	2.1R 5.0L	1.9L 3.3L	7.6R 8.1R 1.4L	6.0L 3.4R
ALIGNMENT	1.00	3.00	1.50 3.50	1.50 2.00	4.00 4.00 1.50	4.00 2.00
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			40 (30)		(35)	
GRADE	-0.28	+0.07	+0.22		-0.09	+0.02

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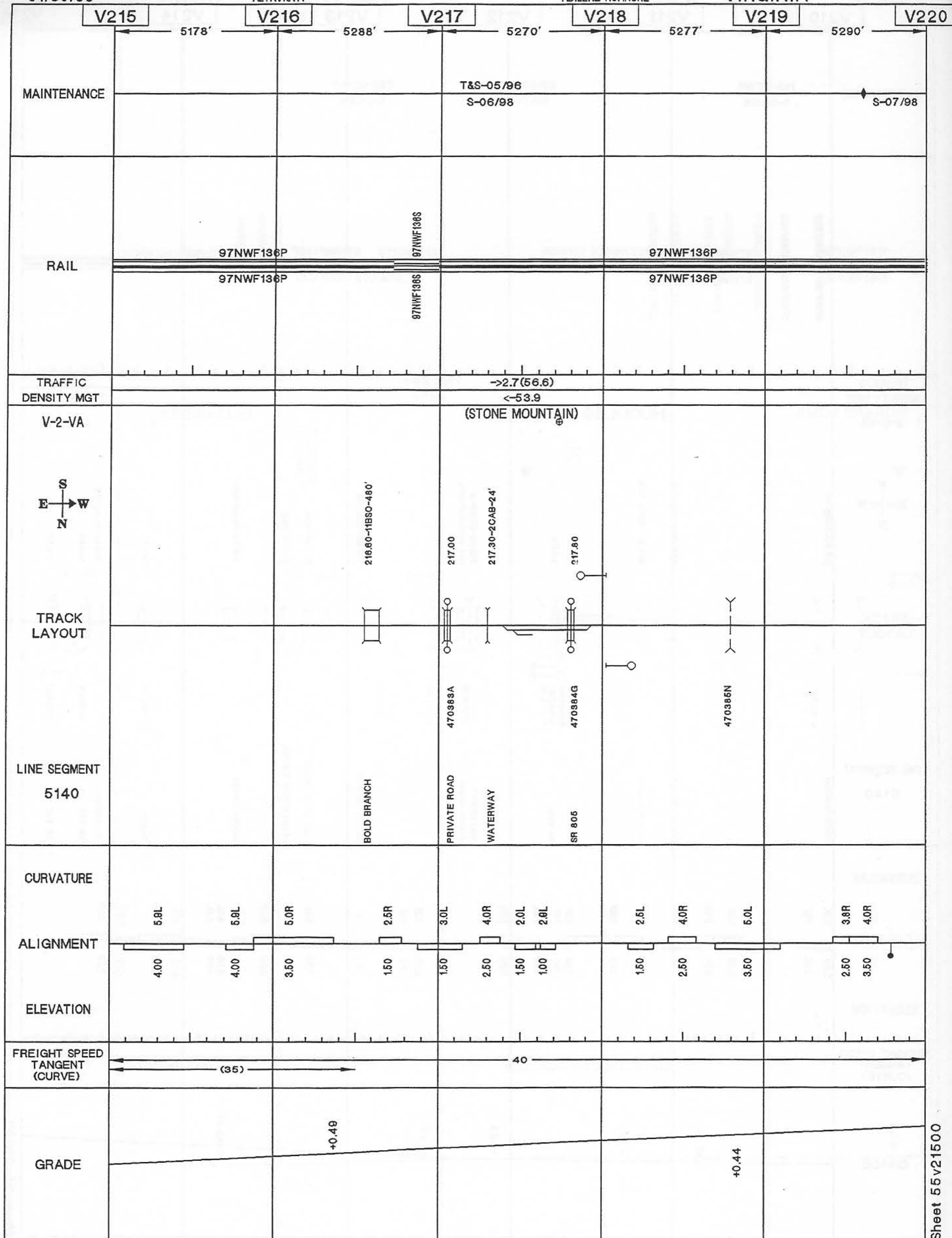


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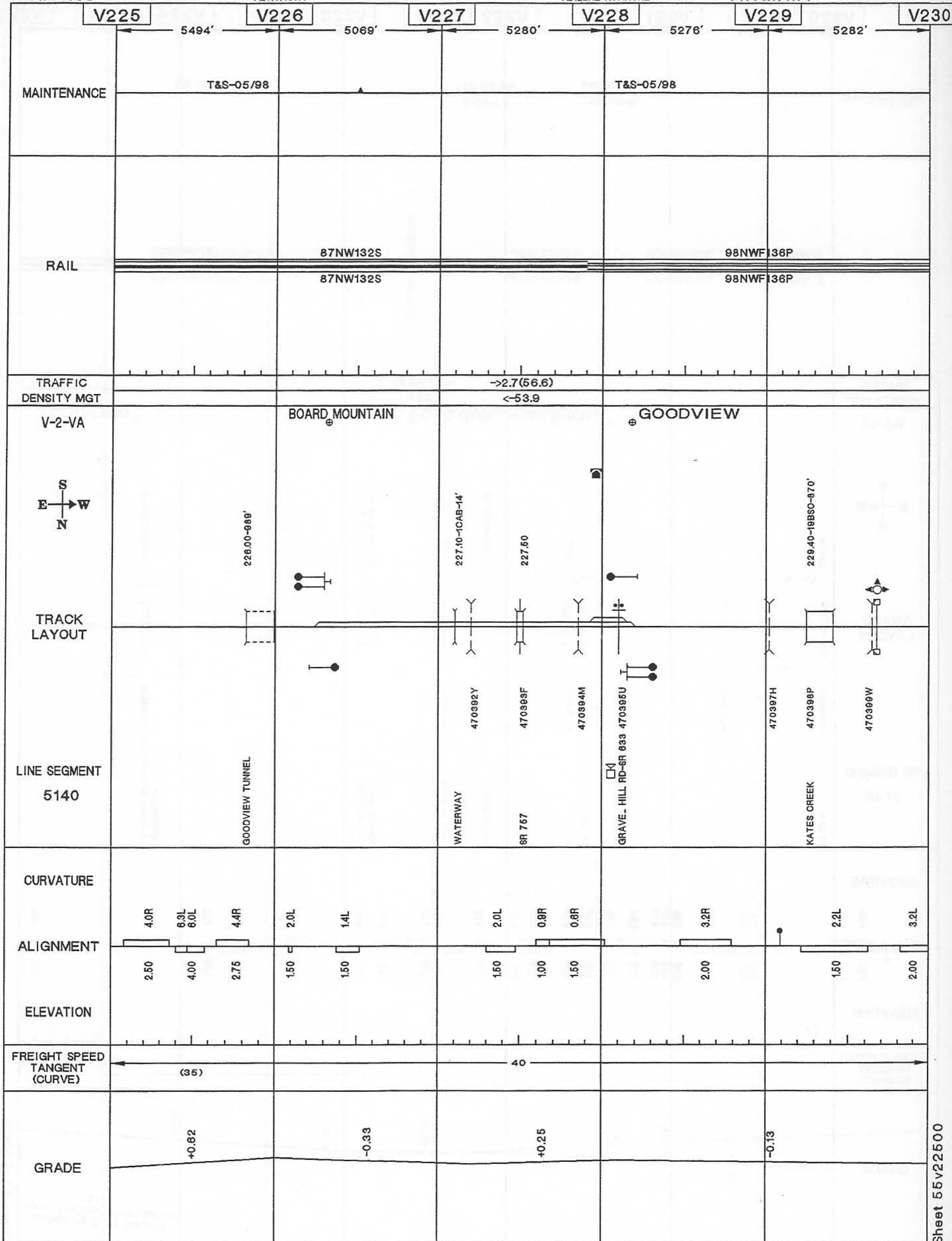
	V220	V221	V222	V223	V224	V225
MAINTENANCE		T&S-05/96 S-07/98			T&S-05/98	
RAIL	97NWF136S 97NWF136S	97NWF136P 97NWF136P	97NWF136P 97NWF136P		87NW132S 87NW132S	87NW132S 87NW132S
TRAFFIC DENSITY MGT				->2.7(56.6) <-53.9		
V-2-VA		(MONETA)	(WESTGATE)			(MEADOR)
TRACK LAYOUT						
LINE SEGMENT	SR 654 470388J	MONETA RD (SR 122) 470388R SR 122	WATERWAY	SR 608 470390K	WATERWAY MEADORS SPUR-SR 748 470391S	
CURVATURE						
ALIGNMENT	1.0L 2.00	3.5L 2.00	4.5R 3.50 4.6R 3.50 4.7R 1.00 0.8R 1.50 1.0R 1.00 2.2R 1.50 2.8R 1.00 2.3R 1.00 2.8R 1.00 2.5R 1.00	4.8L 3.50 2.5R 1.50 0.6L 1.00	0.8R 1.50 3.9L 2.50 2.5L 1.00 3.0L 1.50	4.4R 3.00 4.4L 3.00
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)			40			
GRADE		+0.44		+0.06		+0.62 0.81% CREWE TO S. ROANOKE

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ABILENE-ROANOKE

VIRGINIA

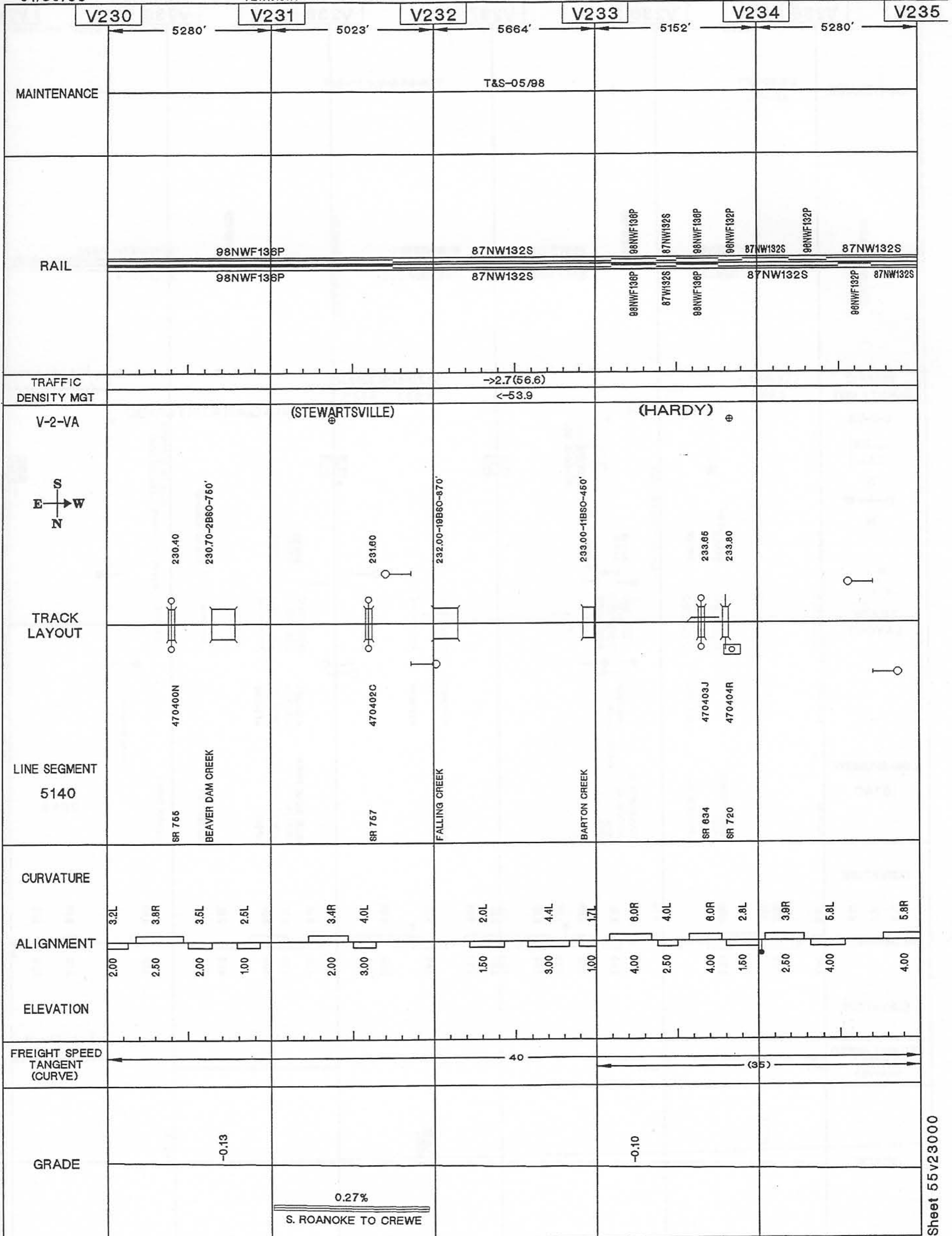


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ABILENE-ROANOKE

VIRGINIA

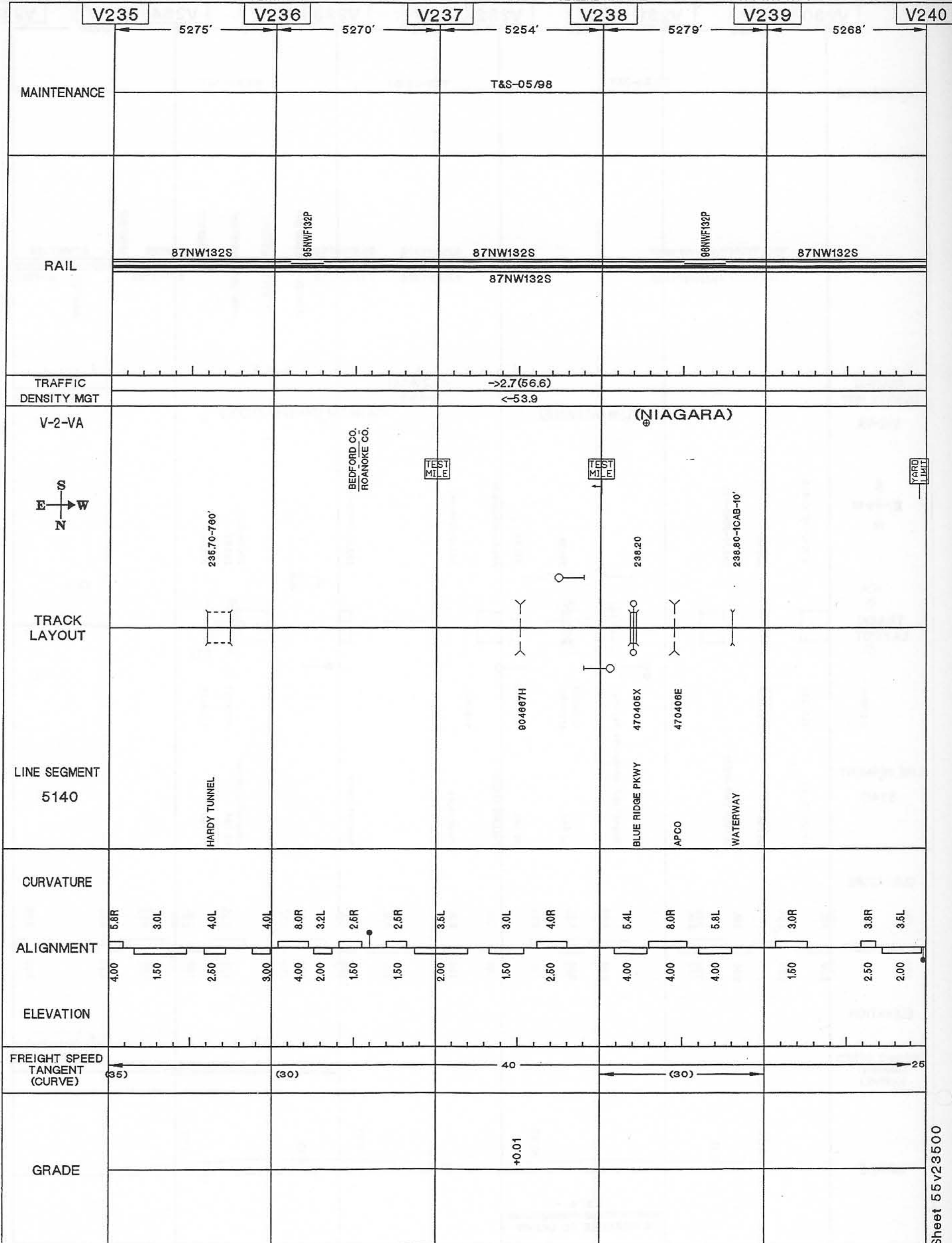


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VIRGINIA



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ABILENE-ROANOKE

VIRGINIA

V240 5278' V241 5279' V242 5280' V243 5347' V244 5280' V245

MAINTENANCE

T&S-05/98

T&S-05/96
S-01/98

RAIL

87NW132S 98NWF136P 98NWF136S 98NWF136P 98RWF136S 98RWF136S 80W100S 88RWF132S
87NW132S 98NWF136P 98NWF136S 98NWF136P 98RWF136S 98RWF136S 80W100S 88RWF132S

TRAFFIC DENSITY MGT

->1.5(55.3)

->0.4(49.7)

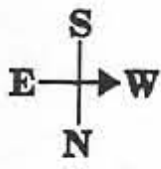
<-53.8

<-49.3

V-2-VA

DEMUTH

SOUTH YARD (JK)

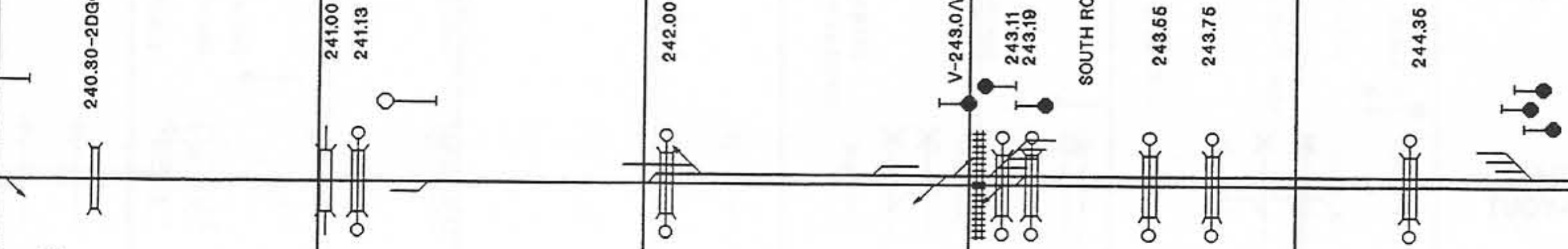


240.80-2DGO-120'
VINTON CORP
CITY OF ROANOKE

BTC
ETC

BTC
ETC

TRACK LAYOUT



LINE SEGMENT

5145
5480

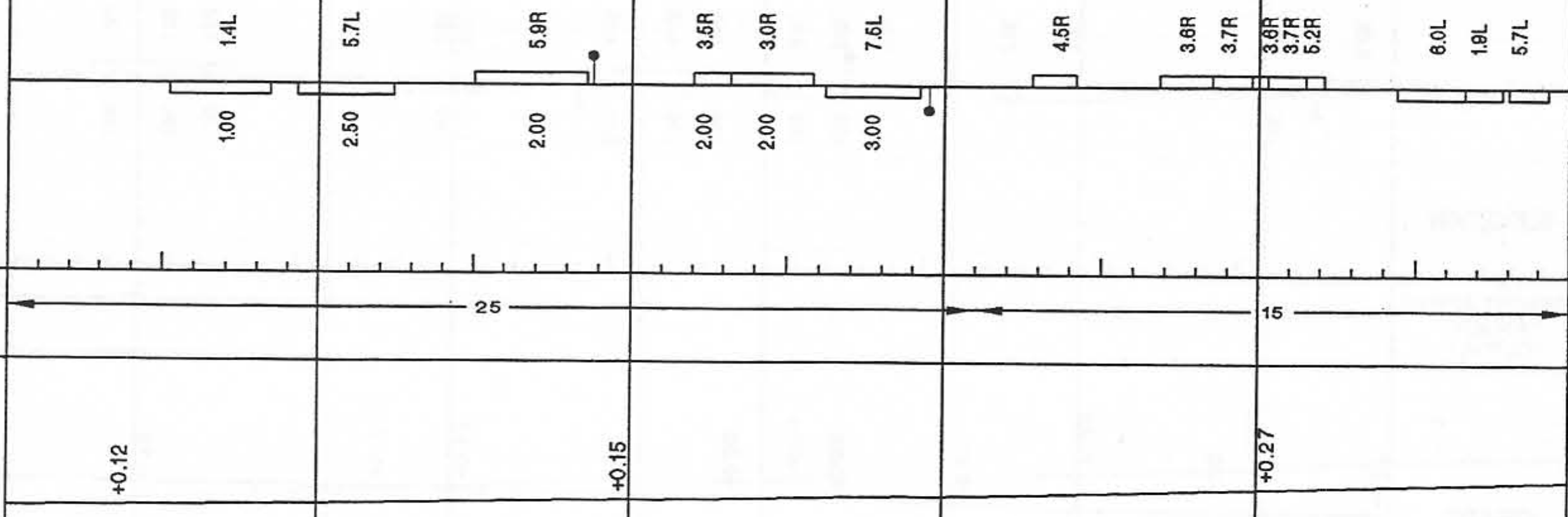
CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

GRADE

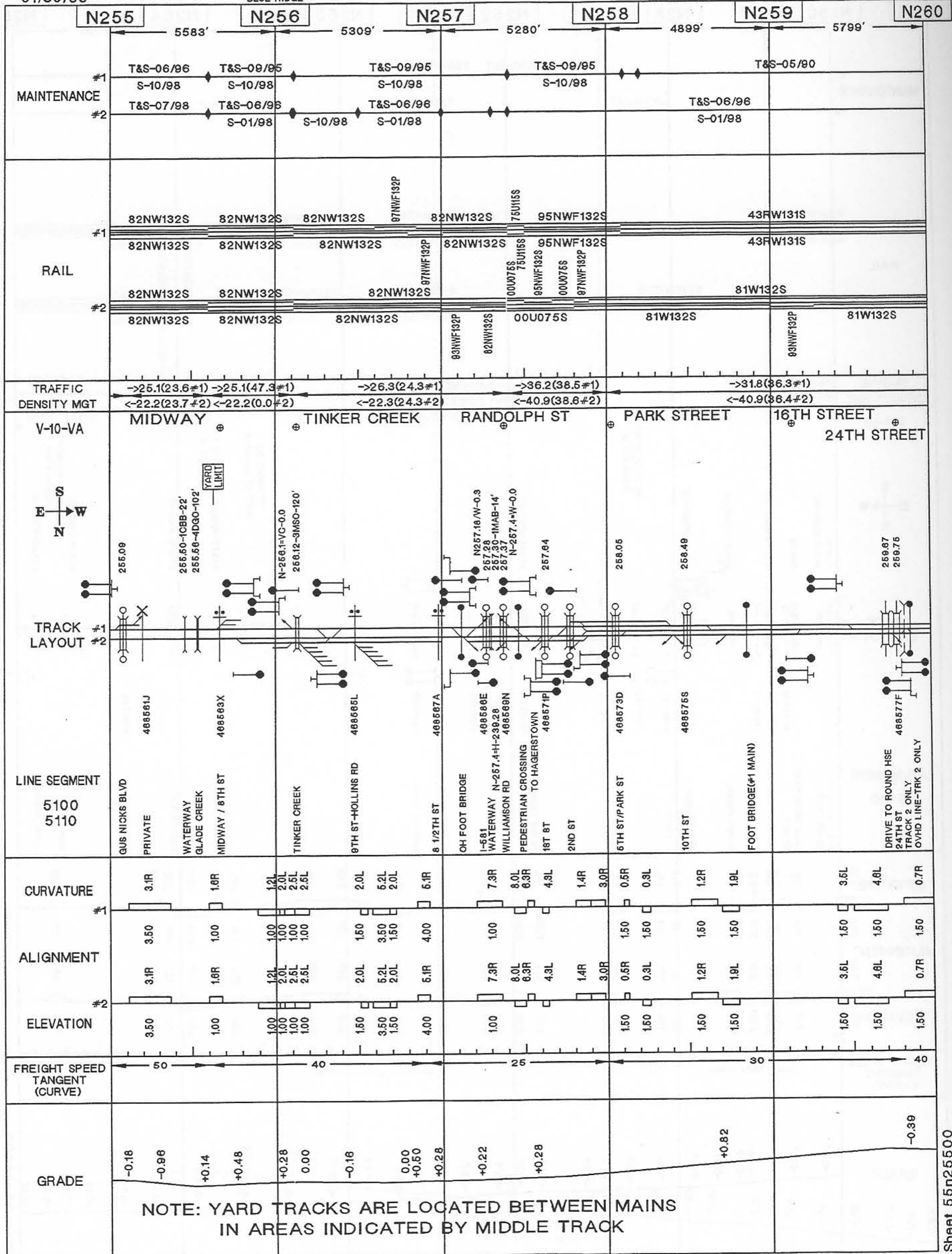


01/30/99

BLUE RIDGE

FOREST-ROANOKE

VIRGINIA



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

01/30/99

CHRISTIANSBURG

ROANOKE-BLUEFIELD

VIRGINIA

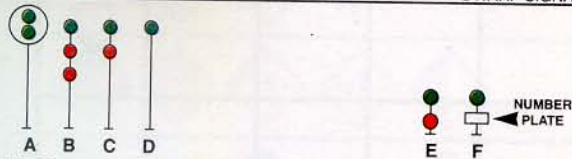
	N260	N261	N262	N263	N264	N265
MAINTENANCE #1	T&S-05/90		T&S-05/90		T&S-09/94	
MAINTENANCE #2	T&S-06/96 S-01/98		T&S-08/94 S-01/98		T&S-03/95 S-10/98	
RAIL #1	43RW131S		40RW131S	53RW132S 81NW132S 92NWF132P	81NW132S	
RAIL #2	43RW131S		40RW131S	96NWF132P 81NW132S	81NW132S	
TRAFFIC DENSITY MGT		->31.8(36.3#1) <-40.9(36.4#2)		->31.5(28.2#1) <-24.9(28.2#2)	->31.5(28.1#1) <-24.8(28.2#2)	
TRACK LAYOUT						
LINE SEGMENT	5460					
CURVATURE	0.7R 1.0R 3.0L	1.9L 4.0L	5.9R 5.2L 1.7R	6.7L 4.0R 1.3R	1.3R 1.2R	2.1L
ALIGNMENT	1.50 1.50 1.50	1.50 3.00	4.00 4.00 1.50	3.50 2.50 1.50	1.50 1.50	1.50
ELEVATION	1.50 1.50 1.50	1.50 3.00	4.00 4.00 1.50	3.50 2.50 1.50	1.50 1.50	1.50
FREIGHT SPEED TANGENT (CURVE)	40			45		
GRADE	-0.39	0.00	+0.14	+0.50	+0.78 +0.50	0.00 +0.47 0.00 -0.30 0.00 +0.43

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

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

HIGH SIGNAL

DWARF SIGNAL



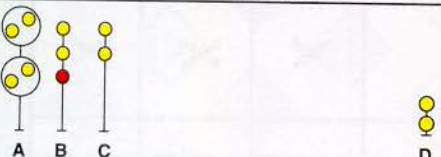
RULE 281

INDICATION - Proceed at authorized speed.
NAME - Clear



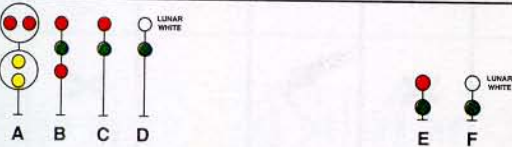
RULE 282

INDICATION - Proceed preparing to take diverging route beyond next signal at authorized speed.
NAME - Approach Diverging



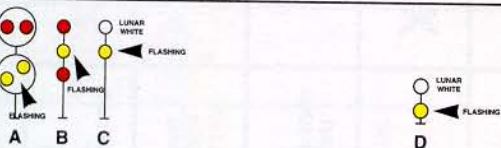
RULE 282-A

INDICATION - Proceed preparing to stop at second signal.
NAME - Advance Approach



RULE 283

INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).
NAME - Diverging Clear



RULE 283-B

INDICATION - Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.
NAME - Diverging Approach Diverging



RULE 285

INDICATION - Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Approach

SPEED:

MEDIUM SPEED - A speed not exceeding 30 MPH.

REDUCED SPEED - A speed that will permit complying with flagging signals and stopping short of train or obstruction.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

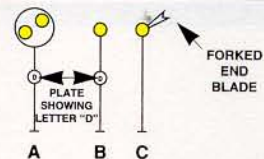
(Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

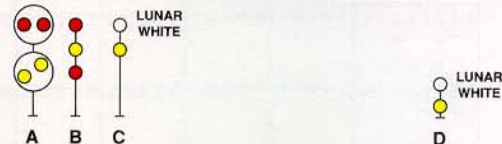
HIGH SIGNAL

DWARF SIGNAL



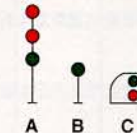
RULE 285-A

INDICATION - Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Approach Distant
NOTE: Signal DOES NOT afford automatic block protection.



RULE 286

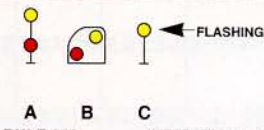
INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Diverging Approach



RULE 287

INDICATION - Proceed; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME - Slow Clear

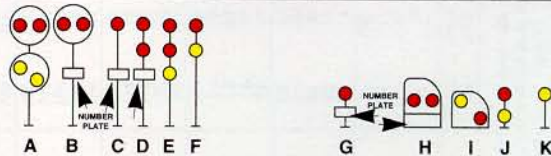
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



RULE 288

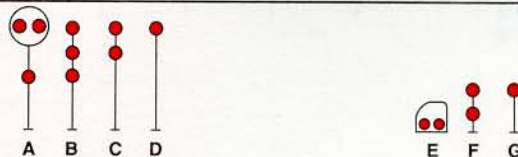
INDICATION - Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME - Slow Approach

NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



RULE 290

INDICATION - Proceed at Restricted Speed.
NAME - Restricting



RULE 292

INDICATION - Stop
NAME - Stop

TRACK CHART SYMBOL LEGEND

