



*Heartland Corridor, Walton Virginia to
Columbus Ohio*

Preliminary Engineering Phase Report



**BIG SANDY NO. 7
TUNNEL –
MP NA 15.67
BULL, WV**

October 14, 2005, Rev. 2



Preliminary Engineering Phase Report

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October 14, 2005

Norfolk Southern Railway Heartland Corridor, Walton VA to Columbus OH

Big Sandy No. 7 Tunnel – MP NA–15.67

Statistics: Pocahontas Division
Single Track Tunnel for Single Main
Length = 1,265'
Concrete Lined
Degree of Curvature = 6.0 RT (per Track Chart)
Superelevation = 3.5" (per Track Chart)

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1. EXISTING CONDITIONS

1.1 Background

Valuation map V-17-WV/75A (16579) for the Big Sandy #7 Tunnel, also known as Tunnel 7, is dated Dec. 31, 1926. The parcel for the tunnel was acquired in 1925. The tunnel was likely built in 1925 or 1926. The Valuation Map indicates that the second track was constructed in 1926. The parcels for the original (now abandoned) tunnel, located to the north of Tunnel 7, were acquired in 1902, so that tunnel was likely built shortly thereafter. This tunnel was retired in 1954. Additional information on this tunnel was obtained from various sources such as topographic maps, aerial photos, inspection reports, track charts, and field investigations that were performed on April 2 and June 16 2005.

1.2 General Area

The tunnel is located in an undeveloped rural area of Tripp, WV. Access to the east portal is via local roads and the railroad ROW. Access to the west portal is through the abandoned tunnel on the north side. A staging area could be located outside either portal of the tunnel. A maintenance crossing is located 310' from the east portal. A slide fence is located on the north side of the tracks outside the east portal.

1.3 Structural Conditions

The tunnel is 1,265' long with a concrete liner and a nominal width of 17.5'. It is a single width tunnel for one track. The concrete liner is in fairly good condition. Isolated leaks, mainly at construction joints, are located within 30' of the west portal and within 100' of the east portal. Water is seeping through the horizontal construction joint between the wall and the crown 75' in from the west portal. There is occasional seepage from cracks and spalls in the crown throughout. Some rebar exposure at the spalls was noted. There is a large area of moderate spalling with rebar exposure in the crown located between 540'-730' from the east portal. Minor section loss of the rebar was noted in this area. The track is installed on a built-up section between two knee walls approximately 2' high. Weeps are located in the north side wall, which corresponds to the superelevation of the tracks.

A small portion of the tunnel invert material was excavated to fully expose the base of the tunnel liner footing. The footing thickness was found to be 14". The vertical distance from the top of rail to the base of the footing was measured at 38".

1.4 Track

The track is of conventional design with wooden crossties and a stone ballast section. The continuous welded rail is 136 RE with a tie spacing of 20". The ballast is fouled and dirty; there are voids in the ballast under the tracks where ballast is being lost. Mud was observed pumping through the ballast outside of each portal. The initial section of the track is tangent entering the tunnel. A spiral curve begins 314' from the east portal and a curve, 6 degrees to the right, begins 514' from the east portal. This curve continues beyond the west portal. Standing water and silt

were observed between the knee walls and the walls of the tunnel throughout the length of the tunnel. The water in the tunnel was tested and its pH reading was 7.87. This is a fairly neutral reading and indicates that the water is not unusually corrosive. The ballast from this tunnel was tested and classified as being “Very Strong”, requiring many blows of a geological hammer to break intact rock specimens.

1.5 Geotechnical

The tunnels in the west-central part of the Pocahontas Division (Williamson, Hatfield, Big Sandy Nos. 1-4 and 7) are located in the Appalachian Plateaus Physiographic Province, a region characterized by deeply incised plateaus underlain by flat-lying sedimentary rock. The tunnel is lined and no rock was exposed. The description of the site geology at each tunnel is based on our observations of the rockmass at the portals and adjacent cuts and the 1968 West Virginia Geologic Map prepared by the West Virginia Geologic and Economic Survey.

The tunnels are excavated through the Kanawha Formation, a medium- to thick-bedded fine- to medium-grained sandstone, with interbeds of shale, siltstone, and coal. Bedding in the Kanawha Formation is subhorizontal and gently rolls back and forth towards the northwest and southeast.

Joints in the rock cuts in both formations are typically steeply dipping and widely spaced. Most joints are less than 15 feet in length and are not through-going across the exposure face. A medium- to thick-bedded shale was visible at each portal of the Big Sandy tunnels. The shale was overlain and underlain by a medium- to thick-bedded, very fine- to fine-grained sandstone. The predominant material recovered in the geoprobe tubes was sandstone.

The geoprobes indicate that the top of rock is located between 2.0’ to 3.0’ (averaging about 2.4’) below the top of ballast throughout the tunnel. Top of ballast is typically about 0.8’ below top of low rail.

1.6 Clearances

The laser car measurements indicate that the existing tunnel has adequate horizontal and vertical clearance for both the “High-Wide Load” and “Double Stack Load” portions of the desired design clearance template.

2. CLEARANCE IMPROVEMENT ALTERNATIVES

This tunnel does not have any clearance conflicts; no alternatives for clearance improvement need to be considered.

3. PREFERRED ALTERNATIVE

No action is required to modify the clearance of this tunnel; the tunnel is adequate for the desired design clearance template. Drainage improvements are recommended to help alleviate the ballast-fouling problem.

3.1 Preliminary Design

The preliminary design proposes installation of a new drainage system. Due to the proximity of the excavation required for the drainage trench to the tunnel footing, it is assumed that underpinning will be required to stabilize the wall during construction. The extent of underpinning will be further evaluated during final design. It is estimated that approximately 60% of the cost for the tunnel improvements are for underpinning for drainage.

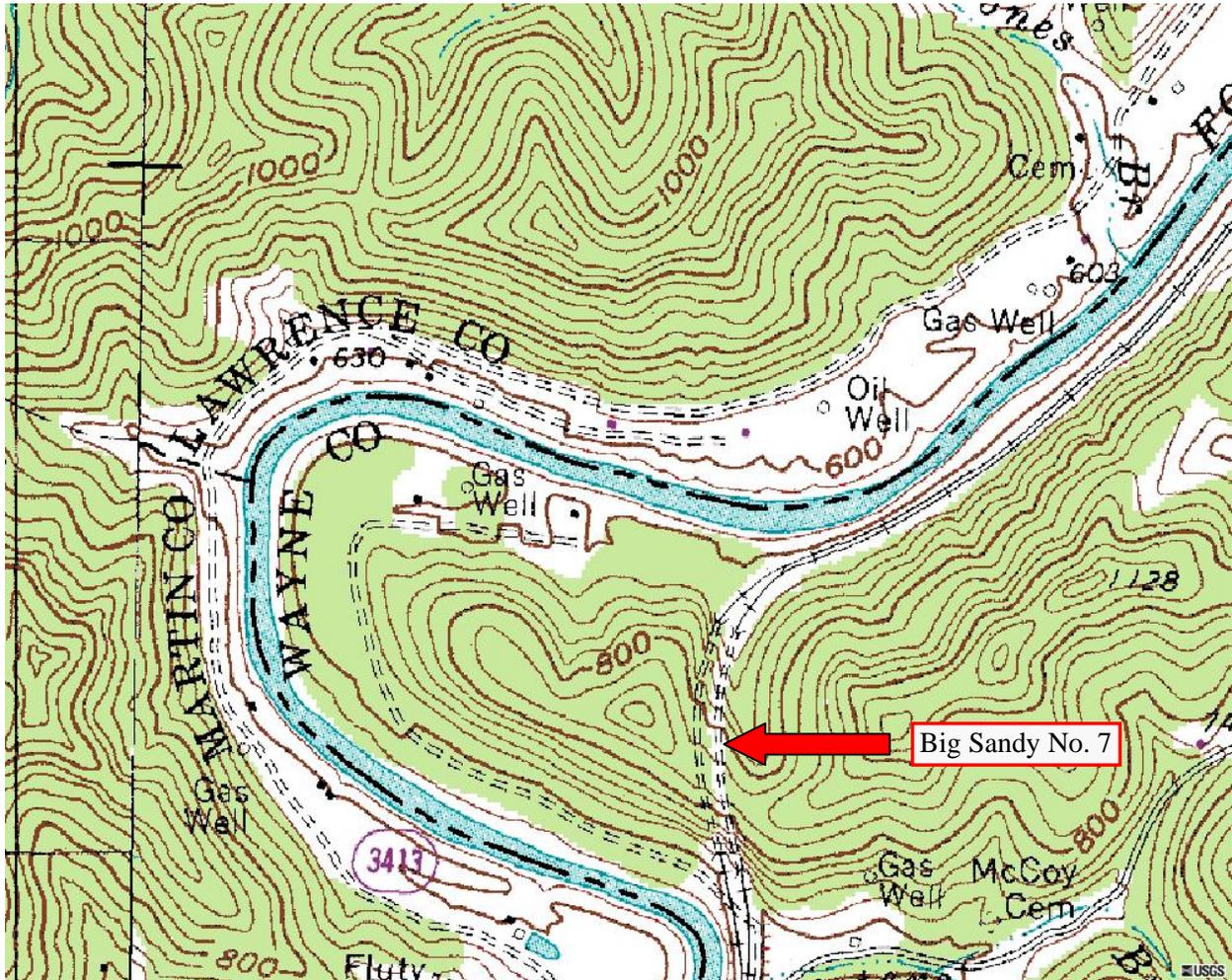
3.2 Schedule

The estimated schedule for completing improvements on this tunnel is thirty-seven (37) weeks including mobilization and demobilization. The schedule assumes the track will be closed for eight hours each day, five days a week.

3.3 Estimate

The total estimated cost for achieving clearance at this location is \$1.65 million (2005 rates) or \$1,304 per foot of tunnel. An allowance has been made in the estimate to account for the potential need to grout the tunnel invert. The total cost is made up of tunnel work, and special work items at \$1.11 million, plus a 20% construction contingency, a 10% engineering allowance, and a 14% construction management allowance.

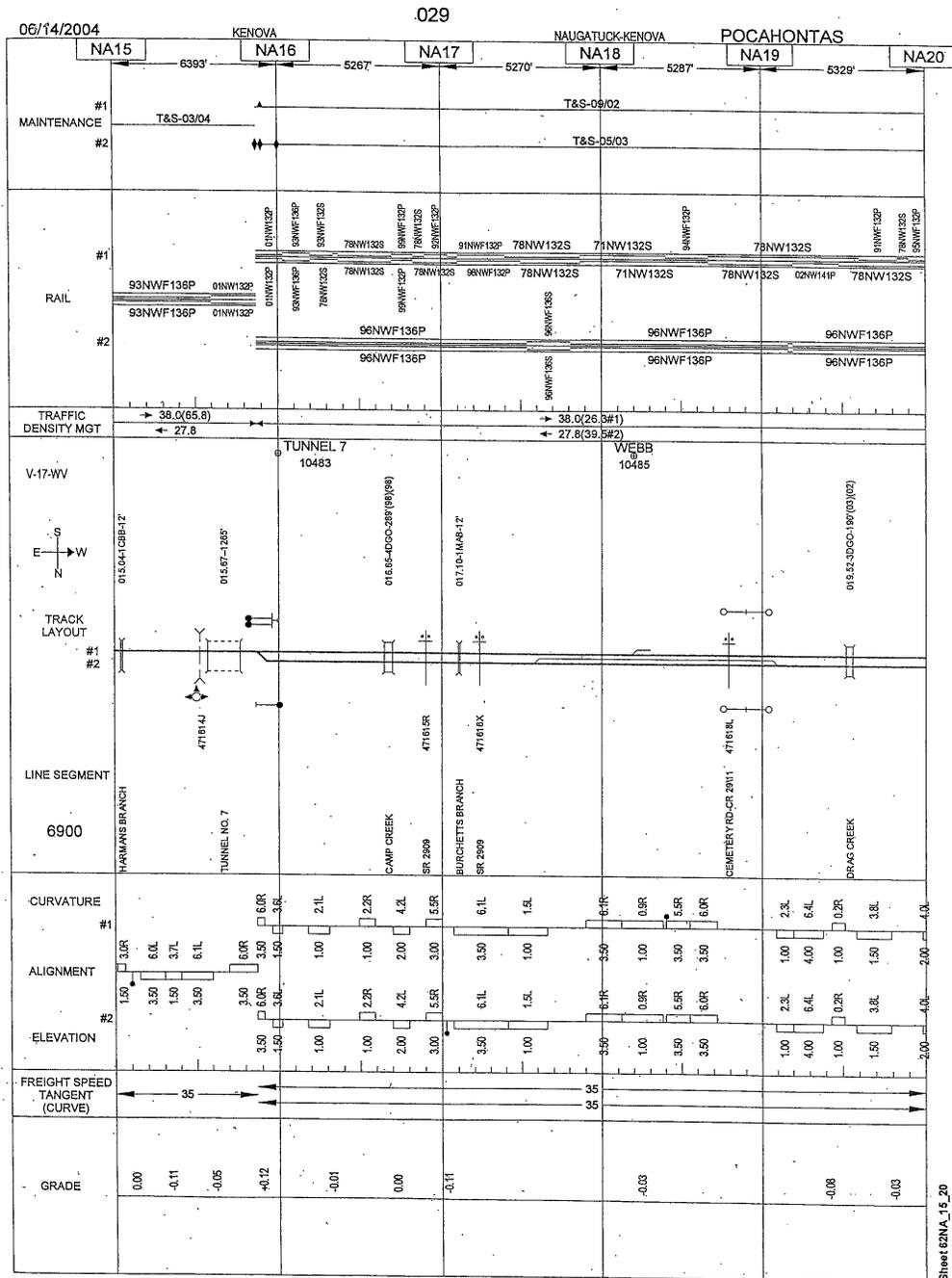
4. USGS TOPOGRAPHIC MAP



5. AERIAL PHOTO



6. TRACK CHART



7. PHOTOS



Photo 1. East Portal



Photo 2. View from East Portal



Photo 3. West Portal



Photo 4. View from West Portal



Photo 5. South Wall Seeping Water 150' from West Portal



Photo 6. Void in Ballast Under Track in Tunnel

**Preliminary Engineering Phase Report
MP NA-15.67 Big Sandy No. 7**

8. ESTIMATE
Big Sandy No. 7

Tunnel Length **1265** ft
Tunnel Width **17.5** ft
of Tracks **1**

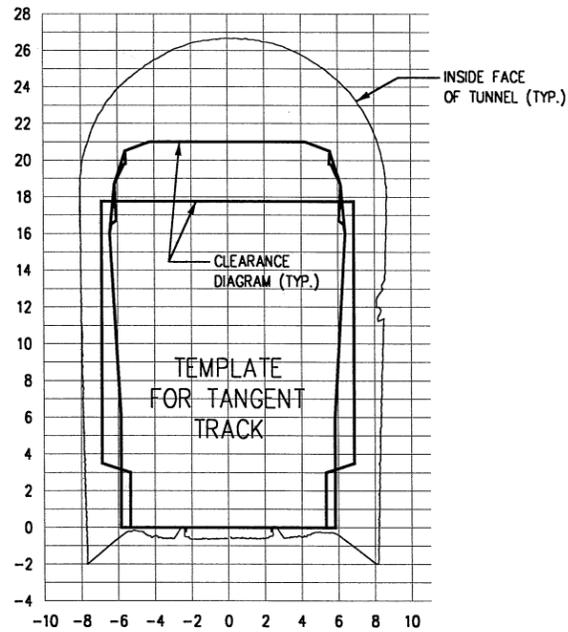
	Contractor	Railroad
Work Window	8 hrs	10 hrs
Setup & Demobilization Allowance	2 hrs	2 hrs
Production Time	6 hrs	8 hrs

Tunnel Work Items	UOM	Quantity	Unit Rate	Total
Mobilization	%	5%		\$43,489.80
Surveying	DY			
Minor Notching	LF			
Deep Notching	LF			
Rock Dowels 14' with Chain Link Mesh - Crown	EA			
Rock Dowels 14' with Chain Link Mesh - Wall	EA			
Under Pinning	LF	1265	\$532.62	\$673,760.67
Rock Cut Drainage Trench	LF	1665	\$99.23	\$165,213.60
Tunnel Drainage	LF	1665	\$16.54	\$27,538.60
Demobilization	DY	1	\$3,283.20	\$3,283.20
Total Tunnel Work Items	LF	1265	\$721.97	\$913,285.87

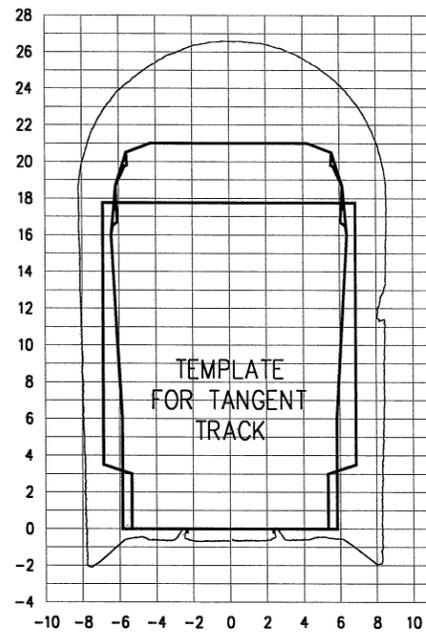
Special Items	UOM	Quantity	Unit Rate	Total
Mobilization	DY			
Flagging	DY	184	\$821.50	\$151,156.00
Flood Track with Ballast for Protection	TN			
Remove Flooded Ballast	TN			
Temporary Bridges	EA			
Invert/Crown Void Grouting	DY	10	\$4,448.80	\$44,488.00
Demobilization	DY			
Total Specialty Items				\$195,644.00

Subtotal All Items		\$1,108,929.87
Construction Contingency	20%	\$221,785.97
Engineering Allowance	10%	\$133,071.58
Construction Management Allowance	14%	\$186,300.22
Total		\$1,650,087.65

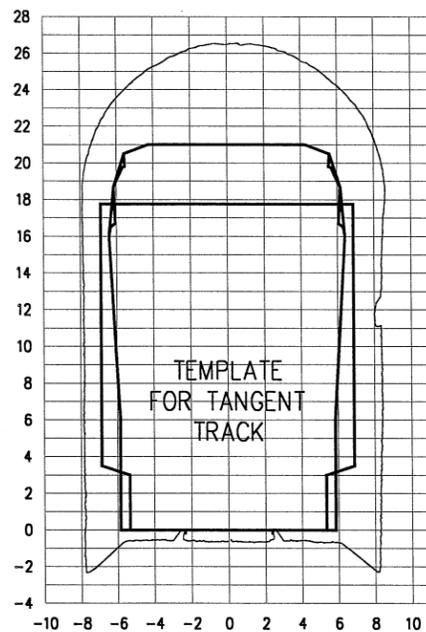
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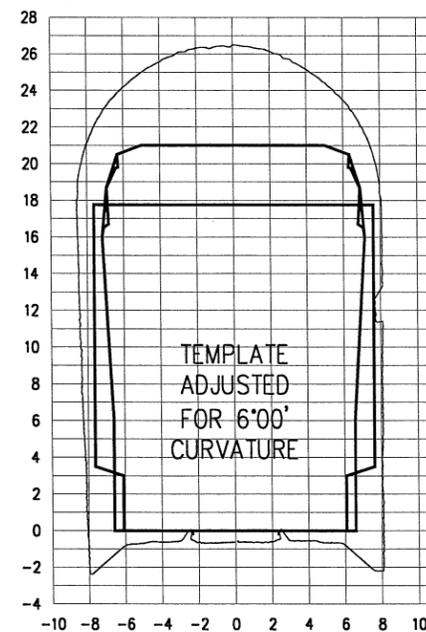
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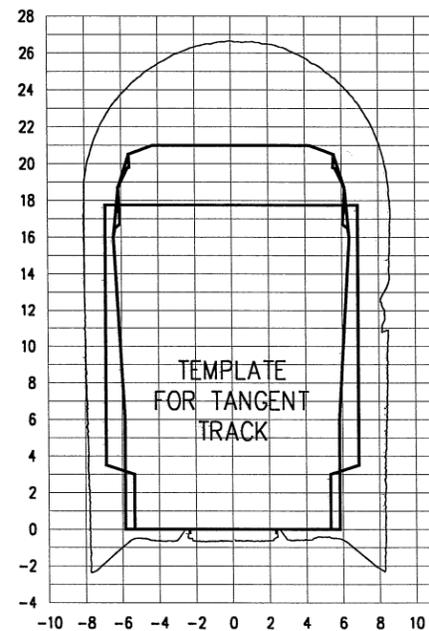
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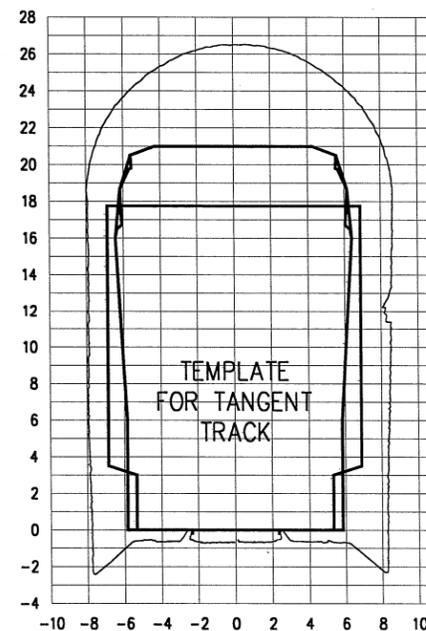
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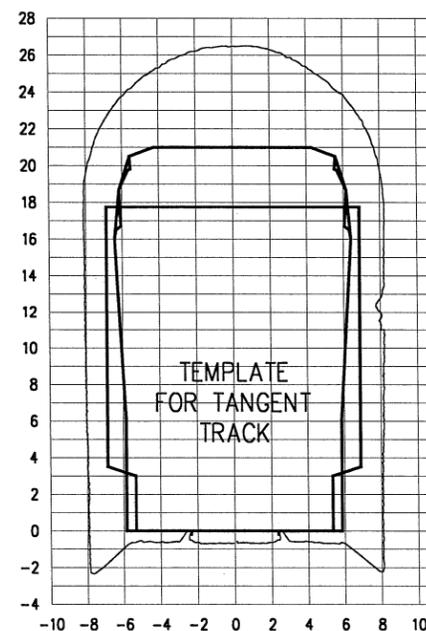
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0+50



1+50



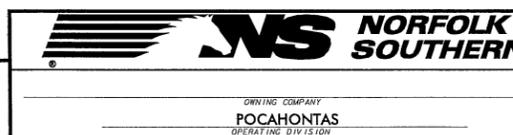
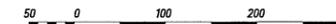
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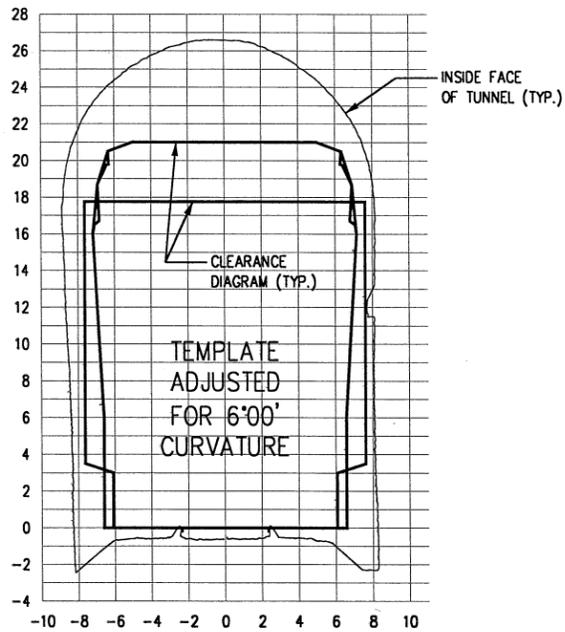
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NOT FOR CONSTRUCTION

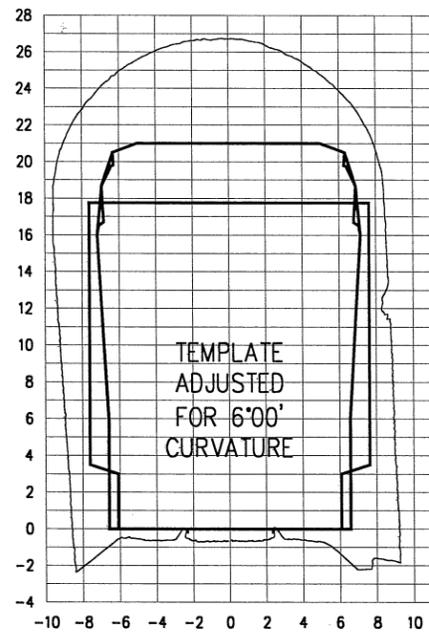
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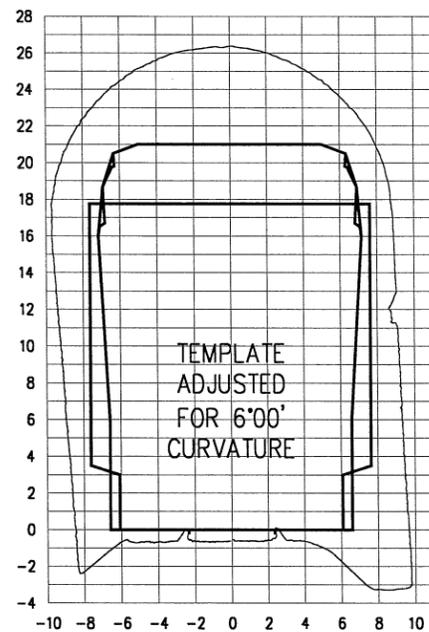
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CHK	DATE	APRIL 29, 2005	



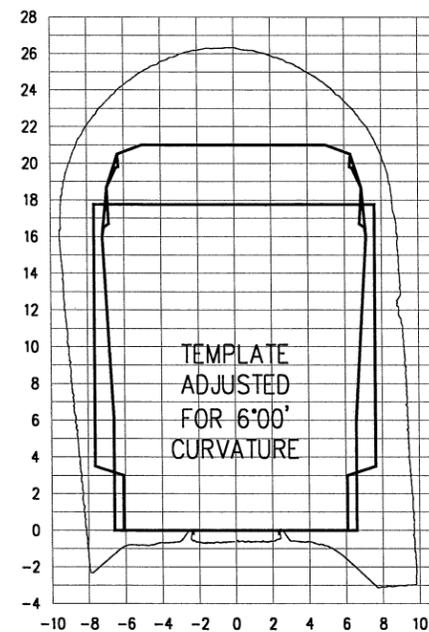
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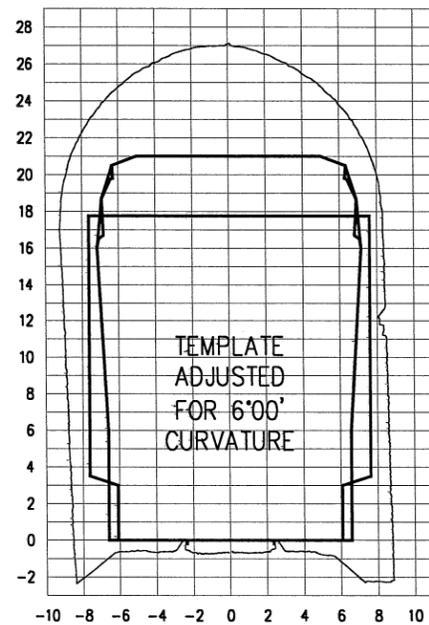
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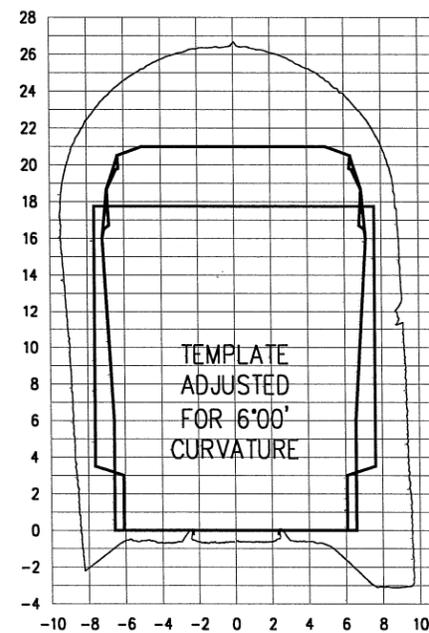
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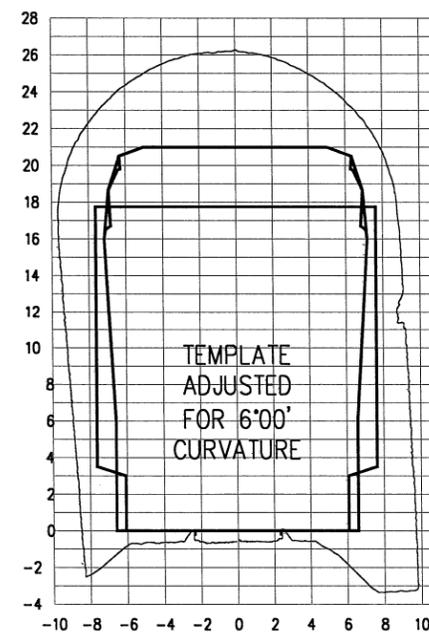
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5+01



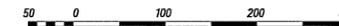
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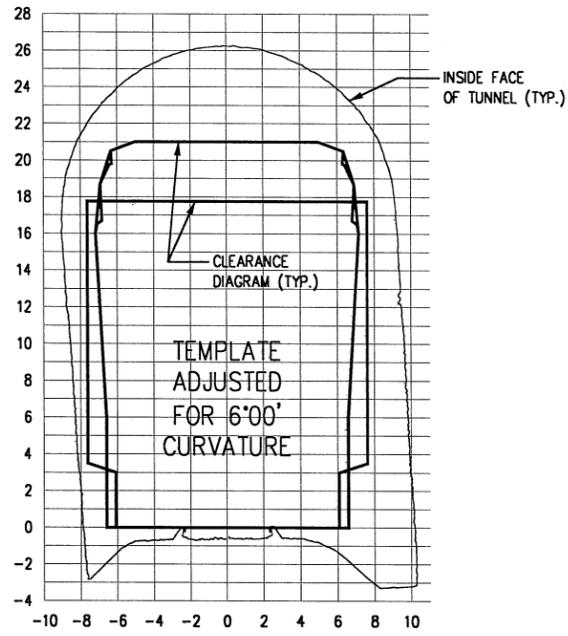
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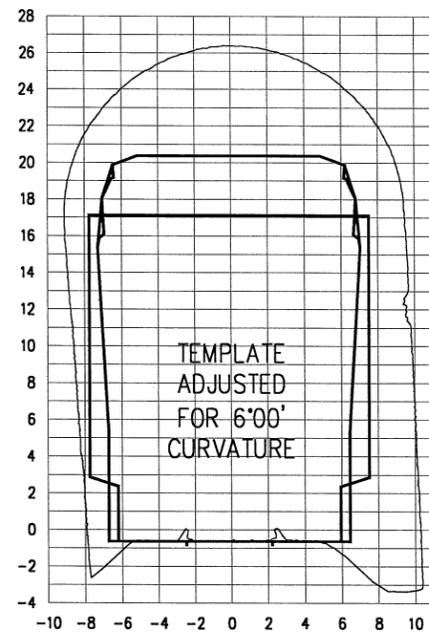
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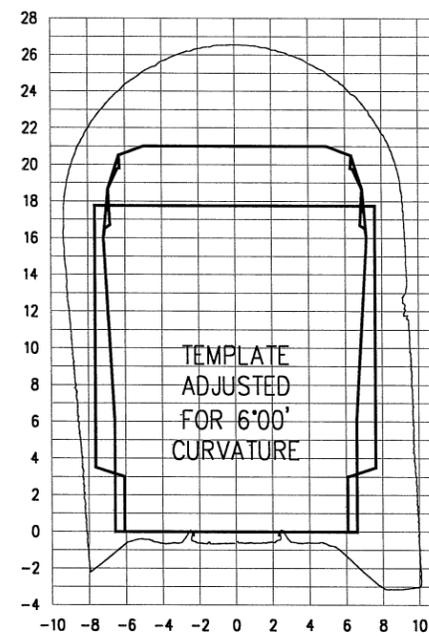
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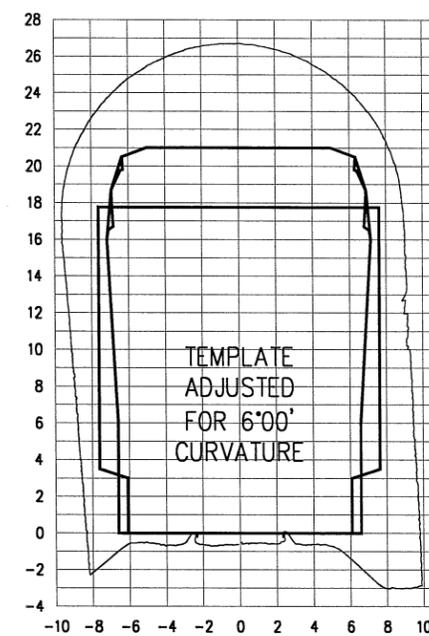
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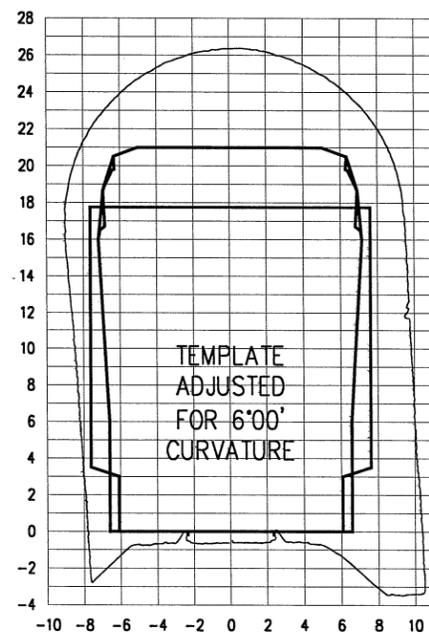
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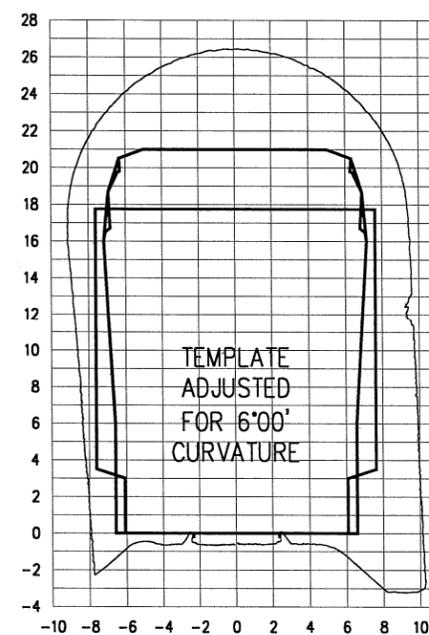
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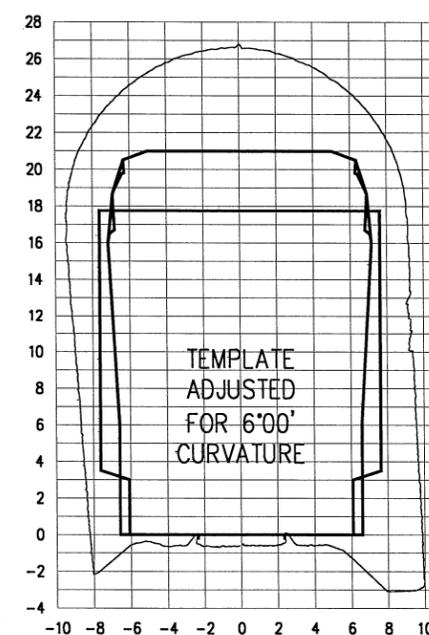
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7+52



8+50



9+50

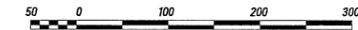
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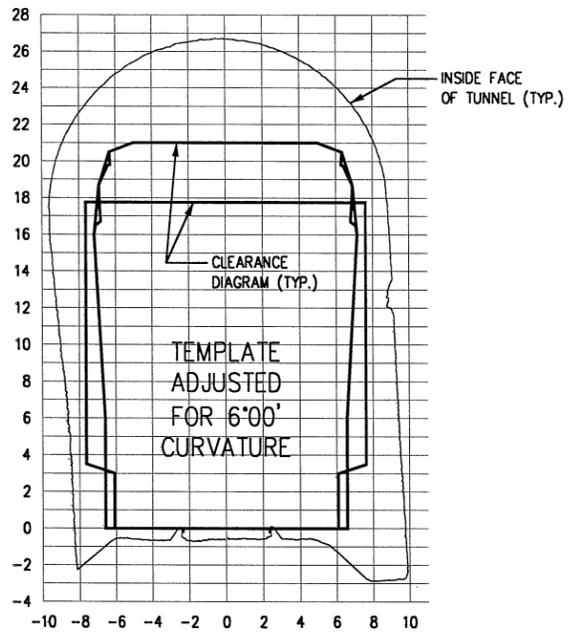
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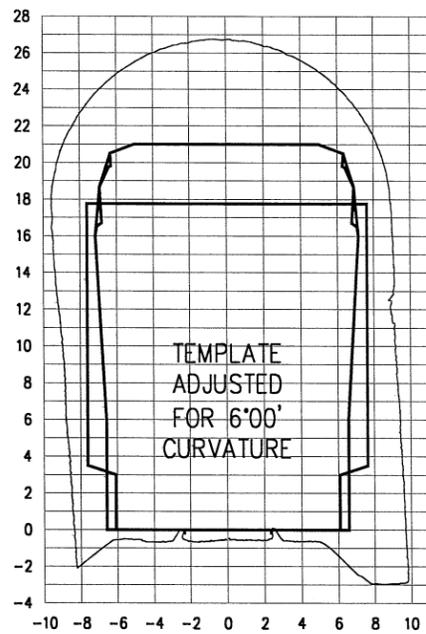
NORFOLK SOUTHERN

OPERATING DIVISION
POCAHONTAS
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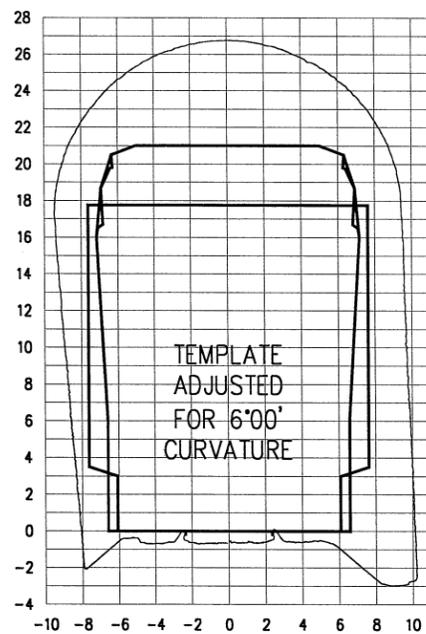
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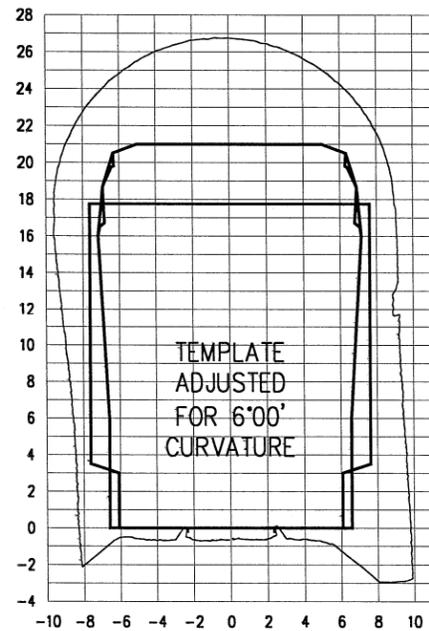
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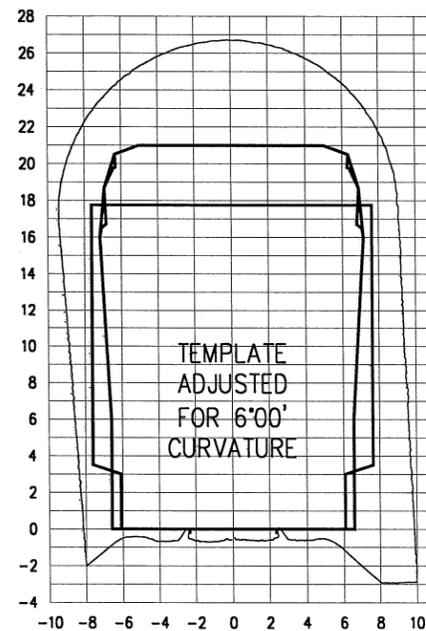
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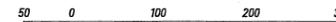
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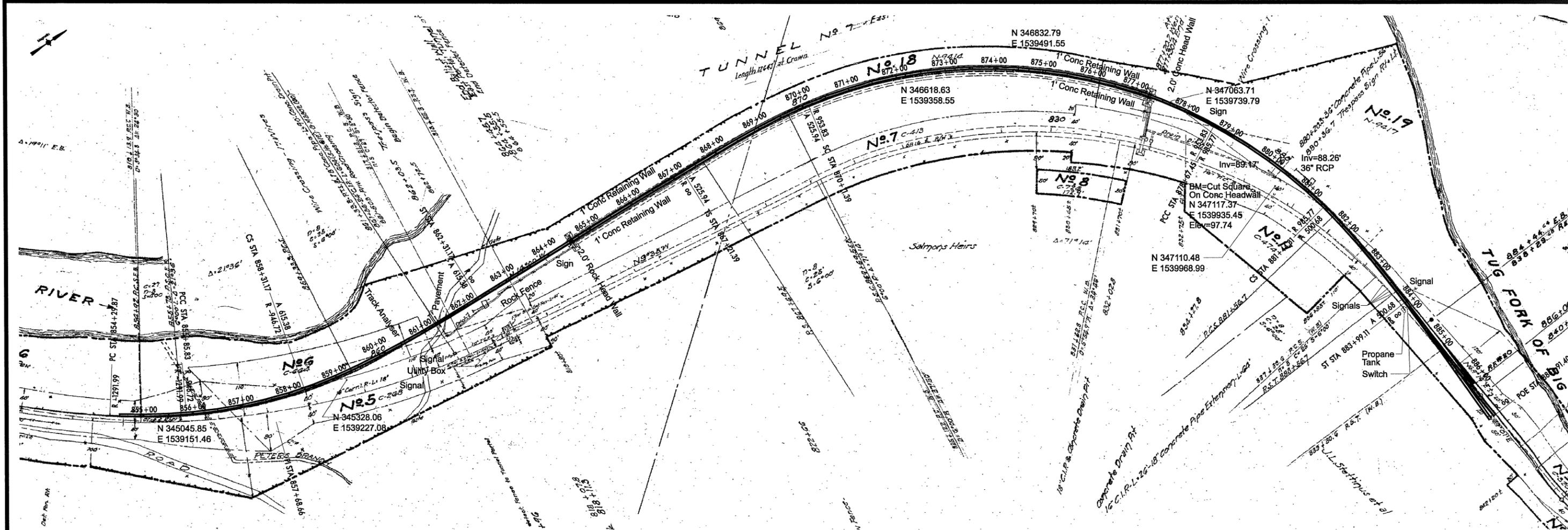


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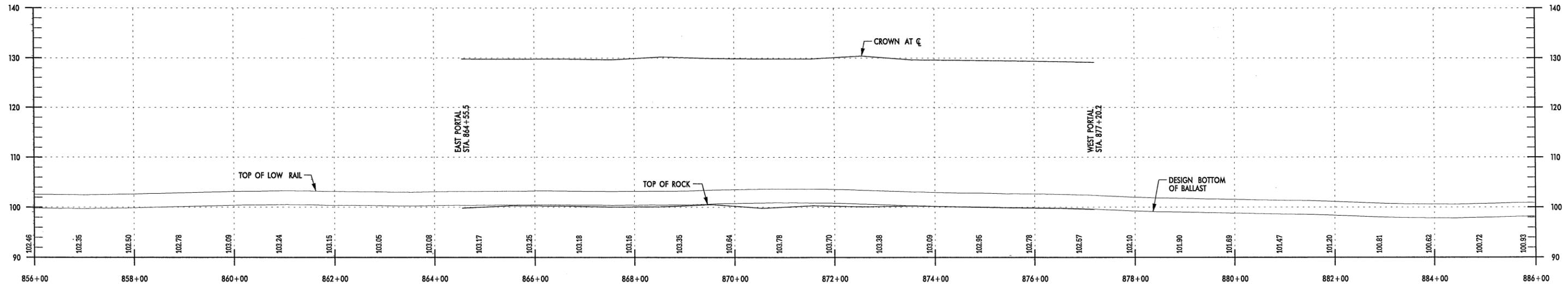
OWNING COMPANY
POCAHONTAS

OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

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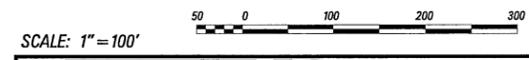
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SCALE: 1"=100'



BIG SANDY NO. 7 PROFILE
SCALE: 1"=100' HORIZ.
1"=10' VERT.

NOT FOR CONSTRUCTION

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NORFOLK SOUTHERN

OWNING COMPANY
POCAHONTAS

OPERATING DIVISION
DESIGN AND CONSTRUCTION - ATLANTA, GA

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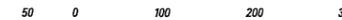
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Description:	STATION	NORTHING	EASTING
Style: default			
Input Factor: 1.0000			
Element: Circular			
PC ()	854+29.87	344890.58	1539014.25
PI ()	855+07.96	344953.13	1539061.02
CC ()	855+85.83	345664.27	1539799.53
PCC ()	855+85.83	345020.85	1539099.91
Radius:	1291.99		
Delta:	6°55'05"	Left	
Degree of Curvature(Chord):	4°26'09"		
Length:	156.00		
Length(Chord):	155.96		
Tangent:	78.09		
Chord:	155.91		
Middle Ordinate:	2.35		
External:	2.36		
Tangent Direction:	36°47'12"		
Radial Direction:	126°47'12"		
Chord Direction:	33°19'39"		
Radial Direction:	119°52'06"		
Tangent Direction:	29°52'06"		
Element: Circular			
PCC (4)	855+85.83	345020.85	1539099.91
PI ()	857+09.25	345127.87	1539161.37
CC (8)	858+31.17	345492.32	1538278.94
CS (11)	858+31.17	345247.08	1539193.34
Radius:	946.72		
Delta:	14°51'18"	Left	
Degree of Curvature(Chord):	6°03'17"		
Length:	245.45		
Length(Chord):	245.34		
Tangent:	123.42		
Chord:	244.77		
Middle Ordinate:	7.94		
External:	8.01		
Tangent Direction:	29°52'06"		
Radial Direction:	119°52'06"		
Chord Direction:	22°26'27"		
Radial Direction:	105°00'49"		
Tangent Direction:	15°00'49"		
Element: Clothoid			
CS (11)	858+31.17	345247.08	1539193.34
SPI (5)	859+65.07	345376.41	1539228.03
ST (6)	862+31.17	345643.36	1539241.60
Entrance Radius:	946.72		
Exit Radius:	0.00		
Length:	400.00		
Angle:	12°06'15"	Left	
Constant:	615.38		
Long Tangent:	267.29		
Short Tangent:	133.90		
Long Chord:	399.21		
Xs:	398.22		
Ys:	28.08		
P:	7.03		
K:	199.70		
Tangent Direction:	15°00'49"		
Radial Direction:	105°00'49"		
Chord Direction:	6°56'33"		
Radial Direction:	92°54'34"		
Tangent Direction:	2°54'34"		
Element: Linear			
ST (6)	862+31.17	345643.36	1539241.60
TS (7)	867+21.39	346132.94	1539266.48
Tangent Direction:	2°54'34"		
Tangent Length:	490.21		
Element: Clothoid			
TS (7)	867+21.39	346132.94	1539266.48
SPI (9)	869+14.95	346326.26	1539276.31
SC (10)	870+11.39	346421.16	1539295.82
Entrance Radius:	0.00		
Exit Radius:	953.83		
Length:	290.00		
Angle:	8°42'36"	Right	
Constant:	525.94		
Long Tangent:	193.57		
Short Tangent:	96.88		
Long Chord:	289.70		
Xs:	289.33		
Ys:	14.67		
P:	3.67		
K:	144.89		
Tangent Direction:	2°54'34"		
Radial Direction:	92°54'34"		
Chord Direction:	5°48'44"		
Radial Direction:	101°37'10"		
Tangent Direction:	11°37'10"		

BIG SANDY NO. 7 CURVE DATA CONT.

Element: Circular			
SC (10)	870+11.39	346421.16	1539295.82
PI ()	874+70.91	346871.27	1539388.37
CC (12)	878+67.45	346229.04	1540230.10
PCC (13)	878+67.45	347079.41	1539798.06
Radius:	953.83		
Delta:	51°26'49"	Right	
Degree of Curvature(Chord):	6°00'35"		
Length:	856.46		
Length(Chord):	856.07		
Tangent:	459.53		
Chord:	827.98		
Middle Ordinate:	94.53		
External:	104.92		
Tangent Direction:	11°37'10"		
Radial Direction:	101°37'10"		
Chord Direction:	37°20'34"		
Radial Direction:	153°03'59"		
Tangent Direction:	63°03'59"		
Element: Circular			
PCC (13)	878+67.45	347079.41	1539798.06
PI ()	880+07.12	347142.67	1539922.57
CC (14)	881+44.81	346200.57	1540244.57
CS (15)	881+44.81	347168.86	1540059.75
Radius:	985.77		
Delta:	16°07'40"	Right	
Degree of Curvature(Chord):	5°48'53"		
Length:	277.48		
Length(Chord):	277.36		
Tangent:	139.66		
Chord:	276.56		
Middle Ordinate:	9.75		
External:	9.84		
Tangent Direction:	63°03'59"		
Radial Direction:	153°03'59"		
Chord Direction:	71°07'49"		
Radial Direction:	169°11'39"		
Tangent Direction:	79°11'39"		
Element: Clothoid			
CS (15)	881+44.81	347168.86	1540059.75
SPI (16)	882+29.71	347184.78	1540143.15
ST (17)	883+99.11	347194.88	1540312.53
Entrance Radius:	985.77		
Exit Radius:	0.00		
Length:	254.30		
Angle:	7°23'25"	Right	
Constant:	500.68		
Long Tangent:	169.68		
Short Tangent:	84.90		
Long Chord:	254.11		
Xs:	253.88		
Ys:	10.92		
P:	2.73		
K:	127.08		
Tangent Direction:	79°11'39"		
Radial Direction:	169°11'39"		
Chord Direction:	84°07'17"		
Radial Direction:	176°35'04"		
Tangent Direction:	86°35'04"		
Element: Linear			
ST (17)	883+99.11	347194.88	1540312.53
POE (18)	886+91.40	347212.30	1540604.30
Tangent Direction:	86°35'04"		
Tangent Length:	292.29		

FILE NAME = P:\NSR\05399\04\Survey\Info\0567 Big Sandy No. 7 curve.dwg
DATE/TIME = 04/29/2005 08:28:22 PM



SCALE: 1"=100'



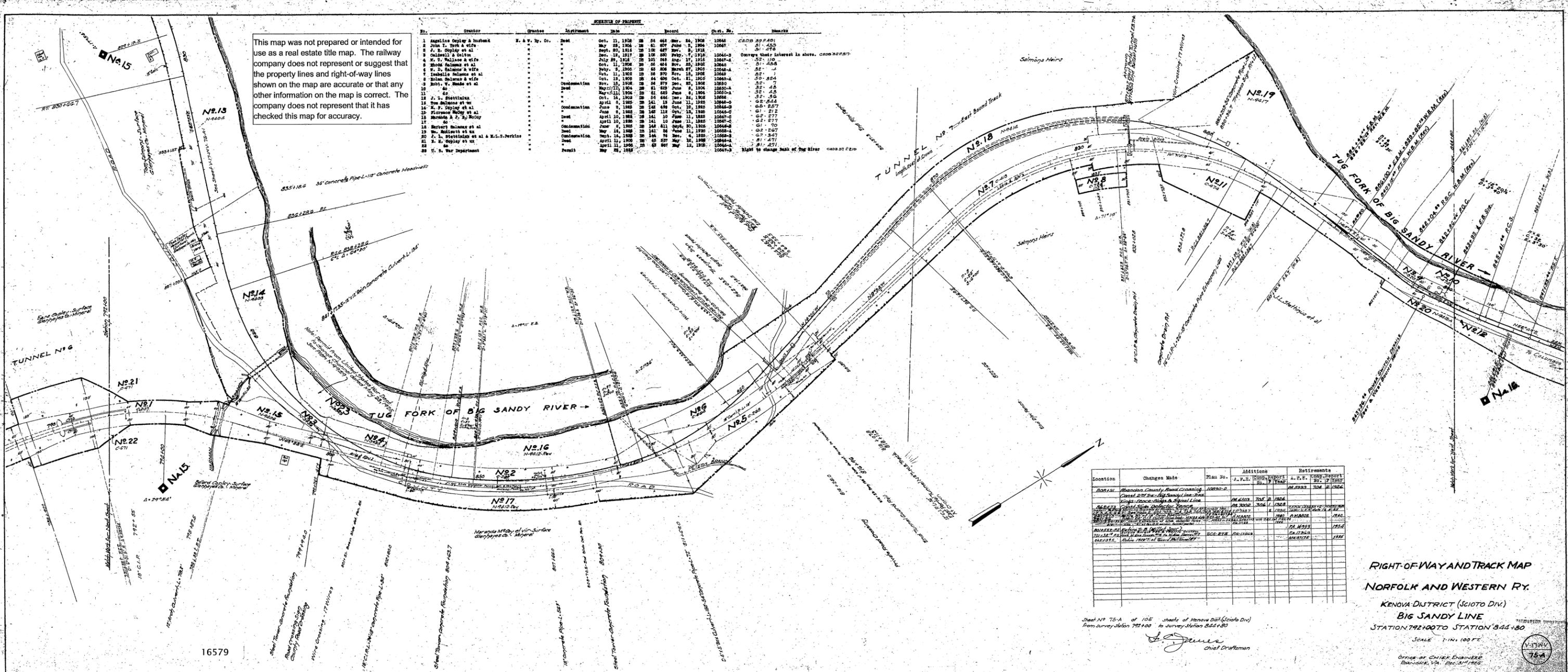
OWNING COMPANY
POCAHONTAS
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA

NOT FOR CONSTRUCTION

PT	DJI	8/19/05	PRELIMINARY ENGINEERING PHASE REPORT
REV	BY	DATE	DESCRIPTION
LOCKED FOR			
TITLE			
BIG SANDY NO. 7 TUNNEL, TRIPP, WV			
CURVE DATA			
DGN	PTD No.	VRW	16579 MILE POST NA-15.67
DWN	FILE No.	DRAWING NUMBER	
CHK	DATE	APRIL 29, 2005	

This map was not prepared or intended for use as a real estate title map. The railway company does not represent or suggest that the property lines and right-of-way lines shown on the map are accurate or that any other information on the map is correct. The company does not represent that it has checked this map for accuracy.

No.	Owner	Grantee	Settlement	Date	Acres	Notes
1	Angeline Ogley & husband	H. & W. W. Co.	Deed	Oct. 11, 1908	28 58	Mar. 24, 1908 10042
2	John T. Dyer & wife	"	Deed	May 28, 1908	28 61	June 5, 1908 10047
3	J. H. Ogley et al.	"	Deed	Sept. 20, 1916	108 487	Nov. 9, 1916 10047
4	Calwell & Nelson	"	Deed	Nov. 18, 1917	108 280	Feb. 7, 1918 10046-B
5	W. T. Wallace & wife	"	Deed	July 29, 1918	101 508	Nov. 17, 1918 10047-A
6	W. H. Salmons et al.	"	Deed	Nov. 11, 1908	28 468	Nov. 25, 1908 10044
7	F. T. Salmons & wife	"	Deed	July 9, 1908	68 208	March 27, 1908 10044-A
8	Isabelle Salmons et al.	"	Deed	Oct. 11, 1908	28 870	Nov. 15, 1908 10043
9	W. H. Salmons & wife	"	Deed	Oct. 18, 1908	64 608	Oct. 21, 1908 10043-A
10	John W. Heide et al.	"	Deed	Nov. 15, 1908	28 878	Dec. 25, 1908 10050
11	do	"	Deed	Nov. 15, 1908	28 878	Dec. 25, 1908 10050-A
12	do	"	Deed	Nov. 15, 1908	28 878	Dec. 25, 1908 10050-B
13	J. S. Swettliffe	"	Deed	May 27, 1904	28 61	June 8, 1904 10050-A
14	Tom Salmons et al.	"	Deed	May 11, 1904	28 61	June 8, 1904 10050-A
15	J. S. Swettliffe	"	Deed	Oct. 14, 1908	28 64	Nov. 24, 1908 10050
16	Marion A. J. R. R. Co.	"	Deed	April 4, 1908	141 18	June 11, 1908 10049-B
17	do	"	Deed	April 4, 1908	141 18	June 11, 1908 10049-B
18	Marion A. J. R. R. Co.	"	Deed	April 10, 1908	141 10	June 11, 1908 10049-C
19	do	"	Deed	April 10, 1908	141 10	June 11, 1908 10049-C
20	Wm. Madison et al.	"	Deed	May 14, 1908	141 56	June 11, 1908 10050-A
21	J. S. Swettliffe et al. & E. S. Perkins	"	Deed	May 14, 1908	141 74	June 11, 1908 10050-B
22	J. S. Swettliffe et al.	"	Deed	April 11, 1908	28 68	May 26, 1908 10044-A
23	do	"	Deed	April 11, 1908	28 68	May 26, 1908 10044-A
24	U. S. War Department	"	Deed	May 28, 1908	28 68	May 12, 1908 10047-B



Location	Changes Made	Plan No.	Additions A. P. S. 1908-1910 B. P. S. 1910-1912	Retirements A. P. S. 1908-1910 B. P. S. 1910-1912
Station 792+00	Abandon County Road Crossing	10050-D	10050-D	10050-D
Station 792+00	Abandon Big Sandy Line Line	10050-E	10050-E	10050-E
Station 792+00	Abandon Big Sandy Line Line	10050-F	10050-F	10050-F
Station 792+00	Abandon Big Sandy Line Line	10050-G	10050-G	10050-G
Station 792+00	Abandon Big Sandy Line Line	10050-H	10050-H	10050-H
Station 792+00	Abandon Big Sandy Line Line	10050-I	10050-I	10050-I
Station 792+00	Abandon Big Sandy Line Line	10050-J	10050-J	10050-J
Station 792+00	Abandon Big Sandy Line Line	10050-K	10050-K	10050-K
Station 792+00	Abandon Big Sandy Line Line	10050-L	10050-L	10050-L
Station 792+00	Abandon Big Sandy Line Line	10050-M	10050-M	10050-M
Station 792+00	Abandon Big Sandy Line Line	10050-N	10050-N	10050-N
Station 792+00	Abandon Big Sandy Line Line	10050-O	10050-O	10050-O
Station 792+00	Abandon Big Sandy Line Line	10050-P	10050-P	10050-P
Station 792+00	Abandon Big Sandy Line Line	10050-Q	10050-Q	10050-Q
Station 792+00	Abandon Big Sandy Line Line	10050-R	10050-R	10050-R
Station 792+00	Abandon Big Sandy Line Line	10050-S	10050-S	10050-S
Station 792+00	Abandon Big Sandy Line Line	10050-T	10050-T	10050-T
Station 792+00	Abandon Big Sandy Line Line	10050-U	10050-U	10050-U
Station 792+00	Abandon Big Sandy Line Line	10050-V	10050-V	10050-V
Station 792+00	Abandon Big Sandy Line Line	10050-W	10050-W	10050-W
Station 792+00	Abandon Big Sandy Line Line	10050-X	10050-X	10050-X
Station 792+00	Abandon Big Sandy Line Line	10050-Y	10050-Y	10050-Y
Station 792+00	Abandon Big Sandy Line Line	10050-Z	10050-Z	10050-Z

RIGHT-OF-WAY AND TRACK MAP
 NORFOLK AND WESTERN RY.
 KENOVA DISTRICT (SCIOTO DIV.)
 BIG SANDY LINE
 STATION 792+00 TO STATION 844+80

Sheet No. 75-A of 105 sheets of Kenova Dist. (Scioto Div.)
 from survey station 792+00 to survey station 844+80
 J. J. Jones
 Chief Draftsman

SCALE 1" = 100 FT.
 OFFICE OF CHIEF ENGINEER
 NORFOLK, VA. DEC. 17, 1908