
























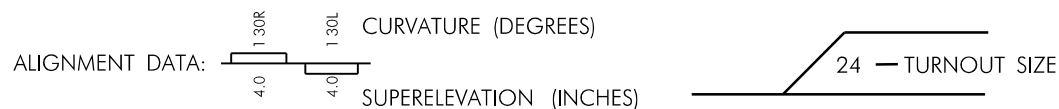
# EXISTING TRACK SCHEMATIC

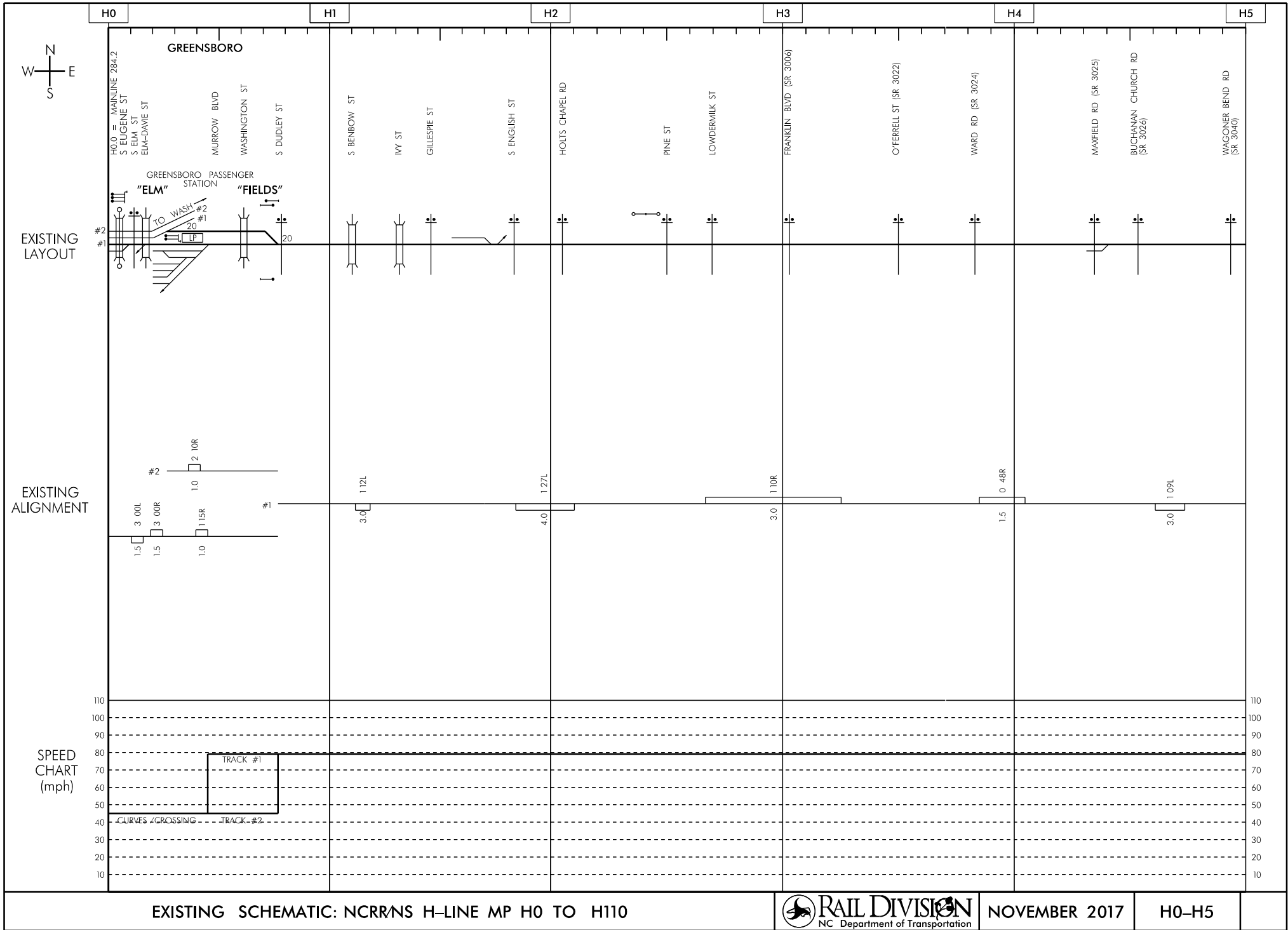
NORTH CAROLINA RAILROAD / NORFOLK SOUTHERN 'H' LINE MILEPOST H0 TO H110

DATE: NOVEMBER 2017

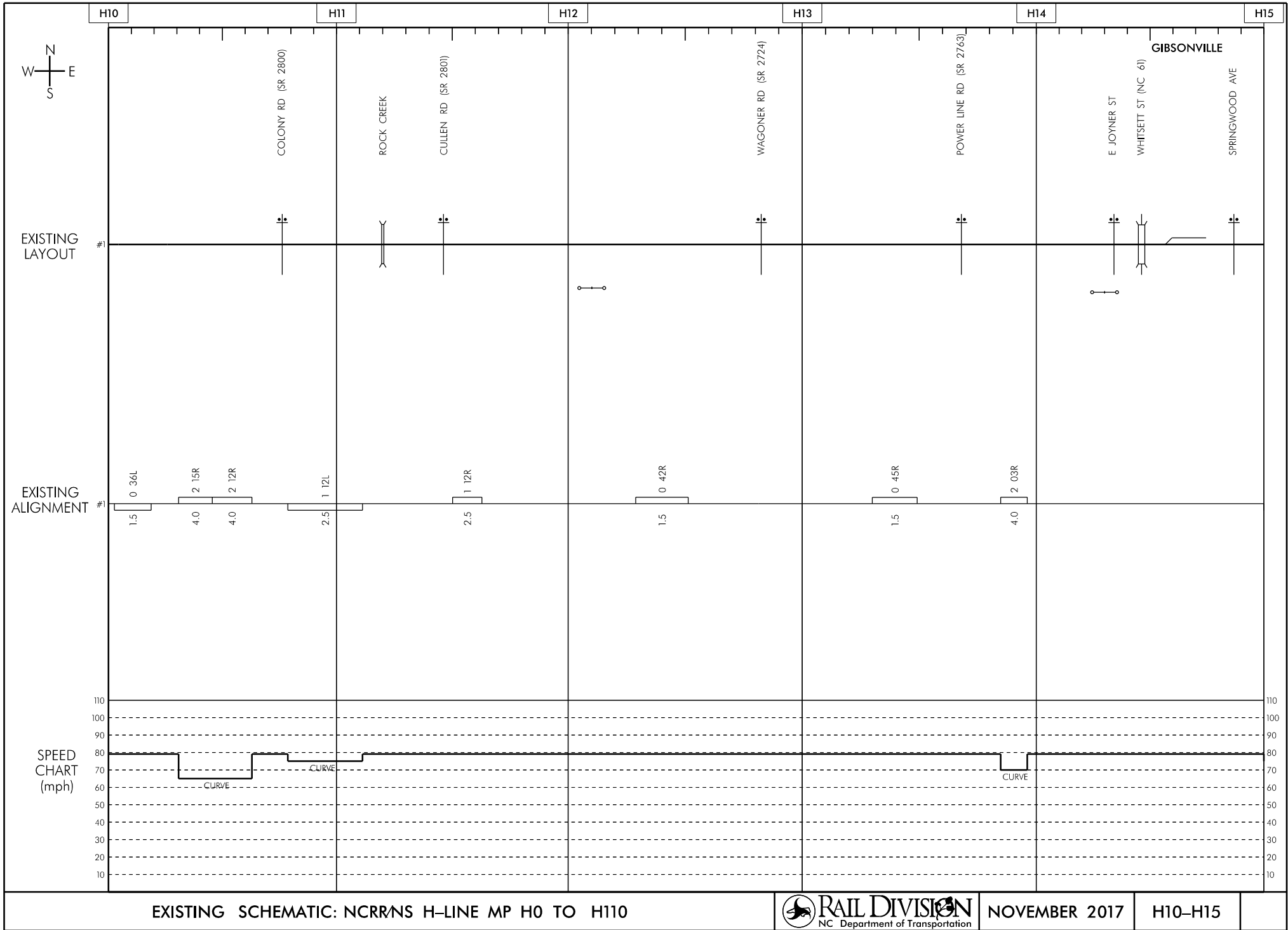
## LEGEND

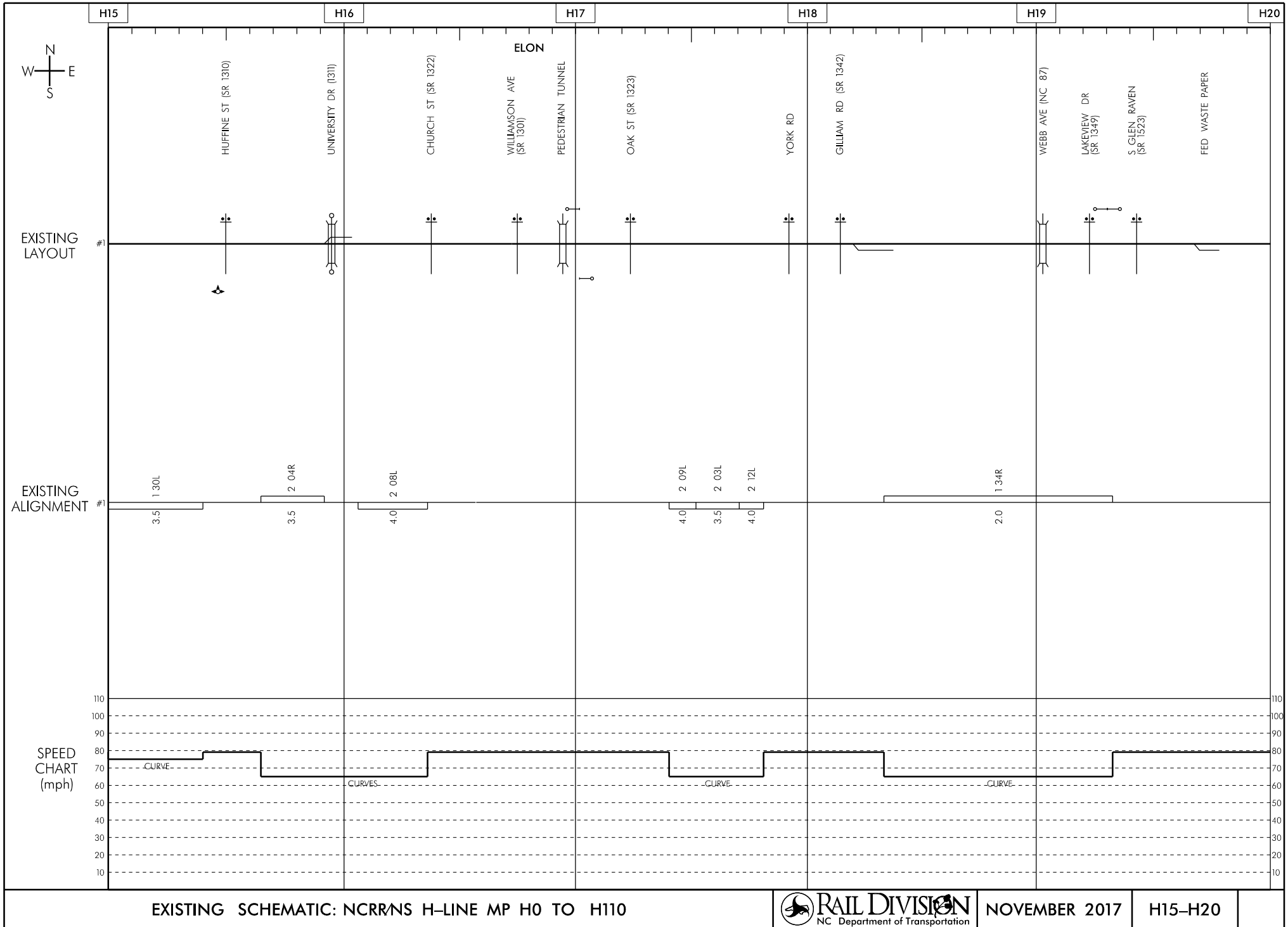
	CROSSING WITH GATES AND LIGHTS		ROADWAY UNDERPASS		WHEEL FLANGE LUBRICATOR
	CROSSING WITH CROSSBUCKS ONLY		ROADWAY OVERPASS		AEI SCANNER AND/OR WHEEL IMPACT LOAD DETECTOR
	UNPROTECTED CROSSING		RAILROAD UNDERPASS		AUTOMATIC MAST SIGNAL
	AT GRADE RAILROAD CROSSING		DEFECT DETECTOR		CONTROLLED MAST SIGNAL
	MISC. OVERHEAD STRUCTURE		"BOYLAN" CONTROL POINT NAME		SINGLE TRACK CONTROLLED CANTILEVER SIGNAL
	BRIDGE OVER WATERWAY		LOW LEVEL PLATFORM		TWO TRACK AUTOMATIC CANTILEVER SIGNAL
			HIGH LEVEL PLATFORM		TWO TRACK CONTROLLED CANTILEVER SIGNAL
					TWO TRACK AUTOMATIC SIGNAL BRIDGE
					TWO TRACK CONTROLLED SIGNAL BRIDGE
					CONTROLLED DWARF SIGNAL

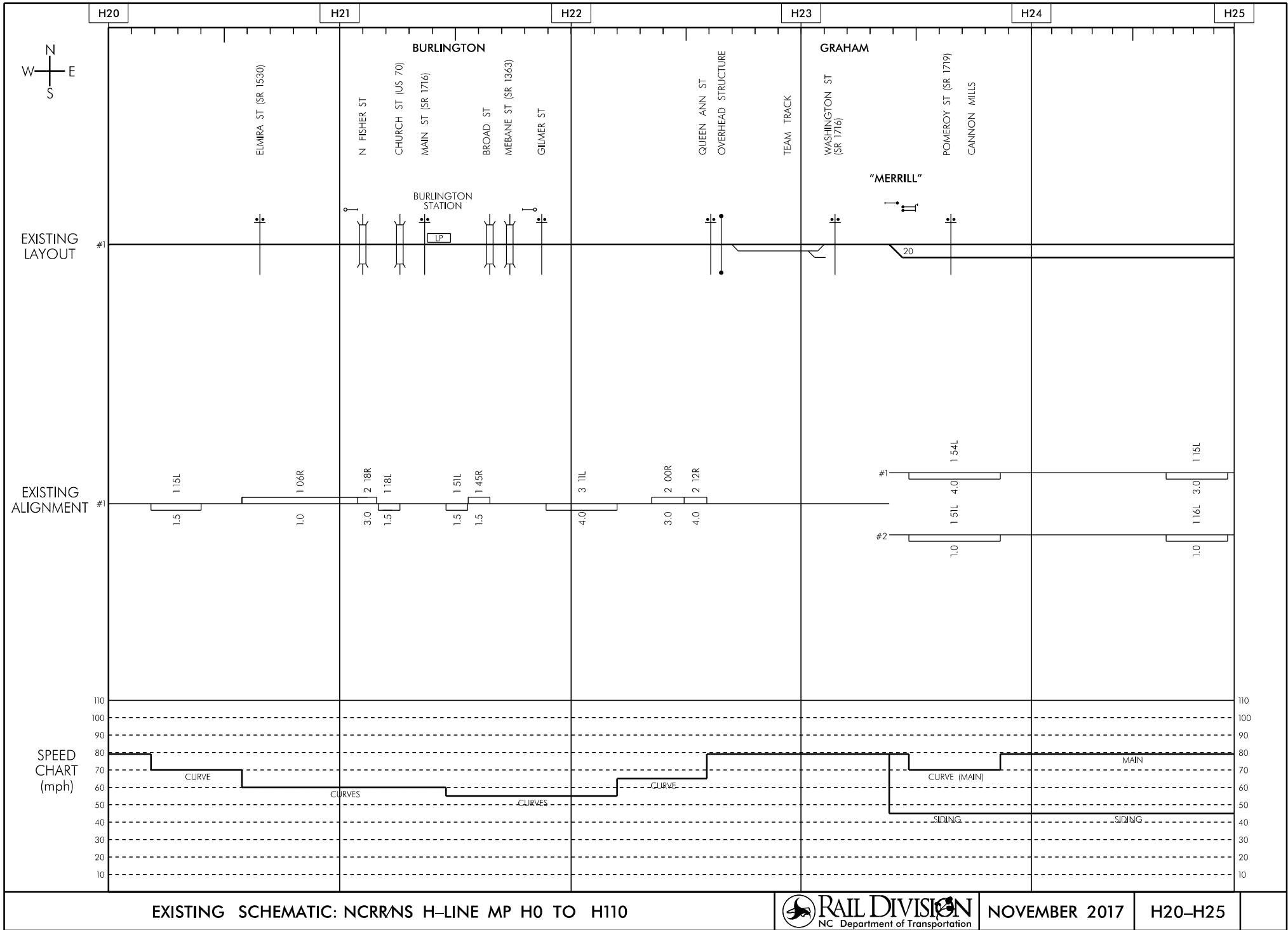


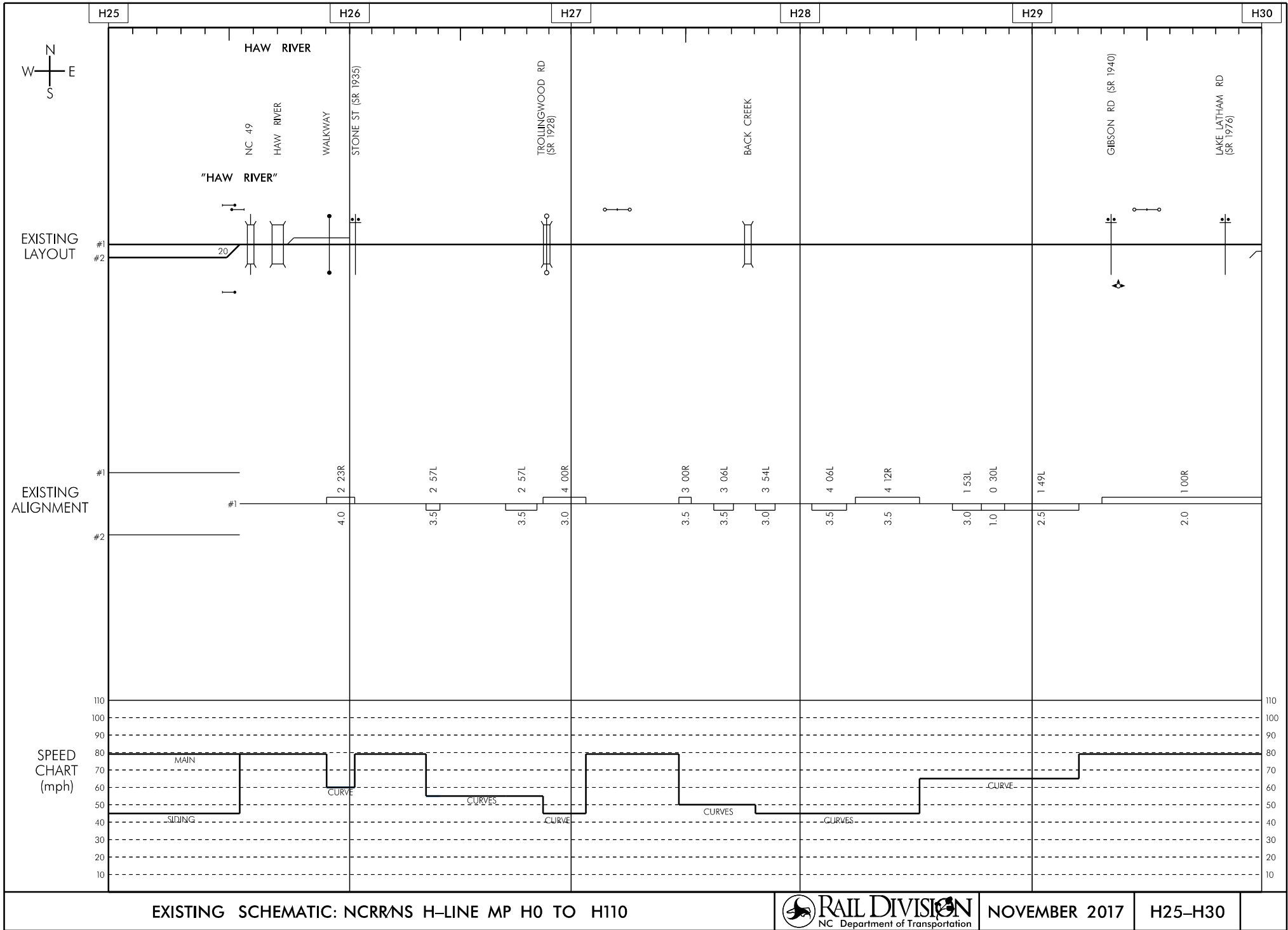


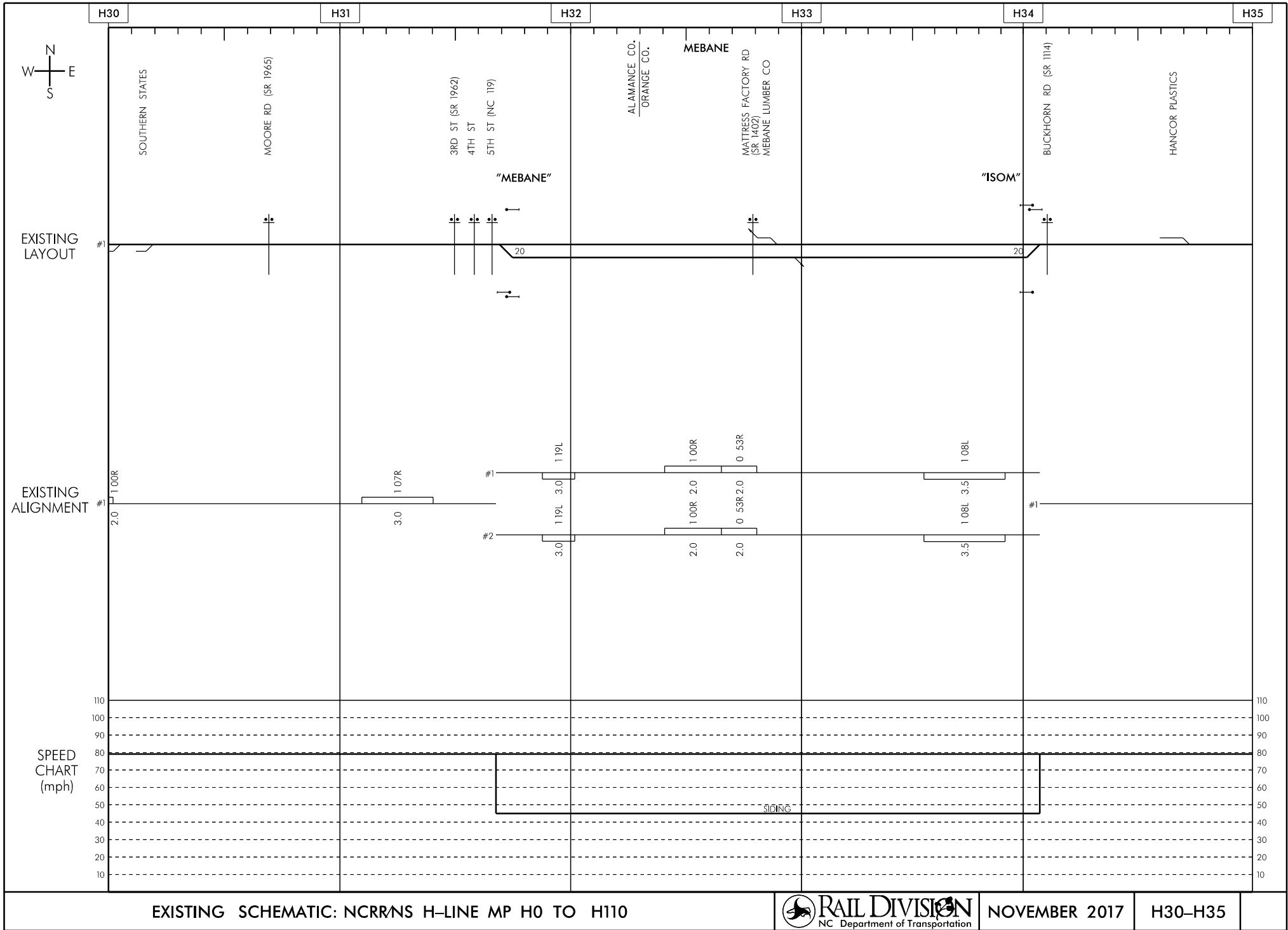




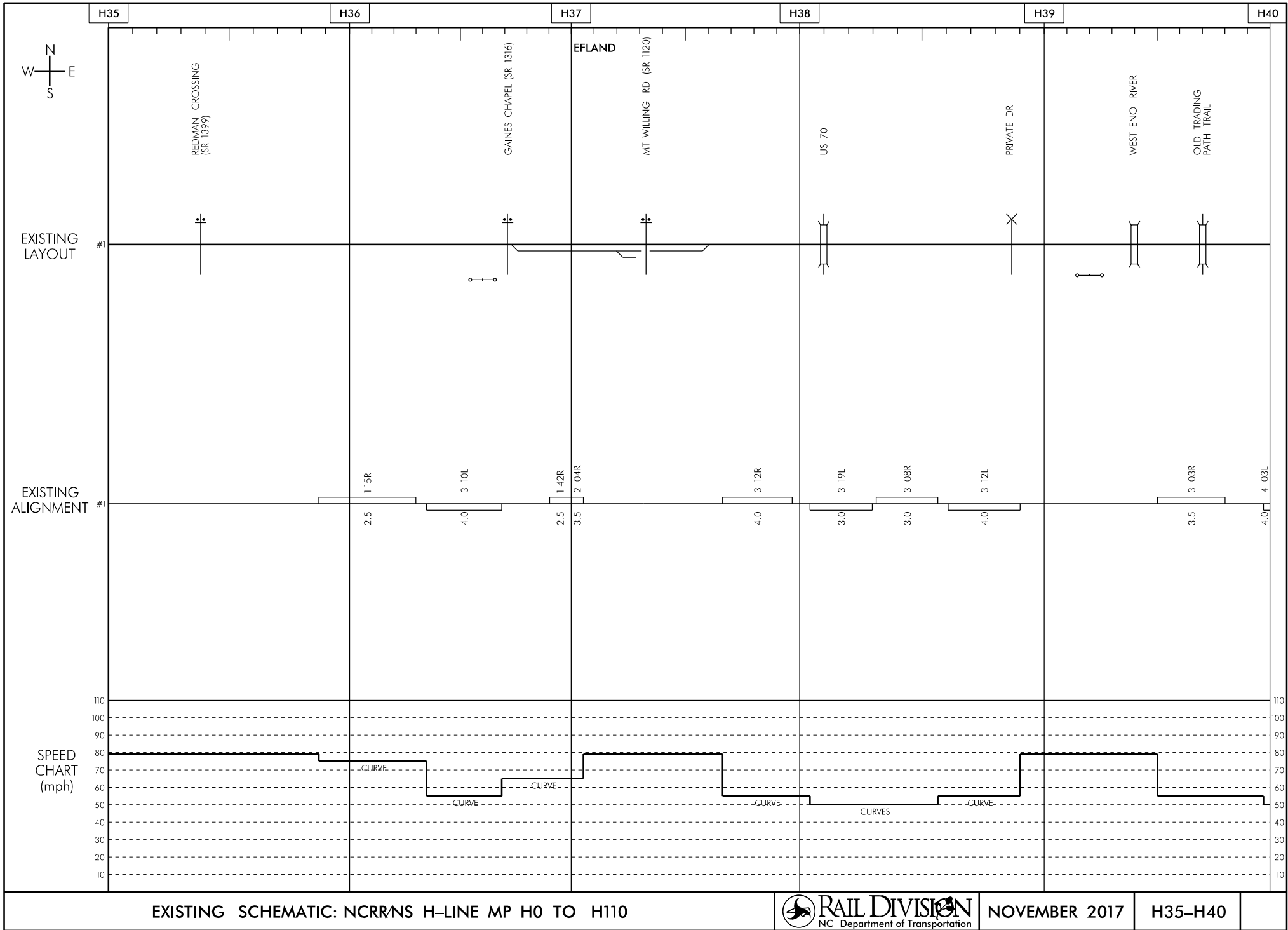


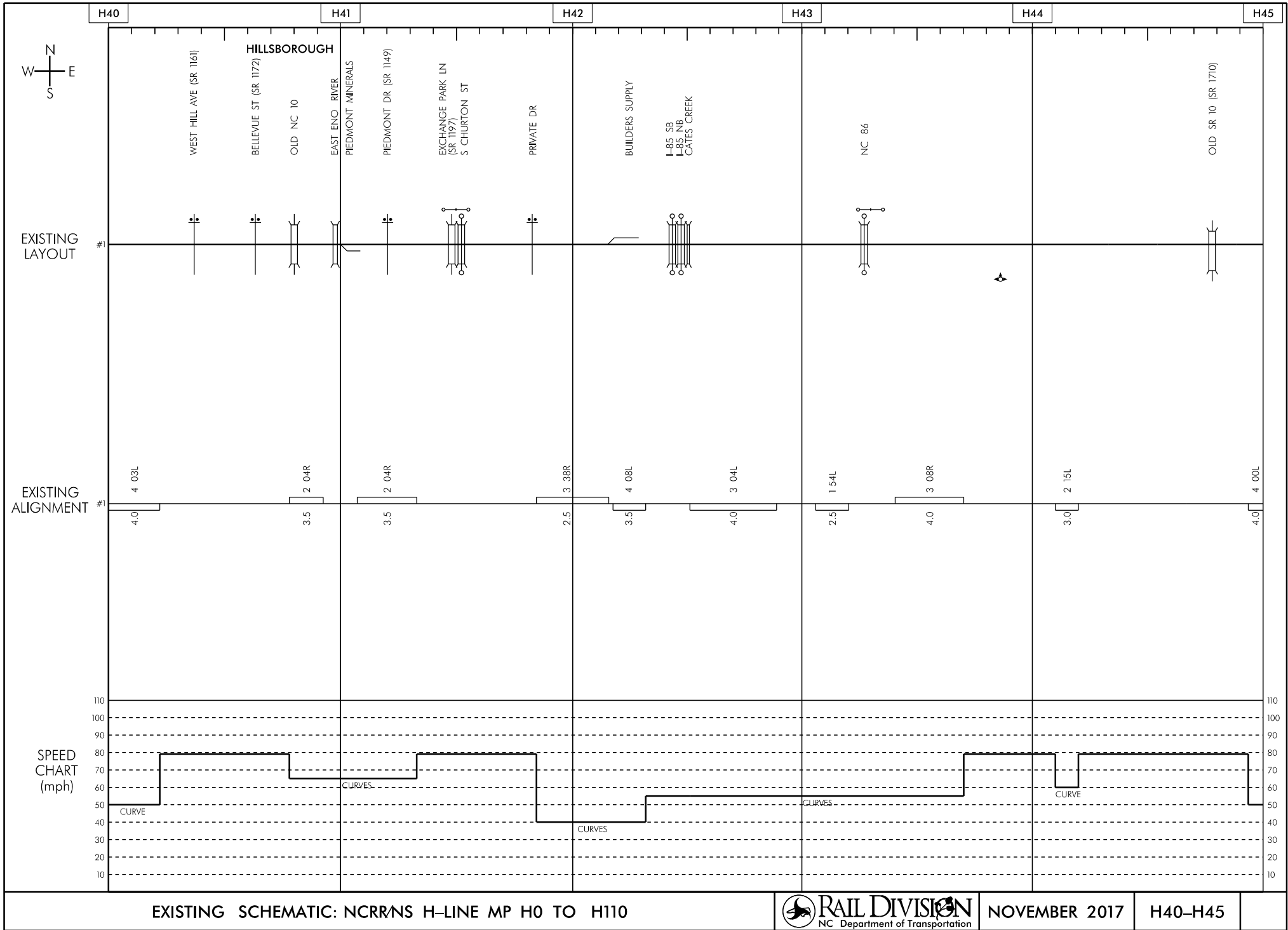


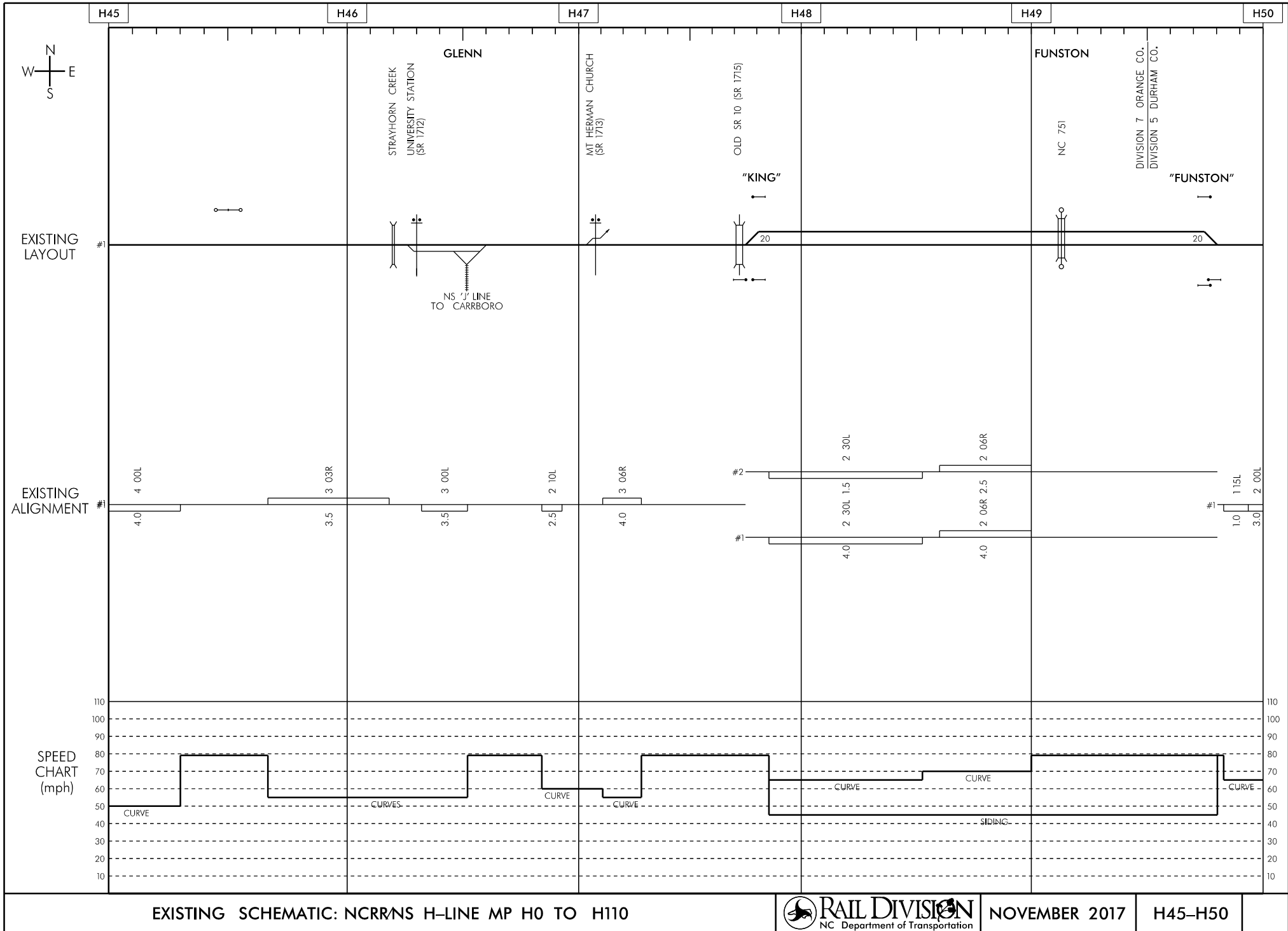


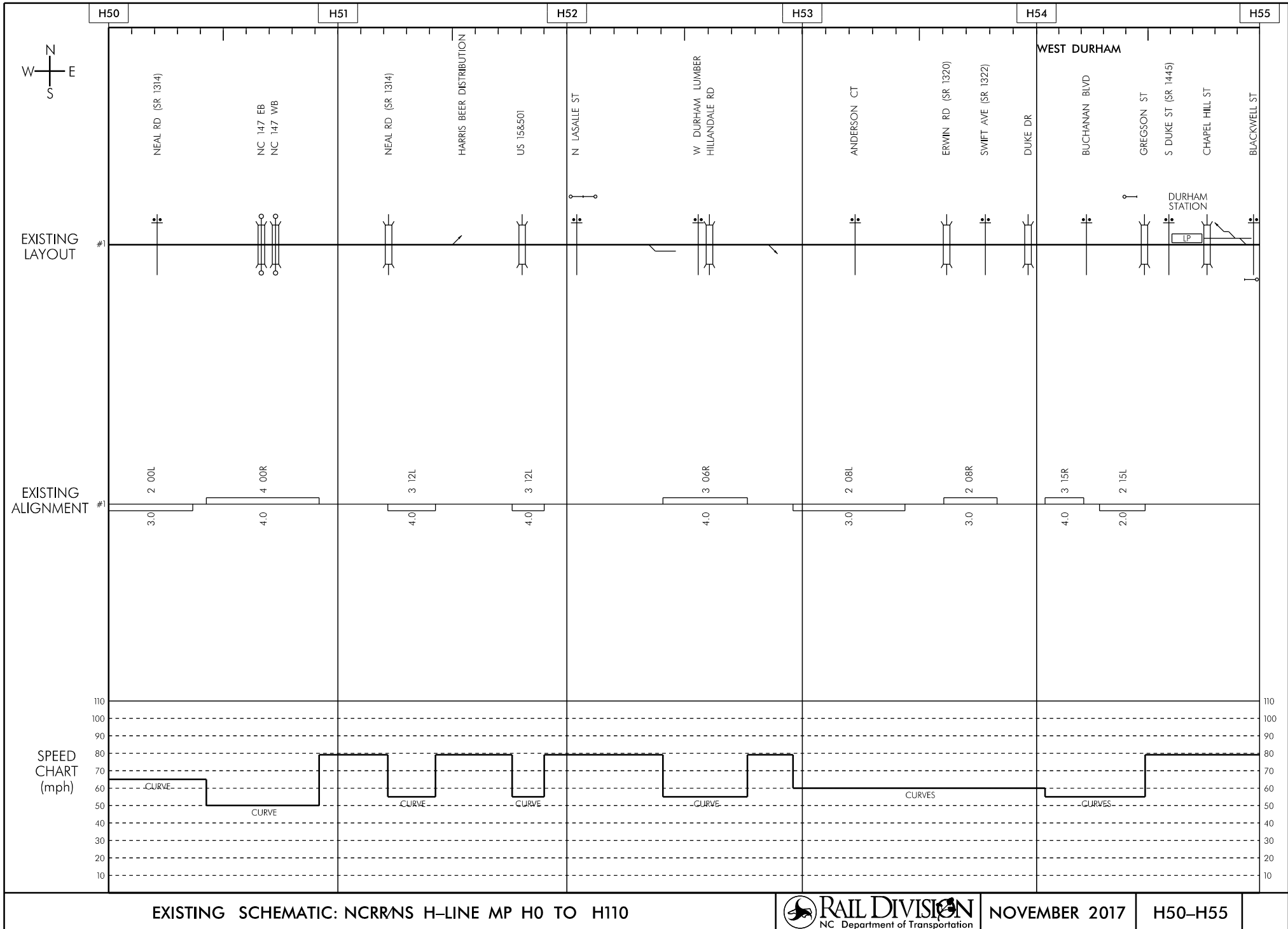


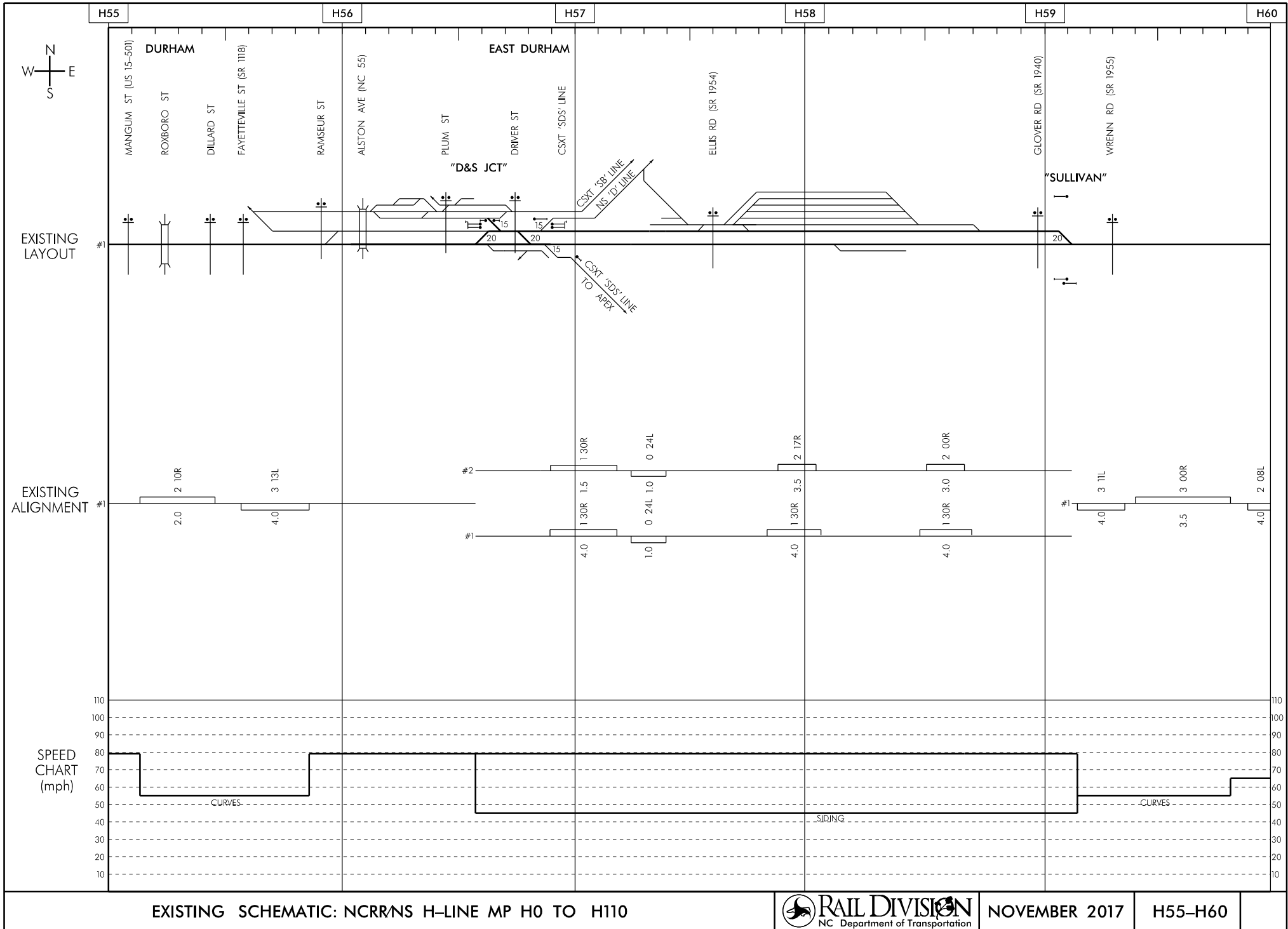


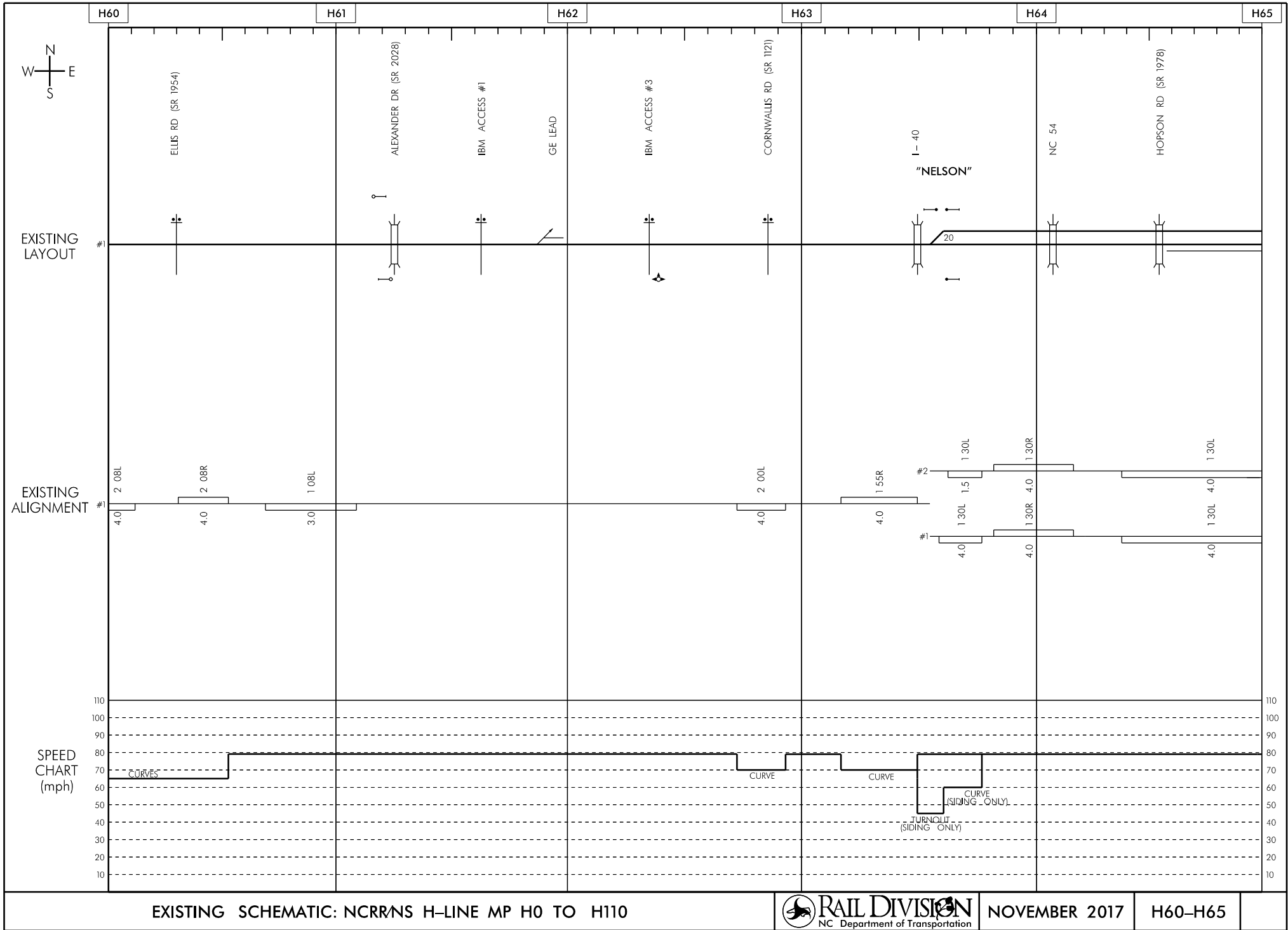


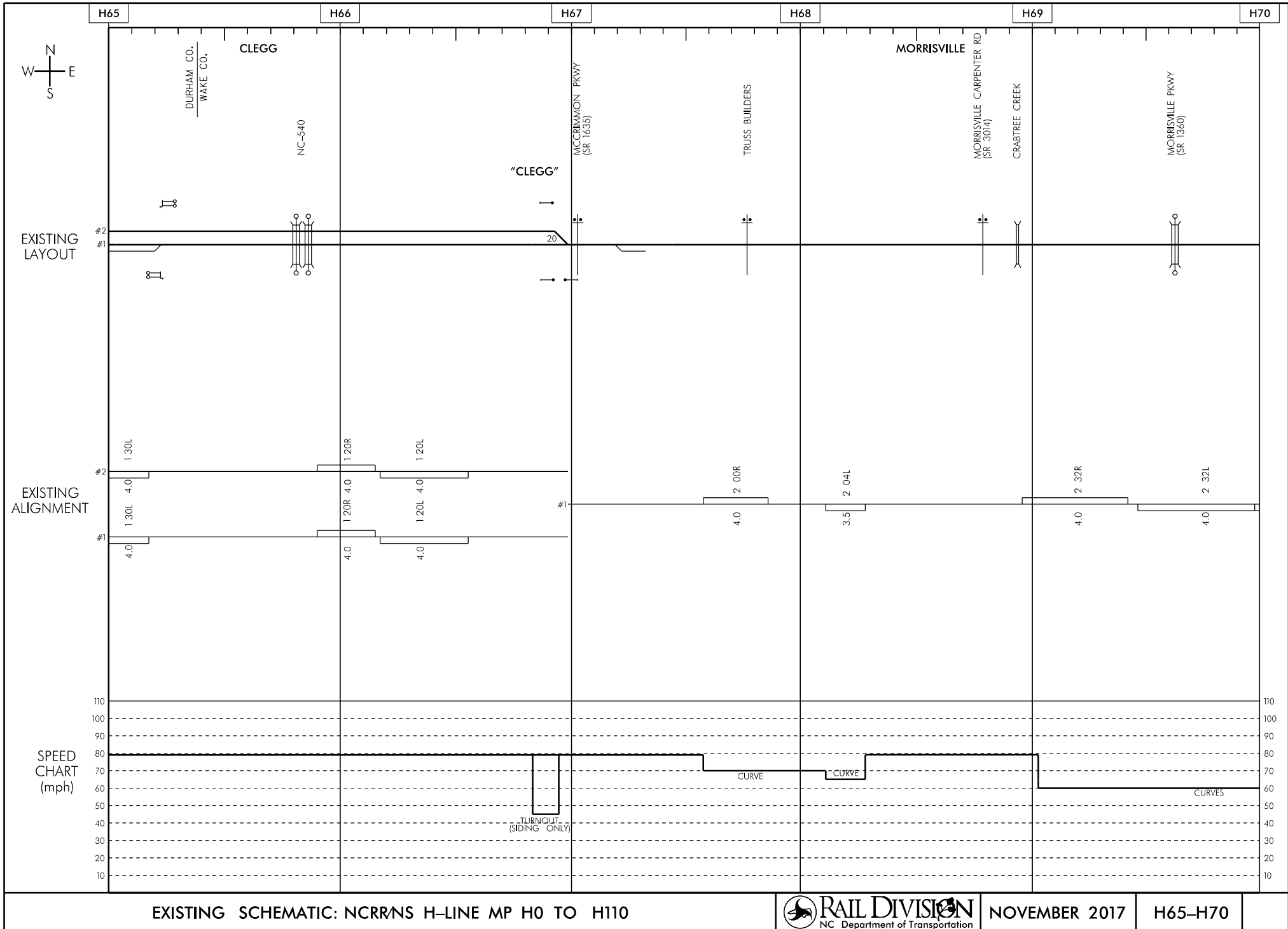




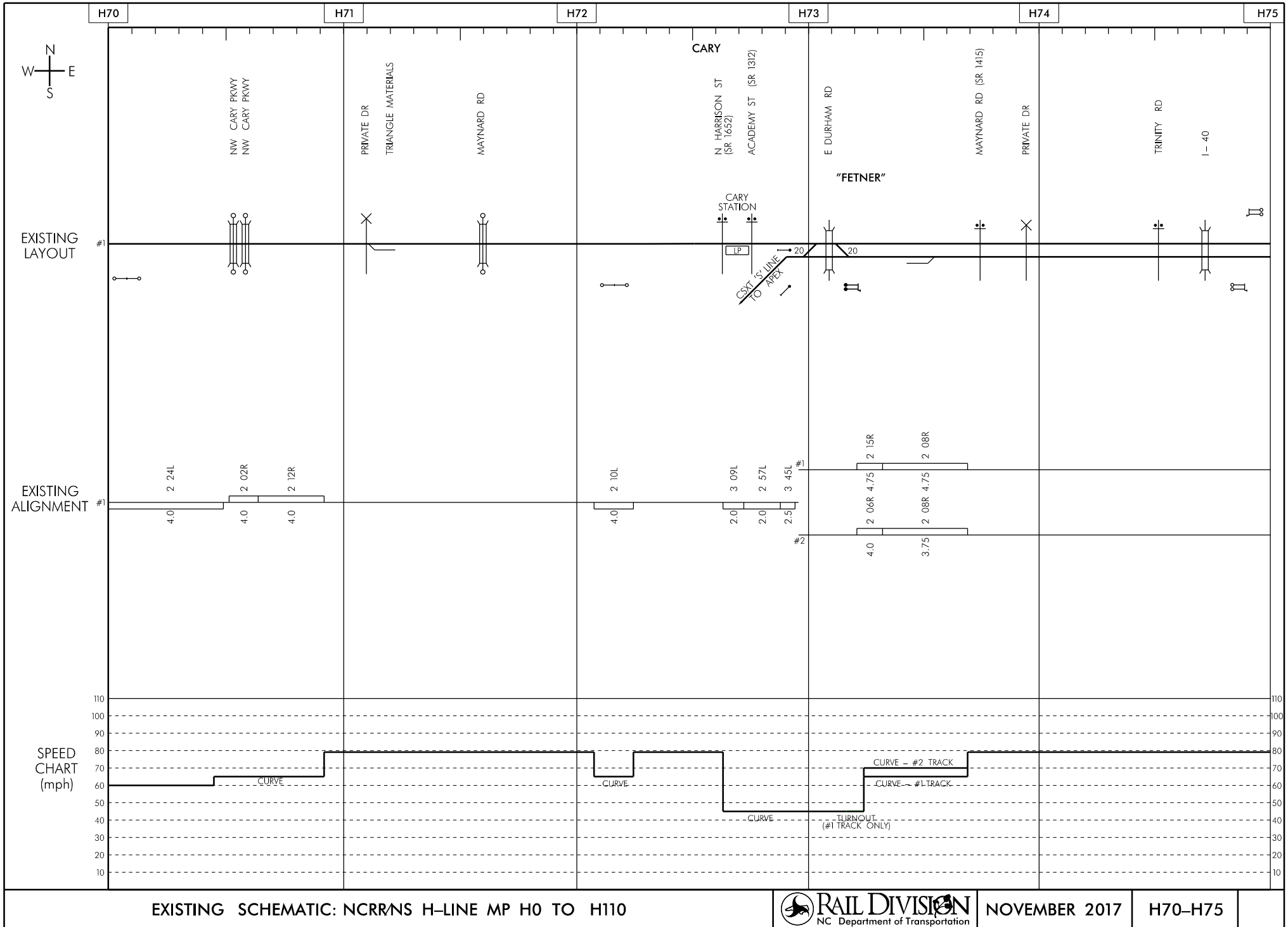








EXISTING SCHEMATIC: NCR/NS H-LINE MP H0 TO H110



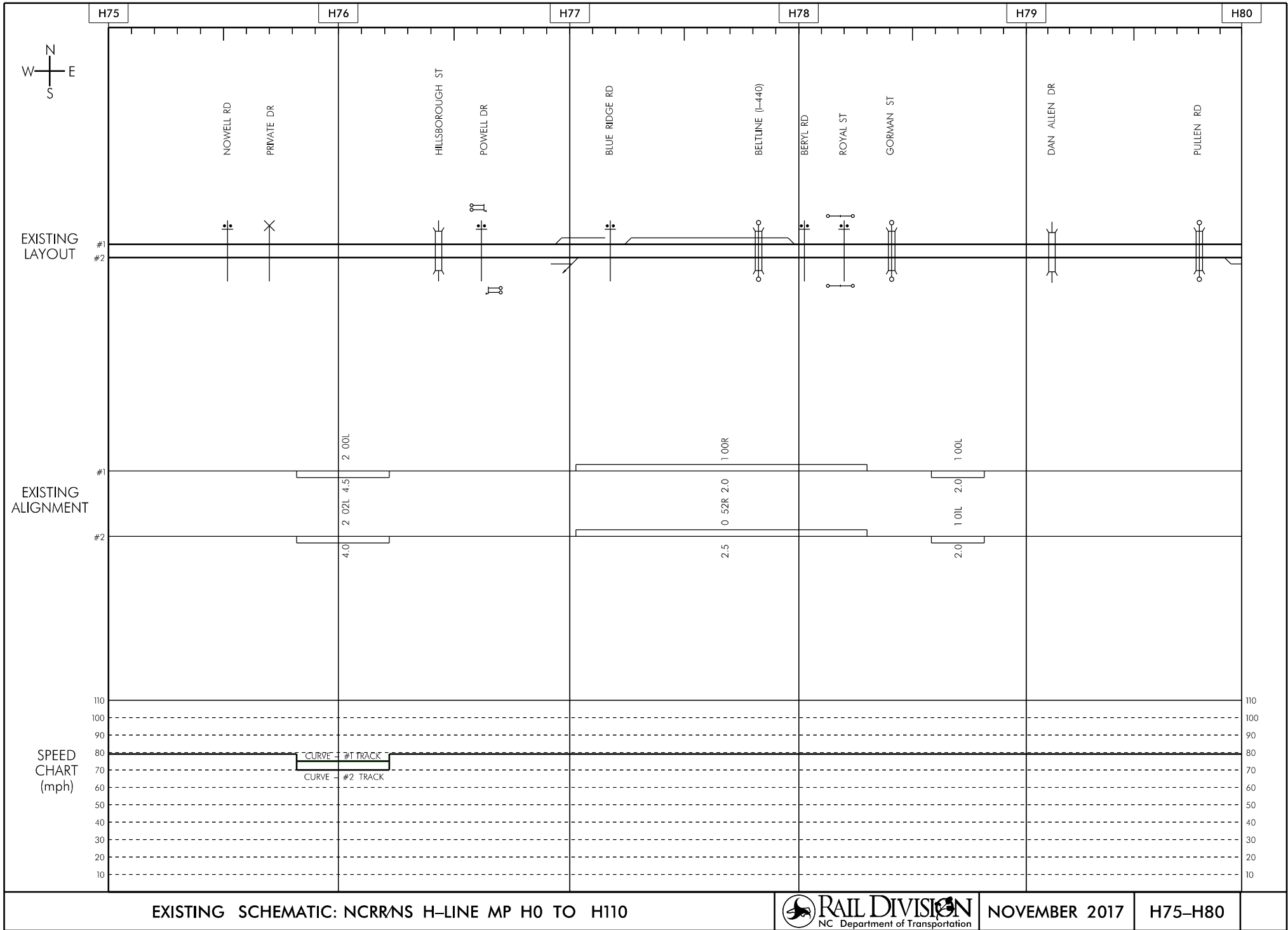
EXISTING SCHEMATIC: NCRRNS H-LINE MP H0 TO H110

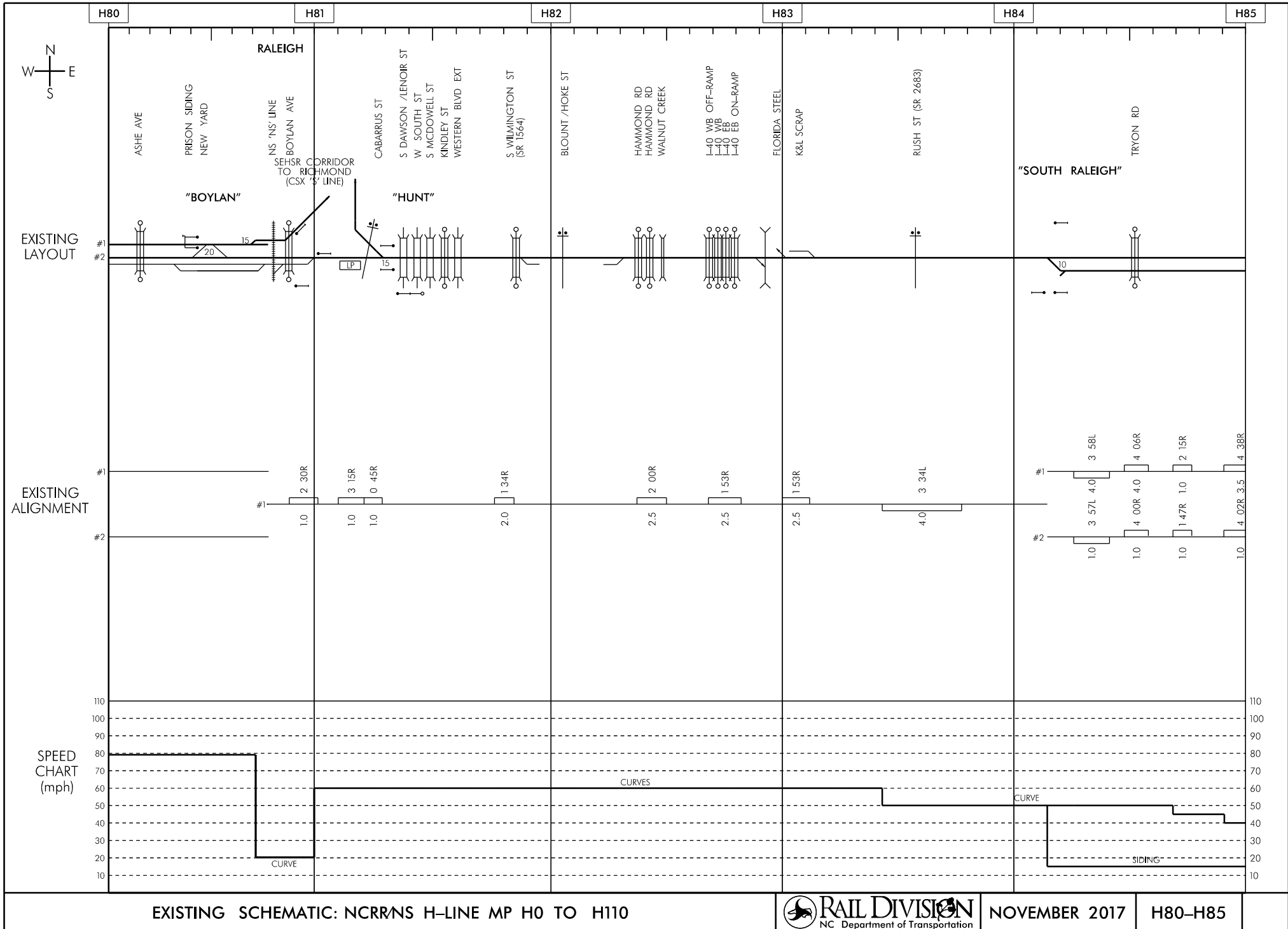


NOVEMBER 2017

H70-H75





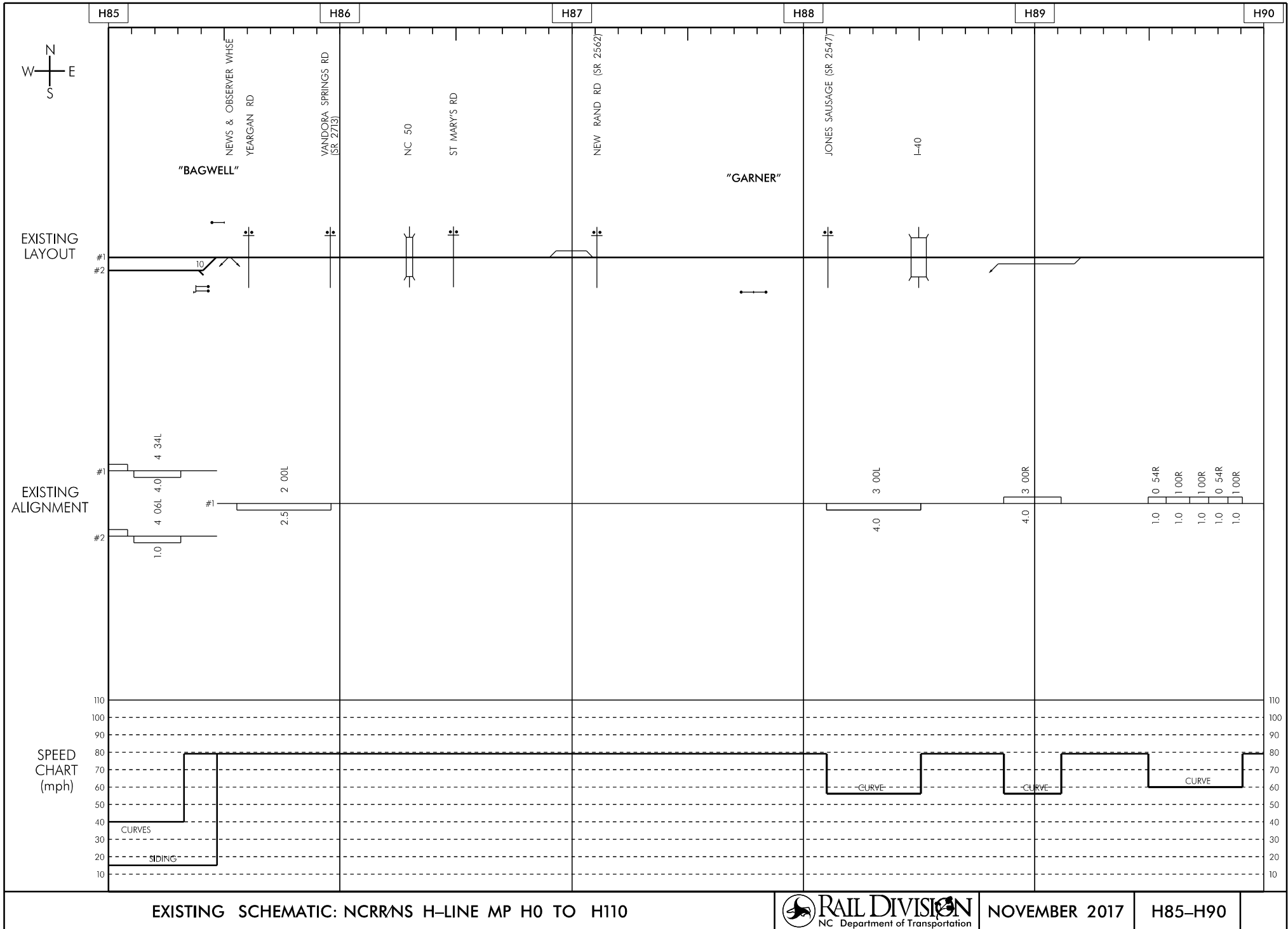


EXISTING SCHEMATIC: NCRR/NS H-LINE MP H0 TO H110

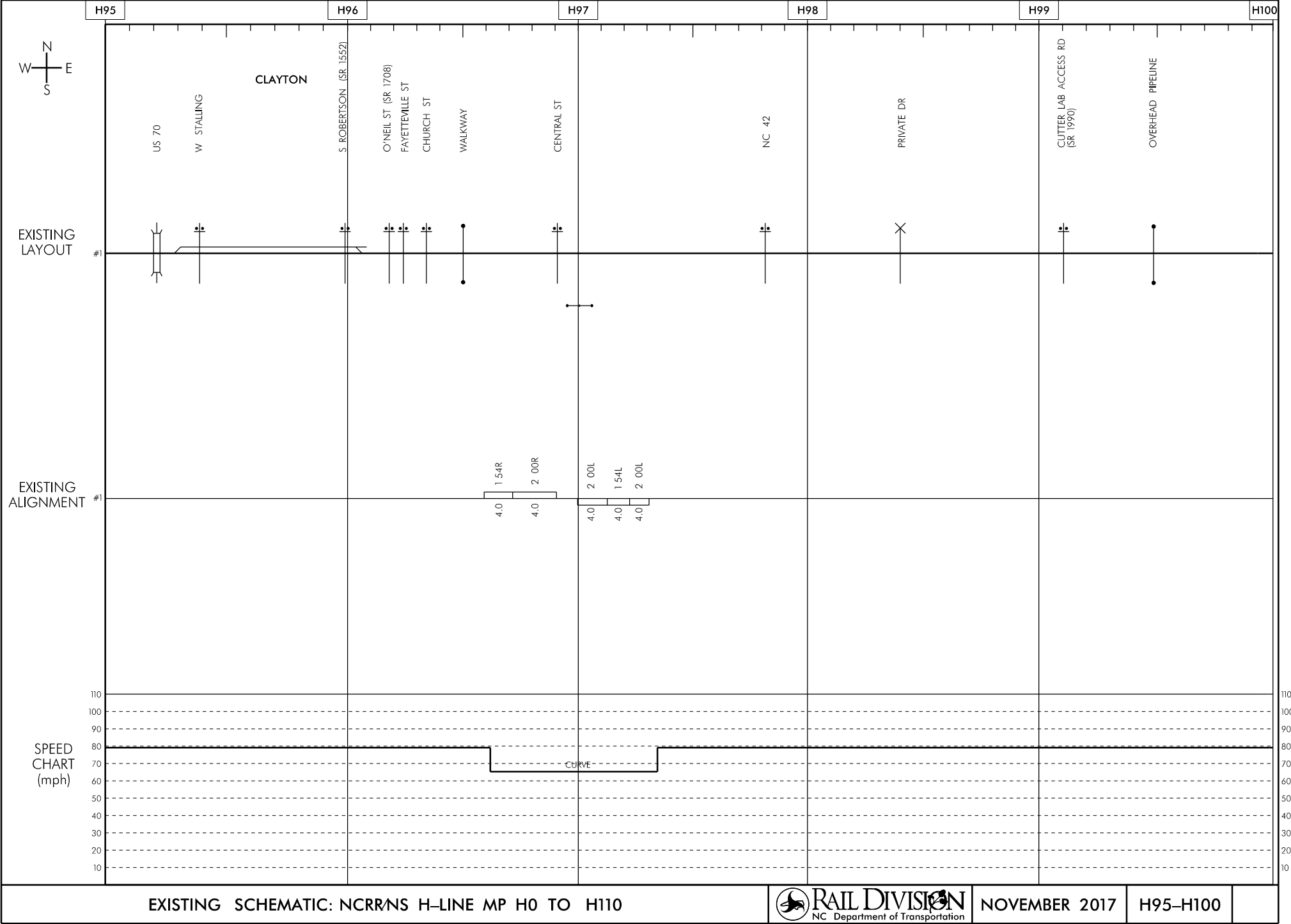


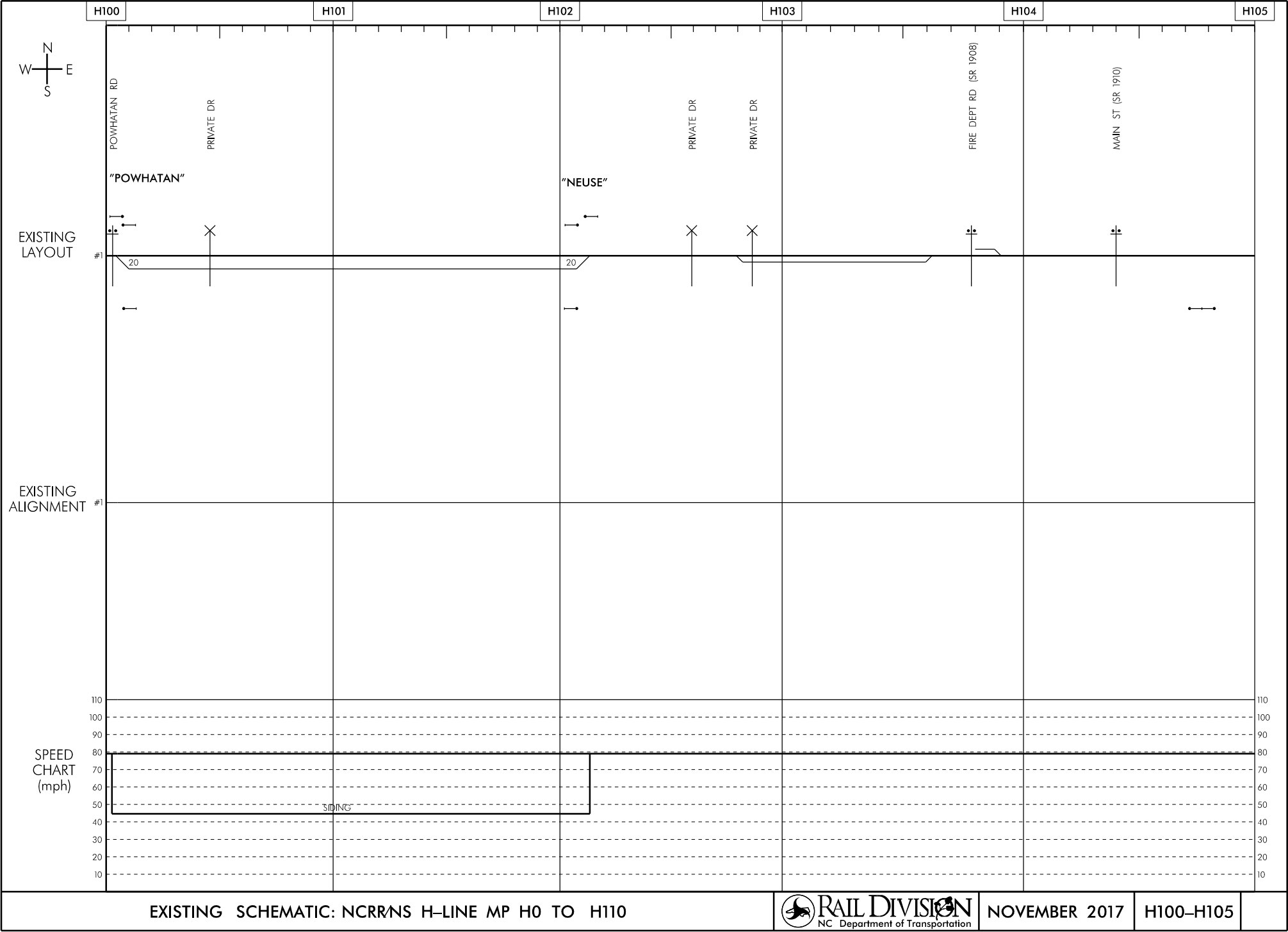
NOVEMBER 2017

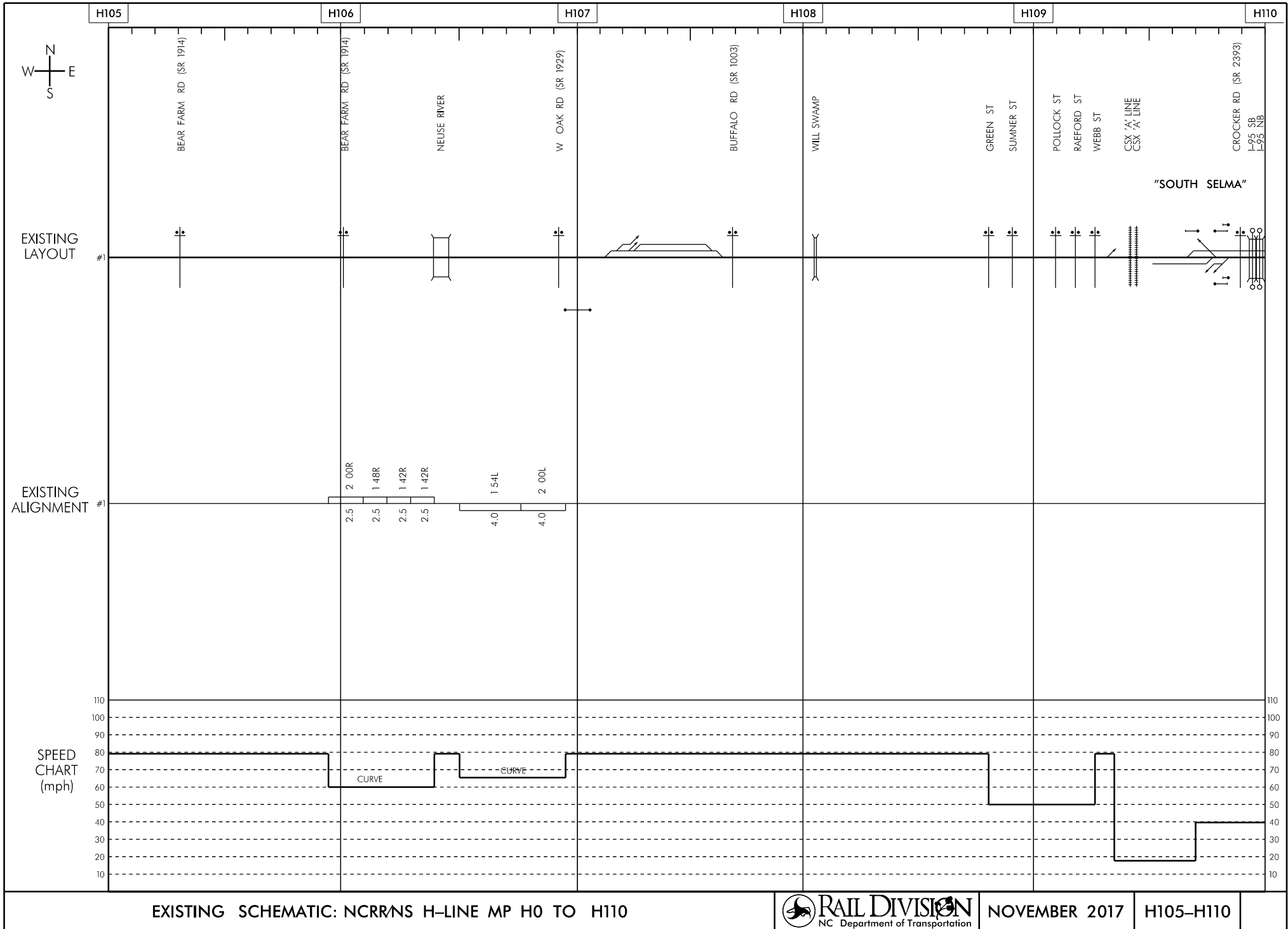
H80-H85











EXISTING SCHEMATIC: NCRR/NS H-LINE MP H0 TO H110