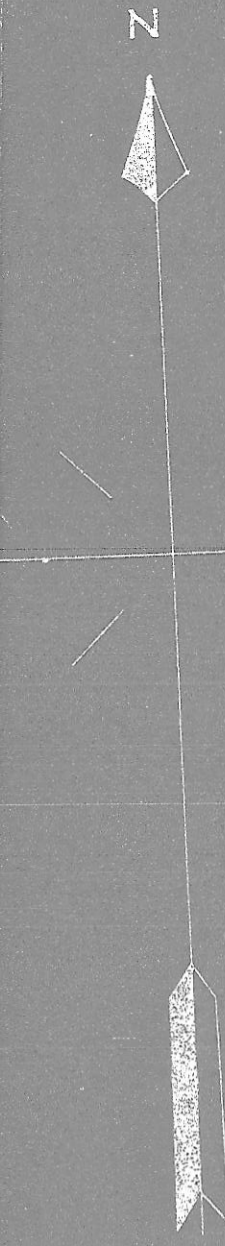
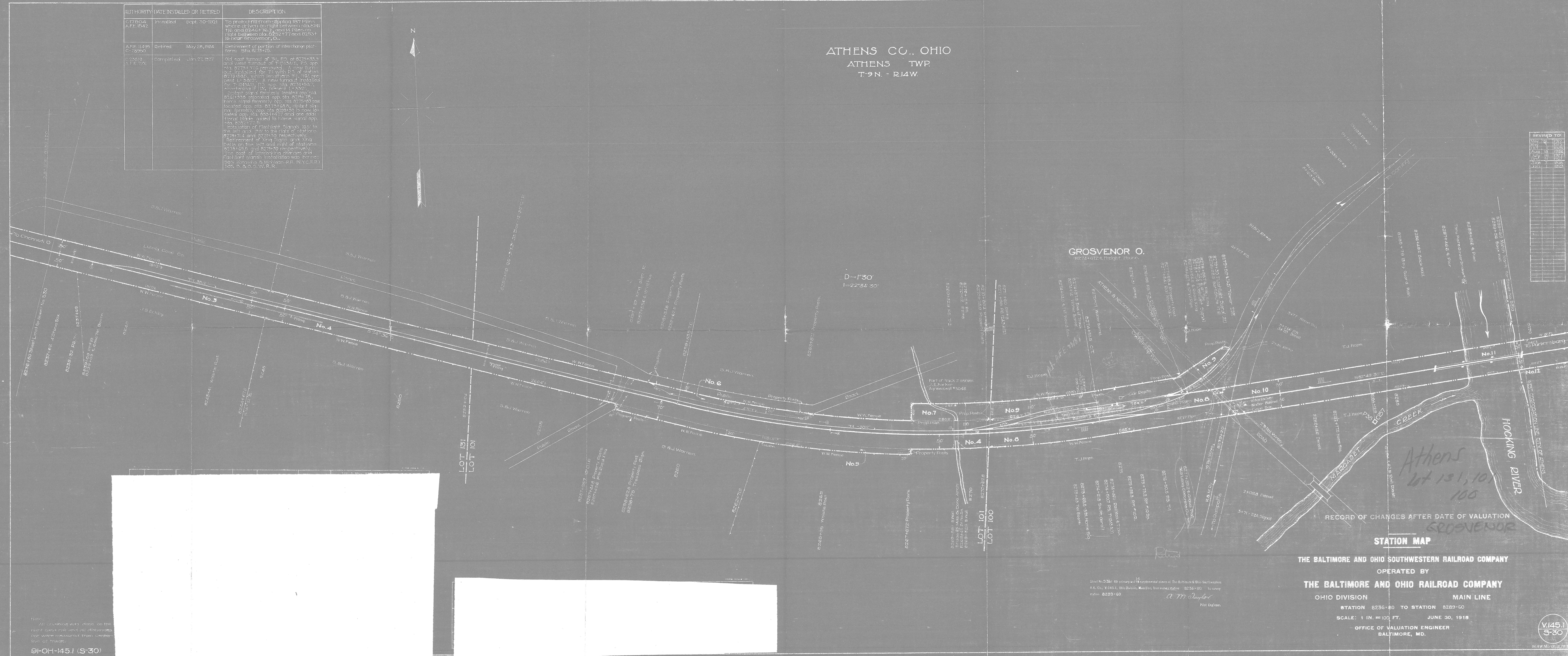


AUTHORITY	DATE INSTALLED OR RETIRED	DESCRIPTION
C17804 A.F.E. 1542	Installed Sept. 30, 1921	To protect fill from slipping 167 Piles, where driven on right between sta. 8241+16 and 8242+70.7, and 14 piles on right between sta. 8257+77 and 8258+16 near Grosvenor, O.
A.F.E. 11495 C-13890	Retired May 28, 1924	Retirement of portion of interchange platform. Sta. 8272+25.
822615 A.F.E. 701	Completed Jan. 27, 1927	Old west turnout of T.I. P.S. at 8273+33.9 and west turnout of T.I. P.S. at 8273+33.9 removed. A new turnout installed for T.I. Whip P.S. at station 8272+25. With entrance T.I. 101, present L. 3402'. A new turnout installed for T.I. Whip P.S. at sta. 8274+50.7, maintaining 101, present L. 3432'. Signal properly located app. sta. 8264+00.8 (present app. sta. 8271+78, home signal formerly app. sta. 8275+83) low located app. sta. 8273+88.0, distant signal formerly app. sta. 8283+52.0 now located app. sta. 8284+47.7 and one additional blade added to home signal app. sta. 8282+77.5. Installation of Flashlight Signals (S.S.) to the east and west to the right of stations 8274+74.4 and 8279+100 respectively. Retirement of King Poles and King Posts on the left and right of stations 8278+20.5 and 8279+100 respectively. The cost of temporary changes and flashlight signals installation was borne: 50% Kentucky & Michigan R.R. (N.Y.C.R.R.) 50% B. & O. W. R. R.

ATHENS CO., OHIO
ATHENS TWP.
T-9 N. - R14 W.



REVISED TO	DATE
May 21, 1927	
July 11, 1925	
April 18, 1924	
July 16, 1927	
Dec. 21, 1927	
May 2, 1926	
April 1, 1922	



RECORD OF CHANGES AFTER DATE OF VALUATION
GROSVENOR
STATION MAP

THE BALTIMORE AND OHIO SOUTHWESTERN RAILROAD COMPANY
OPERATED BY
THE BALTIMORE AND OHIO RAILROAD COMPANY
OHIO DIVISION MAIN LINE
STATION 8236+80 TO STATION 8289+60
SCALE: 1 IN. = 100 FT. JUNE 30, 1918
OFFICE OF VALUATION ENGINEER
BALTIMORE, MD.

Sheet No. 5334 49 primary and 19 supplemental views of The Baltimore & Ohio Southwestern R.R. Co., V-145.1, Ohio Division, Main Line, from survey station 8236+80 to survey station 8289+60
A. M. Dwyer
Plant Engineer



Note: All chaining was done on the right hand rail and all distances cut were measured from center line of track.
9-OH-145.1 (S-30)