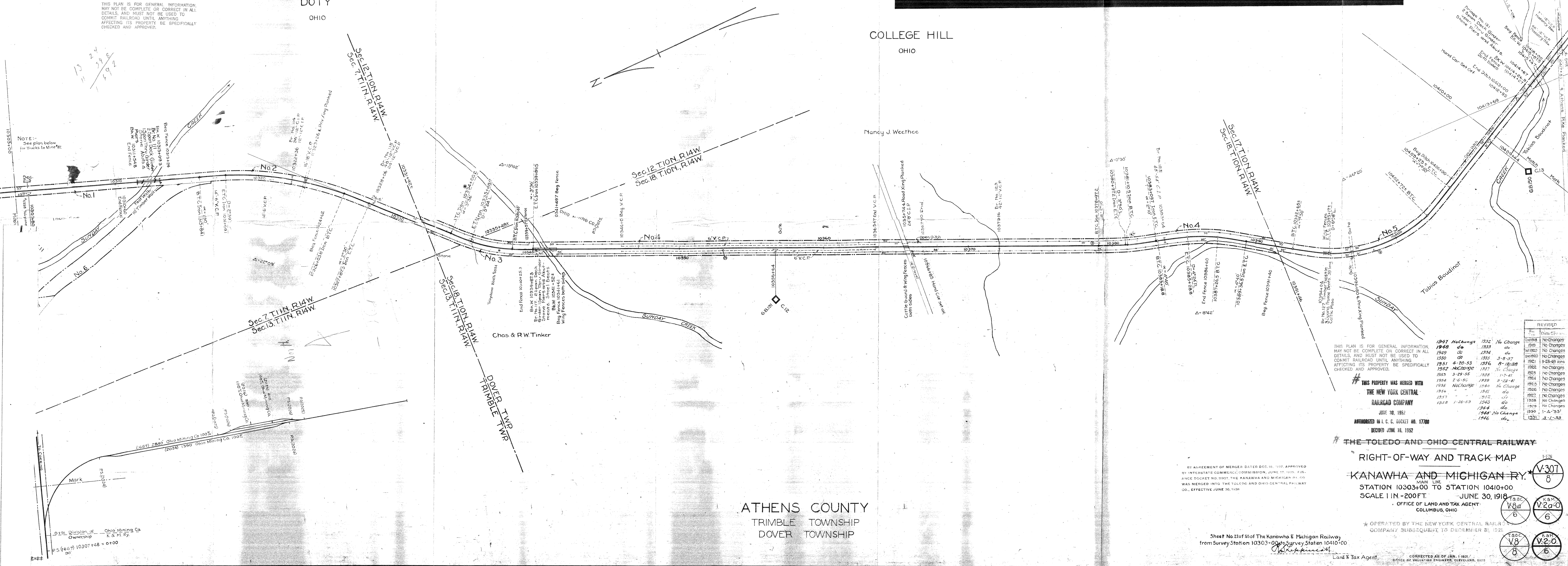


THIS PLAN IS FOR GENERAL INFORMATION
MAY NOT BE COMPLETE OR CORRECT IN ALL
DETAILS AND MUST NOT BE USED TO
COMMIT RAILROAD UNTIL ANYTHING
AFFECTING ITS PROPERTY BE SPECIFICALLY
CHECKED AND APPROVED.

DOTY
OHIO

COLLEGE HILL
OHIO

ATHENS COUNTY
TRIMBLE TOWNSHIP
DOVER TOWNSHIP



NOTE:-
See plan below
for Trucks to Mine '87

13 24
11 24 8
192

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DETAILS, AND MUST NOT BE USED TO
COMMIT RAILROAD UNTIL ANYTHING
AFFECTING ITS PROPERTY BE SPECIFICALLY
CHECKED AND APPROVED.

THIS PROPERTY WAS MERGED WITH
THE NEW YORK CENTRAL
RAILROAD COMPANY

JUNE 30, 1952
AUTHORIZED IN I. C. C. Docket No. 17700
DECIDED JUNE 18, 1952

THE TOLEDO AND OHIO CENTRAL RAILWAY
RIGHT-OF-WAY AND TRACK MAP

KANAWHA AND MICHIGAN RY.
MAIN LINE
STATION 10303+00 TO STATION 10410+00
SCALE 1 IN. = 200 FT. JUNE 30, 1918
OFFICE OF LAND AND TAX AGENT
COLUMBUS, OHIO

OPERATED BY THE NEW YORK CENTRAL RAILROAD COMPANY
SUBSEQUENT TO DECEMBER 31, 1952

Sheet No 27 of 55 of The Kanawha & Michigan Railway
from Survey Station 10303+00 to Survey Station 10410+00

Land & Tax Agent
CORRECTED AS OF JAN. 1 1952
OFFICE OF VALUATION ENGINEER, CLEVELAND, OHIO

| REVISED | Date | By | Remarks |
|---------|------|----|------------|
| 1918 | 1918 | | No Changes |
| 1919 | 1919 | | No Changes |
| 1920 | 1920 | | No Changes |
| 1921 | 1921 | | No Changes |
| 1922 | 1922 | | No Changes |
| 1923 | 1923 | | No Changes |
| 1924 | 1924 | | No Changes |
| 1925 | 1925 | | No Changes |
| 1926 | 1926 | | No Changes |
| 1927 | 1927 | | No Changes |
| 1928 | 1928 | | No Changes |
| 1929 | 1929 | | No Changes |
| 1930 | 1930 | | No Changes |
| 1931 | 1931 | | No Changes |
| 1932 | 1932 | | No Changes |
| 1933 | 1933 | | No Changes |
| 1934 | 1934 | | No Changes |
| 1935 | 1935 | | No Changes |
| 1936 | 1936 | | No Changes |
| 1937 | 1937 | | No Changes |
| 1938 | 1938 | | No Changes |
| 1939 | 1939 | | No Changes |
| 1940 | 1940 | | No Changes |
| 1941 | 1941 | | No Changes |
| 1942 | 1942 | | No Changes |
| 1943 | 1943 | | No Changes |
| 1944 | 1944 | | No Changes |
| 1945 | 1945 | | No Changes |
| 1946 | 1946 | | No Changes |
| 1947 | 1947 | | No Changes |
| 1948 | 1948 | | No Changes |
| 1949 | 1949 | | No Changes |
| 1950 | 1950 | | No Changes |
| 1951 | 1951 | | No Changes |
| 1952 | 1952 | | No Changes |
| 1953 | 1953 | | No Changes |
| 1954 | 1954 | | No Changes |
| 1955 | 1955 | | No Changes |
| 1956 | 1956 | | No Changes |
| 1957 | 1957 | | No Changes |
| 1958 | 1958 | | No Changes |
| 1959 | 1959 | | No Changes |
| 1960 | 1960 | | No Changes |
| 1961 | 1961 | | No Changes |
| 1962 | 1962 | | No Changes |
| 1963 | 1963 | | No Changes |
| 1964 | 1964 | | No Changes |
| 1965 | 1965 | | No Changes |
| 1966 | 1966 | | No Changes |
| 1967 | 1967 | | No Changes |
| 1968 | 1968 | | No Changes |
| 1969 | 1969 | | No Changes |
| 1970 | 1970 | | No Changes |
| 1971 | 1971 | | No Changes |
| 1972 | 1972 | | No Changes |
| 1973 | 1973 | | No Changes |
| 1974 | 1974 | | No Changes |
| 1975 | 1975 | | No Changes |
| 1976 | 1976 | | No Changes |
| 1977 | 1977 | | No Changes |
| 1978 | 1978 | | No Changes |
| 1979 | 1979 | | No Changes |
| 1980 | 1980 | | No Changes |
| 1981 | 1981 | | No Changes |
| 1982 | 1982 | | No Changes |
| 1983 | 1983 | | No Changes |
| 1984 | 1984 | | No Changes |
| 1985 | 1985 | | No Changes |
| 1986 | 1986 | | No Changes |
| 1987 | 1987 | | No Changes |
| 1988 | 1988 | | No Changes |
| 1989 | 1989 | | No Changes |
| 1990 | 1990 | | No Changes |
| 1991 | 1991 | | No Changes |
| 1992 | 1992 | | No Changes |
| 1993 | 1993 | | No Changes |
| 1994 | 1994 | | No Changes |
| 1995 | 1995 | | No Changes |
| 1996 | 1996 | | No Changes |
| 1997 | 1997 | | No Changes |
| 1998 | 1998 | | No Changes |
| 1999 | 1999 | | No Changes |
| 2000 | 2000 | | No Changes |

V-307
8

V-8a
6

V-2a-0
6

V-8
8

V-2-0
6