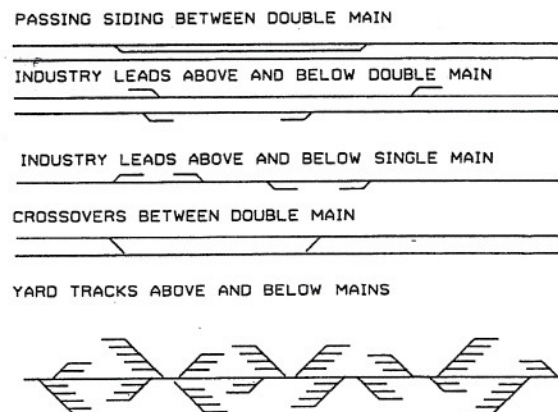
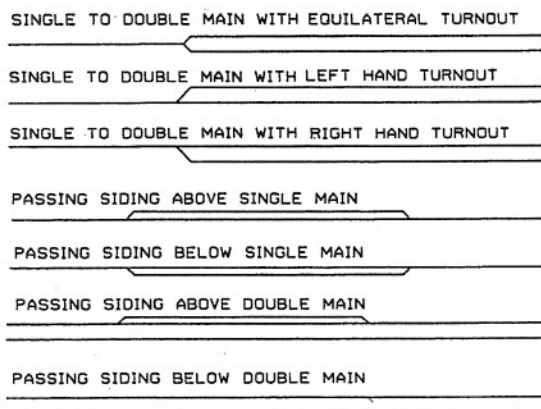
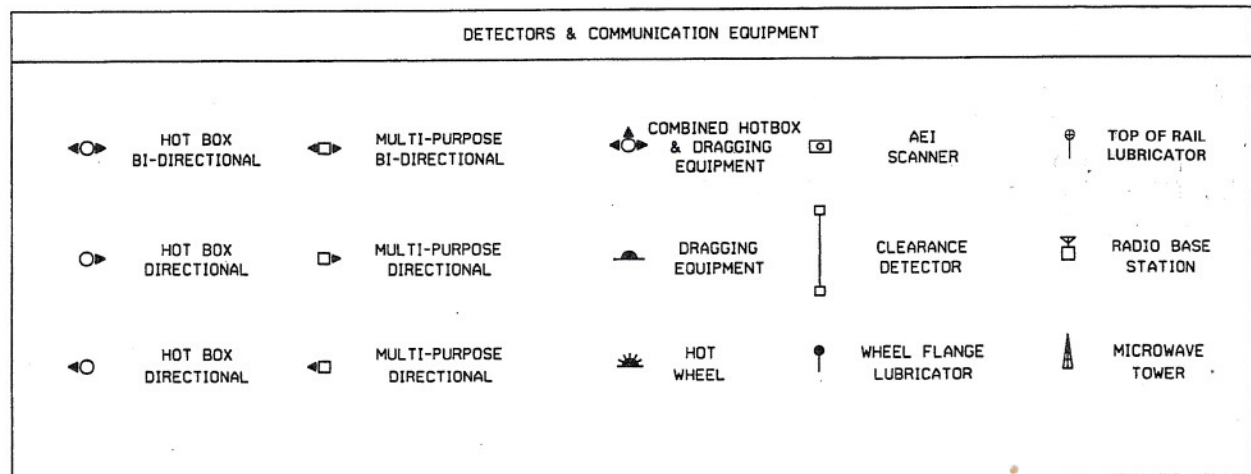
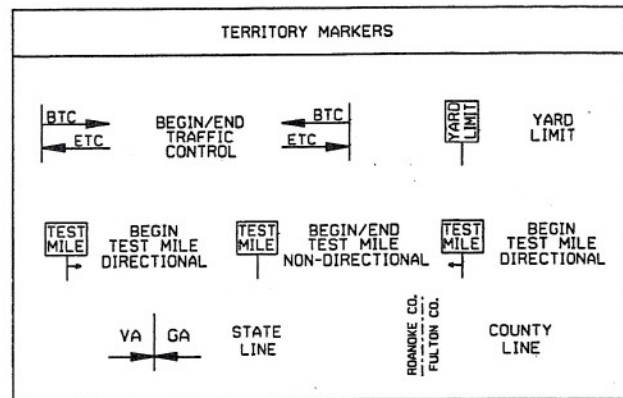
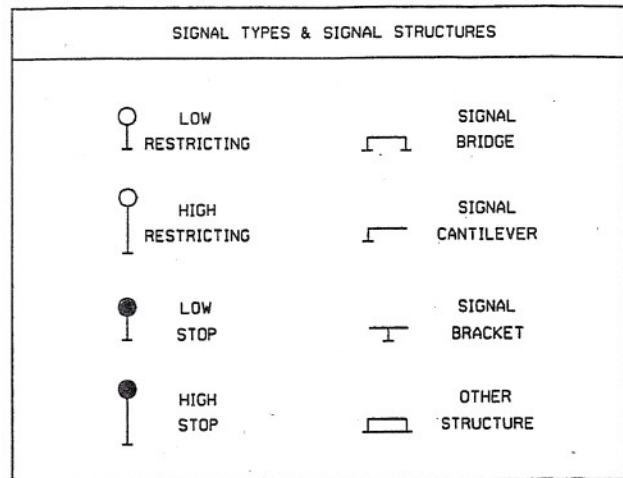
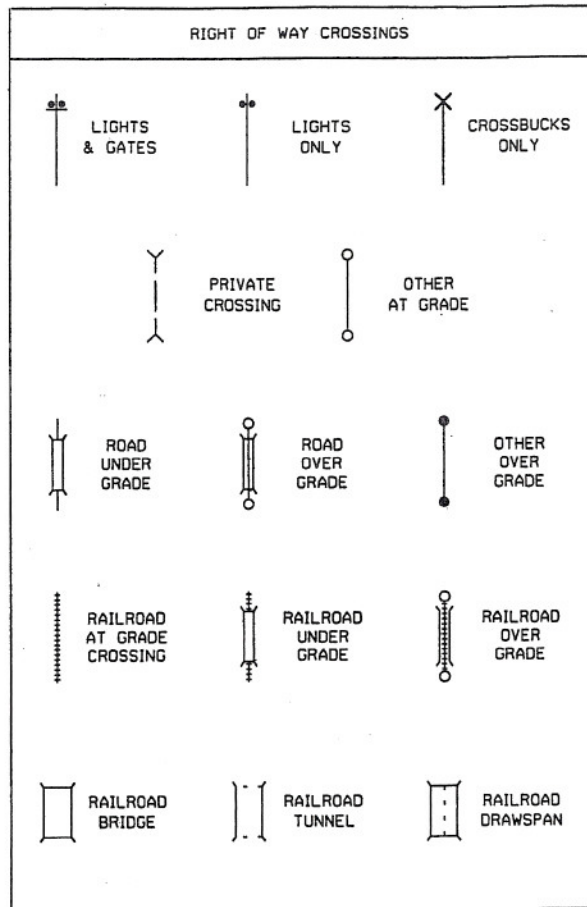




Piedmont Division

2006

TRACK CHART SYMBOL LEGEND



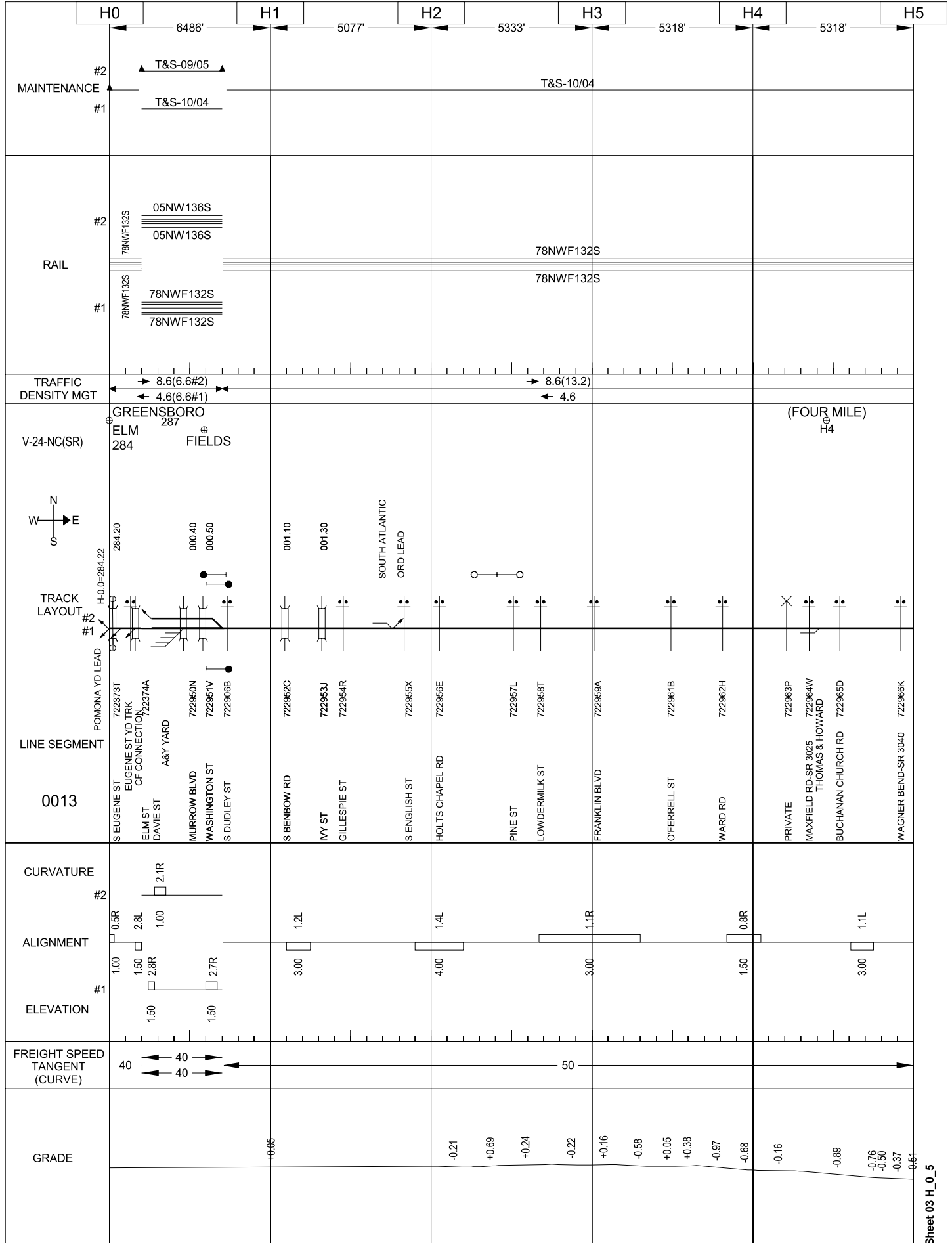
03/14/2006

DANVILLE

154

GREENSBORO-CARY

PIEDMONT



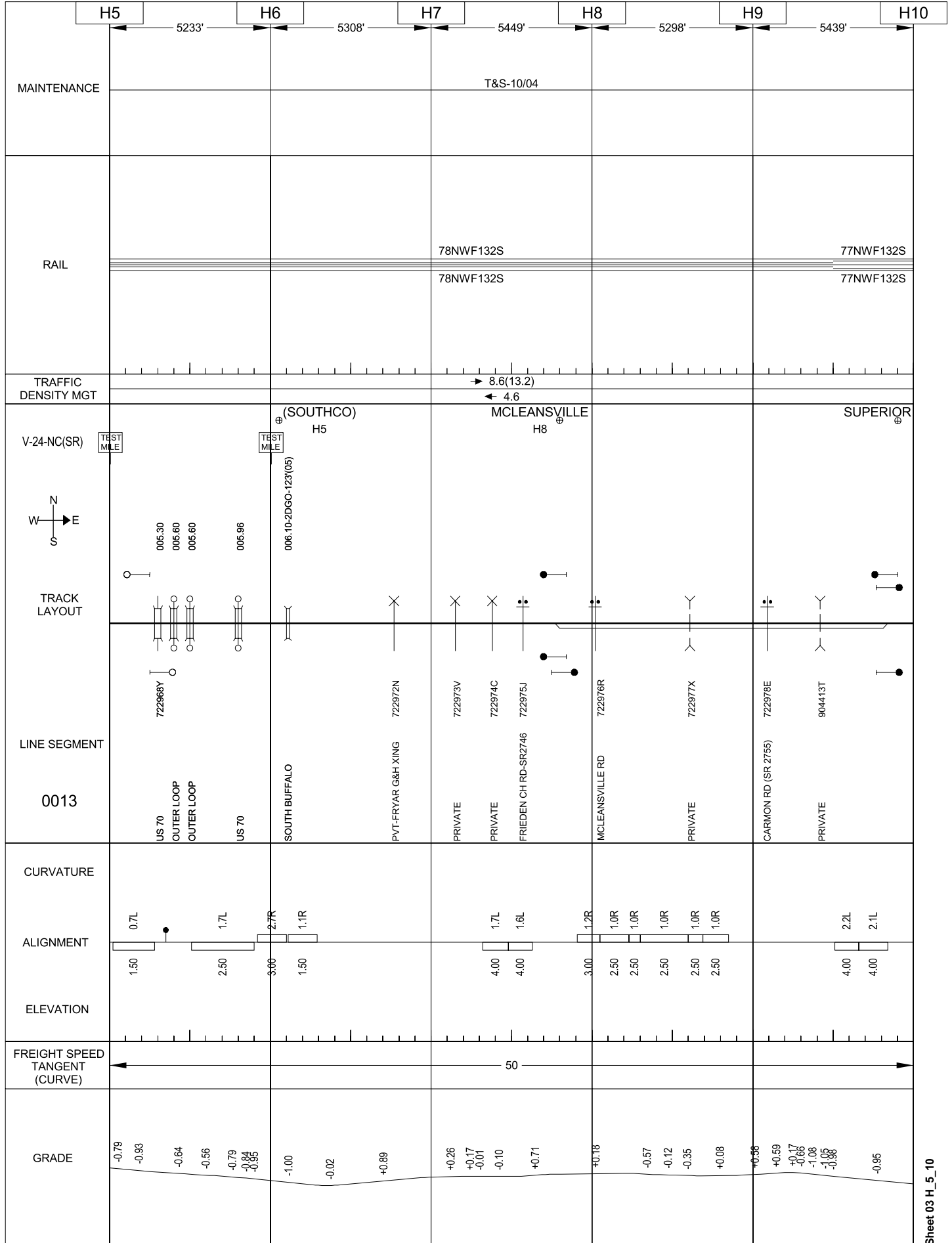
03/14/2006

DANVILLE

155

GREENSBORO-CARY

PIEDMONT



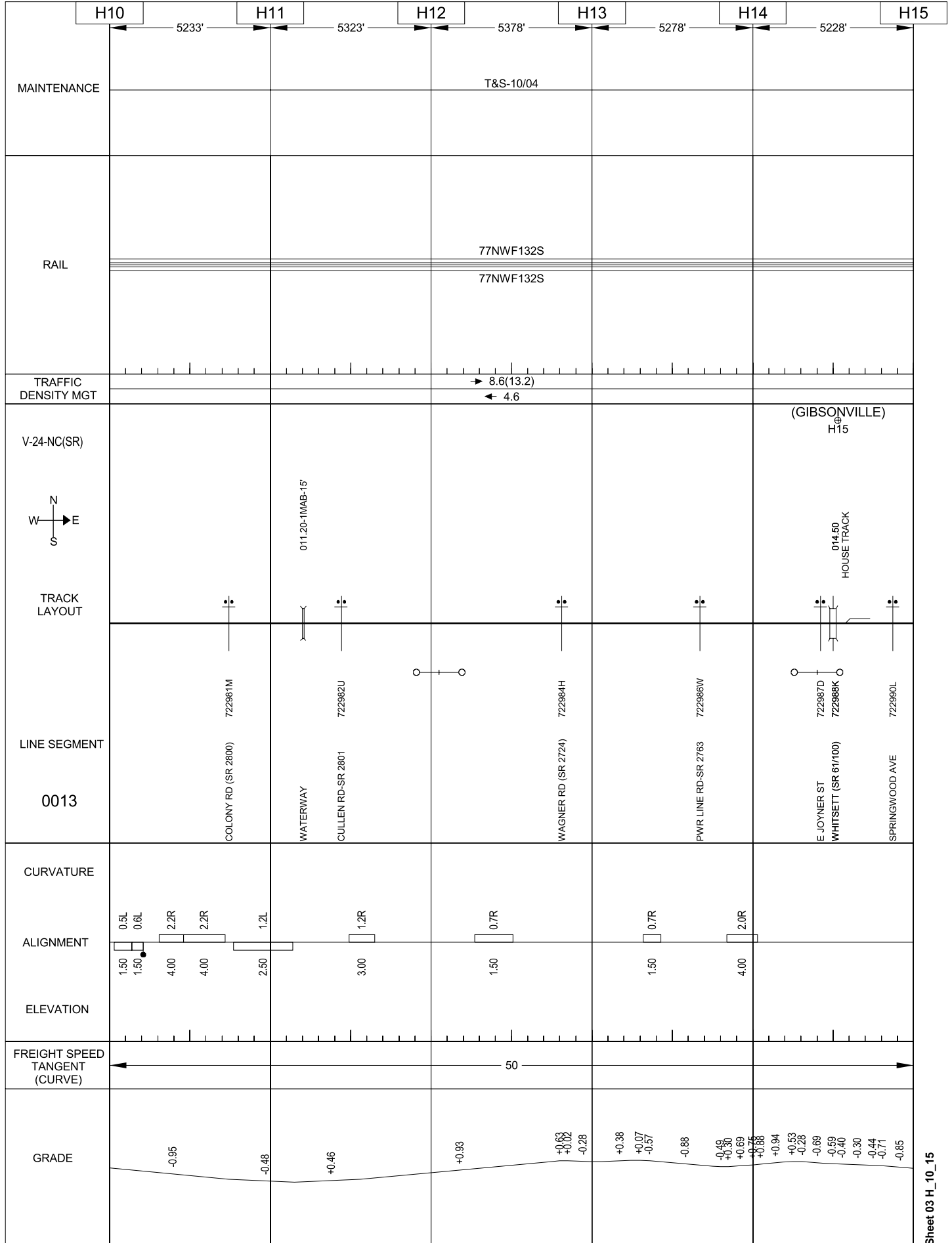
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DANVILLE

156

GREENSBORO-CARY

PIEDMONT



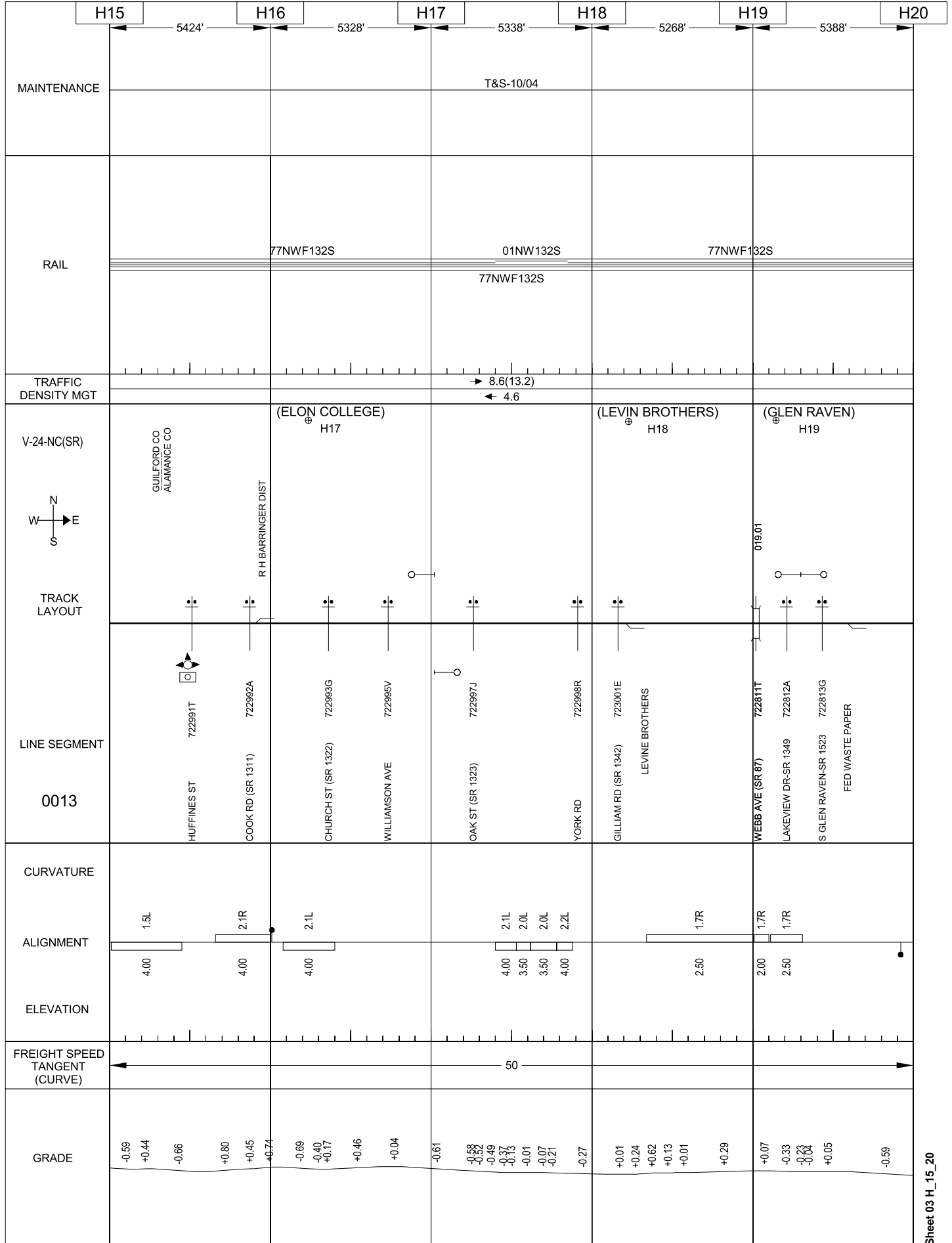
03/14/2006

DANVILLE

157

GREENSBORO-CARY

PIEDMONT



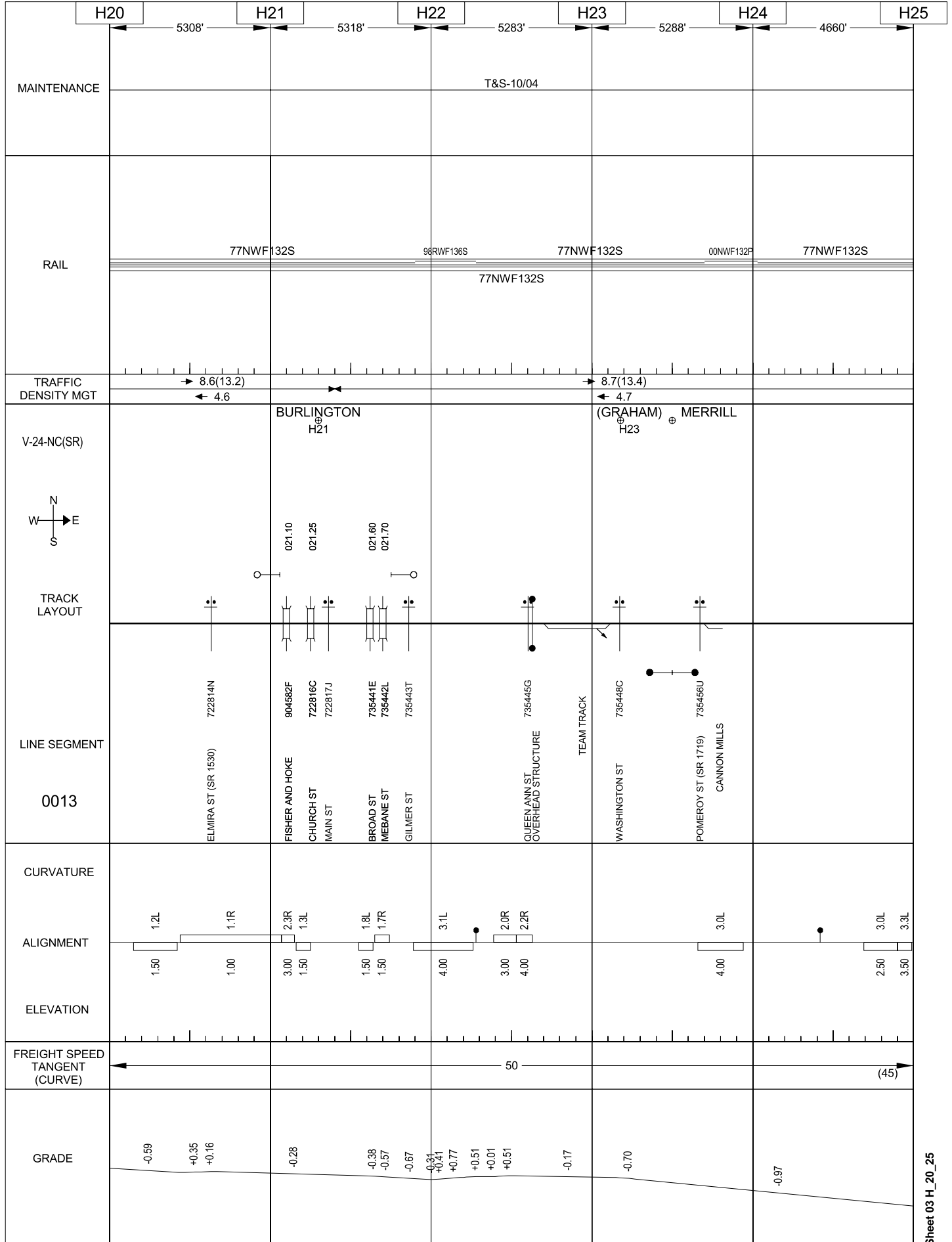
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DANVILLE

158

GREENSBORO-CARY

PIEDMONT



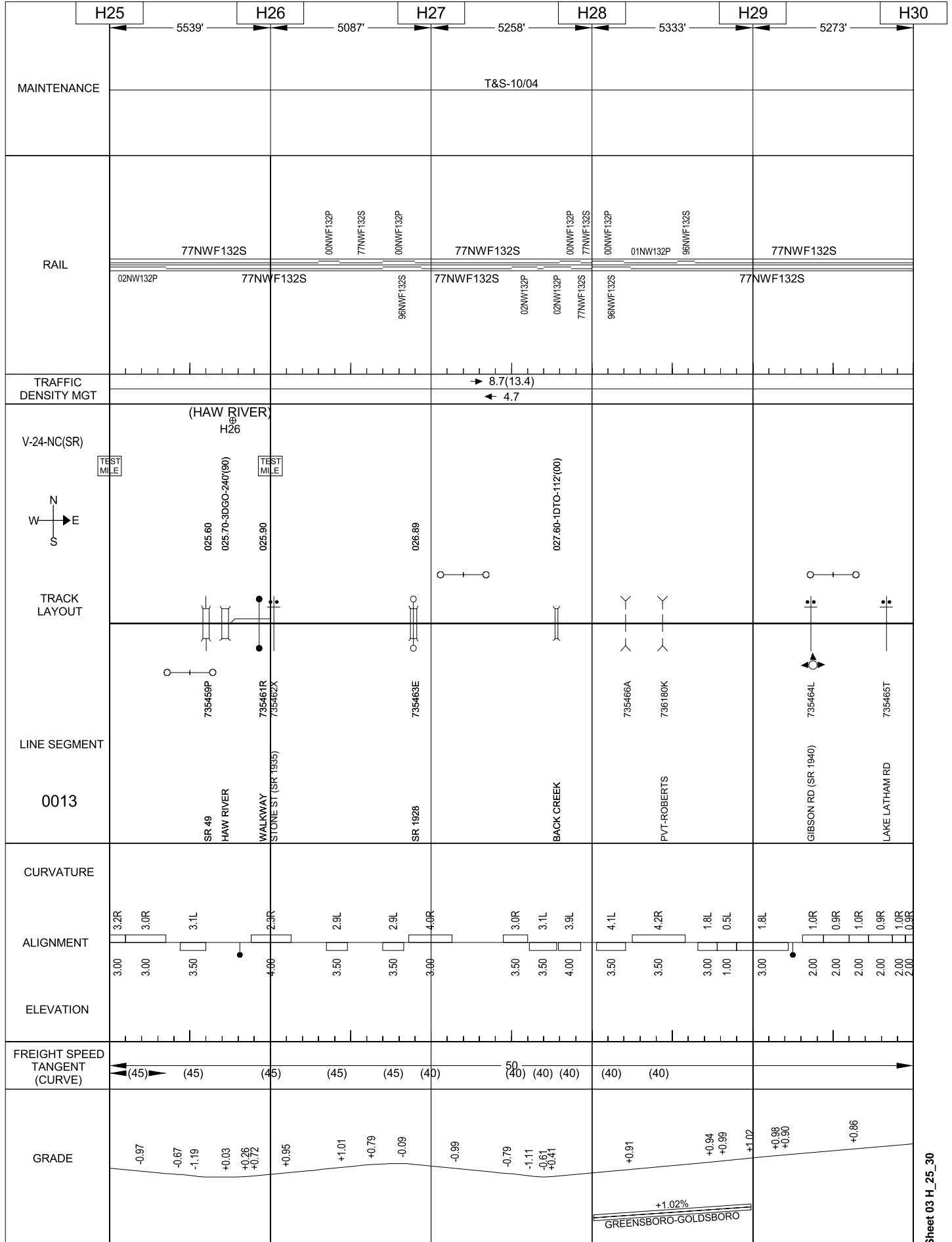
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DANVILLE

159

GREENSBORO-CARY

PIEDMONT



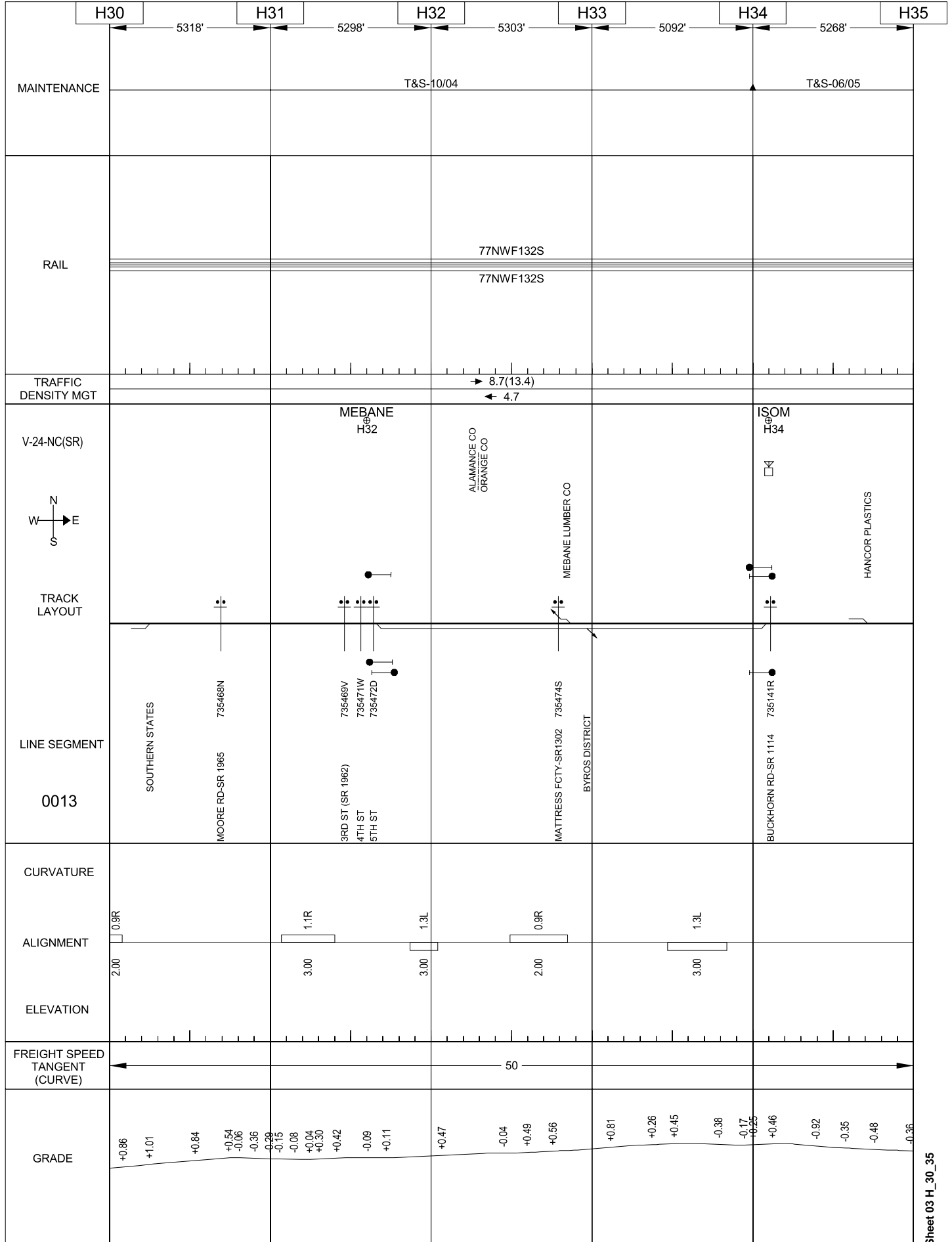
03/14/2006

DANVILLE

160

GREENSBORO-CARY

PIEDMONT



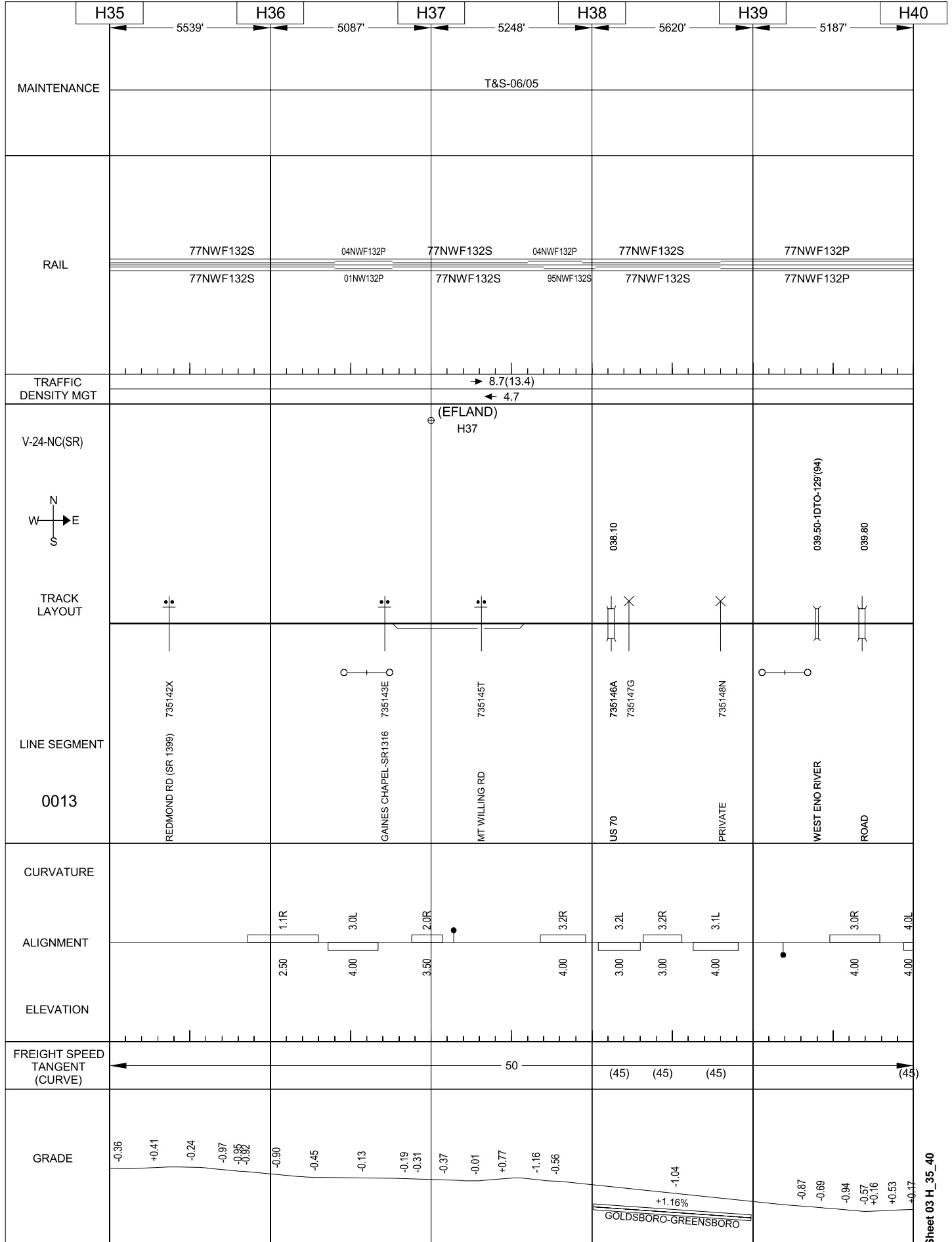
03/14/2006

DANVILLE

161

GREENSBORO-CARY

PIEDMONT



PIEDMONT

	H40	H41	H42	H43	H44	H45
MAINTENANCE	T&S-06/05					
RAIL	77NWF132P 77NWF132P					
TRAFFIC DENSITY MGT	→ 8.7(13.4) ← 4.7					
V-24-NC(SR)	(HILLSBOROUGH) H41	(OCCONEECHEE) H42			(TINNIN) H44	
W N S E						
TRACK LAYOUT	040.80 041.00-1DGO-108'(98)	041.46 041.50	BUILDERS SUPPLY 042.45 042.47 042.50-1DGO-47'(04)	043.26	044.80	
LINE SEGMENT	WEST HILL AVE BELLEVUE ST OLD SR 10 EAST ENO RIVER PIEDMONT MINERALS PIEDMONT DR-SR 1149 EXCHG PK LN-SR 1197 OLD SR 86 PRIVATE	735151W 735152D 735154S 735157M 735158U 735159B 735160V	735161C 735162J SR 86 BYRDVILLE RD	735188L 735189T	735190M	
0013						
CURVATURE	4.0L	2.0R	3.5R	1.9L	2.0L	4.0L
ALIGNMENT	4.00	3.50	2.50	2.00	3.00	4.00
ELEVATION	-0.56 -0.93 -0.61 -0.24 +0.11	+0.85 +0.88 +0.94 +1.04 +1.10	-0.09 +0.16 +0.71 +0.94	+0.45 -0.52 -1.01	-0.56 -0.93 -0.90 +0.34 -0.84	
FREIGHT SPEED TANGENT (CURVE)	(45)	(35)	(35) 50			(45)
GRADE						

Sheet 03 H_40_45

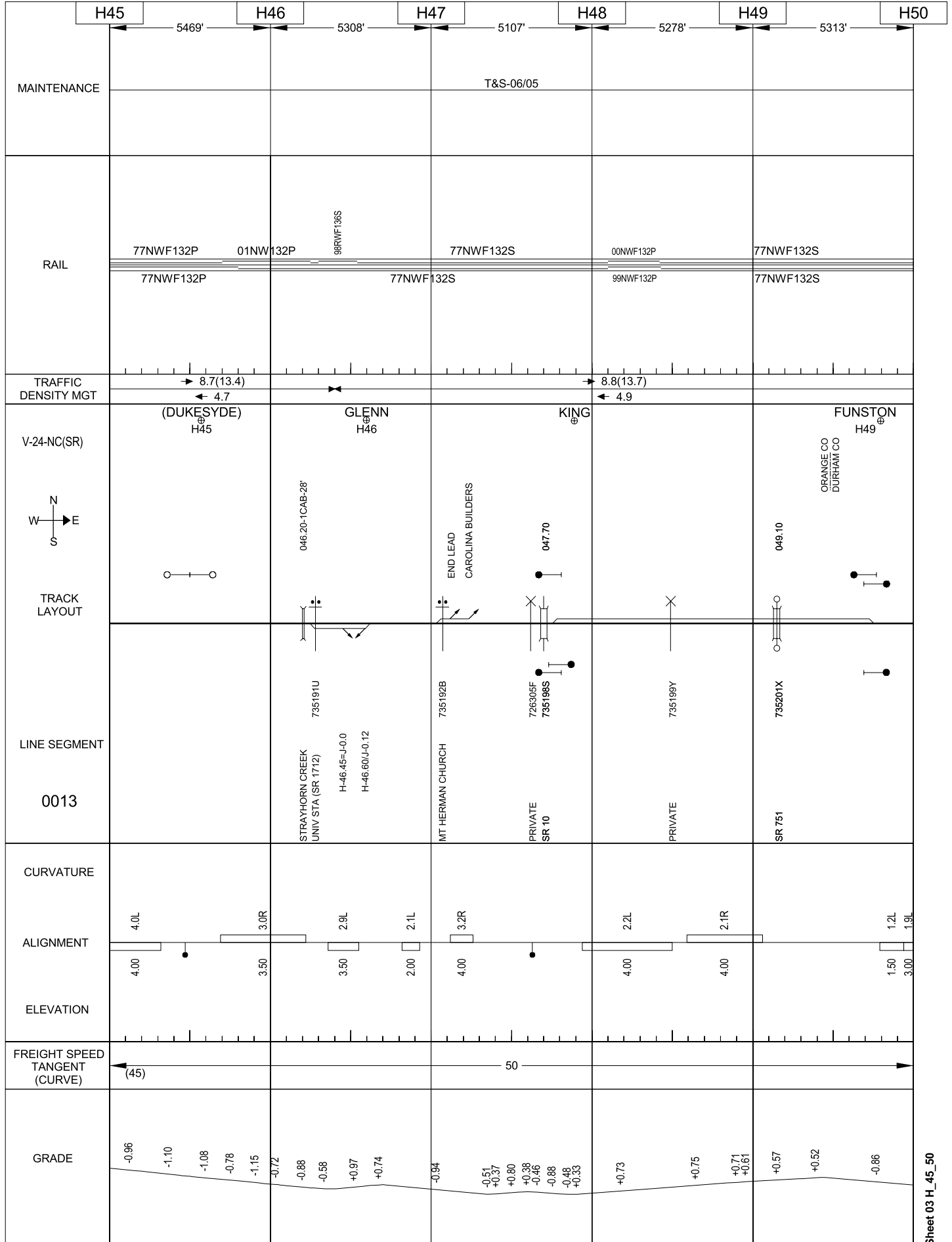
03/14/2006

DANVILLE

163

GREENSBORO-CARY

PIEDMONT



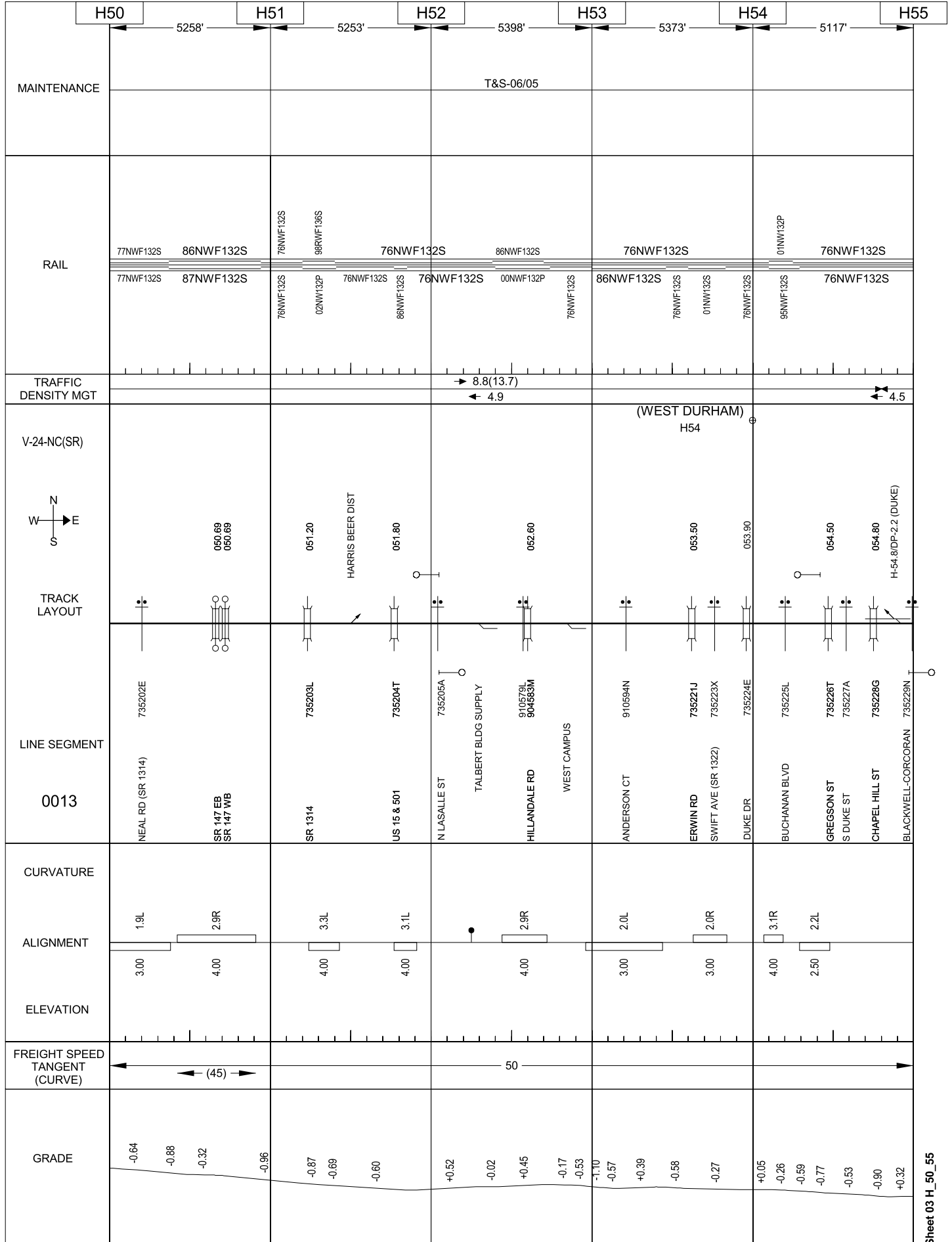
03/14/2006

DANVILLE

164

GREENSBORO-CARY

PIEDMONT



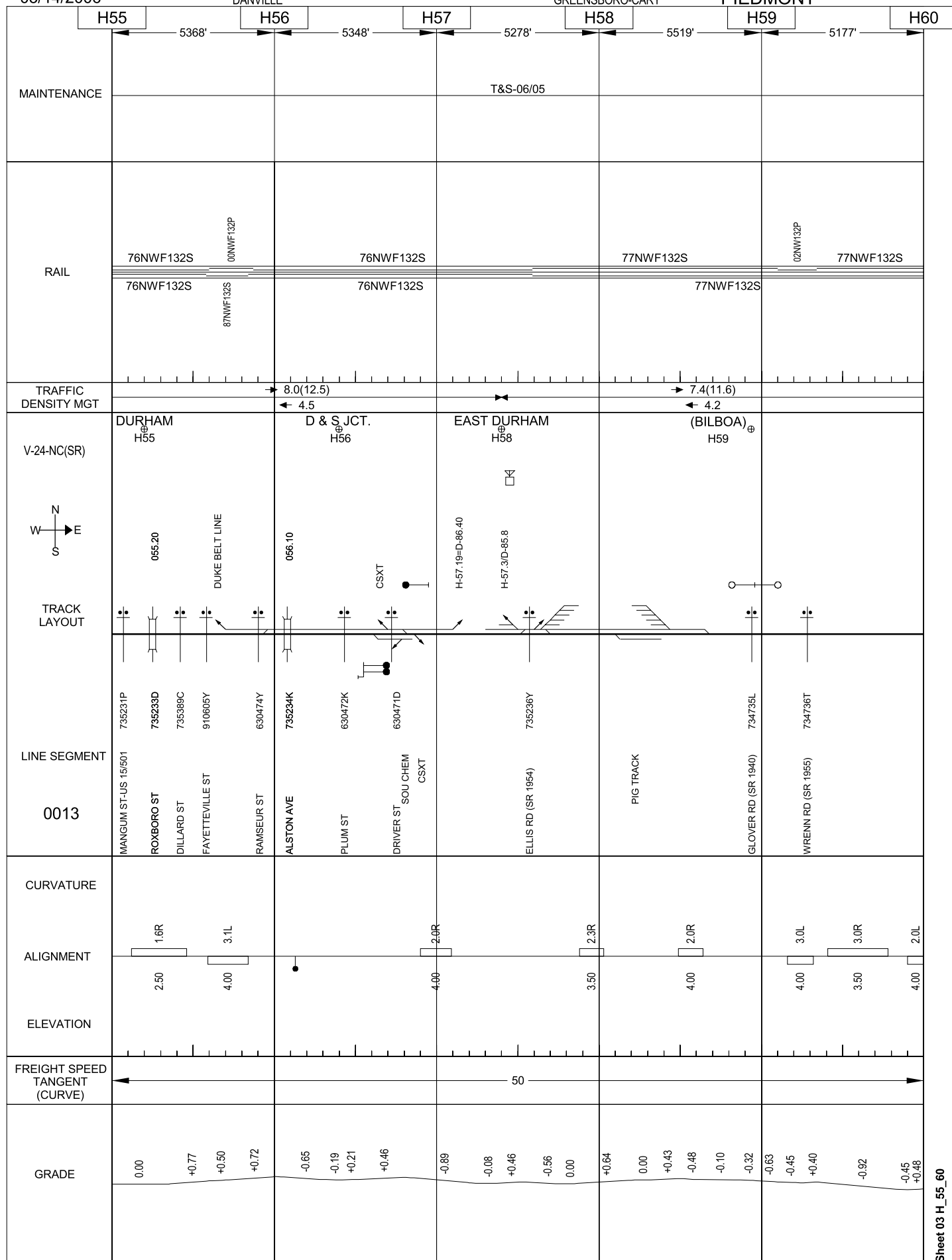
03/14/2006

DANVILLE

165

GREENSBORO-CARY

PIEDMONT



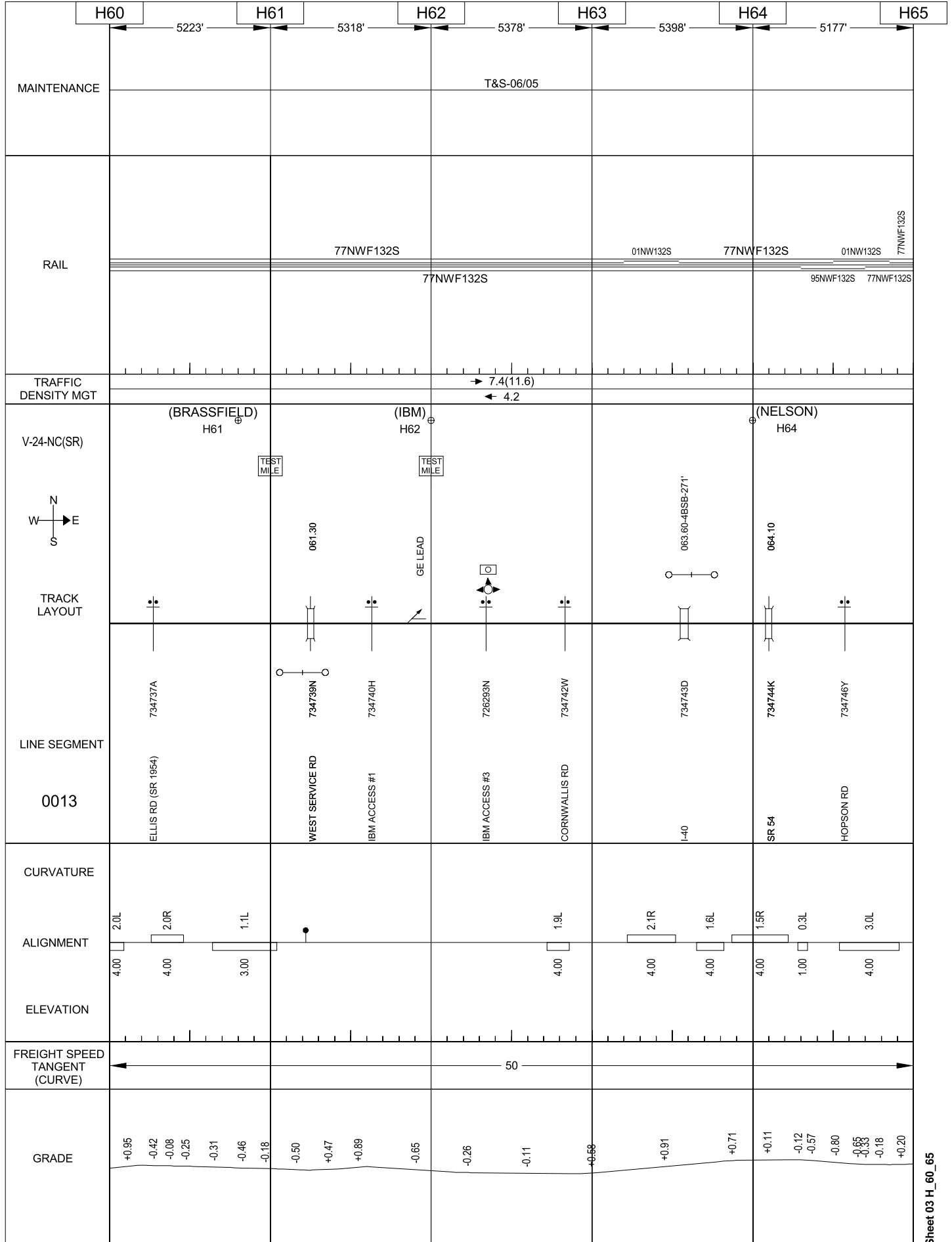
03/14/2006

DANVILLE

166

GREENSBORO-CARY

PIEDMONT



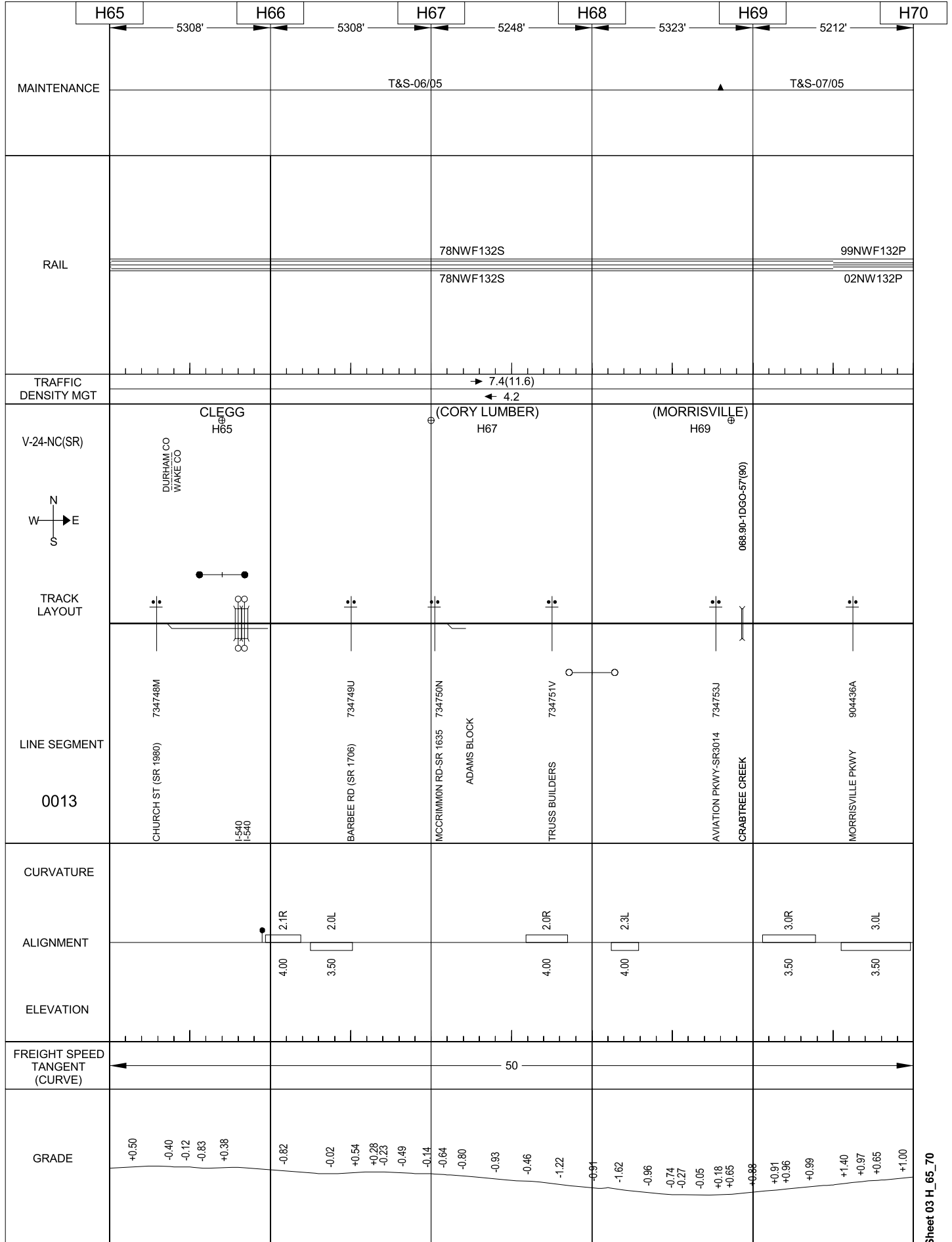
03/14/2006

DANVILLE

167

GREENSBORO-CARY

PIEDMONT



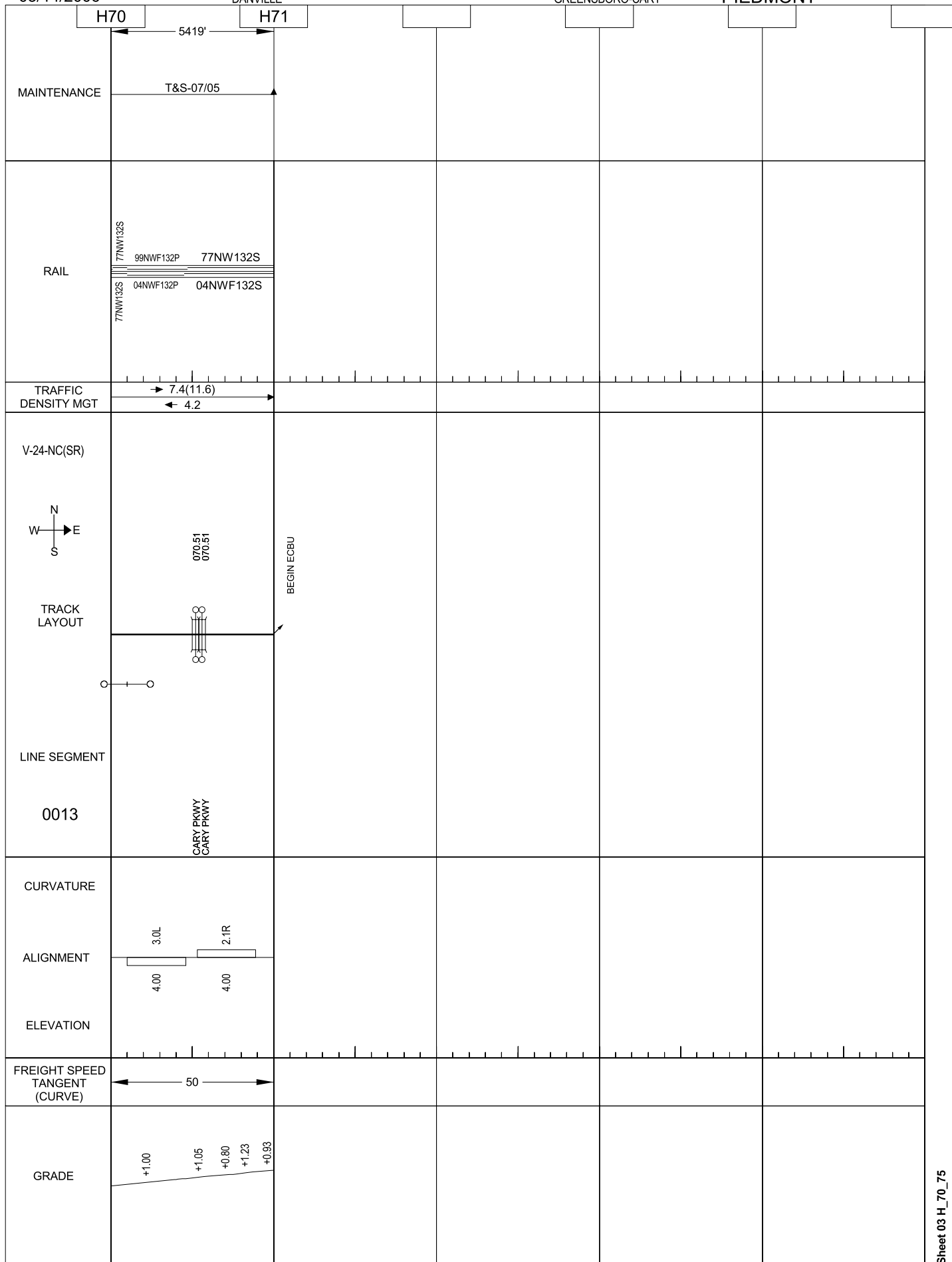
03/14/2006

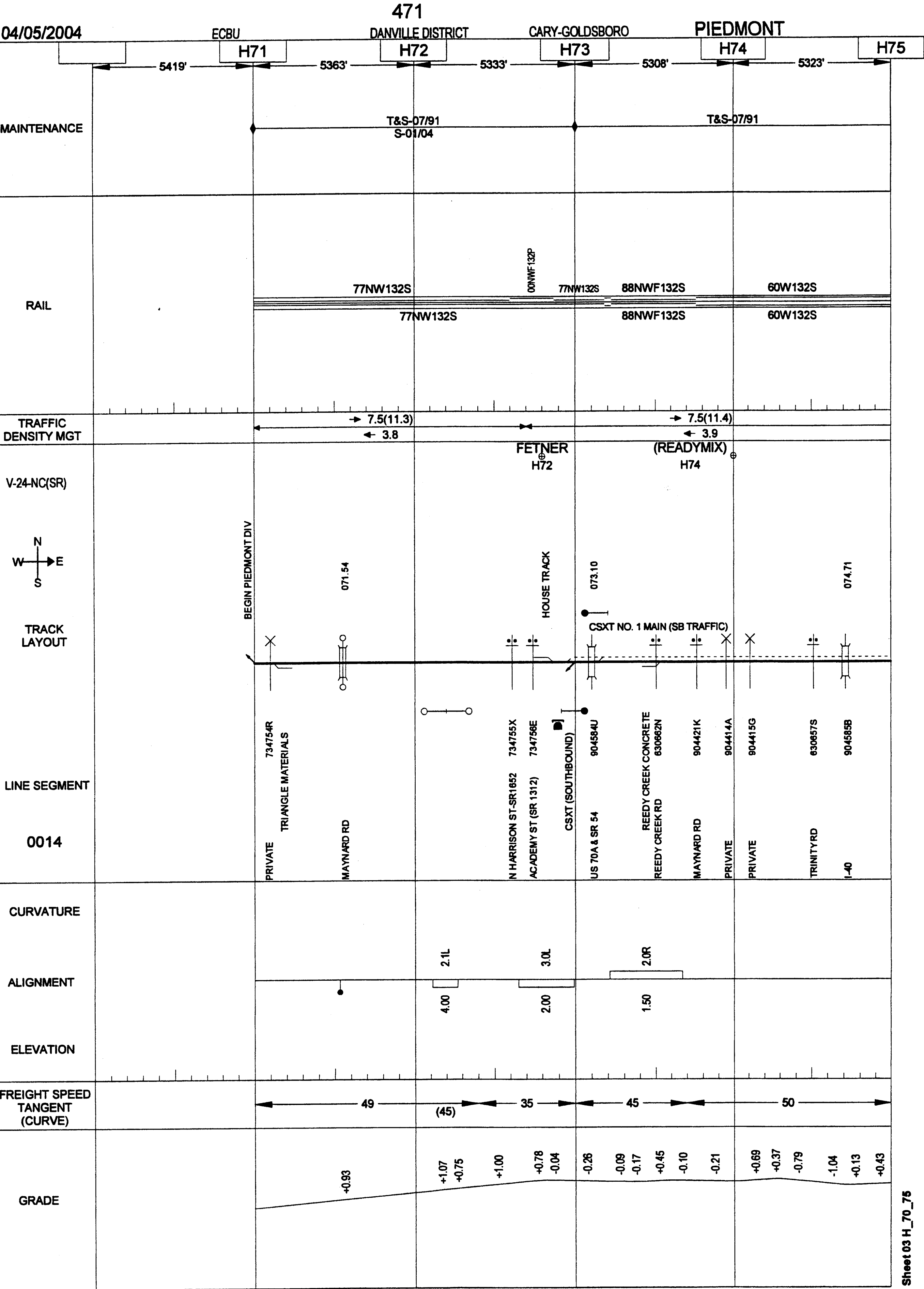
DANVILLE

168

GREENSBORO-CARY

PIEDMONT





04/05/2004

472

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H75

H76

H77

H78

H79

H80

5278'

5318'

5258'

5228'

4946'

MAINTENANCE

T&S-07/91

T&S-08/91

RAIL

60W132S

60W132S

99NWF132S

60W132S

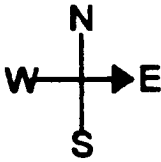
TRAFFIC DENSITY MGT

→ 7.5(11.4)
← 3.9

(BURKE GOLDSTON)
H77

(METHOD)
H78

V-24-NC(SR)



TRACK LAYOUT

CSXT NO. 1 MAIN (SB TRAFFIC)

LINE SEGMENT

0014

630854W

904423Y

076.43

904586H

630650J

BLUE RIDGE RD EXTN

904427B

077.82

904587P

630847L

630848E

904588W

BERYL RD

ROYAL ST

GORMAN ST

079.10

904589D

DAN ALLEN DR

079.78

904590X

PULLEN RD

CURVATURE

ALIGNMENT

ELEVATION

2.2L
3.00

1.0R
1.00

1.2L
1.00

FREIGHT SPEED TANGENT (CURVE)

50

45

50

GRADE

-0.74

-0.89

+0.33

-0.03

-0.05

+0.04

-0.06

+1.19

+0.96

+0.51

-0.39

-0.84

-0.58

-0.85

-0.80

-0.71

-0.66

04/06/2004

473

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H80

H81

H82

H83

H84

H85

4715'

5429'

5308'

5308'

5318'

MAINTENANCE

T&S-08/91

T&S-11/01

RAIL

60W132S

78NWF132S

82RWF132S

60W132S

78NWF132S

82RWF132S

88NWF132S

82RWF132S

TRAFFIC
DENSITY MGT

→ 7.5(11.4)
← 3.9

→ 2.7(3.7)
← 1.0

→ 2.6(3.6)
← 1.0

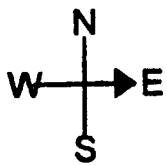
V-24-NC(SR)

BOYLAN
H80

RALEIGH STATION
H81

SOUTH RALEIGH
H84

(BAGWELL)
H85



TRACK
LAYOUT

CSXT NO. 1 MAIN (SB TRAFFIC)

CONNECTOR TRACK

FLORIDA STEEL

K&L SCRAP

LINE SEGMENT

0014

ASHE AVE

PRISON SIDING

NEW YARD

NS MI 40

H-80.9=NS-233.2

BOYLAN AVE

735489G

CABARRUS ST

735488A

LENOIR ST (US 1)

735487T

SOUTH ST (US 84)

735486L

MCDOWELL ST

735485E

MANLEY ST

735484X

WESTERN BLVD

735483R

US 15 & 401

CARGILL

BLOUNT / HOKE

735481C

COMMERCIAL BONDED

904592L

904592L

WALNUT CREEK

PERSON ST

I-40 WB

904593T

I-40 EB

904594A

I-40 RAMP D

904595G

WINN DIXIE

735182V

RUSH ST (SR 2683)

735480V

TYRON RD EXT

904596N

PRIVATE

735478U

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

50

(10)

20

(20)

(40)

(40)

(40)

(40)

(40)

(40)

(40)

(40)

(40)

GRADE

-0.73

-0.88

-0.96

-1.08

0.00

-0.83

-1.16

-1.15

-1.00

-0.50

+0.50

+0.95

+0.38

+0.68

+0.92

+0.71

+0.77

+0.88

+0.93

+0.89

+0.82

+0.78

+1.17

+0.80

+0.89

04/05/2004

474

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H85

H86

H87

H88

H89

H90

5313'

5333'

5318'

5313'

5258'

MAINTENANCE

T&S-11/01

RAIL

82RWF132S

82RWF132S

TRAFFIC
DENSITY MGT

→ 2.6(3.6)
← 1.0

→ 2.5(3.4)
← 0.9

V-24-NC(SR)

GARNER
H87

BTC
ETC

N
W → E
S

TRACK
LAYOUT

HOUSE TRACK

LINE SEGMENT

0014

NEWS & OBSERVER WHISE
YEARGAN RD 735476F
WYATT QUARLES TRACK

VANDORA SPRINGS 735324J

SR 50 086.30

ST MARYS RD 735326X

NEW RAND RD-SR 2562 735328L

JONES SAUSAGE-SR2547 735331U

I-40 088.42

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

(40)

(45)

49

(45)

(45)

GRADE

-0.57

+0.77

+0.66

+0.45

+0.34

-0.85

+0.68

0.00

+0.60

+0.71

+0.40

-0.52

-0.12

-0.43

+0.86

+0.42

+0.73

-0.23

-1.02

-0.82

+0.49

+0.66

04/05/2004

475

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H90

H91

H92

H93

H94

H95

5308'

5318'

5197'

5383'

5042'

MAINTENANCE

T&S-11/01

RAIL

82RWF132S

89NWF132S

82RWF132S

82RWF132S

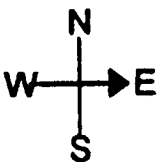
TRAFFIC
DENSITY MGT

→ 2.5(3.4)
← 0.9

V-24-NC(SR)

(AUBURN)
H90

WAKE CO
JOHNSTON CO



TRACK
LAYOUT

LINE SEGMENT

0014

735336D

SR 2555

735390W

GUY RD (SR 2558)

735391D

FARM

735392K

FARM

735393S

FARM

WINN DIXIE

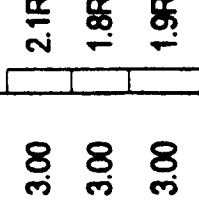
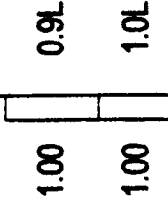
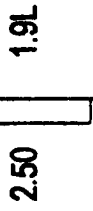
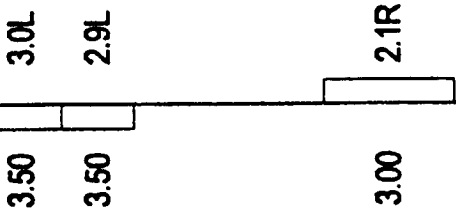
735394Y

SHOTWELL RD-SR 1553

CURVATURE

ALIGNMENT

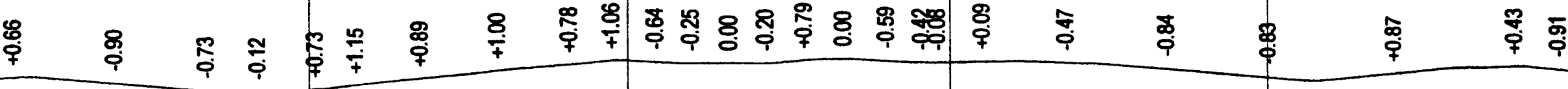
ELEVATION

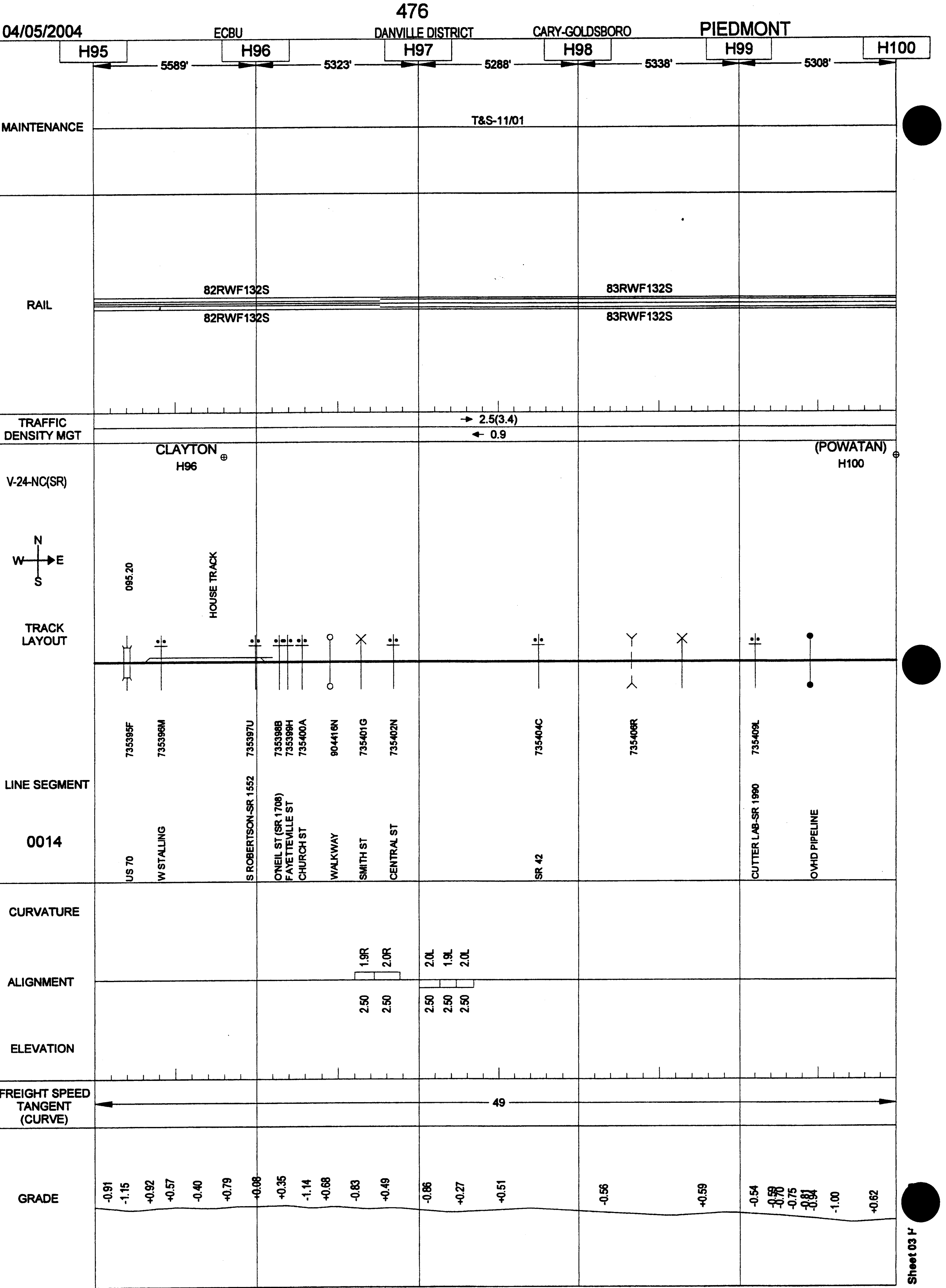


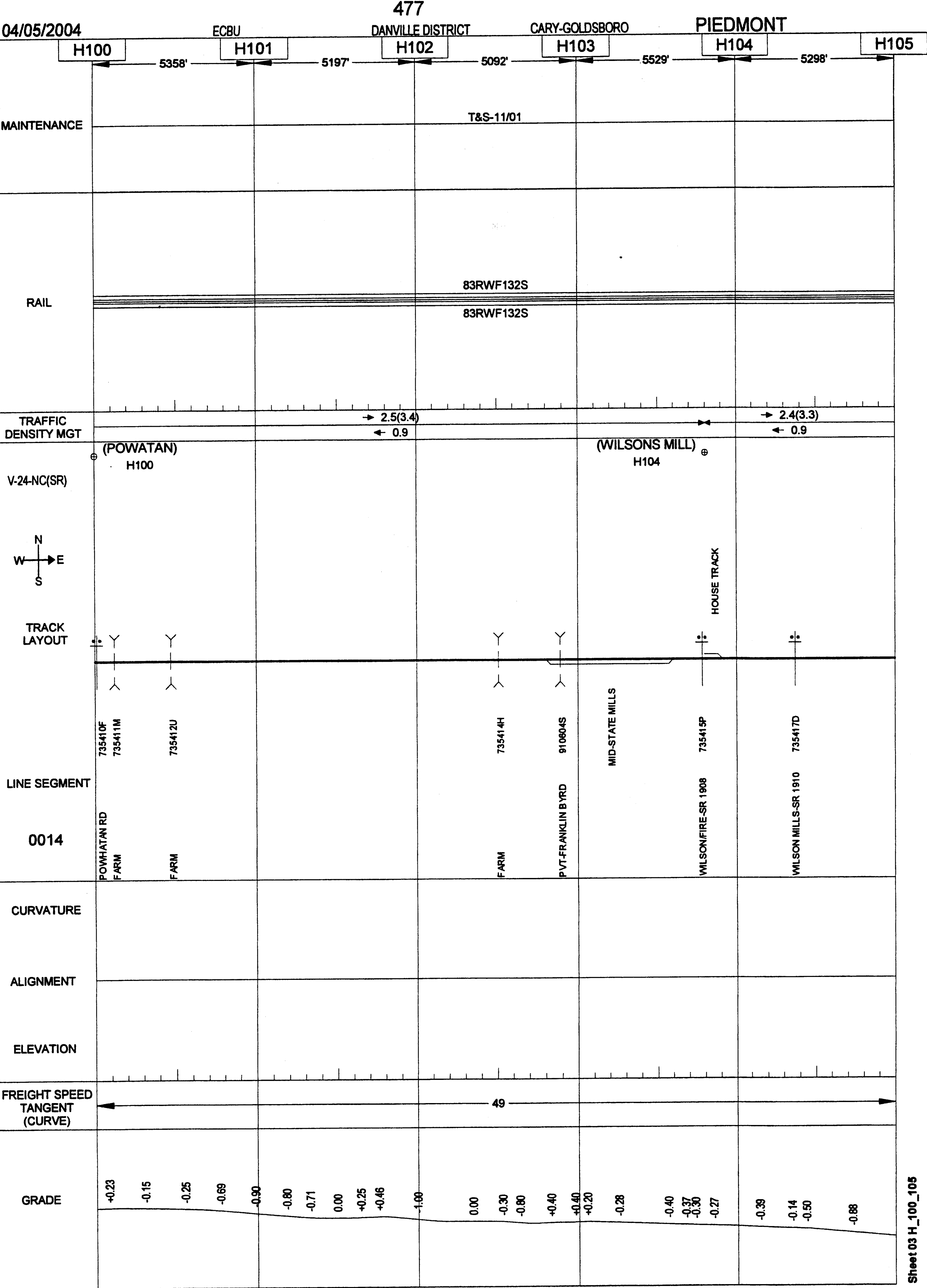
FREIGHT SPEED
TANGENT
(CURVE)

49

GRADE







04/05/2004

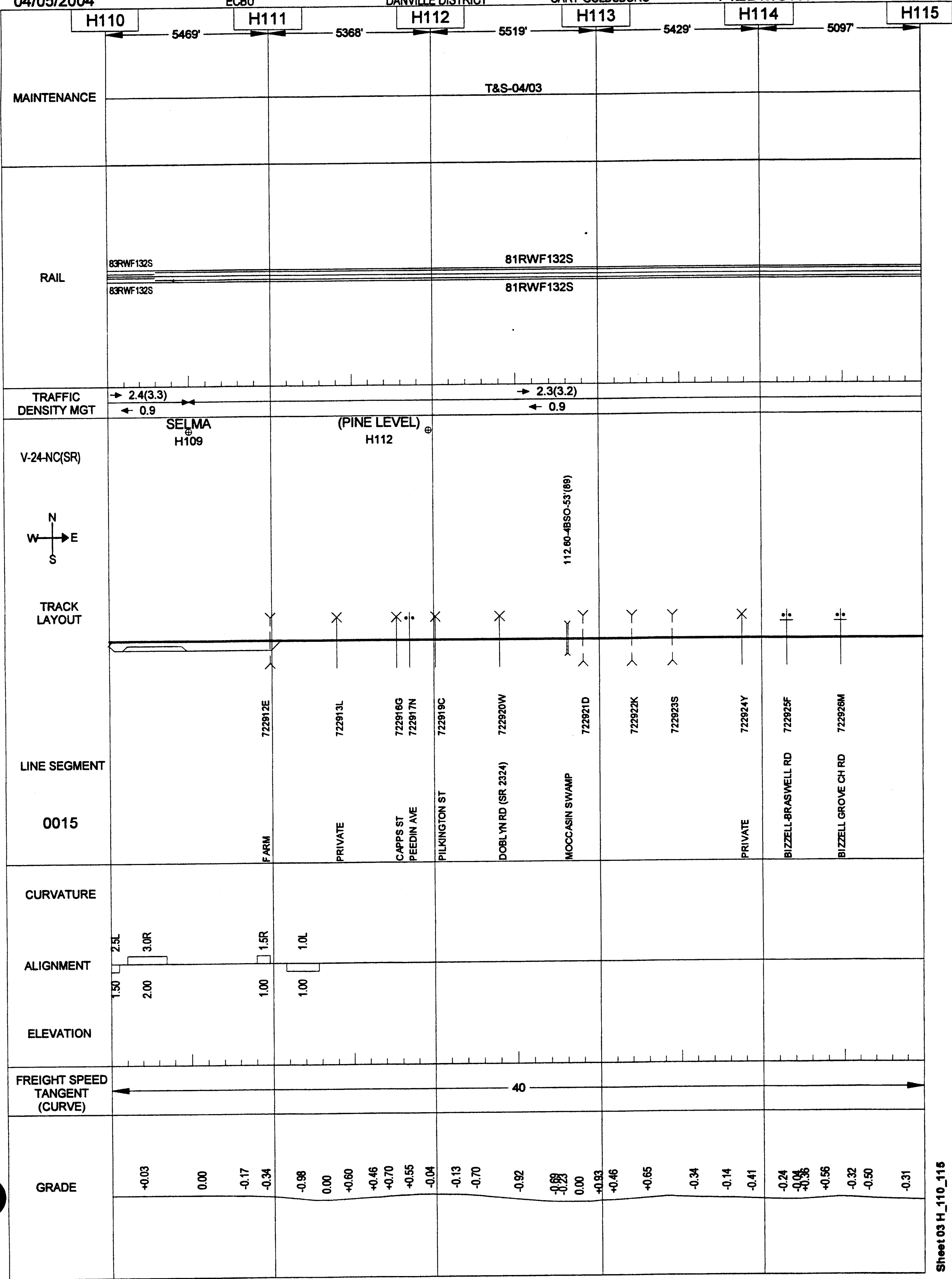
479

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT



04/05/2004

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

480

H115

5831'

H116

5409'

H117

5388'

H118

5589'

H119

5419'

H120

MAINTENANCE

T&S-04/03

RAIL

81RWF132S

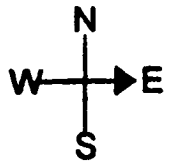
81RWF132S

TRAFFIC
DENSITY MGT

→ 2.3(3.2)
← 0.9

V-24-NC(SR)

(PRINCETON)
H118



TRACK
LAYOUT

116.61
116.63

ROCK TRACK

AF HOLT

GURLEY MILL
W S CLARK
JOHNSTON CO
WYNE CO

LINE SEGMENT

0015

722927U

722928B

722929H

722930C

722931J

722932R

722934E

722935L

722936T

722937A

722938G

722939N

722940H

722941P

722942W

722943D

722944K

722947F

HERRING RD (SR 2319)

WELLONS-BOYETTE RD

US 70 WB
US 70 EB

BARDEN RD (SR 2316)

PINE ST

CENTER ST

PEARL ST-SR 2372

LUBY SMITH RD

PRIVATE

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

40

20

40

GRADE

-0.48

+0.08

+0.58

+0.38

+0.59

+0.16

-0.74

+0.71

+0.89

+1.16

+0.50

-0.27

-0.26

-0.36

-0.33

-0.27

-0.24

-0.23

+0.53

+0.20

+0.40

+0.19

+0.40

-0.36

-0.27

-0.42

+0.08

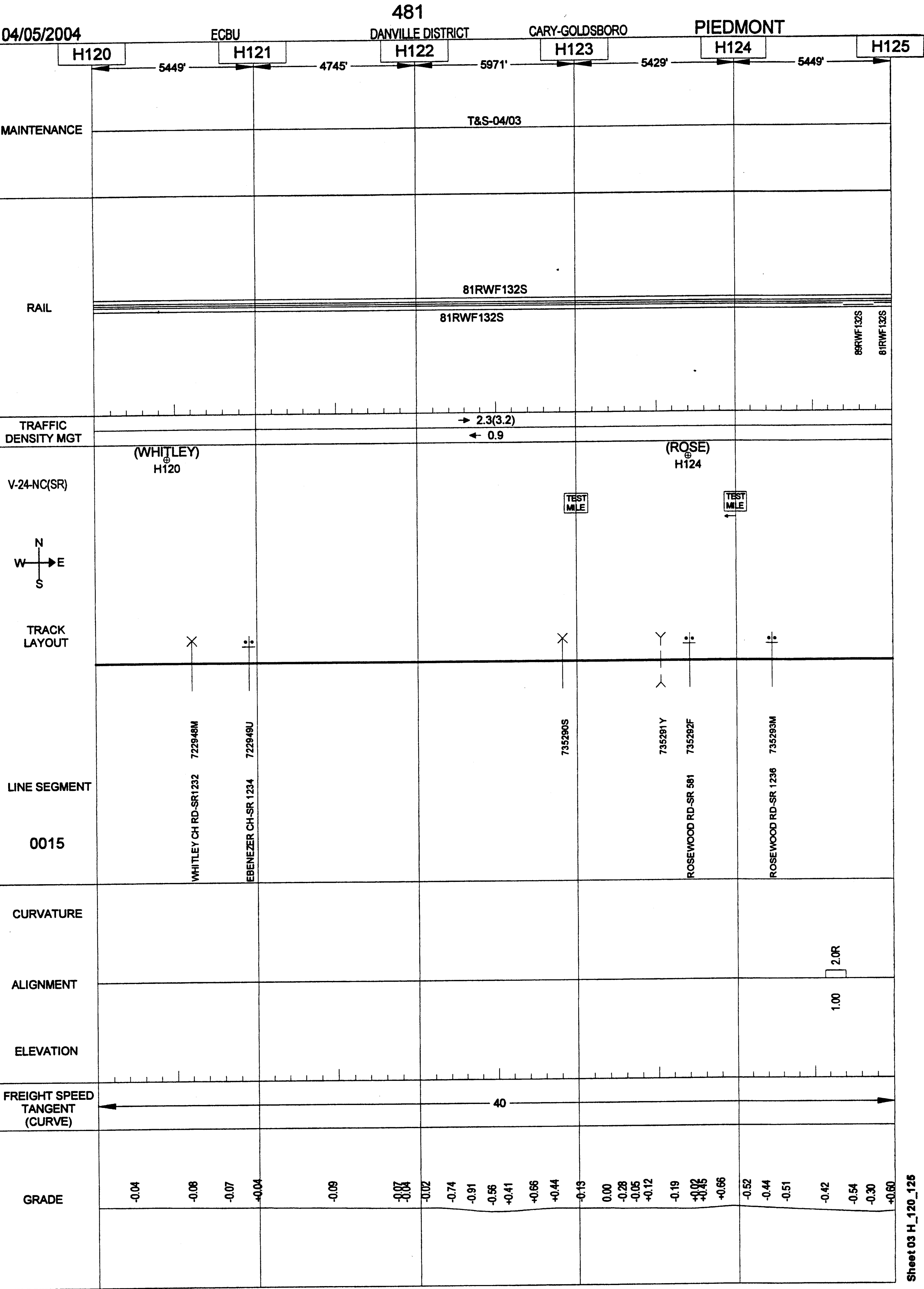
-0.04

-0.12

-0.10

-0.08

-0.04



04/05/2004

482

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H125

H126

H127

H128

H129

H130

5489'

5469'

5037'

5388'

4082'

MAINTENANCE

T&S-04/03

RAIL

81RWF132S

81RWF132S

55RJ100S

81RWF132S

81RWF132S

55RJ100S

TRAFFIC
DENSITY MGT

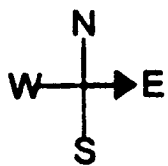
→ 2.3(3.2)
← 0.9

V-24-NC(SR)

(CARO P&L)
H126

(ASYLUM)
H127

GOLDSBORO
H130



TRACK
LAYOUT

128.80-3 WTB-41'

127.50-1 MISO-273'(89)

JEFFREY BEER & WINE

128.90

LINE SEGMENT

0015

OLD SMITH FLD-SR 581
735294U

CP & L LEAD

STEVENS MILL-SR 1008
735311H

PRIVATE
735310B

RELIEF WATERWAY
735309G

LITTLE RIVER
OLD MAIN LINE

GOLDSBORO PASS TRACK

US 117
735307T

MULBERRY ST
735305E

ASH ST
735304X

CSXT R8 32 M-CSXT
735303R

CAROLINA ST
735302J

VIRGINIA ST
735301C

GEORGE ST (US 70)
735298H

WYE TRACK
JAMES ST

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

GRADE

-0.86

-0.98

-0.92

-1.10

-0.94

-0.38

-0.19

-0.06

-0.14

0.00

+0.14

0.00

+0.35

-0.17

0.00

+0.20

+0.09

+0.44

+1.08

+0.82

+0.48

+0.67

+0.43

+0.63

0.00

H-130.0=EC-0.4

04/05/2004

483

ECBU

A&EC DISTRICT

GOLDSBORO-MOREHEAD CITY PIEDMONT

EC0

EC1

EC2

EC3

EC4

EC5

5280'

5368'

5268'

5700'

4956'

MAINTENANCE

T&S-11/00

RAIL

52RJ080S

00RWF136S

52RJ080S

00RWF136S

TRAFFIC DENSITY MGT

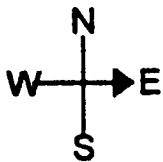
1.1(1.4)
0.3

0.9(1.2)
0.3

V-9-NC(AEC)

GOLDSBORO EAST
H130

(MILLERS)
EC5



TRACK LAYOUT

WEST WYE OF H-LINE

EC-0.4=H-130.0

YARD LIMIT

002.90-2DGO-111'(88)

003.70
003.72

LINE SEGMENT

0308

722879G
722878A

722876L

722875E
722874X

722872J

722870V

722869B

722868U

726274J

722864S
722863K
722862D

722861W

722860P

NORDIC WAREHOUSES

CURVATURE

ALIGNMENT

ELEVATION

1.00
0.5R

1.00
0.5R

FREIGHT SPEED TANGENT (CURVE)

10

25

40

GRADE

0.00

-0.63

+0.01

+0.43

+0.36

-0.09

-0.15

+0.07

+0.01

-0.29

-0.43

-0.47

-0.58

-0.39

+0.13

+0.37

+0.27

0.00

+0.47

+0.40

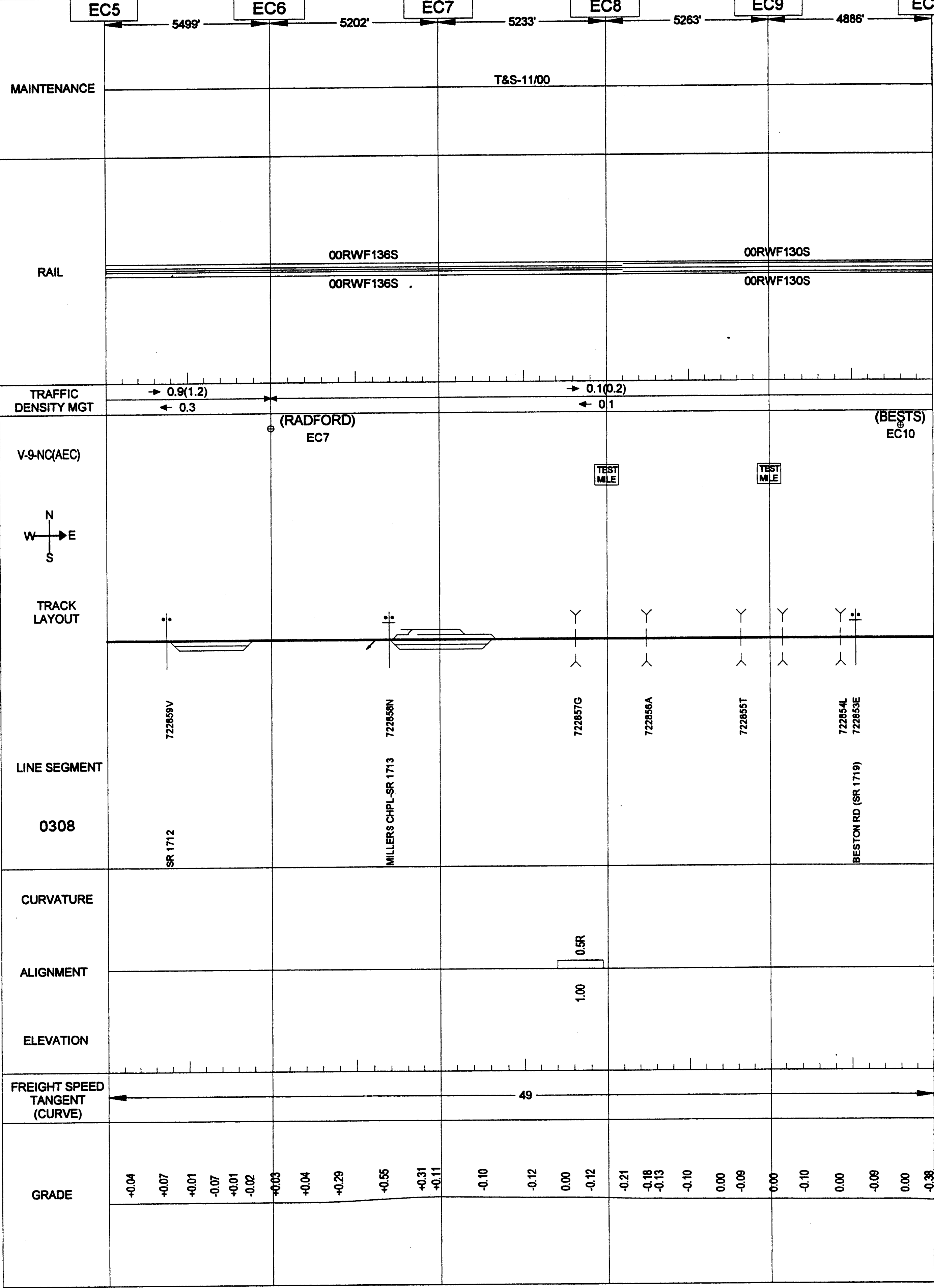
+0.32

+0.17

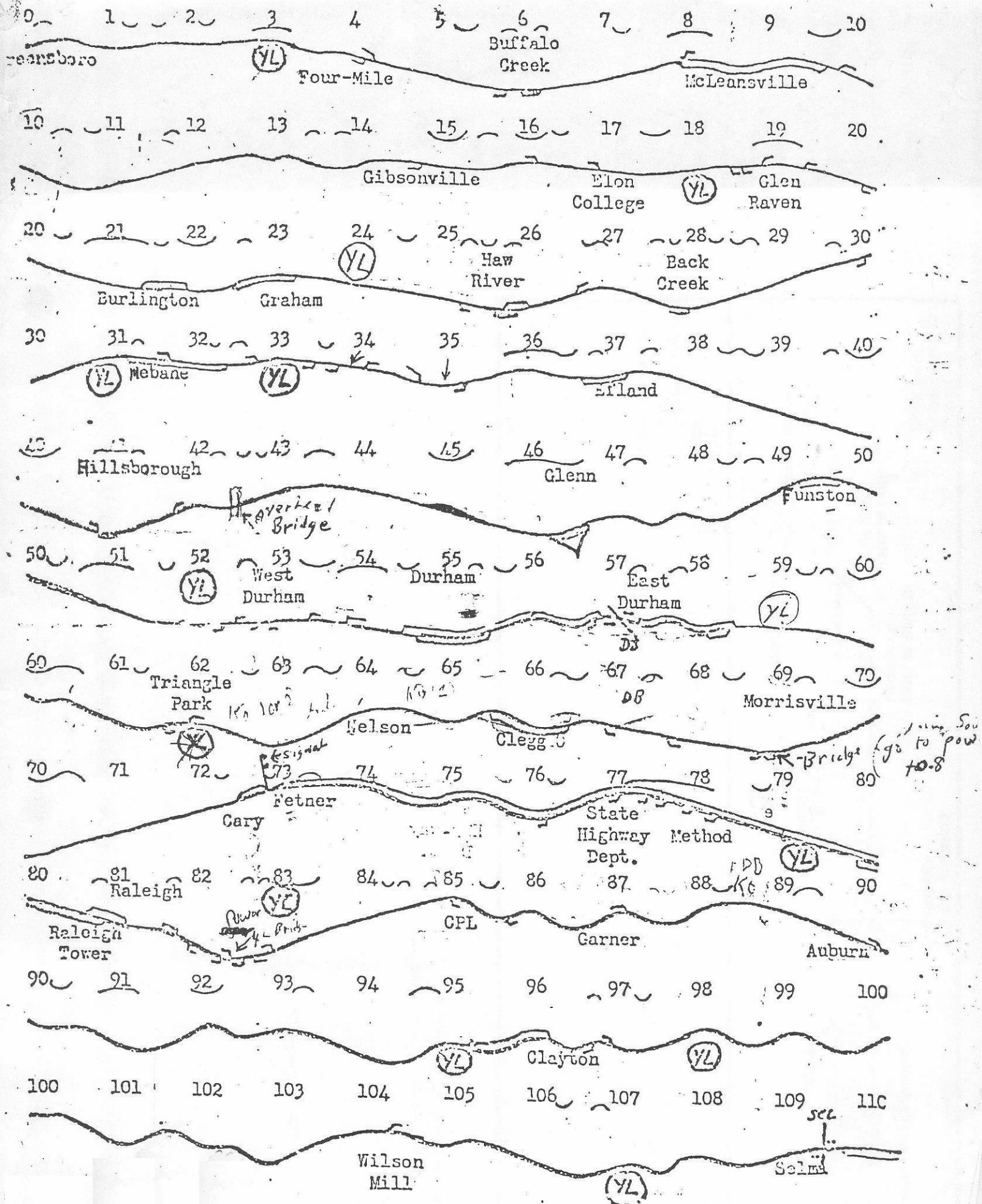
+0.10

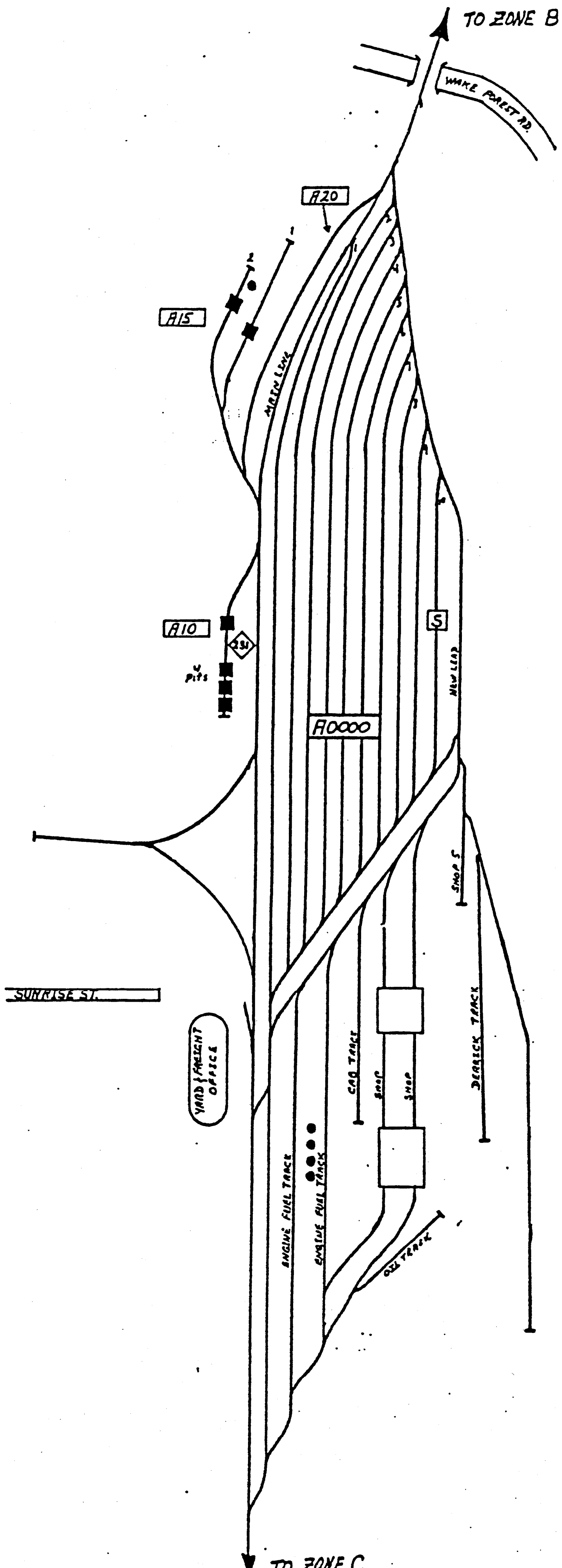
+0.01

+0.05



GREENSBORO TO SELMA





ZONE A
RALEIGH, N.C.
<GLENWOOD YARD
March 1979

Selma Yard

Raleigh

H - Main Line

CSX Main Lines

Engine Tracks

Pinners Point Interchange

Gurley Lead

Straight Lead

West Crossover

Crocker Road SR 2393

I - 95 Overpass

East Crossover

Selma Pass Track

#1

H - Main Line

2

...

CSXT - North

Connection Track

Pinner's Pt.

H-109
<11600'

H-108

No
E.G.
NAB App.
to SELMA

Selma Jct.

Selma

<9200'

W.B.
NAB App
to SELMA

off

Long Engine Trk

Short Eng. Trk (4)

Straight Lead

<6000'

H-110

SELMA

#1 Track - 2000'

Pass Track

Datum >

<2700'

<5400'

I-95

Gasahol Trk (8)

Gurlier Lead

H-109.9

* Rounder Cement on Gurlier - spot near car at gate
do not pass gate 6/18/97

CSXT - South

EAST

SELMA

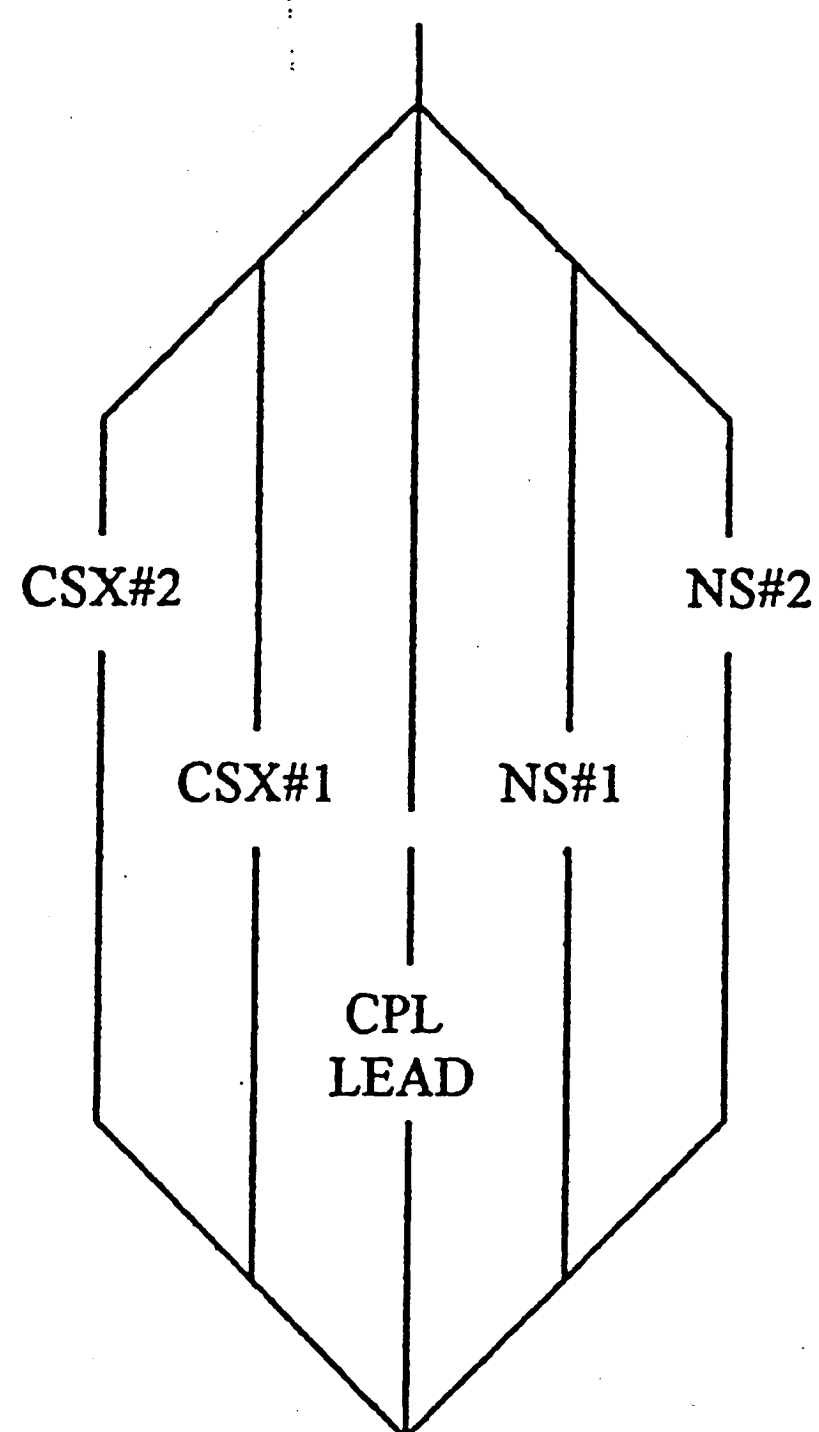
WEST

Industry: Carolina Power & Light (CPL)

Tyes: W05

Tracks: 5

Each track will hold 42 cars. Unit coal trains spot industry and the E26/E27 pull empties.



Goldsboro

East to Goldsboro

Selma,

West to Garner & Raleigh

Cherry Hill Rd.

H-125

H-126

CP&L Lead

DERAIL 90 cars

Smithfield Rd.

Cotton Gin Xing
10700' to Switch

1300'

Farm Xing
9400' to Switch

FLANGE LUBE

2700'

Farm Xing
6700' to Switch

Trailerpark Xing
3850' to Switch

2850'

1750'

Footpath
2100' to Switch

LEAVE
WAVEBILLS
IN BOX

SOU #2 (43)

SOU #1 (44)

MAINLINE

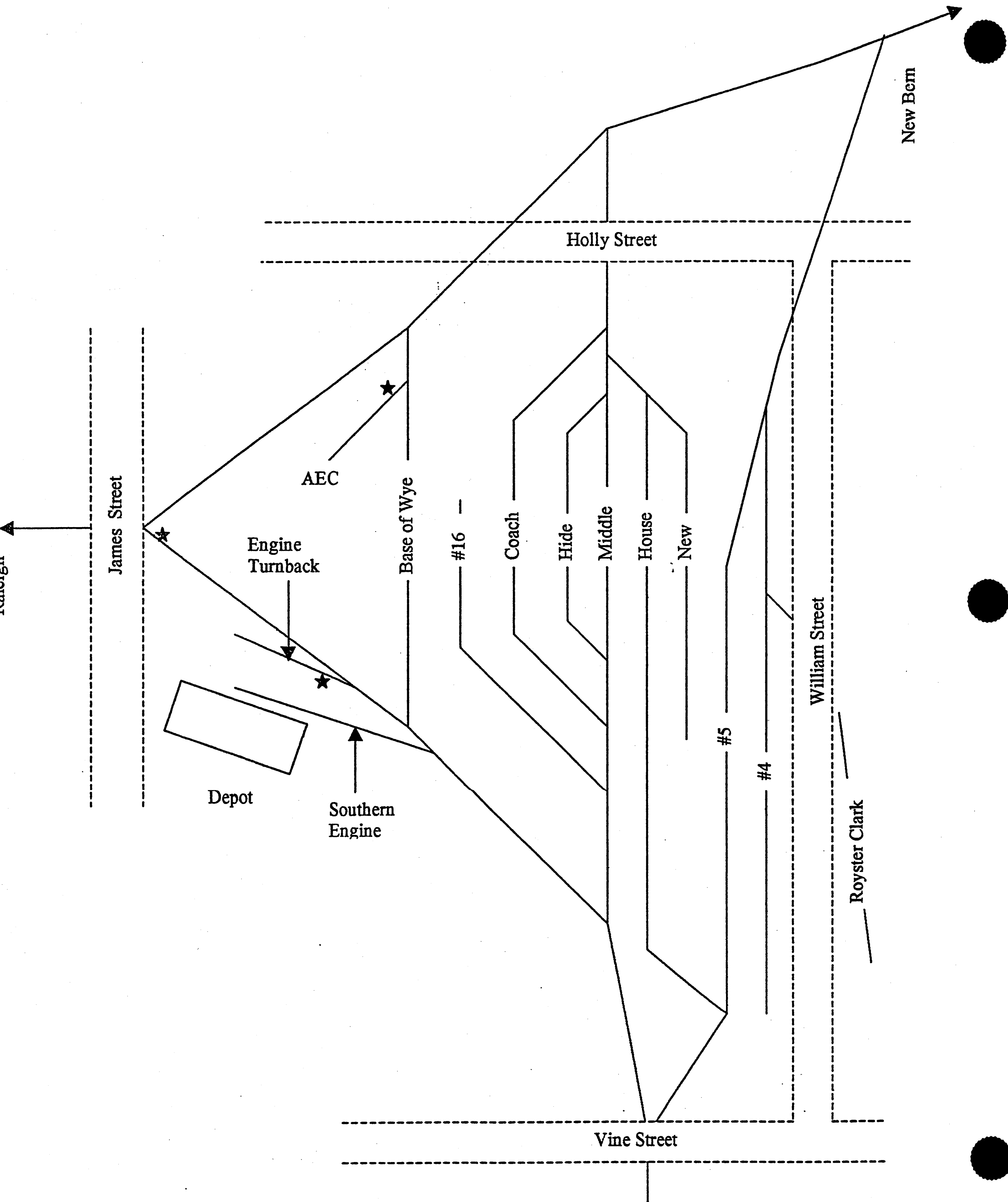
CSXT #1

CSXT #2

To CP&L Plant

CP&L Lead
At Goldsboro, NC
6-16-97

Goldsboro Yard



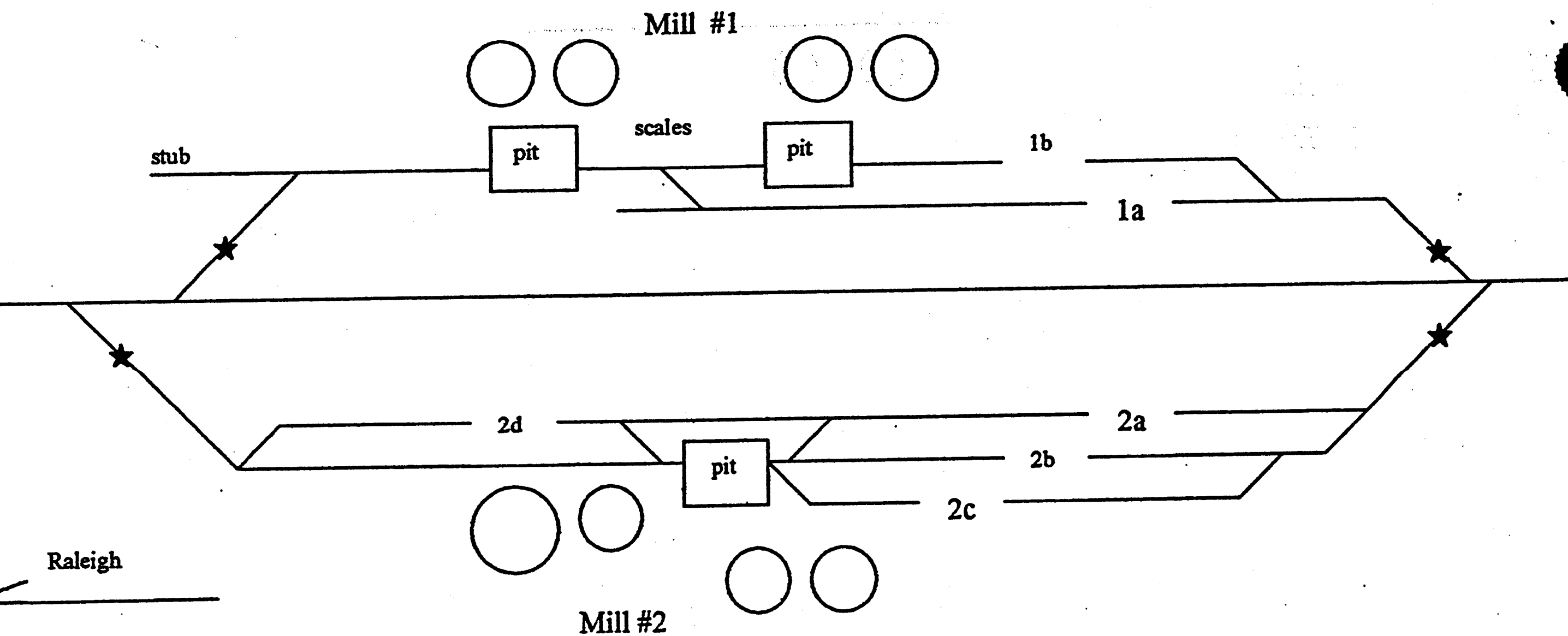
RADFORD

Industry: Goldsboro Milling

Tyes:

Tracks: 5

There are 2 mills located at this industry. Mill #1 is located north of the Main Line and Mill #2 is located south of the Main Line when looking West towards Raleigh. Spot loads on the East end and pull empties from the West end at both Mills. Track leads are protected by split point derails. Industry moves cars.

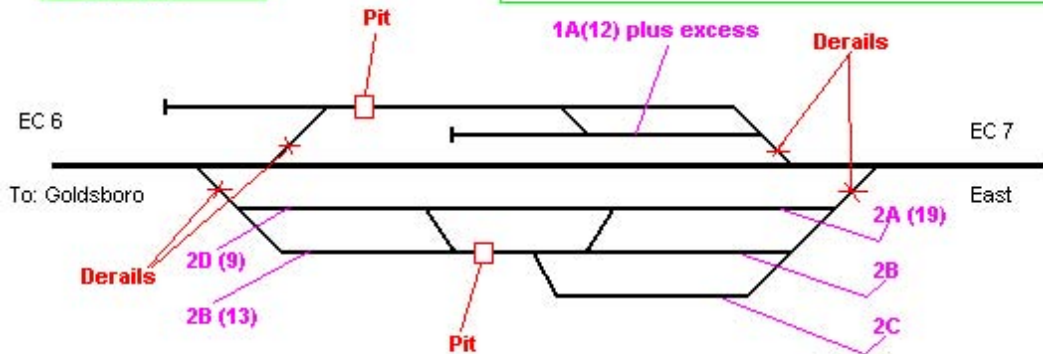


Turkey Farm,
Goldsboro
M.P.: EC 6 via H130
Spot: see diagram

Goldsboro



CSX Channel and
tone for Selma Jct.
8484-tone 4



Track Name (Spot # of Cars)