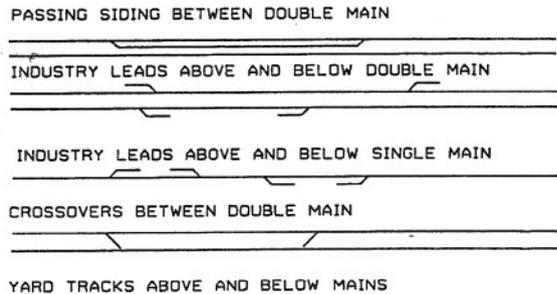
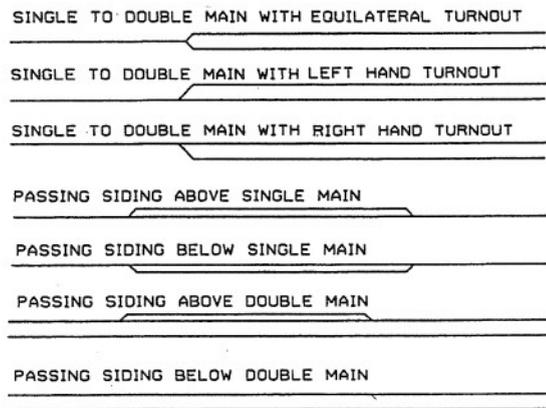
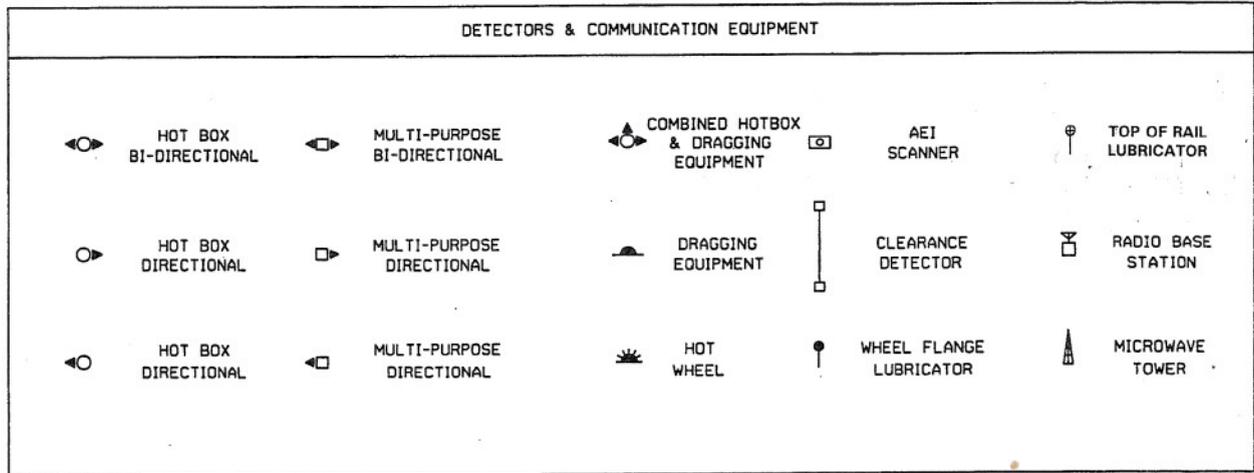
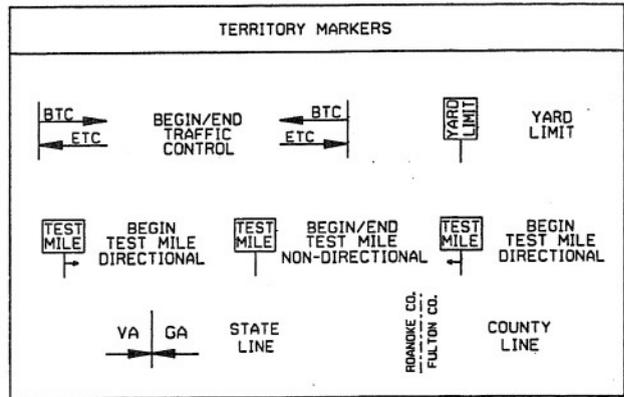
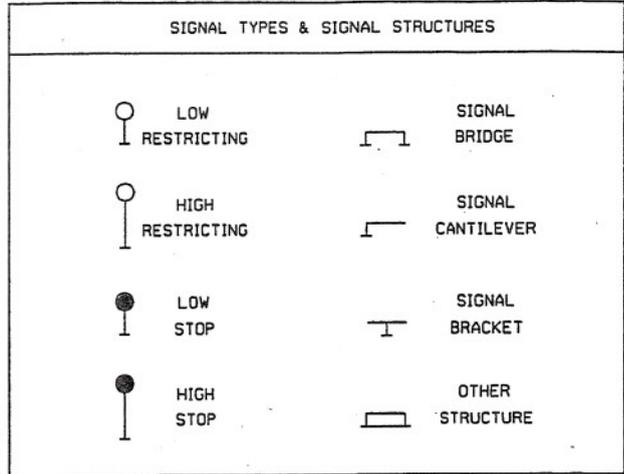
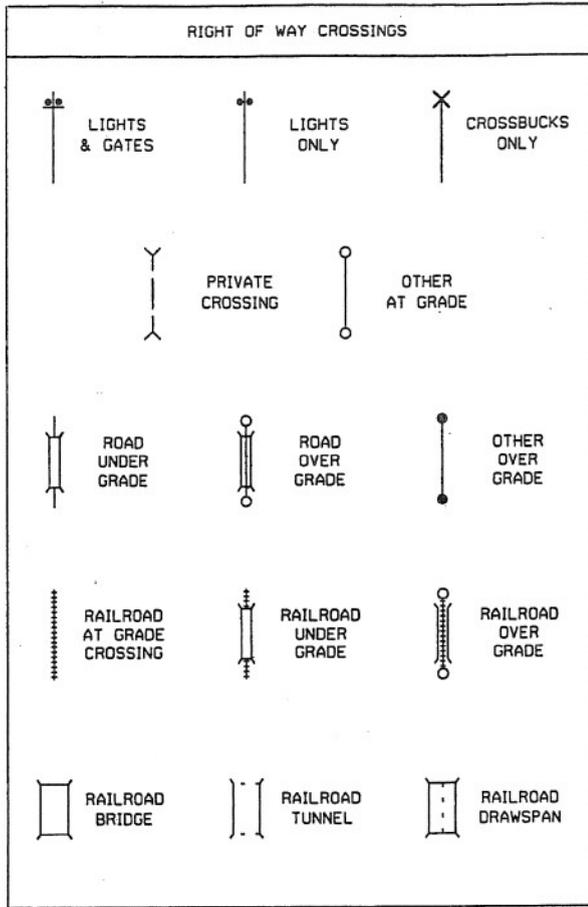




Piedmont Division

2006

TRACK CHART SYMBOL LEGEND



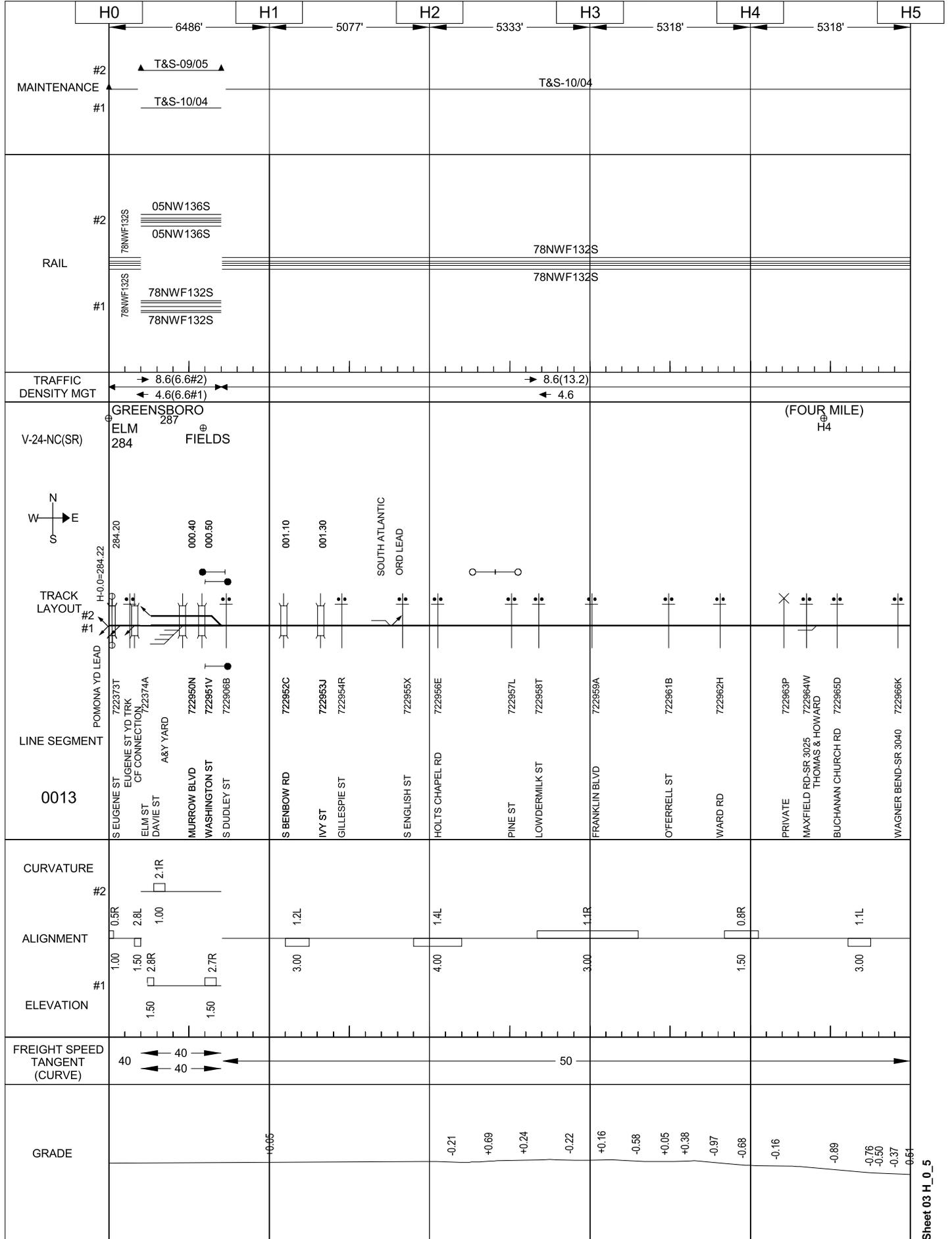
03/14/2006

DANVILLE

154

GREENSBORO-CARY

PIEDMONT



03/14/2006

DANVILLE

155

GREENSBORO-CARY

PIEDMONT

	H5	H6	H7	H8	H9	H10				
MAINTENANCE	5233'		5308'		5449'		5298'		5439'	
RAIL			T&S-10/04							
TRAFFIC DENSITY MGT			→ 8.6(13.2) ← 4.6							
V-24-NC(SR)	TEST MILE	TEST MILE	(SOUTHCO) H5	MCLEANSVILLE H8			SUPERIOR			
TRACK LAYOUT										
LINE SEGMENT	US 70, OUTER LOOP, OUTER LOOP, US 70		PVT-FRYAR G&H XING		PRIVATE, PRIVATE, FRIEDEN CH RD-SR2746		PRIVATE, PRIVATE		PRIVATE	
CURVATURE	0.7L, 1.7L		2.7R, 1.1R		1.7L, 1.6L		1.2R, 1.0R, 1.0R, 1.0R		2.2L, 2.1L	
ALIGNMENT	1.50, 2.50		3.00, 1.50		4.00, 4.00		3.00, 2.50, 2.50, 2.50		4.00, 4.00	
ELEVATION	-0.79, -0.93, -0.64, -0.56, -0.79, -0.84, -0.95		-1.00, -0.02		+0.89		+0.26, +0.17, -0.01, -0.10, +0.71		+0.18, -0.57, -0.12, -0.35, +0.08	
FREIGHT SPEED TANGENT (CURVE)	←				50		→			
GRADE	-0.79, -0.93, -0.64, -0.56, -0.79, -0.84, -0.95		-1.00, -0.02		+0.89		+0.26, +0.17, -0.01, -0.10, +0.71		+0.18, -0.57, -0.12, -0.35, +0.08	

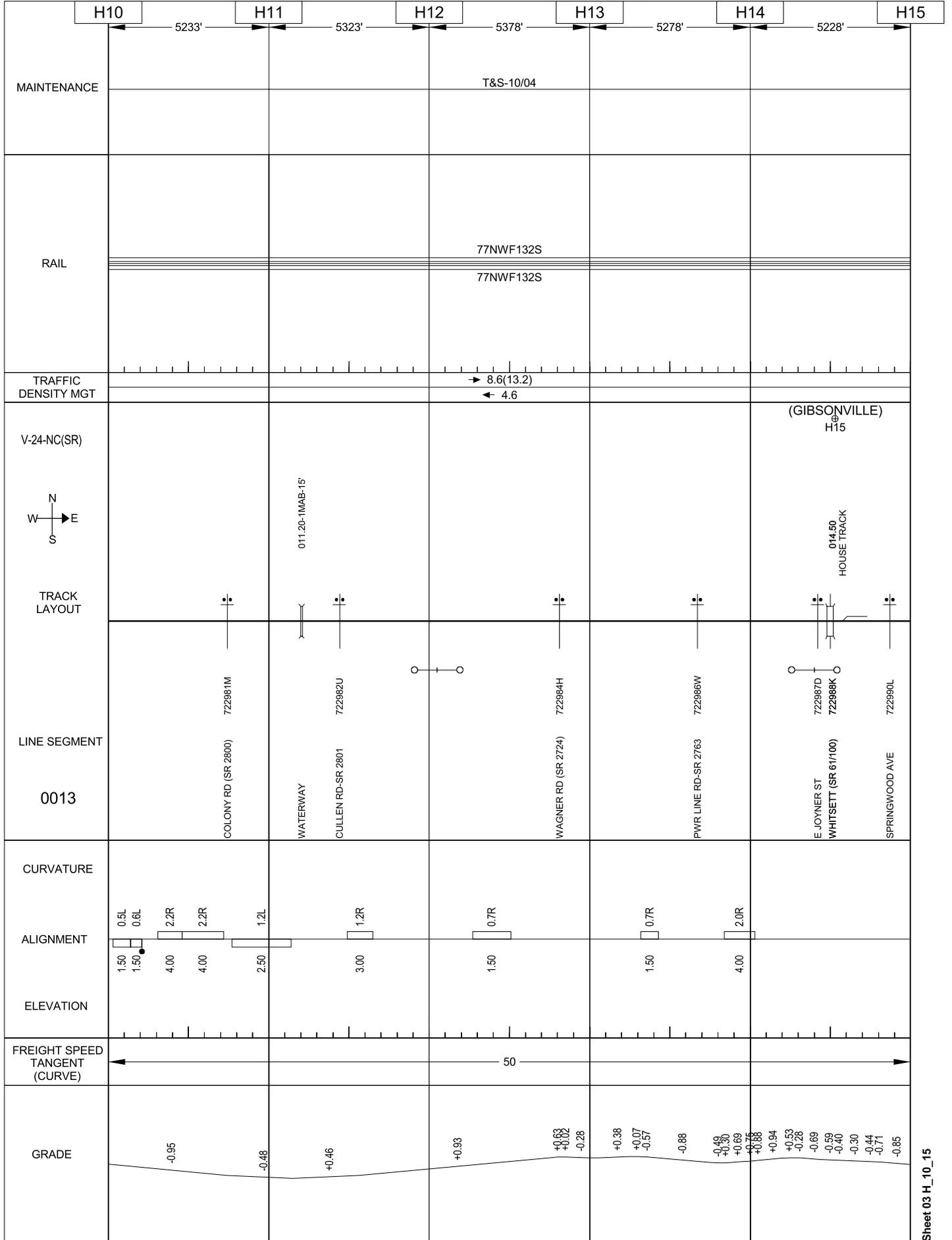
03/14/2006

DANVILLE

156

GREENSBORO-CARY

PIEDMONT



03/14/2006

DANVILLE

157

GREENSBORO-CARY

PIEDMONT

	H15	H16	H17	H18	H19	H20
MAINTENANCE	5424'		5328'		5338'	
RAIL	77NWF132S		01NW132S		77NWF132S	
TRAFFIC DENSITY MGT			→ 8.6(13.2) ← 4.6			
V-24-NC(SR)	GUILFORD CO ALAMANCE CO		(ELON COLLEGE) H17		(LEVIN BROTHERS) H18	
TRACK LAYOUT	R H BARRINGER DIST				(GLEN RAVEN) H19	
LINE SEGMENT	722991T 722992A		722993G 722995V		722997J 722998R	
0013	HUFFINES ST COOK RD (SR 1311)		CHURCH ST (SR 1322) WILLIAMSON AVE		YORK RD GILLIAM RD (SR 1342) LEVINE BROTHERS	
CURVATURE	1.5L		2.1L		1.7R	
ALIGNMENT	4.00		4.00		2.50	
ELEVATION	4.00		4.00		2.00	
FREIGHT SPEED TANGENT (CURVE)	←		50		→	
GRADE	-0.59 +0.44 -0.66 +0.80 +0.45 +0.74		-0.69 -0.40 +0.17 +0.46 +0.04		-0.61 -0.58 -0.52 -0.49 -0.37 -0.13 -0.01 -0.07 -0.21 -0.27	
	+0.01 +0.24 +0.62 +0.13 +0.01 +0.29		+0.07 -0.33 -0.23 -0.02 +0.05		-0.59	

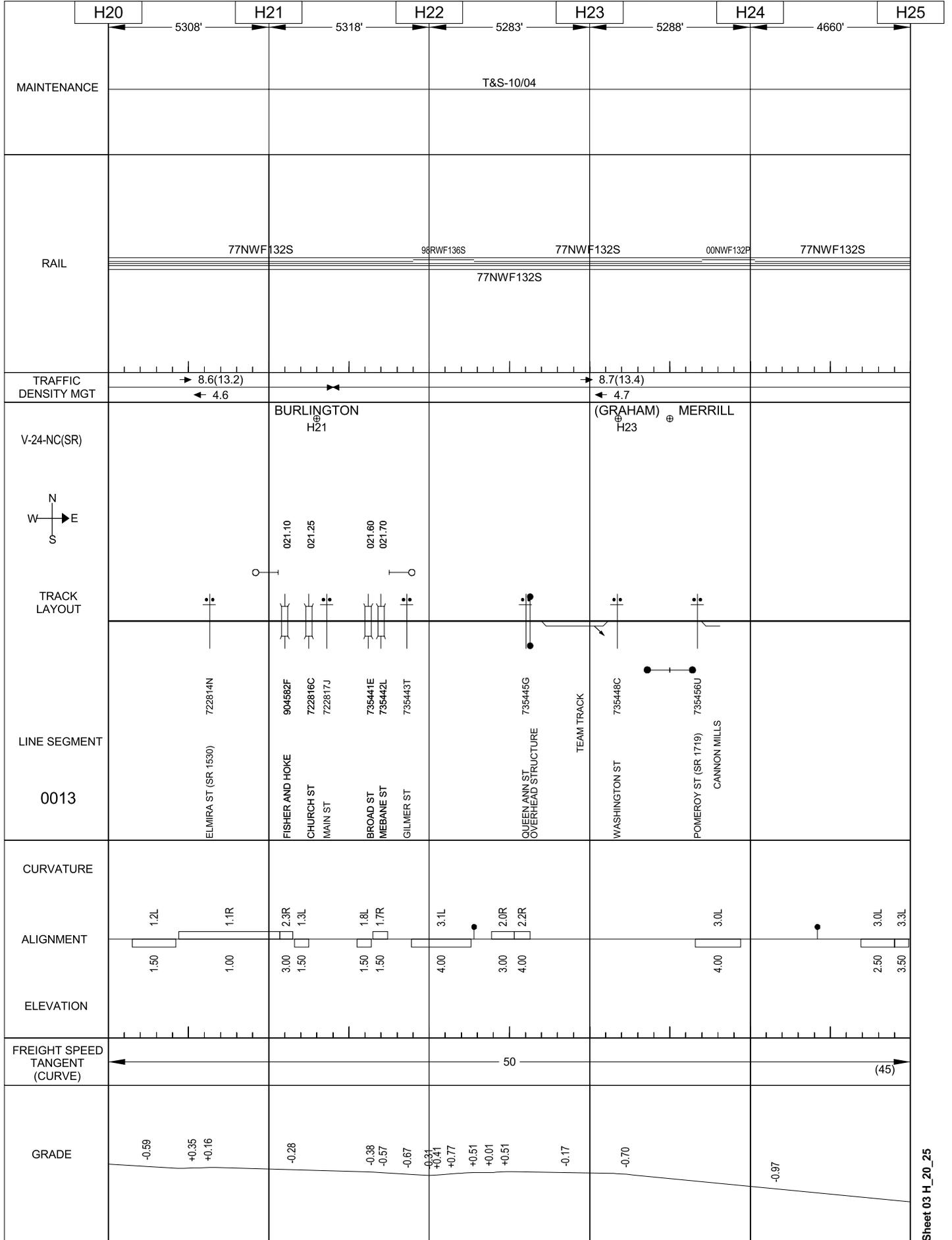
03/14/2006

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DANVILLE

GREENSBORO-CARY

PIEDMONT



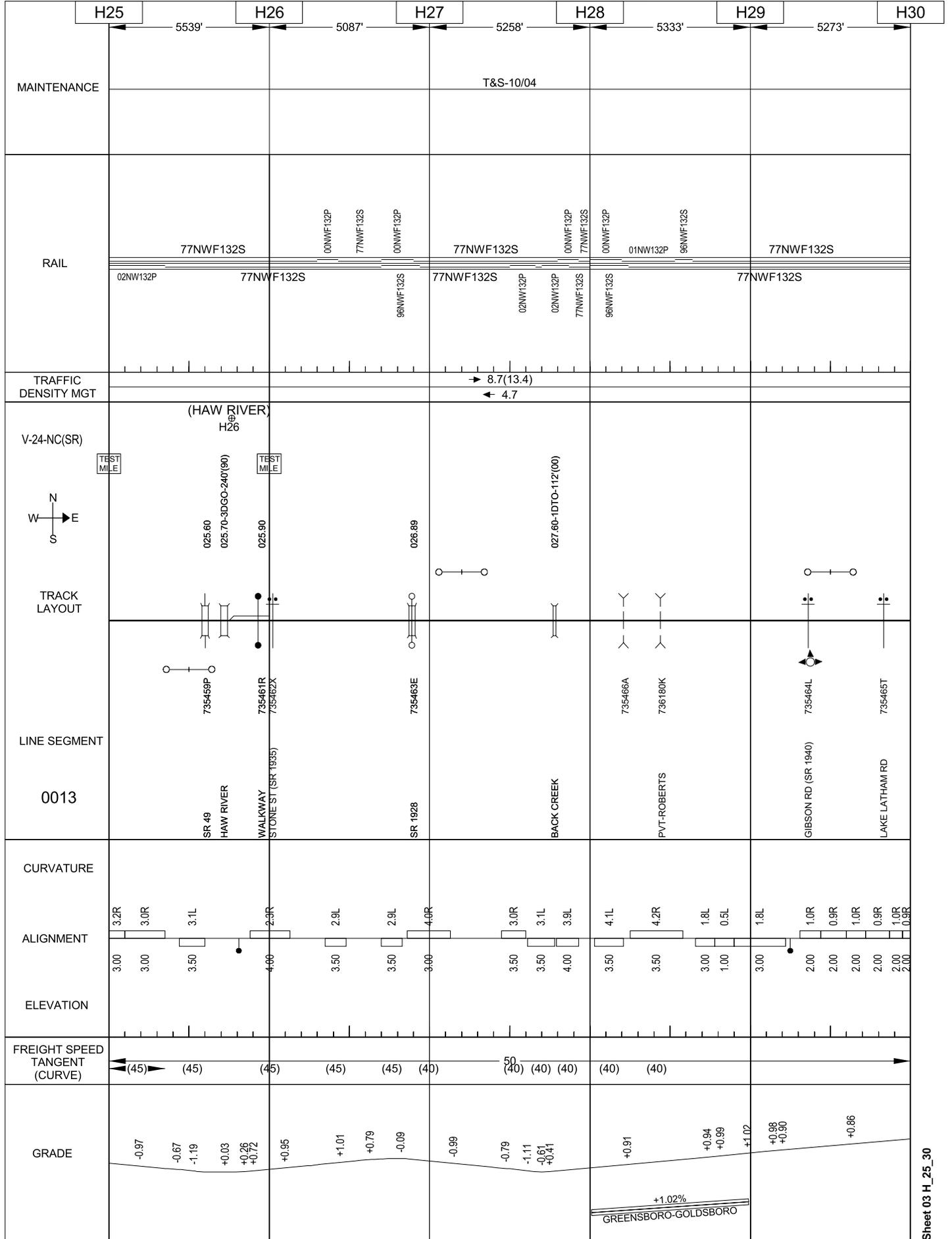
03/14/2006

DANVILLE

159

GREENSBORO-CARY

PIEDMONT



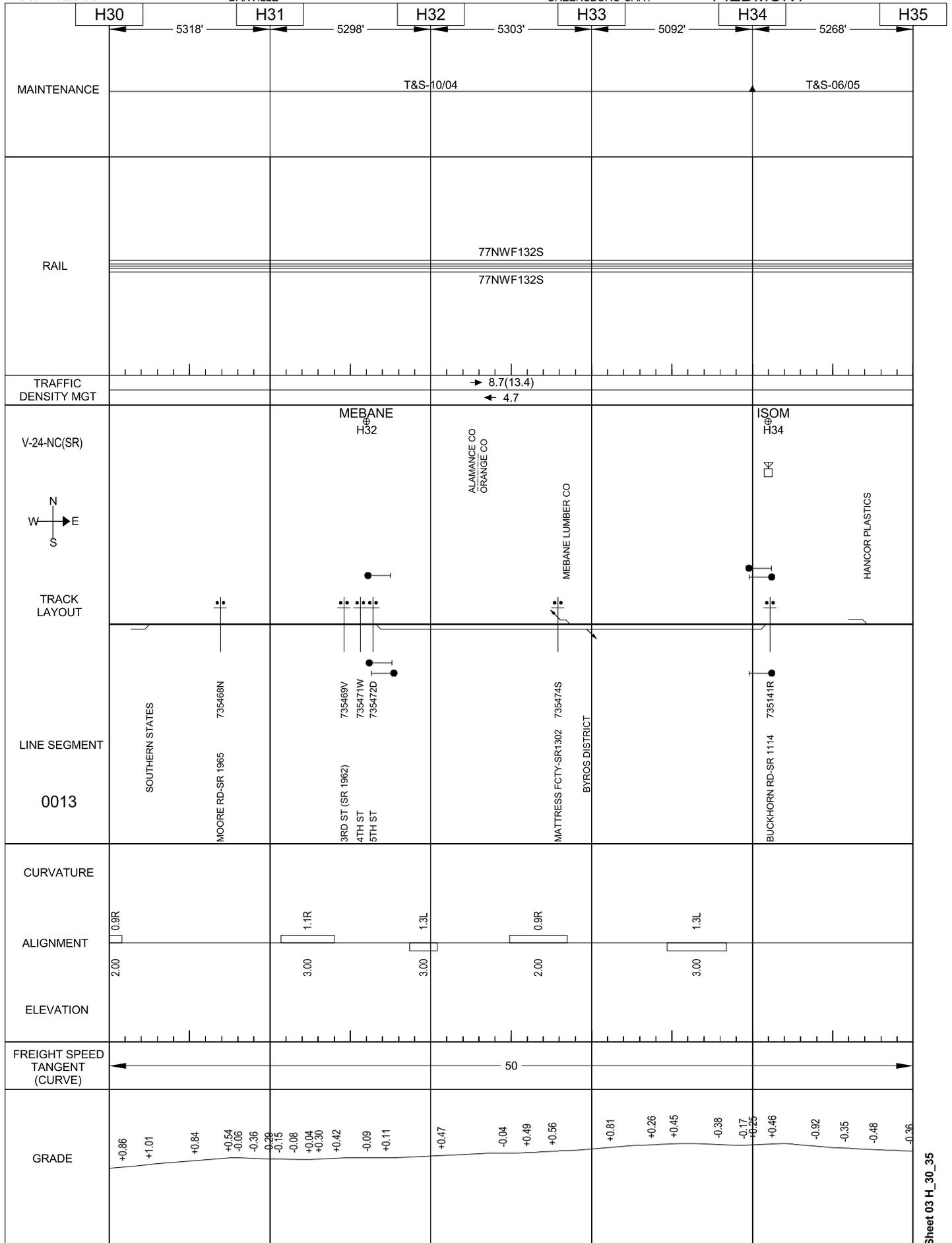
03/14/2006

DANVILLE

160

GREENSBORO-CARY

PIEDMONT



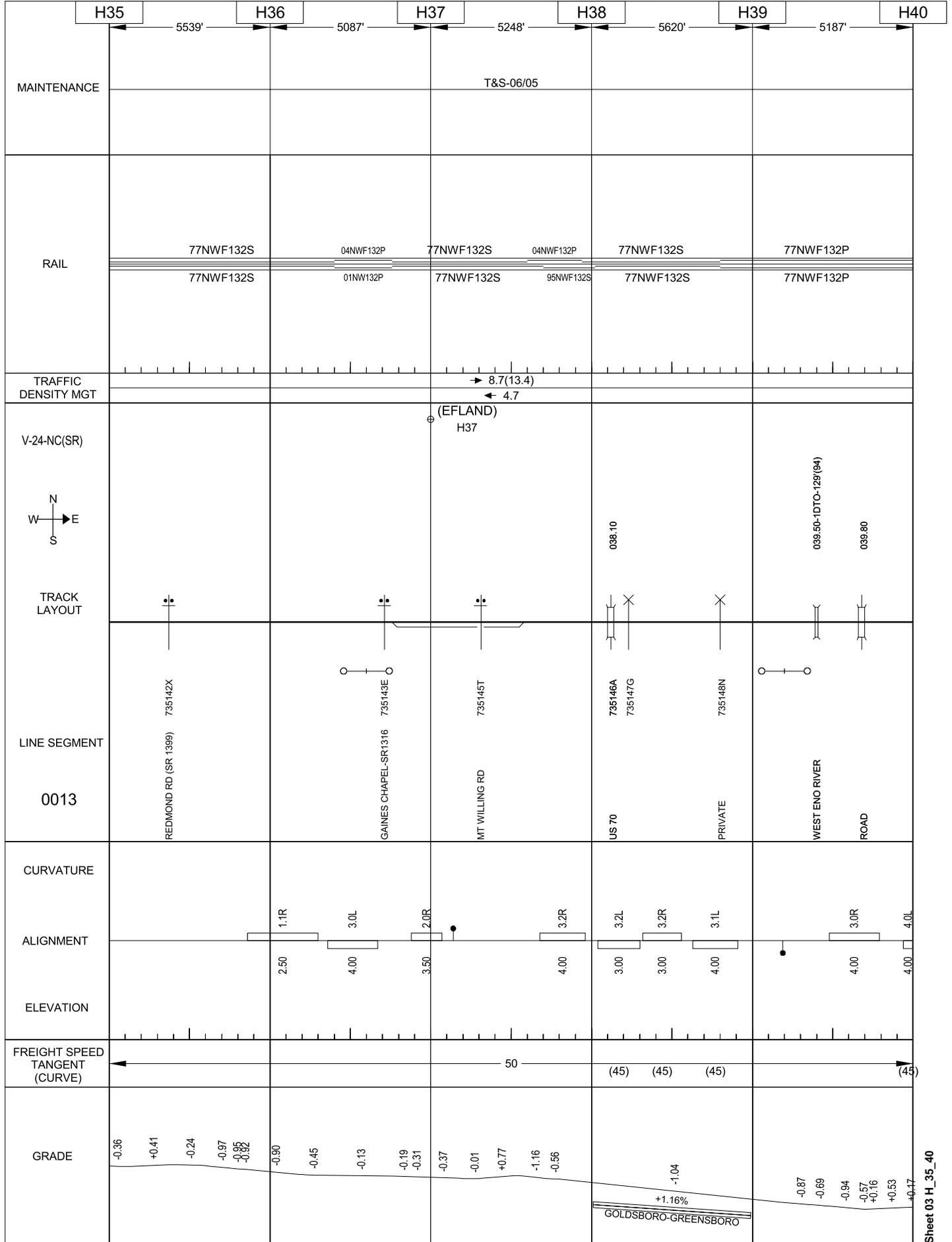
03/14/2006

DANVILLE

161

GREENSBORO-CARY

PIEDMONT



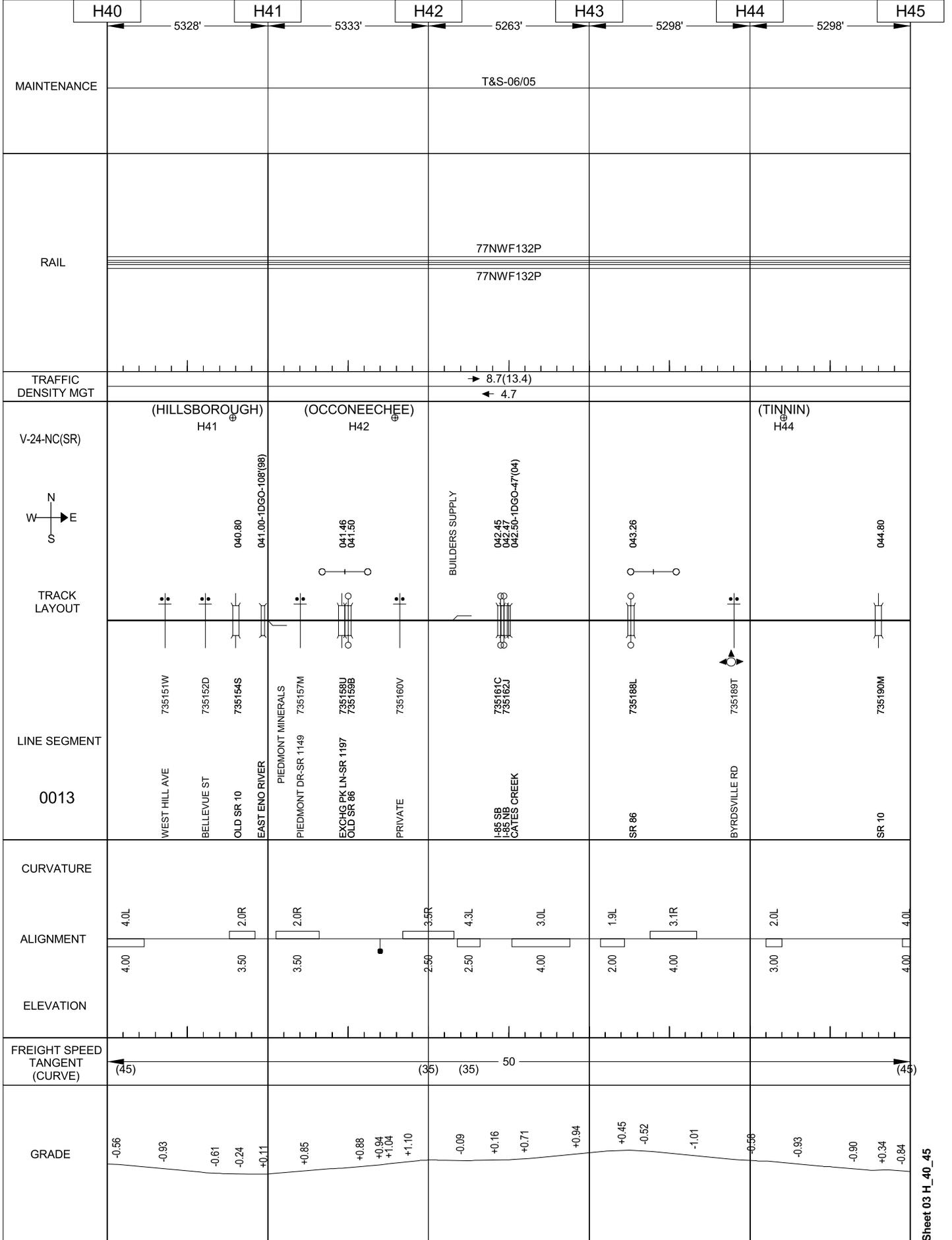
03/14/2006

DANVILLE

162

GREENSBORO-CARY

PIEDMONT



03/14/2006

163

DANVILLE

GREENSBORO-CARY

PIEDMONT

	H45	H46	H47	H48	H49	H50
MAINTENANCE	T&S-06/05					
RAIL	77NWF132P 77NWF132P	01NW132P 98RWF136S 77NWF132S	77NWF132S	00NWF132P 99NWF132P	77NWF132S	
TRAFFIC DENSITY MGT	→ 8.7(13.4) ← 4.7			→ 8.8(13.7) ← 4.9		
V-24-NC(SR)	(DUKESYDE) H45 ^{ep}	GLENN H46 ^{ep}		KING H48 ^{ep}		FUNSTON H49 ^{ep}
TRACK LAYOUT						
LINE SEGMENT	0013	STRAYHORN CREEK UNIV STA (SR 1712) 735191U H-46.45=J-0.0 H-46.60=J-0.12	MT HERMAN CHURCH 735192B	PRIVATE SR 10 726305F 735198S	PRIVATE 735199Y	SR 751 735201X
CURVATURE	4.0L	3.0R	2.9L	2.1L	3.2R	2.2L
ALIGNMENT	4.00	3.50	3.50	2.00	4.00	4.00
ELEVATION	4.00	3.50	3.50	2.00	4.00	4.00
FREIGHT SPEED TANGENT (CURVE)	← (45)		→ 50			
GRADE	-0.96 -1.10 -1.08 -0.78 -1.15	-0.72 -0.88 -0.58 +0.97 +0.74	-0.94 -0.51 -0.37 +0.80 +0.38 -0.46 -0.88 -0.48 +0.33	+0.73 +0.75 +0.71 +0.61	+0.57 +0.52 -0.86	

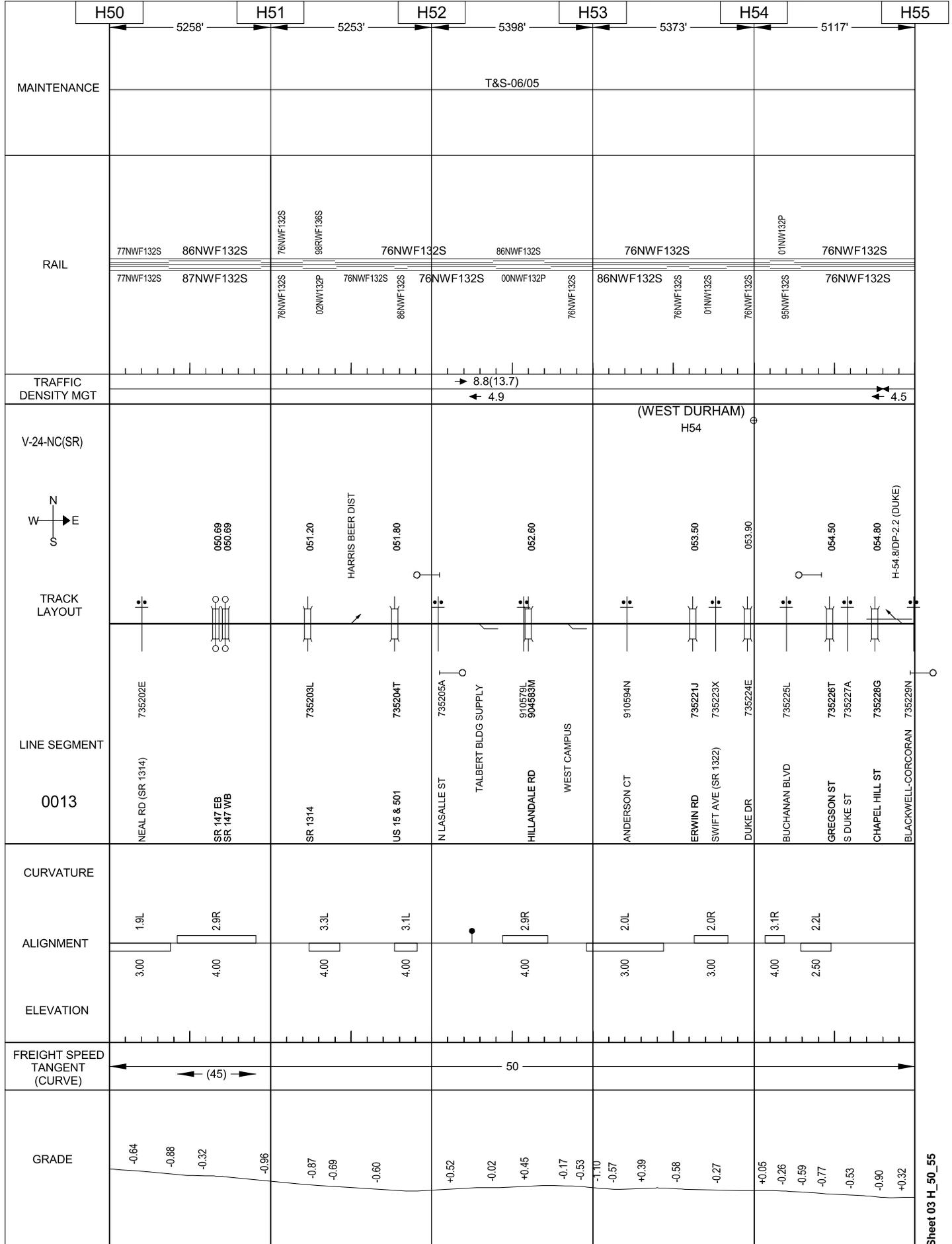
03/14/2006

DANVILLE

164

GREENSBORO-CARY

PIEDMONT



03/14/2006

DANVILLE

165

GREENSBORO-CARY

PIEDMONT

	H55	H56	H57	H58	H59	H60				
MAINTENANCE	5368'		5348'		5278'		5519'		5177'	
RAIL	76NWF132S 80NWF132P 87NWF132S		76NWF132S		77NWF132S		77NWF132S		02NWF132P 77NWF132S	
TRAFFIC DENSITY MGT	8.0(12.5) ← 4.5		T&S-06/05		7.4(11.6) ← 4.2					
V-24-NC(SR)	DURHAM H55		D & S JCT. H56		EAST DURHAM H58		(BILBOA) H59			
TRACK LAYOUT										
LINE SEGMENT	0013									
CURVATURE	1.6R 2.50		3.1L 4.00		2.0R 4.00		2.3R 3.50		2.0R 4.00	
ALIGNMENT	0.00		+0.77 +0.50 +0.72		-0.65 -0.19 +0.21 +0.46		-0.89 -0.08 +0.46 -0.56 0.00		+0.64 0.00 +0.43 -0.48 -0.10 -0.32	
ELEVATION	0.00		-0.65 -0.19 +0.21 +0.46		-0.89 -0.08 +0.46 -0.56 0.00		+0.64 0.00 +0.43 -0.48 -0.10 -0.32		-0.63 -0.45 +0.40 -0.92 -0.45 +0.48	
FREIGHT SPEED TANGENT (CURVE)	←		50		→					
GRADE	0.00		+0.77 +0.50 +0.72		-0.65 -0.19 +0.21 +0.46		-0.89 -0.08 +0.46 -0.56 0.00		+0.64 0.00 +0.43 -0.48 -0.10 -0.32	

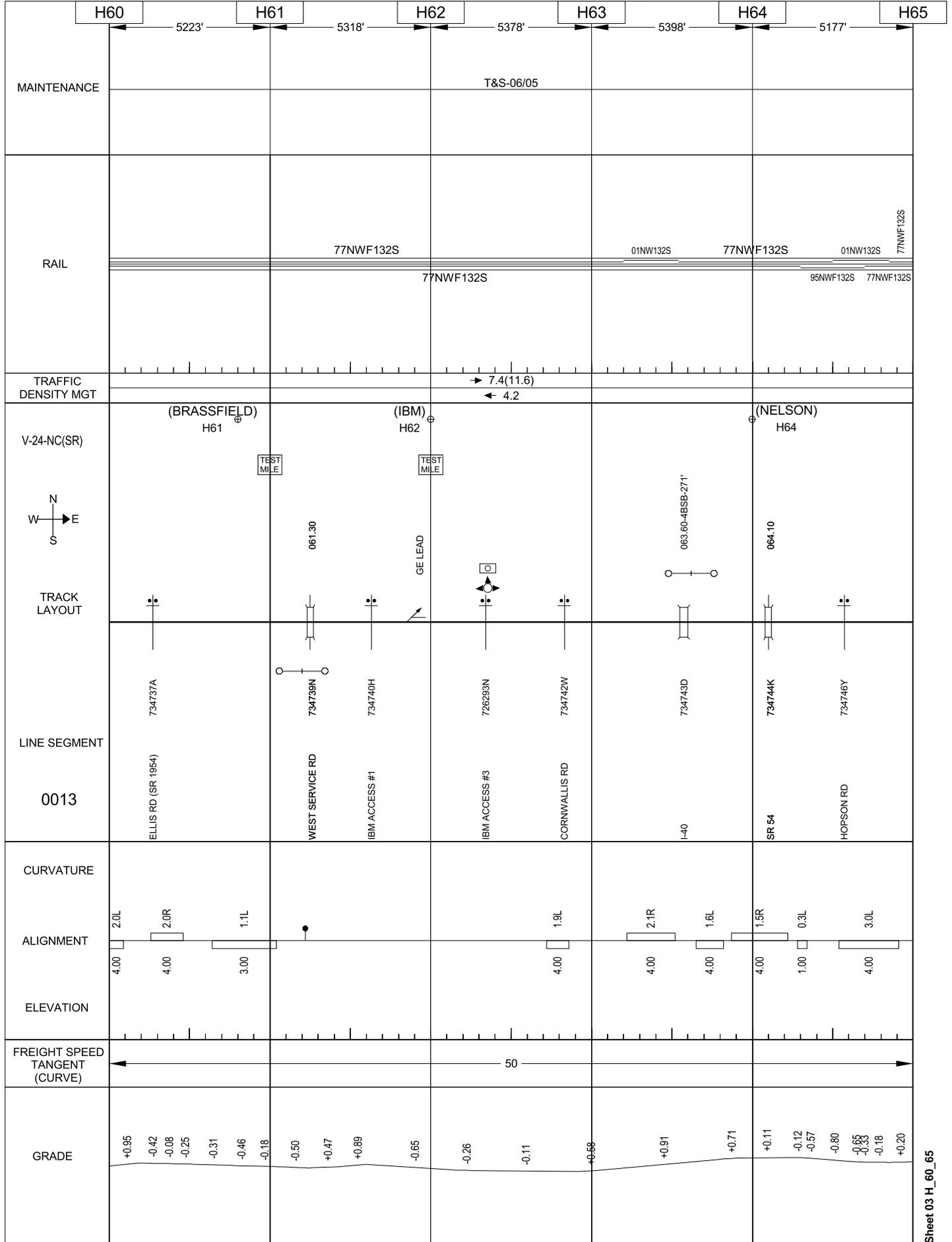
03/14/2006

DANVILLE

166

GREENSBORO-CARY

PIEDMONT



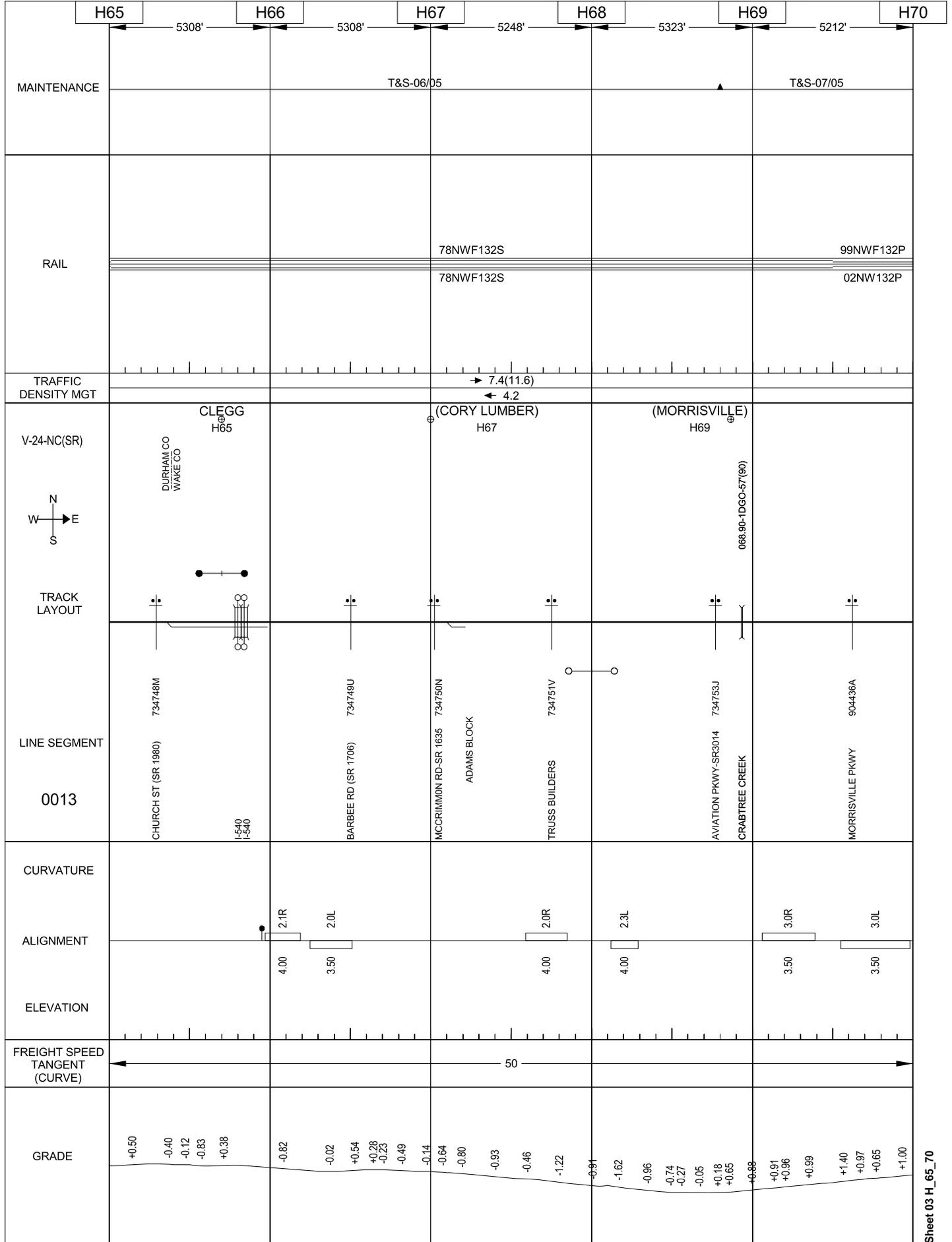
03/14/2006

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DANVILLE

GREENSBORO-CARY

PIEDMONT



03/14/2006

DANVILLE

168

GREENSBORO-CARY

PIEDMONT

	H70	H71				
MAINTENANCE	541'					
	T&S-07/05					
RAIL	77NW132S 99NWF132P 77NW132S	77NW132S 04NWF132P 04NWF132S				
TRAFFIC DENSITY MGT	→ 7.4(11.6) ← 4.2					
V-24-NC(SR)						
TRACK LAYOUT						
LINE SEGMENT	0013					
	CARY PKWY CARY PRWY					
CURVATURE						
ALIGNMENT	3.0L 4.00	2.1R 4.00				
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	← 50 →					
GRADE	+1.00 +1.05 +0.80 +1.23 +0.93					

04/05/2004

471

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H71

H72

H73

H74

H75

5419'

5363'

5333'

5308'

5323'

MAINTENANCE

T&S-07/91
S-01/04

T&S-07/91

RAIL

77NW132S

00NWF132P

77NW132S

88NWF132S

60W132S

77NW132S

88NWF132S

60W132S

TRAFFIC DENSITY MGT

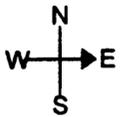
→ 7.5(11.3)
← 3.8

→ 7.5(11.4)
← 3.9

V-24-NC(SR)

FETNER
H72

(READYMIX)
H74



TRACK LAYOUT

BEGIN PIEDMONT DIV

071.54

HOUSE TRACK

073.10

CSXT NO. 1 MAIN (SB TRAFFIC)

074.71

LINE SEGMENT

0014

PRIVATE
734754R
TRIANGLE MATERIALS

MAYNARD RD
071.54

N HARRISON ST-SR1852
734755X

ACADEMY ST (SR 1312)
734758E

CSXT (SOUTHBOUND)

US 70A & SR 54
904584U

REEDY CREEK CONCRETE
630662N
REEDY CREEK RD

MAYNARD RD
904421K

PRIVATE
904414A

PRIVATE
904415G

TRINITYRD
630657S

I-40
904585B

CURVATURE

ALIGNMENT

ELEVATION

2.1L

3.0L

2.0R

4.00

2.00

1.50

FREIGHT SPEED TANGENT (CURVE)

49

(45)

35

45

50

GRADE

+0.93

+1.07

+0.75

+1.00

+0.78

-0.04

-0.26

-0.09

-0.17

+0.45

-0.10

-0.21

+0.69

+0.37

-0.79

-1.04

+0.13

+0.43

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

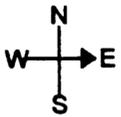
TRAFFIC DENSITY MGT

→ 7.5(11.4)
← 3.9

V-24-NC(SR)

(BURKE GOLDSTON)
H77

(METHOD)
H78



TRACK LAYOUT

CSXT NO. 1 MAIN (SB TRAFFIC)

LINE SEGMENT

0014

630654W

904423Y

076.43

904586H

630650J

904427B

077.82

904587P

630647L

630646E

904588W

GORMAN ST

079.10

904589D

DAN ALLEN DR

079.76

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
MAINTENANCE	T&S-08/91			T&S-11/01		
RAIL	60W132S	78NWF132S		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						
LINE SEGMENT	0014					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	50	(10) 20	(20) (40)	(40) (40)	(40) ⁴⁹	(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

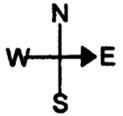
→ 2.6(3.6)
← 1.0

→ 2.5(3.4)
← 0.9

V-24-NC(SR)

GARNER
H87

BTC
ETC



HOUSE TRACK

TRACK LAYOUT

LINE SEGMENT

0014

NEWS & OBSERVER WHISE
YEARGAN RD 735478F
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-40 086.42

CURVATURE

ALIGNMENT

ELEVATION

4.5L
4.00
2.0L
2.50
1.9L
2.50
2.0L
2.50

3.0L
4.00
3.0L
4.00
3.4R
4.00
0.9R
1.00
1.0R
1.00
0.9R
1.00
1.0R

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

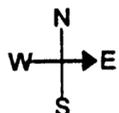
TRAFFIC DENSITY MGT

→ 2.5(3.4)
← 0.9

V-24-NC(SR)

(AUBURN)
H90

WAKE CO
JOHNSTON CO



TRACK LAYOUT

LINE SEGMENT

0014

735336D

735390W

735391D

735392K

735393S

735394Y

SR 2555

GUY RD (SR 2558)

FARM

FARM

FARM

WINN DIXIE

SHOTWELL RD-SR 1553

CURVATURE

ALIGNMENT

ELEVATION

3.0L
2.9L
3.00
3.50
3.50

2.1R
3.00

1.9L
2.50

0.9L
1.0L
1.00
1.00

2.1R
1.8R
1.9R
3.00
3.00
3.00

FREIGHT SPEED TANGENT (CURVE)

49

GRADE

+0.66 -0.90 -0.73 -0.12 +0.73 +1.15 -0.89 +1.00 +0.78 +1.06 -0.64 -0.25 0.00 -0.20 +0.79 0.00 -0.59 -0.42 -0.08 +0.09 -0.47 -0.84 -0.83 +0.87 +0.43 -0.91

04/05/2004

476

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H95

H96

H97

H98

H99

H100

5589'

5323'

5288'

5338'

5308'

MAINTENANCE

T&S-11/01

RAIL

82RWF132S

83RWF132S

82RWF132S

83RWF132S

TRAFFIC DENSITY MGT

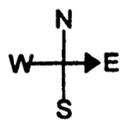
→ 2.5(3.4)

← 0.9

V-24-NC(SR)

CLAYTON
H96

(POWATAN)
H100



TRACK LAYOUT

095.20

HOUSE TRACK

LINE SEGMENT

0014

735395F

735396M

735397U

735398B

735399H

735400A

904416N

735401G

735402N

735404C

735406R

735409L

US 70

W STALLING

S ROBERTSON-SR 1552

ONEIL ST (SR 1708)

FAYETTEVILLE ST

CHURCH ST

WALKWAY

SMITH ST

CENTRAL ST

SR 42

CUTTER LAB-SR 1980

OVD PIPELINE

CURVATURE

ALIGNMENT

1.9R
2.50

2.0R
2.50

2.0L
1.9L
2.50

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

49

GRADE

-0.91

-1.15

+0.92

+0.57

-0.40

+0.79

+0.08

+0.35

-1.14

+0.68

-0.83

+0.49

-0.86

+0.27

+0.51

-0.56

+0.59

-0.54

-0.58

-0.75

-0.81

-0.84

-1.00

+0.62

04/05/2004

477

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H100

H101

H102

H103

H104

H105

5358'

5197'

5092'

5529'

5298'

MAINTENANCE

T&S-11/01

RAIL

83RWF132S

83RWF132S

TRAFFIC DENSITY MGT

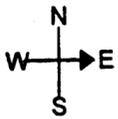
→ 2.5(3.4)
← 0.9

→ 2.4(3.3)
← 0.9

V-24-NC(SR)

(POWATAN)
H100

(WILSONS MILL)
H104



TRACK LAYOUT

HOUSE TRACK

LINE SEGMENT

0014

735410F
735411M
POWHATAN RD
FARM

735412U
FARM

735414H
FARM

910604S
PVT-FRANKLIN BYRD

MID-STATE MILLS

735415P
WILSON/FIRE-SR 1908

735417D
WILSON MILLS-SR 1910

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED TANGENT (CURVE)

49

GRADE

+0.23

-0.15

-0.25

-0.69

-0.90

-0.80

-0.71

0.00

+0.25

+0.46

-1.00

0.00

-0.30

-0.80

+0.40

+0.40

+0.20

-0.28

-0.40

-0.37

-0.30

-0.27

-0.39

-0.14

-0.50

-0.88

04/05/2004

478

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

	H105	H106	H107	H108	H109	H110
MAINTENANCE			T&S-11/01			T&S-04/03
RAIL			83RWF132S	83RWF132S		
TRAFFIC DENSITY MGT			→ 2.4(3.3) ← 0.9			→ 2.4(3.3) ← 0.9
V-24-NC(SR)			(GREEN) H107			SELMA JCT H110
TRACK LAYOUT			106.50-2TTO-306'(66)	AMERADA HESS	108.00-6WTB-66'(92) YARD LIMIT	PINNERS POINT CONN. 109.96 108.98
LINE SEGMENT	BEAR FARM RD-SR 1914 735418K	BEAR FARM RD-SR 1914 735419S	NEUSE RIVER	W OAK RD (SR 1929) 735420L	BUFFALO RD-SR 1003 735422A	MILL SWAMP GREEN ST SUMNER ST POLLOCK ST RAEFORD ST WEBB ST CSXT RB 63 M-CSXT CSXT RB 63 M-CSXT CROCKER RD (SR 2393) 722911X 1-85 SB 1-85 NB
0014 0015						
CURVATURE						
ALIGNMENT		2.0R 1.8R 1.7R 1.7R	1.9L	2.0L		4.0L 3.0R
ELEVATION		2.50 2.50 2.50 2.50	2.50	2.50		0.00 1.00
FREIGHT SPEED TANGENT (CURVE)			49			40 (20/20)
GRADE	-0.76 -0.97 -0.50 +0.19	-0.88 -0.94 -0.08 -0.68	+0.82	-0.89 +0.92 +0.74 +0.28 +0.08	-0.86 +0.58 +0.92	0.00 -0.24 -0.11 -0.09 -0.04 -0.02

04/05/2004

479

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H110

H111

H112

H113

H114

H115

5469'

5368'

5519'

5429'

5097'

MAINTENANCE

T&S-04/03

RAIL

83RWF132S

81RWF132S

83RWF132S

81RWF132S

TRAFFIC DENSITY MGT

→ 2.4(3.3)
← 0.9

→ 2.3(3.2)
← 0.9

V-24-NC(SR)

SELMA
H109

(PINE LEVEL)
H112



TRACK LAYOUT

112.80-4BSO-53'(89)

LINE SEGMENT

0015

722912E

722913L

722916G

722917N

722919C

722920W

722921D

722922K

722923S

722924Y

722925F

722926M

FARM

PRIVATE

CAPPS ST

PEEDIN AVE

PILKINGTON ST

DOBLYN RD (SR 2324)

MOCCASIN SWAMP

PRIVATE

BIZZELL-BRASWELL RD

BIZZELL GROVE CH RD

CURVATURE

ALIGNMENT

ELEVATION

2.5L
1.50

3.0R
2.00

1.5R
1.00

1.0L
1.00

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

+0.03

0.00

-0.17

-0.34

-0.98

0.00

+0.60

+0.46

+0.70

+0.55

-0.04

-0.13

-0.70

-0.92

-0.69

-0.23

0.00

+0.93

+0.46

+0.65

-0.34

-0.14

-0.41

-0.24

-0.04

+0.36

+0.56

-0.32

-0.50

-0.31

04/05/2004

480

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H115

H116

H117

H118

H119

H120

5831'

5409'

5388'

5589'

5419'

MAINTENANCE

T&S-04/03

RAIL

81RWF132S

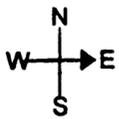
81RWF132S

TRAFFIC DENSITY MGT

→ 2.3(3.2)
← 0.9

V-24-NC(SR)

(PRINCETON)
H118



TRACK LAYOUT

ROCK TRACK

AF HOLT

GURLEY MILL
W S CLARK
JOHNSTON CO
WYNE CO

LINE SEGMENT

0015

HERRING RD (SR 2319)
722927U
722928B

WELLONS-BOYETTE RD
722929H

722930C
722931J
722932R
116.61
116.63
US 70 WB
US 70 EB

722934E
722935L
722936T
722937A
BARDEN RD (SR 2316)
PINE ST
CENTER ST
PEARL ST-SR 2372

722938G
722939N

722940H
722941P
722942W
722943D

722944K
LUBY SMITH RD

722947F
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

481

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT

H120

H121

H122

H123

H124

H125

5449'

4745'

5971'

5429'

5449'

MAINTENANCE

T&S-04/03

RAIL

81RWF132S

81RWF132S

88RWF132S

81RWF132S

TRAFFIC DENSITY MGT

→ 2.3(3.2)

← 0.9

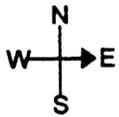
V-24-NC(SR)

(WHITLEY)
H120

(ROSE)
H124

TEST MILE

TEST MILE



TRACK LAYOUT



LINE SEGMENT

WHITLEY CH RD-SR1232 722948M

EBENEZER CH-SR 1234 722949U

735290S

735291Y

735292F

735293M

ROSEWOOD RD-SR 581

ROSEWOOD RD-SR 1236

0015

CURVATURE

ALIGNMENT

ELEVATION

1.00
2.0R

FREIGHT SPEED TANGENT (CURVE)

40

GRADE

-0.04

-0.08

-0.07

+0.04

-0.09

-0.07

-0.04

-0.02

-0.74

-0.91

-0.56

+0.41

+0.66

+0.44

-0.13

0.00

-0.28

-0.05

+0.12

-0.19

+0.02

+0.45

+0.66

-0.52

-0.44

-0.51

-0.42

-0.54

-0.30

+0.60

04/05/2004

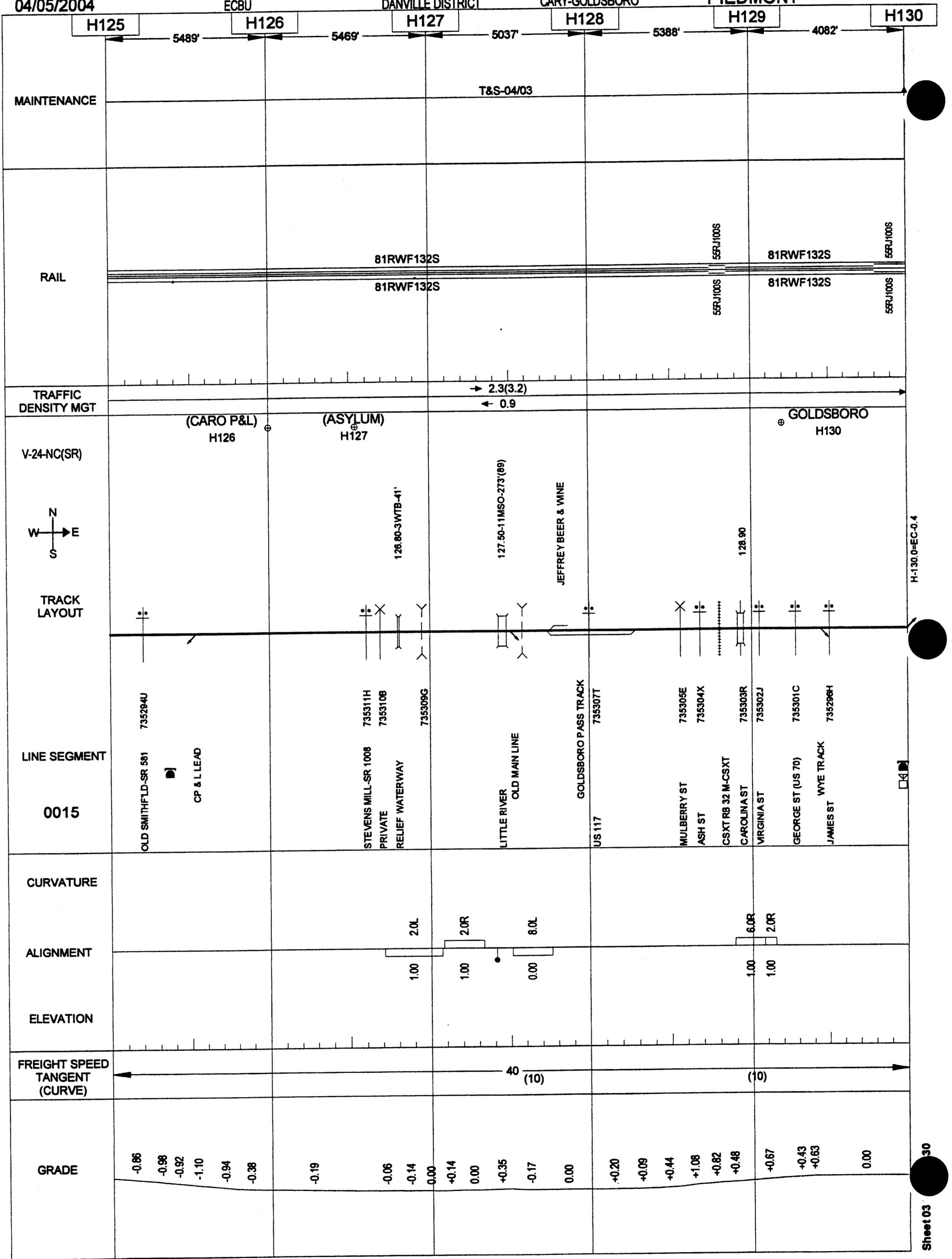
482

ECBU

DANVILLE DISTRICT

CARY-GOLDSBORO

PIEDMONT



H-130.0=EC-0.4

04/05/2004

483

ECBU

A&EC DISTRICT

GOLDSBORO-MOREHEAD CITY PIEDMONT

	EC0	EC1	EC2	EC3	EC4	EC5																			
MAINTENANCE	T&S-11/00																								
RAIL	52RJ080S		00RWF136S																						
RAIL	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																									
LINE SEGMENT	0308		NORDIC WAREHOUSES																						
CURVATURE																									
ALIGNMENT	1.00		1.00		1.00																				
ELEVATION																									
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

	EC5	EC6	EC7	EC8	EC9	EC10																						
	5499'		5202'		5233'		5263'		4886'																			
MAINTENANCE	T&S-11/00																											
RAIL	00RWF136S			00RWF130S																								
	00RWF136S			00RWF130S																								
TRAFFIC DENSITY MGT	→ 0.9(1.2) ← 0.3			→ 0.1(0.2) ← 0.1																								
V-9-NC(AEC)	(RADFORD) EC7						(BESTS) EC10																					
TRACK LAYOUT																												
	<p>TEST MILE TEST MILE</p>																											
LINE SEGMENT	SR 1712		MILLERS CHPL SR 1713						BESTON RD (SR 1719)																			
0308																												
CURVATURE																												
ALIGNMENT																												
ELEVATION																												
FREIGHT SPEED TANGENT (CURVE)	← 49 →																											
GRADE	+0.04	+0.07	+0.01	-0.07	+0.01	-0.02	+0.03	+0.04	+0.29	+0.55	+0.31	+0.11	-0.10	-0.12	0.00	-0.12	-0.21	-0.18	-0.13	-0.10	0.00	-0.09	0.00	-0.10	0.00	-0.09	0.00	-0.38

GREENSBORO TO SELMA

0 Greensboro 1 2 3 (YL) Four-Mile 4 5 6 Buffalo Creek 7 8 McLeansville 9 10

10 11 12 13 14 15 16 17 18 (YL) Glen Raven 19 20
Gibsonville Elon College

20 21 22 23 24 (YL) Haw River 25 26 27 28 Back Creek 29 30
Burlington Graham

30 31 (YL) Mebane 32 33 (YL) 34 35 36 37 38 39 40
Erland

40 41 Hillsborough 42 43 44 45 46 Glenn 47 48 49 50
Funston

50 51 52 (YL) West Durham 53 54 Durham 55 56 57 East Durham 58 59 (YL) 60
Rover's Bridge

60 61 Triangle Park 62 63 64 65 66 67 68 69 Morrisville 70
Nelson Clegg

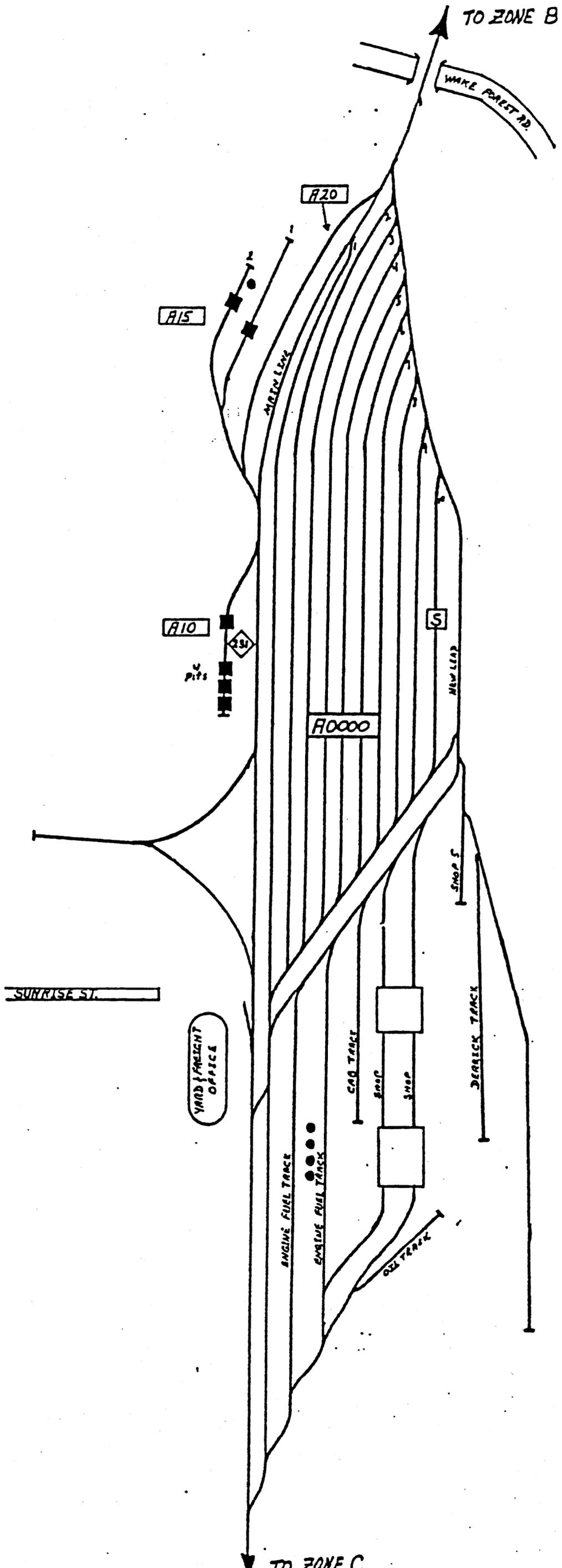
70 71 72 73 74 75 76 77 78 79 80
Fetner Cary State Highway Dept. Method

80 81 Raleigh 82 83 (YL) 84 85 86 87 88 89 (YL) 90
Raleigh Tower CPL Garner Auburn

90 91 92 93 94 95 96 97 98 99 100
Clayton

100 101 102 103 104 105 106 107 108 109 110
Wilson Mill Selma

going South to 8



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

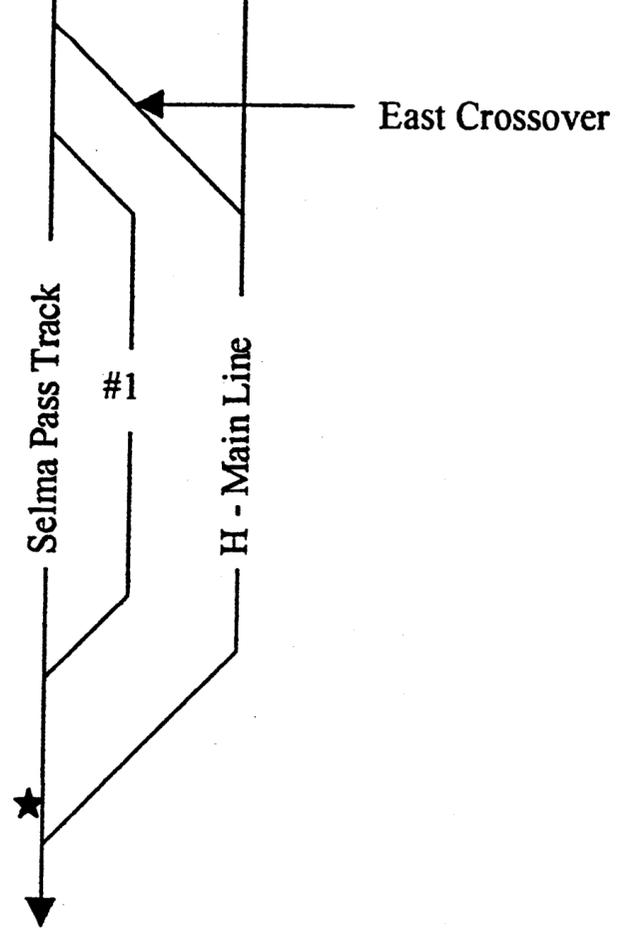
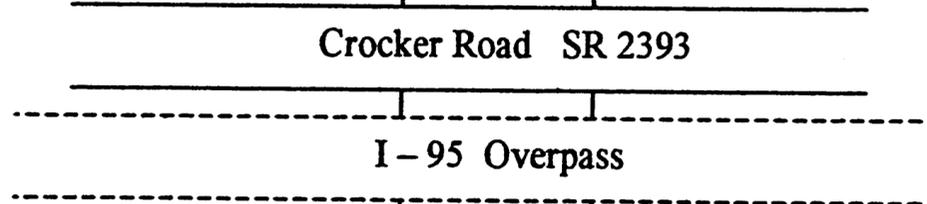
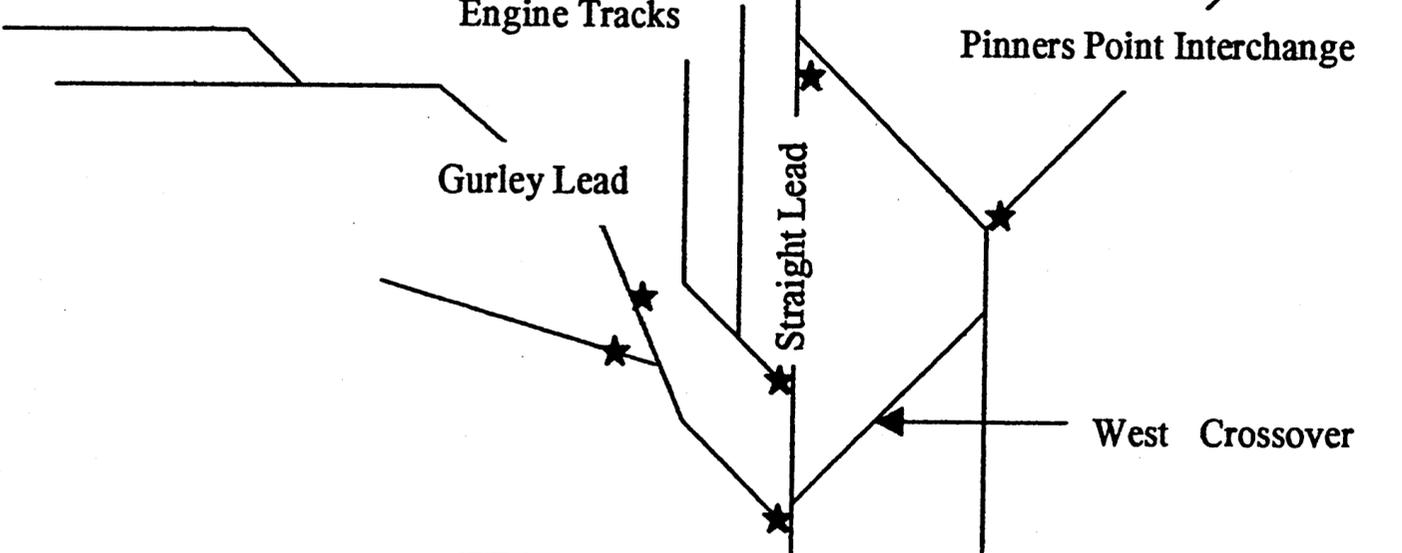
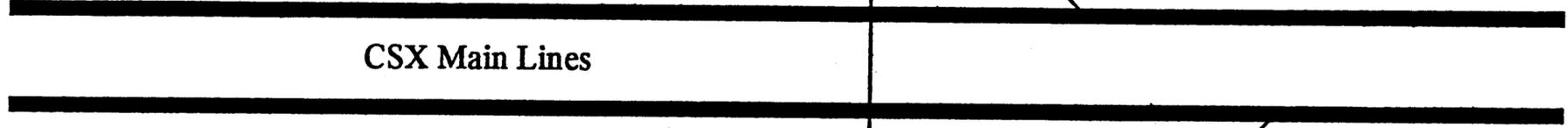
#1

H - Main Line



?

..



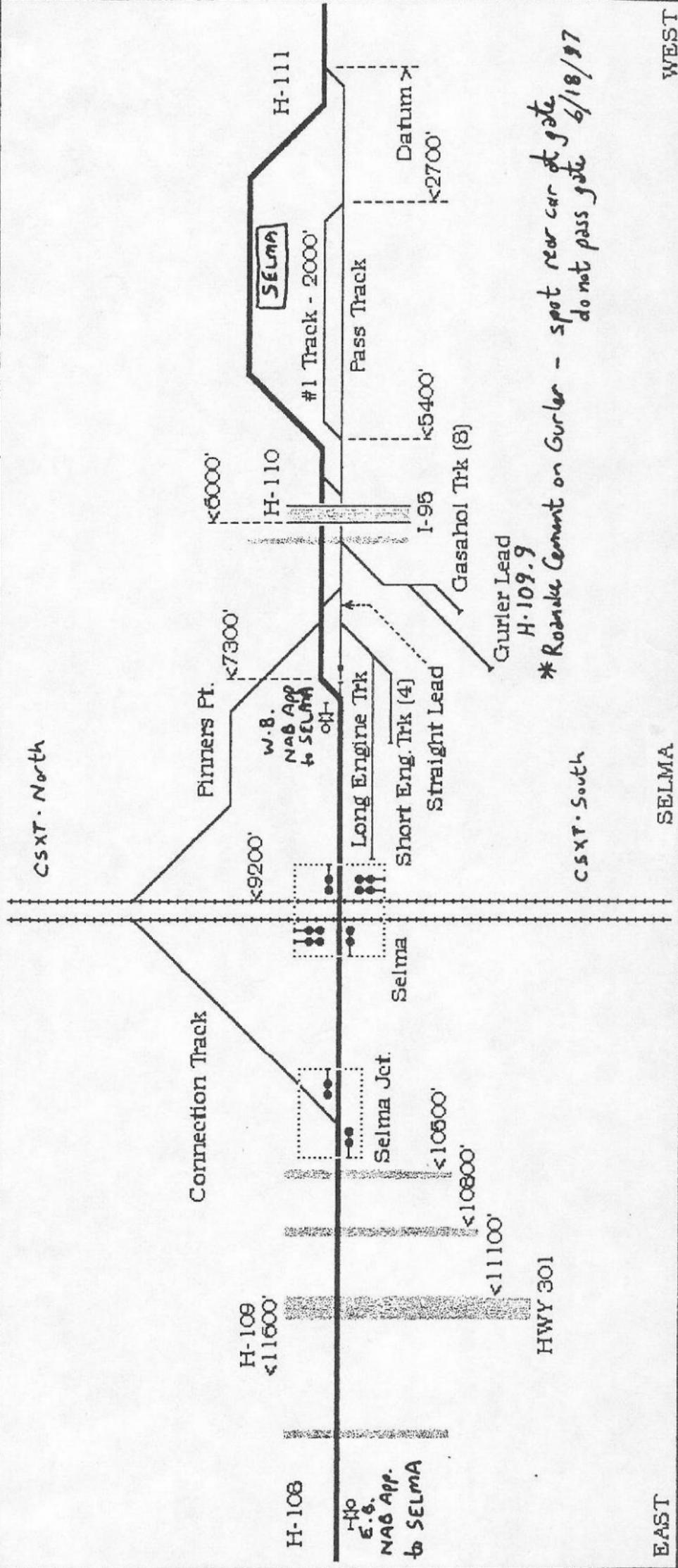
CSXT - North

CSXT - South

EAST

SELMA

WEST



Connection Track

Finners Pt.

H-109
$\lt; 11600'$

H-108

H-10
E.S.
NAB App.
to SELMA

Selma Jct.

Selma

Long Engine Trk

Short Eng. Trk (4)

Straight Lead

Gasahol Trk (8)

Gurler Lead
H-109.9

HWY 301

SELMA

#1 Track - 2000'

Pass Track

H-111

Datum >

$\lt; 2700'$

$\lt; 6000'$

H-110

I-95

$\lt; 5400'$

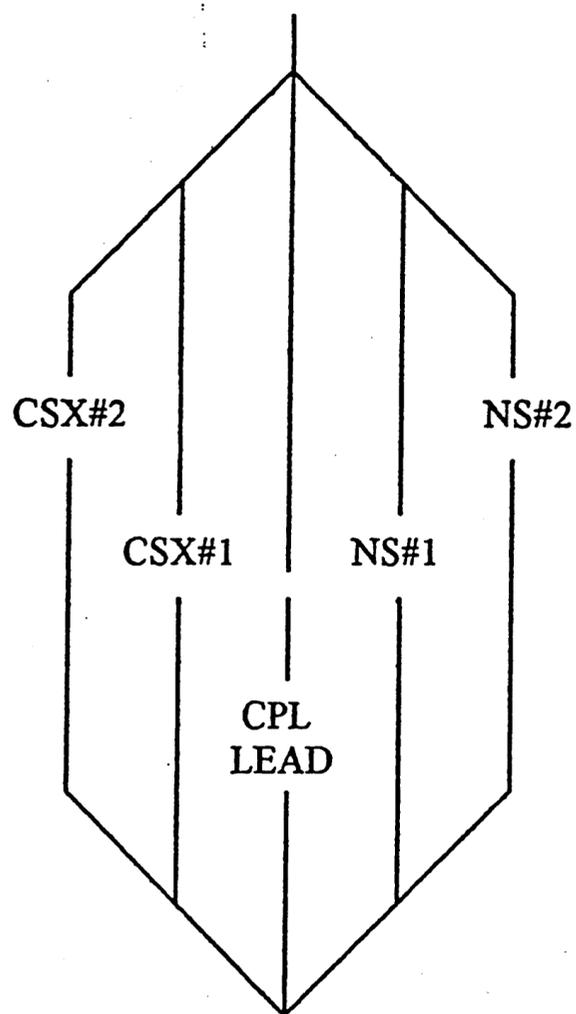
* Round the Cement on Gurler - spot near car at gate
do not pass gate 6/18/97

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

Selma,

West to Garner & Raleigh

East to Goldsboro

Cherry Hill Rd.

H-126

CP&L Lead

H-125

Smithfield Rd.

DERAIL ← 90 cars →

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
WAYBILLS
IN BOX

SOU #2 (43)

SOU #1 (44)

MAINLINE

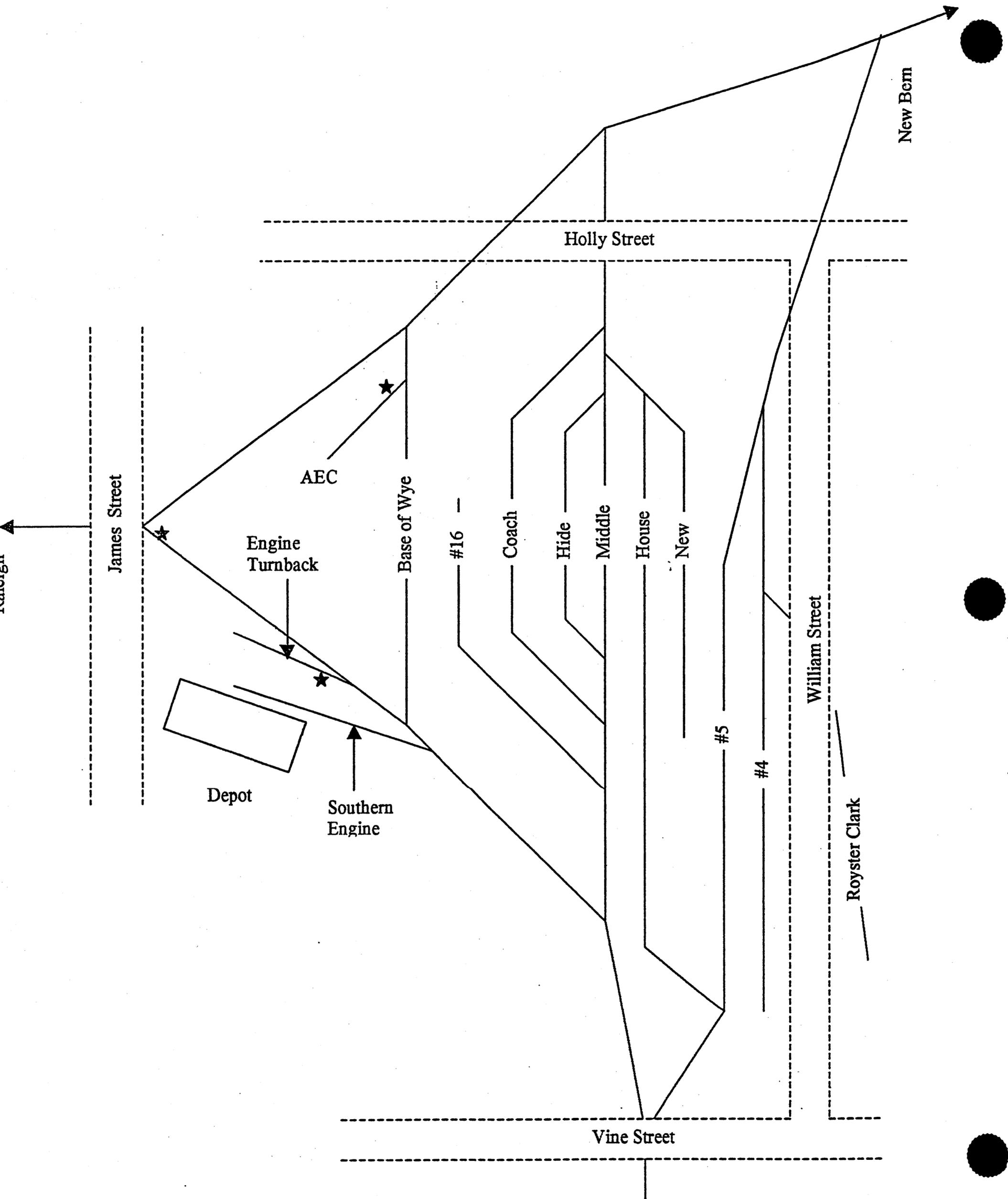
CSXT #1

CSXT #2

To CP&L Plant

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

Goldsboro Yard



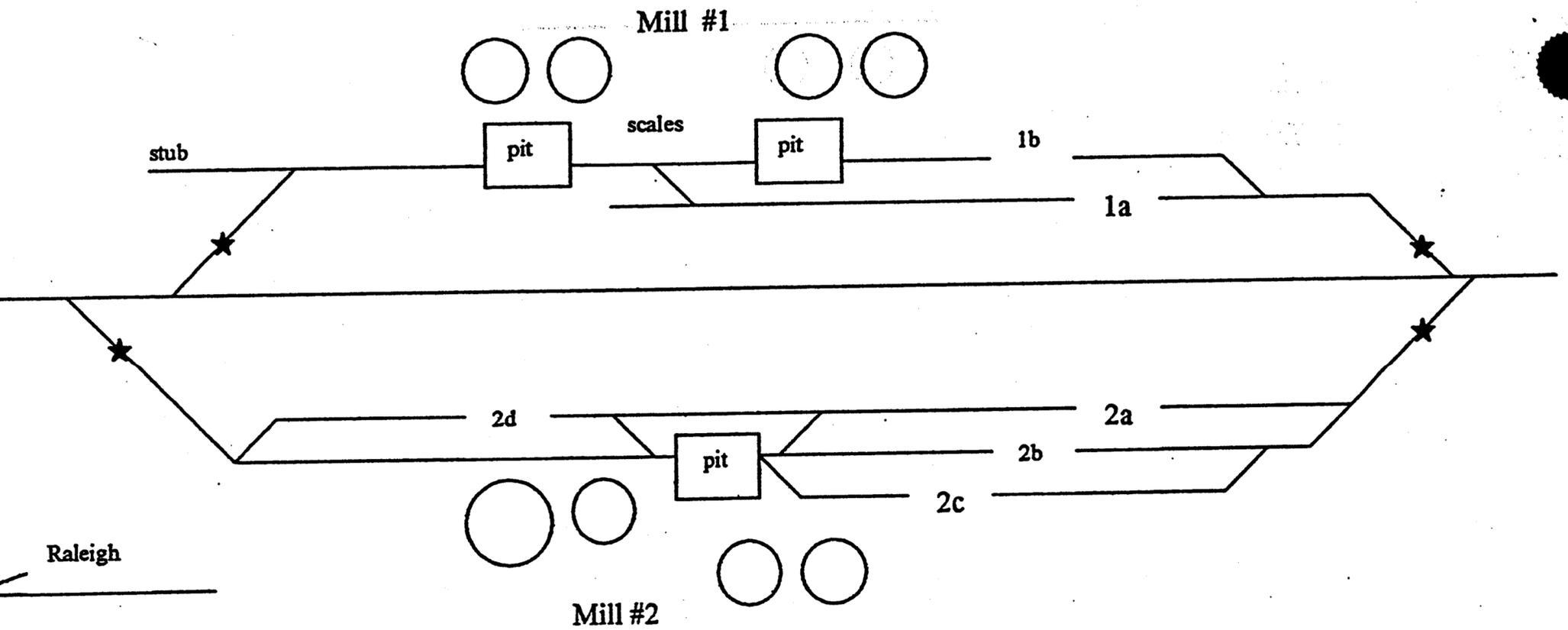
RADFORD

Industry: Goldsboro Milling

Tyes:

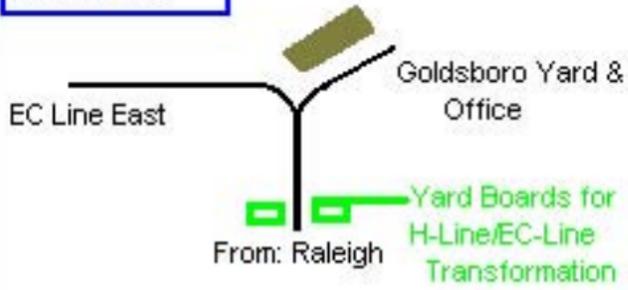
Tracks: 5

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.

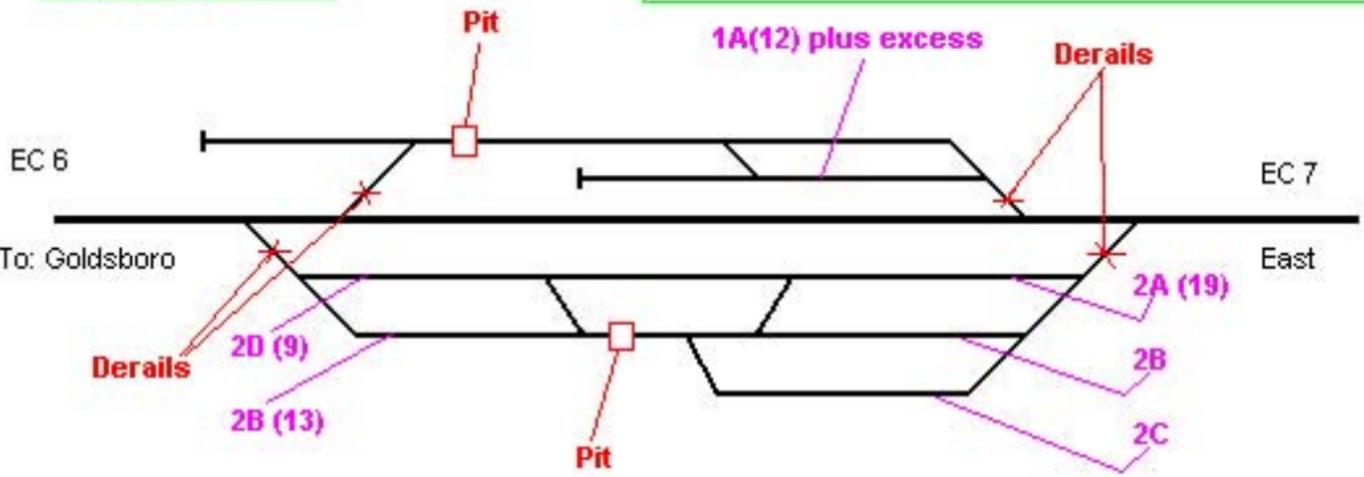


Turkey Farm,
Goldsboro
M.P.: EC 6 via H130
Spot: see diagram

Goldsboro



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



Track Name (Spot # of Cars)