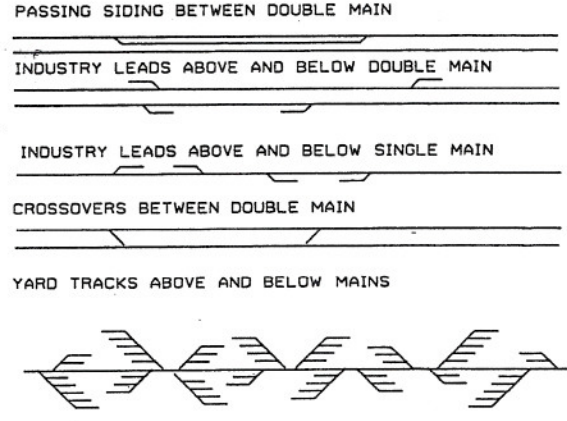
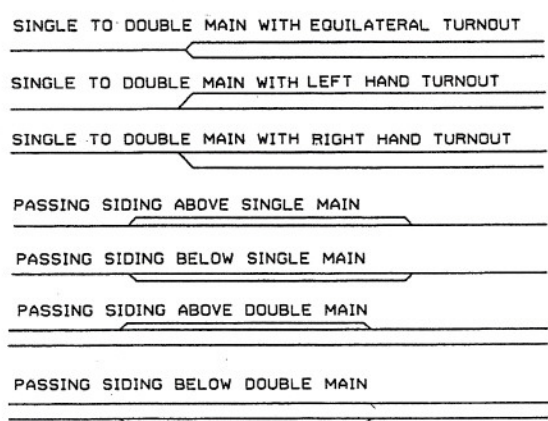
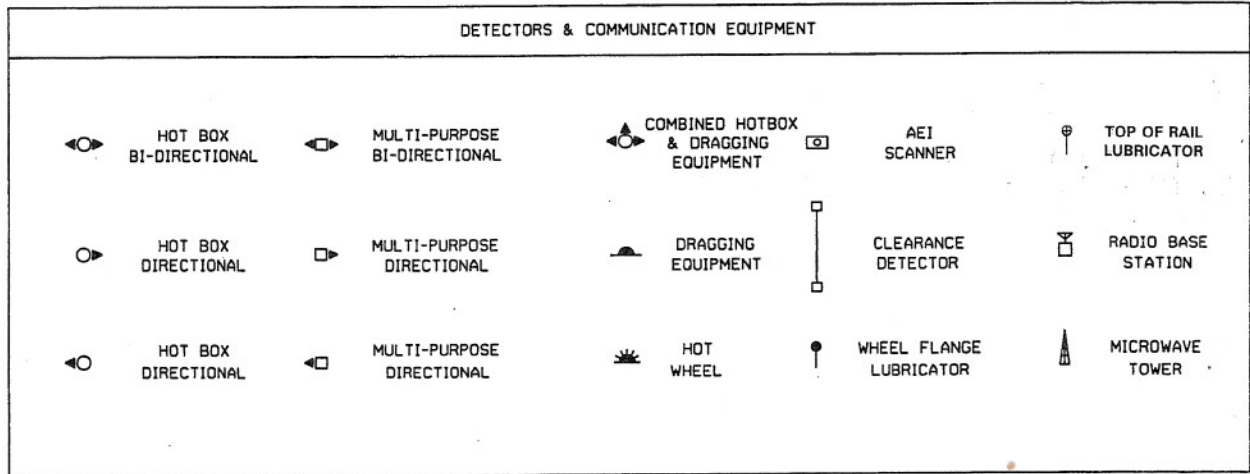
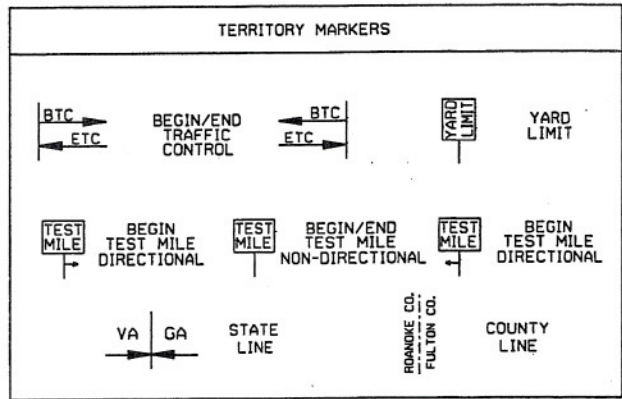
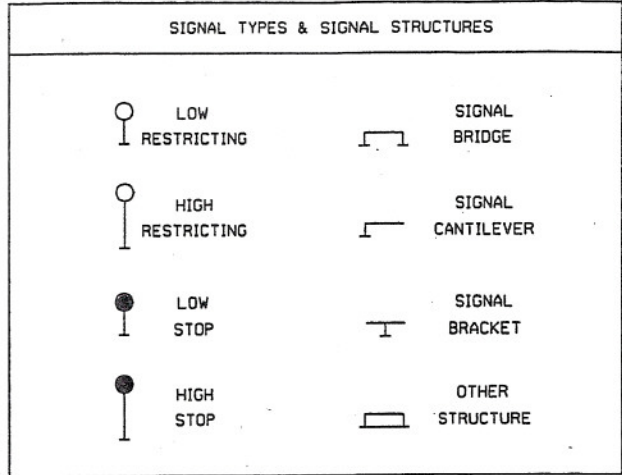
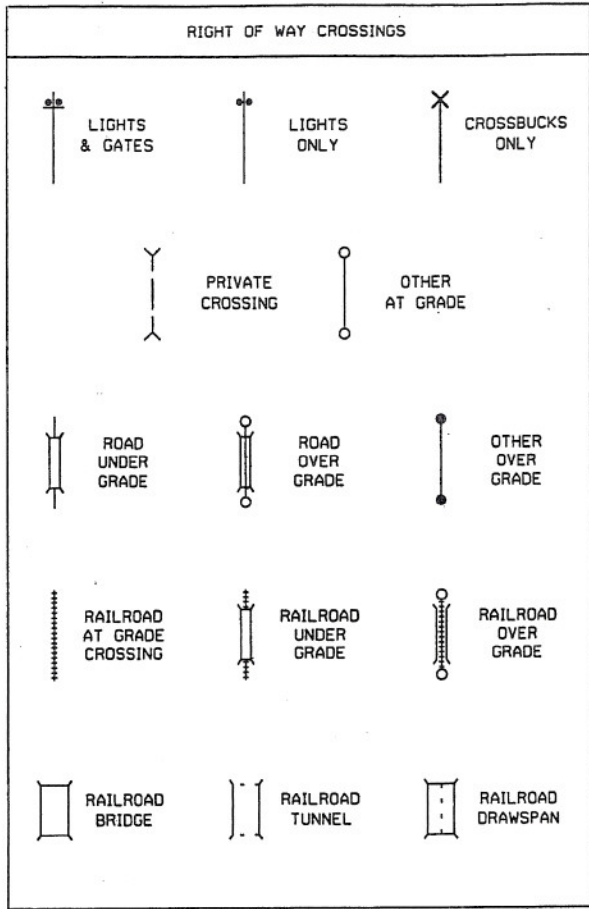




Piedmont Division

2006

TRACK CHART SYMBOL LEGEND



03/14/2006

191

DANVILLE

BRANCH

HIGH POINT-RANDLEMAN

PIEDMONT

	M0	M1	M2	M3	M4	M5				
MAINTENANCE	6027'		3123'		5251'		5261'		5272'	
RAIL			T&S-11/03							
TRAFFIC DENSITY MGT			→ 0.4(0.7) ← 0.3							
V-29-NC(CRN)	HIGH POINT 299		HIGH POINT EAST M3						(TRINITY) M5	
TRACK LAYOUT										
LINE SEGMENT	713774U 722375G 713776H 713777I 713780X 713781E 713782L		713783T 713784A 713794F 722377V		722378C 722379J 722381K 722382S		722383Y 722384F 722387B 722388H 722389P 722392X 722393E 722395T			
0295	COURTESY RD BIG BEAR TRYON AVE WYOMING AVE REDDING RD W WARD AVE GREEN ST		WATERWAY S ELM ST OGDEN ST W MARKET CENTER COLLEGE DR (LINDEN)		MILLERS POND OLD I-85 FRALEY RD W FAIRFIELD RD		PRIVATE EDEN TERR (SR 1592) ARCHDALE RD		J L DARR & PIPER TRINDALE RD (SR 62) LUMBER MILL	
CURVATURE	1.0L		1.0R		2.2L		3.0L		2.0R	
ALIGNMENT	1.00		1.00		1.00		1.00		1.00	
ELEVATION	1.00		1.00		1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)	←		10		→		←		25	
GRADE	0.00 -1.00 0.00 -0.49 -1.27		-0.18 -1.54 -0.77		0.00 +1.08		-1.46 -0.03 -0.74 -1.13 -0.03 -0.63		-0.13 +0.98 +0.58 -0.23 -0.64 -0.03	

03/14/2006

192

DANVILLE

BRANCH

HIGH POINT-RANDLEMAN

PIEDMONT

	M5	M6	M7	M8	M9	M10
MAINTENANCE	T&S-11/03					
RAIL	60RJ085S			71RJ085S		
TRAFFIC DENSITY MGT	<p style="text-align: center;">→ 0.4(0.7)</p> <p style="text-align: center;">← 0.3</p>					
V-29-NC(CRN)	<p style="text-align: center;">TEST MILE</p> <p style="text-align: center;">TEST MILE</p> <p style="text-align: center;">005.30-4MSB-294</p>					
TRACK LAYOUT						
LINE SEGMENT	<p>0295</p> <p>ENGLISH FARM-SR 1603 I-85 PRIVATE SCHOOL RD-SR 1608 PRIVATE</p> <p>TRINITY RD-SR 1004</p> <p>ROBBINS RD</p> <p>ARCHDALE RD</p> <p>GREGG DR PRIVATE</p> <p>HILL ST (SR 1570)</p> <p>DRIFTWOOD DR-SR 1738</p> <p>HIGH POINT CONC</p> <p>SECREST FINISHING LILLY FLOWER</p> <p>OLD GLENOLA-SR 1571 JOHNSON (SR 1530) GLENOLA IND</p>					
CURVATURE	<p>2.0L</p> <p>2.8L</p> <p>0.9R</p> <p>0.2R</p> <p>3.0L</p> <p>3.2R</p> <p>3.2L</p> <p>4.5R</p> <p>2.0R</p> <p>3.0L</p> <p>3.0L</p> <p>3.0R</p>					
ALIGNMENT	<p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p>					
ELEVATION	<p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p>					
FREIGHT SPEED TANGENT (CURVE)	<p style="text-align: center;">← 25 →</p>					
GRADE	<p>+0.06</p> <p>-0.21</p> <p>-0.75</p> <p>-1.02</p> <p>-1.13</p> <p>-0.37</p> <p>-0.23</p> <p>+0.03</p> <p>+0.17</p> <p>-0.60</p> <p>+0.26</p> <p>+0.20</p> <p>+0.01</p> <p>-1.12</p> <p>+1.53</p> <p>-0.91</p> <p>-1.41</p> <p>-0.52</p> <p>-1.31</p> <p>+0.82</p> <p>-0.21</p> <p>+0.84</p> <p>+0.84</p> <p>+0.79</p> <p>-0.21</p> <p>+0.59</p> <p>-0.67</p> <p>+0.73</p> <p>+0.59</p> <p>+0.32</p>					

03/14/2006

193

DANVILLE

BRANCH

HIGH POINT-RANDLEMAN

PIEDMONT

	M10	M11	M12	M13	M14	M15				
MAINTENANCE	5272'		5326'		5287'		5292'		5403'	
RAIL	71RJ085S 57RJ085S		71RJ085S		52RJ075S 52RJ066S		72RJ085S			
TRAFFIC DENSITY MGT			→ 0.4(0.7) ← 0.3							
V-29-NC(CRN)							(SOPHIA) M15			
TRACK LAYOUT										
LINE SEGMENT	722420Y 722421F 722422W 722423U ROBERTSON RD-SR 1531 TOBACCO RD-SR 1532 EDGAR RD (SR 1526) SR 1528		722427W ROYSTER CLARK		722428D 722430E STEWART ST (SR 1689)		722432T 722433A 722434G 722435N BEESON FARM-SR 1525		722436V 722437C BECKERDITE (SR 1524) MILLIKAN RD-SR 1522	
0295										
CURVATURE	3.0R		3.0L		3.0R		3.8L 4.2L		2.1L 4.0L	
ALIGNMENT	1.00		1.00		1.00		1.00		1.00	
ELEVATION	1.00		1.00		1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)	←		25		→					
GRADE	+0.19 +0.04 -0.26 -0.41 +0.45 -0.89 -0.01 +0.80 0.00 +0.70 +0.42 -0.16 -0.44 -0.33 -0.11		0.00 -0.15 -0.45 -0.60 -0.39 +0.03 +0.24 -0.15 -0.32 -1.31		-0.70 +0.53 +1.14 +0.74 -0.06 -0.46 -0.84		-1.50 -1.16 -0.47 -0.13			

03/14/2006

194

DANVILLE

BRANCH

HIGH POINT-RANDLEMAN

PIEDMONT

	M15	M16	M17			
	5241'	5129'	5082'			
MAINTENANCE		T&S-11/03				
RAIL		72RJ085S	72RJ085S			
TRAFFIC DENSITY MGT		→ 0.4(0.7) ← 0.3				
V-29-NC(CRN)				(RANDLEMAN) M19		
TRACK LAYOUT				017.19-4MSB-256'		
LINE SEGMENT	PVT-CRANFORD METAL 722439R CRANFORD METAL CLACKERD METAL OLD WAY RD (SR 1514) 722440K PLAINFIELD RD 722441S COURT HSE RD-SR 1513 722442Y DUPLICATORS 722443F WAYNE STEEL 722445U MIDSTATE PAPERBOX PRIVATE 722446B HEATH DAIRY-SR 1511 722447H US 311 722448P US 220 722449W M-17.5=M-20.5					
0295						
CURVATURE						
ALIGNMENT	2.0R		2.5R		4.0R	
ELEVATION	1.00		1.00		1.00	
FREIGHT SPEED TANGENT (CURVE)			25			
GRADE	-0.13 +0.15 +0.72 +1.00 +0.64 -0.08 -0.44	-0.60 -0.93 -1.10 +0.67 -1.11 0.00	-0.81 +0.60 -0.67 +0.87 +0.57			

03/14/2006

195

DANVILLE

BRANCH

RANDLEMAN-ASHEBORO

PIEDMONT

	M21		M22		M23		M24		M25	
	5280'		5349'		5290'		5318'		5308'	
MAINTENANCE	T&S-12/03									
RAIL	54RJ085S		54RJ085S		**RJ075S		**RJ075S		54RJ085S	
TRAFFIC DENSITY MGT										
V-29-NC(CRN)	(RANDLEMAN)					(NORTH ASHEBORO)				
	M-20.5=M-17.5					M24				
TRACK LAYOUT										
LINE SEGMENT	STOUT RD (SR 1955) SR 2270, US 311		TIMKIN BEARING WESLEYAN RD-SR 1630 DART CONTAINER CORP		SOUTH COR.		COMMERCE PL-SR 1312 PINEVIEW ST-SR 1712		ROCK QUARRY-SR 1506 SPERO RD	
0296	722450R 722463S		722464Y		910591T 722466M		722469H 722470C		722472R 722473X 722474E	
CURVATURE	6.0R		6.0R		2.0L		2.0L		4.0R	
ALIGNMENT	0.00		1.50		1.00		1.00		1.00	
ELEVATION	0.00		0.00		0.00		-0.97		-1.33	
FREIGHT SPEED TANGENT (CURVE)										
GRADE	0.00		+0.14 -0.74 -1.07 +0.58 +0.20		-1.41		0.00		-1.68	
							+0.53		+0.58 +0.68 +0.73 +1.05 -1.20 +1.17	

03/14/2006

196

DANVILLE

BRANCH

RANDLEMAN-ASHEBORO

PIEDMONT

	M25	M26	M27	M28	M29	M30
MAINTENANCE	T&S-12/03					
RAIL	53RJ075S	54RJ085S	55RJ085S		76RJ080S	
TRAFFIC DENSITY MGT			→ 0.4(0.7) ← 0.3			
V-29-NC(CRN)						
TRACK LAYOUT						
LINE SEGMENT	SR 49A	SR 1462	PEACHTREE ST J D ROSS CO SUMMIT AVE PRIVATE E PARK ST OVHD WALKWAY ROSS ST CHURCH/WHITEOAK ST SALISBURY ST SUNSHINE AVE SUNSHINE LOT ACADEMY ST	W WAINMAN AVE W KIVETT ST LANIER ST N BIRKHEAD	W TAFT AVE W WALKER AVE W WALKER AVE US 6 PRIVATE COUNTRY CLUB RD KEELING ST PRIVATE	PRIVATE PRIVATE SPRINGWOOD AVE IND PARK RD-SR 1191
CURVATURE						
ALIGNMENT	2.0R	1.0L	4.0R	5.0R	1.5R	2.0R
ELEVATION	1.00	1.00	1.00	1.00	1.00	1.00
FREIGHT SPEED TANGENT (CURVE)				10		
GRADE	-1.33	+1.98	0.00	+0.70	0.00	

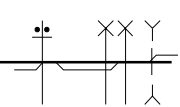
03/14/2006

DANVILLE

197
BRANCH

RANDLEMAN-ASHEBORO

PIEDMONT

<p>M30</p> <p>MAINTENANCE</p>	<p>4140'</p> <p>T&S-12/03</p>					
<p>RAIL</p>	<p>76RJ080S</p> <p>76RJ080S</p> <p>**RJO56S</p> <p>57J056S</p>					
<p>TRAFFIC DENSITY MGT</p>	<p>→ 0.4(0.7)</p> <p>← 0.3</p>					
<p>TRACK LAYOUT</p> <p>LINE SEGMENT</p> <p>0296</p>	<p>ASHEBORO M28</p>  <p>722506H</p> <p>722507P</p> <p>722508W</p> <p>722509D</p> <p>MCDOWELL RD-SR 1150</p> <p>PRIVATE SOUTH MONT RD</p> <p>ASHEBORO CONC RD</p>					
<p>CURVATURE</p> <p>ALIGNMENT</p> <p>ELEVATION</p>	<p>1.0L</p> <p>0.5R</p> <p>5.0R</p> <p>6.5L</p> <p>1.00</p> <p>1.00</p> <p>1.00</p> <p>1.00</p>					
<p>FREIGHT SPEED TANGENT (CURVE)</p>	<p>← 10 →</p>					
<p>GRADE</p>	<p>0.00</p>					