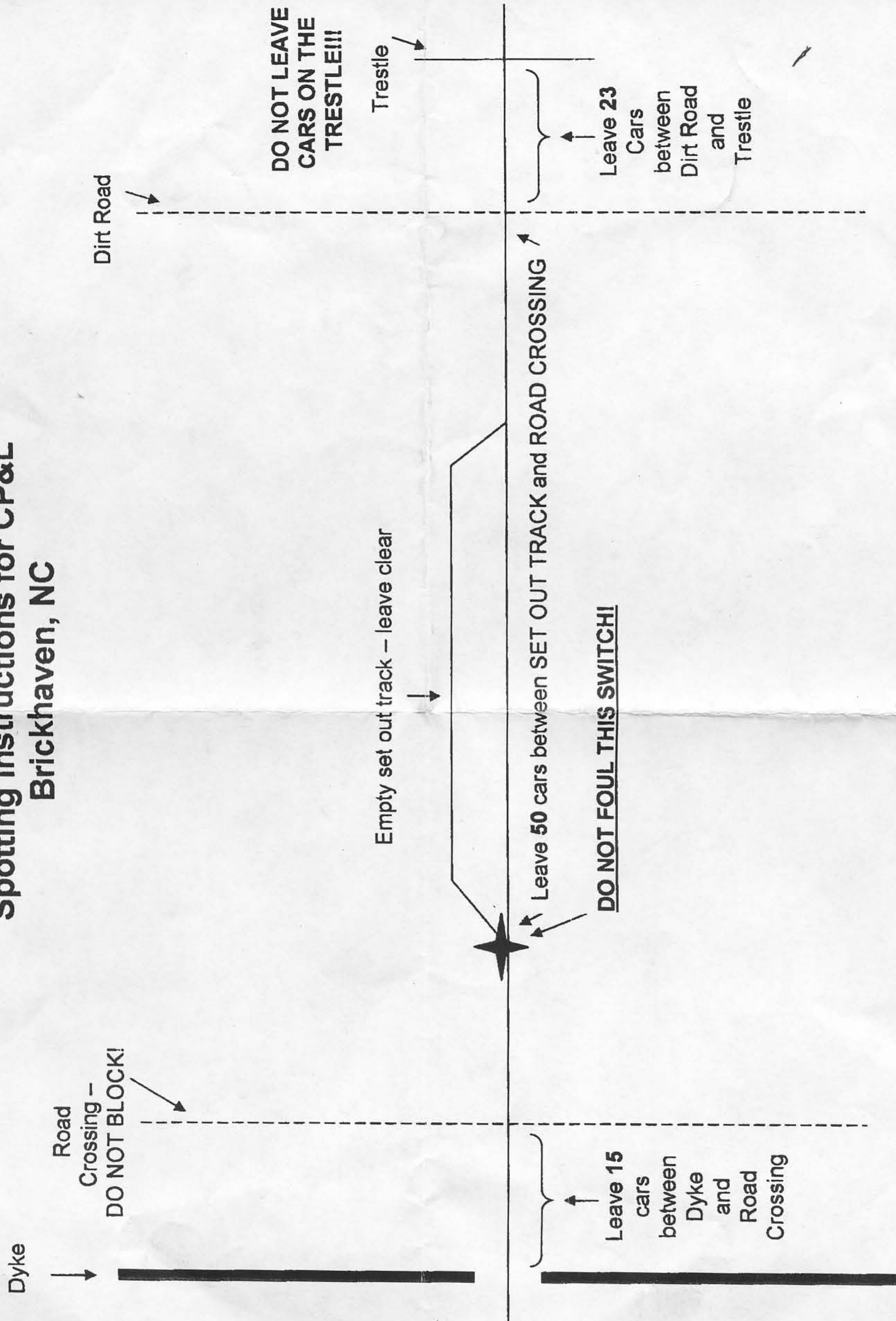


Spotting Instructions for CP&L Brickhaven, NC

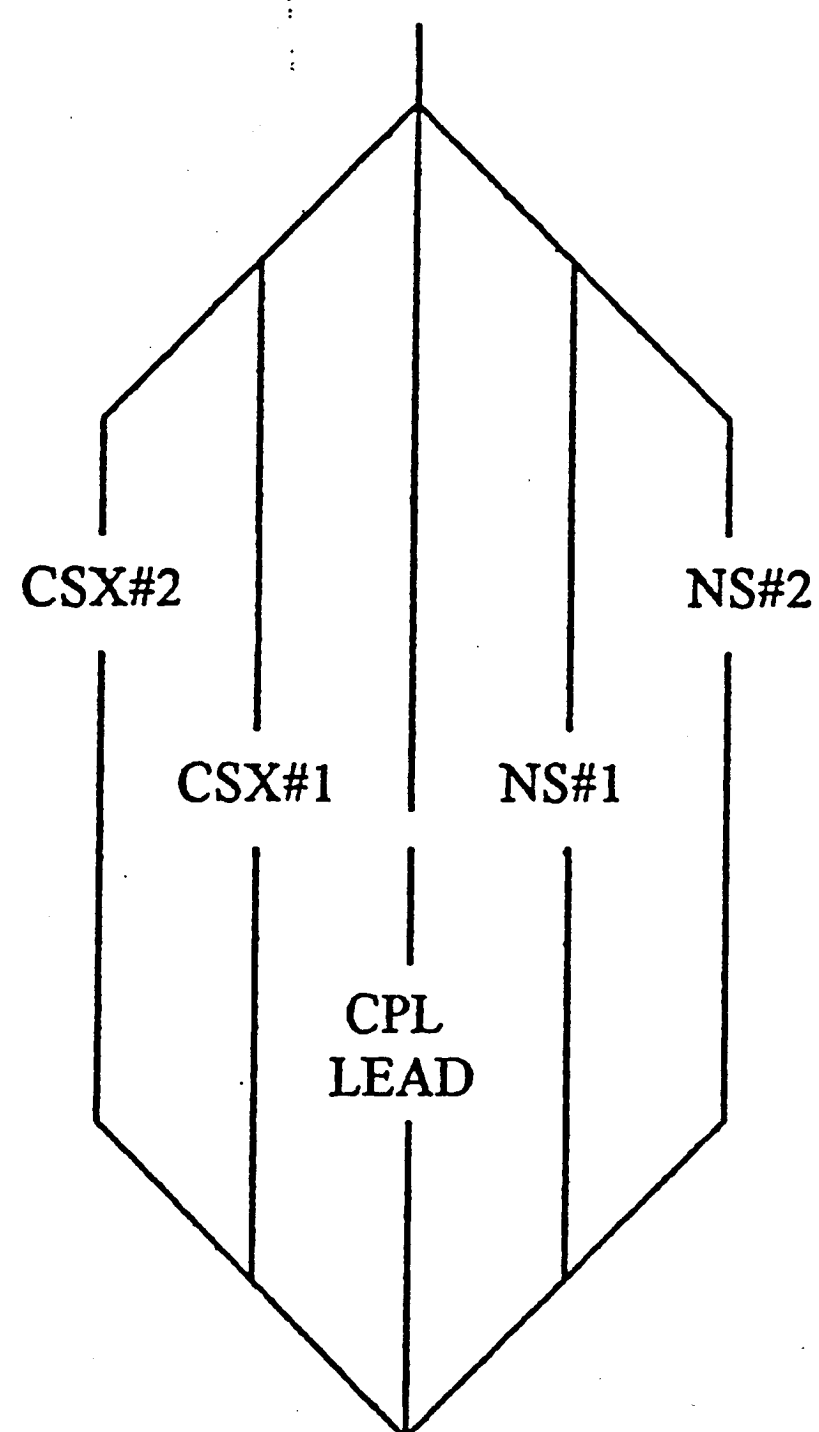


Industry: Carolina Power & Light (CPL)

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

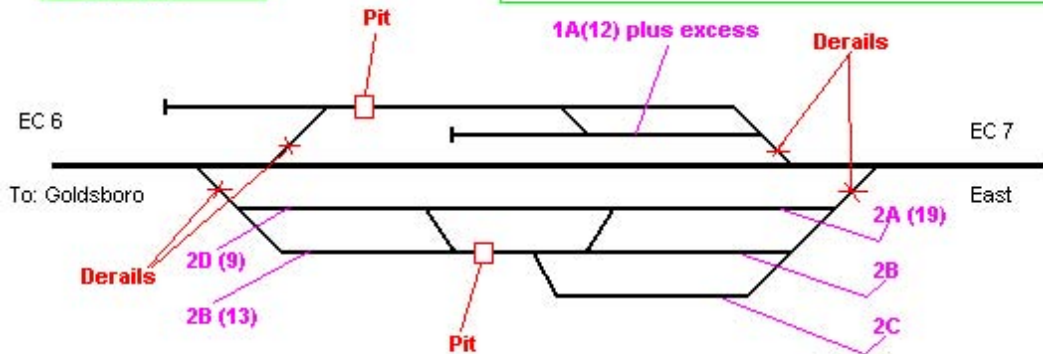
APPROXIMATE LENGTHS	
321-Lee	7800
Maybelle-321	8300
Maybelle-Metal Bed Rail	16000
Lee-Sharp	7110
Lexington-Maybelle	3000
Varner-Detector	8300
Pomona-Rucker St	4000
DH Griffin-Bostian Ave	8400
291.5 Detector-DH Griffin	6000
291.5 Detector-Cox	11000
Cox-Bostian Ave	3500
Elm-Aycock	5650
Hamtown-SouthernWebbingMill Rd	6120
Busick-SouthernWebbingMill Rd	3250
N Xing Reidsville-258.6 signal	5800
N Xing Reidsville-Narrow Gauge Rd	8800
K-Mart Xing Reidsville-262.7 signal	6000
Narrow Gauge-Sadler	8700
Narrow Gauge-1st private Xing	3800
Narrow Gauge-2nd private Xing	5800
260mp-258.6 signal	7300
260mp-Narrow Gauge Xing	10300
Day-Detector	7600
Cherrystone-Detector	5220
Hurt-Xing at old station	2900
South end Montview-approach board	4400
Edna-Turner Drive(Kmart xing)	6100
Edna-258.6	9120
West switch Goodview-229.7 Det.	7000
Board Mtn. - Private Xing	8000
Bilboa - Ellis	7200
Wrenn Rd - Ellis	9000
Bilboa-Ellis	7200
Mainline switch-Edgeton	6cars+2SD's
Dean's Alley-Elm	3700
Bell xing Mcleansville-East clear pt	3500
State Fair xing-approach to Fetner	7000
Between private t-rigs Mcleansville	4200

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)

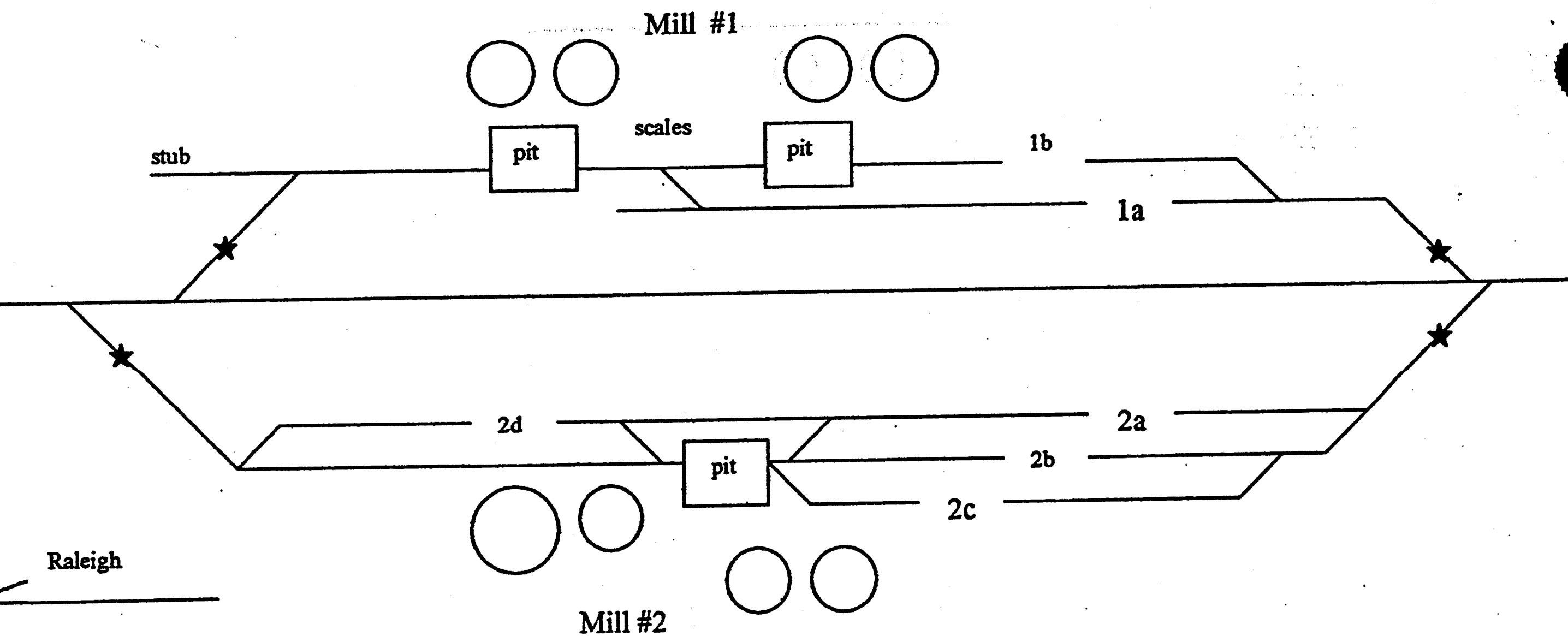
RADFORD

Industry: Goldsboro Milling

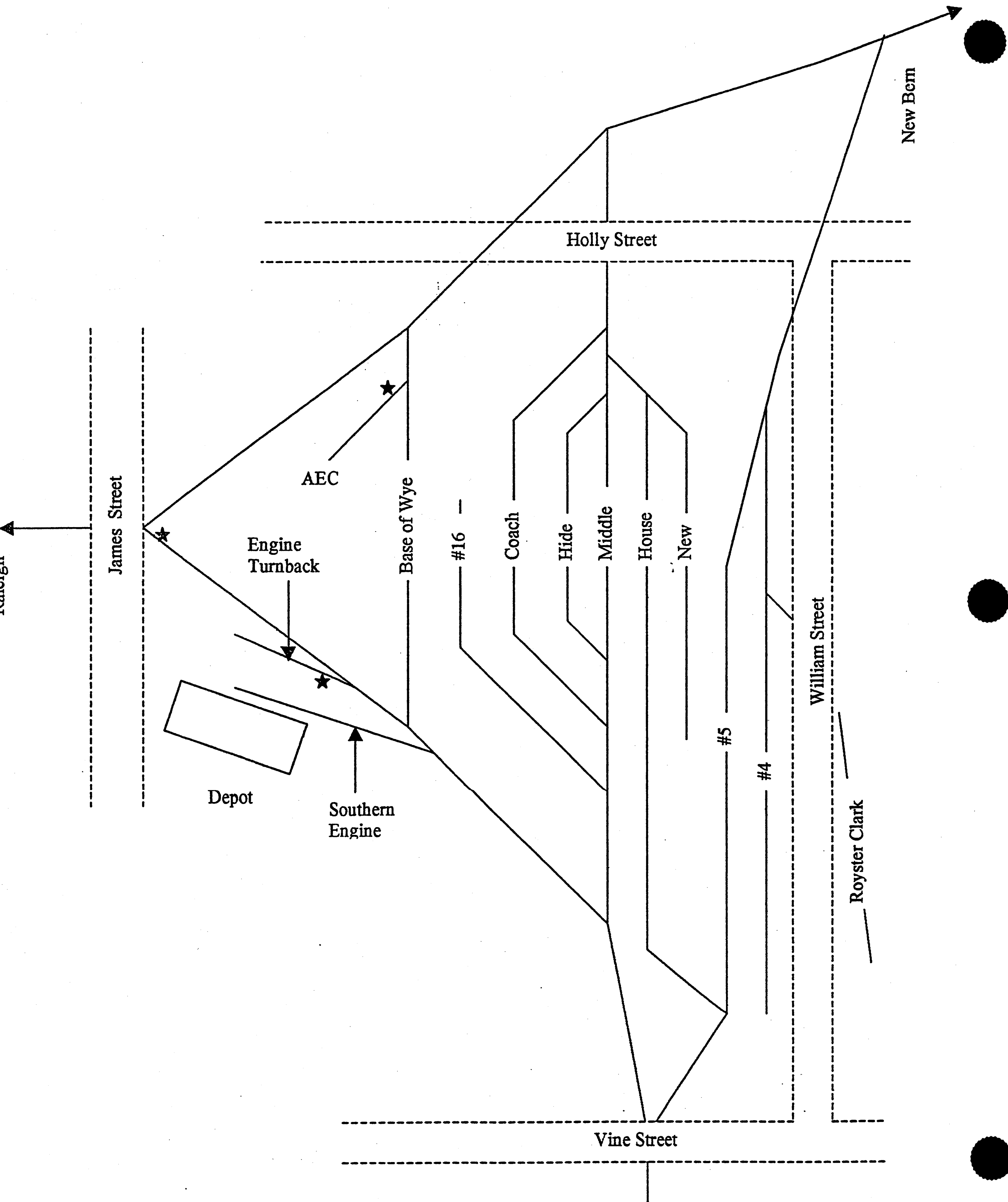
Tyes:

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.



Goldsboro Yard



03/14/2006

DANVILLE

339
HURT CONNECTION

ALTAVISTA-HURT

PIEDMONT

AC197

AC198

5280'

5280'

MAINTENANCE

T&S-09/03

RAIL

82NWF132S

82NWF132S 04NWF132P

82NWF132S

TRAFFIC
DENSITY MGT

21.6(28.4)

6.8

V-2-VA

TRACK
LAYOUTHURT CONN
91200HURT
197

197.35-3850-300'(00)

197.65

AC-197.0 = V-200.3

713924A

AC-198.83 = 197.3

LINE SEGMENT

0709

SYCAMORE CREEK

OLD US 29

CURVATURE

ALIGNMENT

ELEVATION

FREIGHT SPEED
TANGENT
(CURVE)

30

GRADE

+1.20

+1.40

+0.71

0.00

03/14/2006

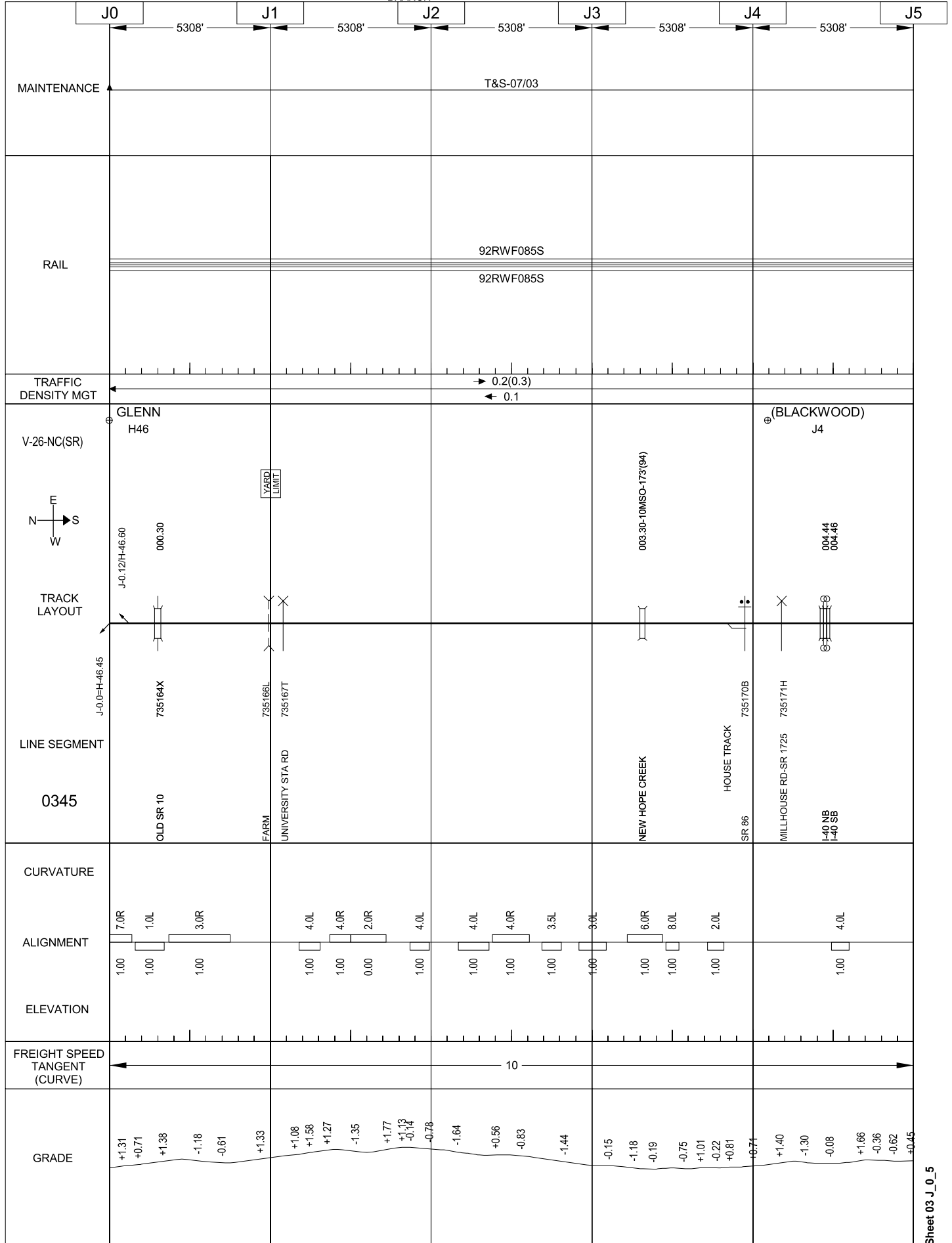
DANVILLE

BRANCH

GLENN-CARRBORO

PIEDMONT

169



03/14/2006

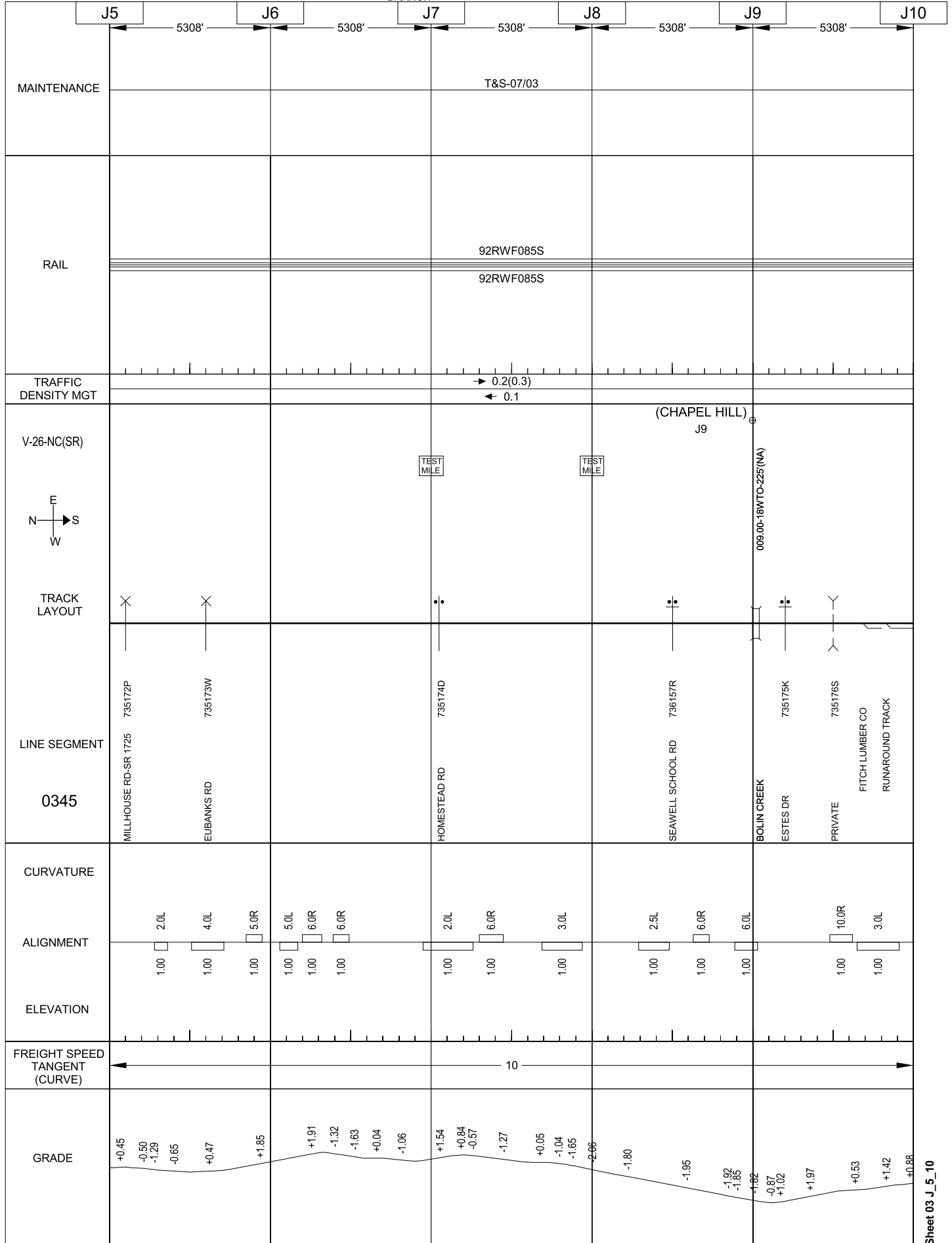
DANVILLE

BRANCH

GLENN-CARRBORO

PIEDMONT

170



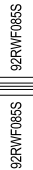
03/14/2006

DANVILLE

171
BRANCH

GLENN-CARRBORO

PIEDMONT

J10	849'					
MAINTENANCE						
RAIL						
TRAFFIC DENSITY MGT   TRACK LAYOUT  LINE SEGMENT 0345 E MAIN ST 735178F	CARRBORO J10					
CURVATURE						
ALIGNMENT						
ELEVATION						
FREIGHT SPEED TANGENT (CURVE)	10					
GRADE						

03/14/2006

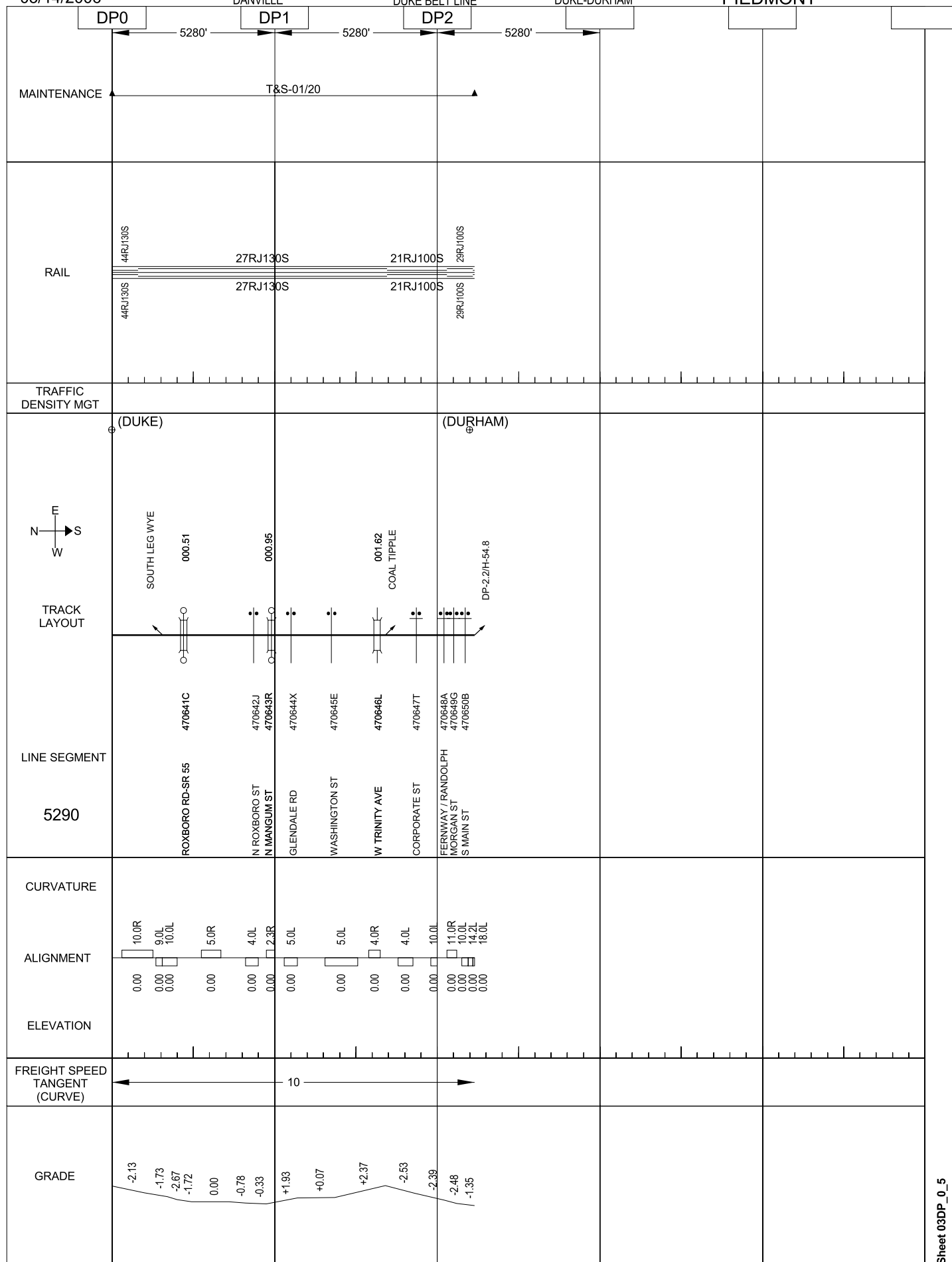
DANVILLE

419

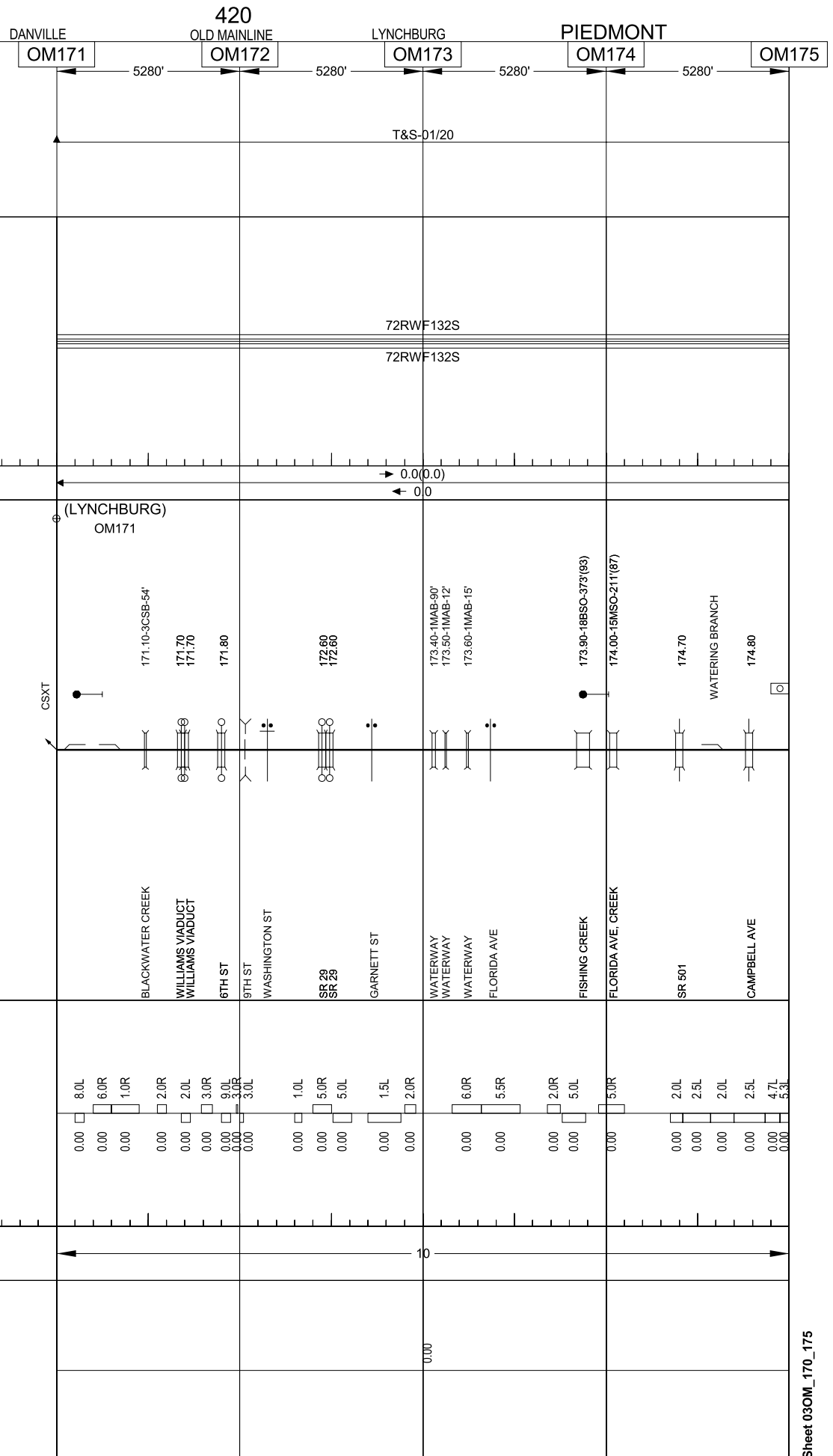
DUKE BELT LINE

DUKE-DURHAM

PIEDMONT



03/14/2006



03/14/2006

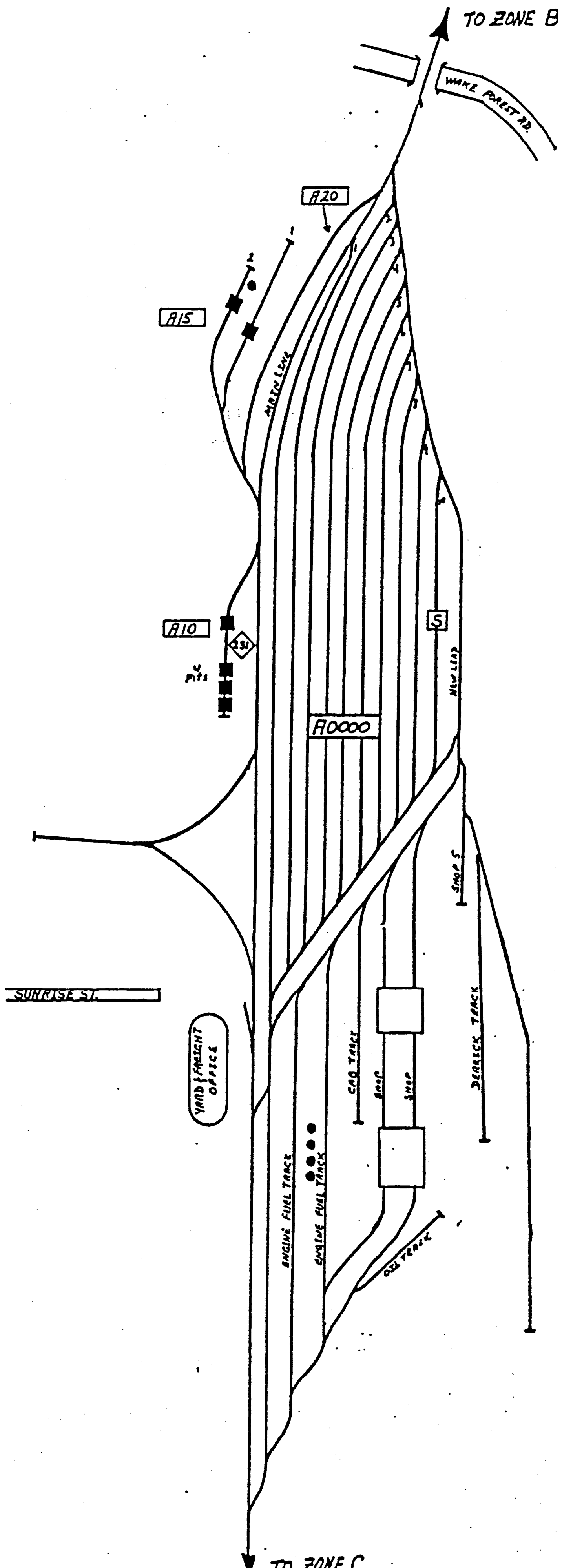
DANVILLE

421
OLD MAINLINE

LYNCHBURG

PIEDMONT

	OM175	5280'						
MAINTENANCE	▲							
RAIL	72RWF132S 72RWF132S							
TRAFFIC DENSITY MGT	→							
TRACK LAYOUT	(DURMID) ⊕ N — E W — S OM-175.02=173.34							
LINE SEGMENT								
0484								
CURVATURE								
ALIGNMENT	53L 0.00							
ELEVATION								
FREIGHT SPEED TANGENT (CURVE)	10							
GRADE	0.00							



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

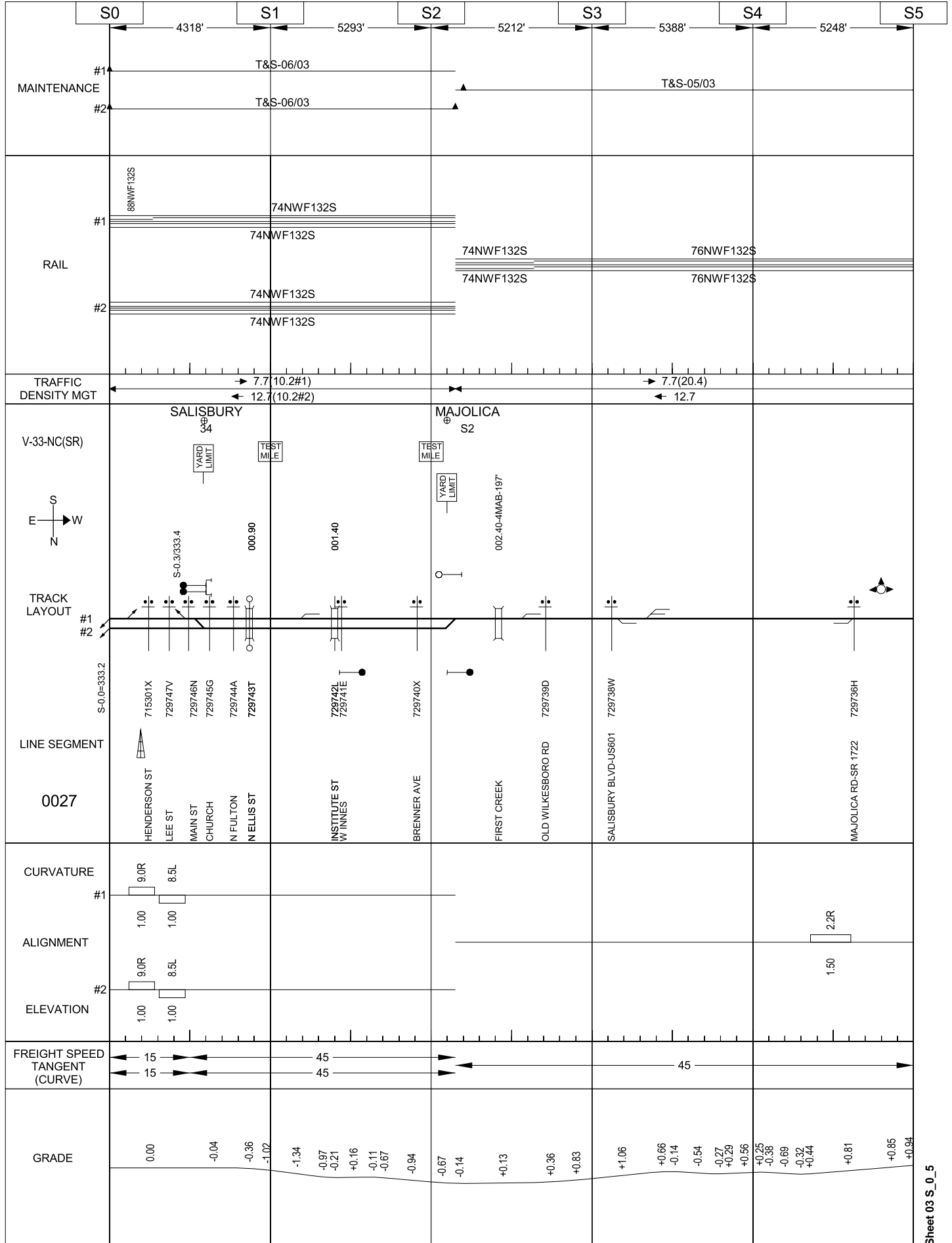
03/14/2006

ASHEVILLE

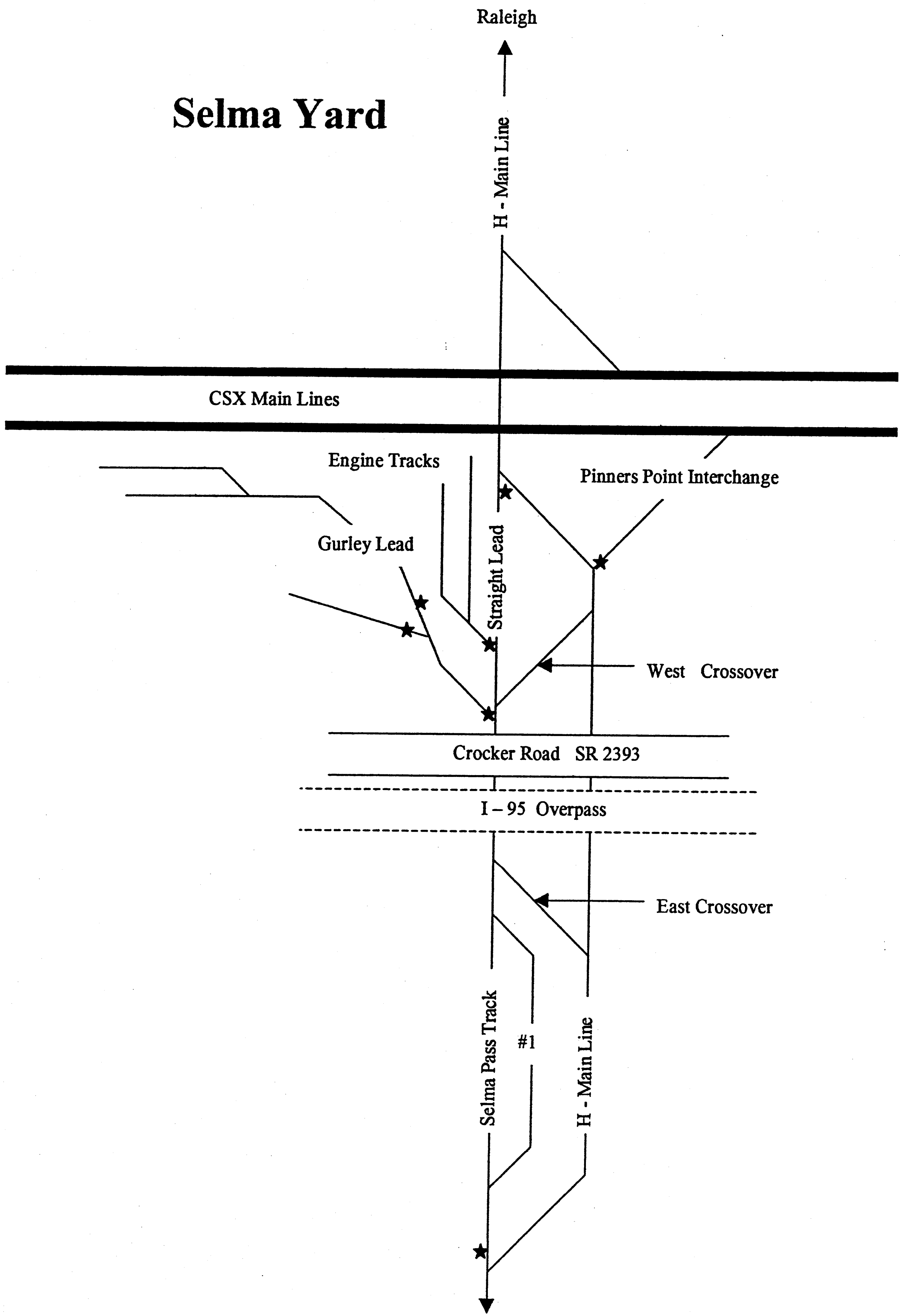
250

SALISBURY-MURPHY JCT

PIEDMONT



Selma Yard



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

Long Engine Trk
Short Eng. Trk (4)

<10500'

<10800'

<11100'

HWY 301

<7300'

<6000'

SELMA

#1 Track - 2000'

Pass Track

Datum >

<2700'

<5400'

I-95

Gasahol Trk (8)

Gurlier Lead

H-109.9

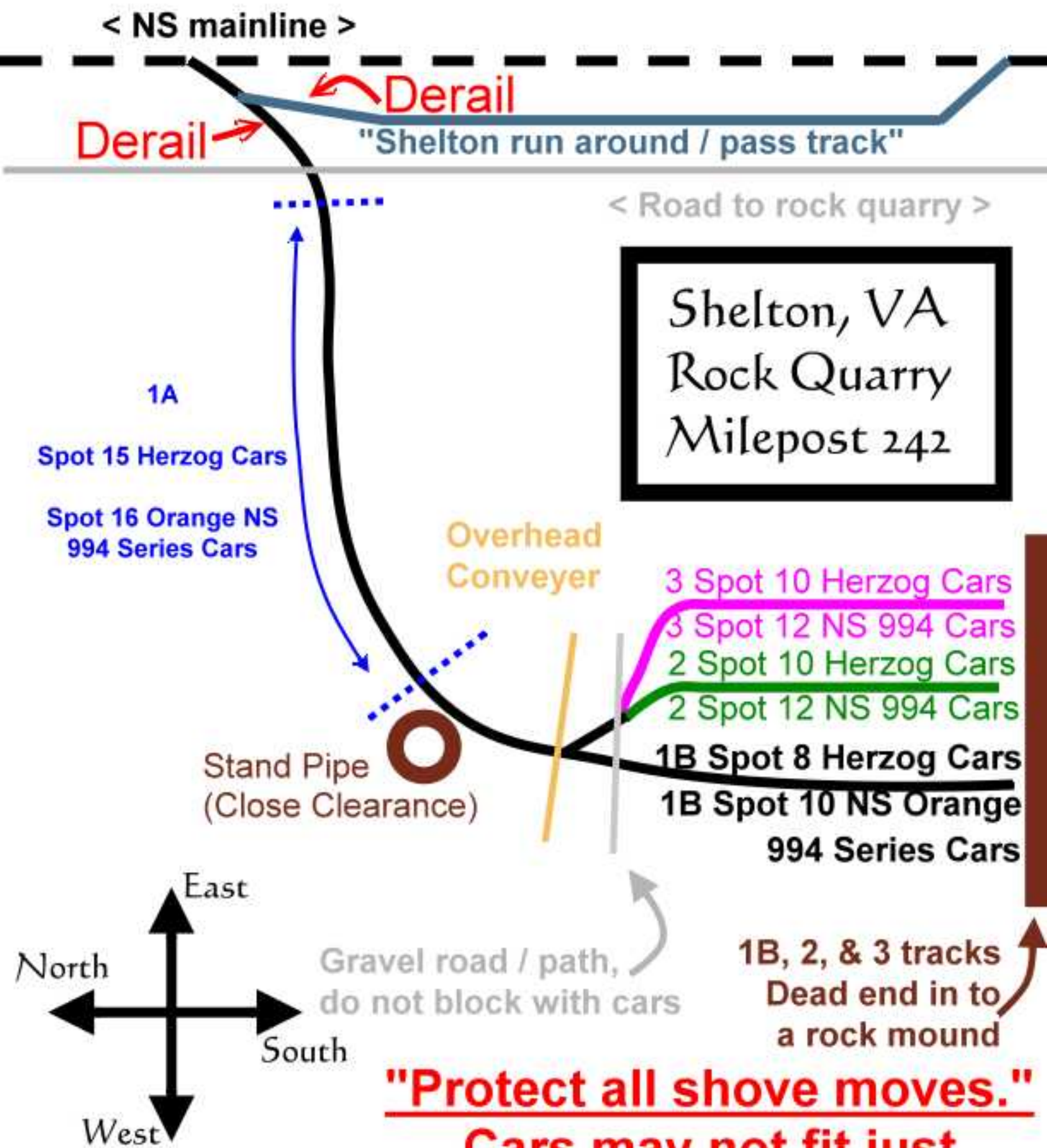
* Rounder Cement on Gurlier - spot near car at gate
do not pass gate 6/18/97

CSXT - South

EAST

SELMA

WEST

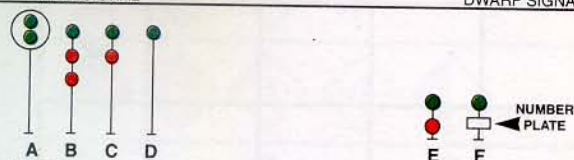


"Protect all shove moves."
Cars may not fit just
because this paper
says they will.

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

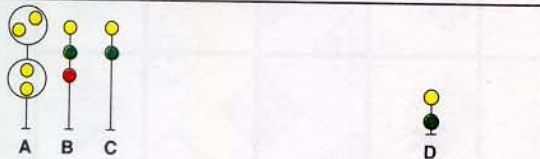
HIGH SIGNAL

DWARF SIGNAL



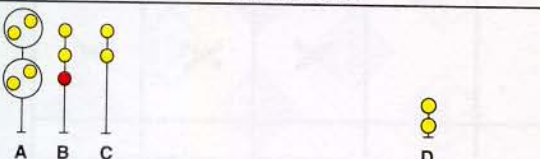
RULE 281

INDICATION - Proceed at authorized speed.
NAME - Clear



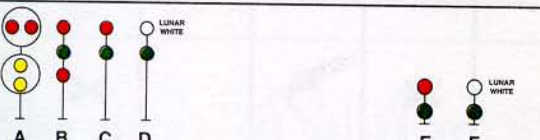
RULE 282

INDICATION - Proceed preparing to take diverging route beyond next signal at authorized speed.
NAME - Approach Diverging



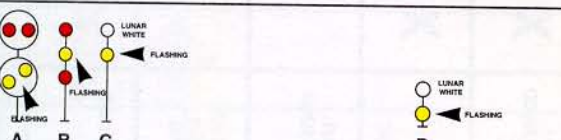
RULE 282-A

INDICATION - Proceed preparing to stop at second signal.
NAME - Advance Approach



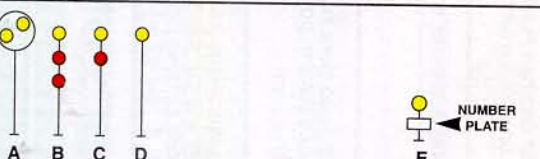
RULE 283

INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).
NAME - Diverging Clear



RULE 283-B

INDICATION - Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.
NAME - Diverging Approach Diverging



RULE 285

INDICATION - Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Approach

SPEED:

MEDIUM SPEED - A speed not exceeding 30 MPH.

REDUCED SPEED - A speed that will permit complying with flagging signals and stopping short of train or obstruction.

RESTRICTED SPEED - A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH.

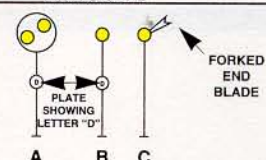
(Note: The provisions of Restricted Speed do not solely provide protection for men or equipment working on or near the track.)

SLOW SPEED - A speed not exceeding 15 MPH.

NORFOLK AND WESTERN RAILWAY AUTOMATIC BLOCK, INTERLOCKING, AND TC SIGNALS

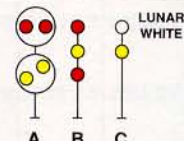
HIGH SIGNAL

DWARF SIGNAL



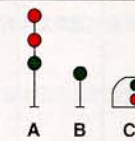
RULE 285-A

INDICATION - Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Approach Distant
NOTE: Signal DOES NOT afford automatic block protection.



RULE 286

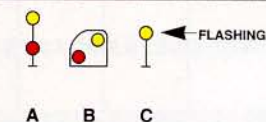
INDICATION - Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.
NAME - Diverging Approach



RULE 287

INDICATION - Proceed; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME - Slow Clear

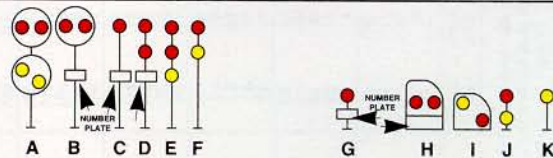
NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



RULE 288

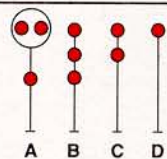
INDICATION - Proceed preparing to stop at next signal; Slow Speed within interlocking limits or through turnout(s) or crossover(s).
NAME - Slow Approach

NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).



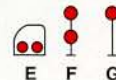
RULE 290

INDICATION - Proceed at Restricted Speed.
NAME - Restricting



RULE 292

INDICATION - Stop
NAME - Stop



TRACK CHART SYMBOL LEGEND

