## 5.5 NONROAD2002 MODEL – CHANGED ALLOCATION INPUT FILES

**NC_AIRTR.ALO**

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This is the allocation indicator file used by the NONROAD model.
These data are used to allocate from state level equipment population
to county level equipment populations.  It could also be used to
allocate national level equipment populations to states level.  Additional
data can be added to allocate from from county to subcounty.

The original data from this file was for EMPLOYEES ENGAGED IN AIR TRANSPORTATION
from CBP SIC 4500.  However, this did not give a proper distribution of the
airport support equipment.  Therefore, this data was updated with air carrier
operations for the airports in North Carolina based upon data from NCDOT
Division of Aviation.

-----------------------------------------------------------------------
This is the packet that contains the allocation indicator data.  Each
indicator value is a measured or projected value such as human
population or land area.  The format is as follows.

1-3    Indicator code
6-10   FIPS code (can be global FIPS codes e.g. 06000 = all of CA)
"11-15  Subregion code (blank means is entire nation, state or county)"
16-20  Year of estimate or prediction
21-40  Indicator value
-----------------------------------------------------------------------
/INDICATORS/
AIR  37000      1995              625800     NC
AIR  37000      2000              739200     NC
AIR  37000      2010             1023100     NC
AIR  37001      1995                   0     Alamance County
AIR  37001      2000                   0     Alamance County
AIR  37001      2010                   0     Alamance County
AIR  37003      1995                   0     Alexander County
AIR  37003      2000                   0     Alexander County
AIR  37003      2010                   0     Alexander County
AIR  37005      1995                   0     Alleghany County
AIR  37005      2000                   0     Alleghany County
AIR  37005      2010                   0     Alleghany County
AIR  37007      1995                   0     Anson County
AIR  37007      2000                   0     Anson County
AIR  37007      2010                   0     Anson County
AIR  37009      1995                   0     Ashe County
AIR  37009      2000                   0     Ashe County
AIR  37009      2010                   0     Ashe County
AIR  37011      1995                   0     Avery County
AIR  37011      2000                   0     Avery County
AIR  37011      2010                   0     Avery County
AIR  37013      1995                   0     Beaufort County
AIR  37013      2000                   0     Beaufort County
AIR  37013      2010                   0     Beaufort County
AIR  37015      1995                   0     Bertie County
AIR  37015      2000                   0     Bertie County
AIR  37015      2010                   0     Bertie County
AIR  37017      1995                   0     Bladen County
AIR  37017      2000                   0     Bladen County
AIR  37017      2010                   0     Bladen County
AIR  37019      1995                   0     Brunswick County
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|---|---|---|---|---|
| AIR | 37019 | 2000 | 0 | Brunswick County |
| AIR | 37019 | 2010 | 0 | Brunswick County |
| AIR | 37021 | 1995 | 28600 | Buncombe County |
| AIR | 37021 | 2000 | 30200 | Buncombe County |
| AIR | 37021 | 2010 | 36400 | Buncombe County |
| AIR | 37023 | 1995 | 0 | Burke County |
| AIR | 37023 | 2000 | 0 | Burke County |
| AIR | 37023 | 2010 | 0 | Burke County |
| AIR | 37025 | 1995 | 0 | Cabarrus County |
| AIR | 37025 | 2000 | 0 | Cabarrus County |
| AIR | 37025 | 2010 | 0 | Cabarrus County |
| AIR | 37027 | 1995 | 0 | Caldwell County |
| AIR | 37027 | 2000 | 0 | Caldwell County |
| AIR | 37027 | 2010 | 0 | Caldwell County |
| AIR | 37029 | 1995 | 0 | Camden County |
| AIR | 37029 | 2000 | 0 | Camden County |
| AIR | 37029 | 2010 | 0 | Camden County |
| AIR | 37031 | 1995 | 0 | Carteret County |
| AIR | 37031 | 2000 | 0 | Carteret County |
| AIR | 37031 | 2010 | 0 | Carteret County |
| AIR | 37033 | 1995 | 0 | Caswell County |
| AIR | 37033 | 2000 | 0 | Caswell County |
| AIR | 37033 | 2010 | 0 | Caswell County |
| AIR | 37035 | 1995 | 8700 | Catawba County |
| AIR | 37035 | 2000 | 9500 | Catawba County |
| AIR | 37035 | 2010 | 12400 | Catawba County |
| AIR | 37037 | 1995 | 0 | Chatham County |
| AIR | 37037 | 2000 | 0 | Chatham County |
| AIR | 37037 | 2010 | 0 | Chatham County |
| AIR | 37039 | 1995 | 0 | Cherokee County |
| AIR | 37039 | 2000 | 0 | Cherokee County |
| AIR | 37039 | 2010 | 0 | Cherokee County |
| AIR | 37041 | 1995 | 0 | Chowan County |
| AIR | 37041 | 2000 | 0 | Chowan County |
| AIR | 37041 | 2010 | 0 | Chowan County |
| AIR | 37043 | 1995 | 0 | Clay County |
| AIR | 37043 | 2000 | 0 | Clay County |
| AIR | 37043 | 2010 | 0 | Clay County |
| AIR | 37045 | 1995 | 0 | Cleveland County |
| AIR | 37045 | 2000 | 0 | Cleveland County |
| AIR | 37045 | 2010 | 0 | Cleveland County |
| AIR | 37047 | 1995 | 0 | Columbus County |
| AIR | 37047 | 2000 | 0 | Columbus County |
| AIR | 37047 | 2010 | 0 | Columbus County |
| AIR | 37049 | 1995 | 13600 | Craven County |
| AIR | 37049 | 2000 | 15600 | Craven County |
| AIR | 37049 | 2010 | 19500 | Craven County |
| AIR | 37051 | 1995 | 20900 | Cumberland County |
| AIR | 37051 | 2000 | 23000 | Cumberland County |
| AIR | 37051 | 2010 | 29400 | Cumberland County |
| AIR | 37053 | 1995 | 0 | Currituck County |
| AIR | 37053 | 2000 | 0 | Currituck County |
| AIR | 37053 | 2010 | 0 | Currituck County |
| AIR | 37055 | 1995 | 0 | Dare County |
| AIR | 37055 | 2000 | 0 | Dare County |
| AIR | 37055 | 2010 | 0 | Dare County |
| AIR | 37057 | 1995 | 0 | Davidson County |
| AIR | 37057 | 2000 | 0 | Davidson County |
| AIR | 37057 | 2010 | 0 | Davidson County |
| AIR | 37059 | 1995 | 0 | Davie County |
| AIR | 37059 | 2000 | 0 | Davie County |

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|---|---|---|---|---|
| AIR | 37059 | 2010 | 0 | Davie County |
| AIR | 37061 | 1995 | 0 | Duplin County |
| AIR | 37061 | 2000 | 0 | Duplin County |
| AIR | 37061 | 2010 | 0 | Duplin County |
| AIR | 37063 | 1995 | 0 | Durham County |
| AIR | 37063 | 2000 | 0 | Durham County |
| AIR | 37063 | 2010 | 0 | Durham County |
| AIR | 37065 | 1995 | 0 | Edgecombe County |
| AIR | 37065 | 2000 | 0 | Edgecombe County |
| AIR | 37065 | 2010 | 0 | Edgecombe County |
| AIR | 37067 | 1995 | 9600 | Forsyth County |
| AIR | 37067 | 2000 | 10100 | Forsyth County |
| AIR | 37067 | 2010 | 10700 | Forsyth County |
| AIR | 37069 | 1995 | 0 | Franklin County |
| AIR | 37069 | 2000 | 0 | Franklin County |
| AIR | 37069 | 2010 | 0 | Franklin County |
| AIR | 37071 | 1995 | 0 | Gaston County |
| AIR | 37071 | 2000 | 0 | Gaston County |
| AIR | 37071 | 2010 | 0 | Gaston County |
| AIR | 37073 | 1995 | 0 | Gates County |
| AIR | 37073 | 2000 | 0 | Gates County |
| AIR | 37073 | 2010 | 0 | Gates County |
| AIR | 37075 | 1995 | 0 | Graham County |
| AIR | 37075 | 2000 | 0 | Graham County |
| AIR | 37075 | 2010 | 0 | Graham County |
| AIR | 37077 | 1995 | 0 | Granville County |
| AIR | 37077 | 2000 | 0 | Granville County |
| AIR | 37077 | 2010 | 0 | Granville County |
| AIR | 37079 | 1995 | 0 | Greene County |
| AIR | 37079 | 2000 | 0 | Greene County |
| AIR | 37079 | 2010 | 0 | Greene County |
| AIR | 37081 | 1995 | 52600 | Guilford County |
| AIR | 37081 | 2000 | 60900 | Guilford County |
| AIR | 37081 | 2010 | 80100 | Guilford County |
| AIR | 37083 | 1995 | 0 | Halifax County |
| AIR | 37083 | 2000 | 0 | Halifax County |
| AIR | 37083 | 2010 | 0 | Halifax County |
| AIR | 37085 | 1995 | 0 | Harnett County |
| AIR | 37085 | 2000 | 0 | Harnett County |
| AIR | 37085 | 2010 | 0 | Harnett County |
| AIR | 37087 | 1995 | 0 | Haywood County |
| AIR | 37087 | 2000 | 0 | Haywood County |
| AIR | 37087 | 2010 | 0 | Haywood County |
| AIR | 37089 | 1995 | 0 | Henderson County |
| AIR | 37089 | 2000 | 0 | Henderson County |
| AIR | 37089 | 2010 | 0 | Henderson County |
| AIR | 37091 | 1995 | 0 | Hertford County |
| AIR | 37091 | 2000 | 0 | Hertford County |
| AIR | 37091 | 2010 | 0 | Hertford County |
| AIR | 37093 | 1995 | 0 | Hoke County |
| AIR | 37093 | 2000 | 0 | Hoke County |
| AIR | 37093 | 2010 | 0 | Hoke County |
| AIR | 37095 | 1995 | 0 | Hyde County |
| AIR | 37095 | 2000 | 0 | Hyde County |
| AIR | 37095 | 2010 | 0 | Hyde County |
| AIR | 37097 | 1995 | 0 | Iredell County |
| AIR | 37097 | 2000 | 0 | Iredell County |
| AIR | 37097 | 2010 | 0 | Iredell County |
| AIR | 37099 | 1995 | 0 | Jackson County |
| AIR | 37099 | 2000 | 0 | Jackson County |
| AIR | 37099 | 2010 | 0 | Jackson County |

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|---|---|---|---|---|
| AIR | 37101 | 1995 | 0 | Johnston County |
| AIR | 37101 | 2000 | 0 | Johnston County |
| AIR | 37101 | 2010 | 0 | Johnston County |
| AIR | 37103 | 1995 | 0 | Jones County |
| AIR | 37103 | 2000 | 0 | Jones County |
| AIR | 37103 | 2010 | 0 | Jones County |
| AIR | 37105 | 1995 | 0 | Lee County |
| AIR | 37105 | 2000 | 0 | Lee County |
| AIR | 37105 | 2010 | 0 | Lee County |
| AIR | 37107 | 1995 | 6700 | Lenoir County |
| AIR | 37107 | 2000 | 6800 | Lenoir County |
| AIR | 37107 | 2010 | 7100 | Lenoir County |
| AIR | 37109 | 1995 | 0 | Lincoln County |
| AIR | 37109 | 2000 | 0 | Lincoln County |
| AIR | 37109 | 2010 | 0 | Lincoln County |
| AIR | 37111 | 1995 | 0 | Mcdowell County |
| AIR | 37111 | 2000 | 0 | Mcdowell County |
| AIR | 37111 | 2010 | 0 | Mcdowell County |
| AIR | 37113 | 1995 | 0 | Macon County |
| AIR | 37113 | 2000 | 0 | Macon County |
| AIR | 37113 | 2010 | 0 | Macon County |
| AIR | 37115 | 1995 | 0 | Madison County |
| AIR | 37115 | 2000 | 0 | Madison County |
| AIR | 37115 | 2010 | 0 | Madison County |
| AIR | 37117 | 1995 | 0 | Martin County |
| AIR | 37117 | 2000 | 0 | Martin County |
| AIR | 37117 | 2010 | 0 | Martin County |
| AIR | 37119 | 1995 | 282000 | Mecklenburg County |
| AIR | 37119 | 2000 | 321000 | Mecklenburg County |
| AIR | 37119 | 2010 | 449100 | Mecklenburg County |
| AIR | 37121 | 1995 | 0 | Mitchell County |
| AIR | 37121 | 2000 | 0 | Mitchell County |
| AIR | 37121 | 2010 | 0 | Mitchell County |
| AIR | 37123 | 1995 | 0 | Montgomery County |
| AIR | 37123 | 2000 | 0 | Montgomery County |
| AIR | 37123 | 2010 | 0 | Montgomery County |
| AIR | 37125 | 1995 | 0 | Moore County |
| AIR | 37125 | 2000 | 0 | Moore County |
| AIR | 37125 | 2010 | 0 | Moore County |
| AIR | 37127 | 1995 | 6000 | Nash County |
| AIR | 37127 | 2000 | 6700 | Nash County |
| AIR | 37127 | 2010 | 8400 | Nash County |
| AIR | 37129 | 1995 | 19500 | New Hanover County |
| AIR | 37129 | 2000 | 22100 | New Hanover County |
| AIR | 37129 | 2010 | 27000 | New Hanover County |
| AIR | 37131 | 1995 | 0 | Northampton County |
| AIR | 37131 | 2000 | 0 | Northampton County |
| AIR | 37131 | 2010 | 0 | Northampton County |
| AIR | 37133 | 1995 | 10000 | Onslow County |
| AIR | 37133 | 2000 | 11500 | Onslow County |
| AIR | 37133 | 2010 | 15100 | Onslow County |
| AIR | 37135 | 1995 | 0 | Orange County |
| AIR | 37135 | 2000 | 0 | Orange County |
| AIR | 37135 | 2010 | 0 | Orange County |
| AIR | 37137 | 1995 | 0 | Pamlico County |
| AIR | 37137 | 2000 | 0 | Pamlico County |
| AIR | 37137 | 2010 | 0 | Pamlico County |
| AIR | 37139 | 1995 | 0 | Pasquotank County |
| AIR | 37139 | 2000 | 0 | Pasquotank County |
| AIR | 37139 | 2010 | 0 | Pasquotank County |
| AIR | 37141 | 1995 | 0 | Pender County |

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|---|---|---|---|---|
| AIR | 37141 | 2000 | 0 | Pender County |
| AIR | 37141 | 2010 | 0 | Pender County |
| AIR | 37143 | 1995 | 0 | Perquimans County |
| AIR | 37143 | 2000 | 0 | Perquimans County |
| AIR | 37143 | 2010 | 0 | Perquimans County |
| AIR | 37145 | 1995 | 0 | Person County |
| AIR | 37145 | 2000 | 0 | Person County |
| AIR | 37145 | 2010 | 0 | Person County |
| AIR | 37147 | 1995 | 12300 | Pitt County |
| AIR | 37147 | 2000 | 13900 | Pitt County |
| AIR | 37147 | 2010 | 16800 | Pitt County |
| AIR | 37149 | 1995 | 0 | Polk County |
| AIR | 37149 | 2000 | 0 | Polk County |
| AIR | 37149 | 2010 | 0 | Polk County |
| AIR | 37151 | 1995 | 0 | Randolph County |
| AIR | 37151 | 2000 | 0 | Randolph County |
| AIR | 37151 | 2010 | 0 | Randolph County |
| AIR | 37153 | 1995 | 0 | Richmond County |
| AIR | 37153 | 2000 | 0 | Richmond County |
| AIR | 37153 | 2010 | 0 | Richmond County |
| AIR | 37155 | 1995 | 0 | Robeson County |
| AIR | 37155 | 2000 | 0 | Robeson County |
| AIR | 37155 | 2010 | 0 | Robeson County |
| AIR | 37157 | 1995 | 0 | Rockingham County |
| AIR | 37157 | 2000 | 0 | Rockingham County |
| AIR | 37157 | 2010 | 0 | Rockingham County |
| AIR | 37159 | 1995 | 0 | Rowan County |
| AIR | 37159 | 2000 | 0 | Rowan County |
| AIR | 37159 | 2010 | 0 | Rowan County |
| AIR | 37161 | 1995 | 0 | Rutherford County |
| AIR | 37161 | 2000 | 0 | Rutherford County |
| AIR | 37161 | 2010 | 0 | Rutherford County |
| AIR | 37163 | 1995 | 0 | Sampson County |
| AIR | 37163 | 2000 | 0 | Sampson County |
| AIR | 37163 | 2010 | 0 | Sampson County |
| AIR | 37165 | 1995 | 0 | Scotland County |
| AIR | 37165 | 2000 | 0 | Scotland County |
| AIR | 37165 | 2010 | 0 | Scotland County |
| AIR | 37167 | 1995 | 0 | Stanly County |
| AIR | 37167 | 2000 | 0 | Stanly County |
| AIR | 37167 | 2010 | 0 | Stanly County |
| AIR | 37169 | 1995 | 0 | Stokes County |
| AIR | 37169 | 2000 | 0 | Stokes County |
| AIR | 37169 | 2010 | 0 | Stokes County |
| AIR | 37171 | 1995 | 0 | Surry County |
| AIR | 37171 | 2000 | 0 | Surry County |
| AIR | 37171 | 2010 | 0 | Surry County |
| AIR | 37173 | 1995 | 0 | Swain County |
| AIR | 37173 | 2000 | 0 | Swain County |
| AIR | 37173 | 2010 | 0 | Swain County |
| AIR | 37175 | 1995 | 0 | Transylvania County |
| AIR | 37175 | 2000 | 0 | Transylvania County |
| AIR | 37175 | 2010 | 0 | Transylvania County |
| AIR | 37177 | 1995 | 0 | Tyrrell County |
| AIR | 37177 | 2000 | 0 | Tyrrell County |
| AIR | 37177 | 2010 | 0 | Tyrrell County |
| AIR | 37179 | 1995 | 0 | Union County |
| AIR | 37179 | 2000 | 0 | Union County |
| AIR | 37179 | 2010 | 0 | Union County |
| AIR | 37181 | 1995 | 0 | Vance County |
| AIR | 37181 | 2000 | 0 | Vance County |

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AIR  37181      2010                  0     Vance County
AIR  37183      1995             155300     Wake County
AIR  37183      2000             207900     Wake County
AIR  37183      2010             311100     Wake County
AIR  37185      1995                  0     Warren County
AIR  37185      2000                  0     Warren County
AIR  37185      2010                  0     Warren County
AIR  37187      1995                  0     Washington County
AIR  37187      2000                  0     Washington County
AIR  37187      2010                  0     Washington County
AIR  37189      1995                  0     Watauga County
AIR  37189      2000                  0     Watauga County
AIR  37189      2010                  0     Watauga County
AIR  37191      1995                  0     Wayne County
AIR  37191      2000                  0     Wayne County
AIR  37191      2010                  0     Wayne County
AIR  37193      1995                  0     Wilkes County
AIR  37193      2000                  0     Wilkes County
AIR  37193      2010                  0     Wilkes County
AIR  37195      1995                  0     Wilson County
AIR  37195      2000                  0     Wilson County
AIR  37195      2010                  0     Wilson County
AIR  37197      1995                  0     Yadkin County
AIR  37197      2000                  0     Yadkin County
AIR  37197      2010                  0     Yadkin County
AIR  37199      1995                  0     Yancey County
AIR  37199      2000                  0     Yancey County
AIR  37199      2010                  0     Yancey County
/END/
```

**NC_HOLSL.ALO**

This is the allocation indicator file used by the NONROAD model. These data are used to allocate from state level equipment population to county level equipment populations. It could also be used to allocate national level equipment populations to states level. Additional data can be added to allocate from from county to subcounty.

The data in this file is for WHOLESALE ESTABLISHMENTS from CBP SIC 50--

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This is the packet that contains the allocation indicator data. Each indicator value is a measured or projected value such as human population or land area. The format is as follows.

1-3 Indicator code
6-10 FIPS code (can be global FIPS codes e.g. 06000 = all of CA)
11-15 Subregion code (blank means is entire nation, state or county)
16-20 Year of estimate or prediction
21-40 Indicator value

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```
/INDICATORS/
COM  37000      1996               14546     NC
COM  37000      2000               12355     NC
COM  37001      1996                 216     Alamance County
COM  37001      2000                 171     Alamance County
COM  37003      1996                  26     Alexander County
COM  37003      2000                  21     Alexander County
COM  37005      1996                  10     Alleghany County
COM  37005      2000                   4     Alleghany County
COM  37007      1996                  18     Anson County
COM  37007      2000                  16     Anson County
COM  37009      1996                  29     Ashe County
COM  37009      2000                  28     Ashe County
COM  37011      1996                  21     Avery County
COM  37011      2000                  18     Avery County
COM  37013      1996                  92     Beaufort County
COM  37013      2000                  68     Beaufort County
COM  37015      1996                  29     Bertie County
COM  37015      2000                  19     Bertie County
COM  37017      1996                  33     Bladen County
COM  37017      2000                  28     Bladen County
COM  37019      1996                  65     Brunswick County
COM  37019      2000                  50     Brunswick County
COM  37021      1996                 410     Buncombe County
COM  37021      2000                 344     Buncombe County
COM  37023      1996                  86     Burke County
COM  37023      2000                  69     Burke County
COM  37025      1996                 185     Cabarrus County
COM  37025      2000                 178     Cabarrus County
COM  37027      1996                  82     Caldwell County
COM  37027      2000                  76     Caldwell County
COM  37029      1996                   6     Camden County
COM  37029      2000                   7     Camden County
COM  37031      1996                  85     Carteret County
COM  37031      2000                  57     Carteret County
COM  37033      1996                  10     Caswell County
COM  37033      2000                   5     Caswell County
COM  37035      1996                 351     Catawba County
COM  37035      2000                 320     Catawba County
COM  37037      1996                  60     Chatham County
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|---|---|---|---|---|
| COM | 37037 | 2000 | 52 | Chatham County |
| COM | 37039 | 1996 | 27 | Cherokee County |
| COM | 37039 | 2000 | 25 | Cherokee County |
| COM | 37041 | 1996 | 15 | Chowan County |
| COM | 37041 | 2000 | 13 | Chowan County |
| COM | 37043 | 1996 | 2 | Clay County |
| COM | 37043 | 2000 | 2 | Clay County |
| COM | 37045 | 1996 | 153 | Cleveland County |
| COM | 37045 | 2000 | 128 | Cleveland County |
| COM | 37047 | 1996 | 92 | Columbus County |
| COM | 37047 | 2000 | 62 | Columbus County |
| COM | 37049 | 1996 | 103 | Craven County |
| COM | 37049 | 2000 | 76 | Craven County |
| COM | 37051 | 1996 | 275 | Cumberland County |
| COM | 37051 | 2000 | 194 | Cumberland County |
| COM | 37053 | 1996 | 18 | Currituck County |
| COM | 37053 | 2000 | 21 | Currituck County |
| COM | 37055 | 1996 | 52 | Dare County |
| COM | 37055 | 2000 | 46 | Dare County |
| COM | 37057 | 1996 | 217 | Davidson County |
| COM | 37057 | 2000 | 185 | Davidson County |
| COM | 37059 | 1996 | 41 | Davie County |
| COM | 37059 | 2000 | 40 | Davie County |
| COM | 37061 | 1996 | 57 | Duplin County |
| COM | 37061 | 2000 | 42 | Duplin County |
| COM | 37063 | 1996 | 315 | Durham County |
| COM | 37063 | 2000 | 264 | Durham County |
| COM | 37065 | 1996 | 54 | Edgecombe County |
| COM | 37065 | 2000 | 39 | Edgecombe County |
| COM | 37067 | 1996 | 592 | Forsyth County |
| COM | 37067 | 2000 | 499 | Forsyth County |
| COM | 37069 | 1996 | 40 | Franklin County |
| COM | 37069 | 2000 | 34 | Franklin County |
| COM | 37071 | 1996 | 313 | Gaston County |
| COM | 37071 | 2000 | 250 | Gaston County |
| COM | 37073 | 1996 | 10 | Gates County |
| COM | 37073 | 2000 | 7 | Gates County |
| COM | 37075 | 1996 | 7 | Graham County |
| COM | 37075 | 2000 | 1 | Graham County |
| COM | 37077 | 1996 | 44 | Granville County |
| COM | 37077 | 2000 | 28 | Granville County |
| COM | 37079 | 1996 | 17 | Greene County |
| COM | 37079 | 2000 | 11 | Greene County |
| COM | 37081 | 1996 | 1550 | Guilford County |
| COM | 37081 | 2000 | 1370 | Guilford County |
| COM | 37083 | 1996 | 58 | Halifax County |
| COM | 37083 | 2000 | 35 | Halifax County |
| COM | 37085 | 1996 | 79 | Harnett County |
| COM | 37085 | 2000 | 54 | Harnett County |
| COM | 37087 | 1996 | 69 | Haywood County |
| COM | 37087 | 2000 | 53 | Haywood County |
| COM | 37089 | 1996 | 116 | Henderson County |
| COM | 37089 | 2000 | 87 | Henderson County |
| COM | 37091 | 1996 | 35 | Hertford County |
| COM | 37091 | 2000 | 26 | Hertford County |
| COM | 37093 | 1996 | 9 | Hoke County |
| COM | 37093 | 2000 | 8 | Hoke County |
| COM | 37095 | 1996 | 12 | Hyde County |
| COM | 37095 | 2000 | 8 | Hyde County |
| COM | 37097 | 1996 | 234 | Iredell County |
| COM | 37097 | 2000 | 216 | Iredell County |

| | | | | |
|---|---|---|---|---|
| COM | 37099 | 1996 | 18 | Jackson County |
| COM | 37099 | 2000 | 15 | Jackson County |
| COM | 37101 | 1996 | 148 | Johnston County |
| COM | 37101 | 2000 | 113 | Johnston County |
| COM | 37103 | 1996 | 15 | Jones County |
| COM | 37103 | 2000 | 7 | Jones County |
| COM | 37105 | 1996 | 85 | Lee County |
| COM | 37105 | 2000 | 74 | Lee County |
| COM | 37107 | 1996 | 104 | Lenoir County |
| COM | 37107 | 2000 | 82 | Lenoir County |
| COM | 37109 | 1996 | 73 | Lincoln County |
| COM | 37109 | 2000 | 73 | Lincoln County |
| COM | 37111 | 1996 | 34 | Mcdowell County |
| COM | 37111 | 2000 | 35 | Mcdowell County |
| COM | 37113 | 1996 | 40 | Macon County |
| COM | 37113 | 2000 | 26 | Macon County |
| COM | 37115 | 1996 | 13 | Madison County |
| COM | 37115 | 2000 | 8 | Madison County |
| COM | 37117 | 1996 | 43 | Martin County |
| COM | 37117 | 2000 | 34 | Martin County |
| COM | 37119 | 1996 | 2944 | Mecklenburg County |
| COM | 37119 | 2000 | 2630 | Mecklenburg County |
| COM | 37121 | 1996 | 19 | Mitchell County |
| COM | 37121 | 2000 | 11 | Mitchell County |
| COM | 37123 | 1996 | 20 | Montgomery County |
| COM | 37123 | 2000 | 24 | Montgomery County |
| COM | 37125 | 1996 | 111 | Moore County |
| COM | 37125 | 2000 | 94 | Moore County |
| COM | 37127 | 1996 | 151 | Nash County |
| COM | 37127 | 2000 | 133 | Nash County |
| COM | 37129 | 1996 | 387 | New Hanover County |
| COM | 37129 | 2000 | 335 | New Hanover County |
| COM | 37131 | 1996 | 37 | Northampton County |
| COM | 37131 | 2000 | 22 | Northampton County |
| COM | 37133 | 1996 | 88 | Onslow County |
| COM | 37133 | 2000 | 64 | Onslow County |
| COM | 37135 | 1996 | 97 | Orange County |
| COM | 37135 | 2000 | 81 | Orange County |
| COM | 37137 | 1996 | 15 | Pamlico County |
| COM | 37137 | 2000 | 13 | Pamlico County |
| COM | 37139 | 1996 | 61 | Pasquotank County |
| COM | 37139 | 2000 | 53 | Pasquotank County |
| COM | 37141 | 1996 | 35 | Pender County |
| COM | 37141 | 2000 | 31 | Pender County |
| COM | 37143 | 1996 | 14 | Perquimans County |
| COM | 37143 | 2000 | 9 | Perquimans County |
| COM | 37145 | 1996 | 38 | Person County |
| COM | 37145 | 2000 | 36 | Person County |
| COM | 37147 | 1996 | 219 | Pitt County |
| COM | 37147 | 2000 | 172 | Pitt County |
| COM | 37149 | 1996 | 16 | Polk County |
| COM | 37149 | 2000 | 14 | Polk County |
| COM | 37151 | 1996 | 197 | Randolph County |
| COM | 37151 | 2000 | 179 | Randolph County |
| COM | 37153 | 1996 | 49 | Richmond County |
| COM | 37153 | 2000 | 39 | Richmond County |
| COM | 37155 | 1996 | 116 | Robeson County |
| COM | 37155 | 2000 | 83 | Robeson County |
| COM | 37157 | 1996 | 78 | Rockingham County |
| COM | 37157 | 2000 | 58 | Rockingham County |
| COM | 37159 | 1996 | 147 | Rowan County |

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COM  37159      2000                 119     Rowan County
COM  37161      1996                  81     Rutherford County
COM  37161      2000                  58     Rutherford County
COM  37163      1996                  71     Sampson County
COM  37163      2000                  41     Sampson County
COM  37165      1996                  45     Scotland County
COM  37165      2000                  27     Scotland County
COM  37167      1996                  77     Stanly County
COM  37167      2000                  60     Stanly County
COM  37169      1996                  27     Stokes County
COM  37169      2000                  20     Stokes County
COM  37171      1996                 104     Surry County
COM  37171      2000                  94     Surry County
COM  37173      1996                   9     Swain County
COM  37173      2000                  10     Swain County
COM  37175      1996                  23     Transylvania County
COM  37175      2000                  14     Transylvania County
COM  37177      1996                   8     Tyrrell County
COM  37177      2000                   4     Tyrrell County
COM  37179      1996                 260     Union County
COM  37179      2000                 233     Union County
COM  37181      1996                  53     Vance County
COM  37181      2000                  34     Vance County
COM  37183      1996                1408     Wake County
COM  37183      2000                1285     Wake County
COM  37185      1996                  11     Warren County
COM  37185      2000                   6     Warren County
COM  37187      1996                  17     Washington County
COM  37187      2000                  14     Washington County
COM  37189      1996                  53     Watauga County
COM  37189      2000                  54     Watauga County
COM  37191      1996                 190     Wayne County
COM  37191      2000                 138     Wayne County
COM  37193      1996                  85     Wilkes County
COM  37193      2000                  72     Wilkes County
COM  37195      1996                 141     Wilson County
COM  37195      2000                 130     Wilson County
COM  37197      1996                  42     Yadkin County
COM  37197      2000                  33     Yadkin County
COM  37199      1996                   9     Yancey County
COM  37199      2000                   6     Yancey County
/END/
```

**NC_LSCAP.ALO**

This is the allocation indicator file used by the NONROAD model.
These data are used to allocate from state level equipment population
to county level equipment populations. It could also be used to
allocate national level equipment populations to states level. Additional
data can be added to allocate from from county to subcounty.

The data in this file is for EMPLOYEES ENGAGED IN LANDSCAPE AND
HORTICULTURAL SERVICES
from CBP SIC 0780

---
This is the packet that contains the allocation indicator data. Each
indicator value is a measured or projected value such as human
population or land area. The format is as follows.

```
1-3    Indicator code
6-10   FIPS code (can be global FIPS codes e.g. 06000 = all of CA)
11-15  Subregion code (blank means is entire nation, state or county)
16-20  Year of estimate or prediction
21-40  Indicator value
```
---

```
/INDICATORS/
LSC  37000      1996                9585     NC
LSC  37000      2000                2393     NC
LSC  37001      1996                  81     Alamance County
LSC  37001      2000                  39     Alamance County
LSC  37003      1996                   0     Alexander County
LSC  37003      2000                   5     Alexander County
LSC  37005      1996                   0     Alleghany County
LSC  37005      2000                   3     Aleghany County
LSC  37007      1996                   0     Anson County
LSC  37007      2000                   6     Anson County
LSC  37009      1996                   0     Ashe County
LSC  37009      2000                   3     Ashe County
LSC  37011      1996                  17     Avery County
LSC  37011      2000                   7     Avery County
LSC  37013      1996                   0     Beaufort County
LSC  37013      2000                   8     Beaufort County
LSC  37015      1996                   0     Bertie County
LSC  37015      2000                   3     Bertie County
LSC  37017      1996                   0     Bladen County
LSC  37017      2000                   3     Bladen County
LSC  37019      1996                  79     Brunswick County
LSC  37019      2000                  34     Brunswick County
LSC  37021      1996                 150     Buncombe County
LSC  37021      2000                  61     Buncombe County
LSC  37023      1996                  13     Burke County
LSC  37023      2000                  15     Burke County
LSC  37025      1996                 254     Cabarrus County
LSC  37025      2000                  44     Cabarrus County
LSC  37027      1996                  14     Caldwell County
LSC  37027      2000                  17     Caldwell County
LSC  37029      1996                   0     Camden County
LSC  37029      2000                   3     Camden County
LSC  37031      1996                 141     Carteret County
LSC  37031      2000                  31     Carteret County
LSC  37033      1996                   0     Caswell County
LSC  37033      2000                   3     Caswell County
LSC  37035      1996                 118     Catawba County
```

| | | | | |
|---|---|---|---|---|
| LSC | 37035 | 2000 | 55 | Catawba County |
| LSC | 37037 | 1996 | 43 | Chatham County |
| LSC | 37037 | 2000 | 12 | Chatham County |
| LSC | 37039 | 1996 | 0 | Cherokee County |
| LSC | 37039 | 2000 | 7 | Cherokee County |
| LSC | 37041 | 1996 | 0 | Chowan County |
| LSC | 37041 | 2000 | 3 | Chowan County |
| LSC | 37043 | 1996 | 0 | Clay County |
| LSC | 37043 | 2000 | 1 | Clay County |
| LSC | 37045 | 1996 | 59 | Cleveland County |
| LSC | 37045 | 2000 | 24 | Cleveland County |
| LSC | 37047 | 1996 | 0 | Columbus County |
| LSC | 37047 | 2000 | 11 | Columbus County |
| LSC | 37049 | 1996 | 97 | Craven County |
| LSC | 37049 | 2000 | 30 | Craven County |
| LSC | 37051 | 1996 | 271 | Cumberland County |
| LSC | 37051 | 2000 | 48 | Cumberland County |
| LSC | 37053 | 1996 | 37 | Currituck County |
| LSC | 37053 | 2000 | 5 | Currituck County |
| LSC | 37055 | 1996 | 35 | Dare County |
| LSC | 37055 | 2000 | 23 | Dare County |
| LSC | 37057 | 1996 | 79 | Davidson County |
| LSC | 37057 | 2000 | 30 | Davidson County |
| LSC | 37059 | 1996 | 0 | Davie County |
| LSC | 37059 | 2000 | 13 | Davie County |
| LSC | 37061 | 1996 | 17 | Duplin County |
| LSC | 37061 | 2000 | 8 | Duplin County |
| LSC | 37063 | 1996 | 273 | Durham County |
| LSC | 37063 | 2000 | 55 | Durham County |
| LSC | 37065 | 1996 | 26 | Edgecombe County |
| LSC | 37065 | 2000 | 13 | Edgecombe County |
| LSC | 37067 | 1996 | 396 | Forsyth County |
| LSC | 37067 | 2000 | 108 | Forsyth County |
| LSC | 37069 | 1996 | 24 | Franklin County |
| LSC | 37069 | 2000 | 9 | Franklin County |
| LSC | 37071 | 1996 | 166 | Gaston County |
| LSC | 37071 | 2000 | 57 | Gaston County |
| LSC | 37073 | 1996 | 0 | Gates County |
| LSC | 37073 | 2000 | 1 | Gates County |
| LSC | 37075 | 1996 | 0 | Graham County |
| LSC | 37075 | 2000 | 2 | Graham County |
| LSC | 37077 | 1996 | 67 | Granville County |
| LSC | 37077 | 2000 | 10 | Granville County |
| LSC | 37079 | 1996 | 0 | Greene County |
| LSC | 37079 | 2000 | 3 | Greene County |
| LSC | 37081 | 1996 | 951 | Guilford County |
| LSC | 37081 | 2000 | 159 | Guilford County |
| LSC | 37083 | 1996 | 0 | Halifax County |
| LSC | 37083 | 2000 | 10 | Halifax County |
| LSC | 37085 | 1996 | 112 | Harnett County |
| LSC | 37085 | 2000 | 25 | Harnett County |
| LSC | 37087 | 1996 | 27 | Haywood County |
| LSC | 37087 | 2000 | 14 | Haywood County |
| LSC | 37089 | 1996 | 128 | Henderson County |
| LSC | 37089 | 2000 | 30 | Henderson County |
| LSC | 37091 | 1996 | 0 | Hertford County |
| LSC | 37091 | 2000 | 5 | Hertford County |
| LSC | 37093 | 1996 | 0 | Hoke County |
| LSC | 37093 | 2000 | 3 | Hoke County |
| LSC | 37095 | 1996 | 0 | Hyde County |
| LSC | 37095 | 2000 | 1 | Hyde County |

| | | | | |
|---|---|---|---|---|
| LSC | 37097 | 1996 | 0 | Iredell County |
| LSC | 37097 | 2000 | 45 | Iredell County |
| LSC | 37099 | 1996 | 24 | Jackson County |
| LSC | 37099 | 2000 | 12 | Jackson County |
| LSC | 37101 | 1996 | 194 | Johnston County |
| LSC | 37101 | 2000 | 33 | Johnston County |
| LSC | 37103 | 1996 | 0 | Jones County |
| LSC | 37103 | 2000 | 2 | Jones County |
| LSC | 37105 | 1996 | 62 | Lee County |
| LSC | 37105 | 2000 | 17 | Lee County |
| LSC | 37107 | 1996 | 59 | Lenoir County |
| LSC | 37107 | 2000 | 17 | Lenoir County |
| LSC | 37109 | 1996 | 50 | Lincoln County |
| LSC | 37109 | 2000 | 14 | Lincoln County |
| LSC | 37111 | 1996 | 0 | Mcdowell County |
| LSC | 37111 | 2000 | 7 | Mcdowell County |
| LSC | 37113 | 1996 | 43 | Macon County |
| LSC | 37113 | 2000 | 18 | Macon County |
| LSC | 37115 | 1996 | 0 | Madison County |
| LSC | 37115 | 2000 | 2 | Madison County |
| LSC | 37117 | 1996 | 1 | Martin County |
| LSC | 37117 | 2000 | 4 | Martin County |
| LSC | 37119 | 1996 | 1979 | Mecklenburg County |
| LSC | 37119 | 2000 | 240 | Mecklenburg County |
| LSC | 37121 | 1996 | 0 | Mitchell County |
| LSC | 37121 | 2000 | 3 | Mitchell County |
| LSC | 37123 | 1996 | 4 | Montgomery County |
| LSC | 37123 | 2000 | 5 | Montgomery County |
| LSC | 37125 | 1996 | 137 | Moore County |
| LSC | 37125 | 2000 | 50 | Moore County |
| LSC | 37127 | 1996 | 74 | Nash County |
| LSC | 37127 | 2000 | 21 | Nash County |
| LSC | 37129 | 1996 | 267 | New Hanover County |
| LSC | 37129 | 2000 | 75 | New Hanover County |
| LSC | 37131 | 1996 | 0 | Northampton County |
| LSC | 37131 | 2000 | 1 | Northampton County |
| LSC | 37133 | 1996 | 76 | Onslow County |
| LSC | 37133 | 2000 | 27 | Onslow County |
| LSC | 37135 | 1996 | 163 | Orange County |
| LSC | 37135 | 2000 | 24 | Orange County |
| LSC | 37137 | 1996 | 0 | Pamlico County |
| LSC | 37137 | 2000 | 1 | Pamlico County |
| LSC | 37139 | 1996 | 26 | Pasquotank County |
| LSC | 37139 | 2000 | 10 | Pasquotank County |
| LSC | 37141 | 1996 | 61 | Pender County |
| LSC | 37141 | 2000 | 9 | Pender County |
| LSC | 37143 | 1996 | 0 | Perquimans County |
| LSC | 37143 | 2000 | 2 | Perquimans County |
| LSC | 37145 | 1996 | 29 | Person County |
| LSC | 37145 | 2000 | 13 | Person County |
| LSC | 37147 | 1996 | 73 | Pitt County |
| LSC | 37147 | 2000 | 26 | Pitt County |
| LSC | 37149 | 1996 | 0 | Polk County |
| LSC | 37149 | 2000 | 5 | Polk County |
| LSC | 37151 | 1996 | 63 | Randolph County |
| LSC | 37151 | 2000 | 31 | Randolph County |
| LSC | 37153 | 1996 | 21 | Richmond County |
| LSC | 37153 | 2000 | 5 | Richmond County |
| LSC | 37155 | 1996 | 0 | Robeson County |
| LSC | 37155 | 2000 | 15 | Robeson County |
| LSC | 37157 | 1996 | 0 | Rockingham County |

| | | | | |
|---|---|---|---|---|
| LSC | 37157 | 2000 | 19 | Rockingham County |
| LSC | 37159 | 1996 | 83 | Rowan County |
| LSC | 37159 | 2000 | 29 | Rowan County |
| LSC | 37161 | 1996 | 14 | Rutherford County |
| LSC | 37161 | 2000 | 12 | Rutherford County |
| LSC | 37163 | 1996 | 19 | Sampson County |
| LSC | 37163 | 2000 | 10 | Sampson County |
| LSC | 37165 | 1996 | 21 | Scotland County |
| LSC | 37165 | 2000 | 9 | Scotland County |
| LSC | 37167 | 1996 | 61 | Stanly County |
| LSC | 37167 | 2000 | 12 | Stanly County |
| LSC | 37169 | 1996 | 32 | Stokes County |
| LSC | 37169 | 2000 | 6 | Stokes County |
| LSC | 37171 | 1996 | 163 | Surry County |
| LSC | 37171 | 2000 | 23 | Surry County |
| LSC | 37173 | 1996 | 0 | Swain County |
| LSC | 37173 | 2000 | 3 | Swain County |
| LSC | 37175 | 1996 | 53 | Transylvania County |
| LSC | 37175 | 2000 | 10 | Transylvania County |
| LSC | 37177 | 1996 | 0 | Tyrrell County |
| LSC | 37177 | 2000 | 0 | Tyrrell County |
| LSC | 37179 | 1996 | 272 | Union County |
| LSC | 37179 | 2000 | 72 | Union County |
| LSC | 37181 | 1996 | 0 | Vance County |
| LSC | 37181 | 2000 | 8 | Vance County |
| LSC | 37183 | 1996 | 1434 | Wake County |
| LSC | 37183 | 2000 | 286 | Wake County |
| LSC | 37185 | 1996 | 0 | Warren County |
| LSC | 37185 | 2000 | 2 | Warren County |
| LSC | 37187 | 1996 | 0 | Washington County |
| LSC | 37187 | 2000 | 2 | Washington County |
| LSC | 37189 | 1996 | 29 | Watauga County |
| LSC | 37189 | 2000 | 16 | Watauga County |
| LSC | 37191 | 1996 | 94 | Wayne County |
| LSC | 37191 | 2000 | 20 | Wayne County |
| LSC | 37193 | 1996 | 60 | Wilkes County |
| LSC | 37193 | 2000 | 17 | Wilkes County |
| LSC | 37195 | 1996 | 111 | Wilson County |
| LSC | 37195 | 2000 | 24 | Wilson County |
| LSC | 37197 | 1996 | 16 | Yadkin County |
| LSC | 37197 | 2000 | 8 | Yadkin County |
| LSC | 37199 | 1996 | 42 | Yancey County |
| LSC | 37199 | 2000 | 9 | Yancey County |

/END/

## 5.6 NONROAD2002 MODEL – OPTION FILES

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-----------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                 Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                 Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                 Valid responses are: WEEKDAY and WEEKEND
-----------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2000
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-----------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
```

```
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------
```

REGION PACKET

This is the packet that defines the region for which emissions are to be estimated.

The first record tells the type of region and allocation to perform.

Valid responses are:

US TOTAL - emissions are for entire USA without state breakout.

50STATE - emissions are for all 50 states and Washington D.C., by state.

STATE - emissions are for a select group of states and are state-level estimates

COUNTY - emissions are for a select group of counties and are county level estimates. If necessary, allocation from state to county will be performed.

SUBCOUNTY - emissions are for the specified sub counties and are subcounty level estimates. If necessary, county to subcounty allocation will be performed.

The remaining records define the regions to be included. The type of data which must be specified depends on the region level.

US TOTAL - Nothing needs to be specified. The FIPS code 00000 is used automatically.

50STATE - Nothing needs to be specified. The FIPS code 00000 is used automatically.

STATE - state FIPS codes

COUNTY - state or county FIPS codes. State FIPS code means include all counties in the

```
              state.

SUBCOUNTY  -  county FIPS code and subregion code.
-------------------------------------------------------
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/

-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2000.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2000.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2000.eps
/END/

-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

POPULATION FILE    : c:\nonroad\data\POP\MI.POP


-------------------------------------------------------
This is the packet that defines the growth files
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
```

```
/END/

-------------------------------------------------------
This is the packet that defines the spatial
allocation files read by the model.
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate

/STAGE II/
Control Factor     : 0
/END/
```

```
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
by-model-year out  : C:\nonroad\outputs\template.bmy
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-------------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                  Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                  Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                  Valid responses are: WEEKDAY and WEEKEND
-------------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2004
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-------------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
```

```
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------
```

REGION PACKET

This is the packet that defines the region for which emissions are to be estimated.

The first record tells the type of region and allocation to perform.

Valid responses are:

US TOTAL - emissions are for entire USA without state breakout.

50STATE - emissions are for all 50 states and Washington D.C., by state.

STATE - emissions are for a select group of states and are state-level estimates

COUNTY - emissions are for a select group of counties and are county level estimates. If necessary, allocation from state to county will be performed.

SUBCOUNTY - emissions are for the specified sub counties and are subcounty level estimates. If necessary, county to subcounty allocation will be performed.

The remaining records define the regions to be included. The type of data which must be specified depends on the region level.

US TOTAL - Nothing needs to be specified. The FIPS code 00000 is used automatically.

50STATE - Nothing needs to be specified. The FIPS code 00000 is used automatically.

STATE - state FIPS codes

COUNTY - state or county FIPS codes. State FIPS code means include all counties in the state.

SUBCOUNTY - county FIPS code and subregion code.

```
-------------------------------------------------------
```

```
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/

-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed.
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2004.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2004.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2004.eps
/END/
-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

POPULATION FILE    : c:\nonroad\data\POP\MI.POP


-------------------------------------------------------
This is the packet that defines the growth files
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
/END/

-------------------------------------------------------
This is the packet that defines the spatial
allocation files read by the model.
```

```
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate

/STAGE II/
Control Factor     : 0
/END/
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
by-model-year out  : C:\nonroad\outputs\template.bmy
```

```
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-------------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                  Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                  Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                  Valid responses are: WEEKDAY and WEEKEND
-------------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2007
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-------------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
```

```
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------

                  REGION PACKET

This is the packet that defines the region for which
emissions are to be estimated.

The first record tells the type of region and
allocation to perform.

Valid responses are:
US TOTAL   -  emissions are for entire USA without state
              breakout.

50STATE    -  emissions are for all 50 states
              and Washington D.C., by state.

STATE      -  emissions are for a select group of states
              and are state-level estimates

COUNTY     -  emissions are for a select group of counties
              and are county level estimates.  If necessary,
              allocation from state to county will be performed.

SUBCOUNTY  -  emissions are for the specified sub counties
              and are subcounty level estimates.  If necessary,
              county to subcounty allocation will be performed.

The remaining records define the regions to be included.
The type of data which must be specified depends on the
region level.

US TOTAL   -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

50STATE    -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

STATE      -  state FIPS codes

COUNTY     -  state or county FIPS codes.  State FIPS
              code means include all counties in the
              state.

SUBCOUNTY  -  county FIPS code and subregion code.
-------------------------------------------------------
```

```
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/

-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed.
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2007.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2007.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2007.eps
/END/
-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

POPULATION FILE    : c:\nonroad\data\POP\MI.POP


-------------------------------------------------------
This is the packet that defines the growth files
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
/END/

-------------------------------------------------------
This is the packet that defines the spatial
allocation files read by the model.
```

```
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate

/STAGE II/
Control Factor     : 0
/END/
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
by-model-year out  : C:\nonroad\outputs\template.bmy
```

```
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-------------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                  Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                  Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                  Valid responses are: WEEKDAY and WEEKEND
-------------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2010
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-------------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
```

```
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------

                  REGION PACKET

This is the packet that defines the region for which
emissions are to be estimated.

The first record tells the type of region and
allocation to perform.

Valid responses are:
US TOTAL   -  emissions are for entire USA without state
              breakout.

50STATE    -  emissions are for all 50 states
              and Washington D.C., by state.

STATE      -  emissions are for a select group of states
              and are state-level estimates

COUNTY     -  emissions are for a select group of counties
              and are county level estimates.  If necessary,
              allocation from state to county will be performed.

SUBCOUNTY  -  emissions are for the specified sub counties
              and are subcounty level estimates.  If necessary,
              county to subcounty allocation will be performed.

The remaining records define the regions to be included.
The type of data which must be specified depends on the
region level.

US TOTAL   -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

50STATE    -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

STATE      -  state FIPS codes

COUNTY     -  state or county FIPS codes.  State FIPS
              code means include all counties in the
              state.

SUBCOUNTY  -  county FIPS code and subregion code.
-------------------------------------------------------
```

```
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/

-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed.
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2010.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2010.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2010.eps
/END/
-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

POPULATION FILE    : c:\nonroad\data\POP\MI.POP


-------------------------------------------------------
This is the packet that defines the growth files
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
/END/

-------------------------------------------------------
This is the packet that defines the spatial
allocation files read by the model.
```

```
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate

/STAGE II/
Control Factor     : 0
/END/
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
by-model-year out  : C:\nonroad\outputs\template.bmy
```

```
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-------------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                  Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                  Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                  Valid responses are: WEEKDAY and WEEKEND
-------------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2012
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-------------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
```

```
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------

                  REGION PACKET

This is the packet that defines the region for which
emissions are to be estimated.

The first record tells the type of region and
allocation to perform.

Valid responses are:
US TOTAL   -  emissions are for entire USA without state
              breakout.

50STATE    -  emissions are for all 50 states
              and Washington D.C., by state.

STATE      -  emissions are for a select group of states
              and are state-level estimates

COUNTY     -  emissions are for a select group of counties
              and are county level estimates.  If necessary,
              allocation from state to county will be performed.

SUBCOUNTY  -  emissions are for the specified sub counties
              and are subcounty level estimates.  If necessary,
              county to subcounty allocation will be performed.

The remaining records define the regions to be included.
The type of data which must be specified depends on the
region level.

US TOTAL   -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

50STATE    -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

STATE      -  state FIPS codes

COUNTY     -  state or county FIPS codes.  State FIPS
              code means include all counties in the
              state.

SUBCOUNTY  -  county FIPS code and subregion code.
-------------------------------------------------------
```

```
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/

-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed.
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2012.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2012.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2012.eps
/END/

-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

POPULATION FILE    : c:\nonroad\data\POP\MI.POP


-------------------------------------------------------
This is the packet that defines the growth files
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
/END/

-------------------------------------------------------
This is the packet that defines the spatial
```

```
allocation files read by the model.
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate

/STAGE II/
Control Factor     : 0
/END/
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
```

```
by-model-year out  : C:\nonroad\outputs\template.bmy
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

```
Written by Nonroad interface at 7/8/2003 8:29:15 PM
This is the options file for the NONROAD program.
The data is sperated into "packets" bases on common
information.  Each packet is specified by an
identifier and a terminator. Any notes or descriptions
can be placed between the data packets.

10/8/1999 changed default RVP from 9.0 to 8.0

-------------------------------------------------------

                  PERIOD PACKET

This is the packet that defines the period for
which emissions are to be estimated.  The order of the
records matter.  The selection of certain parameters
will cause some of the record that follow to be ignored.
The order of the records is as follows:

1  - Char 10  - Period type for this simulation.
                  Valid responses are: ANNUAL, SEASONAL, and MONTHLY
2  - Char 10  - Type of inventory produced.
                  Valid responses are: TYPICAL DAY and PERIOD TOTAL
3  - Integer  - year of episode (4 digit year)
4  - Char 10  - Month of episode (use complete name of month)
5  - Char 10  - Type of day
                  Valid responses are: WEEKDAY and WEEKEND
-------------------------------------------------------
/PERIOD/
Period type        : Monthly
Summation type     : Typical day
Year of episode    : 2015
Season of year     :
Month of year      : July
Weekday or weekend : Weekday
/END/

-------------------------------------------------------

                  OPTIONS PACKET

This is the packet that defines some of the user
options that drive the model.  Most parameters are
used to make episode specific emission factor
adjustments. The order of the records is fixed.
The order is as follows.

1  -  Char 80  - First title on reports
2  -  Char 80  - Second title on reports
3  -  Real 10  - Fuel RVP of gasoline for this simulation
4  -  Real 10  - Oxygen weight percent of gasoline for simulation
5  -  Real 10  - Percent sulfur for gasoline
6  -  Real 10  - Percent sulfur for diesel
7  -  Real 10  - Percent sulfur for LPG/CNG
8  -  Real 10  - Minimum daily temperature (deg. F)
9  -  Real 10  - maximum daily temperature (deg. F)
10 -  Real 10  - Representative average daily temperature (deg. F)
11 -  Char 10  - Flag to determine if region is high altitude
                     Valid responses are: HIGH and LOW
12 -  Char 10  - Flag to determine if RFG adjustments are made
                     Valid responses are: YES and NO
```

```
-------------------------------------------------------
/OPTIONS/
Title 1            : 1hr maintenance plan
Title 2            :
Fuel RVP for gas   : 7.8
Oxygen Weight %    : 1.0
Gas sulfur %       : 0.034
Diesel sulfur %    : 0.3300
CNG/LPG sulfur %   : 0.003
Minimum temper. (F): 72
Maximum temper. (F): 97
Average temper. (F): 84
Altitude of region : LOW
/END/

-------------------------------------------------------

                  REGION PACKET

This is the packet that defines the region for which
emissions are to be estimated.

The first record tells the type of region and
allocation to perform.

Valid responses are:
US TOTAL   -  emissions are for entire USA without state
              breakout.

50STATE    -  emissions are for all 50 states
              and Washington D.C., by state.

STATE      -  emissions are for a select group of states
              and are state-level estimates

COUNTY     -  emissions are for a select group of counties
              and are county level estimates.  If necessary,
              allocation from state to county will be performed.

SUBCOUNTY  -  emissions are for the specified sub counties
              and are subcounty level estimates.  If necessary,
              county to subcounty allocation will be performed.

The remaining records define the regions to be included.
The type of data which must be specified depends on the
region level.

US TOTAL   -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

50STATE    -  Nothing needs to be specified.  The FIPS
              code 00000 is used automatically.

STATE      -  state FIPS codes

COUNTY     -  state or county FIPS codes.  State FIPS
              code means include all counties in the
              state.

SUBCOUNTY  -  county FIPS code and subregion code.
-------------------------------------------------------
```

```
/REGION/
Region Level       : COUNTY
Guilford County NC : 37081
Davidson County NC : 37057
Davie County NC    : 37059
Durham County NC   : 37063
Forsyth County NC  : 37067
Granville County NC: 37077
Wake County NC     : 37183
/END/


-------------------------------------------------------

                  SOURCE CATEGORY PACKET

This packet is used to tell the model which source
categories are to be processed.  It is optional.
If used, only those source categories list will
appear in the output data file.  If the packet is
not found, the model will process all source
categories in the population files.
-------------------------------------------------------
/SOURCE CATEGORY/
                   :2260000000
                   :2265000000
                   :2267000000
                   :2268000000
                   :2270000000
                   :2282000000
                   :2285000000
/END/


-------------------------------------------------------
 This is the packet that lists the names of output files
 and some of the input data files read by the model.  If
 a drive:\path\ is not given, the location of the
 NONROAD.EXE file itself is assumed.
-------------------------------------------------------
/RUNFILES/
ALLOC XREF         : c:\nonroad\data\allocate\allocate.xrf
ACTIVITY           : c:\nonroad\data\activity\activity.dat
TECHNOLOGY         : c:\nonroad\data\tech\tech.dat
SEASONALITY        : c:\nonroad\data\season\season.dat
REGIONS            : c:\nonroad\data\season\season.dat
MESSAGE            : d:\nonroa~1\modeld~1\mainte~1\nc2015.msg
OUTPUT DATA        : d:\nonroa~1\modeld~1\mainte~1\nc2015.out
EPS2 AMS           : d:\nonroa~1\modeld~1\mainte~1\nc2015.eps
/END/

-------------------------------------------------------
This is the packet that defines the equipment population
files read by the model.
-------------------------------------------------------
/POP FILES/
Population File    : c:\nonroad\data\pop\nc.pop
/END/

-------------------------------------------------------
This is the packet that defines the growth files
```

```
files read by the model.
-------------------------------------------------------
/GROWTH FILES/
National defaults  :C:\nonroad\data\growth\nation.grw
/END/

-------------------------------------------------------
This is the packet that defines the spatial
allocation files read by the model.
-------------------------------------------------------
/ALLOC FILES/
Air Transportation :c:\nonroad\data\allocate\nc_airtr.alo
Contruction empl.  :c:\nonroad\data\allocate\nc_const.alo
Havested Cropland  :c:\nonroad\data\allocate\nc_farms.alo
Family housing     :c:\nonroad\data\allocate\nc_house.alo
Logging empl.      :c:\nonroad\data\allocate\nc_loggn.alo
Metal mining empl. :c:\nonroad\data\allocate\nc_metal.alo
Manufacturing empl.:c:\nonroad\data\allocate\nc_mnfg.alo
Oil & Gas employees:c:\nonroad\data\allocate\nc_oil.alo
Census population  :c:\nonroad\data\allocate\nc_pop.alo
RV Park employees  :c:\nonroad\data\allocate\nc_rvprk.alo
Trucking Employess :c:\nonroad\data\allocate\nc_truck.alo
Surface water area :c:\nonroad\data\allocate\nc_water.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbr.alo
Allocation File    :c:\nonroad\data\allocate\nc_sbc.alo
Allocation File    :c:\nonroad\data\allocate\nc_snowm.alo
Allocation File    :c:\nonroad\data\allocate\nc_wob.alo
Allocation File    :c:\nonroad\data\allocate\nc_wib.alo
Allocation File    :c:\nonroad\data\allocate\nc_coal.alo
Golf Course estab. :c:\nonroad\data\allocate\nc_golf.alo
Landscape empl.    :c:\nonroad\data\allocate\nc_lscap.alo
Wholesale establis.:c:\nonroad\data\allocate\nc_holsl.alo
/END/

-------------------------------------------------------
This is the packet that defines the emssions factors
files read by the model.
-------------------------------------------------------
/EMFAC FILES/
THC exhaust        : c:\nonroad\data\emsfac\exhthc.emf
CO exhaust         : c:\nonroad\data\emsfac\exhco.emf
NOX exhaust        : c:\nonroad\data\emsfac\exhnox.emf
PM exhaust         : c:\nonroad\data\emsfac\exhpm.emf
BSFC               : c:\nonroad\data\emsfac\bsfc.emf
Crankcase          : c:\nonroad\data\emsfac\crank.emf
Spillage           : c:\nonroad\data\emsfac\spillage.emf
Diurnal            : c:\nonroad\data\emsfac\diurnal.emf
/END/

-------------------------------------------------------
This is the packet that defines the deterioration factors
files read by the model.
-------------------------------------------------------
/DETERIORATE FILES/
THC exhaust        : c:\nonroad\data\detfac\exhthc.det
CO exhaust         : c:\nonroad\data\detfac\exhco.det
NOX exhaust        : c:\nonroad\data\detfac\exhnox.det
PM exhaust         : c:\nonroad\data\detfac\exhpm.det
/END/

Optional Packets - Add initial slash "/" to activate
```

```
/STAGE II/
Control Factor     : 0
/END/
Enter percent control: 95 = 95% control = 0.05 x uncontrolled
Default should be zero control.

MODELYEAR OUT/
by-model-year out  : C:\nonroad\outputs\template.bmy
/END/

SI REPORT/
SI report file-CSV :C:\NONROAD\OUTPUTS\NRPOLLUT.CSV
/END/
```

## 5.7 AIRPORT INFORMATION

RALEIGH-DURHAM AIRPORT AUTHORITY
1000 Trade Drive • PO Box 80001 • RDU Airport, NC 27623
John C. Brantley, Airport Director
tel: (919) 840-2100 • fax: (919) 840-0175 • www.rdu.com

July 11, 2002

Mr. Don Evans, PhD, P.E.
North Carolina Division of Air Quality
1641 Mail Service Center
Raleigh, NC 27699-1641

Re: Aircraft Operations Data for Calendar Year 2000, Raleigh-Durham Durham Airport

Dear Mr. Evans:

Per your request, the Raleigh-Durham Airport Authority (Authority) provides aircraft operations data for the calendar year 2000. Please note the following.

1. The tabulated data is landings *only*. Therefore, to calculate the total operations at the Airport, multiply the number of landings by two (each landing has a corresponding takeoff).

2. General Aviation (GA) data is not available by individual aircraft type, although it is available for the GA category as a whole. Note that this information from FAA represents total operations, so it includes both landings and takeoffs.

Please call me at 840-2100, extension 238 if you have any questions about this data or need additional information.

Sincerely,

Miriam Gilkinson, P.E.
Environmental Manager

Enclosure

Members

DURHAM
Kenneth D. Gibbs, Sr., Chairman
Robert D. Teer, Jr.

RALEIGH
David T. Clancy, Vice-Chairman
Robert W. Winston

DURHAM COUNTY
W. Stephens Toler, Treasurer
Lionell Parker

WAKE COUNTY
J. Ray Sparrow, Secretary
R. David Lane

REPORTED AND OTHER AIR CARRIER JET LANDINGS 2000
RALEIGH-DURHAM INTERNATIONAL AIRPORT
COMPILED 02/18/02

| AIRLINE | AIRCRAFT TYPE | JAN 00 | FEB 00 | MAR 00 | APR 00 | MAY 00 | JUN 00 | JUL 00 | AUG 00 | SEP 00 | OCT 00 | NOV 00 | DEC 00 | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALL | | | | | | | | | | | | | | |
| | B-717-200 | 51 | 57 | 61 | 55 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 30 | 269 |
| | B-727-100 HUSH | 0 | 1 | 7 | 15 | 18 | 4 | 4 | 10 | 3 | 0 | 3 | 10 | 75 |
| | B-727-100 QF | 28 | 25 | 37 | 33 | 34 | 36 | 29 | 38 | 33 | 36 | 26 | 15 | 370 |
| | B-727-100 S RAIS | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| | B-727-100 DUGAN | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |
| | B-727-200 VALSAN | 0 | 0 | 1 | 0 | 1 | 9 | 1 | 3 | 0 | 2 | 0 | 0 | 17 |
| | B-727-200 L HUSH | 17 | 13 | 26 | 16 | 10 | 6 | 1 | 6 | 1 | 4 | 4 | 1 | 105 |
| | B-727-200 H HUSH | 65 | 94 | 124 | 83 | 94 | 96 | 101 | 109 | 68 | 89 | 137 | 181 | 1241 |
| | B-727-200 S RAIS | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| | B-727-200 I RAIS | 53 | 57 | 63 | 62 | 59 | 60 | 62 | 91 | 89 | 91 | 116 | 116 | 919 |
| | B-727-200 H RAIS | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 5 |
| | B-727-200 H DUGAN | 5 | 7 | 5 | 6 | 5 | 8 | 6 | 7 | 5 | 5 | 5 | 10 | 74 |
| | B-737-200 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | B-737-200 HUSH | 348 | 464 | 426 | 322 | 379 | 212 | 142 | 153 | 126 | 139 | 108 | 117 | 2936 |
| | B-737-300 | 475 | 476 | 615 | 674 | 686 | 629 | 630 | 657 | 695 | 731 | 624 | 612 | 7504 |
| | B-737-400 | 75 | 65 | 20 | 34 | 31 | 41 | 38 | 37 | 9 | 25 | 36 | 38 | 449 |
| | B-737-500 | 139 | 161 | 162 | 135 | 155 | 151 | 148 | 173 | 151 | 105 | 105 | 115 | 1700 |
| | B-737-700 | 125 | 239 | 265 | 288 | 292 | 258 | 265 | 275 | 263 | 390 | 397 | 577 | 3634 |
| | B-737-800 | 0 | 1 | 1 | 2 | 1 | 4 | 8 | 7 | 16 | 10 | 5 | 4 | 59 |
| | B-747-200 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| | B-757-200 | 255 | 286 | 307 | 324 | 310 | 298 | 311 | 235 | 274 | 272 | 233 | 216 | 3321 |
| | B-767-200 | 48 | 2 | 1 | 0 | 1 | 0 | 4 | 2 | 2 | 33 | 55 | 59 | 207 |
| | B-767-300 | 3 | 54 | 61 | 63 | 63 | 62 | 60 | 62 | 57 | 27 | 4 | 2 | 518 |
| | B-767-400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | B-777-200 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | MD-80 | 374 | 424 | 491 | 477 | 494 | 481 | 533 | 537 | 552 | 599 | 505 | 462 | 5929 |
| | MD-90 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | DC-8-50 QTV | 3 | 5 | 6 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | DC-8-61 HUSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| | DC-8-62 HUSH | 2 | 8 | 7 | 11 | 15 | 14 | 7 | 2 | 9 | 1 | 1 | 11 | 88 |
| | DC-8-63 HUSH | 13 | 18 | 11 | 9 | 6 | 15 | 13 | 31 | 17 | 19 | 20 | 6 | 178 |
| | DC-8-71 | 25 | 26 | 37 | 25 | 27 | 29 | 43 | 41 | 46 | 38 | 37 | 46 | 420 |
| | DC-8-72 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | DC-8-73 | 17 | 25 | 20 | 23 | 11 | 29 | 22 | 38 | 27 | 44 | 33 | 28 | 317 |
| | DC-9-10 HUSH | 52 | 50 | 60 | 49 | 48 | 52 | 48 | 51 | 53 | 48 | 34 | 37 | 582 |
| | DC-9-30 (C-9) | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| | DC-9-30 HUSH | 395 | 457 | 465 | 373 | 425 | 550 | 567 | 500 | 426 | 490 | 431 | 398 | 5477 |
| | DC-9-40 HUSH | 24 | 37 | 50 | 49 | 26 | 31 | 27 | 59 | 58 | 57 | 64 | 51 | 533 |
| | DC-9-50 HUSH | 76 | 26 | 29 | 51 | 106 | 85 | 82 | 75 | 58 | 52 | 72 | 76 | 788 |
| | DC-10-10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| | DC-10-30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| | KC-10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| | MD-11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | F-28-1000 | 82 | 101 | 107 | 54 | 116 | 157 | 168 | 179 | 154 | 144 | 141 | 120 | 1523 |
| | F-100 | 778 | 851 | 909 | 913 | 885 | 844 | 920 | 978 | 798 | 821 | 809 | 790 | 10296 |
| | A-300-600 | 14 | 15 | 5 | 26 | 24 | 12 | 8 | 21 | 13 | 33 | 2 | 17 | 190 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A-310 | 17 | 23 | 29 | 4 | 8 | 21 | 24 | 14 | 36 | 7 | 44 | 41 | 268 |
| A-319 | 167 | 187 | 202 | 132 | 199 | 188 | 150 | 145 | 228 | 266 | 280 | 266 | 2410 |
| A-320-200 | 30 | 62 | 127 | 98 | 26 | 61 | 84 | 86 | 60 | 59 | 40 | 44 | 777 |
| A-330-200 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| L-1011-100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| L-1011-200 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| CANADAIR RJ | 1761 | 1949 | 2293 | 2251 | 2336 | 2261 | 2329 | 2375 | 2308 | 2416 | 2350 | 2060 | 26689 |
| ERJ-135 | 2 | 0 | 6 | 2 | 20 | 21 | 24 | 28 | 30 | 33 | 33 | 32 | 231 |
| ERJ-145 | 101 | 99 | 116 | 141 | 126 | 140 | 169 | 147 | 128 | 160 | 165 | 260 | 1752 |
| AVRO RJ85 | 42 | 58 | 58 | 61 | 61 | 16 | 5 | 4 | 0 | 0 | 0 | 0 | 305 |
| 328JET | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 69 | 127 |
| BAC1-11-400 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| FALCON 20 | 0 | 2 | 1 | 1 | 3 | 2 | 4 | 0 | 7 | 5 | 4 | 4 | 33 |
| SABRE 40 (T-39) | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| SABRE 80 | 2 | 4 | 3 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 14 |
| HANSA HFB-320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| LEARJET 23/24/25 | 6 | 6 | 0 | 6 | 3 | 2 | 2 | 2 | 1 | 3 | 0 | 1 | 32 |
| LEARJET 35/36/C-21) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| CITATION V | 1 | 7 | 5 | 1 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 26 |
| BEECH 400 (T-1) | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 5 |
| C-141B | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| C-5 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| F-15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| F-18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| AV-8B | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| EA-6B | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| T-2C | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| T-37 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| T-38 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 5702 | 6447 | 7226 | 6876 | 7140 | 6890 | 7051 | 7189 | 6810 | 7256 | 6985 | 6930 | 82502 |

* TOTAL OPERATIONS = 2 * LANDINGS

REPORTED AND OTHER PROPELLER CARRIER LANDINGS 2000
RALEIGH-DURHAM INTERNATIONAL AIRPORT
COMPILED 02/07/02

| AIRLINE | AIRCRAFT TYPE | JAN 00 | FEB 00 | MAR 00 | APR 00 | MAY 00 | JUN 00 | JUL 00 | AUG 00 | SEP 00 | OCT 00 | NOV 00 | DEC 00 | TOTALS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALL | | | | | | | | | | | | | | |
| | EMBRAER EMB-110 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | EMBRAER EMB-120 | 27 | 25 | 28 | 23 | 24 | 38 | 23 | 24 | 6 | 0 | 0 | 0 | 218 |
| | BAE JETSTREAM 31 | 845 | 992 | 1040 | 921 | 943 | 903 | 912 | 975 | 901 | 974 | 945 | 929 | 11280 |
| | BAE JETSTREAM 41 | 240 | 294 | 330 | 303 | 322 | 291 | 316 | 287 | 315 | 382 | 290 | 313 | 3683 |
| | METRO III (C-26) | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| | SAAB 340 | 164 | 112 | 120 | 116 | 139 | 143 | 173 | 177 | 171 | 175 | 159 | 111 | 1760 |
| | FOKKER 27 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 5 | 17 | 17 | 14 | 57 |
| | DHC-8-100 (DASH 8) | 142 | 176 | 188 | 150 | 162 | 148 | 147 | 160 | 147 | 153 | 141 | 127 | 1841 |
| | DHC-8-200 (DASH 8) | 2 | 1 | 6 | 10 | 2 | 10 | 9 | 4 | 9 | 9 | 17 | 19 | 98 |
| | ATR 42 | 17 | 21 | 26 | 23 | 24 | 11 | 24 | 27 | 40 | 56 | 71 | 62 | 402 |
| | SHORTS 330 (C23) | 2 | 4 | 2 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| | CONVAIR 580 | 17 | 20 | 24 | 21 | 21 | 23 | 21 | 23 | 19 | 23 | 21 | 20 | 253 |
| | CONVAIR 640 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | BEECH 58 | 0 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| | BEECH 90 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | BEECH A95A | 0 | 1 | 4 | 0 | 11 | 11 | 13 | 8 | 15 | 15 | 6 | 13 | 97 |
| | BEECH 1900 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 5 |
| | CESSNA 208 | 41 | 42 | 46 | 44 | 44 | 42 | 43 | 42 | 43 | 45 | 49 | 66 | 547 |
| | CESSNA 402 | 13 | 42 | 46 | 40 | 46 | 44 | 42 | 46 | 42 | 44 | 44 | 42 | 491 |
| | PIPER PA-28-180 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | PIPER PA-31-350 | 17 | 0 | 1 | 0 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 30 |
| | PIPER PA-32-260 | 0 | 0 | 1 | 16 | 24 | 8 | 8 | 14 | 0 | 0 | 0 | 0 | 71 |
| | LOCKHEED C-130 | 3 | 2 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 9 | 1 | 1 | 22 |
| | LOCKHEED L-188 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | CASA C-212 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | MU-2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | C-12 (BEECH 200) | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| | DOUGLAS DC-3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| | T-34 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | TOTALS | 1532 | 1746 | 1877 | 1672 | 1778 | 1680 | 1737 | 1788 | 1715 | 1906 | 1762 | 1719 | 20912 |

* TOTAL OPERATIONS = 2 * LANDINGS

20 AIRCRAFT OPERATIONS

RALEIGH-DURHAM INTERNATIONAL AIRPORT
69800 RDU
STATISTIC 110 TO 139
2000 -- 2000

PAGE 1
RUN DATE 9/04/01

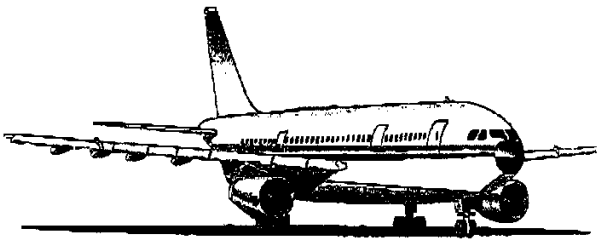
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2000 | | | | | | | | | | | | | |
| AIR CARRIER | 10518 | 11956 | 13316 | 12696 | 13183 | 12867 | 13210 | 13455 | 12723 | 13386 | 12768 | 12739 | 152,817 |
| AIR TAXI/COM | 5196 | 5996 | 6453 | 5758 | 6012 | 5728 | 5703 | 6081 | 5708 | 6381 | 6294 | 6124 | 71,434 |
| GA ITINERANT | 3608 | 5435 | 6053 | 5538 | 6022 | 5597 | 5077 | 5625 | 5570 | 7112 | 5811 | 4729 | 66,177 |
| GA LOCAL | 59 | 127 | 95 | 86 | 86 | 197 | 45 | 101 | 125 | 76 | 101 | 50 | 1,148 |
| ML ITINERANT | 182 | 334 | 392 | 216 | 425 | 435 | 336 | 374 | 322 | 367 | 334 | 182 | 3,899 |
| ML LOCAL | 48 | 141 | 106 | 74 | 159 | 195 | 65 | 171 | 49 | 68 | 88 | 40 | 1,204 |
| TOT OPERATNS | 19611 | 23989 | 26415 | 24368 | 25887 | 25019 | 24436 | 25807 | 24497 | 27390 | 25396 | 23864 | 296,679 |

GA = GENERAL AVIATION
ML = MILITARY

* AIR CARRIER AND AIR TAXI INCLUDE BOTH JETS AND PROPS. THE LANDING DATA BY TYPE BREAKS OUT JETS AND PROPS, SO THE TOTALS DON'T MATCH DIRECTLY.

* OPERATIONS = LANDINGS + TAKEOFFS

# PIEDMONT TRIAD AIRPORT AUTHORITY



Date: 8/1/02

To: Don Evans

From: Lisa Elmore

Pages to follow: 23

Comments: If you have any questions, please call.

Development Department
Post Office Box 35445
Greensboro, NC 27425
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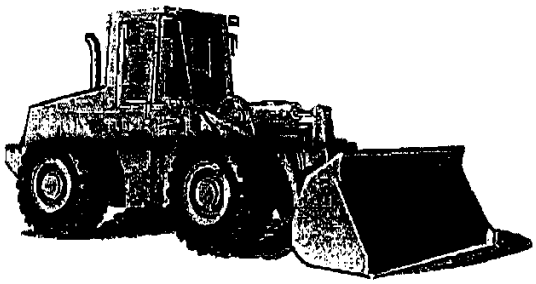

**AMERICAN AIRLINES NES**
**2000 YEARLY SUMMARY**

| | MD80/S80 130,000 | B727-200 150,000 | F100 81,000 | TOTAL |
|---|---|---|---|---|
| JANUARY | 0 | 0 | 62 | 62 |
| FEBRUARY | 0 | 0 | 58 | 58 |
| MARCH | 0 | 0 | 62 | 62 |
| APRIL | 0 | 0 | 60 | 60 |
| MAY | 0 | 0 | 62 | 62 |
| JUNE | 0 | 0 | 60 | 60 |
| JULY | 0 | 0 | 62 | 62 |
| AUGUST | 0 | 0 | 62 | 62 |
| SEPTEMBER | 0 | 0 | 60 | 60 |
| OCTOBER | 0 | 0 | 62 | 62 |
| NOVEMBER | 0 | 0 | 60 | 60 |
| DECEMBER | 0 | 0 | 62 | 62 |
| TOTAL | 0 | 0 | 732 | 732 |
| TOTAL | 0 | 0 | 59,292,000 | 59,292,000 |

**AMERICAN EAGLE AIRLINES**
**2000 YEARLY SUMMARY**

| FLIGHT #'S<br>POUNDAGE | ER3<br>39,683 | ER4<br>42,549 | TOTAL |
|---|---|---|---|
| JANUARY | 0 | 0 | 0 |
| FEBRUARY | 0 | 0 | 0 |
| MARCH | 0 | 0 | 0 |
| APRIL | 0 | 0 | 0 |
| MAY | 0 | 0 | 0 |
| JUNE | 0 | 0 | 0 |
| JULY | 0 | 0 | 0 |
| AUGUST | 85 | 0 | 85 |
| SEPTEMBER | 89 | 0 | 89 |
| OCTOBER | 86 | 0 | 86 |
| NOVEMBER | 86 | 0 | 86 |
| DECEMBER | 88 | 42 | 130 |
| TOTAL FLIGHTS | 434 | 42 | 476 |
| TOTAL LBS. | 17,222,422 | 1,787,058 | 19,009,480 |

**ATLANTIC COAST JET, INC.**
**2000 YEARLY SUMMARY**

| FLIGHT #'S<br>POUNDAGE | D328<br>31,724 | | TOTAL |
|---|---|---|---|
| JANUARY | 0 | | 0 |
| FEBRUARY | 0 | | 0 |
| MARCH | 0 | | 0 |
| APRIL | 0 | | 0 |
| MAY | 0 | | 0 |
| JUNE | 0 | | 0 |
| JULY | 0 | | 0 |
| AUGUST | 93 | | 93 |
| SEPTEMBER | 90 | | 90 |
| OCTOBER | 93 | | 93 |
| NOVEMBER | 0 | | 0 |
| DECEMBER | 0 | | 0 |
| TOTAL FLIGHTS | 276 | 0 | 276 |
| TOTAL LBS. | 8,755,824 | 0 | 8,755,824 |

**ATLANTIC SOUTHEAST**
**YEARLY SUMMARY - 2000**

| MONTH | ATR-2 47,100 | SF6 24,800 | CRJ 47,000 | TOTAL |
|---|---|---|---|---|
| JANUARY | 0 | 0 | 0 | 0 |
| FEBRUARY | 0 | 0 | 0 | 0 |
| MARCH | 0 | 0 | 64 | 64 |
| APRIL | 0 | 0 | 120 | 120 |
| MAY | 0 | 0 | 124 | 124 |
| JUNE | 0 | 0 | 120 | 120 |
| JULY | 0 | 0 | 90 | 90 |
| AUGUST | 0 | 0 | 0 | 0 |
| SEPTEMBER | 0 | 0 | 0 | 0 |
| OCTOBER | 0 | 0 | 0 | 0 |
| NOVEMBER | 0 | 0 | 124 | 124 |
| DECEMBER | | | | 0 |
| TOTAL FLIGHTS | 0 | 0 | 642 | 642 |
| TOTAL LBS. | 0 | 0 | 30,174,000 | 30,174,000 |

**AIRTRAN AIRLINES**
**2000 YEARLY SUMMARY**

| MONTH | 737-200 98,000 | 735 737-200 103,000 | DC - 9 99,000 | 717 110,000 | TOTALS |
|---|---|---|---|---|---|
| JANUARY | 0 | 0 | 93 | 31 | 124 |
| FEBRUARY | 0 | 0 | 87 | 29 | 116 |
| MARCH | 0 | 0 | 124 | 0 | 124 |
| APRIL | 0 | 0 | 115 | 0 | 115 |
| MAY | 0 | 0 | 124 | 0 | 124 |
| JUNE | 0 | 0 | 120 | 0 | 120 |
| JULY | 0 | 0 | 119 | 0 | 119 |
| AUGUST | 0 | 0 | 120 | 0 | 120 |
| SEPTEMBER | 0 | 0 | 115 | 0 | 115 |
| OCTOBER | 0 | 0 | 31 | 93 | 124 |
| NOVEMBER | 0 | 0 | 0 | 116 | 116 |
| DECEMBER | 0 | 0 | 0 | 119 | 119 |
| TOTAL FLIGHTS | 0 | 0 | 1,048 | 388 | 1,436 |
| TOTAL LBS. | 0 | 0 | 103,752,000 | 42,680,000 | 146,432,000 |

ATLANTIC COAST AIRLINES
2000 YEARLY SUMMARY

| MONTH | J31 15,609 | J41 22,300 | J41 23,200 | J41 23,300 | EM 120 24,802 | DH8(100) 33,900 | DH8(300) 40,000 | CRJ 47,000 | TOTALS |
|---|---|---|---|---|---|---|---|---|---|
| JANUARY | 98 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 222 |
| FEBRUARY | 87 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 203 |
| MARCH | 93 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 217 |
| APRIL | 90 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 210 |
| MAY | 93 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 217 |
| JUNE | 90 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 210 |
| JULY | 93 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 217 |
| AUGUST | 124 | 0 | 0 | 93 | 0 | 0 | 0 | 0 | 217 |
| SEPTEMBER | 90 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 210 |
| OCTOBER | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 217 |
| NOVEMBER | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 210 |
| DECEMBER | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 217 |
| TOTAL FLIGHTS | 1,134 | 0 | 0 | 1,065 | 0 | 0 | 0 | 368 | 2,567 |
| TOTAL LBS. | 17,700,606 | 0 | 0 | 24,814,500 | 0 | 0 | 0 | 17,296,000 | 42,515,106 |

**AIRBORNE EXPRESS**
**2000 YEARLY SUMMARY**

| MONTH | DC9-31 98,100 | DC9-32 99,000 | DC9-32 101,000 | DC9-41 101,000 | DC9-41 102,000 | DC8-61 240,000 | DC8-62 240,000 | DC8-63 245,000 | DC8-63 258,000 | DC8-63 265,000 | DC8-63 267,000 | B767 272,000 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JANUARY | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 0 | 4 | 0 | 1 | 0 | [redacted] |
| FEBRUARY | 0 | 0 | 0 | 0 | 37 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | [redacted] |
| MARCH | 0 | 0 | 0 | 0 | 42 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | [redacted] |
| APRIL | 0 | 0 | 0 | 0 | 38 | 5 | 0 | 0 | 1 | 1 | 1 | 0 | [redacted] |
| MAY | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 0 | 2 | 0 | 1 | 0 | [redacted] |
| JUNE | 1 | 0 | 0 | 39 | 0 | 4 | 0 | 0 | 3 | 0 | 1 | 1 | [redacted] |
| JULY | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | [redacted] |
| AUGUST | 0 | 0 | 0 | 0 | 41 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | [redacted] |
| SEPTEMBER | 0 | 0 | 1 | 0 | 38 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | [redacted] |
| OCTOBER | 0 | 0 | 0 | 0 | 38 | 5 | 0 | 0 | 3 | 0 | 1 | 0 | [redacted] |
| NOVEMBER | 0 | 0 | 0 | 0 | 38 | 1 | 0 | 0 | 4 | 0 | 1 | 2 | [redacted] |
| DECEMBER | 0 | 2 | 0 | 0 | 34 | 2 | 1 | 0 | 0 | 1 | 2 | 2 | [redacted] |
| TOTAL FGHTS | 1 | 2 | 1 | 39 | 414 | 32 | 1 | 2 | 30 | 3 | 13 | 14 | [redacted] |
| TOTAL LBS. | 98,100 | 198,000 | 101,000 | 3,939,000 | 42,228,000 | 7,680,000 | 240,000 | 490,000 | 7,740,000 | 795,000 | 3,471,000 | 3,808,000 | 70,78[redacted] |

**COMAIR**
**2000 - YEARLY SUMMARY**

| MONTH | SF6 26,500 | JET 47,000 | BRAZ 24,800 | TOTAL |
|---|---|---|---|---|
| JANUARY | 0 | 93 | 0 | 93 |
| FEBRUARY | 0 | 87 | 0 | 87 |
| MARCH | 0 | 93 | 0 | 93 |
| APRIL | 0 | 90 | 0 | 90 |
| MAY | 0 | 93 | 0 | 93 |
| JUNE | 0 | 90 | 0 | 90 |
| JULY | 0 | 93 | 0 | 93 |
| AUGUST | 0 | 93 | 0 | 93 |
| SEPTEMBER | 0 | 90 | 0 | 90 |
| OCTOBER | 0 | 191 | 0 | 191 |
| NOVEMBER | 0 | 184 | 0 | 184 |
| DECEMBER | 0 | 217 | 0 | 217 |
| TOTAL FLIGHTS | 0 | 1414 | 0 | 1414 |
| TOTAL LBS. | 0 | 66,458,000 | 0 | 66,458,000 |

**COMMUTAIR, INC.**
**YEARLY SUMMARY - 2000**

| MONTH | BE1 15,950 | TOTAL |
|---|---|---|
| JANUARY | 140 | 140 |
| FEBRUARY | 133 | 133 |
| MARCH | 139 | 139 |
| APRIL | 102 | 102 |
| MAY | 108 | 108 |
| JUNE | 104 | 104 |
| JULY | 106 | 106 |
| AUGUST | 112 | 112 |
| SEPTEMBER | 77 | 77 |
| OCTOBER | 106 | 106 |
| NOVEMBER | 104 | 104 |
| DECEMBER | 104 | 104 |
| TOTAL FLIGHTS | 1335 | 1335 |
| TOTAL LBS. | 21,293,250 | 21,293,250 |

YEARLY SUMMARY - 2000

CONTINENTAL EXPRESS

| FLIGHT #'S | ERJ | EM2/BRAZ | EM2/BRAZ | AT3 | ER3/LR1 | TOTAL |
|---|---|---|---|---|---|---|
| POUNDAGE | 41,230 | 24,800 | 25,794 | 36,160 | 39,683 | |
| JANUARY | 0 | 60 | 0 | 0 | 0 | 60 |
| FEBRUARY | 0 | 0 | 54 | 0 | 0 | 54 |
| MARCH | 0 | 0 | 58 | 0 | 0 | 58 |
| APRIL | 0 | 0 | 25 | 55 | 0 | 80 |
| MAY | 0 | 0 | 24 | 53 | 0 | 77 |
| JUNE | 0 | 0 | 26 | 57 | 0 | 83 |
| JULY | 0 | 0 | 52 | 31 | 0 | 83 |
| AUGUST | 0 | 0 | 58 | 27 | 0 | 85 |
| SEPTEMBER | 15 | 0 | 56 | 25 | 0 | 96 |
| OCTOBER | 12 | 0 | 0 | 84 | 0 | 96 |
| NOVEMBER | 0 | 0 | 0 | 60 | 12 | 72 |
| DECEMBER | 0 | 0 | 0 | 62 | 15 | 77 |
| TOTAL FLIGHTS | 27 | 60 | 353 | 454 | 27 | 921 |
| TOTAL LBS. | 1,113,210 | 1,488,000 | 9,105,282 | 16,416,640 | 1,071,441 | 29,194,573 |

2000 YEARLY
SUMMARY
CONTINENTAL

| FLIGHT #'S | M81/73G | 737 | 733/73R | 735 | 738 | TOTAL |
|---|---|---|---|---|---|---|
| POUNDAGE | 128,000 | 95,000 | 114,000 | 98,000 | 144,000 | |
| JANUARY | 26 | 0 | 0 | 146 | 0 | 172 |
| FEBRUARY | 29 | 0 | 0 | 137 | 0 | 166 |
| MARCH | 31 | 0 | 0 | 147 | 0 | 178 |
| APRIL | 25 | 2 | 3 | 129 | 1 | 160 |
| MAY | 23 | 0 | 31 | 120 | 0 | 174 |
| JUNE | 22 | 0 | 29 | 111 | 0 | 162 |
| JULY | 21 | 0 | 5 | 145 | 0 | 171 |
| AUGUST | 23 | 0 | 0 | 147 | 0 | 170 |
| SEPTEM | 21 | 0 | 0 | 160 | 0 | 181 |
| OCTOBER | 0 | 0 | 27 | 165 | 0 | 192 |
| NOVEMBER | 0 | 0 | 0 | 186 | 0 | 186 |
| DECEMBER | 0 | 0 | 187 | 0 | 0 | 374 |
| TOTAL FLTS | 221 | 2 | 282 | 1,593 | 1 | 2,288 |
| TOTAL LBS. | 28,288,000 | 190,000 | 32,148,000 | 156,114,000 | 144,000 | 219,988,200 |

**DELTA AIRLINES**
**2000 YEARLY SUMMARY**

| FLIGHT # | MD80 | 73S-737S | B737 | 727 | |
|---|---|---|---|---|---|
| POUNDAGE | 130,000 | 95,000 | 95,000 | 142,500 | TOTAL |
| JANUARY | 124 | 0 | 93 | 155 | 372 |
| FEBRUARY | 116 | 0 | 87 | 145 | 348 |
| MARCH | 124 | 0 | 93 | 155 | 372 |
| APRIL | 120 | 0 | 90 | 150 | 360 |
| MAY | 124 | 0 | 93 | 155 | 372 |
| JUNE | 120 | 0 | 90 | 150 | 360 |
| JULY | 124 | 0 | 93 | 155 | 372 |
| AUGUST | 155 | 93 | 0 | 124 | 372 |
| SEPTEMBER | 120 | 150 | 0 | 90 | 360 |
| OCTOBER | 124 | 62 | 0 | 186 | 372 |
| NOVEMBER | 120 | 60 | 0 | 180 | 360 |
| DECEMBER | 186 | 0 | 0 | 155 | 341 |
| TOTALS FLIGHTS | 1557 | 365 | 639 | 1800 | 4361 |
| TOTALS LBS. | 202,410,000 | 34,675,000 | 60,705,000 | 256,500,000 | 554,290,000 |

FEDERAL EXPRESS
2000 YEARLY SUMMARY

| MONTH | 727-100 137,500 | 727-100 140,000 | 727-100 142,500 | 727-200 161,000 | 727-200 164,000 | 727-200 166,000 | A-300 308,650 | A-310 261,200 | A-310 267,900 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| JANUARY | 6 | 0 | 2 | 9 | 17 | 0 | 1 | 12 | 4 | 51 |
| FEBRUARY | 6 | 1 | 0 | 15 | 10 | 0 | 0 | 7 | 10 | 49 |
| MARCH | 7 | 0 | 1 | 13 | 12 | 2 | 0 | 4 | 16 | 55 |
| APRIL | 8 | 3 | 0 | 6 | 10 | 2 | 0 | 2 | 17 | 48 |
| MAY | 8 | 1 | 0 | 17 | 6 | 1 | 1 | 10 | 8 | 52 |
| JUNE | 8 | 1 | 3 | 12 | 10 | 0 | 0 | 3 | 19 | 56 |
| JULY | 10 | 3 | 1 | 13 | 8 | 1 | 1 | 6 | 10 | 53 |
| AUGUST | 5 | 2 | 2 | 13 | 13 | 0 | 1 | 8 | 12 | 56 |
| SEPTEMBER | 5 | 3 | 3 | 19 | 6 | 1 | 0 | 5 | 12 | 54 |
| OCTOBER | 7 | 5 | 0 | 15 | 8 | 1 | 0 | 0 | 18 | 54 |
| NOVEMBER | 3 | 1 | 1 | 12 | 11 | 1 | 1 | 7 | 12 | 49 |
| DECEMBER | 2 | 0 | 1 | 5 | 2 | 1 | 8 | 23 | 11 | 53 |
| TOTAL FLIGHTS | 75 | 20 | 14 | 149 | 113 | 10 | 13 | 87 | 149 | [illegible] |
| TOTAL LBS. | 10,312,500 | 2,800,000 | 1,995,000 | 23,989,000 | 18,532,000 | 1,660,000 | 4,012,450 | 22,724,400 | 39,917,100 | 125,94[illegible] |

**MESA AIRLINES**
**2000 YEARLY SUMMARY**

| FLIGHT #'S<br>POUNDAGE | CRJ<br>42,549 | | TOTAL |
|---|---|---|---|
| JANUARY | 0 | | 0 |
| FEBRUARY | 0 | | 0 |
| MARCH | 0 | | 0 |
| APRIL | 0 | | 0 |
| MAY | 0 | | 0 |
| JUNE | 0 | | 0 |
| JULY | 0 | | 0 |
| AUGUST | 63 | | 63 |
| SEPTEMBER | 82 | | 82 |
| OCTOBER | 84 | | 84 |
| NOVEMBER | 82 | | 82 |
| DECEMBER | 114 | | 114 |
| TOTAL FLIGHTS | 425 | 0 | 425 |
| TOTAL LBS. | 18,083,325 | 0 | 18,083,325 |

**MOUNTAIN AIR CARGO**
**YEARLY SUMMARY - 2000**

| FLIGHT #'S<br>POUNDAGE | C208<br>7,800 | C208<br>8,500 | S330<br>22,600 | F27<br>42,000 | TOTAL |
|---|---|---|---|---|---|
| JANUARY | 0 | 5 | 0 | 53 | 58 |
| FEBRUARY | 0 | 0 | 0 | 58 | 58 |
| MARCH | 0 | 50 | 0 | 65 | 115 |
| APRIL | 0 | 0 | 0 | 59 | 59 |
| MAY | 0 | 0 | 0 | 62 | 62 |
| JUNE | 0 | 0 | 0 | 64 | 64 |
| JULY | 0 | 0 | 0 | 53 | 53 |
| AUGUST | 0 | 1 | 0 | 67 | 68 |
| SEPTEMBER | 0 | 1 | 0 | 56 | 57 |
| OCTOBER | 0 | 1 | 0 | 59 | 60 |
| NOVEMBER | 0 | 3 | 0 | 59 | 62 |
| DECEMBER | 0 | 19 | 0 | 57 | 76 |
| TOTAL FLIGHTS | 0 | 80 | 0 | 712 | 792 |
| TOTAL LBS. | 0 | 680,000 | 0 | 29,904,000 | 30,584,000 |

**NORTHWEST AIRLINES**
**YEARLY SUMMARY - 2000**

| FLIGHT #'S<br>POUNDAGE | DC 9-30<br>99,000 | RJ85<br>85,000 | DC 9-10S<br>81,700 | TOTAL |
|---|---|---|---|---|
| JANUARY | 98 | 4 | 0 | 102 |
| FEBRUARY | 75 | 25 | 0 | 100 |
| MARCH | 81 | 27 | 0 | 108 |
| APRIL | 80 | 20 | 0 | 100 |
| MAY | 27 | 23 | 58 | 108 |
| JUNE | 0 | 52 | 52 | 104 |
| JULY | 0 | 52 | 52 | 104 |
| AUGUST | 0 | 54 | 54 | 108 |
| SEPTEMBER | 24 | 0 | 80 | 104 |
| OCTOBER | 0 | 58 | 53 | 111 |
| NOVEMBER | 0 | 22 | 86 | 108 |
| DECEMBER | 0 | 5 | 77 | 82 |
| TOTAL FLIGHTS | 385 | 342 | 512 | 1239 |
| TOTAL LBS. | 38,115,000 | 29,070,000 | 41,830,400 | 67,185,000 |

**PIEDMONT AIRLINES**
**2000 YEARLY SUMMARY**

| FLIGHT #'S<br>POUNDAGE | DH8<br>33,900 | | TOTAL |
|---|---|---|---|
| JANUARY | 272 | | 272 |
| FEBRUARY | 262 | | 262 |
| MARCH | 282 | | 282 |
| APRIL | 265 | | 265 |
| MAY | 282 | | 282 |
| JUNE | 272 | | 272 |
| JULY | 275 | | 275 |
| AUGUST | 282 | | 282 |
| SEPTEMBER | 244 | | 244 |
| OCTOBER | 253 | | 253 |
| NOVEMBER | 257 | | 257 |
| DECEMBER | 263 | | 263 |
| TOTAL FLIGHTS | 3209 | 0 | 3209 |
| TOTAL LBS. | 108,785,100 | 0 | 108,785,100 |

**PSA AIRLINES, INC.**
**YEARLY SUMMARY - 2000**

| MONTH | DO328 29,167 | TOTAL |
|---|---|---|
| JANUARY | 93 | 93 |
| FEBRUARY | 87 | 87 |
| MARCH | 93 | 93 |
| APRIL | 90 | 90 |
| MAY | 93 | 93 |
| JUNE | 90 | 90 |
| JULY | 93 | 93 |
| AUGUST | 90 | 90 |
| SEPTEMBER | 89 | 89 |
| OCTOBER | 120 | 120 |
| NOVEMBER | 120 | 120 |
| DECEMBER | 93 | 93 |
| TOTAL FLIGHTS | 1151 | 1151 |
| TOTAL LBS. | 33,571,217 | 33,571,217 |

**SHUTTLE AMERICA**
**YEARLY SUMMARY - 2000**

| MONTH | DH3 40,000 | TOTAL |
|---|---|---|
| JANUARY | 0 | 0 |
| FEBRUARY | 68 | 68 |
| MARCH | 124 | 124 |
| APRIL | 120 | 120 |
| MAY | 124 | 124 |
| JUNE | 90 | 90 |
| JULY | 82 | 82 |
| AUGUST | 85 | 85 |
| SEPTEMBER | 81 | 81 |
| OCTOBER | 75 | 75 |
| NOVEMBER | 74 | 74 |
| DECEMBER | 73 | 73 |
| TOTAL FLIGHTS | 996 | 996 |
| TOTAL LBS. | 39,840,000 | 39,840,000 |

**TRANS STATES AIRLINES -**
**YEARLY SUMMARY - 2000**

| MONTH | EM145 41,226 | TOTAL |
|---|---|---|
| JANUARY | 0 | 0 |
| FEBRUARY | 0 | 0 |
| MARCH | 0 | 0 |
| APRIL | 0 | 0 |
| MAY | 0 | 0 |
| JUNE | 0 | 0 |
| JULY | 0 | 0 |
| AUGUST | 0 | 0 |
| SEPTEMBER | 0 | 0 |
| OCTOBER | 0 | 0 |
| NOVEMBER | 0 | 0 |
| DECEMBER | 63 | 63 |
| TOTAL FLIGHTS | 63 | 63 |
| TOTAL LBS. | 2,597,238 | 2,597,238 |

**UNITED AIRLINES**
**YEARLY SUMMARY - 2000**

| FLIGHT NUMBERS<br>POUNDAGE | 727-222<br>150,000 | 737-200<br>98,100 | 737-100<br>137,500 | 737-300<br>114,000 | 737-500<br>110,000 | TOTAL |
|---|---|---|---|---|---|---|
| JANUARY | 0 | 31 | 0 | 0 | 93 | 124 |
| FEBRUARY | 0 | 53 | 0 | 12 | 51 | 116 |
| MARCH | 0 | 93 | 0 | 31 | 0 | 124 |
| APRIL | 0 | 60 | 30 | 30 | 0 | 120 |
| MAY | 0 | 31 | 31 | 62 | 0 | 124 |
| JUNE | 0 | 60 | 0 | 60 | 0 | 120 |
| JULY | 62 | 62 | 0 | 0 | 0 | 124 |
| AUGUST | 62 | 62 | 0 | 0 | 0 | 124 |
| SEPTEMBER | 0 | 90 | 0 | 0 | 30 | 120 |
| OCTOBER | 0 | 31 | 124 | 0 | 0 | 155 |
| NOVEMBER | 90 | 30 | 0 | 0 | 30 | 150 |
| DECEMBER | 93 | 31 | 0 | 0 | 31 | 155 |
| TOTAL FLIGHTS | 307 | 634 | 185 | 195 | 235 | 1556 |
| TOTAL LBS. | 46,050,000 | 62,195,400 | 25,437,500 | 22,230,000 | 25,850,000 | 181,762,900 |

**UNITED PARCEL SERVICE**
**YEARLY SUMMARY - 2000**

| FLIGHT NUMBERS<br>POUNDAGE | 757<br>210,000 | LEAR<br>11,500 | 727<br>142,500 | DC-871<br>258,000 | DC-873<br>275,000 | DC-767<br>326,000 | A-300<br>299,820 | TOTAL |
|---|---|---|---|---|---|---|---|---|
| JANUARY | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| FEBRUARY | 37 | 0 | 2 | 2 | 1 | 0 | 0 | 42 |
| MARCH | 42 | 1 | 1 | 0 | 0 | 0 | 0 | 44 |
| APRIL | 38 | 0 | 0 | 0 | 2 | 0 | 0 | 40 |
| MAY | 37 | 1 | 0 | 0 | 4 | 0 | 0 | 42 |
| JUNE | 36 | 2 | 0 | 4 | 1 | 0 | 0 | 43 |
| JULY | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| AUGUST | 38 | 0 | 0 | 7 | 2 | 0 | 0 | 47 |
| SEPTEMBER | 32 | 1 | 2 | 0 | 4 | 1 | 0 | 40 |
| OCTOBER | 33 | 6 | 1 | 4 | 3 | 0 | 0 | 47 |
| NOVEMBER | 37 | 0 | 0 | 0 | 1 | 0 | 0 | 38 |
| DECEMBER | 31 | 1 | 3 | 2 | 1 | 0 | 2 | 40 |
| TOTAL FLIGHTS | 431 | 12 | 9 | 19 | 19 | 1 | 2 | 493 |
| TOTAL LBS. | 90,510,000 | 138,000 | 1,282,500 | 4,902,000 | 5,225,000 | 326,000 | 599,640 | 102,983,140 |

US AIRWAYS

YEARLY SUMMARY - 2000

| FLIGHT # | B737-400 734/34N | B737-200 73L | B737-300 733 | DC-9-31 D93 | F-100 F10 | MD-80 M80 | TOTAL |
|---|---|---|---|---|---|---|---|
| POUNDAGE | 121,000 | 114,000 | 114,000 | 95,300 | 88,000 | 128,000 | |
| JANUARY | 0 | 5 | 109 | 99 | 248 | 0 | 461 |
| FEBRUARY | 0 | 1 | 83 | 59 | 210 | 0 | 436 |
| MARCH | 54 | 20 | 109 | 6 | 292 | 0 | 495 |
| APRIL | 31 | 50 | 129 | 0 | 270 | 0 | 480 |
| MAY | 83 | 68 | 95 | 0 | 245 | 0 | 491 |
| JUNE | 69 | 39 | 104 | 0 | 263 | 2 | 477 |
| JULY | 98 | 4 | 133 | 0 | 255 | 3 | 493 |
| AUGUST | 116 | 0 | 121 | 26 | 221 | 0 | 484 |
| SEPTEMBER | 126 | 0 | 164 | 23 | 156 | 0 | 469 |
| OCTOBER | 129 | 0 | 172 | 26 | 150 | 0 | 477 |
| NOVEMBER | 104 | 0 | 206 | 26 | 154 | 0 | 490 |
| DECEMBER | 57 | 0 | 145 | 67 | 238 | 0 | 507 |
| TOTAL FLIGHTS | 867 | 187 | 1,570 | 332 | 2,702 | 5 | 5,760 |
| TOTAL LBS. | 104,907,000 | 21,318,000 | 178,980,000 | 31,639,600 | 237,776,000 | 640,000 | 584,766,600 |

## 5.8 RAILROAD LOCOMOTIVE DATA

NORFOLK SOUTHERN

Norfolk Southern Corporation
Accounting Department
Three Commercial Place
Norfolk, Virginia 23510-2191

**M. A. Brummer**
Manager Operating Statistics
and Analysis
(757) 629-2764

August 9, 2002

Don Evans, Ph.D., PE
Planning Section
State of North Carolina
1641 Mail Service Center
Raleigh, North Carolina 27699-1641

Dear Dr. Evans:

In response to your letter of July 15 requesting information for your air quality modeling, the following information is furnished for the year 2000:

System-wide statistics:

1. Total gross ton miles (000s) (Schedule 755, line 104): 409,430,851.
2. Diesel oil consumption – freight engines (Schedule 750, line 1): 476,991,654.
3. Diesel oil consumption – yard engines (Schedule 750, line 3): 40,630,632.

State statistics:

1. See attachment 1 for GTMs for each rail segment in North Carolina.
2. See attachment 2 for the miles of operable track in each county in North Carolina.
3. Number of locomotives used in yard assignments in North Carolina by city:

| City location | Yard Locomotives |
|---|---|
| Charlotte | 10 |
| Durham | 2 |
| Greensboro | 2 |
| Spencer (Linwood yard) | 15 |
| Raleigh | 2 |

Yours truly,

M. A. Brummer

Operating Subsidiary: Norfolk Southern Railway Company

Attachment 1

UNEDITED TRAFFIC DATA 2000
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

10:03 Monday, August 5, 2002 1

DIVAORHD=030009 DANVILLEVA-GREENSBONC 235.80 - 283.90

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VA/NC LNXX | SHELTON NC | 0009 | --002242 | 241.84 | 241.90 | 0.06 | 1.15 | 1.02 | 2.18 |
| SHELTON NC | PELHAM NC | 0009 | 242 244 | 241.90 | 244.11 | 2.21 | 42.43 | 37.72 | 80.15 |
| PELHAM NC | SWANN NC | 0009 | 244 245 | 244.11 | 245.30 | 1.19 | 22.85 | 20.31 | 43.16 |
| SWANN NC | RUFFIN NC | 0009 | 245 251 | 245.30 | 250.60 | 5.30 | 101.76 | 90.45 | 192.22 |
| RUFFIN NC | SADLER NC | 0009 | 251 256 | 250.60 | 256.00 | 5.40 | 103.67 | 92.13 | 195.80 |
| SADLER NC | PENNRINGNC | 0009 | 256 258 | 256.00 | 257.60 | 1.60 | 30.72 | 27.30 | 58.02 |
| PENNRINGNC | REIDSVILNC | 0009 | 258 260 | 257.60 | 259.90 | 2.30 | 44.16 | 39.24 | 83.40 |
| REIDSVILNC | EDNA NC | 0009 | 260 261 | 259.90 | 260.40 | 0.50 | 9.59 | 8.53 | 18.12 |
| EDNA NC | PRIDDY NC | 0009 | 261 266 | 260.40 | 265.60 | 5.20 | 99.74 | 88.68 | 188.43 |
| PRIDDY NC | BENAJA NC | 0009 | 266 269 | 265.60 | 268.70 | 3.10 | 59.46 | 52.87 | 112.33 |
| BENAJA NC | BROWNSUMNC | 0009 | 269 272 | 268.70 | 272.00 | 3.30 | 63.30 | 56.28 | 119.58 |
| BROWNSUMNC | RUDD NC | 0009 | 272 276 | 272.00 | 276.30 | 4.30 | 82.56 | 73.57 | 156.13 |
| RUDD NC | RUDD.SC NC | 0009 | 276 277 | 276.30 | 276.50 | 0.20 | 3.84 | 3.42 | 7.26 |
| RUDD.SC NC | BUSICK NC | 0009 | 277 278 | 276.50 | 278.00 | 1.50 | 28.89 | 25.75 | 54.64 |
| BUSICK NC | GREENSBONC | 0009 | 278 287 | 278.00 | 283.90 | 5.90 | 113.62 | 101.29 | 214.91 |

DIVAORHD=030011 GREENSBONC-LINWOOD NC 283.90 - 323.10

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GREENSBONC | ELM NC | 0011 | 287 284 | 283.90 | 284.40 | 0.50 | 11.19 | 13.15 | 24.34 |
| ELM NC | POMONA NC | 0011 | 284 288 | 284.40 | 287.10 | 2.70 | 60.44 | 70.99 | 131.43 |
| POMONA NC | COX NC | 0011 | 288 289 | 287.10 | 289.30 | 2.20 | 46.09 | 48.08 | 94.18 |
| COX NC | HILLTOP NC | 0011 | 289 290 | 289.30 | 290.30 | 1.00 | 20.95 | 21.86 | 42.81 |
| HILLTOP NC | JAMESTOWNC | 0011 | 290 294 | 290.30 | 294.40 | 4.10 | 86.00 | 89.66 | 175.66 |
| JAMESTOWNC | HOSKINS NC | 0011 | 294 298 | 294.40 | 298.00 | 3.60 | 75.58 | 78.87 | 154.45 |
| HOSKINS NC | HIGHPOINNC | 0011 | 298 299 | 298.00 | 300.10 | 2.10 | 44.09 | 46.01 | 90.10 |
| HIGHPOINNC | VARNER NC | 0011 | 299 304 | 300.10 | 303.50 | 3.40 | 72.15 | 76.28 | 148.43 |
| VARNER NC | THOMASVINC | 0011 | 304 306 | 303.50 | 306.00 | 2.50 | 53.05 | 56.09 | 109.14 |
| THOMASVINC | BOWERS NC | 0011 | 306 310 | 306.00 | 309.87 | 3.87 | 82.05 | 86.83 | 168.87 |
| BOWERS NC | LAKE NC | 0011 | 310 312 | 309.87 | 312.00 | 2.13 | 45.16 | 47.79 | 92.95 |
| LAKE NC | LAKE.SC NC | 0011 | 312 311 | 312.00 | 313.90 | 1.90 | 40.28 | 42.63 | 82.91 |
| LAKE.SC NC | LEXINGTONC | 0011 | 311 317 | 313.90 | 317.10 | 3.20 | 68.18 | 71.90 | 140.07 |
| LEXINGTONC | LEXWSS NC | 0011 | 317 81055 | 317.10 | 317.70 | 0.60 | 12.87 | 13.67 | 26.54 |
| LEXWSS NC | MAYBELLENC | 0011 | 81055319 | 317.70 | 319.40 | 1.70 | 36.54 | 38.70 | 75.23 |
| MAYBELLENC | LEE NC | 0011 | 319 322 | 319.40 | 323.02 | 3.62 | 77.80 | 82.40 | 160.20 |
| LEE NC | LINWOOD NC | 0011 | 322 323 | 323.02 | 323.10 | 0.08 | 1.72 | 1.82 | 3.54 |

DIVAORHD=030012 LINWOOD NC-SPENCER NC 323.10 - 334.62

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| LINWOOD NC | SHARP NC | 0012 | 323 325 | 323.10 | 324.50 | 1.40 | 36.65 | 39.61 | 76.26 |
| SHARP NC | YADKIN NC | 0012 | 325 328 | 324.50 | 328.30 | 3.80 | 99.47 | 107.52 | 207.00 |
| YADKIN NC | SALISBURNC | 0012 | 328 334 | 328.30 | 333.20 | 4.90 | 128.50 | 138.95 | 267.45 |
| SALISBURNC | SPENCER NC | 0012 | 334 332 | 333.20 | 334.62 | 1.42 | 28.61 | 29.98 | 58.58 |

Attachment 1

81

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 2
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030013 GREENSBONC-RALEIGH NC H000.00 - H081.00

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| GREENSBONC | BESSESIDNC | 0013 | 287 | H2 | H000.00 | H002.50 | 2.50 | 20.77 | 11.53 | 32.31 |
| BESSESIDNC | FOURMILENC | 0013 | H2 | H4 | H002.50 | H004.46 | 1.96 | 16.29 | 9.04 | 25.33 |
| FOURMILENC | SOUTHCO NC | 0013 | H4 | H5 | H004.46 | H006.10 | 1.64 | 13.63 | 7.57 | 21.19 |
| SOUTHCO NC | MCLEANSVNC | 0013 | H5 | H8 | H006.10 | H007.90 | 1.80 | 14.95 | 8.30 | 23.25 |
| MCLEANSVNC | SUPERIORNC | 0013 | H8 | H11 | H007.90 | H011.00 | 3.10 | 25.75 | 14.30 | 40.05 |
| SUPERIORNC | GIBSONVINC | 0013 | H11 | H15 | H011.00 | H014.50 | 3.50 | 29.07 | 16.14 | 45.21 |
| GIBSONVINC | GBSNV.SCNC | 0013 | H15 | H16 | H014.50 | H015.48 | 0.98 | 8.14 | 4.52 | 12.66 |
| GBSNV.SCNC | ELONCOLLNC | 0013 | H16 | H17 | H015.48 | H016.20 | 0.72 | 5.97 | 3.29 | 9.26 |
| ELONCOLLNC | LEVINBRONC | 0013 | H17 | H18 | H016.20 | H018.00 | 1.80 | 14.94 | 8.22 | 23.16 |
| LEVINBRONC | GLENRAVENC | 0013 | H18 | H19 | H018.00 | H019.10 | 1.10 | 9.13 | 5.03 | 14.15 |
| GLENRAVENC | BURLINGTNC | 0013 | H19 | H21 | H019.10 | H021.40 | 2.30 | 19.09 | 10.51 | 29.59 |
| BURLINGTNC | HAWRIVERNC | 0013 | H21 | H26 | H021.40 | H025.80 | 4.40 | 36.78 | 20.29 | 57.07 |
| HAWRIVERNC | MEBANE NC | 0013 | H26 | H32 | H025.80 | H031.60 | 5.80 | 48.50 | 26.76 | 75.26 |
| MEBANE NC | MILES NC | 0013 | H32 | H34 | H031.60 | H034.10 | 2.50 | 20.91 | 11.55 | 32.46 |
| MILES NC | EFLAND NC | 0013 | H34 | H37 | H034.10 | H037.00 | 2.90 | 24.26 | 13.40 | 37.66 |
| EFLAND NC | HILLSBORNC | 0013 | H37 | H41 | H037.00 | H040.80 | 3.80 | 31.79 | 17.56 | 49.35 |
| HILLSBORNC | OCCONEECNC | 0013 | H41 | H42 | H040.80 | H041.80 | 1.00 | 8.38 | 4.63 | 13.00 |
| OCCONEECNC | GLENN NC | 0013 | H42 | H46 | H041.80 | H046.40 | 4.60 | 38.54 | 21.29 | 59.82 |
| GLENN NC | FUNSTON NC | 0013 | H46 | H49 | H046.40 | H049.00 | 2.60 | 21.95 | 12.54 | 34.48 |
| FUNSTON NC | DURHAM NC | 0013 | H49 | H55 | H049.00 | H054.80 | 5.80 | 48.96 | 27.96 | 76.92 |
| DURHAM NC | E DURJCTNC | 0013 | H55 | H57 | H054.80 | H057.00 | 2.20 | 17.45 | 10.09 | 27.54 |
| E DURJCTNC | EDURHAM NC | 0013 | H57 | H58 | H057.00 | H057.40 | 0.40 | 3.17 | 1.83 | 5.01 |
| EDURHAM NC | BRASSFIENC | 0013 | H58 | H61 | H057.40 | H060.80 | 3.40 | 24.09 | 14.49 | 38.58 |
| BRASSFIENC | IBM NC | 0013 | H61 | H62 | H060.80 | H062.00 | 1.20 | 8.50 | 5.11 | 13.62 |
| IBM NC | IBM.SC NC | 0013 | H62 | H63 | H062.00 | H062.36 | 0.36 | 2.55 | 1.53 | 4.08 |
| IBM.SC NC | CLEGG NC | 0013 | H63 | H65 | H062.36 | H065.00 | 2.64 | 18.53 | 11.08 | 29.61 |
| CLEGG NC | CORYLUMBNC | 0013 | H65 | H67 | H065.00 | H067.00 | 2.00 | 14.00 | 8.38 | 22.38 |
| CORYLUMBNC | MORRISVINC | 0013 | H67 | H69 | H067.00 | H068.90 | 1.90 | 13.30 | 7.97 | 21.26 |
| MORRISVINC | CARY NC | 0013 | H69 | H73 | H068.90 | H072.70 | 3.80 | 26.60 | 15.93 | 42.53 |
| CARY NC | FETNER NC | 0013 | H73 | H72 | H072.70 | H072.80 | 0.10 | 0.70 | 0.42 | 1.12 |
| FETNER NC | READYMIXNC | 0013 | H72 | H74 | H072.80 | H074.00 | 1.20 | 8.39 | 5.07 | 13.46 |
| READYMIXNC | BURKEGOLNC | 0013 | H74 | H77 | H074.00 | H077.00 | 3.00 | 20.99 | 12.67 | 33.65 |
| BURKEGOLNC | METHOD NC | 0013 | H77 | H78 | H077.00 | H077.90 | 0.90 | 6.30 | 3.80 | 10.10 |
| METHOD NC | BOYLAN NC | 0013 | H78 | H79 | H077.90 | H080.80 | 2.90 | 20.29 | 12.24 | 32.53 |
| BOYLAN NC | RALTOJCTNC | 0013 | H79 | H80 | H080.80 | H080.90 | 0.10 | 0.70 | 0.42 | 1.12 |
| RALTOJCTNC | RALEIGH NC | 0013 | H80 | H81 | H080.90 | H081.00 | 0.10 | 0.70 | 0.42 | 1.12 |

DIVAORHD=030014 RALEIGH NC-SELMAJCTNC H081.00 - H109.40

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM MP | TO MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| RALEIGH NC | SOUTHRALNC | 0014 | H81 | H84 | H081.00 | H083.80 | 2.80 | 7.45 | 3.10 | 10.55 |
| SOUTHRALNC | BAGWELL NC | 0014 | H84 | H85 | H083.80 | H084.80 | 1.00 | 2.48 | 1.01 | 3.49 |
| BAGWELL NC | GARNER NC | 0014 | H85 | H87 | H084.80 | H087.10 | 2.30 | 5.70 | 2.32 | 8.02 |
| GARNER NC | GARNR.SCNC | 0014 | H87 | H88 | H087.10 | H088.08 | 0.98 | 2.43 | 0.99 | 3.42 |
| GARNR.SCNC | AUBURN NC | 0014 | H88 | H90 | H088.08 | H090.00 | 1.92 | 4.76 | 1.94 | 6.69 |
| AUBURN NC | CLAYTON NC | 0014 | H90 | H96 | H090.00 | H096.10 | 6.10 | 15.11 | 6.15 | 21.26 |
| CLAYTON NC | WILSONSMNC | 0014 | H96 | H104 | H096.10 | H103.80 | 7.70 | 19.04 | 7.62 | 26.65 |
| WILSONSMNC | SELMAJCTNC | 0014 | H104 | H110 | H103.80 | H109.40 | 5.60 | 13.75 | 5.61 | 19.36 |

UNEDITED TRAFFIC DATA 2000
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

10:03 Monday, August 5, 2002 3

DIVAORHD=030015 SELMAJCTNC-GOLDSBORNC H109.40 - H130.00

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| SELMAJCTNC | SELMA NC | 0015 | H110 H109 | H109.40 | H110.50 | 1.10 | 2.70 | 1.10 | 3.80 |
| SELMA NC | PRINCETONC | 0015 | H109 H118 | H110.50 | H117.80 | 7.30 | 18.39 | 7.39 | 25.77 |
| PRINCETONC | CAROPLCONC | 0015 | H118 H126 | H117.80 | H126.00 | 8.20 | 20.57 | 8.31 | 28.88 |
| CAROPLCONC | ASYLUM NC | 0015 | H126 H127 | H126.00 | H126.50 | 0.50 | 1.25 | 0.51 | 1.76 |
| ASYLUM NC | GOLDSBORNC | 0015 | H127 H130 | H126.50 | H130.00 | 3.50 | 8.78 | 3.55 | 12.33 |

DIVAORHD=030022 VSRRJCTSNC-EDURHAM NC D053.15 - D086.40

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VSRRJCTSNC | OH JCT NC | 0022 | -0004D54 | D053.15 | D054.20 | 1.05 | 0.00 | 0.00 | 0.00 |
| OH JCT NC | OXFORD NC | 0022 | D54 D55 | D054.20 | D056.00 | 1.80 | 0.00 | 0.00 | 0.00 |
| OXFORD NC | STEM NC | 0022 | D55 D67 | D056.00 | D066.60 | 10.60 | 2.21 | 6.48 | 8.69 |
| STEM NC | LYON NC | 0022 | D67 D70 | D066.60 | D070.00 | 3.40 | 0.71 | 2.08 | 2.79 |
| LYON NC | BUTNERNCNC | 0022 | D70 D72 | D070.00 | D072.50 | 2.50 | 0.52 | 1.53 | 2.05 |
| BUTNERNCNC | GORMAN NC | 0022 | D72 D80 | D072.50 | D080.00 | 7.50 | 2.75 | 6.68 | 9.42 |
| GORMAN NC | NDURHAM NC | 0022 | D80 D85 | D080.00 | D085.30 | 5.30 | 1.94 | 4.72 | 6.66 |
| NDURHAM NC | EDURHAM NC | 0022 | D85 H58 | D085.30 | D086.40 | 1.10 | 0.40 | 0.98 | 1.38 |

DIVAORHD=030027 SALISBURNC-STATESVINC S000.00 - S025.60

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| SALISBURNC | MAJOLICANC | 0027 | 334 S2 | S000.00 | S002.10 | 2.10 | 13.02 | 15.76 | 28.78 |
| MAJOLICANC | FIBERTONNC | 0027 | S2 S7 | S002.10 | S010.00 | 7.90 | 48.98 | 59.28 | 108.27 |
| FIBERTONNC | BARBER NC | 0027 | S7 S11 | S010.00 | S011.40 | 1.40 | 8.48 | 10.54 | 19.02 |
| BARBER NC | BARBERJTNC | 0027 | S11 S12 | S011.40 | S011.50 | 0.10 | 0.60 | 0.75 | 1.35 |
| BARBERJTNC | CLVND.SCNC | 0027 | S12 S14 | S011.50 | S013.20 | 1.70 | 9.51 | 12.50 | 22.01 |
| CLVND.SCNC | CLEVELANNC | 0027 | S14 S13 | S013.20 | S013.30 | 0.10 | 0.56 | 0.74 | 1.29 |
| CLEVELANNC | ELMWOOD NC | 0027 | S13 S18 | S013.30 | S017.90 | 4.60 | 25.74 | 33.83 | 59.57 |
| ELMWOOD NC | STATESVINC | 0027 | S18 S26 | S017.90 | S025.60 | 7.70 | 43.12 | 56.77 | 99.89 |

DIVAORHD=030029 STATESVINC-NEWTON NC S025.60 - S048.20

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| STATESVINC | STAARC NC | 0029 | S26 82050 | S025.60 | S025.95 | 0.35 | 1.70 | 2.49 | 4.19 |
| STAARC NC | EUFOLA NC | 0029 | 82050S34 | S025.95 | S032.80 | 6.85 | 33.31 | 48.71 | 82.02 |
| EUFOLA NC | CATAWBA NC | 0029 | S34 S38 | S032.80 | S038.00 | 5.20 | 25.29 | 36.97 | 62.26 |
| CATAWBA NC | CLAREMONNC | 0029 | S38 S43 | S038.00 | S042.60 | 4.60 | 26.42 | 53.20 | 79.62 |
| CLAREMONNC | NEWTON NC | 0029 | S43 S48 | S042.60 | S048.20 | 5.60 | 32.07 | 65.09 | 97.15 |

DIVAORHD=030031 NEWTON NC-HICKORY NC S048.20 - S057.60

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| NEWTON NC | YOUNTMILNC | 0031 | S48 S49 | S048.20 | S049.00 | 0.80 | 4.60 | 9.36 | 13.97 |

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 4
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030031 NEWTON NC-HICKORY NC S048.20 - S057.60
(continued)

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| YOUNTMILNC | CONOVER NC | 0031 | S49 | S50 | S049.00 | S050.80 | 1.80 | 10.36 | 21.07 | 31.42 |
| CONOVER NC | BUMGARNENC | 0031 | S50 | S51 | S050.80 | S051.00 | 0.20 | 1.15 | 2.35 | 3.50 |
| BUMGARNENC | OYAMA NC | 0031 | S51 | S54 | S051.00 | S054.00 | 3.00 | 17.31 | 35.26 | 52.57 |
| OYAMA NC | HICKORY NC | 0031 | S54 | S58 | S054.00 | S057.60 | 3.60 | 20.88 | 42.52 | 63.40 |

DIVAORHD=030033 HICKORY NC-MURPHYJCNC S057.60 - S142.36

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| HICKORY NC | HILDERBRNC | 0033 | S58 | S62 | S057.60 | S062.10 | 4.50 | 24.13 | 52.40 | 76.53 |
| HILDERBRNC | ICARD NC | 0033 | S62 | S66 | S062.10 | S065.55 | 3.45 | 18.43 | 40.11 | 58.54 |
| ICARD NC | CONNELLYNC | 0033 | S66 | S68 | S065.55 | S067.90 | 2.35 | 12.55 | 27.32 | 39.87 |
| CONNELLYNC | VALDESE NC | 0033 | S68 | S71 | S067.90 | S070.80 | 2.90 | 15.48 | 33.68 | 49.16 |
| VALDESE NC | DREXEL NC | 0033 | S71 | S74 | S070.80 | S073.60 | 2.80 | 14.94 | 32.52 | 47.46 |
| DREXEL NC | MORGANTONC | 0033 | S74 | S79 | S073.60 | S078.50 | 4.90 | 26.09 | 56.84 | 82.94 |
| MORGANTONC | BRIDGEWANC | 0033 | S79 | S89 | S078.50 | S089.40 | 10.90 | 54.26 | 125.20 | 179.46 |
| BRIDGEWANC | NEBO NC | 0033 | S89 | S94 | S089.40 | S093.90 | 4.50 | 23.59 | 52.12 | 75.71 |
| NEBO NC | CLINCHCRNC | 0033 | S94 | S98 | S093.90 | S097.40 | 3.50 | 18.35 | 40.54 | 58.88 |
| CLINCHCRNC | MARION NC | 0033 | S98 | S100 | S097.40 | S099.90 | 2.50 | 13.16 | 29.01 | 42.17 |
| MARION NC | APCO NC | 0033 | S100 | S103 | S099.90 | S103.30 | 3.40 | 17.92 | 39.47 | 57.39 |
| APCO NC | GREENLEENC | 0033 | S103 | S105 | S103.30 | S105.70 | 2.40 | 12.65 | 27.86 | 40.51 |
| GREENLEENC | OLDFORT NC | 0033 | S105 | S111 | S105.70 | S111.10 | 5.40 | 28.71 | 62.94 | 91.65 |
| OLDFORT NC | DENDRON NC | 0033 | S111 | S115 | S111.10 | S115.00 | 3.90 | 21.14 | 45.93 | 67.07 |
| DENDRON NC | GRAPHITENC | 0033 | S115 | S118 | S115.00 | S117.90 | 2.90 | 15.72 | 34.15 | 49.87 |
| GRAPHITENC | COLEMAN NC | 0033 | S118 | S119 | S117.90 | S119.00 | 1.10 | 5.96 | 12.95 | 18.92 |
| COLEMAN NC | RIDGECRENC | 0033 | S119 | S123 | S119.00 | S123.10 | 4.10 | 22.22 | 48.28 | 70.51 |
| RIDGECRENC | BLKMT.SCNC | 0033 | S123 | S126 | S123.10 | S125.20 | 2.10 | 11.38 | 24.73 | 36.11 |
| BLKMT.SCNC | BLACKMOUNC | 0033 | S126 | S125 | S125.20 | S125.30 | 0.10 | 0.55 | 1.20 | 1.74 |
| BLACKMOUNC | GROVESTONC | 0033 | S125 | S128 | S125.30 | S127.90 | 2.60 | 14.20 | 31.10 | 45.30 |
| GROVESTONC | SWANNANONC | 0033 | S128 | S130 | S127.90 | S129.90 | 2.00 | 10.96 | 23.97 | 34.94 |
| SWANNANONC | WILSONSPNC | 0033 | S130 | S132 | S129.90 | S131.90 | 2.00 | 10.97 | 23.97 | 34.94 |
| WILSONSPNC | AZALEA NC | 0033 | S132 | S134 | S131.90 | S134.30 | 2.40 | 13.16 | 28.77 | 41.93 |
| AZALEA NC | BROWN NC | 0033 | S134 | S136 | S134.30 | S136.00 | 1.70 | 9.32 | 20.38 | 29.70 |
| BROWN NC | FAIRVIEWNC | 0033 | S136 | S137 | S136.00 | S136.80 | 0.80 | 4.39 | 9.59 | 13.98 |
| FAIRVIEWNC | ASHEVILENC | 0033 | S137 | S135 | S136.80 | S137.80 | 1.00 | 5.48 | 11.99 | 17.47 |
| ASHEVILENC | SAYLES NC | 0033 | S135 | S138 | S137.80 | S138.00 | 0.20 | 1.10 | 2.40 | 3.49 |
| SAYLES NC | BILTMORENC | 0033 | S138 | S139 | S138.00 | S139.10 | 1.10 | 6.03 | 13.19 | 19.22 |
| BILTMORENC | ASHEVILLNC | 0033 | S139 | S141 | S139.10 | S141.00 | 1.90 | 16.02 | 35.42 | 51.44 |
| ASHEVILLNC | RUSSELL NC | 0033 | S141 | S140 | S141.00 | S141.50 | 0.50 | 5.05 | 10.06 | 15.11 |
| RUSSELL NC | MURPHYJCNC | 0033 | S140 | S142 | S141.50 | S142.36 | 0.86 | 8.68 | 17.31 | 25.99 |

DIVAORHD=030036 BILTMORENC-HAYNE SC W000.00 - W062.92

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| BILTMORENC | TROITINONC | 0036 | S139 | W2 | W000.00 | W002.00 | 2.00 | 13.21 | 5.91 | 19.12 |
| TROITINONC | BUENAVISNC | 0036 | W2 | W3 | W002.00 | W003.70 | 1.70 | 11.23 | 5.02 | 16.26 |
| BUENAVISNC | BUSBE.SCNC | 0036 | W3 | W5 | W003.70 | W006.10 | 2.40 | 15.86 | 7.09 | 22.95 |
| BUSBE.SCNC | BUSBEE NC | 0036 | W5 | W6 | W006.10 | W006.22 | 0.12 | 0.78 | 0.35 | 1.13 |
| BUSBEE NC | CPL NC | 0036 | W6 | W8 | W006.22 | W007.30 | 1.08 | 7.04 | 3.13 | 10.18 |

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 5
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

---------- DIVAORHD=030036 BILTMORENC-HAYNE SC W000.00 - W062.92 ----------
(continued)

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| CPL NC | SKYLAND NC | 0036 | W8 | W7 | W007.30 | W007.60 | 0.30 | 1.96 | 0.87 | 2.83 |
| SKYLAND NC | ARDEN NC | 0036 | W7 | W9 | W007.60 | W008.60 | 1.00 | 5.53 | 2.67 | 8.19 |
| ARDEN NC | ARDEN.SCNC | 0036 | W9 | W10 | W008.60 | W009.09 | 0.49 | 2.71 | 1.31 | 4.01 |
| ARDEN.SCNC | FLETCHERNC | 0036 | W10 | W12 | W009.09 | W011.60 | 2.51 | 13.87 | 6.69 | 20.57 |
| FLETCHERNC | BRICKTONNC | 0036 | W12 | W13 | W011.60 | W012.20 | 0.60 | 3.27 | 1.60 | 4.87 |
| BRICKTONNC | NAPLES NC | 0036 | W13 | W14 | W012.20 | W014.20 | 2.00 | 10.91 | 5.33 | 16.24 |
| NAPLES NC | SMYTH NC | 0036 | W14 | W17 | W014.20 | W017.80 | 3.60 | 19.23 | 9.50 | 28.73 |
| SMYTH NC | WHNDRSNVNC | 0036 | W17 | W19 | W017.80 | W019.00 | 1.20 | 6.30 | 3.13 | 9.42 |
| WHNDRSNVNC | HENDERSVNC | 0036 | W19 | W20 | W019.00 | W019.70 | 0.70 | 3.67 | 1.82 | 5.50 |
| HENDERSVNC | EHNDRSNVNC | 0036 | W20 | W21 | W019.70 | W020.20 | 0.50 | 2.40 | 1.19 | 3.60 |
| EHNDRSNVNC | FLATROCKNC | 0036 | W21 | W23 | W020.20 | W024.10 | 3.90 | 18.73 | 9.32 | 28.05 |
| FLATROCKNC | GREENRIVNC | 0036 | W23 | W29 | W024.10 | W028.60 | 4.50 | 21.61 | 10.75 | 32.36 |
| GREENRIVNC | WSALUDA NC | 0036 | W29 | W31 | W028.60 | W030.80 | 2.20 | 10.56 | 5.26 | 15.82 |
| WSALUDA NC | SALUDA NC | 0036 | W31 | W32 | W030.80 | W031.90 | 1.10 | 5.28 | 2.63 | 7.91 |
| SALUDA NC | ESALUDA NC | 0036 | W32 | W33 | W031.90 | W032.80 | 0.90 | 4.32 | 2.15 | 6.47 |
| ESALUDA NC | WMELROSENC | 0036 | W33 | W34 | W032.80 | W034.90 | 2.10 | 10.08 | 5.02 | 15.10 |
| WMELROSENC | MELROSE NC | 0036 | W34 | W35 | W034.90 | W035.25 | 0.35 | 1.68 | 0.84 | 2.52 |
| MELROSE NC | EMELROSENC | 0036 | W35 | W36 | W035.25 | W035.50 | 0.25 | 1.20 | 0.60 | 1.80 |
| EMELROSENC | TRYON NC | 0036 | W36 | W41 | W035.50 | W040.80 | 5.30 | 25.45 | 12.66 | 38.11 |
| TRYON NC | NC/SC LNXX | 0036 | W41 | --004 | W040.80 | W042.01 | 1.21 | 5.81 | 2.89 | 8.70 |

---------- DIVAORHD=030037 HENDERSVNC-PISGAHFONC TR000.00 -TR019.80 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| HENDERSVNC | DAVIS NC | 0037 | W20 | TR3 | TR000.00 | TR003.00 | 3.00 | 1.14 | 0.53 | 1.66 |
| DAVIS NC | ETOWAH NC | 0037 | TR3 | TR10 | TR003.00 | TR010.30 | 7.30 | 2.76 | 1.28 | 4.04 |
| ETOWAH NC | PENROSE NC | 0037 | TR10 | TR15 | TR010.30 | TR014.80 | 4.50 | 1.70 | 0.79 | 2.49 |
| PENROSE NC | DAVIDRIVNC | 0037 | TR15 | TR18 | TR014.80 | TR017.90 | 3.10 | 1.17 | 0.54 | 1.72 |
| DAVIDRIVNC | BREVARD NC | 0037 | TR18 | TR22 | TR017.90 | TR018.80 | 0.90 | 0.34 | 0.16 | 0.50 |
| BREVARD NC | PISGAHFONC | 0037 | TR22 | TR19 | TR018.80 | TR019.80 | 1.00 | 0.38 | 0.18 | 0.55 |

---------- DIVAORHD=030039 MURPHYJCNC-CANTON NC T000.00 - T016.80 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| MURPHYJCNC | MURPHYJTNC | 0039 | S142 | T0 | T000.00 | T000.05 | 0.05 | 0.15 | 0.08 | 0.23 |
| MURPHYJTNC | ENKA NC | 0039 | T0 | T7 | T000.05 | T005.60 | 5.55 | 16.82 | 8.91 | 25.73 |
| ENKA NC | CANDLER NC | 0039 | T7 | T8 | T005.60 | T008.00 | 2.40 | 7.14 | 3.77 | 10.91 |
| CANDLER NC | HOMINY NC | 0039 | T8 | T9 | T008.00 | T009.00 | 1.00 | 2.98 | 1.57 | 4.55 |
| HOMINY NC | CNDLR.SCNC | 0039 | T9 | T10 | T009.00 | T009.20 | 0.20 | 0.60 | 0.31 | 0.91 |
| CNDLR.SCNC | COBURN NC | 0039 | T10 | T13 | T009.20 | T013.00 | 3.80 | 11.31 | 5.97 | 17.28 |
| COBURN NC | TURNPIKENC | 0039 | T13 | T14 | T013.00 | T014.00 | 1.00 | 2.99 | 1.59 | 4.58 |
| TURNPIKENC | ECANTON NC | 0039 | T14 | T16 | T014.00 | T016.10 | 2.10 | 6.29 | 3.35 | 9.64 |
| ECANTON NC | CANTON NC | 0039 | T16 | T18 | T016.10 | T016.80 | 0.70 | 2.10 | 1.12 | 3.21 |

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 — 6
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030040 CANTON NC-SYLVA NC T016.80 - T047.00

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| CANTON NC | WCANTON NC | 0040 | T18 | T19 | T016.80 | T018.00 | 1.20 | 0.43 | 0.50 | 0.93 |
| WCANTON NC | CLYDE NC | 0040 | T19 | T23 | T018.00 | T021.50 | 3.50 | 1.25 | 1.47 | 2.72 |
| CLYDE NC | WILSONSINC | 0040 | T23 | T24 | T021.50 | T024.00 | 2.50 | 0.89 | 1.05 | 1.94 |
| WILSONSINC | LAKEJUNANC | 0040 | T24 | T25 | T024.00 | T025.00 | 1.00 | 0.36 | 0.42 | 0.78 |
| LAKEJUNANC | WAYNESVINC | 0040 | T25 | T28 | T025.00 | T027.10 | 2.10 | 0.75 | 0.88 | 1.63 |
| WAYNESVINC | HAZELWOONC | 0040 | T28 | T30 | T027.10 | T030.00 | 2.90 | 0.30 | 0.28 | 0.58 |
| HAZELWOONC | BALSAM NC | 0040 | T30 | T36 | T030.00 | T035.10 | 5.10 | 0.52 | 0.49 | 1.01 |
| BALSAM NC | WILLITS NC | 0040 | T36 | T38 | T035.10 | T038.90 | 3.80 | 0.38 | 0.37 | 0.75 |
| WILLITS NC | ADDIE NC | 0040 | T38 | T43 | T038.90 | T041.80 | 2.90 | 0.29 | 0.28 | 0.57 |
| ADDIE NC | BETTA NC | 0040 | T43 | T42 | T041.80 | T043.10 | 1.30 | 0.06 | 0.07 | 0.13 |
| BETTA NC | SYLVA NC | 0040 | T42 | T47 | T043.10 | T047.00 | 3.90 | 0.19 | 0.21 | 0.40 |

30.20 mi. (1.96) 0.38

DIVAORHD=030056 KINGSCRESC-SHEL-CSXNC SB133.60 -SB154.40

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| SC/NC LNXX | EARL NC | 0056 | --005 | SB146 | SB144.55 | SB146.10 | 1.55 | 0.31 | 0.09 | 0.40 |
| EARL NC | PATTERSONC | 0056 | SB146 | SB149 | SB146.10 | SB148.90 | 2.80 | 0.46 | 0.09 | 0.56 |
| PATTERSONC | SHELBY NC | 0056 | SB149 | SB154 | SB148.90 | SB153.50 | 4.60 | 0.76 | 0.16 | 0.92 |
| SHELBY NC | SHEL-CSXNC | 0056 | SB154 | -0007 | SB153.50 | SB154.40 | 0.90 | 0.00 | 0.00 | 0.00 |

20.80 mi. (1.90) 0.09

DIVAORHD=030059 CONSHEL NC-WASHBURNNC SB158.20 -SB160.00

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| CONSHEL NC | WESTSHELNC | 0059 | SB158 | SB159 | SB158.20 | SB159.60 | 1.40 | 0.00 | 0.00 | 0.00 |
| WESTSHELNC | WASHBURNNC | 0059 | SB159 | SB160 | SB159.60 | SB160.00 | 0.40 | 0.00 | 0.00 | 0.01 |

2 0

DIVAORHD=030061 POMONA NC-WSALJCT NC K000.00 - K026.00

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| POMONA NC | POMONADTNC | 0061 | 288 | K0 | K000.00 | K000.05 | 0.05 | 0.07 | 0.22 | 0.29 |
| POMONADTNC | TERRACOTNC | 0061 | K0 | K4 | K000.05 | K001.90 | 1.85 | 2.64 | 8.19 | 10.83 |
| TERRACOTNC | GUILFORDNC | 0061 | K4 | K7 | K001.90 | K003.50 | 1.60 | 2.28 | 7.09 | 9.36 |
| GUILFORDNC | FRIENDSHNC | 0061 | K7 | K10 | K003.50 | K006.80 | 3.30 | 4.35 | 14.46 | 18.81 |
| FRIENDSHNC | COLFAX NC | 0061 | K10 | K11 | K006.80 | K010.60 | 3.80 | 4.79 | 16.53 | 21.32 |
| COLFAX NC | KERNERSVNC | 0061 | K11 | K17 | K010.60 | K014.40 | 3.80 | 4.92 | 16.80 | 21.72 |
| KERNERSVNC | KRNSV.SCNC | 0061 | K17 | K15 | K014.40 | K015.14 | 0.74 | 0.98 | 3.24 | 4.23 |
| KRNSV.SCNC | GUTHRIE NC | 0061 | K15 | K19 | K015.14 | K018.90 | 3.76 | 5.06 | 16.55 | 21.60 |
| GUTHRIE NC | WNSTNSLENC | 0061 | K19 | K24 | K018.90 | K023.90 | 5.00 | 6.72 | 22.01 | 28.73 |
| WNSTNSLENC | WSALJCT NC | 0061 | K24 | K30 | K023.90 | K026.00 | 2.10 | 2.82 | 9.24 | 12.07 |

26.0 mi. (1.8) 6.98

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 — 7
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030063 WSALJCT NC-RURALHALNC K026.00 - K037.00

32.72 = 11 2.97

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| WSALJCT NC | NWINSTONNC | 0063 | K30 | 14119 | K026.00 | K027.40 | 1.40 | 2.06 | 6.35 | 8.42 |
| NWINSTONNC | WHITAKERNC | 0063 | 14119 | K28 | K027.40 | K028.00 | 0.60 | 0.99 | 0.52 | 1.52 |
| WHITAKERNC | WNSTNSLWNC | 0063 | K28 | K31 | K028.00 | K030.30 | 2.30 | 3.81 | 2.01 | 5.82 |
| WNSTNSLWNC | BETHN.SCNC | 0063 | K31 | K33 | K030.30 | K032.85 | 2.55 | 4.23 | 2.22 | 6.45 |
| BETHN.SCNC | BETHANIANC | 0063 | K33 | K36 | K032.85 | K032.90 | 0.05 | 0.08 | 0.04 | 0.13 |
| BETHANIANC | RURALHALNC | 0063 | K36 | K41 | K032.90 | K037.00 | 4.10 | 6.80 | 3.58 | 10.37 |

DIVAORHD=030065 WSALJCT NC-MORSVJCTNC L000.00 - L053.52

53.52 mi. 23.30 = 0.44

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| WSALJCT NC | HANES NC | 0065 | K30 | L3 | L000.00 | L003.00 | 3.00 | 0.41 | 0.39 | 0.80 |
| HANES NC | FRONTIS NC | 0065 | L3 | L5 | L003.00 | L004.90 | 1.90 | 0.26 | 0.24 | 0.51 |
| FRONTIS NC | MUDDYCRENC | 0065 | L5 | L9 | L004.90 | L008.20 | 3.30 | 0.45 | 0.42 | 0.88 |
| MUDDYCRENC | CLEMMONSNC | 0065 | L9 | L12 | L008.20 | L011.60 | 3.40 | 0.47 | 0.44 | 0.90 |
| CLEMMONSNC | CLMON.SCNC | 0065 | L12 | L13 | L011.60 | L012.05 | 0.45 | 0.06 | 0.06 | 0.12 |
| CLMON.SCNC | ADVANCE NC | 0065 | L13 | L17 | L012.05 | L015.90 | 3.85 | 0.53 | 0.50 | 1.03 |
| ADVANCE NC | DAVIE NC | 0065 | L17 | L19 | L015.90 | L018.90 | 3.00 | 0.41 | 0.39 | 0.80 |
| DAVIE NC | BIXBY NC | 0065 | L19 | L20 | L018.90 | L020.00 | 1.10 | 0.15 | 0.14 | 0.29 |
| BIXBY NC | MOCKSVILNC | 0065 | L20 | L27 | L020.00 | L026.10 | 6.10 | 0.84 | 0.79 | 1.64 |
| MOCKSVILNC | COOLEEMJNC | 0065 | L27 | L31 | L026.10 | L031.30 | 5.20 | 0.92 | 0.86 | 1.77 |
| COOLEEMJNC | WOODLEAFNC | 0065 | L31 | L34 | L031.30 | L034.20 | 2.90 | 0.51 | 0.48 | 1.00 |
| WOODLEAFNC | HARDAWAYNC | 0065 | L34 | L35 | L034.20 | L035.00 | 0.80 | 0.15 | 0.14 | 0.28 |
| HARDAWAYNC | BARBERJTNC | 0065 | L35 | S12 | L035.00 | L039.20 | 4.20 | 0.77 | 0.71 | 1.48 |
| BARBERJTNC | BARBERJCNC | 0065 | S12 | L39 | L039.20 | L039.40 | 0.20 | 0.11 | 0.06 | 0.17 |
| BARBERJCNC | BEARPOPLNC | 0065 | L39 | L44 | L039.40 | L043.90 | 4.50 | 2.47 | 1.25 | 3.72 |
| BEARPOPLNC | MTULLA NC | 0065 | L44 | L47 | L043.90 | L046.30 | 2.40 | 1.32 | 0.67 | 1.99 |
| MTULLA NC | MOORESVNNC | 0065 | L47 | L54 | L046.30 | L053.48 | 7.18 | 3.92 | 1.97 | 5.90 |
| MOORESVNNC | MORSVJCTNC | 0065 | L54 | E29 | L053.48 | L053.52 | 0.04 | 0.02 | 0.01 | 0.03 |

DIVAORHD=030068 ATO JCT NC-MORSVJCTNC O003.00 - O029.10

26.1 mi. 10 = 2.61

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| ATO JCT NC | ATANDOJCNC | 0068 | 376 | E2 | O003.00 | O003.90 | 0.90 | 0.42 | 0.32 | 0.74 |
| ATANDOJCNC | CHARLOTDNC | 0068 | E2 | E4 | O003.90 | O003.95 | 0.05 | 0.02 | 0.02 | 0.04 |
| CHARLOTDNC | DERITA NC | 0068 | E4 | E5 | O003.95 | O005.60 | 1.65 | 0.76 | 0.59 | 1.35 |
| DERITA NC | CROFT NC | 0068 | E5 | E10 | O005.60 | O010.00 | 4.40 | 2.04 | 1.57 | 3.61 |
| CROFT NC | CROFT.SCNC | 0068 | E10 | E11 | O010.00 | O011.20 | 1.20 | 0.14 | 0.09 | 0.23 |
| CROFT.SCNC | HUNTERSVNC | 0068 | E11 | E15 | O011.20 | O014.90 | 3.70 | 0.42 | 0.29 | 0.70 |
| HUNTERSVNC | CALDWELLNC | 0068 | E15 | E18 | O014.90 | O017.60 | 2.70 | 0.27 | 0.20 | 0.47 |
| CALDWELLNC | CORNELIUNC | 0068 | E18 | E21 | O017.60 | O020.00 | 2.40 | 0.24 | 0.18 | 0.42 |
| CORNELIUNC | DAVIDSONNC | 0068 | E21 | E22 | O020.00 | O021.50 | 1.50 | 0.17 | 0.14 | 0.31 |
| DAVIDSONNC | MOORESVINC | 0068 | E22 | L55 | O021.50 | O028.10 | 6.60 | 0.73 | 0.62 | 1.35 |
| MOORESVINC | MOORESVSNC | 0068 | L55 | E28 | O028.10 | O029.05 | 0.95 | 0.26 | 0.52 | 0.78 |
| MOORESVSNC | MORSVJCTNC | 0068 | E28 | E29 | O029.05 | O029.10 | 0.05 | 0.01 | 0.03 | 0.04 |

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 8
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030074 GREENSBONC-CUMNOCK NC CF069.40 -CF123.65

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GREENSBONC | GREENSBENC | 0074 | 287 CF70 | CF069.40 | CF070.00 | 0.60 | 1.76 | 0.58 | 2.34 |
| GREENSBENC | VANDALIANC | 0074 | CF70 CF74 | CF070.00 | CF073.70 | 3.70 | 10.86 | 3.56 | 14.41 |
| VANDALIANC | PLEASANTNC | 0074 | CF74 CF77 | CF073.70 | CF077.30 | 3.60 | 10.44 | 3.41 | 13.85 |
| PLEASANTNC | CLIMAX NC | 0074 | CF77 CF82 | CF077.30 | CF082.40 | 5.10 | 14.73 | 4.79 | 19.51 |
| CLIMAX NC | JULIAN NC | 0074 | CF82 CF86 | CF082.40 | CF085.60 | 3.20 | 9.24 | 3.01 | 12.25 |
| JULIAN NC | LBRTY.SCNC | 0074 | CF86 CF91 | CF085.60 | CF091.00 | 5.40 | 15.59 | 5.08 | 20.67 |
| LBRTY.SCNC | LIBERTY NC | 0074 | CF91 CF93 | CF091.00 | CF092.60 | 1.60 | 4.62 | 1.51 | 6.12 |
| LIBERTY NC | CAPYCO NC | 0074 | CF93 CF96 | CF092.60 | CF096.00 | 3.40 | 9.69 | 3.20 | 12.89 |
| CAPYCO NC | STALEY NC | 0074 | CF96 CF97 | CF096.00 | CF097.10 | 1.10 | 3.13 | 1.04 | 4.17 |
| STALEY NC | BISH NC | 0074 | CF97 CF101 | CF097.10 | CF101.00 | 3.90 | 10.04 | 3.37 | 13.40 |
| BISH NC | SILERCITNC | 0074 | CF101CF105 | CF101.00 | CF104.70 | 3.70 | 9.52 | 3.19 | 12.71 |
| SILERCITNC | BONLEE NC | 0074 | CF105CF111 | CF104.70 | CF110.70 | 6.00 | 15.41 | 5.16 | 20.56 |
| BONLEE NC | BEARCREENC | 0074 | CF111CF113 | CF110.70 | CF113.40 | 2.70 | 5.27 | 2.17 | 7.44 |
| BEARCREENC | GOLDSTONNC | 0074 | CF113CF117 | CF113.40 | CF117.20 | 3.80 | 7.41 | 3.05 | 10.45 |
| GOLDSTONNC | BORENSIDNC | 0074 | CF117CF118 | CF117.20 | CF118.00 | 0.80 | 1.56 | 0.64 | 2.20 |
| BORENSIDNC | BORENS NC | 0074 | CF118CF119 | CF118.00 | CF119.00 | 1.00 | 1.95 | 0.80 | 2.75 |
| BORENS NC | ORTEN NC | 0074 | CF119CF120 | CF119.00 | CF120.00 | 1.00 | 1.95 | 0.80 | 2.75 |
| ORTEN NC | GULF NC | 0074 | CF120CF121 | CF120.00 | CF120.60 | 0.60 | 1.17 | 0.48 | 1.65 |
| GULF NC | CHATHAMSNC | 0074 | CF121NS276 | CF120.60 | CF122.00 | 1.40 | 1.65 | 0.68 | 2.33 |
| CHATHAMSNC | CUMNOCKWNC | 0074 | NS276CF123 | CF122.00 | CF123.20 | 1.20 | 1.41 | 0.58 | 1.99 |
| CUMNOCKWNC | CUMNOCKNNC | 0074 | CF123NS280 | CF123.20 | CF123.22 | 0.02 | 0.02 | 0.01 | 0.03 |
| CUMNOCKNNC | CUMNOCK NC | 0074 | NS280CF124 | CF123.22 | CF123.65 | 0.43 | 0.02 | 0.03 | 0.05 |

184.60
54.25 mi
3.40

DIVAORHD=030077 SPENCER NC-CHAR JCTNC 334.62 - 380.62

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| SPENCER NC | YADKINJCNC | 0077 | 332 335 | 334.62 | 334.70 | 0.08 | 1.48 | 1.62 | 3.10 |
| YADKINJCNC | REID NC | 0077 | 335 337 | 334.70 | 337.30 | 2.60 | 47.98 | 52.60 | 100.59 |
| REID NC | RANCHO NC | 0077 | 337 338 | 337.30 | 338.00 | 0.70 | 12.92 | 14.16 | 27.08 |
| RANCHO NC | SUMNERSINC | 0077 | 338 339 | 338.00 | 339.10 | 1.10 | 20.30 | 22.26 | 42.56 |
| SUMNERSINC | CHINAGRONC | 0077 | 339 343 | 339.10 | 343.10 | 4.00 | 73.01 | 80.64 | 153.64 |
| CHINAGRONC | LANDIS NC | 0077 | 343 346 | 343.10 | 345.60 | 2.50 | 45.63 | 50.40 | 96.03 |
| LANDIS NC | KANAP.SCNC | 0077 | 346 347 | 345.60 | 346.80 | 1.20 | 21.91 | 24.21 | 46.12 |
| KANAP.SCNC | NKANPOLSNC | 0077 | 347 348 | 346.80 | 347.30 | 0.50 | 9.13 | 10.09 | 19.22 |
| NKANPOLSNC | KANNAPOLNC | 0077 | 348 349 | 347.30 | 348.90 | 1.60 | 29.21 | 32.28 | 61.49 |
| KANNAPOLNC | ADAMS NC | 0077 | 349 354 | 348.90 | 354.10 | 5.20 | 93.12 | 103.48 | 196.60 |
| ADAMS NC | CONCORD NC | 0077 | 354 356 | 354.10 | 356.40 | 2.30 | 41.19 | 45.77 | 86.96 |
| CONCORD NC | ROCKYRIDNC | 0077 | 356 358 | 356.40 | 358.00 | 1.60 | 28.56 | 31.81 | 60.37 |
| ROCKYRIDNC | HAYDOCK NC | 0077 | 358 360 | 358.00 | 360.10 | 2.10 | 37.49 | 41.75 | 79.23 |
| HAYDOCK NC | HARRISBUNC | 0077 | 360 364 | 360.10 | 364.10 | 4.00 | 71.40 | 79.52 | 150.92 |
| HARRISBUNC | HAHN NC | 0077 | 364 368 | 364.10 | 368.10 | 4.00 | 70.67 | 79.13 | 149.79 |
| HAHN NC | NEWELL NC | 0077 | 368 370 | 368.10 | 372.00 | 3.90 | 68.93 | 77.18 | 146.10 |
| NEWELL NC | JUNKER NC | 0077 | 370 372 | 372.00 | 372.20 | 0.20 | 3.54 | 3.97 | 7.51 |
| JUNKER NC | NORTHCHANC | 0077 | 372 375 | 372.20 | 374.80 | 2.60 | 46.02 | 51.59 | 97.61 |
| NORTHCHANC | ATO JCT NC | 0077 | 375 376 | 374.80 | 375.30 | 0.50 | 8.86 | 9.97 | 18.84 |
| ATO JCT NC | CHARLOTTNC | 0077 | 376 378 | 375.30 | 376.05 | 0.75 | 13.56 | 15.30 | 28.87 |
| CHARLOTTNC | GRAHAM NC | 0077 | 378 377 | 376.05 | 377.10 | 1.05 | 22.22 | 24.30 | 46.52 |
| GRAHAM NC | NADVNCTKNC | 0077 | 377 380 | 377.10 | 379.60 | 2.50 | 52.90 | 57.87 | 110.77 |
| NADVNCTKNC | CHAR JCTNC | 0077 | 380 381 | 379.60 | 380.62 | 1.02 | 21.58 | 23.61 | 45.19 |

46 mi.
1775
38.59

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 9
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

---------- DIVAORHD=030079 CHAR JCTNC-BEAUMJCTSC 380.62 - 451.33 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| CHAR JCTNC | JUNEAU NC | 0079 | 381 | 383 | 380.62 | 382.90 | 2.28 | 24.84 | 28.54 | 53.38 |
| JUNEAU NC | PAWCREEKNC | 0079 | 383 | 386 | 382.90 | 385.70 | 2.80 | 30.40 | 35.02 | 65.42 |
| PAWCREEKNC | NBELMONTNC | 0079 | 386 | 387 | 385.70 | 387.00 | 1.30 | 14.11 | 16.26 | 30.37 |
| NBELMONTNC | BELMONT NC | 0079 | 387 | 389 | 387.00 | 389.10 | 2.10 | 22.86 | 26.32 | 49.18 |
| BELMONT NC | SBELMONTNC | 0079 | 389 | 390 | 389.10 | 389.30 | 0.20 | 2.21 | 2.93 | 5.14 |
| SBELMONTNC | SFORK.SCNC | 0079 | 390 | 388 | 389.30 | 390.30 | 1.00 | 11.04 | 14.66 | 25.69 |
| SFORK.SCNC | SFORK NC | 0079 | 388 | 392 | 390.30 | 390.60 | 0.30 | 3.31 | 4.39 | 7.70 |
| SFORK NC | CRAMERTONC | 0079 | 392 | 391 | 390.60 | 391.40 | 0.80 | 8.82 | 11.72 | 20.54 |
| CRAMERTONC | LOWELL NC | 0079 | 391 | 394 | 391.40 | 394.10 | 2.70 | 29.76 | 39.55 | 69.31 |
| LOWELL NC | RANLO NC | 0079 | 394 | 397 | 394.10 | 396.70 | 2.60 | 28.66 | 38.09 | 66.75 |
| RANLO NC | AVON NC | 0079 | 397 | 398 | 396.70 | 398.95 | 2.25 | 24.80 | 32.96 | 57.76 |
| AVON NC | GASTONIANC | 0079 | 398 | 399 | 398.95 | 399.90 | 0.95 | 10.47 | 13.92 | 24.39 |
| GASTONIANC | WESTGASTNC | 0079 | 399 | 400 | 399.90 | 401.80 | 1.90 | 20.75 | 27.55 | 48.31 |
| WESTGASTNC | ARLINGTNNC | 0079 | 400 | 402 | 401.80 | 402.30 | 0.50 | 5.46 | 7.25 | 12.71 |
| ARLINGTNNC | RAGAN NC | 0079 | 402 | 401 | 402.30 | 403.50 | 1.20 | 13.11 | 17.40 | 30.51 |
| RAGAN NC | BESSEMERNC | 0079 | 401 | 406 | 403.50 | 405.90 | 2.40 | 26.21 | 34.81 | 61.02 |
| BESSEMERNC | SEWELL NC | 0079 | 406 | 409 | 405.90 | 408.60 | 2.70 | 29.43 | 39.13 | 68.56 |
| SEWELL NC | KINGSMOUNC | 0079 | 409 | 411 | 408.60 | 410.60 | 2.00 | 21.80 | 28.99 | 50.79 |
| KINGSMOUNC | HUDSON NC | 0079 | 411 | 414 | 410.60 | 413.60 | 3.00 | 32.88 | 43.59 | 76.47 |
| HUDSON NC | GROVER NC | 0079 | 414 | 419 | 413.60 | 418.90 | 5.30 | 58.09 | 77.01 | 135.10 |
| GROVER NC | NC/SC LNXX | 0079 | 419 | --006 | 418.90 | 418.99 | 0.09 | 0.99 | 1.31 | 2.29 |

---------- DIVAORHD=030091 CHAR JCTNC-CAYCE SC R000.00 - R110.14 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|---|
| CHAR JCTNC | SADVANCTNC | 0091 | 381 | R0 | R000.00 | R000.02 | 0.02 | 0.21 | 0.21 | 0.42 |
| SADVANCTNC | SADVANCENC | 0091 | R0 | R1 | R000.02 | R000.50 | 0.48 | 4.93 | 5.11 | 10.04 |
| SADVANCENC | WORTH NC | 0091 | R1 | R2 | R000.50 | R002.00 | 1.50 | 15.41 | 15.95 | 31.36 |
| WORTH NC | BERRYHILNC | 0091 | R2 | R3 | R002.00 | R003.00 | 1.00 | 10.27 | 10.64 | 20.91 |
| BERRYHILNC | EXMOOR NC | 0091 | R3 | R4 | R003.00 | R004.00 | 1.00 | 10.23 | 10.63 | 20.86 |
| EXMOOR NC | GRIFFITHNC | 0091 | R4 | R5 | R004.00 | R005.10 | 1.10 | 11.26 | 11.69 | 22.95 |
| GRIFFITHNC | HEBRON NC | 0091 | R5 | R7 | R005.10 | R007.30 | 2.20 | 21.67 | 23.05 | 44.73 |
| HEBRON NC | ROSS NC | 0091 | R7 | R8 | R007.30 | R008.00 | 0.70 | 6.89 | 7.33 | 14.22 |
| ROSS NC | ARROWOODNC | 0091 | R8 | R11 | R008.00 | R009.00 | 1.00 | 9.84 | 10.47 | 20.31 |
| ARROWOODNC | ARROWODJNC | 0091 | R11 | R9 | R009.00 | R009.50 | 0.50 | 4.92 | 5.24 | 10.16 |
| ARROWODJNC | PINEVILLNC | 0091 | R9 | R10 | R009.50 | R010.40 | 0.90 | 8.85 | 9.43 | 18.28 |
| PINEVILLNC | NC/SC LNXX | 0091 | R10 | --008 | R010.40 | R011.50 | 1.10 | 9.45 | 10.72 | 20.16 |

---------- DIVAORHD=030291 STOKSLNJVA-AXTON VA 005.37DW- 021.00DW ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VA/NC LNXX | NC/VA LNXX | 0291 | --010--011 | 006.59DW | 007.65DW | 1.06 | 0.88 | 0.57 | 1.45 |
| VA/NC LNXX | NC/VA LNXX | 0291 | --012--013 | 008.64DW | 009.25DW | 0.61 | 0.50 | 0.33 | 0.83 |

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 10
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

---------- DIVAORHD=030293 LEAKSVILVA-CHURCHSTNC 019.73L - 026.26L ----------

6.53 mi
0.80

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VA/NC LNXX | WEBSTER NC | 0293 | --014DL21 | 019.92L | 021.00L | 1.08 | 0.88 | 0.56 | 1.45 |
| WEBSTER NC | EDEN NC | 0293 | DL21 DL22 | 021.00L | 023.80L | 2.80 | 2.29 | 1.46 | 3.76 |
| EDEN NC | MEADOWSUNC | 0293 | DL22 DL24 | 023.80L | 023.90L | 0.10 | 0.00 | 0.00 | 0.00 |
| MEADOWSUNC | SPRAY NC | 0293 | DL24 DL26 | 023.90L | 025.90L | 2.00 | 0.00 | 0.00 | 0.00 |
| SPRAY NC | CHURCHSTNC | 0293 | DL26 -0013 | 025.90L | 026.26L | 0.36 | 0.00 | 0.00 | 0.00 |

---------- DIVAORHD=030295 HIGHPOINNC-RANDLJCTNC M000.00 - M017.50 ----------

17.50 mi
6.50
0.37

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| HIGHPOINNC | HIGHPOIENC | 0295 | 299 M3 | M000.00 | M002.00 | 2.00 | 0.53 | 0.23 | 0.76 |
| HIGHPOIENC | SOUTHHIGNC | 0295 | M3 M2 | M002.00 | M002.60 | 0.60 | 0.16 | 0.07 | 0.23 |
| SOUTHHIGNC | TRINITY NC | 0295 | M2 M5 | M002.60 | M004.80 | 2.20 | 0.56 | 0.24 | 0.81 |
| TRINITY NC | GLENOLA NC | 0295 | M5 M9 | M004.80 | M009.30 | 4.50 | 1.15 | 0.50 | 1.65 |
| GLENOLA NC | SOPHIA NC | 0295 | M9 M15 | M009.30 | M014.60 | 5.30 | 1.36 | 0.59 | 1.95 |
| SOPHIA NC | RANDLJCTNC | 0295 | M15 -0014 | M014.60 | M017.50 | 2.90 | 0.71 | 0.31 | 1.02 |

---------- DIVAORHD=030296 RANDLEMNNC-ASHEBORONC M020.56 - M030.78 ----------

10.22
0.35

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| RANDLEMNNC | ASHEBORONC | 0296 | -0014M28 | M020.56 | M030.78 | 10.22 | 2.50 | 1.09 | 3.59 |

---------- DIVAORHD=030303 SPENCER NC-SOUTHALBNC N000.77 - N031.64 ----------

30.87 mi
18.80
0.61

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| SPENCER NC | SOUTHSALNC | 0303 | 332 N2 | N000.77 | N001.60 | 0.83 | 0.45 | 0.31 | 0.76 |
| SOUTHSALNC | QUARRY NC | 0303 | N2 N5 | N001.60 | N004.90 | 3.30 | 1.75 | 1.19 | 2.94 |
| QUARRY NC | ROCKWELLNC | 0303 | N5 N10 | N004.90 | N010.40 | 5.50 | 2.89 | 1.94 | 4.83 |
| ROCKWELLNC | GOLDHILLNC | 0303 | N10 N15 | N010.40 | N015.10 | 4.70 | 2.42 | 1.63 | 4.05 |
| GOLDHILLNC | STABRICONC | 0303 | N15 N16 | N015.10 | N015.50 | 0.40 | 0.17 | 0.11 | 0.28 |
| STABRICONC | JOHNSONSNC | 0303 | N16 N17 | N015.50 | N016.20 | 0.70 | 0.29 | 0.18 | 0.47 |
| JOHNSONSNC | MISENHEINC | 0303 | N17 N19 | N016.20 | N019.40 | 3.20 | 1.18 | 0.72 | 1.90 |
| MISENHEINC | RICHFIELNC | 0303 | N19 N21 | N019.40 | N021.10 | 1.70 | 0.63 | 0.38 | 1.01 |
| RICHFIELNC | HALLSFERNC | 0303 | N21 N25 | N021.10 | N025.40 | 4.30 | 1.59 | 0.97 | 2.56 |
| HALLSFERNC | NORTHALBNC | 0303 | N25 N30 | N025.40 | N027.30 | 1.90 | 0.00 | 0.00 | 0.01 |
| NORTHALBNC | ALBEMARLNC | 0303 | N30 N31 | N027.30 | N029.90 | 2.60 | 0.00 | 0.00 | 0.00 |
| ALBEMARLNC | SOUTHALBNC | 0303 | N31 N32 | N029.90 | N031.64 | 1.74 | 0.00 | 0.00 | 0.00 |

---------- DIVAORHD=030305 HALLSFERNC-BADWSS NC WF000.00 -WF011.11 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| HALLSFERNC | ISENHOURNC | 0305 | N25 HF4 | WF000.00 | WF003.90 | 3.90 | 1.09 | 0.60 | 1.69 |
| ISENHOURNC | WHITNEY NC | 0305 | HF4 HF6 | WF003.90 | WF005.85 | 1.95 | 0.54 | 0.30 | 0.84 |
| WHITNEY NC | BADIN NC | 0305 | HF6 HF12 | WF005.85 | WF011.10 | 5.25 | 1.66 | 0.89 | 2.56 |

UNEDITED TRAFFIC DATA 2000
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

10:03 Monday, August 5, 2002 11

---------- DIVAORHD=030305 HALLSFERNC-BADWSS NC WF000.00 -WF011.11 ----------
(continued)

5.10
11.11
0.46

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| BADIN NC | BADWSS NC | 0305 | HF12 81064 | WF011.10 | WF011.11 | 0.01 | 0.00 | 0.00 | 0.00 |

---------- DIVAORHD=030308 GOLDSBORNC-NEWBERN NC EC000.00 -EC058.23 ----------

58.23 mi.
31.20
0.54

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GOLDSBORNC | EASTGOLDNC | 0308 | H130 EC1 | EC000.00 | EC003.60 | 3.60 | 4.32 | 1.83 | 6.15 |
| EASTGOLDNC | MILLERS NC | 0308 | EC1 EC5 | EC003.60 | EC004.40 | 0.80 | 0.96 | 0.41 | 1.36 |
| MILLERS NC | RADFORD NC | 0308 | EC5 EC7 | EC004.40 | EC006.00 | 1.60 | 1.63 | 0.69 | 2.32 |
| RADFORD NC | BESTS NC | 0308 | EC7 EC10 | EC006.00 | EC009.80 | 3.80 | 1.33 | 0.84 | 2.17 |
| BESTS NC | LAGRANGENC | 0308 | EC10 EC14 | EC009.80 | EC013.80 | 4.00 | 1.40 | 0.89 | 2.28 |
| LAGRANGENC | FALLINGCNC | 0308 | EC14 EC20 | EC013.80 | EC019.70 | 5.90 | 1.98 | 1.27 | 3.25 |
| FALLINGCNC | HINESJCTNC | 0308 | EC20 EC24 | EC019.70 | EC023.80 | 4.10 | 1.25 | 0.83 | 2.08 |
| HINESJCTNC | EASTKINSNC | 0308 | EC24 EC25 | EC023.80 | EC025.00 | 1.20 | 0.33 | 0.23 | 0.56 |
| EASTKINSNC | KINSTON NC | 0308 | EC25 EC26 | EC025.00 | EC026.80 | 1.80 | 0.46 | 0.22 | 0.68 |
| KINSTON NC | DOVER NC | 0308 | EC26 EC35 | EC026.80 | EC034.90 | 8.10 | 1.55 | 0.79 | 2.34 |
| DOVER NC | 39MILESINC | 0308 | EC35 EC39 | EC034.90 | EC039.00 | 4.10 | 0.79 | 0.40 | 1.19 |
| 39MILESINC | COVE NC | 0308 | EC39 EC42 | EC039.00 | EC042.30 | 3.30 | 0.63 | 0.32 | 0.96 |
| COVE NC | TUSCARORNC | 0308 | EC42 EC48 | EC042.30 | EC048.10 | 5.80 | 1.10 | 0.57 | 1.67 |
| TUSCARORNC | SLADE NC | 0308 | EC48 EC51 | EC048.10 | EC050.90 | 2.80 | 0.53 | 0.28 | 0.81 |
| SLADE NC | OAKS NC | 0308 | EC51 EC56 | EC050.90 | EC055.60 | 4.70 | 1.03 | 0.83 | 1.86 |
| OAKS NC | NEWBERNWNC | 0308 | EC56 EC58 | EC055.60 | EC056.90 | 1.30 | 0.30 | 0.27 | 0.56 |
| NEWBERNWNC | NEWBERN NC | 0308 | EC58 EC59 | EC056.90 | EC058.23 | 1.33 | 0.30 | 0.27 | 0.58 |

---------- DIVAORHD=030331 NEWBERN NC-MOREHEADNC EC058.23 -EC094.25 ----------

36.02 mi.
68.60
1.91

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| NEWBERN NC | NEWBERNENC | 0331 | EC59 EC61 | EC058.23 | EC059.20 | 0.97 | 1.22 | 0.76 | 1.98 |
| NEWBERNENC | JAMESCITNC | 0331 | EC61 EC60 | EC059.20 | EC060.45 | 1.25 | 1.57 | 0.98 | 2.55 |
| JAMESCITNC | RIVERDALNC | 0331 | EC60 EC67 | EC060.45 | EC067.60 | 7.15 | 8.91 | 5.58 | 14.49 |
| RIVERDALNC | HAVELOCKNC | 0331 | EC67 EC76 | EC067.60 | EC076.50 | 8.90 | 11.10 | 6.95 | 18.04 |
| HAVELOCKNC | HAVELCKENC | 0331 | EC76 EC77 | EC076.50 | EC076.70 | 0.20 | 0.23 | 0.15 | 0.38 |
| HAVELCKENC | CHERRYPONC | 0331 | EC77 EC78 | EC076.70 | EC078.00 | 1.30 | 1.51 | 0.96 | 2.48 |
| CHERRYPONC | NEWPORT NC | 0331 | EC78 EC84 | EC078.00 | EC083.40 | 5.40 | 5.75 | 3.79 | 9.54 |
| NEWPORT NC | EDGEWATENC | 0331 | EC84 EC91 | EC083.40 | EC089.30 | 5.90 | 6.28 | 4.14 | 10.42 |
| EDGEWATENC | CAMPGLENNC | 0331 | EC91 EC92 | EC089.30 | EC091.40 | 2.10 | 2.22 | 1.47 | 3.69 |
| CAMPGLENNC | MHCITFGNNC | 0331 | EC92 EC93 | EC091.40 | EC093.00 | 1.60 | 1.69 | 1.12 | 2.81 |
| MHCITFGNNC | MOREHEADNC | 0331 | EC93 EC94 | EC093.00 | EC094.25 | 1.25 | 1.32 | 0.88 | 2.20 |

---------- DIVAORHD=030344 CAMPLEJSNC-HAVELOCSNC CL000.00 -CL029.65 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| CAMPLEJSNC | CAMPLEJENC | 0344 | CK3 CL0 | CL000.00 | CL002.70 | 2.70 | 0.00 | 0.00 | 0.00 |
| CAMPLEJENC | CAMPLEJNNC | 0344 | CL0 CL3 | CL002.70 | CL003.00 | 0.30 | 0.01 | 0.02 | 0.03 |
| CAMPLEJNNC | STELLA NC | 0344 | CL3 CL15 | CL003.00 | CL015.60 | 12.60 | 0.42 | 0.81 | 1.23 |
| STELLA NC | HAVELOCKNC | 0344 | CL15 EC76 | CL015.60 | CL029.40 | 13.80 | 0.46 | 0.88 | 1.34 |

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 12
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030344 CAMPLEJSNC-HAVELOCSNC CL000.00 -CL029.65
(continued)

2.57
29.65 mi.
0.09

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| HAVELOCKNC | HAVELOCSNC | 0344 | EC76 CL29 | CL029.40 | CL029.65 | 0.25 | 0.00 | 0.00 | 0.00 |

DIVAORHD=030345 GLENN NC-CARRBORONC J000.00 - J010.16

2.84
10.16 =
0.28

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GLENN NC | BLACKWOONC | 0345 | H46 J4 | J000.00 | J004.09 | 4.09 | 0.82 | 0.31 | 1.13 |
| BLACKWOONC | CHAPELHINC | 0345 | J4 J9 | J004.09 | J009.00 | 4.91 | 0.99 | 0.37 | 1.36 |
| CHAPELHINC | CARRBORONC | 0345 | J9 J10 | J009.00 | J010.16 | 1.16 | 0.23 | 0.09 | 0.32 |

DIVAORHD=030447 KEMCO NC-PLYMOUTHNC NS090.80 -NS091.00

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| KEMCO NC | PLYMOUTHNC | 0447 | NS83 NS91 | NS090.80 | NS091.00 | 0.20 | 0.00 | 0.00 | 0.00 |

DIVAORHD=030449 PLYMOUTHNC-PINETWNNNC NS091.00 -NS112.50

21.50 mi.
17.66
0.82

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| PLYMOUTHNC | LUCIANPANC | 0449 | NS91 NS92 | NS091.00 | NS095.10 | 4.10 | 1.70 | 1.68 | 3.38 |
| LUCIANPANC | MIZZELLENC | 0449 | NS92 NS94 | NS095.10 | NS101.80 | 6.70 | 2.78 | 2.75 | 5.52 |
| MIZZELLENC | PINETNJCNC | 0449 | NS94 NS111 | NS101.80 | NS111.00 | 9.20 | 3.82 | 3.77 | 7.59 |
| PINETNJCNC | PINETWNNNC | 0449 | NS111NS110 | NS111.00 | NS112.50 | 1.50 | 0.62 | 0.61 | 1.24 |

DIVAORHD=030451 PINETWNNNC-CHOCWINNNC NS112.50 -NS128.00

15.50
15.90 mi.
1.02

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| PINETWNNNC | PINETOWNNC | 0451 | NS110NS112 | NS112.50 | NS113.25 | 0.75 | 0.31 | 0.31 | 0.62 |
| PINETOWNNC | PINETOWSNC | 0451 | NS112NS114 | NS113.25 | NS114.00 | 0.75 | 0.34 | 0.34 | 0.69 |
| PINETOWSNC | BUNYON NC | 0451 | NS114NS113 | NS114.00 | NS121.70 | 7.70 | 3.53 | 3.54 | 7.07 |
| BUNYON NC | ALLIGOODNC | 0451 | NS113NS119 | NS121.70 | NS122.00 | 0.30 | 0.14 | 0.14 | 0.28 |
| ALLIGOODNC | WASHINGTNC | 0451 | NS119NS125 | NS122.00 | NS125.70 | 3.70 | 1.73 | 1.73 | 3.46 |
| WASHINGTNC | PHOSPHATNC | 0451 | NS125NS126 | NS125.70 | NS127.40 | 1.70 | 0.82 | 0.80 | 1.62 |
| PHOSPHATNC | CHOCWINNNC | 0451 | NS126NS127 | NS127.40 | NS128.00 | 0.60 | 0.98 | 1.16 | 2.14 |

DIVAORHD=030453 CHOCWINNNC-GREENVILNC NS128.00 -NS145.00

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| CHOCWINNNC | CHOCOWINNC | 0453 | NS127NS129 | NS128.00 | NS129.91 | 1.91 | 3.13 | 3.69 | 6.83 |
| CHOCOWINNC | CHOCOWISNC | 0453 | NS129NS131 | NS129.91 | NS131.50 | 1.59 | 4.06 | 5.30 | 9.37 |
| CHOCOWISNC | GRIMESLANC | 0453 | NS131NS135 | NS131.50 | NS136.10 | 4.60 | 11.76 | 15.34 | 27.10 |

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 13
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030453 CHOCWINNNC-GREENVILNC NS128.00 -NS145.00
(continued)

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GRIMESLANC | SIMPSON NC | 0453 | NS135NS141 | NS136.10 | NS141.30 | 5.20 | 13.29 | 17.34 | 30.64 |
| SIMPSON NC | GREENVILNC | 0453 | NS141NS145 | NS141.30 | NS145.00 | 3.70 | 9.46 | 12.34 | 21.80 |

DIVAORHD=030455 GREENVILNC-RALEIGHSNC NS145.00 -NS234.70

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| GREENVILNC | ARTHUR NC | 0455 | NS145NS146 | NS145.00 | NS146.70 | 1.70 | 4.39 | 5.81 | 10.20 |
| ARTHUR NC | FARMVILLNC | 0455 | NS146NS157 | NS146.70 | NS160.00 | 13.30 | 30.59 | 41.64 | 72.23 |
| FARMVILLNC | POWELL NC | 0455 | NS157NS158 | NS160.00 | NS161.90 | 1.90 | 4.49 | 6.14 | 10.62 |
| POWELL NC | WALSTONBNC | 0455 | NS158NS164 | NS161.90 | NS166.20 | 4.30 | 10.15 | 13.89 | 24.04 |
| WALSTONBNC | STANTONSNC | 0455 | NS164NS171 | NS166.20 | NS173.50 | 7.30 | 17.24 | 23.57 | 40.81 |
| STANTONSNC | WILSON NC | 0455 | NS171NS180 | NS173.50 | NS181.10 | 7.60 | 17.94 | 24.54 | 42.49 |
| WILSON NC | SIMMS NC | 0455 | NS180NS188 | NS181.10 | NS192.70 | 11.60 | 28.10 | 38.74 | 66.85 |
| SIMMS NC | NEVERSONNC | 0455 | NS188NS189 | NS192.70 | NS193.30 | 0.60 | 1.39 | 1.79 | 3.18 |
| NEVERSONNC | BAILEY NC | 0455 | NS189NS192 | NS193.30 | NS196.30 | 3.00 | 6.96 | 8.97 | 15.93 |
| BAILEY NC | MIDDLESENC | 0455 | NS192NS198 | NS196.30 | NS201.30 | 5.00 | 11.57 | 14.87 | 26.43 |
| MIDDLESENC | ZEBULON NC | 0455 | NS198NS205 | NS201.30 | NS208.90 | 7.60 | 17.52 | 22.59 | 40.11 |
| ZEBULON NC | ROCKTON NC | 0455 | NS205NS206 | NS208.90 | NS210.00 | 1.10 | 2.51 | 3.26 | 5.77 |
| ROCKTON NC | WENDELL NC | 0455 | NS206NS210 | NS210.00 | NS213.50 | 3.50 | 7.98 | 10.37 | 18.35 |
| WENDELL NC | EGLRK.SCNC | 0455 | NS210NS216 | NS213.50 | NS215.85 | 2.35 | 5.35 | 6.96 | 12.31 |
| EGLRK.SCNC | KNIGHTDANC | 0455 | NS216NS217 | NS215.85 | NS220.70 | 4.85 | 11.05 | 14.36 | 25.41 |
| KNIGHTDANC | MILBURNINC | 0455 | NS217NS218 | NS220.70 | NS225.40 | 4.70 | 10.70 | 13.92 | 24.62 |
| MILBURNINC | RALEIGHNNC | 0455 | NS218NS228 | NS225.40 | NS228.04 | 2.64 | 6.01 | 7.82 | 13.83 |
| RALEIGHNNC | EASTRALENC | 0455 | NS228NS219 | NS228.04 | NS229.10 | 1.06 | 2.41 | 3.14 | 5.55 |
| EASTRALENC | BOUSHELLNC | 0455 | NS219NS224 | NS229.10 | NS230.00 | 0.90 | 2.06 | 2.69 | 4.75 |
| BOUSHELLNC | RALEIGH NC | 0455 | NS224H81 | NS230.00 | NS233.20 | 3.20 | 7.32 | 9.56 | 16.87 |
| RALEIGH NC | RALEIGHSNC | 0455 | H81 NS235 | NS233.20 | NS234.70 | 1.50 | 1.08 | 0.88 | 1.96 |

DIVAORHD=030457 RALEIGHSNC-VARINA NC NS234.70 -NS251.90

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| RALEIGHSNC | AGGSTONENC | 0457 | NS235NS230 | NS234.70 | NS234.90 | 0.20 | 0.14 | 0.12 | 0.26 |
| AGGSTONENC | CARALEIGNC | 0457 | NS230NS229 | NS234.90 | NS235.60 | 0.70 | 0.51 | 0.41 | 0.92 |
| CARALEIGNC | AIRPORT NC | 0457 | NS229NS231 | NS235.60 | NS236.70 | 1.10 | 0.78 | 0.61 | 1.39 |
| AIRPORT NC | MCCULLERNC | 0457 | NS231NS232 | NS236.70 | NS243.30 | 6.60 | 4.68 | 3.67 | 8.35 |
| MCCULLERNC | HOLCOMB NC | 0457 | NS232NS233 | NS243.30 | NS244.60 | 1.30 | 0.88 | 0.71 | 1.60 |
| HOLCOMB NC | WILLOWSPNC | 0457 | NS233NS243 | NS244.60 | NS244.80 | 0.20 | 0.14 | 0.11 | 0.25 |
| WILLOWSPNC | CAIRO NC | 0457 | NS243NS244 | NS244.80 | NS245.00 | 0.20 | 0.14 | 0.11 | 0.25 |
| CAIRO NC | ADAMSSIDNC | 0457 | NS244NS245 | NS245.00 | NS245.20 | 0.20 | 0.14 | 0.11 | 0.25 |
| ADAMSSIDNC | VARNA.SCNC | 0457 | NS245NS250 | NS245.20 | NS250.50 | 5.30 | 3.60 | 2.96 | 6.57 |
| VARNA.SCNC | VARINA NC | 0457 | NS250NS247 | NS250.50 | NS251.90 | 1.40 | 0.95 | 0.78 | 1.73 |

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 14
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=030459 VARINA NC-DUNCAN NC NS251.90 -NS256.50

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VARINA NC | DUNCAN NC | 0459 | NS247NS252 | NS251.90 | NS256.50 | 4.60 | 0.68 | 1.18 | 1.87 |

0.41

DIVAORHD=030461 DUNCAN NC-CUMNOCKNNC NS256.50 -NS279.92

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| DUNCAN NC | CORINTH NC | 0461 | NS252NS259 | NS256.50 | NS264.10 | 7.60 | 1.08 | 1.91 | 3.00 |
| CORINTH NC | BRICKHAVNC | 0461 | NS259NS262 | NS264.10 | NS266.30 | 2.20 | 0.31 | 0.55 | 0.87 |
| BRICKHAVNC | COLON NC | 0461 | NS262NS270 | NS266.30 | NS274.60 | 8.30 | 3.98 | 10.57 | 14.56 |
| COLON NC | LEEBRICKNC | 0461 | NS270NS271 | NS274.60 | NS276.40 | 1.80 | 0.79 | 2.12 | 2.91 |
| LEEBRICKNC | COHEN NC | 0461 | NS271NS272 | NS276.40 | NS276.70 | 0.30 | 0.13 | 0.34 | 0.47 |
| COHEN NC | CUMNOCKNNC | 0461 | NS272NS280 | NS276.70 | NS279.92 | 3.22 | 1.36 | 3.65 | 5.01 |

26.90 = 23.42 1.15

DIVAORHD=030471 PHOSPHATNC-LEECREEKNC WL000.00 -WL031.30

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| PHOSPHATNC | AURORA NC | 0471 | NS126WL26 | WL000.00 | WL025.80 | 25.80 | 37.87 | 30.09 | 67.97 |
| AURORA NC | LEECREEKNC | 0471 | WL26 WL32 | WL025.80 | WL031.30 | 5.50 | 8.07 | 6.42 | 14.49 |

82.50 31 = 2.66

DIVAORHD=030473 CHOCOWINNC-END-NB NC NB000.00 -NB030.90

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| CHOCOWINNC | HACKNEY NC | 0473 | NS129CN3 | NB000.00 | NB003.30 | 3.30 | 4.72 | 3.28 | 8.00 |
| HACKNEY NC | WILMAR4 NC | 0473 | CN3 CN9 | NB003.30 | NB008.67 | 5.37 | 7.68 | 5.34 | 13.02 |
| WILMAR4 NC | PAT NC | 0473 | CN9 CN10 | NB008.67 | NB013.50 | 4.83 | 6.91 | 4.81 | 11.71 |
| PAT NC | VANCEBORNC | 0473 | CN10 CN15 | NB013.50 | NB015.10 | 1.60 | 2.29 | 1.59 | 3.88 |
| VANCEBORNC | WEYCO NC | 0473 | CN15 CN21 | NB015.10 | NB021.40 | 6.30 | 8.98 | 6.26 | 15.23 |
| WEYCO NC | ASKIN NC | 0473 | CN21 CN23 | NB021.40 | NB022.80 | 1.40 | 1.74 | 1.05 | 2.79 |
| ASKIN NC | BRIDGEWDNC | 0473 | CN23 CN24 | NB022.80 | NB024.00 | 1.20 | 1.49 | 0.90 | 2.39 |
| BRIDGEWDNC | BRIDGETONC | 0473 | CN24 CN30 | NB024.00 | NB029.20 | 5.20 | 6.40 | 3.86 | 10.26 |
| BRIDGETONC | NEWBERN NC | 0473 | CN30 EC59 | NB029.20 | NB029.48 | 0.28 | 0.34 | 0.21 | 0.55 |
| NEWBERN NC | END-NB NC | 0473 | EC59 -0016 | NB029.48 | NB030.90 | 1.42 | 0.00 | 0.00 | 0.00 |

67.90 30.90 = 2.20

DIVAORHD=030477 VARINA NC-LILLINGTNC VF000.00 -VF015.00

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VARINA NC | VARINAS NC | 0477 | NS247VF0 | VF000.00 | VF000.05 | 0.05 | 0.02 | 0.01 | 0.03 |
| VARINAS NC | FUQUAYSPNC | 0477 | VF0 VF1 | VF000.05 | VF000.78 | 0.73 | 0.34 | 0.17 | 0.50 |
| FUQUAYSPNC | KIPLING NC | 0477 | VF1 VF9 | VF000.78 | VF008.70 | 7.92 | 3.65 | 1.79 | 5.44 |
| KIPLING NC | BECKER NC | 0477 | VF9 VF10 | VF008.70 | VF014.00 | 5.30 | 2.44 | 1.20 | 3.64 |
| BECKER NC | LILLINGTNC | 0477 | VF10 VF15 | VF014.00 | VF015.00 | 1.00 | 0.46 | 0.23 | 0.69 |

10.20 (5.00) 0.68

UNEDITED TRAFFIC DATA 2000
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

10:03 Monday, August 5, 2002 15

---------- DIVAORHD=030479 LILLINGTNC-FAYETTEVNC VF015.00 -VF043.10 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| LILLINGTNC | SENTER NC | 0479 | VF15 VF18 | VF015.00 | VF017.90 | 2.90 | 1.33 | 0.66 | 1.99 |
| SENTER NC | BUNLEVELNC | 0479 | VF18 VF21 | VF017.90 | VF021.40 | 3.50 | 1.61 | 0.79 | 2.40 |
| BUNLEVELNC | FONVILLENC | 0479 | VF21 VF23 | VF021.40 | VF022.60 | 1.20 | 0.55 | 0.27 | 0.82 |
| FONVILLENC | TEER NC | 0479 | VF23 VF24 | VF022.60 | VF024.70 | 2.10 | 0.96 | 0.47 | 1.43 |
| TEER NC | SLOCOMB NC | 0479 | VF24 VF33 | VF024.70 | VF033.10 | 8.40 | 3.84 | 1.88 | 5.73 |
| SLOCOMB NC | KELLYSPRNC | 0479 | VF33 VF35 | VF033.10 | VF034.90 | 1.80 | 0.82 | 0.40 | 1.23 |
| KELLYSPRNC | GOODWINSNC | 0479 | VF35 VF36 | VF034.90 | VF041.10 | 6.20 | 1.44 | 0.70 | 2.13 |
| GOODWINSNC | FAYETTENNC | 0479 | VF36 VF41 | VF041.10 | VF041.50 | 0.40 | 0.09 | 0.04 | 0.14 |
| FAYETTENNC | FAYETTEVNC | 0479 | VF41 VF43 | VF041.50 | VF043.10 | 1.60 | 0.36 | 0.18 | 0.54 |

18.30 / 28.1 mi = 0.88

---------- DIVAORHD=030526 CROWDERSNC-DALLAS NC HG037.50 -HG049.20 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| CROWDERSNC | RIDGE NC | 0526 | HG39 HG41 | HG037.50 | HG040.10 | 2.60 | 0.00 | 0.00 | 0.01 |
| RIDGE NC | SOUTHGASNC | 0526 | HG41 HG42 | HG040.10 | HG042.90 | 2.80 | 0.29 | 0.16 | 0.46 |
| SOUTHGASNC | GASTONIANC | 0526 | HG42 399 | HG042.90 | HG045.00 | 2.10 | 0.22 | 0.12 | 0.34 |
| GASTONIANC | GASTNJCTNC | 0526 | 399 HG45 | HG045.00 | HG045.10 | 0.10 | 0.00 | 0.00 | 0.00 |
| GASTNJCTNC | NORTHGASNC | 0526 | HG45 HG47 | HG045.10 | HG047.20 | 2.10 | 0.01 | 0.02 | 0.03 |
| NORTHGASNC | DALLAS NC | 0526 | HG47 HG49 | HG047.20 | HG049.20 | 2.00 | 0.01 | 0.02 | 0.03 |

.87 / 11.7 = .07

---------- DIVAORHD=035290 DUKE NC-DURHAM NC DP000.00 -DP002.23 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| DUKE NC | DURHAM NC | 5290 | 327 H55 | DP000.00 | DP002.23 | 2.23 | 0.00 | 0.00 | 0.00 |

---------- DIVAORHD=070165 MURPHYJCNC-DOUGLAS TN S142.36 - S216.50 ----------

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| MURPHYJCNC | CRAGGY NC | 0165 | S142 S146 | S142.36 | S145.80 | 3.44 | 24.66 | 64.07 | 88.72 |
| CRAGGY NC | ALEXANDENC | 0165 | S146 S153 | S145.80 | S152.50 | 6.70 | 48.03 | 124.78 | 172.82 |
| ALEXANDENC | VOLGA NC | 0165 | S153 S158 | S152.50 | S157.90 | 5.40 | 38.71 | 100.57 | 139.28 |
| VOLGA NC | IVY NC | 0165 | S158 S160 | S157.90 | S159.70 | 1.80 | 12.90 | 33.52 | 46.43 |
| IVY NC | ROLLINS NC | 0165 | S160 S162 | S159.70 | S162.00 | 2.30 | 16.49 | 42.84 | 59.32 |
| ROLLINS NC | MARSHALLNC | 0165 | S162 S163 | S162.00 | S163.30 | 1.30 | 9.32 | 24.21 | 33.53 |
| MARSHALLNC | MARSH.SCNC | 0165 | S163 S164 | S163.30 | S163.36 | 0.06 | 0.43 | 1.12 | 1.55 |
| MARSH.SCNC | NOCONA NC | 0165 | S164 S167 | S163.36 | S167.00 | 3.64 | 26.20 | 67.73 | 93.92 |
| NOCONA NC | WALNUT NC | 0165 | S167 S168 | S167.00 | S168.30 | 1.30 | 9.36 | 24.19 | 33.54 |
| WALNUT NC | BARNARD NC | 0165 | S168 S171 | S168.30 | S170.80 | 2.50 | 17.99 | 46.51 | 64.51 |
| BARNARD NC | STACKHOUNC | 0165 | S171 S175 | S170.80 | S174.90 | 4.10 | 29.51 | 76.28 | 105.79 |
| STACKHOUNC | HOTSPRINNC | 0165 | S175 S179 | S174.90 | S179.40 | 4.50 | 32.39 | 83.73 | 116.11 |
| HOTSPRINNC | FRENCH NC | 0165 | S179 S183 | S179.40 | S182.70 | 3.30 | 23.75 | 61.40 | 85.15 |
| FRENCH NC | PAINTROCNC | 0165 | S183 S185 | S182.70 | S184.90 | 2.20 | 15.83 | 40.93 | 56.77 |
| PAINTROCNC | NC/TN LNXX | 0165 | S185 --027 | S184.90 | S185.50 | 0.60 | 4.32 | 11.16 | 15.48 |

113 / 74.4 mi = 1.5

UNEDITED TRAFFIC DATA 2000 — 10:03 Monday, August 5, 2002 16
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

DIVAORHD=555150 KINNEYYDVA-WILLIAMSNC L000.00 - L085.87

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VA/NC LNXX | MAYOJUNCNC | 5150 | --06512077 | L072.41 | L072.80 | 0.39 | 4.09 | 1.27 | 5.35 |
| MAYOJUNCNC | HYCOMAYONC | 5150 | 1207712076 | L072.80 | L073.11 | 0.31 | 2.55 | 0.83 | 3.38 |
| HYCOMAYONC | WOODSDALNC | 5150 | 1207612079 | L073.11 | L076.06 | 2.95 | 0.47 | 0.29 | 0.76 |
| WOODSDALNC | BAKERPERNC | 5150 | 1207912083 | L076.06 | L080.55 | 4.49 | 0.70 | 0.41 | 1.11 |
| BAKERPERNC | LONGHURSNC | 5150 | 1208312084 | L080.55 | L081.18 | 0.63 | 0.10 | 0.06 | 0.15 |
| LONGHURSNC | ROXBORO NC | 5150 | 1208412086 | L081.18 | L083.15 | 1.97 | 0.30 | 0.18 | 0.48 |
| ROXBORO NC | PICKS NC | 5150 | 1208612088 | L083.15 | L085.68 | 2.53 | 0.00 | 0.00 | 0.00 |
| PICKS NC | WILLIAMSNC | 5150 | 1208812089 | L085.68 | L085.87 | 0.19 | 0.00 | 0.00 | 0.00 |

DIVAORHD=555270 MAYOJUNCNC-MAYOCREENC M000.00 - M004.01

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| MAYOJUNCNC | MAYOCREENC | 5270 | 1207712209 | M000.00 | M004.01 | 4.01 | 10.85 | 4.11 | 14.96 |

DIVAORHD=555280 HYCOMAYONC-HYCO NC HY000.00 -HY007.55

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| HYCOMAYONC | HYCO NC | 5280 | 1207612208 | HY000.00 | HY007.55 | 7.55 | 60.82 | 19.44 | 80.27 |

DIVAORHD=555390 SROANOKEVA-WINSTONSNC R007.32 - R126.58

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| VA/NC LNXX | PRICE NC | 5390 | --06814076 | R080.59 | R081.08 | 0.49 | 6.31 | 2.04 | 8.35 |
| PRICE NC | WATKINS NC | 5390 | 1407614080 | R081.08 | R084.40 | 3.32 | 42.75 | 13.84 | 56.59 |
| WATKINS NC | STONEVILNC | 5390 | 1408014083 | R084.40 | R086.00 | 1.60 | 20.60 | 6.67 | 27.27 |
| STONEVILNC | FAIR NC | 5390 | 1408314085 | R086.00 | R089.60 | 3.60 | 46.35 | 15.01 | 61.36 |
| FAIR NC | MAYODAN NC | 5390 | 1408514088 | R089.60 | R092.62 | 3.02 | 38.88 | 12.59 | 51.47 |
| MAYODAN NC | MADISON NC | 5390 | 1408814090 | R092.62 | R095.38 | 2.76 | 35.53 | 11.51 | 47.04 |
| MADISON NC | MABRICO NC | 5390 | 1409014093 | R095.38 | R096.00 | 0.62 | 7.98 | 2.58 | 10.57 |
| MABRICO NC | PINEHALLNC | 5390 | 1409314098 | R096.00 | R102.90 | 6.90 | 88.62 | 28.29 | 116.91 |
| PINEHALLNC | PINEH.SCNC | 5390 | 1409814097 | R102.90 | R103.58 | 0.68 | 8.72 | 2.78 | 11.51 |
| PINEH.SCNC | CERAMIC NC | 5390 | 1409714099 | R103.58 | R104.04 | 0.46 | 5.82 | 1.88 | 7.70 |
| CERAMIC NC | BELCRJCTNC | 5390 | 1409914100 | R104.04 | R105.45 | 1.41 | 17.83 | 5.75 | 23.58 |
| BELCRJCTNC | WALNUTCONC | 5390 | 1410014104 | R105.45 | R108.83 | 3.38 | 23.60 | 8.67 | 32.27 |
| WALNUTCONC | FULP NC | 5390 | 1410414107 | R108.83 | R111.74 | 2.91 | 20.26 | 7.42 | 27.68 |
| FULP NC | DENNIS NC | 5390 | 1410714109 | R111.74 | R114.12 | 2.38 | 16.57 | 6.07 | 22.64 |
| DENNIS NC | STONEYPONC | 5390 | 1410914111 | R114.12 | R116.70 | 2.58 | 17.96 | 6.58 | 24.54 |
| STONEYPONC | WALKE.SCNC | 5390 | 1411114110 | R116.70 | R117.91 | 1.21 | 8.42 | 3.08 | 11.51 |
| WALKE.SCNC | WALKERTONC | 5390 | 1411014113 | R117.91 | R118.50 | 0.59 | 4.11 | 1.50 | 5.61 |
| WALKERTONC | S.CARLOTNC | 5390 | 1411314115 | R118.50 | R120.05 | 1.55 | 10.79 | 3.95 | 14.74 |
| S.CARLOTNC | DAISY NC | 5390 | 1411514117 | R120.05 | R120.80 | 0.75 | 5.22 | 1.91 | 7.13 |
| DAISY NC | NWINSTONNC | 5390 | 1411714119 | R120.80 | R124.20 | 3.40 | 23.67 | 8.67 | 32.34 |
| NWINSTONNC | WINSTONSNC | 5390 | 1411914122 | R124.20 | R126.58 | 2.38 | 21.38 | 20.04 | 41.42 |

UNEDITED TRAFFIC DATA 2000 10:03 Monday, August 5, 2002 17
FROM NORFOLK SOUTHERN TRAFFIC DENSITY SYSTEM
NORTH CAROLINA
**SP(RTA4VX2) FOR REFERENCE PURPOSES ONLY

---------- DIVAORHD=555400 WINSTONSNC-WSSOLDYDNC WS000.58 -WS004.70 ----------

1.09

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| WINSTONSNC | WINSALWSNC | 5400 | 1412281071 | WS000.58 | WS000.59 | 0.01 | 0.01 | 0.00 | 0.01 |
| WINSALWSNC | WSSOLDYDNC | 5400 | 81071-0085 | WS000.59 | WS004.70 | 4.11 | 3.08 | 1.42 | 4.50 |

---------- DIVAORHD=555440 BELCRJCTNC-BELCREEKNC BC000.00 -BC004.10 ----------

7.46

| FROM STATION | TO STATION | AOR | STATION CODES | FROM_MP | TO_MP | MILES | MGT-MILES STATED DIR | MGT-MILES REVERSE DIR | TOTAL MGT-MILES |
|---|---|---|---|---|---|---|---|---|---|
| BELCRJCTNC | BELCREEKNC | 5440 | 1410014102 | BC000.00 | BC004.10 | 4.10 | 23.80 | 6.79 | 30.59 |

Attachment 2

# North Carolina -
## 2000 Track Miles by County

| County | Main Line | Other | Total |
|---|---|---|---|
| ALAMANCE | 17.01 | 4.36 | 21.37 |
| BEAUFORT | 65.03 | 6.53 | 71.56 |
| BUNCOMBE | 58.11 | 56.99 | 115.10 |
| BURKE | 29.67 | 8.89 | 38.56 |
| CABARRUS | 18.26 | 24.49 | 42.75 |
| CALDWELL | 0.00 | 0.00 | 0.00 |
| CAMDEN | 0.00 | 0.00 | 0.00 |
| CARTERET | 28.04 | 3.09 | 31.13 |
| CASWELL | 9.13 | 3.96 | 13.09 |
| CATAWBA | 27.10 | 20.03 | 47.13 |
| CHATHAM | 31.96 | 4.14 | 36.10 |
| CHAWAN | 0.00 | 0.00 | 0.00 |
| CHEROKEE | 0.00 | 0.00 | 0.00 |
| CLEVELAND | 20.15 | 19.40 | 39.55 |
| CRAVEN | 68.69 | 21.37 | 90.06 |
| CUMBERLAND | 17.43 | 2.37 | 19.80 |
| CURRITUCK | 0.00 | 0.00 | 0.00 |
| DAVIDSON | 24.96 | 92.82 | 117.78 |
| DAVIE | 17.63 | 3.56 | 21.19 |
| DURHAM | 30.37 | 19.37 | 49.74 |
| FORSYTH | 55.30 | 30.87 | 86.17 |
| GASTON | 41.22 | 35.66 | 76.88 |
| GRANVILLE | 23.52 | 2.14 | 25.66 |
| GREENE | 8.20 | 1.00 | 9.20 |
| GUILFORD | 78.07 | 67.45 | 145.52 |
| HARNETT | 26.24 | 8.31 | 34.55 |
| HAYWOOD | 21.57 | 6.58 | 28.15 |
| HENDERSON | 33.05 | 5.42 | 38.47 |
| IREDELL | 33.82 | 11.46 | 45.28 |
| JACKSON | 12.63 | 4.11 | 16.74 |
| JOHNSTON | 27.16 | 7.44 | 34.60 |
| JONES | 4.18 | 0.05 | 4.23 |
| LEE | 13.26 | 2.97 | 16.23 |
| LENOIR | 20.02 | 2.35 | 22.37 |
| LINCOLN | 0.00 | 0.00 | 0.00 |
| MACON | 0.00 | 0.00 | 0.00 |

| County | Main Line | Other | Total |
|---|---|---|---|
| MADISON | 28.18 | 8.20 | 36.38 |
| MARTIN | 0.00 | 2.78 | 2.78 |
| MC DOWELL | 35.72 | 12.35 | 48.07 |
| MECKLENBURG | 42.68 | 90.84 | 133.52 |
| MONTGOMERY | 0.00 | 0.00 | 0.00 |
| MOORE | 0.00 | 0.00 | 0.00 |
| NASH | 11.64 | 4.76 | 16.40 |
| ONSLOW | 0.00 | 0.00 | 0.00 |
| ORANGE | 28.24 | 7.12 | 35.36 |
| PAMLICO | 0.00 | 0.00 | 0.00 |
| PASQUOTANK | 0.00 | 0.00 | 0.00 |
| PERQUIMANS | 0.00 | 0.00 | 0.00 |
| PERSON | 13.59 | 13.25 | 26.84 |
| PITT | 28.45 | 8.22 | 36.67 |
| POLK | 10.55 | 3.08 | 13.63 |
| RANDOLPH | 36.45 | 6.15 | 42.60 |
| ROCKINGHAM | 38.09 | 23.61 | 61.70 |
| ROWAN | 71.61 | 50.71 | 122.32 |
| RUTHERFORD | 0.00 | 0.00 | 0.00 |
| STANLY | 13.68 | 2.68 | 16.36 |
| STOKES | 10.65 | 5.57 | 16.22 |
| SURRY | 0.00 | 0.00 | 0.00 |
| SWAIN | 0.00 | 0.00 | 0.00 |
| TRANSYLVANIA | 7.78 | 3.02 | 10.80 |
| VANCE | 0.00 | 0.00 | 0.00 |
| WAKE | 92.00 | 21.48 | 113.48 |
| WASHINGTON | 23.37 | 10.95 | 34.32 |
| WAYNE | 20.84 | 9.10 | 29.94 |
| WILKES | 0.00 | 0.00 | 0.00 |
| WILSON | 22.49 | 9.32 | 31.81 |
| | 1397.79 | 770.37 | 2168.16 |

.44 mT/day

** TOTAL PAGE.03 **

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- Mics. Engines
- Rolling Stock
- Misc. Railroad Photos
- Links
- Calenders
  - 1996
  - 1997
  - 1998
- NS MOW
- Derailed Equ.
- Durango Photos
- Susquahenna E9


**NS Roster:**


- Misc. Engines
- B23-7
- B30-7A
- B32-8
- B36-7
- U23B
- C30-7
- C36-7
- C39-8
- C40-8
- C40-9
- C40-9W
- GP38


## Norfolk Southern Roster

| Numbers | Number of Units | Model Type | Notes |
|---|---|---|---|
| 50-59 | 10 | SD9M | |
| 67-83 | 17 | SW1500 | |
| 101-104 | 4 | TC10 | Cat engined GP9 |
| 1002-1007 | 6 | SW1 | |
| 1329-1388 | 60 | GP40 | |
| 1580-1624 | 45 | SD40 | |
| 1625-1652 | 28 | SD40-2 | |
| 1733 | 1 | SW1500 | |
| 2105 | 1 | SW1 | |
| 2290-2347 | 58 | SW1500 | |
| 2348-2435 | 88 | MP15 | |
| 2501-2556 | 56 | SD70 | |
| 2717-2822 | 106 | GP38 | |
| 2823-2878 | 56 | GP38AC | |
| 2879 | 1 | GP38 | |
| 3170-3200 | 31 | SD40 | |
| 3201-3328 | 128 | SD40-2 | |
| 3500-3521 | 22 | B30-7A | |
| 3522-3566 | 45 | B32-8 | |
| 3815-3820 | 6 | B36-7 | |
| 3900-3969 | 70 | U23B | |
| 3970-4023 | 54 | B23-7 | |
| 4100-4159 | 60 | GP38AC | |
| 4600-4605 | 6 | GP49 | |
| 4606-4641 | 36 | GP59 | |
| 5000-5256 | 257 | GP38-2 | |
| | | | |

- GP38-2
- GP38AC
- GP40
- GP40X
- GP49
- GP50
- GP59
- GP60
- MP15
- SD9M
- SD40
- SD40-2
- SD50
- SD60
- SD70
- SW1
- SW1500
- SLUGS
- TC10

| | | | |
|---|---|---|---|
| 6073-6206 | 134 | SD40-2 | |
| 6500-6525 | 26 | SD50 | |
| 6550-6700 | 251 | SD60 | |
| 7000-7002 | 3 | GP40X | |
| 7003-7092 | 90 | GP50 | |
| 7101-7150 | 50 | GP60 | |
| 8003-8082 | 80 | C30-7 | |
| 8500-8542 | 43 | C36-7 | |
| 8550-8688 | 139 | C39-8 | |
| 8689-8763 | 75 | C40-8 | |
| 8764-8888 | 125 | C40-9 | |
| 8889-9008 | 120 | C40-9W | |
| 9009-9128 | 120 | C40-9W | |
| 9129-9244 | 116 | C40-9W | on order |
| 9710-9741 | 32 | SLUG | |
| 9819-9820 | 2 | SLUG | |
| 9834-9855 | 22 | SLUG | |
| 9902-9923 | 21 | SLUG | |

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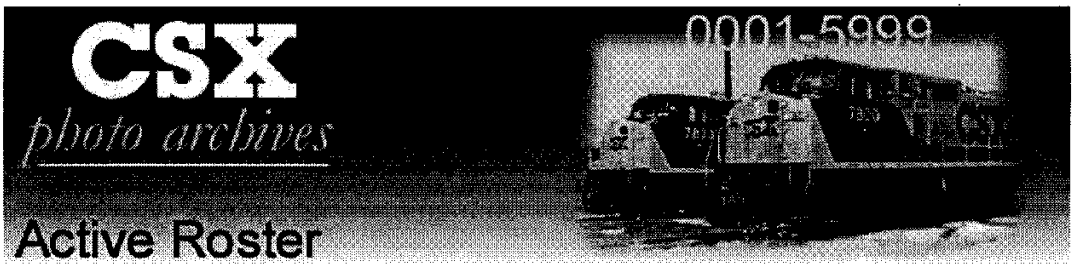


This roster and paint scheme listing will be updated continually as new info becomes available and new repaints are sighted.

This roster includes units awaiting delivery from the builders.

## TABLE LEGEND

| | |
|---|---|
| CSX Blue & Gold (YN3) | Blue # on Gold |
| CSX Bright Future (YN2) | Yellow # on Blue |
| Earlier CSX Schemes | Blue # on Gray |
| CSX MOW (Pumpkin) Scheme | Black # on Orange |
| Conrail Schemes | White # on Light Blue |
| Chessie System Scheme | Blue # on Yellow |
| Seaboard System Scheme | White # on Gray |
| Family Lines Scheme | Yellow # on Red |
| B&O/C&O Schemes | White # on Blue |
| LLPX EMD Schemes | Black # on Red |

# CSX Active Roster

0001-5999

| Model | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit |
|---|---|---|---|---|---|---|---|---|---|---|
| CW44AC | \ | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| CW44AC | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| CW44AC | 20 | 21 | 22 | \ | 24 | 25 | 26 | 27 | 28 | 29 |
| CW44AC | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| CW44AC | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 |
| CW44AC | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 |
| CW44AC | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 |
| CW44AC | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 |
| CW44AC | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 |
| CW44AC | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 |
| CW44AC | 100 | 101 | 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 |
| CW44AC | 110 | 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 |

Home
General Info
Locomotive Photos
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Contributing
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| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CW44AC | 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 |
| CW44AC | 130 | 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 |
| CW44AC | 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 | 149 |
| CW44AC | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 | 158 | 159 |
| CW44AC | 160 | 161 | 162 | 163 | 164 | 165 | 166 | 167 | 168 | 169 |
| CW44AC | 170 | 171 | 172 | 173 | | | | | | |
| CW44AC | | 201 | 202 | 203 | 204 | 205 | 206 | 207 | 208 | 209 |
| CW44AC | 210 | 211 | 212 | 213 | 214 | 215 | 216 | 217 | 218 | 219 |
| CW44AC | 220 | 221 | 222 | 223 | 224 | 225 | 226 | 227 | 228 | 229 |
| CW44AC | 230 | 231 | 232 | 233 | 234 | 235 | 236 | 237 | 238 | 239 |
| CW44AC | 240 | 241 | 242 | 243 | 244 | 245 | 246 | 247 | 248 | 249 |
| CW44AC | 250 | 251 | 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 |
| CW44AC | 260 | 261 | 262 | 263 | 264 | 265 | 266 | 267 | 268 | 269 |
| CW44AC | 270 | 271 | 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 |
| CW44AC | 280 | 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 |
| CW44AC | 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 | 299 |
| CW44AC | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 | 308 | 309 |
| CW44AC | 310 | 311 | 312 | 313 | 314 | 315 | 316 | 317 | 318 | 319 |
| CW44AC | 320 | 321 | 322 | 323 | 324 | 325 | 326 | 327 | 328 | 329 |
| CW44AC | 330 | 331 | 332 | 333 | 334 | 335 | 336 | 337 | 338 | 339 |
| CW44AC | 340 | 341 | 342 | 343 | 344 | 345 | 346 | 347 | 348 | 349 |
| CW44AC | 350 | 351 | 352 | 353 | 354 | 355 | 356 | 357 | 358 | 359 |
| CW44AC | 360 | 361 | 362 | 363 | 364 | 365 | 366 | 367 | 368 | 369 |
| CW44AC | 370 | 371 | 372 | 373 | 374 | 375 | 376 | 377 | 378 | 379 |
| CW44AC | 380 | 381 | 382 | 383 | 384 | 385 | 386 | 387 | 388 | 389 |
| CW44AC | 390 | 391 | 392 | 393 | 394 | 395 | 396 | 397 | 398 | 399 |
| CW44AC | 400 | 401 | 402 | 403 | 404 | 405 | 406 | 407 | 408 | 409 |
| CW44AC | 410 | 411 | 412 | 413 | 414 | 415 | 416 | 417 | 418 | 419 |
| CW44AC | 420 | 421 | 422 | 423 | 424 | 425 | 416 | 427 | 428 | 429 |
| CW44AC | 430 | 431 | 432 | 433 | 434 | 435 | 436 | 437 | 438 | 439 |
| CW44AC | 440 | 441 | 442 | 443 | 444 | 445 | 446 | 447 | 448 | 449 |
| CW44AC | 450 | 451 | 452 | 453 | 454 | 455 | 456 | 457 | 458 | 459 |
| CW44AC | 460 | 461 | 462 | 463 | 464 | 465 | 466 | 467 | 468 | 469 |
| CW44AC | 470 | 471 | 472 | 473 | 474 | 475 | 476 | 477 | 478 | 479 |
| CW44AC | 480 | 481 | 482 | 483 | 484 | 485 | 486 | 487 | 488 | 489 |
| CW44AC | 490 | 491 | 492 | 493 | 494 | 495 | 496 | 497 | 498 | 499 |
| CW44AC | 500 | 501 | 502 | 503 | 504 | 505 | 506 | 507 | 508 | 509 |
| CW44AC | 510 | 511 | 512 | 513 | 514 | 515 | 516 | 517 | 518 | 519 |
| CW44AC | 520 | 521 | 522 | 523 | 524 | 525 | 526 | 527 | 528 | 529 |
| CW44AC | 530 | 531 | 532 | 533 | 534 | 535 | 536 | 537 | 538 | 539 |
| CW44AC | 540 | 541 | 542 | 543 | 544 | 545 | 546 | 547 | 548 | 549 |
| CW44AC | 550 | 551 | 552 | 553 | 554 | 555 | 556 | 557 | 558 | 559 |
| CW44AC | 560 | 561 | 562 | 563 | 564 | 565 | 566 | 567 | 568 | 569 |
| CW44AC | 570 | 571 | 572 | 573 | 574 | 575 | 576 | 577 | 578 | 579 |
| CW44AC | 580 | 581 | 582 | 583 | 584 | 585 | 586 | 587 | 588 | 589 |
| CW44AC | 590 | 591 | 592 | 593 | 594 | 595 | 596 | 597 | 598 | 599 |
| CW60AC | 600 | 601 | 602 | 603 | 604 | 605 | 606 | 607 | 608 | 609 |
| CW60AC | 610 | 611 | 612 | 613 | 614 | 615 | 616 | 617 | 618 | 619 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| CW60AC | 620 | 621 | 622 | 623 | 624 | 625 | 626 | 627 | 628 | 629 |
| CW60AC | 630 | 631 | 632 | 633 | 634 | 635 | 636 | 637 | 638 | 639 |
| CW60AC | 640 | 641 | 642 | 643 | 644 | 645 | 646 | 647 | 648 | 649 |
| CW60AC | 650 | 651 | 652 | 653 | 654 | 655 | 656 | 657 | 658 | 659 |
| CW60AC | 660 | 661 | 662 | 663 | 664 | 665 | 666 | 667 | 668 | 669 |
| CW60AC | 670 | 671 | 672 | 673 | 674 | 675 | 676 | 677 | 678 | 679 |
| CW60AC | 680 | 681 | 682 | 683 | 684 | 685 | 686 | 687 | 688 | 689 |
| CW60AC | 690 | 691 | 692 | 693 | 694 | 695 | 696 | 697 | 698 | 699 |
| SD70AC | 700 | 701 | 702 | 703 | 704 | 705 | 706 | 707 | 708 | 709 |
| SD70AC | 710 | 711 | 712 | 713 | 714 | 715 | 716 | 717 | 718 | 719 |
| SD70AC | 720 | 721 | 722 | 723 | 724 | 725 | 726 | 727 | 728 | 729 |
| SD70AC | 730 | 731 | 732 | 733 | 734 | 735 | 736 | 737 | 738 | 739 |
| SD70AC | 740 | 741 | 742 | 743 | 744 | 745 | 746 | 747 | 748 | 749 |
| SD70AC | 750 | 751 | 752 | 753 | 754 | 755 | 756 | 757 | 758 | 759 |
| SD70AC | 760 | 761 | 762 | 763 | 764 | 765 | 766 | 767 | 768 | 769 |
| SD70AC | 770 | 771 | 772 | 773 | 774 | 775 | 776 | 777 | 778 | 779 |
| SD70AC | 780 | 781 | 782 | 783 | 784 | 785 | 786 | 787 | 788 | 789 |
| SD80AC | 800 | 801 | 802 | 803 | 804 | 805 | 806 | 807 | 808 | 809 |
| SD80AC | 810 | 811 | 812 | | | | | | | |
| MT-6 | | | | | | | 1006 | 1007 | | 1009 |
| MT-6 | 1010 | | 1012 | 1013 | | 1015 | 1016 | 1017 | 1018 | |
| SWMT | | 1021 | 1022 | 1023 | 1024 | | | | | |
| SWMT | 1040 | | 1042 | 1043 | 1044 | 1045 | 1046 | 1047 | 1048 | 1049 |
| SWMT | 1050 | 1051 | 1052 | 1053 | 1054 | 1055 | 1056 | 1057 | 1058 | 1059 |
| SWMT | 1060 | 1061 | 1062 | 1063 | 1064 | 1065 | 1066 | 1067 | 1068 | |
| SW1500 | 1100 | 1101 | 1102 | 1103 | 1104 | 1105 | 1106 | 1107 | 1108 | 1109 |
| SW1500 | 1110 | 1111 | 1112 | 1113 | 1114 | 1115 | 1116 | 1117 | 1118 | 1119 |
| SW1001 | | | 1122 | 1123 | 1124 | | | 1127 | 1128 | |
| MP15AC | 1130 | 1131 | 1132 | 1133 | 1134 | 1135 | 1136 | 1137 | 1138 | 1139 |
| MP15 | 1140 | 1141 | 1142 | 1143 | 1144 | 1145 | 1146 | 1147 | 1148 | 1149 |
| MP15AC | 1150 | 1151 | 1152 | 1153 | 1154 | 1155 | 1156 | 1157 | 1158 | 1159 |
| MP15AC | 1160 | 1161 | 1162 | 1163 | 1164 | 1165 | 1166 | 1167 | 1168 | 1169 |
| MP15AC | 1170 | 1171 | 1172 | 1173 | 1174 | 1175 | 1176 | 1177 | 1178 | 1179 |
| MP15AC | 1180 | 1181 | 1182 | 1183 | 1184 | 1185 | 1186 | 1187 | 1188 | 1189 |
| MP15AC | 1190 | 1191 | 1192 | 1193 | 1194 | | | | | |
| MP15T | 1200 | 1201 | 1202 | 1203 | 1204 | 1205 | 1206 | 1207 | 1208 | 1209 |
| MP15T | 1210 | 1211 | 1212 | 1213 | 1214 | 1215 | 1216 | 1217 | 1218 | 1219 |
| MP15T | 1220 | 1221 | 1222 | 1223 | 1224 | 1225 | 1226 | 1227 | 1228 | 1229 |
| MP15T | 1230 | 1231 | 1232 | 1233 | 1234 | 1235 | 1236 | 1237 | 1238 | 1239 |
| MP15T | 1240 | 1241 | | | | | | | | |
| GP15T | 1500 | 1501 | 1502 | 1503 | 1504 | 1505 | 1506 | 1507 | 1508 | 1509 |
| GP15T | 1510 | 1511 | 1512 | 1513 | 1514 | 1515 | 1516 | 1517 | 1518 | 1519 |
| GP15T | 1520 | 1521 | 1522 | 1523 | 1524 | | | | | |
| GP15-1 | | | | | 1534 | 1535 | 1536 | 1537 | 1538 | 1539 |
| GP15-1 | 1540 | 1541 | 1542 | 1543 | 1544 | 1545 | 1546 | 1547 | 1548 | 1549 |
| GP15-1 | 1550 | 1551 | 1552 | 1553 | 1554 | 1555 | 1556 | 1557 | 1558 | 1559 |
| GP15-1 | 1560 | 1561 | 1562 | 1563 | | | | | | |
| RDMT | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| RDMT | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 |
| RDMT | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 |
| RDMT | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 |
| RDMT | 2240 | | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 |
| RDMT | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 |
| RDMT | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 |
| RDMT | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 |
| RDMT | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 |
| RDMT | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 |
| RDMT | 2300 | 2301 | | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 |
| RDMT | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 |
| RDMT | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 |
| RDMT | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 |
| RDMT | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 |
| RDMT | 2350 | | | | | | | | | |
| SD20-2 | | | 2402 | 2403 | | | | | | |
| SD40-2 | | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 |
| SD40-2 | | | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 |
| SD40-2 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | | | |
| SD38-2 | 2450 | 2451 | 2452 | 2453 | 2454 | | | | | |
| SD38 | | | | | | | 2456 | 2457 | 2458 | |
| SD38 | 2460 | 2461 | | 2463 | 2464 | 2465 | 2466 | 2467 | | |
| GP38-2 | 2500 | 2501 | 2502 | 2503 | 2504 | 2505 | 2506 | 2507 | 2508 | 2509 |
| GP38-2 | 2510 | 2511 | 2512 | 2513 | 2514 | 2515 | 2516 | 2517 | 2518 | 2519 |
| GP38-2 | 2520 | 2521 | 2522 | 2523 | 2524 | 2525 | 2526 | 2527 | | 2529 |
| GP38-2 | 2530 | 2531 | 2532 | 2533 | 2534 | 2535 | 2536 | 2537 | 2538 | 2539 |
| GP38-2 | 2540 | 2541 | 2542 | 2543 | 2544 | 2545 | 2546 | 2547 | 2548 | 2549 |
| GP38-2 | 2550 | 2551 | 2552 | 2553 | 2554 | 2555 | 2556 | 2557 | 2558 | 2559 |
| GP38-2 | 2560 | 2561 | 2562 | 2563 | 2564 | 2565 | 2566 | 2567 | 2568 | 2569 |
| GP38-2 | 2570 | 2571 | 2572 | 2573 | 2574 | 2575 | 2576 | 2577 | 2578 | 2579 |
| GP38-2 | | | | | | | | | | 2609 |
| GP38-2 | 2610 | 2611 | 2612 | 2613 | 2614 | 2615 | 2616 | 2617 | 2618 | 2619 |
| GP38-2 | 2620 | 2621 | 2622 | 2623 | 2624 | 2625 | 2626 | 2627 | 2628 | 2629 |
| GP38-2 | 2630 | 2631 | 2632 | 2633 | 2634 | 2635 | 2636 | 2637 | 2638 | 2639 |
| GP38-2 | 2640 | 2641 | 2642 | 2643 | 2644 | 2645 | 2646 | 2647 | 2648 | 2649 |
| GP38-2 | 2650 | 2651 | 2652 | 2653 | 2654 | 2655 | 2656 | 2657 | 2658 | 2659 |
| GP38-2 | 2660 | 2661 | 2662 | 2663 | 2664 | 2665 | 2666 | 2667 | 2668 | 2669 |
| GP38-2 | 2670 | 2671 | 2672 | 2673 | 2674 | 2675 | 2676 | 2677 | 2678 | 2679 |
| GP38-2 | 2680 | 2681 | 2682 | 2683 | 2684 | 2685 | 2686 | 2687 | 2688 | 2689 |
| GP38-2 | 2690 | 2691 | 2692 | 2693 | 2694 | 2695 | 2696 | 2697 | 2698 | 2699 |
| GP38-2 | 2700 | 2701 | 2702 | 2703 | 2704 | 2705 | 2706 | 2707 | 2708 | 2709 |
| GP38-2 | 2710 | 2711 | 2712 | 2713 | 2714 | 2715 | 2716 | 2717 | 2718 | 2719 |
| GP38-2 | 2720 | 2721 | 2722 | 2723 | 2724 | 2725 | 2726 | 2727 | 2728 | 2729 |
| GP38-2 | 2730 | 2731 | 2732 | 2733 | 2734 | 2735 | 2736 | 2737 | 2738 | 2739 |
| GP38-2 | 2740 | 2741 | 2742 | 2743 | 2744 | 2745 | 2746 | 2747 | 2748 | 2749 |
| GP38-2 | 2750 | 2751 | 2752 | 2753 | 2754 | 2755 | 2756 | 2757 | 2758 | 2759 |
| GP38-2 | 2760 | 2761 | 2762 | 2763 | 2764 | 2765 | 2766 | 2767 | 2768 | 2769 |
| GP38-2 | 2770 | 2771 | 2772 | 2773 | 2774 | 2775 | 2776 | 2777 | 2778 | 2779 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GP38-2 | 2780 | 2781 | 2782 | 2783 | 2784 | 2785 | 2786 | 2787 | 2788 | 2789 |
| GP38-2 | 2790 | 2791 | 2792 | 2793 | 2794 | 2795 | 2796 | 2797 | 2798 | 2799 |
| GP38-2 | 2800 | 2801 | 2802 | 2803 | 2804 | 2805 | 2806 | 2807 | 2808 | 2809 |
| GP38-2 | 2810 | 2811 | 2812 | 2813 | 2814 | | | | | |
| B23-7 | | | | | | | | 3177 | | |
| B23-7R | | | | | | 3185 | 3186 | 3187 | 3188 | |
| GP39 | 4280 | | 4282 | 4283 | | 4285 | 4286 | 4287 | 4288 | 4289 |
| GP39 | 4290 | 4291 | | 4293 | 4294 | 4295 | | 4297 | 4298 | 4299 |
| GP39-2 | 4300 | 4301 | 4302 | 4303 | 4304 | 4305 | 4306 | 4307 | 4308 | 4309 |
| GP39-2 | 4310 | 4311 | 4312 | 4313 | 4314 | 4315 | 4316 | 4317 | 4318 | 4319 |
| GP40-2 | 4400 | 4401 | 4402 | 4403 | 4404 | 4405 | 4406 | 4407 | 4408 | 4409 |
| GP40-2 | 4410 | 4411 | 4412 | 4413 | 4414 | 4415 | 4416 | 4417 | 4418 | 4419 |
| GP40-2 | 4420 | 4421 | 4422 | 4423 | 4424 | 4425 | 4426 | 4427 | 4428 | 4429 |
| GP40-2 | 4430 | 4431 | 4432 | 4433 | 4434 | 4435 | 4436 | 4437 | 4438 | 4439 |
| GP40-2 | 4440 | 4441 | 4442 | 4443 | 4444 | 4445 | 4446 | 4447 | 4448 | 4449 |
| GP40-2 | 4450 | 4451 | 4452 | | | | | | | |
| SD40 | | 4601 | 4602 | | | | 4606 | 4607 | | 4609 |
| SD40 | 4610 | 4611 | 4612 | 4613 | 4614 | 4615 | 4616 | 4617 | 4618 | |
| SD40 | | 4621 | | | | | | | | |
| SD70M | | | | | | 4675 | 4676 | 4677 | 4678 | 4679 |
| SD70M | 4680 | 4681 | 4682 | 4683 | 4684 | 4685 | 4686 | 4687 | 4688 | 4689 |
| SD70M | 4690 | 4691 | 4692 | 4693 | 4694 | 4695 | 4696 | 4697 | 4698 | 4699 |
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| CW60AC | 5010 | 5011 | 5012 | 5013 | 5014 | 5015 | 5016 | | | |
| CW44AC | | 5101 | 5102 | 5103 | 5104 | 5105 | 5106 | 5107 | 5108 | 5109 |
| CW44AC | 5110 | 5111 | 5112 | 5113 | 5114 | 5115 | 5116 | 5117 | 5118 | 5119 |
| CW44AC | 5120 | 5121 | | | | | | | | |
| B30-7 | 5500 | 5501 | 5502 | 5503 | 5504 | 5505 | 5506 | 5507 | 5508 | 5509 |
| B30-7 | 5510 | 5511 | 5512 | | 5514 | 5515 | 5516 | 5517 | 5518 | 5519 |
| B30-7 | 5520 | | | 5523 | 5524 | 5525 | 5526 | 5527 | 5528 | 5529 |
| B30-7 | 5530 | 5531 | 5532 | 5533 | 5534 | 5535 | 5536 | 5537 | 5538 | 5539 |
| B30-7 | 5540 | 5541 | 5542 | 5543 | 5544 | 5545 | 5546 | 5547 | 5548 | 5549 |
| B30-7 | 5550 | 5551 | 5552 | | 5554 | 5555 | 5556 | 5557 | 5558 | 5559 |
| B30-7 | 5560 | 5561 | 5562 | 5563 | 5564 | 5565 | 5566 | 5567 | 5568 | 5569 |
| B30-7 | 5570 | | 5572 | 5573 | 5574 | 5575 | 5576 | | 5578 | 5579 |
| B30-7 | 5580 | 5581 | | | | | | | | |
| B36-7 | | | | | | | | 5807 | 5808 | 5809 |
| B36-7 | 5810 | 5811 | 5812 | 5813 | 5814 | 5815 | 5816 | 5817 | 5818 | 5819 |
| B36-7 | 5820 | 5821 | 5822 | 5823 | 5824 | 5825 | 5826 | 5827 | 5828 | 5829 |
| B36-7 | 5830 | 5831 | 5832 | 5833 | 5834 | 5835 | 5836 | 5837 | 5838 | 5839 |
| B36-7 | 5840 | 5841 | 5842 | 5843 | | 5845 | 5846 | 5847 | 5848 | 5849 |
| B36-7 | 5850 | 5851 | 5852 | 5853 | 5854 | 5855 | 5856 | 5857 | 5858 | 5859 |
| B36-7 | 5860 | 5861 | 5862 | 5863 | 5864 | 5865 | 5866 | 5867 | 5868 | 5869 |
| B36-7 | 5870 | 5871 | 5872 | 5873 | 5874 | 5875 | | 5877 | 5878 | 5879 |
| B36-7 | 5880 | 5881 | | | 5884 | 5885 | 5886 | 5887 | 5888 | 5889 |
| B36-7 | | 5891 | 5892 | 5893 | 5894 | 5895 | | 5897 | 5898 | 5899 |
| B36-7 | 5900 | 5901 | 5902 | 5903 | 5904 | 5905 | 5906 | | | |
| B36-7 | 5910 | 5911 | 5912 | | 5914 | 5915 | 5916 | 5917 | 5918 | 5919 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| B36-7 | 5920 | 5921 | 5922 | 5923 | | 5925 | | | | |
| B40-8 | 5930 | 5931 | 5932 | 5933 | 5934 | 5935 | 5936 | 5937 | 5938 | 5939 |
| B40-8 | 5940 | 5941 | 5942 | 5943 | 5944 | 5945 | 5946 | 5947 | 5948 | 5949 |
| B40-8 | 5950 | 5951 | 5952 | 5953 | 5954 | 5955 | 5956 | 5957 | 5958 | 5959 |
| B40-8 | 5960 | 5961 | | | | | | | | |

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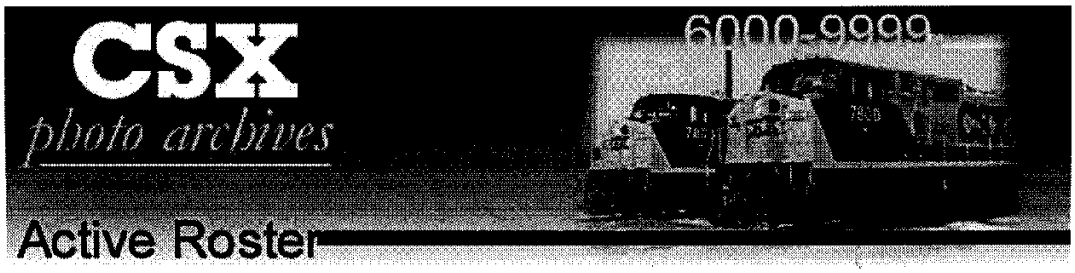


This roster and paint scheme listing will be updated continually as new info becomes available and new repaints are sighted.

This roster includes units awaiting delivery from the builders.

## TABLE LEGEND

| | |
|---|---|
| CSX Blue & Gold (YN3) | Blue # on Gold |
| CSX Bright Future (YN2) | Yellow # on Blue |
| Earlier CSX Schemes | Blue # on Gray |
| CSX MOW (Pumpkin) Scheme | Black # on Orange |
| Conrail Schemes | White # on Light Blue |
| Chessie System Scheme | Blue # on Yellow |
| Seaboard System Scheme | White # on Gray |
| Family Lines Scheme | Yellow # on Red |
| B&O/C&O Schemes | White # on Blue |
| LLPX EMD Schemes | Black # on Red |

# CSX Active Roster

6000-9999

| Model | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit | Unit |
|---|---|---|---|---|---|---|---|---|---|---|
| GP40-2 | 6000 | 6001 | 6002 | 6003 | 6004 | 6005 | 6006 | 6007 | 6008 | 6009 |
| GP40-2 | 6010 | 6011 | 6012 | 6013 | 6014 | 6015 | 6016 | 6017 | 6018 | 6019 |
| GP40-2 | 6020 | | 6022 | 6023 | 6024 | 6025 | 6026 | 6027 | 6028 | 6029 |
| GP40-2 | 6030 | 6031 | 6032 | 6033 | 6034 | 6035 | | 6037 | 6038 | 6039 |
| GP40-2 | 6040 | 6041 | 6042 | 6043 | 6044 | 6045 | 6046 | | 6048 | 6049 |
| GP40-2 | 6050 | 6051 | 6052 | 6053 | 6054 | 6055 | 6056 | 6057 | 6058 | 6059 |
| GP40-2 | 6060 | 6061 | 6062 | 6063 | 6064 | 6065 | 6066 | 6067 | 6068 | |
| GP40-2 | 6070 | 6071 | 6072 | 6073 | 6074 | 6075 | 6076 | | 6078 | 6079 |
| GP40-2 | 6080 | 6081 | 6082 | 6083 | 6084 | 6085 | 6086 | 6087 | 6088 | 6089 |
| GP40-2 | 6090 | 6091 | 6092 | 6093 | 6094 | 6095 | 6096 | 6097 | 6098 | 6099 |
| GP40-2 | 6100 | 6101 | | 6103 | 6104 | 6105 | 6106 | 6107 | 6108 | 6109 |
| GP40-2 | 6110 | 6111 | 6112 | 6113 | 6114 | 6115 | 6116 | 6117 | 6118 | 6119 |

Home
General Info
Locomotive Photos
CSX Roster
Contributing
Links
Feedback

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| GP40-2 | 6120 | 6121 | 6122 | 6123 | 6124 | 6125 | 6126 | 6127 | 6128 | 6129 |
| GP40-2 | 6130 | 6131 | 6132 | 6133 | 6134 | 6135 | 6136 | 6137 | 6138 | 6139 |
| GP40-2 | 6140 | 6141 | 6142 | 6143 | 6144 | 6145 | | 6147 | 6148 | 6149 |
| GP40-2 | 6150 | 6151 | 6152 | 6153 | 6154 | 6155 | 6156 | 6157 | 6158 | 6159 |
| GP40-2 | 6160 | | | | | | | | | |
| GP40-2 | | 6201 | | 6203 | 6204 | 6205 | 6206 | 6207 | | 6209 |
| GP40-2 | 6210 | 6211 | 6212 | 6213 | 6214 | 6215 | 6216 | 6217 | 6218 | 6219 |
| GP40-2 | 6220 | 6221 | 6222 | 6223 | 6224 | 6225 | 6226 | 6227 | 6228 | 6229 |
| GP40-2 | 6230 | 6231 | 6232 | 6233 | 6234 | 6235 | 6236 | 6237 | 6238 | 6239 |
| GP40-2 | 6240 | 6241 | 6242 | 6243 | 6244 | 6245 | 6246 | 6247 | 6248 | 6249 |
| GP40-2 | | | | | | | 6276 | | | 6279 |
| GP40-2 | 6280 | | | | | | | | | |
| GP40-2 | | | | | | 6295 | 6296 | 6297 | | |
| GP40-2 | 6300 | 6301 | | | | | | | | |
| GP40-2 | | | | | | | | | 6318 | |
| GP40-2 | | 6341 | | | | | 6346 | 6347 | 6348 | 6349 |
| GP40-2 | 6350 | 6351 | 6352 | 6353 | 6354 | 6355 | 6356 | 6357 | 6358 | 6359 |
| GP40-2 | 6360 | 6361 | 6362 | 6363 | 6364 | 6365 | | | | |
| GP40-2 | | | | | | | | | 6388 | 6389 |
| GP40-2 | 6390 | 6391 | 6392 | 6393 | 6394 | 6395 | 6396 | 6397 | 6398 | 6399 |
| GP40-2 | 6400 | 6401 | 6402 | 6403 | 6404 | 6405 | 6406 | 6407 | 6408 | 6409 |
| GP40-2 | 6410 | 6411 | 6412 | 6413 | 6414 | 6415 | 6416 | 6417 | 6418 | 6419 |
| GP40-2 | 6420 | 6421 | 6422 | 6423 | 6424 | 6425 | 6426 | 6427 | 6428 | 6429 |
| GP40-2 | 6430 | 6431 | 6432 | 6433 | 6434 | 6435 | 6436 | 6437 | 6438 | 6439 |
| GP40-2 | 6440 | 6441 | 6442 | 6443 | 6444 | 6445 | 6446 | 6447 | 6448 | 6449 |
| GP40-2 | 6450 | 6451 | 6452 | 6453 | 6454 | 6455 | 6456 | 6457 | 6458 | 6459 |
| GP40-2 | 6460 | 6461 | 6462 | 6463 | 6464 | 6465 | 6466 | 6467 | 6468 | 6469 |
| GP40-2 | 6470 | 6471 | 6472 | 6473 | 6474 | 6475 | 6476 | 6477 | 6478 | 6479 |
| GP40-2 | 6480 | 6481 | 6482 | 6483 | 6484 | 6485 | 6486 | 6487 | 6488 | 6489 |
| GP40-2 | 6490 | 6491 | 6492 | 6493 | 6494 | 6495 | 6496 | 6497 | 6498 | 6499 |
| GP40 | 6550 | | | 6553 | | | | | | |
| GP40 | | | | | | 6565 | | | | |
| GP40 | | | | | 6574 | | | | | |
| GP40 | | | | | | 6595 | | | | |
| GP40 | | 6601 | 6602 | | 6604 | | | | | |
| GP40 | 6610 | 6611 | | | | | | | | |
| GP40 | | | | 6623 | | | | | | 6629 |
| GP40 | | | | 6643 | | | | | | |
| GP40 | | | | 6783 | | | | | | |
| GP40 | | | | | | | | | | 6799 |
| GP40 | | | | | | | | | 6828 | |
| GP40 | | | | | 6834 | | | | | |
| GP40 | | | | | 6854 | | | | | |
| GP60 | | | | | | | | 6897 | 6898 | 6899 |
| GP40-2 | 6900 | 6901 | 6902 | 6903 | 6904 | 6905 | 6906 | 6907 | 6908 | 6909 |
| GP40-2 | 6910 | 6911 | 6912 | 6913 | 6914 | 6915 | 6916 | 6917 | 6918 | 6919 |
| GP40-2 | 6920 | 6921 | 6922 | 6923 | 6924 | 6925 | 6926 | 6927 | 6928 | 6929 |
| GP40-2 | 6930 | 6931 | 6932 | 6933 | 6934 | 6935 | 6936 | 6937 | 6938 | 6939 |

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|---|---|---|---|---|---|---|---|---|---|---|
| GP40-2 | 6940 | 6941 | 6942 | 6943 | | | | 6947 | | |
| C30-7 | 7000 | 7001 | | | | | 7006 | | 7008 | |
| C30-7 | | | | 7013 | | | 7016 | 7017 | 7018 | |
| C30-7 | | | | | | | 7026 | | 7028 | 7029 |
| C30-7 | 7030 | 7031 | | | | | | 7037 | | 7039 |
| C30-7 | | | | | 7044 | | | | 7048 | |
| C30-7 | 7050 | | 7052 | | 7054 | 7055 | | 7057 | 7058 | 7059 |
| C30-7 | | | 7062 | | | 7065 | | | | |
| C30-7 | | | 7072 | 7073 | | | | | | 7079 |
| C30-7 | | | | | | | | | 7088 | |
| C30-7 | | 7091 | 7092 | | | | | | | |
| C36-7 | | | | | | | 7116 | 7117 | | 7119 |
| C36-7 | 7120 | 7121 | 7122 | 7123 | 7124 | 7125 | 7126 | 7127 | 7128 | 7129 |
| C36-7 | 7130 | 7131 | 7132 | 7133 | 7134 | 7135 | 7136 | 7137 | 7138 | 7139 |
| C36-7 | 7140 | | | | | | | | | |
| CW40-8 | 7300 | 7301 | 7302 | 7303 | 7304 | 7305 | 7306 | 7307 | 7308 | 7309 |
| CW40-8 | 7310 | 7311 | 7312 | 7313 | 7314 | 7315 | 7316 | 7317 | 7318 | 7319 |
| CW40-8 | 7320 | 7321 | 7322 | 7323 | 7324 | 7325 | 7326 | 7327 | 7328 | 7329 |
| CW40-8 | 7330 | 7331 | 7332 | 7333 | 7334 | 7335 | 7336 | 7337 | 7338 | 7339 |
| CW40-8 | 7340 | 7341 | 7342 | 7343 | 7344 | 7345 | 7346 | 7347 | 7348 | 7349 |
| CW40-8 | 7350 | 7351 | 7352 | 7353 | 7354 | 7355 | 7356 | 7357 | 7358 | 7359 |
| CW40-8 | 7360 | 7361 | 7362 | 7363 | 7364 | 7365 | 7366 | 7367 | 7368 | 7369 |
| CW40-8 | 7370 | 7371 | 7372 | 7373 | 7374 | 7375 | 7376 | 7377 | 7378 | 7379 |
| CW40-8 | 7380 | 7381 | 7382 | 7383 | 7384 | 7385 | 7386 | 7387 | 7388 | 7389 |
| CW40-8 | 7390 | 7391 | 7392 | 7393 | 7394 | 7395 | 7396 | | | |
| C39-8 | 7480 | 7481 | 7482 | 7483 | 7484 | 7485 | 7486 | 7487 | 7488 | |
| C40-8 | | | | | | | | | | 7489 |
| C40-8 | 7490 | 7491 | 7492 | 7493 | 7494 | 7495 | 7496 | 7497 | 7498 | |
| C40-8 | 7500 | 7501 | 7502 | 7503 | 7504 | 7505 | 7506 | 7507 | 7508 | 7509 |
| C40-8 | 7510 | 7511 | 7512 | 7513 | 7514 | 7515 | 7516 | 7517 | 7518 | 7519 |
| C40-8 | | 7521 | 7522 | 7523 | 7524 | 7525 | 7526 | 7527 | 7528 | 7529 |
| C40-8 | 7530 | 7531 | 7532 | 7533 | 7534 | 7535 | 7536 | 7537 | 7538 | 7539 |
| C40-8 | 7540 | 7541 | 7542 | 7543 | 7544 | 7545 | 7546 | 7547 | 7548 | 7549 |
| C40-8 | 7550 | 7551 | 7552 | 7553 | 7554 | 7555 | 7556 | 7557 | 7558 | 7559 |
| C40-8 | 7560 | 7561 | 7562 | 7563 | 7564 | 7565 | 7566 | 7567 | 7568 | 7569 |
| C40-8 | 7570 | 7571 | 7572 | 7573 | 7574 | 7575 | 7576 | 7577 | 7578 | 7579 |
| C40-8 | 7580 | 7581 | 7582 | 7583 | 7584 | 7585 | 7586 | 7587 | 7588 | 7589 |
| C40-8 | 7590 | 7591 | 7592 | 7593 | 7594 | 7595 | 7596 | 7597 | 7598 | 7599 |
| C40-8 | 7600 | 7601 | 7602 | 7603 | 7604 | 7605 | 7606 | 7607 | 7608 | 7609 |
| C40-8 | 7610 | 7611 | 7612 | 7613 | 7614 | 7615 | 7616 | 7617 | 7618 | 7619 |
| C40-8 | 7620 | 7621 | 7622 | 7623 | 7624 | 7625 | 7626 | 7627 | 7628 | 7629 |
| C40-8 | 7630 | 7631 | 7632 | 7633 | 7634 | 7635 | 7636 | 7637 | 7638 | 7639 |
| C40-8 | 7640 | 7641 | 7642 | 7643 | 7644 | 7645 | 7646 | | | |
| CW40-8 | 7650 | 7651 | 7652 | 7653 | 7654 | 7655 | 7656 | 7657 | 7658 | 7659 |
| CW40-8 | 7660 | 7661 | 7662 | 7663 | 7664 | 7665 | 7666 | 7667 | 7668 | 7669 |
| CW40-8 | 7670 | 7671 | 7672 | 7673 | 7674 | 7675 | 7676 | 7677 | 7678 | 7679 |
| CW40-8 | 7680 | 7681 | 7682 | 7683 | 7684 | 7685 | 7686 | 7687 | 7688 | 7689 |
| CW40-8 | 7690 | 7691 | 7692 | 7693 | 7694 | 7695 | 7696 | 7697 | 7698 | 7699 |

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|---|---|---|---|---|---|---|---|---|---|---|
| CW40-8 | 7700 | 7701 | 7702 | 7703 | 7704 | 7705 | 7706 | 7707 | 7708 | 7709 |
| CW40-8 | 7710 | 7711 | 7712 | 7713 | 7714 | 7715 | 7716 | 7717 | 7718 | 7719 |
| CW40-8 | 7720 | 7721 | 7722 | 7723 | 7724 | 7725 | 7726 | 7727 | 7728 | 7729 |
| CW40-8 | 7730 | 7731 | 7732 | 7733 | 7734 | 7735 | 7736 | 7737 | 7738 | 7739 |
| CW40-8 | 7740 | 7741 | 7742 | 7743 | 7744 | 7745 | 7746 | 7747 | 7748 | 7749 |
| CW40-8 | 7750 | 7751 | 7752 | 7753 | 7754 | 7755 | 7756 | 7757 | 7758 | 7759 |
| CW40-8 | 7760 | 7761 | 7762 | 7763 | 7764 | 7765 | 7766 | 7767 | 7768 | 7769 |
| CW40-8 | | 7771 | 7772 | 7773 | 7774 | 7775 | 7776 | 7777 | 7778 | 7779 |
| CW40-8 | 7780 | 7781 | 7782 | 7783 | 7784 | 7785 | 7786 | 7787 | 7788 | 7789 |
| CW40-8 | 7790 | 7791 | 7792 | 7793 | 7794 | 7795 | 7796 | 7797 | 7798 | 7799 |
| CW40-8 | 7800 | 7801 | 7802 | 7803 | 7804 | 7805 | 7806 | 7807 | 7808 | 7809 |
| CW40-8 | 7810 | 7811 | 7812 | 7813 | 7814 | 7815 | 7816 | 7817 | 7818 | 7819 |
| CW40-8 | 7820 | 7821 | 7822 | 7823 | 7824 | 7825 | 7826 | 7827 | 7828 | 7829 |
| CW40-8 | 7830 | 7831 | 7832 | 7833 | 7834 | 7835 | 7836 | 7837 | 7838 | 7839 |
| CW40-8 | 7840 | 7841 | 7842 | 7843 | 7844 | 7845 | 7846 | 7847 | 7848 | 7849 |
| CW40-8 | 7850 | 7851 | 7852 | 7853 | 7854 | 7855 | 7856 | 7857 | 7858 | 7859 |
| CW40-8 | 7860 | 7861 | 7862 | 7863 | 7864 | 7865 | 7866 | 7867 | 7868 | 7869 |
| CW40-8 | 7870 | 7871 | 7872 | 7873 | 7874 | 7875 | 7876 | 7877 | 7878 | 7879 |
| CW40-8 | 7880 | 7881 | 7882 | 7883 | 7884 | 7885 | 7886 | 7887 | 7888 | 7889 |
| CW40-8 | 7890 | 7891 | 7892 | 7893 | 7894 | 7895 | 7896 | 7897 | 7898 | 7899 |
| CW40-8 | 7900 | 7901 | 7902 | 7903 | 7904 | 7905 | 7906 | 7907 | 7908 | 7909 |
| CW40-8 | 7910 | 7911 | 7912 | 7913 | 7914 | 7915 | 7916 | 7917 | 7918 | 7919 |
| CW40-8 | 7920 | 7921 | 7922 | 7923 | 7924 | 7925 | 7926 | 7927 | 7928 | 7929 |
| SD40-2 | 8000 | 8001 | 8002 | 8003 | 8004 | 8005 | 8006 | 8007 | 8008 | 8009 |
| SD40-2 | 8010 | 8011 | 8012 | 8013 | 8014 | 8015 | 8016 | 8017 | 8018 | 8019 |
| SD40-2 | 8020 | 8021 | 8022 | 8023 | 8024 | 8025 | 8026 | 8027 | 8028 | 8029 |
| SD40-2 | 8030 | 8031 | 8032 | 8033 | 8034 | 8035 | 8036 | 8037 | 8038 | 8039 |
| SD40-2 | 8040 | 8041 | 8042 | 8043 | 8044 | 8045 | 8046 | 8047 | 8048 | 8049 |
| SD40-2 | 8050 | 8051 | 8052 | 8053 | 8054 | 8055 | 8056 | 8057 | 8058 | 8059 |
| SD40-2 | 8060 | 8061 | 8062 | 8063 | 8064 | 8065 | 8066 | 8067 | 8068 | 8069 |
| SD40-2 | 8070 | 8071 | 8072 | 8073 | 8074 | 8075 | 8076 | 8077 | 8078 | 8079 |
| SD40-2 | 8080 | 8081 | 8082 | 8083 | 8084 | 8085 | 8086 | 8087 | 8088 | 8089 |
| SD40-2 | 8090 | 8091 | 8092 | 8093 | 8094 | 8095 | 8096 | 8097 | 8098 | 8099 |
| SD40-2 | 8100 | 8101 | 8102 | 8103 | 8104 | 8105 | 8106 | 8107 | 8108 | 8109 |
| SD40-2 | 8110 | 8111 | 8112 | 8113 | 8114 | 8115 | 8116 | 8117 | 8118 | 8119 |
| SD40-2 | 8120 | 8121 | 8122 | 8123 | 8124 | 8125 | 8126 | 8127 | 8128 | 8129 |
| SD40-2 | 8130 | 8131 | 8132 | 8133 | 8134 | 8135 | 8136 | 8137 | 8138 | 8139 |
| SD40-2 | 8140 | 8141 | 8142 | 8143 | 8144 | 8145 | 8146 | 8147 | 8148 | 8149 |
| SD40-2 | 8150 | 8151 | 8152 | 8153 | 8154 | 8155 | 8156 | 8157 | 8158 | 8159 |
| SD40-2 | 8160 | 8161 | 8162 | | | 8165 | | | | |
| SD40-2 | | | | 8173 | | 8175 | 8176 | | 8178 | |
| SD40-2 | | 8181 | | | 8184 | 8185 | 8186 | | 8188 | 8189 |
| SD40-2 | | | | | 8194 | 8195 | 8196 | | 8198 | 8199 |
| SD40-2 | 8200 | 8201 | 8202 | 8203 | 8204 | 8205 | 8206 | 8207 | 8208 | 8209 |
| SD40-2 | 8210 | 8211 | 8212 | 8213 | 8214 | 8215 | 8216 | 8217 | 8218 | 8219 |
| SD40-2 | 8220 | 8221 | 8222 | 8223 | 8224 | 8225 | 8226 | 8227 | 8228 | 8229 |
| SD40-2 | 8230 | 8231 | 8232 | 8233 | 8234 | 8235 | 8236 | 8237 | 8238 | 8239 |
| SD40-2 | 8240 | 8241 | 8242 | 8243 | 8244 | 8245 | 8246 | 8247 | 8248 | 8249 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SD40-2 | 8250 | 8251 | 8252 | 8253 | 8254 | 8255 | 8256 | 8257 | 8258 | 8259 |
| SD40-2 | 8260 | 8261 | | | | | | | | |
| SD40-2 | | | 8302 | | | 8305 | | | | |
| SD40-2 | | | 8312 | | | 8315 | | 8317 | 8318 | 8319 |
| SD40-2 | 8320 | 8321 | | | 8324 | | | | 8328 | |
| SD40-2 | | 8331 | | | 8334 | 8335 | 8336 | 8337 | 8338 | |
| SD40-2 | 8340 | | 8342 | 8343 | | | | | | 8349 |
| SD40-2 | 8350 | 8351 | 8352 | | 8354 | | 8356 | 8357 | | |
| SD40-2 | 8360 | 8361 | 8362 | | 8364 | 8365 | | 8367 | 8368 | 8369 |
| SD40-2 | 8370 | | | 8373 | | | 8376 | | | |
| SD40-2 | 8380 | | | 8383 | | | 8386 | 8387 | 8388 | |
| SD40-2 | | | 8392 | | 8394 | 8395 | | | | |
| SD40-2 | 8400 | | | | 8404 | 8405 | 8406 | 8407 | 8408 | 8409 |
| SD40-2 | 8410 | | | 8413 | 8414 | 8415 | | 8417 | 8418 | 8419 |
| SD40-2 | 8420 | 8421 | | 8423 | 8424 | 8425 | 8426 | 8427 | | 8429 |
| SD40-2 | 8430 | 8431 | 8432 | | | 8435 | 8436 | 8437 | | 8439 |
| SD40-2 | 8440 | 8441 | 8442 | 8443 | 8444 | 8445 | 8446 | 8447 | 8448 | 8449 |
| SD40-2 | 8450 | 8451 | 8452 | 8453 | 8454 | 8455 | 8456 | 8457 | 8458 | 8459 |
| SD40-2 | 8460 | 8461 | 8462 | 8463 | 8464 | 8465 | 8466 | 8467 | 8468 | 8469 |
| SD40-2 | 8470 | 8471 | 8472 | 8473 | 8474 | 8475 | 8476 | 8477 | 8478 | 8479 |
| SD40-2 | 8480 | 8481 | 8482 | 8483 | 8484 | 8485 | 8486 | 8487 | 8488 | |
| SD50 | | | | | | | | | | 8499 |
| SD50 | 8500 | 8501 | 8502 | 8503 | 8504 | 8505 | 8506 | 8507 | 8508 | 8509 |
| SD50 | 8510 | 8511 | | 8513 | 8514 | 8515 | 8516 | 8517 | 8518 | 8519 |
| SD50 | 8520 | 8521 | 8522 | 8523 | 8524 | 8525 | 8526 | 8527 | 8528 | 8529 |
| SD50 | 8530 | 8531 | 8532 | 8533 | 8534 | 8535 | 8536 | 8537 | 8538 | 8539 |
| SD50 | 8540 | 8541 | 8542 | 8543 | 8544 | 8545 | 8546 | 8547 | 8548 | 8549 |
| SD50 | 8550 | 8551 | 8552 | 8553 | 8554 | 8555 | 8556 | 8557 | 8558 | 8559 |
| SD50 | 8560 | 8561 | 8562 | 8563 | 8564 | 8565 | 8566 | 8567 | 8568 | 8569 |
| SD50 | 8570 | 8571 | 8572 | 8573 | 8574 | 8575 | 8576 | 8577 | 8578 | 8579 |
| SD50 | 8580 | 8581 | 8582 | 8583 | 8584 | 8585 | 8586 | 8587 | 8588 | 8589 |
| SD50 | 8590 | 8591 | 8592 | 8593 | 8594 | 8595 | 8596 | 8597 | 8598 | 8599 |
| SD50 | 8600 | 8601 | 8602 | 8603 | 8604 | 8605 | 8606 | 8607 | 8608 | 8609 |
| SD50 | 8610 | 8611 | 8612 | 8613 | 8614 | 8615 | 8616 | 8617 | 8618 | 8619 |
| SD50 | 8620 | 8621 | 8622 | 8623 | 8624 | 8625 | 8626 | 8627 | 8628 | 8629 |
| SD50 | 8630 | 8631 | 8632 | 8633 | 8634 | 8635 | 8636 | 8637 | 8638 | 8639 |
| SD50 | 8640 | 8641 | 8642 | 8643 | 8644 | 8645 | 8646 | 8647 | 8648 | 8649 |
| SD50 | 8650 | 8651 | 8652 | 8653 | 8654 | 8655 | 8656 | 8657 | 8658 | 8659 |
| SD50 | 8660 | 8661 | 8662 | 8663 | 8664 | 8665 | 8666 | 8667 | 8668 | 8669 |
| SD50 | 8670 | 8671 | 8672 | 8673 | 8674 | 8675 | 8676 | | | |
| SD60 | 8700 | 8701 | 8702 | 8703 | 8704 | 8705 | 8706 | 8707 | 8708 | 8709 |
| SD60 | 8710 | 8711 | 8712 | 8713 | 8714 | 8715 | 8716 | 8717 | 8718 | 8719 |
| SD60 | 8720 | 8721 | | | | | | | | |
| SD60I | | | 8722 | 8723 | 8724 | 8725 | 8726 | 8727 | 8728 | 8729 |
| SD60I | 8730 | 8731 | 8732 | 8733 | 8734 | 8735 | 8736 | 8737 | 8738 | 8739 |
| SD60I | 8740 | 8741 | 8742 | 8743 | 8744 | 8745 | 8746 | 8747 | 8748 | 8749 |
| SD60I | 8750 | 8751 | 8752 | 8753 | 8754 | 8755 | | | | |
| SD60M | | | | | | | 8756 | 8757 | 8758 | 8759 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SD60M | 8760 | 8761 | 8762 | 8763 | 8764 | 8765 | 8766 | 8767 | 8768 | 8769 |
| SD60M | 8770 | 8771 | 8772 | 8773 | 8774 | 8775 | 8776 | 8777 | 8778 | 8779 |
| SD60M | 8780 | 8781 | 8782 | 8783 | 8784 | 8785 | 8786 | | | |
| SD60 | | | | | | | | 8787 | 8788 | 8789 |
| SD60 | 8790 | | | | | | | | | |
| SD40-2 | 8800 | 8801 | 8802 | 8803 | 8804 | 8805 | 8806 | 8807 | 8808 | 8809 |
| SD40-2 | 8810 | 8811 | 8812 | 8813 | 8814 | 8815 | 8816 | 8817 | 8818 | 8819 |
| SD40-2 | 8820 | 8821 | 8822 | 8823 | 8824 | 8825 | 8826 | 8827 | 8828 | 8829 |
| SD40-2 | 8830 | 8831 | 8832 | 8833 | 8834 | 8835 | 8836 | 8837 | 8838 | 8839 |
| SD40-2 | 8840 | 8841 | 8842 | 8843 | 8844 | 8845 | 8846 | 8847 | 8848 | 8849 |
| SD40-2 | 8850 | 8851 | 8852 | 8853 | 8854 | 8855 | 8856 | 8857 | 8858 | 8859 |
| SD40-2 | 8860 | 8861 | 8862 | 8863 | 8864 | 8865 | 8866 | 8867 | 8868 | 8869 |
| SD40-2 | 8870 | 8871 | 8872 | 8873 | 8874 | 8875 | 8876 | 8877 | 8878 | 8879 |
| SD40-2 | 8880 | 8881 | 8882 | 8883 | 8884 | 8885 | 8886 | 8887 | 8888 | 8889 |
| SD45-2 | | | | | 8954 | | | | | |
| SD45-2 | | | 8972 | 8973 | 8974 | | 8976 | | | |
| CW44-9 | 9000 | 9001 | 9002 | 9003 | 9004 | 9005 | 9006 | 9007 | 9008 | 9009 |
| CW44-9 | 9010 | 9011 | 9012 | 9013 | 9014 | 9015 | 9016 | 9017 | 9018 | 9019 |
| CW44-9 | 9020 | 9021 | 9022 | 9023 | 9024 | 9025 | 9026 | 9027 | 9028 | 9029 |
| CW44-9 | 9030 | 9031 | 9032 | 9033 | 9034 | 9035 | 9036 | 9037 | 9038 | 9039 |
| CW44-9 | 9040 | 9041 | 9042 | 9043 | 9044 | 9045 | 9046 | 9047 | 9048 | 9049 |
| CW44-9 | 9050 | 9051 | 9052 | | | | | | | |
| GP40 | 9700 | | | | | | | | | 9709 |
| GP40 | 9720 | | | | 9724 | | 9726 | 9727 | | |
| FE7A | | | 9992 | 9993 | | | | | | |

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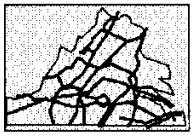
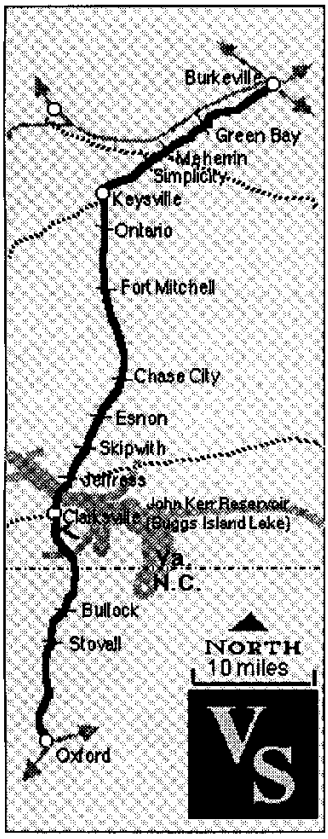
# Central Virginia Railfan Page
# Virginia Southern Railroad



Locator Map

**Typical traffic and volume**
**Timetable**
**Listening in**
**Photos**
**Sign my guestbook while you're here**

## Map




## Description of line

The 75-mile Virginia Southern is a former Southern Railway operation which runs from Burkeville south to Oxford, NC. A Burkeville the VS connects to the main NS lines between Norfolk and Roanoke. (NS lines are shown in red at left.) Norfolk Southern leased the line to RailTex as part of a Thoroughbred Shortline Program spin-off in 1988. The line was once the Southern's line connecting Raleigh and Richmond. VS maintains an office in the former Southern Railway depot in Keysville.

The line is unsignalled and limited to a top speed of 25 miles per hour. Track conditions in some places require slower speeds. Scenic highlights include the 1400 foot-long bridge over Buggs Island Lake, just north of Clarksville.

**Reference**: see Doug Koontz, "Virginia Southern: The first Thoroughbred Shortline", *Railfan and Railroad* 14:3 (Sept. 1995): 52-59.

## Typical traffic and volume

Six major shippers, particularly the Mecklenburg Cogeneration facility at Clarksville which receives 25-car cuts of coal hoppers from NS, provide a strong traffic base for the railroad. Other shippers include Chesapeake Forest Products in Ontario, a Russell Stover Candy factory and a Burlington Industries facility at Clarksville. Several other pulpwood facilities dot the line.

The Virginia Southern operates the line with two crews, the first going on duty daily (M-F) at 7:00AM at Keysville. The morning crew works the line south switching Chesapeake Forest Products and the cluster of industries at Clarksville, which generate the majority of the railroad's traffic. They will return north working industries as needed until their shift ends. A second crew, usually on duty at 4:00PM, will finish switching duties and head north to the Burkeville interchange. As a result, the interchange duties almost always occur in darkness. The train will then return south to Keysville or another convenient point on the line in order

## Listening in

| | | |
|---|---|---|
| Road | 161.310 | AAR Ch. 80 |
| In the Burkeville interchange area, the crew may talk to the NS Lynchburg dispatcher and the NS yard crew. | | |
| NS Road & Dispatcher | 161.190 | AAR Ch. 72 |

to begin the next day's work.

Since the VS represents NS's shortest route between the main line at Crewe and the Raleigh-Durham area, overhead bridge traffic is occasionally carried over the entire length of the railroad between Burkeville and Oxford. So far, this traffic is not substantial and the run usually only occurs once a week.

The Virginia Southern is an all-EMD operation. As of 1995 two GP40s, #200 and #512 (ex-MKT), were on the property and saw regular service. GP9 #618 (ex-B&O passenger unit) saw service on an irregular basis when tonnage warranted. All three units wear the Virginia Southern's attractive green and yellow livery.

## Timetable

**Virginia Southern Railroad**

**Burkeville to Oxford--Southward**

| M.P. | Stations | Notes |
|---|---|---|
| | **Burkeville** | interchange point, NS |
| | **Keysville** | |
| | Chase City | |
| | Clarksville | |
| | **Oxford** | |

**Note**

Information incomplete

## Photographs from the Virginia Southern Railroad

Click on the thumbnail for a larger image.

1

Keysville

(1) Keysville: GP9 #618, former B&O unit, next to the Keysville station. Photo by Chris Crosby, 1994.

Return to Central Virginia Railfan Page or to a specific area below:
|Introduction |Map |Line summaries |Central Va. Rail News: includes back issues. |Links: Other rail sites |Structures |Central Va Rail Pictures|

Page maintained by Paul A. Wilson/pawilson@starpower.net. Your comments are welcome. A special thanks to Chris Crosby for providing information and photographs on the Virginia Southern.
Page last updated April 24, 1997.

**Subject: RE: Info on State and Amtrak Railroads**
**Date:** Mon, 15 Jul 2002 12:45:42 -0400
**From:** "John McFadden" <jmcfadden@dot.state.nc.us>
**Organization:** NCDOT Rail Division
**To:** "'Don Evans, Ph.D, PE'" <C.Don.Evans@ncmail.net>
**CC:** "Allan Paul" <apaul@dot.state.nc.us>, "Larry Vanover" <vano5754@amtrak.com>

NCDOT supports two different Amtrak services. The Carolinian (trains 79 & 80) is owned and operated by Amtrak, and typically has one or more Genesis series locomotives assigned (manufactured by GE). We do not have any fuel consumption data for this train's operation, but perhaps Larry Vanover (Asst. General Manager, Amtrak, here in Raleigh at 838-3360) can help you with this information. Note that the Carolinian is actually two train sets, one starting out each day at Charlotte (Northbound, train 80), and one starting from New York City (Southbound, train 79).

The second service we support is the state owned Piedmont. We contract with Amtrak for its operation, and with Herzog Transit Services, Inc. for its inspection and maintenance. The equipment pool for the Piedmont is based here at Capital Yard, and includes two F59PHI and one GP40H-2 locomotives (manufactured by EMD). The Piedmont departs Raleigh each morning (Southbound, train 73) and returns each evening from Charlotte (Northbound, train 74), and normally is assigned a single locomotive.

In each case, the locomotive also provides "hotel power" (often referred to as HEP, or Head End Power) to the rest of the trainset (to run the heating, lighting, air conditioning, etc. in each of the passenger cars). The state owned locomotives have a separate engine and generator, while Amtrak engines are electrically/mechanically linked to the main engine. This added load just gets included in the overall locomotive fuel consumption, so the gallons per mile numbers you may have are likely including this.

Please see the attached Microsoft Excel spreadsheet which outlines what data we do have for the Piedmont, and the performance of the F59PHI units. I do not have similar data for the GP40H-2 (an older unit, still with mechanical injection).

I hope that this will meet your needs, and that Larry can help you with information about the GE units.

John McFadden
Rail Operations Manager
NCDOT Rail Division
860 Capital Blvd.
Raleigh, NC 27603
919-715-5753 (V)
919-715-5757 (F)
919-810-5486 (C)

Silver Meteor

Additional Information Time Tables
~~Carolinian~~: Fay To RM 90 miles, 46, 42
Crescent: 140 miles
Palmetto: Same as Silver Meteor
Silver Star: 208 miles
~~Silver Meteor is same~~
Carolinian: 286 miles

-----Original Message-----
From: Don Evans, Ph.D, PE [mailto:C.Don.Evans@ncmail.net]
Sent: Monday, July 15, 2002 10:32 AM
To: John McFadden
Subject: Info on State and Amtrak Railroads

John:
Craig Newton referred me to you as a source for the following info (see his email): Diesel Fuel consumption for state train operations. Diesel Fuel consumption for Amtrak as to relates only to NC. or provide a fuel efficiency number and the track distance. I already have a schedule. The

make and model of the diesel locos in service.

Thanks
Don Evans, PE
NC Air Quality
919-715-3846

| | |
|---|---|
| Mileage-Power-Fuel.xls | **Name:** Mileage-Power-Fuel.xls<br>**Type:** Microsoft Excel Worksheet (application/vnd.ms-excel)<br>**Encoding:** base64<br>**Download Status:** Not downloaded with message |

NCDOT F59PHI
Mileage-Power-Fuel

| | 1755 | | | | | | 1797 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HEP Hours | Miles | KwHr | Gallons | Mi/Gal | KwHr/Gal | HEP Hours | Miles | KwHr | Gallons | Mi/Gal | KwHr/Gal |
| Jan-99 | 0 | 0 | 1209 | | | | 0 | 0 | 1515 | | | |
| Feb-99 | 0 | 0 | 3 | | | | 0 | 445 | 694 | | | |
| Mar-99 | 0 | 4279 | 65203 | | | | 0 | 1725 | 26958 | | | |
| Apr-99 | 0 | 4937 | 70526 | | | | 0 | 7186 | 99208 | | | |
| May-99 | 0 | 6493 | 92031 | | | | 0 | 4907 | 70158 | | | |
| Jun-99 | 0 | 910 | 11100 | 617.2 | 1.474401 | 17.984446 | 0 | 10104 | 137669 | 15150.4 | 0.666913 | 9.086823 |
| Jul-99 | 0 | 7450 | 89933 | 11092.2 | 0.671643 | 8.107769 | 0 | 3574 | 46197 | 6070.9 | 0.588710 | 7.609580 |
| Aug-99 | 0 | 6182 | 86198 | 10071.3 | 0.613823 | 8.558776 | 0 | 4227 | 62096 | 6574.8 | 0.642909 | 9.444546 |
| Sep-99 | 0 | 3161 | 55142 | 6300.6 | 0.501698 | 8.751865 | 0 | 7430 | 121674 | 12530 | 0.592977 | 9.710615 |
| Oct-99 | 0 | 7803 | 136342 | 14956.8 | 0.521703 | 9.115720 | 0 | 3574 | 61234 | 6661.2 | 0.536540 | 9.192638 |
| Nov-99 | 0 | 10710 | 181129 | 18585.8 | 0.576246 | 9.745558 | 0 | 369 | 5238 | 788.5 | 0.467977 | 6.642993 |
| Dec-99 | 0 | 4753 | 70404 | 7393 | 0.642905 | 9.523062 | 0 | 6681 | 105777 | 12118.1 | 0.551324 | 8.728844 |
| Jan-00 | 0 | 8 | 133 | 1500 | 0.005333 | 0.088667 | 0 | 10711 | 175826 | 19425.7 | 0.551383 | 9.051205 |
| Feb-00 | 0 | 1075 | 13286 | 1407.2 | 0.763928 | 9.441444 | 0 | 10105 | 150136 | 16464.2 | 0.613756 | 9.118937 |
| Mar-00 | 0 | 9222 | 133484 | 14837.2 | 0.621546 | 8.996576 | 0 | 2508 | 31734 | 5509.4 | 0.455222 | 5.759974 |
| Apr-00 | 0 | 10755 | 163163 | 17599.9 | 0.611083 | 9.270678 | 0 | 5 | 19 | 0 | #DIV/0! | #DIV/0! |
| May-00 | 0 | 5278 | 72105 | 9374.4 | 0.563023 | 7.691692 | 0 | 6789 | 103582 | 9833.1 | 0.690423 | 10.534013 |
| Jun-00 | 0 | 6759 | 98936 | 12238.9 | 0.552256 | 8.083733 | 0 | 4291 | 65080 | 7261.9 | 0.590892 | 8.961842 |
| Jul-00 | 4955 | 9229 | 138428 | 15709.5 | 0.587479 | 8.811738 | 4190 | 1081 | 18159 | 2398.1 | 0.450774 | 7.572245 |
| Aug-00 | 4985 | 740 | 11480 | 1612.8 | 0.458829 | 7.118056 | 4522 | 8578 | 134027 | 14500.3 | 0.591574 | 9.243050 |
| Sep-00 | 5265 | 6833 | 100476 | 12093.2 | 0.565028 | 8.308471 | 4742 | 3873 | 59181 | 4761 | 0.813485 | 12.430372 |
| Oct-00 | 5271 | 12 | 95 | 0 | #DIV/0! | #DIV/0! | 5030 | 7923 | 123513 | 12766.6 | 0.620604 | 9.674698 |
| Nov-00 | 5476 | 4997 | 72238 | 8302.2 | 0.601889 | 8.701067 | 5386 | 6025 | 87257 | 9464 | 0.636623 | 9.219886 |
| Dec-00 | 5633 | 3570 | 49468 | 5997.1 | 0.595288 | 8.248654 | 5705 | 6796 | 105175 | 12016.5 | 0.565556 | 8.752549 |
| Jan-01 | 5637 | 364 | 4312 | 500.2 | 0.727709 | 8.620552 | 6203 | 11086 | 157915 | 17691.6 | 0.626625 | 8.925987 |
| Feb-01 | 5956 | 7121 | 110631 | 11768.7 | 0.605080 | 9.400444 | 6280 | 1760 | 27382 | 0 | #DIV/0! | #DIV/0! |
| Mar-01 | 6242 | 5591 | 85808 | 9776.8 | 0.571864 | 8.776696 | 6568 | 5867 | 86359 | 9569.4 | 0.613100 | 9.024495 |
| Apr-01 | 6423 | 4684 | 71433 | 7924 | 0.591116 | 9.014765 | 6761 | 4291 | 63716 | 7150 | 0.600140 | 8.911329 |
| May-01 | 6495 | 1068 | 16337 | 2397.5 | 0.445464 | 6.814181 | 7051 | 7083 | 106881 | 11647.4 | 0.608119 | 9.176363 |
| Jun-01 | 6980 | 10330 | 161640 | 17748.7 | 0.582014 | 9.1071459 | 7068 | 1505 | 20840 | 1965.6 | 0.76567 | 10.602361 |
| Jul-01 | 7314 | 8283 | 121615 | 13375.9 | 0.619248 | 9.0920985 | 7133 | 1381 | 22708 | 2105.8 | 0.655808 | 10.78355 |
| Aug-01 | 7614 | 6697 | 91160 | 10692.3 | 0.626339 | 8.5257615 | 7170 | 790 | 9712 | 1120.3 | 0.705168 | 8.6691065 |
| Sep-01 | 7882 | 5776 | 85433 | 9339.1 | 0.618475 | 9.1478836 | 7242 | 2089 | 26029 | 2702.1 | 0.773102 | 9.6328781 |
| Oct-01 | 7925 | 642 | 9477 | 1026.8 | 0.625243 | 9.2296455 | 7631 | 8278 | 120687 | 13094.3 | 0.632183 | 9.2167584 |
| Nov-01 | 8153 | 4770 | 72303 | 7577.3 | 0.629512 | 9.5420532 | 7907 | 4907 | 60372 | 8098.3 | 0.60593 | 7.4548979 |
| Dec-01 | 8153 | 0 | 0 | 0 | #DIV/0! | #DIV/0! | 8314 | 9753 | 144130 | 15514.4 | 0.628642 | 9.2900789 |
| Jan-02 | 8250 | 2033 | 28312 | 3723.5 | 0.545992 | 7.6035968 | 8314 | 8 | 134 | 0 | #DIV/0! | #DIV/0! |
| Feb-02 | 8676 | 9972 | 143237 | 15443.3 | 0.645717 | 9.2750254 | 8314 | 9 | 123 | 0 | #DIV/0! | #DIV/0! |
| Mar-02 | 9152 | 11044 | 155347 | 16953 | 0.651448 | 9.1633929 | 8327 | 14 | 248 | 1000 | 0.014 | 0.248 |
| Apr-02 | 9419 | 6519 | 80413 | 8822 | 0.738948 | 9.1150533 | 8528 | 4575 | 54575 | 7255 | 0.6306 | 7.5223983 |
| May-02 | 9850 | 10255 | 129418 | 13469 | 0.761378 | 9.6085827 | 8570 | 799 | 9858 | 1350 | 0.591852 | 7.3022222 |
| Jun-02 | 10301 | 10697 | 130463 | 15076 | 0.709538 | 8.653688 | 8570 | 12 | 208 | 0 | #DIV/0! | #DIV/0! |
| Jul-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Aug-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Sep-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Oct-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Nov-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Dec-02 | | | | | #DIV/0! | #DIV/0! | | | | | #DIV/0! | #DIV/0! |
| Summary | | 221002 | 3209851 | 335303.4 | 0.659111 | 9.5729748 | | 183114 | 2703984 | 274558.9 | 0.666939 | 9.848466 |

100,670 gals

132,090

**Notes:**

1. Fuel deliveries at Charlotte as reported by Amtrak (thru 2/28/02). May not include fuel deliveries at other points.
2. Mileage & KwHr for Jan. & Feb. 1999 due to testing; units entered service in March.
3. Mileage & KwHr readings from EM2000 on-board units.
4. HEP Hours from meter on unit (accumulative).

*Freight Railroads Operating in*

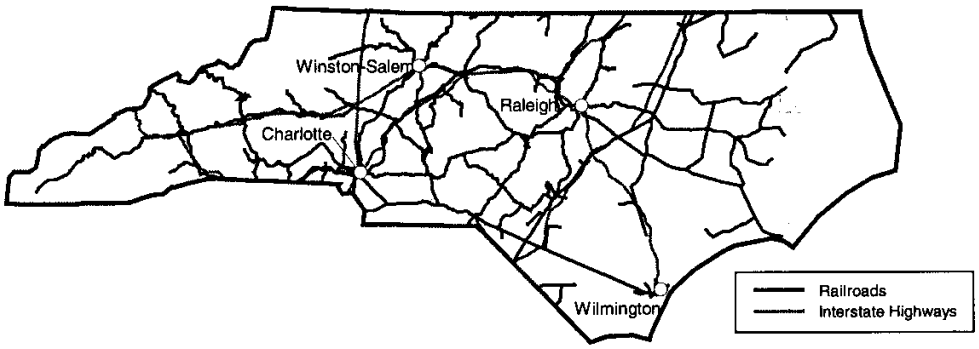
# North Carolina

**2000**

| | Miles of Railroad Operated in North Carolina |
|---|---|
| **Class I Railroads** | |
| CSX Transportation | 1,138 |
| Norfolk Southern Corp. | 1,450 |
| | 2,588 |
| **Regional Railroads** | |
| (none) | |
| **Local Railroads** | |
| Aberdeen & Rockfish Railroad | 46 |
| Aberdeen, Carolina and Western Rwy. Co. | 140 |
| • Alexander Railroad | 19 |
| • Atlantic & Western Railway | 10 |
| Beaufort & Morehead Railway | 2 |
| Caldwell County Railroad Co. | 22 |
| Carolina Coastal Railway, Inc. | 17 |
| Carolina Southern Railroad Co. | 37 |
| Chesapeake & Albemarle Railroad Co. | 44 |
| • Great Smoky Mountains Railroad, Inc. | 53 |
| Laurinburg & Southern Railroad | 35 |
| Nash County Railroad Corp. | 20 |
| Thermal Belt Railway | 7 |
| Yadkin Valley Railroad Co. | 93 |
| | 545 |

| | Number of Freight Railroads | Miles Operated: Excluding Trackage Rights | Miles Operated: Including Trackage Rights |
|---|---|---|---|
| Class I | 2 | 2,485 | 2,588 |
| Regional | 0 | 0 | 0 |
| Local | 14 | 545 | 545 |
| Switching & Terminal | 8 | 224 | 227 |
| Total | 24 | 3,254 | 3,360 |

| | Miles of Railroad Operated in North Carolina |
|---|---|
| **Switching & Terminal Railroads** | |
| Cape Fear Railways | 21 |
| 8 Carolina Rail Service, Inc. | 3 |
| Clinton Terminal Railroad Co. | 4 |
| High Point, Thomasville & Denton RR | 34 |
| North Carolina & Virginia Railroad Co | 48 |
| Virginia Southern Railroad | 20 |
| Wilmington Terminal Railroad, L.P. | 7 |
| Winston-Salem Southbound Railway | 90 |
| | 227 |




Rail network based upon 1997 National Transportation Atlas Database published by the US DOT Bureau of Transportation Statistics.

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*Railroad Service in*

# North Carolina 2000

## Railroad Service and Employment

| | | |
|---|---|---|
| **Facilities** | Number of Freight Railroads | 24 |
| | Miles Operated (Excluding Trackage Rights) | 3,254 |
| **Traffic** | Total Carloads of Freight Carried | 1,610,265 |
| | Total Tons of Freight Carried | 115,527,095 |
| **Employment and Earnings** | Rail Employees Living in State | 3,157 |
| | Freight Employees Only | 2,534 |
| | Total Wages of Rail Employees | $168,060,000 |
| | Freight Employees Only | $133,223,000 |
| | Average Per Freight Rail Employee: | |
| | Wages | $52,600 |
| | Fringe Benefits | $19,400 |
| | Total Compensation | $71,900 |
| **Railroad Retirement** | Railroad Retirement Beneficiaries | 10,825 |
| | Railroad Retirement Benefits Paid | $123,848,825 |

## Freight Railroad Traffic in North Carolina

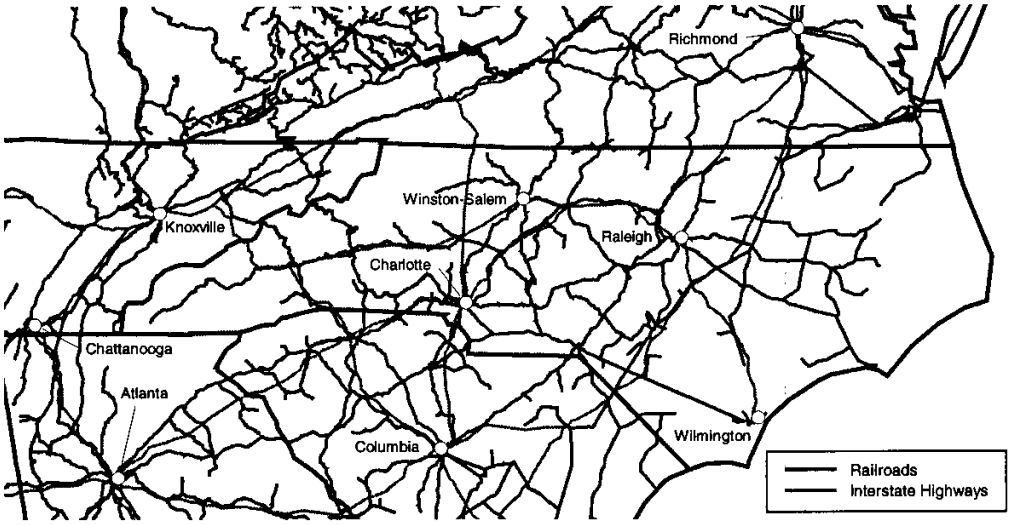
**Tons Originated 2000**

| | Tons | % |
|---|---|---|
| Nonmetallic Minerals | 3,526,365 | 24% |
| Chemicals | 2,942,320 | 20% |
| Lumber & Wood Prod. | 2,347,416 | 16% |
| Pulp & Paper Products | 1,332,260 | 9% |
| Waste & Scrap Material | 870,184 | 6% |
| All Other | 3,396,011 | 24% |
| Total | 14,414,556 | 100% |

**Tons Terminated 2000**

| | Tons | % |
|---|---|---|
| Coal | 29,835,371 | 48% |
| Farm Products | 7,658,039 | 12% |
| Chemicals | 5,965,572 | 10% |
| Glass & Stone Products | 3,863,776 | 6% |
| Nonmetallic Minerals | 3,379,326 | 5% |
| All Other | 10,824,556 | 18% |
| Total | 61,526,640 | 100% |

## Railroad Map of North Carolina

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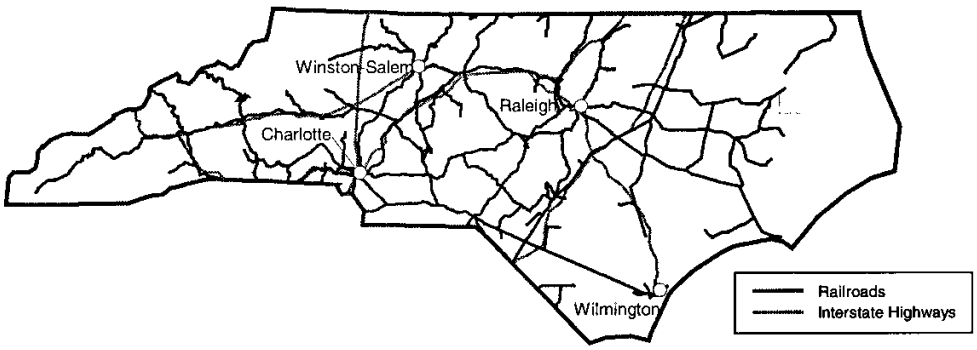


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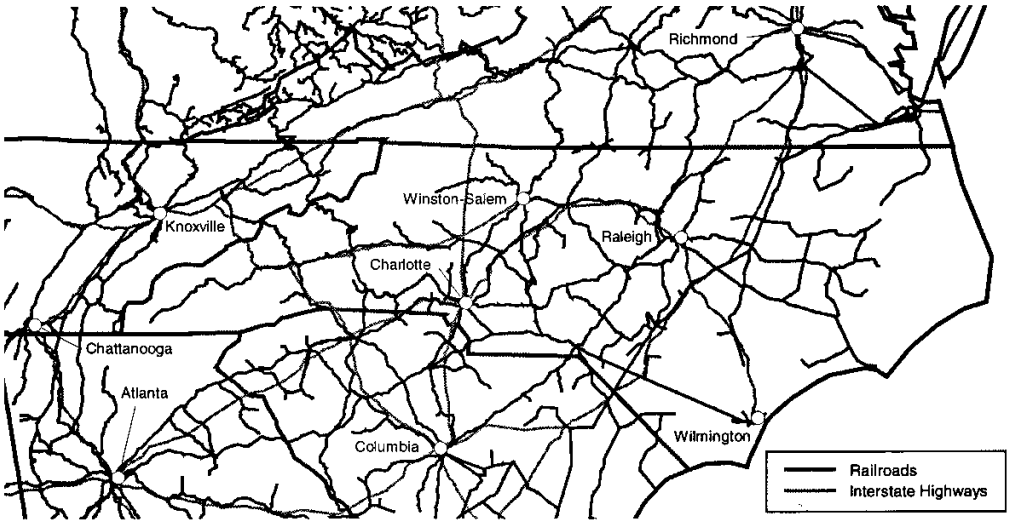


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