180274TB

A

CSX

TRANSPORTATION

ATLANTA SERVICE LANE TIMETABLE No. 1

EFFECTIVE

THURSDAY MAY 1, 1997

AT 0001 HOURS

CSX STANDARD TIME

5290

T.M. Pendergrass
General Manager

ATLANTA SERVICE LANE TIMETABLE
TABLE OF CONTENTS

SUBDIVISIONS

ATLANTA SERVICE LANE SPECIAL INSTRUCTIONS

PHONE NUMBERS

Emergency only:
Atlanta Service Lane
Chief Dispatcher 1–800–232–0142

Atlanta Service Lane **Safety Hot Line**
(Company) 8–377–5500
(Bell) 1–800–579–2563

Non–Emergency situations:
Atlanta Service Lane
Chief Dispatcher (Bell) 1–904–381–2788
(Company) 8–388–2788

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators	
E.S. Pack	304–645–4604
G.L. Muneio	941–741–8195
Team Captains	
Atlanta, GA.	
J. Yearwood	707–443–3139
– A&WP/W of A –	
H. Rourk	404–964–1159
– W&A –	
J.M McClure	770–773–7775
	770–773–3250
– Signal –	
L. Bunch	404–608–8174
Augusta, GA.	
– Georgia SD –	
B. Mauldin, Jr.	706–863–6708
Birmingham , Al.	
M. Landmon	205–655–7594
J. McChesney	205–836–5846
J. Thomas	205–680–6899
– Mech –	
B. Bowlen	205–589–4026
– S&NA (North)	
C. Roberts	205–681–3405
Birmingham Mineral SD –	
T. Crumbley	205–655–4507
Etowah, TN.	
W.D. Stiles	615–263–1592
Team Captains –continued –	
Manchester, GA.	
W.J. Spriggs, Jr.	706–989–3607
– Signal –	
W. Dunn	Home – 706–655–2230
	Work – 706–350–5475
Mobile, AL.	
– Yard –	
D. Bailey	334–679–9831
– Road –	
L. Cooper	334–986–5294
Montgomery, AL.	
– Yard –	
J. Pugh	334–365–3041
– L&N Road –	
J. Smith	334–365–7624
– A&WP –	
B.R. Harrelson	334–361–0028
New Orleans, LA.	
– Road Signalmen –	
T. Asher	504–649–5038
– Yard –	
L. Major	504–288–9397

ATLANTA SERVICE LANE

1590 MARIETTA BOULEVARD, N.W.
ATLANTA, GA. 30318

Atlanta Service Lane Managers

T.M. Pendergrass
General Manager

D.G. Crockett
Superintendent Field Operations

A.B. Montgomery
Director Administration

J.R. Newell
Superintendent Transportation

T.W. Black
Engineering Supt.

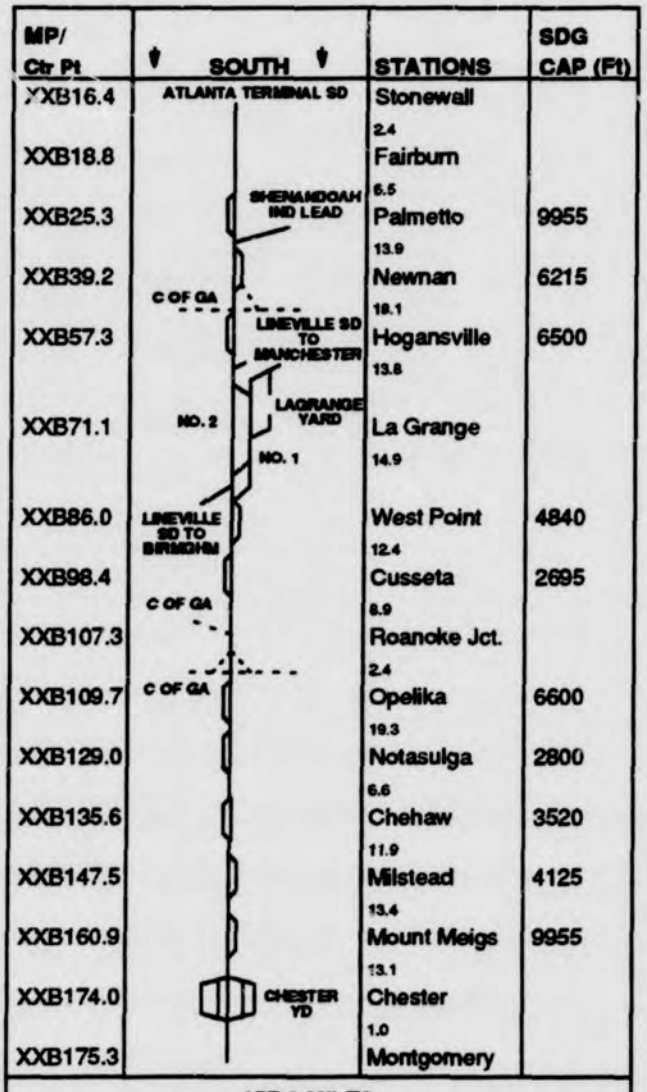
G.L. Newton
Mechanical Supt.

Location and Names	Title
Atlanta, GA	
J.E. Irvin	Terminal Superintendent
T.L. Wolfe	Assistant Terminal Superintendent
N. A. McNeill	Terminal Trainmaster
S.M. Pearman	Terminal Trainmaster
B. Giddens	Terminal Trainmaster
K.N. Hamilton	Terminal Trainmaster
L.D. McCranie	Terminal Trainmaster
H.T. Musser	Terminal Trainmaster
P.T. Smith	Terminal Trainmaster
R.B. Dunlap	Asst. Terminal Trainmaster
W.E. McClellan	Trainmaster
J.R. Renfroe	Trainmaster
W. Robinson	Road Foreman of Engines
W.M. Davenport	Road Foreman of Engines
L.B. Blackburn	Asst. Manager Administration
T.A. Popp	Finance Manager
Augusta, GA	
P.S. Daugherty	Road Foreman of Engines
Birmingham, AL Coal Group	
M.O. Boyd	Trainmaster
J.D. Falkner	Trainmaster
D.L. Burkhardt	Assistant Trainmaster
Birmingham, AL	
J.R. Odam	Terminal Superintendent
M.B. Hartman	Asst. Terminal Superintendent
Z.R. Lee	Terminal Trainmaster
K.L. Mohorn	Terminal Trainmaster
R.W. Riddle	Terminal Trainmaster
A.C. Morgan	Assistant Trainmaster
J.E. Alderson	Sr. Road Foreman of Engines
Cartersville, GA	
D.R. Hamby	Trainmaster
D.W. Ingoldsby	Trainmaster
B.P. Fuse	Assistant Trainmaster
Dacula, GA	
D. Kroese	Trainmaster
C.F. Davis	Assistant Trainmaster
Gadsden, AL	
J.M. Phillips	Assistant Trainmaster

Location and Names	Title
Jacksonville, FL	
M.R. Bird	Customer Service Mgr.
C.K. Grigsby	Crew Caller Mgr.
T.E. Starnes	Plan Mgr.
J.D. Green	Crew Planning Mgr.
R.A. Dahl	Service Coordinator
M.O. Ragland	Service Coordinator
D.E. Taylor	Service Coordinator
T.L. Wilson	Service Coordinator
W.T. Bullock	Service Coordinator
Manchester, GA	
W.O. Thompson	Trainmaster
S.C. Childs	Trainmaster
Montgomery, AL	
L.G. Harper	Terminal Manager
S.D. Yow	Terminal Trainmaster
W.N. Dixon	Assistant Terminal Trainmaster
R.M. Langford	Assistant Terminal Trainmaster
R.D. Jackson	Trainmaster
B.T. Fykes	Trainmaster
J.J. Briley	Road Foreman of Engines
T.E. Hattaway	Road Foreman of Engines
New Orleans, LA	
T.W. Bass	Terminal Manager
G.D. Jackson	Terminal Trainmaster
J.W. Koelling	Assistant Terminal Trainmaster
R.R. Roundtree	Assistant Terminal Trainmaster
R.W. Keep	Assistant Terminal Trainmaster
Pascagoula, MS	
J.D. Black	Trainmaster
Sibert, AL	
D.A. Snapp	Terminal Manager
M.L. Hammond	Terminal Trainmaster
W.A. Carr	Assistant Terminal Trainmaster
M.A. Murray	Assistant Terminal Trainmaster
W.R. Cooper	Road Foreman of Engines
Social Circle, GA	
C.E. Brown	Trainmaster

10.0 A&WP/W of A SUBDIVISION-AW

11.0 STATION LISTING AND DIAGRAM



157.6 MILES
STONEWALL TO MONTGOMERY

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Lineville	Atlanta	43
Atlanta Terminal	Atlanta	13
Selma	Atlanta	63

11.2 ADDITIONAL STATIONS

Table 2. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Shorters	XXB151.8	18	Both

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 3. Authority for Movement

Between Location/Mile Post	Rules
XXB16.4 and XXB69.1	120-132 (243-247)
XXB69.1 and XXB71.2	265-272
XXB71.2 and XXB171.8	120-132 (243-247)
XXB171.8 and XXB175.3	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the yardmaster Montgomery before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

12.2 DTC BLOCK LIMITS

Table 4. DTC Block Limits

Between Location/Mile Post	Block Names
XXB16.4 and XXB23.5	Fairburn
XXB23.5 and XXB37.7	Palmetto
XXB37.7 and XXB39.9	Newnan
XXB39.7 and XXB57.4	Grantville
XXB57.4 and XXB69.1	Hogansville
XXB71.2 and XXB75.4	Dow
XXB75.4 and XXB87.0	Gabbetsville
XXB87.0 and XXB98.2	West Point
XXB98.2 and XXB109.8	Roanoke
XXB109.8 and XXB128.9	Opelika
XXB128.9 and XXB135.6	Notasulga
XXB135.6 and XXB146.9	Chehaw
XXB146.9 and XXB158.6	Milstead
XXB158.6 and XXB171.8	Mt. Meigs

12.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 5. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
XXB69.1 and XXB71.2	Lafayette

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 6. Maximum Authorized Speed

Between Location/Mile Post	MPH
XXB16.4 and XXB175.3	60
Beltline 5.2	10

13.2. SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 7. Speed Restrictions

Between Location/Mile Post	MPH
Other than Intermodal trains 16.4 and 175.0	50
XXB16.4 and XXB17.9	**35**
XXB24.0 and XXB24.4	50
XXB24.4 and XXB26.0	**25**
XXB26.0 and XXB37.4	50
XXB37.4 and XXB39.8	**25**
XXB39.8 and XXB40.3	25
XXB40.3 and XXB56.9	50
XXB56.9 and XXB58.5	**35**
XXB58.5 and XXB68.9	50
XXB68.9 and XXB72.0	45
XXB78.2 and XXB78.5	55
XXB84.9 and XXB89.6	**25**
XXB89.6 and XXB97.1	50
XXB97.1 and XXB97.6	45
XXB97.6 and XXB107.7	50
XXB107.7 and XXB109.4	**20**
XXB109.4 and XXB112.9	**30**
XXB112.9 and XXB113.5	55
XXB113.5 and XXB119.5	**25**
XXB125.5 and XXB126.0	55
XXB134.3 and XXB134.7	50
XXB144.3 and XXB146.7	50
XXB153.2 and XXB153.3	50
XXB167.5 and XXB171.8	50

Note:

1. Do not exceed 10 MPH on other than main track. **Exception:** Do not exceed 25 MPH on Opelika Siding and Palmetto siding.

13.8 ENGINES SPEED INDICATORS AND ODOMETERS

Engine speed Indicators, Odometers and RDU Equipment must be checked between the first encountered Milepost locations listed below:

XXB171.0 and XXB172.0

14.0 EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the Service Lane Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 8. Equipment Restrictions

Location	Equipment	Restriction
XXB85.6 Chattahoochee River	Cars Weighing 251,000 TO 270,000 lbs.	10 MPH
Sidings at Notasulga and Fairburn	Loaded Double Stack Equipment	Must Not Operate

2. Six-axle locomotives must not operate on team, house or industrial tracks. If pick up and/or set off is required on a restricted track, the conductor will arrange to hold on to enough cars to prevent operating restricted equipment on such tracks. **Exception:**XXB161.0 Mt. Meigs Sand Pit.

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.58 DEFECT DETECTORS

Table 9. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Palmetto XXB26.5	AD	East Side
Moreland XXB46.9	AD	East Side
La Grange XXB73.8	AD	West Side
Nelson, XXB94.0	AD	East Side
Opelika XXB114.1	AD	East Side
Chehaw XXB134.0	AD	West Side
Shorters XXB152.8	AD	East Side

Note:

1. If defect detector at LaGrange for southward trains or Nelson for northward trains is not functioning, train must be stopped and a walking inspection performed before the Chattahoochee Bridge, MP86.5.
2. Chehaw defect detector will become activated when train is 600 feet in advance of defect detector.

15.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 10. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Newnan	NS	Elec.lock Derails	98-E
Opelika	NS	Automatic Note 1	234-B(3)
Montgomery (XXB174.5)	CSX	Gate Note 2	98-C

Note:

1. At Opelika automatic railroad crossings, when governing home signal indicates "STOP" and no movement is seen or heard on conflicting route, be governed by instructions posted at the interlocking and by applicable Operating Rules.
2. The normal position of the gate is lined against movement from S&N Yard to Clisby Park. All trains must approach this crossing prepared to stop and proceed only when crossing is known to be clear. Crews moving to or from Clisby Park will restore the gate to normal position after the crossing is clear.

15.98-G APPROACH LOCATIONS WITH TIME-OUT FEATURES

The following are locations where special instructions specify and govern the approach locations with time out features. Note where the time out feature begins and the length of the time out duration for each location. After you pass that location, regardless of signal indication, if your train consumes more time than is shown for that location, the home signal at the crossing is subject to go to a "STOP" indication.

Table 11. Approach Locations With Time-Out Features

Location Subdivision	City/Town	Mile Post/ Location	Time Out Interval
A&WP	Opelika, Al.	Northbound start at XXB112.2 (Cunningham Drive)	9
A&WP	Opelika, Al.	Southbound start at XXB107.3 (Roanoke Junction)	7

15.100 HIGHWAY AND STREET CROSSINGS

1. **LaGrange, Ga.** - Do not clear up on Dunson Lead.
2. **Hogansville, Ga.** - The State of Georgia Department of Transportation has registered complaints that trains are blocking crossings for lengthy periods of time in Hogansville, Ga.

   When it is apparent that your train will be at this location for an excessive amount of time, arrangements must be made to cut crossings to allow vehicular traffic to pass.

Table 12. Highway And Street Crossings

Station, Highway or Street	Instructions
Main Street, LaGrange	Trains moving on number one or two main tracks from Lineville Subdivision at Lafayette connection A&WP-WofA Subdivision Dow DTC block shall not pass signal case located on west side number two main track at XXB70.5 until train has Dow DTC block authority. "Start Xings" decal is on signal case at XXB70.5 in direction viewed approaching main street connection. (See Note 1)

Note:

1. **Exception:** Train moving to Dow DTC block may pass signal case without Dow DTC block authority if necessary for the train or for a following train to clear Lafayette connection.

15.277 DUAL CONTROLLED SELF-RESTORING POWER SWITCHES

Dual controlled self-restoring power switches are in service at:

1. South switch Hogansville passing siding.
2. South switch Mt. Meigs passing siding.
3. South switch Palmetto
4. South switch Opelika

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 13. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note: CN Train Dispatcher Call-In No. is 3.

CN train dispatcher telephone # is 1-800-445-5512

16.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCE**

   Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on adjacent tracks;

   a) XXB37.5 Newnan

   b) XXB39.0 NS Transfer, Newnan

   c) XXB57.3 Siding, Hogansville

   d) XXB109.3 Rip Tracks 1 and 2, Opelika

   e) XXB109.5 Siding, Opelika

   f) XXB111.9 Tank car spot, Opelika

   g) Chester Yard, Montgomery, Al., do not ride on the side of cars between the clearance points of tracks C02 through C13 unless adjacent track is clear and it is known no other equipment will be moving through the adjacent track.

2. When a southward train is to hold the main track and meet a northward train at Newnan, the southward train will not pass the southward intermediate signal at MP XXB35.1 until the northward train has cleared the Newnan DTC Block.

3. Train may pass NAS in stop position on the siding at north end Mt. Meigs without Train Dispatcher's permission provided both of the following conditions apply:

   a) Train has northward and southward Milstead DTC Block.

   b) Part of train is standing on main track between NAS N. E. Mt. Meigs and SAS S. E. Mt. Meigs.

4. Dual controlled self-restoring power switches are in service at south switch Hogansville and south switch Mt. Meigs passing sidings. The following instructions apply to self-restoring power switches at these locations:

   a) Southward trains and on-track equipment in passing sidings must not pass "CS" sign without authority to enter main track.

   b) Southward trains moving from passing siding to main track should move at least 30 feet south of "CS" sign. Switch should then reverse and signal aspect change to permit movement within one minute. Should switch fail to reverse, ascertain that switch is in motor position and be governed by rule 275.

   c) Northward trains directed by train dispatcher to enter south switch passing siding will stop south of and within 75 feet of northward absolute signal. Crew member will operate key controller. Key controller and operating instructions at south end Mt. Meigs are located on signal bungalow. Key controller and operating instructions at south end Hogansville are located on the northward absolute signal. Switch should reverse and siganl aspect change to permit movement within one minute and train may proceed in accordance with signal indication. Key controller on northward absolute signal marked "switch" is used to reverse switch for northward movement into passing siding. Check that switch is in motor position should switch not reverse. Wait seven minutes before contacting train dispatcher for permission to pass stop signal should signal not change to permit movement, after changing switch from hand to motor.

   d) Pull button releases and instructions for south end Mt. Meigs are in boxes attached to masts of northward absolute signal and main track southward absolute signal south end Mt. Meigs.

      Key controller releases are used at south end Hogansville and are located on mast of northward absolute signal and main track, southward absolute signal. The key controller on the northward absolute signal is marked "release".

      For example, a southward train directed to pull by S. E. Mt. Meigs and shove into siding would pull by NAS S. E. Mt. Meigs by not more than 75 feet, operate pull button on in box attached to mast of NAS to release stick, and then operate key controller to reverse switch.

   e) Southward trains directed to enter north switch must reverse north switch promptly upon arrival. Switch must be reversed before passing southward intermediate signal at north end.

NOTES:

20.0 ABBEVILLE SUBDIVISION-AV

21.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
	MONROE SD FLORENCE DIVISION		
SG442.0		Abbeville	
		12.1	
SG454.1		Calhoun Falls	9950
1064-65		14.4	
SG468.5		Norman	9950
1066-67		18.0	
SG486.5		Howie	9953
1068-69		11.8	
SG498.3		Hull	9971
1070-71		7.4	
SG505.7	NS	Athens	
	NS	2.1	
SG507.8		Fowler Jct	9815
1072-73		13.8	
SG521.6	GAINESVILLE MIDLAND SD	Harper	10018
1074-75	ATLANTA AUTO RAMP	11.1	
SG532.7		Auburn	9968
1076-77		11.4	
SG544.1		Lawrenceville	9726
1080-81		5.5	
SG549.6		Gloster	7975
1082-83		11.0	
SG561.0	ATLANTA TERMINAL SD	Tucker	

119.0 MILES
ABBEVILLE TO TUCKER

21.1 DIAGRAM CROSS-REFERENCE

Table 14. Diagram Cross-Reference

Subdivision	Division	Page
Monroe	Florence	Florence TT
Gainesville Midland	Atlanta	37
Atlanta Terminal	Atlanta	13

21.2 ADDITIONAL STATIONS

Table 15. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Elberton	SG472.0	Yard	Both
Wester	SG474.0	40	Both
Colbert	SG495.0	10	South
Cleveland Road	SG512.0	4	South
Bogart	SG515.0	55	Both
Winder	SG527.0	Yard	Both
Lilburn	SG555.0	15	North

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 16. Authority for Movement

Between Location/Mile Post	Rules
SG442.0 and SG567.5	265-272

Note: Rules 265-272 are in effect on the following Signaled Sidings: Calhoun Falls, Norman, Howie, Hull, Harper, Auburn, Lawrenceville and Gloser.

22.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 17. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North Switch of Tucker SG561.8 and North Switch Gloster SG548.6	Tucker
North Switch of Gloster SG548.6 and North Switch Lawrenceville SG542.0	Gloster
North Switch of Lawrenceville SG542.0 and North Switch Auburn SG531.7	Lawrenceville
North Switch of Auburn SG531.7 and North Switch Harper SG520.6	Auburn
North Switch of Harper SG520.6 and North Switch Fowler Jct. SG506.8	Harper
North Switch of Fowler Jct. SG506.8 and North Switch Hull SG497.3	Athens
North Switch of Hull SG497.3 and North Switch Howie SG485.5	Hull
North Switch of Howie SG485.5 and North Switch Norman SG467.4	Howie
North Switch of Norman SG467.4 and North Switch Calhoun Falls SG452.4	Norman
North Switch of Calhoun Falls SG452.4 and North Switch Abbeville SG439.8	Calhoun Falls

22.4 EXCEPTED TRACKS

Tracks serving and including:

1. Georgia RR Yard Armstrong and Dobbs.
2. Clarke Co Milling
3. Estech and that portion from NS RR maintenance limits up to and including Oliver Tire & Rubber Co and Gold Kist

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 18. Maximum Authorized Speed

Between Location/Mile Post	MPH
SG442.0 and SG561.0	60

23.2 SPEED RESTRICTIONS

Table 19. Speed Restrictions

Between Location/Mile Post	MPH
SG441.4 and SG463.5	45
SG463.5 and SG464.0	40
SG464.0 and SG469.9	45
SG469.9 and SG472.5	**25**
SG472.5 and SG479.6	40
SG479.6 and SG484.7	45
SG484.7 and SG485.0	40
SG485.0 and SG489.0	45
SG489.0 and SG491.0	**40**
SG491.0 and SG491.7	30
SG491.7 and SG492.0	40
SG492.0 and SG494.0	50
SG494.0 and SG495.0	**45**
SG495.0 and SG500.0	60
SG500.0 and SG505.0	50
SG505.0 and SG505.9	35
SG505.9 and SG506.5	**20**
SG506.5 and SG507.8	35
SG507.8 and SG514.1	45
SG514.1 and SG516.0	**40**
SG516.0 and SG524.3	55
SG524.3 and SG526.0	45
SG526.0 and SG527.6	**25**
SG527.6 and SG537.7	50
SG537.7 and SG547.7	40
SG547.7 and SG558.3	50
SG558.3 and SG561.0	45
Signaled Sidings At Calhoun Falls, Norman, Howie, Hull, Harper, Gloster.	25

Table 19. Speed Restrictions

Between Location/Mile Post	MPH
Signaled Sidings At Auburn and Lawrenceville.	10

Note:

1. Do not exceed 10 MPH on siding Fowler Jct.
2. Do not exceed 10 MPH on any tracks other than main track and sidings between SG442.0 and SG561.0

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

SG442.0 and SG443.0 SG444.0 and SG445.0
SG443.0 and SG444.0 SG565.0 and SG566.0
SG566.0 and SG567.0

24.0 EQUIPMENT RESTRICTIONS

Refer to restricted equipment rule RE-127. No's R666 and R665 are exempt from restriction when handling flat cars with reporting marks of GTTX and car type F126 between Winder SG531.0 and Bogart SG514.7. No's R666 and R665 may handle these empty flats on head of train under close observation of crew.

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.58 DEFECT DETECTORS

Table 20. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Abbeville, SG442.8	AD	West Side
Heardmont, SG462.6	AD	West Side
Howie, SG484.6	AD	West Side
Athens, SG509.9	AD	East Side
Winder, SG530.0	AD	East Side
Liburn, SG552.4	AD	East Side

Note:

1. Defect detectors at Howie and Winder will become activated when a train reaches a point 600 feet in advance of the defect detector. The location of a defect will be reported in 2 digits if 99 axles or less or 3 digits if 100 or greater.

25.98 JCTS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(a) Railroad Crossing At Grade

Table 21. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Athens, SG505.5	NS	Electrically Locked Derails	98-E (Note)

Note: Normally clear CSX.

25.100 ROAD CROSSINGS AT GRADE

1. Do not block the road crossings at the following locations on the Abbeville Subdivision:
   SG497.7
   SG497.8
2. **Lawrenceville, Ga.** - Stop and flag Norcross Road crossing on Viking Lead.
3. **SG469.7** - Stop and flag Middleton Road crossing while switching across the Horn Track only at SG469.7.
4. **Gloster** - Stop and flag siding only at SG549.0 Arnold Road crossing first crossing south in the North end of the siding.
5. Movements of trains over the highways and street crossings designated below will be governed by the following instructions.

Table 22. Highway And Street Crossings

Station, Highway or Street	Instructions
Athens: Pulaski Street, SG505.9 Barber Street, SG506.2	When flasher light signals are not working, trains will stop and be preceded by a member of crew.
Elberton: All street crossings, SG470.3-SG472.2	Trains standing or those engaged in switching must not obstruct street crossing in excess of 5 minutes.
Tucker: All street crossings, SG558.2-SG570.4	Crossings must not be blocked longer than 5 minutes.

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 23. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SG441.8	Continuous	66	Wayside
SG472.8	Continuous	66	Wayside
SG506.0	Continuous	66	Wayside
Athens-AG	0700-1500 EX. Sat/Sun	54	Agency
SG532.4	Continuous	66	Wayside
SG561.0	Continuous	66	Wayside

Table 23. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AF)	Continuous	54	Wayside

Note: AF Train Dispatcher Call-In No. is 7.

AF train dispatcher telephone # is 1-800-628-4726

26.0 MISCELLANEOUS INSTRUCTIONS

1. Athens, Gainesville Midland Subdivision trains will operate between GM connection track switch at Fowler Jct and NS crossing.
2. All trains flag Mountain Industrial Boulevard Crossing on Sears Industrial Spur, Tucker, GA, account rusty rail conditions.
3. The normal position for the GM Lawrenceville tail track switch is lined for CSX movements.
4. **CLOSE CLEARANCES**

   Account of close clearance, employees are prohibited from riding the side of cars when cars are on adjacent track;

   a) SG542.5 National Cement track at Lawrenceville

NOTES:

NOTES:

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30.0 ALABAMA MINERAL SUBDIVISION-AM

31.0 STATIONS LISTING AND DIAGRAM

LE443.0 TO END OF TRACK

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
LE443.0	END OF TRACK	End of Track	
		2.3	
LE445.3	GUNTERSVILLE BRANCH	Ivalee	1755
		2.6	
LE447.9		Moragne	
AM545.9		1.9	
AM544.0	NS	L&N Jct.	
		1.8	
AM542.4	NS	Storage Yd	
		2.9	
AM539.5		Gadsden	
	GOODYEAR	4.5	
AM535.0		Gaird	2665
		12.0	
AM523.0		Wellington	1000
		0.2	
AM522.8	END OF TRACK	End of Track	

28.0 MILES
LE443.0 TO END OF TRACK

GUNTERSVILLE TO MORAGNE

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AG85.8	GUNTERSVILLE	Guntersville	
		10.2	
AG96.0		Albertville	3800
		18.9	
AG114.9	O&A	Moragne	

29.1 MILES
GUNTERSVILLE TO MORAGNE

WELLINGTON TO BOYLES YARD

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SG673.4	END OF TRACK	Wellington	3222
	ALABAMA MINERAL SD	8.8	
SG681.2		Ohatchee	9140
		9.4	
SG690.6		Ragland	5257
		24.2	
SG714.8		Sanie	8920
		16.2	
SG731.0		Irondale	3461
		8.5	
389.0		Birmingham (Boyles Yd) Via 27th St	
	BOYLES YARD		

65.2 MILES
WELLINGTON TO BOYLES YARD

31.2 ADDITIONAL STATIONS

Table 24. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Wattsville	SG699.9	8	South

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 25. Authority for Movement

Between Location/Mile Post	Rules
LE443.0 and AM447.0	105
LE447.0 and AM545.9	120-132
Between Gadsden And Wellington	
AM545.9 and AM534.3	93 See Notes 1 & 3
AM534.3 and AM522.8	120-132
Between Moragne And Guntersville	
AG114.9 and AG85.8	120-132
Between Wellington And Birmingham	
SG673.4 and SG734.0	120-132
SG734.0 and SG734.7	93 See Notes 2 & 3

Note:

1. Permission must be obtained from the "CN" Train Dispatcher before entering main track.
2. Permission must be obtained from the Yardmaster Boyles before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Notes 1 & 2 must not be occupied without written authority as prescribed by Rule 704.

32.2 DTC BLOCK LIMITS

Between Guntersville And Wellington

Table 26 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Name
LE447.0 and AM545.9	Ivalee
AM534.3 and AM522.8	Gaird
Between Moragne And Guntersville	
AG114.9 and AG97.0	Boaz
AG97.0 and AG93.0	Albertville
AG93.0 and AG88.5	Guntersville
AG88.5 and AG85.8	Lake
Between Wellington And Birmingham	
SG673.4 Wellington and SG680.4 North Switch Ohatchee	Wellington
SG680.4 North Switch Ohatchee and SG690.0 North Switch Ragland	Ohatchee

Table 26 (Page 2 of 2). DTC Block Limits	
Between Location/Mile Post	**Block Names**
SG690.0 North Switch Ragland and SG713.9 North Switch Sanie	Ragland
SG713.9 North Switch Sanie and SG734.0 Yard Limit Board Boyles	Sanie

32.4 EXCEPTED TRACKS

Storage Yard, Tracks 9 through 14.
O&A Branch, between LE389.5 and LE396.3.

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 27. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
Ivalee, LE445.3 and Storage Yard, AM542.4	10
Moragne, LE447.9 and Guntersville, AG85.8	25
Storage Yard, AM542.4 and End of Track, AM523.4	25
Wellington, SG673.6 and Birmingham, 389.0	35

33.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 28. Speed Restrictions	
Between Location/Mile Post	**MPH**
LE443.0 and LE447.6	10
AG85.8 and AG88.5	10
AG89.0 and AG92.0	10
AM538.4 and AM538.9	10
AM529.0 and AM529.3	10
SG673.3 and SG673.6	10
SG704.0 and SG705.6	25
SG729.2 and SG732.2	25
SG732.2 and SG734.0	30
SG736.3 and SG739.4	10

Note: Do not exceed 10 MPH on any track other than main track and sidings, except as follows:

1. Gaird, do not exceed 5 MPH on any track, other than main track.
2. Gadsden, do not exceed 5 MPH on Goodyear wye track.
3. Do not exceed 10 MPH on 5th Ave. siding, Birmingham. Do not exceed 5 MPH on north leg of wye, Ragland, SG690.7.
4. Between SG680.1 and SG681.0 35 MPH, except 30 MPH 0830 to 0930 and 1515 to 1600, September 1 through May 31.

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

AM537.0 and AM536.0
AM536.0 and AM535.0
AM535.0 and AM534.0
AG111.0 and AG112.0
AG112.0 and AG113.0
AG113.0 and AG114.0
SG731 and SG732
SG732 and SG733
SG733 and SG734

34.0 EQUIPMENT RESTRICTIONS

Table 29. Equipment Restrictions		
Location	**Equipment**	**Restriction**
AG94.0 to Guntersville	Cars with gross weight exceeding 263,000 lbs.	Must not operate on
	Six-Axle Engines	
Bridge Nos. 114.6, 93.5, 90.4, 90.1 87.4, 86.3	4- & 6-Axle Wreckers	10 MPH
All Team, House and Industrial tracks (Note)	6-Axle Engines	Must not operate

Note: House track and North Leg of Wye at Ragland, Al. are excluded from these instructions.

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.36 SPRING SWITCHES

Table 30. Spring Switches	
Tracks	**Instructions**
Goodyear Wye, East Gadsden	For main track

35.58 DEFECT DETECTORS

Dragging Equipment Detector

Table 31. Defect Detectors		
Mile Post/ Location	**Type**	**Location of Indicators/ Personnel Reading Charts**
Ohatchee SG678.2	AD	East side
Wattsville SG697.2	AD	East side
Sanie SG718.3	AD	East side

Note: Count from lead axle.

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

(1) Drawbridges

Coosa River, AM539.0 (Protected by attendant on call:)

There is no bridgetender at Coosa River Bridge, Gadsden. When it is necessary to turn the draw it will be handled by employees of the Maintenance of Way Department, and before opening the draw they will display restricted signals at the proper distance and "STOP" signals at each end of the bridge, and will not remove these signals until the drawbridge is locked in position for trains to pass.

(2) Railroad Crossings At Grade

Table 32. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Attalla	NS	Auto-matic	234-B(3)
Storage Yard	NS	Stop Sign	98-F

35.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Movement of trains over highway and street crossings must be protected by flagman from a point on the ground at the following locations:

Table 33. Providing Crossing Protection

Between Location/MP	Crossing
LE447.3, Moragne	Highway 77
SG680.5 (Siding only)	Ohatchee
SG690.6 (Siding only)	Ragland

35.103 SWITCHING

Albertville, AL, siding - switching must be done from southend of track. Trains can head through siding to drop cars or shove cars in from main track. But this will be extent of providing service from northend, as all other switching movements must be made from southend.

35.104 SWITCHES

1. The switch at the south leg of wye, Guntersville, will be left as last used and trains must approach this switch expecting to find it lined for either position.
2. The normal position of switch at Moragne will be left as last used.
3. All switches connecting CSX Main track at Wellington will be left lined for CSX Main Track.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 34. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note:

CN Train Dispatcher call-in No. is 5.

CN Train Dispatcher telephone No. is 1-800-445-5512.

36.0 MISCELLANEOUS INSTRUCTIONS

1. **Laney Tunnel, AM529.0,** will not clear cars and lading exceeding the following dimensions:

Table 35. Tunnel Clearance

Extreme Height above Top of Rail	Extreme Width at this Height
19'0"	6'0"
18'0"	8'4"
17'0"	9'9"
16'6"	10'6"
16'0"	10'8"
15'0"	11'0"
11'0"	11'6"
3'6"	11'6"

Conductors before handling equipment through this tunnel must see that the above dimensions are not exceeded unless authorized by the chief dispatcher. Cars having Plate "F" dimensions are approved for movement through tunnel but are restricted to 10 MPH account close clearance.

2. **Between Wellington and Birmingham,** - Movement thru slide detector fences.
   a) SG693.5 will be governed by a slide fence indicator signal at SG697.1 located on west side of track for northward movements and a slide fence indicator signal at SG691.9 located on west side of track for southward movements.
   b) SG701.69, SG702.81, SG703.17, SG704.09 and SG705.28 will be governed by a slide fence indicator signal at SG706.6 located on east side of track for northward movements and a slide fence indicator signal at SG699.9 located on east side of track for southward movements.
   c) SG718.0 will be governed by a slide fence indicator signal at SG720.3 located on west side of track for northward movements and a slide fence indicator signal at SG715.7 located on west side of track for southward movements.
   d) SG724.4 and SG724.5 will be governed by a slide fence indicator signal at SG726.4 located on east side of track for northward movement and a slide fence indicator signal at SG723.2 located on east side of track for southward movements.

When slide fence incidator signals are displaying green, trains may proceed.

When slide fence indicator signals are dispalying red, trains will approach the slide fence locations at controlled speed. If no obstruction is seen in the slide fence protected area, train may proceed unless otherwise restricted.
When slide fence indicators are dispalying red, train dispatcher must be notified at first opportunity.

3. Train crews must not stand on the west side of the track when spotting Ammoco at Guntersville, Al. White marks have been printed on the east side of the east rails to allow a trainman to stand on the east side and spot the cars at the designated track spot.

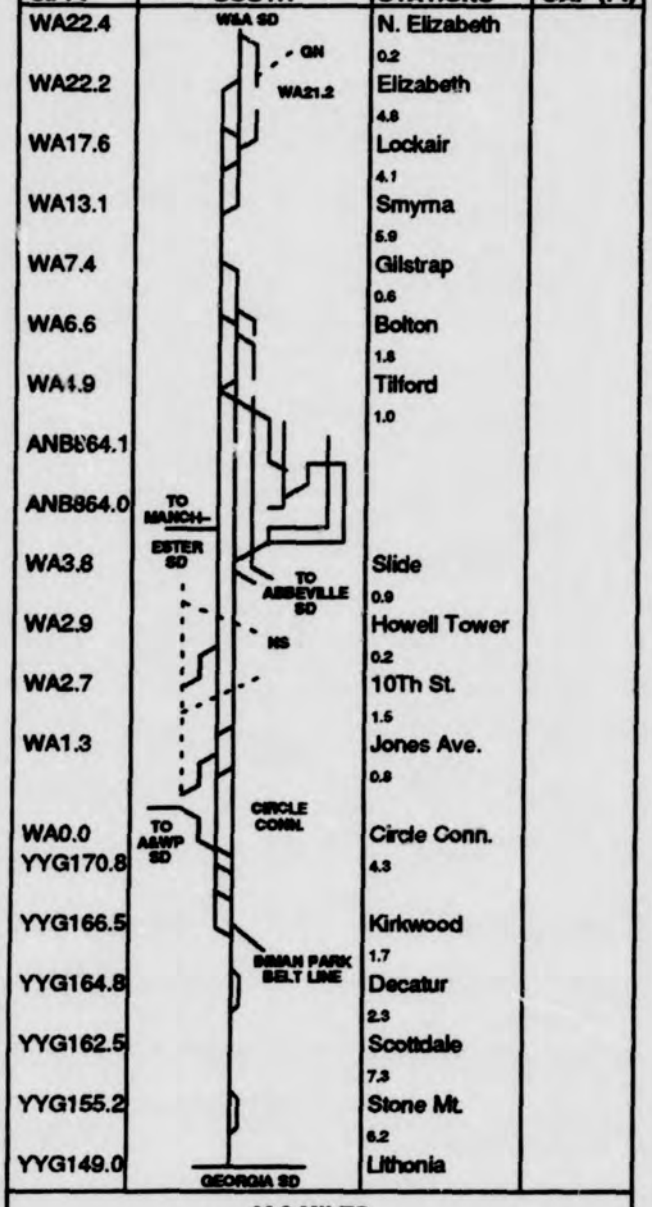
4. Addition of cover on car-puller at Gold-Kist Agri, Guntersville, Al., Mile Post AG87.7, has created close clearance on both sides of track which will not clear employee on either side of car. Employees are cautioned to not ride cars into this industry past derail.

NOTES:

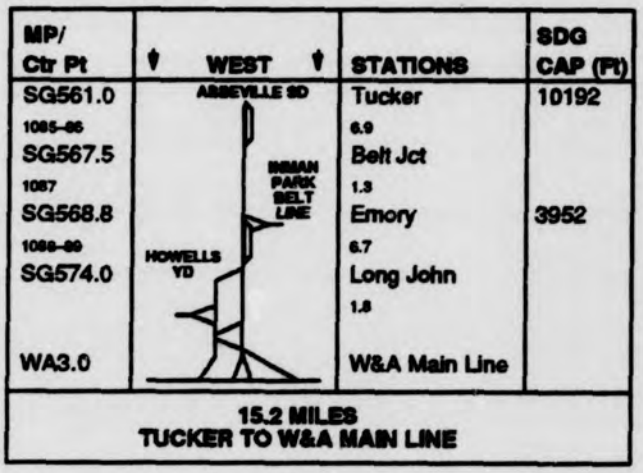
NOTES:

40.0 ATLANTA TERMINAL SUBDIVISION-AA

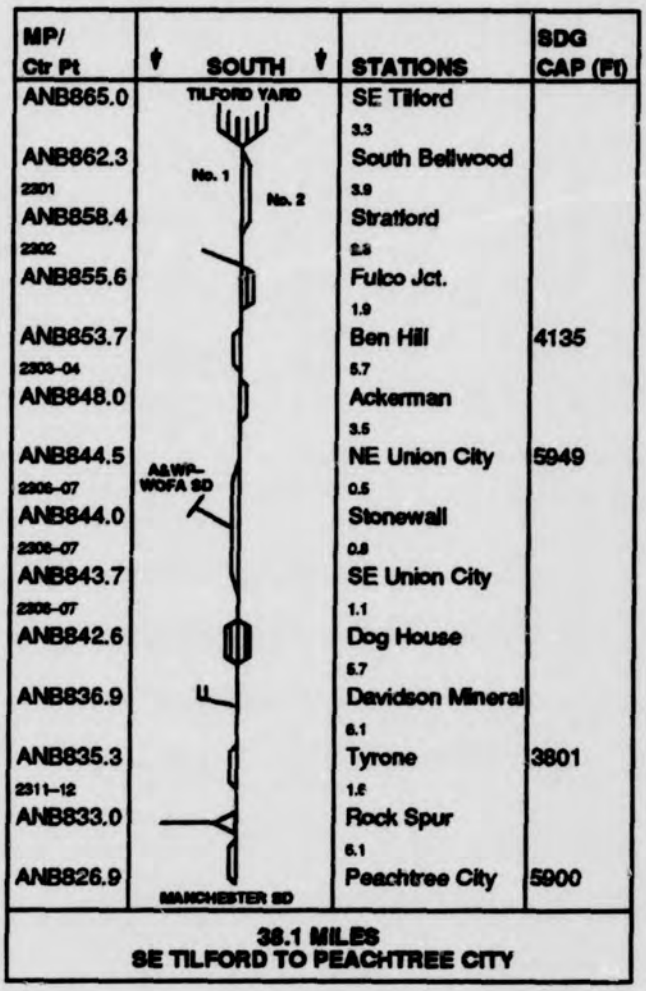
41.0 STATIONS LISTING AND DIAGRAM



44.2 MILES
N. ELIZABETH TO LITHONIA



15.2 MILES
TUCKER TO W&A MAIN LINE



38.1 MILES
SE TILFORD TO PEACHTREE CITY

41.1 DIAGRAM CROSS-REFERENCE

Table 36. Diagram Cross-Reference

Subdivision	Division	Page
W&A	Atlanta	71
Abbeville	Atlanta	5
Manchester	Atlanta	47
A&WP	Atlanta	1
Georgia	Atlanta	39

41.2 ADDITIONAL STATIONS

Table 37. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Ackerman	ANB848.0	40	Both
Fulco Jct. Middle Tk.	ANB855.6	36	Both
Fulco Jct. Outside Tk.	ANB855.6	36	Both

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Tucker to Atlanta Terminal

Table 38. Authority for Movement

Between Location/Mile Post	Rules
SG561.0 and SG567.5	265-272
SG567.5 and WA3.0	265-272 (93)
SGB567.5 and SGB569.9 (Inman Park Belt)	265-272 (93) (Note 1)
Lithonia to Atlanta Terminal	
YYG149.0 and YYG162.4	120-132 (243-247)
YYG162.4 and YYG165.9	265-272
YYG165.9 and YYG166.5	265-272 (93)
YYG166.5 and YYG170.8 (No. 2 Tk)	243-247 (93)
YYG166.5 and YYG170.8 (No. 1 Tk)	93 See Note 2 Items 4 & 5
Elizabeth to Atlanta Terminal	
WA22.4 and WA6.9	265-272
No. 1 and No. 2 Track: WA6.9 and WA3.7	265-272 (93)
No. 3 Track: WA4.9 and WA4.8	265-272 (93)
WA3.7 and YYG170.8	265-272 (93)
WA4.75 and ANB863.9 (SCL Outbound)	265-272 (93)
Peachtree City to Atlanta Terminal	
ANB826.9 and ANB862.0	265-272 (Note 5)
ANB862.0 and ANB863.9	265-272 (93) (Note 3)

Table 38. Authority for Movement

Between Location/Mile Post	Rules
Stonewall to Atlanta Terminal	
XXB16.4 and XXB16.3	265-272
XXB16.3 and XXB7.5 (NS railway)	120-132 (243-247)
XXB7.5 and WA1.0 (Jones Ave.)	NS Rules (Notes 6, 7 & 8)

Notes.

1. Trains approaching Hulsey Yard via Inman Park Belt Line will contact the 'BG' Train Dispatcher prior to fouling East Lake Drive road crossing at SGB569.7.
2. The following movements must obtain yarding instructions from:
   a) **Hulsey Yardmaster:**
      1) Northbound from Augusta and Abbeville to Hulsey yard before passing - Kirkwood YYG166.1
      2) Southbound from Tilford and Howells to Hulsey Yard before passing - Thurmond WA0.8
      3) Trains coming off the A&WP to Hulsey Yard before passing - Circle Tk. Connection
      4) Permission must be obtained from the Hulsey Yardmaster before entering main track.
      5) **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 item 4 must not be occupied without written authority as prescribed by Rule 704.
   b) **Bowl Yardmaster:**
      1. Northbound towards Tilford before passing WA3.7 (Top of Slide)
3. Northbound trains will contact the 'BG' Train Dispatcher prior to fouling Chappel road crossing at ANB861.8.
4. Rules 265-272 are in effect on that portion of the Union City siding between ANB843.7 and ANB844.6 and the Stonewall Connection Track between XXB16.3 and ANB844.6.
5. **Between NS Railway S294.3 and end of double track East Point S288.2.**
   a) This section is operated as joint track and controlled by the NS Railway. NS Railway rules and timetable special instructions apply. The NS Railway operator at Inman Yard, Atlanta, Ga. will not line the route for southward trains to enter the CSX main at East Point, Ga. until requested to do so by the CSX 'BG' Train Dispatcher.
   b) All CSX crews operating between East Point, Ga. and Spring control point designated 'Tillman' 290.1 in service controlled by the operator Inman Yard. The switches within the control point 'Tillman' changed to GRS dual control switch machines.
   c) Interlocking signals are placed on bridge structures at 'Tillman' to govern train movements on track No. 1, No. 2 and industry yard and will display the following indications:

      Northbound:

      1) Track No. 1 - 302B, 307B, 310B

2) Track No. 2 - 301B, 304C, 307B, 308B, 310B

3) Industry Yard Lead - 304C, 308B, 410B

Southbound:

1) Track No. 1 - 301A, 302A, 304A, 307A, 308A, 309A, and 310A

2) Track No. 2 - 302A, 307A, 309A, 310A

(Between East Point S288.2 and Oakland Jct. S291.5
yard limits NS Operating Rule 93)

6. **Between Spring and Hapeville**

a) Between Spring, Oakland Jct., Tillman, East Point and Hapeville the two tracks are identified as follows:

1) Track on the West Side, Southbound Main (No.1)

2) Track on the East Side, Northbound Main (No. 2)

The two yard tracks adjacent to Northbound Main Track No.2 and extending between the south limits of East Point interlocking and south end of industry yard are directional yard tracks and movement on these tracks must keep to the left unless instructed otherwise by yardmaster at industry yard. The southbound track is designated as directional yard track No. 4 and northbound track is designated as directional yard track No. 3.

b) Authority to pass a signal displaying stop (Rule 310) at any point between East Point, Ga. and Spring Street, Atlanta, Ga. must be obtained from the control station (NS Operator at Inman Yard) by direct radio or telephone contact. (See Rule 423)

7. Before operating over the Norfolk Southern between East Point and Spring St., crews must have in possession a copy of the current Norfolk Southern Timetable.

8. Northbound trains arriving on #2 main track, when instructed to stop at Jefferson Street, crews will stop clear of crossover leading from #2 main to Central Metals Lead.

42.2 DTC BLOCK LIMITS

Between Atlanta and Fairburn

Table 39. DTC Block Limits

Between Location/Mile Post	Block Names
XXB6.3 and XXB9.2	East Point
XXB9.2 and XXB16.3	Union City
Between Atlanta and Lithonia	
YYG162.4 and YYG154.5	Stone Mountain
YYG154.5 and YYG149.0	Redan

42.3 SUSPENSION OF SIGNAL SYSTEM-AND MOVEMENTS AGAINST CURRENT

Table 40. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North Switch Tucker SG561.0 and North Switch Emory SG567.9	Emory
North Switch Emory SG567.9 and North Switch Long John SG574.0	Long John
N.E. East siding switch Elizabeth WA22.4 and South Switch Lockair WA17.7	Lockair
South Switch Lockair WA17.7 and South Switch Smyrna WA13.0	Smyrna
South Switch Smyrna WA13.0 and Switch Gilstrap WA6.0	Gilstrap
SAS Signal XXB16.3 and NAS Signal XXB16.4	Stonewall
South Switch Peachtree City ANB826.9 North Switch Union City ANB845.0	Tyrone
North Switch Union City ANB845.0 North Switch Ben Hill ANB853.9	Ben Hill
North Switch Ben Hill ANB853.9 SEDT Bellwood ANB858.4	Stratford
SEDT Bellwood ANB858.4 South Bellwood ANB862.4	Bellwood

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 41. Maximum Authorized Speed

Between Location/Mile Post	MPH
WA22.4 and WA8.0	35
WA8.0 and WA0.9	30
WA0.9 and YYG170.0	10
WA4.75 and ANB863.1 (SCL Outbound)	10
ANB826.9 and Tilford	55
SG561.0 and SG567.5	60
SG567.5 and Howell	40
XXB18.1 and XXB11.1	60
XXB11.1 and XXB7.3	40
XXB7.3 and S294.3 (NSRR)	30
S294.3 (NSRR) and WA1.0	25
YYG149.0 and YYG155.0	50
YYG155.0 and YYG163.0	45
YYG163.0 and YYG170.0	25
NAS Hump Tower and NAS Bolton-L&N Inbound	20

43.2 SPEED RESTRICTIONS

BOLD MPH denotes city ordinance

Table 42. Speed Restrictions

Between Location/Mile Post	MPH
SG561.0 and SG566.7	45
SG566.7 and SG570.4	40
SG570.4 and SG573.9	**25**
SG573.9 and SG575.6	20
SG575.6 and SG581.4	**25**
YYG154.7 and YYG155.9	25
YYG159.7 and YYG160.9	25
YYG162.1 and YYG162.2	30
ANB834.1 and ANB836.1	**35**
ANB843.1 and ANB845.4	55
ANB846.5 and ANB847.2	45
ANB850.3 and ANB852.3	50
ANB852.3 and ANB852.6	40
ANB852.6 and ANB855.6	50
ANB855.6 and ANB857.3	35
ANB857.3 and ANB862.1 (See Note 4)	**25**
ANB862.1 and S/E Tilford	20
WA3.1 and WA2.7 (Howell Tower)	25
WA5.0 and WA 3.7 No. 2 Track	20
Other than Intermodal trains 11.1 and 175.0	50
(Via NS Rwy.) S288.0 and S291.5	25
(NS Rwy.) S291.5 and XXB7.3	30
XXB11.1 and XXB15.9	50
XXB15.9 and XXB17.9	**35**
Howells Yard (Yard tracks) Hulsey Yard (Yard tracks) Tilford Yard (Yard tracks)	10 10 10
Signaled Siding: Haralson	25

Note:

1. Speed restricted by city ordinance applies only until engine has travelled through such limits.
2. Do not exceed 10 MPH on the following sidings: Tyrone, Ben Hill, Emory and Tucker.
3. Ben Hill, trains will not exceed 10 MPH on any tracks other than main track.
4. Speed restriction applies to both tracks between ANB858.4 and ANB862.0.

43.3 EXCEPTED TRACKS

All tracks serving the Fulco Branch including Fulco Yard, Fulco Branch line and Fulco Industrial Park.

All tracks A&WP Belt Line XXC0.0 to XXC5.3.

44.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Service Lane Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 43. Equipment Restrictions

Location	Equipment	Restriction
WA8.0 and Tilford	Locomotive Cranes	20 MPH
Switch to Scale Tk Rock Spur ANB833.0	6 axle Engines	Must Not Operate
SG567.5/ANB862.3 and Tilford	Locomotive Cranes	35 MPH
Inman Park Belt Line	Locomotive Cranes	20 MPH

43.4 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost locations listed below:

WA8.0 and WA9.0 — ANB859.0 and ANB858.0
YYG162.0 and YYG161.0 — SG565.0 and SG566.0
ANB861.0 and ANB860.0 — SG566.0 and SG567.0
ANB860.0 and ANB859.0 — XXB10.0 and XXB11.0

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.58 DEFECT DETECTORS

Table 44. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Union City ANB845.8	AD	West Side
Stone Mt. YYG152.9	AD	West Side

45.100 HIGHWAY AND STREET CROSSINGS

1. No train movements will be made across Highway 74 on the Davidson Mineral Lead, ANB836.9, between the hours of 0630 to 0930 and 1630 to 1830, unless authorized by proper authority.
2. Trains using siding Tyrone will not pass Crestwood Road crossing ANB834.9 until gates are known to be operating properly or under flag protection.
3. The following crossings must not be blocked longer than five (5) minutes.

Station, Highway or Street	Station, Highway or Street
Tucker-All Street crossings SG558.2 to SG570.4	Union City ANB843.1 to ANB845.4
Tyrone ANB834.3 to ANB836.3	Rocky Road ANB833.1
Senoia Road-Hwy 74 ANB833.9	Marietta, Ga. - All crossings
	Smyrna, Ga. - All crossings

45.103 SWITCHING

1. **Bids Terminal** - During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If switch is required other than switching hours a Bids Terminal supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

Table 45. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Howell Yard	Atlanta, Ga	1700 and 2300

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 46. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hulsey Yardmaster	Continous	44 66	Terminal
Hump Yardmaster	Continous	44 66 74	Terminal
Bowl Yardmaster	Continous	22 44 66	Terminal
Roundhouse Foreman	Continous	84	Terminal
Retarder Operator	Continous	90	Terminal
D-Yard Car Inspector	Continous	66	Terminal
Union City - Agent	0700-1600	66	Agency
Dispatcher (BG)	Continous	08	Wayside

Note: BG Train Dispatcher Call-In No. is 5.

BG Train Dispatcher telephone # is 1-800-854-5697.

45.704 AND 707 ON-TRACK EQUIPMENT AND WORK AUTHORITY INSTRUCTIONS

All on-track equipment authorities (704) and work authorities (707) will be obtained through the 'BG' train dispatcher. The following will apply at Hulsey and Tilford Yards. Hulsey Yard - on track equipment operators must obtain a train line-up from the Hulsey Yardmaster (used for information only) before operating between YYG166.8 and Piedmont Ave. YYG170.8.

46.0 MISCELLANEOUS INSTRUCTIONS

1. **Peachtree City**: Cars will not be spotted within 20 feet on either side of drawbridge at Norman Paschall Company. Close clearance on Paschall's Track ANB829.5 will not clear a man on the side of a car on the west side of the track.
2. **Union City**: Cars will not be cut off in motion on tracks leading into Ralston Purina Company Plant and engines will not operate inside the building at Ralston Purina Company Plant.
3. Method of operation for joint operation of East Siding and yard tracks at Elizabeth, Ga.:
   a) The method of operation on the East Siding and all tracks connected thereto is CSXT Operating Rule 105.
   b) CSXT Operating Rules 103 and 104 will govern all switching movements within this area.
4. Southbound trains will not stand near resident's homes at the south end of Smyrna in excess of 15 minutes.
5. **ATLANTA TERMINAL**

   A minimum of four hand brakes on each end must be set on all cuts and trains left in Receiving Yard, Tilford Yard, unless otherwise instructed.

   a) **Howells Yard**: Unless otherwise instructed by the Yardmaster, sufficient hand brakes must be applied on south end of trains and cuts of cars being yarded.
   b) **Hulsey Yard**: Unless otherwise instructed, inbound trains must apply sufficient hand brakes on the north end to secure train.
   c) All thru trains arriving and departing Atlanta Terminal will contact the mainline yardmaster, located in hump for routing instructions.

      The mainline yardmaster telephone number is 5311 and he/she will monitor radio channel 66.66.
   d) All trains arriving Atlanta Terminal routed to the receiving yard will contact the hump yardmaster for yarding instructions.
   e) All trains departing Tilford yard departure yard will contact the bowl yardmaster for routing instructions.
   f) All trains arriving Atlanta Terminal that will terminate or operate thru Hulsey yard will contact the Hulsey yardmaster for instructions at Jones Avenue, Fairlie Street, Circle connection, Kirkwood, or Inman Park beltline.
   g) The following will apply for yard crews in Tilford Shop:
      1) Roundhouse #6 is designated for serviced yard engines ready for use.
      2) No yard engines will be left on Roundhouse #10 track for any reason or left on pit tracks during meal periods.
      3) When yard crews go off duty at roundhouse, the engines will be placed on the east or west pit track.
   h) Trains will not operate on the northward main track between Thurmond Street and Piedmont Avenue without authority from the Terminal Superintendent or Service Lane Manager.
   i) All inbound trains with hi-wide loads will notify the Hump Yardmaster of the load and its position in their train.
   j) Train crews going on duty at Tilford Yard will contact the Bowl Yardmaster for instructions regarding where to get their engines and location of their train.

k) Train crews departing Tilford Yard, unless otherwise instructed, will get work orders, train bulletins and messages at the on duty location.

l) Conductors operating into Tilford Yard, unless otherwise instructed, will leave waybills, work orders, train delays, etc., at the off duty location or with the porter- driver before going off duty.

m) Terminating trains will place their end of train device on the EOT rack unless instructed otherwise by the yardmaster not to do so.The following procedure will be

n) The following procedure will be used when removing end of train devices.

1) Train must be stopped and a sufficient amount of time will be allowed for the slack to adjust.

2) A full service brake application of the automatic brake will be maintained until the person removing the end of train device notifies the engineer that the device has been removed and that he is in the clear.

o) Pine Street Crossing will not be blocked unless otherwise instructed by Yardmaster.

p) All non electric lock hand throw crossovers in Atlanta Terminal may be left as last used but must be handled in accordance with Operating Rule 104-B.

q) The walkway on the bridge at North Ave. OWE468.6 is out of service.

r) All crews arriving Tilford with road engines going to the shops must contact the diesel shop on radio channel 84 to find out where to leave their engines. If the shops cannot be contacted, the engines must be left in Roundhouse tracks 4 or 5. No engines may enter the East or West Pit Tracks without permission.

s) Employees are prohibited from riding the sides of cars when there are cars in adjacent tracks account of close clearances in the following two locations:

1) Tracks D01 through D09 (North end only throughout the curves)

2) Number 1, 2 and 3 main lines between Whitaker Oil and the top of the slide.

t) To prevent crews from having to ride the sides of cars through the tunnels at South Tilford, the following will govern.

1) When shoving into the receiving yard off the Fitzgerald side of the Atlanta Terminal Subdivision, trainmen will stay at the north end of the North Tunnel and stop their train movement clear of northbound signal. Permission from that location must be obtained from the "BG" Train Dispatcher to pass that signal in order to make reverse movement into receiving yard.

u) **HUMP INSTRUCTIONS**

1) The following will govern the preparation of tracks for humping in the receiving yard:

a. Before any track is bled off, the car inspectors will ensure that there are 4 hand brakes on each end of the track.

b. The hump crew will 'Slack Off' in all tracks before releasing any hand brakes on the north end to ensure that the track is coupled. The hand brakes on the north end may then be released and the knuckle on the north end car will then be opened.

c. The persons releasing the hand brakes on both ends of the track will give the Hump Yardmaster the north and south end car numbers as soon as they are known to ensure that the hump list is correct.

2) The following wayside signals, indicators, detectors and alarms are in service at Tilford Yard:

Way Hump Signal - This is a color light type signal located on the right side of the crest of the hump and will display the following aspects and indications:

RED ——— STOP

GREEN ——— HUMP FAST

YELLOW ——— HUMP SLOW

Pin Pullers Warning Alarm - This is an audible bell located at the crest of the hump and will alarm when hump signal is changed from "Hump Slow" to "Stop". The Pin puller must acknowledge this alarm by depressing the button on the bell mast.

Pin Pullers Stop Hump The same button used to acknowledge Pin Puller Warning alarm will be used to place the hump signal at "STOP". This is accomplished by depressing the push-button.

Trim Indicator - This is a green light mounted on top of the wayside hump signal and will be green for trim movements in the classification tracks. This signal will continue to be green until engine has returned to the crest of the hump or the engine is otherwise protected in the class yard by the Retarder Operator.

Area Movement Indicators - A two position color light, area movement indicator, is located at the clearance point of each group and will permit trim operations within a specific group at the same time humping is being performed in other groups. When a 'Lunar' is displayed, an engine may be moved within the confines of that group. When a 'Red' is displayed, engines must not come out of the clearance point of tracks unless verbally notified by the retarder operator that he is protecting their movement. A lunar indication cannot be displayed until the power operated switch, that permits access to that group, has been lined away from the group and the switch will be locked in that position the entire time the area movement indicator is displayed. Trim movements can be made up to but not beyond the area movement indicator.

Hump Alarm - At the start of each humping operation, a whistle will sound for approximately 5 seconds as a warning that humping operation is to begin. This alarm will operate any time the wayside hump signal is changed from "STOP" to "HUMP".

Dragging Equipment Detector - This detector is located on the approach to the crest of the Hump, and if activated by dragging equipment, hump signals will be set to "STOP". Hump

signals cannot be cleared until the dragging equipment alarm has been reset by "Master reset" on the hump foreman's console. This alarm must not be reset until the cars have been inspected for dragging equipment.

v) **OPERATION ON THE SLIDE**

"General Description--The "SLIDE" is approximately 40 55-ft car lengths long, and is on a 3.2% descending grade into Tilford. A signal governs the use of a railroad crossing at grade located approximately 25 car lengths down the slide.

Objective--To proceed down the slide and into the yard in a continous move without stopping, with "buff forces kept to a minimum".

Method of Operation--The procedures outlined below are designed to ensure a safe operation:

1) Maximum authorized speed on the "Slide" is 8 miles per hour.

2) Prior to entering the "Slide" all trains and/or cuts must receive permission and instructions from the Hump Yardmaster.

3) Normal operation, trains pulling in the yard which have proper instructions and permission to enter the yard via the "Slide" will use the "stretch-braking" method with no greater reduction of train brakes than is necessary to control buff forces. Any further braking must be done with:

   a. Independent brake not to exceed 25 lbs. brake cylinder pressure, or

   b. Dynamic brake.

   As train continues entering yard, it may be necessary to go to the "power" mode, modulating the throttle to pull the train on into yard tracks.

   Trains that have to use power mode to pull over the hill approaching the slide must make a minimum automatic brake reduction before rear of the train starts down the slide to ensure that buff forces are kept to a minimum.

   Trains that are in dynamic brake mode approaching bottom of slide must have the automatic brake set in minimum reduction before entering switches at bottom of the "Slide" and use power mode (not to exceed 700 AMPS if using more than twelve axles) to finish yarding the train.

4) Stopping on "Slide"....

   In the event it is necessary to change crews at the bottom of the slide the automatic brake will be left in the minimum reduction position. Except for crew changes, no train will be left unattended while sitting on the slide.

   All reasonable efforts must be made to operate without stopping, however, when it is necessary to stop on the "Slide", it should be done in the following manner. (except in case of emergency):

   a. Dynamic Or Independent Brake Operation: Trains in dynamic brake mode will use the automatic brake (not to exceed minimum reduction). Any further brake force needed to make a stop will be made by;

      i) Increasing dynamic brake, or

      ii) Independent brake (not to exceed 25 lbs. brake cylinder pressure).

      When ready to proceed, the automatic brake will be left applied in minimum reduction and the train will be pulled in the yard in power mode (not to exceed 700 amps when using more than 12 axles).

   b. **Power**: Trains that have to descend the "Slide" in power mode will control speed with the stretch braking method and should be done in the following manner (except in case of emergency):

      i) Apply the automoatic brake with no more than a minimum reduction. If further braking is required to stop it will be accomplished by applying the independent brake (not to exceed 25 lbs. brake cylinder pressure) keeping buff forces to a minimum.

      When ready to proceed the automatic brake will be left applied in minimum reduction and train will be pulled into the yard in power mode. (Not to exceed 700 amps using more than 12 axles.).

   c. In the event a train stalls while descending the "Slide" and the rear of train is hanging over the crest of the hill the automatic brake may be released, and after a proper recharging time, the move may be resumed. As soon as the train moves the brakes must be made to apply with a minimum reduction of automatic brake.

      If the train moves before a sufficient recharge has occurred it may be necessary to make more than a minimum reduction to ensure that there is "NO" unintentional release of the train brakes while pulling down the "Slide".

      In some cases it may be necessary to tie sufficient hand brakes to hold rear of train while the brake pipe is being recharged.

5) Trains or cuts shoving down the "Slide" with power on south end of move:

   a. Shoving or back up moves must not be made when the automatic brake is applied.

   b. Before the initial move is made toward the slide, 10% of the cars next to the engines must have retainer valves set to the "HP" position. (Example: 90 cars in a cut must have 9 cars with retainers set. See Train Handling Rule 3.3.7.) When handling cuts that exceed 7,000 tons, 15% of cars must have retainers set to "HP" position. It will be permissible to shove against a train or cut that has retainers set with light power (providing the automatic brake valve is in the release position).

c. When the engine reaches the T.V. at the bottom of the "Slide", all retainers must be returned to normal "EX" position. This must be done before the cars are shoved in the clear. (bleed rods must not be used to release brakes on any cars until all retainer valves have been placed in normal "EX" position.)

d. The independent brake will be the primary method of controlling trains or cuts of cars down "Slide".

e. If the speed cannot be controlled at or below 8 MPH with the independent brake, a reduction of the automatic brake will be used. When speed is at or below 5 MPH the automatic brake can be released keeping the independent brake applied. When necessary to go to the power mode to finish yarding the train, the automatic brake must be released to minimize buff forces.

6) **NS Railroad from King Plow signal to Inman Yard:** The following special instructions are for shoving trains or cuts.

a. After pulling south on NS main line south of the King Plow signal; a back up hose will be placed on the rear, and brakes will be applied by slowly opening the valve on back up hose. (See train handling rule 1.2.9 paragraph A.

b. All cuts and or trains must receive permission and instructions from the main tower at Inman Yard and a signal at King Plow before starting movement towards Inman Yard.

c. **Except in case of emergency:** After starting the movement toward Inman yard the independent brake will be the primary method of controlling speed at or below 8 MPH. If speed cannot be controlled at or below 8 MPH a reduction of the automatic brake will be used. When speed is at or below 5 MPH the automatic brake can be released keeping the independent brake applied. If it becomes necessary to go to the power mode to finish yarding the train, make sure the automatic brake is released to minimize buff forces.

d. The power mode must not be used to shove against a train or cut with the automatic brake applied.

7) **NS Railroad between East Point and McDaniels:** Trains operating on NS between East Point and McDaniels need to be governed by NS timetable and rule book. This includes calling signals on NS radio channel. All trains need to operate on NS radio channel between East Point and McDaniel Street.

8) The former A&WP beltline between 0.0 and 5.2 will be operated as other than main track and all tracks are further restricted to 10 MPH.

9) **Davidson Mineral, ANB836.9:** When engines are left at Davidson Mineral, ANB836.9, they will be left east of Highway 74 at the crossing, not at the derail.

NOTES:

50.0 BIRMINGHAM MINERAL SUBDIVISION-YB

51.0 STATIONS LISTING AND DIAGRAM

BRADSHAW TO BESSEMER

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ANJ979.1	END OF TRACK	Bradshaw	4100
		4.5	
ANJ974.6		Bessemer Yard	2294
		0.3	
ANJ974.3	NS	Bessemer	

4.8 MILES
BRADSHAW TO BESSEMER

MAGELLA TO BROOKWOOD

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
394.6	S&NA SD	Magella	
		8.8	
LB403.4		Bessemer	
		0.9	
LB404.3		Blue Crk Jct.	
		9.3	
LC413.6	JIM WALTER NO. 3	Adger	3267
		7.8	
LC421.4	JIM WALTER NO. 7	Yolande	1840
		6.0	
LK427.4	JIM WALTER NO. 4	Dudley	5500
		1.9	
429.3	JIM WALTER NO. 1 END OF TRACK	Brookwood	

34.7 MILES
MAGELLA TO BROOKWOOD

BOYLES TO BLUE CREEK JCT.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
387.8	SOU BOYLES YD	Boyles	
		7.7	
LB395.5	ACIPCO BS	Ensley	
		5.9	
LB401.4	BS	Collins/Woodward	
		2.4	
LB403.8	BS NS	Blue Creek Jct.	

16.0 MILES
BOYLES TO BLUE CREEK JCT.

51.1 DIAGRAM CROSS-REFERENCE

Table 47. Diagram Cross-Reference

Subdivision	Division	Page
S&NA	Atlanta	65

51.2 ADDITIONAL STATIONS

Table 48. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
New Duncan	L396.9	9	Both

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Between Bradshaw And Bessemer

Table 49. Authority for Movement

Between Location/Mile Post	Rules
ANJ979.1 and ANJ974.3	120-132
Between Magella And Brookwood	
L394.7 and L402.4	120-132
L402.4 and LC405.1	93 See Notes 1 & 3
LC405.1 and LK427.9	120-132
LK427.9 and LK428.1	265-272
LK428.1 and LK429.2	93 See Notes 1 & 3
Between Boyles And Blue Creek Jct.	
LB 388.4 and LB 403.8	93 See Notes 1 & 3
Between West Jefferson And Boyles	
NK405.7 and NK404.3	105
NK404.3 and NC384.0	120-132
Between 13th Street And ANJ982.0	
13th Street Tower and ANJ982.0	93 See Notes 2 & 3

Note:

1. Permission must be obtained from the "CN" Train Dispatcher before entering main track.
2. Permission must be obtained from the Yardmaster Boyles before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Notes 1 & 2 must not be occupied without written authority as prescribed by Rule 704.

52.2 DTC BLOCK LIMITS

Between Magella And Brookwood

Table 50. DTC Block Limits

Between Location/Mile Post	Block Names
L394.7 and L402.4	Duncan
LC405.1 and LC412.4	McAdory
LC412.4 and LC414.0	Adger
LC414.0 and LC421.3	Johns
LC421.3 and LK422.8	Davis Creek
LK422.8 and LK427.9	Dudley
Between West Jefferson And Boyles (Humoro)	
NC383.9 and NC390.0	Humoro
NC390.0 and NC396.0	Divide
NC396.0 and NJ397.3	Chetopa
NJ397.3 and NK401.6	Granlin
NK401.6 and NK404.3	Bessie
Between Bradshaw and Bessemer	
ANJ979.1 and ANJ974.3	Bradshaw

52.4 EXCEPTED TRACKS

1. Ensley Yard Tracks 1, 2, 3, 4, 7, 10, 11, & 12
2. 614 Lead, LB389.4 to Sloss Industries

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 51. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bessemer and Elyton	10
Boyles and Ensley and Bessemer	20
Magella and Brookwood	25
NC383.8 and NC392.0	25
NC392.0 and NK406.0	10

53.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 52. Speed Restrictions

Between Location/Mile Post	MPH
NC397.4 and NC400.0	10
LC413.9 (Adger Mine #3)	10
LC422.7 (Davis Creek Mine #7)	10
ANJ984.0 and ANJ985.3	10
String Fellows Lumber Track, ANJ984.2	5
LB395.1 and LB396.6	10
L403.0 and L403.5	10

Table 52. Speed Restrictions

Between Location/Mile Post	MPH
Over scales at Adger No. 3 Mine, Davis Creek No. 7	5

Note:

Trains will not exceed 10 MPH at the following locations:

Adger Siding, Thomas Industrial Lead tracks, Ensley Yard tracks, Fairfield Industrial Lead tracks, Bessmer Yard tracks, Adger-Davis Creek-Brookwood Mine tracks, Blue Creek Junction Wye, Dudley Siding - Dudley Mine Track.

54.0 EQUIPMENT RESTRICTIONS

Table 53. Equipment Restrictions

Location	Equipment	Restriction
Bessemer to Elyton	4-Axle Wreckers & 6-Axle Wreckers	10MPH
Boyles to Ensley to Bessemer	4-Axle Wreckers & 6-Axle Wreckers	20 MPH
Magella to Brookwood	4-Axle Wreckers & 6-Axle Wreckers	20 MPH
Black Creek to NC400.0	4-Axle Wreckers & 6-Axle Wreckers & Locomotive Crane	10 MPH

55.0 INSTUCTIONS RELATING TO OPERATING RULES

55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

Table 54 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Thomas	BS	Gate (Note 2)	98-C
Pratt City	BN	Automatic*	23-B(3)
Ensley-19th St.	BS	Gate (Note 2)	98-C
Ensley-34th St.	BS	Gate (Note 2)	98-C
Fairfield (Harbison-Walker)	BS	Gate (Note 3)	98-C
Westfield	BS	Gate (Note 2)	98-C

Table 54 (Page 2 of 2). Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Collins/Woodward	BS	Gate (Note 2)	98-C
LB403.2	BS	Gate (Note 2)	98-C
Bessemer Shop	NS	Gate (Note 1)	98-C
Bessemer ANJ974.3	NS	Stop Signs	98-F

Note:

1. Normal position of gate is for movement on CSX track. If the crossing gate is in normal position and track clear, trains may proceed without stopping.
2. Gates will be left as last used. The gates are equipped with both CSX and BS switch locks, so that the gates can be moved by crews from both companies.
3. The normal position of the crossing gate is against movement on CSX track. Trains must stop clear of gate, after which if no Birmingham Southern train is approaching, gate must be fastened across BS track and proceed over the crossing. Gate must be locked in normal position after movement is completed.

55.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

1. Movements over the following street crossings must be protected by flagman:

   a) 5th Avenue (Bessemer, AL);

2. All trains operating Bradshaw to Bessemer, must be prepared to stop at all signal device protected crossings and flag from a ground position if crossing protection devices are found to be inoperative.
3. Train and engine crews must flag Flattop road crossing, NK402.9, prior to locomotive or cars occupying crossing during the period from one hour before sunset until one hour after sunrise and any other time weather conditions restrict the visibility to one half mile, leaving lighted fusee on crossing at departure.

55.104 SWITCHES

1. **Hand-Operated Switches** - The main track switch located at LK428.8, entrance to No. 5 Mine, Brookwood, AL, will be left as last used, and trains must approach this switch expecting to find it lined in either position.

55.400 RADIOS STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 55. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note:

CN Train Dispatcher's call-in No. is 5.

CN Train Dispatcher's telephone No. is 1-800-445-5512.

56.0 MISCELLANEOUS INSTRUCTIONS

1. Cars must not be set off on Davis Creek or Adger Mine Branch and left unattended, without permission from proper authority.
2. When certifying scales at Adger, Davis Creek, Dudley, and Brookwood Mines, a minimum of 5 hand brakes will be applied to secure cars left standing while weighing. Hand brakes will be applied to each car as the first 5 cars are weighed. Additional hand brakes must be applied if necessary to comply with operating rule 103-D paragraph 1.
3. Refer to the Restricted Equipment Rules, Rule 120:

   All unit coal and ballast trains (empty and loaded) equipped with an auxiliary trainline and air dump system used for automatic unloading should be operated at all times (except when preparing to unload) with the system not charged. All cars and hoses will be coupled and angle cocks properly positioned.

   Exception:

   The above does not apply to JWRX, ECGX and APOX cars operating between Jim Walter Mines and West Jefferson Steam Plant, Birmingham, Al. amd E.C. Gaston Steam Plant, Wilsonville, Al.

4. **MP 405.7 on the Cain Creek Branch** - A stop sign has been installed at the clearance point between CSX track and the new BN RR switch app. MP 405.7. There is a phone box in the vicinity of the loop track switch. Procedures for passing this stop sign are as follows:

   a) Stop short of the stop sign.

   b) Using phone in the box, call the steam plant at the number listed in the box.

   c) Inform the person answering that you have a CSX train ready to come onto the loop track to be unloaded. You will be transferred to the coal handling dept. repeat the same information.

   d) When you receive permission to come onto the loop you may pass the stop sign and proceed around the loop track to perform your service, unload your train, pick up, set out, etc.

   e) When exiting the steam plant and heading back to Boyles the loop track switch and the BN connection switch may be left as last used.

   "If you have nay problems with the above instructions contact the "CN" dispatcher for assistance."

NOTES:

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60.0 BOYLES TERMINAL SUBDIVISION-BU

61.0 TERMINAL LIMITS

. The limits of Boyles Terminal extend between:

(A) Boyles terminal Subdivision between N.A.S. New Castle, MP 379.8 and S.A.S. Graces, MP 397.1.

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 56. Authority for Movement

Between Location/Mile Post	Rules
Between New Castle and Graces	
New Castle, MP 379.8 and Graces, MP 397.1	265-272 (93)
AX and FY (No. 2 track - East)	265-272 (93)
LE389.5 and LE396.4	93 See Notes 1 & 3
SG734.0 and SG734.7	93 See Notes 1 & 3
LB388.1 and SB403.8	93 See Notes 1 & 3
L388.4 and LB403.8	93 See Notes 2 & 3
13th Street Tower and ANJ982.0	93 See Notes 1 & 3

Note:

1. Permission must be obtained from the Yardmaster Boyles before entering main track.
2. Permission must be obtained from the "CN" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

62.4 EXCEPTED TRACKS

1. South Yard Tracks 10 through 23 and O&A Yard, Track 1 through 3.
2. The following tracks in 32nd Street Yard: Main line (32nd St. Yard portion), 2A, SB106, 4, 6, 10, 12 and 26.
3. O&A Branch, Alabama Mineral, LE389.5 to LE388.9.

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 57. Maximum Authorized Speed

Between Location/Mile Post	MPH
N.A.S. New Castle, 379.8 and Black Creek, 383.5	45
Black Creek, 383.5 and 13th Street, 392.1	20

63.2 SPEED RESTRICTIONS

Table 58. Speed Restrictions

Between Location/Mile Post	MPH
LE388.3 and LE396.4	10
While operating over the connecting track between the CSX southward main track at 24th Street and the Norfolk Southern main tracks at 2nd Avenue North	10
27th Street corridor and Norfolk Southern Railway	Note 1
16th, 17th 18th, 24th, and 26th Street North, BN water main and ICG main tracks	Note 2
SG732.2 and SG736.3	**30**
Birmingham SG734.7 while approaching 100 feet of grade crossing at 50th Street	**20**
SG736.3 and SG739.4	**10**
ANJ984.0 and ANJ983.3	**20**
Birmingham, Vanderbilt Road 388.8	**15**
Birmingham, LE389.0 and 391.0	**15**
Acipco, street crossing 391.0	**10**

Note:

1. The speed of trains operating over Norfolk Southern Railway track on the 27th Street corridor is restricted to 15 MPH while moving through turnouts and crossovers and speed is restricted to 20 MPH while moving on signal with a clear indication.
2. Speed is restricted to 10 MPH by city ordinance over 16th, 17th, 18th, 24th Streets North, until the engine covers the crossings when operating over the BN (water main) and IC main tracks.
3. All yard tracks are restricted to 10 MPH.

64.0 EQUIPMENT RESTRICTIONS

Table 59. Equipment Restrictions

Location	Equipment	Restriction
Tarrant to LE396.4	6-Axle Engines and 6-Axle Wreckers	10 MPH
	4-Axle Wreckers and Locomotive Cranes	

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.83-A TRAIN BULLETIN AND RELEASE FORM

1. At Boyles, southward Lineville Subdivision trains operating via S & NA South Subdivision to Parkwood must obtain a Release Form applying on the S&NA South Subdivision and a Release Form applying on the Lineville Subdivision.

2. Birmingham Mineral trains operating Southward Via Magella must obtain a Release Form applying on the S&NA South Subdivision and a release form applying on the Birmingham Mineral Subdivision.

65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 60. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Vinita	Birmingham Belt Southern	Gate (Note 1)	98-F
N. Birmingham	Norfolk Southern	Automatic (Note 2)	234-B(3)
Birmingham			
(27th Street)	Norfolk Southern	Automatic	234-B(3)
(13th Street)	Norfolk Southern	Remotely Controlled	234-B(2)
(39th Street) 736.0	Norfolk Southern	Gate (Note 1)	98-F
(Boyles Route) 736.8	Norfolk Southern	Remotely Controlled	234-B(2)
Birmingham 737.0	Norfolk Southern	Automatic	234-B(3)
Birmingham 737.1	Norfolk Southern	Remotely Controlled	234-B(2)

Note:

1. Normal position of gate is for movement on CSX track.
2. Crew must wait 7 minutes before activating time release.

65.100 ROAD CROSSINGS AT GRADE

1. On movements of the Joint Terminal at East Thomas, AL, the following street crossings have been designated by Birmingham City Code (Sec. 34 - 193) as through streets and must be flagged from a ground position using a red flag by day and white light by night because these crossings do not have Automatic Warning Devices:
   a) All crossings along Ninth Avenue North, from 15th to 28th Streets inclusive.
   b) 24th, 25th, and 26th Streets North, on 23rd Avenue North, outbound main track from the Joint Terminal.
   c) 24th, 25th, and 26th Streets North, on 24th Avenue North, inbound main track to the joint Terminal, East Thomas, AL.
   d) Jim Walters Resources (location 614) lead.
2. **Birmingham**
   a) 20 MPH when approaching within 150 feet of and over Center Street, ANJ984.0, and 8th Street S.W., ANJ983.3.
   b) Movements over the following crossings must be preceded by a flagman: 18th Street (Fayette Avenue), ANJ982.2; 8th Street S.W.,
      1) 18th Street (Fayette Avenue) ANJ982.2
      2) 8th Street S.W., ANJ98.3
      3) Center Street, ANJ984.0
      4) 2nd Avenue, ANJ984.5
      5) 1st Avenue, ANJ984.6
      6) All crossings on Burlington Northern connection track.

65.104 SWITCHES

Hand-Operated Switches

Switches leading to north and south leg of wye, Vinita, where Burlington Northern Railroad enters CSX will be left lined as last used. Crews moving to and from North Birmingham on either the north or south leg of wye are cautioned to look out for switches lined against their movement.

Before entering the south end of tracks in West Yard and East Yard, or before entering the south end of inbound Main, the conductor or engineer will contact the Bowl yardmaster.

65.221 TRAIN ORDER OFFICES

Table 61. Train Order Offices

Station	Hours Office Open
Boyles	Continuous

65.255 INTERLOCKING INSTRUCTIONS

Table 62. Interlocking Instructions

Location	Controlled By
Birmingham (24th Street) Birmingham (13th Street)	Norfolk Southern Operator (Norris Yard)

Between Black Creek and 13th Street, a train must not enter or foul a main track, or re-enter a main track after clearing it, unless authorized by signal indication or by permission of the train dispatcher.

Between 13th Street and Graces and between Black Creek and New Castle, a train must not enter or foul a main track or re-enter a main track after clearing it, unless authorized by signal indication or permission of the train dispatcher.

Should the TC signal at Black Creek or 13th Street which governs the movement into the territory controlled by the train dispatcher between 13th Street and Graces, and between Black Creek and New Castle, indicate "STOP", permission for passing the signal indicating "STOP" must be secured from the train dispatcher.

Norfolk Southern operator at Norris Yard, before authorizing a northward or southward train to pass the inter-

locking signals, either by signal indication or verbal authority when interlocking signal indicates "STOP", must call and get permission from the train dispatcher for southward and northward movements.

Main track movement of on-track equipment between New Castle and Graces must be authorized by the train dispatcher.

Between New Castle and Graces, when the train dispatcher is affording protection for a train to enter the main track, or to make a reverse movement, or on-track equipment to occupy the main track, and they do not have sole control to protect the movements, they must communicate with each other and with the Norfolk Southern operator at Norris Yard when necessary, to make sure that the movement is properly protected before the movement is authorized.

Between AX and FY on northward main track, authority to enter the main track at hand-operated switches or to make movements against the current of traffic must be secured from the train dispatcher. Before granting authority for a train to move against the current of traffic or to enter the main track at hand-operated switches, the train dispatcher must protect such movement against any conflicting movements by causing signals to display "STOP" in both directions until protection is no longer needed.

Due to recent signal modification at 27th Street Interlocking, 390.8, the following will be applicable to CSX trains operating in southward direction from either north or south main line:

When a southward train occupies circuit within 400 feet of controlled signal governing entrance to 27th Street Interlocking, controlled signal aspect will remain fixed and not time out should train stop prior to entering interlocking.

65.400 RADIO INSTRUCTIONS AND RADIO STATIONS

All road trains will monitor channel 84.

Table 63. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Yard Office Boyles (Bowl)	Continuous	Road & Yard	Terminal
Boyles Hump Tower	Continuous	Road & Yard	Terminal
Dispatcher (AH)	Continuous	94	Wayside

Note: AH Train Dispatcher call-in No. is 3.

AH Train Dispatcher telephone NO. is 1-800-445-5506.

66.0 MISCELLANEOUS INSTRUCTIONS

1. Switch key controllers have been installed on all switch control boxes in the receiving yard at Boyles Yard, Birmingham, Al.

   If it becomes necessary to hand throw one of these switches, insert your switch key and turn it, the switch will throw.

   Crossovers are only equipped on one end or the other, and work in the same manner, except when the key is turned, both ends of the crossover will line, not just one.

2. All trains must receive proper instructions from yardmaster or his representative before departing Boyles.

3. Trains arriving Boyles Terminal from the North that chamber their train in the receiving yard will secure their train by setting five (5) handbrakes on the north end of the cut. If the train receives instructions to pull to the south end of the receiving yard, the five handbrakes will be applied on the south end.

   Trains arriving Boyles Terminal from the South that chamber their train in the receiving yard will secure their train by setting five (5) handbrakes on the north end of the cut.

   When a double over is made on the north end of the receiving yard against a previously chambered train, five (5) handbrakes will be required on the double over to secure the entire track after the previously applied brakes have been released. When a double over is required on the south end of the receiving yard against a previously chambered train, no additional handbrakes will be required on the south end.

4. Trains arriving Boyles Terminal that are instructed to chamber their train in one of the South Alice yard tracks will stop train stretched and will secure their train by setting five (5) hand brakes on the southend of the cut.

5. Electric derailers have been installed at the entrances to the Boyles locomotive service center and crews taking power into the facility will not go beyond entrance derailers until they have been given permission by service center personnal to enter.

6. The following train movements must obtain yard instructions from Boyles Terminal Yardmaster.

   a) Northbound to Boyles Terminal must talk to Hump Yardmaster before passing Green Spring Road crossing MP 898.6.

   b) Southbound to Boyles Terminal must talk to Bowl Yardmaster before passing New Castle, MP 379.8.

7. Account rusty rail conditions, all trains must be prepared to stop and flag the following highway crossings in the event crossing protection is not working:

   Realty Road, LE392.4

8. **Shove Light Instructions East and West Departure Yard**

   East and West Departure Yards are equipped with shove signal indicators located on the north end of each track, the shove light controlling each track is located to the west side approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, north or south.

   Shove indicator lights remain in the lighted position until the track circuit on the south end of the track is occupied, once the shove indicator light goes dark, the cut or cars must be stopped prior to shoving 4 car lengths or 200 feet without fouling the switching lead on the south end of the tracks.

   The employee providing the protection at the shove indicator light is responsible for the movement and in case of doubt will comply with the instructions of the Bowl Yardmaster.

   Under no circumstances will tracks be shoved without the required protection being provided.

9. Boyles Terminal has been designated as a terminal transferring hazardous materials and listed below are the switching windows at Boyles Terminal:

Location	Switching Windows From - To
Birmingham (Fleet), Al.	1100 - 1500 Daily
Birmingham (Boyles)	1730 - 0800 Daily

NOTES:

NOTES:

70.0 CAMAK SUBDIVISION-CA

71.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
YYG0.0	CAMAK YARD	Camak	
YYM0.0		2.0	
YYM2.3		NS RR Jct	
		19.7	
YYM21.7		Granite Hill	2840
		2.1	
YYM23.8		Sparta	850
		21.5	
YYM45.3	HARLEE BRANCH NS	Milledgeville	1330
		3.6	
YYM48.9		End Of Track	

45.3 MILES
CAMAK TO END OF TRACK

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 64. Authority for Movement

Between Location/Mile Post	Rules
YYM0.0 Camak and YYM2.3	93 See Notes 1 & 2
YYM2.3 NS Jct. and YYM46.0	120-132
YYM46.0 and YYM48.9	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "BE" Train dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

Between NS Rwy. North Milledgeville and Harllee Jct

1. A track warrant control variable block system is in effect on the Eatonton District on the Norfolk Southern Railroad between North Milledgeville and Harllee Jct., A197.0.
2. Track warrant forms are located in office at Milledgeville, Power Plant and Camak. Except as affected by Norfolk Southern Rules 170 through 185 and 190 through 194, all other Norfolk Southern Rules remain in effect.

Table 65. Absolute Block

Controlling Block	Between	Dipr/Opr
Harllee	A189.0-A197.0	Savannah District

Note: Crews yarding trains at Plant Harllee must remove the ETD and place in crew shack.

72.2 DTC BLOCK LIMITS

Between NS Rwy. Jct. and Milledgeville

Table 66. DTC Block Limits

Between Location/Mile Post	Block Names
YYM2.3 and YYM21.3	NS Rwy. Jct.
YYM21.3 and YYM38.0	Granite Hill
YYM38.0 and YYM46.0	Milledgeville

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 67. Maximum Authorized Speed

Between Location/Mile Post	MPH
Camak and Milledgeville	25

73.2 SPEED RESTRICTIONS

Table 68. Speed Restrictions

Between Location/Mile Post	MPH
YYM45.2 and YYM45.4	10

Note:

1. Do not exceed 10 MPH on any track other than main track.
2. Do not exceed 10 MPH on "Harllee Runaround" between YYM0.0 (Main track switch north end Harllee runaround) and YYM0.9 ("Y" switch at south end Harllee runaround).

73.8 ENGINES SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

YYM5.0 and YYM6.0
YYM38.0 and YYM39.0

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.58 DEFECT DETECTORS

Table 69. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Sparta, YYM19.5	AD	West Side

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(a) Railroad Crossings At Grade

Table 70. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Milledgeville, YYM46.0	NS	Non-electrically locked gates (Note)	98-C

Note: Hand-operated switch-type movable point frog connected with crossing gate and indication lights govern the NS Railway and Camak Subdivision crossing, YYG46.0. All movements must approach this crossing prepared to stop and must stop if indication light is displayed "RED" and gate is set against movement. After crew has lined movable frog and gate for their movement and indication light is displaying "Yellow" (proceed at restricted speed) and crossing is known to be clear, movement may proceed at restricted speed over the crossing without stopping. The movable point frog may be left in the position used.

75.100 ROAD CROSSINGS AT GRADE

1. Milledgeville, crossings within city limits must not be blocked more than 5 minutes by standing train or train engaged in switching operation.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 71. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Camak-AG	0800-1700 Ex. Sat/Sun	32	Base
Dispatcher (BE)	continuous	94	Wayside

Note: BE Train Dispatcher Call-in No. is 8.

BE Train Dispatcher telephone # is 1-800-445-5503

76.0 MISCELLANEOUS INSTRUCTIONS

1. Coal or empty hopper trains left on Camak Subdivision main track at Camak must leave north end of train on old Macon main line.

NOTES:

80.0 CARTERSVILLE SUBDIVISION-ZA

81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SGC641.3	W&A SD; TO BOWEN WYE; OLD SCL TO CARTERSVILLE	Cartersville	
		10.1	
SGC632.3		Stilesboro	
	POWER PLANT; SGC631 START IND. DERAIL	3.9	
SGC627.5		Taylorsville	
	NS OVERPASS	5.1	
SGC622.4		Aragon	
		3.9	
SGC618.5	OLD CEDARTOWN SD	Rockmart	
22.8 MILES CARTERSVILLE TO ROCKMART			

ROCKMART TO END OF TRACK

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SG618.5	CARTERSVILLE SD	Rockmart	5353
		5.8	
SG624.3		Fish	8910
		7.0	
SG631.3	NS CROSSING	Cedartown	
		3.9	
SG635.2		End Of Track	
16.7 MILES ROCKMART TO END OF TRACK			

81.1 DIAGRAM CROSS-REFERENCE

Table 72. Diagram Cross-Reference

Subdivision	Division	Page
W&A	Atlanta	71

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 73. Authority for Movement

Between Location/Mile Post	Rules
SGC640.8 and SGC631.0	120-132
SGC631.0 and End of track	S-146
OJG0.0 and OJG2.8	120-132

82.2 DTC BLOCK LIMITS

Between Bowen Wye And Rockmart

Table 74. DTC Block Limits

Between Location/Mile Post	Block Names
OJG0.0 and OJG2.8	Stratton
SGC640.8 and SGC638.6	Cartersville
SGC638.6 and SGC633.2	Stilesboro
SGC633.2 and SGC631.0	Taylorsville

Note:

1. The normal position of the main track switch at Stratton Jct., SGC638.6, is for movements to the Stratton Block. Trains must not report clear of block until movement is beyond the clearance point of switch on either track.
2. The normal position of switch to Georgia Power Company, SGC633.3, Stilesboro, is for movements on the Georgia Power Company Track. Trains must not report clear of block until movement is beyond the clearance point on either track.

82.3 EXCEPTED TRACK

Tail and Wye Track at SG631.9

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 75. Maximum Authorized Speed

Between Location/Mile Post	MPH
OJG0.0 and OJG 2.8	25
SGC638.2 to End of track	25

83.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 76. Speed Restrictions

Between Location/Mile Post	MPH
SGC618.5 and SGC620.1	**10**
SGC633.3 (through turnout)	15
SGC638.6 (through turnout)	20
SGC638.6 and SGC641.3	20
Bowen Wye tracks	10
SG631.0 and SG631.5	10
WA50.2 and SGC638.6	10

Note:

1. Stilesboro - Do not exceed 5 MPH on coal unloading trestle at Georgia Power Company Bowen Plant.
2. Do not exceed 10 MPH in all yard tracks, Cartersville, Ga.

84.0 EQUIPMENT RESTRICTIONS

Table 77. Equipment Restrictions

Location	Equipment	Restriction
NS Rwy overpass SGC619.1 Rockmart	Trailers in TOFC service exceeding 16ft. 8in. above top of rail. --- Bi-level and tri-level auto racks	Must not be moved under overpass.

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 78. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Cedartown, SG631.3	NS	Automatic	234-B(3) Note

Note: Be governed by instructions posted inside of the stand alone "Time Release Box"

85.100 ROAD CROSSINGS AT GRADE

1. Movements over Plant Bowen crossing at Stilesboro SGC632 must be made under flag protection.
2. Movements to or from Plant Bowen must secure authority to use Stratton Block before entering Mission Road crossing, Cartersville, Ga.
3. The crossing gates at Mission Road are equipped with a switch key control.
4. Main Street crossing Rockmart, Ga., must be approached prepared to provide protection per operating Rule 100-E.
5. Trains or engines must not occupy or block grade crossings for longer than 15 minutes in Polk County, Ga., between SGC618.5 and SGC627.0
6. All trains stop and flag crossing at SG629.43, U.S. 27 bypass at Cedartown, Ga., account rusty rail.
7. Stop and flag crossing at SGC632.0
8. All trains must stop and flag road crossing at SG618.9 and SG618.5.
9. All trains stop and flag crossing at SG629.4, U.S. 27 Bypass at Cedartown, Ga., account rusty rail.

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 79. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Cartersville-AG	0700-1600	84	Agency
Dispatcher (AI)	Continuous	94	Wayside

Note: AI Train Dispatcher is call in No. 4.

AI Train Dispatcher telephone # is 1-800-445-5517.

86.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCES**

   Lookout for close clearance between Smurfits Industry track and adjacent building.

NOTES:

90.0 ETOWAH SUBDIVISION-ET

91.0 STATIONS LISTING AND DIAGRAM

Etowah And Junta

MP/ Ctr Pt	↑ WEST ↑	STATIONS	SDG CAP (Ft)
C333.3	KD SD	KD Subdivision	
		1.1	
C334.4	WEST YARD / EAST YARD	Etowah Terminal	
		2.0	
C336.4	OLD LINE	SE. Etowah	
		8.3	
C344.7		Patty	
		8.6	
C353.3	CALHOUN BRANCH TO CALHOUN	Ocoee	6875
2203-04		14.6	
C367.9		Fairy	6765
2206-08		10.7	
C378.6		Chatsworth	
		9.8	
C388.4		Coniston	8275
2207-08		17.6	
C406.0		Bolivar	8715
2211-12		12.3	
C418.3		Wyvern	12750
	W&A SD	2.8	
C421.1		N Junta	
		1.6	
C422.7	W&A SD	Junta	

89.4 MILES
KD SUBDIVISION TO JUNTA

Old Line

MP/ Ctr Pt	↑ SOUTH ↑	STATIONS	SDG CAP (Ft)
KX336.7	KD SD	Etowah	
		46.2	
KX382.4	ETOWAH SD / YD / END OF TRACK	Copperhill	

46.2 MILES
ETOWAH TO END OF TRACK

91.1 DIAGRAM CROSS-REFERENCE

Table 80. Diagram Cross-Reference

Subdivision	Division	Page
KD	Appalachian	Appalachian TT
W&A	Atlanta	71

91.2 ADDITIONAL STATIONS

Table 81. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Patty	C334.7	94	Both
Conasauga	C362.0	4	South
Coniston	C388.4	3	North
Ranger	C398.1	17	South
Fairmont	C402.8	12	Both
White	C414.0	15	North

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 82. Authority for Movement

Between Location/Mile Post	Rules
Etowah, C333.3 and Junta, C421.1 (Note 3)	265-272
C421.1 and C422.7	265-272(93)
Old Line	
Etowah, KX336.2 to KX338.4	93 See Notes 1 & 2
Etowah, KX338.2 to Copperhill KX380.8	120-132
Copperhill, KX381.4 to KX382.4	93 See Notes 1 & 2
Calhoun Branch	
KA344.7 and KA352.7	S-146

Note:

1. Permission must be obtained from the "Al" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Rules 276-272 are in effect on the following Signaled Sidings: Ocoee, Fairy, Coniston, Bolivar and Wyvern.

92.2 DTC BLOCKS

Table 83. DTC Block Limits

Between Location/Mile Post	Block Names
Old Line	
KX338.2 and KX360.3	Reliance
KX360.3 and KX366.2	Loop
KX366.2 and KX380.8	Farner

92.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 84. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North Switch Etowah C333.3 and South Switch Etowah C336.4	Etowah
South Switch Etowah C336.4 and South Switch Ocoee C353.1	Patty
South Switch Ocoee C353.1 and South Switch Coniston C389.0	Ocoee
South Switch Coniston C389.0 and South Switch at Bolivar C407.0	Coniston
South Switch Bolivar C407.0 and North Yard Switch C421.1	Bolivar

92.4 INDUSTRIAL SPURS

Table 85. Industrial Spurs

Location/Mile Post	Name	Derail Location
KA344.7 and KA356.0	Calhoun Branch	KA344.7

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 86. Maximum Authorized Speed

Between Location/Mile Post	MPH
Etowah and Junta	60
Calhoun Branch	10
Old Line, Etowah and Copperhill	25

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 87. Speed Restrictions

Between Location/Mile Post	MPH
Etowah To Junta	
C333.4 and C333.6	25
C333.6 and C335.1	20
C341.8 and C344.0	45
C354.3 and C355.7	50

Table 87. Speed Restrictions

Between Location/Mile Post	MPH
C364.5 and C371.8	50
C376.4 and C377.6 (0600-2200)	**45**
C381.1 and C385.6	45
C385.6 and C393.0	50
C403.1 and C403.8	30
C408.1 and C410.2	45
C419.6 and C422.4	50
C422.4 and C422.7	35
Etowah, all yard tracks	10
Signaled Sidings: Wyvern, Bolivar, Coniston, Fairy, Ocoee	30
All tracks other than mains and sidings	10
Old Line - Etowah To End Of Track	
KX335.5 and KX338.2	10
KX345.9 and KX346.5	10
KX348.6 and KX349.1	10
KX361.0 and KX364.3	10
KX370.0 and KX370.8	10
KX373.9 and KX374.2	10
KX377.5 and KX378.0	10

93.3. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

C337.0 and C338.0

Old Line

KX338.0 and KX339.0

94.0 EQUIPMENT RESTRICTIONS

Table 88 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Calhoun Branch	6-axle engines	Must not operate
*All team, house and industial tracks	Cars with gross weight exceeding 251,000lbs. and 6-axle engines	Must not operate
Old Line	6-axle engines	Must not operate
Between Etowah and Copperhill (Both Directions)	Empty cars	Will be handled behind all loads or in rear half of train, except when necessary to use empty cars to comply with instructions pertaining to placement of hazardous material in train.

Table 88 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Southward trains between Etowah and Copperhill	Train consist	Must not exceed a total of 100 cars and when consist exceeds 20 loaded cars, must not exceed 80% of tonnage rating of locomotives
The North ladder at North Yard, Cartersville, Ga. south of the switch leading to track 404	6-axle engines --- Cars and engines	Must not operate --- Cars may be set off in tracks 405 and 406, but engines must not operate beyond this switch

*Exception: Between Etowah and Junta 6-axle engines may operate on all tracks opening directly from main track.

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.58 DEFECT DETECTORS

Table 89. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ranger, GA. C399.7	AD	East side
Chatsworth, GA C375.9	AD	East side
Old Fort, TN. C357.4	AD	West side
Delano, Tn. C339.9	AD	West side

95.103 SWITCHING

If necessary to fill out and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his engines.

95.104 SWITCHES

1. The normal position of switch in Patty siding is for movement to or from Calhoun Branch.
2. To clarify the method of operating the electric lock switch to the house track at Ocoee, the following instructions should be followed:

   When making movement from main track to siding the dispatcher must, after the movement is made, line the main track switch back to the normal position. After that has been accomplished, a crew member must manually operate the electric lock, moving it to the unlocked position.
3. The normal position of the north roundhouse lead switch, Etowah Yard, is for movement through the Long John track. The normal position for the switch leading to Old Line main track to Copperhill located at South Etowah is for movement toward Junta.

95.400. RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 90. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Etowah-YM	Continuous	84	Agent
Etowah-YM	Continuous	84	Base
Dispatcher (AI)	Continuous	94	Wayside

Note: AI Train Dispatcher call in is No.5

AI Train Dispatcher telephone # is 1-800-445-5517.

96.0 MISCELLANEOUS INSTRUCTIONS

1. All trains arriving at Etowah off the Old Line must obtain permission from the train dispatcher before operating between the south and middle crossovers.

   All southward trains departing Etowah from the East and West Yards must obtain permission from the train dispatcher before operating between the middle and south crossovers.
2. **Close Clearance** - Lookout for close clearances, Etowah, Tn. West yard tracks 2 through 6.
3. KA352.7 to KA356.0 is designated Bowater Yard track.

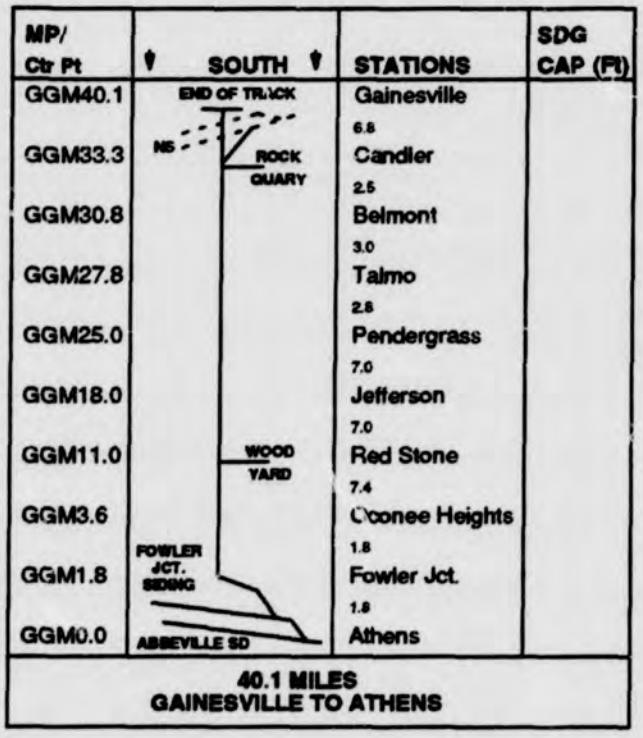
NOTES:

NOTES:

NOTES:

100 GAINESVILLE MIDLAND SUBDIVISION-GM

101.0 STATIONS LISTING AND DIAGRAM



101.1 DIAGRAM CROSS REFERENCE

Table 91. *Diagram Cross-Reference*

Subdivision	Division	Page
Abbeville	Atlanta	5

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 92. Authority for Movement

Between Location/Mile Post	Rules
GGM39.3 and GGM42.0	105
GGM39.3 and GGM2.2 (Note 2)	120-132
GGM2.2 and Athens	105

Note:

1. Movement from Fowler Jct. to Athens will be on signal indication from "AF" Train Dispatcher.
2. Northbound trains must secure the Gainesville DTC block before passing highway 129 at Jefferson, Ga.

102.2 DTC BLOCKS

Table 93. DTC Block Limits

Between Location/Mile Post	Block Names
GGM35.0 and GGM18.0	Gainesville
GGM18.0 and GGM2.2	Midland
GGM35.0 and GGM39.3	Glosson

103.1 MAXIMUM AUTHORIZED SPEED

Table 94. Maximum Authorized Speed

Between Location/Mile Post	MPH
Gainesville to Athens	25

103.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 95. Speed Restrictions

Between Location/Mile Post	MPH
GGM40.1 and GGM37.5	**10**
GGM32.8 and GGM30.9	10
GGM19.1 and GGM18.7	10
GGM2.5 and GGM1.7	10

Note: Trains will not exceed 10 MPH on other than main track.

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 96. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Gainesville GGM39.3	NS	Remotely Controlled (Note)	234-B

Note: Controlled by NS dispatcher at Greeville, SC.

If no communication can be made with the NS dispatcher the NS operator may be contacted at 706-536-9844 or radio communication and operator will then assist with communication between GM crews and NS dispatcher.

105.100 ROAD CROSSINGS AT GRADE

1. **GGM2.2** - Stop and flag country club entrance road GGM2.2.

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 97. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
GGM30.8	Continuous	32	Wayside
GGM11.0	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE - GM SD train dispatcher call in No. 3

CE Train Dispatcher telephone # is 1-800-445-5518.

106.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCES**

   Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are in adjacent tracks;

   a) GM40.1 Airport Track, No. 1 Track and Davis Lumber.

   b) GM24.4 Georgia Freezer

   c) GM23.8 Mission Foods

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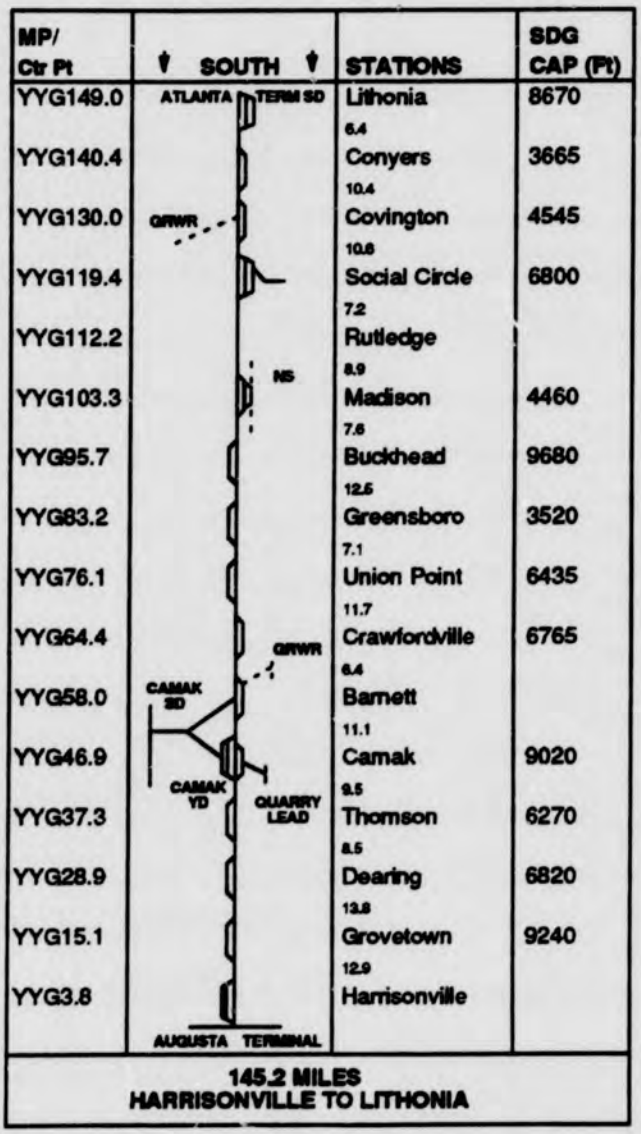
110.0 GEORGIA SUBDIVISION-GA

111.0 STATIONS LISTING AND DIAGRAM.



145.2 MILES
HARRISONVILLE TO LITHONIA

111.1 DIAGRAM CROSS-REFERENCE

Table 98. Diagram Cross-Reference

Subdivision	Division	Page
Camak	Atlanta	29
Atlanta Terminal	Atlanta	13

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 99. Authority for Movement

Between Location/Mile Post	Rules
Augusta and YYG3.2	93 See Notes 1 & 2
YYG3.2 and YYG149.0	120-132 (243-247)
Camak Quarry Lead	
YAC0.0 and YAC4.2	S-146

Note:

1. Permission must be obtained from the Yardmaster Augusta before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

TRAIN OPERATION BETWEEN YYG149.0 AND YYG3.2

Trains will NOT be granted a Proceed Block on the Georgia Subdivision. Trains will be granted Absolute, Clear or Occupied blocks. Trains granted an Occupied Block will move at Controlled Speed unless further restricted by signal indications.

112.2 DTC BLOCK LIMITS

BETWEEN AUGUSTA AND ATLANTA

Table 100. DTC Block Limits

Between Location/Mile Post	Block Names
YYG3.1 and YYG15.3	Harrisonville
YYG15.3 and YYG28.0	Grovetown
YYG28.0 and YYG37.5	Dearing
YYG37.5 and YYG45.8	Thomson
YYG45.8 and YYG49.0	Warren
YYG49.0 and YYG57.7	Camak
YYG57.7 and YYG63.0	Barnett
YYG63.0 and YYG75.3	Crawfordville
YYG75.3 and YYG82.2	Union Point
YYG82.2 and YYG92.6	Greensboro
YYG92.6 and YYG102.3	Buckhead
YYG102.3 and YYG111.9	Madison
YYG111.9 and YYG118.6	Rutledge
YYG118.6 and YYG127.3	Social Circle
YYG127.3 and YYG131.0	Covington
YYG131.0 and YYG140.7	Almon
YYG140.7 and YYG146.0	Conyers
YYG146.0 and YYG149.0	Lithonia

112.3 INDUSTRIAL SPUR

Table 101. Industrial Spurs

Location/Mile Post	Name	Derail Location
YAC0.0 and YAC4.2	Camak Quarry Lead	YAC0.0

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 102. Maximum Authorized Speed

Between Location/Mile Post	MPH
Augusta and YYG3.1	25
YYG3.1 and YYG33.7	50
YYG33.7 and YYG47.0	40
YYG47.0 and YYG149.0	50

113.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 103. Speed Restrictions

Between Location/Mile Post	MPH
YYG3.1 and YYG6.3	25
YYG14.5 and YYG15.8	**40**
YYG23.9 and YYG25.3	**35**
YYG28.4 and YYG29.4	**45**
YYG36.6 and YYG38.1	**30**
YYG46.5 and YYG47.5	**25**
YYG50.1 and YYG51.1	**40**
YYG64.2 and YYG65.2	**40**
YYG75.4 and YYG76.8	**35**
YYG94.9 and YYG96.6	**40**
YYG102.4 and YYG104.3	**40**
YYG123.7 and YYG125.6	35
YYG128.1 and YYG132.4	**40**
YYG132.4 and YYG133.3	35
YYG139.4 and YYG141.4	**30**
YYG146.5 and YYG147.5	**30**

Notes:

1. Trains will not exceed 10 MPH on other than main track.
2. Trains will not exceed the following speeds on Quarry Main Track at Camak:
   a) 10 MPH between YAC0 and YAC1.3 through No. 3 Storage Track.
   b) 20 MPH between YAC1.3 and YAC4.0
   c) 10 MPH between YAC4.0 and End of Track including tracks 2 and 3 in Quarry.
3. Trains will not exceed 5 MPH NS Main Track MP F 73.3 and 10 MPH MP F 72.4.
4. Trains will not exceed 10 MPH Belt Line Augusta.
5. Trains will not exceed 10 MPH between 11th Street Switch and Belt Line switch Augusta.
6. Uniroyal Track Lead YYG40.0 near Thomson, Ga. The operating speed over this track is ten (10) MPH and over Shaw Industries Inc. portion is five (5) MPH.
7. Trains will not exceed 10 MPH on the Augusta Belt Line between YYG1.9 and Merry Brothers Lead near Boral Brick at Augusta Yard.

113.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

YYG7 and YYG8
YYG44 and YYG45
YYG49 and YYG50

114.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Division Superintendent, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 104. Equipment Restrictions

Location	Equipment	Restriction
Bridge YYG124.1 Bridges YYG125.1 Bridges YYG133.1	Loaded 6-Axle Freight Cars	25 MPH
Camak Quarry Lead	6-Axle Engines	Must not operate
Fort Gordon Lead	6-Axle Engines	Must not operate

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.58 DEFECT DETECTORS

Table 105. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Harlem YYG25.6	AD	East Side
Camak YYG45.0	AD	East Side
Crawfordville YYG66.5	AD	East Side
Greensboro YYG85.0	AD	East Side
Rutledge YYG108.7	AD	West Side
Covington YYG132.2	AD	East Side

115.100 HIGHWAY AND STREET CROSSINGS

Movement of trains over the highway and street crossings designated below will be governed by the following instructions.

Table 106. Highway And Street Crossings

Station, Highway or Street	Instructions
Augusta	All movement over or through any city street will not exceed a speed of 15 MPH. Speed will be further reduced as conditions require.

115.103 SWITCHING

Crews working Georgia Pacific, Madison, GA. will leave the switch lined for Track 1 or Track 2.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 107. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Augusta-YM Yard Office	Continous	66 32	Terminal
Camak-AG	0800 to 1700 Ex. Sat & Sun	32	Agency
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher Call-In No. is 8.

BE Train Dispatcher telephone # is 1-800-445-5503.

116.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCE**

   Account of close clearance at the following locations employees are prohibited from riding the side of cars when cars are on adjacent tracks;

   a) YYG2.4 All Tracks.

   b) YYG47.0 Short Track, Pass Track and Run Around Track.

   c) YYG139.0 Sweetheart Lead, Vissie Paper Co. Both the shipping and the receiving tracks.

   d) YYG147.8 Snell Oil or Jasper Lead

   e) YYG147.6 Short Track

   f) Bridge on Maverick lead at Lithonia yard.

   g) YYG80.4 Nibco - along fence

NOTES:

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120.0 LINEVILLE SUBDIVISION-LN

121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ANJ968.3	S&NA SOUTH SD	Parkwood	
2401		8.7	
ANJ959.6		Pelham	9520
2402-03		10.6	
ANJ949.0		Watkins	9844
2404-05		9.8	
ANJ939.2	SYLACAUGA BLOCK	Westover	5862
2406-07		3.2	
ANJ936.0	YELLOW LEAF / ADDISON	Wilsonville	
2408		10.0	
ANJ926.0		Coosa Pines	4741
2411-12		12.9	
ANJ913.1		Shocco	5894
2413-14		2.2	
ANJ910.9	NS — NS	Southern Crossing	
2415		0.6	
ANJ910.3	EA RY	Talladega	
		1.9	
ANJ908.4		Bama Jct.	
2416		4.1	
ANJ904.3		Carara	3962
2417-18		8.5	
ANJ895.8		Weathers	10,122
2421-22		14.2	
ANJ881.6		Lineville	6359
2423-24		9.5	
ANJ872.1		Cragford	7413
2425-26		14.9	
ANJ857.2		Wadley	4136
2427-28		4.9	
ANJ852.3		Blake	5897
2431-32		9.2	
ANJ843.1		Roanoke	4142
2433-34		8.9	
ANJ834.2		Standing Rock	10,000
2436-37		8.9	
ANJ825.3	A&WP-WOFA SD TO MONTGOMERY	Pyne	6407
2438-41		6.0	
XXB71.2		Main St. Conn.	
ANJ818.9	NO. 1 / NO. 2	0.1	
2443			
XXB71.1	DUMSEN LEAD	LaGrange	
		1.0	
XXB69.1	LAGRANGE YARD / A&WP-WOFA SD TO ATLANTA	LaFayette Conn	
ANJ816.7		1.1	
2444			
ANJ815.6	NO. 1 / NO. 2	JR Mapp	
2445		0.9	
ANJ814.7		S LaGrange	8640
2446		9.7	
ANJ805.0		Stovall	
		7.9	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ANJ797.1		Camp Ground	6177
2447-48		3.8	
ANJ793.3	MANCHESTER SD	Warm Springs	
		5.0	
ANJ788.3		Manchester	
2451-52	FITZGERALD SD		

195.6 MILES
BOYLES YARD TO MANCHESTER

121.1 DIAGRAM CROSS-REFERENCE

Table 108. Diagram Cross-Reference

Subdivision	Division	Page
S&NA South	Atlanta	65
Manchester	Atlanta	47
A&WP	Atlanta	1

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 109. Authority for Movement

Between Location/Mile Post	Rules
ANJ788.3 and ANJ967.7	265-272
Parkwood and Birmingham	265-272
Eary Railroad (See Note 3)	105
Trackage from Main Line Switch to MP0.0	265-272
Trackage between MP0.0 and MP6.8 (Sylacauga Block)	120-132
Trackage between MP6.8 around loop and back to MP6.8 (See Note 2)	105

Note:

1. Rules 265-272 are in effect on the following Signaled Sidings: Watkins, Cragford and Standing Rock.
2. Rule 105 is in effect on trackage from end of Sylacauga Block MP6.8 to and including that trackage inside the Plant Gaston area.
3. Rule 105 is in effect on trackage from the main track, including both legs of the wye to the far end of the interchange tracks on the Eary Subdivision at Bemiston.

122.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 110. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North Switch Manchester ANB788.3 and South Switch Camp Ground ANJ796.5	Campground
South Switch Camp Ground ANJ796.5 and Lafayette Conn. Switch LaGrange XXB69.1	Stovall
Lafayette Conn. LaGrange XXB69 1 and Main St Conn. Lagrange XXB71.2	Lafayette
Main St Conn. Lagrange XXB71.2 and South Switch Pyne ANJ824.6	Pyne
South Switch Pyne ANJ824.6 and South Switch Standing Rock ANJ833.8	Standing Rock
South Switch Standing Rock ANJ833.8 and South Switch Roanoke ANJ842.9	Amoco
South Switch Roanoke ANJ842.9 and South Switch Blake ANJ851.8	Blake
South Switch Blake ANJ851.8 and South Switch Wadley ANJ856.9	Wadley
South Switch Wadley ANJ856.9 and South Switch Cragford ANJ871.9	Cragford
South Switch Cragford ANJ871.9 and South Switch Lineville ANJ881.0	Lineville
South Switch Lineville ANJ881.0 and South Switch Weathers ANJ894.7	Weathers
South Switch Weathers ANJ894.7 and South Switch Carara ANJ903.8	Carara
South Switch Carara ANJ903.8 and Switch Bama Junction ANJ908.4	Talladega
Switch Bama Junction ANJ908.4 and South Switch Shocco ANJ912.4	Shocco
South Switch Shocco ANJ912.4 and South Switch Coosa Pines ANJ925.4	Coosa Pines
South Switch Coosa Pines ANJ925.4 and South Switch Westover ANJ938.6	Westover
South Switch Westover ANJ938.6 and South Switch Watkins ANJ948.1	Watkins
South Switch Watkins ANJ948.1 and South Switch Pelham ANJ958.3	Pelham
South Switch Pelham ANJ958.3 and Switch Parkwood ANJ967.7	Parkwood

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 111. Maximum Authorized Speed

Between Location/Mile Post	MPH
ANJ788.3 and ANJ967.7	55
MP0.0 and MP0.3	25
MP0.3 and MP6.1	30
MP6.1 and MP6.8 (Both Tracks)	10

123.2 SPEED RESTRICTIONS

Table 112 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
ANJ788.1 and ANJ788.5	10
ANJ788.5 and ANJ790.0	30
ANJ793.7 and ANJ794.2	50
ANJ807.1 and ANJ808.1	35
ANJ808.1 and ANJ814.0	40
ANJ814.0 and ANJ818.9	45
XXB69.0 and XXB71.2	45
ANJ818.9 and ANJ819.5	25
ANJ819.5 and ANJ821.7	35
ANJ821.7 and ANJ826.2	50
ANJ833.0 and ANJ840.1	45
ANJ840.1 and ANJ845.2	35
ANJ854.8 and ANJ859.5	40
ANJ859.5 and ANJ879.0	35
ANJ879.0 and ANJ886.6	45
ANJ886.6 and ANJ903.0	35
ANJ903.0 and ANJ907.5	50
ANJ907.5 and ANJ910.3	45
ANJ910.3 and ANJ911.4	25
ANJ911.4 and ANJ914.0	50
ANJ914.0 and ANJ916.6	35
ANJ916.6 and ANJ917.7	45
ANJ934.6 and ANJ939.1	35
ANJ942.0 and ANJ943.7	35
ANJ943.7 and ANJ948.0	40
ANJ957.0 and ANJ958.0	35
ANJ958.0 and ANJ961.4	40
ANJ961.4 and ANJ963.9	50
ANJ963.9 and ANJ966.1	40
ANJ966.1 and ANJ967.5	35
ANJ967.5 and ANJ967.7	25
Signaled Sidings: At Cragford and Watkins	25

Table 112 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Signaled Siding: Standing Rock	25

Note:

1. Do not exceed 10 MPH on the following sidings: West Siding Manchester, Camp Ground, Roanoke, Blake, Wadley, Carara, Coosa Pines and Pelham.
2. Do not exceed 25 MPH on siding at Pyne.
3. Coosa Pines, trains will not exceed 10 MPH on lead and yard tracks.
4. LaGrange, trains will not exceed 10 MPH on yard tracks.
5. Durand, trains will not exceed 10 MPH on any Georgia Pacific tracks ANJ799.7.
6. Bama Jct., trains will not exceed 5 MPH on Bama Jct. lead tracks ANJ908.6.
7. Manchester, trains will not exceed 5 MPH on any track other than main track and sidings.
8. Do not exceed 10 MPH on the Eary Railroad and the North and South legs of the Wye at Talladega.
9. Do not exceed 10 MPH on Sylacauga block from main line switches until the entire train gets through the new switch on the bridge.

123.8. ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

ANJ790.0 and ANJ791.0
ANJ791.0 and ANJ792.0
ANJ792.0 and ANJ793.0
ANJ964.0 and ANJ965.0
ANJ965.0 and ANJ966.0
ANJ966.0 and ANJ967.0

124.0 EQUIPMENT RESTRICTIONS

Table 113. Equipment Restrictions

Location	Equipment	Restriction
All team industrial and house tracks	6-Axle Engines	Must not operate
Eary RR	6-Axle Engines	Must not operate
WYE at Coosa Pines	6-Axle Engines	Must not operate

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.58 DEFECT DETECTORS

Table 114. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Pelham, ANJ957.4	AD	West side
Westover, ANJ937.4	AD	West side
Shocco, ANJ915.5	AD	West side

Table 114. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Weathers, ANJ892.1	AD	West side
Cragford, ANJ871.3	AD	West side
Blake, ANJ849.6	AD	West side
Pyne, ANJ829.0	AD	West side
Stovall, ANJ809.5	AD	West side

Note: Defect detectors will become activated 600 feet in advance of the defect detector.

The detector will report the location of a defect in 2 digits when 99 axles or less and 3 digits when 100 axles or more.

125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 115. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Talladega, ANJ910.9	NS	Automatic	234-B(3)

125.98-G.APPROACH LOCATIONS WITH TIME-OUT FEATURES

The following are locations with time out features. Note where the time out feature begins and the length of the time out duration for each location. After you pass that location, regardless of signal indication, if your train consumes more time than is shown for that location, the home signal at the crossing is subject to go to a STOP indication.

Table 116. Approach Locations With Time-Out Features

Location Subdivision	City/Town	Mile Post/ Location	Time Out Interval
Lineville	Talledega, Al.	Northbound start at ANJ908.4 (Bama Jct. Signal)	13 min.
Lineville	Talledega, Al.	Southbound start at ANJ913.8 (NE Shocco)	9 min.

125.100 ROAD CROSSINGS AT GRADE

Table 117 (Page 1 of 2). Highway And Street Crossings

Station, Highway or Street	Instructions
Manchester	Crossings must not be blocked longer than 15 minutes.
Pelham	Crossings must not be blocked longer than 5 minutes.
Battle Street Talladega (Eary RR)	Stop and Flag
Pyne	Crossings must not blocked longer than 15 minutes

Table 117 (Page 2 of 2). Highway And Street Crossings	
Station, Highway or Street	**Instructions**
Barnard Ave., LaGrange	Grade Crosing Warning Devices on Dunson Lead are Manually operated.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 118. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
ANJ959.3	Continuous	32	Wayside
ANJ939.0	Continuous	32	Wayside
ANJ910.2	Continuous	32	Wayside
ANJ881.6	Continuous	32	Wayside
ANJ863.6	Continuous	32	Wayside
ANJ843.0	Continuous	32	Wayside
ANJ817.7	Continuous	32	Wayside
Dispatcher (AK)	Continuous	94	Wayside

Note: AK Train Dispatcher Call-In No. is 7.

AK Train Dispatcher telephone # is 1-800-445-5508.

126.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCE**

   Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on adjacent tracks.

   a) ANJ816.0 Yard Tracks 1 and 2

   b) ANJ843.1 House track

   c) ANJ910.0 Scale 1&2

2. **OPERATION AT PLANT GASTON**

   a) Maximum authorized speeds on all tracks inside gate at Plant Gaston is five (5) MPH.

   b) Trains approaching Plant Gaston must stop at telephone at MP 6.0 and obtain permission from plant to enter plant (No. 205-669-4633). When assured plant is ready for train, track warrant to occupy Norfolk Southern Track will be obtained from Norfolk Southern Dispatcher by calling as follows:

      1) From 0700 hours til 1500 hours - Dial 7-951-4845

      2) From 1500 hours til 0700 hours - Dial 7-951-4844

   c) After obtaining authority to occupy Norfolk Southern Track split rail derail at MP 6.5 must be lined for movement as well as two non-electrically locked gates, normal against CSX, must also be lined for movement. One crew member will remain with Plant Gaston Personnel and follow their instructions as to dumping the train.

   d) All switches, gates and derails associated with this train movement must be restored to normal position after train is completely clear of Norfolk Southern Track. Only then will track warrant be released to Norfolk Southern Dispatcher.

   e) Movement to plant is north, from plant is south. Coal trains destined to dump at Plant Gaston will change dump system at Birmingham or LaGrange and remove dump hoses after unloading at Birmingham or LaGrange, which ever location is applicable to the train being unloaded.

3. **SLIDE FENCES**

   Location Of Slide Fences:

ANJ860.3	ANJ864.3 to ANJ864.8
ANJ865.2 to ANJ865.5	ANJ868.1
ANJ869.1	ANJ887.0
ANJ889.7	ANJ899.0
ANJ900.8	

   Block signals governing movement into a block where a slide detector fence or fences are located display the most restrictive aspect that they can display when a slide is detected by a slide fence. A white light may be illuminated at a signal near a slide fence when a slide is detected at that fence. Illumination or non-illumination of the white light does not reliably indicate whether a slide has been detected or not.

4. **LaGrange, Ga.** - Do not clear up on Dunson Lead.

NOTES:

130.0 MANCHESTER SUBDIVISION-MS

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ANB826.9		Peachtree City	5900
2313–14		4.7	
ANB822.2		Senoia	
2315		5.2	
ANB817.0		Haralson	8000
2316–17		10.3	
ANB806.7		Gay	6093
2318–21		8.8	
ANB797.9		Woodbury	4638
2322–23		9.8	
ANB788.3	LINEVILLE SD / FITZ-GERALD SD	Manchester	7305
2325			7300
	MANCHESTER YARD		6300

38.8 MILES
PEACHTREE CITY TO MANCHESTER

131.1 DIAGRAM CROSS-REFERENCE

Table 119. Diagram Cross-Reference

Subdivision	Division	Page
Lineville	Atlanta	43
Atlanta Terminal	Atlanta	13
Fitzgerald	Jacksonville	Jacksonville TT

131.2 ADDITIONAL STATIONS

Table 120. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Senoia	ANB822.4	30	South

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 121. Authority for Movement

Between Location/Mile Post	Rules
ANB788.3 and ANB826.9	265-272

Note: Rules 265-272 are in effect on the following signaled Siding: Haralson.

132.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 122. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North Switch Manchester ANB788.3 and North Switch Woodbury ANB798.5	Woodbury
North Switch Woodbury ANB798.5 and North Switch Gay ANB807.4	Gay
North Switch Gay ANB807.4 and South Switch Peachtree City ANB826.9	Peachtree City

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 123. Maximum Authorized Speed

Between Location/Mile Post	MPH
ANB788.3 and ANB826.9	55

133.2 SPEED RESTRICTIONS

Bold MPH desnotes city oridnance.

Table 124 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
ANB788.3 and ANB788.5	20
ANB788.5 and ANB788.9	30
ANB788.9 and ANB790.3	40
ANB790.3 and ANB790.5	45
ANB793.7 and ANB796.4	50
ANB796.4 and ANB796.7	40
ANB796.7 and ANB797.9	50
ANB797.9 and ANB799.1	**25**
ANB799.1 and ANB801.5	40
ANB807.1 and ANB808.1	40
ANB808.1 and ANB808.7	45
ANB808.7 and ANB812.3	35
ANB818.5 and ANB818.7	50
ANB818.7 and ANB819.1	45
ANB821.8 and ANB822.2	45
ANB822.2 and ANB822.3	50
ANB822.3 and ANB822.4	**40**
ANB822.4 anc ANB824.4	50
ANB824.4 and ANB825.7	40

Table 124 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Signaled Siding: Haralson	25

Note:

1. Manchester, trains will not exceed 5 MPH on any tracks other than main track and sidings.
2. Do not exceed 10 MPH on Old Way Manchester.

133.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

ANB790 and ANB791 ANB792 and ANB793
ANB791 and ANB792

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.58 DEFECT DETECTORS

Table 125. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Peachtree City, ANB826.7	AD	West side
Gay, ANB805.1	AD	West side

135.100 ROAD CROSSINGS AT GRADE

1. **Senoia** - ANB822.3 to ANB822.4 crossings must not be blocked longer than 5 minutes.
2. **Manchester** - Crossings must not be blocked longer than 15 minutes.

135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 126. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
ANB786.0	Continuous	32	Wayside
ANB822.5	Continuous	32	Wayside
ANB780.0	Continuous	32	Wayside
Peachtree City - South			
Dispatcher (AK)	Continuous	20	Wayside

Note: AK Train Dispatcher Call-In No. is 2 between Waycross and Manchester and is No. 6 between Manchester and Peachtree City.

AK Train Dispatcher telephone # is 1-800-445-5508.

Peachtree City - North			
Dispatcher (BG)	Continuous	08	Wayside

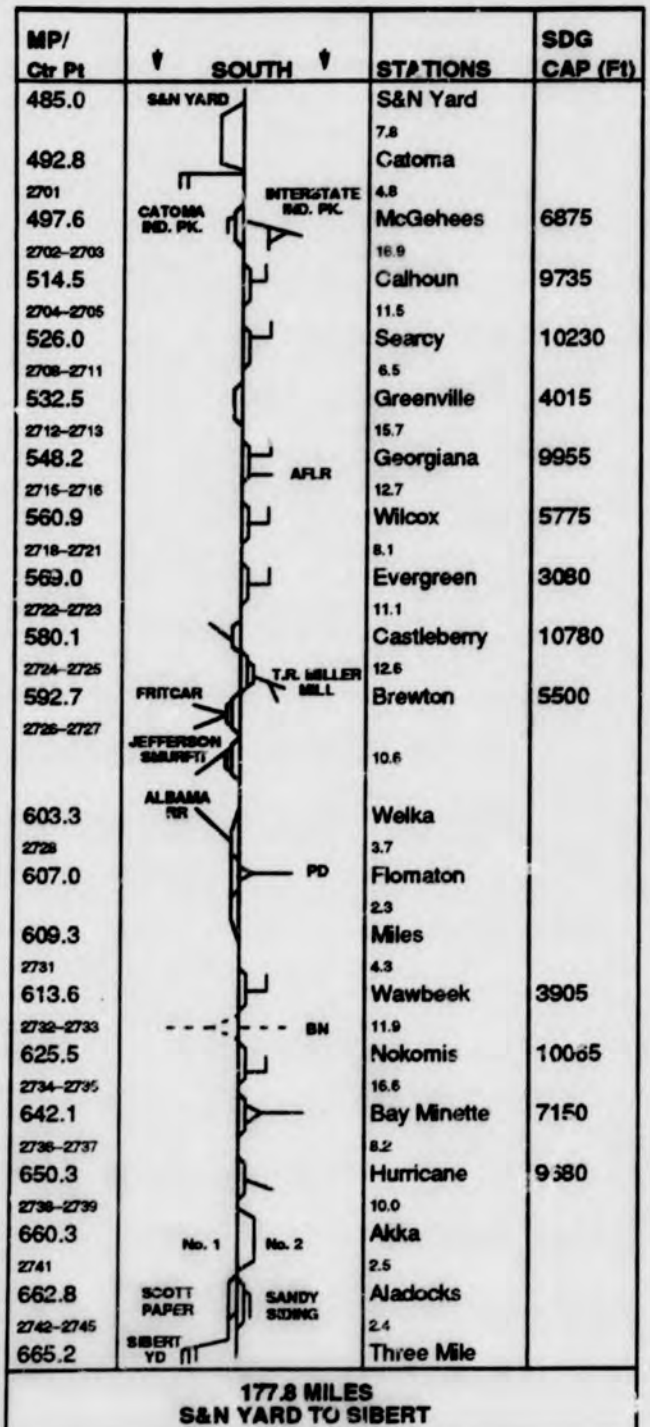
Note: BG Train dispatcher Call-In No. is 5.

BG Train Dispatcher telephone # is 1-800-854-5697.

NOTES:

140.0 M&M SUBDIVISION-MM

141.0 STATIONS LISTING AND DIAGRAM



177.8 MILES
S&N YARD TO SIBERT

141.1 DIAGRAM CROSS-REFERENCE

Table 127. Diagram Cross-Reference

Subdivision	Division	Page
PD	Atlanta	61

141.1 ADDITIONAL STATIONS

Table 128. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Southmont	493.3	Lead	North
Interstate Ind. Park	496.9	Lead	North
Letohatchie	508.1	40	South
Chapman	543.9	67	Both
Garland	554.8	15	South
Container	596.4	62	Both
Keego	598.0	50	Both
Atmore	621.7	10	Both
Perdido	629.9	65	Both

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 129. Authority for Movement

Between Location/Mile Post	Rules
Bell St. (Montgomery) and DM179.0	93 See Notes 1 & 3
DM179.0 and DM171.1	120-132
DM171.1 and MD1.3	93 See Notes 2 & 3
MD1.3 and MD2.8	120-132
SL834.0 and SL828.5 (Old Americus SD)	105
S&N Yard, 485.0 and Catoma, 492.8	265-272(93)
Catoma, 492.8 and SAS AKKA, 663.1	265-272
SAS AKKA, 663.1 and SAS Sibert, 665.2	265-272 (93)

Note:

1. Permission must be obtained from the Yardmaster before entering main track.
2. Permission must be obtained from the "AG" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Notes 1 and 2 must not be occupied without written authority as prescribed by Rule 704.
4. Rules 265-272 are in effect on Nokomis, Hurricane, Flomaton and Searcy Sidings.

142.2 DTC BLOCK LIMITS

Between Bell Street Interlocking And Union Camp Plant

Table 130. DTC Block Limits

Between Location/Mile Post	Block Names
DM179.0 and DM171.1	Autauga
MD1.3 and MD2.8	Mill

Note: Direction is designated as:

South - From Bell Street, Montgomery, to Union Camp Plant, Prattville, AL., MD2.8.

North - From Union Camp Plant, Prattville, AL, MD2.8, to Bell Street, Montgomery, AL.

142.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Between Montgomery and Mobile

Table 131. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Catoma 492.8 and North switch McGehees 496.8	Catoma
North switch McGehees 496.8 and North switch Calhoun 513.5	McGehees
North switch Calhoun 513.5 and North switch Searcy 525.0	Calhoun
North switch Searcy 525.0 and South switch Greenville 532.7	Greenville
South switch Greenville 532.7 and 544.0	Bowling
544.0 and North switch Georgiana 547.2	Chapman
North switch Georgiana 547.2 and North switch Wilcox 560.4	Georgiana
North switch Wilcox 560.4 and North switch Evergreen 568.7	Wilcox
North switch Evergreen 568.7 and North switch Castleberry 579.0	Evergreen
North switch Castleberry 579.0 and North switch Brewton 592.0	Castleberry
North switch Brewton 592.0 and North switch Welka 603.3	Brewton
North switch Welka, 603.3 and North switch Flomaton, 607.1	Welka
North switch Flomaton, 607.1 and South switch Miles, 609.3	Miles
Miles 609.3 and North switch Nokomis 624.6	Wawbeek
North switch Nokomis 624.6 and North switch Bay Minette 641.3	Nokomis
North switch Bay Minette 641.3 and North switch Hurricane 649.3	Bay Minette
North switch Hurricane 649.3 and North switch Akka 660.3	Hurricane
North switch Akka 660.3 and North Yard Limit board Sibert 663.1	Akka

142.4 EXCEPTED TRACKS

H&R Industrial Lead, All Tracks
SL 834.3 to SL 821.5, Main and Side tracks

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Between S&N Yard And Sibert

Table 132. Maximum Authorized Speed

Between Location/Mile Post	MPH
S&N Yard, 485.0 and Flomaton, 607.1	60
Flomaton, 607.1 and Three Mile, 665.2	79
Bell Street (Montgomery) and Union Camp Plant (Prattville) MD2.8	25

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 133 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Intermodal Trains	--	60
Entire Subidivison Other than Passenger and Intermodal Trains	--	50
485.0 and 487.8	--	30
487.8 and 488.1	--	25
488.1 and 488.9	--	30
488.9 and 490.0	--	50
515.8 and 533.8	--	50
536.3 and 537.3	--	50
537.3 and 537.5	--	50
537.5 and 538.2	--	50
538.2 and 547.1	--	50
547.1 and 547.4	--	**40**
547.4 and 549.2	--	50
554.3 and 563.0	--	50
563.0 and 568.3	--	50
568.3 and 568.8	--	**45**
568.8 and 570.9	--	50
574.5 and 575.1	--	50
587.7 and 590.3	--	50
592.9 and 593.6	--	30
602.1 and 602.4	--	50
605.7 and 607.6	--	30
607.6 and 612.8	50	50
620.4 and 623.2	**45**	**45**
623.2 and 627.2	55	50
627.2 and 630.1	50	50

Table 133 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
637.1 and 637.9	55	50
641.1 and 642.4	55	50
642.4 and 643.0	45	45
643.0 and 651.6	50	50
Tensas River Drawbridge 651.6	45	25
651.6 and 651.7	45	45
651.7 and 653.5	70	45
Mobile River Drawbridge 653.5	45	25
653.5 and 653.7	45	45
653.7 and 658.3	70	50
Bayou Sara Drawbridge 658.3	45	25
658.3 and 658.7	45	25
660.6 and 662.9 (No. 2 Trk)	30	30
Chickasawbougue Drawbrige 663.2	45	25
663.2 and 663.9	45	45
663.9 and 664.2	30	30
Three Mile Creek Drawbridge 664.1	30	25
664.2	20	20
664.2 and 666.0	30	30
A&F RR Yard Tracks, Georgiana	–	5
Sidings except Castleberry, Georgiana, Wilcox, Bay Minette, Wawbeek, Brewton and Calhoun	–	10
Scales at Union Camp	–	4
DM171.0 and MD2.8	–	10
Industry track at Sunbelt Chemical, 624.7	–	5

Note: Trains are restricted to 10 MPH at the following locations: S&N yard track, Montgomery Terminal yard tracks, crossover at Bell Street, Industrial leads, Jefferson Smurfit yard tracks and lead, Flomaton Yard tracks, Bay Minette yard tracks, Greenville yard tracks, Southmont Industrail Park track and Montgomery Beverage track.

143.3 SIGNALED SIDINGS

Table 134. Signaled Sidings

Siding Location	MPH
Nokomis	30
Hurricane	30
Flomaton	30
Searcy	30

143.8 ENGINE SPEED INDICATORS AND ODOMETERS

491.0 and 492.0	449.0 and 500.0	511.0 and 512.0
583.0 and 584.0	635.0 and 636.0	654.0 and 655.0
606.0 and 607.0	607.0 and 608.0	662.0 and 663.0

144.0 EQUIPMENT RESTRICTIONS

Table 135. Equipment Restrictions

Location	Equipment	Restriction
Alabama River Bridge, DM173.84	4-Axle Cars with gross weight exceeding 263,000	10 MPH
Alabama River Bridge, DM173.84	4-Axle Locomotives	10 MPH
Alabama River Bridge, DM173.84	6-Axle Locomotives	10 MPH

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.58 DEFECT DETECTORS

Table 136. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Letohatchie 508.2	AD	West side
Greenville 530.4	AD	West side
Garland 554.2	AD	West side
Castleberry 575.5	AD	West side
Pollard 600.9	AD	West side
Canoe 616.0	AD	West side
Pinchonia 638.3	AD	West side
*648.5	ADD	West side
*656.2	ADD	West side

Note: 1 * See Service Lane Special Instructions item 1040.10

2 Axle count from lead axle

145.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 137 (Page 1 of 2). Drawbridges

Location	Milepost	Protection
Tensas River	651.6	1000-1800-Unattended 1800-1000
Mobile River	653.5	Attendant
Bayou Sara	658.3	1100-1900-Unattended 1900-1100
Chickasawbougue	663.2	Attendant (See Note)

Table 137 (Page 2 of 2). Drawbridges

Location	Milepost	Protection
Three Mile Creek	664.1	Attendant (See Note)

Note: When Controlled block signal indicates "STOP", in addition to securing permission of train dispatcher to pass such signal, as prescribed by Rule 234-A, no part of train may be moved on to bridge until proceed signal, Rule 12C, is received from drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement of train. Bridge tenders must not give such proceed signal until satisfied that bridge is in condition for safe movement of train.

145.100 ROAD CROSSINGS AT GRADE

Flomaton - It shall be unlawful to cause or permit any locomotive, railroad car or train to stand on crossing or otherwise block any street, avenue or highway within the limits of the town of Flomaton for a period longer than 15 minutes, 606.0-609.0.

145.103 SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 138. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AG)	Continuous	94	Wayside

Note:

AG Train Dispatcher's Call-In No. is 4.

AG Train Dispatcher's telephone No. is 1-800-628-4729.

146.0 MISCELLANEOUS INSTRUCTIONS

1. **Jefferson Smurfit, Brewton, Al.**

   a) Oscillating red light has been installed on the off-loading platform on the Chlorine track.
   This light will be illuminated when workmen are in the process of disconnecting or reconnecting chlorine tank cars and will be left illuminated until area is safe.

   Upon approaching this area, you must observe this light and if illuminated, do not enter area between N-2 near dirt crossing and the paper warehouse.

   b) Procedures for reporting any unsafe conditions at Jefferson Smurfit Brewton, Al.

      1) Report immediately to Mr. Clyde Gibson, Woodyard Superintendent at Phone 205-867-3621 Ext. # 404, from mill phone # is 404. If he is unavailable, contact pulpmill tour foreman by calling the guard office at Ext. # 231 and ask the guard to page the pulpmill foreman for you. Ask the pulpmill foreman or Mr. Gibson to meet with you to show him the unsafe condition.

      2) Report the unsafe condition to your trainmaster at office # 8-2849-207 or at home and in writing to fax # 8-2849-244 or safety hot line at number 8-299-1403 or bell number 205-434-1403.

      3) Place a copy of any safety write up on the safety clip board at the Flomaton Yard crew room for all crews to read daily and update.

      When reporting unsafe conditions, always record the name of the person you talked with, the time and date for future use on follow ups.

   c) Special instructions for entering the North Side Container Corp. for CSX employees.

   No one is to enter the North Side of Jefferson Smurfit, Brewton, Alabama, past the dirt crossing, without first calling by telephone 867-3621, Ext, # 271. On the container phones the number is (271). This number is for the tall oil tank operator.

   If unable to reach the tall oil operator at the 271 number, after allowing the phone to ring a minimum amount of 10 times, then contact the guard at extention # 231 and ask for him to page the tour foreman for permission to enter the North side to work. Stay on the phone with the guard until he reaches the tour foreman and gives you the clearance to enter or not to enter the North side.

   Jefferson Smurfit is not to make an acid neautralization while you are in the North side area. If for some reason, container corporation must make the acid neautralization before you are finished your work in the North side area, Container Corporation personnal must contact you before starting the acid neutralization and be assured that all the train crewmen are clear of the area before starting the acid neautralization process.

   These procedures must be complied with daily.

2. Phone Numbers

Table 139. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2709 8-388-2710	904-381-2709 904-381-2710

3. Refer to system reissue bulletin and only that portion restricting loaded coal trains with a train identifier of "U" to a maximum speed of 40 MPH for fuel conservation.

   System reissue bulletin is modified to permit loaded coal trains with identifier of U237, U239, U241 and U242 (Jim Walter Trains) to operate at a maximum of 50 MPH on M&M Subdivision.

4. **Keego, Al., MP 598.0** - Due to debris from unloading scrap crossties by Emery Tree Service do not ride the east side of equipment while in the Keego Side Track and do not walk on the East side of the Keego Side Track between the south road crossing at Keego and the Keego Brick Yard switch.

5. Account track conditions on A&F Railroad's yard at Georgiana, Al., speed is restricted to (5) MPH on all yard tracks.

6. **Bay Minette, Al.** - An open pit has been built under the track on Old Foley main line about 45 car lengths south of the International Paper switch for Mobile Asphalt to unload open top hoppers. This pit is 8 feet deep and extreme care should be exercised when working in this area. Do not walk on east side of track at the pit area. Do not walk, get off equipment or mount equipment on the east side of the Foley main, 15 car lengths to the north or south of the pit area, due to poor walking conditions.

7. **Item 1** - Implementation of centralized train dispatching on the Prattville Branch.

   a) Centralized train dispatching system (CTDS) is in effect on the Prattsville Branch - see rules 181 through 192.

   b) Crews must have a train bulletin and a release form or a train bulletin per rule 187 before operating on non-signaled main tracks outside of yard limits or on signaled main tracks.

   c) All on-track equipment authorities (704) and work authorities (707) will be obtained through the "AG" train dispatcher.

   Item 2 - Rules and special instructions.

   a) All other rules and special instructions, communications, which part of the Atlanta Service Lane Timetable, M&M Subdivision and all information relating to the train dispatchers and the Prattville Branch will remain in effect.

8. **Close Clearance**

   a) Account recent construction, Jefferson Smurfit, Brewton, Alabama, there is close clearance between Tracks S1 and S2, which will not clear a trainman riding the side of a car.

   Employees must exercise due caution in providing service to Container and avoid being between tracks while movements are being made.

   b) Due to close clearances in the Alabama Ductile Plant located at Brewton, Alabama, Mile Post 593.7, do not ride the sides of equipment anywhere inside the plant.

   c) Do not ride rail cars inside the paper sheds at Jefferson Smurfit, Brewton, Alabama, account close clearance.

   d) Due to close clearances in the yard tracks at Montgomery, Al., MP 489, riding on the side of cars between the clearance points of tracks N01 through N17 in the North yard, is prohibited.

   e) As information, a gate has been installed at the entrance to Alabama Ductile Plant, Milepost 593.7.

   Close clearance signs are in the process of being placed in advance of gate, as there is close clearance for train service personnel riding the side of rail equipment at this location.

   CSX lock will be placed at gate location and gate must be closed and locked after being used.

   f) Riding on the side of moving equipment in Chester yard from track C02 through track C13 is prohibited.

   g) Do not ride the side of equipment on the Long Canter Track in Union Camp at Chapman, Alabama, due to cage being built around car puller on the north side of Long Canter Track. This cage will not clear a man on the side of a rail car.

9. **Jefferson Smurfit Plant, Brewton, Al.** - Derails have been installed at Jefferson Smurfit Plant at the following locations: Wood yard lead, entering wood yard and Starch track. These derails are for the protection of Jefferson Smurfit employees while working around the rail equipment. The derails are to be placed on the rail and removed by Jefferson Smurfit employees and not CSXT employees. Before entering either of these tracks, ascertain the derail has been removed, if not contact Jefferson Smurfit to have them removed.

NOTES:

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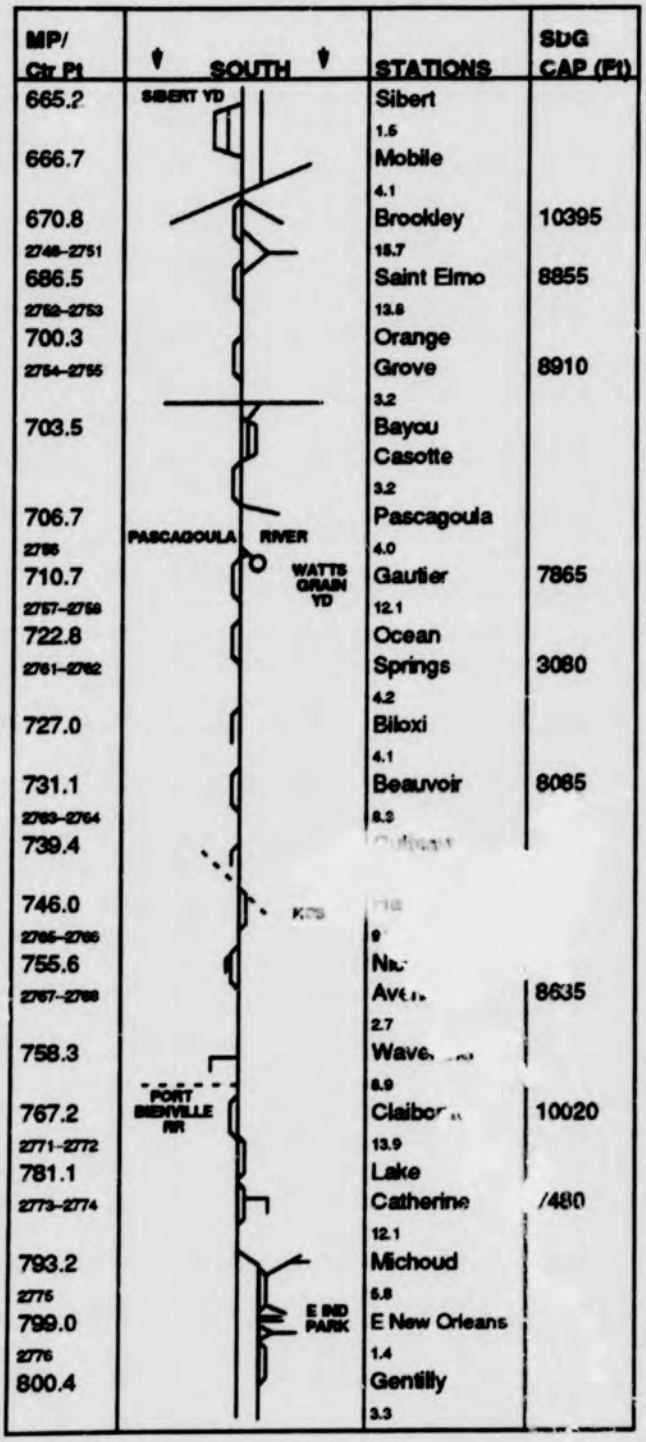
150.0 NO&M SUBDIVISION-NM

151.0 STATIONS LISTING AND DIAGRAM



MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
803.7		N.O.T. Jct.	
		7.9	
811.6	EAST BRIDGE JCT.	New Orleans	

146.4 MILES
SIBERT TO NEW ORLEANS

151.2 ADDITIONAL STATIONS

Table 140. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Brookley Ind. Park Theodore	669.9	Lead	North
(No. Leg Wye) Theodore	679.3	18	North
(So. Leg Wye) Theodore	679.5	19	South
(House Tk.)	679.8	10	South
Kreole	702.3	0	South
Watts (No. Leg Wye)	707.1	9	North
Watts (So. Leg Wye)	707.3	9	South
Quinn	712.3	2	South
Fontainebleau	716.4	17	North
Miss. City	735.9	2	South
Bay St. Louis	754.2	55	North
Port Bienville	764.1	44	North
Northside	773.3	59	Both
Rigolets	776.5	41	North
Chef Menteur	786.9	4	South

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 141 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Sibert, 665.2 and 670.1	265-272 (93)
670.1 and 702.0	265-272
702.0 and 708.0	265-272 (93)
708.0 and 793.0	265-272
793.0 and 799.3	265-272 (93)
799.3 and 802.8 (No. 1 Track)	243-247 (93)
802.8 and 803.5 (No. 1 Track)	D-251 (93)
799.3 and 801.1 (No.2 Track)	105

Table 141 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
801.1 and 802.8 (No. 2 Track)	D-151 (93)
802.8 and 803.5 (No. 2 Track)	D-251 (93)

152.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC) TRAFFIC

Table 142. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
670.1 and 685.6	Brookley
685.6 and 699.4	St. Elmo
699.4 and 702.0	Orange Grove
708.0 and 709.9	Watts
709.9 and 722.5	Gautier
722.5 and 730.3	Ocean Springs
730.3 and 745.1	Beauvoir
745.1 and 754.2	Harbin
754.2 and 766.3	Nicholson
766.3 and 780.3	Claiborne
780.3 and 793.0	Lake Catherine

152.4 EXCEPTED TRACKS

1. Choctaw Yard (Sibert Terminal) tracks 1, 2, 3, 4, 5 and 11.
2. Brookley Complex, all tracks
3. Gulfport (KCS) Middle yard tracks 2 and 3, North yard tracks 3, 4 and 5.

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 143. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sibert, 664.8 and East Gentilly, 799.3	79

153.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 144. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Sibert, 664.8 and East Gentilly, 799.3 Intermodal Trains	–	60

Table 144. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Sibert, 664.8 and East Gentilly, 799.3 Other than passenger or Intermodal trains	--	50
663.9 and 666.0	30	30
666.0 and 667.1 (No. 1 track)	45	45
666.0 and 667.1 (No. 2 Track)	30	30
667.1 and 668.4	**45**	**45**
668.4 and 668.5	25	25
668.5 and 670.0	45	45
670.0 and 671.5	75	45
698.9 and 703.0	60	–
703.0 and 704.8	**60**	**50**
704.8 and 706.8	45	45
706.8 and 706.9	45	25
706.9 and 707.2	60	45
707.2 and 709.3	--	**50**
709.6 and 709.7	60	40
718.3 and 720.0	--	**50**
720.0 and 722.5	45	45
722.5 and 724.4	60	50
724.4 and 724.5	45	25
724.5 and 725.4	60	–
725.4 and 728.0	45	45
728.0 and 735.8	60	50
735.8 and 744.4	**45**	**45**
744.4 and 748.5	60	50
748.5 and 750.2	45	45
750.2 and 752.6	60	–
752.6 and 752.7	45	25
752.7 and 754.0	60	–
754.0 and 755.1	45	45
755.1 and 756.9	60	50
756.9 and 758.5	--	50
768.8 and 768.9	45	25
774.5 and 775.3	60	45
775.3 and 775.4	45	25
787.2 and 787.3	45	25
787.3 and 787.7	60	–
793.2 and 799.3 (No. 2 Track)	25	25
794.5 and 799.3 (No. 1 Track)	60	–
799.3 and 803.5	40	20
803.5 and 803.7	15	15

Trains will not exceed 10 MPH on sidings, except as follows:

Table 145. Sidings

Siding	MPH
Brookley Siding	20 MPH
St. Elmo	20 MPH (trains handling double stacks 10 MPH)
Orange Grove	20 MPH (trains handling double stacks 10 MPH)
Gautier Siding	25 MPH
Nicholson Avenue Sidng	20 MPH
Claiborne Siding	20 MPH
Lake Catherine Siding	20 MPH

Note:

1. Trains will not exceed 10 MPH at the following locations: All yard tracks within Mobile Terminal, Industrial Leads Mobile Terminal, Brookley Industrial Complex, Theodore Industrail Complex, Kreole Industrial Lead, Bayou Cassotte Industrail Lead, Pascagoula City Spur Lead, Pascagoula Yard tracks, Watts Yard Lead, Biloxi Yard tracks, KCS Tracks at Gulfport, Harrison County Industrial track, 746.3, Bay St. Louis Yard tracks, all yard tracks and industrail leads Gentilly Yard, and crossover through East Bridge interlocking, and between MP 800.4 and MP 803.7 for trains carrying doulbe stack cars.
2. Trains will not exceed 5 MPH at the following locations: Coastal Runaround, Port Warehouse and Port Warehouse Lead, Bayou Casotte, KCS Interchange track between First Road Crossing South of Hwy. 49 and 17th Street Gulfport.

153.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, Odometers and RDU Equipment must be checked between the first encountered milepost locations listed below:

672.0 and 673.0 790.0 and 789.0

154.0 EQUIPMENT RESTRICTIONS

Table 146. Equipment Restrictions

Location	Equipment	Restriction
Bridge No. 30 768.8	Trains handling open loads of pulpwood or stumpwood	30 MPH through draw span

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.58 DEFECT DETECTORS

Table 147. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
River Du Chien 674.9	AD	West side
*Pecan 696.5	AD	West side
*Ocean Springs 719.3	AD	East side
*Long Beach 743.6	AD	West side
*Lake Shore 761.7	AD	West side
Chef Menteur 786.7	AD	West side

Note: *If defect detectors at Pecan, Ocean Springs, Long Beach or Lake Shore are not functioning, train must be stopped and a complete walking inspection must be performed.

Dragging Equipment Detectors

Table 148. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Pass Christian 749.2	AD	West side
770.9	AD	West side
781.9	AD	West side
791.9	AD	West side

Note: (See 1040.10 in Service Lane instructions concerning the above dragging equipment detectors)

155.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 149. Railroad Crossing at Grade

Location	Milepost	Protection
Pascagoula River	706.8	Attendant
Biloxi Bay	724.4	Attendant
Bay St. Louis	752.6	Attendant
Pearl River	768.8	0600 to 2200 Unattended 2200 to 0600
Rigolets	775.3	Attendant
Chef Menteur	787.3	Attendant
Industrial Canal	801.4	Attendant

Note: If train has a "STOP" indication, in addition to receiving permission from train dispatcher in accordance with Rule 234-A, you must receive permission from drawbridge tender in accordance with Rule 12(c).

(2) Railroad Crossings At Grade

Table 150. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Lawrence Street Mobile	ICG	Automatic	234-B(3)
Gulfport	KCS	Automatic	(Note)
South Gentilly	NOPB	Remotely Controlled	234-B(2)
NO & NE Tower	NO & NE	Remotely Controlled	234-B(2)

Note: When Stop aspect is displayed by Absolute Signal governing movement over KCS Crossing, crew will:

1. Stop within 250 feet of signal;
2. Determine that derails on KCS are in derailing position and secured;
3. Obtain permission of the Train dispatcher to pass "Stop" signal;
4. Proceed at Restricted speed to the next signal.

155.100 ROAD CROSSINGS AT GRADE

1. **Ocean Springs** - It shall be unlawful for any train or any part thereof to obstruct in any manner any railroad crossing within the city limits of Ocean springs, so as to prohibit or restrict the movement of automotive vehicular traffic for a period of time in excess of five minutes, and each and every five minutes of time in excess of the time allotted shall constitute a separate offense.
2. **Mobile** - Trains leaving or arriving Mobile must not block St. Anthony Street crossing which is located immediately South of the Mobile Trade Center.
3. Trains are prohibited from sounding audible warnings (whistle or bell), except in emergency, in the old Metairie Railroad corridor, Jefferson Parish, between Airline Highway and 17th street canal.

   The following crossings are affected by this rule and are equipped with automatic crossing protection:

Table 151. Road Crossings

Crossing	Location/Mile Post
Labarre Road	0.7A
Atherton Drive	1.5A
Hollywood Drive	1.6A
Farnham Place	1.9A
Oak Ridge (Cuddihy)	2.1A
Metairie Road	2.3A
Carrollton Avenue	2.5A

4. Trains approaching the following auxiliary tracks must be prepared to stop if warning devices are not operating.

Table 152. Road Crossings

Crossing	Location/Mile Post
Pascagoula St.	706.3
Fountainbleau	716.5
Washington Ave. Church St. Cox Ave.	Between 722.7and 723.1
Reynoir St.	726.9
Caillavet St.	727.0

155.103 SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

155.104 SWITCHES

Southward trains using the City Spur switch must leave the switch lined for the City Spur until the bridge is lined and locked.

155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 153. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AG)	Continuous	94	Wayside

Note:

AG Train Dispatcher's Call-In No. is 3.

AG Train Dispatcher's telephone No. is 1-800-628-4729.

156.0 MISCELLANEOUS INSTRUCTIONS

1. Southward trains will not leave Three Mile Creek and northward trains will not leave Choctaw until they have received authority from the yardmaster.
2. Trains will not enter or re-occupy the northward track between North Gentilly and Michoud without receiving proper signal indication or authority of the train dispatcher. All southward trains will contact Gentilly Tower when going by the coffee house at Michoud, notifying them of train location and if any engine problems noted. All outbound train crews going on duty at Gentilly will notify tower they are on duty and ask for instructions.
3. All movements on main track(s) between north switch siding Gentilly and NOT Jct., except interlocking, are authorized by the yardmaster at Gentilly and such movements are governed by Rule 93, except interlockings.
4. Interlocking Rules govern movements within the NOPB Junction, NO & NE and NOT Junction Interlockings.
5. Southward and northward movements against the current of traffic between south switch siding Gentilly and NOT Junction will be made on verbal instruction and protection of the NS Southend Train Dispatcher at Birmingham, AL as authorized by CSXT trainmaster or their representative.

6. Movements between NOT Junction and New Orleans Union Passenger Station will be governed by the rules and special instructions of the Southern Rwy. (NOT Co.) and the New Orleans Union Passenger Terminal Co.

7. In connection with East Bridge Interlocking there will be occasions when proceed signals cannot be obtained. When this occurs the operator at East Bridge Tower may authorize the passing of a "STOP" signal under the conditions as outlined by ICG interlocking Rule 608 which reads as follows:
"608. When a train or engine has stopped for a signal conveying "STOP" indication at a manual interlocking and control operator is unable to clear the signal, train or engine must not proceed, except as follows:

   a) When a "PROCEED" signal, given with a yellow flag or yellow light from the center of the track over which movement is to be made, is received.
   "Before giving such signal, the employee authorizing the movement must examine the route to be used and know it is safe for the movement. Hand signal must not be given until movement has come to a stop at the governing signal. Hand signals must not be used when the proper indication can be conveyed by the interlocking signals.

   b) At interlocking where distances make it impractical for employee at control point to examine the route and give hand signal, train or engine may proceed on verbal authority from control operator. A member of crew must examine route and operate switches by hand, as directed, before proceeding.

   "Such movements must be made at Restricted Speed to the next signal or, if there is no other signal, through the interlocking limits."

   c) ICG Restricted Speed definition is as follows:

   "Restricted Speed - Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 10 MPH."

8. **Phone Numbers**

Table 154. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2709	904-381-2709

9. The 4Th paragraph of CSX Operating Rule 276 will not apply in regard to breaking seal of electric lock location MP 764.1 and in operating emergency release feature the following method will be used:

   If the electric lock cannot be unlocked through normal operations, the control station may permit the conductor or engineer to initiate a timer to start operating. The timer will operate for 6 minutes. After the time period has elapsed, the electric lock can then be operated. The timer is initiated by opening the door on the electric lock. The door must remain open during the time release interval.

10. When changing crews and/or stopped on the westbound or eastbound main lines between east bridge tower and central avenue, engines and trains must stop prior to reaching the X restart sign located approximately three hundred (300) feet east of Central Avenue.

    This will allow the signal gates at Central Avenue to remain in the up (open) position during this time and prevent damage to the signal gates by passing vehicles.

11. The Southern Pacific Railroad has placed the following restrictions on their East Bridge Yard:

    a) Do not exceed 7 MPH on all tracks.

    b) Loaded double stack cars are restricted from all tracks.

    c) Track No. 4 is out of service.

12. The following will apply to Sibert Yard, Mobile, Alabama:

    a) Cars left in tracks 3 and 4, North of the crossover, must have a sufficient amount of hand brakes tied on the northend of tracks to keep cars from rolling out.

    b) Rule 103-D will govern on all other tracks Sibert Yard, Mobile, Alabama.

13. Train Q606 operating from origin at New Orleans East Bridge to Sibert Yard is exempt from complying with bulletin concerning CSXT paper work/documentation and will operate with existing documentation received from UP Railroad at East Bridge.

14. CSX has been advsied by State Docks Railroad that the State Docks switch located 150 feet south of our dwarf signal will be lined against CSX train movement.

    Also tracks in the Alabama State docks yard are excepted tracks and the operating speed is 10 MPH.

15. Switching windows have been established at New Orleans Terminal from 1800 hours until 0800 hours, daily, for the purpose of transferring hazardous materials within the terminal.

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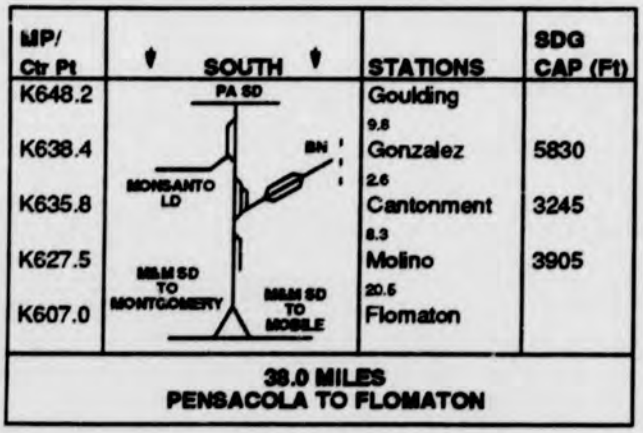
161.0 STATIONS LISTING AND DIAGRAM



161.1 DIAGRAM CROSS-REFERENCE

Table 155. Diagram Cross-Reference

Subdivision	Division	Page
M&M	Atlanta	49
P&A	Jacksonville	Jacksonville TT

161.2 ADDITIONAL STATIONS

Table 156. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
McDavid	K617.4	15	North
Olive	K644.0	20	South

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 157. Authority for Movement

Between Location/Mile Post	Rules
K645.0 and K607.2	120-132

162.2 DTC BLOCK LIMITS

Between Pensacola and Flomaton

Table 158. DTC Block Limits

Between Location/Mile Post	Block Names
K645.0 and K639.5	Olive
K639.5 and K634.0	Gonzales
K634.0 and K627.9	Stella
K627.9 and K612.0	Molino
K612.0 and K607.2	Flomaton

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 159. Maximum Authorized Speed

Between Location/Mile Post	MPH
Flomaton and Pensacola	59

163.2 SPEED RESTRICTIONS

Table 160. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision - Other than passenger trains Flomaton and Pensacola	--	49
K606.8 and K607.0	15	15
K607.0 and K607.4	20	20
K607.4 and K608.4	40	40
K608.4 and K612.0	59	40
K612.0 and K633.0	50	--
K637.0 and K638.2	50	35
K646.4 and K645.0	20	20

Note:

1. Trains will not exceed 10 MPH at the following locations: Flomaton Scale Track, Cantonment Team, all auxiliary and industry tracks.
2. Trains will not exceed 10 MPH in Goulding Yard Tracks.

   Exceptions:

   Trains will not exceed 15 MPH on the West track Goulding Yard through the spring switch at Jackson Street, K650.2 to and not including the crossovers at Fairfield, K648.1.

   Trains will not exceed 15 MPH on number 1 drill from (not including) the crossover to main track, K647.1 to and including the spring switch at St. John Street at K646.4.

   Refer to Operating Rule 46.

163.8 ENGINE SPEED INDICATORS AND ODOMETERS

K608.0 and K609.0 K645.0 and K646.0

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.36 SPRING SWITCHES

Table 161 (Page 1 of 2). Spring Switches

Location	End Location	Normal Position
Goulding	St. Johns Street	For Main Track

Table 161 (Page 2 of 2). Spring Switches

Location	End Location	Normal Position
Pensacola (No. 1 Track)	North end at Jackson Street	For Main Track
Molino	North and South	Main Track

165.58 DEFECT DETECTORS

Table 162. Defect Detectors

Mile Post/ Location	Type	Location of indicators/ Personnel Reading Charts
McDavid K612.0	AD	West side
Quinette K631.6	AD	West side

165.83-A TRAIN BULLETIN AND RELEASE FORM

Trains departing Mobile or Montgomery enroute PD Subdivision must receive a Release Form applicable to M&M Subdivision and PD Subdivision.

Trains departing Pensacola enroute M&M Subdivision must receive a Release Form applicable to PD Subdivision and M&M Subdivision.

165.100 ROAD CROSSINGS AT GRADE

1. **Flomaton** - It shall be unlawful to cause or permit any locomotive, railroad car or train to stand on crossing or otherwise block any street, avenue or highway within the limits of the town of Flomaton for period longer than 15 minutes, K607.0 - K607.1.

165.103 SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 163. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AB)	Continuous	94	Wayside

Note:

AB Train Dispatcher's Call-In No. is 7.

AB Train Dispatcher's telephone No. is 1-800-628-4719.

166.0 MISCELLANEOUS INSTRUCTIONS

OPERATION IN AND OUT OF SIDING AT MOLINO

For movement to siding:

Train crewman must operate key controller to reverse switch while occupying the short "APPROACH" track circuit. After key controller is activated, signal will display a "STOP" indication. After a short pre-determined time interval, the switch will reverse, and signal will display an indication allowing train to enter the siding. After the train has cleared the "OS" circuit, the switch will restore to normal position. For the system to function properly trains entering the sidings must stop no more than 100 feet from the switch providing access to siding, except at Southend of Chipley Siding. (Trains operating at Southend Chipley only, for movement to siding, approach the switch, stopping clear of Eighth Street Highway grake crossing but no more than 300 feet from switch.)

For movement from the siding:

The train must not occupy the short "APPROACH" track curcuit in the siding until authorized by train dispatcher and train is ready to depart. After the train has occupied the short "APPROACH" track circuit, the switch will reverse automatically. After switch has reversed, the signal will display an indication allowing train to exit the siding. After the train has cleared the "OS" circuit, the switch will restore to normal position.

Other than normal operation:

For straight-away movement:

If train is required to stop for a stop signal and desired movement is for main track, a train crewman must obtain permission from the train dispatcher to pass the stop signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

For reverse movement:

A reverse move key controller is located on the side of the signal that must be operated to receive a signal for a reverse movement over the power operated switch.

For movement to the siding:

If key controller does not activate switch mechanism or signal indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

For movement from the siding: If the switch does not reverse for movement from the siding or signal does not change from a stop indication, a train crewman must obtain permission from the train dispatcher to pass the stop signal (RULE 234) and to operate the switch in "HAND" position. (RULE 275).

NOTES:

170.0 SELMA SUBDIVISION - SA

171.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
XXB176.0	S&N YD	Montgomery	
	M&M SD	0.7	
XXB175.7		M&M Jct	
		13.6	
XXB189.3		Burkeville	743
		10.5	
XXB199.8		Whitehall	2640
		6.4	
XXB206.2		Benton	910
		6.6	
XXB212.8		Tyler	965
	SOU. AL	9.2	
XXB222.0		Western Jct	
	ALA RIVER YD	Selma	

47.0 MILES
MONTGOMERY TO SELMA

171.1 DIAGRAM CROSS-REFERENCE

Table 164. Diagram Cross-Reference

Subdivision	Division	Page
M&M	Atlanta	49

171.2 ADDITIONAL STATIONS

Table 165. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Resses	XXB178.5	9	South
Craig Feild	XXB220.1	25	Both

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 166. Authority for Movement

Between Location/Mile Post	Rules
XXB175.5 and XXB178.0	93 See Notes 1 & 2
XXB178.0 and XXB222.0	120-132

Note:

1. Permissions must be obtained from the yardmaster at Montgomery before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

172.2 DTC BLOCK LIMITS

Between Montgomery and Westen Jct.

Table 167. DTC Block Limits

Between Location/Mile Post	Block Names
XXB178.0 and XXB199.5	Montgomery
XXB199.5 and XXB222.0	Whitehall

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 168. Maximum Authorized Speed

Between Location/Mile Post	MPH
Montgomery and Western Jct.	25

173.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 169. Speed Restrictions

Between Location/Mile Post	MPH
Sidings	10
Chester Yard Tracks	10

173.8 ENGINES SPEED INDICATORS AND ODOMETERS

176.0 and 177.0 221.0 and 222.0

174.0 EQUIPMENT RESTRICTIONS

Table 170. Equipment Restrictions

Location	Equipment	Restriction
Montgomery to to Western Jct.	6-Axle Wrecker	Restricted gross weight no greater than 370,000 lbs.
Western Jct. to Selma	6-Axle Wrecker	Restricted gross weight no greater than 370,000 lbs.
XXB185.0 Trestle	6-Axle Engine	10 MPH
XXB185.0 Trestle	6-Axle Wrecker	Restricted gross weight no greater than 370,000 lbs. at 10 MPH
Alabama River Bridge	6-Axle Engine	10 MPH

175.0 INSTRUCTIONS RELATING TO OPERATING RULES

175.58 DEFECT DETECTORS

Dragging Equipment Detector

Table 171. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Whitehall XXB202.5	AD	West Side
Tyler XXB211.4	AD	West Side (See DTTSI)

175.103 SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

175.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 172. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note:

CN Train Dispatcher's call-in No. is 3.

CN Train Dispatcher telephone's No. is 1-800-445-5512.

176.0 MISCELLANEOUS INSTRUCTIONS

1. **Selma,** 20 MPH, preceded at least 20 feet by flagman with red signal over Water Avenue, Alabama Avenue, Selma Avenue, Range Street, Lapsley Street and Mechanic Street crossing between Water Avenue and Alabama Ave, XXB224.8 -XXB224.9.

   Phone Numbers

Table 173. Phone Numbers

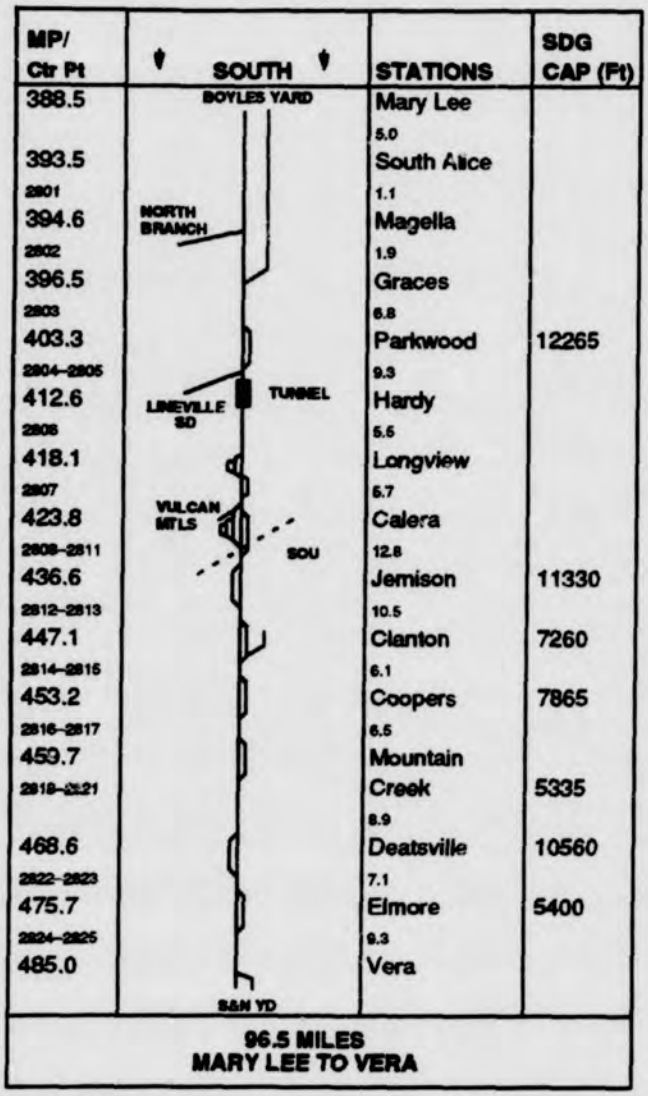
Location/Person	Company	Bell
Dispatcher	8-388-2741	1-800-445-5512.

2. **Norfolk Southern, Selma, Al.** - Effective immediately all trains before entering the Norfolk Southern yard limits at Selma, Al., CSXT train crews must contact the 3-B Norfolk Southern Train Dispatcher at Birmingham via channel 56-56 stating that CSXT engine (No) needs permission to enter yard limits at Selma and after returning back to the CSX must report clear of the Norfolk Southern yard limits to the Norfolk Southern Train Dispatcher.

NOTES:

180.0 S&NA SOUTH SUBDIVISION-SS

181.0 STATIONS LISTING AND DIAGRAM



96.5 MILES
MARY LEE TO VERA

181.1 DIAGRAM CROSS-REFERENCE

Table 174. Diagram Cross-Reference

Subdivision	Division	Page
Lineville	Atlanta	43

181.2 ADDITIONAL STATIONS

Table 175. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Helena	410.0	68	Both
Hardy	413.0	20	Both

Table 175. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Longview	418.0	28	Both
Varnons	423.0	112	Both
Thorsby	438.0	8	South
Deatsville	470.0	18	North
Coosada	480.0	32	North

182.0 METHOD OF OPERATION

182.1 AUTHORITY FOR MOVEMENT

Table 176. Authority for Movement

Between Location/Mile Post	Rules
Mary Lee, 388.5 and Graces, 396.5	265-272(93)
396.5 and 485.0	265-272

182.2 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 177. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
396.5 South yard limit Boyles and 402.0 North switch Parkwood	Graces
402.0 North switch Parkwood and 412.6, NEDT Hardy	Parkwood
412.6 NEDT Hardy and 418.1 SEDT Longview	Hardy
418.1 SEDT Longview and 436.1 North switch Jemison	Calera
436.1 North switch Jemison and 452.3 North switch Coopers	Clanton
452.3 North switch Coopers and 467.3 North switch Deatsville	Mt. Creek
467.3 North switch Deatsville and 485.0	Vera

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 178. Maximum Authorized Speed

Between Location/Mile Post	MPH
Mary Lee, 388.5 and Vera, 485.0	79

183.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 179. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision Intermodal Trains	60
Entire Subdivision Other than Passenger and Intermodal Trains	50
391.0 and 392.1	20
392.1 and 398.1	30
400.1 and 400.7	50
400.7 and 404.4	50
404.4 and 406.3	40
406.3 and 411.3	45
411.3 and 413.1 (#1 Trk)	50
412.5 and 417.5 (#2 Trk)	40
413.1 and 414.4	**40**
414.4 and 418.7 (#1 Trk)	50
418.7 and 421.3	50
421.3 and 422.4	50
422.4 and 424.9	50
424.9 and 425.0	35
425.0 and 429.0	50
429.0 and 430.0	45
430.0 and 439.0	50
439.0 and 439.6	**45**
439.6 and 440.4	45
443.1 and 443.3	50
446.4 and 447.0	35
447.0 and 451.2	50
451.2 and 451.4	45
451.4 and 452.2	50
452.2 and 453.9	50
453.9 and 453.95	50
453.95 and 454.9	50
454.9 and 455.8	50
455.8 and 457.1	45
457.1 and 459.4	45
459.4 and 460.3	30
460.3 and 463.1	30
463.1 and 464.3	50
464.3 and 467.1	50
467.1 and 468.7	50
468.7 and 468.9	50
471.8 and 472.3	50
475.9 and 476.3	50
481.7 and 482.0	50
483.6 and 485.0	35

Table 179. Speed Restrictions

Between Location/Mile Post	MPH
485.0 and 487.8	30

183.8 ENGINE SPEED INDICATORS AND ODOMETERS

400.0 and 401.0
476.0 and 477.0
480.0 and 481.0

184.0 EQUIPMENT RESTRICTIONS

Table 180. Equipment Restrictions

Location	Equipment	Restriction
Boyles to Montgomery	6-Axle Wreckers and 4-Axle Wreckers	30 MPH
Bessemer to Boyles Yard	4-Axle Wreckers and 6-Axle Wreckers	10 MPH
Boyles to 50th Street	6-Axle Engines and 6-Axle Wreckers	Must not operate

185.0 INSTRUCTIONS RELATING TO OPERATING RULES

185.58 DEFECT DETECTORS

Table 181. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Pelham 411.0	AD	East side
Wessington 431.9	AD	West side
Falakto 450.0	AD	West side
Speigener 472.2	AD	West side
Coosada 479.7	ADD	West side (See DTTSI 1040.10)

Note: Axle count transmitted from lead axle

185.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 182. Railroad Crossing at Grade

Location	Milepost	Protection
Interlocking signals Alabama River	484.0	Attendant on call

When interlocking signals governing movements over Alabama River drawbridge, 484.0, display a "STOP" aspect, permission must be obtained from train dispatcher for authority to pass signal indicating "STOP".

(2) Railroad Crossings at Grade

Table 183. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Calera	NS	Automatic*	234-B(3)

* When a train is stopped at an Automatic Railroad Crossing at Grade and no movement is evident on the conflicting route, be governed by posted instructions and by Rule 234 - B.

185.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**
   a) Movements over the following street crossings must be protected by flagman:
   Montgomery Highway; Longview No. 2.
2. Northward freight trains moving between Longview and Hardy (via Alabaster) will stop short of the main road crossing in Alabaster, unless instructed to the contrary by radio or otherwise, and call the dispatcher for instructions before blocking crossings at Alabaster.
3. All trains using No. 2 track between Longview and Hardy will make arrangements to cut highway 26, M.P. 416.2, if train will not clear.

185.103 SWITCHING

Six-axle diesel units must be kept off team, house and industrial tracks. If necessary to pick up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with these engines.

Note: The following two locations are excluded from this restriction and six-axle locomotives can go into Jenkins Brick (Coosada) and Goree (Elmore).

185.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 184. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note:

CN Train Dispatcher's call-in No. is 6.

CN Train Dispatcher's telephone No. is 1-800-445-5512.

186.0 MISCELLANEOUS INSTRUCTIONS

1. Cars must not be spotted between the derails on the south end of the Alabama Power Company track at Varnons,AL.
2. **Operation on Vulcan Material Track:** Joint use of the Vulcan Material Track by NS and CSX between wye track at Vulcan Material Yard and 1200 feet west of turnout serving Blue Circle Industries will be governed as follows:
   a) All movements will be made prepared to stop within one-half the range of vision, short of a train, car, and obstruction and must not exceed 10 miles per hour.
   b) Assignment of track use is:
      1) NS - 0300 to 1500 hours.
      2) CSX - 1500 to 0300 hours.
   c) Before entering these limits the CSX conductor or engineer must ascertain that all Norfolk-Southern movements are clear of the track section. Advice may be obtained from NS operator at Wilton, AL. Phone 665-1791.
   d) Crew members will flag County Highway No. 16.
   e) There is a switch point lock at entrance to the track serving Blue Circle, which diverges from the Vulcan Material Lead. After lining switch for movement into the Blue Circle Track, the train crew will hold to empties and pull south, coupling to loaded cars in Blue Circle's track and then backing north in clear of the Blue Circle track switch, cutting off empties on the Vulcan Material Lead and then shove the loaded cars and engine south on Vulcan Material Lead in the clear of the switch serving Blue Circle. This will allow Blue Circle car puller to then come and couple to the empties and pull the empties in clear of the Blue Circle Track, after which, the CSX crew will depart north with the loads. Switch must be lined and locked after movement for the Vulcan Material Lead.
   f) Office Manager, Blue Circle, or Shift Supervisor, must be contacted after 1630 hours, at telephone number 668-2724, so as to notify the car puller to be in place.
3. **Phone Numbers**

Table 185. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2710	904-381-2710
Dispatcher	8-388-2742	904-381-2742

4. **Kalona, Alabama, MP 434.0** - Cars placed at Superior Products must be left no closer than fifty (50) feet from split derail.
5. System reissue bulletin is modified to permit loaded coal trains with identifier of U237, U238, U239, U240, U241 and U242 (Jim Walter Trains) to operate at a maximum of 50 MPH on S&NA South Subdivision.

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190.0 SOUTHERN ALABAMA SUBDIVISION-SX

191.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
RS780.0	M&B RR	Myrtlewood	1265
		9.7	
RS770.3	BN	Linden	1265
		10.7	
RS759.6	NS NS	Thomaston	1265
		23.9	
RS735.7		Orrville	1265
		16.4	
R719.3		Selma	
		3.0	
R716.3	SELMA SD	Western Jct	

63.7 MILES
MYRTLEWOOD TO WESTERN JCT.

191.1 DIAGRAM CROSS-REFERENCE

Table 186. Diagram Cross-Reference

Subdivision	Division	Page
Selma	Atlanta	63

192.0 METHOD OF OPERATION

192.1 AUTHORITY FOR MOVEMENT

Table 187. Authority for Movement

Between Location/Mile Post	Rules
RS780.0 and RS778.4	93 See Notes 1 & 3
RS778.4 and RS770.8	120-132
RS770.8 and RS768.0	93 See Notes 1 & 3
RS768.0 and RS725.0	120-132
RS725.0 and R713.5	93 See Notes 2 & 4

Note:

1. Permission must be obtained from the "CN" Train Dispatcher before entering main track.
2. Permission must be obtained from the "CN" Train Dispatcher before entering track between these limits.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
4. **On-Track Equipment Instructions** - Track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

192.2 DTC BLOCK LIMITS

Between Western Junction And Myrtlewood

Table 188. DTC Block Limits

Between Location/Mile Post	Block Names
RS725.0 and RS747.9	Central Mills
RS747.9 and RS768.0	Linden
RS770.8 and RS778.4	Myrtlewood

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 189. Maximum Authorized Speed

Between Location/Mile Post	MPH
Western Jct. and Myrtlewood	25

193.2 SPEED RESTRICTIONS

Bold MPH denotes city ordiance.

Table 190. Speed Restrictions

Between Location/Mile Post	MPH
RS720.3 and RS721.6	20
R721.6 and RS723.8	**20**
RS737.9 and RS742.0	20
RS769.5 and RS771.0	20
Sidings	10

193.8 ENGINE SPEED INDICATORS AND ODOMETERS

R717.0 and R718.0 RS777.0 and RS778.0
RS726.0 and RS727.0

194.0 EQUIPMENT RESTRICTIONS

Table 191 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Western Jct. to Myrtlewood	Cars weighing 263,001 to 270,000 lbs.	Must not operate
	6-Axle Engines (Note)	
Western Jct. to Myrtlewood	4-Axle Wreckers	25 MPH
	6-Axle Wreckers	10 MPH
Alabama River Bridge	4-Axle Engines 6-Axle Engines	10 MPH

Table 191 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Alabama River	6-Axle Wrecker	Restricted to gross weight no greater than 370,000 lbs. at 10 MPH

195.0 INSTRUCTIONS RELATING TO OPERATING RULES

195.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Table 192. Railroad Crossing at Grade

Location	Milepost	Protection
Alabama River (Note)	R718.4	Emergency Unattended

Note: There is no drawtender located at Alabama River bridge. When it is necessary to turn the draw, it will be handled by designated employees and before opening the draw will place a red flag by day and a red light by night at each end of the bridge and will not remove these signals until the drawbridge is locked in position for trains to pass.

(2) Railroad Crossings At Grade

Table 193. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Selma (Note)	Southern	Crossing Gate	98-C
Martin RS740.6	Southern	Automatic	234-B(3)
Linden	BN	Automatic	234-B(3)

Note: The crossing gate will be set normally for operation over the crossing by trains on the CSX, but such trains will approach the crossing prepared to stop should the gate be set against the CSX.

195.100 ROAD CROSSINGS AT GRADE

Selma - No locomotive, railroad car or train shall pass over the following street crossings without being preceded at least 20 feet by a trainman with a red flag by day and a lighted lantern by night: Water Avenue, Alabama Avenue, and Selma Avenue.

195.104 SWITCHES

1. The following switches are out of service and are spiked and red tagged:
   a) Selma, Alabama Junction switch junction switch R716.3.
   b) Selma, Alabama Cosby Carmichael switch RS718.8.
   c) Selma, Alabama, Selma yard track No. 11.
   d) Thomaston, Alabama, Old Wood Yard switch.
   e) Myrtlewood, Alabama, House Track switch.

195.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 194. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CN)	Continuous	58	Wayside

Note:

CN Train Dispatcher's call-in No. is 3.

CN Train Dispatcher's telephone No. is 1-800-445-5512.

196.0 MISCELLANEOUS INSTRUCTIONS

1. Effective this date, the two (2) yard tracks at Linden, Alabama extending westward from Main Track are designated as interchange tracks for receipt or delivery of cars between CSX and BN railroad.

   The first track west of Main Track is designated as No. 1 track and the second track west of Main Track is designated as No. 2 track.

2. **Phone Numbers**

Table 195. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2741	904-381-2741 or 1-800-445-5512

3. **Norfolk Southern, Selma, Al.** - Effective immediately all trains before entering the Norfolk Southern yard limits at Selma, Al., CSXT train crews must contact the 3-B Norfolk Southern Train Dispatcher at Birmingham via channel 56-56 stating that CSXT engine (No) needs permission to enter yard limits at Selma and after returning back to the CSX must report clear of the Norfolk Southern yard limits to the Norfolk Southern Train Dispatcher.
4. **Selma** - 20 MPH, preceded at least 20 feet by flagman with red signal over Water Avenue, Alabama Avenue, Selma Avenue, Range Street, Lapsley Street and Mechanic Street crossing between Water Avenue and Alabama Avenue, XXB224.8 - XXB224.9.

NOTES:

200.0 W&A SUBDIVISION-WA

201.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
J145.7	CHATTANOOGA SD	Wauhatchie	
2048		1.3	
J147.0		Lookout	
2061		2.1	
J149.1		Alton Park Jct.	
2062		0.2	
J149.3		Wholand	
2063		2.8	
WA135.8		C. T. Tower	
2064		0.4	
WA135.4		East End Ave	
2065		3.8	
WA131.6		Boyce	4070
2066-67		11.5	
WA120.1		Graysville	6435
2068-81		13.5	
WA106.6		Tunnel Hill	6380
2082-83		7.8	
WA98.8		Dalton	4125
2085-86		8.8	
WA90.0		Tilton	3135
2068-71		6.3	
WA83.7		Resaca	9405
2072-73		9.3	
WA74.4		McDaniels	3795
2075-76		6.2	
WA68.2		Adairsville	3080
2077-78		4.9	
WA63.3		Halls	3640
2081-82		4.9	
WA58.4	CARTERSVILLE SD	Kingston	5665
2083-84	ETOWAH SD	10.6	
WA47.8		Junta	3905
2091		0.5	
WA47.3	SEABOARD INTER.	Cartersville	
		4.6	
WA42.7		Emerson	7975
2094-95		8.4	
WA34.3		Acworth	6710
2096-97		3.4	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
WA30.9	No. 1	Moon	
2098		2.6	
WA28.3	No. 2	Kennesaw	
2101		2.4	
WA25.9		Day	
2102		3.5	
WA22.4	ATLANTA TERM SD	Elizabeth	

123.3 MILES
WAUHATCHIE TO ELIZABETH

201.1 DIAGRAM CROSS-REFERENCE

Table 196. Diagram Cross-Reference

Subdivision	Division	Page
Cartersville	Atlanta	31
Chattanooga	Chicago	Chicago TT
Etowah	Atlanta	33
Atlanta Term	Atlanta	13

202.0 METHOD OF OPERATION

202.1 AUTHORITY FOR MOVEMENT

Table 197. Authority for Movement

Between Location/Mile Post	Rules
J145.7 and WA22.4 (Note 1)	265-272
Stilesboro Connector (Note 2)	120-132
Tyner Spur	
TY126.1 and TY128.8	S-146

Note:

1. Rules 265-272 are in effect on the Resaca Signaled Siding.
2. See Cartersville Subdivision.

202.2 DTC BLOCK LIMITS

Table 198. DTC Block Limits

Between Location/Mile Post	Block Names
End TCS sign Bowen Wye and Clearance Point main track switch Stratton Jct. Stratton SGC638.6	Stratton

202.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 199. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
WA22.4 and Switch Moon WA30.9	Day
Switch Moon WA30.9 and Etowah River WA45.2	Emerson
Etowah River WA45.2 and South Switch Bowen Wye WA50.2	Junta
South Switch Bowen Wye WA50.2 and South Switch McDaniels WA74.7	Kingston
South Switch McDaniels WA74.7 and South Switch Resaca WA83.7	McDaniels
South Switch Resaca WA83.7 and South Switch Dalton WA98.8	Resaca
South Switch Dalton WA98.8 and South Switch Graysville WA120.1	Dalton
South Switch Graysville WA120.1 and Switch East End Avenue WA135.4	Graysville
Switch East End Avenue WA135.4 and Switch Lookout J147.0	East End
Switch Lookout J147.0 and Switch Wildwood J143.8	Wauhatchie

202.3 INDUSTRIAL SPURS

Table 200. Industrial Spurs

Location/Mile Post	Name	Derail Location
TY126.1 and TY128.8	Tyner Spur	TY126.1

202.4 EXCEPTED TRACKS

Alton Park Spur at Chattanooga, TN.

203.0 SPEEDS

203.1 MAXIMUM AUTHORIZED SPEED

Table 201. Maximum Authorized Speed

Between Location/Mile Post	MPH
Wauhatchie, J145.7 and WA36.4	60
WA36.4 and Elizabeth, WA22.4	35
Tyner Spur: Tyner Junction and Tyner	10

203.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 202. Speed Restrictions

Between Location/Mile Post	MPH
WA39.2 and WA43.2	**40**
WA45.7 and WA47.1	40
WA47.1 and WA48.0	**35**
WA48.0 and WA49.7	45
WA56.0 and WA59.2	40
WA58.5 and WA59.0	**35**
WA68.3 and WA69.0	**35**
WA77.3 and WA80.8	**35**
WA98.2 and WA98.8	40
WA95.7 and WA98.7	**35**
WA98.7 and WA99.6	25
WA99.6 and WA100.0	**35**
WA100.0 and WA101.3	45
WA101.3 and WA105.8	50
WA105.8 and WA106.2	40
WA106.2 and WA108.0	45
WA112.9 and WA114.1	45
WA114.1 and WA115.5	50
WA118.0 and WA118.9	45
WA118.9 and WA122.9	50
WA122.9 and WA124.7	40
WA128.7 and WA130.1	40
WA130.1 and WA131.4	55
WA135.2 and J149.1	25
J149.1 and J143.7	40
End TCS sign Bowen Wye and Clearance Point main track switch Stratton Jct. Stratton SGC638.6	10
Lookout Lead	25
Wildwood Lead	25
Signaled Siding: Resaca	30

Note:

1. Kennesaw, do not exceed 10 MPH between main track and Vulcan Material Plant.
2. Junta, do not exceed 10 MPH on wye tracks.
3. Tildale, do not exceed 5 MPH on scale track at Dow Chemical.
4. Do not exceed 10 MPH when using any track other than main tracks and sidings.
5. Do not exceed 10 MPH in turnout Bowen Wye.
6. Do not exceed 10 MPH in all yard tracks, Cartersville, Ga.
7. Speed restricted by city ordinance applies only until engine has traveled through such limits, except Emerson.

8. Do not exceed 10 MPH on the Following Sidings;
   a) Acworth, Ga.
   b) Southbound, Cartersville, Ga.
   c) Kingston, Ga.
   d) Halls, Ga.
   e) Adairsville, Ga.
   f) McDaniels, Ga.
   g) Dalton, Ga.
   h) Boyce, Tn.
   i) Tunnel Hill

202.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked between WA135.0 and WA134.0.

204.0 EQUIPMENT RESTRICTIONS

Table 203. Equipment Restrictions

Location	Equipment	Restriction
Tyner Spur: Tyner Junction to Tyner	Cars weighing 263,000-270,000lbs. ——— 6-Axle Engines	Must not operate
House, team, and industrial tracks, except Dow Chemical	6-Axle tank cars	Must not operate
W&A wye at Cartersville	Cars in excess of 80 feet in length	Must not operate

Note:

1. Six-axle diesel units must be kept off team, industrial and house tracks, except they may be used on Vulcan Spur, Kennesaw, Ga., south switch at Tyner, Tn. and Georgia Power Company tracks at Stilesboro.

205.0 INSTRUCTIONS RELATING TO OPERATING RULES

205.58 DEFECT DETECTORS

Table 204. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Day, GA. WA25.9	AD	East Side
Cartersville, GA. WA47.4	AD	East Side
Adairsville, GA. WA67.6	AD	East Side
Resaca, GA. WA88.4	AD	East Side
Ringgold, GA. WA109.9	AD	East Side
Boyce, Tn. WA133.7	AD	West Side

205.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 205. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Dalton WA99.0	NS	Remotely Con-trolled (Note1)	234-B (2)
Chattanooga WA136.0	NS	Remotely Con-trolled (Note 2)	234-B (2)
Wheland J149.3	NS	Auto-matic (Note3)	234-B (3)

Note:

1. Controlled by CSX Dispatcher Jacksonville.
2. Controlled by NS Operator at Debutts Yard.
3. Be governed by instruction posted at the control bungalow.

205.100 HIGHWAY AND STREET CROSSINGS

1. At the following locations road crossing must not be blocked for more than 5 minutes:
   a) Cartersville, Ga.
   b) Acworth, Ga.
2. Trains leaving cars on siding Tilton and at Martin Marietta must arrange to leave the cars a minimum of 200 feet from crossing.
3. Trains doing work at WA90.0 Tilton, must arrange to leave both road crossings open if possible. If unable to clear both crossings the train must arrange to cut the crossing at 15 minute intervals in order to allow vehicular traffic to move.
4. The road crossing located at Dow Chemical Industry, WA87.9, must not be blocked by local cars or standing trains.

205.104 SWITCHES

Crews must not perform switching moves over these switches without having switches placed in hand throw operation:

1. North and South End Halls, Ga.
2. North and South End Adairsville, Ga.
3. North and South End McDaniels, Ga.
4. North and South End Boyce, Tn.
5. South End of the Northbound, Junta, Ga.

205.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 206. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Wauhatchie	Continuous	84	Terminal
Debutts Yd	Continuous	84	Wayside
Cartersville	0700-1800	84	Wayside
Cartersville	0600-1500 Mon.-Fri.	22	Wayside
Dispatcher (Al)	Continuous	94	Wayside

Note: Al Train Dispatcher's Call-in is No. 4.

Al Train Dispatcher telephone # is 1-800-445-5517.

206.0 MISCELLANEOUS INSTRUCTIONS

1. **Switching Operation at Thrall Car - Wyvern Yard**

   Upon arrival at Thrall, crew member will retrieve the Thrall car radio from the lock-box on the first utility pole on the right inside Thrall's property fence. The key to the box is at the pole.

   Crew member will then use radio to contact one of the following to advise you are entering Thrall property.

Mark Gamble	channel 3
Switch Crew	Channel 1
Switch Crew	Channel 2
Craig Cox	Channel 3

   They will in turn notify Thrall Car's switch crew to cease all operations on the north end until further notice. Upon completion of switching operations and departure, you must notify Thrall, returning radio to the box.

2. The walkway on the bridge at WA49.2, north of the SAS North Junta, has been taken out of service.

3. **WAUHATCHIE TERMINAL**

   a) Trains handling wreckers, locomotive cranes, pile drivers or similar equipment must not exceed 10 MPH on Bridge 149.2 and 149.3 on Alton Park Extension and on Belt Railway Trestle 0.8 opposite Cravens Yard.

   b) The following will govern the use of all hand-throw and electro-pneumatic switches:

      1) No switches may be "run through" but must be lined properly prior to movement.

      2) The normal position for all hand-operated and electro-pneumatic switches will be as last used except for the following switches and crossovers:

         a. Shop lead switch, the Cherokee lead switch and the switch at south end washout track, all located on No. 5 lead (south switching lead), must be set for No. 5 when not in use.

         b. Crossover switches from Tail track, north end of yard, to Carnation lead, must be set for straight-away movement when not in use.

         c. Switch at south end of Carnation lead (new track), located on north switching lead, must be set for the lead when not in use.

         d. Switch to location 0106 must be set to Cherokee lead when not in use.

   c) Electro-pneumatic switches must be restored to "automatic" after the movement has occupied the lead when exiting a track or after clearing the lead when entering a track. Electro-pneumatic switches will be operated from the panel shack when practicable.

   d) When necessary to hand-operate electro-pneumatic switches located on the north and south switching leads Wauhatchie to tracks Nos. 5 through 19, the switch lever must not be restored to automatic position, when making facing point movements, until movement is completed and all cars have passed over switch. Switch lever must be restored to automatic position by trainmen after movement is completed.

   e) Before making reverse movement over any electro-pneumatic switch that has been trailed through, a crew member must insure that points are properly lined for movement to be made.

NOTES:

1002.00. EQUIPMENT SPEEDS

1002.02. Single Platform Intermodal Flat Cars

Single platform intermodal flat cars in the series SOU 151000 thru 151502 and SOU 155000 thru 155999, due to severe truck hunting and lateral motion, are restricted to 40 MPH.

Any cars in the above series arriving interchange points or at any other location destined to be handled in thru freight or intermodal service, must be set out and handled with local freight trains or mine runs assignments.

These cars are not to be handled in thru freight service or intermodal service account train would be restricted to 40 MPH.

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.02. Clearance Implicated Shipments

Procedures and guide lines covering the movement of Clearance Implicated Shipments are located in the Restricted Equipment Rules.

1. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas the Chief Train Dispatcher/Yardmaster must be notifed.

1004.03. CSX Train Documents

CSX Train Documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crews CSX Train Documentation. If the clearance instructions covering a clearance implicated shipment, is not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

1004.04. DOUBLE STACK AND MULTILEVEL MOVEMENTS

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Atlanta Service Lane Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 207. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
A&WP	20′ 2″	20′ 2″
Abbeville	20′ 2″	20′ 2″
Alabama Mineral	18′ 2″	19′ 1″
Atlanta Terminal (Note)	20′ 2″	20′ 2″
Birmingham Mineral	PROHIBITED	PROHIBITED
Birmingham Terminal	20′ 2″	20′ 2″

Table 207. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Camak	19′ 2″	19′ 1″
Cartersville	PROHIBITED	PROHIBITED
Etowah	18′ 2″	19′ 1″
Gainesville Midland	PROHIBITED	PROHIBITED
Georgia	20′ 2″	20′ 2″
Lineville	20′ 2″	20′ 2″
Manchester	20′ 2″	20′ 2″
M&M	20′ 2″	20′ 2″
NO&M	20′ 2″	20′ 2″
PD	20′ 2″	20′ 2″
Selma	19′ 2″	19′ 1″
S&NA South	19′ 2″	19′ 1″
Southern Alabama	19′ 2″	20′ 2″
W&A	20′ 2″	20′ 2″

Note:

1. Maximum clearances over L&N Belt Line via Fulco Junction is 19′ 2″ for double stacks and 19′ 1″ for multi-levels.
2. 20′ 2″ double stack and multi-level equipment may operate between Parkwood, MP403.3 and Mary Lee, MP388.5.

1004.05. Movement of Loaded Double Stack Equipment

1 Picking-up and setting-off any loaded double stack car.

a) Unless otherwise instructed by the train dispatcher, only the trains listed in item 2 will pick-up loaded double stack cars on the routes/subdivision listed in No. 3.

b) Loaded double stack cars will be set-off only when safe to do so.

2. Trains approved -

a) Unless otherwise instructed by the train dispatcher, the following inter-modal trains will operate only on main tracks, passing sidings or yard and terminal tracks within the routes/subdivision listed in No. 3.

R101 and R102

R144 and R145

Note: These instructions apply when additional sections of these trains are moved. Example: S101 or S144.

3. Approved route -

a) Unless otherwise instructed by the train dispatcher, trains listed in item 2 will operate only on main tracks, passing sidings or yard and terminal tracks follows.

1) Routes/Subdivisions -

a. Between Jacksonville, Fl. and New Orleans La. -

i) Chattahoochee, Fl. to Flomaton, Al. via PD Subdivision

ii) Flomaton, Al. to Mobile, Al. via M&M Subdivision

iii) Mobile, Al. to New Orleans, La. (Gentilly) via NO&M Subdivision

b. Other Traffic -

i) Golden Triangle traffic is covered by the above and has maximum allowable dimensions of 20' 2".

1004.06. Railroad Wheels Loaded On Wheel Car Flats

Railroad wheels loaded on wheel car flats, in gondolas with no ends, or loaded with the axles above the top of gondola cars cannot be placed next to a car placarded explosives A, poison gas or a loaded tank car except for one placarded "combustible".

1004.14. UNIT COAL TRAINS EQUIPPED WITH AUXILIARY DUMP SYSTEMS

The trains listed below are equipped with an air dump system for automatic unloading and must be operated from the indicated unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the "location to begin charging dumping system" the locomotive-to-auxiliary train line hose must be reapplied and the end cock on the locomotive opened to permit charging the system for unloading.

Train Designator	Name	Location to Begin Charging Dump System	Unloading Location
U148-U172	Taft	Sanford, Fl.	Orlando, Fl.
U140-U147	Lakeland	Wildwood, Fl.	Lakeland, Fl.
U120-U132	Hague	Baldwin, Fl.	Gainesville, Fl.
N130-N131	Tampa Elec.	Tampa, Fl.	Sutton, Fl.
N110-N129	Cry. Riv.	Red Level Jct.	Crystal Riv., Fl.
T140-T141	Brooksville	Tampa, Fl.	Brooksville, Fl.
N250-N272	Stilesboro	Etowah, Tn.	Cartersville, Ga.
N200-N240	Harllee	Atlanta, Ga.	Harllee, Ga.
U250-U269	Jac Mac	Atlanta, Ga.	Jac Mac, Ga.
U280-U288	Pascagoula	Mobile, Al.	Pacagoula, Ms.
U230-U232	Gaston	Lagrange, Al.	Ala Power Wilsonville Al.

At the loading facility, after these trains have been loaded they must be inspected to determine:

1. The locomotive-to-auxiliary train line has been removed and,
2. All hoses are coupled and angle cocks properly positioned.

If for any reason it becomes necessary to charge the rapid discharge dumping system - extreme caution must be used.

Along line of road when making an inspection of the train per operating Rule 56, paragraph #2 all rapid discharge hosese must be checked to determine they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then re-coupled, the auxiliary dump hoses must be reconnected.

1004.17. Sperry Rail Test Car -

Restricted equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1004.18. Trains Handling Flat Cars With Reporting Marks GTTX

All trains handling flat cars with reporting marks GTTX and car type code F126, must observe the following precautions in switching movements:

1. When coupling to standing equipment, movement must be stopped short of equipment. It must be known that couplers and knuckles are properly positioned.
2. When making coupling to standing equipment, use no more force than necessary to make coupling.
3. When shoving cars, use no more throttle than necessary to prevent excessive buff force while shoving.

1006.00. RADIO PROCEDURES

1006.02. SELECTING CHANNEL NUMBERS

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

ALL CHANNEL RADIO POSITIONS

Table 208. AAR Radio Channel Usage

Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

1006.04. INITIATING A RADIO CALL-IN

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:

a) Trackstar III Radio - Set DETM-TONE switch in DTMF position. Press the select button until the call-in number is displayed. Press the send button for two seconds and release.

b) Motorola MCX's (early model radio) - Rotate tone switch until the call-in number is displayed and the light to the left of tone display indicates DTMF. Press the DISP button for two seconds and release.

c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.

d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.

2. Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1006.05. EMERGENCY RADIO CALL-IN PROCEDURE

When an emergency arises as defined in Operating Rule 415, the following prodedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using;

   a) Trackstar III radio set DTMF-Tone switch in DTMF position.

   Press the SELECT button until the call number 9 is displayed

   Press the SEND button for two secods and release.

   b) Motorola MCX's (Early Model), rotate the TONE switch until the call number 9 is displayed and the light to the left of the tone display indicates DTMF. Press DISP button for two seconds and release.

   c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.

   d) Mobile radios equipped with TOUCH-TONE Microphones, press the call number 9 button for two seconds and release.

2. An answer-back tone will **not** be heard.

3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;

   a) Transmitting unit (train identification or title and name),

   b) Precise location,

   c) Specific train dispatcher console (several may be coded in), and

   d) Nature of the emergency.

4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-In.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement

   a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive developes problems that could affect the efficient operation of the train.

   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).

2. Enhanced Locomotive/Train Safety And Efficiency

   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.

3. Train Dispatcher/Mechanical Department Communication

   a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

   b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

   c) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.

   d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

4. Radio Rules Compliance

   a) All applicable radio rules 400 - through - 425 will apply.

   b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.

   c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

5. Mobile Units - To Telephone

   a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

      1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).

      2) Depress the access code for the desired base and wait for dial tone.

      3) If the base station is on the CSX network, dial the desired telephone number.

4) If the base is SDN, dial 1-700 then the CSX network number.

5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.

6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

6. Base Locations

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location. CSX (network) locations telephone is number is 8-388-5555.

A&WP WofA Subdivision

Table 209. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Lagrange, Ga (SDN)	16	88	631*	511#
Opelika, Al (SDN)	19	77	511*	511#
Chehaw, Al (SDN)	19	77	521*	521#
Tysonville, Al (SDN)	19	77	531*	531#
Montgomery, Al (CSX)	19	77	431*	431#
Newnan, GA (SDN)	19	77	501*	501#

Abbeville Subdivision

Table 210. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Abbeville, SC (SDN)	19	77	626*	626#
Elberton, Ga (SDN)	19	77	627*	627#
Athens, Ga (SDN)	19	77	616*	616#
Carl, Ga (SDN)	87	52	619*	619#

Alabama Mineral Subdivision

Table 211. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Birmingham, Al (CSX)	19	77	311*	311#
Ragland, Al (SDN)	19	77	341*	341#
Gadsden, Al (SDN)	19	77	351*	351#

Atlanta Term Subdivision

Table 212. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Atlanta, Ga (CSX)	19	77	611*	611#

Boyles Term Subdivision

Table 213. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Birmingham, Al (CSX)	19	77	311*	311#

Camak Subdivision

Table 214. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Camak, Ga (SDN)	16	88	625*	625#
Milledgeville, Ga (SDN)	16	88	626*	626#

Cartersville Subdivision

Table 215. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Pine Log Mt, Ga (CSX)	16	88	641*	641#
Pine Log Mt, Ga (SDN)	87	52	221*	221#

Etowah Subdivision

Table 216. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Chatsworth, Ga (CSX)	19	77	615*	615#
Pine Log Mt, Ga (CSX)	16	88	641*	641#
Pine Log Mt, Ga (SDN)	87	52	221*	221#

Georgia Subdivision

Table 217. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Social Circle, Ga (SDN)	16	88	623*	623#
Union Point, Ga (SDN)	16	88	624*	624#
Camak, GA (SDN)	16	88	625*	625#
Augusta, Ga (CSX)	19	77	571*	571#

Lineville Subdivision

Table 218. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Parkwood, Al (SDN)	16	88	639*	639#
Watkins, Al (SDN)	16	88	638*	638#
Westover, Al (SDN)	16	88	637*	637#
Talladega, Al (SDN)	16	88	636*	636#
Ashland, Al (SDN)	16	88	635*	635#
Lineville, Al (SDN)	16	88	634*	634#
Abanda, Al (SDN)	16	88	633*	633#
Roanoke, Al (SDN)	16	88	632*	632#
Lagrange, Ga (SDN)	16	88	631*	631#
Pine Mountain, Ga (SDN)	16	88	630*	630#

Manchester Subdivision

Table 219. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Senoia, Ga (CSX)	16	88	629*	629#

M&M Subdivision

Table 220. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Montgomery, Al (CSX)	19	77	431*	431#
Tyson, Al (SDN)	87	52	441*	441#
Georgiana, Al (SDN)	19	77	451*	451#
Evergreen, Al (SDN)	87	52	461*	461#
Brewton, Al (SDN)	19	77	462*	462#
Flomaton, Al (CSX)	19	77	471*	471#
Perdido, Al (SDN)	87	52	481*	481#
Mobile, Al (CSX)	19	77	411*	411#

NO&M Subdivision

Table 221. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Mobile, Al (CSX)	19	77	411*	411#
St Elmo, Al (SDN)	87	52	421*	421#
Fontainebleau, Ms (SDN)	19	77	441*	441#
Bay St Louis, Ms (SDN)	87	52	431*	431#
New Orleans, La (CSX)	19	77	421*	421#

PD/P&A Subdivision

Table 222. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Pensacola, Fl (CSX)	19	77	311*	311#
Deerland, Fl (SDN)	19	77	331*	331#
Cypress, Fl (SDN)	19	77	351*	351#

S&NA South Subdivision

Table 223. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Birmingham, Al (CSX)	19	77	311*	311#
Parkwood, Al (SDN)	16	88	639*	639#
Varnons, Al (SDN)	19	77	321*	321#
Mountain Creek, Al (SDN)	16	88	331*	331#
Montgomery, Al (CSX)	19	77	431*	431#

W&A Subdivision

Table 224. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Signal Mntn, Tn (CSX)	19	77	621*	621#

Table 224. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Chatsworth, Ga (CSX)	19	77	615*	615#
Chatsworth, Ga (SDN)	16	88	231*	231#
Cartersville, Ga (SDN)	16	88	211*	211#
Pine Log Mt, Ga (CSX)	19	77	641*	641#
Pine Log Mt, Ga (SDN)	87	52	221*	221#

1040.00.MISCELLANEOUS INSTRUCTIONS

1040.01. Computerized Work Order System

1. Trains are now operating, excluding unit trains, under the computerized work order system. When picking up waybills at origin (on duty) point, crews will receive a work order printout of train with an assigned work order number.

   This work order will furnish all train content information, including haz mat printouts. The first print on work order will list the inline of the train with associated fields for each car and is to be completed as designated by the conductor, noting milepost, date/times, track, direction of all cars handled and completed form turned-in at destination with waybills.

   Any car picked-up or set out on line or road, not showing on work order, will be booked on Form 6506 (green). There will be no exceptions to this booking procedure. All demurrage records, station placement records will key off this information thus it is imperative that work order/6506 is accurate and completed listing all cars.

2. To insure that we consistently meet customer expectations, conductors or yard foremen on assignments specified in special instructions are required to:

   Call customer service operations in Jacksonville, Fl. upon going on on duty for the purpose of verification and understanding of work to be performed, and any special customer needs.

   Upon completion of duty, and after faxing work order to Jacksonville, conductors and foreman are required to call to verify that work order has been received and to discuss any exceptions.

   In situations where compliance with these instructions cannot be accomplished within the limits of hours of service, the call will be completed by the relieving conductor or any available non covered personnel where a relief crew is not provided.

1040.03. Tank Car Inspection

In addition to the inspection requirements of cars placed in a train where no car inspector is on duty, all DOT specification tank cars must be inspected to ensure such cars are equipped with a "Double Shelf Coupler" vertical restraint system. Such cars, not so equipped, must not be placed in the train and the proper authority so notified.

DOT specification tank cars can be identified by the DOT specification number stenciled on the BR and AL sides in 1 1/2 inch letters and numbers.

1040.04. Loaded Tank Cars Cut Off In Motion

Loaded placarded tank cars which are cut off in motion for coupling must be handled in not more than 2-car cuts, and cars cut off in motion to be coupled directly to a loaded placarded tank car must also be handled in not more than 2-car cuts.

1040.05. Run Thru Switches

The only switches that may be trailed through are switches designated as spring switches. At certain locations, we may have hand-operated switches, that in the past were designated as "run through switches", these switches must be operated by hand before equipment passes over the switches.

1040.06. C30-7, GE Locomotives

"Due to the extreme difference in walkway height or distance between the walkway platforms on C30-7 Santa Fe General Electric locomotives coupled to CSX units, do not attempt to cross between these units while moving. In order to crossover safely between the units, the movement must be stopped and extreme caution must be used, being alert to the potential for tripping or falling".

1040.07. Air Hose Couplings, Intermodal Trains

In order to secure all air hose couplings on intermodal trains, when trainmen are making track doubles prior to train departure from yards, or when picking up or setting out cars on line of road, the trainmen must TY-Rap the air hoses at these coupling locations.

Drawing of the TY-Rap application procedure and the TY-Rap ordering numbers from the materials department, have been mailed to all crew supply points where a sufficient number of copies will be made for each trainman/switchman to have a copy.

1040.08. Inspecting Gondolas Containing Hazardous Materials

All yards and interchange points to, in addition to the normal required inspection, place special emphasis on inspecting gondolas containing hazardous materials, hazardous substances, or hazardous wastes (48 or 49 series STCC'S).

These cars must be inspected to ensure the following:

1. The gondola must not be leaking any liquid or solid material.
2. The gondola must be in good condition (no holes, etc.).
3. The gondola must be securely covered with a tarpaulin or an equivalent covering.
4. The gondola must be marked with an orange panel, placard, or a square-on-point configuration displaying the four digit hazardous materials identification number.

If a gondola is received from a foreign railroad at an interchange point, and it does not meet the above requirements, the gondola must be rejected. Any gondola discovered on CSXT which does not meet the above conditions must be stopped and the Hazardous Materials Department immediately notified so that corrective action can be taken.

1040.10. Dragging Equipment

Detector Instructions

Note: Note - Reference to crew members on or near the rear of the train applies to employees when occupying the caboose of a freight train and to the flagman on passenger trains.

1. Trains passing Dragging Equipment Detector locations may proceed providing voice communication is received from detector location when rear of train passes stating CSX Railroad, Milepost and no defects. While train is passing detector location and dragging equipment is located, the following will occur, 1000 cycle interrupted tone will be announced by radio for approximately 10 seconds for each dragging equipment detected, when rear of train passes and detector radio will announce CSX Railroad detector, Milepost, dragging equipment near axle, number, and total axle count. This detector is capable of detecting three (3) dragging equipment indications. If there are more than three (3) or a malfunction of equipment in detector, voice communication from detector will announce detector malfunction, check entire train. Trains stopped by detector for dragging equipment indication and an axle count is given must be checked 20 axles each side of count given if no trouble is located near axle count announced. Trains stopped by detector malfunction enunciation must check entire train.

   Crew members on an engine must communicate to each other as the engine passes the detector location. If radio-equipped and there is a crew member near the rear, a crew member on the engine must alert the crew member near the rear of the train that train is passing detector. This transmission must be acknowledged immediately. However, if a crew member near the rear of the train is not alerted by a crew member on the engine, the crew member near the rear of the train is not relieved of the responsibilities to listen for the radio report of the inspection, and to take the required action.

   A detector will not function accurately when a train either stops or moves slower than 5 miles per hour over the defect detector. Should a detector indicate a defect under either of these conditions, the train must be stopped and a complete walking inspection of the train must be performed before proceeding.

   Information received concerning the defect and the results of the inspection must be given promptly to the train dispatcher and must be entered on the proper form and forwarded as prescribed by instructions.

   When there is evidence that a detector is not working properly, this fact must be reported promptly to the train dispatcher and the information must be entered on the proper form and forwarded as prescribed by instructions.

   Inspections made by detectors do not relieve employees from performing his required visual inspections.

1040.11. Ascending/Descending Steps On Locomotives

Employees must not attempt to ascend or descend steps on locomotives until the movement has come to a complete stop.

1040.12. Yarding Trains Through Turnouts And Crossovers

In order to prevent derailments, the following procedure will govern when yarding trains in terminals where the train is moving through turnouts or crossovers.

Except in case of emergency, engineers will not use independent brake during the stopping or slow down of trains. If throttle modulation or dynamic brakes will not satisfactorily control speed, the automatic brake will be used, keeping locomotive brakes actuated off.

Any train with a known train line initiated emergency will stop before entering the first yard switch and condition train brakes by making at least a fifteen pound brake pipe reduction.

1040.13. Shoving/Back Up Moves With Over 50 Cars

When making shoving and or back up moves with over fifty (50) car lengths and it is necessary to apply the train brake automatic brake to control speed, the movement must come to a full stop before the train brake is released. Buff forces must be kept to a minimum while stops are being made. Train brakes must be released before movement continues.

This does not change instructions for shoving and or back up moves on slide at Tilford Yard or deliveries to N/S Inman yard.

Reference general procedures, paragraph #2, on page 3-13; 12 axles when backing more than 50 cars.

1040.14. Derailments With No Crew Member On Rear

In the event of a derailment involving a train with no crew member on the rear, every available effort must be made, if it is safe to do so, to get around the head portion of the derailed cars and inspect the rear portion of the train. While it may be necessary to travel a considerable distance, it is essential to ensure that no other cars are involved or, if other cars are involved, the necessary information regarding these cars is obtained.

1040.15. One Locomotive Handling Empty Hopper Trains

Trains must operate with only one (1) "CW44 A.C." unit on line on empty hopper trains. If the ambient temperature is above 40 degrees, all other units will be shut down.

1040.18. Locomotive Defects

For reporting purposes and the prioritizing of locomotive defects, these defect priority assignments have been established as follows:

1. Red - Train has a locomotive problem that will delay this train and other trains will be delayed as a result.
2. Yellow - Train has a locomotive problem that will affect this trains performance but not delay other trains.
3. Green - An incident ot or condition of a locomotive which will not affect the trains performance but which must be addressed at the next terminal.

The employee will determine with the crew the priority of the locomotive problem, either a "RED" or "YELLOW" alert, and the engineer will contact the mechanical desk at extension 5555 via mobile access where equipped and advise the alert condition and type of defects. If unable to contact the mechanical desk via mobile access, the T&E employee will contact the train dispatcher who will connect them with the mechanical desk via the road channel radio.

T&E employees will, in a timely manner, report "GREEN" locomotive incidents to the train dispather using the following codes and their respective defects only as listed below. The train dispatcher will then report the defect to the mechanical desk via C.A.D.S. using the "DSLR" function.

ALD - Alerter Defect

APP - Air Pressure Problem

ARD - Air Conditioner Defect

BHD - Bell/Horn (except lead unit)

BRD - Brake Shoe/Rigging Hand Brake Defect

CHD - Cab Heater Defect

CRD - Cab Door Window/Seat

DLD - Crossing/Warning Light(s) Defective

DWP - Dwors Related Problem

ERP - Exhaust Related Problem

FLP - Flange Lubrication Problem

FSC - Fuel Sensor Component Failure

FWD - Flat Wheel Defect

HCD - Hump Control Defect

HLD - Head Light Defect

HTD - Head Of Train Device Defect

LIP - Lighting Problem

PSD - Pacesetter Problem

RAD - Radio Related Defect

RDD - RDU Related Defect

SRP - Sand Inoperative/Out Of Sand/Wet Sand

TOD - Toilet Defective

WCP - Water Cooler Problem

WWP - Windshield Wiper Problem

1040.20. Issue And Distribution Of General Bulletins

General bulletin districts with the subdivisions for each district are listed in the chart below. Each district has its own unique number series. The North District Bulletins are the 100 series, South District 400 series, Atlanta Terminal District 300 series, East District 200 series, and West District 500 series.

District	Subdivisions/Terminals
Atlanta Terminal	Atlanta Terminal
North	W&A Cartersville Etowah
East	Georgia Camak Abbeville Gainesville Midland Manchester

District	Subdivisions/Terminals
South	M&M PD NO&M Selma Southern Alabama
West	A&WP/WofA S&NA South Birmingham Mineral Alabama Mineral Lineville Boyles Terminal Manchester

NOTES:

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TONNAGE CHART

ATLANTA SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
A&WP SUBDIVISION							
Montgomery to Opelika	1700	2200	2550	3400	4050	4400	5950
Opelika to Atlanta	2000	2600	3000	4000	4750	5200	7000
Atlanta to E. Pnt(N.S.)	2300	3000	3450	4600	5450	5950	8050
East Point to Opelika	1950	2550	2900	3900	4600	5050	6800
Opelika to Montgomery	3000	3950	4500	6000	7150	7800	10500
Selma and Montgomery	2950	3850	4400	5900	7000	7650	10300
ABBEVILLE SUBDIVISION							
Atlanta to Abbeville	1450	1900	2200	2950	3500	3800	5150
Abbeville to Atlanta	1450	1900	2200	2950	3500	3800	5150
ALABAMA MINERAL SUBDIVISION							
Boyles to Green	1650	2200	2500	3350	3950	4350	5850
Gadsden to Wellington	1600	2100	2400	3200	3800	4150	5600
Wellington to Rock Sprgs	1300	1700	1950	2600	3050	3350	4550
Rock Springs to Gadsen	1900	2500	2850	3800	4500	4900	6650
Green to Boyles	2150	2850	3250	4350	5150	5650	7600
Guntersville to Lane	750	1000	1150	1550	1800	2000	2700
Lane to Albertville	1200	1550	1800	2400	2850	3100	4200
Albertville to Gadsen	1650	2200	2500	3350	3950	4350	5850
Gadsen to Littleton	1600	2100	2400	3250	3850	4200	5650
Littleton to Mntnboro	750	1000	1150	1550	1800	2000	2700
Mntnboro to Gntrville	1550	2000	2300	3100	3650	4000	5400
CAMAK SUBDIVISION							
Camak to Granite Hill	1700	2250	2550	3450	4100	4450	6000
Granite Hill to Macon	1850	2450	2800	3750	4450	4850	6550
Macon to Sparta	1450	1900	2200	2950	3500	3800	5150
Sparta to Camak	1800	2350	2700	3600	4250	4650	6300
CARTERSVILLE SUBDIVISION							
Rockmart and Cartersvile	2150	2850	3250	4350	5150	5650	7600
ETOWAH SUBDIVISION							
Etowah to Junta	2550	3350	3800	5100	6050	6600	8900
Junta to Etowah	2350	3100	3500	4700	5600	6100	8200
Etowah to Appalachia	2100	2750	3150	4200	5000	5450	7350
Appalachia to Farner	1000	1350	1500	2050	2400	2650	3550
Farner to Blue Ridge	1400	1800	2100	2800	3300	3600	4900
Blue Ridge to Copperhill	2200	2900	3300	4450	5300	5750	7750
Copperhill to Stansbury	1000	1300	1500	2000	2350	2600	3500
Stansbury to Etowah	2100	2750	3150	4200	5000	5450	7350
Murphy Jct. to Murphy	950	1250	1400	1900	2250	2450	3300
Murphy to Murphy Jct.	1000	1350	1500	2050	2400	2650	3550

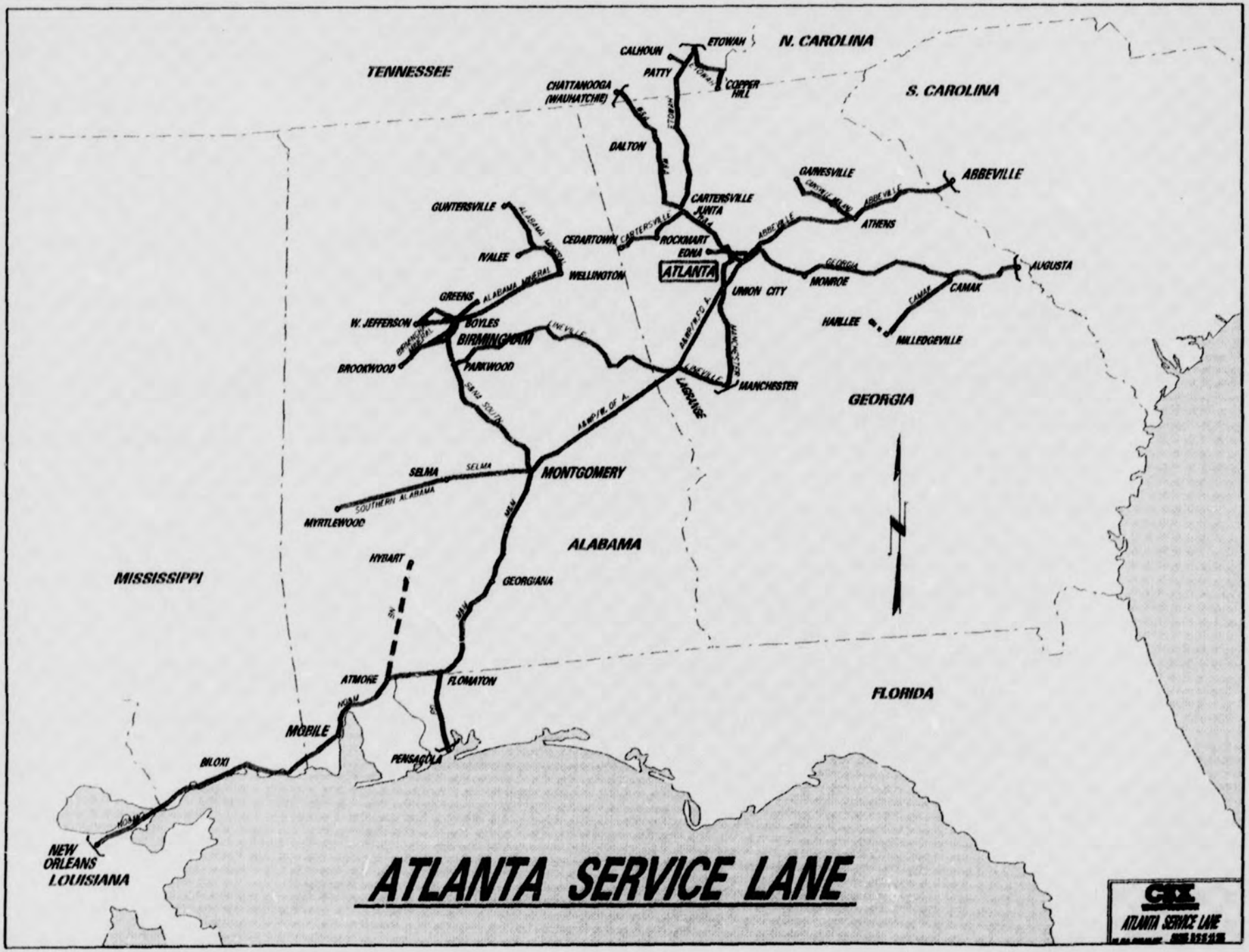
ATLANTA SERVICE LANE TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
GAINESVILLE MIDLAND SUBDIVISION							
Gainesville to Jefferson	1300	1700	1950	2650	3150	3400	4600
Jefferson to Athens	1600	2100	2400	3200	3800	4150	5600
Athens to Oconee Heights	1600	2100	2400	3200	3800	4150	5600
Oconee Hts. to Jefferson	1850	2400	2750	3700	4400	4800	6450
Jefferson to Belmont	800	1050	1200	1600	1900	2050	2800
Belmont to Gainesville	1350	1800	2050	2750	3250	3550	4800
GEORGIA SUBDIVISION							
Atlanta to Union Point	2100	2750	3150	4200	5000	5450	7350
Union Point to Augusta	2600	3400	3900	5200	6150	6750	9100
Augusta to Camak	1950	2550	2900	3900	4600	5050	6800
Camak to Union Point	2500	3300	3750	5050	6000	6550	8800
Union Point to Lithonia	1850	2450	2800	3750	4450	4850	6550
Lithonia to Atlanta	2500	3300	3750	5050	6000	6550	8800
LINEVILLE SUBDIVISION							
Manchester & So LaGrange	1850	2450	2800	3750	4450	4850	6550
So LaGrange & Birmingham	1500	1950	2250	3000	3550	3900	5250
MANCHESTER SUBDIVISION							
Atlanta and Manchester	1900	2500	2850	3850	4550	5000	6700
M&M SUBDIVISION							
S&N Yard and Sibert	2100	2750	3150	4200	5000	5450	7350
NO&M SUBDIVISION							
Sibert and Gentilly	3550	4650	5300	7100	8450	9200	12400
PD–P&A SUBDIVISION							
Flomaton to Cantonment	2600	3400	3900	5200	6150	6750	9100
Cantonment to Goulding	2950	3850	4400	5900	7000	7650	10300
Goulding to Flomaton	2450	3200	3650	4900	5800	6350	8550
Goulding to Milton	2250	3000	3400	4550	5400	5900	7950
Milton to Deerland	1800	2400	2700	3650	4350	4700	6350
Deerland to Chattahooche	2600	3400	3900	5200	6150	6750	9100
Chattahooche to Galliver	1900	2500	2850	3800	4500	4900	6650
Galliver to Goulding	2400	3150	3600	4800	5700	6200	8400

ATLANTA SERVICE LANE
TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
S&NA SOUTH SUBDIVISION							
Boyles to S&N Yard	2100	2750	3150	4200	5000	5450	7350
S&N Yard to Calera	1650	2200	2500	3350	3950	4350	5850
Calera to Boyles	2150	2800	3200	4300	5100	5550	7500
Shannon to Bessemer	1850	2400	2750	3700	4400	4800	6450
Boyles to Divide	1100	1450	1650	2250	2650	2900	3900
Divide to W.Jefferson	4000	5250	6000	8000	9500	10400	14000
Byles to Bess.via Ensley	2500	3300	3750	5050	6000	6550	8800
Bess. to Byles viaEnsley	3000	3950	4500	6000	7150	7800	10500
Bessemer to Brookwood	1200	1550	1800	2400	2850	3100	4200
Brookwood to Shannon	1350	1750	2000	2700	3200	3500	4700
Bessemer to Magella	1700	2250	2550	3450	4100	4450	6000
Magella to Bessemer	2500	3300	3750	5050	6000	6550	8800
Chetopa to Boyles	1700	2250	2550	3450	4100	4450	6000
W&A SUBDIVISION							
Wauhatchie to Kingstown	2450	3250	3700	4950	5900	6400	8650
Kingston to Junta	2450	3250	3700	4950	5900	6400	8650
Junta to Tilford	2100	2800	3150	4250	5050	5500	7400
Tilford to Kennesaw	2050	2700	3100	4150	4900	5350	7250
Kennesaw to Junta	2600	3400	3900	5200	6150	6750	9100
Junta to Mile Post 127.3	2400	3150	3600	4800	5700	6200	8400
MP 127.3 to Wauhatchie	3350	4400	5000	6700	7950	8700	11700

Note: When AC44CW or AC60CW locomotives are operated in single unit head end service, their rating will be reduced by 10%.


TENNESSEE
N. CAROLINA
S. CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
FLORIDA
CALHOUN
ETOWAH
PATTY
COPPER HILL
CHATTANOOGA (WAUHATCHIE)
DALTON
GAINESVILLE
ABBEVILLE
GUNTERSVILLE
CARTERSVILLE JUNTA
CEDARTOWN
ROCKMART
EDNA
ATLANTA
ATHENS
IVALEE
WELLINGTON
GREENS
W. JEFFERSON
BOYLES
BIRMINGHAM
BROOKWOOD
PARKWOOD
UNION CITY
MONROE
AUGUSTA
CAMAK
HARLEE
MILLEDGEVILLE
MANCHESTER
LAGRANGE
SELMA
MONTGOMERY
MYRTLEWOOD
HYBART
GEORGIANA
ATMORE
FLOMATON
MOBILE
PENSACOLA
BILOXI
NEW ORLEANS
LOUISIANA
ATLANTA SERVICE LANE

1047.00 SPEED TABLE

Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour
0 45	80.00	1 32	39.13	2 19	25.90
0 46	78.26	1 33	38.71	2 20	25.71
0 47	76.59	1 34	38.29	2 21	25.53
0 48	75.00	1 35	37.89	2 22	25.35
0 49	73.47	1 36	37.50	2 23	25.17
0 50	72.00	1 37	37.11	2 24	25.00
0 51	70.59	1 38	36.73	2 25	24.83
0 52	69.23	1 39	36.36	2 26	24.66
0 53	67.92	1 40	36.00	2 27	24.49
0 54	66.66	1 41	35.64	2 28	24.32
0 55	65.45	1 42	35.29	2 29	24.16
0 56	64.28	1 43	34.95	2 30	24.00
0 57	63.16	1 44	34.61	2 31	23.84
0 58	62.07	1 45	34.29	2 32	23.68
0 59	61.02	1 46	33.96	2 33	23.53
1 00	60.00	1 47	33.64	2 34	23.38
1 01	50.02	1 48	33.33	2 35	23.23
1 02	58.06	1 49	33.03	2 36	23.08
1 03	57.14	1 50	32.73	2 37	22.93
1 04	56.25	1 51	32.43	2 38	22.78
1 05	55.38	1 52	32.14	2 39	22.64
1 06	54.54	1 53	31.86	2 40	22.50
1 07	53.73	1 54	31.58	2 41	22.36
1 08	52.94	1 55	31.30	2 42	22.22
1 09	52.18	1 56	31.03	2 43	22.08
1 10	51.43	1 57	30.77	2 44	21.95
1 11	50.70	1 58	30.51	2 45	21.82
1 12	50.00	1 59	30.25	2 46	21.69
1 13	49.31	2 00	30.00	2 47	21.56
1 14	48.65	2 01	29.75	2 48	21.43
1 15	48.00	2 02	29.51	2 49	21.30
1 16	47.37	2 03	29.27	2 50	21.18
1 17	46.75	2 04	29.03	2 51	21.05
1 18	46.15	2 05	28.80	2 52	20.93
1 19	45.45	2 06	28.57	2 53	20.81
1 20	45.00	2 07	28.34	2 54	20.70
1 21	44.44	2 08	28.12	2 55	20.58
1 22	43.90	2 09	27.91	2 56	20.45
1 23	43.37	2 10	27.69	2 57	20.34
1 24	42.86	2 11	27.48	2 58	20.22
1 25	42.35	2 12	27.27	2 59	20.11
1 26	41.86	2 13	27.07	3 00	20.00
1 27	41.38	2 14	26.87	4 00	15.00
1 28	40.91	2 15	26.66	6 00	10.00
1 29	40.45	2 16	26.47	12 00	5.00
1 30	40.00	2 17	26.28		
1 31	39.56	2 18	26.09		

180274 C
A

CSX

TRANSPORTATION

BALTIMORE SERVICE LANE TIMETABLE No. 1

EFFECTIVE

THURSDAY, MAY 1, 1997

AT 0001 HOURS

CSX STANDARD TIME

3916

E.A. Hill, Jr.
General Manager

BALTIMORE SERVICE LANE TIMETABLE
TABLE OF CONTENTS

PHONE NUMBERS

Emergency only:

Baltimore Service Lane Chief Dispatcher	
Jacksonville	1–800–232–0143
Police and Fire Departments	1–800–232–0143

Non–Emergency situations:

Baltimore Service Lane Chief Dispatcher	
Jacksonville–(Bell)	1–904–381–2784
(Company)	388–2784
Baltimore Service Lane **Safety Hot Line**	
(Bell)	1–301–347–5008
(Company)	462–5008
(Fax) – Bell	1–904–381–2611
– Company	(RNX 388)–2611
(Printer)	OP4

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators –	
E.S. Pack	304–645–4604
G.J. Muneio	941–741–8195
Team Captains --	
Akron, Oh.	
L. Lakos	330–928–8126
Baltimore, MD.	
J. Buie	410–488–6186
E. Hofman	410–355–4731
Brunswick, MD.	
F. Staubs	304–535–6857
Cleveland, Oh.	
T. Walker	330–225–8290
Connelsville, Pa.	
R. Matthias	412–887–4874
Cumberland, Md.	
K. Jenkins	301–689–2113
J. May	814–842–6535
G. Robinette	301–722–6325
G. Davis (Mech)	301–724–6685
Curtis Bay, Md.	
R. Brittian (Mech)	410–289–1965
Martinsburg, WVA.	
H. Albright	304–263–0129
New Castle, Pa.	
S. Hasson	330–792–4518
Philadelphia, PA.	
T. Mirachi	610–544–6399
Pittsburgh, Pa.	
W. Dellinger (East End Signal)	412–455–6368
R. Jenkins	412–521–7987
Richmond, VA.	
J. Norris (RF&P)	804–730–1213
P. Chik (RF&P)	540–972–2435
H. Williams (Mech)	804–737–2411
T. Zetterstrom (Signal)	804–448–4704
Wilsmer, DE.	
B. White	302–322–0547
Willard, Oh.	
D. Simpson	419–935–8262
P. Hamonds	419–933–8025

BALTIMORE SERVICE LANE

4724 HOLLINS FERRY ROAD
BALTIMORE, MD 21227

Baltimore Service Lane Officers

E.A. Hill, Jr.
General Manager

C.M. Sanborn Supt. Field Operations (Pittsburgh, PA)	J.E. Snyder Supt. Transporataion (Jacksonville, FL)	E.J. Keller Dir. Service Lane Admin.	J.D. Putterman Dir. Of Finance

A.J. Opachick
Chief Train Dispatcher
(Jacksonville, FL)

K.L. Johnson Division Engineer	D.K. Koerner Mech. Superintendent	P.F. Muccino Manager Claims	S.L. Gregory, III Supt. Of Police

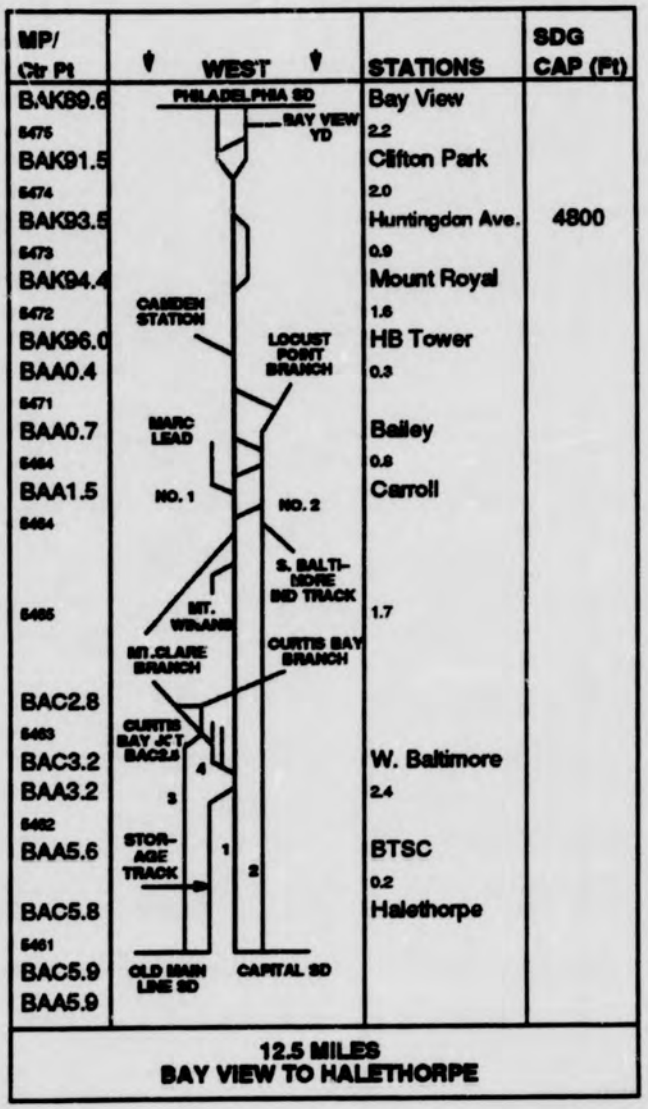
Location and Names	Title
Akron/Cleveland, OH	
L.J. Blanchard	Trainmaster
Baltimore, MD	
P.D. Rahn	Sr. Road Foreman of Engines
W.C. Benson	Road Foreman of Engines
R.J. Freeman	Trainmaster
T.M. Hart	Trainmaster
R.F. Satterwhite	Trainmaster
C.E. Conway	Manager–Passenger Operations
J.M. Gray	Manager–Passenger Operations
T.L. Lentz	Assistant Manager Administration
Baltimore Terminal Officers	
J.R. Morris	Terminal Superintendent
E.J. Cindric	Asst. Terminal Superintendent
F.J. Beccio	Trainmaster
R.J. Comer	Trainmaster
G.A. Fergusson	Trainmaster
R L. Plitt	Trainmaster
T.D. Turner	Trainmaster
C.A. Happel	Assistant Trainmaster
S.W. Price	Assistant Trainmaster
L.P. Robinson	Assistant Trainmaster
R.T. Stern	Assistant Trainmaster
Brunswick, MD	
N.N. Moore	Trainmaster
Connellsville, PA	
L.R. Koster, III	Road Foreman of Engines
Cumberland, MD	
J.J. O'Brien	Terminal Manager
G.V. Price	Trainmaster
D.D. Pryor	Trainmaster
D.E. Bittner	Assistant Trainmaster
H.A. Garvin	Assistant Trainmaster
M.L. Stumbaugh	Road Foreman of Engines

Location and Names	Title
Defiance, OH	
C.R. Barrison	Trainmaster
Hagerstown, MD	
H.W. Minnick	Trainmaster
Hanover, PA	
T.F. Barron, Jr.	Trainmaster
Jacksonville, FL	
D.W. Hermes	Service Lane Coordinator
J.S. Lemaster	Service Lane Coordinator
J.G. Miceli	Service Lane Coordinator
B.J. Overbay	Service Lane Coordinator
D. Turner	Service Lane Coordinator
L.D. Purdie	Manager Crew Calling
R.G. Mente	Manager Manpower
R.A. Haenszel	Manager Customer Service
Jessup, MD	
J.D. Sweeney	Trainmaster
Lordstown, OH	
J.D. Nagy	Assistant Trainmaster
New Castle, PA	
K.A. Griffin	Trainmaster
W.G. Snyder	Road Foreman of Engines
Philadelphia, PA	
B.F. Hyler	Trainmaster
J.F. Sturgill	Assistant Trainmaster
S.C. Deery	Assistant Trainmaster
J. Schakola, Jr.	Road Foreman of Engines
Pittsburgh, PA	
W.A. Reich	Terminal Manager
D. Bendick	Trainmaster
R.J. Wehrle	Trainmaster
J.C. Harr	Assistant Trainmaster

Location and Names	Title
Richmond, VA	
R.A. Wilson	Road Foreman of Engines
Willard, OH	
B.W. Wilkinson	Terminal Manager
E.V. Lemmon	Trainmaster
S.A. Stawicki	Trainmaster
L.R. Weaver	Trainmaster
J.P. Whittenberger	Trainmaster
R.L. Paull	Assistant Trainmaster
R.E. Shehan	Road Foreman of Engines
Wilsmere, DE	
J.A. Allen	Terminal Manager
R.L. Trincia Sr.	Assistant Trainmaster

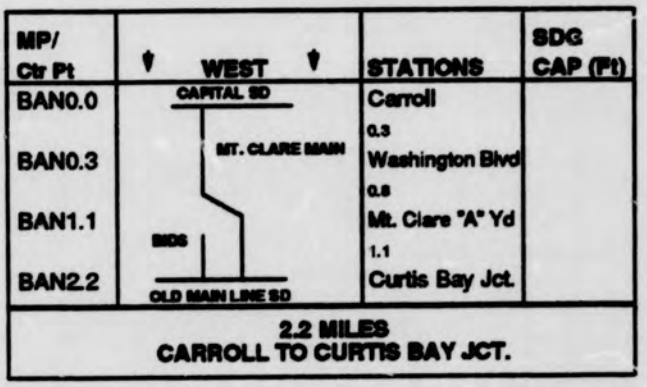
10.0 BALTIMORE TERMINAL SUBDIVISION - BZ

11.0 STATIONS LISTING AND DIAGRAM



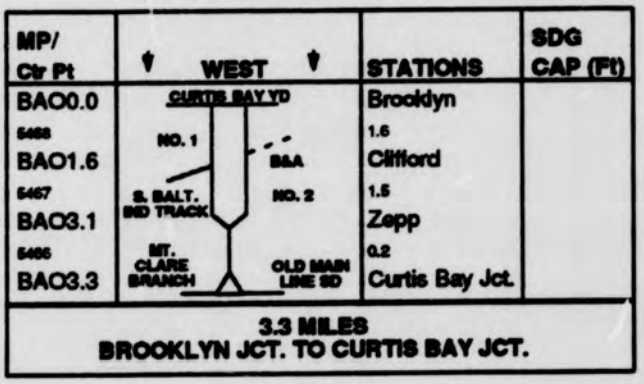
12.5 MILES
BAY VIEW TO HALETHORPE

Mt. Clare Branch



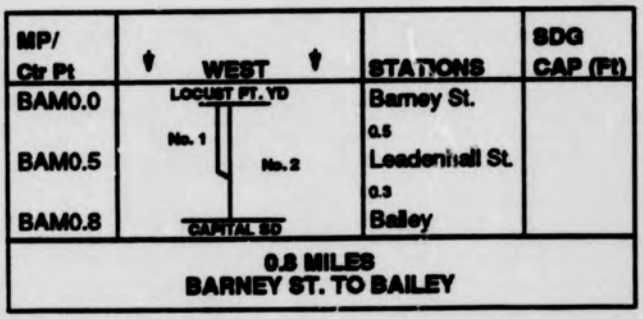
2.2 MILES
CARROLL TO CURTIS BAY JCT.

Curtis Bay Branch



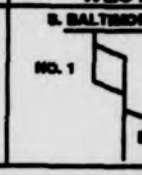
3.3 MILES
BROOKLYN JCT. TO CURTIS BAY JCT.

Locust Pt. Branch



0.8 MILES
BARNEY ST. TO BAILEY

Westport Branch

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BRN0.5		Westport	
		0.5	
BAS0.0		Mt. Winans	
		1.7	
BAS0.5		Yard Limits	
2.2 MILES WESTPORT TO YARD LIMITS			

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Philadephia	Baltimore	63
Hanover	Baltimore	29
Capital	Baltimore	7
Old Main Line	Baltimore	59

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
BAK89.6 Bay View and BAA05.9 Halethorpe (Notes 2-3-4)	2o5-271(93)
BAC02.8 Curtis Bay Jct. and BAC05.9 Halethorpe	265-271(93)
BAM00.0 Barney St. and BAM00.8 Bailey	265-271(93)
BAN00.0 Carroll and BAN00.3 Washington Blvd.	265-271(93)
BAN00.3 Washington Blvd. and BAN02.2 Curtis Bay Jct.(note 1)	(93)
BAO00.0 Brooklyn and BAO03.3 Curtis Bay Jct.	265-271(93)

Table 2. Authority for Movement

Between Location/Mile Post	Rules
BRN0.5 Westport and BAS0.5 Mt. Winans Yard Limits (notes 5-6)	D-251(93)

Note:

1. Mt. Clare Branch between BAN00.3 and BAN2.2 will be used as prescribed by Rule 105.
2. Rules 265-271 are in effect on all sidings.
3. Rule 274 is in effect for eatward helper engines only between WAS HB Tower and EAS Mt. Royal.
4. Rules 243-247 are in effect for westward movement on South Baltimore Industrial Track between Westport and Carroll.
5. Track must not be entered without verbal permission of the Train Dispatcher.
6. Rules 265-271 are in effect between the Westport Branch and West Baltimore on the connection track (No. 11, Mt. Winans).

12.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 3. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAK89.6 Bay View and BAK91.5 Clifton Park	Bay
BAK91.5 Clifton Park and BAK93.5 Huntingdon Ave.	Clifton
BAK93.5 Huntingdon Ave. and BAK94.4 Mt. Royal	Royal
BAK94.4 Mt. Royal and BAA00.4 HB	Tunnel
BAA00.4 HB and BAA00.7 Bailey	Ham
BAA00.7 Bailey and BAA01.5 Carroll	Bailey
BAA01.5 Carroll and BAA03.2 W. Baltimore	Carroll
BAA03.2 W. Baltimore and BAA05.9 Halethorpe	Hale
BAO00.0 Brooklyn and BAO01.6 Clifford	Brook
BAO01.6 Clifford and BAO03.3 Zepp	Zepp

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	MPH
BAK89.6 Bay View and BAA05.9 Halethorpe	50
BAN00.0 Carroll and BAN02.2 Curtis Bay Jct.	10
BAN03.3 Curtis Bay Jct. and BAO00.0 Brooklyn	15
BAM00.0 Barney St. and BAM00.8 Bailey	15
BRN00.5 Westport and BAS0.5 Yard Limits	10
BAC2.8 Curtis Bay Jct and BAC5.8 Halethorpe	20

13.2 SPEED RESTRICTIONS

Table 5. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BAK90.8 and BAK93.4	35	35
BAK93.4 and BAA00.8	25	25
North Avenue Passing Siding BAK93.5 and BAK94.4	10	10
Bailey		
East Leg of Wye	10	10
Camden Station		
(End of Track) and BAA00.5, MARC 1&2	15	15
MARC Tracks 1 and 2		
BAA00.5 and BAA00.8	25	25
Note: MP BAA00.5, the change point of this restriction, is the location of the Eastward absolute signals at HB on tracks Marc 1 & 2.		
BAA00.8 and BAA01.5	25	25
MARC Lead		
BAA00.8 and BAA01.2	30	25
BAA01.2 and BAA01.5	45	40
BAA01.5 and BAA03.1	50	40
BAA03.1 and BAA03.8	45	40
BAA03.8 and BAA05.8	50	40

14.0 EQUIPMENT RESTRICTIONS

Table 6. Equipment Restrictions

Location	Equipment	Restriction
BAK90.8 to BAK91.1 BAK93.2 to BAK94.4 BAA00.4 to BAA00.7 Main Track BAA01.0 to BAA01.3 No. 1 and 2 Track BAM0.0 to BAM0.8	95 ton or greater 3800-4800 cubic feet loaded covered hoppers	Comply with R.E. Rule 34
Locust Point Branch		Will not exceed 13 MPH

Table 6. Equipment Restrictions

Location	Equipment	Restriction
Bridge 1-C Eastern Avenue	Cars with gross weight exceeding 251,000 lbs.	10 MPH
Trappe Road under Bridge 1-C	Equipment in excess of 17'0"	Must not operate under bridge
Warner Street Siding	Cars with gross weight exceeding 240,000 lbs. Cars exceeding 55 feet over couplers. Engines other than GP15T, NW2, SW1, SW7, SW9, SW12, SW900	Must not operate
Bridge 7-A1 Curtis Bay	SD35, SD40, SD40-2 SD50, SW9, SW1200, U23B, U30B. Cars with gross weight exceeding 180,000. Coal hoppers.	Must not operate
Curtis Bay Coal Piers: Tracks between east end Thaw House and dumpers	Equipment except coal hoppers	Must not operate under probes
Mt. Winans: No. 2 Track Westport Branch	Cars exceeding 16'5" high	Must not operate
Mt. Winans: No. 1 Track Westport Branch	Cars exceeding 18'5" high	Must not operate
Marley Neck Branch	6-axle units	May operate to Benhill St. on Branch Main only. May not operate through curved leg of turnouts.
Seawall Branch	6-axle units	May operate to Vera St. on main only. May not operate through curved leg of turnouts.

Note: Trains containing Multi-levels or Double Stacked Containers must not operate on siding between Mt. Royal and Huntingdon Ave.

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.1 STANDARD CLOCKS

Table 7. Standard Clocks

Station	Location
Penn Mary	Penn Mary Yard Office
Locust Point	Locust Point Yard Office
Curtis Bay	Curtis Bay Yard Office
Riverside	Riverside Ready Room
Halethorpe	Terminal Dispatchers Office
Mt. Clare	Mt. Clare Ready Room

15.14 ENGINE HORN

1. **Between Clifton Park and HB Tower** - Use of Horn prohibited except in emergency.
2. **Locust Point Branch** - Engine horn must not be used between the hours of 0200 and 0600 except in emergency.
3. **Sparrows Point Branch** - The use of engine horn must be kept to a minimum, then only to alert vehicle traffic over streets and in emergencies.

15.26 BLUE FLAG

1. **Blue Flags** - The Old Eastbound track from a point located 200 feet west of No. 4 Shop Track switch to CO2 switch located at the east end of the Old Eastbound track is redesignated No. 5 Shop Track Curtis Bay. Blue flags and derails are in service at the following locations.
   a) Approximately 200 feet west of east switch No. 4 Shop Track, derail and blue flag installed.
   b) Approximately 200 feet west of CO2 switch located at east end of the former Old Eastbound Track, derail and blue flag installed CO2 switch to be lined and locked for diverting movement away from former Old Eastbound Track.
   c) Portable derails are in service on the Old Bethlehem Steel track and Jarvis Lumber track.
   d) Moduteck track (Old Harbison Walker Track) will be lined and locked for movement on the former Old Eastbound track.

   Permanent speed restriction of 5 MPH is in effect on the Old Eastbound Track between the crossover switch from No. 4 Brooklyn Track and the Old Eastbound Track to a point located 200 feet west of No. 4 Shop Track switch.

   When necessary for Yard Crews to enter No. 5 Shop Track Curtis Bay the Yardmaster on duty will make arrangements with Mechanical Department to enter track, recording the date, time and name of person granting permission.

   Mechanical Department will be notified when crew(s) are clear of No. 5 Shop Track by the Yardmaster, at which time the derails, locks and blue flags will be restored to service.

15.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
1-C	West of Becks over Conrail	BAL00.2
5	Bear Creek	BAL05.5
2-A	Bay View Yard over Amtrak	BAK88.4
8-A	Curtis Creek Marley Neck	BAC04.0

15.58 DEFECT DETECTORS

Table 8. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
BAK92.0 Waverly	AD	Voice Instructions

15.83-A TRAIN BULLETIN AND RELEASE FORM

Trains will receive Train Bulletin with Release Form as shown below:

Train Bulletin printer, train order printer, and fax machine located at the crews room at Riverside and Mt. Clare.

1. Train and engine crews originating at Baltimore and crews called to relieve a train on line of road except crews that are called to deadhead to Brunswick, Potomac Yard, Philadelphia or Wilsmere, must receive Train Bulletin with Release Form before occupying Main Tracks.
2. Passenger crews making more than one trip will receive a release form and train bulletin for each train they operate, unless otherwise instructed by the Train Dispatcher.
3. Passenger train and engine crews originating in Washington will receive Release Form and Train Bulletin at Washington before departing.

15.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

1. **Drawbridge** -
   a) **Curtis Bay Drawbridge** - When signal governing movement over drawbridge displays proceed (green), train may proceed without stopping. When signal displays stop (red), after movement has stopped and bridge tender has inspected bridge to determine it is safe, movement may be made on hand signal from bridge tender.
   b) **Gray - Bear Creek Drawbridge** - When signal governing movement of drawbridge displays proceed (green), train may proceed without stopping. When signal displays STOP (red) after movement has stopped and bridge tender has inspected bridge to determine it is safe, movement may be made on hand signal or verbal permission from the bridge tender. Green signal is eastward movement; yellow signal for westward movement. Westward movements to Grays Yard will ascertain that Bear Creek Drawbridge will be lined for movement before blocking Chesterwood and Cove Road crossings.

2. **Railroad Crossing At Grade**

Table 9. Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Penn Mary	Canton	—	Note 1
Penn Mary	Conrail	—	Note 2

Note

1. Rules 243-247 are in effect between the absolute signals. When absolute signal displays STOP aspect and no conflicting movement is evident on the Canton Railroad movement may proceed.
2. Stop signs are in place. Trains must stop and if no conflicting movement is evident on the Conrail Railroad, movement may proceed.

15.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   Trains will provide protection against vehicular traffic before moveing over highway or street crossings designated below:

Table 10. Road Crossing Grade

Location	Crossing	FRA No.
Curtis Bay Yd.	Pennington Ave.	140-362W
Curtis Bay Yd.	Quarantine Road	140-371V
Curtis Bay Yd.	Waterview Ave	140-384W

   In addition to complying with Rule 100 trains will stop before crossing. Manual control boxes are located on north and south side of crossing and are operated by switch key. Turning switch to "Take" position will cause highway traffic light to display red. After traffic is stopped, train will proceed over crossing. It is not necessary to operate switch to "Cancel" as traffic light will automatically display green after movement is completed.

2. **Warner, Ridgley, Bayard, Bush**

   These crossings are equipped with constant time motion detectors, Refer to Operating Rule 100-D.

3. **Hollins Ferry Road**

   Eastward trains on NO. 1 or No. 2 Track exceeding 2200 feet in length that receive other than a Clear aspect or Approach Medium aspect at West Baltimore will not foul Hollins Ferry Road unless they receive a signal aspect at Carroll to proceed. Eastward trains on Mt. Winans Lead will not foul Hollins Ferry Road without permission of the Train Dispatcher.

4. **Merritt Blvd. FRA 140-315N (Note 1)**

   Red or no light - Stop and flag crossing, Green - Proceed

5. **General Motors Crossing No. 314.7**

   Movements on other than main track will not exceed 2 MPH approaching crossing, as warning device will operate automatically only when crossing is occupied.

   Note

   a) Traffic type wayside signal located 20 feet east and west of crossing in service.

   b) **Mt. Winans** - When stop aspect is displayed for eastward trains on absolute signal at Mt. Winans, trains must stop west of Washington Blvd.

   c) **Hollins Ferry Road** - Crossing indicators located on north side of tracks 70 feet east of Hollins Ferry Road governs westward movements. The indicator on the right is for westward movements on No. 1 track. The one on the left is for westward movements on No. 2 track. Westward trains receiving an Approach or stop and Proceed aspect at Clifford must not foul Hollins Ferry Road until crossing indicator is flashing.

15.104 HAND OPERATED SWITCHES

Normal position of hand-operated switches located on Westport Branch connection track, 3,480 feet east of No. 4 Main Track switch at West Baltimore, is for movement on Westport Branch.

15.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement.

Table 11 (Page 1 of 2). Use of Specified Track

Location or Tracks	Instructions
South Baltimore Industrial Track	Movements on the South Baltimore Industrial Track will be made on permission of the train dispatcher. Eastward movements may accept signal aspect to proceed at Carroll as permission of train dispatcher. Conductor o engineer must report clear. After having reported clear of the track must not be re-entered without additional permission. Direction on the South Baltimore Industrial track is: 1. Carroll to Clifford - East 2. Clifford to Carroll - West
Locust Point Branch	Movements on No. 1 Track between Riverside and Barney St. will be made on permission of the AV Dispatcher, Jacksonville. Movements on No. 2 Track between Riverside and Barney St. will be made on permission of the Yardmaster at Locust Point. Movements on No. 1 Track between clearance point on Number 1 Riverside and shop tracks 3, 4, 5 and Barney St. will be made on permission of the AV Train Dispatcher, Jacksonville. Eastward movements for Locust Point Yard, unless otherwise instructed, will not pass Barney St. without permission of the Yardmaster at Locust Point.
Marley Neck Industrial Track End of track BBR0.0 and Brooklyn BBR8.0	Rule 105 applies

Table 11 (Page 2 of 2). Use of Specified Track

Location or Tracks	Instructions
Seawall Industrial track Crisp BBQ0.0 and end of track BBQ2.4	Rule 105 applies
Sparrows Point Branch	The yardmaster at Penn Mary will control movements on the Sparrows Point Branch between Becks, BAL0.0 and Gray BAL6.5.

15.274 REVERSE MOVEMENT OF EASTWARD HELPER ENGINES

Rule 274 is in effect between westward absolute signal HB Tower and eastward absolute signal Mt. Royal for eastward helper engines only. If helper engine is stopped in Howard Street Tunnel when assisting eastward train, crew will immediately cut helper engine off and reverse movement to westward absolute signal HB Tower and call Dispatcher, Jacksonville.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 12. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Penn Mary-YM	Continuous	28	Terminal
Locust Point-YM	Continuous	24	Terminal
Curtis Bay-YM	Continuous	70	Terminal
Dispatcher (AV)	Continuous	66	Wayside

Note: AV Train Dispatcher's call-in No. is 4. Bell

AV Train Dispatcher's telephone No. is 904-381-5418

AV Train Dispatcher's toll free No. is 1-800-921-2223. 1-800-921-2223.

16.0 MISCELLANEOUS INSTRUCTIONS

1. **Trailer trains terminating Penn Mary Yard** must obtain instructions from Yardmaster Penn Mary pertaining to yarding their train prior to passing Fait Avenue. Trailer trains exceeding 5800 ft. in length, must stop at Fait Avenue to cut their train and receive further intstructions from Penn Mary Yardmaster.
2. **Penn Mary** - The speed permitted by Consolidated Coal Company on their tracks is 5 MPH for all movements.
3. **Seagirt Intermodal Facility** - All crews working Seagirt Intermodal Facility will make a safety stop approximately 50 feet prior to coupling to each track.
4. **Chesterwood Road Crossing Dundalk, Maryland** - Placed in service at crossing warning devices consisting of flashing light signals, bell and motion sensor. These warning devices will activate 616 feet East and West of Chesterwood Road crossing.
5. **Helper Engines - Baltimore Terminal,** Engineers of Helpers will not exceed third throttle position when assisting Eastward trains until after passing HB Tower.
6. **Halethorpe** - Trains receiving stop indication on Westward absolute signal at Halethorpe will stop back far enough to clear BTSC walkway located 500 feet East of Westward Absolute Signal Halethorpe. Trains on all tracks will sound horn frequently approaching and passing this location.
7. **Torpedoes:** Local ordinance prohibits use of torpedoes between Clifton Park and HB Tower.
8. **Locomotive Shut Down** - Canadian Pacific locomotives are not to be shut down, but will remain at idle when not needed.
9. **Halethorpe Storage Track** - If practical, eastward trains occupying the Halethorpe storage track and being held or terminated will stop or leave train approximately 500 feet west of the Lansdowne Inn. Yellow and white painted ties will designate the rear.
10. **Seagirt** - All engines operating at Seagirt will ring the engine bell continuously when moving on any track within this facility.
11. **Locust Point:**

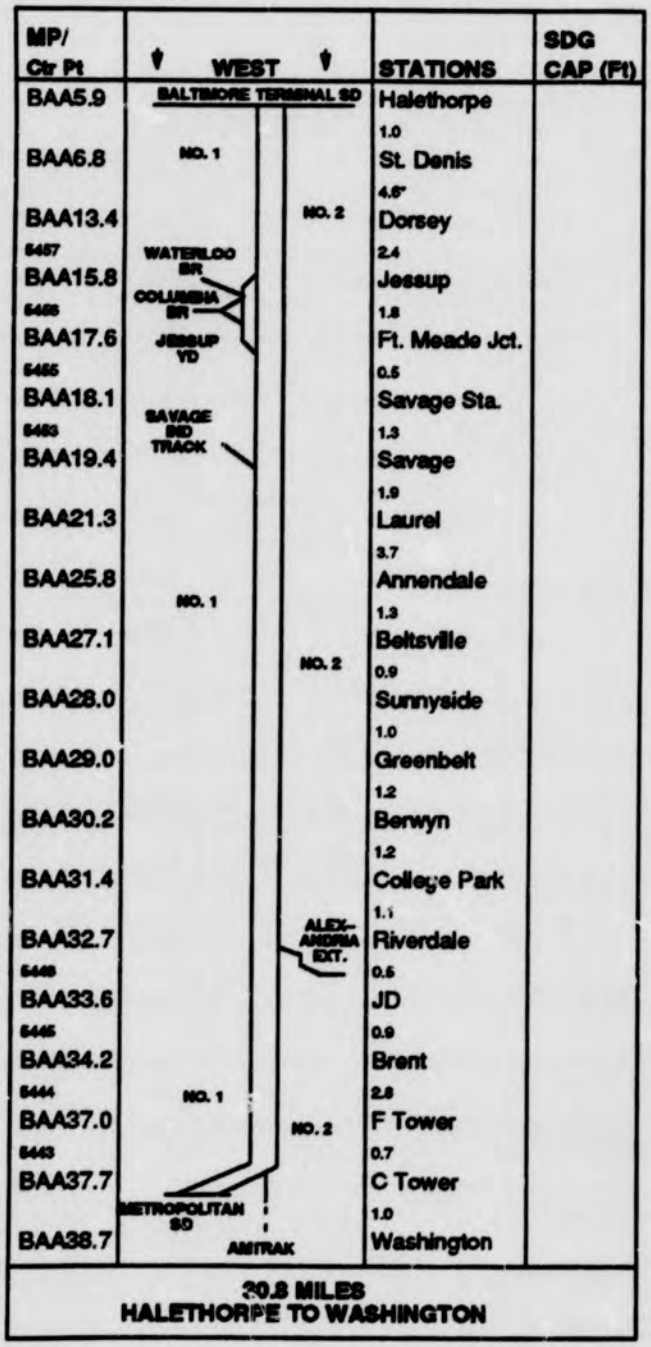
    Time limits (switching windows) have been established, at the following bids facilities:

Location	Switching Windows From - To
Baltimore (Locust Point), Md.	2000 - 2400 During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required other than switching hours a Bids Terminal Supervisor will meet the rail switch crew, remove blue flags and will verity terminal activity and that all hazardous material transfers are shut down.

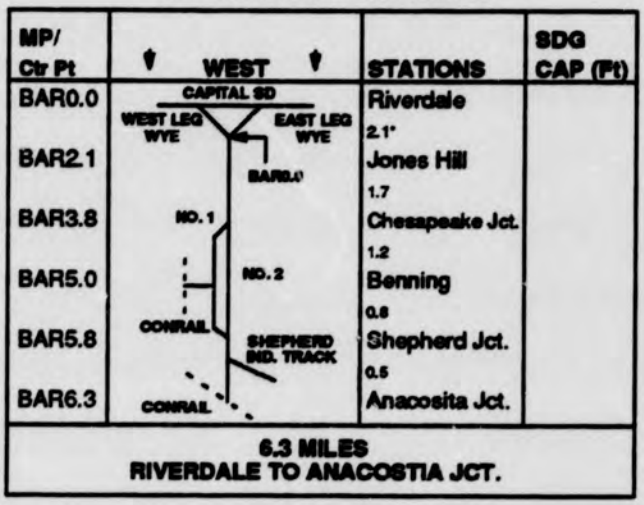
NOTES:

20.0 CAPITAL SUBDIVISION-WS

21.0 STATIONS LISTING AND DIAGRAM



ALEXANDRIA EXTENSION



*The distance between BAA6.0 and BAA9.0 is 6,987.5 feet. BAA7.0 and BAA8.0 are not used.

21.1 DIAGRAM CROSS-REFERENCE

Table 13. Diagram Cross-Reference

Subdivision	Division	Page
Metropolitan	Baltimore	43
Baltimore Terminal	Baltimore	1
RF&P	Baltimore	79

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 14 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Halethorpe BAA5.9 and YL St. Denis BAA6.6	265-271(93)
YL St. Denis BAA6.6 and C Tower BAA37.7 (See Notes 1 & 2)	265-271
Alexandria Extension	
Riverdale BAR0.0 and Chesapeake Jct. BAR3.8	265-271
Chesapeake Jct. BAR3.8 and Shepherd Jct. BAR5.8	D-251

Table 14 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
Shepherd Jct. BAR5.8 and Anacostia Jct. BAR6.3	265-271

Note:

1. Eastward trains will stop to clear St. Denis Station between the hours of 0545 and 0815 and between 1745 and 1945 daily except Saturday, Sunday, and Holidays, unless signal aspect more favorable than Stop and Proceed is displayed at Halethorpe.
2. Between the hours of 0600 to 0900 and 1610 to 1925 daily, except Saturdays, Sundays and Holidays, freight trains stopped on No. 1 main track at BAA18.1 must not block passenger platforms so as to prevent commuter trains from loading or discharging passengers.

22.2 SUSPENSION OF SIGNAL SYSTEM - (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 15. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAA6.8 Yard limits and BAA13.2 Dorsey	Relay
BAA13.2 Dorsey and BAA15.8 Jessup	Dorsey
BAA15.8 Jessup and BAA17.6 Meade	Jessup
BAA17.6 Meade and BAA19.4 Savage	Savage
BAA19.4 Savage and BAA25.8 Ammendale	Kirk
BAA25.8 Ammendale and BAA32.7 Riverdale	Berwyn
BAA32.7 Riverdale and BAA33.6 JD	JD
BAA33.6 JD and BAA37.0 F Tower	Langdon
BAA37.0 F Tower and BAA37.7 New York Ave	Ivy
Riverdale BAR0.0 and Cheasapeake Jct. BAR3.8	Jones
Chesapeake Jct. BAR3.8 and Shepherd Jct. BAR5.8	Ben
Shepherd Jct. BAR5.8 and Anacostia Jct. BAR6.3	Shep

22.4 EXCEPTED TRACKS

Shepherd Industrial Track

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 16. Maximum Authorized Speed

Between Location/Mile Post	MPH
Halethorpe BAA5.9 and C Tower BAA37.7	70
Riverdale BAR0.0 and Anacostia Jct. BAR6.3	25

23.2 SPEED RESTRICTIONS

Table 17. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
BAA5.9 and BAA37.7 Other than passenger trains	--	55
BAA5.8 and BAA6.7	50	45
BAA6.7 and BAA10.1	35	30
BAA11.0 and BAA11.7	60	--
BAA19.5 and BAA20.8	65	--
F Tower and C Tower	45	20
East Wye Track, Riverdale	15	15
West Wye Track, Riverdale	10	10
Shepherd Jct. and Anacostia Jct.	15	15

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

BAA13 and BAA14
BAA31 and BAA32

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.1 STANDARD CLOCKS

Table 18. Standard Clocks

Station	Location
Jessup	Yard Office
Washington	Transp. Bldg. Amtrak Terminal

25.36 SPRING SWITCHES

Table 19. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
Chesapeake Jct., EEDT	No. 1	25 MPH	25 MPH
Shepherd Jct. WEDT	No. 2	15 MPH	15 MPH

25.58 DEFECT AND HEIGHT DETECTORS

1. **Defect Detectors**

Table 20. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Contee BAA23.6	AD	Voice Instruction
Hyattsville BAA33.7	AD	Voice Instructions (Note 1)
Upshur street BAR0.4	AD	Voice instructions (Note 2)
Deanwood BAR4.8	DD	(Note 3)

Note:

1) A clearance detector feature has been added to the defect detector at Hyattsville. In addition to the hot box and/or dragging equipment surveillance, this detector checks for high and/or wide clearances.

   When the clearance detector has been activated, the lights on the defect detector will operate as with any type defect and a voice message will state the axle nearest the location of the excessive dimension shipment.

   Example

   a. "First high load -near axle 100."

   b. "First wide load - near axle 127 -(north,south, east or west) rail."

   When the clearance detector has been activated, the train must be stopped and an inspection of the car whose defect was announced must be made. If no defect is found, an inspection must be made of cars represented by 20 axles ahead and behind the one indicated. If a high or wide load is indicated and the location is not given, or cannot be understood, the entire train must be inspected.

2) Clearance detector is not equipped with integrity lights. A site identity message will be transmitted and the detector will be considered functional if the site identity message is broadcast.

   This detector checks for high and/or wide clearances. When the detector has been activated, a voice message will state the axle nearest the location of the excessive dimension shipment.

   Example:

   a. "First high load - near axle 100"

   b. "First wide load - near axle 127 (North rail)"

   When the clearance detector has been activated, the train must be stopped and an inspection of the car whose defect was announced must be made. If no defect is found, an inspection must be made of cars represented by 20 axles ahead and behind of the one incidated. If high or wide load is indicated and the location is not given, or cannot be understood, the entire train must be inspected.

3) This detector checks for dragging equipment. Train activating detector will be stopped at Anacostia Junction. When so stopped, crew will communicate with the Conrail dispatcher at Harrisburg, Pennsylvania, via channel AAR 46.

2. **Height Detector**

   a) Hyattsville, Maryland - BAA33.7;

   The voice instruction height detector located on No. 1 and 2 main tracks at Hyattsville, Md., BAA33.7, has the height alarm set at 19 feet three (3) inches above the rail. There is no change to type of detector or voice instruction.

   b) Upshur Street -BAR0.4;

   The voice instruction height detector located on single main track at Upshur Stree, BAR0.4, has the height alarm set at 17 feet four (4) inches above the rail. There is no change to type of detector or voice instruction.

25.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   The movement of trains and engines will be governed as follows at crossings designated below:

Table 21. Providing Crossing Protection

Location	Instructions
Riverdale	Westward trains receiving Stop indication on WAS Riverdale will stop clear of Queensbury Road, Riverdale.
Shepherd Industrial Track Ponna Ave. 140-274L	Comply with rule 100-D
Good Hope Road 140-279V	Comply with rule 100-D
Suitland Pkwy. 140-281W	Comply with rule 100-D
South Capitol St. 140-285Y	Comply with rule 100-D
McDill St. 140-292J	Comply with rule 100-D
Magazine Rd. 140-307W	Comply with rule 100-D

2. **WEDT Shepherd Junction**

   When stop aspect is displayed by the absolute signal governing westward movements from No. 2 main track to the single main track at Shepherd Jct., train will be governed as follows:

   a) Contact the Conrail Dispatcher, Harrisburg, on channel AAR 46.

   b) After receiving permission from the control station, crew will operate key box (located on the east side of the relay case, south of track) by inserting a switch key and turning in a clockwise direction, then key may be released. This should cause the dwarf signal to display an aspect to proceed if conditions permit.

25.104 SWITCHES

1. **Hand Operated Switches**

Jessup-Columbia Wye track -
Normal position of apex switch to Columbia Wye track is for movement to west leg of Wye.

25.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement:

Table 22. Use of Specified Track

Location or Tracks	Instructions
Waterloo Branch Columbia Branch Savage Industrial Track	Rule 105 governs
Benning	Permission of Conrail D desk dispatcher Harrisburg is required for movement on Conrail-Pepco interchange track.
Shepherd Industrial Track	Movement of hazardous material cars through Bolling Air Force Base, and Naval Research Laboratory must not be made until respective base security police are notified. Telephone BAFB 202-767-5000. Navel Research Laboratory 202-767-2505.

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 23. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Jessup Yard-YM	Continuous	92	Terminal
Dispatcher (AU)	Continuous	14	Wayside

Note: AU Train Dispatcher's call-in No. is 2

AU Train Dispatcher's telephone No. is 904-381-2665 or 2666.

AU Train Dispatcher's toll free No. is 1-800-854-5687 or 1-800-854-0498.

26.0 MISCELLANEOUS INSTRUCTIONS

1. **Grade Operation:**

   a) Westward trains exceeding 12,000 tons will be governed as follows between Apex of Wye and Shepherd Jct:

   Do not exceed 10 MPH between Apex of Wye and Jones Hill. Approaching the crest of Jones Hill, gradually apply power as necessary to increase speed to 15 MPH. After cresting Jones Hill at 15 MPH, operate train at authorized speed to Shepherd Jct.

   The dynamic brake will normally be used to control speed. Should it become necessary to use the train air brakes to control train, stop must be made before train brakes are released.

2. **Joint CSXT - WAMTA (Metro) Emergency Notification Procedures**

   The following procedures must be stricktly adhered to for emergency notification and safety precautions on the Metropolitan subdivision between BA2.1 and BA8.3 and the Capital subdivision between BAR3.0 and BAR5.0 known as the joint CSXT - WMATA (metro) corridor.

   a) **Jacksonville Dispatcher:**

      1) The WMATA (metro) hot line between the "AU" dispatcher Jacksonville and metro must be tested daily and records of the test maintained in the dispatching center.

      2) Any emergency situation within a metro corridor such as, but not limited to, trains in emergency, derailments, etc., that could in any way affect the safety of the metro train operations, or the activation of any warning alarms, will require the attention of the "AU" dispatcher to immediately contact the WMATA (metro) control center via the "hot line" telephone and advise the metro control center of the situation. In addition, the "AU" dispatcher will immediately stop all CSXT trains moving within the affected corridor and continue to hold train movements until it can be ascertained from both CSXT and metro personel that it is safe for CSXT and metro train operations to resume.

      3) In the event that the "AU" dispatcher in Jacksonville is informed by WMATA (metro) personnel of any emergency in a corridor, the "AU" dispatcher must immediately contact all CSXT trains operating in or approaching the corridor and instruct the trains to stop and remain stopped until further instructions are received from the "AU" dispatcher. After the "AU" dispatcher is assured that all CSXT trains have been stopped, the dispatcher will then notify metro that all train movements have been stopped in the affected corridor.

      When the chief train dispatcher or the "AU" dispatcher has been notified by both CSXT and metro personnel that any emergency conditions have been corrected on both CSXT and metro and it is determined that it is safe for train operations to continue, the dispatcher will then contact all CSXT trains that have been stopped and allow them to proceed as directed by the dispatcher.

      4) In addition to these instructions, the "AU" dispatcher in Jacksonville must at all times, take any other action as deemed necessary, to provide protection and safety to all trains operating with the joint CSXT - WMATA (metro) corridors.

   b) **Train and Engine Employees:**

      1) Train crews must immediately make an emergency call to the "AU" dispatcher in Jacksonville when any emergency condition is encountered such as, but not limited to, their train brakes applied in emergency application, a derailment, a track condition or obstruction etc., that may endanger the safety of the train traffic or the public.

An emergency condition will also include the activation of any recorded radio messages, conditions associated with the weather, other trains or work forces of either CSXT or metro, and any interference from outside parties not associated with CSXT or or metro. Your attention is directed to operating rule 514.

2) Emergency calls will not relieve employees of full compliance with operating rule 102.

c) **Signal, Communication and Engineering Employees:**

Whenever any emergency conditions are observed on either CSXT or Metro that may interfere with the safety of trains or the public, the condition must be immediately reported to the "AU" dispatcher in Jacksonville by the quickest means available. In addition, employees when possible, must communicate the emergency condition to any trains, other CSXT employees or Metro personnel in the affected area.

d) **All employees:**

The "AU" train dispatcher in Jacksonville may be contacted in emergency by following the instructions as found in the Baltimore Division timetable No. 4 Baltimore Division special instructions, item 1006.05, emergency radio call-in procedure, page 55.

The chief train dispatcher in Jacksonville may be contacted for emergency purposes only on bell telephone number 1-800-232-0143.

If there is any doubt as to the proper application of these procedures, contact your local supervisor for clarification.

3. **Bennings:**

a) Interchanging to Conrail at Bennings:

1) Crews delivering cars to Conrail at the interchange at Bennings, must not make shoving movements in excess of 90 car cuts.

2) Loaded Bennings coal trains delivered to Conrail on "A" lead must be shoved north to clear Bennings Road Bridge before detaching engine. If delivery is made in more than one cut at Bennings, the first track should be shoved far enough to accommodate additional cuts.

b) A and B Industrial Tracks at the Conrail Bennings Yard are now controlled by the Conrail Bayview Southend yardmaster. Crews can contact the Conrail Bayview Southend Yardmaster on radio channel AAR 46 using proper radio procedure. This broadcast does not require a tone. If the Bayview Southend Yardmaster cannot be contacted report to the Conrail South Dispatcher for further assistance. Crews unable to secure permission following the above instructions must contact the "AU" Dispatcher.

c) Permission of Conrail D Desk Dispatcher Harrisburg is required for movement on Conrail-Pepco interchange track.

4. **Beltsville** - Freight train are prohitibed from using the sidings on the MARC Passenger Station at Greenbelt, BAA29.0.

5. **Jessup Yard** - Columbia branch wye Apex switches must be lined for movement to and from the west leg of the wye after use.

6. **Close Clearance** -

a) Waterloo Branch
Produce Center - C & D tracks against the dock
Terminal Corportation - against the docks
Merchants - against the docks

Columbia Branch
Sequoia - against the dock

Serio Lead
Serio - against the dock
W. D. Class - against the dock

Alexandria Subdivison
Evered Bardon (Jones Hill)
Between buildings on the lead from the main track passing the dumper entering the plant - very close clearance next to engine - do not lean out cab window.

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30.0 CL&W SUBDIVISION-CL

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BJ120.2	NEWCASTLE SD	Sterling EEDT	
BG155.4	No. 1	2.8	
BJ123.0	No. 2	Seville WEDT	
		4.6	
BJ127.6		Lake Junction	
		5.0	
BJ132.6		Smith Road	
		2.9	
BJ135.5		Lester	11,600
	CLEVE-LAND SD	3.9	
BJ139.4		Erhart	
	CR	7.0	
BJ146.4		Grafton	6184
		3.0	
BJ149.4		Patterson	
		4.7	
BJ154.1	CR	Elyria	
		2.2	
BJ156.3		Benton	
BJ159.6	LORAIN	YD Tower (Lorain)	
BJ161.0	NS	NS Crossing (Lorain)	

40.8 MILES
WARWICK TO LORAIN

Where Rules D-151 or D-251 are in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

31.1 DIAGRAM CROSS-REFERENCE

Table 24. Diagram Cross-Reference

Subdivision	Division	Page
Cleveland	Baltimore	17
New Castle	Baltimore	51

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 25. Authority for Movement

Between Location/Mile Post	Rules
BJ120.2	255-259
BJ120.2 and BJ134.0	120-132
YL BJ134.0 and YL BJ139.4	93 See Notes 1 & 2
BJ139.4 and BJ156.2	120-132 (See Note 3)
YL BJ156.2 and BJ161.0	105
BJ161.0	255-259

Note:

1. Permissions must be obtained from the "CJ" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as preescribed by Rule 704 or 707.
3. Rules 243-247 apply at following locations:

   CR Crossings - Grafton and Elyria.

32.2 DTC BLOCK LIMITS

Between Sterling And Benton

Table 26. DTC Block Limits

Between Location/Mile Post	Block Names
BJ120.3 and BJ122.9	Ster
BJ122.9 and BJ127.6	Chip
BJ127.6 and BJ134.0	Smith
BJ139.4 and BJ147.7	Belden
BJ147.7 and BJ156.2	Elyria

32.4 EXCEPTED TRACK

1. BJ156.2 to End of Track
2. Lorain Yard

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 27. Maximum Authorized Speed

Between Location/Mile Post	MPH
BJ120.2 and BJ156.2	25
BJ156.2 and End of Track	10

33.2 SPEED RESTRICTIONS

Table 28. Speed Restrictions

Between Location/Mile Post	MPH
BJ120.2-Through turnout to and from New Castle Subdivision	10
BJ122.8 and BJ123.0	10
BJ146.4-Conrail Crossing	15

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicator, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

BJ124 and BJ125

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Lorain, Ohio - Yard Office

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 29. Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Grafton BJ146.4	CR	Automatic	Note 1
Elyria BJ154.1	CR	Remote	Note 2
Lorain BJ161.0	NS	Remote	Note 3

Note:

1. Grafton - When absolute signal governing movement over automatic Conrail crossing displays 'STOP' aspect, conductor and/or engineer will be governed as follows:
   a) Observe lights in emergency release box located in northwest quadrant of crossing;
   b) If RED light is illuminated, depress and hold push-button for three seconds;
   c) If RED light is not illuminated.
      1) Secure permission of Conrail dispatcher to operate pushbutton.
      2) If communication is not available:.
         a. Trains entering main track at east switch of passing siding, Transfer Tracks or Grafton Mill must wait 17 minutes after opening switch and then depress push-button.
         b. Other trains must wait 9 minutes after stopping and then depress pushbutton.
   d) If WHITE light is illuminated after depressing push-button, train may proceed in accordance with Rule 233.
   e) If WHITE light is not illuminated after depressing pushbutton wait an additional 7 minutes. White light should illuminate and signal should clear;
   f) If WHITE light does not illuminate and signal does not clear:
      1) Pass signal at least 30 feet but not foul crossing;
      2) Wait 5 minutes; then
      3) Proceed in accordance with Rule 233.
   g) Time out and reclearing circuits are provided for eastward and westward trains. Eastward trains using more than 8 minutes and 30 seconds between ETC sign at BJ146.8 and insulated joints 576 feet west of EAS, or westward trains using more than 9 minutes and 45 seconds between ETC sign at BJ143.9 and insulated joints 266 feet east of WAS, can expect absolute signals to display "STOP" aspect, Rule C-292. Absolute signal should display aspect to proceed when train passes insulated joints at end of time out circuit. If signal does not display aspect to proceed, be governed by paragraphs a) through f).
2. Elyria - When absolute signal governing movement over Conrail Crossing displays 'STOP' aspect, after securing permission of Conrail train dispatcher, engineer or conductor will:
   a) Open emergency switch applying to CSX movement.
   b) Observe indicator. When indicator is illuminated, if signal is not displayed for train to proceed, examine the route to be used; know it is safe and proceed in accordance with Rule 233.
   c) If after 5 minutes indicator is not illuminated; pass 'STOP' aspect at least 30 feet without fouling crossing and wait an additional 5 minutes, examine the route and proceed in accordance with Rule 233.
   d) Every attempt must be made to contact the Conrail dispatcher at Dearborn, Michigan. If unable to contact Conrail disoatcher then contact the CSX dispatcher in Jacksonville for instructions. No attempt must be made to flagg over diamond unless authorized by the Conrail dispatcher. These instruction also apply for OTE (704) movements.
3. Lorain - When absolute signal governing movement over NS crossing displays "STOP" aspect, after securing permission of control operator on NS bridge, Operating Rule 234-B will apply.

35.104 SWITCHES

Hand Operated Switches

Lester - Crossover switches between the Cleveland Subdivision and the CL&W subdivision may be left lined as last used.

Seville - Hand-throw switch at west end double track may be left lined as last used.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 30. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Seville	Continuous	14	Wayside
Dispatcher (CJ)	Continuous	14	Wayside

Note: CJ Train Dispatcher call-in No. is 7.

CJ Train Dispatcher telephone No. is 1-800-854-5689.

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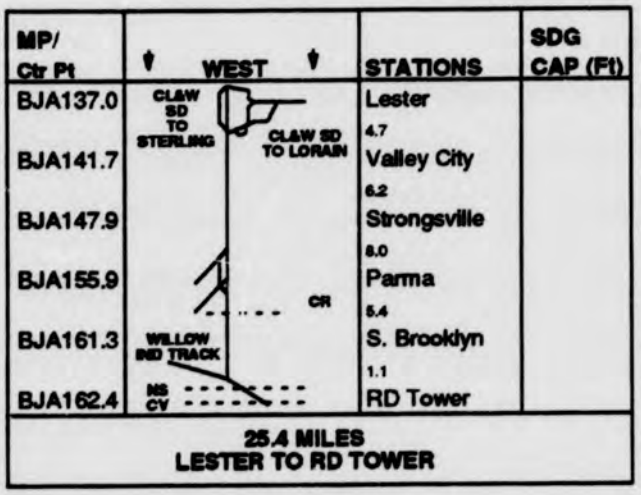
40.0 CLEVELAND SUBDIVISION-CD

41.0 STATIONS LISTING AND DIAGRAM



41.1 DIAGRAM CROSS-REFERENCE

Table 31. Diagram Cross-Reference

Subdivision	Division	Page
CL&W	Baltimore	13

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 32. Authority for Movement

Between Location/Mile Post	Rules
BJA137.0 and YL BJA138.5	93 See Notes 1 & 2
BJA138.5 and BJA154.8	120-132
YL BJA154.8 and YL BJA156.2	93 See Notes 1 & 2
BJA156.2 and BJA161.9	120-132
YL BJA161.9 and BJA162.4	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "CJ" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704 or 707.
3. Rules 255-259 are in effect between absolute signals at bridge 460.

42.2 DTC BLOCK LIMITS

Between BJA138.5 and BJA161.0

Table 33. DTC Block Limits

Between Location/Mile Post	Block Names
BJA138.5 and BJA146.0	Valley
BJA146.0 and AJA154.0	Strong
BJA156.2 and BJA161.0	South

42.4 EXCEPTED TRACK

Cleveland Yard
Industrial track Willow to RD Tower
Newburg Industrial Spur

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 34. Maximum Authorized Speed

Between Location/Mile Post	MPH
Lester and RD Tower	25

43.2 SPEED RESTRICTIONS

Table 35. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BJA162.4-NS Crossing and Belt Line Road Crossing	10	10

44.0 EQUIPMENT RESTRICTIONS

Table 36 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Lester: Wye track Bridge 76	Wreck cranes	Must not exceed 15 MPH
Over Bridge 107	Wreck Cranes	Must not exceed 20 MPH
Willow: Dundee Cement Co. Bridge 848-A1	Cars with gross weight exceeding 240,000 lbs.	Must not operate on
Willow to General Chemical	Six Axle Units	Must not operate on
Willow to General Chemical	Cars with gross weight exceeding 240,000 lbs. less than 44 ft. length.	Must be preceded and followed by one 50 ton or 70 ton capacity car, loaded or empty.

Table 36 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Cleveland: Sewage Works industrial track	Six Axle Units	Must not operate on
Cleveland Yard: Under CR overhead Bridge 462-A	Wreck Cranes	Must not exceed 5 MPH
Cleveland Thermal Cantilevered track Bridge 462-G/1	Engines & Cars with gross weight exceeding 210,000 lbs.	Must not operate on.

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.31 THRU-TRUSS BRIDGE

Bridge Number	Location	Road
460	Cleveland	W.E. Clark Ave.

45.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Cleveland, OH - Clark Avenue Yard Office

Parma, OH - Crew Room

45.93 YARD LIMITS

RD Tower - Unless otherwise instructed, a crew member of westward trains will call Clark Avenue Yardmaster for instructions.

45.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE

Table 37. Railroad Crossing at Grade

Location	Rail-road	Pro-tection	Rule
Parma BJA156.2	CR	Auto-matic	Note 1
RD Tower BJB162.4	NS	Stop Signs	Note 2
East End Clark Ave.	CV	Tilting Target	Note 3
West End Clark Ave.	NS	Auto-matic	Note 4

1. **Parma** -

   a) Trains consuming eight (8) minutes or more, between the approach signal and the absolute signal (home signal) at the crossing, can expect the absolute signal governing movement over the diamond to display stop. The absolute signal should display an aspect to proceed after the train passes the CS sign located s 400 feet from the absolute signal.

   b) When the absolute signal governing movement over the crossing displays a stop aspect;

      1) Wait 5 minutes.

      2) Determine that a train or engine is not on the intersecting line and then operate the CSX pushbutton located at the crossing.

      3) If the light in the pushbutton box comes on after the button is pushed the absolute signal governing movement over the crossing should display an aspect to proceed.

         a. If the ligh does not come on after the button is pushed wait three (3) minutes and the light should come on and the absolute signal should display an aspect to proceed.

         b. If the absolute signal remains at stop after complying with item 3A above. The train will;

            i) Pull by the stop signal at least 30 feet, but not fouling the crossing.

            ii) Wait five (5) minutes, and

            iii) Then proceed at restricted speed to the opposing absolute signal.

2. **RD Tower** - Trains must stop at stop signs and proceed only after conductor or engineer have determined that indicator light will show a "green" aspect for movement. These indicators indicate authority to use crossing only, all other non-interlocking rules apply.

   When indicator light displays a red light:

   a) Conductor or Engineer must determine no train or engine is fouling or approaching crossing.

   b) Operate push-button in control boxes stencilled "B&O push-button". Push button and hold in for two (2) seconds, then release. Wait three (3) minutes delay time. Then indicator light should display "green" aspect for your movement. (Boxes are located on signal case beside high mast on east side of West 14th Street).

   c) Should indicator light fail to display a green aspect, after observing no conflicting movements train may proceed, reporting the malfunction of the indicator lights to the dispatcher.

3. **East End Clark Avenue**- Equipment will approach CV Crossing prepared to stop. If crossing is clear and target lined horizontal for CSX movement, such equipment may proceed over crossing without stopping, not exceeding 10 MPH. Target will be left positioned for CSX movement.

4. **West End Clark Avenue**- Color light signals located in Southwest quadrant of crossing govern movements on Old Eastbound and Old Westbound and normally display a GREEN " Proceed " aspect for CSX movement. When a RED " Stop " aspect is displayed, the crew will governed as follows:

   a) Determine NS train or engine is not fouling or approaching the crossing;

b) If WHITE indicator light on appropiate emergency key controller, located at signal is illuminated depress "EMERGENCY " pushbutton for one (1) second;

c) Signal should display GREEN, and WHITE indicator light should extinguish;

d) If WHITE indicator light is not extinguished or was not illuminated upon arriva, insert switch key in appropriate " EMERGENCY " keyhole turn to right and leave it there until movement is complete.

e) Indicator light on control box in Southwest quadrant of NS Crossing governs movements on Wheeling Interchange track. After stopping at stop sign and no NS train or engine is fouling or approaching crossing, a member of crew will insert switch key into control box and turn to right. WHITE indictor light, if illuminated, will be extinguished, and GREEN indicator light will be illuminated; movement may proceed over crossing . If GREEN indictor light does not illuminate, comply with instructions above for the Old Eastbound and Old Westbound movements.

45.100 ROAD CROSSINGS AT GRADE

PROVIDING CROSSING PROTECTION

West 114th St. Jennings St. Dennison Ave. Trains or engines must approach these crossings prepared to stop and must not foul crossing unless automatic grade crossing warning devices are operating properly or crossing is protected by crew member on the ground at the crossing.

All trains will STOP and flag over Jennings Road Crossing at BJA162.2

45.104 SWITCHES

Lester - Crossover switches between the Cleveland Subdivision and the CL&W Subdivision may be left lined as last used.

45.105 USE OF SPECIFIED TRACKS

Lester - Wye tracks must not be blocked with equipment unless permitted by train dispatcher.

Willow Brook- Willow Industrial track from RD tower to end of track Willow- Train and engine movements will be made in accordance with rule 105. Permission of the Yardmaster Clark Ave. when on duty must also be secured to occupy track.

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 38. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Parma	0600-1500 Mon-Fri	08	Terminal
Clark Avenue	0630-2300	70	Terminal

Table 38. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CJ)	Continuous	14	Wayside

Note: CJ Train Dispatcher call-in No. is 7.

CJ Train Dispatcher telephone No. is 1-800-854-5689.

45.704 ON TRACK EQUIUPMENT AUTHORITIES

Between RD tower and end of track WILLOW- movements of on track may be made on verbal permission of the Yardmaster Clark Avenue when on duty.

NOTES:

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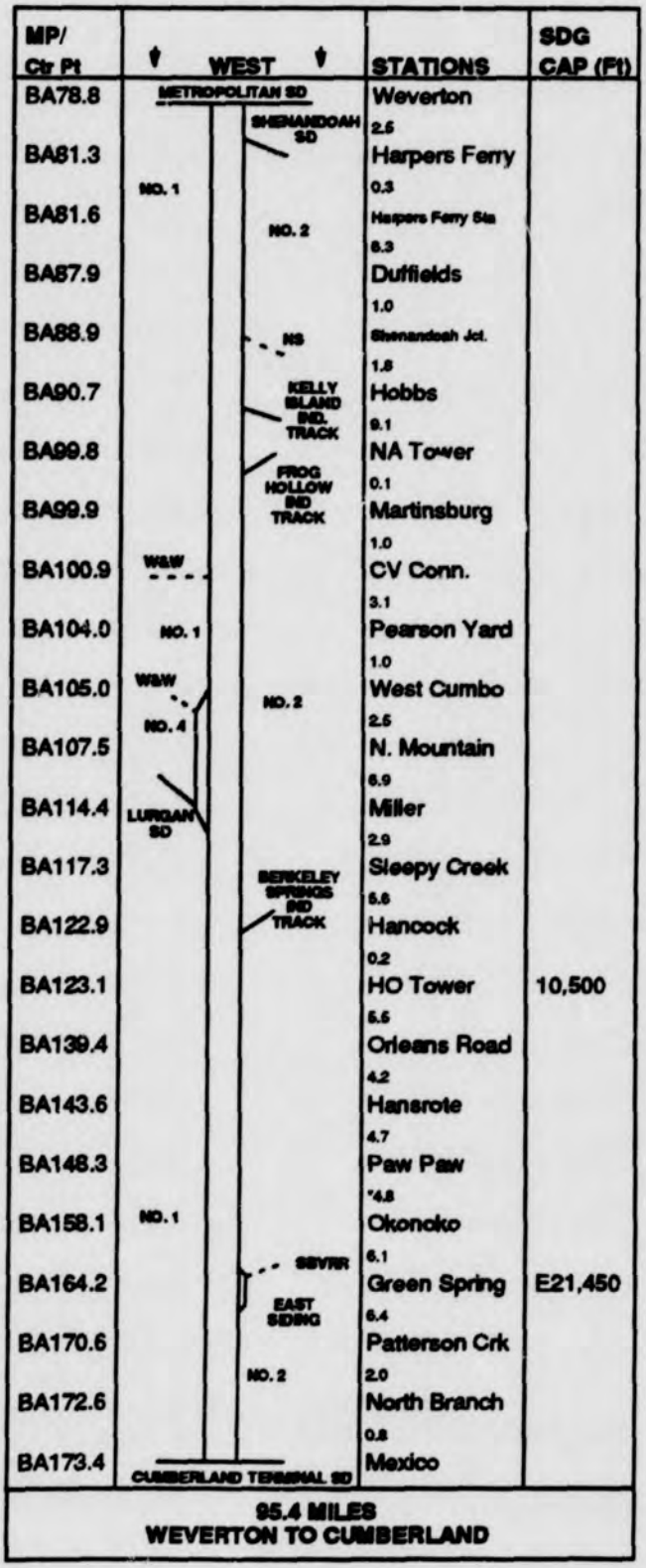
50.0 CUMBERLAND SUBDIVISION-CU

51.0 STATIONS LISTING AND DIAGRAM.



Notes:

1. Distance between Milepost BA149 and BA155 is 1,271 feet. BA150 through BA154 are not used.
2. Between West Cumbo and Miller, No. 4 Track - The direction of traffic is Eastward.
3. Between Miller and West Cumbo, mileposts are numbered west to east on No. 4 Track (Low Grade), as Miller - BAQ0.0, Cherry Run - BAQ1.0, North Mountain - BAQ9.4 and West Cumbo - BAQ11.6.

51.1 DIAGRAM CROSS-REFERENCE

Table 39. Diagram Cross-Reference

Subdivision	Division	Page
Metropolitan	Baltimore	43
Shenandoah	Baltimore	91
Lurgan	Baltimore	39
Cumberland Terminal	Baltimore	25

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 40. Authority for Movement

Between Location/Mile Post	Rules
Weverton, BA78.8 and Harpers Ferry, BA81.3	265-271
Harpers Ferry	255-259
Harpers Ferry, BA81.3 and Martinsburg, BA99.9	D-251
NA Tower	255-259
NA Tower, BA99.8 and West Cumbo, BA105.0	D-251
West Cumbo	255-259
West Cumbo, BA105.0 and Miller, BA114.4	D-251
Miller	255-259
Miller and HO Tower	265-271
HO Tower	255-259
HO Tower and Mexico	265-271
Mexico	255-259

Note:

Rules 265-271 are in effect on Hancock Siding

52.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 41. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BA78.8 Weaverton and BA81.3 Harpers Ferry	Harper
BA81.3 Harpers Ferry and BA90.7 Hobbs	Engle
BA90.7 Hobbs and BA99.8 Martinsburg	Blair
BA99.8 Martinsburg and BA105.0 West Cumbo	Martin
West Cumbo and Miller	Cherry
BA114.4 Miller and BA123.1 HO Tower	Sleepy
BA123.1 HO Tower and BA139.4 Orleans Road	Orleans
BA139.4 Orleans Road and BA158.1 Okonoko	Paw
BA158.1 Okonoko and BA170.6 Patterson Creek	Pat
BA170.6 Patterson Creek and BA173.4 Mexico	Mex

52.4 EXCEPTED TRACKS

1. Frog Hollow Industrial Track
2. Berkeley Springs Industrial Track
3. West Cumbo Yard
4. Kelly Island Industrial Track

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 42. Maximum Authorized Speed

Between Location/Mile Post	MPH
Weverton and Mexico	65
Exception: Miller and West Cumbo No. 4 Track 40 MPH	

53.2 SPEED RESTRICTIONS

Table 43 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Weverton and BA178.9 Other than Passenger Trains	—	50
BA78.8 and BA79.7 No. 1 and 2 Tracks	40	35
BA79.7 and BA81.0	60	40
Diverging movements through interlocking Harpers Ferry	15	15
BA81.0 and BA82.0	45	40
BA82.0 and BA83.2	40	35
BA83.2 and BA85.3	45	40
BA85.3 and BA88.4	60	—

Table 43 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
BA88.4 and BA89.0	50	45
BA91.3 and BA91.6 No. 1 and 2 main tracks	50	45
BA95.9 and BA96.7	50	—
BA96.7 and BA97.0	50	45
BA98.7 and BA99.9	45	40
Diverging movements through crossover Switches NA Tower	10	10
BA99.9 and BA100.8	40	40
BA100.8 and BA101.2	50	45
BA101.2 and BA102.9	60	—
BA102.9 and BA103.1 No. 1 and 2 Tracks	50	45
BA103.1 and BA105.9	60	—
Diverging movements through all switches W. Cumbo	25	25
BA105.9 and BA106.1	50	—
BA106.1 and BA108.2	60	—
BA108.2 and BA111.6	45	40
BA114.2 and BA114.7	50	—
Diverging movements through all switches at Miller	25	25
BA114.7 and BA115.9	60	—
BA122.7 and BA124.5	60	—
Passing Siding Hancock	25	25
BA124.5 and BA125.0	50	45
BA126.1 and BA127.5	40	40
BA129.2 and BA130.7	60	—
BA130.7 and BA131.5	55	45
BA134.8 and BA136.0	50	45
BA136.0 and BA136.5	40	40
BA136.5 and BA139.0	50	45
BA139.0 and BA142.2	50	45
BA140.9 and BA142.2	50	—
BA142.2 and BA146.7	55	—
BA146.7 and BA147.0	50	45
BA147.0 and BA147.3	40	40
BA147.3 and BA159.1	60	—
BA159.1 and BA159.4	55	—
BA159.4 and BA162.7	60	—
BA162.7 and BA163.6	40	35
BA167.7 and BA170.2	60	—
BA170.2 and BA170.8	30	30
BA170.8 and BA171.2	60	—
BA171.2 and BA171.3	50	—
BA171.3 and BA173.0	60	—

Table 43 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BA173.0 and BA173.4 No. 1 and 2 Tracks	40	35

Note:

1. Do not exceed 5 MPH between Hancock and West End Bridge No. 5, Berkeley Branch.

53.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

1. BA94 and BA95
2. BA166 and BA167
3. BA157 and BA158

54.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the General Manager, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 44. Equipment Restrictions

Location	Equipment	Restriction
Okonoko and Orleans Road BA139.4 and BA158.1	Trains with cars 20 feet or higher	Must use No. 1 Track
Martinsburg: C. A. Miller Springs Bridge 50 3/4/1	Engines and cars with gross weight exceeding 220,000 lbs.	Must not operate
Berkeley Springs	Locomotives with 6-axle trucks	Must not operate
Green Spring Scales	Equipment	8.5 MPH freight trains being weighed. 10 MPH for all other trains
Harpers Ferry Tunnel	Double stack equipment loaded with double stack cars	15 MPH

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.1 STANDARD CLOCKS

Table 45. Standard Clocks

Station	Location
Martinsburg	NA Tower
Hancock	HO Tower

55.31 WELDED RAIL TRAINS

Cars loaded with welded or continuously jointed rail may be moved in local freight trains upon authority of the General Manager.

55.58 DETECTORS

1. **Defect Detectors**

Table 46. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Martinsburg BA98.5, No. 1&2	AD	Voice Instructions
Sleepy Creek BA117.4, No. 1&2	AD	Voice Instructions
Doe Gully BA140.7 No. 1&2	AD	Voice Instructions
South Branch BA162.4 No.1&2	AD	Voice Instructions

55.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Location	Highway or Street	FRA No.
Martinsburg	Burke St.	144-943H

Martinsburg -Stewart's Crossing

Operating circuit for movement on westward and eastward siding extends 50 feet from each side of crossing. Trains or engines must occupy operating circuit and stop short of crossing to cause traffic control devices to operate for at least 20 seconds before moving over crossing. Eastward trains picking up or setting off at Martinsburg will stop west of Stewart's Crossing to avoid blocking crossing.

55.104 SWITCHES

Hand-Operated Switches

1. NS Running Track and NS Delivery at Shenandoah Jct. - Switches will be left lined for NS Running (main) track.

55.105 USE OF SPECIFIED TRACKS

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   Kelly Island Industrial Track
   Frog Hollow Industrial Track
   Berkeley Springs Industrial Track

2. Specified Track Instructions

Table 47. Use of Specified Track

Location or Tracks	Instructions
Shenandoah Jct	Track must not be used beyond clearance point at east end of their delivery track without permission from NS Dispatcher at Roanoke. Telephone located on pole at northwest end of building at Shenandoah Jct. to communicate with operator at Martinsburg and NS Dispatcher.
Berkeley Springs	Berkeley Springs Industrial Track will be used on permission of the Train Dispatcher

55.255 INTERLOCKING OFFICES

Station	Hours Office Open
NA Tower (NA)	Continuous
West Cumbo (W)	Continuous
Miller (R)	Continuous
HO Tower (HO)	Continuous

55.400 RADIO STATIONS AND INSTRUCTIONS

1. **Radio Stations**

   All road trains will monitor channel 08.

Table 48. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Martinsburg-OP	Continuous	08	Wayside
Cumbo-OP	Continuous	08	Wayside
Miller-OP	Continuous	08	Wayside
Hancock-OP	Continuous	08	Wayside
Dispatcher (CM)	Continuous	94	Wayside

Note: CM Train Dispatcher's call-in No. is 4.

CM Train Dispatcher's telephone No. is 904-381-2667

CM Train Dispatcher's toll free No. is 1-800-854-5688. Weekends Controlled by AV Desk.

AV Train Dispatcher's telephone No. is 904-381-2667

AV Train Dispatcher's toll free No. is 1-800-921-2223.

56.0 MISCELLANEOUS INSTRUCTIONS

1. **Greenspring Scale Track**

   The scales are bi-directional and will weigh eastward or westward. Eastward and westward trains entering Scale Track will weigh unless otherwise instructed.

   When the lead engine fouls the 200 ft. approach sign, the scale will turn on and transmit "CSX Greenspring scale is ready." Speed must be maintained between 4.5 and 9 MPH. Train speed will be transmitted after every 5th car when above speed is maintained. If train speed increases over 8.5 MPH, the speed will be transmitted after every car. If train speed increases to over 9 MPH, the scale will stop weighing. Train must be stopped and crew will contact the Control Station for instructions.

   If the train is to be re-weighed, it must be backed up clear of the 200 ft. approach sign before starting to weigh.

   If the scale fails at any time during weighing, it will transmit "Scale has Failed." If this occurs, contact the Control Station. When train has completed weighing, the scale transmits "CSX Greenspring scale is clear x x x total cars."

   When trains weighed stop on the scale for any reason before weighing is completed, a member of crew will contact Control Station, giving number of cars standing on scale and location of car in train from head end. A member of crew will be advised by Control Station whether or not to back off and re-weigh or proceed without backing up. Failure or irregularities in the operation of audible speed indicators, or any other condition, must be immediately reported to the Control Station.

   Trains using scale track for purposes other than weighing will not exceed 10 MPH while passing over scale.

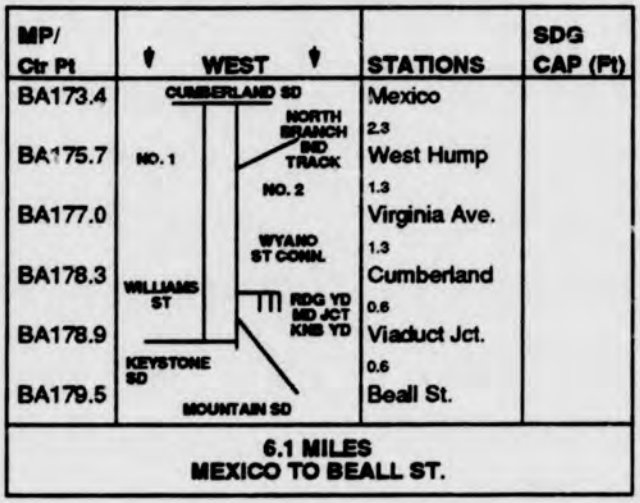
   Movements between the ETC Sign 349 feet west of scale and the switch at the east end of the siding must not exceed 15 MPH.

   Hand-operated switches on the siding must be left lined and locked for straight track movement after being used.

NOTES:

60.0 CUMBERLAND TERMINAL SUBDIVISION-C3

61.0 STATIONS LISTING AND DIAGRAM.



61.1 DIAGRAM CROSS-REFERENCE

Table 49. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland	Baltimore	21
Mountain	CCBU	CCBU TTSI
Keystone	Baltimore	33

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 50. Authority for Movement

Between Location/Mile Post	Rules
Mexico and Viaduct Junction	265-271(93)
North lead and No. 1 yard BA176.9 and BA176.95 and BA177.05 and BA177.1	265-271

Note:

The North lead and No.1 yard are governed by Rule 105 and controlled by the yardmaster at the west hump except for the above stated limits. Crossover movements from No. 2 extension to the north lead are controlled by the yardmaster at the west hump.

The absolute signals on the north lead and No. 1 yard are switching signals. They will display restricting when the switches are lined for movement on the north lead and No. 1 yard. When the movement clears this area the signals will return to a restricting indication. Trains moving to the main track will receive a more favorable indication.

62.4 EXCEPTED TRACKS

Ridgeley Yard
Maryland Junction
Knobmount Yard

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 51. Maximum Authorized Speed

Between Location/Mile Post	MPH
Mexico and BA178.9	65

63.2 SPEED RESTRICTIONS

Table 52. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BA173.4 and BA174.4	60	—
BA174.4 and BA174.6 No. 1 and 2 Tracks	50	45
BA174.6 and BA175.5	60	—
BA175.5 and BA176.1 No. 1 and 2 Tracks	55	—
BA176.1 and BA176.7 No. 1 and 2 Tracks	60	—
BA176.7 and BA178.3	40	35
BA178.7 and BA178.9 No.1 track	20	20
BA178.7 and BA178.9 No.2 track	25	25
Williams St. and Balltimore St.	15	15

64.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Superintendent Operations, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 53 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
North Branch Industrial Track Pittsburg Plate Glass	Engines with coupler limiting blocks positioned inside coupler pocket	Must not be coupled to equipment (including other units) on Nos. 1,2,3 and 4 tracks
	Cars 70 ft. or longer	Must not operate West of West Switch on No. 3 track or through crossovers between Nos. 4 & 5 tracks
Scales	Equipment	5 MPH

Table 53 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Cumberland: West Hump Master Retarders	Engines other than - 4551, 4556, 4565, 4567, 4568, 4569, 4572, 4573, 4577, 4614, 4615, 4616, 4617, 8375, 8972,	Must Not Operate
Cumberland: West Hump Secondary Retarders	Engines	Must Hhave authority of the West Hump Yard-master and must not exceed 5 MPH

Between the locations specified below, trains must comply with Restricted Equipment Rule 34.

BA174.4 and BA175.4 No. 1 & 2 Tracks
BA178.1 and BA178.3 No. 1 & 2 Tracks

Note: 95-Ton or greater capacity hi-cube 3800-4800 cubic feet loaded covered hoppers must not exceed 13 MPH at the following locations:

Between BA173.4 and BA175.0 on No. 2 and No. 4 Leads.
Between BA177.0 and BA178.9, Eastbound and Westbound Running Tracks.

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.1 STANDARD CLOCKS

Table 54. Standard Clocks

Station	Location
Cumberland	West Hump Trainmasters Office

65.14 ENGINE HORN

Engineers must not sound horn except in case of emergency at the following road crossings at Cumberland, Md.:

Franklin Street
Pear Street
Valley Street
Knox Street
Baltimore Street

65.100 ROAD CROSSINGS AT GRADE

1. **Road Crossings** - Every reasonable effort must be made to not block any road crossing in the city of Cumberland, Maryland. Cumberland city code states that no train will prevent the use of any street for the purpose of travel for a period of time longer than five (5) minutes.

65.102. WELDED RAIL TRAINS

Cars loaded with welded or continuously jointed rail may be moved in local freight trains upon authority of the superintendent operations.

65.104 SWITCHES

Hand-Operated Switches

Cumberland Yard - The crossing switch at Air Compressor from Open Track to South Lead will be left as follows: West end of the crossover lined green for Open Track and east end of the crossover lined yellow for North Lead, or as instructed by Yardmaster, West Hump.

The yard switches at Virginia Ave. will be left lined as last used or as instructed by the Yardmaster, West Hump.

65.105 USE OF SPECIFIED TRACKS

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   North Branch Industrial Track

Table 55. Use of Specified Track

Location or Tracks	Instructions
Cumberland: Virginia Ave.	Trains using other than main track must not foul switches at Virginia Ave. without verbal permission of West Hump yardmaster.
Trains exiting the yard at Viaduct Junction.	Crews must know the "CM" Dispatcher is going to take the train before fouling the crossing at Baltimore Street and must notify West Hump Yardmaster when departing.
Trains departing westbound on No. 1 or No. 2 main track.	Crews must know the "CM" Dispatcher is going to take the train before fouling the Amtrak station and Baltimore Street crossing. at Viaduct Tower before fouling Baltimore St. crossing.

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 56. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Cumberland-YM (West Hump)	Continuous	08 -70	Terminal
Dispatcher (CM)	Continuous	94	Wayside

Note: CM Train Dispatcher call-in number is 4. Bell Telephone No. is

CM Train Dispatcher telephone No. is 904-381-2667.

CM Train Dispatcher toll free No. is 1-800-854-5688

(b).Handling And Safeguarding Radios

Location of portable radio check-out and check-in point

Location	Control Point	Control Point Employee
Cumberland	West Hump	Yardmaster

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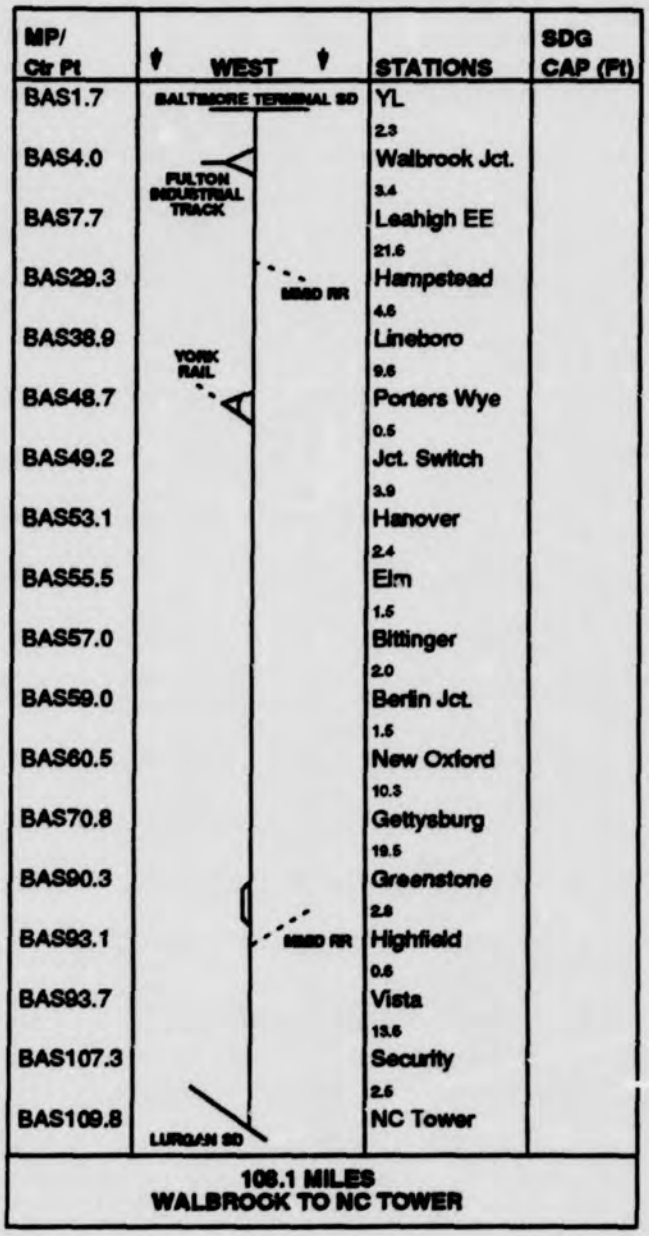
NOTES:

NOTES:

NOTES:

70.0 HANOVER SUBDIVISION-HV

71.0 STATIONS LISTING AND DIAGRAM.



71.1 DIAGRAM CROSS-REFERENCE

Table 57. Diagram Cross-Reference

Subdivision	Division	Page
Lurgan	Baltimore	39
Baltimore Terminal	Baltimore	1

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 58. Authority for Movement

Between Location/Mile Post	Rules
BAS0.5 and BAS17.4	120-132
BAS17.4 and BAS22.2	93 (Notes 2, 3 & 4)
BAS22.2 and BAS48.3	120-132
BAS48.3 and BAS58.0	93 (Notes 3 & 4)
BAS58.0 and BAS92.3	120-132
BAS92.3 and BAS94.1	93 (Notes 3 & 4)
BAS94.1 and BAS106.7	120-132
BAS106.7 and NC Tower	93 See Notes 3 & 4

Note:

1. Westward trains must not pass Security without permission of the Jacksonville Train Dispatcher.
2. Storage tracks at Emory Grove are now designated interchange tracks between CSX and Maryland Midland Railroad (MMID). MMID engines and trains may use CSX trackage from BAS17.4 to BAS21.0 for the purpose of interchange.
3. Permission must be obtained from the "CJ" Train Dispatcher before entering main track.
4. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 3 must not be occupied without written authority as prescribed by Rule 704 or 707.

72.2 DTC Block Limits

Between Mt. Winans and Security

Table 59 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
BAS05 and BAS7.8	Tide
BAS7.8 and BAS17.4	Emory
BAS22.2 and BAS30.1	Fowble
BAS30.1 and BAS39.0	Line
BAS39.0 and BAS48.3	Porter
BAS58.0 and BAS72.0	Camp
BAS72.0 and BAS82.3	Tanna

Table 59 (Page 2 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
BAS82.3 and BAS92.3	Pen
BAS94.1 and BAS106.7	Hager

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEEDS

Table 60. Maximum Authorized Speed

Between Location/Mile Post	MPH
BAS0.5 and Walbrook Jct.	25
Walbrook Jct. and Yard limits Emory Grove	40
Yard limits Emory Grove and BAS47.5	30
BAS47.5 and Antietam Street	25

73.2 SPEED RESTRICTIONS

Table 61. Speed Restrictions

Between Location/Mile Post	MPH
Through Walbrook Jct. BAS4.0	15
Walbrook Jct., diverging movements to Fulton Industrial Tracks	10
Fulton Industrial Tracks	10
BAS3.8 and BAS9.8	25
BAS36.7 and BAS38.9	25
Hanover-over street crossings	10
New Oxford-over street crossings	15
Gettysburg-over street crossing	10
Over street crossings-Hagerstown	10
Through Interlocking NC Tower	10

74.0 EQUIPMENT RESTRICTIONS

1. **Restriction Table**

Table 62. Equipment Restrictions

Location	Equipment	Restriction
Walbrook-Fulton: Old Yard Crossover (1st crossover west of Fulton Jct)Grave yard Crossover (3rd crossover west of Fulton Jct)	Through Train Movements	Must not operate
Owings Mills: Coal Trestle	Engines	Must not operate
York road	6-Axle units	Must not operate
Hanover yard tracks and MPA connection	6-axle units	Must not operate on connection track
Miller Chemical	6-axle units	Must not operate

Table 62. Equipment Restrictions

Location	Equipment	Restriction
Security: Industrial Cement and Maryland Metals	6-axle units	Must not operate
Owings Mills: Sweetheart Cup, BAS14.0	6-axle units	Must not operate See Note:

Note:

No engine or car movements will be permitted on No. 2 or No. 3 Track when the adjacent track is occupied by any type of equipment between the Storage Track and the car or cars spotted for loading opposite the No. 14 door of the loading platform. Due to curvature, more than two four-axle units must not enter tracks Nos. 2, 3 or 4, and when necessary to switch these tracks with multiple units, reachers will be used.

Employees are prohibited from riding on the side of equipment, into or out of tracks serving this industry.

2. **High-Cube Covered Hopper Restrictions**

Between locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot capacity covered hoppers will comply with R.E. Rule 34.

1) BAS0.5 and BAS5.8
2) BAS8.8 and BAS9.1
3) BAS18.2 and BAS22.0
4) BAS28.2 and BAS28.3
5) BAS36.3 and BAS43.9
6) BAS47.2 and BAS49.2
7) BAS54.2 and BAS55.2
8) BAS58.4 and BAS58.7
9) BAS60.2 and BAS61.6
10) BAS83.3 and BAS92.1
11) BAS93.6 and BAS96.5
12) BAS98.6 and BAS99.8
13) BAS101.9 and BAS102.5
14) BAS104.5 and BAS106.2
15) BAS108.7 and BAS110.4

74.0 INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Table 63. Standard Clocks

Station	Location
Hanover	Yard Office
Hagerstown	Yard Office

75.58 DEFECT DETECTORS

Table 64. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Owings Mill BAS14.2	AD	Voice Instructions

75.83-A TRAIN BULLETIN AND RELEASE FORM

1. **Trains Originating Hagerstown**

   Conductors and Engineers of eastward trains originating will sign their trains up to the CJ Train Dispatcher, Jacksonville, Fl. Bell Telephone No. is 904-381-2681. Train Dispatchers at Jacksonville, FL, must contact the Conrail Train Dispatcher at Harrisburg, PA (Telephone: 717-657-5417) to arrange for train movements through interlocking at NC.

2. **Trains Originating Hanover**

   Trains originating at Hanover must receive train bulletins and train messages from the "CJ" Train Dispatcher in Jacksonville, FL, telephone 8-388-5519 or (904) 381-2681 or 2682.

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossings at Grade**

   Hanover Maryland and Pennsylvania Crossing - Trains and engines must approach crossing at MP 54.3 prepared to stop and may proceed if no conflicting movement is evident.

75.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

Table 65. Providing Crossing Protection

Location	Crossing	Tracks
Security	Antietam Dr.	Maryland Metals
Security	Security Rd.	Maryland Metals

2. **Mt. Winans** When Stop Aspect is displayed for eastward trains on absolute signal at Mt. Winans, trains must stop west of Washington Blvd.
3. **Hanover** Broadway Crossing must not be blocked by standing trains, engines or cars. To avoid blocking crossing, westward trains having work to perform may leave train at east end of Hanover; eastward trains may leave train at west end of Hanover.
4. **Bittinger** Movements from Old Storage Track are governed by TTSI 1040.08.
5. **Bond Avenue** Crews must protect Bond Avenue side track account rusty rail. Equipment will not actuate flashers.

75.104 SWITCHES

1. **Hand-Operated Switches**

   Switches on the following tracks must be locked in either position unless proper surveillance by crew member or other responsible person is afforded. Walbrook-Fulton leg of Wye Walbrook-Grave Yard Crossover, Moreland Ave.

75.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement:

1. **Fulton Industrial Track**
   a) Verbal instructions from the Train Dispatcher will be used in yarding trains.
2. **Porters Yorkrail Operations -**
   a) All tracks at Porters on the Yorkrail and Smith's Siding on the Hanover Subdivision are designated interchange tracks between CSX and Yorkrail.
   b) Yorkail will leave all east cars for CSX in the South leg of the wye Porters with any overflow left on the east leg of the wye.
   c) CSX crews will not occupy any part of the Yorkrail or the Wye tracks Porters, except to pick up interchange cars. If it becomes necessary to make other moves at Porters, the Yorkrail Train Dispatcher must be contacted for permission at (717)854-6023 between the hours of 0700 and 1700, Monday through Friday.
   d) Yorkrail now has trackage rights between Porters and the east switch Hanover Brands east of York Road.
   e) Before entering the Hanover Subdivision main track, Yorkrail crews must contact the CSX "CJ" Dispatcher, telephone number (904)381-2681 and secure permission to enter the main track. At that time, the CSX train dispatcher will deliver to the Yorkrail crew any train orders in effect between Porters and the east switch Hanover Brands, east of York Road.
   f) The Yorkrail crew will leave all CSX westbound cars on the west end of Smith's Siding for pick-up by CSX.
   g) All cars for interchange to Yorkrail will be left on the east end of Smith's Siding for Yorkrail pick-up.
   h) After returning to Porters, Yorkrail must report clear of the CSX main track by calling the CSX "CJ" Train Dispatcher.
   i) No other movements will be allowed between Porters and the east switch Hanover Brands, East of York Road during the time that Yorkrail has permission to occupy that portion of main track. The Hanover Subdivision is controlled by the "CJ" Dispatcher The telephone number for Train Dispatcher is (904) 381-2681 or 2682.
3. Sweetheart Cup Industrial Tracks: Movement must not exceed 4 MPH. Cars must not be detached from motive power and permitted to run on their own momentum on these tracks.

75.D-151-A MOVEMENT AGAINST CURRENT OF TRAFFIC

1. Westward movements on No. 2 Track between WAS Westport and WAS Mt. Winans (WEDT) will be made on verbal permission of the Train Dispatcher. Before the movement is permitted, the Train Dispatcher must apply the track block. No. 2 Track must be clear and maintained clear of trains and track cars until the westward movement is clear at Mt. Winans.

2. Eastward movements on No. 1 Track between WAS Mt. Winans (WEDT) and WAS Westport may be made on verbal permission of the Train Dispatcher.

75.400.RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 66. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CJ)	Continuous	14	Wayside
Halethorpe-TD	Continuous	14	Wayside

Note: CJ Train Dispatcher's call-in No. is 1.

CJ Train Dispatcher's telephone No. is 904-381-2681 or 2682

CJ Train Dispatcher's toll free No. is 1-800-854-5689.

76.0 MISCELLANEOUS INSTRUCTIONS

1. **City Ordinance Instructions**

   Within the limits of the following cities, local ordinance prohibits, except in emergency, the sounding of the engine horn when approaching street grade crossings, except as follows:

Table 67. City Ordinance Instructions

City	Exceptions
Baltimore	Patterson Avenue
Hagerstown	All grade crossings when the adjacent track is occupied by another train or draft of cars.

2. **Close Clearance**

   Close clearance exists between the CSXT and GBR railroad Main Tracks in Gettysburg, Pa. at CSXT milepost marker 71.0.

   When placing cars on the GBR, crews must leave them at least 3 car lengths west of that CSXT marker post. Flourescent orange and yellow marks are painted on the ties and rail of both the GBR and CSXT mains to mark the clearance points. Cars must be left west of these markings.

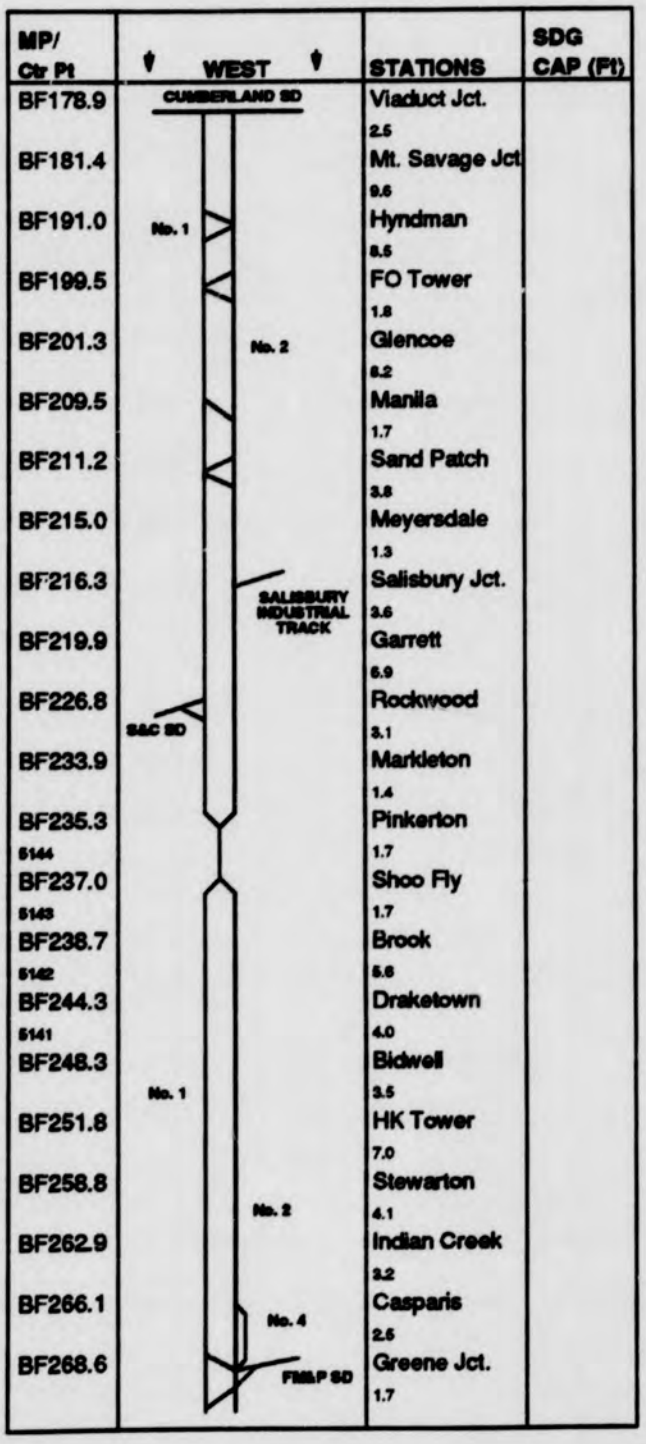
   Crews must continue to exercise caution at this location in the even cars are placed east of the clearance point.

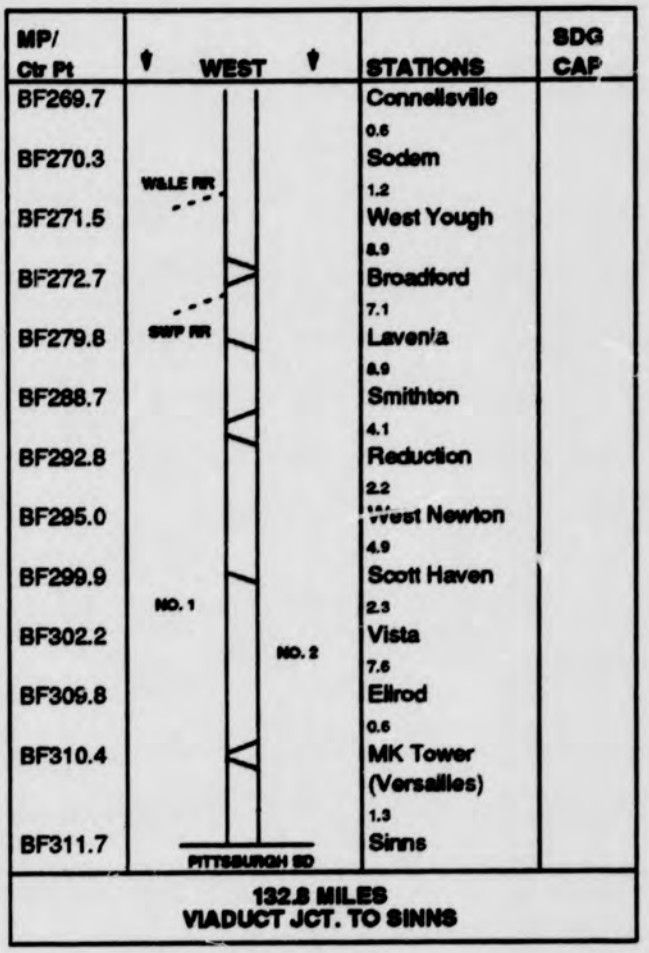
   GBR Railroad crews have also been notifed as to placement of cars per this bulletin.

NOTES:

80.0 KEYSTONE SUBDIVISION-MH

81.0 STATIONS LISTING AND DIAGRAM





81.1 DIAGRAM CROSS-REFERENCE

Table 68. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland	Baltimore	21
S&C	Baltimore	89
Pittsburgh	Baltimore	69
Mountain	CCBU	CCBU TTSI

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 69 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Viaduct Jct.	255-259
BF178.9 and BF191.0	D-251
Hyndman	255-259

Table 69 (Page 2 of 2). Authority for Movement	
Between Location/Mile Post	**Rules**
BF191.0 and BF211.2	265-271
Sand Patch	255-259
Sand Patch BF211.2 and BF235.3	D-251
BF235.3 and BF244.3	265-271
BF244.3 and BF266.0	D-251
BF266.0 and BF268.6	D-251(93)
Greene Jct.	255-259(93)
BF268.6 and BF272.7	265-271
BF272.7 and YL BF273.0	D-251(93)
BF273.0 and BF309.9	D-251
YL BF309.9 and Sinns BF311.7 (CP 17Y)	D-251(93)

82.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 70. Suspension of Signal System-(and Movements against Current of Traffic)	
Between Location/Mile Post	**Block Names**
BF178.9 E.A.S. Viaduct Jct. and BF184.0 Ellerslie	Savage
BF184.0 Ellerslie and BF191.0 W.A.S. Hyndman	Cook
BF191.0 Hyndman and BF199.5 Foley	Hynd
BF199.5 Foley and BF211.2 Sand Patch	FO
BF211.2 Sand Patch and BF219.9 Garrett	Patch
BF219.9 Garrett and BF226.8 Rockwood	Sali
BF226.8 Rockwood and BF235.3 Pinkerton	Pink
BF235.3 Pinkerton and BF237.0 Shoo Fly	Shoo
BF237.0 Shoo Fly and BF244.3 Draketown	Brook
BF244.3 Draketown and BF251.8 HK Tower	Bid
BF251.8 HK Tower and BF258.8 Stewarton	Ohio
BF258.8 Stewarton and BF266.0 Yard Limit	Pyle
BF268.5 Greene Jct. and BF270.3 Connellsville	Green
BF270.3 and BF272.7	Sodom
BF273.0 and BF279.8	Lava
BF279.8 and BF283.0	Lay
BF283.0 and BF288.7	Young
BF288.7 and BF292.8	Jacob
BF292.8 and BF299.9	Scott
BF299.9 and BF309.9	Vista

Note: The track number will be added to the block name designated.

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 71. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
Viaduct Jct. and Sinns	79

83.2 SPEED RESTRICTIONS

Table 72 (Page 1 of 2). Speed Restrictions		
Between Location/Mile Post	**Pagr. MPH**	**Other MPH**
Viaduct Jct. and Sinns Other Than Passenger Trains	--	50
BF178.9 and BF180.7	35	25
BF180.7 and BF182.3	40	35
BF183.4 and BF183.9	75	--
BF183.9 and BF184.4	60	--
BF185.2 and BF186.2	55	--
BF190.8 and BF191.4	55	--
BF191.4 and BF192.6	60	--
BF192.6 and BF194.6	35	30
BF194.6 and BF195.3	30	30
BF195.3 and BF197.5	35	30
BF197.5 and BF199.6	30	30
FO Tower, Diverging Movements	20	20
BF199.6 and BF202.1	35	30
BF202.1 and BF205.6	50	35
BF205.6 and BF206.9	40	35
BF206.9 and BF209.0	35	30
BF209.1, East Crossovers, Diverging	10	10
BF209.0 and BF209.6	40	30
Manila, Diverging Movements	20	20
BF209.6 and BF211.1	45	30
BF211.1 and BF212.7	45	35
BF212.7 and BF213.7	40	35
BF213.7 and BF216.4	45	35
BF216.4 and BF217.7	40	35
BF217.7 and BF219.2	35	35
BF219.2 and BF220.9	40	35
BF220.9 and BF221.7	45	35
BF221.7 and BF223.1	40	35
BF223.1 and BF225.6, No. 1 Track	50	45
BF225.6 and BF227.0, No. 1 Track	45	40
BF227.0 and BF230.2, No. 1 Track	55	45
BF230.2 and BF232.2, No. 1 Track	45	45
BF232.2 and BF235.2, No. 1 Track	50	45
BF223.1 and BF225.4, No. 2 Track	50	45
BF225.4 and BF227.0, No. 2 Track	45	40
BF227.0 and BF228.4, No. 2 Track	55	40

Table 72 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BF228.4 and BF230.2, No. 2 Track	50	40
BF230.2 and BF232.2, No. 2 Track	45	40
BF232.2 and BF234.1, No. 2 Track	50	40
BF234.1 and BF235.2, No. 2 Track	45	40
BF235.2 and BF237.0, Single Track	35	30
BF237.0 and BF239.0, No. 1 Track	40	30
BF239.0 and BF239.6, No. 1 Track	30	30
BF239.6 and BF241.4, No. 1 Track	50	40
BF241.4 and BF242.9, No. 1 Track	40	35
BF237.0 and BF239.0 (6.0), No. 2 Track	40	30
BFJ6.0 and BFJ5.2, No. 2 Track (Low Grade)	35	30
BFJ5.3 and BFJ4.4, No. 2 Track (Low Grade)	30	30
BFJ4.4 and BFJ1.0, No. 2 Track (Low Grade)	40	30
BFJ1.0 and BF242.9, No. 2 Track	35	30
BF242.9 and BF245.6 No. 1 & 2 Track	40	35
BF245.6 and BF247.8	55	40
BF247.8 and BF250.1	45	40
BF250.1 and BF251.5	40	35
BF251.5 and BF253.0	45	40
BF253.0 and BF253.7	30	30
BF253.7 and BF256.5	40	30
BF256.5 and BF257.4	30	30
BF257.4 and BF258.4	35	30
BF258.4 and BF259.1	40	30
BF259.1 and BF259.4	30	30
BF259.4 and BF263.0	40	30
BF263.0 and BF265.4	55	45
BF265.4 and BF266.2	50	45
BF266.2 and BF267.2	45	40
BF267.2 and BF269.7	55	45
No. 4 Track BF266.2 and BF268.5	10	10
BF269.7 and BF270.1	50	45
BF270.1 and BF270.5	35	25
BF270.5 and BF271.2	45	40
BF271.2 and BF272.8	45	45
BF272.8 and BF273.6	60	45
BF273.6 and BF275.7	50	45
BF275.7 and BF276.2	30	30
BF276.2 and BF282.0	40	35
BF282.0 and BF282.4	35	30
BF282.4 and BF285.0	50	45
BF285.0 and BF286.0	55	45
BF286.0 and BF288.8	60	45
BF288.8 and BF289.5	45	40
BF289.5 and BF291.1	50	45

Table 72 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BF291.1 and BF293.5	45	40
BF293.5 and BF294.6	55	45
BF294.6 and BF295.2	30	30
BF295.2 and BF296.4	45	45
BF296.4 and BF300.3	55	45
BF300.3 and BF300.7	45	45
BF300.7 and BF301.8	55	45
BF301.8 and BF303.2	40	40
BF303.2 and BF303.8	40	35
BF303.8 and BF305.4	50	45
BF305.4 and BF307.0	55	45
BF307.0 and BF307.3	50	45
BF307.3 and BF309.7	60	45
BF309.7 and BF311.7 (Sinns)	45	40

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

BF185.5 and BF186.5 No. 1 & 2 Track.
BF263.5 and BF264.5 No. 2 Track
BF262.0 and BF261.0 No. 1 & 2 Track
BF274.0 and BF275.0 No. 1 Track.
BF286.1 and BF287.1 No. 1 Track.
BF307.1 and BF306.1 No. 2 Track.

84.0 EQUIPMENT RESTRICTIONS

Table 73. Equipment Restrictions

Location	Equipment	Restriction
Salisbury	6-axle	Must not operate

1. Between the locations specified below, trains must comply with Restricted Equipment Rule 34.

   Shoo Fly BF237.0 and Pinkerton BF235.3

2. Train Classification Instructions: Empty cars 80 feet and longer (other than box cars) must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In teritory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed on this chart when determining the location for the restricted car(s).

Between	Safe Trailing	
	Direction	Tonnage
Hyndman and Sand Patch	Westbound	3500
Connellsville and Sand Patch	Eastbound	5100
Connellsville and New Castle	East & West	13,300

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.1 STANDARD CLOCKS

Table 74. Standard Clocks

Station	Location
Viaduct Jct.	Operator Office
Hyndman	Operator Office
Sand Patch	Operator Office
Connellsville	VI Office

85.14 ENGINE HORN

Engineers must not sound horn except in case of emergency at the following road corssings:

Franklin Street
Pear Street
Valley Street
Knox Street
Baltimore Street

85.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
10	Hyndman	BF192.1

85.36 SPRING SWITCHES

Table 75. Spring Switches

Location	Designated Speed In Normal Position		
	Normal Position for Movement on	Facing Movement	When Springing
Casparis-East End No. 4 Track	No. 2 Track	20 MPH	10 MPH

85.58 DEFECT DETECTORS

Table 76. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Cooks Mills BF187.0	AD	No. 1 and No. 2 Mains
Yoder BF218.2	AD	No. 1 and No. 2 Mains
Brook BF239.8	AD	No. 1 (Dragging Equipment only)
Jenkins BF3.5	AD	No. 2 (Dragging Equipment only)
Bidwell BF248.2	AD	No. 1 and No. 2 Mains (See Note 1)
Casparis BF266.2	AD	No. 1
Dawson BF275.3	AD	No. 2

Table 76. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Fitz Henery BF290.8	AD	No. 1 and No. 2 Mains

Note:

1. **Bidwell** - Westward trains actuating defect detector will stop to clear crossover at HK. Eastward trains actuating defect detector will stop to clear crossing west of Draketown.

85.100 ROAD CROSSINGS AT GRADE

Road Crossings - Every reasonable effort must be made to not block any road crossing in the city of Cumberland, Maryland. Cumberland city Code states that no train will prevent the use of any street for the purpose of travel for a *period of time longer than five (5) mintues.*

85.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement.

-Salisbury Industrial Track - Former Salisbury Subdivision

85.255 INTERLOCKING OFFICES

Station	Hours Office Open
Viaduct Jct. (ND)	Continuous
Hyndman (Q)	Continuous
Sand Patch (SA)	Continuous
Connellsville (VI)	Continuous

85.285-C APPROACH ASPECT

Versailles Pa. BF309.8 -Westward frieght trains on No. 1 Main Track will not pass Center St. Versalles Pa. unless train recieves more favorable signal aspect than Approach or permission from the Pittsburgh Subdivision Train Dispatcher.

Westward trains on No. 2 Main Track will not pass Center St. Versailles Pa. without permission from the Keystone Subdivision Train Dispatcher and the Pittsburgh Subdivision Train Dispatcher.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 77 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Viaduct-OP	Continuous	08	Wayside
Hyndman-OP	Continuous	08	Wayside
Sand Patch-OP	Continuous	08	Wayside
Connellsville-OP	Continuous	08	Terminal

Table 77 (Page 2 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CM)	Continuous	94	Wayside

Note: CM Train Dispatcher Call-in No. is 2. Bell Telephone

CM Train Dispatcher Bell Telephone No. is 904-381-2667.

CM Train Dispatcher telephone No. is 1-800-854-5688.

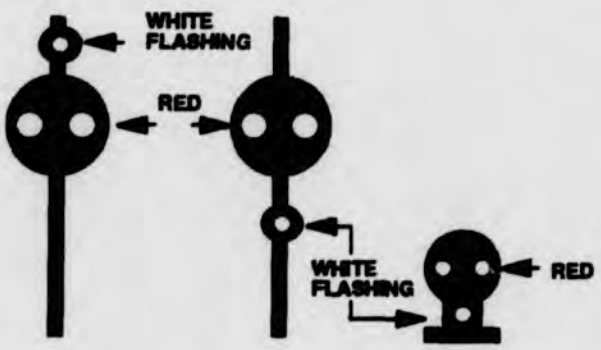
Handling And Safeguarding Radios

Location	Control Point	Control Point Employee
Connellsville	Central Yard Office	Operator

86.0 MISCELLANEOUS INSTRUCTIONS

86.280 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Connellsville, PA - "Couple Additional Head End Power" aspect has been added to Westward Absolute Signals governing movement to No. 1 and No. 2 Main Tracks at Greene Jct. Interlocking.



NAME- Couple Additional Head End Power

INDICATION - Stop. Then proceed at restricted speed prepared to couple engine to train in block.

Notes:

1. This indication will apply only to engines being added to train.
2. Engineers of eastward trains stopping on No. 1 and No. 2 Main Tracks will report to operator VI that their train is stopped.

   Operator VI will not give signals to "Couple Additional Head End Power" until notified by engineer or eastward train that train is stopped on No. 1 or No. 2 Main Track.

86.650 AIR BRAKE INSTRUCTIONS

(a)Brake Pipe Pressure

The Brake Pipe Pressure on the rear of eastward loaded trains must be 70 lbs. or higher prior to passing over summit at Sand Patch.

(b) A running release of the train brake will not be made on eastward freight trains operating in this territory.

When the total brake pipe reduction exceeds eighteen (18) pounds on any eastward freight train operating in this territory, train will be stopped and sufficient hand brakes applied to both the head end and rear end of the train to hold it on the grade during the recharging procedure. Three (3) hand brakes for each ten (10) cars in train will be sufficient.

(c)Brake Pipe Pressure

Sand Patch - Sand Patch Tower is equipped with a receiver display unit (R.D.U.) identical to R.D.U. mounted on the controlling unit of trains with E.O.T. device. Engineers on eastward trains, who receive a "NO COM" on the R.D.U. monitor when stopped at Manila or in the tunnel, can confirm brake pipe pressure and operability of rear end marker by contacting operator at Sand Patch ad informing him of the unit number of the E.O.T. transmitter on the rear of their train.

Train Handling

Stretch braking is permitted for Eastward Trains between Mance and Hyndman.

Cresting Grade At Sand Patch

(a).Stopping And Starting Train

When train will be stopped between East Portal Sand Patch Tunnel and Manila to cut off helper or for any other reason, crest the grade at Sand Patch at a speed not to exceed 10 MPH. Have dynamic brake fully applied in order to bunch slack and complete stop using as small a total service brake application as possible.

After stopping, all trains except grain trains will release train brakes and then wait a minimum of 10 minutes to recharge train brake system before proceeding. Trains will be started by placing dynamic brake in full application and gradually reducing the independent brake, until the train begins to move. The independent brake should be fully released when speed reaches 5 MPH.

Grain trains will be started by using power without releasing the train brakes when possible to do so. When grain trains cannot be started in this manner, release train brakes and recharge for a minimum of 20 minutes, after which following the same starting procedure outlined for other trains.

As speed increases to 15-17 MPH with dynamic brake fully applied, make an initial brake pipe application of 5 to 7 PSI with all trains except those trains exceeding an average of 100 tons per car. With these trains, make an initial brake application of 5 to 7 PSI before speed exceeds 12 MPH.

Closely monitor acceleration rate and if necessary, modulate dynamic brake, and/or make additional light reductions

in order to keep speed between 25 to 30 MPH passing BF208.

(b).Continuous Movement

As train crests grade continue to use power and make an initial application of 5-7 PSI between 20 to 22 MPH. Then gradually reduce throttle and apply dynamic brake in such a manner to have speed between 25 and 30 MPH, passing BF208.

BF208 to BF202.1 - In the vicinity of BF207, train speed will gradually increase due to the heavier grade. When this occurs make additional light brake applications if necessary, modulating the dynamic brake to hold speed between 32 and 34 MPH, between BF207 and BF202.1.

BF202 to 191 - Approaching BF202 the grade becomes less severe and the speed restriction at BF202.1 is reduced from 35 MPH to 30 MPH. Therefore, watch deceleration rate very closely, and apply power if necessary to keep speed between 20 and 30 MPH between BF 202 and BF198. In the vicinity of BF197, grade again increases and train speed will generally begin to increase. If this occurs, it may be necessary to apply dynamic brake, or to make an additional light brake application in order to maintain speed at 30 MPH. This speed should then be maintained by modulating the dynamic brake or throttle to Hyndman (BF191).

(c).Use Of Pressure Retaining Valves

Retainers will be used by freight trains descending the following grades:

Grade	Min. % Retainers
Sand Patch to Hyndman (Note)	100

Note: East Portal Sand Patch Tunnel and Hyndman - Eastward Trains Only

Eastward freight trains requiring retainers will stop at the east end Eastward Siding Garrett or at Sand Patch for adjustment of retainers and will stop east of Hyndman and place all retainers in release position.

The use of retaining valves will not be required on eastward trains when:

—The controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and;

—The lead locomotive consist has a minimum of eight (8) traction motors operating in dynamic braking

Exceptions:

Grain Trains - The use of retaining valves will be required on eastward grain trains with over 100 cars unless:

—The controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and;

—The lead locomotive consist has a minimum of twelve (12) traction motors operating in dynamic braking.

Empty Trains - The use of retaining valves will not be required on eastward trains that consist entirely of empty cars when;

—The controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature. The use of retaining valves will not be required in Eastward Freight Trains consisting of not more than thirty-six (36) cars when the controlling locomotive is equipped with an operative pressure maintaining feature and controlling locomotive has a minimum of four (4) traction motors operating in dynamic braking, or not more than forty eight (48) cars with six (6) traction motors operating in dynamic brake.

A running release of the train brake will not be made on eastward freight trains operating in this territory. When the total brake pipe reduction exceeds eighteen (18) pounds on any eastward freight train operating in this territory, train will be stopped and sufficient hand brakes applied to the head end of the train to hold it on the grade during the recharging procedure. Three (3) hand brakes for each ten (10) cars in train will be sufficient.

(d). Intermodal Trains -

All intermodal eastbound trailer trains will stop by throttle modulation in the vicinity of Sand Patch Tunnel. After stoping, apply automatic brake minimum reduction to check for undesired emergency. Proceed east as conditions permit.

All intermodal west bound trailer trains with helpers will stop by throttle modulation in the vicinity of Sand Patch Tower. After stopping, apply automatic brake minimum reduction to check for undesired emergency. Proceed west as conditions permit.

All westbounds (other than intermodal trains as listed above) with helper on rear of train if practicable, head end will stop in the vicinity of Sand Patch Tower and before helper enters east portal of tunnel to detach helper. If headend engineer feels that due to tonnage he will need the helper to pull the train west. Train will not exceed 15 miles per hour through Sand Patch Interlocking. The helper and rear of train will stop in the vicinity of Sand Patch tower after helper exits tunnel to detach. Helper will not exceed second throttle position throughout tunnel.

CSX-W&E Connection Track

That portion of CSX owned track from the EAS Sodom to W&LE Railroad ownership, a distance of 5,478 feet is renamed the "W&LE Connection Track.

Operating Rule 105 will apply, with maximum authorized speed of 10 MPH.

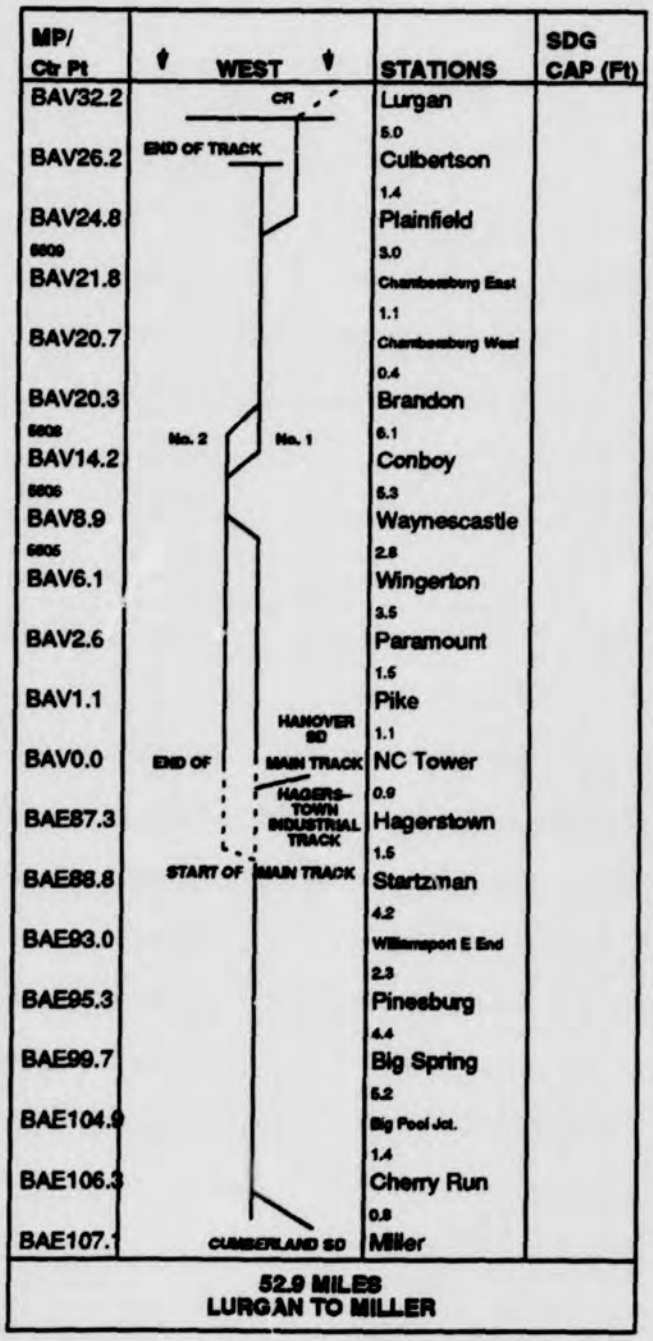
Southwest Pennsylvania Railroad Company

The SWP Railroad has purchased the former CSX Mt. Pleasant and FM&P Subdivisions and with this sale CSX has entered into both an interchange agreement and an interchange access agreement in the Connellsville Yard area with the SWP RR.

NOTES:

90.0 LURGAN SUBDIVISION-LR

91.0 STATIONS LISTING AND DIAGRAM.



Notes:

1. No. 1 Track from MP 27 to Lurgan is removed from service.
2. Distance between MP 19 and 20 is 9,295.8 feet.

91.1 DIAGRAM CROSS-REFERENCE

Table 78. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland	Baltimore	21
Hanover	Baltimore	29

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 79. Authority for Movement

Between Location/Mile Post	Rules
Lurgan	Conrail
Lurgan and Plainfield (Eastward movements on No. 2 track)	120-132
Plainfield and Brandon	265-271
Brandon and Altenwald	D-251
Altenwald and Conboy No. 1 Track	265-271
Altenwald and Conboy No. 2 Track	D-251
Conboy and Waynecastle	265-271
Waynecastle and YL BAV2.6 No. 1 Track	D-251
Waynecastle and YL BAV2.6 No. 2 Track	265-271
YL BAV2.6 and NC Tower No. 1 Track	D-251 (93)
YL BAV2.6 and NC Tower No. 2 Track	265-271
NC Tower to Antietam St.	265-271
YL BAE89.9 and Big Spring and YL Westward Automatic Block Signal	120-132
BAE106.2 and BAE107.1	93 Notes 1, 3 & 4)

Note:

1. Rules 243-247 are in effect for westward movements only. Eastward and westward trains must have permission of the train dispatcher before entering these limits and must report to the "CJ" Dispatcher when clear.
2. All eastbound trains report their clearance of Lurgan Subdivision to CJ Dispatcher, Jacksonville, as soon as they clear MP BAV32.2.
3. Permission must be obtained from the "CJ" Train Dispatcher before entering main track.
4. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 3 must not be occupied without written authority as prescribed by Rule 704 and 707.

92.2 DTC BLOCK LIMITS

Table 80 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
YL BAE89.9 and Big Spring BAE99.7	Gate
Big Spring BAE99.7 and YL BAE106.2 Cherry Run	Pool

Table 80 (Page 2 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
BAV32.2 Lurgan and BAV 24.8 Plainfield No. 2 Track	Kobeen

92.3 EXCEPTED TRACKS

1. Hagerstown Industrial Track

92.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 81. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAV24.8 Plainfield and BAV20.3 Brandon	Burg
BAV20.3 Brandon and BAV14.2 Conboy	Grind
BAV14.2 Conboy and BAV8.9 Waynecastle	Oak
BAV8.9 Waynecastle and BAV0.0 NC Tower	Wing
BAV0.0 NC Tower and BAE110.3 Antietam St. Signal	Tower
BAE89.9 Yard Limit and BAE99.7 Big Spring	Gate
BAE99.7 Big Spring and BAE106.2 Cherry Run	Pool

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 82. Maximum Authorized Speed

Between Location/Mile Post	MPH
BAV32.2 and BAE107.1	40

93.2 SPEED RESTRICTIONS

Table 83. Speed Restrictions

Between Location/Mile Post	MPH
Over Street Crossings - Chambersburg	10
BAV32.2 and BAV0.0	25
Over street crossings - Hagerstown	10
Through Interlocking -NC Tower	10
NC Tower and YL BAE88.0 All Tracks	10
West Leg of Wye-Hagerstown	8
BAE92.3 and BAE92.6	35
BAE95.0 and BAE95.2	30
Big Pool BAE104.9 & Miller BAE107.1 Main Track	25

Note: The 12 MPH speed restriction for Eastbound trains at Northern Avenue road crossing only applies to the headend of the train.

93.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

BAE100 and BAE101

94.0 EQUIPMENT RESTRICTIONS

Between locations specified below, train handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will comply with Restricted Equipment Rule 34.

BAV32.2 and BAV32.1
BAV24.4 and BAV21.9
BAV24.4 and BAV20.3
BAV18.1 and BAV16.1 - No. 2 Track
BAV16.4 and BAV16.1 - No. 1 Track
BAV15.0 and BAV14.0 - No. 1 Track

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.1 STANDARD CLOCKS

Table 84. Standard Clocks

Station	Location
Hagerstown	Yard Office

95.58 DEFECT DETECTORS

Table 85. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Siloam, PA, BAV23.1	AD	Voice Instructions

95.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains originating Hagerstown must receive Train Bulletin and Release Form from the Train Dispatcher Jacksonville.
2. Trains originating Enola or Harrisburg en route the Lurgan Subdivision must receive Train Bulletin and Release Form from the Train Dispatcher Jacksonville.

   Telecopier telephone numbers:

   Hagerstown:
   Company line - 462-3896
   Bell line - 410-237-3896
   Enola:
   Company line - 462-3896
   (Brickhouse) - 717-732-7444
   Harrisburg - 717-541-2239 or 717-657-5279

   Train Dispatcher at Jacksonville, FL must contact the Conrail Train Dispatcher at Harrisburg, PA (telephone: 717-657-5417) to arrange for train movement through interlocking at NC.

   Engines equipped with Conrail radios will receive verbal permission from the CSX Train Dispatcher through the Conrail Train Dispatcher.

3. Westward trains originating at Hagerstown must receive Train Bulletin and Release Form before leaving Hagerstown Yard.

95.100 ROAD CROSSINGS AT GRADE

Table 86. Providing Crossing Protection

Location	Crossing	Tracks
Hagerstown	Burhans Blvd.	Steffey and Findley
Hagerstown	Summit Ave.	Industrial Track
Hagerstown	Garlinger Ave	Industrial Track
Hagerstown	Oak Ridge Dr.	Industrial Track
Hagerstown	Poffenberger Rd.	Industrial Track
Hagerstown	Wagman Rd.	Industrial Track
Hagerstown	Leslie Dr.	Industrial Track

Account rusty rail conditions trains will flag across Salam Road crossing, No. 1 track Plainfield, BAV24.9.

95.105 USE OF SPECIFIED TRACKS

The following track is designated as other than a main track and rule 105 will govern movement.

Table 87. Use of Specified Track

Location or Tracks	*Instructions*
Hagerstown Yard All tracks from Antietam St. to BAE88.0	1. Unless instructions have been received before arrival BAE89.9, eastward trains must communicate with Train Dispatcher before proceeding. 2. Trains or engines will not enter No. 1 or No. 2 Secondary Tracks without permission of Train Dispatcher. 3. Cars handled west of an engine on the westward descending grade at west end of yard must have operative air brakes and air coupled through all cars of member(s) of crew in position to control cars by effective hand brakes.
Hagerstown Industrial Track	6-axle units must not operate
No. 1 Track between Plainfield and end of track	Must obtain permission from Train Dispatcher before using tracks

95.255 INTERLOCKING OFFICES

Station	*Hours Office Open*
Miller (R)	Continuous

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 88. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Jacksonville-TD	Continuous	14	Wayside

Note: "CJ" Train Dispatcher's (NC Tower to Miller) call-in No. is 1.

"CJ" Train Dispatcher's (Lurgan to NC Tower) call-in No. 8.

"CJ" Train Dispatcher's telephone No. is 904-381-2681 or 2682

"CJ" Train Dispatcher's toll free No. is 1-800-854-5689.

96.0 MISCELLANEOUS INSTRUCTIONS

1. **Safeway Rule P-8a**

   Due to severe grade and tonnage between BAE87.3 and BAE89.5 which results in extreme train handling problems while stopping and starting, Safety Rule P-8a is modified as follows:

   Mounting or dismounting equipment will be permitted only when necessary to avoid severe train handling problems associated with physical characteristics of the specific location and to avoid injury due to slack action.

   Mounting or dismounting moving equipment will not be permitted when speeds or conditions render it unsafe.

2. Westbound trains from Lurgan arriving at Hagerstown must be secured and ground air attached unless otherwise instructed.

3. **Unit Coal Trains**

   All unit coal trians being interchanged to the Consolidated Railroad (Conrail) at Lurgan, Pa. will carry an air brake inspection and test certificate on the lead unit in accordance with Train Handling Rule 1.2.4. If certificate is not available, contact Miller Tower for duplicate copy.

   Jacksonville Customer Service Center will issue both work orders and computer generated air brake inspection and test certificate to the crew pulling and making the test at the origin location mine. This air certification will remain with the train to the final destination. Trains will be clearly indentified as train VXXXYY (XXX identifies the unit train and YY the date) to all crews pulling these trains from the mine.

   At crew change locations where locomotives are left on the train, inbound engineer will leave air brake inspection and test certificate on control stand of lead locomotive.

   At locations where locomotives are changed, inbound engineer will make arrangements with yardmaster, or train dispatcher, as to where the certificate is to be left.

   If another air brake inspection and test certificate becomes necessary, the Yardmaster, Operator, or Train Dispatcher will notify the Jacksonville Terminal Service Center who will issue another certificate to the outbound engineer. The outbound engineer will notify the proper authority if he/she does not receive a blank air certificate. Also, if the outbound engineer is unable

to find the air certificate slip on his/her train, it must be reported to the Train Dispatcher.

The air certification process was implemented as a result of a CSX quality team recommendation to reduce terminal delays in handling this business.

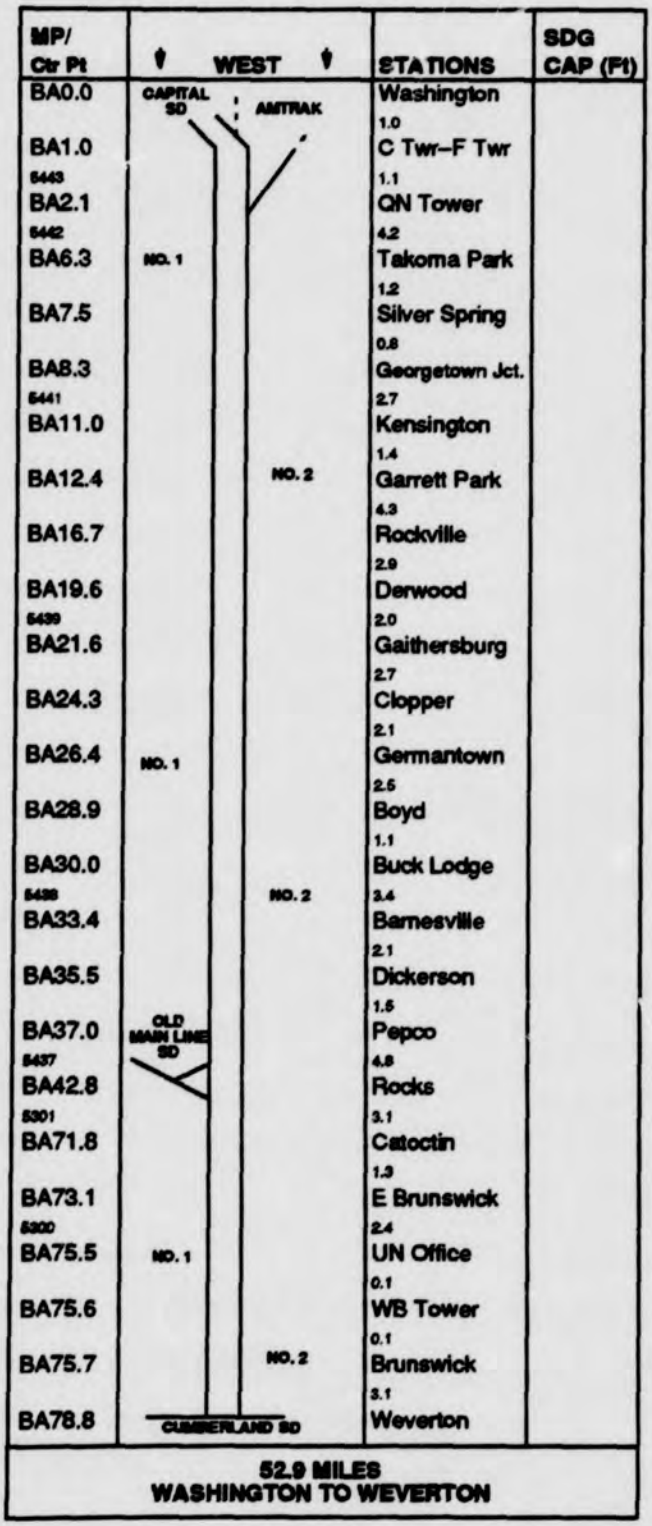
NOTES:

NOTES:

100.0 METROPOLITAN SUBDIVISION-ME

101.0 STATIONS LISTING AND DIAGRAM.

Note: Distance between Milepost BA42 and Milepost BA69 is 6,269 feet. Mileposts BA43 through BA68 are not used.



101.1 DIAGRAM CROSS-REFERENCE

Table 89. Diagram Cross-Reference

Subdivision	Division	Page
Capital	Baltimore	7
Cumberland	Baltimore	21
Old Main Line	Baltimore	59

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 90. Authority for Movement

Between Location/Mile Post	Rules
BA1.0 C Tower and BA2.1 QN Tower	265-271
BA1.0 F Tower and BA72.1 YL	265-271
BA72.1 YL and BA75.6 WB Tower	265-271 (93)
BA75.6 WB Tower	255-259 (93)
BA75.6 WB Tower and BA78.8 Weaverton YL	265-271 (93)

102.3 SUSPENSION OF SIGNAL SYSTEM - (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 91. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BA1.0 F Tower and BA2.1 QN Tower	Wash
BA2.1 QN Tower and BA8.3 Georgetown Jct.	Spring
BA8.3 Georgetown Jct. and BA19.6 Deerwood	Rand
BA19.6 Deerwood and BA30.0 Buck Lodge	Boyd
BA30.0 Buck Lodge and BA37.0 Pepco	Barn
BA37.0 Pepco and BA42.8 Rocks	Pep
BA42.8 Rocks and BA72.1 Yard Limit	Rock

102.4 EXCEPTED TRACKS

Georgetown Industrial Track BAB0.2 and BAB0.23

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 92. Maximum Authorized Speed

Between Location/Mile Post	MPH
C Tower, BA1.0 and Wevertown, BA78.8	79

103.2 SPEED RESTRICTIONS

Table 93. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
C Tower and Weverton Other than Psgr. Trains	—	55
F Tower and ON Tower	30	30
C Tower and ON Tower	30	30
BA2.1 and BA8.3 Tracks Nos. 1 & 2	60	30
BA8.3 and BA9.5	70	—
BA9.5 and BA10.6	55	—
BA10.6 and BA12.2	70	—
BA16.7 and BA17.2	70	—
BA21.9 and BA22.2	65	—
BA24.9 and BA26.6	70	—
BA31.0 and BA32.9	70	—
BA34.9 and BA36.4	70	—
BA36.4 and BA37.3	65	—
BA38.5 and BA38.7	70	—
BA39.9 and BA40.2	70	—
BA41.6 and BA42.8	65	—
BA42.8 and BA69.4	30	30
BA69.4 and BA70.2	60	40
BA70.2 and BA70.8	40	40
BA70.8 and BA78.0	60	40
BA72.2 and BA72.4 Track No. 1	55	
Maple Ave. Crossing Brunswick (BA75.6)	50	40
BA78.0 and BA78.8	40	35

103.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine Speed Indicators: Odometers & RDU Equipment must be checked between the first encountered mile post location listed below:

BA15 and BA16
BA39 and BA40

104.0 EQUIPMENT RESTRICTIONS

Table 94. Equipment Restrictions

Location	Equipment	Restriction
Brunswick/ No. 1 Main Track	Shipments between 12 ft. 3 in. and 12 ft. 8 in. in width	10 MPH Passing any equipment on north lead from E Brunswick to WB Tower

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.1 STANDARD CLOCKS

Table 95. Standard Clocks

Station	Location
Washington	Transportation Bldg. Amtrak Terminal
Brunswick	UN Office Yard Office

105.58 DETECTORS

1. Dragging Equipment Detector

Table 96. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
BA2.6 and BA8.4		See Note 1
Kensington BA11.7	AD	Voice Instructions
Clopper BA24.3	AD	Voice Instructions
Catoctin	AD	Voice Instructions

Note:

1. CSX corridor integrity monitor in service at this location on No.1 and No. 2 tracks.

2. Height Detector

   a) Kensington, Md. - BA11.5;

   The voice instruction height detector located on No. 1 and 2 main tracks at Kensington, Md., BA11.5, has the height alarm set at 17 feet four (4) inches above the rail. There is no change to type of detector or voice instruction.

   b) Clopper, Md. - BA24.3;

   The voice instruction height detector located on No. 1 and 2 main tracks at Clopper, Md., BA24.3, has the height alarm set at 17 feet four (4) inches above the rail. There is no change to type of detector or voice instruciton.

105.63-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Brunswick must receive Train Bulletin and Release Form at UN Office, Brunswick.

1. Passenger trains and engine crews originating at Brunswick in turn around service will retain Train Bulletin and Release Form from the Train Dispatcher, Jacksonville.

2 Passenger train and engine crews originating in Washington will receive Release Form and Train Bulletin at Washington before departing.

105.93 YARD LIMITS

Tracks	Instructions
Brunswick: No. 1 Main Track	When WAS governing westward movements on No. 1 Track WB Tower displays STOP aspect, movements will not foul crossover switch east of WB Tower. Crew will contact operator WB Tower for instructions.
Weverton: No. 1 and No. 3 Tracks	Westward trains, WB Tower to Weverton, when receiving stop signal at Weverton must stop 500 feet east of WAS Weverton, Eastward trains, Weverton to WB Tower, must report when train is 500 feet east of WAS Weverton account close clearance between Nos. 1 and 3 tracks between WAS Weverton and 500 feet east of WAS.

105.105 USE OF SPECIFIED TRACKS

Table 97. Use of Specified Track

Location or Tracks	Instructions
Brunswick: No. 3 Eastward Yd Running TK	Westward movements will be made on verbal permission from operator WB Tower. Operator WB Tower will first place blocking devices on Eastward signals and/or switches governing movement to No. 3 Track at Weverton before permitting movement.
No. 4 Eastward Yd Running Trk	Westward movements will be made on verbal permission from operator WB Tower, who must know track is clear of opposing movements. The operator at WB Tower will place blocking devices on Eastward signals and/or switches governing movement to No. 4 Track at Weverton before permitting movement.
No.5 & No. 6 Running Trks. Ready Track	Movements on these tracks will be made on permission of the operator at WB Tower. Before engines are moved from the Ready Track, or before fouling any other track or Ladder Track, permission must be obtained from the operator at WB Tower.

105.255 INTERLOCKING OFFICE

Station	Hours Office Open
WB Tower(WB)	Continuous

Note: Open for train originating only.

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 98. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Brunswick-YM	Continuous	28	Terminal
WB Tower-OP	Continuous	08	Wayside
Dispatcher (AU)	Continuous	14	Wayside

Note: AU Train Dispatcher's call-in No. 6.

AU Train Dispatcher's telephone No. is 904-381-2665

AU Train Dispatcher's toll free No. is 1-800-854-5687.

106.0 MISCELLANEOUS INSTRUCTIONS

1. **Grade Operation**

   a) Eastward trains exceeding 12,000 tons-Brunswick to F Tower. The dynamic brake will normally be used to control speed. Should it become necessary to use the train air brakes to control train speed, stop must be made before train brakes are released.

   b) **Brunswick to Rocks**-After entire train is on main track, helper Engineer will advise Head end Engineer after which both engineers will simultaneously increase power. Power will be modulated to keep train speed from exceeding 30 MPH until entire train passes through switches at Rocks.

   c) **Rocks to Washington Grove**-Helper Engineer will advise Head end Engineer when entire train is through switches at Rocks, after which both engineers will simultaneously increase power. Power will be modulated to keep speed from exceeding 45 MPH. As train crests grade at Barnesville, Head end Engineer will reduce throttle as required to maintain a speed of 12 MPH. Helper Engineer will reduce throttle as train crests grade to keep speed at 12 MPH, but not below No. 2 position. Head end Engineer will control speed allowing train to accelerate not to exceed 40 MPH from Barnesville to Germantown by modulating the dynamic brake. Helper Engineer will modulate power to assist train from Boyd to Germantown. After passing Germantown at a speed not in excess of 40 MPH, both Head end and Helper Engineers will gradually increase to full power. As train crests grade at Washington Grove, Head end Engineer will reduce throttle as required to maintain a speed of 20 MPH. Helper Engineer will gradually reduce power and detach from train at Gaithersburg.

   d) **Washington Grove to QN Tower** -Trains will be controlled by dynamic brake as follows:

      1) From Washington Grove to Rockville a speed not to exceed 20 MPH.

      2) From Rockville to BA 11.7 at a speed not to exceed 35 MPH. As train speed is reduced to approximately 20 MPH in the area of BA11.7, gradually apply power at a rate that will have train speed at 20 MPH approaching Silver Spring. After passing Silver Spring, apply dynamic brake. When speed increases to 25 MPH, make an initial brake pipe reduction of 5 to 7 pounds. Then use dynamic brake and/or train air brakes to control speed not to exceed

30 MPH. Make additional brake pipe reductions as required to stop train in the vicinity of QN Tower. Do not make a running release of train brakes. After stopping, make a Final Brake Pipe Reduction. After train brakes are released and recharged, train may be started.

Exception: Running release of air brakes is permitted on solid loaded grain trains between Rocks and Georgetown Jct. when helper is attached.

e) **QN Tower to F Tower-** Trains will be controlled by dynamic brakes until entire train has passed F Tower.

Barnesville Eastward Trains with Helper Other Than Coal after lead locomotives crest grade at Barnesville, as speed increases throttle will be gradually reduced to idle position, after time delay apply dynamic brake gradually to bunch train. Dynamic will gradually be applied to maximum complying with THR Rule 3.1.6, having maximum dynamic brake application by the time speed has increased 10 MPH above speed train crested at Barnesville. Helper engineer will use power to keep train bunched until rear of train has crested grade at Barnesville.

Helper

1) Helpers on trains destined East of "JD" will normally be detached at Derwood, BA19.6. Headend helpers should be detached before the head end passes Derwood, and rear end helpers should be detached East of the W.A.S. Derwood.

2) Trains requiring helper to remain attached, such as those requiring assistance over Jones Hill on the Alexandria extension, will not apply power when any part of the train being shoved is along the metro corridor between the following points:

Derwood, MP BA19.6 and Randolph, MP BA14.1

Georgetown Junction, MP BA8.2 and QN, MP BA2.0

Note: In event of inoperative dynamic brakes, train will be controlled by stretch braking method making initial reduction before half the train has crested Barnesville.

2. **Joint CSXT - WMATA (Metro) Emergency Notification Procedures.**

The following procedures must be stricktly adhered to for emergency notification and safety precautions on the metropolitan subdivision between BA2.1 and BA8.3 and the Capital subdivision between BAR3.0 and BAR5.0, known as the Joint CSXT - WMATA (metro) corridor.

a) **Jacksonville Dispatcher:**

1) The WMATA (metro) hot line between the "AU" dispatcher Jacksonville and metro must be tested daily and records of the test maintained in the dispatching center.

2) Any emergency situation within a metro corridor such as, but not limited to, trains in emergency, derailments, etc., that could in any way affect the safety of the metro train operations, or the activation of any warning alarms, will require the attention of the "AU" dispatcher to immediately contact the WMATA (metro) control center via the "hot line" telephone and advise the metro control center of the situation. In addition, the "AU" dispatcher will immediately stop all CSXT trains moving within the affected corridor and continue to hold train movements until it can be ascertained from both CSXT and metro personnel that it is safe for CSXT and metro train operations to resume.

3) In the event that the "AU" dispatcher in Jacksonville is informed by WMATA (metro) personnel of any emergency in a corridor, the "AU" dispatcher must immediately contact all CSXT trains operating in or approaching the corridor and instruct the trains to stop and remain stopped until further instructions are received from the "AU" dispatcher. After the "AU" dispatcher is assured that all CSXT trains have been stopped, the dispatcher will then notify metro that all train movements have been stopped in the affected corridor.

When the chief train dispatcher or the "AU" dispatcher has been notified by both CSXT and metro personnel that any emergency conditions have been corrected on both CSXT and metro and it is determined that it is safe for train operations to continue, the dispatcher will then contact all CSXT trains that have been stopped and allow them to proceed as directed by the dispatcher.

4) In addition to these instructions, the 'AU" dispatcher in Jacksonville must at all times, take any other action as deemed necessary, to provide protection and safety to all trains operating with the joint CSXT - WMATA (metro) corridors.

b) **Train and Engine Employees:**

1) Train crews must immediately make an emergency call to the "AU" dispatcher in Jacksonville when any emergency condition is encountered such as, but not limited to, their train brakes applied in emergency application, a derailment, a track condition or obstruction etc., that may endanger the safety of the train traffic or the public.

An emergency condition will also include the activation of any recorded radio messages, conditions associated with the weather, other trains or work forces of either CSXT or metro, and any interference from outside parties not associated with CSXT or metro. Your attention is directed to operating rule 514.

2) Emergency calls will not relieve employees of full complicance with operating rule 102.

c) **Signal, Communication and Engineering Employees:**

Whenever any emergency conditions are observed on either CSXT or Metro that may interfere with the safety of trains or the public, the condition must be immediately reported to the "AU" dispatcher in Jacksonville by the quickest means available. In addition, employees when possible, must communicate the emergency condition to any trains, other CSXT employees or Metro personnel in the affected area.

d) **All Employees:**

The "AU" train dispatcher in Jacksonville may be contacted in emergency by following the instrucitons as found in the Baltimore Division timetable No. 4, "Baltimore Division Special Instructions". Item 1006.05, emergency radio call-in procedure, page 56.

The chief train dispatcher in Jacksonville may be contacted for emergency purposes only on bell telephone number 1-800-232-0143.

If there is any doubt as to the proper application of these procedures, contact your local supervisor for clarification.

3. **Northeast Waste Management Recovery Plant:**

The overhead bridge located in the area of the cross-over at the Northeast Waste Management Recovery Plant, Pepco, has substandard clearance.

4. **M1 Crossover at Brunswick:**

The normal position for M1 crossover, located at BA74.8, in Brunswick, will be lined and locked for crossover movement.

This crossover is equipped with a lock and banners.

5. **Close Clearance**

Martin-Wiegand Lumber - against the dock

S. E. Paper, Georgetown Junction - against the dock

Montgomery Co. Liquor - against the dock

NOTES:

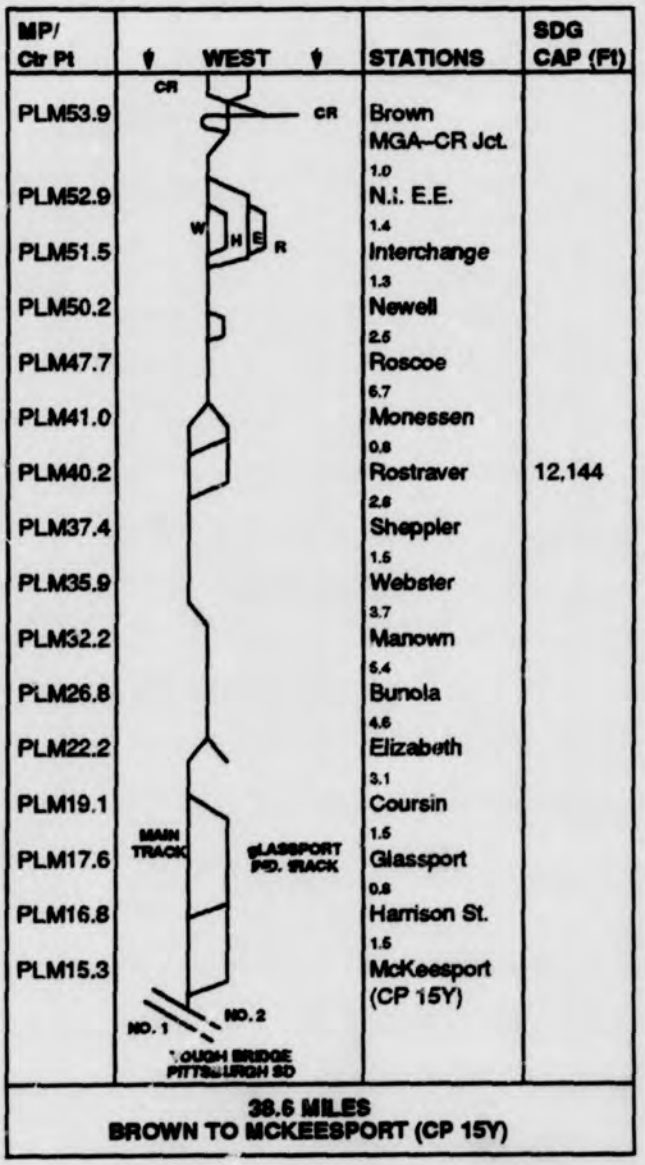
NOTES:

NOTES:

NOTES:

110.0 MON SUBDIVISION - M4

111.0 STATIONS LISTING AND DIAGRAM



111.1 DIAGRAM CROSS-REFERENCE

Table 99. Diagram Cross-Reference

Subdivision	Division	Page
Pittsburgh	Baltimore	69

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 100. Authority for Movement

Between Location/Mile Post	Rules
CP Brown and PLM51.5, Newell Interchange Lead	105
Interchange, PLM51.5 and PLM15.3, McKeesport	120-132

Note:

1. CP Brown remotely controlled by CONRAIL PGH. Line Dispatcher, Telephone 412-893-7213.

112.2 DTC BLOCKS

Table 101. DTC Block Limits

Between Location/Mile Post	Block Names
PLM51.5 Westend Newell INT and PLM40.7 Rostraver siding switch Eastend	Newell
PLM40.7 Rostraver siding switch Eastend and PLM38.4 Rostraver Siding Switch Westend	Moness
PLM38.4 Rostraver Siding Switch Westend and PLM22.2 Glassport Industrial Track switch Eastend	Bunola
PLM22.2 and WAS CP McKeesport PLM15.3	Glass

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 102. Maximum Authorized Speed

Between Location/Mile Post	MPH
Brown and McKeesport (CP 15Y)	25

113.2 SPEED RESTRICTIONS

Table 103. Speed Restrictions

Between Location/Mile Post	MPH
PLM51.5 and PLM47.7	10
PLM23.0 and PLM21.9	10

113.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile posts after leaving terminal.

114.0 EQUIPMENT RESTRICTIONS

6 axle units will be permitted on the Glassport Industrial track.

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.14.ENGINE HORN INSTRUCTIONS

PLM21.9 and PLM23.0 - Engineer must sound horn signal 14L and the bell at street intersections in Elizabeth.

115.58 DEFECT DETECTORS

Table 104. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
PLM29.8	AD	Voice Instructions

Audible Detectors

Audible Detectors - After the entire train has passed the audible detector location, a radio message, on Radio Channel AAR 08, will be transmitted stating the results of the inspection.

Any count received from the audible detector is from the head end, right or left side, in the direction of the train movement.

If more than six defects are detected, audible detector message will be "INTEGRITY FAILURE" in which case train must be promptly stopped, train dispatcher notified and the entire train must be inspected.

Provisions of Operating Rules 58, 58A through F and Rule 60A (a,b,c) apply.

115.100 ROAD CROSSINGS AT GRADE

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows;

Table 105. Providing Crossing Protection

Location	Instructions
Pennsylvania	Over 5 Minutes (15 Minutes at Private Crossings)

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

Glassport -

1. Trains or engines moving westward on the Glassport Industrial Track must comply with Operating Rule 100-E (7) at Harrison St. road crossing due to short approach circuit for automatic crossing protection.
2. Trains and engines using Glassport Industrial Track must comply with Operating Rule 100-E (7) at all road crossings with automatic protection due to rusty rail conditions.
3. All trains using westend of GTC Yard, placing or pulling cars, must avoid blocking the road crossing to GTC and Plotkins Bros. if at all possible. During the hours of 0600 to 1800, all coal trains coming out of Newell, Pa. destined to GTC at Glassport, Pa. are to use the eastend of the yard to deliver their trains to GTC. During the hours of 1800 to 0600 trains will use the switches at the westend of the yard to place their trains in GTC.

Elizabeth -

1. Westward trains not having a "GLASS" DTC block authority will stop east of Lock No. 3 road crossing PLM24.3 to avoid blocking road crossings in Elizabeth.

Monessen -

1. Trains and engines using Rostraver Siding must comply with Operating Rule 100-E (7) at all road crossings with automatic protection due to rusty rail conditions.

Newell -

1. Westward trains changing crews at Newell must stop east of PLM50.2, track circuit sign, to avoid activating crossing protection for Morgan Street.

115.105 USE OF SPECIFIED TRACKS

Newell - W, H, E, R, secondary tracks and the Newell Interchange Lead will be used on permission of the Train Dispatcher. Track work or OTE movements will be made with written authority as per Operating Rule 704.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 106. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AS)	Continuous	14	Wayside

Note: AS Train Dispatcher call-in No. is 6. Bell telephone

AS Train Dispatcher Bell Telephone No. is 904-381-2132.

AS Train Dispatcher Toll Free No. is 1-800-219-1174.

AS Train Dispatcher Company No. is 8-388-2132.

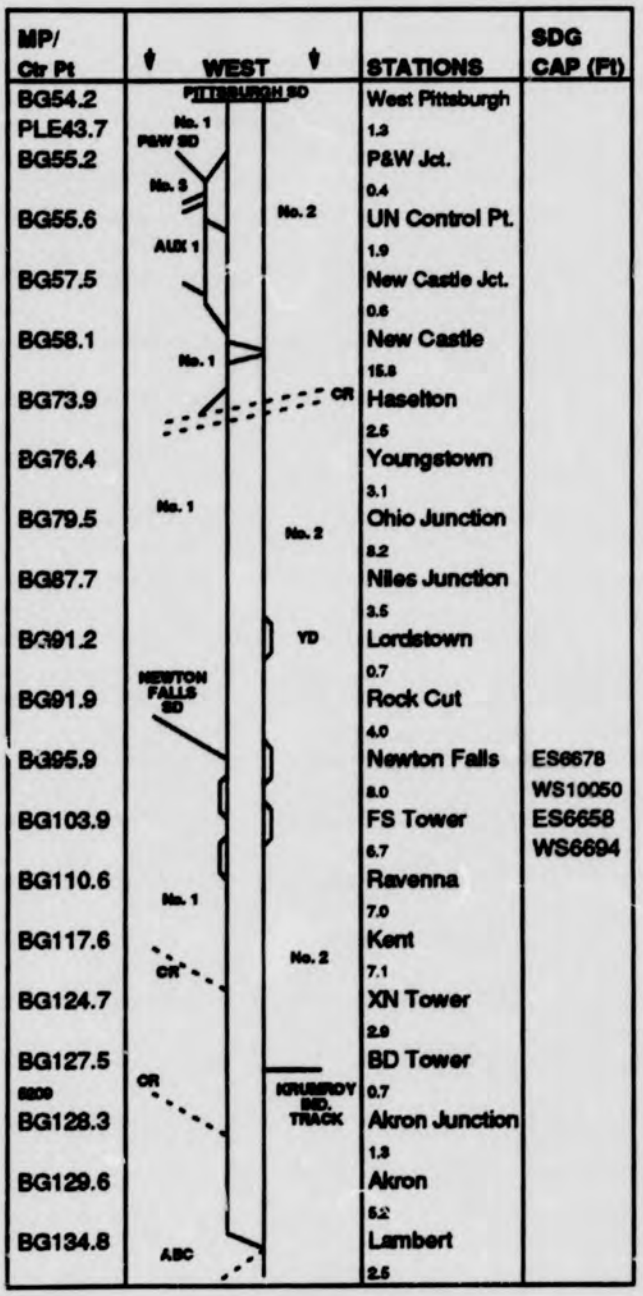
116.0 MISCELLANEOUS INSTRUCTIONS

1. Heavy Cars -
   a) Wreck cranes must not be moved over any bridge unless seperated from engines by a spacer car having a gross weight not exceeding 160,000 Lbs., with minimum truck centers of 30 feet.
   b) Wreck cranes must not be placed on any bridge for the purpose of handling any car without permission of the Chief Engineer.
   c) 6-axle units are permitted.

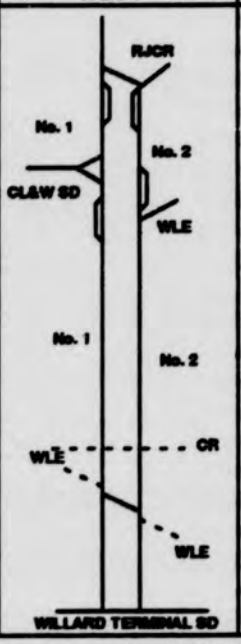
NOTES:

120.0 NEW CASTLE SUBDIVISION-AK

121.0 STATIONS LISTING AND DIAGRAM



MP/ Ctr Pt	STATIONS	SDG CAP (Ft)
BG54.2	West Pittsburgh	
PLE43.7	1.3	
BG55.2	P&W Jct.	
	0.4	
BG55.6	UN Control Pt.	
	1.9	
BG57.5	New Castle Jct.	
	0.6	
BG58.1	New Castle	
	15.8	
BG73.9	Haselton	
	2.6	
BG76.4	Youngstown	
	3.1	
BG79.5	Ohio Junction	
	8.2	
BG87.7	Niles Junction	
	3.5	
BG91.2	Lordstown	
	0.7	
BG91.9	Rock Cut	
	4.0	
BG95.9	Newton Falls	ES6678
	8.0	WS10050
BG103.9	FS Tower	ES6658
	6.7	WS6694
BG110.6	Ravenna	
	7.0	
BG117.6	Kent	
	7.1	
BG124.7	XN Tower	
	2.9	
BG127.5	BD Tower	
8209	0.7	
BG128.3	Akron Junction	
	1.3	
BG129.6	Akron	
	5.2	
BG134.8	Lambert	
	2.5	



MP/ Ctr Pt	STATIONS	SDG CAP (Ft)
BG137.3	Barberton	
	6.5	
BG143.8	Warwick	ES7244
8206	8.2	8299
BG152.0	Rittman	
	3.5	
BG155.5	Sterling	ES7089
8203-2-1	10.1	WS6959
BG165.6	Lodi	
	11.2	
BG176.8	Sullivan	
	4.3	
BG181.1	Nova	
	11.5	
BG192.6	GR (CR)	
	0.5	
BG193.1	Greenwich	
	4.9	
BG198.0	Boughtonville	
	6.2	
BG204.2	Willard	

150.3 MILES
WEST PITTSBURGH TO WILLARD

Where Rule D-151 or D-251 is in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

121.1 DIAGRAM CROSS-REFERENCE

Table 107. Diagram Cross-Reference

Subdivision	Division	Page
Newton Falls	Baltimore	57
Pittsburgh	Baltimore	69
Willard Terminal	Baltimore	97
P&W	Baltimore	75
CL&W	Baltimore	13

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 108 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
BG54.2 and BG58.4	265-271 (93)
WAS P&W Jct. BG52.2 and EAS UN CP BG55.8 No. 3 Main	265-271 (93)

Table 108 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
BG58.4 and BG73.5	D-251
BG73.5 and BG74.0 No. 1 and No. 2 Tracks	265-274
BG74.0 and BG95.9	D-251
BG95.9, Newton Falls BG96.0	255-259
No 1. Track-Newton Falls BG96.0 and WAS FS Tower BG103.9	D-251
No. 2 Track-Newton Falls BG96.0 and WAS East End Eastward Siding FS Tower BG102.5	D-251
No. 1 Track-WAS FS Tower BG103.9 and EAS West End Westward Siding FS Tower BG105.3	265-271
No. 2 Track-WAS East End Eastward Siding FS Tower BG102.5 and EAS FS Tower BG103.9	265-271
No. 1 Track-WAS West End Westward Siding FS Tower BG105.3 and BG127.5	D-251
No. 2 Track-EAS FS Tower BG103.9 and BG127.5	D-251
BG127.5 and BG144.0 EEDT Warwick	265-271
No. 1 Track-BG144.0 EEDT Warwick and West Switch Scale Track Warwick BG146.6	265-271
No. 2 Track-BG144.0 EEDT Warwick and West End East Siding, Warwick BG144.3	265-271
No. 1 Track-West Switch Scale Track BG146.6 Warwick and BG155.5 Sterling	D-251
No. 2-Track-West End East Siding BG144.3 Warwick and BG155.5 Sterling	D-251
BG155.5 and BG155.8 Sterling	255-259
BG155.8 and BG192.5	D-251
BG192.5 and BG193.3	265-271
BG193.3 and BG203.8	D-251
No. 1 Track-BG203.8 and ETC Sign 473 feet East of East Wye Switch Willard BI 0.2	D-251 (93)
No. 2 Track-BG203.8 and First Signal 759 feet East of Willard (RX)	D-251 (93)
No. 1 Track-ETC Sign 473 feet East of East Wye Switch Willard and First Signal West of East Wye Switch	D-151 (93)
No. 2 Track-First Signal East of Willard (RX) and ETC Sign 134 feet West of Willard (RX)	D-151 (93)

Note:

1. Rules 265-271 are in effect on passing sidings FS Tower.

122.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 109. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BG58.4 and BG64.6 No. 1 and No. 2 Trk	Castle
BG64.6 Carbon and BG73.5 Center Street	Lowell
BG73.5 Center Street and BG76.5 Youngstown	Hasel
BG76.5 Youngstown and BG82.2 McDonald Road	Yanda
BG82.2 McDonald Road and BG88.2 Highland Ave.	Donald
BG88.2 Highland Ave and BG91.4 Goodman Crossover	Niles
BG91.4 Goodman Crossover and WAS Newton Falls BG95.5	Newton
BG96.5 EAS Newton Falls and WAS FS Tower BG103.5	Apco
BG103.6 EAS FS Tower and Chestnut St. Ravanna BG110.6	Rave
BG110.6 Chestnut St. Ravenna and BG117.7 Crossover Kent	Kent
BG117.7 Crossover Kent and BG124,6 Crossover Broad St.	Lawson
BG124.6 Broad Street crossover and BG127.5 Crossover BD	Evans
BG127.5 Crossover BD and BG132.7	Hilton
BG132.7 and BG134.8 WEDT Lambert	Barber
BG134.8 WEDT Lambert and BG144.0 EEDT Warwick	Jones
No. 1 Main-BG144.0, EEDT Warwick and West Switch Scale Track, Warwick BG146.6	Coal
No. 2 Main-BG144.0, EEDT Warwick and West End East Siding Warwick BG145.5	Warwick
No. 1 Main-West Switch Scale Track BG146.6 Warwick & WAS Sterling BG155.5	Rittman
No. 2 Main-West End East Siding BG145.5 Warwick and WAS Sterling BG155.5	Rittman
EAS Sterling BG155.8 and BG165.5 Lodi Crossover	Lodi
BG165.5 Lodi Crossover and BG170.3 Homer Bridge 121	Homer
BG170.3 Homer Bridge 121 and BG176.9 Sullivan Crossover	Sully
BG176.9 Sullivan Crossover and BG181.1 ST RT 511 Nova	Nova
BG181.1 ST RT 511 Nova WAS Greenwich BG192.5	Ramey
BG193.3 EAS Greenwich BG198.0 Boughtonville	Wich
BG198.0 Boughtonville and BG201.0 Rt 61	Bought
BG201.0 Rt 61 and BG203.8 YL Willard	Willard

Note:

1. The name GN Tower has been renamed Greenwich.
2. DTC block sign formerly located at BG193.1, No. 2 track, is now relocated at BG193.3

122.4 EXCEPTED TRACKS

Industrial track
Krumroy to Akron Jct.

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 110. Maximum Authorized Speed

Between Location/Mile Post	MPH
BG54.2 and BG73.9	60
BG73.9 and BG204.0	79

123.2 SPEED RESTRICTIONS

Table 111. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Other than Passenger Trains BG54.2 and BG143.6	-	55
Other than Passenger Trains BG143.6 and BG204.0	-	60
BG54.2 and BG58.9 Track No. 2	40	40
BG54.2 and BG55.6 Track No. 1	30	30
WAS P&W Jct, BG55.3 and EAS UN CP BG55.8 No. 3 Main	25	25
BG55.6 and BG58.2 No. 1 Track	20	20
BG58.2 AmTrak/Conrail Connection	25	25
BG58.9 and BG67.5	55	-
BG72.8 and BG74.2	45	45
Astabula Connection track from #1 main track at BG73.8 to Shehy Street	10	10
BG74.2 and BG77.8	30	30
BG77.8 and BG80.1	60	-
BG80.1 and BG83.2	45	40
BG83.2 and BG83.9	55	-
BG88.3 CR 98 (Highland Avenue)	75	-
BG93.9 Miller/Grader Road No. 1 Track	75	-
BG95.5 and BG96.5	60	55
BG104.0, Eastward and Westward Sidings, FS Tower, entering, traversing and leaving	10	10
BG110.1 and BG111.0	50	40
BG115.6 and BG116.7	60	-
BG116.7 and BG117.9	30	30
BG122.1 Main Street (Rt. 51)	65	-
BG122.2 and BG123.4	70	-
BG123.4 and BG124.6	55	50
BG124.6 and BG126.3	60	50
BG126.3 and BG127.1	50	50
BG127.1 and BG128.1	40	35
BG128.1 and BG128.2	15	15
BG128.2 and BG130.0	40	35
BG130.0 and BG143.6	60	55
BG143.6 and BG144.0	40	40
BG143.8 over Scale	10	10
BG144.0 and BG145.0 No. 2 Track	45	40
BG144.0 and BG145.0 No. 1 Track	60	-
BG145.0 and BG147.6	60	-
BG150.9 and BG151.7	65	-
BG155.3 Kaufman Avenue No. 1 Track	60	-
BG155.5 To or from CL&W Subdivision	10	10
BG158.0 and BG159.0	65	-
BG163.2 and BG167.0 No. 2 Track	-	50
BG163.2 and BG171.2	65	-
BG192.6 and BG193.1	40	40
BG201.8 Peru Center Road (CR 45) No. 1 Track	65	-

Note:

At the following locations, trains and engines operating against the current of traffic are restricted in speed:

a) **Niles Junction** - Between BG87.5 and BG88.8 on No. 2 Track, 45 MPH. (All Trains)

b) **Ravenna** - Between BG110.0 and BG111.0 on No. 1 Track, 35 MPH. (All Trains)

c) **Rittman** - Between BG151.4 and BG152.0 on No. 2 Track, 55 MPH - Passenger Trains Only; Others - 49 MPH.

d) **Sterling** - Between BG155.1 and BG155.5 on No. 2 Track, 55 MPH - Passenger Trains Only; Others - 49 MPH.

123.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

BG69 and BG70
BG99 and BG100
BG160 and BG161
BG189 and BG190
BG107.0 and BG108.0
BG172.0 and BG173.0
BG188.0 and BG189.0

124.0 EQUIPMENT RESTRICTIONS

Table 112. Equipment Restrictions

Location	Equipment	Restriction
Between West Pittsburgh and Willard	Cars with gross weight exceeding 315,000 lbs.	Must not operate on
Wooster: Wooster Industrial Track	Cranes	Must not operate on
Wooster Sandy Supply Co. - beyond 620 ft. from point of switch	Engines	Must not operate on
Akron Jct. Holub Iron & Steel Co.	Cars with gross weight exceeding 240,000 lbs.	Must not operate on
Lordstown Space center Yard Tracks	six-axle units	May occupy Space Center leads up to the East and West gates.

1. Restricted Equipment Rule 34 will apply between the locations specified below.

   BG76.4 and BG76.7

   BG128.1 and BG128.2

2. Loaded GSCX Equipment - Trains handling loaded GSCX equipment on No. 1 Track will not exceed 10 MPH between First Street, Willard, and East switch Westward Receiving Yard, Willard.

125.0 INSTRUCTIONS RELATING TO SPECIAL RULES

125.31 THRU TRUSS BRIDGE

Bridge Number	Location	Mile Post
16	Haselton	[illegible]

125.58 DEFECT DETECTORS

Table 113. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Edinburg, PA BG62.6	AD	Voice Instructions
McDonald, OH BG82.6	AD	Voice Instructions
Apco, OH BG102.0	AD	Voice Instructions
Munroe Falls, OH BG121.9	AD	Voice Instructions
Easton, OH BG148.0	AD	Voice Instructions
Homer, OH BG167.9	AD	Voice Instructions
Ramey, OH BG188.5	AD	Voice Instructions

125.83-A TRAIN BULLETIN AND RELEASE FORM

1. Eastward trains must not pass RX train order office without permission of RX Operator between hours of 0700 and 2300, or J Tower Operator between hours of 2300 and 0700.
2. Westward trains must not pass 3rd Street at Willard without permission of J-Tower Operator between the hours of 0700 and 1500 or RX Tower Operator between the hours of 1500 and 0700.
3. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:
   a) **New Castle, PA** - Yard Office
   b) **Lordstown, OH** - Yard Office
   c) **Akron Junction, OH** - Yard Office
   d) **Willard, OH** - Crew Room

125.88 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 114. Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Center Street, Haselton BG73.5	CR	Remote	234-B Part 2 Note 1
Girard-Mosier Yard BG80.0	CR	Stop Signs	Note 2
GR BG192.6	CR	Remote	Note 3

Note:

1. **Center Street, Haselton** - Signals are not equipped with time release.
2. **Girard Mosier Yard Lead** - Stop and proceed if crossing is clear.
3. **GR** - When Absolute Signal governing movement over Conrail Crossing displays "STOP" aspect, conductor or engineer will:
   a) Determine Conrail train or engine is not fouling or approaching crossing;
   b) Obtain permission from Conrail train dispatcher at Indianapolis, IN, to use the crossing;
   c) In case of communications failure with Conrail train dispatcher at Indianapolis, contact CSX train dispatcher and then;
   d) Observe indicator lights. If illuminated, depress corresponding pushbutton at least two seconds;
   e) Signal should then display aspect to proceed. If signal does not display aspect to proceed after operating pushbutton;
   f) Pass "STOP" signal at least 30 feet but not to foul crossing and;
   g) Wait six minutes;
   h) Proceed in accordance with Rule 233.

125.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Niles Junction, Highland Avenue - Movements on storage track must not be made unless protected by a member of the crew on the ground at the crossing.

Lordstown, Lyntz Townline and Salt Springs Roads - When delivering cars to General Motors Support Yard, Lyntz Townline Road and Salt Springs Road must not be blocked, especially during the hours of 0530 to 0730.

Wooster, SR 302 - Trains and engines will stop and crew member will provide protection for vehicular traffic before moving over crossing.

125.104 SWITCHES

Hand-Operated Switches

1. **Lordstown** - Lead switch at East end on No. 1 storage will be left lined for straight track movement.
2. **Willard (RX)** - Hand-operated switch located on No. 2 Main Track 146 feet west of train order office may be left as last used.

125.105 USE OF SPECIFIED TRACKS

1. **Warwick, RJCR Connection** - Train and engine movements will be made in accordance with Rule 105.
2. **Lordstown** -
   a) Trains using the Wye tracks and #1 and #2 Tracks in the Support Yard at Lordstown, Ohio, will stop stretched using the procedure outlined in Rule 3.2.4 D of THR 1, Train Handling Rules Book.
   b) The East and West Gates at the Space Center are to be kept closed and locked.
3. **Wooster Industrial Track** -
   a) Access to the Wooster Industrial Track is over the RJCR between Warwick and Mace, and over CR between Mace and Wooster. The RJCR dispatcher may be reached at (216) 364-4567; the CR dispatcher may be reached at (216) 742-5302. Telephones are available at the west end of the Wooster Industrial Track, CP Mace, and Akron Yard Office. Trackage may not be entered without permission of the operating carrier's dispatcher.
   b) Train and engine movements on the Wooster Industrial Track will be made in accordance with Rule 105.
   c) All tracks at Wooster, Oh. are excepted tracks.
4. **Willard** - Trains, after yarding in the westbound receiving yards, must not foul ladder track with engines or operate any switches for further movement without first securing permission from the yardmaster. Before giving permission, the yardmaster must know there are no conflicting yard movements at the west end of the receiving yard.
5. **Akron Jct** - Eastward movement on the industrial track must not pass Howard street without permission of the yardmaster when on duty.
6. **Astabula Connection** - The Astabula connection track is in service from #1 main track at BG73.8 to Shehy Street. Authority for movement will be Rule 105.

125.280 BLOCK, INTERLOCKING AND OTHER FIXED SIGNAL ASPECTS AND INDICATIONS

Eastward intermediate signal at BG56.2 on Track No. 2 will display Rules 280 through 297.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 115. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
New Castle Jct	Continuous	08	Terminal
Edinburg	Continuous	08	Wayside
Niles Junction	Continuous	08	Wayside
Lordstown	Continuous	28	Terminal
Newton Falls	Continuous	08	Wayside
FS Tower	Continuous	08	Wayside
Munroe Falls	Continuous	08	Wayside
Akron Junction	Mon-Fri 0600-2300	28	Terminal
Akron	Continuous	08	Wayside
Warwick	Continuous	08 & 14	Wayside
Sterling	Continuous	08	Wayside
Sullivan	Continuous	08	Wayside
Greenwich	Continuous	08	Wayside
Willard: J Tower	Continuous	08	Terminal
Willard: East RX Tower	0700-2300	08	Terminal
Willard: West Hump	Continuous except 2300-0700 Mon-Tues	08 & 28	Terminal
Willard: East Hump	Continuous	08 & 70	Terminal
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in number is 8.

AT Train Dispatcher telephone No. is 1-800-219-5698.

125.704 ON TRACK EQUIPMENT WORK AUTHORITY

Between Akron Junction and Krumroy - Movements may be made on verbal authority of yardmaster at Akron Junction when on duty.

126.0 MISCELLANEOUS INSTRUCTIONS

1. **Lordstown, OH:**

   Crews on R396 or S396 will not pass Goodman without ascertaining through the dispatcher or Goodman Yard Office if there is a pickup for their train.

   If a Crew is not instructed upon leaving Willard, or instructions are not received en route prior to reaching Goodman Yard, 396 will attempt to contact Goodman by radio. If that fails, 396 will stop at Goodman and check for pickup instructions.

2. **Warwick Pickup:**

   Crews on Q383, Q297, Q296, Q396 must check for pick up at Warwick before passing.

3. **Warwick Coupled-In Motion Scale** - The following facilities and instructions apply only to trains being weighed:

   Proceed to scale at a speed not greater than 7 MPH. As the lead engine fouls the concrete approach, proceed onto the scales at a speed not greater than 7 MPH or less.

   Train speed should not exceed 7 MPH when weighing. When controlling train speed you must avoid severe slack action.

   A reverse movement over the scale during weighing operation will cause a scale malfunction.

   If consist of cars to be weighed has been changed between originating terminal and scale, conductor will notify train dispatcher of details of such change before train operates onto scale. Do not exceed 10 MPH over scale when not weighing.

NOTES:

130.0 NEWTON FALLS SUBDIVISION-NF

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BGA86.1	END OF TRACK	End of Track	
		2.1	
BGA88.2		Deforest Jct.	
		2.6	
BGA90.8		Warren	
		3.2	
BGA94.0		Leavittsburg	
		6.0	
BGA100.0	NEW CASTLE SD	Newton Falls	

13.9 MILES
NEWTON FALLS TO END OF TRACK

131.1 DIAGRAM CROSS-REFERENCE

Table 116. Diagram Cross-Reference

Subdivision	Division	Page
New Castle	Baltimore	51

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 117. Authority for Movement

Between Location/Mile Post	Rules
BGA86.1 and YL BGA91.9	93 See Notes 1 & 2
BGA91.9 and BGA100.0	120-132
Newton Falls	255-259

Note:

1. Permission must be obtained from the "AT" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704 or 707.

132.2 DTC BLOCK LIMITS

Table 118. DTC Block Limits

Between Location/Mile Post	Block Names
BGA91.9 (YL Warren) and BGA100.0	Falls

132.4 EXCEPTED TRACK

1. **Deforest Yard** - BGA86.1 to BGA91.9

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 119. Maximum Authorized Speed

Between Location/Mile Post	MPH
BGA86.1 and BGA100.0	10

134.0 EQUIPMENT RESTRICTIONS

Table 120. Equipment Restrictions

Location	Equipment	Restriction
Deforest Yard Lead to Shop Track Pit Track Roundhouse and Wye Tracks	6-axle units	Must not operate on

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Deforest Junction - *Yard Office*

135.93 YARD LIMITS

1. Unless otherwise instructed, eastward trains will contact yardmaster at Lordstown from Nevada Street, Warren for instructions.
2. Unless otherwise instructed, westward trains and engines starting at Warren will contact yardmaster at Lordstown to obtain information and instructions.
3. Permission must be obtained from yardmaster Lordstown before entering main track from Hill Yard.

135.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Newton Falls, Campbell Crossing - Before blocking, call the operator at Newton Falls. The Campbell Crossing is the road crossing east of Warren Road.

135.104 SWITCHES

Switch and Split Switch Point Derail In Service - A right hand turnout has been installed at BGA92.5 to serve Warren Recycling Incorporated. A split switch point derail is also installed 200 feet East of the new main track switch.

Length of track from split switch point derail to end of track is 870 feet.

135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 121. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Lordstown	Continuous	28	Terminal
Deforest Jct	0700-2300	08	Terminal
Newton Falls	Continuous	08	Wayside
Train Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in No. is 8.

AT Train Dispatcher telephone No. is 1-800-219-5698.

135.704 ON-TRACK EQUIPMENT INSTRUCTIONS

1. Movement of on-track equipment may be made on Main Track between Austin Avenue, Warren, and Deforest Junction on verbal permission of yardmaster at Lordstown when on duty.

NOTES:

NOTES:

140.0 OLD MAIN LINE SUBDIVISION-OM

141.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	↑ WEST ↑	STATIONS	SDG CAP (Ft)
	BALTIMORE TERM. SD		
BAC5.9		Halethorpe	
		1.0	
BAC6.8		St. Denis	
		*1.4	
BAC7.9		East Avalon	
5312		1.9	
BAC9.8		West Avalon	9621
5311		3.0	
BAC12.8		Ellicott City	
		7.2	
BAC20.0		East Davis	
5310		1.9	
BAC21.9		West Davis	9200
5309		6.9	
BAC28.8		Sykesville	
		2.7	
BAC31.5		East Hood	
5308		1.6	
BAC33.1		West Hood	8352
5307		1.1	
BAC34.2		Woodbine	
		4.6	
BAC38.8	MT AIRY INDUSTRIAL TRACK	Twin Arch	
		2.3	
BAC41.1		East Plane	
5306		2.1	
BAC43.2		West Plane	10,750
5305		6.4	
BAC49.6		Ijamsville	
		1.8	
BAC51.4		East Reel	
5304		2.4	
BAC53.8		West Reel	11,950
5303		0.4	
BAC54.2		Frederick Jct.	
	FREDERICK INDUSTRIAL TRACK	2.6	
BAC56.8		Lime Kiln	
		2.2	
BAC59.0		Loyer	
		3.0	
BAC62.0		Doub	
5302	NO. 3 NO. 4	2.7	
BAC64.7		Rocks	
5301	METROPOLITAN SD		

59.2 MILES
HALETHORPE TO ROCKS

141.1 DIAGRAM CROSS-REFERENCE

Table 122. Diagram Cross-Reference

Subdivision	Division	Page
Metropolitan	Baltimore	43
Baltimore Terminal	Baltimore	1

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 123. Authority for Movement

Between Location/Mile Post	Rules
Halethorpe BAC5.9 and St. Denis BAC6.8	265-271(93)
St. Denis BAC6.8 and Rocks BAC64.7	265-271

Note:

1. Eastward trains will stop to clear St. Denis Station between 0545 and 0815 and between 1745 and 1945 daily except Saturday, Sunday, and Holidays, unless signal aspect more favorable than Restricted Proceed is displayed at Halethorpe.
2. Rules 265-271 are in effect on all sidings.

142.2 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 124. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAC6.8 St Denis and BAC7.9 East Avalon	Denis
BAC7.9 East Avalon and BAC9.8 West Avalon	Avalon
BAC9.8 West Avalon and BAC20.0 East Davis	Weber
BAC20.0 East Davis and BAC21.9 West Davis	Davis
BAC21.9 West Davis and BAC31.5 East Hood	Sykes
BAC31.5 East Hood and BAC33.1 West Hood	Hood
BAC33.1 West Hood and BAC41.1 East Plane	Water
BAC41.1 East Plane and BAC43.2 West Plane	Plane
BAC43.2 West Plane and BAC51.4 East Reel	Jam
BAC51.4 East Reel and BAC53.8 West Reel	Reel
BAC53.8 West Reel and BAC62.0 Doub	Lime
BAC62.0 and BAC64.7 Rocks	Doub

142.4 EXCEPTED TRACKS

Frederick Industrial Track
Mount Airy Industrial Track

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 125. Maximum Authorized Speed

Between Location/Mile Post	MPH
Halethorpe and Rocks	45

143.2 SPEED RESTRICTIONS

Table 126. Speed Restrictions

Between Location/Mile Post	MPH
BAC5.8 and BAC7.4	25
BAC7.4 and BAC12.7	30
BAC12.7 and BAC30.1	25
BAC30.1 and BAC32.0	30
BAC32.0 and BAC47.9	35
BAC47.9 and BAC48.9	30
BAC48.9 and BAC51.2	25
BAC51.2 and BAC54.2	35
Frederick Branch	8
Frederick Bridge over Carroll Creek	10
Doub - BAC62.0 through Switch	40

143.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

BAC 59 and BAC 60

144.0 EQUIPMENT RESTRICTIONS

Table 127. Equipment Restrictions

Location	Equipment	Restriction
Ellicott City:	Engines	Must not operate
Wilkens Rogers Sdg. Bridge 14 1/2/1	Engines	Must not operate
Frederick: Frederick Brick Works Sdg. - Bridge 35/1	Cars with gross weight exceeding 180,000 lbs.	Must not operate
Carroll Creek Bridge	6-axle locomotives	Must not operate

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.51 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
13-A	Ilchester	BAC10.7

145.58 DEFECT DETECTORS

Table 128. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ridgeville, MD, BAC38.9	AD	Voice Instructions
Daniels, MD BAC18.1	AD	Voice Instructions

145.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   a) **East Avalon** - Eastward trains leaving East Avalon must not exceed 15 MPH between eastward absolute signal East Avalon and Gun Road Crossing.

   b) Eastward trains entering the siding must not exceed 25 MPH between eastward absolute signal West Davis and Route 125 Road Crossing.

   c) **West Davis MD Route 125** - Crossing Indicator is located on north side of siding 50 feet east of road crossing. Westward trains entering siding at East Davis must not foul MD Route 125 until Crossing Indicator is flashing. Westward trains operating on the main track to West Davis, after receiving Approach or Restricted Proceed Signal at East Davis, must not foul MD Route 125 until signal aspect more favorable than Stop is displayed at West Davis.

   d) **East Hood** - Eastward trains leaving East Hood must not exceed 25 MPH between eastward absolute signal East Hood and MD route 97 Road Crossing.

   e) Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Table 129. Providing Crossing Protection

Location	Instructions
Frederick	
Abattoir Crossing FRA 140-466D	Comply with rule 100-D
South St. FRA 140-465W	Comply with rule 100-D
Wisner St. FRA 140-462B	Comply with rule 100-D

145.105 USE OF SPECIFIED TRACKS

Mount Airy Industrial Track - Look out for Mt. Airy Cold Storage engine occupying the track from Hill Street to a point 674 feet west thereof.

145.268 REVERSE MOVEMENTS

1. Helper engines assisting eastward trains will cut off before passing BAC36 and will not make reverse movement without permission of train dispatcher.
2. Eastward helper engines must not pass Signal 356 without permission of the train dispatcher.

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 130. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AU)	Continuous	14	Wayside

Note: AU Train Dispatcher's call-in No. is 6.

AU Train Dispatcher's telephone No. is 904-381-2665

AU Train Dispatcher's toll free No. is 1-800-854-5687.

146.0 MISCELLANEOUS INSTRUCTIONS

1. **Grade Operation**

   a) Eastward trains exceeding 10,000 tons between Gaither and Henryton:

   To control speed of train over the steep grade at Sykesville without using the train brakes, the following procedure will be used when locomotive consist has a minimum of eight traction motors operating in dynamic braking.

   b) Approach Gaither Road crossing at speed not exceeding 15 MPH.

   c) In the vicinity of Gaither Road crossing, gradually apply dynamic brake to full application. (When one or more units are equipped with extended range brake, a lesser brake application may be sufficient).

   d) As train speed increases above 15 MPH, dynamic brake retarding force will also increase, resulting in train moving through Sykesville in compliance with timetable speed.

   e) As train moves off the steep grade east of Sykesville, gradually reduce dynamic brake to control speed.

   f) In the event train speed will exceed 25 MPH, apply train brakes and bring train to stop before releasing.

   g) When locomotive has less than eight traction motors operating in dynamic braking, stop train in the vicinity of Hospital Switch, just east of Sykesville tunnel. After air brakes are released, train may proceed.

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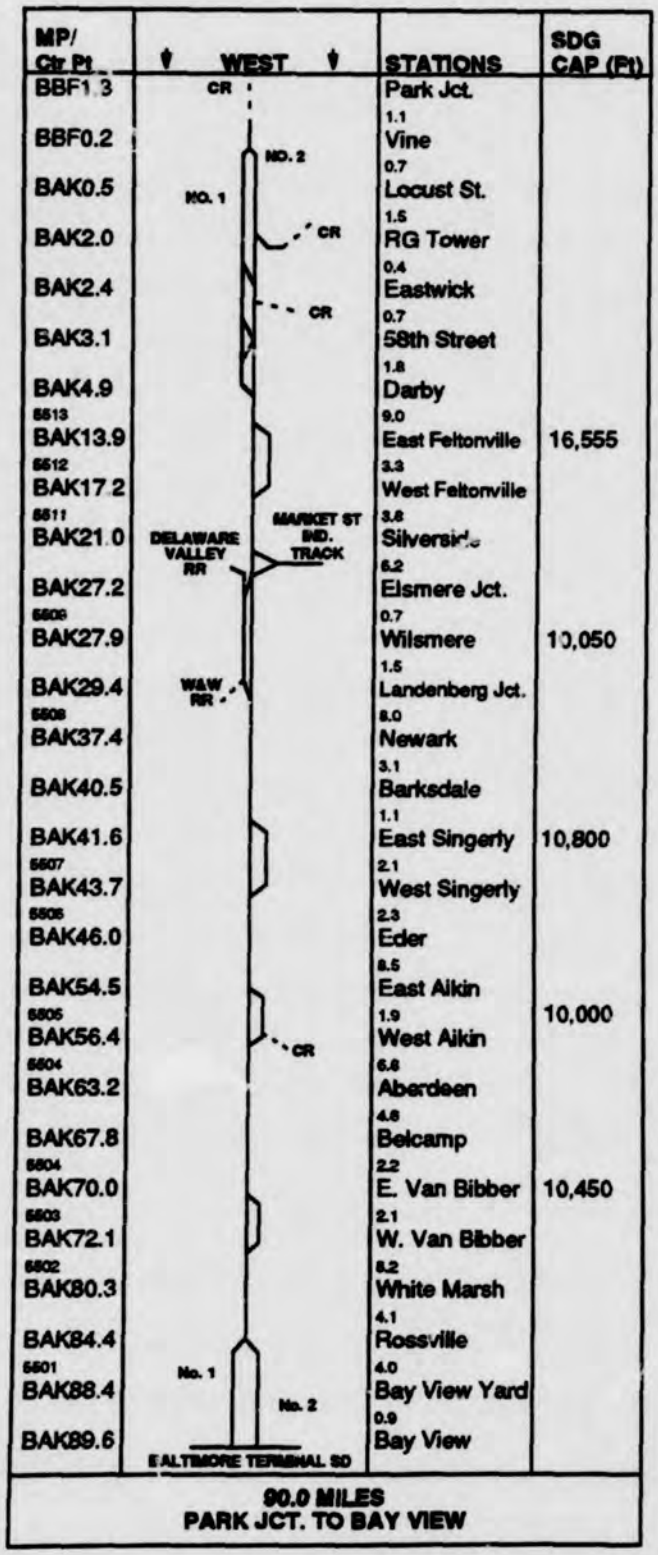
150.0 PHILADELPHIA SUBDIVISION - PA

151.0 STATIONS LISTING AND DIAGRAM



151.1 DIAGRAM CROSS-REFERENCE

Table 131. Diagram Cross-Reference

Subdivision	Division	Page
Baltimore Terminal	Baltimore	1

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 132. Authority for Movement

Between Location/Mile Post	Rules
Park Jct. and 58th St.	265-271(93)
58Th St. and BAK25.5	265-271
BAK25.5 and BAK30.3	265-271(93)
BAK30.3 and BAK87.4	265-271
BAK87.4 and Bay View	265-271(93)

Note: Rules 265-271 are in effect on all sidings.

Notes:

1. Rules 265-271 are in effect on all sidings.
2. No. 3 track between Locust St. and Grays Ferry Tunnel, and No. 4 track between Locust St. and the westward signal at Grays Ferry are 105 tracks under the control of the yardmaster at Eastside. All train movements and OTE movements on these tracks will be made by direction of the yardmaster at Eastside.
3. The extension of No. 4 track westward, between the Westward signal Grays Ferry and No. 2 main track just east of RG, is a signaled track under control of AV Train Disaptcher in Jacksonville. All train movements on this track will be made by signal indication or permission of the AV Train Dispatcher. All OTE movements or short term track work will be made in accordance with Rule 704. All programmed or planned work will be made in accordance with Rule 707.

152.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 133 (Page 1 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAK3.1 58th street and BAK4.9 Darby	Darby
BAK4.9 Darby and BAK13.9 E. Feltonville	Chester
BAK13.9 E Feltonville and BAK17.2 W Feltonville	Felton
BAK17.2 W. Feltonville and BAK25.5 Yard Limit	Silver
BAK30.3 Yard Limit and BAK41.6 E. Singerly	Newark
BAK41.6 E. Singerly and BAK43.7 W. Singerly	Sing
BAK43.7 W. Singerly and BAK54.5 E. Aikin	Foys

Table 133 (Page 2 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BAK54.5 E. Aikin and BAK56.4 W. Aikin	Aikin
BAK56.4 W. Aikin and BAK70.0 E. Van Bibber	Deen
BAK70.0 E. Van Bibber and BAK72.1 W. Van Bibber	Van
BAK72.1 W. Van Bibber and BAK84.4 Rossville	Clayton
BAK84.4 Rossville and BAK87.4 Rosedale	Rose

152.4 EXCEPTED TRACKS

Market Street Industrial Track

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 134. Maximum Authorized Speed

Between Location/Mile Post	MPH
Park Junction and Bay View	50

153.2 SPEED RESTRICTIONS

Table 135. Speed Restrictions

Between Location/Mile Post	MPH
Park Jct. and 58th St. (Note)	19
Diverging movements between BAK0.4 and BAK3.2	10
58th St. to and over Main St. Crossing Darby	30
BAK24.8 and BAK25.5	40
Over Crossing at Grade-Newark	40
BAK56.6 and BAK58.1	40
BAK76.9 and BAK78.2	40

Note: Between Vine and 58th Street, No. 1 Track - 30 MPH.

153.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

BAK8 and BAK9
BAK80 and BAK81
BAK32 and BAK33

154.0 EQUIPMENT RESTRICTIONS

1. **High-Cube Covered Hoppers**

   Between locations specified below, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will comply with Restricted Equipment Rule 34.

   BBF0.8 and BAK0.5

2. **Intermodal Car Restrictions**

   TOFC/COFC measuring in excess of 17 feet 3 inches ATR, 8 feet six inches wide must not be moved between Philadelphia and Collingdale without specific clearance authority.

3. **Equipment Restriction**

   Engines, and excessive dimension cars are prohibited from passing auger located on No. 4 track 335 feet from point of switch from lead at TBS terminal, Chester.

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.1 STANDARD CLOCKS

Table 136. Standard Clocks

Station	Location
Philadelphia	RG Tower
Wilsmere	Yard Office

155.13 ENGINE BELL

The engine bell will be sounded continuously between BAK36.4 and BAK39.1.

155.58 DEFECT DETECTORS

Table 137. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Carrcroft, DE. BAK21.5	AD	Voice Instructions
Eder, MD., BAK46.0	AD	Voice Instructions
Belcamp, MD BAK68.2	AD	Voice Instructions
White Marsh, Md. BAK80.5	DD	Voice Instructions

155.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
89-C	RG Tower	BAK2.0
88-E	East of 58th Street	BAK2.9
34-A	Susquehanna River	BAK56.9

155.81 MOVEMENT OF TRAINS

1. **Twin Oaks, BAK15.5 -**

   Crossing indicators are in service at 15.5 just east of the crossover at Twin Oaks for westward movement on the main and the siding. For westward movements on the main, the indicator locates between the main and the siding; for westward movements on the siding, the indicator locates on the south side of the siding. Westward trains receiving other than clear or medium clear indications at East Feltonville will not pass these crossings indicators until indicators are flashing.

155.83-A TRAIN BULLETIN AND RELEASE FORM

Conrail And D&H Crews

Conrail and D&H crews, with trains destined for CSX tracks in Philadelphia, will contact the AV Train Dispatcher in Jacksonville to sign up their trains. The toll free number for the AV Train Dispatcher is 800-921-2223. The following information must be provided to the dispatcher:

Conrail or D&H train symbol and destination on CSX
Crew - engineer, conductor and other crew members or riders
Engines assigned
Train loading - loads, empties and tons

The CSX AV Dispatcher will assign a CSX designation to the train, which will be a "Z" letter and a 400 series number. He will then issue by fax machine a CSX train bulletin for the crew.

Crews operating over CSX main tracks must have a train bulletin in their possession prior to occupying CSX tracks. Crews must also have the latest CSX system and Baltimore district bulletins before operating over CSX. The train bulletin will identify the latest system or Baltimore district general bulletin in effect.

155.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

Drawbridge - Drawbridge is located in Philadelphia over Schuylkill River and its use will be governed by signal indication.

155.100 ROAD CROSSINGS AT GRADE

Table 138. Providing Crossing Protection

Location	Instructions
Philadelphia: Wolfe St. (FRA 140-681P)	Comply with rule 100-D
Wecceco Ave. (FRA 140-682W)	Comply with rule 100-D
Snyder Ave. (FRA 140-683D)	Comply with rule 100-D
Delaware Ave. (FRA 140-685S)	Comply with rule 100-D
Wilmington: Maryland Ave. (FRA 193)	Comply with rule 100-D
Centerville Rd.	Crossing must not be blocked at any time for a period more than 5 minutes.

Table 138. Providing Crossing Protection

Location	Instructions
Rossville to Bay View	Crossings must not be unnecessarily blocked by standing trains. Westward trains receiving an indication less favorable than clear on the westward absolute signal Rossville will stop to clear Contractors Road Crossing, MP BAK85.53, and will contact the Jacksonville Train Dispatcher for instructions before proceeding. The Jacksonville Train Dispatcher will advise if there are trains stopped ahead. If it is necessary to advance a train, crew will make arrangements to cut their train to allow vehicular access. Dispatchers and train crews will use the following measured distances as a guide in determining if trains will fit between crossings: EAS Rossville & Contractors Rd. (BAK85.53)-----5180 Contractors Rd. & Schafers Lane (BAK85.91)-----2133 Schafers Lane & Todds Lane (BAK86.08)-------- 934 Todds Lane & Batavia Farm Road (BAK86.40)-----1670 Batavia Farm Road and BFI Crossing (BAK87.31)---5387
Belcamp: Riverside Industrial Park	Mercedes Drive in Riverside Industrial Park at Belcamp is the only access for several industries within the park. This road crossing must not be blocked by standing equipment. Twenty-seven 60-foot cars (or cars and engines) will fit between the derail and Mercedes Drive. Arrange your work to ensure that no standing movements block this crossing.

155.105 USE OF SPECIFIED TRACKS

Table 139. Use of Specified Track

Location or Tracks	Instructions
Philadelphia No. 3 Track No. 4 Track	Directions for use will be by instructions of yardmaster RG Rule 105 applies
Delaware Industrail Track B&O No.4	Rule 105 applies Maximum Speed Permitted 25 MPH
Market Street Industrial Track	Rule 105 applies

155.400 RADIO STATIONS AND INSTRUCTIONS

1. **Radio Stations**

   All road trains will monitor channel 08.

Table 140. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Philadelphia-YM	Continuous	08	Terminal
Wilsmere-YM	Continuous	28	Terminal
Dispatcher (AV)	Continuous	66	Wayside

Note: Yard locomotives at Philadelphia will monitor 08.

AV Train Dispatcher's call-in No. is 5.

AV Train Dispatcher's telephone No. is 904-381-5418 or 5417.

AV Train Dispatcher's toll free No. is 1-800-921-2223.

155.704 & 707 ON TRACK EQUIPMENT MOVEMENTS

1. **Conrail OTE movements between EAS Park Jct and ownership point:**

   Conrail on track equipment movements between the EAS Park Jct and the Conrail-CSX ownership point must request blocking protecting at Vine Street from the CSX "AV" Dispatcher prior to occupying the railroad. The movement may be made after this protection is in place. After the movement is complete the CSX "AV" Dispatcher must be advised and blocking protection removed.

2. **CSX OTE movements between WAS Vine Street and ownership point:**

   CSX on track equipment movements between Vine Street and the CSX-Conrail ownership point must request blocking protection at Park Jct from the Conrail Philadelphia Dispatcher prior to occupying the railroad. The movement may be made after this protection is in place. After the movement is complete and clear, the Conrail Philadelphia Dispatcher must be advised and blocking removed.

3. **Engineering employees working on signaled tracks at RG:**

   The request for engineering employees to work on signaled tracks at RG will include all tracks which are intended to be occupied. These will be number 1 or number 2 main tracks, or number 4 track between W.A.S. Grays Ferry and RG Tower.

156.0 MISCELLANEOUS INSTRUCTIONS

1. **Grade Operation - Philadelphia** - Eastward freight trains requiring helper engine will not pass EAS at Locust St. until engineer is advised helper engine is attached.

2. **Twin Oaks:**

   a) **Instructions For Working Twin Oaks -**

   When shoving in to spot loads or when pulling empties from the plant, hold onto no more than 28 multilevel cars. Avoid fouling Meetinghouse Road or causing the gates or lights to activate at Meetinghouse Road.

   When spotting loads on a track, do not hold onto more than 10 cars. (It may be necessary to set over to additional tracks, then come back to spot cars previously set over). When pulling empties, pull each track away from the east end of the track prior to pulling cars from the facility.

   When spotting cars, place the east end wheel on the yellow line at "A" pad.

   Spacing between cars spotted must be between 35 and 45 inches.

   Hand brakes must be applied on each end and to the middle of a 5-car cut spotted between each pad.

   Do not leave cars standing between "C" pad and pull-in switch unless the facility is full.

   b) Westward trains out of Philadelphia, working Twin Oaks, will contact the local freight or utility switchman at Twin Oaks to coordinate movements, prior to occupying Feltonville Siding.

   c) Trains originating in Philadelphia with multi-level pick-ups at Twin Oaks may operate without train documentation from Twin Oaks to Wilsmere, but must not leave Wilsmere without train documentation.

3. **Landenburg Jct.** - All crews operating on the west end of Wilsmere Yard, either setting off or picking up, who ask for a signal WAS Landenburg Junction, must go beyond the signal called for a sufficient distance to cause the signal to display a STOP. If this procedure is not followed, the crossing warning will remain in effect for a minimum of eight minutes from the time the reverse move is made.

4. **Philadelphia:**

   Time limits (switching windows) have been established, at the following Bids Facilities:

Location	Switching Windows From - To
Philadelphia, Pa.	2300 - 0600 Mon thru Fri

Note: Continuous window from 2300 Friday until 0600 Monday.

During normal switching hours, hazardous materials will not be transferred in the terminal.

Other than switching hours the facility will be blue flagged.

If a switch is required other than switching hours a Bids Terminal Supervisor will meet the rail switch crew, remove blue flags and will verity terminal activity and that all hazardous material transfers are shut down.

5. **Close Clearance**

   a) **Philadelphia Terminal**

   Close clearances exist by all unloading dock and entrances to warehouses

   Delaware Avenue:
   Pier 38 and Pier 40 platforms
   Pier 40 gate on the south side
   78 annex - inside the door, east side
   80 JH, south side

   Procacci Brothers:
   Track 5 and Track 7
   Building 1
   Industrail track, toward building 1

Levin:
Fence on east side of Jetro Lead

Food Fair
"A", "B" and "C" doors

b) **Wilsmere Yard**

Eastbound Yard - Telephone Pole at 18 switch, very close middle of yard across from yard office.

24 and 4 track - fence between track

General Motors - 5 track

Delcampo - wall is close to track

c) **Philadelphia Subdivision - Road**

Radnor Industrail Park
Entrance to and inside all buildings

Barksdale
All unloading stations - spots 1 thru 6

d) **Gibson - Homans**

Loading dock

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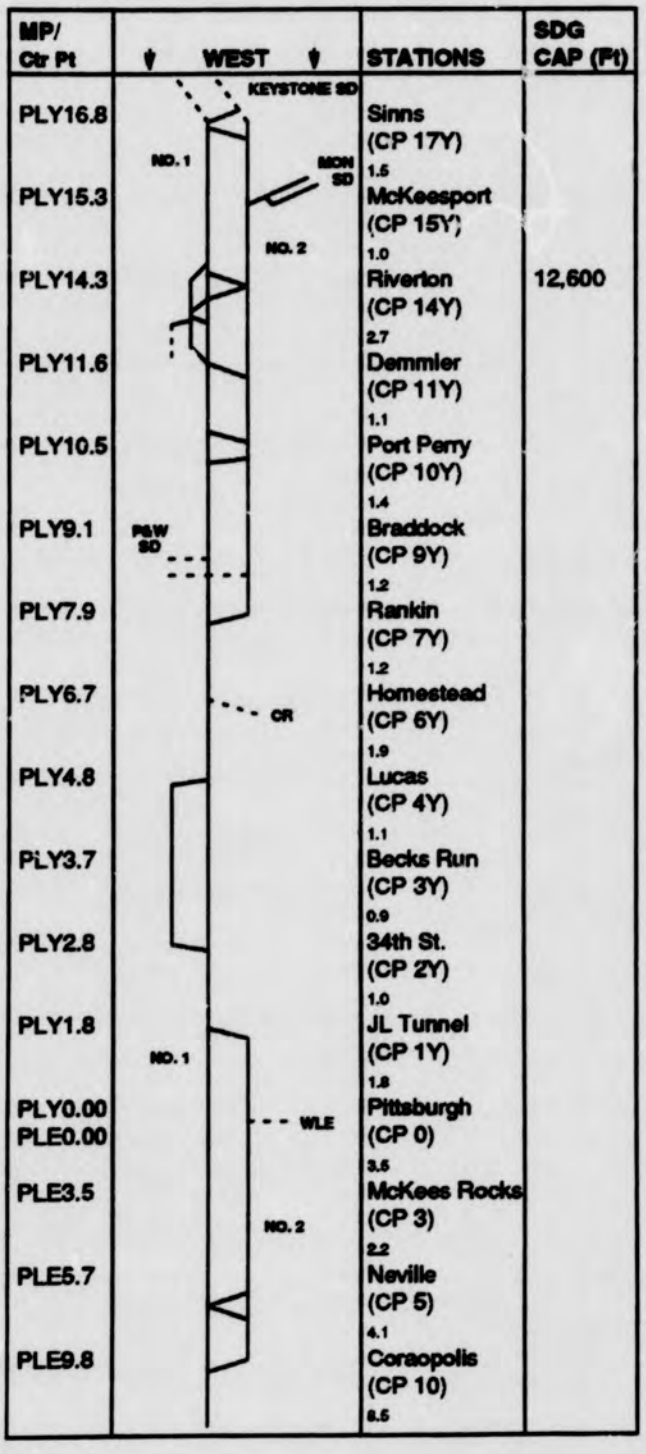
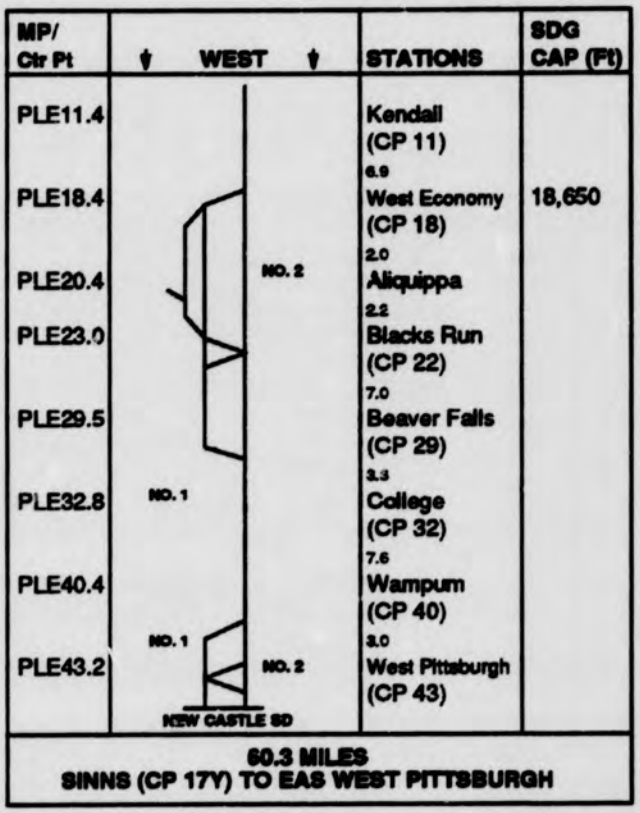
NOTES:

160.0 PITTSBURGH SUBDIVISION - PI

161.0 STATIONS LISTING AND DIAGRAM





Reference made to CP locations in parenthesis are for information only and are not part of the station name.

161.1 DIAGRAM CROSS-REFERENCE

Table 141. Diagram Cross-Reference

Subdivision	Division	Page
Keystone	Baltimore	33
Mon	Baltimore	49
P&W	Baltimore	75
New Castle	Baltimore	51

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 142. Authority for Movement

Between Location/Mile Post	Rules
Sinns (CP 17Y) and EAS West Pittsburg	265-271

162.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 143. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
WAS Sinns (CP 17Y) and WAS Riverton (CP 14Y)	Sinns
EAS Riverton (CP 14Y) and WAS Demmler (CP 11Y)	Demmler
WAS Demmler (CP 11Y) and EAS Braddock (CP 9Y)	Rankin
EAS Braddock (CP 9Y) and EAS Pittsburgh (CP 0Y)	Becks
EAS Pittsburgh (CP 0) and EAS McKees Rocks (CP 3)	Westend
EAS McKees Rocks (CP 3) and WAS Neville (CP 5)	Rocks
WAS Neville (CP 5) and WAS Corapolis (CP 10)	Grove
WAS Corapolis (CP 10) and EAS West Economy (CP 18)	Cora
EAS West Economy (CP 18) and WAS Blacks Run (CP 22)	Quip
WAS Blacks Run (CP 22) and WAS Beaver Falls (CP 29)	Monaca
WAS Beaver Falls (CP 29) and EAS Wampum (CP 40)	Beaver
EAS Wampum (CP 40) and EAS West Pittsburgh PLE43.1	Newport

162.4 EXCEPTED TRACKS

1. All tracks east Blacks Run Yard.
2. McKees Rocks (CP 3) West Yard
3. No. 3 through No. 11 Tracks Riverton West Yard.

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 144. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sinns (CP 17Y) and EAS West Pittsburgh (CP 43)	40

163.2 SPEED RESTRICTIONS

1. Permanent Speed Restrictions

Table 145. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
WAS Sinns (CP 17Y) and PLY15.5	30	25
PLY15.5 and PLY15.3 (No. 1 Track)	25	25
PLY15.5 and PLY15.3 (No. 2 Track)	20	20
PLY15.3 and EAS Riverton (CP 14Y)	25	25

Table 145. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
EAS Riverton (CP 14Y) and WAS Demmler (CP 11Y)	35	35
WAS Demmler (CP 11Y) and EAS Braddock (CP 9Y)	35	35
EAS Braddock (CP 9Y) and EAS Homestead (CP 6Y)	30	30
EAS Homestead (CP 6Y) and EAS 34th St. (CP 2Y)	35	35
EAS 34th St. (CP 2Y) EAS McKees Rocks (CP 3)	30	30
EAS McKees Rocks (CP 3) and WAS Neville (CP 5) (No. 2 Track)	20	20
PLE9.0 and EAS Kendall (CP 11)	30	30
PLE23.1 and PLE23.2 (No. 2 Track)	20	20
EAS West Economy (CP 18) and WAS Blacks Run (CP 22) (Controlled Siding)	10	10
Signalled Siding EAS Riverton (CP 14Y) and WAS Demmler (CP 11Y)	10	10

2. **All Trains** - Do not exceed the following speeds at the following locations when making diverging movements on tracks listed below:

Table 146. Speed Restrictions

Between Location/Mile Post	MPH
PLY16.8, No. 1 and No. 2 tracks, East and West crossovers	10
PLY14.3, No.1 and No. 2 tracks, East crossover	10
PLY10.5, No. 1 and No. 2 tracks, East and West crossovers	10
PLE5.7, No.1 and No. 2 tracks, East and West crossovers	10

163.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile posts after leaving terminal.

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.14.ENGINE HORN INSTRUCTIONS

Riverton (CP 14Y) and PLY14.9 - Engineer must not sound horn except in case of emergency.

PLY14.9 and McKeesport (CP 15Y) - Engineer must sound horn signal 14L and the bell approaching and occupying the Yough River Bridge.

165.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
1526	McKeesport	PLY15.3
780	Rankin	PLY7.9
338	McKees Rocks	PLE3.3
2531	Monaca	PLE22.5

165.58 DEFECT DETECTORS

Table 147. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Sinns (CP 17Y)	AD	Voice Instructions
PLY12.2Y	AD	Voice Instructions
PLE0.4	AD	Voice Instructions
PLE14.0	AD	Voice Instructions
PLE20.4	AD	Voice Instructions
College	AD	Voice Instructions

Audible Detectors - After the entire train has passed the audible detector location, a radio message, on Radio Channel 08, will be transmitted stating the results of the inspection.

Any count received from the audible detector is from the head end, right or left side, in the direction of the train movement.

If more than six defects are detected, audible detector message will be "INTEGRITY FAILURE" in which case train must be promptly stopped, train dispatcher notified and the entire train must be inspected.

Provisions of Operating Rules 58, 58A through F and Rule 60A (a,b,c) apply.

Note: Eastward trains not receiving a proceed signal aspect at CP 0, must stop head end of movement at phone box located on second pole east of Fort Pitt bridge, approximately 900 feet west of the EAS, in order to avoid activation of detector, thereby eliminating possibility of an erroneous axle count.

165.100 ROAD CROSSINGS AT GRADE

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

Table 148. Providing Crossing Protection

Location	Instructions
Pennsylvania	Over 5 Minutes (15 Minutes at Private Crossings)

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

Beaver Falls - Westward trains not having a proceed indication at WAS Beaver Falls (CP 29), must stop east of sixth avenue road crossing.

Coraopolis - Eastward trains not having a proceed indication at EAS Kendall (CP 11), must stop west of Russell, Burdsall and Ward Co. Private road crossing.

Groveton - Westward trains not having a proceed indication at WAS Corapolis (CP 10), must stop east of Equipment Corp. road crossing.

Homestead - Crews leaving cars or waiting for CONRAIL meet must not block Whemco private road crossing on CONRAIL'S Hall Industrial Track.

165.104 SWITCHES

1. **Electric Switch Heaters** - Emergency shut off switches are provided at controlled points equipped with electric switch heaters. Should a derailment occur in the vicinity of power switches, persons must avoid coming in contact with any exposed switch heater wires. Electric current must be shut off at the emergency electrical switch which is located on outside of electric case in a 4" x 6" box stencilled "Electric Switch Heater Emergency Shut-Off Switch". The box is locked with a standard switch lock.
2. **Aliquippa** - Normal position of switches on the Ohio River Secondary Trtack is for movement on that track.

165.105 USE OF SPECIFIED TRACKS

1. **Demmler Running Track** - Will be used on permission of yardmaster at Demmler or Glenwood Yard.
2. **Demmler** -
   a) Eastward trains using controlled siding between Demmler (CP 11Y) and Riverton (CP 14Y) with work at Demmler Yard must not stop until rear of train clears WAS at Demmler (CP 11Y).
3. **McKees Rocks** -
   a) Movements over Neville Island Bridge between Neville (CP 5) and PCY Connection will be made on permission of the Neville Island Yardmaster.
4. **Aliquippa** -
   a) Yardmaster Aliquippa will grant permission to use Koppel Secondary Track between West Elwood Jct. and Koppel and the Ohio River River Secondary Track Between Blacks Run (CP 22) and Kobuta.
   b) Track From ARCO to Shippingport will be used on permission of PENN Power (643-5000, Ext. 235).
   c) ARCO - Crews must comply with ARCO policy of wearing hard hats and safety glasses while on ARCO property. Also, excessive facial hair which

interferes with the sealing surface of a respirator is prohibited.

5. When Yardmaster cannot be contacted to get authority to use a specified track under his jurisdiction, the Train Dispatcher will be contacted.

165.280 BLOCK, INTERLOCKING AND OTHER FIXED SIGNAL ASPECTS AND INDICATIONS

Rules 280 through 298 apply on the Pittsburgh Subdivision.

Signal aspects not in conformity with Rules 281 through 298 are located from and including the east absolute signal CP Kendall to and including the west absolute signal CP Sinns.

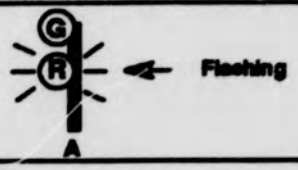
PLE–287

HIGH SIGNAL

Name – Slow Clear
Indication – Slow speed through turnouts, crossovers, sidings and over power–operated switches; then proceed.

PLE–283

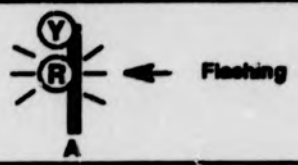
DWARF SIGNAL



Name – Medium Clear
Indication – Medium Speed through turnouts, crossovers, sidings and over power–operated switches; then proceed.

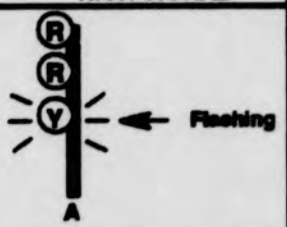
PLE–286

DWARF SIGNAL



Name – Medium Approach
Indication – Medium speed through turnouts, crossovers, sidings and over power–operated switches; then proceed, prepared to stop at the next signal.

PLE–288

HIGH SIGNAL	DWARF SIGNAL
	

Name – Slow Approach
Indication – Slow speed through turnouts, crossovers, sidings and over power–operated switches; then proceed, prepared to stop at the next signal.

PLE–290

HIGH SIGNAL	DWARF SIGNAL
	

Name – Restricting
Indication – Proceed at Restricted Speed.

Table 149 (Page 1 of 2). The bottom unit of the following signals will be illuminated for Rule 284.

Approach Signal For	Intermediate Signal No.	Direction	Track
McKees Rocks (CP 3)	0233	West	No. 2

Table 149 (Page 2 of 2). The bottom unit of the following signals will be illuminated for Rule 284.

Approach Signal For	Intermediate Signal No.	Direction	Track
Neville (CP 5)	0732	East	No. 1
Neville (CP 5)	0734	East	No. 2

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 150. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Riverton-YM	Continuous	08	Wayside
Neville Island-YM	0900-1700 7 days	28	Wayside
Aliquippa-YM	0700-2300 Mon-Fri	08	Wayside
Train Dispatcher (AS)	Continuous	14	Wayside

Note: AS Train Dispatcher call-in No. is 6. Bell telephone

AS Train Dispatcher Bell No. is 904-381-2132

AS Train Dispatcher Toll Free No. is 1-800-219-1174.

AS Train Dispatcher Company No. is 8-388-2132.

166.0 MISCELLANEOUS INSTRUCTIONS

1. **Operation Over the Union RR and Rules in Effect**

   a) CSX crews working on Union railroad property will be governed by instructions published on URR General Order No. 30 dated January 23, 1996. These instructions were reprinted in their entirity on a CSX Glenwood, Pa. Trainmaster's Notice.

   b) **Passenger Cars -**

   Passenger type equipment must not pass hot metal ladles or any loads or equipment in excess of published clearances on adjacent tracks between Braddock (CP 9Y) and Sirns (CP 17Y).

   c) **Heavy Cars -**

   1) Wreck cranes must not be moved over any bridge unless seperated from engines by a spacer car having a gross weight not exceeding 160,000 Lbs., with minimum truck centers of 30 feet.

   2) Wreck cranes must not be placed on any bridge for the purpose of handling any car without permission of the Chief Engineer.

   3) Loaded foreign line short ore cars (Jenny type) must not move over the Ohio River Bridge unless the adjacent track is clear.

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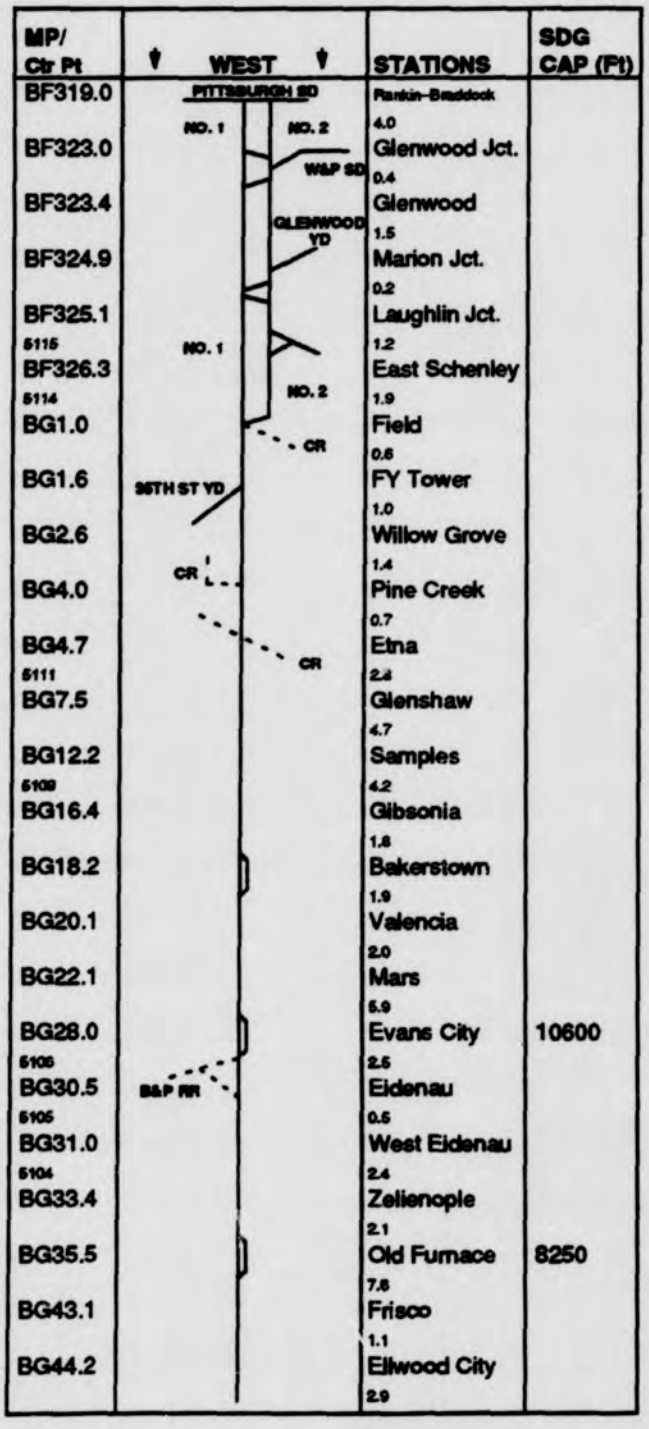
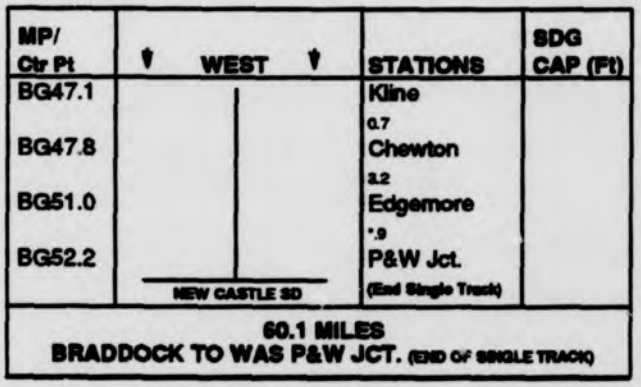
170.0 P&W SUBDIVISION-PW

171.0 STATIONS LISTING AND DIAGRAM.





171.1 DIAGRAM CROSS-REFERENCE

Table 151. Diagram Cross-Reference

Subdivision	Division	Page
New Castle	Baltimore	51
Pittsburgh	Baltimore	69
W&P	Baltimore	101

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 152. Authority for Movement

Between Location/Mile Post	Rules
Braddock (CP9Y) and Glenwood Jct. BF323.0	265-271
Glenwood Jct.	255-259
Glenwood Jct. BF323.0 and P&W Jct. BG52.2	265-271

Note: Before occupying Conrail main track at Bloom, Amtrak P029 must have cab signals cut in.

172.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 153 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BF319.0 and BF323.0	Glenn
BF323.0 and BF326.3	Laugh
BF326.3 E. Schenley and BG1.0 Field	Schen
BG1.0 Field and BG4.7 Etna	Etna
BG4.7 Etna and BG19.0 Bakerstown	Gib
BG19.0 Bakerstown and BG30.6 Eidenau	Mars
BG30.6 Eidenau and BG37.0 Old Furnace	Shirl

Table 153 (Page 2 of 2). Suspension of Signal System- (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BG37.0 Old Furnace and BG47.1 Eastend Kline	Chew
BG47.1 Eastend Kline and BG52.2 P&W Jct.	Edge

Note: The track number will be added to the block name designated.

172.4 EXCEPTED TRACKS

The following tracks are designated as excepted track.

Lower Allegheny

36Th Street and Heinz Lead Industrial Tracks

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 154. Maximum Authorized Speed

Between Location/Mile Post	MPH
Braddock and P&W Jct. BG52.2	55

173.2 SPEED RESTRICTIONS

Table 155. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Braddock BF319.0 and P&W Jct. BG52.2 Other than passenger trains	–	40
BF319.0 and BF319.2	30	30
Through Glenwood Jct Interlocking	40	40
To and from yard running tracks at Glenwood	10	10
BF322.5 and BF323.5	40	40
To and from Glenwood Yard Marion Jct.	10	10
Glenwood Jct. BG323.0 and Laughlin Jct. BG325.1 (Light Power Only)	–	25
Laughlin Jct. BF325.1 and BF325.9	35	35
BF325.9 and BF326.1	30	30
BF326.1 and BG1.3	35	35
Field BG1.0, Conrail Connection	30	10
BG1.3 and Etna BG4.7	20	20
Etna, BG4.7, and BG5.3	25	25
Kittanning St., BG5.5 and Grant St., BG5.6, Etna (head end only)	10	10
BG5.3 and BG10.2	30	25
BG10.2 and BG13.7	25	25
BG13.7 and BG16.6	30	25
BG16.6 and BG18.2	40	25
BG18.2 and BG20.3	30	25
BG20.3 and BG23.3	40	35

Table 155. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BG23.3 and BG27.7	45	–
BG27.7 and BG28.6	25	25
BG28.6 and BG30.9	35	35
BG30.9 and BG33.2	30	30
BG33.2 and BG34.6	35	30
BG34.6 and BG34.8	30	30
BG34.8 and BG38.9	40	–
BG38.9 and BG39.2	30	30
BG39.2 and BG42.8	45	–
BG42.8 and BG44.5	40	–
4Th St., BG44.5 and 6Th St., BG44.7, Ellwood City	20	20
BG44.7 and BG46.4	40	–
BG48.1 and BG48.3	50	–
BG50.8 and BG51.2	50	–
BG51.2 and BG52.2	45	–
Signalled Siding Evans City BG28.4 and BG30.5	10	10
Signalled Siding Old Furnace BG35.2 and BG36.8	10	10
East and West Legs of the Wye at Eidenau BG30.5	10	10
West Leg of Wye Laughlin Jct.	10	10

174.0 EQUIPMENT RESTRICTIONS

Table 156. Equipment Restrictions

Location	Equipment	Restriction
East Schenley: Bellefield Boiler House over Bridge 202-B/1	Engine and cars with gross weight exceeding 150,000 lbs.	Must not operate
Allegheny: River Jct. 20th Street	Cars with gross weight exceeding 251,000 lbs.	Must not operate

Note:

1. Between the locations specified below, trains must comply with Restricted Equipment Rule 34.

   Field BG1.0 and BG2.1

2. Train Classification Instructions for empty cars 80 Feet and Longer other than box cars.

Southward	Tonnage	
	Westbound	Eastbound
Laughlin Jct. and Bakerstown	4000	4400
Eidenau and Bakerstown	4000	4400

Note: Empty cars 80 feet and longer (other than box cars) must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed above.

In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed on this chart when determining the location for the restricted car(s).

175.0 INSTRUCTIONS RELATING TO OPERATING RULE

175.1 STANDARD CLOCKS

Table 157. Standard Clocks

Station	Location
Gleenwood	Train Order Office Terminal Service Center

175.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
203	Allegheny River	BG1.6

175.58 DEFECT DETECTORS

Table 158. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Dawnieville BG21.2	AD	Voice Instructions

175.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

When signals governing movements over Conrail railroad crossing at grade at Etna displays "STOP" aspect, after contacting CSX train dispatcher, conductor or engineer will:

Determine CR train engine is not fouling or approaching crossing;
Proceed in accordance with Rule 233.

175.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Table 159. Providing Crossing Protection

Location	Instructions
Allegheny	U S Steel Supply Co., Shore Ave. (2 Crossings) Heinz Co. River Ave.(3) Crossings)
Ellwood City	6th St. Crossing on tracks not included between auto-matic crossing gates

Table 159. Providing Crossing Protection

Location	Instructions
Braddock: Braddocksfield Plank Road	When "STOP" aspect is displayed on EAS at Braddock, eastward trains will stop west of the crossing so that automatic Timeout and Restart feature will function to raise automatic highway crossing gates.
Hazelwood: Hazelwood Ave. & Tecumseh St.	Single unit diesel without cars will approach these crossings prepared to stop unless authomatic crossing protection is operating.

2. **Siding Evans City** - Due to rusty rail conditions, trains and engines using siding, Evans City, Old Furnace will approach all road crossings protected by automatic flasher lights prepared to stop unless it is known that crossing protection is working. All of these tracks must not be blocked with cars or equipment unless authorized by the train dispatcher.
3. Due to rusty rail conditions, all trains and engines using the following tracks must provide crossing protecton as per operating rules:
   a) BG24.8, Myoma Spur Track.
   b) BG30.6, East leg of Y track at Eidenau
4. **Edgemore Road Crossing** - Edgemore BG50.9, westward trains will not pass Edgemore Road crossing unless train has received a more favorable signal aspect than approach at Chewton BG48.9 or permission of the P&W Subdivision Train Dispatcher.

175.103 SWITCHING

1. **Bids Terminal** - During the normal switching hours of 0700 to 0900, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required other than switching hours a bids terminal supervisor will meet the rail switch crew, remove blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

175.105 USE OF SPECIFIED TRACKS

1. **Glenwood No. 3 Running Track** - Between Swissvale and Glenwood Jct. will be used on permission of yardmaster at Glenwood or Demmler Yard.
2. **Pittsburgh Industrial Track** - Between Laughlin Jct. end of track (1,000 OP switch to Wye track may be used with permission of the yardmaster).
3. **Willow Grove** - Tracks Nos. 7 and 8 at Pine Creek, Conrail Track No. 102 Millvale to Herr and Conrail No. 2 Main Track between East Pitt and West Pitt are designated interchange tracks.
4. Running track between Willow Grove and switch off main and end of track will be used on permission of yardmaster at Glenwood or demmler.
5. **Pittsburg Industrial track** -Between Laughlin Jct. and end of track (approximately 1000 feet West of switch to Wye track on old Pittsburgh Main) will be used with both permission of the Yardmaster at Glenwood or Demmler and the Train Dispatcher.
6. **Bloom** - No. 2 main track between East Pitt and West P.H. and Island Avenue Yard are designated interchange tracks.

175.255 INTERLOCKING OFFICES

Station	Hours Office Open
Glenwood Jct.(WJ)	Continuous

175.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 160. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Glenwood-OPR	Continuous	08	Wayside
Glenwood-YM	0700 to 2300	28	Terminal
Train Dispatcher (AS)	Continuous	14	Wayside

Note: AS Train Dispatcher call in number is 6.

AS Train dispatcher Telephone No. is 904-381-2132.

AS Train Dispatcher toll free No. is 1-800-219-1174.

AS Train dispatcher Company No. is 8-388-2132.

NOTES:

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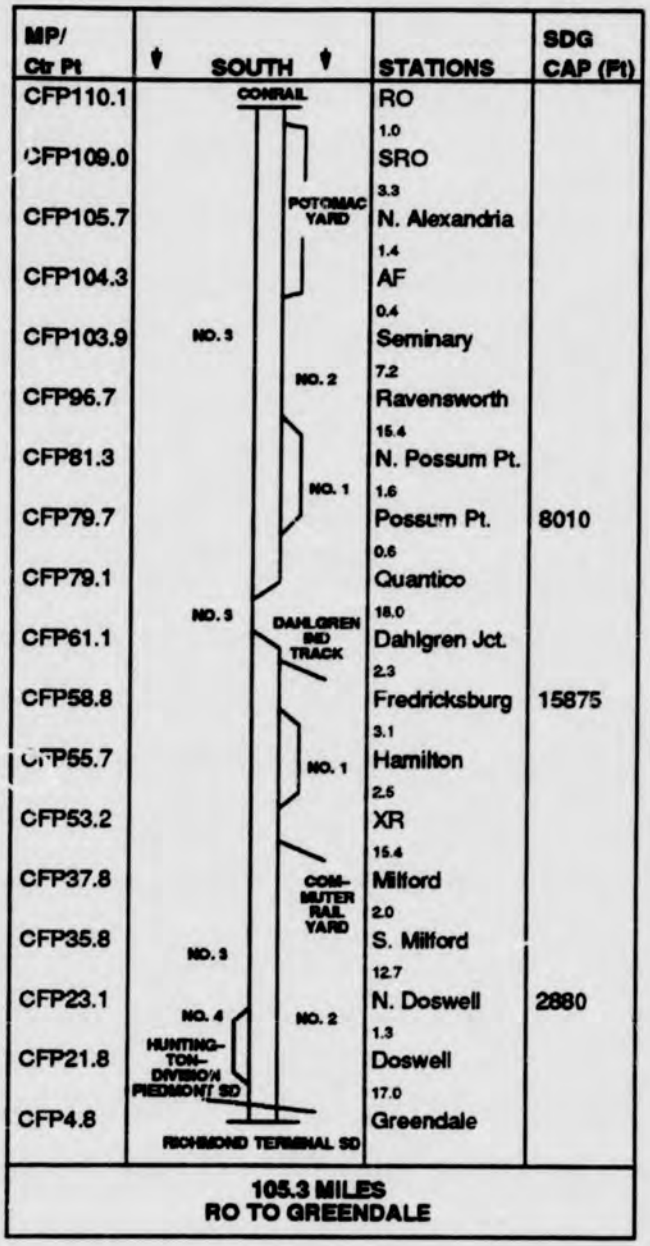
180.0 RF&P SUBDIVISION - RR

181.0 STATIONS LISTING AND DIAGRAM



181.1 DIAGRAM CROSS-REFERENCE

Table 161. Diagram Cross-Reference

Subdivision	Division	Page
Capital	Baltimore	7
Piedmont	C&OBU East	C&OBU TTSI
Richmond Term.	Florence	Florence TTSI

182.0 METHOD OF OPERATION

182.1 AUTHORITY FOR MOVEMENT

Table 162. Authority for Movement

Between Location/Mile Post	Rules
CFP110.1 and CFP4.8	265-271
CFP61.1/CFQ0.0 and CFQ10.1	120-132

Note:

1. Automatic train control and cab signal system is in effect on No. 2 and No. 3 Main Tracks between south limits of RO Interlocking, MP CFP110.1 and north limits of Greendale Interlocking, MP CFP4.8 and on No. 1 track between Fredericksburg Interlocking, MP CFP58.8 and Hamilton Interlocking, MP CFP55.7.
2. No. 1 track between Fredericksburg MP CFP58.8 and Hamilton MP CFP55.7 is a signaled siding. Rules 265-271 are in effect.
3. No. 1 track between N. Possum Pt., MP CFP81.3 and Possum Pt., CFP79.7 is a controlled siding.
4. No. 4 track between N. Doswell, MP CFP23.1 and Doswell, CFP21.8 is a controlled siding.
5. Unless otherwise instructed by train dispatcher, southbound trains in excess of 6000 feet in length must stop north of Vaughn's Road crossing, CFP15.6, when it is known that conditions exist that will prevent train's arrival in Acca Yard. Train dispatcher must be immediately contacted.

182.2 DTC BLOCK LIMITS

Table 163. DTC Block Limits

Between Location/Mile Post	Block Names
CFQ0.0 and CFQ3.0	Dahlgren
CFQ3.0 and CFQ10.1	Sealston

182.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 164. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CFP110.1 and CFP105.7	Potomac
CFP105.7 and CFP103.9	Alexandria
CFP103.9 and CFP96.7	Ravensworth
CFP96.7 and CFP81.3	Possum
CFP81.3 and CFP79.7	Vepco
CFP79.7 and CFP79.1	Quantico
CFP79.1 and CFP61.1	Leeland
CFP61.1 and CFP53.2	Fredericksburg
CFP53.2 and CFP35.8	Milford
CFP35.8 and CFP21.8	Doswell
CFP21.8 and CFP4.8	Ashland

182.4 EXCEPTED TRACKS

The following tracks are designated as excepted track.

1. Service Distributors' track, CFP94.7.
2. Davis Industries track, CFP91.5.
3. L. C. Smith track, CFP61.2.
4. All industrial tracks off of No. 1 track between CFP58.8 and CFP55.7, except Spotsylvania Industrail Park Tracks.
5. Wye track around the Maintenance of Way Shop Building, CFP58.1.
6. Maintenance of Way Shop track, CFP58.1.
7. General Products Lead, CFP54.6.
8. Owen Steel track, CFP53.2.
9. All Milford Yard tracks, except No. 1 track south of Milford Interlocking and north of Milford Rd. Crossing.
10. Ruther Glen, CFP27.2.
11. Doswell Stone track, CFP22.0.
12. Doswell Yard stub-end storage tracks (3), CFP21.9
13. Best Products Lead, CFP17.4
14. 84 Lumber track, CFP6.0

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 165. Maximum Authorized Speed

Between Location/Mile Post	MPH
RO CFP110.1 and Greendale CFP4.8	70

183.2 SPEED RESTRICTIONS

Table 166. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Dahlgren Branch		
CFP61.1 and CFQ10.1	25	25
CFP110.1 and CFP4.8		
Intermodal Trains	—	60
Freight Trains, Including Light Engines	—	55
Coal Trains	—	45
Phosphate Trains	—	45
Sand & Gravel Trains	—	45
Both Main Tracks		
CFP110.1 and CFP108.0	40	40
CFP105.2 and CFP104.8	40	40
No. 3 Main Track		
CFP103.2 and CFP102.8	65	–
CFP100.5 and CFP99.8	65	–

Table 167. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
No. 1 Track		
CFP81.3 and CFP79.7	20	20
Both Main Tracks		
CFP79.9 and CFP78.5	55	55
CFP68.5 and CFP68.0	65	—
No. 2 Main Track		
CFP61.7 and CFP61.4	65	–
Both Main Tracks		
CFP60.4 and CFP59.7	55	55
CFP59.3 and CFP58.6	40	40
No. 1 Track		
CFP58.8 and CFP55.7	25	25
No. 4 Track		
CFP23.1 and CFP21.9	20	20
Both Main Tracks		
CFP21.8 over RR Crossing	50	50
Both Main Tracks		
CFP5.5 and CFP4.8 (See Note 1)	40	40

Note:

1. This restriction is for Northward trains only and applies until lead engine occupies Hermitage Road Crossing, MP CFP5.5.
2. Train and engine movements not equipped with Automatic Train Control/Cab signal appartus may operate on No. 2 and No. 3 Main Tracks between MP CFP110.1 and MP CFP103.9 by wayside signal indication, but not exceeding 25 MPH.
3. Train and engine movements not equipped with Automatic Train Control/Cab signal appartus may operate on No. 2 and No. 3 Main Tracks between MP CFP7.0 and MP CFP4.8 by wayside signal indication, but not exceeding restricted speed.
4. Speed of trains through corporate limits of Ashland between MP CFP15.2 and MP CFP13.8 is restricted as follows:

   35 MPH - 0700 - 1900 daily except Friday

   35 MPH - 0700 - 2200 Friday only

   45 MPH - 1900 - 0700 daily except Friday

   45 MPH - 2200 - 0700 Friday only

   Restrictions apply only until the lead engine reaches far limit of restriction.
5. Speed entering and leaving Auto Train Facility track, Lorton, MP CFP92.5, must not exceed 5 MPH.

183.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

CFP8.0 and CFP9.0
CFP35.0 and CFP36.0
CFP47.0 and CFP48.0
CFP87.0 and CFP88.0
CFP98.0 and CFP99.0
CFP18.0 and CFP19.0
CFP39.0 and CFP40.0
CFP63.0 and CFP64.0
CFP91.0 and CFP92.0

184.0 EQUIPMENT RESTRICTIONS

1. Six axle locomotives must not operate on the following tracks:
   a) Langford - Team Track CFP13.8.
   b) Ellett - East side, Best Products Lead.
   c) N. Doswell - Old Weyerhaeuser side track.
   d) Milford - Side tracks off of No. 1 Main Track.
   e) Fredericksburg - All side tracks except Nos. 1, 4, Bank and Middle Tracks.
   f) Quantico - All side tracks.
   g) Featherstone - All side tracks on west side.
   h) Franconia - Fleet Warehouse side track.

185.0 INSTRUCTIONS RELATING TO OPERATING RULES

185.58 DEFECT DETECTORS

1. **Dragging Equipment Detectors**

Table 168. Dragging Equipment Detectors

MP	Track	Direction and Indicator Location
9.5	2	(NB) Automatic Signal 116 (SB) Automatic Signal 69A
9.5	3	(SB) Automatic Signal 69 (NB) Block Marker 116A
17.2	2	(NB) Automatic Signal 192 (SB) Automatic Signal 151A
17.2	3	(SB) Automatic Signal 151 (NB) Automatic Signal 192A
31.8	2	(NB) Automatic Signal 342 (SB) Block Marker 297A
31.8	3	(SB) Automatic Signal 297 (NB) Automatic Signal 342A
41.2	2	(NB) Automatic Signal 432 (SB) Automatic Signal 395A
41.2	3	(SB) Automatic Signal 395 (NB) Automatic Signal 432A
49.8	2	(NB) Automatic Signal 516 (SB) Automatic Signal 477A
49.8	3	(SB) Automatic Signal 477 (NB) Automatic Signal 516A
65.2	2	(NB) Automatic Signal 672 (SB) Automatic Signal 633A
65.2	3	(SB) Automatic Signal 633 (NB) Automatic Signal 672A
74.8	2	(NB) Automatic Signal 768 (SB) Automatic Signal 731A
74.8	3	(SB) Automatic Signal 731 (NB) Automatic Signal 768A
85.3	2	(NB) Automatic Signal 878 (SB) Automatic Signal 835A
85.3	3	(SB) Automatic Signal 835 (NB) Automatic Signal 878A
101.2	2	(NB) Automatic Signal 1026 and on Signal bridge at south limits, "AF" Interlocking. (SB) Automatic Signal 993A
101.2	3	(SB) Automatic Signal 993 (NB) Northward Home Signal at "SY" and (NB) Automatic Signal 1026A
107.1	2	(NB) Mast at MP CFP108.2

Note:

1. The actuation of a detector is indicated by a flashing automatic signal aspect or flashing red aspect at other location as designated above. Trains receiving flashing red aspect will stop at once and inspect train.
2. When a detector is actuated the locomotive train control cab singal will display a red aspect until the detector indicator automatically resets.

2. **Audible Defect Detectors**

Table 169. Audible Defect Detectors

MP	Track	Direction and Indicator Location
CFP19.6 Taylorsville	Both	Voice Instructions
CFP34.2 Plesant Hill	Both	Voice Instructions
CFP51.5 Summit	Both	Voice Instructions
CFP66.6 Ross	Both	Voice Instructions
CFP84.6 Neabsco	Both	Voice Instructions
CFP95.8 Newington	Both	Voice Instructions

Note: Operating Rule 59-A through 59-D will apply on RF&P Subdivision.

3. **Height Detector**

Newington, Va. - CFP95.8;

The voice instruction height detector located on No. 2 and 3 main tracks at Newington, Va., CFP95.8, has the height alarm set at 17 feet four (4) inches above the rail. There is no change to type of detector or voice instruction.

185.81 MOVEMENT OF TRAINS

1. **Milford -**

   Switching Indicators, consisting of clear lights, are located on back of Dwarf Signal governing northward movements from No. 1 Track to Yard at Milford and on back of Dwarf Signal governing southward movements from Yard to No. 1 track at Milford.

   Crews who request and receive switching indicators may occupy track governed by the associated Dwarf Signals and make reverse movements within the limits of the Indterlocking so long as the lights are displayed.

185.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

Table 170. Railroad Crossing at Grade

Location	Rail-road	Pro-tection	Rule
Doswell, CFP21.8	CSX	Remotely Con-trolled	234-B(2)

185.100 ROAD CROSSINGS AT GRADE

1. An automatic timing device is in service at the following gate protected highway grade crossings: CFP22.0, Doswell; CFP37.8, Milford; CFP67.5, Cully's; CFP107.5, Potomac Yd

   If train movement is delayed and does not reach crossing within two and one-half minutes, the crossing warning will cease to operate and gates will clear for highway traffic. Twenty seconds prior to warning cut-out, locomotive cab signal will display "Restricting" aspect.

2. Single unit white light indicators are mounted on the signal masts of Automatic Signals 730 and 730A and are offset east and west of those repective signal units. These indicators govern northward freight train movements only and when such movement observes a dark indicator for their repective track the movement must stop so as not to foul road crossings between Brown Field, CFP76.7 and Quantico Interlocking, CFP79.1.

3. Account rusty rail conditions on Dahlgren Industrial Lead Main Track between MP CFQ0.0 and MP CFQ10.1 and on Solite Lead at Sealston, train and engine movements over grade crossings equipped with automatic warning device must be flagged unless it is known that warning device has been actuated.

4. Unless otherwise instructed by train dispatcher, southbound trains in excess of 6000 feet in length must stop north of Vaughn's road crossing CFP15.6, when it is known that conditions exist that will prevent the trains arrival in Acca Yard. Train dispatcher must be immediately contacted.

5. Account rusty rail conditions, trains operating on No. 1 track must flag Hamilton road crossing at CFP54.8.

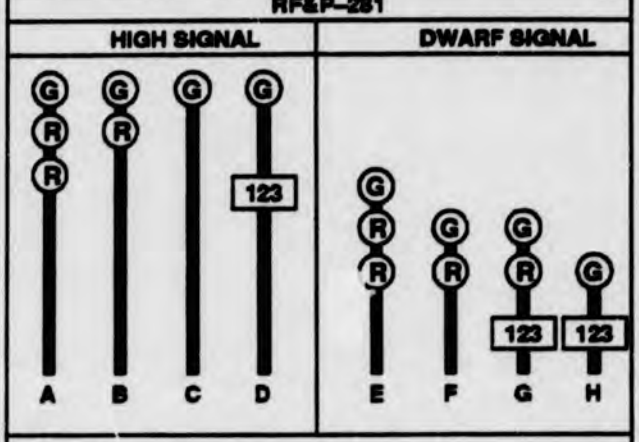
185.D-150 MAIN TRACK DESIGNATION

Two main tracks exist between CFP110.1 and CFP4.8. The track to the east is designated as Number 2 Main Track and the track to the west is designated as Number 3 Main Track. The single main track between CFP79.7 and CFP79.1 is designated as Number 3 Main Track.

185.228 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Signals RF&P–281 through RF&P–298 apply exclusively on the former RF&P Railroad. Aspects shown are those displayed on color light signals. Numbers shown on number plates are illustrations only.

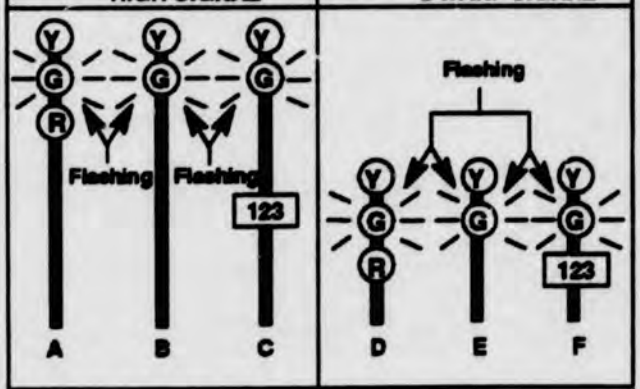
RF&P–281



Name – Clear
Indication – Proceed

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY
CLEAR (G)

RF&P–281–B



Name – Approach Limited
Indication – Proceed approaching next signal not exceeding 45 MPH. Train exceeding 45 MPH must a once reduce to 45 MPH.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY
APPROACH MEDIUM (Y) (G)
AND WAYSIDE SIGNAL INDICATION WILL GOVERN

RF&P–281–C

HIGH SIGNAL

Name – Limited Clear
Indication – Not exceeding 45 MPH within interlocking limits, then proceed.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

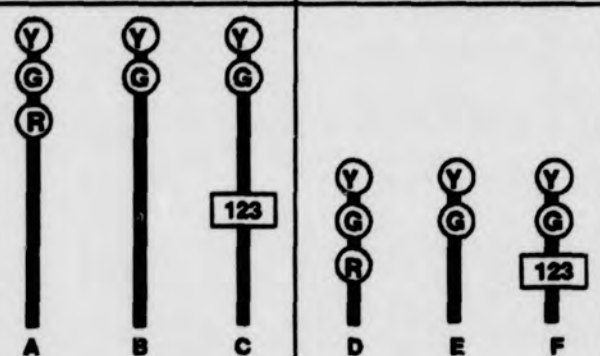
APPROACH MEDIUM (Y) (G)

AND WAYSIDE SIGNAL INDICATION WILL GOVERN

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must not exceed 45 MPH to next signal or block marker, then proceed.

RF&P–282

HIGH SIGNAL			DWARF SIGNAL		
A	B	C	D	E	F



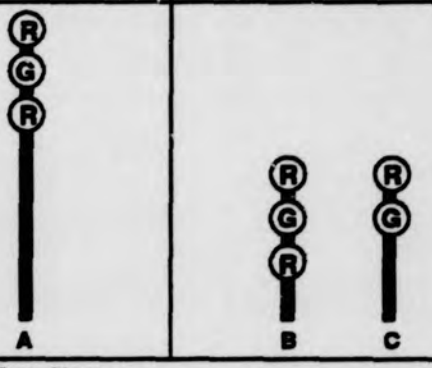
Name – Approach Medium
Indication – Proceed approaching next signal not exceeding 25 MPH. Train exceeding 45 MPH must a once reduce to 45 MPH.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

APPROACH MEDIUM (Y) (G)

RF&P–283

HIGH SIGNAL	DWARF SIGNAL	
A	B	C



Name – Medium Clear
Indication – Not exceeding 25 MPH within interlocking limits, then proceed.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

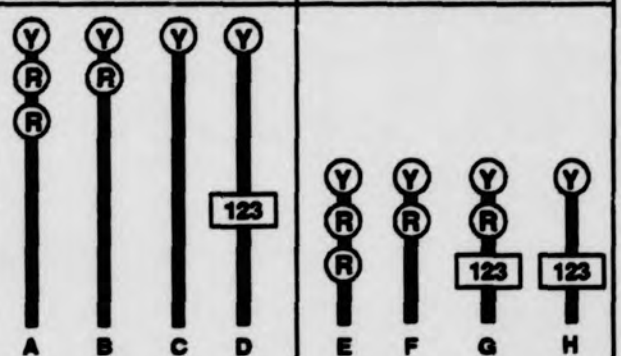
RESTRICTING (R)

AND WAYSIDE SIGNAL INDICATION WILL GOVERN

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must approach next signal or block marker not exceeding 25 MPH, then proceed.

RF&P–285

HIGH SIGNAL				DWARF SIGNAL			
A	B	C	D	E	F	G	H



Name – Approach
Indication – Proceed preparing to stop ath the next signal. Train exceeding 25 MPH must at once reduce to 25 MPH.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

APPROACH (Y)

RF&P–285

HIGH SIGNAL	DWARF SIGNAL
	
A	B

Name – Medium Approach
Indication – Not exceeding 25 MPH preparing to stop at the next signal.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY
RESTRICTING (R)
AND WAYSIDE SIGNAL INDICATION WILL GOVERN

RF&P–287

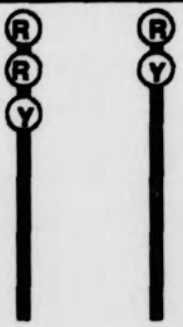
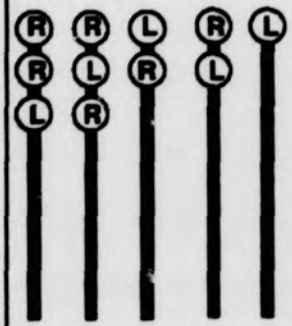
HIGH SIGNAL	DWARF SIGNAL
	
A	B C

Name – Slow Clear
Indication – Not exceeding 15 MPH within interlocking limits, then proceed.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY
RESTRICTING (R)

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must not exceed 15 MPH to next signal or block marker, then proceed.

RF&P–290

HIGH SIGNAL	DWARF SIGNAL
	
A B	C D E
	
F G H I J	K L M

Name – Restricting
Indication – Proceed at Restricted Speed.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY
RESTRICTING (R)
AND WAYSIDE SIGNAL INDICATION WILL GOVERN

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must regard Restricting signal as a STOP signal.

RF&P–291

HIGH SIGNAL	DWARF SIGNAL
	
A	B

Name – Restricted Proceed
Indication – Proceed at Restricted Speed until rear of train passes next governing signal.

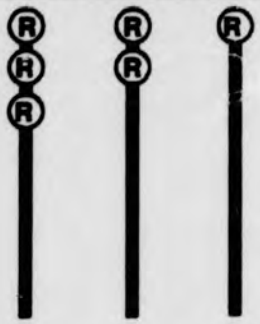
IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

RESTRICTING (R)

AND WAYSIDE SIGNAL INDICATION WILL GOVERN

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must regard Restricted Proceed signal as a STOP signal.

RF&P–292

HIGH SIGNAL	DWARF SIGNAL
	
A B C	D E F

Name – STOP
Indication – STOP

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

RESTRICTING (R)

AND WAYSIDE SIGNAL INDICATION WILL GOVERN

RF&P–298

HIGH SIGNAL	DWARF SIGNAL
	
A	B

Name – Grade
Indication – Proceed at Restricted Speed.

IN TCS TERRITORY
CAB SIGNAL WILL DISPLAY

RESTRICTING (R)

AND WAYSIDE SIGNAL INDICATION WILL GOVERN

Note: Trains with ATC/CS not in operative condition, or not equipped with ATC/CS, must regard Restricted Proceed signal as a STOP signal.

185.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 96.

Table 171. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Acca Yard Office	Continuous	32&96	Terminal
CFP27.1	Continuous	96	Wayside
CFP51.5	Continous	96	Wayside
CFP79.7	Continuous	96	Wayside
Potomac Yard CFP107.0	Continuous	96	Wayside
Dispatcher (AE)	Continuous	20	Wayside
Dispatcher (CQ)	Continuous	20	Wayside

Note: AE Train Dispatcher's call-in number is 3.

AE Train dispatcher's telephone No. is 904-381-2671.

AE Train Dispatcher's toll free No. is 1-800-628-4703.

CQ Train Dispatcher's telephone No. is 904-381-4131.

CQ Train Dispatcher's company telephone No. is RNX 388-4131.

The CQ Train Dispatcher will be work Monday through Friday, five days per week, 0700 hours until 2300 hours.

Between 2300 hours and 0700 hours and on Saturday and Sunday, this territory will be controlled by the "AE" Train Dispatcher.

186.0 MISCELLANEOUS INSTRUCTIONS

1. **Automatic Train Control and Cab Signal Instructions**

Full cycle train control test facilities are located at north and south end of Bryan Park Terminal; north end of Greendale Amtrak Station on Nos. 2 and 3 main tracks; on No. 4 track just south of the hand throw crossover between No. 3 main track and No. 4 track at CFP57.9;

When engineer performs ATC/CS departure test the following will govern:

a) Determine that equipment on locomotive is energized and sealed.

b) Actuate test cycle at test loop location.

c) Independent brake valve applied, automatic brake valve released.

d) Cab signal will go to Green (Clear), drop to Yellow over Green (Approach-Medium), Yellow (Approach) and Red (Restricting). Acknowledge each change of the cab signal and see that application pressure holds and brakes remain released.

e) Cab signal will go up to Green (Clear). Place throttle in Run 1. Cab signal will drop to Red (Restricting). Do not acknowledge. After time delay application pipe pressure will start decreasing, causing the equalizing reservior and brake pipe pressure to decrease. The power control switch (PCS) will open and engine RPM will return to idle. The initial brake pipe reduction will be equivalent to a Minimum Reduction and after approximately twenty seconds, brake pipe reduction at a service rate will occur.

f) Acknowledge the red cab signal. Return throttle to idle.

g) Place automatic brake valve in Supression position to recover from penalty. When application pipe pressure reaches approximately 120 PSI, PCS switch should close. Then place automatic brake valve in release position and equalizing reservior and brake pipe pressure will be restored.

h) Prepare train control departure test Form No. MP-485 and sign.

i) Place the completed form in holder located in locomotive cab and secure with clamp attached to wall.

j) Notify the train dispatcher that test is complete and equipment is functioning properly.

2. **Automatic Train Control And Cab Signal Rules**

Rule 500 The ATC/CS apparatus must be tested at least once in each twenty-four (24) hour period except when a single trip exceeds twenty-four(24) hours, in which case the original test shall be valid for the entire trip. The test must be made prior to departure of an engine from its initial terminal to determine if apparatus is in service and functioning properly. The employee performing the test must post a signed copy of the test results in the cab of the locomotive and must leave a signed copy of the test results at the test location. When ATC/CS apparatus is cut out after departure test has been made, it must be tested again prior to entering equipped territory. Engines dispatched from points in cab signal system territory to points where test circuits are not provided must have ATC/CS apparatus cut in for the entire trip.

Testing locations will be specified in the Timetable.

a) When a departure test has been performed by other than the engineer and test slip provided, the engineer, after taking charge of the engine, must assure himself that ATC/CS appatatus is energized and sealed and that the audible indicator will sound when acknowledging device is operated. If not sealed or the audible indicator fails to sound when the acknowledging device is operated, the engineer must not enter equipped territory and must communicate with the train dispatcher and advise him of the situation.

b) ATC/CS departure test performed by an engineer must be performed in manner prescribed by Special Instructions. When such test is made by an engineer at Richmond or Potomac Yard, in addition to notifying the train dispatcher of the test results, the original completed test slip will be posted in the locomotive cab and the duplicate copy will be forwarded to Bryan Park Terminal addressed to the road foreman of engines. All other outstanding instructions concerning test slips at other locations remain in effect.

Amtrak engineers will continue to be governed by their current instructions concerning the disposition of their test slips.

1) Trains destined to the RF&P Subdivision of the Florence Division must have in lead a locomotive with ATC/CS equipment with self-test capability and must have the self-test performed prior to departure from Brunswick, Philadelphia or Baltimore.

Train control departure test form-485 must be completed leaving orginal slip on the cab of the locomotive and copy to be left at the on duty location where the test was performed.

There are two sets of instructions for testing the two different types of equipment. Current instructions for the type that requires testing on a test loop remain unchanged. The newer type which has on-board testing capabilities are covered herein. An engine not equipped to enable pick up bars to remain active continuously require on loop test. When utilizing the on-board testing type the test must be made when engine is on non-coded track.

If the equipment is not functioning properly, the train dispatcher must be notified so that further instructions can be issued.

Some of the units are now being modified and are tagged. Engines that have the (PHW) tag on the stainless steel box located in nose of the engine indicated the pick up bars are continously activated. This type equipment must not be cut out until engine exits equipped territory.

When entering equipped territory and the equipment is in the "out" position an audible tone will "beep" approximately 6 seconds and then a penalty brake appliation will result if the switch has not been turned to the "in" position before the 6 second alarm has elasped. With this type equipment and a test slip indicating a test within previous 24 hours you are not required to make test on a track loop, in other words you may proceed upon entering equipped territory on cab signal indication without further testing. (modified equipment only)

c) When applicable the following is required;

1) On single unit engine to be operated in turn-around service (i.e. locals and work trains) test must be make from both ends.

2) On engine consisting of two (2) or more units to be operated in turnaround service (i.e.locals and work trains) test must be made from front end of leading unit and rear end of trailing unit.

3) When test equipment is not available at a point where an intermediate unit will be required to become a lead unit, this unit must be tested at the initial terminal and the prescribed form filled out and placed on the engine.

4) When necessary enroute to operate from an equipped unit or end that has not been given a departure test, the ATC/CS apparatus must be considered inoperative and Rule 503 must be observed.

Rule 501 The cab signal system is interconnected with the wayside fixed signal system so that the cab signal must conform with the wayside fixed signal after the engine passes fixed signal governing the entrance of the engine into the block in the direction for which the track and engine are equipped.

The engineer will be governed as follows:

a) When cab signal and wayside fixed signal conform when entering the block, a change of cab signal aspect will indicate conditions affecting movement of train in the bock, and cab signal will govern. When interlocking signal requires slow, medium or limited speed and cab signal changes to a more favorable aspect, speed must not be increased until train has run its length.

b) Except as provided in Rule 508, when cab signal aspect changes to Restricting, the engineer must take action at once to reduce to Restricted speed.

Rule 502 The movement of a train with ATC/CS apparatus not in operative condition for direction of movement in Cab Signal Territory is prohibited, except when cab signal failure occurs enroute.

a) The ATCS/CS apparatus will be considered as having failed when:

1) The audible indicator fails to sound when cab signal changes to a more restrictive aspect.

2) The audible indicator continues to sound although the cab signal change was acknowledged and speed of the train was reduced to speed required by cab signal indication.

3) The cab signal fails to conform at two (2) wayside fixed signal locations in succession.

4) Damage or fault occurs to any part of the cab signal apparatus.

b) When ATC/CS apparatus has failed, the engineer may break seal on cutout valve and cut out pneumatic apparatus and proceed as prescribed by Rule 503.

c) The engineer must report the reason that ATC/CS apparatus failed and location where the failure occurred to the train dispatcher, and on the prescribed form. Train dispatcher must also make written record of failure in prescribed manner.

Rule 503 When ATC/CS failure occurs enroute, the train must proceed as follows:

a) The train will proceed on signal indication not exceeding 25 MPH unless greater speed is authorized by the train dispatcher. The train must not pass a signal displaying Restricting or Stop and Proceed unless authorized by trian dispatcher.

1) Before permission is granted to pass a signal displaying Restricting or Stop and Proceed the train dispatcher must determine that the block to be entered is not occupied. After such determination is make, the train dispatcher may authorize train to proceed at maximum authorized speed.

Rule 504 When a train operating without ATC/CS apparatus in operative condition has passed a signal permitting it to proceed (other than a restricting or stop and proceed) and is stopped in a block, the train must proceed approaching facing point hand-operated switches in that block at Restricted Speed and prepared to stop at the next signal until it can be seen that the next signal permits the train to proceed.

Rule 505 A train operating without ATC/CS appatatus in operative condition, having passed a wayside signal displaying an Approach (Rule 285) or Medium Approach (Rule 286) indication, must approach next block marker at Restricted Speed and not exceed Restricted Speed until the leading end of the train reaches the next governing signal.

Rule 506 A train must not enter a block at a hand-operated switch or crossover nor foul the main track without permission from the control station and must not proceed more than one engine length in Cab Signal Territory without cab signal displaying an indication more favorable than Restricting.

Rule 508 Except as provided in Rules 281-B, 281-C, 283, 286 and 287, should cab signal and wayside fixed signal indication conflict, the more restrictive indication will govern. The engineer must notify the train dispatcher as soon as possible without delay to the train, giving location and track on which non-conformity occurred.

Rule 509 Cab signals will not indicate conditions ahead when engine is:

a) Moving against the direction of traffic.

b) Pushing cars.

c) Not equipped with cab signal apparatus for backward movement and is running backward.

Rule 510 Engines equipped with ATC/CS apparatus in no way lessens the responsibility and care required of the engineer in the safe handling of his train.

Rule 511 The "NOTE" as contained in RF&P Signal Rules 281-C, 283, 287, 290 and 291 are applicable to trains experiencing enroute failure of the ATC/CS apparatus while operating over the RF&P Subdivision, and to special non-equiped train movements as permitted by the FRA.

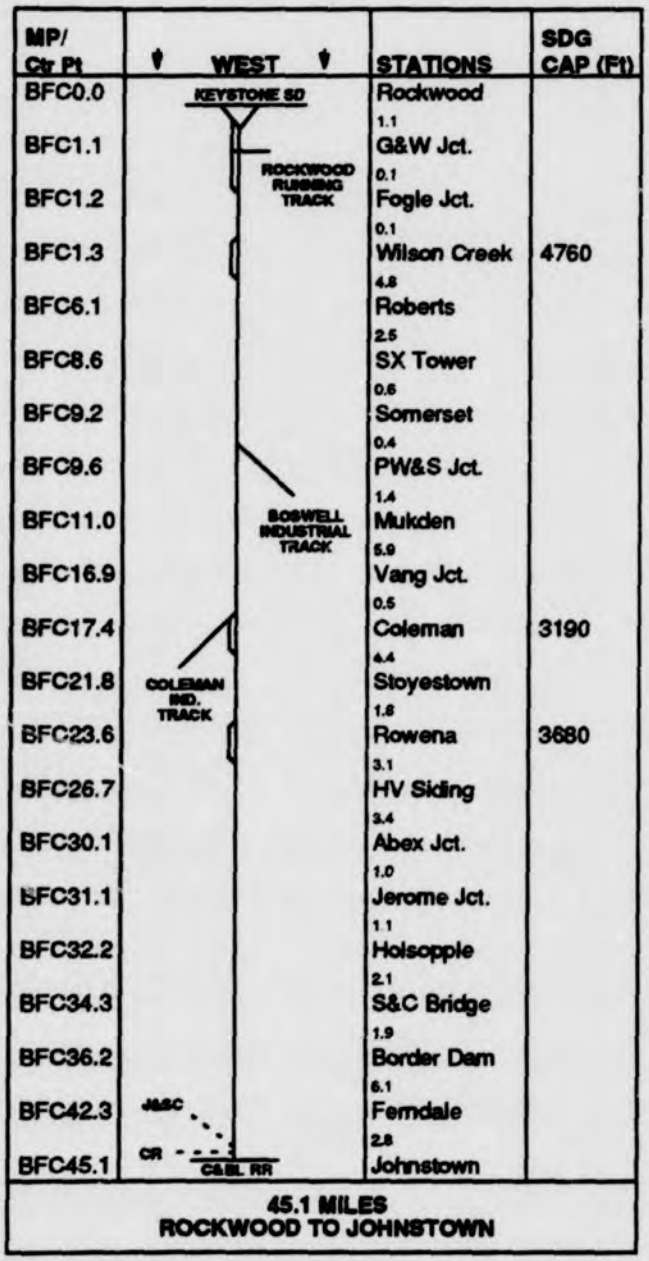
Rule 512 Train operating with automatic train control and cab signals in operative condition will be governed by cab signal indication when an intermediate wayside signal fails to display an indication.

NOTES:

NOTES:

190.0 S&C SUBDIVISION-SC

191.0 STATIONS LISTING AND DIAGRAM.



191.1 DIAGRAM CROSS-REFERENCE

Table 172. Diagram Cross-Reference

Subdivision	Division	Page
Keystone	Baltimore	33

192.0 METHOD OF OPERATION

192.1 AUTHORITY FOR MOVEMENT

Table 173. Authority for Movement

Between Location/Mile Post	Rules
BFC0.0 and BFC1.2	93 See Notes 1 & 2
BFC1.2 and BFC41.3	120-132
BFC41.3 and Johnstown	105

Note:

1. Permission must be obtained from the "CM" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704 or 707.
3. Vang Jct. refer to miscellaneous instructions section 196.1

192.2 DTC BLOCK LIMITS

Between BFC0.0 And BFC45.1

Table 174. DTC Block Limits

Between Location/Mile Post	Block Names
BFC1.2 and BFC3.1	Sham
BFC3.1 and BFC9.8	Somer
BFC9.8 and BFC16.7	Cole
BFC16.7 and BFC30.0	Land
BFC30.0 and BFC41.3	Fern

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 175. Maximum Authorized Speed

Between Location/Mile Post	MPH
Rockwood and Johnstown	25

193.2 SPEED RESTRICTIONS

Table 176 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Rockwood Wye	5
Rockwood BFC0.0 and Fogle Jct. BFC1.2	15
BFC11.3 and BFC11.4	20
BFC17.5 and BFC34.3	20
BFC34.3 and BFC35.5	10
BFC35.5 and BFC36.7	20
BFC41.1 and BFC41.5	10

Table 176 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
800 feet west of Clinton Street BFC45.1 and Osborne Street BFC43.3, Johnstown	5
Rockwood to Coleman-Wreck Cranes	20
Coleman to Johnstown-Wreck Cranes	15
Boswell Industrial Track	10

194.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Superintendent Operations, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 177. Equipment Restrictions

Location	Equipment	Restriction
BFC2.0 and BFC45.1	6-Axle units	Must not operate

1. Between the locations specified below, trains must comply with Restricted Equipment Rule 34.

   BFC32.1 and BFC32.4

2. Train Classification Instructions for empty cars 80 Feet and Longer Cars other than box cars.

Between	Safe Trailing	
	Direction	Tonnage
Rockwood and Mukden	Westbound	3900
Johnston and Mukden	Eastbound	2600

Empty cars 80 feet and longer other than box cars must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed above.

In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed on this chart when determining the location for the restricted car(s).

Instructions requiring a minimum number of loads on rear of train using helper service must also be complied with.

195.00 INSTRUCTIONS RELATING TO OPERATING RULES

195.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
218	Stoyestown	BFC20.7

195.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Rockwood must not leave without a Train Bulletin and Release Form.

195.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Table 178. Providing Crossing Protection

Location	Instructions
Somerset	Cannell Street
West Sanner Street	Hooversville Route 403, Charles Street
S&M Branch Johnstown	Messenger Street
Poplar Street No. 2	Apple Alley
Coyer Alley	Coyer Good Alley

195.105 USE OF SPECIFIED TRACKS

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   Boswell Industrial Track
   Coleman Industrial Track

2. West Leg and East Leg of Wye Tracks, Rockwood - East Leg of Wye extends from switch on Main Line Subdivision to switch leading to Rockwood Running Track and is lined for movement to S&C Main Track. West Leg of Wye extends from switch on Main Line Subdivision to switch on East Leg of Wye.
3. **Somerset** - Through trains will not leave cars setting on No. 11 Track West Yard.
4. **Reitz Mine** - All empties must be placed on single track west of tipple.

195.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 179. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CM)	Continuous	94	Wayside

Note: CM Train Dispatcher call-in number is 3. Bell telephone no. is

CM Train Dispatcher telephone No. is 904-381-2667.

CM Train Dispatcher toll free No. is 1-800-854-5688.

196.0 MISCELLANOUS INSTRUCTIONS

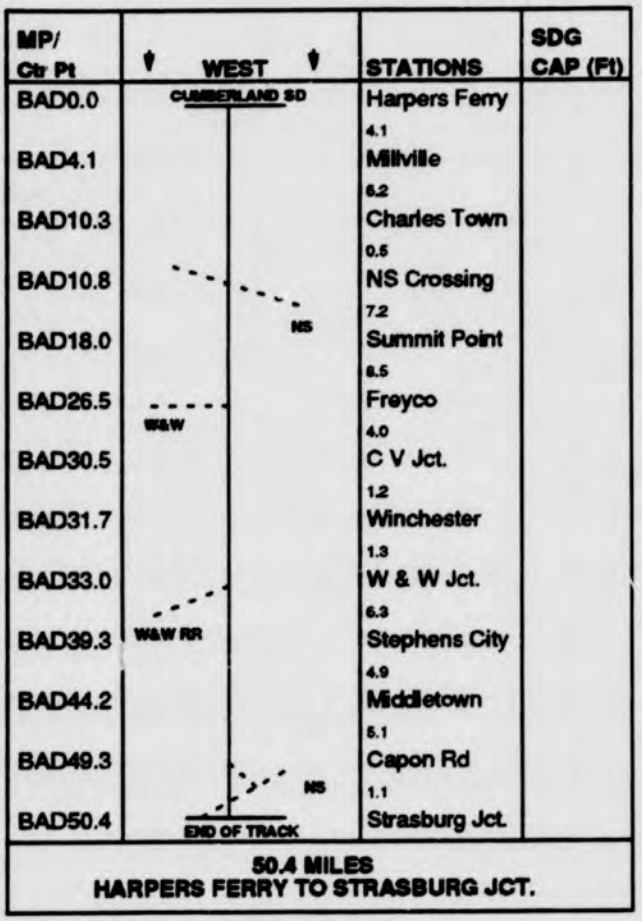
196.1 Vang Jct.

The main track switch located at Vang Jct. MP BFC16.9 leading to the Coleman Industrial track will be left in the position last used.

All trains and OTE's will approach this switch prepared to stop, and must examine the switch to see it is properly lined for their movement.

200.0 SHENANDOAH SUBDIVISION-SJ

201.0 STATIONS LISTING AND DIAGRAM.



201.1 DIAGRAM CROSS-REFERENCE

Table 180. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland	Baltimore	21

202.0 METHOD OF OPERATION

202.1 AUTHORITY FOR MOVEMENT

Table 181. Authority for Movement

Between Location/Mile Post	Rules
BAD0.0 and BAD5.0	93 See Note 1 & 2
BAD5.0 and BAD25.5	120-132
BAD25.5 and BAD39.3	93 See Note 1 & 2

Table 181. Authority for Movement

Between Location/Mile Post	Rules
BAD39.3 and BAD50.4	120-132

Note:

1. Permission must be obtained from the "CM" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704 or 707.
3. Rules 243-247 are in effect for eastward trains between BAD1.0 (Shenandoah City) and Harpers Ferry.

202.2 DTC BLOCK LIMITS

Between Harpers Ferry And Strasburg

Table 182. DTC Block Limits

Between Location/Mile Post	Block Names
BAD5.0 and BAD17.5	Hall
BAD17.5 and BAD25.5	Summit
BAD39.3 and BAD50.4	Kern

203.0 SPEEDS

203.1 MAXIMUM AUTHORIZED SPEED

Table 183. Maximum Authorized Speed

Between Location/Mile Post	MPH
Harpers Ferry and Strasburg Jct.	30

203.2 SPEED RESTRICTIONS

Table 184. Speed Restrictions

Between Location/Mile Post	MPH
BAD0.0 and BAD0.8	10
BAD2.0 and BAD2.5	10
Halltown (Highway Crossing No. 240-583Y)	25
BAD8.9 and BAD9.4	25
BAD9.4 and BAD10.6	10
BAD26.5 and BAD30.6	25
BAD30.6 and BAD39.3	10
BAD39.3 and BAD49.9	25
BAD49.9 and BAD50.4	10

Note: CSX trains will not exceed 10 MPH when operating on Winchester and Western Railroad track between W&W Junction and Bridge 1/1.

204.0 EQUIPMENT RESTRICTIONS

1. Unless otherwise authorized by the Superintendent Operations, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 185. Equipment Restrictions

Location	Equipment	Restriction
Charles Town: Peoples Supply Co. Bridge 18/1	Engines	Must not operate
	Cars with gross weight exceed- ing 240,000 lbs.	
Virginia Apple Storage Co. Bridge 1/1	Engines other than SW-1,S2	Must not operate
	Cars with gross weight exceed- ing 170,000 lbs.	

205.0 INSTRUCTIONS RELATING TO OPERATING RULES

205.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 186. Railroad Crossing at Grade

Location	Milepost	Protection
Charles Town	NS	See Note

Note:

1. **Charles Town** - NS Crossings - rules 243-247 are in effect between the absolute signals.
2. **Charles Town** - NS Crossings - When absolute signal displays STOP indication and no conflicting movement is evident on NS Railway, secure permission from NS dispatcher to operate push button in metal box marked "B&O" on pole near crossing. If communication is not available wait eight minutes and if no conflicting movement is evident on NS Railway, depress push button one time only, then release. Signal should indicate proceed after eight minutes. If signal fails to indicate proceed, pass the signal but do not foul crossing. Wait eight minutes and then proceed.
3. **Charles Town** - To avoid blocking street crossings, westward trains will contact the NS Dispatcher on channel 22-22 and by keying in 2 on the keypad, before fouling 5th Ave.(BAD9.5). Train will proceed after being advised by the train dispatcher that there are no conflicting movements in the vicinity. If communication is not available or if signal at NS Railway crossing fails to indicate proceed, movement will proceed in accordance with paragraph 1 & 2.

205.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 187. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CM)	Continuous	94	Terminal

Note: CM Train Dispatcher call-in number is 7.

CM Train Dispatcher telephone No. is 1-904-381-2667.

CM Train Dispatcher toll free No. is 1-800-854-5688.

205.650 AIR BRAKE INSTRUCTIONS

Brake Pipe Pressure

Air must be coupled through all cars handled on Subdivision.

206.0 MISCELLANEOUS INSTRUCTIONS

1. **Telephone Locations and Numbers** Winchester Station - 540-662-6316. Fax No. is 540-667-3520.
2. **Joint Use of Tracks** CSX trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations as follows:

   Winchester - Tracks within yard limits on W&W between W&W Jct. and Virginia Cold Storage Company Siding.

   Millville - Storage and Scale Track - Look out for Millville Quarry using these tracks.

NOTES:

210.0 WILLARD SUBDIVISION-CE

211.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BI 3.1	WILLARD TERM SD	J Tower	
		5.0	
BI 8.1	NS	Attica Junction	
		7.7	
BI 15.8		Republic	
		8.5	
BI 24.3	BRC	Tiffin	
		1.3	
BI 25.6		Kellar	WS6092
		4.4	
BI 30.0	No. 1 / No. 2	Bascom	
		6.4	
BI 36.4	COLUMBUS SD	F Tower	ES5365
		0.4	
BI 36.8	NS	Fostoria	WS6490
		7.4	
BI 44.2		Bloomdale	
		4.8	
BI 49/0	CR	Galatea	
		1.7	
BI 50.7		N. Baltimore	
		5.5	
BI 56.2		Hoytville	
		6.3	
BI 62.5	TOLEDO SD	Deshler	
		4.8	
BI 67.3		East Hamler	
		2.0	
BI 69.4	GTW	Hamler	
		5.2	
BI 74.6		Holgate	
		5.4	
BI 80.0		Standley	
		2.1	
BI 82.1	No. 1 / No. 2	West Standley	
		5.3	
BI 87.4		Defiance	
		0.5	
BI 87.9	NS	FC Tower	
		8.6	
BI 96.4		Sherwood	
		4.3	
BI 101.3	No. 1 / No. 2	Mark Centre	
		6.6	
BI 107.9	No. 1 / No. 2	Hicksville	
		5.7	
BI 113.8	NS	Indo	
9026		2.8	
BI 116.6		St. Joe	
9025		8.4	
BI 125.0	No. 1 / No. 2	Auburn	
9024	CHICAGO DIV GARRETT SD		
121.9 MILES J TOWER TO AUBURN			

Where Rules D-151 or D-251 are in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

211.1 DIAGRAM CROSS-REFERENCE

Table 188. Diagram Cross-Reference

Subdivision	Division	Page
Willard Terminal	Baltimore	97
Columbus	C&OBU West	C&OBU TT
Toledo	Louisville	Louisville TT
Garrett	Chicago	Chicago TT

212.0 METHOD OF OPERATION

212.1 AUTHORITY FOR MOVEMENT

Table 189. Authority for Movement

Between Location/Mile Post	Rules
BI 3.1 and BI 3.4	255-259 (93)
BI 3.4 J Tower and BI 34.9	D-251
BI 34.9 and BI 37.4	255-259
BI 37.4 and BI 49.0	D-251
BI 49.0 and BI 50.7	265-271
BI 50.7 and BI 62.4	D-251
BI 62.4 and BI 125.0 EEDT	265-271

Note: Rules 265-271 are in effect on all Wye Tracks, Deshler, BI 62.4.

212.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 190. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
YL BI 3.4 and WAS BI 8.1	Attica
WAS BI 8.1 and BI 15.9	Public
BI 15.9 and Tiffin BI 24.0	Tiffin
BI 24.0 and BI 30.0	Kellar
BI 30.0 Bascom and BI 34.9 East Fostoria	Foster
BI 37.4 Vine St. Fostoria and EAS North Baltimore BI 50.7	Galatea
EAS North Baltimore BI 50.7 and Toledo Subdivision Crossing BI 62.4	Deshler
Toledo Subdivision Crossing BI 62.4 and WAS East Hamler BI 67.3	Hamler
BI 67.3 WAS East Hamler EEDT Standley BI 80.1	Holgate
BI 80.1 EEDT Standley and WAS West Standley BI 82.1	Short
BI 82.1 WAS West Standley and WEDT BI 87.9	Defiance
WEDT BI 87.9 and EEDT BI 97.0	Bend
EEDT BI 97.0 and BI 107.9 Hicksville	Hick
BI 107.9 Hicksville and WEDT BI 113.8	Indy
WEDT BI 113.8 and EEDT BI 125.1	Cord

213.0 SPEEDS

213.1 MAXIMUM AUTHORIZED SPEED

Table 191. Maximum Authorized Speed

Between Location/Mile Post	MPH
BI 3.1 and BI 125.0	79

213.2 SPEED RESTRICTIONS

Table 192. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Other than Passenger Trains, BI 3.1 and BI 125.0	-	60
BI 3.1 and BI 3.6	50	50
BI 8.1 - NS Crossing	60	-
BI 8.2-SR 4 on No. 1 Track	70	-
BI 23.7 and BI 24.6	35	35
BI 25.3 Nelson Street on No. 1 Track	70	-
BI 25.3 Nelson Street on No. 2 Track	65	-
BI 35.6 and BI 37.8	35	35
Fostoria - All Wye Tracks	10	10
Approaching Signal 477 (Note 3)	-	40
BI 48.9 - CR Crossing	60	-

Table 192. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
BI 49.1 and BI 51.2	70	-
Deshler-Approaching Toledo Subdivision Crossing, BI 62.4	35	35
Deshler-All Wye Tracks	10	10
BI 69.2 and BI 69.9	60	-
BI 74.7 Keyser Street	60	-
BI 79.9 Country Line Road	60	-
BI 84.6 Hire Road	65	-
BI 85.3 and BI 89.4	35	35
BI 94.0 and BI 97.0	60	-
BI 97.0 and BI 97.4	35	35
BI 113.8 entering or leaving No. 2 Track	35	35
BI 114.8 CR 63	60	-
BI 116.6-NS Crossing	60	-

Note:

1. Dow Chemical Unit Trains (Trains R238 and R239) are restricted to 50 MPH.
2. Trains and engines operating against the current of traffic must not exceed speeds indicated as follows:
   a) **Attica Junction** - Between BI 7.9 and BI 8.5 on No. 1 and No. 2 Tracks - 40 MPH.
   b) **Tiffin** - Between BI 23.5 and BI 25.5 on No. 1 and No. 2 tracks - 35 MPH.
   c) **North Baltimore** - Between BI 50.4 and BI 50.8 on No. 1 Track - 45 MPH; on No. 2 Track - 35 MPH.

   These speeds apply only to head end of movements.
3. Westward trains in excess of 12,000 tons must not exceed 40 MPH until signal is seen to be displaying "Clear".

213.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

Engine speed indicators, odometers and RDU equipment must be checked at the first encountered mile post location listed below:

BI 14 and BI 15
BI 44 and BI 45
BI 77 and BI 78
BI 119 and BI 120

214.0 EQUIPMENT RESTRICTIONS

Table 193. Equipment Restrictions

Location	Equipment	Restriction
Between Willard and Auburn Jct.	Cars with gross weight exceeding 315,000 lbs.	Must not operate on (Note No. 1)

Note:

1. Shipments of 6-axle tank cars, DUPX 29600 series, exceeding 315,000 lbs. are cleared for movement without restrictions between Fostoria and Deshler.
2. Cars with rotating couplers moving in service between Curtis Yard, Indiana and Pittsburgh, Pennsylvania are exempt from complying with Restricted Equipment Rule 121 on the Garrett and Willard Subdivisions.

215.0 INSTRUCTIONS RELATING TO OPERATING RULES

215.58 DEFECT DETECTORS

Table 194. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Scipio, OH BI 12.3	AD	Voice Instruction
Bascom, OH BI 31.1	AD	Voice Instruction
N. Baltimore, OH BI 54.4	AD	Voice Instruction
Standley, OH BI 77.9	AD	Voice Instruction
Bend, OH BI 93.9	AD	Voice Instruction
Concord, IN BI 118.0	AD	Voice Instruction

215.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Willard, OH - Crew Room Eastbound Hump Yard Office and Westbound Hump Yard Office

Defiance, OH - Crew Room

Fostoria, OH - F Tower

215.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 195. Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Attica Junction BI 8.1	NS	Remote	234-B(1) (note 1)
Galatea BI 49.0	CR	Remote	234-B(1) (note 1)
Deshler BI 62.4	CSX	Remote	234-B(2)

Table 195. Railroad Crossing at Grade

Location	Railroad	Protection	Rule
Hamler BI 69.4	GTW	Remote	234-B(1) (note 2)
FC Tower BI 87.9	IHRC	Remote	234-B(1) (note 1)
St. Joe BI 116.6	NS	Remote	234-B1 (note 1)

Note:

1. **Attica Junction, Galatea, FC Tower, St. Joe -**

   When absolute signal governing movement over these crossings displays 'STOP' aspect, after contacting CSX Train Dispatcher, conductor or engineer will:

   a) Determine NS or Conrail or IHRC train or engine is not fouling or approaching crossing;

   b) Pass signal at least 30 feet but not foul crossing;

   c) Wait time interval shown below; and

   d) Proceed in accordance with Rule 233.

Table 196. Waiting Time

Attica Junction	6 minutes
Galatea	6 minutes
FC Tower	5 minutes
St. Joe	8 minutes

2. **Hamler** - When absolute signal governing movement over GTW Crossings displays 'STOP' aspect, after contacting CSX Train Dispatcher, conductor or engineer will:

   a) Determine GTW train or engine is not fouling or approaching crossing;

   b) Pass signal at least 30 feet but not foul crossing;

   c) Proceed in accordance with Rule 233.

215.100 ROAD CROSSINGS AT GRADE

Constant Time Warning Motion Detector Road Crossings

The following crossings are equipped with a constant time warning motion detector, Rule 100-E.5., applies:

Table 197. Warning Motion Detector Road Crossings

Location/Milepost	Crossing Name
BI24.8	Wall Street - Tiffin
BI46.7	Main Street - State Route 18
BI62.4	East Street
BI63.4	Township road 3
BI69.4	Edgerton Street
BI92.3	U.S. 24

Attica Junction, SR 4 - Eastward trains which are stopped and held by EAS signal, Attica Junction, must not proceed and foul SR 4 unless the automatic traffic control devices are operating properly or the crossing is protected by a crew member on the ground at the crossing.

Fostoria, Columbus Avenue - When stopping for the westward absolute signal on No. 1 main, BI 36.2, stay back 150 feet from the signal to allow the Columbus Avenue crossing signals to time-out.

Deshler, OH - Eastward trains working Deshler that will not fit between County Road #3 and Keyser Street will leave the rear of the train west of SR 65 with enough room to accomodate a pick up if necessary.

Westward trains picking up from #4 Track or the west siding should, if space permits, stop to clear Keyser Street and after the pick up is coupled to the train, pump air with the engine east of County Road #3. If space does not permit to accomplish the above, the pick up should be completed with minimum delay to vehicular traffic on either County Road #3 or D.

Conductors of all trains blocking these crossings, except through movements, send a detailed report of all blockages to the trainmaster at Garrett or Willard for futher handling.

Defiance, SR 18 - On other than main track, trains and engines will stop and not foul crossing until a crew member provides crossing protection on the ground at the crossing.

Auburn, 11th Street - On the Auburn Spur, trains and engines will stop and not foul crossing until a crew member provides crossing protection on the ground at the crossing.

Auburn, 7th Street - Trains or engines must approach crossing on run-around track prepared to stop, and must stop with 70 feet, without fouling crossing. Movement may proceed when automatic traffic control devices have operated for 20 seconds or crossing is protected by a crew member on the ground at the crossing.

The following type of equipment consists of flashing light signals and gates and motion sensor, with No. 1 main line approaches 3,660 feet eastbound and westbound, and No. 2 main line approaches 3,660 feet eastbound and westbound.
Highway Crossing Warning

Table 198. HIGHWAY CROSSING WARNING

Location	Crossing	Milepost
Bloomdale, Oh.	Bushey Road	BI48.2

215.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 199. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
J Tower	Continuous	08	Terminal
Clyde - TD	Continuous	08	Wayside
F Tower	Continuous	08	Terminal
Hoytville B154.2 - TD	Continuous	08	Wayside
Defiance BI87.2 - TD	Continuous	08	Wayside
Auburn BI123.6 - TD	Continuous	08	Wayside

Table 199. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (SC)	Continuous	12	Wayside

Note: SC Train Dispatcher call-in number is 3.

SC Train Dispatcher radio channel is 12.

SC Train Dispatcher telephone No. is 1-800-854-5708.

216.0 MISCELLANEOUS INSTRUCTIONS

1. **Locomotive Restrictions**

   a) Six axle locomotives are permitted in the following industry tracks.

   Hicksville- Elevator track

   North Baltimore- Elevator tracks
   - Budd Company

   FOSTORIA - BI37.3 - Mennell Milling

   1) Six axle units are permitted to use No. 2, and No. 3 and No. 4 yard tracks from the Willard Subdivision mainline switch to the Vine Street grade crossing.

   2) Six axle units may use No 1. yard track only between point of switch and the clearance point.

NOTES:

220.0 WILLARD TERMINAL SUBDIVISION-WT

221.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
BI 0.0	NEW CASTLE SD	Willard – RX	
BI 3.1	WILLARD SD	3.1 J Tower	
3.1 MILES RX TO J TOWER			

Where Rules D-151 or D-251 are in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

221.1 DIAGRAM CROSS-REFERENCE

Table 200. Diagram Cross-Reference

Subdivision	Division	Page
New Castle	Baltimore	51
Willard	Baltimore	93

222.0 METHOD OF OPERATION

222.1 AUTHORITY FOR MOVEMENT

Table 201. Authority for Movement

Between Location/Mile Post	Rules
No. 1 Track-BG203.8 and ETC Sign 473 feet east of East Wey switch Willard	D251 (93)
No. 2 Track-BG203.8 and first signal 759 feet east of Willard (RX)	D-251 (93)
No. 1 Track-ETC Sign, 473 feet east of east Wye Switch and first signal 295 feet west of east Wye Switch, Willard	D-151 (93)
No. 2 Track-ETC Sign 130 feet west of train order office and first signal 763 feet east of train order office, Willard	D-151 (93)
No. 1 Track-First signal 295 feet west of east Wye Switch Willard and J Tower	D-251 (93)
No. 2 Track-ETC Sign 130 feet west of train order office, Willard and J Tower	D-251 (93)
BI3.1, J Tower	255-259 (93)

223.0 SPEEDS

223.1 MAXIMUM AUTHORIZED SPEED

Table 202. Maximum Authorized Speed

Between Location/Mile Post	MPH
BI0.0 and BI3.4	50

223.2 SPEED RESTRICTIONS

Table 203. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Willard-Through Crossover from Running Track to No. 2 Main at Millertown Subway	25	25
BI0.0 and BI0.1	20	20
BI0.1 and BI0.5	25	25
BI0.5 and BI3.6	50	50

224.0 EQUIPMENT RESTRICTIONS

Table 204. Equipment Restrictions

Location	Equipment	Restriction
Willard: No. 1 Main between First Street and east switch, Westward Receiving Yard	Loaded GSCX equipment	Must not exceed 10 MPH
Entire Subdivision	Cars with gross weight exceeding 315,000 lbs.	Must not operate on

225.0 INSTRUCTIONS RELATING TO OPERATING RULES

225.83-A TRAIN BULLETIN AND RELEASE FORM

1. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

   Willard, OH - Crew Room Eastbound Hump Yard Office, Westbound Hump Yard Office and RX Crew Room.

2. Eastward trains must not pass RX train order office without permission of RX operator between hours of 1500 and 0700, or J Tower operator between hours of 0700 and 1500.

225.93 YARD LIMITS

Willard - Eastward movements on No. 1 Main Track between J Tower and Willard will stop clear of switch leading from No. 1 Main Track to Westward Receiving Yard, and will not proceed without permission of operator at RX between 1500 and 0700 hours, or operator at J Tower between 0700 and 1500 hours. Before giving permission, the operator must know there are no conflicting westward movement between Third Street (New Castle Subdivsion) and east lear/ switch of westward Receiving Yard.

Westward trains will not pass Third Street Crossovers unless permission is received from operator at RX between 1500 and 0700 hours, or operator at J Tower between 0700 and 1500 hours.

225.104 SWITCHES

1. As outlined in Operating Rule 104-A, all crossover switches will be left lined for straight away movement after use.

   As outlined in Operating Rule 104-B, if the switch at one end of a crossover is changed, the switch at the other end must be lined to avoid a conflicting route.

   All crossovers in Willard Terminal must be left line for straight track movement after use, no exceptions.

2. The following switches must be left lined for straight track movement after use:

   a) Eastbound Hump - Engine track switch off hump lead.

   b) When crews required to restore 50 switch and derail, relief track switch must also be lined away from derail.

   c) Westbound Hump - Hump lead switch.

mh3.225.105 USE OF SPECIFIED TRACK

Willard - Trains, after yarding in the Westbound Receiving Yards, must not foul ladder track with engines or operate any switches for further movement without first securing permission from the yardmaster. Before giving permission, the yardmaster must know there are no conflicting yard movements at the west end of the Receiving Yard.

225.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 205. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Willard: West Hump	Continuous except 2300-0700 Mon & Tues	28	Terminal
Willard: East Hump	Continuous	08 & 70	Terminal
RX	0700-2300	08	Terminal
J Tower	Continuous	08	Wayside
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in No. is 8.

AT Train Dispatcher telephone No. is 1-800-219-5698.

226.0 MISCELLANEOUS INSTRUCTIONS

Willard, Mandatory Hearing Protection Area -

The area surrounding car retarders in hump yards is designated a mandator hearing protection area.

The following dimensions apply to the mandatory hearing protection area:

1. Fifty feet up track of the master retarder(s) to fity feet down track of the group retarders.
2. One hundred feet laterally on each side of the track described in item 1.

All employees who enter the mandatory hearing protection area are required to wear CSX-approved hearing protection devices and to comply with the administrative control methods described below:

Transportation Department Employees - Working in a CSXT hump yard with active retarders will be issued in the Ear Model 600 Caboflex hearing protection device, and will be required to have this hearing protection on their person while on duty, and to wear such protection when in the mandatory hearing protection area.

Engineering Department - Will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSXT-approved hearing protection may be used except (repeat, except) the Ear Ultra 9000 ear muff. CSXT recommends either the Ear 2000 disposable foam plugs or the EAR Model 600 Caboflex be used. Engineering department employees working in hump yards with active retarders will be issued protection devices and will be required to have such protection on their person while on duty.

Employees working on the track structure within the mandatory hearing protection area will be governed by Operating Rule 704B.

Signs stating "Hearing Protection Notice Sign" will be posted along the perimeter of the mandatory hearing protection area, including any parking lot, walking path, road, or track within the area.

Willard Terminal Only

1. When yarding trains on other than the main track, the stop must be made using the auto-matic brake, to help reduce buff forces on the head portion of the train. This brake application will be made in compliance with THR-1, 3.2.4C or 3.2.4D as appropriate for operating conditions/train profile. Locomotive brake cylinder pressure "MUST" be kept to a minimum or released as required. Slack action, buff and draft forces "MUST BE KEPT MINIMUL"!
2. Because of the high buff forces generated by the current locomotive fleet, use of the dynamic brake to stop (after the initial stop in the yard) is not recommended.
3. Calendar Day Inspections - Locomotive calendar inspections will be made for yard crew assigments at Willard Terminal as indicated below:

   All yard assignment locomotives will be calendar day inspected commencing the start of the first shift.

   locals:

D-750 will perform the daily calendar day inspection of their locomotives upon their return trip to Willard complying with current hours of service rules.

Engineers are reminded to notify supervisors during their tour of duty of defects needing repair.

NOTES:

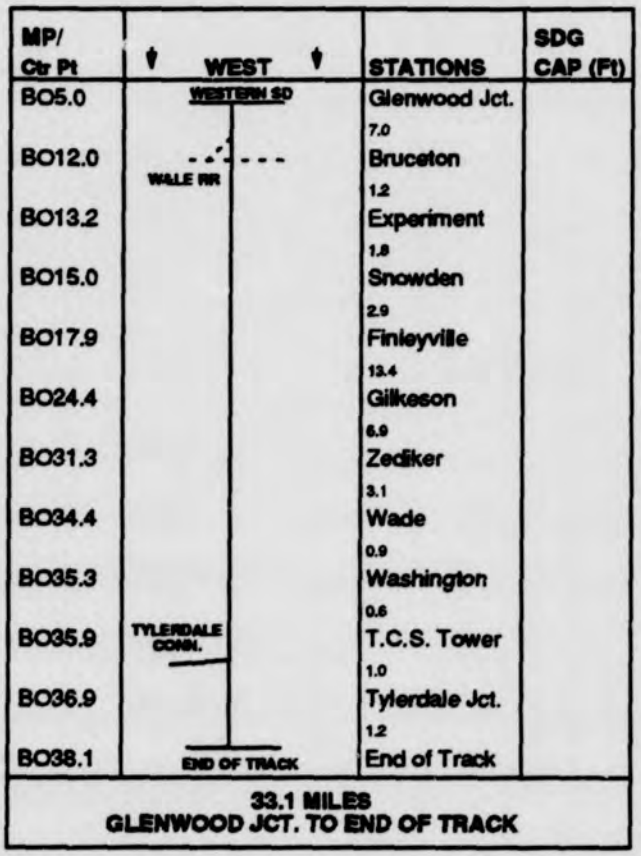
NOTES:

NOTES:

NOTES:

230.0 W&P SUBDIVISION-WP

231.0 STATIONS LISTING AND DIAGRAM.



231.1 DIAGRAM CROSS-REFERENCE

Table 206. Diagram Cross-Reference

Subdivision	Division	Page
P&W	Baltimore	75

232.0 METHOD OF OPERATION

232.1 AUTHORITY FOR MOVEMENT

Table 207. Authority for Movement

Between Location/Mile Post	Rules
BO5.0 and BO38.1	120-132

232.2 DTC BLOCK LIMITS

Table 208. DTC Block Limits

Between Location/Mile Post	Block Names
BO5.0 and BO17.8	Fin
BO17.8 and BO38.1	Wash

233.0 SPEEDS

233.1 MAXIMUM AUTHORIZED SPEED

Table 209. Maximum Authorized Speed

Between Location/Mile Post	MPH
BO5.0 Glenwood Jct. and BO38.1	25

233.2 SPEED RESTRICTIONS

Table 210. Speed Restrictions

Between Location/Mile Post	MPH
BO5.1 and BO5.8	15
BO6.5 and BO7.0	10
BO8.9 and BO9.2	20
BO10.5 and BO12.1	10
BO26.8 and BO26.9	10
Main Street, BO35.3, Washington, PA	10
BO36.9 and BO38.1.	10

234.0 EQUIPMENT RESTRICTIONS

1. Between the location specified below, trains must comply with Restricted Equipment Rule 34

   BO5.1 and BO6.5

2. Train Classification instructions for empty cars 80 Feet and Longer other than box cars:

Between	Safe Trailing Tonnage	
	Westbound	Eastbound
Glenwood Jct. and BO38.1	2200	2900

Empty cars 80 feet and longer other than box cars must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed above.

In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed on this chart when determining for the restricted car(s).

235.0 INSTRUCTIONS RELATING TO OPERATING RULES

235.31 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
74	Glenwood Jct.	BO5.1
157	Washington	BO35.7

235.100 ROAD CROSSINGS AT GRADE

Note: **Entire Subdivision** - Due to rusty rail conditions, trains and engines will approach all road crossings protected by Automatic Flasher Lights prepared to stop, unless it is known that crossing protection is working.

235.400 RADIO STATIONS AND !NSTRUCTIONS

All road trains will monitor channel 08.

Table 211. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in number is 4.

AT Train Dispatcher telephone No. is 904-381-2599.

AT Train Dispatcher toll free No. is 1-800-219-5698.

NOTES:

NOTES:

BALTIMORE SERVICE LANE SPECIAL INSTRUCTIONS

1000.00. TRAIN SPEEDS-

1000.01. Condition	MPH
When moving over industrial bridges and trestles	10
Through turnouts, crossovers and sidings except where signal indications or special instructions permits higher speed	10
All tracks other than main tracks (operating Rule 105) except when special instructions or signal indication more favorable than Restricting permits higher speed	10

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS-

1003.01. Diesel Units - (a) A maximum of six units may be used in a locomotive consist in multiple control.

Exception: A maximum of eight units may be used in a locomotive consist with multiple control on the following subdivisions and/or locations:

Baltimore Terminal	Lurgan
Capital	Metropolitan
Cumberland	Old Main Line
Hanover (Westport to Emory Grove)	Philadelphia
	RF&P

On the Philadelphia, Baltimore Terminal, Capital, Metropolitan, Old Main Line and Cumberland Subdivisions a maximum of 12 units may operate in multiple unit control. *Engineers are reminded to review the requirements of educational memo No. 1 before operating these consists (see THR for educational memos).*

(c) Light Diesel Units

When making extended movements with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

(d) Helper Placement Instructions:

Train Makeup	Helper Placement
Solid loaded bulk commodity trains	Westbound-up to 18 axles-on Eastbound-up to 20 axles-on In excess of the above axles-cut in.(Note)
Trains with cars with single axles trucks such as TTFX, TTOX and TTUX Westbound mixed trains with empty cars in rear 20 cars	Up to 6 axles-on rear. Up to 12 axles-cut in train or split helper adding one to head end and one to rear trains (Note)
Solid empty bulk commodity trains Trains without cars with single axle trucks Eastbound mixed trains with empty cars in rear 20 cars Westbound mixed trains with rear 20 cars loaded.	Up to 12 axles-on rear. Exceeding 12 axles-cut in train. (Note)

Note: When cutting in helper in trains it will be cut in at that point in the train where the tonnage behind the helper would be as close as possible to the tonnage rating of all helper units except the lead unit of the helper.

1003.03 Open Top Hopper Cars

Open top hopper cars must not be accepted for movement with hopper doors open. **Exception:** This does not apply to switching movements.

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.02. Clearance Implicated Shipments

Procedures and guide line covering the movement of Clearance Implicated Shipments are located in the Restricted Equipment Rules:

1. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas the Chief Train Dispatcher/Yardmaster must be notifed.

1004.03. CSX Train Documents

CSX Train Documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crews CSX Train Documentation. If the clearance instructions covering a clearance implicated shipment, are not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

1004.04. Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Baltimore Service Lane Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 212. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Baltimore Terminal (Note 1)	18′ 2″	19′ 1″
Capital	18′ 2″	19′ 1″
Alexandria Extension	Prohibited	Prohibited
Cumberland	18′ 2″	19′ 1″
Cumberland Terminal	18′ 2″	19′ 1″
Hanover	Prohibited	Prohibited
Keystone	18′ 2″	19′ 1″
Lurgan	18′ 2″	19′ 1″
Metropolitan	18′ 2″	19′ 1″
Mon	18′ 2″	Prohibited
New Castle	19′ 0″	19′ 1″
Old Main Line	18′ 2″	19′ 1″
Philadelphia (Note 3)	18′ 2″	19′ 1″
Pittsburg	18′ 2″	19′ 1″
P&W	18′ 2″	19′ 1″
Shenandoah	Prohibited	Prohibited
Willard Terminal	19′ 2″	19′ 1″

Note:

1. Double stack and multilevel equipment exceeding the maximum equipment heights listed must not operate on:
   a) Marley Neck Branch
   b) Seawall Branch East of Conoco Yard
   c) Camden Station Lead
2. **Baltimore Terminal** - Multilevel equipment and double loaded double stack equipment must not be operated on North Avenue Siding.
3. Philadelphia Subdivision
   a) Multi-level equipment must not operate between Philadelphia and BAK12.0.
   b) Single loaded and empty double stack equipment may operate between Bay View and Philadelphia, subject to clearance limits. Double loaded double stack equipment must not operate between Bay View and Philadelphia.

1004.06. Scale Tracks-

Engines must not be operated over live rail of scale tracks.

Exception: These restrictions do not apply to the scales at Locust Point.

1004.07. Loaded Trains-

Trains having 50% or more of their cars loaded will be considered as loaded trains; those having less than 50% will be considered empty trains.

1004.09. Snowplows-

(a) When hauled in trains, must:

–Be handled on rear of train (ahead of caboose when provided);
–Have wings secured and equipment headed in forward position;
–Not exceed 35 MPH.

(b) When plowing, must not:

–Have short hood of locomotive against snow plow;
–Be shoved by a locomotive consist exceeding two units;
–Handle more than 5 cars, including snowplow and caboose;
–Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

Note: Item (b) applies to ditcher-spreader cars being used to plow snow.

1004.17. Sperry Rail Test Car -

Restricted equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1004.18. 20′ 2″ High Multi-Level Train Service Routes

Effective 0800 hours, Thursday, December 8, 1994 trains service routes that are approved to accept 20′ 2″ high multi-level automobile carrier cars will be expanded to certain routes and trains between Detroit, Mi. and Tampa, Fl.

Train crews must read and comply with their train documents. They must refer to blanket clearance message for a list of trains that are authorized to handle 20′ 2″ high (loaded or empty) multi-level cars.

If it is necessary to set out a 20′ 2″ high multi-level car on line of road for any reason, the train crew must check for any height obstructions before setting the car off. The set off multi-level car may only be picked up and moved by another train in the blanket clearance message.

An authorized train with any 20′ 2″ high multi-level cars must not be re-routed, diverted or consolidated with another train without approval of the train director at the Jacksonville Operations Center.

20′ 2″ high multi-level cars may not be moved on any route that is not identified on the blanket clearance message. These cars will have "TTQX" as car initials. All 20′ 2″ high multi-level cars will carry a classification code starting with "Q" on the train documents, IE: "Q26N". This code will also appear in the terminal and yard management systems (TYMS).

These 20′ 2″ high multi-level cars are not authorized to move on Baltimore, Blue Ridge, Corbin, Cumberland, CCBU or Florence Service Lane.

1006.00. RADIO PROCEDURES

1006.02. Selecting Channels Numbers

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

All Channel Radio Positions

Table 213. AAR Radio Channel Usage

Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

1006.04. Initiating A Radio Call-In

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1006.05. Emergency Radio Call-In Procedure

When an emergency arises as defined in Operating Rule 415, the following prodedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using;
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two secods and release.
   b) Motorola MCX's (Early Model), rotate the "TONE" switch until the call number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two seconds and release.
   c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
   d) Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will not be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;
   a) Transmitting unit (train identification or title and name),
   b) Precise location,
   c) Specific train dispatcher console (several may be coded in), and
   d) Nature of the emergency.
4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-In.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
   a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive developes problems that could affect the efficient operation of the train.
   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication
   a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
   b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
   c) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.
   d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversa-

tion between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

4. Radio Rules Compliance
   a) All applicable radio rules 400 - through - 425 will apply.
   b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
   c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.
5. Mobile Units - To Telephone
   a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.
      1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).
      2) Depress the access code for the desired base and wait for dial tone.
      3) If the base station is on the CSX network, dial the desired telephone number.
      4) If the base is SDN, dial 1-700 then the CSX network number.
      5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
      6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.
6. Base Locations

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location. CSX (network) locations telephone number is 8-388-5555.

Baltimore Term Subdivision

Table 214. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Baltimore, Md (CSX)	42	77	411*	411#

Cumberland Subdivision

Table 215. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Dan's Rock, Md (CSX)	16	88	422*	422#
Clear Springs, Md (CSX)	42	77	421*	421#

Garrett Subdivision

Table 216. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Garrett, In (SDN)	87	52	231*	231#
Nappanee, In (SDN)	19	77	221*	221#
Wellsboro, In (SDN)	19	77	211*	211#

RF&P Subdivision

Table 217. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Possum Point, Va (SDN)	19	77	161*	161#
Summitt, Va (SDN)	19	77	151*	151#
Richmond, Va (CSX)	19	77	501*	501#
Richmond, Va (CSX)	16	88	121*	121#

Willard Subdivision

Table 218. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Willard, Oh (CSX)	87	52	481*	481#
Fostoria, Oh (CSX)	19	77	251*	251#
Defiance, Oh (SDN)	19	77	241*	241#
Garrett, In (SDN)	87	52	231*	231#

Keystone Subdivision

Table 219. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Mt Davis, Pa (CSX)	87	52	431*	431#
Uniontown, Pa (CSX)	87	52	441*	441#
Pittsburgh, Pa (CSX)	87	52	451*	451#

Pittsburgh Subdivision

Table 220. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Pittsburgh, Pa (CSX)	87	52	451*	451#
New Castle, Pa (CSX)	87	52	701*	701#

New Castle Subdivision

Table 221. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
New Castle, Pa (CSX)	87	52	701*	701#
Tallmadge, Oh (CSX)	19	77	461*	461#
Seville, Oh (CSX)	19	77	471*	471#
Willard, Oh (CSX)	87	52	481*	481#

1020.00. STATE LAWS

1020.01. Use of Back-Up Hose In The State Of Pennsylvania

The use of a back-up hose in all train operations shall be for emergency stop of the train movement; however, the use of a back-up hose for car spotting operations shall be permitted, provided that communication with the engineman is available to ensure the safety of the movement.

1020.02. Road Crossings At Grade

1. **State Laws:**

   State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

State	Excessive Period of Time
Ohio	Over 5 minutes
Pennsylvania	Over 5 minutes (over 15 minutes at a private crossing)

   If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

2. **Ditch Lights:**

   Engines equipped with ditch lights are designed so the ditch lights are activated when the engine horn is sounded.

   At those locations where timetable special instructions or superintendent's bulletins relieve an engineer from complying with operating rule 14(I), blowing the whistle for public crossings at grade; When the lead unit is equipped the engineer will display the ditch lights while approaching and traversing crossings.

1040.00. MISCELLANEOUS INSTRUCTIONS

1040.03. Bulletins Districts

(a).BALTIMORE DISTRICT SUBDIVISIONS

Baltimore Terminal
Capital
Cumberland
Hanover
Lurgan
Metropolitan
Old Main Line
Philadelphia
RF&P
Shenandoah

(b).CUMBERLAND TERMINAL DISTRICT SUBDIVISIONS

Cumberland Terminal

(c).CUMBERLAND DISTRICT SUBDIVISIONS

Mon
P&W
S&C
W&P
FM&P
Keystone
Pittsburgh

(d).GARRETT DISTRICT SUBDIVISIONS

Willard

(e).WILLARD DISTRICT SUBDIVISIONS

New Castle
Newton Falls
CL&W
Cleveland
Willard Terminal

1040.05. Brake Pipe Pressure-

Engineers receiving eastward through trains with the brake pipe pressure setting greater than 90 pounds will operate through to final terminal with brake pipe pressure setting received.

1040.06. Hopper Cars Equipped With Straight Air-

APAX 100-206 are open-top hoppers and APAX 501-606 are flat bottom gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The straight air is not to be used in normal operation.

Cars are stencilled on the end sill just above the trainline and straight air line. The straight air line is stencilled "STRAIGHT AIR" and the trainline is stencilled "TRAIN/LINE". The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled.

1040.07. Automatic Grade Crossing

Warning Devices-

Where provided, a flashing white light at a highway grade crossing indicates where automatic cutout circuits are provided to interrupt operation of automatically controlled railroad-highway traffic control devices when trains or engines are delayed on the approach track circuits. A white light, located at the crossing, flashes as an indication to trains or engines on the approach track circuit that the automatic traffic control devices are functioning. When the flashing white light is not operating, it indicates to the train or engine that has been delayed in its movement, or that has stopped on the approach track circuit, that the automatic cutout has functioned to stop operation of the traffic control devices to permit highway traffic to proceed.

Trains or engines stopped or delayed within 3,000 feet of the crossing will be considered as delayed on the approach track circuit and must stop before proceeding over the crossing unless the flashing white light is operating. If the flashing white light is not operating the stop must be made about 50 feet before reaching the crossing to ensure actuating the track circuit indicated by yellow insulated track joints located approximately 70 feet from the crossing. This will start the operation of the traffic control devices and, after 20 seconds of operation, the flashing white light will be actuated. Trains or engines may then proceed over the crossing.

In the event the flashing white light does not operate after complying with the foregoing instructions, a member of the crew must go to the crossing and ascertain that the traffic control devices have been operating for not less than 20 seconds before the train or engine proceeds over the crossing. In case the traffic control devices are not functioning for the train or engine movement, crossing must be protected by a member of the crew.

1040.08. Switch Targets-

Siding and yard switch targets and/or lights may display white (lunar) when set for straight track.

1040.09. Block Protection

Dispatchers will assist in providing safety for train crews and car inspectors while they walk trains adjacent to main tracks, in the following manner:

1. Crews or car inspectors walking a train adjacent to the main will request block protection.
2. The dispatcher will place an O.S. block to prevent him from inadvertently running a train without advising of the movement.
3. When trains approach, the dispatcher will advise the approaching train to proceed prepared to stop at the location until he has talked with the employee on the ground, and will advise the employee requesting protevction of the approaching train.
4. When finished with the block protection, employees involved must release track to the dispatcher.

1040.10 Hand-Operated Switches:

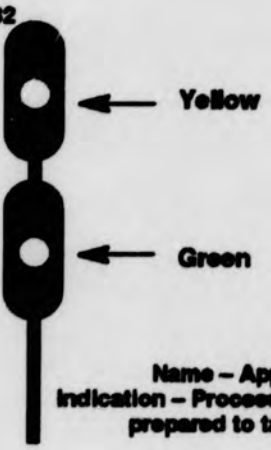
The only switches that may be trailed through are switches designated as spring switches. Although at certain locations we may have hand-operated switches that in the past were designated as "run through switches", these switches must be operated by hand before equipment passes over the switches.

1040.11. Signal Aspects And Indications Not In Conformity With Rules

Rules W-280 through W-295 apply to the Lurgan and Hanover Subdivisions, exclusively.

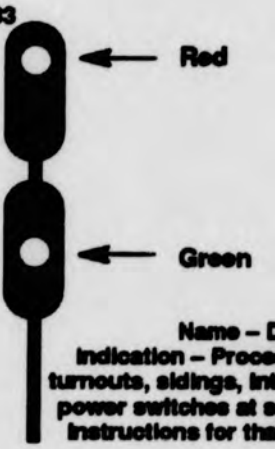
Aspects shown are those displayed on Color Light Signals.

W-282



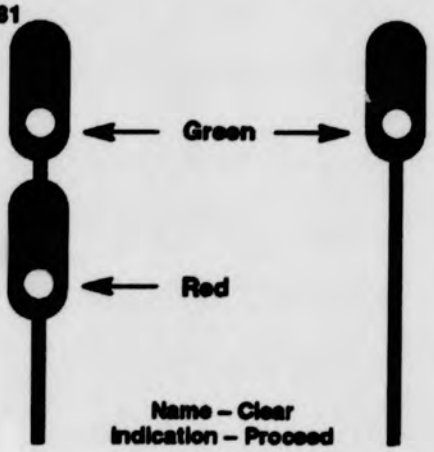
Name – Approach Diverging
Indication – Proceed approaching next signal prepared to take diverging route

W-283



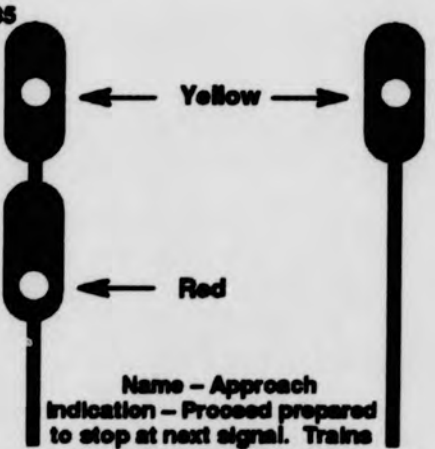
Name – Diverging Clear
Indication – Proceed through crossovers, turnouts, sidings, interlocking limits and over-power switches at speed specified in special instructions for that location, then proceed

W-281



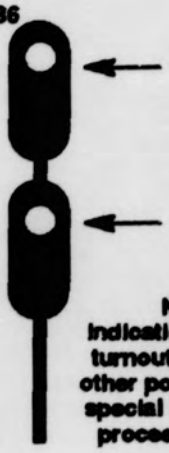
Name – Clear
Indication – Proceed

W-285



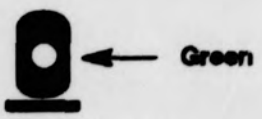
Name – Approach
Indication – Proceed prepared to stop at next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as the engine passes the approach signal.

W–286



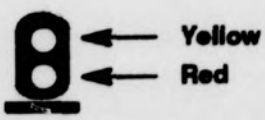
Name – Diverging Approach
Indication – Proceed through crossovers, turnouts, sidings, interlocking limits and other power switches at speed specified in special instructions for that location, then proceed prepared to stop at next signal

W–287



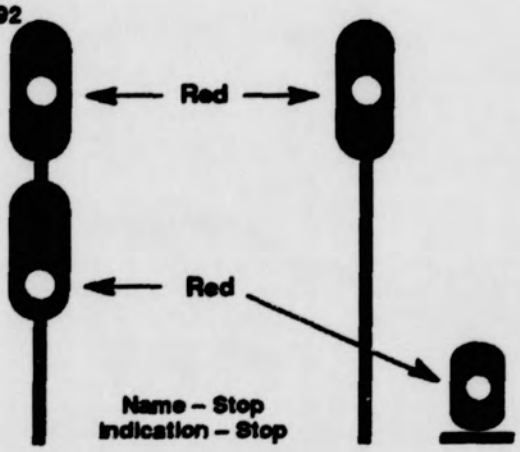
Name – Slow Clear
Indication – Slow speed through crossovers, turnouts, sidings, interlocking limits and over power switches; then proceed

W–288



Name – Slow Approach
Indication – slow speed through crossovers, turnouts, sidings, interlocking limits and over power switches; then proceed prepared to stop at next signal

W–292



Name – Stop
Indication – Stop

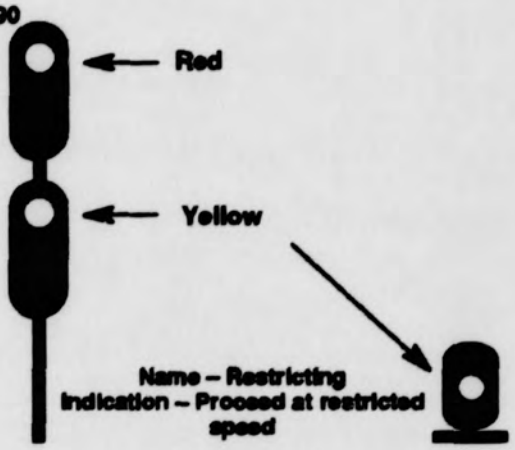
W–294

Name – Block Sign
Indication – Beginning of track circuit

W–295

Name – Block Sign
Indication – End of track circuit

W–290



Name – Restricting
Indication – Proceed at restricted speed

Name – Stop and Proceed
Indication –Stop, then proceed at restricted speed

1040.13. Stretch Braking-

1. To prevent stalling, stretch braking is permitted on descending grade where running release of train brakes is prohibited.
2. On descending grades, where speed restrictions are in effect requiring a speed of less than 25 MPH, stretch braking will be permitted through the limits of the restrictions.

1040.14. Calendar Day Inspections-

Calendar day inspections will be performed on the Locomotives being utilized on the trains listed below, at the following locations only.

Table 222. Calendar Day Inspections

Train	Locations
R-135	Philadelphia, Pa. Cumberland, Md.
R-136	Chicago, Il. Cumberland, Md.
R-137	Baltimore, Md. Chicago, Il.
R-138	Chicago, Il. Baltimore, Md.

Train handling rule 2.1.1 is modified accordingly.

These instructions will apply so long as the train(s) will reach the aforementioned inspection point(s) before midnight of day following the current calendar day inspection.

1040.16. Passenger Trains

Passenger trains will sound the engine horn per rule 14(B), at scheduled stops, when ready to depart stations.

1040.17. ATC/CS Equipment

Trains destined to the RF&P Subdivision with a lead locomotive with ATC/CS equipment with self-test capability must have the self-test performed prior to departure from Brunswick, Philadelphia or Baltimore.

Train control departure test form-MP-485 must be completed leaving original slip in the cab of the locomotive and notifying the yardmaster or designated employee of the test results.

There are two sets of instructions for testing the two different types of equipment. Instructions for the type that requires the engine to be setting on a test loop are found in timetable special instructions of RF&P Subdivision and the newer type which has on- board testing capabilities are covered below in this bulletin. When utilizing the on-board testing type the test must be made when engine is on non-coded track.

If the equipment is not functioning properly, the train dispatcher must be notified so that further instructions can be issued.

This bulletin will in no way supersede the current instructions that will require a departure test on the test loop if the equipment does not have the pick up bars active continuous, or have been modified.

Some of the units are now being modified and are tagged. Engines that have the (PHW) tag on the stainless steel box located in nose of the engine indicates the pick up cars are continuously activated. This type equipment must not be cut out until engine exits equipped territory.

When entering equipped territory and the equipment is in the "OUT" position an audible tone will "BEEP" approximately 6 seconds and then a penalty brake application will result if the switch has not been turned to the "IN" position before the 6 second alarm has elapsed. With this type equipment and a test slip inndicating a test within previous 24 hours you are not required to make test on a track loop. In other words you may proceed upon entering equipped territory on cab signal indication without further testing. (Modified equipment only)

If when entering train control territory ATC/CS fails when attempting to perform a train control test and the form MP-485 verfies that a test has been accomplished prior to reentry, it will be regarded as an "ENROUTE FAILURE". The train may be operated over the RF&P Subdivision with the apparatus cut out and in accordance with applicable operating rules.

Operation Of The On Board Tester

Note: The circuit breaker is located in electrical cabinet marked (ATC) and must be closed or in the on position at all times. The self tester will only test in non-train control territory.

Begin Test

1. The "IN/OUT" switch on the audio display unit (ADU) must be in the "IN" position.
2. Move the automatic brake handle to the suppression position, wait until the permanent suppression light on the "ADU" comes on.
3. Turn the "TEST SWITCH" on the "ADU" to the test position. The permanent suppression light will go out and the "ON TEST" light will flash, within two (2) or three (3) seconds, the clear aspect will be displayed.
4. Turn the "TEST SWITCH" on the "ADU" to the advance position (this is a momentary spring return to center switch) the test light will now flash at a slower rate, within one and one/half (1 1/2) to three (3) seconds the "CLEAR ASPECT" will go out and the "APPROACH MEDIUM" aspect will light, the alarm will sound, press the acknowledge button to silence the alarm.

5. Turn the test switch on the "ADU" to the advance position. The test light will now flash slower, within one and one/half (1 1/2) to three (3) seconds the "APPROACH" aspect will light. The alarm will sound, press the acknowledge button to silence the alarm.
6. Turn the test switch on the "ADU" to the advance position. The test light will now be on steady. Within one and one/half (1 1/2) to three (3) seconds the "APPROACH" aspect light will go out and the "RESTRICTING" aspect will light. The alarm will sound, "DO NOT" acknowledge the alarm, monitor the time it takes from the time the alarm sounds until the brake value de-energizes. This time should be between five and one/half (5 1/2) to eight (8) seconds.
7. Turn the test switch to the off position. The "ON TEST" light will go out. Reset the penalty brake application.

End Test

1040.18 Locomotive Defects

For reporting purposes and the prioritizing of locomotive defects, these defect priority assignments have been established as follows:

1. Red - Train has a locomotive problem that will delay this train and other trains will be delayed as a result.
2. Yellow - Train has a locomotive problem that will affect this trains performance but not delay other trains.
3. Green - An incident ot or condition of a locomotive which will not affect the trains performance but which must be addressed at the next terminal.

The employee will determine with the crew the priority of the locomotive problem, either a "RED" or "YELLOW" alert, and the engineer will contact the mechanical desk at extension 5555 via mobile access where equipped and advise the alert condition and type of defects. If unable to contact the mechanical desk via mobile access, the T&E employee will contact the train dispatcher who will connect them with the mechanical desk via the road channel radio.

T&E employees will, in a timely manner, report "GREEN" locomotive incidents to the train dispather using the following codes and their respective defects only as listed below. The train dispatcher will then report the defect to the mechanical desk via C.A.D.S. using the "DSLR" function.

ALD - Alerter Defect

APP - Air Pressure Problem

ARD - Air Conditioner Defect

BHD - Bell/Horn (except lead unit)

BRD - Brake Shoe/Rigging Hand Brake Defect

CHD - Cab Heater Defect

CRD - Cab Door Window/Seat

DLD - Crossing/Warning Light(s) Defective

DWP - Dwors Related Problem

ERP - Exhaust Related Problem

FLP - Flange Lubrication Problem

FSC - Fuel Sensor Component Failure

FWD - Flat Wheel Defect

HCD - Hump Control Defect

HLD - Head Light Defect

HTD - Head Of Train Device Defect

LIP - Lighting Problem

PSD - Pacesetter Problem

RAD - Radio Related Defect

RDD - RDU Related Defect

SRP - Sand Inoperative/Out Of Sand/Wet Sand

TOD - Toilet Defective

WCP - Water Cooler Problem

WWP - Windshield Wiper Problem

1050.00. INSTRUCTIONS RELATING TO OPERATING RULES

1050.01. Operating Rule-Modified

Operating Rule 519 is modified for crews in interdivisional pool service to permit conductors and conductor pilots to ride the 2nd unit for instructional purposes when insufficient seating is available on the lead unit.

1050.02. Equipment Unattended

Before leaving equipment unattended on any main track, the conductor or engineer must convey the following information to the control station:

1. The specific location of head end and rear end (if known) of train.
2. Number of engines on train, including the lead engine number.
3. Number of cars in train.
4. Any unusual facts about train, such as oversize shipments, speed restrictions, and ETD not present or malfunctioning.

1060.00. INSTRUCTIONS RELATING TO SAFETY RULES

1060.01. Mounting-Dismount Equipment

When practicable, employees will mount or dismount freight cars only to apply or release hand brakes.

Exception: Cars may be ridden only after the employee has determined that riding is the safest course of action.

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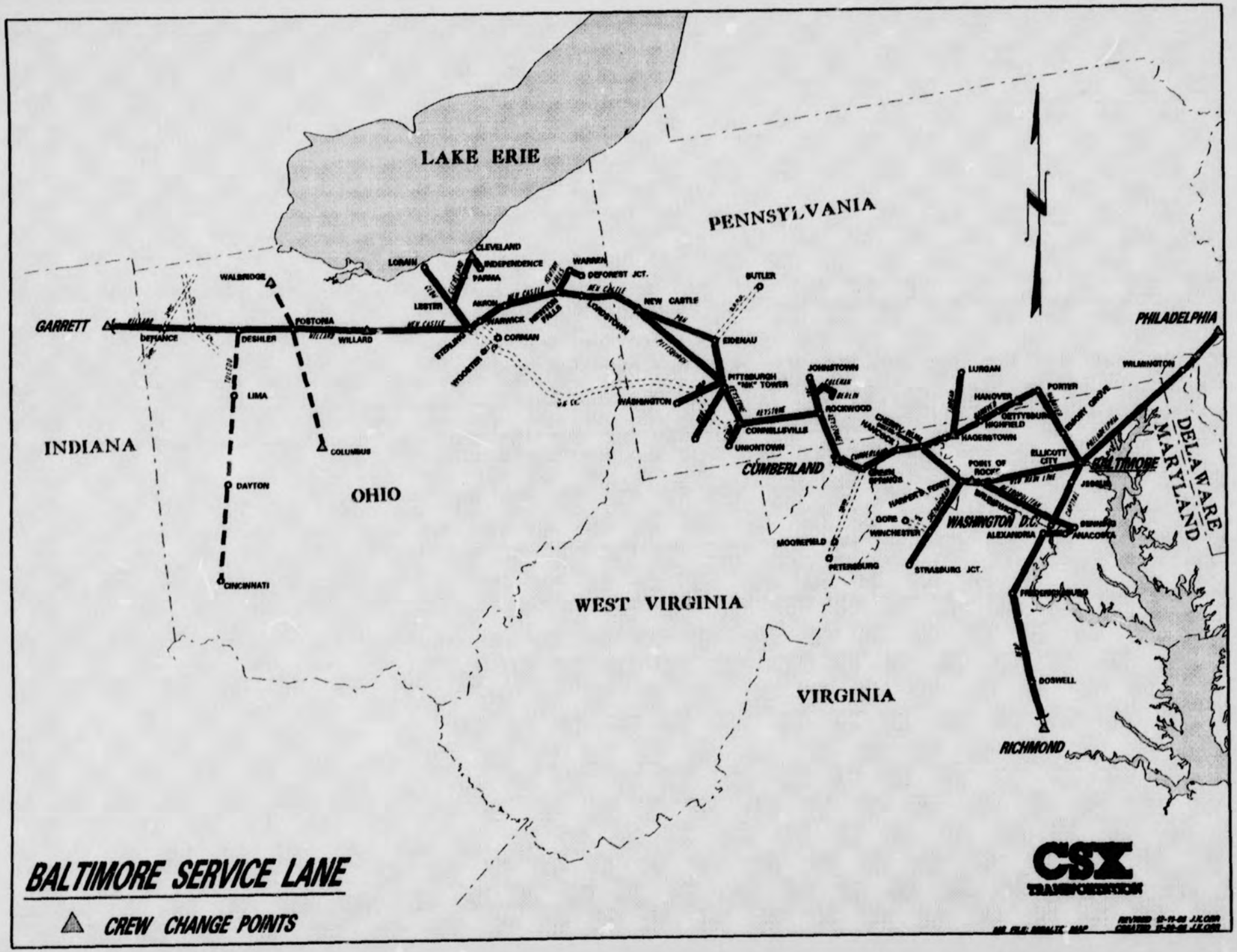
TONNAGE CHART

BALTIMORE SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
ALEXANDRIA EXTENSION							
Potomac Yard to JD Tower	2550	3350	3800	5100	6050	6600	8900
JD Tower to Potomac Yard	2550	3350	3800	5100	6050	6600	8900
CAPITAL SUBDIVISION							
Baltimore to Washington	2450	3200	3650	4900	5800	6350	8550
Washington to Baltimore	4750	6250	7100	9500	11300	12350	16600
CLEVELAND SUBDIVISION							
Cleveland to Sterling	3000	3950	4500	6000	7150	7800	10500
Sterling to Cleveland	4700	6200	7050	9400	11200	12200	16450
CUMBERLAND SUBDIVISION							
Brunswick to West Cumbo	2150	2800	3200	4300	5100	5550	7500
Cumbo to Cumberland	3500	4600	5250	7000	8300	9100	12250
Cumblnd to Cumbo No.Mtn.	2200	2900	3300	4400	5200	5700	7700
Cumblnd to Cumbo Low Grd	5300	6950	7950	10600	12600	13750	18550
Cumberland to Miller	7500	9900	11250	15000	17850	19500	26250
Cumbo to Brunswick	3000	3950	4500	6000	7150	7800	10500
HANOVER SUBDIVISION							
Porters to Pt. Covington	1500	1950	2250	3000	3550	3900	5250
Pt. Covington to Porters	1150	1500	1700	2300	2700	2950	4000
Hagerstown to Porters	1150	1500	1700	2300	2700	2950	4000
Porters to Highfield	1000	1300	1500	2000	2350	2600	3500
Highfield to Hagerstown	1650	2150	2450	3300	3900	4250	5750
KEYSTONE SUBDIVISION							
Cumblnd to Connellsville	1050	1350	1550	2100	2500	2700	3650
Connellsville to Cumblnd	1450	1900	2150	2900	3450	3750	5050
LURGAN SUBDIVISION							
Lurgan to Hagerstn #1 Tr	1700	2200	2550	3400	4050	4400	5950
Hagerstn to Lurgan #2 Tr	2500	3300	3750	5000	5950	6500	8750
Hagerstown to Miller	3500	4600	5250	7000	8300	9100	12250
Miller to Hagerstown	1900	2500	2850	3800	4500	4900	6650
METROPOLITAN SUBDIVISION							
Washington to Brunswick	1650	2150	2450	3300	3900	4250	5750
Brunswick to Washington	1850	2400	2750	3700	4400	4800	6450
NEW CASTLE SUBDIVISION							
Willard to Sterling	3900	5100	5850	7800	9250	10100	13650
Sterling to New Castle	2400	3150	3600	4800	5700	6200	8400
New Castle to Willard	3050	4000	4550	6100	7250	7900	10650

BALTIMORE SERVICE LANE TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
OLD MAIN LINE SUBDIVISION							
Baltimore to Brunswick	1900	2500	2850	3800	4500	4900	6650
Brunswick to Baltimore	2050	2700	3050	4100	4850	5300	7150
PHILADELPHIA SUBDIVISION							
BA Tower to RG Tower	2400	3150	3600	4800	5700	6200	8400
RG Tower to Park Jct.	1700	2200	2550	3400	4050	4400	5950
RG Tower to 58th Street	1550	2000	2300	3100	3650	4000	5400
58th Street to BA Tower	2300	3000	3450	4600	5450	5950	8050
BA Tower to HX Tower	2150	2800	3200	4300	5100	5550	7500
HX Tower to BA Tower	1400	1800	2100	2800	3300	3600	4900
P&W SUBDIVISION							
Connellsville to Callery	1250	1650	1900	2550	3000	3300	4450
Callery and New Castle	4250	5600	6400	8550	10150	11100	14950
New Castle to C'ville	1450	1900	2200	2950	3500	3800	5150
P&LE SUBDIVISION							
C'ville to New Castle	5250	6900	7850	10500	12500	13650	18350
New Castle to C'ville	4500	5900	6750	9000	10700	11700	15750
RF&P SUBDIVISION							
Richmond to Potomac Yard	2150	2850	3250	4350	5150	5650	7600
Potomac Yard to Richmond	1800	2350	2700	3600	4250	4650	6300
SHENANDOAH SUBDIVISION							
Brunswick to Winchester	2050	2700	3050	4100	4850	5300	7150
Winchester to Brunswick	2700	3550	4050	5400	6400	7000	9450
WILLARD SUBDIVISION							
Willard to Garrett	4500	5900	6750	9000	10700	11700	15750
Garrett to Willard	4250	5600	6400	8550	10150	11100	14950
W&P SUBDIVISION							
Glenwood & Tylerdle Jct	1050	1350	1550	2100	2500	2700	3650

Note: When AC44CW or AC60CW locomotives are used in single unit head end service, their rating must be reduced by 10%.


LAKE ERIE
PENNSYLVANIA
INDIANA
OHIO
WEST VIRGINIA
VIRGINIA
MARYLAND
DELAWARE
GARRETT
WALBRIDGE
DEFIANCE
DESHLER
FOSTORIA
WILLARD
LIMA
COLUMBUS
DAYTON
CINCINNATI
LORAIN
CLEVELAND
INDEPENDENCE
PARMA
LESTER
AKRON
MARWICK
CORMAN
WARREN
DEFOREST JCT.
NEW CASTLE
LONGSTOWN
BUTLER
EIDENAU
PITTSBURGH "RK" TOWER
WASHINGTON
JOHNSTOWN
ROCKWOOD
CONNELLSVILLE
UNIONTOWN
CUMBERLAND
GREEN SPRINGS
MOOREFIELD
PETERSBURG
GORE
WINCHESTER
STRASBURG JCT.
LURGAN
HANOVER
GETTYSBURG
HIGHFIELD
HAGERSTOWN
PORTER
POINT OF ROCKS
WASHINGTON D.C.
ALEXANDRIA
ANACOSTIA
ELLICOTT CITY
BALTIMORE
JESSUP
WILMINGTON
PHILADELPHIA
FREDERICKSBURG
DOSWELL
RICHMOND
BALTIMORE SERVICE LANE
CREW CHANGE POINTS
CSX
TRANSPORTATION

1047.00 SPEED TABLE

Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour	Time Per Mile Min. Sec.	Mile Per Hour
0 45	80.00	1 32	39.13	2 19	25.90
0 46	78.26	1 33	38.71	2 20	25.71
0 47	76.59	1 34	38.29	2 21	25.53
0 48	75.00	1 35	37.89	2 22	25.35
0 49	73.47	1 36	37.50	2 23	25.17
0 50	72.00	1 37	37.11	2 24	25.00
0 51	70.59	1 38	36.73	2 25	24.83
0 52	69.23	1 39	36.36	2 26	24.66
0 53	67.92	1 40	36.00	2 27	24.49
0 54	66.66	1 41	35.64	2 28	24.32
0 55	65.45	1 42	35.29	2 29	24.16
0 56	64.28	1 43	34.95	2 30	24.00
0 57	63.16	1 44	34.61	2 31	23.84
0 58	62.07	1 45	34.29	2 32	23.68
0 59	61.02	1 46	33.96	2 33	23.53
1 00	60.00	1 47	33.64	2 34	23.38
1 01	59.02	1 48	33.33	2 35	23.23
1 02	58.06	1 49	33.03	2 36	23.08
1 03	57.14	1 50	32.73	2 37	22.93
1 04	56.25	1 51	32.43	2 38	22.78
1 05	55.38	1 52	32.14	2 39	22.64
1 06	54.54	1 53	31.86	2 40	22.50
1 07	53.73	1 54	31.58	2 41	22.36
1 08	52.94	1 55	31.30	2 42	22.22
1 09	52.18	1 56	31.03	2 43	22.08
1 10	51.43	1 57	30.77	2 44	21.95
1 11	50.70	1 58	30.51	2 45	21.82
1 12	50.00	1 59	30.25	2 46	21.69
1 13	49.31	2 00	30.00	2 47	21.56
1 14	48.65	2 01	29.75	2 48	21.43
1 15	48.00	2 02	29.51	2 49	21.30
1 16	47.37	2 03	29.27	2 50	21.18
1 17	46.75	2 04	29.03	2 51	21.05
1 18	46.15	2 05	28.80	2 52	20.93
1 19	45.45	2 06	28.57	2 53	20 81
1 20	45.00	2 07	28.34	2 54	20.70
1 21	44.44	2 08	28.12	2 55	20.58
1 22	43.90	2 09	27.91	2 56	20.45
1 23	43.37	2 10	27.69	2 57	20.34
1 24	42.86	2 11	27.48	2 58	20.22
1 25	42.35	2 12	27.27	2 59	20.11
1 26	41.86	2 13	27.07	3 00	20.00
1 27	41.38	2 14	26.87	4 00	15.00
1 28	40.91	2 15	26.66	6 00	10.00
1 29	40.45	2 16	26.47	12 00	5.00
1 30	40.00	2 17	26.28		
1 31	39.56	2 18	26.09		