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# CSX

## **TRANSPORTATION**

### **CHICAGO SERVICE LANE TIMETABLE**

#### **No. 1**



**EFFECTIVE**

**TUESDAY, OCTOBER 1, 1996**

**AT 0200 HOURS**

**CSX STANDARD TIME**

6150

**J.A. Drake  
General Manager**

# CHICAGO SERVICE LANE TIMETABLE

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**PHONE NUMBERS**

**Emergency Only 1-800-232-0144**

**Jacksonville-**

**Non-Emergency situations:**

Chicago Service Lane - Chief Train Dispatcher

**North End - M.R. Algee**

Jacksonville - (Bell) 1-904-381-2787  
(Company) 8-388-2787

**South End - F.G. Proctor**

Jacksonville - (Bell) 1-904-381-4064  
(Company) 8-388-4064

**OPERATION RED BLOCK CAPTAINS**

<b><u>Name</u></b>	<b><u>Phone</u></b>
<b>System Coordinators -</b>	
E.S. Pack	304-645-4604
G.J. Muneio	313-981-7056
<b>Team Captains -</b>	
<b>Birmingham, AL</b>	
B. Curry	205-681-6094
F. Ervin	205-680-9876
-S&NA North-	
D. Strother	205-853-2642
-Yard-	
B. Hogan	205-853-8188
<b>Bruceton, TN</b>	
A. Stokes	901-986-8116
B. Wardlaw	901-584-3394
<b>Chattanooga (Wauhatchie Yard), TN</b>	
J. Wynne	615-821-1063
<b>Chicago, IL. (Barr)</b>	
B. Kruspe	219-865-8193
<b>Danville, IL.</b>	
M. Rodman	217-446-4789
<b>Decatur, AL</b>	
K. Penn	205-773-0785
<b>Decatur, IL.</b>	
J. McFall	217-875-3128
<b>Evansville (SD)</b>	
J. Holland	812-424-1009
<b>Evansville (HD)</b>	
T. Appell	812-985-5207
<b>Evansville (CD)</b>	
J. Utley	812-838-6365
<b>Evansville (Howell Yard)</b>	
D. Wicks	502-827-9821

**OPERATION RED BLOCK CAPTAINS**

**- Continued -**

<b><u>Name</u></b>	<b><u>Phone</u></b>
<b>Team Captains -</b>	
<b>Garrett, IN.</b>	
J. Carlson	219-837-7456
D. Yoder	317-473-6951
D. Marti	219-357-4748
<b>Madisonville, KY.</b>	
H. McGiothlin	502-821-2649
<b>Memphis, TN</b>	
J. Clark	901-386-6997
<b>Nashville, TN</b>	
J. Brittain	615-776-2696
-Radnor Yard-	
J. Hickman	615-794-8167
<b>Nashville-Chattanooga, TN</b>	
R. Elliott	615-331-0975
<b>Washington, IN.</b>	
C. Jonhson	812-254-6347

# CHICAGO SERVICE LANE

3000 SEABOARD DRIVE  
NASHVILLE, TN. 37211

## Chicago Service Lane Officers

J.A. Drake  
General Manager

A.C. Jones, III  
Asst. Division Supt.

L.W. Bellamy  
Superintendent

D.K. Reardon  
Asst. Gen. Manager

C.R. Caldwell  
Asst. Division Supt.

J.E. Bendell  
Office Manager

F.G. Proctor  
Chief Train Dispatcher

P.M. Tucker  
Division Engineer

M.R. Algee  
Chief Train Dispatcher

L.D. Hutcheson  
Office Manager

M.S. Pilkinton  
Mgr Manpower

B.D. McDonald  
Manager Budget Control

D.J. Smith  
Manager Customer Svc

K.W. Mettler  
Manager Claims

### Location and Names

### Title

### Location and Names

### Title

#### **Atkinson, KY**

P. Browning, Jr.

Trainmaster

#### **Evansville, IN**

J.F. Hardin

Terminal Manager

R.D. Hempling

Terminal Trainmaster

K.W. Kelly

Trainmaster

#### **Birmingham, AL**

J.G. Millard, Jr

Trainmaster

J.F. Daily

Road Foreman of Engines

C.W. Crownover

Road Foreman of Engines

D.H. James

Assistant Terminal Trainmaster

J.D. Slusher

Assistant Terminal Trainmaster

R.M. Jennings

Asst. Trainmaster

#### **Chattanooga, TN**

T.E. Caven

Terminal Trainmaster

E.B. Anderson

Assistant Terminal Trainmaster

#### **Garrett, IN**

R.S. Updike

Trainmaster

T.R. Mercer, II

Road Foreman of Engines

#### **Chicago, IL**

L.P. Gaither

Terminal Superintendent

T.L. Edwards

Asst. Terminal Superintendent

G.M. Riley

Terminal Trainmaster

W.L. Schmidt

Terminal Trainmaster

S.S. Bolton

Terminal Trainmaster

B.L. Robbins

Terminal Trainmaster

V.M. Bell

Trainmaster

B.L. Beaty

Asst. Terminal Trainmaster

B.R. Chandler

Asst. Terminal Trainmaster

L.D. Zaleski

Asst. Terminal Trainmaster

J.F. Pfeiffer

Assistant Trainmaster

S.E. Walling

Road Foreman of Engines

#### **Jacksonville, FL**

D.A. Causey

Coordinator Service Lane

C.B. Lucas

Coordinator Service Lane

W.J. Norris

Coordinator Service Lane

C.S. Sampson

Coordinator Service Lane

R.E. McCreary

Manager Crew Management

D.E. Bailey

Manager Measurement Development

K.E. Murphy

Manager Service Design

#### **Lafayette, IN**

M.A. Benham

Trainmaster

#### **Danville, IL**

T.B. O'Bryan

Trainmaster

L.R. Koster

Road Foreman of Engines

#### **Memphis, TN**

C.G. Browning

Trainmaster

C.W. Allen

Asst. Trainmaster

#### **Decatur, AL**

T.A. Nicely

Trainmaster

G.W. Cunningham

General Yardmaster

#### **Decatur, IL**

C.R. Clawges

Terminal Trainmaster

**Location and Names****Nashville, TN**

B.L. Kelsey  
 J.W. Miller  
 W.E. Freeman  
 R.L. McDonald  
 E.W. Moore, Jr.  
 J.A. Harlow  
 A.T. Frazier  
 G.A. Hunt  
 C. Christon  
 D.R. Ensley  
 J.A. Harlow  
 R.T. Mash  
 G.L. Stearman  
 G.A. Whitley  
 J.H. Baker  
 E.C. Buford  
 D.K. Hicks, Jr.  
 R.F. Pratt

**Title**

Terminal Superintendent  
 Asst Terminal Superintendent  
 Trainmaster  
 Trainmaster  
 Trainmaster  
 Terminal Trainmaster  
 Road Foreman of Engines  
 Road Foreman of Engines  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Terminal Trainmaster  
 Asst Terminal Trainmaster  
 Asst. Terminal Trainmaster  
 Asst. Terminal Trainmaster  
 Asst. Terminal Trainmaster

**Location and Names****Ottawa, IL**

K.E. Vierling

Trainmaster

**Vincennes, IN**

D.W. Onley

Trainmaster

**Title**

## 10.0 ALTENHEIM SUBDIVISION-AL

### 11.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
DC29.8		Rockwell St.	ES4100
DC30.8		0.3 Francisco Ave.	
DC31.9		1.8 Springfield Ave.	
DC32.3		0.4 46th Ave.	
DC32.7		0.4 48th Ave.	
DC34.1		1.4 Central Ave.	
DC35.6		1.5 Oak Park Ave.	
DC36.7		1.1 Desplaines Ave.	
DC37.4		0.7 Madison St	
7.6 MILES ROCKWELL ST. TO MADISON ST.			

No. 1 Track - Westward

No. 2 Track - Eastward

#### 11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Blue Island	Chicago	9

### 12.0 METHOD OF OPERATION

#### 12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
Rockwell St. and Madison St	D-251 (93)

### 13.0 SPEEDS

#### 13.1 MAXIMUM AUTHORIZED SPEED

Table 3. Maximum Authorized Speed

Between Location/Mile Post	MPH
DC29.8 Rockwell Street and DC37.4 Madison Street	25

### 13.2 SPEED RESTRICTIONS

Table 4. Speed Restrictions

Between Location/Mile Post	MPH
<b>No. 1 Track</b> DC29.8 Rockwell Street and DC31.3 Homan Ave.	10
<b>No. 2 Track</b> DC29.8 Rockwell Street and DC32.7 48TH Ave.	10
DC31.9 46th Ave. and DC32.7 Laramie Ave.	10
Other than main tracks	10

### 14.0 EQUIPMENT RESTRICTIONS

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

Table 5. Equipment Restrictions

Location	Equipment	Restriction
Coca-Cola Co. Siding Bridge 578-A/1 DC32.0	Engine and Equipment exceeding 270,000 lbs. and six axle locomotives.	Must not operate

### 15.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 15.93. YARD LIMITS

1. Trains moving from CNW to Altenheim Subdivision must secure verbal permission from CSX train dispatcher before entering CSX tracks.
2. Trains moving from Blue Island Subdivision to Altenheim Subdivision via Single Track must secure verbal permission from CSX train dispatcher before passing 14th Street.
3. Trains moving from CNW property to Blue Island subdivision or Altenheim subdivision must secure verbal authority from CSX train dispatcher before entering CSX trackage.
4. Trains moving on Altenheim Subdivision toward Rockwell Street and 14th Street must secure verbal permission from CSX train dispatcher before passing 48th Avenue.
5. All trains moving to CSX Altenheim Subdivision will not pass telephone box north of Madison Street without verbal permission from CSX train dispatcher.
6. Trains moving on Altenheim Subdivision toward Schiller Park must report clear of CSX Main Tracks to CSX train dispatcher on completion of movement. For Foreign Line movement, the time clear may be relayed through operator at B-12 Tower.

## 15.100 HIGHWAY AND STREET CROSSINGS

### 1. Providing Crossing Protection

Trains and engines will stop and crew member will provide protection for vehicular traffic before moving over specified crossings:

Table 6. Highway and Street Crossings

Location and Street	Instructions
16th St. Industrial Area	Crews fouling grade crossing protection circuit 16th St, Cicero, when not making through move, must operate pushbutton to activate release mechanism to avoid unnecessary blocking of vehicular traffic.
Cicero Spur	
Jefferson Street House 9	
All crossings over 16th Street	

### 2. Rusty Rail Conditions -

Rusty rail condition exists on No. 2 track between 46th Ave., DC32.3 to Rockwell St., DC29.8.

Due to rusty rail conditions signal 59E at DC31.5 and signal 45E at DC30.8 may or may not shunt properly.

## 15.104 SWITCHES

### 1. Hand-Operated Switches

- The normal position of switches at Rockwell Street is for movements to and from single track (Blue Island Subdivision) No. 1 Main track (Altenheim Subdivision).
- 12th Street crossover switches, previously lined for diverging movement to BRC lead, are now lined for the New Main and Old Main, straight track movement.

## 15.105 USE OF SPECIFIED TRACKS

- Train movements between Halsted Street and Rockwell Street will be made on verbal permission of CNW Wood Street yardmaster and as prescribed by CNW Rules.  
Train crews must call from Halsted Street and/or Rockwell Street for permission to occupy trackage east of Rockwell Street. This permission must be obtained from CNW yardmaster before proceeding onto CNW trackage.
- Coca-Cola Industry - Employees are prohibited from riding side of cars into plant. Gates must be opened prior to delivery.
- East Wye/46th Avenue - Trains using East Wye at 46th Avenue must secure permission from the CSX train dispatcher before entering the East Wye.
- West Wye - Trains entering West Wye from 48th Avenue either from the Main Track or the 48th Avenue Yard will secure permission from the CSX train dispatcher before entering the West Wye.
- Wye track - Roosevelt Road - Trains must not enter either Wye at Roosevelt Road for movement to CSX mains or into Cicero without permission of the CSX train dispatcher.

## 15.D-151-A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

## 15.400 RADIO STATIONS AND INSTRUCTIONS

All road train will monitor channel 08.

Table 7. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
48th Ave.-TD	Continuous	08	Wayside

Note: Barr Train Dispatcher call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 1-708-201-5222. or 708-201-5188.

## 16.0 MISCELLANEOUS INSTRUCTIONS

### 1. MAXIMUM HEIGHTS AND WIDTHS TABLES

#### a) MAXIMUM HEIGHT TABLE

Table 8. Maximum Height

Location	Maximum Height
46th Ave., Main Line	17'3"
East Wye Belt overhead	17'9"
Laramie Ave. viaduct	19'9"
Austin Blvd. viaduct	18'4"
Lombard Ave. viaduct	18'6"
Ridgeland Ave. viaduct	18'7"
East Ave. viaduct	19'3"
Oak Park Ave. viaduct	18'8"
Home Ave. viaduct Main Tracks	21'2"
Home Ave. viaduct Mohrs Spur	17'6"
Harlem Ave. viaduct	19'1"
Circle Ave. viaduct	19'8"



**b) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE**

Shipments within the dimensions shown below loaded on cars having 44' or less truck centers may be handled without restrictions.

Table 9. Maximum Widths at Various Heights

Height Above Rail	Width
17'3" (See Note)	11'6"
2'0" (See Note)	11'6"

**Note:**

Does not apply for loads to be handled on West wye at Ogden Ave. and on CR or CNW tracks north of Rockwell Street where width is limited to 10'6" at slow speed.

Any shipment exceeding above dimensions, must be cleared with Clearance Bureau.

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**NOTES:**

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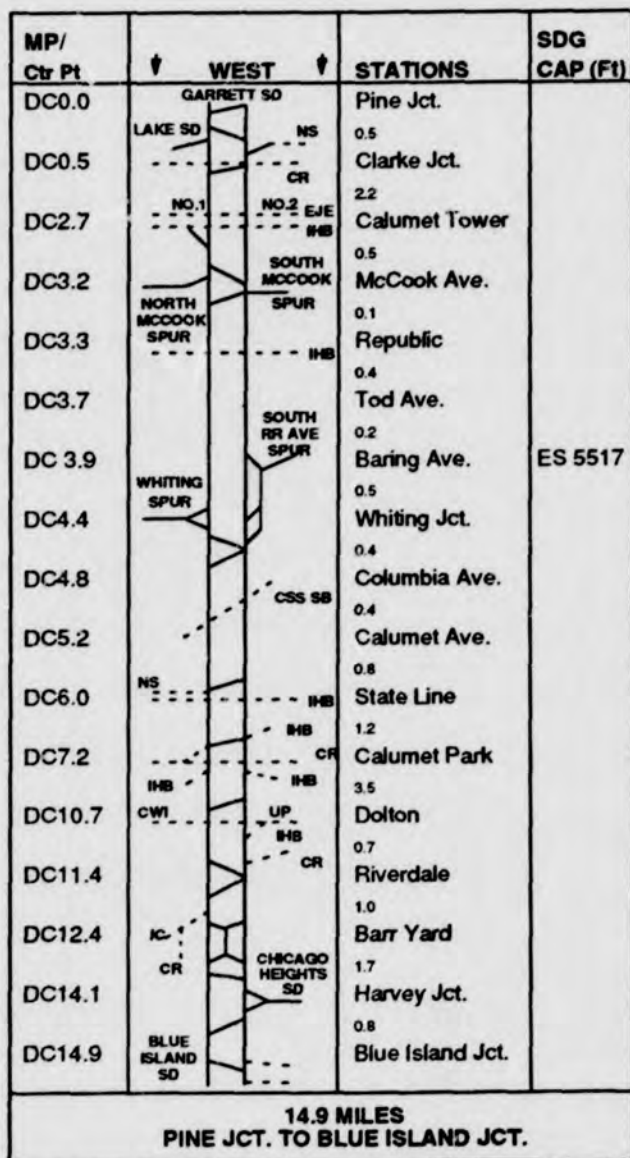
**NOTES:**

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## 20.0 BARR SUBDIVISION-M5

### 21.0 STATIONS LISTING AND DIAGRAM

### 22.0 METHOD OF OPERATION



No. 1 Track - Westward  
No. 2 Track - Eastward

#### 21.1 DIAGRAM CROSS-REFERENCE

Table 10. Diagram Cross-Reference

Subdivision	Division	Page
Blue Island	Chicago	9
Chicago Heights	Chicago	29
Garrett	Chicago	41
Lake	Chicago	51

#### 22.1 AUTHORITY FOR MOVEMENT

Table 11. Authority for Movement

Between Location/Mile Post	Rules
Pine Jct.	255-259 (93)
Pine Jct. and Calumet Tower	D-251 (93)
Calumet Tower	255-259 (93)
Calumet Tower and State Line	D-251 (93)
State Line	255-259 (93)
State Line and Calumet Park	D-251 (93)
Calumet Park	255-259 (93)
Calumet Park and Dolton	D-251 (93)
Dolton	255-259 (93)
Dolton and Riverdale	D-251 (93)
Riverdale	255-259 (93)
Riverdale and Harvey Jct.	D-251 (93) (See Note)
Harvey Jct.	255-259 (93)
Harvey Jct. and Blue Island Jct.	D-251 (93)
Blue Island Jct.	255-259 (93)

**Note:**

1. Westward trains on No. 1 Main Track must not pass signal CT 121W located 116 feet east of head in switch, east end of Barr Yard, without verbal permission of the CSX train dispatcher.
2. Eastward trains on No. 2 Main Track must not pass signal CT 134E east of Ashland Ave. without verbal permission of the CSX train dispatcher.

### 23.0 SPEEDS

#### 23.1 MAXIMUM AUTHORIZED SPEED

Table 12. Maximum Authorized Speed

Between Location/Mile Post	MPH
Pine Jct. and Blue Island Jct.	35
Whiting Spur	10

#### 23.2 SPEED RESTRICTIONS

Table 13 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Pine Junction and Clarke Jct.	20
Clarke Junction and State Line	25
On Hegewisch Spur	5
State Line and Calumet Park	20
Calumet Park - Crossover Movements	5
Calumet Park - No. 1 Main Track through interlocking limits	15

Table 13 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Calumet Park - No. 2 Main track through interlocking limits	20
Dolton Connection to MOPAC & through crossover	10
Dolton and Harvey Junction	20
Riverdale interlocking	20
Riverdale - Movements to and from Conrail connection and IC connection	5
Eastbound No. 2 track between Ashland Avenue and Signal 134E 739 feet east of Ashland Avenue	10
Between Harvey Jct. and Blue Island Jct.	30
Blue Island Jct.	20

Note: Do not exceed 10 MPH on the following tracks.

1. South McCook Spur
2. South Railroad Spur
3. East Chicago Yard-All Tracks
4. East Chicago BIDS - All Tracks
5. South Shore Interchange Tracks
6. Barr Yard - all yard tracks 10 mph

### 24.0 EQUIPMENT RESTRICTIONS

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

Table 14. Equipment Restrictions

Location	Equipment	Restriction
Between Pine Jct. and Barr Yard	Cars with gross weight exceeding 315,000 lbs.	Must not operate
Metro Glass Warehouse track	Multiple Units	Must not operate

2. Restricted Equipment Rule 34 will apply at the following locations

- Calumet Park Interlocking DC7.1 to DC7.2
- Dolton Interlocking DC10.7 to DC10.8
- Riverdale Interlocking DC11.1 to DC11.5
- Blue Island Junction DC15.2 to DC15.3

Crews will be furnished a message notifying them when their train contains any of these cars.

### 25.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 25.98 SPRING SWITCHES

Table 15. Spring Switches

Locations	Normal Position For Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
Roll Ave (See Notes 1 and 2(a) and (c))	Yard lead to No. 1	10	10
Barr Yard: Eastbound Classification Yd. (Notes 1 and 2)	Yard lead to No. 2	10	10

Note:

1. Before trains foul Main Track at spring switches Barr Yard, conductor or engineer must secure permission of the CSX train dispatcher regardless of signal aspect displayed.
2. When a "STOP" aspect is displayed on absolute signals governing movements over spring switches, after stopping a crew member must examine switch points to ensure proper fit and;
  - a) Westward movements on No. 1 Track determine there is no conflicting movement on yard lead and proceed.
  - b) Eastward movements on No. 2 Track - Depress pushbutton located on relay case for 3 seconds. Signal should display aspect to proceed;
    - if signal does not display aspect to proceed determine there is no conflicting movement on yard lead and proceed.
  - c) Movements from yard tracks. When Absolute Dwarf Signal governing movement over spring switch displays "STOP" aspect, after obtaining CSX Train Dispatcher permission to pass the stop indication and occupy main track. Occupy track within 400 feet of the signal;
    - Pass signal 12 feet but not fouling Main Track;
    - Wait five minutes; and
    - Proceed, in accordance with Rule 233.
3. Time-out feature has been provided for eastward approach circuit to absolute signal at spring switch. Eastward trains using more than eight minutes between Ashland Avenue and absolute signal can expect signal to display "STOP" aspect, Rule C-292.

#### 25.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 16 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection
Clarke Jct.	Conrail	See Note 1
Republic	IHB	See Note 2

Table 16 (Page 2 of 2). Railroad Crossings at Grade

Location	Railroad	Protection
Hammond	CSS&SB	See Note 3

**Note 1. Clark Junction - CR Crossing**

Time-out feature is provided for Eastward and Westward approach circuits. Eastward trains using more than 9 minutes and 30 seconds between EAS Republic and EAS Clarke Jct. and Westward trains using more than 9 minutes between WAS East Curtis and Clarke Jct. can expect the absolute signals to display STOP aspect Rule C-292.

When STOP aspect is displayed on absolute signal, after contacting CSX Train Dispatcher, crew will:

Determine Conrail train or engine is not fouling or approaching crossing;

Observe indicator lights located on bungalow in Northwest Quadrant of crossing;

If yellow indicator light is illuminated, push corresponding blue button;

If signal clears, proceed;

If white indicator light illuminates without signal clearing, proceed at restricted speed to next signal;

If red indicator light is not illuminated wait 8 minutes or until red indicator light illuminates and push control button;

Wait 9 minutes, signal should clear;

If signal does not clear or white indicator light does not illuminate, pass signal at least 30 feet, but not foul crossing;

Wait 5 minutes and proceed in accordance with Rule 233.

Push buttons for reverse route are located at signals.

**Note 2. Republic - IHB Crossing.**

Time-out and reclearing circuits are provided for eastward and westward trains. Westward trains using more than seven minutes and thirty seconds between WAS Calumet Tower and WAS Republic; and eastward trains using more than six minutes between Signal CT43E and WAS Republic; can expect absolute signal to display "STOP" aspect (Rule C-292). Absolute signal should display aspect to proceed after train moves within 300 feet of signal on No. 1 Main and 350 feet of signal on No. 2 Main.

When "STOP" aspect is displayed by absolute signal governing movement over IHB Crossing train crew will:

Determine IHB train or engine is not fouling or approaching crossing;

Depress pushbutton located in box at crossing for three seconds;

Signal should clear; if signal does not display aspect to proceed within 3 minutes and no trains are approaching on IHB track;

Proceed, in accordance with Rule 233.

**Note 3. Hammond - CSS&SB Crossing.**

Time-out and reclearing circuits are provided for eastward and westward trains. Westward trains using more than six

minutes between Signal CT47W and Westward Absolute Signal CSS&SB Crossing; and eastward trains using more than six minutes between Eastward Absolute Signal State Line and Eastward Absolute Signal CSS&SB Crossing; can expect absolute signal to display "STOP" aspect (Rule C-292). Absolute signal should display aspect to proceed after train passes CS sign and Columbia Avenue gates are lowered.

When "STOP" aspect is displayed by absolute signal governing movement over CSS&SB Crossing, train crew will:

Determine CSS&SB train or engine is not fouling or approaching crossing;

Depress CSX pushbutton located on box on relay house at crossing for three seconds;

Signal should clear, if signal does not display aspect to proceed within 1 minute and no trains are approaching on CSS&SB tracks, movement may;

Proceed, in accordance with Rule 233.

For reverse movement, depress pushbutton located on CSX signal.

**25.100 HIGHWAY AND STREET CROSSINGS**

**1. Providing Crossing Protection**

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Table 17. Highway and Street Crossings

Location	Crossing
Whiting	121st St.
East Chicago	Railroad Ave., at Wyes
Burnham (Hegewisch Spur)	Burnham Ave., Chippewa Ave., Green Bay Ave.

**Constant Time Warning Motion Detector Road Crossings**

The following crossings are equipped with constant time warning motion detector, Rule 100-E.5. Applies:

Table 18. Warning Motion Detector Road Crossings

Location/Milepost	Crossing Name
DC14.5	Western Avenue

**25.103 SWITCHING**

- 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 19. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Barr	East Chicago, In.	1100 and 1300

**25.D-151-A MOVEMENT AGAINST THE CURRENT OF TRAFFIC**

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

**25.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 20. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Calumet Twr-OP	Continuous	08	Wayside
Barr Yard-TD	Continuous	08	Wayside
Halsted Tower-YM	Continuous	19 08	Terminal
Ashland Avenue Tower-YM	Continuous	80 08	Terminal

Note: Barr Train Dispatcher radio call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 708-201-5222. or 708-210-5188.

**55.THR.#1.3.2.4.D**

Stopping trains other than Unit trains in BARR YARD-

- When stopping trains, other than unit trains, on other than main track in Barr Yard, the stop must be made using the stretch brake method applying the automatic brake as described in train handling rule 3.2.4.D. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undersirable slack action from occurring.

When one or more stops are required, the following must be considered.

Train handling rule 3.1.5 B(6) - Braking against false gradient (system not fully charged) states that when the train brake system is not fully charged, the initial brake pipe reduction should be at least 3 pounds greater than the previous application.

- When yard crews are handling car cuts other than unit trains, the above procedures will be used.

**26.0 MISCELLANEOUS INSTRUCTIONS**

**1. MAXIMUM HEIGHTS AND WIDTHS TABLES**

**a) MAXIMUM HEIGHT TABLE**

Table 21. Maximum Height

Location	Maximum Height
Pine Jct., EJE Overhead (Main Tacks)	20'2"
Sinclair Viaduct - Whiting, Indiana	20'2"
Riverdale, IC Overhead	20'2"
Barr Yard, Halsted St. Viaduct	21'6"
Blue Island Jct., NRC Overhead	20'2"

**b) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE**

Shipments measuring within the dimensions shown below loaded on cars having 44 feet or less of truck centers may be handled without restrictions.

Table 22. Maximum Widths at Various Heights

Height Above Rail	Width
20'2"	8'6"
19'6"	11'0"
18'6"	11'6"
2'0"	11'6"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.

Note 1 - These instructions permit movement of shipments out of yard south to Evansville up to 11'6" wide with no restrictions for cars with maximum truck centers not exceeding 50'0".

**2. TRAINS ARRIVING OR DEPARTING BARR YARD**

- Dolton - Westward Trains** - Westward trains with more than ten cars will not pass Dolton unless absolute signal displays clear aspect (Rule C-281) or by permission of CSX train dispatcher.
- Riverdale - Eastward Trains** - Eastward trains with more than ten cars will not pass Riverdale unless absolute signal displays clear aspect (Rule C-281) or by permission of CSX train dispatcher.
- Riverdale - Wentworth Avenue** - Eastward trains on No. 2 Main Track between Spring Switch and Riverdale will not block Car Shop Access Road, Wentworth avenue. When necessary to stop, trains must remain west of Wentworth Avenue unless otherwise instructed.
- Chatham Avenue** - Westward trains - Trains with more than twenty (20) cars will not pass Signal 143, located east of Chatham avenue unless Signal 143 displays clear aspect (Rule C-281) or Approach Slow (Rule C-284) or by permission of CSX train dispatcher.

Exception: Does not apply to yard moves or doubling tracks.

Signal 143, located east of Chatham Avenue displaying clear aspect (Rule C-281) indicates Blue Island Junction is routed toward Blue Island Subdivision. Signal 143 displaying Approach Slow aspect (Rule C-284) indicates Blue Island Junction is routed toward IHB McCook Subdivision.

**NOTES:**

### 30.0 BLUE ISLAND SUBDIVISION-BJ

#### 31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
DC14.9	BARR SD	Blue Island Jct. 1.6	2900
DC16.5		123rd St. 3.1	
DC19.6	NO.1 NO.2	95th St. 2.5	
DC22.1		79th St. 0.4	
DC22.5	3RD BRC-MS	75th St. 1.3	
DC23.8		64th St. 1.0	
DC24.8	3RD	59th St. 0.9	
DC25.7		51st St. 1.7	
DC27.4	CR	Brighton Park 0.4	
DC27.8	CR	Ash St. 0.7	
DC28.5	IC ATSF	26th St. 0.7	14000
DC28.8	ATSF	22nd St. 0.7	
DC29.5	BN	14th St. 0.3	
DC29.8	CR	Rockwell St.	
	ALTE-HEIM SD CNW		
<b>14.9 MILES BLUE ISLAND JCT. TO ROCKWELL ST.</b>			

Table 24. Authority for Movement

Between Location/Mile Post	Rules
<b>No. 2 Track</b> Blue Island Junction and Signal 170 located 1760 ft east of 115th St	D-251 (93)
<b>No. 1 Track</b> from ETC Sign located 830 feet west of 127th Street and Signal 127N	93 See Note 1 & 2
<b>No. 2 Track</b> between Signal 170E located 1760 feet east of 115th Street and ETC Sign located 3978 feet east of 79th Street Junction	93 See Note 1 & 2
Signal 127N located 3978 feet east of 79th Street Jct. and 75th Street	D-251 (93)
75th Street	255-259
75th Street and Ash Street	D-251 (93)
Ash Street	255-259 (93)
14th Street and Ash Street	D-251 (93)
14th Street and Rockwell Street Single	93 See Note 1 & 2

**Notes:**

1. Permission must be obtained from the BO Chicago Terminal 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.

### 33.0 SPEEDS

#### 33.1 MAXIMUM AUTHORIZED SPEED

Table 25. Maximum Authorized Speed

Between Location/Mile Post	MPH
Blue Island Junction and Rockwell Street	40

#### 33.2 SPEED RESTRICTIONS

Table 26 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Blue Island Junction Interlocking Limits	20
Blue Island Junction and 80th St.	20
80th St and 79th St.	15
75th St. Interlocking Limits	35
Wye - 75th St. BRC Connection	10
3rd Main between 71st St. and 51st St.	10
51st and 48th Sts.	35
<b>No. 1 and No. 2 Tracks</b> DC27.4 at Brighton Park and DC28.8 at 22ND St.	25
Ash St. Interlocking Limits	20
26th St. Interlocking Limits	20
DC28.8 at 22ND St. on No. 1 and No. 2 tracks and DC 29.8 at Rockwell St. on Single Main	10

#### 31.1 DIAGRAM CROSS-REFERENCE

Table 23. Diagram Cross-Reference

Subdivision	Division	Page
Altenheim	Chicago	1
Barr	Chicago	5

### 32.0 METHOD OF OPERATION

#### 32.1 AUTHORITY FOR MOVEMENT

Table 24. Authority for Movement

Between Location/Mile Post	Rules
Blue Island Junction	255-259 (93)
<b>No. 1. Track</b> Blue Island Junction and ETC sign located 830 feet west of 127th Street	D-251 (93)

Table 26 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
- Other than main tracks -	10

**34.0 EQUIPMENT RESTRICTIONS**

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

Table 27. Equipment Restrictions

Location	Equipment	Restriction
Bridge 592C & Bridge 605C at West 35th St.	Cars with gross weight exceeding 263,000 lbs.	10 MPH

2. Restricted Equipment Rule 34 will apply at the following locations:

79th street curve DC22.1 and DC22.3

83rd Street curve DC20.7 and DC20.8

**35.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**35.93 YARD LIMITS**

**Train Movement Between 14th Street and Rockwell Street**

1. Train movements thru single track between 14th Street and Rockwell St. will be arranged by the CSX train dispatcher.
2. Only one train at a time will be allowed to occupy single track between 14th Street and Rockwell Street.
3. Trains moving from CNW, CR, or from Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy single track before proceeding.
4. Trains moving from 14th Street toward CNW, CR or to Altenheim Subdivision must obtain permission from CSX train dispatcher to occupy Single Track before proceeding.
5. Train crews will not hand-operate switches for train movement until permission has been secured from the CSX train dispatcher. Train crews will be responsible for relining and securing all switches in their normal position.
6. The normal position for switches at Rockwell Street Junction will be lined and locked for movements to and from Single Track (Blue Island Subdivision) and Number 1, Westbound (Altenheim Subdivision) Main Track.
7. Conductors, engineers, or others authorized to direct movements must report promptly to the CSX train dispatcher the time track is clear, or completion of movement.

**35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. RAILROAD CROSSINGS AT GRADE**

**a) Brighton Park**

Table 28. Railroad Crossings at Grade

Location	Railroad	Position of Target for CSX Movement
Brighton Park	IC	Vertical for CSX (Note)
Brighton Park South Wye	Conrail	

Note: Semaphore signals controlling IC crossing at Brighton Park applies to movement on both main tracks in both directions.

**b) 26TH Street**

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 29. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
26th Street	ATSF	Automatic	234-B(1)

**Note:**

When absolute signal governing movement over ATSF Crossing displays a "STOP" aspect (Rule C-292), conductor or engineer will:

- Determine ATSF train or engine is not fouling or approaching crossing;
- Depress pushbutton located on side of relay house for five seconds.
- Signal should display aspect to proceed. If signal does not display aspect to proceed within 15 seconds;
- Proceed in accordance with Rule 233.
- For reverse movement, depress pushbutton located on signal.

**35.100 HIGHWAY AND STREET CROSSINGS**

**1. PROVIDING CROSSING PROTECTION**

Eastward trains with more than twenty cars will not pass Signal 160, located 830 feet west of 127th Street, unless signal displays clear aspect (Rule C-281) or by permission of CSX train dispatcher.



### 35.104 SWITCHES

#### 1. Hand-Operated Switches

- a) When trains are making crossover movements at the following locations, switches will be lined and locked for crossover movement. After movement is completed, switches will be lined and locked for straight track movement.

22nd Street    64th Street    50th Street    79th Street

51st Street    95th Street    59th Street    123rd Street

- b) Normal position for the switch on #2 Main at MP 29.0 connecting to Conrail Western Industrial Lead (Panhandle Track) will be for movement on #2 Main.

When double stack equipment is handled on rear of this movement, the entire movement within these limits is restricted to a speed not exceeding 15 MPH.

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### NOTES:

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### 35.D-151-A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

### 35.C-280 SIGNAL ASPECTS AND INDICATIONS

1. CPL Signal on No. 1 westward main track at Blue Island Junction governs movement with the current of traffic to ETC sign located 830 feet north of 127th Street. It will display Rule C-285 (Approach) when this section of track on No. 1 westward main track is not occupied and will display Rule C-290 (Restricting) when track is occupied.

2. Eastward trains with more than twenty (20) cars will not pass signal 160, located 830 feet north of 127th Street, unless signal displays clear aspect (Rule C-281) or by permission of CSX train dispatcher.

### 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
Barr Yard-TD	Continuous	08	Wayside
75TH Street-OP	Continuous	08	Terminal
48TH Ave-TD	Continuous	08	Wayside

Note: Barr Train Dispatcher call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 1-708-201-5222. or 708-201-5188.

### 35.110 EXCEPTION TO RESTRICTED EQUIPMENT RULE 110 PARAGRAPH 2.

Restriction on placement of double stack equipment prescribed by rule 110 paragraph #2 shall not apply to train handling equipment for Q501 on that portion of the Blue Island Subdivision between 51 St. (DC25.7) and the B.R.C. connection at 75th St. (DC22.5).

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**NOTES:**

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**NOTES:**

## 40.0 BRUCETON SUBDIVISION-BC

### 41.0 STATIONS LISTING AND DIAGRAM

### 42.0 METHOD OF OPERATION

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
190.0	NASHVILLE TERM	Radnor	
N0.0		3.5 Nashville	
N2.9		2.9 Sellers	
N19.7		16.8 Pegram	3520
N34.0		14.3 Crow	8965
2604-2605		5.3 Colesburg	4840
N39.3		2.1 Dickson	
2606-2607	DICKSON YD	8.2 Tennessee	
N41.4		12.0 City	6660
2608		12.0 Gorman	8030
N49.6		17.7 New	
2611-2612		6.4 Johnsonville	9075
N61.6		6.4 Camden	4370
2613-2614		4.8 Lipe	
N79.3		4.0 Bruceton	
2617-2618	NEW JOHN- SONVILLE YD		
N85.7			
2621-2622			
N90.7			
2623-2624			
N94.5	BRUCETON YD		
KWT			
<b>98.0 MILES RADNOR TO BRUCETON</b>			

### 42.1 AUTHORITY FOR MOVEMENT

Table 32. Authority for Movement

Between Location/Mile Post	Rules
Sellers N3.0 and N90.7	265-273
N90.7 and N96.8	93 See Note 1 & 2

**Notes:**

1. Permission must be obtained from the "AH" 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.

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

#### Between Radnor and Bruceton

Table 33. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Yard Limit Board N3.0 to North Switch Pegram N19.7	Sellers
North switch Pegram N19.7 to North switch Crow N32.9	Pegram
North switch Crow N32.9 to North switch Colesburg N38.8	Crow
North switch Colesburg N38.8 to North switch Tennessee City N48.6	Colesburg
North switch Tennessee City N48.6 to North switch Gorman N61.4	Tennessee City
North switch Gorman N61.4 to North switch New Johnsonville N78.5	Gorman
North switch New Johnsonville N78.5 to North switch Camden N85.6	Johnsonville
North switch Camden N85.6 to Yard Limit Bruceton N90.7	Camden

### 43.0 SPEEDS

#### 43.1 MAXIMUM AUTHORIZED SPEED

Table 34. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sellers and Bruceton	50

### 41.2 ADDITIONAL STATIONS

Table 31. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
White Bluff	N30.0	12	South
Kingston Springs	N24.0	8	South

### 43.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance.**

Table 35. Speed Restrictions

Between Location/Mile Post	MPH
N3.0 and N12.9	40
N12.9 and N16.0	45
N16.0 and N16.8	35
N18.3 and N19.1	40
<b>N19.1 and N20.8</b>	45
<b>N23.9</b>	35
N26.7 and N26.8	35
<b>N29.9 and N30.7 (See Note 1)</b>	35
<b>N36.6 and N37.4</b>	30
<b>N39.8 and N42.0 (See Note 1)</b>	35
<b>N56.4 and N57.8</b>	25
<b>N64.5 and N67.4</b>	25
Tennessee River Bridge and N80.5	25

Note:

1. Applies until engine reaches the last crossing.
2. Trains and engines must not exceed 10 MPH between Conalco Jct. and Conalco, Dupont Lead, New Johnsonville Yd, Bruceton Yd., and Vanguard Lead.

### 43.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 36. Milepost Locations

N6.0 and N7.0	N86.0 and N85.0
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### 45.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 45.58 DEFECT DETECTORS

Table 37. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Kingston Springs, TN N22.5	AD	West side
Dickson, TN N43.0	AD	West side
Waverly, TN N64.3z	AD	West side
Troy, TN N84.2	AD	West side
*N75.3	ADD	West side
*N 88.3	ADD	East side

### 45.100 ROAD CROSSINGS AT GRADE

Trains or cars must not stand on the TVA crossing or Dupont Construction Crossing at New Johnsonville more than 10 Minutes without being uncoupled to afford passage to pedestrians and vehicular traffic.

### 45.400 RADIO STATIONS AND INSTRUCTION

All Road trains will monitor channel 84.

Note: AH Train Dispatcher's call-in No. is 5. ;p. AH Train Dispatcher radio channel is 94.

AH Train Dispatcher's telephone No. is 1-800-445-5506.

### 46.0 MISCELLANEOUS INSTRUCTIONS

1. When necessary to perform work on trains, or cuts of cars, in the body of track No. 22 in Bruceton Yard, (i.e., between the clearance points) such work must be performed from the east side of track No. 22.

Walkways will be maintained to clearance point on west side of track No.22 on the north and south ends for the purpose of performing any work in the vicinity of the switch. Crews must not alight from trains, cuts or cars to the west side of this track.

2. Phone Numbers

Table 38. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2735	904-381-2735

Dispatcher wire from Nashville: 2512 or 2511

Dispatcher wire from outside Nashville: 8-235-2512 or 2511

3. All trains using Foote Mineral Lead must hand flag Old State Route 1 highway crossing.
4. All Southbound trains on main track approaching Tennessee River Drawbridge, MP N80.5, that receive other than a clear signal at the North signal MP N78.3, will contact the Bridgetender on duty before accepting any Southbound signal at the absolute signal located at the drawbridge.

### NOTES:

## 50.0 CE&D SUBDIVISION-CP

### 51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ZA18.0	TO BRC	Yard Center	
ZA82.6	UP	64.6 Woodland Jct	
3001		11.6	
ZA94.2		Wellington	12,779
3002-3003		5.0	
ZA99.2		Hoopeston	
3004		7.9	
ZA107.1	BROTHERS BRANCH	Rossville	12,475
3005-3006		12.9	
ZA120.0		R. A. Jct.	
3007	NO 1 NO 2	3.1	
ZA123.1	CSX	Danville	
3008-3010		3.4	
ZA126.5	BREWER YD	Brewer	
3011	NS CR	2.4	
ZA128.9		R. B. Jct.	
3012		8.7	
ZA137.6		Dickason	16,000
3013-3014		12.1	
ZA149.7		WRO	9900
3016-3017	DECATUR SD	13.2	
ZA162.9		Clinton	11,509
3021-3022		11.9	
ZA174.8	SAXTON LEAD	Dewey	4896
3023-3024		1.7	
ZA176.5	SOO CR	Haley	
3025	THB&E	3.4	
ZA179.9	BAKER YD	Baker	13,890
3026	RILEY SPUR	2.1	
ZA182.0	SOO	Spring Hill	
3027-3028	YOUNG SPUR	7.0	
ZA189.0		Pimento	6410
3031-3032	BHEED SPUR	14.7	
ZA203.7		Sullivan	9390
3034-3035	INRD	16.3	
ZA220.0		Oaktown	9335
3036-3037	INRD	14.6	
ZA234.6	ILLINOIS SD	Vincennes	
3041		1.8	
ZA236.4		Alice	6972
3042-3043	ALICE YD	9.9	
ZA246.3		Decker	9377
3044-3045		11.6	
ZA257.9		Gibson	5326
3046-3047		1.2	
ZA259.1	NS	Princeton	
		6.2	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
ZA265.3	EVANSVILLE TERM SD	King	10,432
3048-51		9.3	
ZA274.6		North Ingle	
3052-53			
<b>256.6 MILES YARD CENTER TO NORTH INGLE</b>			

### 51.1 DIAGRAM CROSS-REFERENCE

Table 39. Diagram Cross-Reference

Subdivisor	Division	Page
Decatur	Chicago	33
Illinois	Louisville	Louisville TTSI
Evansville Term.	Chicago	37

## 52.0 METHOD OF OPERATION

### 52.1 AUTHORITY FOR MOVEMENT

Table 40. Authority for Movement

Between Location/Mile Post	Rules
ZA18.0 and ZA82.6	See Note 2
ZA82.6 and ZA120.0	265-273
ZA120.0 and ZA128.9	265-273 (93)
ZA128.9 and ZA176.4	265-273
ZA176.4 and ZA176.5	255-259
ZA176.5 and ZA274.6	265-273

**Note:**

1. Rules 265-273 are in effect on Pimento Siding.
2. Trains operating between Woodland Junction and Yard Center will be governed by UP timetable and special instructions and the General Code of Operating rules.

Brothers Branch ZE107.1 and ZE113.0	S-146
Riley Spur: ZF4.8 and ZF5.1	93 See Note 1 & 2
Riley Spur: ZF5.1 and ZF12.1	120-132
Saxton Lead ZA173.4 and End of Lead	S-146
Mt. Vernon Branch ZJ300.0 and ZJ302.8	105

**Notes:**

1. Permission must be obtained from the "SB" 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.

**52.2 DTC BLOCK LIMITS**

**Riley Spur**

Table 41. DTC Block Limits

Between Location/Mile Post	Block Names
ZF5.1 and ZF7.2	Riley
ZF7.2 and ZF12.1	Chinook

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

Table 42. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
ZA82.6 Woodland Jct, and ZA96.8 South Switch Wellington	Wellington
ZA96.8 South Switch Wellington, and ZA108.2 South Switch Rossville	Rossville
ZA108.2 South Switch Rossville, and ZA120.0 R. A. Junction	RA Junction
ZA128.9 R. B. Junction, and ZA139.3 South Switch Dickason	Dickason
ZA139.3 South Switch Dickason, and ZA151.0 South Switch WRO	WRO
ZA151.0 South Switch WRO, and ZA162.6 South Switch Clinton	Hillsdale
ZA162.6 South Switch Clinton, and ZA174.7 South Switch Dewey	Dewey
ZA174.7 South Switch Dewey, and ZA182.0 South Switch Baker	Baker
ZA182.0 South Switch Baker, and ZA190.5 South Switch Pimento	Pimento
ZA190.5 South Switch Pimento, and ZA203.6 South Switch Sullivan	Sullivan
ZA203.6 South Switch Sullivan, and ZA219.9 South Switch Oaktown	Oaktown
ZA219.9 South Switch Oaktown, and ZA229.0 Smith	Smith
ZA229.0 Smith, and ZA237.3 South Switch Alice	Alice
ZA237.3 South Switch Alice, and ZA245.1 South Switch Decker	Decker
ZA246.1 South Switch Decker, and ZA258.6 South Switch Gibson	Patoka
ZA258.6 South Switch Gibson, and ZA266.1 South Switch King	Princeton

Table 42. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
ZA266.1 South switch King, and ZA276.4 South Switch Ingle	Ingle

Note: Yard Limits (Rule 93) are in effect between ZA120.0 RA Junction and ZA128.9 RB Junction.

**52.4 EXCEPTED TRACKS**

Brothers Branch between ZE107.1 and ZE113.0

**53.0 SPEEDS**

**53.1 MAXIMUM AUTHORIZED SPEED**

Table 43. Maximum Authorized Speed

Between Location/Mile Post	MPH
ZA82.6 and ZA274.6	60
Brothers Branch	10
Saxton Lead	20
Mt. Vernon Branch	10
Riley Spur	25

**53.2 SPEED RESTRICTIONS**

Table 44 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Other than Intermodal Trains	50
ZA120.0 and ZA122.7 No. 2 Track	30
ZA122.7 and ZA122.8	30
ZA122.8 and ZA123.6	20
ZA123.6 and ZA125.8	50
ZA125.8 and ZA127.6	20
ZA140.6 and ZA141.8	30
ZA161.4 and ZA163.0	45
ZA163.0 and ZA165.2	55
ZA173.7 and ZA176.4	40
ZA176.4 and ZA176.6	30
ZA176.6 and ZA182.1	40
ZA204.4 INRD RR Crossing	40
ZA219.8 and ZA220.7	40
ZA227.6 and ZA233.7	50
ZA233.7 and ZA236.3	25
Vincennes Connection	20
ZA246.5 and ZA248.5	55
ZA248.5 and ZA249.1	40
ZA253.1 and ZA256.0	45
ZA256.0 and ZA257.9	55
ZA257.9 and ZA260.3	40
ZA266.5 and ZA267.4	40
ZA269.3 and ZA270.3	40

Table 44 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
ZA271.5 and ZA272.1	50
<b>SIGNALLED SIDING</b> at Pimento	30

**Note:**

Trains must operate at Controlled Speed not exceeding;

1. **Breed Spur** -
  - a) 10 MPH between switch at ZA196.5 and Highway 41
  - b) 20 MPH between highway 41 and end of track
2. **Riley Spur** - 20 MPH Between MP ZF4.8 and MP ZF5.1
3. **Young Spur** - 10 MPH
4. **Brewer Yard** - All yard tracks 10 MPH.  
Exception - Brewer Runner Track.

**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:

Table 45. Engine Speed Indicators and Odometers

ZA31 and ZA32	ZA131 and ZA132	ZA188 and ZA189
ZA32 and ZA33	ZA132 and ZA133	ZA189 and ZA190
ZA33 and ZA34	ZA133 and ZA134	ZA190 and ZA191
ZA115 and ZA116	ZA170 and ZA171	ZA272 and ZA273
ZA116 and ZA117	ZA171 and ZA172	ZA273 and ZA274
ZA117 and ZA118	ZA172 and ZA173	ZA274 and ZA275

**54.0 EQUIPMENT RESTRICTIONS**

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

Table 46. Equipment Restrictions

Location	Equipment	Restriction
Mt. Vernon, IN Continental Elevator Track Scale	Engine	Must not operate
Young Wye Track	Depressed center cars with more than 4-wheel trucks	Must not operate
Merom Power Plant Unloading Chute	GP-30 Locomo- tives, 4039-4266 Series	Must not operate under
Brothers Branch	Cars with gross weight exceeding 263,000 lbs.	Must not operate
	Wreckers and Locomotive Cranes	Must not exceed 10 MPH
	Six-Axle Engines	Must not operate

Table 46. Equipment Restrictions

Location	Equipment	Restriction
Breed Spur	Wreckers and Locomotive Cranes	Must not exceed 25 MPH
	Six-Axle Engines	Must not operate
Riley Spur	Cars with gross weight exceeding 263,000	Must not operate
	Wreckers and Locomotive Cranes	Must not exceed 20 MPH
	Six-Axle Engines	Must not operate
Young Spur	Cars with gross weight exceeding 263,000	Must not operate
	Wreckers and Locomotive Cranes	Must not exceed 10 MPH
	Six-Axle Engines	Must not operate
Reed Minerals on Breed Spur	Engines	Must not go beyond the loading spout
Alice Yard All Tracks Mt. Vernon Branch GE Lead All Yard Tracks	Engines or Equipment	Must not exceed 10 MPH
Saxton Lead	Engines/Equipment	10 MPH
Baker Yard	Locomotives/ Equipment	10 MPH
Saxton Lead	6-Axle Locomo- tives	Must not operate
Baker Yd Wye	6-Axle Locomo- tives	Must not operate
Baker Yard- East Engine House, West Engine House, House one, and House two.	6-axle engines	Must not operate on

2. **Locomotive Restrictions:** (TTSI item 1003.01, Exception (3) modified).

Six axle locomotives are permitted to operate on the following industrial tracks.

Peavy Grain at Spring Hill

## 55.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 55.58 DEFECT AND HEIGHT DETECTORS

#### 1. Defect Detectors

Table 47. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Wellington, Il. ZA91.8	ADD	East side
Bismarck, Il. ZA115.2	ADD	East side
Perrysville, IN ZA134.5	AD	East side
Summit Grove, IN ZA156.3	AD	East side
Youngstown, IN ZA184.5	AD	West side
Paxton, IN. OZA209.2	AD	East side
Emison, IN ZA226.8	AD	West side
Purcell, IN ZA241.0	ADD	West side
Hazelton, IN ZA248.6	AD	West side
Haubstadt, IN. ZA270.5	AD	East side

#### 2. Height Detector

Wellington, Illinois - ZA91.8;

The voice instruction height detector located on single main track at Wellington, Il., ZA91.8, has the height alarm set at 20 feet four (4) inches above the rail. There is no change to type of detector or voice instruction.

Table 48. Height Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
ZA91.8 Wellington	ADD Height 20' 4"	East Side

### 55.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

Table 49. Train Bulletin and Release Form

Station	Location	Trains
Bedford Park	Yard Office	Originating
Barr Yard	Crew Room Yard Office	Originating
Danville	Roundhouse	Originating
Baker	Locker Room	Originating

Table 49. Train Bulletin and Release Form

Station	Location	Trains
Vincennes	Locker Room	Originating
Wansford	Yard Office	Originating
Howell	Crew Room	Originating

Note: Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the train dispatcher.

### 55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### 1. Railroad Crossings At Grade

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 50. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Danville North Yard ZA123.1	NS	Remotely Controlled	234-B(2)
Cory ZA123.4	ConRail	Remotely Controlled	234-B(2)
Danville Jct. ZD123.4 Westville Main	Conrail	Remote SB- JAX	234-B(2)
Hillsdale ZA154.5	CSX	Auto- matic	234-B(3)
Dewey ZA174.7	Soo	Auto- matic	234-B(3)
Spring Hill Belt ZA181.1 (Note 1)	Soo	Remotely Controlled	234-B(2)
Spring Hill ZA182.1 (Note 1)	Soo	Remotely Controlled	234-B(2)
Spring Hill ZA182.1 (Note 1)	Graham Grain Co.	Remotely Controlled	234-B(2)
Sullivan ZA204.4	INRD	Auto- matic	234-B(3)
Vincennes ZA234.6 (Note 2)	CSX	Remotely Controlled SB-JAX	234-B(2)
Princeton ZA260.0	NS	Auto- matic	234-B(3)
Mt. Vernon Branch Mt. Vernon, IN ZJ301.3	CSX	Auto- matic	234-B(3)

#### Note:

1. Remotely controlled by Soo operator at Spring Hill.
2. Obtain permission from train dispatcher and be governed by instructions received. Notify train dispatcher when movement is completed.



## 55.100 HIGHWAY AND STREET CROSSINGS

### 1. Rusty Rail Conditions -

Due to rusty rail conditions on main track, Brothers Branch Highway Grade Crossings protected by flasher lights at ZE-109.1, Highway Route 1; and ZE112.5, Highway Route 136, must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered.

- Breed Spur** - Train will provide protection against vehicular traffic before moving over highway or street crossings equipped with flasher lights and/or gates until it is known that warning has operated for a period of 20 seconds.

### 55.105 Use of Specified Tracks

- Brewer** - Trains using the runner track at Danville contact the Yardmaster Brewer before using.
- Terre Haute** - Trains using the CR/CSXT Connection track do not exceed 10 MPH through slip switch MP ZA176.4 and ZA176.5.

## 55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 51. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Miller-TD MP ZA 252.9	Continuous	84	Wayside
Sullivan-TD	Continuous	84	Wayside
Clinton-TD	Continuous	84	Wayside
Danville-TD	Continuous	84	Wayside
MP ZA 88.1-TD	Continuous	84	Wayside
Mt. Vernon Agency	0800 to 1700 Ex Sunday	84	Agency
Vincennes-TD	Continuous	84	Wayside
Haley-OP	Continuous	84	Terminal
Brewer-YD	Continuous	84	Terminal

Note: SB Train Dispatcher call-in No. is 4.

SB Train Dispatcher radio channel is 94.

SB Train Dispatcher telephone No. is 1-800-435-2238.

## 56.0 MISCELLANEOUS INSTRUCTIONS

- Breed Switch** - A white oscillating type light indicator is mounted on utility pole on west side of main track at MP ZA 196.5. To avoid blocking Highway 41, northward trains returning from Breed Spur will proceed only when this light is displayed.

If white oscillating light is not displayed, train crew will communicate with train dispatcher to obtain permission and/or signal to enter TC Limits at Breed Switch.

- A track permit control system (TPCS) is in effect on the Indiana Railroad affecting movements over INRD trackage between Sullivan and Hoosier Energy Power at Merom. INRD Rules governing Track Permit Control (TPCS) governs movement over this portion of track.

Unit coal trains operating between Sullivan, IN and Merom Power Plant must obtain a track permit prior to occupying the INRD at Sullivan or Merom. When trains have cleared the INRD trackage it will be necessary to report clear.

To obtain permits and to report clear contact the Indiana Railroad dispatcher from 0500-1800 at: 1-800-677-1985; or 317-889-7547. Track must be cleared by use of telephone at Merom or Haley as required.

It is permissible for the permit to be relayed through other personnel. Crews originating at Baker will obtain permit prior to leaving Baker. Should this prove unsuccessful, Baker or Haley will assist as necessary.

Yard limits have been abolished in this territory. Maximum Authorized Speed is 35 MPH.

- Centralized train dispatching "Control Points"** The Centralized train dispatching system in Jacksonville utilizes "Control Points" to identify specific on ground locations and visually displays those points on the dispatcher's screen. The system does not utilize Mile Post locations for train control and therefore does not display them. Field personnel may expedite communications with the dispatcher through the use of "Control Point" identification rather than Mile Post identification.

### 4. "Control Points" on CE&D Subdivision are:

Woodland	South Clinton	Vincennes
North Wellington	North Dewey	North Alice
South Wellington	South Dewey	South Alice
Hoopeston	Haley	North Decker
North Rossville	North Baker	South Decker
South Rossville	Soo Line Belt Baker	North Gibson
RA Junction	South Baker	South Gibson
Danville	Springhill	North King
Cory	North Pimento	South King
Brewer Vine Street	South Pimento	-----
Rileysburg	Breed	-----
North Dickason	North Sullivan	-----
South Dickason	South Sullivan	-----
Cayuga	North Oaktown	-----
North WRO	South Oaktown	-----
South WRO	Smith	-----
North Clinton		

**5. Close Clearance**

- a) Lookout for close clearances at WBM Lumber Company, Vincennes, Indiana, MPZA-237.8.
- b) Lookout for close clearances on the Stamper Lead track at MP ZA176.6, at the high signal located between the main track and the Stamper Lead track.
- c) Look out for close clearance and bad footing on Graham Grain track, Spring Hill.

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**NOTES:**

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## 60.0 CHATTANOOGA SUBDIVISION-C8

### 61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
J0	TO KAYNE AVE. NASHVILLE TERMINAL	Nashville	
3.5		Radnor	
J4.6	A-1 LINE	Glenciff	
2003	D-LINE	2.4	
J7.0		Danley	
2005		11.0	
J18.0		Strickland	8800
2007-8	NISSAN	2.4	
J20.4		Smyrna	
		10.6	
J31.0		Murfreesboro	7205
2011-12		14.3	
J45.3		Fosterville	7040
2013-14	WHOE	9.7	
J55.0		Wartrace	8520
2015-16	TULLAHOMA YD	13.4	
J68.4		Tullahoma	8525
2017-18	DECHERD YD	13.9	
J82.3		Dechard	4125W1 4180W2 6160E
2022-23		5.0	
J87.3	COWAN YD	Cowan	4510W1 4455W2
2024-25-26		12.2	
J94.5		Tantallon	
2030	No. 1	1.9	
J96.4		Sherwood	
2031	No. 2	5.8	
J102.2		Anderson	3520
2032-33		10.8	
J113.0	NS	Stevenson	
2034-35		6.3	
J119.3	TVA	Widows Creek	6160
2036-37	YD 1	3.3	
J122.6		Bridgeport	4070
2038-41	No. 1 YD	1.2	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
J123.8		Hale	
2042	No. 1	4.0	
J127.8	No. 2	Alaten	
2043		6.0	
J133.8	No. 1	James	
2044	WHITESIDE CROSSOVER	10.0	
J143.8	No. 2	Wildwood	
2046		1.9	
J145.7	WILDWOOD LEAD	Wauhatchie	
2048	W&A SD		
<b>142.2 MILES NASHVILLE TO WAUHATCHIE</b>			

#### 61.1 DIAGRAM CROSS-REFERENCE

Table 52. Diagram Cross-Reference

Subdivision	Division	Page
W&A	Atlanta	Atlanta TTS!

#### 61.2 ADDITIONAL STATIONS

Table 53. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Glenciff	J5.0	5	North
Vultee Jct.	J6.0	Yard	Both
Smyrna	J20.0	72	Both
Nissan	J23.3	260	Both
Florence	J25.0	10	North
Estill Springs	J77.0	16	South
Bass	J107.0	20	North
Whiteside	J137.0	10	North

### 62.0 METHOD OF OPERATION

#### 62.1 AUTHORITY FOR MOVEMENT

Table 54 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Nashville and Wauhatchie	265-273(93)

Table 54 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
Wildwood and Wauhatchie	265-273(93)

**Note:** The following instructions will govern concerning yardmasters establishing protection for employees working in tracks under direct control of the yardmaster (other than blue flag protection) at Wauhatchie Yard.

1. Red stickers will be placed on the turnover sheet indicating the track for which protection is being provided.
2. Proper form will be maintained showing who the track is turned over to, the time protection was provided and the time employee reports in the clear and releases the track.
3. Under no circumstances will a movement be authorized into a protected track until it has been ascertained that the track has been released by the employees under protection and that the employees involved are in the clear and any blue flags, derails or other blocking devices, if any, have been removed. The form granting protection will be completed and kept on file in the yardmaster's tower.

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

Table 55. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
J7.2 and Kimbro J13.2	Kimbro
Kimbro J13.2 and North Switch J16.3	Lavergne
North Switch Strickland J16.3 and North Switch Nissan J23.5	Strickland
North Switch Nissan J23.5 and North Switch Murfreesboro J31.0	Nissan
North Switch Murfreesboro J31.0 and Holdout J37.2	Murfreesboro
Holdout J37.2 and North Switch Fosterville J45.0	Christiana
North Switch Fosterville J45.0 and North Switch Wartrace J53.9	Fosterville
North Switch Wartrace J53.9 and North Switch Tullahoma J67.0	Wartrace
North Switch Tullahoma J67.0 and North Switch Decherd J81.6	Tullahoma
North Switch Decherd J81.6 and North Switch Cowan J85.6	Decherd
North Switch Cowan J85.6 and Switch Tantallon J94.0	Cowan
Switch Tantallon J94.0 and Switch Sherwood J96.9	Tantallon
Switch Sherwood J96.9 and Switch Stevenson J112.7	Anderson
Switch Stevenson J112.7 and Switch Bridgeport J121.3	Stevenson
Switch Bridgeport J121.3 and Switch Hale J123.3	River
Switch Hale J123.3 and Switch Alaten J127.8	Hale

Table 55. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Switch Alaten J127.8 and Switch James J133.0	Nickajack
Switch James J133.0 and Switch Wildwood J143.8	James
Switch Wildwood J143.8 and Switch Lookout J147.7	Wauhatchie

### 62.4 EXCEPTED TRACKS

1. Chattanooga, TN. -Alton Park Spur.
2. Lavergne, TN. -Bridgestone Lead
3. Murfreesboro, TN. -Brick Yard Track, Ramson Lead, Yard Tracks, Dock Track, Team Track, Storage Track, Stock Pen Track, Clark Iron and Metal, Alton Box Lead.
4. Tullahoma, TN. -Wye
5. Cowan, TN. -Yard
6. Decherd, TN. -Yard

### 63.0 SPEEDS

#### 63.1 MAXIMUM AUTHORIZED SPEED

Table 56. Maximum Authorized Speed

Between Location/Mile Post	MPH
Nashville and Chattanooga	60

### 63.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 57 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
D line Radnor	30
J4.9 and J5.5	30
J5.5 and J9.8	40
<b>J9.8 and J15.0</b>	<b>45</b>
<b>J15.0 and J18.0</b>	<b>40</b>
<b>J20.1 and J21.4</b>	<b>35</b>
J30.5 and J35.5	40
J61.3 and J66.5	40
<b>J66.5 and J67.2</b>	<b>50</b>
<b>J67.2 and J69.2</b>	<b>45</b>
<b>J69.2 and J71.4</b>	<b>50</b>
<b>J76.7 and J77.5</b>	<b>45</b>
<b>J81.5 and J82.0</b>	<b>30</b>
J86.7 and J86.9	45
<b>J86.9 and 87.6</b>	<b>40</b>
J88.0 and J88.6	35
J88.6 and J93.7	30
J93.7 and J95.2	35

Table 57 (Page 2 of 2), Speed Restrictions

Between Location/Mile Post	MPH
J95.2 and J96.9 (No. 2 track only)	35
J111.1 and J113.5	35
J121.2 and J122.0	45
J122.0 and J122.6	25
J122.6 and J123.0	10
J123.0 and J123.6	25
J127.4 and J128.0	50
J132.3 and J143.7	35
J143.7 and J145.7	40
Wildwood Lead	25
Lookout Lead	25

**Note:**

1. Do not exceed 25 MPH through turnout to NS Railway at Stevenson J112.7.
2. Do not exceed 10 MPH at the following locations which include all tracks except main tracks: Wauhatchie Terminal, Bridgeport, Widows Creek, Anderson, Cowan, Wartrace, Decherd, Tullahoma, Fosterville, Murfreesboro, Smyrna, Lavergne.

**63.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

Table 58. Milepost Locations

J5.0 and J6.0	J7.0 and J8.0
J141.0 and J142.0	

**64.0 EQUIPMENT RESTRICTIONS**

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

Table 59. Equipment Restrictions

Location	Equipment	Restriction
Bridge No. 5.8 (J5.8)	Six-Axle Wreckers	Must not exceed 10 MPH
Wye Track at Wauhatchie Yard	Six-Axle Engines	Must not operate

**65.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**65.58 DEFECT DETECTORS**

**1. DEFECT DETECTORS**

Table 60. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Florence, TN, J25.5	AD	East side
Bell Buckle, TN, J50.5	AD	East side
Estill Springs, J72.8	AD	East side
Sherwood, J98.9	AD	East side
Cards, AL, J111.7	AD	East side
J130.3	AD	West side

**2. DRAGGING EQUIPMENT DETECTORS-**

Table 61. Dragging Equipment Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
J21.5	AD	East Side
J31.0	AD	East side
J116.6	AD	No. 2 Main-East side No. 1 Main-West side
J140.4	AD	No. 2 Main-East side No. 1 Main-West side

**3. DERAILMENT DETECTOR SYSTEM**

Is in service between J85.0 and J95.6. This system consists of a series of lights at the following locations:

Table 62 (Page 1 of 2). Derail Detectors

Number	MP	Location of Indicator Lights
O	J85.6	East side
O-A	J86.6	East side
1	J87.8	East side
2	J88.5	East side
3	J89.6	West side
4	J89.9	West side
5	J90.8	East side
6	J90.9	East side
7	J91.5	East side
8	J91.8	East side
9	J92.1	East side
10	J92.5	East side
11	J93.4	East side
12	J93.7	East side
13	J94.7	West side (South main track)
13-A	J94.7	East side (North main track)

Table 62 (Page 2 of 2). Derail Detectors

Number	MP	Location of Indicator Lights
14	J95.6	West side (South main track)
14-A	J95.6	East side (North main track)

Note: No 4 applies to both tracks.

- Normal operations of the indicators will be a flashing white light as train moves through the territory. If the indicators are dark and not flashing, it will indicate a derailed car in train. Under these conditions, train must be stopped by use of full service reduction of the air brake.
- Walking inspection of train must be made, and, if derailed car is found in train, conductor or engineer must immediately contact the train dispatcher and be governed by his instructions.
- If no derailed car is found in train, before proceeding, it must be known that air brakes are charged to required pressure to control speed of train.
- If train crew or pusher crew on rear of train observes indicators dark and not flashing, and engineer on controlling locomotive has not begun to stop train, they must contact the engineer by radio and advise him to stop immediately. If unable to contact the engineer and train is still not coming to a stop, crew member must, by use of brake valve make, a full service brake application.
- If an isolated indicator is dark and not flashing while other indicators are flashing normally, this will indicate bulb failure on that indicator. Under these conditions train must be brought to a stop as described in Paragraph (4). After train has stopped, crew must contact train dispatcher and be governed by his instructions. Before proceeding, it must be known that air brakes are charged to required pressure to control speed of train.
- It is the responsibility of all crew members to observe these lights in addition to other duties.
- If dragger lights #10 and 11, located at MP 92.4 to MP 93.5, fail, train crew should move the train to the nearest safe location to inspect the train.

**65.83-A TRAIN BULLETIN AND RELEASE FORM**

NS trains to enter CSX trackage at Stevenson, must receive Train Bulletin and Release Form at Decatur.

NS trains to enter CSX trackage at Wauhatchie must receive Train Bulletin and Release Form at Debutts Yard.

Trains originating at the following locations must receive a Train Bulletin before leaving:  
 Kayne Avenue, Radnor Bowl, Wauhatchie, Bridgeport, Murfeesboro, Smyrna, Cowan, Tullahoma.

**65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Drawbridges**

Table 63. Drawbridges

Station	Milepost	Protection
Bridgeport (Note)	J123.1	TCS

Note: When controlled block signal indicates "STOP", in addition to complying with Rule 234, no part of train may be moved onto bridge until proceed signal, Rule 12(c), is received from drawbridge tender with yellow 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. Drawbridge tender must not give such proceed signal, nor such verbal permission, until satisfied that bridge is in condition for safe movement of train.

**65.100 ROAD CROSSINGS AT GRADE**

**1. Providing Crossing Protection**

- Widows Creek** - Flagman must immediately precede any car or engine being moved on crossing at grade, Mead Paper Company, lead access road to TVA Steam Plant.
- Glencliff** - Do not block Glenrose Avenue crossing located approximately 3,300 feet north of J5.0, in excess of 5 minutes when it can be avoided, J4.4.
- Tullahoma** - All trains must stop and flag crossing at Warren Street, Tullahoma, J69.0, for siding track and North Wye Track only.

**2. Rusty Rail Conditions -**

- Due to rusty rail conditions, team track, Smyrna, Tn., Washington Street, J20.1, Engines must stop and flag crossing.

**65.103 SWITCHING**

- 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 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.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each locations.

Table 64. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Chattanooga	Chattanooga, Tn.	1800 and 0600 Mon thru Fri
		0700 and 1800 Sunday

## 65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 65. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Bridgeport-AG	0800-1700 Except Sat. & Sun.	84	Wayside
Wauhatchie-YM	Continuous	84 22 22	Terminal
Debutts Yard	Continuous	84	Wayside

Note: AJ-Chattanooga SD Train Dispatcher Call-In No. is 2.

AJ Train Dispatcher radio channel is 66.

AJ Train Dispatcher telephone No. is 1-800-628-4711.

## 66.0 MISCELLANEOUS INSTRUCTIONS

### 1. TRAINS ASSISTED OVER CUMBERLAND MOUNTAINS

The following will govern the handling of trains being assisted between Cowan and Sherwood over Cumberland Mountain.

- Southward trains may be double-headed with not to exceed 6,000 tons.
- Northward trains, except Intermodal trains, may be double-headed with not to exceed 4,100 tons.
- Northward Intermodal trains may be double-headed with more than 4,100 tons based on number of units in train. A train that cannot be double-headed due to tonnage will be shoved.
- When a train is being assisted from rear, helper locomotive must be detached before rear of train enters tunnel.

When helper is double heading a train, helper engineer will control all power by MUing helper and road locomotives. When helper is double heading a train not equipped with RDU and ETD, helper will not detach until train reaches Sherwood or Cowan. Main Road crossing will not be blocked.

Table 66. Helper Instructions

Track Makeup	Helper Placement
Solid loaded bulk unit trains	up to 12 axles on rear
Manifest trains with cars with single axles trucks such as TTFX, TTOX and TTUX.	May be pushed with up to 12 axles on rear when such cars are located in the tonnage rating of head end road power. May be pushed with up to 6 axles on rear when such cars are located in the tonnage rating of helper power.

Table 66. Helper Instructions

Track Makeup	Helper Placement
Intermodal trains with cars with single axle trucks such as TTFX, TTOX and TTUX.	<b>SOUTHBOUND</b> --up to 6 axles on rear, up to 12 axles when double heading when trailing tonnage does not exceed 6,000.  <b>NORTHBOUND</b> --up to 6 axles on rear, up to 12 axles when double heading when trailing tonnage does not exceed 5,000.
Trains with long car and short car coupled together. If either car is empty and is in the rear 1700 tons.	Up to 6 axles on rear.
Trains with long car and short car coupled together and both cars are loaded.	Up to 12 axles on rear.

Note: (l) Long car 80 ft. or greater. (s) Short car 40 ft. or less.

With helper attached to rear. Train will stop at the crest of the grade at the point where the locomotive brakes will hold the train after the automatic brake is released. After stop is made, helper will detach and rear end device will be reinstalled. On southward move road locomotive will recharge brake pipe pressure on rear of train, for not less than 10 minutes before departing.

With helper attached to head end, train will stop at crest of grade at the point where the locomotive brakes will hold the train after the automatic brake is released. After stop is made, helper will detach and proceed. On southward move road locomotive will recharge brake pipe pressure on rear of train, for not less than 10 minutes before departing.

### 2. OPERATION ON TVA LEAD AT WIDOW'S CREEK

Movements on the TVA track between yard at Widows Creek and The Widows Creek Power Plant are governed by the following.

- Movement from yard at Widows Creek to the power plant area is designated northward.
- Movement from power plant area to the CSX yard at Widows Creek is designated southward.
- An Automatic Block Signal located approximately 615 feet north of switch connecting CSX yard with the TVA track governs northward movements.
- Automatic Block Signal located approximately 1230 feet south of new switch connecting to Mead Paper Company track governs southward movements.
- These block signals are of the searchlight type and are equipped to display a green or red aspect.
- These block signals are normally dark and will become lighted only when movement approaches to within approximately 475 feet of the signal governing northward or southward movements.
- Information signal has been installed 560 feet south of Automatic Block Signal No. 0-1 at Interchange Yard at Widows Creek. Also an indicator

on mast is located approximately 185 feet south of switch connecting to Mead Paper Company near Widows Creek Power Plant, governing southward movements from Widows Creek Power Plant to CSX yard at Widows Creek.

These indicators will display a white light when there are no trains occupying TVA track between Automatic Block Signal No. 0-1 near CSX yard at Widows Creek and Automatic block Signal No. 2-2 near Widows Creek Power Plant. These indicators will not be lighted when a train is occupying TVA track between these block signals.

- h) A rectangular shaped sign, painted yellow, is displayed on the right side of track in the direction of movement indicates track maintenance work ahead and movement must be made at restricted speed.
- i) A movement delayed between the opposing block signals must proceed at a speed which will permit the stopping within one-half range of vision.
- j) A DTC Block known as TVA Block will be established from clearance point of south and north leg of wye switch to clearance point of Mead lead track and TVA Lead track.
- k) Trains or engines operating on North or South leg of wye, approaching or departing TVA block, will be required to stop in one half the range of vision, short of obstruction, improperly lined switch, not exceeding 10 MPH.
- l) Trains must not exceed 10 MPH while operating within the confines of the TVA DTC Block. TVA Power Plant tracks or Mead Paper tracks.
- m) Switches providing access to TVA DTC Block on north and south end, at the beginning and end of DTC Block. May be left as last used.
- n) Control signal on south leg of wye has been converted to a permissive signal, indicated by a "P" marker.
- o) Control signal located approximately 1230 feet south of new switch connecting to Mead Paper Company track has been converted to a permissive signal indicated by a "P" marker.
- p) Unit coal train (90 cars) arriving Widows Creek Steam Plant must pull in the west load track. (track on left as you enter the yard). Provided it does not already have a train on it.

When the east load track must be used, you cannot get out the north end of track with more than two locomotives. It will be necessary to cut the consist in order to set them over and get out.

Do not enter the car dumper with locomotives, they will not clear.

### 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.

### 4. CUMBERLAND MOUNTAIN TUNNEL

- a) The following will apply when a train has an emergency application of the brakes, requiring inspection, and portion of train stops in Cumberland Mountain Tunnel.

Train crew must inspect as much of the train as possible and when reaching tunnel entrance the train can be pulled by, not to exceed 5 MPH, in order to inspect remainder of train.

In the event there is a pusher crew on the rear of the train, pusher crew will be required to inspect the cars on their side of the tunnel, prior to pull by inspection.

- b) Be on lookout for falling rock in tunnel located at Cowan, TN., MP J89.1 to MP J89.5.

### 5. TRAIN HANDLING BETWEEN COWAN AND SHERWOOD

- a) With or without head end helper: on southward movement when lead locomotives pass J89.2, engineer will begin to gradually reduce throttle to #6 position prior to entering north portal of Cumberland Tunnel, upon exiting south portal as soon as train handling will permit, a minimum brake pipe reduction will be made. After making initial reduction, as speed increases to approximately 10 to 15 MPH, power will be reduced gradually, changing to dynamic braking to control speed, with further brake pipe reduction as needed to



control train speed. A running release of train brakes will not be permitted between J90 and J94. Speed can get out of control in a very short time. If speed of the train does not react in a proper manner from use of the dynamic brake and train air brake application, an emergency application must be initiated without hesitation.

- b) Helper attached to rear end: with helper attached to rear, train will stop at the crest of the grade at the point where the locomotive brakes will hold the train after the automatic brake is released. After stop is made, helper will detach and rear end device will be reinstalled and brake pipe pressure restored, on southward move, road locomotive will recharge brake pipe pressure for not less than 10 minutes before departing. Leaving Rockledge, engineer will use sufficient power to safely start train. After starting train as speed increases to approximately 10 to 15 MPH, a minimum brake pipe reduction will be made, power will be reduced gradually, changing to dynamic braking at approximately 20 MPH, with further brake pipe reduction as needed to control train speed. Speed can get out of control in a very short time. If speed of the train does not react in a proper manner from use of the dynamic brake and train air brake application, an emergency application must be initiated without hesitation.

**Note:** In event of inoperative dynamic brakes, train will be controlled by stretch braking method using as low of throttle position as possible, making initial brake pipe reduction as soon as train handling will permit after locomotive exits south end of Cumberland Tunnel.

#### 6. HELPER OPERATION BETWEEN COWAN AND SHERWOOD

When freight trains contain equipment at or near the rear of their train which the conductor or inspector does not consider safe to be pushed, conductor must notify the train dispatcher. With helper attached to head end of train, helper engineer will control all power by using helper and road locomotives.

- a) When a train is being assisted from rear, helper locomotive must be detached before rear of train has reached entrance to tunnel. Helper locomotive must not enter tunnel when occupied by train.
- b) Southward (Cowan to Sherwood) - When helper is double heading a train, helper locomotive will remain on train until train arrives at Sherwood. Southward trains may be double headed when tonnage does not exceed 6,000 tons.
- c) Northward (Sherwood to Cowan) - When a helper is double heading a train, a stop will be made at a point where the locomotive brake will hold the train after the automatic brake is released. Helper locomotive will detach and proceed to Cowan. After brake pipe pressure has been sufficiently restored and operating conditions permit train may proceed north. When train is not equipped with RDU and ETD helper will not detach until train reaches Cowan. Northward trains, may be double headed with not to exceed 4,750 tons and not more than 20 axles under power.

#### 7. Phone Numbers

Table 67. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2678	904-381-2678

8. All trains arriving Wauhatchie Yard via the Wildwood Lead must stop short of first switch entering yard and must not proceed until route into assigned track is lined in its entirety.
9. Crews providing service to Peabody Tech Tank Track, MP J81.5, Chattanooga Subdivision, must flag highway crossing at Mill Street from a point on the ground account highway crossing signals may not function properly.
10. Effective immediately all employees working inside building at the Bulk Plant at Pillsbury Co. at Murfreesboro, Tn., J34.9, must wear hearing protection. Signs requiring hearing protection have been erected on outside of Bulk Plant doors.
11. When opening the doors at the Pillsbury Plant, the train crew member handling the doors should operate the open button and remain at the doorway to make certain that the doors have gone all the way up.
12. Employees working Pillsbury Bulk Plant must not leave any cars outside gates on lead unless directed by Pillsbury. Any cars which cannot be stopped must be returned to yard or other holding point.
13. All crews working the Pillsbury Plant at Pillsbury Company in Murfreesboro Tn. be advised that rails on lead and inside bulk plant are subject to contamination. Caution in switching movements should be used especially during times when rail is wet due to rain or other precipitation.
14. The clearance point at the south end of track W4B and at the North end of track W01, Wauhatchie Yard, have been marked with a cross tie painted yellow, cars and engines left in track W01 must be south of the marked and cars and engines left in track W4B must be left north of the marker.
15. Any train having cars for Franklin Industrial Mineral, Anderson, Tn., must set these cars on industry tracks. Do not leave industry cars in the passing track.
16. Due to curvature of track No. 1 at Mead Paper Company, Stevenson, Alabama, cars must not be kicked into that track due to problem experienced with by-passed couplers. When switching Mead Paper, cars must be shoved into No. 1 track.
17. The minimum number of hand brakes required on the Chattanooga Subdivision will be three (3) hand brakes. This requirement is the minimum and should conditions warrant, additional hand brakes must be used as needed.
18. Two way radio has been located in box at road crossing (Hwy 96), to provide communications with TVA by train crews delivering coal train to TVA power plant at Widows Creek in order to keep from blocking crossing in the event delivery will be delayed.
19. All train crews placing cars at Jack Daniels, Tullahoma, Tn., will be required to set hand brakes on all cars spotted for loading. For example, six cars spotted, six hand brakes required.

20. Crews entering or leaving Nissan Plant at Smyrna must contact Nissan security phone number 615-459-1947.

Nissan security is equipped with radio and communications can be established on channel 45. Before entering plant crew should contact security on channel 45 and advise names of crew members and alert security to open gates at tunnel and security should remain at the gate until engineer advises that gate can be closed.

21. **Close Clearance -**

a) J20.0 Lane Industry lead, pole east side of track just before reaching highway crossing will not clear man riding a car.

22. Yard limits at Stevenson, Al. on NS Railroad between MP 279.9-A and MP 280.6-A will be discontinued and track warrant authority (TWC) will be established, per NS Railroad operating Rule 170, and will govern all movement at this location. This authority will be under the direction of the NS Railroad Dispatcher at Knoxville, Tennessee.

CSX trains operating on NS trackage at this location must be conversant with NS track warrant rules and procedures prior to operating on NS trackage.

The phone for the NS Dispatcher Monday through Friday from 0700 to 1500 (CST) will be:

Microwave: 521-1596  
Bell Phone: 423-521-1596

All other hours will be under the authority of the Memphis District Dispatcher at Knoxville, Tn. The numbers are:

Microwave: 521-1466  
Bell Phone: 423-521-1466

NS Railroad microwave phone is located at Stevenson, Al. near clearance point with the CSX Main. NS Railroad Dispatcher in Knoxville, Tn. can be contacted via radio on the following channels:

Channel 1-----56--56  
Channel 2-----48--09

Initial contact with NS Railroad Dispatcher should be made on channel 1 and use channel 2 only when directed to do so by the NS Dispatcher in Knoxville, Tn.

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## 70.0 CHICAGO HEIGHTS SUBDIVISION-C5

### 71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUH ↓	STATIONS	SDG CAP (Ft)	
DB0.0		Harvey Jct. 0.8		
DB0.8		North Harvey 0.9		
DB1.7		St. Paul Jct. 0.5		ES900
DB2.2		West Harvey 1.1		WS2800 ES 600
DB3.3		Harvey 0.4		WS3100
DB3.7		Phoenix 1.9		
DB5.6		Berg Siding 1.9		WS5000
DB7.5		Thornton 1.4		ES1700
DB8.9		End Of Track		
<b>8.9 MILES HARVEY JCT. TO END OF TRACK</b>				

#### 71.1 DIAGRAM CROSS-REFERENCE

Table 68. Diagram Cross-Reference

Subdivision	Division	Page
Barr	Chicago	5

### 72.0 METHOD OF OPERATION

#### 72.1 AUTHORITY FOR MOVEMENT

Table 69. Authority for Movement

Between Location/Mile Post	Rules
Harvey Junction and North Harvey	265-271(93)
North Harvey	255-259(93)
North Harvey and Harvey	93 See Note 1 & 2
Harvey	255-259(93)
Harvey and End of Track MP DB8.9	93 See Note 1 & 2

**Notes:**

1. Permission must be obtained from the B&O Chicago Terminal 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.

### 73.0 SPEEDS

#### 73.1 MAXIMUM AUTHORIZED SPEED

Table 70. Maximum Authorized Speed

Between Location/Mile Post	MPH
Harvey Junction and DB8.9 (end of track)	20

#### 73.2 SPEED RESTRICTIONS

Table 71. Speed Restrictions

Between Location/Mile Post	MPH
Over Bridge 1962 C (Harvey Junction)	15
Over Bridge 2728C(North of Glenwood Road)	15
Other than main tracks	10

### 74.0 EQUIPMENT RESTRICTIONS

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

Table 72. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	Cars with gross weight exceeding 270,000 lbs.	Must not operate on

2. Train and engine crews will determine from the hazard graph or be furnished a message notifying them their train contains any of these restricted cars.

Restricted Equipment Rule 34 will apply at the following locations.

- Harvey Junction (West Wye) DB0 and DB0.4
- Harvey Junction (East Wye) DB0 and DB0.8
- West Harvey DB2.1 and DB2.3
- Harvey DB3.1 and DB3.3

### 75.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

When "Stop" aspect is displayed by absolute signals governing movement over Railroad Crossing at Grade listed below, crew will be governed as indicated:

Table 73 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Pro-tection	Rule
North Harvey (Note 1)	IHB	Remotely Con-rolled	234-B(1)

Table 73 (Page 2 of 2). Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Harvey (Note 2)	GT	Auto-matic	234-B(1)

**Note:**

1. Time out and reclearing circuits are provided for northward and southward trains. Northward trains using more than 10 minutes and 13 seconds between point 997 feet south of Signal 205 and NAS North Harvey, and southward trains using more than 10 minutes and 13 seconds between Signal CT-121 on No. 1 track, or a point 1866 feet east of the WAS Harvey Jct. on No. 2 track and SAS North Harvey can expect Absolute Signals at North Harvey to Display "STOP" Aspect Rule C-292. When "STOP" aspect is displayed on Absolute Signal governing movements over IHB crossing and no conflicting movement is apparent, after securing permission of the CSX train dispatcher, conductor or engineer will:

Operate pushbutton, located in box on CSX instrument house, when white indicator light is illuminated;

Signal should display aspect to proceed, if signal does not display aspect to proceed;

Operate CSX pushbutton, located on IHB instrument house;

Wait 5 minutes, white indicator light should illuminate and signal should display aspect to proceed, if signal does not display aspect to proceed;

Engines or lead car will pass "STOP" signal at least 30 feet but not fouling crossing;

Wait 5 minutes and;

Proceed in accordance with Rule 233.

2. Time out and reclearing circuits are provided for northward and southward trains. Northward trains using more than 6 minutes and 43 seconds between point 338 feet south of NAS Harvey, and southward trains using more than 6 minutes and 43 seconds between point 607 feet north of SAS Harvey, can expect absolute signals at Harvey to display "STOP" aspect Rule C-292. When "STOP" aspect is displayed, an absolute signal governing movements over the GTW Crossing, the conductor or engineer will:

After contacting CSX train dispatcher, crew will:

Determine GT train or engine is not fouling or approaching crossing;

Observe lights in CSX control box located on southeast quadrant bungalow; box is located on southwest corner of bungalow;

Red light illuminated indicated GT signals are stop;

White lights indicates push button activated;

If both red and white lamps are illuminated, train may proceed over crossing.

If red lamp is not illuminated and if no conflicting movement is evident depress and hold button for 5 seconds and white lamp should illuminate, then red lamp will also illuminate and signal may clear.

If signal does not display aspect to proceed, conductor or engineer will secure permis-

sion of CSX train dispatcher and proceed in accordance with Rule 234B(3).

**75.100 HIGHWAY AND STREET CROSSINGS**

1. Trains will provide protection against vehicular traffic before moving over the highway or street crossings designated below:

Table 74. Highway and Street Crossings

Location	Crossing
Harvey-Industrial Spurs	155th, 156th 157th Streets
South Holland-Industrial Spur	Canal Street (Crossing 163-732M)

2. **Rusty Rail Conditions** - Due to rusty rail conditions on Main Track of Entire Chicago Heights Subdivision, Highway Grade Crossings protected by flasher lights and/or gates must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

**75.104 SWITCHING INDUSTRIAL TRACKS**

**Phoenix** electric lock on Bliss and Laughlin Industrial door. To operate, request Bliss and Laughlin employees to raise overhead door. When door is fully raised, remove padlock. Light will illuminate in top of electric switch lock. Switch may then be thrown. Circuits are arranged to prevent door from being lowered until switch is closed and padlock re-inserted.

**75.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 75. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Barr Yard-TD	Continuous	08	Wayside

**Note:** Barr Train Dispatcher call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 1-708-201-5222. or 708-201-5188.

**76.0 MISCELLANEOUS INSTRUCTIONS**

**1. MAXIMUM HEIGHT AND WIDTH TABLES**

**a) MAXIMUM HEIGHT TABLE**

Loads 11'0" wide may be handled unrestricted at the heights indicated.

Table 76 (Page 1 of 2). Maximum Height

Location	Maximum Height
McDonald MP overhead	17'9"
Harvey ICG overhead	19'7"

Table 76 (Page 2 of 2). Maximum Height

Location	Maximum Height
West Harvey Wyman Gordon Viaduct	21'6"

Note: Any shipment exceeding above dimensions must be cleared with the Clearance Bureau.

b) **MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE**

Shipments measuring within the dimensions shown below, loaded on cars having 44' or less truck centers may be handled without restrictions:

Table 77. Maximum Widths at Various Heights

Height Above Rail	Width
17'3"	11'6"
2'0"	11'6"

2. All eastward trains on Chicago Heights Subdivision receiving a Stop aspect at the eastward absolute signal, Harvey Junction will stop west of white pole, located on the south side of track, 270 feet west of the eastward absolute signal, Harvey Junction.

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## 80.0 DECATUR SUBDIVISION-DC

### 81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BD191.4	END OF TRACK:	Montezuma	
BD192.7	CE&D SD	1.3 Hillsdale	
BD200.8		8.1 West Dana	3279
BD209.0		8.2 Chrisman	2997
BD215.9	CR EIRC	6.9 Metcalf	
BD219.3		3.4 Hume	
BD225.4		6.1 Newman	1914
BD241.4		16.0 Tuscola	
BD241.6	IC	0.2 Ty Tower	
BD245.0	UP	3.4 Ficklin	
BD250.7		5.7 Atwood	1805
BD277.0	END OF TRACK	26.3 Decatur	
<b>85.6 MILES MONTEZUMA TO DECATUR</b>			

#### 81.1 DIAGRAM CROSS-REFERENCE

Table 78. Diagram Cross-Reference

Subdivision	Division	Page
CE&D	Chicago	15

### 82.0 METHOD OF OPERATION

#### 82.1 AUTHORITY FOR MOVEMENT

Table 79. Authority for Movement

Between Location/Mile Post	Rules
BD191.4 and BD192.7	93 See Note 1 & 2
BD192.7 and BD240.0	120-132
BD240.0 and BD245.5	93 See Note 1 & 2
BD245.5 and BD276.0	120-132
BD276.0 and BD277.0	93 See Note 1 & 2

#### Notes:

1. Permission must be obtained from the "SB" 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.

#### 82.2 DTC BLOCK LIMITS

##### Between Bloomingdale and Decatur

Table 80. DTC Block Limits

Between Location/Mile Post	Block Names
BD192.7 and BD200.1	Danz
BD200.1 and BD208.2	Chris
BD208.2 and BD218.9	Hume
BD218.9 and BD225.7	Newman
BD225.7 and BD240.0	Cola
BD245.5 and BD257.0	Hamm
BD257.0 and BD271.8	Long
BD271.8 and BD276.0	Antioch

### 83.0 SPEEDS

#### 83.1 MAXIMUM AUTHORIZED SPEED

Table 81. Maximum Authorized Speed

Between Location/Mile Post	MPH
BD191.4 and Decatur	30

#### 83.6 SPEED RESTRICTIONS

Table 82. Speed Restrictions

Between Location/Mile Post	MPH
BD192.0 and BD192.2 (Wabash River Bridge)	10
CSX Crossing, Hillsdale BD192.64	20
Conrail Crossing, Chrisman BD209.24	20
EIRC Crossing, Metcalf BD215.90	20
BD225.0 and BD225.7 (Newman)	15
UP-IC Crossing, Tuscola BD241.60	20
All tracks other than main track	10

#### 83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between BD272 and BD273.

## 84.0 EQUIPMENT RESTRICTIONS

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

Table 83. Equipment Restrictions

Location	Equipment	Restriction
Hillsdale to Decatur	6-Axle units	Must not operate on
Entire SD	250 ton or greater capacity wreck cranes except B&O 940503	
Ficklin; U.S.I.Plant	Engines	Must not operate within three car lengths of any loading rack.

2. **Heavy Cars** - Between Tuscola and Ficklin cars with gross weight not exceeding 280,000 lbs. may be operated.

## 85.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 85.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

Table 84. Train Bulletin and Release Form

Station	Location	Trains
Decatur	Yd Office	Originating
Ficklin	Yd Office	Originating

**Note:**

Crews that do not receive train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

### 85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### 1. Railroad Crossings At Grade

When STOP aspect is displayed by absolute signals governing movement over railroad crossings at grade listed below, crew will be governed as indicated:

Table 85. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Hillsdale BD192.64	CSX	Remotely Controlled	234-B(1) Note 1
Chrisman BD209.24	CR	Automatic	234-B(1)
Tuscola BD241.6	UP-IC	Remotely Controlled	234-B(2) Note
Metcalf BD215.90	EIRC	Automatic	234-B(1)

**Notes:**

#### 1. Hillsdale - CSX Crossing

Due to rusty rail conditions, absolute signals governing movement over CE&D Subdivision at Hillsdale MP 192.64 are at Stop - crews must obtain permission to proceed from the train dispatcher at Jacksonville, before movement over crossing may be made.

Former "return to train" pushbuttons are removed from service.

#### 2. Chrisman - Conrail Crossing

-Determine Conrail train or engine is not fouling or approaching crossing;

-If indicator lamp is lighted, operate push button and hold for 2 seconds. If indicator lamp is not illuminated wait 5 minutes and if no conflicting move is evident, operate push button and hold for 2 seconds;

-Signal should clear after 5 minutes. If signal does not display aspect to proceed, pass signal at least 30 feet but not foul crossing;

-Wait 5 minutes;

-Proceed in accordance with Rule 233.

Engine return push button located on westward absolute signal will be used to return to train after switching movement.

#### 3. Metcalf - EIRC Crossing

-Determine EIRC train or engine is not fouling or approaching crossing;

-If indicator lamp is lighted, operate emergency time release marked "B&O" by turning knob clockwise as far as possible holding for one second and releasing. Allow time release to return to normal position. If indicator lamp is not lighted, wait 5 minutes before operating emergency release;

-Signal should now clear. If signal does not display aspect to proceed pass signal at least 30 feet but not foul crossing;

-Wait 5 minutes;

-Proceed in accordance with Rule 233.

To make reverse move after switching, depress push button marked "B&O".

#### 4. Tuscola - UP-IC Crossing

-Communicate with UP train dispatcher and be governed by instructions in the CSXT key release box:

1. The control station is UPRR Harriman Dispatching Center Omaha, Nebraska.

A. To contact the UPRR train dispatcher, use AAR radio channel 2020.

B. The bell telephone number of the UPRR train dispatcher is 402-636-1754

2. If indicator light in CSXT key release box is illuminated, operate key release and hold 5 seconds before releasing.

3. If indicator light CSXT key release box is not illuminated, wait 5 minutes, and if no conflicting movement is evident, operate key release and hold 5 seconds before releasing.



4. After operating key release, if signal governing movement into interlocking limits continues to indicate stop, wait 8 minutes, and if no conflicting movement is evident operate emergency release pushbutton and hold 5 seconds before releasing.

5. After operating emergency release pushbutton, if indicator light in emergency release pushbutton box is illuminated, train may then proceed through interlocking limits after complying with the provisions of rule 275. Train must occupy interlocking limits within 6 minutes after indicator light in emergency release pushbutton box becomes illuminated.

6. After operating emergency release pushbutton, if indicator light in emergency release pushbutton box is not illuminated, crew member must observe that each conflicting route signal indicates stop. If all conflicting route signals indicate stop, train may pass signal to occupy interlocking limits, stopping clear of conflicting routes, and then wait 10 minutes. Train may then proceed after complying with the provisions of rule 275. If conflicting routes do not all indicate stop or if dark signal is encountered, before proceeding, protection must be provided per rule 99.

7. If signal governing movement into interlocking indicates stop, and movement is unable to communicate with UP train dispatcher the following will govern:

A. If signal governing movement into interlocking indicates stop and unable to communicate with train dispatcher, when train is located at stop signal, operate push button and hold 5 seconds before releasing.

B. After operating push button, if signal governing movement into interlocking limits continues to indicate stop, wait 15 minutes then be governed by instructions at CSXT key release box.

#### 85.100 HIGHWAY AND STREET CROSSINGS

##### Rusty Rail Conditions:

Due to rusty rail conditions on Main Track between BD191.4 and BD193.0 Highway Grade Crossings protected by flasher lights and/or gates must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

##### 1. Providing Crossing Protection

Trains and engines will stop before moving over highway and/or street crossings designated below:

Location	Crossing
Atwood	Main Street (House Track)

#### 85.104 SWITCHES

The main switch at BD192.9, Decatur SD will be left lined and locked for the wye track for movement to the CE&D SD.

#### 85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 87. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
BD192.7-TD	Continuous	84	Wayside
BD199.2-TD	Continuous	84	Wayside
BD215.7-TD	Continuous	84	Wayside
BD230.6-TD	Continuous	84	Wayside
BD264.4-TD	Continuous	84	Wayside
Decatur-YM, YC	Continuous	84	Terminal

Note: SB Train Dispatcher call-in No. is 4.

SB Train Dispatcher radio channel is 94.

SB Train Dispatcher telephone No. is 1-800-435-2238.

#### 86.0 MISCELLANEOUS INSTRUCTIONS

##### 1. Eastern Illinois Railroad Company:

##### BD215.9 - Metcalf, Illinois - EIRC Railroad

- a) Signs indicate limits of interlocking track circuits and grade crossing approach circuits for the following locations:

U.S. Route 36  
Main Street  
Central Avenue  
EIRC-CSXT Railroad Crossing

EIRC and CSXT trains making setout must not leave cars in signal circuits.

- b) Cars may be left at the following locations:

- 1) EIRC Main Track between westbound "X Start" sign at U.S. Route 36 and eastbound "Intlk Start"/Westbound "End of Circuit" sign (located on same post) located 578 feet west of EIRC Eastbound home signal.
- 2) EIRC Main Track east of westbound "X Start"/Eastbound "End of Circuit" sign (located on same post) 440 feet east of Main Street grade crossing.
- 3) EIRC Siding between eastbound "End of Circuit" sign and a point 100 feet west of Main Street grade crossing.

- c) Speed Restriction:

Metcalf - EIRC Railroad

Westbound approach to U.S. Route 36 highway grade crossing - 10 MPH.

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**NOTES:**

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**NOTES:**

## 90.0 EVANSVILLE TERMINAL SUBDIVISION-EV

### 91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ZA274.6 3052-63		Ingle 4.6	9121
ZA279.2 3054		By-Pass Jct. 6.0	
ZA285.2 3055-66		Harwood 2.2	
ZA287.4		Pigeon Creek	
<b>12.8 MILES INGLE TO PIGEON CREEK</b>			

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
HT324.6		Pigeon Creek 0.9	4490
HT323.7		Claremont Ave 0.3	
HT-H 323.4		North Howell 1.6	
H321.3		Hybrid	
<b>3.3 MILES PIGEON CREEK TO HYBRID</b>			

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
H323.7		Barker Ave 0.3	4490
H323.4 3267		North Howell	
<b>0.3 MILES BARKER AVE TO NORTH HOWELL</b>			

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ZC279.2		By-Pass Jct 4.1	4490
ZC283.3		Wansford 1.3	
ZC284.6		Belt Jct 1.4	
ZC286.0		Union Trunk Jct 0.2	
ZC286.2		End Of Track	
<b>7.0 MILES BY-PASS JCT TO END OF TRACK</b>			

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ZG284.6		Belt Jct 2.3	4490
ZG286.9		7Th Ave 0.5	
ZG287.4		Pigeon Creek	
<b>2.8 MILES BELT JCT PIGEON CREEK</b>			

#### 91.1 Diagram Cross Reference

Table 88. Diagram Cross-Reference

Subdivision	Division	Page
Henderson	Chicago	45
CE&D	Chicago	15
St. Louis	Chicago	81

## 92.0 METHOD OF OPERATION

#### 92.1 AUTHORITY FOR MOVEMENT

Table 89. Authority for Movement

Between Location/Mile Post	Rules
ZA274.6 and ZA276.0	265-273
ZA276.0 and ZA287.4	265-273 (93)
HT324.6 and HT323.4	265-273 (93)
HT-H323.4 and H321.3	D-251 (93)

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

Table 90. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
ZA266.1 South Switch King, and ZA276.4 South Switch Ingle	Ingle
ZA276.4 South Switch Ingle, and ZA285.1 South Switch Harwood	Harwood
ZA285.1 South Switch Harwood and ZA286.9 Pigeon Creek	Ohio
ZA286.9 Pigeon Creek and HT323.4 Claremont Avenue	Claremont

## 93.0 SPEEDS

### 93.1 MAXIMUM AUTHORIZED SPEED

Table 91. Maximum Authorized Speed

Between Location/Mile Post	MPH
ZA274.6 and Hybrid	60

### 93.2 SPEED RESTRICTIONS

Table 92. Speed Restrictions

Between Location/Mile Post	MPH
Other than intermodal trains	50
ZA279.3 and ZA286.3	40
ZA286.3 and ZA287.4	25
HT324.6 and HT-H323.4	20
HT-H323.4 and H321.3	20
Evansville Belt: Trains must operate at controlled speed not exceeding	10
CE&D Old Main ZC279.2 and ZC286.2: Trains must operate at controlled speed not exceeding	10

**Note:** Trains using crossovers at South Howell, H321.5 must not exceed 10 MPH.

### 94.0 EQUIPMENT RESTRICTIONS

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

Table 93. Equipment Restrictions

Location	Equipment	Restriction
CE&D Old Main Pigeon Creek Bridge, ZC283.9	Cars with gross weight not exceeding 263,000 lbs.	10 MPH
	Cars with gross weight exceeding 263,000 lbs.	Must not operate
	Six-Axle engines having gross weight greater than 408,000 lbs.	
	locomotive cranes and wreckers	10 MPH
Howell Yard All yard tracks	Engines or equipment	10 MPH

Table 93. Equipment Restrictions

Location	Equipment	Restriction
Evansville Belt	Cars with gross Weight exceeding 220,000 lbs.	Must not be handled in train without specific authority from Terminal Trainmaster
	4-Axle Wreckers	Must not exceed 10 MPH
	6-Axle Wreckers	Must not operate
	6-Axle Locomotives	
Evansville Belt Bridge at ZG287.4	4-Axle Locomotives with gross weight exceeding 258,000 lbs.	Must not exceed 10 MPH
	1-Axle cars at least 43 feet 10 inches long over pulling face of couplers with gross weight on rails not exceeding 263,000 lbs. evenly distributed may be handled over bridge provided each car with gross weight on rail exceeding 220,000 lbs. is placed between two light weight cars not exceeding 70,000 lbs. gross weight	

## 95.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 95.93 YARD LIMITS

#### Howell Yard

1. Train and OTE movements are under the authority and jurisdiction of the yardmaster at Howell Tower between the following locations:

Between Location/Mile Post	Rules Modified
Hybrid and Barker Avenue-Claremont Avenue	D-251, 704

a) All southward trains will contact yardmaster Howell Tower for instructions before passing North Harwood.

b) All northward trains will contact yardmaster Howell Tower for instructions before passing F.S. Tower.

- c) Southward trains from St. Louis Subdivision will contact yardmaster Howell Tower for instructions before passing south end Belknap.
2. When authority is granted for movement against the current of traffic such authority must be copied and repeated by crew member receiving such authority. This authority must include name of yardmaster and time granted.

#### 95.98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### 1. Railroad Crossing At Grade

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 94. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
City Lead Evansville Union Track Jct. ZC285.9	NS	Stop Signs	98-F

**Note:** 1. Obtain permission from train dispatcher and be governed by instructions received, notify train dispatcher when movement is completed.

#### 95.100 HIGHWAY AND STREET CROSSINGS

**Allens Lane** - Northward movements from the Belt Connection (East Turnout) track at South Harwood must ensure that highway crossing warning at Allens Lane has operated for a minimum of twenty (20) seconds before fouling crossing.

#### 95.103 SWITCHING - Wansford Yard

1. **Wansford Yard** - When making interchange deliveries to ISRR it will be necessary to call ISRR train dispatcher and secure manual block authority before shoving cars across Highway 41.
2. **Bids Terminals** - 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 the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

Table 95. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Evansville Terminal	Evansville, In.	1830 and 0630

#### 95.104 SWITCHES:

##### 1. Hand-Operated Switches

**Howell Yard** - All main track switches south of Claremont Avenue and all main track switches north of Hybrid Inn crossing except Gumdrop Switch will be left lined as last used.

#### 95.105 Use of Specified Tracks -- HOWELL YARD

Train and OTE movements are under the authority and jurisdiction of the yardmaster at Howell Tower between the following locations:

Between Location/Mile Post	Rules Modified
By-Pass Junction and Union Track Junction, including Wansford Yard and Belt Yard	704, 710
Evansville Belt-Belt Yard and End of track	704, 710
Union Track (City Lead)-Eighth Avenue and End of Track	704, 710
CE&D Old Main ZC279.2 and ZC286.2	(Howell YM)

#### 95.400. RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 96. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Howell-Td	Continuous	84	Wayside
Howell-YD	Continuous	84	Terminal

**Note:** SB Train Dispatcher call-in No. is 8. Alternate call-in No. is 4.

SB Train Dispatcher radio channel is 94.

SB Train Dispatcher telephone No. is 1-800-435-2238.

#### 95.THR#1.3.2.4D Stopping trains with 80 feet or longer cars in Howell Terminal

1. When stopping trains with 80 feet or longer cars on other than the main track in Howell Terminal the stop must be made using the stretch brake method using the automatic brake as described in train handling rule 3.2.4 D. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undesirable slack action from occurring.
2. If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop. Rule 3.2.4 modified.

#### 96.0 MISCELLANEOUS INSTRUCTIONS

##### 1. Centralized train dispatcher "Control Point"

The Centralized train dispatching system is Jacksonville utilizes "Control Points" to identify specific on ground locations and visually displays those points on the dispatcher's screen. The system does not utilize Mile Post locations for train control and therefore does not display them. Field personnel may expedite communications with the dispatcher through the use of "Control Point" identification rather than Mile Post identification.

"Control Points" on Evansville Terminal are:

- North Ingle
- South Ingle
- By-Pass Junction
- North Harwood

South Harwood  
Pigeon Creek  
Evansville  
Clarement Avenue  
Hybrid

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**NOTES:**

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**2. Sigeco-**

*Trains must not operate through the storage track at  
By- Pass Junction.*

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**NOTES:**

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# 100.0 GARRETT SUBDIVISION-CQ

## 101.0 STATIONS LISTING AND DIAGRAM

## 101.1 DIAGRAM CROSS-REFERENCE

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)		
BI125.0 5024		Auburn 3.0	WS9950		
BI128.0 5022-23		Garrett 4.1			
BI132.1 5021		E Avilla 10.5			
BI142.6 5018		Albion 6.1		ES1800	
BI148.7 5017		Kimmell 9.1			
BI157.8 5016		Wawasee 7.9			
BI165.7 5015		Milford Jct. 9.7			ES6300
BI175.4 5014		W Nappanee 7.6			
BI183.0 5013		Bremen 8.9			
BI191.9 5012		Garden 7.2			
BI199.1 5011		Walkerton 9.3			
BI208.4 5008		Tracy 5.4	WS2475		
BI213.8 5006-07		Wellsboro 3.7			
BI217.5 5005		Webster 9.2			
BI226.7 5004		Suman 8.1			
BI234.8 5003		McCool 2.1			
BI236.9		Willow Creek 4.5			
BI241.4		Miller 2.3			
BI243.7 5002		East Gary 2.7			
BI246.4 5001		Curtis Yd 2.4			
BI248.8	Pine Jct.				
<b>123.8 MILES AUBURN TO PINE JCT.</b>					

Table 97. Diagram Cross-Reference

Subdivision	Division	Page
Barr	Chicago	5
Lake	Chicago	51
Wabash	Chicago	87
Willard	Baltimore	Cumberland TT

## 102.0 METHOD OF OPERATION

### 102.1 AUTHORITY FOR MOVEMENT

Table 98. Authority for Movement

Between Location/Mile Post	Rules
Auburn and East Avilla	265-271(93)
East Avilla and Pine Jct.	265-271
Pine Jct.	255-259(93)

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

Table 99. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BI132.1 WEDT E Avilla and BI142.6 EEDT Albion	Avilla
BI142.6 EEDT Albion and BI148.7 WEDT Kimmel	Albion
BI148.7 WEDT Kimmel and BI157.8 EEDT Wawasee	Wawasee
BI157.8 EEDT Wawasee and BI165.7 WEDT Milford Jct.	Syracuse
BI165.7 WEDT Milford Jct. and BI175.4 EEDT W Nappanee	Nappanee
BI175.4 EEDT W Nappanee and BI183.0 WEDT Bremen	Bremen
BI183.0 WEDT Bremen and BI191.9 EEDT Garden	Garden
BI191.9 EEDT Garden and BI199.1 WEDT Walkerton	Walkerton
BI199.1 WEDT Walkerton and BI208.4 EEDT Tracy	Tracy
BI208.4 EEDT Tracy and BI217.5 WEDT Webster	Wellsboro
BI217.5 WEDT Webster and BI226.7 EEDT Suman	Suman
BI226.7 EEDT Suman and BI234.7 WEDT McCool	McCool
BI234.7 WEDT McCool and BI243.7 EEDT E Gary	Gary
BI243.7 EEDT E Gary and BI248.8 WAS Pine Jct.	Curtis

## 103.0 SPEEDS

### 103.1 MAXIMUM AUTHORIZED SPEED

Table 100. Maximum Authorized Speed

Between Location/Mile Post	MPH
Auburn and Pine Jct	79

### 103.15 LIMITED SPEED

Table 101. Limited Speed

Location	MPH
Entering or leaving No. 2 Track at Albion, Kimmell, Wawasee, Milford Jct., West Nappanee, Bremen, Garden, Walkerton, Tracy, Webster, Suman and McCool	35
Entering or leaving No. 1 Track at East Avilla	45

### 103.2 SPEED RESTRICTIONS

Table 102. Speed Restrictions

Between Location/Mile Post	Psgr. MPH		Other MPH
	EB	WB	
Auburn and Pine Jct. other than Passenger Trains	-	-	60
Auburn, BI124.9 and BI125.0 through turnout track	50	50	50
Auburn-East and West Industrial Tracks	10	10	10
BI126.08-CR 19 crossing	-	60	-
BI127.08-Taylor Road	70	70	-
Garrett-BI127.4 and BI128.2 No. 1 Track	20	20	20
BI127.4 and BI127.9 No. 2 Track	20	20	20
BI127.9 and BI128.2 No. 2 Track	15	15	15
BI128.2 and BI129.7	60	60	-
BI138.47-CR 500 East	60	60	-
BI142.75-CR 75 East Nos. 1 & 2	60	60	-
BI153.52-RT. 5	75	-	-
BI172.89 -CR 7	-	60	-
BI173.87-Main Street	70	70	-
BI181.96-SR 331 Nos. 1 & 2 Track	70	70	-
BI198.87-SR 23 Nos. 1 & 2 Track	60	60	-
Wellsboro-Over GTW and Wabash Sub. Crossings	40	40	40
BI214.47-CR 400 West Nos. 1 & 2 Track	60	60	60
BI216.39-CR 600 West No. 1 & 2 Track	65	65	-

Table 102. Speed Restrictions

Between Location/Mile Post	Psgr. MPH		Other MPH
	EB	WB	
BI220.44-SR 421	75	70	-
BI225.56-CR 400 East	65	65	-
BI230.66-Meridian Street Nos. 1 & 2 Track	65	65	-
BI232.20-CR 150 West Nos. 1 & 2 Track	65	65	-
BI232.72-CR 200 West Nos. 1 & 2 Track	65	65	-
BI234.78-McCool Road Nos. 1 & 2 Track	-	60	-
BI236.8 and BI236.9 Willow Creek Over Conrail Crossing	40	40	40
BI243.7 and BI243.8 East Gary Over Power Switch	60	60	-

Note:

1. EB-Eastbound Direction, WB-Westbound Direction
2. CR-County Road, SR-State Road

### 103.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

Table 103. Milepost Locations

BI140 and BI141	BI186 and BI187
BI229 and BI230	

### 104.0 EQUIPMENT RESTRICTIONS

1. 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
Auburn and Pine Jct.	Cars with gross weight exceeding 315,000 lbs.	Must not operate
Garrett Yard Tracks No. 10 and No. 13	6 axle units	Must not operate
Milford Jct: Maple Leaf Farms, Inc.	Cars longer than 64 ft	Must not operate
Alda- Midland Groceries Lead and Walker Williams Lumber	6 axle units	Must not operate
	All equipment	10 MPH

2. Restricted Equipment Rule 34 will apply at the following locations.



Garrett - No. 2 Track, between BI128 and BI128.1. Train and engine crews will determine from hazard graph or will be given message notifying them when their train contains any of these cars.

- Cars with rotating couplers moving in service between Curtis Yard, In. and Pittsburgh, Pa. are exempt from complying with Restricted Equipment Rule 121 on the Garrett and Willard Subdivisions.

### 105.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 105.58 DEFECT DETECTORS

Table 105. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ripley, IN. BI136.5	AD	North Side
Cromwell, IN. BI152.6	AD	North Side
Gravelton, IN. BI168.8	AD	North Side
Teegarden, IN. BI193.6	AD	No. 1 Track - North Side No. 2 Track - South Side
Webster, IN. BI218.5	AD	North Side
Miller, IN. BI242.2	AD	North Side

#### 105.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telex) machines as designated below:

Table 106. Train Bulletin and Release Form

Station	Location	Trains
Barr Yard	Crew Room Yard Office	Originating
Bedford Park	Yard Office	Originating
Clearing Yard	Greenhouse	Originating
Bensenville/ Schiller Park	Howard Johnson	Originating (See Note)
Garrett	Yard Office	Originating

Crews that do not receive a Train Bulletin and Release Form when reporting for duty (as instructed above) will promptly contact the CSX Train Dispatcher.

#### Note

- Trains operating east of Pine Junction to the Detroit Division will receive CONRAIL Bulletins at Calumet Tower.

#### 105.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### 1. Railroad Crossings At Grade

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 107. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Milford Jct.	Conrail	Remote	234 B(1) Note 1
Walkerton	NS	Remote	234 B(1) Note 1
Wellsboro	GTW & CSX	Remote	234 B(1) Note 2
Willow Creek	Conrail	Auto- matic	234 B(1) Note 3

#### Note: 1. Milford Jct. and Walkerton

When absolute signal governing movement over these crossings displays "STOP" aspect (Rule C-292), after contacting CSX train dispatcher, conductor, or engineer will:

Determine Conrail or NS train or engine is not fouling or approaching crossing;

Pass signal at least 30 feet but DO NOT FOUL crossing; Wait five minutes, and;

Proceed, in accordance with Rule 233.

#### Note: 2. Wellsboro - GTW and Wabash Subdivision

When absolute signal governing movement over crossings displays "STOP" aspect (Rule C-292), after securing permission of CSX train dispatcher, conductor or engineer will:

Determine GTW or Wabash Subdivision train or engine is not fouling or approaching crossing;

Depress emergency release button located on CSX instrument house;

Signal should display aspect to PROCEED. If signal does not display aspect to PROCEED;

Conductor or engineer will obtain permission to proceed from CSX train dispatcher.

CSX train dispatcher will not permit movements which must cross GTW and Wabash Subdivision without first having knowledge of possible conflicting movements.

If no conflicting movement is apparent;

Engine or lead car will pass "STOP" signal at least 30 feet but Not Foul crossing;

Wait five minutes and;

Proceed, in accordance with Rule 233.

#### Note: 3. Willow Creek - Conrail

Time out and reclearing circuits are provided for eastward and westward trains. Eastward trains using more than 12 minutes between Signal No. 2414 and EAS Willow Creek; and westward trains using more than 9 minutes between Signal No. 2325 on No. 2 Main Track or Signal No. 2323 on No. 1 Main Track and WAS Willow Creek; can expect absolute signals to display "STOP" aspect; Rule C-292. When "STOP" aspect is displayed on absolute signal governing movements over Conrail crossing and no conflicting movement is apparent, conductor or engineer will:

Observe lights in Emergency Release Box located in northwest quadrant of crossing;

If RED light is illuminated, depress pushbutton for three seconds.

If RED light is not illuminated;

Secure permission of Conrail train dispatcher to operate pushbutton;

If communication is not available trains MUST wait five minutes after stopping then depress pushbutton for three seconds;

When white light illuminates train may proceed;

If white light does not illuminate four minutes after depressing pushbutton;

Pass signal at least 30 feet but not foul crossing;

Wait five minutes and proceed in accordance with Rule 233.

#### 105.100 HIGHWAY AND STREET CROSSINGS

**Auburn - 7th.St.** Movement on run-around track must stop within 70 feet, but clear of crossing, until highway traffic control device has functioned for at least 20 seconds and highway is clear of traffic. If automatic crossing device fails to function, crew member must protect highway traffic. Apparatus is provided to manually interrupt operation of automatic crossing device for movement on industrial road.

**Auburn - 11th St.** Trains and engines on other than Main Track Auburn Spur will stop and crew member will provide protection for vehicular traffic before moving over crossings.

#### 105.104 HAND-OPERATED SWITCHES

**Wellsboro - West** switch of loop track will be left lined for thoroughfare track when not in use.

#### 105.105 USE OF SPECIFIED TRACKS

Loop Track, Wellsboro, In. - Do not exceed 5 mph.

#### 105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 108. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Garrett-YM	Contin- uous	08	Terminal
Cromwell - TD Tee Garden - TD Suman - TD Portage - TD	Contin- uous	08 08 08 08	Wayside

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

SC Train Dispatcher radio channel is 12.

SC Train Dispatcher telephone No. is 1-800-854-5708.

## 106.0 MISCELLANEOUS INSTRUCTIONS

### 1. Centralized train dispatching "Control Points"

The Centralized train dispatching system in Jacksonville utilizes "Control Points" to identify specific on ground locations and visually displays those points on the dispatcher's screen. The system does not utilize Mile Post locations for train control and therefore does not display them. Field personnel may expedite communications with the dispatcher through the use of "Control Point" identification rather than Mile Post identification.

"Control Points" on Garrett Subdivision are:

Auburn	Milford	Wellsboro
Garrett	West Nappanee	Webster
Avilla	Bremen	Suman
Albion	Garden	McCool
Kimmell	Walkerton	East Gary
Wawasee	Tracy	East end Curtis

### NOTES:

## 110.0 HENDERSON SUBDIVISION-HE

### 111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)	
H321.3		Hybrd		
H317.5		3.8		
3058		4.7		
H312.8		4.7	Henderson	5460
3061-62-63			11.5	
H301.3			Robards	6967
3065-66			8.6	
H292.7			Breton	4253
3067-68			10.6	
H282.1			Hanson	4899
3071-72			4.1	
H278.0			Arklow	
3073			1.5	
H276.5			Trident	
3074			1.1	
H275.4			Madisonville	
			4.2	
H271.2			Earlington	
3078-3081			3.3	
H267.9			Morton	
3083-3084			3.7	
H264.2			Nortonville	8547
3085-86-87			10.9	
H253.3			Crofton	6762
3088-91			5.7	
H247.6			Kelly	5457
3092-93			6.8	
H240.8			Latham	4884
3094-95			1.3	
H239.5			Hopkinsville	
3096			4.7	
H234.8			Casky	7928
3097-98			11.5	
H223.3		Trenton	6582	
3101-02		6.3		
H217.0		Moore		
3103		1.2		
H215.8		Guthrie		
3104		1.4		
H214.4		Ace		
3105		10.0		
H204.4		Cedar Hill	5542	
3106-07		11.3		

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
H193.1		Courtland	9551
3108-11		12.6	
H180.5		Goodlettsville	5729
3112-13		3.7	
H176.8		Amqui	
3114			

**144.5 MILES  
HYBRID TO AMQUI**

#### EARLINGTON CUT-OFF

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
HC276.8		Arklow	6912
HC275.1		1.7	
HC273.2		Atkinson	
		1.9	
HC267.9		East Diamond	
		5.3	
		Morton	

**8.9 MILES  
ARKLOW TO MORTON**

#### MH&E BRANCH

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
HE114.3		Kronos	
HE119.3		5.0	
HE131.5		Mooman	
		12.2	
HE138.5		Newcoal	
		7.0	
		Atkinson	

**24.3 MILES  
KRONOS TO ATKINSON**

## 112.2 DTC BLOCK LIMITS

Between Atkinson And Dotiki Jct.

## MORGANFIELD BRANCH

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)	
MF298.3		Dotiki Mine 1.4		
MF-MB 296.9		Dotiki Jct. 2.8		
MB294.1		Diamond Jct. 2.3		
MB291.8		Providence 3.0		
MB288.8		Providence No 1 0.4		
MB288.4		Shamrock Jct. 5.6		
MB282.8		Colonial Jct. 5.0		
MB277.8		Como Jct. 2.0		
MB275.8		Trident 0.5		
OMB275.3		Atkinson		
<b>23.0 MILES DOTIKI MINE TO ATKINSON</b>				

### 111.1 DIAGRAM CROSS-REFERENCE

Table 109. Diagram Cross-Reference

Subdivision	Division	Page
Evansville Terminal	Chicago	37
LH&STL	Louisville	TTSI
O&N	Chicago	75

## 112.0 METHOD OF OPERATION

### 112.1 AUTHORITY FOR MOVEMENT

Table 110. Authority for Movement

Between Location/Mile Post	Rules
H321.3 and H317.5	265-273(93)
H317.5 and H176.8	265-273
<b>MH&amp;E Branch:</b> HE138.5 and HE110.5 (End of Track)	120-132
<b>Morganfield Branch:</b> MB275.3 and MF298.3	120-132

Table 111. DTC Block Limits

Between Location/Mile Post	Block Names
<b>MH&amp;E Branch:</b> Atkinson HE138.3 and HE132.5	Atkinson
HE132.5 and Moorman HE118.8	Moorman
Moorman HE118.8 and Kronos HE114.3	Kronos
Kronos HE114.3 and Alston HE110.5 (End of Track)	Alston
<b>Morganfield Branch:</b> South Yard Limit Sign Trident MB276.3 and Colonial MB282.8	Trident
Switch at Colonial MB282.8 MB290.0 Providence	Hibbs
MB290.0 Providence and Switch at Diamond Junction MB294.1	Providence
Switch at Diamond Junction MB294.1 and MF298.3	Diamond Junction

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

Table 112 (Page 1 of 2). Suspension of Signal System-  
(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
H317.6 FS Tower and H311.9 South Switch Henderson	Henderson
H311.9 South Switch Henderson and H300.7 South Switch Robards	Robards
H300.7 South Switch Robards and H292.2 South Switch Breton	Breton
H292.2 South Switch Breton and H278.1 Arklow	Arklow
H267.9 Middle Morton and H264.3 South Switch Nortonville	Nortonville
H264.3 South Switch Nortonville and H252.6 South Switch Crofton	Crofton
H252.6 South Switch Crofton and H240.3 South Switch Latham	Latham
H240.3 South Switch Latham and H233.8 South Switch Casky	Hoptown
H233.8 South Switch Casky and H222.7 South Switch Trenton	Pembroke
H222.7 South Switch Trenton and H217.1 Moore	Moore
H214.4 Ace and H203.8 South Switch Cedar Hill	Cedar
H203.8 South Switch Cedar Hill and H191.6 South Switch Courtland	Courtland

Table 112 (Page 2 of 2). Suspension of Signal System (and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
H191.6 South Switch Courtland and H176.9 Switch Amqui	Amqui

Note: Yard Limits (93) will be placed in effect between:

1. H321.3 and H317.6
2. H278.1 Arklow and H267.9 Middle Morton
3. H217.1 Moore and H214.4 Ace

### 113.0 SPEEDS

#### 113.1 MAXIMUM AUTHORIZED SPEED

Table 113. Maximum Authorized Speed

Between Location/Mile Post	MPH
Amqui and Hybrid	60
Earlington Cutoff - Morton and Arklow	50
MH&E Branch	40
Morganfield Branch	40

#### 113.2 SPEED RESTRICTIONS

# Restriction applies to head end only

Table 114. Speed Restrictions

Between Location/Mile Post	MPH
H176.8 and H184.5	50
H184.5 and H190.0	35
H190.0 and H196.0	50
H238.5 and H240.0	25
H240.0 and H246.7	45
H246.7 and H250.4	50
H250.4 and H250.7	45
H250.7 and H255.0	50
H255.0 and H263.0	45
H263.0 and H263.9	40
H263.9 and H264.2	25
H264.2 and H265.1	40
H265.1 and H274.9	45
#H274.9 and H276.2 Head End Only	20
H276.2 and H284.9	50
H292.3 and H292.8	55
H295.9 and H296.9	40
H311.9 and H312.7	50
H312.7 and H313.2	40
H313.2 and H321.3	50
<b>Between Morton and Arklow</b>	
HC267.8 and HC268.5	25
HC274.7 and HC275.9	20

Table 114. Speed Restrictions

Between Location/Mile Post	MPH
<b>Morganfield Branch:</b>	
MB 291.1 and MB292.0	25

Note:

1. Trains must not exceed 20 MPH on that portion of west siding Henderson North of Henderson Lead, H312.4 and North Henderson, H313.0, which is in traffic control system and TCS rules are in effect.
2. Breton Siding - 10 MPH between H292.3 and H293.0.
3. Anaconda Spur - 10 MPH between H299.7 and end of track.
4. Trains using crossovers at Hybrid Inn, H321.3 must not exceed 10 MPH.

#### 113.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

Table 115. Engine Speed Indicators and Odometers

H178 and H179	H260 and H261	H308 and H309
H179 and H180	H261 and H262	H309 and H310
H180 and H181	H262 and H263	H310 and H311

Morganfield Branch:

Table 116. Engine Speed Indicators and Odometers

MB279 and MB280	MB280 and MB281	MB281 and MB282
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MH&E Branch:

Table 117. Engine Speed Indicators and Odometers

HE134 and HE135	HE135 and HE136	HE136 and HE137
-----------------	-----------------	-----------------

### 114.0 EQUIPMENT RESTRICTIONS

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

Table 118 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Team House, Industrial, Scale and Mine Spurs	6-Axle Engines	Must not operate on, except may operate to Cimarron, Dotiki, Providence No. 1 Mines and Tradewater RR.
East Diamond Spur & Cimarron Spur	4-Axle Engines 6-Axle Wreckers Locomotive Cranes	10 MPH

Table 118 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Bernard Spur	Cars with gross weight exceeding 263,000 lbs.	Must not operate on
	4-Axle wreckers 6-Axle Wreckers Locomotive Cranes	10 MPH
	6-Axle Engines	Must not operate
Bridge HE116.3	All equipment	10 MPH
Big Rivers Elec./ D.B.Wilson Power Plant HE114.3	Engines	Must not operate over retarders account of low clearance with fuel tanks
	6-Axle Engines	Must not operate
Pee Vee Spur	Engines or Equipment	10 MPH
	Engines or Equipment	10 MPH
Atkinson Yard	Engines or Equipment	10 MPH
Guthrie Yard	Engines or Equipment	10 MPH

### 115.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 115.36 SPRING SWITCHES

Table 119. Spring Switches

Location	End Location	Normal Position
MH&E Branch	MH&E Turnout Approx. 300 ft. East of Diamond	For MH&E Branch Southbound

#### 115.58 DEFECT DETECTORS

Table 120. Defect Detectors

Mile Post/ Location	Type	Location of indicators/ Personnel Reading Charts
Robards, KY. H304.2	AD	West Side
Hanson, KY. H283.6	AD	West Side
Romney, KY. H262.0	AD	West Side
Crofton, KY H254.0	ADD	West Side
Kelly, KY H246.9	ADD	East Side
Casky, KY. H236.5	AD	East Side
Ace, TN H214.4	ADD	West Side
Sadlers, TN. H212.2	AD	West Side
Cedar Hill, TN H203.6	ADD	East Side

Table 120. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Courtland, TN. H194.2	AD	West Side

#### 115.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

Table 121. Train Bulletin and Release Form

Station	Location	Trains
Howell	Crew Room	Southward
Atkinson	Yard Office	Originating
Guthrie	Yard Office	Originating
Radnor	Bowl	Northward
Melrose	Crew room	Originating
Kayne	Tower	Northward

Note: Crews that do not receive train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

#### 115.93 YARD LIMITS

##### Howell Yard

1. Train and OTE movements are under the authority and jurisdiction of the yardmaster at Howell Tower between FS Tower and Barker Avenue- Claremont Avenue.
  - a) All southward trains will contact yardmaster Howell Tower for instructions before passing North Harwood.
  - b) All northward trains will contact yardmaster Howell Tower for instructions before passing F.S. Tower.
  - c) Southward trains from St. Louis Subdivision will contact yardmaster Howell Tower for instructions before passing south end Belknap.
2. When authority is granted for movement against the current of traffic such authority must be copied and repeated by crew member receiving such authority. This authority must include name of yardmaster and time granted.

**115.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Drawbridges**

Table 122. Drawbridges

Station	River
Smallhaus, KY HE116.4	Green river.

Note: Protected by "Stop" signs, gate and derails:

- All trains will approach drawbridge at Smallhaus, KY, HE116.4, at Controlled Speed, stopping at "Stop" boards located on north and south ends of this drawbridge, will proceed only at "Restricted Speed" across bridge when it is known the track is properly lined for the movement.
- When the span is open for boats, stop gates will be placed across the tracks, 130 feet from draw span on each side, and in addition hand-throw derails, with indicating target on the rails approximately 100 feet on each side of bridge approach.

**2. Railroad Crossings At Grade**

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 123. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Nortonville, H264.2	P&L	Automatic	234-B(3) Note 1
Trident, H276.5, (Morganfield Branch) and MB275.9 (Henderson Sub)	CSX	Remote (AR Dispr)	234B(2)
Moorman, HE 119.2 (MH&E Branch)	CSX	Gate Note 2	98-C

Note:

- Due to the phase out of the L&N switch key and replacement by the CSX switch key, a new box is mounted on the North side of the P&L signal bungalow, located between the P&L and CSX control boxes. The new box can be opened with a CSX switch key. The new box contains a L&N switch key to be used to open and operate the Emergency Release control box per operating Rule 234-B(3).
- Normal position of gate will be locked across O&N main track on North side of crossing.

**115.100 HIGHWAY AND STREET CROSSINGS**

**HIGHWAY CROSSING WARNING**

Table 124. Highway Crossing Warning

Location	Crossing	Milepost	Tracks
Hopkinsville, Ky	17th Street	H239.22	Main Line and Siding

The following highway grade crossings protected by flashing lights or gates must not be fouled until it is known that flashers have been operated for at least twenty (20) seconds or gates have been lowered.

If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

**Scale Track, Hopkinsville, KY.**

- 1st Street Crossing - MP H239.9
- 2nd Street Crossing - MP H239.8
- 4th Street Crossing - MP H239.7
- 5th Street Crossing - MP H239.6

**Brick Yard Track**

- 14th Street Crossing - MP H239.3
- 17th Street Crossing - MP H239.2

**115.103 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 the engines.

Northward trains setting off cars at Goodlettsville will set off in the Tappan track (Space Park North) and will not set off on the Malone & Hyde track.

**115.104 SWITCHES**

**1. Hand-Operated Switches**

The switch on turnout from O&N SD, located approximately 1159 feet north of D-186, Moorman, Kentucky will be lined reverse for northward movement through turnout to MH&E Branch.

**115.105 USE OF SPECIFIED TRACKS LOCATION OR TRACKS INSTRUCTIONS**

Trains must not exceed 10 MPH on the following tracks:

- East Diamond Spur
- Cimarron Mine spur
- Bernard Spur
- Pee Vee Spur

**115.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 84.

Table 125 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Atkinson-TD	Continuous	84	Wayside
Pembroke-TD H230.0	Continuous	84	Wayside
Greenbrier-TD H189.0	Continuous	84	Wayside
Atkinson	Continuous EX Sat & Sun 0001-0700 Sat	84 84	Terminal
Providence-TD	Continuous	84	Wayside

Table 125 (Page 2 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Moorman-TD	Continuous	84	Wayside

Note: SA Train Dispatcher call-in No. is 8.

SA Train Dispatcher radio channel is 58.

SA Train Dispatcher telephone No. is 1-800-435-2216.

**NOTES:**

**116.0 MISCELLANEOUS INSTRUCTIONS**

1. The three former IC tracks located at CSX MB 291.1, are designated for the delivery and receipt of interchange between the CSX and Tradewater Railroad.
2. Wilson Power Plant, MP HE 115.0, on MH&E Branch has a 2 unit signal equipped to display red and green covering movement in and out of plant. When signal is "Red" - gate is closed. When signal is "Green" - gate is open. Starter for approaches are about 200 feet from signal. If signal stays "Red", train must stop before reaching gate. Gate will automatically close after train movement goes by gate and is off circuit controlling the starter.
3. P&L trains operating between East Diamond and Atkinson will receive permission from CSX train dispatcher to enter main track at East Diamond and proceed on signal indication. P&L crews will receive release form at Princeton, KY.

**4. Centralized train dispatching "Control Points"**

The Centralized train dispatching system in Jacksonville utilizes "Control Points" to identify specific on ground locations and visually displays those points on the dispatcher's screen. The system does not utilize Mile Post locations for train control and therefore does not display them. Field personnel may expedite communications with the dispatcher through the use of "Control Point" identification rather than Mile Post identification.

**NOTES:**



## 120.0 LAKE SUBDIVISION-LA

### 121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BIA248.8		Pine Jct.	
BIA249.4		0.6 Buff	
BIA251.3		1.9 Indiana Harbor	
BIA251.9		0.6 Hick	
BIA254.5		2.6 Whiting	
BIA257.3		2.8 100th St.	
BIA257.6		0.3 End Of Track	
<b>0.6 MILE PINE JCT. TO BUFF</b> <b>5.7 MILES HICK TO END OF TRACK</b>			

#### 121.1 DIAGRAM CROSS-REFERENCE

Table 126. Diagram Cross-Reference

Subdivision	Division	Page
Barr	Chicago	5
Garrett	Chicago	41

### 122.0 METHOD OF OPERATION

#### 122.1 AUTHORITY FOR MOVEMENT

Table 127. Authority for Movement

Between Location/Mile Post	Rules
Pine Jct.	255-259 (93)
Pine Jct. and Buff	265-271 (93)
Buff and Hick	Conrail Rules
Hick and Whiting	D-251 (93)
Whiting	255-259(93)
Whiting and End of Track	D-251(93)

### 123.0 SPEEDS

#### 123.1 MAXIMUM AUTHORIZED SPEED

Table 128. Maximum Authorized Speed

Between Location/Mile Post	MPH
Pine Jct. and CR Tower.	25

### 123.2 SPEED RESTRICTIONS

Table 129. Speed Restrictions

Between Location/Mile Post	MPH
Pine Junction and Buff	20
- Other than Main tracks	10

### 125.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 130. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Indiana Harbor	EJE	See Note 1.	234-B

Note 1. When "STOP" aspect (Rule C-292) is displayed by absolute signal governing movement over EJ&E Crossing, conductor or engineer will:

Determine EJE traffic is NOT FOULING or approaching crossing;

Press CSX pushbutton mounted in box on side of relay house until indicator light is illuminated;

Wait 2 minutes, light should extinguish and signal should display aspect to proceed;

If signal does not display aspect to proceed and no trains are approaching on EJE tracks;

Proceed in accordance with Rule 233.

Whenever movement has been made through interlocker and a reverse move is necessary to recouple cars left on circuit, crew member must push button located on signal to obtain signal.

#### 125.100 HIGHWAY AND STREET CROSSINGS

Due to rusty rail conditions on all tracks trains must approach railroad/highway grade crossings at locations protected by flasher lights and/or gates prepared to stop and must not foul crossing unless it is known that the warning devices have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

#### 125.104 SWITCHES

The normal position of main track switches at 100th Street crossover MP BIA257.3 is for crossover movement only from No. 2 track to No. 1 track (east crossover) and from No. 1 track to running track (west crossover) leading to Chicago Short Line Yard (CSL). The east switch of each crossover is lined and spiked for crossover movement only.

### 125.105 USE OF SPECIFIED TRACKS

Rules 243-247 are in effect between absolute signals, EJE Crossing - Indian Harbor.

### 125.D-151-A.MOVEMENT AGAINST THE CURRENT OF TRAFFIC

Trains may operate against the current of traffic on verbal permission of the CSX train dispatcher.

### 125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 131. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Barr Yard-TD	Continuous	08	Wayside

Note: Barr Train Dispatcher call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 1-708-201-5222. or 708-201-5188.

### 126.0 MISCELLANEOUS INSTRUCTIONS

#### 1. MAXIMUM HEIGHTS AND WIDTHS TABLES

##### a) MAXIMUM HEIGHT TABLE

Table 132. Maximum Height

Location	Maximum Height
Pine Junction EJE Overhead Main Track	20'2"
Indiana Harbor Overhead Viaduct	21'0"

##### b) MAXIMUM WIDTHS AT VARIOUS HEIGHTS TABLE

Table 133. Maximum Widths at Various Heights

Height Above Rail	Width
17'0"	11'6"
5'6"	11'6"
4'6"	10'8"
3'6"	10'6"
2'0"	10'4"

Any shipments exceeding above dimensions must be cleared with the Clearance Bureau.

### NOTES:

### NOTES:

## 130.0 MEMPHIS SUBDIVISION-MP

### 131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
N94.5		Bruceton	
F263.2		McKenzie	
F270.2		Trezevant	8965
F283.3		Milan	3960
F294.7		Humboldt	2695
F306.7		Bells	1980
F317.8		Brownsville	8965
F340.5		Mason	1210
F351.4		Arlington	1980
F365.5		Bartlett	2330
F370.5		Leewood	
<b>129.5 MILES BRUCETON TO LEEWOOD</b>			

#### ROSE HILL TO BURKITT

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
NG140.3		Rose Hill	
NG144.3		Jackson	
NG148.3		Burkitt	
<b>8.0 MILES ROSE HILL TO BURKITT</b>			

#### DRESDEN TO MCKENZIE

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ND131.3		Dresden	
ND124.5		Gleason	1680
N116.6		McKenzie	1760
<b>14.6 MILES DRESDEN TO MCKENZIE</b>			

### 131.2 ADDITIONAL STATIONS

Table 134. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Galloway	F348.0	6	North
Hico	N112.0	15	North

### 132.0 METHOD OF OPERATION

#### 132.1 AUTHORITY FOR MOVEMENT

Table 135. Authority for Movement

Between Location/Mile Post	Rules
N96.8 and F368.8	120-132
F368.8 and Leewood	93 See Note 1 & 2
<b>Dresden Branch</b>	
ND116.6 and ND129.6	120-132
<b>Cordova Branch</b>	
NI210.6 and N 222.0	S-146

#### Notes:

1. Permission must be obtained from the "Operator Leewood" 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.

Table

Between Location/Mile Post	Block Names
N96.8 and N105.0	Huntingdon
N105.0 and N112.0	Hico
N116.9 and F270.3	Carroll
F270.3 and F271.9	Trezevant
F271.9 and F282.4	Milan
F282.4 and F289.2	Gibson
F289.2 and F295.2	Humboldt
F295.2 and F307.2	Bells
F307.2 and F316.2	Haywood
F316.2 and F317.8	Brownsville
F317.8 and F332.0	Stanton
F332.0 and F340.9	Mason
F340.9 and F351.5	Arlington
F351.5 and F365.8	Bartlett
F365.8 and F368.8	Leewood
<b>Between McKenzie And Dresden</b>	
ND116.6 and ND125.0	Gleason
ND125.0 and ND129.6	Dresden

### 132.4 INDUSTRIAL SPUR OPERATION

#### Cordova Branch

From NI210.6 to NI222.0.

### 133.0 SPEEDS

#### 133.1 MAXIMUM AUTHORIZED SPEED

Table 137. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bruceston and Leewood	49
McKenzie and Dresden (Dresden Branch)	25
Aulon and Cordova (Cordova Branch)	25
All tracks within limits of Leewood Terminal except main track between Aulon and Leewood	10

#### 133.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 138. Speed Restrictions

Between Location/Mile Post	MPH
<b>N102.1 and N103.6 (See Note)</b>	<b>35</b>
<b>N103.6 and N105.7</b>	<b>25</b>
<b>N105.7 and N106.0 (See Note)</b>	<b>35</b>
<b>N115.5 and N116.7</b>	<b>25</b>
<b>N116.7 and F263.4</b>	<b>20</b>
<b>F272.3 and F274.0</b>	<b>35</b>
<b>F282.7 and F283.3 (See Note)</b>	<b>35</b>
<b>F283.3 over NS Crossing</b>	<b>25</b>
<b>F283.4 and F283.8 (See Note)</b>	<b>35</b>
<b>F289.0 (see note)</b>	<b>40</b>
<b>F294.6 WTRR Crossing</b>	<b>30</b>
<b>F294.2 Highway 45 Crossing</b>	<b>30</b>
<b>F306.0 and F306.7</b>	<b>40</b>
<b>F317.7 and F319.6</b>	<b>30</b>
<b>F340.4</b>	<b>35</b>
<b>F361.5 and F366.1 (See Note)</b>	<b>30</b>
<b>F366.1 and Leewood Yard</b>	<b>30</b>

Note: Applies only until movement occupies final crossing.

#### 133.8 ENGINE SPEED INDICATORS AND ODOMETERS

Table 139. Milepost Locations

N96.0 and N97.0	F368.0 and F367.0
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### 134.0 EQUIPMENT RESTRICTIONS

Table 140. Equipment Restrictions

Location	Equipment	Restriction
Bruceston to Leewood	4- & 6-Axle Wreckers	35 MPH
Aulon to NI211.0 McKenzie to Dresden	Locomotive Cranes	25 MPH
Leewood to Aulon	Locomotive cranes	25 MPH
McKenzie to Dresden	6-Axle Engines	Must not operate
NI225.3 and NI225.4	Loaded 38 feet 1 inch long, 100 ton aggregate hopper cars, including VULX 9101-9190 and SOU 100300-102099 and 103300-103999	10 MPH

### 135.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 135.36 SPRING SWITCHES

Table 141. Spring Switches

Location	Normal Position
South Trezevant F272.2	For Main Track
South Brownsville F317.8	For Main Track

#### 135.58 DEFECT DETECTORS

Table 142. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Huntingdon, TN N103.8	AD	West side
Jarrell, TN F268.6	AD	East side
Gibson, TN F288.3	AD	East side
Jones, TN F309.6	AD	East side
Stanton, TN F333.1	AD	East side
Arlington, TN F352.1	AD	East side

#### 135.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### 1. Railroad Crossings At Grade

Table 143 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Milan (Note 1)	NS	Automatic	234-B(3)
Humboldt (Note 2)	WTRR	Stop Signs	98-F

Table 143 (Page 2 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Aulon	ICG	Remotely Controlled	234-B(2)
Leewood	ICG	Remotely	234-B(2)
Leewood	MP	Gate	98-C
3rd St. Leewood	ICG	Gate	98-C
Aulon	MP	Remotely	234-B(2)
K.C. Junction	NS	Stop Signs	98-F

**Note:**

1. The regular circuit extends only from the controlled signal governing southward movement 150 feet north (between Main Street and controlled signal). Therefore, when southward trains are stopped by a "STOP" signal at this crossing, the leading end of the train must be stopped not more than 150 feet from the stop signal and remain at that location during the time release interval.
2. Stop signs have been installed at Humboldt on the WTRR. All trains will approach this crossing prepared to stop and will be governed as follows:
  - a) CSX trains will approach the WTRR crossing at Humboldt prepared to stop unless the crossing is known to be clear. If the crossing is occupied, CSX trains may proceed as soon as the crossing is cleared.
  - b) WTRR trains must stop at the stop sign, located 150 feet from the crossing, before fouling the crossing and determine that no CSX trains are fouling or approaching the crossing. After stopping and determining that no CSX trains are fouling or approaching the crossing the WTRR train may proceed.

**135.100 ROAD CROSSINGS AT GRADE**

**Milan** -Highway crossing gates and signals are slow to operate for trains at Highway 45, Williamson Street, and Kefauver Drive. Crews must be especially watchful to see that crossing signals are working properly before fouling these crossings.

**Memphis** - Trains approaching Bayless (North Highland) Avenue, north end Leewood Yard, must not exceed a speed of 7 MPH over crossing, until engine or cars have blocked the crossing.

**135.105 USE OF SPECIFIED TRACKS**

Table 144. Use of Specified Track

Location or Tracks	Instructions
Jackson Branch	Between Burkitt NG148.3 and Rose Hill NG140.3. Trains will not exceed 10 MPH.

**135.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 84.

AH Train Dispatcher call-in No. is 6.

AH Train Dispatcher radio channel is 94.

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

**136.0 MISCELLANEOUS INSTRUCTIONS**

1. **JACKSON** Bridge 144.5 (NS) will not clear man on side of car. Overhead clearance 16 feet 19 inches. Bridge 143.9 (NS) will not clear man on side of car. Overhead clearance 16 feet 6 inches.

**2. MEMPHIS TERMINAL**

- a) The limits of Memphis Terminal extend between north yard limit sign Leewood F368.8 and Memphis (Kentucky St.).

- b) Rules D-251 and 93 are in effect between Leewood and Aulon and trains will not exceed speed of 30 MPH when moving with the current of traffic. The current of traffic is: #1 Track - Southward; #2 Track - Northward. Operator at "RS" must give permission to move against the current of traffic between Leewood and Aulon. #2 Track between Aulon and KC Junction is designated as Track 103. #1 Track between Aulon and KC Junction is designated as Track 102.

The former main track between KC Junction and Kentucky Street is designated as track 101. Tracks 101, 102 and 103 are classified as other than main tracks. Rule 105 governs movements on these tracks with the following exceptions:

- 1) Trains will not exceed 10 MPH.
- 2) Train movements on these tracks will be made in either direction upon the verbal authority of the operator at "RS" (company or bell phone), except a southward movement from Aulon on tracks 102 or 103 may be made without verbal authority when signal governing movements from Aulon displays an indication authorizing train to proceed. The operator at "RS" will maintain records of movements on tracks 101, 102 and 103 on the prescribed form.
- c) CSX trains will use NS Railway westward main track adjacent to CSX track between the point of crossover, just south of KC Junction, from CSX track to NS Railway westward main track at KC Junction, and crossover just south of Third Street from NS Railway main track to CSX track.
- d) It will be the responsibility of the conductor or yard foreman on any train or engine desiring to use westward main track over the NS Railway between KC Junction and crossover just south of Third Street from NS Railway to CSX to first obtain authority from the NS Railway yardmaster at Forrest Yard to do so. Authority may be obtained either by radio or telephone.
- e) All trains and engines must approach all switches between KC Junction and Kentucky Street on both CSX and NS Railway tracks expecting to find them lined against their movement. The switches will have no normal position and may be left as last used.

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**NOTES:**

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- f) Trains or engines using NS Railway westward main track between KC Junction and crossover just south of Third Street will move at a speed that will permit stopping within one-half range of vision.
- g) Movements against the current of traffic on NS Railway westward main track between KC Junction and crossover just south of Third Street will be made without flag protection after provision for the movement has been made with the NS Railway yardmaster at Forrest yard
- h) City ordinance prohibits the use of engine whistle, except when required by State Statute. This does not prohibit the sounding of whistle of moderate volume at dangerous crossings where necessary to halt traffic or to prevent accidents. The engine bell must be rung at all crossings.

**3. Phone Numbers**

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**Table 145. Phone Numbers**

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Location/Person	Company	Bell
Dispatcher	8-388-2735	904-381-2735

Dispatcher wire from Nashville: 2512 or 2511

- 4. Any car arriving Leewood Yard, Memphis, Tennessee that is detected as being over height (19' 2") must be set out and returned to the delivering carrier for adjustment.

RS operator must monitor height detector for cars in excess of height requirements and give prompt handling when required.

No car will be accepted in interchange that measures over 19' 2" and operator, in addition to having car set out for return to delivering carrier, will provide a message to their immediate supervisor of any car detected and set out.

- 5. Train R532 operating from origin at IC Yard Memphis and train Q536 operating from origin at BN Yard Memphis, to CSX Leewood Yard, Memphis, Tn., are exempt from having CSXT paper work documentation and will operate with existing documentation received from IC Railroad at Johnston Yard and BN Railroad at Tennessee Yard to CSX Leewood Yard.

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**NOTES:**

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## 140.0 MONON SUBDIVISION-M0

### 141.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
	TO BRC		
	END OF TRACK	Chicago Via CR Yd Ctr Via GTW	
Q25.8	GTW	Maynard 2.1	
Q27.6	CR EJE	Dyer 1.4	
Q29.0	CR	Dyer Siding 15.8	2665
Q44.8		Lowell 11.7	
Q56.5	CR	Rose Lawn 11.6	4095
Q68.1		Surrey 5.0	5415
Q73.1		Rensselaer 15.3	
Q88.4	MONON YDS	Monon 7.4	
Q95.8	ATSF	Reynolds 10.4	3600
Q106.2		Brookston 4.0	5470
Q110.2		Ash Grove 7.9	
Q118.1	LAFAYETTE YD	Lafayette 2.0	
Q120.1	LAF. YDS NS	Lafayette Pgr Sta 1.4	
Q121.5		Lafayette Jct. 15.5	5470
Q137.0		Linden 11.4	6790
Q148.4	CR	Ames 3.8	5360
Q152.2		NUCOR Steel 5.0	
Q162.2		Roachdale 15.6	3930
Q177.8	CR	Greencastle 2.8	6075
Q180.6		Cement 9.4	2510
Q190.0	END OF TRACK	Cloverdale	
<b>164.2 MILES MAYNARD TO CLOVERDALE</b>			

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
Q213.4	END OF TRACK	Ellettsville 4.5	
Q217.9		Hunters 2.6	3270
Q220.5		McDoel	1492
<b>9.1 MILES ELLETTSVILLE TO S. MCDOEL</b>			

#### INDIANAPOLIS BRANCH

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
QA88.4	MEDARYVILLE SPUR	Monon 10.2	
QA98.0	MONON SD	Monticello TPW	
<b>9.6 MILES MONON TO MONTICELLO</b>			

#### INDIANAPOLIS BRANCH

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
QA88.4	MEDARYVILLE SPUR	Monon 10.2	
QA98.6	MONON SD	Monticello TPW	
QA110.4	NS	North Delphi 11.8	1345
QA112.2	END OF TRACK	Delphi 1.8	
<b>23.8 MILES MONON TO DELPHI</b>			

### 142.0 METHOD OF OPERATION

#### 142.1 AUTHORITY FOR MOVEMENT

Table 146 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Q25.8 and Q119.3	120-132 (243-247)
Q119.3 and Q119.4	255-259
Q119.4 and Q120.6	120-132 (243-247)
Q120.6 and Q120.7	255-259
Q120.7 and Q176.7	120-132 (243-247)

Table 146 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
Q176.7 and Q190.0	120-132
Q213.4 and Q222.5	120-132
<b>Indianapolis Branch</b>	
QA88.3 and QA98.0	120-132
<b>Medaryville Spur</b>	
QB1.0 and QB14.8	S-146

**142.2 DTC BLOCK LIMITS**

Table 147. DTC Block Limits

Between Location/Mile Post	Block Names
<b>Between Maynard And Lafayette</b>	
Q25.4 and Q30.4	Dyer
Q30.4 and Q45.5	Lowell
Q45.5 and Q68.2	Surrey
Q68.2 and Q86.1	Monon
Q86.1 and Q90.3	Junction
Q90.3 and Q102.2	Chalmers
Q102.2 and Q113.3	Brookston
Q113.3 and Q117.8	Duncan
Q117.8 and Q119.3	Shop
Q119.4 and Q120.6	Wabash
Q120.7 and Q124.0	Industry
<b>Between Lafayette and Greencastle</b>	
Q124.0 and Q136.9	Linden
Q136.9 and Q149.5	Ames
Q149.5 and Q163.0	Roachdale
Q163.0 and Q176.7	Greencastle
<b>Between Greencastle and McDoel</b>	
Q176.7 and Q180.0	Limedale
Q180.0 and Q190.0	Wallace Jct.
Q213.4 and Q222.5	McDoel
<b>Indianapolis Branch Between Monon and Delphi</b>	
QA88.3 and QA98.0	Delphi

**142.4 EXCEPTED TRACKS**

1. Medaryville Spur-QB0.0 and QB14.8

**143.0 SPEEDS**

**143.1 MAXIMUM AUTHORIZED SPEED**

Table 148. Maximum Authorized Speed

Between Location/Mile Post	MPH
MPQ25.8 and Ames	79
Ames and Greencastle	40
Greencastle and McDoel	25
Indianapolis Branch	25
Medaryville Spur	10

**143.2 SPEED RESTRICTIONS**

Table 149. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
MPQ25.8 and Ames: Intermodal Trains	-	60
Other than Passenger or Intermodal Trains	-	50
Q25.8 and Q28.8	50	50
Q28.8 and Q29.2	40	40
Q33.2 and Q33.6	60	50
Q39.0 and Q39.8	70	40
Q44.3 and Q45.1	50	30
Q45.1 and Q47.1	70	50
Q71.0 and Q71.2	70	50
Q72.3 and Q72.7	50	50
Q88.3 and Q88.5	15	15
Q95.7 and Q96.4	50	35
Q101.7 and Q102.2	65	40
Q106.0 and Q106.5	40	40
Q112.5 and Q113.3	45	40
Q117.0 and Q119.3	20	20
Q119.3 and Q120.7	40	40
Q120.7 and Q125.4	50	50
Q125.4 and Q126.4	40	40
Q144.6 and Q145.3	75	50
Q145.3 and Q147.3	50	50
Q147.3 and Q148.3	40	40
Q148.3 and Q190.0	-	25
All tracks other than main track	10	10

**143.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

Table 150. Engine Speed Indicators and Odometers

Q33 and Q34	Q127 and Q128
Q35 and Q36	
Q112 and Q113	
Q125 and Q126	
Q126 and Q127	



## 144.0 EQUIPMENT RESTRICTIONS

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

Table 151. Equipment Restrictions

Location	Equipment	Restriction
MPQ25.8 to McDoel	4-Axle Wrecker 6-Axle Wrecker	30 MPH
Fourth Street overpass at Lafayette and through CR overpass at Greencastle	Loaded tri-level cars of automobiles	10 MPH
Cement, IN Lone Star Track	6-Axle Engines	Must not operate on
Medaryville Wye	6-Axle Engines	Must not operate on
Medaryville Spur Monon to QB 15.0	Wreckers	10 MPH
Indianapolis Branch Monon to Monticello	Cars exceeding 263,000 lbs. gross weight	Must not operate on
	Wreckers	20 MPH

2. Car series NAXH 61200-61299 will be allowed to move in unit grain trains with heavy loading to 286,000 lb GWR at the speeds specified below. These cars will be identified with the (R) restriction code on the train documentation.

Monon Subdivision: 40 MPH

Except: 25 MPH between Q41.5 and Q44.4  
25 MPH between Q149.1 and Q152.6

3. Locomotive Restrictions: (TTSI item 1003.01 Exception (3) modified.)

The following industry tracks permit six axle locomotives to operate on:

Demeter Grain Elevator-Parr, Indiana

## 145.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 145.36 SPRING SWITCHES

The normal position for the following spring switches is for CSX Main Track.

Table 152. Spring Switches

Location	End Location	Normal Position
Rose Lawn	Both ends siding	CSX Main Track
Surrey	Both ends siding	CSX Main Track
Lafayette Junction	North end NS delivery track south end siding	CSX Main Track

Table 152. Spring Switches

Location	End Location	Normal Position
Linden	Both ends siding	CSX Main Track
Ames	South end siding	CSX Main Track
Roachdale	Both ends siding	CSX Main Track
Greencastle	North end siding	CSX Main Track
Hunters	North end siding	CSX Main Track
McDoel	North end Yard Switch Lead, South end Cassell track	CSX Main Track

### 1. Special Instructions For Spring Switch Signal

A dwarf signal displaying indications in accordance with Rule 290 or 292, of the Operating Rules located at the clearance point of a spring switch does not provide any block indications. When displaying a lunar indication train movement is permitted to the main track at restricted speed to the first signal providing block information. When displaying a stop indication the movement will be governed by Rule 244 and Rule 245.

2. Prior to making facing point movement over springs switches at locations listed below trains and on track equipment must stop and the switch must be examined to ensure that it is lined and secured for the movement to be made.

Greencastle

Hunters

McDoel

### 145.58 DEFECT DETECTORS

Table 153. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Cedar Lake, IN. Q36.8	AD	East Side
Thayer, IN. Q54.1	AD	West Side
Rensselaer, IN. Q75.0	AD	East Side
Monon, IN. Q92.8	AD	East Side
Battle Ground, IN Q113.3	AD	West Side
South Raub, IN Q130.6	AD	East Side
Crawfordsville, IN Q150.5	AD	West Side
Cary, IN. Q172.4	AD	East Side
Woods, IN. Q214.0	AD	West Side

**145.83-A TRAIN BULLETIN AND RELEASE FORM**

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

**Table 154. Train Bulletin and Release Form**

Station	Location	Trains
Barr Yard	Crew Room Yard Office	Originating
Monon	Crew Room	Originating
Lafayette	Crew Room	Originating
McDoel	Yard Office	Originating
Crawfordsville	Crew Room	Originating
Indianapolis	State St. Yard Office	Originating

**Note:**

Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

1. Amtrak and Conrail trains originating at Indianapolis and entering CSX trackage at Ames must receive Release Form at Indianapolis. This will fulfill requirements of Rule 83-A and trains will not receive Release Form at Ames.
2. Amtrak trains originating at Chicago and entering CSX trackage at Airline Jct. must receive Release Form at Chicago Union Station. Such Release Form received at Chicago will fulfill requirements of Rule 83-A and Amtrak trains will not receive Release Form at Airline Jct.
3. Trains originating at Barr Yard and entering CSX trackage at Maynard must receive Release Form at Barr Yard and such Release Form will fulfill requirements of Rule 83-A and trains will not receive Release Form at Maynard.

**145.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Railroad Crossings At Grade**

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

**Table 155. Railroad Crossings at Grade**

Location	Railroad	Protection	Rule
Maynard Q25.8	GTW	Remotely Controlled	Item 255
Dyer Q29.1	CR EJ&E	Automatic	234-B(3) (Note No. 2)
St. John Q33.2	CR	Automatic	234-B(3)
Shelby Q52.6	CR	Automatic	234-B(3)
Reynolds Q95.8	TPW	Automatic	234-B(3) (Note No. 1)

**Table 155. Railroad Crossings at Grade**

Location	Railroad	Protection	Rule
Lafayette Jct. Q121.1	NS	Automatic	234-B(3)
Ames Q148.4	CR	Automatic	234-B(3)
Indianapolis Branch Monon QA88.8	CSX	Stop signs	98-F

**Note:**

1. If upon approach to signal at Reynolds, In. MP Q95.8, aspect displayed is stop, train dispatcher is to be notified, the leading end of the train is to be stopped not more than 250 ft. from signal and a minimum of six (6) minutes waiting time is to be accrued. If the signal does not change its indication at the expiration of the time interval to permit CSXT movement to proceed, a member of the crew must check the intersecting line in both direction, and if no train is in sight or hearing distance on the intersecting line the movement may then proceed past the STOP signal per rule 233.
2. The following procedures will be used when operating the time-release in accordance with operating Rule 234-B(3) at Dyer, In.
  - a) Open the door to access the time-release button located on the north side of the bungalow.
  - b) If the light in the time-release box is illuminated push the button and wait 6 minutes.
  - c) If the light is not illuminated wait 12 minutes and the signal should clear for movement over the railroad crossing at grade.
  - d) If the light is not illuminated wait 12 minutes and if the signal does not clear then push the time-release button and wait 6 additional minutes.

**145.100 HIGHWAY AND STREET CROSSINGS**

**1. Providing Crossing Protection**

- a) Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

**Table 156. Highway and Street Crossings**

Location	Crossing
Hunters-Spur Track	Curry Pike

**Constant Time Warning Motion Sensor**

The following crossings are equipped with constant time warning motion detector, Rule 100-E.5. Applies:

**Table 157. Highway Crossing Warning**

Location	Crossing	Milepost	Tracks
Munster, In.	45th Street	Q25.92	Main

**2. Rusty Rail Conditions**

- a) Rusty rail condition exists on the Indianapolis Branch. Movements must approach automatic highway traffic control protection in accordance with Rule 100-A. If traffic control devices fail to operate, movement over crossing must be pro-

STB

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33388

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A

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2/2

ected by a member of crew in accordance with Rule 100-e.7.

b) Q213.6-SR 46-Located in Ellettsville, In.

Trains approaching State Route 46 be prepared to protect vehicular traffic due to rusty rail. Do not foul crossing unless gates are down and functioning for 25 seconds. If not working, member of crew must arrange to protect vehicular traffic in accordance with operating Rule 100-E.7.

c) Between Q177.5 and Q189.6

Do not foul crossings within these limits unless it is known that automatic highway crossing devices are operating, if not working, member of crew must arrange to protect vehicular traffic in accordance with operating Rule 100-E.7.

**145.104 SWITCHES**

1. Normal position of hand operated switch at MP Q176.7, North end of Greencastle, is for diverging movements by way of the Monon Main Track to and from the Conrail RR. Trains will approach this location prepared to stop until it is determined that the route is lined for movement.

Switch will be used as directed by the "SA" Train Dispatcher located in Jacksonville, Florida. Switch must be restored to normal position after use.

2. Normal position of Horn track switch at Q117.95 is changed to lined for Horn track instead of lined for main track. Movements must secure permission of "SA" train dispatcher in Jacksonville to operate switch.

**145.105 USE OF SPECIFIED TRACKS**

1. Connection Track Between Monon Main and Conrail RR, MP Q176.7

a) Trains must obtain permission from the "SA" Train Dispatcher located in Jacksonville, Florida to use the connection track.

Trains from the Conrail RR must obtain DTC Block Authority from the "SA" Train Dispatcher, and permission to use the connection track.

b) Speed Restrictions

Table 158. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Maximum speed for diverging movement to and from the connection track and over switches	30	25

**145.255 INTERLOCKING INSTRUCTIONS**

Maynard, is remotely controlled by GTW dispatcher at Battle Creek, MI. If necessary to pass a "STOP" Indication at this location, permission must be obtained from GTW dispatcher. Telephones are located at end of limits.

**145.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 84.

Table 159. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
St. John - TD	Continuous	84	Wayside
Parr - TD	Continuous	84	Wayside
Monon - TD	Continuous	84	Wayside
Lafayette-YM	Continuous	84	Terminal
Lafayette-TD	Continuous	84	Wayside
Bainbridge-TD	Continuous	84	Wayside
Hunters-TD	Continuous	84	Wayside

Note: SA Train Dispatcher call-in No. is 7.

SA Train Dispatcher radio channel is 14.

SA Train Dispatcher telephone No. is 1-800-435-2216.

**145.0 MISCELLANEOUS INSTRUCTIONS**

1. Ames - When trains are meeting, and northward train has authority to hold the main track and arrives first, member of northward train crew must line switch at the north end of siding for southward train to take siding, permitting southward interlocking signal to display restricting aspect.

After meet at Ames has been completed, and northward interlocking signal does not clear, member of crew must press push-button located in push-button box on mast of northward interlocking signal and signal should clear. If signal does not clear, member of crew must proceed to emergency release push-button box and follow posted instructions.

2. Crawfordsville, IN - Southbound trains with more than 40 cars operating to the CONRAIL via connection switch at AMES interlocking will:

1. Stop train in clear north of Market street, Crawfordsville, IN.
2. Detach locomotive power and proceed to connection switch.
3. Operate switch for movement to CONRAIL connection.
4. Return to train and when ready, proceed south in accordance with Operating Rules.

**3.Close Clearance -**

**Lafayette B.I.D.S. Facility At Lafayette, Indiana -**

1. Pipe just south of the tank car unloading track located approximately 744 feet east of the point of switch.
2. Pipe just south of the tank car unloading track located approximately 794 feet east of the point of switch.

**4. Close Clearance -**

Roachdale -- Look out for close clearance at IMC Grain loading facility.

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**NOTES:**

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**NOTES:**

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## 150.0 NASHVILLE SUBDIVISION-NV

### 151.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
196.6	NASHVILLE TERM.	Brentwood	2090
201.9		5.3 Mallorys	
205.1		3.2 Franklin	
208.6		3.5 Perry	
218.2		9.6 Spring Hill	
222.5		4.3 Carters Creek	
229.5		7.0 Natco	
32.9 MILES BRENTWOOD TO NATCO			

### 152.0 METHOD OF OPERATION

#### 152.1 AUTHORITY FOR MOVEMENT

Table 160. Authority for Movement

Between Location/Mile Post	Rules
196.4 and 196.6	105
Brentwood and 227.4	120-132
217.0 and 222.0	93 See Note 1 & 2
227.4 and 229.5	93

**Notes:**

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

#### 152.2 DTC BLOCK LIMITS

Table 161. DTC Block Limits

Between Location/Mile Post	Block Names
196.6 and 201.0	Brentwood
201.0 and 208.9	Mallory
208.9 and 217.0	Thompson
222.0 and 227.4	Godwin

### 153.0 SPEEDS

#### 153.1 MAXIMUM AUTHORIZED SPEED

Table 162. Maximum Authorized Speed

Between Location/Mile Post	MPH
Brentwood and Natco	40

#### 153.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance.**

Table 163. Speed Restrictions

Between Location/Mile Post	MPH
Brentwood-Northward trains approaching the Northward distant signal	30
196.8 over Wilson Pike	<b>35</b>
200.0	<b>25</b>
Between 205.2 and 205.7	<b>25</b>

### 154.0 EQUIPMENT RESTRICTIONS

Table 164. Equipment Restrictions

Location	Equipment	Restriction
Natco to Brentwood	MCPX 23000- MCPX 23036 6-Axle Tank Cars having loaded gross weight of 394,500 lbs.	Must not exceed 30 MPH
Nashville to Natco	4-Axle Wrecker 6-Axle Wrecker	Must not exceed 35 MPH
All Team, House and Industrial Tracks except Saturn	6-Axle Engines	Must not operate

### 155.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 155.58 DEFECT DETECTORS

Table 165. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Moore's Lane 200.9	ADD	West side

#### 155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

AH Train Dispatcher radio channel is 94.

AH Train Dispatcher call-in No. 3.

**156.0 MISCELLANEOUS INSTRUCTIONS**

1. **Siding** Parry, 208.6, Spring Hill, 218.2, and Carter's Creek, 222.5, are subject to be blocked with cars and employees must exercise caution when making movements involving siding. These sidings are equipped with derails
2. CSX trains and engines may use Tennessee Southern Railroad tracks south of 229.5 to a point 5000 feet south of the point of switch at Columbia wye on the south leg of wye (towards Mt. Pleasant) at controlled speed, not exceeding 10 MPH.
3. **Saturn Corporation Facility, Track 214-A,** train and engine service employee must exercise caution in and around track 214-A account obstructed walkway. A sign 4' wide and 3' high has been erected at a point adjacent track 214-A, south of the car puller assembly on the west side of the track stating:

**"DANGER" - Obstructed Walkway This Side of Track - Trainmen Use Walkway on Opposite Side of Track."**

Automobile Loading tracks A-H, located north side of security office, are equipped with derails and blue flag protection, locked with private locks. When auto tracks are being loaded, blue flags will be in place and derails will be locked in derailing position.

If derail is not locked and blue flag protection not provided (on ground beside track), crew may perform switching on track.

If crews have switching instructions involving tracks outlined above and derails are locked and blue flags in place, contact Saturn Transportation Office to have derails unlocked and blue flags removed.

When spotting auto racks at Saturn, a full service reduction must be made, then cut away from the cut allowing the cars to be left to go into emergency. Then hand brakes must be set on all cars. Cars will be secured with chocks. Beginning July 24th Interrail Corp. will be placing and removing chocks at Saturn. Each car will be chocked. Chocks will be stored in same location as bridge plate stands when removed from cars. When blue flags are removed, it will be understood cars are ready to be pulled. However, it is our responsibility to be sure chocks are clear of racks before pulling cars.

**4. Phone Numbers**

Table 166. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2736	904-381-2736

5. All trains approaching the plant crossings at 229.3, Nashville Subdivision, known as "NATCO" Crossing, will arrange to sound standard crossing warning per operating rule 14(L) and in addition, will contact the "NATCO GUARD" by radio before fouling these crossings. If unable to contact the guard, train must be stopped and the crossing flagged by employee on the ground.

## 160.0 NASHVILLE TERMINAL SUBDIVISION-NA

### 161.0 TERMINAL LIMITS

The limits of Nashville Terminal Subdivision extend between:

Sellers, MP N3.0  
Amqui, MP 177.0  
Danley, MP J7.2  
Brentwood, MP 196.8

### 162.0 METHOD OF OPERATION

#### 162.1 AUTHORITY FOR MOVEMENT

Table 167. Authority for Movement

Between Location/Mile Post	Rules
Montfort 174.6 and Maplewood 181.0	265-273 (93)
Maplewood 181.0 and CR Bridge 185.0	265-273 (93)
CR Bridge 185.0 and Church St. 186.0	265-273 (93)
Church St. 186.0 and South End 187.0	265-273 (93)
South End 187.0 and Brentwood 196.8	265-273 (93)
Nashville Bowl Office and Mayton 192.2 (via B-Line)	243-247 (93) (Note)
E-Line 192.0 (Blackman Lane) to North End A-Yard Switch	105

#### VIA RADNOR CUT OFF

Table 168. Authority for Movement

Between Location/Mile Post	Rules
Maplewood BA181.0 and Shelby Park Bridge BA184.8	265-273 (93)
Shelby Park Bridge BA184.8 and North Radnor BA188.3	265-273 (93)
North Radnor BA188.3 (via L-Line) and Hump BA192.0	243-247 (93) (Note)

#### TO BRUCETON SUBDIVISION

Table 169. Authority for Movement

Between Location/Mile Post	Rules
Church St. N.3 and 11th Ave. N.7	265-273(93)
11th Ave. N.7 and Sellers N3.0	265-273 (93)
8th Ave. 185.6 and 11th Avenue N.7 (via Wye)	265-273 (93)

### TO CHATTANOOGA SUBDIVISION

Table 170. Authority for Movement

Between Location/Mile Post	Rules
Oak St. J1.4 and Glenciff J4.9	265-273 (93)
A-1 Line (North Radnor to Chattanooga Subdivision #1 Main Track)	265-273 (93)
A-2 Line (North Radnor to Chattanooga Subdivision #2 Main Track)	265-273 (93)
D-Line (Danley to Radnor Hump)	105

Note: B-Line and L-Line block signals display aspects for southward movement only.

#### 162.4 EXCEPTED TRACKS

1. South Nashville Yard - all tracks over 30 feet from main line.
2. East Nashville Yard - all tracks over 30 feet from main line.
3. Steward Street Lead.
4. Allied Lead - all tracks.
5. Up River Lead - 184.8.
6. Down River Lead (Cowan St. Lead) - 184.8.
7. Front Street Lead - 185.1.
8. Lebanon Branch
9. Freight House Yards - Tracks 1 through 6
10. Upper Classification Center
11. Lower Classification Center

### 163.0 SPEEDS

#### 163.1 MAXIMUM AUTHORIZED SPEED

Table 171. Maximum Authorized Speed

Between Location/Mile Post	MPH
Monfort 174.6 and Maplewood 181.0	50
Maplewood 181.0 and 184.5	25
184.5 and Fourth Avenue J2.0	10
J2.0 Fourth Avenue and Glenciff J4.9	60
Berry Road 189.5 and Brentwood 196.6	30
12th Ave. N1.0 and Sellers N3.0	20
Radnor Cut-Off Maplewood, 181.1 and north end Shelby Park Bridge, 184.8	30
North end Shelby Park Bridge and North Radnor	15
A-1 Line	10
A-2 Line	10



## 163.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 172. Speed Restrictions

Between Location/Mile Post	MPH
All tracks within Nashville Terminal SD limits Except all main tracks and Radnor Roundhouse Lead - South end, for purpose of mechanical Department testing locomotives	10
Between 12th Avenue and Sellers	20
Between 12th Avenue (end of double track) and MP J2.0	10
<b>Main Line SD (Chicago Division)</b> Southbound main track between 176.6 and 176.8	25
Clifton Pike Crossing, N1.6 and Inner city	25
N1.6 and Sellers, N3.0	40
J1.8 and J4.9, Glenciff	40
J1.8 and Inner City	25
Brentwood, 197.2 and Brentwood, 196.6	35
Berry Road, 189.5 and Inner City	25
<b>Henderson SD (Chicago Division)</b> 186.6 and 176.9	45
Monfort and 176.9 (Main Line SD)	45
Between 176.9 and Maplewood, 181.0	40

### City Ordinances

The speed of trains within the Nashville/Davidson County ordinances is as follows:

#### Bruceton Subdivision

Cheatham-Davidson County Line, N18.9, to the south edge of Sawyer Brown overpass, N12.9, 45 MPH.

South edge of Sawyer Brown overpass, N12.9, to the south edge of Clifton Pike grade crossing, N1.6, 40 MPH.

South edge of Clifton Pike grade crossing, N1.6, into the inner city, 25 MPH.

#### Main Line Subdivision, Chicago Division

North edge of the Nesbitt Lane grade crossing, 176.5, to the north side of the Cumberland River drawbridge, 184.9 (via Kayne Avenue), 40 MPH.

North side of the Cumberland River Drawbridge, 184.9 (via Kayne Ave.) to the inner city, 25 MPH.

Maplewood, 181.0 to the junction with A-1 and A-2 Lines north end Radnor Yard, BA188.3 (via Radnor cut-off), 35 MPH.

#### Chattanooga Subdivision

Rutherford/Davidson county line, J15.0 to the south edge of Antioch Pike grade crossing, J9.8, 45 MPH.

## 164.0 EQUIPMENT RESTRICTIONS

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

Table 173. Equipment Restrictions

Location	Equipment	Restriction
Montfort and Maplewood	4- & 6-Axle Wreckers	35 MPH
Montfort and Maplewood	Locomotive Cranes	25 MPH
4th Ave. and Glenciff	4- and 6-Axle Wreckers	35 MPH
4th Ave. and Glenciff	Locomotive Cranes	25 MPH
Oak St. and Brentwood	Locomotive Cranes	25 MPH
Maplewood and north end Shelby Park Bridge	Locomotive Cranes	25 MPH

## 165.0 INSTUCTIONS RELATING TO OPERATING RULES

### 165.1 STANDARD CLOCKS

Table 174. Standard Clocks

Station	Location
Nashville	Kayne Avenue Yard Office
Radnor	Bowl Office

### 165.58 DEFECT DETECTORS

Table 175. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ekin 179.0	AD	West side for West track East side for East track
North Radnor BA188.1	AD	West side

### 165.83-A TRAIN BULLETIN AND RELEASE FORM

All trains originating at Kayne Avenue will receive Release Form at yardmasters tower.

All trains originating at Radnor will receive Release Form at Radnor Bowl Office, Melroese Yard Office, or Radnor Hump.

**165.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Drawbridge**

Table 176. Drawbridges

Station	Milepost	Protection
Cumberland River	185	Remotely Controlled

**165.103 SWITCHING**

- 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 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.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each location.

Table 177. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Nashville Terminal	Nashville (Fleet), Tn.	1700 and 2200 Daily
	Nashville (Matlack and South), Tn.	1800 and 2200 Mon thru Fri

**165.103-E SECURING ENGINES**

In addition to Train Handling Rule 2.2.5, engines left unattended at Kayne Avenue will have a hand brake tied up on each engine and tested.

**165.104 SWITCHES**

Table 178. Switches

Location	Normal Position
E-Line to intermodal facility	For E-Line
South end short crossover on hump lead	For hump lead
Engine spur at hump	For 99 crossover
B-1 crossover to 99	For B-1
B-56 to intermodal track 1	For B-56

**165.105 USE OF SPECIFIED TRACKS**

The following covers the protection of employees when tracks are under the control of a yardmaster and are turned over to yard crews, road crews or other departments for their use or repair.

- Class tracks B01 thru B56 - Crew desiring to use one of these tracks contacts the "A" Tower Retarder Operator for B01 thru B16 tracks and contacts the "B" Tower Retarder Operator for B17 thru B56 tracks, an effective locking device is attached to the control lever providing access to the desired track by the retarder operator contacted before the track is turned over to the

crew. When the crew is clear of the track used, the retarder operator is contacted to release the track for other use.

- Roundhouse Lead Track** - Roundhouse personnel or service pit personnel contact the Hump Yardmaster to request the use of this track. The hump yardmaster either grants or denies permission to use this track. If permission is granted, the yardmaster makes a notation in a space provided on his turnover for the employee's name and time permission is granted to use. When the employee concerned releases this track, a notation is made indicating the employee's name and the time released.
- Intermodal Tracks 6, 7 and 8** - Employee requesting permission to use any or all of these tracks contact the hump yardmaster. The yardmaster either grants or denies permission to use these tracks. If permission is granted, the yardmaster makes a notation in a space provided on his turnover for the employee's name, assignment number and the time permission is granted to use. When the employee concerned releases this track or tracks, a notation is made indicating the employee's name and the time released.
- C Yard Tracks** - The bowl yardmaster will give permission for more than one employee to use the same track only when communication has been established between the employees involved and a clear understanding of what each is to do. The yardmaster will make the proper notation on the form provided indicating both assignments using the track, the time permission is granted to use the track and when the work is completed.

All yardmasters must maintain accurate and current records of this information on the forms provided.

**165.221 TRAIN ORDER OFFICES**

Table 179. Train Order Offices

Station	Hours Office Open
Radnor Bowl	Continuous
Yardmasters Tower Kayne Avenue	Continuous

**165.400 RADIO INSTRUCTIONS AND RADIO STATIONS**

All road trains will monitor channel 84.

Table 180 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hump	Continuous	84	Terminal
Hump	Continuous	84, 22 96 & 10	Terminal
Hump	Continuous	96	Terminal
A&B Towers	Continuous	40	Terminal
Bowl	Continuous	84, 22 10 & 80	Terminal
Bowl	Continuous	84, 22, 44 & 80	Terminal

Table 180 (Page 2 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Roundhouse	Continuous	84	Terminal
"C" Yard	Continuous	80 & 84	Terminal
Kayne Avenue	Continuous	84 & 44	Terminal
CR Drawbridge	Continuous	84 & 44	Terminal

Note: The AJ Train Dispatcher's call-in number is 7

AJ Train Dispatcher radio channel is 66.

AJ Train Dispatcher telephone No. is 1-800-628-4711.

### 165.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Within TCS limits, on-track equipment movements will be authorized by Rules 704 and 355.

TCS limits are between:

Montfort and Maplewood  
 Maplewood and North Radnor (via Radnor cut-off)  
 Kayne Avenue and Sellers  
 Kayne Avenue and Oak Street  
 Oak Street and Brentwood  
 Oak Street and Glencliff  
 Track A-1 (From North Radnor to Chattanooga Subdivision west track);  
 Track A-2 (From North Radnor to Chattanooga Subdivision east track);

### 166.0 MISCELLANEOUS INSTRUCTIONS

#### Train Movements

- Northward movements on the L-Line will only be made with permission from the train dispatcher, who will protect the movement.

The train dispatcher will not authorize any movements south of the Bowl crossing without securing verbal authority from the Hump yardmaster.

- Southward movements from Radnor will not occupy B-Line without obtaining authority from the Bowl yardmaster, regardless of signal indication.

The Train Dispatcher will not permit northward movements from Mayton onto B-Line without first obtaining authority from Bowl yardmaster.

- Northward movements on the D-Line must receive permission from the "AJ" Dispatcher and before passing Nolensville Road Bridge, the hump yardmaster.

Southward movements on the D-Line must have authority of both AJ Dispatcher and the hump yardmaster before any southward movement onto the D-Line.

- The train dispatcher which 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, who do not have sole control to protected the movements, must communicate with other control station when necessary to make sure that the movement is protected, before the movement is authorized.

- All movements on the L-Line and B-Line will be made prepared to stop within one-half the range of vision, not exceeding 20 MPH, regardless of signal indication.
- Southward movements, when stopped at Bowl crossing, will stay clear of the crossover immediately north of Bowl crossing.

#### Road And Yard Crews

- All crews yarding trains in "A" yard will clear all crossovers and set hand brakes on the five north cars to secure train.
- Crews using switches at south end "A" yard, Radnor, will leave all switches lined for east drill.
- A white information indicator mounted on a mast is located east of L-Line on south side of Melrose Bridge. This aspect of this indicator works in conjunction with a signal located on south side of Oriol Street. When illuminated, trains may proceed on instructions of Bowl yardmaster to a point where the signal south of Oriol Street can be seen and governed by the indication of this signal.
- When preparing a track for humping out of the "A" Yard, Radnor, switchman in charge will see that hand brakes are released and knuckle open on north car.
- Hump engines doubling cars out of south end of "A" Yard to another track will apply air to all cars to control movement. No more than 3 loads or 7 empties will be cut off at one time on Hump for handling through retarders, unless otherwise authorized by terminal officer.
- While Hump is operating and the alarm goes off signifying a "RED" signal for humping to stop, no more pins should be pulled until a Resume Switching Signal (yellow) is given unless specified by the Hump foreman or Hump yardmaster.
- Three Area Movement Indicators, each consisting of two light units, are located on a single mast on the west side of the master retarder on south end of "B" Yard.

The indicators are controlled by the retarder operator and display a "LUNAR" aspect when trimming operations are permitted in a designated area. The Classification tracks are divided into three specific areas known as Area A, Area B, and Area C.

Area A is the east segment of the yard and includes Tracks 1 through 16. The indicator unit positioned on the left, or east side of Hump lead, governs Area A.

Area B is the center segment of the yard and includes Tracks 17 through 40. The indicator unit positioned in the center governs Area B.

Area C is the west segment of the yard and includes Tracks 41 through 56. The indicator unit positioned on the right, or west side, governs Area C.

The area Movement Indicators display a red aspect unless trimming operation is authorized in one of the designated areas. Standard "B" posts are located at the south clearance points of each of the three designated areas. When a "LUNAR" aspect is displayed on one of the Area Movement Indicators, trimming operation may be performed in the area for which the indicators govern; however, trimming movement must not be made south of the "B" post for the area.

Red aspects of the Area Movement Indicators may be disregarded when full scale trimming operations are being allowed and the Trim Signals are cleared.

When an engine other than a hump engine is on the south end of the "B" Yard and the hump engine is on the south end of the "B" Yard also, the hump engine will be governed by radio instructions and the other engine will be governed by the Trimmer Signal.

8. Employee using the south end of roundhouse lead to "road test" a locomotive must contact the Hump yardmaster for permission to make the road test and release the roundhouse lead immediately when movement is completed. The Hump yardmaster will protect such movements.
9. The following procedure will govern transfer cuts moving over A-2 Line from Radnor to Nashville when setting off in South Nashville Yard:

Cars not to be set off in South Nashville will be left south of the Lebanon Branch turnout from Chattanooga Subdivision Main Track No. 2.

10. Cars 65 feet or longer will not be handled to or from Front Street Lead around "Gas House Curve."
11. When switching cuts of cars at north end of West Nashville Yard, air brakes must be applied to sufficient number of cars to control movement.
12. Before departing from West Nashville to Shops, all movements must receive permission from the Kayne Avenue Yardmaster.
13. Foreman are required to complete a legible work order of all cars placed at or pulled from all locations or from one location to another location or any interplant switching. All work not shown on work order must be recorded on Form 6507.

When switching industries with fences and gates, foremen are to see that all gates are opened before switching begins and when switching is completed they are to see that gates are closed and locked. Where private security forces are on duty, they must be notified when such switching begins and ends.

14. Before entering tracks in B-Yard for any purpose, the foreman or other crew member must block out track to proper retarder operator and notify engineer that the track is blocked out. The foreman and engineer of crews entering tracks of B-Yard on the south end for any purpose will be responsible for getting their engine in the clear and if unable to get into clear must immediately notify proper retarder operator. The retarder operator in A-Tower controls Tracks 1 through 16. The operator in B-Tower controls Tracks 17 through 56.
15. Do not exceed 10 MPH on all tracks in Nashville Terminal SD except South End of Roundhouse and Main Tracks.
16. Electric Derails are now located on the East and West End of East Pit at Roundhouse at Radnor Yard.
17. Trains and yard engines departing Radnor Yard via A-1 will not block Sadler Avenue unless signal indication or authority is received to proceed. If for any reason your train is stopped and Sadler Avenue is blocked, you must immediately notify the terminal trainmaster and train dispatcher.
18. All trains arriving limits of Nashville Terminal Subdivision from Bruceton Subdivision, must not pass Clifton Pike without authority of Kayne Avenue yardmaster, regardless of signal indication received.

All trains arriving limits of Nashville Terminal Subdivision from Evansville District of the Chicago Service Lane and Louisville District of the Louisville Service Lane destined Kayne Avenue or moving through

Kayne Avenue, must not pass Delmas Avenue without authority of Kayne Avenue Yardmaster, regardless of signal indication received.

All trains arriving limits of Nashville Terminal Subdivision, destined Kayne Avenue from S&NA North Subdivision. Must not pass Berry Road without authority of Kayne Avenue Yardmaster, regardless of signal indication received.

All trains arriving limits of Nashville Terminal Subdivision, destined Radnor A-Yard from S&NA North Subdivision, must not pass TVA switch without authority of the Hump yardmaster, regardless of signal indication received.

All trains arriving limits of Nashville Terminal Subdivision, destined Radnor moving on Radnor cut off, must not pass Elm Hill Pike (Chicken Pike) without the authority of either the Bowl or Hump yardmaster, regardless of signal indication received.

19. All movements on tracks in intermodal facility at Nashville, Tennessee will be made on the authority of Hump yardmaster.
20. When authorized by the bowl yardmaster, A movement using any crossover on throat tracks 1 thru 5 between north end of B-yard and south end of c-yard may leave both ends of crossover lined for the movement. Other movements approaching these crossovers must expect the crossover switches to be lined for reverse movement. If either end is changed for normal movement the other end must also be restored to normal.
21. STOP SIGNS are now located on west side of tracks on the southend of the coal shute lead and the southend of south leg of wye. All southbound movements to roundhouse must stop and secure permission from the outside pit foreman before proceeding past stop signs.
22. A hydraulic switch stand has been installed at the Nashville Terminal. It is located at the southend of the ice house/run-around switch. The throw lever is the 5 inch red handle located at the top of the box. There has been a small pin added to the handle of the switch. The pin has to be removed from the handle in order to throw the switch. The red handle will automatically return to the center position after throwing and the pin needs to be reinserted when the handle returns to the middle position. To throw the switch to the normal position, move the lever to the far right. To throw the switch to the turnout side, move the lever to the far left.

### 23. Phone Numbers

Table 181. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2678/2679	904-381-2678/2679 or 1-800-628-4711

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## 170.0 NEW ROCK SUBDIVISION-NK

### 171.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BIF40.2	MIRC	Joliet UD Tower 0.5	
BIF40.7	Drawbridge	Bridge 407 2.8	
BIF43.5	ROCKDALE YD	Rockdale 17.0	
BIF60.5		Morris 11.7	E8170
BIF72.2		Seneca 3.7	E3100
BIF75.9		East Marseilles 2.1	
BIF78.0		West Marseilles 6.5	
BIF84.5	WORK LEAD	Ottawa 0.4	
BIF84.9	BN	BN Crossing 2.3	
BIF87.2	OTTAWA YD	W Ottawa Yd 7.1	W6679
BIF94.3		Utica 4.9	E7200
BIF99.2		LaSalle 1.8	E2431
BIF101.0	BN	BN Crossing 7.9	
BIF108.9		East DePue 1.4	W4900
BIF112.9	IOWA INTERSTATE	East Bureau 1.1	E6104
BIF114.0		Bureau 11.9	
BIF125.9		Goodrich 1.0	
BIF126.9	IOWA INTERSTATE	Henry	
<b>86.2 MILES BRIDGE 407 TO HENRY</b>			

### 172.0 METHOD OF OPERATION

#### 172.1 AUTHORITY FOR MOVEMENT

Table 182. Authority for Movement

Between Location/Mile Post	Rules
BIF17.2 and BIF40.7	Rock Island Rules (METRA)
YL BIF40.7 and YL BIF46.4	93 See Note 1, 3 & 4
BIF46.4 and BIF84.5	120-132

Table 182. Authority for Movement

Between Location/Mile Post	Rules
YL BIF84.5 and YL BIF88.5	93 See Note 2, 3 & 4
BIF88.5 and BIF126.9 (Note 5)	120-132

Note: Rules 243-247 are in effect at the following locations:

1. Bridge 407
2. BN Crossings at BIF84.9 and BIF101.0
3. Permission must be obtained from the B&O Chicago Terminal 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.
5. Trains will move between BIF114.0 and BIF115.0 at controlled speed not exceeding 20 MPH, head end movement only.

### 172.2 DTC BLOCK LIMITS

Table 183. DTC Block Limits

Between Location/Mile Post	Block Names
BIF46.4 and BIF62.0	Mino
BIF62.0 and BIF72.4	Seneca
BIF72.4 and BIF84.5	Ottawa
BIF88.5 and BIF99.7	Utica
BIF99.7 and BIF114.1	DePue
BIF114.1 and BIF126.9	Henry

### 173.0 SPEEDS

#### 173.1 MAXIMUM AUTHORIZED SPEED

Table 184. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bridge 407 and BIF126.9	40

#### 173.2 SPEED RESTRICTIONS

Table 185. Speed Restrictions

Between Location/Mile Post	MPH
Robbins to Blue Island Jct. - No. 9 Track	10
Bridge 407	10
Wye Tracks - Seneca	5
BIF88.5 and BIF95.0	25
BIF101.0 BN RR Crossing at Grade	20
BIF114.0 and BIF115.0 (Note)	20
BIF115.0 and BIF125.9	25
All tracks other than main tracks	10

Note: Trains will move at controlled speed not exceeding 20 MPH for head end movements only.

## 174.0 EQUIPMENT RESTRICTIONS

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

Table 186. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	Equipment over 11 ft wide or 90 ft long.	Must not operate without clearance bureau instructions
All Yard and Industrial tracks	6 axle units	Must not operate

## 175.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 175.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive a Train Bulletin and/or release Form before leaving stations listed below:

Table 187. Train Bulletin and Release Form

Station	Location	Trains
Joliet	UI Tower	Westward trains that will operate west of BIF46.3
Morris	See Note 2	Originating
Ottawa	See Note 2	Originating
Bureau	See Note 2	Eastward and Westward trains Originating

**Note:**

2. Trains originating at Morris, Ottawa and Bureau, Illinois will receive train orders, messages and Clearance Form A's from operator 75th Street Tower, Chicago, Illinois.

3. Trains entering CSX-T Main Track at Henry will receive Train Orders, Messages and Clearance Form from the CSX Train Dispatcher, Chicago, IL.

### 175.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### 1. Drawbridges

##### Bridge 407, Joliet

When absolute signal governing movement over Bridge 407 displays "STOP" aspect:

Operator will ascertain that bridge is properly seated and locked.

Operator will visually inspect track on both ends of bridge, for proper alignment.

Operator will permit train movements past absolute signal by using yellow flag by day and yellow light by night.

After receiving yellow hand signal or verbal permission train may proceed.

## 2. RAILROAD CROSSINGS AT GRADE

Table 188. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Ottawa and BIF101	BN	Automatic	234-B(1)

**Note:** BIF84.9 and BIF101, BN Crossings. When absolute signal governing movement over BN Crossing displays "STOP" aspect, conductor or engineer will:

Determine BN train or engine is NOT FOULING or approaching crossing;

Operate and hold release device for ten seconds;

Wait one minute and thirty seconds;

Signal should clear, if signal does not display aspect to proceed; Wait one minute and thirty seconds;

Observe Indicator lamp;

If indicator lamp is illuminated, proceed.

If indicator lamp is not illuminated, pass signal at least 30 feet but not fouling crossing;

Wait three minutes and proceed in accordance with Rule 233.

### 175.100 HIGHWAY AND STREET CROSSINGS

Table 189. Highway and Street Crossings

Location	Crossing
BIF40.7 and BIF126.9	Trains using other than main tracks must approach railroad-highway grade crossing provided with automatic railroad highway traffic control devices prepared to stop and protect against vehicular traffic in the event flashers and/or gates fail to operate.

### 175.104 SWITCHES

#### Bureau -

1. Switch at BIF114.2 governing movement to and from the Peoria Branch - will be left in position last used. Trains and engines approach switch expecting it to be lined against their movement.
2. Switch at BIF114.7 governing movement to and from West leg of wye will be left in position last used. Trains and engines approach switch expecting it to be lined against their movement.

### 175.105 USE OF SPECIFIED TRACKS

(1) Midlothian - Eastward trains with more than 125 cars operating onto the IHB at Blue Island must secure permission of CSX train dispatcher to enter Track No. 9 before passing Crawford Avenue.

(2) Movements on No. 9 Track between Blue Island Jct. and Robbins (BIF17) will be made in accordance with Rule 105 after obtaining CSX train dispatcher's permission.

### 175.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 190. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Vermont St.-OP UD Tower-OP Morris-TD Ottawa-TD LaSalle-TD Bureau-TD Putnam-TD	Contin- uous	08	Wayside

Note: Barr Train Dispatcher call-in No. is 1.

Barr Train Dispatcher radio channel is 14.

Barr Train Dispatcher telephone No. is 1-708-201-5222. or 708-201-5188.

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## 180.0 O&N SUBDIVISION-ON

### 181.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
D193.8		Livermore	
D186.4		7.4 Moorman	
D179.8		6.6 Central City	
D173.3		6.5 Drakesboro	
<b>20.5 MILES LIVERMORE TO DRAKESBORO</b>			

#### 181.1 DIAGRAM CROSS-REFERENCE

Table 191. Diagram Cross-Reference

Subdivision	Division	Page
Henderson MH&E Branch	Chicago	45

### 182.0 METHOD OF OPERATION

#### 182.1 AUTHORITY FOR MOVEMENT

Table 192. Authority for Movement

Between Location/Mile Post	Rules
D193.8 and D185.0	93 See Note 1 & 2
D185.0 and D173.5	120-132
D173.5 and D173.3 (End of Track)	105

#### Notes:

- Permission must be obtained from the "SA" Train Dispatcher before entering main track.
- 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.

#### 182.2 DTC BLOCK LIMITS

Between Moorman And Drakesboro

Table 193. DTC Block Limits

Between Location/Mile Post	Block Names
D185.0 and D180.1	Central City
D180.1 and D173.5	Drakesboro

#### 182.4 EXCEPTED TRACK

D186.3 and D193.8

### 183.0 SPEEDS

#### 183.1 MAXIMUM AUTHORIZED SPEED

Table 194. Maximum Authorized Speed

Between Location/Mile Post	MPH
Livermore and Drakesboro	25

#### 183.2 SPEED RESTRICTIONS

**Bold Print denotes city ordinance.**

Table 195. Speed Restrictions

Between Location/Mile Post	MPH
D193.8 and D185.0	10
<b>D180.6 and D179.2</b>	<b>10</b>

### 184.0 EQUIPMENT RESTRICTIONS

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

Table 196. Equipment Restrictions

Location	Equipment	Restriction
Between Livermore and Moorman	Cars with gross weight exceeding 263,000 lbs.	Must not operate on
	6-Axle Engines	
	Wreckers Locomotive Cranes	10 MPH
Between Moorman and Drakesboro	Cars with gross weight exceeding 263,000 lbs.	Must not operate on
	6-Axle Engines	
	Wreckers Locomotive Cranes	10 MPH

### 185.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 185.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### 1. Railroad Crossing At Grade

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 197. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Moorman, D186.4	CSX	Stop signs and gate (Note)	98-F

Note: Normal position of gate will be locked across O&N main track on north side of crossing.

**185.104 SWITCHES**

Moorman - Normal position of wye track switch D186.3 is from wye track to O&N main track.

**185.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 84.

Table 198. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Atkinson-YM	Continuous EX Sat & Sun 0001 to 0700 Saturday	84	Terminal
South-TD Carrolton	Continuous	84	Wayside

Note: SA Train Dispatcher call-in No. is 8

SA Train Dispatcher radio channel is 58.

SA Train Dispatcher telephone No. is 1-800-435-2216.

**NOTES:**

**NOTES:**

## 190.0 S&NA NORTH SUBDIVISION

### 191.0 STATION LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)	
186.5		Nashville		
189.3		2.8	Radnor	
196.8		7.5	Brentwood	
BA200.8		4.0	Moran	5555
2502-2503		10.1	McDaniel	6050
BA210.9		10.4	Holts Corner	7590
2504-2506		18.3	Lewisburg	6545
BA221.3		7.8	Comersville	10780
2506-2507		14.0	Woodrow	6105
BA239.6		13.8	Ardmore	12595
2508-2511		20.2	Athens	12045
BA247.4		8.1	Harris	11660
2512-2513		2.5	Decatur Jct.	
BA261.4		1.2	Decatur	
2514-2515		2.0	Oakworth	
BA275.2	0.2	S. Oakworth		
2516-2517	12.0	Hartselle	11495	
295.4	15.5	Holmes Gap	11495	
2518-2521	14.0	Hanceville	12210	
303.5	13.5	Nyota	11550	
2522-2523	17.5	New Castle		
306.0	1.9	Black Crk		
307.2	2.3	Five Mile Crk		
309.2	0.4	AX		
2525	1.7			
309.4				
321.4				
2526-2527				
336.9				
2528-2531				
350.9				
2532-2533				
364.4				
2534-2535				
381.9				
2536				
383.8				
386.1				
386.5				

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
389.5		Mary Lee	
<b>202.0 MILES NASHVILLE TO MARY LEE</b>			

### 191.2 ADDITIONAL STATIONS

Table 199. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Chapel Hill	BA227.0	15	North
Falkville	326.0	18	South
Vinemont	335.0	23	North
Garden City	354.0	90	Both
Trafford	368.0	25	South

### 192.0 METHOD OF OPERATION

#### 192.1 AUTHORITY FOR MOVEMENT

Table 200. Authority for Movement

Between Location/Mile Post	Rules
Brentwood and Decatur Jct.	265-273
Decatur Jct. and Decatur (NS Rwy)	(See Misc. Ins.)
Decatur and S. Oakworth	D-251
S. Oakworth and AX	265-273 (93)
AX and FY	265-273 (93) West Track, ----- D-251 (93) East Track
Belfast Branch 239.5 and 242.7	S-146

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

Table 201 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
196.8 Brentwood and BA210.4 North switch McDaniel	Brentwood
BA210.4 North switch McDaniel and BA220.5 North switch Holts Corner	McDaniel
BA220.5 North switch Holts Corner and BA238.9 North switch Lewisburg	Holts Corner

Table 201 (Page 2 of 2). Suspension of Signal System-  
(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BA238.9 North switch Lewisburg and BA246.3 North switch Cornersville	Lewisburg
BA246.3 North switch Cornersville and BA260.7 North switch Woodrow	Cornersville
BA260.7 North switch Woodrow and BA275.0 North switch Ardmore	Woodrow
BA275.0 North switch Ardmore and BA294.3 North switch Athens	Ardmore
294.3 North switch Athens and 303.5 North switch Harris	Athens
303.5 North switch Harris and 306.0 Decatur Jct.	Harris
307.2 North End double Track and 310.0 South End double Track	Cunningham
310.0 South End double Track and 320.3 North switch Hartselle	Oakworth
320.3 North switch Hartselle and 335.9 North switch Holmes Gap	Hartselle
335.9 North switch Holmes Gap and 349.9 North switch Hanceville	Holmes Gap
349.9 North switch Hanceville and 363.2 North switch Nyota	Hanceville
363.2 North switch Nyota and 379.8 North switch New Castle	Nyota
379.8 North switch New Castle and 383.8 Black Creek	New Castle

**192.5 INDUSTRIAL SPUR OPERATION**

**Belfast Branch**

From 239.5 to 242.7.

**193.0 SPEEDS**

**193.1 MAXIMUM AUTHORIZED SPEED**

Table 202. Maximum Authorized Speed

Between Location/Mile Post	MPH
Brentwood and Oakworth 309.2	60
Oakworth 309.2 and Mary Lee	50
Lewisburg and Belfast	10
Decatur Belt	10
All lead and yard tracks, Oakworth Yard	10

**193.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 203. Speed Restrictions

Between Location/Mile Post	MPH
<b>BA196.8 Wilson Pike Circle</b>	<b>35</b>
BA203.5 and BA203.9	55
BA211.7 and BA213.9	50
BA248.5 and BA260.4	50
BA265.5 and BA271.0	50
BA271.0 and BA275.2	40
<b>BA289.0 and 294.2</b>	<b>25</b>
305.6 and 306.0	30
306.0 and 307.2 over Tennessee River Drawbridge	20
307.2 and 307.5 No. 1 Track	25
307.2 and 310.0 No. 2 Track	25
<b>319.8 over street crossing N&amp;S</b>	<b>40</b>
<b>325.1 and 325.7</b> <b>Between 0800 and 2300</b>	<b>40</b>
330.4 and 334.0	35
334.0 and 338.3	45
338.3 and 338.6	35
<b>338.4 and 341.1</b>	<b>35</b>
338.6 and 341.0	45
354.6 and 356.1	45
358.6 and 359.6	35
359.6 and 363.2	40
365.2 and 365.4	45
366.9 and 369.5	45
375.6 and 376.2	35
378.5 and 383.5	45
383.5 and 391.9	20

**193.8 ENGINE SPEED INDICATORS AND ODOMETERS**

Table 204. Milepost Locations

BA197.0 and BA198.0	311.0 and 312.0
305.0 and 306.0	380.0 and 381.0

## 194.0 EQUIPMENT RESTRICTIONS

Table 205. Equipment Restrictions

Location	Equipment	Restriction
Decatur	4-Axle Wrecker 6-Axle Wrecker Locomotive Cranes	10 MPH
Lewisburg to Belfast	Locomotive Cranes	5 MPH

## 195.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 195.36 SPRING SWITCHES

Table 206. Spring Switches

Location	End Location	Normal Position
Decatur (End of Double Track) (NS Railway)	North	For No. 1 Main Track

### 195.58 DEFECT DETECTORS

Table 207. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
College Grove, TN BA215.5	AD	East side
Verona, TN BA234.9	AD	East side
Speiden, TN BA256.9	AD	East side
Ardmore, AL BA279.3	AD	East side
Tanner, AL 299.7	AD	East side
Falkville, AL 323.5	AD	West side
Wesoda, AL 345.7	AD	East side
Self Creek, AL 371.8	AD	West side

**Note:** Detectors located at Tanner, 299.7, and Falkville, 323.5, on the S&NA North are equipped with a wide load detector.

After passing a detector that is considered functioning, be governed by verbal instructions, if train has a wide load, the detector will give its location as follows: "Wide load near axle xxxx, count from head of train". If defect is not found on indicated car, check five (5) cars on both sides of indicated car. If detector is not functioning, or has a malfunction, or is taken out of service, train must be stopped and entire train checked for hot journals, dragging equipment, and wide loads.

## 195.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

### 1. Drawbridges

Table 208. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Tennessee River (Decatur) 306.0	NS	Remotely Controlled	234-B(1)

### 195.103 SWITCHING

Six-Axle engines 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 being behind clearance point with these engines.

These instructions will not apply to crews servicing Conagra Feed Mill, Falkville, Alabama.

### 195.280 SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH RULES 281 THROUGH 295

1. NS Rwy. operator at Decatur controls movements over NS Rwy. trackage between Decatur Jct. and Decatur.

Trains operating between Decatur and Decatur Jct. will be governed by the following NS Rules:

- a) Rule 304-Signal aspect is Red over Green. -\*

Table 209. Signal Aspects

Name	Indication
Diverging Route Clear	Proceed through diverging route observing authorized speed through turnout(s) or crossover(s)

**Note:** Unless another signal intervenes, movement must be prepared to make diverging route at the next Controlled Signal.

- b) Rule 308-Signal aspect is Red over Yellow, short spacing on aspects. -\*

Table 210. Signal Aspects

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

- c) Rule 309-Signal aspect is double Red over Yellow; or Red over Yellow with long spacing; or Red signal with vertical number plate. -\*

Table 211. Signal Aspects

Name	Indication
Restricted proceed	Proceed at Restricted Speed.

d) Rule 310-Signal aspect is Red. -\*

Table 212. Signal Aspects

Name	Indication
Stop	Stop

- Main tracks will not be used by yard engines between Decatur and South Oakworth except on authority of train dispatcher. When such authority is granted for use of main track, Rule 245 will not apply.
- Northward trains with consist of 65 or more cars must not pass the crossover at 2nd Street until released by the NS operator at Decatur or Oakworth yardmaster for instructions.
- Trains must not exceed 20 MPH between Decatur Jct. and Tennessee River Drawbridge.
- When authority is obtained from NS operator Decatur to pass "STOP" indication, trains will be governed by NS Rules listed below:

NS Rule 423-When a train or engine stops at a "STOP" signal and no other movement is evident, a crew member must immediately contact the control station. The crew will then be governed by the instructions received, which must be repeated to the control station. When authorized, movement will proceed at Restricted Speed, observing Rule 245.

NS Rule 461-At a controlled interlocking, when a train or engine stops at a "STOP" signal and no conflicting movement is evident, a crew member must immediately contact the control station for instructions.

Movement must not pass the "STOP" signal until a crew member has been fully informed of the situation and knows the move is protected. Movement may then proceed at Restricted Speed on hand signal or permission from the control station.

NS Rule 245-Restricted Speed, when required by signal indication, must be observed until the leading end of the movement reaches the next signal.

**Exception:**When the signal governs movement to non-signalized territory or to a track signaled for movement in the opposite direction only, Restricted Speed applies until the leading end of the movement is through any crossovers, turnouts, or interlocking limits governed by the signal.

**Note:** Restricted Speed-A speed, not exceeding 15 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a stop signal, a derail or an improperly lined switch, looking out for broken rail.

## 195.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

AH Train Dispatcher call-in No. 3.

AH Train Dispatcher radio channel is 94.

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

## 196.0 MISCELLANEOUS INSTRUCTIONS

### 1. Phone Numbers

Table 213. Phone Numbers

Location/Person	Company	Bell
Dispatcher	8-388-2736	904-381-2736

- Six axle locomotives must not be operated in Shop Yard at Oakworth, Alabama.
- Trains stopping at Holt's Corner, TN, siding to meet trains or be passed will stop short of the main crossing between the siding switches and will contact the train dispatcher for instructions before blocking this crossing. Trains will not block this crossing unnecessarily and if required to clear for more than one train will arrange to open the crossing to vehicular and pedestrian traffic.
- Trains stopping at New Castle to meet trains, will stop short of McCormick Road crossing and will contact the "AH" train dispatcher if going north and the tower at Boyles if going south for instructions before blocking this crossing. Trains will not block this crossing unnecessarily.
- Close Clearance -**
  - Account close clearance between tracks No. 1 and No. 2, South Yard Decatur, employees must not ride a cut of cars into either track when cars are in adjacent track.
  - In Oakworth Yard, a man riding on the side of a car will not clear between north four (NO4) and north five (NO5) tracks. Do not ride on side of car in this area and use caution in this area.

## NOTES:

## 200.0 ST. LOUIS SUBDIVISION-SL

### 201.0 STATIONS LISTING AND DIAGRAM

### 202.0 METHOD OF OPERATION

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
H448.6	END OF TRACK	Venedy	
H441.2		7.4 Addieville	5410
H434.7	UP	6.5 Nashville	
H424.1	IC	10.6 Ashley	
H415.1	BN	9.0 Woodlawn	5445
H408.1	UP	7.0 Mt. Vernon, IL	
H387.7		20.4 Delafield	5432
H382.7		5.0 McLeansboro	
H377.3		5.4 Inland	
3762 H364.5		12.8 Trumbull	5412
3763-64 H360.3		4.2 Carmi	
3765 H356.6		3.7 Epworth	4134
H345.5	PATIKI SPUR	11.1 Upton	5575
H341.4	CE&D SD MT VERNON BRANCH	4.1 Mt. Vernon, IN	
H337.4	SOUTHWIND	4.0 Lamott	2418
H328.6	SIGECO SPUR	8.8 Belknap	5428
H323.7	EVANSVILLE TERM SD	14.9 Barker Ave	
<b>124.9 MILES VENEDY TO NORTH HOWELL</b>			

#### 201.1 DIAGRAM CROSS-REFERENCE

Table 214. Diagram Cross-Reference

Subdivision	Division	Page
CE&D	Chicago	15
Evansville Terminal	Chicago	37

#### 202.1 AUTHORITY FOR MOVEMENT

Table 215. Authority for Movement

Between Location/Mile Post	Rules
H323.4 and H323.5	93 See Note 1 & 2
H323.5 and H344.9	120-132 (243-247)
H344.9 and H448.6	120-132

#### Notes:

1. Permission must be obtained from the Yardmaster Evansville 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.

#### 202.2 DTC BLOCK LIMITS

##### Between North Howell And End of Track

Table 216. DTC Block Limits

Between Location/Mile Post	Block Names
H323.5 and H331.6 SWT at Sigeco	Howell
H331.6 and H339.8	Belknap
H339.8 and H344.9	B&K
H344.9 and H359.1	Upton
H359.1 and H377.2	Carmi
H377.2 and H386.2	Inland
H386.2 and H403.1	Delafield
H403.1 and H414.1	Shirley
H414.1 and H423.9	Woodlawn
H423.9 and H440.8	Ashley
H440.8 and H448.6	Addieville

#### 203.0 SPEEDS

##### 203.1 MAXIMUM AUTHORIZED SPEED

Table 217. Maximum Authorized Speed

Between Location/Mile Post	MPH
North Howell and H448.6	49
Sigeco Spur	20
Patiki Spur	20
Southwind Maritime Centre Spur	20

**Note:** Trains must be operated at Controlled Speed while operating on Sigeco Spur, Patiki Spur and Southwind Maritime Centre Spur.



**203.2 SPEED RESTRICTIONS**

Table 218. Speed Restrictions

Between Location/Mile Post	MPH
H323.4 and H324.9	25
H325.2 and H327.9	45
H340.4 and H341.4	40
H344.0 and H344.7	45
H350.0 and H350.7	25
H350.7 and H359.2	40
H359.2 and H359.5	30
H359.5 and H380.9	40
H380.9 and H381.7	30
H381.7 and H383.0	25
H383.0 and H406.6	40
H406.6 Mt. Vernon, II. UPRR Crossing	20
H406.6 and H407.4	40
H407.4 and H407.7	25
H407.7 and H415.0	40
H415.0 and H415.5	30
H415.5 Woodlawn-BN RR Crossing	20
H415.5 and H423.7	30
H423.7 Ashley- ICRR Crossing	20
H423.7 and H434.4	30
H434.4 and H434.9	25
H434.9 Nashville - UPRR Crossing	20
H434.9 and H435.1	25
H435.1 and H448.6 (end of track)	30

**203.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

Table 219. Engine Speed Indicators and Odometers

H330 and H331	H399 and H400	H413 and H414
H331 and H332	H400 and H401	-----
H332 and H333	H411 and H412	-----
H398 and H399	H412 and H413	-----

**204.0 EQUIPMENT RESTRICTIONS**

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

Table 220. Equipment Restrictions

Location	Equipment	Restriction
Bridge H350.3 Wabash River	Trains	25 MPH
	Wreckers Locomotive Cranes	10 MPH
Sigeco Spur	Wreckers Locomotive Cranes	10 MPH
Sigeco Power Plant Unloading Facility	Empty Unit Coal Trains	Reverse move- ments must not be made except in emergency under the supervision of power plant employees
Sigeco Switch H331.6 Sigeco Spur	Unit Coal Trains Handling SIGX Cars	When arriving the Sigeco Switch, must, before entering Sigeco Spur, cut in air to the air dump system in order for the system to charge in prepara- tion for unloading.
All team, house, Industrial and scale tracks and mine spurs	6-Axle Engines	Must not operate on, except can operate to Patiki Mine, Southwind Riverport, Mt. Vernon, In, and Abee Power Plant on Sigeco Spur.

**205.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**205.36 SPRING SWITCHES**

Table 221. Spring Switches

Location	End Location	Normal Position
Belknap	Both ends	For main track

Note: Prior to making facing point movement over spring switch at South end Woodlawn, trains and on track equipment must stop and the switch must be examined to ensure that it is lined and secured for the movement to be made.

**205.58 DEFECT DETECTORS**

**Table 222. Defect Detectors**

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Caborn, IN. H334.7	AD	East Side
Epworth, IL H355.1	AD	West Side
Robanna, IL H374.1	AD	East Side
Opdyke, IL H400.2	AD	East Side
Ashley, IL H425.9	AD	West Side

**205.83-A TRAIN BULLETIN AND RELEASE FORM**

1. Trains must receive Train Bulletins and Release Forms from printer and/or telecopier (omnifax, facsimile and telefax) machines as designated below:

**Table 223. Train Bulletin and Release Form**

Station	Location	Trains
Mt. Vernon, IL	Crew Room	Originating
Howell	Crew Room	Originating

**205.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Railroad Crossing At Grade**

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

**Table 224. Railroad Crossings at Grade**

Location	Railroad	Protection	Rule
Nashville, IL H434.9	UP	Automatic	234-B(3)
Ashley, H423.7	IC	Automatic	234-B(3)
Woodlawn, H415.5	BN	Automatic	234 -B(3)
Mt. Vernon, IL H406.6	UP	Remotely Controlled	(Note 1)
Mt. Vernon, IN H341.7	CSX	Automatic	234-B(3)

**Note:**

1. Controlled by UP operator at Mt. Vernon.

**205.100 HIGHWAY AND STREET CROSSINGS RUSTY RAIL CONDITIONS**

1. Rusty rail condition exists for Grade Crossing Warning Devices on South Siding, Carmi, Illinois, at 1st Street, 3rd Street and 5th Street. All train movement in South Siding, Carmi, Illinois, H359.8 to H360.15, will be made at restricted speed, making sure crossing protection flashers are operating properly due to rust on rail. If traffic control devices fail to operate, movement over

crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

2. Rusty rail conditions exist in Belknap and Epworth Sidings. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.
3. Due to rusty rail conditions on Main Track between H328.0 and H448.6, Highway Grade Crossings protected by flasher lights and/or gates must not be fouled until it is known that flashers have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

**205.105 USE OF SPECIFIED TRACKS**

**Table 225. Speed Restrictions**

Between Location/Mile Post	MPH
Sigeco Spur MP 1.0	10
MP 2.7	

**205.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 84.

**Table 226. Radio Stations and Instructions**

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Enfield-TD H369.8	Contin- uous	84	Wayside
Ashley-TD H424.1	Contin- uous	84	Wayside
Mt. Vernon IN-AG	0800 to 1700 Ex. Sun	84	Agency
Carmi-TD	Contin- uous	84	Wayside
Mt. Vernon, IL U.P. RR Oper- ators Office VN Tower	Contin- uous	84	Wayside
Collinsville-YM	Contin- uous	84	Terminal

**Note:** SB Train Dispatcher call-in No. is 7. Alternate call-in No. is 4 between Mt. Vernon, In. and Evansville Indiana.

SB Train Dispatcher radio channel is 94.

SB Train Dispatcher telephone No. is 1-800-435-2217.

## 206.0 MISCELLANEOUS INSTRUCTIONS

### 1. Close Clearance

- a) **Abee, Indiana** - All employees are cautioned to be on the lookout for close clearance to the coal unloading facility of Southern Indiana Gas and Electric Company Power Plant further designated by close clearance sign reading:

**"NO PERSON IS PERMITTED BEYOND THIS POINT ON THE BRIDGE STRUCTURE OR ON THE OUTSIDE OF TRAINS OR CARS WHILE TRAINS ARE ON THE STRUCTURE."**

No employee shall be permitted to be or remain on the walkway or upon the outside of any train on said automatic coal unloading facility at any time a train or car is in the coal unloading area, except in an emergency situation, and then only after all train or car movement has been stopped and complete precautions have been taken to ensure that there will be no movement on the train or cars while any person is on the walkway or on the outside of any train.

In the event there is an emergency requiring the stopping of the train on the automatic coal unloading facility, the train shall not be moved by the engineer until he or she has been notified by an employee of Southern Indiana Gas and Electric Company that all of their personnel are clear of the train and the conductor has notified the engineer that the coal unloading facility is clear of persons and that it is safe to move the train.

While moving train across the coal unloading facility, the head end crew will remain in the cab of engine and train crew on caboose must remain inside caboose, except in emergency, and the instructions above will apply.

2. Close clearance exists at the Walgreen Company, Mt. Vernon, Illinois and crew members are prohibited from riding on sides or top of cars in the area of reduced clearance.

Warning signs are installed 204 feet from platform, stating:

**WARNING - NO CLEARANCE FOR MAN ON SIDE OF CAR**

3. **Patiki Mine, Epworth, IL., MP H354.7** - at Tipple. Employees are prohibited from riding on cars or on top of cars moving through loading tipple.
4. **Southwind River Port, Mt. Vernon, IN:**

Do not block leads from road crossing at top of hill by the shopping center to Mapco switch, and from Mapco switch to Loop track switch, from Loop track switch to 3,4,5, switch.

### 5. AW&W RR SPECIAL INSTRUCTIONS

Employees must use special care when riding on the side of cars in AW&W Yard, Oakland City, Indiana. However, some tracks will not clear a man on the side of a car when equipment is on adjacent track. These locations include:

Main track alongside No. 1 Yard, east, west, Shy, Gulf Oil and west storage track.

AW&W Yard tracks except new and scale tracks.

East track.

West track.

Shy siding.

Gulf Oil - from switch to unloading pit.

West storage track.

- a) Employees must not ride on the side of car next to equipment on an adjacent track at these locations.
- b) Employees must not stand or walk between moving equipment on one track and equipment standing or moving on an adjacent track at these locations.

### 6. A. B. Brown Power Station, H331.6

Weigh in motion scale is in service at the A. B. Brown Power Station. The scale is located approximately one quarter mile south of the Loop Track switch. Both loaded and empty trains must be weighed. A voice train control system has been added to augment the function of the lights placed on scale house. Data transmitted by the system will include mode messages along with speed control. The system will report train speed at an interval to keep the engineer apprised of his speed condition. The report interval is shortened as speed increases.

Operation of scale is as follows:

- a) The scale is unmanned and is activated automatically when the lead engine contacts the approach circuit. The approach circuit is located seventy five (75) feet to the north and south of the scale house. When the scale is activated a yellow light on the scale house will illuminate. If the yellow light does not activate, stop your movement. Voice will announce "SCALE IS READY," or "SCALE HAS FAILED." If "SCALE IS READY," Proceed.
- b) Operate train over scale in a steady continuous pull not exceeding five (5) MPH. When speed becomes excessive the yellow light will flash and speed must be decreased. If light is extinguished, the scale has failed and the cars that went over scale after the light was extinguished must be reweighed. If this occurs, reverse movement of the train. A reverse movement may be made over the scale and weighing will automatically begin after the last car weighed. Voice may announce "SCALE HAS FAILED." Voice will announce your speed at intervals such as "your speed is 6.2 MPH."
- c) After the train has cleared the scale the yellow light will automatically extinguish. The same procedure must be followed when weighing loads and empties. Voice will announce "SCALE IS CLEAR."
- d) If power plant is not ready to "DUMP" train, movement must stop short of the approach circuit, and do not weigh.
- e) Speed must not exceed 5 MPH. If scale has failed the cars must be reweighed; See procedure in paragraph 2. above.

- f) A voice train control system has been added to augment the function of the light placed on scale house. Data transmitted by the system will include mode messages along with speed control. During the weighing process, the system will report train speed at an interval to keep the engineer apprised of his speed condition. The interval is shortened when the speed increases.

The following sequence of messages will be announced during the weighing of a train:

"SCALE IS READY"  
"SCALE HAS FAILED"  
"YOUR SPEED IS 6.2 MPH"  
"SCALE IS CLEAR"

Speed must not exceed 5 MPH. If scale has failed the cars must be reweighed; see procedure in paragraph 2 above.

**Note:** "Equipment" includes cars, engines and MofW machinery.

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**NOTES:**

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## 210.0 WABASH SUBDIVISION-WK

### 211.0 STATION LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)	
CI212.8	END OF TRACK	End of Track		
CI213.4		0.9 North Judson		
CI222.6		9.2 LaCrosse		
CF0.5		5.9 Thomaston		
CF6.4		2.7 Hanna		
CF9.1		6.2 Wellsboro		
CF15.3				
<b>10.1 MILES END OF TRACK TO LACROSSE</b> <b>14.8 MILES LACROSSE TO WELLSBORO</b>				

#### 211.1 DIAGRAM CROSS-REFERENCE

Table 227. Diagram Cross-Reference

Subdivision	Division	Page
Garrett	Chicago	41

### 212.0 METHOD OF OPERATION

#### 212.1 AUTHORITY FOR MOVEMENT

Table 228. Authority for Movement

Between Location/Mile Post	Rules
CI212.8 and CF15.6	120-132

#### 212.2 DTC BLOCK LIMITS

Table 229. DTC Block Limits

Between Location/Mile Post	Block Names
CF15.6 and CF0.5	Wells
CI222.6 and CI212.8	Judson

### 213.0 SPEEDS

#### 213.1 MAXIMUM AUTHORIZED SPEED

Table 230. Maximum Authorized Speed

Between Location/Mile Post	MPH
End of Track and LaCrosse	40
LaCrosse and Wellsboro	35

### 213.2 SPEED RESTRICTIONS

Table 231. Speed Restrictions

Between Location/Mile Post	MPH
CI221.4 and CI222.6	10
CF0.5 and CF1.0	10
Thomaston - NS Crossing CF6.4	20
Hanna - NS Crossing CF9.1	20
Wellsboro - Through interlocking CF15.3	20
Malden - Industrial Track	20
LaCrosse - Thoroughfare Track	10

### 214.0 EQUIPMENT RESTRICTIONS

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

Table 232. Equipment Restrictions

Location	Equipment	Restriction
Between LaCrosse and Wellsboro	250-ton or greater capacity wreck cranes except B&O 940503	Must not operate on
Over Bridge 1.5	Wreck Crane	Must not exceed 10MPH
Over Bridge 4.5	B&O 940503	

### 215.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 215.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release form from the printer and/or telecopies (omnifax, facsimile and telefax) machines as designated below:

Table 233. Train Bulletin and Release Form

Station	Location	Trains
Barr Yard	Crew Room Yard Office	Originating
Garrett	Yard Office	Originating

**Note:** Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above), will promptly contact the train dispatcher.

**215.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Railroad Crossings at Grade**

When a stop aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Table 234. Railroad Crossings at Grade

Location	Rail-road	Pro-tection	Rule
Thomaston	NS	Remotely Con-trolled	234-B(2) Note 1 and 2
Hanna	NS	Auto-matic	234-B(3) Note 1 and 3
Wellsboro	CSX-GT	Remotely Con-trolled	234-B(2) Note 4

**Notes:**

- Absolute signals at Thomaston-NS crossing and at Hanna - NS crossing have been set at "STOP" due to rusty rail conditions.
- Thomaston - NS Crossing - After contacting train dispatcher or if communication is not available, conductor or engineer will:
  - Determine NS train or engine is not fouling or approaching crossing;
  - No time-release device. Proceed in accordance with Rule 234-B(2)
  - Pass signal at least 30 feet but not foul crossing;
  - Wait five (5) minutes and
  - Proceed in accordance with Rule 233.
- Hanna - NS Crossing - after contacting train dispatcher or if communication is not available, conductor or engineer will:
  - Determine NS train or engine is not fouling or approaching crossing;
  - No time-release device. Proceed in accordance with Rule 234-B(3) Pass signal at least 30 feet but not foul crossing;
  - Wait five (5) minutes and
  - Proceed in accordance with Rule 233.
- Wellsboro - CSX and GT Crossing - After contacting CSX train dispatcher, conductor or engineer will:
  - Determine CSX or GT train or engine is not fouling or approaching crossing;
  - Operate release device, located on CSX Instrument house;
  - Wait five (5) minutes;
  - Signal should display aspect to proceed.
  - If signal does not display aspect to proceed:
  - Secure permission of CSX train dispatcher (train dispatcher will not authorize movement without first having knowledge of possible conflicting movement on GT); and if no conflicting movement is apparent ;

Pass signal at least 30 feet but not foul crossing;  
Proceed in accordance with Rule 233.

**215.100 HIGHWAY AND STREET CROSSINGS**

**1. Providing Crossing Protection**

**Rusty Rail Conditions -**

Due to rusty rail conditions Trains must approach railroad/highway grade crossings at locations protected by flasher lights and/or gates prepared to stop and must not foul crossing unless it is known that the warning devices have been operated for at least 20 seconds or gates have lowered. If traffic control devices fail to operate, movement over crossing must be protected by member of crew, in accordance with CSXT Operating Rule 100-E.7.

**215.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 235. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Wellsboro-TD	Contin-uous	98	Wayside

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

SC Train Dispatcher radio channel is 12.

SC Train Dispatcher telephone No. is 1-800-854-5708.

**NOTES:**

## CHICAGO SERVICE LANE SPECIAL INSTRUCTIONS

### 1000.00. TRAIN SPEEDS -

Table 236. 1000.01 SPEED CONDITIONS

Location	MPH
WHEN MOVING OVER INDUSTRIAL BRIDGES AND TRESTLES (See Note 1)	10
THROUGH TURNOUTS, CROSSOVERS AND SIDINGS - except where signal indications or special instructions permit higher speed. (See Note 2)	10

Note 1: Does not apply on the CE&D, Henderson, Monon, O&N, and St. Louis,

Note 2: Does not apply on the CE&D, Henderson, Monon, and O&N.

### 1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

#### 1003.01. Diesel Units

(1). Train Handling Rule (THR#1) 2.1.5 permits a maximum of 8 units coupled for movement on all subdivisions on the Chicago Service Lane. Train Handling Rule 2.1.6 Tonnage Restrictions apply.

EXCEPTION 1) A maximum of six (6) units may be used on the following Subdivisions:

Chicago Heights  
Lake  
Wabash

EXCEPTION 2) Restricted Equipment Rule 50 and Train Handling Rule 2.1.5 are modified according to the following instructions:

A maximum of twelve units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 MPH.

EXCEPTIONS: Current restrictions in special instructions that

restrict the class or number of locomotive units that may be operated at a specific location are still in effect. All industrial spur operations and branch lines are restricted to a maximum of eight units.

The following subdivision have a maximum authorized speed greater than 25 MPH but are restricted to a maximum of eight units:

Decatur  
Monon  
Rose Hill to Burkitt on the Memphis Subdivision  
Nashville

### 1003.02. Cars

#### 1. Short Cars

No car less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of train only.

#### 1003.03. 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".

#### 1003.11. Detroit Edison Locomotives -

Detroit Edison locomotives are not to be shut down, but should be left at idle when not needed for power or service.

### 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 Dispatcher/Yardmaster must be notified.

#### 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 Chicago Service Lane Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 237. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Barr	20' 2"	20' 2"
Blue Island	20' 2"	20' 2"
Bruceton	20' 2"	20' 2"
CE&D	20' 2"	20' 2"
Chattanooga	20' 2"	20' 2"
Decatur	20' 2"	20' 2"
Evansville Terminal (Note 1)	20' 2"	20' 2"
Garrett	20' 2"	20' 2"
Henderson (Note 3)	20' 2"	20' 2"
Lake (Note 2)	19' 2"	19' 1"
Memphis	20' 2"	20' 2"
Monon	19' 2"	19' 1"
Nashville	19' 2"	19' 1"
Nashville Terminal	20' 2"	20' 2"
New Rock	19' 2"	19' 1"
S&NA North	20' 2"	20' 2"
St. Louis	19' 2"	19' 1"
All Other Subdivision	Prohibited	Prohibited

**Note:**

1. Double stack and multi-level equipment must not operate through Pigeon Creek Truss Bridge ZC283.9.
2. Double stack and multi-level equipment must not operate west of 100th Street.
3. Double stack and multi-level equipment must not operate on the MH&E and Morganfield branches.

#### 1004.05. PSI Pressure On SCWX Hoppers

Standard brake PSI pressure on SCWX Series 83000 aluminum hoppers. Set E and F will be maintained at 100 PSI at all times.

#### 1004.06. Scale Tracks

Engines must not operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 Lbs. must not be moved on track scales with capacity of less than 200 tons.

#### 1004.07. Loading SCWX Hoppers

When loading SCWX hoppers, in number series 83301 through 83499 (sets E&F) on grades that are 2% less or greater, the following procedures should be followed:

1. Brake pipe pressure must be set for 100 PSI. (Procedures for reducing overcharge are attached).

2. Brake system must be fully charged before loading begins.
3. A minimum reduction of 6 to 8 pounds must be made immediately before loading begins.
4. A low throttle position must be used as needed (normally No. 1 or No. 2 position).
5. Brake pipe reduction of 2 to 3 pounds are to be used as needed to control the speed.
6. The maximum allowable reduction while loading is 28 pounds. If this does not control the speed, sufficient hand brakes must be applied.
7. At this point, if speed control cannot be satisfactorily controlled, it will be necessary to take the loaded cars down the hill and set them out. Then resume loading the remainder of cars.
8. If for any reason the brake pipe is disturbed during loading, other than normal brake pipe reductions, the train must be secured and air brake system recharged for 15 minutes before loading is resumed.
9. Crew is responsible to ascertain the "set designation" when handling SWCX aluminum hoppers.

#### 1004.08. Unit Train Loading

When loading unit trains or placing cars at mines with foreign or private cars, see that they clear unit tipple chutes and other structures while moving through tipple. This will also include all cabooses.

When loading cars at fast loading tipples, crews should look over the conditions of flangeways in the tracks so as to avoid derailments in the vicinity of these tipples.

Finding flangeways in such conditions that they would create derailments, the matter must be promptly reported to the mine operators, also report made to trainmaster as soon as possible.

#### 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.

#### 1006.00. RADIO PROCEDURES

##### 1006.02. Selecting Channel Numbers

1. The designated radio channel to be monitored will be listed in the timetable for each subdivision in table form. The dispatcher radio channel and the call-in for that subdivision will be listed under the table.
2. 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.
3. Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

**ALL CHANNEL RADIO POSITIONS**

Table 238. AAR Radio Channel Usage

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

**1006.04 Initiating A Radio Call-In To And From The Train Dispatcher**

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
  - a) 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.
  - b) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
  - c) 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.
  - d) 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.
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.
3. When the train dispatcher contacts a train or another employee on or near the track, he will initiate the call on the designated channel assigned to that area (Road Channel). When contact has been established, they will switch to the dispatcher channel to continue the conversation. After the conversation has ended, the employee will immediately return to the assigned channel (Road channel) for that subdivision.
4. The following call number will be used on the designated sub-divisions:

Radio Location	Call-In No.	SD	Dispatcher Position
McEwen, TN	5	Bruceton	AH
White Bluff, TN	5	Bruceton	AH
Mason, TN	6	Memphis	AH
Memphis, TN	6	Memphis	AH
Brownsville, TN	6	Memphis	AH
Gadsden, TN	6	Memphis	AH
Mckenzie, TN	6	Memphis	AH
Bruceton, TN	6	Memphis	AH
Nectar, AL	3	S&NA North	AH
Aspen Hill, TN	3	S&NA North	AH
Faulkville, AL	3	S&NA North	AH

Radio Location	Call-In No.	SD	Dispatcher Position
Athens, AL	3	S&NA North	AH
Peytonsville, TN	3	S&NA North	AH
Smyrna, TN.	2	Chattanooga	AJ
Tullahoma, TN.	2	Chattanooga	AJ
Cowan, TN.	2	Chattanooga	AJ
Anderson, TN.	2	Chattanooga	AJ
Shellmound, TN.	2	Chattanooga	AJ
Hooker, GA.	2	Chattanooga	AJ

Alternate call-in numbers for some locations on Nashville Division, as indicated below:

1. Bruceton Subdivision, Nashville, TN area, if you are unable to contact the AH Dispatcher by using call-in number 5, use alternate number 3.
2. Bruceton Subdivision, Bruceton, TN area, if you are unable to contact the AH Dispatcher by using call-in number 5, use alternate number 6.

**1006.05. Emergency Call-In Procedures**

When an emergency arises as defined in Operating Rule 415, the following procedure 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 seconds 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 develops 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 number is 8-388-5555.

**Henderson Subdivision**

Table 239. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Evansville, In (CSX)	19	77	711*	711#
Atkinson, Ky (CSX)	19	77	712*	712#
Guthrie, ky (SDN)	19	77	713*	713#

**CE&D Subdivision**

Table 240. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Danville, Il (CSX)	19	77	714*	714#
Terre Haute, In (SDN)	19	77	715*	715#
Vincennes, In (SDN)	19	77	716*	716#
Evansville, In (CSX)	19	77	711*	711#

**Evansville Term Subdivision**

Table 241. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Evansville, In (CSX)	19	77	711*	711#

**Garrett Subdivision**

Table 242. 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#

**Monon Subdivision**

Table 243. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Lafayette, In (SDN)	16	88	861*	861#

### Bruceton Subdivision

Table 244. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Nashville, Tn (CSX)	19	77	512*	512#
White Bluff, Tn (SDN)	19	77	541*	541#
McEwen, Tn (SDN)	19	77	521*	521#

### Chattanooga Subdivision

Table 245. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Nashville, Tn (CSX)	19	77	512*	512#
Tullahoma, Tn (SDN)	19	77	514*	514#
Tantallon, Tn (SDN)	16	88	524*	524#
Anderson, Tn (SDN)	19	77	516*	516#
Long Island, Al (SDN)	19	77	515*	515#
Chattanooga, Tn (CSX)	19	77	621*	621#

### Memphis Subdivision

Table 246. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Memphis, Tn (CSX)	19	77	531*	531#
Gadsden, Tn (SDN)	19	77	551*	551#

### Nashville Term Subdivision

Table 247. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Nashville, Tn (CSX)	19	77	512*	512#

### S&NA North Subdivision

Table 248. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Nashville, Tn (CSX)	19	77	512*	512#
Peytonsville, Tn (CSX)	19	77	511*	511#
Aspen Hill, Tn (CSX)	19	77	513*	513#
Faulkville, Al (CSX)	19	77	312*	312#
Birmingham, Al (CSX)	19	77	311*	311#

### 1040.00. MISCELLANEOUS INSTRUCTIONS

#### 1040.02. Dispatcher Telephones -

Wayside phones at various locations are being replaced by Bell telephones. This is a direct line to Barr Yard train dispatcher. The number is 708-201-5222. This number is to be used for movement of trains. The number can be used from Mobile phones and public phones.

When calling the train dispatcher, it is to be used the same as the present phone. After dialing the number, you are to identify your location and wait for the dispatcher to answer. Do not hang up if your are not answered promptly, as you

cannot be disconnected. In the Chicago area, it will not be necessary to use the Area Code 708. If you call from Indiana, you must dial 1-708-201-5222.

After the use of these phones, be sure the phone is hung up and the doors are secured and locked to prevent vandalism.

#### 1040.03. 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. at the numbers indicated upon going 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 foremen 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.

#### 1040.04. 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.

#### 1040.09. 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. APAX cars are equipped with ABD brakes.

#### 1040.10. Grain Elevators -

Smoking or the use of fuses is prohibited on the premises of all grain elevators.

#### 1040.13. Caboosees -

Prior to arrival at all terminals, train crews will advise yardmaster of any defects to caboose such as: stove not working properly, out of fuel, radio and lights not working, red light fixture inoperative, etc., in order for arrangements to be made for correction or changed out if run-through trains.

When entering final terminal to go off duty or anytime caboose is left for any length of time, crew member will turn stove down to low, checking thermostat and turn radio and all power off.

(a). Detached caboose cars must not be permitted to stand on any track unless properly secured.

(b). Caboose cars must not be cut off while in motion unless accompanied by a rider.

(c). General switching with caboose cars is prohibited.

(d). Conductors on road trains with cabooses having defects will report defects before terminating tour of duty by notifying yardmaster and train dispatcher's office via telephone or radio describing defect or malfunction and giving caboose number.

#### 1040.15. Knuckle Pins

After changing knuckles, employees must replace knuckle pins, if practicable. When unable to replace pin account broken, bent, or missing, and no replacement is available, they must advise the train dispatcher or yardmaster who will notify the Car Department of the train and cars affected so the condition(s) can be corrected.

#### 1040.16. Repaired Hot Box

Trains picking up cars on line or road that have previously been set off account of hot box and have been temporarily repaired, will not exceed 5 MPH for the first 10 minutes, then gradually increase the speed during the next 10 minutes to 25 MPH, and must not exceed this 25 MPH to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they can be readily observed by members of the crew, and a close watch must be maintained so that appropriate action can be taken in the event the journal becomes overheated.

#### 1040.17. Long Cars On Wye Track

Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

**1040.18. 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
Alabama	Over 15 minutes
Illinois	Over 10 minutes
Indiana	Over 10 minutes
Kentucky	Over 5 minutes
Michigan	Over 5 minutes, including continuously moving trains
Ohio	Over 5 minutes
Tennessee	Over 15 minutes

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.

**1040.20. General Bulletins****ISSUE AND DISTRIBUTION OF GENERAL BULLETINS AND NOTICES**

District	Subdivisions/Terminals
Evansville	Henderson CE&D Evansville Terminal O&N St. Louis Monon
Illinois	Decatur
Chicago	Garrett Barr New Rock Lake Blue Island Altenheim Chicago Heights Wabash
East	Nashville Terminal S&NA North Chattanooga
West	Bruceston Memphis Nashville

**1040.21. Bedford Park****1. Trains Originating Bedford Park:**

Train originating Bedford Park will advise the CSX train dispatcher at Barr Yard of their train pull time.

**2. Trains Originating Bedford Park Departing Via IHB Railroad:**

Brake Application

CSX Intermodal trains leaving Bedford Park via the Indiana Harbor Belt main tracks must comply with the following instructions and T.H.R. 3.2.5.

After stopping your train to re-align the switches from the Blue Island lead to the IHB main and to await the arrival of the conductor back to the head end, a full service reduction of the automatic brake must be made. This full service reduction will ensure your awareness of any attempts made by vandals to turn angle cocks or otherwise interfere with the train's air brakes. The train's air brakes will not be released until the conductor has mounted the engines and the train is ready to proceed.

If you have any questions concerning this procedure, please contact your road foreman of engines.

**3. All Intermodal Trains Destined Bedford Park:**

Our train handling rules require any engine failures or faults be reported to the dispatcher and terminal personnel. Engineers are also required to report any locomotives in the consist not radio or RDU equipped.

As you approach Chicago you are to contact the trainmaster at Barr Yard by radio to report whether or not you have experienced any locomotive failures and whether or not all units in your consist are equipped with a working radio and RDU. This information is vital to eliminate unnecessary and costly delays to our trailer trains.

At Bedford Park, engineers are to make a calendar day inspection of their consist for the date on which they arrive.

As an example: Train arrives at Bedford Park on 19 September with a calendar day inspection made out on 18 September. You must make out a calendar day inspection for the 19th. Hours of service permitting.

In addition, the engineer is to check with the yardmaster at Bedford Park to see if the rear unit in your consist will be used next as a lead unit. If it is to be used as a lead unit you are to set the controls up in lead. An inspection of the radio, horn, bell, and headlight is to be made. Any exceptions are to be reported to the Bedford Park yardmaster.

**1040.58. Defect Detectors****1. Iron Highway:**

The iron highway equipment may not activate wayside defect detectors for the detection of overheated wheel bearings. However, the iron highway equipment is equipped with an on-board computer system that will display information on a monitor located in the locomotive cab. It will display information on the wheel bearing temperatures, brake application/release status, and brake piston travel. The crew must observe the monitor and be governed by the on-board system. The following changes to defect detector rules will govern the operation of iron highway equipment.

**1. Iron Highway Wayside Dragging Equipment Instructions:**

After the rear of the train passes a functioning defect detector, the crew will be governed as follows regarding dragging equipment indications:

- a) If the voice message indicates "NO DEFECT", the train may proceed.

- b) If the voice message indicates a dragging equipment message; the train must be stopped and the entire train must be inspected for dragging equipment.
- c) If no voice message is received or the voice message is not understood; be governed the same as (B).
- d) If the voice message indicates "HOT BOX DETECTOR MALFUNCTION"; be governed the same as (B).
- e) If the voice message indicates no defects and a malfunction advisory other than "HOT BOX DETECTOR MALFUNCTION"; the train may proceed and the train dispatcher must be advised.

**2. Iron Highway Wayside Hot Box Instructions:**

After the rear of the train passes a functioning defect detector, the crew will be governed as follows regarding hot box indications:

- a) If the axle count received from the wayside defect detector indicates a defect on the locomotive, the train will stop and be inspected according to current defect detector rules.
- b) If the voice message indicates "NO DEFECTS"; the train may proceed.
- c) If the voice message indicates "HOT BOX" on other than the locomotive; the train may proceed not exceeding 40 MPH. The crew will monitor the on-board monitoring system for additional information regarding bearing temperatures. If the voice message at the next defect detector indicates "NO DEFECTS", the train may proceed at normal speed again, provided on-board monitoring system indicates bearing temperatures are within normal operating range.
- d) If the voice message on any other defect detector during this trip indicates "HOT BOX" at the same wheel set; the train must reduce speed to not exceeding 20 MPH, and proceed to the next siding. The train will stop between the siding switches (in the siding or on the main track if the siding is occupied). Train dispatcher must be notified promptly after receiving this second "HOT BOX" message. Crew will be governed by train dispatcher instructions regarding additional movement.

**3. On-Board System Malfunction:**

In the event there is a malfunction of the on-board monitoring system, the train dispatcher must be immediately notified.

- a) If the on-board system malfunction occurs and there has been no "HOT BOX" indication from a wayside defect detector, the train must reduce speed to not exceeding 40 MPH, and proceed to the next siding. The train will stop between the siding switches (in the siding or on the main track if the siding is occupied). Crew will be governed by train dispatcher instructions regarding additional movement.

- b) If the on-board system malfunction occurs and there has been a "HOT BOX" indication from a wayside defect detector, the train must reduce speed to not exceeding 20 MPH, and proceed to the next siding. The train will stop between the siding switches (in the siding or on the main track if the siding is occupied). Crew will be governed by train dispatcher instructions regarding additional movement.

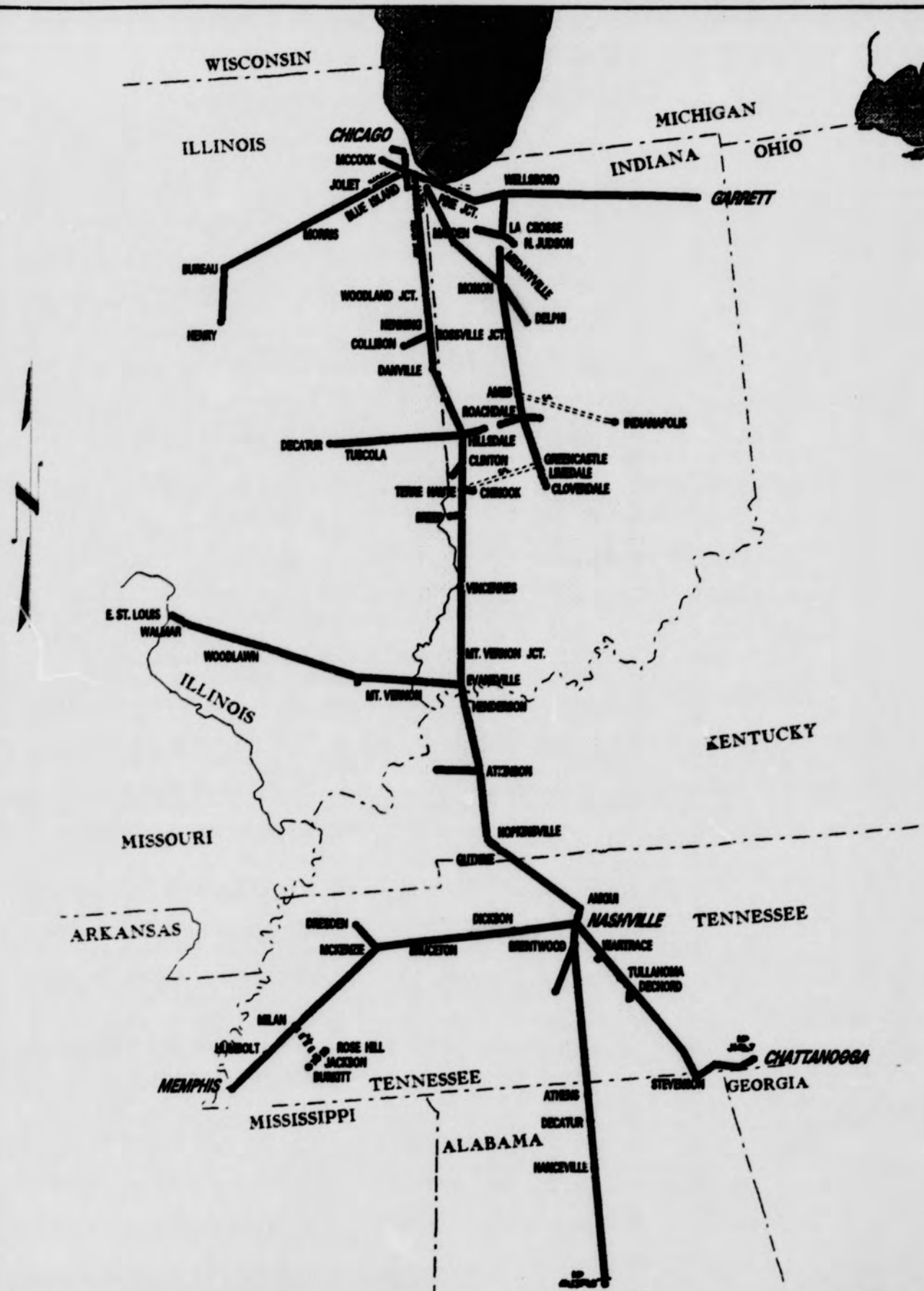
**1041.00. Accidents**

- (a) 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.

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**NOTES:**

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# CHICAGO SERVICE LANE

**CSX**  
TRANSPORTATION



1047.00 **SPEED TABLE**

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
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	45.55	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			

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# CSX

## **TRANSPORTATION**

### **C&O BUSINESS UNIT TIMETABLE No. 2 EAST**



**EFFECTIVE  
WEDNESDAY, JANUARY 1, 1997  
AT 0200 HOURS  
CSX STANDARD TIME**

2000

**T.G. Frost  
General Manager**

**R.L. Cart, Jr.  
Chief Operations Officer East**

**A.F. Crown  
Chief Operations Officer West**

**R. Griffith, Jr.  
Superintendent Operations**

**V.L. Saunier  
Chief Commercial Officer West**

**S.F. Santer  
Superintendent Operations**

# C&O BUSINESS UNIT TIMETABLE EAST

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**PHONE NUMBERS**

<b>Emergency only:</b>	
Chief Dispatcher	1-800-232-0147
<b>C&amp;O Business Unit <u>Safety Hot Line</u></b>	
(Company)	8-431-5198
<b>Non-Emergency situations:</b>	
Chief Dispatcher (Bell)	1-904-381-2782
(Company)	8-388-2782

**OPERATION RED BLOCK CAPTAINS**

<u>Name</u>	<u>Phone</u>
<b>System Coordinators</b>	
E.S. Pack	304-645-4604
G.J. Muneio	313-981-7056
<b>Team Captains</b>	
<b>Ashland, KY.</b>	
J. Smith	606-325-8110
<b>Cincinnati, OH.</b>	
D. McMeans	513-797-6116
<b>Clifton Forge, VA.</b>	
D. Richards	703-559-9718
L. Woodward	703-862-9152
<b>Columbus, OH.</b>	
R. Gilliam	614-851-0027
<b>Danville, WV.</b>	
R. Burton	304-369-2224
<b>Elk Run Jct.</b>	
P. Cantley	304-854-2131
<b>Hinton, WV.</b>	
J. Clark	304-466-4920
T. Payne	304-466-3729
<b>Huntington, WV.</b>	
H. McComas	304-736-4055
-Huntington, WV.-Yard	
D. Blake	304-736-0508
<b>Martin, KY.</b>	
T. Allen	606-874-0651
<b>Newport News, VA.</b>	
M. Brown	804-874-7783
<b>Paintsville, KY.</b>	
J. Marcum	606-874-9583
<b>Peach Creek, WV.</b>	
R. Pearson	304-752-4347
<b>Quinnimont, WV.</b>	
J. Pate	304-252-5227
<b>Rainelle, WV.</b>	
B. Sanford	304-438-9187
<b>Richmond, VA.</b>	
-Fulton Yard	
B. Edmonds	804-359-3484
<b>Russell, KY.</b>	
J. Adams	606-836-8414
P. Ford	306-836-7229
H. Heaberlin	606-836-4804
E. Truesdell	606-324-9432
<b>Shelby, KY.</b>	
E. Hamilton	606-432-7288
<b>South Charleston, WV.</b>	
R. Smith	304-877-3013

# C&O BUSINESS UNIT

935 7TH AVENUE  
HUNTINGTON, WVA. 25701-2313

## C&O Business Unit Officers

T.G. Frost  
VP General Manager

R.L. Cart, Jr.  
Chief Oper. Officer - East

A.F. Crown  
Chief Oper. Officer - West

J.W. Thompson  
Manager Admin.

R. Griffith, Jr.  
Supt. Operations

V.L. Saunier  
Chief Commercial Officer

S.F. Santer  
Supt. Operations

L.D. Midkiff  
Sr. Road Foreman

B.R. Montgomery  
Mech. Superintendent

D.L. Hensley  
Asst. Supt. Oper.

R.J. Gutman  
Finance Director

C.E. McBride  
Asst. Supt. Oper.

R.S. Zenisek  
Division Engineer

T. Babbs  
Chief Train Dispatcher - East

B.W. Stevens  
Manager Safety

R.F. Campbell  
Chief Train Dispatcher - West

### Location and Names

#### **Balcony Falls, VA.**

D.R. Hale

Roadmaster

#### **Charlottesville, VA.**

L.E. Wynn

Roadmaster

#### **Chillicothe, OH.**

W.R. Stewart, Jr.

J.D. Conley

Roadmaster

Asst. Roadmaster

#### **Clifton Forge, VA.**

D.R. Childers

S.A. Davis

R.H. Tolley

N.W. Johnson

A.A. Davis

D.L. Malone

Sr. Trainmaster

General Foreman

Terminal Trainmaster

Road Foreman of Engines

Asst. Trainmaster

Asst. Trainmaster

#### **Coal Run, KY.**

K.R. Stewart

P.D. Bartley

Trainmaster

Road Foreman of Engines

#### **Columbus, OH.**

J.L. Riddle

B.M. Hensley

D.G. Bartley

N.E. Craft

L.W. Moody

Sr. Trainmaster

Terminal Trainmaster

Trainmaster

Road Foreman of Engines

Roadmaster

#### **Danville, WV.**

M.L. McCauley

C.L. Berry

R.D. Logan

B.E. Ambrose

Trainmaster

Road Foreman of Engines

Asst. Trainmaster

Roadmaster

#### **Fostoria, OH.**

D.L. Hinton

Roadmaster

### Title

### Location and Names

### Title

#### **Hinton, WV.**

D.L. Smith

Trainmaster

#### **Huntington, WV.**

P.T. Burrus

J.A. Buckley

T.J. Carollo

C.R. Clarkson

D.L. Damron

D.L. Clark

E.L. Hager

M.S. Boggs

A.N. Lusk

B.D. Totty

O.C. Wright

P.V. Cotrell

M.K. Rager

T.B. Smirl

M.A. Gill

E.W. Davis

J.F. Ward

J.E. Spradlin

W.R. Toth

S.W. Petree

C. Gilreath

J.S. Barr

G.M. Gambill

H.L. Davidson

V.J. Veager

L.M. McIdrow

Manager Planning

Asst. Roadmaster

Director Utility Coal

Roadmaster

AVP River Coal/Energy

Manager Train Operations

Asst. Division Engineer

Project Engineer

Director Train Operations

Director Train Operations

Director Train Operations

Director Train Operations

Manager Expenditures

Terminal Trainmaster

Asst. Terminal Trainmaster

Asst. Trainmaster

Road Foreman of Engines

Engineer Admin

Project Engineer

Asst. Division Engineer

Manager Billable Expenditures

Director River Coal

Manager Coal Service

Manager Of Production Teams

Business Analyst

Sr. Economic Analyst

#### **Logan, WV.**

R.R. Ramey

Asst. Trainmaster

#### **Lynchburg, VA.**

L.C. Hatcher

Trainmaster

**Location and Names****Martin, KY.**

G.T. Morey  
G.L. Caldwell

**Marysville, KY.**

J.E. Stafford

**Newport News, VA.**

J.E. Petty  
M. McClave  
R.L. McClure  
R.D. White

**Paintsville, KY.**

R.J. Hall  
M.J. Anusszkiewicz  
R.D. Arledge

**Quinnimont, WV.**

C.D. Bentley

**Rainelle, WV.**

J.M. Angell  
T.R. Jones

**Raleigh, WV.**

R.J. Spatafore

**Richmond, VA.**

R.J. Frulla  
J.S. Baker

**Ronceverte, VA.**

A.L. Peterson

**Russell, KY.**

G.L. Bethel  
D.J. Lilly  
C.W. Payne  
G.A. Fitch  
F.P. Yost  
J.M. Detherage  
M.V. Gilley  
J.D. Turner  
D.L. Finfrock  
J.R. Johnson  
O.C. Jones  
D.A. Beverage  
R.M. Clay  
J.C. Windell  
M.B. Rensing

Terminal Superintendent  
General Foreman  
Terminal Trainmaster  
Terminal Trainmaster  
Terminal Trainmaster  
Terminal Trainmaster  
Terminal Trainmaster  
Asst. Terminal Trainmaster  
Asst. Terminal Trainmaster  
Trainmaster  
Trainmaster  
Road Foreman of Engines  
Asst. Trainmaster  
Roadmaster  
Asst. Roadmaster

**Scottsville, VA.**

W.S. McCauley  
R.C. Holder

Roadmaster  
Asst. Roadmaster

**Title****Location and Names****Shelby, KY.**

M.D. Mullins  
G.J. Wheeler  
J.J. Bush

Trainmaster  
Asst. Trainmaster  
Asst. Trainmaster

**South Charleston, WV.**

T.M. McQuain  
L.A. Smith  
C.E. Richards

Sr Trainmaster  
General Foreman  
Asst. Trainmaster

**St. Albans, WV.**

T.P. Crawford

Roadmaster

**Whitesville, WV.**

T.J. George

Asst. Trainmaster

**Williamsburg, VA.**

D.B. Spainhower  
T.P. Magargle

Roadmaster  
Asst. Roadmaster

**Title**

## 10.0 ALLEGHANY SUBDIVISION - AG

### 11.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST ↓	STATIONS	SDG CAP (Ft)
CA275.8	NORTH MOUNTAIN SD	N. Mountain SD	CS8800
		1.8	
CA276.0 6276		JD Cabin	
CA277.6 6274	No. 1	Clifton Forge	
CA280.8 6274		Clifton Forge Yd	
CA283.1 6271	No. 2	MP 283.1	
CA288.1 76268	COVINGTON INDUSTRIAL TRACK	MP 288.1	
CA289.7 6266		Covington	
CA292.3 6265	No. 1	BS Cabin	
CA298.1 6264	No. 2	OX Cabin	
CA305.3 6263		East Alleghany	
CA306.7 6262		Alleghany	
CA311.9 6259-6260	No. 1	White Sulphur Sprgs	
CA319.8 6255	No. 2	Whitcomb	
CA322.6 6253		Ronceverte	
CA324.0 6252		WR Cabin	
CA327.0 6251	No. 1	Rockland	
CA336.7	No. 2	AD Cabin	
CA341.3 6246	PIFFE SCALES	Riffe	
CA342.8 6245		Pence Springs	
CA349.5 6242	No. 1	Hilldale	
CA354.6 6240	No. 2	MX Cabin	
<b>78.8 MILES N. MOUNTAIN SD TO MX CABIN</b>			

### 11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
James River	C&OBU East	25
New River	C&OBU East	47
North Mountain	C&OBU East	51

## 12.0 METHOD OF OPERATION

### 12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
CA275.8 and CA280.8	265-271 (93)
CA280.8 and CA288.4	265-271
CA288.4 and CA291.9	265-271 (93)
CA291.9 and MX Cabin - (See Notes 1 and 2)	265-271

**Note:** Rules 265-271 are in effect on the following sidings:  
BS Cabin; and Ronceverte.

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

Table 3. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA280.8 and CA283.0	Moor
CA283.0 and CA288.0	Mallow
CA288.0 and CA289.8	Chest
CA289.8 and CA291.0	Mill
CA291.0 and CA293.0	Boy
CA293.0 and CA298.0	Calla
CA298.0 and CA305.4	Watts
CA305.4 and CA306.6	Lewis
CA306.6 and CA311.4	Sugar
CA311.4 and CA319.5	White
CA319.5 and CA323.9	Brown
CA323.9 and CA327.0	Rock
CA327.0 and CA331.8	Stone
CA331.8 and CA335.5	Morris
CA335.5 and CA339.5	Prison
CA339.5 and CA342.8	Riffe
CA342.8 and CA349.7	Talcot
CA349.7 and CA354.3	Big Ben



## 12.4 EXCEPTED TRACKS

The following tracks are designated as excepted track:

1. All tracks within the confines of the locomotive shop and servicing facilities at Clifton Forge.
2. All tracks of Frazier Quarry near CA331.0.

## 13.0 SPEEDS

### 13.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	Psg. MPH	Other MPH
CA275.8 and CA280.8	65	40
CA280.8 and CA354.6	60	40

### 13.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 5. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
<b>CA275.8 and CA280.8</b> - Trains in excess of 10,000 tons	---	25
<b>CA280.8 and CA354.6</b> - Trains in excess of 14,000 tons	---	35
<b>CA280.8 and CA306.7</b> - eastward trains	---	35
CA275.8 and CA277.1	35	35
CA277.1 and CA278.4	20	20
CA278.4 and CA280.8	50	---
CA280.8 and CA281.8	50	---
CA283.1 and CA283.2 turnout	40	---
CA283.9 and CA284.6	40	35
CA284.6 and CA287.3	50	---
CA287.3 and CA288.1	40	---
CA288.1 and CA289.1	50	---
CA289.1 and CA290.5	35	35
CA290.5 and CA297.6	50	---
CA297.6 and CA297.8 No. 2 track	45	---
CA297.8 and CA298.1	50	---
CA298.1 and CA298.2 turnout	40	---
CA298.2 and CA299.2	50	---
CA299.2 and CA299.8	40	---
CA299.8 and CA302.7	45	---
CA302.7 and CA305.8	35	35
CA305.8 and CA310.5 No. 1 track	45	---
CA310.5 and CA311.6 No. 1 track	50	---
CA311.6 and CA315.3 No. 1 track	55	---
CA315.3 and CA315.6 No. 1 track	45	---
CA315.6 and CA317.6 No. 1 track	35	35
CA317.6 and CA320.0 No. 1 track	45	---
CA305.8 and CA307.0 No. 2 track	45	---

Table 5. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
CA307.0 and CA320.0 No. 2 track	30	30
CA322.1 and CA322.4 No. 1 track	45	---
CA322.4 and CA323.1 No. 1 track	50	---
CA322.1 and CA323.1 No. 2 track	50	---
CA324.0 and CA324.1 turnout	40	---
CA324.9 and CA325.1	50	---
CA326.9 and CA327.1	40	---
CA329.6 and CA331.2	45	---
CA331.2 and CA331.7	40	35
CA331.7 and CA333.4	45	35
CA333.4 and CA334.4	40	35
CA334.4 and CA335.3	45	35
<b>CA335.3 and CA336.6</b>	<b>35</b>	<b>35</b>
CA336.6 and CA337.8	45	35
CA339.5 and CA339.7	40	35
CA339.7 and CA340.2 No. 1 track	40	---
CA341.6 and CA342.0 No. 1 track	50	---
CA339.7 and CA341.1 No. 2 track	40	35
CA341.1 and CA341.5 No. 2 track	25	25
CA341.5 and CA342.0 No. 2 track	50	---
CA342.8 and CA342.9 turnout	40	---
CA348.1 and CA349.8	40	---
CA349.8 and CA350.3 No. 1 track	35	35
CA349.8 and CA350.3 No. 2 track	25	25
CA350.3 and CA351.1	40	---
CA351.1 and CA354.6 No. 1 track	50	---
CA351.1 and CA353.5 No. 2 track	50	---
CA353.5 and CA353.8 No. 2 track	35	35
CA353.8 and CA354.6 No. 2 track	50	---

Note: Trains and engines are restricted to 10 MPH on the center siding at BS Cabin.

### 13.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA285.0 and CA286.0  
CA345.0 and CA346.0

## 14.0 EQUIPMENT RESTRICTIONS

Table 6. Equipment Restrictions

Location	Equipment	Restriction
<b>Covington -</b> Trestle on track No.1 adjacent to Paper Co. finishing department building ----- Under car shake out of Paper Co. on wood track near reservoir	Engines	Must not operate
<b>Covington -</b> Track No.2 adjacent to paper mill building	Engines other than GP7, GP9, and GP15-T ----- Cars exceeding 15 ft. 6in. high	Must not operate past platform and roof eave
<b>Covington -</b> On the Clay track adjacent to Paper Co. clay house	Engines	Must not operate
<b>Covington -</b> Trestles on track Nos. 2, 2 1/2 and 3 adjacent to paper mill building and pulp mill building	Engines other than GP7, GP9, and GP15-T	Must not operate
<b>White Sulphur Springs -</b> Trestle on coal bin track	Cars exceeding 263,000 lbs. ----- Engines	Must not operate

**Note:** Empty cars 80 feet and longer must be placed in trains so that the trailing tonnage behind these empty cars does not exceed 6,400 tons westbound and 10,500 tons eastbound.

## 15.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 15.58 DEFECT DETECTORS

Table 7. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Mallow CA287.1	AD	Voice
White Sulphur CA312.1	AD	Voice
Alderson CA336.7	AD	Voice

## SLIDE FENCE LOCATIONS

Table 8. Slide Detector Fences

Between Location/Mile Post	
CA308.3 and CA308.7	CA332.2 and CA332.5
CA333.1 and CA333.4	CA341.8 and CA342.1
CA352.0 and CA353.0	CA354.2 and CA354.5

### 15.93 YARD LIMITS

#### Clifton Forge Yard

1. Eastward trains will secure permission of Clifton Forge yardmaster on channel 08 upon passing CA290.0. Westward freight trains must obtain permission from yardmaster before departing.
2. Rules 266 and 271 are modified to permit the Clifton Forge yardmaster to permit trains or engines to occupy main tracks and work in both directions between crossover 750 feet west of CA277.0 and crossover just east of Jackson River bridge after receiving permission from and having proper understanding with the control station. Control station will not grant such permission to yardmaster until protection has been afforded in accordance with Rule 357 and proper control machine check has been made to determine that special signal arrangement feature is not in effect, which would display aspect more favorable than a restricting aspect into this territory. In all cases, permission to pass stop aspect per Rule 234-A will be issued by the control station.

Only those crews permitted by the yardmaster to cross over or enter the main tracks within these limits are relieved of waiting for signal protection.

Yardmaster must indicate to such crews that special signal arrangement is not in effect.

A new locomotive fueling facility is installed on the No. 1 and No. 2 main tracks between CA277.8 and CA277.9

### 15.100 ROAD CROSSINGS AT GRADE

#### 1. Providing Crossing Protection

Table 9. Grade Crossing Warning Devices

Street Name	Mile Post	Track
Big Creek Road.	CA352.0	#1 and #2
Talcott	CA346.1	Main
Prison Road	CA336.6	#1 and #2
Riverside Street	CA 1	Covington Industrial Track
Rt. 602 Alleghany Road	CA306.5	#1 and #2
Old Ford Road	CA335.9	Glen Ray Siding
Howell Street	CA336.2	Glen Ray Siding

**15.105 USE OF SPECIFIED TRACKS**

**Clifton Forge Yard**

1. **Throughfare** - Westward movements must not be made except on permission of the yardmaster.  
After ascertaining that the track is clear, westward movement may be permitted when advised by the control station that the power-operated switches at Low Moor have been blocked in position to prevent entrance to the receiving yard.
2. **New Class Yard** - Hand brakes must not be released on head end of trains made up in the new classification yard until engine is attached and air brakes applied.
3. **No. 1 Switching Lead** - Westward movements must not be made on No. 1 switching lead without permission of yardmaster.

**Covington** - On all tracks of Westvaco warning lights and/or bells must be turned on by trainman before entering the track. Upon completion of switching light and/or bells must be turned off.

**Covington - Westvaco coal facility** - Trains setting off or picking up at this facility will be governed as follows:

1. Trains must use No.1 main track for setting off or picking up.
2. Trains must secure permission from the Clifton Forge yardmaster and the control station before occupying tracks of Westvaco Coal Facility.
3. **Eastward trains setting off loads** - No.1 coal track must be filled first, through to No.6 coal track. The last cars set off in No.6 coal track must be shoved toward the locomotive shed on the west end and allowed to hang down the lead on the east end to clear the dumper.
4. **Westward trains picking up empties** - The empty hoppers will be on ground air. When doubling tracks, start with No.6 coal track and make the last double to No.1 coal track. No.1 coal track will hang down the lead toward the dumper.

**Snowflake** - Loaded tracks must not be used as a thoroughfare to Snowflake Hollow tracks.

**15.C-280 SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES**

**Riffe Scales CA341.3** - Trains will be weighed unless signal indication indicates otherwise. EAS located on ground mast at west end of scale track and the WAS located on cantilever mast at east end of scale track are arranged to display the following aspect and indication when switches are lined for movement on the scale track and control station has positioned the governing signal:

<b>NAME</b>	Weigh
<b>ASPECT</b>	Two red lights, one above the other with illuminated letter W in between and slightly to the right.
<b>INDICATION</b>	Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication.

The following aspect could be displayed at the EAS at Pence Springs (CA342.8) and the westward intermediate signal 3405 on #2 track (CA340.5).

<b>NAME</b>	Approach weigh
<b>ASPECT</b>	<b>Westward signal</b> - A yellow light above number plate with an illuminated letter W in between and slightly to the right. <b>Eastward absolute signal</b> - A yellow light above a red light with illuminated letter W in between and slightly to the right.
<b>INDICATION</b>	Proceed prepared to comply with weighing instructions at the next signal. Trains exceeding medium speed must at once reduce to that speed

**Weighing Instructions**

The scale at Riffe is designed to weigh between 4.5 and 8.5 miles per hour and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on radio channel 08. Accurate weighing speeds must be maintained between 4.5 and 8.5 miles per hour.

When the scale is ready to weigh the system will transmit "CSX Riffe scale is ready." While the scale is in the weighing mode, the speed of the train in tenths of a mile per hour will be transmitted.

If the scale is out of tolerance or will not weigh, a message will be transmitted "scale has failed." If this message is received, stop the train and contact the control station for instructions.

Anytime a stop is made on the scale for 2 minutes or longer the scale goes into standby.

If re-weighing is necessary, secure permission from the control station to back up clear of the scales and wait for two minutes for the scale to reset and the ready message to be transmitted before beginning to reweigh.

When weighing is complete, a voice message "Riffe scale is clear" followed by the number of cars weighed will be transmitted.

Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar force is needed for accurate weighing and slack action must be avoided if at all possible.

Use of sand on the scales is prohibited.

Speed on scale track must not exceed 10 miles per hour in either direction.

When the consist of a train which is to be or has been weighed is changed, the control station must be advised of the initial and number and position in the train of the car(s) set off or picked up.

## 15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 10. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Hilldale	Continuous	08	Wayside
Wolf Creek	Continuous	08	Wayside
Snow Flake	Continuous	08	Wayside
Roncerverte	Continuous	08	Wayside
White Sulphur	Continuous	08	Wayside
Alleghany	Continuous	08	Wayside
Moss Run	Continuous	08	Wayside
Clifton Forge	Continuous	08,28 and 70	Terminal
Dispatcher (AM)	Continuous	14	Wayside

**Note:**

1. Covington yard crews will monitor and use channel 28 when talking to the Clifton Forge yardmaster.
2. Extra yard crews at Clifton Forge will monitor and use channel 28.
3. AM Train Dispatcher call-in No. is 4.
4. AM Train Dispatcher telephone No. is 1-800-445-5524.

## 15.650 INSTRUCTIONS FOR EASTWARD TRAIN OPERATION

### Dynamic Brake Operation

Head end engineer will arrange to use dynamic brake at some point prior to descending Alleghany grade to test effectiveness. If dynamic brakes are not in working order or if less than 8 axles of operative dynamic brake are available on the head end consist, helper consist may assist the train from Alleghany to the vicinity of BS Cabin.

### Brake Pipe Pressure

The brake pipe pressure on the rear of freight trains must not be less than 20 pounds below the regulating valve setting before starting to descend the grade between East Alleghany and Covington.

### Brake Application

Eastward freight trains leaving Alleghany will make an initial brake pipe reduction of not less than six (6) pounds at a speed and location which will not cause the train to stall. After the initial brake pipe reduction has been made, the engineer will regulate the speed of the train with the dynamic brake, if available. If the dynamic brake will not hold the train, is not available or becomes inoperative, additional brake pipe reductions should be made in one (1) or two (2) pound increments to control the speed.

## Releasing Train Brakes

One running release of the train brakes may be made between Alleghany and CA296.0 when all of the following conditions have been met:

1. Train speed is 25 miles per hour or less;
2. Brake pipe reduction has not exceeded 15 pounds;
3. Train has 160 cars or less; and
4. Head end consist has a minimum of 8 axles of operative dynamic brake.

If all of these conditions are not met and it is necessary to release train brakes, the train will be stopped. If a running release is made, engineers must ensure that train brakes are reapplied before the train speed becomes excessive and that the reapplication is at least three (3) pounds greater than the previous reduction. If the total brake pipe reduction has not exceeded 15 pounds it will not be necessary to apply handbrakes before starting the train.

### Stopping Between East Alleghany and CA293.0

If the total reduction has exceeded 15 pounds, brake pipe must be recharged. Handbrakes must be set, then brake pipe will be charged for 30 minutes unless it is known that the pressure on the rear is restored to within five (5) pounds of the pressure indicated at the rear before entering Alleghany Tunnel. When starting the train between East Alleghany and CA302.0, apply brakes with a straight away service application of at least 10 pounds before the train speed exceeds 15 miles per hour. When starting an eastward train between CA302.0 and CA293.0 apply train air brakes with a straight away application of at least ten (10) pounds before the train speed exceeds 10 miles per hour.

## 15.704 ON-TRACK EQUIPMENT INSTRUCTIONS

**Between Jackson River Bridge and JD Cabin** - In addition to authority from the control station, oral permission must be obtained from the Clifton Forge yardmaster for OTE movements.

## 15.707 WORK AUTHORITY INSTRUCTIONS

**Between Jackson River Bridge and JD Cabin** - Before authority is issued for work force to work under Rule 707, a copy of the train message protecting same, must be given to the Clifton Forge yardmaster.

## 15.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
278.5	Clifton Forge	CA278.5

## 16.0 MISCELLANEOUS INSTRUCTIONS

**CLOSE CLEARANCE** - Employees are prohibited from riding the side of equipment at the following locations;

1. COVINGTON, VA.- Between No. 1 Main track and No. 1 yard track at the depot.
2. RONCEVERTE, VA.-Between No. 2 Main track and siding, from the coal bin to RT. 219 overhead bridge. Between siding and fillout track.
3. FORT SPRINGS, VA.- Between Fullen Fertilizer track and unloading building.

4. ACME LIMSTONE - All tracks including the lead.
5. CLIFTON FORGE, VA.- Tracks going through highway piers near the old hump. No 5 Shop track in car shop.

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**NOTES:**

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**17.0 INDUSTRIAL TRACKS**

**17.1 COVINGTON INDUSTRIAL TRACK**

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**NOTES:**

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## 20.0 BIG COAL SUBDIVISION - BX

### 21.0 STATIONS LISTING AND DIAGRAM

### 22.0 METHOD OF OPERATION

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)		
CLL35.6		Jarrolds Valley Jct.	7531		
CLL34.8		0.8 Whitesville			
CLL33.5		1.3 Elk Run Jct.			
CLL29.0		4.5 Keith			
CLL26.8		2.2 White Oak			
CLL26.2		0.6 Orgas			
CLL20.6		5.6 Seth			
CLL19.4		1.2 Joe Creek			
CLL13.7		5.7 Indian Creek			
CLL10.2		3.5 Brushton			
CLL9.0		1.2 Ashford			
CLL7.3		1.7 Dartmont			
CLL7.0		0.3 Bull Creek			
CLL2.0		5.0 Brounland			
CLL1.0		1.0 East Sproul			
6508 CLL0.0		1.0 Sproul		6027	
6506-6507		COAL RIVER SD			
<b>35.6 MILES SPROUL TO JARROLD'S VALLEY JCT.</b>					

### 21.1 DIAGRAM CROSS-REFERENCE

Table 11. Diagram Cross-Reference

Subdivision	Division	Page
Big Marsh Fork	C&OBU East	9
Coal River	C&OBU East	15
Seth	C&OBU East	77

### 22.1 AUTHORITY FOR MOVEMENT

Table 12. Authority for Movement

Between Location/Mile Post	Rules
CLL0.0 and CLL2.0	265-271
CLL2.0 and CLL30.7	120-132
CLL30.7 and CLL35.6	93 See Note 2 & 3

#### Notes:

1. Westward signal number 29, located at MP CLL 2.9 is equipped with number plate, this signal only conveys information about WAS signal at MP CLL 2.0.
2. Permission must be obtained from the "BJ" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

### 22.2 DTC BLOCK LIMITS

Between CLL2.0 and CLL30.7

Table 13. DTC Block Limits

Between Location/Mile Post	Block Names
CLL2.0 and CLL8.0	Bull
CLL8.0 and CLL14.2	Ash
CLL14.2 and CLL19.5	Ind
CLL19.5 and CLL26.9	Oak
CLL26.9 and CLL30.7	Keith

### 22.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF T RAFFIC)

Table 14. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CLL0.0 and CLL2.0	Pass

### 23.0 SPEEDS

#### 23.1 MAXIMUM AUTHORIZED SPEED

Table 15. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLL0.0 and CLL35.6	25

**23.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 16. Speed Restrictions

Between Location/Mile Post	MPH
CLL15.5 and CLL15.8	20

**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:

- CLL16.0 and CLL17.0
- CLL18.0 and CLL20.0
- CLL25.0 and CLL27.0

**25.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**25.93 YARD LIMITS**

**Elk Run Junction** - Trains will call yardmaster (when on duty) for instructions before entering yard limits:  
**Eastward** - Before passing CLL30.7  
**Westward** - Before passing CLL35.6.

**25.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 17. Radio Stations and Instructions

Mile Post/Location	Hours of Operation	Channel Monitored	Type Station
Emmonds	Continuous	08	Wayside
Peytona	Continuous	08	Wayside
Seth	Continuous	08	Wayside
Elk Run	Continuous	08	Wayside
Elk Run Jct.	Daily exc. 1600 Sat. to 0800 Mon.	08	Terminal
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

**25.704 ON-TRACK EQUIPMENT INSTRUCTIONS**

**Elk Run Junction** - between CLL30.7 and Jarrolds Valley Junction - Verbal permission of the yardmaster (when on duty). When yardmaster is not on duty, verbal permission of the control station.

**25.807 THRU-TRUSS BRIDGES**

Bridge No.	Location	Mile Post
101	Brush Creek Junction	CLL10.1

**27.0 INDUSTRIAL TRACKS**

**27.2 INDIAN CREEK INDUSTRIAL TRACK**

**NOTES:**

### 30.0 BIG MARSH FORK SUBDIVISION - BM

#### 31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CLO8.8	END OF TRACK	Sundial	
CLQ7.2		1.6 Edwight	
CLQ5.0		2.2 Montcoal	
CLQ2.0		3.0 Eunice	
CLQ1.0		1.0 Pettus	
CLQ0.0	JARROLDS VALLEY SD	1.0 Jarrolds Valley Jct.	
<b>8.8 MILES SUNDIAL TO JARROLDS VALLEY JCT.</b>			

#### 31.1 DIAGRAM CROSS-REFERENCE

Table 18. Diagram Cross-Reference

Subdivision	Division	Page
Jarrolds Valley	C&OBU East	29
Big Coal	C&CBU East	7

#### 32.0 METHOD OF OPERATION

##### 32.1 AUTHORITY FOR MOVEMENT

Table 19. Authority for Movement

Between Location/Mile Post	Rules
CLQ0.0 and CLQ1.0	93 See Note 1 & 2
CLQ1.0 and CLO8.8	120-132

**Notes:**

1. Permission must be obtained from the "BJ" 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.

##### 32.2 DTC BLOCK LIMITS

Between CLQ1.0 and CLQ8.8

Table 20. DTC Block Limits

Between Location/Mile Post	Block Names
CLQ1.0 and CLQ6.1	Mont
CLQ6.1 and CLQ8.8	Sun

#### 33.0 SPEEDS

##### 33.1 MAXIMUM AUTHORIZED SPEED

Table 21. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLQ0.0 and CLO8.8	20

#### 35.0 INSTRUCTIONS RELATING TO OPERATING RULES

##### 35.104 SWITCHES

###### 1. Hand Operated Switches

- a) **Marfork Mine** - Main line switch to Marfork Mine will be left in position last used. Trains must approach this switch expecting it to be lined against their movement.

##### 35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 22. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Montcoal	Continuous	08	Wayside
Dispatcher (BJ)	Continous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

#### NOTES:



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## 40.0 BUFFALO SUBDIVISION - BF

### 41.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CLU7.0	END OF TRACK	End Of Track	
CLU5.5		2.3 Amherstdale	
CLU3.1		2.4 Right Fork Jct.	
CLU2.3		0.8 Lax	
CLU0.0		2.3 Man	
LOGAN SD			
7.5 MILES MAN TO END OF TRACK			

### 41.1 DIAGRAM CROSS-REFERENCE

Table 23. Diagram Cross-Reference

Subdivision	Division	Page
Logan	C&OBU East	41

### 42.0 METHOD OF OPERATION

#### 42.1 AUTHORITY FOR MOVEMENT

Table 24. Authority for Movement

Between Location/Mile Post	Rules
CLU0.0 and CLU0.4	120-132 (243-247)
CLU0.4 and CLU3.1	120-132
CLU3.1 and CLU6.5	93 See Note 1 & 2
CLU6.5 and CLU16.6	120-132

**Notes:**

1. Permission must be obtained from the "BJ" 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.

#### 42.2 DTC BLOCK LIMITS

Between CLU0.0 and CLU16.6

Table 25. DTC Block Limits

Between Location/Mile Post	Block Names
CLU0.0 and CLU3.1	Herst
CLU6.5 and CLU13.0	Bake

Table 25. DTC Block Limits

Between Location/Mile Post	Block Names
CLU13.0 and CLU14.3	Fitch
CLU14.3 and CLU16.6	Sand

### 43.0 SPEEDS

#### 43.1 MAXIMUM AUTHORIZED SPEED

Table 26. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLU0.0 and CLU13.0	25
CLU13.0 and CLU16.6	20

### 45.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 45.104 SWITCHES

##### 1. Hand Operated Switches

- a) **Fanco Mine Track** - Normal position of the switch at the west end of Fanco Mine, CLU4.1 will be left lined for the Fanco Mine Track.
- b) **Switch to Buffalo Subdivision** - Normal position for switch to Buffalo Subdivision is lined for Buffalo Subdivision.

#### 45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 27. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Cranco	Continuous	08	Wayside
Saunders	Continuous	08	Wayside
Stowe	Continuous	08	Terminal (note)
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 4.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

HYCO (Peach Creek) yardmaster call in number is 4.

### 46.0 MISCELLANEOUS INSTRUCTIONS

1. **THR 3.4.5 - Fanco** - A maximum of 18 powered axles may be used to make back-up movements with more than 50 cars.

### NOTES:

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## 50.0 CABIN CREEK SUBDIVISION - CC

### 51.0 STATIONS LISTING AND DISGRAM

MP/ Ctr Pt	▼ SOUTH ▼	STATIONS	SDG CAP (Ft)
CLD12.2	END OF TRACK	Red Warrior	4125
CLD11.5		0.7 Leewood	
CLD11.0		0.5 Leewood Sdg	
CLD9.4		1.6 Cane Fork	
CLD5.3		4.1 Fairfield	
CLD2.0		3.3 Dry Branch	
CLD0.0		2.0 Cabin Creek Jct.	
<b>12.2 MILES CABIN CREEK JCT. TO RED WARRIER</b>			

### 51.1 DIAGRAM CROSS-REFERENCE

Table 28. Diagram Cross-Reference

Subdivision	Division	Page
Kanawha	C&OBU East	31

### 52.0 METHOD OF OPERATION

#### 52.1 AUTHORITY FOR MOVEMENT

Table 29. Authority for Movement

Between Location/Mile Post	Rules
CLD0.0 and CLD0.3	265-271
CLD0.3 and CLD12.2	120-132

**Note:** Rules 265-271 are in effect on the East and West leg of Wye at Cabin Creek.

#### 52.2 DTC BLOCK LIMITS

Between CLD0.3 and CLD12.2

Table 30. DTC Block Limits

Between Location/Mile Post	Block Names
CLD0.3 and CLD5.0	Cabin
CLD5.0 and CLD12.2	Cane

### 53.0 SPEEDS

#### 53.1 MAXIMUM AUTHORIZED SPEED

Table 31. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLD0.0 and CLD12.2	20

#### 53.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 32. Speed Restrictions

Between Location/Mile Post	MPH
East and West legs of Wye Track	10
CLD0.9 and CLD1.1	10
CLD3.8 and CLD4.2	10

#### 55.400. RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 33. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Sharon	Continuous	08	Wayside
Leewood	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 5.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

#### 56.0 MISCELLANEOUS INSTRUCTIONS

**THR 3.4.5** - A maximum of 18 powered axles may be used when making back up movements with more than 50 cars.

#### NOTES:

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## 60.0 COAL RIVER SUBDIVISION - CR

### 61.0 STATIONS LISTING AND DIAGRAM

### 62.0 METHOD OF OPERATION

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)	
CLF51.7		Sharples		
CLF49.1		2.2	Clothier	
CLF42.3		3.6	Powell Creek	
CLF37.3		4.3	Pond Jct.	
CLF37.1		8.4	Madison	
CLF34.8		10.8	Danville	
CLF32.9		5.9	Rock Creek	
CLF31.0		1.3	Beth Mine	
CLF27.7		15.3	Julian	
CLF25.9		7.8	Adams	3077
CLF21.8		0.9	MacCorkle	10478
6512 CLF15.0		1.3	Sproul	4850
6507-6506 CLF11.5		3.5	Alum Creek	10425
6505-6504 CLF5.1		6.4	Coal River	7046
6503-6502 CLF0.0		5.1	St. Albans	
6500				
<b>51.7 MILES SHARPLES TO ST. ALBANS</b>				

### 61.1 DIAGRAM CROSS-REFERENCE

Table 34. Diagram Cross-Reference

Subdivision	Division	Page
Laurel Fork	C&OBU East	37
Pond Fork	C&OBU East	67
Big Coal	C&OBU East	7
Kanawha	C&OBU East	31

### 62.1 AUTHORITY FOR MOVEMENT

Table 35. Authority for Movement

Between Location/Mile Post	Rules
CLF0.0 and CLF22.1	265-271
CLF22.1 and CLF30.0	120-132
CLF30.0 and CLF32.9	93 See Note 2 & 3
CLF35.5 and CLF37.3	93 See Note 2 & 3
CLF37.3 and CLF51.7	120-132

#### Notes:

1. Westward signal number 229, located at MP CLF 22.9 is equipped with number plate, this signal only conveys information about WAS signal at MP CLF 22.1.
2. Permission must be obtained from the "BJ" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

### 62.2 DTC BLOCK LIMITS

Between CLF22.1 and CLF51.7

Table 36. DTC Block Limits

Between Location/Mile Post	Block Names
CLF22.1 and CLF24.0	Adams
CLF24.0 and CLF28.0	Julian
CLF28.0 and CLF30.0	Beth
CLF37.3 and CLF44.0	Powell
CLF44.0 and CLF49.1	Cloth
CLF49.1 and CLF51.7	Sharp

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

Table 37. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CLF0.0 and CLF6.1	Coal
CLF6.1 and CLF12.0	Rambo
CLF12.0 and CLF14.1	Forks
CLF14.1 and CLF15.3	Sproul
CLF15.3 and CLF22.3	Mack

## 62.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:

1. Beech Creek Industrial Track
2. Kelly Industrial Track

## 63.0 SPEEDS

### 63.1 MAXIMUM AUTHORIZED SPEED

Table 38. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLF0.0 and CLF34.8	25
CLF34.8 and CLF51.7	20

### 63.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 39. Speed Restrictions

Between Location/Mile Post	MPH
CLF16.3 and CLF16.6 curves	20
CLF18.3 and CLF18.5 curves	20
CLF20.3 and CLF20.8 curves	10
CLF26.9 and CLF27.0 curves	10
CLF49.7 and CLF50.0 curves	10

### 63.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CLF3.0 and CLF4.0  
CLF14.0 and CLF16.0

## 64.0 EQUIPMENT RESTRICTIONS

Table 40. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Cars exceeding plate C	Must not operate
Beech Creek IT - Monclo	Equipment other than coal cars	Must not be moved under tipples unless chute is in fully retracted position

## 65.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 65.36 SPRING SWITCHES

Table 41. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
Pond Jct. - Junction Switch of Pond Fork Subdivision	Pond Fork Subdivision	20 MPH	10 MPH
Clothier - Junction Switch	Coal River Subdivision	20 MPH	10 MPH
MacCorkle - East end of siding	Coal River Subdivision	25 MPH	10 MPH

### 65.58 DEFECT DETECTORS

Table 42. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
CLF 13.7	AD	Voice

### 65.93 YARD LIMITS

Danville - Trains will call the yardmaster (when on duty) for instructions before passing designated locations:  
Eastward - Rock Creek  
Westward - Pond Jct.

Danville - No. 1 yard track (Running Track) - This track must not be occupied or fouled between east and west lead switches without permission of the yardmaster, when on duty.

### 65.100 HIGHWAY AND STREET CROSSINGS

#### 1. Providing Crossing Protection

Pond Jct. State Route 17 - Westward approach circuit begins at a point 341 feet east of spring switch at Pond Jct. and is identified by sign reading "beginning flasher circuit". Westward trains stopping for yarding instructions at Danville, must stop east of this sign. When necessary to meet eastward trains at Pond Jct., westward trains on Pond Fork or Coal River Subdivision must not move west of this sign until rear of eastward train has cleared westward approach circuit.

### 65.104 SWITCHES

#### 1. Hand-Operated Switches

Sharples - Normal position of Jct. switch is for Beech Creek Industrial Track.

**65.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

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**NOTES:**


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**Table 43. Radio Stations and Instructions**

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
River Bend	Continuous	08	Wayside
Alum Creek	Continuous	08	Wayside
MacCorkle	Continuous	08	Wayside
Julian	Continuous	08	Wayside
Danville	Daily exc. 1600-2400 Sun.	08	Terminal
Pond Junction	Continuous	08	Wayside
Clothier	Continuous	08	Wayside
Blair	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

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**65.704 ON-TRACK EQUIPMENT INSTRUCTIONS**

Danville - between Rock Creek and Pond Jct. - Verbal permission of yardmaster (when on duty). When no yardmaster on duty, verbal permission of control station.

**65.807 THRU-TRUSS BRIDGES**

Bridge No.	Location	Mile Post
397	CLF39.7	CLF39.7

**67.0 INDUSTRIAL TRACKS****67.1 BEECH CREEK INDUSTRIAL TRACK****GRADE OPERATION**

THR 3.4.5 - A maximum of 18 powered axles may be used to make back-up movements with more than 50 cars.

**67.2 KELLY INDUSTRIAL TRACK**


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## 70.0 GAULEY SUBDIVISION - GU

### 71.0 TATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
CAY0.0		Gauley	9237
CAY1.5		1.5 K&M Jct.	
CAY2.5		1.0 Vanetta	
CAY4.0		1.5 Gamoca	
CAY6.2		2.2 Wyndal	
CAY6.9		0.7 Rich Creek Jct.	
CAY22.0		15.1 CAY22.0	
<b>6.9 MILES K&amp;M JCT. TO RICH CREEK JCT.</b>			

### 71.1 DIAGRAM CROSS-REFERENCE

Table 44. Diagram Cross-Reference

Subdivision	Division	Page
New River	C&OBU East	47

### 72.0 METHOD OF OPERATION

#### 72.1 AUTHORITY FOR MOVEMENT

Table 45. Authority for Movement

Between Location/Mile Post	Rules
CAY1.5 and CAY6.9	120-132

**Note:** Rule 105 is in effect between CAY0.0 and CAY1.5 at K&M Jct.

#### 72.2 DTC BLOCK LIMITS

Between CAY1.5 and CAY6.9

Table 46. DTC Block Limits

Between Location/Mile Post	Block Names
CAY1.5 and CAY6.9	Gauley

### 73.0 SPEEDS

#### 73.1 MAXIMUM AUTHORIZED SPEED

Table 47. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAY0.0 and CAY1.5	10
CAY1.5 and CAY6.9	20

#### 73.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 48. Speed Restrictions

Between Location/Mile Post	MPH
CAY6.9 and CAY6.9	10

### 75.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 75.104 SWITCHES

K&M Jct. - The normal position is for movement to the Gauley Subdivision.

#### 75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 49. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Gauley	Continuous	08	Wayside
Rich Creek Jct.	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher Call in No. is 7.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### 76.0 MISCELLANEOUS INSTRUCTIONS

**THR 3.4.5 - Fola Mine** A maximum of 18 powered axles may be used to make back up movements with more than 50 cars.

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## 80.0 G & E SUBDIVISION - GE

### 81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAJ0.0		G&E Jct.	
CAJ1.7		1.7 Foothill	
CAJ3.0		1.3 Evelyn	
CAJ7.5		4.5 Bellburn	
CAJ8.3		0.8 Leslie	
CAJ8.9		0.6 Crichton	
CAJ9.0		0.1 Hominy Creek	
CAJ13.2		4.2 Peaser Jct.	
CAJ19.3		6.1 End Of Track	
<b>14.1 MILES G&amp;E JUNCTION TO END OF TRACK</b>			

### 81.1 DIAGRAM CROSS-REFERENCE

Table 50. Diagram Cross-Reference

Subdivision	Division	Page
Sewell Valley	C&OBU East	79

### 82.0 METHOD OF OPERATION

#### 82.1 AUTHORITY FOR MOVEMENT

Table 51. Authority for Movement

Between Location/Mile Post	Rules
CAJ0.0 and CAJ2.0	105
CAJ2.0 and CAJ14.2	120-132

#### 82.2 DTC BLOCK LIMITS

Between CAJ0.0 and CAJ14.2

Table 52. DTC Block Limits

Between Location/Mile Post	Block Names
CAJ2.0 and CAJ9.1	Hominy
CAJ9.1 and CAJ14.2	Peaser

### 82.4 EXCEPTED TRACKS

The following tracks are designated as excepted track:

1. 0.0 Hominy Creek Jct. and 1.0 End of Track
2. Peaser Jct. and Lee

### 83.0 SPEEDS

#### 83.1 MAXIMUM AUTHORIZED SPEED

Table 53. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAJ0.0 and CAJ14.2	10

### 84.0 EQUIPMENT RESTRICTIONS

Table 54. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Hi-Cube equipment	See RE 34
Metcoal Mine McKenzie Mine Bellburn Mine	Equipment other than Coal Cars	Must not operate under loading chute unless chute is in retracted position
Quinwood No.2	Equipment other than coal cars	Must not operate under loading chute or shaker

### 85.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 85.104 SWITCHES

##### 1. Hand-Operated Switches

- a) **G & E Jct.** - Normal position is for movement to G&E SD.
- b) **Hominy Creek Jct.** - Normal position is for movement to Lee.
- c) **Peaser Jct.** - Normal position is for movement to end of track.

#### 85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 55. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Bingham	Continuous	08	Wayside
Peaser Jct.	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 7.

BJ train Dispatcher telephone No. is 1-800-854-5694.

## 86.0 MISCELLANEOUS INSTRUCTIONS

### 1. Grade Operation

#### a) Use of Pressure Retaining Valves

- 1) Hominy Creek Jct. to G&E Jct. - On trains being handled by locomotive consist of two or more units equipped with operable pressure maintaining and dynamic brakes, the use of retainers will not be required unless the engineer or conductor thinks it necessary. Under other conditions, before starting down grade, retainers on loaded cars must be in high pressure position.

## 87.0 INDUSTRIAL TRACKS

### 87.1 HOMINY CREEK INDUSTRIAL TRACK

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## 90.0 ISLAND CREEK SUBDIVISION - IC

### 91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CMC10.6	END OF TRACK	Scarlet	
CMC9.6		1.0 End Main Track	
CMC5.5		4.1 I.C. Mine No. 21	
CMC3.6		1.9 Trace Jct.	
CMC2.9		0.7 Whitman Jct.	
CMC1.1	WHITMAN CREEK INDUSTRIAL TRACK	1.4 Mud Jct.	
CMC0.8	LOGAN & SOUTHERN SD	0.3 Monitor Jct.	
CMC0.0	LOGAN SD	0.8 FD Cabin	
<b>10.6 MILES SCARLET TO FD CABIN</b>			

### 91.1 DIAGRAM CROSS-REFERENCE

Table 56. Diagram Cross-Reference

Subdivision	Division	Page
Logan	C&OBU East	41
Logan and Southern	C&OBU East	39

### 92.0 METHOD OF OPERATION

#### 92.1 AUTHORITY FOR MOVEMENT

Table 57. Authority for Movement

Between Location/Mile Post	Rules
FD Cabin	255-259 (93)
CMC0.0 and CMC0.4	265-271 (93)
CMC0.4 and CMC0.8	265-271
CMC0.8 and CMC9.6	120-132
CMC9.6 and CMC10.6	105

**Note:** Rules 243-247 are in effect for westward trains between CMC1.1 and Monitor Junction.

### 92.2 DTC BLOCK LIMITS

Between CMC0.0 and CMC9.6

Table 58. DTC Block Limits

Between Location/Mile Post	Block Names
CMC0.8 and CMC3.6	Island
CMC3.6 and CMC7.6	Holden
CMC7.6 and CMC9.6	Scar

### 93.0 SPEEDS

#### 93.1 MAXIMUM AUTHORIZED SPEED

Table 59. Maximum Authorized Speed

Between Location/Mile Post	MPH
CMC0.0 and CMC4.2	25
CMC4.2 and CMC9.6	20
CMC7.6 and CMC4.2 Westbound Handling Loads	15

#### 93.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 60. Speed Restrictions

Between Location/Mile Post	MPH
<b>CMC0.0 and CMC0.5 city limits</b>	<b>10</b>
CMC4.2 and CMC4.3	10

### 95.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 61. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
CMC10.6	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 4

BJ Train Dispatcher telephone No. is 1-800-854-5694.

#### 95.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
01	Logan	CMC0.1
09	Monitor Jct.	CMC0.9

**96.0 MISCELLANEOUS INSTRUCTIONS**

THR 3.4.5 - A maximum of 18 powered axles may be used when making back up movements with more than 50 cars.

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## 100.0 JAMES RIVER SUBDIVISION - JR

### 101.0 STATIONS LISTING AND DIAGRAM

### 101.1 DIAGRAM CROSS-REFERENCE

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAB119.2	RIVANNA SD	West Gladstone	
CAB126.1	No. 1      No. 2	6.9 Walkerford	
6317		9.8 Joshua Falls	7100
CAB135.9		7.2 Tyree	
6316-6315		3.0 Lynchburg (NC Cabin)	
CAB143.1	No. 1	1.2 NS Crossing	
6314		2.6 Reusens	5250
CAB146.1	No. 2	9.1 Pearch	10030
6312		4.8 Waugh	6750
CAB147.3	NS CONNECTION	9.9 SD Cabin	
6311		1.3 Balcony Falls	
CAB149.9	BUENA VISTA INDUSTRIAL TRACK	3.2 Natural Bridge	
6310-6309		7.0 Alpine	7920
CAB159.0	GLASGOW INDUSTRIAL TRACK	10.0 Buchanan	
6305-6304		5.0 JN Cabin	
CAB163.8	NS	2.1 Lyle	
6303-6302		9.7 Eagle Rock	9530
CAB173.7	NS	6.6 Haden	7720
6197		9.0 Iron Gate	
CAB175.0	GLASGOW INDUSTRIAL TRACK	1.8 JD Cabin	
6216			
CAB178.2	NS		
6294			
CAB185.2	GLASGOW INDUSTRIAL TRACK		
6293-6292			
CAB195.2	NS		
6290			
CAB200.2	NS		
6289			
CAB202.3	NS		
6286			
CAB212.0	NS		
6284-6283			
CAB218.6	NS		
6282-6281			
CAB227.6	NS		
6277			
CAB229.4	NS		
6276			
<b>110.2 MILES GLADSTONE TO JD CABIN</b>			

Table 62. Diagram Cross-Reference

Subdivision	Division	Page
North Mountain	C&OBU East	51
Rivanna	C&OBU East	71

### 102.0 METHOD OF OPERATION

#### 102.1 AUTHORITY FOR MOVEMENT

Table 63. Authority for Movement

Between Location/Mile Post	Rules
CAB119.2 and CAB126.1	D-251
CAB126.1 and CAB142.5	265-271
CAB142.5 and CAB143.1	265-271 (93)
CAB143.1 and CAB147.3	D-251 (93)
CAB147.3 and CAB147.4	265-271 (93)
CAB147.4 and CAB173.7	265-271
CAB173.7 and CAB178.2 No. 1 Track	265-271
CAB173.7 and CAB178.2 No. 2 Track	D-251
CAB178.2 and CAB195.2	265-271
CAB195.2 and CAB200.2	D-251
CAB200.2 and CAB227.6	265-271
CAB227.6 and CAB228.7	D-251
CAB228.7 and CAB229.4	D-251 (93)

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

Table 64 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CAB119.2 and CAB123.0	Lively
CAB123.0 and CAB126.0	Walker
CAB126.0 and CAB135.1	Josh
CAB135.1 and CAB142.5	Tyree
CAB147.4 and CAB158.2	Reusen
CAB158.2 and CAB163.6	Pearch
CAB163.6 and CAB173.8	Waugh
CAB173.8 and CAB178.2	Falls
CAB178.2 and CAB184.1	Bridge
CAB184.1 and CAB195.3	Alpine
CAB195.3 and CAB200.3	Buck
CAB200.3 and CAB211.6	Lyle
CAB211.6 and CAB218.3	Eagle
CAB218.3 and CAB227.5	Haden



Table 64 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CAB227.5 and CAB228.7	Gate

Note: Rule 93 will be placed in effect between CAB142.5 and CAB147.4.

**102.4 EXCEPTED TRACK**

The following track is designated as excepted track:

Buena Vista Industrial Track

**103.0 SPEEDS**

**103.1 MAXIMUM AUTHORIZED SPEED**

Table 65. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAB119.2 and CAB229.4	35

**103.15 MEDIUM SPEED**

Table 66. Medium Speed

Between Location/Mile Post	MPH
CAB198.8 and CAB202.2 - westward trains	25

**103.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 67. Speed Restrictions

Between Location/Mile Post	MPH
CAB146.3 and CAB146.9	25
CAB154.8 and CAB155.6	30
CAB161.8 and CAB164.5	30
CAB185.7 and CAB186.5	30
CAB189.4 and CAB189.9	30
CAB189.9 and CAB191.3	25
CAB202.0 and CAB202.3	25
CAB204.6 and CAB207.2	30
CAB207.2 and CAB207.8	25
CAB210.4 and CAB210.7	30
CAB217.9 and CAB218.4	30
CAB229.3 and CAB229.4	25

**103.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

CAB131.0 and CAB132.0  
CAB225.0 and CAB226.0

**104.0 EQUIPMENT RESTRICTIONS**

Table 68. Equipment Restrictions

Location	Equipment	Restriction
Buena Vista Industrial Track	Cars exceeding 263,000 lbs. ----- Six-axle units	Must not operate

Note: Empty cars 80 feet or longer must be placed in trains so that the trailing tonnage does not exceed 7,800 tons westbound and 6,300 tons eastbound.

**105.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**105.58 DEFECT DETECTORS**

Table 69. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Galt Mills CAB131.1	AD	Voice
GW Cabin CAB155.7	AD	Voice
Gilmore Mills CAB179.9	AD	Voice
Lyle CAB200.9	AD	Voice
Haden CAB216.9	AD	Voice

**SLIDE DETECTOR FENCES**

Table 70. Slide Detector Fences

Between Location/Mile Post
CAB151.7 and CAB152.8
CAB155.0 and CAB155.1
CAB156.3 and CAB156.4
CAB159.9 and CAB160.5
CAB161.4 and CAB162.2
CAB188.9 and CAB190.2
CAB200.3 and CAB200.6
CAB217.9 and CAB218.1
CAB153.9 and CAB154.1
CAB155.4 and CAB155.6
CAB156.8 and CAB157.2
CAB185.7 and CAB186.0
CAB192.6 and CAB193.2
CAB204.6 and CAB205.0
CAB224.5 and CAB225.1

## 105.93 YARD LIMITS

### Lynchburg Yard

**Main Track** - Lynchburg yard engine may work in both directions between NS Crossing and Tyree, on either or both tracks within the time limits as authorized by the yardmaster without flag protection. The yardmaster will not permit yard engine to occupy the main track(s) without first obtaining a time limit from the control station.

The control station will not authorize the requested time limits unless the absolute block signals governing movement onto the track sections to be occupied by the yard engine have been blocked to display a stop indication and record made of the time limits. Blocking will not be removed nor a train or engine authorized to enter the track section authorized until the conductor has reported the track section clear.

The conductor will see that the yard engine is clear of the main track at least five (5) minutes before the expiration of the time limits and will report clear to the yardmaster. When the yard engine has reported clear prior to the expiration of the time limits that track section must not again be occupied unless a new time limit authority is obtained.

**NS Crossing and Tyree** - Rule D-251 is modified to allow trains or engines to cross over or enter main tracks between Tyree and NS Crossing upon hand signal from the employee handling the switches, who must secure permission for the intended move from the yardmaster. The yardmaster must secure a time limit authority or permission of the control station.

## 185.100 HIGHWAY AND STREET CROSSINGS

### 1. Providing Crossing Protection

Table 71. Grade Crossing Warning Devices

Street Name	Mile Post	Track
Rt 727	CAB227.1	Main
Rt 622	CAB223.0	Main
Rt 633	CAB221.1	Main
Georgia Pacific	CAB164.5	Main and Siding
Garnett Street	CAB145.6	#1, #2 and switching lead
Orange Street	CAB146.6	When switching Griffin Pipe storage track (located on the Glasgow Industrial track)
Anderson Street	02	

2. Washington - Trains or engines on switching lead will not exceed three (3) miles per hour.

## 105.104 SWITCHES

### 1. Hand-Operated Switches

Normal position of designated switches:

Lynchburg - old C&O main track - For movement over NS connection track.

## 105.105 USE OF SPECIFIED TRACKS

### Lynchburg

1. Lynchburg - Permission of the NS yardmaster must be secured before fouling NS lead to CSXT freight house track.
2. NS interchange tracks - NS interchange tracks are numbered from main track No. 1 through No. 5. Crews setting off must use Nos. 3 and 4 tracks. Waybills must be left in billbox.

**Track capacity** - Track capacities are as follows:

- a) No.1 - 38 car lengths
  - b) No.2 - 35 car lengths
  - c) No.3 - 27 car lengths
  - d) No.4 - 25 car lengths
3. Archer Creek - Industrial tracks Nos. 1 and 2 and the Industrial lead serving Lynchburg Foundry are to be used jointly by CSXT trains and Lynchburg Foundry engine.
  4. Lynchburg Yard - Normal position of No. 7 track switch at the east end of Lynchburg yard is for straight track movement on old westbound main yard track.

**Glasgow (Balcony Falls)** - Drawbridge across track serving James Lee and Sons is raised and lowered hydraulically with control switch located on outside wall of the main building south of the track and west of the bridge.

## 105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 72. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Stapleton	Continuous	08	Wayside
Lynchburg	Continuous	08,28	Terminal
Lynchburg	Continuous	08	Wayside
Abert	Continuous	08	Wayside
Waugh	Continuous	08	Wayside
Balcony Falls	Continuous	08	Wayside
Dillons	Continuous	08	Wayside
Lyle	Continuous	08	Wayside
Eagle Rock	Continuous	08	Wayside
Dispatcher (AM)	Continuous	14	Wayside

**Note:** AM Train Dispatcher call-in number is 3.

AM Train Dispatcher telephone No. is 1-800-445-5524.

**105.704 ON-TRACK EQUIPMENT INSTRUCTIONS**

**Tyree and NS Crossing** - In addition to authority from the control station, oral permission must be obtained from the Lynchburg yardmaster for on-track equipment movements.

**105.707 WORK AUTHORITY INSTRUCTIONS**

**Tyree and NS Crossing** - Before authority is issued for work force under rule 707 a copy of the train message protecting same must be given to the Lynchburg yardmaster.

**105.807 THRU-TRUSS BRIDGES**

Bridge No.	Location	Mile Post
137.5-A	West of Joshua Falls	CAB137.5
220.6-A	West of Haden	CAB220.6
229.3-A	JD Cabin	CAB229.3

**107.0 INDUSTRIAL TRACKS**

**107.1 BUENA VISTA INDUSTRIAL TRACK**

**108.0 MISCELLANEOUS INSTRUCTIONS**

**1. CLOSE CLEARANCE**

Georgia Pacific Mill-Big Island, Virginia - Due to insufficient/close clearance between the lead and the coal bin track, employees are not permitted to ride on cars nor on the steps of locomotives within this area.

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**NOTES:**

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**NOTES:**

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## 110.0 JARROLD'S VALLEY SUBDIVISION - JV

### 111.0 STATIONS LISTING AND DIAGRAM

### 113.0 SPEEDS

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CLP18.0	END OF TRACK	Picard	
CLP15.3	ROWLAND IND. TRK	2.7 RO Jct.	
CLP8.0		7.3 Ameagle	
CLP6.8		1.2 Colcord	
CLP4.6		2.2 Truax	
CLP0.0	BIG MARSH FORK SD	4.6 Jarrolde Valley Jct.	
<b>18.0 MILES JARROLD'S VALLEY JCT. TO PICARD</b>			

### 111.1 DIAGRAM CROSS-REFERENCE

Table 73. Diagram Cross-Reference

Subdivision	Division	Page
Big Marsh Fork	C&OBU East	9

### 112.0 METHOD OF OPERATION

#### 112.1 AUTHORITY FOR MOVEMENT

Table 74. Authority for Movement

Between Location/Mile Post	Rules
CLP0.0 and CLP18.0	120-132

#### 112.2 DTC BLOCK LIMITS

Between CLP0.0 and CLP18.0

Table 75. DTC Block Limits

Between Location/Mile Post	Block Names
CLP0.0 and CLP9.0	Jarr
CLP9.0 and CLP15.3	Eagle
CLP15.3 and CLP18.0	Bonny

#### 112.4 EXCEPTED TRACKS

The following track is designated as excepted track:  
 CPL6.8 and CLP18.0  
 Rowland Industrial track

### 113.1 MAXIMUM AUTHORIZED SPEED

Table 76. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLP0.0 and CLP6.8	20
CLP6.8 and CLP18.0	10

### 115.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 77. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Ameagle	Continuous	08	Wayside
Clear Creek	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### 117.00 INDUSTRIAL TRACKS

#### 356.1 Rowland Industrial Track

### NOTES:

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**NOTES:**

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**NOTES:**

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## 120.0 KANAWHA SUBDIVISION - KW

### 121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA427.9	NEW RIVER SD	Montgomery	
	No. 1	1.9	
CA429.8		Handley	
6201		2.6	
CA431.9		Pratt (West Pullin)	
6160	No. 2	0.3	
CA432.2		Paint Creek Jct.	
6159		6.4	
CA438.6		Cabin Creek Jct.	
6156-6155		0.8	
CA439.4		Chelyan	
6153		5.7	
CA445.1		Marmet	
		5.1	
CA450.2		Owens	
6148		2.2	
CA452.4	No. 1	South Ruffner	
6147		1.8	
CA454.2	No. 2	Charleston	
6144-6143		3.1	
CA457.3		So. Charleston	
6141		2.1	
CA459.4		Spring Hill	
6140		5.7	
CA465.1		St. Albans	
6133		2.5	
CA467.6		Dock	
6131-6130		6.2	
CA473.8		Scott	
6128		5.4	
CA479.2		Hurricane	
6125-6124		6.3	
CA486.5		Milton	
6123	OHIO RIVER SD	8.2	
CA494.7	LOGAN SD	Barboursville	
6119-6118	No. 1	6.3	
CA501.0	No. 2	Guyandotte	
6116	No. 3	1.6	
CA502.6		DK Cabin	
6114		2.0	
CA504.6	No. 2	(HU) Huntington	
		0.6	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA505.2	No. 1	HO Cabin	
6113		6.6	
CA511.8	NS	KV Cabin	
6107		0.7	
CA512.5	No. 2	Kenova	
		1.4	
CA513.9	BIG SANDY SD	Big Sandy Jct.	
6105	No. 1	0.7	
CA514.6	No. 3	Catlettsburg	
		2.1	
CA516.7		Clyffside	
6104		3.1	
CA519.8		Ashland	
		1.2	
CA521.0		NC Cabin	
6102		3.0	
CA524.0	RUSSELL SD	RU Cabin	
<b>94.7 MILES HANDLEY TO RU CABIN</b>			

### 121.1 DIAGRAM CROSS-REFERENCE

Table 78. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	C&OBU West TT
Coal River	C&OBU East	15
Logan	C&OBU East	41
New River	C&OBU East	47
Ohio River	CCBU	CCBU TTSI
Russell	C&OBU West	C&OBU West TT

### 122.0 METHOD OF OPERATION

#### 122.1 AUTHORITY FOR MOVEMENT

Table 79 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
CA427.8 and CA431.5	265-271 (93)
CA431.5 and CA448.3	265-271
CA448.3 and CA460.5	265-271 (93)
CA460.5 and CA462.9	265-271
CA462.9 and CA468.0	265-271 (93)
CA468.0 and CA500.8	265-271
CA500.8 and CA506.7	265-271 (93)
DK Cabin	255-259 (93)

Table 79 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
HO Cabin	255-259 (93)
CA506.7 and CA515.6	265-271
CA515.6 and CA522.8	265-271 (93)
CA522.8 and CA523.4	265-271
CA523.4 and RU Cabin	265-271 (93)
RU Cabin	255-259 (93)
CLS0.0 and CLS3.6	265-271

**Note:**

Rule 265-271 are in effect as designated below:

1. **Cabin Creek Junction** - Wye tracks between apex of wye and No. 2 main track.
2. **Barboursville** - East leg of wye track to the Eastward siding Barboursville; and Nos. 1 and 2 tracks on west leg of wye.
3. **Sidings** -
  - a) South Ruffner off No. 2 track;
  - b) St. Albans off No. 1 track; and
  - c) Barboursville off No. 2 track.

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

Table 80. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA431.5 and CA439.0	Pratt
CA439.0 and CA448.3	Marmet
CA460.5 and CA462.9	Spring
CA468.0 and CA470.0	Dock
CA470.0 and CA478.0	Scott
CA478.0 and CA486.2	Hurry
CA486.2 and CA494.7	Milton
CA494.7 and CA500.8	Guyan
CA506.7 and CA513.9	Ceredo
CA513.9 and CA515.6	Kenova
CA522.8 and CA523.7	Armco
Barboursville and CLS3.6	Barbie

**122.4 EXCEPTED TRACK**

The following tracks are designated as excepted tracks:

1. Lexington Industrial Track

**123.0 SPEEDS****123.1 MAXIMUM AUTHORIZED SPEED**

Table 81. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA427.9 and CA429.8	65	50
CA429.8 and CA493.4	79	50
<b>CA494.4 and CA501.0</b> - No. 1 and No. 3 tracks	79	50
<b>CA494.4 and CA501.0</b> - No. 2 track	45	35
CA501.0 and CA524.0	79	50
CLS0.0 and CLS3.6	30	30

**123.15 MEDIUM SPEED**

Table 82. Medium Speed

Between Location/Mile Post	MPH
CA505.2 and CA516.9	25

**123.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 83 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
<b>CA429.8 and CA494.7</b> - Trains in excess of 7,000 tons but not exceeding 14,000 tons	---	40
<b>CA429.8 and CA494.7</b> - Trains in excess of 14,000 tons	---	35
<b>CA494.7 and CA501.0</b> on No. 1 and No. 3 Track - Trains in excess of 7,000 tons but not exceeding than 14,000 tons	---	40
<b>CA494.7 and CA501.0</b> on No. 1 and No. 3 Track - Trains in excess of 14,000 tons	---	35
<b>CLS0.0 and CLS3.6</b> - Trains in excess of 15,000 tons	---	30
<b>CA501.0 and CA524.0</b> - Trains in excess of 7,000 tons but not exceeding 14,000 tons	---	40
<b>CA501.0 and CA524.0</b> - Trains in excess of 14,000 tons	---	35
<b>CA426.9 and CA428.2</b> city limits	30	30
CA429.3 and CA431.2	60	---
CA431.2 and CA432.1	55	---
CA432.1 and CA435.0	70	---
CA435.0 and CA436.2	65	---
<b>CA435.2 and CA436.2</b> city limits	35	35
CA438.2 and CA438.5	65	---
CA438.5 and CA440.5	70	---

Table 83 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA440.5 and CA441.1	65	---
CA441.1 and CA441.3	60	---
CA441.3 and CA443.7	70	---
CA443.7 and CA444.3	60	---
CA444.3 and CA445.8	65	---
CA450.6 and CA450.8	65	---
CA453.4 and CA456.1 No. 1 track	70	---
CA454.0 and CA454.1 No. 2 track	60	---
CA454.1 and CA456.1	70	---
CA456.1 and CA458.0	65	---
CA458.0 and CA458.1	55	---
CA458.1 and CA462.2	65	---
CA463.4 and CA465.8 on No. 1 and No. 2 Track	50	50
CA466.1 and CA466.3	60	---
CA466.3 and CA469.3	70	---
CA469.3 and CA473.9	60	---
CA473.9 and CA476.7	70	---
CA476.7 and CA480.3	65	---
CA480.3 and CA483.1	70	---
CA486.6 and CA488.5	60	---
CA492.2 and CA494.0	65	---
CA494.0 and CA495.9	55	---
CA495.9 and CA496.2	50	---
CA496.2 and CA498.4	70	---
CA498.4 and CA501.2	65	---
CA501.2 and CA501.7	35	35
CA501.7 and CA504.1	55	---
CA504.1 and CA504.2	35	35
CA504.2 and CA506.8	60	---
CA508.8 and CA510.5	70	---
CA510.5 and CA510.8	50	---
CA510.8 and CA512.9	65	---
CA512.9 and CA513.7	30	30
CA513.7 and CA520.6	40	40
CA520.6 and CA523.8	65	---
CA523.8 and CA524.0	30	30

**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:

CA433.0 and CA434.0	CA444.0 and CA445.0
CA460.0 and CA461.0	CA478.0 and CA479.0
CA498.0 and CA499.0	CA509.0 and CA510.0
CLS0.0 and CLS1.0	

**124.0 EQUIPMENT RESTRICTIONS**

Table 84. Equipment Restrictions

Location	Equipment	Restriction
Lexington IT	Cars exceeding plate C	Must not operate
Lexington IT - Kentucky Electric Steel	Equipment	Must not operate beyond car stop sign

**125.0 INSTRUCTIONS RELATING TO OPERATING RULES****125.13 ENGINE BELL INSTRUCTIONS**

**Barboursville** -Engine bell will be rung continuously while engines are using the east leg of the wye at Barboursville as a warning to Reclamation Plant employees.

**125.14 ENGINE HORN INSTRUCTIONS**

**Huntington** -All trains and engines will sound mild whistle signal 14(l) to warn employees in the vicinity at the following locations:

1. Trains on Nos. 1 and 2 tracks approaching 16th. Street yard office.
2. Westward trains on No. 1 main track 500 feet west of 16th. Street yard office when pull-in track is occupied with equipment.

**Ceredo** -Only one short sound of the engine whistle will be used when approaching Ogleby Norton Plant crossing on the beltline. Engine bell will not be used for this crossing.

**125.58 DEFECT DETECTORS**

Table 85. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Marmet, CA445.5	AD	Voice
Scary, CA470.2	AD	Voice
Yates, CA489.6	AD	Voice
W. Huntington CA508.1	AD	Voice



## 125.83-A TRAIN BULLETIN AND RELEASE FORM

**Scary - John Amos Power Plant** - In the event of telecopier equipment failure, conductor will secure necessary release form and/or train bulletin from South Charleston yard office or St. Albans yard office before departing.

## 125.100 HIGHWAY AND STREET CROSSINGS

### 1. Providing Crossing Protection

- a) **Lexington Industrial Track** All trains on the Lexington Industrial Track must approach highway grade crossings equipped with automatic grade-crossing warning devices prepared to provide crossing protection in accordance with Operating Rule 100-E due to rusty rail condition.

Harding Street flashers are now equipped with detectors. Eastbound and Westbound approaches extend 1460 feet. Rule 100-E will apply.

- b) Crossing protection timeout and restart circuits installed:

Crossing protection timeout and restart circuits for "B", "C" and 2nd streets in St. Albans have been installed on both #1 and #2 tracks between the eastward absolute signals at the east end of dock, CA466.1, and "B" street, CA465.9. Signs reading "Crossing Restart" have been installed 250 feet west of "B" street.

Eastward trains stopping between the eastward absolute signals at the east end of dock and the "Crossing Restart" signs will initiate timeout circuits allowing the crossing protection at "B", "C" and 2nd streets to deactivate after 3 minutes. The crossing protection will reactivate after the stopped trains have pulled east of the "Crossing Restart" signs.

Trains must be governed by Operating Rule 100-E.

- c) Harding street flashers are now equipped with motion detectors. Eastbound and westbound approaches extend 1460 feet. Rule 100-E will apply.

## 125.104 SWITCHES

### 1. Hand-Operated Switches

- a) Normal position of designated switches -

- 1) **DK Cabin - apex of wye on 23rd. Street belt line** - For movement on the east leg of the wye.
- 2) **DK Cabin - east switch east leg of wye** - For movement to straight leg of wye. Dwarf signals for eastward movements off east leg of wye and straight leg protect east leg of wye track and hill track.
- 3) **KV Cabin - Junction of Oglebay Norton track and Yard track** - For movement to Oglebay Norton track (Beltline).

## 125.105 USE OF SPECIFIED TRACKS

**St. Albans - Thoroughfare track and No. 1 yard track** - Restricting aspect displayed for movement on the Thoroughfare track and No. 1 yard track governs movement over the power operated switches only. Control station will not route road trains via these tracks without permission of the yardmaster. To avoid delay, the yardmaster will not permit such movements until he has

conflicting movements under his control. This instruction does not apply to trains moving between the Kanawha and Coal River Subdivisions where Rules 265-271 are in effect.

**Scary - John Amos Power Plant** - Tracks of John Amos Power Plant are used jointly by CSXT and John Amos engines.

### Huntington -

1. **Westward pull-in track** - Eastward movements on the westward pull-in track must not be made without permission of the yardmaster and control station, both of whom must afford full protection before allowing the movement.
2. **3rd. Street belt line - Second Ave. and HO Cabin** - Before moving over this track section permission must be obtained from the dispatcher who must know that signals are blocked to prevent opposing movements.
3. **23rd. Street belt line - Second Ave. and Shop crossover** - Before moving over this track section permission must be secured from the Huntington (HYCO) yardmaster.

**Kenova** - Trains with work to perform at Kenova will secure instructions from the Huntington (HYCO) yardmaster.

**Ashland - Clyffside South Industrial Track** - Movements on this track must not be made without permission of the COAL HUMP/ Russell yardmaster.

## 125.C-280 SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES

### BARBOURSVILLE

**Barboursville Scales CA495.8** - Westward coal trains will be weighed unless signal indication indicates otherwise. Eastward trains to be weighed will be notified by the control station.

WAS at west end of Barboursville is arranged to display the following aspect when the WAS at scale displays "weigh."

<b>NAME</b>	Approach-Weigh
<b>ASPECT</b>	Yellow over red with illuminated "W" between and slightly to the right.
<b>INDICATION</b>	Proceed prepared to comply with weighing instructions at next signal.

WAS 893 feet east of scale governing movement on No. 2 track is arranged to display the following aspect when the switches are lined for the scale.

<b>NAME</b>	Weigh
<b>ASPECT</b>	Two red lights, one above the other with illuminated letter W in between and slightly to the right.
<b>INDICATION</b>	Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication.

### Weighing Instructions

The scale at Barboursville is designed to weigh between 4.5 and 8.5 miles per hour and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on radio channel 08. Accurate weighing speeds must be maintained between 4.5 and 8.5 miles per hour.

When the scale is ready to weigh the system will transmit "CSX Barboursville scale is ready." While the scale is in the weighing mode, the speed of the train in tenths of a mile per hour will be transmitted.

If the scale is out of tolerance or will not weigh, a message will be transmitted "scale has failed." If this message is received, stop the train and contact the train dispatcher for instructions.

Anytime a stop is made on the scale for 2 minutes or longer the scale goes into standby.

If re-weighing is necessary, secure permission from the control station to back up clear of the scales and wait for two minutes for the scale to reset and the ready message to be transmitted before beginning to reweigh.

When weighing is complete, a voice message "Barboursville scale is clear" followed by the number of cars weighed will be transmitted.

Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar force is needed for accurate weighing and slack action must be avoided if at all possible.

Use of sand on the scales is prohibited.

Speed on scale track must not exceed 10 miles per hour in either direction.

When the consist of a train which is to be or has been weighed is changed, the control station must be advised of the initial and number and position in the train of the car(s) set off or picked up.

### 125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 86. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Handley	Continuous	08	Wayside
Marmet	Continuous	08	Wayside
Marmet	Continuous	14	Terminal
So. Charleston	Continuous	08	Terminal
So. Charleston	Continuous	08	Wayside
St. Albans	Continuous	08	Wayside
St. Albans	Continuous	08	Wayside
Hurricane	Continuous	08	Wayside
Barboursville	Continuous	08	Wayside
Huntington (HYCO)	Continuous	08 & 70	Terminal

Table 86. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Big Sandy Jct.	Continuous	08	Wayside
Ashland	Continuous	08	Terminal
Ashland	Continuous	08	Wayside
Dispatcher (AN)	Continuous	94	Wayside

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

AN Train Dispatcher telephone No. is 1-800-854-5684.

Russell Ready Track-Digital radio channel for the ready track foreman is 93-40.

### 125.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
4660	St. Albans	CA466.0
5011	Guyandotte	CA501.1
5129	Kenova	CA512.9

### 126.0 MISCELLANEOUS INSTRUCTIONS

#### 1. CLOSE CLEARANCE

MP CA473.1- Employees are prohibited from riding the South side of equipment at Joyce Road account Close Clearance on Flasher pole.

2. **South Ruffner siding - CA450.7** - Trains setting off must cut cars off east/west of the two white posts 150 feet from crossing.

3. **South Charleston** - Westward freight trains receiving a stop aspect on WAS at CA456.8 will stop 2,200 feet east of signal, crossing.

4. **So. Charleston - Davis Creek Road** - Westward trains on No. 2 track receiving an approach signal on the WAS No. 2 track CA457.0 must stop east of the white post located at CA457.8.

5. **St. Albans** - When eastbound trains are standing on track circuit east of the EAS at Dock but west of B street crossing St. Albans causing crossing flashers and gates to remain activated at "B", "C", and 2nd Streets, a crew member must use time out feature boxes at "C" and "2nd" Street crossings to stop flashers- raise gates to allow highway traffic to move at these locations. When time out feature is used, train movement must not be made over crossings until time out control has been operated to restore flashers and gates to automatic operation and flashers are working or gates are lowered, or a crew member protects the crossing. "B" Street does not have this time out feature.

6. **Dock** - Westward trains en route Bills Creek must contact the South Charleston yardmaster before passing the WAS west end Dock for instructions. If unable to contact the yardmaster train must stop prior to reaching Garbage crossing until it is known that train will continue to Bills Creek.

7. **Bill boxes** - Bill boxes have been installed at the following locations which will be used for one copy of the bills of by-pass trains off the Big Sandy Subdivision.

a) Pikes crossing, just east of the crossing, south side of No. 3 track.

- b) Armco crossing, five (5) car lengths west of the crossing, south side of No. 2 track.

Big Sandy Subdivision crews setting off by-pass trains in the vicinity of Pikes crossing or NC Cabin will place one copy of the bills in the billbox advising the control station. The original bills will be taken to Russell.

Do not leave the bills at any other location without permission of the control station.

Eastbound crews will obtain their copy of the bills from the billbox at the location where the train is picked up.

8. The following tracks are leased to Armco, Inc.:

The Ashland yard industrial lead between CA522.8 and CA519.3; in 5th. Street yard, Nos. 1, 2, 3 and 4 tracks north side; and in Bellefonte yard the north lead, south lead and runaround tracks.

CSXT crews will not occupy these tracks without permission from the COAL HUMP/ Russell yardmaster, who will not grant permission without permission of the Armco yardmaster, Inc.

Interchange will be effected on all tracks except the Ashland industrial lead, No. 1 north side and the Bellefonte runaround which will remain clear as running tracks.

Rule 105 will govern movements on these tracks.

9. The following tracks are leased to Mansbach Metal Company:

The Ashland Yard industrial lead which locates adjacent (North) to No.1 Main line between MP CA517.1 (East end of 34th street) and MP CA519.2 (Directly under 13th street overhead bridge). Tracks A01 through and including A08, and tracks A11 through and including A17.

CSXT crews will not occupy these tracks without permission from the COAL HUMP/ Russell yardmaster, who will not grant permission without acquiring permission of the Mansbach Metal Co.

Interchange will be in effect on all the above prescribed tracks.

Rule 105 will govern movement on these tracks.

CSXT will retain use of tracks A09, A10, and Scale Track. The use of these tracks will continue to be with the permission of the COAL HUMP/ Russell yardmaster.

10. Leasing of tracks at Ceredo, WV:

The following Oglebay Norton tracks have been purchased by Electric Fuel Inc:

Ceredo yard tracks 1, 2, 3, 4, between east end of 1, CA508.3 and the west end of Ceredo yard, CA511.0, the loop from the west end of Ceredo yard to River Terminal and 600 feet on the east end of the Old B&O Spur

CSXT crews will not occupy these tracks without permission from the Huntington yardmaster, who will not grant permission without acquiring permission of Kanawha River Terminals, inc. CSXT crews must advise the Huntington yardmaster once work is complete and have cleared the leased tracks. Tracks must not be reentered unless additional permission is granted from the Huntington yardmaster.

Interchange will be in effect on all the above prescribed tracks.

Rule 105 will govern movement on these tracks.

A copy of the sketch showing the leased tracks at Ceredo, WV, must be made a part of this bulletin and is being made available by your supervisor at on duty location.

11. Leased track to Ohio river Company:

Ohio River Company has leased a section of main line track east of the water works crossing on the Ohio River lead. Ohio River crews will operate on this track east of the derail and CSX crews must obtain permission through the Huntington yardmaster to remove the derail and enter the track to place or pull the Ohio River Company and Allied Warehouse Industry.

The derail is located 60 feet east of the water works crossing on the north rail. When crews depart Ohio River terminal they will reapply derail and report clear to the Huntington yardmaster, who will give track back to the Ohio River Company.

Attached sketch outlining this track must be made a part of this bulletin. A copy of this sketch can be obtained from your supervisor at your on duty location.

12. Red flag protection at A K Steel:

All A K Steel leased tracks at Ashland, Ky, are now protect by red flags which indicate "STOP".

CSX crews should be prepared to stop when red flag is encountered. A K Steel personnel will be responsible for removal of and replacement of red flags.

If CSX crews encounter red flags that need to be removed, they should contact the coal hump yardmaster, Russell, Ky, who will contact the proper authority at A K Steel.

## 127.0 INDUSTRIAL TRACKS

### 127.1 LEXINGTON INDUSTRIAL TRACK

Lexington Industrial Track - Kentucky Electric Steel Corporation leased track:

Lease track agreement is in effect with Kentucky Electric Steel corporation located on Kanawha subdivision, Lexington Industrial track, Coalton, Ky, beginning 108 feet west of Route 966 grade crossing at Coalton, Ky, mile 10.9 westward to west end of Lexington Industrial track limit, bridge 5313, mile 11.7.

Hand throw derail is placed at point of east entrance to Kentucky Electric Steel lease track location 108 feet west of Route 966 grade crossing and derails located on east and west ends of runaround track at Coalton, Ky, are removed from service. Switches at both ends of runaround track are to be left for straightaway movement on Lexington Industrial track and derail locked from normal position.

CSXT crews will not occupy leased track at Coalton, Ky without permission from the coal hump/Russell yardmaster who will not grant permission without authorization from Kentucky Electric Steel Corporation.

Rule 105 will govern movement on leased trackage at Coalton, Ky.

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### NOTES:

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## 130.0 LAUREL FORK SUBDIVISION - LU

### 131.0 STATIONS LISTING AND DIAGRAM

### 133.0 SPEEDS

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CLH10.7	END OF TRACK	End Of Track	
CLH9.7		1.0 Hampton No. 4	
CLH7.0		2.7 Hampton No. 3	
CLH0.0	COAL RIVER SD	7.0 Clothier	
<b>10.7 MILES CLOTHIER TO END OF TRACK</b>			

### 131.1 DIAGRAM CROSS-REFERENCE

Table 87. Diagram Cross-Reference

Subdivision	Division	Page
Coal River	C&OBU East	15

### 132.0 METHOD OF OPERATION

#### 132.1 AUTHORITY FOR MOVEMENT

Table 88. Authority for Movement

Between Location/Mile Post	Rules
CLH0.0 and CLH10.7	120-132

#### 132.2 DTC BLOCK LIMITS

Between CLH0.0 and CLH10.7

Table 89. DTC Block Limits

Between Location/Mile Post	Block Names
CLH0.0 and CLH10.7	Ham

#### 132.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:

Entire Subdivision

### 133.1 MAXIMUM AUTHORIZED SPEED

Table 90. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLH0.0 and CLH10.7	10

### 135.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 91. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Laurel Fork	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### NOTES:

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## 140.0 LOGAN AND SOUTHERN SUBDIVISION - LS

### 141.0 STATIONS LISTING AND DIAGRAM

### 143.0 SPEEDS

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CME11.7	END OF TRACK	Sarah Ann	
CME10.2		1.5 Stirrat	
CME8.1	PINE CREEK SD	2.1 Omar	
CME7.1		1.0 Chauncey	
CME3.8		3.3 Rossmore	
CME2.9		0.9 Monaville	
CME0.0	ISLAND CREEK SD	2.9 Monitor Jct.	
<b>11.7 MILES SARAH ANN TO MONITOR JUNCTION</b>			

#### 141.1 DIAGRAM CROSS-REFERENCE

Table 92. Diagram Cross-Reference

Subdivision	Division	Page
Island Creek	C&OBU East	23
Pine Creek	C&OBU East	63

#### 142.0 METHOD OF OPERATION

##### 142.1 AUTHORITY FOR MOVEMENT

Table 93. Authority for Movement

Between Location/Mile Post	Rules
CME0.0 and CME11.7	120-132

**Note:** Rules 243-247 are in effect for westward trains between CME0.5 and Monitor Junction.

##### 142.2 DTC BLOCK LIMITS

Between CME0.0 and CME11.7

Table 94. DTC Block Limits

Between Location/Mile Post	Block Names
CME0.0 and CME8.1	Omar
CME8.1 and CME11.7	Rat

##### 143.1 MAXIMUM AUTHORIZED SPEED

Table 95. Maximum Authorized Speed

Between Location/Mile Post	MPH
CME0.0 and CME8.1	25
CME8.1 and CME11.7	20

##### 143.15 MEDIUM SPEED

Table 96. Medium Speed

Between Location/Mile Post	MPH
CME0.0 - Trains entering and leaving Logan and Southern Subdivision	15

##### 145.104 SWITCHES

###### 1. Hand-Operated Switches

Junction switch, Omar will be left in position last used. Trains and engines must approach switch expecting it to be lined against their movement.

##### 145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 97. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Chauncy	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 4.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

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## 150.0 LOGAN SUBDIVISION - LG

### 151.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CLS90.9	NS	End Of Track	
		6.8	
CLS84.1	ELK CREEK INDUSTRIAL	Wylo	
	GILBERT TRACKS	4.9	
CLS79.2	BUFFALO SD	RH Jct.	
	ROCK HOUSE INDUSTRIAL TRACK	0.3	
CLS78.9		Man	
		1.4	
CLS77.5		Taplin	
		2.7	
CLS74.8	RUM CREEK INDUSTRIAL TRACK	Snap Creek Jct.	
	SNAP CREEK INDUSTRIAL TRACK	4.0	
CLS70.8		Rum Jct.	
		3.4	
CLS67.4	DINGESS RUM INDUSTRIAL TRACK	Stollings	
	No. 2	0.2	
CLS67.1	No. 1	SW Cabin	
		2.0	
CLS65.2	ISLAND CREEK SD	Logan	
		0.2	
CLS65.0		FD Cabin	
		1.6	
CLS63.4		Peach Creek (OB)	
		1.1	
CLS62.3		West Peach Creek	
		7.8	
CLS54.5		Chapmanville	
		4.0	
CLS50.5		Big Creek	
		8.4	
CLS42.1		Harts Creek	
		3.8	
CLS38.3		Sandcreek	
		6.9	
CLS31.4		Ranger	12333
		4.9	
CLS26.5		Midkiff	
		4.0	
CLS22.5		Branchland	
		5.3	
CLS17.2		West Hamlin	
		13.6	
CLS3.6	KANAWHA SD	MP 3.6	
6121			
87.3 MILES END OF TRACK TO CLS3.6			

### 151.1 DIAGRAM CROSS-REFERENCE

Table 98. Diagram Cross-Reference

Subdivision	Division	Page
Buffalo	C&OBU East	11
Island Creek	C&OBU East	23
Kanawha	C&OBU East	31

## 152.0 METHOD OF OPERATION

### 152.1 AUTHORITY FOR MOVEMENT

Table 99. Authority for Movement

Between Location/Mile Post	Rules
CLS3.6 and EAS Peach Creek	265-271
EAS Peach Creek and FD Cabin	93 See Note 1 & 2
FD Cabin	255-259 (93)
FD Cabin and SW Cabin	D-251 (93)
SW Cabin and CLS 78.9	120-132 (243-247)
CLS 78.9 and CLS 90.9	120-132

#### Notes:

1. Permission must be obtained from the "BJ" 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.

### 152.2 DTC BLOCK LIMITS

#### Between CLS67.1 and NS Connection

Table 100. DTC Block Limits

Between Location/Mile Post	Block Names
CLS67.1 and CLS70.8	Rum
CLS70.8 and CLS74.8	Wilber
CLS74.8 and CLS78.6	Man
CLS78.6 and CLS84.1	Wylo
CLS84.1 and CLS90.9	Gil

### 152.4 EXCEPTED TRACKS

The following tracks are designated as excepted track:

1. 0.0 Bandmill Jct. and 1.8 End of Track
2. 0.0 Stollings and 1.8 Fort Bench
3. 0.0 Wylo and 2.8 Guyan 10
4. 0.0 RH Jct. and 3.4 End of Track
5. 0.0 Rum Jct. and 3.7 End of Track
6. 0.0 Snap Creek Jct. and 3.2 End of Track



## 153.0 SPEEDS

### 153.1 MAXIMUM AUTHORIZED SPEED

Between Location/Mile Post	MPH
CLS3.6 and CLS63.4	35
CLS65.0 and CLS78.9	35
CLS78.9 and CLS90.9	25

### 153.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Between Location/Mile Post	MPH
CLS3.6 and CLS4.0	30
CLS29.0 and CLS29.8	30
CLS35.4 and CLS44.4	30
CLS47.6 and CLS51.2	30
<b>CLS64.5 and CLS66.8 city limits</b>	<b>10</b>
CLS78.6 Main line junction switch at Man	10

### 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:

CLS3.0 and CLS4.0  
CLS2.0 and CLS65.0

## 155.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 155.36 SPRING SWITCHES

Location	Normal Position	Facing Speed	Trailing Speed
SW Cabin	No.1 main	Maximum authorized	30 MPH
East End Ranger siding	Main	Maximum authorized	30 MPH

## 155.58 DEFECT DETECTORS

Table 104. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ferrellsburg CLS45.3	AD	Voice
Sheridan CLS21.0	AD	Voice

### 155.93 YARD LIMITS

#### Peach Creek

**Eastward Trains** -Trains must have yardmaster permission to occupy the main track within this territory. Trains arriving Peach Creek yard must contact the Peach Creek yardmaster for instructions prior to passing the following locations:

Location	Milepost
Logan Subdivision - Eastward trains - Westward trains	CLS60.0 CLC66.0
Island Creek Subdivision - Westward trains	CMC0.8
Logan Southern Subdivision - Westward trains	CME0.0

**Note:** When no yardmaster is on duty, contact the CK console train dispatcher for instructions.

**Crossover east end of empty yard and FD Cabin** - Train or engines must have permission of the Peach Creek yardmaster before occupying this track section. If no yardmaster is on duty, permission of the train dispatcher.

**Bypass track** - This track between the west end loaded yard and the switch to the engine pit lead must not be used without permission of the yardmaster. If no yardmaster is on duty, permission of the train dispatcher.

### 155.130-A CLEARING DTC BLOCKS

#### Logan Subdivision

Westward trains off the Logan Subdivision that weigh at Barboursville may use the car count information transmitted by the scales to clear DTC blocks on the Logan Subdivision. This information will be used only if the train cannot be cleared in accordance with Rule 130-A.

The following procedure will be used:

1. The conductor or engineer must have an accurate car count as determined by a train consist, profile, or an actual car count made by a member of the crew.
2. The train must not contain cars with more than six (6) or less than four (4) axles.
3. Conductor or engineer must have clear radio reception and understand messages transmitted by the scale.
4. After weighing is complete the scale will transmit a count of the total cars weighed. If the scale car count is exactly the same as the car count determined in item 1 the train may be cleared out of the DTC blocks.

### 155.D-151-A MOVEMENT AGAINST THE CURRENT OF TRAFFIC

FD Cabin and SW Cabin - Movement against the current of traffic may be made between FD Cabin and SW Cabin on verbal permission of the train dispatcher who must withhold authority from westward trains to occupy the Rum block.

### 155.245 ENTERING SIGNALLED TRACK

Westward trains moving from Dingess Run IT to the Logan SD will wait ten (10) minutes after lining switch to secure the benefit of signal protection.

### 155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 105. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Tamcliff	Continuous	08	Wayside
Man	Continuous	08	Wayside
HYCO	Continuous	08	Terminal (note)
FD Cabin	Continuous	08	Wayside
Peach Creek	Continuous except 0001-0800 Monday	08	Terminal
Pecks Mill	Continuous	08	Wayside
Toney	Continuous	08	Wayside
Sand Creek	Continuous	08	Wayside
Ranger	Continuous	08	Wayside
Midkiff	Continuous	08	Wayside
Salt Rock	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 4.

BJ Train Dispatcher telephone number is 1-800-854-5694.

HYCO (Peach Creek) yardmaster call in number is 4.

### 155.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Between CLS60.0 and CLS63.4 and between CLS65.0 and CLS67.4 - In addition to authority from the train dispatcher, oral permission from the HYCO yardmaster must be obtained for on-track equipment movements within these territories.

### 155.707 WORK AUTHORITY INSTRUCTIONS

Between CLS60.0 and CLS63.4 and between CLS65.0 and CLS67.4 - Before authority is issued for work force under rule 707, a copy of the train message protecting same must be given to the Peach Creek yardmaster.

### 155.710 ON TRACK EQUIPMENT MOVEMENTS AND WORK FORCES WITHIN YARD LIMITS

In addition to the requirements of rule 710, on-track equipment and work forces must secure the authority of the Peach Creek yardmaster to occupy the main track between the Eastward Absolute Signal Peach Creek (CLS 63.4) and FD Cabin (CLS 65.0). If no yardmaster is on duty, contact the CK console train dispatcher for instructions.

### 155.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
44	Martha	CLS4.4
66	Martha	CLS6.6

### 156.0 MISCELLANEOUS INSTRUCTIONS

THR 3.4.5 - A maximum of 18 powered axles may be used when making a back-up movement at Belva Mine.

### 157.0 INDUSTRIAL TRACKS

#### 157.1 BANDMILL INDUSTRIAL TRACK

#### 157.2 DINGESS RUN INDUSTRIAL TRACK

#### 157.3 ELK CREEK INDUSTRIAL TRACK

#### 157.31 THR 3.4.5.

A maximum of 18 powered axles may be used when making back up movements with more than 50 cars.

#### 157.4 RUM CREEK INDUSTRIAL TRACK

#### 157.5 ROCK HOUSE INDUSTRIAL TRACK

#### Grade Operation

Retainers will be used and trains will not handle more than eighty (80) loaded cars between Garnette and RH Junction.

The use of retainers is not required when train does not exceed sixty (60) cars and is handled by not less than two units in multiple equipped with operable dynamic brake and pressure maintaining feature.

#### 157.6 SNAP CREEK INDUSTRIAL TRACK

##### 1. Grade Operation

Retainers will be used and trains will not handle more than eighty (80) loaded cars between Chafin No. 2 Mine and Snap Creek No. 2 loaded track.

The use of retainers is not required when train does not exceed sixty (60) cars and is handled by not less than two units in multiple equipped with operable dynamic brake and pressure maintaining feature.

### NOTES:

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**NOTES:**

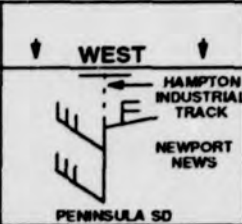
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**NOTES:**

## 160.0 NEWPORT NEWS TERMINAL SUBDIVISION - NN

### 161.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAE2.6		End Of Track 7.4	
CAE10.0		Old Point Jct. 4.1	
CAE14.1		Hampton Roads	
<b>11.5 MILES END OF TRACK TO HAMPTON ROADS</b>			

### 161.1 DIAGRAM CROSS-REFERENCE

Table 106. Diagram Cross-Reference

Subdivision	Division	Page
Peninsula	C&OBU East	55

### 162.0 METHOD OF OPERATION

#### 162.1 AUTHORITY FOR MOVEMENT

Table 107. Authority for Movement

Between Location/Mile Post	Rules
Newport News Terminal SD All tracks	105

#### 162.4 EXCEPTED TRACKS

The following tracks are designated excepted tracks:

1. Nos. 1 through 12 tracks, 58th. Street Storage
2. Nos. 41 through 45 tracks, 39th. Street Storage
3. New Lead Track
4. Coal Bin Tracks
5. Car Shop Tracks
6. Copeland Park Industrial Lead
7. Hampton Industrial Track

### 164.0 EQUIPMENT RESTRICTIONS

Table 108. Equipment Restrictions

Location	Equipment	Restriction
Newport News, Va. Hampton Roads Paving	Engines	Not permitted to cross the Pit

### 165.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 165.100 HIGHWAY AND STREET CROSSINGS

##### 1. Providing Crossing Protection

**Jefferson Ave.** - Trains and engines must secure permission of the yardmaster before blocking crossing. To prevent blocking crossing, westward trains and engines will secure instructions of yardmaster before proceeding over crossing.

#### 165.104 SWITCHES

##### 1. Hand-Operated Switches

- a) **Crossover Switches** between former XA Tower and 39th Street bridge - For movement to running track.
- b) **Wye Tracks 39th St.** - East and west wye track switches - For movement on the open track.
- c) **Hampton Roads Wye** - East and west wye track switches - For movement on T lead.
- d) **West Switch D-1 track** - For movement to receiving yard.
- e) **Peninsula block switch** - For movement to T lead.
- f) **Drydock switch** - For movement on Old main track.
- g) **East switch thoroughfare track** - For movement on the running track.

#### 165.105 USE OF SPECIFIED TRACKS

##### Receiving yard

**Eastward Trains** - Eastward trains will secure yarding instructions through the yardmaster prior to passing CA14.5

Trains and engines must not occupy the following tracks without permission of the yardmaster.

1. Thoroughfare track
2. Running track
3. Old main line track

The yardmaster must not permit a conflicting movement after a crew has been issued a specific route to be used unless a job briefing is held between all concerned to ensure that the route of the train is protected.

##### Newport News Drydock and Shipbuilding Interchange Track

Permission of the yardmaster must be obtained before pulling cars from the interchange track. The yardmaster must notify the conductor of any shipments which exceed clearance limits or other conditions prior to giving such permission.

### Private Coal Facilities

Engines must not move through dumpers or thaw sheds except in emergency and under the supervision of an industry representative.

Prior to shoving coal to the private terminals an additional job briefing must be held to ensure that all members of the train crew (including utility switchman) and the yardmaster on duty have a clear understanding of the moves to be made. Following this job briefing a member of the train crew must position himself on the side of the car on the east end of the leading car to ensure that the route is lined and clear for the movement.

### Dominion Terminal Associates

Crews will not proceed east beyond "DTA CONTROL POINT" without the permission of the DTA tower operator. Derails are located on the east and west ends of DTA loaded tracks and the west end of DTA empty yard. Crew must report clear to the DTA tower operator after leaving DTA and request permission to re-enter.

DTA has painted a yellow tie approximately 4 car lengths east of the power derails located on the west end of No. 1,2,3 and 4 loaded tracks. Cars delivered to DTA on these tracks must be placed east of the yellow tie to allow room for DTA to couple units to the west end of cars and clear the circuit in order to reapply the derail.

### Pier IX

Power derail is located approximately 650 feet east of the east end crossover switch Running track to Pier IX lead. A sign approximately 50 feet west of the power derail on the south side of Pier IX lead indicates "PIER IX CONTROL POINT". All crews must contact Pier IX tower operator, by use of the phone located at the power derail, prior to passing "PIER IX CONTROL POINT" sign to request permission to proceed east. Once crew has completed work at Pier IX and passes "PIER IX CONTROL POINT" sign on westward move, crew will report clear to the yardmaster.

### Test and Repair Facility Tracks

Automatic blue flags and derails are located on C-1 track at a point 440 feet west of the switch leading from C-1 track to west end of tracks C02 and C03 and 275 feet west of the switch leading from C-1 track leading to the west end of tracks C-6 and C-5.

Manually operated derail and blue flag are located at the east end of C-2 track.

Crews must contact the Mechanical Department foreman on duty for the removal of all automatic and manual derails or blue flags.

Crews must not operate on C-4, C-5, C-6, C-7 or C-8 track unless under the direct supervision of the Mechanical Department foreman on duty.

### 165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains monitor channel 08.

Table 109. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
36th Street	Continuous	70	Terminal
Dispatcher (AL)	Continuous	14	Wayside

### 166.0 MISCELLANEOUS

When employees are moving more than one unit coupled, the units will be operated from the lead unit in the direction of the movement. **EXCEPTION-** When making a movement of twenty (20) car lengths or less and when the leading end of the movement is protected by an employee riding the lead unit.

### 167.0 INDUSTRIAL TRACKS

#### Hampton Industrial Track

King Street - Trains and engines must approach crossing prepared to comply with Rule 100-E. Island circuit locates 100 feet from centerline of crossing.

### NOTES:

## 170.0 NEW RIVER SUBDIVISION - NR

### 171.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA354.6	ALLEGHANY SD	MX Cabin	
6240		2.4	
CA357.0	No. 1	Hinton	
CA357.4		0.4	
		Tool Car	
		1.6	
CA359.0		CW Cabin	
6239		3.0	
CA362.0	No. 2	RK Cabin	
		4.3	
CA366.3		Sandstone	
6236		3.0	
CA369.3		Meadow Creek	No. 1 6519
6234		2.0	No. 2 5102
CA371.3	SEWELL VALLEY SD	Camp	
6233		3.1	
CA374.4		Glade	
		1.8	
CA376.2		Backus	
6230		2.5	
CA378.7	No. 1	Quinnimont	
6229-6227	No. 2	1.2	
CA379.9		Prince	
6226		8.2	
CA388.1		Claremont	
6223		1.3	
CA389.4	No. 1	CS Cabin	
	No. 2	1.4	
CA390.8		Thurmond	
6221-6220		1.4	
CA392.2		Rush Run	7440
6219		5.4	
CA397.6		Sewell	
6216		6.6	
CA404.2		Fayette	6317
6213-6212		4.4	
CA404.4		So. Fayette	5501
6215-6214		4.7	
CA408.6	No. 1	Hawks Nest	
	No. 2	0.5	
CA409.1		MA Cabin	
6211		1.7	
CA410.8		Cotton Hill	
6209		4.2	
CA415.0	GAULEY INDUSTRIAL TRACK	GU Cabin	
		0.1	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA415.1	No. 1	Gauley	2308
6208	No. 2	3.3	
CA418.4		Kanawha Falls	
6207		2.9	
CA421.3		Deepwater	2327
		0.8	
CA422.1		West Deepwater	
		1.4	
CA423.5		Mt. Carbon	
6204		2.0	
CA425.5		Eagle	
		2.0	
CA427.9	No. 1	Montgomery	
6202	No. 2		
<b>72.9 MILES MX CABIN TO MONTGOMERY</b>			

### 171.1 DIAGRAM CROSS-REFERENCE

Table 110. Diagram Cross-Reference

Subdivision	Division	Page
Alleghany	C&OBU East	1
Kanawha	C&OBU East	31
Piney Creek	C&OBU East	65
Sewell Valley	C&OBU East	79

### 172.0 METHOD OF OPERATION

#### 172.1 AUTHORITY FOR MOVEMENT

Table 111. Authority for Movement

Between Location/Mile Post	Rules
CA354.6 and EAS CA357.4	D-251
EAS CA357.4 and CA377.4	265-271
CA377.4 and CA379.4	265-271 (93)
CA379.4 and CA389.0	265-271
CA389.0 and CA393.2	265-271 (93)
CA393.2 and CA428.1	265-271
CA428.1 and CA427.9	265-271 (93)

Note: Rules 243-247 are in effect on the following tracks:

1. Switching lead MX Cabin
2. Fayette siding off No. 1 track
3. South Fayette siding off No. 2 track
4. Deepwater siding

Note: Rules 265-271 are in effect on Meadow Creek siding.

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

Table 112. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA354.6 and CA357.4	Hinton
CA357.4 and CA360.2	Barks
CA360.2 and CA366.3	Sand
CA366.3 and CA371.2	Camp
CA371.2 and CA376.2	Glade
CA380.0 and CA389.0	Dunfee
CA389.0 and CA391.0	Stone
CA391.0 and CA397.3	Rush
CA397.3 and CA408.9	Sewell
CA408.9 and CA410.7	Hawk
CA410.7 and CA418.3	Gauley
CA418.3 and CA423.5	Deep
CA423.5 and CA428.1	Eagle

**172.4 EXCEPTED TRACKS**

The following tracks are designated as excepted tracks:

1. 0.0 Mt. Hope and end of track 4.2
2. Thurmond 0.0 and Sugar Creek Junction 10.1
3. Glen Jean Jct. 0.0 and end of track 2.0
4. Rich Creek Industrial Track

**173.0 SPEEDS**

**173.1 MAXIMUM AUTHORIZED SPEED**

Table 113. Maximum Authorized Speed

Between Location/Mile Post	Psg. MPH	Other MPH
CA354.6 and CA357.0	50	40
CA357.0 and CA377.0	60	50
CA377.0 and CA399.0	50	35
<b>No. 1 track -</b> CA399.0 and CA409.0	50	35
<b>No. 2 track -</b> CA399.0 and CA409.0	40	30
CA409.0 and CA419.0	50	35
CA419.0 and CA427.9	65	50

**173.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 114. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
<b>CA411.6 and CA415.2 -</b> Trains in excess of 14,000 tons	---	25
CA355.0 and CA355.3	45	40
CA356.8 and CA357.0 No. 1 track	45	40
CA357.0 and CA357.1 No. 1 track	25	25
CA357.1 and CA357.3 No. 1 track	45	40
CA356.8 and CA357.5 No. 2 track	25	25
CA359.2 and CA359.4	55	50
CA363.1 and CA363.4 No. 1 track	55	50
CA369.5 and CA369.8 No. 1 track	55	50
CA369.6 and CA369.7 No. 2 track	40	40
CA370.4 and CA370.7	55	---
CA375.6 and CA375.8	55	---
CA378.5 and CA383.3	40	---
CA390.8 and CA391.5	25	25
CA394.5 and CA394.7	45	---
CA397.1 and CA397.4	40	---
CA398.2 and CA398.4 No. 2 track	10	10
CA399.1 and CA400.6	40	---
CA402.5 and CA403.6	40	---
CA405.8 and CA406.1	45	---
CA408.5 and CA408.9 No. 1 track	25	10
CA409.1 and CA414.1	40	---
CA414.1 and CA418.1	45	---
CA423.9 and CA424.1	55	---
CA426.6 and CA426.7	60	---
<b>CA426.9 and CA428.2 city limits</b>	30	30

**173.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

- CA360.0 and CA361.0
- CA420.0 and CA421.0

## 174.0 EQUIPMENT RESTRICTIONS

Table 115. Equipment Restrictions

Location	Equipment	Restriction
Meadow Creek - No. 4 Track Meadow Creek Cleaning Plant	Engines	Must not operate through dumper
Glen Jean IT -	Six-axle units	Must not operate
Glen Jean IT - Glen Jean tunnel	Engines	Must have awnings closed
Glen Jean IT - Siltix No.1 New River Coal Co.	Equipment other than coal cars	Must not be moved under loading structure
Mill Creek IT - New River Coal mine tracks	Equipment	Must not be moved over pit track unless shaker is in fully raised position
Loup Creek Industrail Track	Six-axle units	Must not operate

## 175.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 175.58 DEFECT DETECTORS

Table 116. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Barksdale CA360.0	AD	Voice
Glade CA374.5	AD	Voice
Sewell CA397.0	AD	Voice
Deepwater CA420.5	AD	Voice

### SLIDE DETECTOR LOCATIONS

Table 117. Slide Detector Fences  
Between Location/Mile Post

CA365.3 and CA365.4  
CA374.1 and CA375.3  
CA382.1 and CA382.7  
CA383.7 and CA383.9  
CA402.5 and CA402.9 No. 1 track  
CA415.5 and CA416.0  
CA419.8 and CA420.3

### 175.93 YARD LIMITS

Quinnimont yard - Rule 266 is modified to permit the Quinnimont yardmaster to permit trains or engines to occupy Nos. 1 and 2 main tracks between the WAS just west of CA377.0 and the EAS just west of CA380.0, after receiving permission from and having proper understanding with the control station. Before permitting more

than one train or engine to occupy the same track section, after instructing such trains or engines to protect against each other, permit train or engine to pass the absolute signal to enter the track section.

### 175.100 HIGHWAY AND STREET CROSSINGS

#### 1. Providing Crossing Protection

Loup Creek Industry Track Crossing protection may not work properly account rusty rail conditions from infrequent use. Crossings must be protected per current instructions.

North Fayette siding - Cars left standing in North Fayette siding must be left standing east of white post located 100 feet east of crossing.

Harding Street flashers are now equipped with detectors. Eastbound and Westbound approaches extend 1460 feet. Rule 100-E will apply.

Thurmond, WV CA390.9 - When cars are left standing on lead at Thurmond, they must be left east of the passenger station platform to prevent unnecessary activation of crossing protection devices.

### 175.105 USE OF SPECIFIED TRACKS

Hinton - Trains approaching Hinton Yard at either MX or other RK Cabin will contact the Hinton Yardmaster in Huntington for yarding instructions. If unable to reach yardmaster, trains should contact AM Train Dispatcher for yarding instructions.

Bridge No. 23 - between Beech Junction and Beech Glen - This bridge is used as a dual railroad and highway bridge. Trains, engines and on-track equipment will stop before entering the bridge. A member of the crew must be on the opposite end of the bridge to stop opposing highway traffic before the movement proceeds.

### 175.40C RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 118. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Hinton	Continuous	08	Terminal
CW Cabin	Continuous	08	Wayside
Meadow Creek	Continuous	08	Wayside
Quinnimont	Continuous	08	Terminal
Thurmond	Continuous	08	Wayside
Sewell	Continuous	08	Wayside
Hawks Nest	Continuous	08	Wayside
Gauley	Continuous	08	Wayside
Montgomery	Continuous	08	Wayside
Glen Jean IT	Continuous	08	Wayside
Mill Creek IT	Continuous	08	Wayside
Dispatcher (AM)	Continuous	14	Wayside

Note: AM Train Dispatcher call-in No. is 8.

AM Train Dispatcher telephone No. is 1-800-445-5524.



**175.704 ON-TRACK EQUIPMENT INSTRUCTIONS**

South Side Jct. and Thurmond - Verbal permission of Quinnimont yardmaster, when on duty.

**175.807 THRU-TRUSS BRIDGES**

Bridge No.	Location	Mile Post
3982	Sewell	CA398.2
4088	Hawks Nest	CA408.8
01	Thurmond	CAT0.1

**176.0 MISCELLANEOUS INSTRUCTIONS****Meadow Creek -**

- Cars left standing on all tracks must be left west of the white post located 160 feet west of industrial road crossing.
- Cars left standing on No. 1 main track west of Wendy switch CA371.0 must have at least one set of trucks left standing between the switch point and the white post located 90 feet west of the switch.

**CLOSE CLEARANCE** - Employees are prohibited from riding the side of equipment at the following location:

- Between Wendy No. 2 track and retaining wall North side 20 car lengths east of Wendy derail.
- Quinnimont, W. Va.-Between No.1 and No.2 tracks Old Yard, 30 car lengths from the West End.

**177.0 INDUSTRIAL TRACKS**

- Gauley Industrial Track
- Glen Jean Industrial Track
- Loup Creek Industriail Track

**GRADE OPERATION**

Between	Maximum Loaded Cars	Speed MPH
Glen Jean and South Side Jct.	75	10
Glen Jean and South Side Jct.	100	10 (See Note 1)
Glen Jean and South Side Jct.	125	10 (See Note 2)

**Note:**

- Provided train is handled by not less than two units equipped with operable dynamic brake, retainers on all cars are turned to the high pressure position, train line pressure is adjusted to 100 pounds and air brake system is fully charged before departing.
- Provided train is handled by not less than three units equipped with operable dynamic brakes, retainers on all cars are turned to the high pressure position, train line pressure is adjusted to 100 pounds and air brake system is fully charged before departing.

**177.4 MILL CREEK INDUSTRIAL TRACK****Use of Specified Tracks**

**Garden Ground** - Switch point derail is in service on main track 550 feet west of the east switch of the runaround track at Garden Ground. The main track between this derail and a point 1457 feet east of the derail will be used for dropping empty cars from the cleaner coal track. Normal position of the cleaner coal track switches will be for the cleaner coal track.

Trains and engines using the main track between these points will proceed at controlled speed.

**GRADE OPERATION**

Retainers will be used and trains will not exceed the following speed, nor handle more loaded cars, on descending grades between stations, than shown below:

Between	Maximum Loaded Cars	Speed MPH
Garden Ground and Mill Creek Jct.	75	10

**177.6 RICH CREEK INDUSTRIAL TRACK****177.7 WHITE OAK INDUSTRIAL TRACK****177.8 LOUP CREEK INDUSTRIAL TRACK**

Loup Creek Industrial Track is in service with limits extending from Thurmond to a point 2000 feet east of switch that services Georgia Pacific Plant. Runaround track at south side junction is in service. Runaround track at Old Siltix #1 is in service.

**NOTES:**

## 180.0 NORTH MOUNTAIN SUBDIVISION - MU

### 181.0 STATIONS LISTING AND DIAGRAM

### 182.0 METHOD OF OPERATION

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA179.6	WASHINGTON SD	E. Charlottesville Yd	
CA181.4		1.8 Charlottesville	
6558		0.9 JC Cabin	
CA182.3		0.8 W. Charlottesville Yd	
6556		5.8 Ivy	
CA183.1		5.9 Crozet	
6555		9.0 Afton	
CA188.9		3.3 Basic	
6554-6553		1.5 Waynesboro	
CA194.8		8.9 Brand	
6552-6551		3.4 Staunton	
CA203.8		3.3 LaGrange	
6548-6547		9.8 North Mountain	
CA207.1		9.9 Craigsville	
6546		4.9 Bells Valley	
CA208.6		4.1 Goshen	
6545-6544		22.9 Alleghany SD	
CA217.5			
6543-6542			
CA220.9			
6539-6538			
CA224.2			
6536-6535			
CA234.0			
6534-6533			
CA243.9			
6531			
CA248.8			
6527			
CA252.9			
CA275.8	ALLEGHANY SD		

**96.3 MILES**  
**E. CHARLOTTESVILLE YD TO JD CABIN**

#### 181.1 DIAGRAM CROSS-REFERENCE

Table 119. Diagram Cross-Reference

Subdivision	Division	Page
Alleghany	C&OBU East	1
Washington	C&OBU East	83

#### 182.1 AUTHORITY FOR MOVEMENT

Table 120. Authority for Movement

Between Location/Mile Post	Rules
CA179.6 and CA183.1	265-271 (93)
CA183.1 and CA275.5	265-271
CA275.5 and CA275.8	265-271 (93)

**Note:** Rules 265-271 are in effect on the following sidings: Ivy, Crozet, Afton and Brand.

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

Table 121. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA183.1 and CA189.0	Farm
CA189.0 and CA203.3	Crozet
CA203.3 and CA207.2	Afton
CA207.2 and CA217.1	Wayne
CA217.1 and CA224.0	Brand
CA224.0 and CA243.9	North
CA243.9 and CA248.2	Craig
CA248.2 and CA266.2	Goshen
CA266.2 and CA275.5	Crane

### 183.0 SPEEDS

#### 183.1 MAXIMUM AUTHORIZED SPEED

Table 122. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA179.6 and CA183.0	20	20
CA183.0 and CA275.8	65	40

#### 183.15 MEDIUM SPEED

Table 123. Medium Speed

Between Location/Mile Post	MPH
CA219.4 and CA227.1	15
CA197.6 and CA189.0 eastward trains	25

## 183.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 124. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
<b>CA183.0 and CA275.8 - Trains in excess of 10,000 tons</b>	---	<b>25</b>
<b>CA180.1 and CA183.9</b>	<b>15</b>	<b>10</b>
CA183.9 and CA185.1	45	---
CA185.1 and CA188.6	40	---
CA188.6 and CA190.1	60	---
CA190.1 and CA190.7	55	---
CA190.7 and CA196.7	60	---
CA196.7 and CA204.2	35	20
CA204.2 and CA205.4	40	---
CA205.4 and CA207.7	40	35
CA207.7 and CA208.7	40	---
CA208.7 and CA218.2	60	---
CA218.2 and CA218.5	50	---
CA218.5 and CA220.7	60	---
CA220.7 and CA221.5	25	25
CA221.5 and CA223.3	50	---
CA221.5 and CA224.2 eastward	---	30
CA225.2 and CA226.7	55	---
CA226.7 and CA227.6	60	---
CA230.7 and CA232.4	50	---
CA228.8 and CA234.3 eastward	---	30
CA234.3 and CA237.2 westward	---	30
CA241.5 and CA241.9	55	---
CA241.9 and CA245.1	60	---
CA245.1 and CA245.6	50	---
CA245.6 and CA247.6	60	---
CA252.6 and CA255.1	60	---
CA255.1 and CA255.5	55	---
CA255.5 and CA269.8	60	---

### 183.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA191.0 and CA192.0  
CA269.0 and CA270.0

## 184.0 EQUIPMENT RESTRICTIONS

Table 125. Equipment Restrictions

Location	Equipment	Restriction
Waynesboro - No. 2, 3, 4, and 5 NS interchange tracks	Six-axle units	Must not operate
Staunton - Nos.1 and 2 Chesapeake Western interchange tracks	Six-axle units	Must not operate
Valley Concrete siding	Six-axle units	Must not operate
Clem Brothers Western State Trestle	Engines	Must not operate
Millboro Tunnel	LN 30700-30799 SBD 431767- 431796 ----- Plate 'F' cars ----- Woodchip cars	Must not exceed 10 MPH in tunnel
Crozet - No. 1 track	Equipment	Must be shoved to rest and hand brakes applied before uncoupling engine

**Note:** Empty cars, 80 feet or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 4,900 tons westbound and 6,000 tons eastbound.

## 185.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 185.14 ENGINE HORN INSTRUCTIONS

**Charlottesville -** Between CA179.6 and CA183.1 The engine horn must not be sounded except in emergency. When the lead locomotive is equipped with ditch lights, they must be displayed when approaching the crossings within these limits.

### 185.83-A TRAIN BULLETIN AND RELEASE FORM Charlottesville -

Trains operating over NS tracks from Orange, north will be provided NS train bulletin and radio train bulletin forms at this location. Engineer and conductor will see that NS operating rules concerning train bulletins are complied with before leaving Charlottesville. NS bulletins are available in the Amtrak Station. During the hours the Amtrak agency is closed contact the NS north end train dispatcher at 1-800-272-9522 for instructions.

**185.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

**1. Railroad Crossing At Grade**

**JC Cabin - NS Crossing -**

When stop aspect is displayed on absolute signal governing movement over NS crossing, after contacting control station, crew will be governed as follows:

1. Determine NS train or engine is not fouling or approaching crossing;
2. Press and hold "Clear C&O" push button for 5 seconds; and
3. Wait 6 minutes. Signal should now clear.

If signal does not display aspect to proceed, crew must:

1. Depress "Cancel" button;
2. Pass signal at least 30 feet but not fouling crossing;
3. Wait 5 minutes; and
4. Proceed in accordance with Rule 233.

**Note -** When directed by the control station, and the crossing is clear of all cars and engines, conductor or engineer will depress and hold the "Emergency Release" push button for 5 seconds or until red indication light is illuminated.

**185.100 HIGHWAY AND STREET CROSSINGS**

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

1. **Charlottesville - 11th. Street** - Eastward trains receiving an approach aspect on EAS at Rugby Road will stop west of white post located south of main track 180 feet west of 11th Street when EAS at NS crossing displays stop aspect.
2. **Waynesboro - King Avenue** - Crossing must not be blocked by standing train or engine for more than 5 minutes.
3. **Grade Crossing Warning Devices:**

Table 126. Grade Crossing Warning Devices

Street Name	Mile Post	Track
Fifth St.	CA181.9	Transfer Track
Seventh St.	CA182.12	Transfer Track
Acme Crossing	CA193.8	Acme
Railroad Ave.	CA243.9	Siding
Rt 1112	CA244.3	Siding
Rt 639	CA274.1	Main
Rt 687	CA246.3	Main

**185.105 USE OF SPECIFIED TRACKS**

(3) **JC Cabin** - CSXT will deliver interchange cars to the NS via the connecting track between the Middle Depot track and the NS north yard, placing them on NS interchange tracks designated No. 1 and No. 2, returning via reverse route.

The NS will deliver interchange cars to CSXT via the connecting track between the Middle Depot track and the NS north yard, placing them on CSXT interchange tracks designated No. 1 and No. 2, returning via reverse route.

Train or engine movements on the connecting track and NS interchange tracks must not be made until it has been ascertained that they are clear of NS equipment moving on these tracks. If necessary for both NS and CSXT crews to use the same tracks at the same time, arrangements must be made to protect the movement.

**185.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 127. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Call In	Type Station
Charlottesville	0700-1600 Daily Exe. Sa. & Sun	08		Wayside
Charlottesville	Continuous	08	5	Wayside
Afton	Continuous	08	5	Wayside
Fishersville	Continuous	08	5	Wayside
Staunton	Continuous	08	5	Wayside
North Mountain	Continuous	08	5	Wayside
Bells Valley	Continuous	08	5	Wayside
Millboro	Continuous	08	5	Wayside
E. Clifton Forge	Continuous	08	5	Wayside
Dispatcher (AL)	Continuous	14	5	Wayside

**Note:** AL control station call numbers vary as shown above.

AL Train Dispatcher telephone No. is 1-800-854-5696.

**186.0 MISCELLANEOUS INSTRUCTIONS**

Charlottesville - westward trains - All crews operating empty hopper trains between Richmond and Clifton Forge via Charlottesville which are required to stop and secure their train east of Charlottesville city limits are instructed to stop the controlling unit of their train east of Moore's Creek bridge, CA179.8.

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**NOTES:**

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**NOTES:**

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## 190.0 PENINSULA SUBDIVISION - PS

### 191.0 STATIONS LISTING AND DIAGRAM

### 192.0 METHOD OF OPERATION

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Fl)	
CA14.1 6429	NEWPORT NEWS SD	Hampton Roads 8.4	7120	
CA22.5 6427	AMOCO INDUSTRIAL LEAD	Oyiana 4.7		
CA27.2 6426	No. 1	Lee Hall 4.8		
CA32.0	No. 2	Grove 3.3		
CA35.3 6423	PENNIMAN INDUSTRIAL TRACK	Toppings 2.0		
CA37.3		Williamsburg 5.6		
CA42.9 6422	No. 1	Norge 6.3		7518
CA49.2 6421	No. 2	Diano 12.0		
CA61.2 6420-6419		Providence Forge 15.0		
CA76.2 6416	No. 1	Beulah 2.1		
CA78.3 6415	No. 2	Fort Lee 2.7		
CA81.0 6413	FULTON YARD	Darbytown 2.2		
CA83.2 6408	No. 1	R Cabin 1.3		
CA84.5 6404	No. 2	Rivanna Jct. 0.1		
CA84.6	RIVANNA SD PIEDMONT SD	CA84.6		
<b>70.5 MILES HAMPTON ROADS TO CA84.6</b>				

#### 191.1 DIAGRAM CROSS-REFERENCE DIAGRAM

Table 128. Diagram Cross-Reference

Subdivision	Division	Page
Newport News Term.	C&OBU East	45
Piedmont	C&OBU East	59
Rivanna	C&OBU East	71

#### 192.1 AUTHORITY FOR MOVEMENT

Table 129. Authority for Movement

Between Location/Mile Post	Rules
CA14.1 and CA14.4	265-271 (93)
CA14.4 and CA78.0 (See Note 1)	265-271
CA78.0 and CA81.0	265-271 (93)
CA81.0 and CA83.2 on No. 1 Track	D-251 (93)
CA81.0 and CA83.2 on No. 2 Track	265-271 (93)
CA83.2 and CA84.6 (See Note 2)	265-271 (93)

**Note:**

1. Rules 265-271 are in effect on the siding at Lee Hall (No. 1 track).
2. Rules 265-271 are in effect on east drill track and west drill track at R Cabin.

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

Table 130. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA14.4 and CA22.5	News
CA22.5 and CA25.4	Amoco
CA25.4 and CA29.4	Hall
CA29.4 and CA35.3	Busch
CA35.3 and CA42.9	Norge
CA42.9 and CA49.2	Toano
CA49.2 and CA58.7	Diano
CA58.7 and CA76.2	Forge
CA76.2 and CA78.0	Ft. Lee

#### 192.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:

1. Entire James River yard.
2. All tracks within the confines of the Fulton yard locomotive shop and locomotive servicing facilities.
3. All tracks within the confines of the Fulton yard car repair facility.
4. All tracks at Camp Morrison except the third rail.
5. The Airbase Industrial track except between CA78.6 and CA79.6.

## 193.0 SPEEDS

### 193.1 MAXIMUM AUTHORIZED SPEED

Table 131. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA14.1 and CA20.5	50	50
CA20.5 and CA84.6	79	50

### 193.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 132. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA31.9 and CA33.1	70	---
CA42.6 and CA42.9	70	---
CA42.9 and CA43.0 turnout	40	40
CA43.0 and CA43.2	75	---
CA44.7 and CA45.8	75	---
CA46.3 and CA48.2	70	---
CA49.1 and CA49.2 turnout	40	40
CA49.2 and CA49.9	60	---
CA49.9 and CA51.2	75	---
CA52.6 and CA53.0	55	---
CA53.0 and CA54.0	60	---
CA56.0 and CA56.5	70	---
CA65.5 and CA65.9	70	---
CA74.4 and CA74.8	70	---
CA80.5 and CA81.3	65	---
CA81.3 and CA82.3	55	30
CA82.3 and CA83.0	50	30
CA83.0 and CA84.5	30	30
CA84.5 and CA84.6	15	15

**Note:**

1. Trains and engines are restricted to 10 MPH on the siding at Lee Hall.
2. Trains and engines are restricted to 10 MPH when operating through the crossover located between CA83.9 and CA84.0 at Richmond.

### 193.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA19.0 and CA20.0  
CA51.0 and CA52.0  
CA70.0 and CA71.0

## 194.0 EQUIPMENT RESTRICTIONS

Table 133. Equipment Restrictions

Location	Equipment	Restriction
Camp Morrison Warehouse complex	Six-axle units	Must not operate
Copeland Industrial Lead		
Penniman Spur	Engines	Must not operate beyond a point 1400 ft. east of interchange track

**Note:** Empty cars, 80 feet long or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 7,400 tons Westbound and 4,100 tons Eastbound.

In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage indicated above when determining the location for the restricted car.

Instructions requiring a minimum number of loads on rear of trains using helper service must also be complied with.

## 195.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 195.13 ENGINE BELL INSTRUCTIONS

**Amoco** -The bell will be rung at each crossing within the American Oil Refining Company enclosure.

**Williamsburg** -The bell must be rung continuously when approaching grade crossings within the corporate limits (CA35.3 and CA39.0) commencing from a point not more than 1,800 or less than 1,200 feet in advance of the crossing.

### 195.14 ENGINE HORN INSTRUCTIONS

**Williamsburg** -The engine horn must not be sounded within the city limits (CA35.3 and CA39.0) except in emergency. When the lead locomotive is equipped with ditch lights, the must be displayed when approaching and traversing the crossings within these limits.

**Fulton Yard** -Engine horn and bell must be sounded when using main and yard tracks as a warning to employees.

### 195.58 DEFECT DETECTORS

Table 134. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Williamsburg CA38.9	AD	Voice
Providence Forge CA63.0	AD	Voice

## 195.83-A TRAIN BULLETIN AND RELEASE FORM

Amtrak trains departing Newport News must have in their possession Huntington and Florence Division train bulletins and release form (available at the Amtrak Station) prior to departing Amtrak siding at 72nd. Street.

## 195.93 YARD LIMITS

### Fulton Yard (Richmond)

**No. 1 Main Track-** Trains and engines may enter and move in either direction between EAS Darbytown (CA81.0) and WAS R Cabin, within time limit permitted by the yardmaster.

The yardmaster will not permit trains and engines to occupy this section until a time limit authority is obtained from the control station. After reporting track section clear, the yardmaster will not permit any subsequent occupancy until a new time limit authority is obtained from the control station.

The control station will not issue such authority to the yardmaster unless all devices controlling signals and/or switches are blocked and coded in position to prevent conflicting movements into such section and record is made of time limits authorized. This protection must not be removed until the yardmaster reports the track section clear.

Trains and engines must clear the main track at least five (5) minutes before expiration of time limit unless extension of time is obtained. After reporting clear the main track must not again be occupied until new permission is obtained.

If the yardmaster permits more than one (1) train or engine to occupy this track section at the same time, such permission must include the requirement that each protect against the other and movement must be made prepared to stop within one-half the range of vision.

The five (5) minute waiting period to secure the benefit of signal protection will not be required for trains or engines entering this track section.

**All Tracks** - When necessary for an eastward train to start taking slack, permission must first be obtained from the yardmaster and a member of the crew must be in position to protect the movement.

When eastward trains are pushed by yard engines out of Fulton Yard, the yard engine must not push beyond the westward signal at Fort Lee.

## 195.100 ROAD CROSSINGS AT GRADE

**Norge** - Eastward freight trains receiving an "approach" aspect on signal No. 460 will stop before fouling private crossing just west of Norge Station and call for instructions.

**CA79 0 - State Route 636 (Miller Rd.)** - Eastward trains or engines will stop 1100 feet west of crossing when necessary to stop before reaching crossing.

## 195.103 SWITCHING

1. **Bids Terminal** - During normal switching hours hazardous material will not be transferred in the terminal. Other than normal switching hours, the facility will be blue flagged. If a switch is required other than normal 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.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each locations.

Table 135. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Peninsula	Richmond, Va.	2100 and 0100 <sup>7</sup> days per week

## 195.104 SWITCHES

1. **Hand-Operated Switches**

### Fulton (Richmond):

1. **East end of Caboose Track** - Normal position of crossover between No. 17 and No. 18 tracks is for movement between No. 17 and No. 18 tracks.
2. **West Switch to Caboose track** - Normal position of switch is for movement to caboose track.

## 195.105 USE OF SPECIFIED TRACKS

1. **Between CA18.0 and CA19.0, Union Carbide Ore Corporation** - Timber bumping block located at end of storeroom track will not prevent extended drawbar on cushion underframe cars from striking wall at end of track. Caution must be used when spotting cars on this track to prevent damage to wall.
2. **Fulton Yard:**
  - a) Inbound coal trains destined to Newport News will have ten (10) handbrakes applied to the head end of the train by the inbound crew. In lieu of 10 handbrakes the inbound crew may set the retainers in the high pressure position on the fifteen (15) consecutive head cars. If the inbound crew does not have time under the hours of service, handbrakes or retainers must be applied by the outbound crew prior to performing the helper service brake test. The handbrakes or retainers must be released immediately before releasing the automatic brake at the completion of the helper service brake test.
  - b) Trains yarded at Fulton must have handbrakes applied on the ten (10) head cars to secure the train. If the train is doubled, the doubled cut must have sufficient handbrakes applied to secure the cars.



**3. American Oil Company Refinery Tracks**

- a) Access gate at the main rail entrance is manned by guards 0700 to 1700 daily except Saturday, Sunday and Holidays. When guards are on duty, crews will not pass gate without permission of guard. During the hours when the gate is unattended, a member of the crew will use speaker at main gate, identify himself and ask permission to enter plant area. An operator on duty at the power station will acknowledge this request and give necessary clearance for train to enter plant area.
- b) All trains must comply with "stop" or other signs or other signs or instructions which in any way relate to the movement into any track or area. Stop signs are located at the entrance to the combination unit, south of the tetraethyl lead building and entrance to tank car loading tracks.
- c) Trains must not block road crossings for undue length of time but will cut such crossings as may be necessary.

**4. Train Movement at Amoco Branch**

- a) Trains and engine must not occupy the track section between Wolfrap road crossing CPA50 and end of track between the hours of 2300 and 0700.
- b) Eastward trains and engines must stop clear of Wolfrap Road crossing and not pass that point until after 0700 hours.
- c) When it is known that the train will not be clear of these limits prior to 2300 hours, the train dispatcher must be contacted for instructions.

**5. Lee Hall - Fort Eustis Government Track**

- a) Trains will use the Pull-in track expecting to find it occupied by government equipment.
- b) Trains must stop and flag across all railroad-highway grade crossings unless crossing is protected by government flagman.

**6. Badische-Naval Weapons Station Track**

- a) Access gate to the rail interchange yard is manned by guards from 0730 to 1500 daily except Saturdays, Sundays and Holidays. To prevent delay, the Security officer at 887-7103, or the Naval Quarterdeck officer at 887-4545 must be advised of expected arrival time on Saturdays, Sundays and holidays so arrangements can be made to have gate open. In emergency, conductor will call Security officer or Quarterdeck officer.
- b) Inbound loads will be shoved into interchange yard (barricaded area) by CSXT crew. Outbound loads will be picked up from the same area.
- c) All movements must be made expecting to find track occupied by government equipment. Spacer cars must not be left in marshalling yard. These cars should be taken to Newport News or Fulton. Tank cars must not be taken into marshalling yard, but left outside the fenced area.

**7. Anheuser-Busch Industrial Lead**

- a) Crews switching Anheuser-Busch must contact Anheuser-Bush security at bell telephone number 253-3700 prior to crossing Route 60 to secure permission to enter the plant. Crews also must check in the telephone box at the entrance switch for instructions from the agent Williamsburg.

b) Crews will properly use dual locking arrangement and secure gate after switching is completed

**8. A. H. Robins Company - Fort Lee**

Ethanol unloading facilities are located outside of building on track B. When "Ethanol being unloaded" sign is displayed, engines or cars must not pass grade crossing on either track.

**195.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 136. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Williamsburg	0700-1500 Mon.-Fri.	08	Wayside
Fulton yard	Continuous	28-70 66	Terminal
Poplar Spring	Continuous	08	Wayside
Roxbury	Continuous	08	Wayside
Lanexa	Continuous	08	Wayside
Norge	Continuous	08	Wayside
Dow	Continuous	08	Wayside
Bell King	Continuous	08	Wayside
Dispatcher (AL)	Continuous	14	Wayside

Note: AL Train Dispatcher call-in No. is 1.

AL Train Dispatcher telephone No. is 1-800-854-5696.

**195.704 ON-TRACK EQUIPMENT INSTRUCTIONS**

**EAS Darbytown and Rivanna Jct** - In addition to authority from the control station, oral permission must be obtained from the Fulton yardmaster for on-track equipment movements.

**195.707 WORK AUTHORITY INSTRUCTIONS**

**EAS Darbytown and Rivanna Jct.** - Before authority is issued for work force under rule 707 a copy of the train message protecting same must be given to the Fulton yardmaster.

**196. MISCELLANEOUS INSTRUCTIONS**

**CLOSE CLEARANCE** - Employees are prohibited from riding the side of equipment at the following locations.

- 1. NANCE, VA. (MP CA66.1)- Set off track, will not clear rider on south side of car.
- 2. PARKVIEW LUMBER CO. (MP CA16.9)- Will not clear rider on North side of car.

**NOTES:**

## 200.0 PIEDMONT SUBDIVISION - P3

### 201.0 STATIONS LISTING AND DIAGRAM

MP/ Cbr Pt	WEST	STATIONS	SDG CAP (Ft)
CA84.6		CA84.6	3130
6404		0.9	
CA85.5		AM Jct.	
6403		2.3	
CA87.8		Sandco	
		6.6	
CA94.4		Atlee	
		8.9	
CA103.3		Hanover	
		7.3	
CA110.6		Rt. 30	
		1.2	
CA111.8		Doswell	
6360		6.3	
CA118.1	Noel		
	6.2		
CA124.3	Beaver Dam		
	16.5		
CA140.8	Mineral		
	5.6		
CA146.4	Louisa		
	13.0		
CA160.4	Gordonsville		
<b>75.8 MILES CA84.6 TO GORDONVILLE</b>			

#### 201.1 DIAGRAM CROSS-REFERENCE

Table 137. Diagram Cross-Reference

Subdivision	Division	Page
Peninsula	C&OBU East	55
Washington	C&OBU East	83
RFP	Baltimore S.L.	Baltimore TT
Bellwood	Florence S.L.	Florence TT

### 202.0 METHOD OF OPERATION

#### 202.1 AUTHORITY FOR MOVEMENT

Table 138. Authority for Movement

Between Location/Mile Post	Rules
CA84.6 and CA85.5	265-271 (93)
CA85.5 and CA111.7	120-132
CA111.7 and CA111.9	265-271
CA111.9 and CA112.5	93 See notes 1 & 2

Table 138. Authority for Movement

Between Location/Mile Post	Rules
CA112.5 and CA159.3	120-132
CA159.3 and CA160.4	265-271

#### Note:

1. Permission must be obtained from the "AL" Train Dispatcher before entering the Doswell yard limits.
2. On-Track Equipment Instructions - Main track within these limits must not be occupied without written authority of the "AL" Train Dispatcher, Jacksonville per rule 704. Permission to occupy this track section does not authorize movement over the remotely controlled railroad crossing at grade at Doswell. See Operating rules 705, 706 and 706-A.

### 202.2 DTC BLOCK LIMITS

#### Between CA85.5 and CA159.3

Table 139. DTC Block Limits

Between Location/Mile Post	Block Names
CA85.5 and CA87.8	Sandco
CA87.8 and CA94.4	Atlee
CA94.4 and CA103.3	Peake
CA103.3 and CA110.6	Bear
CA110.6 and CA111.7	Tommy
CA112.5 and CA118.1	Noel
CA118.1 and CA124.3	Teman
CA124.3 and CA140.8	Vepco
CA140.8 and CA146.4	Louisa
CA146.4 and CA159.3	Melton

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

Table 140. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA159.3 and CA160.4	Gary

### 203.0 SPEEDS

#### 203.1 MAXIMUM AUTHORIZED SPEED

Table 141. Maximum Authorized Speed

Between Location/Mile Post	MPH
CA84.6 and CA160.4	40

**203.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 142. Speed Restrictions

Between Location/Mile Post	Passenger MPH	Other MPH
CA84.6 and CA84.8	15	15
CA84.8 and CA86.0	35	35
CA140.1 and CA140.9 city limits	<b>30</b>	<b>30</b>
CA145.4 and CA147.4 city limits	<b>30</b>	<b>30</b>
CA159.9 and CA160.3	20	20
CA160.3 and CA160.4	10	10

When necessary for eastward train or engines to stop before reaching crossing, stop will be made west of CA116.0.

Eastward trains or engines stopped or delayed within 2,200 feet of crossing will not exceed a speed of 6 miles per hour approaching crossing.

- c) Louisa - Route 628 - Operating circuit on spur track extends 50 feet on each side of crossing.
- d) Noel - Route 746 - Cars must not be left standing within 500 feet of crossing.
- e) Gordonsville - Trains operating on the Straight and Team tracks must approach highway grade crossings equipped with automatic warning devices prepared to provide crossing protection in accordance with operating rule rule 100-E.
- f) Gordonsville - 30th Street, just west of CA160.0 - If, in emergency, it is necessary to leave cars or engines standing closer than 150 feet to the crossing a member of crew will assist highway traffic until cars or engines are removed.

**203.8 ENGINE SPEED INDICATORS AND ODOMETERS**

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

CA97.0 and CA98.0  
CA114.0 and CA115.0

**204.0 EQUIPMENT RESTRICTIONS**

Empty cars, 80 feet long or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 7,400 tons westbound and 8,300 tons eastbound.

**205.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**205.9L JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

Table 143. Railroad Crossing at Grade

Location	Railroad	Protection
Doswell	RF&P Subdivision	234-B (2)

Note. The Baltimore Service Lane RF&P Subdivision crossing at Doswell must not be blocked by standing trains or equipment.

Trains stopping to do work at Doswell will notify the control station each time when ready to cross the Baltimore Service Lane RF&P Subdivision crossing.

If a westward train will not clear Rt. 30 crossing while working or waiting for signal at Doswell, stop will be made east of the crossing.

**205.100 HIGHWAY AND STREET CROSSINGS**

**1. Providing Crossing Protection**

- a) Verdon - State Route 684 - When west switch at Verdon is reversed, crossing protection at SR 684 will not activate until engine passes CA115.7.
- b) North Anna - State Route 684 - Time-out and restart feature is provided for eastward trains.

**205.105 USE OF SPECIFIED TRACKS**

Frederick Hall - VA Power Tracks - Security guard will handle gates on tracks "A" and "D" serving North Anna Power Station.

Richmond Newspaper - CA93.0 - Wheel stops located at end of track will not prevent drawbar from striking wall at end of track.

**205.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 144. Radio Stations and Instructions

Mile Post/Location	Hours of Operation	Channel Monitored	Type Station
Gordonsville	Continuous	08	Wayside
Mineral	Continuous	08	Wayside
Beaver Dam	Continuous	08	Wayside
Doswell	0800 - 1600	08	Wayside
Doswell RFP	Continuous	96	Wayside
Peake	Continuous	08	Wayside
Dill	Continuous	08	Wayside
Dispatcher (AL)	Continuous	14	Wayside
Dispatchers CQ and AE	Continuous	20	Wayside

Note: AL Train Dispatcher call-in No. is 4.  
AL Train Dispatcher telephone No. is 1-800-854-5696.

Doswell RFP  
This station is monitored by two Train Dispatchers:  
CQ Train Dispatcher 0700 - 2300 hrs Mon thru Fri  
AE Train Dispatcher 2300 - 0700 hrs Tues thru Thur  
and  
2300 hrs Fri thru 0700 Mon

CQ and AE Train Dispatcher call-in No. is 7.  
AE Train Dispatcher telephone No. is 1-800-628-4703.  
CQ Train Dispatcher telephone No. is 1-888-299-0030.

STB

FD

33388

6-23-97

A

180274TTF

2/2

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## 210.0 PINE CREEK SUBDIVISION - P7

### 211.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CMF6.0	END OF TRACK	Hobet No.7	
CMF5.3		1.9 I.C. Mine No. 22	
CMF0.0	LOGAN&SOUTHERN SD	3.6 Omar	
<b>6.0 MILES OMAR TO HOBET NO. 7</b>			

### 211.1 DIAGRAM CROSS REFERENCE

Table 146. Diagram Cross-Reference

Subdivision	Division	Page
Logan and Southern	C&OBU East	39

### 212.0 METHOD OF OPERATION

#### 212.1 AUTHORITY FOR MOVEMENT

Table 147. Authority for Movement

Between Location/Mile Post	Rules
CMF0.0 and CMF6.0	120-132

#### 212.2 DTC BLOCK LIMITS

Between CMF0.0 and CMF6.0

Table 148. DTC Block Limits

Between Location/Mile Post	Block Names
CMF0.0 and CMF6.0	Pine

#### 212.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:  
Entire Subdivision

### 213.0 SPEEDS

#### 213.1 MAXIMUM AUTHORIZED SPEED

Table 149. Maximum Authorized Speed

Between Location/Mile Post	MPH
CMF0.0 and CMF6.0	10

### 215.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 215.400 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
Pine Creek	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 4.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### 216.0 MISCELLANEOUS INSTRUCTIONS

**THR 3.4.5** - A maximum of 18 powered axles may be used to make back-up movements with more than 50 loaded cars.

### NOTES:

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**NOTES:**

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**NOTES:**

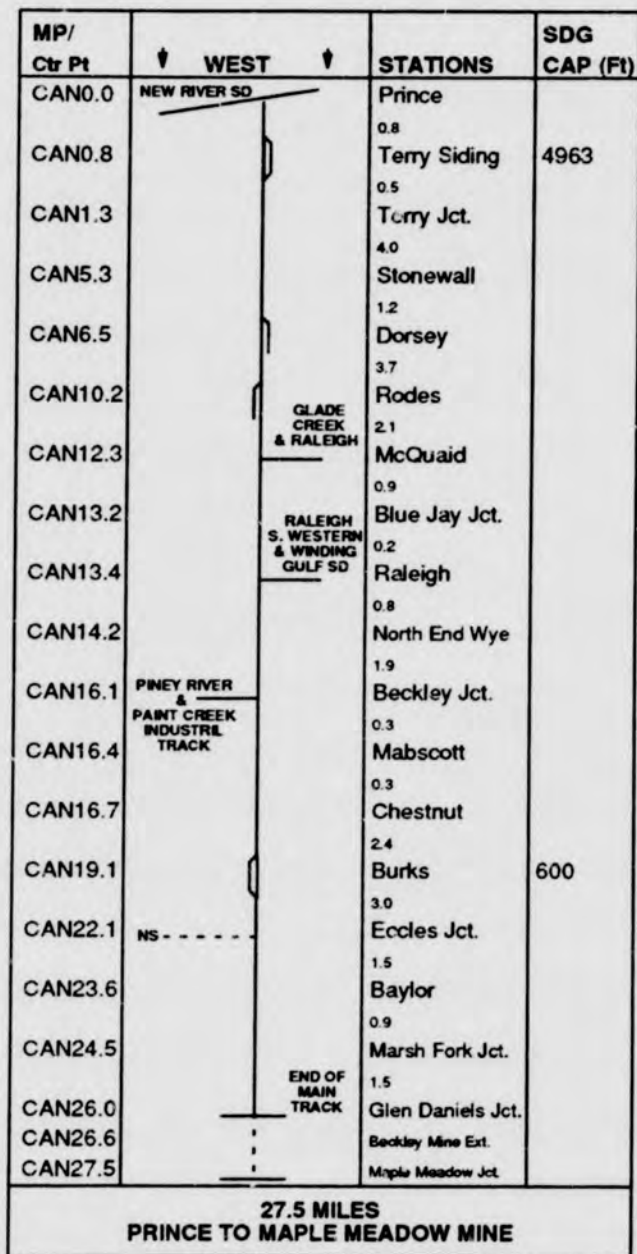
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## 220.0 PINEY CREEK SUBDIVISION - PC

### 221.0 STATIONS LISTINGS AND DIAGRAM

### 222.0 METHOD OF OPERATION



#### 221.1 DIAGRAM CROSS-REFERENCE

Table 151. Diagram Cross-Reference

Subdivision	Division	Page
New River	C&OBU East	47
Raleigh Southwestern and Winding Gulf	C&OBU East	69

#### 222.1 AUTHORITY FOR MOVEMENT

Table 152. Authority for Movement

Between Location/Mile Post	Rules
CAN0.0 and CAN1.7	93 See Note 2 & 3
CAN1.7 and CAN12.2	120-132
CAN12.2 and CAN14.3	93 See Note 2 & 3
CAN14.3 and CAN26.0	120-132

#### Notes:

1. Rules 243 and 246 are in effect for eastward trains between signal 04 and Prince.
2. Permission must be obtained from the "BJ" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

#### 222.2 DTC BLOCK LIMITS

Between CAN1.7 and Glen Daniels Jct.

Table 153. DTC Block Limits

Between Location/Mile Post	Block Names
CAN1.7 and CAN4.5	Curtis
CAN4.5 and CAN12.2	Rodes
CAN14.3 and CAN16.5	Starr
CAN16.5 and CAN23.6	Eccles
CAN23.6 and CAN26.0	Baylor

#### 222.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:  
Beckley Jct. (CAR0.4) and Cranberry (CAR6.4)

### 223.0 SPEEDS

#### 223.1 MAXIMUM AUTHORIZED SPEED

Table 154. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAN0.0 and CAN26.0	14

#### 223.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

MP CAN2.0 and MP CAN3.0

## 225.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 225.104 SWITCHES

#### 1. Hand-Operated Switches

**Raleigh** - The normal position of the east switch of wye is for movement to the Raleigh Southwestern and Winding Gulf SD. The normal position of the north end wye switch and southwestern switch at east end Raleigh yard is for movement on Piney Creek SD main track.

Switches and derails will be left as last lined at the east end of Raleigh yard - trains departing to Quinnimont only.

**Sprague** - Normal position of empty track switch at unloading pit serving Raleigh Ready-Mix and Asphalt, Inc., is for movement on empty track.

### 225.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 155. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
McCreery	Continuous	08	Wayside
Rodes	Continuous	08	Wayside
Raleigh	Continuous	08	Wayside
Burks	Continuous	08	Wayside
Glen Daniels Jct	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 5.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### 225.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
04	Prince	CAN0.4

## 226.0 MISCELLANEOUS INSTRUCTIONS

### 1. Train Handling Instructions Piney Creek SD Eastward Trains

#### Between Raleigh and Prince

The maximum number of cars which may be without using retainers is 125.

The use of retainers will not be required if the lead locomotive in consist is equipped with an operative pressure maintaining feature and a minimum of 8 axles of dynamic brake for trains up to 75 cars and 12 axles of dynamic brake for trains over 75 cars.

Minimum required rear car brake pipe pressure within 15 PSI of regulating valve setting on lead locomotive. Train must charge 10 additional minutes after this PSI gradient has been established. One running release is to be made if total brake pipe reduction has not exceeded 15 PSI before release is to be made and speed is less than 10 MPH. Engineer will use extreme caution when making the running release as speed can get out of control in a very short time. When re-

applying train brakes after making a running release, the application must be at least 3 PSI greater than the previous reduction in order to prevent an undesired release of train brakes. If the total reduction exceeds 20 PSI at any point between CAN13.0 and CAN2.0, the train must be stopped and sufficient hand brakes applied before further descent of the grade.

### 2. Train Handling Rules

- a) **THR Rule 3.4.5 - East end Raleigh yard** - A maximum of 20 power axles may be used when making backup movements with more than 50 cars.
- b) **THR Rule 8.0.0 - Loaded coal trains** may be pushed with not more than 20 powered axles at the rear of the train.
3. **CAN2.6 at Sprague** - When trains are supplying and/or pulling Raleigh Ready Mix, it will be necessary to leave rear portion of train 330 feet from Sprague road crossing behind white posts. This is necessary to activate crossing signal lights when coming out of siding. Posts are located on both sides of crossing.

## 227.0 INDUSTRIAL TRACKS

### 227.1 PINEY RIVER AND PAINT CREEK INDUSTRIAL TRACK

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#### NOTES:

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## 230.0 POND FORK SUBDIVISION - PF

### 231.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CLI29.1	END OF TRACK	Harris	7805
CLI24.9		4.2 Lick	
CLI23.3		1.6 Jasper	
CLI21.7		1.6 Clinton	
CLI20.3		1.4 Barrett	
CLI15.1		5.2 Kohlsaas	
CLI11.6	WEST FORK SD	3.7 West Jct.	
CLI8.0	ROBINSON CREEK INDUSTRIAL TRACK	3.6 Lanta Mine	
CLI5.7		2.3 Robinson Creek Jct.	
CLI0.0	COAL RIVER SD	5.7 Pond Jct.	
<b>29.1 MILES HARRIS TO POND JCT.</b>			

### 231.1 DIAGRAM CROSS-DIAGRAM

Table 156. Diagram Cross-Reference

Subdivision	Division	Page
Coal River	C&OBU East	15
West Fork	C&OBU East	85

### 232.0 METHOD OF OPERATION

#### 232.1 AUTHORITY FOR MOVEMENT

Table 157. Authority for Movement

Between Location/Mile Post	Rules
CLI0.0 and CL26.6	120-132
CLI26.6 and CLI29.1	93 See Note 1 & 2

**Notes:**

1. Permission must be obtained from the "BJ" 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 in Rule 704.

### 232.2 DTC BLOCK LIMITS

Between CLI0.0 and CLI26.6

Table 158. DTC Block Limits

Between Location/Mile Post	Block Names
CL0.0 and CLI6.5	Pond
CLI6.5 and CLI11.7	Lanta
CLI11.7 and CLI17.0	Kohl
CLI17.0 and CLI22.5	Mike
CLI22.5 and CLI26.6	Lick

### 232.4 EXCEPTED TRACKS

The following track is designated as excepted track:

CLK0.0 Robinson Creek Jct. and CLK2.9 End Of track

### 233.0 SPEEDS

#### 233.1 MAXIMUM AUTHORIZED SPEED

Table 159. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLI0.0 and CLI29.1	20

#### 233.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 160. Speed Restrictions

Between Location/Mile Post	MPH
CLI5.7 and CLI5.9	10
CLI8.2 and CLI8.6	10

## 234.0 EQUIPMENT RESTRICTIONS

Table 161. Equipment Restrictions

Location	Equipment	Restriction
Barrett - Wharton No.2 Mine Tipple and Shaker	Equipment other than coal cars	Must not be moved under tipple, car shaker or car thawer
Harris Mine	Engines	Must not move under coal loading facilities on main track until chute has been moved to clear position
Holbrook - Omar Mining Co.	Equipment other than coal cars	Must not move under tipple on No. 1 and 2 mine tracks

## 235.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 235.36 SPRING SWITCHES

Table 162. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
West Jct. Junction switch	Pond Fork SD	20 MPH	10 MPH
Barrett West leg of wye track	Pond Fork SD	20 MPH	10 MPH

### 235.100 HIGHWAY AND STREET CROSSINGS

#### 1. Providing Crossing Protection

**Pond Jct. State Route 17** - Westward approach circuit begins at a point 341 feet east of spring switch at Pond Jct. and is identified by sign reading "beginning flasher circuit". Westward trains stopping for yarding instructions at Danville, must stop east of this sign. When necessary to move eastward trains at Pond Jct., westward trains on Pond Fork or Coal River Subdivision must not move west of this sign until rear of eastward train has cleared westward approach circuit.

### 235.100 ROAD CROSSINGS AT GRADE

#### 1. Providing Crossing Protection

**Pond Jct. State Route 17** - Westward approach circuit begins at a point 341 feet east of spring switch at Pond Jct. and is identified by sign reading "BEGINNING FLASHER CIRCUIT". Westward trains stopping for yarding instructions at Danville, must stop east of this sign. When necessary to move eastward trains at Pond Jct., westward trains on Pond Fork or Coal River subdivision must not move west of this sign until rear of eastward train has cleared westward approach circuit.

## 235.104 SWITCHES

### 1. Hand-Operated Switches

**Barrett** -The normal position of switch at apex of wye track Wharton No. 2 Mine is for movement on west leg of wye.

## 235.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 163. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Robinson Creek Junction	Continuous	08	Wayside
West Junction	Continuous	08	Wayside
Barrett	Continuous	08	Wayside
Lick	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

## 236.0 MISCELLANEOUS INSTRUCTIONS

**Close Clearance** -Look out for close clearance between No. 1 and No. 2 supply tracks at Wharton 4 Mine.

**THR 3.4.5** - A maximum of 16 powered axles may be used when making back up movements with more than 50 cars on the following locations -

- Pond Fork Subdivision
- Barrett industrial track
- Robinson Creek Industrial track

## 237.0 INDUSTRIAL TRACKS

### 237.1 BARRETT INDUSTRIAL TRACK

### 237.2 ROBINSON CREEK INDUSTRIAL TRACK

## NOTES:

**240.0 RALEIGH SOUTHWESTERN AND WINDING GULF SUBDIVISION - RZ**  
**241.0 STATIONS LISTING AND DIAGRAM** **243.0 SPEEDS**

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAQ0.0		Raleigh	
CAQ0.6		0.6 East End Wye	
CAQ0.9		0.3 South End Wye	
CAQ1.0		0.1 Ward	
CAQ2.3		1.3 Fitzpatrick	
CAQ5.2		2.9 Forest	
CAQ8.8		3.6 End Of Track	
8.8 MILES RALEIGH TO END OF TRACK			

**241.1 DIAGRAM CROSS-REFERENCE**

Table 164. Diagram Cross-Reference

Subdivision	Division	Page
Piney Creek	C&OBU East	65

**242.0 METHOD OF OPERATION**

**242.1 AUTHORITY FOR MOVEMENT**

Table 165. Authority for Movement

Between Location/Mile Post	Rules
CAQ0.0 and CAQ8.8	120-132

Note: Between CAQ19.0 and CAQ20.1 rule 105 is in effect.

**242.2 DTC BLOCK LIMITS**

Between CAQ2.0 and CAQ5.45

Table 166. DTC Block Limits

Between Location/Mile Post	Block Names
CAQ2.0 and CAQ8.8	Ward

**243.1 MAXIMUM AUTHORIZED SPEED**

Table 167. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLQ0.0 and CLQ8.8	14

**245.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**245.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**

1. Railroad Crossing At Grade

Pemberton - NS Crossing - After stopping at stop sign, trains may cross NS when route is clear.

**245.100 HIGHWAY AND STREET CROSSINGS**

1. Providing Crossing Protection

Affinity, CAQ7.2, Rt. 29/2 Crossing protection may not work properly account rusty rail conditions from infrequent use. Crossings must be protected per current instructions.

**245.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 168. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Raleigh	Continuous	08	Wayside
Tunnel siding	Continuous	08	Wayside
Ury	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 5.

BJ Train Dispatcher telephone No. is 1-800-854-5634.

**246.0 MISCELLANEOUS INSTRUCTIONS**

1. Stretch braking - Stretch braking is permitted between CAQ2.0 and CAQ6.0.

**247.0 INDUSTRIAL TRACK**

That portion of the Raleigh Southwestern & Winding Gulf Subdivision from CAQ5.45 at Pemberton to CAQ6.5 is now designated as an industrial track.

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## 250.0 RIVANNA SUBDIVISION - RV

### 251.1 STATIONS LISTING AND DIAGRAM

### 252.0 METHOD OF OPERATION

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAB0.0	PENINSULA SD	CAB0.0	
CAB1.4 6348	No. 1	1.4 DX Cabin	
CAB7.5 6347		No. 2	
CAB19.9 6346-6345	No. 1	12.4 Sabot	11550
CAB29.7 6344		No. 2	
CAB33.8 6343	No. 1	4.1 Irwin	8790
CAB47.6 6340-6339		No. 2	
CAB56.4 6338-6337	No. 1	8.8 Columbia	7260
CAB64.5		No. 2	
CAB66.4 6334	No. 1	1.9 Brema	
CAB68.4 6333-6332		No. 2	
CAB70.4 6331	No. 1	2.0 Shores	
CAB79.1 6328-6327		No. 2	
CAB90.8 6326-6325	No. 1	11.7 Howardsville	11980
CAB108.4 6323-6322		No. 2	
CAB114.1 6321	No. 1	5.7 Greenway	7270
CAB117.3		No. 2	
CAB119.2	No. 1	1.9 Gladstone	
JAMES RIVER SD			
119.2 MILES RIVANNA JCT. TO GLADSTONE			

### 252.1 AUTHORITY FOR MOVEMENT

Table 170. Authority for Movement

Between Location/Mile Post	Rules
CAB0.0 and CAB2.4 on No. 1 Track	D-251 (93)
CAB0.0 and CAB1.4 No. 2 Track	265-271(93)
CAB1.4 and CAB2.4 No. 2 track	D-251 (93)
CAB2.4 and CAB7.5	D-251
CAB7.5 and CAB114.1 (See Note)	265-271
CAB114.1 and CAB119.1	D-251
CAB119.1 and CAB119.2	265-271

**Note:** Rules 265-271 are in effect on the siding at Howardsville.

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

Table 171. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CAB2.4 and CAB7.5	Kora
CAB7.5 and CAB18.6	West
CAB18.6 and CAB21.0	Sabot
CAB21.0 and CAB29.7	Maid
CAB29.7 and CAB33.8	Irwin
CAB33.8 and CAB46.4	Rock
CAB46.4 and CAB55.2	Pember
CAB55.2 and CAB66.4	Stearn
CAB66.4 and CAB70.4	Brema
CAB70.4 and CAB79.0	Shores
CAB79.0 and CAB88.6	Scotts
CAB88.6 and CAB107.3	Howard
CAB107.3 and CAB114.1	Wood
CAB114.1 and CAB119.2	Green

### 252.4 EXCEPTED TRACKS

The following tracks are designated excepted tracks:

No. 1 and No. 2 yard tracks and old airline main line tracks at Strathmore.

### 251.1 DIAGRAM CROSS-REFERENCE

Table 169. Diagram Cross-Reference

Subdivision	Division	Page
James River	C&OBU East	25
Peninsula	C&OBU East	55
Piedmont	C&OBU East	59

## 253.0 SPEEDS

### 253.1 MAXIMUM AUTHORIZED SPEED

Table 172. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAB0.0 and CAB119.2	45

### 253.15 MEDIUM SPEED

Table 173. Medium Speed

Between Location/Mile Post	MPH
CAB69.3 and CAB70.3 - Westward trains	25

### 253.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 174. Speed Restrictions

Between Location/Mile Post	MPH
<b>CAB0.0 and CAB119.2</b> - Trains in excess of 7,000 tons but not exceeding 14,000	40
<b>CAB0.0 and CAB119.2</b> - Trains in excess of 14,000 tons	35
CAB0.0 and CAB1.7	30
CAB1.7 and CAB3.9	35
CAB3.9 and CAB8.6	40
CAB8.6 and CAB8.8	35
CAB23.4 and CAB32.3	35
CAB33.8 and CAB33.9 Turnout	40
CAB40.1 and CAB49.3	40
CAB66.1 and CAB66.9	40
CAB70.4 and CAB70.5 Turnout	40
CAB74.7 and CAB77.4	40
CAB80.6 and CAB80.8	40
CAB86.7 and CAB86.9	40
CAB100.3 and CAB103.2	40
CAB113.9 and CAB114.0 Turnout	40
CAB117.3 and CAB119.2	35

### 253.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CAB15.0 and CAB16.0  
CAB105.0 and CAB106.0

## 254.0 EQUIPMENT RESTRICTIONS

Table 175. Equipment Restrictions

Location	Equipment	Restriction
Korah	Engines	Must not go beyond a point 390 feet west of point of switch
Luck	Engines and cars	Must not operate under tipple
Bremo - Solite Track Bremo Station	Six-axle units	Must not operate

Note: Empty cars, 80 feet or longer, must be handled on the rear of trains exceeding 13,400 tons.

## 255.0 INSTRUCTIONS RELATING TO OPERATING RULES

### 255.58 DEFECT DETECTORS

Table 176. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Luck CAB18.2	AD	Voice
West View CAB42.2	AD	Voice
Bremo CAB66.2	AD	Voice
Warren CAB85.2	AD	Voice
Norwood CAB109.1	AD	Voice

### 255.104 SWITCHES

#### 1. Hand-Operated Switches

Strathmore - Rivanna SD connection switch - Normal position of switches is for movement from lead track to No. 1 main track.

### 255.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 177 (Page 1 of 2). Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Gladstone	Continuous	08	Terminal
Fulton	Continuous	28,66 and 70	Terminal
Fulton	Continuous	08	Wayside
Lorraine	Continuous	08	Wayside
Sabot	Continuous	08	Wayside
Irwin	Continuous	08	Wayside



Table 177 (Page 2 of 2). Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Rock Castle	Continuous	08	Wayside
Pemberton	Continuous	08	Wayside
Columbia	Continuous	08	Wayside
Bremo	Continuous	08	Wayside
Scottsville	Continuous	08	Wayside
Howardsville	Continuous	08	Wayside
Warminster	Continuous	08	Wayside
Norwood	Continuous	08	Wayside
Gladstone	Continuous	08	Wayside
Dispatcher (AL)	Continuous	14	Wayside

Note: AL Train Dispatcher call-in No. is 2.

AL Train Dispatcher telephone No. is 1-800-854-5696.

**255.807 THRU-TRUSS BRIDGES**

Bridge No.	Location	Mile Post
108.9-A	West of Norwood	CAB108.9

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## 260.0 RUPERT SUBDIVISION - RT

### 261.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAH0.0	SEWELL VALLEY SD	Rainelle Jct.	
CAH0.2		0.2 Wye Switch	
CAH0.6		0.4 Lincoln Mine	
CAH1.8	END OF MAIN TRACK	1.2 Reese	
CAH7.1		5.3 Rupert	
CAH7.2		0.1 Rupert Jct.	
CAH11.0	RADEKS RUN INDUSTRIAL TRACK	3.8 Gumm	
CAH13.0		2.0 Anjean	
CAH19.9	END OF TRACK	6.9 End Of Track	
<b>20.3 MILES RAINELLE JCT. TO END OF TRACK</b>			

### 261.1 DIAGRAM CROSS-REFERENCE

Table 178. Diagram Cross-Reference

Subdivision	Division	Page
Sewell Valley	C&OBU East	79

### 262.0 METHOD OF OPERATION

#### 262.1 AUTHORITY FOR MOVEMENT

Table 179. Authority for Movement

Between Location/Mile Post	Rules
CAH0.0 and CAH1.0	105
CAH1.0 and CAH19.9	120-132

**Note:** The distance between CAH6.0 and CAH7.0 is 6,336 feet.

#### 262.2 DTC BLOCK LIMITS

Between Lincoln Mine and Clearco

Table 180. DTC Block Limits

Between Location/Mile Post	Block Names
CAH1.0 and CAH7.2	Rupert
CAH7.2 and CAH19.9	Anjean

### 262.4 EXCEPTED TRACKS

The following tracks are designated as excepted track:

CAH0.0 Rupert JCT. and CAH19.9 End of track

### 263.0 SPEEDS

#### 263.1 MAXIMUM AUTHORIZED SPEED

Table 181. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAH0.0 and CAH19.9	10

### 264.0 EQUIPMENT RESTRICTIONS

Table 182. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	High cube equipment	See RE-34
Anjean No. 1 Mine	Other than coal cars	Must not operate under loading tipple unless chute is in retracted position
Brooks Mine	Other than coal cars	Must not operate under loading tipple

### 265.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 265.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 183. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Kessler	Continuous	08	Wayside
Duo	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 7.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### 266.0 MISCELLANEOUS INSTRUCTIONS

**THR 3.1.1 - Stretch Braking** - Stretch braking is permitted between CAH0.0 and CAH10.0.

### 267.0 INDUSTRIAL TRACKS

#### 267.1 RADEKS RUN INDUSTRIAL TRACK

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## 270.0 SETH SUBDIVISION - S5

### 271.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CLN9.3	END OF TRACK	Prenter	
CLN7.2		2.1 Cabot	
CLN2.9		4.3 Hopkins Fork	
CLN0.0		2.9 Seth	
<b>9.3 MILES PRENTER TO SETH</b>			

### 271.1 DIAGRAM CROSS-REFERENCE

Table 184. Diagram Cross-Reference

Subdivision	Division	Page
Big Coal	C&OBU East	7

### 272.0 METHOD OF OPERATION

#### 272.1 AUTHORITY FOR MOVEMENT

Table 185. Authority for Movement

Between Location/Mile Post	Rules
CLN0.0 and CLN1.5	93 See Note 1 & 2
CLN1.5 and CLN9.3	120-132

**Notes:**

1. Permission must be obtained from the "BJ" 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.

#### 272.2 DTC BLOCK LIMITS

##### Between Seth and Prenter

Table 186. DTC Block Limits

Between Location/Mile Post	Block Names
CLN1.5 and CLN9.3	Seth

#### 272.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:

Entire Subdivision

### 275.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 275.400 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
Prenter	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call-in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### NOTES:

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## 280.0 SEWELL VALLEY SUBDIVISION - SY

### 281.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAF0.0	NEW RIVER SD	Meadow Creek	
CAF1.2		1.2 Alpha	
CAF4.3		3.1 Claypool	
CAF8.2		3.6" Meadow Bridge	
CAF8.6	HAWLEY INDUSTRIAL TRACK	0.4 Hawley	1900
CAF10.9		2.3 Top Siding	
CAF11.5		0.6 Springdale	
CAF15.0		3.5 Bellwood	
CAF15.4		0.4 Griffith Siding	1650
CAF18.1	END OF MAIN TRACK	2.7 Woody	
CAF18.2		0.1 Farm Siding	
CAF19.3		1.1 Rainelle	
CAF19.8		0.5 JD Cabin	
CAF20.4		0.6 Rainelle Jct.	
CAF20.6	RUPERT SD	0.2 G&E Jct.	
CAF21.0	G&E SD	0.4 MP 21.0	
CAF30.6	END OF MAIN TRACK	9.6 Burdetts Creek	
CAF30.7		0.1 C.R.-5	
CAF36.9		6.2 Russellville	
CAF37.4		0.5 Babcock	
		2.0	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CAF39.4		Nallen	
CAF43.5		4.1 Russ Jct.	
CAF45.5		2.0 Deegans	
CAF52.9		7.4 Carnifex	
CAF59.0	END OF MAIN TRACK	6.1 Peters Jct.	
<b>59.0 MILES MEADOW CREEK TO PETERS JCT.</b>			

### 281.1 DIAGRAM CROSS-REFERENCE

Table 188. Diagram Cross-Reference

Subdivision	Division	Page
G & E	C&OBU East	21
New River	C&OBU East	47
Rupert	C&OBU East	75

### 282.0 METHOD OF OPERATION

#### 282.1 AUTHORITY FOR MOVEMENT

Table 189. Authority for Movement

Between Location/Mile Post	Rules
CAF0.0 and CAF1.2	93 See Note 1 & 2
CAF1.2 and CAF18.1	120-132
CAF22.0 and CAF59.0	120-132

#### Notes:

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

**282.2 DTC BLOCK LIMITS**

Between Alpha and Omega

Table 190. DTC Block Limits

Between Location/Mile Post	Block Names
CAF1.2 and CAF8.7	Alpha
CAF8.7 and CAF18.1	Shaver
CAF22.0 and CAF39.4	Nallen
CAF39.4 and CAF59.0	Carn

**283.0 SPEEDS**

**283.1 MAXIMUM AUTHORIZED SPEED**

Table 191. Maximum Authorized Speed

Between Location/Mile Post	MPH
CAF0.0 and CAF40.0	10
CAF40.0 and CAF59.0	25

**283.2 SPEED RESTRICTIONS**

**Bold MPH denotes city ordinance**

Table 192. Speed Restrictions

Between Location/Mile Post	MPH
CAF44.4 and CAF44.7 Curves	20
CAF48.0 and CAF50.0 Curves	20
Hawley Industrial Track	10

**284.0 EQUIPMENT RESTRICTIONS**

Table 193. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	Cars with gross weight exceeding 263,000 lbs	Must not operate
Caren - Glade Creek Meadow River #1 Mine	Equipment other than coal cars	Must not operate under loading facility
Hawley - McKnight Mining	Engines	Must not operate under loading facility unless chute is in raised position
Meadow Creek and Peters Jct.	High cube equipment	See RE-34

**285.0 INSTRUCTIONS RELATING TO OPERATING RULES**

**285.100 ROAD CROSSINGS AT GRADE**

**Rainelle** -In addition to complying with Rule 103-C eastward trains and engines will not exceed 2 MPH when stopped or delayed with 400 feet of U.S. Route 60 crossing or when approaching crossing at a speed of less than 8 MPH.

**Hawley** - Trains or engines entering or leaving Hawley passing siding at either end will not move over highway crossing unless the movement is protected by an employee stationed at the crossing.

**Meadow Creek** -When trains are of such length that highway crossing at old passenger station at Meadow Creek is blocked, conductors will arrange for crossing to be cut while switch lists are being made up, in order to prevent undue delay to highway traffic.

**285.104 SWITCHES**

**1. Hand-Operated Switches**

**G&E Jct.** - Normal position is for movement to G&E Subdivision.

**Russ Jct.** - Normal position is for movement to Glade Creek IT.

**285.400 RADIO STATIONS AND INSTRUCTIONS**

All road trains will monitor channel 08.

Table 194. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Claypool	Continuous	08	Wayside
Springdale	Continuous	08	Wayside
Rainelle (RA)	Continuous	08	Wayside
Russellville	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

Note: BJ Train Dispatcher call-in No. is 7.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

**286.0 MISCELLANEOUS INSTRUCTIONS**

**1. Grade Operation**

- a) **Springdale-Meadow Creek** -Before starting down grade between Springdale and Meadow Creek, retainers on loaded cars must be in high pressure position, retainers on empty cars must be in low pressure position, except retainers need not be used on empty cars if number of empty cars in train does not exceed 20 percent of the total.

When cars are picked up on line of road, brakes must be tested. Retainers on such cars picked up by eastward trains must be tested to know that they are operative.

The engineer of an eastward train, when one or more cars are added to train at Springdale or points between Springdale and Meadow Creek, after train line is coupled through entire train, will wait ten minutes before starting train in order to make sure that all reservoirs are fully charged.



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b) **Burdettes Creek-Russellville** -On loaded trains of over forty cars, retainers will be turned up on not less than 20 percent of cars in train and as many more as the engineer may designate. This will not apply to trains composed of empty cars.

c) **Deegans-Carnefex** - On trains of forty cars or less, the engineer will designate how many retainers to turn up. On loaded trains of over forty cars, retainers will be turned up on all cars in excess of forty and as many more as the engineer may designate.

d) **GLADE CREEK IT - Caren to Russ Jct.** - Retainers will be turned up on the head end on a minimum of 50 percent of loaded cars.

The use of retainers is not required provided the train is handled by not less than two locomotives equipped with operable dynamic brakes and pressure maintaining.

e) **SEWELL VALLEY SUBDIVISION**- No more than 90 empty coal cars will be handled between MP.0 and MP 14.0.

f) **THR 3.1.1 - Stretch braking** - Stretch braking is permitted between CAF15.0 and CAF30.0.

g) **RAINELLE, WV.**-Signs have been erected indicating the entrance to the designated locomotive servicing area.

2. **Close Clearance**- Employees are prohibited from riding the side of equipment at the following location:

a) **1.Meadow Creek**- Between Wendy No. 2 and retaining wall North side 20 car lengths East of Wendy derail.

### **287.0 INDUSTRIAL TRACKS**

#### **287.1 GLADE CREEK INDUSTRIAL TRACK**

#### **287.2 HAWLEY INDUSTRIAL TRACK**

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## 290.0 WASHINGTON SUBDIVISION - WN

### 291.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)	
BBK0.0	WASHINGTON TERM	Washington (Amtrak)		
CFP6.2		6.2 Potomac Yd (RFP)		
(NS)8.2		2.0 Alexandria (NS)		
NS84.7		76.5 Orange (NS)		
CAA0.0		PIEDMONT SD	0.4 South Orange	3925
CAA0.4			8.6 Gordonsville	4540
6573 CAA9.0			4.8 Lindsey	2850
6566-6565 CA160.4			12.7 Massie	3180
6563-6562 CA165.2			1.7 East Charlottesville Yd	
6561-6559 CA177.9				
CA179.6		NORTH MOUNTAIN SD		
<b>114.0 MILES ORANGE TO E. CHARLOTTESVILLE YD</b>				

### 291.1 DIAGRAM CROSS-REFERENCE

Table 195. Diagram Cross-Reference

Subdivision	Division	Page
North Mountain	C&OBU East	51
Piedmont	C&OBU East	59
RF&P	Baltimore S.L.	Baltimore TTSI

### 292.0 METHOD OF OPERATION

#### 292.1 AUTHORITY FOR MOVEMENT

Table 196. Authority for Movement

Between Location/Mile Post	Rules
CAA0.0 and CA179.6	265-271

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

Table 197. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CAA0.4 and CA160.4	Orange
CA160.4 and CA179.7	Gordon

### 292.4 EXCEPTED TRACK

The following tracks are designated as excepted tracks:

All tracks within the confines of the lower yard coming off the main track at CAA0.2 at Orange.

### 293.0 SPEEDS

#### 293.1 MAXIMUM AUTHORIZED SPEED

Table 198. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CAA0.0 and CA165.2	70	50
CA165.2 and CA179.6	65	50

#### 293.15 MEDIUM SPEED

Table 199. Medium Speed

Between Location/Mile Post	MPH
CA163.1 and CA167.2	25
CA176.3 and CA179.7	25

#### 293.2 SPEED RESTRICTIONS

**Bold MPH denotes city ordinance**

Table 200. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
<b>CAA0.0 and CA179.6</b> - Trains in excess of 7,000 tons	---	40
<b>CAA0.0 and CAA0.5 city limits</b>	<b>25</b>	<b>25</b>
CAA2.1 and CAA2.5	65	---
CAA3.4 and CAA3.8	60	---
CAA8.9 and CA160.6	10	10
CA160.6 and CA161.0	20	20
CA165.3 and CA165.4	60	---
CA168.4 and CA168.7	60	---
CA172.2 and CA172.8	60	---
CA177.3 and CA178.4	45	40
CA178.4 and CA179.6	50	---

### 293.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA170.0 AND CA171.0

### 294.0 EQUIPMENT RESTRICTIONS

Table 201. Equipment Restrictions

Location	Equipment	Restriction
Orange - Industry tracks in Lower yard	Six-axle units	Must not operate
Madison Run - Spur track serving Double Day, Inc.	Six-axle units	Must not operate
Gordonsville - Westvaco wood yard track ----- American Press, Inc. track	Six-axle units	Must not operate

### 295.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 295.100 HIGHWAY AND STREET CROSSINGS

1. Gordonsville - Route 1002 - If in an emergency it is necessary to leave equipment closer than 150 feet to the crossing member of the crew must assist highway traffic until the equipment is removed.
2. Train operating between CA166.0 and CAA0.0 must approach highway grade crossings equipped with automatic grade crossing warning devices prepared to provide crossing protection in accordance with operating rule 100-E.

#### 295.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 202. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Charlottesville	0700-1600 Mon - Fri	08	Wayside
Dispatcher (AL)	Continuous	14	Wayside

Note: AL Train Dispatcher call-in No. is 4.

AL Train Dispatcher telephone No. is 1-800-854-5696.

### NOTES:

### NOTES:

## 300.0 WEST FORK SUBDIVISION - WF

### 301.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CLJ8.5	END OF TRACK	End Of Track	
CLJ8.1		1.0 Robinhood	
CLJ4.5		3.6 Marine	
CLJ0.3		4.2 Van	
CLJ0.0	POND FORK SD	0.3 West Jct.	
8.5 MILES END OF TRACK TO WEST JUNCTION			

### 301.1 DIAGRAM CROSS-REFERENCE

Table 203. Diagram Cross-Reference

Subdivision	Division	Page
Pond Fork	C&OBU East	67

### 302.0 METHOD OF OPERATION

#### 302.1 AUTHORITY FOR MOVEMENT

Table 204. Authority for Movement

Between Location/Mile Post	Rules
CLJ0.0 and CLJ8.5	120-132

#### 302.2 DTC BLOCK LIMITS

Between CLJ0.0 and CLJ8.5

Table 205. DTC Block Limits

Between Location/Mile Post	Block Names
CLJ0.0 and CLJ2.0	Van
CLJ2.0 and CLJ6.0	Marnie
CLJ6.0 and CLJ8.5	Robin

### 303.0 SPEEDS

#### 303.1 MAXIMUM AUTHORIZED SPEED

Table 206. Maximum Authorized Speed

Between Location/Mile Post	MPH
CLJ0.0 and CLJ8.5	10

### 304.0 EQUIPMENT RESTRICTIONS

Table 207. Equipment Restrictions

Location	Equipment	Restriction
Russell, Ky - Test tracks locomotive shop	All Engines	Must not exceed 30 MPH for engine load testing
Huntington, WV - Test tracks locomotive shop	All engines	Must not exceed 30 MPH for engine load testing

### 305.0 INSTRUCTIONS RELATING TO OPERATING RULES

#### 305.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 208. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
West Jct.	Continuous	08	Wayside
Robinhood	Continuous	08	Wayside
Dispatcher (BJ)	Continuous	14	Wayside

**Note:** BJ Train Dispatcher call in No. is 2.

BJ Train Dispatcher telephone No. is 1-800-854-5694.

### NOTES:

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**NOTES:**

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**NOTES:**

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## C&O BUSINESS UNIT SPECIAL INSTRUCTIONS

### 1000.00. TRAIN SPEEDS

#### 1000.01. Rule 46 Modified

1. **Rule 46 Modified** - Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

#### 2. Speed For Engine Load Testing

- a) Russell, Ky and Huntington, WV Locomotive Shop - Speed Restrictions:

Maximum authorized speed for engine load testing on test tracks at the Russell, Ky and Huntington, WV locomotive shop is 30 MPH.

**Exceptions** - This modification to rule 46 will not apply on the following tracks:

Huntington Engine Test Track  
Newport News Old Main Line Track  
Renick Industrial Track  
Russell Engine Test Track  
Stenson Mine Extension Track

### 1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

1003.01. **Diesel Units** - A maximum of eight units may be used in a locomotive consist in multiple control.

**Exception** - A maximum of 12 units may be used in a locomotive consist in multiple control on the following subdivisions and/or locations:

Alleghany Subdivision  
Big Sandy Subdivision  
James River Subdivision  
Kanawha Subdivision  
New River Subdivision  
Sewell Valley Subdivision between Meadow Creek and Rainelle.  
Piney Creek Subdivision  
North Mountain Subdivision  
Peninsula Subdivision  
Piedmont Subdivision  
Rivanna Subdivision

Russell Subdivision

Washington Subdivision except between Washington and Gordonsville

Columbus Subdivision between Fostoria and Walbridge Yard

Northern Subdivision and Columbus Subdivision between Columbus and Fostoria.

Big Sandy Subdivision between Big Sandy Jct. and Shelby.

### 1004.00. EQUIPMENT HANDLING RESTRICTIONS

#### 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 C&O Business Unit Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 209. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Big Sandy	18' 2"	19' 1"
Chillicothe	19' 2"	19' 1"
Cincinnati	19' 2"	19' 1"
Columbus (Note)	20' 2"	20' 2"
Newport News Terminal	19' 2"	19' 1"
Northern	19' 2"	19' 2"
Peninsula	19' 2"	19' 1"
Piedmont	19' 2"	19' 1"
Russell	19' 2"	19' 1"
All Other Subdivision	Prohibited	Prohibited

**Note:** 20' 2" double stack and multi-level equipment must not operate between Columbus and Fostoria.

### 1004.06 Scale Tracks

Engines must not be operated over the live rails of scale tracks.

Cars with gross weight exceeding 220,000 pounds must not be moved over scales with a capacity of less than 200,000 pounds.

**Exceptions** - These restrictions do not apply to the following scales:

Barboursville - Kanawha SD;

Torchlight - Big Sandy SD;

Riffe - Alleghany SD; and

Industry scales when approved by the industry's management.

### 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 210. AAR Radio Channel Usage

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

#### 1006.04. INITIATING A RADIO CALL-IN

- After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
  - 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.
  - 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.
  - Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
  - 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.
- 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 procedure will be used to initiate an emergency Call-In to the train dispatcher.

- Select the appropriate train dispatcher channel and when using:
  - 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 seconds and release.
  - 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.
  - Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
  - Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.
- An answer-back tone will **not** be heard.
- 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:
  - Transmitting unit (train identification or title and name).
  - Precise location,
  - Specific train dispatcher console (several may be coded in), and
  - Nature of the emergency.
- 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

- Train Handling Rules Requirement
  - Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.
  - Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
- Enhanced Locomotive/Train Safety And Efficiency
  - 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.
- 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 number is 8-388-5555.

**Big Sandy Subdivision**

Table 211. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Louisa, Ky (SDN)	87	52	511*	511#
Paintsville, KY (SDN)	19	77	521*	521#
Beaver Jct, Ky (SDN)	19	77	531*	531#
Shelby Yard, KY (SDN)	19	77	541*	541#
Elkhorn City, Ky (SDN)	19	77	551*	551#

**Cincinnati Subdivision**

Table 212. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
So Portsmouth, Ky (CSX)	16	88	741*	741#

**Columbus Subdivision**

Table 213. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Columbus, Oh (CSX)	19	77	721*	721#
Marion, Oh (SDN)	19	77	711*	711#
Walbridge, Oh (CSX)	19	77	701*	701#

**Kanawha Subdivision**

Table 214. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Huntington, WV (SDN)	87	52	751*	751#
So Charleston, WV (CSX)	19	77	761*	761#

**North Mountain Subdivision**

Table 215. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Afton, Va (SDN)	19	77	141*	141#

**Northern Subdivision**

Table 216. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
So Portsmouth, Ky (CSX)	16	88	741*	741#
Ball Knob, Oh (CSX)	19	77	731*	731#
Columbus, Oh (CSX)	19	77	721*	721#

**Peninsula Subdivision**

Table 217. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Lee Hall, Va (SDN)	16	88	703*	703#
Providence Forge, Va (SDN)	19	77	702*	702#
Richmond, Va (SDN)	16	88	501*	501#
Richmond, Va (CSX)	19	77	121*	121#

**Rivanna Subdivision**

Table 218. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Bremo, Va (SDN)	19	77	131*	131#

**1020.00. INSTRUCTIONS RELATING TO OPERATING RULES**

**1020.02. Road Crossings At Grade**

State law makes 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 of circumstances over which the railroad has no control as follows:

Table 219. Road Crossing Laws

State	Excessive Period of Time
Virginia	Over 5 minutes (note)
Ohio	Over 5 minutes

If a train is delayed an excessive period of time, train crew 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.

Trains stopped on railroad crossings for more than 10 minutes must immediately cut the crossing unless otherwise instructed by the control station.

**Note:** The State of Virginia - A train stopped on a road crossing for more than 5 minutes must immediately cut the crossing unless otherwise instructed by the control station.

**1040.00. MISCELLANEOUS INSTRUCTIONS**

**1040.04. Hopper Cars Equipped With Straight Air -**

APAX cars are equipped with ABD brakes.

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 stenciled on the end sill just above the trainline and straight air line. The straight air line is stenciled "straight air" and the trainline is stenciled "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.

**1040.05. Loaded Trains -**

Trains having 50 percent or more of their cars loaded will be considered as loaded trains; those having less than 50 percent will be considered empty trains.

**1040.06. Position Of Conductor On Freight Trains -**

Conductors riding the head end of freight trains will ride the controlling unit. Conductors must see that trainmen are properly positioned to observe their train while in motion.

**1040.07. Reporting Caboose And End Of Train Device Numbers -**

Before leaving terminals, conductors will notify the operator (if one is on duty) of their caboose or end of train device number and whether the radio and/or RDU unit is working properly. The operator must ascertain that the caboose or end of train device number, as reported by the conductor, is the same as previously reported to the control station. If the numbers differ, the control station must be notified. (If no operator is on duty at the departing terminal, the conductors will notify the control station of their caboose or end of train device number.)

**1040.08. Two Way ETD 2 and HTD 2**

All trains operating on the following subdivisions and industrail tracks between designated mile posts listed below must:

1. Be equipped with working two way ETD 2 and two way HTD2 and;
2. It must be activated and used to provide two way communications (both transmitting and receiving) between the head end and rear end of the train.

Table 220. Two Way ETD 2 And HTD 2

Subdivision/Industrail Track	Between/Milepost
Coal Run Subdivision	CMP2.0 and CMP6.0
Dawkins Subdivision	COR9.0 and COR17
Island Creek Subdivision	CMC4.0 and CMC10.6
Snap Creek Industrail Track	1.8 and 3.2
Loop Creek Industrail Track	1.0 and End Of Track
Piney Creek Subdivision	CAN2.0 and CAN9.0
Sewell Valley Subdivision	CAF0.0 and CAF11.5 CAF46.0 and CAF51.0
Rupert Subdivision	CAH13.0 and CAH19.9
G&E Subdivision	CAJ2.0 and CAJ14.0
Winns Industrail Track	CML9.0 and CML13.0
Norfolk Southern Winding Gulf Spur	17.0 and 21.0

Exceptions: Two way telemetry (ETD2 and HTD2) will not be required if:

1. Train is equipped with occupied caboose.
2. Train is being assisted with locomotives attached to rear.

**1040.09. Train And Engine Service Employees Deadheading**

Each train and engine service employee will record in the remarks portion of their time document the actual time spent in deadheading to or from a work location and the mode of transportation.

This information will be shown as follows:

(a). Actual time spent deadheading to or from a work location, other than personal commuting.

(b). The mode of such transportation, i.e., train, carrier motor vehicle, personal automobile, taxi, bus, etc.

**1040.10. Knuckle Pins -**

After changing knuckles, employees must replace knuckle pins, if practicable. When unable to replace pin account broken, bent or missing, and no replacement is available, they must advise the control station or yardmaster who will notify the Car Department of the train and cars affected so the condition(s) can be corrected.

**1040.11. State Laws -**

In the State of Ohio, at railroad crossings and drawbridges not equipped with an approved interlocking, all trains will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge and will not proceed until the route is clear, except as provided in special instructions.

**1040.12. DODX Cars -**

A potential safety hazard exists when applying hand brakes on DODX flat cars numbers 40000 through 40100. When the hand brake handle is lifted it can strike the left leg of a person standing on the sill step. Therefore, before the brake is applied, the car must be stopped and the employee must be standing on the ground.

**1040.14. Unit Coal Trains Equipped With Auxiliary Dypm 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 dump system" the locomotive-to-auxiliary train line hose must be re-applied and the main resevoir 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 to U172	Taft	Sanford	Orlando
U140 to U147	Lakeland	Wildwood	Lakeland
U120 to U132	Hague	Baldwin	Gainesville
N130 to N131	Tampa Electric	Tampa	Sutton
N110 to N129	Crystal River	Red Level Junction	Crystal River
T140 to T141	Brooksville	Tampa	Brooksville
N250 to N272	Stilesboro	Etowah	Cartsv.,GA
N200 to N240	Harlee	Atlanta	Harlee
U250 to U269	Jac. Mac.	Atlanta	Jac Mac
U280 to U288	Pascagoula	Mobile	Pascagoula

Train Designator	Name	Location to Begin Charging Dump System	Unloading Location
U230 to U232	Gasdin	Lagrange	Ala. Power ----- West Jeff
T818 to T819	Relief	Parkersburg	Relief, Ohio

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 hoses must be checked to determine that they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then recoupled, the auxiliary dump hoses must be re-connected.

**1040.20. Superintendent's Bulletins And Notice Districts**

**Eastern District**

Subdivision/IT	Subdivision/IT
Alleghany	Peninsula
James River	Piedmont
Newport News Terminal	Rivanna
North Mountain	Washington

**Western District**

Subdivision/IT	Subdivision/IT
Bandmill IT	Mill Creek IT
Barrett IT	Mud Fork IT
Beech Creek IT	New River
Big Coal	
Big Marsh Fork	Paint Creek IT
Buffalo	Pine Creek
Coal River	Piney Creek
Dingess Run IT	Piney River
Elk Creek IT	and Paint Creek IT
Elk Run IT	Pond Fork
Gauley IT	Raleigh Southwestern
Glade Creek	and Winding Gulf
and Raleigh IT	Rich Creek IT
Glen Jean IT	Robinson Creek IT
Island Creek	Rock House IT
Jarrolds Valley	Rum Creek IT
Kanawha	
Kelly IT	Seth
Laurel Fork	Snap Creek IT
Lexington IT	West Fork
Logan	White Oak IT
Logan and Southern	
Loup Creek IT	

**NF & G District**

**Subdivision/IT**  
 Brushy Branch IT  
 G & E  
 Hominey Creek IT  
 Peaser Branch IT

**Subdivision/IT**  
 Raders Run IT  
 Rupert  
 Sewell Valley

**Big Sandy District**

**Subdivision/IT**  
 Big Sandy  
 Dawkins  
 Middle Creek  
 E&BV

**Subdivision/IT**  
 Rock House  
 Long Fork  
 SV&E  
 Coal Run

**Northern District**

**Subdivision/IT**  
 Athens  
 Chillicothe  
 Cincinnati  
 Columbus  
 Teays IT

**Subdivision/IT**  
 Northern  
 Portsmouth IT  
 Renick IT  
 Russell

**GENERAL INFORMATION**

**REPORTING ENGINE FAILURES**

Locomotive engineers must report all engine failures to the control center or yardmaster at time of occurrence.

**EMERGENCY INVOLVING HAZARDOUS MATERIALS**

In the event of an emergency involving hazardous materials, it is essential that full cooperation be afforded to "emergency response personnel". In order to afford this cooperation, it is essential that the rules governing such emergencies are fully adhered to. Full compliance with all rules and special instructions are expected; however, since emergencies involving hazardous materials do not occur often, the importance of reviewing these rules cannot be overemphasized.

**WORK TRAIN TRANSPORTATION**

Conductors on work trains will ascertain from the Engineering Department employee in charge of the work train equipment the time the work will be completed and the location where the work train will lay up.

The conductor of the work train will advise the control station no later than 1300 hours daily of the location where transportation will be needed and the time transportation is to be at the location to pick up the crew.

The control station will arrange for transportation accordingly.

**DERAILMENT INSTRUCTIONS**

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.

If unable to inspect the entire train, the control station must be immediately notified.

Crews that are involved in a derailment or a crossing accident will turn in all of their train bulletins, train orders, clearance form "A" and release forms, together with a notation identifying the time and location of the incident, to their supervising officer or his representative.

**RECEIVER DISPLAY UNITS (RDU)**

A Receiver display unit (RDU) located on other than the lead unit of a locomotive consist may be used to report clear of a direct traffic control block(s) in accordance with the exception to Rule 130-A provided the RDU is observed constantly by a crew member located on the RDU equipped unit while the train is in and exiting the direct traffic control block(s).

**LOCOMOTIVE INSPECTION REPORTS**

When data-faxing Locomotive Inspection Reports as required by train handling rule 2.1.3, the following locations will be used:

Table 221. Data-faxing Locomotive Inspection Reports

Lay up Point	Data-fax Location	Data-fax Number
Williamsburg	Newport News	804-380-5009 RNX: 444-5009
Richmond Fulton Charlottesville Doswell	Acca	804-257-3209 RNX: 4633-209
Gladstone Hinton Lynchburg Quinnimont Ronceverte	Clifton Forge	703-863-1487 RNX: 443-1487
Elk Run Handley St. Albans	Huntington	304-522-5333 RNX: 431-5333
Maysville	Russell	606-833-7243 RNX: 434-7243
Chillicothe	Columbus	614-445-4200 RNX: 438-4200

Note: Company line must be used instead of bell line when ever possible.

**STARTING HEAVY TRAINS**

When it is necessary to start a heavy train under conditions in which engine wheel slippage may occur, a crew member will dismount from the engine and place himself in a position to observe the entire locomotive consist.

While the train is being started, the crew member so stationed will be particularly attentive to the possibility of engine wheel slippage; he will arrange to immediately notify the engineer by radio or hand signal if excessive wheel slippage on any of the locomotive units is evident. This condition of wheel slippage is especially crucial while the engines are loading and just before the train is brought into motion. It should be watched, however, until the entire train is underway.

Engineers will be on the lookout for reponse from the person on the ground and will promptly take necessary protection to prevent rail burn.

## MOUNTING AND DISMOUNTING MOVING EQUIPMENT

Employees will stop the movement before mounting or dismounting equipment.

### Exceptions -

**Buffalo Subdivision** - Loaded trains departing Buffalo (Saunders) mine.

**Coal River Subdivision** - Trains arriving and departing Danville yard.

**Coal Run Subdivision** - Loaded trains departing Millers Creek Mine.

**Pine Creek Subdivision** - Loaded trains departing Hobet mine.

**Piney Creek Subdivision** - Eastward trains departing Raleigh yard.

**Alleghany Subdivision** - Eastward freight trains descending Alleghany Mountain between CA306.5 and CA293.0.

**Entire Division** - Trains in flood loading operations being controlled by use of Pace Setter or Speed Control II at speeds of 0.5 MPH or less.

**Entire Division** - Starting trains per special instructions headed "Starting Heavy Trains."

### 1040.21. Instructions for installation and use of "Helper Link" Equipment

#### 1. Description of the "Helper Link" system.

The helper link equipment consists of a two piece "Helper Link" control box. Each of these components weigh approximately 35 pounds. The "Helper Link" control box controls the automatic brake system of the helper locomotives and allows operation of the knuckle lift pin from inside the helper locomotive control cab. The train being shoved must be equipped with a ETD 2.

The "Helper link" control box is connected to the automatic brake system via the train line air hose of the helper locomotive. By utilizing the communication system of the ETD 2 and "Helper Link" box, the automatic brake system on the helper is activated to apply and release the helper locomotive's brakes. Should it become necessary for the helper engineer to place the train in emergency, the "Helper Link" control box utilized the two way communication system to initiate an emergency application from the rear.

The "Helper Link" control box operates through the trainline power reduction controls and utilizes main reservoir air pressure to actuate the knuckle pin lift mechanism. This allows the helper locomotives to detach from the train while still moving.

#### 2. Installation of the "Helper Link" control box:

The "Helper Link" control box attaches to the helper locomotive on the end being coupled to the rear car of the train. The "Helper Link" control box is held in place by small chains placed around upright handrail stanchions.

- Place the lower unit of the "Helper Link" control box on the locomotive platform and secure.
- Install the upper unit of the "Helper Link" control box on top of the lower unit and secure.
- Make the following connections on the lower unit:

**Main reservoir hose:** This hose is coupled to the main reservoir equalizing hose on the locomotive and end cock opened.

**Brake pipe hose:** This hose is coupled to the brake pipe hose on the helper locomotive and angle cock opened.

**Locomotive jumper cable:** The locomotive jumper cable is inserted into the "Helper Link" control box receptacle.

**Coupler lift mechanism:** The "Helper Link" control box also incorporates a coupler lift mechanism. The pin lift mechanism mounts under the walkway above the drawbar, it is held in place by two J-bolts mounted to underside of walkway. The mechanism has a lifting hook that must be attached to the coupler pin lift loop on the locomotive coupler. A small diameter pneumatic hose connects the knuckle pin lift mechanism to the "Helper Link" control box.

- Install the connecting cable between the upper and lower units of the "Helper Link" control box.
  - Insure that all hoses and locomotive jumper cables will not interfere with the operation of the lift chain which has been connected to the coupler.
- Testing the "Helper Link" control box:
    - Close the knuckle on the locomotive end attached to the "Helper Link" control box.
    - Return to the locomotive cab.
    - Position the trainline power reduction rheostat knob on the helper locomotive to full power.
    - Position the power reduction toggle switch to trainline (all units) position.
    - Inspect the knuckle attached to the "Helper Link" control box to determine that knuckle pin is in the lifted position. If the coupler pin has lifted, the equipment is ready for use.

**Note:** If the knuckle pin is not in the lifted position reexamine the main reservoir equalizing end cock and jumper cable connection from helper locomotive to "Helper Link" control box. Then retest per steps 2 through 4.
    - Turn the trainline power reduction switch to the off position.

#### 4. Operation of the "Helper Link" control box:

Before attaching to the rear of the train, the engineer must make a safety stop. While stopped, ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to the rear of the train, stretch the slack to insure that the coupling made and position the helper locomotive brake equipment per THR 2 rule 8.0.0 A 1. A crew member must make a visual inspection of the helper locomotive to see that the telemetry device is still in place and that none of the hoses will be affected by the coupler once movement begins. Before movement begins, the "Helper Link" control box lid must be opened and perform the following start up tasks:

- Set the thumb wheel switch assembly numbers to the id code number of the ETD 2.

- b) Check the communication between the "Helper Link" control box and the ETD 2 by pressing the com/check (communications check) push button.

The alphanumeric display will read "COM OK".

- c) Start the electronic signal by pressing the enable button.

The "Helper Link" enable light will illuminate indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper locomotive's brake pipe pressure at the same level as brake pipe pressure at rear of train.

- d) Close "Helper Link" control box lid.
- e) Return to the operating cab of the helper locomotive.
- f) The helper engineer must observe brake pipe pressure and notify the engineer on lead locomotive when ready to begin the helper service brake test (THR 1.2.7).

The brakes will apply and release on helper locomotive as if the train line air brake hoses were coupled between the helper locomotive and the rear car. Once the helper service brake test is completed, train is ready to proceed.

If necessary for the helper engineer to initiate an emergency brake application, the automatic brake valve is placed in the emergency position on the helper locomotive. The "Helper Link" control box will transmit an emergency brake application signal request via the ETD 2.

When the lead engineer operates the automatic brake valve, the ETD 2 transmits the reduction or increase in brake pipe pressure to the "Helper Link" control box resulting in an application or release of the brakes on the helper locomotive.

#### 5. Detaching in motion:

It is not necessary to stop train to detach the helper locomotive. The following sequence is used to detach from the moving train.

- a) Turn the power reduction to full power.
- b) Position the toggle switch to trainline power reduction.

The coupler lift mechanism will operate lifting the helper locomotive coupler pin. When coupler lift mechanism is activated, communication between "Helper Link" control box and ETD 2 has been eliminated.

- c) Reduce the throttle, allowing ample time between throttle changes, to allow slack to stretch.
- d) Control the independent brake cylinder pressure to prevent sliding of the locomotive wheels and bring the helper locomotive to a stop.

**Note:** No emergency brake application will occur from

the separation of the equipment.

#### 6. Operation of the "Helper Link" control box alarm feature:

After the "Helper Link" control box establishes communication with the ETD 2 on the rear of the train, should the ETD 2 or "Helper Link" control box malfunction, the alarm bell will ring in the helper locomotive cab indicating a problem.

#### Train handling rule modification:

At locations where helper (pusher) locomotives are operated, the following modification of train handling Rule 1.2.7 "Helper Service Brake Test" will be used. The modification of this brake test will eliminate the need to apply handbrakes to secure the train in preparation for the helper service brake test.

Before helper locomotive is coupled to the train, the engineer of the leading locomotive shall operate the brakes. A brake pipe reduction of at least a minimum reduction but not more than 10 pounds will be made. After the exhaust has stopped, the engineer of the leading locomotive will give the helper engineer permission to couple. After the helper is coupled (and helper link enabled, if equipped) the helper engineer will release the independent brake. The leading engineer will then increase the brake pipe reduction to 20 pounds, noting that the brake pipe exhaust stops, the helper engineer will observe the independent brake cylinder gauge for an application on the rear of the train (visual inspection not required). The helper engineer will observe the independent brake cylinder and brake pipe gauges to ensure that the brakes are released (visual inspection not required) and that the pressure is being restored before departing.

Specific instructions for the application of handbrakes (retainers) is waived when the above helper service brake test is being performed. At all other times, handbrakes (retainers) must be used to hold the train on the grade.

Application of the above instructions do not relieve crew members of the responsibility to secure trains by the application of sufficient handbrakes when the train is left unattended.

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#### NOTES:

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## TONNAGE CHART

### C & O BUSINESS UNIT TONNAGE RATINGS

	GP30M		SD-60		C 40-8	
	GP38		SD40			
	GP39		SD45			
	GP40					
	SD20					
	SD38					
	MP15	B40-8				
	GP15	B36-7	C30-7	SD-50	CW44-9	CW44AC
		B23-7			CW40-8	CW60AC

### ALLEGHANY SUBDIVISION

Hinton to Ronceverte	3500	4600	5250	7000	8300	9100	12250
Ronceverte to Cl. Forge	2550	3350	3800	5100	6050	6600	8900
Cl. Forge to Covington	2300	3000	3450	4600	5450	5950	8050
Covington to Hinton	1400	1800	2100	2800	3300	3600	4900

### BIG SANDY SUBDIVISION

Russell to Martin	5400	7100	8100	10800	12850	14000	18900
Russell to Shelby	5400	7100	8100	10800	12850	14000	18900
Shelby to Russell	6500	8550	9750	13000	15450	16900	22750
Martin to Russell	6500	8550	9750	13000	15450	16900	22750
Elkhorn City to Shelby	6500	8550	9750	13000	15450	16900	22750
Shelby to Elkhorn City	1400	1800	2100	2800	3300	3600	4900

### CINCINNATI SUBDIVISION

KC Junction to Russell	6000	7900	9000	12000	14300	15600	21000
Russell to KC Junction	7500	9900	11250	15000	17850	19500	26250
KC Jct. to Queensgate	5400	7100	8100	10800	12850	14000	18900

### CINCI. TERMINAL SUBDV.

KC Jct. to Queensgate	5400	7100	8100	10800	12850	14000	18900
Queensgate to KC Jct.	1850	2450	2800	3750	4450	4850	6550
Cinci to KC Jct.viaCUT	2200	2900	3300	4400	5200	5700	7700
Decoursey to Stevens	2250	2950	3350	4500	5350	5850	7850
Queensgate to Hamilton	4150	5450	6200	8300	9850	10750	14500
Hamilton to Trent	5850	7700	8750	11700	13900	15200	20450
M'dletwn & M'dletwn Jct.	4400	5800	6600	8800	10450	11400	15400
Trent to Hamilton	7500	9900	11250	15000	17850	19500	26250
Hamilton to Queensgate	4450	5850	6650	8900	10600	11550	15550

### COAL RIVER SUBDIVISION

Danville to Handley	6500	8550	9750	13000	15450	16900	22750
Russell to Danville	5100	6750	7650	10250	12200	13300	17900
Handley to Danville	4500	5900	6750	9000	10700	11700	15750
Danville to Russell	5000	6600	7500	10000	11900	13000	17500

### COLUMBUS SUBDIVISION

Parsons to Powell	4300	5650	6450	8600	10250	11150	15050
Powell to Walbridge	6750	8900	10100	13500	16050	17550	23600
Walbridge to Parsons	4200	5500	6300	8400	10000	10900	14700

### E & BV SUBDIVISION

DEANE TO MP CMO 39.8	1650	2200	2500	3350	3950	4350	5850
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### JAMES RIVER SUBDIVISION

C. Forge to Gladstone	7500	9900	11250	15000	17850	19500	26250
Gladstone to C. Forge	3600	4750	5400	7200	8550	9350	12600

**C & O BUSINESS UNIT  
TONNAGE RATINGS**

	<b>GP30M</b>						
	<b>GP38</b>		<b>GP39</b>		<b>GP40</b>		
			<b>SD20</b>		<b>SD-60</b>		
			<b>SD38</b>		<b>SD40</b>	<b>C 40-8</b>	
	<b>MP15</b>	<b>B23-7</b>	<b>B40-8</b>	<b>SD45</b>		<b>CW40-8</b>	<b>CW44AC</b>
	<b>GP15</b>	<b>B30-7</b>	<b>B36-7</b>	<b>C30-7</b>	<b>SD-50</b>	<b>CW44-9</b>	<b>CW60AC</b>

**KANAWHA SUBDIVISION**

Handley to Russell	5000	6600	7500	10000	11900	13000	17500
Russell to Handley	5400	7100	8100	10800	12850	14000	18900

**LOGAN SUBDIVISION**

Russell to Peach Creek	4500	5900	6750	9000	10700	11700	15750
Handley to Peach Creek	4500	5900	6750	9000	10700	11700	15750
Peach Creek to Russell	6250	8250	9350	12500	14900	16250	21850
Peach Creek to Handley	5400	7100	8100	10800	12850	14000	18900

**NORTH MTN SUBDIVISION**

C.Forge & Charlottesville	1150	1500	1700	2300	2700	2950	4000
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**NEW RIVER SUBDIVISION**

Handley to Hinton	3500	4600	5250	7000	8300	9100	12250
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**NORTHERN SUBDIVISION**

Russell to NJ Cabin	6250	8250	9350	12500	14900	16250	21850
NJ Cabin to MP 3	4300	5650	6450	8600	10250	11150	15050
MP 3 to Parsons	6250	8250	9350	12500	14900	16250	21850
Parsons to Russell	4200	5500	6300	8400	10000	10900	14700

**PENINSULA SUBDIVISION**

Richmond to Darbytown	3000	3950	4500	6000	7150	7800	10500
Darbytown to Newport New	6500	8550	9750	13000	15450	16900	22750
Newport News to Richmond	3600	4750	5400	7200	8550	9350	12600

**PIEDMONT SUBDIVISION**

Richmond to Chrltville	1500	1950	2250	3000	3550	3900	5250
Chrltville to Richmond	2300	3000	3450	4600	5450	5950	8050

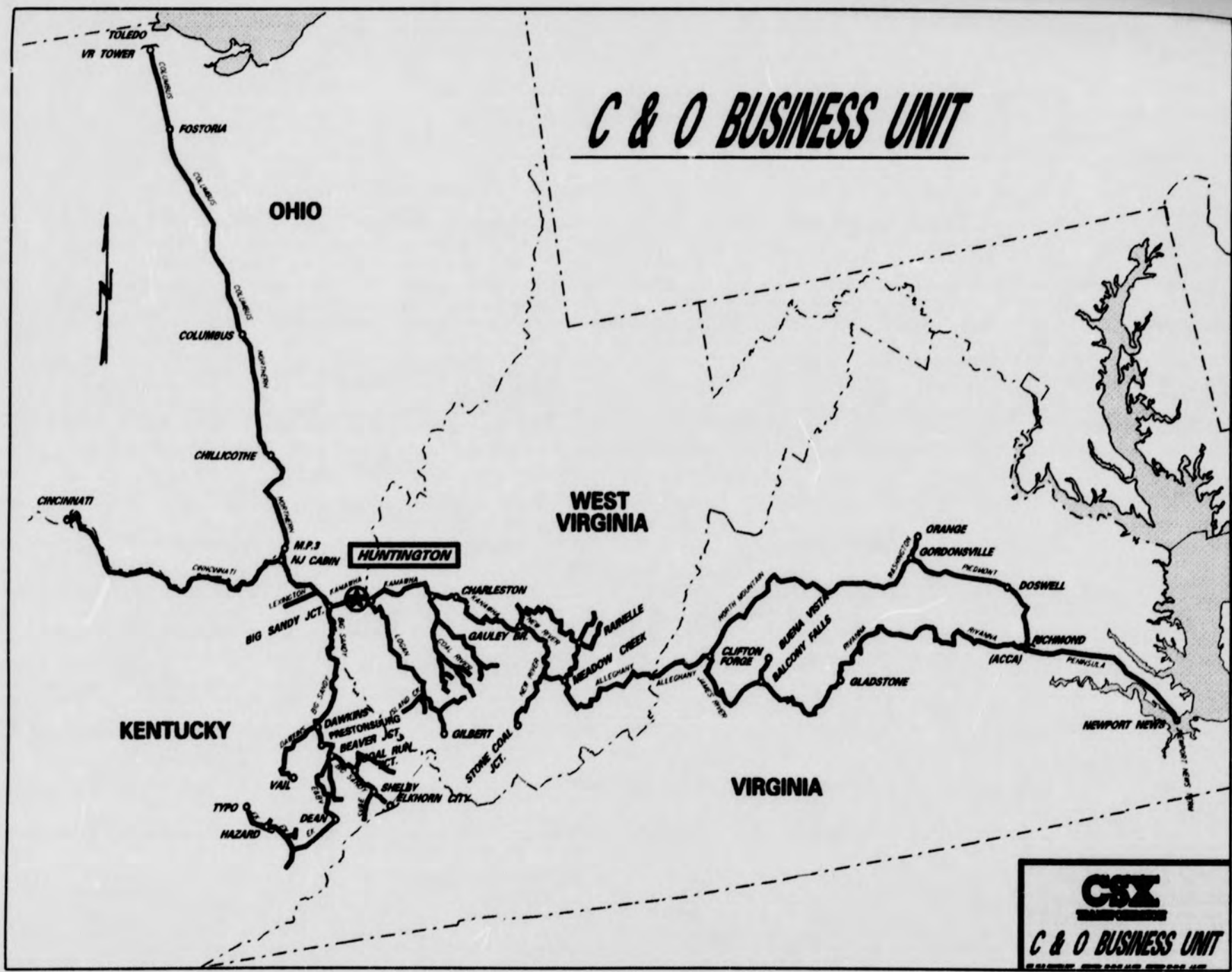
**RIVANNA SUBDIVISION**

Gladstone to Richmond	7500	9900	11250	15000	17850	19500	26250
Richmond to Gladstone	4500	5900	6750	9000	10700	11700	15750

**Note:** When AC44CW or AC60CW locomotives are used in single unit head end service, their rating should be reduced by 10%.



# C & O BUSINESS UNIT



1047.00 SPEED TABLE

Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
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		