TIMETABLES

A	Appalachian Service Lane No. 1	Effective January 1, 1997
B	Atlanta Service Lane No. 1	Effective May 1, 1997
C	Baltimore Service Lane No. 1	Effective May 1, 1997
D	Cumberland Coal Business Unit No. 3	Effective May 1, 1997
E	Chicago Service Lane No. 1	Effective October 1, 1996
F	C&O Business Unit East No. 2	Effective Janauary 1, 1997
G	C&O Business Unit West No. 2	Effective January 1, 1997
H	Detroit Division No. 5	Effective October 1, 1996
I	Florida Business Unit No. 5	Effective May 1, 1997
J	Florence Service Lane No. 1	Effective January 1, 1997
K	Jacksonville Service Lane No. 1	Effective May 1, 1997
L	Louisville Service Lane No. 1	January 1, 1997

file name CUR-TT

180274
TTA

A

CSX

TRANSPORTATION

APPALACHIAN SERVICE LANE TIMETABLE No. 1

RECEIVED
JUN 23 1997
MAIL
MANAGEMENT
STB

EFFECTIVE

WEDNESDAY, JANUARY 1, 1997

AT 0200 HOURS

CSX STANDARD TIME

3600

D.J. Rohal
General Manager

APPALACHIAN SERVICE LANE TIMETABLE
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CV SUBDIVISION–CV 11
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PHONE NUMBERS

Emergency only:

Appalachian Service Lane Chief Train Dispatcher	1–800–356–9579

Appalachian Service Lane **Safety Hot Lines**

West –	
(Company)	8–293–3379
(Bell)	(606)–523–3379
East –	
(Company)	8–362–2733
(Bell)	(615)–743–2733

Non–Emergency situations:

Appalachian Service Lane Chief Train Dispatcher	
(Bell)	1–904–381–2781
(Company)	8–388–2781
CSXT Standard Clock	8–388–5000

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators	
E.S. Pack	304–645–4604
G.J. Muneio	313–981–7056
Team Captains	
Cincinnati, OH.	
C. Cooper	513–561–0236
Corbin, KY.	
M. Boggs	606–528–8029
S. Maloney	606–528–0935
Dante, VA.	
N.D. Fletcher	703–495–8690
Erwin, TN.	
P.W. Landingham	615–743–4439

OPERATION RED BLOCK CAPTAINS

– Continued –

Etowah–Knoxville–Corbin	
R. Hauther	615–522–2203
Hazard, KY.	
J. Lusk	606–666–9125
Kingsport, TN	
K. Allen	615–239–9660
Lexington, KY.	
A. Estes	606–272–1637
Loyall, KY	
J. Allen	606–573–1595
Ravenna, KY.	
G. Arvin	606–723–5626

10.0 BR SUBDIVISION-BR

11.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
Z138.0	ERWIN TERMINAL	S.E. Erwin	
1101		10.9	
Z148.9		Poplar	6670
1102–1103		11.3	
Z160.2		Green Mountain	7007
1104–1105		13.0	
Z173.2		Kona	6992
1106–1107		9.9	
Z183.1		Spruce Pine	
1108		2.8	
Z185.9		Toe River	7090
1109–1110		10.9	
Z196.8		Rocky	8154
1111–1112		12.8	
Z209.6		Sevier	6628
1113–1114		8.9	
Z218.5		Marion	6407
1115–1116		14.5	
Z233.0		Thermal	6672
1117–1118		12.1	
Z245.1	CHARLOTTE SD	Bostic Yard	6808
1119–1120		16.6	
Z261.7	DUKE BRANCH	Chesnee	6642
1124–1125		14.9	
Z276.6		Spartanburg	
1126	SPARTANBURG SD		

138.6 MILES
ERWIN TERMINAL TO SPARTANBURG

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Charlotte	Florence	Florence TTSI
Spartanburg	Florence	Florence TTSI
Erwin Terminal	Appalachian	47

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
Z138.0 and 275.0	265-272
Duke Branch: ZD0.0 and ZD6.3 (Note 1)	120-132

Rules 265-272 are in effect on Green Mountain, Kona and Rocky Sidings.

Notes:

1. Trains enroute BR Subdivision will not pass signal at ZD1.0 until route is known to be clear by signal indication or verbal authority is given by train dispatcher to enter BR Subdivision main track.

12.2 DTC BLOCK LIMITS

Table 3. DTC Block Limits

Between Location/Mile Post	Block Names
DUKE BRANCH D0.0 and D6.3	Brice

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

Table 4. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Z138.0 South End Erwin and Z149.5 South End Poplar	Poplar
Z149.5 South End Poplar and Z160.9 South End Green Mountain	Green Mountain
Z160.9 South End Green Mountain and Z173.5 South End Kona	Kona
Z173.5 South End Kona and Z186.5 South End Toe River	Toe River
Z186.5 South End Toe River and Z197.6 South End Rocky	Rocky
Z197.6 South End Rocky and Z210.2 South End Sevier	Sevier
Z210.2 South End Sevier and Z218.9 South End Marion	Marion
Z218.9 South End Marion and Z233.5 South End Thermal	Thermal
Z233.5 South End Thermal and Z244.9 South End Bostic	Bostic
Z244.9 South End Bostic and Z262.5 South End Chesnee	Chesnee
Z262.5 South End Chesnee and Z275.0 North End Spartanburg	Spartanburg

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13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 5. Maximum Authorized Speed

Between Location/Mile Post	MPH
Erwin and Spartanburg	50
Duke Branch	25

13.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 6. Speed Restrictions

Between Location/Mile Post	MPH
Z132.3 and Z133.7	**25**
Z138.0 and Z140.2	20
Z140.2 and Z160.7	25
Z160.7 and Z187.2	20
Z187.2 and Z203.6	30
Z203.6 and Z209.8	45
Z209.8 and Z212.8	40
Z212.8 and Z219.8	35
Z21 .8 and Z227.9	45
Z227.9 and Z230.3	40
Z230.3 and Z230.6	35
Z230.6 and Z231.5	40
Z241.6 and Z245.3	40
Z267.7 and Z269.9	45
Z275.9 and Z276.6	**35**
Z276.6 (Spartanburg SD)	15
AK593.5 and AK591.7	15
AK591.7 and AK590.0	25
AK590.0 and AK586.1	35
Z258.3 Over Power Operated Switch to and from Duke Branch	15
Evins Street Lead Z275.0 and Z277.0	10
Yard limit and Duke Power Plant (all tracks)	10
All Wye tracks	5
All Yard Tracks	10
Passing Sidings	
Toe River	20
Signaled Sidings	
Green Mountain	20
Kona	20
Rocky	30

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:

Z141.0 and Z142.0
Z274.0 and Z276.0

14.0 EQUIPMENT RESTRICTIONS

Table 7. Equipment Restrictions

Location	Equipment	Restriction
Erwin to Spartanburg	Ice Breakers	Must be coupled next to engines unless otherwise instructed
	CRR 10124, 10131, 10133	
Kona-Yancey RR Bridge	All equipment	Must not operate
Huntdale Team Tipple Pit Green Mountain Tipple Pit	6-Axle Engines	Must not operate
Toecane Team Track Pit Harris Tipple Tri County Block Pit Forster Chips Warehouse Track-Upper Side	Engines	Must not operate
Duke Power Plant	Engine or Caboose	Must not operate thru rotary dumper
Forster Celanese Plant No. 3 DMT	Any rolling equipment other than DMT tank cars	Can not operate beyond clearance point

(b) Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Southward	Tonnage
Z138.0 to Z187.0	5,000 tons
Z187.0 to Z277.0	13,500 tons

Northward	Tonnage
Z277.0 to Z218.0	7,700 tons
Z218.0 to Z138.0	5,000 tons

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15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.1 STANDARD CLOCKS

Table 8. Standard Clocks

Station	Location
Bostic	Yard Office
Spartanburg	Yard Office

15.58 DEFECT DETECTORS

Table 9. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Relief, Z155.9	AD	West Side
Penland, Z179.6	AD	East Side
Avery, Z205.1	AD	East Side
Fero, Z226.5	AD	East Side
Blanton, Z251.7	AD	East Side
Enola, Z271.0	AD	East Side

15.83-A TRAIN BULLETIN AND RELEASE FORM

Designated trains must receive Train Bulletins and Release Forms at the following locations:

Table 10. Clearance Form A - Train Bulletins

Location	Trains	Via
Erwin	Southward	Printer/Telecopier
Spruce Pine	Originating	Printer/Telecopier
Bostic	Originating	Printer/Telecopier
Spartanburg	Northward	Printer/Telecopier

15.100 RAILROAD CROSSING AT GRADE

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

Spartanburg - All street crossings not protected by automatic crossing signals must be protected by a crew member. Street crossing must not be blocked more than 5 minutes.

Chesnee - The main line and siding crossing gates at Cherokee Street, MP Z261.8, have been equipped with buttons to manually raise or lower gates, two boxes, housing the buttons are located on the north side of the signal case and secured with a standard CSX switch lock.

15.103 SWITCHING

Northward trains setting off at Spruce Pine will do so through the south crossover to the work track.

Southward trains setting off at Spruce Pine will do so through the south switch to the work track.

15.104-A HAND OPERATED SWITCHES

Trains operating on Bostic Siding, Z243.6 to Z245.0 may leave siding switches as last used unless otherwise instructed.

Crews using Bostic siding should proceed expecting switches on the siding lined against their movement.

15.105 SPECIFIED TRACKS

BR Subdivision main track's name is changed to track Evins Street lead from Z275.0 to Z277.0. This track will have a speed limit of 10 MPH. Trains will contact Spartanburg Yard when passing Forster for instructions.

15.200 NON-ELECTRIC LOCK SWITCHES

Except as provided by Operating Rule 267 trains or engines must not clear main track at the following locations:

Table 11. Non-Clearing Switches

Track	Mile Post
Cane Bottom Spur	Z144.5
North Cove	Z207.6
H&B Lumber	Z209.9
Logan	Z240.1
Forest City	Z247.7
Crellen	Z249.2
Card	Z249.7
Leaman	Z259.6
Montgomery Mills	Z260.3
Forester East Side	Z270.2
Donnelly	Z271.7
Peach Valley	Z272.6

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 12 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Z134.0	Continuous	66	Wayside
Z143.1	Continous	66	Wayside
Z148.6	Continuous	66	Wayside
Z166.5	Continuous	66	Wayside
Z183.1	Continuous	66	Wayside
Spruce Pine	0800-1201 1300-1700 Ex. Sunday	66	Wayside
Z218.5	Continuous	66	Wayside
Z227.2	Continuous	66	Wayside
Z245.0	Continuous	66	Wayside
Bostic	Continuous	66	Terminal
Z261.7	Continuous	66	Wayside
Z277.0	Continuous	66	Wayside

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Table 12 (Page 2 of 2). Radio Stations and Instructions

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

Note: AP Train Dispatcher call-in No. is 6.

AP Train Dispatcher telephone No. is 1-800-628-4704.

15.401 LEASED WAYSIDE PHONES

Table 13. Leased Wayside Phones

Location	Mile Post	Local Number
Poplar	Z148.3	704-688-2796
Green Mountain	Z160.3	704-682-4909
Kona	Z172.7	704-835-9053
Altapass	Z187.1	704-835-8926
Rocky	Z197.6	704-756-4774
North Cove	Z207.6	704-756-4082
Thermal	Z253.6	704-287-2370
Duke Power Spur	Z258.4	704-248-1597
Forster	Z270.2	803-579-1743

Note: The "Emergency Chief Dispatcher's" number is 1-800-356-9579.

16.0 MISCELLANEOUS INSTRUCTIONS

Handling Unit Trains at Duke Power Plant - Because of track curvature east of rotary dumper at Duke Power Cliffside Plant, crews yarding more than 72 cars will double head portion to yard first and will then pull rear of train in clear of loop.

Unless otherwise directed, trains arriving at Duke Yard will head in the Loop Track at Switch D6.1, proceed around Loop in a clockwise direction and yard train in tracks A, B, or G. In returning to the Duke Branch main track, engines must procced around car dumper via run around track. Crossover tracks (C and D) must be left open al all times to provide access to car dumper.

Single car shipments (not a part of any unit train) will be left on either track A, B, or G for handling by Duke Power crews.

Crews handling unit trains will hold engine south of car dumper, assemble empties while dumping is in progress. Duke Power engines have the same rights within Duke Yard as CSX trains, and Duke Power crews will handle all movements to, from and through the car dumper.

Conductors of unit trains are responsible for maintaining records, time train is placed for unloading and time unloading is completed on form "Conductor's Report of Unit Train Placement." The report must be prepared in duplicate, completed at time unloading is finished, signed, original delivered to Duke Power personnel at rotary dumper control office, and copy mailed to Agent, Bostic, NC. Supply of the form will be available at Bostic Yard.

The following restrictions apply within plant of Hoechst Fibers.

1. Engine bell must be rung at the beginning of each move while switching inside plant area.
2. Smoking is prohibited inside plant area.
3. All switching movements must be made with locomotive attached to cars being handled. Dropping (free wheeling) cars out of Celanese Plant is prohibited.
4. Crew members are prohibited from riding on the east side of cars between the gate and the methanol unloading stations.
5. Use extreme caution when mounting and dismounting equipment between switches S-9 and S-10 due to bridge timber permanently installed on ends of crossties both sides of track.
6. Celanese #3 track, West Track, has been designated as a clean out track and the switches governing entrance to and from this track will be locked and blue flagged when Celanese employees are working on, under and around equipment located in this track. Before attempting to align these switches, check to insure switches are not locked. If switches are locked contact the Chip House at 5345 for assistance.
7. Crews unfamiliar with plant layout or job procedures required while switching inside the plant are to call 5345 or 5529 on the Hoechst telephone located at the entrance gate for assistance.
8. Before initial movement is made over any switch inside the Hoechst facility, the switch lever must be operated by a crew member to insure the switch is operating properly and the points move freely.
9. Methanol tank cars, loaded or empty, will not be handled North of the north switch of the west track, (Hoechst Celanese switch S-9)
10. Crews spotting cars or pulling loads at the TA shed must manually lower the crossing gates located on the west side of the track near the S-5 switch before fouling the crossing. After completion of work and crossing is cleared, the gates must be manually raised and left in the up position.

    Cars left inside Celanese facilities will have chocks placed on both sides of southwest wheel of south trucks of the south car in each cut of cars in addition to securing according to CSX Operating Rules. All chocks placed under cars by Celanese personnel must be removed before equipment is disturbed.

    incidents within the facility must be reported to Celanese security extension 5203 or 5231. For assistance call extension; Tank Farm 5529, Chip House 5345, TPA Facility 5037.

NOTES:

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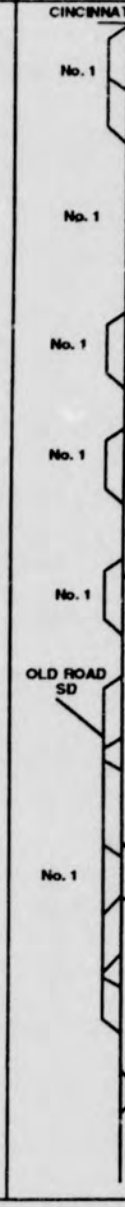
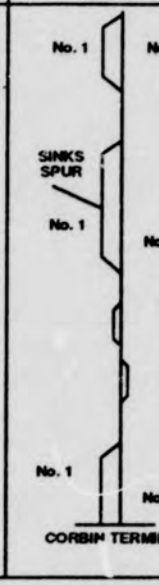
20.0 CC SUBDIVISION-CC

21.0 STATIONS LISTING AND DIAGRAM



MP/ Ctr Pt	STATIONS	SDG CAP (Ft)
KC9.9	Spring Lake	
4001	4.5	
KC14.4	Ryland	
4002	2.3	
KC16.7	Visalia	
4003	14.5	
KC31.2	Lynn	
4004	4.5	
KC36.1	Catawba	
4005	10.0	
KC46.1	Uma	
4006	10.5	
KC56.6	Robinson	
4007	11.5	
KC67.8	Licking	
4008	3.7	
KC71.8	Oliver	
4011	9.0	
KC80.8	Paris	
4012	3.9	
KC84.7	Clay	
4013	8.7	
KC93.4	James	
4014	2.7	
KC96.1	North Cabin	
4015	0.5	
KC96.6	Winchester	
	0.6	
KC97.2	Patio	
4016	1.1	
KC98.1	Sanderson	
4017	3.7	
KC101.8	Flanagan	
4018	4.7	
KC106.9	Ford	
4021	16.6	
KC123.1	Fort Estill	18176
4023-4024	6.7	
KC129.8	Berea	
	6.2	



MP/ Ctr Pt	STATIONS	SDG CAP (Ft)
KC136.1	Gap	
4025	5.4	
KC141.5	Roundstone	
4026	7.7	
KC149.2	Dudley	
4027	2.5	
C136.9	Sinks	
4028	1.2	
C138.1	Calif	
4031	5.9	
C144.0	Perth	15706
4032-4033	13.0	
C156.8	Bourne	19234
4034-4035	7.6	
C164.4	Frantz	
4036	6.7	
C171.7	Dortha	
	0.3	
C172.0	KD Subdivision	

177.1 MILES
SPRING LAKE TO CORBIN TERMINAL

21.1 DIAGRAM CROSS-REFERENCE

Table 14. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville	Louisville TT
EK	Appalachian	19
Old Road	Appalachian	41
Corbin Term	Appalachian	45

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 15. Authority for Movement

Between Location/Mile Post	Rules
Spring Lake and Dortha	265-273
Corbin Terminal	See Corbin Terminal
Sinks Spur	S-146

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

Table 16. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
KC9.9 Spring Lake and KC14.5 Ryland	Spring Lake
KC14.5 Ryland and KC16.7 Visalia	Ryland
KC16.7 Visalia and KC31.3 Lynn	Butler
C31.3 Lynn and KC36.0 Catawba	Lynn
KC36.0 Catawba and KC46.3 Uma	Falmouth
KC46.3 Uma and KC56.6 Robinson	Uma
KC56.6 Robinson and KC68.0 Licking	Cynthiana
KC68.0 Licking and KC71.7 Oliver	Licking
KC71.7 Oliver and KC80.8 Paris	Shawhan
KC80.8 Paris and KC84.5 Clay	Paris
KC84.5 Clay and KC93.5 James	Austerlitz
KC93.5 James and KC98.1 Sanderson	James
KC98.1 Sanderson and KC101.7 Flanagan	Sanderson
KC101.7 Flanagan and KC106.6 Ford	Flanagan
KC106.6 Ford and KC119.6 North End Ft. Estill	Boonesboro
KC119.6 North Ft. Estill and KC123.1 South Ft. Estill	Ft. Estill
KC123.1 South End Ft. Estill and KC136.2 Gap	Berea
KC136.2 Gap and KC141.3 Roundstone	Gap
KC141.3 Roundstone and KC149.4 Dudley	Wildie
KC149.4 Dudley and C138.2 Calif	Dudley
C138.2 Calif and C141.0 North End Perth	Livingston
C141.0 North End Perth and C143.9 South End Perth	Perth
C143.9 South End Perth and C153.1 North End Bourne	Crooked Hill
C153.1 North End Bourne and C156.8 South End Bourne	Bourne
C156.8 South End Bourne and C164.5 Frantz	London
C164.5 Frantz and C171.2 Dortha	Frantz
C171.2 Dortha and C172.0 Corbin	Dortha

22.5. EXCEPTED TRACKS

Sinks Spur is designated as Excepted Track.

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 17. Maximum Authorized Speed

Between Location/Mile Post	MPH
Spring Lake and Dortha	60

23.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 18 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision: Other than Intermodal Trains	50
KC9.9 and KC12.0	25
KC12.0 and KC13.4	45
KC20.2 and KC25.2	45
KC25.2 and KC27.6	35
KC27.6 and KC30.1	40
KC30.1 and KC37.0	45
KC37.0 and KC43.4	40
KC43.4 and KC45.5	45
KC47.5 and KC55.0	40
KC55.0 and KC58.9	45
KC58.9 and KC59.6	40
KC63.8 and KC65.5	40
KC65.5 and KC66.7	**35**
KC66.7 and KC69.5	45
KC69.5 and KC69.9	35
KC69.9 and KC79.5	45
KC79.5 and KC80.7	**30**
KC80.7 and KC81.5	35
KC81.5 and KC82.6	45
KC93.0 and KC93.2	45
KC96.0 and KC98.3	**35**
KC98.3 and KC103.6	45
KC103.6 and KC105.0	40
KC105.0 and KC105.8	35
KC105.8 and KC110.4	40
KC110.4 and KC113.0	35
KC113.0 and KC118.2	45
KC118.2 and KC119.2	**35**
KC119.2 and KC120.2	40
KC120.2 and KC 122.9	50
KC138.9 and KC139.2	45
KC142.8 and KC146.9	40

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Table 18 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
KC146.9 and KC148.0	35
KC148.0 and C144.0	30
C144.0 and C152.2	25
C152.2 and c152.9	20
C152.9 and C153.9	35
C153.9 and C157.0	45
C157.0 and C158.2	**35**
C158.2 and C159.2	45
C163.7 and C164.7	45
C166.8 and C171.2	50
C171.2 and C172.0	25
Ft. Estill (Government Yard)	5
Patio (south leg Wye)	10
Sinks Spur: **C128.8 and C129.4**	**10**
Signaled Sidings Perth Bourne	30
Richmond, Egypt, Dead, Stub, Pit and Denny Tracks	10

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

KC17 and KC18
KC18 and KC19
C163 and C162
C162 and C161

24.0 EQUIPMENT RESTRICTIONS

Table 19. Equipment Restrictions

Location	Equipment	Restriction
Morgan, Berry, Cynthiana-all industrial tracks	6-Axle Engines	Must not operate
L&E at North Cabin KC96.3 Fertilizer Plant track KC96.7 Beer Distributor track	6-Axle Engines	Must not operate beyond clearance point
Fort Estill: 84 Lumber, KC119.6 EKU, KC119.6 Sherwin Williams, KC120.1 Madison Grocery KC121.1 Bluegrass Ordinance KC121.1 Okonite, KC122.5	6-Axle Engines	Must not operate
Snyder Parsons Gas Co. KC141.2 Mullins	6-Axle Engines	Must not operate beyond clearance point

Table 19. Equipment Restrictions

Location	Equipment	Restriction
Livingston Yard track	6-Axle Engines	Must not operate beyond storage track
Laurel Tipple C152.3	6-Axle Engines	Must not operate beyond clearance point
Western Bulk Coal C153.0	6-Axle Engines	Must not operate
London: All industry or yard tracks except east industrial and west industrial industrial tracks C160.2 Industrial tracks C163.0	6-Axle Engines	Must not operate
American Greeting Card C169.4 Certain Teed C169.9	6-Axle Engines	Must not operate beyond clearance point
Between Spring Lake and Corbin	4 and 6-Axle Wreckers	30 MPH
Sinks Spur Between Sinks and End of Line	Cars Exceeding Plate C	Must not operate

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.1 STANDARD CLOCKS

Table 20. Standard Clocks

Station	Location
Cincinnati	See Terminal Instructions
Patio	Agent's Office
London	Agent's Office
Corbin	See Terminal Instructions

25.58 DEFECT DETECTORS

Table 21 (Page 1 of 2). Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Morning View KC21.4	ADD	East Side
Hayes KC43.7	ADD	West Side
Poindexter KC62.1	ADD	West Side
Austerlitz KC89.2	ADD	East Side
Red House KC111	ADD	West Side

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Table 21 (Page 2 of 2). Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Berea KC130.0	ADD	West Side
Livingston C138.8	ADD	West Side
London C159.1	ADD	West Side

25.83-A TRAIN BULLETIN AND RELEASE FORM

CC Subdivision trains originating at Corbin, which will operate over the EK Subdivision, must receive two Train Bulletins at Corbin, one applicable between Corbin and Patio, and the other applicable between Patio and Ravenna. Trains which enter a different Subdivision at Patio are not required to receive Train Bulletin at Patio.

25.100 ROAD CROSSING AT GRADE

Paris - Crews setting off more than 30 cars Paris Yard will run around their train and place cars from South end Paris Yard in order to avoid unnecessary blocking road crossings within city limits of Paris.

Paris -Information light for southward trains or engines is located at MP KC79.7 this light will be illuminated when the signals at MP KC80.8 Paris are lined for southward movement if the light is not illuminated, do not block the crossings and contact the AP train dispatcher at Jacksonville.

Patio/Winchester

1. Trains exceeding 90 car lengths that are en route EK Subdivision must not pass Flanagan until route is known to be clear.
2. Trains exceeding 90 car lengths that have work to perform at Patio must make arrangements to avoid blocking of Cole Road and other crossings while performing work.
3. Any train experiencing a problem, such as an undesired emergency air problem, engine failure, etc., after entering Cole Road, that will be delayed on crossing 15 minutes or more, must contact CC train dispatcher, immediate action must be taken to clear Cole Road. Corbin Chief Dispatcher will notify Clark County Kentucky Sheriff of delay and problem.
4. Sinks Spur - all trains must approach all grade crossings equipment with automatic grade crossing warning devices prepared to stop, until it is determined such devices are working properly account rusty rail.

25.267 NON-ELECTRIC LOCKED SWITCHES

Except as provided by Operating Rule 267 trains or engines must not clear the main track at the following locations.

Table 22. Non-Clearing Switches

Track	Mile Post
Butler	KC29.3
Morgan	No. 2 Track KC47.4
Berry	No. 1 Track KC54.2

Table 22. Non-Clearing Switches

Track	Mile Post
Cargill	KC65.7
House Track	KC66.4
Southern States	KC66.4
Ladish	KC66.7
N.E. Old Passing Track	KC67.2
Ladish	KC66.3
S.E. Old Passing Track	KC67.5
Mallinckrodt Track	KC78.9
Industrial Park	No. 2 Track KC94.8
C ITO Steel	No. 2 Track KC94.3
Ace Bear	No. 2 Track KC96.5
Fertilizer	No. 1 Track KC96.5
KU Power	No. 1 Track KC106.1
Sherwin Williams	KC120.2
N. End Snyder	No. 1 Track KC137.1
S. End Snyder	No. 1 Track KC137.6
Parsons Gas	No. 1 Track KC141.5
Mullens	No. 2 Track KC151.0
84 Lumber	C157.0
N. End Levi	C163.1
S. End Levi	C163.7
Certainteed	No. 2 Track C170.0

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 23. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Patio	Continuous	84	Wayside
Morrell	Continuous	84	Wayside
London	Continuous	84	Wayside
Dispatcher (AQ)	Continuous	32	Wayside

Note: Train dispatcher's console designation is AQ and the digits per DTTSI Item 1006.04 are;

1. Between Patio and Corbin use Digit No. 4.
2. Between Spring Lake and Patio use Digit No. 7.

AQ Train Dispatcher telephone No. is 1-800-435-2214.

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26.0 MISCELLANEOUS INSTRUCTIONS

DERAILMENT DETECTORS

This system consists of indicator lights at the following numbered locations.

Table 24. Derailment Detectors

Number	Milepost	Bi-Directional	Location of Indicator Lights
1	C144.5	Note 1	West Side
2	C146.5	Yes	West Side
2	C147.0	Yes	West Side
4	C147.4	Yes	West Side
5	C148.3 C148.3	Yes	West Side
6	C148.7	Yes	West Side
7	C149.1	Yes	West Side
8	C149.5	Yes	West Side
9	C149.9	Yes	West Side
10	C150.5	Yes	West Side
11	C151.1	Yes	West Side
12	C151.7	Yes	West Side
13	C152.1	Yes	West Side
14	C152.7	Yes	West Side
15	C154.4	Note 2	West Side Main Line
16	C154.4	Note 2	East Side Siding

Note:

1. Light No. 1 is an information light for northward trains, only, and is not equipped with a derailment detector and must be observed by crew members on lead end of train.
2. Light Nos. 15 and 16 are information lights for southward trains only, and are not equipped with a derailment detector and must be observed by crew members on lead end of train.

Derailment Detector Instructions

1. Derailment detectors are in service at various locations between:

   South Perth C144.5, and Bourne, C154.4. There are 16 indicator lights between these locations.

   These detectors are equipped with an indicator light, mounted on a telephone-type box on a short pole and are designated by a number on the box.

2. Normal operation of the indicators will be a white light as train moves through the territory.

3. If the indicators are dark, it will indicate the possibility of a derailed car in train. Train must be stopped at once, consistent with good train handling techniques.

   After stopping, a walking inspection of train must be made. If derailed car is found in train, conductor or engineer must immediately contact the train dispatcher and be goverened 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.

4. If train crew or pusher engine crew on rear of train observed indicators dark, 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 engineer and train is still not coming to a stop, conductor must, by use of caboose valve, make a service brake application.

5. If an isolated indicator is dark, while other indicators are seen to be normal, this will indicate bulb failure on that indicator and a walking inspection of the train is not required, but a running inspection must be made from head end. Crew members, on trains equipped with a caboose, must make a running inspection from the rear end. In addition, at lease every one-half mile, an observation must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train. Train dispatcher must be advised of such occurrences.

6. When the train disptacher if informed by the signal maintainer that the derailment detectors are out of service, due to power failure or other causes, the train dispatcher will inform the conductor and engineer, of any trains affected, of this condition.

   When informed of this condition and all the indicator lights are dark, a walking inspection of the train is not required, but if caboose equipped a running inspection from the rear end. In addition, at least every one-half mile, an observation must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train.

   Note: A speed of 25 MPH must not be exceeded when an inspection is required from the rear platform of the caboose, as rquired in items 5 and 6.

CLOSE CLEARANCE

Lookout for Close Clearance between No.7 and No.8 tracks at T.T.I. yards, Paris, KY.

NOTES:

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NOTES:

NOTES:

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30.0 CV SUBDIVISION-CV

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
CV172.0	CORBIN TERMINAL	Corbin Term.	
		3.0	
CV175.0	No. 2	Siler	
	No. 1 WIMS	4.9	
CV179.9		Arkle	
4145		5.2	
CV185.1		Baileys	4332
4146–4147		1.7	
CV186.8	C&M BRANCH	Heidrick	
4148		3.1	
CV189.9		Barbourville	8110
4151–4152	ST CREEK BRANCH LEFT FORK	13.0	
CV202.9		Pineville	8718
4153–4154	HARBELL BRANCH ST. CREEK BRANCH	2.8	
CV205.7	RIGHT FORK	Harbell	
4155		6.1	
WB211.8	YELLOW CREEK SPUR	Varille	7812
4156–4157		10.0	
WB221.8	No. 1	Felder	
4158		3.3	
WB224.5	No. 2 PUCKETT CREEK SPUR	Blackmont	
4161		11.5	
WB236.0		Wilhoit	
4162		4.0	
WB240.0		Loyall	
4163		0.8	
WB240.2	POOR FORK BRANCH No. 1	Baxter	
		1.3	
WM242.1	No. 2	Harlan Jct.	
		0.9	
WM243.0	CATON CREEK SPUR CLOVER FORK BRANCH	Dressen	
		5.5	
WM248.6	MERNA SPUR	Glidden	6806
		1.9	
WM250.5	CRUMMIES CREEK SPUR	Popeville	
		3.3	
WM253.8		Flagler	3738
		4.6	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
WM258.4		Smiley	2360
		*1.7	
WM243.6	SWITCH BACK	Hagans	
		4.9	
CV248.5		Hubbard Springs	5491
		11.6	
CV260.1	PENNINGTON BRANCH	Pennington	6374
		16.1	
CV276.2		Big Stone Gap	5461
	CONN.	1.1	
CV277.3	NS	End Of Main	

122.4 MILES
CORBIN TO END OF MAIN

*The distance between Smiley and Hagans via Switch Back is 1.7 miles.

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 25 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
Siler and WB238.6	265-273
Loyall, WB238.6 and Harlan Jct., WM242.1 (Note 4)	93
Harlan Jct. and WM243.9	93
WM243.9 and WM256.5	120-132
WM256.5 and WM258.2	120-132 (243-247)
WM258.2 to End of Track including switchback tracks and between CV242.0 and CV244.7	93
CV244.7 and CV274.9	120-132
Big Stone Gap:	
CV274.9 and CV276.2	93 See Note 1 & 2
CV276.2 and CV277.6	93 (243-247) See Note 1, 2 & 5
Scotia Branch:	
WC262.3 and End of Track	120-132
C & M Branch:	
Heidrick CV186.2 and CQ187.6	93 See Note 1 & 2
CQ187.6 and CQ208.0	120-132
Manchester, CQ208.0 and End of Track, CQ209.5	93 See Note 1 & 2

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Table 25 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
Horse Creek, CF208.7 and End of Track, CF211.6	93 See Note 1 & 2
Straight Creek Branches:	
Pineville Wye, SC203.0 and SC203.1	93 See Note 1 & 2
SC203.1 and End of Track	120-132
SF204.6 and End of Track	120-132
Poor Fork Branch:	
WC240.2 and WC258.5	120-132
WC258.5 and End of Track	93
Clover Fork Branch:	
Harlan Jct. WH242.1 and WH242.5	93
WH242.5 and WH269.9	120-132
WH269.9 and End of Track	93
Harbell Branch:	
CV205.7 and CV214.7	120-132
CV214.7 and CV216.9	93
CV216.9 and CV219.5	120-132
MR216.7 and Stoney Fork Jct.	120-132
Loyall Yard:	
WB238.6 and Harlan Jct, WM242.1	93 See Note 1 & 2
Poor Fork Branch:	
WC240.5 and End of Track, WC262.3	120-132
Horsecreek Branch:	
CF208.7 and CF 211.66	93
Pennington Branch:	
CV259.9 and CH261.9	S-146
Clover Lick Spur:	
WG261.0 and End of Track, WG263.7	105
Clover Fork Branch:	
Harlan Jct., WH242.1 and WH269.9	120-132
WH269.9 and End of Track, WH271.0	105
Martins Fork Branch:	
Harlan Jct., WM242.1 and WM258.2	120-132
Switchback:	
WM258.2 and CV244.7	93 See Note 1 & 2
Pineville Siding	265-273

Note:

1. Permission must be obtained from the "BK" Train Dispatcher before entering Main Track.
2. **On-Track Equipment Instructions -** Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Eastward trains en route NS will not depart Big Stone Gap until route is known to be clear by signal indication or verbal authority form NS Dispatcher to enter NS main track.
4. Northward trains approaching BIG STONE GAP communicate with CSX dispatcher to receive instructions for route.
5. Trains moving from Catrons Creek Branch en route Loyall will communicate with yardmaster before departing Dressen.
6. Trains moving from Clover Fork Branch en route Loyall will communicate with the yardmaster before departing Coxton.
7. Northward trains en route Loyall must not pass WM243.9 until they communicate with the yardmaster and have received authority to proceed.
8. Trains moving from Poor Fork Branch en route Loyall will contact yardmaster before departing Gaynor, MP WC241.4.

32.2 DTC BLOCK LIMITS

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

Between Location/Mile Post	Block Names
WM242.1 and WM247.3	Glidden
WM247.3 and WM250.6	Popeville
WM250.6 and WM252.9	Flagler
WM252.9 and WM258.2	Smiley
CV244.7 and CV247.6	Hubbard Springs
CV247.6 and CV258.7	Pennington
CV258.7 and CV274.9	Big Stone Gap
C & M BRANCH: CQ187.6 and CQ196.2	Heidrick
CQ196.2 and CQ203.2	Fount
CQ203.2 and CQ208.0	Park Valley
STRAIGHT CREEK BRANCH: SC203.1 and SC204.6	Straight Creek
LEFT FORK STRAIGHT CREEK BRANCH: SF204.6 and SF208.6	Lusby
SF208.6 and SF213.3	Hanby
SF213.3 and End of Branch	Kay
RIGHT FORK STRAIGHT CREEK BRANCH: SC204.6 and SC208.8	Holden
SC208.8 and SC213.3	Fleenor
SC213.3 and SC217.5	Hamilton
SC217.5 and End of Branch	Clover
SCOTIA BRANCH WC262.3 and End of Branch	Scotia
POOR FORK BRANCH: WC240.2 and WC255.0	Baxter
WC255.0 and WC258.5	Chad
WC258.5 and End of Track WC263.7	Lynch
CLOVER FORK BRANCH: WH242.1 and WH249.0	Kitts
WH249.0 and WH255.0	Verda
WH255.0 and WH259.0	Louellen
WH259.0 and WH269.9	Glenbrook

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

Between Location/Mile Post	Block Names
HARBELL BRANCH: CV205.7 and CV215.0	Harbell

Note: Northward trains moving into Harbell Block must obtain permission from the train dispatcher before leaving yard at Middlesboro. Southward trains moving into Cumberland Gap Block must obtain permission from the train dispatcher before either NS trains foul CSX main track or CSX trains foul NS Railway connection. Middlesboro Railroad cannot be used South of MR222.0.

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

Table 27. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CV175.0 Siler and CV179.9 South End Arkle	Arkle
CV179.9 South End Arkle and CV185.3 South End Baileys	Baileys
CV185.3 South End Baileys and CV189.8 South End Barbourville	Barbourville
CV189.8 South End Barbourville and CV202.9 South End Pineville	Pineville
CV202.9 South End Pineville and CV211.7 South End Varilla	Varilla
CV211.7 South End Varilla and CV224.3 Blackmont	Blackmont
CV224.3 Blackmont and CV238.6 Loyall	Loyall

32.5 INDUSTRIAL SPUR OPERATION

Table 28. Industrial Spur

Location/Milepost	Name	Location of Derail
WB222.9 and End of Track	Pucketts Creek Spur	At entrance
WH250.3 and End of Track	Yocum Creek Spur	At entrance
WM243.0 and End of Track	Catron's Creek Spur	At entrance
WM248.5 and End of Track	Merna Spur	At entrance
WM249.7 and End of Track	Lick-Crummies Creek Spur	At entrance
WE208.4 and WE215.5	Yellow Creek Spur	At entrance

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 29. Maximum Authorized Speed

Between Location/Mile Post	MPH
Siler and Big Stone Gap	40

Table 29. Maximum Authorized Speed

Between Location/Mile Post	MPH
Harbell Branch	25
Poor Fork Branch	35
Clover Fork Branch	25
C & M Branch	25
Horse Creek Branch	10
Straight Creek Branch	25
Yellow Creek Spur	25
Pucketts Creek Spur	25
Scotia Spur	25
Yocum Creek Spur	10
Catron Creek Spur	10
Merna Spur	10
Lick-Crummies Creek Spur	10
Pennington Branch	25
Seagraves Creek Spur	10

33.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 30 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
CV176.4 and CV176.5 northbound main only (scales)	10
CV182.2 and CV182.4	35
CV198.4 and CV198.8	30
CV198.8 and CV201.4	35
CV201.4 and WB238.6	30
WM243.9 and WM247.2	30
WM247.2 and WM258.2	35
CV244.7 and CV247.2	35
CV247.2 and CV250.3	30
CV250.3 and CV255.3	35
CV255.3 and CV256.5	30
CV256.5 and CV263.2	35
CV263.2 and CV274.9	30
CV274.9 and CV277.3	35
HARBELL BRANCH: CV205.7 and CV219.5	10
POOR FORK BRANCH: WC246.7 and WC247.4	30
WC250.9 and WC252.0	30
WC257.5 and WC257.7	30
WC261.4 and WC263.5	**10**
C & M BRANCH: CQ204.0 and End of Track	10
On both Wye tracks Heidrick	10
YELLOW CREEK BRANCH: WE208.4 and End of Track	10
Clover Lick Spur	10

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Table 30 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Pucketts Creek Spur: PC223.0 and End of Track	10
SIGNALLED SIDINGS Pineville	30
Wilhoit Siding WB236.1 and WB238.7	10
All Yard Tracks - Loyall Yard	10

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CV173 and CV174 CV174 and 175
CV175 and CV176

34.0 EQUIPMENT RESTRICTIONS

Table 31 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
TRACKS ON POOR FORK BRANCH: Baxter House Track Gaynor Rhea Nolansburg Totz Clear Brook Cumberland House Benham Lynch Mine Tracks Scotia	6-Axle Engines	Must not operate beyond clearance point
Cumberland House Track 1	Engines	Must not operate on conveyor pit
TRACK ON CLOVER FORK: Coxton Brookside	6-Axle Engines	Must not operate beyond tipple
Verda Harcrow Evarts Yard	6-Axle Engines	Must not operate beyond clearance point
Seagrave Spur	6-Axle Engines	Must not operate beyond tipple and house track
Louellen Run Around Brenda Fay Gloster	6-Axle Engines	Must not operate beyond clearance point
MARTINS FORK: Harlan Storage Harlan Armory Bennett Smiley Storage 1	6-Axle Engines	Must not operate beyond clearance point

Table 31 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Merna	6-Axle Engines	Must not operate beyond unit tipple
Mill Ridge Slack Hollow	6-Axle Engines	Must not operate beyond clearance point
TRACKS HAGANS to Big Stone Gap: Hagans Hubbard Springs Dryden Big Stone House	6-Axle Engines	Must not operate beyond clearance point
Corbin to Loyall Grays Bertha Baileys Mine Track	6-Axle Engines	Must not operate beyond clearance point
BARBOURVILLE: Penn Jellico Grocery Barbourville K&V tracks Barbourville Mintons Barbourville Trimco Loulynn	6-Axle Engines	Must not operate
Four Mile	6-Axle Engines	Must not operate
Miracle Crosby Wilhoit Mine	6-Axle Engines	Must not operate beyond clearance point
YELLOW CREEK Branch	6-Axle Engines	Must not operate beyond WE215.2
TRACKS ON C & M BRANCH: Fount Coal Dale	6-Axle Engines	Must not operate beyond clearance point
Liberty (Laurel)	6-Axle Engines	Must not operate beyond empty track switch
Garrard Mine Deby	6-Axle Engines	Must not operate beyond clearance point
Manchester storage Manchester team Manchester House Claymont empty Kentucky Mt. Green Leaf	6-Axle Engines	Must not operate beyond clearance point
TRACKS BETWEEN HARBELL & MIDDLESBORO: Ferndale	6-Axle Engines	Must not operate beyond clearance point

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Table 31 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Harbell to Cumberland Gap Pucketts Creek Spur Merna Spur	Cars with gross weight over 263,000 lbs.	Must not operate
Yocum Creek Spur	6-Axle Engines	Must not operate
Crummies Creek Spur at Karen Lick Branch Spur	6-Axle Engines	Must not operate beyond tipple

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.01 CLOSE CLEARANCE

Puckets Creek, Alva Tipple - CLOSE CLEARANCE exist adjacent to both tracks at Alva tipple and washer plant MP PC230.7 Structures will not clear person on side of car.

35.1 STANDARD CLOCKS

Table 32. Standard Clocks

Station	Location
Corbin	See Terminal Instructions
Loyall	Yard Office

35.36 SPRING SWITCHES

Table 33. Spring Switches

Location	End Location	Normal Position
Loyall (West lead track)	South	For lead track
Baxter (jct. of Poor Fork Branch)	Junction Switch	For Poor Fork Branch main
Clover Fork	Junction	For main track
Switch-back Track	Junction	For movements to or from Hagans-Smiley

35.58 DEFECT DETECTORS

Table 34. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Heidrick CV186.1	AD	West Side
Pineville CV204.5	AD	East Side
Mathel WB219.4	AD	East Side
Hubbard Springs CV246.5	AD	West Side

Table 34. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Dryden CV265.8	AD	East Side

35.83-A TRAIN BULLETIN AND RELEASE FORM

Loyall-Erwin trains originating must secure two Train Bulletins; one applicable between Erwin and Frisco, and between Big Stone Gap and Loyall, and one Norfolk Southern Clearance applicable between Frisco and Big Stone Gap.

CSXT Crews originating Loyall or Erwin that will operate over the Norfolk Southern between Big Stone Gap and Frisco will be sent, by telecopier, the appropriate Norfolk Southern Tennessee Division Train Dispatcher's Bulletin to operate between Big Stone Gap and Frisco. CSXT crews will not depart Loyall or Erwin without the Norfolk Southern Bulletin addressed to their train. CSXT crews on arrival at Big Stone Gap or Frisco will contact, by radio, the Norfolk Southern Train Dispatcher located in Knoxville, Tennessee to verify the Norfolk Southern Train Dispatcher's Bulletin.

Norfolk Southern Telephone Numbers

NS Chief Train Dispatcher (615) 521-1401 NS Train Dispatcher (615) 521-1467

35.98 RAILROAD CROSSING AT GRADE

Providing Crossing Protection

1. Movement on tracks crossing streets or highways, or on track located in or paralleling streets or drive-ways, will be flagged as indicated below:

   Brookside - Crossing over empty storage track.

2. All movements at Highsplint leading to Hilo Mine will either come to a stop or be flagged over grade crossing.

3. All Southbound trains and yard engines approach grade crossing at Forbes, CV172.4 prepared to stop making sure the grade crossing warning devices are activated and gates are down before procceding.

   Northbound train on No. 1 Track must not exceed 10 MPH between CV172.9 and CV172.6 until engine has occupied crossing at Forbes.

4. Big Stone Gap, VA, City Ordinance prohibits any railroad company to obstruct for a longer period than 5 minutes the free passage on any highway street or public crossing by standing cars or trains accross the same.

35.104 SWITCHES/ DERAILS

1. Yard lead switch north end Loyall Yard will normally be set for northward movement from No. 1 main track to drill track and the target will indicate "green" for northward movement.

2. Southward trains setting off cars or engines, using spring switch south end drill track Loyall, must hand-operate this switch, or must know that route is lined properly before making reverse movement.

3. Trains departing from Smiley via Martin's Fork Branch or via Switch-Back will leave junction switch lined and locked as last used. Also spring switch at WM260, Switch-Back will be left as last used.

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4. Trains departing Horse Creek Junction will leave switch lined and locked as last used.
5. Straight Creek Junction switch at SC204.6 may be left lined and locked as last used.
6. Switch to Scotia Branch near Poor Fork Branch WC262.2 may be left as last used.
7. Switch to Clover Lick near WC261.0 may be left as last used.
8. The main track switch located at CV277.3 leading from the present main track to the Big Stone Gap connection track will be lined and locked for movements to connection track.
9. Derails are located on main tracks as described below. These derails are to be set and locked for main track movements unless cars are standing on main track above them, in which case they will be set and locked in normal position.
   a) Left side Straight Creek - North clearance point of run around track at Wenlar. Flagler siding - North end MP WM253.0
   b) Siding at Glidden (north end only), Coxton and Gloster are equipped with derails. The normal position for these derails are in "off" position, except when cars are stored on these sidings.
10. Switch at Harlan Junction, WM242.1 may be left lined and locked as last used.
11. Trains using Clover Fork Junction Wye may leave switches lined and locked as last used.

35.267 NON-ELECTRIC LOCKED SWITCHES

Except as provided by Operating Rule 267 trains or engines must not clear the main track at the following locations.

Table 35. Non-Clearing Switches

Track	Mile Post
National Standard	No. 2 Track CV174.0
Siler Mine	No. 1 Track CV175.9
Gray	No. 2 Track CV177.4
N. End Bertha	No. 1 Track CV178.0
S. End Bertha	No. 1 Track CV178.2
N. End Cobra	No. 1 Track CV178.2
S. End Cobra	No. 1 Track CV178.6
N. End House Track	CV188.2
S. End House Track	CV188.4
N. End Flat Lick	CV195.8
S. End Flat Lick	CV196.3
Four Mile	CV199.4
Crosby	WB219.3

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 36. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Little Creek	Continuous	84	Wayside
Hamilton	Continuous	84	Wayside
Wallsend	Continuous	84	Wayside
Gilliam	Continuous	84	Wayside
Pineville	Continuous	84	Wayside
Blackmont	Continuous	84	Wayside
Loyall	Continuous	84	Wayside
Loyall	Continuous	84 ?	Terminal
Baxter	Continuous	84	Wayside
Cumberland	Continuous	84	Wayside
Louellen	Continuous	84	Wayside
Cumberland Gap	Continuous	84	Wayside
Hagans	Continuous	84	Wayside
Pennington	Continuous	84	Wayside
Bir Stone Gap	Continuous	84	Wayside
Dispatcher (BJ)	Continuous	94	Wayside

Note: Train Dispatcher's console desigantion is BK and the digit #8 is to be used to initiate the radio call-in, per DTTSI Item 1006.04.

BK Train Dispatcher telephone No. is 1-800-435-2205.

Centralized Yardmaster Center - All activity in the Loyall area will be governed by the centralized yardmaster center. Radio communication is in place to communicate with the center on a 24 hour basis.

Loyall Desk:

Hours Of Operation = Continuous

Watts Line = 800-739-7837

Company Line = RNX=293-3318 or 3424

Fax Company Line = RNX=293-3421 or 3328

Fax Bell Line = 606-523-3421 or 3328

Printer = CV1

35.704 & 707 ON-TRACK EQUIPMENT INSTRUCTIONS

On-Track Equipment Instructions - Main track between limits as outlined below must not be occupied without permission from the "BK" Train Dispatcher.

CV274.9 and CV276.2

CV276.2 and CV277.6

Heidrick CV186.2 and CQ187.6

Manchester, CQ208.0 and end of track, CQ209.5

Horse Creek, CF208.7 and end of track, CF211.6

Pineville Wye, SC203.0 and SC203.1

WB238.6 and Harlan Jct, WM242.1

WM258.2 and CV244.7

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36.0 MISCELLANEOUS INSTRUCTIONS

1. **Scale at Gray** - is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing.

   When weighing trains at Gray, crew will monitor channel 50. Conductor will monitor L&N road channel with portable radio. When finished weighing crew will monitor L&N road channel.

   Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scale, during which voice instructions will transmit speed of train every 5 cars in decimals.

   If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed," stop train and contact yardmaster Corbin for instructions. When scale is ready to weigh the system will transmit "CSX Gray Scale is Ready." If reweighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset and instructions "CSX Gray Scale is Clear": before resuming weighing. Anytime stop is made on scale for 1 minute the scale goes into standby. After weighing is complete, voice instructions "CSX Gray Scale is Clear" followed by number of cars weighed.

   Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar pull is necessary for accurate weighing, slack action must be avoided if at all possible.

   Speed on scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

   Use of sand on scale is prohibited.

2. **CSXT Safe Way- Page 19, P-8. Getting On and Off Locomotives and Cars. Exception-**

   Between Smiley and Hagens on the SWITCH BACK. If employee determines that mounting and dismounting moving equipment can be done SAFELY, it is permissible.

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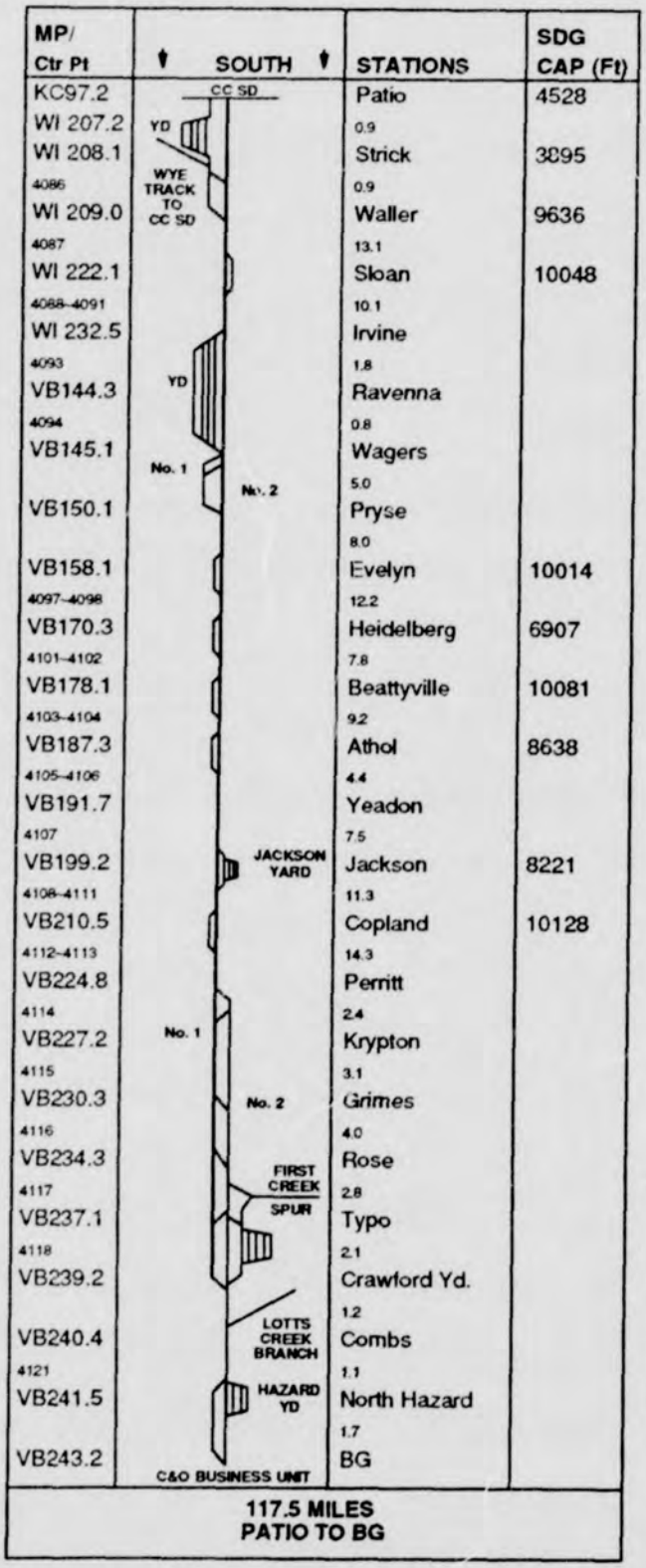
40.0 EK SUBDIVISION-EK

41.0 STATIONS LISTING AND DIAGRAM



41.1 DIAGRAM CROSS-REFERENCE

Table 37. Diagram Cross-Reference

Subdivision	Division	Page
CC	Appalachian	5
Rockhouse	C&OBU West	C&OBU West TT

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 38. Authority for Movement

Between Location/Mile Post	Rules
WI 207.2 Patio and VB241.5 North Hazard	265-273
VB241.5 North Hazard and VB243.2	93 See Note 1 & 3
Lotts Creek Branch:	
New Main Hazard, VB241.5 and WV244.9	120-132
Jake's Spur WV244.9 to End of Track	105
Danger Fork, WV245 to End of Track	105
First Creek Branch VB236.8 and WK237.2	93 See Note 2 & 3

Note:

1. *Permission must be obtained from the Hazard Yardmaster before entering Main Track.*
2. Permission must be obtained from the "BK" Train Dispatcher before entering Main Track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Notes 1 and 2 must not be occupied without written authority as prescribed by Rule 704.
4. First Creek Spur's north leg of wye is placed in service and connects to No. 2 track near EK VB236.8. Authority for movement on both legs of the wye to derail 500 feet south of inside wye switch near WK237.2 is operating rule 93.

   Authority for movement from derail near WK237.2 to end of track near WK241.8 is operating rule S-146.

42.2 DTC BLOCK LIMITS

Table 39. DTC Block Limits

Between Location/Mile Post	Block Names
Lotts Creek Branch	
North Hazard VB241.5 and WV244.9	Wabaco

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

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

Between Location/Mile Post	Block Names
WI208.9 Waller and WI222.1 South End Sloan	Sloan
WI222.1 South End Sloan and WI232.5 Irvine	Irvine
WI232.5 (VB142.5) Irvine and VB145.1 Wagers	Ravenna
VB145.1 Wagers and VB150.1 Pryse	Pryse
VB150.1 Pryse and VB158.1 South End Evelyn	Evelyn
VB158.1 South End Evelyn and VB170.3 South End Heidelberg	Heidelberg
VB170.3 South End Heidelberg and VB178.1 South End Beattyville	Beattyville
VB178.1 South End Beattyville and VB187.3 South End Athol	Athol
VB187.3 South End Athol and VB199.2 South End Jackson	Jackson
VB199.2 South End Jackson and VB210.5 South End Copland	Copland
VB210.5 South End Copland and VB224.8 Perritt	Perritt
VB224.8 Perritt and VB237.1 Typo	Typo
VB237.1 Typo and VB240.4 Combs	Combs
VB240.4 Combs and VB241.5 North End Hazard	Hazard

Note: The North Switch at Irvine, Ky. which goes to the Yard lead is located a mile post VB142.5 and mile post WI232.5. These two mile post locations are the same.

42.4 EXCEPTED TRACKS

The following tracks at Jackson, KY are designated as excepted track; engine drill house track, wholesale track, No. 2 Power Mine, and NO. 3 Power Mine

42.5 INDUSTRIAL SPUR OPERATION

Table 41. Industrial Spur

Location/Milepost	Name	Location of Derail
WK237.2 and End of Track	First Creek Spur	WK237.2

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 42. Maximum Authorized Speed

Between Location/Mile Post	MPH
Patio and MP VB243.2	35

Table 42. Maximum Authorized Speed

Between Location/Mile Post	MPH
First Creek Spur	10
Lots Creek Branch	10
Jake's Branch	10
Danger Fork Branch	10

43.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 43. Speed Restrictions

Between Location/Mile Post	MPH
WI207.4 and WI209.1	20
WI232.5 and VB144.7	25
VB149.8 and VB149.9 (No. 2 Main over scales)	10
VB164.9 and VB165.9	30
VB175.0 and VB176.8	**25**
VB178.7 and VB178.9	25
VB182.4 and VB191.0	30
VB191.0 and VB191.6	25
VB191.6 and VB230.2	30
VB230.2 and VB230.7	25
VB230.7 and VB236.7	30
VB236.7 and VB237.8	25
VB237.8 and VB238.0 No. 2 Track	20
VB238.0 and VB240.5	25
VB240.5 and VB243.2	10
All Yard Tracks - Crawford, and Hazard	10
Passing Sidings	
Sloan, Evelyn, and Jackson	10
Signaled Sidings	
Patio(Strick-Waller)	30

42.8 ENGINE SPEED AND ODOMETERS

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

WI211.0 and WI212.0
VB147.0 and VB148.0
WI224.0 and WI225.0
VB237 and VB238.0

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44.0 EQUIPMENT RESTRICTIONS

Table 44. Equipment Restrictions

Location	Equipment	Restriction
WI214.4 Agawam	Six-Axle Engines	Must not operate beyond clearance point
WI220.3 Sloan House Track	Six-Axle Engines	Must not operate beyond clearance point
VB169.9 Heidelberg House Track	Six-Axle Engines	Must not operate beyond clearance point
VB176.2 Beattyville House Track	Six-Axle Engines	Must not operate beyond clearance point
VB216.0 Wolfcoal	Six-Axle Engines	Must not operate beyond clearance point
VB220.0 Altro	Six-Axle Engines	Must not operate beyond clearance point

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.1 STANDARD CLOCKS

Table 45. Standard Clocks

Station	Location
Patio	Agents Office
Ravenna	Yard Office
Hazard	Yard Office T&E Locker Room

45.58 DEFECT DETECTORS

Table 46. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Rakers WI210.7	AD	West side
Calla WI227.2	AD	West side
Old Landing VB153.7	AD	East side
St. Helens VB179.1	AD	East side
Gentry VB195.6	AD	West side
Wolfcoal VB216.3	AD	East side

Notes:

1. The following instructions apply only to the defect detector located at St. Helens, Kentucky, VB179.1, EK Subdivision.

   If a train stops or moves slower than 5 MPH over the defect detector at St. Helens, VB179.1, it will not be necessary to make a complete walking inspection of the entire train, provided the train is permitted to proceed under the provisions of Operating rule 58-F (F) (G). Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end.

   If a train stops or moves slower than 5 MPH over defect detector and later the defect detector indicates "MALFUNCTION", but does not indicate any other defect, it will not be necessary to make a complete walking inspection of the entire train. Instead, a running inspection must be made from the head end of the train and if equipped with caboose, from the rear end.

   If a train stops or moves slower than 5 MPH over this defect detector, and a voice message is received indicating a defect, a complete walking inspection must be made if the defect is not found at the location indicated.

   EXCEPTIONS: The foregoing will not apply if the previous defect detector or the next detector has been temporarily removed from service.

   All other rules and instructions not inconsistent herewith, remain in effect.

45.83-A TRAIN BULLETIN AND RELEASE FORM

Northward trains originating at Ravenna, which will operate on the CC Subdivision, must receive two Train Bulletins, one applicable between Ravenna and Patio, and the other between Patio and Corbin or Patio and Cincinnati.

Trains originating Ravenna enroute Louisville must receive five (5) train bulletins for: EK-CC-Old Road-LCL (short line) and Louisville Terminal. If train is enroute Riverport, LH&ST.L bulletins must also be obtained.

45.100 ROAD CROSSINGS AT GRADE

1. All southward trains occupying siding at Heidelberg will stop north of highway crossing at south end of Heidelberg. An information light is located on first telephone pole north of crossing.

   When this light is illuminated, it will indicate that the signal at the south end of siding has a proceed indication.

2. Due to necessity for school children to cross tracks at Krypton, VB226.9, if any train is stopped at that location between 0700 and 0800 and between 1500 and 1600, it will be necessary for a member of the crew to cut the crossing and remain at that location until crossing is cleared.

3. All northward trains en route Ravenna will not pass Gaines Crossing, VB145.2 until permission is received from the yardmaster to enter the yard.

45.104 SWITCHES

1. **Hand-Operated Switches**

   Switches leading to North Leg and South Leg of Wye at Duane, Kentucky, may be left lined as last used.

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45.267 NON-ELECTRIC LOCKED SWITCHES

Except as provided by Operating Rule 267, trains or engines must not clear the main track at the following locations:

Table 47. Non-Clearing Switches

Track	Mile Post
North Agawam	WI214.4
South End Calla Storage Track	WI229.8
Farm & Home Track	VB142.8
Old Freight House Track	VB144.2
St. Helens	VB179.5
St. Helens	VB179.6
S.E. Altro	VB220.0
N.E. Bessie	VB226.0 No. 1 Track
S.E. Bessie	VB226.1 No.1 Track
S.E. Hoyt	VB231.5 No. 1 Track
Caldwell Explosives	VB239.9 No. 2 Track
Delaware Powder	VB240.2 No. 2 Track
N.E. Lennut	VB240.7
S.E. Lennut	VB240.8

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 48. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Ravenna	Continuous	84	Terminal
Ravenna	Continuous	84	Wayside
Old Landing	Continuous	84	Wayside
Beattyville	Continuous	84	Wayside
Chenowee	Continuous	84	Wayside
Jackson	Continuous	84	Wayside
Haddix	Continuous	84	Wayside
Whick	Continuous	84	Wayside
Krypton	Continuous	84	Wayside
Combs	Continuous	84	Wayside
Hazard	Continuous	84	Terminal
Dispatcher (BK)	Continuous	94	Wayside

Note: Train Dispatcher's console designation is BK and the digit #5 is to be used to initiate the radio call-in, per DTTSI Item 1006.04.

BK Train Dispatcher telephone No. is 1-800-435-2205.

Centralized Yardmaster Center - All activity in the Hazard area will be governed by the centralized yardmaster center. Radio communication is in place to communicate with the center on a 24 hour basis.

Hazard Desk:

Hours of Operation = *Continuous*

Watts Line = 800-338-3129

Company Line = RNX=293-3371 or 3399

Fax Company Line = RNX=293-3328 or 3421

Fax Bell Line = 606-523-3328 or 3421

Printer = CV2

45.704&707 ON-TRACK EQUIPMENT INSTRUCTIONS

On-Track Equipment Instructions - *Main track between* limits as outlined below must not be occupied without permission from the "BK" Train Dispatcher.

North Hazard, VB241.5 and Hazard, VB243.2

First Creek Branch, VB236.8 and WK237.2

46.0 MISCELLANEOUS INSTRUCTIO' .?

1. Information Light Unit is installed and in service on the north side of the main track and located approximately 45 feet south of the South switch of the side track at Gentry, VB195.6.

   This light is for the purpose of providing information to trains that have received permission to move southward out of the electric locked switchbox at the South end of Gentry and are prepared to move Northwardly. After switch is placed in the normal position and locked and a white light is displayed on the information Light, train may proceed Northward at Restricted Speed and be governed by the next block signal No. 1952.

   If Information Light remains dark, a member of the crew must contact the dispatcher for information.

   Northward through train movement in this area should disregard the Information Light.

2. **Slide Detectors**

   A mud slide detector system has been installed on the rail at WI219.5 near Sloan, KY, and is connected to the signal system.

   If a slide should occur at this location, this device is designed to set the signals at "Stop". Crews should then proceed through this area in accordance v th Rules of the Operating Department.

3. **Weigh-in Motion Scales at Pryse, KY**

   Scale at Pryse is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing, via radio Channel No. 1. Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scale, during which voice instructions will transmit speed of train every 5 cars in decimals.

   If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed", stop train and contact yard master Ravenna for instructions. When scale is ready to weigh the system will transmit "CSX Pryse Scale is Ready". If reweighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset and instruction "CSX Pryse Scale Is Clear" before resuming weighing. Anytime stop is made on scale for 1 minute the scale goes into

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standby. After weighing is complete, voice instructions "CSX Pryse Scale Is Clear" followed by number of cars weighed.

Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar pull is necessary for accurate weighing, slack action must be avoided if all possible.

Speed on scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

Use of sand on scale is prohibited.

4. Southbound trains that meet Northbound trains at Pryse, Ky. must stop North of storage track switch and remain there until Northbound train weighs and scale is reported clear before proceeding South.

5. Before entering shop tracks at Ravenna yards, crews must stop short of derails at entrance to shop area regardless of position of derail (on or off). Crews must obtain permission from Mechanical employee in charge to go by derail and ascertain derail is off by visually inspecting derail after stopping and obtaining permission to enter shop area.

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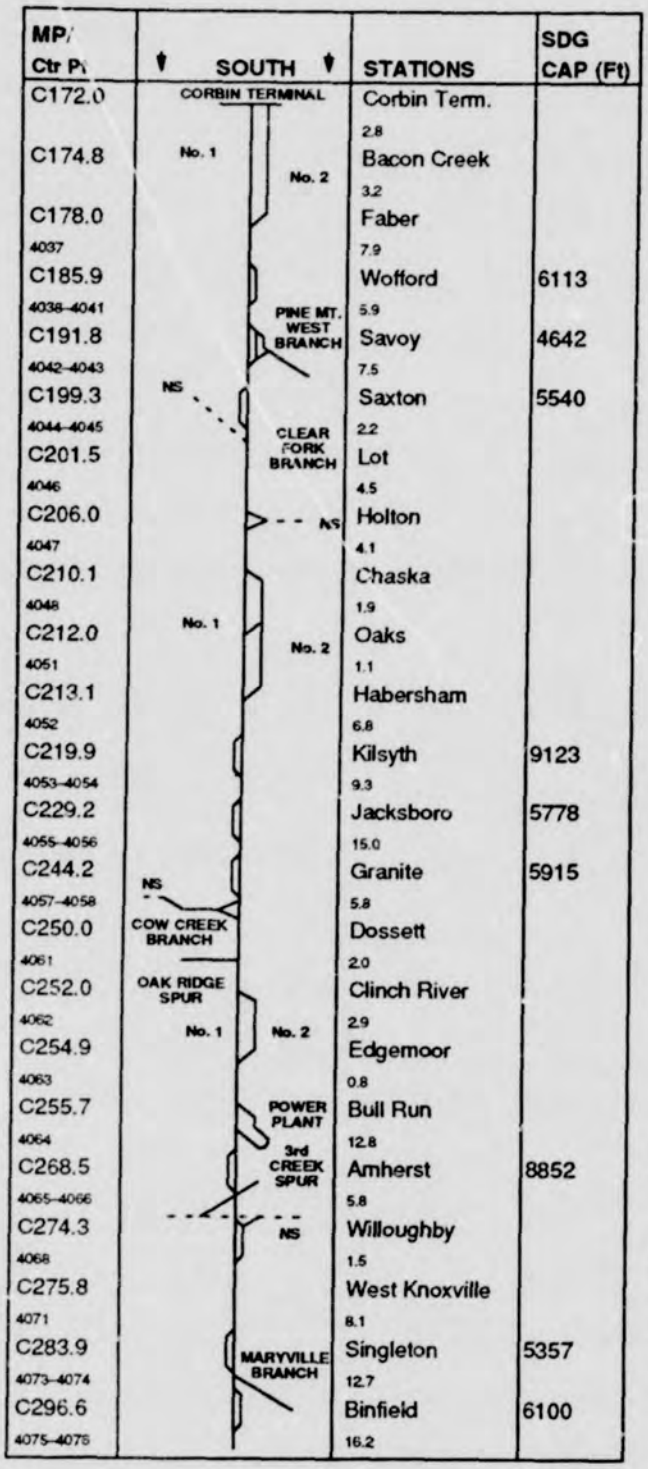
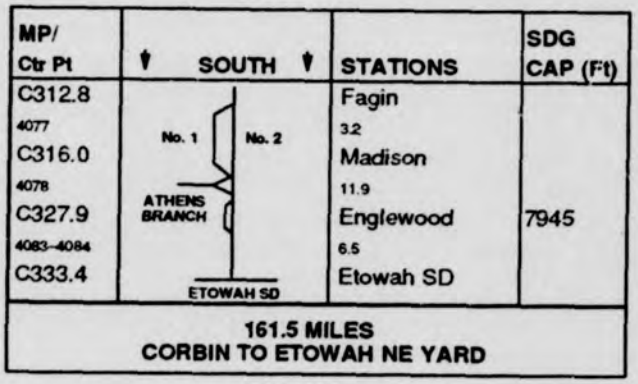
50.0 KD SUBDIVISION-KD

51.0 STATIONS LISTING AND DIAGRAM





51.1 DIAGRAM CROSS-REFERENCE

Table 49. Diagram Cross-Reference

Subdivision	Division	Page
Corbin Term	Appalachian	45
Etowah	Atlanta	Atlanta TTSI

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 50. Authority for Movement

Between Location/Mile Post	Rules
Corbin and Bacon Creek C174.8	265-273 See Corbin Term.
Bacon Creek, C174.8 and Etowah, C333.4	265-273
Pine Mountain Branch West	
Savoy, CO191.0 to CO192.1	93 See Note 1 & 2
Savoy, CO192.1 to End of Branch	120-132
Clear Fork Branch	
Holton, KM206.0 to (NS) 72.5C	93 See Note 1 & 2
Trevillion, KM206.2 to (NS) 72.5C	93 See Note 1 & 2
(NS) 72.5C to End of Branch	120-132
Straight Creek Spur	
Clearfield, (NS) 79.0C to End of Track	S-146
Cow Creek Branch	
Dossett, KD250.0 to KD250.5	93 See Note 1 & 2
Dossett, KD250.5 to Oliver Springs, KD259.0	120-132
Oak Ridge Spur	
Elza, C251.8 to End of Track OAE256.6	S-146

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Table 51. Authority for Movement

Between Location/Mile Post	Rules
Maryville Branch	
Armona, C288.9 to End of Branch KL292.3	S-146
Athens Branch	
Englewood, KW326.4 and Athens KW334.2	S-146

Notes:

1. Permission must be obtained from the "AQ" 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

Table 52. DTC Block Limits

Between Location/Mile Post	Block Names
Pine Mountain Branch West	
CO192.1 and CO205.2	Savoy
CO205.2 and End of Branch	Verne
Clear Fork Branch	
(NS) 72.5C and (NS) 76.0C	Trevilion
(NS) 76.0C and (NS) 79.4C	Arco
(NS) 79.4C and End of Branch	Clairfield
(NS) 0.1TC and (NS) 14.0TC	Powell
Cow Creek Branch	
KD250.5 and KD259.0	Dossett

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

Table 53. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
C174.6 Bacon Creek and C177.8 Faber.	Faber
C177.8 Faber and C185.8 South End Wofford	Wofford
C185.8 South End Wofford C191.6 South End Savoy.	Williamsburg
C191.6 South End Savoy and C199.5 South End Saxton	Saxton
C199.5 South End Saxton and C206.0 Holton.	Highcliff
C206.0 Holton and C210.1 Chaska.	Morley
C210.1 Chaska and C213.2 Habersham.	Habersham
C213.2 Habersham and C219.8 South End Kilsyth.	Kilsyth
C219.8 South End Kilsyth and C229.3 South End Jacksboro.	Jacksboro

Table 53. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
C229.3 South End Jacksboro and C244.2 South End Granite.	Granite
C244.2 South End Granite and C254.9 Edgemoor.	Edgemoor
C254.9 Edgemoor and C268.2 South End Amherst.	Amherst
C268.2 South End Amherst and C274.3 Willoughby.	Croydon
C274.3 Willoughby and C276.3 Vestal.	Knoxville
C276.3 Vestal and C283.7 South End Singleton.	Singleton
C283.7 South End Singleton and C296.6 South End Benfield.	Benfield
C296.6 South End Benfield and C315.9 Madison.	Madison
C315.9 Madison and C327.9 South End Englewood.	Englewood
C327.9 South End Englewood and C333.5 Etowah.	Long John

52.5 INDUSTRIAL SPUR OPERATION

Table 54. Industrial Spur

Location/Milepost	Name	Location of Derail
Englewood C326.6 and Athens	Athens Branch	C326.6
Clairfield (NS) 79.0C and End of Branch	Straight Creek Spur	(NS) 79.0C

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 55. Maximum Authorized Speed

Between Location/Mile Post	MPH
Corbin and Etowah	60
Pine Mountain Branch West	25
Savoy Siding: C191.0 and C191.2	10
Clear Fork Branch: 72.0 C and 76.0 C	15
Clear Fork Branch: 76.0 C and 79.2 C	20
Clear Fork Branch: 79.2 C and 84.7 C	25
Cow Creek Branch	25
Oak Ridge Spur	10
Third Creek Spur	10
Second Creek Spur	10
Maryville Branch	10
Athens Branch	25
Knoxville Industrial Spur	10

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53.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 56. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision Other than Intermodal Trains	50
C172.0 and C175.0	40
C178.2 and C181.9	45
C181.9 and C184.0	35
C184.0 and C187.6	45
C187.6 and C191.1	**35**
C191.1 and C193.5	45
C193.5 and C193.9	40
C193.9 and C197.8	45
C197.8 and C200.3	40
C200.3 and C202.8	35
C202.8 and C203.8	30
C203.8 and C217.7	25
C217.7 and C227.5	**30**
C227.5 and C228.1	45
C230.3 and C231.3	45
C231.3 and C233.3	30
C233.3 and C237.0	35
C237.0 and C238.2	**30**
C249.3 and C250.3	30
C250.3 and C251.0	25
C251.0 and C251.9	40
C251.9 and C255.5	45
C255.5 and C257.6	40
C257.6 and C258.6	35
C258.6 and C258.9	30
C258.9 and C261.3	35
C261.3 and C266.6	45
C266.6 and C268.6	40
C268.6 and C268.7	35
C268.7 and C275.6	**30**
C275.6 and C275.8	25
C275.8 and C277.9	**30**
C280.7 and C282.1	35
C284.5 and C284.7	45
C287.4 and C287.6	55
C289.5 and C290.1	55
C316.4 and C317.3	**25**
C327.1 and C329.9	55
C329.9 and C330.1	45
C330.1 and C333.3	55
Scales at Bull Run Steam Plant	5
KD250.0 and KD250.3	10

Table 56. Speed Restrictions

Between Location/Mile Post	MPH
Signaled Sidings	
Kilsyth	30
Amherst	30

53.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

C178.0 and C180.0 C332.0 and C333.0

54.0 EQUIPMENT RESTRICTIONS

Table 57 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Trivilion and Arco	Cars with gross weight over 263,000 lbs.	Must not operate
Trivilion and Arco	Wreckers 4-and 6-Axle	10 MPH
	Loco. Crane	
Arco and Fonde	Cars with gross weight over 220,000 lbs.	Must not operate
Arco and Fonde	Wreckers 4- and 6-Axle	10 MPH
	Loco. Crane	
Third Creek Branch	Cars with gross weight over 220,000 lbs.	Must not operate
Second Creek Branch	Cars with gross weight over 251,000 lbs.	Must not Operate
Second Creek Branch	6-Axle Engines	10 MPH
	6-Axle Wreckers	
	Loco. Crane	
Maryville Branch	Cars with gross weight exceeding 263,000 lbs.	Must not operate
Athens and Englewood	Cars with gross weight exceeding 251,000 lbs.	Must not operate

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Table 57 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Rock Hold Mine track Wofford Mine Track Wofford House track Williamsburg Hill Firestone Savoy Yd. 3,4,6 & Smith track Emlyn Mine track Saxton Mine track Morley Q&C High Cliff Mine track	6-Axle Engines	Must not operate beyond clearance point
Straight Crk. Spurs Kopper Glo Mine (NS)79.0C	Engines	Must not operate under tipple and structure back of tipple
Jacksboro House Lake City House Granite House Elza Byington	6-Axle Engines	Must not operate beyond clearance point
Industrial Park Exxon K.U.B. Croydon Chattanooga Brick Third Creek Rohm Haas Grocery Track Vestal	6-Axle Engines	Must not operate beyond clearance point
Kingsley Beverage Control Institutional Jobbers Mentor Armona Blount Industrial Park Binfield House Jena Jena Co-OP Vonore Madisonville Madisonville House Madisonville Co-Op Englewood Wye Johns Manville	6-Axle Engines	Must not operate beyond clearance point
Bull Run Plant unloading pit	Bay Window Cab	Must not operate beyond clearance point

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.1 STANDARD CLOCKS

Table 58. Standard Clocks

Station	Location
Corbin	See Terminal Instructions
West Knoxville	Yard Office
Etowah	Yard Office

55.36 SPRING SWITCHES

Table 59. Spring Switches

Location	End Location	Normal Position
Arco	Junction	For Arco Spur

55.58 DEFECT DETECTORS

Table 60. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Pleasant View C194.3	AD	Indicators: East Side Voice instructions
Lafollette C226.7	AD	Indicators: West Side Voice Instructions
Leinarts C246.3	AD	Indicators: West Side Voice instructions
C265.5	AD	Indicators: West Side Voice instructions
C292.0	AD	Indicators: West Side Voice instructions
C311.3	AD	Indicators: East Side Voice instructions

55.83-A TRAIN BULLETIN AND RELEASE FORM

CSXT trains operating on NS trackage between Oliver Springs and Harriman. Crews originating Corbin, Etowah and Knoxville that will operate over the Norfolk Southern bewtween OLiver Springs and Harriman will be sent, by telecopier, the appropriate Norfolk Southern Tennessee Division train dispatcher's Bulletin to operate over the territory. CSX crews will not depart Corbin, Etowah or Knoxville without the appropriate NS Bulletin addressed to their train. CSX crews on arrival at Oliver Springs or Harriman will contact by radio the NS train dispatcher located in Knoxville, Tennessee to verify the NS train dispatcher's Bulletin.

Norfolk Southern Telephone numbers-

Chief Train Dispatcher- (615) 521-1401

Train Dispatcher- (615) 521 1468

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55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSING AT GRADE

1. **Railroad Crossing At Grade**

Table 61. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Willoughby C274.3	NS	Automatic railroad crossing	

Note: All Southbound trains operating on KD Subdivision between Warcer, Tn., C270.2 and Willoughby, Tn., C274.3, must approach the automatic block signal at Willoughby prepared to stop if running time exceeds 12 minutes and 30 seconds.

All Northbound trains operating on KD Subdivision between Vestal, Tn., C276.2 and Willoughby, Tn., C274.4, must approach the automatic block signal at Willoughby prepared to stop if running time exceed 8 minutes and 30 seconds.

55.103 SWITCHING

1. **Restricted Track** - If necessary to pick-up and/or set off at any restricted track, conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with his engines.
2. **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 acitivty and that all hazardous material transfers are shut down.

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

Table 62. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
KD	Knoxville, Tn.	1500 and 0700

55.267 NON-ELECTRIC LOCKED SWITCHES

Except as provided by Operating Rule 267 trains or engines must not clear the main track at the following locations.

Table 63. Non-Clearing Switches

Track	Mile Post
N.E. Nancy	C175.4 No. 2 Track
S.E. Nancy	C175.7 No. 2 Track
Brick Yard	C175.7 No. 2 Track
Home Builders	C175.8 No. 1 Track
Rockhold Mine	C182.3
Hill Track	C189.8
Firestone Track	C190.8
N.E. Emlyn	C193.1

Table 63. Non-Clearing Switches

Track	Mile Post
S.E. Emlyn	C193.5
Highcliff	C203.0
Habersham House	C213.1
Lafollette House	C224.1
Lake City House	C237.5
Thilmony Paper	C262.1
KUB Switch	C271.5
Chattanooga Brick	C273.0
Institutional Jobbers	C283.6
Mentor House	C286.8
Rubbermaid	C293.0
Jena Corp.	C302.0
Madisonville House	C317.0
Madisonville Coop	C317.4
N.E. Johns Manville	C330.9

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 64. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Walnut Mt.	Continuous	84	Wayside
Amherst	Continuous	84	Wayside
West Knoxville	Continuous	84	Terminal
Sweetwater	Continuous	84	Wayside
Dispatcher (AQ)	Continuous	32	Wayside

Note: Dispatcher's console designation is AQ and the digit #6 is to be used to initiate the radio call-in, per DTTSI 1006.04.

AQ Train Dispatcher telephone No. is 1-800-435-2214.

Centralized Yardmaster Center - All activity in the Knoxville area will be governed by the centralized yardmaster center. Radio communication is in place to communicate with the center on a 24 hour basis.

Knoxville Desk:

Hours Of Operation = Continuous

Watts Line = 800-739-7837

Company Line = RNX=293-3318 or 3424

Fax Company Line = RNX=293-3421 or 3328

Fax Bell Line = 606-523-3421 or 3328

Printer = CV1

55.705&707 ON-TRACK EQUIPMENT INSTRUCTIONS

On-Track Equipment Instructions - Main track between limits as outlined below must not be occupied without permission from the "AQ" Train Dispatcher.

Savoy, CO191.0 and CO192.1

Holton, KM206.0 to (NS) 72.5C

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Trevillion, KM206.2 to (NS) 72.5C

Dossett, KD250.0 to KD250.5

56.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance**

   Employees must be extra cautious riding west side of cars on No. 1 track Knoxville Yard account close clearance between No's. 1 & 2 tracks in vicinity of scale house. Employees must not ride west side of car when moving on Knoxville pocket track adjacent to scale house due to insufficient clearance scale house and pocket track.

2. CSX crews must operate over the NS Railwaway at Knoxville in order to service Second Creek Spur.

3. Automatic telephones have been installed at Baxter Avenue and White Avenue for CSX crews to call the NS city yardmaster (521-1434).

4. CSX crews must obtain authority from NS city yardmaster for movement desired and advising when switches and derails are restored to normal position after each movement.

5. CSX automatic telephone is located near Rohm & Hass switch on West side main track. Phone number for both dispatchers are as follows: NS Railroad 9-521-1401: CSX Railroad 511

6. Interchange connecting track, located approximately 1300 feet west of C274, diverging southerly from CSX main track to NS Railroad main track with dual control switches on both ends. Movements over this track are jointly controlled by CSX dispatcher and NS dispatcher. CSX trains entering this connecting track to or from Interchange Track (bicycle track) will proceed on favorable signal indication. If unable to obtain favorable signal indication, engineer or conductor will contact CSX dispatcher and NS dispatcher and be governed by their instructions. CSX trains left on Interchange Track (bicycle track) will be stopped after caboose clears Concord St. by approximately 5 car lenghts to yellow marker post. After proper brake pipe reductions have been made, locomotives will be detached, angle cock on west end of train must then be closed, advising rear end crew when angle cocks closed, rear end crew will immediately open angle cock on east end of train, applying a sufficient number of hand brakes for securement of train. Authority must be obtained from NS yardmaster (dial 9-521-1434) before return movement is made from south end of interchange Track (bicycle track).

7. CSX trains may be operated over the NS Railway, Oliver Springs to Harriman, with 4 6-axle units operating on the head end of train.

8. Between the hours of 0700 and 1530, seven days a week, any trains or engines needing to use the Bull Run Loop will contact the Bull Run steam plant coal tower foreman for permission to occupy the loop.

9. **Derailment Detectors**

Table 65. Derailment Detectors

Number	Milepost	Bi-Directional	Location of Indicator Lights
1-A	C201.6	Note 1	West side
1	C203.8	Yes	West side

Table 65. Derailment Detectors

Number	Milepost	Bi-Directional	Location of Indicator Lights
2	C204.4	Yes	West side
3	C204.9	Yes	West Side
4	C205.3	Yes	West side
5	C205.9	Yes	Way side
6	C206.2	Yes	West side
7	C206.9	Yes	West Side
8	C207.9	Yes	East Side
9	C208.7	Yes	West side
10	C209.0	Yes	West side
11	C209.5	Yes	West side
12	C210.0	Yes	West side
13	C211.6	Both mains	No. 1 Track West side No. 2 Track East Side
14	C212.1	Both mains	No. 1 Track West side No. 2 Track East Side
15	C212.8	Both mains	No. 1 Track West side No. 2 Track East side
16	C213.5	Yes	West side
17	C214.2	Yes	West side
18	C214.6	Yes	West side
19	C215.2	Yes	West side
20	C216.0	Yes	West side
21	C216.5	Yes	West side
22	C216.9	Yes	West side
23	C217.5	Yes	West side
24	C218.0	Yes	West side
24-A	C218.0	Note 2	West side

Notes:

1. Lights No. 1-A is an information light for Northward trains only and is not equipped with derailment detector and must be observed by crew members on lead end of train.

2. Lights No. 24-A is an information light for Southward trains only and is not equipped with derailment detector and must be observed by crew members on lead end of train.

   a) Derailment detectors are in service between: Highcliff, C203.8, and Kilsyth, C218.0. There are 24 indicator lights between these locations. These detectors are equipped with an indicator light, mounted on a telephone-type box on a short pole and are designated by a number on the box.

   b) Normal operation of the indicators will be a white light as train moves through the territory.

   c) If the indicators are dark, it will indicate the possibility of a derailed car in train. Train must be

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stopped at once, consistent with good train handling techniques. After stopping, a walking inspection of train must be made. 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.

d) If train crew or pusher engine crew on rear of train observed indicators dark, 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 engineer and train is still not coming to a stop, conductor must, by use of caboose valve, make a service brake application.

e) If an isolated indicator is dark, while other indicators are seen to be normal, this will indicate bulb failure on that indicator and a walking inspection of the train will not be required, but a running inspection must be made from head end. Crew members, on trains equipped with a caboose, must make a running inspection from the rear end. In addition, at least every one-half mile, an observation must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train. Train dispatcher must be advised of such occurrences.

f) When the train dispatcher is informed by the signal maintainer that the derailment detectors are out of service, due to power failure or other causes the train dispatcher will inform the conductor and engineer, of any trains affected, of the condition. When informed of this condition and all the indicator lights are dark, a walking inspection of the train is not required, but a running inspection must be made from the head end. Crew members, on train equipped with a caboose, must make a running inspection from the rear end. In addition, at least every one-half mile, an observation must be made from the rear platform while moving through this area, being on the lookout for any new tie or track damage to indicate derailed equipment in train.

g) A speed of 20 MPH must not be exceeded when an inspection is required from the rear platform of the caboose, as required in items e and f.

h) An AUDIBLE DERAILMENT DETECTOR SYSTEM has been installed between MP C230.0, Jacksboro and MP C237.7, Lake City.

Upon entering these limits from either direction, a train will receive an "INTEGRITY MESSAGE" If all derailment detectors are intact. If the "INTEGRITY MESSAGE" is not received or if it is not understood, there is a possibility of a derailed train ahead. Train dispatcher will be contacted for instructions.

While moving through the audible derailment detector system limits, the crew must be alert for an "alarm" transmission advising of derailed car in train. When an "alarm" transmission is received, the train must immediately stopped, consistent with good train handling techniques.

When train has been brought to a stop, a walking inspection of the train must be made. If derailed cars is found in train, the train dispatcher will be immediately contacted.

When a train is leaving the audible derailment detector system limits, a second "INTEGRETY MESSAGE" advising the train that all derailment detectors are intact. If this message is not received or can not be understood, the train will be stopped consistent with good train handling techniques, and a complete walking inspection made.

i) Do not block Howard Baker private road crossing C185.0 at Wofford for more than 30 minutes.

NOTES:

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NOTES:

NOTES:

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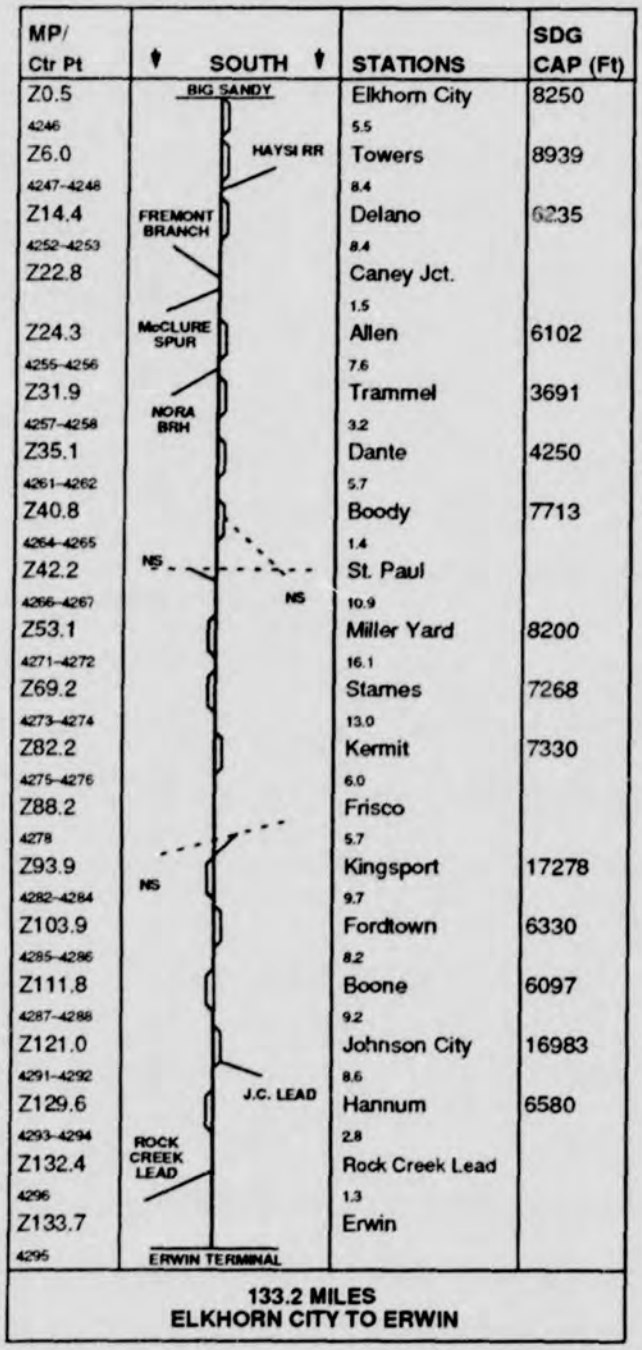
60.0 KP SUBDIVISION-KP

61.0 STATIONS LISTING AND DIAGRAM



61.1 DIAGRAM CROSS-REFERENCE

Table 66. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	C&OBU TTSI
Erwin Terminal	Appalachian	47

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 67. Authority for Movement

Between Location/Mile Post	Rules
Elkhorn City and Erwin Z133.7	265-273
HAYSI BRANCH: ZH0.0 to ZH5.6 (End of branch) (Note 1)	120-132
ZH5.6 to End of Branch	120-132
FREMONT BRANCH: ZF0.0 to ZF14.5 (End of branch)	120-132
ZF14.5 to End of Branch	120-132
NORA BRANCI ZN0.0 to ZN2.2 (End of branch)	120-132

Note:

1. Trains en route KP Subdivsion will not pass signal at ZH0.6 nor ZF0.8 until route is known to be clear by signal indication or verbal authority is given by train dispatcher to enter KP Subdivision Main Track.

   Rules 265-272 are in effect on sidings at Kingsport and Johnson City.

NS Rules And Special Instructions

1. CSXT Trains and engines may use NS main track east and west of St. Paul, the connection track between (CSXT) south St. Paul and NS main track west of St. Paul and NS Boody Siding on signal indication and verbal authority of the NS Dispatcher. Within these limits, NS rules and special instructions apply.
2. Traffic control rules are in effect on NS main track, connection track between south St. Paul (CSXT) and CSX connection (NS main track) and signalled siding Boody (NS) in addition to signal indication and/or permission, before CSXT train or engine enters or fouls main track or siding, employee in charge must obtain verbal authority from NS Dispatcher. The NS Dispatcher may be contacted by radio, using AAR transmit/receive channels 72/72 and depressing tone code 8.
3. Verbal authority must be written on NS track time Form 23-A and repeated to the dispatcher for confirmation. Authority must specify time, working limits and track to be used and such instructions will be made known to other crew members. The NS dispatcher must inform the person who obtains working limits that protective blocking is applied to the control machine, and that the intended movement has been recorded on track time Form 23-A in accordance with NS Rule 809.

   If such confirmation is not given, the person obtaining working limits must ask for and receive it before move-

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ment begins. CSXT trains and engines must clear specified tracks not later than the specified time, unless the time is extended on authority of the NS dispatcher. Clearing for time limit or at direction of NS dispatcher cancels track time authority. After clearing, the person who obtained the working limits must clear to NS dispatcher. Track time limits are issued between control points. Track time Form 23-A does not supersede the superiority of signal indications.

The following control points may be used:

Table 68. Control Points

Control Point	Milepost Location	Physical Location
Zack	CV438.0	
Clinch	CV441.2	East End Boody Siding
Boody	CV442.5	West End Boody Siding
St. Paul	CV442.9	CSXT MP Z42.2 Crossing
CSX Connection	CV443.5	West End of Connection Track
Russell Creek	CV446.7	
South St. Paul	CV443.3 (Z42.7)	CSX Control

Power-Operated Switch: When instructed by NS dispatcher, dual control switches within the above limits may be placed in hand operation.

Note: Selector lever must be left in "Hand" position until entire movement has cleared the switch.

4. **Boody Yard/Auxiliary Tracks:** Except where movement is governed by signal indication, trains and engines using any track other than a main track must move at yard speed, not exceeding 15 MPH unless a different speed is specified. The use of track time Form 23-A is not required.

   Yard Speed: A speed that will permit stopping with one-half the range of vision.

5. **NS Signals:** CSXT trains and engines will be governed by NS signal aspects as follows:

   a) Two (2) horizontal red lights displayed over one (1) red light

      Indication - Stop

      Name - Stop

   b) Two (2) horizontal red lights displayed on dwarf or low signal.

      Indication - Stop

      Name - Stop

   c) Two (2) horizontal red lights displayed over a number plate

      Indication - Proceed at restricted speed

      Name - Restricted

   d) Two (2) horizontal red lights displayed over two (2) yellow lights at 45 degree angle below horizontal (upper left to lower right).

      Indication - Proceed at restricted speed

      Name - Restricting

   e) One (1) yellow light and one (1) red light at 45 degree angle below horizontal (upper left to lower right) displayed on dwarf signal.

      Indication - Proceed at restricted speed

      Name - Restricting.

   f) Two (2) yellow lights displayed at 45 degree angle above horizontal (lower left to upper right).

      Indication - Proceed preparing to stop at next signal. Trains or engines exceeding medium speed must at once reduce to that speed.

      Name - Approach

   g) Two (2) horizontal red lights displayed over two (2) yellow lights at 45 degree angle above horizontal (lower left to upper right).

      Indication - Proceed through turnout or turnouts at prescribed speed preparing to stop at next signal. Train or engine exceeding medium speed must at once reduce to that speed.

      Name - Diverging approach

   h) Two (2) yellow lights displayed at 45 degree angle above horizontal (lower left to upper right) displayed above two (2) vertical yellow lights.

      Indication - Proceed preparing to take diverging route beyond next signal at prescribed speed

      Name - Approach diverging

   i) Two (2) yellow lights displayed at 45 degree angle above horizontal (lower left to upper right) displayed above two (2) yellow lights displayed at 45 degree angle above horizontal (lower left to upper right).

      Indication - Proceed preparing to stop at second signal

      Name - Advance approach

   j) Two (2) horizontal red lights displayed over two (2) vertical yellow lights.

      Indication - Proceed through turnout or turnouts at prescribed speed

      Name - Diverging clear

   k) Two (2) vertical green lights.

      Indication - Proceed at prescribed speed

      Name - Clear

6. **Speeds**

   a) **Restricted Speed** - A speed that will permit stopping short of train, engine obstructions, or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

   b) **Medium Speed** - A speed not exceeding 30 MPH.

   c) **Maximum Authorized Speed:**

Table 69. Maximum Authorized Speed

Between Location/Mile Post	MPH
NS main track CV438.0 and CV444.5	25
CV444.5 and CV446.7	20
Connection track (South St. Paul to CSX Connection	15
NS Boody Passing Siding	10

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d) **Temporary Speed Restrictions:** The NS dispatcher will verbally issue any temporary speed restrictions which are in effect when granting authority to enter NS trackage. CSXT Form E R (Paragraph 1-A) will be used showing "NS" as subdivision. NS does not use signs at location of temporary speed restrictions.

7. Other Rules

a) **Fusee:** A train or engine finding a burning fusee unattended on or near its track must immediately reduce to restricted speed and proceed at that speed for one mile.

b) **Conditional Stop:** If advised by NS dispatcher that a conditional stop order is in effect, the dispatcher will instruct the CSXT train or engine that a train order is to be copied. CSXT Form E R (paragraph 3) will be used. Complete (OK) time and dispatcher's initials will not be given until both the engineer and conductor have signed the order and this fact has been transmitted to the dispatcher. Positive identification must be established with the employee named in the conditional stop order and this employee must advise the engineer that "the track is clear" and the "mile post" he is authorizing the train to pass.

c) Trains must not make a reverse movement within the limits of a conditional stop order.

d) **Hand Brakes:** Before locomotive is detached from cars which are to be left standing, hand brake (s) must be applied. Minimum number of required hand brakes are: One (1) car - One (1) hand brake; two (2) cars - two (2) hand brakes, unless one of these cars is being used to secure a car within a defective hand brake; three (3) or more cars - two (2) hand brakes plus sufficient additional hand brakes to secure the cars being left standing.

62.2 DTC BLOCK LIMITS

Table 70. DTC Block Limits

Between Location/Mile Post	Block Names
HAYSI BRANCH: ZH0.0 and ZH5.6 (End of branch)	Pittco
FREMONT BRANCH: ZF0.0 and ZF1.5	Caney
ZF1.5 and ZF5.5	Cranes Nest
ZF5.5 and ZF14.5 (End of branch)	Moss
NORA BRANCH: N0.0 and N2.2 (End of branch)	Wohlford

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

Table 71. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Z0.5 North End Elkhorn and Z2.3 South End Elkhorn	Elkhorn
Z2.3 South End Elkhorn and Z6.9 South End Towers	Towers
Z6.9 South End Towers and Z11.7 Haysi Junction	Haysi
Z11.7 Haysi Junction and Z15.1 South End DeLano	Delano
Z15.1 South End Delano and Z22.8 Caney Junction	Fremont
Z22.8 Caney Junction and Z24.9 South End Allen	Allen
Z24.9 South End Allen and Z32.3 South End Trammel	Trammel
Z32.3 South End Trammel and Z36.4 South End Dante	Dante
Z36.4 South End Dante and Z41.6 South End Boody	Boody
Z41.6 South End Boody and Z42.6 South End St. Paul Connecting Track	St. Paul
Z42.6 South End St. Paul Connecting Track and Z54.0 South End Miller Yard	Miller Yard
Z54.0 South End Miller Yard and Z69.9 South End Starnes	Starnes
Z69.9 South End Starnes and Z82.9 South End Kermit	Kermit
Z82.9 South End Kermit and Z88.1 Frisco Connection Track	Waycross
Z88.1 Frisco Connection Track and Z92.1 Holdout North End Kingsport	Frisco
Z92.1 Holdout North End Kingsport and Z96.5 South End Kingsport	Kingsport
Z96.5 South End Kingsport and Z104.2 South End Fordtown	Fordtown
Z104.2 South End Fordtown and Z112.4 South End Boone	Boone
Z112.4 South End Boone and Z123.0 South End Johnson City	Johnson City
Z123.0 South End Johnson City and Z130.3 South End Hannum	Hannum
Z130.3 South End Hannum and Z133.7 North End Erwin	Erwin

62.4 EXCEPTED TRACKS

The following tracks are designated as "Excepted Tracks"

1. Tracks in Dante Yard.
   a) No 1 thru No 6 Phillips Yard
   b) No 1 thru 4 Empty Yard
   c) No 1 thru 3 Scale Tracks
   d) Back Lead Track
   e) Whitt Lead Track
   f) Crooked Lead Track
2. Johnson City Lead, between MP ZJ 2.65 and MP ZJ 3.75, No Placarded Hazardous Material cars will be operated within these limits.

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63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 72. Maximum Authorized Speed

Between Location/Mile Post	MPH
Elkhorn City and Erwin	45
Haysi Branch	10
Fremont Branch	10
Nora Branch	10

63.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 73. Speed Restrictions

Between Location/Mile Post	MPH
Z0.5 and Z47.1	25
Z47.1 and Z77.9	40
Z77.9 and Z81.4	**35**
Z81.4 and Z90.5	**40**
Z93.8 and Z94.1	20
Z94.1 and Z96.3	**30**
Z96.3 and Z100.2	35
Z100.2 and Z106.9	40
A112.4 and Z112.5	30
Z128.4 and Z132.3	30
Z132.3 and Z133.7	**25**
On All Wye Tracks	5
All Yard Tracks	10
Z11.7 to and from Haysi Branch	15
Z35.0 to and from Dante Siding	15
Z41.7 to and from Boody Siding	15
Z42.7 to and from NS Connection	10
Z88.2 Frisco Connection Track	15
Johnson City, All Tracks Except Main	10
Johnson City, General Mill's Scale	3
All Yard Tracks	10
SIGNALED SIDINGS Kingsport, Johnson City	30

63.8 ENGINE SPEED INDICATORS AND ODOMETHERS

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

Z127.0 and Z126.0

64.0 EQUIPMENT RESTRICTIONS

Table 74. Equipment Restrictions

Location	Equipment	Restriction
Fremont River Track Unloading Pit Z21.5	Engines	Must not operate
Northbound Trains Between ZF0.0 and ZF2.0	Empties	Must not be handled ahead of loads
Crabtree ZF2.5	Engines	Must not operate beyond clearance point
Johnson City Walker Coal Tipple General Mill Scales	Engines	Must not operate
Carnegie Spur Kingsport AFG unloading tipple	Cars with gross weight exceeding 263,000 lbs.	Must not operate
Kingsport AFG unloading tipple	Engines	Must not operate
H.A.A.P Bridge XYZ	Gross weight Exceeding 286,000 lbs.	Must not operate
Johnson City Ind. Track and Old Main Line from ETRY Interchange Crossover to End of Line	6-Axle Engines	Must not operate
McClure Lead Z23.3, Tracks 5D, 5C beyond Clearance Point on car shake out on Track 5	Engines	Must not operate
Erwin and Elkhorn	Ice Breakers CCR 10124, 10131, 10133	Will be coupled next to the engines unless otherwise instructed

Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Southward	Tonnage
Z2.0 to Z41.0	300 tons
Z41.0 to Z129.0	13,500 tons
Z129.0 to Z134.0	6,500 tons

Northward	Tonnage
Z134.0 to Z129.0	7,500 tons
Z129.0 to Z94.0	10,000 tons
Z94.0 to Z41.0	13,500 tons
Z41.0 to Z1.0	300 tons

Between St. Paul, VA and Dante VA the following restrictions will apply.

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1. Maximum of 18 powered axles on train other than loaded unit trains.
2. Trains handling a mixed consist (loads and empties) should have 10 loads positioned behind engine when available, if less than 10 loads are available, all available loads should be positioned behind engines. In this scenerio, maximum power (amperage) should be reduced accordingly between Z39.0 and Z40.1.

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.1 STANDARD CLOCKS

Table 75. Standard Clocks

Station	Location
Dante	Yard Office
Kingsport	Yard Office
Erwin	Yard Office Diesel Shop

65.14 ENGINE BELL AND HORN SIGNALS

All trains must sound engine horn and bell approaching coal tipples at Roaring Fork (Z30.5) and Colco (Z12.5) during daylight hours.

65.58 DEFECT DETECTORS

Table 76. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Tom's Bottom, 7.5	AD	West Side
Fremont (see note 1)	AD	West Side
Carfax, 49.5	AD	West Side
Fort Blackmore 64.8	AD	West Side
Wininger	AD	West Side
Hemlock, 99.3	AD	West Side
Indian Ridge	AD	East Side
North Erwin, 131.2 (see note 2)	AD	West Side

Note:

1. Crews stopping on Fremont Defect Detector, Z21.6, to pick up or set off at Caney, Z21.9 or Fremont Mine, Z21.5, are exempt from the requirements prescribed by Operating Rule 59-B (D). If train not inspected by next defect detector, train must be stopped and complete walking inspection of entire train made.
2. Transmits on L&N Road Channel 84, Frequency 161.370.

65.83-A, TRAIN BULLETIN AND RELEASE FORM

CSXT crews originating Loyall or Erwin that will operate over the Norfolk Southern between Big Stone Gap and Frisco will be sent, by telecopier, the appropriate Norfolk Southern Tennessee Division Train Dispatcher's bulletin to operate between Big Stone Gap and Frisco. CSXT crews will not depart Loyall or Erwin without the Norfolk Southern Bulletin addressed to their train. CSXT crews on arrival at Big Stone Gap or Frisco will contact, by radio, the Norfolk Southern Train Dispatcher located in Knoxville, Tennessee to verify the Norfolk Southern Train Dispatchers bulletin.

Norfolk Southern Telephone Numbers

NS Chief Train Dispatcher (615) 521-1401 NS Train Dispatcher (615) 521-1467

65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossing At Grade**

a) **ST. PAUL:**

1) NS Railway - NS trains and engines may use CSX main track north and south of St. Paul on authority of CSX dispatcher, CSX Operating Rules and Special Instructions will apply to NS trains on CSX tracks.

NS trains operating on any CSX tracks will be required to have proper train messages, train bulletins, and release forms.

2) St. Paul Crossover - Z42.2, location of switches for crossing NS main track; also connection for NS and CSX trains to CSX-Boody Yard and CSX trains to NS-Boody Yard, movements through which will be made on CSX or NS signal aspects and/or instructions from CSX and NS dispatcher.

3) The power-operated switches at CSX main track crossover are locked with NS switch locks.

4) If unable to contact NS Control Station, crew member will contact CSX dispatcher for permission to pass signal and if no conflicting movement is evident, a member of the crew will place the power-operated switches of crossover in hand position, operate switch throw lever to ascertain that switches are engaged, leaving the switches lined for the route last used. After waiting 10 minutes, if no conflicting movement is evident, crew member will line switches for desired route through interlocking, onto CSX track. After the train clears the interlocking, all power-operated switches must be restored to normal and lined for the original route.

5) St. Paul connection, CSX Z42.7, is power switch location for CSX and NS trains controlled by CSX dispatcher. A power switch on NS main track at north end of connection track is controlled by NS dispatcher. Signal aspects are those of CSX and NS respectively.

6) Frisco - CSX trains will operate on connection tracks (Frisco, Z88.2, and Waycross, Z87.0) between CSX main track and Frisco Yard making delivery on tracks 1, 2, and 6, unless otherwise instructed. CSX crews will not use tracks 5, 7 and 8 unless otherwise instructed. CSX trains must not exceed 15 MPH on Frisco Lead.

7) Johnson City, Carnegie Spur - All movements must stop before fouling NS main track. After receiving permission from NS dispatcher to enter their main track, the electrically locked hand-operated switches equipped with hand-operated derails that control all switches involved will be operated as per instructions

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posted inside the door of the electric lock case.

The switches, derails and e'ectric lock must be restored to normal position immediately after being cleared by CSX movement unless otherwise instructed by NS dispatcher.

Table 77. Railroad Crossing at Grade

Location	Railroad	Protection
Carnegie Spur	ETR	Stop Sign

65.100 HIGHWAY AND STREET CROSSINGS

State of Virginia - Road crossings must not be blocked more than 5 minutes.

Kingsport - Street crossings must not be blocked more than 4 minutes.

Johnson City - Street crossings must not be blocked more than 4 minutes.

Erwin - Street crossings must not be blocked more than 5 minutes.

65.104 SWITCHES

1. Hand-operated switch point derail is located near ZH2.4 and ZH4.1 on Haysi Branch.
2. Hand-operated switch point derail is located near ZF11.8 and ZF13.6 on Fremont Branch.
3. All non-power switches must be positioned by hand for movement desired.
4. Hand Throw Derail has been installed and is in service on south end of north track, Dante Yard between stub track switch and diesel shop servicing tracks.
5. Nora Branch Main Track switch to Neece Creek ZN2.1 may be left lined as last used.
6. Neece Creek hand-throw derail near clearance point to Nora Branch will be set and locked in "Off" position unless cars are left standing north of derails protecting tipple operations.
7. Trains operating on Dante Siding MP Z35.1 to MP Z35.8 may leave hand-operated switches within the siding as last used unless otherwise instructed by the Train Dispatcher.
8. Trains using Dante Siding should proceed expecting hand-operated switches within the siding to be lined against their movement.

65.267 NON-ELECTRIC LOCK SWITCHES

Except as provided by Operating Rule 267 train or engine must not clear the main track at the following locations:

Table 78. Non-Clearing Switches

Track	Mile Post
Fremont River Track	Z21.5
Roaring Fork	Z30.5
Louisiana Pacific	Z59.1
Cal Gas	Z91.9

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 79. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Elkhorn City	Continuous	14	Wayside
Z1.0	Continuous	66	Wayside
Z2.3	Continuous	66	Wayside
Z7.5	Continuous	66	Wayside
Z11.6	Continuous	66	Wayside
Z15.0	Continuous	66	Wayside
ZF2.2	Continuous	66	Wayside
ZF9.0	Continuous	66	Wayside
Z30.0	Continuous	66	Wayside
Z36.5	Continuous	66	Wayside
Z36.5	Continuous	66	Terminal
Z42.5	Continuous	66	Wayside
Z52.2	Continuous	66	Wayside
Z64.4	Continuous	66	Wayside
Z80.0	Continuous	66	Wayside
Z93.9	Continuous	66	Wayside
Z121.0	Continuous	66	Wayside
Dispatcher (AO)	Continuous	94	Wayside

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

AO Train Dispatcher telephone No. is 1-800-435-2202.

65.401 LEASED WAYSIDE PHONES

Table 80. Leased Wayside Phones

Location	Mile Post	Local Number
Elkhorn	Z01.0	606-754-7955
Haysi	Z11.7	703-865-4175
Fremont Branch	Z22.8	703-835-9053
McClure	Z23.1	703-835-8926
Miller Yard	Z52.4	703-467-2843
Starnes	Z68.6	703-995-2281
Speers Ferry	Z80.1	703-940-4343
Waycross	Z87.1	615-378-5067
Frisco	Z88.2	615-378-0114

Note: The "Emergency Chief Dispatcher's" number is 1-800-356-8579.

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66.0 MISCELLANEOUS INSTRUCTIONS

Dante yard must be advised of loads and empties left at Elkhorn including track number.

A crossing protecting activator has been installed South End East side on signal case, M.P. ZF9.1, Mullins. Trains setting off in storage track, North end Mullins, must pull activating button to actuate flashers and gates.

Close Clearance

When a train is operating on the Mead Paper Company Tracks at Kingsport, TN, the following will govern.

At least two cars must be coupled to the engine when movement is made on Tracks No. 23 and No. 24 account a loading platform is located between these two tracks and will not clear the engine. The engine must not pass this platform while on these tracks.

Close clearance exist on these tracks No. 23 and No. 24 and will not clear employee riding on either side of moving rail equipment.

Close clearance exists on West side of the North-end Mead Paper lead, Kingsport, Tn., M.P. Z94. Account new Debarker building located on West side of Mead lead in vicinity of Mead Wood Chip track.

Lookout for conduits sticking out of the ground, making hazardous walking conditions on both sides of scale track, Kingsport, Tn., main track, M.P. Z94.1.

Slide Detector Fence

The following is a list of slide fence locations. Trains will comply with signal indications received. A report of conditions found will be reported to the dispatcher as soon as practicable.

Table 81. Slide Detector Fence

Location	Southward Signal Near	Northward Signal Near
Z10.4 and Z10.6	Z9.5 (Rule 291)	Z11.9 (Rule 292)
Z71.5 and Z71.8	Z69.8 (Rule 292)	Z71.8 (Rule 291)
Z71.8 and Z74.0	Z71.8 (Rule 291)	Z74.1 (Rule 291)
Z74.2 and Z76.4	Z74.1 (Rule 291)	Z76.5 (Rule 291)
Z76.5 and Z78.9	Z76.5 (Rule 291)	Z79.1 (Rule 291)
Z80.2 and Z80.3	Z80.0 (Rule 291)	Z81.5 (Rule 291)
Z84.9 and Z85.4	Z84.8 (Rule 291)	Z88.1 (Rule 291)

Kingsport

1. Before entering H.A.A.P. plant area member of crew will call the guard headquarters (ext. 3318) and be governed by instructions received. In the event guard headquarters cannot be reached, member of crew will contact proper authority and be governed by instructions received from him.

   Except under full flag protection a train or engine must not enter the H.A.A.P. area without instructions from guard headquarters. A member of crew will report clear to yardmaster at Kingsport, who will in turn immediately notify guard headquarters when movement has cleared the gate of the area.

   Gates to access to H.A.A.P. area must be kept closed and secured by padlock at all times except when open to accommodate immediate movement to and from plant area.

   Trains and engines operating within the H.A.A.P. area, Long Island or Ridgefields Industrial track must operate in accordance with CSX Operating Rule 105, not exceeding 10 MPH.

2. When there are no station employees on duty at Kingsport yard office, Norfolk Southern crews operating under trackage rights agreement into and out of H.A.A.P. plant will contact Norfolk Southern operator at Frisco, TN, to get permission from guard headquarters to enter plant Gate 124, and to report in the clear when outbound movement clears the gate.

3. Standard highway traffic signals are located on grade crossing north Main Street, wye crossing Main Street (both legs of wye), Lincoln Street (North Eastman/Glass Plant lead).

   The signals at Lincoln Street are controlled by a track circuit in the North Eastman/Glass Plant lead which extends from a point 140 feet North of Lincoln Street Crossing to a point 175 feet South of the crossing and the signal indication for highway traffic will remain on proceed (green) until the track circuit is occupied or entered by an engine or car when it should change to stop (red). The track circuit limits are marked by insulated joints painted yellow. Crews using this crossing must ascertain that highway traffic has halted before moving into the street. Cars must not be left standing on any part of this signal circuit unless it is desired to control street traffic while switching moves are being performed. Crews using this crossing are responsible to see that moves across the street are adequately protected by flag if necessary. The signals at other locations have no automatic feature, and must be operated manually to control highway traffic. Trains or engines using these crossings must stop before entering the crossing, place the signal indication at 'STOP' (red) for highway traffic, blow the crossing signal and proceed only after it is seen to be clear.

   The signal indication must be returned to 'PROCEED' (green or flashing yellow or flashing red) for highway immediately after the crossing has been cleared.

   Switch boxes, containing the manually-operated switches controlling the signal indications, are located on both sides of each crossing and switch boxes must be securly locked after use.

4. All trains to be weighed must contact Kingsport Yard prior to arrival Kingsport, advising need to weigh traffic. These scales are equipped with computer voice instructions that advise conditions of weighing. Voice instructions will be via Radio Freqency 161.370 (Former LN Road Channel #1) or Frequency 161.100 (former SCL Road Channel #2) if engine or walkie talkie not available to use former LN channel.

   Scale is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing. Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scale, during which voice instructions will transmit speed of train every 5 cars in decimals.

   If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed," stop train and contact yardmaster Kingsport for instructions. When scale is ready to weigh the system will transmit "CSX

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Kingsport Scale is Ready.: if re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset and instruction "CSX Kingsport Scale is Clear" before resuming weighing. Anytime stop is made on scale for 1 minute the scale goes into stand-by. After weighing is complete, voice instructions "CSX Kingsport Scale is Clear" followed by number of cars weighed.

Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar pull is necessary for accurate weighing, slack action must be avoided if at all possible.

Speed on live rail of scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

Use of sand on scale is prohibited.

5. Kingsport yardmaster has jurisdiction over and will control movement of all trains and on-track equipment between KP Subdivision hold out signal Z92.2 and power switch South end Kingsport Siding, Z96.5 when so authorized by KP Subdivision train dispatcher, including permission to hand operate power switch North end Kingsport Siding and/or pass signal North end Kingsport Siding. Z93.0

Johnson City

General Mills industry Johnson City, Tn., has installed two blue lights at South end of building and red lights at various locations above each track inside the building. Blue light attached to South end of building governs Wheat track. Blue light attached to wooden pole Southeast side No. 1 track governs movement into No. 1 and No.2 tracks. Crew must not enter tracks until blue light is off and red lights must be activated before entering track Nos. 1 or 2. A car puller has been installed between loading platform and Wheat track near North end of building, and between No. 1 track and No. 2 track near South end of building. Riding side of cars inside General Mills facility is prohibited. Johnson City yard crew must receive NS Dispatcher's bulletin from N&S Knoxville dispatcher to operate over the N&S at Johnson City. N&S Knoxville Dispatcher will fax a dispatcher bulletin to Johnson City daily.

It will be necessary for CSX Johnson City yard crew to verify the contents of the N&S Dispatcher bulletin on radio channel 56 prior to operating on the N&S.

Scale track at General Mills Plant, Johnson City, is in service. Speed limit over the scales and scale track is 5 MPH.

General Mills Plant employees will advise Johnson City yard crew what cars are to be weighed and General Mills weighmaster will notify Johnson City yard crew when cars have successfully been weighed.

Switching over the actual scales is prohibited and only time that cars are to be operated over the scales are when being weighed or moving weighed cars from scale track for placement or outbound movement.

All weigh cars must be spotted on the scales, one car at a time, and weighed in a stationary position.

NOTES:

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70.0 OLD ROAD SUBDIVISION-OD

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
W12.6	LCL SD	HK Tower	
		10.6	
W23.2		Simpsonville	1627
		7.4	
W30.6	BLOOMFIELD BRANCH	Bloomfield Jct.	
		0.5	
W31.1		Shelbyville	
		9.2	
W50.3		Lewis	5615
		14.5	
W64.8		West Frankfort	3835
		0.6	
W65.4		Frankfort	
		5.5	
W70.9		Jett	1819
		10.0	
W80.9		McKee	3290
		12.1	
W93.0	YD NS	Lexington	
		10.8	
VB104.7		Avon	
		9.1	
VB113.8	CC SD	North Cabin	

88.0 MILES
HK TOWER TO NORTH CABIN

1. The distance between MP W39.0 and MP W50.0 is 1.0 mile. Mile Posts 40 through 49 have been removed.
2. The distance between MP W93.0 and MP W97.0 is 0.8 mile. Mile Posts 94 through 96 have been removed.
3. The distance between MP W101.0 and MP VB99.0 is 1.6 miles.

71.1 DIAGRAM CROSS-REFERENCE

Table 80. Diagram Cross-Reference

Subdivision	Division	Page
CC	Appalachian	5
LCL	Louisville	Louisville TTSI

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 81. Authority for Movement

Between Location/Mile Post	Rules
HK Tower and VB113.8	120-132

Table 81. Authority for Movement

Between Location/Mile Post	Rules
Bloomfield Branch: W30 and W34	S-146

72.2 DTC BLOCK LIMITS

Between HK Tower and North Cabin

Table 82. DTC Block Limits

Between Location/Mile Post	Block Names
W12.5 and W16.0	HK Tower
W16.0 and W39.3	Lewis
W39.3 and W64.0	Frankfort
W64.0 and W70.5	Cliffside
W70.5 and W73.0	Jett
W73.0 and W80.2	McKee
W80.2 and W92.5	Lexington
W92.5 and W98.0	Rupp
W98.0 and VB104.1	Avon
VB104.1 and VB113.8	North Cabin

72.4 EXCEPTED TRACK

The following are designated as excepted tracks:

1. Bloomfield Branch
2. Frankfort F&C Yard Track
3. Lexington - Childsburg Branch

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 83. Maximum Authorized Speed

Between Location/Mile Post	MPH
HK Tower and North Cabin	40
Bloomfield Branch	10

73.2 SPEED RESTRICTIONS

Bold MPH denotes City Ordinance

Table 84 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Anchorage (Note 1)	**25**
W64.0 and W66.7	**10**
W66.7 and W70.9	25
W79.7 and W80.1	**25**
W80.4 and W91.0	30
W92.4 and W98.1 (Note 2)	**15**

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Table 84 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
W101.8 and VB99.2	25

Note:

1. To permit crossing gates to go down.
2. 12 MPH at street crossings.

74.0 EQUIPMENT RESTRICTIONS

Table 85. Equipment Restrictions

Location	Equipment	Restriction
Bloomfield Branch	6-Axle Wrecker 6-Axle Engines Cars with gross weight exceeding 263,000 lbs.	Must not operate
Simpsonville Industrial Track Bloomfield Shelbyville House Track Bagdad	6-Axle Engines	Must not operate beyond clearance point
West Frankfort Storage on East Side Frankfort House	6-Axle Engines	Must not operate
W68.2 Water Works W70.5 Lowes W70.7 Jim Beam	6-Axle Engines	Must not operate beyond clearance point
W71.1 Jone's Plastic Paynes W91.4 Concrete Plant W92.7 Robinson Enterprise W97.3 Lawrence Brewer W97.5 Blue Grass Grain IBM W98.0 W98.0 Combs Lumber	6-Axle Engines	Must Not operate
VB104.8 Avon Army Depot	6-Axle Engines	Must not operate
VB110 Southern States VB111.1 Yeiser VB113.3 Freeman VB113.5 Bluegrass Art Cast	6-Axle Engines	Must not operate beyond clearance point

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

Table 86. Standard Clocks

Station	Location
Lexington	Yard Office

75.58. DEFECT DETECTORS

Table 87. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personal Reading Charts
Simpsonville, W21.8	AD	West Side
Bagdad, W51.4	AD	East Side
W60.2	AD	Voice Instructions (Note)
Duckers, W72.8	AD	East Side
Hamilton, W99.8	AD	East Side

Note: Dragging equipment only.

75.83-A TRAIN BULLETIN AND RELEASE FORM

Designated trains must obtain Train Bulletin at the following locations.

Table 88. Clearance Form A - Train Bulletins

Location	Trains	Via
Lexington	Originating	Printer/Telecopier

Lexington Northward trains en route Louisville Terminal must receive two Train Bulletins at Lexington, one applicable to the Old Road SD and the other applicable to the appropriate train dispatcher and be endorsed to show to which SD it applies.

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossing At Grade

Table 89. Railroad Crossing at Grade

Location	Railroad	Protection
Bloomfield Branch	NS	Gate (Electric Lock)

Note: A split-rail derail is located approximately 100 feet east of NS crossing on Bloomfield Branch. A standard Hayes type derail is located approximately 100 feet south of the NS crossing

To operate gate to cross the NS tracks, both derails must be set to derail position.

1. Crew member will observe light indication on box located on the East end of the gate.
2. If light is illuminated, crew member may open the electric lock box on the West end of the gate, with light still illuminated, crew member may request the gate to unlock position, the wait time will be eight (8) minutes before lock will release.
3. When electric lock moves to unlock position, crew member may then, open the gate and line both derails

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for movement to cross. Entire movement must be completed before either derail is re-set.

4. If light is not illuminated DO NOT operate derails, electric lock, or gate.

   a) Wait five (5) minutes. Do not attempt to open or release anything during this time period.

   b) After five (5) minute wait; open the electric lock box, located at the West end of gate and request the gate to unlock, an additional wait now of eight (8) minutes will be required before lock releases.

   c) When lock releases cross in accordance with instructions #3, above.

   UNDER NO CIRCUMSTANCES SHOULD EITHER OF THE DERAILS BE OPERATED BEFORE THE GATE IS UNLOCKED.

75.104-A DERAILS

Siding at Simpsonville (South end only) is equipped with a hand derail. The normal position for this derail is "off" position, except when cars are stored in siding.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 90. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Waddy	Continuous	84	Wayside
Lexington	Continuous	84	Wayside
Lexington	Continuous	84	Terminal
Dispatcher (BK)	Continuous	94	Wayside

Note: Train Dispatcher's console designation is BK and the digit #3 is to be used to initiate the radio call-in, per DTTS! Item 1006.04

BK Train Dispatcher telephone No. is 1-800-435-2205.

Centralized Yardmaster Center - All activity in the Lexington area will be governed by the centralized yardmaster center. Radio communication is in place to communicate with the center on a 24 hour basis.

Lexington Desk:

Hours Of Operation = Continuous

Watts Line = 800-291-5125

Company Line = RNX = 293-3248 or 3217

Fax Company Line = RNX = 293-3328 or 3421

Fax Bell Line = 606-523-3328 or 3421

Printer = RGD

76.0 MISCELLANEOUS INSTRUCTIONS

City Ordinance Instructions

1. **Anchorage** Crossing gates at Glenbrook Road, west of HK Tower, will not operate for northward movements when northward signals at HK Tower are indicating "Stop." Crossing gates at Grey Tower Avenue, just north of HK Tower, will not operate for southward movements when southward signal at HK Tower is indicating "Stop". When necessary to pass either of these signals indicating "Stop," as provided for in Rule 234-A, a flagman must preceed train being moved onto crossing.

2. **Frankfort** - Unless authorized by train dispatcher, all trains are restricted from passing through Frankfort between the following hours:

   0745 to 0810,
   1150 to 1210,
   1250 to 1305,
   1625 to 1700.

   Northward trains will not pass High Street. Southward trains will not pass Taylor Avenue. (Stop clear of Benson Valley Road so as not to actuate flasher signals at Taylor Avenue).

   Northward Old Road Subdivision trains must receive authority from train dispatcher to enter DTC Block located at North Cabin, VB113.1, before passing Patio.

NOTES:

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NOTES:

NOTES:

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80.0 CORBIN TERMINAL INSTRUCTIONS

81.0 TERMINAL LIMITS

The limits of Corbin Terminal extend between:

1. Dortha and Bacon Creek;
2. Siler and Corbin

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 91. Authority for Movement

Between Location/Mile Post	Rules
Dortha and Corbin (By-Pass)	265-273 (93)
Corbin (High Line) and north end East Yd	265-273 (93)
Siler and Forbes	265-273 (93)
Forbes and north end East Yard	265-273 (93)
Forbes and Corbin (viaduct)	265-273 (93)
Corbin (viaduct) and north leg wye	265-273 (93)
Corbin (viaduct) and north end By-Pass	265-273 (93)
Bacon Creek and Twentieth Street	265-273 (93)
Twentieth Street and By-Pass	265-273 (93)

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 92. Maximum Authorized Speed

Between Location/Mile Post	MPH
Dortha and Corbin	25
Corbin and Bacon Creek	50
Siler and Corbin	25

83.2 SPEED RESTRICTIONS

Table 93. Speed Restrictions

Between Location/Mile Post	MPH
Corbin (via High Line) and north end East Yard	20
Corbin and Forbes via north leg wye	15
Forbes and west end By-Pass Via south leg wye	15
Forbes and north end East Yard	20
Bacon Creek and Twentieth Street (Bacon Creek #1)	20
All Yard Tracks East Yard	10
No. 1 track West Yard	10

84.0 EQUIPMENT RESTRICTIONS

Table 94. Equipment Restrictions

Location	Equipment	Restriction
National Standard American Greeting Certain Teed Corbin Indus. Park Nancy Mine Track Homebuilders Track General Shale Track	6-Axle Engines	Must not operate beyond clearance point
Underpass on Wye Track, CV172.5	Multi-level auto cars; Bulkhead Flats SCL 109000 -109029, SBD 600150-600175	Must not operate through underpass

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.1 STANDARD CLOCKS

Table 95. Standard Clocks

Station	Location
Corbin	Crew Room

85.100 HIGHWAY AND STREET CROSSINGS

All trains must contact the yardmaster at Corbin prior to reaching Woodbine Crossing in order to secure route for inbound movement and avoid blocking these crossings more than time prescribed by Kentucky State law and Rules of the Operating Department.

85.267 NON-ELECTRIC LOCK SWITCHES

Except as provided in Operating Rule 267 trains or engines must not clear the main track at the following locations.

Table 96. Non-Clearing Switches

Track	Mile Post
Certain Teed	No. 2 track C170.0
Corbin Team track	C172.3
Nancy Mine	No. 2 track N. Leg Wye C175.3
Nancy Mine	No. 2 track S. Leg Wye C175.6
General Shale	No. 2 track C175.6
Home Builders	No. 1 track C175.7
National Standard	No. 2 track CV174.0

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85.400 RADIO STATIONS AND INSTRUCTIONS

Table 97. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Corbin Yard: Tower Yardmaster	Continuous	84 Road 1 Yard 2 Yard Car Dept.	Terminal

Note: Dispatcher telephone numbers

AP Dispatcher--8-388-2108---(904)381-2108.
AP Dispatcher toll free No. is 1-800-435-2214.

BK Dispatcher--8-388-2108---(904)381-2107.
BK Dispatcher toll free No. is 1-800-435-2205.

Call in number and radio frequencies

AP Train Dispatcher call-in No. is 6.
BK Train Dispatcher call-in No. is 8.

86.0 MISCELLANEOUS INSTRUCTIONS

1. Southward KD Subdivision trains will use extreme east track from East Yard to the signal at Bacon Creek, unless otherwise instructed by the yardmaster.
2. Northward KD Subdivision trains entering East Yard will use extreme east track from signal at Bacon Creek to south end of East Yard, unless otherwise instructed by yardmaster.
3. Trains arriving Corbin Terminal will spot head end of train at air plug. Air plugs are designated by yellow boards at North and South end of both East and West Yards.
4. Trains arriving West Yard will not block car department access roads located at both ends of tracks 3 through 12.
5. Trains must not stop on road crossings north or south leg of wye except to comply with operating rules.
6. Engineers delivering locomotives to roundhouse will contact roundhouse foreman for track line up before entering service track area.
7. Look out for close clearance at controlled block dwarf signal located 1900 feet north of C173 (north end west yard) Corbin Terminal. Insufficient clearance for person riding on west side of equipment to the engine tail track. Insufficient clearance for person riding on the east side of equipment to the CV or CC outbound.
8. All loaded sulphur trains arriving East or West Yard, Corbin Terminal must be secured by at least 12 handbrakes.
9. All loaded coal trains arriving West Yard, Corbin Terminal, must be secured with a minimum of 10 handbrakes applied to the leading end of train.
10. **Designation of Main Tracks Corbin Terminal**

    a) BETWEEN; Frantz MP C164.4 and Bypass, MP C172.5, two Main tracks will be designated per Operating Rule D-150.

    West track as NO.1

    East track as No.2

    b) BETWEEN; South end Bypass MP C172.7 and 20th Street, MP C174.1, will be single Main track.

    c) BETWEEN; 20th Street, MP C174.1 and Faber, MP C178.0 two Main tracks will be designated, per Operating Rule D-150.

    West track as No. 1

    East track as No. 2

    d) BETWEEN; North Leg Wye, MP C172.2, South leg Wye, MP C172.5 and Forbes, MP CV 172.7 will be single Main track.

    e) BETWEEN; Forbes MP CV172.7 and Arkle, MP CV179.9, two Main tracks
    are designated per Operating Rule D-150.

    West track as No. 1

    East track as No. 2

    f) BETWEEN; Corbin (High Line) MP C172.1 and North End Yard MP C172.3 will be single Main track.

    g) BETWEEN; Forbes MP CV 172.7 and North End East Yard MP C172.3 will be single Main track.

11. **Electrical Operated Derails**

    Two electric operated derails are in service on the North End of the engine lead to the inbound service area. These two derails are electrically operated by the Roundhouse foreman and movement will be governed by derail position indicator lights provided at each derail. Indications: Yellow - Derail is in off position
    Blue- Derail is in derailing position

12. **Centralized Dispatching System** CTDS is in effect on the Corbin Terminal, CC, CV and KD sudivisions See rule 181-192. BJ dispatcher will control that portion of the Corbin terminal from South Arkle, MP CV 180.0 to and including Southward absolute signal Forbes, MP CV172.7 and from North End East Yard MP C172.3 to Southward absolute signal Forbes MP CV172.7.
    AP dispatcher will control that portion of the Corbin terminal between Frantz MP C164.4 and Faber, MP C178.0 and between MP C172.0 Corbin and to , but not including the Southward absolute signal at Forbes MP CV172.7.

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90.0 ERWIN TERMINAL INSTRUCTIONS

92.0 METHOD OF OPERATION

93.2 SPEED RESTRICTIONS

Table 98. Speed Restrictions

Between Location/Mile Post	MPH
All Yard Tracks	10

94.0 EQUIPMENT RESTRICTIONS

Table 99. Equipment Restrictions

Location	Equipment	Restriction
Erwin Heavy Repair Shop Tracks 2, 3, 4, & 5	Ice Breakers 10124, 10131 & 10133	Must not place on tracks. Will not clear shop doors.
Erwin Heavy Repair Track 4 & 5	Tri-Level Auto Racks	Must not place on tracks. Will not clear shop doors.
Erwin Heavy Repair Track 2	Covered Auto Racks	Must not place on tracks. Will not clear shop doors.
Erwin Heavy Repair Tracks 4 & 5	Open Top Auto Racks	Must not place on tracks. Will not clear shop doors.

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.1 STANDARD CLOCKS

Table 100. Standard Clocks

Station	Location
Erwin	Yard Office Diesel Shop

95.100 ROAD CROSSING AT GRADE

All crossings must not be blocked for more than 5 minutes.

95.103 HAND BRAKES

1. Cars left standing on all tracks Erwin Yard or Love Hill Yard must be secured by application of at least five (5) handbrakes. If conditions require, additional handbrakes must be applied.
2. Cars left standing on the Rock Creek Track must be secured by the application of at least 18 handbrakes on the South end. If conditions require, additional handbrakes must be applied. Hand brakes must not be released until the air brakes have been applied.

95.104 SWITCHES

1. The normal position of all switches on Back Lead between Erwin Yard Office and Martins Creek Bridge will be for straight-away movement on the Back Lead and Back Lead Pocket.
2. Switches on main track Erwin Terminal between Z133.7 and Z138.0 may be left as last used.
3. All movements entering or leaving Erwin Diesel Facility will advise diesel shop personnel when they arrive at derail and again when their movement is clear of derail.

96.0 INSTRUCTIONS RELATING TO TRAIN HANDLING RULES

96.3.2.4 STOPPING TRAINS WITH 80 FEET OR LONGER CARS IN ERWIN TERMINAL

1. When stopping trains with 80 feet or longer cars on other than the Main Track in Erwin 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 C modified.

97.0 MISCELLANEOUS INSTRUCTIONS

1. Crews handling more than 40 empties or more than 20 loads between Erwin Yard Office and Martins Creek Bridge must have air working on not less than 5 cars next to engine.
2. Trains other than loaded coal trains terminating Erwin Terminal will stretch slack in their train for mechanical inspection.
3. Train Handling Rule 3.2.7. Item B is in effect in Erwin Terminal.
4. Crews going on duty at Erwin must immediately report to the yardmaster fro instructions. Crews not having the proper paperwork, IE. train orders, must report to yardmaster or trainmaster immediately and be governed by their instructions.
5. All inbound trains will be spotted with the head car positioned adjacent to yard air connections unless otherwise instructed by the yardmaster.

   The yard air locations are identified by bright florescent organge paint on the air outlets.

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1000.00. TRAIN SPEEDS

Table 101. Speed Restrictions

Between Location/Mile Post	MPH
When Moving Over Industrial Bridges, Tracks and Trestles	10
Through Turnouts, Crossovers and Yard Tracks except where signal indications or special instructions permit higher speed. (Note)	10

Note:
Does not apply on the CC, CV, EK and KD Subdivisions.

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

A maximum of 12 units may be used in a locomotive consist in multiple control on the following subdivisions or portion thereof:

BR Subdivision

CC Subdivision

CV Subdivision

KD Subdivision

KP Subdivision

Old Road Subdivision

EK Subdivision

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.

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 Appalachian Service Lane Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 102. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
BR	18' 2"	Prohibited
KD	18' 2"	19' 1"
KP	18' 2"	Prohibited
CC	18' 2"	19' 1"
All Other Subdivision	Prohibited	Prohibited

1004.06. Scale Tracks

Engines must not be operated over live rail of scale tracks.

Exception: These restriction do not apply to the following scales:

1. Kingsport - KP Subdivision
2. Erwin Yard - KP Subdivision
3. Pryse - EK Subdivision
4. Grays - CV Subdivision
5. Tourchlight - Big Sandy Subdivision

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

1004.14. Loading SCWX Hoppers

When loading SCWX hoppers, in number series 83301 through 83499 (sets E&F) on grades that are 2% or greater, the following proceedures 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 disturbued 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 SCWX aluminum hoppers.

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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. RADIOS

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 103. 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) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call-in has been performed, an answer back tone should be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1006.05. Emergency Radio Call-In Procedure

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

1. Select the appropriate train dispatcher channel and when using:
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two 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 developes problems that could affect the efficient operation of the train.
   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication
   a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
   b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

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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 is 8-388-5555.

BR Subdivision

Table 104. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Erwin, Tn (CSX)	19	77	411*	411#
Ridge, NC (SDN)	19	77	421*	421#
Bostic, NC (SDN)	87	52	441*	441#

KD Subdivision

Table 105. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Corbin, Ky (CSX)	19	17	111*	111#
Corbin, Ky (SDN)	87	52	112*	112#
Walnut Mntn, Tn (CSX)	16	88	131*	131#
Amherst, Tn (CSX)	19	77	151*	151#
Sweetwater, Tn (CSX)	16	88	171*	171#

KP Subdivision

Table 106. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Erwin, Tn (CSX)	19	77	411*	411#
Kingsport, Tn (SDN)	19	77	431*	431#
Elkhorn City, Ky (SDN)	19	77	551*	551#

CC Subdivision

Table 107. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Cincinnati, Oh (CSX)	19	77	811*	811#
Cincinnati, Oh (SDN)	87	52	812*	812#
Kelat, Ky (CSX)	16	88	161*	161#
Kelat, Ky (SDN)	87	52	162*	162#
Clay, Ky (CSX)	19	77	141*	141#
Winchester, Ky (SDN)	87	52	124*	124#
Morril, Ky (CSX)	16	88	121*	121#
Morril, Ky (SDN)	87	52	122*	122#
Brush Creek, Ky (SDN)	87	52	123*	123#
Corbin, Ky (CSX)	19	77	111*	111#
Corbin, Ky (SDN)	87	52	112*	112#

EK Subdivision

Table 108. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Winchester, Ky (SDN)	87	52	124*	124#
Ravenna, Ky (CSX)	19	77	811*	811#
Beattyville, Ky (SDN)	16	88	831*	831#
Jackson, Ky (SDN)	19	77	851*	851#
Hazard, Ky (CSX)	16	88	871*	871#

CV Subdivision

Table 109. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Blackmont, Ky (SDN)	16	88	821*	821#
Baxter, Ky (SDN)	19	77	841*	841#

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Table 110. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Lexington, Ky (CSX)	16	88	231*	231#

1006.07. HANDLING AND SAFEGUARDING RADIOS

Care Of Equipment

Locomotive Radios - Engineers will note on Inspection Report any malfunction or unusual condition of locomotive radio.

Caboose Radios - Conductors will submit a message to the appropriate personnel reporting any malfunction or unusual conditon of caboose radio.

1020.00. INSTRUCTIONS RELATING TO OPERATING RULES

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for a 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.

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.

1040.00. MISCELLANEOUS INSTRUCTIONS

1040.03. 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 in 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.

1040.04. Helper Engines

Maximum of 12 powered axles may be used to push against the caboose.

Freight trains containing Intermodal or Automobile Rack Cars may be assisted with Helper Engines attached to the rear of the train, but the Helper Engines must not have more than six axles under power.

1040.07. 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 may cause derailments, the matter must be promptly reported to the mine operators, also report made to trainmaster as soon as possible.

1040.08. Dragging Equipment Detectors (Voice type)

Voice type dragging equipment detectors will be designated in timetable or train bulletin. Trains passing these locations may proceed providing no blue rotating beacon is activated when rear of train passes, or voice cummunication is received from detector location when rear of train passes, stating CSX Railroad, milepost and no defects. While train is passing detector and dragging equipment is located, 1000 cycle interrupted tone will be announced by radio for approximately 10 seconds for each dragging equipment detected, blue light will be illuminated, and when rear of train passes detector radio will announce CSX Railroad, milepost, dragging equipment nearest axle number and total axle count. This detector is capable of detecting 3 dragging equipment indications, or a malfunction of equipment in detector, voice communication from detector will announce detector malfunction. When this occurs, entire train must be checked. Trains stopped by this type detector with dragging equipment indication, and an axle count is given, must check 5 cars on each side of count given if no trouble is located near the axle count announced. Train stopped by detector malfunction indication must check entire train. If no voice message is received, train must be stopped and entire train must be checked.

1040.09. Long Cars On Wye Track

Cars 75 feet or longer must not coupled to cars less than 50 feet in length when turned on wye tracks.

1040.10. Operation Of Road Mate Units

Road MATE units in series 3200-3224 when coupled with G.E. U-36-B diesel units series 1803-1812 and 1835-1855 will be operated in freight service only under the following arrangements:

Units 3200-3209 will only operate single ended. They will accept power from only one U-36-B unit, but one U-36-B unit and its MATE will operate in multiple with other units. The combination of one MATE and one U-36-B unit produces high tractive effort for starting but the tractive effort developed by the MATE decreases as speed increases until it ceases to produce tractive effort at speed of 30 MPH.

MATE units 3210-3224 will operate double or single ended. One MATE can be coupled between two U-36-B units and will accept power from both units. This combination of units produces tractive effort up to a maximum authorized speeds. Two U-36-B units with a MATE between them will operate in multiple with other units. This series of MATES can also be operated single ended with one U-36-B unit,

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but when so operated the tractive effort developed by the MATE will decrease as speed increases until is ceases to produce tractive effort at 30 MPH.

In any locomotive consist which includes one or more SD-50 Class locomotives, series SBD 8500 and 8600, not more than 18 axles may be used for dynamic braking, except during light engine movements.

1040.11. 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.

1040.12. Reparied Hot Box

Trains picking up cars on line or road that have previously been set off account of hot box and have been 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.

1040.14. Instructions Regarding Rapid Discharge Air Dump Systems On Unit Coal Trains:

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

Table 113. Rapid Discharge Air Dump Systems

Train Disig.	ID	Location To Begin Charging Dump Sys.	Unloading Location
U148--U172	Taft	Sanford, FL.	Orlando, Fl.
U140--U147	Lakeland	Wildwood, Fl.	Lakeland, Fl.
U120--U132	Hague	Baldwin, Fl.	Gainesville, Fl.
N130--N131	Tampa Elec.	Tampa., Fl.	Sutton, Fl.
N110--N129	Cry. Riv.	Red Level Junction	Crystal Riv., Fl.
T140--T141	Brooksville	Tampa., Fl.	Brooksville, Fl.
N250--N272	Stilesboro	Corbin, Ky.	Cartsv., Ga.

Table 113. Rapid Discharge Air Dump Systems

Train Disig.	ID	Location To Begin Charging Dump Sys.	Unloading Location
N200--N240	Harlee	Atlanta, Ga.	Harlee, Ga.
U200--U220	Bull Run	Corbin, Ky.	Edgemoor, Tn.
U280--U288	Pascagoula	Mobile, Al.	Pascagoula, Al.
U230--U232	Gadsen	Lagrange, Al.	Ala. Power
U230-U232	Gadsen	Lagrange, Al.	West Jeff., Al.

At the loading facility after these trains have been loaded they must be inspected to determine: 1. The locomotive-to-auxiliary train line has been removed and, 2. All hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system -- extreme caution must be used.

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

Employees are reminded that regulations prohibit hoses being placed upon or wrapped around safety appliances.

1040.19. CREW MEMBER LOCATION -

Conductor riding on head end of freight train must ride in the operating compartment of the lead unit.

1040.20. ISSUE AND DISTRIBUTION OF GENERAL BULLETINS -

This has reference to issuance of Appalachian Service Lane superintendent's bulletins on the Kentucky Districts with the subdivisions and terminals for each district as shown below:

Table 114. Superintendent's Bulletin Districts

Kentucky North	Kentucky South
CC SD	Corbin Terminal
EK SD	KD SD
Old Road SD	CV SD
Corbin Terminal	NS RY

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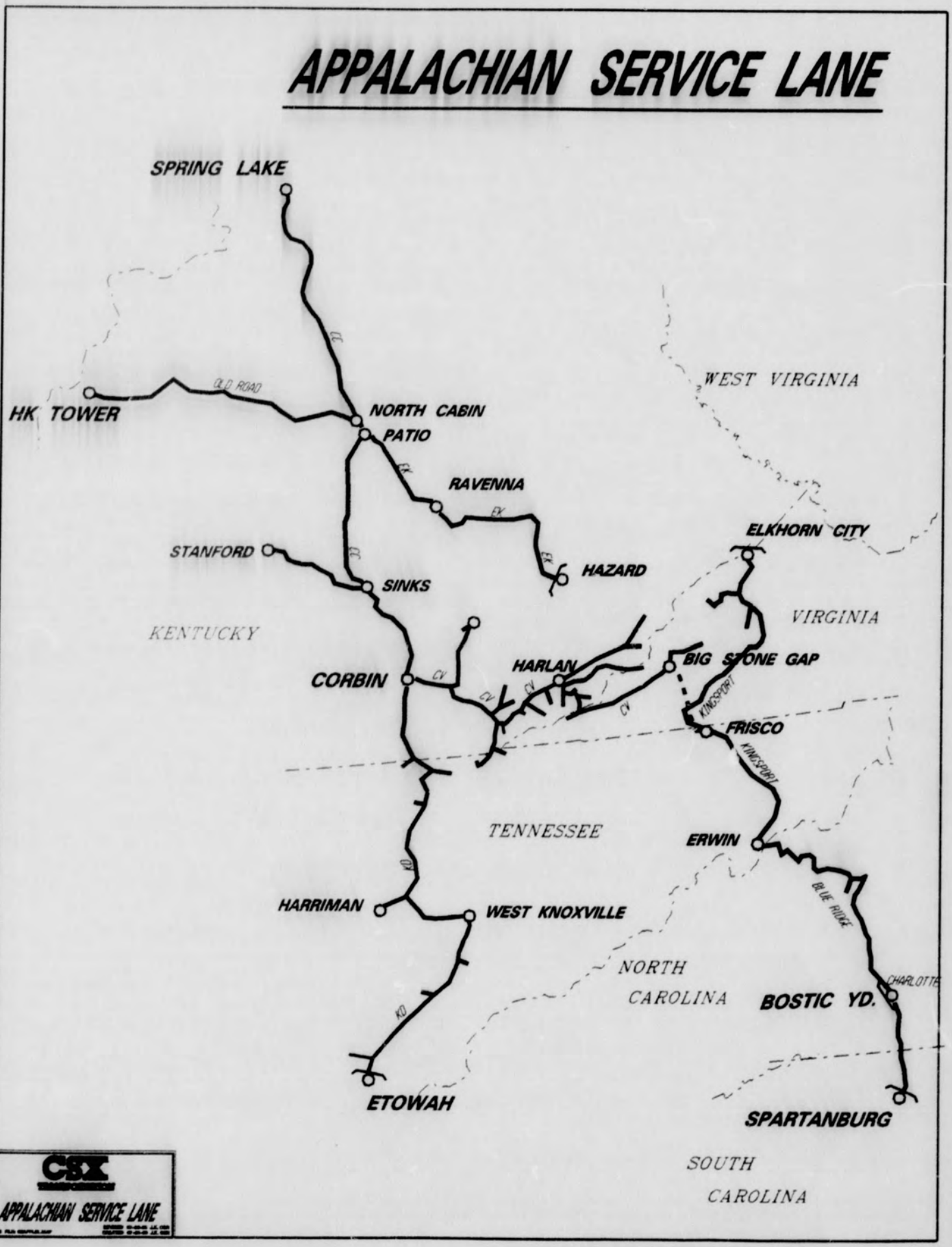
TONNAGE CHART

APPALACHIAN SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
BR (BLUE RIDGE) SUBDIVISION							
Erwin to Poplar	1650	2200	2500	3350	3950	4350	5850
Poplar to Altapass	2150	2850	3250	4350	5150	5650	7600
Sevier to Spartanburg	3100	4100	4650	6250	7450	8100	10900
Spartanburg to Sevier	1750	2300	2650	3550	4200	4600	6200
Sevier to Altapass	1450	1900	2200	2950	3500	3800	5150
Brice to Duke Power Plt.	1000	1300	1500	2000	2350	2600	3500
Duke Power Plt. to Brice	800	1050	1200	1650	1950	2100	2850
CC SUBDIVISION							
Decoursey to Patio	3200	4200	4800	6400	7600	8300	11200
Patio to Perth	1700	2200	2550	3400	4050	4400	5950
Perth to Bourne	1100	1450	1650	2250	2650	2900	3900
Bourne to Corbin	2600	3450	3900	5250	6250	6800	9150
Corbin to Ford	2500	3300	3750	5000	5950	6500	8750
Ford to Patio	1850	2450	2800	3750	4450	4850	6550
Patio to Decoursey	5050	6650	7600	10150	12050	13150	17750
CV SUBDIVISION							
Corbin to Loyall	2850	3750	4300	5750	6850	7450	10050
Loyall to Cumberland	2650	3500	4000	5350	6350	6950	9350
Loyall to Smiley	2850	3750	4300	5750	6850	7450	10050
Smiley to Norton	1350	1750	2000	2700	3200	3500	4700
Norton to Smiley	1400	1800	2100	2800	3300	3600	4900
Hagans to Loyall	3100	4050	4650	6200	7350	8050	10850
Cumberland to Baileys	3800	5000	5700	7650	9100	9900	13350
Baileys to Arkle	2650	3500	4000	5350	6350	6950	9350
Arkle to Corbin	3800	5000	5700	7650	9100	9900	13350
Harbell and Cumblnd Gap	1650	2150	2450	3300	3900	4250	5750
EK SUBDIVISION							
HK Tower to Shelbyville	1650	2200	2500	3350	3950	4350	5850
Shelbyville to W. F'fort	2050	2700	3100	4150	4900	5350	7250
W. Frankfort to Jett	1200	1550	1800	2400	2850	3100	4200
Jett to Lexington	2350	3100	3500	4700	5600	6100	8200
Lexington to Patio	2000	2600	3000	4000	4750	5200	7000
Patio to Ravenna	3700	4900	5550	7450	8850	9650	13000
Ravanna to Athol	2650	3500	4000	5350	6350	6950	9350
Athol to Yeadon VB 191.5	1850	2450	2800	3750	4450	4850	6550
Yedon VB191.5 to Whtsbrg	2500	3300	3750	5050	6000	6550	8800
N. Hazard to Jackson	5050	6650	7600	10150	12050	13150	17750
Jkson to Yeadon VB191.5	1850	2450	2800	3750	4450	4850	6550
Yeadon VB191.5 to Rvena.	5050	6650	7600	10150	12050	13150	17750
Ravenna to Patio	3700	4900	5550	7450	8850	9650	13000

APPALACHIAN SERVICE LANE TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
EK SUBDIVISION – Continued –							
Patio to Lexington	2300	3000	3450	4600	5450	5950	8050
Lex. to W. Frankfort	2750	3650	4150	5550	6600	7200	9700
W. Frnkfrt. to Shelbyvle	1750	2300	2600	3500	4150	4550	6100
Shelbyville to HK Tower	1650	2150	2450	3300	3900	4250	5750
KD SUBDIVISION							
Corbin to Chaska	2500	3300	3750	5000	5950	6500	8750
Chaska to Kilsyth	1550	2050	2350	3150	3750	4050	5500
Kilsyth to W. Knoxville	2550	3350	3850	5150	6100	6650	9000
W. Knoxville to Etowah	2800	3650	4200	5600	6650	7250	9800
Etowah to W. Knoxville	2550	3350	3850	5150	6100	6650	9000
W. Knoxville to Kilsyth	1400	1850	2100	2850	3350	3700	4950
Kilsyth to Corbin	2550	3350	3850	5150	6100	6650	9000
MP. KD259 and MP. KE274	1250	1650	1850	2500	2950	3250	4350
KP (KINGSPORT) SUBDIVISION							
Erwin to Johnson City	1350	2000	2300	3100	3650	4000	5400
Johnson City to Boody	2950	3850	4400	5900	7000	7650	10300
Boody to Dante	1150	1550	1750	2350	2800	3050	4100
Dante to Sandy Ridge Tun	1050	1350	1550	2100	2500	2700	3650
Elkhorn City to Towers	1250	1650	1850	2500	2950	3250	4350
Towers to Allen	2100	2750	3150	4200	5000	5450	7350
Allen to Sandy Ridge Tun	1750	2300	2650	3550	4200	4600	6200
Sndy Ridge Tun to K'port	4400	5800	6600	8850	10500	11500	15450
Kingsport to Erwin	2950	3850	4400	5900	7000	7650	10300
Carnegie Spur	1700	2200	2550	3400	4050	4400	5950
Johnson City Loop	800	1050	1200	1650	1950	2100	2850
Caney to Crabtree	800	1050	1200	1650	1950	2100	2850
Crabtree to Victor	1400	1800	2100	2800	3300	3600	4900
Victor to Lick	1100	1450	1650	2200	2600	2850	3850
Cranes Nest to Crabtree	1400	1800	2100	2800	3300	3600	4900
Berta to Crooked Branch	800	1050	1200	1650	1950	2100	2850
Crooked Branch to Pittco	1150	1550	1750	2350	2800	3050	4100
Ruth to Crooked Branch	2950	3850	4400	5900	7000	7650	10300
Nora to Neece Creek	2200	2900	3300	4400	5200	5700	7700
Neece Crk to Blue D'mond	550	750	850	1150	1350	1450	2000
OLD ROAD SUBDIVISION							
Osborn Yd. to Parksville	1350	1750	2000	2700	3200	3500	4700
Parksville to Corbin	1100	1450	1650	2250	2650	2900	3900
Corbin to Parksville	1350	1750	2000	2700	3200	3500	4700
Parksville to Osborn Yd	3050	4050	4600	6150	7300	7950	10750

Note: When CW44AC or CW60AC units are used in single unit head end service, their ratings will be reduced by 10%.

APPALACHIAN SERVICE LANE



CSX TRANSPORTATION

APPALACHIAN SERVICE LANE

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	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			

...180274 TT I

CSX

TRANSPORTATION

FLORIDA BUSINESS UNIT TIMETABLE No. 5

EFFECTIVE

THURSDAY, MAY 1, 1997

AT 0001 HOURS

CSX STANDARD TIME

2666

P.D. Sandler
General Manager

L.J. Jones
Division Superintendent

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PHONE NUMBERS

I. CSX POLICE –
– EMERGENCY ONLY 1–800–232–0144

II. CHIEF DISPATCHER –
– EMERGENCY ONLY 1–800–232–0149

– Non–Emergency (Company) RNX 388/2788
(Bell) (904) 381–2788

III. SAFETY HOT LINE –
(Company) RNX 3802/248
1–800–545–6154

III. DISPATCHER TERRITORY

– "BB" TRAIN DISPATCHER CONTROLLED –

SUBDIVISIONS		PHONE NUMBERS
Achan, CH, Brooksville	(Company)	RNX 388/2730, 2731
Brewster, Bone Valley ,	(Bell)	(904) 381–2730, 2731
Plant City (Bone Valley Dispatcher)		1–800–445–5504
Valrico		

– "BA" TRAIN DISPATCHER CONTROLLED –

SUBDIVISIONS	PHONE NUMBERS
Miami, Homestead	(Company) RNX 388/5177
	(Bell) (904) 381–5177
	1–800–445–5520

– "AA" TRAIN DISPATCHER CONTROLLED –

SUBDIVISIONS		PHONE NUMBERS
Brooksville,	(Company)	RNX 388/2685, 2686
Clearwater, Yeoman,	(Bell)	(904) 381–2685, 2686
Lakeland, Palmetto, Tampa Terminal		1–800–628–4718

IV. OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators	
E.S. Pack	304–645–4604
G.L. Muneio	941–741–8195
Team Captains	
Lakeland, FL. – Winston Yard	
R. Lominack	941–665–2467
	Beeper – 941–687–5342
Miami, FL.	
D. Burke	954–968–3059
Mulberry, FL.	
J. Cook	941–687–0731
Tampa, FL.	
B. Triner	813–677–1971

FLORIDA BUSINESS UNIT

WILLIAMS BUILDING
5656 ADAMO DRIVE
TAMPA, FL, 33619

Florida Business Unit Officers

P.D.Sandler
Vice President / General Manager

L.J. Jones
Division Superintendent

E.L. Akers
Superintendent Engrg. & Mech.

J.R. Hedgecock
Asst. Div. Superintendent

J.C. Cottle
Chief Train Dispatcher

J.D. Thayer
Asst. Division Engineer

C.L. Kurtz
Director Commuter Operations

G.E. Metcalf
Mgr. Safety, Quality & Training

R.L. Prescott
Manager Administrative Support

Location and Names	Title
Auburndale, FL	
C.E. Young	Trainmaster
Hialeah, FL	
L.G. King	Terminal Trainmaster
J.C. Purvis	Assistant Terminal Trainmaster
Lakeland/Winston,FL	
J.D. Coogler	Terminal Trainmaster
W.J. Doyle, Jr.	Assistant Terminal Trainmaster
T.P. King, Jr.	Assistant Terminal Trainmaster
D.M. Gollobin	Road Foreman Of Engines
Mulberry, FL	
M.A. Seawell	Trainmaster
A.E. Jones	Trainmaster
G.E. Mathewson	Trainmaster
J.F. Nichols	Assistant Trainmaster
Rockport, FL	
D.W. Carroll	Assistant Trainmaster
R.T. Thorpe	Assistant Trainmaster
South Mulberry, FL	
W.E. Chandler	Trainmaster
Tampa Terminal	
B.D. Hedgecock	Terminal Trainmaster
C.L. Padgett	Assistant Terminal Trainmaster
W.W. Wood	Assistant Terminal Trainmaster
Tampa, FL	
D.A. Jones	Senior Road Foreman Of Engines
R.L. Jackson	Bone Valley Coordinator

10.0 ACHAN SUBDIVISION-AC

11.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SVH7.1	VALRICO SD	S. Mulberry	
		2.7	
SVH4.4	BONE VALLEY SD	Achan	
		4.4	
SVH0.0	BREWSTER SD	Bradley	
7.1 MILES SOUTH MULBERRY TO BRADLEY			

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Bone Valley	Florida BU	7
Brewster	Florida BU	9
Valrico	Florida BU	39

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
North Wye S. Mulberry SVH7.1 and Stem SVH6.8	265-272
Stem S. Mulberry, SVH6.8 and Bradley, SVH0.0	93

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 3. Maximum Authorized Speed

Between Location/Mile Post	MPH
South Mulberry, SVH7.1 and Bradley, SVH0.0	25

13.2 SPEED RESTRICTIONS

Table 4. Speed Restrictions

Between Location/Mile Post	MPH
SVH3.5 - Through Turnout	10
Agricola Lead Rockland Spur South Pierce Railroad Main Track	10

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.93 YARD LIMITS

Table 5. Yard Limits

Tracks	Instructions
South Mulberry and Bradley	Operation is under supervision of the 'BB' Dispatcher at Jacksonville. Permission must be obtained from dispatcher before entering main track at S. Mulberry or Bradley, or at any intermediate point, and must report to the dispatcher when clear.

15.100 ROAD CROSSINGS AT GRADE

All trains must stop and flag Agricola Road at SVN848.1 and County Road 555 at SVN849.0 due to rusty rail conditions.

15.104 SWITCHES

1. The following switches may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement:
   a) Achan, two junction switches, SVH4.4.
   b) Bradley, Agricola Spur (Tram) and North leg wye switch may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement.
   c) Pierce, SVH3.4, switches at each end of crossover to Pierce Spur (Robarts Crossover).
   d) Hookers switch on Agricola Spur.
2. Agricola Yard, Agricola Spur, is out of service except main track. All switches have been spiked and red tagged.
3. Do not use main track south of southern-most mainline switch at Rockland, SVN 853.6, Watson Mine Spur, account dirt washed over track.

15.105 USE OF SPECIFIED TRACKS

South Pierce Spur - CSX and IMC Agrico Chemical Co. trains and engines will operate on South Pierce Spur by permission from IMC Agrico Dispatcher at Agrock on Channel 66 or through the 'BB' train dispatcher in Jacksonville. CSX trains and engines will use Channel 66 when switching at South Pierce or on the South Pierce Spur. CSX trains and engines switching at the South Pierce Complex will secure permission from the supervisor at South Pierce before entering the complex and will report clear to the supervisor when train has departed.

Trains may occupy that portion of track on the South Pierce Spur from the switch located on the Agricola Spur (Tram) at SVN845.4, to the North Switch Hookers Prairie Lead, without permission from the Agrico Dispatcher, operating in accordance with CSX Operating Rule 105.

Agricola Spur - The Agricola Spur extends from Bradley, MP SVC843.3, to the Clearance point of switch MP SVN849.0. Train movements will be governed by Rule 105

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with verbal permission from 'BB' Train Dispatcher, Jacksonville. Switches will be left lined and locked for straight-away movement on this spur.

Watson Mine Spur - CSX trains will operate over Watson Mine Spur between SVN848.0 Achan Subdivision and SVN852.4, Rockland, and will not exceed 10 MPH. This spur breaks from Achan Subdivision track just south of the scales at Agricola at SVN848.5. CSX trains will, before entering Watson Mine Spur, secure oral permission from the 'BB' train dispatcher in Jacksonville.

15.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 84.

Table 6. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	08	Wayside

Note:

BB Train Dispatcher's call-in No. is 4.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

NOTES:

NOTES:

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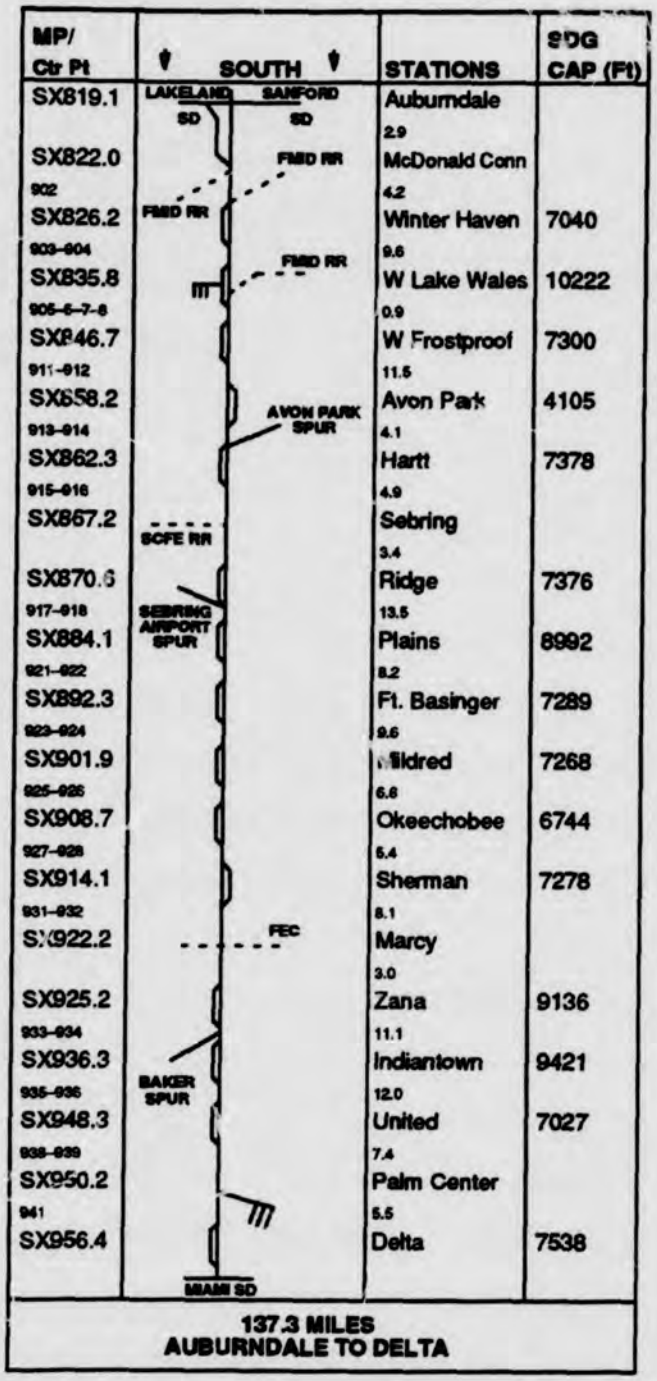
20.0 AUBURNDALE SUBDIVISION-AR

21.0 STATIONS LISTING AND DIAGRAM



21.1 DIAGRAM CROSS-REFERENCE

Table 7. Diagram Cross-Reference

Subdivision	Division	Page
Lakeland	Florida BU	21

Table 7. Diagram Cross-Reference

Subdivision	Division	Page
Miami	Florida BU	25
Sanford	Jacksonville	Jacksonville TT

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 8. Authority for Movement

Between Location/Mile Post	Rules
SX819.1 and SX820.4	93
SX820.4 and SX822.0	265-272 (93)
SX822.0 and SX956.4	265-272

Note: Rules 265-272 are in effect on the following sidings: McDonald Connection at Auburndale, West Lake Wales (between SAS MP SX835.9 and south switch MP SX837.4), West Frostproof, Hartt, Ridge, Plains, Ft. Basinger, Mildred, Sherman, Indiantown, Delta.

Operation on Indiantown Cogeneration Plant

This facility is entered via the power switch at Baker Spur, located at SX932.6.

1. Movements will be governed by operating Rule 105.
2. Maximum authorized speed is 10 MPH.
3. CSXT trains and engines will not operate through the dumper shed without permission from plant personnel.
4. All trains operating on Baker Spur, mile post SX932.6, Auburndale Subdivision, will ring the engine bell continuously and sound the horn frequently whenever moving on the loop track inside of the power plant's gates.
5. **Inbound Coal Trains** Unless otherwise instructed, inbound coal trains will pull around the loop (straight-away movement from main lead), stop at the switch governing entrance to the dumper track and cut away from the train.

   CSXT engines will then proceed around the loop to the rear of the train and remove their end-of-train device which will stay with the engines. Indiantown generating crews have instructions not to couple to the train until the CSXT engines depart. As an additional safeguard, CSXT crews will confirm that the E.T.D. air pressure reads "zero", then disconnect the E.T.D. air hose from the trainline and leave the angle cock open while removing the device.

   CSXT engines will then leave the facility and operate to Dyer where the crew will fax their work order to the customer service center, put off duty and be transported to the company lodging facility to take rest.
6. **Outbound Train** Crews will report for duty, as called, at Dyer where they will receive the necessary train bulletins, messages and superintendent's bulletins, as well as a work order.

   Train will operate engine light to the Cogeneration Plant where they will pick up the empty train, attach

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their E.T.D. device, make the required brake test and depart.

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

Table 9. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
SX822.0 McDonald Connection Switch (South YL) and SX834.7 North Switch West Lake Wales Siding	Winter Haven
SX834.7 North Switch West Lake Wales Siding and SX857.7 South Switch Avon Park Siding	Frostproof
SX857.7 South Switch Avon Park Siding and SX872.7 South Switch Ridge Siding	Turner
SX872.7 South Switch Ridge Siding and SX893.2 South Switch Ft. Basinger Siding	Plains
SX893.2 South Switch Ft. Basinger Siding and SX913.4 North Switch Sherman Siding	Mildred
SX913.4 North Switch Sherman Siding and SX936.4 South Switch Indiantown Siding	Zana
SX936.4 South Switch Indiantown Siding and SX956.4 South Switch Delta Siding	United

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 10. Maximum Authorized Speed

Between Location/Mile Post	MPH
Auburndale and Delta SX956.4	79

23.2 SPEED RESTRICTIONS

Bold MPH denoted city ordinance

Table 11. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Other than Passenger Trains	-	60
SX819.1 and SX820.4	10	10
SX823.1 and SX823.5	65	60
SX825.6 and SX825.9	55	55
SX825.9 and SX826.3	30	30
SX826.3 and SX827.1	50	50
SX835.4 and SX836.4	65	60
SX856.4 and SX856.7	75	-
SX856.7 and SX858.8	**45**	**45**
SX858.8 and SX862.9	70	-
SX862.9 and SX866.5	75	-
SX866.5 and SX867.5	**45**	**45**
SX867.5 and SX868.0	60	60

Table 11. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
SX937.2 and SX937.3 (St. Lucie Canal Drawbridge)	45	25
McDonald Connection,	30	30
Signaled Sidings McDonald Connection, West Lake Wales (Signaled between SAS MP SX835.9 and south switch MP SX 837.4 only), W. Frostproof, Hartt, Ridge, Plains, Ft. Basinger, Mildred, Sherman, Indiantown, Delta.	25	25
All Industrial Tracks - Okeechobee	10	10
Avon Park Spur	10	10
Sebring Airport Spur	10	10
Baker Spur	10	10
Palm Center Spur	10	10

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.58 DEFECT DETECTORS

Table 12. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Winter Haven, SX829.3	AD	West Side
West Frostproof, SX847.9	AD	West Side
Sebring, SX865.4	AD	West Side
Cornwell, SX888.7	AD	West Side
Okeechobee, SX911.2	AD	West Side
Indiantown, SX931.3	AD	West Side
Delta, SX952.1	AD	West Side

25.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

St. Lucie Canal, SX937.2 - Attended 0600 to 2200, daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement. Trains stopped by signal governing movement will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night. When bridge tender is not on duty and bridge is lined for rail movement, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed.

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(2) Railroad Crossings At Grade

Table 13. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Auburndale, SX820.4	CSX	Remotely Controlled	234-B(2)
Marcy, SX922.2	FEC	Automatic	234-B(3)

25.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   Okeechobee - Due to rusty rail condition at 9th Avenue, MP SX 908.22, trains must approach the grade crossing at controlled speed, prepared to provide flag protection when using House Track.

2. **Blocking Crossings -**

   a) Do not block Honey House Road crossing, SX835.5, Auburndale Subdivision in excess of 15 minutes between the hours of 0600 and 1800.

   b) Do not block Lake Wales-Alturas Road crossing, SX836.1, Auburndale SD in excess of 15 minutes between the hours of 0600 and 1800.

   c) Trains stopping to set off or pickup in Okeechobee must not block road crossings in the Douglas Park area, between SX909.4 and SX910.4, as there are no alternate routes for emergency vehicles.

   Northbound trains making engine swaps at Okeechobee will leave the train at Sherman unless train length will permit stopping clear of all crossings in the above area.

   Do not set off engines closer than 150 feet from clearance point on Uptown Track, SX908.8, account engine may leak fuel due to grade conditions. Trains stopped in this area due to an undesired emergency brake application, defect detector activation or other problems must immediately advise the "BA" Train Dispatcher and request that Okeechobee County be notifed.

25.105.USE OF SPECIFIED TRACKS

The following tracks are designated as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.

1. **Avon Park Spur:** Switches will be left lined and locked for straightaway movement on this spur.
2. **Sebring Airport Spur**
3. **Baker Spur**
4. **Palm Center Spur**

25.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 14. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Auburndale SX820.0	Continuous	66	Wayside
SX847.5	Continuous	66	Wayside
SX867.1	Continuous	66	Wayside
SX893.0	Continuous	66	Wayside
SX914.9	Continuous	66	Wayside
SX936.1	Continuous	66	Wayside
Dispatcher (BA)	Continuous	94	Wayside

Note: BA Train Dispatcher's call-in No. is 7.

BA Train Dispatcher's telephone No. is 1-800-445-5520.

26.0 MISCELLANEOUS INSTRUCTIONS

1. **Winter Haven** - In order to accomplish interchange of traffic at Winter Haven, Florida Midland Railroad has operating rights on the Auburndale Subdivision main track between SX826.1 and SX826.5 (north end Winter Haven Siding) and on Winter Haven Siding between SX826.5 and SX827.1, including Eloise Storage Track.

2. **West Lake Wales** - In order to accomplish interchange of traffic at West Lake Wales, Florida Midland Railroad Company has operating rights on the Main Track of Auburndale Subdivision between SX835.8 and SX836.4 and on that portion of West Lake Wales Siding known as Short Pass, the Pocket Track, the yard leads and yard tracks.

3. **West Lake Wales** - Track Number 1 and the Pocket Track at West Lake Wales are designated a Controlled Siding from the power switch located at the north end of West Lake Wales near SX834.6 to and including the power switch located at the north end of the short pass near SX835.6. Hand-operated switches associated with this siding have been equipped with switch locks and switch targets have been changed to indicate green when lined for siding. Your attention is directed to Operating Rule 104-A.

4. **Interchange with the SCXF RR** - will be accomplished at the SCXF Interchange Yard at Desoto City, located at AVC879 on the SCXF RR. This yard consists of two tracks (Track A and Track B) each approximately 4700 feet in length.

   Pursuant to the interchange agreement between CSXT and SCXF, CSXT trains have operating rights on the SCXF main track and interchange tracks between junction switch at Sebring, AVC875.5, and the south yard limit board at Desoto City, AVC881.0, in order to accomplish the interchange.

   Authority for movement on this section of SCXF main track for both CSXT and SCXF trains is CSXT Operating Rule 93. CSX crews are required to comply with all CSXT Operating and Safety Rules while operating on SCXF trackage and will comply with special instructions issued by or for the SCXF RR.

   Both CSXT and SCXF trains will monitor CSXT radio channel 66 while operating within the above yard limits.

   CSXT trains which will operate over the SCXF which connects at Sebring, MP SX 867, must obtain a copy of the current SCXF speed restrictions prior to leaving their on duty location. Maximum authorized speed over this trackage is 25 MPH unless otherwise restricted. The SCXF speed restrictions will be in the

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form of a single page with the heading "South Central Florida Railroad" and a sub-heading "Speed Restrictions To Date:", followed by the current date. The speed restrictions will then be listed, along with the mile post locations, in two columns.

The SCXF Railroad will fax a copy of their current speed restrictions to the on duty location of trains regularly assigned to operate on their trackage and the conductor and engineer must each obtain a copy. If a copy of the current speed restrictions is not available when reporting for duty, the conductor or engineer will call the SCXF Railroad at 1-800-548-8743 or 1-813-383-3163 and request a copy.

5. **Palm Center Spur** - Except in case of emergency, engine horn will be sounded with light intensity on all crossings except Highway 710.

   Trains operating on Palm Center Spur, SX950.0, must expect to find T.D.S.I. trackmobiles working between the yard and the ramp and protected by a blue flag. This blue flag will normally be placed such that a train consisting of 3 engines and 30 auto racks will be able to enter the spur and stop short of the blue flag without blocking Highway 710.

   To prevent the unnecessary blocking of the crossing(s) by longer trains, the following instructions are placed in effect:

   a) Before 2000 hrs. - Trains with more than 30 auto racks should not enter the spur unless they can communicate with T.D.S.I. by radio, or the "BA" Dispatcher notifies them that T.D.S.I. will be able to clear up.

   b) After 2000 hrs. - Trains with more than 30 auto racks may enter the spur, looking out for the blue flag, expecting that T.D.S.I. will be able to clear up or has finished their work.

      Exception: When it becomes necesary for T.D.S.I. to work later than 2000 hrs. they will notify the "BA" Train Dispatcher prior to 1900 hours and will again notify the dispatcher when they have finished or are able to clear for a train, item 1) above then applies.

      Phone numbers:

      T.D.S.I. Palm Center City 1-407-625-9600 and Co. 8-587-9600.

      "BA" Train Dispatcher City 1-800-445-5520 and Co. 8-388-5176.

6. **Close Clearance** -

   a) At Auburndale, Florida, the center-to-center distance between the Coca Cola Freezer Track and the Coca Cola Runaround Track is 12'0". Employees must not ride the side of moving cars on these tracks when the adjacent track is occupied by cars or equipment.

   b) Lookout for close clearance on both sides of the Coca Cola (Auburndale) Freezer Track, SX820.5. A ladder on the platform side and retaining wall supports on the opposite side may strike a man riding on the side of equipment.

   c) Cargill, Inc., Plant at Auburndale, Fl., SX820.0, obstruction on plant side (South Side) of industry track will not clear a person riding on the side of equipment. Employees must not ride equipment on the plant side (South Side) of this industry's track within the fenced compound.

   d) Lookout for close clearances which will not clear a person riding on the side of equipment at the following industry locations:

Table 15. Close Clearance

Industry Name	Mile Post	Obstruction
Banks Lumber	SX819.2	Lumber stacked near both sides of track
Florida Global Citrus	SX820.1	Unloading platform
Coca Cola Freezer	SX820.5	Ladder attached to unloading platform
Florida Distillers	SX820.5	Pipes on both sides of track
Tenneco Packaging	SX821.2	Unloading platform
St. Joe Container	SX835.4	Dock and fire hose cabinet
Feed Mill, Avon Park	SX857.3	Metal Spring-loaded gang board
Syfrett Feed Mill	SX907.0	Cotton Seed unloading shed
Dairy Feed Mill	SX908.3	Ramp
Watford Trucking Lead	SX908.7	Fence on East Side
Bay State Milling	SX932.5	Shed over outside track

NOTES:

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30.0 BONE VALLEY SUBDIVISION-BV

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AY863.7	LAKELAND SD	Prairie Jct.	
		2.7	
AY866.4	VALRICO SD	Mulberry RR Xing	
		2.5	
AY868.9		Achan	
	ACHAN SD / BONNIE SPUR	4.3	
AYL873.2		Green Bay	
	NORALYN SPUR	4.1	
AY877.3	AGRICOLA SPUR / END OF TRACK	Agricola	

13.6 MILES
PRAIRIE JCT. TO AGRICOLA

31.1 DIAGRAM CROSS-REFERENCE

Table 16. Diagram Cross-Reference

Subdivision	Division	Page
Achan	Florida BU	1
Lakeland	Florida BU	21
Valrico	Florida BU	39

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT.

Table 17. Authority for Movement

Between Location/Mile Post	Rules
Prairie Jct.,AY863.7 and Agricola, AY877.5	93

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 18. Maximum Authorized Speed

Between Location/Mile Post	MPH
Prairie Jct., AY863.7 and Agricola, AY 877.5	40

33.2 SPEED RESTRICTIONS

Table 19. Speed Restrictions

Between Location/Mile Post	MPH
Railroad Crossing, MP AY866.4	10
AY877.3 and AY877.5	10
Movements within Bonnie Plant area	5

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.93 YARD LIMITS

Table 20. Yard Limits

Tracks	Instructions
Prairie Junction and Agricola	Yard Limits extend between Prairie Jct. and Agricola. Operation is under supervision of the "BB" Dispatcher at Jacksonville. Except for local switching movements between Prairie Junction and Mulberry, trains must secure permission from the dispatcher before entering main track Prairie Junction, Achan or any intermediate point and must report to dispatcher when clear.

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 21. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Mulberry, AY866.4	CSX	Remotely Controlled	234-B(2)

35.100 STREET AND HIGHWAY CROSSINGS

Member of crew will precede movements over highway crossings in the Bonnie Plant.

35.103 SWITCHING

Bids Terminal - During normal switching hours, hazardous materials will not be transferred in the terminal. At other than normal, switching hours the facility will be blue flagged. If a switch is required at 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 terminal has been designated as a terminal transferring hazardous materials and listed below is the switching window at this location:

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Table 22. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Bone Valley	Mulberry (Tels)	1900 and 0700 Daily

35.104 SWITCHES

1. Two switches at Achan, AY868.9, at junction of Achan Subdivision, North Pierce wye switch at Achan, switches at each end of crossover from Pierce Spur to Achan Subdivision (Robarts Crossover), may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement.
2. All wye switches at Achan, AY 869.0, may be left lined as last used.
3. All wye switches at Green Bay, AY873.7, may be left lined as last used.

35.105 USE OF SPECIFIED TRACKS

Table 23. Use of Specified Track

Tracks	Instructions
Bonnie and Royster Spurs	Trains will obtain permission from "BB" Dispatcher before leaving wye enroute to either point. Switches will be left lined and locked for straight-away movement on these spurs.

35.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 84.

Table 24. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Winston Yard Office	Continuous	32	Terminal
Mulberry Yard Office	Continuous	84	Terminal
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 5.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

36.0 MISCELLANEOUS INSTRUCTIONS

1. When approaching the railroad crossing at Mulberry moving northward on the Bone Valley Subdivision, you are reminded that there are highway traffic signals almost in line with Railroad signals and care must be taken not to confuse the indication displayed by highway signals for Railroad signal indications.
2. **Green Bay** - CSX crews enroute to Farmland Industries will contact Industry's Shift Supervisor by radio and inform him of their arrival and advise him of the location (north or south end) in the yard where they will be switching. Thereafter, if work location is changed, Industry Supervisor must again be contacted and advised of the change in locations. CSX crews must obtain permission of Industry Supervisor to use any and all tracks within the industry. Farmland also requires that hard hats be worn by everyone while on their property, including employees of CSXT. Therefore, all CSXT employees must wear hard hats while on that property. If you will be going to this industry and you do not have a hard hat, you should secure one when you go on duty, or from your local supervisor. Green Bay-Farmland monitors channel 66. Additionally, CSX crews will notify Industry Supervisor when they depart.

   Cars must not be left fouling the south end of track 1 or 5 lead at Green Bay.

   At the North end of the Storage Track at Green Bay, Farmland Industries has built a sand blast paint shed to repaint their fleet of rail cars. A procedure has been established with the contractor, "Bradshaw Industrial Coatings", to minimize our train crews' exposure to materials airborne from the sandblasting into our switching area. Since their operation is sandblasting, the contractor has an employee outside the building overseeing the operation, who has a power "KILL" switch to shut down the operation within approximately 15 seconds. At the time the train switch crew is adjacent to the buidling, and if the airborne material is a problem, the contractor has requested that the train switch crew get the attention of the "Bradshaw" employee either by sounding the engine horn or by personal contact. They will then shut down the operation on a temporary basis. When the train crew leaves the immediate area, the contractor will resume the sandblasting, ceasing operations again when the train switch crew returns, if again notifed by train crew.
3. **CLOSE CLEARANCE**
   a) Due to close clearance, employees will not ride cars in tracks 1 through 4 and Y-3, Mulberry Yard.
   b) Engines may not use track no. 9 (Sulphur Track, AY87..6), Farmland Industries, Green Bay, beyond 375 feet from switch points, as the engines will not clear steam pipes.
   c) Lookout for close clearance between car and switch at Mulberry Ethyanol, Noralyn, Fl., AYJ876.0. Will not clear man on side of car at this location.

NOTES:

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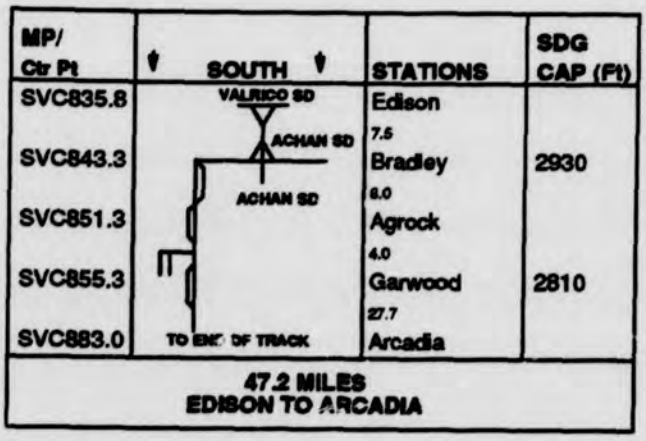
40.0 BREWSTER SUBDIVISION- B7

41.0 STATIONS LISTING AND DIAGRAM



41.1 DIAGRAM CROSS-REFERENCE

Table 25. Diagram Cross-Reference

Subdivision	Division	Page
Achan	Florida BU	1
Valrico	Florida BU	39

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 26. Authority for Movement

Between Location/Mile Post	Rules
SVC835.8 and SVC846.6	93
SVC846.6 and SVC851.0	120-132
SVC851.0 and SVC853.0	93
SVC853.0 and SVC883.0	120-132
SVC883.0 and SVX885.2	SGLR Rules

42.2 DTC BLOCK LIMITS

Table 27. DTC Block Limits

Between Location/Mile Post	Block Names
SVC846.6 and SVC851.0	Brewster
SVC853.0 and SVC861.0	Garwood
SVC861.0 and SVC883.0	Ona

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 28. Maximum Authorized Speed

Between Location/Mile Post	MPH
Edison and SVC843.4	40
SVC843.4 and SCV856.0	35
SVC856.0 and SVC883.0	25

43.2 SPEED RESTRICTIONS

Table 29. Speed Restrictions

Between Location/Mile Post	MPH
Tampa Long Siding, MP SVC842.4-SVC842.8	10
SVC842.8 and SVC843.4	10
Through loading bins at Four Corners	5
Brewster Team, MP SVC846.3-SVC846.5	10
Fort Green Siding SVC 857.7-SVC858.1	10
Ona Siding SVC 865.3-SVC865.7	10
Garwood Siding	10
Hickory Creek Spur SVC 866.5	10
Limestone Siding SVC 873.4-SVC873.6	10
South New Wales - tracks 51, 52, both legs of wye and the lead	10
Agrock both legs of wye and stem-of-wye switch	10
Scales located in track #6 Four Corners Yard, IMC	4
Brewster Mine Switch SVC846.5 and Lonesome	10

44.0 EQUIPMENT RESTRICTIONS

Table 30. Equipment Restrictions

Location	Equipment	Restriction
Edison to Arcadia	Cars with gross weight 263,001 to 270,000 lbs.	25 MPH

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.36 SPRING SWITCHES

1. Trailing point movements may be made through the spring switches at the following locations, regardless of how the switch is lined.
   a) Spring switch at SVC842.9, Bradley
   b) Spring switch at SVC843.3, Bradley

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2. Normal position of spring switch located at SVC835.9 will be lined for movements to and from the Valrico Subdivision. Facing point moves over this switch will be governed by the indicator light located approximately 50 feet north of the switch point on the Valrico Subdivision.

45.93 YARD LIMITS

Table 31. Yard Limits

Tracks	Instructions
Edison, SVC835.8 and Brewster SVC 846.6	Operation is under supervision of the "BB" Dispatcher at Jacksonville. Trains must secure permission from dispatcher before entering main track at Edison or Brewster, or at any intermediate point, and must report to dispatcher when clear.
Agrock, SVC851.0 and SVC853.0	Permission must be obtained from the "BB" Dispatcher before entering main track and must report to dispatcher when clear.

Note: Yard Limits, CSX Operating Rule 105, are established on the Main Track between SVC883.0 and SVX885.2 and govern operation of the CSX crews and SGLR crews within this joint operating area.

45.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 32. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Bradley, SVC843.3	CSX	Non-electrically locked gates	98-C
Agrock, SVC851.3	Agrico's South Pierce RR	Non-electrically locked gates	98-C

45.100 ROAD CROSSINGS AT GRADE

1. Flag over highway crossing between Main Track and gate on Hickory Creek Spur.
2. Use caution in siding at Main Street, Bradley, account rusty rail condition.

45.103 SWITCHING

CSXT train crews will not pull or spot cars to the following loading tracks at IMC, New Wales: Nos. 21-22-23-31-32.

45.104 SWITCHES

Bradley, Agricola Spur (Tram) and North leg wye switch may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement.

45.105 USE OF SPECIFIED TRACKS

Table 33. Use of Specified Track

Tracks	Instructions
Lonesome Spur	All tracks from the "New Lead" switch located at MP SVC845.6 on the Brewster Subdivision and from the "Old Lead" switch located at MP SVC845.8 on the Brewster Subdivision to the end of track at Lonesome will be known as the Lonesome Spur. Trains are restricted to a maximum speed of 10 MPH on all tracks within these limits. Trains will operate over that portion of the Lonesome Spur between the guard house near MP SVD848.0 and Lonesome under permission obtained from Big 4 Mine Supervisor or from "BB" Train Dispatcher in Jacksonville.
Four Corners Spur	Trains operating on Four Corners Spur between Agrock and Four Corners will be governed by Rule 105. Speed will be restricted to 5 MPH on all yard tracks at Agrock except track 2. Speed on track 2 and from Agrock to Ft. Green will be restricted to 10 MPH. Speed through Ft. Green Washer is restricted to 5 MPH. From the west end of Ft. Green to Four Corners speed is restricted to 20 MPH. Train will use this spur to work only after permission is secured either from the "BB" train dispatcher in Jacksonville or directly from the IMC/Agrico Dispatcher at Agrock (via radio channel 66), or in person. Do not exceed 4 MPH on Scale Track No. 6 at Four Corners. Trains will approach Agrock, Ft. Green and four Corners expecting to find mine engines occupying main track unless otherwise instructed by IMC/Agrico Dispatcher at Agrock.

45.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 84.

Table 34. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 4.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

46.0 MISCELLANEOUS INSTRUCTIONS

1. **New Wales -**
   a) Crew member of arriving train at either "North" or "South" New Wales will contact "IMC New Wales Supervisor" on CSXT radio channel 66-66, and inform him of their arrival and advise him of the location in the yard where they will be switching.

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CSXT crews should have a clear understanding with IMC New Wales Supervisor to avoid any conflict of track usage between CSXT train crews and IMC train crews. The radio communication may also be used to notify CSXT crews of any unusual condition at IMC New Wales, such as a contractor working on or near tracks, or any track out of service. If crew is unable to contact the industry Supervisor, via radio, immediately secure assistance from the "BB" Train Dispatcher.

b) CSXT Train and Engine Crews are required to wear hard hat protection any time they are in the yard or plant area of IMC, New Wales. It will not be necessary to wear hard hats while occupying the engine or caboose, but once outside that equipment head protection must be worn. IMC Industry at New Wales has provided a special box beside the telephone booth that will be used to store extra hard hats, which may be accessed with a CSXT switch key. Regularly assigned crew members will be provided their own hard hats by the Trainmaster at Mulberry.

2. **West Polk -**

a) Mine road, which crosses main track near north wye switch, must not be left blocked while working West Polk.

b) Be on lookout for cross Yard drain located twelve (12) car lengths from main track end of No. 7 switch, West Polk Yard. Drain extends North to South under all tracks in yard with open ditches between tracks.

c) Hazardous walking conditions exist inside entire West Polk Mine account excessive mud and slime. All employees working this mine should proceed with caution.

3. In order to accomplish interchange of traffic at Arcadia, CSX is granted operating rights over the SGLR between SVC883.0 and SVX885.2. Interchange of traffic will be accomplished using two double ended tracks on west side of Main Track just south of SVC884.0, and former Boca Grande Main Track between South Wye and end of Track near SVC885.5.

4. CSX has operating rights over SGLR between SVX885.2 and AX914.0; however, CSX crews will not operate on this trackage unless absolutely necessary to accomplish interchange and then only after obtaining authority of SGLR dispatcher.

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50.0 BROOKSVILLE SUBDIVISION- B2

51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SR792.0	TO END OF TRACK	Rock	
		3.8	
SR797.8		Brooksville	
		9.0	
SR806.8		Ayers	
		10.2	
SR817.0		Fivay	
		21.3	
SR838.3	CLEARWATER SD	Sulphur Sprgs	

44.3 MILES
ROCK TO SULPHUR SPRINGS

51.1 DIAGRAM CROSS-REFERENCE

Table 35. Diagram Cross-Reference

Subdivision	Division	Page
Clearwater	Florida BU	17

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT.

Table 36. Authority for Movement

Between Location/Mile Post	Rules
SR792.0 and SR799.6	93
SR799.6 and SR834.0	120-132
SR834.0 and SR838.3	93

52.2 DTC BLOCK LIMITS

Between Sulphur Springs And Broco Shands Spur

Table 37. DTC Block Limits

Between Location/Mile Post	Block Names
SR799.6 and SR809.3	Rock
SR809.3 and SR823.5	Fivay
SR823.5 and SR834.0	Lake

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 38. Maximum Authorized Speed

Between Location/Mile Post	MPH
Rock and SR799.6	25
SR799.6 and SR812.0	35
SR812.0 and SR838.3	25

53.2 SPEED RESTRICTIONS

Bold MPH denotes city Ordinance

Table 39. Speed Restrictions

Between Location/Mile Post	MPH
Shands Yard Track No. 1	5

53.3 EXCEPTED TRACKS

The following tracks are designated as Excepted Track.

1. Shands Spur
2. Broco Spur
3. Rock Yard
4. Hillsboro Industrial Spur
5. Hillsboro Yard
6. Main track from SR792.0 - SR799.6

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 40. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Anheuser-Busch, Inc.	CSX (lead track, Busch Gardens Trans-Veldt Railway)	"Stop signs"	98-F

Note: Crossing is also equipped with derails and indicator lights normally set against CSX. All CSX movements must stop short of "Stop" signs and when necessary remove derails. It will not be necessary to restore derails after movement is completed.

55.100 ROAD CROSSINGS AT GRADE

Trains will not operate over 15th Street on Hillsboro Spur between 0730 hrs. and 0815 hrs, and between 1415 hrs. and 1445 hrs., Monday through Friday.

55.104. SWITCHES

1. Main track switch, SR836.9, to Hillsboro Spur, will be left lined to Brooksville Subdivision Main Line.
2. The north end of No. 1 track, Sulphur Springs Yard, is out of service between MP SR 837.0 and SR 837.3 and switch on north end is spiked and red tagged.

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3. The north leg of wye at Hillsboro Yard, SR837, is out of service, account of track condition, and cannot be used. Switch is spiked and red tagged.

4. Your attention is directed to CSX Operating rule 293 as well as CSX Operating Rules 36, 36-A and 36-B governing the operation of spring switches.

   The switch located at SY 848.6 (Sulphur Springs) on the Clearwater Subdivision has been changed to a spring switch. Normal position for this switch will be lined for movements to and from the Clearwater Subdivision. Facing point moves over this switch (Southbound on Clearwater Subdivision and Northbound on the Brooksville Subdivision) will be governed by the indicator light also located at SY 848.6. Trailing point movements (Northbound on the Clearwater Subdivision and Southbound on the Brooksville Subdivision) may be made through this spring switch regardless of how the switch is lined.

55.105 USE OF SPECIFIED TRACKS

Table 41. Use of Specified Track

Location	Instructions
Broco, Shands, Gay, and Hillsboro	Operation per Rule 105. Switches will be left lined and locked for straightaway movement on these spurs.

55.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 42. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Tampa Yardmaster	Continuous	32	Terminal
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 5.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

56.0 MISCELLANEOUS INSTRUCTIONS

When dumping a coal train at Florida Crushed Stone, the Conductor and Brakeman will place themselves on each side of the train and remain in radio contact with the Engineer in order to provide protection so long as Florida Crushed Stone employees are working in the vicinity of the train.

NOTES:

NOTES:

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60.0 CH SUBDIVISION - BT

61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AX851.6	LAKELAND SD	Lakeland	
		4.1	
AX855.7	END OF TRACK	End Of Track	
AX856.3	END OF TRACK	End Of Track	
		7.8	
AX864.1	VALRICO SD	Bartow	
11.9 MILES LAKELAND TO BARTOW			

61.1 DIAGRAM CROSS-REFERENCE

Table 43. Diagram Cross-Reference

Subdivision	Division	Page
Lakeland	Florida BU	21
Valrico	Florida BU	39

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 44. Authority for Movement

Between Location/Mile Post	Rules
AX851.6 and AX853.7	93
AX853.7 and AX855.7	105
A856.3 and AX864.1	105

Note: Track between AX855.7 and AX856.3 is removed.

62.3 EXCEPTED TRACKS

1. All tracks between AX851.6 and AX855.7 and between AX856.3 and AX864.1 are declared "Excepted" track.

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 45. Maximum Authorized Speed

Between Location/Mile Post	MPH
Lakeland and Bartow	10 (Note)

Note: Excepted Track

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection -

All trains must stop and flag all crossings on the CH Subdivision from mile post AX851.6 to mile post AX855.7 and from mile post AX856.3 to mile post AX864.1 due to rusty rail conditions.

The grade crossing protection at Combee Road, AX855.3 is out of service. All trains must stop and flag over this crossing.

65.104 SWITCHES

That portion of the CH Subdivison between AX856.3 and AX864.1 has been removed from service and the switch at AX864.1 is spiked and red tagged.

65.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 84.

Table 46. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 5.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

66.0 MISCELLANEOUS INSTRUCTIONS

1. **City Ordinance Instructions -**

   Lakeland - Engine horn will be sounded with light intensity within city limits, except in case of emergency.

2. A portable derail has been installed inside the gate at Union Camp on the Hydromine Spur, Mile Post AX 854.8. This derail will be operated by a Union Camp Employee.

NOTES:

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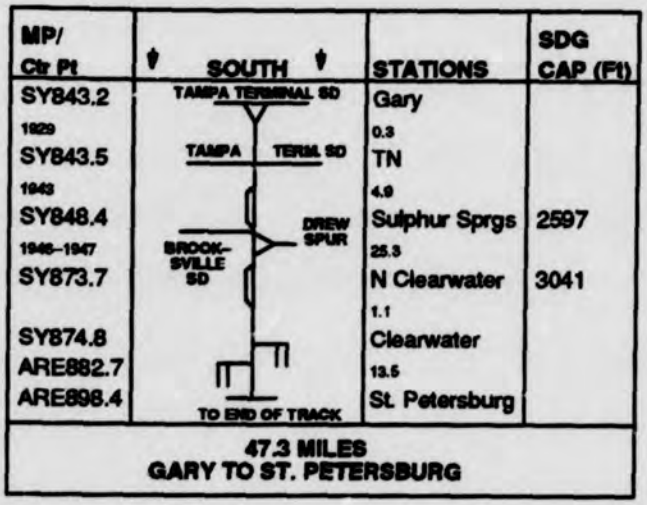
70.0 CLEARWATER SUBDIVISION-ZZ

71.0 STATIONS LISTING AND DIAGRAM



71.1 DIAGRAM CROSS-REFERENCE

Table 47. Diagram Cross-Reference

Subdivision	Division	Page
Brooksville	Florida BU	13
Tampa Term.	Florida BU	35

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 48. Authority for Movement

Between Location/Mile Post	Rules
SY843.5 and SY843.6	265-272
SY843.6 and SY873.1	120-132
SY873.1 and ARE887.0	93
ARE887.0 and ARE895.0	120-132
ARE895.0 and ARE898.4	93

Note:

1. All train movements to or from the Clearwater and Tampa Terminal Subdivisions at Gary must be made by using the west main track only. Movements to or from the Hookers Point Lead and the Tampa Terminal Subdivision must be made by using the east main track only. Permission to use the east and west main tracks at Gary must be obtained from the the yardmaster at Yeoman Yard.

72.2 DTC BLOCK LIMITS

Table 49. DTC Block Limits

Between Location/Mile Post	Block Names
SY843.6 and SY846.6	Gary
SY846.6 and SY848.6	Dixie
SY848.6 and SY856.1	Drew
SY856.1 and SY873.1	Tarpon
ARE887.0 and ARE895.0	Largo

72.3 EXCEPTED TRACKS

The following tracks are designated as Excepted Track.

1. ARE895.0 to ARE898.4
2. SY 873.1 to SY 875.6
3. SY 893.8 to SY 895.5

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

Table 50. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
SY843.5 and SY843.6 (TN)	TN

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 51. Maximum Authorized Speed

Between Location/Mile Post	MPH
Gary and SY849.0	20
SY849.0 and SY854.9	40
SY854.9 and St. Petersburg	25

73.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 52 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Gary	10
SY849.0 and SY851.4	25
SY864.1 and SY864.3	10
SY866.7 and SY867.5	**25**
SY872.0 and SY873.0	**30**
SY873.0 and SY874.4	**15**
SY874.4 and ARE876.1	10
ARE885.0 over road crossing	**25**
ARE891.3 and ARE893.1	**35**
Parkers Siding south of Hillsboro Ave.	10

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Table 52 (Page 2 of 2). Speed Restrictions	
Between Location/Mile Post	**MPH**
Sulphur Springs, track No. 1	10
Entire Drew Spur	10
All Industry tracks on Entire Subdivision	10
Belleair Siding	10
Suburban Propane Track at ARE882.9	10
Track Serving St. Petersburg Times	5
Spaulding Runaround Track, St. Petersburg	5

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 53. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Tampa (TN) SY-843.5	CSX	Remotely Controlled (See Note)	234-B(2)

Note: The train dispatcher must not issue authority for a train to move in accordance with Rule 234-B(2) until protection has been provided by the train dispatcher in control of the intersecting line.

75.100 ROAD CROSSINGS AT GRADE

(1) Providing Crossing Protection

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

Location	Crossing
ARE886.4	Lake Ave., Largo

Note: Do not exceed 5 MPH over road crossing at 13th Avenue, North, MP ARE897.0, St. Petersburg, until crossing gates are down.

75.103 SWITCHING

Crews will not operate inside the gate at Acre Iron, South Track only, ARE890.3.

75.104 SWITCHES

1. The following switches are out of service, spiked, and red tagged:
   a) Tampa Electric Co., MP SY 847.1
   b) Joe's Creek Spur, MP ARE895
   c) The first switch north of 22nd Street, St. Petersburg Yard, MP ARE896.5
2. The south end of north Clearwater Siding is out of service from Greenwood Avenue, MP SY 873.8 to the south end of the siding.
3. The Clearwater Team track cannot be used on the south end, but is ok to use as far as the butting post on the north end.
4. Your attention is directed to CSX Operating rule 293 as well as CSX Operating Rules 36, 36-A and 36-B governing the operation of spring switches.

   The switch located at SY 848.6 (Sulphur Springs) on the Clearwater Subdivision has been changed to a spring switch. Normal position for this switch will be lined for movements to and from the Clearwater Subdivision. Facing point moves over this switch (Southbound on Clearwater Subdivision and Northbound on the Brooksville Subdivision) will be governed by the indicator light also located at SY 848.6. Trailing point movements (Northbound on the Clearwater Subdivision and Southbound on the Brooksville Subdivision) may be made through this spring switch regardless of how the switch is lined.

75.105 USE OF SPECIFIED TRACKS

Table 54. Use of Specified Track

Tracks	Instructions
Sulphur Springs Storage Track	The normal position for switches located at the north and south end of Sulphur Springs storage track will be for movements on the Clearwater Subdivision main track.
Drew Spur	Switches will be left lined and locked for straight-away movement on spur.
The track between SY843.2 and SY843.5 (formerly main track)	This track is classfied as track other than main track and trains will be governed by Rule 105. Movements will be made with permission of the Yeoman Yardmaster.

75.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 55. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AA)	Continuous	54	Wayside
Dispatcher (BB)	Continuous	08	Wayside

Note: AA Train Dispatcher's Call-in No. is 6.

AA Train Dispatcher's telephone No. is 1-800-628-4718.

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

BB Train Dispatcher's telephone No. is 1-800-445-5504.

NOTES:

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80.0 HOMESTEAD SUBDIVISION-HS

81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SXH36.6	MIAMI SD	Hialeah	
		4.5	
SXH41.1	LEHIGH SPUR	Oleander	
		11.9	
SXH53.0	GPC SPUR	Sterling	
		13.5	
SXH66.5	TO END OF TRACK	Homestead	
30.4 MILES HIALEAH TO HOMESTEAD			

81.1 DIAGRAM CROSS-REFERENCE

Table 56. Diagram Cross-Reference

Subdivision	Division	Page
Miami	Florida BU	25

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT.

Table 57. Authority for Movement

Between Location/Mile Post	Rules
Hialeah, SXH36.6 and Homestead, SXH67.0	120-132

82.2 DTC BLOCK LIMITS

Between Hialeah And Homestead

Table 58. DTC Block Limits

Between Location/Mile Post	Block Names
SXH36.6 and SXH47.0	Lehigh
SXH47.0 and SXH54.2	Sterling
SXH54.2 and SXH67.0	Homestead

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 59. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hialeah and Homestead	25

83.2 SPEED RESTRICTIONS

Table 60. Speed Restrictions

Between Location/Mile Post	MPH
SXH36.7 and SXH41.6	10
SXH52.8 and SXH67.0	10

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Miami Canal - SXH36.8. - Attended 0800 to 1600 Monday through Friday. Outside of assigned hours of bridgetender, drawbridge will be left in open position. Trains stopped by signal governing movement will not proceed until proceed signal is received from bridgetender, given with green flag by day and green light by night.

(2) Railroad Crossings at Grade

Table 61. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Oleander SXH41.1	FEC	Automatic (Note)	234-B(3)

Note: 20 MPH, until engine reaches crossing.

85.100 ROAD CROSSINGS AT GRADE

Account rusty rail conditions between SXH47.0 and SXH67.0, trains will approach all public crossings provided with automatic signals at Controlled Speed, until it is known that such signals are actuated. If the automatic signals are not functioning, train or engine must be preceded over the crossing by a flagman, and a fusee must be placed on both sides of track.

85.104 SWITCHES

Main track switch to General Portland Spur SXH53.0 may be left lined as last used. Trains must approach these switches expecting them to be lined against their movement.

85.105 USE OF SPECIFIED TRACKS

Table 62 (Page 1 of 2). Use of Specified Track

Location	Instructions
General Portland Spur SXH53.0	Switches may be left lined as last used.

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Table 62 (Page 2 of 2). Use of Specified Track

Location	Instructions
Lehigh Spur SXH41.2	All switches will be left lined and locked for straight-away movement.

85.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 32.

Table 63. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SXH53.5	Continuous	32	Wayside
Hialeah Yard	Continuous (Except between 2300 Saturday and 0700 Sunday)	32	Terminal
Dispatcher (BA)	Continuous	94	Wayside

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

BA Train Dispatcher's telephone No. is 1-800-445-5520.

NOTES:

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90.0 LAKELAND SUBDIVISION-LK

91.0 STATIONS LISTING AND DIAGRAM

AUBURNDALE TO MANGO

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
A840.1	SANFORD SD	Auburndale	4887
1756–1757		0.5	
A841.4	MIAMI SD	McDonald Conn	
1760		3.9	
A845.3	PARK SPUR	Carters	4929
1761–1762		5.8	
A851.1	CH SD	Lakeland Conn	
1763		0.7	
A851.8	VITIS SD	Lakeland	
1764–1765	No. 1 No. 2 BONE VALLEY SD	3.6	
A855.4		Winston	6060
1766–67–68	PLANT CITY SD	5.7	
A861.1		Plant City	
1769		1.8	
A862.9		Cherry	7577
1770–1771		10.6	
A873.5		Mango	4850
1774–1775	TAMPA TERMINAL SD		

32.9 MILES
AUBURNDALE TO MANGO

WINSTON TO MULBERRY

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AY855.4	LAKELAND SD	Winston	
		6.2	
AY861.6		Tancrede	
		2.1	
AY863.7	BONE VALLEY SD	Prairie Jct.	

8.3 MILES
WINSTON TO PRAIRE JCT.

91.1 DIAGRAM CROSS-REFERENCE

Table 64. Diagram Cross-Reference

Subdivision	Division	Page
Auburndale	Florida BU	3
Bone Valley	Florida BU	7
CH	Florida BU	15
Plant City	Florida BU	33
Sanford	Jacksonville	Jacksonville TT
Tampa Terminal	Florida BU	35
Vitis	Florida BU	43
Yeoman	Florida BU	45

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT.

Table 65. Authority for Movement

Between Location/Mile Post	Rules
Auburndale, A840.9 and S. E. Mango, A873.8	265-272
Park Spur - A847.3	93
Winston to Prairie Jct.	
AY855.4 and AY855.9	265-272
AY855.9 and AY858.6	93
AY858.6 and AY863.7	265-272

Note:

1. Rules 265-272 are in effect on the McDonald Connection Track at Auburndale which extends between A841.4, Lakeland Subdivision and SX822.0, Auburndale Subdivision. This track is considered a Signaled Siding in application with rules.

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

Table 66. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
A839.2 North Switch Auburndale Siding and A844.8 North Switch Carters Siding	Auburndale
A844.8 North Switch Carters Siding and A851.8 South Lakeland	Carters
A851.8 South Lakeland and A854.4 North Wye Winston No. 1 Track	West
A851.8 South Lakeland and A854.4 North Wye Winston No. 2 Track	East
A854.4 North Wye Winston and A863.7 South Switch Cherry Siding	Winston
A863.7 South Switch Cherry Siding and A873.8 South End Mango	Mango
Winston to Prairie Jct.	
AY858.6 and AY863.7	Tancrede

92.4 EXCEPTED TRACKS -

That portion of the Park Spur on the Lakeland Subdivision beyond the turnout to the Lakeland Steam Generating Plant (2.46 miles) has been abandoned. A stop sign has been placed about 100 car lengths beyond the turnout switch to the Lakeland Steam Generating Plant and that portion of the Park Spur has been declared "Excepted Track."

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93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 67. Maximum Authorized Speed

Between Location/Mile Post	MPH
Auburndale, A840.9 and S. E. Mango, A873.8	79
Winston and Prairie Jct.	35
Park Spur	20

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 68. Speed Restrictions

Between Location/Mile Post	Pssr. MPH	Other MPH
Entire Subdivision: Intermodal Trains	—	60
Other than Intermodal or Passenger Trains	—	60
A839.9 and A841.0	60	—
A841.0 and A841.3	50	50
A845.8 and A846.0	75	—
A849.6 and A849.7	70	—
A850.6 and A851.1	**45**	**45**
A860.0 and A861.0	**60**	**60**
A861.0 and A861.8	**45**	**45**
A861.8 and A862.6	**60**	**60**
A870.6 and A871.9	70	—
A871.9 and A873.8	65	50

Note: Do not exceed the following speeds:

1. 10 MPH on South Freight Lead, Lakeland
2. 5 MPH on all enginehouse and shop tracks.
3. 30 MPH on McDonald Connection Track, Auburndale.

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.58 DEFECT DETECTORS

Table 69. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Carters, A843.3	AD	East Side
Dover, A864.9	AD	East Side

95.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossing At Grade

Table 70. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Auburndale, A840.9	CSX	Remotely Controlled	234-B(2) (Note)
Plant City, A861.1	CSX	Remotely Controlled	234-B(2) (Note)

Note:

Train disptacher must not issue authority for a train to move in accordance with Rule 234B(2) until protection has been provided by the train dispatcher in control of the intersecting line.

95.100 ROAD CROSSINGS AT GRADE

(1) Providing Crossing Protection Auburndale Siding (A 839.3 and A840.2) - Due to rusty rail, trains should approach the grade crossings at controlled speed, prepared to provide flag protection over such crossings.

95.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 32.

Table 71. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Winston	Continuous	32	Terminal
Yeoman	Continuous	32 & 66	Terminal
Dispatcher (AA)	Continuous	54	Wayside

Note: AA Train Dispatcher's call-in No. is 6.

AA Train Dispatcher's telephone No. is 1-800-628-4718.

96.0 MISCELLANEOUS INSTRUCTIONS

1. **CLOSE CLEARANCE**

   Due to close clearance, employees will not ride cars at the following locations:

   a) Freezer Runaround - Auburndale

   b) A844.9 - Carters Team Track - West Side

   c) AY855.3 - Main Track - East Side (N.E. Winston)

   d) AY855.2 - Long Lead - West Side (N.E. Winston)

   e) AY858.8 - Main Track - East Side (South of Drane field Road)

2. Coal trains from Wildwood enroute Lakeland McIntosh Power Plant on the Park Spur, A847.3, will be governed as follows:

   Conductor will ensure the dump air hose is connected and the dump system is charging before leaving Wildwood.

   Upon Arrival at the McIntosh Power Plant, the train crew will accompany an employee of the power plant to the rear of train to insure the dump line is charged

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to not less than 90 lbs of air pressure. Dumping should not begin until after the cars are fully charged and ok'ed by an employee of the power plant.

Trains will move in a clockwise direction, not exceeding 10 MPH on loop and not exceeding 5 MPH on pit. Actual dumping speed will be approximately 3 MPH.

When train has been dumped, air dump system will be cut out behind rear unit. If for any reason a car cannot be dumped, it will be pulled just past the pit to enable a crew member to cut out dump air and to bleed off dump air on that car. Under no circumstances will a CSX employee work on any car while it is over the pit area. After the loaded car has dumped, air cut out, and bled off, the conductor will spot the car in the plant maintenance track.

If McIntosh Coal Train has only two units running then the train will be split in half to prevent stalling on the pit. Train must not be split until entire train has cleared Combee Road. Each portion of the train must be checked at the rear for the proper pressure on dump line (90 lbs.) and then when it is cleared by power plant employee it may be dumped.

The conductor will give all paper work to McIntosh Power Plant (Park) employees and will notify Winston Yardmaster the time train arrived and the time train departs McIntosh Power Plant.

3. Back-up hoses are provided for use of crews on through trains required to set off and/or pickup at Winston Yard without the use of a caboose. These back-up hoses are stored in boxes which are stencilled and located in the vicinity of the north and south legs of the wye at Winston Yard. Boxes are loacted 120 feet north of signal bridge at the north leg of the wye on the east side of the track, and 75 feet south of signal at the south leg of the wye on the east side of track. Back-up hoses must be returned to the boxes after use.

4. City Ordinance Instructions

   a) **Lakeland** - Horn will be sounded with light intensity except in case of emergency.

      Within city limits, standing trains, engines or cars may not block a street crossing, nor cause a crossing to be blocked by operation of protective devices for more than 5 minutes. A minimum of 5 minutes must be allowed between movements over crossings unless all vehicular traffic has cleared since previous movement. Moving trains must not block crossings for more than 5 minutes where length of train (excluding engine and caboose) is 65 cars or less; 10 minutes, 66 to 100 cars; or 15 minutes, more than 100 cars.

   b) **Plant City** - No street or road crossing will be blocked for more than 5 minutes without clearing for vehicular traffic for a period not less than 5 minutes, or until all waiting vehicular traffic has cleared the crossing.

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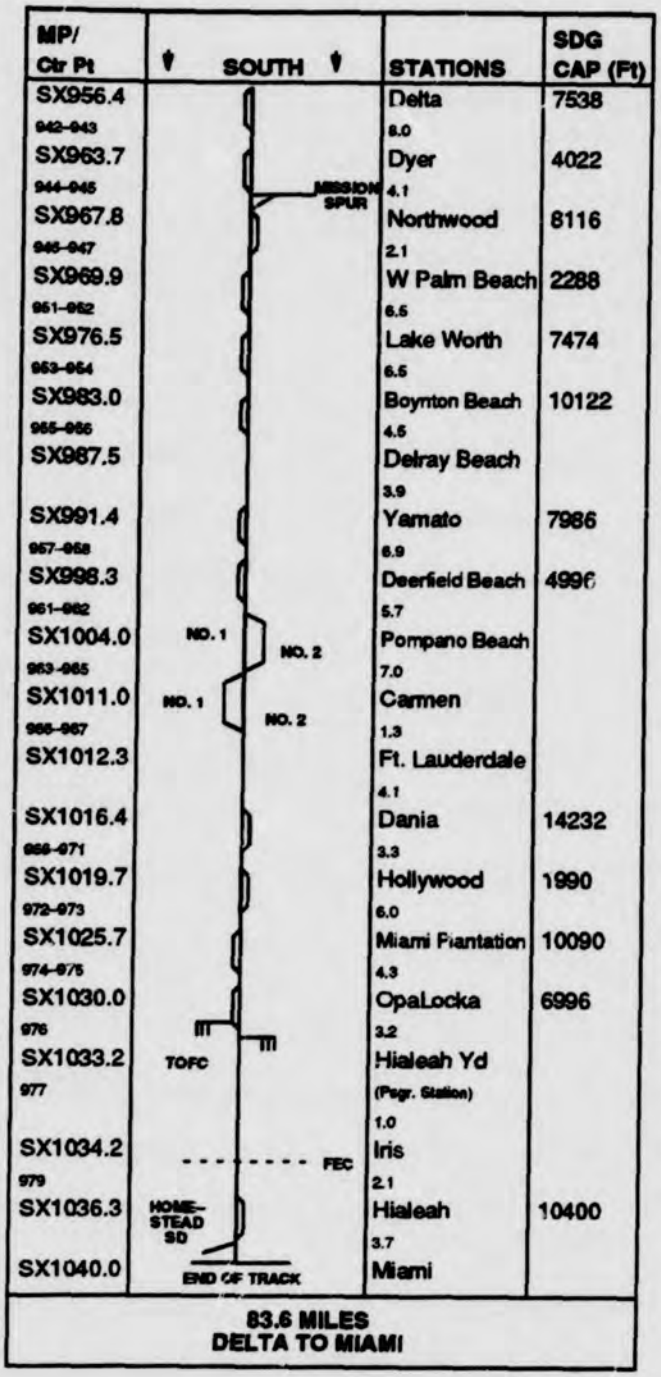
100.0 MIAMI SUBDIVISION-MI

101.0 STATIONS LISTING AND DIAGRAM



101.1 DIAGRAM CROSS-REFERENCE

Table 72. Diagram Cross-Reference

Subdivision	Division	Page
Auburndale	Florida BU	3

Table 72. Diagram Cross-Reference

Subdivision	Division	Page
Homestead	Florida BU	19

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 73. Authority for Movement

Between Location/Mile Post	Rules
SX956.4 and SX 1029.0	265-272
SX1029.0 and SX1036.2	265-272(93)
SX1036.2 and SX1036.5	105

Note: Rules 265-272 are in effect on the following sidings: Boynton Beach, Yamato, Carmen, Dania, Miami Plantation and Amtrak Lead (between NE Hialeah Yard, SX1031.6 and SX1033.1 only).

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

Table 74. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
SX956.4 South Switch Delta Siding and SX969.8 North Switch West Palm Beach Siding	Dyer
SX969.8 North Switch West Palm Beach Siding and SX990.5 North Switch Yamato Siding	West Palm
SX990.5 North Switch Yamato Siding and SX1003.3 North Switch Pompano	Yamato
SX1003.3 North Switch Pompano and SX1011.9 South Switch No. 1 Tk.	Pompano #1
SX 1003.3 North Switch Pompano and SX 1011.9 South Switch No. 2 Tk.	Pompano #2
SX1011.9 South Switch Carmen Siding and SX1019.3 North Switch Hollywood Siding	Ft.Lauderdale
SX1019.3 North Switch Hollywood Siding SX1029.0 North YL Opa Locka	Hollywood

102.4 EXCEPTED TRACK

1. The Hialeah Rail Industry tracks (except Opa Locka Siding), 30 feet or more from the main track, the Hialeah East Rail Industry tracks (Not to include the east rail), the Hialeah West Rail Indsutry tracks 30 feet or more from the main track and all the downtown Hialeah tracks between SX1037.0 and SX1040.0, are declared "Excepted Track".

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103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 75. Maximum Authorized Speed

Between Location/Mile Post	MPH
Delta SX956.4 and Miami SX1031.6	79
SX1031.6 and SX1034.0	60

103.2 SPEED RESTRICTIONS

Bold MPH denoted city ordinance

Table 76. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Other than Passenger Trains	-	60
SX966.6 and SX968.8	**55**	**55**
SX968.8 and SX969.6	**45**	**45**
SX969.6 and SX970.2	20	20
SX970.2 and SX971.9	45	45
SX971.9 and SX977.8	79	-
SX982.2 and SX982.5	70	-
SX982.5 and SX983.9	75	-
SX985.4 and SX987.4	70	-
SX1003.3 and SX1011.6	**60**	**60**
SX1011.6 and SX1014.0	**45**	**45**
SX1013.9 (New River drawbridge)	45	25
SX1014.0 and SX1019.0	**60**	**60**
SX1019.0 and SX1021.6	**45**	**45**
SX1028.3 and SX1028.9	60	60
SX1028.9 and SX1031.6	**45**	**45**
SX1031.6 and SX1034.0	60	60
SX1034.0 and SX1036.5	45	45
SX1036.5 and SX1040.0	10	10
Signaled Sidings - Boynton Beach, Yamato, Dania, Miami Plantation, Opa Locka. Amtrak Lead SX1031.6 to SX1033.1	30	30

Note:

Hialeah, 12 MPH, while moving over or on streets not protected by Automatic Signal Devices SX1031.6-SX1036.7. Main and siding tracks are protected.

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.58 DEFECT DETECTORS

Table 77. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
West Palm Beach, SX973.3	AD	West Side
Yamato, SX992.4	AD	West Side
Fort Lauderdale, SX1013.2	AD	East Side

105.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) *Drawbridges*

South Fork New River, SX1014.0 - Attended around the clock. Trains stopped by signal governing movement will not proceed until proceed signal is received from bridge tender, given with green flag by day and green light by night.

(2) *Railroad Crossings At Grade*

Table 78. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Iris	FEC	Automatic	234-B(3)

105.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

   a) **West Palm Beach** - All movements made over road crossings, other than on main track or designated siding, within the city limits, SX967.1 to SX974.6, must be protected by a flagman until engine or car completely occupies the crossing, unless crossing is protected by automatic grade crossing warning device. Except in emergency, road crossings at grade within the city limits shall not be blocked except by the continuous passage of a train. The only exception to this is the 15th Street crossing which may be blocked for a reasonable time to perform necessary switching during the period 1130 to 1330 and 2300 to 0700, and the 23rd and 25th Street crossings which may be blocked for a reasonable time to perform necessary switching during the period from 2300 to 0700. Any crossing that is blocked must be cleared by the quickest means possible to allow passage of an emergency vehicle.

   b) All trains must ring the bell continuously from SX 963.1, Haverhill Road, through SX 964, Military Trail.

   c) All movements made over Northwest 15th Street at Pompano Beach, SX1003.3, on Spur Track only must be protected by a flagman until engine or car completely occupies the crossing.

   d) **Opa Locka** - Train movement over crossing, only in House Track at Dundad Street, MP SX1030.1, must be preceded by flagman.

   e) **Radio Trigger Restart** - Sample Rd, SX1001.3, Cypress Creek Rd, SX1006.3, Tigertail Rd, SX1016.8 and Hollywood Blvd. SX1019.9

      The above mentioned crossings are now equipped with radio trigger restart capabilities. The

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instructions on how to operate this feature are as follows:

Sample Road
(Pompano Station) - For northbound movements, prior to leaving the station the engineer must depress zero on channel 32 for at least 2 seconds. This will allow the gates to activate at Sample Road if they have already cleared up and it will also keep them down if they have not already gone up.

Cypress Creek Road
(Cypress Creek Station) - For northbound movements, prior to leaving the station the engineer must depress zero on channel 32 for at least 2 seconds. This will allow the gates to activate at Cypress Creek Road if they have already cleared up and it will also keep them down if they have not already gone up.

Tigertail Road
Ft. Lauderdale - For southbound movements, prior to leaving the station the engineer must depress zero on channel 32 for at least 2 seconds. This will allow the gates to activate at Tigertail Road if they have already cleared up and it will also keep them down if they have not already gone up.

Hollywood Blvd.
Hollywood - For southbound movements, prior to leaving the station the engineer must depress zero while on channel 32 for at least 2 seconds. This will allow the gates to activate at Hollywood Blvd. if they have already cleared up; and, it will also keep them down if they have not already gone up.

2. **Blocking Crossings** -

   a) **Broward County** - Between SX997.5 and SX1022.3, except by passage of train, engine or cars in a continuous movement or in case of emergency, a train, engine or cars must not obstruct any street crossing in excess of 5 minutes, except between the hours of 0100 and 0600. Sufficient time between each movement over crossing must be allowed to avoid an accumulation of vehicular traffic. There are no exceptions when switching, loading or unloading of persons or material from train, engines or cars.

105.103 SWITCHING

Bids Terminal - During normal switching hours, hazardous materials will not be transferred in the terminal. At other than normal switching hours, the facility will be blue flagged. If a switch is required at other than normal 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 terminal has been designated as a terminal transferring hazardous materials and listed below is the switching window at this location:

Table 79. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Miami	Ft. Lauderdale	1800 and 0600 Daily

105.105 USE OF SPECIFIED TRACKS

The following tracks are designated as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH:

1. **Downtown Spur Tracks:** The track between SX1036.5 and SX1040.0 (formerly main track). Movements will be made with permission of the Hialeah Yardmaster.

105.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 80. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SX969.8	Continuous	66	Wayside
SX988.5	Continuous	66	Wayside
SX1012.4	Continuous	66	Wayside
SX1033.2	Continuous	32	Wayside
Hialeah Yd	Continuous (Except between 2300 Saturday and 0700 Sunday)	32	Terminal
Dispatcher (BA)	Continuous	54	Wayside

Note: BA Train Dispatcher's call-in No. is 7.

BA Train Dispatcher's telephone No. is 1-800-445-5520.

106.0 MISCELLANEOUS INSTRUCTIONS

1. **Mission Spur** - The south track breaking off the stem of wye, SX966.0, commonly referred to as FEC Track, will be left clear east of fouling point for crossover to FEC Railroad, Lewis Terminal Lead, account track used jointly by CSX and FEC.
2. All trains will sound the engine horn in accordance with CSX Operating Rule 14(L) beginning at a point approximately 800 feet from Boynton Creek Canal, SX982.2.
3. **Snake Creek trestle** - Southward trains will sound horn beginning in slight curve at SX1024.0, just north of Snake Creek trestle and trains in both directions will sound horn and ring bell approaching this trestle which is located near SX1024.6.
4. **Amtrak Lead-Hialeah Yard**

   The Amtrak Lead track extends from the dual controlled power switches at the north end of Hialeah Yard, SX1031.6, to the passenger station in the Loop track area (approximately 2.1 miles) and is located east of the yard and shop facilities. Operating Rules 265-272 are in effect between SX1031.6 and SX1033.1 on Amtrak Lead. This territory is under control of BA train dispatcher in Jacksonville,

   Between SX1033.1 and the Amtrak Passenger Station all movements will be made at Controlled Speed.

   Northward passenger trains ready to depart Miami Amtrak passenger station will contact Hialeah Yard for authority to depart and will not depart passenger station until authorized to do so, except between 2300

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Saturday and 0700 Sunday During those hours contact the BA Train Dispatcher.

All hand-throw switches for tracks breaking from Amtrak Lead between SX1033.1 and the passenger station must be left lined and locked for straight-away movements on Amtrak Lead. The normal position for switches to the station tracks will be for movements to and from track No. 2, except that passenger trains departing from another track may leave the switch to that track lined as used. A red octagonal "Stop" sign has been placed adjacent to track leading from Coach yard to Amtrak Lead. A member of crew will precede movement beyond "Stop" sign to determine that there is no conflicting movement on Amtrak Lead. All movements from car repair facility in Coach yard lead will stop before fouling Amtrak Lead.

Yard engines and hostling movements must have authority from Hialeah Yard before fouling or using Amtrak Lead.

5. **Close Clearance -**

   a) Look out for close clearance at north end of coach yard track No. 3, Hialeah Yard, which will not clear man on side of car.

   b) Lookout for close clearance at the Oakland Park C-13 bridge between SX1008.9 and SX1009.0. Close clearance signs are posted at both ends of the bridge.

   c) Lookout for close clearance at the Cypress Creek Station, SX1006.3 account chain link fence extending the length of station platform between No.1 and No.2 main tracks.

6. **Pompano Beach** - All trains proceed at walking speed on Mack Industry Lead, MP SX1005.7.

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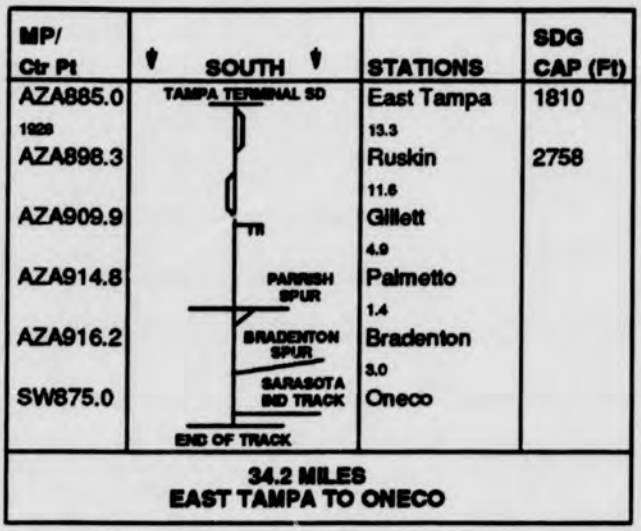
110.0 PALMETTO SUBDIVISION- PT

111.0 STATIONS LISTING AND DIAGRAM



111.1 DIAGRAM CROSS-REFERENCE

Table 81. Diagram Cross-Reference

Subdivision	Division	Page
Tampa Terminal	Florida BU	35

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT.

Table 82. Authority for Movement

Between Location/Mile Post	Rules
AZA885.0 and AZA914.0	120-132
AZA914.0 and SW876.3	93
Parrish Spur	
Palmetto and SW869.1	105

112.2 DTC BLOCK LIMITS

Between East Tampa And Bradenton

Table 83. DTC Block Limits

Between Location/Mile Post	Block Names
AZA885.0 and AZA890.1	Big Bend
AZA890.1 and AZA898.5	Ruskin
AZA898.5 and AZA907.0	Sun City
AZA907.0 and AZA914.0	Manatee

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 84. Maximum Authorized Speed

Between Location/Mile Post	MPH
East Tampa and Bradenton	40
Bradenton and Oneco	25
Parrish Spur	
Palmetto and Ellenton Jct.	10

113.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 85. Speed Restrictions

Between Location/Mile Post	MPH
AZA885.0 turnout to Cargill Lead	10
East Tampa Siding-AZA885.3	10
AZA886.4 and AZA886.5 (Alafia River)	20
Ruskin Siding	10
AZA898.7 and AZA898.8	20
AZA914.5 and AZA915.0	**20**
AZA915.7 and AZA915.8	20
AZA917.8 (A-Line) and SW873.8 (S-Line)	15

Note:

Big Bend Spur - Do not exceed speed of 10 MPH through turnout from main track, 10 MPH east and west of Highway 41.

114.0 EQUIPMENT RESTRICTIONS

Table 86. Equipment Restrictions

Location	Equipment	Restriction
Bridges at AZA898.8 and AZA915.8	Cars with gross weight exceeding 263,000 lbs.	15 MPH

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Drawbridges

Alafia River, AZA886.4 - Attended. Look out for close clearance. The bridge over the Alafia River will not clear a man on the side of car.

Big Manatee River, AZA915.8 - Attended (0600 hrs - 1400 hrs). Outside of assigned hours, bridge is kept in open position. Trains stopped by signal governing movement will not proceed until signal is received from bridge tender given with green flag by day and green light by night.

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Little Manatee River, AZA898.8 - Unattended and normally lined for rail movement. Trains stopped by signal governing movement will not proceed until member of crew ascertains that drawspan and lift rails are in proper position.

Parrish Spur - MP SW869.7 - The walkway on the bridge at MP SW869.7 is out of service. This does not affect the condition of the bridge itself, only the walkway.

2. Railroad Crossings at Grade

Table 87. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Palmetto, AZA914.5	CSX	Non-Electrically locked gates (Note)	98-C

Note: Normally clear for Palmetto Subdivision.

115.100 HIGHWAY AND STREET CROSSINGS

1. Do not exceed 5 MPH on North Freight Lead, East Tampa, until crossing gates at US 41, MP AZA885.0, are activated and in the down position.
2. Stop and flag Highway 301, Palmetto, SW869.4, due to rusty rail.
3. Stop and flag crossing at Highway 41, Piney Point Road, AZA905.5, due to rusty rail.
4. Stop and Flag Crossing at 8th Avenue West in Palmetto at SW871.3 account track condition.
5. When switching or making movements within the Tropicana Plant, Bradenton, Fl., all road crossings must be protected by a flagman. During the nightime hours, this flagging protection should include fusees on the crossings.
6. The truck crossing at IMC/Agrico Big Bend Terminal, AZA890.0, must be cut with at least one car length of clearance on both sides of the crossing.
7. **On Parrish Spur - MP SW869.7** - Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:
   a) 2nd Avenue, Palmetto
   b) 5th Avenue, Palmetto
   c) 7th Avenue, Palmetto
   d) 10th Avenue, Palmetto
   e) 11th Avenue, Palmetto
   f) HWY 301, MP SW869.36

115.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 88. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Rockport AZA882.0	Continuous	66	Terminal
Train Dispatcher (AA)	Continuous	54	Wayside
Train Dispatcher (BB)	Continuous	08	Wayside

Note: AA Train Dispatcher's call-in No. is 6.

AA Train Dispatcher's telephone No. is 1-800-628-4718.

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

BB Train Dispatcher's telephone No. is 1-800-445-5504.

116.0 MISCELLANEOUS INSTRUCTIONS

1. **Bradenton Yard (Tropicana)** - Two derails have been installed in Bradenton Yard (Tropicana), AZA918.0, at the following locations:
   a) North end of Sand Track.
   b) North end of Rail Dock Lead.

   Normal position for these two derails will be in the "OFF" position.

   When Tropicana personnel are working on or about equipment in the Glass Plant and/or Rail Dock, the derails will be in the "ON" position and locked by a Tropicana Locking Device and must not be removed except by Tropicana personnel.
2. The Suncoast Beef Track, MP SWC871 is out of service. Switch is spiked, and red tagged.
3. **Big Bend** -
   a) Do not shove empty cars from the Agrico Dumper at Big Bend onto the Chemical track. Cars that have been dumped should be shoved onto the runaround track. It is permissible to use the Chemical Track to switch bad orders out and double outbound train out; however, a trainman must be on the rear of the movement when shoving toward the Chemical track.
   b) When working at Big Bend, Fl., MP AZA890, all CSXT Engines must be detached from any cars before allowing mine personnel to turn couplers.
   c) The following procedure will be in effect when spotting the Bid Bend Dumper, AZA890.0:
      1) Train must stop prior to engines reaching the car puller and retarders.
      2) A crew member must confirm visually that the dumper has ceased dumping and must have verbal permission from the terminal supervisor or Rockport Yardmaster who has secured permission from supervisor to enter the dumper.
      3) After the above have been fully complied with, the train may enter the Big Bend Dumper with the locomotives, not exceeding 3 MPH. The engine brakes must not be used while in the Big Bend Dumper to spot or slow the train except when an emergency arises. After spotting the train, the engine brakes may be applied while the train brakes are being applied as prescribed by train handling rules.

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4. **Close Clearance**

When switching the Feed Mill/Syrup Track at Tropicana Products, Bradenton, Fl., AZA916.0, crew must not have any box cars in their train. This is due to sub-standard clearance overhead at this location.

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120.0 PLANT CITY SUBDIVISION- PL

121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SV823.1		Plant City	
		2.5	
SV825.6		Coronet	
		3.9	
SV829.5		Hopewell	
		4.7	
SV834.2		Welcome	

11.1 MILES
PLANT CITY TO WELCOME

121.1 DIAGRAM CROSS-REFERENCE

Table 89. Diagram Cross-Reference

Subdivision	Division	Page
Valrico	Florida BU	39
Yeoman	Florida BU	45

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 90. Authority for Movement

Between Location/Mile Post	Rules
SV823.1 and SV823.7	265-272
SV823.7 and SV833.4	120-132
SV833.4 and SV834.2	93

122.2 DTC BLOCK LIMITS

Table 91. DTC Block Limits

Between Location/Mile Post	Block Names
SV823.7 and SV829.0	Coronet
SV829.0 and SV833.4	Hopewell

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

Table 92. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
Plant City, SV823.1 and SV823.7	Plant City

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 93. Maximum Authorized Speed

Between Location/Mile Post	MPH
Plant City, SV823.1 and Welcome, SV834.2	40

123.2 SPEED RESTRICTIONS

Table 94. Speed Restrictions

Between Location/Mile Post	MPH
SV823.1 and SV823.7	20

Note:

10 MPH on Hopewell Mine Spur.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.100 ROAD CROSSINGS AT GRADE

1. **Plant City** - No street or road crossing within city limits (north of SV824.3) will be blocked for more than 5 minutes without clearing up for vehicular traffic for a period of not less than 5 minutes or until all waiting vehicular traffic has cleared the crossing.
2. Stop and flag over Highway 39 on Hopewell Mine Spur.
3. All trains departing Coronet Mine will approach Coronet Road on the Coronet Mine Spur prepared to stop until reaching a point approximately 25 feet from this crossing at which time the gates will activate. These instructions do not apply to trains entering Coronet Mine as the gates are functioning normally.

125.105 USE OF SPECIFIED TRACKS

Table 95. Use of Specified Track

Tracks	Instructions
Coronet Spur	Switches will be left lined and locked for straight-away movement. Do not exceed speed of 10 MPH.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 96. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 5.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

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126.0 MISCELLANEOUS INSTRUCTIONS

Close Clearances:

Due to close clearance, employees will not ride cars at the following locations:

1. Loading Facility at Hopewell Mine Spur.
2. Track servicing Food Lion at the gate and at the door.
3. Coronet Mine, Track No. 1, due to unloading ramp beside track.
4. Coronet Industries Yard as these tracks will not clear a person riding on the side of equipment.

NOTES:

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130.0 TAMPA TERMINAL SUBDIVISION - TP

131.0 STATIONS LISTING AND DIAGRAM

YN TO EAST TAMPA

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
S839.2	YEOMAN SD	YN	
AZA877.7		1.6	
AZA879.0		Yeoman	
1920		3.0	
AZA882.0		Rockport	
	ROCKPORT & SUTTON SPUR	0.6	
AZA882.6		Sutton	6411
1924–1927		2.4	
AZA885.0		East Tampa	
1928	PALMETTO SD		

7.3 MILES
YN TO EAST TAMPA

MANGO TO TAMPA

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
A873.8	LAKELAND SD	Mango	
		4.8	
A878.0		Uceta Yard	
		1.8	
A879.8		GY	
	NEVE SPUR	0.5	
A880.4	CLEARWATER SD	TN	
		1.7	
A881.7	PORT TAMPA SPUR	Tampa	

7.6 MILES
MANGO TO TAMPA

YN TO GARY

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
S839.2	YEOMAN SD	YN	
		1.7	
S840.9		Yeoman	
	CLEARWATER SD / PALMETTO SD	2.2	
S843.1	END OF TRACK	Gary	

3.9 MILES
YN TO GARY

131.1 DIAGRAM CROSS-REFERENCE

Table 97. Diagram Cross-Reference

Subdivision	Division	Page
Clearwater	Florida BU	17
Lakeland	Florida BU	21
Palmetto	Florida BU	29
Yeoman	Florida BU	45

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT.

Table 98. Authority for Movement

Between Location/Mile Post	Rules
AZA877.7 and AZA885.0	265-272
S.E. Mango, A873.8 and TN, A880.4	265-272
TN, A880.4 and A881.7	120-132

Note: *All train movements to or from the Clearwater and Tampa Terminal Subdivisions at Gary must be made by using the west main track only. Movements to or from the Hookers Point Lead and the Tampa Terminal Subdivision must be made by using the east main track only. Permission to use the east and west main tracks at Gary must be obtained from the Yardmaster at Yeoman Yard.*

132.2 DTC BLOCK LIMITS

Table 99. DTC Block Limits

Between Location/Mile Post	Block Names
A880.4 and A881.7	TUS

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

Table 100. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
S. E. Mango, A873.8 and "AY", A877.3	AY
"AY", A877.3 and North Leg Neve Wye (Ybor), A879.6 - South Leg Neve Wye (Ybor), A880.1	Uceta
AZA877.7 YN and AZA 879.8 TS	Yeoman
AZA879.8 TS and AZA882.0 North Switch Sutton Siding	Sutton
AZA882.0 North Switch Sutton Siding and AZA885.1 TCS Limits East Tampa	East Tampa

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132.4 EXCEPTED TRACKS

1. All tracks and leads within the confines of Old Tampa Yard, Tampa, Florida, are declared "Excepted Tracks".
2. The Port Tampa Spur from A882.3 to A884.0, and from A887.0 to A890.0, including all Yard and Industrial Tracks, is declared "Excepted Track."

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 101. Maximum Authorized Speed

Between Location/Mile Post	MPH
S. E. Mango and TN	79
A880.4 and A881.7	45
YN and East Tampa	40

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 102. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision: Other than passenger trains	—	60
(former Lakeland Subdivision)		
A876.8 and A878.8	—	**45**
A878.8 and A881.3	**45**	**45**
A881.3 and A881.7	25	25
Port Tampa Spur	—	20
(former Palmetto Subdivision)		
AZA879.0 and AZA879.5	—	35
AZA879.5 and AZA879.8	—	25
AZA882.0 turnout North and South legs of wye	—	10
AZA882.0 turnout to siding	—	10
Sutton Siding	—	10
East Lead- AZA882.0	—	10
AZA885.0 turnout to Cargill Lead	—	10

134.0 EQUIPMENT RESTRICTIONS

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

Table 103. Equipment Restrictions

Location	Equipment	Restriction
Amtrak Station Tampa Track No.6 over wheel drop table	Engines	Must not operate
Old Tampa Yard	Bi-Level Auto Racks	Must not operate
Bridge A882.8 to A882.9 (Port Tampa Spur)	Cars with gross weight exceeding 263,000 lbs.	10 MPH

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Railroad Crossings at Grade

Table 104. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Tampa, A880.4	CSX	Remotely Controlled	234-B(2) (Note)

Note:

Train disptacher must not issue authority for a train to move in accordance with Rule 234B(2) until protection has been provided by the train dispatcher in control of the intersecting line.

2. Drawbridges

Hillsborough River, A882.9 - Attended Sunday through Thursday 1600 until 2359. Outside of assigned hours of bridge tender, drawbridge will be left in open position. Train will approach "Stop" signs, located approximately 100 feet from end of approach structures, not exceeding 20 MPH prepared to stop, and will stop before reaching "Stop" sign, unless proceed signal is received from bridge tender, given with green flag by day and green light by night.

135.100 HIGHWAY AND STREET CROSSINGS

1. Do not exceed 5 MPH on North Freight Lead, East Tampa, until crossing gates at US 41, MP AZA885.0, are activated and in the down position.
2. Approach McCloskey Boulevard, S843.2, Hookers Point Spur, under full control until it is seen gates are operating properly. Gates will not operate until on island circuit.
3. All trains must stop and flag the following crossings in downtown Tampa on Polk Street between A882.2 and A882.7 even though the crossing protection may be functioning:

   Jefferson Street
   Pierce Street

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Morgan Street
Florida Street
Tampa Street
Franklin Street
Ashley Street

135.103 SWITCHING

Bids Terminal - During normal switching hours, hazardous materials will not be transferred in the terminal. At other than normal switching hours, the facility will be blue flagged. If a switch is required at other than normal 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 terminal has been designated as a terminal transferring hazardous materials and listed below are the switching window at that location:

Table 105. Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Tampa Terminal	Tampa (34th Street)	1800 and 0700 Daily

135.104 SWITCHES

1. **Yeoman crossover** - Trains and engines using north crossover from Yeoman Yd to Yeoman mainline will leave crossover lined for mainline movement.
2. Rockport - The middle crossover track between New Loop and Old Loop, Rockport, Fl., AZA882.0, is out of service. Switches have been spiked and red-tagged.

105.205 USE OF SPECIFIED TRACKS

Table 106. Use of Specified Track

Tracks	Instructions
Port Tampa Spur	Between A881.7 (Tampa Union Station Switch) and Port Tampa, is classified as track other than main track and trains will be governed by Rule 105, not exceeding 20 MPH. Switches will be left lined and locked for straight-away movement on this spur. Permission must be obtained from yardmaster at Yeoman before using this spur.
Neve Spur	Rule 105 is in effect on the Neve Spur except Rules 265-272 are in effect between ARF865.5 and on both legs of wye, ARF866.0. Do not exceed speed of 20 MPH through turnout stem of wye at ARF865.5. Do not exceed speed of 20 MPH between ARF861.2 and ARF865.5. Do not exceed 10 MPH in sidings.
Hookers Point	All tracks in Hookers Point are classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH. Permission must be obtained from yardmaster at Yeoman before using this spur.

Table 106. Use of Specified Track

Tracks	Instructions
The track between S839.2 and S843.2 (formerly main track)	This track is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH. Movements will be made with permission of the Yeoman yardmaster.

135.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 32.

Table 107. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Yeoman, S841.0	Continuous	32 & 66	Terminal
Rockport, AZA882.0	Continuous	66	Terminal
Dispatcher (AA)	Continuous	54	Wayside

Note: AA Train Dispatcher's call-in No. is 6.

AA Train Dispatcher's telephone No. is 1-800-628-4718.

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

BB Train Dispatcher's telephone No. is 1-800-445-5504.

136.0 MISCELLANEOUS INSTRUCTIONS

1. **City/County Ordinance Instructions**
   a) **Tampa** - Horn will be sounded with light intensity within corporate limits, except in emergency.
   b) **Hillsborough County** - Due to County Ordinance, do not block U. S. Highway 41 at East Tampa more than 10 minutes. All trains entering East Tampa Yard with more than 70 cars should stop clear of the crossing circuit on U. S. Highway 41, cut train in half and yard the two sections separately.
2. **Sutton** -
   a) IMC has installed a gate at the entrance of their facility located at Sutton, AZA883.0. A CSX switch lock has been placed on the gate and CSX crews are responsible for unlocking the gate before entering the plant and locking the gate upon departure unless the Rockport Yardmaster has confirmed that IMC's Guard will lock the gate.
   b) All trains entering IMC at Port Sutton with more than 100 cars should stop clear of the Port Sutton Road crossing, cut train in half and yard the two sections.
   c) When building trains and yarding trains at IMC, Port Sutton, MP AZA 882.0, all cars and engines must be left within the yellow track clearance markers. Under no circumstances will it be permissible to foul the lead and jump the air to get a brake test.
   d) The Commercial Metal Lead Track at Sutton, MP AZA 883.0, just south of Morton Salt Crossing is out of service.
3. **Rockport** -
   a) The following procedures will be in effect when spotting the Rockport CSX Dumpers:

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1) The rear of the cut will be spotted at the dirt road crossing (Known as 301) on the south end of the Storage Yard. The train crew member at the dumper will receive a verbal confirmation from the car dump operator that the dumper is clear and, in addition, will visually confirm that operations have ceased, the dumper is clear and the dumper light is displaying green. Only at that time will the movement be allowed to continue.

2) When swapping the "D" tracks at the Rockport Dumpers, the tracks will be shoved in the clear a minimum of 2 car lengths.

b) All trains departing Rockport Yard must stop until the gates on U. S. Highway 41 are down.

c) All trains entering Rockport Yard must receive permission from the Rockport Yardmaster to enter the yard, prior to passing the signal at the stem of the wye.

4. **Eastern Terminal (Lou Dumper) -**

The following procedure will be in effect when spotting the Eastern Terminal (Lou Dumper):

Trains must stop prior to engines reaching the Lou Dumper. After stopping, a crew member must confirm visually that the dumper light is displaying green, the dumper has ceased dumping and must have verbal permission from the terminal supervisor or Rockport Yardmaster who has secured permission from supervisor to enter the dumper.

After the above has been fully complied with, the train may enter the Lou Dumper with the locomotives, not exceeding 5 MPH. The engine brakes must not be used while in the Lou Dumper to spot or slow the train except when an emergency arises. After spotting the train, the engine brakes may be applied while the train brakes are being applied as prescribed by train handling rules.

Before releasing the train to the Lou Dumper, a crew member will remove the ETD device from the rear of the train.

5. All northbound trains operating between Rockport and T.S. (Yeoman) will stop clear of Washington Street, AZA880.1, until they have a signal at T.S. to proceed.

6. All trains operating on the Bypass Track, Tampa Terminal Subdivision, will sound their horns when approaching the north end of the Yeoman Yard switching lead in the vicinity of the Orient Road Overpass, AZA878.2.

7. **Rusty Rail Conditions** - All trains must approach the following crossings prepared to stop, until it is known that the crossing protection is working properly. If the protection does not work properly, the crossing must be flagged by a member of the train crew preceding the movement until the crossing is covered by movement:

Kennedy Boulevard, A883.56

Cleveland Street, A883.68

Platt Street, A883.85

Swann Avenue, A884.22

Morrison Avenue, A884.22

Howard Avenue, A884.54

Watrous Avenue, A884.7

Mississippi Avenue, A884.98

Bay-to-Bay, A885.73

Macdill, A885.82

El Prado, A886.38

Euclid, A886.6

Himes Avenue, A886.82

Gandy Boulevard, A887.78

Manhattan Avenue, A888.55

Oklahoma Avenue, A888.60

NOTES:

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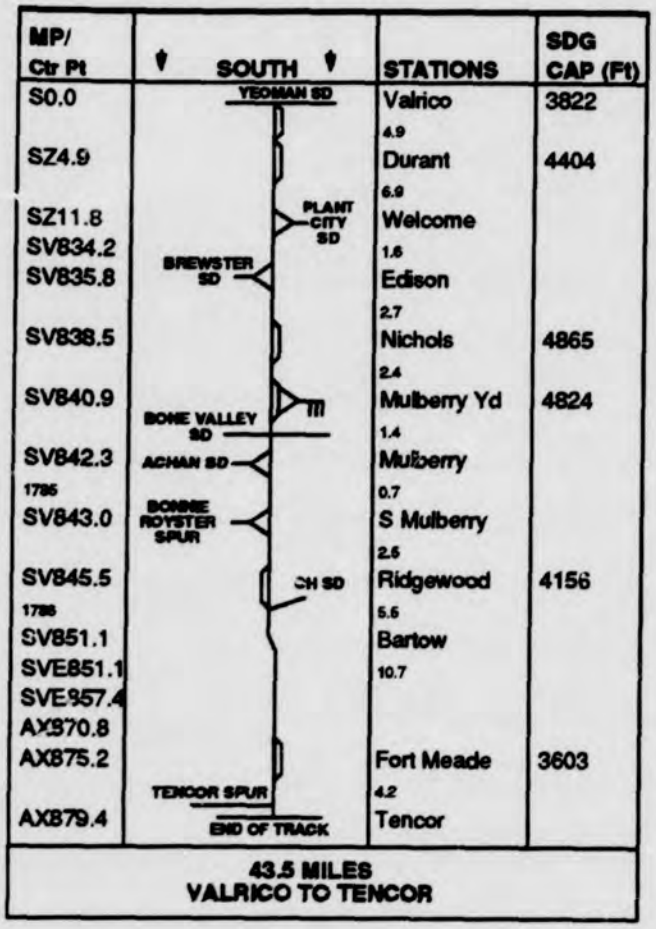
140.0 VALRICO SUBDIVISION-VL

141.0 STATIONS LISTING AND DIAGRAM



141.1 DIAGRAM CROSS-REFERENCE

Table 108. Diagram Cross-Reference

Subdivision	Division	Page
Achan	Florida BU	1
Bone Valley	Florida BU	7
Brewster	Florida BU	9
CH	Florida BU	15
Plant City	Florida BU	33
Yeoman	Florida BU	45

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 109. Authority for Movement

Between Location/Mile Post	Rules
SZ0.0 and SZ11.8	120-132
SZ11.8 and SV841.3	93
SV841.3 and SV845.4	265-272
SV845.4 and SV850.1	93
SV850.1 and AX879.4	120-132

142.2 DTC BLOCK LIMITS

Table 110. DTC Block Limits

Between Location/Mile Post	Block Names
SZ0.0 and SZ5.2	Acco
SZ5.2 and SZ11.8	Alafia
SV850.1 and SVE856.8	Bartow
SVE856.8 and AX876.1	Fort Meade
AX876.1 and AX879.4	Tencor

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

Table 111. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
SV841.3 South End Siding Mulberry Yard and SV842.8 North Wye South Mulberry	IMC
SV842.8 North Wye South Mulberry and SV845.4 North YL Ridgewood	Ridgewood

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 112. Maximum Authorized Speed

Between Location/Mile Post	MPH
Valrico and Welcome	40
Welcome and Tencor	35

143.2 SPEED RESTRICTIONS

Table 113 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Bonnie Spur	10
Within Bonnie Plant	5
Nichols Siding	10
Main track and wye, Mulberry Yard	10
Royster Spur	10
On Main Track over Railroad Crossing SV842.3	10
Bartow Steel Track, SV845.1	5

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Table 113 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Tencor Spur	10 (note)

Note: A one-mile marker has been erected on the Tencor Spur 5280 feet from the switch located at mile post AX 879.4. The maximum authorized speed between the switch and the one-mile marker is 15 MPH.

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.36 SPRING SWITCHES

1. Spring Switch Instructions

Table 114. Spring Switches

Location	End Located	Normal Position	Speed
North end IMC Siding, SV840.2	North	For Main Track	15 MPH
Edison, SV835.9	Junction	For Valrico Subdivision main track	15 MPH

2. Trailing point movements may be made through the spring switches at the following locations, regardless of how the switch is lined:

a) Spring switch at SV835.9, Edison (See Note)

b) Spring switch at SV840.2, N.E., IMC Siding

Note: Normal position of spring switch located at SV835.9 will be lined for movements to and from the Valrico Subdivision. Facing point moves over this switch will be governed by the indicator light located appoximately 50 feet north of the switch point on the Valrico Subdivision.

145.58 DEFECT DETECTORS

Table 115. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Valrico, SZ2.3	AD	West Side

145.93 YARD LIMITS

Table 116. Yard Limits

Tracks	Instructions
Welcome and Mulberry Yard	Operation is under supervision of the "BB" Dispatcher at Jacksonville. Trains must secure permission from dispatcher before entering main track at Welcome or Mulberry Yard, or at any intermediate point, and must report to the dispatcher when clear.

Table 116. Yard Limits

Tracks	Instructions
Ridgewood and Bartow	Operation is under supervision of the "BB" Dispatcher at Jacksonville. Trains must secure permission from dispatcher before entering main track at Ridgewood or Bartow or at any intermediate point, and must report to dispatcher when clear.

145.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

Table 117. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Mulberry, SV842.3	CSX	Remotely Controlled	234-B(2)

145.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

A member of crew will precede all movements over highway crossing in the Bonnie Plant area.

145.103 SWITCHING

Effective immediately, trains operating through the CF Industries complex at Bonnie must first contact the guard shack using channel 66.

Radio contact by CSXT crews will give CF Industries' employees an opportunity to alert their trackmobile crew to clear up for CSXT movement, and it will also enable them to provide notice to truck traffic within the plant area to exercise extreme caution at crossings.

While passing through CF Industries Complex, engine bell must be sounded at crossings and must be used throughout the area of the plant.

145.104 SWITCHES

1. Switches at intersection of siding and north and south legs of wye, Mulberry Yard, SV840.4, may be left as last used. Trains must approach these switches at restricted speed expecting to find them lined in either position.
2. The normal position of the main track switch to Tencor Spur AX879.4, will be left lined and locked as last used.

145.105 USE OF SPECIFIED TRACKS

Table 118 (Page 1 of 2). Use of Specified Track

Tracks	Instructions
Bonnie and Royster Spurs	Train will obtain permission from "BB" Dispatcher before leaving wye enroute to either point. Switches will be left lined and locked for straight-away movement on these spurs.

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Table 118 (Page 2 of 2). Use of Specified Track

Tracks	Instructions
Edison-Welcome	Secondary track located on east side of and paralleling main track extends from Welcome to Edison and may be used between these points only upon oral authority of dispatcher. Secondary track opens north into south leg of wye at Welcome and south into Valrico Subdivision main track at SV835.5, Edison.
Valrico Siding	Authority to enter the Valrico Siding on the Yeoman Subdivision from the Valrico Siding on the Valrico Subdivision must be obtained from the "AA" Dispatcher. Authority to enter the Valrico Siding on the Valrico Subdivision from the Valrico Siding on the Yeoman Subdivision must be obtained from the "BB" Dispatcher.
Bowling Green Spur	The Bowling Green Spur, which extends between Tencor, AX879.4 and Bowling Green, AX882.8 is classified as track other than main track and trains will be governed by Rule 105. Switches will be left lined and locked for straight-away movements on this spur.

145.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 84.

Table 119. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Mulberry Yard	Continuous	84	Terminal
Dispatcher (BB)	Continuous	08	Wayside

Note: BB Train Dispatcher's call-in No. is 5.

BB Train Dispatcher's telephone No. is 1-800-445-5504.

146.0 MISCELLANEOUS INSTRUCTIONS

1. All trains encountering a stop signal in the designated TC territory on the Valrico Subdivision, must stop and have verbal permission from the "BB" Dispatcher in Jacksonville to pass such stop signal in accordance with CSX Operating Rule 234. This must be done in addition to securing verbal authority for operating limits in this TC territory. Before accepting any signal displaying an indication that will allow movement in this TC territory on the Valrico Subdivision, verbal authority for operating limits must be obtained from the "BB" Dispatcher in Jacksonville before proceeding.
2. **Mulberry Yard -**

   Tracks Y4 through Y10 at Mulberry Yard must not be used without permission of GFA Railcar Maintenance Company, who now owns these tracks.
3. **Ridgewood -**

   Lookout for hazardous walking conditions around all tracks at Ridgewood.
4. **Purina Mills - Mulberry** - The flashing blue light located top left main door will indicate industry crews are working inside the plant. CSX crews will not switch the plant when light is flashing until Purina Mills (813-425-5541) is notified, the area cleared and the light is turned off.
5. **Clear Springs** - Tracks 1, 2, 3, and 4 in Clear Springs Yard have been cut at a point 4136 feet south of north wye switch. Cross tie butting blocks have been installed on all 4 tracks.
6. **Alert** - The switch at Alert, MP SV 845.2 is spiked, red tagged and out of service.
7. **Mineco** - The Mineco Switch, MP SV 847.5, is spiked, red tagged and out of service.
8. **Nichols -**

   Track No. 4, Dry Rock Yard, Nichols, is out of service.
9. **Armour** - Tracks on the north end of Armour are out of service as follows:
   a) Bottom 300 feet of track no. 5
   b) Bottom 200 feet of track no. 4
   c) No. 6 is spiked, red tagged and lined to track no. 6
10. **Close Clearances:**

    Due to close clearance, employees will not ride cars at the following locations:
    a) **Nichols** - On the south end of the Wet Rock Empty Yard for approximately 400 feet between the Boulevard Lead and Track No. 1 on the south end.
    b) **Nichols** - On the Loadout Track at the Dry Rock Yard, MP SV838.2 through the loader building.
    c) **Conserv** - On the north side of lead by chain link fence gate posts.
    d) **Chem Lime Siding** - SV837.9, due to a car pulley on the east side next to the dumper building.
    e) **Mulberry Yard** - Tracks 1 through 4 and Y3.

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150.0 VITIS SUBDIVISION-VI

151.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AR836.8	YEOMAN SD — OCALA SD	Vitis	9786
		9.8	
AR846.6		Stokes	11,258
		9.9	
AR856.5	LAKELAND SD	Lakeland	
19.7 MILES VITIS TO LAKELAND			

151.1 DIAGRAM CROSS-REFERENCE

Table 120. Diagram Cross-Reference

Subdivision	Division	Page
Lakeland	Florida BU	21
Ocala	Jacksonville	Jacksonville TT
Yeoman	Florida BU	45

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 121. Authority for Movement

Between Location/Mile Post	Rules
AR836.8 and AR856.5	265-272

Note: Rules 265-272 are in effect on Stokes Siding.

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

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

Between Location/Mile Post	Block Name
AR836.8 Junction Switch Vitis and AR848.0 South Switch Stokes Siding	Stokes
AR848.0 South Switch Stokes Siding and AR856.5 Lakeland	Griffin

Note: Limits of Griffin Block include both legs of wye at Lakeland.

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 123. Maximum Authorized Speed

Between Location/Mile Post	MPH
Vitis, AR836.8 and Lakeland, AR856.5	79

153.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 124. Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Entire Subdivision: Other than Passenger Trains	—	60
AR839.2 and AR839.4	75	–
AR854.0 and AR855.8	60	–
AR855.8 and AR856.2	40	40
AR856.2 and AR856.5 (NY)	25	25
AR856.2 and AR856.5 (SY)	30	30
Signaled Siding: Stokes	25	25

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.58 DEFECT DETECTORS

Table 125. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Stokes, AR849.7	AD	East Side

155.100 HIGHWAY AND STREET CROSSINGS

(1) Providing Crossing Protection

Trains and engines will stop and provide protection against vehicular traffic before moving over highway crossings State Road 35-A(Kathleen Road) on Alpha Chemical Corporation Lead at Lakeland.

155.400. RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 32.

Table 126. Radio Stations and Instructions

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

Note: AA Train Dispatcher's call-in No. 1 for Dade City radio.

AA Train Dispatcher's call-in No. 6 for Winston radio.

AA Train Dispatcher's telephone No. is 1-800-628-4718.

156.0 MISCELLANEOUS INSTRUCTIONS

City Ordinance Instructions

Lakeland - Engine horn will be sounded with light intensity within corporate limits, except in case of emergency.

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160.0 YEOMAN SUBDIVISION-YE

161.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
AR836.8	OCALA SD	Vitis	9786
ARF836.8	VITIS SD	3.9	
1809			
S808.0		Zephyrhills	
ARF840.7		10.5	
1814			
S818.5		Knights	3998
1902–1903		4.5	
S823.0	LAKELAND SD / PLANT CITY SD	Plant City	7221
1904–1905		4.3	
S827.3		Turkey Creek	
	VALRICO SD	4.7	
S832.0		Valrico	4075
1914–1915		7.2	
S839.2	TAMPA TERMINAL SD	YN	

35.1 MILES
VITIS JCT. TO YN

161.1 DIAGRAM CROSS-REFERENCE

Table 127. Diagram Cross-Reference

Subdivision	Division	Page
Ocala	Jacksonville	Jacksonville TT
Lakeland	Florida BU	21
Plant City	Florida BU	33
Tampa Term.	Florida BU	35
Vitis	Florida BU	43

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 128. Authority for Movement

Between Location/Mile Post	Rules
Vitis, ARF836.8 and YN, S839.2	265-272

Note: Rules 265-272 are in effect on Plant City Siding.

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

Table 129. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
ARF836.8 Vitis Junction and S823.1 CSX Railroad Crossing at Grade	Central

Table 129. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Name
S823.1 CSX Railroad Crossing at Grade and S831.6 North Switch Valrico Siding	Turkey Creek
S831.6 North Switch Valrico Siding and S837.7 Faulkenburg Road	Brandon
S837.7 Faulkenburg Road and S839.2 YN North YL	South Tampa

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 130. Maximum Authorized Speed

Between Location/Mile Post	MPH
Vitis and S839.2	50

163.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 131. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
S821.5 and S823.1	20	20
S823.1 and S823.4	10	10
S823.4 and S823.9	20	20
S832.5 and S833.5	40	40
S834.0 and S835.0	45	45
S839.0 and S839.2	40	40
Signaled Siding: Plant City	25	25

Note:

Connection Track at Plant City, 10 MPH.

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.58 DEFECT DETECTORS

Table 132. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Knights, S816.1	AD	West Side

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165.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

Table 133. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Plant City, S823.1	CSX	Remotely Controlled	234-B(2)

165.100.ROAD CROSSINGS AT GRADE

(1) Providing Crossing Protection

Table 134. Road Crossings at Grade

Location	Street
Plant City Industrial Park Lead (see Note)	Turkey Creek-Airport Road

Note: From sunset to sunrise.

(2) Blocking Crossings

Plant City - No street or road crossing within city limits, S821.2-S827.1, will be blocked for more than 5 minutes without clearing up for vehicular traffic for a period of not less than 5 minutes, or until all waiting vehicular traffic has cleared the crossing.

165.400 RADIO STATIONS AND INSTRUCTIONS

All trains will monitor channel 66.

Table 135. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Yeoman	Continuous	32 & 66	Terminal
Dispatcher (AA)	Continuous	54	Wayside

Note:

1. All trains on the Yeoman Subdivision will change to and monitor Radio Channel 32.
2. AA Train Dispatcher's call-in No. 1 for Dade City radio.
3. AA Train Dispatcher's call-in No. 6 for all other radios.
4. AA Train Dispatcher's telephone No. is 1-800-628-4718.

166.0 MISCELLANEOUS INSTRUCTIONS

1. **Central** - Trains setting off on CF Industry (Central Plant) trackage must contact either the Central mine engine or the Central area 3 Foreman on digital radio channel no. 66. Conductors on trains setting off at Central must leave a list in the knuckle of the cars set off.
2. **Valrico Siding** - Signs showing "Begin TC" on the south side and "End TC" on the north side have been installed to the right of the siding (when proceeding north on the siding). Authority to enter the Valrico Siding on the Yeoman Subdivision from the Valrico siding on the Valrico Subdivision must be obtained from the "AA" Dispatcher. Authority to enter the Valrico Siding on the Valrico Subdivision from the Valrico Siding on the Yeoman Subdivision must be obtained from the "BB" Dispatcher.

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1002.00. EQUIPMENT SPEEDS

1002.01. Fuel Conservation

1. Unit Rock Trains operating between Hialeah and Destinations on the FBU or Jacksonville Service Lane, unless otherwise restricted, may operate at up to 60 MPH with all loaded cars or up to 50 MPH with any empties.
2. Empty unit coal trains operating on the Florida Business Unit equipped with SD 60 class units or C40-8 class units are authorized to use one engine only. Permission must be obtained through the dispatcher's office in Jacksonville to use additional power on empty hopper trains having either one SD 60 or C40-8. Units shut down or isolated should be as per Train Handling Rule 2.3.1, paragraph "G".

1004.00. EQUIPMENT HANDLING RESTRICTIONS -

1004.02. Clearance Implicated Shipments

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

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

1. Unless otherwise authorized by a Clearance Bureau Message or by the Director System Control, the maximum double stack and multi- level height permitted on the Florida Business Unit is 20' 2". CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.
2. General movement instructions for 20' 2" high multilevel automobile carrier cars:

   Unless specifically advised by the Train Director at the Jacksonville Operations Center, only the following trains will be permitted to transport this equipment, loaded or empty, between Yeoman Yard (Tampa Terminal Subdivision) and Drew (Clearwater Subdivision):

   O700 - Drew Switcher
   O702 - Largo Switcher
   O900 - Drew Extra

1004.05. Multi-Level Auto Racks

Securing For Unloading - Air brakes must be set on all cars and one hand brake for every fourth car and the first and last car spotted on each track.

1004.06. Scale Tracks -
Engines must not be operated over live rail of scale tracks.

1004.07. Open Top Hopper Cars -
Must not be accepted for movement with hopper doors open.

Exception: This does not apply to switching movements.

1004.08. Trainline Air Dump Cars -
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 main reservoir end cock closed on the locomotive, causing the rapid discharge system to become void of air. This will make it necessary to open the end cock, charging the system prior to arrival at the unloading location. Upon arrival at the "terminal to begin charging the unloading system", the main reservoir end cock will be opened permitting the charging of the rapid discharge system so that it will be fully charged, therefore avoiding any delay to these trains:

Table 136. Trainline Air Dump Cars.

Train	Terminal to Begin Charging Dump System	Unloading Location
N110--N129 (Crystal River)	Baldwin, Fl.	Crystal River
U148--U172 (Taft)	Sanford, Fl.	Orlando, Fl.
U140--U147 (Lakeland)	Wildwood, Fl.	Lakeland, Fl.
U120--U132 (Hague)	Baldwin, Fl.	Gainesville
N130--N131--N137 (Tampa Elec)	Tampa, Fl.	Sutton, Fl.
N140--N141 (Brooksville)	Tampa, Fl.	Brooksville, Fl.

Effective immediately, when assigned these trains, a crew member must ascertain: 1) The locomotive-to-auxiliary train line is properly positioned, 2) The locomotive end cock is properly positioned and 3) The angle cock for the rapid discharge equipment on the first car of the train is open.

At the loading facility, after these trains have been loaded, they must be inspected to determine: 1) The locomotive-to-auxiliary train line is attached and 2) all hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to open the end cock and charge the rapid discharge system, extreme caution must be used and the end cock on the locomotive must be closed before departing the loading facility.

When making an inspection of the train per Operating Rule 56, paragraph #2, all rapid discharge hoses must be checked to determine they are coupled and the angle cocks properly positioned. If the locomotive-to-auxiliary train line

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is missing during any segment of the trip, the train dispatcher must be notified immediately.

1004.15. Hopper Cars Equipped With Straight Air -
APAX 100-206 are open-top hoppers and APAX501-606 are Flat Bottom Gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline air. The straight air is not to be used in normal operations.

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.

1004.17. Sperry Rail Test Car -

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

1004.18. 20' 2" High Multi-Level Train Service Routes

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the maximum double stack and multi-level height permitted on the Florida Business Unit is 20' 2". CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Train service routes that are approved to accept 20' 2" high multi-level automobile carrier cars will be expaned to certain routes and trains between Detroit, Mi. and Tampa, Fl.

Train crews must read and comply with their train documents. They must refer to blanket clearance message for a list of trains that are authorized to handle 20' 2" high (loaded or emtpy) multi-level cars.

If it is necessary to set out a 20' 2" high multi-level car on line of road for any reason, the train crew must check for any height obstructions before setting the car off. the set off multi-level car may only be picked up and moved by another authorized train in the blanket clearance message.

An authorized train with any 20' 2" high multi-level cars must not be re-routed, diverted or consolidated with another train without approval of the train director at the Jacksonville Operations Center.

20' 2" high multi-level cars may not be moved on any route that is not identified on the blanket clearance message. These cars will have "TTQX" as car initials. All 20' 2" high multi-level cars will carry a classification code starting with "Q" on the train documents, I.E.: "Q26N". This code will also appear in the terminal and yard management systems (TYMS).

These 20' 2" high multi-level cars are not authorized to move on Baltimore, Appalachian, CCBU or Florence Service Lanes.

1004.19. Switching (Equipment) -

1. Non-bulkhead loaded log flats must not be cut off in motion during switching operations.
2. Camp cars must not be cut off in motion during switching operations.

1004.20. FRA Self Propelled Vehicle T-10 -
Reference FRA Self-Propelled Vehicle T-10, the following precautionary steps will be taken when this vehicle is operated on CSX main tracks to insure operational safety:

1. The vehicle must be operated as a train.
2. The vehicle will not be operated in excess of 60 MPH.
3. A qualified engineer-pilot must be provided for the vehicle.
4. Must not operate any following train or engine into a block between stations or controlled signals when occupied by the T- 10.
5. The T-10 must approach all highway crossings at grade provided with automatic crossing protection prepared to stop unless it can be determined that such protection is working and continue to work while the vehicle passes over the crossing. Flag protection against vehicular traffic is to be provided where necessary.
6. A verbal understanding as to reporting when clear must be obtained from the control station before moving through an interlocking.
7. The T-10 must approach all interlockings prepared to stop until the route is known to be clear.
8. When operating in TCS territory, the TCS control machine must be operated manually for T-10 movements, and the control operator must be kept informed of the progress of the vehicle from one control point to another.
9. Under no circumstances is the T-10 to make a back-up movement, regardless of distance, unless the movement is fully protected and made in accordance with the operating rules.
10. When operating in automatic block signal territory, the T-10 must not be stopped on sand if it can be avoided. If necessary to stop on sand, the unit is to be moved immediately a sufficient distance to clear sanded portion of rails.

1004.21. Roadway Equipment -
When roadway equipment is being operated in yards or terminals where other engines are operating, each switch providing entrance to or departure from the area must be lined against movement to the area and locked with an effective locking device.

1004.22. Equipment Speed Restrictions -

Table 137. Equipment Speed Restriction

Equipment	MPH
All freight trains handling TOFC equipment Series: SP 520541 through SP 520740 SP 513700 through SP 513799	50

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1004.23. RTTX CARS & TTEX CARS -

RTTX cars numbered 164200 thru 165352 and all TTEX cars which are articulated (two 89 Foot platforms coupled with a solid drawbar) can incur problems if in-train buff force is not kept at an absolute minimum; therefore, crews must examine their tonnage graph to determine if any of these cars are in their train. When it has been determined that train does contain these cars, the following method will be used during slow downs or stops in crossovers and turn-outs in terminals to keep in-train buff force at a minimum:

Except in case of emergency, the independent brake will not be used to slow or stop trains. If throttle modulation will not stop or slow the train, the stretch brake method will be used, keeping locomotive brakes actuated off.

1006.00. RADIO PROCEDURES

1006.02. Selecting Channel Numbers

Employees are required to monitor the AAR 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 AAR channel designation number as outlined below:

All Channel Radio Positions

Table 138. AAR Radio Channel Usage

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

Note: In an emergency the control station may be reached by initiating a radio call-in on the appropriate channel using 9 as the call-in number. This procedure must be used only for a condition as stated in Rule 415. See FBUSI item 1006.05.

1006.04. Initiating A Radio Call-In

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call-in has been performed, an answer back tone should 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:

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

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mechanical department directly, by radio or mobile access, of problems they are encountering.

3. Train Dispatcher/Mechanical Department Communication

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

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

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

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

4. Radio Rules Compliance

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

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

   c) The conductor will continue to monitor the road channel while the engineer is talking with the Mechanical Department Personnel.

5. Mobile Units - To Telephone

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

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

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

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

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

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

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

6. Base Locations

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.

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

Miami Subdivision

Table 139. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
West Palm Bch, Fl (SDN)	16	88	771*	771#
Ft Lauderdale, Fl (SDN)	16	88	751*	751#
Hialeah, Fl (CSX)	19	77	741*	741#

Tampa Term Subdivision

Table 140. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Tampa, Fl (CSX)	19	77	811*	811#

Valrico Subdivision

Table 141. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Mulberry, Fl (SDN)	16	88	821*	821#

1006.07. Care Of Equipment

Portable radios are equipped with rechargeable batteries which must not be removed except by authorized employees.

Locomotive Radios - Engineers will note on Inspection Report any malfunction or unusual condition of locomotive radio.

1030.00. INSTRUCTIONS RELATING TO OPERATING RULES

1. Your attention is directed to Operating Rule N. On all hostling assignments, only the employee working the hostler position will be allowed to operate the controls in order to move a locomotive.

2. Each train Dispatcher console in Jacksonville CTDS is identified by unique two-letter assignment. For example: AC, CN, SC

   To further help clarify the name of the office required by rule 406 (A) (2), the two-letter console identification will be pronounced ahead of the office term "Train Dispatcher", when initiating communications; therefore, rule 406 (A) (1), (2), and (3) will be stated thus, "CSX AV Train Dispatcher, Jacksonville".

   If in doubt as to the two-letter assignment, ask your Supervisor.

   For identification purposes, employees must use both the train number and the engine number, when talking on the radio, example:

   "CSX train O897, engine 6350, calling the Jacksonville "BB" Dispatcher, over."

3. Reference Special Instructions Train Operation and Helper Service item 8.0.0 Helper Operation:

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1040.00. MISCELLANEOUS INSTRUCTIONS

1040.01. Phone Numbers

Table 142. Phone Numbers.

Dispatcher Terr.	Co. No.	Bell Number
Emergency -	---------->	(800) 232-0149
Chief Dispatcher -	4064, 4065	(904) 381-4064 (800) 356-9582
BB Dispatcher - Achan, Brewster Brooksville Bone Valley,CH, Clearwater, Palmetto, Plant City and Valrico SD (Bone Valley Dispatcher)	(RNX 388) 2730, 2731	(904) 381-2730, (904) 381-2731 (800) 445-5504
AA Dispatcher - Lakeland, Tampa Terminal, and Yeoman SD	(RNX 388) 2685, 2686	(904) 381-2685, (904) 381-2686 (800) 628-4718
BA Dispatcher - Auburndale, Miami, Homestead	(RNX 388) 5177	(904) 381-5177 (800) 445-5520

1040.02. LOCATIONS WHERE SUPERINTENDENT'S BULLETINS MAY BE REVIEWED

Table 143. Bulletin Locations

Station	Location
Florida Business Unit	Bulletins may be reviewed at any Crew Display Computer Terminal

1040.03. STATE LAWS

Section 357.08, Florida Statutes, is quoted below:

"Whenever a railroad train shall engage in a switching operation or stop so as to block a public highway, road or street at any time from one-half hour after sunset to one-half hour before sunrise, the crew of such railroad train shall cause to be placed a lighted fusee or other visual warning device in both directions from such railroad train upon or at the edge of the pavement of highway, road or street to warn approaching motorists of the railroad train blocking the highway, road or street; provided, this section shall not apply to railroad crossings at which there are automatic warning devices properly functioning or at which there is adequate lighting."

1040.06. Coupling CSX Business Cars -

The following procedure will govern:

Crew will close and lock the knuckle of the car to which a business car is to be coupled, leaving the knuckle open on the business car. A red reflectorized tape has been applied to the lock lifter of all CSX business cars. After the coupling of a business car, the knuckle lock lifter should be inspected to determine if the red reflectorized tape is visible. If this tape is not visible, the knuckle is not properly locked.

1040.07. Marker Lights On CSX Business Cars -

CSX Business cars have been provided with **One** electically equipped red light that will be placed in bracket at center of car on roof overhang or observation platform. If car is handled in reverse position, the light will be placed in bracket provided in tailgate.

The lights are equipped with an electric cord with standard plug that may be plugged into receptable near bracket at each end of car when light is to be lighted.

When business car is removed from train, light must be returned to special storage bracket on vestibule end of car.

Special attention must be given to light when any private car is handled.

1040.08. Procedures When Working Around Amtrak Trains Equipped With Head-End Power

Head-end power engines and power cars furnish 480 volts of electricity and more than 1200 amps to the passenger cars. This electricity is transmitted between the engine and cars and between each car by 4 electrical cables. An additional cable, which resembles an engine jumper cable, carrying 64 volts for supplying various low-voltage requirements, is also connected between the equipment.

When it becomes necessary for an employee to go between this equipment or place any part of the body between such equipment, and there is any possbility of contacting these cables, the 480 volts of power **MUST BE TURNED OFF.** This is accomplished by an employee notifying the engineer or operator at the controls of the engine, that an employee is going between the equipment and that the 480 volts of power must be turned off. Confirmation that the power has been turned off must be obtained and power must not be restored until authorized by the employee who requested the power cutoff.

The preceding will apply when replacing air hoses, inspecting electrical cables, during all switching movements involving coupling and uncoupling of this type equipment and any other time that railroad personnel are required to go between or reach between such equipment in performance of their duty.

Before switching this equipment at terminals where Mechanical Department employees are in charge of the train, the yard foreman will determine from a responsible Mechanical Department employee that the train has been conditioned for switching.

Additionally, when it becomes necessary to set out or pick up this equipment on line-of-road, the following procedure must be followed:

1. The 480 volts of power **MUST BE TURNED OFF** prior to any uncoupling.
2. All 480 volts electrical cables must be unplugged from the **Red** receptacles located on each side of the coupler.
3. Each electrical cable unplugged must be looped back and plugged into the adjacent **Red** receptacle (to prevent damage caused by dragging).
4. The electrical cable which resembles an engine jumper cable must be unplugged, looped back and plugged into the **White** dummy receptacle.
5. Vestibule safety curtains must be unfastened.

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6. Cars may then be uncoupled.
7. The above procedure should be followed in reverse order when picking up this equipment.

1040.09. Switches -

1. If an employee on the Florida Business Unit finds a switch that needs repair, he is to red-tag it and report it to the appropriate person.
2. **Electric Lock Switch** - The switch padlock must be removed before the Sperry Rail Test car is permitted to test within 50 feet of either insulated joint located immediately ahead of the switch points where electric locks are employed at switches. After testing over the insulated joint and at least 50 feet beyond it, the switch padlock may then be replaced.

   Those persons who are accompanying the Sperry Car in any capacity must familiarize themselves with the locations of all electric lock switch mechanisms over the territory being tested.
3. **Trail-Through Switches** - The only switches that may be trailed through are switches designated as spring switches. Although at certain locations we may have hand-operated switches that in the past were designated as "run through switches", these switches must be operated by hand before equipment passes over the switches.

1040.10. Extra Board Personnel -
All extra board personnel at outlying points must contact the crew dispatcher at the completion of each tour of duty.

1040.11. Train Handling -
When moving through crossovers, turnouts, or curves while yarding a train, the application of the locomotive brakes during stopping or slow down procedure will not be permitted, except in case of emergency. If throttle modulation or dynamic brake will not satisfactorily control speed, the automatic brake will be used, keeping locomotive brakes actuated off. Any train with a known train line initiated emergency ("snap shot") will stop before entering the first yard switch and condition train brakes by making at least a fifteen pound brake pipe reduction.

1040.12. Adjustment Of Drawheads -
Adjustments of drawheads on the Florida Business Unit will only be accomplished by these methods:

1. By use of drawhead adjustment device, such as the knuckle mate and the coupler alignment strap, or
2. By two employees. Under no circumstances will a single employee attempt to adjust a drawhead, regardless of location or difficulty.

The practice of placing one's back against a drawhead to accomplish adjustment is prohibited.

1040.13. General Instructions

1. All train or yard engines must have a release form and train bulletin(s) before entering any territory of the Florida Business Unit at any on duty location or intermediate location.
2. We have been allowed to put the Dispatcher's Channel on walkie-talkie radios in certain areas, for monitoring purposes only; therefore, only under emergency situations are you allowed to transmit from a walkie-talkie on the Dispatcher's Channel.
3. For reporting purposes and the prioritizing of locomotive defects, these defect priority assignments have been established as follows:
   a) Red - Train has a locomotive problem that will delay this train and other trains will be delayed as a result.
   b) Yellow - Train has a locomotive problem that will affect this trains performance but not delay other trains.
   c) Green - An incident to, or condition of a locomotive which will not affect the trains performance but which must be addressed at the next terminal.

   The employee will determine with the crew the priority of the locomotive problem, either a "RED" or "YELLOW" alert, and the engineer will contact the mechanical desk at extension 5555 via mobile access where equipped and advise the alert condition and type of defects. If unable to contact the mechanical desk via mobile access, the T&E employee will contact the train dispatcher who will connect them with the mechanical desk via the road channel radio.

   T&E employees will, in a timely manner, report "GREEN" locomotive incidents to the train dispather using the following codes and their respective defects only as listed below. The train dispatcher will then report the defect to the mechanical desk via C.A.D.S. using the "DSLR" function.

   ALD - Alerter Defect

   APP - Air Pressure Problem

   ARD - Air Conditioner Defect

   BHD - Bell/Horn (except lead unit)

   BRD - Brake Shoe/Rigging Hand Brake Defect

   CHD - Cab Heater Defect

   CRD - Cab Door Window/Seat

   DLD - Crossing/Warning Light(s) Defective

   DWP - Dwors Related Problem

   ERP - Exhaust Related Problem

   FLP - Flange Lubrication Problem

   FSC - Fuel Sensor Component Failure

   FWD - Flat Wheel Defect

   HCD - Hump Control Defect

   HLD - Head Light Defect

   HTD - Head Of Train Device Defect

   LIP - Lighting Problem

   PSD - Pacesetter Problem

   RAD - Radio Related Defect

   RDD - RDU Related Defect

   SRP - Sand Inoperative/Out Of Sand/Wet Sand

   TOD - Toilet Defective

   WCP - Water Cooler Problem

   WWP - Windshield Wiper Problem
4. All T&E employees operating over the F.B.U. territory will be governed by the following:

   Plug Doors

   Cars with plug door(s) in the open position will not be moved from industry siding.

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No T&E employee should attempt to open, close, or make adjustment to any plug door(s).

Car(s) discovered in train with plug door(s) open will be set out at first available location and proper authority notifed.

No adjustment will be made to any standard box car door by T&E employees.

Switches/Derails

No T&E employee will attempt to repair or make adjustment to any switch or deril.

No attempt will be made to operate a switch or derail that is spiked, defective, hard to throw or requires "Brute Force" to operate.

Handbrakes

"Brute Force" will not be used to apply or release handbrakes. Under no condition should attempt be made to use one's foot to apply or release handbrakes.

Handbrakes which do not operate properly will immediately be reported to the proper authority.

1040.14. Locations With Track Centers Less Than 13 Feet - Following are locations on the Florida Business Unit that have track centers with less than 13 feet clearance. Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on adjacent track.

Achan Subdivision	
SVH 0.3	Bradley new yard between tracks #1 and #2
SVH 2.0	2 mile post yard between tracks #1 through #7 inclusive
SVH 3.0	3 mile post yard between tracks #6 through #9 inclusive
SVN 853.0	Rockland yard between tracks #12 and #13
SVN 853.0	Rockland yard between tracks #14 and #15
Bone Valley Subdivision	
AY 864.0	Prairie yard between tracks #10 and #11
AY 864.8	Between tracks #1, #2, and #3
AY 873.2	Noralyn between tracks #1 through #5 inclusive
Brewster Subdivision	
SVC 842.6	Between the main line and the Tampa Long Track
SVC 843.2	Between the main line and the pass track
SVC 843.3	Between the main line and #1 storage track
SVC 857.8	Between the main line and Fort Green Team Track
SVC 865.5	Between the main line and Ona Siding
Brooksville Subdivision	
SR 837.0	Hillsboro Yard between tracks #2 and #3
Clearwater Subdivision	
ARE 896.5	Between tracks #4, #5, AND #6
SY 854.0	Drew Park between the Tampa Wholesale Lead and #1 track
Palmetto Subdivision	
AZA 886.0	East Tampa yard between tracks #2 through #9 inclusive
AZA 917.0	Tropicana Yard between the Short Pocket and the Pocket Track
AZA 917.0	Tropicana Yard between the Middle Track and #3G
Valrico Subdivision	
SV 845.0	Royster Yard between #10, #11 and #12 tracks
SV 845.0	Royster Yard between #10 and the Lead Track
SV 845.0	Royster Yard between 'B' and 'C' tracks
SV 845.0	Royster Yard between 'C' and #16 tracks
SV 845.0	Royster Yard between 'C' and #17 tracks
SV 845.0	Royster Yard between #1 and the Sulphur Track
SV 849.7	Between the main line and Bartow Storage
SV 848.0	Armour Yard between #1 and #6 tracks inclusive
Yeoman Subdivision	
S 822.6	Plant City Yard between #4 and #5
S 824.0	Between the main line and the Market Siding
Tampa Terminal Subdivision	
AZA 882.0	IMC yard between tracks #2 through #12 inclusive
S 841.0	Uceta Yard between #21, #22, and #23 tracks
S 841.0	Uceta Yard between #3 through #6 inclusive
S 841.0	Yeoman Yard between #4 through #12 inclusive
S 841.0	Yeoman Yard between #15 through #24 inclusive
S 844.0	Hookers Point between the main line and McCloskey #1

1040.15 Yard And Industrial Track Speeds -

Unless otherwise specified by timetable or special instructions, speed is restricted to 10 MPH , on all yard and industrial tracks on the Florida Business Unit.

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TONNAGE CHART

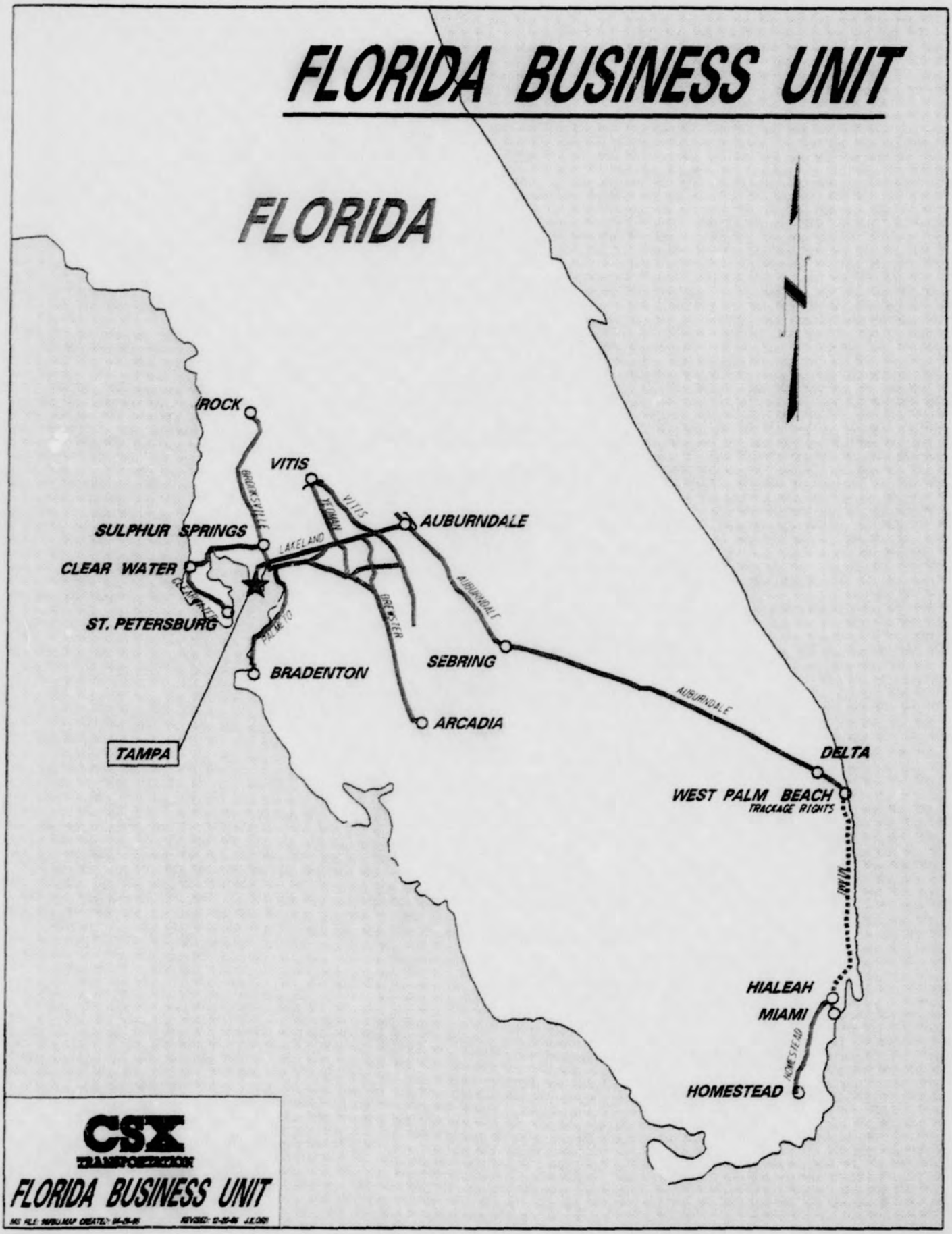
FLORIDA BUSINESS UNIT TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
ACHAN SUBDIVISION							
Bradley and S. Mulberry	3900	5150	5850	7850	9350	10200	13700
Bradley and Agricola	4950	6500	7400	9900	11800	12850	17300
BARTOW SUBDIVISION							
Lakeland to Ft. Meade	3650	4850	5500	7350	8750	9550	12850
Ft. Meade to Bwlng Green	2950	3850	4400	5900	7000	7650	10300
Bwlng Green to Wauchula	3650	4850	5500	7350	8750	9550	12850
Wauchula to Bwlng Green	2950	3850	4400	5900	7000	7650	10300
Bwlng Green to Ft. Meade	2750	3650	4150	5550	6600	7200	9700
Ft. Meade to Eaton Park	3450	4550	5150	6900	8200	8950	12050
Eaton Park to Lakeland	2300	3000	3450	4600	5450	5950	8050
BONE VALLEY SUBDIVISION							
Winston to Achan	3550	4650	5300	7100	8450	9200	12400
Achan to Ft. Meade	2650	3450	3950	5300	6300	6850	9250
Ft. Meade to Winston	3350	4450	5050	6750	8000	8750	11800
BREWSTER SUBDIVISION							
Edison and Bradley	3900	5150	5850	7850	9350	10200	13700
Bradley and Arcadia	4950	6500	7400	9900	11800	12850	17300
Arcadia to Bradley	4450	5850	6650	8900	10600	11550	15550
Vnderbilt Bch to Arcadia	3900	5150	5850	7850	9350	10200	13700
Arcadia to Vnderbilt Bch	3650	4850	5500	7350	8750	9550	12850
BROOKSVILLE SUBDIVISION							
Sulphur Springs to Rock	3450	4550	5150	6900	8200	8950	12050
Rock to Sulphur Springs	3900	5150	5850	7850	9350	10200	13700
CLEARWATER SUBDIVISION							
Gary to Sulphur Springs	2250	2950	3350	4500	5350	5850	7850
Sulphur Springs to Gary	3900	5150	5850	7850	9350	10200	13700
Clrwater & Sulphur Sprgs	3450	4550	5150	6900	8200	8950	12050
Clrwater & St Petersburg	2300	3000	3450	4600	5450	5950	8050
HOMESTEAD SUBDIVISION							
Hialeah and Homestead	4950	6500	7400	9900	11800	12850	17300
MIAMI SUBDIVISION							
Wildwood and Hialeah	3850	5100	5800	7750	9200	10050	13550
W. Lake Wales and Alcoma	3950	5200	5950	7950	9450	10300	13900
Lake Wales to Frostproof	1800	2350	2700	3600	4250	4650	6300
Frostproof to Lake Wales	2350	3100	3500	4700	5600	6100	8200
PALMETTO SUBDIVISION							
Uceta and Venice	3900	5150	5850	7850	9350	10200	13700

TONNAGE CHART

FLORIDA B.U. – continued –
TONNAGE RATINGS

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
PARRISH SUBDIVISION							
Willow and Palmetto	3450	4550	5150	6900	8200	8950	12050
VALRICO SUBDIVISION							
Valrico and Durant	3900	5150	5850	7850	9350	10200	13700
Durant to Welcome	3450	4550	5150	6900	8200	8950	12050
Welcome to Durant	3900	5150	5850	7850	9350	10200	13700
Plant City & S. Mulberry	3900	5150	5850	7850	9350	10200	13700
Bartow and S. Mulberry	3150	4150	4700	6300	7500	8150	11000
VITIS SUBDIVISION							
Vitis to Lakeland	3000	3950	4500	6000	7150	7800	10500
Lakeland to Vitis	2800	3700	4200	5650	6700	7300	9850
YEOMAN SUBDIVISION							
Coleman & Owensboro	3800	5000	5700	7600	9050	9850	13300
Owensboro & Zephyrhills	3450	4550	5150	6900	8200	8950	12050
Valrico & Zephyrhills	3250	4250	4850	6500	7700	8450	11350
Valrico & Yeoman	3900	5150	5850	7850	9350	10200	13700

Note: When CW44AC or CW60AC units are used in single unit head end service, their rating will be reduced by 10%.


FLORIDA BUSINESS UNIT
FLORIDA
ROCK
VITIS
BROOKSVILLE
VITIS
AUBURNDALE
SULPHUR SPRINGS
LAKELAND
CLEAR WATER
AUBURNDALE
ST. PETERSBURG
PALMETTO
BRECKER
SEBRING
BRADENTON
AUBURNDALE
ARCADIA
TAMPA
DELTA
WEST PALM BEACH
TRACKAGE RIGHTS
HIALEAH
MIAMI
HOMESTEAD
CSX
TRANSPORTATION
FLORIDA BUSINESS UNIT

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

180274 TTG

CSX

TRANSPORTATION

C&O BUSINESS UNIT
TIMETABLE No. 2
WEST

A

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 WEST
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PHONE NUMBERS

Emergency only:
Chief Dispatcher 1–800–232–0147

C&O Business Unit **Safety Hot Line**
(Company) 8–431–5198

Non–Emergency situations:
Chief Dispatcher (Bell) 1–904–381–2782
(Company) 8–388–2782

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators	
E.S. Pack	304–645–4604
G.J. Muneio	313–981–7056
Team Captains	
Ashland, KY.	
J. Smith	606–325–8110
Cincinnati, OH.	
D. McMeans	513–797–6116
Clifton Forge, VA.	
D. Richards	703–559–9718
L. Woodward	703–862–9152
Columbus, OH.	
R. Gilliam	614–851–0027
Danville, WV.	
R. Burton	304–369–2224
Elk Run Jct.	
P. Cantley	304–854–2131
Hinton, WV.	
J. Clark	304–466–4920
T. Payne	304–466–3729
Huntington, WV.	
H. McComas	304–736–4055
–Huntington, WV.–Yard	
D. Blake	304–736–0508
Martin, KY.	
T Allen	606–874–0651
Newport News, VA.	
M. Brown	804–874–7783
Paintsville, KY.	
J. Marcum	606–874–9583
Peach Creek, WV.	
R. Pearson	304–752–4347
Quinnimont, WV.	
J. Pate	304–252–5227
Rainelle, WV.	
B. Sanford	304–438–9187
Richmond, VA.	
–Fulton Yard	
B. Edmonds	804–359–3484
Russell, KY.	
J. Adams	606–836–8414
P. Ford	606–836–7229
H. Heaberlin	606–836–4804
E. Truesdell	606–324–9432
Shelby, KY.	
E. Hamilton	606–432–7288
South Charleston, WV.	
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	Title
Balcony Falls, VA.	
D.R. Hale	Roadmaster
Charlottesville, VA.	
L.E. Wynn	Roadmaster
Chillicothe, OH.	
W.R Stewart, Jr.	Roadmaster
J.D. Conley	Asst. Roadmaster
Clifton Forge, VA.	
D.R. Childers	Sr. Trainmaster
S.A. Davis	General Foreman
R.H. Tolley	Terminal Trainmaster
N.W. Johnson	Road Foreman of Engines
A.A. Davis	Asst. Trainmaster
D.L. Malone	Asst. Trainmaster
Coal Run, KY.	
K.R. Stewart	Trainmaster
P.D. Bartley	Road Foreman of Engines
Columbus, OH.	
J.L. Riddle	Sr. Trainmaster
B.M. Hensley	Terminal Trainmaster
D.G. Bartley	Trainmaster
N.E. Craft	Road Foreman of Engines
L.W. Moody	Roadmaster
Danville, WV.	
M.L. McCauley	Trainmaster
C.L. Berry	Road Foreman of Engines
R.D. Logan	Asst. Trainmaster
B.E. Ambrose	Roadmaster
Fostoria, OH.	
D.L. Hinton	Roadmaster

Location and Names	Title
Hinton, WV.	
D.L. Smith	Trainmaster
Huntington, WV.	
P.T. Burrus	Manager Planning
J.A. Buckley	Asst. Roadmaster
T.J. Carollo	Director Utility Coal
C.R. Clarkson	Roadmaster
D.L. Damron	AVP River Coal/Energy
D.L. Clark	Manager Train Operations
E.L. Hager	Asst. Division Engineer
M.S. Boggs	Project Engineer
A.N. Lusk	Director Train Operations
B.D. Totty	Director Train Operations
O.C. Wright	Director Train Operations
P.V. Cotrell	Director Train Operations
M.K. Rager	Manager Expenditures
T.B. Smirl	Terminal Trainmaster
M.A. Gill	Asst. Terminal Trainmaster
E.W. Davis	Asst. Trainmaster
J.F. Ward	Road Foreman of Engines
J.E. Spradlin	Engineer Admin
W.R. Toth	Project Engineer
S.W. Petree	Asst. Division Engineer
C. Gilreath	Manager Billable Expenditures
J.S. Barr	Director River Coal
G.M. Gambill	Manager Coal Service
H.L. Davidson	Manager Of Production Teams
V.J. Veager	Business Analyst
L.M. Mcldrow	Sr. Economic Analyst
Logan, WV.	
R.R. Ramey	Asst. Trainmaster
Lynchburg, VA.	
L.C. Hatcher	Trainmaster

Location and Names	Title
Martin, KY.	
G.T. Morey	Trainmaster
G.L. Caldwell	Roadmaster
Marysville, KY.	
J.E. Stafford	Roadmaster
Newport News, VA.	
J.E. Petty	Sr. Trainmaster
M. McClave	General Foreman
R.L. McClure	Terminal Trainmaster
R.D. White	Asst. Terminal Trainmaster
Paintsville, KY.	
R.J. Hall	Sr. Trainmaster
M.J. Anusszkiwicz	Roadmaster
R.D Arledge	Asst. Roadmaster
Quinnimont, WV.	
C.D. Bentley	Roadmaster
Rainelle, WV.	
J.M. Angell	Trainmaster
T.R. Jones	Roadmaster
Raleigh, WV.	
R.J. Spatafore	Roadmaster
Richmond, VA.	
R.J. Frulla	Trainmaster
J.S. Baker	Road Foreman of Engines
Ronceverte, VA.	
A.L. Peterson	Roadmaster
Russell, KY.	
G.L. Bethel	Terminal Superintendent
D.J. Lilly	General Foreman
C.W. Payne	Terminal Trainmaster
G.A. Fitch	Terminal Trainmaster
F.P. Yost	Terminal Trainmaster
J.M. Detherage	Terminal Trainmaster
M.V. Gilley	Terminal Trainmaster
J.D. Turner	Asst. Terminal Trainmaster
D.L. Finfrock	Asst. Terminal Trainmaster
J.R. Johnson	Trainmaster
O.C. Jones	Trainmaster
D.A. Beverage	Road Foreman of Engines
R.M. Clay	Asst. Trainmaster
J.C. Windell	Roadmaster
M.B. Rensing	Asst. Roadmaster
Scottsville, VA.	
W.S. McCauley	Roadmaster
R.C. Holder	Asst. Roadmater

Location and Names	Title
Shelby, KY.	
M.D. Mullins	Trainmaster
G.J. Wheeler	Asst. Trainmaster
J.J.Bush	Asst. Trainmaster
South Charleston, WV.	
T.M. McQuain	Sr Trainmaster
L.A. Smith	General Foreman
C.E. Richards	Asst. Trainmaster
St. Albans, WV.	
T.P. Crawford	Roadmaster
Whitesville, WV.	
T.J. George	Asst. Trainmaster
Williamsburg, VA.	
D.B. Spainhower	Roadmaster
T.P. Magargle	Asst. Roadmaster

10.0 ATHENS SUBDIVISION - AH

11.0 STATION LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CK9.1	END OF TRACK / INDIANA & OHIO SOUTHERN	End Of Track	
		1.6	
CK7.5	NS	Valley Crossing	
		0.8	
CK6.7		Groveport Pike	
		0.1	
CK6.6	PARSONS YD	Mosel	
2.5 MILES END OF TRACK TO MOSEL			

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 1. Authority for Movement

Between Location/Mile Post	Rules
CK9.1 and Valley Crossing	93
Valley Crossing	255-259 (93)
Valley Crossing and CK6.7	93
CK6.7 and CK6.6	255-259 (93)

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 2. Maximum Authorized Speed

Between Location/Mile Post	MPH
CK9.1 and CK6.6	10

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.93 YARD LIMITS

Operation between Mosel and Valley crossing is under the supervision of the Columbus Yardmaster. Permission must be obtained from the Columbus Yardmaster before entering the main track between these limits or any intermediate point and must report to the Columbus Yardmaster when clear.

15.98 JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSING AT GRADE

Valley Crossing - CK7.5 - When the signal governing movement displays a stop aspect, crew will be governed as follows:

When instructed by control station and after observing that crossing is clear, employee will operate "emergency release" button located in relay case in southwest quadrant of crossing until indication light is illuminated. Signal should clear after two (2) minutes.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Train Dispatcher radio channel is 14.

15.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Columbus Yard - Main tracks between Valley Crossing and Mosel must not be occupied without written authority from the Columbus Yardmaster as prescribed by Rule 704.

NOTES:

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NOTES:

NOTES:

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20.0 BIG SANDY SUBDIVISION - BS

21.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CMG128.0	KP SD	Elkhorn City	
4245		1.3	
CMG126.7		Dunleary Jct.	
4243–4244		0.4	
CMG126.3		Dunleary	
		4.4	
CMG121.9		RC Junction	
4242		1.7	
CMG120.2		Marrowbone Jct.	
4238–4241		0.7	
CMG119.5		Marrowbone	7130
		3.4	
CMG116.1	LEVISA SPUR	Levisa Jct.	
4237		3.3	
CMG112.8	SWITCHING LEAD	Shelby	
		1.6	
CMG111.2	SV&E SD	Fords Branch	
4234	No. 1	2.1	
CMG109.1	No. 2	FO Cabin	
4233		4.8*	
CMG102.1		Pauley	
		2.1	
CMG100.0	COAL RUN SD	Coal Run Jct.	25344
4227		1.5	
CM98.5		Wagner	
4225		4.9	
CMG93.6		Harold	1229
		5.6	
CMG88.0	BIG SANDY EXT.	Ivel	7156
4218		4.6	
CMG83.4	No. 2	Beaver Jct.	
4216	No. 1	3.4	
CMG80.1		EM Cabin	
4215		6.6	
CMG73.5	MIDDLE CREEK SD	Prestonburg	
4213–4214		0.1	
CMG73.4		Middle Creek Jct.	7950
		5.6	
CMG68.3		OX Cabin	
4212	No. 1	1.4	
CMG66.9	No. 2	Johns Creek	
		5.1	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CMG61.8	No. 1 No. 2	Van Lear Jct.	
		0.3	
CMG61.5	DAWKINS SD	Dawkins	
4208		1.3	
CMG60.2		Paintsville	
4207	YARD INDUSTRIAL TRACK	1.1	
CMG59.1		West End Paintsville	
4206	No. 2	0.6	
CM58.5	No. 1	BU Cabin	
4205		1.2	
CMG57.3		SK Cabin	
4204	No. 1	3.0	
CMG54.3	No. 2	GC Cabin	
4203		3.1	
CMG51.2		Whitehouse	5409
		4.3	
CMG46.9		Ray	6977
4197–4198		3.4	
CMG43.5		JB Cabin	
4196		1.7	
CMG41.8	No. 1	RN Cabin	
	No. 2	4.4	
CMG37.4		KX Cabin	
4194		4.9	
CMG32.5		CH Cabin	
4193		5.2	
CMG29.9	No. 1 TORCH-LIGHT SCALES	Torchlight	
4192	No. 2	2.6	
CMG27.3		RB Cabin	
4191		2.8	
CMG24.5		Louisa	5500
4187		7.2	
CMG17.3		Big Sandy	7459
4184–4185		8.1	
CMG9.2		WD Cabin	
4183		6.2	
CMG2.0	No. 1	Leach	
4181	No. 2	3.0	
CMG0.0	KANAWHA SD	Big Sandy Jct.	

126.4 MILES
ELKHORN CITY TO BIG SANDY JCT.

*Distance between CMG103 and CMG106 is 4160 feet

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21.1 DIAGRAM CROSS-REFERENCE

Table 3. Diagram Cross-Reference

Subdivision	Division	Page
Coal Run	C&OBU West	15
Dawkins	C&OBU West	23
E & BV	C&OBU West	25
Kanawha	C&OBU East	C&OBU East TTSI
KP	Appalachian	Appalachian TTSI
Middle Creek	C&OBU West	29
SV & E	C&OBU West	39

21.2 ADDITIONAL STATIONS

Table 4. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Calgon	CMG5.0	---	---
Buchanan	CMG13.0	---	---
Kentucky Power	CMG18.5	---	---
Allen	CMG83.9	---	---
Tram	CMG90.0	---	---
Big Shoal	CMG99.0	---	---
E.E. Pauley	CMG102.3	---	---
MP106	CMG106.0	---	---

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 5. Authority for Movement

Between Location/Mile Post	Rules
Big Sandy Jct. and CMG58.5	265-271
CMG58.5 and CMG60.9	265-271 (93)
CMG60.9 and CMG111.2	265-271
CMG111.2 and CMG114.0	265-271 (93)
CMG114.0 and CMG128.0	265-271
CMO0.0 and CMO3.2	265-271

Note: Rules 265-271 are in effect on the following sidings: Wagner, Pauley and Marrowbone

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

Table 6. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CMO0.0 and CMO3.2	Martin
CMG0.0 and CMG9.2	Leach
CMG9.2 and CMG16.1	Sandy
CMG16.1 and CMG27.3	Holt
CMG27.3 and CMG32.5	York
CMG32.5 and CMG37.4	Hacker
CMG37.4 and CMG43.5	Kize
CMG43.5 and CMG54.3	Ray
CMG54.3 and CMG57.3	Bobb
CMG57.3 and CMG58.5	Buff
CMG60.9 and CMG68.3	Ward
CMG68.3 and CMG73.9	Bays
CMG73.9 and CMG80.1	Lancer
CMG80.1 and CMG83.8	Emma
CMG83.8 and CMG89.4	Ivel
CMG89.4 and CMG99.6	Valley
CMG99.6 and CMG102.0	Coal
CMG102.0 and CMG109.1	Long
CMG109.1 and CMG111.2	Ford
CMG114.0 and CMG116.1	Sutton
CMG116.1 and CMG120.1	River
CMG120.1 and CMG128.0	Beaver

22.4 EXCEPTED TRACKS

The following tracks are designated as excepted track:

1. Levisa Spur - All tracks between CMK0.0 and CMK2.0

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 7. Maximum Authorized Speed

Between Location/Mile Post	MPH
Big Sandy Junction and CMG 128.0	40

23.15 MEDIUM SPEED

Table 8. Medium Speed

Between Location/Mile Post	MPH
Beaver Jct. CMG83.4 - Trains entering or leaving Big Sandy Extention	15

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23.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 9. Speed Restrictions

Between Location/Mile Post	MPH
Entire SD - Trains in excess of 7,000 tons but less than 14,000 tons	35
Entire SD - Trains in excess of 14,000 tons	30
CMG9.0 and CMG9.2	35
CMG12.4 and CMG13.7 curves	35
CMG19.3 and CMG20.2 curves	30
CMG22.8 and CMG23.7 curves	35
CMG23.7 and CMC25.2 city limits	**30**
CMG25.2 and CMG25.4 curves	30
CMG27.1 and CMG27.3 curves	30
CMG27.5 and CMG31.0 scales No. 1 track	20
CMG29.2 and CMG29.4 curves No. 2 track	35
CMG31.0 and CMG31.7 curves	30
CMG31.9 and CMG33.9 curves	25
CMG36.8 and CMG37.2 curves	25
CMG43.8 and CMG45.5 curves	25
CMG47.9 and CMG48.8 curves	25
CMG50.4 and CMG50.8 curves	25
CMG52.7 and CMG52.8 curves	35
CMG57.5 and CMG58.8 curves	30
CMG58.9 and CMG59.0 curves	30
CMG65.8 and CMG65.9 curves	30
CMG67.8 and CMG68.3 curves	35
CMG69.0 and CMG69.3 curves	30
CMG71.4 and CMG71.6 curves	30
CMG75.8 and CMG77.1 curves	35
CMG80.2 and CMG80.3 curves	35
CMG83.2 and CMG83.9 curves	25
CMG83.3 Operating through crossover	10
CMG84.7 and CMG84.9 curves	35
CMG85.6 and CMG85.7 curves	30
CMG86.1 and CMG86.4 curves	35
CMG89.3 and CMG89.4 curves	35
CMG90.1 and CMG90.4 curves	35
CMG91.7 and CMG92.1 curves	30
CMG93.9 and CMG94.2 curves	30
CMG95.1 and CMG95.5 curves	35
CMG97.0 and CMG97.3 curves	30
CMG102.6 and CMG103.0 curves	30
CMG103.6 and CMG103.8 curves	35
CMG100.0 and CMG107.4 city limits	**35**
CMG108.5 and CMG108.8 curves	35
CMG112.2 and CMG112.4 head end only	20

Table 9. Speed Restrictions

Between Location/Mile Post	MPH
CMG109.7 and CMG112.5 curves	30
CMG116.8 and CMG122.0 curves	35
CMG122.0 and CMG127.6 curves	30
CMG127.6 and CMG128.0 curves	25
CMO0.0 and CMO3.2	30
All Yard Tracks Shelby, Paintsville, and Leach	10
Passing Sidings Big Sandy, Louisa, Ray, Prestonsburg, Ivel and Harold	10

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CMG103.0 and CMG106.0

24.0 EQUIPMENT RESTRICTIONS

Table 10. Equipment Restrictions

Location	Equipment	Restriction
Savage Branch - Calgon	Engines	Must not pass over thawing units unless thawing units are turned off
Patton - Umet Mine	Equipment other than coal cars	Must not operate under tipple

Note: Cars 80 feet or longer enroute Big Sandy Subdivision must be handled so that trailing tonnage does not exceed 300 tons.

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.14 ENGINE HORN INSTRUCTIONS

CMG4.1; CMG4.8; CMG5.2 and CMG5.5 - Trains approaching these private crossings will sound engine whistle 14(I).

Leach - Trains approaching Ashland Oil and Refining Co. private crossing 300 feet west of CMG2.0 will sound whistle signal 14(I).

Paintsville Yard - Through trains approaching CMG59.0 eastbound and CMG60.5 westbound will sound whistle signal 14(I) and and ring bell between these points as warning to employees working between these points.

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25.58 DEFECT DETECTORS

Table 11. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Zelda CMG15.8	AD	Voice
Chapman CMG32.6	AD	Voice
Whitehouse CMG49.8	AD	Voice
OX Cabin CMG69.7	AD	Voice
Betsy Layne CMG90.5	AD	Voice
Sutton CMG114.9 (notes 1 and 2)	AD	Voice

Note:

1. To avoid stopping on detector trains requiring permission to enter the yard must not pass CMG115.3 until permission is received.
2. The radio frequency for the defect detector at Sutton MP CMG114.9 is AAR Channel 66, (SCL Road Channel 2). It will necessary that a crew member monitor this channel when passing this defect detector to receive the voice message transmitted by the detector.

SLIDE DETECTOR FENCES

Fences are located between:

CMG58.7 and CMG58.8.

25.93 YARD LIMITS

Elkhorn Yard

Unless otherwise authorized or received by signal indication, north/westbound trains arriving Elkhorn en route Big Sandy Subdivision must stop clear of Elkhorn road crossing and contact control station for instructions via radio or telephone.

The northward signal governing movement on the main track south end Elkhorn has been equipped with a special lens in the top aspect of the top unit. This will display a white letter "R" on a black background to indicate that the power switch is lined for main track movement.

Crews performing switching on Elkhorn Yard must contact control station for working time and/or instructions. The control station must be advised by the conductor of the number of loads and empties left on Elkhorn tracks including track number.

Paintsville Yard

Yard Industrial Track - Trains or engines must obtain permission from yardmaster (when on duty), when not on duty permission from the control station before entering between crossover west end of Paintsville and EAS Dawkins.

Shelby Yard

Engine Thoroughfare - Trains or engines must not foul or occupy this track on the south side of yard between switching lead at east end of yard and lead track just east of SV&E Jct. switch at west end of yard, in either direction without permission of the yardmaster. This permission must not be requested or given until movement is ready to be started. If movement is not completed promptly, yardmaster must again be contacted for further instructions. Yardmaster must be notified when this track is cleared.

Switching Lead - Switching lead between Ford's Branch and Shelby must not be used without permission of the Yardmaster when on duty.

25.100 ROAD CROSSINGS AT GRADE

Levisia Spur - U.S. 460 State Route 80 - To avoid blocking crossing, trains with more than 35 cars will secure permission from the control station to use main line at Levisa Jct. before doubling or leaving Clark-Elkhorn mine at Pompey.

Ford's Branch - Eastward trains stopping at Fords Branch will stop clear of road crossing 160 feet west of EAS.

Kentucky Power - Trains working either end of Kentucky Power Plant must cut off back far enough to prevent blocking the two road crossings entering the plant when recoupled to train. Crossings must not be blocked by standing cars or trains.

VanLea. - Flasher lights - When westward trains receive a Restricted Proceed or approach aspect on signal 639 and crossing indicator located 240 feet west of CMG62.0 is burning steady or dark, train is to be stopped east of County Road Crossing located approximately 250 feet west of CMG62.0. If crossing indicator is flashing, this indicates westward signal at Dawkins is cleared for movement and trains may proceed.

25.104 SWITCHES

1. **Hand-Operated Switches**

   Shelby

   SV&E Junction Switch - Will be left in the position last used.

   Engine Thoroughfare Track - The normal position of all switches is for movement on the engine thoroughfare track. The normal position of the engine thoroughfare track switch on the lead track is for the lead track.

25.105 USE OF SPECIFIED TRACKS

Trains using tracks designated below will be governed by the following instructions:

Tram - Cars will not be left on No. 1 storage track unless permitted by the control station.

Leach -

No. 1 plant	Engines must not operate east of No. 3 spot in No. 1 track.
No. 2 plant	Engines must not operate East of No.1-A spot or west of No. 42 spot.

Reacher cars must be used to avoid the possibility of igniting highly imflammable vapors.

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Torchlight Scales CMG29.9 - Westward coal trains will be weighed unless signal indication indicates otherwise.

The WAS at CH Cabin governing movement on No. 1 track is arranged to display the following aspect when the WAS at scale displays "weigh."

NAME Medium-Approach-Weigh

ASPECT Red or yellow over yellow with illuminated "W" between and slightly to the right.

INDICATION Proceed at not exceeding medium speed prepared to comply with weighing instructions at next signal.

WAS 547 feet east of scale governing movement on No. 1 track is arranged to display the following aspect when the switches are lined for the scale.

NAME Weigh

ASPECT Two red lights, one above the other with illuminated letter W in between and slightly to the right.

INDICATION Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication.

Weighing Instructions

The scale at Torchlight 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 Torchlight 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 "Torchlight 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.

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 12. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Burnaugh	Continuous	08	Wayside
Louisa	Continuous	08	Wayside
Chapman	Continuous	08	Wayside
Richardson	Continuous	08	Wayside
Whitehouse	Continuous	08	Wayside
Paintsville	Continuous	08	Terminal
Paintsville	Continuous	08	Wayside
Prestonburg	Continuous	08	Wayside
Beaver Jct.	Continuous	08	Wayside
Betsy Layne	Continuous	08	Wayside
Pauley	Continuous	08	Wayside
Shelby	Continuous	08	Wayside
Marrowbone	Continuous	08	Wayside
Elkhorn City	Continuous	08	Wayside
Dispatcher (AO)	Continuous	14	Wayside

Note: AO Train Dispatcher call-in No. is 6.

AO Train Dispatcher telephone No. is 1-800-435-2203.

25.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
271	RB Cabin	CMG27.1
574	SK Cabin	CMG57.4

26.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearance**

   Look out for close clearance when operating under old Tipple at Ivel Mine.

2. **Loaded Coal Trains**

   All loaded coal trains are restricted to no more than 15 empties on the rear and must be operated with pusher service as follows:

   Between Shelby, Ky. and Elkhorn City, Ky. may be assisted with helper engines attached to rear of train, but the helper engines must not have more than nine powered axles.

NOTES:

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NOTES:

NOTES:

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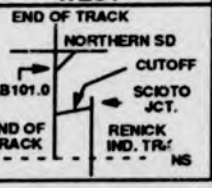
30.0 CHILLICOTHE SUBDIVISION - CX

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BB106.0		Schooleys	
		5.7	
BB100.3		Renick Jct.	
		2.3	
BB98.2		Chillicothe	
7.8 MILES CHILLICOTHE TO SCHOOLEYS			

31.1 DIAGRAM CROSS-REFERENCE

Table 13. Diagram Cross-Reference

Subdivision	Division	Page
Northern	C&OBU West	31

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 14. Authority for Movement

Between Location/Mile Post	Rules
BB98.2 and BB101.6	93 See Note 1 & 2
BB101.6 and BB106.0	120-132

Notes:

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

32.2 DTC BLOCK LIMITS

Between BB101.6 and BB106.0

Table 15. DTC Block Limits

Between Location/Mile Post	Block Names
BB101.6 and BB106.0	Vigo

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 16. Maximum Authorized Speed

Between Location/Mile Post	MPH
BB98.2 and BB106.0	40

Table 16. Maximum Authorized Speed

Between Location/Mile Post	MPH
Renick IT	25

33.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 17. Speed Restrictions

Between Location/Mile Post	MPH
BBB80.0 and BB383.3	10
Renick Jct. and BB98.2	20
Renick Jct. and Scioto Jct.	10

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BB103.1 and BB104.1

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossing At Grade**

   Renick Industrial Track - NS Crossing - When stop aspect is displayed by the absolute signal governing movement over NS Crossing, and no conflicting movement is apparent, trains or engines will be governed as follows:

   Conductor or engineer will secure permission to proceed from NS control station. After securing permission to proceed, trains will pass stop signal at least 30 feet but not fouling crossing. Wait 5 minutes, and proceed.

35.100 HIGHWAY AND STREET CROSSINGS

Chillicothe - Watt Street - Flashlight and gate protection for Watt Street crossing will not operate for eastward movements from the Bids Terminal to the main track until engine occupies main track between switch and crossing. Crossing protection may also be operated manually by using switch key control located at crossing.

35.103 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.

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

Table 18. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Chillicothe	Chillicothe, Oh.	0900 and 1200 7 days per week

Note: The switch window for serving the Acid Transfer track at the Bids terminal needs a three hour advance from 0900-1200 to 1200-1500 to accommodate the customer's delivery window.

35.104 SWITCHES

1. **Hand-Operated Switches**

   Normal position of the Connecting track switch from the Chillicothe SD to the Connecting track is for movement to the Connecting track.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 19. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Chillicothe	0600-1500 daily exc. Saturday	08	Terminal
Chillicothe	Continuous	08	Wayside
Dispatcher (AT)	Continuous	14	Wayside

Note: AT Train Dispatcher call-in No. is 5.

The AT Train Dispatcher telephone No. is 1-800-854-5689, 1-904-389-2595 and 8-388-2599.

35.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
101/28	East of Renick Jct.	BB101.3

37.0 INDUSTRIAL TRACKS

37.1 RENICK INDUSTRIAL TRACK

NOTES:

NOTES:

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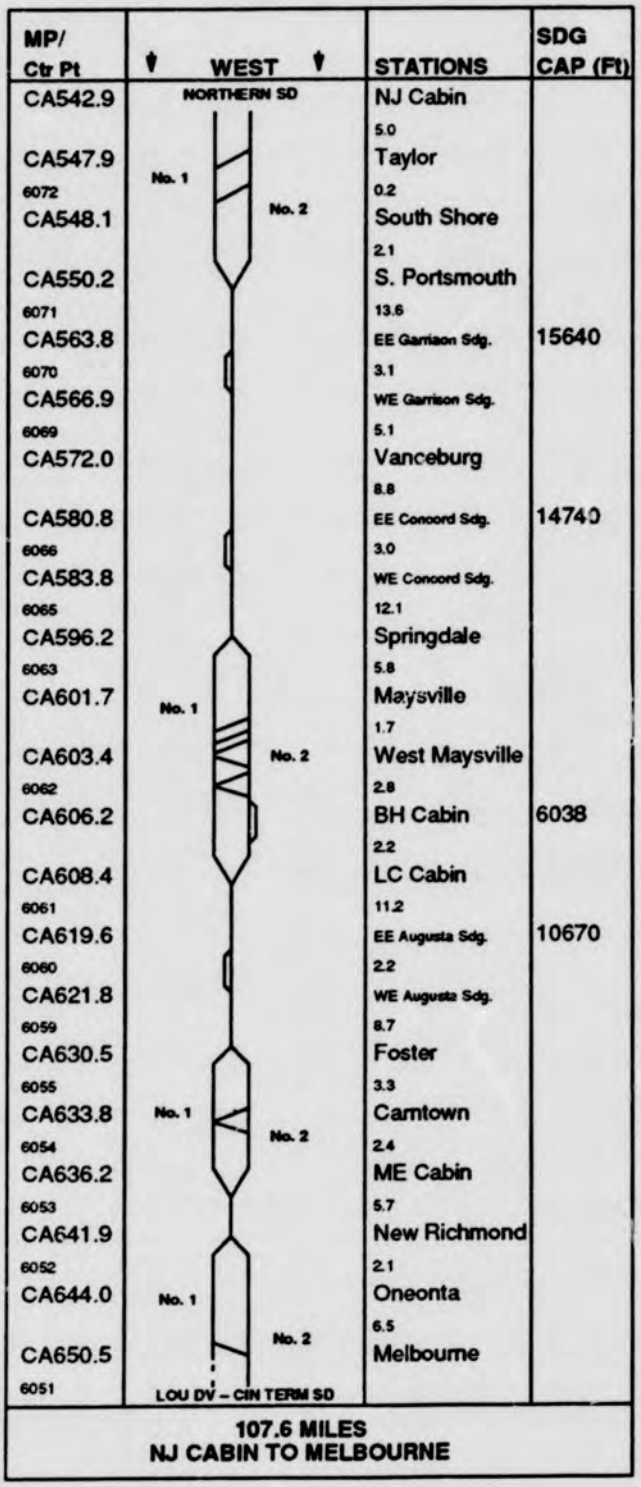
40.0 CINCINNATI SUBDIVISION - ZE

41.0 STATIONS LISTING AND DIAGRAM



41.1 DIAGRAM CROSS-REFERENCE

Table 20. Diagram Cross-Reference

Subdivision	Division	Page
Cincinnati Terminal	Louisville Sv Ln	Louisville TT
Northern	C&OBU West	31

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 21. Authority for Movement

Between Location/Mile Post	Rules
CA542.9 and CA595.9	265-271
CA595.9 and CA598.2	D-251
CA598.2 and CA603.4	D-251(93)
CA603.4 and CA649.5	265-271
CA649.5 and CA650.5	265-271 (93)

Note: Rules 265-271 are in effect on the following sidings: Garrison; Concord; and Augusta

42.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF T RAFFIC)

Table 22. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA542.9 and CA550.2	Kot
CA550.2 and CA566.9	Garri
CA566.9 and CA583.8	Vance
CA583.8 and CA595.9	Trint
CA595.9 and CA598.2	Dale
CA603.4 and CA608.4	Mays
CA608.4 and CA621.8	Augusta
CA621.8 and CA630.5	Brad
CA630.5 and CA636.2	Foster
CA636.2 and CA641.9	Mentor
CA641.9 and CA649.5	Mel

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 23. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA542.9 and CA650.5	79	55

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43.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 24. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA543.0 and CA543.7 curves	75	---
CA547.5 and CA548.8 city limits	**45**	**45**
CA550.2 and CA550.3 turnout	40	40
CA550.4 and CA551.3 curves	70	---
CA562.1 and CA562.4 curves	70	---
CA566.9 and CA567.3 curves	75	---
CA570.1 and CA570.6 curves	70	---
CA571.2 and CA572.2 city limits	**30**	**30**
CA572.2 and CA572.6 curves	65	---
CA583.9 and CA584.5 eastward trains head end only crossing approaches	65	---
CA590.3 and CA590.8 curves	75	---
CA594.2 and CA594.6 curves	70	---
CA595.7 and CA596.1 curves	70	---
CA596.1 and CA596.3 turnout	60	---
CA598.9 and CA602.9 city limits	**35**	**35**
CA604.2 and CA604.4	70	---
CA607.4 and CA608.3 curves	75	---
CA608.4 and CA608.6 turnout	40	40
CA608.6 and CA608.8 curves	75	---
CA611.6 and CA612.8 city limits	**35**	**35**
CA613.5 and CA614.0 curves	70	---
CA615.8 and CA617.3 curves	70	---
CA618.3 and CA619.7 city limits	**25**	**25**
CA620.6 and CA620.7 curves	75	---
CA622.6 and CA622.7 curves	75	---
CA628.7 and CA629.7 curves	75	---
CA630.4 and CA630.6 turnout	40	40
CA630.6 and CA631.1 curves	70	---
CA634.0 and CA634.3 curves	75	---
CA636.1 and CA636.3 turnout	40	40
CA641.9 and CA642.1 turnout	40	40
CA643.8 and CA644.0 curves	75	---

43.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA598.0 and CA590.0
CA611.0 and CA612.0
CA628.0 and CA630.0

44.0 EQUIPMENT RESTRICTIONS

Table 25. Equipment Restrictions

Location	Equipment	Restriction
Siloam K.C.Y.C.	65 feet or greater length cars	Must not operate on former Hooker Chemical Track
Taylor - Taylor Brick	Six-axle units	Must not operate
Maysville Brick Co. Spur	Engines	Must not operate beyond engine stop sign
CA636.0 - Track serving ZMS Inc.	Engines	Must not be moved onto barge
Maysville - Browning Mfg.	Engines 7200 - 7280	Must not operate
Carntown - Black River Mining Co.	Engines	Must not operate through loading facility on Nos. 1 and 2 tracks
Carntown - Black River Mining Co.	Equipment	Must not be cut off in motion

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.13 ENGINE BELL INSTRUCTIONS

Taylor - Engine bell will be rung continuously while working in Taylor Brick Company plant.

Maysville - Engine bell will be rung continuously while moving within the city of Maysville beginning at least 100 yards before reaching the first street crossing at grade and continuing until the engine has passed the last street crossing at grade.

45.14 ENGINE HORN INSTRUCTIONS

BH Cabin - Train approaching two private crossings serving Eastern Kentucky Power Corp. located at CA606.0 and CA606.4 must sound signal 14(I).

Melbourne - Trains approaching two private crossings located at CA648.9 and CA649.1 will sound whistle signal 14(I).

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45.58 DEFECT DETECTORS

Table 26. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
So. Portsmouth CA551.3	AD	Voice
Vanceburg CA573.0	AD	Voice
Sandhill CA593.6	AD	Voice
Augusta CA616.4	AD	Voice
California CA639.9	AD	Voice

45.100 HIGHWAY AND STREET CROSSINGS

K.O.T.C. CA545.5 - Trains will be governed as follows when necessary to stop before reaching crossing:
Eastward trains will stop 600 feet west of crossing.
Westward trains will stop 640 feet east of crossing.

South Shore - State Route 7 - When EAS So. Portsmouth displays an approach aspect, eastward trains will stop at CA548.7 and will contact control station for instructions.

45.103 SWITCHING

1. **Inland Container Switching Procedures** - CSX crews will contact the shipping office by radio or in person before entering the facility and will be governed by the outbound technician's instructions.

45.104 SWITCHES

1. **Hand-Operated Switches**

   Siloam - The normal position of K.O.T.C. east and west loop track switches is for movement on the loop tracks.

45.D-251 ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM RULES

Nos. 1 and 2 Main Tracks, Maysville Yard, CA598.2 and CA603.4

Trains may occupy this specfic track segment and move in both directions when authorized by the Train Dispatchers.

The train must be clear and report clear to the Train Dispatcher five (5) minutes before the expiration time. A train that has reported clear must not occupy the track segment again without securing a new authority. If additional time is required, it must be secured from the Train Dispatcher before the expiration of the authority.

Before authorizing a train to work within this track segment in both directions, the Train Dispatcher must ascertain;

1. That the track segment is clear of other trains and on-track equipment movements, and that no other movements have been authorized to use this segment;
2. The appropriate signals and or switches at the Westward absolute signal Springdale and Eastward absolute signal at West Maysville are blocked and coded to prevent any conflicting movements into the protected area.

EXCEPTIONS:

Should it become necessary to authorize more than one train to work in both directions within this track segment, each authority must include the requirements for such trains to protect against each other. Each engineer must be so advised and movements must be made at a speed that will permit stopping within one-half the range of vision regardless of signal aspects displayed, not exceeding the indication conveyed by signals. This authority will not relieve the crew of the requirements of Rule 245 when making crossover movements.

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
St. Paul	Continuous	08	Wayside
Vanceburg	Continuous	08	Wayside
Concord	Continuous	08	Wayside
Maysville	Continuous	08	Wayside
Augusta	Continuous	08	Wayside
New Richmond	Continuous	08	Wayside
Dispatcher (AN)	Continuous	94	Wayside

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

AN Train Dispatcher telephone No. is 1-800-854-5684.

NOTES:

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50.0 COAL RUN SUBDIVISION - C1

51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
CMP31.1	END OF TRACK	Simers	
		4.1	
CMP27.0		Gabriel	
		2.5	
CMP24.5		Kilowatt	
		3.5	
CMP21.0		Sawmill	
		3.0	
CMP18.0		C&R	
	WINNS IND. TRACK	3.0	
CMP15.0		MP 15.0	
		2.7*	
CMP11.6		Coal Run Sdg	6900
		2.1	
CMP9.5		Scotts Branch	
		1.0	
CMP8.5		Omni	
		3.5	
CMP5.0		Ramsey	
		3.0	
CMP2.0		MP 2.0	
		1.5	
CMP0.5		Coal Run	
		0.5	
CMP0.0	BIG SANDY SD	Coal Run Jct.	

30.4 MILES
COAL RUN JCT. TO SIMERS

***Distance between CMP13.0 and CMP15.0 is 1.3 miles.**

51.1 DIAGRAM CROSS-REFERENCE

Table 28. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	3

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 29. Authority for Movement

Between Location/Mile Post	Rules
CMP0.0 and CMP2.0	93
CMP2.0 and CMP29.0	120-132
CMP29.0 and CMP31.1	105
Winns Spur CML14.1 and CML9.0	S-146

52.2 DTC BLOCK LIMITS

Between Coal Run Junction and Simers

Table 30. DTC Block Limits

Between Location/Mile Post	Block Names
CMP2.0 and CMP7.0	George
CMP7.0 and CMP10.8	Joe
CMP10.8 and CMP15.0	Cliff
CMP15.0 and CMP19.6	Call
CMP19.6 and CMP22.0	Sawmill
CMP22.0 and CMP26.0	Gotta
CMP26.0 and CMP29.0	Nell

52.3 INDUSTRIAL SPUR OPERATION

Table 31. Industrial Spur

Location/Mile Post	Name	Derail Location
CML14.1 and CML9.0	Winns Spur	CML14.1

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 32. Maximum Authorized Speed

Between Location/Mile Post	MPH
CMP0.0 and CMP2.0	20
CMP2.0 and CMP12.0	25
CMP12.0 and Simers	20
CML14.1 and CML9.0	10

53.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 33. Speed Restrictions

Between Location/Mile Post	MPH
CMP13.4 and CMP13.5	10
CMP21.8 and CMP24.4	10

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54.0 EQUIPMENT RESTRICTIONS

Table 34. Equipment Restrictions

Location	Equipment	Restriction
CMP27.2 - Jessie Branch Coal Co. --- **CMP28.1 -** Sunny Ridge Mining --- ***Winns IT -*** Standard Elkhorn Mining	Equipment other than coal cars	Retractable chutes must be raised or upright before passing
Canada 2 Mine -	Engines	Must not pass derails on east or west end of mine track --- Reachers must be used when supplying or pulling these tracks

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.36 SPRING SWITCHES

Table 35. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
West end siding CMP10.7	Siding	15 MPH	15 MPH
East end siding CMP12.1	Main	15 MPH	15 MPH

55.104 SWITCHES

1. **Hand-Operated Switches**

   West switch Coal Run storage track, will be left in position last used.

55.105 USE OF SPECIFIED TRACKS

Coal Run subdivision from CMP29.2 to end of track is leased to McCoy-Elkhorn Coal Co. Switch point derail is in service.

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 36. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Coal Run	Continuous	14	Terminal
Winns IT	Continuous	08	Wayside
Tunnel	Continuous	08	Wayside
CMP10.0	Continuous	08	Wayside
CMP16.0	Continuous	08	Wayside
Kilowatt	Continuous	08	Wayside
Dispatcher (AO)	Continuous	14	Wayside

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

AO Train Dispatcher telephone No. is 1-800-435-2203.

56.0 MISCELLANEOUS INSTRUCTIONS

THR-1 Rule3.4.5 A2 Exception-

A maximum of 18 powered axles may be used when making back-up movements with more than 50 cars.

1. **Close Clearance**

   a) Lookout for close clearance when operating under tipple at Goff Mine.

   b) Do not ride side of cars in Fairway Mine on account close clearance of car hoist system installed between #1 and #2 tracks.

NOTES:

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60.0 COLUMBUS SUBDIVISION - CS

61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CK5.5	PARSONS YARD	Buckeye Six	
		2.0	
CK4.5	No. 1 / No. 2	Frankfort St.	
		1.4	
CK2.5		LM Cabin	
CD0.0	CR — CR	0.7	
CD0.8	CR — CR	HV Jct.	
3342		4.2	
CD5.0		Ackerman	
		4.3	
CD9.3		Linworth	CS7275
3338–3337		7.2	
CD16.5	No. 1 / No. 2	Powell Wye	
		1.9	
CD18.4		Hyatts	
3336		5.7	
CD24.1	CR	Delaware	7924
3334–3335		1.1	
CD25.2		RW Cabin	
3333	No. 1 / No. 2	5.8	
CD31.0		Meredith	
3332		4.8	
CD35.8		Prospect	
		4.8	
CD40.6		Owens	
3331		3.9	
CD44.5	No. 1 / No. 2	MA Cabin	
3328		1.1	
CD45.6	CR — CR	Marion	
		0.9	
CD46.5		MD Cabin	CS6988
3327–3325		3.4	
CD49.9		Acton	
3324		3.3	
CD53.2		Morral	
		1.6	
CD54.8		EE Harpster Sdg.	13489
3323		2.6	
CD57.4		WE Harpster Sdg.	
3322		6.4	
CD63.8		Upper Sandusky	7111
3321	CR — CR	7.3	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CD71.1		Crawford	
3318		2.4	
CD73.5	No. 1 / No. 2	Carey	
3315–3316		0.3	
CD73.8		C Cabin	
3314		2.7	
CD76.5		Springs	
3312		7.1	
CD83.6		Loudon	
3311		4.1	
CD87.7	BALTIMORE SL WILLARD SD	B&O Crossing	
		F Tower	
		0.7	
CD88.4		Fostoria	
3305–3306	No. 1 / No. 2	11.2	
CD99.6		Bradner	
		5.9	
CD105.5		Pemberville	
3303–3304		6.0	
CD111.5		LeMoyne	
3302		3.5	
CD115.0	DETROIT DIV–TOLEDO TERM	VR Tower	

122.0 Miles
PARSONS TO VR TOWER

61.1 DIAGRAM CROSS-REFERENCE

Table 37. Diagram Cross-Reference

Subdivision	Division	Page
Toledo Terminal	Detroit	Detroit TT
Willard	Baltimore Sv Ln	Baltimore TT

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 38 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
CK5.5 and CK2.5	D-251 (93)
CK2.5 and CD0.8	255-259 (93)
CD0.8 and CD5.0	265-271 (93)
CD5.0 and CD86.6	265-271
CD86.6 and CD91.6	265-271 (93)
CD91.6 and CD114.7	265-271

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Table 38 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
CD114.7 and CD115.0	265-271 (93)

Note: Rules 265-271 are in effect on all sidings.

Note: Movement of trains and engines on Scioto Connection track, located at LM Cabin, is governed by rule 105.

62.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF T RAFFIC)

Table 39. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CD5.0 and CD18.4	Powell
CD18.4 and CD25.2	Dela
CD25.2 and CD31.0	Meredi
CD31.0 and CD40.6	Pro
CD40.6 and CD42.6	Owens
CD48.4 and CD49.9	Acton
CD49.9 and CD57.4	Harps
CD57.4 and CD71.1	Upper
CD71.1 and CD76.5	Carey
CD76.5 and CD83.6	Alveda
CD83.6 and CD86.6	Louden
CD91.6 and CD103.7	Sun
CD103.7 and CD111.5	Pember
CD111.5 and CD114.7	Wall

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 40. Maximum Authorized Speed

Between Location/Mile Post	MPH
Buckeye Six and HV Junction	40
HV Junction and VR Tower	50

63.15 MEDIUM SPEED

Table 41. Medium Speed

Between Location/Mile Post	MPH
Fostoria - CD88.4 and B&O Crossing eastward trains	20

63.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 42. Speed Restrictions

Between Location/Mile Post	MPH
Buckeye Six and VR Tower - Trains in excess of 10,000 tons but less than 20,000 tons	40
Buckeye Six and VR Tower - Trains in excess of 20,000 tons	35
Columbus - Buckeye Six and CD1.2	30
Hyatts equilateral turnout	40
RW Cabin equilateral turnout	40
Marion Conrail crossing No. 1 and No. 2 track	25
CD43.8 and CD46.5 city limits	**30**
Acton equilateral turnout	40
Fostoria B&O crossing and CD88.4	35
Fostoria - *All Wye Tracks*	10

Note:

Train check - Unless otherwise instructed by the Columbus yardmaster, trains will not exceed 8 miles per hour while entering Columbus Yard account yard clerk checking train.

Note: Trains will not exceed 20 miles per hour on siding at Carey.

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:

CK1.0 and CK3.0

64.0 EQUIPMENT RESTRICTIONS

Table 43 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Parsons yard	Loaded hoppers DEEX 1001 through DEEX 4143	Must use Parsons Nos. 1 and 2 tracks
Carey Ohio CSX Connection Track	Six Axle Engines	Must not operate
Carey - Nat-l Limestone *Plant gas track*	Multiple unit engine consists	Must not operate
Bradner - F and L Farmers Track	Engines	Must not operate --- Six reacher reacher cars must be used
Sohigro CD95.3	Six axle engines	Must not operate

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Table 43 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
F.D.S CD90.0	Six axle engines	Must not operate
Bendix CD88.5	Six axle engines	Must not operate
Hot Track CD87.7	Six axle engines	Must not operate
Airco CD86.5	Six axle engines	Must not operate
Vigoro CD77.3	Six axle engines	Must not operate
U.S. Commission East of Kaehler Switch CD64.2	Six axle engines	Must not operate --- May operate west of Kaehler Switch on House Track
U-Brand CD63.9	Six axle engines	Must not operate
Brick Yard CD63.2	Six axle engines	Must not operate

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.36 SPRING SWITCHES

Table 44. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
Buckeye Six Crossover - west switch	No. 1 Main Track	20 MPH	20 MPH.

65.58 DEFECT DETECTORS

Table 45. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Ackerman CD5.3	AD	Voice
Delaware CD20.3	AD	Voice
Owens CD38.7	AD	Voice
Harpster CD58.9	AD	Voice
Springs CD77.6	AD	Voice
Rising Sun CD95.7	AD	Voice
Lemoyne CD113.3	AD	Voice

65.93 YARD LIMITS

Columbus Yard

Main - Between HV Junction and Buckeye Six crossover the Columbus yardmaster instead of the control station will supervise movements on the main track.

Crews moving from CSXT tracks to CR tracks at Frankfort Street must obtain permission from the CR control station through the operator at LM Cabin before switches are lined from CSXT tracks to CR tracks.

Crews moving from CR tracks to CSXT tracks must obtain permission from the Columbus yardmaster before switches are lined from CR tracks to CSXT tracks.

When trains are delayed, or may cause delay to other trains, the conductor or engineer will communicate with the Columbus yardmaster.

Movements against the current of traffic between LM Cabin and Buckeye Six crossover may be made on verbal permission of the Columbus yardmaster. Before permitting such movements, the yardmaster must know that protection has been provided.

Crossover movements - Trains are permitted to crossover and occupy main tracks between LM Cabin and Buckeye Six crossover on hand signal from employee handling switch who must secure permission from the Columbus yardmaster for movement and know that protection has been provided.

Buckeye Six Crossover betweeen No. 6 yard track and No. 1 Main track - Westward absolute dwarf signals govern movements from No. 6 yard track or No. 1 main track over spring switch. Eastward absolute dwarf signal governs facing point movements over spring switch and displays aspects and indications not in conformity with Rule 36.

ASPECT Yellow light

INDICATION Proceed at designated speed.

ASPECT Red light

INDICATION Stop. Before moving over spring switch, it must be known that the switch is lined and switch points fit properly.

Pushbuttons for control of westward absolute dwarf signals governing movement over Buckeye Six crossover are provided in box located on pedestal between No. 6 yard track and No. 1 main.

To clear signal for movement from yard to westward main track - After obtaining permission from Columbus yardmaster to enter westward main track with route lined normal, if dwarf signal governing movement from yard displays a stop aspect, depress button marked "YD". After two (2) minutes signal will clear if the condition of the block permits.

To clear signal for movement on westward main track - If dwarf signal governing westward movement on westward main track displays a stop aspect, depress button marked "ML". After two (2) minutes signal will clear if condition of block permits.

Frankfort Street - Movement through connecting track to Conrail tracks will be indicated by one short and one long sound of the engine whistle.

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65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. **Railroad Crossing At Grade**

   a) **Delaware - Conrail** - When stop aspect is displayed by absolute signal governing movement over Conrail crossing and no conflicting movement is apparent, trains or engines will be governed as follows:

   Conductor or engineer will secure permission from the control station to proceed. After securing permission to proceed, train will pass stop signal at least 30 feet but not fouling crossing; wait three (3) minutes, and proceed in accordance with Rule 233.

   b) **Upper Sandusky - Conrail** - Timeout and reclearing circuits are provided for eastward and westward trains. Eastward trains consuming more than 12 minutes 53 seconds between white post located 1100 feet west of CD68.0 and white post located 903 feet east of CD65.0 or westward trains consuming more than 17 minutes 48 seconds between white post located 1017 feet east of CD60.0 and white post located 788 feet east of CD63.0 can expect the absolute signals to display stop aspect. Absolute signal should display an aspect to proceed when train passes insulated joints at end of timeout circuits.

   When absolute signals governing movement over crossing displays a stop aspect, after contacting the control station, train will be governed as follows:

   1) Observe lights in CSXT emergency release box in southwest quadrant of crossing.

   2) If red light is illuminated, depress and hold push button for five (5) seconds. If white light illuminates, train may proceed over crossing on hand signal from employee stationed at the crossing.

   3) If red light is not illuminated, wait seven (7) minutes and push button.

   4) If after five (5) minutes white light does not illuminate and signal does not clear:

      a. Pass signal at lease 30 feet but not fouling crossing;

      b. Wait five (5) minutes;

      c. Proceed in accordance with Rule 233.

   c) **Marion-Conrail** - When absolute signals governing movement over crossing display a stop aspect, after stopping, trains will contact the "AR" Dispatcher for permission to pass the stop signal and for permission to push the button and will be governed as follows:

   1) Observe lights in CSXT emergency release box which is located on the south side of the Conrail Signal House in the northwest quadrant of the crossing.

   2) If red light is illuminated, push the button. If the white light illuminates, train may proceed in accordance with Rule 233.

   3) If red light is illuminated but the white light does not illuminate when the button is pushed, pull by the stop signal at lease 30 feet stopping clear of the diamond, wait 6 minutes. Train may proceed in accordance with Rule 233.

   4) If the red light is not illuminated, wait 6 minutes. Push the button and pull by the stop signal at lease 30 feet stopping clear of the diamond. Wait 6 minutes. Train may proceed in accordance with Rule 233.

65.100 HIGHWAY AND STREET CROSSINGS

Marion - Barks Road - Westward trains receiving an approach or medium approach aspect at MA Cabin CD44.5 must stop clear of Barks Road. A member of the train will immediately contact the Jacksonville "AR" Train Dispatcher for further instructions.

MD Cabin - Fairgrounds Road (Co.Rd. 175) - Eastbound trains receiving an approach aspect at the east end of CD46.5 or at intermediate signal 472 CD47.2 must stop clear of Fairgounds Road. A member of the crew will immediately contact the CSX "AR" Train Dispatcher for further instructions

This crossing is provided with island circuits. Pushbuttons for control of the gates are provided in box located on instrument house.

Upper Sandusky - Spring Road - A pushbutton is located on the relay case to be used to cut out the flashers when train is standing on siding. When flashers have been cut out, train must again stop with leading wheels on street side of insulated joint for flashers to resume operation.

Carey - U.S. Route 23 - Westward trains on Nos. 1 or 2 tracks must stop clear of insulated joints painted yellow located east of crossing when WAS governing movement westward on that track displays stop.

Carey Jackson Street - Switch key control is located on relay house in northeast quadrant of crossing to operate gate on south side of main track when switching over this crossing.

VR Tower - State Route 163 - Unless lunar white light on signal bridge at CD113.0 is illuminated for track on which movement is being made, westward trains must stop clear of State Route 163. Member of the crew will immediately contact operator at Walbridge for instruction.

Linworth - Godown Road - Crosssing must be protected by a member of the crew unless it is known that crossing protection is properly working.

CONSTANT TIME MOTION DETECTORS

Table 46 (Page 1 of 2). Constant Time Motion Detectors

Location	Highway or Street	Direction	Track/s
Upper Sandusky (See Note 1)	U.S.Rt. 30	East and West	Single
Fostoria (See Note 2)	Jackson St.	East and West	Two

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Table 46 (Page 2 of 2). Constant Time Motion Detectors

Location	Highway or Street	Direction	Track/s
Pemberville (See Note 3)	S.R. 582	East and West	Two

Note:

1. Movements on the industrial track must not foul crossing until flashers have operated at least 20 seconds.
2. Constant time motion detector circuit extends 2,384 feet on Nos. 1 and 2 tracks and 40 feet on the yard lead on either side of the crossing.
3. Constant time motion detector circuit at CD108.7. The approach length on No. 1 main is 2,457 feet for westbound movement and 2,457 feet for eastbound movement. The approach length on No. 1 main is 2,457 feet for eastbound movement and 2,457 feet for westbound movement.

65.103 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 47. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Columbus	Columbus, Oh.	1700 and 2359 7 days per week

65.104 SWITCHES

Yard A - Hand-operated switches located in Middle track between LM Cabin and connecting track to Conrail at Dennison Avenue must be lined and locked for movement on Middle track.

65.105 USE OF SPECIFIED TRACKS

1. **Delaware-Autochem Company** - A safety switch to deactivate the blower system and activate a blue light and the warning bell on the Pennwalt crossing is located in a metal box on the northwest corner of the building on the south side of the Autochem Company track. Crews serving this plant will, before passing the safety switch location, place the switch in the "ON" position. After serving the plant the switch must be returned to the "OFF" position.
2. **Carey, Ohio (New Operation)**
   a) Tracks formerly owned by Conrail East of CSXT main track have been sold to Carey Short Line Corporation and are designated as Carey Industrial tracks 1-2-3-4 and Wyandotte Industrial tracks B-C-D-E.
   b) Carey Industrial tracks and Wyandotte Industrail tracks will be occupied by engines of National Lime and Stone Co. and Wyandotte Dolomite Co. at any time.
   c) Normal position of switch from WLE lead to CSX connection track is for movements to the WLE and will be locked with CSXT switch lock.
   d) CSXT, CR, and WLE trains will consider Carey Industrial tracks occupied if switch is lined for movement to CSX connection track and will not enter.
   e) Six axle engines will not operate on CSX connection track.
   f) Crews will operate on Carey Industrail tracks and Wyandotte tracks prepared to stop within one half the range of vision not exceeding 10 MPH.
   g) CSX crews will use Carey Industrial track #3 to first crossover operate thru crossover to Carey Industrial track #4 and use #4 to deliver empty cars to Wyandotte tracks D and E. Crews will also use Carey Industrial track #4 to pull loads from Wyandotte tracks B and C.
   h) Before entering Wyandotte track D, crews will operate control switch located on pole on southwest side of County road 99 to activate crossing protection. This control switch must be manually returned to off position after departing Wyandotte track D.
   i) Engines must not operate beyond stop sign on Wyandotte track D located on west side at load out chute.
   j) Trainmen must not ride sides of cars thru load out chute on Wyandotte track D account close clearance.
   k) Movements thru load out chute must not exceed 5 MPH.
   l) Engines and cars must not operate on Wyandotte scale track.
   m) Private crossings must not be blocked for excessive periods to time.
   n) Crews returning from Carey Industrial tracks will operate on CSX connection track prepared to stop at switch.
   o) CSX connection track switch will be returned to normal position and locked after departing Carey Industrial track area.
3. **Carey** - When CSXT crews leave cars on the WLE transfer track, the cars must be left standing in the clear of the yellow post located just beyond the WLE crossing.

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65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 48. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Columbus	Continuous	08	Wayside
Columbus	Continuous	70	Terminal
Delaware	Continuous	08	Wayside
Marion	Continuous	08	Wayside
Upper Sandusky	Continuous	08	Wayside
Fostoria	Continuous	08	Wayside
Walbridge	Continuous	08	Wayside
Dispatcher (AR)	Continuous	14	Wayside

Note: AS Train Dispatcher call-in No. is 1 (Willard Subdivision).

AR Train Dispatcher call-in No. is 1 (Columbus Subdivision).

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

AR Train Dispatcher telephone No. is 1-800-435-2239

65.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Columbus Yard - Main tracks between Buckeye Six and HV Junction must not be occupied without written authority from the Columbus Yardmaster as prescribed by Rule 704.

65.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
17S	LM Cabin	CK1.7
09S	LM Cabin	CK0.9
10	HV Jct.	CD0.9

66.0 MISCELLANEOUS INSTRUCTIONS

Close Clearance - Employees are prohibited from riding the side of equipment at the following locations:

Columbus, Ohio

1. Between the Back Lead and No. 8 New Yard
2. Between No. 13 and No. 14 New Yard
3. Between No. 14 and No. 15 New Yard
4. Between No. 17 and No. 18 New Yard

NOTES:

NOTES:

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70.0 DAWKINS SUBDIVISION - DW

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (Ft)
COR35.8	END OF TRACK	End Of Track	
		1.0	
COR34.8		Evanston	
		1.6	
COR32.8		Spring Fork	
		7.6	
COR25.2		Tip Top Mine	
		1.7	
COR23.5		Carver	
		1.5	
COR22.0		MP 22.0	
		4.2	
COR17.8		Royalton	
		3.6	
COR14.2		Ivyton	
		5.1	
COR9.2		Rebecca	
		4.8	
COR4.4		Denver	
		0.4	
COR4.0		MP 4.0	
		4.0	
COR0.0	BIG SANDY SD	Dawkins	

35.8 MILES
DAWKINS TO END OF TRACK

71.1 DIAGRAM CROSS-REFERENCE

Table 49. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	3

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 50. Authority for Movement

Between Location/Mile Post	Rules
COR0.0 and COR32.3	120-132
COR32.3 and COR35.8	105

72.2 DTC BLOCK LIMITS

Between Dawkins and End of Track

Table 51. DTC Block Limits

Between Location/Mile Post	Block Names
COR0.0 and COR4.0	Lynn
COR4.0 and COR8.4	Swamp
COR8.4 and COR14.2	Ivy
COR14.2 and COR18.2	Gun
COR18.2 and COR25.0	Carver
COR25.0 and COR32.3	Spring

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 52. Maximum Authorized Speed

Between Location/Mile Post	MPH
Dawkins and End of Track	20

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.105 USE OF SPECIFIED TRACKS

All tracks Dawkins Subdivision: From COR32.3 to end of track is leased to Addington Enterprises, Inc.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 53. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Paintsville	Continuous	14	Terminal
Riceville	Continuous	08	Wayside
Marsh	Continuous	08	Wayside
Tip Top	Continuous	08	Wayside
Evanston	Continuous	08	Wayside
Dispatcher (AO)	Continuous	14	Wayside

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

AO Train Dispatcher telephone No. is 1-800-435-2203.

76.0 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.

Stretch Braking:

Stretch braking is permitted between COR11.0 and COR16.0.

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NOTES:

NOTES:

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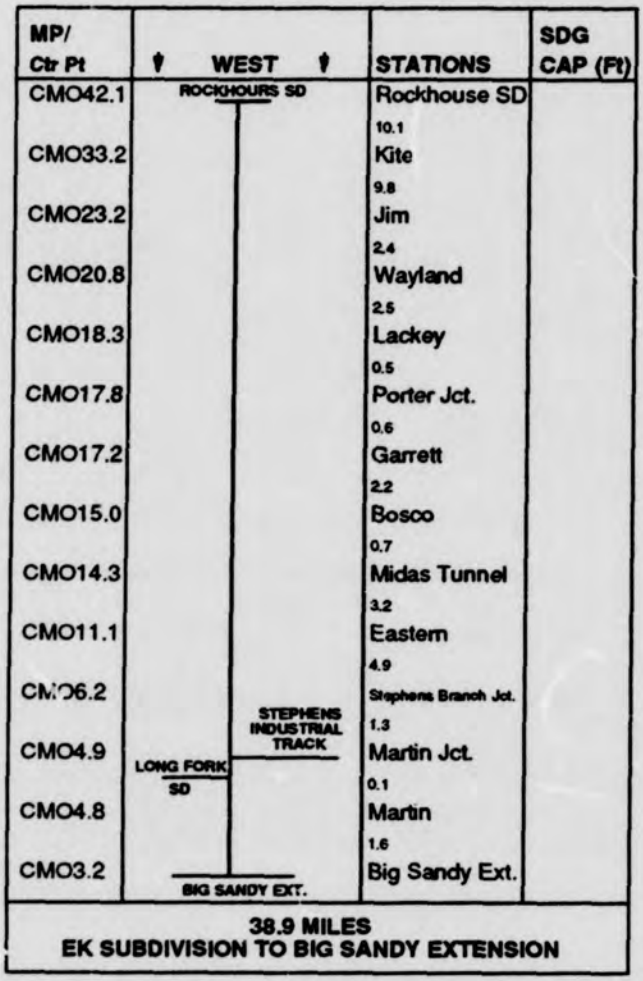
80.0 E & BV SUBDIVISION - EB

81.0 STATIONS LISTING AND DIAGRAM



81.1 DIAGRAM CROSS-REFERENCE

Table 54. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	3
Rockhouse	C&OBU West	35
Long Fork	C&OBU West	27

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 55. Authority for Movement

Between Location/Mile Post	Rules
CMO42.1 and CMO6.2	120-132
CMO6.2 and CMO3.2	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "BK" 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 CMO42.1 and Stephens Branch Jct.

Table 56. DTC Block Limits

Between Location/Mile Post	Block Names
CMO42.1 and CMO39.5	Letcher
CMO39.5 and CMO32.8	Major
CMO32.8 and CMO23.3	Buck
CMO23.3 and CMO17.9	Steel
CMO17.9 and CMO12.3	Midas
CMO12.3 and CMO6.2	Warco

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 57. Maximum Authorized Speed

Between Location/Mile Post	MPH
Rapid Load and Martin	25

83.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 58. Speed Restrictions

Between Location/Mile Post	MPH
Stinson Mine Ext.	12
Jones Fork Spur	10
All tracks Martin yard	10

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84.0 EQUIPMENT RESTRICTIONS

Table 59. Equipment Restrictions

Location	Equipment	Restriction
Eastern May Enterprises	Equipment	Must not operate under tipple unless chute is raised

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.93 YARD LIMITS

Martin Yard

Main Track - Eastward trains will stop at CMO3.2; westward trains will stop in clear of Stephens Industrial Track at Stephens Branch Jct., unless authorized by the yardmaster at Martin, when he is on duty, at other times permission will be obtained from the BJ Train Dispatcher in Jacksonville.

85.104 SWITCHES

Number 2/3 lead switch and 4/5 lead switch off main track, West end Martin yard , will be left in position last used.

East crossover, East end Martin yard, will be left in position last used.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 60. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Martin	Continuous	08	Terminal
Bosco	Continuous	08	Wayside
Wayland	Continuous	08	Wayside
Kite	Continuous	08	Wayside
Deane	Continuous	08	Wayside
Dispatcher (BK)	Continuous	14	Wayside

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

BK Train Dispatcher telephone No. is 1-800-435-2205.

85.704 ON-TRACK EQUIPMENT INSTRUCTIONS

Martin - between CMO3.2 and CMO6.2 - Verbal permission of Martin Yardmaster (when on duty). When no yardmaster on duty, verbal permission of the control station.

86.0 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.

RE-126 - It is permissible to shove caboose cars with a maximum of 12 axles.

GRADE OPERATION

When handling loaded coal cars between CMO41.0 and CMO35.0, the following instructions will apply:

1. When handling more than 90 loaded coal cars with locomotives that have 3 operable dynamic brakes or 2 operable high capacity dynamic brakes, and pressure maintaining feature, use of retainers will not be required. While handling loaded coal trains consisting of 70 to 90 cars with locomotives that have 2 operable dynamic brakes and pressure maintaining feature, the use of retainers will not be required.
2. While handling trains of loaded coal cars consisting of less than 70 cars, pressure maintaining feature only on the operating locomotives will be required.
3. If the proper number of dynamic brakes or pressure maintaining feature is not available for use on the locomotives handling coal trains listed above, or dynamic brake failure, 50 percent retainers will be used. The use of 50 percent retainers will also be required while handling less than 70 loaded coal cars and no pressure maintaining feature is available or not operating on the lead locomotive.
4. During helper operation, after stopping to detach helper locomotive, train air brake system must be recharged for not less than 10 minutes before movement is resumed.

NOTES:

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90.0 LONG FORK SUBDIVISION - LF

91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CON16.5		Clear Creek Jct.	
		4.5	
CON14.4		Price	4928
		2.6	
CON11.5		Orkney	
		2.3	
CON10.0		McDowell	
		1.7	
CON8.0		Lane Siding	4200
		0.5	
CON3.1		Salisbury	
		0.9	
CON1.2		Hite	
		1.2	
CON0.0	E&BV SD	Martin Jct.	

16.5 MILES
CLEAR CREEK JCT. TO MARTIN JCT.

91.1 DIAGRAM CROSS-REFERENCE

Table 61. Diagram Cross-Reference

Subdivision	Division	Page
E & BV	C&OBU West	25

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 62. Authority for Movement

Between Location/Mile Post	Rules
CON0.0 and CON1.5	93 See Note 1 & 2
CON1.5 and CON16.5	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.

92.2 DTC BLOCK LIMITS

Table 63. DTC Block Limits

Between Location/Mile Post	Block Names
CON1.5 and CON7.3	Drift
CON7.3 and CON11.5	Minnie

Table 63. DTC Block Limits

Between Location/Mile Post	Block Names
CON11.5 and CON16.5	Price

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 64. Maximum Authorized Speed

Between Location/Mile Post	MPH
Clear Creek Jct. and Martin Jct.	25

94.0 EQUIPMENT RESTRICTIONS

Table 65. Equipment Restrictions

Location	Equipment	Restriction
Hite - Guaranty Mine Corp. tipple tracks	Equipment other than coal cars	Must not operate under chutes and loading conveyers

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 66. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Martin	Continuous	08	Terminal
McDowell	Continuous	08	Wayside
Clear Creek Jct.	Continuous	08	Wayside
Dispatcher (BK)	Continuous	14	Wayside

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

BK Train Dispatcher telephone No. is 1-800-435-2205.

NOTES:

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NOTES:

NOTES:

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100.0 MIDDLE CREEK SUBDIVISION - MZ

101.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
COQ10.1		End Of Track	
		0.5	
COQ9.6		East David	
		0.6	
COQ9.0		David	
		9.0	
COQ0.0	BIG SANDY SD	Middle Creek Jct.	

10.1 MILES
MIDDLE CREEK JUNCTION TO END OF TRACK

101.1 DIAGRAM CROSS-REFERENCE

Table 67. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	3

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 68. Authority for Movement

Between Location/Mile Post	Rules
COQ0.0 and COQ8.0	120-132
COQ8.0 and COQ10.1	105

102.2 DTC BLOCK LIMITS

Between Middle Creek Jct. and End of Track

Table 69. DTC Block Limits

Between Location/Mile Post	Block Names
COQ0.0 andCOQ8.0	David

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 70. Maximum Authorized Speed

Between Location/Mile Post	MPH
COQ0.0 andCOQ10.1	10

104.0 EQUIPMENT RESTRICTIONS

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.105 USE OF SPECIFIED TRACKS

Middle Creek Subdivision from COQ8.0 to End of Track is leased to Branham Creek & Baker Coal Co. Switch point derail is in service

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 71. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
David	Continuous	08	Wayside
Dispatcher (AO)	Continuous	14	Wayside

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

AO Train Dispatcher telephone No. is 1-800-435-2203.

NOTES:

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110.0 NORTHERN SUBDIVISION - NO

111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CA527.8	RUSSELL SD	RJ Cabin	
6031		4.2	
CA531.7		Riverton	
6030		0.7	
CA532.4		Greenup	
		7.0	
CA539.4		DG Cabin	4370
6029-6028		1.7	
CA541.1		Limeville	
6027		1.8	
CA542.9		NJ Cabin	7110
6026	CINTI SD	4.0	
CJ3.0		MP 3.0	
6023	PORTS INDUSTRIAL TRACK	6.0	
CJ9.2		Minford	
6022		5.0	
CJ14.0		BR Cabin	
6019	TEAYS INDUSTRIAL TRACK	8.0	
CJ22.0		Teays Jct.	
		1.0	
CJ23.0		Robbins	CS6583
6018-6017		3.3	
CJ26.3		Greggs	
6016		5.0	
CJ31.3		MR Cabin	
6015		9.1	
CJ40.4		RA Jct.	
6013	RENICK INDUSTRAIL TRACK	4.6	
CJ45.0		Vauces	CS7061
6012-6011		1.3	
CJ46.3		VA Jct.	
6010		1.7	
CJ48.0		JD Cabin	
6009		9.2	
CJ57.2		KN Cabin	14189
6008		2.9	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CJ60.1		ZK Cabin	
6007		5.0	
CJ65.1		LE Cabin	
6006		3.1	
CJ68.2		Vee	
		3.3	
CJ71.5		HC Cabin	
6005		13.3	
CJ84.8		Lockbourne	
6002		6.8	
CJ91.6		CH Cabin	
6001	PARSONS YD		

110.3 MILES
RUSSELL TO CH CABIN

111.1 DIAGRAM CROSS-REFERENCE

Table 72. Diagram Cross-Reference

Subdivision	Division	Page
Russell	C&OBU West	37
Cincinnati	C&OBU West	11
Chillicothe Renick IT	C&OBU West	9

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 73. Authority for Movement

Between Location/Mile Post	Rules
CA527.8 and CA527.9	265-271 (93)
CA527.9 and CJ91.2 (See Note)	265-271
CJ91.2 and CJ91.6	265-271 (93)

Note: Rules 265-271 are in effect on KN siding, Robbins and Vauces center sidings.

112.3 SUSPENSION OF SIGNAL SYSTEM AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 74 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CA527.8 and CA531.7	Silo
CA531.7 and CA539.4	Green
CA539.4 and CA542.9	Lime
CA542.9 and CJ9.2	Scioto
CJ9.2 and CJ14.0	Wheel

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Table 74 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
CJ14.0 and CJ31.3	Robbin
CJ31.3 and CJ40.4	Andy
CJ40.4 and CJ46.3	Vauces
CJ46.3 and CJ65.1	Hope
CJ65.1 and CJ71.5	Vee
CJ71.5 and CJ84.8	Fite
CJ84.8 and CJ91.2	Bourne

112.4 EXCEPTED TRACKS

The following tracks are designated as excepted tracks:
Portsmouth Industrial Track

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 75. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA527.8 and CA542.9	79	55
CA542.9 and CJ91.2	50	50

113.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 76. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA527.8 and CJ91.6 - Trains in excess of 7000 tons but not exceeding 14,000 tons	---	40
CA527.8 and CJ91.6 - Trains in excess of 14,000 tons	---	35
CA528.8 and CA529.0 curve	70	---
CA530.8 and CA532.8 city limits	**45**	**30**
CA532.8 and CA534.1 curve	70	---
Ohio River Bridge	30	30
CJ27.2 and CJ28.7 curves	30	30

113.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

CA542.0 and CJ0.0.0
CJ83.0 and CJ84.0

CJ52.0 and CJ53.0

114.0 EQUIPMENT RESTRICTIONS

Table 77. Equipment Restrictions

Location	Equipment	Restriction
Teays - Atomic Energy Plant tracks 1, 2 and 3 inside fence	Multiple units	Must not operate
Teays - Atomic Energy Plant tracks 1, 2 and 3 inside fence	Cars exceeding 70 feet in length	Must not be handled on tracks 1 or 2 --- Must not be operated on tracks 3 or 4 when coupled to shorter cars
Teays IT	Six-axle units	Must not operate
Parsons yard	Loaded hoppers DEEX 1001 through DEEX 4143	Must use Parsons Nos. 1 and 2 tracks

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.58 DEFECT DETECTORS

Table 78. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Greenup CA535.3	AD	Voice
Minford CJ9.5	AD	Voice
Meadow Run CJ31.6	AD	Voice
VA Jct. CJ51.3	AD	Voice
Dry Run CJ74.0	AD	Voice

115.83-A TRAIN BULLETIN AND RELEASE FORM

Westward passenger trains enroute Northern Subdivision must receive a release form and/or train bulletin before departing Huntington.

115.103 SWITCHING

1. **DG Cabin and NJ Cabin -** Crews setting off must set sufficient hand brakes on each end of the cut to avoid any possibility of cars rolling. Coal trains picking up empty coal cars at NJ Cabin must place empties behind loads in train.
2. **Wurtland -** Cars must not be kicked from main track to the loading track at Dupont Chemical Plant. All cars handled in this track must be moved by the engine at not exceeding eight (8) miles per hour.

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3. **Teays - Atomic Energy Spur** - At the time of registering to enter Atomic Engery Spur, conductor will call Atomic Energy Plant from the dial telephone located in the train register box for permission to enter the plant. Instructions as to switching to be performed will be in the train register box on a switch list prepared by plant personnel. In the absence of specific instructions as to the placing of cars, conductor will be governed by instructions posted in the train register box.

4. **Mead Paper - between CJ56.0 and CJ57.0** - Crews must not hold onto extra cars when pulling or spotting cars in No.1 and No.3 stalls at Mead Paper. No.1 and No.3 stalls will accommodate two(2) 50-foot cars.

   Eastward Trains serving this plant will, when practicable, operate engine from the west unit.

   Wheel stops located on No.3 spur track will not prevent long drawbars from striking wall at end of track.

115.105 USE OF SPECIFIED TRACKS

Teays - Atomic Energy Spur - NS trains on the Teays Spur must not go beyond the Atomic Junction spur track switch unless the track is seen or known to be clear. Movements beyond the train register box must be made under flag protection.

CSXT trains and NS trains - Train register will be the authority to occupy the Atomic Energy Spur track. Trains destined to or from the Atomic Energy Spur track must register.

The first train registering on the Atomic Energy Spur track has the exclusive right thereto without protecting against other trains.

Trains or engines will not exceed 10 miles per hour between Teays and the north switch of No. 1 wye track and must not exceed 8 miles per hour beyond this point.

Kollinsky tracks 1, 2, 3 and 4 will not be used to serve Atomic Energy Plant. In serving the Atomic Energy Plant, cars will be placed on and removed from tracks 1, 2, 3, 4 or Main lead inside fence as designated by plant personnel. Tracks must not be used beyond limit signs located in the tracks. Main lead must not be used beyond the clearance point of each switch of No. 2 wye track.

115.S-146 ABSOLUTE BLOCK REGISTER OPERATION

In Territory specified by special instructions, an absolute block register will be used to authorize a train or on-track equipment to occupy the main track and to move in either direction without flag protection.

Before a train or on-track equipment occupies absolute block register territory, the conductor or engineer of the train, or the person in charge of on-track equipment, will examine the register and will ascertain that the block is unoccupied and that the previous page number corresponds correctly to the current page number. The conductor or the engineer of the train, or the person in charge of on-track equipment, will then register the movement.

After Clearing the block, the conductor or engineer of the train, or the person in charge of the on-track equipment, will register the movement "Clear" on that same page. Before registering "Clear", the conductor must ascertain that the rear of the train has cleared.

Until a movement, which was registered in the absolute block register has been registered "Clear" on that same page, no other movement may occupy the block in accordance with this rule.

NOTE - Any crew member, when so directed by and under the direct supervision of the conductor or the engineer may register the movement of the train.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitore channel 08.

Table 79. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
NJ Cabin	Continuous	08	Wayside
Waverly	Continuous	08	Wayside
Vee	Continuous	08	Wayside
Dispatcher (AN)	Continuous	94	Wayside

Note: AN Train Dispatcher call-in No. is 2.

AN Train Dispatcher telephone No. is 1-800-854-5684.

115.807 THRU-TRUSS BRIDGES

Bridge No.	Location	Mile Post
17	West of NJ Cabin	CJ1.7
547	East of KN Cabin	CJ54.7

116.0 MISCELLANEOUS INSTRUCTIONS

1. **Emergency Evacuation Procedures**

   E.I. Dupont Corp. Vee, Ohio - When an emergency requiring an evacuation occurs, Dupont will sound 10 short blasts on an air horn, twice. This serves as a warning to everyone within the confines of the plant that an emergency exists and an evacuation will be made. Should an evacuation signal be sounded, CSXT personnel will be governed as follows:

   a) Shut down locomotive.

   b) Wait next to the locomotive for a Dupont Emergency Response person.

   c) Upon arrival of the Emergency Respondent, follow him/her to a safer location.

   d) Follow all directions given at that safer location.

   e) When Dupont feels it is safe for your return, you will be released.

117.0 INDUSTRIAL TRACKS

117.1 PORTSMOUTH INDUSTRIAL TRACK

117.2 TEAYS INDUSTRIAL TRACK

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NOTES:

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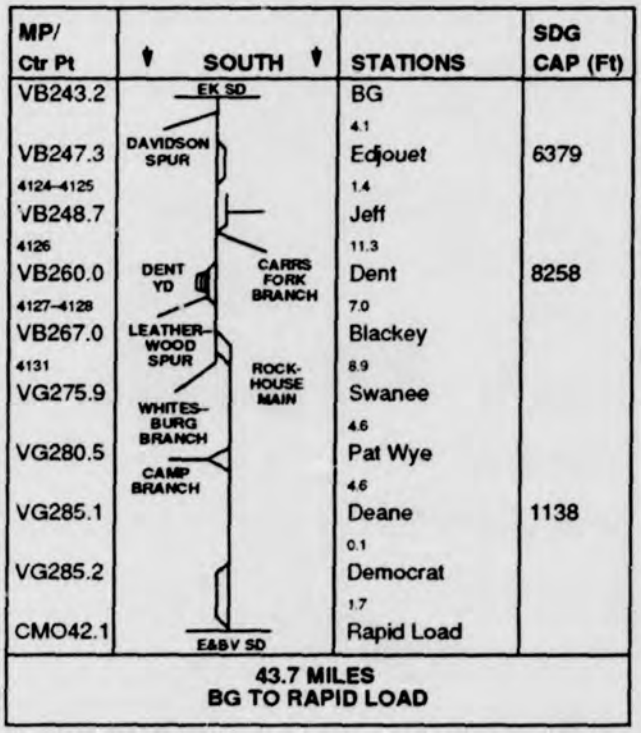
120.0 ROCKHOUSE SUBDIVISION-RH

121.0 STATIONS LISTING AND DIAGRAM



121.1 DIAGRAM CROSS-REFERENCE

Table 80. Diagram Cross-Reference

Subdivision	Division	Page
EK	Appalachian	Appalachian TTSI
E&BV	C&OBU West	25

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 81. Authority for Movement

Between Location/Mile Post	Rules
VB243.2 and VB267.0 Blackey	265-273
Rockhouse Main:	
VB267.0 Blackey and CMO42.1 South End Rapid Load	120-132
Carrs Fork Branch:	
VB248.7 and End of Main Track (via) Vicco including Montgomery Creek Branch	120-132
Camp Branch:	
VM280.0 and VM283.0	105
Whitesburg Branch:	
VB268.5 and VB275.0	120-132

122.2 DTC BLOCK LIMITS

Table 82. DTC Block Limits

Between Location/Mile Post	Block Names
Rockhouse Main	
VB267.0 and VG268.3	Davis
VG268.3 and VG276.3	Palmer
VG276.3 and VG279.0	Calder
VG279.0 and VG282.0	Pat
VG282.0 and VG284.5	Deane
VG284.5 and CMO42.1	Democrat
Carrs Fork Branch	
VI248.6 and VI251.3	Jeff
VI251.3 and VI254.6	Morey
VI254.6 and VI256.0	Vicco
VI256.0 and End of Branch	Annco
Montgomery Creek Branch	
VL254.6 and VL256.9	Emmons
Whitesburg Branch	
VB267.0 and VB268.3	Lee
VB268.3 and VB273.0	Blackey
VB273.0 and VB275.0	Hogg

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

Table 83. Suspension of Signal System-(and Movements *against Current of Traffic*)

Between Location/Mile Post	Block Names
VB243.2 South End Hazard and VB247.3 South End Edjouet	Edjouet
VB247.3 South End Edjouet and VB260.2 South End Dent	Coolidge
VB260.2 South End Dent and VB267.0 North End Blackey	Red Star

122.5 INDUSTRIAL SPUR OPERATION

Table 84. Industrial Spur

Location/Milepost	Name	Location of Derail
VB244.0 and End of Track	Davidson Spur	VB244.0
LF259.8 and LF267.0	Leatherwood Creek Spur	LF259.8

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123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 85. Maximum Authorized Speed

Between Location/Mile Post	MPH
VB243.2 and Blackey	35
Blackey and Deane	30
Deane and Rapid Load	25
Whitesburg Branch	25
Davidson Spur	10
Carrs Fork Branch	10
Montgomery Creek Branch	10
Knott Branch	10
Leatherwood Creek Spur	20
Camp Branch	10

123.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 86. Speed Restrictions

Between Location/Mile Post	MPH
VB243.2 and VB244.4	25
VB244.4 and VB264.9	30
VB264.9 and VB268.0	25
All Yard Tracks - Dent	10
Passing Sidings Edjouet and Dent	10
Industrial Track Leatherwood Creek Spur LF259.8 and LF260.0	10
Industrail Track Leatherwood Creek Spur LF265.3 and LF267.0	10

122.8 ENGINE SPEED AND ODOMETERS

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

VB244.0 and VB245.0

124.0 EQUIPMENT RESTRICTIONS

Table 87. Equipment Restrictions

Location	Equipment	Restriction
VI253.0 Defiance	Six-Axle Engines	Must not operate beyond clearance point
VI249 Jeff Small tipple	Six-Axle Engines	Must not operate beyond clearance point

Note: A maximum of 18 powered axles may be used when making back-up movements with more than 50 cars.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.100 ROAD CROSSINGS AT GRADE

1. Between the hours of 0800 and 0900 and between the hours of 1500 and 1600 daily, trains must not exceed 10 miles per hour, until locomotives foul crossings, looking out for vehicular traffic over crossing located at Letcher Co. High School between Mile Post VG271.8 and VG272.0.

125.104 SWITCHES

1. **Hand-Operated Switches**

   Switch leading to Montgomery Creek Branch VI254.4 may be left lined as last used.

   Switches located at MP VB273.4 and MP VB274.8, Hogg unit train loadout, Roxana, ky, will be left lined as last used.

   Switches leading to north leg and south leg of wye at Duane, Kentucky, may be left lined as last used.

   Switch located at MP VB 259.8 leading to Leatherwood Creek Branch will be left lined as last used.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 88. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Jeff	Continuous	84	Wayside
Dent	Continuous	84	Wayside
Vicco	Continuous	84	Wayside
Blackey	Continuous	84	Wayside
Roxanna	Continuous	84	Wayside
Colson	Continuous	84	Wayside
Jim Hill	Continuous	84	Wayside
Dispatcher (BK)	Continuous	94	Wayside

Note: BK Train Dispatcher call-in No. is 5.

Crews working MP VG285.1 on the RH subdivision North will monitor Channel 84 - 84.

BK Train Dispatcher telephone No. is 1-800-435-2205.

MISCELLANEOUS INSTRUCTIONS

THR 3.4.5 - A maximum of 18 powered axle may be used when making back-up movement with more than 50 cars.

NOTES:

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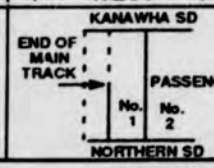
130.0 RUSSELL SUBDIVISION - RS

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↑ WEST ↑	STATIONS	SDG CAP (Ft)
CA524.0		RU Cabin	
		0.2	
CA526.1		MP 526.1	
		3.6	
CA527.8		RJ Cabin	
3.8 MILES RU CABIN TO RJ CABIN			

131.1 DIAGRAM CROSS-REFERENCE

Table 89. Diagram Cross-Reference

Subdivision	Division	Page
Kanawha	C&OBU East	C&OBU East TT
Northern	C&OBU West	31

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 90. Authority for Movement

Between Location/Mile Post	Rules
RU Cabin	255-259 (93)
CA524.0 and CA527.8	265-271 (93)

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 91. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA524.0 and CA527.8 - No. 2 track (passenger)	60	55

133.2 SPEED RESTRICTIONS

Boid MPH denotes city ordinance

Table 92. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Eastbound Yard and RJ Cabin on No. 1 track	20	20
Freight Main	10	10

134.0 EQUIPMENT RESTRICTIONS

Table 93. Equipment Restrictions

Location	Equipment	Restriction
Russell Terminal -	Loaded hoppers DEEX 1001 through DEEX 4143	Must use manifest receiving tracks R03, R04, R05; by pass tracks T01 through T05 and Passenger main only

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.93 YARD LIMITS

RU Cabin and Dual-Control Crossover located 2,170 feet west of CA 522.0 -

1. Rule 271 is modified to permit only a yard engine to reverse direction and move eastward on No. 1 or No. 2 track without permission of control station between East interlocking limits, RU Cabin, and eastward dwarf signals at new crossover when removing cars from westward train with rear standing within above limits.
2. Trains or engines using main track between RU Cabin and RJ Cabin will ring engine bell continuously.
3. **Main tracks** - In applying Rule 258 to reverse movements within interlocking limits at RU Cabin the crews are permitted to accept instruction of the yardmaster as permission for the move.

   The yardmaster will, before instructing a crew, have a thorough understanding with the operator of the switching movement to be made and obtain his permission.

135.105 USE OF SPECIFIED TRACK

1. Movements on Johnson track, Ice track and "Heavyside" Lead which accesses the west ends of the thoroughfare tracks, old yard (west end) tracks and Russell shop repair facility tracks are authorized by the coal hump yardmaster. The Johnson track extends from No. 1 pullout track R.J. Cabin eastward to the west pocket switch of No. 5 manifest receiving track (R05).
2. Movement on the North thoroughfare track which runs adjacent (North) to the coal class and receiving tracks are authorized by the coal hump yardmaster.
3. Eastward and Westward movements under the coal hump underpass are authorized by the coal hump yardmaster who is to be notified when clear of underpass at first crossover on north side and when clear on south side at east dogleg switch.
4. All crews and hostlers must obtain permission from the coal hump yardmaster to use the crossover between the engine thoroughfare track and the coal hump underpass. This crossover must not be changed from normal position unless permission is received from the coal hump yardmaster.

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5. All movements from Locomotive service facility ready track westward to Johnson track or coal class yard will be authorized by the coal hump yardmaster.

6. Engines must not exceed five miles per hour when operated through the engine underpass at the coal hump and the underpass at the east end of the eastbound yard.

7. Engine whistle and bell must be sounded approaching and passing through tunnel on thoroughfare track under coal hump.

8. Engines using engine underpass runaround track to the eastbound yard will stop at clearance point and secure permission of Big-four yardmaster before entering No.3 lead, eastbound yard.

9. Movement over single portion of runaround track between Vernon Street and a point just south of underpass is governed by aspect displayed on absolute signals. Permission to pass "red" aspect will be secured from the Big 4 yardmaster at the eastbound yard.

10. The switches on the South Thoroughfare Track west of the coal hump known as the east and west dog leg switches must be left lined for movement on the South Thoroughfare Track.

11. The employee cutting off engines from trains that pull into westbound coal receiving yard track Nos. R10 through R19, will set at least six good hand brakes on train to prevent it from rolling out of track. The yardmaster may allow brakes to be set on rear of trains.

12. Handbrakes will not be released on coal class or receiving tracks until locomotive(s) are coupled to track or doubleover is complete.

13. When cuts are doubled from classifying yard tracks by either road or yard crews and cars are left in tracks, sufficient hand brakes must be set on such cars to hold them.

14. Permission must be secured from the coal hump yardmaster for movement to or from coal class yard and westend of coal receiving yard.

15. All crews and hostlers taking engines to the locomotive service facility must contact the ready track foreman on CSXT radio channel 93/40 for instructions as to where the engines are to be left. If the ready track foreman cannot be contacted immediately the Big 4 yardmaster will be contacted to assist in contacting the ready track foreman.

16. Electric derails are installed and placed into service at the following locations on tracks at the locomotive service facility at Russell, Ky.

    a) At the clearance point to the river lead on the west end of the Riverside Pit track.

    b) At the clearance point to the river lead on the west end of the Hillside Pit track.

    c) At the clearance point to the Hillside Pit track on the west end of the northern outbound track.

    These derails are controlled by the Russell Ready Track Foreman.

    Crew who are required to take their engines to the locomotive service facility will contact the Ready Track Foreman on digital radio channel 93-40 to have derails removed and for instructions of location where engines are to be left.

    Method of operation for locomotive movement from Russell Engine Ready Track.

    All crews and hostlers moving locomotives from Russell Engine ready track must first contact Ready Track Foreman for instructions prior to movement.

17. **Engine Underpass Fitzpatrick manifest hump** -Switches of track leading under Fitzpatrick Manifest Hump when not in use must be left lined as follows:

    Switch on south side for Freight main

    Switch on north side for Johnson track

135.221 OPERATOR LOCATIONS

Station	Hours Office Open	Days Office Closed
RU Cabin (RU)	Continuous	-----

135.400 RADIO INSTRUCTIONS

Radio Stations

All road trains will monitor channel 08.

Table 94. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Russell	Continuous	28 --- TX 31 RX 91 --- 52 --- 84 --- TX 07 RX 96 --- 08	Terminal
Dispatcher (AN)	Continuous	94	Wayside

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

AN Train Dispatcher telephone No. is 1-800-854-5684.

135.704 ON-TRACK EQUIPMENT INSTRUCTIONS

RU Cabin - Passenger Main track - Verbal permission of operator at RU Cabin, who will consult with control station and apply blocking devices before movement is permitted.

136.0 MISCELLANEOUS INSTRUCTIONS

1. **Time On Duty** - Westbound trains arriving at RU Cabin and eastbound trains arriving at RJ Cabin will contact the Coal hump or Big Four yardmaster and state the amount of time they have been on duty.

NOTES:

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140.0 SV & E SUBDIVISION - SV

141.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CMN0.0	BIG SANDY SD	Shelby	
		4.1	
CMN4.1		Yeager	
		3.6	
CMN7.7		Esco	
		0.4	
CMN8.1	PIKE 29	Penny	
		2.7	
CMN10.8		Virgie	
		4.0	
CMN14.8		Myra	
		2.8	
CMN17.6	END OF TRACK	Dorton	4200
17.6 MILES SHELBY TO END OF TRACK			

141.1 DIAGRAM CROSS-REFERENCE

Table 95. Diagram Cross-Reference

Subdivision	Division	Page
Big Sandy	C&OBU West	3

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 96. Authority for Movement

Between Location/Mile Post	Rules
CMN0.0 and CMN0.7	93 See Note 1 & 2
CMN0.7 and CMN14.3	120-132
CMN14.3 and CMN17.6	105
F1.0 and Pike 26	120-132

Notes:

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

142.2 DTC BLOCK LIMITS

Between Shelby and End of Track

Table 97. DTC Block Limits

Between Location/Mile Post	Block Names
CMN0.7 and CMN5.0	Collin
CMN5.0 and CMN9.0	Penny
CMN9.0 and CMN14.3	Elwood
F1.0 and Pike 26	Fenn

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 98. Maximum Authorized Speed

Between Location/Mile Post	MPH
CMN0.0 and CMN0.7	20
CMN0.7 and CMN14.3	25

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 99. Speed Restrictions

Between Location/Mile Post	MPH
Main Line Switch and Pike 29 Mine	12

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.93 YARD LIMITS

Shelby - Main track between Shelby and CMN0.7 will not be used without permission of the yardmaster, Shelby when on duty. When yardmaster not on duty, permission of the control station.

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 100. Radio Stations and Instructions

Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Shelby	Continuous	08	Terminal
Virgie	Continuous	08	Wayside
Dorton	Continuous	08	Wayside
Jenkins	Continuous	08	Wayside
Dispatcher (BK)	Continuous	14	Wayside

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

BK Train Dispatcher telephone No. is 1-800-435-2205.

Shelby yardmaster call-in number is 4.

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146.0 MISCELLANEOUS INSTRUCTIONS

THR 3.4.5 - A meximum of 18 powered axles may be used when making back-up movement with more than 50 cars.

SV&E subdivision from CMN14.3 to CMN17.6 is lead to Premier Elkhorn Coal Company.

Switch point derail is in service at CMN14.3

NOTES:

NOTES:

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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 instrucitons 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 emembers 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 101. 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.

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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 102. AAR Radio Channel Usage

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

1006.04. INITIATING A RADIO CALL-IN

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DETM-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1006.05. Emergency Radio Call-In Procedure

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

1. Select the appropriate train dispatcher channel and when using;
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two 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 developes problems that could affect the efficient operation of the train.
   b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
   a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication

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

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

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

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

4. Radio Rules Compliance

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

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

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

5. Mobile Units - To Telephone

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

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

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

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

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

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

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

6. Base Locations

Note:

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

Big Sandy Subdivision

Table 103. 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 104. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
So Portsmouth, Ky (CSX)	16	88	741*	741#

Columbus Subdivision

Table 105. 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 106. 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 107. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Afton, Va (SDN)	19	77	141*	141#

Northern Subdivision

Table 108. 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 109. 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#

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Rivanna Subdivision

Table 110. 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 111. 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 112. 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 Industrial 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 attahced 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:

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(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 Dymp 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 reservior 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-auxilary 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	Gainsville
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
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-auxilary 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 auxilary 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 and Paint Creek IT
Elk Creek IT	Pond Fork
Elk Run IT	Raleigh Southwestern and Winding Gulf
Gauley IT	Rich Creek IT
Glade Creek and Raleigh IT	Robinson Creek IT
Glen Jean IT	Rock House IT
Island Creek	Rum Creek IT
Jarrolds Valley	
Kanawha	Seth
Kelly IT	Snap Creek IT
Laurel Fork	West Fork
Lexington IT	White Oak IT
Logan	
Logan and Southern	
Loup Creek IT	

NF & G District

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Subdivision/IT	Subdivision/IT
Brushy Branch IT	Raders Run IT
G & E	Rupert
Hominey Creek IT	Sewell Valley
Peaser Branch IT	

Big Sandy District

Subdivision/IT	Subdivision/IT
Big Sandy	Rock House
Dawkins	Long Fork
Middle Creek	SV&E
E&BV	Coal Run

Northern District

Subdivision/IT	Subdivision/IT
Athens	
Chillicothe	Northern
Cincinnati	Portsmouth IT
Columbus	Renick IT
Teays 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 113. 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.

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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 inititate an emergency application from the rear.

   The "Helper Link" control box operates through the trainline power reduction controls and utilizes main resevoir 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.

   a) Place the lower unit of the "Helper Link" control box on the locomotive platform and secure.

   b) Install the upper unit of the "Helper Link" control box on top of the lower unit and secure.

   c) Make the following connections on the lower unit:

      Main reservoir hose: This hose is coupled to the main reservoir equializing 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.

   d) Install the connecting cable between the upper and lower units of the "Helper Link" control box.

   e) 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.

3. Testing the "Helper Link" control box:

   a) Close the knuckle on the locomotive end attached to the "Helper Link" control box.

   b) Return to the locomotive cab.

   c) Position the trainline power reduction rheostat knob on the helper locomotive to full power.

   d) Position the power reduction toggle switch to trainline (all units) position.

   e) 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.

   f) 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 trian, 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:

   a) Set the thumb wheel switch assembly numbers to the id code number of the ETD 2.

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b) Check the communication between the "Helper Link" control box and the ETD 2 by pressing the com/check (communications check) push button.

The alphanumberic display will read "COM OK".

c) Start the electonic 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 enigneer 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 emergeny 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 commuication 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 applicaton 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.

NOTES:

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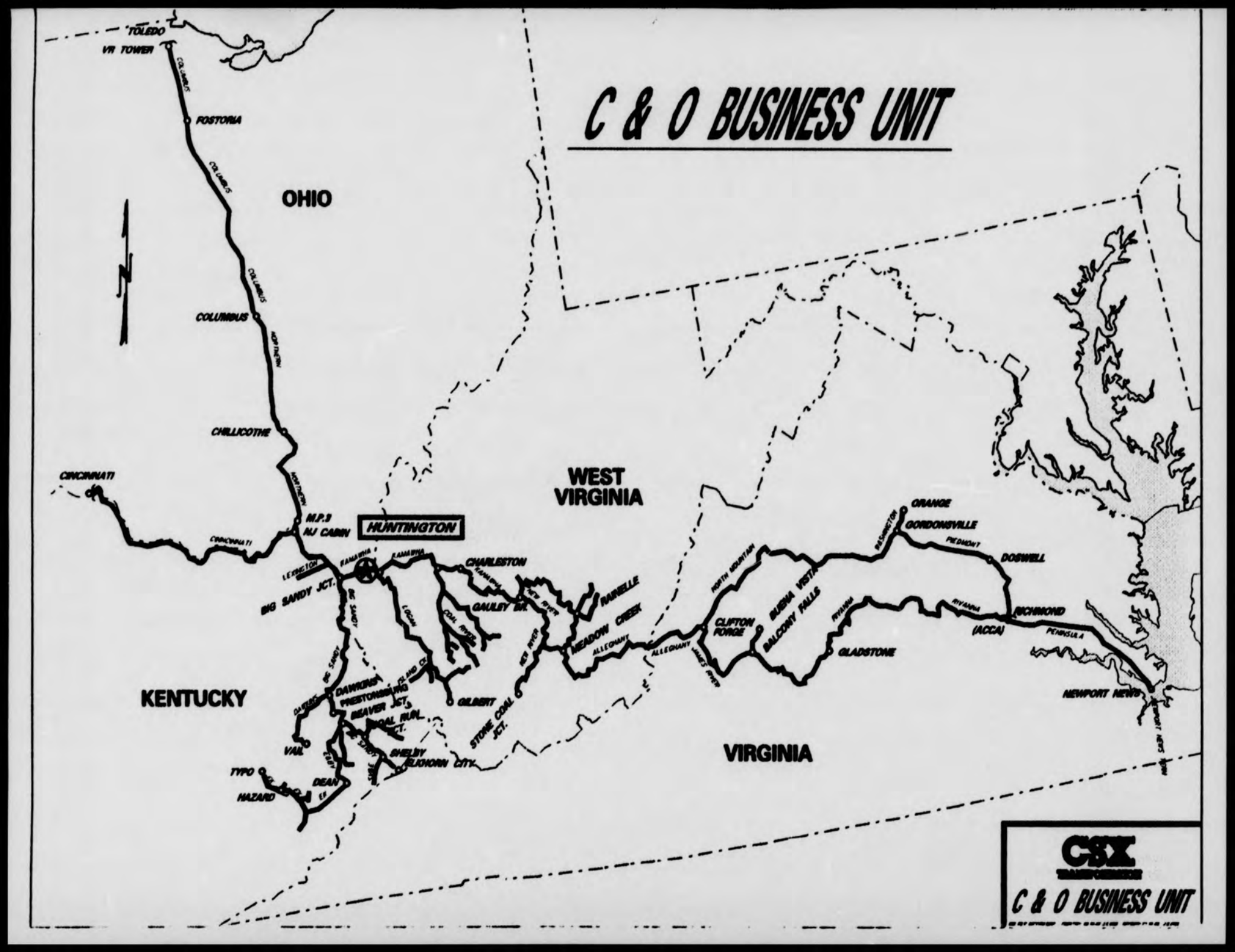
TONNAGE CHART

C & O BUSINESS UNIT TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
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
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

	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44 AC CW60AC
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 & Charlottesvile	1150	1500	1700	2300	2700	2950	4000
NEW RIVER SUBDIVISION							
Handley to Hinton	3500	4600	5250	7000	8300	9100	12250
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
Chrltsville 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
TOLEDO
VR TOWER
FOSTORIA
COLUMBUS
CHILLICOTHE
CINCINNATI
OHIO
WEST VIRGINIA
KENTUCKY
VIRGINIA
M.P.3
NJ CABIN
HUNTINGTON
BIG SANDY JCT.
KANAWHA
CHARLESTON
GAULEY JCT.
FAIRELLE
MEADOW CREEK
STONE COAL JCT.
GILBERT
LOGAN
COAL RIVER
NEW RIVER
ALLEGHANY
CLIFTON FORGE
BUENA VISTA
BALCONY FALLS
GLADSTONE
JAMES RIVER
RIVANNA
ORANGE
GORDONSVILLE
PIEDMONT
DOSWELL
RICHMOND
(ACCA)
PENINSULA
NEWPORT NEWS
DANVILLE
PRESTONSBURG
BEAVER JCT.
COAL RUN JCT.
VAIL
SHELBY
ELKHORN CITY
TYPO
DEAN
HAZARD
CSX
C & O BUSINESS UNIT

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

180274 TT D

CSX

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TRANSPORTATION

CUMBERLAND COAL BUSINESS UNIT TIMETABLE No. 3

FILED
JUN 23 1997
MAIL MANAGEMENT
STB
7

EFFECTIVE

THURSDAY, MAY 1, 1997

AT 0001 HOURS

CSX STANDARD TIME

1776

D.S. Green
General Manager

V.W. Mason III
Superintendent Operations

CUMBERLAND COAL BUSINESS UNIT
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Cumberland Coal Business Unit Officers ii

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PHONE NUMBERS

Emergency only:

CCBU Chief Train Dispatcher	
Jacksonville	1–800–593–6189
Police and Fire Departments	1–800–593–6189

Non–Emergency situations:

CCBU Chief Dispatcher	
Jacksonville–(Bell)	1–904–381–4051or 4052
(Company)	(RNX 388)–4051or 4052
(Fax)	(RNX 388)–4051or 4052
(Printer)	OP4

CCBU **Safety Hot Line**	
Cumberland	301–759–2178
Grafton	304–265–0334

OPERATION RED BLOCK CAPTAINS

Name	Phone
System Coordinators –	
E.S. Pack	304–645–4604
G.L. Muneio	941–741–8195
Team Captains –	
Brooklyn Jct., WV.	
A.S. Vcelka	614–695–2984
Cowen–Burnsville–Allingdale	
L.B. Boggs	304–364–8305
Cumberland, MD.	
J.F. Natolly II	301–777–3984
Grafton, WV.	
H.L. Rickman	304–265–1390
Parkersburg, WV.	
S. Casto	304–464–5435

CUMBERLAND
COAL BUSINESS UNIT

722 VIRGINIA AVENUE
CUMBERLAND, MD 21502–4595

– Phone –
1–800– CSX–Coal

Cumberland Coal Business Unit Officers

D.S. Green
General Manager

G.J. Melodini
Superintendent Mech. & Engr.

W.W. Mason
Superintendent Operations

F. B. Fowler
Director Administration

J. A. Blomgren
Manager Safety

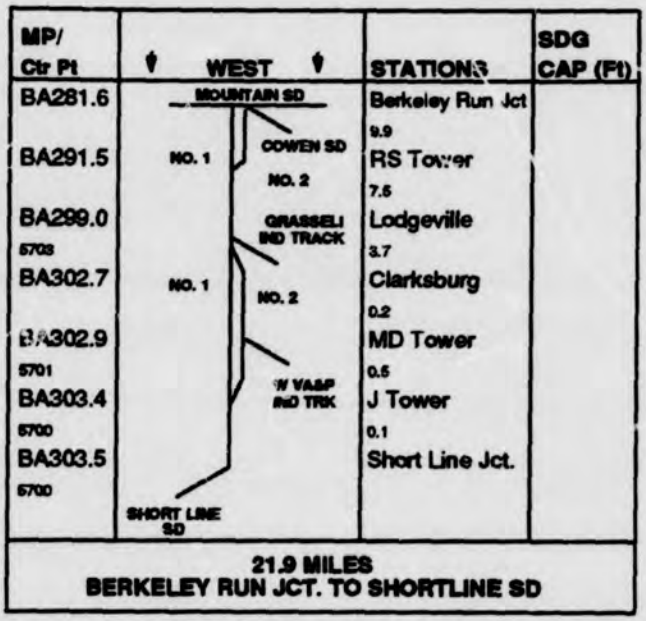
K. M. Silvious
Chief Train Dispatcher

Location and Names	Title
Brooklyn Junction, WV	
W.W. Yates	Trainmaster
Cumberland, MD	
E.W. Knick	Trainmaster
G.L. Mulvey	Road Foreman of Engines
S.H. Wilber	Asst. Trainmaster
Grafton, WV	
S.E. Truitt	Senior Trainmaster
J.D. Greathouse	Trainmaster
J.P. Harr	Road Foreman of Engines
F.R. Mazurik	Trainmaster

Location and Names	Title
Parkersburg, WV	
C.F. McDowell	Trainmaster
R.W. Queen	Trainmaster
K.M. Robey	Operations Manager

10.0 BRIDGEPORT SUBDIVISION-PU

11.0 STATIONS LISTING AND DIAGRAM.



11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Cowen	CCBU	3
Mountain	CCBU	17
Short Line	CCBU	37

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
Berkeley Run Jct. and YL BA283.0	D-251(93) See Notes 1 & 2
BA283.0 and RS Tower BA291.5	D-251
RS Tower BA291.5 and End of Track BA303.5	265-271

Note:

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

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

Table 3. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
BA283.0 and WAS RS Tower	Web
WAS RS Tower and BA301.0	Pinto
BA301.0 and BA303.5	Clark

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	MPH
Berkeley Run Jct. and End of Track	35

13.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BA293 and BA294

14.0 EQUIPMENT RESTRICTIONS

Table 5 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
BA302.9 and BA303.5	Plate F cars, High side gondolas, Open top hoppers, or Covered Hoppers loaded with 95 tons or more and having a cubic capacity of 3800 cubic feet or greater	Must comply with Rule 34 Restricted Equipment
Fourco Industrial track	6-Axle units	Must not operate
Clarksburg		
Grasseli Industrial track	Cars with gross weight exceeding 251,000 lbs.	Must not operate
Clarksburg Branch Jct to End of Track	6-Axle units B30-7,U30-B, U23B Cars with gross weight exceeding 251,000 lbs.	Must not operate

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Table 5 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Central Supply Co. Trestle No. 7B/1	Cars with gross weight exceeding 240,000 lbs	Must not operate

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.1 STANDARD CLOCKS

Table 6. Standard Clocks

Station	Location
Grafton	Crew Room "D" Tower

15.83-A TRAIN BULLETIN AND RELEASE FORM

Trains must receive Train bulletin and Release Form before leaving stations listed below:

1. **Grafton:** Eastward and Westward Trains.

15.105 USE OF SPECIFIED TRACKS

Clarkburg:

1. The following tracks are designated as other than main tracks and rule 105 will govern movement;

   Grasselli Industrial Track

   W VA & P Industrial Track

2. Grasselli Industrial Tracks must get permission from the train dispatcher before entering. Crews in an eastward direction must get permission from the train dispatcher and report when clear.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 7. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Grafton-YM	Continuous	AAR 08	Terminal
Grafton D tower Operator	Continuous	AAR 08	Terminal
Dispatcher (CJ)	Continuous	AAR 14	Wayside

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

Bell telephone No. is 904-381-2681.

CJ Train Dispatcher toll free No. is 1-800-854-5689.

16.0 MISCELLANEOUS INSTRUCTIONS

Westward Trains	Eastward Trains
Stretch braking may be used between the following locations:	
BA290.5 to EAS RS Tower	BA305.0 to BA303.5
BA295.5 to BA296.0	

NOTES:

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20.0 COWEN SUBDIVISION-CJ

21.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BUC0.0	BRIDGEPORT SD	Berkeley Jct.	
		5.0	
BUC5.0		Knight	4100
5725–5724		6	
BUC11.1	BERRYBURG IND TRK	Berryburg Jct.	7485
5723–5722		8.5	
BUC19.6		Tygart Jct.	4600
5721–5720		4.1	
BUC23.7	WVAC RR	Century Jct.	
5719		7.5	
BUC31.2	CENTURY IND. TRACK	Smith Summit	7500
5718–5717		5.0	
BUC36.2		Buckhannon	
		1.9	
BUC38.1		Upshur	4100
		1.2	
BUC39.3		Capital Mine	
5716		2.6	
BUC41.9		Hampton Jct.	
5715	PICKENS SD	10.5	
BUC52.4		Frenchton	2850
		5.5	
BUC57.9		Crawford	5512
		15.1	
BUC73.0	ELK IND. TRACK	Burnsville Jct.	
		0.7	
BUC73.7		Burnsville	5460
		22.5	
BUC96.2		Centralia	5250
	WILLIAMS RIVER IND TRK	9.5	
BUC106.5		Erbacon	5100
		10.0	
BUC116.5		WN Tower	
	WILLIAMS RIVER SD	1.0	
BUC117.5		Cowen	
		0.7	
BUC118.2	RICHWOOD SD	Richwood SD	

116.5 MILES
BERKELEY JCT. TO RICHWOOD SD

*BUC98 and BUC99 just west of Centralia are omitted.
Distance from BUC97 to BUC100 is 6,833 feet.

21.1 DIAGRAM CROSS-REFERENCE

Table 8. Diagram Cross-Reference

Subdivision	Division	Page
Mountain	CCBU	17
Pickens	CCBU	29
Richwood	CCBU	33
Williams River	CCBU	43

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 9. Authority for Movement

Between Location/Mile Post	Rules
Berkeley Run Jct. and BUC42.1	265-271
BUC42.1 and BUC72.1	120-132
YL BUC72.1 and YL BUC74.6	93 See Notes 1 & 2
BUC74.6 and BUC115.0	120-132
YL BUC115.0 and YL BUC118.2	93 See Notes 1 & 2
BUG0.0 and BUG1.0	105 See Notes 1,2&3

Note:

1. Permission must be obtained from the "CI" Train Dispatcher before entering main track.
2. **On-Track Equipment Insturctions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Rules 265-271 are in effect on sidings at Knight and Berryburg Jct.
4. Signal 442 is equiped with A.P.P. marker.
5. Burnsville - Eastward trains will not pass east switch siding Burnsville without permission of dispatcher.
6. Former Williams River Main Track between BUG0.0 and BUG1.0 is designated as the Williams river Industrial Track.

22.2 DTC BLOCK LIMITS

Between BUC42.1 and BUC115.0

Table 10 (Page 1 of 2). DTC Block Limits

Between Location/Mile Post	Block Names
BUC42.1 and BUC52.0	Ada
BUC52.0 and BUC57.5	French
BUC57.5 and BUC64.0	Chapman
BUC64.0 and BUC72.1	Bato
BUC74.6 and BUC81.0	Gem
BUC81.0 and BUC82.5	Cog
BUC82.5 and BUC95.4	Shave
BUC95.4 and BUC105.4	Wolfe
BUC105.4 and BUC106.5	Erb

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Table 10 (Page 2 of 2). DTC Block Limits	
Between Location/Mile Post	**Block Names**
BUC106.5 and BUC115.0	Arcola

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

Table 11. Suspension of Signal System-(and Movements against Current of Traffic)	
Between Location/Mile Post	**Block Names**
Berkeley Run Jct. and BUC13.4	Berry
BUC13.4 and BUC31.1	Phil
BUC31.1 and BUC42.1	Pick

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 12. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
Berkley Run Jct. and WN Tower	25

23.2 SPEED RESTRICTIONS

Table 13. Speed Restrictions	
Between Location/Mile Post	**MPH**
BUC13.4 and BUC14.6	20
BUC18.2 and BUC18.4	20
BUC21.0 and BUC23.4	20
BUC26.3 and BUC26.5	20
BUC35.4 and BUC36.5	15
BUC36.5 and BUC38.7	20
BUC41.9 and BUC42.1	15
BUC42.6 and BUC43.2	20
BUC53.6 and BUC53.9	10
BUC53.9 and BUC55.0	25
BUC55.0 and BUC55.1	10
BUC63.2 and BUC63.4	10
BUC72.7 and BUC73.1	15
BUC73.1 and BUC73.3	10
BUC73.3 and BUC74.6	15
BUC74.6 and BUC82.0	20
Knight Passing Siding BUC4.6 and BUC5.5	10

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BUC3.0 and BUC4.0
BUC110.0 and BUC111.0

24.0 EQUIPMENT RESTRICTIONS

Table 14. Equipment Restrictions		
Location	**Equipment**	**Restriction**
Rawhide	6-Axle units	Must not operate 200 feet west of derail
Buckhannon	6-Axle units	Must not operate on yard tracks other than wye
Adrian mine	6-Axle units	Must not operate
Gilmer Elk Industrial Track	6-Axle units	Must not operate on West leg of Wye
Shaversville Spur Track	6 Axle units	Must not operate
Wolfe Creek Mine	Equipment	Chute must be fully retracted before passing
Brooks Run Mine	Engines	Chute must be fully retracted before passing
Evergreen Mine	Engines	Loading chute must be fully retracted before passing

Train Classification - Empty 80 feet and longer cars will be hauled on rear of train. Loaded trains handling empty cars will have empty cars, other than 80 feet or longer empty cars, more than 15 cars from head end of train.

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.1 STANDARD CLOCKS

Table 15. Standard Clocks	
Station	**Location**
Burnsville	Crew room
Cowen	Crew room
Grafton	Crew room

25.93 YARD LIMITS

Cowen Terminal Yard limits are between BUC115.0 and BUC118.2.

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25.99 FLAGGING

Between	Direction of Train	Distance
Hampton Jct. and BUC96.2	Westward	6900 feet
BUC96.2 and BUC115.5	Westward	1900 feet
BUC115.5 and Heaters	Eastward	9200 feet
Heaters and Hampton Jct.	Eastward	7100 feet

25.100 ROAD CROSSINGS AT GRADE

Table 16. Highway And Street Crossings

Station, Highway or Street	Instructions
Buckhannon Yard, Route 20, (146 818C)	Comply with rule 100-D
Upshur Coal and Limited Co.,Route 30, (146 873C)	Comply with rule 100-D

25.104 SWITCHES

1. **Burnsville Jct.** - All trains must approach east and west switch passing sidings expecting switch lined for siding.
2. **Burnsville Jct.** - *Trains will not foul junction switch until* permission is received from train dispatcher.
3. **Adrian** - Adrian Mine - The normal position of the runaway track switch is for movement into the runaway track.
4. **Century Industrial Track** Hinge type derail at BUO2.3 is secured with dual locks.
5. **Cowen Terminal** Normal position for Williams River Jct. switch will be lined from dead leg of wye to Williams River Industrial Track.

25.105 USE OF SPECIFIED TRACK

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   Berryburg Industrial Track
   Century Industrial Track
   Elk Industrial Track

2. Century Mine Track - When the private lock on the derail at BUO2.3 is removed, trains may enter the Century Mine Track.

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
Cowen Yard Clerk	Open 1700 to 0100 Mon thru Fri. Closed Sa., Sun and Holidays	AAR 08	Terminal
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 2.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

25.650 AIR BRAKE INSTRUCTIONS

1. **Coal Trains Departing Cowen Yard** - Engineers of eastbound coal trains departing Cowen Yard may start train five minutes after the guage on rear reads 75 pounds. Once entire train is started, a minimum brake pipe reduction will be made by the time the lead unit reaches the east corssover in Cowen Yard. Train speed will be kept at or below 5 mph until engineer is satisfied that train brakes are functioning properly. Speed may then be increased to not exceeding 10 mph until lead unit reaches mile post 115, by use of the dynamic brake and additional brake pipe reductions as needed. After passing mile post 115, every attempt should be made to control speed not to exceed 23 mph until head end of train passes mile post 101.5

   If the engineer is not satisfied with the braking effort of his train, train must be stopped and inspected with train brakes left applied. When ready to proceed, train brakes will be recharged as prescribed by special instructions. After recharging, train will be restarted and a minimum reduction made before train speed exceeds 5 mph. Train will then be controlled as described above.

   A running release of the train air brake will not be made on eastbound loaded freight trains between Cowen and BUC109, located at Wainsville and between BUC105, located east of Erbacon and BUC101.5, located west of Centralia unless under 10 mph and less than 12 lb. reduction. Refer to TH&E 1 Rule 3.1.5 B-2 for maximum brake pipe reduction.

2. **Use Of Pressure Retaining Valves** - Requirements for Brake Pipe Pressure and Pressure Retaining Valves:

Table 18 (Page 1 of 2). Retainer Valves

Location	Percent of Retaining Valves	Position of Retaining Valves	Speed Restriction When Retaining Valves Used
Berkley Run Jct. to Burnsville	100	Slow direct	25

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Table 18 (Page 2 of 2). Retainer Valves

Location	Percent of Retaining Valves	Position of Retaining Valves	Speed Restriction When Retaining Valves Used
Frenchton to Chapman	100	Position for both loads and empties	20
Heaters to Shaversville	100	Position for both loads and empties	20
Centralia to Cowen	100	High pressure	15

Note:

1. The use of retaining valves will not be required on empty trains operating between Cowen and Berkeley Run Jct., providing the controlling unit of the lead locomotive consist is equipped with operative pressure maintaining feature.
2. The use of retaining valves will not be required on westbound loaded trains operating between Frenchton and Chapman, providing the controlling unit of the lead locomotive consist is equipped with operative pressure maintaining feature and the locomotive consist has a minimum of 6 traction motors operating in dynamic braking.
3. The use of retaining valves will not be required on eastbound loaded trains operating between Heaters and Berkeley Run Jct. when controlling unit of the lead locomotive consist is equipped with operative pressure maintaining feature and the locomotive consist has a minimum of 4 traction motors operating in dynamic braking.
4. The use of retaining valves will not be required on eastbound loaded trains operating between Cowen and Heaters when the controlling unit of the lead locomotive consist is equipped with operative pressure maintaining feature and the locomotive consist has a minimum of 6 traction motors operating in dynamic braking.

26.0 MISCELLANEOUS INSTRUCTIONS

HELPER SERVICE

1. When helper service is required between Burnsville and Abbott, the following instructions will apply:

   Helper engine coupled on rear of train will be limited to 18 powered axles in motoring.

   When 80 foot or longer cars are handled in trains requiring rear- end helper, the helper will be cut in ahead of such cars.

   Loaded trains exceeding 95 cars will cut helper in behind 80 cars.

2. All eastbound trains requiring a helper, to be cut off on the fly, operated between Burnsville (BUC73.7) and Hampton Junction (BUC41.9), requires a two way end-of-train device (ETD 2) on the rear of their train.

   Trains not requiring helpers, or trains moving helper through to Grafton on the rear or head-end will not be restricted by this requirement.

BACK-UP MOVEMENTS

Train Handling Rules, Rule 3.4.5. modified when making back-up movements with more than 50 cars, not more than 18 powered axles may be used to make the movement.

Westbound Cowen Crews

Westbound trains exceeding 90 cars that cannot make a continuous movement through Burnsville must stop east of the 1st road crossing east of BUC66.0.

Elk River Railroad - Interchange with the Elk River Railroad will be interchanged at Gilmer Station. CSX crews will announce over the radio channel 1 "CSX entering Gilmer Station mile post 4". Elk River Railroad will announce "Elk River entering Gilmer Station mile post 6".

NOTES:

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30.0 FAIRMONT SUBDIVISION-FT

31.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BS280.1	MOUNTAIN SD	D Tower	
	No. 1	2.6	
BS282.7		Fetterman	
	No. 2	1.5	
BS284.2		CY Tower	
		16.7	
BS300.9		Gaston Jct.	
		1.2	
BS302.1		Fairmont	
	AMERICAN FIBERS IND TRK	1.3	
BS303.4		WD Tower	
		2.9	
BS306.3	CONRAIL	Catawba Jct.	

26.2 MILES
D TOWER TO CATAWABA JCT.

31.1 DIAGRAM CROSS-REFERENCE

Table 19. Diagram Cross-Reference

Subdivision	Division	Page
Mountain	CCBU	17

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 20. Authority for Movement

Between Location/Mile Post	Rules
D Tower and BS282.5	D-251 (93) See Notes 1 & 2
BS282.5 and CY Tower	D-151 (93) See Notes 1 & 2
CY Tower and YL BS284.3	93 See Notes 1 & 2
BS284.3 and BS306.3 Catawba Junction	120-132

Note:

1. Permission must be obtained from the "CI" Train Dispatcher before entering main track.
2. **On-Track Equipment Restrictions** - 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 BS284.3 and BS300.4

Table 21. DTC Block Limits

Between Location/Mile Post	Block Names
BS284.3 and BS288.8	Coff
BS288.8 and BS300.4	Gaston
BS300.4 and BS306.3	Fair

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 22. Maximum Authorized Speed

Between Location/Mile Post	MPH
D Tower and BS300.4	30
BS300.4 and BS306.3	25

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BS283 and BS284

34.0 EQUIPMENT RESTRICTIONS

DEEX Equipment:

DEEX open top hoppers are permitted to move between D Tower and WD Tower with the following restrictions:

1. Must not exceed 25 MPH - When Loaded
2. Must not exceed 10 MPH - When diverging and going through crossovers and all yard tracks.

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.36 SPRING SWITCHES

Table 23. Spring Switches

Location	Designated Speed in Normal Position		
	Normal Position for Movement on	Facing Movement	When Springing
CY Tower: WEDT	No. 2 Track	30 MPH	25 MPH

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35.51 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
372	Fairmont (FM&P)	BT1[illegible]5.5
112	Fairmont	BS300.6

35.105 USE OF SPECIFIED TRACKS

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   -American Fibers Industrial Track

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 24. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 1.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

NOTES:

NOTES:

Effective May 1, 1997
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40.0 GEORGES CREEK SUBDIVISION-GK

41.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BAI31.5	HAMPSHIRE YD	Westernport	
		0.8	
BAI30.7		Franklin	
		2.3	
BAI28.4		Morrisons	
		2.1	
BAI26.3		Dawson	
		3.8	
BAI22.5		Jackson Jct.	
		0.5	
BAI22.0		Knapps Meadow	
		0.6	
BAI21.4		Lonaconing Jct. Mine 6	
		0.8	
BAI20.6		Midland	
		0.7	
BAI19.9		Ocean	
		0.6	
BAI19.3		Carlos	
		0.5	
BAI18.8		Phillips Plant	
		0.1	
BAI18.7	END OF TRACK	Consol No. 10	

12.8 MILES
WESTERNPORT TO CONSOL NO. 10

41.1 DIAGRAM CROSS-REFERENCE

Table 25. Diagram Cross-Reference

Subdivision	Division	Page
Hampshire	CCBU	11

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 26. Authority for Movement

Between Location/Mile Post	Rules
BAI31.5 and BAI27.0	93 See Notes 1 & 2
BAI27.0 and BAI18.7	120-132

Note:

1. Permission must be obtained from the "CI" 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 BAI27.0 and Consol No. 10

Table 27. DTC Block Limits

Between Location/Mile Post	Block Names
BAI27.0 and BAI18.7	Consol

42.4 EXCEPTED TRACKS

Georges Creek Subdivison

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 28. Maximum Authorized Speed

Between Location/Mile Post	MPH
Westernport and Consol No. 10	10

43.2 SPEED RESTRICTIONS

Table 29. Speed Restrictions

Between Location/Mile Post	MPH
Westernport, over Main Street (Applies to head end of train only)	5
BAI26.8 over State Route 36	8
Lonaconing, over all crossings	8

44.0 EQUIPMENT RESTRICTIONS

Table 30. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	6-Axle units Cars 70 ft. or longer	Must not operate
Consol No. 10 coal track	Engines	Must not operate under tipple, conveyor or ramp tracks 1 & 2
Mine No. 5	Engines	Must not operate under tipple
Mine No. 5	All movements	Must not operate over 5 MPH

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.100 ROAD CROSSINGS AT GRADE

1. Due to rusty rail conditions, be sure road crossing signals are working properly before passing over.

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45.104 SWITCHES

Rules 104-A, 104-D AND 104-E Modified: Trains entering or leaving the Georges Creek Subdivision may leave the main track switch at Westernport lined as last used. Trains will approach this switch expecting to find it lined against their movement.

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 31. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 5.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

MISCELLANEOUS INSTRUCTIONS

1. **Mine No. 5** - The locomotives should be moved over the road crossing on the mine lead before shoving empties across the road crossing.

NOTES:

NOTES:

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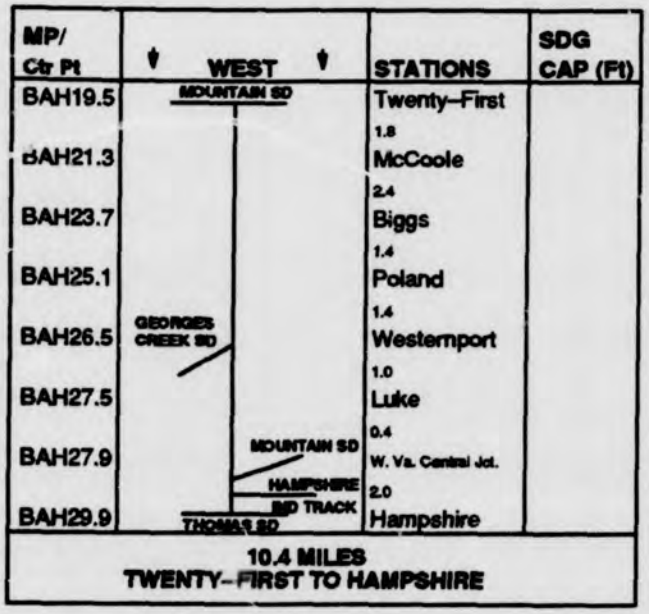
50.0 HAMPSHIRE SUBDIVISION-HP

51.0 STATIONS LISTING AND DIAGRAM.



51.1 *DIAGRAM CROSS-REFERENCE*

Table 32. Diagram Cross-Reference

Subdivision	Division	Page
Georges Creek	CCBU	9
Mountain	CCBU	17
Thomas	CCBU	41

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 33. Authority for Movement

Between Location/Mile Post	Rules
BAH19.5 and BAH27.0	120-132
BAH27.0 and BAH29.9	93 See Notes 1 & 2

Note:

1. Permission must be obtained from the "CI" 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

Between Twenty-First And Westernport

Table 34. DTC Block Limits

Between Location/Mile Post	Block Names
BAH19.5 and BAH23.0	Biggs
BAH23.0 and BAH27.0	Poland

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 35. Maximum Authorized Speed

Between Location/Mile Post	MPH
Twenty-First and BAH23.7	25
BAH23.7 and Hampshire	15

53.2 SPEED RESTRICTIONS

Table 36. Speed Restrictions

Between Location/Mile Post	MPH
East Switch Biggs to West end Hampshire	10

54.0 EQUIPMENT RESTRICTIONS

Table 37. Equipment Restrictions

Location	Equipment	Restriction
Hampshire	6-axle units	Must not operate
Between Luke and Hampshire, W.VA	Cars 70 ft. long or longer	Must not operate
Central Jct: Track Scales	All Equipment	4 MPH
W VA Central Jct-Bridge 78 1/2	Cars with gross weight exceeding 240,000 lbs.	Must not operate
	6-axle units	
Luke - B&O Bridge	All Equipment	Must not leave on Bridge
Luke - WM Bridge	All Equipment	Must not leave on Bridge

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.104 SWITCHES

Trains will approach main track switch governing movement to the Georges Creek Subdivision expecting to find it lined against their movement. Switch will be relined and locked for movement on the Hampshire Subdivision.

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55.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement: - **Hampshire Industrial Track**

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 38. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
W Va. Central Jct.-CK	Continuous	AAR 08	Wayside
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 5.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

55.650 AIR BRAKE INSTRUCTIONS

Air must be coupled through all cars handled in Westvaco Plant at Luke.

NOTES:

NOTES:

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60.0 KINGWOOD SUBDIVISION-KG

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BAJ0.0	MOUNTAIN SD	Rowlesburg	
		8.6	
BAJ8.6		Preston	
		3.0	
BAJ11.6		Caddell	
		2.4	
BAJ14.0		Albright	
		0.3	
BAJ14.3	END OF TRACK	End of Track	

14.3 MILES
ROWLESBURG TO END OF TRACK

61.1 DIAGRAM CROSS-REFERENCE

Table 39. Diagram Cross-Reference

Subdivision	Division	Page
Mountain	CCBU	17

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 40. Authority for Movement

Between Location/Mile Post	Rules
BA0.0 and BAJ14.3	120-132

62.2 DTC BLOCK LIMITS

Table 41. DTC Block Limits

Between Location/Mile Post	Block Names
BAJ0.0 Rowlesburg and BAJ14.3 End of Track	Rowles

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 42. Maximum Authorized Speed

Between Location/Mile Post	MPH
Rowlesburg and End of Track	20

64.0 EQUIPMENT RESTRICTIONS

Table 43. Equipment Restrictions

Location	Equipment	Restriction
Albright: Preparation Plant Tipple	Engines	Must not operate under
BAJ0.0 and BAJ14.3	6 axle engines	10 MPH on Main track, 5 MPH all sidings and industrial tracks.

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.105 USE OF SPECIFIED TRACKS

West of 14.3 Rule 105 applies.

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 44. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Disatpcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 4.

Bell Telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

66.0 MISCELLANEOUS INSTRUCTIONS

Safety Rule T-7

Due to severe grade and tonnage which results in extreme train handling problems while stopping and starting, safety rule T-7 is modified as follow.

Mounting or dismounting equipment will be permitted in accordance with rule T-7 only when necessary to avoid severe train handling problems associated with physical characteristics of the specific location and to avoid injury due to slack action.

Mounting or dismounting moving equipment will not be permitted when speeds or conditions render it unsafe.

NOTES:

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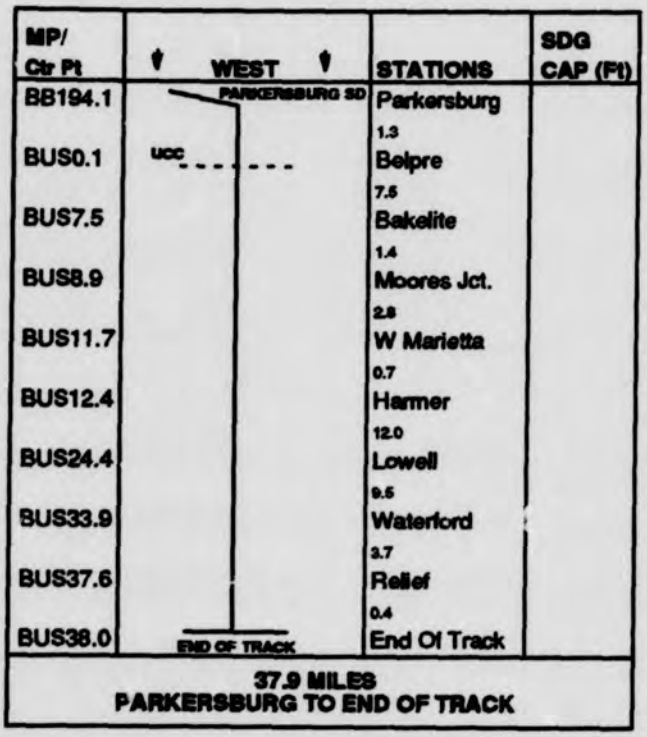
70.0 MARIETTA SUBDIVISION-MV

71.0 STATIONS LISTING AND DIAGRAM.



71.1 DIAGRAM CROSS-REFERENCE

Table 45. Diagram Cross-Reference

Subdivision	Division	Page
Ohio River	CCBU	23

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 46. Authority for Movement

Between Location/Mile Post	Rules
BUS0.0 AND YL BUS3.0	105 See Note 1
BUS3.0 and BUS37.0	120-132

Table 46. Authority for Movement

Between Location/Mile Post	Rules
YL BUS37.0 and entrance of AEP Loop Track	93 See Notes 2 & 3

Note:

1. Former main track between BUS0.0 and BUS3.0 is designated as the "Marietta Running Track". Trains must have permission from the yardmaster at Parkersburg before occupying this track. When yardmaster is not on duty, permission will obtained from the train dispatcher. OTE Authority as prescribed by Rule 704 is required from Parkersburg Yardmaster before occupying running track.
2. Permission must be obtained from the (CJ) Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

72.2 DTC BLOCK LIMITS

Table 47. DTC Block Limits

Between Location/Mile Post	Block Names
BUS3.0 and BUS9.0	Gravel
BUS9.0 and BUS15.4	Marietta
BUS15.4 and BUS24.4	Harmer
BUS24.4 and BUS33.4	Monkey
BUS33.4 and BUS37.0	Water

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 48. Maximum Authorized Speed

Between Location/Mile Post	MPH
BUS0.0 and BUS37.6	25

73.2 SPEED RESTRICTIONS

Table 49. Speed Restrictions

Between Location/Mile Post	MPH
BUS0.0 and BUS3.0	20
BUS20.0 and BUS38.0 (Excepted Track)	10
Market street and Route 7 road crossing Marietta	10

Note: There is a 10 MPH speed restriction on the following bridges.

Bridge Number	Mile Post
475	BUS8.2
464	BUS19.8
463	BUS23.0

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Bridge Number	Mile Post
462	BUS27.0
461	BUS27.1
459 1/2	BUS32.1
457	BUS33.8
455	BUS34.4
454	BUS34.5
452	BUS36.5

74.0 EQUIPMENT RESTRICTIONS

Trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will comply with RER 34.

Table 50. Equipment Restrictions

Location	Equipment	Restriction
All industrial tracks except AEP Loop tk.	6-Axle Units	Must not operate

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 51. Railroad Crossing at Grade

Location	Crossing	Position of Tilting Target
Bakelite	UCC	Horizontal for movement on CSX

State of Ohio -At railroad crossings and drawbridges not equipped with approved interlocking, all trains or engines 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.

75.100 ROAD CROSSINGS AT GRADE

1. **Marietta, Oh.** - Approach Wood Street, Marietta, Oh.
   a) Approach Wood Street, Marietta, Oh. prepared to stop. Look out for tractor trailers fouling crossing.
   b) When approaching Market Street, Marietta, Oh., all trains must be sure crossing gates are down and lights flashing before proceeding through crossing.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 52. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CJ)	Continuous	14	Wayside

Note:

1. CJ Train Dispatcher call-in number is 5.
   CJ Train Dispatcher telephone No. is 1-800-854-3689.

NOTES:

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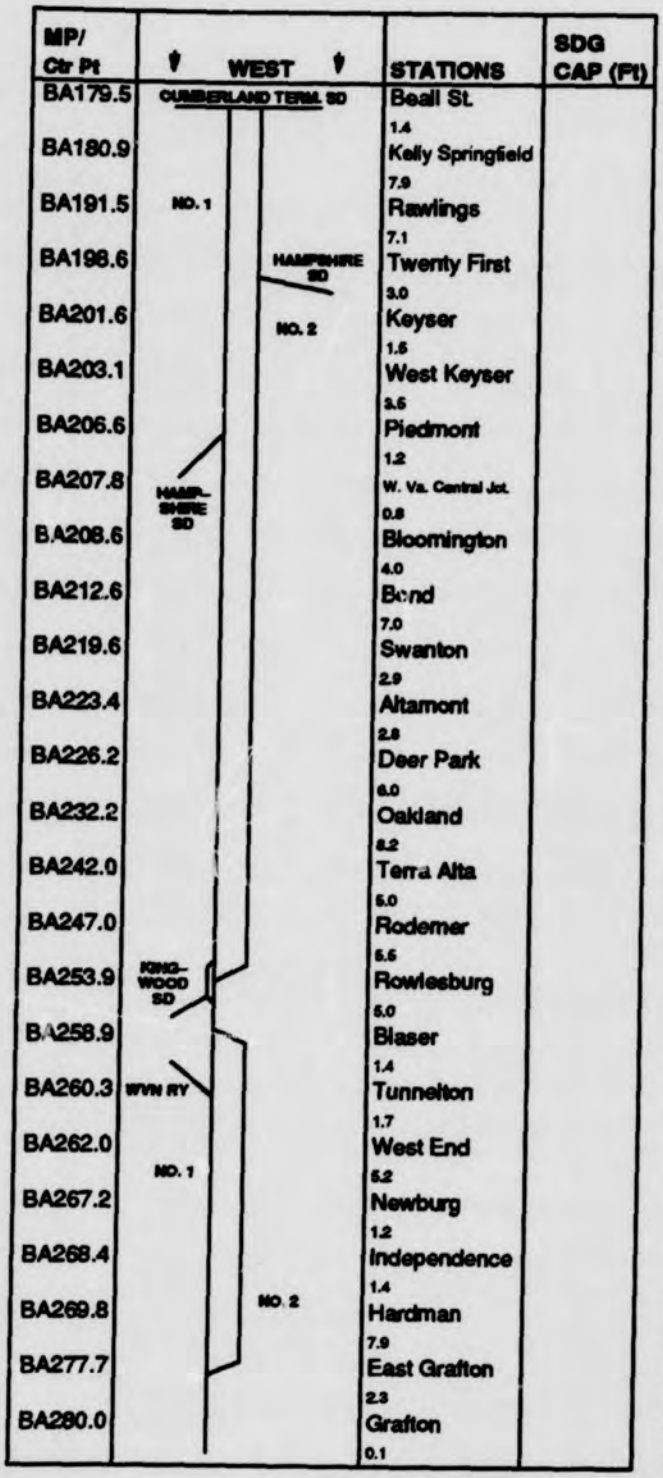
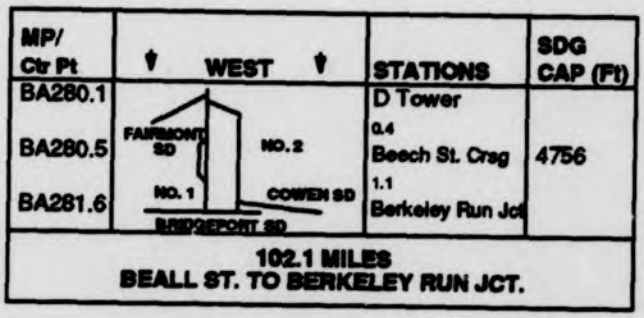
80.0 MOUNTAIN SUBDIVISION-MT

81.0 STATIONS LISTING AND DIAGRAM.





81.1 DIAGRAM CROSS-REFERENCE

Table 53. Diagram Cross-Reference

Subdivision	Division	Page
Cumberland Terminal	Baltimore Service Lane	Baltimore TTSI
Hampshire	CCBU	11
Kingwood	CCBU	13
Fairmont	CCBU	7
Cowen	CCBU	3
Bridgeport	CCBU	1

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

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

Between Location/Mile Post	Rules
Beall Street, BA179.5 and YL BA200.4	D-251
YL BA200.4 and West Keyser	D-251-(93) See Notes 1 & 2
West Keyser	255-259
West Keyser and Piedmont No. 1 Track	265-271(93) See Notes 1 & 2
West Keyser and Piedmont No. 2 Track	D-251-(93) See Notes 1 & 2
Piedmont and YL BA207.1	D-251(93) See Notes 1 & 2
YL BA207.1 and Terra Alta	D-251
Terra Alta and McMillan No. 1 Track	D-251
Terra Alta and McMillan No. 2 Track	265-271
McMillan and Rowlesburg No. 1 Track	265-271
McMillan and Rowlesburg No. 2 Track	D-251
Rowlesburg	255-259
Rowlesburg and West End	265-271

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

Between Location/Mile Post	Rules
West End and Newburg No. 1 Track	D-251
West End and Newburg No.2 Track	265-271
Newburg and Hardman No. 1 Track	265-271
Newburg and Hardman No. 2 Track	D-251
Hardman and YL 277.4	D-251
YL 277.4 and East Grafton	D-251(93) See Notes 1 & 2
East Grafton	255-259
East Grafton and D Tower	265-271
D Tower	255-259
D Tower and Berkeley Run Jct.	265-271

Note:

1. Permission must be obtained from the "CI" Train Dispatcher before entering main track.
2. **On-Track Equipment Restrictions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Rules 265-271 are in effect on Siding between Beech St. and Berkeley Run Jct.
4. Authority for using "X" track must be obtained by Grafton Yardmaster.

82.2 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
BA179.5 Beall Street and BA191.5 Rawlings (Block sign located at Westbound Intermediate Signal	Field
BA191.5 Rawlings and BA200.4	Daw
BA207.1 and BA223.4, West Switch Altamont	Grade
BA223.4 West Switch Altamont and BA229.6 East Switch East crossover Mountain Lake Park	Deer
BA229.6 East Switch East crossover Mountain Lake Park and BA242.0 Terra Alta	Hut
BA242.0 Terra Alta and BA252.5 East Switch McMillan	Rod
BA252.5 East Switch McMillan and BA253.9 West Switch Rowlesburg (WEDT)	MK
BA253.9 West Switch Rowlesburg (WEDT) and BA258.9 Blazer	Fill
BA258.9 Blazer and BA262.0 West End	Tunnel
BA262.0 West End and BA267.3 East Switch Newburg	Raccoon
BA267.3 East Switch Newburg and BA269.8 East Switch Hardman	Pend
BA269.8 East Switch Hardman and YL BA277.4	Thorn

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 56. Maximum Authorized Speed

Between Location/Mile Post	MPH
BA179.5 and Berkeley Run Jct.	45

83.2 SPEED RESTRICTIONS

Table 57. Speed Restrictions

Between Location/Mile Post	MPH
Street Crossings, Cumberland	25
BA179.5 and BA180.7	30
BA180.9 and BA186.0	40
BA186.0 and BA187	35
BA192.0 and BA199.7	40
BA199.7 and BA201.0	35
Freight Track BA203.2	5
BA204.9 and BA205.3	40
BA206.2 and BA219.8	25
BA219.8 and BA224.3	30
BA231.6 and BA242.7	30
BA242.7 and BA250.8	25
BA250.8 and BA255.1	30
BA255.1 and BA259.0	25
BA259.0 and BA263.1	30
BA263.1 and BA270.0	25
BA270.0 and BA274.7	35
BA274.7 and BA277.7	30
East Grafton and Berkeley Run Jct.	20
Diverging movements at Piedmont	15
Through Interlocking Limits D Tower	10

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BA190 and BA191
BA273 and BA272

84.0 EQUIPMENT RESTRICTIONS

Table 58 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Oakland: crossover No. 2 Team Trk	Engines	Single units only may move through cross-over switch account lateral drawbar force on curve

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Table 58 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
BA270.2 and BA271.6 No. 1 Trk	Plate F Box cars, High side gondolas, open top hoppers, or covered hoppers loaded with 95 tons or more and having a cubic capacity of 3800 cubic feet or greater.	Must comply with Rule 34 Restricted Equipment
Agway Spur	Engines/Cars	Engines will not go beyond derail. Reachers cars will be used to make set off and pick up. Cars will be spotted just east of derail.
Industrial Park, Keyser, WV.	Single Unit Locomotives	Only single unit Locomotives may occupy. (See note)

Note: Exception: Mother-Slug combination will be considered as a single unit locomotive.

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.1 CLOCK

Table 59. Standard Clocks

Station	Location
West Keyser Rowlesburg	Z Tower Rowlesburg Tower
Grafton	Crew Room

85.58 DETECTORS

Dragging Equipment Detector

1. **Rawlings** - Dragging equipment detector on No. 2 Track. Eastward trains activating detector will stop at dragging equipment detector sign at McKnezie and communicate with "CI" Train Dispatcher.
2. **Bloomington** - Dragging equipment detector on No. 2 track. Eastward trains activating detector will stop at signal West Virginia Central Jct. and communicate with "CI" Train Dispatcher.

Table 60. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Dawson, BA198.2 *	AD	No.1 Trk
Keyser, BA201.1	AD	No.2 Trk
Wilson, BA221.9	AD	No.1 Trk
Deer Park, BA225.9	AD	No.2 Trk

Table 60. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Corinth, BA238.1	AD	No.1 Trk
Salt Lick, BA243.9	AD	No.2 Trk
Blaser, BA257.8	AD	Main Track

* **Note:** Trains crossing over to the Hampshire Subdivision at Twenty-First that are stopped while activating the defect detector at Dawson at BA198.6, will proceed without performing a walking inspection of the train if a malfunction message is received from the detector.

85.83-A TRAIN BULLETIN AND RELEASE FORM

Trains will receive train bulletin and release form before leaving stations listed below.

Trains originating at Rowlesburg, Keyser and Grafton.

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

JUNCTIONS

Eastward movements from the Hampshire Subdivision will not foul the Piedmont Connection Track at W VA Central Jct. without permission of operator at West Keyser (city phone No. 304-788 2424)and will report clear after using interchange.

85.100 ROAD CROSSINGS AT GRADE

Eastward trains using Piedmont Connection Track will use 15 seconds between Enter Traffic Control Signal and road crossing and ascertain that crossing gates are down before fouling road crossing at Piedmont.

When necessary to stop, eastward trains on No. 1 or No. 2 Track will stop west of west end of Piedmont to keep from operating automatic traffic control devices at Piedmont crossing.

Eastward trains using Piedmont Connection Track without signal indication must provide crossing protection with member of crew before fouling road crossing at Piedmont.

85.255 INTERLOCKING OFFICES

Station	Hours Office Open
West Keyser (Z)	Continuous
Rowlesburg Tower	Continuous
Hardman (Q)	Continuous
Grafton D Tower	Continuous

85.268 REVERSE MOVEMENT

Helper engines on rear of eastward trains on No. 2 track will cut off East of road crossing at Terra Alta and communicate with the operator at Rowlesburg Tower or Train Dispatcher for permission to reverse direction to McMillan. Eastward Helpers on No. 1 Track that are to cut off at Terra Alta must move East of white post (located on the north side of No. 1 track 869 feet east of the westward interme-

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diate signal) before returning west to activate the crossing protection on Main Street.

85.400 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
Keyser-OP	Continuous	AAR 08	Wayside
Rowlesburg-OP	Continuous	AAR 08	Wayside
Hardman-OP	Continuous	AAR 08	Wayside
Grafton-YM	Continuous	AAR 08	Terminal
Grafton D Tower-OP	Continuous	AAR 08	Wayside
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 5.

Bell telephone No. is 904-381-2683 or 2651.

CI Train Dispatcher toll free No. is 1-800-854-5690.

86.0 MISCELLANEOUS INSTRUCTIONS

1. ***THR-1 Rule 3.1.6. Dynamic Brake Operation***

   B.1 Modified

   When consist includes one or more SD-50, SD-60, Dash 8 or Dash 9 locomotives, dynamic braking will be limited to 21 axles.

2. **HELPER ENGINES**

   a) Helper locomotives used to shove the rear of trains on the Mountain Subdivision are limited to 18 axles of power. New CW44AC locomotives have a 9 axle rating.

   If a helper consist has more than 18 axles of power (one or more CW44AC units in the consist). the helper must be cut into the train. The train dispatcher will determine the exact location to cut the in-train helper in the train through communications with either the road foreman of engines or trainmaster.

   Amperage equivalents for AC locomotives are measure in pounds tractive effort.

   For the purpose of limiting power, the following will govern:

   1000 amps = 120,000 lbs per AC locomotive
   800 amps = 90,000 lbs per AC locomotive
   650 amps = 72,000 lbs per AC locomotive

   When in-train helper on eastward trains is to be cut out at Rinard, helper will remain attached to head portion of train until clear of signal governing movements into Rinard Siding.

3. **Grade Operation**

   a) **Stopped on Grades** - When trains stop on descending Seventeen Mile, Cheat River, Cranberry, and Newburg Grades, proceed signal will not be given until brake pipe is properly charged.

   b) If a train is stopped for any reason on these grades and the locomotive air brake will not hold the train on the grade, a sufficient number of hand brakes must be set on both the head end and rear end of the train before the recharging procedure is initiated. Should the train separate a sufficient number of hand brakes must be applied promptly to all portions of the train to hold each section on the grade.

   c) **Helper Locomotive** - Between Hardman and Terra Alta.

      1) **Manifest Trains** - When a three-unit SD50 helper is used, the helper engineer will limit power to 1,000 amperes loadmeter reading, using trainlined power reduction. If other than a three-unit SD50 helper is used, power will be limited as follows:

Number Axles	Loadmeter Reading
12	No Limit
14	1,225 Amps
16	1,100 Amps
18	1,000 Amps
20	925 Amps
22	850 Amps
24	800 Amps

      2) **TRAILER TRAINS** - When a three-unit SD50 helper is on the rear of the train, the helper engineer will limit power to 800 amperes loadmeter reading, using trainlined power reduction. If other than a three-unit SD50 helper is used, power will be limited as follows:

Number Axles	Loadmeter Reading
12	1,150 Amps
14	1,000 Amps
16	900 Amps
18	850 Amps
20	750 Amps
22	650 Amps

   d) **Trainline Power Reduction** - Trainline power reduction will be used by helper engineer to maintain a constant 13 MPH speed within the restricted areas on Newburg and Cranberry Grades on all trains containing restricted loaded cars, unless a speed of 22 MPH or greater can be maintained, listed in Restricted Equipment Rule 34.

   e) **Rowlesburg Tower** - Helper engineers assisting trains off siding at Rowlesburg will use only sufficient power to start train. After train is started, helper will not exceed third throttle position until east of plant at McMillan.

   f) **Eastbound Trains between Grafton and Altamont**

      1) Eastbound trains (without rear end helpers) will not exceed 5000 tons ascending Newburg and Cranberry grades.

      2) **Train make-up for eastbound trains from Grafton to Piedmont: Manifest trains** - There must be at least 10 loaded cars on the head end of the train, each weighing at least 70 tons, none of which is 80 ft. or longer. There

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must be at least 8 loaded cars on the rear end of the train, each weighing at least 70 tons, none of which is 80 ft. or longer.

Manifest trains exceeding 7,000 tons must have 8 loads of 70 ton or greater, none of which is 80 feet or greater, cut in with helper at the point where tonnage does not exceed 7,000 tons.

3) Freight trains exceeding 8400 tons must have a minimum of 17 traction motors operating in dynamic brake before descending Seventeen Mile and Cheat River grades.

4) Engineers of coal trains will reduce power to permit the train to pass the summit of the grade just east of the overhead bridge at Altamont at no more than 10 MPH as soon as train speed starts to increase, a minimum reduction of brake pipe pressure will be made and the dynamic brake then applied. Further reductions of the brake pipe pressure and modulation of the dynamic brake will be used attempting to control speed not to exceed 23 MPH between Altamont and Piedmont. If, at any time, train speed exceeds 23 MPH and the engineer does not feel he has control of the train, the train will be stopped using emergency brake application without hesitation. The train will then be inspected with hand brakes left applied.

5) **All Trains** - If brake pipe is reduced 18 pounds or more from the standard brake pipe pressure and the train cannot be controlled at the authorized speed, if necessary the train can be brought to a stop using an emergency application. After stopping and applying hand brakes, the train will be recharged and a minimum reduction must be made. Each car will then be visually inspected to determine that brakes are applied, piston travel is within standard, and brake shoes are against each wheel. The train dispatcher must be contacted and the train may advance only after the dispatcher confers with the road foreman of engines.

6) Trains without a rear end helper or functioning telemetry device will make a running performance brake test by applying the air brakes at some point between Terra Alta and Mountain Lake Park to determine that the train is braking sufficiently to negotiate the grade at Altamont. The application of brakes will be made in conjunction with good train handling and fuel conservation techniques. If performance test reveals that air brakes are functioning properly, train may proceed without stopping. If train is stopped after making the performance test, brake pipe pressure on the rear car will be checked to determine that it is within 15 pounds of the regulating valve setting of the controlling locomotive as indicated by an accurate gage.

   If performance test reveals that brakes are not functioning properly, train will be stopped and train dispatcher notified. Train will then be inspected with air brakes applied. If inspection reveals that there is a problem with the train, the problem must be corrected before proceeding. Before departing, it must be known that brake pipe pressure on the rear car is within 15 pounds of the regulating valve setting of the controlling locomotive, as indicated by an accurate gage.

7) **Coal Trains Cheat River and 17 Mile Grades** - A running release of the train brakes will not be made on Eastbound freight trains descending Cheat River grade between MP 259 at Blaser and MP 254.4 at Rowlesburg and on Seventeen Mile Grade between MP 223 east of Altamont and MP 208 east of Bloomington.

8) **Westbound Trains between Cumberland and Grafton**

   a. Ascending 17 mile grade and Cheat Grade.

      Westbound trains (without rear end helpers), except solid empty hopper trains and solid bulk trains, will not exceed 3500 tons ascending 17 mile grade and 4500 tons ascending Cheat River Grade. Solid empty hopper trains and solid bulk trains (without rear end helpers) will not exceed 4800 tons. Merchandise trains over 5000 tons will require a 2 unit helper ascending 17 mile grade. One AC unit is considered as two units.

      Note: Westbound solid empty coal car trains between Piedmont and Altamont will be limited to a maximum of 130 cars without a rear end helper. If the speed of trains handling 116 to 130 cars drops below 10 MPH or stops, no attempt will be made to restart the train without rear end helper. If no helper is available, the train must be doubled to Mountain Lake Park handling approximately one-half of the train in the double.

   b. Helper Engineer will limit power to total of 2,400 amperes (800 per unit 3-SD50), when starting train, and at speeds above 12 MPH; at 12 MPH or below, a total of 2,000 amperes (500 per unit 4-SD35, 650 per unit 3-SD50), must not be exceeded after train is started.

   c. **Placarded Cars**

      Westbound Merchandise trains requiring helper will not be operated from Cumberland with a Placarded car on the rear of the train.

9) Freight trains will operate down Seventeen Mile, Cranberry, Cheat River and Newburg Grades without use of hand brakes when pressure maintaining is operative on controlling unit and the locomotive consist has a minimum of 12 traction motors operating in dynamic braking on grain, coal and ore trains.

   Exception: Other than grain, coal and ore trains;

   a. A minimum of 8 traction motors operating in dynamic braking if train size is over 3500 tons.

   b. 6 traction motors if between 2500 and 3500 tons.

   c. 4 traction motors if less than 2500 tons.

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10) A running release of the train brakes will not be made on Westbound loaded and mixed freight trains descending Cranberry grade between MP 242 at Terra Alta and MP 251 east of McMillan and descending Newburg grade between MP 261 at Kingwood Tunnel and MP 267 east of Newburg.

11) Freight trains consisting entirely of empty cars will be operated down Cranberry and Newburg grades without the use of retainers when the pressure maintaining is operative on the controlling unit of the locomotive consist.

12) All Westbound trains exceeding 100 cars must stop at McMillian and Newburg and make a full service reduction of air brakes if the air has been used previously to control the train on Cranberry or Newburg grades. All other trains making a running release must reduce brake pipe pressure at least 10 pounds. In either case, brakepipe pressure must be stopped at least 20 seconds before brakes are released.

13) **Beall Street** - Eastbound trains being held at Beall Street will stop west of the overhead bridge at BA179.9 away from all residences.

14) Westbound helpers assisting trains between Piedmont and Altamont on number one track will endeavor to cut off before passing the westbound intermediate signal at BA223.5 at Altamont and be governed by the train dispatcher's instructions. If the helper passes the westbound intermediate signal, the train dispatchers permission must be granted before making a reverse movement as provided by Operating rule 246.

15) Expediting coal trains on the Mountain Subdivision - In order to expedite coal trains going through Cumberland Terminal, crews on eastbound trains will inform the train disaptcher when departing Terra Alta if there are any problems with their train, locomotives, or ETD.

NOTES:

NOTES:

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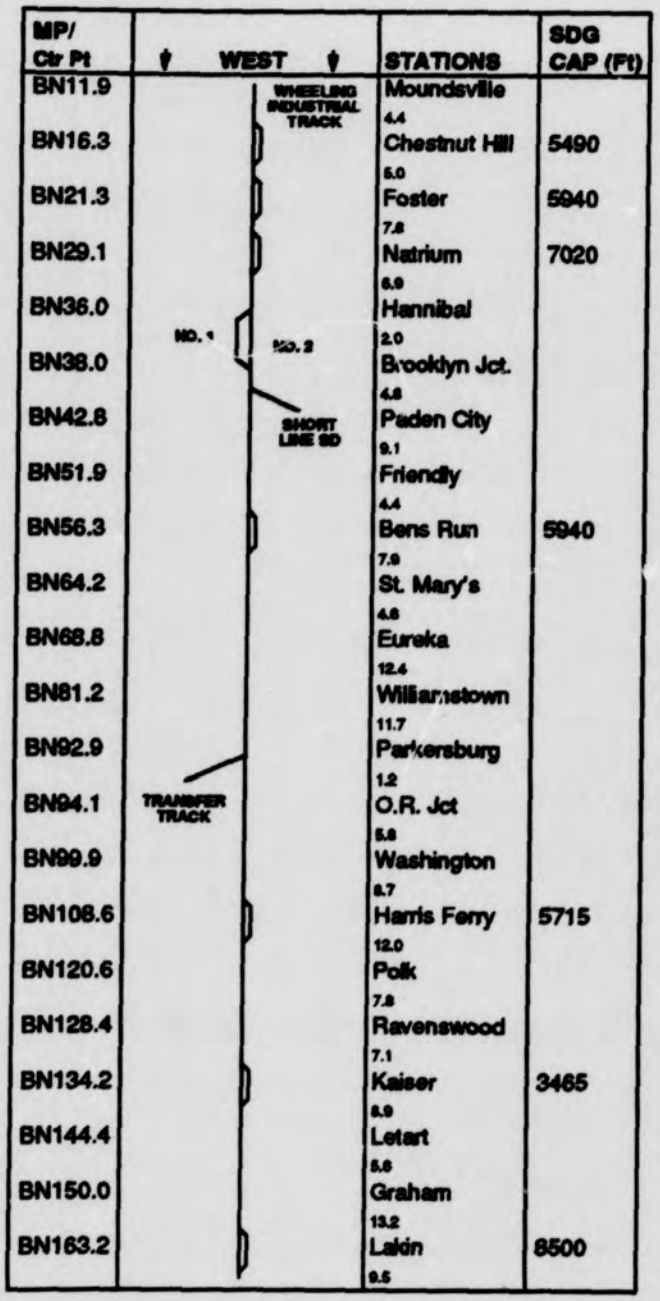
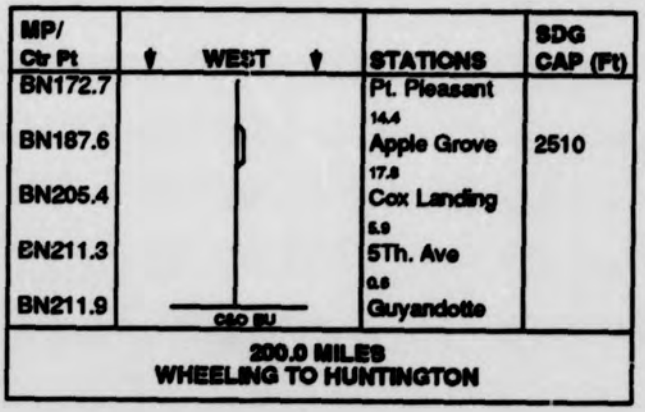
90.0 OHIO RIVER SUBDIVISION-OR

91.0 STATIONS LISTING AND DIAGRAM.





91.1 DIAGRAM CROSS-REFERENCE

Table 62. Diagram Cross-Reference

Subdivision	Division	Page
Kanawha	C&OBU East	C&OBU TTSI
Short Line	CCBU	37
Marietta	CCBU	15

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 63 (Page 1 of 2). Authority for Movement

Between Location/Mile Post	Rules
BN5.0 and BN11.9	105 See Note 1
BN11.9 and BN35.9	120-132
BN35.9 and BN40.4 (Brooklyn Jct. Yard)	105 See Notes 2,3,4 & 5
BN40.4 and BN90.7	120-132
BN90.7 and BN94.8 (Parkersburg Yard)	105 See Note 6

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Table 63 (Page 2 of 2). Authority for Movement

Between Location/Mile Post	Rules
BN94.8 and BN211.9	120-132 See Note 7

Note:

1. All train and OTE movements between BN5.0 (Benwood Yard) and BN11.9 will be controlled by verbal authority of the Brooklyn Junction Yardmaster. When yardmaster is not on duty, permission will be obtained from the train dispatcher. OTE authority as prescribed by Rule 704 is required from Brooklyn Jct. Yardmaster before occupying Running Track.
2. No. 1 Westbound Running Track, No. 1B Running Track and No. 2 Eastbound Running Track will not be occupied without permission of the yardmaster Brooklyn Jct. When yardmaster is not on duty, permission will be obtained from the train dispatcher. OTE authority as prescribed by Rule 704 is required from Brooklyn Jct. Yardmaster before occupying running track.
3. Former Main Track between BN35.9 and westend of double track is designated as No.1 Westbound Running Track.
4. Former Main Track between BN38.0 and BN40.4 is designated as 1B Running Track.
5. Former Main Track between BN35.9 and Big Leg of Wye is designated as No. 2 Eastbound Running Track.
6. Former Main Track between BN90.7 and BN94.8 has been designated the Parkersburg Running Track.
7. To avoid blocking crossings, westward trains with more than 120 cars will stop clear of the State Route 2 (Gulf) Crossing unless otherwise instructed. Trains and engines must approach westward Absolute Signal at 5th Avenue prepared to stop. Trains and engines must move between 5th Avenue and WAS (Dwarf Signal) Guyandotte, prepared to stop within one-half the range of vision regardless of speed permitted by last signal indication.

92.2 DTC BLOCK LIMITS

Table 64. DTC Block Limits

Between Location/Mile Post	Block Names
BN11.9 and West Switch Chestnut Hills	Perk
West Switch Chestnut Hills and BN24.0	Lang
BN24.0 and BN27.0	Ton
BN27.0 and BN29.5	Wind
BN29.5 and BN35.9	Mobay
BN40.4 and BN50.0	Junk
BN50.0 and East Switch Bens Run	Sister
East Switch Bens Run and BN67.0	Bens
BN67.0 and East Switch Williamstown	Bell
East Switch Williamstown and BN90.7	Town
BN94.8 and BN101.0	Parker
BN101.0 and West Switch Harris Ferry	Ferry
West Switch Harris Ferry and BN127.0	Polk
BN127.0 and BN132.0	Raven
BN132.0 and West switch Millwood	Kaiser

Table 64. DTC Block Limits

Between Location/Mile Post	Block Names
West switch Millwood and BN149.0	Mill
BN149.0 and BN153.0	Letart
BN153.0 and BN164.1	Mason
BN164.1 and BN173.0	Baden
BN173.0 and BN186.0	Staff
BN186.0 and BN189.8	Ashton
BN189.8 and BN204.4	Lesage
BN204.4 and BN211.9	Hunt

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 65. Maximum Authorized Speed

Between Location/Mile Post	MPH
BN11.9 and BN211.3	30

93.2 SPEED RESTRICTIONS

Table 66. Speed Restrictions

Between Location/Mile Post	MPH
BN11.2 and BN11.7	20
BN35.8 and BN40.4	20
BN46.8 and BN47.8	10
BN51.6 and BN52.3	20
BN63.5 and BN64.3	10
BN81.0 and BN81.4	10
BN90.7 and BN94.8	20
BN117.5 and BN117.8	20
BN128.0 and BN128.7	10
BN134.5 and BN153.7	25
BN154.3 and BN155.2	10
BN155.2 and BN157.2	25
BN157.2 and BN158.0	10
BN158.0 and BN171.2	25
BN171.2 and BN172.7	20
BN172.7 and BN175.0	25
BN211.3 and BN211.9	10
Little Kanawah Railroad Interchange Track	5
Little Kanawah River Bridge - Parkersburg	20

93.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BN16 and BN17
BN41 and BN42
BN84 and BN85
BN106 and BN107
BN206 and BN207

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94.0 EQUIPMENT RESTRICTIONS

Unless otherwise instructed, six-axle units will not operate on any industry track except Pleasants Power, Mitchell Power, Project 1301, Shell Chemical-Apple Grove, and Parks.

Table 67. Equipment Restrictions

Location	Equipment	Restriction
Cresaps: Kammer Plant	Engines	Must not operate on curve beyond bridge inside gate
Foster: Venco Company	Engines	Must not move through Loading Building, Shaker, Thaw Shed or Rotary Dumper
Pittsburgh Plate Glass	Cars exceeding 46 feet	Must not use crossover between No. 6 and No. 7 Tracks
Bayer Chemical Corp.	Equipment	5 MPH over scale track
Hannibal: Ohio Valley Sand Company	Engines	Must not operate beyond first road crossing
Graham: Appalachian Power Company	Equipment	Must not be moved into or out of Track No. 2B, No. 2C, No. 2D or Thawing Building
American Alloys	Engines	Must not operate beyond car shaker
Belpre-Shell Chemical Bulk unloading facility	Equipment in excess of 15ft. 9in. high and 11 ft wide.	Must not operate
Little Kanawah Railroad Interchange Track	6-axle engines	Must not operate
	Interchange cars	Must be left at the bottom of the grade

Between the following locations trains handling loaded 95 ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will comply with RER 34.

Crews will determine from hazard graph or be furnished a message notifying them when their train contains any of these restricted cars;

Parkersburg-----BN93.3 and BN94.2

Murrayville-----BN117.5 and BN118.0

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.1 STANDARD CLOCKS

Table 68. Standard Clocks

Station	Location
Benwood	Yard Office
Brooklyn Jct.	Yard Office
Parkersburg	Low & High Yard Offices

95.36 SPRING SWITCHES

Table 69. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
Hannibal-EEDT	No. 1 track	30	25
Brooklyn Jct: WEDT	No. 2 track	20	15

95.58 DEFECT DETECTORS

Table 70. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
BN26.2	AD	Voice Instructions
BN54.3	AD	Voice Instructions
BN79.2	AD	Voice Instructions
BN102.0	AD	Voice Insructions
BN125.0	AD	Voice Insructions
BN146.2	AD	Voice Instructions
BN175.4	AD	Voice Instructions
BN201.1	AD	Voice Instructions

95.100 ROAD CROSSINGS AT GRADE

Providing Crossing Protection

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

Table 71 (Page 1 of 2). Providing Crossing Protection

Location	Highway Crossing
Long Reach	Route 2
RS&G Jct.	Route 2
American Alloy	Route 33

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Table 71 (Page 2 of 2). Providing Crossing Protection	
Location	**Highway Crossing**
Consolidated Aluminum	Route 2

Note: Train movements must be flag protected at GE Plastics main road crossing, when switching GE or running around cars at GE.

Note: When necessary to use switch key manual control device on instrument case to cause flashers to operate before fouling crossing, it is also required after movement is clear of crossing to operate this device to stop operation of flashers.

Benwood/Wheeling - All grade crossings in Benwood/Wheeling, with flashing signals, must be protected with flag protection when signals fail to actuate account of rusty rail conditions. All grade crossings protected with cross bucks in Benwood/Wheeling must be flag protected.

Parkersburg Industrial track-Trains or engines must approach crossings prepared to stop and must not foul crossings unless automatic grade crossing warning devices are operating properly or crossing is protected by a crew member on the ground at the crossing.

95.104 SWITCHES

Hand-Operated Switches

1. The normal position of hand-operated switches on the following tracks is for straight track movements on the Middle Track.

Brooklyn Junction

Table 72. Hand-Operated Switches	
Track/Location	**Switch**
Pit	East/West
Tipple	West
No. 3 Hill	West
No. 2 Hill	East
No. 1 Hill	West
No. 1 Yd	West
Storage	West
Big Leg	Big Leg

1. Normal position for the dividing switch for the Parkersburg SD and the Marietta SD will be lined for the Marietta SD.
2. Eastward trains will not pass BB194.1 Belpre until they receive yarding instructions from Yardmaster, Parkersburg.

95.105 USE OF SPECIFIED TRACKS

1. Former main track between BN0.6 Wheeling and BN11.9 Moundville is redesignated as Wheeling Industrial Track.
2. Permission must be obtained from the Wheeling Lake Erie Chief Dispatcher before operating on the prior Wheeling Subdivision at Benwood, WV. Point of entry on this portion is identified as the clearance of the Loop track switch Benwood Yard.
3. Between BA382.4 and BB189.6 former Parkersburg subdivision Main track is designate as Parkersburg Industrial track.
4. **Parkersburg Yard** - All trains will receive yarding instructions before entering Parkersburg Yard.
5. Parkersburg Transfer track may be used with the permission of the yardmaster.

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 73. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Brooklyn-YM Jct. Yard	Continuous	08	Wayside
Parkersburg-YC	Continuous	70	Terminal
Huntington-OP	Continuous	08	Terminal
Huntington-YM	Continuous	70	Terminal Yard (Note)
Dispatcher (CJ)	Continuous	14	Wayside

Note: CJ Train Dipatcher call-in number is 5.

CJ Train Dispatcher telephone No. is 1-800-854-5689.

95.807 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
935	Parkersburg	BN93.5
1284	Ravenswood	BN128.4
1730	Pt. Pleasant	BN173.0

96.0 MISCELLANEOUS INSTRUCTIONS

1. **Belpre** - Shell Chemical: Plant Oversize Car Warning System- Oversize Rail Car Warning System is in service just inside the gate to the south side of the plant on the west end. Upon detection of an oversized car, alarms will be energized.

   Two rotating blue beacon lights on the support structure will flash.

   A long horn blast will sound at the support structure.

   "OVERSIZE" signs will light up at support structure.

   Oversized cars will not be placed in plant.

   When alarms are activated, movement will be stopped at once. Oversized car will be identified and removed from plant area. Alarms can be reset by Shell Employees only. Switching must not proceed until problem is corrected and alarms are reset.

2. **AKZO NOBEL Chemical Plant** - The following procedures are in effect for CSX crews switching the AKZO NOBEL Chemical Plant:

   a) Review these procedures as part of your Job Briefing before switching the plant.

   b) Confirm that you have a current "AKZO Safety Indoctrination" card or contact the AKZO NOBEL Transportation Office to receive safety training.

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c) Wear hard hat, safety glasses with side shields, long sleeve shirts and carry the rescue respirator provided by AKZO NOBEL Chemical at all times while switching AKZO NOBEL Chemical Plant. A plant radio for use by the engineer and personal protective equipment provided by AKZO NOBEL Chemical will be located in the "Personal Protective Equipment Box" located by the mainline entrance gate.

d) The engineer or conductor will notify the "DR1 or Unit 1 Supervisor" that the train crew is at the plant and confirm that no product is being loaded, unloaded or vented at the HC1/Phenol rack before entering tracks 3 or 5 in the loading rack area.

e) Turn on the rail activity warning light located on the loading rack nearest the mainline entrance gate.

f) Inspect the rail car loading rack nearest the mainline entrance gate and confirm that no chemical is leaking from a yellow loading line or loading lines are connected to tank trucks on this loading rack.

Inform AKZO NOBEL Chemical immediately if these conditions have not been met and DO NOT SWITCH any cars in the rail loading racks.

g) Turn off the rail activity warning light when you have completed switching AKZO NOBEL Chemical.

h) Return provided safety gear and respirators to the AKZO NOBEL "Personal Protective Equipment Box" before leaving the siding.

If you hear the warning alarm in the AKZO NOBEL Chemical Plant, return to the locomotive, close all windows and doors, and exit to mainline entrance gate or other safe area. Report the alarm to the dispatcher and AKZO NOBLE Chemical Plant via radio.

Note - On Friday at 11:30 a.m. the alarm system is tested and the alarm can be ignored unless informed otherwise by AKZO NOBLE Chemical.

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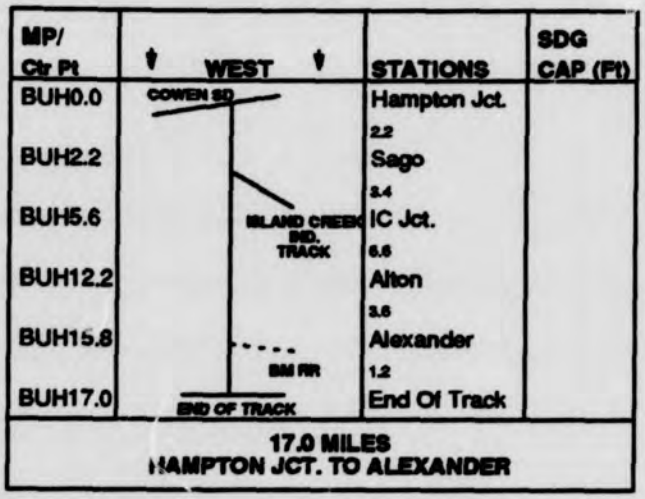
100.0 PICKENS SUBDIVISION-PK

101.0 STATIONS LISTING AND DIAGRAM



101.1 DIAGRAM CROSS-REFERENCE

Table 74. Diagram Cross-Reference

Subdivision	Division	Page
Cowen	CCBU	3

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 75. Authority for Movement

Between Location/Mile Post	Rules
Hampton Jct. and BUH17.0	120-132

102.2 DTC BLOCK LIMITS

Between BUH2.0 And Pickens

Table 76. DTC Block Limits

Between Location/Mile Post	Block Names
Hampton Jct. and BUH5.7	Sago
BUH5.7 and BUH14.6	Alton
BUH14.6 and BUH17.0	Newton

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 77. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hampton Jct. and BUH17.0	10

104.0 EQUIPMENT RESTRICTIONS

Table 78. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	6-Axle units	Must not operate west of BUH5.0
Upshur No. 1 Mine	Equipment	Equipment must not move under loading facilities unless chutes are fully retracted. Equipment must not be placed on tail track without permission of mine personnel.

Train Classification: Empty 80 feet and longer cars will be hauled on rear of train. Loaded trains handling empty cars will have empty cars, other than 80 foot or longer empty cars, more than 15 cars from head end of train.

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.105 USE OF SPECIFIED TRACK

Island Creek Industrial Track is designated as other than main tracks and Rule 105 will govern movement.

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 79. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Ten Mile	Continuous	AAR 08	Wayside
Dispatcher (CI)	Continuous	14	Wayside

Note: CI Train Dispatcher call-in number is 2.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

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105.650 AIR BRAKE INSTRUCTIONS

Brake Pipe Pressure

Engineers operating eastward trains from Upshur No. 1 Mine after making brake test, will set the regulating valve for 90 pounds. When the E.T.D. on rear of train registers 75 pounds, the engineer will be promptly notified and may depart five minutes later. A running release of the train brake will not be made on loaded freight trains between Upshur No. 1 Mine and IC Jct.

When a train is stopped between Upshur No. 1 Mine and IC Jct. for any reason, a sufficient number of hand brakes will be applied to hold the train on the grade during the recharging procedure.

106.0 MISCELLANEOUS INSTRUCTIONS

1. **Conductors Arriving Alexander** Conductors will promptly notify train dispatcher of their arrival at Alexander. Bell telephones are available.

2. **Back-up Movements**

   Train Handling Rule 3.4.5. modified - When making back-up movements with more than 50 cars, not more than 18 powered axles may be used to make the movement.

NOTES:

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110.0 POMEROY SUBDIVISION-PV

111.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BBE127.9	CR	Hobson	
		2.8	
BBE125.1		Cheshire	
		6.0	
BBE119.1		Kanauga	2908
		0.1	
BBE119.0	END OF TRACK	Kanauga Jct.	

17.2 MILES
HOBSON TO END OF TRACK

111.1 DIAGRAM CROSS-REFERENCE

Table 80. Diagram Cross-Reference

Subdivision	Division	Page
Ohio River	CCBU	23

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 81. Authority for Movement

Between Location/Mile Post	Rules
Hobson BBE127.9 and BBE119.0	93 See Notes 1,2,3&4

Note:

1. Permission must be obtained the "CJ" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Train dispatcher at Jacksonville will control movements on main track between Hobson and Kanauga Jct. Train dispatcher must not permit any opposing movements between Hobson and Kanauga. All trains or engines must report clear after using track section between Hobson and Kanauga Jct.
4. Permission for Conrail trains and engines to operate on section of track between Kanauga Jct. and Hobson will be given by the CSX Train Dispatcher, Jacksonville, through the Conrail train dispatcher. Train Bulletin messages affecting these movement will be furnished to the Conrail train dispatcher for issuance to Conrail crews. Southward Conrail trains will report clear of Kanauga Jct. through the Conrail train dispatcher. Northward Conrail trains will report clear of yard limits at Hobson Yard through the Conrail train dispatcher.

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 82. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hobson and Kanauga Jct.	25

114.0 EQUIPMENT RESTRICTIONS

Trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers on the Pomeroy Subdivision will comply with RE Rule 34.

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.105 USE OF SPECIFIED TRACKS

Kyger Creek - O.V.E. Interchange Track - Train will not occupy O.V.E. main tracks beyond east switch of set off track without flag protection.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 83. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CJ)	Continuous	14	Wayside

Note: CJ Train Dispatcher call-in number is 5.

CJ Train Dispatcher telephone No. is 1-800-854-5689.

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120.0 RICHWOOD SUBDIVISION-RW

121.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BUC118.2	COWEN SD	MP 118.2	
		2.5	
BUC120.7	SC&M SD	McCarty Sdg	
		5.3	
BUC127.0		Allingdale	
		2.0	
BUC129.0	END OF TRACK	End Of Track	
10.8 MILES BUC118.2 TO END OF TRACK (BUC129.0)			

121.1 DIAGRAM CROSS-REFERENCE

Table 84. Diagram Cross-Reference

Subdivision	Division	Page
Cowen	CCBU	3
SC&M	CCBU	35

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 85. Authority for Movement

Between Location/Mile Post	Rules
BUC118.2 and BUC129.0	120-132

122.2 DTC BLOCK LIMITS

Between BUC118.2 And BUC129.0

Table 86. DTC Block Limits

Between Location/Mile Post	Block Names
BUC118.2 and BUC129.0	Mills

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 87. Maximum Authorized Speed

Between Location/Mile Post	MPH
BUC118.2 and BUC129.0	25

123.2 SPEED RESTRICTIONS

Table 88. Speed Restrictions

Between Location/Mile Post	MPH
BUC127.1 and BUC129.0	10

124.0 EQUIPMENT RESTRICTIONS

Table 89. Equipment Restrictions

Location	Equipment	Restriction
BUC118.2 and BUC129.0	6-axle Engines	Must not operate on other than Main Track except may operate 200 feet on west end of Gauley Mills Storage Siding and Cowen Explosives Siding.
Gauley Industries Unloading Pit	Engines	Must not operate

1. Train Classification: Empty 80 feet and longer cars will be hauled on rear of trains. Loaded trains handling empty cars will have empty cars, other than 80 feet or longer empty cars, more than 15 cars from head end of train.
2. **Allingdale** - Eastward trains with helper on rear, will not exceed 5 MPH over switch and frog of SC&M Subdivisions. When shoving train east with only one unit on East End, helper on rear will not exceed the third throttle position of a three or more unit consist; fourth throttle position of a two unit consist, while train is moving over this location.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.1 STANDARD CLOCKS

Table 90. Standard Clocks

Station	Location
WN Tower	Crew Room

125.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Cowen will receive Train Bulletin and Release Form at Crew Room, WN Tower.

125.104 SWITCHES

Hand-Operated Switches

1. Allingdale: Normal position for switch from Allingdale Yard is for movement from the lead to main track.
2. Allingdale: Normal position for main track switch is for movement to SC&M main track.

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125.400 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
Cowen Yard Clerk	Open 1700 to 0100 hours Mon thru Fri Closed Sat. Sun and Holidays	AAR 08	Terminal
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 2.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

125.650 AIR BRAKE INSTRUCTIONS

When a train stopped on a grade for any reason and the locomotive brake will not hold the train, a sufficient number of hand brakes will be applied to both the rear end and head end of the train to hold it during the recharging procedure.

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130.0 SC&M SUBDIVISION-SZ

131.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BUE0.0	RICHWOOD SD	Allingdale	
		6.3	
BUE6.3		Beaver Crk Wye	
		14.2	
BUE20.5	MINE	Amanda	
20.5 MILES ALLINGDALE TO AMANDA			

131.1 DIAGRAM CROSS-REFERENCE

Table 92. Diagram Cross-Reference

Subdivision	Division	Page
Richwood	CCBU	33

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 93. Authority for Movement

Between Location/Mile Post	Rules
Allingdale BUE0.0 and United Eagle Mine BUE20.5	120-132

132.2 DTC BLOCK LIMITS

Table 94. DTC Block Limits

Between Location/Mile Post	Block Names
Allingdale BUE0.0 and BUE5.0	Stroud
BUE5.0 and BUE15.0	Spruce
BUE15.0 and BUE20.5	Mud

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 95. Maximum Authorized Speed

Between Location/Mile Post	MPH
Allingdale and Amanda	15

134.0 EQUIPMENT RESTRICTIONS

1. Six-axle units must not operate on the SC&M Subdivision.

   Exception: Six axle units may operate on SC&M Subdivision between Allingdale, BUE0.0 and 1000 feet West of State Route 20 road crossing Allingdale.

   Six axle units may be operated in the yard at Allingdale.

2. **Allingdale** - Eastward trains with helper on rear, will not exceed 5 MPH over switch and frog of SC&M Subdivisions. When shoving train east with only one unit on east end, helper on rear will not exceed the third throttle position of a three or more unit consist; fourth throttle position of a two unit consist, while train is moving over this location.

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.93 YARD LIMITS

1. **Allingdale** - Eastward trains will contact yard clerk at Cowen (when on duty) for disposition of their train.

135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 96. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call in number is 2.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

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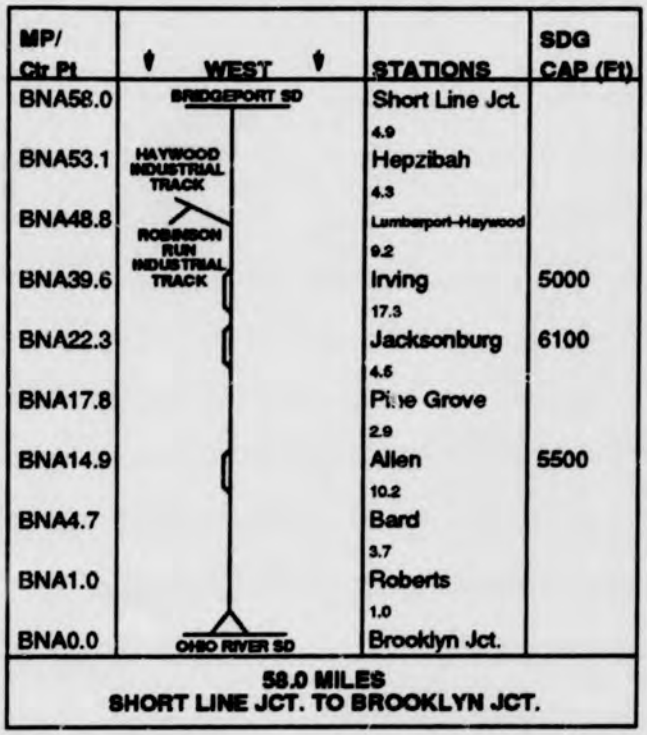
140.0 SHORT LINE SUBDIVISION-SO

141.0 STATIONS LISTING AND DIAGRAM.



141.1 DIAGRAM CROSS-REFERENCE

Table 97. Diagram Cross-Reference

Subdivision	Division	Page
Bridgeport	CCBU	1
Ohio River	CCBU	23

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 98. Authority for Movement

Between Location/Mile Post	Rules
BNA58.0 and YL BNA2.6	120-132
BNA2.6 and Brooklyn Jct.	105 See Note 1

Note:

1. Former main track between BNA0.0 and BNA2.6 is designated the Short Line Running Track. Authority as prescribed by Rule 704 is required from the Brooklyn Jct. yardmaster before occupying running track. When the yardmaster is not on duty, permission will be obtained from the train dispatcher.

142.2 DTC BLOCK LIMITS

Between Short Line Jct. And Brooklyn

Table 99. DTC Block Limits

Between Location/Mile Post	Block Names
BNA2.6 and BAN14.5	Bard
BNA14.5 and BNA21.8	Tyler
BNA21.8 and BNA39.2	Hart
BNA39.2 and BNA47.5	Dola
BNA47.5 and BNA58.0	Short

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 100. Maximum Authorized Speed

Between Location/Mile Post	MPH
Short Line Jct. and Brooklyn Jct.	30

143.2 SPEED RESTRICTIONS

Table 101. Speed Restrictions

Between Location/Mile Post	MPH
BNA0.0 and BNA2.6	20
BNA10.7 and BNA10.9	25
BNA16.1 and BNA16.3	25
BNA19.8 and BNA21.7	25
BNA25.0 and BNA29.3	25
BNA40.3 and BNA40.4	25
BNA40.8 and BNA40.9	25
BNA44.6 and BNA44.8	25
BNA51.6 and BNA52.2	15

143.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BNA54.0 and BNA53.0 BNA4.0 and BNA3.0

144.0 EQUIPMENT RESTRICTIONS

1. **Entire Subdivision** - Loaded or empty 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hopper cars may be operated on the Short Line Subdivision providing the dimensions do not exceed Plate "C" which is:

   –At 15 feet 6 inches above top of rail, 7 feet wide at the level;

   –At 14 feet 8 inches above top of rail, 10 feet wide at that level;

   –At 14 feet 2 inches above top of rail, 10 feet 8 inches wide at that level.

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Table 102. Equipment Restrictions

Location	Equipment	Restriction
Harrison Power Dumper & Thaw Shed	All Equipment	Must not Operate

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.1 STANDARD CLOCKS

Table 103. Standard Clocks

Station	Location
Brooklyn Jct.	Yard Office

145.51 THRU-TRUSS BRIDGES

Bridge Number	Location	Mile Post
1	Haywood Industrial Track	BSA19.4

145.58 DEFECT DETECTORS

Table 104. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
BNA23.4	AD	Voice Instructions (Note 1)
BNA48.5	AD	Voice Instructions (Note 2)

Note:

1. While making train meets at Jacksonburg, if a train is passing over or stopping on the defect detector at BNA23.4 and receives a message indicating a malfunction at the defect detector, train will proceed without performing a walking inspection per operating Rule 60-A paragraph (D) modified.
2. Train going to or coming from Haywood Industrial track, while passing over or stopping on the defect detector at Lumberport BNA48.5 and a message indicating a malfunction of the defect detector is received, trains will proceed without performing a walking inspection per operating Rule 60-A, paragraph (D) modified.

145.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Brooklyn Jct. must receive Train Bulletin and Release Form at Crew Room, Brooklyn Jct.

145.104 SWITCHES

Hand-Operated Switches

1. **Brooklyn Jct.**- Normal position of hand-operated switches:

Table 105. Hand Operated Switches

Track	Switch	Normal Position for Straight Track Movement On
Pit	East West	Middle Track
Tipple	West	Middle Track
No. 3 Hill	West	Middle Track
No. 2 Hill	East	Middle Track
No. 1 Hill	West	Middle Track
No. 1 Yard	West	Middle Track
Storage	West	Middle Track

145.105 USE OF SPECIFIED TRACKS

1. The following tracks are designated as other than main tracks and Rule 105 will govern movement:

   Hayward Industrial Track
   Robinson Run Industrial Track

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 106. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Brooklyn Jct.	Continuous	AAR 08	Wayside
Dispatcher (CJ)	Continuous	AAR 14	Wayside

Note: CJ Train Dispatcher call-in number is 3.

Bell telephone No. is 904-381-2681.

CJ Train Dispatcher toll free No. is 1-800-854-5689.

NOTES:

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150.0 STONY RIVER SUBDIVISION-SR

151.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	↓ WEST ↓	STATIONS	SDG CAP (FI)
BAU0.0	THOMAS SD	Bayard	
		3.2	
BAU3.2		North Branch	
		13.5	
BAU16.7	END OF TRACK	Stony River	
16.7 MILES BAYARD TO STONY RIVER			

151.1 DIAGRAM CROSS-REFERENCE

Table 107. Diagram Cross-Reference

Subdivision	Division	Page
Thomas	CCBU	41

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 108. Authority for Movement

Between Location/Mile Post	Rules
Jct. switch Bayard and BAU1.0	93 See Notes 1 & 2
BAU1.0 and Stony River	120-132

Note:

1. Permission must be obtained from the "CI" 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 BAU1.0 And BAU15.8

Table 109. DTC Block Limits

Between Location/Mile Post	Block Names
BAU1.0 and BAU3.9	Arm
BAU3.9 and Stony River	Sto

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 110. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bayard and Stony River	15

153.2 SPEED RESTRICTIONS

Table 111. Speed Restrictions

Between Location/Mile Post	MPH
BAU0.0 and BAU8.7	10

154.0 EQUIPMENT RESTRICTIONS

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

Table 112. Equipment Restrictions

Location	Equipment	Restriction
Entire SD	6-Axle units	Must not operate
North Branch Track No. 1	Engines	Must not operate under tipple
Stony River	Cars	Must not move cars standing west of thawing shed or dumper
Entire SD	Eastbound loaded trains	Must not exceed 10 MPH

155.0 INSTRUCTIONS RELATING TO OPERATING RULES

155.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating will receive Train Bulletin and Release Form at Cumberland Crew Room and/or Bayard Crew Room or as instructed by train dispatcher.

155.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 113. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 5.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

156.0 MISCELLANEOUS INSTRUCTIONS

1. **Back-Up Movements** Train Handling Rule 3.4.5. modified - When making back-up movements with more than 50 cars, not more than 16 powered axles may be used to make the movement.
2. **Safety Rule T-7 Modified** - Due to severe grade and tonnage which results in extreme train handling problems while stopping and starting, Safety Rule T-7 is modified as follows:

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Mounting or dismounting moving equipment will be permitted in accordance with Safety Rule T-7 only when necessary to avoid severe train handling problems associated with physical characteristics of the specific location and to avoid potential injury due to slack action.

Mounting or dismounting moving equipment will not be permitted when speed or conditions render it unsafe.

3. **Helper Service Instructions** - Helper on rear of train will not exceed 16 axles.

NOTES:

NOTES:

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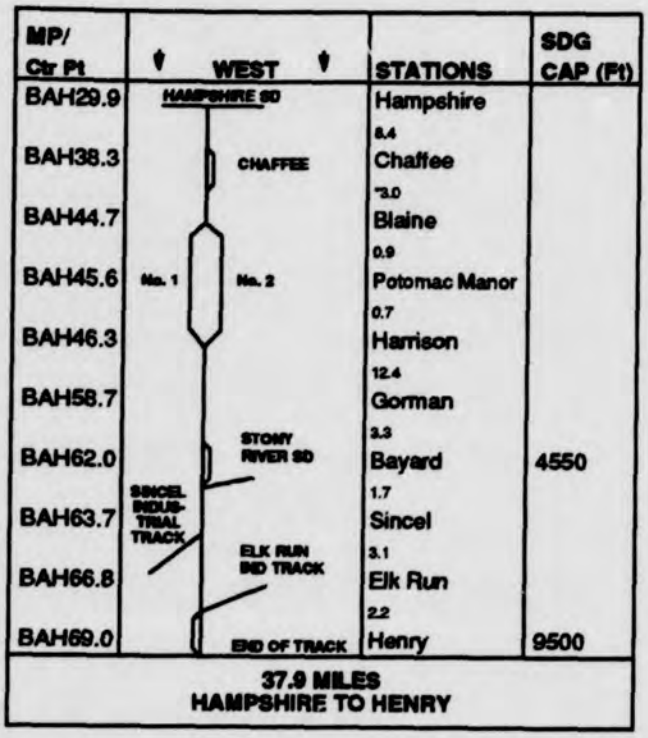
160.0 THOMAS SUBDIVISION-TM

161.0 STATIONS LISTING AND DIAGRAM.



Note: MP BAH41 and BAH42 are omitted.

161.1 DIAGRAM CROSS-REFERENCE

Table 114. Diagram Cross-Reference

Subdivision	Division	Page
Hampshire	CCBU	11
Stony River	CCBU	39

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 115. Authority for Movement

Between Location/Mile Post	Rules
BAH29.9 and BAH61.0	120-132
YL BAH61.0 and BAH64.0	93 See Notes 1 & 2
BAH64.0 and BAH69.0	120-132

Note:

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

162.2 DTC BLOCK LIMITS

Between BAH29.9 And BAH69.0

Table 116. DTC Block Limits

Between Location/Mile Post	Block Names
BAH29.9 and BAH44.7	Ham
BAH44.7 and BAH46.3	Manor
BAH46.3 and BAH61.0	Wall
BAH64.0 and BAH69.0	Henry

162.3 EXCEPTED TRACKS

Sincel Industrial Track
Elk Run Industrial Track

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 117. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hampshire and BAH69.0	25

163.2 SPEED RESTRICTIONS

Table 118. Speed Restrictions

Between Location/Mile Post	MPH
BAH49.7 and BAH51.2	15
BAH62.4 and BAH62.9	10
BAH66.6 and BAH69.0 (End of track)	10

163.8 ENGINE SPEED INDICATORS AND ODOMETERS

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

BAH30 and BAH31

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 119. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	Cars 71 feet or longer	Must not operate
Elk Run Industrial Track: Alpine Coal Track No. 1	Engine or caboose	Tipple chutes must be raised to clear
Entire Subdivision	6-Axle units	Must not operate

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2. Trains handling 95-ton or greater capacity hi-cube 3800 to 4800 cubic foot covered hoppers will comply with Restricted Equipment Rule 34 over entire subdivision.

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.36 SPRING SWITCHES

Table 120. Spring Switches

Location	Normal Position	Facing Speed	Trailing Speed
Blaine-(EEDT)	No. 1 Track	25	25
Harrison-(WEDT)	No. 2 Track	25	25
*Sincel	Main Track	20	15

Note: * Trains enroute to Sincel Industrial Track must hand operate spring switch to reverse position, then lock switch. After movement to Industrial Track is completed, switch must be returned to normal position.

165.99 FLAGGING

When necessary to provide rear end protection, the flagman must go back not less than the following distance:

Between	Direction of Train	Distance
Entire Subdivision	Eastward	7900 feet

165.104 SWITCHES

1. Switches at Henry east end will be left as last used.
2. A "Flop-On" derail has been installed on the top end of No. 3 Hill Track at Mettiki Mine. This derail will be applied whenever a train is moved from Mettiki and the split derail on the east end of No. 3 track will be left in the non-derailing position.

   The new derail will be left in the non-derailing position whenever light engines depart the mine and the split derail on the east end of No. 3 track will be lined in the derailing position.

165.105 USE OF SPECIFIED TRACKS

The following tracks are designated as other than main tracks and Rule 105 will govern movement.

- Sincel Industrial Track
- Elk Run Industrial Track

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 121. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (CI)	Continuous	14	Wayside

Note: CI Train Dispatcher call-in number is 5.

Bell telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

166.0 MISCELLANEOUS INSTRUCTIONS

1. **Back-Up Movements** Train Handling Rule 3.4.5. modified - When making back-up movement with more than 50 cars, not more than 16 powered axles may be used to make the movement.

   Alpine Mine - The following restrictions apply when placing empties in the mine:
   12 powered axles - shove not more than 60 cars.
   16 powered axles - shove not more than 75 cars.
2. At the following locations approach prepared to stop short of obstructions looking out for rocks or slides coming in on track. Proceed at authorized speed providing track is clear.

   BAH29.9 and BAH37.0 BAH47.5 and BAH47.6
   BAH45.2 and BAH45.5
3. **Safety Rule T-7 Modified** - Due to severe grade and tonnage which results in extreme train handling problems while stopping and starting, Safety Rule T-7 is modified as follows on the Thomas Subdivision.

   Mounting or dismounting moving equipment will be permitted in accordance with Safety Rule T-7 only when necessary to avoid severe train handling problems associated with physical characteristics of the specific location and to avoid potential injury due to slack action.

   Mounting or dismounting moving equipment will not be permitted when speed or conditions render it unsafe.
4. Empty hopper train without helpers will not exceed 120 cars. If more than 120 cars, helper will be cut in at a location determined by the road foreman of engines or trainmaster.
5. **Helper Service Instructions** - Helper on rear of train will not exceed 16 axles.

NOTES:

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170.0 WILLIAMS RIVER SUBDIVISION-WR

171.0 STATIONS LISTING AND DIAGRAM.

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
BUG1.0	COWEN SD	Cowen SD	
		2.1	
BUG3.1		Donaldson	
		8.4	
BUG10.5	END OF TRACK	End of Track	

9.5 MILES
COWEN SD TO END OF TRACK (BUG10.5)

171.1 DIAGRAM CROSS-REFERENCE

Table 122. Diagram Cross-Reference

Subdivision	Division	Page
Cowen	CCBU	3
Richwood	CCBU	33

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 123. Authority for Movement

Between Location/Mile Post	Rules
BUG1.0 and BUG8.6	120-132

172.2 DTC BLOCK LIMITS

Between BUG1.0 and BUG8.6

Table 124. DTC Block Limits

Between Location/Mile Post	Block Names
BUG1.0 and BUG8.6	Donald

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 125. Maximum Authorized Speed

Between Location/Mile Post	MPH
WN Tower and End of Track	10

174.0 EQUIPMENT RESTRICTIONS

Six-axle units must not operate on the Williams River Subdivision west of BUG2.3.

175.0 INSTRUCTIONS RELATING TO OPERATING RULES

175.1 STANDARD CLOCKS

Table 126. Standard Clocks

Station	Location
Cowen	Crew Room

175.83-A TRAIN BULLETIN AND RELEASE FORM

Trains originating at Cowen will receive Train Bulletin and Release Form at Crew Room at Cowen.

175.105 USE OF SPECIFIED TRACKS

Track between BUG8.6 and BUG10.5, the Williams River Industrial track, will be used only on permission of the train dispatcher. Rule 105 will apply.

175.400 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	Type Station
Cowen Yard Clerk	Open 1700 to 0100 hours Mon thru Fri Closed Sat and Sun and Holidays	AAR 08	Terminal
Dispatcher (CI)	Continuous	AAR 14	Wayside

Note: CI Train Dispatcher call-in number is 2.

Bell Telephone No. is 904-381-2683.

CI Train Dispatcher toll free No. is 1-800-854-5690.

176.0 MISCELLANEOUS INSTRUCTIONS

HELPER SERVICE When helper service is required between end of track and Donaldson, helper engines on eastward trains between BUG10.5 and BUG3.0 will retain one unit under power not to exceed #1 throttle position. Other units must be shut down unless temperature is anticipated to drop below 40 degrees Fahrenheit.

NOTES:

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NOTES:

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1000.00. TRAIN SPEEDS

1000.01 Condition	MPH
When moving over industrial bridges and trestles	10
Through turnouts, crossovers and sidings except where signal indications or special instructions permits higher speed	10
All tracks other than main tracks except when special instructions or signal indication more favorable than Restricting permits higher speed	10

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

1003.01 Diesel Units - (a) A maximum of eight units may be used in a locomotive consist in multiple control.

Exception 1: A maximum of twelve units may be used in a locomotive consist with multiple control on the following subdivisions:

Bridgeport
Mountain
Ohio River
Short Line
Thomas

(b) Light Diesel Units

When making extended movements with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

(c) Helper Placement Instructions:

(Except Cowen, Mountain and Thomas Subdivisions)

Train Makeup	Helper Placement
Solid loaded bulk commodity trains	Westbound-up to 18 axles-on rear Eastbound-up to 20 axles-on rear In excess of the above axles-cut in.(Note)
Trains with cars with single axles trucks such as TTFX, TTOX and TTUX and Westbound mixed trains with empty cars in rear 20 cars	Up to 6 axles-on rear. Up to 12 axles-cut in train or split helper adding one to head end and one to rear trains. (Note)
Solid empty bulk commodity trains, Trains without cars with single axle trucks, Eastbound mixed trains with empty cars in rear 20 cars, Westbound mixed trains with rear 20 cars loaded.	Up to 12 axles-on rear. Exceeding 12 axles-cut in train. (Note)

Note: When cutting in helper in trains it will be cut in at that point in the train where the tonnage behind the helper would be as close as possible to the tonnage rating of all helper units except the lead unit of the helper.

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.02. Clearance Implicated Shipments

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

1. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas, the Chief Train Dispatcher/Yardmaster must be 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 Cumberland Coal Business Unit Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 128. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Ohio River	PROHIBITED	19' 1"
All other Subdivisions	PROHIBITED	PROHIBITED

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1004.07. Ditcher-Spreader Cars Being Used To Plow Snow

(a) When plowing, must not:

--Have short hood of locomotive against ditcher spreader;
--Be shoved by a locomotive consist exceeding two units;
--Handle more than 5 cars, including ditcher spreader and caboose;
--Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

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 Channels Numbers

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

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

ALL CHANNEL RADIO POSITIONS

Table 129. AAR Radio Channel Usage

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

1006.04. Initiating A Radio Call-in

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
   a) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
   b) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
   c) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
   d) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1006.05.Emergency Radio Call-In Procedures

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

1. Select the appropriate train dispatcher channel and when using;
   a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

      Press the "SELECT" button until the call number 9 is displayed

      Press the "SEND" button for two 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.

1040.00. MISCELLANEOUS INSTRUCTIONS

1040.03. Bulletin Districts

(a).CCBU SUBDIVISIONS

Bridgeport
Cowen
Fairmont
Georges Creek
Hampshire
Kingwood
Marietta
Mountain
Ohio River
Pickens
Pomeroy
Richwood
SC&M
Short Line
Stony River
Thomas
Williams River

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1040.04. State Laws

Cabooses In The State Of West Virginia

In the state of West Virginia, cabooses in service regularly requiring them to be shoved a distance of one mile or more outside of yard limits, during the period one hour before sunset and one hour after sun rise, the leading end of a train must be provided with a light on the leading end of such caboose. The light must be capable of illuminating the track ahead for a distance of at least 250 feet under clear atmospheric conditions. Such light must be illuminated at all times when the caboose is in motion on the leading end of the train.

1040.17. Stretch Braking

1. To prevent stalling, stretch braking is permitted on descending grade where running release of train brakes is prohibited.
2. On descending grades, where speed restrictions are in effect requiring a speed of less than 25 MPH, stretch braking will be permitted through the limits of the restrictions.

1040.18. Miscellaenous

1. Hand operated switches: The only switches that may be trailed through are switches designated as spring switches. Although at certain locations we may have hand-operated switches that in the past were designated as "run through switches", these switches must be operated by hand before equipment passes over the switches.
2. Before leaving equipment unattended on any main track, the conductor or engineer must convey the following information to the control station:
   a) The specific location of head end and rear end (if known) of train.
   b) Number of engines on train, including the lead engine number.
   c) Number cars in train.
   d) Any unusual facts about train, such as oversize shipments, speed restrictions, and ETD not present or malfunctioning.
3. **Instructions for installation and use of "Helper Link" Equipment**
   a) Description of equipment:

      Helper link equipment is designed to permit helper locomotives to be attached and detached from road trains without making brakepipe hose connections between the rear car and the helper consist. This will enable helper consist to detach from the train while still moving. For this to be possible, two pieces of equipment must be used. The first piece of equipment, a "Helper Link" box, is to be mounted on the helper locomotive on the end to be coupled to the road train. The second piece of equipment, a "Two-Way" rear-end telemetry device, is mounted on the rear car, thereby establishing a complete "Two-Way" telemetry system. This "Two-Way" system enables the locomotive engineer to initiate an emergency brake application beginning at the rear car by properly positioning an emergency command switch found on a "Two-Way" head of train devise (HTD) on the controlling locomotive when equipped, but also permits helper link equipment to transmit emergency signals to rear car.

   b) Installation of Equipment:

      The "Two-Way" end of train device attaches to casting holes in the side of the drawhead of the rear car in a similar manner as previous CSXT end-of-train devices (ETD). Once attached, the air hose of the "Two-Way" device must be connected to the brake-pipe hose on the rear car and the angle cock opened. At the time of initial installation, a test for accuracy and continuity must be performed as per THR-1 Rule 1.2.12.

      The "Helper Link" box attaches to the helper locomotive end being coupled to the rear car of the train. The box is held in place by small chains placed around upright handrail stanchions. This box incorporates three hoses. The first hose marked main reservoir must be coupled to the main reservoir equalizing hose on the locomotive and end cock opened. The second hose marked brake pipe will be coupled to the brake-pipe hose on the helper locomotive and angle cock opened. The third hose is permanently connected to the pin-lift mechanism but must also be coupled to the helper link box during installation. The helper locomotive jumper cable must now be inserted into the "Helper Link" box receptacle. The "Helper Link" box also incorporates a coupler-lift mechanism. The pin-lift mechanism mounts under the walkway and above the drawbar, held in place by two clamps that attach to the underside of the walkway. The mechanism has a lifting hook that must be attached to the coupler-pin lift loop on the locomotive coupler. A visual check must be made to insure that all hoses and jumper cables will not interfere with the operation of the lift chain which has been connected to the coupler. Once installed, the "Helper Link" equipment must be tested as follows:

      1) Knuckle must be closed on the locomotive end with "Helper Link" box.
      2) The train power reduction rheostat knob on the helper locomotive must be positioned to full power.
      3) Position power reduction toggle switch to trainline (all units).
      4) Inspection must be made to determine that knuckle has been operated by the coupler-lift mechanism.
      5) If coupler pin has lifted, equipment is ready for use, and if not, re-check main reservoir equalizing end cock and jumper cable connection from helper locomotive to "Helper Link" box and re-try steps 2 through 4.
      6) Turn trainline power reduction switch to off position.

   c) Operation of Equipment:

      Before attaching to the rear of the train, the engineer will make a safety stop, and then ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to rear of train, stretch slack to insure that coupling has been made and position the helper locomotive brake equipment per THR-2 Rule 8.0.0. A-1. The helper engineer will then make a visual inspection from the walkway of the helper locomo-

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tive to see that the telemetry device is still in place and none of the hoses will be affected by the coupler once movement begins. Helper engineer will open the "Helper Link" box lid and perform the following start-up tasks:

1) Thumbwheel switch assembly numbers must be the same as the ID code number on the end-of-train device.

2) Check the communication between the "Helper Link" and rear-of-train telemetry device by pressing the com/check (communications check) push button. The alphanumeric display will say "Com OK". If the display shows "No Com", this indicates the helper link is not communicating with the rear device. If this occurs, brake-pipe hose of rear car will be coupled to helper locomotive brake-pipe hose and both angle cocks will be opened. Brake test and train operation will be performed in conventional manner, as if helper link equipment was not on helper.

3) Start the electronic signal by pressing the enable button.

   Note: At this time, the Helper Link's enable light is illuminated 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.

4) Close "Helper Link" box Lid.

Upon returning to the operating cab of the helper locomotive, helper engineer will observe brake pipe pressure and notify the engineer on lead locomotive consist when helper is ready for helper service brake test per THR-1 1.2.7. Brakes should apply and release on helper locomotive as if brake pipe air hoses were coupled between helper locomotive and rear car. Once brake test is completed, train is now ready to proceed.

Note: During train movement, if necessary for helper locomotive engineer to initiate an emergency brake application, the automatic brake must be placed in emergency position on the helper locomotive. The "Helper Link" will transmit an emergency brake application request via electronic signal to the two-way device located within the ETD. Similarly, the lead engineer, when making a service or emergency brake reduction, will cause the "Two-Way" ETD to transmit the drop in brake pipe pressure to the "Helper Link" thereby causing the helper brakes to apply.

When approaching the location where the helper is to detach, it will not be necessary to stop train to cut off helper locomotive. The helper engineer, when approaching the "Cut-Off" location, will turn the power reduction knob to full power and position the toggle switch to trainline power reduction. This will activate the "Pin-Lift" mechanism lifting the helper locomotive coupler pin. Once the signal is received in the helper link box to "Lift the Pin", 130-140 PSI air pressure will be forced into pin-puller air line to activate it. Simultaneously to that, the helper link will disconnect communication between it and the two-way ETD device. At that point, the helper engineer will receive an audible alarm bell signal on the locomotive. When that signal is received while still moving and before reducing throttle, helper engineer will palce automatic brake valve handle to release and cut in brake valve cut-out valve. The engineer will gradually reduce power allowing ample time between throttle changes to allow slack to stretch. As rear car separates, stop will be made by gradually applying independent brake.

Note: No emergency brake application will take place from the separation of equipment. Control independent brake cylinder pressure to prevent sliding of locomotive wheels as the locomotive separates from the train.

Engineer alarm feature:

Once the "Helper-Link" has established communication with the two-way ETD on the rear of the train, if the ETD or helper link box malfunction, the alarm bell will ring in the helper locomotive cab indicating a problem. If this occurs and trouble cannot be corrected, train will be stopped and comply with section B of this instruction.

4. When the temperature is 10 degrees or lower, before departing any location with a loaded unit train that has been assembled and tested by a crew other than the road crew assigned to that train, a further air brake test will be made as follows:

   The road crew taking charge of the train will make an additional inspection of the air brakes to determine that all brakes apply and release on each car from a 20 pound brake pipe reduction.

   Exception: Trains operating between Huntington and Benwood are exempt from this inspection in Huntington and Parkersburg Terminals.

5. **Personnel Riding Train Locomotives**

   a) All requests for company officers, employees or outside parties to ride trains or locomotives will have to be made in writing and addressed to the general manager of the CCBU or the general manager-operating practices in Jacksonville. A request for authority may be submitted in either writing or by telephone to the general manager, and must indicate the riders name, trip purpose, train identification and the origin and destination of the train trip. If approved, the general manager's authorization will be in a form letter or message addressed to the conductors and engineers of the affected trains. A copy of the authorization letter or message will be given to the individual making the train trip, which must be presented to the conductor or engineer before being allowed to ride. If the trip is to be made by someone who is unfamiliar with the railroad operating conditions, the person should be accompanied by an office who is familiar with the territory, generally a trainmaster or road foreman of engines off the affected division.

   b) A list of company officers whose duties require them to regularly ride trains and locomotives will be established. Those officers will be issued an authorization card which provides their identification, and can be shown to conductors and engineers when it is necessary for the officers to ride the trains. This officer authorization card can be accepted in lieu of a general manager's letter or message authorizing a train ride.

   c) Federal and state government inspectors for the department of transportation, in the pursuit of their regulatory activities, will be allowed to ride CSXT trains and locomotives when they present their

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agencies' proper identification/badge to ride the train.

6. During periods of snowfall accumulation in excess of 24 inches, track where heavy descending grades are three miles or longer and 1.5% or greater should be plowed with a spreader or other plow when possible. Snow plows on locomotives should only be used as a last resort as they do not move snow away from track structure sufficiently to protect freight car braking systems. This plowing should be done at least ten miles prior to and include the heavy descending grade when possible. This is done ahead of the grade in order that the brake system can be warmed by a train brake application without re-icing prior to grade descent.

   When snow accumulations have exceeded 24 inches, no trains, except lite engines may descent these grades until the following:

   a) The grade and track 5 miles preceding the grade have been traversed not more than 1 hour previous to additional train movements, or

   b) It has been determined that roadbed snow level does not exceed 24 inches.

   c) Grades subject to snow plowing on the Cumberland Coal Business Unit are:

      1) Cowen Subdivision
         BUC116.5 to BUC96.0

      2) Mountain Subdivision
         BA269.0 to BA242.0
         BA223.0 to BA207.0

      3) SC&M Subdivision
         BUE15.0 t0 BUE0.0

      4) Thomas Subdivision
         BAH69.0 to BAH29.0

7. All coal unit trains being interchanged to Consolidated Railroad (Conrail) at Lurgan, Pa. will carry an air brake inspection and test certificate on the lead unit in accordance with train handling Rule 1.2.4. Jacksonville Terminal Service Center will issue both work orders and computer generated air brake inspection and test certificate to the crew pulling and making the test at the origin (mine). This air certification will remain with the train to the final destination. Trains will be clearly identified as train VXXXYY (V identifys train as a Conrail Train, XXX identifies the unit train and YY the date) to all crews pulling these trains from the mine. Crew change locations where locomotives are left on the train, inbound engineer will make arrangements with yardmaster, or train dispatcher, as to where the certificate is to be left. If another air brake inspection and test certificate beomes necessary, the yardmaster, operator, or train dispatcher will notify the Jacksonville Terminal Service Center who will issue another certificate to the outbound engineer. The outbound engineer will notify the proper authority if he (she) does not receive a blank air certificate slip for his (her) train. It must be reported to the train dispatcher.

8. For reporting purposes and the prioritizing of locomotive defects, these defect priority assignments have been established as follows:

   a) Red - Train has a locomotive problem that will delay this train and other trains will be delayed as a result.

   b) Yellow - Train has a locomotive problem that will affect this trains performance but not delay other trains.

   c) Green - An incident ot or condition of a locomotive which will not affect the trains performance but which must be addressed at the next terminal.

The employee will determine with the crew the priority of the locomotive problem, either a "RED" or "YELLOW" alert, and the engineer will contact the mechanical desk at extension 5555 via mobile access where equipped and advise the alert condition and type of defects. If unable to contact the mechanical desk via mobile access, the T&E employee will contact the train dispatcher who will connect them with the mechanical desk via the road channel radio.

T&E employees will, in a timely manner, report "GREEN" locomotive incidents to the train dispather using the following codes and their respective defects only as listed below. The train dispatcher will then report the defect to the mechanical desk via C.A.D.S. using the "DSLR" function.

ALD - Alerter Defect

APP - Air Pressure Problem

ARD - Air Conditioner Defect

BHD - Bell/Horn (except lead unit)

BRD - Brake Shoe/Rigging Hand Brake Defect

CHD - Cab Heater Defect

CRD - Cab Door Window/Seat

DLD - Crossing/Warning Light(s) Defective

DWP - Dwors Related Problem

ERP - Exhaust Related Problem

FLP - Flange Lubrication Problem

FSC - Fuel Sensor Component Failure

FWD - Flat Wheel Defect

HCD - Hump Control Defect

HLD - Head Light Defect

HTD - Head Of Train Device Defect

LIP - Lighting Problem

PSD - Pacesetter Problem

RAD - Radio Related Defect

RDD - RDU Related Defect

SRP - Sand Inoperative/Out Of Sand/Wet Sand

TOD - Toilet Defective

WCP - Water Cooler Problem

WWP - Windshield Wiper Problem

NOTES:

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NOTES:

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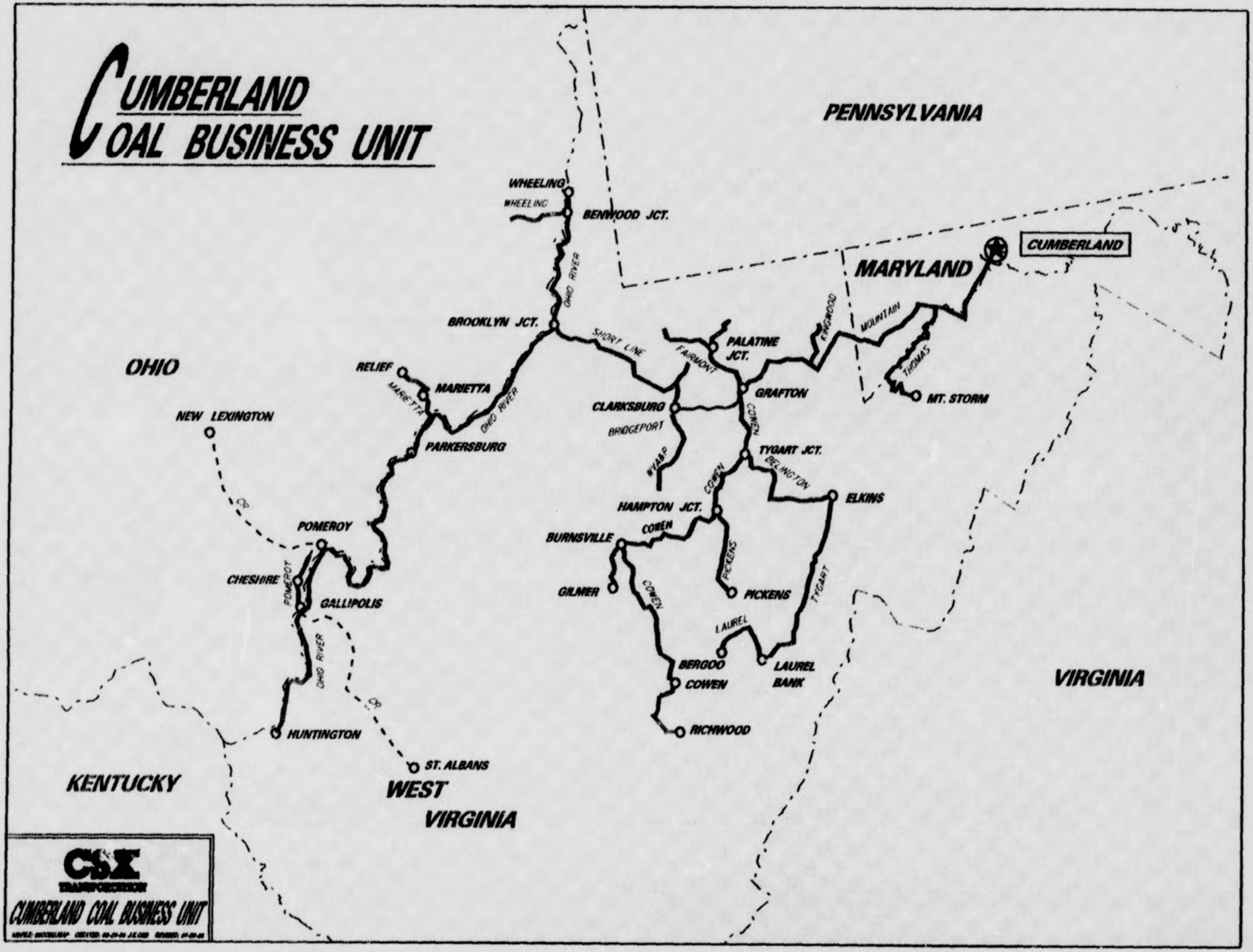
TONNAGE CHART

CUMBERLAND COAL B.U. TONNAGE RATINGS	MP15 GP15	GP30M GP38 GP39 GP40 SD20 SD38 B23–7 B30–7	B40–8 B36–7	SD–60 SD40 SD45 C30–7	SD–50	C 40–8 CW40–8 CW44–9	CW44AC CW60AC
BELINGTON SUBDIVISION							
Grafton to Elkins	1700	2200	2550	3400	4050	4400	5950
Elkins to Grafton	4300	5650	6450	8600	10250	11150	15050
BRIDGEPORT SUBDIVISION							
Grafton to Clarksburg	1450	1900	2150	2900	3450	3750	5050
Clarksburg to Grafton	1650	2150	2450	3300	3900	4250	5750
COWEN SUBDIVISION							
Grafton to Buchannon	1650	2150	2450	3300	3900	4250	5750
Buchannon to Burnsville	1450	1900	2150	2900	3450	3750	5050
Burnsville to Cowen	800	1050	1200	1650	1950	2100	2850
Cowen to Burnsville	2600	3400	3900	5200	6150	6750	9100
Burnsville to Abbott	1100	1450	1650	2200	2600	2850	3850
Abbott to Grafton	4200	5500	6300	8400	10000	10900	14700
FAIRMONT SUBDIVISION							
Grafton to Fairmont	4800	6300	7200	9600	11400	12450	16800
Fairmont to Grafton	2800	3650	4200	5600	6650	7250	9800
MOUNTAIN SUBDIVISION							
Cumberland to Piedmont	2200	2900	3300	4400	5200	5700	7700
Piedmont to Altamont	650	850	950	1300	1500	1650	2250
Altamont to Blaser	750	1000	1150	1550	1800	2000	2700
Blaser to Grafton	5000	6600	7500	10000	11900	13000	17500
Grafton to Terra Alta	750	1000	1150	1550	1800	2000	2700
Terra Alta to Altamont	1800	2350	2700	3600	4250	4650	6300
Altamont to Cumberland	5000	6600	7500	10000	11900	13000	17500
OHIO RIVER SUBDIVISION							
Prkersburg & Huntington	4150	5450	6200	8300	9850	10750	14500
Parkersburg & Benwood	4000	5250	6000	8000	9500	10400	14000
SHORT LINE SUBDIVISION							
Clarksburg to Prkersburg	2850	3750	4250	5700	6750	7400	9950
Fairmont to Parkersburg	2850	3750	4250	5700	6750	7400	9950
Prkersburg to Clarksburg	1650	2150	2450	3300	3900	4250	5750
Parkersburg to Fairmont	1650	2150	2450	3300	3900	4250	5750

Note: When AC44CW or AC60CW locomotives are used in single unit head end service, their rating will be reduced by 10%.

1047.00 SPEED TABLE

Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour	Time Per Mile Min.	Sec.	Mile Per Hour
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			


CUMBERLAND COAL BUSINESS UNIT
PENNSYLVANIA
WHEELING
WHEELING
BENWOOD JCT.
OHIO RIVER
BROOKLYN JCT.
SHORT LINE
FAIRMONT
PALATINE JCT.
KINGWOOD
MOUNTAIN
CUMBERLAND
MARYLAND
THOMAS
MT. STORM
GRAFTON
COWEN
TYGART JCT.
BELINGTON
ELKINS
OHIO
RELIEF
MARIETTA
MARIETTA
OHIO RIVER
PARKERSBURG
NEW LEXINGTON
CLARKSBURG
BRIDGEPORT
WAMP
HAMPTON JCT.
COWEN
BURNSVILLE
COWEN
PICKENS
PICKENS
GILMER
COWEN
TYGART
LAUREL
BERGOO
COWEN
LAUREL BANK
RICHWOOD
POMEROY
CHESHIRE
POMEROY
GALLIPOLIS
OHIO RIVER
HUNTINGTON
ST. ALBANS
KENTUCKY
WEST VIRGINIA
VIRGINIA
CSX TRANSPORTATION
CUMBERLAND COAL BUSINESS UNIT