BALTIMORE DIVISION
TIMETABLE NO. 7

EFFECTIVE
SATURDAY, JANUARY 1, 2011
AT 0001 HOURS
CSX STANDARD TIME

J.H. Wright
Division Manager

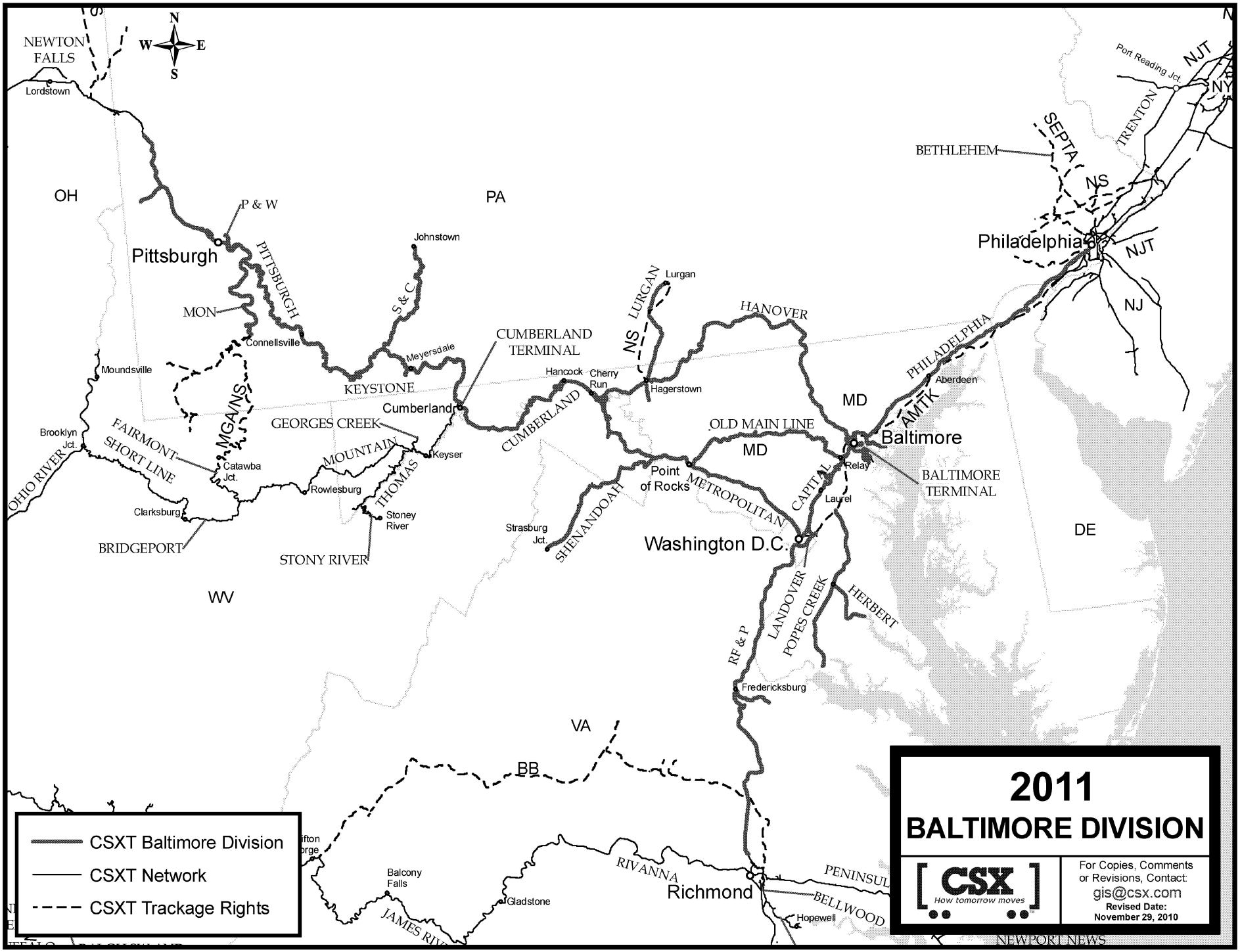

NEWTON FALLS
Lordstown
N
W
E
S
OH
PA
P & W
Pittsburgh
PITTSBURGH
MON
Connellsville
Moundsville
MGA/NS
Brooklyn Jct.
FAIRMONT SHORT LINE
OHIO RIVER
Catawba Jct.
Clarksburg
BRIDGEPORT
WV
Rowlesburg
MOUNTAIN
THOMAS
Stoney River
STONY RIVER
GEORGES CREEK
Keyser
Cumberland
KEYSTONE
Meyersdale
Johnstown
S & C
CUMBERLAND TERMINAL
CUMBERLAND
Hancock
Cherry Run
Hagerstown
NS
LURGAN
Lurgan
HANOVER
Strasburg Jct.
SHENANDOAH
Point of Rocks
METROPOLITAN
OLD MAIN LINE
MD
Baltimore
Relay
CAPITAL
Laurel
BALTIMORE TERMINAL
Washington D.C.
PHILADELPHIA
Aberdeen
AMTK
MD
DE
Philadelphia
NJT
NJ
NY
Port Reading Jct.
TRENTON
SEPTA
BETHLEHEM
NS
RF & P
LANDOVER
POPES CREEK
HERBERT
Fredericksburg
VA
BB
RIVANNA
Balcony Falls
Gladstone
Richmond
PENINSUL
BELLWOOD
Hopewell
NEWPORT NEWS
JAMES RIV
CSXT Baltimore Division
CSXT Network
CSXT Trackage Rights
2011
BALTIMORE DIVISION
CSX
How tomorrow moves
For Copies, Comments or Revisions, Contact:
gis@csx.com
Revised Date:
November 29, 2010

TABLE OF CONTENTS

GENERAL INFORMATION

SUBDIVISIONS

DIVISION SPECIAL INSTRUCTIONS

PHONE NUMBERS

EMERGENCY ONLY:
Police and Fire Departments(CSX Police)
(BELL) 1-800-232-0144
Safety Hotline- Baltimore
(RNX) 463-4735
(BELL) 877-826-4959
NON-EMERGENCY SITUATIONS:
Baltimore Chief Dispatcher
(BELL) 410-368-5950
CSX Standard Clock
(RNX) 388-5000

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 letter identifier.

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The maximum speed permitted between mileposts listed may also include restrictions over road crossings or other defined locations. Where speeds differ between various classes of trains, they will be listed in separate columns.

Abbreviations used are (P) – Passenger, (F) – Freight, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric reference point identifying a specific track location on a subdivision. At locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

28.0
29.0

C. STATION

A named reference point identifying a specific track location on a subdivision.

D. TRACK DIAGRAM

The timetable assigned direction from the first listing to the last is defined above the track diagram by arrows and direction.

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the subdivision are listed below this box.

F. NOTES

Where station page information may need to be further defined, a number will refer to “STATION PAGE NOTES” listed at the end of the diagram.

3 – SYMBOLS USED

N – North **S** – South **E** – East **W** – West
YL – Yard Limits
NB – Northbound **SB** – Southbound
EB – Eastbound **WB** – Westbound

SP – Refer to Speed Tables

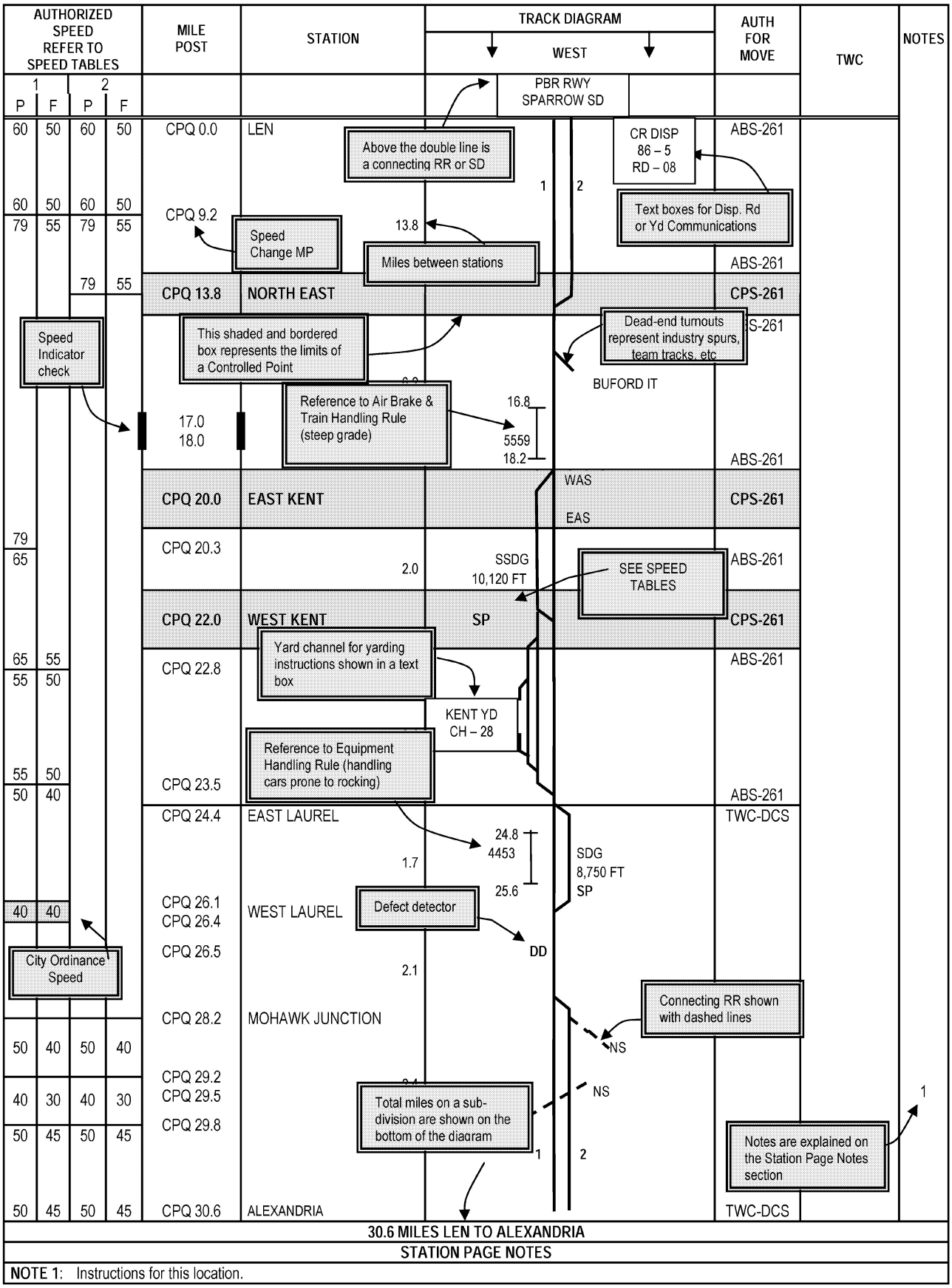
ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

ABS	Automatic Block Signal Rules
ATC	Automatic Train Control Rules
CONN	Connection Track
CPS	Control Point Signal Rules
CSDG	Controlled Siding
DB	Drawbridge
DD	Defect Detector
HE	Head End Only
HP	Hold Point
HIWI	Clearance Detector
IND	Industry Track
OTMT	Other Than Main Track
(P)	Passenger Station
PAS	Power Assisted Switch
PM	Passenger Main
RCS	Remote Control Switch
RRX	Railroad Crossing at Grade
SDF	Slide Detector Fence
SDS	Slide Detector Signal
SG	Single
SR	Self Restoring Power Operated Switch
ss	Spring Switch
STG	Storage
SSDG	Signaled Siding
TO	Turnout
WID	Wheel Impact Detector
XOVER	Crossover
YD	Yard

Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it will be shown as "RD –".

CM DISP
94 – 7
RD - 08

LEGEND - SAMPLE SUBDIVISION - SS



BALTIMORE DIVISION
4727 Hollins Ferry Road
Baltimore, MD 21227

Baltimore Division Officers

J.H Wright
Division Manager

R.A. Durden
Assistant Division Manager

P.W. Sinsel
Superintendent Train Operations

C.J. Palmer
Manager of Safety and Operating Practices

W.J. Diamond
Senior Road Foreman of Engines

G.R. Calligan
Chief Train Dispatcher

J.M. Angier
Director Train Operations

D.L. Hoover
Director Train Operations

J.E. LaFave
Director Train Operations

F.J. Beccio
Director Train Operations

G. Wilhite
Division Engineer

D.M. Zink
Division Signal Engineer

J.R. Rose
Mechanical Superintendent

W.J. Egan III
Terminal Superintendent - Baltimore

R.M. Morriss
Terminal Superintendent - Cumberland

M.R. Ankey
Manager Conductor Training

C.E. Wietscher
Trainmaster Passenger Services

Baltimore Division Telephone Numbers

	RNX	BELL
Division Manager	463-4720	410-368-4720
Assistant Division Manager	463-4728	410-368-4728
Superintendent Train Operations	463-5961	410-368-5961
Manager of Safety and Operating Practices	463-4787	410-368-4787
Senior Road Foreman of Engines	468-2166	301-759-2166
Chief Train Dispatcher	463-5965	410-368-5965
Director Train Operations	463-5962	410-368-5962
Division Engineer	463-4792	410-368-4792
Division Signal Engineer		301-766-0534
Mechanical Superintendent	462-4730	410-368-4730
Terminal Superintendent - Baltimore	465-8039	410-354-8039
Terminal Superintendent - Cumberland	468-2165	301-766-2165
Manager Conductor Training	463-4734	410-368-4734
Trainmaster Passenger Services	463-6244	410-268-6244

Baltimore
4724 Hollins Ferry Rd.
Baltimore, MD 21227

NAME	TITLE	RNX	BELL
W.J. Egan III	Terminal Superintendent	465-8039	410-354-8039
R.J. Sherry	Assistant Terminal Superintendent		
W.C. Blanchetti, Jr.	Terminal Trainmaster	465-5498	410-354-5498
I.N. Parker	Terminal Trainmaster	465-1373	410-354-1473
M.M. Beccio	Terminal Trainmaster	465-1096	410-354-1096
B.G. Crosby	Terminal Trainmaster	465-1373	410-354-1373
D.C. Robey	Terminal Trainmaster	465-1095	410-354-1095
A.S. Young	Terminal Trainmaster	465-1258	410-354-1258

Cumberland
722 Virginia Ave.
Cumberland, MD 21502

NAME	TITLE	RNX	BELL
R.M. Morriss	Terminal Superintendent	468-2165	301-759-2165
K.D. Stafford	Assistant Terminal Superintendent	468-2235	301-759-2235
D.E. Bittner	Terminal Trainmaster	468-2121	301-759-2121
Vacant	Terminal Trainmaster	468-2121	301-759-2121
E.J. Koelker	Terminal Trainmaster	468-2121	301-759-2121
M.E. Stump	Terminal Trainmaster	468-2121	301-759-2121
R.J. Baer	Trainmaster Line of Road	468-2248	301-759-2248
W.E. Wiggins	Trainmaster Line of Road	468-2193	301-759-2193

Philadelphia
1600 Schuylkill Ave.
Philadelphia, PA 19146

NAME	TITLE	RNX	BELL
A.D. Daly	Terminal Manager	446-2716	215-339-2716
J.J. Darrah	Terminal Trainmaster	446-2717	446-2717
M.A. Holowienka	Terminal Trainmaster		215-891-5522
M.L. Ward	Terminal Trainmaster	446-2717	446-2717

Baltimore Division Officers- Line of Road Trainmasters and Territories

Office Location	Name	RNX	Bell
Benning, DC	C.M. Kuhn	331-5890	202-789-5890
Brunswick, MD	M.M. Stimers		301-834-3100
Connellsville,PA	S.W. Hannesson	451-3388	724-626-3388
Fredericksburg, VA	A.H. Hais		540-373-9144
Hagerstown, MD	T.F. Barron, Jr.	421-0549	301-766-0549
Jessup, MD	S.J. Fowler		301-498-2948
Pittsburgh, PA	S.D. Renner	451-4080	412-420-4080
Richmond, VA	D.L. Hayden		540-373-9135
Wilmington, DE	S.C. Deery	446-2716	215-339-2716

Baltimore Division Officers- Road Foreman of Engines and Territories

Office Location	Name	RNX	Bell
Baltimore, MD	M.C. Gross	465-1261	410-354-1261
Connellsville, PA	R.A. Laugherty	451-3399	724-626-3399
Cumberland, MD	R.J. Keller	468-2318	301-759-2318
Cumberland, MD	D.C. Long	468-2237	301-759-2237
Richmond, VA	W. Smith		804-226-7766
Philadelphia, PA	Vacant	446-2717	215-339-2717

Baltimore Division Engineering Department

G. Wilhite
Division Engineer

J.L. Wallace
Assistant Division Engineer, Structures

D.R. Daniels
Engineer Track

R.R. Taylor
Engineer Track

T.V. Fullen
Engineer Track

J.A. Helene
Staff Engineer

R.D. Schramm
Manager of Facilities

Baltimore Roadmasters

LOCATION	NAME	RNX	PHONE
Cumberland, MD	G.L. Appel	468-2247	301-759-2247
Wilmington, DE	D.R. Lackford		302-994-8715
Fredericksburg, VA	G.A. Brooks		540-899-5369
Jessup, MD	W.L. Hildebrand	462-6224	410-792-4058
Baltimore, MD	Vacant	463-6224	410-368-6224
Pittsburgh, PA	G.E. Gable	451-4048	412-420-4048
Hagerstown, MD	R.W. Hinchman	462-9002	301-739-9002
Glassport, PA	J.M. Grimm		412-673-8212
Connellsville, PA	G.R. Kunkle	451-3364	724-626-3364
Meyersdale, PA	C.L. Nelms	275-2784	814-634-5624
Hanover, PA	L.A. Sharpe		717-630-1282
Point of Rocks, MD	J.A. Rogers		301-874-2769

Baltimore Division Bridge Supervisors

LOCATION	NAME	RNX	PHONE
Baltimore, MD	S.R. Shipley	465-1374	410-355-1374
Connellsville, PA	D.T. Taubken	451-3368	724-626-3368

Baltimore Engineering Train Control

D.M. Zink
Division Signal Engineer

LOCATION	SIGNAL MANAGER	PHONE
Connellsville, PA	B.C. Lewis	904-608-3508
Fredrick, MD	A.G. Mitchell	301-473-4098
Cumberland, MD	M.B. Petro	301-759-2246
Baltimore, MD	S.M. Diiorio	410-368-4763
Fredericksburg, VA	Vacant	540-373-8733

Baltimore Division Mechanical Department

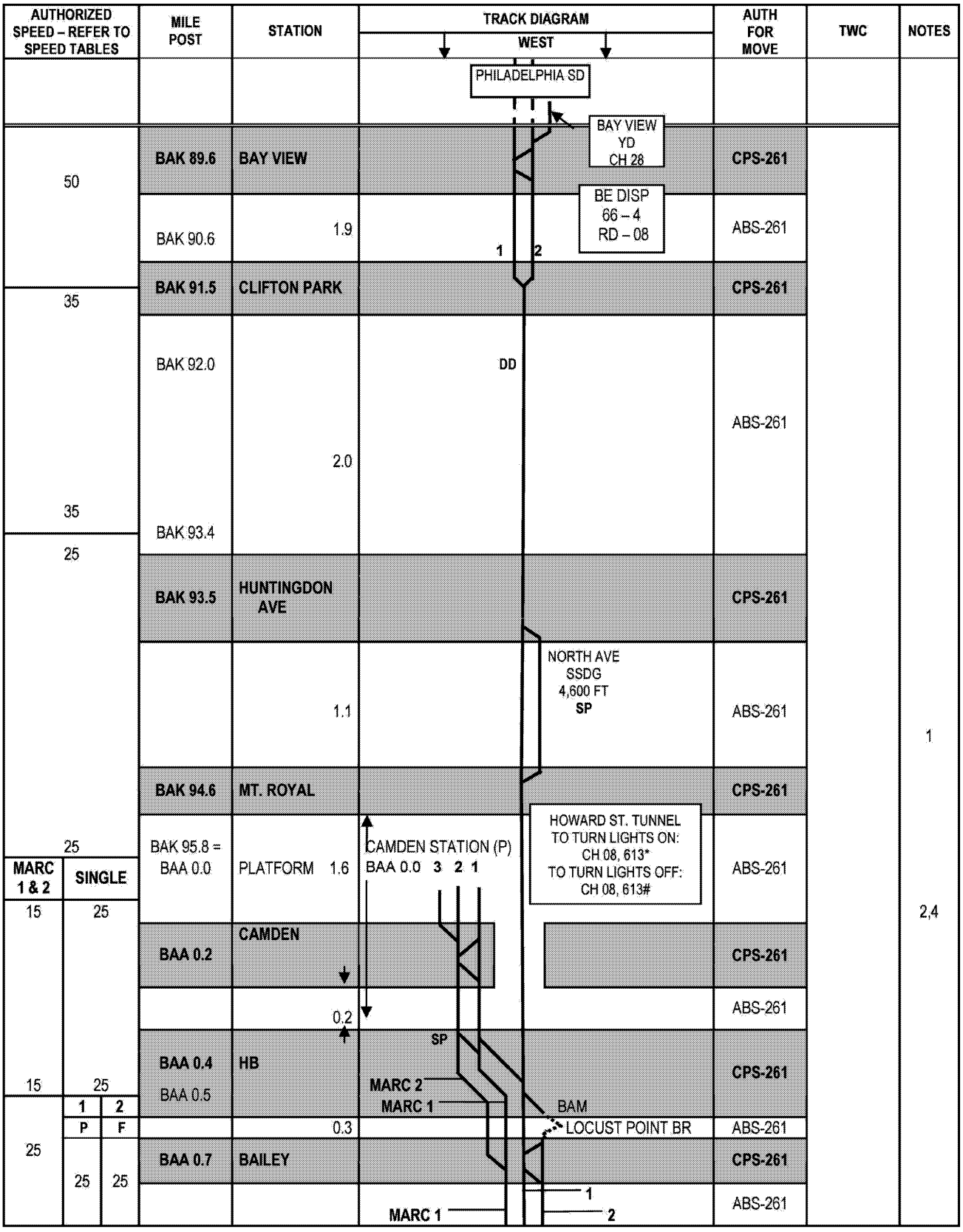
J.R. Rose
Mechanical Superintendent

LOCATION	MANAGER NAME	RNX	PHONE
Cumberland, MD	J.D. Parks	468-2201	301-759-2201
Baltimore, MD	T.K. Gross	465-5591	410-354-5591
Baltimore, MD	R.J. Brown	463-6210	410-368-6210
Martinsburg, WV	A.M. Arigo		304-262-9869

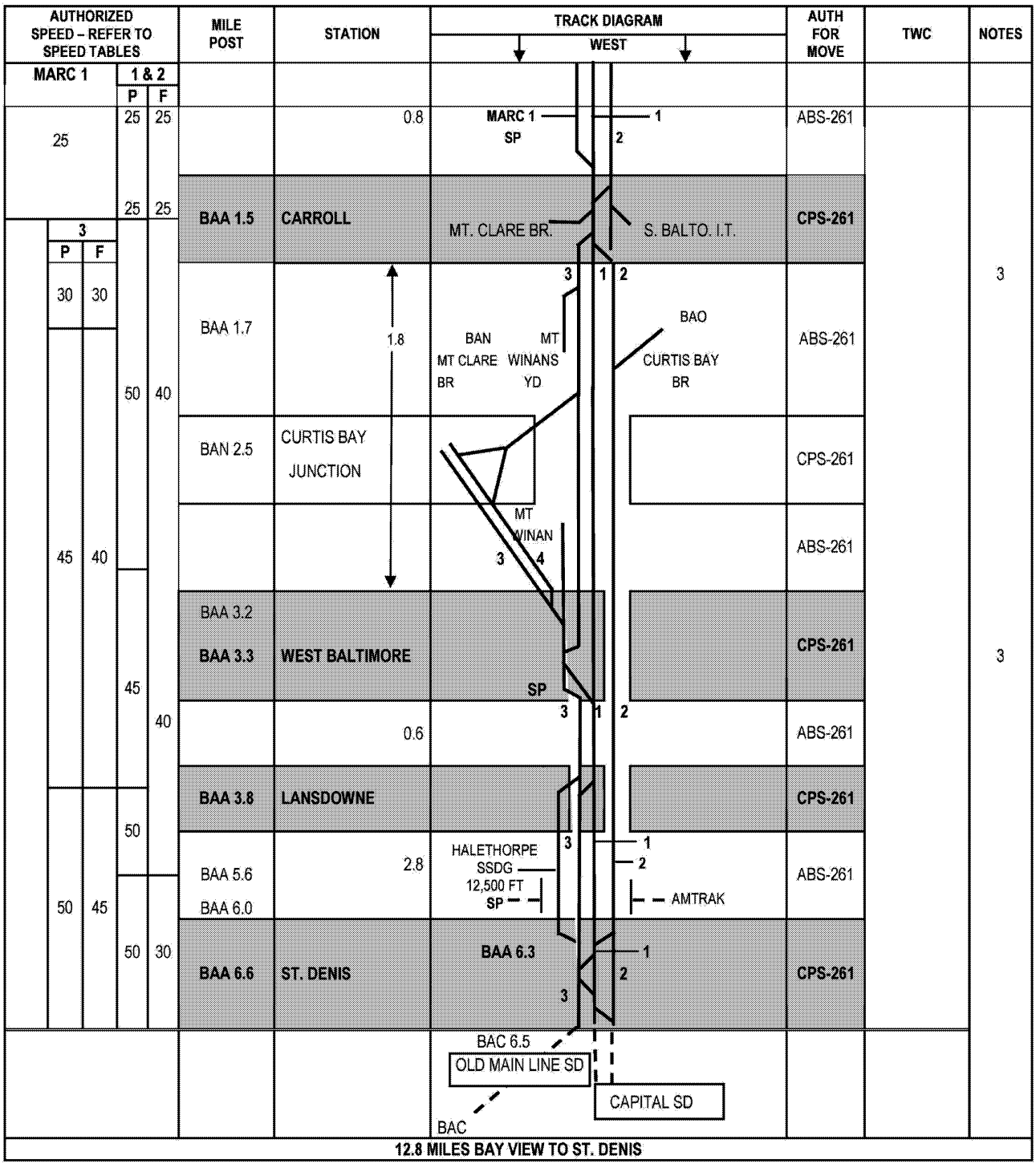
Baltimore Division Train Dispatching Operations
4724 Hollins Ferry Road
Baltimore, MD 21227

	RNX	BELL		RNX	BELL
Baltimore Chief Dispatcher	**463-5950** 463-5952	410-368-5950	BC Dispatcher	**463-5943** 463-5946	410-368-5943
BA Dispatcher	**463-5940** 463-5941	410-368-5940	BD Dispatcher	**463-5956** 463-5958	410-368-5956
BB Dispatcher	**463-5954** 463-5955	410-368-5954	BE Dispatcher	**463-5947** 463-5948	410-368-5947

BALTIMORE TERMINAL SUBDIVISION - BZ

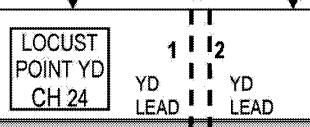


BALTIMORE TERMINAL SUBDIVISION - BZ



STATION PAGE NOTES	
NOTE 1:	Multi-level equipment and double loaded double stacked containers must not operate on North Avenue Passing Siding.
NOTE 2:	During periods of heavy or persistent rain, trains must not exceed 10 MPH through Howard Street Tunnel account flooding conditions.
NOTE 3:	Mt. Winans tracks used on instructions of Yardmaster Locust Point.
NOTE 4:	Anyone spotted inside Howard Street Tunnel who cannot be identified as a CSX employee should be immediately reported to the Train Dispatcher.

BALTIMORE TERMINAL SUBDIVISION - BZ
LOCUST POINT BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
						
10	BAM 0.5	LEADENHALL ST	EAST WYE	CPS-261		
		0.2	CP HB BE DISP 66-4 RD 08 WEST WYE	ABS-261		
10	BAM 0.7					
	BAA 0.7	BAILEY		CPS-261		
0.2 MILES LEADENHALL ST TO BAILEY						

BALTIMORE TERMINAL SUBDIVISION - BZ
MT CLARE BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
	BAA 1.5 =	CARROLL		CPS-261		
10	BAN 0.0	0.5	AV DISP 66 – 4 RD – 08	ABS-261		
	BAN 0.5	**WASHINGTON BLVD (END OF MAIN TRACK)**		**CPS-261**		
			4 RUNNER; MT CLARE A YARD; BAN 1.1; 3 RUNNER; 4 RUNNER	96		1,2
20	**BAN 2.5** BAN 2.6	**CURTIS BAY JCT**		**CPS-261**		
		0.4	MT WINANS YARD; 3; 4	ABS-261		
20	BAN 2.9 = BAA 3.2		MT. WINANS			
0.5 CARROL TO WASHINGTON BLVD 0.4 MILES CURTIS BAY JCT TO BAN 2.9						

STATION PAGE NOTES	
NOTE 1:	Mt. Clare Yard and running tracks are used on direction of the yardmaster, Locust Point.
NOTE 2:	Track Distances: Washington Blvd – to Office – 5,100 ft.; to I-95 – 5,900 ft.; to Jackson's Bridge – 7,600 ft.; to Deering Ave. – 8,900 ft.; to CG – 9,300 ft.; to Gable Ave. – 10,500 ft.; Gable Ave to Mt. Clare entrance on 3 Runner – 5,300 ft.

BALTIMORE TERMINAL SUBDIVISION - BZ
WESTPORT BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
10	BRN 0.5	WESTPORT	S. BALTO IT	TWC-DCS		
	BRN 0.4					1
	BRN 0.0= BAS 0.0	1.0	1 2 BE DISP 66 – 4 RD – 08			
	BAS 0.4					
10	BAS 0.5	MT. WINANS		TWC-DCS		2
			HANOVER SD			
1.0 MILES WESTPORT TO MT. WINANS						

STATION PAGE NOTES
NOTE 1: Height restrictions: No. 1 – 18' 5", No. 2-16' 5".
NOTE 2: Normal position of switch at Mt. Winans is for movement single main and No. 1 track.

BALTIMORE TERMINAL SUBDIVISION - BZ
CURTIS BAY BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST 1 2 3			
15	BAO 0.0	BROOKLYN	BE DISP 66 – 4 RD – 08	CPS-261		
		1.6	MD LIGHT RAIL	ABS-261		
	BAO 1.6	CLIFFORD	ALL SWITCHES HAND THROW	CPS-261		
			S. BALTO I.T.	ABS-261		
		1.5	1 2			1
15	BAO 3.1 BA0 3.3= BAN 2.5	ZEPP 0.2 CURTIS BAY JUNCTION		CPS-261		
			MT CLARE YD BALTIMORE TERMINAL SD	CPS-261		
3.3 MILES BROOKLYN TO CURTIS BAY JCT.						

STATION PAGE NOTES
NOTE 1: Crossing indicators are located on the North side of tracks approximately 70 feet east of Hollins Ferry Rd and govern Westbound movements. Indicator for No. 1 track is on the right side, for No. 2 on the left side. Westbound trains receiving an Approach or Restricted Proceed signal at Clifford must not foul Hollins Ferry Road until indicator is flashing.

BALTIMORE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - BALTIMORE TERMINAL

Trk	MP/Location	P	F
Both	BAK 89.6 - 91.5	50	50
SG	BAK 91.5 - 93.4	35	35
SG	BAK 93.4 - 95.8	25	25
SG	BAA 0.0 - 0.5	25	25
Both	BAA 0.5 - 1.5	25	25
3	BAA 1.5 - 1.7	30	30
Both	BAA 1.5 - 3.2	50	40
3	BAA 1.7 - 3.8	45	40
Both	BAA 3.2 - 3.8	45	40
Both	BAA 3.8 - 5.6	50	40
3	BAA 3.8 - 6.6	50	45
Both	BAA 5.6 - 6.6	50	30

AUTHORIZED SPEEDS - - LOCUST POINT BRANCH

Trk	MP/Location	F
1	BAM 0.5 - 0.7	10

AUTHORIZED SPEEDS - - MT CLARE BRANCH

Trk	MP/Location	F
4	BAN 0.0 - 0.5	10

AUTHORIZED SPEEDS - - WESTPORT BRANCH

Trk	MP/Location	F
SG	BRN 0.5 - 0.4	10
Both	BRN 0.4 - 0.0	10
Both	BAS 0.0 - 0.4	10
SG	BAS 0.4 - 0.5	10

AUTHORIZED SPEEDS - - CURTIS BAY BRANCH

Trk	MP/Location	F
Both	BAO 0.0 - 3.1	15
SG	BAO 3.1 - 3.3	15

ADDITIONAL SPEEDS (SP) - - BALTIMORE TERMINAL

Location	Track Type	P	F
BAK 93.5 - 94.6	SSDG	10	10
BAA 0.0 - 0.5	MARC 1	15	15
BAA 0.0 - 0.5	MARC 2		
BAA 0.5 - 1.5	MARC 1	25	25
BAA 3.3 - 3.3	XOVER		
BAA 3.8 - 6.3	SSDG	20	20

GR-102 BLUE SIGNAL PROTECTION

Curtis Bay - Shop tracks 1 through 4 at Curtis Bay are under control of the Mechanical Department, and when in use by mechanical forces, will be blue flagged.

When necessary to use shop tracks while mechanical forces are working, the yardmaster will make arrangements with the Mechanical Department to enter tracks, noting date, time and name of person granting permission.

90 TRAIN IN EMERGENCY

Trains, which sustain an emergency application of the brakes at locations listed below, will make emergency transmissions on AAR Channel 08 and on channels listed below before notifying CSX Dispatcher.

MP/Location	Railroad	Channel
BAK 89.6	Over AMTRAK	AAR 54
BAL 0.0	Over NS	AAR 46
BAA 6.0	AMTRAK	AAR 54

96 OTHER THAN MAIN TRACK

1. South Baltimore IT BBP 1.64 Carroll, and BBP 0.0 Clifford - Movements on the South Baltimore Industrial Track will be made on permission of the train dispatcher. Eastward movements may accept signal aspect to proceed at Carroll as permission of train dispatcher.

Conductor or engineer must report clear. After having reported clear, the track must not be reentered without additional permission. Direction on the South Baltimore Industrial track is:

1. Carroll to Clifford – East

2. Clifford to Carroll – West

2. Locust Point Yard

All movements on No. 1 Yard Lead between Leadenhall and clearance point for Riverside Shop Tracks 3, 4, and 5 will be made on permission of the train dispatcher.

Eastward movements on No. 1 Yard Lead for Locust Point Yard must contact the Yardmaster at Locust Point before passing Barney St.

Eastward movements on No. 1 Yard Lead for Riverside Shop Tracks will not need to contact Locust Point before passing Barney St.

All movements on No. 2 Yard Lead between Leadenhall and Riverside will be made after contacting the Yardmaster at Locust Point.

3. Marley Neck IT Mile Posts:

BAO 4.2 (Patapsco Ave.) to BAO 5.2 (400 FT. east of Benhill St.),

BAO 5.2 – BBR 0.0.

BBR 7.0 Stonehouse to BBR 0.0 (BGE)

4. Seawall I.T. Mile Posts: Crisp (Curtis Bay Yd) BBQ 0.0 and end of track BBQ 2.0

5. Sparrows Point IT Mile Posts:

Becks BAL 0.0 and Gray BAL 6.5. Direction Becks to Gray is west. The yardmaster at Bay View will issue instructions for use of the Sparrows Point IT.

97 DRAWBRIDGES

MP	Location	Hours Attended
BAO 0.5	Marley Neck IT, Curtis Creek	When needed
BAL 5.7	Sparrows Point IT, Bear Creek	

Note 1. Marley Neck IT – Curtis Creek Drawbridge – When signal governing movement over drawbridge displays proceed (green), train may proceed without stopping. When signal displays STOP (red), after movement has stopped and bridge tender has inspected bridge to determine it is safe, movement may be made on hand signal or verbal permission from bridge tender.

Note 2. Bear Creek Drawbridge – When signal governing movement of drawbridge displays proceed (lunar), train may proceed without stopping. When signal displays STOP (red), after movement has stopped and bridge tender has inspected bridge to determine it is safe, movement may be made on hand signal or verbal permission from the bridge tender.

Westward movements to Grays Yard will ascertain that Bear Creek Drawbridge will be lined for movement before blocking Chesterwood and Cove Road crossings.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BAL 1.4	Penn Mary Yard	Canton	Automatic	See Note 1
BAL 5.0	Penn Mary Yard	NS	Stop Signs	98-F

Note 1. Penn Mary YD – Canton RR – ABS Rules are in effect between the absolute signals. When absolute signal displays STOP, movement must stop. If no conflicting movement is evident on the Canton Railroad, movement may proceed. When CSX crews operate on the Canton RR and must cross CSX Tracks, trains and engines must stop. If no conflicting movement is evident on CSX tracks, movement may proceed.

Note 2. Penn Mary Yd. – NS RR - Stop signs are in place. Trains must stop, and if no conflicting movement is evident on NS, trains may proceed.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Waterview Ave - Trains will stop before crossing Waterview Ave (140-384W) and operate control boxes to provide protection against vehicular traffic. Manual control boxes are located on north and south side of crossing and are operated by switch key.

Turning switch to "Take" position will cause highway traffic light to display red. After traffic is stopped train will proceed over crossing. It is not necessary to operate switch to "Cancel", as traffic light will automatically display green after movement is completed.

2. Hollins Ferry Rd – BAA 2.2 - Eastward trains No. 1, 2 and 3 Tracks exceeding 2,200 feet in length, that receive other than a Clear or Approach Medium at West Baltimore, will not foul Hollins Ferry Rd unless they receive a signal at Carroll to proceed. Eastward trains on Mt. Winans Lead will not foul Hollins Ferry Rd without permission of the Train Dispatcher.

3. Merritt Blvd. DOT 140-315N Sparrows Pt. IT - Red or no light = Stop and flag crossing; Green = Proceed.

4. The following instructions will apply to all trains operating through Locust Point between the hours of 0600 and 2000:

Trains must stop and no train shall foul or activate the automatic grade crossing warning devices at Hull Street, BAM 1.6 and under Armour Parking Lot Crossing, BAM 1.0 until it is known that a route is lined which will allow the train to clear both crossings.

After stopping and prior to proceeding, the Yardmaster at Locust Point must be notified.

The Yardmaster at Locust Point will immediately contact Todd James, the Under Armour Director of Facilities at 678-446-7383 and alert him of train movement.

104 HANDLING SWITCHES

1. Mt. Clare Branch

All hand-operated switches on the Mt. Clare Branch are equipped with locks and must be lined for the direction of movement, and then locked, before making any movement over these switches.

2. Protection of Coal Pier Employees – The west crossover switch located on the east end of Curtis Bay Yard, which allows movement from 32 Ladder to the Bullpen and Return Yard/Marley Main, may be lined and locked for crossover movement while the east crossover switch is lined normal. This will be done to afford protection to Coal Pier employees while Coal Pier is in operation on the loaded or empty side.

Approach the crossover using caution until switches are inspected for alignment.

120-A DISPATCHER BULLETINS

1. Passenger crews making more than one trip will receive a release form and train bulletin for each train they operate, unless otherwise instructed by the Train Dispatcher.

2. Passenger crews originating in Washington will receive release form and train bulletin at Washington before departing.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Baltimore Terminal Subdivision.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be

deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
BAK 88.0	Baltimore Terminal	Bay View yard office
BAK 88.0	Baltimore Terminal	Bay View safety stop
BAO 8.0	Baltimore Terminal	Curtis Bay yard office
BAM 3.0	Baltimore Terminal	Locust Point yard office
BAA 5.6	Baltimore Terminal	Halethorpe Old HX Tower

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAO 8.0	Curtis Bay	Continuous	70	Terminal
BAM 3.6	Locust Point		24	
BAA 5.6	Baltimore Terminal		08, 66-4	Wayside
BAK 88.0	Bayview		28	Terminal
BAL 5.0	Penn Mary			

913 REMOTE CONTROL ZONES

1. Remote Control Locomotive Operation at Locust Point Yard - Remote control zones (RCZ) are established in Locust Point Yard and RCZ signs are in place as follows:

A. On the south side of 4 track between the crossover at Key Highway and the clearance point for 3 and 4 tracks at Andre Street.

Instruction for train, engine and on-track equipment movements arriving Locust Point Yard

All inbound train, engine, on-track equipment movements arriving Locust Point Yard will not proceed without contacting the Locust Point yardmaster to determine if the remote control zone is activated.

2. Remote Control Locomotive Operation at Curtis Bay Yard - Remote control zones (RCZ) are established in Curtis Bay Yard and RCZ signs are in place as follows:

A. On number 2 track, between the location of the former BX tower at Brooklyn, and the first switch east of the hump.

Instruction for train, engine and on-track equipment movements arriving Curtis Bay Yard

All inbound train, engine, on-track equipment movements arriving Curtis Bay Yard will not procced without contacting the Curtis Bay yardmaster to determine if the remote control zone is activated.

3. Remote Control Locomotive Operation at Bay View Yard - Remote control zones (RCZ) are established in Bay View Yard and RCZ signs are in place as follows:

A. On the Lead Track from the clearance point of the Wye Track east to the clearance point of "A" track.

B. Extending from A Lead to the Westbound between the clearance point of the yard lead and 1,000 feet east of Becks, BAL 0.0 with the existing RCZ remaining. The remote control zone can be used independently or jointly.

Instruction for train, engine and on-track movements arriving Bay View Yard

All inbound train, engine, on-track equipment movements arriving Bay View Yard will not proceed without contacting the Locust Point Yardmaster to determine if the remote control zone is activated.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-4 WARNING OTHER EMPLOYEES

Crews of all trains occupying the following tracks must keep windows closed and the crew must remain inside the cab except in the normal performance of their duties.

1. Between Annapolis Road and Clifford

2. Between Hollins Ferry Rd. and Potee Street

GS-17 BRAKE STICK

All crews working in Baltimore Terminal must use a brake stick when applying or releasing hand brakes in accordance with CSX Safe Way Rules GS-17 and TS-6.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAK 92.0	Waverly	1	None

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BAK 89.6	Sparrow Point IT, Bear Creek, Bay View, over Amtrak, Becks, over NS

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Mt. Winans Yard: Switching will be performed with air on all cars.

Seagirt Yard: Switching will be performed with air on all cars.

Bay View Yard: Switching will be performed with air on all cars.

Locust Point: Tonnage: less than 1500 requires no minimum cars with air.

Locust Point: Tonnage: 1500 - 3000 requires 3 minimum cars with air.

Locust Point: Tonnage: 3001 and above requires 5 minimum cars with air.

Curtis Bay Yard: Tonnage less than 1500 requires no minimum cars with air.

Curtis Bay Yard: Tonnage between 1500 - 3000 requires 3 minimum cars with air.

Curtis Bay Yard: Tonnage between 3001 - 4000 requires 5 minimum cars with air.

Curtis Bay Yard: Tonnage between 4001 - 5000 requires 7 minimum cars with air.

Curtis Bay Yard: Tonnage 5001 and above requires 10 minimum cars with air.

5604 - OPERATING A HELPER EQUIPPED TRAIN

Engineers of Helpers assisting Eastward trains will not exceed third throttle position until after passing HB.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
	Bridge 1C, Eastern Ave.	Cars with gross weight exceeding 251,000 lbs.	Must not exceed 10 MPH
	Trappe Rd. Bridge, over NS	Equipment exceeding 17'0"	Prohibited
BAO 8.0	Bridge 7-A1, Curtis Bay	SD-35, SD-40, SD-40-2, SD-50, SW-9, SW-1200, U23-B, U30-b, cars exceeding 180,000 lbs., coal hoppers	
BAO 8.0	Curtis Bay Coal Piers, tracks between East end Thaw House and Dumpers	Equipment except hoppers	
BRN 0.5	Westport Branch	No. 2, cars exceeding 16'5".No. 1, cars exceeding 18'5"	
BAM 3.0	Locust Point Hopper Yard Lead	Multilevel cars	
BAO 0.5	Marley Neck I.T.	6-Axle Locomotives	May operate to Benhill St. on branch main line only. May not operate through curved leg of turnouts.
BAO 8.0	Seawall I.T.		May operate on branch main line only. May not operate through curved leg of turnouts only.

7. CLOSE CLEARANCE

MP	Location	Remark
BAO 8.0	Curtis Bay Yard	
BAO 8.0	West end of crossover on 2 track and the East end of the I-895 bridge	Ought, 1, 2 and 3 Brooklyn, Employees are not permitted to ride the side of cars in this area.
BAO 8.0	West end of yard	Tracks CO3 through CO7. Riding cars in this area is prohibited.
BAO 8.0	Hobleman Auto Facility	Telephone pole East of "A" track switch on the south side.
BAO 8.0	Delta Chemical	The concrete barrier between the South and North tracks.
BAO 8.0	Jarvis Lumber	Building just west of the gate on the North side.
BAO 8.0	Sasol Chemical	Loading rack South side of #6 track.
BAO 8.0	Atlantic Ethanol	Corner of building adjacent to the Acid Track.
BAM 3.0	Locust Point Yard	
BAM 3.0	New Yard	West side of 7 track at Fort Avenue
BAM 3.0	New Yard	Between 7 and 9 tracks
BAM 3.0	New Yard	7 and 4 tracks South end of grain elevator for 7 car lengths
BAM 3.0	New Yard	7 track 25 car lengths west of Fort Avenue, between 7 and 8
BAM 3.0	New Yard	East side of 8 at Fort Avenue Bridge
BAM 3.0	Philadelphia Yard	East side of 10 at Fort Avenue Bridge
BAM 3.0	Philadelphia Yard	16 track 10 car lengths east of entrance to track between lower 15 and 16
BAM 3.0	Philadelphia Yard	Between 17 and 18 tracks, 2 cars East of entrance to both sides.
BAM 3.0	Philadelphia Yard	19 track, 7 cars East of entrance to track to end of track
BAM 3.0	Brunswick Yard	20, 21 and 22 track, both sides and entire length
BAM 3.0	Riverside Yard	3 and 4 tracks from 20 cars East of Key Highway to east end of switch
BAM 3.0	Chesapeake Paper	From gate to inside of building
BAM 3.0	Sun Paper	Inside of building next to loading dock
BAM 3.0	Lewis and Peat Rubber	Between track and building
BAM 3.0	Southern States	Dock side of track
BAM 3.0	US Wood Products	Between track and building
BAM 3.0	Tate and Lyle North (American Sugars/ Domino Sugar)	Between track 2 and 3; and on both tracks at the bulk unloading track under the shed
BAK 88.0	Bay View/Penn Mary Yards	All
BAK 88.0	Bay View Yard	Between all tracks in the yard
BAK 88.0	Weyerhauser	Between the loading dock and track
BAK 88.0	Mid-Eastern Box	Between the loading dock and track
BAK 88.0	Run-around Track	Between track and standing brush
BAK 88.0	Eastbound and Westbound tracks	Between tracks, when the opposite track is occupied.
BAK 88.0	NS Interchange Track	All

At the following locations employees are prohibited from riding the side of cars when there are cars on adjacent tracks.

MP	Location	Remark
BAK 88.0	Bay View Yard	East end or west end, siding through 13 track
BAO 8.0	Curtis Bay	West end of 3 through 7 tracks

8. MISCELLANEOUS

A. Main Tracks Bay View to St. Denis

1. Howard Street Tunnel – Crews of trains moving through Howard Street Tunnel will have all locomotive doors and windows closed while moving through the tunnel.

2. Mt. Winans – Crews picking up or setting off cars or locomotives at either Mt. Winans or Mt. Clare must contact the yardmaster at Locust Point for instructions.

3. Kaufmans Lead (A&P Switch) – Crews using electric lock switch at Kaufmans Lead, A&P 5.2 (A&P switch), must take pad lock out, then step on pedal and wait 30 seconds before operation.

4. A derail is installed on the north side of the J.C. Perry Lead off the "HX spur". This derail is located just west of the switch near Halethorpe Farms Road, and east of the spot locations for J.C. Perry.

B. Penn Mary Yard

1. A. Crews of trains terminating at Penn Mary must obtain yarding instructions from the yardmaster. Trailer trains exceeding 5800 feet in length must be cut at Fait Avenue. Crews of these trains will receive further instructions from the yardmaster.

B. Between the hours of 0600 and 2200, Monday through

Friday, all CSX crews must contact the Canton Railroad Yardmaster - Penn Mary Yard on channel 58 - 58 for instructions before entering Penn Mary Yard.

2. Seagirt

a. Before entering the Seagirt Intermodal facility crews will call on Channel 80 to announce their arrival.

b. All engines operating at Seagirt will ring the engine bell continuously when moving on any track within this facility.

c. All crews operating in the Seagirt Intermodal Facility must sound horn prior to crossing the "Splits" on track 1 through 4.

3. Dundalk – Chesterwood Road Crossing – Crossing warning devices consisting of flashing light signals, bell and motion sensors are in service. These warning devices will activate 616 feet east and West of Chesterwood Road crossing.

4. Grays Yard – All tracks are excepted tracks. Crews destined to Grays Yard will contact the PBR yardmaster on AAR 32 to announce arrival and departure.

C. Bay View Yard

1. Bay View – Bay View yardmaster operates 24/7.

2. Consol – Speed on all tracks at Consol is 5 MPH. Crews arriving Consol will report clear of NS tracks to the NS Yardmaster at Bay View South End. Crews pulling empties from Consol will also report clear of NS tracks.

3. Switch at Becks – There is a switch lock applied to the eastbound/westbound switch at Becks. There will be no train, yard movement, or light engine moves eastbound (from Penn, Mary towards Bay View) past the eastbound/ westbound switch at Becks if there is not a lock properly securing the keeper on the switch. If a movement discovers the absence of a proper lock securing this switch the movement must be stopped until:

a. The absence of proper lock securing this switch is reported to the yardmaster at Bay View, and

b. A member of the crew detrains, examines the switch and verifies the switch is properly lined and latched for the movement, and

c. A member of the crew stays at the switch while the entire movement is made past the switch.

D. Locust Point

1. Locks are installed on the crossover between No. 1 and No. 2 tracks east of Hanover Street and on the switch on the West End of the Pocket.

E. Curtis Bay Yard

1. Seawall Branch – Do not exceed 5 MPH while operating Hobleman facility.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

Bay View to St Denis - main tracks

MP	Location	DOT#
BAA 0.7	Warner St	140863B
BAA 0.7	Marc 1 and 2 tracks	140863B
BAA 0.7	No. 1 Main, E. & W.	140863B
BAA 0.7	No. 2 Main, East only	140863B
BAA 0.7	No. 2 Main, West only	140863B
BAA 0.9	Ridgely	140865P
BAA 1.1	Bayard St	140866W
BAA 1.2	Bush St	140867D
BAA 2.2	Hollins Ferry Rd	140869S
BAA 2.2	No. 1 & 2 Main tracks	140869S

Mt. Claire Branch

MP	Location	DOT#
BAN 0.5	Washington Blvd	140396R

Locust Point Branch

MP	Location	DOT#
BAM 0.1	Sharp St	644202C
BAM 0.4	Leadenhall St	140385D

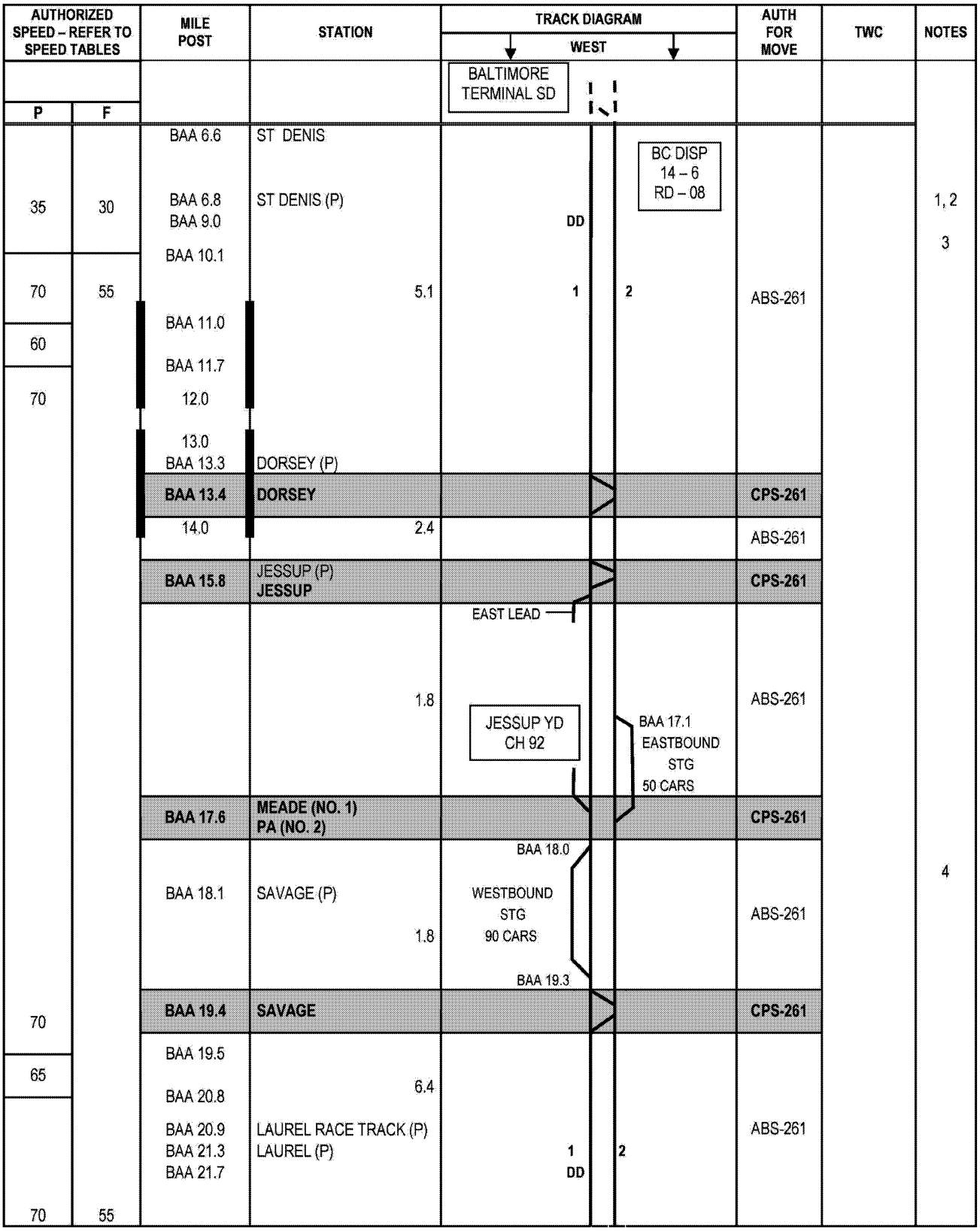
Curtis Bay Branch

MP	Location	DOT#
BAO 2.8	Hollins Ferry Rd	140340W

Westport Branch

MP	Location	DOT#
BAS 0.1	Cromwell St	644204R
BAS 0.4	Berlin St	831618G
BAS 0.5	Hollins Ferry Rd	831620H

CAPITAL SUBDIVISION - WS



CAPITAL SUBDIVISION - WS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
P	F						
70	55	BAA 24.9	MUIRKIRK (P)		ABS-261		6
		BAA 25.8	**AMMENDALE**		**CPS-261**		
		BAA 28.9	3.2 GREENBELT STATION (P)	1 2	ABS-261		
		BAA 29.0	**GREENBELT (P)**	SP SP	**CPS-261**		5
		BAA 29.2	WE GREENBELT STATION (P)	BAA 29.9 BERWYN STG BAA 30.1 10 CARS			
		31.0 BAA 31.4 32.0 BAA 32.4	3.7 COLLEGE PARK (P) RIVERDALE PARK (P)		ABS-261		
		BAA 32.7	**RIVERDALE PARK**		**CPS-261**		
			0.9	ALEXANDRIA BRANCH	ABS-261		
		BAA 33.6	**JD**		**CPS-261**		
		BAA 33.7 34.0 35.0 36.0	3.4	DD 1 2	ABS-261		
70	55	**BAA 37.0**	**F TOWER**		**CPS-261**		
45	20						
45	20	BAA 37.4 BAA 37.7	0.4 NEW YORK AVE C TOWER 0.3	METROPOLITAN SD	ABS-261		
				AMTRAK			
29.4 MILES ST. DENIS TO C TOWER							

STATION PAGE NOTES

NOTE 1: Eastbound freight trains will stop to clear St. Denis Station between the hours of 0500 and 0845 and between 1715 and 1945 daily except Saturday, Sunday and Holidays, unless signal aspect more favorable than Restricted Proceed is displayed at St. Denis.

NOTE 2: Freight trains to or from the Old Main Line SD will stop to clear at St. Denis Station during passenger train times, if passengers are present, to avoid trapping passengers between trains.

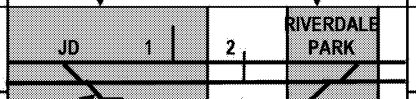
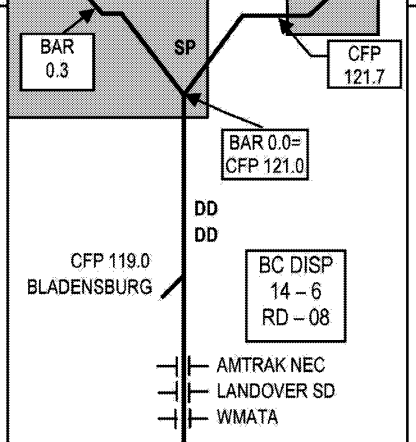
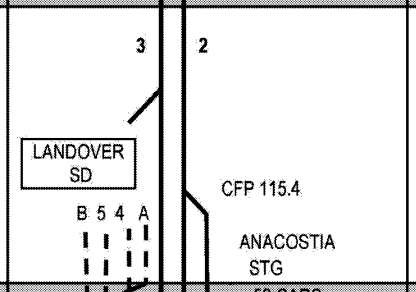
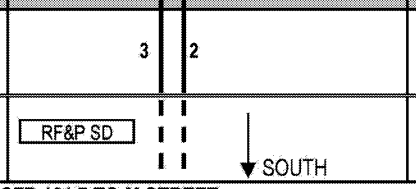
NOTE 3: The distance between BAA 6.0 and BAA 9.0 is 6,987 ft. MP 7 and 8 are not used.

NOTE 4: Between the hours of 0515 and 0900, and 1545 to 1925 daily except Saturday, Sunday and Holidays, freight trains stopped on No. 1 main track must not block passenger platforms at Savage Station, BAA 18.1.

NOTE 5: Freight trains are prohibited from using the sidings of the Greenbelt Station, BAA 29.0.

NOTE 6: Between the hours of 0500 to 0900, and 1600 to 2000 freight trains stopped on No. 2 main track at Ammendale must not block passenger platforms at Muirkirk, BAA 24.9

CAPITAL SUBDIVISION - WS
ALEXANDRIA BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
	BAA 33.6 BAA 32.7	JD RIVERDALE PARK				
25	CFP 121.7 CFP 120.6 CFP 120.5 4.5			ABS-261 ABS-261		1,2 4 3
	CFP 117.2	**CHESAPEAKE JCT**		**CPS-261**		
	CFP 116.0 2.4	BENNING		ABS-261 ABS-261		
	CFP 114.9 **CFP 114.8** CFP 114.6	**ANACOSTIA**		**CPS-261 CSS**		5, 6
25	CFP 113.8	1.0 M STREET		ABS-261 CSS		
7.9 MILES CFP 121.7 TO M STREET						

STATION DIAGRAM NOTES	
NOTE 1:	The switch at the apex of the wye, CFP 121.0, is controlled by BC Dispatcher as part of JD Control Point.
NOTE 2:	No signal is in place for Movements West Wye Track to Single Main at The Apex of the Wye. Movements on the main from Riverdale do have a signal in place for westward moves at the Apex of the Wye.
NOTE 3:	Emergency announcements: Amtrak - AAR 54, Landover SD - AAR 46, WMATA - advise CSX Dispatcher.
NOTE 4:	The 1190 intermediate signal at CFP 118.9 is a hold out signal. Eastward trains should only pass the 1190 signal when the signal is displaying an approach or better, or as directed by theTrain Dispatcher.
NOTE 5:	Milepost at the W.A.S. signal Anacostia on 2&3 main tracks is CFP 114.9. WAS signals on the Landover SD are at CFP 115.0. Ladder joins 3 main at CFP 114.8
NOTE 6:	WAS Signals on 3 & 2 Main tracks at Anacostia is CFP 114.9 W.A.S. Signals off the Landover are CFP 115.0 = QL 133.9

CAPITAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - CAPITAL

Trk	MP/Location	P	F
Both	BAA 6.6 - 10.1	35	30
Both	BAA 10.1 - 11.0	70	55
Both	BAA 11.0 - 11.7	60	55
Both	BAA 11.7 - 19.5	70	55
Both	BAA 19.5 - 20.8	65	55
Both	BAA 20.8 - 37.0	70	55
SG	BAA 37.0 - 37.7	45	20

AUTHORIZED SPEEDS - - ALEXANDRIA BRANCH

Trk	MP/Location	P	F
SG	CFP 121.7 - 121.0	25	25
SG	CFP 121.0 - 117.2	25	25
Both	CFP 117.2 - 113.8	25	25
SG	BAR 0.3 - 0.0	20	20

ADDITIONAL SPEED RESTRICTIONS

CFP 121.7 - 121.0 Do not exceed 20 MPH on West Wye.

BAA 28.9 -29.1 Greenbelt Do not exceed 30 MPH on East Station Siding and West Station Siding.

GR-21

Eastward trains being held at Dorsey will stop back 1,200 feet from the eastward absolute signal at Dorsey.

Trains not exceeding 6,750 feet total length will meet this restriction and will clear Montevideo Road by 300 feet.

Trains exceeding 6,750 feet total length will stop to clear Montevideo Road, or will cut the crossing, and will proceed to Dorsey when so advised by the train dispatcher.

14 ENGINE BELL AND HORN SIGNALS

Engine horn will be sounded 2 long sounds approaching passenger stations between 0500 and 2100 hours, beginning approximately 1,100 feet from the station. Additional warning will be sounded as necessary. At other times the horn will not be sounded at passenger stations unless people are present.

97 DRAWBRIDGES

MP	Location	Hours Attended
CFP 114.6	Anacostia	Continuous

100 HIGHWAY-RAIL GRADE CROSSINGS

Riverdale Park

Westward trains receiving Stop indication on W.A.S. Riverdale Park will stop clear of Queensbury Rd.

103 SWITCHING

Shoving movements made at M Street southbound into CP Virginia Ave. Tunnel to clear the eastward signal at Anacostia may be made without a trainman on the leading end under the following conditions:

1. The dispatcher is advised of the movement and places appropriate blocking devices at CP Jersey.

2. An Approach signal or better is displayed at M Street.

3. A fusee must be placed on the leading car shoved into the tunnel.

4. The movement must not exceed that necessary to clear the eastward signal at CP Anacostia.

5. An observer must remain in the vicinity of M Street until the eastward movement has cleared, to assure that the train is complete, unless a working EOT is attached.

6. The shoving movement must not exceed 4000 feet into the tunnel.

103-D SECURING EQUIPMENT

Aggregate Industries

Rule 103-D is modified at Bladensburg, MD, within Aggregate Industries, CFP 119.0, as follows:

On tracks 1A, 1, 2, 3, and 4, only one hand brake is required on standing cars.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Capital Subdivision.

350 TRAIN NOT EQUIPPED WITH CAB SIGNAL APPARATUS

Exceptions for trains not equipped

The following exceptions authorized for trains and engines not equipped with cab signals:

Engines used in switching, transfer work service and freight, with or without cars, between Anacostia and CP Virginia.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
	Franklin Street	Continuous	08, 14-6	Wayside
BAA 15.8	Jessup Yard		08, 92	Terminal
	Jessup		08, 14-6	Wayside

913 REMOTE CONTROL ZONES

Jessup Yard

Instructions for train, engine and on-track equipment movements arriving Jessup Yard.

All inbound trains, engines or on-track equipment movements arriving Jessup Yard will not proceed without contacting the Jessup Yardmaster to determine if a Remote Controlled Zone is activated.

1) The following RCZ's are established and the designated RCZ is activated when:

1. All grade crossings are made inaccessible.

2. All switches lined and locked as required.

3. All RCZ signs will be displayed continuously unless the RCZ is removed from service.

4. The East Lead Zone must be activated prior to activating any additional zone in Jessup Yard.

When zone is deactivated, the derail must be lined and locked in the off position.

Yardmaster must document RCZ information on prescribed form entitled "Jessup Yard Activated Zone Log."

2) Permission to enter or foul an activated RCZ at Jessup Yard:

1. The yardmaster will not authorize any movement to enter or foul an activated RCZ.

2. T&E employee(s) must receive permission from the RCOF in charge of the activated RCZ before occupying or fouling any track within an activated RCZ. Request for permission must include the tracks to be fouled, switches to be handled or the route the employee(s) will use while in the zone. This information must comply with Rule 424.
3. When permission is granted to employees to occupy an activated RCZ, the RCL crew is responsible for providing protection against such employees. After engineering, mechanical or T&E employees have completed their use of the RCZ and after the zone is clear of blue signals, derails or any other equipment, and all personnel are in the clear, the employee who was granted permission to occupy the RCZ must report they are clear of the zone. Before resuming utilization of the zone without point protection, it must be inspected as required by rules 913-A or 913-B.

RCOF in charge of RCZ will be referred to by RCOF (name), engine number, and RCZ name. Example: RCOF SMITH, Engine 8226 in East Lead Zone.

A). Name and Location of RCZ's

East Lead Zone

Begins 700 feet west of the EAS to include the East Lead and the run-around with limits west, to the clearance point of any connecting zone.

Old Ramp Zone

Begins at the Old Ramp Gate, extends west to the clearance point of all track 1 - 8.

New Ramp Zone

Begins at the New Ramp Gate extends west, to the clearance point of all track 1 - 6.

Lower Yard Zone

Begins at the clearance point of the lower side switch and extends west on the lower yard lead to the clearance point of all track 1 - 4.

Upper Yard Zone

Begins at the clearance point of the 10 lead switch and extends west on the Upper Yard lead to the Clearance point of all track 5 - 10.

B). RCZ signs marking the limits of the zones are placed as follows:

East Lead Zone - Sign adjacent to the East Lead 700 feet west of the EAS.

Old Ramp Zone - Signs posted at gate entrance.

Lower yard Zone - Sign adjacent to the lower side switch.

Upper Yard Zone - Sign adjacent to the 10 lead switch.

Due to clearance limitations, signs will not be displayed on all tracks.

C). Positive Stop Protection (PSP) is installed on the East Lead and the following conditions will relieve Remote Control Operatiors from Point Protection on the east Lead:

a. Locomotive - When possible, the PSP Locomotives will be facing short hood East, when locomotives are in a consist the PSP equipped locomotive must be the east unit. PSP equipment is installed on the following locomotives: CSXT 6004, CSXT 6020, and CSXT 8226

b. Locomotive - must be set up as a RCL and linked to at least on OCU. The GPS override must not be activated. If it becomes necessary to override PSP, Point Protection must be provided.

c. Operators - Must verify that the RCL is responding to transponders (pucks) at the beginning of each shift unless a crew directly transfers control of the Remote Equipment to the next remote crew with no change in remote status. To do this, the Operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP Zone and has traversed over the first two pucks. Any exceptions of locomotive not properly reading pucks must be reported. When the RCO is verifying the PSP system, they will also verify that the track is clear and notify the yardmaster.

d. Speed selector settings - While operating in the PSP area, the operator will match the speed commands received on the OCU i.e. 7, 4, Stop, etc.). The operator must not use

the coast or coast B command while operating in the PSP area.

e. Speed and Tonnage Restrictions - All movements into the PSP must be made at no greater the 7 MPH and no more than 3000 tons, after cut is made.

f. Radio Channel - All crews will operate on designated radio channel 92.

g. Operating an OCU while riding the side of a car is permitted in Jessup Yard.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-17 BRAKE STICK

All crews working at Jessup must use a brake stick when applying or releasing hand brakes in accordance with CSX Safeway Rules GA-17 and TS-6.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAA 9.0	Relay	2	NONE
BAA 21.7	Laurel	2	NONE
BAA 33.7	Hyattsville	2	NONE
CFP 120.6	Usphur St.	1	NONE
CFP 120.5	Tanglewood	1	HIWI

Tanglewood DD height sensors set for 17'4" clearance.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5206 B - MAKING A TRANSFER TRAIN AIR BRAKE TEST

Crews pulling cars eastward from the westbound storage track into Jessup Yard will apply rule 5206 when required, with the following change to step 3.

Step 3 – Make certain that the air brakes apply on the cars that can be seen from the south (#1 Main) side of the westbound storage track. Secure block protection for #1 main between “Savage” and “Meade” while performing the air test.

5300 - LOCOMOTIVES

Trains destined to the RF&P Subdivision with a cab signal equipped locomotive in the lead must have a cab signal departure test performed before leaving Baltimore.

5502 - TRACTIVE EFFORT

Between BAA 32.7, Capital Subdivision, Riverdale, and CFP 119.2, Alexandria Extension, Jones Hill; When making a back-up movement with more than 50 cars, not more than 18 powered axles may be used. (Note: all AC locomotives must be counted as 9 axles when figuring axle restriction). Extra units will be isolated beginning with the rear unit of consist, continuing toward the lead unit until the required units are cut out. A maximum of 70 loads are allowed in this movement, in addition to the shoving platform.

A maximum of 24 axles may be used to shove trains from the Alexandria Extension into Landover Subdivision Tracks A, B, No. 4 or No. 5 main tracks.

5557 - SWITCHING

Yard Switching Standards for Air Brakes

Jessup Yard: Cars with Multilevel Tonnage - switching will be performed with air on all cars; Cars with Mixed Freight, 0 - 3000 Tonnage require no cars with air on; Cars with Tonnage 3001 and above require 10% of cars with air.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Freight equipment restrictions within Washington Terminal limit cars to 15’6” in height, Conductors with freight equipment destined for the terminal will ensure that cars exceeding this height are not moved to Washington Terminal. See Amtrak TT for locomotive restrictions in Washington Terminal.

7. CLOSE CLEARANCE

MP	Location	Remark
BAA 12.8	Dorsey IT - North Bay Distributors	Next to building
BAA 12.8	Dorsey IT - Belts Wharf	Next to building
BAA 12.8	Dorsey IT - Advance Poly Bag	All tracks
BAA 16.0	Jessup - Produce Center	C&D Tracks against the docks
BAA 16.0	Jessup - Terminal Corporation	Against the docks
BAA 16.0	Jessup - Lancaster Produce	Inside Building - do not ride the side of cars
BAA 16.0	Jessup - Columbia Branch	
BAA 16.0	Jessup - Auto ramps	
BAA 16.0	Jessup - Serio Lead	
BAA 16.0	Jessup - WD Class	Against the docks
BAA 30.0	Washington Post	Switch stand at East end
BAA 16.0	Jessup - Waterloo Branch	
BAA 16.0	Jessup - Merchants	Against the docks
BAA 16.0	Jessup - Sequoia	Against the docks
BAA 16.0	Jessup - Serio	Against the docks
BAA 18.1	Savage Platform	Between 1 and 2 Main
CFP 119.1	Jones Hill - Bardon, Inc.	Main to road against buildings

8. MISCELLANEOUS

A. During the days and hours of commuter train operations, please avoid, if possible, blocking passenger stations at the following locations:

Dorsey, BA 13.3, when operating on #1 track.

If your train will unavoidably block any of these specific locations, contact the train dispatcher for further instructions.

B. ALEXANDRIA EXTENSION

Joint CSX – WMATA (Metro) Emergency Notification Procedures

The following procedures must be strictly adhered to for emergency notification and safety precautions on the Capital Subdivision between CFP 118.0 and CFP 116.0 known as the joint CSX – WMATA (Metro) corridor.

1. Train Dispatcher

a. The WMATA (Metro) hot line between the BC Dispatcher and Metro must be tested daily and records of the test maintained in the dispatching center.

b. Any emergency situation within a Metro corridor such as, but not limited to, trains in emergency, derailments, etc., that could in any way affect the safety of the Metro train operations, or the activation of any warning alarms, will require the attention of the BC Dispatcher to immediately contact the WMATA (Metro) control center via the "hot line" telephone and advise the Metro control center of the situation. The BC Dispatcher will immediately stop all CSX trains moving within the affected corridor or approaching that corridor and hold such trains until it can be ascertained from both CSX and Metro personnel that all train operations may be safely resumed. After the BC Dispatcher is assured that all CSX trains have been stopped, he/she will inform Metro.

When the Chief Train Dispatcher or the BC Dispatcher has been informed by both CSX and Metro personnel that the emergency conditions have been fully corrected on both CSX and Metro, and it is determined that safe train operations may be resumed, he/she will inform all affected CSX trains and allow them to resume operation as he/she directs.

c. In addition to these instructions, the BC dispatcher must at all times, take any other action as deemed necessary, to provide protection and safety to all trains operating with the joint CSX – WMATA (Metro) corridors.

2. Train and Engine Employees:

a.Train crews must immediately make an emergency call to the BC Dispatcher when any emergency condition is encountered such as, but not limited to, their train brakes applied in emergency application, a derailment, a track condition or obstruction etc., that may endanger the safety of the train traffic or the public. Trains will immediately reduce to controlled speed and will comply with instructions of the train dispatcher.

An emergency condition will also include the activation of any recorded radio messages, conditions associated with the weather, other trains or work force either CSX or Metro, and any interference from outside parties not associated with CSX or Metro. Your attention is directed to Rule GR-14.

b. Emergency calls will not relieve employees of full compliance with Operating Rule 90.

3. Signal, Communication and Engineering Employees:

Whenever any emergency conditions are observed on either CSX or Metro that may interfere with the safety of trains or the public, the condition must be immediately reported to the BC dispatcher by the quickest means available. In addition, employees, when possible, must communicate the emergency condition to any trains, other CSX employees or Metro personnel in the affected area.

4. All employees:

The BC train dispatcher may be contacted in emergency by calling 800-232-0144.

If there is any doubt as to the proper application of these procedures, contact your local supervisor for clarification.

C. Jessup – Columbia Wye Track –Normal position of apex switch to Columbia Wye track is for movement to west leg of Wye.

D. Train movements at Jessup Yard

Movements to and from the engine track and the shop track will use the new ramp lead only.

Inbound Auto trains yarding on the low side will cut and pull from the west end only.

Do not spot any multi-level hangers on the new ramp.

E. Meade: Vulcan Materials –The number of cars that can be spotted on the dead end track is 13.

All inbound train, engine or on-track equipment movements arriving Jessup Yard will not proceed without contacting the Jessup yardmaster to determine if the remote control zone is activated.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BAA 11.6	Hanover Rd	140883M
BAA 14.9	Montevideo Rd	140886H
BAA 28.0	Sunnyside Ave	140899J
BAA 32.5	Queensbury Rd	140905K
CFP 120.4	Tanglewood Dr	140255G
CFP 120.2	Upshur St	140257V
CFP 120.0	Annapolis Rd	140258C
CFP 119.5	Lloyd St	140259J
CFP 119.4	Lawrence St	140260D
CFP 119.2	52nd Ave	140263Y

NOTES

CUMBERLAND SUBDIVISION - CU

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST METROPOLITAN SD			
P	F						
40	35	BA 78.8	WEVERTON				
		BA 79.7	1.7	BB DISP 94 – 4 RD – 08	ABS-261		
50	40	**BA 80.5**	**SANDY HOOK**	1 2	**CPS-261**		
60		BA 81.0	0.8		ABS-261		
45		**BA 81.3**	**HARPERS FERRY**		**CPS-261**		
		BA 81.6	HARPERS FERRY (P)		ABS-261		
	40	BA 81.8		SHENANDOAH SD			
40	35						
		BA 83.3					
45	40		7.9				
		BA 85.3		1 2			
60	50	BA 87.9	DUFFIELDS (P)				
		BA 88.4		NS			1
50	40						
		BA 89.0			ABS-261		
65	50	**BA 89.2**	**SHEN**		**CPS-261**		
					ABS-261		
		BA 91.3					
50	40						
		BA 91.6					
65	50	94.0					
		95.0	9.1				
		BA 95.6		DD			
65	50	BA 95.9					
50							
	40	BA 96.7					
45							
		BA 97.0		1 2			
					ABS-261		
65	50	**BA 98.3**	**BYRD**		**CPS-261**		
		BA 98.7		KELLY ISLAND IT			
45	40		1.5		ABS-261		

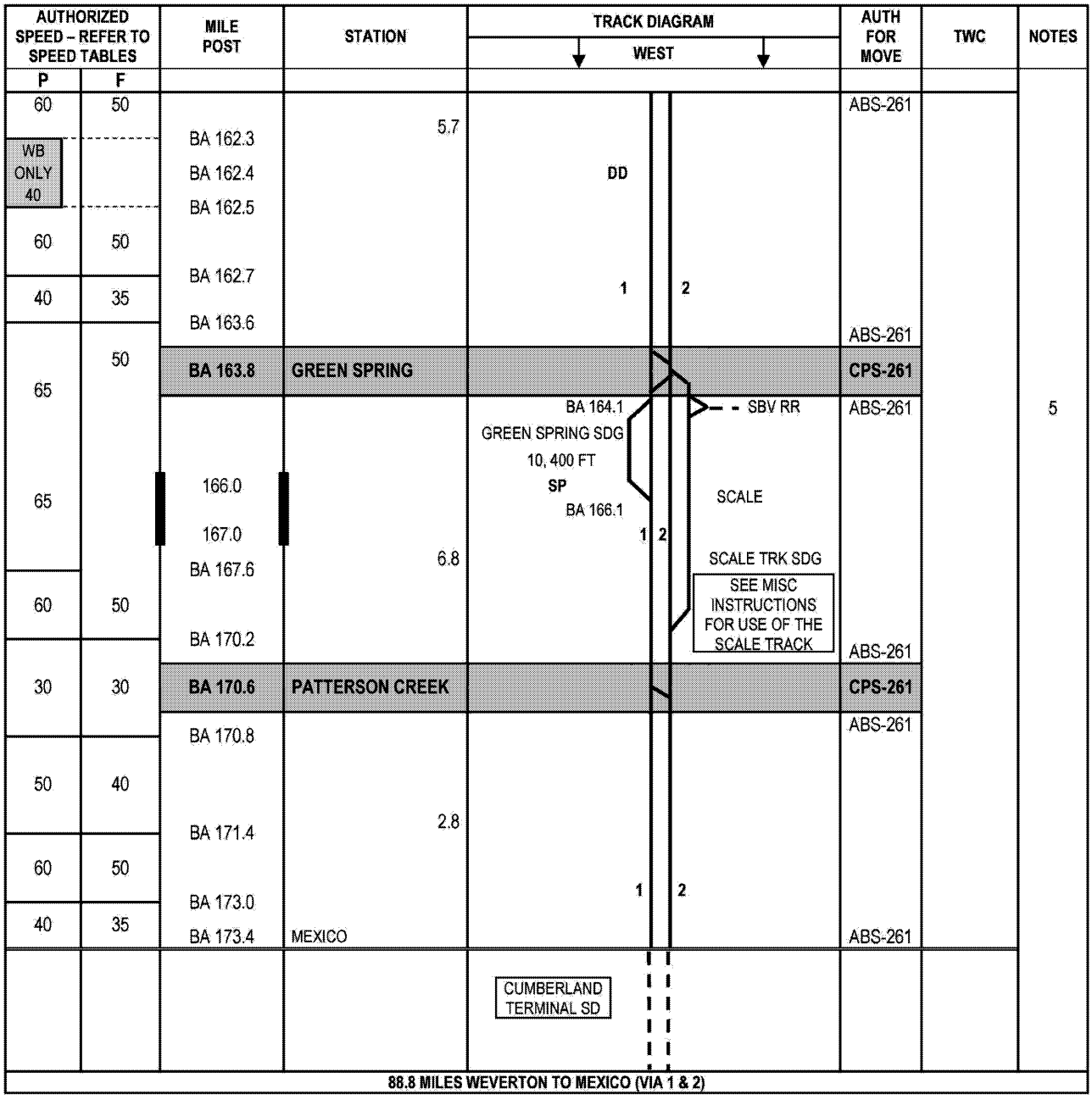
CUMBERLAND SUBDIVISION - CU

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST			
P	F						
45		**BA 99.8**	**MARTINSBURG**	FROG HOLLOW IT	**CPS-261**		3
	40	BA 99.9	MARTINSBURG (P)	1 2	ABS-261		4
40			1.1				
		BA 100.8					2
50	45	BA 100.9	CV CONNECTION				
		BA 101.2	3.1				
60	50						
		BA 102.9					
50	40						
		BA 103.2					
60	50	BA 104.0	PEARSON YARD				2
			1.0		ABS-261		
		BA 105.0	**WEST CUMBO**		**CPS 261**		
50	50	BA 105.8			ABS-261		
50	40	BA 106.1					
60	50	BA 108.2		4 1 2			
40	35		8.6				
		BA 108.5					
45	40	BA 110.8					
40	35	BA 111.1		LURGAN SD			
45	40						
		BA 111.6			ABS-261		
65	50	**BA 113.6**	**CHERRY RUN**		**CPS-261**		
65		BA 114.2			ABS-261		
50							
		BA 114.7					
60							
		BA 115.8	9.5				
65		BA 117.4		DD 1 2			
		BA 122.7					
60				BERKELEY SPRINGS IT	ABS-261		
		BA 123.1	**HANCOCK**		**CPS-261**		4
60	50			SSDG 10,500 FT SP	ABS-261		
		BA 124.5	2.0				
50	40						

CUMBERLAND SUBDIVISION - CU

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST ↓	WEST ↓			
P	F							
50	40	BA 125.0				ABS-261		
65	50	**BA 125.1**	**GRASSHOPPER HOLLOW (CP NO 1)**			**CPS-261**		
		BA 126.1				ABS-261		
	35							
40		BA 126.5						
	40			1	2			
		BA 127.5						
65								
	50	BA 129.2						
60								
		BA 130.7	14.3					
55	45							
		BA 131.5						
65	50	BA 133.5		DD				
		BA 134.8						
50	45							
		BA 136.0						
40	35							
		BA 136.5						
50	40							
						ABS-261		
		BA 139.4	**ORLEANS ROAD**			**CPS-261**		
50	40	BA 142.6				ABS-261		
55	50							
		BA 146.2						
	45							
55		BA 146.7						
50	45							
		BA 147.0						
40	40		12.9					
		BA 147.3						
60	50							
								6
		157.0						
		158.0				ABS-261		
		BA 158.1	**OKONOKO**			**CPS-261**		
60		BA 159.1						
55								
		BA 159.4						
60	50			1	2	ABS-261		

CUMBERLAND SUBDIVISION - CU



STATION PAGE NOTES

NOTE 1: Obtain permission from the NS dispatcher in Roanoke before using the delivery track beyond the east end clearance point. Telephone is on the pole at the Northwest end of the building at Shenandoah Junction.

NOTE 2: Eastbound trains on either main track at Pearson Intermediate signal BA 103.7, that receive signals less than clear will STOP before fouling Stewarts Road Crossing BA 100.7 unless otherwise instructed by BB Train Dispatcher.

NOTE 3: Refer to miscellaneous instructions for working Frog Hollow I.T.

NOTE 4: Berkeley Springs industrial track will be used on permission of the train dispatcher. Do not exceed 5 mph between Hancock and West end Bridge No. 5 on the industrial track.

NOTE 5: A shoving platform is kept on the east wye at Green Spring for use by crews shoving to the interchange track on the South Branch Valley RR.

NOTE 6: Distance between MP 149.0 and 155.0 is 1,271 feet. Milepost 150.0 to 154.0 are not used.

CUMBERLAND SUBDIVISION - CU
NO 4 TRACK (BAQ)

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			WEST			
40		BAQ 11.6	WEST CUMBO		CPS 261		
			10.8	BB DISP 94-4 RD - 08 4 1 2 LURGAN SD	ABS-261 ABS-261		
40		BAQ 0.8	CHERRY RUN		CPS-261		
10.8 MILES WEST CUMBO TO CHERRY RUN							

CUMBERLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - CUMBERLAND

Trk	MP/Location	P	F
Both	BA 78.8 - 79.7	40	35
Both	BA 79.7 - 80.5	50	40
Both	BA 80.5 - 81.0	60	40
Both	BA 81.0 - 81.8	45	40
Both	BA 81.8 - 83.3	40	35
Both	BA 83.3 - 85.3	45	40
Both	BA 85.3 - 88.4	60	50
Both	BA 88.4 - 89.0	50	40
Both	BA 89.0 - 91.3	65	50
Both	BA 91.3 - 91.6	50	40
Both	BA 91.6 - 95.9	65	50
Both	BA 95.9 - 96.7	50	40
Both	BA 96.7 - 97.0	45	40
Both	BA 97.0 - 98.7	65	50
Both	BA 98.7 - 99.9	45	40
Both	BA 99.9 - 100.8	40	40
Both	BA 100.8 - 101.2	50	45
Both	BA 101.2 - 102.9	60	50
Both	BA 102.9 - 103.2	50	40
Both	BA 103.2 - 105.0	60	50
Both	BA 105.0 - 105.8	50	50
Both	BA 105.8 - 106.1	50	40
Both	BA 106.1 - 108.2	60	50
Both	BA 108.2 - 108.5	40	35
Both	BA 108.5 - 110.8	45	40
Both	BA 110.8 - 111.1	40	35
Both	BA 111.1 - 111.6	45	40
Both	BA 111.6 - 114.2	65	50
Both	BA 114.2 - 114.7	50	50
Both	BA 114.7 - 115.8	60	50
Both	BA 115.8 - 122.7	65	50
Both	BA 122.7 - 124.5	60	50
Both	BA 124.5 - 125.0	50	40
Both	BA 125.0 - 126.1	65	50
Both	BA 126.1 - 126.5	40	35
Both	BA 126.5 - 127.5	40	40
Both	BA 127.5 - 129.2	65	50
Both	BA 129.2 - 130.7	60	50
Both	BA 130.7 - 131.5	55	45
Both	BA 131.5 - 134.8	65	50
Both	BA 134.8 - 136.0	50	45
Both	BA 136.0 - 136.5	40	35
Both	BA 136.5 - 142.6	50	40
Both	BA 142.6 - 146.2	55	50
Both	BA 146.2 - 146.7	55	45
Both	BA 146.7 - 147.0	50	45
Both	BA 147.0 - 147.3	40	40
Both	BA 147.3 - 159.1	60	50
Both	BA 159.1 - 159.4	55	50
Both	BA 159.4 - 162.3	60	50
Both	BA 162.3 - 162.5 -- (EB)	60	50
Both	BA 162.3 - 162.5 -- (WB)	40	40
Both	BA 162.5 - 162.7	60	50
Both	BA 162.7 - 163.6	40	35
Both	BA 163.6 - 167.6	65	50
Both	BA 167.6 - 170.2	60	50
Both	BA 170.2 - 170.8	30	30
Both	BA 170.8 - 171.4	50	40
Both	BA 171.4 - 173.0	60	50
Both	BA 173.0 - 173.4	40	35

AUTHORIZED SPEEDS - - NO 4 TRACK (BAQ)

Trk	MP/Location	F
4	BAQ 11.6 - 0.8	40

ADDITIONAL SPEEDS (SP) - - CUMBERLAND

Location	Track Type	P	F
BA 123.1 - 125.1	SSDG	25	25
BA 164.1 - 166.1	SDG	15	15

GR-1 GENERAL REGULATIONS

All local and yard crews that report for duty at Pearson Yard must contact the yardmaster at Brunswick before relieving themselves of duty. No crew member will leave the property until the yardmaster at Brunswick has released the entire crew.

14 ENGINE BELL AND HORN SIGNALS

1. Passenger Stations

Engine horn will be sounded 2 long sounds approaching passenger stations between 0500 and 2100 hours, beginning approximately 1,100 FT from the station. Additional warning will be sounded as necessary. At other times the whistle will not be sounded at passenger stations unless people are present.

2. Sleepy Creek - Sound horn 14(L) at Sleepy Creek Road Crossing, BA 117.4.

96 OTHER THAN MAIN TRACK

1. Shenandoah Junction

Interchange track must not be used without permission of the NS dispatcher.

100 HIGHWAY-RAIL GRADE CROSSINGS

River Rd, Hancock

River Rd has a radio controlled activation device. Train crews or other employees occupying the crossing may set their radio to AAR Channel 45 and enter the activation code 653 to start the lights flashing. The lights will continue to flash for 30 seconds, and if the island detection circuit has not been occupied within 30 seconds, the lights will turn off. If a train occupies the island circuit, the lights will not time-out until the train clears the circuit. Train crews may use the radio control to activate the flashing lights while approaching the crossing, but must ensure the lights have been flashing continuously for a minimum of 20 seconds and the way is seen to be clear before occupying the crossing.

103 SWITCHING

1. VERIFORM

When spotting cars at Veriform, do not allow knuckle of rear car to be any closer than 25 feet to the end of track and or bumper block.

104 HANDLING SWITCHES

1. NS Running Track and NS Delivery at Shenandoah Jct.

Switches will be left lined for NS Running (main) track.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1281 through 1298 are in effect on the Cumberland subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BA 75.6	Brunswick	Continuous	08, 94-4	Wayside
BA 99.0	Clear Spring			
BA 150.0	Town Hill			
BA 185.0	Dans Rock			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BA 95.6	Van Clevesville	1	NONE
BA 117.4	Sleepy Creek	1	NONE
BA 133.5	Great Cacapon	1	NONE
BA 162.4	South Branch	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Yard Switching Standards for Air Brakes

Pearson Yard: all switching will be performed with air brakes on all cars.

5559 - STEEP GRADE (1% OR MORE) TRAIN HANDLING

Frog Hollow Method of Operation

The prescribed method for trains with less than 20 cars traversing the Frog Hollow Industrial Track will be as follows:

Prior to descending the grade from NA Tower (BA 99.8) Capital Cement:

1. Ensure train is fully charged.

2. Make at least a 10 PSI automatic brake pipe reduction before starting descent.

3. Use the throttle modulation method Rule 5504A to start the train.

4. When train is started, make additional brake pipe reductions as necessary.

5. Supplement with the dynamic brake in order to maintain train speed of 10 MPH or less while descending the remainder of the grade.

6. Comply with Rules 5505A and 5505B with regard to the use of the independent brake.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BA 81.3	Harpers Ferry Tunnel	Loaded double stack equipment, loaded with double stack cars	Must not exceed 15 mph on No. 1 or No. 2 track
BA 98.7	Kelly Island IT	6-Axle Locomotives	Prohibited
BA 99.8	Frog Hollow IT		
BA 122.9	Berkley Springs IT		

7. CLOSE CLEARANCE

MP	Location	Remark
BA 94.6	Quebecor Printing	Against the dock
BA 98.7	Martinsburg - Continental Brick	Against the dock
BA 99.8	Frog Hollow, IT - Essroc	Shaker
BA 103.7	Pearson - General Motors	Inside building
BA 105.0	Cumbo - Gquad Graphics	In the Plant
BA 123.1	Berkley Springs, IT - US Silaca	In the Plant

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BA 98.7	Martinsburg	Kelly Island Industrial Track
BA 99.8	Martinsburg	Frog Hollow Industrial Track
BA 123.1	Hancock	Berkley Springs Industrial Track

During the days and hours of commuter train operations, avoid blocking passenger stations at the following locations:

Duffields, BA 87.9, when operating on #2 track.

Martinsburg, BA 99.9, when operating on #2 track.

NOTE: If your train will unavoidably block any of these specific locations, contact the train dispatcher for further instructions.

Green Spring Scale Track Siding

The scales are bi-directional and will weigh eastbound or westbound. Eastbound and westbound trains entering Scale Track siding will weigh unless otherwise instructed.

When the lead engine fouls the 200 ft. approach sign, the scale will turn on and transmit "CSX Green Spring scale is ready." Speed must be maintained between 4.5 and 9 MPH. Train speed will be transmitted after every 5th car when above speed is maintained. If train speed is increased over 8.5 MPH, the speed will be transmitted after every car. If train speed increases to over 9 MPH, the scale will stop weighing. Train must be stopped and crew will contact the Control Station for instructions.

If the train is to be re-weighed, it must be backed up clear of the 200 ft. approach sign before starting to weigh.

If the scale fails at any time during weighing, it will transmit "Scale has Failed." If this occurs, contact the Control Station. When train has completed weighing, the scale transmits "CSX Green Spring scale is clear X X X total cars."

When trains being weighed STOP on the scale for any reason before weighing is completed, a member of crew will contact Control Station, giving number of cars standing on scale and location of car in train from head end. A member of crew will be advised by Control Station whether or not to back off and re-weigh or proceed without backing up. Failure or irregularities in the operation of audible speed indicators, or any other condition, must be immediately reported to the Control Station.

Speeds on Scale siding track:

The scale track siding between Patterson Creek and a point 349 feet west of the scale is 25 mph. From the sign to the east end at Greenspring, the speed is 15 mph.

Movement on the scale itself is limited to 10 mph if not weighing or to the speeds listed above for in-motion weighing.

Confirm Weighed

Confirm that train is weighed.

It should take no longer than 30 minutes from the time the train is weighed until weights are confirmed by the Weigh Master. Contact the Train Dispatcher to confirm that the train is weighed or call the Weigh Master directly at 904-279-5375.

Contact the Weigh Master if the train is to back over the scale from Greenspring, as he may not be aware of the movement.

The only reader situated near the scale is at Patterson Creek. If the train is not weighed within an hour after passing Patterson Creek, then the Weigh Master has not been notified.

Hand operated switches on the siding must be left lined and locked for straight track movement after being used.

BA 169.3 Farmer's Crossing – Westbound trains that receive a signal at Dan's Run requiring them to be prepared to stop at Patterson Creek must stop 200 feet east of the Farmer's Crossing at BA 169.3 until the dispatcher gives permission for the train to proceed.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BA 81.9	Potomac St	144585B
BA 84.9	Bakertown Pike	144587P
BA 86.1	SR 230	144588W
BA 87.9	Shepherdstown Pike	144590X
BA 88.9	Ridge Rd	144591E
BA 89.3	Warm Spring Rd	144592L
BA 90.0	Luther Jones Rd	144593T
BA 94.4	Fulks Rd	144599J
BA 95.2	Vancleavesville Rd	144600B
BA 95.7	Shepherdstown Rd	144601H
BA 97.3	Blairton Rd	144602P
BA 98.1	Flaggs Rd	144603W
BA 100.7	Stewart Rd	144609M
BA 106.5	Newtown Rd	144617E
BA 107.4	Spring Mills Rd	144619T
BA 109.8	Beards Rd	144624P
BA 139.3	Doe Gully	144645H

CUMBERLAND TERMINAL SUBDIVISION - C3

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST			
P	F			CUMBERLAND SD 1 2			
60	50	**BA 173.4**	**MEXICO**	PPG LEAD; BB DISP 94 – 4 RD – 08	**CPS-261**		3
50	45	BA 174.4		1 2			
60	50	BA 174.6	2.3	CUMBERLAND YARD YDMSTR – 08 & 70	ABS-261		
		BA 175.5					
55	55	**BA 175.7**	**WEST HUMP (CP NO.2)**		**CPS-261**		1
60	50	BA 176.1	1.3		ABS-261		
		BA 176.7					
40	35	**BA 177.0**	**VIRGINIA AVE**		**CPS-261**		4
		BA 178.2	1.3				
		BA 178.3	CUMBERLAND (P)		ABS-261		
25	25		0.6	1 2			
		BA 178.6	BALTIMORE ST				
1	SINGLE	BA 178.8					2
20	2	**BA 178.9**	**VIADUCT JCT**		**CPS-261**		5
	25	BA 179.0= BF 178.5					3
10	10						
10	10	BF 179.1	0.6	BF BA; KEYSTONE SD	ABS-261		
20	20	**BA 179.5**	**BEALL ST**		**CPS-261**		3
				MOUNTAIN SD HUNTINGTON DIV			
6.1 MILES MEXICO TO BEALL ST							

STATION PAGE NOTES	
NOTE 1:	The Yardmaster at the West Hump controls all movements on the North Lead and 1 Yard, including crossover movements. The signals at Virginia Ave., when set as switching signals, will restore to restricting for switching movements.
NOTE 2:	Trains departing the yard at Viaduct Jct. must not foul the Amtrak station or Baltimore Street unless advised that the dispatcher will take the train. When departing at Viaduct, crews will advise the Yardmaster of their departure.
NOTE 3:	Arriving freight trains must contact the Yardmaster at the West Hump for instructions prior to entering the yard.
NOTE 4:	Trains using other than main tracks at Virginia Ave. must not foul switches without permission of the Yardmaster, West Hump.
NOTE 5:	Mileposts at Viaduct Jct: EAS Viaduct Jct. is BF 178.6; within Viaduct Jct. BF 178.5= BA 179.0; WAS Viaduct Jct. is BA 178.8

CUMBERLAND TERMINAL SUBDIVISION - C3
BF MILEPOSTS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1	2						
							1
20	25	BF 178.5	0.4	1 2 SP TO & FROM MOUNTAIN SD	CPS-261		3 2
10	10	BF 178.6		BF BA			
		BF 178.9		KEYSTONE SD	ABS-261		
				MOUNTAIN SD HUNTINGTON DIV			2
0.4 MILES BF 178.5 TO BF 178.9							

STATION PAGE NOTES	
NOTE 1:	Trains departing the yard at Viaduct Jct. must not foul the Amtrak station or Baltimore Street unless advised that the dispatcher will take the train. When departing at Viaduct, crews will advise the Yardmaster of their departure.
NOTE 2:	Arriving freight trains must contact the Yardmaster at the West Hump for instructions prior to entering the yard.
NOTE 3:	Mileposts at Viaduct Jct: EAS Viaduct Jct. is BF 178.6; within Viaduct Jct. BF 178.5= BA 179.0; WAS Viaduct Jct. is BA 178.8.

CUMBERLAND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - CUMBERLAND TERMINAL

Trk	MP/Location	P	F
Both	BA 173.4 - 174.4	60	50
Both	BA 174.4 - 174.6	50	45
Both	BA 174.6 - 175.5	60	50
Both	BA 175.5 - 176.1	55	50
Both	BA 176.1 - 176.7	60	50
Both	BA 176.7 - 178.2	40	35
Both	BA 178.2 - 178.8	25	25
Both	BA 178.8 - 179.0	20	25
SG	BA 179.0 - 179.5	20	20

AUTHORIZED SPEEDS - - BF MILEPOSTS

Trk	MP/Location	P	F
1	BF 178.5 - 178.6	20	20
2	BF 178.5 - 178.6	25	25
Both	BF 178.6 - 178.9	10	10

ADDITIONAL SPEEDS (SP) - - CUMBERLAND TERMINAL

Location	Track Type	P	F
BA 178.9 - 178.9	TO	10	10

ADDITIONAL SPEED RESTRICTIONS

Cumberland Scales - 5 MPH

Secondary Retarders - 5 MPH for engine movements only

Underpass - 5 MPH for engine movements only

Engine Load Testing track - Track 6 1/2 - 30 MPH When load testing by Mechanical Personnel. All other movements in compliance with Rule 46.1.c

31 Crossovers - 5 MPH

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
BF 178.5	Knox	Continuous
BA 178.6	Baltimore St	
BF 178.7	Valley St	
BF 178.8	Pear St	
BF 178.9	Franklin St	

All trains will ring engine bell continuously while approaching and passing crossings. The standard crossing warning signal rule 14(L) shall NOT be sounded with the engine horn within these limits, except in cases of emergency. All other operating rules that require the engine horn to be sounded will remain in effect.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Rd Crossings – Every reasonable effort must be made to not block any road crossing in the city of Cumberland, Maryland. Cumberland city code states that no train will prevent the use of any street for the purpose of travel for a period of time longer than five (5) minutes.

2. BA 178.6 Baltimore St – Freight Track is equipped with motion detectors. No. 1 yard has no grade crossing warning device (Rule 100-B, 1 will apply). City track is equipped with an island circuit only, extending 100 feet from crossing in an east and west direction (Rule 100-B will apply).

3. Yard Rd Crossings – Employees must protect yard road crossings from a point where they will be able to stop all traffic until the leading end of movement covers the crossings.

All vehicle movement in Cumberland Yard should use designated roadways looking out for train movement and observe speed limit signs.

104 HANDLING SWITCHES

NORTH AND SOUTH LEAD SWITCHES

The switch on the South Lead at the air compressor will be lined to prevent a conflicting movement with the North Lead.

SWITCHES AT VIRGINIA AVE.

The yard switches at Virginia Ave. will be left lined as last used or as instructed by the Yardmaster, West Hump.

SWITCHES AT THE UNDERPASS

A. The switch from the open track to the underpass will be left lined for the open track.

B. The switch from the underpass to the bypass will be left lined for the bypass.

Only engines will be operated through the underpass, and they will not exceed 5 MPH.

REMOTE CONTROL SWITCHES (RCS)

RADIO CONTROL POWER ASSISTED SWITCHES (PAS)

Radio Control Power Assisted Switches (PAS) are installed at the following locations and instructions governing this type of switch installation are found in Division Special Instructions.

MP	Location	Switch Inquire	Switch Normal	Switch Reverse
BA 177.0	Crossover No.1	#15	#11	#13
BA 177.0	Crossover No.2	#25	#21	#23
BA 177.0	Crossover No.3	#35	#31	#33
BA 177.0	Crossover No.4	#45	#41	#43

Crossover No.1 is from 1 to 3 yard.

Crossover No.2 is from North Lead to Open Track.

Crossover No.3 is from Open Track to Freight Track.

Crossover No.4 is from Freight Track to Yard Lead.

Normal position is for straight track movement.

Reverse position is for diverging track movement.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on Cumberland Terminal Subdivision.

351 TESTING THE CAB SIGNAL APPARATUS

CAB SIGNAL DEPARTURE TESTS

Trains originating at Cumberland and destined to the RF&P must have tested train control units on the head end. When units are tested, and the test fails, the yardmaster and dispatcher must be advised.

CAB SIGNAL TEST SLIPS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed / transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
BA 173.0	Cumberland	Yard on post at the east end of the Open Track East
BA 173.4	Cumberland	Mexico on post at east end of old Mexico Tower
BA 175.8	Cumberland	West Hump wall on the first floor
BA 176.0	Cumberland	Main office building - on the wall by the east end landing

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BA 175.7	Cumberland Terminal	Continuous	08, 70	Terminal
BA 176.9				
BA 178.0				

913 REMOTE CONTROL ZONES

Remote Control Zones

Remote Control Operations at the west end of Cumberland yard.

1. RCO Zones (RCZ) west end of Cumberland Yard
A) Name and location of RCZ's:

North Zone
1 -18 class ladder and leads (Clearance Point) west to a point 10 feet east of the safety walkway. Middle crossover, middle to 5 crossover, air compressor crossover and Vint St. crossover switches are lined and locked straight for movement on the north zone. Class 1 through 5 lined and locked for the lead.

South Zone
19 - 30 class ladder and leads (clearance point) west to a point 10 feet east of the safety walkway. Middle crossover, air compressor crossover and Vine St. Crossover switches are lined and locked straight for movement on the south zone. Open track west switch lined and locked for south zone.

1 Yard Zone
1 yard zone starts 115 feet west of ED signal bridge west to a point 415 feet west of interstate 68 bridge. West end switches lined and locked away from entrance to 1 yard.

3 Yard Zone
3 yard zone starts 115 feet west EB of signal bridge west to a point 110 feet west of Interstate 68 bridge. 2 yard east end switch lined and locked straight for movement on 3 yard. West end switches lined and locked away from entrance to 3 yard.

Locks used are private locks, key is under control of the West Hump Trainmaster.

B) RCZ signs marking the limits of the zones are placed as follows:

North Zone - Adjacent to north track 10 feet east of safety walkway
South Zone - Adjacent to south track 10 feet east of safety walkway

West End of 31 crossover.

West End of open track west.

Due to clearance limitations, signs will not be displayed on east end of north and south RCZS.

1 yard zone west end - Adjacent to 1 yard track 415 feet west of Interstate 68 bridge.

1 yard zone east end - Adjacent to 3 yard track 115 feet west of EB signal bridge

3 yard zone west end - Adjacent to 3 yard track 110 feet west of Interstate 68 bridge.

3 yard east end - Adjacent to 3 yard track 115 feet west of EB signal bridge.

The RCZ zones are established and the designated RCZ is activated when:

1) RCOF has secured permission from yardmaster.

2) The assigned class track has been pinned out by the hump.

3) Road crossings must be made inaccessible.

4) The RCOF or properly attached crew member will line all switches into the designated class track to insure route is lined when ready to pull.

Yardmaster must document RCZ information on prescribed form entitled "Cumberland Yard Activated Zone Log." RCOF in charge of RCZ will be referred to by RCOF name, engine number, and zone name.
Example: "RCOF Foreman Smith, Engine 8253 in North

Zone."
Signs will be displayed continuously unless RCZ is removed from service. In order for RCZ to be removed from service:

A) RCZ must be clear

B) Yardmaster must job brief all trimmer crews that designated zone is out of service

C) Appropriate zone sign is closed

2. North zone, south zone, No. 1 yard zone, and No. 3 yard zone.
PSP, Positive stop protection equipment is installed on north zone, south zone, 1 yard zone and 3 yard zone.
PSP, Positive stop protection, is installed on the north zone and south zone. This PSP area starts 2950 feet west of the 19 lead switch. The "9 MPH" puck is located 3100 feet west of the 19 Lead Switch and the stop point, "0 MPH" puck, is located 350 feet east of the safety walkway.
PSP, positive stop protection, is installed on the 1 yard zone, and No. 3 yard zone. The PSP area starts 110 feet west of the signal bridge. The "9 MPH" puck is located 260 feet west of the EB signal bridge and the stop point, "0 MPH" puck, is located 420 feet east of the Interstate 68 bridge.

A) The following conditions will relieve remote control operators from point protection on the north zone, south zone, 1 yard zone and 3 yard zone.

1) Locomotive - PSP locomotives must be leading unit in pullback direction. PSP equipment is installed on the following Cumberland RCL locomotives.
CSXT 2221 - CSXT 2507 - CSXT 8249 - CSXT 8253

2) Locomotive - must be set up as a RCL and linked to at least 1 OCU. The GPS override must not be activated. If it becomes necessary to override GPS, point protection must be provided.

3) Operators - must verify that the RCL is responding to transponders (Pucks) at the beginning of each shift unless a crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP zone and has traversed over the first two pucks. Any exceptions of locomotive not properly reading pucks must be reported to yardmaster. While the RCO is verifying the PSP system, they will also notify the yardmaster that the tracks are clear.

4) Speed selector settings - While operating in the PSP area, the operator will match the speed commands received on the OCU. (I.E. 7, 4, stop etc.). The operator must not use the coast or coast B command while operating in the PSP area.

5) Radio Channel - All trimmer crews will operate on designated radio channel, currently channel #70.

6) Switches Locked- 2 Yard East End Switch.
West end switches lined and locked away from entrance to 1 yard and 3 yard. Prior to yardmaster allowing these switches to be unlocked, all trimmer crews must be job briefed concerning which track(s) are involved and point portection must be provided until switches are relocked and track(s) are verified to be clear.
Locks used are private locks, key is under control of the West Hump Trainmaster.

B) When pulling west in to the north zone from class 1, 2, 3, 4, or 5 tracks, head end protection must be provided and the PSP system overridden to proceed past the "Illegal Exit" pucks placed on those tracks.

C) RCOF instructions at the west end of Cumberland Yard RCO, with activated zone:

Prior to proceeding west from the north or south zone the following is required:

Permission from yardmaster to occupy switches at Virginia Ave., and verification of zone to be used.

OPERATOR CONTROL ZONE

An Operator Control Zone (OCZ) is established in Cumberland Terminal and the Operator Control Zone limits are identified as follows:

A. The limits are the Eastward Absolute Signals at Mexico to the clearance points on the West End of the affected track in the Receiving Yard. Only the track occupied by the RCL, with blocking applied by the dispatcher, is considered an active zone. Inbound movements to other receiving yard tracks are not affected.

Instruction for train, engine and on-track equipment movements arriving Cumberland Terminal.

All inbound train, engine or on-track equipment movements arriving Cumberland Terminal will not proceed without contacting the Yardmaster, West Hump to determine if the remote control zone is activated.

RCO Operators
When on or about tracks, RCO operators, having to view the “Status Display” or positions of any switches on the OCU will do so from a stationary position only.

1) Track Protection

A) Humping Instruction for RCO operations.

Upon commencing the initial shove of a track in the receiving yard (WR1 through WR8) by RCO hump job, to the hump, Dispatcher will provide protection by lining away the switches connected to the entrance to affected track and will record and communicate to the RCO operator the track and time blocking protection is provided. The permission will be done by radio communications between RCO operator and Dispatcher clearly identifying the track or tracks being requested and time protection is provided. Also, RCO operator must report clear of the affected track or tracks and the time given back to the Dispatcher.

B) Making reverse move in eastward direction.

Eastward moves may be made without head end protection in the zone only after the zone has been established and as long as the hump cut is pulled no further east than just in the clear of the receiving track.

2) Head End Protection

On initial moves eastward to the receiving yard, head end protection must be provided.

3) All reverse movements, after clearing the zone, must provide head end protection.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-17 BRAKE STICK

The use of brake sticks in Cumberland Terminal is mandatory for all T&E employees. In the event a brake cannot be released with proper use of a brake stick, the mechanical department will be notified for assistance.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Cars with less than 2000 tons require no cars with air;

Cars with 2000 to 4000 tons require 5 cars with air;

Cars with 4001 and above require 10 cars with air.

5600 - HELPER SERVICE

Helper Link Operation

Engineers working helper assignments involving Helper Links will find instructions regarding Helper Link set-up and operation in Baltimore Division Special Instructions.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BA 178.0	Cumberland Terminal	All Equipment over the live rails of the scale	Do not exceed 5 MPH
BA 178.0		Engines operated through the secondary retarders	
BA 178.0	Cumberland Terminal Master Retarders	Engines other than designated yard engines	Must not operate through retarders.

7. CLOSE CLEARANCE

MP	Location	Remark
BA 178.0	Locomotive Shop	Oil Spot tracks
BA 178.0	SO Yard	Tracks 1 through 6
BA 178.0	Castle Siding	At ballast dump area

8. MISCELLANEOUS

A) Cumberland – Yarding Instructions

1) Westbound trains exiting at Viaduct must not foul Baltimore Street without knowledge that the dispatcher will take the train. Notify yardmaster when departing.

2) Westbound trains departing on 1 or 2 main tracks must not foul Baltimore St. or the Amtrak station without knowledge that the dispatcher will take the train.

3) All trains yarding in the receiving yard at Cumberland Terminal, tracks WR1 through WR8, must spot and secure their train on the west end of the track, unless otherwise instructed.

B) Inbound Power to Service Tracks

a) Do not contact the service track foreman (STF) until your consist has “arrived” and “stopped” at Shuman’s derail.

b) Contact the service track foreman on Radio Channel #36

c) Request permission to enter the servicing area. Once contact is made, the STF will ask the inbound crew to verify whether the derail is in the “off” position and has the oscillating blue light changed to amber? Once this information is verified, permission will be granted to move onto one of the inbound tracks. (Note: If you are requested to place power onto number two (2) inbound, do not foul the crossover switch for number one (1) or number three.(3) inbound tracks).

d) Once your consist has cleared the derail, properly ‘tie-down’ your engine(s), immediately contact the SFT and notify him/her you are in the clear of their derail. (Note: If other engines are occupying the same track, do not couple to the power).

e) Do not handle your consist beyond the derails on the inbound tracks to the pit without the Ready Track Foreman’s permission. Do not couple to locomotives already on the pit.

C) Outbound Power from Service Track:

a) Go to STF office to get power assignment and its location.

b) When in service track area always wear hearing protection and safety glasses.

c) Go to outbound tracks and retrieve your consist.

d) Once your consist is retrieved and you are ready to depart, contact the STF on Radio Channel #36 to receive further instruction.

e) The STF will ask to verify whether the derail is in the “off” position and has the blue oscillating light changed to amber. Once this information is verified, permission will be granted

to move off the outbound track(s).

f) After clearing the derail(s), contact the STF and notify him/ her that your consist is in the clear of their derail.

D) Humping Cars

When humping cars at Cumberland Terminal, the maximum number of cars in a draft that may be released off of the hump through either the master or secondary retarder will be according to the switch list generated by Jacksonville.

If any questions regarding these instructions, contact the trainmaster on duty and be governed accordingly.

E) East end of Bowl

Moving cars at the east end of the bowl, tracks 1 through 32, will be done in accordance with the following:

No more than 3 loads or 5 empties may be cut off in motion.

When it becomes necessary to move more cars than is outlined above, cars will be shoved to rest prior to separating locomotive.

Prior to coupling or stretching one of the above tracks eastward, it must be ascertained that the affected track is in the clear on the west end and hand brakes have been released.

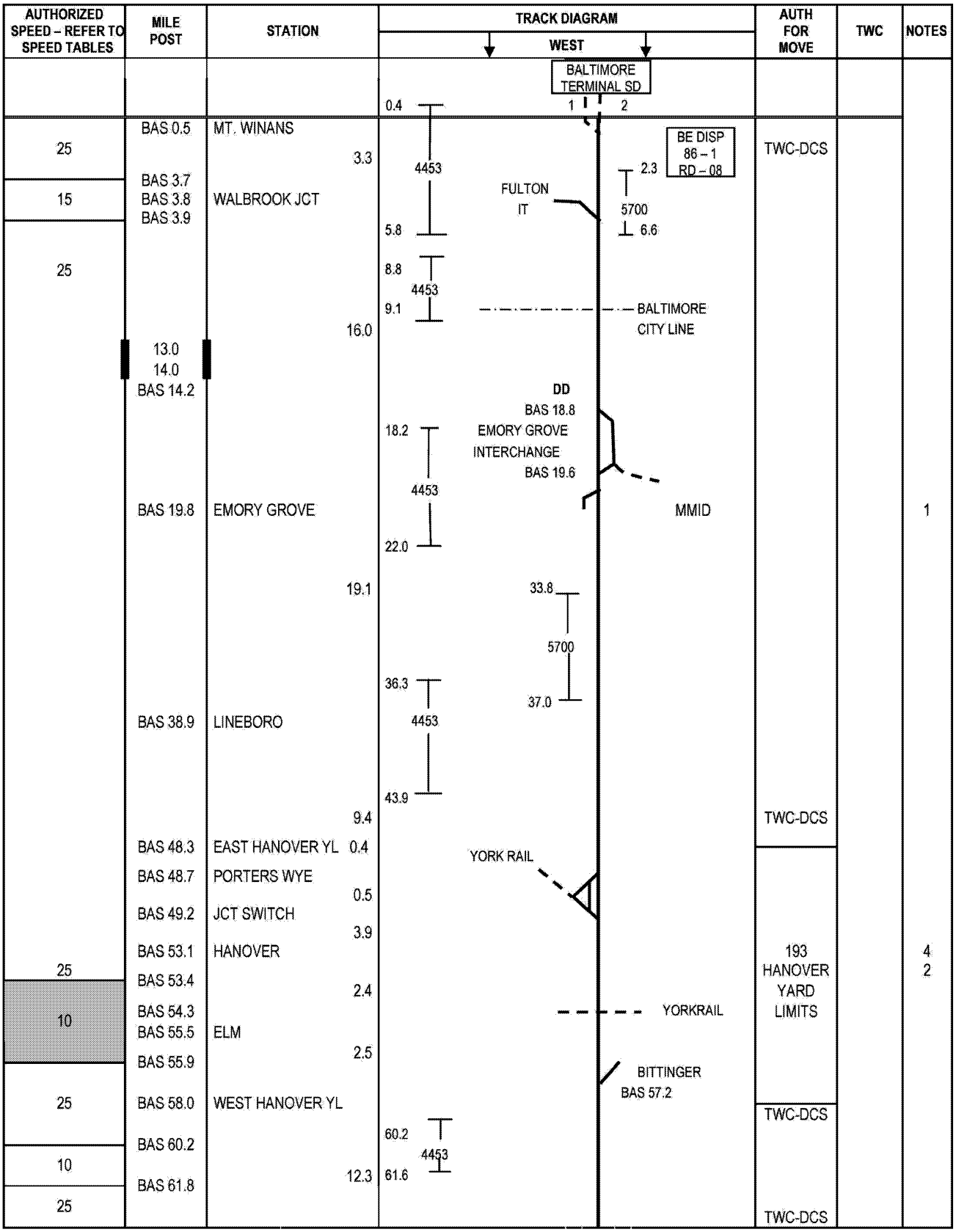
When coupling or stretching track W32, after coupling locomotive, the entire track will be walked and checked for bypassed or locked couplers. If this condition exists, the mechanical department will be notified and track will not be moved.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

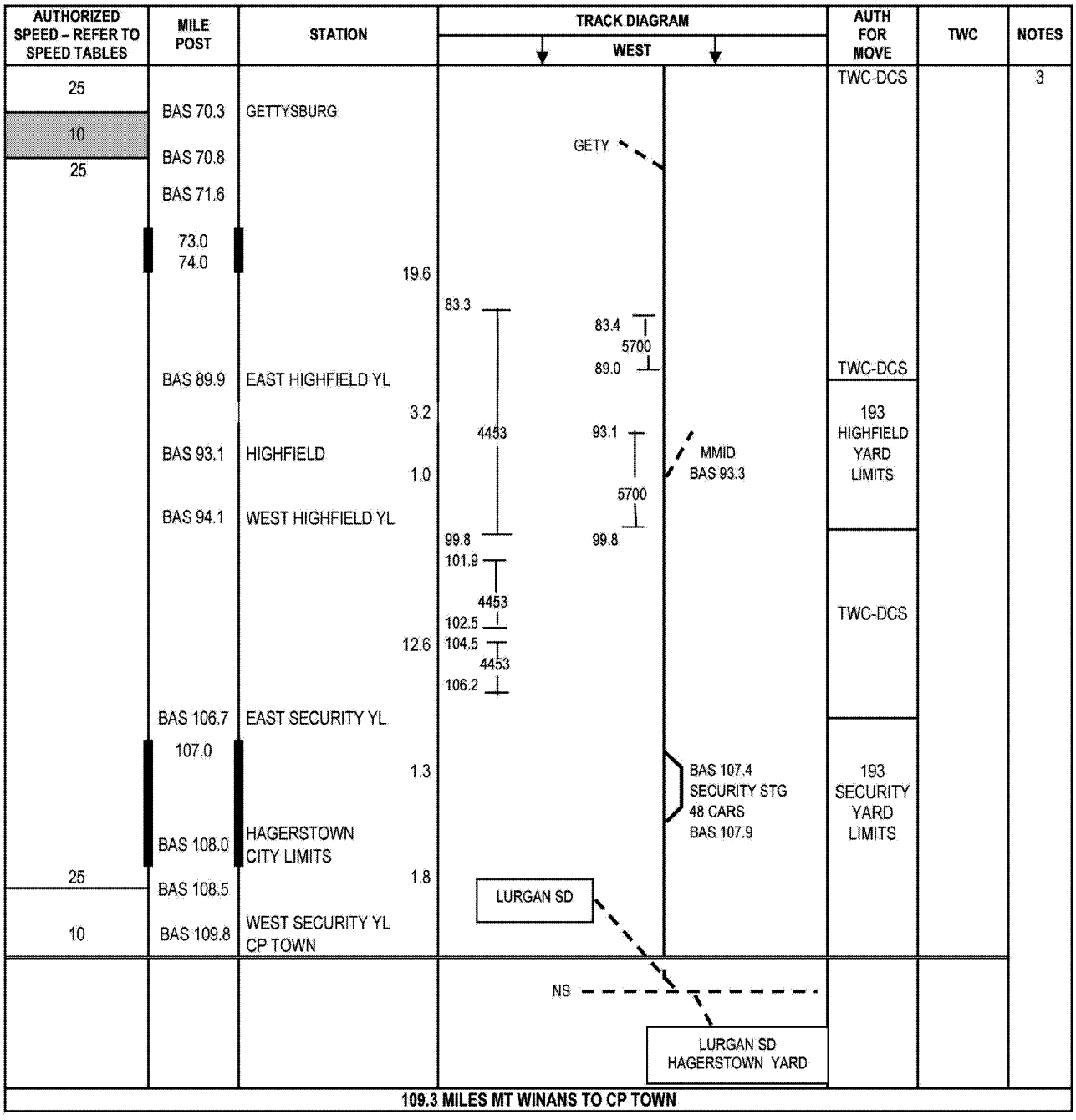
MP	Location	DOT#
BA 178.6	Baltimore St	144684Y
BF 178.6	Knox St	145050P
BF 178.8	Valley St	145051M
BF 178.9	Pear St	145052U
BA 179.6	Beall St	144694E
BA 179.9	Franklin St	145053B

NOTES

HANOVER SUBDIVISION - HV



HANOVER SUBDIVISION - HV



STATION PAGE NOTES	
NOTE 1:	Storage tracks at Emory Grove are designated interchange tracks between CSX and Maryland Midland Railroad (MMID). MMID engines and trains may use CSX tracks from BAS 17.4 to BAS 21.0 for the purpose of interchange. When setting off cars to the Maryland Midland RR, interchange track at Emory Grove, BAS 20.0, shove the cars east of the east crossover.
NOTE 2:	Trains and engines must approach crossing at BAS 54.3 prepared to STOP and may proceed if no conflicting movement is evident.
NOTE 3:	STOP and flag Shealer Rd, BAS 68.9 when switching in Camp Siding.
NOTE 4:	Hanover – Broadway St.: To avoid blocking crossing, westbound trains may leave train at east end of Hanover; eastbound trains may leave train at west end of Hanover.

HANOVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - HANOVER

Trk	MP/Location	F
SG	BAS 0.5 - 3.7	25
SG	BAS 3.7 - 3.9	15
SG	BAS 3.9 - 53.4	25
SG	BAS 53.4 - 55.9 -- City Ordinance (HE)	10
SG	BAS 55.9 - 60.2	25
SG	BAS 60.2 - 61.8	10
SG	BAS 61.8 - 70.3	25
SG	BAS 70.3 - 70.8 -- City Ordinance (HE)	10
SG	BAS 70.8 - 108.5	25
SG	BAS 108.5 - 109.8	10

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
BAS 108.0	Hagerstown City Limits	Continuous

When approaching these grade crossings the standard crossing warning signal, Rule 14(I) shall not be sounded.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - HANOVER

Trk	MP/Location	F
SG	BAS 53.4 - 55.9 (HE)	10
SG	BAS 70.3 - 70.8 (HE)	10

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BAS 54.3	Hanover	Yorkrail	Manual	98

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
BAS 107.3	Security Rd	Security Rd - Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAS 6.1	Walbrook	Continuous	08, 86-1	Wayside
BAS 14.6	Owings Mills			
BAS 22.2	Woodensburg			
BAS 32.5	Maple Grove			
BAS 40.6	Hokes			
BAS 49.0	Porters			
BAS 60.5	New Oxford			
BAS 86.6	Jacks Mountain			

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 RIDING EQUIPMENT

Employees are prohibited from riding the side of cars located at:

Owings Mills/Solo Cup - Into or out of tracks serving Solo Cup.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAS 14.2	Owings Mills	1	NONE

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BAS 0.4 - BAS 0.5
BAS 0.5 - BAS 5.8
BAS 8.8 - BAS 9.1
BAS 18.2 - BAS 22.0
BAS 36.3 - BAS 43.9
BAS 60.2 - BAS 61.6
BAS 83.3 - BAS 99.8
BAS 101.9 - BAS 102.5
BAS 104.5 - BAS 106.2

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Hanover Yard: Tonnage for cars 31 and above require a minimum of 10% cars with air. Cars under 30 do not require air.

5700 - TELEMETRY - EQUIPPING TRAINS

MP
BAS 2.3 - BAS 6.6
BAS 33.8 - BAS 37.0
BAS 83.4 - BAS 89.0
BAS 93.1 - BAS 99.8

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAS 14.1	Owings Mills, Solo Cup	6-Axle Locomotives	Must not operate on 1, 2, 3 or 4 track
BAS 14.1		Engine or car movements	Must not operate in the curve section of 2 or 3 track inside gate when adjacent track is occupied by any equipment
BAS 14.1		More than 2 - 4-Axle Units	Prohibited from entering tracks 2, 3, and 4
BAS 52.0	Hanover Foods	6-Axle Locomotives	Prohibited
BAS 54.4	Hanover Yard		Must not operate on team track
BAS 91.0	ISP Minerals		Must not operate between tank track switch and derail.
BAS 107.3	Security, St. Lawrence Cement & Maryland Metals		Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
BAS 14.2	Spur Track	Fence near track at AEI reader
BAS 53.5	Keystone Siding	Between main track & Keystone Siding. Crews are phohibited from riding the side of equipment when both tracks are occupied.
BAS 61.0	Oxford Container	Against dock
BAS 71.0	Gettysburg, PA	Between CSX and GBRY main tracks
BAS 89.1 - BAS 89.2	Jacks Mountain Tunnel	Employees are prohibited from walking or standing in tunnel while any equipment is moving in tunnel.

8. MISCELLANEOUS

Owings Mills, Solo Cup Industrial Tracks: Movement must not exceed 4 MPH. Cars must not be detached from motive power and permitted to run on their own momentum on these tracks.

Porters, Yorkrail Operations

a) All tracks at Porters on the Yorkrail and Smith's Siding on the Hanover Subdivision are designated interchange tracks between CSX and Yorkrail.

b) CSX crews will not occupy any part of the Yorkrail or the wye tracks at Porters, except to pick up interchange cars. If it becomes necessary to make other moves at Porters, the Yorkrail Train Dispatcher must be contacted for permission at 717-771-1744 between the hours of 0700 and 1700, Monday through Friday.

c) Yorkrail has trackage rights between Porters and the YRC connection track at BAS 54.0.

d) Before entering the Hanover Subdivision main track, Yorkrail crews must contact the CSX Dispatcher, and secure permission to enter the main track. At that time the CSX dispatcher will deliver the Yorkrail crew any train messages in effect between Porters and the east end Hanover Brands, east of York Road for interchange purposes, and also for engine movements only, between Hanover Brands and YRC connection track at BAS 54.0, the old MPA.

e) All cars for interchange to Yorkrail will be left on Smith's Siding for Yorkrail pick-up.

f) After returning to Porters, Yorkrail must report clear of the CSX main track by calling the CSX Train Dispatcher.

Gettysburg, Gettysburg Railroad

Fluorescent orange and yellow marks are painted on the ties and rail of both the GBRY AND CSX mains to mark the clearance points. Cars must be left west of these markings. Cars may be left in the vicinity of these markings by the GBRY.

Crews must continue to exercise caution at this location in

the event cars are placed east of the clearance point.

The Gettysburg Railroad has a derail at the point of their east and west wye track. Posts mark it on each side. The normal position will be in the down or non-derailing position to accommodate our interchange set-offs.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BAS 0.1	Cromwell St	644204R
BAS 0.4	Berlin St	831618G
BAS 0.5	Hollins Ferry Rd	831620H
BAS 0.6	Washington Blvd	831621P
BAS 6.1	Cold Springs Ln	831641B
BAS 6.7	Garrison Ave	831643P
BAS 6.8	Belvedere Ave	831644W
BAS 7.1	Hayward Ave	831645D
BAS 8.2	Patterson Ave	831648Y
BAS 11.8	Mount Wilson Rd	831654D
BAS 15.0	Graff Ln	831659L
BAS 16.4	Gwynbrook Ave	831660F
BAS 17.6	Timber Grove Rd	831662U
BAS 18.5	Bond Ave	831663B
BAS 21.7	Old Hanover Rd	831986W
BAS 22.2	Old Hanover Rd	831988K
BAS 23.7	Old Hanover Rd	831997J
BAS 24.0	Old Hanover Rd	831998R
BAS 24.7	Byerly Rd	832002L
BAS 26.2	Arcadia Rd	832008C
BAS 28.4	Rt. 30 (Hanover Pike)	832018H
BAS 29.2	Shiloh Ave	832020J
BAS 29.3	Gill Ave	832021R
BAS 30.1	Hanover Pike (Rt. 30)	832025T
BAS 30.8	Farm Woods Ln	640437Y
BAS 31.7	Eagle Ridge Ct	832032D
BAS 32.5	Maple Grove Rd	832035Y
BAS 34.0	Millers Station Rd	832039B
BAS 38.9	State Rt 86	832059M
BAS 43.4	A 216	832074P
BAS 45.7	Pentland Rd	832080T
BAS 46.8	Sinsheim Rd	832083N
BAS 48.4	Kraft Mill Rd	832091F
BAS 49.1	Porters Rd	832093U
BAS 51.0	Smith Station Rd	832099K
BAS 52.1	York Rd	832104E
BAS 52.3	Wilson Ave	832105L
BAS 53.4	Center St	832107A
BAS 53.8	Middle St	832108B
BAS 54.3	Railroad St	832113D
BAS 54.4	Carlisle St	832115S
BAS 54.7	High and Third St	832117F
BAS 55.1	Maple Ave	832118M
BAS 55.2	Elm Ave	832119U
BAS 55.4	Kindig Ln (T-477)	832120N
BAS 57.4	New Oxford Rd	832125X
BAS 60.2	Hanover St	832132H
BAS 60.4	Lincoln Hwy	832135D
BAS 62.2	Brickcrafter Rd	832149L
BAS 64.2	New Chester Rd	832156W
BAS 66.3	Granite Rd	832138Y
BAS 66.6	Moose Rd	832139F
BAS 67.1	Flickenger Rd (S.R. 512)	832141G
BAS 67.9	Smith Rd (T-510)	832142N
BAS 68.9	Shealer Rd (TWP Rd T-341)	832144C
BAS 69.9	Hunterstown Rd	832145J
BAS 70.4	Fourth St	871029B
BAS 70.6	Stratton St	871030V
BAS 70.8	Carlisle St	871031C
BAS 70.9	Washington St	871034X
BAS 72.5	Herr Ridge Rd	871037T
BAS 74.6	Lincoln Hwy (U.S. Rte. 30)	871043W
BAS 77.8	Ottanna Rd(LRO 1001)	871053C
BAS 78.2	Carroll Tract Rd (LRO1057)	871055R
BAS 81.5	Mount Hope Rd (T-309)	871068S
BAS 83.5	Fairfield Rd	871075C
BAS 89.8	Iron Springs Rd	872261G
BAS 90.0	PRIVATE Rd (7595+40)	872262N
BAS 91.1	Old Rte 16 (Charmain)	872264C
BAS 92.2	Sunshine Tr.(Route 16)	872266R
BAS 92.4	Monterey Rd	872267X
BAS 93.1	Highfield Rd	831796T
BAS 93.9	McFee Hill Rd	831799N
BAS 98.0	Edgemont Rd	831804H
BAS 99.0	Leathers Rd	831808K
BAS 101.2	Main St	831813G
BAS 101.3	Maple Ave	831814N
BAS 101.9	Mapleville Rd	831816C
BAS 102.8	Itnyre Rd	831819X
BAS 105.0	Twin Springs Rd	831826H
BAS 105.6	Trovinger Rd	831827P
BAS 107.6	Private Rd (4282+64)	831831E
BAS 108.0	Eastern Blvd	915170Y
BAS 109.0	Mulberry Ave	831835G
BAS 109.2	Potomac Ave	831836N
BAS 109.3	Oak Hill Ave	831837V
BAS 109.4	Forest Dr	831839J
BAS 109.6	Pennsylvania Ave	831840D

NOTES

HERBERT SUBDIVISION - HB

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			POPES CREEK SD			
10	QJ 0.0	DAN	S WYE SP QJ 0.2 BC DISP 82 – 4# RD – 64	TWC-DCS		
30	QJ 0.4					
		11.0				
	QJ 11.0	HERB	BC DISP 82 – 6# RD – 64			
		6.3				
30	QJ 17.3	CHALK		TWC-DCS		
			CHALK POINT			
17.3 MILES DAN TO CHALK						

HERBERT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - HERBERT

Trk	MP/Location	F
SG	QJ 0.0 - 0.4	10
SG	QJ 0.4 - 17.3	30

ADDITIONAL SPEEDS (SP) - - HERBERT

Location	Track Type	F
QJ 0.0 - 0.2	WYE	10

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box pripr to the train's departure.

MP	Location	Location of CSTS Box
QJ 17.3	Chalk	At Gate

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

Herbert Subdivision, QJ 0.0 - 17.3: Pulling Movements - **Restriction:** 27 powered axles permitted for pulling train or cut of cars on Herbert SD.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
QJ 17.3	Mirant, Chalk Point	Track centers close

8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
QJ 0.0	Brandywine Rd	532285H
QJ 3.2	Cedarville Rd	532283U
QJ 6.7	Poplar Hill Rd	530619G
QJ 8.3	Woodville Rd	530621H
QJ 11.2	Gallant Green Rd	530630G

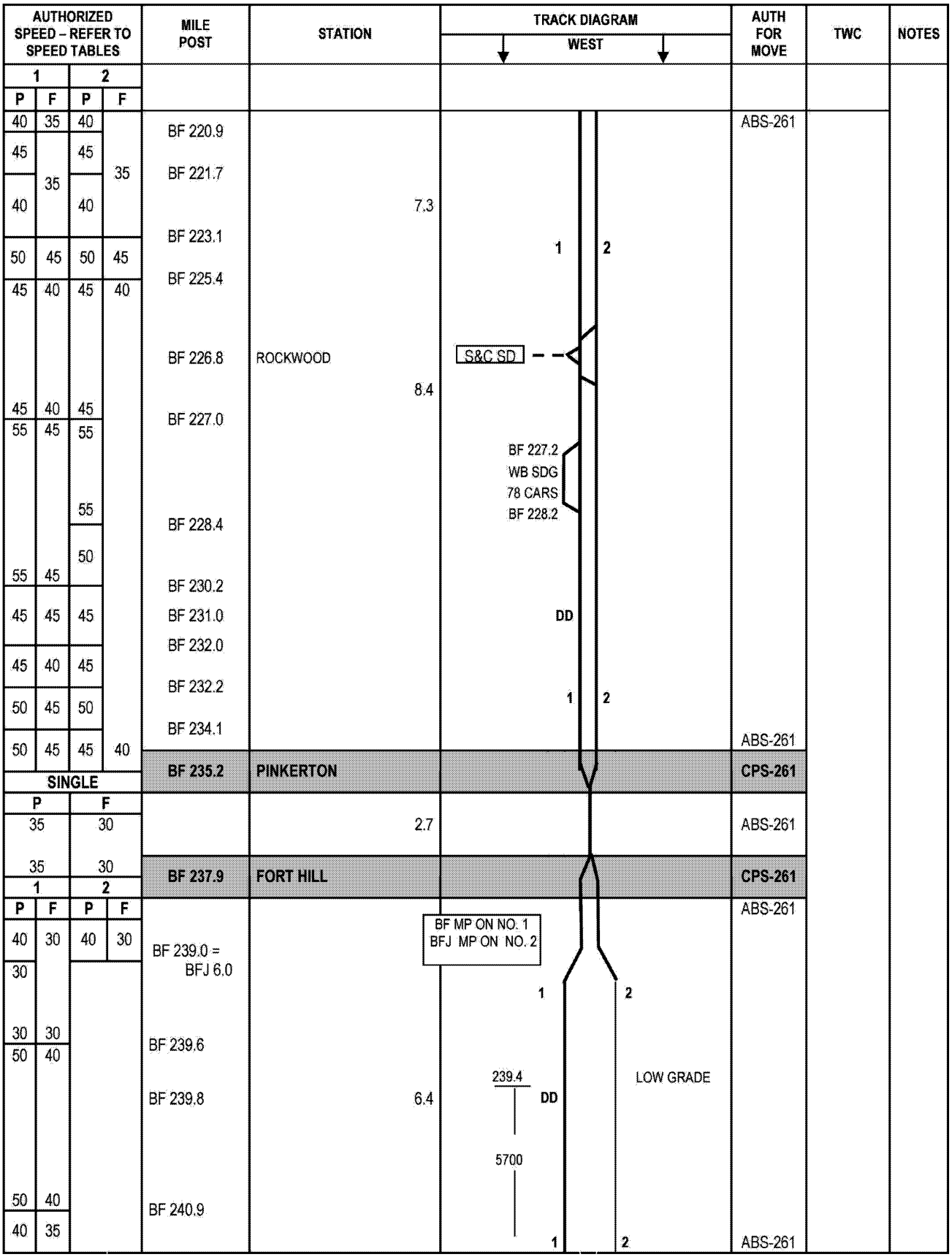
KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
						WEST			
1		2				1 2			
P	F	P	F			CUMBERLAND TERMINAL SD			
35	25	35	25	BF 178.9	VIADUCT JCT 0.4	1 2	ABS-261		
				BF 179.3	**FRANKLIN ST**	**CP EAST ONLY**	**CPS-261**		
40	35	40	35	BF 180.7	4.5	BB DISP 94 – 2 RD 08	ABS-261		1
79	50	79	50	BF 182.3					
75		75		BF 183.8	ELLERSLIE				2
60		60		BF 183.9					
79		79		BF 184.4					
55		55		BF 185.2		1 2			
				185.5					
				186.5	3.2				
79		79		BF 186.2			ABS-261		
				BF 187.0	**COOKS MILLS**		**CPS-261**		
				BF 187.0	3.2	DD	ABS-261		
				BF 190.2	**HYNDMAN**		**CPS-261**		
55		55		BF 190.8		BF 190.3	ABS-261		
60	50	60	50	BF 191.4		191.8			
				BF 192.6		BF 192.2			
35	25		30			5700			
30		35		BF 193.7					
35				BF194.1					
30		30		BF 194.6					
				BF 195.3		195.3			
35		35		BF 195.4	9.3	196.2			
30				BF 196.9					
	25	30	30	BF 197.5		5700 1 2	ABS-261		

KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
30									
35	25	30		BF 199.5	FO TOWER CROSSOVERS	SP	ABS-261		
			30	BF 199.6					
				BF 200.2		DD			
		35		BF 201.7		200.5			
				BF 202.1	9.7				
35				BF 202.2		203.1			
50		50	35			1 2			
				BF 205.6					
		40							
40				BF 206.9		5700			
		35	30	BF 207.0					
30									
				BF 208.4			ABS-261		
				BF 209.0		SP			
35						SP	CPS-261		
	25	35		BF 209.1					
40	30	40		**BF 209.2**	**MANILA**				
				BF 209.8	1.8	209.8	ABS-261		
45		45		**BF 211.0**	**SAND PATCH**	SP			
	30		30	BF 211.1		SP	CPS-261		
	35		35			1 2			
						BF 210.9 EASTBOUND 2,500 FT	ABS-261		
45		45		BF 212.7	5.1				
40		40		BF 213.7					
45		45		BF 215.1		DD			
				BF 216.1	SALISBURY JCT	SALISBURY IT			
				BF 216.4	2.3				
40		40		BF 217.7			ABS-261		
35		35		**BF 218.4**	**YODER**		CPS-261		
				BF 219.2	1.1	SSDG 5,200 FT	ABS-261		
40	35	40	35	**BF 219.5**	**GARRETT**	SP 1 2	CPS-261		

KEYSTONE SUBDIVISION - MH



KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2				WEST			
P	F	P	F						
40	35			BF 241.4		1 2	ABS-261		
						242.9			
40	35			BF 242.9 = BFJ 0.0					
40	35	40	35	**BF 244.3**	**DRAKETOWN**		**CPS-261**		
				BF 245.6			ABS-251 E-2, W-1		
55	40	55	40	BF 247.8					
45		45							
				BF 250.1	7.5	1 2 BF 250.8			
40	35	40	35	BF 251.0		DD			
				BF 251.5					
45	40	45	40	BF 251.8	HK TOWER				
				BF 253.0					
30	25	30	30	BF 253.7					
40		40			14.2				
				BF 256.5					
30		30		BF 257.4					
35		35		BF 258.4					
40		40				BF 258.8			
				BF 259.1					
30		30		BF 259.4					
40		40		261.0					
	25		30	262.0 BF 263.0		1 2			
55	45	55	45	263.5					
				264.5 BF 266.0			ABS-251 E-2, W-1		
						PITTSBURGH SD			

87.1 MILES VIADUCT JCT TO BF 266.0

STATION PAGE NOTES

NOTE 1: Mt Savage – Eastward trains with an Approach Signal at Mt Savage will stop at BF 179.5

NOTE 2: Ellerslie – Eastward trains being held at Ellerslie will stop in vicinity of BF 184.3

KEYSTONE SUBDIVISION - MH
BFJ TRACK - LOW GRADE

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2				WEST			
P	F	P	F						
						BFJ MP ON NO. 2	ABS-261		
		35	30	BF 239.0 = BFJ 6.0		1 2			
						LOW GRADE			
		35		BFJ 5.2	6.0				
		30							
				BFJ 4.4					
		40							
				BFJ 4.0		DD			
		40		BFJ 1.0					
		35		BF 242.9 = BFJ 0.0		1 2			
		35	30				ABS-261		
6.0 MILES BFJ 6.0 TO BFJ 0.0									

KEYSTONE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - KEYSTONE

Trk	MP/Location	P	F
Both	BF 178.9 - 180.7	35	25
Both	BF 180.7 - 182.3	40	35
Both	BF 182.3 - 183.8	79	50
Both	BF 183.8 - 183.9	75	50
Both	BF 183.9 - 184.4	60	50
Both	BF 184.4 - 185.2	79	50
Both	BF 185.2 - 186.2	55	50
Both	BF 186.2 - 190.8	79	50
Both	BF 190.8 - 191.4	55	50
Both	BF 191.4 - 192.6	60	50
1	BF 192.6 - 193.7	35	25
2	BF 192.6 - 193.7	35	30
1	BF 193.7 - 194.1	30	25
2	BF 193.7 - 194.1	35	30
1	BF 194.1 - 194.6	35	25
2	BF 194.1 - 194.6	35	30
1	BF 194.6 - 195.3	30	25
2	BF 194.6 - 195.3	30	30
1	BF 195.3 - 195.4	30	25
2	BF 195.3 - 195.4	35	30
1	BF 195.4 - 196.9	35	25
2	BF 195.4 - 196.9	35	30
1	BF 196.9 - 197.5	30	25
2	BF 196.9 - 197.5	35	30
1	BF 197.5 - 199.5	30	25
2	BF 197.5 - 199.5	30	30
1	BF 199.5 - 199.6	35	25
2	BF 199.5 - 199.6	30	30
1	BF 199.6 - 201.7	35	25
2	BF 199.6 - 201.7	35	30
1	BF 201.7 - 202.1	35	25
2	BF 201.7 - 202.1	35	35
1	BF 202.1 - 202.2	35	25
2	BF 202.1 - 202.2	50	35
1	BF 202.2 - 205.6	50	25
2	BF 202.2 - 205.6	50	35
1	BF 205.6 - 206.9	40	25
2	BF 205.6 - 206.9	40	35
1	BF 206.9 - 207.0	40	25
2	BF 206.9 - 207.0	35	30
1	BF 207.0 - 208.4	30	25
2	BF 207.0 - 208.4	35	30
1	BF 208.4 - 209.1	35	25
2	BF 208.4 - 209.1	35	30
Both	BF 209.1 - 209.8	40	30
Both	BF 209.8 - 211.1	45	30
Both	BF 211.1 - 212.7	45	35
Both	BF 212.7 - 213.7	40	35
Both	BF 213.7 - 216.4	45	35
Both	BF 216.4 - 217.7	40	35
Both	BF 217.7 - 219.2	35	35
Both	BF 219.2 - 220.9	40	35
Both	BF 220.9 - 221.7	45	35
Both	BF 221.7 - 223.1	40	35
Both	BF 223.1 - 225.4	50	45
Both	BF 225.4 - 227.0	45	40
1	BF 227.0 - 228.4	55	45
2	BF 227.0 - 228.4	55	40
1	BF 228.4 - 230.2	55	45
2	BF 228.4 - 230.2	50	40
1	BF 230.2 - 232.0	45	45
2	BF 230.2 - 232.0	45	40
Both	BF 232.0 - 232.2	45	40
1	BF 232.2 - 234.1	50	45
2	BF 232.2 - 234.1	50	40
1	BF 234.1 - 235.2	50	45
2	BF 234.1 - 235.2	45	40
SG	BF 235.2 - 237.9	35	30
Both	BF 237.9 - 239.0	40	30
1	BF 239.0 - 239.6	30	30
1	BF 239.6 - 240.9	50	40
1	BF 240.9 - 242.9	40	35
Both	BF 242.9 - 245.6	40	35
Both	BF 245.6 - 247.8	55	40
Both	BF 247.8 - 250.1	45	40
Both	BF 250.1 - 251.5	40	35
Both	BF 251.5 - 253.0	45	40
1	BF 253.0 - 253.7	30	25
2	BF 253.0 - 253.7	30	30
1	BF 253.7 - 256.5	40	25
2	BF 253.7 - 256.5	40	30
1	BF 256.5 - 257.4	30	25
2	BF 256.5 - 257.4	30	30
1	BF 257.4 - 258.4	35	25
2	BF 257.4 - 258.4	35	30
1	BF 258.4 - 259.1	40	25
2	BF 258.4 - 259.1	40	30
1	BF 259.1 - 259.4	30	25
2	BF 259.1 - 259.4	30	30
1	BF 259.4 - 263.0	40	25
2	BF 259.4 - 263.0	40	30
Both	BF 263.0 - 266.0	55	45

AUTHORIZED SPEEDS - - BFJ TRACK - LOW GRADE

Trk	MP/Location	P	F
2	BFJ 6.0 - 5.2	35	30
2	BFJ 5.2 - 4.4	30	30
2	BFJ 4.4 - 1.0	40	30
2	BFJ 1.0 - 0.0	35	30

ADDITIONAL SPEEDS (SP) - - KEYSTONE

Location	Track Type	P	F
BF 199.5 - 199.5	XOVER	20	20
BF 209.1 - 209.1		10	10
BF 209.2 - 209.3	POCKET	20	20
BF 210.7 - 210.7	XOVER	10	10
BF 210.8 - 210.9	POCKET	20	20
BF 218.2 - 219.7	SSDG	10	10

96 OTHER THAN MAIN TRACK

1. Salisbury IT

The Salisbury Industrial track is excepted track from BFG 0.0 to end of track. The industrial track is located at BF 216.1, No. 2 track, Keystone Subdivision.

100 HIGHWAY-RAIL GRADE CROSSINGS

Rd Crossings, Cumberland, MD – Every reasonable effort must be made to not block any road crossing in the city of Cumberland, Maryland. Cumberland city code states that no train will prevent the use of any street for the purpose of travel for a period of time longer than five (5) minutes.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BF 187.0 - BF 218.4	Between Cooks Mill and Yoder	1 car 1 hand brake, 2 cars 2 hand brakes, 3 or more cars 2 hand brakes with a minimum of 30%
BF 237.9 - BF 244.3	Between Fort Hill and Draketown	
BF 254.0 - BF 263.0	Between Ohio Pyle and Indian Creek	

Exception for certain cars

1. Crews setting off conventional TOFC-COFC, loaded spine cars, multi-platform double stack cars or single axle double-stack cars will apply 10% hand brakes plus 2 brakes.

All other equipment will be secured in accordance with Rule 103-D.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Keystone Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BF 181.0	Corriganville	Continuous	08, 45, 94-2	Wayside
BF 197.6	Fairhope			
BF 204.8	Dans Rock			
BF 211.2	Mt Davis			
BF 214.9	Sandpatch			
BF 254.0	Ohio Pyle			
BF 258.3	Stewarton			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BF 187.0	Cooks Mills	1	NONE
BF 200.2	Glencoe	2	NONE
BF 215.1	Meyersdale	1	NONE
BF 231.0	Casselman	2	NONE
BF 239.8	Brook	1	NONE
BF 251.0	HK	1	NONE
BFJ 4.0	Coleflesh	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BF 192.2	Hyndman
BFG 1.0	Salisbury Branch

4466 PLACING EMPTY CARS IN TRAINS

Empty Car Placement Train Classification Instructions:

Empty cars 80 feet and longer (other than box cars) must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage listed below when determining the location for the restricted car(s):

Hyndman and Sand Patch westbound – 3,500 tons

Connellsville and Sand Patch eastbound – 5,100 tons

Connellsville and New Castle E & W – 13,300 tons

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

Maximum units on line

If the temperature is less than 25 degrees Fahrenheit the following classes of locomotives must be kept on line with diesel engines running even if not needed: SW-15, MP-15, MP15T, U18B, B30-7. Other classes in the CSX fleet have been equipped with an automatic rev-up feature to prevent damage and can remain isolated.

5502 A - TRACTIVE EFFORT - LIMITING TRACTIVE EFFORT

To limit draft forces, the maximum trailing tonnage for westbound trains handled with only head-end power will be restricted to 7,000 tons.

1. On grades where this tonnage will be exceeded, trains will have a rear-end helper.

2. If not on rear-end, the helper must be appropriately

positioned as an in-train helper or,

3. The trailing tonnage must be reduced.

5559 - STEEP GRADE (1% OR MORE) TRAIN HANDLING

Brake Pipe Pressure-

The brake pipe pressure on the rear of eastbound loaded trains must be 75 pounds or higher prior to passing over summit at Sand Patch.

A running release of the train brake will not be made on eastward freight trains operating in this territory.

When the total brake pipe reduction exceeds 18 pounds on any eastbound freight train operating Sand Patch to Hyndman, the train will be stopped. 30% hand brakes will be applied to the head end of the train to hold it on the grade during the recharge procedure.

If needed, hand brakes may be left on the train to supplement air brakes while descending the rest of the grade. Avoid leaving hand brakes on any empty cars.

Use of pressure maintaining valves-

The controlling unit of the lead locomotive consist must be equipped with an operative pressure maintaining feature.

Dynamic brake requirements-

Eastbound trains having to add additional power to the head end of their train in order to comply with dynamic brake axles necessary for a train to descend a grade must do so between Garrett BF 219.5 and Yoder, BF 218.4.

Refer to Rule 5559

Effective Immediately, eastbound trains on the Keystone Subdivision will be governed by the following grade chart in addition to rule 5559 concerning total trailing tonnage on loaded unit trains 16,001 to 19,000 tons.

Keystone Subdivision 1.0% to 1.5% Grade Requirements:

Total trailing tonnage (including locomotives not in dynamic brake) 16,001 to 17,000:

20 MPH maximum speed for all trains with minimum EDBA of 14

25 MPH maximum speed for all trains with minimum EDBA of 17

30 MPH maximum speed for all trains with minimum EDBA of 20

Total trailing tonnage (including locomotives not in dynamic brake) 17,001 to 18,000:

20 MPH maximum speed for all trains with minimum EDBA of 15

25 MPH maximum speed for all trains with minimum EDBA of 18

30 MPH maximum speed for all trains with minimum EDBA of 20

Total trailing tonnage (including locomotives not in dynamic brake) 18,001 to 19,000:

20 MPH maximum speed for all trains with minimum EDBA of 16

25 MPH maximum speed for all trains with minimum EDBA of 18

30 MPH maximum speed for all trains with minimum EDBA of 20

Keystone Subdivision 1.51% to 1.75% Grade Requirements:

Total trailing tonnage (including locomotives not in dynamic brake) 16,001 to 17,000:

20 MPH maximum speed for all trains with minimum EDBA of 18

25 MPH maximum speed for all trains with minimum EDBA of 20

Total trailing tonnage (including locomotives not in dynamic brake) 17,001 to 18,000:

20 MPH maximum speed for all trains with minimum EDBA of 18

25 MPH maximum speed for all trains with minimum EDBA of 20

Total trailing tonnage (including locomotives not in dynamic brake) 18,001 to 19,000:

20 MPH maximum speed for all trains with minimum EDBA of 18

25 MPH maximum speed for all trains with minimum EDBA of 20

Eastbound trains exceeding 19,000 tons must descend the grade from Sand Patch, BF 211.0 to Hyndman, BF 190.2 at speeds not exceeding 15 MPH.

Train handling-

Stretch braking is permitted for Eastward Trains:

Cresting grade at Sand Patch and stopping and starting train

Continuous Movement-

As train crests grade, continue to use power and make a minimum reduction between 20 to 22 MPH. Then gradually reduce throttle and apply dynamic brake in such a manner to have speed between 25 and 30 MPH, passing BF 208.0.

BF 208.0 to BF 202.1 - In the vicinity of BF 207.0, train speed will gradually increase due to the heavier grade. When this occurs, make additional light brake applications, if necessary, modulating the dynamic brake to hold speed between 32 and 34 MPH, between BF 206.8 and BF 202.1.

BF 202.0 to BF 191.1 - Approaching BF 202.0, the grade becomes less severe and the speed restriction at BF 202.1 is reduced from 35 MPH to 30 MPH. Therefore, watch deceleration rate very closely, and apply power, if necessary, to keep speed between 25 and 30 MPH between BF 202.0 and BF 198.0 In the vicinity of BF 197.0, grade again increases and train speed will generally begin to increase. If this occurs, it may be necessary to apply dynamic brake or throttle to Hyndman BF 191.0. Then if conditions permit, release train brakes and handle the train in accordance with good train handling procedures.

5600 - HELPER SERVICE

All trains operating with the helper locomotives on the Keystone Subdivision will be governed as follows:

Westbound: Unless equipped with a "helper link", helper locomotives assisting westbound trains out of Cumberland will not detach until they are west of Yoder BF 218.4. If they are "helper link" equipped, they will detach at Manila 209.2.

Eastbound: Unless equipped with a "helper link", helper locomotives assisting eastbound trains out of Connellsville will not detach until they are east of Hyndman BF 190.2. If they are "helper link" equipped, they will detach at Sand Patch BF 211.0.

All trains will do a class III brake test as defined by CSX Rule 5205 when the helper locomotives detach without the use of a "helper link".

Descending heavy grades when helper links are not being used- The helper engineer will gradually reduce power as the train crests the grade. After cresting the grade, the throttle on the helper will normally be closed during the descent of the grade. A low throttle position 2 or 3 may be used for a short distance to control slack. On other than unit trains, a rear or mid-train helper will not exceed number 1 position while descending grades.

5700 - TELEMETRY - EQUIPPING TRAINS

MP
BF 191.8 - BF 195.3
BF 196.2 - BF 200.5
BF 203.1 - BF 209.8
BF 239.4 - BF 242.9

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

Cars must not be left standing on Garrett Siding between BF 218.9 and 219.1 account Close Clearance with No. 2 Main.

8. MISCELLANEOUS

Helper Link Operation

Engineers working helper assignments involving Helper Links will find instructions regarding Helper Link set-up and operation in Baltimore Division Special Instructions.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BF 181.8	Rock Cut Rd	145056W
BF 184.0	Shellsburg Rd	145061T
BF 191.8	Market St	145071Y
BF 191.9	Center St	145072F
BF 192.3	Old Shellsburg Rd	145073M
BF 197.6	Fair Hope Rd	145074U
BF 201.2	Short St	145076H
BF 212.2	Keystone	145082L
BF 213.4	Scratch Hill Rd	145083T
BF 214.8	Meyers Ave	145084A
BF 214.9	Main St	145086N
BF 215.2	North St	145087V
BF 215.3	Broadway St	145088C
BF 217.2	Petenbrink Rd	145118S
BF 227.1	Chestnut St	145266L
BF 227.2	Bridge St	145267T
BF 231.4	Hugart St	145269G
BF 233.9	Markleton Rd	145272P
BF 241.4	Second St	145276S
BF 243.4	Fairview	145290M
BF 244.6	Draketown Rd	145293H
BF 253.3	Mill Run / 381	145295W
BFJ 0.4	Casselman St	145289T
BFJ 2.6	Hardensville Rd	145284J

NOTES

LANDOVER SUBDIVISION - L0

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION		TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH 3 — 1 CETC -1 DISP CH 54 AMTRAK NEC 2			
10	QL 128.8	NAS LANDOVER	1.2	QL 129.5 BC DISP 82 – 1# RD – 64 5 — 4 SP — A	ABS-251 N-4, S-5 CSS		2
	QL 130.0	SIGNAL F1300	0.7				
	QL 130.7	RUSSELL	1.7				
	QL 131.4			DD			
	QL 132.4	DEANWOOD	0.7	SP QL 132.9 CAPITAL SD ALEXANDRIA BR			
	QL 133.1	NEW CONNECTION	0.4	SP B			1
	QL 133.5	BENNING YARD	0.4	BENNING YARD A			
10	QL 133.9 = CFP 115.0	SAS ANACOSTIA			ABS-251 N-4, S-5 CSS		2
				CAPITAL SD ALEXANDRIA BR WEST			
5.1 MILES NAS LANDOVER TO SAS ANACOSTIA							

STATION PAGE NOTES	
NOTE 1:	Prior to entering A or B tracks trains must contact the Yardmaster Jessup for instructions.
NOTE 2:	Movements made against the current of traffic between Landover and Anacostia will approach facing point switches at Restricted Speed.

LANDOVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - LANDOVER

Trk	MP/Location	P	F
Both	QL 128.8 - 133.9	10	10

ADDITIONAL SPEEDS (SP) - - LANDOVER

Location	Track Type	P	F
QL 130.7 - 130.7	TO	10	10
QL 132.4 - 132.4			
QL 133.1 - 133.1			

103-D SECURING EQUIPMENT

Requirements for cars placed south of the new connection switch:

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QL 133.0	QL 133.0 and Southward	15%

104 HANDLING SWITCHES

Derails on A Track lead and B Track lead at Anacostia to be used in power only, not in hand throw.

167 LEAVING UNATTENDED EQUIPMENT

Crews leaving equipment unattended on main tracks of the Landover SD will provide the yardmaster at Jessup with the information required by Rule 167. The yardmaster at Jessup will maintain a record of cars and/or engines left on the main tracks and notify the train dispatcher when cars and/or engines are removed.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules CR-1277 through CR-1294a are in effect on the Landover Subdivision.

350 TRAIN NOT EQUIPPED WITH CAB SIGNAL APPARATUS

Engines used in switching, transfer, work service, freight, with or without cars, between Landover and Virginia may operate without cab signals.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a Cab Signal Test Slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed / transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
QL 131.0	Russell	At 131.0 milepost
QL 133.9	Anacostia	Benning Yard Office Wall

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QL 133.5	Benning Yard Radio	Continuous	64, 46	Terminal
	Benning Disp		64, 46, 82-1#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

When placing cars on ground air south of the new connection switch, when removing ground air or if ground air is not in use, the air hoses will be placed on the outside of the gauge against the rail to prevent a slip, trip or fall.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QL 131.4	Landover	1	HIWI

High Car Detector - equipment destined for the AMTRAK B&P tunnels in Baltimore.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

A maximum of 24 powered axles are permitted for shoving movements into A,B,4, or 5 Tracks.

A maximum of 27 powered axles are permitted for pulling a train or cut of cars on the Landover SD.

5557 - SWITCHING

Yard Switching Standards for Air Brakes

Benning Yard: Less than 2000 Tons require no cars with air

2000-3000 Tons require 4 cars with air

300,1-4000 Tons require 6 cars with air

400,1-5000 Tons require 8 cars with air

5,001-& above Tons require 10 cars with air

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
	AMTRAK Northeast Corridor	Cars Exceeding Plate F	Prohibited
		Cars Exceeding Plate C	Must not operate on Track 2 or 3 between Landover and Grove

7. CLOSE CLEARANCE

MP	Location	Remark
QL 128.8	Landover to Anacostia	Track centers are close on all tracks
QL 133.9	Anacostia to Landover	Track centers are close on all tracks

8. MISCELLANEOUS

QL 133.5 Providing Information to the Yardmaster -

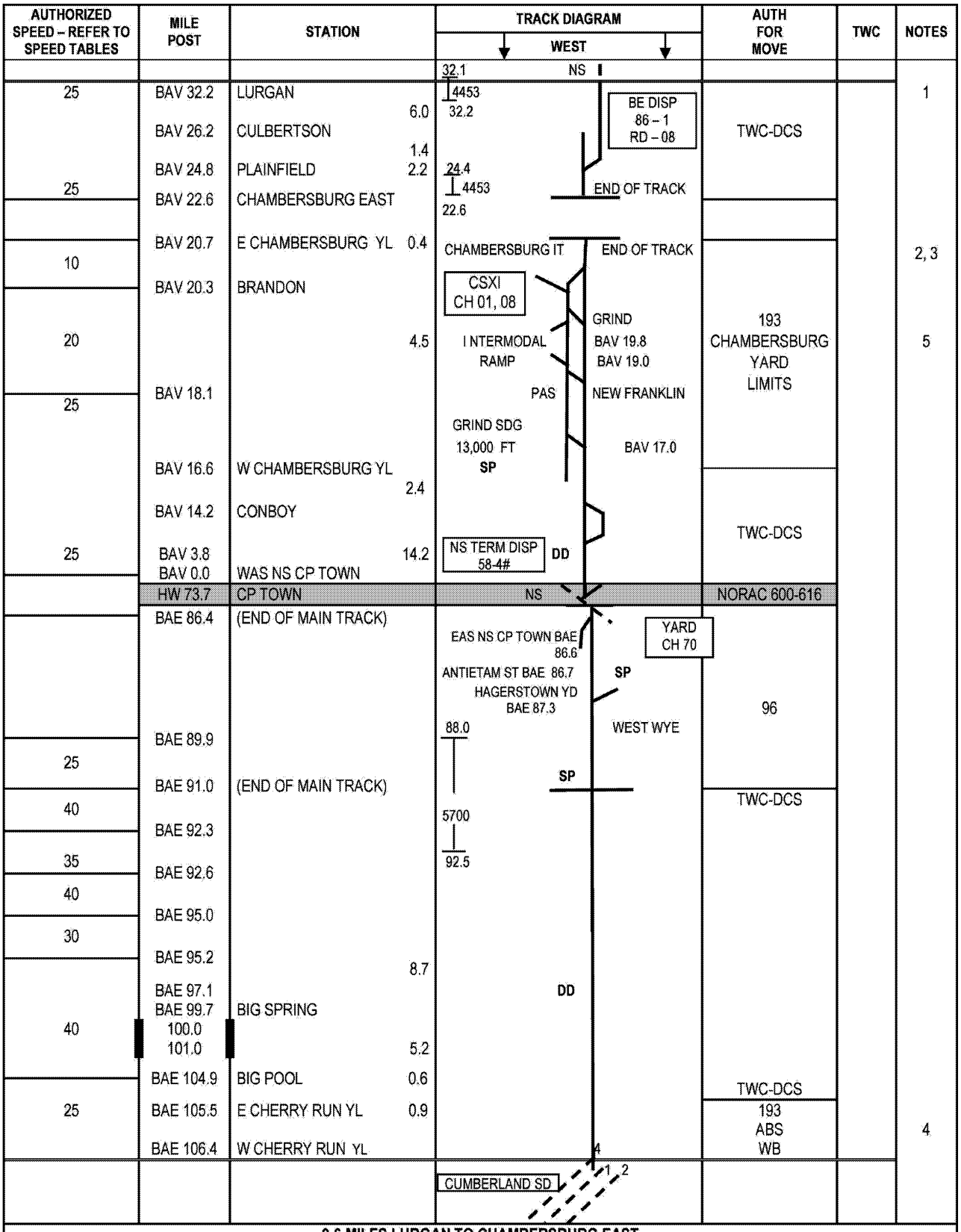
All crews placing cars in Benning Yard are required to contact the Jesup Yardmaster with the number of cars, the number of hand brakes applied and the end on which the hand brakes were applied. The yardmaster will record and keep the information on file.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

NONE

NOTES

LURGAN SUBDIVISION - LR



LURGAN SUBDIVISION - LR

STATION PAGE NOTES	
NOTE 1:	Eastbound trains clearing the Lurgan SD must report clear to the BE Dispatcher
NOTE 2:	Chambersburg Industrial Track: Derail must not be operated without permission of the NS Harrisburg Terminal Dispatcher.
NOTE 3:	Gate at Letterkenny Army Depot must remain closed during the time a train is switching, and must be closed when train leaves. Sound the engine horn at all crossings within the facility.
NOTE 4:	Rules 243-246 are in effect for westbound movements only. Trains must have dispatcher permission to enter these limits and must report clear.
NOTE 5:	Distance between BAV 19 and BAV 20 is 9,296 FT.

LURGAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - LURGAN

Trk	MP/Location	F
SG	BAV 32.2 - 22.6	25
SG	BAV 20.7 - 20.3	10
SG	BAV 20.3 - 18.1	20
SG	BAV 18.1 - 0.0	25
SG	HW 73.7 - 73.7	20
SG	BAE 91.0 - 92.3	40
SG	BAE 92.3 - 92.6	35
SG	BAE 92.6 - 95.0	40
SG	BAE 95.0 - 95.2	30
SG	BAE 95.2 - 104.9	40
SG	BAE 104.9 - 106.4	25

ADDITIONAL SPEEDS (SP) - - LURGAN

Location	Track Type	F
BAV 20.3 - 18.1	SDG	20
BAE 87.3 - 87.3	WYE	5
BAE 89.9 - 91.0	OTMT	25

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
BAV 0.0 - BAV 1.2	Hagerstown City Limits	Continuous

All trains will ring engine bell continuously while approaching and passing crossings. The standard crossing warning signal rule 14(L) shall NOT be sounded with the engine horn within these limits, except in cases of emergency. All other operating rules that require the engine horn to be sounded will remain in effect.

96 OTHER THAN MAIN TRACK

1. Hagerstown Yard – All tracks from CP Town to BAE 91.0.

Unless instructions have been received before arrival BAE 90.7, eastbound trains must communicate with train dispatcher before proceeding.

2. Hagerstown Yard – Cars handled on west end of an engine on the westbound descending grade at west end of yard must have operative air brakes and air coupled through all cars.

3. Hagerstown I.T. – BAW 19.0 end of track, BAW 22.0 Security Jct., BAW 23.9 Hagerstown.

4. Antietam I.T. – Mileposts are BET 0.0 Security Junction and BET 3.0 Security.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Providing Flag Protection

MP	Location	Instructions
BAE 87.3	Burhans Blvd Hagerstown, MD	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided. Also applies to all crossings in Antietam IT.
BAW 23.5	Summit Ave Hagerstown, MD	
BAW 23.1	Garlinger Ave Hagerstown, MD	
BAV 24.7	Plainfield Rd Hagerstown, MD	
BAV 24.9	Salem Rd Hagerstown, MD	
BBT 0.3	Rose Hill Rd Hagerstown, MD	
BBT 0.4	Kuhn Ave Hagerstown, MD	
BBT 0.5	Wilson Blvd Hagerstown, MD	
BBT 0.6	Oak St Hagerstown, MD	
BBT 0.7	First St Hagerstown, MD	
BBT 1.0	Frederick St Hagerstown, MD	
BBT 1.0	County Rd Hagerstown, MD	
BBT 1.1	Eastern Ave Hagerstown, MD	

2. Hagerstown to Lurgan

Trains must stop and flag highway crossings at grade between BAV 22.5 and BAV 32.2 unless it can be determined that crossing warning devices have been operating for a minimum of 20 seconds before the train reaches the crossing.

The detection circuit for the automatic highway grade crossing warning devices at Altenwald Road BAV 14.9 has been changed to an island only circuit. The circuit extends 100 ft. on either side of Altenwald Road. Movements operating over Altenwald Road must stop short of the road and ensure the highway crossings bell has been ringing for at least 20 seconds. After the 20 seconds have elapsed and the way is seen to be clear, the road way may be occupied. No equipment may be left standing in the crossing detection island.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
BAE 89.9	Cars set off on the following industry tracks: Purina Mills, Drisco Pipe	100%

104 HANDLING SWITCHES
POWER ASSISTED SWITCHES (PAS)

Power assisted switches (PAS) are installed at the following locations and instruction governing this type of switch installation are found in Division Special Instructions:

MP	Location	Normal Position	Reverse Position	Type
BAV 18.1	New Franklin	#018111	#018133	SLT

Normal position is for Main to Main movement

Reverse position is for Main to Siding movement

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAV 9.3	Waynecastle	Continuous	08, 86-1	Wayside
BAE 87.3	Hagerstown	0600-400	08, 70	Terminal
BAE 95.3	Pinesburg	Continuous	08, 86-1	Wayside
BAV 24.8	Chambersburg			
BAE 104.9	Big Pool			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAV 3.8	Longmeadow	1	NONE
BAE 97.1	Ashton	1	NONE

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP	Location
BAV 32.1 - BAV 32.2	
BAV 24.4	To end of track.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5200 - MAKING TRAIN AIR BRAKE INSPECTIONS AND TESTS

Westbound trains from Lurgan arriving at Hagerstown must be secured and left on ground air unless otherwise instructed.

5203.B.3 Unit Coal Trains

All unit coal trains being interchanged to the NS at Lurgan will carry an air brake inspection and test certificate on the lead locomotive in accordance with Rule 5203.B.3.A. If certificate is not available, contact Trainmaster at West. Hump in Cumberland for a duplicate copy.

Jacksonville customer service center will issue both work orders, 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 clearly be identified as train XXXYY (XXX identifies the train symbol and YY identifies the date) to all crews pulling these trains from the mine.

At crew change locations where locomotives are left on the train, inbound engineer will leave air brake inspection and test certificate on control stand of lead locomotive.

At locations where locomotives are changed, inbound engineer will make arrangements with yardmaster or train dispatcher as to where the certificate is to be left.

If another air brake inspection and test certificate becomes necessary, the yardmaster or train dispatcher will notify the Jacksonville Service Center who will issue another certificate to the outbound engineer. The outbound engineer will notify the proper authority if he/she does not receive a blank air certificate. Also, if the outbound engineer is unable to find the air certificate on his/her train, it must be reported to the train dispatcher.

5700 - TELEMETRY - EQUIPPING TRAINS

MP
BAE 88.0 - BAE 92.5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAE 87.0	Hagerstown & Antietam Industrial Tracks	6-Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
BAE 87.3	Hagerstown Yard	Employees are prohibited from riding the side of cars in Hagerstown Yard, when adjacent to an occupied track, account of Close Clearance

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BAE 87.0	Hagerstown Industrial Track	Entire Track

Yard Switching Standards for Air Brakes

Hagerstown Yard: Switching will be performed with air on all cars.

Telephone numbers:

Hagerstown Yard Office: Phone Number: 301-766-0546

NS Terminal Dispatcher: Phone Number: 717-541-2138

CSXI Intermodal Ramp

Trackage on the siding between New Franklin Road Switch at BAV 18.1 and the switch at BAV 19.8, is now leased by CSX Intermodal and is under their control.

CSX crews must not enter that designated trackage between the hours of 0500 and 2130 hrs. daily without the permission of CSXI. CSXI can be reached via radio on road Channel 08-08 or by phone 717-709-7800, 717- 709-7808 or 904-626-9943, and permission obtained.

The following instructions apply to Chambersburg Intermodal Facility:

Tracks in the facility have been re-numbered. The first track north of the siding is a stub end track referred to as S-1. The remaining tracks are 1 through 5 with 1 being nearest the siding.

A portable derail is located on the lead at the east end of the facility located between the grind siding switch and the S-1 switch. This derail will be applied or removed by TTX personnel only.

A 2% grade exists at the west end from the grind siding switch to the paved portion of the ramp. Caution must be exercised while operating in this area. All standing equipment must be secured as required by rule.

Cars will be spotted between the crossings at each end of the tracks, not to foul the yellow lines, unless otherwise instructed.

Cars will be spotted as close as possible to the ground air connections on the west end of the tracks unless otherwise instructed. Crews are not permitted to ride railcars or on the steps of locomotives inside the facility. Crews must be aware of their surroundings and movement within the terminal, as terminal operations will continue while the train is being spotted. All terminal operations personnel have been instructed to stay clear of crossings and remain in the clear of railroad movement. Derails have been installed on both ends of all tracks. These derails are handled by TTX personnel and should be removed by them prior to train's arrival. Approach these areas with caution.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

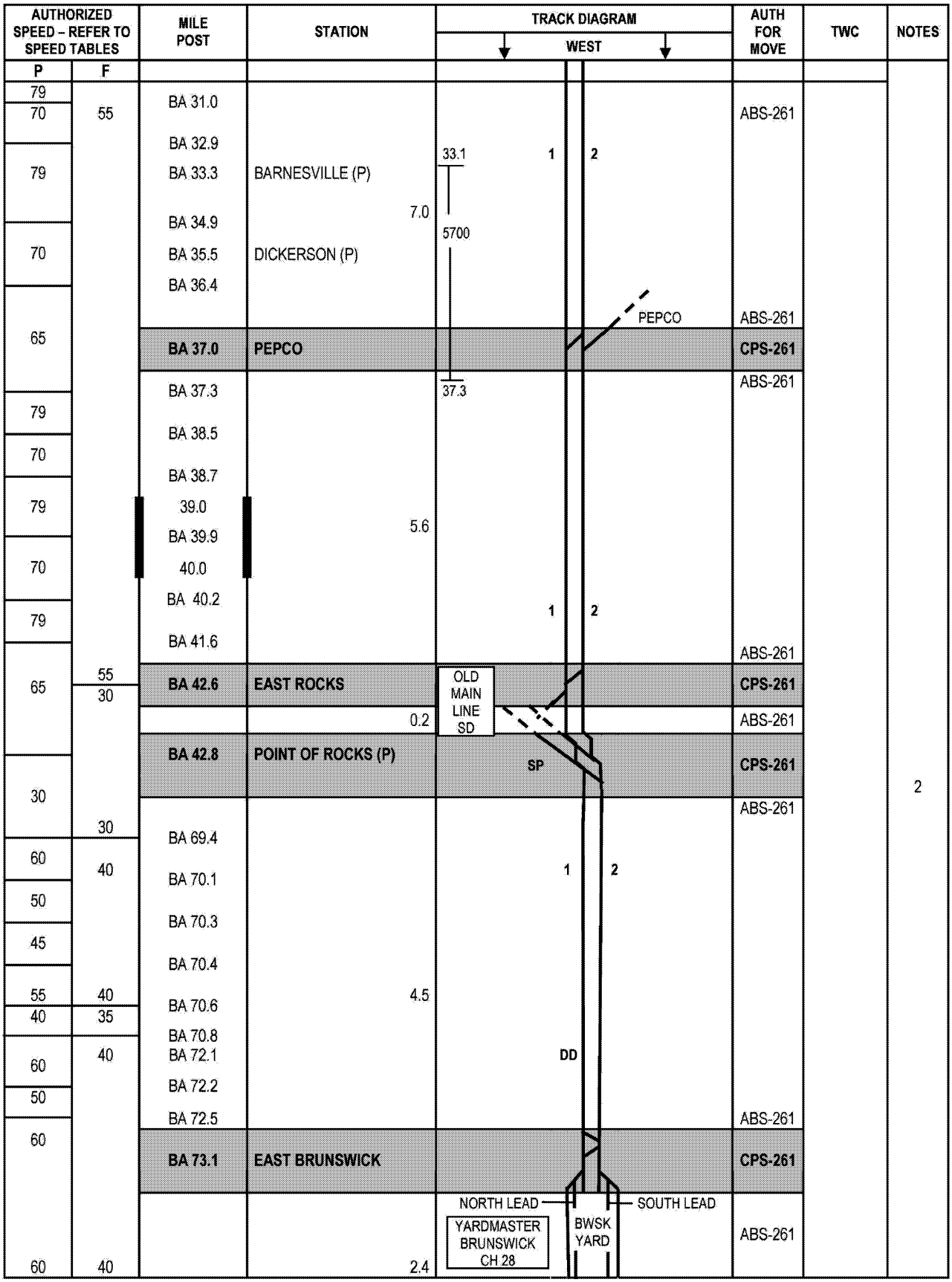
MP	Location	DOT#
BAE 90.6	Hopewell Rd	832389T
BAE 91.8	Wright Rd	832893H
BAE 92.9	Clear Springs Rd	832401X
BAE 95.3	Bottom Rd	832403L
BAE 97.2	Charlton Dam #5	832406G
BAE 103.7	Fort Frederick Rd	832419H
BAV 0.2	Pennsylvania Ave	831844F
BAV 0.3	Park Lane	831851R
BAV 1.1	Northern Ave	831852X
BAV 2.5	Longmeadow Rd	831854L
BAV 3.9	Eden Rd	831856A
BAV 6.3	Leitersburg Rd	831865Y
BAV 14.0	PA 316	831880B
BAV 15.0	Altenwald Rd	831881H
BAV 15.3	Fetterhoff Chapel	831884D
BAV 18.1	New Franklin Rd	831897E
BAV 19.0	Stone Quarry Rd	831900K
BAV 20.0	Orchard Ave	831904M
BAV 23.6	Siloam Rd	831919C
BAV 24.9	Salem Rd	831920W
BAV 26.0	Sunset Pike	831921D
BAV 26.7	Cumberland	831922K
BAV 27.7	Wagner Rd	831925F
BAV 29.8	Pinola Rd	831982R
BAV 30.2	Rowe Rd	831933X
BAV 31.1	Clearfield Rd	831934E
BAW 22.6	Wilson Boulevard	140615C
BAW 22.9	Potomac St	140616J
BBT 3.3	Security Ave	139504N

NOTES

METROPOLITAN SUBDIVISION - ME

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST WASHINGTON TERMINAL AMTRAK CAPITAL SD			
P	F						
30	30	BA 1.0 BA 1.3	F TOWER / C TOWER 0.3 NEW YORK AVE 0.8	1 2	ABS-261		
		BA 2.1	**QN TOWER**	BC DISP 14 – 6 RD – 08	**CPS-261**		1
60			6.2	1 2	ABS-261		
		BA 7.5	SILVER SPRING (P)				
	30	**BA 8.3**	**GEORGETOWN JCT**		**CPS-261**		1
70	55	BA 9.3		GEORGETOWN IT	ABS-261		
55	50						
	55	BA 10.6					
70		BA 11.0	KENSINGTON (P)				
		BA 11.7	11.3	DD			
		BA 12.2					
79		BA 12.4 15.0 16.0	GARRETT PARK (P)				
		BA 16.7	ROCKVILLE (P)				
70		BA 17.2					
79				BA 19.5 MONT CO RECYCLING	ABS-261		
		BA 19.6	**DERWOOD**		**CPS-261**		
		BA 20.5			ABS-261		
75		BA 20.8	WASHINGTON GROVE (P)				
		BA 21.6	GAITHERSBURG (P)				
79		BA 21.9					
65		BA 22.2	10.4				
79		BA 23.6	METROPOLITAN GROVE (P)				
		BA 24.3		DD			
		BA 24.9					
65		BA 26.4	GERMANTOWN (P)				
		BA 26.6		1 2			
79	55	BA 28.9	BOYD (P)		ABS-261		
		BA 30.0	**BUCK LODGE**		**CPS-261**		
					ABS-261		

METROPOLITAN SUBDIVISION - ME



METROPOLITAN SUBDIVISION - ME

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			WEST			
60	40	BA 75.5	WAS WB TOWER 0.1	N. LEAD, ENGINE LEAD, 6 YD, 5 YD, 20 YD	ABS-261		
50		**BA 75.6**	**WB TOWER**	OPERATOR WB CH 08, SP	**CPS-261**		
60		BA 75.7	0.1 EAS WB TOWER	1, 2, 4 YD			
60	40	BA 78.0	3.1	1, 2, 3 YD	ABS-261		
40	35	**BA 78.8**	**WEVERTON**		**CPS-261**		
				CUMBERLAND SD			
52.0 MILES F TOWER/C TOWER TO WEVERTON							

STATION PAGE NOTES	
NOTE 1:	Corridor integrity monitor is in service between BA 2.6 and BA 8.4. See Metropolitan Subdivision Special Instructions for operation.
NOTE 2:	The distance between BA 42.0 and BA 69.0 is 6269 FT. Mileposts 43 through 68 are not used.

METROPOLITAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - METROPOLITAN

Trk	MP/Location	P	F
Both	BA 1.0 - 2.1	30	30
Both	BA 2.1 - 8.3	60	30
Both	BA 8.3 - 9.3	70	55
Both	BA 9.3 - 10.6	55	50
Both	BA 10.6 - 12.2	70	55
Both	BA 12.2 - 16.7	79	55
Both	BA 16.7 - 17.2	70	55
Both	BA 17.2 - 20.5	79	55
Both	BA 20.5 - 21.6	75	55
Both	BA 21.6 - 21.9	79	55
Both	BA 21.9 - 22.2	65	55
Both	BA 22.2 - 24.9	79	55
Both	BA 24.9 - 26.6	65	55
Both	BA 26.6 - 31.0	79	55
Both	BA 31.0 - 32.9	70	55
Both	BA 32.9 - 34.9	79	55
Both	BA 34.9 - 36.4	70	55
Both	BA 36.4 - 37.3	65	55
Both	BA 37.3 - 38.5	79	55
Both	BA 38.5 - 38.7	70	55
Both	BA 38.7 - 39.9	79	55
Both	BA 39.9 - 40.2	70	55
Both	BA 40.2 - 41.6	79	55
Both	BA 41.6 - 42.6	65	55
Both	BA 42.6 - 42.8	65	30
Both	BA 42.8 - 69.4	30	30
Both	BA 69.4 - 70.1	60	40
Both	BA 70.1 - 70.3	50	40
Both	BA 70.3 - 70.4	45	40
Both	BA 70.4 - 70.6	55	40
Both	BA 70.6 - 70.8	40	35
Both	BA 70.8 - 72.2	60	40
Both	BA 72.2 - 72.5	50	40
Both	BA 72.5 - 75.5	60	40
Both	BA 75.5 - 75.6	50	40
Both	BA 75.6 - 78.0	60	40
Both	BA 78.0 - 78.8	40	35

ADDITIONAL SPEEDS (SP) - - METROPOLITAN

Location	Track Type	P	F
BA 42.6 - BAC 64.4	WYE	25	15

ADDITIONAL SPEED RESTRICTIONS

BA 75.6 Maple Ave - Passenger trains do not exceed 50 MPH, freight trains do not exceed 40 MPH over crossing at Maple Ave, Brunswick.

14 ENGINE BELL AND HORN SIGNALS

ENGINE HORN – Engine horn will be sounded 2 long sounds approaching stations between 0500 and 2100 hours.

The horn will be sounded beginning approximately 1100 feet from the station. Additional warnings will be sounded as necessary. At other times the horn will not be sounded at passenger stations unless people are present.

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
BA 9.7	Forest Glen Road	Continuous

All trains will ring engine bell continuously while approaching and passing crossings. The standard crossing warning signal rule 14(L) shall NOT be sounded with the engine horn within these limits, except in cases of emergency. All other operating rules that require the engine horn to be sounded will remain in effect.

90 TRAIN IN EMERGENCY

When trains sustain emergency brake applications at locations listed below, make announcements on the road channel, and follow up with emergency announcements on channels listed for the other railroad.

MP/Location	Railroad	Channel
BA 37.7	AMTRAK	AAR 54

96 OTHER THAN MAIN TRACK

MP/Location	Tracks / Contact Instructions
/ Brunswick - No 3 & No 4 Running Tracks	To coordinate movements between Weverton and WB, the Operator WB and BC dispatcher will communicate prior to routing trains between these points.
/ No 5 & No 6 Running Tracks - Ready Track	Movements on these tracks will be made on permission of Yardmaster at Brunswick, MD. Before engines are moved from Ready Track or before fouling any other track or Ladder Track, permission obtained from Yardmaster at Brunswick, MD.

103 SWITCHING

Kicking cars is prohibited in Brunswick Yard.

104 HANDLING SWITCHES

BA 74.8 / Brunswick - The normal position of the M-1 crossover is for crossover movement. It is equipped with banners and locks, and must remain locked.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Metropolitan Subdivision.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed / transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
BA 73.1	Brunswick	East Brunswick, BA 73.1
BA 76.0	Brunswick	No 6 Yard Office

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BA 16.7	Rockville	Continuous	08, 14-6	Wayside
BA 22.2	Woodensburg			
BA 75.0	WB Tower		28, 08, 14-6	Operator
	No. 6 Yard Office		28, 08	Terminal
BA 75.7	Brunswick		08, 14-6	Wayside
			28, 08	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BA 11.7	Kensington	2	NONE
BA 24.3	Klopper	1	NONE
BA 72.1	Catoctin	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Brunswick – Yard Switching Standards for Air Brakes:

Cars between 0 and 50 require no cars with air.

51 cars and above require 10% of cars with air.

5604 B - OPERATING A HELPER EQUIPPED TRAIN - OPERATING OVER-THE-ROAD

Helpers on train destined east of JD will normally be detached at Derwood, BA 19.6. Head-end helpers should be detached before the head end passes Derwood, and rear-end helpers should be detached east of the W.A.S Derwood.

Trains requiring helper to remain attached, such as those requiring assistance over Jones Hill on the Alexandria Extension, will not apply power when any part of the train being shoved is along the Metro Corridor between the following points:

Derwood, BA 19.6 and Randolph, BA 14.1

Georgetown Junction, BA 8.2 and QN, BA 2.0

NOTE: In event of inoperative dynamic brakes, train will be controlled by stretch braking method making reduction before half the train has crested Barnesville.

5700 - TELEMETRY - EQUIPPING TRAINS

MP
BA 33.1 - BA 37.3

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BA 75.0 - BA 76.0	Brunswick, No 1 Main Track	Shipments between 12' 3" and 12' 8 " width	Must not exceed 10 MPH passing any equipment on North Lead from East Brunswick to WB Tower

7. CLOSE CLEARANCE

MP	Location	Remark
BA 5.2	Martin-Wiegand Lumber	Against the dock
BA 19.8	Montgomery Co Liquor	Against the Dock
BA 37.0	Pepco-Northeast / Waste Management / Recovery Plant	The area of the Overhead Bridge located in the area of the crossover in the plant has substandard overhead clearance.
BA 76.6	Brunswick	Between Run-around and 34 track

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BAB 0.2	Georgetown IT	Entire Track

1. PROCEDURES JOIN CSX – WMATA (METRO) EMERGENCY NOTIFICATION

A. During the days and hours of commuter train operations, avoid blocking passenger stations.

NOTE: If your train will unavoidably block any of these specific locations, contact the train dispatcher for further instructions.

B.The following procedures must be strictly adhered to for emergency notification and safety precautions on the Metropolitan SD between BA 2.1 and BA 8.3 known as the joint CSX – WMATA (Metro) corridor.

a. Baltimore Dispatcher:

1) The WMATA (Metro) hot line between the BC Dispatcher and Metro must be tested daily and records of the test maintained in the dispatching center.

2) Any emergency situation within a Metro corridor such as, but not limited to, trains in emergency, derailments, etc., that could in any way affect the safety of the Metro train operations, or the activation of any warning alarms, will require the attention of the BC Dispatcher to immediately contact the WMATA Metro) control center via the "hot line" telephone and advise the Metro control center of the situation.

The BC Dispatcher will immediately stop all CSX trains moving within the affected corridor or approaching that corridor and hold such trains until it can be ascertained from both CSX and Metro personnel that all train operations may be safely resumed. After the BC Dispatcher is assured that all CSX trains have been stopped, he/she will so inform Metro.

When the Chief Train Dispatcher or the BC Dispatcher has been informed by both CSX and Metro personnel that the emergency conditions have been fully corrected on both CSX and Metro, and it is determined that safe train operations may be resumed, he/she will inform all affected CSX trains and allow them to resume operation as he/she directs.

3. In addition to these instructions, the BC Dispatcher must at all times, take any other action as deemed necessary, to provide protection and safety to all trains operating with the joint CSX – WMATA (Metro) corridors.

b. Train and Engine Employees:

1) Train crews must immediately make an emergency call to the BC Dispatcher when any emergency condition is encountered such as, but not limited to, their train brakes applied in emergency application, a derailment, a track condition or obstruction etc., that may endanger the safety of the train traffic or the public. Trains will immediately reduce to controlled speed and will comply with instructions of the train dispatcher.

An emergency condition will also include the activation of any recorded radio messages, conditions associated with the weather, other trains or work forces of either CSX or Metro, and any interference from outside parties not associated with CSX or Metro. Your attention is directed to Rule 514.

2) Emergency calls will not relieve employees of full compliance with Rule 90.

c. Signal, Communication and Engineering Employees:

Whenever any emergency conditions are observed on either CSX or Metro that may interfere with the safety of trains or the public, the condition must be immediately reported to the BC Dispatcher in Jacksonville by the quickest means available.

In addition, employees, when possible, must communicate the emergency condition to any trains, other CSX employees or Metro personnel in the affected area.

2. Brunswick Yard

Brunswick – Crew changes on the North Lead –

Westbound trains stopping for crew changes on the North Lead will stop east of the boardwalk and will not proceed until receiving a signal to depart. The engine bell must be rung approaching and passing the fuel rack.

M1 Crossover at Brunswick:

The normal position for M1 crossover, located at BA 74.8, in Brunswick, will be lined and locked for crossover movement.

This crossover is equipped with a lock and banners.

Brunswick - Crew changes on the North Lead –

Westbound trains stopping for crew changes on the North Lead will stop east of the boardwalk and not proceed until receiving a signal to depart. The engine bell must be rung when approaching and passing the fuel rack.

Brunswick - Setting Off In Yard

Trains setting off a solid block of flat cars with trash containers attached will pull into or shove into only a clear track within Brunswick Terminal.

Cars must not be spotted closer than 6 feet to the bumper block.

Brunswick – 84 Lumber

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BA 1.9	T St (Brentwood Yd)	838204E
BA 9.8	Forest Glen Rd	140488D
BA 13.8	Randolph	140494G
BA 20.5	Ridge Rd	140505S
BA 21.6	Summit Ave S	140507F
BA 22.1	Chestnut St	140509U
BA 23.3	Metropolitan Grove	140512C
BA 71.8	CR 515	140930A
BA 75.5	Maple Ave	140608S

NOTES

MON SUBDIVISION - M4

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION		TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
				NS — NS MGA			
				PLM 53.9 CP BROWN			
				PLM 53.5 RCS — NEWELL RT — EAST SECONDARY			1
				4 XOVER			
				PLM 51.6 — 3 XOVER — EAST RCS — BA DISP 14 – 6 RD – 08			1
				MIDDLE SECONDARY	96		
				2 XOVER — RCS			
				NEWELL YD OFFICE			1
				1 XOVER — PLM 49.5 — 2 YARD — 1 YARD — WEST SECONDARY — NEWELL COAL DIRECTOR , CH – 08 SEE NOTE 3			3
				PLM 47.7 RCS			1
25	PLM 46.0	WEST END NEWELL (END OF MAIN TRACK)			TWC-DCS		
	PLM 45.0		5.1	DD			
	PLM 40.9	EE ROSTRAVER		ROSTRAVER SDG 11,900 FT SP			
			0.7				
	PLM 40.2	ROSTRAVER XOVER					
		MONESSEN	1.8				
	PLM 38.4	WE ROSTRAVER	0.7				
	PLM 37.7	EE WEBSTER		SS — WEBSTER SDG 9,400 FT SP			2
			1.8				
	PLM 35.9	WE WEBSTER		SS			2
			8.7				
	PLM 27.2	BUNOLA		PLM 28.2 CAMPLY/CANASTRL SDG — PLM 27.1			
25							
	PLM 23.0		5.0				
10	PLM 22.2	ELIZABETH					
	PLM 21.9		2.4				
25							
	PLM 20.0			DD — GTC YARD			
	PLM 19.8	COURSIN		SS			
			2.2	GLASSPORT SDG 20,400 FT SP			2
	PLM 17.6	GLASSPORT					
	PLM 16.8	HARRISON ST	0.8				
25	PLM 15.3	McKEESPORT	1.5		TWC-DCS		
				PITTSBURGH SD — 2 — 1			
30.7 MILES WEST END NEWELL TO MCKEESPORT							

STATION PAGE NOTES
NOTE 1: Radio controlled switches are used at Newell. Refer to special instructions for operation.
NOTE 2: Refer to special instructions for spring switch positions and signals.
NOTE 3: Trains will receive arriving and departing instructions from the CSX Coal Director at Newell.

MON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - MON

Trk	MP/Location	F
SG	PLM 46.0 - 23.0	25
SG	PLM 23.0 - 21.9	10
SG	PLM 21.9 - 15.3	25

ADDITIONAL SPEEDS (SP) - - MON

Location	Track Type	F
PLM 40.9 - 38.4	SDG	10
PLM 37.7 - 35.9		25
PLM 19.8 - 15.3		10

96 OTHER THAN MAIN TRACK

A. Newell –

1. Newell Running Track from Brown, PLM 53.9 to PLM 46.0.

2. 'E' Secondary Track from PLM 53.5 to PLM 47.7.

3. Yard Tracks – Track Designations at PLM 49.5 from North to South are Track 1, Track 2, Stub track, Welland Chemical Lead track.

4. Yarding Purposes – The main and E Secondary Track between PLM 53.3 and PLM 47.7 are divided and designated as follows:

a. East – Between PLM 53.3 and crossover at PLM 51.6

b. Middle – Between crossover PLM 51.6 and crossover PLM 49.5

c. West – Between crossover PLM 49.5 and PLM 47.7

100-D HIGHWAY-RAIL GRADE CROSSINGS

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

Pennsylvania– over 5 minutes (15 minutes at private crossings)

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing, and circumstances. This information must be forwarded to the supervisor in charge of the territory.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
PLM 17.6	Glassport Siding - all road crossings on the siding	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
PLM 38.4	Rostraver Siding - all road crossings on the siding	
PLM 49.5	Newell Secondary Track - Morgan and Miller Sts	

1. Elizabeth – Eastbound trains not having a DCS authority must stop west of road crossing at approximate PLM 21.6 to avoid blocking road crossings in the Wylie/Elizabeth areas.

2. Newell – Westbound and eastbound trains changing crews in the Newell area must avoid stopping on circuits and activating automatic crossing warning devices.

3. PLM 39.2, Monessen - Moranda Homes Rd Crossing at PLM 39.2 is equipped with insulated joints placed 550 feet from the crossing, and are painted orange.

a. Cars must not be left standing between the insulated joints.

b. Trains stopping to pick up or set off on Rostraver siding must avoid blocking this crossing.

HYDRAULIC SWITCHES

Hydraulic Switches at Newell

A. Location of Hydraulic Switches

Item 1. Hydraulic switches are in service at the following locations:

a. PLM 47.7 - E secondary to main

b. PLM 49.1 - West Crossover main to E secondary

c. PLM 49.1 - East Crossover main to E secondary

d. PLM 49.2 - West Crossover main to E secondary

e. PLM 49.2 - East Crossover main to E secondary

f. PLM 51.6 - West Crossover main to E secondary

g. PLM 51.6 - East Crossover main to E secondary

h. PLM 53.3 - E secondary to main

NOTE: Above named hydraulic switches are considered 'hand-operated switches'.

Unless otherwise directed, train crews may leave hand thrown switches and crossovers in last used position, between CP Brown and PLM 47.7, except hand thrown switch at PLM 53.6 to Assad iron and Metal must be relined for normal movement.

Item 2. Operation of the hydraulic switches

A. Remote radio control from radio equipped with keypad;

MP	Location	Normal	Reverse	Inquiry	Remarks
PLM 47.7	West End Switch	#4741	#4741	#4743	Same code for Normal or Reverse
PLM 49.1	XOVER No 1 West XOVER	#4911	#4913	None	No inquiry function for crossover
PLM 49.2	XOVER No 2 East XOVER	#4921	#4923	None	No inquiry function for crossover
PLM 51.6	XOVER No 3 West XOVER	#5161	#5163	None	No inquiry function for crossover
PLM 51.6	XOVER No 4 East XOVER	#5141	#5143	None	No inquiry function for crossover
PLM 53.3	East End Switch	#5361	#5361	#5363	Same code for Normal or Reverse

B. Push Button Control

1. Operation toggle switch or push button is located at the switch inside a small metal box locked with a CSX switch lock.

NOTES:

1. If points are gapped, amber strobe light will light and remain lit until points are cleared of obstruction.

2. If points are gapped, no radio confirmation of throw will be announced over radio.

3. When train is stopped within wheel counting zone (approximately 250 feet either side of switch points), switch is inoperable. Manual button or radio control cannot throw switch and equipment must be moved outside of wheel counting zone.

C. Hand Throw Operation

Hand throw pump and the following instructions will be found in the black metal box located at the base of the switch.

1. Insert the pump handle into the pump socket.

2. Locate the directional valve on the front face of the pump manifold.

3. Place the valve handle in the appropriate position.

a. To move the switch points toward the switch machine, rotate the valve handle “clockwise” or “down”.

b. To move the switch points away from the switch machine, rotate the valve handle “counter clockwise” or “up”.

4. Move the pump handle up and down until the points are firmly against the stock rail (approximately 30 pumps).

5. Visually check to assure a good closure of the points. Always move the valve handle to the center position after completing the manual positioning of the points and before closing the hand throw cover.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
PLM 37.7	Webster Siding - East End	Main to Main	25 MPH facing and trailing
PLM 35.9	Webster Siding - West End	Main to Siding	
PLM 19.8	Glassport Siding - East End	Main to Main	25 MPH facing movement 10 MPH trailing movement

Color light spring switch indicator signals are located in the vicinity of the spring switches listed in the table above. In the table below are the aspects and indication for the spring switch indicators.

104-K SPRING SWITCH INDICATORS

Aspect Displayed	Indication
Green light	Switch is properly lined in the Normal position
Red light	Switch may not be properly lined

104-K SPRING SWITCH APPROACH INDICATORS

Color light spring switch approach indicators are in service at the locations listed in the table below, as are the aspects and indications for the approach indicators.

MP/Location	Aspect Displayed	Indication
PLM 40.3 / Rostraver - Westward Approach signal	Green light	Spring switch indicator is displaying a green aspect
PLM 40.3 / Rostraver - Westward Approach signal	Yellow light	Spring switch indicator is displaying a red aspect
PLM 33.8 / Sunnyside - Eastward Approach Signal	Green light	Spring switch indicator is displaying a green aspect
PLM 33.8 / Sunnyside - Eastward Approach Signal	Yellow light	Spring switch indicator is displaying a red aspect
PLM 21.6 / Wylie - Westward Approach Signal	Green light	Spring switch indicator is displaying a green aspect
PLM 21.6 / Wylie - Westward Approach Signal	Yellow light	Spring switch indicator is displaying a red aspect

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
PLM 53.9	Brownsville	Continuous	08, 14-6	Wayside
PLM 49.5	Newell Yard		08, 14	Terminal
PMN 32.2	East Monogahela		08, 14-6	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
PLM 45.0	MP 45	1	NONE
PLM 20.0	MP 20	1	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
PLM 53.9 - PLM 15.3	Entire SD	Wreck Cranes	Must not be moved over any bridge unless separated from engines by a spacer car not exceeding 160,000 lbs. and with minimum truck centers of 30 feet.
PLM 53.9 - PLM 15.3			Must not be placed on any bridge for the purpose of handling any car without the permission of the chief engineer.

7. CLOSE CLEARANCE

MP	Location	Remark
PLM 21.0	West Elizabeth Lumber	Next to loading dock

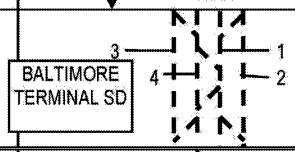
8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
PLM 49.8	Morgan St	584817C
PLM 49.7	Miller St	584816V
PLM 40.6	Corp of Engineers, Lock 4	584807W
PLM 39.3	12th St	922894L
PLM 38.3	1st St	873138L
PLM 32.6	Ductmate	584793R
PLM 21.9	Long St	584761K
PLM 17.8	Eighth St	584756N
PLM 17.7	Seventh St	584755G
PLM 16.9	Harrison St	584753T

OLD MAIN LINE SUBDIVISION - OM

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
								
P	F							
25	25	BAC 6.5	ST. DENIS					
		BAC 6.8	ST. DENIS (P)					1, 2
		BAC 7.0	1.4	DD	BC DISP 14 – 6 RD 08	ABS-261		
25	25	BAC 7.4						
30	30	**BAC 7.9**	**EAST AVALON**			**CPS-261**		
		8.0	1.9		SSDG	ABS-261		
		9.0			9,621 FT **SP**			
		BAC 9.8	**WEST AVALON**			**CPS-261**		
						ABS-261		
30	30		3.0					
25	25	BAC 12.7						
		BAC 12.8	ELLICOTT CITY					
		BAC 18.1		DD				
			7.2					
						ABS-261		
		BAC 20.0	**EAST DAVIS**			**CPS-261**		
			1.9	SSDG 9,200 FT **SP**		ABS-261		
		BAC 21.9	**WEST DAVIS**			**CPS-261**		
						ABS-261		
25	25		9.6					
30	30	BAC 30.1				ABS-261		
		BAC 31.5	**EAST HOOD**			**CPS-261**		
30	30	BAC 32.0	1.6	SSDG 8,253 FT **SP**		ABS-261		
35	35	**BAC 33.1**	**WEST HOOD**			**CPS-261**		
						ABS-261		
		BAC 38.9		DD				
35	35		8.0			ABS-261		

OLD MAIN LINE SUBDIVISION - OM

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
P	F						
35	35			MT. AIRY IT	ABS-261		
		BAC 41.1	EAST PLANE		CPS-261		
			2.1	SSDG 10,750 FT SP	ABS-261		
		BAC 43.2	WEST PLANE		CPS-261		
35	35	BAC 47.9			ABS-261		
30	30						
25	25	BAC 48.9					
			8.2				
25	25	BAC 51.2			ABS-261		
35	30						
		BAC 51.4	EAST REEL		CPS-261		
35	35		2.4	SP SSDG 11,950 FT	ABS-261		4 4
		BAC 53.8	WEST REEL		CPS-261		
			0.4	BAC 54.0	ABS-261		4
35	35	BAC 54.2	FREDERICK JCT	MARC FREDERICK BR.	CPS-261		
45	40	BAC 54.9			ABS-261		
45	45	59.0 60.0	7.8		ABS-261		
45	45	BAC 62.0	DOUB	SP	CPS-261		
45	40	BAC 63.0					
45	45		2.3	3 4	ABS-261		3
30	30	BAC 64.2					
		BAC 64.3	SATTERWHITE		CPS-261		
30	30	BAC 64.7	POINT OF ROCKS	SP			
				1 2 METROPOLITAN SD			

58.2 MILES ST. DENIS TO POINT OF ROCKS

STATION PAGE NOTES

NOTE 1: Freight trains to or from the Old Main Line SD will stop to clear at St. Denis Station during passenger train times, when passengers are present, to avoid trapping passengers between trains.

NOTE 2: Eastbound trains will stop to clear St. Denis station between 0500 and 0845, and between 1745 and 1945 daily, except Saturday, Sunday and Holidays, unless signal aspect more favorable than Restricted Proceed is displayed at St. Denis.

NOTE 3: Trains required to stop between Doub and Point of Rocks must not block farm crossings at BAC 62.9 and BAC 63.2

NOTE 4: For clearance purposes allow 6,200 feet East Reel to Reels Mill Rd.; 5,200 feet Reels Mill Rd. to West Reed; and 7,100 feet Reels Mill Rd. to Frederick Junction.

OLD MAIN LINE SUBDIVISION - OM
FREDERICK BRANCH (MDOT)

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			EAST			
45	45	**BAC 54.2**	**FREDERICK JUNCTION**		**CPS-261**		
		BAX 0.0	FREDERICK JUNCTION	EAST WYE SP / WEST WYE SP	ABS-261		4
		BAX 0.1	APEX OF WYE 0.1	BC DISP 14 – 6 RD – 08			1
30	25	BAX 0.8	MONOCACY STATION (P)	MONOCACY SDG 1,828 FT SP			2 3,4
		BAX 1.0	2.0		ABS-261		
		BAX 2.1	**MINNICK**	YARD TRACKS	**CPS-261**		
45			0.1	4,3,2,1	ABS-261		
		BAX 2.2	**EAST YARD**		**CPS-261**		4,5,6
		BAX 2.4					
25	25	BAX 3.1	1.0		ABS-261		
		BAX 3.2	**WISNER ST (WB ONLY)**		**CPS-261**		7,8
10	10	BAX 3.3	FREDERICK STATION		ABS-261		
		BAX 3.4	END OF TRACK 0.2				8
3.4 MILES FREDERICK JUNCTION TO END OF TRACK							

STATION PAGE NOTES	
NOTE 1:	Hand operated switch at the Apex of the Wye must be left lined and locked for movements on the West Wye.
NOTE 2:	Cars for Wickes Lumber must be spotted inside their gate.
NOTE 3:	Freight trains must not operate on main track at Monocacy Station, and must instead operate on the siding. Light engines may use the main track to run around cars on the siding, but must not exceed 10 mph.
NOTE 4:	All movements on the Monocacy Siding, East Wye, and all yard tracks will be made in accordance with Rule 96.
NOTE 5:	Unless otherwise instructed, P891 will yard in No. 4 track, P893 will yard in No. 3 track, and P895 will yard in No. 2 track.
NOTE 6:	Yd. Tracks 1 through 4 are considered locomotive servicing tracks and are restricted to 5 MPH. Freight trains will use No. 1 Yard only on permission of the BC Dispatcher.
NOTE 7:	Wisner St. A) – An unnumbered automatic dwarf signal is in effect for Eastbound movements to Frederick Station. ABS Rules are in effect. Red indicates track is occupied, Lunar indicates track is clear. Eastbound movements to the station with a red aspect may proceed at Restricted Speed. B) – To activate the Westbound Absolute Signal, operate the "request signal" button at the high block platform.
NOTE 8:	Before freight engines or cars may be operated East of the high block platform at Frederick Station a crew member must be stationed on the ground in a position to observe for close clearance and stop the movement if necessary.

OLD MAIN LINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - OLD MAIN LINE

Trk	MP/Location	P	F
SG	BAC 6.5 - 7.4	25	25
SG	BAC 7.4 - 12.7	30	30
SG	BAC 12.7 - 30.1	25	25
SG	BAC 30.1 - 32.0	30	30
SG	BAC 32.0 - 47.9	35	35
SG	BAC 47.9 - 48.9	30	30
SG	BAC 48.9 - 51.2	25	25
SG	BAC 51.2 - 51.4	35	30
SG	BAC 51.4 - 54.2	35	35
SG	BAC 54.2 - 54.9	45	40
SG	BAC 54.9 - 62.0	45	45
Both	BAC 62.0 - 63.0	45	40
Both	BAC 63.0 - 64.2	45	45
Both	BAC 64.2 - 64.7	30	30

AUTHORIZED SPEEDS - - FREDERICK BRANCH (MDOT)

Trk	MP/Location	P	F
SG	BAX 0.1 - 1.0	30	25
SG	BAX 1.0 - 2.4	45	25
SG	BAX 2.4 - 3.1	25	25
SG	BAX 3.1 - 3.4	10	10

ADDITIONAL SPEEDS (SP) - - OLD MAIN LINE

Location	Track Type	P	F
BAC 7.9 - 9.8	SSDG	30	30
BAC 20.0 - 21.9		25	25
BAC 31.5 - 33.1		30	30
BAC 41.1 - 43.2		35	35
BAC 51.4 - 53.8		30	30
BAC 62.0 - 62.0	TO	40	40
BAC 64.3 - 64.3	WYE	25	15
BAC 64.7 - 64.7			

ADDITIONAL SPEEDS (SP) - - FREDERICK BRANCH (MDOT)

Location	Track Type	P	F
BAX 0.0 - 0.0	WYE	15	10
BAX 0.8 - 1.0	SDG	25	25

ADDITIONAL SPEED RESTRICTIONS

BAX 0.0 - Do not exceed 15 MPH for passenger or 10 MPH for freight on East Wye.

BAX 0.0 - Do not exceed 15 MPH for passenger or 10 MPH for freight on West Wye.

100 HIGHWAY-RAIL GRADE CROSSINGS

Providing Crossing Protection

1. **East Avalon –** Eastbound trains leaving East Avalon must not exceed 15 MPH between eastward absolute signal East Avalon and Gun Rd Crossing.

2. BAC 21.8, West Davis MD Route 125 (Woodstock Rd) – Crossing indicator is located on north side of siding 50 feet east of road crossing. Westbound trains entering siding at East Davis must not foul MD Route 125 until crossing indicator is flashing. Westbound trains operating on the main track to West Davis, after receiving Approach or Restricted Proceed Signal at East Davis, must not foul MD Route 125 until signal aspect more favorable than Stop is displayed at West Davis.

3. BAC 31.5, East Hood (MD Route 97, Hoods Mill Rd) – Head end of eastbound trains departing from East Hood must not exceed 25 MPH between eastbound absolute signal, East Hood and MD Route 97 Rd Crossing.

4. BAC 56.2 Lime Kiln, Geoffrey Way Rd - Prior to fouling Geoffrey Way Rd Crossing, on the spur, crews must insure that the crossing gates are in the fully lowered position.

5. BAC 57.1 Lime Kiln, Alpha Rd - Essroc Crossing. Engineers will sound whistle signal 14(L) approaching this crossing.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Old Main Line Subdivision and the Frederick Branch.

231-A POWER OPERATED SWITCHES

BAC 41.1, East Plane - Due to the unique configuration of the switches at East Plane, when instructed by the Train Dispatcher to operate the switches off of power in the hand throw position, the west end of the crossover from the siding to the Mt. Airy Industrial track must be taken off power and also thrown in the hand throw position.

272-A 1 REVERSE MOVEMENT BEYOND LIMITS OF BLOCK, WHERE RULE 251 IS IN EFFECT

Helper engines assisting eastward trains will cut off before passing BAC 31.0 and will not make reverse movement without permission of train dispatcher.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAC 10.7	Ilchester	Continuous	08, 14-6	Wayside
BAC 16.6	Holofield			
BAC 21.8	West Davis			
BAC 25.4	Woodstock			
BAC 34.0	Woodbine			
BAC 54.2	Frederick			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAC 7.0	Relay	2	NONE
BAC 18.1	Daniels	1	NONE
BAC 38.9	Ridgeville	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BAC 10.5	Ilchester

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAC 57.0	Tamko	6-Axle Locomotives	Not more than one 6 axle locomotive without steerable trucks will be permitted to operate on No.3 Track.

7. CLOSE CLEARANCE

MP	Location	Remark
BAC 55.0	Contractors Yard	Unloading dock
BAC 59.0	Manor Wood, East Alco	5 and 6 tracks
BAX 0.8	Monacacy Station	Between equipment and the station platforms
BAX 2.2	West Yard	South side of No. 2 MARC Yard and the fuel pad
BAX 3.3	Frederick Station	Between equipment and the station platforms

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BAC 41.1	Mt. Airy IT	Entire Industrial Track

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BAC 7.8	Gunn Rd	140405M
BAC 16.6	Old Frederick Rd	140409P
BAC 21.8	Woodstock Rd	140410J
BAC 24.4	Marriottsville Rd	140411R
BAC 28.8	Main St	644374K
BAC 30.1	Gaither Rd	140414L
BAC 31.3	Hoods Mill Rd	140415T
BAC 31.5	SR 97	140416A
BAC 33.2	Morgan Rd	147989G
BAC 34.2	Woodbine Rd	140417G
BAC 34.5	Newport Rd	140418N
BAC 41.1	Old National Pike	140425Y
BAC 41.1	Rising Ridge Rd	644360C
BAC 49.5	Musseter Rd	140438A
BAC 49.7	Ijamsville Rd	140439G
BAC 52.7	Reels Mill Rd	140441H
BAC 55.4	Marcie's Ln	140447Y
BAC 56.0	English Muffin	140449M
BAC 56.3	Geoffrey WV	908545S
BAC 56.4	Buckeystown Pike	140450G
BAC 56.7	Linekiln Rd	140451N
BAC 58.4	Manor Woods Rd	140454J
BAC 59.0	New Design Rd	140455R
BAC 60.4	Montville Rd	140457E
BAC 61.3	Doubs Rd	140458L
BAC 64.3	Tuscarora Rd	140461U
BAX 2.9	South St	140465W
BAX 3.2	Wisner St	140462B

NOTES

P&W SUBDIVISION - PW

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			WEST 1 2 PITTSBURGH SD			
30	30	BF 319.0	BRADDOCK	BA DISP 37 – 6 RD – 08			1
55	40	BF 319.2	3.7		ABS-261		
	25	BF 322.5					
40		**BF 322.7**	**GLENWOOD HOLDOUT**	GLENWOOD YARD	**CPS-261**		2
30		BF 323.5	2.4	GLENWOOD RT RULE 96	ABS-261		
		BF 325.1	**LAUGHLIN JUNCTION**		**CPS-261**		
			1.2		ABS-261		
		BF 326.3	**EAST SCHENLEY**		**CPS-261**		
		BF 328.1=	1.8	SP	ABS-261		
30	25	**BG 1.0**	**FIELD**	**NS CONNECTION**	**CPS-261**		2
				AVRR			
9.1 MILES BRADDOCK TO FIELD							

STATION PAGE NOTES

NOTE 1: Tonnage restriction for empty cars 80 feet or longer. See Division Special Instructions.

NOTE 2: AVR Railroad owns all of the former P&W west of Field. AVR Railroad also leases the Glenwood Running Track between Glenwood Holdout and Laughlin Jct, and Glenwood Yards. They also lease the MPW track between Field and Glenwood Holdout

P&W SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - P&W

Trk	MP/Location	P	F
SG	BF 319.0 - 319.2	30	30
SG	BF 319.2 - 322.5	55	40
SG	BF 322.5 - 323.5	40	25
SG	BF 323.5 - 326.3	30	25
SG	BF 326.3 - 328.1	30	25
SG	BG 1.0 - 1.0	30	25

ADDITIONAL SPEEDS (SP) - - P&W

Location	Track Type	P	F
BF 328.1 - 328.1	CONN	30	10

96 OTHER THAN MAIN TRACK

Glenwood Running Track - Between Braddock and Glenwood Holdout will be used on permission of yardmaster at Demmler Yard.

100-E HIGHWAY-RAIL GRADE CROSSINGS

Movements on Glenwood Running Track must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the P&W Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BF 323.4	Glenwood	Continuous	08, 37-6	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

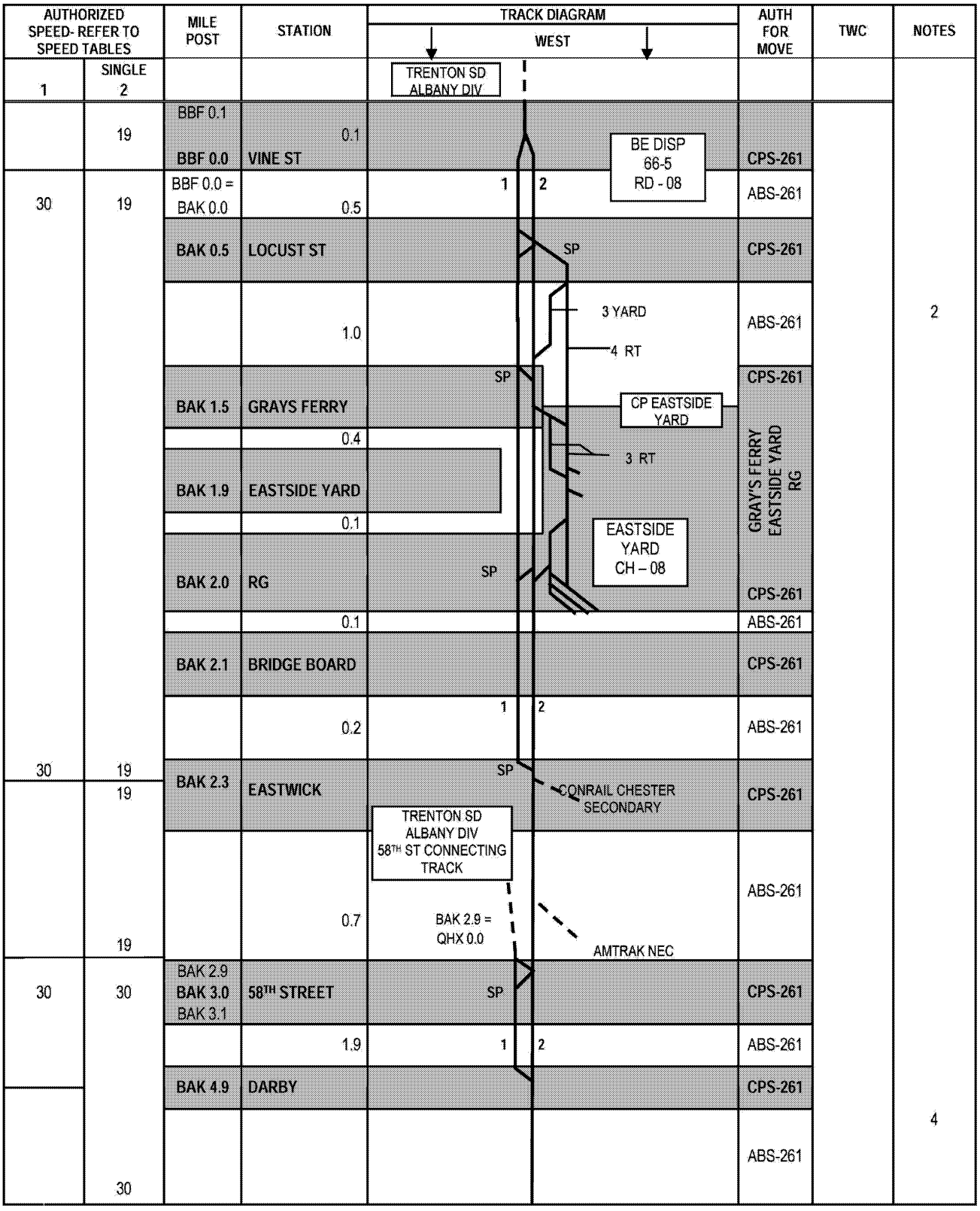
8. MISCELLANEOUS

NONE

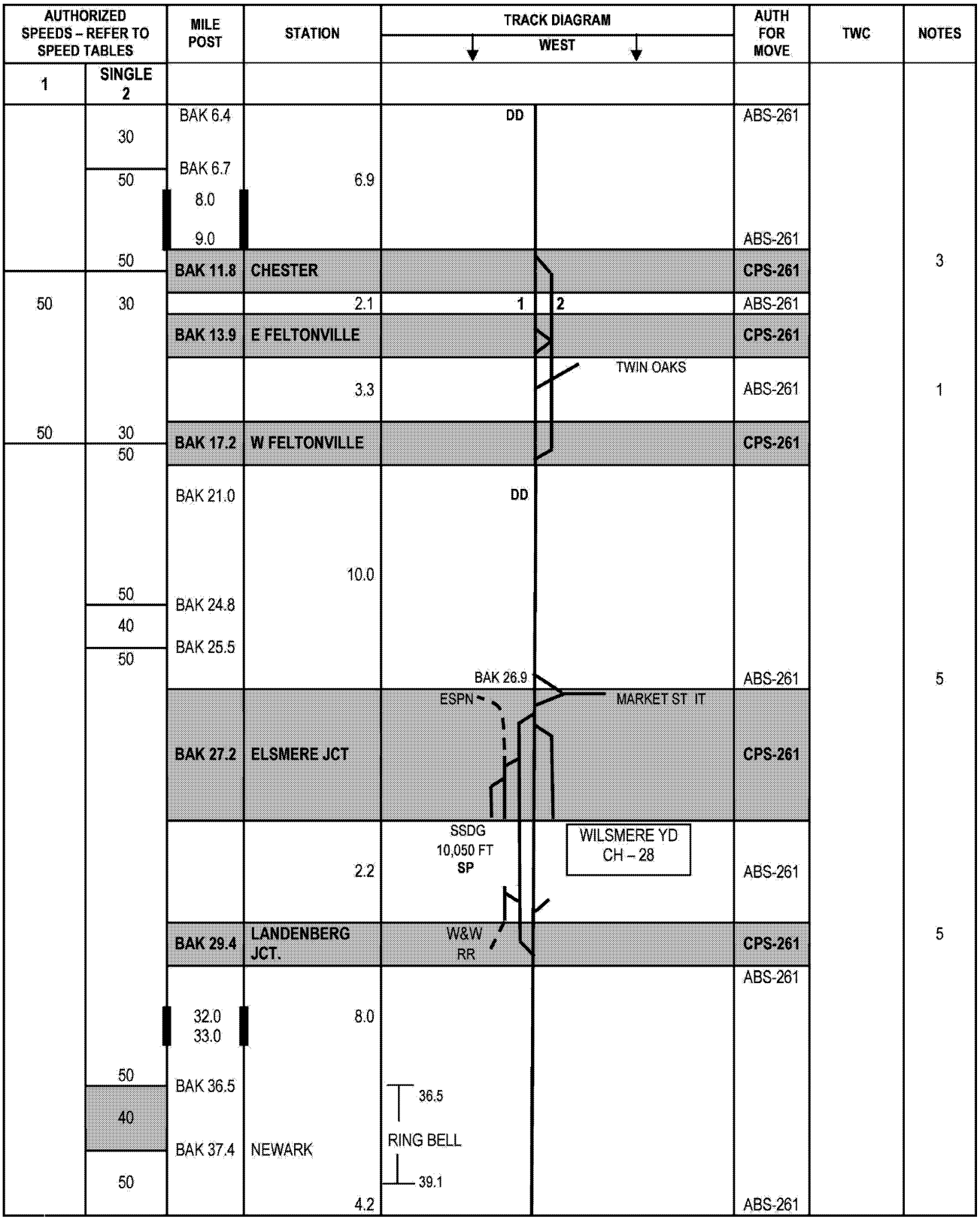
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BF 323.3	Vespucious St Ext	918097N
BF 323.9	Tecumseh St	145672H
BF 324.1	Hazelwood Ave	145673P
BF 324.7	2 Ave	145675D
BF 326.3	Boundry St	145695P

PHILADELPHIA SUBDIVISION - PA



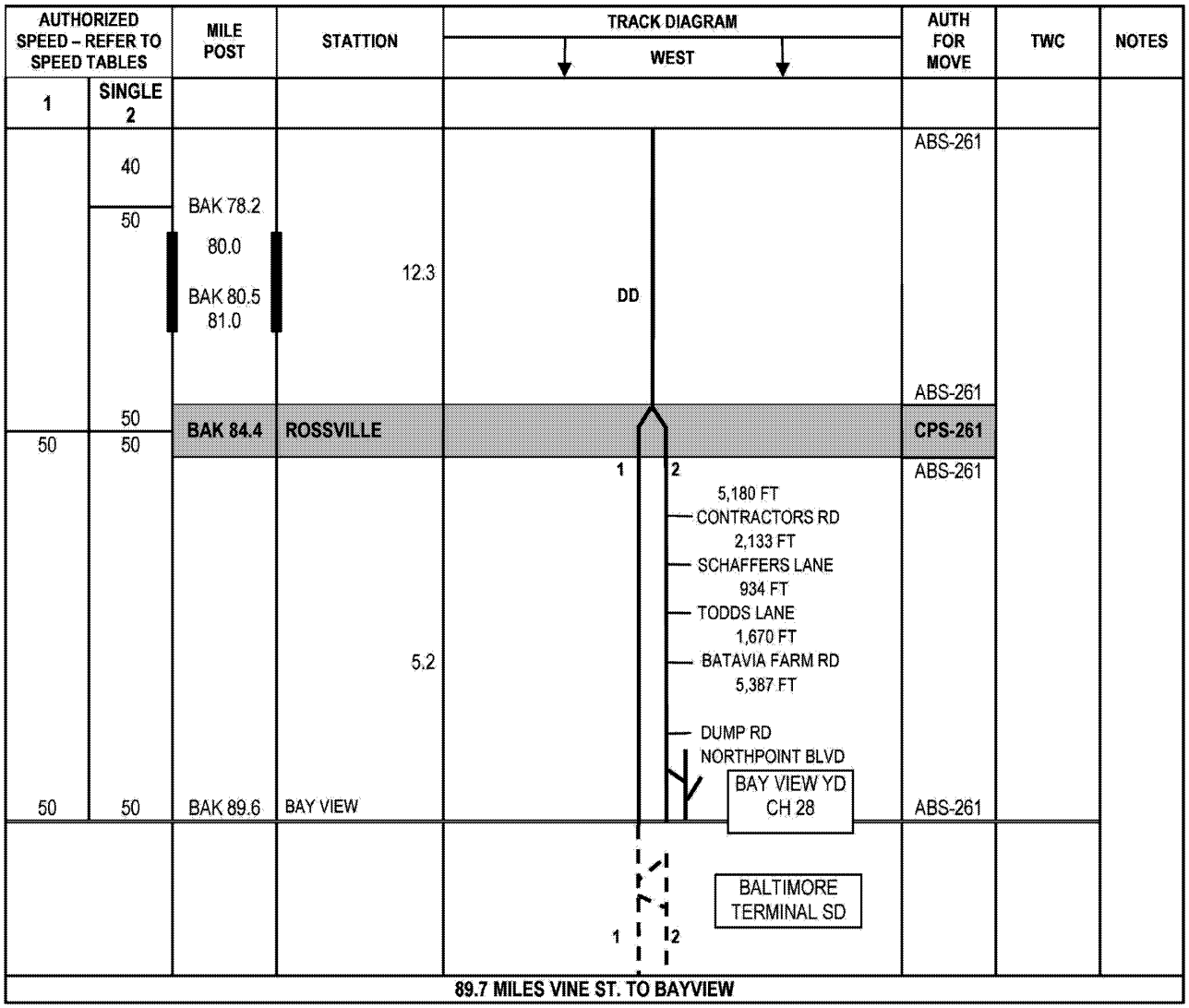
PHILADELPHIA SUBDIVISION - PA



PHILADELPHIA SUBDIVISION - PA

AUTHORIZED SPEEDS – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1	SINGLE 2						
					ABS-261		
	50	BAK 41.6	EAST SINGERLY		CPS-261		
			2.1	SP SSDG 10,800 FT	ABS-261		
		BAK 43.7	WEST SINGERLY		CPS-261		
		BAK 46.3		DD; MD MATERIALS; BAK 49.2; BAK 51.5; BAK 52.8; GE BELVEDERE STG 100 CARS	ABS-261		
			10.8		ABS-261		
		BAK 54.5	E AIKIN		CPS-261		
			1.9	SSDG 10,000 FT SP	ABS-261		
	50	BAK 56.4	W AIKIN	PERRYVILLE BR	CPS-251		
	40	BAK 58.1			ABS-261		
	50		11.8	RIVERSIDE IT; BAK 66.7; BELCAMP STG 100 CARS; BAK 67.8			
		BAK 68.2	BELCAMP 1.8	DD	ABS-261		
		BAK 70.0	E VAN BIBBER		CPS-261		
			2.1	SSDG 10,450 FT SP	ABS-261		
		BAK 72.1	W VAN BIBBER		CPS-261		
		BAK 76.9			ABS-261		
	50						
	40				ABS-261		

PHILADELPHIA SUBDIVISION - PA



STATION PAGE NOTES	
NOTE 1:	Twin Oaks – Crossing indicators are in service at BAK 15.5 for westbound movements. Westbound trains receiving approach type signals at East Feltonville must stop at the indicators unless they flash. The indicators flash with a lunar light, which is the authority to proceed to the signal at West Feltonville. It does not give information regarding indication of next signal.
NOTE 2:	Yardmaster RG is in charge of 3 and 4 tracks between Locust St. and Grays Ferry. See special instructions for engineering department employees.
NOTE 3:	A no parking zone exists between Darby and Chester (BAK 4.8 – BAK 11.0). See Philadelphia Special Instructions for train operation.
NOTE 4:	A crossing indicator is in service at BAK 4.9. Eastbound trains receiving other than clear or approach medium signal indications at Collingdale will not pass the indicator at BAK 4.9 unless the lights are flashing.
NOTE 5:	Main Track switches at east leg of wye at BAK 27.0 and No. 4 yard BAK 29.0 must first unlock the switch then unlock the derail.

PHILADELPHIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - PHILADELPHIA

Trk	MP/Location	F
SG	BBF 0.1 - 0.0	19
1	BAK 0.0 - 2.3	30
2	BAK 0.0 - 2.3	19
SG	BAK 2.3 - 2.9	19
Both	BAK 2.9 - 4.7	30
SG	BAK 4.7 - 6.7	30
SG	BAK 6.7 - 12.0	50
1	BAK 12.0 - 17.2	50
2	BAK 12.0 - 17.2	30
SG	BAK 17.2 - 24.8	50
SG	BAK 24.8 - 25.5	40
SG	BAK 25.5 - 36.5	50
SG	BAK 36.5 - 37.4 -- City Ordinance	40
SG	BAK 37.4 - 56.4	50
SG	BAK 56.4 - 58.1	40
SG	BAK 58.1 - 76.9	50
SG	BAK 76.9 - 78.2	40
SG	BAK 78.2 - 84.4	50
Both	BAK 84.4 - 89.6	50

ADDITIONAL SPEEDS (SP) - - PHILADELPHIA

Location	Track Type	F
BAK 0.5 - 0.5	TO	10
BAK 1.0 - 1.0	XOVER	
BAK 2.0 - 2.0		
BAK 2.3 - 2.3	TO	
BAK 3.0 - 3.0	XOVER	
BAK 27.2 - 29.4	SSDG	25
BAK 41.6 - 43.7		30
BAK 54.5 - 56.4		
BAK 70.0 - 72.1		

13 ENGINE BELL

MP	Location	Hours of Restriction
BAK 36.5 - BAK 39.1	Newark, DE	Ring bell continuously

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - PHILADELPHIA

Trk	MP/Location	F
SG	BAK 36.5 - 37.4	40

90 TRAIN IN EMERGENCY

When trains sustain emergency brake applications at locations listed below, make announcements on the road channel, and follow-up with emergency announcements on channels listed for the other railroad

MP/Location	Railroad	Channel
BAK 2.8	Over AMTRAK	AAR 54
BAK 56.4	Over NS	AAR 64

97 DRAWBRIDGES

MP	Location	Hours Attended
BAK 2.1	Schuylkill River	Continuous

Drawbridge is located in Philadelphia over Schuylkill River and its use will be governed by signal indication.

100 HIGHWAY-RAIL GRADE CROSSINGS

A. Wilmington

MP	Location	Instructions
BAK 29.0	Centerville Rd	Crossing must not be blocked at any time for a period more than 5 minutes.

B. Rossville to Bay View

Crossings must not be unnecessarily blocked by standing trains.

Westbound trains receiving an indication less favorable than clear on the westbound absolute signal Rossville will stop to clear Contractors Rd Crossing, BAK 85.53, and will contact the Train Dispatcher for instructions before proceeding. The Train Dispatcher will advise if there are trains stopped ahead. If it is necessary to advance a train, crew will make arrangements to cut their train to allow vehicular access.Dispatchers and train crews will use the measured distances on the station pages as a guide in determining if trains will fit between crossings.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
BCE 0.0	Delaware I.T., Philadelphia	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
BCE 1.0	Oregon Ave	
BCE 1.5	Weccacoe Ave	
BCE 1.6	Snyder Ave	
BOJ 0.0	Market St I.T., Wilmington	
BOJ 0.8	Maryland Ave	

103 SWITCHING

1. Hand Brakes at Feltonville, DE – When necessary to apply hand brakes on cars on No. 2 track at Feltonville, crews will apply brakes on No. 1 track side, and will request block protection from train dispatcher.

2. Wilmington Transflo – Crews are prohibited from kicking cars into any tracks at Transflo at Wilmington.

123 DISPATCHER BULLETIN AND RELEASE FORM

Foreign Line Crews

Foreign Line crews, with trains destined for CSX tracks in Philadelphia, will contact the BE Train Dispatcher to sign up their trains. The toll free number for the BE Train Dispatcher is 800-921-2223. The following information must be provided to the dispatcher.

Foreign Line train symbols and destination on CSX Crew engineer, conductor, and other crew members or riders, Engines assigned, Train loading – loads, empties, and tons.

The CSX BE Dispatcher will assign a CSX designation to the train, which will be a "Z" letter and a 400 series number, and will then issue by fax machine a CSX dispatcher bulletin for the crew.

Crews operating over CSX main tracks must have a train bulletin in their possession prior to occupying CSX tracks. Crews must also have the latest CSX System and Baltimore Division bulletins affecting their movement before operating over CSX. The dispatcher will identify the latest system or Baltimore Division general bulletin in effect.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Philadelphia Subdivision.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
BAK 1.9	Philadelphia East Side Yard	RG Tower - Wall
BAK 3.1	58th Street	On post
QHW 5.0	South Philadelphia Yard	Yard office - West end of yard - QHE 5.0

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAK 2.0	RG Tower	Continuous	08, 66-4	Wayside
BAK 28.0	Wilsmere Yd.		28	Terminal
BAK 21.4	Carrcroft		08, 66-4	Wayside
BAK 41.5	Newark			
BAK 50.5	Foys Hill			
BAK 74.2	Clayton			

704 ON TRACK EQUIPMENT MOVEMENTS

Engineering employees working on signaled tracks at RG:

The request for engineering employees to work on signaled tracks at RG will include all tracks that are intended to be occupied. These will be Number 1 or Number 2 main tracks, or 3 Runner between W.A.S. Grays Ferry and RG Tower.

913 REMOTE CONTROL ZONES

RCO ZONES (RCZ) GREENWICH YARD
A) Name and Location of RCZ

East End

Engine Lead 1 - Starting at the east end clearance point G 15 and G 14 (RCZ signs displayed). Extending east to clearance point of the engine lead and the RD lead (RCZ sings displayed).

Local Yard Lead 1 - Starting at the east end of RD 3 through RD 5 switch (RCZ signs displayed). Extending east on the local yard lead to a point 300 feet west of the intermodal grade crossing. (RCZ signs displayed). Zone also includes crossover to engine lead 1.

West End

Class Yard Pocket - Starting at the west end of the GOO track and extending west to a point 300 feet east of the 11TH street road crossing. (Due to close clearance, RCZ sign displayed on west side of 11th street road crossing).

B) RCZ signs marking the limits of the zones are placed as follows:

Engine Lead 1 Zone - East end clearance point of G 15 and G 14 and at the clearance point of the engine lead and the RD lead.

Local Lead 1 Zone - East end RD 3 through RD 5 switch and at a point 300 feet west of the intermodal grade crossing.

Class Yard Pocket Zone - West end of GOO track and extending west to a point 200 feet east of the 11th street road crossing.

Due to clearance limitations, signs will not be displayed on east and west end of all G yard tracks.

C) Activating the Remote Control Zone

The yardmaster is the control station for this remote control zone.

A track in the RCZ becomes activated once:

The RCOF requests permission from the control station (Yardmaster) to activate the zone.

Permission has been received from the control station (Yardmaster) to activate the zone.

All RCZ signs will be displayed continuously unless, RCZ is removed from service.

All grade crossings are made inaccessible.

Instruction for train, engine and on-track equipment movements arriving Greenwich Yard.

All inbound train, engine or on-track equipment movements arriving South Philadelphia Yard will not proceed without contacting the yardmaster to determine if a RCZ is activated.

D) PSP (Positive Stop Protection)
Positive Stop Protection is installed in all zones. The following conditions relieve the remote control operator point protection working in the zone:

1. Locomotive - PSP equipment is installed on the following Greenwich RCL locomotives.
CSXT 1505, CSXT 1519, and CSXT 8259

2. Locomotive - Must be set up as a RCL and linked to at least 1 OCU. The PSP / GPS override must not be activated for normal operation. If it becomes necessary to override PSP / GPS, point protection must be provided.

3. Operators - Must verify that the RCL is responding to transponders (Pucks) at the beginning of each shift unless a crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible or visual outputs of the OCU once the locomotive has entered the PSP zone and has traversed over the first two pucks. Any exceptions of the locomotive not properly reading pucks must be reported to yardmaster. When the RCO is verifying the PSP system, they will also notify the yardmaster that the tracks are clear.

4. Speed Selector Settings - While operating in the PSP area, the operator will match the speed commands received on the OCU. (I.E. 7, 4, Stop Etc) the operator must not use the coast or coast B command while operating in the PSP area.

5. Radio Channel - All yard crews working in Greenwich Yard will operate on designated radio channel #28 (handhelds and engine radios). All transportation personnel must monitor this channel at all times being alert for "man-down message".

6. PSP Tonnage Restrictions - When PSP is controlling the movement on all east end zones, maximum tonnage is 3000 ton per locomotive and maximum number of cars is 20 cars.

West end zone maximum tonnage is 7000 ton per locomotive.

Operating an OCU while riding the side of a car is permitted in a Greenwich Yard Zone after establishing a RCZ according to Rule 913-C.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BAK 6.4	Collingdale	2	NONE
BAK 21.0	Carrcroft	1	NONE
BAK 46.3	Eder	1	NONE
BAK 68.2	Belcamp	1	NONE
BAK 80.5	White Marsh	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BAK 2.1	Philadelphia, Schuylkill River
BAK 2.8	Philadelphia, over AMTRAK
BAK 56.5	Perryville, Susquehanna River
BAK 58.0	Perryville, Susquehanna River

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Philadelphia-East Side Wilmington , DE

Tonnage of 0-30 cars require no cars with air. Tonnage of 31 cars and above require a minimum of 5 cars with air.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAK 6.5	Collingdale to Philadephia	TOFC-COFC exceeding 17'0" ATR, 8'6" wide	Must not move without specific clearance authority
BAK 12.0	Chester	Engines and excessive dimension cars	Must not pass auger on 4 track, 335 feet from point of switch on lead
BAK 84.1	Baltimore Brick	6-Axle Locomotives	Prohibited
BOJ 0.8	Wilmington, Market St. IT		Prohibited past Maryland Ave

7. CLOSE CLEARANCE

Philadelphia

MP	Location	Remark
BCE 0.0 - BCE 2.0	Delaware Ave.	Pier 38 and Pier 40 platforms Pier 40 gate on the south side 78 Annex - inside the door, east side 80 JH, south side
BCE 0.0 - BCE 2.0	Procacci Brothers	Track 5 and Track 7 Building 1 Industrial Track, toward building 1
BCE 0.0 - BCE 2.0	Levin	Fence on East side of Jetro lead

Feltonville

MP	Location	Remark
BAK 14.8	Rador Industrial Park	Entrance to and inside all buildings

Wilsmere Yard

MP	Location	Remark
BAK 25.0	Eastbound Yard	Telephone Pole at 18 switch, very close at middle of yard across from yard office
BAK 25.0	24 and 4 tracks	Fence between track
BAK 25.0	General Motors	5 Track

Barksdale

MP	Location	Remark
BAK 40.8	Cargill	All unloading stations, spots 1 - 6

Northeast

MP	Location	Remark
BAK 47.5	Maryland Materials	Siding under Mechanics Valley Road Bridge

Rosedale

MP	Location	Remark
BAK 86.0	Gibson-Homans	Loading dock

Employees are prohibited from riding the side of cars on tracks 9-21 in Eastside Yard Philadelphia.

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BAK 27.2	Elsmere Jct.	Market Street I.T.

A. Philadelphia

1. Switching Windows at Transflo

Continuous window from 2300 Friday until 0600.

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 Transflo 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.

2. All trains originating at Philadelphia destined for the RF&P Subdivision with train control units on the head end must test the train control before departure. If the train control fails, it must be reported as soon as possible to the yardmaster and dispatcher.

3. The Roundhouse Foreman will have exclusive control of the locomotive tracks. Crews will contact the Roundhouse Foreman on Channel 08 before entering the locomotive service tracks. Crews receiving engines on the service track will not move engines without permission of the Roundhouse Foreman.

4. All road and yard crews going on duty in the Philadelphia/ Wilmington Terminal must contact the trainmaster within 10 minutes of their on duty time for a safety job briefing. This will be done without fail.

5. Remote Control Locomotives

Remote control locomotives are not permitted to operate on the Chester Secondary.

6. Greenwich Yard - Yardmaster for Greenwich Yard is consolidated and will be operated from the RG, Eastside Yardmaster Office. All crews operating into Greenwich Yard, QHE 5.0, must contact the RG Yardmaster on channel 28/28 for instructions prior to entering the yard. All road and yard crews performing work within the Greenwich Yard Limits will utilize and monitor channel 28/28. This channel will be monitored 24 hours per day, 7 days a week.

Contact phone number for the RG Yardmaster Office is RNX 446-2734 or (215) 339-2734.

B. Darby to Chester

No Parking Zones

1. Trackage on the Philadelphia Subdivision between BAK 4.8 and BAK 11.0 is designated as a "No Parking Zone."

A “No Parking Zone” is defined as a crossing that is not to be blocked for any reason, other than an emergency. In the

event one (or more) of the crossings designated as "No Parking Zones" is blocked by a train, it must be immediately cut in accordance with Rules 100-D and 100-G.

The following locations will be used to hold additional trains from entering the limits of the "No Parking Zone."

2. Eastbound Trains –

1st Train – at the west end of Darby

2nd Train – at "RG" on the Philadelphia Subdivision or on the 58th Street Connection, and

3rd Train – at Park on the Trenton Line or Arsenal on the Harrisburg Line.

C. Twin Oaks

a) Instructions For Working Twin Oaks –

When shoving in to spot loads or when pulling empties from the plant, hold onto no more than 28 multilevel cars. Avoid fouling Meetinghouse Road or causing the gates or lights to activate at Meetinghouse Road.

When spotting loads on a track, do not hold onto more than 10 cars. (It may be necessary to set over to additional tracks, then come back to spot cars previously set over). When pulling empties, pull each track away from the east end of the track prior to pulling cars from the facility.

When spotting cars, place the east end wheel on the yellow line at "A" pad.

Spacing between cars spotted must be between 35 and 45 inches.

Hand brakes must be applied on each end and to the middle of a 5-car cut spotted between each pad.

Do not leave cars standing between "C" pad and pull-in switch unless the facility is full.

b) Westbound trains out of Philadelphia, working Twin Oaks, will contact the local freight or utility switchman at Twin Oaks to coordinate movements, prior to occupying Feltonville Siding.

c) Trains originating in Philadelphia with multi-level pick-ups at Twin Oaks may operate without train documentation from Twin Oaks to Wilsmere, but must not leave Wilsmere without train documentation.

D. Wilsmere

Trains Working at Wilsmere

Crews of trains listed below will call the yardmaster at Philadelphia to ascertain if there is any work for the train to perform:

Eastward Trains – Q406, Q216, Q370

Westward Trains – Q405, Q217, Q373

Landenberg Jct.

All crews operating on the west end of Wilsmere Yard, either setting off or picking up, who ask for a signal WAS Landenberg Junction, must go beyond the signal called for a sufficient distance to cause the signal to display a STOP. If this procedure is not followed, the crossing warning will remain in effect for a minimum of eight minutes from the time the reverse move is made.

Effective immediately all road and yard crews going on duty in the Philadelphia/Wilmington Terminal must contact the trainmaster within 10 minutes of their on duty time for a safety job briefing.

No yardmaster will be on duty at Wilsmere Yard. The yardmaster at "RG" Tower, Philadelphia, PA, will supervise road and yard crews at Wilsmere. The yardmaster at RG can be contacted on Channel 28-28 at Wilsmere or at 215-339-2734 or RNX 446-2734.

Crews will be responsible for locking the yard office at Wilsmere when not occupied.

Wilsmere, Centerville Rd.

When operating siding to 3 Yard at Centerville Rd. keep engines on the west side of road crossing.

E. Belvedere Siding

Trains picking up non-placarded cars at Belvedere may move cars to next terminal without CSX train documentation.

A compressor will be used to keep cars on air after their initial terminal brake test. The Wilmington Car Department will pre-test a maximum of 29 cars for pickup by westbound trains. A 75 foot hose is attached to an air line outlet which is painted fluorescent orange to allow flexibility in spotting the west end car. A door on the front of the compressor is secured by a railroad lock and is the location of the start switch.

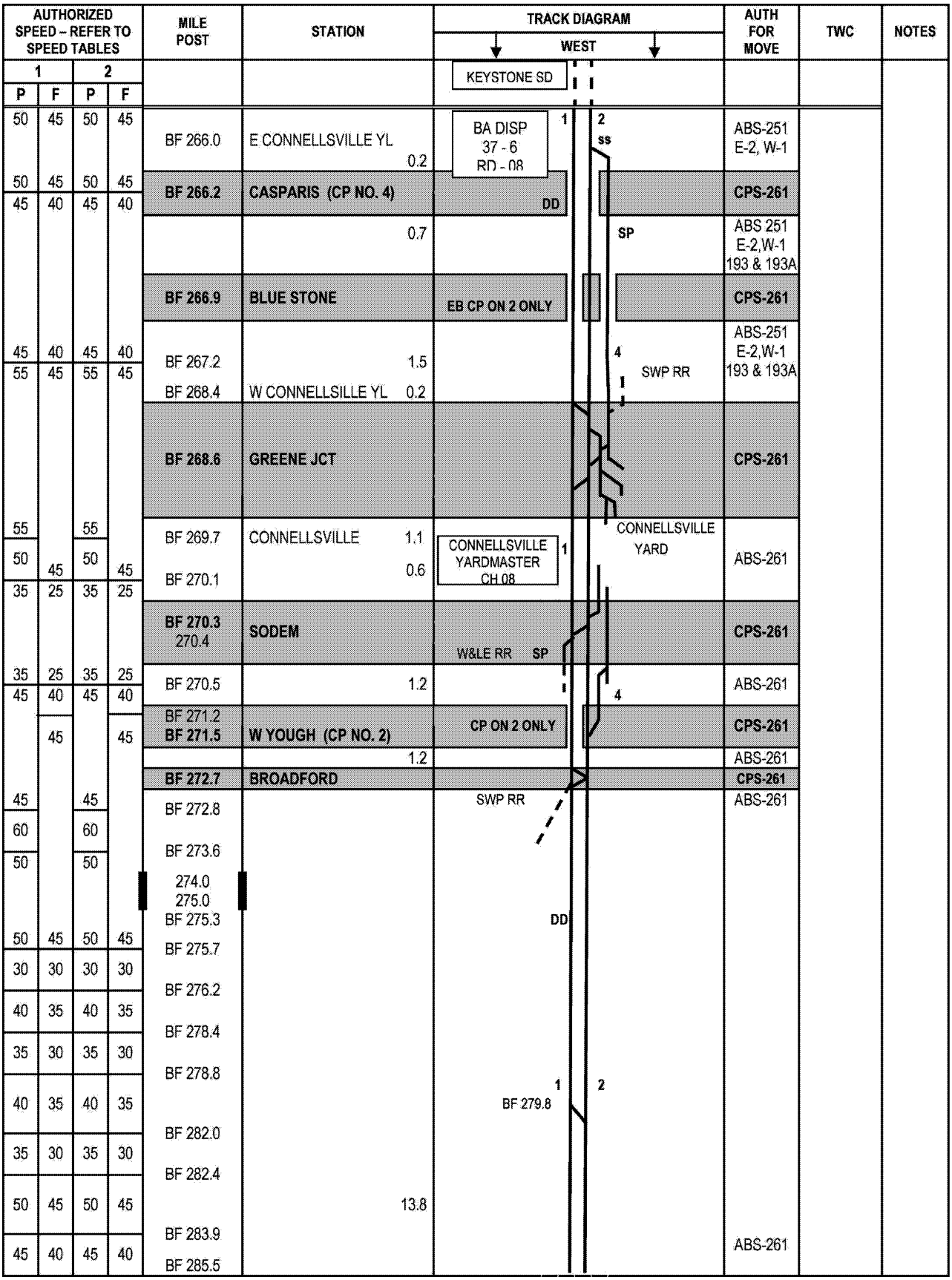
The crew picking up the cars will find the completed BTC-100 on the clip inside the door. The outbound conductor, after coupling to the pickup, obtains the air slip and turns the compressor off by turning the dial to the left. He then closes the angle cock on the cars and on the air line located at the base of the rail and the air is automatically bled down. Place the air hose next to the rail to avoid cutting it in two.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BAK 2.8	58th St	140631L
BAK 4.9	5th St	140640K
BAK 5.0	Main St	140641S
BAK 6.7	Oak Ln	140646B
BAK 7.0	Ashland Ave	140647H
BAK 7.7	South Ave	140649W
BAK 8.1	Amosland Ave	140650R
BAK 9.6	Swarthmore Ave	140652E
BAK 10.6	Fairview Rd	140654T
BAK 16.0	Meetinghouse Rd	140670C
BAK 17.5	Naamans Rd	140672R

BAK 17.5	Chichester Ave	140673X
BAK 29.0	Centerville Rd	140714A
BAK 29.3	Newport Gap Pike	140715G
BAK 30.2	Kiamensi Rd	140717V
BAK 37.2	College Ave	140728H
BAK 37.3	New London Ave	140729P
BAK 37.3	W. Main St	140730J
BAK 41.5	Elk Mills Rd	140774J
BAK 54.7	Jackson Station	140789Y
BAK 58.8	Ontario St	140793N
BAK 59.3	Lewis Ln	140794V
BAK 62.5	Beardshill Rd Ext	140802K
BAK 63.5	West Belair Ave	140804Y
BAK 64.9	Frito Lay	918580H
BAK 73.8	Clayton Rd	140813X
BAK 75.1	Joppa Rd	140815L
BAK 80.5	Ebenezer Rd	140819N
BAK 86.1	Todd's Lane	140830N

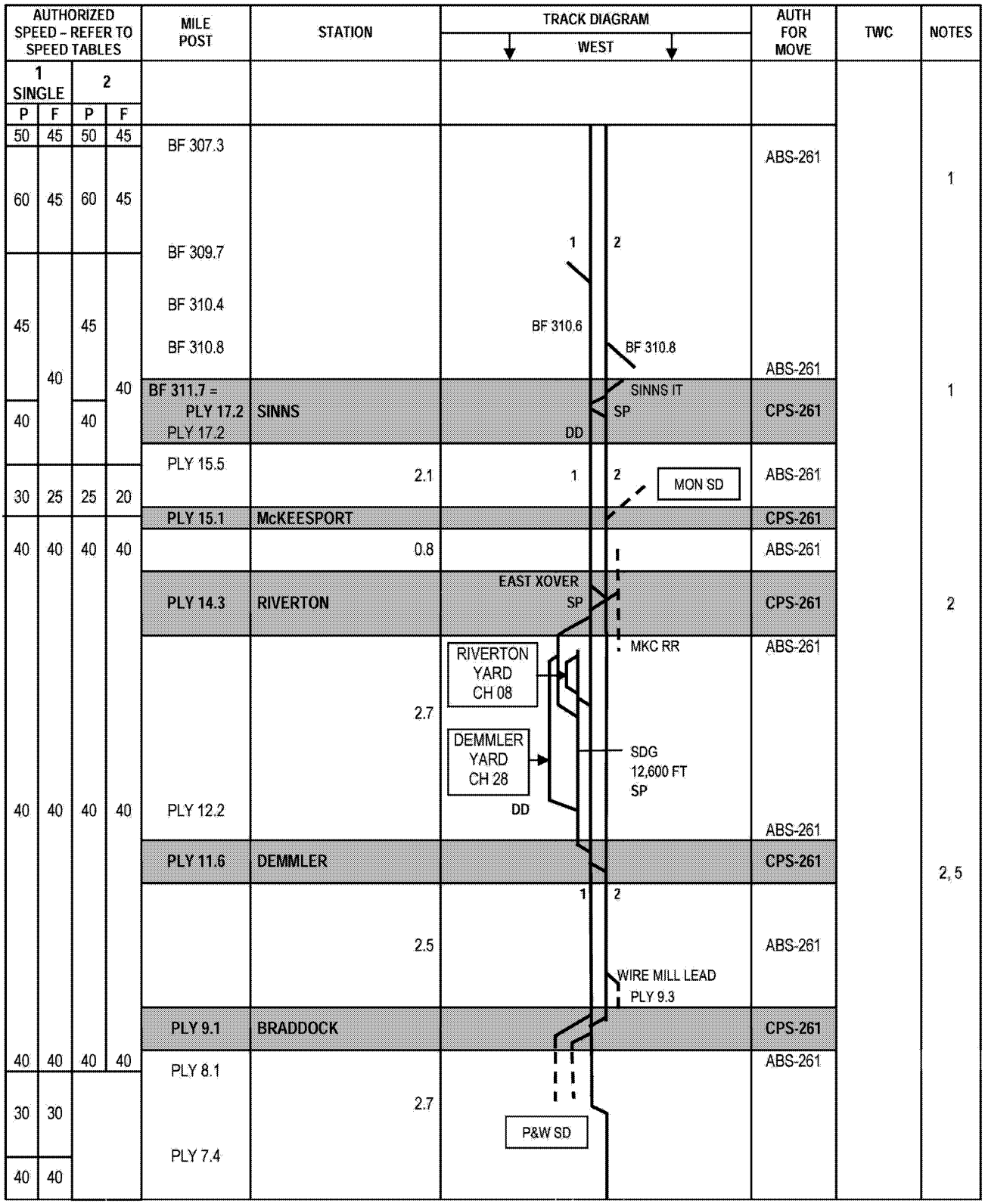
PITTSBURGH SUBDIVISION - PI



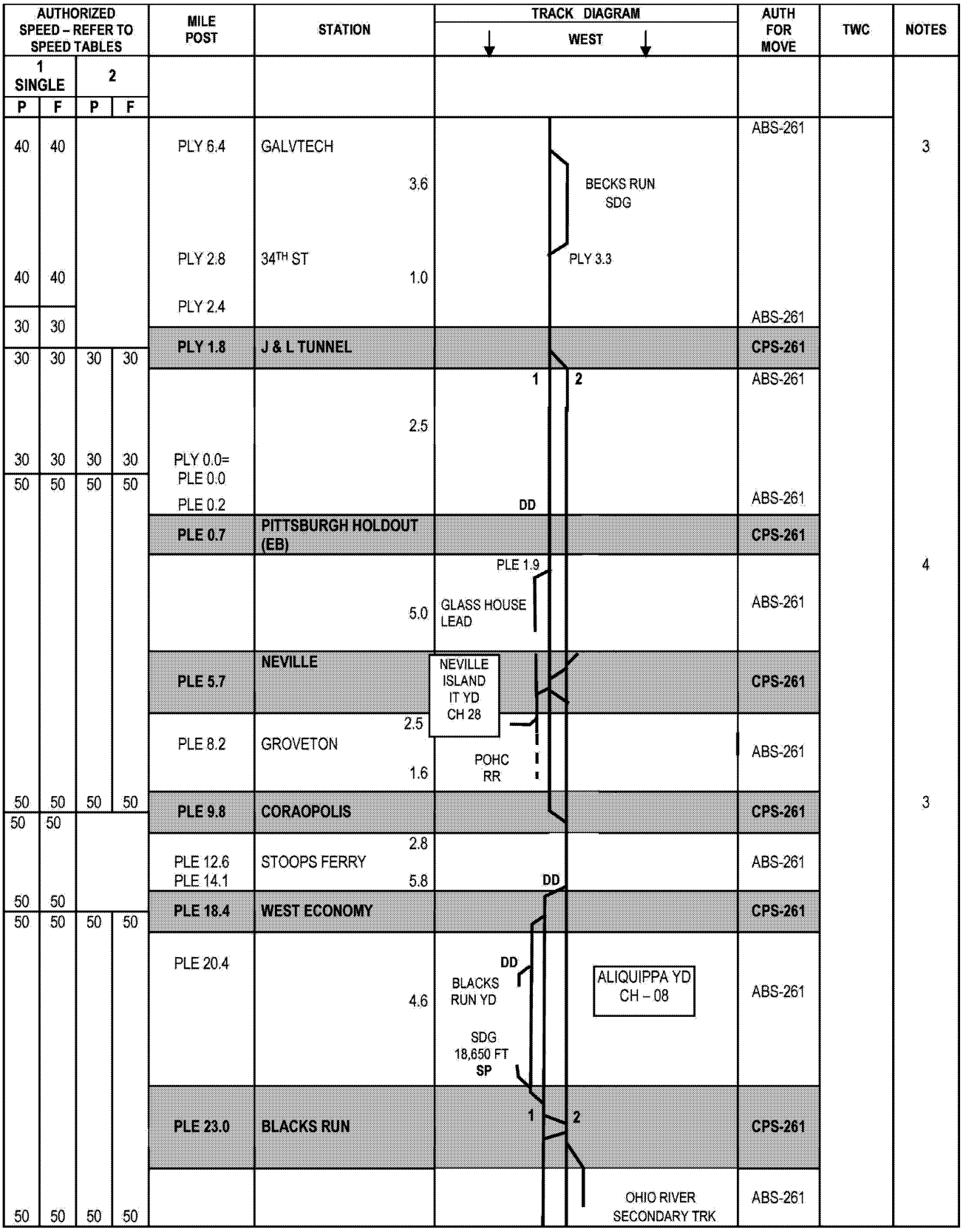
PITTSBURGH SUBDIVISION - PI

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
55	45	55	45	BF 286.0					
60	45	60	45			1 2	ABS-261		
				286.1					
				BF 286.5	**JACOBS CREEK HOLDOUT**		**CPS-261**		
				287.1					
					2.7	BF 288.7			
60	45	60	45	BF 288.8			ABS-261		
45	40	45	40	BF 288.9	SMITHTON XOVER				
				BF 289.5					
50	45	50	45	BF 290.0		DD			
				BF 291.1	3.6				
45	40	45	40	BF 292.8	REDUCTION XOVER				
				BF 293.5					
55	45	55	45						
				BF 294.6					
30	30	30	30						
				BF 295.2					
45	45	45	45						
				BF 296.2	7.0	1 2			
45	40	45	40	BF 296.4					
55		55		BF 296.5					
	45		45						
				BF 299.8	SCOTT HAVEN				
55		55		BF 300.3					
45	45	45	45						
				BF 300.7					
45	40	45	40	BF 300.9					
					11.9				
55	45	55	45	BF 301.8					
40	35	40	35						
				BF 302.2					
	40		40						
				BF 303.2					
40	35	40	35						
				BF 303.8					
50	45	50	45						
				BF 305.0					
50	40	50	40						
				BF 305.5					
	45		45						
55		55		306.1					
				BF 307.0					
50		50		307.1					
						1 2	ABS-261		
50	45	50	45						

PITTSBURGH SUBDIVISION - PI



PITTSBURGH SUBDIVISION - PI



PITTSBURGH SUBDIVISION - PI

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2				WEST			
P	F	P	F						
45	45	45	45	PLE 28.6	6.5	1 2	ABS-261		
45	45	45	45	PLE 29.5	BEAVER FALLS		CPS-261		
45	45			PLE 32.8	10.9	DD	ABS-261		
50	50			PLE 33.8					
				38.0					
				39.0					
50	50			PLE 40.4	WAMPUM		CPS-261		
50	50	50	50		2.8	1 2	ABS-261		
50	50	50	50	PLE 43.2	WEST PITTSBURG		CPS-261		
						NEW CASTLE SD GREAT LAKES DIV			
106.1 MILES E CONNELLSVILLE YL TO WEST PITTSBURG									

STATION PAGE NOTES	
NOTE 1:	Westbound freight trains on No 1 and No 2 track with an approach signal at Ellrod will stop in the vicinity of BF 309.7 unless permission is received from the train dispatcher to pass Center St, Versailles.
NOTE 2:	Engine horn restrictions apply - Refer to Pittsburgh SD Special Instructions.
NOTE 3:	Hold back points exist at road crossings to avoid blocking vehicular traffic. Refer to Pittsburgh SD special instructions.
NOTE 4:	McKees Rocks, PLE 3.6 – If the signal indicates that trains may be stopped in the block ahead, trains must not pass intermediate signal at McKees Rocks without permission from the Train Dispatcher.
NOTE 5:	Road Crossings – Westbound trains receiving a signal indication at CP Demler that indicates train will be stopped at CP Braddock must not pass PLY 10.5 without permission of the Train Dispatcher.

PITTSBURGH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - PITTSBURGH

Trk	MP/Location	P	F
Both	BF 266.0 - 266.2	50	45
Both	BF 266.2 - 267.2	45	40
Both	BF 267.2 - 269.7	55	45
Both	BF 269.7 - 270.1	50	45
Both	BF 270.1 - 270.5	35	25
Both	BF 270.5 - 271.2	45	40
Both	BF 271.2 - 272.8	45	45
Both	BF 272.8 - 273.6	60	45
Both	BF 273.6 - 275.7	50	45
Both	BF 275.7 - 276.2	30	30
Both	BF 276.2 - 278.4	40	35
Both	BF 278.4 - 278.8	35	30
Both	BF 278.8 - 282.0	40	35
Both	BF 282.0 - 282.4	35	30
Both	BF 282.4 - 283.9	50	45
Both	BF 283.9 - 285.5	45	40
Both	BF 285.5 - 286.0	55	45
Both	BF 286.0 - 288.8	60	45
Both	BF 288.8 - 289.5	45	40
Both	BF 289.5 - 291.1	50	45
Both	BF 291.1 - 293.5	45	40
Both	BF 293.5 - 294.6	55	45
Both	BF 294.6 - 295.2	30	30
Both	BF 295.2 - 296.2	45	45
Both	BF 296.2 - 296.4	45	40
Both	BF 296.4 - 296.5	55	40
Both	BF 296.5 - 300.3	55	45
Both	BF 300.3 - 300.7	45	45
Both	BF 300.7 - 300.9	45	40
Both	BF 300.9 - 301.8	55	45
Both	BF 301.8 - 302.2	40	35
Both	BF 302.2 - 303.2	40	40
Both	BF 303.2 - 303.8	40	35
Both	BF 303.8 - 305.0	50	45
Both	BF 305.0 - 305.5	50	40
Both	BF 305.5 - 307.0	55	45
Both	BF 307.0 - 307.3	50	45
Both	BF 307.3 - 309.7	60	45
Both	BF 309.7 - 311.7	45	40
Both	PLY 17.2 - 15.5	40	40
1	PLY 15.5 - 15.1	30	25
2	PLY 15.5 - 15.1	25	20
Both	PLY 15.1 - 8.1	40	40
SG	PLY 8.1 - 7.4	30	30
SG	PLY 7.4 - 2.4	40	40
SG	PLY 2.4 - 1.8	30	30
Both	PLY 1.8 - 0.0	30	30
Both	PLE 0.0 - 9.8	50	50
SG	PLE 9.8 - 18.4	50	50
Both	PLE 18.4 - 28.6	50	50
Both	PLE 28.6 - 29.5	45	45
SG	PLE 29.5 - 33.8	45	45
SG	PLE 33.8 - 40.4	50	50
Both	PLE 40.4 - 43.2	50	50

ADDITIONAL SPEEDS (SP) - - PITTSBURGH

Location	Track Type	P	F
BF 266.0 - 268.6	4	10	10
BF 270.4 - 270.4	CONN		
PLY 17.2 - 17.2	XOVER		
PLY 14.3 - 14.3			
PLE 14.3 - 11.6	SDG		
PLE 18.4 - 23.0			

14 ENGINE BELL AND HORN SIGNALS

1. Riverton and Demmler Yards

Trains using No. 1 Main Track at Riverton and Demmler Yards -Westbound trains will sound the horn and bell as required at Center Street, PLY 14.4 and will continue to sound the bell to PLY 13.0.

Trains using No. 1 Main Track at Riverton and Demmler Yards - Eastbound trains will sound horn signal 14(l) approaching PLY 13.0, and will continue sounding the bell until sounding the required horn signal for Center Street, PLY 14.4.

Trains using Demmler Siding and Yard tracks - Eastbound and Westbound trains will sound horn signal 14(l) for Cliff Street then one short horn signal approaching Demmler Upper and Lower Yards, and will ring the bell when passing Demmler yards.

40 SPEED RESTRICTIONS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile posts after leaving terminal.

96 OTHER THAN MAIN TRACK

1. Demmler Running Track - Will be used on permission of Yardmaster at Demmler Yard.

2. Demmler -

a) Eastbound trains using Demmler Running Track between Demmler and Riverton with work at Demmler Yard must not stop until train clears WAS at Demmler.

3. McKees Rocks –

a) Movements over Neville Island Bridge between Neville and POHC Connection will be made on permission of the Yardmaster at Demmler.

4. Aliquippa –

a)Yardmaster Demmler will grant permission to use Koppel Secondary Track between West Ellwood Jct. and Koppel and the Ohio River Industrial Track between Blacks Run and Kobuta.

When Yardmaster cannot be contacted to get authority to use a specified track under his jurisdiction, the Train

Dispatcher will be contacted.

5. Connellsville - W&LE Connection BF 270.4

W&LE Dispatcher contact information: Phone 330-767-7213. Radio Contact on AAR Channel 61-61, call-in tone 20. Do not exceed 10 MPH on the W&LE Connection Track.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

MP	Location	Instructions
	Pennsylvania	Over 5 Minutes (15 Minutes at Private Crossings)

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

Providing Flag Protection

2. Beaver Falls Westbound trains not having a proceed indication at WAS Beaver Falls, must stop east of Sixth Ave Rd Crossing, at approximately PLE 29.3.

3. Coraopolis - Eastbound trains receiving a signal indication at Stoops Ferry that their train may be stopped at CP Coraopolis, must not pass Russel, Burdsall and Ward private road crossing at PLE 11.8 without permission of the train dispatcher. This is to avoid blocking road crossings in Coraopolis, PA.

4. Groveton - Westbound trains not having a proceed indication at WAS Corapolis, must stop east of Equipment Corp. road crossing, at approximately PLE 8.9.

100-E HIGHWAY-RAIL GRADE CROSSINGS

Providing Flag Protection

MP	Location	Restriction
PLY 9.2	Wire Mill Lead 1st St, Braddock Rd, Wire Mill Lead	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
PLY 5.3	Keyston Iron & Metal James St, Keystone Iron & Metal Lead	
PLE 24.4	14th St, Monaca IND Track	

103 SWITCHING

Switching Lead At Neville

A. All movements over the Switching Lead at CP Neville will be under the direction of the train dispatcher. POHC Railroad train crews operating on CSX controlled track over the switch at Neville must contact the dispatcher when approaching CP Neville and will be governed by signal indication at Neville.

B. Engineering equipment must have permission from the dispatcher for, and the dispatcher will block off for, non-insulated equipment movements. All equipment must report clear of the switch as soon as the movement is completed.

104 HANDLING SWITCHES

1. Aliquippa – Normal position of switches on the Ohio River Secondary Track is for movement on that track.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BF 266.0	Casparis	Lined for 2 Main	20 facing 2 to 2; 10 trailing 4 to 2; Track speed trailing 2 to 2

193 MAIN TRACK YARD LIMITS

Between BF 266.0 and BF 268.6 Rule 193 and 193-A are in effect for movements against the current of traffic on 1, 2 and 4 tracks.

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect on the Pittsburgh Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BF 268.2	Connelsville	Continuous	08, 45, 37-2	Wayside
BF 270.3	W Uniontown		28	
	Connelsville Ym		08, 45, 37-2	
	E Uniontown		08, 37-6	
PLY 7.8			08, 37, 28	Terminal
PLE 0.0			08, 37-6	Wayside
PLE 5.7				
PLE 20.3				
PLE 29.0				
PLE 31.4				
BG 17.0				
BG 25.0				

913 REMOTE CONTROL ZONES

A Remote Control Zone is established on the Running Track at Demmler Yard.

Running Track Zone

From: The RCZ sign located 10 feet east of the crossovers from the Running Track to the Storage Track

To: The RCZ sign located at the clearance point of the Storage Track switch at the east End of the Running Track.

The section of the Running Track between these two RCZ signs will be known as the Running Track Zone. The RCZ is established and the designated RCZ is considered activated when:

1) RCOF has secured permission from the Yardmaster.
2) RCZ signs are opened to display that the zones are activated.

Yardmaster must document RCZ information on prescribed form entiltled "Demmler Yard activated Zone Log." RCOF in charge of RCZ will be referred to in this log by RCOF name, engine number, and zone name. Example: "RCOF Foreman Smith, Engine 1181 in Running Track Zone."

Due to clearance limitations emplyees are prohibited from walking between tracks while wearing an OCU.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
BF 266.2	Casparis	1	NONE
BF 275.3	Dawson	1	NONE
BF 290.0	Fitzhenry	1	NONE
PLY 17.2	Sinns	1	NONE
PLY 12.2	Demmler	1	NONE
PLE 0.2	Pittsburgh	1	NONE
PLE 14.1	Briggston	1	NONE
PLE 20.4	Aliquippa	1	NONE
PLE 32.8	College	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
PLY 15.1	McKeesport - Youghiogheny River
PLY 7.6	Rankin - Monongahela River
PLE 0.1	Neville Island - Ohio River, Back Channel
PLE 3.4	McKees Rocks - Chartiers Creek
PLE 25.3	Monaca - Ohio River

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

BF 270.0 - Connellsville Yard

Multilevels, Intermodal and bulk commodities / Switching wil be performed with air on all cars.

Tonnage: Less than 1000 / No minimum cars with air required

Tonnage: 1000-2000 / Minimum of 5 cars with air

Tonnage: 2001-4000 / Minimum of 10 cars with air

Tonnage: 4001 and above / 100% cars with air

Aliquippa Yard (see note below)

Demmler and Riverton Yards

Tonnage less than 2000 requires no cars with air.

Tonnage of 2001 - 3000 tons requires a minimum of 3 cars with air.

Tonnage of 3001-4000 tons requires a minimum of 5 cars with air.

Tonnage of 4001-5000 tons requires a minimum of 7 cars with air.

Tonnage above 5001 tons requires a minimum of 10 cars with air.

Note: At Aliquippa Yard Crews spotting more than 3 loaded cars at the bottom of the hill at Phoenix Glass, Monaca, will have the air cut in on all cars going over the hill.

5600 - HELPER SERVICE

Helper Link Operation

Engineers working helper assignments involving Helper Links will find instructions regarding helper Link set-up and operation in Baltimore Division Special Instructions.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BF 266.0 - BF 311.7	Entire SD	Wreck Cranes	Must not be moved over any bridge unless separated from engines by a spacer car not exceeding 160,000 lbs. and with minimum truck centers of 30 feet.
PLY 17.2 - PLY 0.0			
PLE 0.0 - PLE 43.2			
BF 266.0 - BF 311.7			Must not be placed on any bridge for the purpose of handling any car without the permission of the chief engineer
PLY 17.2 - PLY 0.0			
PLE 0.0 - PLE 43.2			
BF 268.0	Anchor Hocking Lead	6-Axle Locomotives	Prohibited
PLE 5.8	Neville Island Bridge and Yard		
PLE 25.3	Ohio River Bridge	Loaded foreign Line Ore Cars (Jenny type)	Must not move over the bridge unless the adjacent track is clear

7. CLOSE CLEARANCE

MP	Location	Remark
BF 268.0	Connellsville Industry	By building and gate
BF 269.7	Old Hump	Tracks Adjacent
BF 270.0	Track 90	By platform
BF 270.0	Connellsville Yard	All yard tracks with adjacent cars
PLY 14.0	Demmler Yard	All Tracks with adjacent cars
PLY 14.0	Riverton Yard	Between No 1 Yard and No 1 Main
PLY 2.0	Atlas Waste Paper	South side against building
PLE 3.0	McKees Rocks Forgings	Inside building
PLE 5.7	Neville Island	Bridge and tunnel

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
PLY 14.3	Riverton West Yard	No. 3 - No. 11 tracks
PLY 6.2	East Blacks Run Yard	No. 1 and 3 tracks
PLE 3.6	McKees Rocks West Yard	All tracks

1. Passenger Cars -

Passenger type equipment must not pass hot metal ladles, any loads or equipment in excess of published clearances on adjacent tracks between Braddock and Sinns.

ADDITIONAL STATIONS

MP	Station	Switch Opening
BF 268.0	Anchor Hocking	No. 1 East
BF 282.5	Lavenia Spur	No. 2 East
BF 288.8	Smithon Spur	No. 1 West
BF 294.9	West Newton Spur	No. 1 East
PLY 17.0	Steelmet	
PLE 29.6	Beaver Falls Spur	West

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BF 270.0	Augie Dr	915226R
BF 275.9	Laughlin	145459K
BF 276.3	River Rd	145463A
BF 283.0	Layton Rd	145464G
BF 287.4	SR 3029	145466V
BF 288.1	Orisik Hollow Rd	145469R
BF 288.7	2nd St	145470K
BF 289.1	Bridge St	145471S
BF 295.0	Vine St	145479W
BF 295.1	Main St	145480R
BF 295.3	North Water St	145483L
BF 295.7	Waters St	145486G
BF 297.1	Lober Rd	145487N
BF 298.6	4th St	145489C
BF 298.9	Public Rd	145490W
BF 305.3	2nd St	145494Y
BF 310.3	Juniper	145499H
PLY 16.4	River Rd	584680K
PLY 14.9	Locust St	584674G
PLY 14.4	Center St	584673A
PLY 10.2	11th St	584671L
PLY 9.9	8th St	584669K
PLY 9.8	7th St	584668D
PLY 9.7	6th St	584667W
PLY 9.3	1st St	584654V
PLY 6.9	Amity St	584648S
PLY 5.3	James St	584646D
PLY 1.3	18th St	918098V
PLY 0.8	9th St	507714U
PLY 0.5	4th St	507717P
PLE 3.4	River Ave	584823F

PLE 8.9	Equipment Corp	584828P
PLE 10.4	Broadway St	584834T
PLE 10.5	Mulberry St	584835A
PLE 10.6	Mill St	584836G
PLE 10.7	Main St	584837N
PLE 10.9	Watt St	584838V
PLE 11.2	Thorn St	584839C
PLE 11.5	BP Oil	584840W
PLE 11.8	RB&W	584846D
PLE 14.5	Dashshields	584845F
PLE 24.5	14th St	584865S
PLE 29.3	6th Ave	585879A

POPES CREEK SUBDIVISION - P0

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION		TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
				AMTRAK NEC; 1 2 3; CETC DISP CH 54			
30	QP 0.0	BOWIE		SOUTH LEG; ss; QP 0.3; COLL SDG 5,200 FT; SP	TWC-DCS		1
			2.0	BC DISP 82-2# RD - 64			
	QP 2.0	NE COLLINGTON					
			1.0				
	QP 3.0	SE COLLINGTON					
30	QP 4.0						
	QP 7.9			DD			
25	10.0						
	11.0		10.6				
	QP 11.0			BC DISP 82-3# RD - 64			
30	QP 13.6	PRINCE					
			11.0				
	QP 24.6	NORTH LEG OF WYE		ss; HERBERT SD			2
	QP 24.8	BRAN	0.2				
	QP 24.9	SOUTH LEG OF WYE	0.1				
	QP 25.3	NE WINE	0.4				
			1.3	WINE SDG 6,200 FT; SP; BC DISP 82-5# RD - 64			
	QP 26.6	SE WINE	4.7				
	QP 31.3	WALDORF	3.7	BC DISP 82 – 1# RD 64			
	QP 35.0	NAV					
			1.4	QP 35.9			
	QP 36.4	LA PLATA		AGGREGATE IND.; QP 36.5; BC DISP 82 – 4# RD-64			
			9.2				
30	QP 45.6	POPE			TWC-DCS		
				MORGANTOWN IT			3
45.6 MILES BOWIE TO POPE							

STATION PAGE NOTES

NOTE 1: Hydraulic spring switch located at QP 0.3 leads to the South Leg of Wye. Normal position is for movement on the South Leg of Wye. Southbound trains may trail through the switch. Northbound trains must approach the switch at restricted speed and must ensure that the switch is properly lined before proceeding.

NOTE 2: Hydraulic spring switch located at QP 24.6 leads to Herbert Subdivision. Normal position is as last used. Northbound trains may trail through the switch. Southbound trains must STOP and hand-operate the switch for desired movement, regardless of position of switch, before proceeding. The time that the switch is operated must be recorded on the Switch Position Awareness Form.

NOTE 3: Use of the Morgantown I.T. – Procedure for Mirant crews or contractors to provide protection when working this track.

1. Mirant will establish an out of service condition for the industrial track when they desire to move equipment or provide protection for their crews. To establish this protection Mirant will advise BC Train Dispatcher that the track is out of service. BC Train Dispatcher will record this out of service condition and so advise crews who need to operate on the industrial track. When the out of service condition no longer exists, Mirant will so advise BC Train Dispatcher.
2. CSX crews who need to operate on the industrial track will inquire of BC Train Dispatcher if the track is out of service, and will not operate on this track until advised by BC Train Dispatcher that the track is restored to service. The Morgantown Industrial Track is a Rule 46 track with a maximum permissible speed of 10 MPH.

POPES CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - POPES CREEK

Trk	MP/Location	F
SG	QP 0.0 - 4.0	30
SG	QP 4.0 - 11.0	25
SG	QP 11.0 - 45.6	30

ADDITIONAL SPEEDS (SP) - - POPES CREEK

Location	Track Type	F
QP 2.0 - 3.0	SDG	25
QP 25.3 - 26.6		

ADDITIONAL SPEED RESTRICTIONS

Morgantown Generating Plant

All train movements in the plant must not exceed 5 MPH.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
QP 0.3	Bowie	Lined for South Wye	10
QP 24.6	Brandywine	As Last used	30

220 WHERE SIGNAL RULES ARE IN EFFECT

NORAC signal rules are in effect on the Northeast Corridor. Automatic Train Control Locomotives are required on the Northeast Corridor.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
QP 2.0	North End Coll Siding	At 2.0 Milepost
QP 36.0	North End Aggregate Siding	At 36.0 Milepost
QPM 5.4	Morgantown	At Gate

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QP 3.0	Bowie	Continuous	64, 82-2#	Wayside
QP 13.6	Prince		64, 82, 3#	
QP 26.6	Brandywine		64, 82-4#	
QP 34.1	Nav		64, 82, 5#	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QP 7.9	Hall	2	NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 - TRACTIVE EFFORT

Pulling Movements: 27 Powered axles are permitted for pulling a train or cut of cars on the Popes Creek Subdivision.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Cars exceeding Plate F must not operate on Amtrak's Northeast Corridor between Landover and Grove.

2. Cars exceeding Plate C must not operate on Amtrak's Northeast Corridor on No. 2 or 3 Main tracks between Landover and Grove.

3. Conductors of trains operating on Northeast Corridor between Landover and Grove must check their consists for the above listed restricted cars if advised to operate on 2 or 3 main tracks.

7. CLOSE CLEARANCE

MP	Location	Remark
QP 45.6	Morgantown IT, Mirant	All Yard tracks

8. MISCELLANEOUS

NONE

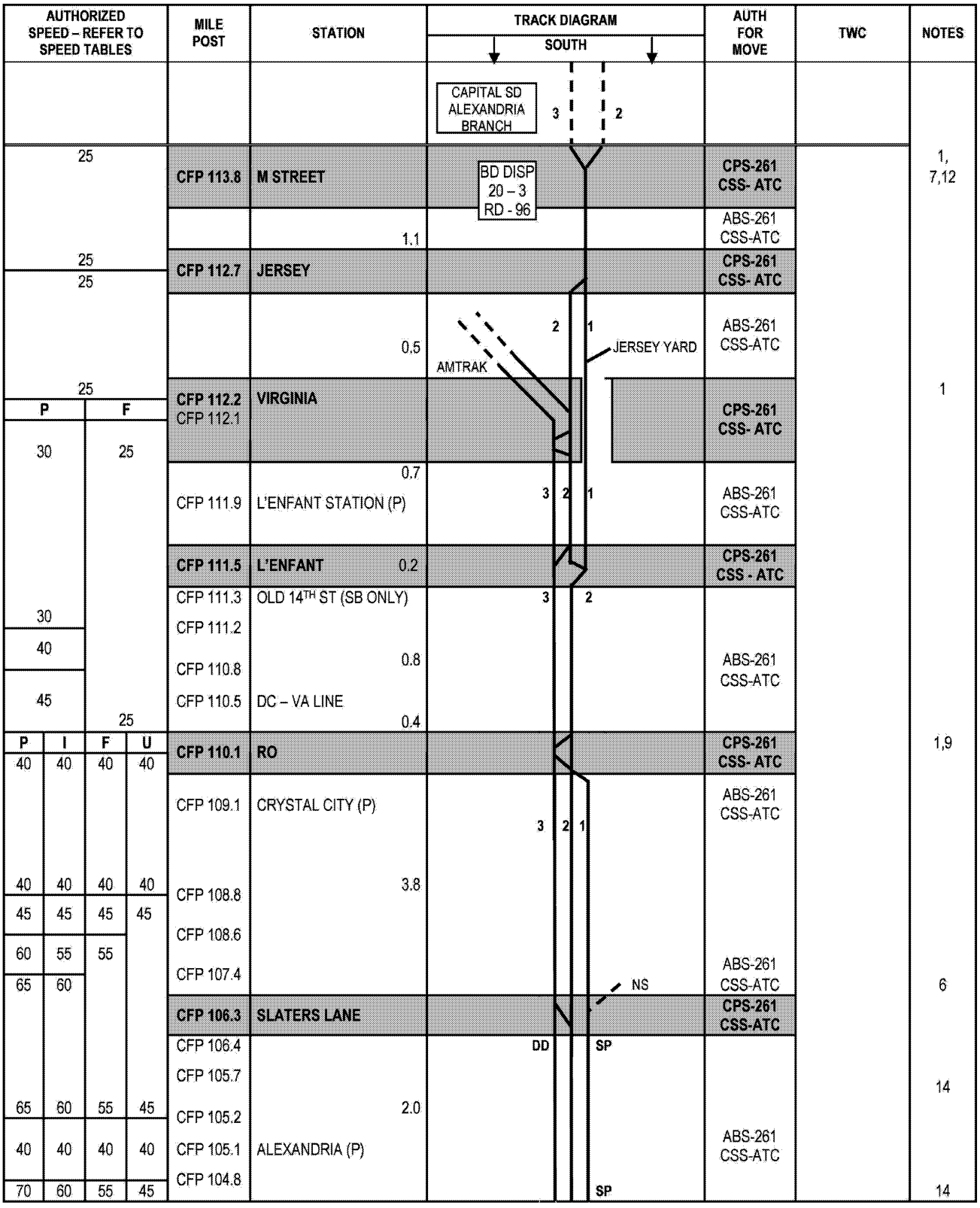
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
QP 1.1	Highbridge Rd	529614B
QP 1.8	Old Chapel Rd	529615H
QP 6.3	Mount Oak Rd	529585T

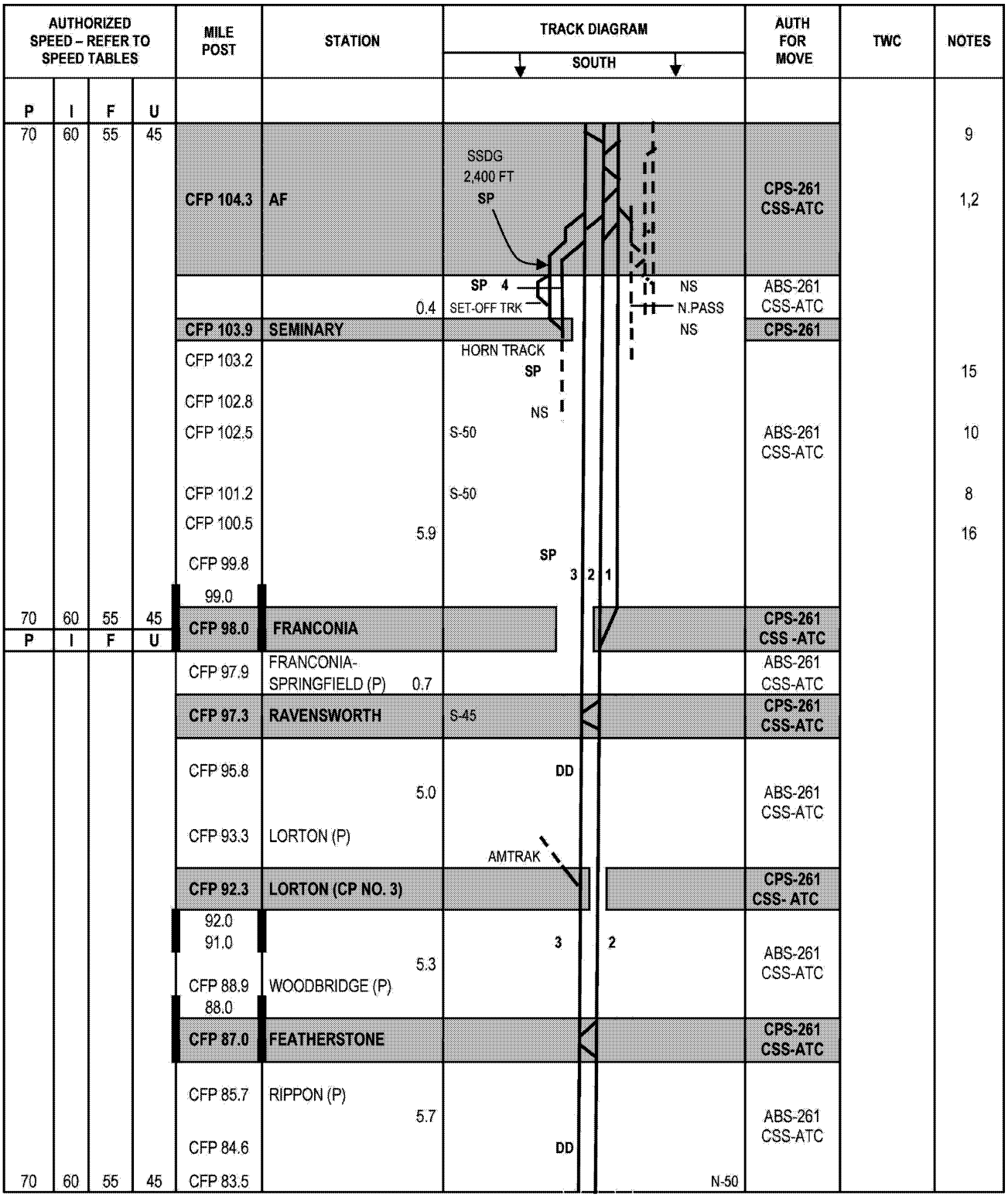
QP 7.8	Oak Hall Rd	529570D
QP 8.0	Central Ave	529571K
QP 8.3	Woodville Rd	530621H
QP 10.0	Leeland Rd	529569J
QP 13.8	Marlboro Rd	529574F
QP 14.9	US 301	529576U
QP 17.4	Croom Station Rd	529584L
QP 17.5	Croom Rd	529583E
QP 20.3	Duley Sta Rd	529581R
QP 22.4	Cherry Tree Crossing Rd	532289K
QP 24.9	Brandywine Rd	532294G
QP 27.3	Cedarville Rd	532295N
QP 28.4	By Pass	918415X
QP 28.5	Mattawoman - Beantw	532296V
QP 28.7	Sub Statin Rd	532297C
QP 32.0	Waldorf Rd	532250G
QP 33.5	Billingsly Rd	918416E
QP 33.8	Demarr Rd	532253C
QP 34.5	Willetts Crossing	532254J
QP 36.8	Rosewick Rd	532256X
QP 38.3	Kent Ave	532258L
QP 38.8	Charles St	532259T
QP 40.5	Springhill Newtown Rd	532262B
QP 43.6	Belalton Newtown	532265W

NOTES

RF&P SUBDIVISION - RR



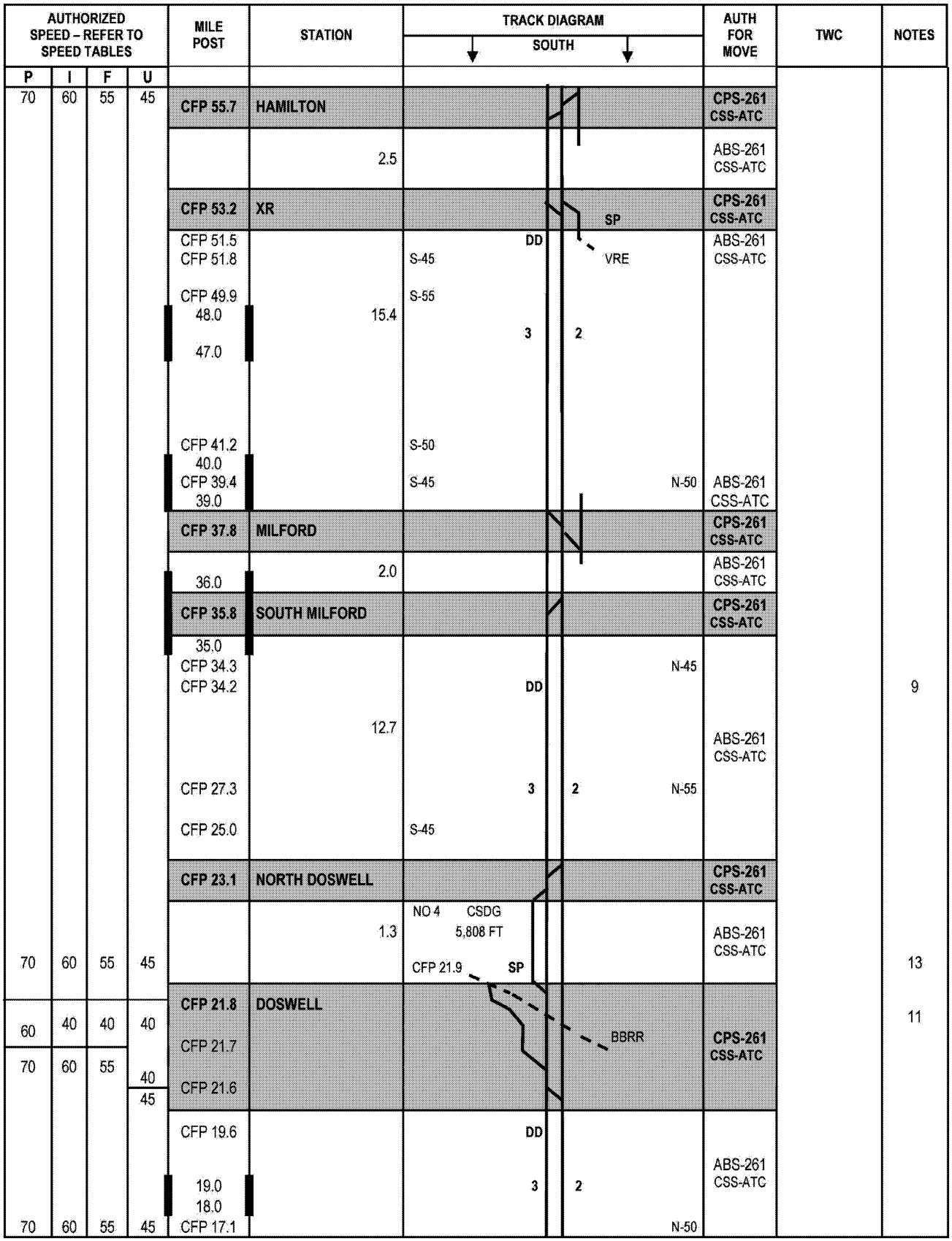
RF&P SUBDIVISION - RR



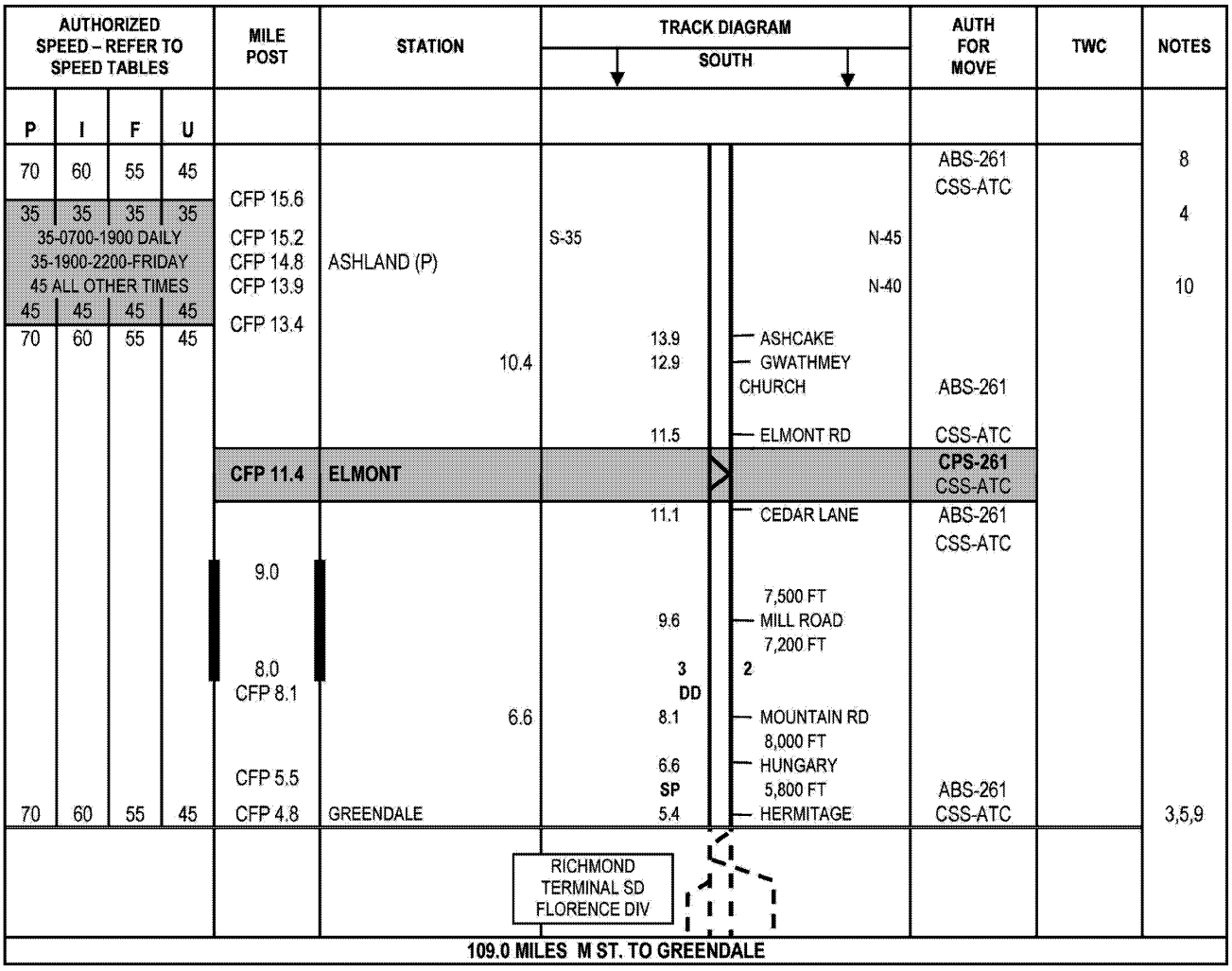
RF&P SUBDIVISION - RR

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
P	I	F	U						
		55	45	CFP 81.3	N. POSSUM POINT		CPS-261 CSS-ATC		
70	60					CSDG			
					1.6	8,010 FT	ABS-261 CSS-ATC		
						SP			
				CFP 79.7	POSSUM POINT		CPS-261 CSS-ATC		
							ABS-261 CSS-ATC		
55	55								
				CFP 78.9	QUANTICO (P)				
				CFP 78.5					
70	60								
					7.6	3 2			9
				CFP 74.1		S-55 N-55	ABS-261 CSS-ATC		
				CFP 72.1	ARKENDALE	S-55	CPS-261 CSS-ATC		
							ABS-261 CSS-ATC		
				CFP 69.6		S-50 N-45			
70	60			CFP 68.5					
60	55								
70	60			CFP 68.0	BROOKE (P)				
				CFP 67.5	11.0	N-55			
				CFP 66.6		DD			
				CFP 65.6		S-55			
				64.0					
				CFP 63.4	LEELAND ROAD (P)	NO. 3, N-40 NO. 2, N-45			
				63.0					
				CFP 61.7		SP			17
				CFP 61.4		3 2	ABS-261 CSS-ATC		
				CFP 61.1	DAHLGREN JUNCTION		CPS-261 CSS-ATC		11
70	60			CFP 60.4		DAHLGREN BRANCH			
55	55								
					2.3		ABS-261 CSS-ATC		
70	60	55	45	CFP 59.7		3 2			
				CFP 59.3	FREDERICKSBURG (P)				
40	40	40	40	CFP 58.8	FREDERICKSBURG		CPS-261 CSS-ATC		
				CFP 58.6		4 1			
70	60	55	45			SP	ABS-261 CSS-ATC		
					3.1				18

RF&P SUBDIVISION - RR



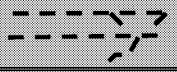
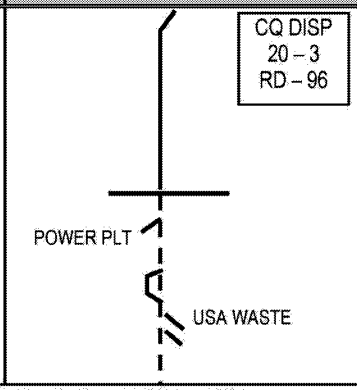
RF&P SUBDIVISION - RR



RF&P SUBDIVISION - RR

STATION PAGE NOTES	
NOTE 1:	Train and engine movements not equipped with Automatic Train Control/Cab Signal Apparatus may operate on single main, and No. 1,2 & 3 between CFP 113.8, CFP 103.9 by wayside indication, but must not exceed 25 MPH. Such train and engine movements must not pass a signal displaying a Restricting or Restricted Proceed unless authorized by the train dispatcher.
NOTE 2:	Coal train movements to CSX from NS must not exceed 10 MPH.
NOTE 3:	Train and engine movements not equipped with AutomaticTrain Control/Cab Signal Apparatus may operate on No. 2 & 3 between CFP 4.8 and CFP 7.0 by wayside indication, but must not exceed restricted speed.
NOTE 4:	Trains longer than 6,000 ft in length must contact BD dispatcher prior to passing Vaughn road, CFP 15.6.
NOTE 5:	The speed restriction CFP 4.8 to CFP 5.5 is for Northbound trains only and applies until engine occupies Hermitage Road Crossing, CFP 5.5.
NOTE 6:	The high car detector at CFP 106.4 reports at 17'4" for Virginia Avenue Tunnel on AAR Channel 96.
NOTE 7:	Refer to Special Instructions for southbound shoving movements into Virginia Tunnel.
NOTE 8:	Northbound Intermodal and merchandise freight trains must approach the intermediate signal at Van Dorn not exceeding 50 MPH and must not increase to timetable speed until clear signal can be seen at this location.
NOTE 9:	Cab signal system (CSS) and automatic train control (ATC) rules are in effect on the entire RF&P Subdivision, except Dahlgren Branch.
NOTE 10:	LSL restrictions are listed in the station pages in the track diagram column as in this example: LSL Speeds S-25 (This is a southward train – 25 mph) These speeds must be applied to all trains with LSL equipped locomotives authorized speed, in the lead. The signals at the locations indicated by these restrictions must be approached in such a manner that the train speed does not exceed the authorized speed, unless the signal is seen to display an indication better than approach.
NOTE 11:	CSS/ATC Movements – Locomotives not equipped with cab signal and automatic train control apparatus may operate on cab signaled main tracks at Doswell and Dahlgren Junction. These movements will be limited to the distance necessary to accomplish the required moves. **Example:** Pull a train with a non-equipped locomotive from the Dahlgren Branch to clear the southward signal. Turn a non-equipped locomotive at Doswell.
NOTE 12:	**Virginia Avenue Tunnel** – All crews must keep a vigilant lookout for trespassers in the vicinity of the Virginia Avenue Tunnel and immediately report any occurrences of activity in this area to the Train Dispatcher.
NOTE 13:	**Instructions for Occupying No. 4 Track at Doswell** – "Before entering yard contact BBRR radio channel 40/40 (if no answer call radio channel 23/23.) All CSX crews entering the yard must attempt to contact the BBRR crew working the yard. If no contact is made after 3 minutes, the CSX crew may enter No. 4 to set off cars or bring a train to park.
NOTE 14:	Following are Authorized Speeds on No 1 main track at locations given: CFP 105.7 – 105.2, 45 MPH; CFP 104.8 - 104.3, 45 MPH.
NOTE 15:	Authorized Speed for Passenger Trains on No 3 main track CFP 103.2 – 102.8 is 65 MPH.
NOTE 16:	Authorized Speed for Passenger Trains on No 3 main track CFP 100.5 – 99.8 is 65 MPH.
NOTE 17:	Authorized Speed for Passenger Trains on No 2 main track CFP 61.7 – 61.4 is 65 MPH.
NOTE 18:	Authorized Speed for ALL Trains on No 1 main track CFP 58.8 – 55.7 is 10 MPH.

RF&P SUBDIVISION - RR
DAHLGREN BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
P	I	F	U						
70	60	55	45	CFP 61.1	DAHLGREN JCT		CPS-261		
10				CFQ 0.0	DAHLGREN JUNCTION		TWC-DCS		
					9.9				
10				CFQ 9.9	SEALSTON (END OF MAIN TRACK)		96		
9.9 MILES DAHLGREN JCT TO SEALSTON									

RF&P SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - RF&P

Trk	MP/Location	P	I	F	U
SG	CFP 113.8 - 112.7	25	25	25	25
Both	CFP 112.7 - 112.2	25	25	25	25
Mains	CFP 112.2 - 111.5	30	25	25	25
Both	CFP 111.5 - 111.2	30	25	25	25
Both	CFP 111.2 - 110.8	40	25	25	25
Both	CFP 110.8 - 110.1	45	25	25	25
Mains	CFP 110.1 - 108.8	40	40	40	40
Mains	CFP 108.8 - 108.6	45	45	45	45
Mains	CFP 108.6 - 107.4	60	55	55	45
Mains	CFP 107.4 - 105.7	65	60	55	45
1	CFP 105.7 - 105.2	45	45	45	45
Both	CFP 105.7 - 105.2	65	60	55	45
Mains	CFP 105.2 - 104.8	40	40	40	40
1	CFP 104.8 - 104.3	45	45	45	45
Both	CFP 104.8 - 104.3	70	60	55	45
4	CFP 104.3 - 103.9	60	60	55	45
Mains	CFP 104.3 - 103.2	70	60	55	45
3	CFP 103.2 - 102.8	65	60	55	45
Both	CFP 103.2 - 102.8	70	60	55	45
Mains	CFP 102.8 - 100.5	70	60	55	45
3	CFP 100.5 - 99.8	65	60	55	45
Both	CFP 100.5 - 99.8	70	60	55	45
Mains	CFP 99.8 - 98.0	70	60	55	45
Both	CFP 98.0 - 79.7	70	60	55	45
Both	CFP 79.7 - 78.5	55	55	55	45
Both	CFP 78.5 - 68.5	70	60	55	45
Both	CFP 68.5 - 68.0	60	55	55	45
Both	CFP 68.0 - 61.7	70	60	55	45
2	CFP 61.7 - 61.4	65	60	55	45
3	CFP 61.7 - 61.4	70	60	55	45
Both	CFP 61.4 - 60.4	70	60	55	45
Both	CFP 60.4 - 59.7	55	55	55	45
Both	CFP 59.7 - 59.3	70	60	55	45
Both	CFP 59.3 - 58.8	40	40	40	40
Mains	CFP 58.8 - 58.6	40	40	40	40
1	CFP 58.8 - 55.7	10	10	10	10
Both	CFP 58.6 - 21.8	70	60	55	45
Both	CFP 21.8 - 21.7	60	40	40	40
Both	CFP 21.7 - 21.6	70	60	55	40
Both	CFP 21.6 - 15.6	70	60	55	45
Both	CFP 15.6 - 13.4	70	60	55	45
Both	CFP 15.6 - 13.4 -- City Ordinance (HE)	45	45	45	45
Both	CFP 13.4 - 5.5	70	60	55	45
Both	CFP 5.5 - 4.8 (HE) -- (NB)	40	40	40	40
Both	CFP 5.5 - 4.8 -- (SB)	70	60	55	45

AUTHORIZED SPEEDS - - DAHLGREN BRANCH

Trk	MP/Location	F
SG	CFQ 0.0 - 9.9	10

Refer to Station Page Notes 14, 15, 16, 17 and 18 for speeds permitted in specified location/condition.

VRE TRAIN SPEED RESTRICTIONS

The maximum authorized speed on No 1, No. 2 and No. 3 Tracks, will apply to VRE trains only at the following locations:

Between CFP 102.6 and CFP 103.7 is 60 MPH

Between CFP 92.8 and CFP 93.2 is 65 MPH

Between CFP 81.5 and CFP 82.8 is 65 MPH

Between CFP 66.7 and CFP 67.1 is 65 MPH

Between CFP 57.6 and CFP 57.9 is 65 MPH

Between CFP 56.5 and CFP 56.8 is 65 MPH

ADDITIONAL SPEEDS (SP) - - RF&P

Location	Track Type	P	I	F	U
CFP 104.3 - 103.9	SSDG	45	45	45	45
CFP 81.3 - 79.7	CSDG	10	10	10	10
CFP 53.2 - 52.8	VRE LEAD	15	15	15	15
CFP 23.1 - 21.8	CSDG	10	10	10	10

LSL EQUIPPED LOCOMOTIVE APPROACH SPEEDS

MP	Trk	Direction	Speed
CFP 102.5	Mains	S	50
CFP 101.2	Mains	S	50
CFP 97.3	Both	S	45
CFP 83.5	Both	N	50
CFP 74.1	Both	N	55
CFP 74.1	Both	S	55
CFP 72.1	Both	S	55
CFP 69.6	Both	S	50
CFP 69.6	Both	N	45
CFP 67.5	Both	N	55
CFP 65.6	Both	S	55
CFP 63.4	2	N	45
CFP 63.4	3	N	40
CFP 51.8	Both	S	45
CFP 49.9	Both	S	55
CFP 41.2	Both	S	50
CFP 39.4	Both	S	45
CFP 39.4	Both	N	50
CFP 34.3	Both	N	45
CFP 27.3	Both	N	55
CFP 25.0	Both	S	45
CFP 17.1	Both	N	50
CFP 15.2	Both	S	35
CFP 15.2	Both	N	45
CFP 13.9	Both	N	40

LSL restrictions are listed in the station pages in the track diagram column as in this example: LSL Speeds S-25 (This is a southward train – 25 mph) These speeds must be applied to all trains with LSL equipped locomotives authorized speed, in the lead. The signals at the locations

indicated by these restrictions must be approached in such a manner that the train speed does not exceed the authorized speed, unless the signal is seen to display an indication better than approach.

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
CFP 15.2 - CFP 14.0	Ashland, VA (includes W. Patrick, College, England, Myrtle & Francis Streets)	Continuous

All trains will ring engine bell continuously while approaching and passing crossings. The standard crossing warning signal rule 14(L) shall NOT be sounded with the engine horn within these limits, except in cases of emergency. All other operating rules that require the engine horn to be sounded will remain in effect.

Ring bell continuously through Ashland, VA.

Entire Subdivision – Engine horn will be sounded with 2 long sounds approaching passenger stations between 0430 and 2330 hours, except in Ashland. At all other times the whistle will not be sounded at passenger station unless people are present.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - RF&P

Trk	MP/Location	P	I	F	U
Both	CFP 15.6 - 13.4 Other than times/days shown below (HE)	45	45	45	45
Both	CFP 15.6 - 13.4 07:00 19:00 - Saturday Thru Thursday (HE)	35	35	35	35
Both	CFP 15.6 - 13.4 07:00 22:00 - Friday (HE)	35	35	35	35

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CFP 21.8	Doswell	BBRR	Remotely Controlled	226-B

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Providing Flag Protection

MP	Location	Instructions
CFP 54.8	Mine Rd Crossing on No 1 Track	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
CFQ 0.0 - CFQ 9.9	Entire Dahlgren Branch	

103 SWITCHING

Shoving or Pushing Equipment At Any Location

Shoving movements made in a southbound direction from M St into Virginia Avenue Tunnel, to clear the Eastward signal at CP Anacostia (On the Alexandria Branch), may be made without a trainman on the leading end under the following conditions:

1. The Dispatcher is advised of the movement and places appropriate blocking devices at CP Jersey.

2. An Approach signal or better is displayed at M. St.

3. A fusee must be placed on the leading car shoved into the tunnel.

4. The movement must not exceed that distance necessary to cross the Eastward signal at CP Anacostia.

5. An observer must remain in the vicinity of M St until the eastbound movement has cleared to assure that the train is complete unless a working EOT is attached.

6. The shoving movement must not exceed 4000 feet into the tunnel.

220 WHERE SIGNAL RULES ARE IN EFFECT

CSX Rules 1280 through 1298 are in effect on the RF&P Subdivision. See timetable special instruction under RULE 1280.

351 TESTING THE CAB SIGNAL APPARATUS

Employees required to comply with Rule 351 must leave a signed copy of the test results in a cab signal test slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
CFP 58.1	Fredericksburg	On Light Pole west of yard
CFP 22.0	Doswell, VA	SAS No.4
CFP 4.8	Greendale	On Post
CFP 2.9	Richmond, VA	Solite, On Post
CFP 2.0	Richmond, VA	Bryan Park, Crew Room Wall
CFP 1.7	Richmond, VA	ACCA Yard Office, 1st Vestibule Wall
CFQ 10.0	Power Plant	At Crossing on Post
CFQ 10.0	Trash Plant	At Crossing on post

An additional CSTS box is located at ARN 3.3, WAY, on post.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
CFP 104.3	AF (Potomac Yard)	Continuous	20-3, 96	Wayside
CFP 79.6	Possum Point			
CFP 51.6	Summit			
CFP 27.1	Ruther Glen			

1280 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

1. Cab Signal Aspects

In accordance with Rule 352 "Conformity between Cab Signals and Fixed Signals," the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

Note: All illuminated lights are lunar lights.

NAME	ASPECTS
CLEAR	G
APPROACH MEDIUM	Y G
APPROACH	Y
RESTRICTING	

The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal, in accordance with Rule 352, "Conformity between Cab Signals and Fixed Signals."

FIXED SIGNAL	Conforming cab signal (s)
Limited Clear	Approach Medium
Clear	Clear
Medium Clear	Restricting
Approach Limited	Approach Medium
Approach Medium	
Medium approach	Restricting
Approach	Approach
Approach Slow	
Slow Clear	Restricting
Restricting	
Restricted proceed	
Stop Signal	
Limited Approach	Approach

2. Additional signal aspects for cab signal indication purposes

The following signal aspects are in effect on the entire RF&P subdivision.

1. Medium-Approach-Medium:

(Approach medium cab signal) Rule 1283-A medium approach medium (Red over yellow over flashing green).

2. Medium-Approach-Slow

(Approach cab signal) Rule 1283-B Medium approach slow (red over yellow over green).

3. Signals not in conformity with operating rules

Signals RF&P-1281 through RF&P-1298 apply exclusively on the former RF&P Railroad. Aspects shown are those displayed on color light signals. Numbers shown on number plates are illustrations only.

RF&P-1281

HIGH SIGNAL	DWARF SIGNAL
	

Name – Clear.
Indication – Proceed.

RF&P-1285

HIGH SIGNAL	DWARF SIGNAL
	

Name – Approach
Indication – Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must immediately begin reduction to medium speed as soon as the engine passes the Approach Signal.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-10 ON OR ABOUT TRACKS

When required to perform work or walk a train in Foul of a Main Track, or ride the side of a car on the "live" track side, employee must obtain block protection from the train dispatcher.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CFP 106.4	Slaters Lane	1	HIWI
CFP 95.8	Newington	1	HIWI
CFP 84.6	Neabsco	1	NONE
CFP 66.6	Ross	1	NONE
CFP 51.5	Summit	1	NONE
CFP 34.2	Pleasant Hill	1	NONE
CFP 19.6	Taylorsville	1	NONE
CFP 8.1	Glen Allen	1	NONE

Height detectors at Slaters Lane and Newington set for 17'4".

Slater Lane not equipped with hot box detector.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CFP 110.5	Potomac River, CP RO
CFP 89.7	Occoquan River, Woodbridge

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Fredericksburg Yard

Switching will be performed with air on all cars.

5656 - REPORTING TRAIN SEPARATIONS OR STALLS

When a train that you are operating has a separation or stalls on the RF&P subdivision or has a separation or stalls on any subdivision and you are an RF&P based Engineer, FAX the appropriate report to 904-306-5103 and deposit report at office as soon as possible.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CFP 78.0	Quantico all side tracks	6-Axle Locomotives	Prohibited
CFP 55.7	Massapponax Lead		
CFP 58.1	Fredericksburg All side tracks except Nos. 1, 4, Bank and Middle Tracks		
CFP 13.8	Langford Team track CFP 13.8		

Cars or equipment in excess of 19'0" must not operate on No. 2 Track between CFP 69.0 and CFP 69.1 account of close clearance

7. CLOSE CLEARANCE

MP	Location	Remark
CFP 95.7	Potomac Valley Brick	Loading Dock
CFP 91.5	Davis Industries	Adjacent to all tracks account scrap
CFP 61.3	LC Smith	Loading Dock
CFP 58.2	Team Track	Loading Dock
CFP 57.0	Spotsylvania Ind Park	Jim Carpenter Loading Dock
CFP 57.0	Spotsylvania Ind Park	Commonwealth Carrier Loading Dock
CFP 37.8	Hoover	Loading Dock
CFP 37.8	Jones Chemical	Next to Building
CFP 5.3	Taylor Sled Lead	All Industries

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CFP 94.7	Service Distributors	All Tracks
CFP 91.5	Davis Industries	All Tracks
CFP 61.3	LC Smith	All Tracks
CFP 58.8 - CFP 55.7	CFP 58.8 and 55.7	All tracks off of No 1 except Spotsylvania Industrial Park
CFP 58.1	Fredericksburg	All Wye Tracks
CFP 53.2	Owen Steel	All Tracks
CFP 27.1	Ruther Glen	Team Track
CFP 5.9	84 Lumber	All Tracks

1. Crews on duty at Richmond Terminal

Crews on duty at Richmond Terminal heading North must check with the Baltimore Chief Dispatcher after 90 minutes on duty to determine the status of their train.

2. Sealston Train Movements

Crews called for train movements from Richmond (ACCA or Fulton) to Sealston or crews taxing to Sealston for empties will be sure an EOT is on the train, or will be sure an EOT is with them in the taxi.

3. Working 900 Series Locals Out of Richmond

Crews called to work 900 series locals or extra locals on duty at Richmond will report to Bryan Park at call time and contact the Baltimore Chief Dispatcher for instructions. Prior to completing a time ticket, contact the Chief Dispatcher for any additional instructions.

4. Transflo

All trains working Transflo (CFP 59 8014) must contact the Transflo Terminal Manager for clearance to cross Virginia Route 2 (Tidewater Trail). Trains must stop prior to activating the gates and lights at this crossing and contact the Transflo terminal on AAR channel 96. This applies when entering and leaving the Industrial Park. Once clearance is received, trains may proceed governed by Operating Rules.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CFP 112.3	Jersey yard. 1 Main.	South
CFP 112.0	VRE storage track. 3 Main.	
CFP 109.8	RO siding. 3 Main.	North
CFP 109.3		South
CFP 104.0	AF set off track. Off AF siding.	North and South
CFP 99.4	Franconia spur. 2 Main.	North
CFP 95.7	Newington-Potomac Valley Brick. 2 Main.	
CFP 95.7	Newington west side. 3 Main.	South
CFP 95.4		
CFP 94.7	Service Distributors. 3 Main.	
CFP 92.0	Lorton Auto Train facility. 3 Main.	
CFP 91.5	Davis scrap. 2 Main.	North
CFP 87.0	Featherstone siding. 2 Main.	
CFP 82.4	Cherry Hill siding. 3 Main.	South
CFP 81.3	Possum Pt. yard / CSDG. 2 Main	North
CFP 79.7	Possum Pt. yard / CSDG. 2 Main.	South
CFP 78.0	Quantico team track. 3 Main.	North
CFP 71.6	Arkendale sdg. 3 Main.	South
CFP 68.5	Brooke siding. 2 Main.	North
CFP 61.3	L.C. Smith Brick. 2 Main.	
CFP 60.6	Tolley Cookie sdg. 3 main.	South
CFP 58.9	Fredericksburg yard. 3 Main.	North
CFP 58.0		South
CFP 58.8 - CFP 55.7	Wye and customer tracks off 1 Main	North and South
CFP 55.7	Massaponax lead. Off 1 Main.	North
CFP 53.2	Owens Steel. VRE lead.	
CFP 47.5	Guinea siding. 2 Main.	
CFP 46.9	Guinea team track. Ft. AP Hill. 3 Main.	South
CFP 32.7	Penola siding. 3 Main.	
CFP 37.8	Milford yard/ customers. 2 main.	North
CFP 27.1	Ruther Glen team track. 2 Main.	
CFP 23.1	Doswell yard. No. 4 CSDG.	South
CFP 21.8		
CFP 17.5	Elletts team track. 3 Main.	
CFP 17.1	Falling Creek lumber. 3 Main.	
CFP 13.8	Langford team track. 2 Main.	North
CFP 11.6	Elmont siding. 2 Main.	
CFP 8.8	Oilfield Pipe. 2 Main.	
CFP 6.2	Laurel siding. 3 Main.	South
CFP 5.9	84 Lumber. 3 Main.	
CFP 5.3	Taylor and Sledd. 2 Main.	North

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

DAHLGREN BRANCH

MP	Location	DOT#
CFQ 0.5	White Oak Rd	860345T
CFQ 1.7	Ferry Rd	860348N
CFQ 2.6	Federal Dr	860349V
CFQ 3.6	Little Falls Rd	860353K
CFQ 4.4	Forest Lane Rd	860357M
CFQ 6.6	Caisson Rd	860361C
CFQ 7.4	Hollywood Farm Rd	860364X
CFQ 9.6	Kings Hwy	860370B

MAIN TRACKS, M ST. TO GREENDALE

MP	Location	DOT#
CFP 86.9	Featherstone Rd	860600A
CFP 82.4	Cherry Hill Rd	860601G
CFP 78.8	Potomac Ave	860605J
CFP 78.1	Henderson / Incinerator Rd	860609L
CFP 76.7	Fleming St	860586G
CFP 72.3	Brent Point Rd	860581X
CFP 67.6	Mt. Hope Church Rd	860578P
CFP 57.6	Landsdowne Rd	860558D
CFP 54.8	Mine Rd (No.2 and 3 tracks)	860557W
CFP 54.8	Mine Rd (No. 1 track)	860557W
CFP 51.4	Summit Crossing	860548X
CFP 48.6	Claiborne Crossing	860547R
CFP 47.2	Stonewall Jackson	860545C
CFP 44.5	Woodford Rd	860542G
CFP 43.5	Collins Rd	860541A
CFP 40.4	Paige Rd	860539Y
CFP 33.0	Penola Rd	860527E
CFP 29.7	Colemans Mill Rd	860525R
CFP 21.9	Doswell Rd	860520G
CFP 15.6	Archie Cannon Rd (Vaughn Rd)	860513W
CFP 15.2	Patrick St	860512P
CFP 14.9	College Ave	860462N
CFP 14.7	England St, RT 54	860459F
CFP 14.6	Myrtle St	860454W
CFP 14.2	Francis St	860450U
CFP 13.9	Ashcake Rd	860448T
CFP 13.0	Gwathmey Church R	860447L
CFP 11.6	Elmont Rd	860445X
CFP 11.2	Cedar Lane	860443J
CFP 9.7	Mill Rd	860441V
CFP 8.1	Mountain Rd	860438M
CFP 6.6	Hungary Rd	860437F
CFP 5.5	Hermitage Rd	860435S

S&C SUBDIVISION - SC

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST KEYSTONE SD 2 1			
15	BFC 0.0	EAST ROCKWOOD YL	SP WEST WYE BB DISP 94 – 3 RD – 08	193 ROCKWOOD YARD LIMITS		1
		0.9	ROCKWOOD RT STG 86 CARS			
	BFC 0.9	WEST ROCKWOOD YL		TWC-DCS		
		0.4	WILSON CREEK SDG 4,760 FT	BFC 1.1		
25	BFC 1.3	WILSON CREEK	SP BOGNAR IT	BFC 2.2 BFC 3.1		
			BFC 8.4			
10	BFC 8.5	7.9	EAST YARD			
	BFC 8.6		BFC 8.7			
25	BFC 9.2	SOMERSET				
20	BFC 11.3					
25	BFC 11.4		COLEMAN IT	BFC 16.7		
20	BFC 17.5					
		25.1	BFC 30.0 ABEX			
			32.1 4453 32.4			
20	BFC 34.3	S&C BRIDGE				
10	BFC 34.5					
20	BFC 36.7					
25		9.0				
10	BFC 41.1					
10	BFC 43.3	OSBORNE ST (END OF MAIN TRACK)	J&SC RR JOHNSTOWN YD BFC 44.0 BFC 45.1 CLINTON ST (END OF TRACK)	TWC-DCS 96		
			LVRJ			
43.3 MILES EAST ROCKWOOD YL TO OSBORNE ST						

STATION PAGE NOTES
NOTE 1: East Wye extends from switch on No. 1 Main to Switch for Rockwood Running Track and is lined for movement to S&C Main. West Wye extends from No. 1 Main to the East Wye.

S&C SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - S&C

Trk	MP/Location	F
SG	BFC 0.0 - 0.9	15
SG	BFC 0.9 - 8.5	25
SG	BFC 8.5 - 8.6 -- City Ordinance (HE)	10
SG	BFC 8.6 - 11.3	25
SG	BFC 11.3 - 11.4	20
SG	BFC 11.4 - 17.5	25
SG	BFC 17.5 - 34.3	20
SG	BFC 34.3 - 34.5	10
SG	BFC 34.5 - 36.7	20
SG	BFC 36.7 - 41.1	25
SG	BFC 41.1 - 43.3	10

ADDITIONAL SPEEDS (SP) - - S&C

Location	Track Type	F
BFC 0.0 - 0.0	WYE	5
BFC 1.1 - 2.2	SDG	10

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - S&C

Trk	MP/Location	F
SG	BFC 8.5 - 8.6 (HE)	10

96 OTHER THAN MAIN TRACK

Rockwood - West Leg and East Leg of Wye Tracks, Rockwood – East Leg of Wye extends from switch on Keystone Subdivision to switch leading to Rockwood Running Track and is lined for movement to S&C Main Track. West Leg of Wye extends from switch on Keystone Subdivision to switch on East Leg of Wye.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
	Somerset Cannell St	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
BFC 44.2	S&M Branch Johnstown Poplar St No. 2	
BFC 43.7	Messenger Alley	
	Coyer Alley	
BFC 44.8	Apple Alley	
BFC 44.9	Coyer Good Alley	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BFC 3.8	Shamrock	Continuous	08, 94-3	Wayside
BFC 13.0	Geiger			
BFC 21.3	Stoyestown			
BFC 28.7	Blough			
BFC 33.7	Foustwell			
BFC 40.4	Kelso			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BFC 20.7	Stovestown, PA - over Stoney Creek

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BFC 32.1 - BFC 32.4

4466 PLACING EMPTY CARS IN TRAINS

Between	Direction	Tonnage
Johnston & Mukden	Eastbound	2600
Rockwood & Mukden	Westbound	3900

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BFC 2.0	BFC 2.0 and end of track	6-Axle Locomotives without steerable trucks	Prohibited
BFC 45.1	LVRJ Interchange track - Johnstown	OTTX & HTTX - 64 FT Flats	Must only be handled on 3 and 4 tracks

7. CLOSE CLEARANCE

MP	Location	Remark
BFC 5.7	Bognar's switch	Adjacent to building and wall
BFC 45.0	Mill at Johnstown	Adjacent to wall

8. MISCELLANEOUS

NONE

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BFC 0.9	Wilson Creek Road	145145N
BFC 4.5	SR 3010	145149R
BFC 8.6	Center Ave S	145160R
BFC 9.3	Main St E	145162E
BFC 9.6	Stoyestown Rd	145163L
BFC 10.2	Lake	145189N
BFC 12.2	Geiger Rd	145196Y
BFC 12.6	SR 281	145197F
BFC 13.0	SR 1003	145198M
BFC 14.0	SR 1011	145200L
BFC 16.2	Welsh Hill Rd	145204N
BFC 19.5	Public Rd	145221E
BFC 22.5	Turkeyfoot Hill	145225G
BFC 22.6	Public Rd	145226N
BFC 25.8	Public Rd	145231K
BFC 28.7	SR 403	145237B
BFC 32.0	Main St	145241R
BFC 40.3	Eisenhower Blvd	145247G
BFC 42.6	Ferndale Ave	145252D
BFC 43.4	Osborn St	145253K
BFC 44.1	Hickory St	145256F
BFC 44.7	Bedford St	145258U
BFC 44.8	Main St	145260V
BFC 44.9	Locust St	145262J
BFC 44.9	Railroad St	145264X
BFC 45.0	Clinton St	145265E

NOTES

SHENANDOAH SUBDIVISION - SJ

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			CUMBERLAND SD 1 / 2			
10	BAD 0.0	HARPERS FERRY	BB DISP 94 – 7 RD – 08	TWC-DCS		
	BAD 0.8	3.0				
25	BAD 2.0					
10	BAD 2.5					
	BAD 3.0	EAST STONE YL		TWC-DCS		
		0.9		193 STONE YARD LIMITS		
25	BAD 3.9	MILLVILLE				
		1.1				
	BAD 5.0	WEST STONE YL		TWC-DCS		
		5.3				
	BAD 9.4					
10	BAD 10.3	CHARLES TOWN				
	BAD 10.6	0.5				
25	BAD 10.8	NS CROSSING	NS			1
		17.2				
	BAD 28.0	EAST WINCHESTER YL		TWC-DCS		
	BAD 30.5	W&W JUNCTION 2.5				
25	BAD 30.6			193 WINCHESTER YARD LIMITS		
10		1.2				
	BAD 31.7	WINCHESTER				
		1.3				
	BAD 33.0	W&W JUNCTION	WW RR			
		0.3				
	BAD 33.3	WEST WINCHESTER YL		TWC-DCS		
10	BAD 35.3					
25			STEPHENS CITY STG 38 CARS: BAD 38.8 / BAD 39.2	TWC-DCS		
		16.6	MIDDLETOWN STG 47 CARS: BAD 44.0 / BAD 44.5	TWC-DCS		
			CEDAR STG 19 CARS: BAD 48.6 / BAD 48.8			
25	BAD 49.9	EAST SOUTHERN YL 0.5		TWC-DCS		
10	BAD 50.4	STRASBURG JUNCTION WEST SOUTHERN YL		193 SOUTHERN YARD LIMITS		
			NS			
50.4 MILES HARPERS FERRY TO STRASBURG JUNCTION						

STATION PAGE NOTES
NOTE 1: Rule 226-B(3) and special instructions in this timetable are in effect at Charles Town at the NS crossing.

SHENANDOAH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - SHENANDOAH

Trk	MP/Location	F
SG	BAD 0.0 - 0.8	10
SG	BAD 0.8 - 2.0	25
SG	BAD 2.0 - 2.5	10
SG	BAD 2.5 - 9.4	25
SG	BAD 9.4 - 10.6	10
SG	BAD 10.6 - 30.6	25
SG	BAD 30.6 - 35.3	10
SG	BAD 35.3 - 49.9	25
SG	BAD 49.9 - 50.4	10

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BAD 10.8	Charles Town	NS	Automatic	226.B

Note: NS CROSSING AT CHARLES TOWN

When absolute signal displays STOP indication and no conflicting movement is evident on NS, secure permission from NS Train Dispatcher to operate push button in metal box marked "B&O" on pole near crossing. NS Train Dispatcher may be contacted by radio, via Telephone on pole at crossing 800-323-4782 or via the CSX BB Train Dispatcher.

If communication is not available wait 15 minutes and if no conflicting movement is evident on NS, depress push button one time only, then release. Signal should indicate proceed after eight minutes.

If signal fails to indicate proceed, pass the signal but do not foul crossing. Wait 15 minutes and then proceed.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. BAD 9.5 – 5th Ave, Charles Town – To avoid blocking street crossings, westbound trains will contact the NS Dispatcher on channel 22-22 and by pressing PTT button 5 times on Pressing DTMF tone 2, before fouling 5th Ave (BAD 9.5). Train will proceed after being advised by the train dispatcher that there are no conflicting movements in the vicinity. If communication is not available or if signal at NS crossing fails to indicate proceed, movement will proceed in accordance with Rule 98 above.

2. BAD 47.3 West End, Oranda – When temperature is below freezing, all trains will stop at road crossing at west end O.N. Minerals, Oranda, VA, Main Track, walk lead unit of train over crossing and then proceed.

3. Providing Flag Protection

MP	Location	Instructions
BAD 30.7	Brick Klin Rd	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
BAD 49.9	Powhatten Rd	
BAD 50.0	Junction Rd	

103-A SWITCHING CARS

MP	Location	Instruction
BAD 50.0	Strasburg, VA	Static dropping of cars is prohibited

220 WHERE SIGNAL RULES ARE IN EFFECT

Rules 1280 through 1298 are in effect at NS crossing. Rules 1280 through 1298 are in effect on the APP marker at BAD 0.9.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BAD 4.0	Millville	Continuous	08, 94-7	Wayside
BAD 22.4	Wadesville			
BAD 31.7	Winchester			
BAD 42.4	Van Clause			

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 RIDING EQUIPMENT

Winchester Yard

When making shoving movements at Winchester, and cars are on adjacent tracks, employees must not ride the shoving movement.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 - SWITCHING

Winchester - Switching will be performed with air on all cars.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAD 0.0 - BAD 50.4	Entire Subdivision	6-Axle Locomotives without steerable trucks	Prohibited
BAD 0.0 - BAD 50.4		SD-80 MAC Locomotives	

Note: 6-Axle Locomotives with steerable trucks may operate.

7. CLOSE CLEARANCE

MP	Location	Remark
BAD 29.0	Pacitv	Within Industry
BAD 30.0	Robinson Track	Within Industry
BAD 31.0	Fire Track	Within Industry
BAD 36.0	Shenk's Food	Within Industry
BAD 43.0	ON Minerals	Within Industry
BAD 47.0	Oranda	Within Industry
BAD 50.0	Agmark	Within Industry

8. MISCELLANEOUS

Winchester

1. Telephone Numbers Winchester Station – 540-662-6316. Fax No is 540-667-3520

2. Joint Use of Tracks-CSX trains and engines will use the tracks of other railroads in accordance with their timetables, rules and regulations as follows:

Storage and Scale Track at Millville – Look out for Millville Quarry using these tracks.

9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
BAD 3.9	Bloomery Rd Quarry Tk	141499U
BAD 4.0	SSR 27	140580D
BAD 5.8	SSR 23	140582S
BAD 6.0	Halltown Rd	140583Y
BAD 7.2	Country Club Rd	140588U
BAD 8.4	Flowing Spring Rd	140587B
BAD 9.7	5th Ave	140590J
BAD 10.2	Mildred St	140592X
BAD 10.3	Samuel St	140593E
BAD 10.4	George St	140594L
BAD 12.4	Charlestown Pike	140598N
BAD 13.7	CR 51 / 1	140600M
BAD 17.3	Mount Pleasant Rd	140602B
BAD 17.7	Leetown Rd	140603H
BAD 19.0	Glasscock Rd	140607K
BAD 20.5	Swimley Rd	139429E
BAD 22.4	Wadesville Rd	139431F
BAD 26.7	Stephenson Rd	139435H
BAD 29.0	Red Bud Rd	139438D
BAD 29.8	Cives Ln	139440E
BAD 30.5	Martinsburg Pike	139441L
BAD 30.6	Brick Kiln Rd	139443A
BAD 31.5	Baker St	139426J
BAD 31.6	Piccadilly St	139448J
BAD 31.6	Fairfax Ln	139449R
BAD 32.0	Cork St	139450K
BAD 32.6	Millwood Rd	139452Y
BAD 33.2	Featherbed Ln	139453F
BAD 33.9	Paper Mill Rd	139454M
BAD 34.1	Tevis St	139455U
BAD 34.4	Cedarmeade Ave	644203J
BAD 35.3	Shawnee Dr	139456B
BAD 35.8	Valley Pike	139457H
BAD 37.6	Springdale Rd	139458P
BAD 39.3	Fairfax St	139462E
BAD 41.7	Vauclose Rd	139465A
BAD 42.4	Klines Mill Rd	139467N
BAD 44.1	1st St	139472K
BAD 45.0	Veterans Rd	139473S
BAD 45.6	Meadow mills Rd	139474Y
BAD 47.6	Oranda Rd	139479H
BAD 49.3	John Marshall Hwy	139483X
BAD 49.5	Powhattan Rd	139484E
BAD 50.0	Junction Rd	139485L

NOTES

BALTIMORE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

C REQUIRED EXAMINATIONS

Train and engine employees and yardmasters must complete the required examinations for annual rules training by July 1.

C-1 FRA ENGINEER CERTIFICATION RIDES

Locomotive engineers must notify their road foreman of engines if they have not had the prescribed FRA engineer certification ride, for the purpose of monitoring operation performance, by October 1stof each year. If the road foreman of engines is not available or cannot be contacted, the division road foreman of engines must be notified.

N EMPLOYEES PERMITTED TO RIDE ON ENGINES AND FREIGHT TRAINS

In addition to the assigned train and engine crew members, the equipment operator, or employees properly assigned for qualification purposes:

The following designated employees will be permitted to ride on engines, freight trains, track cars and front & rear ends of passenger trains:

Staff officers (system, region, division)
Transportation Department supervisors
Dispatching offices personnel, including STO's Chief Dispatchers, Assistant Chief Dispatchers and Dispatchers Yardmasters
Engineering Department supervision
Engineering Department employees (track, bridge & building, train control/C&S within their territory)
Mechanical Department supervision
Mechanical Department employees in performance of their duties
Railroad police officers in performance of their duties
Federal and state inspectors upon presentation of proper credentials

Other persons require proper identification and authorization issued by the division manager or the line of road superintendent.

CHANGE TO CSX RULE U

CSX Employees will be governed by timetable rules and special instructions of foreign lines as well as CS Safeway and Rule 421 while performing service on foreign line tracks.

GR-19 POSITION OF CREW MEMBERS

Rule GR-19 is modified for crews to permit conductors and conductor pilots to ride the 2nd unit for instructional purposes when insufficient seating is available on the lead unit.

GR-104 TIMETABLES

Employees working off the division to other CSX divisions may carry, in lieu of complete timetables, those pages applicable to the territory over which they operate.

At a minimum, employees must carry the division special instructions and applicable subdivision pages.

19 MARKERS

VRE and MARC trains in push-pull service, with the locomotive on the rear, may display illuminated marker lights in lieu of a rear headlight.

34-A REQUIRED ANNOUNCEMENTS

Passenger train crews will announce over the radio the arrival and departure of their trains at stations where work is to be performed. Crews of other trains operating in the vicinity of scheduled passenger stops will be alert to these announcements to provide for public safety.

Reporting by location in TWC territory

Trains reporting by locations in TWC territory will use the following format:

"CSX D70401 (Seven-Zero-Four-Zero-One) , Engine 5786 (Five-Seven-Eight-Six) with EC-1 Number 82631 (Eight-Two-Six-Three-One), at MP QP 28.0 (Two-Eight-Point-Zero), reporting south by wine on main track, over."

95-C LEAVING UNATTENDED EQUIPMENT

Before leaving equipment unattended on any main track, the conductor or engineer must convey the following information to the control station:
1. The specific location of head end and rear end (if known) of train.
2. Number of engines on train, including the lead engine number.
3. Number of cars in train.
4. Any unusual facts about train, such as oversize shipments, speed restrictions, and ETD not present or malfunctioning.

100-D HIGHWAY-RAIL GRADE CROSSINGS

1. State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control as follows:

State	Excessive Period of Time
Pennsylvania	Over 5 minutes (over 15 minutes at a private crossing)

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

2. KEY BOX OPERATION

Where installed, key boxes are provided to activate highway warning devices. Insert key, turn horizontal for activation and then back to vertical position for removal.
Leaving the key in a horizontal position will leave circuits activated.

3. **USE OF BACK-UP HOSE IN STATE OF PENNSYLVANIA**

The use of a back-up hose in all train operations shall be for emergency stop of the train movement; however, the use of a back-up hose for car spotting operations shall be permitted, provided that communication with the engineman is available to ensure the safety of the movement.

103-A SWITCHING CARS

The practice of making static drops is prohibited on the Baltimore Division.

103-C LEAVING STANDING EQUIPMENT IN THE CLEAR

In the application of the CSX Operating Rules 103-C and 104-B, on a track where yellow ties are located, the yellow ties will be considered the clearance point.

USE OF CHOCKS OR CHAINS

Where the use of chocks or chains is required by a customer, transportation employee may apply and remove chocks or chains.

103-I TEST FOR SUFFICIENT HANDBRAKES ON CARS LEFT STANDING

When conditions do not permit the release of the independent brake and train air brakes then waiting the required one minutes to test the handbrake(s) the following procedure will be followed:

Apply sufficient handbrakes on the cars to be left standing.

Check the handbrake chain to ensure it is tight and not caught on any part of the equipment.

Check the brake shoes on the "B" end to ensure they are against the wheel.

Release the independent and train air brakes and apply power, if necessary, to determine the handbrake(s) are working and sufficient to hold the car(s) to be left standing.

If the number of handbrakes is not sufficient, add additional handbrakes and retest.

104 HANDLING SWITCHES

POWER ASSISTED SWITCHES (PAS)

There are two types of radio controlled Power Assisted Switches 'PAS'. Instructions for the similarities of these switches are as follows:
1. The two types are:
A. Standard lever type switch 'SLT'
B. Hydraulic pump type switch 'HPT'

DEFINITIONS

1. Power assisted switch (PAS) – A switch identified as 'PAS' can be controlled remotely by use of a DTMF keypad located on a radio, a key box located on a switch point indicator bungalow, a toggle switch located on the switch stand, or manually. The location of Power Assisted Switches (PAS) will be designated in Special Instructions.

2. Switch Point Indicator – A visual L.E.D. display fixed at a switch location to indicate the position of the switch points. In the case of a crossover, a switch point indicator will be located at each switch. Train crews will utilize the LED display at their entering end of the crossover to determine the position of the switch. It is not necessary to view the displays on each end of the crossover.

3. Signage – The following signs will be use at power assisted switch PAS locations:
"Begin OS" and "End OS" – These signs identify the limits of the on-switch circuit locations. In order for the PAS to be operated by DTMF or pushbutton, the limits of the OS must not be occupied.
"Switch Control" – Signs placed a distance as specified by the in-service bulletin from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF sequence as outlined in special instructions.

Operating a Power Assisted Switch (PAS)– To operate a PAS, a crew member must perform the following:

1. **In TWC (non ABS) territory**:

2. Upon passing the wayside sign reading "Switch Control", a crew member must enter on the road channel the proper DTMF sequence for the desired switch position as follows:

A. Switch normal command ensures the switch remains in the normal position; EXAMPLE: W.E. Alpha – Proper DTMF sequence to ensure switch remains lined in the normal position is #123411.

B. Switch Reverse command ensures the switch is in the reverse position; EXAMPLE: W.E. Alpha – Proper DTMF sequence to line switch in the reverse position is #123433. The actual DTMF sequences/codes for a specific location are listed in the subdivision special instructions.

3. After entering the proper DTMF sequence, crews will receive a confirmation message, repeated once, that the switch is properly lined for requested movement.

EXAMPLES of confirmation messages:

'CSX west and Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out'
'CSX west end Alpha MP 123.4 switch is reverse, switch is reverse, CSX west end Alpha out'.

4. **In YARDS, with crossovers equipped with PAS**:

5. Before entering the OS circuit, a crewmember must enter, on the yard channel, the proper DTMF sequence for the desired switch position, as described in paragraph 2, above. In addition to normal and reverse DTMF commands, there is a "Switch Position Inquiry" command for some yard crossover switches. The actual DTMF sequences/codes for a specific location are listed in the subdivision special instructions.

6. After entering the proper DTMF sequence/code, crew will received a radio confirmation message, repeated once, that the crossover is properly lined for movement.

Example:
"Normal" – Crossover is lined for straight line movement.
"Reverse" – Crossover is lined for diverging movement.

7. A train must approach a 'PAS' prepared to stop short of the "Begin OS" sign until A, B, and C below are fulfilled:

A. DTMF command has been issued to request the switch for the desired position, and
B. Radio confirmation message has been received that the switch is properly lined for desired movement, and
C. The switch point indicator displays the switch is properly lined for the desired movement as follows:

INDICATOR LIGHT	SWITCH STATUS
Green	Switch lined in normal position, straight line movement
Yellow	Switch lined in reverse position, diverging movement
Red	Switch/crossover out of correspondence

NOTE: If the train will not pass the 'Begin OS' sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the 'Begin OS' sign and repeat proper DTMF sequence prescribed in paragraph No. 2. Train may proceed when switch point indicator displays the switch is properly lined.

Train Operations – Exceptions

8. The train must stop short of the 'Begin OS' sign if any of the following occurs:

A. Crew receives a message "Switch not lined" or other fault message, or

B. No message is received, or

C. Switch indicator displays red or is dark.

Train crew will repeat the proper DTMF sequence described in paragraph 2 and notify the train dispatcher or yardmaster, as applicable. The train dispatcher or yardmaster will notify signal personnel of the failure. If, after repeating a second time, and A, B or C above occurs:

9. **For TWC (non ABS) operations**, if the switch does not respond to the proper DTMF sequence, the 'PAS' must be operated as follows:

A. Unlock "N/R" box, located on side of switch point indicator bungalow or switch indicator mast,

B. Push the button or insert switch key and turn key to position that will line switch for proper route and

C. Train may proceed when the switch point indicator displays the switch is properly lined.

If the switch does not properly respond to the proper "key sequence" as described in this item, the PAS must be operated manually by one of the "Manual Switch Operations" procedures below, depending upon the type of switch.

10. **For YARD crossover operations**, if the switch does not respond to the proper DTMF sequence, the switch must be operated manually by one of the "Manual Switch Operations" procedures below, depending upon the type of switch.

Manual Switch Operations

1. Hydraulic Pump Type switch (HPT)
If the switch does not respond to the proper DTMF sequence, the PAS must be operated as follows:

Hand Throw Operation
A. Confirm that there are no obstructions.
B. Remove lock from pump handle.
C. Open hand throw cover and insert pump handle.
D. Move direction lever to the direction of movement.
E. Operate pump handle to reverse switch (approximately 15 times)
F. Check switch points and corresponding indicator light.
G. Reinstall pump handle in holder and lock.

2. Standard Lever Type switch (SLT)
If switch or indicator light does not respond to proper key controller sequence, 'PAS' must be operated as follows:

A. Notify the proper authority that switch will be operated by hand.

1). Unlock switch lock

2). Place select lever in hand position

B. Operate hand throw lever until switch points are completely lined to the opposite position and back to normal position with movement of hand throw lever to ensure points are controlled by operation of hand lever. This must be done whether or not switch points are lined for the desired route..

C. Line the switch for the proper route.

D. When making a facing point movement the entire movement must clear switch points before selector lever may be restored to 'motor' position.

E. When making a trailing point movement, restore selector lever to 'motor' position after leading wheels of the movement have moved onto the switch point.

F. The proper authority will be notified when switch has been restored to 'motor' position.

G. The same employee who places a 'PAS' in hand position, must restore 'PAS' to 'motor' position unless other arrangements have been made in accordance with Rule 104-F.

H. Train may proceed after visually examining switch to ensure the points fit properly.

To Change The Original Requested Route

If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign, notify the proper authority and wait 15 minutes from received confirmation, then enter the proper DTMF sequence described in "Operating a power assisted switch PAS" paragraph No. 2.

Other Instructions

1. Train meets at a power assisted switch – A train that will be met or passed at a 'PAS' must not attempt to line the switch for the opposing or passing train.

2. Switch position awareness form – In **TWC (non ABS) territory**, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the 'PAS' is operated by hand, the conductor will complete the Switch Position Awareness Form.

Engineering Department Operations: TWC (non ABS) Territory

1. All on-track equipment that will operate over the crossover will be considered as "non shunting" and will be governed by item 2, below.

2. If operating on-track equipment, either alone or in combination with other equipment, be governed as follows:

a. The on-track equipment or group of on-track equipment must stop movement short of the "Begin OS" sign.

b. Obtain permission of the train dispatcher to operate the PAS in hand position (it is permissible to obtain this permission before arriving at the PAS location).

c. Confirm that there are no obstructions in the open point.

d. Unlock the switch padlock.

e. Place the select lever in "hand" position.

f. Ensure that the open point is not obstructed prior to attempting to throw the switch.

g. Operate the hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever. This ensures that the switch points are controlled by the operation of the hand lever.(this must be done whether or not the switch points are lined for the desired route).

h. Line the switch for the proper route.

i. Steps 2c through 2g must be performed for both ends of the crossover.

j. On-track equipment may proceed, after visually examining the switch to ensure the point fits properly on each end of the crossover.

k. Once all equipment has cleared the "Begin OS" sign on the opposite side of the crossover, restore both switches to the "motor" position.

l. Lock both switches.

m. The same employee who places a PAS in "hand" position must restore the PAS to "motor" operation, unless other arrangements have been made.

n. The train dispatcher and, if other arrangements have been made per paragraph k above, the on-track equipment operator must be notified when the crossover has been restored to the "motor" position.

o. Switch Position Awareness Form - when the PAS is operated by hand, the employee will complete the Switch Position Awareness Form.

Engineering Department Operations: In YARDS with crossovers equipped with PAS

1. All on-track equipment that will operate over the crossover will be considered as "non shunting" and will be governed by item 2, below.

2. If operating on-track equipment, either alone or in combination with other equipment, be governed as follows:

a. The on-track equipment or group of on-track equipment must stop movement short of the "Begin OS" circuit.

b. Obtain permission of the yardmaster to operate the PAS in hand position.

c. Follow "**Manual Switch Operations**", for Hydraulic Pump Type switch.

351 TESTING CAB SIGNAL APPARATUS

Trains destined to cab signal territory, with cab signal/ATC equipped locomotives in the lead, and with self test capability, must have the self test performed prior to departure from on-duty locations on the division.

Employees required to comply with Rule 351 must leave a signed copy of the test result in a CSTS box (refer to "designated locations") prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited in a CSTS box safely or where there is no CSTS box, the information must be *relayed/transmitted*by any means to an authorized employee who can make a copy and deposit it safely in a CSTS box prior to your departure.

Engineers may remove seals in order to position controls and switches to perform the test. When the test is completed, seals must be replaced. Seals may be obtained from the Mechanical Department. Any forms on the locomotive marked with seal numbers must be updated with replacement correct seal numbers.

DESIGNATED LOCATIONS OF CAB SIGNAL TEST BOXES CSTS

Manville:
Wall Yard office

Lansdale:
Wall Yard office

Benning:
Wall Benning yard office

Bergen:
Wall Bergen yard office

South Kearney:
Wall Yard office, crew entrance

South Philadelphia:
Wall Yard office
Post 11th Street QHE 5.0

Philadelphia:
Wall RG Tower
Post 58th Street BAK 3.1

Baltimore Terminal:
Wall Bay View yard office
Wall Curtis Bay yard office
Wall Locust Point yard office
Wall Mount Clare yard office
Post Bay View Safety Stop BAK 89.6
Post Halthorpe Board Walk BAA 5.2

Richmond:
Wall Bryan Park
Wall AACA yard office
Post West AY ARN 03.0
Post Solite CFP 02.9
Post Greendale CFP 04.8

Fredericksburg:
Wall Fredericksburg yard office

Sealston:
Wall In office

Brunswick:
Wall #6 yard office
Post East Brunswick BA 73.1

Cumberland:
Wall Main office, EE landing
Wall 1stfloor, West Hump
Post Mexico BA 173.4
Post EE Open Track East Yard

Morgantown:
Post Near entrance gate

Chalk Point:
Post N. End of Yard

410 RADIO MONITORING

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.

415 REPORTING EMERGENCIES

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
a) Locomotive radios – Motorola (Spectra & Astro-Spectra), GE 12RII, Jem, and Adrotron radios –
Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-in the emergency code – DTMF digit 9.

Exception: On the following subdivisions key in the emergency code – DTMF 9-1-1: Landover, Popes Creek and Herbert Subdivisions.

2. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.

3. During the next 40 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with 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-in code 9 (or 9-1-1) has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-in.

528 PROTECTION OF WORK FORCES AS PRESCRIBED BY ON TRACK WORKER RULE 707

In the application of Rule 528, dispatchers controlling power switches within the working limits of a Form W must line such switches for movements within the working limits and must apply blocking devices to the controls of these switches. The blocking devices must not be removed without permission of the employee in charge of the working limits.

Before displaying a signal for a train to divert into the work limits, the dispatcher must confirm with the engineer that the train has permission to enter the working limits.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIP, TRIP AND FALL PREVENTION

Safety Rule GS-8 Modification, Anti-Slip Footwear Requirement

It is mandatory that all T&E employee use CSX issued carbide tip studded overshoes during accumulation of ice and snow.
Road crews are responsible to have these boots available for use as needed during their tour of duty.

GS 10 ON OR ABOUT TRACKS

1. Crews or car inspectors walking a train adjacent to the main will request block protection.

2. The dispatchers will place an O. S. block to prevent inadvertently running a train without advising of the movement.

3. When trains approach, the dispatcher will advise the approaching train to proceed prepared to stop at the location until he has talked with the employee on the ground, and will advise the employee requesting protection of the approaching train.

4. When finished with the block protection, employees involved must release track to the dispatcher.

GS-13 RIDING EQUIPMENT

For safety purposes a shoving platform will be made available for back up moves only. Employees are not to ride a designated shoving platform for any other movement.

TS-10 PROCEDURES FOR UNCOUPLING AIR HOSES

Modification to Safeway Rule TS-10

This modification to Safeway Rule TS-10 is for uncoupling ground air hoses from equipment:
When uncoupling a ground air line from equipment, comply with the following instructions:
Step / Action
1. Close the angle cock on the equipment the ground line is coupled to.
2. Close the ground air supply valve.
3. If the ground air supply valve is equipped with a bleeder valve, operate it and make certain the pressure releases from the ground air line.
4. To separate the hoses, firmly grip the center of each air hose head and lift upwards, using leg muscles, then raise the air hose coupling until it separates.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

COMPANY PROGRAMS - DIESEL EXHAUST
When trains stall in tunnels, and it is apparent that the problem cannot be quickly fixed, secure the train, cut the power away and move it from the tunnel. Advise the train dispatcher of the move and allow exhaust to clear before returning to the train.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4051 PERFORMING CAR INSPECTION

At locations where trains are made up or where cars are picked up, all employees are required to:

Visually inspect cars for handbrakes at each and every opportunity as they pass when picking up tracks or doubling tracks.

4052 DISCOVERING A CAR THAT IS UNSAFE FOR MOVEMENT

When a car wheel is found to have excessive tread build up*, it must not be moved until authorized by a mechanical department employee and/or a transportation officer.

*Tread buildup is considered excessive when the height of the buildup exceeds one-eight of an inch.

4250 INSPECTING TRAINS PASSING AND BEING PASSED

If a train is stopped at a location where a walking inspection cannot be safely performed, employees must contact the train dispatcher for instructions. If conditions permit, after contacting the proper authority, the train may be moved at a speed not exceeding 4 MPH to the nearest location where it can be safely inspected.

4473 HANDLING SHOVING PLATFORMS

On the Baltimore Division shoving platforms may be positioned within the train not to exceed 25 cars from the rear of the train.

Shoving movements may be made with not more than 25 cars ahead of the shoving platform.

4475 HANDLING PASSENGER EQUIPMENT

Speed restrictions for MARC III 7800 cars and VRE Bi-Levels with over-inflated air springs:

(A) Through crossovers and turnouts	15 MPH
(B) All other movements	30 MPH

There are no restrictions when air springs are under-inflated.

4550 ENSURING AUTHORIZATION TO MOVE SHIPMENT

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 main tracks and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Subdivisions	Double Stack	Multi-Level
Baltimore Terminal (Notes 1&2)	18'2"	19'1"
Cumberland Terminal		
Capital		
Alexander Extension	Prohibited	Prohibited
Hanover		
Landover		
Trenton		
Mon SD		
Shenandoah		
Metropolitan	18'2"	19'1"
Old Main Line		
Philadelphia (Note 3)		
RF&P		
Lurgan		
Keystone		
Pittsburgh		
P&W		

Note:
1. Baltimore Terminal Subdivision– Multilevel equipment and double loaded double stack equipment must not be operated on North Avenue Siding.

2. Philadelphia Subdivision - Multi-level equipment must not operate between Philadelphia and BAK 12.0.

Single loaded and empty double stack equipment may operate between Bay View and Philadelphia, subject to clearance limits. Double loaded double stack equipment must not operate between Bay View and Philadelphia.

4551 SNOWPLOWS

When plowing, must not:

Have short hood of locomotive against snow plow;
Be shoved by a locomotive consist exceeding two units;
Handle more than 5 cars, including snowplow and caboose;
Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed restrictions.

Note: This applies to ditcher-spreader cars being used to plow snow.

4555 HANDLING EQUIPMENT WITH AIR ACTIVATED SYSTEM

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.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5300 LOCOMOTIVES

Trains destined to Cab Signal Territory, with Cab Signal / ATC equipped locomotives in the lead, and with self-test capability, must have the self-test performed prior to departure from on-duty locations on the division.

Engineers may remove seals in order to position controls and switches to perform the test. When the test is completed, seals must be replaced. Seals may be obtained from the mechanical department. Any forms on the locomotive marked with seal numbers must be updated with replacement correct seal numbers.

OPERATION OF THE ON BOARD TESTER FOR PHW EQUIPMENT

Note: The circuit breaker is located in electrical cabinet marked (ATC) and must be closed or in the on position at all times. The self-tester will only test in non-cab signal territory.

Begin Test
1. The "IN/OUT" switch on the audio display unit (ADU) must be in the "IN" position.

2. Move the automatic brake handle to the suppression position, wait until the permanent suppression light on the "ADU" comes on.

3. Turn the "TEST SWITCH" on the "ADU" to the test position. The permanent suppression light will go out and the "ON TEST" light will flash, within two (2) or three (3) seconds, the clear aspect will be displayed.

4. Turn the "TEST SWITCH" on the "ADU" to the advance position (this is a momentary spring return to center switch) the test light will now flash at a slower rate, within one and one/half (1½) to three (3) seconds the "CLEAR ASPECT" will go out and the "APPROACH MEDIUM" aspect will light, the alarm will sound, press the acknowledge button to silence the alarm.

5 Turn the test switch on the "ADU" to the advance position. The test light will now flash slower, within one and one-half (1½) to three (3) seconds the "APPROACH" aspect will light. The alarm will sound, press the acknowledge button to silence the alarm.

6. Turn the test switch on the "ADU" to the advance position. The test light will now be on steady. Within one and one-half (1½) to three (3) seconds the "APPROACH" aspect light will go out and the "RESTRICTING" aspect will light. The alarm will sound, "DO NOT" acknowledge the alarm; monitor the

time it takes from the time the alarm sounds until the brake value de-energizes. This time should be between five and one-half (5½) to eight (8) seconds.

7. Turn the test switch to the off position. The "ON TEST" light will go out. Reset the penalty brake application.

5305 PERFORMING A CALENDAR DAY INSPECTION

Calendar Day Inspections	
Train	**Locations**
Q137	Baltimore, Md.
Q138	
Q173	N. Bergen – Jacksonville, FL
Q174	Jacksonville, FL – N. Bergen
Q171	Baltimore

These instructions will apply so long as the train(s) will reach the aforementioned inspection point(s) before midnight of the day following the current calendar day inspection.
Locomotive calendar day inspections will be made for local and yard assignments as indicated below.

1. Philadelphia, PA –
Yard Jobs – Will be performed at the end of the first trick.

2. Wilsmere, DE –
Yard Jobs – Will be done during first trick.
Locals – Will be done at the beginning of tour of duty if not previously completed.

3. Baltimore, MD –
Yard Jobs – Will be done at the end of the first trick.
Locals – D777 will be done at the beginning of tour of duty.

4. Jessup, MD –
Locals – Will be done for shared ramp engine at the end of tour of duty 3rd trick. Shared local engine will be inspected by D780 at the beginning of tour of duty.

5. Brunswick, MD and Winchester, VA –
Locals – Will be done at the beginning of tour of duty.

6. Cumberland, MD
Locomotive Calendar Day Inspections will be made for yard assignments in Cumberland at the end of third shift.
Engineers or RCO operators will notify supervisors during their tour of duty of defects needing repair, so that locomotives may be repaired and kept in service.

7. Hanover, PA –
Locals – D785 and D795 will be inspected at the beginning of tour of duty.
Rock Runner will perform inspection at beginning of tour of duty.

8. Hagerstown, MD –
Locals – D799 and D773 will be inspected at the beginning of tour of duty.

9. Fredericksburg –
Locals – D793 will be inspected at the beginning of tour of duty.

5310 REPORTING LOCOMOTIVE DEFECTS

Locomotive defects noted on the Locomotive Work Report must be reported to the Trainmaster or Yardmaster at the train's Terminating Location.

5355 CHANGING ENDS

When making extended movements with light diesel units, movement will be controlled from cab of leading unit in direction of movement when possible.

5502 TRACTIVE EFFORT

Trains destined to Baltimore from Cumberland or Richmond must not exceed the tonnage ratings for the belt line.

On grades where this tonnage limitation will be exceeded, trains will have a rear-end or appropriately positioned in-train helper, or the trailing tonnage must be reduced.

If train is not powered for the Baltimore Beltline, the terminal trainmaster at Cumberland and the train dispatcher must be informed prior to train departing Cumberland.

All crews heading north from Richmond, when checking your tonnage rating through Baltimore or Brunswick, in addition to notifying AACA also call the BD dispatcher before departing the terminal.

5553 BRAKING TRAINS

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.

5559 STEEP GRADE TRAIN HANDLING

Review these rules prior to operating in territory with grades:
Air Brake and Train Handling Rules
5556 – Conditioning Brakes
5559 – Steep Grade Train Handling
If helper service is involved, review: 5600 through 5605

5600 HELPER SERVICE

Instructions for installing and operating helper link equipment.

1. Description of Equipment

Helper-link equipment is designed to permit helper locomotives to be attached and detached from road trains without making brake pipe hose connections between the rear car land the helper consist. This will enable the 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 device (HTD2) on the controlling locomotive when equipped, but also permits helper-link equipment to transmit emergency signals to the rear car.

2. Installation of Equipment

The two-way end of train device attaches to casting holes in the side of drawhead of the rear car in a similar manner as previous CSX end-of-train devices (EOT). 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 the initial installation, a test for accuracy and continuity must be performed as per Air Brake and Train Handling Rules.

The helper-line 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 the end cock opened. The second hose, marked “brake pipe”, will be couple to the brake-pipe hose on the helper locomotive and the 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 end 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 ensure 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) The knuckle must be closed on the locomotive end with the helper-link box.

2) The trainline power-reduction rheostat knob on the helper locomotive must be positioned to full power.

3) Engine run, generator field and control fuel pump must be closed.

4) Reverser must be in FWD/REV.

5) Position the power reduction toggle switch to “trainline power reduction” (all units).

6) Inspection must be made to determine that the knuckle ahs been operated by the coupler-lift mechanism.

7) If the coupler pin has lifted, the equipment is ready for use, and if not, re-check the main reservoir equalizing the end cock and jumper cable connection from the helper locomotive to the helper-link box and (re-try steps 2 through 4).

8) Turn the trainline power reduction switch to the “off” position.

3. 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 the rear of the train, stretch slack to insure that the coupling has been made and position the helper locomotive brake equipment per Air Brake and Train Handling Rules. The helper engineer will then make a visual inspection from the walkway of the helper locomotive to see the telemetry device is still in place and none of the hoses will be affected by the coupler once movement begins. The helper engineer will open the helper-link box lid and perform the following tasks:

(1) Thumbwheel switch assembly numbers must be the same as the ID code number on the end of train device.

(2) Check the communications between the helper- link and rear-of-train telemetry device by pressing the com/check (communications check) pushbutton. 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, the brake pipe hose of the rear car will be coupled to the helper locomotive brake pipe hose of the rear car and both angle cocks will be opened.

The brake test and train operation will be performed in the conventional manner, as if the 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 the rear of the train.

(4) Close Helper-Link Box Lid. Upon returning to the operating cab of the helper locomotive, the helper engineer will observe brake pipe pressure and notify the engineer on the lead locomotive consist when the helper is ready for a helper service brake test. Brakes should apply and release on the helper locomotive as if brake pipe air hoses were coupled between the helper locomotive and the rear car. When the brake test is completed, the train is ready to proceed.

NOTE: During train movement, if it is necessary for the 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 EOT. Similarly, the lead engineer, when making a service or emergency brake reduction, will cause the two-way EOT 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 the train to cut off the 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-puller, 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 the pin puller air line to activate it. 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, the helper engineer will place automatic brake valve handle to "release", and cut in the brake valve cutout valve. The engineer will gradually reduce power allowing ample time between throttle changes to allow slack to stretch. As the rear car separates, a stop will be made by gradually applying the 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.

4. Engineer Alarm Feature

Once the helper-link had established communication with the two-way EOT on the rear of the train, if the EOT 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, the train will be stopped and the brake pipe hose connected for conventional operation.

5. Helper-Link Operation with AC Locomotive

The general instructions mentioned above will also apply when using an AC locomotive in pusher service. The only difference is the activation of the pin puller. Below is a list of various ways that an AC may be activated.

A. AC Locomotive Equipped with Power Reduction
- From the IFC screen, push the key to go to "speed control"
- From there, push the key to go to "power reduction"
- From the power reduction screen, set the power setting to 100%, then push the key under the toggle switch on the screen to set to "MU"
- Then when ready to activate the helper link, be in a throttle setting, other than idle, 1 or above, then push the key under the on-off toggle switch on the screen to "on". This will activate the helper link.

B. AC Locomotive Equipped with Hump Control
- On "IFC screen", access the speed control menu
- From there, access "hump control"
- Set to 100% power
- Set to "MU" mode
- To activate helper link, be in a throttle setting preferably #1 in the direction of travel
- Push the "on" key to turn on the hump control. This should activate the helper link and pull the pin.

C. AC Locomotive Equipped with Slow Speed
- On "IFC screen", access speed control menu
- Go to "Slow Speed" screen
- Train load can be any setting light, med., or heavy
- Set speed can be at any setting 0, 10, etc.
- For the helper link to work from the slow speed screen, train speed has to be 10 MPH or less because above 10 MPH, the slow speed control kicks out
- To activate helper link, be in a throttle setting, preferably #1, in the direction of travel
- Push the "on" key to turn on the slow speed control, this should activate the helper link and pull the pin

Some of the slow speed screens are a little different in their setting, but the helper link will work with any of them. On AC's that are not equipped with hump control, but only have the slow speed control, the key is to be 10 MPH or less so that screen doesn't kick out.

5602 RESTRICTIONS

Helper placement instructions.

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 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 5 westbound mixed trains with rear 20 cars loaded; westbound mixed trains when the rear 50 cars are empty unit train cars.	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.	

5700 TELEMETRY – EQUIPPING TRAINS

All freight trains required to pick up or set off cars, or locomotives on the following subdivision, running tracks, and industrial tracks are required to be equipped with tested and armed two-way telemetry.

Subdivision/Track	Between
Baltimore Terminal SD Main Track	West Baltimore and Carroll
Cumberland SD Main Track	Harpers Ferry and Cherry Run
Keystone SD Main Track	Cumberland and Connellsville
Metropolitan SD Main Tracks	QN and Silver Spring
Old Main Line SD Main Tracks Mt. Airy I.T.	BAC 26.0 and BAC 52.0 Entire Track
P&W SD	Entire SD
Philadelphia SD Main Tracks	BAK 3.1 and BAK 2.0
W&P SD	Entire SD

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

In no way does the listing of the close clearances that appear in Subdivision Special Instructions reflect the absence of close clearances if not listed.
A close clearance situation can develop at any time in any location.

STAY ALERT!

8. MISCELLANEOUS

Guide for Compliance with Washington DC HazMat Ban

A ban on loaded cars containing certain designated hazardous materials is in effect for the I-95 corridor through the Washington, DC metropolitan area. This ban applies only to loaded cars (including trailers and containers on flat cars) containing hazardous materials with the restricted class codes and STCC's shown below and only on the segments of the Alexandria Extension, RF&P Subdivision, and Shepherd Industrial Track within the District of Columbia and between the milepost limits designated below:

Restriction Limits

- RF&P Subdivision between CFP 110.4 (near M Rd) and CFP 113.8 (M Street))
- Alexandria Extension between CFP 113.8 (M Street) and CFP 119.2 (Jones Hill)

Restricted Class Codes

- Class 1, Division 1.1 (Explosives)
- Class 1, Division 1.2 (Explosives)
- Class 2, Division 2.1 (Flammable Gas)
- Class 2, Division 2.2 (Non-Flammable Gas – Anhydrous Ammonia Only)
- Class 2, Division 2.3 (Poison Gas)
- Class 6, Division 6.1 (Poisons) Poison Inhalation Hazard, Hazard Zone A and B, Only
- Class 7, Radioactive Materials

Any commodity with a shipping description of poisonous inhalation hazard, or inhalation hazard.

Restricted STCCS
Explosives
4901000 – 4901999
Flammable Gas
4905000 – 4905999
Radioactive Material
4929142
4929143
4929144
Poison-Inhalation-Hazard
4821019
4821261
4821269
4821722
4830030
4904209
4904210
4904211
4904879
4907409
4907434
4909306 – 4909307
4910370
4916138
4918180
4918505
4918507
4920101 – 4920799
4921000, 4921003
4921004
4921006
4921008 – 4921010
4921016
4921019, 4921020, 4921023, 4921024, 4921028
4921063
4921202
4921207
4921211, 4921213
4921216
4921223
4921239
4921245
4921248
4921251 – 4921252
4921254, 4921255
4921269
4921275
4921276
4921287, 4921288
4921304
4921401 – 4921402
4921404 – 4921405
4921413 – 4921414
4921420
4921438
4921473
4921487
4921495
4921497
4921558
4921587
4921695
4921722
4921727
4921730
4921741 – 4921742
4921744 – 4921746
4921756
4923113
4923117
4923209
4923298
4927004
4927006 – 4927012
4927014
4927018 – 4927019
4927022 – 4927028
4927099
Corrosives – PIH
4930024
4930030
4930050
4930204
4930260
4931201

4932010
4932352
4932385
4933327
4935231
4936106
4936110
4936565

In order to ensure compliance with this ban on cars carrying the banned commodities that would normally move through the Washington, DC Metropolitan Area, CSX has implemented safeguards that include alert messages in train documents and changes to yardmaster closeouts to prevent cars from being placed in trains moving to the affected area.

Restricted cars will be flagged at the earliest point possible in each train's route to allow efficient reroute. For example, a car containing a restricted commodity placed in a Selkirk block at Waycross will be flagged with an alert message in the train documents. The safeguards will not allow completion of the yardmaster closeout until the car with the restricted commodity has been removed from the train.
Yardmasters and train and engineer service personnel will be governed as follows:

Yardmasters

Any car which is restricted to or through the DC area will be displayed on the Yardmaster's Compliance Screen (YSC2) with the following information:
YSMU.YSC2
Compliance Screen
Date: 05181502
Option: Retn
Yard: AACA
Train Number: Q17214
Page: 01 of 01

Printer:
Trk Seq Init Number S/T
A01 011 TTAX 77175 X
RESTRICTION
STOP TRAIN

This commodity (or car number) is restricted from moving through the Washington, DC Metropolitan Area and must be set out.

When this occurs, the yardmaster will not be able to complete the closeout, but should press "enter" to clear out of the closeout process and then:

1) Take the appropriate steps to have the car set out of the train
2) Notify the Terminal Manager/Superintendent
3) Delete the closeout and reissue the closeout after the car has been cut out of the train

Train and Engine Service Personnel

Train Crews Must:
- Reference their CSX train documentation restricted and Special Handling list to ensure that their train consist does not include a restricted car that is governed by Special Instruction:
STOP TRAIN

This commodity (or car number) is restricted from moving through the Washington, DC Metropolitan Area and must be set out
- When practicable, observe train for placards indicating a banned material.
- If crew suspects a car carrying a banned material in their train, they must reference the train listing and hazardous material description in their train documentation for the hazmat STCC code of the commodity. That hazmat STCC code must be compared to the list above to determine if it is a prohibited commodity.

T&E crews, or other field personnel finding one or more of the aforementioned loaded hazardous materials cars in trains enroute to the affected subdivisions must:
- Report the incident to the train dispatcher.
- Stop train and set out the car prior to reaching the limits of the ban area.

Particular scrutiny should be applied to trains destined to operate over the RF&P subdivision and the Alexandria Extension at the locations where they originate and where they last perform work. These trains include but are not limited to:

Cumberland – Q411 and Q415
Brunswick – Q401
Philadelphia – Q405
Baltimore / Jessup – L173, Q171, Q409, and Q413
Connellsville – Q130
Richmond – L176, Q139, Q172, Q174, Q400, Q406, Q410, Q412, Q416, and Q438
North Bergen – Q173 and Q439
All L, S and X trains associated with the above symbols

Locals operating out of Brunswick, Baltimore, Jessup and Fredericksburg

9. HIGHWAY-RAIL CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

See subdivision special instructions.

SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec.		Sec.	Min.		Min.	Sec.	
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.85
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			

“SAFETY ABOVE EVERYTHING ELSE”