



LOUISVILLE DIVISION TIMETABLE NO. 7

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

**D.R. Hamby
Division Manager**

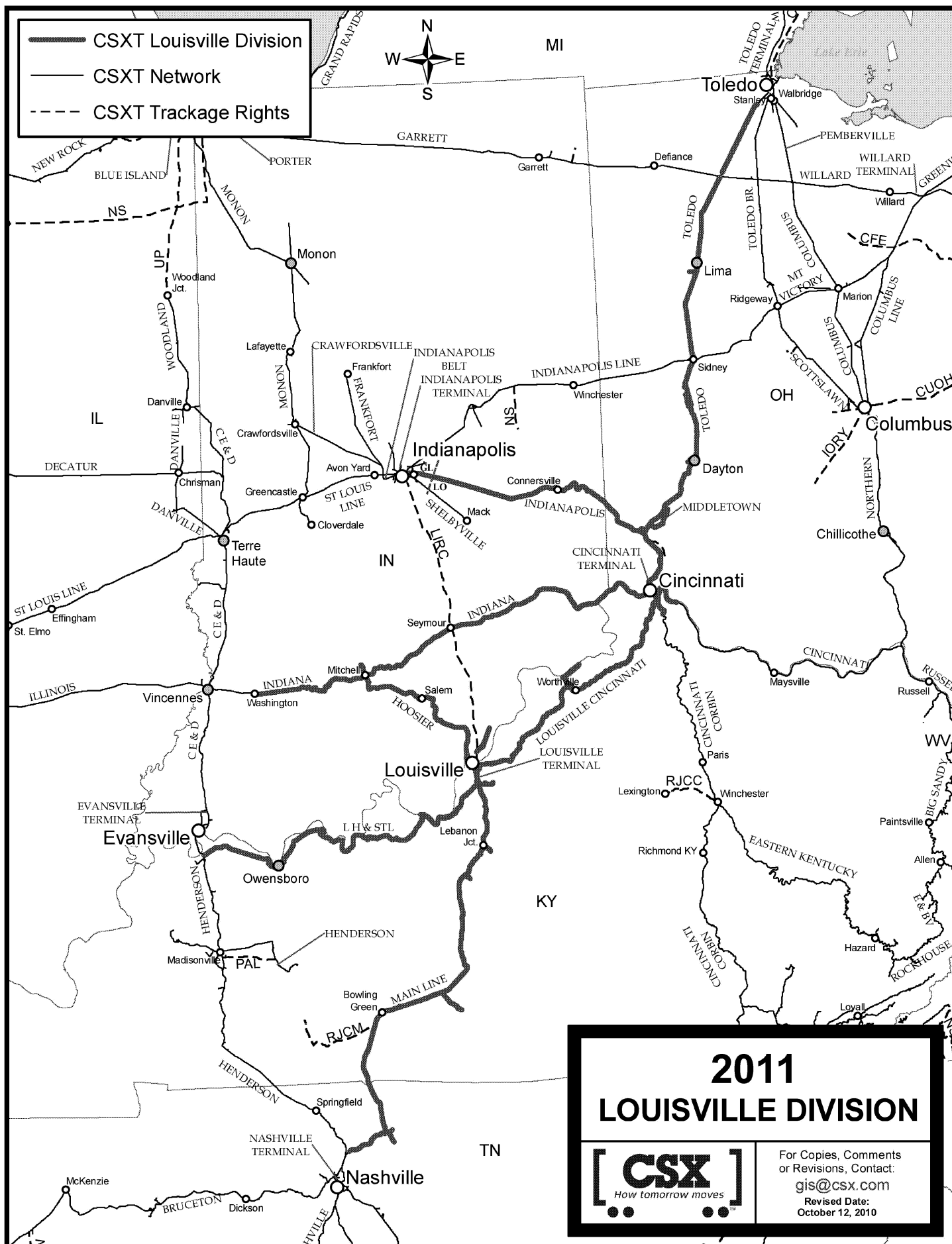


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DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
LOUISVILLE	103

PHONE NUMBERS

EMERGENCY ONLY:	
Police and Fire Departments (CSX Police)	
	(BELL) 800-232-0144
Safety Hotline - Jacksonville	
	(RNX) 380-6248
	(BELL) 800-545-6154
Hazardous Material Hot Line	
	(BELL) 800-232-0144
Employee Assistance Group	
	(BELL) 800-657-3366
NON-EMERGENCY SITUATIONS:	
Louisville Chief Dispatcher	
	(RNX) 453-1254
	(BELL) 513-853-1254
	(BELL) 800-232-0144
Louisville Director Train Operations	
	(RNX) 435-1257
	(BELL) 513-853-1257
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

AUTHORIZED SPEED REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F				PBR RWY SPARROW SD			
60	50	60	50	CPQ 0.0	LEN				ABS-261	
60	50	60	50				1	2		
79	55	79	55	CPQ 9.2						
					Speed Change MP		13.8			
		79	55	CPQ 13.8	NORTH EAST				CPS-261	
									S-261	
					This shaded and bordered box represents the limits of a Controlled Point					
					17.0 18.0					

LOUISVILLE DIVISION
3131-A Spring Grove Avenue
Cincinnati, OH 45225

Louisville Division Officers

D.R. Hamby
Division Manager

M.M. McGee
Assistant Division Manager

R.J. Banet
Superintendent Train Operations

G.A. Branson (Joe)
Manager of Safety and Operating Practices

C.G. Clevenger
Senior Road Foreman of Engines

M.J. Houser
Chief Train Dispatcher

E.R. Osborn
Director Train Operations

T.J. Bennett
Director Train Operations

S.K. Piccirillo (Kelly)
Division Engineer

M.A. Krauss
Division Signal Engineer

T.J. Grace
Mechanical Superintendent

J.M. Spencer
Terminal Superintendent - Queensgate

W.C. Albright
Terminal Superintendent - Osborn

S.K. Robinson
Division Support Clerk

Louisville Division Telephone Numbers

	RNX	BELL
Division Manager	435-1132	513-853-1132
Assistant Division Manager	435-1106	513-853-1106
Superintendent Train Operations	435-1258	513-853-1258
Manager of Safety and Operating Practices	435-1113	513-853-1113
Senior Road Foreman of Engines	435-1194	513-853-1194
Chief Train Dispatcher	453-1254	513-853-1254
Director Train Operations	435-1257	513-853-1257
Division Engineer	435-1116	513-853-1116
Division Signal Engineer	435-1160	513-853-1160
Mechanical Superintendent	435-1163	513-853-1163
Terminal Superintendent - Queensgate	435-5321	513-369-5321
Terminal Superintendent - Osborn	281-1489	502-364-1489
Division Support Clerk	435-1136	513-853-1136

Queensgate
3601 Geringer Avenue
Cincinnati, OH 45223

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
J.M. Spencer	Terminal Superintendent	435-5321	513-369-5321
C.L. Broughton	Assistant Terminal Superintendent	435-5135	513-369-5135
D.E. Speaks	Terminal Trainmaster	435-5283	513-369-5283
D.A. Conner	Terminal Trainmaster	435-5283	513-369-5283
C.C. Baker	Terminal Trainmaster	435-5569	513-369-5569
Vacant	Terminal Trainmaster	435-5551	513-369-5551
N.G. Durbin	Terminal Trainmaster	435-5283	513-369-5283
A.H. Beazley	Terminal Trainmaster	435-5519	513-369-5519
B.M. Crawhorn	Terminal Trainmaster	435-5283	513-369-5283
S.L. Reed	Terminal Support Clerk	435-5318	513-369-5318

**Osborn
1200 Don Hutson Blvd
Louisville, KY 40219**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
W.C. Albright	Terminal Superintendent	281-1489	502-364-1489
D.A. McCoy	Assistant Terminal Superintendent	281-1320	502-364-1320
J.R. Anderson	Terminal Trainmaster	281-1228	502-364-1228
D.A. Patterson	Terminal Trainmaster	281-1228	502-364-1228
D.W. Kelly	Terminal Trainmaster	281-1228	502-364-1228
J.C. Claus	Terminal Trainmaster	281-1228	502-364-1228
J.J. Butcher	Terminal Trainmaster	281-1453	502-364-1453
T.K. Asher	Trainmaster Line of Road	281-1453	502-364-1453
J.B. Roberts	Trainmaster Line of Road	281-1450	502-364-1450
T.R. Wright	Chief Terminal Support Clerk	281-1107	502-364-1107

Louisville Division Officers- Line of Road Trainmasters and Territories

<u>Office Location</u>	<u>Subdivision(s)</u>	<u>Name</u>	<u>RNX</u>	<u>Bell</u>
Osborn	Mainline Sub	T.K. Asher	281-1453	502-364-1453
Osborn	Indiana Sub, Hoosier Sub	J.B. Roberts	281-1450	502-364-1450
Connersville, IN	Indianapolis Sub	M.J. Vozel		765-827-9475
Dayton, OH	Toledo Sub (South)	A.J. Cassaro	437-3201	937-237-3201
Lima, OH	Toledo Sub (North)	D. Murphy (Gabe)		419-222-8927
Middletown, OH	Middletown Sub	P.S. Henry	354-3246	513-422-3246
Obannon, KY	Obannon Yard	D.M. Tribble		502-241-5914
Obannon, KY	LCL Sub	J.R. Winstead		502-241-5914
Obannon, KY	Obannon Yard	M.E. Murphy		502-241-5914
Owensboro, KY	LH & STL Sub	P.L. Dziennik		270-683-3728

Louisville Division Officers- Road Foreman of Engines and Territories

<u>Office Location</u>	<u>Subdivision(s)</u>	<u>Name</u>	<u>RNX</u>	<u>Bell</u>
Dayton, OH	M7, TO	D.R. Henson	437-3203	937-237-3203
Louisville, KY	LT, LH, HO, Obannon Yard	D.M. Fails	281-1419	502-364-1419
Queensgate	CT, HL	J.M. Hughes	435-5539	513-369-5539
Louisville, KY	ML	W.T. Pate	281-1313	502-364-1313
Queensgate	LC, ID	C.A. Ryan	435-5519	513-369-5519
Lima, OH	TO	E.M. Caprilla		419-222-5998

Louisville Division Engineering Department

S.K. Piccirillo (Kelly)
Division Engineer

J.M. Carnes
Assistant Division Engineer, Structures

M.D. Holder
Engineer Track

J.C. Windell
Engineer Track

J.O. Blaydes
Manager Inspection & Records

C.B. Houk
Manager of Facilities

M.W. Little
Staff Engineer

Louisville Roadmasters

<u>LOCATION</u>	<u>NAME</u>	<u>RNX</u>	<u>PHONE</u>
Worthville, KY	T.M. Conner	281-5251	502-732-5251
Louisville, KY	C.D. Deaton	281-1119	502-364-1119
Salem, IL	D.W. Fauke		618-526-2870
Bowling Green, KY	R.S. Jarrett	278-9254	270-842-9254
Hamilton, OH	W.C. Dietz		513-896-4317
Salem, IN	G.J. Reynolds		812-883-9606
Owensboro, KY	D.J. Dollins		270-683-3242
Lima, OH	F.E. Wheeler		419-227-6804
Queensgate	M.J. Elant	435-5524	513-369-5524
Connersville, IN	I.P. Ducharme		765-825-6078

Louisville Division Bridge Supervisors

<u>LOCATION</u>	<u>NAME</u>	<u>RNX</u>	<u>PHONE</u>
Fort Wright, KY	D.L. McGee	635-8525	859-344-8525

Louisville Engineering Train Control

M.A. Krauss
Division Signal Engineer

<u>LOCATION</u>	<u>SIGNAL MANAGER</u>	<u>PHONE</u>
Queensgate	C.L. Griffith	513-369-5124
Louisville, KY	O.G. Champion	502-364-1125
Washington, IN	D.W. Urfer	812-254-4636
Bowling Green, KY	J.F. Leonard	270-843-9482
Dayton, OH	M.C. Abner	937-237-3215

Louisville Division Mechanical Department

T.J. Grace
Mechanical Superintendent

<u>LOCATION</u>	<u>MANAGER NAME</u>	<u>RNX</u>	<u>PHONE</u>
Cincinnati, OH	M.J. Tridico	435-1163	513-853-1163
Louisville, KY	R. Knasel (Lee)	281-1222	502-364-1222
Queensgate	M.M. Harris	435-5109	513-369-5109
Queensgate	W.S. James	435-5290	513-369-5290

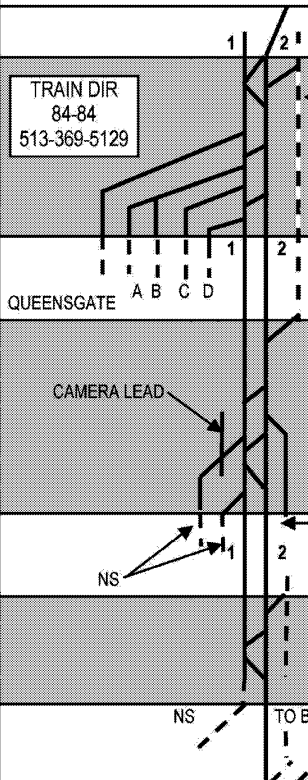
Louisville Division Train Dispatching Operations
3131-A Spring Grove Avenue
Cincinnati, OH 45225

	RNX	BELL			RNX	BELL
Louisville Chief Dispatcher	435-1254	513-853-1254		LB Dispatcher	435-1251	513-853-1251
				Hoosier Indiana Indianapolis Mainline		800-435-2217
LA Dispatcher	435-1250	513-853-1250		LC Dispatcher	435-1252	513-853-1252
Middletown Toledo		800-435-2239		Cincinnati Terminal		800-843-3108
				LD Dispatcher	435-1253	513-853-1253
				LCL LH & STL Louisville Terminal		800-435-2236

CINCINNATI TERMINAL SUBDIVISION - CT BUTLER STREET TO CT JUNCTION

AUTHORIZED SPEED -- REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1	2			SOUTH				
				TOLEDO SD				
20	20	BE 25.8	BUTLER STREET 0.3	1	2 NS	ABS-261		
35	35	BE 25.4	HAMILTON	INDIANAPOLIS SD		LC DISP 66-1 RD-08	CPS-261	
45	45	BE 23.6	6.2	RAG TRACK BE 24.7 PIT TRACK	BE 25.0 BIG BILL TRK BE 23.7	ABS-261		
45	45	BE 19.2	STOCKTON			CPS-261		
35	35	BE 17.4	4.1		SPRINGDALE STG BE 16.6 30 CARS	ABS-261		
		BE 15.1	GLENDAL			CPS-261		
		BE 13.5	3.1	DD 1	2	ABS-261		1
		BE 12.0	WYOMING			CPS-261		
			4.5	BE 11.7 BE 8.0	IVORYDALE YARD	ABS-261		2
		BE 7.5	KINGS RUN (SOUTHBOUND ONLY)			CPS-261		
35	35	BE 7.0	SPRING GROVE	7.2		ABS-261		
25	25		2.0	4453 6.7		ABS-261		

CINCINNATI TERMINAL SUBDIVISION - CT BUTLER STREET TO CT JUNCTION

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1	2			SOUTH				
1	2							
25	20	BE 5.0	COLERAIN AVENUE	TO WINTON PLACE ← NS NO 3 MAIN		CPS-261		
25	20	BE 4.9		← NS NO 3 MAIN		ABS-261		
		BE 3.8	HOPPLE STREET	CAMERA LEAD		CPS-261		
				RAMP		ABS-261		
20	20	BE 1.9	TOWER A			CPS-261		
10		BE 0.9	CT JUNCTION	TO B&O JCT		ABS-261		
24.8 MILES BUTLER ST TO CT JUNCTION								

STATION PAGE NOTES

NOTE 1: Southbound train stopping at Sharon Road (BE 15.0) on either main must stop 800 feet north of the absolute signal on the fuel pads. This does not apply to trains in excess of 9,000 feet in length.

NOTE 2: Northbound trains operating on Number 1 track stopping at Wyoming must stop 200 feet south of Cooper Street (BE 11.7).

CINCINNATI TERMINAL SUBDIVISION - CT NA TOWER TO CT JUNCTION

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1	2			SOUTH				
35	35		BB 7.5 NA TOWER	NS #1 NS #2		CPS-261		1
		0.7		LC DISP 66-1 RD 8		ABS-261		
			BB 6.8 WINTON PLACE	TO SPRING GROVE BE 6.7		CPS-261		
35	35							
35	35			BE MP BE 6.7 TO BE 4.8		ABS-261 (193)		
		1.8						
35	35		BB 5.0= COLERAIN AVENUE			CPS-261		2
25	20					ABS-261		
		0.3						
25	20		BB 4.7 RH WEST			CPS-261		4,5
25				BE MP		ABS-261		
		2.9		QUEENSGATE YD				
25			BB 1.8 EIGHTH STREET	NS		CPS-261		
10		0.1						
			BB 1.7 OKLAHOMA	INDIANA SD		ABS-261		3,4,
10	10			EAST END STORRS (OKLAHOMA)				
		0.9		CINCINNATI IT		ABS-261		
			BB 0.8 YARD 2	EAST OPEN		CPS-261		
		0.8		YARD 2				
		0.1	BB 0.0 = CA 665.0			ABS-261		4,5,6,7
10	10		CA 664.9 CT JUNCTION			CPS-261		
				TO OB CABIN				
7.6 MILES NA TOWER TO CT JCT								

CINCINNATI TERMINAL SUBDIVISION - CT NA TOWER TO CT JUNCTION

STATION PAGE NOTES

- NOTE 1:** Signal Rules C 1281 through C 1298 govern at NA Tower.
- NOTE 2:** 10 MPH over Guard House Crossing at BB 4.9. Once the equipment has fouled the crossing the movement may resume maximum authorized speed.
- NOTE 3:** Instructions for OTE movement and train movement between Oklahoma and CW CABIN are located in Special Instructions, Cincinnati Terminal under Section 1. Instructions Relating to Operating Rules.
- NOTE 4:** Movement of OTE may be made on verbal permission as follows:
1. B&O Jct. and Eighth Street Connection Track between NS Railway and Eighth Street – verbal permission of Train Director.
 2. Oklahoma Track between Eighth Street and Eastward Absolute Signal at East End STORRS – verbal permission of Train Director.
 3. Bypass Main - NAS RH West BB 4.7 to the SAS Eighth Street at the South end of Bypass Main – Verbal permission of the Train Director.
- NOTE 5:** Train Director controls movement on main track that is governed by Rules ABS-261 (193) between CT Junction CA 664.9 and RH West BB 4.7.
- NOTE 6:** Audible Derailment Protection in service between CA 663.8 and CA 665.0. See Special Instructions, Cincinnati Terminal Subdivision under Section 4. Instructions Relating to Equipment Handling Rules for instructions.
- NOTE 7:**
- A. Southbound trains departing via B&O Jct. will receive signal from LC Dispatcher at CT Junction.
 - B. Northbound trains enroute to B&O Jct. will receive signal at CT Junction from Train Director.

CINCINNATI TERMINAL SUBDIVISION - CT MELBOURNE TO B&O JUNCTION

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			NORTH				
				<div>CINCINNATI SD HUNTINGTON EAST DIV</div>				
70	45	CA 650.0	MELBOURNE	<div>LC DISP 66-1 RD-08</div> <div>DD</div>		ABS-261		2
		CA 652.6						
55	40	CA 653.8	11.1					
60	45	CA 655.5						
		CA 658.2						
35		CA 660.1						1 4
45	30	CA 661.1	NX CABIN			CPS-261		
45	30	CA 662.0	1.5	<div>2 1</div> <div>00T 108.6 TO LATONIA</div>		ABS-261		
30	30	CA 662.5		<div>OKC 2.3 TO MELBOURNE</div> <div>662.3</div>				
25	25	CA 662.6 = OKC 2.6	KC JUNCTION			CPS-261		
			1.2	<div>KC PASS CSDG 3,800 FT SP</div> <div>4453</div>		ABS-261		3
		CA 663.8	OB CABIN			CPS-261		
25	25	CA 664.3	1.1			ABS-261		
10	10	CA 664.9 = BE 0.9	CT JUNCTION			CPS-261		
		CA 665.0 = BB 0.0	B&O JCT	<div>2 1</div>		ABS-261		
				<div>TO B&O JCT</div> <div>KC PASS</div> <div>TO TOWER A</div> <div>2 1</div> <div>TO CT JUNCTION</div> <div>TO SPRING LAKE</div>				
15.0 MILES MELBOURNE TO B&O JCT								

CINCINNATI TERMINAL SUBDIVISION - CT MELBOURNE TO B&O JUNCTION

STATION PAGE NOTES	
NOTE 1:	Engine Horn Restriction, Refer to Special Instructions, Section 1 Instructions Relating to Operating Rules (Rule 14-L).
NOTE 2:	Huntington Division, HD Dispatcher Radio Channel 94-4 or phone 800-356-3697.
NOTE 3:	KC Siding CA 663.6 – Dispatcher verification or signal indication must not be used to ensure equipment is in the clear.
NOTE 4:	Signal Rules C 1281 through C 1298 govern between CA 650.0 and CA 662.6.

CINCINNATI TERMINAL SUBDIVISION - CT KC JUNCTION TO SPRING LAKE

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			TO CT JCT				1
30	CA 662.6 = OKC 2.6	KC JUNCTION			CPS-261		
					ABS-261		
			1.3	1 2	LC DISP 66-1 RD - 08		
	OKC 3.9	30 TH STREET	LATONIA PASS		CPS-261		
			0.2			TO NX CABIN 000 108.6	
	OKC 4.1	SOUTHERN AVE	LCL SD	1 2			
	OKC 4.5		1.1	DECOURSEY YARD LEAD DD	ABS-261		
	OKC 5.2	ROSEDALE			CPS-261		
		2.6	DECOURSEY YARD	ABS-261			
	OKC 7.8	DECOURSEY INTERLOCKER			CPS-261		
30	OKC 9.9	SPRING LAKE	2.1	PROGRESS RAIL	ABS-261		
			CC SD HUNTINGTON DIV				2
7.3 MILES KC JCT TO SPRING LAKE							

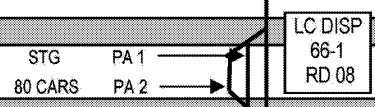
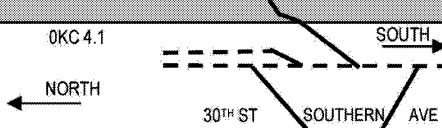
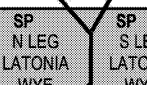
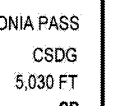

7.3 MILES KC JCT TO SPRING LAKE

STATION PAGE NOTES

NOTE 1: Engine Horn Restrictions – Refer to Special Instruction Section 1. Instructions Relating to Operating Rules (Rule 14-L).

NOTE 2: Rosedale OKC 5.2 – CPS-261 rules in effect on Decoursey Yard Lead Track.

CINCINNATI TERMINAL SUBDIVISION - CT NX CABIN TO SOUTH LATONIA

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			CA 661.6 NX CABIN					
10	00T 108.6	NX CABIN 1.6			ABS-261		2	
	00T 107.0	NE WILDER			CPS-261			
		1.0			ABS-261			
	00T 106.0	SE WILDER			CPS-261			
		0.4			ABS-261			
	00T 105.6	GLENN AVE			CPS-261			
		0.1			ABS-261			
10	00T 105.5	LATONIA			CPS-261		1	
	00T 105.4							
20	00T 105.1		LATONIA PASS					
30	00T 104.2	SE LATONIA 1.3			ABS-261			
								
4.4 MILES NX CABIN TO SE LATONIA								

STATION PAGE NOTES

- NOTE 1:** Engine Horn Restriction – See Cincinnati Terminal Subdivision Special Instructions Section 1. Instructions Relating to Operating Rules (Rule 14-L).
- NOTE 2:** Signal Rules C 1281 through C 1298 govern at NX Cabin.

CINCINNATI TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - BUTLER STREET TO CT JUNCTION

Trk	MP/Location	F
Both	BE 25.7 - 25.4	20
Both	BE 25.4 - 23.6 -- City Ordinance (HE)	35
Both	BE 23.6 - 17.4	45
Both	BE 17.4 - 7.0	35
SG	BE 7.0 - 5.0	25
1	BE 5.0 - 4.9	25
2	BE 5.0 - 4.9	20
Both	BE 4.9 - 1.9	20
SG	BE 1.9 - 0.9	10

AUTHORIZED SPEEDS - - NA TOWER TO CT JUNCTION

Trk	MP/Location	F
Both	BB 7.5 - 5.0	35
1	BB 5.0 - 4.7	25
2	BB 5.0 - 4.7	20
SG	BB 4.7 - 1.8	25
SG	BB 1.8 - 1.7	10
Both	BB 1.7 - 0.0	10

AUTHORIZED SPEEDS - - MELBOURNE TO B&O JUNCTION

Trk	MP/Location	P	F
SG	CA 650.0 - 652.6	70	45
SG	CA 652.6 - 653.8	55	40
SG	CA 653.8 - 658.2	60	45
SG	CA 658.2 - 660.1 -- City Ordinance (HE)	35	35
SG	CA 660.1 - 661.1	45	30
Both	CA 661.1 - 662.0	45	30
Both	CA 662.0 - 662.5	30	30
Both	CA 662.5 - 662.6	25	25
Both	CA 662.6 - 664.3	25	25
Both	CA 664.3 - 665.0	10	10

AUTHORIZED SPEEDS - - KC JUNCTION TO SPRING LAKE

Trk	MP/Location	F
Both	OKC 2.6 - 4.1	30
SG	OKC 4.1 - 9.9	30

AUTHORIZED SPEEDS - - NX CABIN TO SOUTH LATONIA

Trk	MP/Location	F
SG	00T 108.6 - 105.4	10
SG	00T 105.4 - 105.1	20
SG	00T 105.1 - 104.2	30

ADDITIONAL SPEEDS (SP) - - MELBOURNE TO B&O JUNCTION

Location	Track Type	F
CA 662.6 - 663.8	CSDG	10

ADDITIONAL SPEEDS (SP) - - NX CABIN TO SOUTH LATONIA

Location	Track Type	F
00T 105.4 - 104.2	CSDG	25

ADDITIONAL SPEED RESTRICTIONS

00T 105.5 - Do not exceed 10 MPH on North Leg Connection Track.

Do not exceed 15 MPH on South Leg Connection Track.

GR-14

Queensgate Bowl Yard

All transportation employees are to notify Car Shop if they find noticeable damage caused by bypass couplers while coupling bowl tracks. Car Shop employees will make the determination if car is safe to move. The car can be walked to the shop under the supervision of mechanical department employee so that movement can be immediately stopped if any problems develop.

GR-71

Conductors working trim jobs in Cincinnati Terminal are responsible for switching and complying with Subdivision instructions. Instructions concerning yard inventory must be complied with. Cincinnati Yard clerk will verify the track standing and supply the Trim Yardmaster with the list.

14 ENGINE BELL AND HORN SIGNALS

Engine Horn Instructions – At the entrance to the following limits, the standard crossing warning signal will not be sounded with the engine horn. Within those limits, the engine bell will be rung continuously, except in cases of imminent danger, in which case the engine horn shall be sounded in addition to the bell:

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
CA 658.5	to and including CA 659.2 (See note)	Continuous
OKC 2.9	to and including OKC 5.2	
00T 105.3	to and including 00T 106.5	

NOTE: Horn shall be sounded (1 short) for each crossing in Dayton, KY CA 658.5 to CA 659.2.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - BUTLER STREET TO CT JUNCTION

Trk	MP/Location	F
Both	BE 25.4 - 23.6 (HE)	35

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS - - MELBOURNE TO B&O JUNCTION

Trk	MP/Location	P	F
SG	CA 658.2 - 660.1 (HE)	35	35

46 SPEEDS ON OTHER THAN MAIN TRACKS

Load testing of Locomotives on the West Open Track

a. The West Open Track will be used for load-testing of locomotives by locomotive shop personnel. Only that portion of the West Open Track located between the No. 73 switch (west open-R3N switch) on the north end and the No 65 switch (west open-flank escape switch) on the south end will be used for testing.

b. The maximum allowable speed for testing of locomotives is 35 MPH, the required stopping distance markers have been painted onto the West Access Road and onto the cart path adjacent to the portion of the West Open Track used for testing.

c. Locomotive shop personnel conducting load-testing of locomotives must secure permission to do so from the Train Director. Once proper permission to test locomotives is received, the Train Director will line the No. 73 and the No. 65 switches against the West Open Track thus providing the proper protection required for locomotive shop personnel conducting testing.

d. Locomotive shop personnel are responsible for applying the proper blue flag protection (during daylight) and proper blue light protection (after dark) at the north end of the West Open Track south of the No. 73 switch and at the south end of the West Open Track north of the No 65 switch.

e. Locomotive shop personnel may conduct the required locomotive testing at this time. Upon completion of testing, locomotive shop personnel will remove blue flag protection, report completion of testing to Train Director, and request release of protection provided by the Train Director.

92 MOVEMENT OF TRAINS

Train movements – Between Oklahoma and CW Cabin (Indiana Subdivision)

1. All movements must be reported to the LC Dispatcher when trains or equipment are clear of main tracks No 1 and No 2 between CW Cabin and Oklahoma.

2. Westbound Trains

a. Train crew calls Train Director to report train is ready to depart. Train Director contacts LC Dispatcher to request the route.

b. Trains routed to Storrs No 1 main track moving with the current of traffic do not need to talk to the LC Train Dispatcher.

c. Trains routed to Storrs No 2 main track moving against the current of traffic must contact the LC Dispatcher for proper authority to move against the current of traffic. The LC Dispatcher will check for conflicting movement, if there is no conflicting movement the LC Dispatcher will authorize the movement, making proper record. If a conflicting movement is present, the LC Dispatcher will issue Form EC-1 withholding authority for movement eastbound prior to authorizing the westbound train to operate against the current of traffic.

d. The Train Director must not line the westbound signal at Oklahoma until confirmation has been received from the LC Dispatcher that the westbound train crew has been granted proper authority for westbound movement against the current of traffic.

3. Eastbound Trains

a. The LC Dispatcher will route eastbound trains to either the No 1 main track or the No 2 main track at CW Cabin.

1. Eastbound trains routed to the No 2 main track will move on signal indication.

2. Eastbound trains routed to the No 1 track will move against the current of traffic.

b. Eastbound trains routed to the No 1 main track.

1. The LC Dispatcher must check for a conflicting movement.

2. If there is no conflicting movement, the LC Dispatcher will contact the Train Director for application of proper blocking device to provide proper protection for the eastbound movement on the No 1 main track against the current of traffic.

3. Once the LC Dispatcher has received confirmation from the Train Director that the proper blocking device has been applied, the LC Dispatcher will then issue Form EC-1 authorizing the eastbound train to operate against the current of traffic on No 1 main track between CW Cabin and Oklahoma, making proper record of such.

96 OTHER THAN MAIN TRACK

Other than main tracks may be used without permission unless noted below. Permission must be given by individual (s) below:

Contact for Track Movement

MP/Location	Tracks / Contact Instructions
West Open	Train Director
East Open South	Train Director
Receiving Yard	Train Director
Cincinnati Industrial Track - Note: FRA excepted track	Train Director
Bowl	Hump Yardmaster
East Open Middle	Trim Yardmaster
Key Departure	Trim Yardmaster
East Open North	Trim Yardmaster
Departure	Trim Yardmaster
Support Yard Tracks 15-18	Trim Yardmaster
Support Yard Tracks 1-14	Industrial Yardmaster 1st Shift Mon-Fri Trim Yardmaster all other times.

Yard 2	Industrial Yardmaster 1st Shift Mon-Fri Hump Yardmaster all other times
Ivorydale Yard	Industrial Yardmaster 1st Shift Mon-Fri Hump Yardmaster all other times
Springdale Storage	Industrial Yardmaster 1st Shift Mon-Fri Hump Yardmaster all other times
Wilder (PA1, PA2)	Industrial Yardmaster 1st Shift Mon-Fri Hump Yardmaster all other times
Queensgate Ramp Facility (From either the North or South end)	Ramp Manager Channel 28 - 28 Hump Yardmaster If Ramp Manager is not on duty
Big Bill	LB Dispatcher and Middletown Yardmaster
Rag	LB Dispatcher and Middletown Yardmaster
Pitt No. 1	LB Dispatcher and Middletown Yardmaster
Locomotive Service Tracks (Pit) (Note)	Locomotive Inspection Pit Foreman

Note: Crews asking for permission to enter or leave locomotive service tracks on either the North or South end will be in the immediate vicinity of the switches and/or derails before contacting the Locomotive Inspection Pit Foreman to request the lowering of derails and removal of blue flags, crew will then receive instructions for movement from the Locomotive Inspection Pit Foreman, and upon clearing derails will immediately report clear to the Locomotive Inspection Pit Foreman.

97 DRAWBRIDGES

BB 1.8 NS Connection Track, Eighth Street – NS Connection at Eighth Street Interlocker – A hand throw switch (#52) electrically locked by the Train Director is normal for the NS West Lead and movements in both directions are governed by signal indication.

Movement to and from the NS Loop Track should be governed as follows:

Trains or equipment should stop short of the dwarf signal on CSX or stop sign on the NS Loop Track not proceed until the hand throw switch has been unlocked and reversed.

After movement through the limits of the NS Connection the switch must be restored to normal and the Train Director notified.

SIGNAL TRAP CIRCUIT AND PUSH BUTTON RELEASE

In the event of an incomplete move, rusty rail or other

circumstances the special crossing circuit may not restore. If so, the Train Director will instruct a crew member to operate the emergency push button on the signal house located near the diamond.

Completed movements should be confirmed with the Train Director to assure the signal circuits have restored.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BB 1.8	Eighth Street Yard Track	NS	Train Director	223B3
BB 1.7	Oklahoma Yard Track	CSX Cinn. IT		Note

Note: The WAS dwarf signal located at the west end of the Mill Creek Bridge governing movement to east end Storrs on the Oklahoma Track will display CSX Signal Rule CR-1290 (Restricting) or CR-1292 (Stop), all other signals display CSX Signal Rules 1281 through 1298.

100-E HIGHWAY-RAIL GRADE CROSSINGS

The following Highway-Rail Grade Crossings are equipped with a Constant Time Motion Detector

MP	Location	Restriction
BE 25.2	Walnut St	Walnut St
BE 25.1	Hanover St	Hanover St
BE 24.7	Central Ave	Central Ave
BE 24.0	Belle Ave	Belle Ave
BE 23.7	Laurel Ave	Laurel Ave

103 SWITCHING

PROCEDURES FOR SHOVE LIGHTS

Departure yard tracks are equipped with shove signal indicators located on the north end of each track. The shove light controlling each track is located to the west side approximately 20 feet from the switch. The shove indicator lights remain in the lighted position until the track circuit on the south end of the track is occupied. Once the shove indicator light goes dark, the cut of cars must be stopped prior to shoving four (4) car lengths or 200 feet without fouling the switching lead on the south end of the tracks. The employee providing the protection at the shove indicator light is responsible for the movement and, in case of doubt, will comply with the instructions of the Trim Yardmaster. The intent of shove indicator lights is to provide protection for cars or cuts being shoved in the tracks governed by relative indicator light. Under no circumstances will tracks be shoved without the required protection being provided.

In addition to existing procedures for shove light indicators, yardmaster will provide crews with the following information: total number of cars, length and tonnage prior to any shoving movements into departure yard. All movements in departure yard tracks will not exceed 7 MPH.

103-A SWITCHING CARS

Crews in the S Yard are prohibited from kicking cars.

103-D SECURING EQUIPMENT

1. Operating Rule 103-D must be complied with throughout Cincinnati Terminal, unless noted below.

Departure Yard tracks require one (1) hand brake.

Ramp Tracks - require one (1) hand brake.

Receiving Yard - Require one (1) hand brake.

2. Inbound Trains For The Receiving Yard

When yarding trains in the Receiving Yard, cars left in the track, unless otherwise directed, must be left standing 50 feet clear of the Cart Crossing and/or clear of the Yellow painted tie. One (1) hand brake must be applied on the Southend of the cut, unless otherwise instructed by Hump Tower.

104-A HANDLING SWITCHES

Normal Position for Other Hand-Operated Switches Established

1. Car Shop Switches

a. South Switch

The normal position for the Car Shop, South Switch, will be lined for reverse movement.

b. North Switch

1. The normal position for the Car Shop, North Switch, on No. 18 crossover will be locked and blue flagged for reverse movement.

2. The south switch of No. 18 crossover has no normal position.

2. Locomotive Inspection Pit Switches

a. North Pit Switch

The normal position of the North Pit Switch will be lined for straightaway movement on the West Open North.

b. South Pit Switch

The normal position of the South Pit Switch will be lined for straightaway movement on the West Open Pocket.

3. East Open Pocket (North Switch)

The normal position for the East Open Pocket, North Switch, will be lined for reverse movement (to the East Open Middle).

4. Long S and Short S Switches (South End)

The normal position for the Long S and Short S switches will be for straightaway movement.

5. Number 12 Crossover

a. The north and south switches of Number 12 Crossover

located at the trim will be secured with switch locks, and the normal position will be lined for straightaway movement.

b. Use of Number 12 Crossover:

1) The use of this crossover for train movement will be authorized only by the Trim Yardmaster on duty.

2) Once movement is clear in accordance with Rule 104-B, switches must be returned to normal position and switch locks reapplied.

3) Crew must inform Trim Yardmaster when switches are returned to normal position and locks have been applied.

6. Number 37 Crossover:

a. South switch the normal position for 37 crossover, south switch, will be lined and locked in the reverse position.

b. North switch the north switch of 37 crossover has no normal position.

Crews using above switches must ensure route is properly lined for their movement.

274 CLEARING, SWITCHES RESTORED TO NORMAL POSITION

Trains Clearing the Main - A train or engine must not clear at the following milepost/locations:

MP/Location	Track
BE 21.0	Universal Industrial Lead
BE 19.9	Essroc Cement
BE 19.9	Cloverleaf Cold Storage
BE 17.8	Graham Packaging
BE 17.6	Franklin Brick
BE 17.5	Reading Rock
BE 14.3	U.S. Ink
BE 14.2	CDR Pigment
BE 9.6	Frederick Steel
BE 9.1	Drumm Enterprises

284 REVERSING DIRECTION WITHIN A CONTROL POINT

BB 1.8 Eighth Street - Southbound movements using No. 1 or No.2 main tracks of Eighth Street, may reverse direction without permission of the Train Director when the rear of the movement stops north of the NAS at Eighth Street.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BE 17.3	Cementdale	Continuous	66-1, 08	Wayside
BE 8.0	Ivorydale			
BE 4.5	Queensgate Train Director			Terminal
CA 659.0	Dayton		08	
BC 1.3	CJ Tower		84	
0KC 5.3	Decoursey		66-1, 08	Wayside

405 USE OF COMMUNICATING DEVICES

1. When a hump cut is ready to be shoved to the Hump, the Train Director must announce such movement on the car inspector's radio Channel #20/82.

Example: "CSX Train Director, Car Inspectors, the hump is prepared to shove track R01 Out."

2. **Locomotive Engineers** - Must notify the car department (Channel 20-82) immediately after tying their power on and the air is cut in on any outbound train in Queensgate Yard. This must be done to ensure the proper blue flag protection for the car department. If you are unable to contact the car department you must advise the Hump Tower Yardmaster or the Train Director.

3. **Trains Departing Queensgate Yard, Cincinnati, Ohio** - When ready to depart, the engineer for all trains departing Queensgate Yard will announce over the carman's radio Channel (20/82) that their train is departing the terminal.

4. **Queensgate, Train Arrival Instructions** - All trains arriving at Queensgate Yard will advise the Train Director as soon as radio contact can be established of the following:

Condition of their locomotives:

Condition of their telemetry equipment:

Supplies needed for next crew:

This does not relieve crews from reporting issues as required by the operating rules and other special instructions. Any issue reported on the locomotive work report or calendar day inspection form must be reported to the pit foreman before crew's tour of duty expires. The calendar day inspection will be current and the locomotive cabs will be left clean and free of trash.

415 EMERGENCY CONTACT.

EMERGENCY contact for LB TRAIN DISPATCHER is Channel 66-66 Tone 9.

704 ON TRACK EQUIPMENT MOVEMENTS

Instructions for movement between Oklahoma and East End Storrs:

All OTE movements will be made under the direction of the LC Dispatcher.

The Train Director will not be involved in the issuance or releasing of any OTE authority. The OTE will go through the LC Dispatcher only.

The Train Director will apply a blocking device as directed by the LC Dispatcher, for protection of engineering forces. The blocking devices must not be removed until confirmation has been received from the LC Dispatcher that it is no longer needed.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-3 JOB BRIEFING

Instructions For Other Than Transportation Employees Entering The Bowl:

When other than Transportation Employees are to enter the Bowl area, they are to have a job briefing with the Hump Yardmaster when entering from the South End and the Trim Yardmaster when entering from the North End.

Every employee will participate in a job briefing when reporting for duty. Briefings will be held in designated areas. A phone contact system will be used when a face-to-face briefing is not possible. Listed are the phone numbers and contacts to be used when face-to-face job briefings are not possible.

NOTE: Hump Tower Trainmaster (TM) and Hump Tower Yardmaster (YM) can be contacted via crew intercom located in Main Crew Room or phone numbers listed in the table below:

On Duty Location	Primary Contact	Primary Phone	Secondary Contact	Secondary Phone
Road Trains (Originating)	Trim YM	513-369-5207	Hump Tower YM	513-369-5250
Road Trains (Run-Through)	Hump Tower YM	513-369-5250	Hump Tower TM	513-369-5283
Industrial Jobs	Industrial TM	513-369-5407	Industrial Chief	513-369-5551
Yard jobs Main Crew Room	Hump Tower YM	513-369-5250	Hump Tower TM	513-369-5283
Yard Jobs Hump Tower	Hump YM	513-369-5250	Hump Tower YM	513-369-5283
Yard Jobs Trim Tower	Trim YM	513-369-5407	Hump Tower YM	513-369-5250
Trains for T New River or Dayton	N Excello YM	513-354-3232		

GS-6 PROTECTIVE EQUIPMENT

Complying with specific requirements

a. Wearing Hearing Protection

Queensgate Hump Yard Hearing Protection Areas – The following areas surrounding the car retarders are designated

as mandatory hearing protection areas:

Within 50 feet north and south of each Master, Group and Tangent Retarder and 100 feet Laterally (East and West) on each side of each Master, Group and Tangent Retarder.

Signs stating "Hearing Protection Notice Sign" are posted along the perimeter of the mandatory hearing protection area, including any parking lot, walking path, or track within the area.

All employees who enter the mandatory hearing protection area are required to wear CSX approved hearing protection devices and to comply with the administrative control methods described below.

b. Engineering/Mechanical Department

ES-1.c MS-1.c

All employees will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSX approved hearing protection may be used except the Ear Ultra 9000 earmuff. CSX recommends either the Ear 200 disposable foam plugs or the Ear Model 600 Caboflex be used. Engineer and Mechanical Department employees working in hump yards with active retarders must secure protection devices and be required to have such protection on their person while on duty and to wear such protection when in the mandatory hearing protection area.

GS-10 ON OR ABOUT TRACKS

Latoria Tunnel – Employees are prohibited from walking in the Latoria Tunnel located at OKC 3.2, except in cases of emergency, and only after obtaining permission and protection of the LB Dispatcher.

GS-11 MOUNTING AND DISMOUNTING MOVING EQUIPMENT

Mounting and Dismounting Moving Equipment – It is permissible to dismount moving equipment if the employee dismounting determines it can be done safely on cuts pulling southbound over the crest of the hump at Queensgate Yard, on the paved area only. This is to avoid being on the equipment when the slack runs in.

GS-13A RIDING ON EQUIPMENT

In addition to the requirements of GS-13A (Riding on Equipment), comply with the following:

1. Do not ride on the steps of a locomotive while going over retarders.
2. Do not ride equipment being shoved from the Hump into the Bowl Yard, riding equipment being pulled from the Bowl Yard to the Hump is permitted.

TS-17 KICKING CARS

Cincinnati Transflo Terminal – The practice of kicking cars within the Transflo Terminal at Cincinnati is prohibited. Cars will not be kicked towards the Transflo Lead. Any car which is going to the Transflo Terminal will be shoved to rest and the proper number of hand brakes applied.

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
BE 13.5	Wyoming	1	NONE
CA 655.5	Dayton	1	NONE
OKC 4.5	Rosedale	1	HIWI

4302 PASSING OVER A DETECTOR

Audible Derailment Detector System - Is located on the C&C Bridge on No. 1 and No. 2 tracks between CA 665.0, CT Junction and CA 663.8, OB Cabin.

Upon entering these limits from either direction a train will receive an integrity message saying "Track No. 1" or "Track No. 2" as appropriate.

If the integrity message is not received or if it is not understood, there is a possibility of a derailed train ahead. The Train Dispatcher must be contacted immediately for instructions.

The "integrity" and "alarm" messages will be transmitted on Channels 08 and 84.

While moving through the audible derailment detector system limits, the crew must be alerted for an "alarm" transmission, saying "Derailment Detector Alarm" (Track No. 1 or Track 2) between CA 665.0 and CA 663.8 repeated three times.

When an "alarm" transmission is received, the train must immediately be stopped, consistent with good train handling techniques.

When the train has been brought to a stop, the Train Dispatcher must be contacted and a walking inspection of the train must be made. The Train Dispatcher must be advised of the results of the inspection.

When the train has completely moved through the limits with no problems encountered, there will be no further transmission from the monitor system.

4305 AFTER PASSING CLEARANCE DETECTOR

OKC 4.5 Rosedale is also a clearance detector. Refer to 4305 and 4306 for instructions.

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

No more than four (4) locomotives in multiple control may operate between NX Cabin 00T 108.6 and Latoria 00T 105.6

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BE 0.9	Cincinnati
CA 661.8	Newport
CA 664.0	Covington
00T 105.8	Latonia

4408-B LIMITING TRAIN SIZE

TOW trains will not exceed 150 cars and 5,760 tons on the Cincinnati Terminal Subdivision.

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BE 7.2 - BE 6.7
CA 664.3 - CA 662.6
CA 662.5 - CA 662.6

4501 MOVING CLEARANCE IMPLICATED SHIPMENTS IN YARDS OR TERMINALS

CA 663.8 and CA 662.6 KC Siding – Equipment in excess of 17'3" above the top of rail must not operate in KC Siding.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CA 650.5	Melbourne Agrico	Equipment	Must not exceed 5 MPH
BE 18.1	UNIVAR Chemical (Springdale)		
BC 1.5	Vogt Warehouse		
BC 5.0	Ashland Oil	6-Axle Tank Cars	Must not be coupled while handling

Six-Axle locomotives are prohibited on Industrial, House, and Team Tracks.

7. CLOSE CLEARANCE

MP	Location	Remark
BE 23.6	Matandy Steel	Buildings
BE 23.3	Beckett's Pease	Buildings
BE 20.2	Chem Cental	Loading Dock
BE 20.2	Terry Materials	Unload Pipes
BE 18.1	Stock Building Supply	Industry Track
BE 18.1	Univar	Industry Track
BE 14.2	CDR Pigment	Industry Track
BE 8.3	Drumm Enterprise	Bridge
BE 4.0	Hump Lead 2	Air Compressor
BED 13.0	Cohen Bros Scrap	Radiation Detector
BED 12.5	Package Materials	Building
CA 663.0	Duro Bag	Industry Track

Riding Cars in the S-Yard

Employees are prohibited from riding side of cars in all tracks in the s-yard. It is permissible to ride cars equipped with a riding platform that has a safety rail positioned between you and the end of the equipment.

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BB 0.9	Cincinnati Industrial Track	End of Track

OPERATION ON NS

Crews operating on NS tracks between BE 25.8 Butler Street and BB 7.5 NA Tower, are required to carry the following:

1. Current NS Train Dispatcher's Bulletin
2. Current NS Operating Rule Book
3. Current NS Lake Division Western Region Timetable
4. Current NS Lake Division Western Region Signal Aspects and Indications Timetable Appendix 5-A
5. Current NS System Section Eastern and Western Region Timetable
6. Supply of current NS Track Warrant Forms
7. Supply of current NS Track Time Form 23-A

Procedures for Train Movement into North End of Bowl Yard Tracks

1. Trim Yardmaster Responsibilities
 - a. The Exit Retarder Blocking Devices (track skates) located at the north end of each Bowl Yard Track are controlled by the Trim Yardmaster.
 - b. When the Exit Retarder Blocking Devices are applied (track skates closed) the only access to the Bowl Yard Tracks(s) permitted is from the south end of the Bowl Yard (Hump).
 - c. When the Trim Yardmaster removes the Exit Retarder Blocking Device (track skates open) this permits access to the Bowl Yard track(s) only from the north end of the Bowl Yard (Trim) by crews with permission from the Trim Yardmaster.
 - d. The Trim Yardmaster will not remove the Exit Retarder Blocking Device(s) until the crew is stopped and job briefing is conducted, only then can the Exit Retarder Blocking Devices be removed allowing crews to enter the appropriate Bowl Yard track(s).
2. Trim Crew Responsibilities
 - a. After completing job briefing with the Trim Yardmaster Trim Crew must observe the presence of the Lunar Light

Signal adjacent to appropriate Exit Retarder which must be lit to allow entrance into appropriate track. If Lunar Light Signal is dark, no entrance will be made with equipment until the Trim Yardmaster is contacted and the proper protection applied.

b. With proper Lunar Light Signal indication, Trim Crew members will communicate via radio the presence of the Lunar Light Signal as soon as the signal becomes visible, and again just before passing the signal.

c. Upon completion of work assigned, Trim Crews must report to the Trim Yardmaster:

1. Status of work performed, and

2. When clear of Bowl Yard Track(s)

d. Trim Crews must not attempt to re-enter Bowl Yard Track (s) after reporting clear unless permission from Trim Yardmaster is received as outlined above.

Procedure for Shoving Cars into the Departure Yard

Crews must place a white strobe light on the end of first being shoved into the "Departure" Yard Track for additional visibility and safety of all employees. The mechanical department will arrange to supply needed strobe lights at the bus stop. These strobe lights must be operational and in the ON position, located on the south drawbar of the first car being shoved into track. No other lights are to be placed on any further shoves into the same track. Mechanical department will take lights off the south car in track before train departs and will place back at the bus stop.

Hump Operations

Starting clear Tracks: When humping cars into a clear track, cut off 5 single car cuts before any 2 cuts. Overspeed instructions: Whenever you get an overspeed alarm: Stop the Hump. Notify all Trim crews on the simul select all. Notify the Trim Yardmaster. Notify the P.C. Tech. Acknowledge everything, Trim on and off, resume Humping (unless problems occurred) stall protection instructions: When stall alarm goes off:

1. Stop the Hump. Make sure cars are in the clear.

2. Acknowledge Trim on and off and resume Humping. (If cars are not in the clear. Crest Block track that are fouled, or trim over if need be).

3. At dark until dawn or in fog or blizzard conditions a maintainer or crew member must physically check to assure that no car is stalled or fouling tracks before resuming Humping.

RCO Hump Mode Operational Procedures

1. All cuts will be shoved to the hill in H3 mode.

2. When ready to hump, all boxes will be in H1 mode at a speed of 2.75 to pull pins (one constant speed will eliminate RCO failures).

3. If cut needs to be pulled south on Crest, only H2 mode on RCO box will be used.

4. All RCO operators working the head end tying on the south end of cars will be in a position to watch coupling.

5. All RCO operators will be required to make sure locomotive has proper calendar day inspection and work report completed.

6. All RCO operators will be required to wear either the RCO vest or waist belt with safety straps in place.

7. All RCO operators will be responsible to contact yardmaster as to whether engine should be left in remote mode or put into manual mode.

8. Operators are not permitted to leave the locomotive to cut away last car of cut. Only the operator pulling pins will be permitted to do so.

9. When primary operator in Crest goes to Hump mode, secondary operator will turn box off.

10. At the end of each shift RCO Operators working the hump at Queensgate Yard must comply with the long term shutdown procedures (Return locomotive to manual mode) for RCO locomotives except when performing a direct transfer or Remote control Operation. The oncoming Remote Control Crew must directly relieve the previous Remote Control Crew and there has been no change in the Remote Control mode to the assigned RCI or the RCP.

Hump RCO Protection

The following procedures will govern Hump RCO Protection.

1. Track Protection

a. Upon commencing the initial shove of a track by an RCO Hump assignment to the Hump. The train director will line the switch away from the track being used at the South End entrance to that track. When completed, the Train Director will relay this information to the Hump Yardmaster as well as the RCO Operator.

b. Reverse moves in the southward direction may be made provided the Hump cut is pulled no further south than the clearance point of the Receiving Yard Track in which the cut came out of.

c. Once north of the Power crossover Switches, the route line up must not be changed unless arrangements have been made to line back into the same track that the RCO Hump assignment just shoved out of.

d. While occupying the receiving Yard Track, the Train Director must not allow any conflicting moves from the south end of the same Receiving Yard Track.

2. Head End protection when pulling south out of the Bowl Yard over the hump Crest.

a. If an RCO assignment pulls south of the Hump crest, the train director in conjunction with the hump Yardmaster, will decide the route.

b. The Train Director must insure proper route line up before granting permission to pull south.

c. If no route line up is received or the line up is dark, the train control maintainer will examine the switch prior to operating over the switch.

d. The Hump Yardmaster and Train Director must attempt to use the last track that was humped out of, due to the switch being lined away from the movement at the South End of the Receiving Yard.

e. If the last track humped out of cannot be used, the Train Director must be instructed to line the switch at the south end away from the track being used.

f. Conflicting moves must not be made on this track.

g. This being complied with, RCO will not be required to ride the Head End of a cut south of the Hump Crest.

Procedure for Trimming Tracks South End of Classification Yard (Bowl) Queensgate Yard

1. When trimming cars on tangent track on the above area:

a. When the cars to be trimmed are located on tangent track, after safety stop, couple to south car.

b. Then close the gaps between the cars.

c. When the gaps are taken up, give the cars a walking start and trim the tracks.

2. When trimming cars that are stalled and located in a curved area on the south end of the bowl:

a. After making safety stop, couple to the south car.

b. Couple the cars together in the curve until you reach the north end of the tangent retarder.

c. When tangent track is reached, proceed trimming the track using the procedures listed in item 1.

Lining Trim Routes

When lining trim routes, Hump Yardmasters must verify that all movement off the crest has stopped. Any cars that may be caught or stalled in the master retarder must be coupled to prior to lining a trim route. Prior to lining trim routes for any cars stopped north of the master that are in foul, the Yardmaster must have an updated job briefing with the Pin Puller and Hump Foreman to ensure an understanding of the move to be made to remove the stall.

Trimming Bowl Tracks

When required to trim track from the hump end from tracks B36-B50, cuts must be shoved to rest after closing gaps that are visible from the ground hump crews also must verbally communicate with the Trim Yardmaster anytime they are trimming any tracks to ensure no conflicting moves are occurring on the north end of the bowl.

Procedure for Leaving Equipment in Queensgate Departure Yard

Equipment must be coupled and spotted at the yard air location on either the north or south end of the track.

Equipment is not to be left in the body of the track that is not coupled to cars spotted to air. Exceptions must be authorized by the Trim Yardmaster.

Procedures for Switching Industries

1. Transflo, Cincinnati – During normal switching hours (Monday through Friday, 1700-2359) hazardous materials will not be transferred in the terminal. Other than these switching hours, the facility will be blue flagged. If a switch is required at other than switching hours, a Transflo supervisor will meet the rail switching crew, remove the blue flags and will verify terminal activity, and that all hazardous material transfers are shut down.

2. Cognis Industries - The following requirements will govern the movement of all CSX crews and Cognis rail switching crews when occupying the southwest lead track, west number one, and west number two tracks located at Ivorydale, BE 8.0, Cincinnati Terminal.

A CSX derail is installed on the southern part of the southwest lead track at the clearance point with the mainline switch No 1 track. Only CSX crews are permitted to operate this derail.

Before a Cognis rail switching crew departs from the Cognis Plant, the crew must determine which position the derail is in and be governed as follows:

1. If the derail is in the derailing position, the Cognis rail switching crew may access the southwest lead track, west number one, and west number two track.

2. If the derail is in the non-derailing position, the Cognis rail-switching crew must not depart Cognis Plant and/or operate on the southwest lead track, west number one, and/or west number two tracks.

B. When a Cognis rail switching crew is not occupying the southwest lead track, west number one, and/or west number two tracks, Cognis personnel must:

1. Line and lock, with a Cognis lock, the southwest lead track switch toward tracks west number one and west number two.

2. Apply a derail and a blue flag at the entrance of the lead into Cognis Plant located at the Cognis gate.

C. Before a CSX crew operates on the southwest lead track, west number one, and/or west number two track, the crew must determine the position of the switch derail and whether the blue flag is not in place and be governed as follows:

1. If the switch on the southwest lead track is lined towards tracks west number one and west number two, locked, and the blue flag is in place, the crew may operate on the southwest lead track, west number one and west number two tracks.

2. If the switch on the southwest lead track is not lined toward tracks west number one and west number two, locked, and the blue flag not in place, the crew must not enter or operate on the southwest lead track, west number one or west number two tracks.

D. If you have any doubt regarding these instructions, contact Industrial Yardmaster at Queensgate at 513-369-5407 or Hump Tower General Yardmaster at 513-369-5250.

3. Interplastic - When spotting interplastic with a buffer car, ensure that the buffer car's height is lower 12 feet.

Vehicles

Designated vehicle turnaround location and restricted use of cart paths within Cincinnati Terminal (Queensgate):

Highway vehicles such as trucks, vans or automobiles will not use Mechanical Department cart paths and/or cart path crossings. The South End of the Terminal Road between Receiving Yard Track 8 and East Open South Track is a designated turn around location for trucks, vans or automobiles.

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

MP	Location	DOT#
BE 25.8	Butler St	152404P
BE 25.6	Maple Ave	152401U
BE 25.5	Ludlow	152402B
BE 25.2	Walnut St	152396A
BE 25.1	Hanover St	152395T
BE 24.7	Central Ave	152394L
BE 24.0	Belle Ave	152393E
BE 23.7	Laurel St	152392X
BE 21.8	Symmes Rd	152389P
BE 21.2	Gilmore Rd	152388H
BE 19.2	Seward Rd	152383Y
BE 17.3	Crescentville Rd	152381K
BE 17.0	Princeton Pike	152380D
BE 15.1	Sharon Rd	152376N
BE 14.8	Albion Ave	152375G
BE 14.5	Oak Rd	152374A
BE 13.6	Marion Ave	152370X
BE 12.1	Mulberry Ave	152369D
BE 11.9	Wyoming Ave	152368W
BE 11.8	Worthington Ave	152367P
BE 11.6	Cooper Ave	152366H
BE 11.2	Millsdale Ave	152362F
BE 11.0	Sheehan Ave	152361Y
BE 10.6	Pkwy Ave	152359X
BE 9.4	Northbend Rd	152357J
BE 9.2	Seymour Ave	152356C
BE 8.4	Township Ave	152355V
BE 7.3	Kings Run Rd	152351T
BE 7.2	Chickering Ave	152350L
CA 651.0	La Farge Rd	354260W
CA 658.6	6th St	229440D
CA 658.9	Dayton Ave	229443Y
CA 659.2	Vine St	229446U
CA 659.3	Walnut St	229447B
CA 659.3	Thornton St	229448H

HOOSIER SUBDIVISION - HO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
8	00Q 246.0	END OF MAIN TRACK			96		
25	00Q 246.3				TWC-DCS		
10	00Q 250.0						
25	00Q 250.1	10.0					
	00Q 256.0	MITCHELL			CPS-261		
	00Q 257.7	4.2			TWC-DCS (ABS)		
	00Q 260.2	NE ORLEANS					
	00Q 261.7	SE ORLEANS					
	262.0						
	263.0						
		21.4					
25					TWC-DCS (ABS)		

HOOSIER SUBDIVISION - HO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
25	00Q 277.3		DD 00Q 282.0		TWC-DCS (ABS)		
	00Q 283.1	NE FOGG	SS HOUSE TRACK				
	00Q 284.8	SE FOGG	SDG 8,550 FT SP	SS 00Q 283.5			
	00Q 293.1	NE PEKIN	SS				
			SDG 3,655 FT SP				
	00Q 293.8	SE PEKIN					
	00Q 299.1	NE BORDEN	SDG 3,765 FT SP				
	00Q 299.7	SE BORDEN					
	00Q 302.1		DD				
		306.0 307.0 308.0	14.9	00Q 305.2 00Q 305.3			
			00Q 310.6	L THORN	TWC-DCS (ABS)		1
			FLINT INK	00Q 314.0			
			PILLSBURY LEAD	SR			
00Q 314.6	NE VERNIA	VERNIA 7,175 FT SP					
00Q 316.1	SE VERNIA						
25	00Q 316.5				NS RULES		2
10	00Q 317.7	DI TOWER					
			NS TO LOUISVILLE TERMINAL SD		NS DISP 56 TONE 104		
71.7 MILES END OF MAIN TRACK AT 00Q 246.0 TO DI TOWER							

HOOSIER SUBDIVISION - HO

STATION PAGE NOTES	
NOTE 1:	N END OF VERNIA – Self-restoring power operated switch. Be governed by instruction posted at location.
NOTE 2:	Controlled by NS Louisville District Dispatcher. NS Rules govern between S Vernia, 00Q 316.1 and DI Tower. All Roadway workers must obtain NS Form 23A protection from the NS Dispatcher prior to fouling main track between these locations.

HOOSIER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- HOOSIER

Trk	MP/Location	F
SG	00Q 245.8 - 246.3 -- City Ordinance (HE)	8
SG	00Q 246.3 - 250.0 -- City Ordinance (HE)	25
SG	00Q 250.0 - 250.1	10
SG	00Q 250.1 - 316.5	25
SG	00Q 316.5 - 317.7 -- City Ordinance (HE)	10

ADDITIONAL SPEEDS (SP) -- HOOSIER

Location	Track Type	F
00Q 260.2 - 261.7	SDG	10
00Q 283.1 - 284.8		
00Q 293.1 - 293.8		
00Q 299.1 - 299.7		
00Q 314.6 - 316.1		

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- HOOSIER

Trk	MP/Location	F
SG	00Q 245.8 - 246.3 (HE)	8
SG	00Q 246.3 - 250.0 (HE)	25
SG	00Q 316.5 - 317.7 (HE)	10

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
00Q 256.0	Mitchell	CSX	Remotely Controlled	226-B3 (b)

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
00Q 260.2	N Orleans	Main Track	10
00Q 261.7	S Orleans		
00Q 283.1	N Fogg		
00Q 284.8	S Fogg		

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
00Q 255.3	Mitchell	Continuous	14-7, 08	Wayside
00Q 289.0	Salem			
00Q 320.0	VI Tower			

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
00Q 257.7	Orleans	1	NONE
00Q 277.3	Hitchcock	1	NONE
00Q 302.1	Borden	1	NONE

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the Director of System Control, the following is the maximum double stack and multilevel height allowed on the Hoosier Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
00Q 246.0 - 00Q 317.7	Hoosier Subdivision	Double Stacks: 18'2" / Multilevels: 19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
00Q 246.0 - 00Q 317.7	Entire Subdivision Tracks other than main or sidings	6-Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
00Q 308.0	L Thorn	E side dock
00Q 314.8	Flint Ink	Inside industry
00Q 314.8	Ideal Wood	Inside industry
00Q 314.8	General Mills	Inside industry

8. MISCELLANEOUS

Operating over the NS between DI Tower and South Vernia.

All crews operating over the NS Railroad between K&I Junction and South Vernia must carry Norfolk Southern Dispatcher Bulletins for the Louisville District.

Crews will obtain these bulletins at their on duty location via fax from the NS Dispatcher. Before departing their on duty location the crew is to contact the NS Louisville District Dispatcher to confirm receipt of the dispatcher bulletins. To reach the dispatcher:

Dial 865-521-1466 or 888-269-6297 and press #7 at the prompt.

If the NS Dispatcher Bulletins are not available for the pick up at the on duty time of the crew, the crew is to proceed as follows:

Crews on duty at Osborn Yard, Louisville, KY are to contact the Osborn Yard Trainmaster for instructions.

In addition, crews must contact the NS Dispatcher prior to entering the NS main between South Vernia and K&I Junction to confirm that no additional restrictions have been issued.

Indiana Railroad (INRD) trains operating over CSX Hoosier Subdivision between DI Tower and South Vernia.

CSX paperwork/train documentation will not apply to INDR trains. INDR trains will operate with INDR train documentation.

Southbound trains will contact the NS Dispatcher when approaching 00Q 309.0 to receive instructions for operating on NS tracks. This is to prevent unnecessary blocking of highway crossings.

The NS Dispatcher Channel is 56-56.

a. Below is the process for southbound trains operating on the Hoosier Subdivision in relation to providing the NS with an estimated arrival time at Vernia.

1. All southbound trains will contact the CSX LB Dispatcher when approximately 2 hours away from Vernia to give an estimated time of arrival.

2. The LB Train Dispatcher will then contact the NS Dispatcher at 865-521-1466 or 865-521-1192 to relay the E.T.A. of the Southbound train. If unable to reach the NS, the CSX LB Dispatcher must then give this information to the Louisville Chief who will then relay it to the NS by other means.

b. Any southbound train stopped by the NS at Vernia for any reason must immediately contact the LB Train Dispatcher to inform him/her of the situation. The CSX LB Dispatcher will then pass this information on to the Louisville Chief.

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

MP	Location	DOT#
00Q 245.9	13th St	345078Y
00Q 246.3	17th St	345084C
00Q 246.4	18th St	345085J
00Q 246.8	22nd St	345086R
00Q 247.0	25th St	345087X
00Q 249.1	Sand Pit Rd	345089L
00Q 251.7	Yockey	345092U
00Q 255.5	W Hancock Ave	345095P
00Q 255.7	W Oak St	345097D
00Q 255.9	W Warren St	345100J
00Q 255.9	W Main St	345103E
00Q 256.0	W Frank St	345108N
00Q 256.1	W Grissom Ave	345110P
00Q 256.2	W Vine St	345113K
00Q 256.5	Burton St	345114S
00Q 256.6	SR 60	345115Y
00Q 257.7	1050S Gun Club	345117M

00Q 260.7	Polk St	345123R
00Q 260.9	Liberty St	345127T
00Q 261.1	Franklin St	345133W
00Q 261.1	Jefferson St	345134D
00Q 265.6	Leipsic Rd	345143C
00Q 267.2	SR 60	345147E
00Q 270.1	Saltillo Rd	345155W
00Q 271.8	Sycamore St	345159Y
00Q 273.6	West Wash Schl Rd	345163N
00Q 276.2	CR 23	345168X
00Q 281.0	Market St	345178D
00Q 281.4	S Main St	345181L
00Q 282.4	S High St	345183A
00Q 282.7	E Market St	345185N
00Q 285.8	CR 36	345190K
00Q 286.9	CR 261	345192Y
00Q 287.5	SR 160	345193F
00Q 290.2	CR 194	345195U
00Q 291.2	Motsinger Rd	345197H
00Q 293.1	CR 211	345199W
00Q 294.0	Short Corner Rd	345200N
00Q 294.1	Second St	345201V
00Q 294.2	Mill St	345202C
00Q 294.4	St John St	345203J
00Q 295.3	Voyles St	345205X
00Q 299.0	West St	345224C
00Q 303.7	CR 19	352375J
00Q 303.9	St Joe Rd	352390L
00Q 307.5	SR 60	352388K
00Q 310.9	Grant Line 111	352394N
00Q 313.9	Hausfeldt La	352402D
00Q 314.3	Mt Tabor Rd	352405Y
00Q 314.7	Grant Line Rd	352406F
00Q 315.0	McDonald La	352407M
00Q 315.7	McDonald Ave	352413R
00Q 316.1	Beechwood Ave	352418A
00Q 316.4	Vincennes St	352422P
00Q 316.5	Grant Line Rd	352423W
00Q 316.7	Chartres St	352429M
00Q 316.8	Locust St	352430G
00Q 316.9	Beeler St	352432V
00Q 316.9	Shelby Place	352433C
00Q 317.0	Ekin Ave	352435R
00Q 317.1	Culbertson Ave	352437E
00Q 317.1	Oak St	352439T
00Q 317.2	E Elm St	352441U
00Q 317.3	Spring St	352443H
00Q 317.3	Alley	352445W
00Q 317.5	E Market St	352450T
00Q 317.6	Vincennes St	352452G
00Q 317.8	Main St	850957M

NOTES

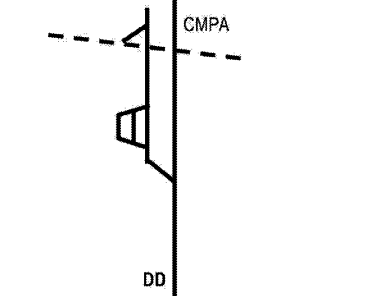
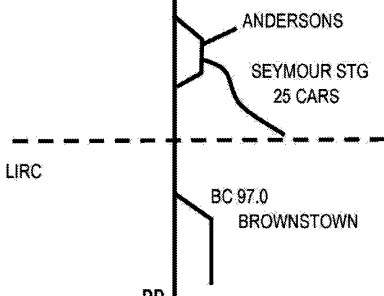
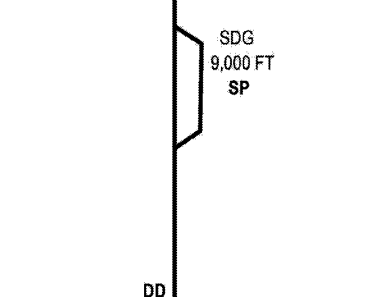
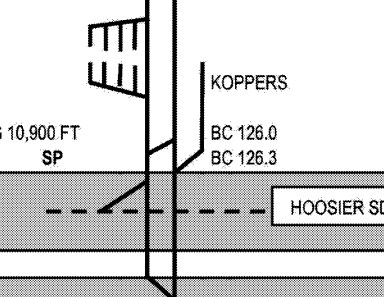
INDIANA SUBDIVISION - ID

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>CINCINNATI TERMINAL SD OKLAHOMA</div> <div>WEST</div>				
25	BC 1.5	EAST END STORRS	4453		CPS-261		2
	BC 3.4	E D CROSSOVER	1.9	1 2	TWC-DCS (ABS)		
	BC 5.7	TEXACO CROSSOVER	2.3				
	BC 6.7	CW CABIN	1.0	ss			1
			BC 7.3 740 CROSSOVER	BC 7.0 US GOVERNMENT CROSSOVER			
			BC 7.9	ST JOE YARD			
			3.3				
			ST JOE CROSSOVER				
			BC 8.4				
			BC 8.8				
	BC 10.0	EE DELHI					
			1.3	BC 10.5 EAST STG 35 CARS HAND THROW X-OVER WEST STG 65 CARS			
	11.0						
	BC 11.3	WE DELHI					
	BC 12.0						
25	BC 13.8			IORY			
10	BC 14.0		3.6		TWC-DCS (ABS)		
25	BC 14.4						

INDIANA SUBDIVISION - ID

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
25	BC 14.9	EE NORTH BEND	0.9		TWC-DCS (ABS)		3
	BC 15.8	WE NORTH BEND	2.4				
	BC 18.2	FINNEY					
			3.2				
25	BC 21.4	DEARBORN			TWC-DCS (ABS)		
15			0.9		CPS-261		
					ABS-261 (193)		
15	BC 22.3	LAWRENCEBURG			CPS-261		
25	BC 22.6				TWC-DCS (ABS)		4
	BC 25.3		19.2				
	BC 41.5	EE MILAN					
			1.8				
	BC 43.3	WE MILAN					
	BC 46.7						
	64.0		22.4				
BC 64.3							
65.0							
BC 65.7	EE BUTLERVILLE	1.3					
BC 67.0	BUTLERVILLE CROSSOVER	1.6					
BC 68.6	WE BUTLERVILLE				TWC-DCS (ABS)		
25							

INDIANA SUBDIVISION - ID

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
25	BC 72.2				TWC-DCS (ABS)		
10	BC 72.3	5.1					
25	BC 72.5						
	BC 73.7	NORTH VERNON YD					
	80.0						
	81.0						
	BC 83.1	12.2					
	BC 85.9	EE SEYMOUR					
	BC 87.1	WE SEYMOUR					
	BC 87.3	JO TOWER					
		18.0					
	BC 101.0						
	BC 105.3	EE MEDORA					
		1.8					
	BC 107.1	WE MEDORA					
		17.8					
	BC 120.7						
	BC 124.9	EE MITCHELL					
		1.5					
	BC 126.4	MITCHELL DIAMOND	SDG 10,900 FT SP		TWC-DCS (ABS)		
			HOOSIER SD		CPS-261		
		0.7			ABS-261		
	BC 127.1	WE MITCHELL			CPS-261		
		3.8			ABS -261		
25							

INDIANA SUBDIVISION - ID

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
25					ABS-261		
	BC 130.9	EE GEORGIA			CPS-261		
		1.0		CSDG 4,100 FT SP	ABS-261		
	BC 131.9	WE GEORGIA			CPS-261		
		5.6	BC 132.6 BC 133.4	MITCHELL QUARRY	ABS-261		
	BC 137.5	EE HURON			CPS-261		
		0.8	CSDG 3,800 FT SP		ABS-261		
	BC 138.3	WE HURON			CPS-261		
25	BC 141.9	9.4	BC 140.8 DD	U.S. GYPSUM WILLOW VALLEY	ABS-261		
10	BC 142.1						
25	BC 143.5						
	BC 147.7	EE MARTIN			CPS-261		
		0.6			ABS-261		
	BC 148.3	WE MARTIN			CPS-261		
		7.0			ABS-261		
25	BC 155.0						
20	BC 155.3	EE LOOGOOTEE			CPS-261		
	BC 155.7	1.8	KOPPERS BC 155.6	CSDG 9,000 FT SP	ABS-261		
	BC 157.1	WE LOOGOOTEE			CPS-261		
25					ABS-261		

INDIANA SUBDIVISION - ID

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ WEST	↓			
25		5.4			ABS-261		
	BC 162.5	EE MONTGOMERY			CPS-261		
		1.0	CSDG 4,000 FT SP		ABS-261		
	BC 163.5	WE MONTGOMERY			CPS-261		
	165.0 166.0	5.9			ABS-261		
25	BC 168.0		DD				
25	BC 169.4	SHOPS			CPS-261		
		0.9			ABS-261		
	BC 170.3	EE WASHINGTON			CPS-261		
			ILLINOIS SD NASHVILLE DIV				
168.8 MILES EE STORRS TO EE WASHINGTON							

STATION PAGE NOTES

NOTE 1:	Westward trains on No 2 Track at CW Cabin BC 6.7 that have a STOP indication must depress the TAKE button on the Southside box to change signal.
NOTE 2:	Train movement instructions for movement between Oklahoma, East End Storrs, and CW Cabin are located in Indiana Subdivision Special Instructions, Rule 92.
NOTE 3:	Instructions for operation of Eastward Absolute Dwarf signal East End of River Number 1 BC 18.3 (FINNEY). See Indiana Subdivision Special Instructions, Rules 270-274.
NOTE 4:	Milan Siding See Special Instructions 104 for SR switch operating instructions.

INDIANA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- INDIANA

Trk	MP/Location	F
Both	BC 1.5 - 6.7	25
SG	BC 6.7 - 13.8	25
SG	BC 13.8 - 14.0	10
SG	BC 14.0 - 18.2	25
Both	BC 18.2 - 21.4	25
SG	BC 21.4 - 22.6	15
SG	BC 22.6 - 72.2	25
SG	BC 72.2 - 72.5 -- City Ordinance (HE)	10
SG	BC 72.5 - 141.9	25
SG	BC 141.9 - 142.1	10
SG	BC 142.1 - 155.0	25
SG	BC 155.0 - 155.7 -- City Ordinance	20
SG	BC 155.7 - 168.0	25
SG	BC 168.0 - 170.3 -- City Ordinance (HE)	25

ADDITIONAL SPEEDS (SP) -- INDIANA

Location	Track Type	F
BC 41.5 - 43.3	SDG	25
BC 65.7 - 68.6		10
BC 105.3 - 107.1		
BC 124.9 - 127.1		
BC 130.9 - 131.9		
BC 137.5 - 138.3		
BC 155.3 - 157.1		
BC 162.5 - 163.5	CSDG	

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- INDIANA

Trk	MP/Location	F
SG	BC 72.2 - 72.5 (HE)	10
SG	BC 155.0 - 155.7	20
SG	BC 168.0 - 170.3 (HE)	25

92 MOVEMENT OF TRAINS

MOVEMENT OF TRAINS BETWEEN OKLAHOMA AND CW CABIN

A. All movements must be reported to the LB Train Dispatcher when trains or equipment are clear of Main Tracks 1 and 2 between CW Cabin and Oklahoma.

B. Westbound Trains

1. Train crews will call Train Director to report train is ready to depart. Train Director contacts LB Train Dispatcher to request the route.

2. All trains must have DCS Authority to run on either track in either direction between Storrs and LB Cabin.

3. Trains routed to Storrs No 2 Main Track moving against the current of traffic must contact the LB Dispatcher for proper authority to move against the current of traffic. The LB Dispatcher will check for conflicting movement, if there is

no conflicting movement the LB Dispatcher will authorize the movement, making proper record. If a conflicting movement is present, the LB Dispatcher will issue Form EC-1 withholding authority for movement eastbound prior to authorizing the westbound train to operate against the current of traffic.

4. The Train Director must not line the westbound signal at Oklahoma until confirmation that the westbound train crew has been granted proper authority for westbound movement against the current of traffic.

C. Eastbound Trains

1). The LB Dispatcher will route eastbound trains to either the No 1 Main Track or the No 2 Main Track at CW Cabin.

a. Eastbound trains routed to the No 2 Main Track will move on signal indication.

b. Eastbound trains routed to the No 1 Main Track will move against the current of traffic.

2). Eastbound trains routed to the No 1 Main Track

a. The LB Dispatcher must check for a conflicting movement.

b. If there is not conflicting movement, the LB Dispatcher will contact the Train Director for application of proper blocking device to provide proper protection for the eastbound movement on the No. 1 Main Track against the current of traffic.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BC 72.3	N. Vernon	CMPA	Target	98-F
BC 87.3	JO Tower	LIRC	Automatic	226-B3 (d)
BC 126.4	Mitchell	CSX	Remotely Controlled	226-B3 (b)

North Vernon – CMPA crossing at grade is protected with a target signal. When the target is vertical, CSX movements must stop and contact the CMPA. The CMPA can be reached on AAR Channel 33 or by phone at 812-273-4248.

When advised by the CMPA that the route is clear, change the target and proceed. If the CMPA cannot be contacted and there are no conflicting movements, change the target for CSX movement, wait five (5) minutes and then proceed.

JO Tower – When a STOP aspect is displayed by the absolute signal governing movement over the railroad crossing at grade, after contacting the CSX LB Dispatcher, the crew will:

a. Determine LIRC train or engine is not fouling or approaching crossing.

b. If indicator light in box located on southeast quadrant of bungalow located in the northeast quadrant is illuminated, push button. Signal should clear. If signal does not clear after 7 minutes, proceed through interlocking in accordance with Rule 226-B3(d).

c. If indicator light is not burning, wait 5 minutes and then if no conflicting train is in sight or within hearing, push button

and after 5 minutes signal should clear. If signal does not clear, proceed through interlocking in accordance with Rule 226-B3(d).

d. To return to train after making switching move over crossing, push button located on mast of absolute signal. Push button and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than STOP, crew will proceed to crossing and comply with above instructions.

100-D HIGHWAY-RAIL GRADE CROSSINGS

BC 170.3 Washington 10th St - Eastbound train will not call for signal at the East End of Washington until crew is on the locomotive and ready to depart. Signal is tied to crossing protection.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
BC 27.0	Aurora - Movements on Siding at Indiana Ave	All trains must stop and flag Indiana Ave at BC 27 when operating through the siding. Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
BC 42.4	Milan - Movements on Siding at Main St	
BC 42.6	Milan - Movements on Siding at Hwy 101	
BC 85.9	Seymour to Mitchell	
BC 105.4	Medora - Movements on Siding at Perry St	
BC 106.6	Medora - Movements on Siding at Brick Yard	
BC 126.4	All Crossings	

104 HANDLING SWITCHES

BC 41.5 / BC 43.3 Milan Siding

Self Restoring Dual Control Switches (SR)

1. Dual control switches at both ends of Milan Siding are equipped with a self-restoring feature.
2. Once movement is clear of the switch involved the switch points will self-restore to normal position.
3. Immediate reverse movements must not be made through switch unless crew member checks position of switch, and permission given for movement is received from train dispatcher.

BC 85.9 Seymour - The normal position for the Main Track switch at the east end of Seymour Storage Track will be lined for movement on the Storage Track.

BC 87.0 Seymour - The normal position for the Connecting Track switch to the LIRC railroad is lined for movement to the LIRC.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BC 6.7	CW Cabin	No 2 Main	25
BC 18.2	Finney	No 1 Main	

270-274 Automatic Block Signal Rules

1). Signal circuits are arranged for eastbound traffic as superior movement. Westbound trains arriving at west end of sidings and occupying main track to meet an opposing train automatically set the signal governing eastbound train at STOP to the next siding west. Member of crew of westbound trains will immediately operate a push button located in small box on the side of relay box or signal mast adjacent to the signal to restore operation.

When trains move out of sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast, which governs, or on side of relay box adjacent to the signal to restore operation of the signal.

When train is entering or leaving a siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

2) Operation of Eastward Absolute Dwarf Signal East End of River 1, BC 18.3 – Eastbound train arriving Finney on River 1 Track BC 18.3 will perform the following to secure signal aspect to proceed eastward.

A. With a switch key, operate the key box to the TAKE position, located on the absolute eastward high mast signal for River 2 track. The eastward dwarf signal on River 1 should display a signal aspect to proceed eastward.

B. If prior to the operation of the key box there is a signal aspect displayed on the absolute eastward high mast signal on River 2 track, it will take eight minutes for the dwarf signal on River 1 track to give a signal aspect to proceed.

C. If dwarf signal does not give an aspect to proceed after the 8 minute waiting period contact the LB Dispatcher for instructions.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BC 15.1	North Bend	Continuous	14-4, 08	Wayside
BC 22.6	Lawrenceburg			
BC 36.5	Moore's Hill			
BC 51.6	Dabney			
BC 87.2	Seymour			
BC 105.4	Medora			
BC 126.5	Mitchell			
BC 138.0	Huron			
BC 147.1	Shoals			
BC 162.6	Montgomery			
BC 170.3	Washington		08 14-4, 08	Terminal 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
BC 25.3	Nebo	1	NONE
BC 46.7	Delaware	1	NONE
BC 64.3	Butlerville	1	NONE
BC 83.1	Hayden	1	NONE
BC 101.0	Vallonia	1	NONE
BC 120.7	Rivervale	1	NONE
BC 143.5	Shoals	1	NONE
BC 168.0	Black Oak	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BC 19.9	Finney

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BC 1.5 - BC 1.9

4458 MOVING DAMAGED OR DEFECTIVE CARS

MP / Location	EastBound	WestBound
BC 25.3 Nebo	Dearborn or Finney	Cochran
BC 46.7 Delaware	Milan	Osgood
BC 64.3 Butlerville	Nebraska	Butlerville Nut
BC 83.1 Hayden	Hayden Station	Seymour
BC 101.0 Vallonia	Brownstown or Kopper	Medora
BC 120.7 Riverdale	Tunnelton	Mitchell Yard
BC 143.5 Shoals	Willow Valley	Martin
BC 168.0 Black Oak	Montgomery	Washington or US Rail

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the Director of System Control, the following are the maximum double stack and multilevel heights allowed on the Indiana Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
BC 1.5 - BC 170.3	Indiana (see note)	Multilevel: 19'1"

Note: 20'2" Multilevel equipment authorized for movement between STORRS (BC 1.5) and Seymour (BC 87.3).

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BC 8.0	St. Joe Yard	Cars over 89 ft	Prohibited
BC 8.0		6-Axle Locomotives	
BC 72.8	N Vernon Yd 1 & 2		
BC 85.9	Seymour - All industrial tracks		
BC 155.3	Loogootee - All industrial tracks		

7. CLOSE CLEARANCE

MP	Location	Remark
BC 42.0	Milan	Station Track
BC 87.0	O&K	Inside building
BC 87.0	84 Lumber	South side dock
BC 87.0	The Andersons	Beyond road crossing
BC 141.0	U. S. Gypsum	Gate Conveyor
BC 145.0	Natl. Gypsum	Storage Bin
BC 156.0	ADM	Loadout
BC 156.0	K&K Industries	Inside industry

BC 72.8 North Vernon - Crew members will not ride the side of equipment when cars are on the adjacent track.

8. MISCELLANEOUS

Instructions for CSX Crews operating over the LIRC, Seymour, Indiana.

A. When reporting for duty contact the LIRC Train Dispatcher and provide the following information:

1. Train ID
2. Loads & Empties
3. Locomotive numbers
4. Conductor & Engineer names

B. Provide the LIRC Train Dispatcher with the Queensgate Crew room fax number, LIRC Train Dispatcher will then fax required LIRC Form A and Form Y information. LIRC Train Dispatcher is not available between the hours of 2300 and 0700. During this time, crews are required to contact the CSX Hump Tower Trainmaster for LIRC Form A and Form Y information.

C. Blank LIRC Track Warrant Forms will be provided by the CSX Hump Tower Trainmaster.

D. Prior to trains' arrival at Seymour, CSX crews are required to contact the LIRC Train Dispatcher and be governed by instructions on track warrant information.

LIRC Train Dispatcher monitors:

LIRC Road Channel AAR 41

LIRC Yard Channel AAR 61

LIRC Train Dispatcher telephone numbers:

800-434-5472 ext. 29;

812-288-0940 ext. 29;

812-280-5169

E. Crews operating over the LIRC will be required to have in their possession, and comply with the LIRC Special Instructions. Included in this document is the LIRC code of Operating Rules. Crews operating over the LIRC will be governed by the Special Instructions, and the code of Operational Rules from the LIRC.

BC 14.4 Crew Switching Consolidated Grain and Barge, North Bend, Ohio - No permission from IORY Railroad is required when entering the IORY track. Crews will be governed as follows when operating on IORY track between IORY 14.0 and 14.6.

GCOR Rule 6.13, Yard Limits

Within Yard Limits, train or engines are authorized to use main track not protecting against other trains or engines. All movements entering or moving within Yard Limits must be made at restricted speed, unless operating under a block signal indication that is more favorable than Approach.

GCOR Rule 6.27, Movement at Restricted Speed

When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of: train, engine, railroad car, men or equipment fouling track, STOP signal, a derail or switch lined improperly. The crew must keep a lookout for broken rail not to exceed 20 MPH.

IOY Channel: 29-29, Tone 3

IOY Telephone numbers: 812-537-5088

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

MP	Location	DOT#
BC 4.3	Idaho St	151388E
BC 5.3	Barkley Ave	151390F
BC 5.6	Ashland Inc	151391M
BC 6.0	Valvoline	151392U
BC 6.3	Anderson Ferry Rd	152445U
BC 7.8	Private Rd	152452E
BC 8.2	Private Rd	152453L
BC 11.7	Wilkins Short St	152460W
BC 12.1	Thornton Ave	152461D
BC 19.0	Private Rd	152472R
BC 21.6	Gaming Rd	351844E
BC 21.9	Short	152482W
BC 22.0	Walnut	152484K
BC 22.1	Vine	152486Y
BC 23.8	Private Rd	152491V
BC 25.5	George St	152494R
BC 25.8	Importing	152495X
BC 25.9	2 St	152496E
BC 25.9	Exporting	152497L
BC 27.0	Indiana	152504U
BC 37.5	Cold Springs Rd	152518C
BC 40.6	County Line Rd	152521K
BC 41.1	CR 300 N	152522S
BC 42.5	SR 101	152526U
BC 42.6	Main St	152527B
BC 44.6	CR 500 E	152529P
BC 45.3	CR 450 E	152531R
BC 46.6	SR 129	154053A
BC 51.4	Buckeye	152546F
BC 51.5	Walnut	152547M
BC 55.6	Michigan Rd	152560B
BC 55.7	Hopewell Rd	152561H
BC 58.0	Versailles St	152565K
BC 62.1	Clay	152569M
BC 62.6	CR 500 N	152570G
BC 65.4	North St	152573C
BC 65.6	Main St	152574J
BC 66.8	St Hospital Dr	152576X
BC 72.2	5 St	152585W
BC 72.3	4 St / Madison	152586D
BC 73.6	Brownstown Rd	152588S
BC 78.1	W 610 St	152591A
BC 79.1	CR 700 W	152593N
BC 85.7	Golf Course 1000 E	152602K
BC 86.9	O'Brien St	152605F

BC 87.1	Broadway	152606M
BC 87.2	S St Louis Ave	535451H
BC 87.3	Indianapolis Ave	152608B
BC 87.4	Tipton St	152607U
BC 87.4	Chestnut	152609H
BC 87.5	Walnut St	152610C
BC 87.5	Poplar	152611J
BC 89.6	2 St	152615L
BC 94.2	Shields Rd	152630N
BC 97.7	Spring St	152637L
BC 101.7	CR 225 S	152643P
BC 105.5	Perry	152647S
BC 106.6	Sparksville Pike/Brickyard	152650A
BC 108.6	Sparksville Pike/Zollomans	152653V
BC 110.6	Sparksville Pike	152656R
BC 121.0	Buddha Rd	152670L
BC 125.9	Meridian Rd	152678R
BC 126.3	3rd St	152679X
BC 126.5	5th St	152684U
BC 126.5	6th St	152685B
BC 126.6	7th St	152686H
BC 126.7	8th St	152687P
BC 131.8	CR 123	152693T
BC 133.3	Mitchell Quarry	152695G
BC 134.9	CR 321	152697V
BC 136.5	CR 4	152699J
BC 137.7	CR 302	152701H
BC 138.0	CR 302 / Main St	152702P
BC 141.7	CR 54	152705K
BC 144.6	CR 44	152712V
BC 146.8	4 St	152715R
BC 147.0	High	152716X
BC 147.1	Main	152717E
BC 147.1	Water St	152718L
BC 155.1	Kentucky St	152726D
BC 155.2	3 St E	152727K
BC 155.3	1 St E	152728S
BC 155.4	Kennedy Ave	152729Y
BC 155.4	1 St W	152730T
BC 155.6	Sheridan	152734V
BC 156.9	CR 1200 E	152735C
BC 160.0	Main St	152739E
BC 162.5	1st / Montgomery	152742M
BC 165.6	CR 350 E	152745H
BC 168.3	21 St E	152750E
BC 169.0	11 St	152752T
BC 169.2	7 St	152754G
BC 169.3	5 St	152755N
BC 169.4	3 St E	152757C
BC 169.5	2 St E	152758J
BC 169.6	Meridian	152759R
BC 169.7	2 St W	152760K
BC 169.8	3 St W	152761S
BC 169.9	5 St W	152762Y
BC 170.3	10 St	152763F

INDIANAPOLIS SUBDIVISION - HL

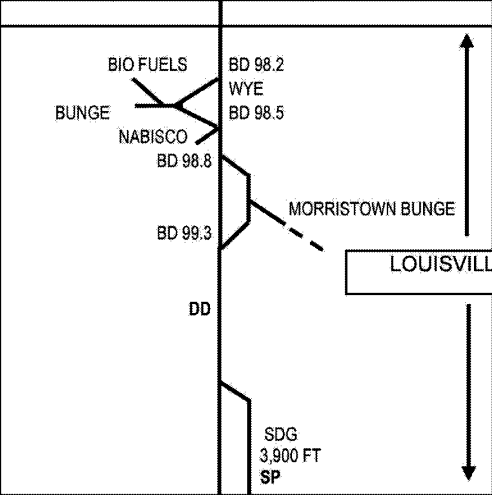
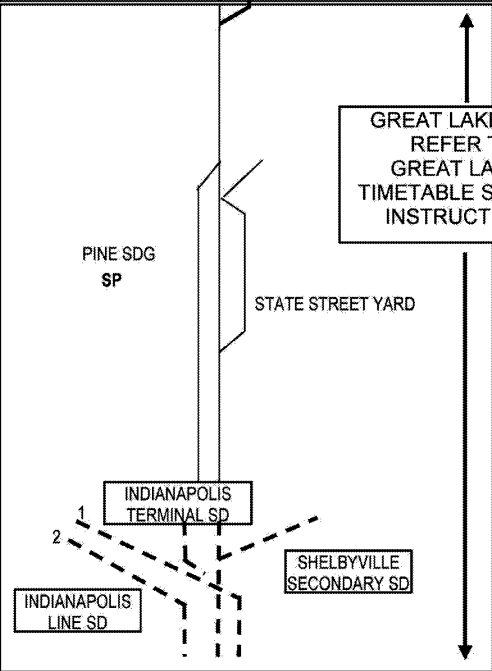
AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
				CINCINNATI TERMINAL SD				

15	15	BD 25.5	HAMILTON			TWC-DCS (ABS)	1	
		BD 26.9						
35	35	BD 28.5	7.3					
50	50	BD 30.0						
		BD 32.7	EE MCGONIGLE					
		BD 34.1	WE MCGONIGLE					
		36.0						
		37.0						
50	50	BD 38.3						
35	35							
		BD 40.0						
		BD 43.5	14.1					
50	50							
	40	BD 48.1						
40		BD 48.2	COTTAGE GROVE					
		BD 48.3						
50	40	BD 52.5						
35	35		14.7					
		BD 53.3						
50	40	BD 59.0						
35	35	BD 60.5						
		BD 62.9	EE LYONSVILLE					
50	40	BD 63.7	WE LYONSVILLE	0.8	TWC-DCS (ABS)			

INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
50	40	BD 65.1		DD		TWC-DCS (ABS)		
25	25	BD 66.7	4.9	<div><div>RIVER TRACK</div><div>BD 66.9</div><div>BD 67.2</div><div>CNUR</div><div>CONNERSVILLE YARD</div><div>CG&B</div><div>BD 67.4</div></div>				
25	25	BD 68.0						
		BD 68.1						
60	40	BD 68.6	EE SALTERS	0.7	SALTERS STG 50 CARS	LOUISVILLE DIV		
		BD 69.3	WE SALTERS					
35	35	BD 71.0						
50	40	BD 73.0		9.4				
		BD 75.1						
60	40	BD 78.7	EE MAUZY	0.7	MAUZY STG 50 CARS			
		BD 79.4	WE MAUZY	5.9				
		BD 84.5			DD			
35	35	BD 85.3	EE RUSHVILLE	0.1	RUSHVILLE STG 13 CARS			2
60	40	BD 85.4	WE RUSHVILLE	0.8	BUNGE HONEYCREEK SDG 9,050 FT SP			
		BD 86.2	EE PIONEER	1.8	RCS			
		BD 88.0	WE PIONEER		RCS			
		BD 92.0	EE ARLINGTON	4.0				
		BD 92.8	WE ARLINGTON	0.8	ARLINGTON STG 55 CARS			
60	40					TWC-DCS (ABS)		

INDIANAPOLIS SUBDIVISION - HL

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
60	40					TWC-DCS (ABS)	3	
		BD 104.7 112.0	EE JULIETTA					
		BD 112.6 113.0						
		BD 113.5	WE JULIETTA			TWC-DCS (ABS)		
60	40	BD 119.4	PINE RUNNER			TWC-DCS (ABS)		4
		BD 122.2						
25	25							5
		BD 123.0						
15	15	BD 123.7	CP IU			TWC-DCS (ABS)		
88.0 MILES HAMILTON TO WE JULIETTA								

STATION PAGE NOTES

- NOTE 1:** Movements on the Hamilton Belt Line BD 26.9 are made in accordance with Rule 96. Crew member will secure permission from North Excello Yardmaster on Radio Channel 8 before occupying the Hamilton Beltline.
- NOTE 2:** Pioneer Siding : See Indianapolis Subdivision Special Instructions relating to Rule 104-E Handling Switches.
- NOTE 3:** Indianapolis SD from BD 25.4 to BD 113.5 is part of the Louisville Division.
- NOTE 4:** Indianapolis SD from BD 113.5 to BD 123.7 is part of the Great Lakes Division.
- NOTE 5:** Movements on Pine Siding are made in accordance with Rule 96. Crews setting off or picking up cars will notify the Hawthorne Yardmaster on channel 46 or call 317-267-4404 of their movement.

INDIANAPOLIS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- INDIANAPOLIS

Trk	MP/Location	P	F
SG	BD 25.4 - 26.9	15	15
SG	BD 26.9 - 30.0	35	35
SG	BD 30.0 - 38.3	50	50
SG	BD 38.3 - 40.0 -- City Ordinance (HE)	35	35
SG	BD 40.0 - 48.1	50	50
SG	BD 48.1 - 48.3	40	40
SG	BD 48.3 - 52.5	50	40
SG	BD 52.5 - 53.3 -- City Ordinance (HE)	35	35
SG	BD 53.3 - 59.0	50	40
SG	BD 59.0 - 60.5	35	35
SG	BD 60.5 - 66.7	50	40
SG	BD 66.7 - 68.1 -- City Ordinance (HE)	25	25
SG	BD 68.1 - 71.0	60	40
SG	BD 71.0 - 73.0	35	35
SG	BD 73.0 - 75.1	50	40
SG	BD 75.1 - 84.5	60	40
SG	BD 84.5 - 85.4 -- City Ordinance (HE)	35	35
SG	BD 85.4 - 119.4	60	40
SG	BD 119.4 - 123.0	25	25
SG	BD 123.0 - 123.7	15	15

ADDITIONAL SPEEDS (SP) -- INDIANAPOLIS

Location	Track Type	F
BD 32.7 - 34.1	SDG	10
BD 62.9 - 63.7		
BD 86.2 - 88.0		25
BD 112.6 - 113.5		10
BD 122.2 - 123.7		

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- INDIANAPOLIS

Trk	MP/Location	P	F
SG	BD 38.3 - 40.0 (HE)	35	35
SG	BD 52.5 - 53.3 (HE)	35	35
SG	BD 66.7 - 68.1 (HE)	25	25
SG	BD 84.5 - 85.4 (HE)	35	35

95-C LEAVING UNATTENDED EQUIPMENT

BD 113.5 Julietta Siding - Equipment will not be left unattended unless protected by derail.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BD 48.2	Cottage Grove	IERR	Automatic (Note)	226-B3 (d)

Note: After contacting LB Dispatcher, determine opposing railroad's train or engine is not fouling or approaching crossing. If indication light in box marked for the railroad requesting signal, located on side of bungalow, is illuminated, press and hold button for five seconds. Signal should clear after five minutes for railroad requesting movement. If signal does not display aspect to proceed,

conductor or engineer will secure permission of train dispatcher and pass signal at least 30 feet but do not foul crossing. Wait five minutes, then proceed in accordance with Rule 226-B3(d). To make reverse movement over crossing, operate push button located on mast of absolute signal and hold for 5 seconds. If signal fails to display aspect to proceed, crew will proceed to crossing and comply with above instructions.

104 HANDLING SWITCHES REMOTE CONTROL SWITCHES (RCS)

Pioneer Siding BD 86.2 and BD 88.0

A. Movement from Main Track to Siding Track at EE Pioneer BD 86.2:

Approach the westward right hand high signal at the EE Pioneer BD 86.2 not stopping more than 100 feet from the signal. With the train radio on Channel 08, using the radio keypad, the train engineer must depress 861*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand high signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds, the switch will reverse and the westward right hand high signal at EE Pioneer will display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically normal itself for Main Track to Main Track movement.

B. Movement from Siding to Main Track at EE Pioneer BD 86.2:

After train crew obtains permission from the LB Dispatcher to occupy the main track, approach the CS Sign stopping not more than 100 feet from the eastward left hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the eastward left hand siding high signal will display a signal aspect authorizing movement onto main track. After the train has completed the movement onto the main track, the switch will automatically restore for main track movement.

C. Movement from Main Track to Siding Track at WE Pioneer BD 88.0:

Approach the eastward right hand high signal at the WE Pioneer BD 88.0 stopping not more than 100 FT from the signal. With the train radio on Channel 08, using the radio keypad, the train Engineer must depress 880*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds, the switch will reverse and the eastward right hand high signal at WE Pioneer will display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically restore itself for Main Track movement.

D. Movement from Siding to Main Track at WE Pioneer BD 88.0:

After train crew obtains permission from the LB Train Dispatcher to occupy the Main Track, approach the SC Sign stopping not more than 100 FT from the westward right hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the westward right hand siding high signal will display a signal aspect authorizing movement onto the Main Track. After the train has completed the movement onto the Main Track, the switch will automatically restore for Main Track movement.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BD 32.7	E McGonigle	Main - Note	10
BD 34.1	W McGonigle		

Note: When making a facing point movement into siding through spring switch, speed will not exceed 10 MPH. Operation of switch: Push button is located in box attached to governing signal. Conductor or Engineer will operate push button and be governed by the aspect displayed by the leaving signal, then wait five minutes before fouling the track to be entered. To expedite their movement, push button should be operated immediately after the passage of train they have authority to follow. When trains meet at siding, push button will be operated as soon as the rear of the train to be met has passed the fouling point of the siding. Movement from the siding to Main Track will be governed by signal indication.

220 WHERE SIGNAL RULES ARE IN EFFECT

BD 25.4 - BD 113.5, Louisville Division, 1281 through 1298 govern.

BD 113.5 - BD 123.7, Great Lakes Division 1281 through 1298 govern.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BD 33.2	McGonigle	Continuous	14-3, 08	Wayside
BD 48.2	Cottage Grove			
BD 59.1	Brownsville			
BD 67.3	Connersville			
BD 76.8	Glenwood			
BD 96.1	Gwynneville			
BD 113.2				
BD 114.2	Julietta			
BD 129.7	Speedway			

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
BD 28.5	Hamilton	1	NONE
BD 43.5	Donald	1	NONE
BD 65.1	Connersville	1	NONE
BD 84.5	Rushville	1	NONE
BD 104.7	Reedville	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BD 26.1	Hamilton
BD 66.9	Connersville

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BD 25.4 - BD 26.0

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the director of system Control, the following are the maximum double stack and multilevel heights allowed on the Indianapolis Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
BD 25.4 - BD 123.7	Indianapolis	Double Stack & Multilevel: Prohibited

BD 26.3 D Street Overpass – Unless otherwise authorized by a clearance bureau wire or by the Director of Network Operations, equipment in excess of 18 feet 0 inches must not operate under overpass.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BD 45.0	Harvest Land Co-op	6-Axle Locomotives	Prohibited
BD 77.0	Glenwood Falmouth		
BD 85.0	Shed Track		
BD 88.0	Ag One		
BD 99.0	Nabisco Lead		
BD 101.0	Klosterman's		
BD 103.0	Fountaintown		
BD 106.0	Reedville		
BD 113.5 - BD 123.7	All industrial, house and team tracks		

Exception: State Street and Pine storage tracks.

7. CLOSE CLEARANCE

MP	Location	Remark
BD 67.0	East End of Yard	Do not ride side with cars on the adjacent track
BD 77.0	Taylor Track	Elevator & Storage Building
BD 86.0	Lotus Warehouse	South Track
BD 88.0	AG One	Do not ride cars into the spot at end of the Track
BD 99.0	Bunge	1 & 2 tracks
BD 99.0	Morristown Silos	Loader/Dumper to End of Tracks
BD 99.0	Bio-Integrity Fuels	Do not ride cars into the covered loading facility
BD 99.0	Nabisco Lead	Dumper
BD 117.0	Fisher Building Supply	Inside Building
BD 119.3	Aetna Plywood	Building
BD 122.9	Bridge Abutment between Main and Siding	Main and Siding

8. MISCELLANEOUS

BD 48.2 Indiana Eastern Railroad, Cottage Grove -

Special instructions for operating over the Indiana Eastern Railroad instructions for operating prior to entry onto the IERR.

a. Documentation - IERR Operations Manager / Dispatcher - will issue verbal order, any slow orders, and track conditions. Any permanent restrictions will be in a general bulletin. IERR Operations Manager / Dispatcher may be reached on AAR Channel 57 or by phone at 513-280-0629.

b. Permission to occupy IERR track -

1. Crew must contact the IERR Operations Manager to obtain verbal permission to enter and move in both directions on all tracks between CI 57.1 and CI 18.9.

2. After the train clears the limits, the crew must report clear promptly to the IERR Operations Manager Dispatcher.

c. Speed - once permission has been granted CSX will operate at restricted speed not to exceed 20 MPH.

IERR will not operate trains or equipment between those locations until the CSX crew verbally releases this track segment back to the IERR Operations Manager.

CSX will deliver interchange traffic to IERR on the B&O Pass Track and C&O Pass Track located on IERR.

Grain trains between CSX and IERR will be intact (loaded or empty-with locomotives) to be placed on IERR Main Track west of Cottage Grove Diamond to clear the switch to the C&O Pass Track.

BD 99.0 Bunge Morristown -

a. CSX crews required to work Bunge must contact Bunge radio channel 08 for permission to enter Bunge property.

b. Bunge will instruct CSX crews as to tracks to enter and switching instruction within Bunge property.

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

MP	Location	DOT#
BD 25.6	4th St	154017E
BD 25.6	M L King Blvd	154013C
BD 25.8	3rd St	154018L
BD 25.8	2nd St	154019T
BD 25.9	Front St	154021U
BD 26.9	Millville Ave	154029Y
BD 27.1	Kenworth Ave	154052T
BD 27.4	Washington Blvd	922656T
BD 28.5	Rockford Dr	154060K
BD 30.1	Stahlheber Rd	154063F
BD 30.9	Morman Rd	154064M
BD 35.0	Garver / Elliott Rd	154073L
BD 36.7	Stillwell Beckett	154077N
BD 37.3	Booth Rd	154078V
BD 38.9	Chestnut St	154079C
BD 39.0	Main St	154080W
BD 39.1	Central Ave	154081D
BD 39.3	College St	154082K
BD 39.5	Spring St	154083S
BD 39.7	Locust St	154084Y
BD 39.7	High / Conteras St	154085F
BD 45.0	Brookville St	154098G
BD 45.0	Union St	154099N
BD 45.2	Liberty	154100F
BD 46.3	CR 500 E 9 Mile Rd	154102U
BD 47.6	CR 440 E	154106W
BD 48.1	Private Rd	154107D
BD 48.2	Private Rd	154108K
BD 52.7	Main St	154120S
BD 53.0	Union St	154124U
BD 53.1	Brownsville Ave	154126H
BD 59.1	SA St	154131E

BD 59.2	N 200	154132L
BD 59.4	Main St	154133T
BD 59.7	Waterloo Rd	154134A
BD 61.9	Springersville Rd	154136N
BD 66.4	Madison St	154148H
BD 67.3	Eastern Ave	154150J
BD 68.0	Lincoln Ave	154171C
BD 76.9	Main St	154182P
BD 79.0	CR 600 E	154185K
BD 84.5	Fort Wayne Rd	154197E
BD 84.7	Perkins St	154198L
BD 84.8	Main St	154199T
BD 84.9	Morgan St	154201S
BD 84.9	Harrison St	154202Y
BD 85.1	Sexton St	154203F
BD 85.2	Arthur St	154204M
BD 85.5	Spencer St	154205U
BD 86.3	CR 53 E / E Pioneer	154206B
BD 87.9	W 300 St	154207H
BD 92.2	W 700 / Carthage Rd	154216G
BD 93.2	W 800	154217N
BD 98.4	E 500 St	154228B
BD 98.8	E 450 St	154229H
BD 100.6	E 300 St	154233X
BD 103.3	SR 9	154238G
BD 105.8	CR 100 W	154244K
BD 106.9	W 200 St	154247F
BD 109.8	Depot St	154253J
BD 110.1	Gem Rd	154254R
BD 111.1	W 600 St	154257L
BD 113.1	Carrol Rd	154262H
BD 113.4	Sorel St S	154263P
BD 113.7	Muessing Rd	154265D
BD 114.2	German Church Rd	154266K
BD 115.1	Bade Rd	154267S
BD 116.3	Post Rd	154269F
BD 116.3	Post Rd	154269F
BD 117.3	Franklin Rd	154270A
BD 118.8	Kitley Rd	154275J
BD 118.8	Shortridge Rd	154273V
BD 119.4	Arlington Ave	154276R
BD 119.7	Audubon Rd	154277X
BD 119.9	Ritter Ave	154278E
BD 120.2	Butler Ave	154280F
BD 120.4	Emerson Ave	154281M
BD 123.0	State St	154285P
BD 123.2	Southeastern Ave	154286W
BD 123.3	Leota St	154287D
BD 126.4	N Miley Ave	154292A

NOTES

LCL SUBDIVISION - LC

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			CINCINNATI TERMINAL SD				
25	00T 104.2	SE LATONIA	SP	DD	CPS-261		
		0.4	LD DISP 94 #8 RD 84		ABS-261		
	00T 103.8	NE NICHOLS			CPS-261		
		1.5		SSDG 7,600 FT SP	ABS-261		
	00T 102.3	SE NICHOLS			CPS-261		
	97.0 96.0	9.1			ABS-261		
	00T 95.5						
	00T 93.2	NE BANKLICK			CPS-261		
		2.1		SSDG 9,870 FT SP	ABS-261		
	00T 91.1	SE BANKLICK			CPS-261		
25 35	00T 89.0	7.4	DD		ABS-261		
	00T 83.7	NE VERONA			CPS-261		
		1.8	SSDG 8,605 FT SP		ABS-261		
	00T 81.9	SE VERONA			CPS-261		
					ABS-261		
35							

LCL SUBDIVISION - LC

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
35							
	00T 72.0	10.4			ABS-261		
45							
	00T 71.5	NE GLENCOE			CPS-261		
		1.3	CSDG 6,570 FT SP		ABS-261		
	00T 70.2	SE GLENCOE			CPS-261		
	00T 67.8		DD				
45	61.0 60.0 00T 59.0	14.1			ABS-261		
40	58.0						
45	00T 57.2						
	00T 56.1	NE WORTHVILLE			CPS-261		
		1.5	COAL STG 120 CARS	00T 55.2 SSDG 8,550 FT SP	ABS-261		
	00T 54.6	SE WORTHVILLE			CPS-261		
45	00T 53.2		CWRR				
35							
30	00T 50.9		TRACK NO. 3				
	00T 49.6		TRACK NO. 2				
30		13.1		DD	ABS-261		
25	00T 47.8		CWRR				

LCL SUBDIVISION - LC

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
25					ABS-261		
	00T 41.5	NE CAMPBELLSBURG			CPS-261		
		2.0		CSDG 8,935 FT SP	ABS-261		
	00T 39.5	SE CAMPBELLSBURG			CPS-261		
25	00T 37.9						
35	00T 36.1		DD		ABS-261		
	00T 33.0	10.7					
40							
	00T 28.8	NE LAGRANGE			CPS-261		
		1.8		CSDG 8,330 FT SP	ABS-261		
40	00T 27.0	SE LAGRANGE			CPS-261		
10					ABS-261		
		9.2					
10	00T 26.5						
40							
	00T 21.2		DD				
40	00T 18.9				ABS-261		
35	00T 17.8	WILLIAMS HOLDOUT			CPS-261		
		2.9			ABS-261		
	00T 14.9	OBANNON	OBANNON WYE		CPS-261		
35				RJCR	ABS-261		
	00T 12.9	2.4					
25	00T 12.5	HK TOWER			CPS-261		
50	00T 11.0		1	2	ABS-261		

1

LCL SUBDIVISION - LC

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	10.0 9.0	6.1	1	2	ABS-261		2
50	00T 6.4	HUBBARDS LANE			CPS-261		
30	00T 5.2	3.8			ABS-261		
35	00T 4.3						
25	00T 2.6						
		FRANKFORT AVE					
			LOUISVILLE TERMINAL SD				
101.6 MILES SE LATONIA TO FRANKFORT AVE							

STATION PAGE NOTES

NOTE 1: The highway grade crossing at 00T13.8 (Lucas Lane) is equipped with a key controller to manually cut-off the crossing protection for the number 2 main. The key controller is not active unless the Kroger Lead switch is lined up in the reverse position. The design is to allow switching moves on the number 2 main at the Kroger switch without activating the crossing signals at Lucas Lane.

When the Kroger switch is reversed and the key controller manually cut off only the number 2 main will be affected. The number 1 main will have its full approach warning time rated for maximum authorized speed of that track. The highway grade crossing located on the Kroger Lead that crosses Hwy 146 is equipped with a push button controller to manually cut off the protection on the siding only. This push button controller will only effect the siding. Rule 100-E must be complied with.

NOTE 2: Southward trains will contact the LD Dispatcher for permission to pass Kentucky Street 00T 2.6 . Prior to the arrival at Kentucky Street, trains will also contact the Train Dispatcher at Osborn Yard for instructions concerning which tracks to use in Louisville Terminal.

LCL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LCL

Trk	MP/Location	F
SG	00T 104.2 - 95.5	25
SG	00T 95.5 - 72.0	35
SG	00T 72.0 - 59.0	45
SG	00T 59.0 - 57.2	40
SG	00T 57.2 - 53.2	45
SG	00T 53.2 - 50.9	35
SG	00T 50.9 - 47.8	30
SG	00T 47.8 - 37.9	25
SG	00T 37.9 - 33.0	35
SG	00T 33.0 - 27.0	40
SG	00T 27.0 - 26.5 -- City Ordinance (HE)	10
SG	00T 27.0 - 26.5	20
SG	00T 26.5 - 18.9	40
SG	00T 18.9 - 14.9	35
Both	00T 14.9 - 12.9	35
Both	00T 12.9 - 11.0	25
Both	00T 11.0 - 6.4	50
SG	00T 6.4 - 5.2	30
SG	00T 5.2 - 4.3	35
SG	00T 4.3 - 2.6	25

00T 27.0 - 26.5 -10 MPH until the crossing is reached, then 20 MPH until the train clears the limits.

ADDITIONAL SPEEDS (SP) -- LCL

Location	Track Type	F
00T 104.2 - 104.2	TO	10
00T 103.8 - 102.3	SSDG	
00T 93.2 - 91.1		
00T 83.7 - 81.9		
00T 71.5 - 70.2	CSDG	10
00T 56.1 - 54.6	SSDG	25
00T 41.5 - 39.5	CSDG	
00T 28.8 - 27.0		

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
00T 27.0 - 00T 26.5	LaGrange	Continuous
00T 16.1	Houston Lane	
00T 12.8	Maple Crest	
00T 12.6	Glenbrook Rd	
00T 12.2	Evergreen Rd	
00T 11.9	Belkwood/LaGrange	
00T 5.1 - 00T 2.8	East Louisville	

Within these limits, the engine bell will be rung continuously. The horn will not be sounded except in cases of imminent danger, in which case the engine horn shall be sounded in addition to the bell.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- LCL

Trk	MP/Location	F
SG	00T 27.0 - 26.5 (HE)	10

100-D HIGHWAY-RAIL GRADE CROSSINGS

00T 71.6 Glencoe Siding – Southbound trains will not block the two private crossings just north of Glencoe Siding when holding back to meet trains.

00T 70.9 Glencoe – Crews will not block crossings for an extended period of time without dispatching instructions.

00T 55.9 Worthville – Do not block private road crossing at the north end of Worthville between the hours of 0630 and 0800 and between 1530 and 1600.

00T 54.4 Harrison St – Worthville – Crossing will not be blocked in excess of five minutes. Crews going to yard office must stop short of crossing and be sure crossing gates go up.

00T 27.7 Ft Pickens Rd – LaGrange Siding Crossing must not be blocked an extended amount of time. Do not cut the crossing for regular train meets with one or two trains.

100-E HIGHWAY-RAIL GRADE CROSSINGS

00T 22.7 State Highway 146 – Crossing is equipped with a push button controller to manually cut off crossing protection for the siding only. This will not effect activation of the crossing for equipment on the Main Track.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
00T 89.2	Walton	Continuous	94-8, 84	Wayside
00T 40.8	Campbellsburg			
00T 14.9	O'Bannon		08-22 94-8, 84	Terminal Wayside

913 REMOTE CONTROL ZONES

Remote Control Locomotive Operation

Remote Control Zones (RCZ) are established in O'Bannon Yard and RCZ signs are in place as follows:

25 FT west of Collins Lane and just outside O'Bannon crew room protecting the runaround track, lower yard (tracks 1 through 11) and the Ford Plant.

RCZ signs are to be locked (activated or deactivated) with designated locks.

Prior to activation, the North Runaround switch must be locked toward the Main. The upper crossover switch leading from the O'Bannon main to the runaround track must be locked toward the main. The main switch leading to track 12 must be locked toward track 12. Switches will be locked with the same designated locks as the zone.

Instruction for train, engine and on-track equipment movements arriving O'Bannon Yard.

Train, engine or on-track equipment movements will not enter an activated RCZ without contacting the Remote Control Foreman on Channel 22.

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
00T 104.2	SE Latonia	1	NONE
00T 89.0	Walton	1	NONE
00T 67.8	Sparta	1	NONE
00T 49.6	Barnes	1	NONE
00T 36.1	Sulphur	2	NONE
00T 21.2	Glenarm	1	NONE

4303 AFTER PASSING A DEFECT DETECTOR

00T 49.6 Barnes, KY – Northbound trains receiving an indication that requires a walking inspection, will pull the head end of their train to approximately 00T 51.8, stopping in a location that will permit safe walking conditions. If unsafe walking conditions occur, the train may be pulled north to a location between these points to complete the inspection and insure safe walking conditions.

Southbound trains receiving an indication that requires a walking inspection, will pull the head end of their train to approximately 00T 47.5, stopping in a location that will permit safe walking conditions. If unsafe walking conditions occur between 00T 47.5 and 00T 48.6, the train may be pulled south between these points to complete the inspection and insure safe walking conditions.

00T 36.1 Sulphur, KY – Northbound trains receiving an indication that requires a walking inspection, will pull the head end of their train to approximately 00T 39.5, stopping in a location that will permit safe walking conditions. If unsafe walking conditions occur between 00T 39.5 and 00T 38.0, or train length will not fit between these points, the train may be pulled north between these points to complete the inspection and insure safe walking conditions. Train will not exceed 5 MPH until train is stopped and inspection is made.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
00T 53.7	S Worthville
00T 34.7	Sulphur

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the Director of System Control, the following are the maximum double stack and multilevel heights allowed on the LCL Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
00T 104.2 - 00T 2.6	LCL Subdivision	Double Stack / Multilevel: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
00T 104.2 - 00T 2.6	Industrial, house and team tracks	6-Axle Locomotives	Prohibited

Exception: Six-axle engines are permitted on the ramp and yard tracks at O'Bannon.

7. CLOSE CLEARANCE

MP	Location	Remark
00T 22.7	Rigo (Buckner)	Dock
00T 22.7	Carriage House	Piping
00T 14.9	K&I Lumber	Gate, fence
00T 14.9	Ford Assembly Plant	Door, dock
00T 14.9	Bigalow Track	Dock
00T 14.9	Deco	Gate, Dock
00T 14.9	Boland & Maloney Lmbr	Gate, post
00T 14.9	Ford Stamping Plant	Door, dock
00T 14.9	Truck Loading Ramp	Gates, plate
00T 14.9	Eagle Steel	Door, material
00T 3.9	Louisville Water Co	Door, dock

8. MISCELLANEOUS

00T 54.6 Worthville – Operation on the CWRR

Carrollton & Worthville RR – The C&W RR is governed by CSX Operating Rules. That portion of the C&W RR that the LCL crews operate on is between 0.0 (South of Worthville yard) and 3.3 (1600 feet South of McCormick yard).

Movements will be made in accordance with Rule 96.

Interchange tracks at Worthville, all tracks located on the C&W RR at McCormick yard between 1.9 and 2.9 will be used to interchange rail cars between CSX and the C&W RR.

00T 14.9 - Special Instructions for O'Bannon Yard

A. No cars, engines or equipment will be left unattended on the North or South legs of the wye.

B. Train movements stopped between point of switch at #1 Main and the dwarf signal on the north leg of the O'Bannon wye must not be resumed without the dispatcher's permission.

C. The wye switch at O'Bannon is radio controlled:

1. The operating channel is 74.

2. A locomotive or portable radio can operate the switch by pressing #471. The switch will operate and give a radio announcement of the position of the switch.

3. To inquire about the switch position press #473 and the radio will announce the current switch position.

D. The O'Bannon support clerk monitors radio Channels 8 and 22.

E. Employees are prohibited from riding frame cars.

Switching pertaining to the Ford and Stamping Plant

All crews working inside the Ford and Stamping Plant will stop short of the road crossing entering the plant, dismount their cut and protect the crossing. From this point on, a crew member must walk ahead of the cut into the plant being vigilant for vehicular traffic and any close clearances that could result from parked trucks, trailers, racks, etc.

When pulling or placing cars within Ford and Stamping Plants, buffer cars must be used at all times to keep locomotives out of the buildings. Loaded frame cars cannot be used as buffer cars or go into Ford building for any reason.

00T 14.9 - Switching pertaining to the Truck Loading Ramp

When placing empty racks on the truck loading ramp tracks #12 through #19, no more than 15 auto racks on each track can be placed within the gates (double racks must be counted as two). After the train has been split-up into 15 auto rack blocks on each track. The individual tracks will be spotted in 5 car blocks.

All shoves must be protected with a person on the rear of the track.

Cuts for the initial shoves must be made within 150 feet, just inside the gates on the ramp.

Hand brakes must be applied on every car spotted.

Yellow areas have been established at the end of all ramp tracks. Anywhere within the yellow area for the end of the car is an acceptable spot location. Do not attempt to spot the cars on the very end of the track.

When pulling loaded auto racks off the ramp, the 5 car pads must be coupled-up and pulled to the end of the track prior to doubling the individual tracks. Whenever the entire 5-car pad on A-pad (5 rear spots) is not designated for any one particular train, the individual auto racks must be pulled up and left on the head end of the track.

ADDITIONAL STATIONS

MP	Station	Switch Opening
00T 97.1	Independence Spur	South
00T 93.0		North
00T 92.9	Banklick House Track	South
00T 89.2	Walton House Track	North
00T 84.0	Verona House Track	South
00T 70.6		North
00T 70.4	Glencoe House Track	South
00T 62.0	Sanders House Track	
00T 43.8	Turner Station Spur	
00T 40.9	Campbellsburg House	North
00T 32.8	Pendleton Spur	
00T 28.6	Northland	South
00T 27.1	LaGrange House	
00T 25.4	Stock Lumber	North
00T 22.7	Carriage House	
00T 13.8	Kroger Lead	South
00T 6.5	Buel Brick	North No 2
00T 3.9	Waterworks	South

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

MP	Location	DOT#
00T 97.8	Independence Sta	345740J
00T 94.4	Maher Rd	345735M
00T 94.0	Wright Rd	345734F
00T 90.0	Old Nicholson Rd	345727V
00T 89.3	Main St US 25	345725G
00T 89.1	Depot St	345724A
00T 85.1	Eads Rd	345716H
00T 84.3	SR 491	345714U
00T 83.9	16 SR	345713M
00T 78.1	Zion Station Rd	345708R
00T 75.5	Mt Zion Rd	345699U
00T 70.6	Main St SR 127	345691P
00T 70.4	Glencoe-Sparta Rd	345690H
00T 65.1	SR 35	345679H
00T 62.9	CR 1108	345674Y
00T 62.4	SR 47	345673S

00T 61.1	Highway 36	345667N
00T 54.4	Harrison St	345643A
00T 50.5	SR 389	345636P
00T 44.0	Mill Creek	345625C
00T 41.0	Cardinal Dr	345621A
00T 36.4	Newcastle Rd	345612B
00T 35.9	Fallen Timer Rd	345608L
00T 31.3	Vance Rd	345598H
00T 27.7	Fort Picken Rd	345595M
00T 26.8	1st Ave	345591K
00T 26.6	Kentucky Ave	345583T
00T 26.1	Kentucky St	345581E
00T 23.6	SR 393	345571Y
00T 23.2	Allied Lumber	345569X
00T 23.0	Old LaGrange Rd	345566C
00T 22.7	SR 146	345564N
00T 22.4	Connector Rd	345563G
00T 21.7	First St	345561T
00T 19.3	Camden Ln	345545J
00T 18.3	Hwy 22	345542N
00T 18.0	Hwy 329	345541G
00T 17.5	Private Rd	345538Y
00T 17.1	Wooldridge Ave	345536K
00T 16.9	Mount Mercy	345535D
00T 16.6	Central	345533P
00T 16.1	Houston Ln	345531B
00T 15.8	Altawood Ct	345978P
00T 15.4	Westport Rd	345975U
00T 14.8	Old LaGrange Rd	345979W
00T 14.7	Collins Ln	345974M
00T 14.7	Collins Ln	345981X
00T 14.7	Chamberlain	877503S
00T 13.8	Lucas Ln	345972Y
00T 12.5	Glenbrook Rd	345969R
00T 12.2	Evergreen Rd	345967C
00T 11.9	Bellewood Rd	345966V
00T 11.3	Old Harrods Creek	345965N
00T 10.4	UPS Dr	918015E
00T 9.9	Whipps Mill Rd	345961L
00T 8.2	Lyndon Ln	345960E
00T 7.6	Washburn	345959K
00T 6.4	Hubbards Ln	345957W
00T 6.1	Thierman Ln	345956P
00T 5.9	Westport Rd	345955H
00T 5.7	Clover Ln	345954B
00T 5.7	St Matthews Ave	345952M
00T 5.4	Chenoweth Ln	345951F
00T 5.1	Masonic Home	345950Y
00T 4.6	Fenley Ave	343993K
00T 4.4	Blackburn Ave	343992D
00T 4.3	Claremont Ave	343991W
00T 4.1	Reservoir Park Rd	343989V
00T 3.9	Pennsylvania Ave	343988N
00T 3.9	Hillcrest Ave	343987G
00T 3.7	Crescent Ave	343984L
00T 3.7	St Joseph Child	343983E
00T 3.5	Birchwood Ave	343982X
00T 3.4	Bayly Ave	343981R
00T 3.3	Hite Ave	343980J

00T 3.2	Galt Ave	343978H
00T 3.0	Ewing Ave	343977B
00T 2.9	Keats Ave	343976U
00T 2.8	Jane St	343975M
00T 2.6	Frankfort Ave	343973Y

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
			<div>LOUISVILLE TERMINAL SD</div> <div>NORTH LEG TEXAS WYE</div> <div>SOUTH LEG TEXAS WYE</div>				
40	0HR 7.0	TEXAS			CPS-261		1
	11.0 12.0 13.0 14.0		7.5		LD DISP 80-6 RD 84	ABS-261	
	0HR 14.5	RIVERPORT			CPS-261		
			6.1			ABS-261	
	0HR 20.6	EE KATHARYN			CPS-261		
			0.9	CSDG 3,620 FT SP		ABS-261	
	0HR 21.5	WE KATHARYN			CPS-261		
40	0HR 22.6		1.2		ABS-261		
25	0HR 22.7	WEST POINT	PAL		CPS-261		
40	0HR 24.0				ABS-261		
40	0HR 34.0	25.4	ROCKHAVEN STG 50 CARS	DD 0HR 30.5 0HR 31.3			
35			DOE RUN & LONGBRANCH SETOFF	0HR 33.4 0HR 33.7 0HR 33.8			
			TO ARCH CHEMICAL PLANT				
	0HR 41.5		BRANDENBURG STG 52 CARS	0HR 37.4 0HR 38.2			
35	0HR 41.9			DD		ABS-261	
40	0HR 48.1	EE IRVINGTON SIDING			CPS-261		
			1.8		SSDG 9,223 FT SP	ABS-261	
	0HR 49.9	WE IRVINGTON SIDING			CPS-261		
40					ABS-261		


LH&STL SUBDIVISION - LH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	0HR 57.0 0HR 61.6 0HR 66.1 0HR 74.6 0HR 75.6	29.0	DD	0HR 65.1	STEPHENS PORT STG 20 CARS	ABS-261	2
30							
30							
40							
15							
40							
	0HR 78.9	SKILLMAN HOLDOUT			CPS-261		
	0HR 79.4	1.9	DD		ABS-261		
	0HR 80.8	EE SKILLMAN SIDING			CPS-261		
		1.7	CSDG 8,288 FT SP	0HR 82.1	ABS-261		
	0HR 82.5						
40	0HR 83.6	13.4	DD	0HR 93.3 0HR 93.6	ABS-261		
25	0HR 86.3						
	0HR 87.2 89.0 90.0						
35	0HR 91.0						
40							
	0HR 95.9						EE LEWISPORT SIDING
		1.0		CSDG 4,664 FT SP	ABS-261		
	0HR 96.9						WE LEWISPORT SIDING
40					ABS-261		

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
40		5.1			ABS-261		
	0HR 102.0	MACEO HOLDOUT			CPS-261		
	0HR 107.3	8.8	0HR 103.7 0HR 104.5 DD	MACEO STG 54 CARS	ABS-261		
	0HR 110.8	EE DOYLE			CPS-261		
40 25	0HR 111.9	1.7	CSDG 8,321 FT SP SP 0HR 112.1	0HR 111.8 DOYLE YARD CSC 84-3	ABS-261		
0HR 112.5	WE DOYLE			CPS-261			
25 40	0HR 115.6	6.7	CONWAY STG 35 CARS ROCK SPRINGS STG 65 CARS	0HR 114.3 0HR 114.7 0HR 115.4 0HR 116.1	ABS-261		
40							

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
40					ABS-261		3
	0HR 119.2	MATTINGLY HOLDOUT			CPS-261		
			12.2	0HR 122.8 STANLEY STG 10 CARS DD	ABS-261		
	0HR 129.4						
	0HR 131.4	EE BEALS SIDING			CPS-261		
			0.7	CSDG 4,140 FT SP	ABS-261		
	0HR 132.1	WE BEALS SIDING			CPS-261		
40	0HR 132.4						
25	0HR 132.6						
	0HR 133.4		10.0	DB	ABS-261		
25							
40	135.0 136.0 137.0 138.0						
	0HR 142.1	EE HENDERSON			CPS-261		
40	0HR 142.7		0.9	CSDG 5,900 FT SP	ABS-261		
20	0HR 143.0	WE HENDERSON					
				 HENDERSON SD NASHVILLE DIV			
136.0 MILES TEXAS TO W HENDERSON							

STATION PAGE NOTES

- NOTE 1:** Prior to passing Dodge Lane 0HR 12.8, east bound trains will contact Osborn Hump Yardmaster for a route into Louisville Terminal.
- NOTE 2:** Skillman – Crews working at Skillman must stop to clear the highway grade crossing warning circuit for Highway 1406 to the DOMTAR plant. Crews that pick up must stop in the clear a sufficient distance so that the circuit is not activated before they are ready to proceed.
- NOTE 3:** Spottsville, Green River (0HR 132.6) – When the signal displays a STOP indication, verbal authority must be given by the train dispatcher and in addition verbal authority or hand signal must be given by the bridge tender to pass a STOP indication.

LH&STL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LH&STL

Trk	MP/Location	F
SG	0HR 7.0 - 22.6	40
SG	0HR 22.6 - 22.7	25
SG	0HR 22.7 - 34.0	40
SG	0HR 34.0 - 41.9	35
SG	0HR 41.9 - 57.0	40
SG	0HR 57.0 - 66.1	30
SG	0HR 66.1 - 74.6	40
SG	0HR 74.6 - 75.6	15
SG	0HR 75.6 - 83.6	40
SG	0HR 83.6 - 86.3 -- City Ordinance	25
SG	0HR 86.3 - 91.0	35
SG	0HR 91.0 - 111.9	40
SG	0HR 111.9 - 115.6	25
SG	0HR 115.6 - 132.4	40
SG	0HR 132.4 - 133.4	25
SG	0HR 133.4 - 142.7	40
SG	0HR 142.7 - 143.0	20

ADDITIONAL SPEEDS (SP) -- LH&STL

Location	Track Type	F
0HR 20.6 - 21.5	CSDG	10
0HR 48.1 - 49.9	SSDG	
0HR 80.8 - 82.5	CSDG	
0HR 95.9 - 96.9		
0HR 110.8 - 112.5		
0HR 131.4 - 132.1		
0HR 142.1 - 143.0		

ADDITIONAL SPEED RESTRICTIONS

0HR 112.0 Owensboro, KY - Doyle Yard - Do not exceed 5 MPH on the East Leg of the Wye.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- LH&STL

Trk	MP/Location	F
SG	0HR 83.6 - 86.3	25

97 DRAWBRIDGES

MP	Location	Hours Attended
0HR 132.6	Spottsville	Continuous

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
0HR 22.7	West Point	PAL	Remotely Controlled	226-B3 (b)

100-D HIGHWAY-RAIL GRADE CROSSINGS

DOMTAR Paper, Bleach Pulp Mill – Crews must stop and flag crossing at entrance to mill.

100-G HIGHWAY-RAIL GRADE CROSSINGS

When spotting cars on the Wescor Lead at DOMTAR Paper, it is permissible for cars to be left closer than 200 feet to the crossing.

103-A SWITCHING CARS

0HR 34.1 ARCH Chemical – Cars must not be cut off in motion inside the ARCH Chemical Plant.

0HR 81.0 Skillman Yard – Cars must not be cut off in motion at Skillman Yard.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
0HR 24.0	Howard	Continuous	80-6, 84	Wayside
0HR 68.0	Addison		84	Terminal
0HR 81.0	Skillman Yard			
0HR 112.0	Doyle Yard		80-6, 84	Wayside
	Doyle			

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-1D WEARING HARD HATS

CSX Employees operating inside the ARCH Chemical Plant are required to wear a hard hat. This does not apply while inside a locomotive cab.

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
0HR 24.0	Howard	1	NONE
0HR 41.5	Ekron	1	NONE
0HR 61.6	Sample	1	NONE
0HR 79.4	Skillman	1	NONE
0HR 87.2	Hawesville	1	NONE
0HR 107.3	Ross	1	NONE
0HR 129.4	Reed	1	NONE

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

Locomotive consists are restricted to a maximum of 8 locomotives on the LH&STL Subdivision.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
0HR 132.6	Spottsville

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
0HR 11.9	United Industries Track 4 at Stone St	Locomotives	Prohibited beyond Stone St

7. CLOSE CLEARANCE

MP	Location	Remark
0HR 34.0	Arch Chemical	Pipes, door, dock
0HR 82.0	Domtar Paper	Pipes, door, dock
0HR 91.0	Century Aluminum	Docks
0HR 91.0	Southwire	Docks
0HR 91.0	Big Rivers Ind Park	Bldg, dock, door, gate
0HR 93.1	Aleris	Docks
0HR 105.9	Lanham River Terminal	Material
0HR 109.0	WR Grace	Pipes
0HR 111.5	Owensboro, KY - Doyle Yard	Entire Yard
0HR 112.0	Unilver Foods	Dock
0HR 112.0	Lee Masonary	Dock
0HR 112.0	Domtar Paper	Dock
0HR 112.0	Barton Brands	Gate
0HR 112.0	Packing Unlimited	Wall
0HR 112.4	Owensboro Grain	Building
0HR 114.0	Dahl 7 Grotesinger	Gate
0HR 116.0	Old Owensboro River Port	Dock
0HR 116.1	Edible Oils	Pipes
0HR 116.4	New Owensboro - River Port	Dock
0HR 116.9	Dart Polymers	Building

8. MISCELLANEOUS

0HR 81.5 Fine Paper – First shift crews switching number 1 track at Fine Paper will contact the clerk at Skillman before and after working track. First shift crews will contact the clerk at Skillman before and after working tracks 2 – 5. If Fine Paper is switched on second shift, crews will contact the customer. Fine Paper personnel will operate all blue flags and derails.

0HR 93.4 Aleris Industries – A crossing actuator has been installed for the runaround track to use when operating over the road crossing 1957. The radio must be set to channel 84. Code 123 will activate crossing protection within 500 feet of the crossing. Timer is set at 30 seconds to activate protection and will shut off if a train is not on the crossing within 30 seconds.

ADDITIONAL STATIONS

MP	Station	Switch Opening
0HR 11.9	United Industry	West
0HR 49.1	Gas Track	
0HR 75.5	Sand Track	East
0HR 93.4	Aleris	West STG
0HR 106.0	Kinder Morgan	West
0HR 108.5	Daramic	East
0HR 109.5	Green River Steel	West
0HR 111.8	Barton Brands	East SDG
0HR 112.0	Ragu	West
0HR 112.4	Owensboro Grain	East
0HR 114.0	Dahl Groetsinter	
0HR 116.1	Edible Oils	
0HR 116.2	Pinkerton Lead	
0HR 116.5	Riverport	
0HR 116.8	New River Port	
0HR 117.0	Dart Polymers	
0HR 117.7	Miles Enterprise	West

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

MP	Location	DOT#
0HR 7.0	Old Nat Turnpike	344017E
0HR 7.9	New Cut Rd	344018L
0HR 9.4	Outer Loop Rd	344019T
0HR 9.6	Manslick Rd	344020M
0HR 10.8	Lamborn Blvd	344023H
0HR 11.9	Stone St Rd	344025W
0HR 15.3	Blevins Gap Rd	344031A
0HR 16.3	Pendleton Rd	344034V
0HR 23.3	SR 835	344049K
0HR 37.4	Old Weldon Rd	344064M
0HR 41.4	Broadway	344073L
0HR 41.6	SR 144	344075A
0HR 43.9	SR 710	344079C
0HR 44.8	SR 428	344081D
0HR 48.8	First St	344085F
0HR 48.9	1st Ave / SR 79	344086M
0HR 52.0	KY Stone Quarry	344093X
0HR 61.6	Private Rd	344114N
0HR 65.5	SR 144	344118R
0HR 74.6	Lynn St	344133T
0HR 75.0	Elm St	344136N
0HR 75.3	Chestnut	344140D
0HR 82.1	Williamette Rd	344151R
0HR 82.3	Wescor Rd	155934P
0HR 89.4	Petri	344164S
0HR 90.6	Southwireplant Rd	344166F
0HR 92.0	Adair Rd	344174X
0HR 93.4	SR 1957	344175E
0HR 96.1	4th / Old Mill Rd	344179G
0HR 96.9	McGill Ln	344180B
0HR 103.7	Thurston-Maceo Rd	344197E
0HR 104.2	Sacra Dr	344198L
0HR 107.0	Wrights Landing Rd	344208P
0HR 108.5	US 60	344213L

0HR 110.5	Daniels Ln	344221D
0HR 111.1	Pleasant Valley Rd	344223S
0HR 111.8	Alsop Ln	344225F
0HR 111.8	E 4th St	344227U
0HR 112.3	E 4th St	296542C
0HR 112.4	Wing Ave	344229H
0HR 112.5	E 2nd St	296543J
0HR 112.6	Leitchfield Rd	344237A
0HR 112.7	Jackson St	344238G
0HR 112.8	Breckinridge St	344240H
0HR 112.9	Center St	344244K
0HR 113.1	Triplett St	344245S
0HR 113.2	Sweeney St	344246Y
0HR 113.3	Moseley St	344250N
0HR 113.3	J R Miller Blvd	344251V
0HR 113.4	Davies St	344252C
0HR 113.5	Allen St	344254R
0HR 113.6	Frederica St	344255X
0HR 113.7	Locust St	344256E
0HR 113.8	Cedar St	344258T
0HR 113.9	Walnut St	344259A
0HR 114.1	W 9th St	344262H
0HR 114.2	Maple St	344263P
0HR 114.2	Plum St	344264W
0HR 114.5	Moreland St	344265D
0HR 114.8	Crabtree St	344267S
0HR 115.0	7th St	344268Y
0HR 115.1	5th St	344269F
0HR 115.3	W 2nd St	344271G
0HR 115.5	Ebach St	344274C
0HR 115.9	Triad Dr	344275J
0HR 116.8	Harbor Rd	877601H
0HR 117.4	Rinaldo Rd	344281M
0HR 117.8	Lower River Rd	344282U
0HR 121.2	Griffith Rd	344289S
0HR 122.9	Oak Ford Rd	344294N
0HR 123.1	US 60	344296C
0HR 126.2	Innovative Way	353180A
0HR 129.2	US 60	344306F
0HR 132.2	Peters Rd	344315E
0HR 132.8	SR 1078	344316L
0HR 133.9	KY 1078	343341R
0HR 142.6	Priest St	343358U
0HR 142.9	Heilman St	343360V

NOTES

LOUISVILLE TERMINAL SUBDIVISION - LT FRANKFORT AVE TO PARK

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			<div>LCL SD</div>				1
20	00T 2.6	FRANKFORT AVE	<div><div></div><div></div></div>		CPS-261		2
		0.8	1	2	<div>LD DISP 94-8 RD-84</div>	ABS-261	
	00T 1.8	NORTH MN	<div><div></div><div></div></div>		CPS-261		
	00T 0.5 = 0TR 6.8	3.6	WATER STREET LEAD		ABS-261		
	0TR 4.5	SOUTH MN	<div><div></div><div></div></div>		CPS-261		
		3.6	1	2		ABS-261	
	0TR 0.9	NS FLOYD STREET	NS CONTROLLED - - - NS		CPS-261		
		0.6			ABS-261		
20	0TR 0.5 = 000 2.8	CENTRAL AVENUE	TO K&I JCT 000 2.8 ROUNDHOUSE CROSSOVER				
10			<div><div></div><div></div></div>				
20	000 3.0		<div><div></div><div></div></div>		CPS-261		
		2.1	1	2	<div>HOUNSHELL TK HIGHLAND PARK 1</div>	ABS-261	
			SP				
	000 5.1	OSBORN HOLDOUT NORTHWARD ONLY	<div><div></div><div></div></div>		CPS-261		
		0.8	<div>LD DISP 94-1 RD 84</div>		<div>HIGHLAND PARK 1 HOUNSHELL</div>	ABS-261	
			<div><div></div><div></div></div>		OSBORN YARD		
	000 5.9	SW INTERLOCKING	<div><div></div><div></div></div>		CPS-261		
		0.5	<div><div></div><div></div></div>		NORTH END C YARD	ABS-261	
	000 6.4	BIG DITCH	<div><div></div><div></div></div>		CPS-261		
20		0.4	<div><div></div><div></div></div>		TO C YARD	ABS-261	
			1	2			

LOUISVILLE TERMINAL SUBDIVISION - LT FRANKFORT AVE TO PARK

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
20			1	2	ABS-261		
	000 6.8	DUDLEY			CPS-261		
20	000 7.0		SPACE CENTER	OSBORN YARD	ABS-261		
50	000 8.3	LOOP			CPS-261		
			0.9	1 2	ABS-261		
	000 9.2	PARK			CPS-261		
			MAINLINE SD				
14.8 MILES FRANKFORT AVE TO PARK							

STATION PAGE NOTES

- NOTE 1:** Southbound trains must have permission of the LD Dispatcher to pass Kentucky Street.
NOTE 2: Crews must obtain permission of the Hump Yardmaster to occupy Water Street Lead.

LOUISVILLE TERMINAL SUBDIVISION - LT K&I JUNCTION TO CENTRAL AVENUE

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
				96		3
20	000 1.2	K&I JUNCTION (END OF MAIN TRACK)		CPS-261		
	000 2.1	4 TH STREET		ABS-261		
20	000 2.8		ROUNDHOUSE CROSSOVER			
10	000 3.0	CENTRAL AVENUE		CPS-261		
10						

1.8 MILES K&I JUNCTION TO CENTRAL AVE

STATION PAGE NOTES

NOTE 3: Must obtain permission of the Hump Yardmaster to occupy tracks between 11TH Street and K&I Junction.

LOUISVILLE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - FRANKFORT AVE TO PARK

Trk	MP/Location	F
Both	00T 2.6 - 0.5	20
Both	0TR 6.8 - 0.5	20
Both	000 2.8 - 3.0	10
Both	000 3.0 - 7.0	20
Both	000 7.0 - 9.2	50

AUTHORIZED SPEEDS - - K&I JUNCTION TO CENTRAL AVENUE

Trk	MP/Location	F
Both	000 1.2 - 2.8	20
Both	000 2.8 - 3.0	10

ADDITIONAL SPEEDS (SP) - - FRANKFORT AVE TO PARK

Location	Track Type	F
000 5.9 - 5.9	CONN	20
000 6.4 - 6.4		

ADDITIONAL SPEED RESTRICTIONS

000 3.0 - 5.1 Highland Park 1 and Hounshell - Do not exceed 10 MPH

GR-102 BLUE SIGNAL PROTECTION

The following procedure will be used to blue flag departure yard tracks and receiving yard tracks at Osborn Yard.

1. Bowl or Hump Yardmaster notifies lead carman/carman that track is ready for inspection.
2. Immediately after protecting north end, lead carman/carman notifies bowl for departure yard, and general receiving yard, and requests protection for south end of track.
3. Bowl/Hump Yardmaster applies protection, records information; notifies lead carman/carman.
4. Train is inspected.
5. When Mechanical Employees are clear of train, north end protection is removed by mechanical employees.
6. Lead carman/carman notifies Bowl/Hump Yardmaster they are clear and requests south protection removal.
7. Bowl/Hump Yardmaster removes south protection; records information.

14 ENGINE BELL AND HORN SIGNALS

A quiet zone has been established between Lee Street (0TR 1.8) and Frankfort Avenue (00T 2.6) in the Louisville Terminal. Except when necessary in an emergency, the locomotive horn should only be sounded per the following:

For northward trains, crews should sound the horn over Lee

Street.

For southward trains, crews should not sound the horn over a crossing until Lee Street.

The locomotive bell should be rung over all highway and pedestrian crossings between these limits.

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
0TR 3.2	Kentucky St	Continuous
0TR 3.1	Mary St	
0TR 3.0	Oak St	
0TR 2.8	Goss Ave	
0TR 2.7	Shelby St	

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
0TR 0.9	Floyd St	NS	Remotely Controlled	226-B3 (c)
000 2.1	4th St		Automatic	226-B3 (d)

NS Floyd St is controlled by the NS Dispatcher at Knoxville. OTE will obtain permission from NS Dispatcher before proceeding.

100-D HIGHWAY-RAIL GRADE CROSSINGS

0TR 1.77 Lee St – Southbound movements stopping at Lee St must stop short of the track circuit to prevent the crossing protection from being activated. The circuit is located approximately one car length north of Hill St underpass.

104-A HANDLING SWITCHES

000 6.0 Osborn Yard – The normal position of the derail located 260 feet south of the Transflo Lead Switch is in the non-derailing position. The derail will be used by Mechanical Department employees when inspecting cars on the Hounshell Track.

Customer 106 Smurfit and Union Station Lead - Switches must be restored to normal position and locked.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
000 3.0	Central Ave North	Continuous	94-8, 84	Wayside
	Central Ave South		94-1, 84	
000 4.7	A Yard Repeater		8 Note	Terminal
000 6.0	Osborn Yd Hump Bowl		84	
	Radio Switches		74	

Note: When radio congestion on channel 84 hinders switching from being performed safely, use channel 8 advising the appropriate yardmaster.

913 REMOTE CONTROL ZONES

1. Remote Control Zones at the South End of Osborn Yard

Name and Location of Remote Control Zones (RCZ)

West, East and Hounshell pullback tracks are designated as Remote Control Zones.

West Tail RCZ - beginning at south end #1 crossover south to zone sign (clearance point se).

East Tail RCZ - beginning at south end #4 crossover south to zone sign (Clearance point se).

Hounshell Tail RCZ - beginning south of #12 switch south to zone sign (Clearance point se).

A. West, East and Hounshell Tail RCZ's are equipped with Positive Stop Protection (PSP).

1) The following conditions must be met by RCO's when using the West, East and Hounshell Tail RCZ to ensure PSP:

Locomotive - PSP locomotives must be facing short hood south. PSP equipment is installed on the following Osborn RCL locomotives: CSXT 8213 - CSXT 8215 - CSXT 8217 - CSXT 8464 - CSXT1231 - CSXT 1235

Locomotive - The GPS override must not be activated. If it becomes necessary to override GPS, point protection must be provided.

2) 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 10 MPH and 9 MPH pucks. Any exceptions of locomotive not properly reading pucks must be reported to the yardmaster and point protection provided.

3) Speed selector setting - While operating in the PSP area, the operator will match the speed commands received on the OCU. For example: 7, 4, STOP. The operator must not use the Coast or Coast B command while operating in the PSP area.

B. Switches South End locked/blocked:

South End lined and locked away from the East and West Tail tracks. These switches are locked with private locks and keys and are under control of Bowl Yardmaster. The Hounshell Tail track will be blocked by the dispatcher. Prior to yardmaster allowing switches to be unlocked/unblocked, all Bowl crews must be job briefed concerning which track(s) are involved and point protection must be provided until switches are relocked/blocked and track(s) are verified to be clear

2. Switching area between tail RCZ and Bowl RCZ.

A. The switching area between Tail track and Bowl tracks are controlled by the Bowl Yardmaster.

B. Movements will be authorized by Bowl Yardmaster and made on those instructions.

C. The Bowl Yardmaster is responsible for lining and locking switches in the switching area to ensure correct route. Prior to lining the route the yardmaster will observe that the route is clear, from the North End of the power switches in the switching area to the start of the PSP.

D. When Bowl Yardmaster has been informed and determines RCOF is ready to pull from Bowl to Tail tracks, the instructions from the Bowl Yardmaster will include; RCOF name, engine number, track number, RCZ is activated, and the route through the switching area to the designated tail track or RCZ.

E. The RCOF or Utility Man is responsible to visually determine, or utilize cameras in the switching area to determine, if route or tail zones are clear.

3. RCO Zones (RCZ) and Instructions - South End of Bowl.

A. The camera screens:

1. Located under radio tower, adjacent to Bowl track switch 34-35 and at North End of Bowl crew room are to be used to assist RCOF or Utility Man in determining if route is clear.

2. Employees must be trained on camera screens prior to use.

B. The Bowl RCZ's are established and the designated RCZ is activated when:

1. RCOF has secured permission from Bowl Yardmaster.

2. The assigned class track has been blocked 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 in order to establish zone.

5. Bowl Yardmaster must document RCZ information on the prescribed form entitled "Osborn Yard South End Activated Zone Log".

C. Name and Location of Bowl RCZ's

1. Shop Zone Bowl track 8-14 south to (clearance point) of group 2.

2. West Zone 15-21 Class Ladder and Leads (clearance point) to clearance of 6 crossover.

3. East Zone 22-35 Class Ladder, (clearance point) and Lead to the clearance point of the south switch of the Camera Pocket Crossover.

4. Hounshell Zone 36-55 Class Ladder (clearance point) and Lead through 36 Crossover to the clearance point on the south end of track L01.

D. Signs will be displayed continuously at entrance of these

zones unless RCZ is removed from service by Engineering or Mechanical employees. In order for RCZ to be removed from service:

1. RCZ must be clear.
2. Yardmaster must job brief all Bowl crews that designated zone is out of service.
3. Appropriate zone sign is closed.

4. Permission to Cross or Foul an Activated RCZ at a Road Crossing

A. When the Hounshell, East, West and Shop RCZ's are activated, the road crossings identified below will be made inaccessible by high visibility ropes attached to sign posts.

B. Permission to cross these zones at these locations when zones are activated will be granted only by permission of the RCOF. When permission is granted to cross, the RCL crew is responsible for providing protection against the requesting party. After the requesting party has completed their movement across the zone, it must be made inaccessible as outlined. The RCZ is no considered active until a member of the RCL crew has made a visual determination that the crossing is inaccessible as outlined.

C. Engineering / Mechanical Crossings Locations:

- 1.) Hounshell Bowl RCZ
 - * 36 crossover
 - * 36/56 switch
 - * 43/56 switch
 - * 50/56 switch
- 2.) East Bowl RCZ
 - * 2 crossings between 22/56 switch and 29/56 switch
- 3.) West Bowl RCZ
 - * No crossings
- 4.) Shop Bowl RCZ
 - * Between 8/14 and 8/11 switches

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the Director of System Control, the following are the maximum Double Stack and Multilevel heights allowed on the Louisville Terminal Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

Louisville Terminal Subdivision- Double Stack: 19'2" /

Multilevel: 20'2".

Exception: Cannot move through Hump Tunnel.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5212 - AIR BRAKE TEST CERTIFICATION

All through trains must ascertain from the Hump Yardmaster as to where to leave their BTC 100.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six-Axle Engines are prohibited on all team, industrial and house tracks. Exception: 6-Axle Locomotives may operate on Transflo (Derby City Lead), the New and Old Mains, The Bypass, Runarounds 1 and 2 and all LAP auto Ramp.

7. CLOSE CLEARANCE

Louisville Terminal - Close clearance signs have been placed at several industries throughout the Louisville Terminal.

MP	Location	Remark
000 6.0	Ford Motor 2814/2820	Dock
000 6.0	Progress Rail	Dock, building
000 6.0	SP Recycling 2835	Building
000 6.0	Dawn Foods	Shed
000 6.0	Louisville Pkg 2705	Dock
000 6.0	Paradise Tomato 2209	Dock
000 6.0	DD Williamson 2308	Fence
000 6.0	Smurfitt Recycling 2106	Dock
000 6.0	Dixie Warehouse 2814	Door, dock
000 6.0	Caldwell Tanks 2831	Gate
000 6.0	LAP Auto Ramp east and west end all tracks	Fencing Gates
000 6.0	SE Bowl Hounshell, E Pullback and W Pullback	Crews are prohibited from riding the side of equipment south of the group 2 switch.
000 7.0	Multicorr	Dock
000 7.0	Lastique International	Piping

Ford Motor Company Assembly Plant - Employees are prohibited from riding the side of equipment in the plant.

8. MISCELLANEOUS

SWITCHES, DERAILS OR GATES

1. Osborn Upper Crossover -Trains using main track switches entering and departing Osborn Yard at the north end are not required to line the switches back to normal position unless so directed by the Hump Yardmaster. Otherwise, it will be the responsibility of the utility person at the north end of Osborn Yard to restore all main track switches to the normal position after use.

2.Osborn Service Center – Derails and blue lights are on both leads entering the Osborn Service Center. Also, derails are installed on the north and south end of the east and west

pits in the Service Center.

3. Osborn Service Center - Engines entering and leaving the Service Center must contact the service center foreman by radio to have derails removed and blue lights extinguished.

4. Remote Controlled Switch – GE Wye Switch -To throw the switch with the radio key pad on the locomotive press #371. The switch will throw and the radio will report the position. To request switch position press #373. The radio will announce the switch position.

For remote operation the switch operates on Channel 74.

5. Handling of Switches at West End of Ford Motor Company - The west end axle track switch at Ford and the New Main Switch at west end of Grade Lane must always be lined for the New Main after their use.

ROAD AND YARD CREWS

a) No train will leave the south end of the L or C yard and enter the yard at Park or Loop without permission from the Bowl Yardmaster.

b) No train will leave the A yard without permission from the Hump Yardmaster.

c) No train will leave the north end of the L yard without permission of the Hump Yardmaster

d) No train will leave the north end of the C Yard without permission of the Hump Yardmaster

e) No crew will occupy any portion of the GE lead west of Grade Lane without authority of the Hump Yardmaster.

f) Engineers delivering their locomotives to the roundhouse will contact the Service Center Foreman for a track line-up before entering the servicing area tracks and stop short of inside derails.

g) When preparing a track for humping out of the A yard, the switchman in charge will see that hand brakes are released and air bled on the north five (5) cars.

h) Crews adding cars to the north end of the receiving tracks must release the hand brakes on the first five (5) cars.

i) Equipment will be shoved to rest while flat switching in Louisville Terminal.

j) Humping Operations – When a track is to be kicked off at the north end of the bowl yard at Osborn, a trainman must check the cars to a point at least 2 car lengths south of the curve at the north end to ascertain that couplings are made.

k) Designated interchange tracks

CSX to NS – All tracks, Youngstown Yard

NS to CSX – All tracks, Osborn Yard

CSX to LIRC – Jeff Yard

PAL to CSX – All tracks, Osborn Yard

CSX to PAL – All tracks, PAL Louisville Yard.

CSX to RSCRR – All tracks

RSCRR to CSX – All tracks

l) All trains departing Louisville Terminal, Osborn Yard, will announce over the carman's radio channel (1834) that their train is departing Osborn Yard.

m) All trains will approach the diamond on the Hounshell Track at the GE lead at 5 MPH prepared to stop, until the way is seen to be clear.

n) Intermodal double stack equipment. Humping intermodal double stack equipment at Louisville Osborn Terminal.

1) Humping of double stack (non-dangerous) equipment is allowed with the below restrictions:

a) Must be humped into a clear track.

b) Cannot hump a car/cars onto any double stack equipment.

c) Required hand brakes

1 on south end of southbound train on completion in C02-C09 and L-Yard.

When applying 2 hand brakes on the north end of first cut being shoved into C02-C09 and L-Yard cuts, it is permissible to apply the hand brakes prior to shoving the cut from the south end of these tracks.

All multilevels placed at LAP and Toyota ramps are required to have air and hand brakes applied on every car. Crews working American Cold Storage (0167) 000 2.4 will set 1 hand brake on train left on main.

p) Road and Yard Crews

No crew will enter or foul a switching lead without permission of the yardmaster controlling that area. When a crew leaves a switching lead they will not re-enter that lead without permission of the yardmaster from that area.

q) Procedure for Spotting Toyota Ramp

When spotting the Toyota Ramp, handle no more than 5 cars. Close and lock gates as you leave the ramp. Restore 88 pocket switch to normal position.

r) Procedure for Spotting LAP Ford

Handle no more than 30 racks while spotting each track.

s) When switching cars, the following tonnage charts will be used to determine the minimum number of cars that must have operative air brakes cut-in to supplement the locomotive braking systems, when performing switching operations.

Additional cars must be considered and added as necessary, due to changing weather and rail conditions that can increase stopping distance.

Single Locomotive

7,999 Tons or less require 0 cars with air

8,000 to 10,000 Tons require 5 cars with air

10,001 Tons - plus require 5 cars with air and must not exceed 5 MPH

Two or more unit consist

7,999 Tons or less require 0 cars with air

8,000 to 15,000 Tons require 5 cars with air

15,001 - plus Tons require 5 cars with air and must not exceed 5 MPH

Louisville Terminal Hump cuts with two unit consist

10,000 to 15,000 Tons require 0 cars with air

15,001 - plus Tons require 5 cars with air and must not exceed 5 MPH

Hump Operations

It is not permissible to cut cars in trim mode from the hump lead.

In addition to current hump RCO operating instructions, the following procedures will govern hump RCO protection.

I. Track Protection

A. Upon commencing the initial shove of a track by an RCO hump assignment to the hump. The north end herder will line the switch away from the track being used at the north end and secure with a designated RCO (Red) Lock- entrance to that track when completed. The north end herder will relay this information to the Hump Yardmaster as well as the RCO operator.

B. Reverse moves in a northbound direction may be made provided the hump cut is pulled no further north than the clearance point of the "A" Yard track in which the cut came out of.

C. Once south of the power crossover switches, the route line up must not be changed unless arrangements have been made to line back into the same track that the RCO hump assignment just shoved out of.

D. While occupying the "A" Yard track, the Hump Yardmaster must not allow any conflicting moves from the north end of the same "A" Yard track.

II. Head end protection when pulling north out of the Bowl Yard over the Hump Crest.

A. If an RCO assignment pulls north of the Hump Crest, the Hump Yardmaster will decide /the route.

B. The Hump Yardmaster must insure proper route line up before granting permission to pull north.

C. If no route line up is received or the line up is dark, the

train control maintainer will examine the switch prior to operating over the switch.

D. The Hump Yardmaster must attempt to use the last track that was humped out of, due to the switch being lined away from the movement at the north end of the "A" Yard.

E. If the last track humped out of cannot be used, the north end herder must be instructed to line the switch at the north end away from the track being used.

F. Conflicting moves must not be made on this track.

G. This being complied with, RCO will not be required to ride the head end of a cut north of the Hump Crest.

H. This will relieve the RCO from the provisions of Rule 46 when the track ahead of the RCO engine can no longer be seen.

Skate Retarders

Operation of the skate retarders located on the south end of each classification track (B yard) is as follows:

1) The switch crew will request permission from the Hump Yardmaster to enter any track from the south end.

2) Engines and/or cars entering tracks at the south end of B yard will stop south of the roll out circuit identified by an orange track joint and will not proceed beyond that point until the stake light is displayed.

3) A light mounted on the ram assembly side will indicate that the skate retarders are open when the indicator is illuminated.

4) It is the responsibility of the Hump Yardmaster to see that the switch is lined against the track being used and that all cars have stopped rolling in that track before permission is given to open the skate retarder.

5) It is the responsibility of the switch engine crew to report to the Hump Yardmaster when they are clear of the track.

6) Engines must not run through, shove cars through or pull cars through the skate retarders when they are in the closed position except in an emergency.

SPECIAL INSTRUCTIONS FOR OPERATING OVER THE PAL RR

Instructions for operations prior to entry onto the PAL RR:

1. The conductor must have in his/her possession: A current PAL timetable, a current general order, current enroute movement instructions and track warrant.

2. Receive permission from the employee in charge on any trackage listed on the enroute movement instructions between PAL MP 1.5 and MP 2.3 during the time the authority is in effect.

3. Receive permission from the PAL Train Dispatcher to occupy any track. PAL radio frequency – AAR 42-42, dispatcher's touchtone call – 09. The PAL Train Dispatcher's

telephone number 800-444-2580 at the prompt – 1-4306#.

NOTE: All times given on PAL track warrants and enroute movement instructions are Central Time.

SPECIAL INSTRUCTIONS FOR OPERATING TRAINS BETWEEN LIRC JEFFERSONVILLE YARD AND CENTRAL AVE

Crews operating over the LIRC must have in their possession current LIRC Special Instructions. The LIRC Special Instructions contain the LIRC Code of Operating Rules.

All trains destined Osborn Yard should contact the General Yardmaster when leaving LIRC Yard at Jeffersonville, Indiana.

Trains leaving the LIRC destined Osborn do not cross 11th Street until talking to Hump General Yardmaster for route.

Trains leaving Osborn enroute to LIRC or Oak Street do not pass Central Avenue until talking to Hump General Yardmaster for a route.

Crews leaving cars on main at Oak Street must notify General Yardmaster of location and number of cars.

SPECIAL INSTRUCTIONS FOR OPERATING OVER NORFOLK SOUTHERN RR.

Instructions for operations over NS tracks between K&I Junction (Louisville) and New Albany (VI Interlocking).

All crews operating over the Norfolk Southern Railroad between K&I Junction and Vernia must carry Norfolk Southern Dispatcher Bulletins for the Louisville District, and the NS Kentucky Division Western Region Timetable in effect.

The crew will obtain these bulletins at their on duty location via fax from the NS dispatcher. Before departing their on duty location the crew is to contact the NS Louisville District Dispatcher to confirm receipt of the dispatcher bulletins. To reach the dispatcher:

Dial 865-521-1466 or 888-269-6297 and press #7 at the prompt.

If the NS Dispatcher bulletins are not available for pickup at the on duty time of the crew, they are to proceed as follows:

Crews on duty at Osborn Yard, Louisville, KY are to contact the Osborn Trainmaster for instructions.

In addition, crews must contact the NS Dispatcher prior to entering the NS main between Vernia and K&I Jct. to confirm that no additional restrictions have been issued.

Trains going to NS must have:

a) Signal indication and

b) Verbal permission from the NS Louisville dispatcher prior to passing the CSX northbound signal governing movement onto the NS connection track at 7th Street and Magnolia, Louisville Terminal.

CSX Trains Held By NS – All trains that are being held by the NS at Vernia, or Fourth Street will notify yardmaster at the NS Louisville Tower by radio on AAR Channel 56-56 that they are being held. All trains will then contact the NS Louisville Tower and the NS Dispatcher at Knoxville every 30 minutes thereafter until released by the Norfolk Southern.

III. Shoving to the hump and hump mode.

Louisville Terminal remote control operators are required to know and use these special instructions to ensure the safety and the integrity of the operation.

A. After attaching RCL to the cut and making cut whole, the quantum box (below locomotive radio) must be turned on (switch on back in up position) and RCL mode selected (front of box). Additionally, ensure power mate is online.

B. RCO Foreman will then place OCU in hump mode.

RCO Foreman will notify Hump Yardmaster of locomotive number and request hump signal. LT hump (new) - status display messages PCS stop - process control system stop request active (request signal from Hump Yardmaster to reactivate).

C. OCU will display "hump fast" then scroll "auto enabled...ready to hump."

D. After Hump Yardmaster permission is given, the cut is shoved to the hill in hump mode H1 and the status board will display "hump fast" until the cut triggers the sensor. At that time, proyard will reset operations to "hump slow", the status board will display "hump slow" and humping will commence upon arrival to the crest.

There will be one continuous shove to the hump.

Cars will be humped in H1 to allow PCS protection (I.E.: Stalls, Low Air, Out of clear, etc.), and control speed. LT hump odu-speed selection is limited to H1, H2, H3. The speed for these positions are:

1. H1 - PCS (Process Control System) controlled 1.9-2.25 MPH.

2. H2 - 1.8 MPH.

3. H3 - 3.0 - 7.0 MPH.

E. Independent brake selection of medium or full (greater than 15 lbs) for longer than 20 seconds will result in a PCS stop.

F. Northbound moves on the crest will be accomplished by the use of H2 or H3.

SIGNALS, INDICATORS AND DETECTORS

1) The following wayside signals, indicators, detectors and alarms are in service at Osborn yard:

a) Trim Indicator Signals –There are two locations with trim indicator signals at Osborn Yard and they are identified by amber lights. One is located at the crest of the hump south of the Pin Puller's building. The other is a pair of signals mounted on the weather station mast located between

groups 5 and 6 in the classification yard. These lights will flash continuously when a trim route has been established for the route requested by the Hump Yardmaster. They will continue flashing until the selected route has been cancelled by the Hump Yardmaster. Engines must not proceed towards a given route or move in the switching area when trim signals are not flashing unless instructed to do so by the Hump Yardmaster. While moving in the switching area, absence of this indication will be an indication to stop and further movement will be made only on the instruction of the Hump Yardmaster. The wayside hump approach signal and trim signals can not display movement indications at the same time.

b) Dragging equipment detector – This detector is located on the approach to the crest of the hump and if activated by dragging equipment, the hump will stop. This alarm must not be reset until the car has been inspected for dragging equipment. If necessary, this car must be set out.

c) Shove Light Instruction L and C yards – L and C yards are equipped with shove signal indicators located on the south end of each track. The shove light controlling each track is located to the east side of track. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, north and south.

The shove indicator lights remain in the lighted position until the track circuit on the north end of the track is occupied. Once the shove indicator light goes dark, the cut of cars must be stopped prior to shoving 4 car lengths or 200 feet. without fouling the switching lead on the north end of the tracks. The employee providing the protection at the shove indicator light is responsible for the movement and in case of doubt will comply with the instructions of the Bowl Yardmaster.

In addition to air brake instructions listed in item S of Road and Yard Crews section, movements to be spotted on the north end of L-Yard or C-Yard will not exceed 4 MPH.

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

INSTRUCTIONS FOR PROTECTING WORKERS IN THE BOWL TRACKS

a) Bowl crews (using their job number) must request permission from the Hump Yardmaster to enter the south end of the Bowl tracks.

b) The Hump Yardmaster must manually block out the north end of the bowl track requested before allowing crews to enter tracks from the south end.

c) After crews have completed their move in the bowl tracks and their engine or cars have cleared the south skate retarder they must notify the Hump Yardmaster by radio that they are in the clear and the track is released. At that time the Hump Yardmaster may remove block protection.

d) The same procedure will be followed when providing a block for other crafts (MofW, mech, signals, etc.) with the exception that names will be used instead of job numbers and that person is the only one that can release tracks via the radio back to the yardmaster.

e) Hump jobs coupling tracks from the north end must notify the Bowl Yardmaster that they are entering a track.

f) Hump crews required to roll off stalled cars or trim tracks from the north end, must request permission from the Bowl Yardmaster on bowl channel 68 prior to doing so. While in the bowl the hump crew must remain on 68. Prior to giving permission the Bowl Yardmaster must make sure no conflicting moves have been authorized into the requested track or on an adjacent track. The Bowl Yardmaster will also not allow any movement into an adjacent track until a job briefing is had with the bowl crew and the hump crew. When rolling off cars the speed must not exceed 4 MPH.

g) When cars are to be placed on the south end of the bowl tracks, crews must ensure that they are placed north of the track skates.

h) Once the Hump Yardmaster has blocked a track for a crew they must have a job briefing with the crew identifying how much space is available in the north end of that track. If in the briefing it is determined that Rule 103-A can not be complied with, then alternate plans must be made or different protection must be provided to the crew.

i) When lining trim routes, Hump Yardmasters must verify that all movement off the crest has stopped. Any cars that may be caught or stalled in the master retarder must be coupled to prior to lining a trim route. When cars are stopped or stalled between the master and the group retarders the yardmaster must have an updated job briefing with the Hump Foreman to ensure an understanding of the move to be made prior to lining a trim route. Trim routes may not be lined that could cause free rolling equipment to strike occupied equipment.

ADDITIONAL INSTRUCTIONS FOR PROTECTION OF TRACK AND ENGINEERING FORCES IN LOUISVILLE TERMINAL

When Engineering Department Personnel request the use of specified tracks within the Louisville Terminal Subdivision, including NABB and Jeffersonville Branch, the following must be understood.

When Engineering Department Personnel request the use of specified tracks, the yardmaster and the person requesting the tracks or limits must have a job briefing on the tracks being requested. Each track number must be given to the yardmaster.

Example: "Requesting Tracks 1,2,3 and 4 north end of the C-Yard".

After the yardmaster gives the permission to use the track(s) specified, the person requesting the limits must specify where the derails are being placed in the track.

Example: "Derails are placed 250 feet south of the switches on tracks 1,2,3 and 4."

After completion of the work on the specified tracks, the yardmaster must be notified when the derails have been removed using specific track numbers.

Example: "Derails have been removed from tracks 1,2,3 and 4 north end of the C-Yard".

ADDITIONAL INSTRUCTIONS FOR PROTECTION OF EMPLOYEES IN C-YARD, L-YARD AND A-YARD

A. Audible Warning Lights will be staged at the following specified location:

1. A-Yard – north end road crossing
2. A-Yard – north end of Mapother
3. L-Yard – south end, east side L-Yard drill switch
4. C-Yard – south end near cab track turn around

B. T&E employee shoving the first cut in a track in any of these areas will place an audible warning light on the leading end. The light is to remain on the cut of cars until movements have been completed and the track has been turned over to the Mechanical Department for inbound/outbound inspection. If no warning light is available at a designated staging point, the appropriate yardmaster must be contacted prior to movement to secure a warning light or afford alternate protection.

C. Mechanical Department employees will be required to remove the audible warning light and return it to the designated staging area. Mechanical Department employees will be responsible to ensure that the lights are functional and ready for use when returned to the staging areas.

TERMINAL SWITCHING SYSTEM

Remote Controlled Switches

Power operated switches located at the south end of the A-yard, the Hounshell Track, GE Lead B08 pocket and Tunnel switches are controlled by the Hump Yardmaster.

Power operated switches located at the south end of the bowl and the south end of the C-yard are controlled by the Bowl Yardmaster.

Permission must be obtained from the responsible yardmaster before movement is made over these switches.

Hump and Bowl Yardmasters are responsible for ascertaining that the route is properly lined before granting permission over remotely controlled switches.

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

MP	Location	DOT#
000 0.4	10th KY St	344340M
000 1.0	12th / Ormsby	344337E
000 1.0	13th & Ormsby	344338L
000 1.0	11th	344319G
000 1.0	Kentucky St	344331N
000 1.5	Shipp St	344345W
000 4.1	Ottawa	344352G
000 4.3	Hiawatha	344353N
000 5.1	Strawberry	344357R
000 9.1	Fairdale Rd	343918Y
0GE 0.6	Grade La GE	343932U
0GE 2.8	Preston Hwy GE	343935P

0GE 3.5	Jefferson Blvd GE	918696J
0GE 4.6	Old Shepherdsville GE	343936W
0GE 5.2	Fern Valley Rd GE	877423Y
0GE 5.4	Poplar Level Rd GE	343940L
00T 2.6	Frankfort Ave	343973Y
0TR 3.2	Kentucky St	343964A
0TR 3.1	St Catherine St	343963T
0TR 3.1	Mary St	343961E
0TR 3.0	Oak St	343959D
0TR 2.9	Alley	343958W
0TR 2.9	Shelby Pkwy	343957P
0TR 2.9	Dandridge Ave	343956H
0TR 2.8	Samuel St	343955B
0TR 2.8	Goss Ave	343953M
0TR 2.7	Shelby St	343952F
0TR 2.0	Brook St	343948R
0TR 1.8	Lee St	343947J
0TR 1.7	Bloom Ave	343946C
0TR 1.2	Warnock St	343943G

NOTES

MAINLINE SUBDIVISION - ML

[illegible]

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
I	F			SOUTH				
40	40				E-TOWN SSDG 17,350 FT SP			
			3.4	000 41.2	OLD PASS	ABS-261		
				000 42.8	HOUSE TRACK			
					LOG TRACK IC BRANCH			
		000 43.8	PARKTON			CPS-261		
40	40	000 44.0						
60	50	000 45.3		DD		ABS-261		
			10.8					
		000 54.6	NE SONORA			CPS-261		
			1.4	SSDG 6,845 FT SP		ABS-261		
		000 56.0	SE SONORA			CPS-261		
60	50	000 58.7						
45	45	000 58.9				ABS-261		
60	50	000 61.5	9.5	DD				
		000 65.5	NE BONNIEVILLE			CPS-261		
			1.7		SSDG 6,955 FT SP	ABS-261		
		000 67.2	SE BONNIEVILLE			CPS-261		
60		000 69.1						
50		000 74.1	8.2			ABS-261		
60		000 75.4	NE ROWLETTS			CPS-261		
			1.1	CSDG 4,865 FT SP		ABS-261		
		000 76.5	SE ROWLETTS			CPS-261		
60	50					ABS-261		

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
I	F			SOUTH				
60	50							
				7.4			ABS-261	
		000 82.6			DD			
		000 83.9	NE CAVE CITY				CPS-261	
				1.5		SSDG 6,790 FT SP	ABS-261	
		000 85.4	SE CAVE CITY				CPS-261	
				10.2			ABS-261	
					000 81.0	GLASGOW BRANCH		
		000 95.6	NE ROCKY HILL				CPS-261	
				1.6		SSDG 6,790 FT SP	ABS-261	
		000 97.2	SE ROCKY HILL				CPS-261	
		000 102.4		6.6		DD	ABS-261	
		000 103.8	NE GOSSOM				CPS-261	
		1.3		SSDG 7,010 FT SP	ABS-261			
000 105.1	SE GOSSOM				CPS-261			
	000 106.0 000 107.0 108.0			MAGNA YARD		ABS-261		
			9.4	000 108.3	BRISTOW YARD			
				000 109.8				
60	50					ABS-261		

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
I	F			SOUTH								
60	50	000 112.8				ABS-261						
30	30											
40	40											
30	30											
60	50	000 114.5	NE MORGANTOWN			CPS-261						
			2.4		SSDG 11,355 FT SP	ABS-261						
		000 116.9	SE MORGANTOWN			CPS-261						
		118.0	1.8	MEMPHIS JCT YARD	000 117.1 MEMPHIS JCT YD-22 RJC-49	ABS-261						
		000 118.7							SANDERSON		CPS-261	
		119.0							10.1	RJCR		ABS-261
		120.0 121.0 000 125.3										
		000 128.8	NE SALMON		DD	CPS-261						
			1.6		CSDG 7,065 FT SP	ABS-261						
		000 130.4	SE SALMON			CPS-261						
60	50	000 133.3				ABS-261						
35	35											

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
I	F			SOUTH				
35	35		9.0			ABS-261		
60	50	000 134.6						
50		000 136.0						
60		000 137.0				ABS-261		
		000 139.4	NE MITCHELLVILLE			CPS-261		
			1.5		SSDG 7,174 FT SP	ABS-261		
		000 140.9	SE MITCHELLVILLE			CPS-261		
60		000 146.7	7.9		DD	ABS-261		
50		000 148.0						
60		000 148.7				ABS-261		
		000 148.8	NE BUCK LODGE			CPS-261		
		1.4		SSDG 6,845 FT SP	ABS-261			
	000 150.2	SE BUCK LODGE			CPS-261			
60	50	000 152.2				ABS-261		
30	30		7.1					
		000 155.0				ABS-261		
50	50	000 157.3	NE GALLATIN			CPS-261		
			1.2	000 158.0 WEST SIDE STG 160 CARS	SSDG 6,075 FT SP	ABS-261		
		000 158.5	SE GALLATIN			CPS-261		
30	30			GALLATIN WYE NEW TRACK	COAL SPUR C&N BRANCH	ABS-261		
50	50	000 159.4	4.2		000 158.9	ABS-261		

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
I	F			SOUTH				
50	50		4.3			ABS-261		
		000 162.7	PEYTONA			CPS-261		
		000 164.4		DD		ABS-261		
50	50	170.0	12.0					
		000 170.7						
40	40	171.0						
		000 174.7	MONFORT			ABS-261		
				NASHVILLE TERMINAL SD NASHVILLE DIV				
165.5 MILES PARK TO MONFORT								

STATION PAGE NOTES

NOTE 1: Authority for movement on the Lebanon Branch is Rule 96. Maximum authorized speed is 25 MPH.

MAINLINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MAINLINE

Trk	MP/Location	I	F
Both	000 9.2 - 12.2	60	50
SG	000 12.2 - 15.9	60	50
SG	000 15.9 - 16.4	50	50
SG	000 16.4 - 21.2	60	50
Both	000 21.2 - 32.7	60	50
Both	000 32.7 - 34.2	35	35
1	000 34.2 - 39.1	25	25
2	000 34.2 - 39.1	30	30
SG	000 39.1 - 40.4	60	50
SG	000 40.4 - 44.0	40	40
SG	000 44.0 - 58.7	60	50
SG	000 58.7 - 58.9	45	45
SG	000 58.9 - 69.1	60	50
SG	000 69.1 - 74.1	50	50
SG	000 74.1 - 112.8	60	50
SG	000 112.8 - 113.8 -- City Ordinance (HE)	30	30
SG	000 113.8 - 114.0	40	40
SG	000 114.0 - 114.5 -- City Ordinance (HE)	30	30
SG	000 114.5 - 133.3	60	50
SG	000 133.3 - 134.6 -- City Ordinance (HE)	35	35
SG	000 134.6 - 136.0	60	50
SG	000 136.0 - 137.0	50	50
SG	000 137.0 - 148.0	60	50
SG	000 148.0 - 148.7	50	50
SG	000 148.7 - 152.2	60	50
SG	000 152.2 - 155.0	30	30
SG	000 155.0 - 158.5	50	50
SG	000 158.5 - 159.4	30	30
SG	000 159.4 - 170.7	50	50
SG	000 170.7 - 174.7	40	40

ADDITIONAL SPEEDS (SP) -- MAINLINE

Location	Track Type	F
000 40.4 - 43.8	SSDG	25
000 54.6 - 56.0		
000 65.5 - 67.2		
000 75.4 - 76.5	CSDG	
000 83.9 - 85.4	SSDG	
000 95.6 - 97.2		
000 103.8 - 105.1		
000 114.5 - 116.9		
000 128.8 - 130.4		
000 139.4 - 140.9		
000 148.8 - 150.2		
000 157.3 - 158.5		

ADDITIONAL SPEEDS (SP) -- LEBANON BRANCH

Location	Track Type	F
00C 29.6 - 33.2	OTMT	25

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- MAINLINE

Trk	MP/Location	I	F
SG	000 112.8 - 113.8 (HE)	30	30
SG	000 114.0 - 114.5 (HE)	30	30
SG	000 133.3 - 134.6 (HE)	35	35

100-D HIGHWAY-RAIL GRADE CROSSINGS

000 11.6 Letts Rd (Golf Course Crossing)

Trains must refrain from blocking the public road crossing. Train crews should coordinate between the Train Dispatcher and Yardmaster to prevent unnecessary blocking of this crossing. This crossing must not be blocked by standing equipment in excess of 10 minutes. Any train that stops in this area longer than 10 minutes must cut Letts Rd.

000 118.0 Memphis Jct

Do not block Dishman Lane while setting off.

000 108.8 Bristow Yard

Do not block Harrison Lane or Bristow Rd while setting off at GM Yard.

000 158.4 Gallatin

Do not block Gray St, West Eastland, or Red River while setting off.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
000 13.0	Brooks	Continuous	14-1, 84	Wayside
000 42.0	Tunnel Hill			
000 70.0	Lone Star			
000 100.0	East Knob			
000 118.0	Memphis Jct		22	Terminal
000 158.0	Graball		14-1, 84	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
000 9.2	Park	2	NONE
000 25.1	Belmont	1	NONE
000 45.3	Gaithers	1	NONE
000 61.5	Dombey	1	NONE
000 82.6	Horse Cave	1	NONE
000 102.4	Oakland	1	NONE
000 125.3	Woodburn	1	NONE
000 146.7	Fountainhead	1	NONE
000 164.4	Pilot Knob	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
000 18.7	Shepherdsville
000 31.0	Lebanon Jct
000 112.8	Bowling Green

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
000 90.5	Integrity Feeds	Cars over 64 feet	Prohibited
000 91.0	Glasgow Branch	6-Axle Locomotives	
000 131.6	Berry Plastics	Cars over 64 feet	Prohibited on Adhesive Trk
000 159.1	C&N Branch	6-Axle Locomotives	Prohibited beyond TVA Switch

Six-Axle locomotives are prohibited on all Industrial Tracks.

Exception: Sabert Industry 000 14.8 and Bowling Green Metal Forming, 000 106.0 - 107.0.

7. CLOSE CLEARANCE

MP	Location	Remark
000 11.3	General Shale	Dock
000 15.0	KY Solite	Loader
000 18.2	Publisher Printing	Building
000 31.8	Publisher's Printing	Dock
000 33.1	Jim Beam	Building
000 43.0	Asphalt Materials	Piping
000 43.0	Dow Corning	Piping
000 49.2	Glendale Farm Services	Unloader
000 55.0	Crop Production	Unloader
000 65.9	House Track	Dock
000 81.5	Dart Container	Fence
000 81.9	Southern States	Unloader
000 84.8	House Track	Building
000 89.8	Southern States	Piping
000 100.5	Farmers Fertilizer	Car puller
000 100.5	Southern States	Car puller
000 107.5	Farmers Fertilizer	Unloader
000 109.9	AEP Industries	Unloader
000 110.0	Southern States	Unloader
000 113.2	Harris Lumber	Dock
000 113.3	West Side	Dock
000 113.5	Southern Recycling	Dock
000 113.6	Alley-Cassity Brick	Fence
000 116.8	Hills Pet	Building
000 117.0	U.S. Warehouse	Dock
000 118.7	Kerr Group	Piping
000 118.8	International Paper	Building
000 119.2	Farmer Fertilizer	Unloader
000 119.3	Weyerhaeuser	Dock
000 119.4	U.S. Warehouse	Building
000 129.4	Key Oil	Piping
000 129.5	Dana Farms	Piping
000 131.6	Berry Plastics	Unloader
000 132.8	Quebecor Printing	Dock
000 133.6	Suburban Propane	Building
000 133.8	Team Track	Unloader
000 134.0	House Track	Unloader
000 135.1	Royster Clark Unloader	Unloader
000 137.1	Equity Group Unloader	Unloader
000 142.2	NVR Builders	Dock
000 143.4	Challenger Electric	Building
000 143.5	Marubeni	Building
000 143.5	Printworks South	Dock
000 158.8	New Track	Dock
000 159.5	Garrett Track	Dock
000 170.5	Hendersonville Brick	Dock
00E 99.5	RR Donnelley	Building
00E 99.6	Dana	Building
00E 99.7	Alcan Composite	Dock
00E 99.8	Burkman Feeds	Building
00E 99.8	RR Donnelley	Building
00E 100.8	Team Track	Unloader
0CN 160.5	Hoeganaes	Radiation Detector
0CN 162.5	Heritage Propane	Unloader

0CN 162.6	Amerigas	Unloader
0CN 161.4	RR Donnelley	Building
0CN 160.5	ABC Fuels	Dock

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
0CN 160.5	C&N Branch	To 0CN 163.0

000 29.7 Lebanon Branch – No CSX movements are permitted beyond the interchange point at 00C 33.2. In case of interchange with KRM, cars shall be properly secured and left at the interchange point derail for KRM to pick up.

000 41.2 Elizabethtown – Any train containing hazardous material, (loads or empty residue) that will be left unattended must leave a consist and all hazmat documentation at the signal supervisors building at the 31W crossing. Two mail boxes are installed on the east side of the signal supervisor building at Elizabethtown to contain these documents. Both boxes are locked with switch locks and are marked “North End of Track” and “South End of Track”. Place the documentation in the proper box depending on whether you leave the train at Tunnel Hill or Parkton. In the event of a hazmat, release the emergency responders and then retrieve the proper documents for the location of the unattended train.

000 91.0 Glasgow Branch Operating Instructions – Before occupying the Glasgow Branch, trains and on-track equipment must receive a current dispatcher bulletin and a release form, or a dispatcher bulletin per Rule 126.

1. The derail will be set and locked off the rail while occupying the Glasgow Branch.

2. Train or on-track equipment may then operate on the Glasgow Branch without flag protection.

3. Trains may operate at maximum authorized speed as follows:

a) 25 MPH between 00E 91.0 and 00E 99.2 and 10 MPH between 00E 99.2 and 00E 101.0.

b) Trains can expect to find switches lined and locked for the Glasgow Branch.

4. When the derail is set and locked off the rail, it will indicate the Glasgow Branch is occupied and no other movement may be made on the branch except as prescribed by Rule 707.

000 91.0 Glasgow Branch – Dana Axle – Due to low clearance, equipment other than Gondolas are prohibited inside building.

000 158.4 Gallatin, TN – When setting off at Gallatin from the south end of the west side, do not shove out the north end of the new track and onto the south leg of the wye. Due to close proximity of these two switches, it may cause excessive lateral pressure on the rail and could cause a derailment in the wye switch. If you must set off on the south leg of the wye, it must be done from the west siding only.

ADDITIONAL STATIONS

MP	Station	Switch Opening
000 11.3	General Shale	South No 2
000 14.9	Solite	
000 18.3	Publishers Printing	South
000 49.3	Glendale Farm Service	
000 54.8		North
000 55.1	Senora House Track	South
000 65.9		North
000 66.0	House Track	South
000 80.5	Horse Cave House	
000 81.7	Dart	North
000 82.0	Southern States	
000 84.8	Cave City House	South
000 89.9	Southern States	
000 90.1		North
000 90.7	Park City House	
000 100.1	Smiths Grove	South
000 105.7	Transpark Lead	
000 106.0		North
000 106.9	Bowling Green Metal	South
000 107.6	Farmers Fertilizer	North
000 109.8	Weyerhaeuser	
000 110.0	AEP Plastic	South
000 110.0	Southern States	
000 113.6	Bowling Green Brick	North
000 118.9	Kerr Plastic	
000 118.9	International Paper	
000 119.3	Farmers Fertilizer	South
000 119.5	US Warehouse	
000 129.6	Dana Films	
000 131.8	Berry Plastics	North
000 132.7	Quebecor	
000 133.7	Suburban Propane	South
000 133.8	Franklin Team	
000 134.0		North
000 134.2	Franklin House	
000 134.4	Franklin Team	South
000 135.2	Royster Clark	
000 136.9	Equity Group	North
000 142.2	NVR	
000 143.1	Challenger Electric	
000 143.5	Marubeni	South
000 159.4	Garrett Track	
000 170.8	Durham Lumber	

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

MP	Location	DOT#
000 10.9	National Turnpike	343920A
000 11.7	Letts Rd	343522V
000 12.2	South Park Rd	343523C
000 13.2	Brookshill	343524J
000 13.8	Rodgers Ln	343525R
000 14.7	Blue Like Rd	343526X
000 17.9	Adam Shepherd Pkwy	343531U
000 18.3	SR 44	343532B

000 20.0	Forest Hill Rd	343537K
000 22.8	Beech Grove	343543N
000 25.2	SR 251	343545C
000 28.7	Airport Rd	343549E
000 29.7	Main St	343550Y
000 34.0	Coleburs Rd	343556P
000 39.1	Tunnel Hill Rd	343557W
000 42.1	Crutcher St	343561L
000 42.4	East Dixie	343562T
000 43.1	Old Leitchfield Rd	343564G
000 43.9	Nicholas St	343566V
000 45.8	Gathers	343570K
000 49.5	SR 1136	343576B
000 49.7	SR 222	343577H
000 51.2	Gilead Church	343578P
000 52.5	Nolin Rd	343580R
000 54.6	Old Sonora Rd	343583L
000 55.1	Western Ave	343585A
000 59.4	Grayson St	343590W
000 59.6	Quarry Rd	343591D
000 61.5	Quarry	343592K
000 62.6	Walnut Grove School Rd	343595F
000 65.0	Priceville Rd	343599H
000 65.8	Mud Branch Rd	343601G
000 71.0	KY 1140	343608E
000 72.9	West St	343612U
000 75.4	Bunnell	343617D
000 79.2	N Guthrie	343627J
000 80.4	Guthrie St	343628R
000 80.7	Main St	343630S
000 80.8	McForen St	343631Y
000 82.5	Hwy 325	343636H
000 84.6	Broadway SR 70	343641E
000 90.6	Mammoth Cave St	343650D
000 95.8	SR 259	343657B
000 99.8	College St	343661R
000 99.9	Main St	343662X
000 100.0	Sunset Ave	343664L
000 102.3	Vine St	343668N
000 105.6	Sunnyside Rd	343673K
000 107.5	Kelly Rd	343676F
000 108.6	Mormon Rd	343677M
000 108.8	CR 1004	343678U
000 112.2	Tobacco Rd	343684X
000 112.8	1st St	343685E
000 113.6	Main St	343715U
000 113.7	10th St	343716B
000 113.8	11th St	343719W
000 114.0	12th St	343721X
000 114.1	13th St	343722E
000 114.3	14th St	343723L
000 114.3	15th St	343724T
000 114.5	Old Morgantown Rd	343725A
000 115.3	Robinson La	343727N
000 116.1	Emmett Ave	343728V
000 117.2	Dishman La	343730W
000 118.0	Memphis	343731D
000 121.7	SR 242	343737U
000 124.6	Three Springs Rd	343739H

000 125.4	Ming Rd	343740C
000 125.5	Market St	343741J
000 125.8	Morris Duff Rd	343743X
000 127.0	Cedar Bluff	343744E
000 130.3	Blackjack	343747A
000 131.5	Quail Ridge Rd	343748G
000 131.8	Kendall Dr Rd	343749N
000 133.7	North St	343753D
000 133.9	Finn St	343754K
000 134.1	Washington St	343755S
000 134.2	Cedar St	343756Y
000 134.3	Madison St	343757F
000 134.7	Cherry St	343759U
000 135.8	Macedonia Rd	343761V
000 137.7	Peden Mill Rd	343763J
000 139.0	Geddes Rd	343766E
000 140.8	W Main	343767L
000 142.8	Swamp Rd	343769A
000 144.0	Victor Reitor Pwk	343770U
000 144.5	McGlothlin St	343771B
000 144.6	Main St	343772H
000 144.6	Market St	343773P
000 146.1	Longview Dr	343774W
000 146.9	Fountainhead Rd	343775D
000 147.0	Butler Rd	343776K
000 148.5	Old Gallatin Rd	343780A
000 149.1	Ab Wade	343781G
000 152.5	S Tunnel Rd	343788E
000 158.8	W Eastland	343794H
000 159.1	Red River Rd	343795P
000 160.8	Belvedere	343796W
000 161.3	Harris La	343784C
000 167.0	Saundersville	343804L
000 170.7	Old Shackle Is Rd	343809V
000 173.4	Center Point Rd	343813K

MIDDLETOWN SUBDIVISION - M7

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			<p>BED 13.8 END OF TRACK</p> <p>HIGH LINE</p> <p>TO AK STEEL RCS</p> <p>ARMCO JUNCTION BED 12.0</p> <p>WYE</p> <p>RUN</p> <p>NX YM 08-28-70-96</p> <p>RCS BED 11.3</p> <p>N EXCELLO</p> <p>SS</p> <p>SDG 8,000 FT SP</p> <p>LA DISP 12-2 RD-08</p> <p>BED 4.0</p> <p>SS</p> <p>OVERPECK SDG SP</p> <p>MIDDLETOWN JCT</p> <p>YARD LIMITS</p> <p>TOLEDO SD</p> <p>3.9</p> <p>1.3</p> <p>1.8</p> <p>2.6</p> <p>0.3</p> <p>1.4</p>		96		1
25	BED 9.9	NE PARK (END OF MAIN TRACK)			TWC-DCS		2
	BED 8.6	SE PARK					
	BED 6.8	MIAMI					
25	BED 4.2	N MIDDLETOWN YL			TWC-DCS		2
20	BED 3.9	HM JUNCTION			193 MIDDLE- TOWN YARD LIMITS		3
	BED 2.5	S MIDDLETOWN YL					2
7.4 MILES END OF MAIN TRACK TO SOUTH MIDDLETOWN YL							

STATION PAGE NOTES

- NOTE 1:** Movements between BED 9.9 and end of track will be made in accordance with Rule 96. Trains and OTE must secure verbal permission from the North Excello Yardmaster to proceed north of BED 9.9.
- NOTE 2:**
- A. New River - In addition to train dispatcher's permission, all trains entering or leaving Middletown Subdivision via New River Yard must also secure permission from the yardmaster at North Excello.
 - B. HM Jct., and Overpeck Jct. - Trains and on track equipment must secure permission from the LA Train Dispatcher using Form EC-1 Line 1 before occupying the Overpeck Siding. In addition, trains entering or leaving the Overpeck Siding at Overpeck Jct., must receive signal indication. Crews moving off the Overpeck Siding at HM Jct., must also secure Middletown Jct. Yard limits prior to fouling the Middletown Jct. Yard limits. All trains and On-Track Equipment must report clear to the train dispatcher when clear of the Overpeck Siding.
 - C. HM Jct. and Overpeck Jct. - Maximum Authorized Speed on the siding is 10 MPH under Rule 96.
 - D. Park Siding - In addition to Train Dispatcher's permission, all trains must also secure permission from the North Excello Yardmaster to occupy Park Siding.
- NOTE 3:** Permission to occupy the Middletown Jct Yard Limits must be secured from the LA Dispatcher using Form EC-1 Line 1.

MIDDLETOWN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MIDDLETOWN

Trk	MP/Location	F
SG	BED 9.9 - 4.2	25
SG	BED 4.2 - 2.5	20

ADDITIONAL SPEEDS (SP) -- MIDDLETOWN

Location	Track Type	F
BED 9.9 - 8.6	SDG	10
BED 3.9 - 2.5		

103-A SWITCHING CARS

Maximum track capacity – New River Yard

Track: NY7 - **Capacity:** 20 Cars

Track: Shop - **Capacity:** 17 Cars

Based on 50 foot car lengths

104 HANDLING SWITCHES REMOTE CONTROL SWITCHES (RCS)

1. Remote Control Switches (RCS) are installed at BED 11.3 and the east side of Highline Trestle, AK Steel. The operation of the switches is as noted below:

Normal position for the switch is:

BED 11.3 - Lined for straightaway movement.

Highline Trestle - Lined for AK Engine Lead Connection Track.

The assigned radio channel is 70.

Switch will be equipped with three information lights as follows:

A. Green Light - Will indicate that the switch is lined for normal position.

B. Yellow Light - Will indicate that the switch is lined for reverse position.

C. Red Light - Will indicate that there has been a switch failure and must be handled per instructions on the machine labeled "Hand Throw Operation".

The switch cannot be operated by radio if train is within 45 feet of either side of the point of the switch.

If there is no radio response indicating position of switch, crews will approach the switch prepared to stop. If a green light or yellow light is displayed, crews may act on the indication displayed if lined for their movement. If a red light is displayed, crews must stop and check the switch points.

If a switch failure occurs, the switch must be put in hand throw operations as follows:

Refer to instruction on the hand throw box located on the switch machine. Open box, move the lever in the desired direction and use the bar tool to throw the switch. Use a pumping action. Do not over exert yourself.

The switch is also equipped with a green/yellow switch target. Green indicates that the switch is lined for normal position. Yellow indicates that the switch is lined for reverse position.

2. SWITCH OPERATION

A. The switch is equipped with a push button for manual operation. It is located on the pole supporting the information lights.

B. To remotely operate the switch, turn the radio to the assigned radio channel. Use the radio keypad to enter the appropriate symbols and numbers. The switch will operate and report via radio announcement.

MP	Location	Switch Inquire	Switch Normal	Switch Reverse
BED 12.0	Highline Trestle	#06	#02	#02
BED 11.3	N. Excello	#05	#01	#01

C. The switch may be operated remotely from approximately one-half mile.

D. The BED 11.3 switch will be lined for a facing point movement before passing Forrer Street.

The Highline Trestle switch will be lined for a facing point movement before passing the Forrer Street.

E. The BED 11.3 switch will be lined for a trailing point movement before fouling the yard lead or before fouling the clearance point at the south end of 1 and 2 pocket from Lind Yard. The Highline Trestle switch will be lined for a trailing movement 50 feet before reaching the switch.

F. The switch may be operated remotely from a hand held radio if equipped with tone buttons.

104-A HANDLING SWITCHES

1. Old Yard (Track #1 and Track #2) New River Yard - The normal position of the switches in the Old Yard are for movement through Old Yard Track #2. When practicable, crews must restore these switches to normal position after use.

2. Lind Yard - The normal position of the North Switch of the LO1/ No. 2 Pocket Crossover is for movement from track LO1. The south switch of the LO1/No. 2 Pocket Crossover has no normal position and may be left lined as last used.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BED 10.0	N Park	Main	10
BED 8.6	S Park		
BED 4.0	HM Jct	None	

Rules 165-A, 165-B and 423 are in effect when the switch at the S Park is hand operated.

The switches listed above use Color Light Signals as described in Rule 104-L2.

1. Northbound trains on main track will approach the spring switch at the NE Park Siding BED 10.0 prepared to stop until it is known that the switch is lined for their movement.

2. Southbound trains on main track will approach the spring switch at the SE Park Siding BED 8.6 prepared to stop until it is known that the switch is lined for their movement.

3. Northbound trains on main track will approach the spring switch at the HM Junction BED 4.0 prepared to stop until it is known that the switch is lined for their movement.

403 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 08 unless otherwise instructed.

MP	Location	Hours of Operation	Channels Assigned	Type Station
BED 11.5	N Excello	Continuous	08, 28, 70, 96	Terminal
BED 8.3	Lesourdsville		12-2, 08	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-3 JOB BRIEFING

All crews going on duty at Queensgate Yard for trains at New River, Hamilton or Middletown must contact the Middletown Yardmaster prior to departing the Queensgate crew room. If unable to contact the yardmaster at Middletown in a timely fashion, contact the Hump Tower Trainmaster for assistance and/or instructions. The purpose of this call is to confirm the location of your train and update your job briefing as necessary.

All crews going on duty at Middletown, New River or Dayton must contact the North Excello Yardmaster for a safety briefing at the beginning of their tour of duty.

NX YM Phone Number: RNx 8-354-3232 or 513-423-3232.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

MP
BED 11.5 - BED 10.0
BED 5.7 - BED 5.0

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Unless otherwise authorized by a clearance bureau wire or by the Director of Control, the following are the maximum double stack and multilevel heights allowed on the

Middletown Subdivision main tracks and sidings. CSX train documentaion will list this equipment as restricted and will show applicable height dimensions.

MP	Location	Information
BED 13.8 - BED 2.5	Middletown Subdivision	Double Stacks / Multilevels: Prohibited

Plate F equipment is prohibited except: CSX Coke Express hoppers and MRMX series K347 car type Hoppers.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
BED 13.0	Cohen Bros Scrap	Radiation Detector
BED 12.5	Package Materials	Building

New River Yard: Due to close clearance between tracks, do not ride the sides of cars in any tracks at the south end of New River Yard if there are cars in the track next to it on the same side of the car that you would be riding. No shoves are to be made on Track NY7 or Shop Track without an employee protecting the leading end of the shove. If necessary, taxi can be used to take an employee to a location from which they can protect a shove in any of these tracks.

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BED 13.8 - BED 10.6	Lind Yard	All tracks to Armco Jct Incl Old Main to downtown, and NS connection from Lind Yd to a point 500 feet from point of switch on NS

Instructions Relating to Operations Within AK Steel Middletown Works

1. Required Personal Protective Equipment

All CSX crews that will be off the engine while operating inside the AK Steel Middletown Works at Middletown, Ohio must wear the following:

a) Standard CSX requirement of safety glasses with side shield and work boots.

b) Long sleeve shirt or jacket and hard hat. Long hair that is not secured under the hard hat must be tucked under the hard hat in all areas where hard hats are required to be worn.

c) The above items must be worn when off the engine while on AK Steel property. Crews called for trains that operate into Middletown, Ohio should have in their possession the proper equipment to operate inside the AK Steel Plant. Hard hats are available upon request from the North Excello Yardmaster. Return hard hat after use.

d) CSX crews must not ride on the bottom step of the locomotive while within AK Steel Middletown Works.

2. Switches

Switches in AK Steel will not be moved through while lined against movement.

3. Entering the 800 Yard

Trains must not enter the AK Steel 800 Yard without verbal permission of the AK Steel Unit 5 (400/800 yard) Yardmaster, unit 4 Reed Yard Yardmaster, or the CSX North Excello Yardmaster.

4. Entering the Reed/CL&N Yards

A signal displaying either green or red for eastbound trains is in service approximately 60 feet high on light tower just east of Reed Yard. A post is installed just south of the crossover from the High Belt to Low Belt. Northbound trains will not pass this post when signal displays red. When the signal displays green, train crew will not proceed without verbal permission of the AK Steel Unit 4 (Reed Yard) Yardmaster or the CSX North Excello Yardmaster. Crews arriving at red signal will inform CSX North Excello Yardmaster of their arrival time.

Verbal permission must be received prior to movement into AK Steel Reed/C&LN Yard from either Belt regardless of the color displayed by the light.

Crews returning from Pre-Strip or the 200 Yard must not pass Akers until they have verbal permission from the AK Steel Unit 4 (Reed Yard) Yardmaster. The light, if displayed, should be green.

5. Entering the 400 Yard (Via the NS A/B Siding)

a. Trains must not enter the AK Steel 800 Yard without verbal permission of the AK Steel Unit 5 (400/800 yard) Yardmaster, unit 4 Reed Yard Yardmaster, or the CSX North Excello Yardmaster.

b. The gate allowing access to/from AK Steel, located just south of the NS A/B Siding must be kept closed when not in use.

The gate is equipped with a CSX switch lock. The gate must be opened prior to use, and must be closed and locked after use.

6. Derails

Derails in AK Steel will only be placed in the off/on positions by AK Steel personnel. CSX personnel will NOT handle any derails in AK Steel. Contact the appropriate AK Steel Yardmaster, or CSX North Excello Yardmaster for assistance.

7. Stop Signals

a. The use of a Red Flag, Red Flasher, or a Red Cone, in the AK Steel Plant is a STOP SIGNAL.

b. When placed in the middle of a track, a train/cars must STOP. Only AK Steel personnel can remove one of these STOP SIGNALS. If assistance is needed contact the appropriate AK Steel Yardmaster or CSX North Excello Yardmaster.

c. Cars or other equipment must not be placed on the same track, or in a position that may obstruct the view of a STOP SIGNAL.

8. Blocking Road Crossings at Grade

a. CSX crews will make every effort to avoid blocking road crossings at grade for longer than 15 minutes.

b. If the number of cars being moved into or out of AK Steel necessitates blocking of a road crossing or grade for more than 15 minutes, CSX crews will request additional time from appropriate AK Steel Yardmaster or the CSX North Excello Yardmaster.

9. Speeds

a. CSX trains will not exceed 5 MPH within the AK Steel Plant. (This includes tracks at Precision Strip).

b. CSX trains entering AK Steel via the High Line will begin compliance with the 5 MPH speed restriction at the AK Steel end of the trestle.

c. CSX trains entering AK Steel via the NS A/B Siding will begin compliance with the 5 MPH speed restriction at the access gate south of the NS A/B Siding.

10. Hand Brakes

Equipment left standing on tracks within AK Steel must comply with CSX Rule 103-D and 103-E.

11. Fusees

Lighted fusees must be used during periods of darkness and inclement weather as follows:

1. During pulling movements over road crossings at grade: a lighted fusee will be placed on each side of road crossing at grade.

2. During shoving movements: when shoving a train, (one or more rail cars) place a lighted fusee on the end on the leading end of the cut.

3. If lighted fusees burn-out while switching or moving over crossing and the movement clears the crossing, lighted fusees must be replaced prior to re-entering the crossing.

12. Crossing Protection

a. When locomotives are leading the movement over any road crossing at grade within AK Steel the locomotive headlight and ditch lights will be illuminated, and the locomotive horn and bell must be activated.

b. Crawford Street (Main Gate).

1. Flashing lights must be activated by CSX crew before proceeding across road crossing.
2. Flashing lights must not be turned off until all movements have cleared the road crossing.
3. If flashing lights are not working properly, CSX crew must report nature of malfunction to AK Steel Unit 4 (Reed Yard) Yardmaster, or to the CSX North Excello Yardmaster.

c. Wycoff Street

1. Prior to crossing Wycoff Street CSX crews must obtain verbal permission to do so from the AK Steel Unit 4 (Reed Yard) Yardmaster.
2. Permission must be obtained each time movement is to cross Wycoff Street.

13. High Belt/Low Belt

- a. CSX crews will secure permission from the AK Steel Unit 4 (Reed Yard) Yardmaster before occupying the High or Low Belt tracks.
- b. Trains operating inbound to AK Steel via the Belt Tracks will enter the Low Belt at Crawford Street unless instructed otherwise.
- c. See Item 12, Crossing Protection

14. Clearance Points

When leaving cars in a track, they must be clear of adjacent tracks and behind painted clearance points, if present, of each track.

15. Yarding of Train K587 at Reed Yard

Unless otherwise instructed by the AK Steel Unit 4 (Reed Yard) Yardmaster:

- a. CSX crews yarding trains at the Reed or CL&N Yards via the High/Low Belts will arrange to make a cut to clear the Gas-House Road crossing on the west end of Reed Yard.
- b. CSX crews yarding trains at the Reed or CL&N Yards via the Engine House Lead will arrange to make a cut to clear the Bendel Road Crossing on the west end of the Coal Hill Yard.

16. Engine House Lead Connection Track

CSX crews will secure permission from the AK Steel Unit 4 (Reed Yard) Yardmaster before occupying the Engine House Lead Connection Track.

17. Vehicles

Vehicles will not be left running while unattended in AK Steel.

18. Switching At New River Yard

No more than four cars can be cut off in motion at one time into Yard Tracks.

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

MP	Location	DOT#
BED 13.0	Yankee Rd	155084C
BED 13.0	14 St	155091M
BED 12.7	Yankee Rd	155090F
BED 12.3	Lafayette Rd	155089L
BED 11.3	Forrer Ave	155083V
BED 11.3	Oxford SR	155082N
BED 10.8	Hamilton Middltwn	155081G
BED 8.4	Americana Amusement	155079F
BED 4.0	Augspurger Rd	155072H
BED 3.4	Jackson Rd	155070U

NOTES

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			TOLEDO TERM SD CHICAGO DIV	2 1			
25	BE 193.7	PERRY			CPS-261		1
		6.8		LA DISP 12-2 RD-08	ABS-261		
50	BE 192.1						2
	BE 190.4		DD				
	BE 186.9	NE HASKINS			CPS-261		
		1.7	SSDG 7,136 FT SP		ABS-261		
	BE 185.2	SE HASKINS			CPS-261		
	184.0 183.0	3.6			ABS-261		
	BE 181.6	NE TONTOGANY			CPS-261		
		1.7		SSDG 8,353 FT SP	ABS-261		
	BE 179.9	SE TONTOGANY			CPS-261		
50	BE 178.8	13.5	DD		ABS-261		
50	BE 166.4	N DESHLER			CPS-261		3,4
		1.6	IP DISP 94-3 RD-08	WILLARD SD GREAT LAKES DIV			
50	BE 164.9		1	CSX	EAST TO WILLARD		
35	BE 164.8	DESHLER	2 TO GARRETT WEST		SOUTH-EAST DESHLER WYE		
50	BE 164.7		0.2				
50	BE 164.6	DESHLER RESERVOIR 0.2			CPS-261		
50	BE 164.4	N END SOUTH SIDINGS DESHLER	SOUTH DESHLER STG 20 CARS		CPS-261		
		1.4	SOUTH WEST DESHLER SIDING SSDG 7,187 FT SP	SOUTH EAST DESHLER SIDING SSDG 6,926 FT SP	ABS-261		
50	BE 163.0	S DESHLER			CPS-261		

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	BE 160.6		4.8	DD	ABS-261		
	BE 158.2	NE LEIPSIC			CPS-261		
			1.5				
50	BE 156.8	LEIPSIC JUNCTION			ABS-261		
35	BE 156.7						
	BE 156.6						
50			1.6		SSDG 12,350 FT SP		
	BE 155.1	XN TOWER		SP IORY	CPS-261		
			3.6		ABS-261		
	BE 151.5	KLEMAN		SP	151.5	CPS-261	
50	BE 150.6						
35			2.5		ORY OTTAWA LOOP	ABS-261	
	BE 149.1		2.5				
50	BE 149.0	NE OTTAWA				CPS-261	
			1.6	SSDG 6,970 FT SP		ABS-261	
	BE 147.4	SE OTTAWA		SP	147.4	CPS-261	
50	BE 142.9						
35	BE 142.4		9.1			ABS-261	
50	BE 140.3			DD			
	140.0 139.0						
	BE 138.3	NE CAIRO				CPS-261	
			1.6		EAST SIDING SSDG 6,916 FT SP	ABS-261	
	BE 136.7	LAPS CAIRO				CPS-261	
			1.2	WEST SIDING SSDG 7,081 FT SP		ABS-261	
	BE 135.5	SE CAIRO				CPS-261	
50						ABS-261	

5

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50		1.0			ABS-261		
40	BE 134.5	DTI JUNCTION	SP		CPS-261		
		0.8	IORY		ABS-261		
	BE 133.7	LIMA	1 2		CPS-261		
		1.7	INBOUND RT OUTBOUND RT BE 132.8				
40 25	BE 132.0	LIMA YARD	WEST YARD EAST YARD		ABS-261		
	BE 131.5		BE 131.9 LIMA YM CH-08				
		1.2	BE 131.3 NS				
	BE 130.8	NS TOWER	CFER TO FORT WAYNE SP TO CRESTLINE		CPS-261		
25 40		1.0	1 2		ABS-261		
	BE 129.8	EUREKA			CPS-261		
	BE 129.3		CSDG		ABS-261		
	BE 129.2	ERIE JUNCTION			CPS-261		
40 45	BE 128.6		SOUTH LIMA YARD CSX LIMA BELT ERIE JUNCTION CSDG 12,000 FT SP		ABS-261		
		2.2	BE 128.7 BE 127.1				
	BE 127.0	SE ERIE JUNCTION			CPS-261		
	45				ABS-261		

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TALBES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			WEST						
45	BE 126.3	9.9	DD	WAPAKONETA IT	ABS-261				
50	122.0								
	121.0								
50	BE 118.1								
30	BE 117.9								
	BE 117.1	NE WAPAKONETA			CPS-261		7		
30	BE 117.0	2.0	CSDG 9,775 FT SP		ABS-261				
50	BE 115.1							SE WAPAKONETA	CPS-261
								3.9	ABS-261
	BE 111.2	NE BOTKINS			CPS-261				
		0.7	CSDG 3,650 FT SP		ABS-261				
	BE 110.5							SE BOTKINS	CPS-261
								7.8	ABS-261
	BE 102.7	SW CABIN			CPS-261				
		6.2	1 2 BE 98.0 TOFC/TEAM TRACKS INDIANAPOLIS LINE SD GREAT LAKE DIV BE 97.0		ABS-261				
	BE 96.5	SIDNEY JUNCTION		SIDNEY CONNECTION TRACK SP	CPS-261				
50					ABS-261				

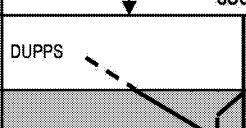

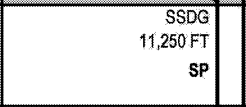


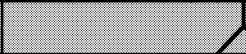

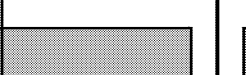
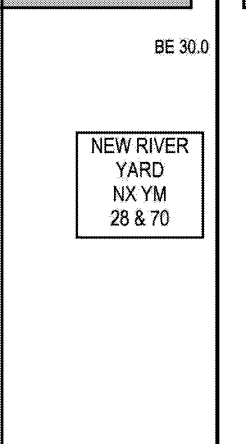
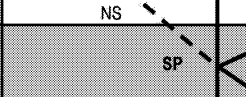

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
50	BE 94.6		<div>DD</div> <div>BE 92.6 KIRKWOOD STG 14 CARS BE 92.4</div>		ABS-261			
	BE 88.2	9.2						
	BE 87.6							
	BE 87.3	NE PIQUA				CPS-261		
50	BE 87.2	2.9	<div>SSDG 11,700 FT SP</div>		ABS-261			
	BE 84.4	SE PIQUA				CPS-261		
	BE 80.3	5.4			P&T JT		ABS-261	
	BE 79.0	NE TROY			BE 79.0		CPS-261	
40	BE 78.8	1.3	<div>CSDG 5,950 FT SP</div>		ABS-261			
	BE 77.7	SE TROY				CPS-261		
		2.3				ABS-261		
	BE 75.4	NE TIPP CITY				CPS-261		
30		1.2	<div>CSDG 5,050 FT SP</div>		ABS-261			
	BE 74.2	SE TIPP CITY				CPS-261		
	BE 73.3	4.3				ABS-261		
	BE 70.7				DD			
50	BE 69.9	NE VANDALIA	<div>SSDG 8,100 FT SP</div> <div>SSDG 7,200 SP</div>		CPS-261			
		1.8				ABS-261		
	BE 68.1	MIDDLE VANDALIA				CPS-261		
		1.6				ABS-261		
	BE 66.5	SE VANDALIA				CPS-261		
						ABS-261		
	50							

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50		1.8			ABS-261		
	BE 64.7	NEEDMORE			CPS-261		
	BE 63.4		2.2	NEEDMORE YARD NEEDMORE SSDG 8,350 FT SP			
50	BE 62.5	N DAYTON			CPS-261		
30	BE 60.4	2.4	60.5 1 2		ABS-261		
25	BE 60.1	SECOND STREET	4453 60.0 SP		CPS-261		
		1.8	BE 59.9 D&IT NSRR DAYTON DIST DISP CH-58 TONE-9-2-5 NSRR		ABS-261		
	BE 58.3	MC CABIN	SP		CPS-261		
40	BE 56.9	3.4	STILLWATER IT SOUTH DAYTON YARD 1 2		ABS-261		8
50	BE 54.9	SD CABIN	1 2		CPS-261		9
45	BE 53.3						
50	BE 51.4	11.0	DD		ABS-261		

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50					ABS-261		
	BE 43.9	NE CARLISLE			CPS-261		
		2.3			ABS-261		
	BE 41.6	SE CARLISLE			CPS-261		
	36.0 35.0	9.2			ABS-261		
	BE 32.4	TRENT			CPS-261		
		2.0			ABS-261		
	BE 30.4	OVERPECK JUNCTION			CPS-261		
	BE 29.0	2.4			ABS-261		
	BE 28.0	NEW RIVER JUNCTION			CPS-261		
50					ABS-261		

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	BE 27.7		<div>DD 1</div> <div>2</div>		ABS-261		
50	BE 26.6	2.2					
20	BE 25.9	BUTLER STREET	SP		CPS-261		
	BE 25.8	0.1	SP				
			<div>CINCINNATI TERMINAL SD</div> <div>NS</div> <div>NS DISP NEW CASTLE DIST CH-22 TONE 3-9-9</div>				
168.0 MILES PERRY TO BE 25.7							

STATION PAGE NOTES

- NOTE 1:** All northbound trains entering the Toledo Terminal Subdivision at Perry BE 193.6 will STOP short of West Boundary Road (State Road 25, BE 192.0 unless intermediate signal 1914, BE 191.4 indicates proceed.)
- NOTE 2:** Northbound trains held out of Toledo at Haskins must obtain instruction from LA Train Dispatcher if road crossing at BE 186.0 (King Road), must be cut.
- NOTE 3:** Speed is restricted to 10 MPH on all wye tracks at Deshler, BE 164.8.
- NOTE 4:** Deshler, that portion of the Toledo Subdivision BE 164.6 to BE 166.4 is controlled by the CSX IP Train Dispatcher. CSX Great Lakes Division, Special Instructions govern. All speeds, speed restrictions, and methods of operation are found there.
- NOTE 5:** Ottawa Loop Track (IORY) – Movements will be made in accordance with CSX Rule 96 and are authorized by signal indication, or by verbal permission of the LA Train Dispatcher. Movements must not exceed 10 (ten) MPH, unless otherwise restricted.
- NOTE 6:** Lima Terminal Arrival Instructions – All trains arriving at the Lima Terminal will advise the Lima Yardmaster as soon as radio contact can be established of the following:
- Condition of locomotives.
 - Condition of telemetry equipment.
 - Crew supplies needed.
 - Request arrival/yarding instructions.
- NOTE 7:** Wapakoneta Industrial Track
- Operation of electrically locked hand throw switch:
 - Equipment must be clear of opposing absolute signals.
 - North end of siding must be lined Main to Siding
 - Unlock and operate switch to Wapakoneta IT.
 - Movement of equipment onto the Wapakoneta Industrial Track must not foul the clearance point of the Ametek Plastics Switch (the first switch east of road crossing) unless prior arrangements have been made with Ametek Plastics.
- NOTE 8:** Southbound movements past Stony Hollow Road Crossing BE 55.3.
- All southbound trains operating on the Number 1 or Number 2 Main Tracks receiving a signal indication less favorable than a proceed indication at the intermediate signal at Nicholas Road (BE 56.9) must not foul Stony Hollow Road BE 55.3 unless verbal permission to proceed over the crossing is received from the LA Train Dispatcher.
 - Once such permission is received from the LA Train Dispatcher, southbound trains resume movement in accordance with Rule 224-A.
- NOTE 9:** Engine Horn Restriction, see Toledo Subdivision Special Instructions Relating to Operating Rules, Rule 14-L.
- NOTE 10:**
- New River** – In addition to LA Dispatcher's permission, all trains entering or leaving Middletown Subdivision via New River Yard must also secure permission from the yardmaster at North Excello.
 - HM Jct., and Overpeck Jct.** – Trains and engines must secure permission from the LA Dispatcher before occupying the Overpeck Siding. In addition, trains entering or leaving the siding at Overpeck Jct., must receive signal indication. Crews moving off the Overpeck Siding at HM Jct., must also secure Middletown Jct. yard limits prior to fouling the Middletown Jct. Yard Limits. All trains and On-Track Equipment must report clear to the LA Dispatcher when clear of the Overpeck Siding.
 - HM Jct. and Overpeck Jct.** – Maximum authorized speed on the Overpeck Siding is 10 MPH per Rule 96.

TOLEDO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- TOLEDO

Trk	MP/Location	F
SG	BE 193.7 - 192.1 -- City Ordinance	25
SG	BE 192.1 - 166.4	50
SG	BE 164.6 - 156.8	50
SG	BE 156.8 - 156.6	35
SG	BE 156.6 - 150.6	50
SG	BE 150.6 - 149.1 -- City Ordinance	35
SG	BE 149.1 - 142.9	50
SG	BE 142.9 - 142.4 -- City Ordinance	35
SG	BE 142.4 - 134.5	50
SG	BE 134.5 - 133.7	40
Both	BE 133.7 - 131.5	40
Both	BE 131.5 - 129.8	25
SG	BE 129.8 - 129.3	25
SG	BE 129.3 - 128.6	40
SG	BE 128.6 - 126.3	45
SG	BE 126.3 - 117.9	50
SG	BE 117.9 - 117.0 -- City Ordinance	30
SG	BE 117.0 - 102.7	50
Both	BE 102.7 - 96.5	50
SG	BE 96.5 - 88.2	50
SG	BE 88.2 - 87.2	50
SG	BE 87.2 - 80.3	50
SG	BE 80.3 - 78.8 -- City Ordinance	25
SG	BE 78.8 - 75.4	40
SG	BE 75.4 - 73.3 -- City Ordinance	30
SG	BE 73.3 - 62.5	50
Both	BE 62.5 - 60.4	30
Both	BE 60.4 - 60.1	25
SG	BE 60.1 - 58.3	25
Both	BE 58.3 - 56.9	40
Both	BE 56.9 - 54.9	50
SG	BE 54.9 - 53.3	45
SG	BE 53.3 - 32.4	50
Both	BE 32.4 - 26.6	50
Both	BE 26.6 - 25.7	20

BE 166.4 - 164.9 Do not exceed 50 MPH

BE 164.9 - 164.7 Do not exceed 35 MPH

BE 164.7 - 164.6 Do not exceed 50 MPH

BE 88.2 - 87.2 Trains over 14K tons will operate at 40 MPH

ADDITIONAL SPEEDS (SP) -- TOLEDO

Location	Track Type	F
BE 186.9 - 185.2	SSDG	30
BE 181.6 - 179.9		10
BE 164.6 - 163.0		30
BE 164.4 - 163.0		
BE 158.2 - 155.1		10
BE 155.1 - 155.1	CONN	20
BE 151.5 - 151.5		10
BE 149.0 - 147.4	SSDG	30
BE 147.4 - 147.4	CONN	10
BE 138.3 - 136.7	SSDG	30
BE 136.7 - 135.5		
BE 134.5 - 134.5	TO	20
BE 130.8 - 130.8	XOVER	25
BE 129.8 - 127.0	CSDG	10
BE 117.1 - 115.1		25
BE 111.2 - 110.5		10
BE 96.5 - 96.5	CONN	25
BE 87.3 - 84.4	SSDG	30
BE 79.0 - 77.7	CSDG	10
BE 75.4 - 74.2		
BE 69.9 - 66.5	SSDG	30
BE 64.7 - 62.5		
BE 60.1 - 60.1	TO	25
BE 58.3 - 58.3		
BE 43.9 - 41.6	SSDG	30
BE 30.4 - 30.4	CONN	10
BE 28.0 - 28.0		

ADDITIONAL SPEED RESTRICTIONS

BE 25.8 - Do not exceed 20 MPH over Butler Street XOVER and NS Connection.

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones are established at the following locations:

MP	Location	Hours of Restriction
BE 54.0 - BE 53.8	Moraine, OH	Continuous

Within these limits, the engine bell will be rung continuously, except in cases of imminent danger, in which case the engine horn shall be sounded in addition to the bell.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- TOLEDO

Trk	MP/Location	F
SG	BE 193.7 - 192.1	25
SG	BE 150.6 - 149.1	35
SG	BE 142.9 - 142.4	35
SG	BE 117.9 - 117.0	30
SG	BE 80.3 - 78.8	25
SG	BE 75.4 - 73.3	30

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BE 164.8	Deshler	CSX	Remotely Controlled	226-B3 (b)
BE 156.7	Leipsic Jct	NS	Automatic	226-B3 (d)
BE 130.8	NS Tower	CFER	Remotely Controlled	226-B3 (b)

Leipsic Junction, NS Crossing – Time-out feature is for northbound and southbound approach circuits. Trains using more than 19 minutes between ends of siding and absolute signals, Leipsic Junction, can expect the absolute signals to display STOP as aspect, Rule 1292. When STOP aspect is displayed on absolute signal, after contacting the CSX LA Train Dispatcher, crew will:

- Determine NS train or engine is not fouling or approaching crossing;
- Operate emergency release push button located in box in northeast quadrant of crossing, when directed by CSX LA Train Dispatcher. If the red light is on, the TR circuit is occupied between the signals on the NS portion. If the green light is on, there is no NS train on the approach circuit and the emergency release button can be pushed.
- Wait 5 minutes;
- Signal should clear;
- If signal does not clear or when instructed by CSX LA Train Dispatcher, operate appropriate push button to clear signal located on signal mast for southbound movement on main and northbound movement on siding; and on post for northbound movement on main and southbound movement on siding;
- Signal should clear, if signal does not display aspect to proceed, secure permission of CSX LA Train Dispatcher and,
- Pass signal at least 30 feet but not foul crossing;
- Wait 13 minutes and
- Proceed in accordance with Rule 225.

100-E HIGHWAY-RAIL GRADE CROSSINGS

BEG 0.5 / Broadway Street - Stop and flag crossing before proceeding.

MP	Location	Restriction
BE 79.0	Troy - P&T Ind Track W Main St	Stop and flag

BE 57.4 / Miami Chapel St – The highway grade crossing is equipped with a key controller to manually cut-off crossing protection for the south Dayton Yard Lead only. This will not affect activation of the crossing protection for equipment using the No.1 main or No.2 main tracks. Employees shall comply with Rule 100-E when using the key controller.

231-A POWER OPERATED SWITCHES

BE 129.2 ERIE JUNCTION

The power operated switch and power operated derail providing access to the New Yard Lead are designed to function in tandem. If either device is placed in hand throw position, the other must also be placed in hand throw position to correspond.

BE 28.0 NEW RIVER JUNCTION

The power operated switch and power operated derail providing access to the New River Yard are designed to function in tandem. If either device is placed in hand throw position, the other must also be placed in hand throw position to correspond.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
BE 185.2	Haskins	Continuous	12-2, 08	Wayside
BE 164.8	Deshler			
BE 142.5	Columbus Grove			
BE 132.0	Lima Yard		08	Terminal
BE 112.5	Botkins		12-2, 08	Wayside
BE 87.4	Piqua			
BE 78.8	Vandalia			
BE 63.4	Dayton			
BE 63.0	Dayton Yard		08, 28	Terminal
BE 44.0	Carlisle		12-2, 08	Wayside
BE 29.0	New River Yard		28, 70	Terminal
BE 25.6	Hamilton		12-2, 08	Wayside

913 REMOTE CONTROL ZONES

Remote Control Locomotive Operation

Remote Control Zones (RCZ) are established in Lima Yard and RCZ signs are in place as follows:

- East Zone 2,062 feet – From 143 feet south of the north number 2 Main crossover switch to 290 feet north of Flanders Avenue.
- West Zone 2,440 feet – From 37 feet north of old 10 switch to 290 feet north of Flanders Avenue.

RCL operations at Lima Yard will use Channels 28 and 70.

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

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

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
BE 190.4	Perrysburg	1	NONE
BE 178.8	Tontogany	1	NONE
BE 160.6	Belmore	1	NONE
BE 140.3	Columbus Grove	1	NONE
BE 118.1	Wapakoneta	1	NONE
BE 94.6	Kirkwood	1	NONE
BE 70.7	Vandalia	1	NONE
BE 51.4	Whitfield	1	NONE
BE 27.7	New River	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BE 58.8	Dayton
IORY 112.9	IORY Ottawa Loop

4408-B LIMITING TRAIN SIZE

TOW trains will not exceed 150 cars and 5,760 tons between BE 28.0 and BE 25.7.

4463 HANDLING DOUBLE STACK CARS

MP	Location	Equipment Restriction
BE 151.1 - BE 147.4	IORY Ottawa Loop	Cars Exceeding 19' 2" above the rail / Must not operate

4473 HANDLING CABOOSES

D744 may operate south from Lima with the caboose next to the engine. Caboose must not be occupied.

Dayton Yard - Jobs may operate with the caboose next to the engine. The caboose must not be occupied.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BE 193.7 - BE 25.8	Entire Subdivision	Cars exceeding 315,000 lbs	Must not operate on (note)

Note: Shipments of 6-Axle tank cars, DUPX 29600 series, exceeding 315,000 lbs are cleared for movement without restrictions.

6-Axle units may be used at the following industrial locations:

MP	Location	Equipment	Restriction
BE 181.5	Tontogany - Midwood	6-Axle Locomotives	May be used
BE 175.7	Weston - Northern Ohio Grain		
BE 171.8	Custar - Custar Elevator, Deshler Farmers CO-OP		
BE 158.8	Leipsic - IAMS Pet Food		
BE 158.0	Leipsic - Pro-Tec		
BE 158.0	Leipsic - Liepsic Industries		
BE 155.8	Leipsic - Diller Metal		
BE 148.7	Ottawa - IMC Agri Business		
BE 143.0	Columbus Grove - Jennings/Gomer Equity		
BE 136.6	Cairo - Farmers Commission		
BE 131.0	Lima - Luckey Trucking		
BE 131.0	Lima - Trinity Industries		
BE 127.0	Lima - Lima Ordinance Track (Note: Except Marathon Oil)		
BE 111.0	Botkins - Botkins Grain		
BE 97.9	Sidney - Sidney TOFC Track		
BE 78.8	Deltech		
BE 89.8	Piqua - Forrest Products		
BE 88.5	Piqua - Berwick Steel		
BE 87.5	Piqua - Crayex		
BE 57.0	South Dayton - Snyder Brick		
BE 49.0	Miamisburg - Miamisburg Plastics Track		
BE 34.2	Trent - Magnode		

7. CLOSE CLEARANCE

MP	Location	Remark
BE 171.8	Custar Grain	Building
BE 143.2	Jennings Gomer (CG)	Building
BE 136.8	Cairo Elevator	Loading chutes
BE 128.9	Whemco	Radiation
BE 128.4	Superior Forge	Scrap piles
BE 117.1	Ametek	Spots, doors
BE 117.1	AIP	Building
BE 92.5	Wapoo Lumr	Building
BE 92.5	Crop Productions	Building
BE 58.5	Inland	Building
BE 58.5	Peerless	Building
BE 58.0	Peerless	Building, dock
BE 34.1	Magnode	Dock
BE 32.4	Miller Brewing	Docks
BE 28.0	South End New River Yard	Do not ride side of car with cars on adjacent track
BE 26.7	Mohawk Paper	Box car track
BE 26.6	Mohawk Paper	Bulk Track

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BE 79.0	P&T IT	Entire track
BE 59.9	D&I IT	East Dayton Yard - All yard and industrial tracks in East Dayton Yard, from the clearance point on the west end of #1 yard track in an eastwardly direction to the end of tracks.
BE 58.6	D&U IT	Entire track
BE 58.3	Stillwater IT	Entire track

Lima Industrial Track (LIT)

The switch for the east end of this industrial track is located off the Husky Yard lead and trackage runs east to west outside the fence of Husky Yard. The LIT runs between 2 tracks leased to Husky Refinery that are identified as 622/south track and 229/north track.

Lima Industrial Track and Lease Tracks Method of Operation

1) Before occupying any portion of these tracks the Lima Yardmaster must be contacted by radio or phone for permission to occupy the LIT. (Radio channel 08 and Phone 419-229-0891)

2) The maximum authorized speed is 10 MPH on all tracks.

3) Trains will operate on the LIT, 622, and 229 per Rule 96.

4) When the LIT is cleared, the Lima Yardmaster must be notified of time cleared.

Note: While CSX crews are occupying the LIT, no switching

movements will be permitted on tracks 622 and 229.

Cargill, Dayton, Ohio

Cargill – Access to and use of the Cargill portion of Needmore Yard including #10 track.

CSX crews are not permitted to occupy any portion of the Cargill controlled tracks unless permission has been obtained from Cargill to do so.

No cars will be cut off in motion on or into any Cargill controlled track at any time.

The Cargill controlled tracks are as follows:

Tracks N10-N16

Yard lead north of Track N09 through Track N15 turnout.

Permission can be obtained to enter the Cargill tracks by either the yardmaster at North Excello or the CSX crew on duty at Needmore Yard.

When permission is obtained to enter the Cargill controlled tracks it must be recorded by the yardmaster at North Excello on the yardmaster's turnover sheet. (CSX crews must inform the yardmaster if they have obtained the permission directly from Cargill).

When CSX crews are clear of the Cargill controlled tracks the following protection must be in place:

- 1) N09 switch on the CSX lead must be lined and locked for movement from the lead into N09 track.
- 2) The switch point derail in N10 track must be lined and locked in derailing position.
- 3) The switch point derail on the yard lead between N10 turnout and N11 turnout must be lined and locked in derailing position.
- 4) The switch point derail in N16 track must be lined and locked in derailing position.
- 5) The switch for the N17 turnout must be lined and locked for movement from the lead to N17 track.
- 6) Report to the North Excello Yardmaster that the above protections are in place.
- 7) The yardmaster must record the time that CSX is clear of the Cargill tracks on the yardmaster's turnover.

Operation of D&I Industrial Track

When it is necessary for any yard job, engineering employee, or Franklin Iron and Metal employee to occupy any portion of the D&I Industrial Track, the following procedures will be followed:

Individual desiring to occupy any portion of the track segment will contact the yardmaster at North Excello (Middletown) and inform the yardmaster of his intentions. (Radio Channel 28-28, phone 513-422-2031).

After determining from the yardmaster that the track segment is CLEAR track may be occupied based upon yardmaster's verbal permission.

Yardmaster will maintain on the proper form the following:

- 1) Engineering employee(s) or yard job that will be holding track.
- 2) In the case of Franklin Iron & Metal, notation will be made of employee that contacts yardmaster.
- 3) Date and time that permission is given to use track.
- 4) Individual contacting yardmaster for occupancy must report "clear" when he is off track.

Yardmaster will grant use of track on following basis:

- 1) CSX Yard jobs
- 2) CSX engineering forces (or contractors)
- 3) Franklin Iron & Metal

Yard tracks 1, 2, 3 and East Dayton Yard are leased by Franklin Iron & Metal. A switch point derail is installed at track #2 at the south end.

When CSX crews are switching in East Dayton Yard, Franklin Iron & Metal will not be permitted to occupy any portion of track on yard main or yard tracks, 1, 2, or 3.

New River Yard

Use of old yard track #1 and track #2, New River Yard, New Miami, OH

a) New River – In addition to train dispatcher's permission, all trains entering or leaving Middletown Subdivision via New River Yard must also secure permission from the yardmaster at North Excello.

b) The normal position of the switches at the north and south ends of old yard track #1 (OY1) are for movement from old yard track #2 (OY2) to old yard track #2 (OY2). When practicable, crews using these switches must restore them to the normal position when done using them.

c) Trains entering or leaving New River Yard or the Middletown Subdivision via the old yard at New River Jct. are to use old yard track #2 (OY2) for movements through the old yard unless otherwise instructed by the North Excello Yardmaster.

Maximum track capacities in NY-7 and Shop Track at New River Yard, New Miami, OH:

NY-7 - 20 cars.

Shop Track - 17 cars.

No shoves are to be made in NY-6, NY-7, or Shop Tracks without an employee protecting the leading end of the shove.

If necessary, taxi can be used to take an employee to a location from which they can protect a shove in any of these

tracks.

No more than four cars can be cut off in motion at one time.

HM Jct., and Overpeck Siding Track – Trains and engines must secure permission from the LA Train Dispatcher before occupying the Overpeck Siding to HM Jct. Must also secure Middletown Jct. Yard Limits. All trains and on-track equipment must report clear to the dispatcher when clear of the Overpeck Siding.

Procedures for Switching Industries

SPOTTING AND PULLING UNIT GRAIN TRAINS

Crews spotting or pulling unit trains from Provico Elevator at Botkins, OH are prohibited from handling more than 35 cars at one time while shoving in or doubling out of this location.

Crews spotting unit trains in Deshler Farmers Commission Elevator at Custar, OH will set the head 18 cars in on the stub tracks and then set balance of train to elevator lead.

Crews pulling unit trains will test and set elevator lead to the main and then pull balance of train from stub tracks.

Rule 5555-C – Stop a shoving movement with slack bunched will apply to all shoves to these industries.

Provico Grain Elevator, Botkins, OH

Only locomotives, cabooses, covered hoppers and tank cars are authorized to be placed or operated on the Provico Elevator tracks. No other car types will be permitted on these tracks unless billed to this industry. Switch to enter Provico will be lined and locked toward stub track.

Pro-Tec Coating Company – Leipsic, Ohio

Maximum authorized speed in Protec is 8 MPH. All shoving movements made must be protected by a person at the leading end of the move. Only cars billed to Pro-Tec are authorized to be operated or placed on Protec tracks.

Pro-Tec Coating Company tracks will not be used to run around cars inside the industry.

Pro-Tec utilizes a blue light to replace the blue flag at the north rail scanner. CSX crew must stop at the light and contact Pro-Tec associates via phone for instruction and removal of the blue light protection. A blue flag may be used if the light is not functioning.

Pro-Tec utilizes Pro-Tec controlled derails on the north and south ends of the shipping bay and on track 6. They are located approximately 200 feet north of the shipping bay on track 4, and south of the paved roadway, 70 feet south of the paved roadway south of the building.

450 feet south of the paved roadway on track 6.

Pro-Tec requires head end protection when shoving cars.

BE 29.0 New River Yard – No more than four cars can be cut off in motion at one time.

ADDITIONAL STATIONS

MP	Station	Switch Opening
BE 175.8	NO Grain	North
BE 171.7	Custar Elevator	
BE 158.8	Iams	
BE 158.1	Protec	South
BE 157.8		North SDG
BE 155.9	Diller	South
BE 143.1	Columbus Grove	North
BE 137.9	Ohio Ag Term	
BE 128.6	Whemco	
BE 128.4	Superior Forge	North
BE 111.0	Botkins Elevator	North SDG
BE 110.5	Michigan Ohio Chem	
BE 89.7	Forest Products	South
BE 87.5	Crayex	
BE 87.2	Piqua Ind	North
BE 74.7	Precision Strip	
BE 74.4	BASF	
BE 72.6	DPL	South
BE 65.7	Encon	North
BE 61.6	Gem city Chemical	South
BE 58.6	D&U Industrial	North
BE 57.0	Snyder Brick	South No 1
BE 31.9	Miller Brewery	North No 1

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

MP	Location	DOT#
BE 193.5	Boundary St E	155834K
BE 193.2	Maple	155832W
BE 193.1	Locust St	155831P
BE 193.0	Elm St	155830H
BE 192.9	Louisiana Ave	155829N
BE 192.7	Walnut St	155827A
BE 192.4	Indiana St	155823X
BE 192.3	Mulberry	155822R
BE 192.1	West Boundary St	155821J
BE 191.7	North Eckel	155820C
BE 191.5	Eckel Rd	155819H
BE 191.0	Eckel Junction Rd	155818B
BE 190.3	Fort Meigs Rd	155815F
BE 189.9	Roachton Rd	155814Y
BE 188.7	Five Point Rd	155812K
BE 186.0	King Rd	155808V
BE 185.3	Main St	155806G
BE 185.2	Findlay St	155805A
BE 184.8	SR 582 Liberty High	155804T
BE 181.9	Tontogany Rd	155799Y
BE 181.7	Main	155797K
BE 181.6	Wall Str/Broad	155796D
BE 181.4	Kellogg Rd	155794P
BE 179.1	Poe Rd	155790M
BE 178.8	Range Line Rd	155789T
BE 177.9	US 6	155787E
BE 176.8	Walnut St	155785R
BE 176.8	Otsego Rd	155784J

BE 176.8	Euler Rd	155782V
BE 175.9	Oak St	155781N
BE 175.8	Main St	155780G
BE 175.6	Taylor	155779M
BE 172.1	Defiance	155770B
BE 171.0	Defiance Pike	155768A
BE 170.8	Custar Rd	155767T
BE 166.8	Henry-Wood County Line	155762J
BE 165.2	North St	155760V
BE 165.0	Elm St	155759B
BE 164.9	Maple St	155758U
BE 164.8	Main St	155755Y
BE 164.7	Mulberry St	155754S
BE 164.4	Marion St	155753K
BE 160.9	SR 65 Bellmore	155747G
BE 160.6	Main St	155745T
BE 158.9	CR 5	155742X
BE 158.2	SR 65 Leipsic	155740J
BE 156.5	Mathias St	155737B
BE 156.3	Liberty St	155736U
BE 156.2	Main St	155735M
BE 155.9	Eastom St	155733Y
BE 155.3	CR F-6	155732S
BE 154.9	CR 7	155734F
BE 154.7	CR G	155731K
BE 153.6	CR H	155730D
BE 153.3	Twsp Rd T-293	155729J
BE 152.4	SR 65	155728C
BE 151.5	Kleman Rd	155727V
BE 150.6	11th St	155726N
BE 150.3	Locust St	155725G
BE 149.9	4th St	155724A
BE 149.8	Main St	155723T
BE 149.8	3rd St	155201V
BE 149.7	2nd St	155722L
BE 149.2	Williamstown Rd	155721E
BE 147.9	CR M	155720X
BE 146.4	Rd N-8	155717P
BE 145.9	CR O	155716H
BE 142.9	Main St	155715B
BE 142.8	High St	155711Y
BE 142.7	Maple St	155709X
BE 142.7	Broadway St	155710S
BE 141.3	Begg Rd	155708R
BE 138.8	Hillville Rd	155251Y
BE 136.7	Main St	155252F
BE 135.7	State Rd	155706C
BE 134.7	Lutz Rd	155701T
BE 132.8	Bible Rd	155699U
BE 131.4	Flanders Ave	155697F
BE 131.0	McKibben St	155696Y
BE 130.9	Pearl St	155694K
BE 130.8	Wayne St	155691P
BE 130.7	Pearl St	155690H
BE 130.5	High St	155688G
BE 130.4	Market St	155683X
BE 130.0	Eureka St	155689N
BE 129.6	Kibby St	155680C
BE 129.5	St Johns Ave	155679H

BE 129.4	Vine St	155677U
BE 129.2	Main St	155676M
BE 128.6	4 St W	155675F
BE 128.0	Buckeye Rd	155674Y
BE 126.4	Breese Rd	261641B
BE 124.7	Hume Rd	155665A
BE 124.0	Sugar St	155662E
BE 123.9	Main St	155661X
BE 123.0	Reichelderfer Rd	155658P
BE 122.0	Buckland-Holden	155657H
BE 121.1	Hauss Rd	155656B
BE 120.9	Wapakoneta Buckland	155654M
BE 119.2	Infirmiry Rd	155652Y
BE 118.1	Water St	155650K
BE 117.8	North St	155649R
BE 117.6	Auglaize St	155647C
BE 117.5	Mechanic St	155283E
BE 117.5	Park St	155282X
BE 117.4	Pearl St	155281R
BE 117.3	Benton St	155280J
BE 117.2	SR 67	155279P
BE 117.1	Plum St	155278H
BE 112.5	SR 219	155277B
BE 111.5	Country Line Rd	155275M
BE 110.5	West State St	155274F
BE 108.5	SR 274 / Jackson Ce	155264A
BE 107.5	Amsterdam Rd	155262L
BE 106.5	Wells Rd	155256H
BE 105.5	Main St	155253M
BE 104.5	Meranda Rd	155248R
BE 103.1	Swanders Rd	155247J
BE 102.0	Sharp Rd	155245V
BE 97.9	North St W	155244N
BE 93.5	River Rd	155235P
BE 92.5	Kirkwood Rd	155227X
BE 88.8	CR 25A	155225J
BE 87.3	Garbry Rd	155214W
BE 86.7	Statler St	155209A
BE 84.7	Peterson Rd Piqua	155208T
BE 83.5	Rusk Rd	155204R
BE 82.7	Piqua Troy Rd	155198P
BE 82.7	Eldean Rd	155197H
BE 80.3	Market St	155192Y
BE 80.1	Staunton St	155191S
BE 79.8	Water St	155187C
BE 79.7	Main St	155186V
BE 79.6	Franklin St	155185N
BE 79.5	Canal St E	155184G
BE 79.3	Dye Mill Rd	155182T
BE 79.2	West S	155181L
BE 78.9	Union St	155179K
BE 75.5	Crane Rd	155176P
BE 74.5	Park Ave	155143C
BE 74.2	Plum St	155144J
BE 74.1	Walnut St	155145R
BE 74.0	Main St	155146X
BE 74.0	Dow St	155170Y
BE 73.9	Broadway St B	155171F
BE 73.7	German St	155172M

BE 73.4	Third St	155169E
BE 72.8	Evanston Rd	155147E
BE 70.9	Old Springfield Rd	155142V
BE 61.5	Leo St	155134D
BE 61.2	Ray St	155133W
BE 61.0	Chapel St	155132P
BE 58.4	Washington St	155116F
BE 57.7	Stewart St	155068T
BE 57.6	Broadway St	155067L
BE 57.5	Weaver St	155066E
BE 57.4	Miami Chapel Rd	155065X
BE 56.9	Nicholas Rd	155059U
BE 54.0	Vance Rd	155057F
BE 51.4	Farmersv / W Carrol	155055S
BE 49.8	Upper River Rd	155064R
BE 48.9	Linden Ave	155053D
BE 48.3	Lower Miamisburg Rd	155052W
BE 46.4	Farmington Rd	152443F
BE 45.1	Union Rd	152441S
BE 44.7	Fairview Dr	152442Y
BE 44.7	Fairview Dr	152441S
BE 44.3	Central Ave	152440K
BE 43.9	Beachler Dr	152439R
BE 42.7	Martz Paulin Rd	152436V
BE 41.5	Franklin Madison	152434G
BE 39.3	Trenton Franklin	152430E
BE 37.6	SR 122	152427W
BE 34.0	State St	152422M
BE 33.8	First St	152421F
BE 33.3	Pierson Rd	152420Y
BE 32.5	Wayne Madison Rd	152418X
BE 31.8	Hamilton Trenton	152416J
BE 30.8	Wehr Rd	152414V
BE 30.4	Hamilton Trenton	152413N
BE 30.0	Jackson Rd	152411A
BE 28.7	Augsburger Rd	152410T
BE 27.6	Water Works Rd	152409Y
BE 26.1	Heaton St	152406D
BE 26.1	Heaton St	524954V
BE 25.9	Dayton St	152405W
BE 25.8	Butler St	152404P

NOTES

LOUISVILLE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

GR-55 (1) FRA ENGINEER / REMOTE CONTROL OPERATOR CERTIFICATION RIDES

Locomotive Engineers/Remote Control Operators must notify the office of the Road Foreman of Engines if they have not had the prescribed FRA engineer certification ride, for the purpose of monitoring operation performance, by October 1st of each year. If the Road Foreman of Engines is not available or cannot be contacted, the Division Senior Road Foreman of Engines must be notified.

GR-105 BULLETINS AND NOTICES

Issue and Distribution of General Bulletins and Notices

Louisville District Subdivisions: 100

LCL
Louisville Terminal
LH&STL
Main Line

Indiana District Subdivisions: 300

Indiana
Indianapolis
Hoosier

Cincinnati District Subdivisions: 400

Cincinnati Terminal
Middletown
Toledo

14-A FAILURE OF ENGINE HORN

GRADE CROSSING REQUIREMENTS IN THE STATE OF INDIANA

When approaching a highway crossing at grade in the state of Indiana, comply with the following in addition to the requirements in Rule 14-A, when the engine's horn or bell is inoperative.

1. Stop before fouling the crossing.
2. Provide on-ground protection before permitting the engine to occupy the crossing.

98 RAILROAD CROSSINGS AT GRADE

In the state of Ohio, at railroad crossings and drawbridges not equipped with an approved interlocking, all trains will stop not less than 200 feet or more than 800 feet from the crossing or drawbridge and will not proceed until the route is clear, except as provided in Special Instructions.

100-D HIGHWAY-RAIL GRADE CROSSINGS STATE LAWS

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

State Laws	
State	Excessive Period of Time
Indiana	Over 10 minutes
Kentucky	Over 5 minutes
Ohio	

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.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D SECURING EQUIPMENT AND 103-E HAND BRAKE TEST

While operating in Remote Control and conditions require the Remote Control Operator (RCO) to position themselves away from the equipment momentarily and reposition themselves at another point that permits visual contact of the equipment to be regained, the RCO may:

Secure the equipment with the remote control locomotive only, if it is equipped with an electronic handbrake that interfaces with the OCU and is capable of applying and releasing handbrake from the OCU. When using the electronic handbrake, it must be applied and tested.

103-I TEST FOR SUFFICIENT HAND BRAKES ON CARS LEFT STANDING

Where Rule 103-I cannot be complied with due to operating conditions such as, but not limited to tonnage, unique situations related to spotting/setting off cars, holding to large cut of cars, or doubling a grade the following procedure will be followed:

- Apply sufficient handbrakes on the cars to be left standing (minimum of 2).
- Check the brake shoes on the 'B' end to ensure they are against the wheel. Release the independent and train air brakes if possible, or partially, to comply with next step.
- Push or stretch cars to determine the handbrake(s) are working and sufficient to hold the car(s) to be left standing.
- If the brakes are insufficient to hold cars, apply additional handbrakes and retest.

220 WHERE SIGNAL RULES ARE IN EFFECT

Signal Rules 1281 through 1298 govern aspects and indications on the entire Louisville Division.

Exceptions:

BB 7.5 NA Tower – C-1281 through C-1298 govern
00T 108.6 NX Cabin – C-1281 through C-1298 govern
CA 650.0 Melbourne to
CA 662.6 KC Junction – C-1281 through C-1298 govern

403 RADIO STATIONS AND INSTRUCTIONS

When radio communication between crew members of a train are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc. of equipment at a location, the road channel (RD) will be used (unless otherwise designated in special instruction).

410 RADIO MONITORING

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

Designation	TX	RX	User Territory
Engineering	45	45	Engineering Forces

412 INITIATING A RADIO CALL-IN

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

- Locomotive Radios - Select the "touch-tone" function for the keypad, by depressing the button labeled "DTMF". Key-in the appropriate 2 - digit DTMF code for the closest dispatcher radio base station, as indicated in the current timetable.
- Mobile radios-equipped with "touch-tone" microphones, - Key- in the appropriate 2- digit DTMF address code for the closest dispatcher radio base station, as indicated in the current timetable.

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

415 EMERGENCY CALL-IN RADIO PROCEDURE

When an emergency arises as defined in Rule 415, the following procedure will be used to initiate an emergency call-in to the train dispatcher:

1. Select the appropriate train dispatcher channel, and when using:

a) Locomotive VHF radios – Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key in the emergency code – DTMF digit 9.

b) Mobile radios equipped with TOUCH-TONE Microphones, - Key- In the emergency code – DTMF digit 9. 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.

2. Answer-back tone

a) Disregard

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 until (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 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-in.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-1 SAFETY RESPONSIBILITIES

Suspicious Locomotive Odors: Employees detecting any suspicious odor in locomotive cab during operation (such as chemical, electrical, etc.) must stop the train at the most appropriate location in accordance with good train handling techniques. After stopping, dismount the locomotive and contact the control station (yardmaster or dispatcher). The control station must contact the mechanical desk at 800-624-8385 (RNX 388-5540). Do not re-enter the locomotive until instructions are received from above personnel.

GS-6, TS-1, MS-1 and ES-1 Personal Protective Equipment

Attire– During accumulations of ice and snow, employees must be suitably dressed to perform your duties safely and in a manner which will not interfere with the free use of feet. Therefore, to provide a safe environment, the use of anti-slip grid footwear is mandatory while performing duties.

GS-8 Slips, Trips, and Falls

Additional protection against slip, trip, and fall hazards Safety Rules GS-8, MS-1S, and TS-10B are modified.

When not in use all Ground Air Hoses must be placed on the outside of, and in line with the rail, clear of cart paths and walkways

TS-4 APPLYING A VERTICAL WHEEL HANDBRAKE

Employees will return brake sticks to an approved brake stick holder.

TS-12 PROCEDURES FOR THE STORAGE, LIGHTING, HANDLING AND EXTINGUISHING OF FUSEES

The use of fusees and smoking– Is prohibited on the premises of all grain elevators.

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

5310 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access To Mechanical Desk

A. Train Handling Rules Requirement

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

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

B. Train Dispatcher/Mechanical Department Communication.

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

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

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

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

C. Radio Rules Compliance

1. All applicable radio rules 400 – through – 425 will apply.

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

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

D. Mobile Units – To Telephone

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

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

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

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

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

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

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

E. Base Locations

Note: 1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.

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

Subdivision	Location	RX	TX	ACC	DIS
Indiana	Seymour, IN	77	19	821*	821#
Indiana	Vincennes, IN	77	19	716*	716#
Indianapolis	Connersville, IN	77	19	851*	851#
Indianapolis	Julietta, IN	77	19	841*	841#
LCL	Campellsburg, KY	77	19	221*	221#
LCL	Worthville, KY	52	87	241*	241#
LCL	Walton, KY	88	16	251*	251#
Mainline	East Knob, KY	88	16	252*	252#
Mainline	Franklin, KY	77	19	261*	261#
Mainline	Lone Star, KY	52	87	251*	251#
Mainline	Brooks, KY	77	19	211*	211#
Middletown	Middletown, OH	77	19	291*	291#
Toledo	Botkins, OH	77	19	262*	262#
Toledo	Carlisle, OH	52	87	281*	281#
Toledo	Dayton, OH	77	19	271*	271#
Toledo	Vandalia, OH	52	87	264*	264#
Toledo	Deshler, OH	52	87	263*	263#
Toledo	Lima, OH	52	87	261*	261#
Toledo	Sidney, OH	77	19	263*	263#
Toledo	Mitchell, IN	77	19	831*	831#

5502-B MAKING BACK-UP OR SHOVING MOVEMENTS

Back-Up Movement

A maximum of 18 powered axles may be used when making back up movements with more than 50 cars. To ensure buff forces are not exceeded, throttle must be limited to number 5 position.

5555 STOPPING

Trains operating on Other Than Main Track, that handle a block or blocks of 10 or more cars that are 80 feet or longer must stop using the Stretch Braking Method 5555B except:

- Yarding trains from Main Track where grade prevents use of Stretch Brake Method, slack must be controlled by supplementing with automatic brake (5555A).
- When stopping a shoving movement stretched (5555D).
- When grade prohibits stopping shoving movement with slack stretched, make auto brake reductions sufficient only to keep slack bunched and limit output of locomotive to prevent excessive buff forces (5555C).

When stopping a train per 5555B – Brake cylinder pressure on the locomotives must be actuated off when making brake pipe reductions in order to prevent undesirable slack action from occurring.

5557 SWITCHING

When switching cars, the following tonnage charts will be used to determine the minimum number of cars that must have operative air brakes cut in to supplement the locomotive(s) braking systems, when performing switching operations.

Additional cars must be considered and added as necessary, due to changing weather and rail conditions that can increase stopping distances.

Single Locomotive	
Tonnage	Minimum Cars With Air
7,999 or Less	0 cars
8,000 to 10,000	5 cars
10,001 – Plus	5 cars & must not exceed 5 MPH

Two or More Unit Consist	
Tonnage	Minimum Cars With Air
7,999 or Less	0 cars
8,000 to 15,000	5 cars
15,001 – Plus	5 cars & must not exceed 5 MPH

Specific Local Instructions	
Cincinnati Terminal Hump Cuts with Two Unit Consist:	
10,000 to 15,000	5 cars
15,001 – Plus	5 cars & must not exceed 5 MPH

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Reference Rule 5701 Freight Train Exceptions and Rule 5950 Enroute Failures and Defects.

Subdivisions with 1% grades for 3 miles or more are listed below:

(There are no 2% grades on the Louisville Division)

Subdivisions	Between Mileposts
Indianapolis	BD 25.4 to BD 30.0
LCL	00T 37.8 to 00T 40.6 00T 42.2 to 00T 48.5 00T 97.9 to 00T 102.0
MAINLINE	000 34.1 to 000 38.8 000 152.7 to 000 157.2

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

Required paperwork for relief train crews – When train crews are relieved on line of road or in terminals that will require a relief crew, they must leave all the required paperwork for that train on the lead locomotive of that train. The paperwork must be in a conspicuous location for the relieving train crew.

NOTE: Such paperwork pertains to: consist, hazmat instructions, profile graphs, train bulletins, any updated paper work that may have been performed on line of road, etc.

New Hires in Training

When a trainee is assigned to a job, line of road, yard and/or local, they are to stay with the job until the “crew” is relieved, unless otherwise instructed by a manager.

The foreman or conductor will be held responsible to ensure the trainee stays the full tour of duty, and must report to responsible manager if trainee leaves prior to entire crew being relieved from service.

Trainees are not to leave in advance of the crew. If there are any questions contact your supervisor.

Knuckle Pins

After changing knuckles, employees must replace knuckle pins if practical. When unable to replace pin on account of it being broken, bent, or missing or no replacement is available, employees must advise the train dispatcher or yardmaster who will notify the Car Department of the train and the cars affected so the condition(s) can be corrected.

Operations over the Old Road Subdivision will be governed as follows:

RJCR Dispatcher will have absolute authority for issuing track authorities and train movements on any portion of this territory.

RJCR Contact Numbers:

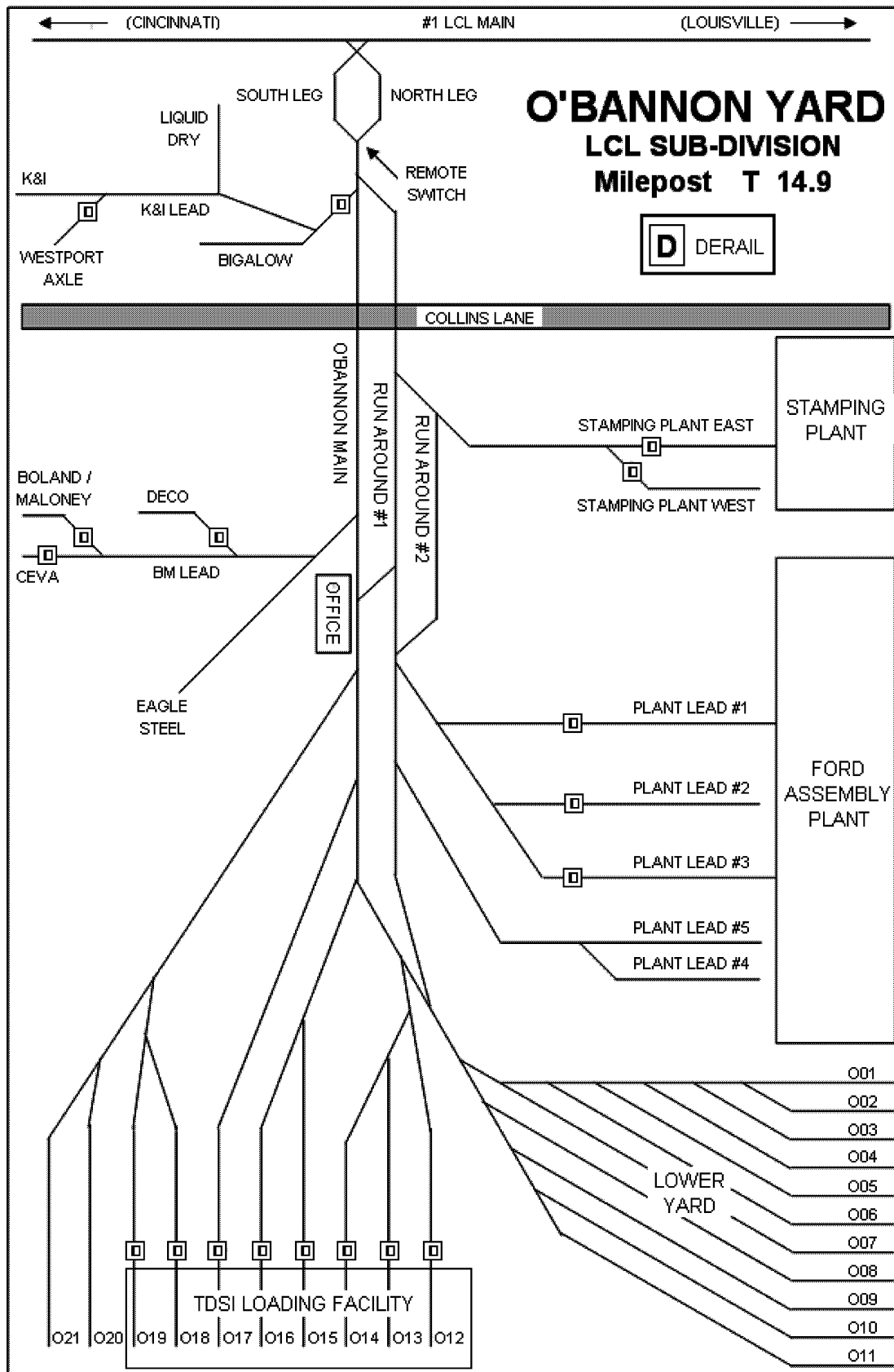
Dispatching Channel 2 Channel 75-49, Tone 1234
Dispatcher – 859-881-2504
Central Kentucky Line Agent – 859-881-2503
Derailment & Risk Management – 800-772-9091
Central Kentucky Line Agent – 859-881-2409
Fax 859-881-2581

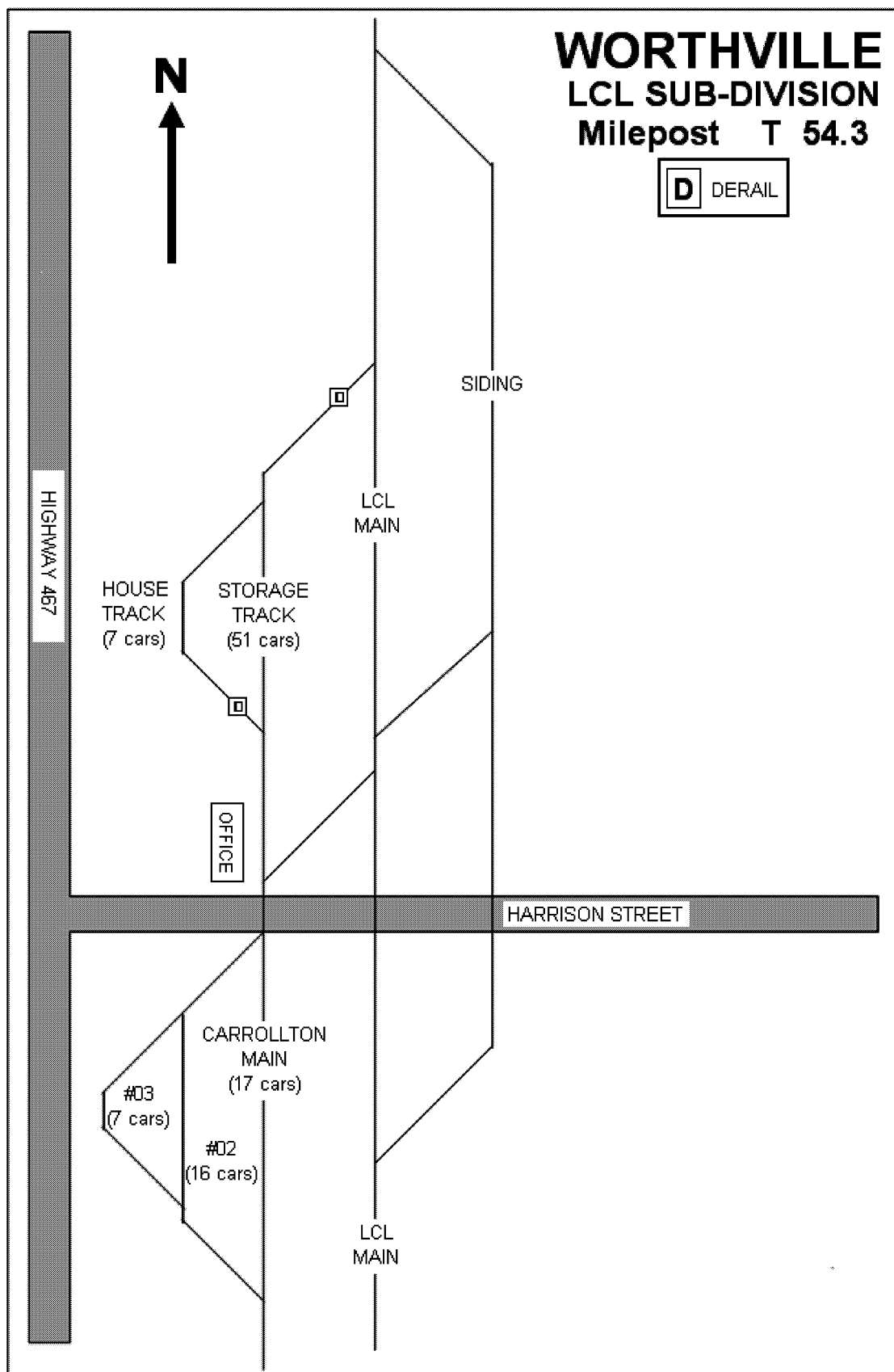
Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer "CSX TECHNOFAX". The Conductor or Engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher bulletins.

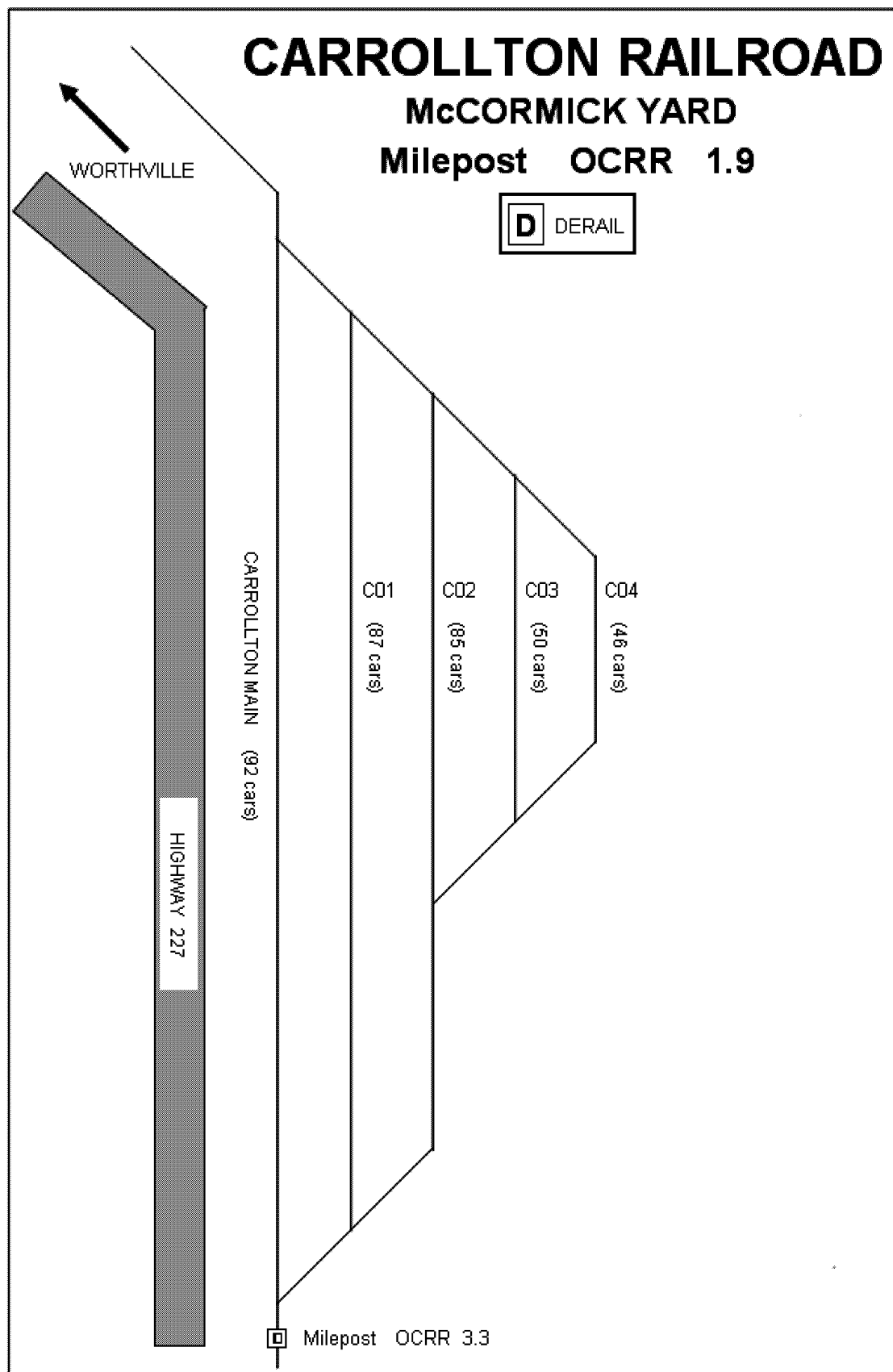
Unless otherwise provided, CSX employees will be governed by timetables, rules, and special instructions of foreign lines while performing service of foreign line tracks. CSX Safety Rules, Operating Rules, Air Brake and Train Handling Rules, Equipment Handling Rules, and other Special Instructions will be adhered to unless they are superseded or conflict with the foreign lines they are operating over.

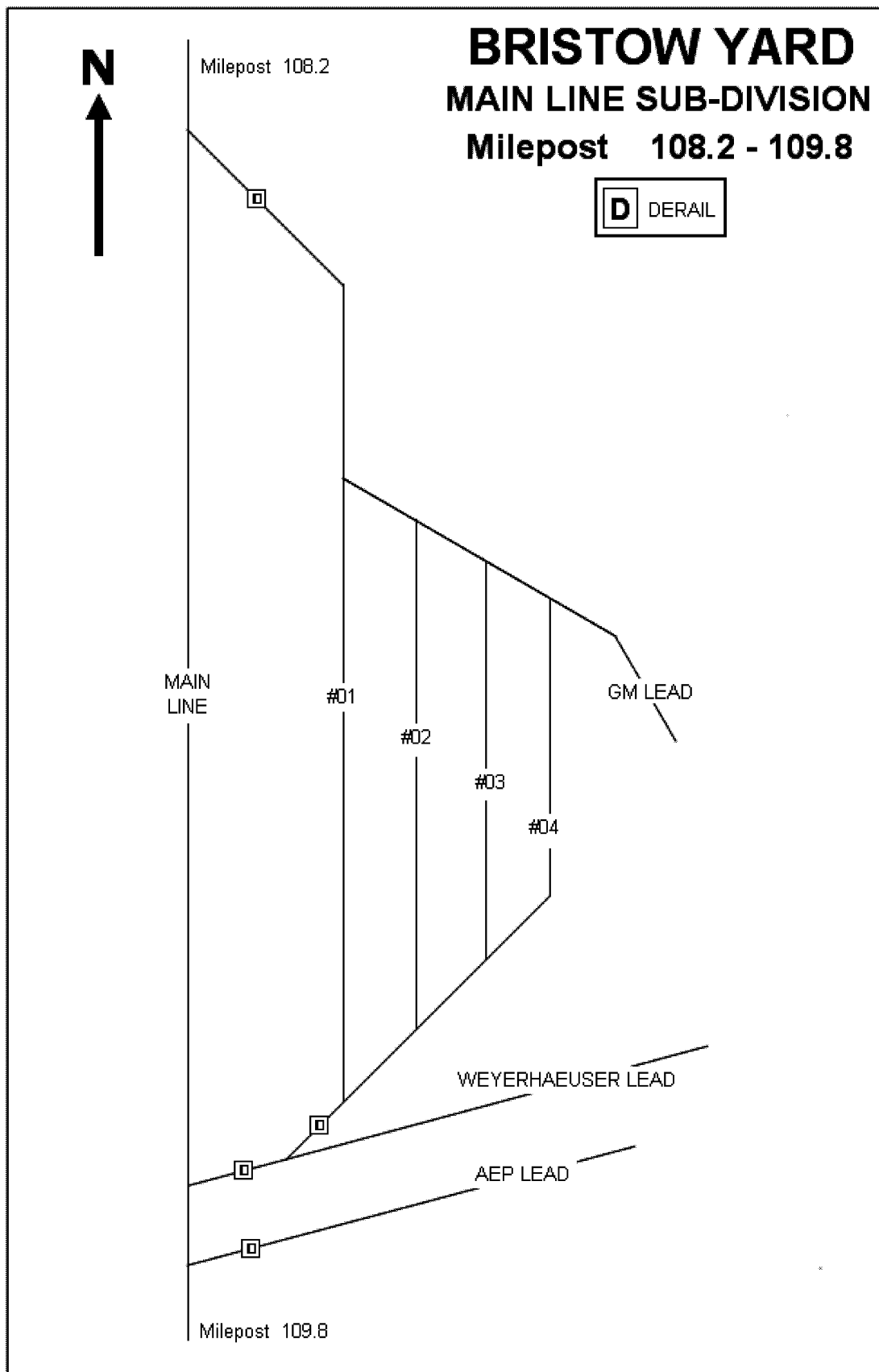
**9 HIGHWAY-RAIL CROSSINGS AT GRADE
EQUIPPED WITH AUTOMATIC WARNING DEVICES**

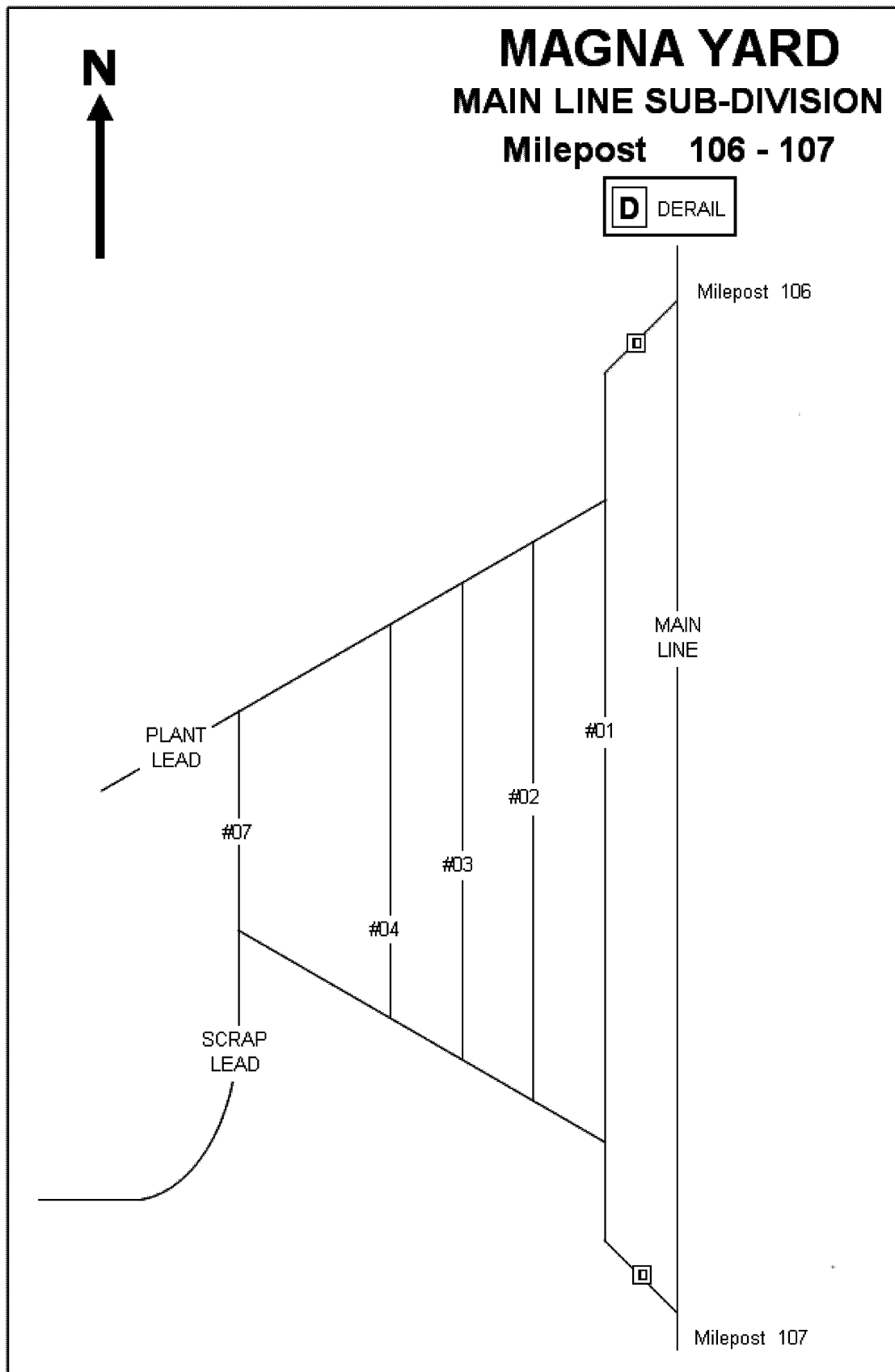
NONE

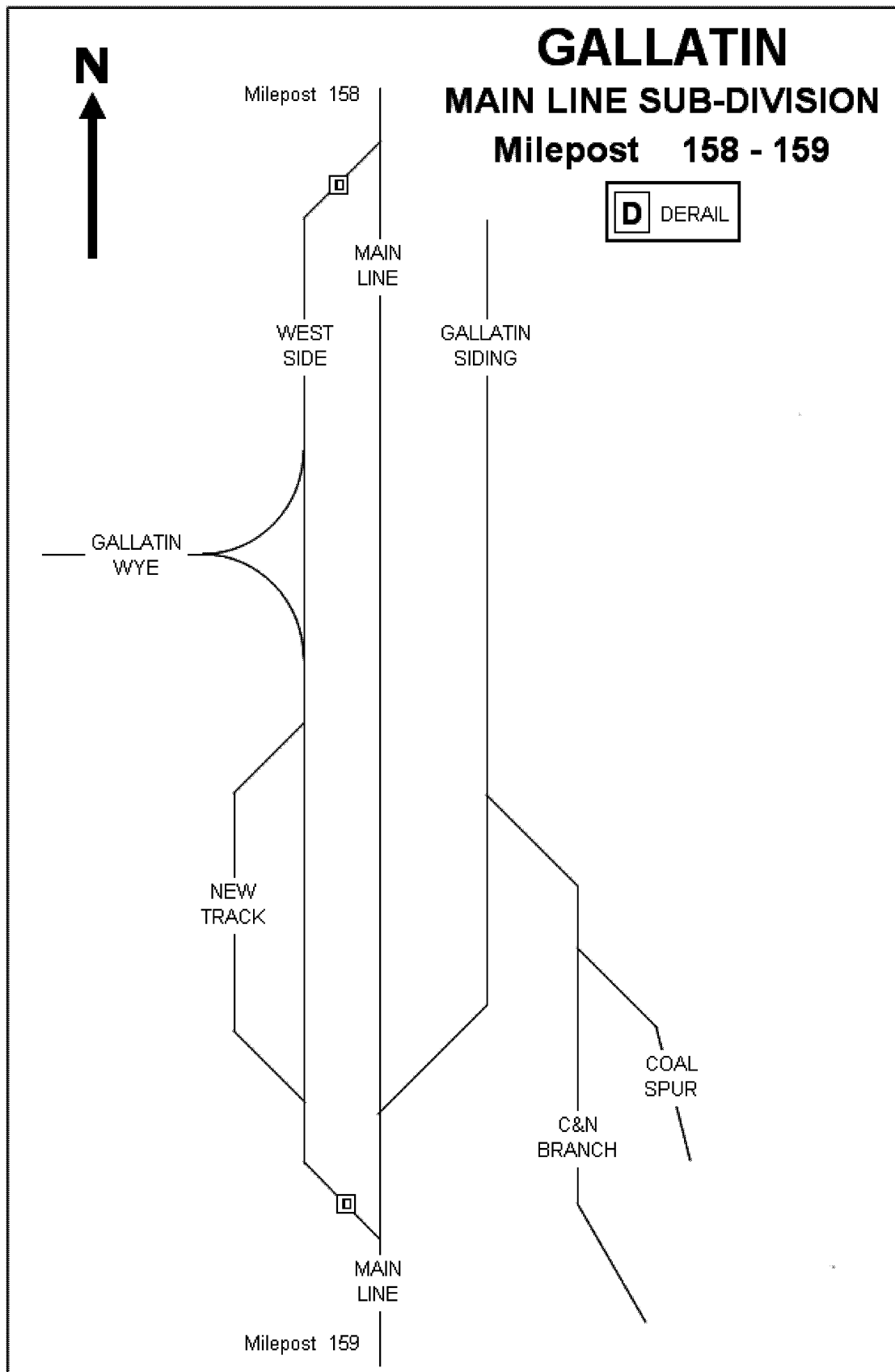


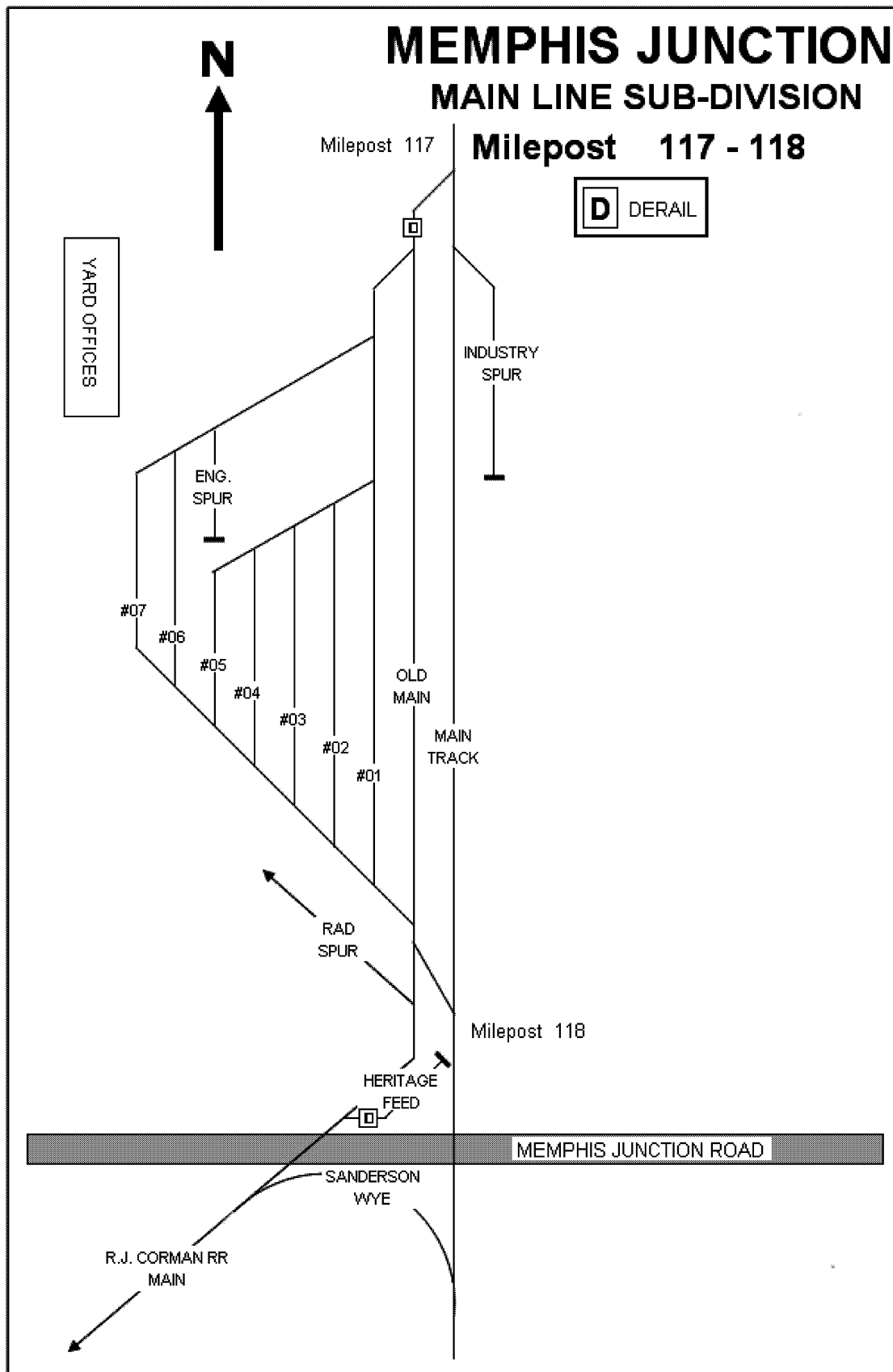


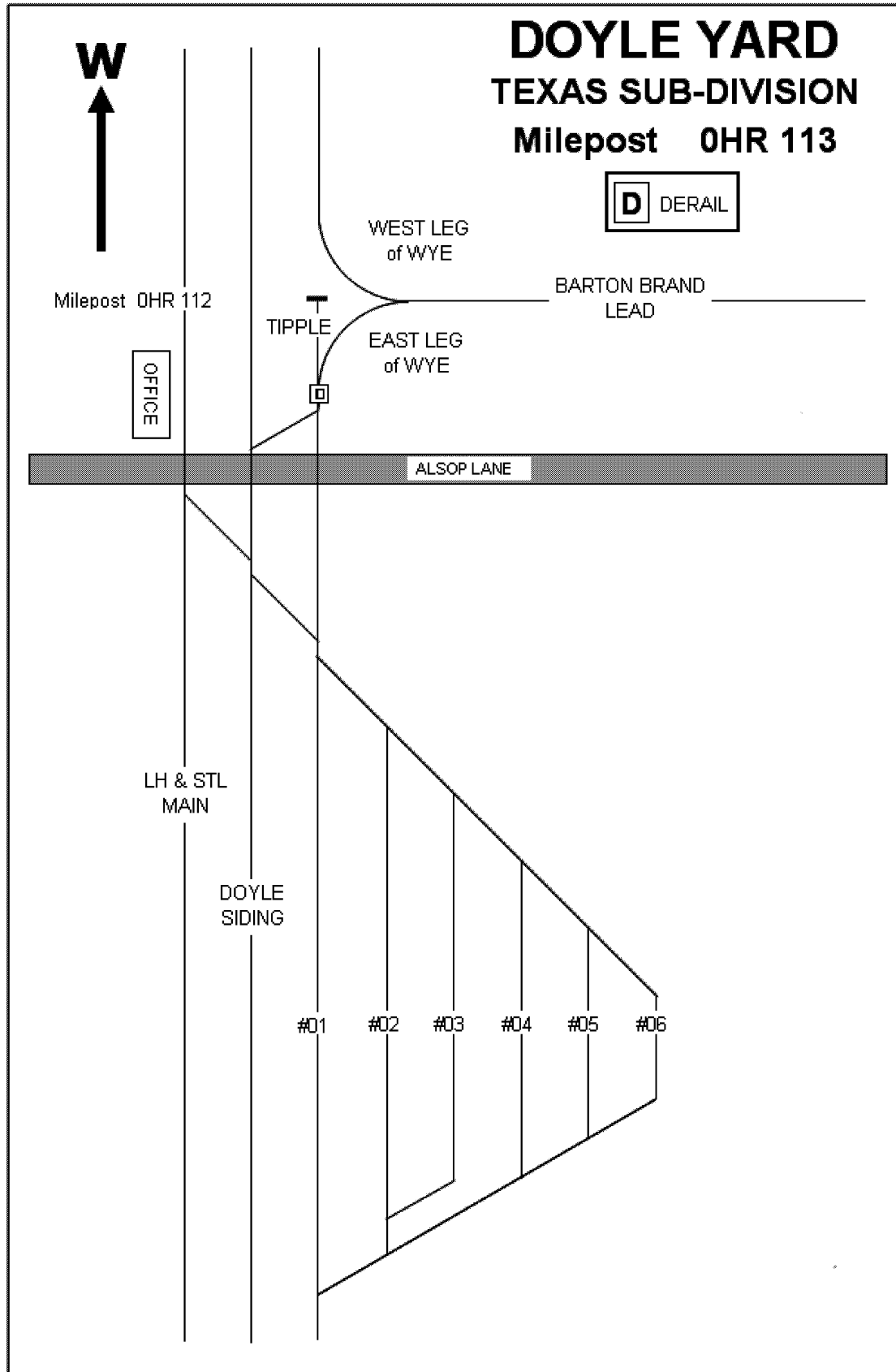


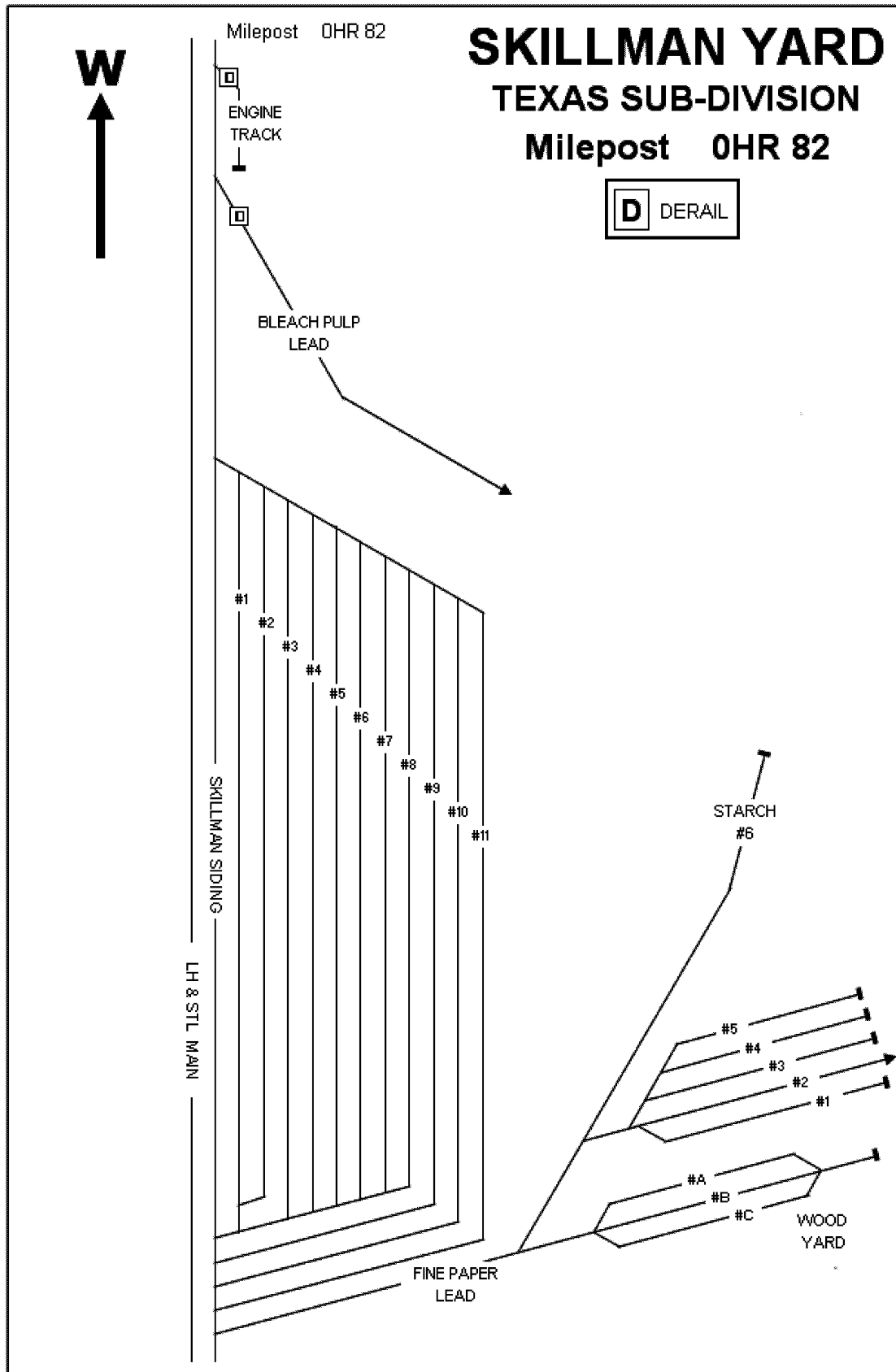


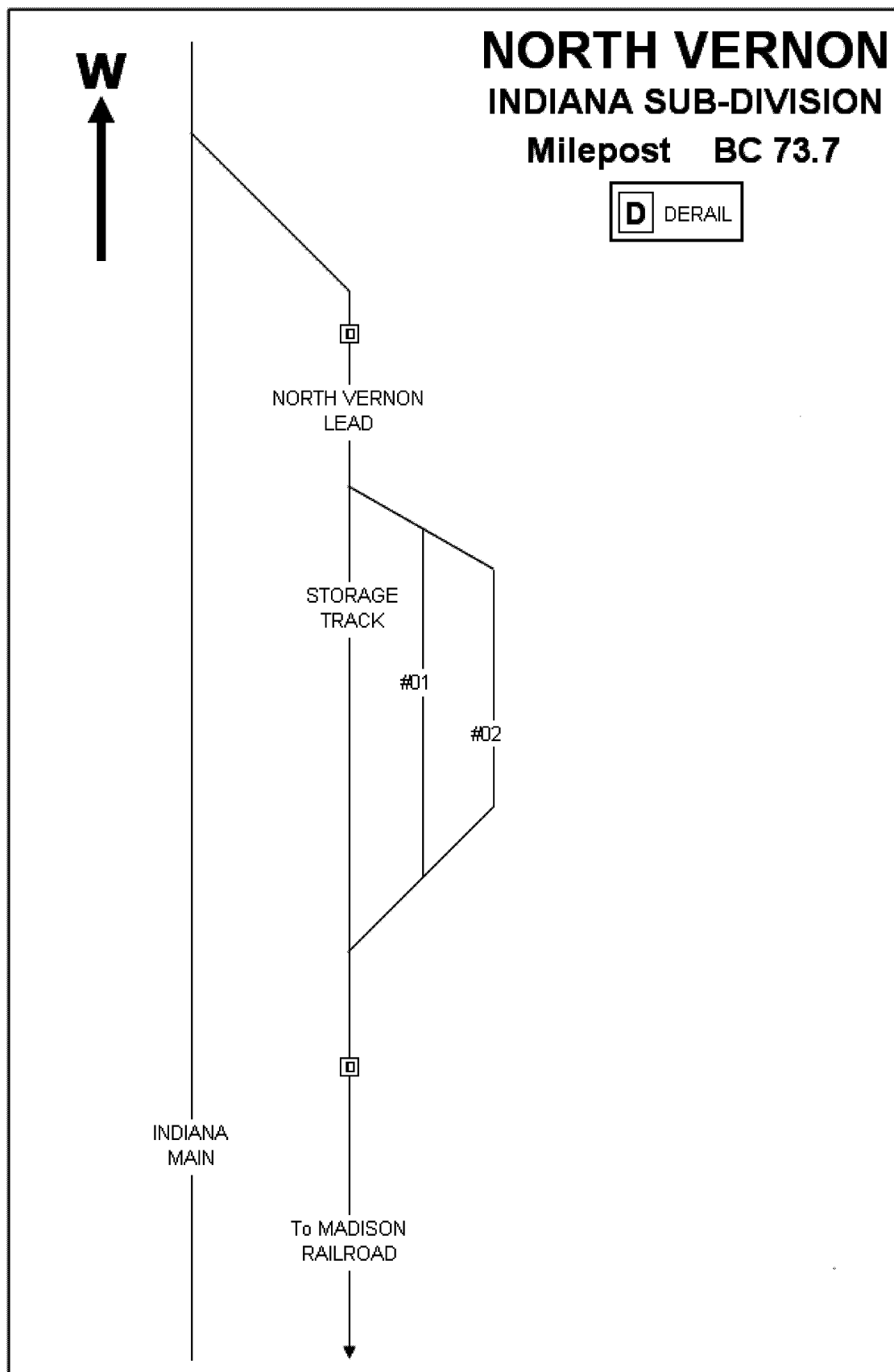


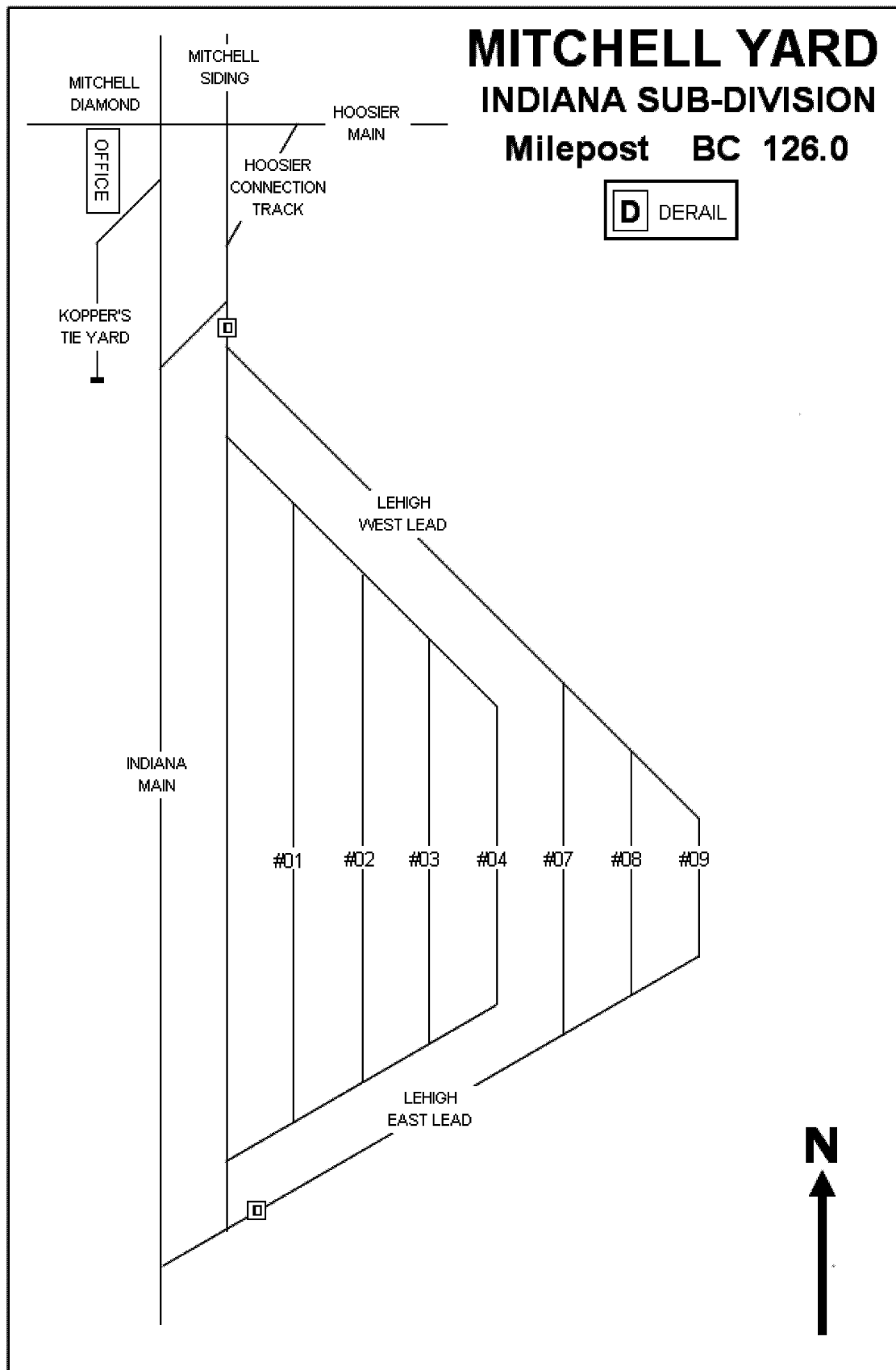


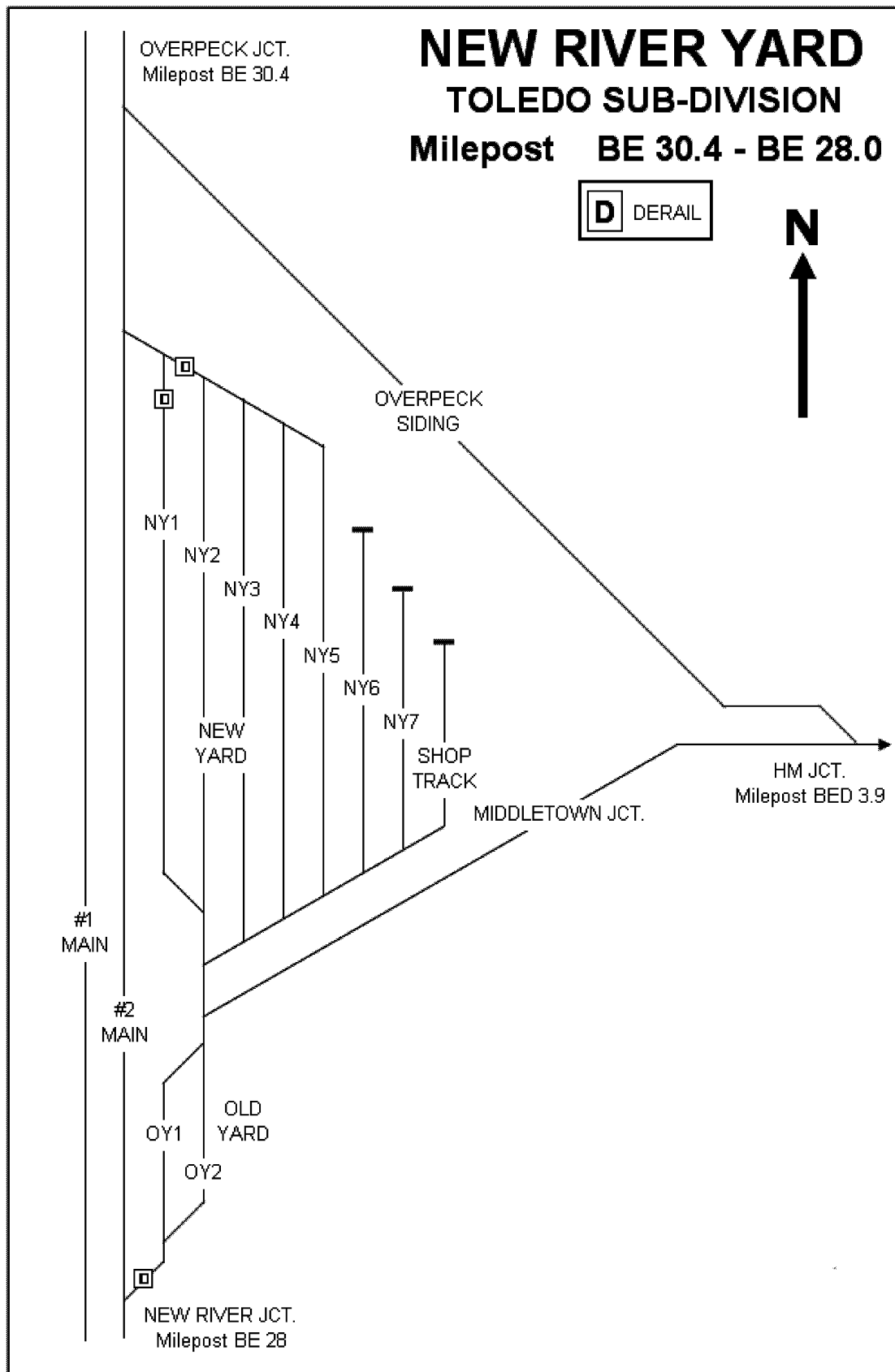


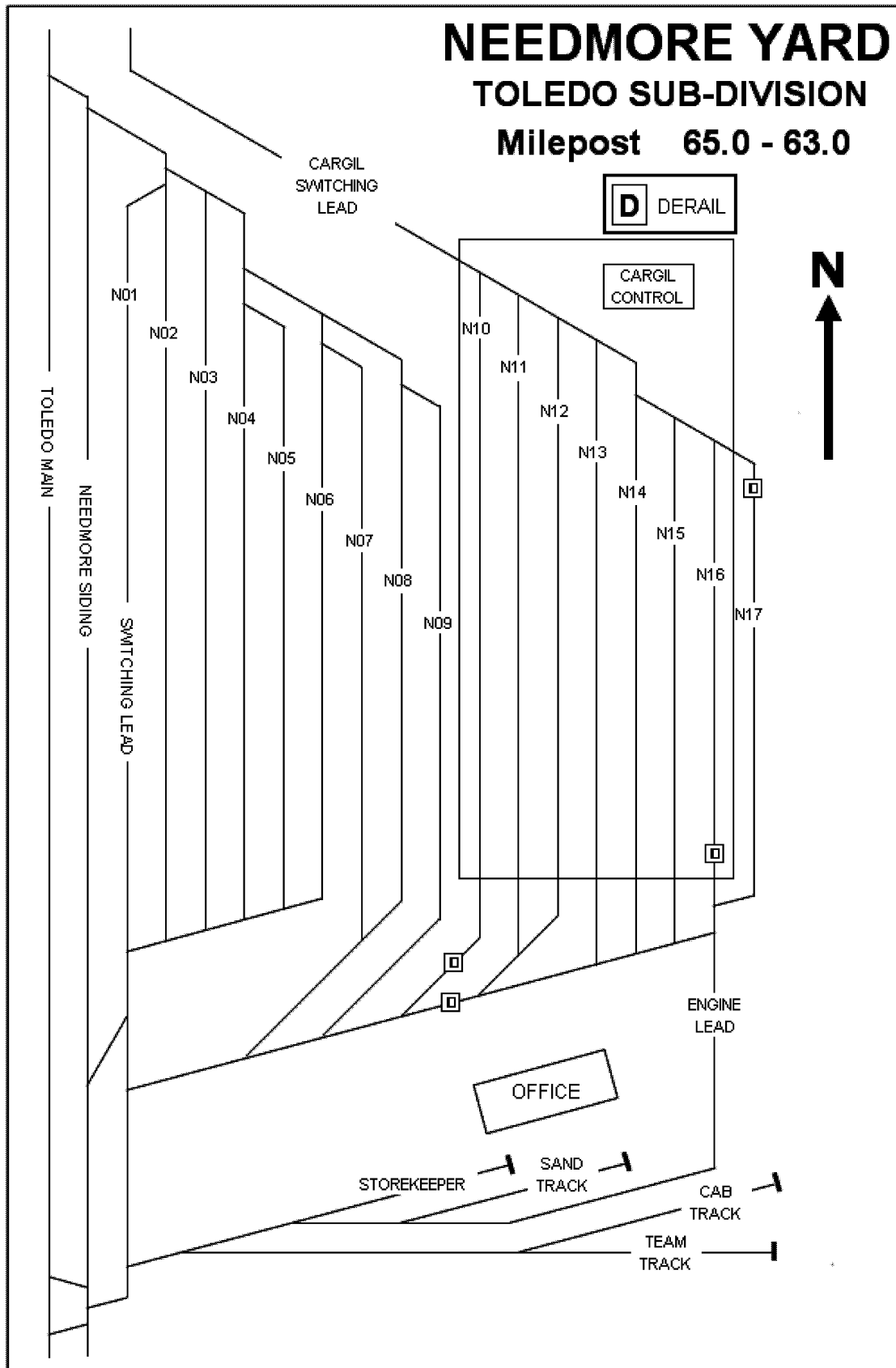


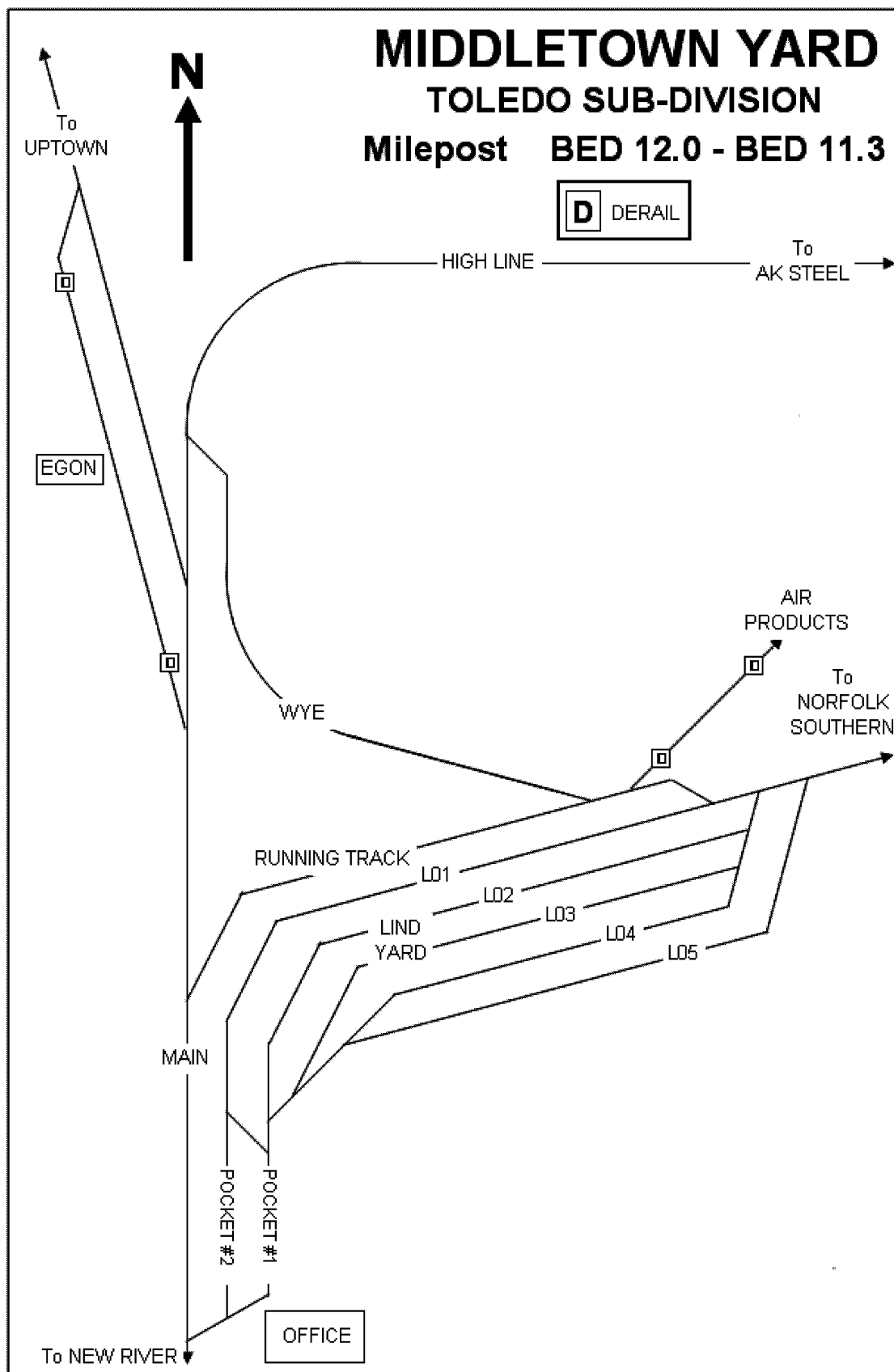


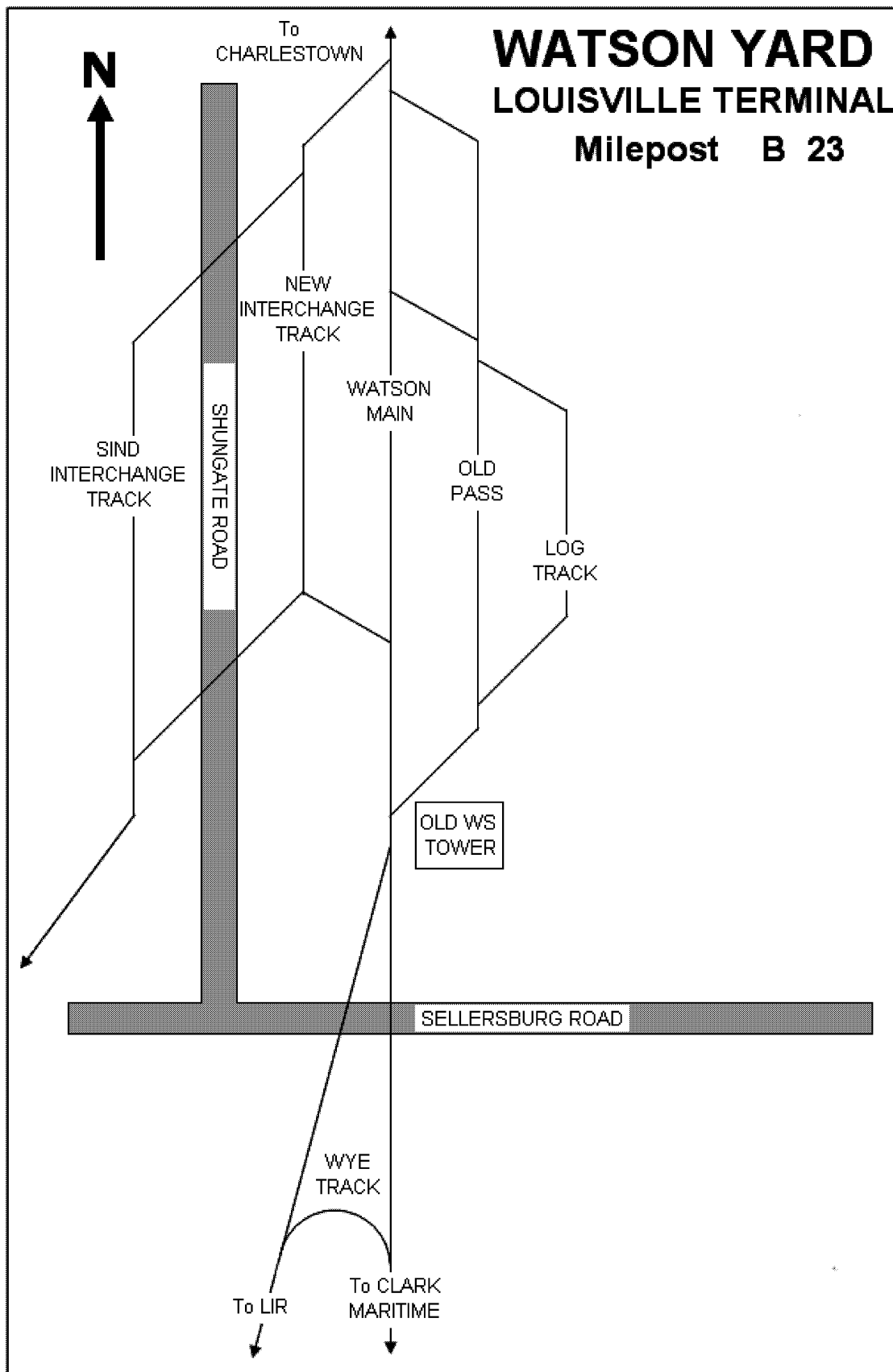








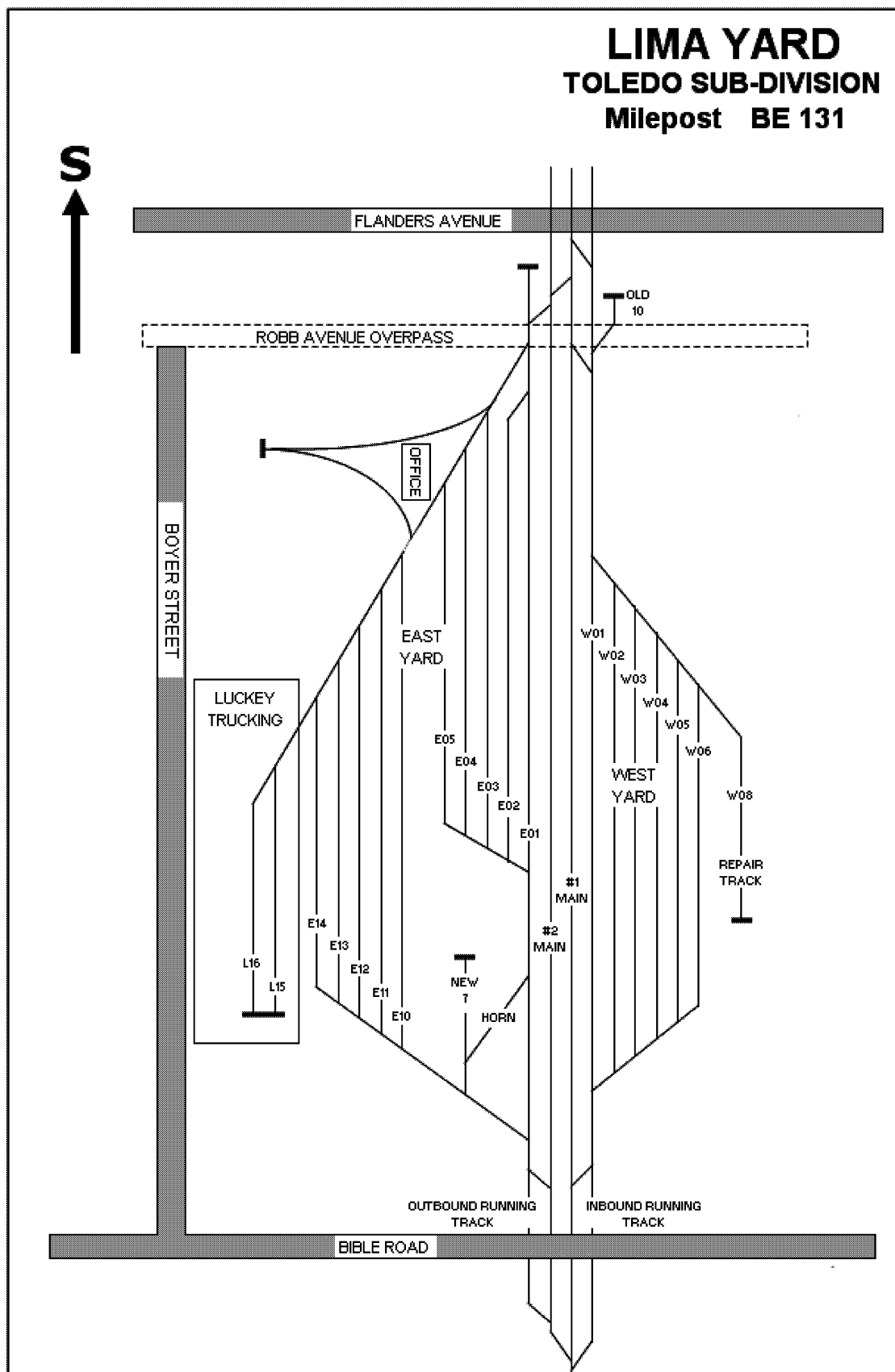


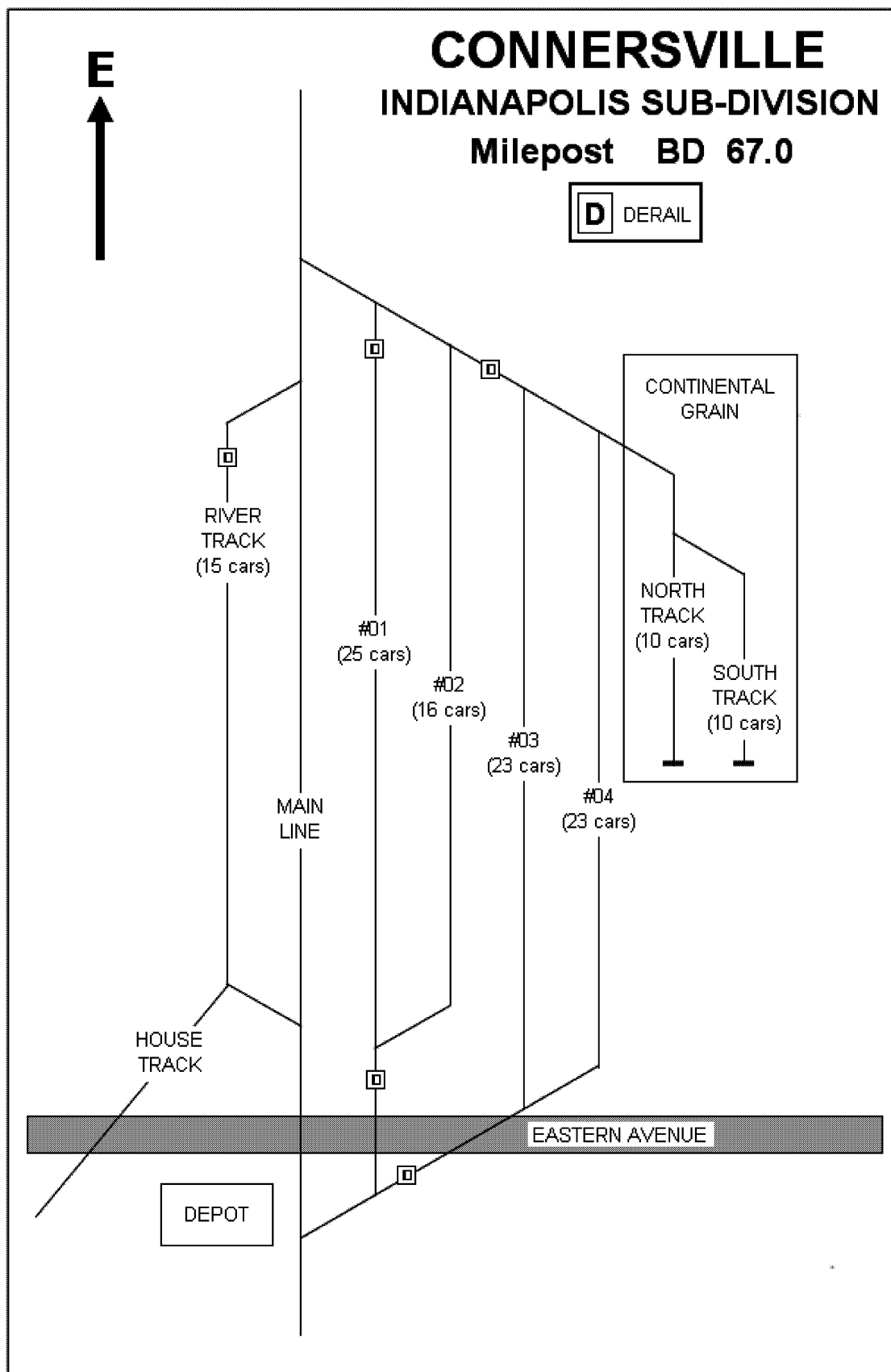


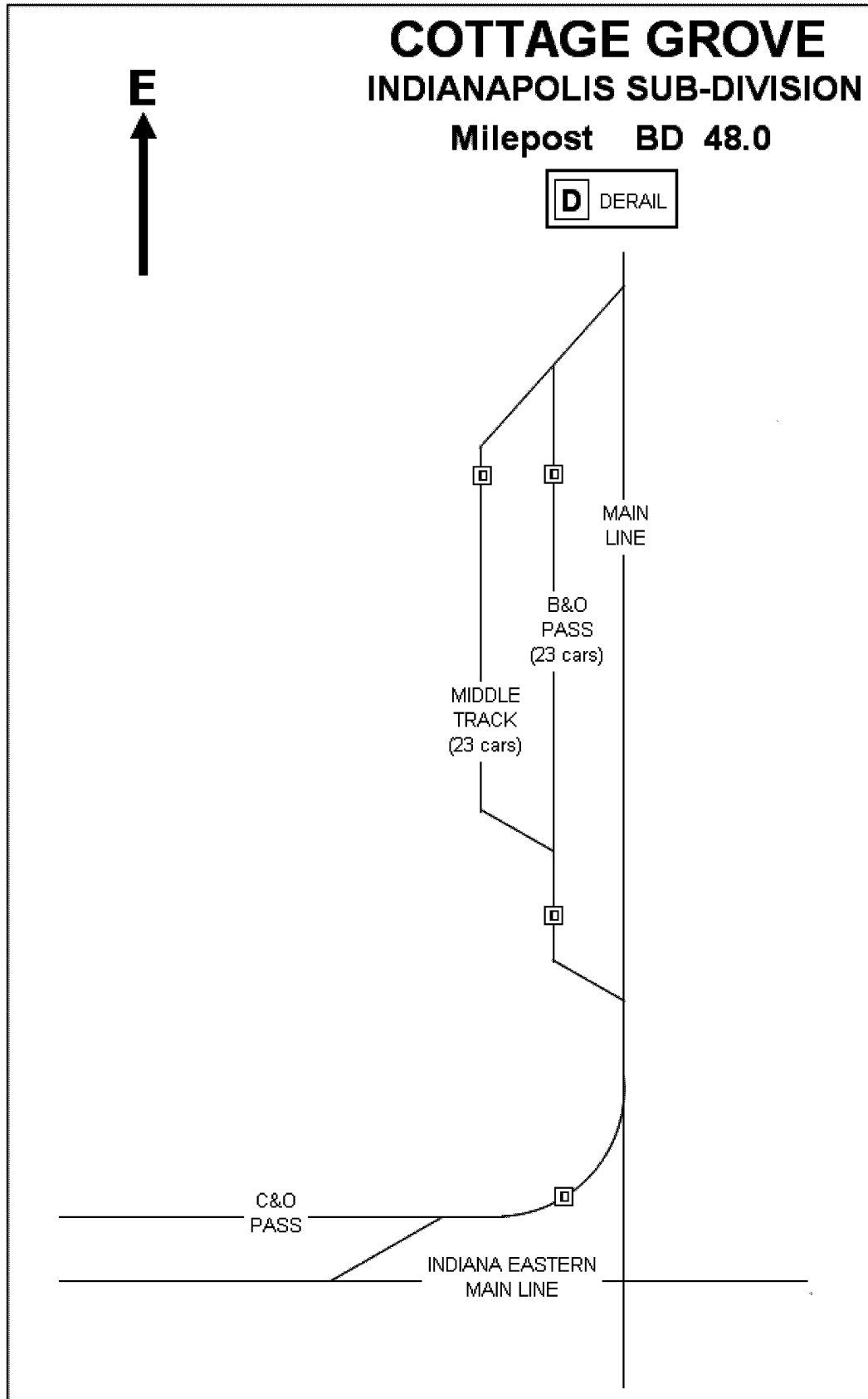
LIMA YARD

TOLEDO SUB-DIVISION

Milepost BE 131







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			