



**SOUTHERN REGION
FLORENCE DIVISION
TIMETABLE NO. 5**

**EFFECTIVE
SATURDAY, JANUARY 1, 2008
AT 0001 HOURS
CSX STANDARD TIME**

**T. L. Wolfe
Division Manager**

FLORENCE DIVISION TIMETABLE TABLE OF CONTENTS

[illegible]

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, (U) – Unit, (I) – Intermodal. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinances 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. TWC – Track Warrant Control Rules

TWC-DTC – Listing of TWC-DTC blocks for permanent or temporary use.

TWC-DCS – Listing of TWC-DCS stations with the letter 'D' for permanent or temporary use as dispatching points.

G. 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

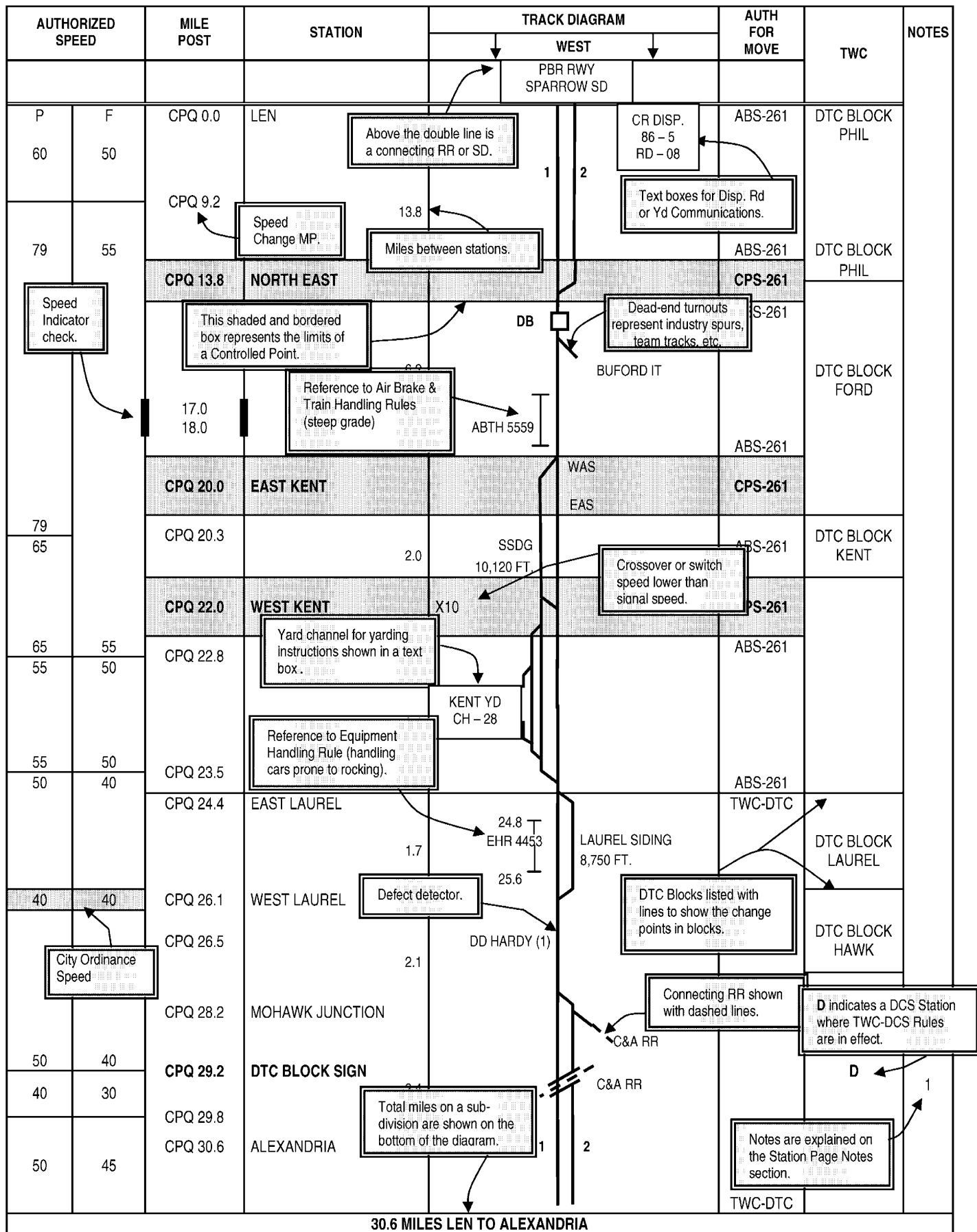
EB – Eastbound **WB** – Westbound

(P)	Passenger Station
CP	Controlled Point
(R)	Remotely Controlled
IT	Industrial Track
ss	Spring Switch
(A)	Automatically Controlled
ABS	Automatic Block Signal Rules
CPS	Control Point Signal Rules
DB	Drawbridge
DD(1)	Defect Detector Type 1
DD(2)	Defect Detector Type 2
TTB	Thru-Truss Bridge
CSS	Cab Signal System Rules
ATC	Automatic Train Control Rules
EHR	Equipment Handling Rules
SDF	Slide Detector Fence
SDS	Slide Detector Signal
SDG	Siding
SSDG	Signaled Siding
CSDG	Controlled Siding
ABTH	Air Brake and Train Handling Rules
PAS	Power Assisted Switch

CM DISP.
94 – 7
RD - 08

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 –".

LEGEND - SAMPLE SUBDIVISION - SS



STATION PAGE NOTES

NOTE 1: Instructions for this location.

FLORENCE DIVISION OFFICERS

100 Oakland Avenue.
Florence, South Carolina 29506

T. L. Wolfe Division Manager		
R.L. McDonald Assistant Division Manager	E.A. Bleakley Superintendent Train Operations	M.W. Sowers Manager of Safety And Operating Practices
W.P. Kelly Terminal Superintendent - Hamlet	W.T. Bullock II Terminal Manager – Rocky Mount	M.C. Eubank Terminal Manager - Richmond
J.M. Wiley Terminal Manager - Charleston	D.L. Holsenback Senior Road Foreman of Engines	R.F. Campbell Chief Train Dispatcher
M.L. Blackmon Director Train Operations	T.D. Thornton Director Train Operations	J.C. Noel Director Train Operations
R.R. Mayville Division Mechanical Superintendent	B.A. Fowler Division Engineer	R.A. Nave Division Signal Engineer

Florence Division Telephone Numbers		
	RNX	BELL
Division Manager	383-8275	843-664-8275
Assistant Division Manager	383-8223	843-664-8223
Manager of Safety and Operating Practices	383-8201	843-664-8201
Superintendent Train Operations	388-4079	904-381-4079
Director Train Operations	388-5110	904-381-5110
Senior Road Foreman of Engines	383-8505	843-678-8505
Chief Train Dispatcher	388-2780	904-381-2780
Division Mechanical Superintendent	383-8235	843-664-8235
Division Engineer	383-8210	843-664-8210
Division Signal Engineer	383-8251	843-664-8251
Division Departmental Support Clerks		
Transportation	383-8280	843-664-8280
Mechanical	383-8297	843-664-8297
Engineering	383-8212	843-664-8212
Division Safety Hot Line	383-8302	843-664-8302 888-571-7328
Public Safety Coordination Center (CSX Police)		800-232-0144
CSXT Standard Clock	388-5000	904-381-5000

Florence Division Terminals and Yards – Transportation Officers

Location and Names	RNX/Bell - Title	Location and Names	RNX/Bell - Title
Hamlet 290 CSX Drive Hamlet, NC 28345	RNX 379-6301 910-205-6301	Rocky Mount 2550 S. Church Street Rocky Mount, NC 27801	RNX 382-2696 252-407-2696
W.P. Kelly	Terminal Superintendent	W.T. Bullock II	Terminal Manager
S.C. Gray	Asst. Term. Superintendent	B.M. Stussie	Trainmaster
M.L. Cohoon, Jr.	Trainmaster	A.D. Gibson	Trainmaster
R.R. Edwards	Trainmaster	D.F. Pursley	Trainmaster
J.R. Castle	Trainmaster	P.S. Krauss II	Trainmaster
K.W. Kelly	Trainmaster	J.C. Gilbert II	Trainmaster
W.B. Lindner	Trainmaster		
Richmond ACCA 2100 Westwood Avenue Richmond, VA 23230	RNX 442-7627 804-226-7627	Charleston 2700 Bennett Yard Road Charleston, SC 29405	RNX 352-5313 843-745-5313
M.C. Eubank	Terminal Manager	J.M. Wiley	Terminal Manager
W.H. Crawford	Trainmaster	D.C. Lee	Trainmaster
J.L. Floyd	Trainmaster	G.D. Collins	Trainmaster
R.B. Ware	Trainmaster	G.C. Poteat	Trainmaster
M.A. Truesdale	Trainmaster	D.M. Teal	Trainmaster
Augusta 907-E. Boundary Street Augusta, GA 30901	RNX 357-4202 706-828-4202	Florence 805 E. Day Street Florence, SC 29505	RNX 383-2716 843-629-2716
C.W. Guenther	Trainmaster	T.M. Luke Jr.	Trainmaster
R.H. Brown	Trainmaster	R.D. Howard	Trainmaster
Cayce (Columbia) 500 Taylor Street Cayce, SC 29033	RNX 351-3800 803-926-3800	Charlotte 112 S. Ramsey St. Charlotte, NC 28208	RNX 360-3162 704-401-3162
S.O. Emelkin	Trainmaster	A.T. Little	Trainmaster
Collier Yard 3500 Halifax Road Petersburg, VA 23805	RNX 442-9150 804-733-9150	Greenwood 203 Burnett Road Greenwood, SC 29646	RNX 358-9647 864-942-9647
A.J. La Force	Trainmaster	R.R. Taylor, Jr.	Trainmaster
Monroe 100 Smith Street Monroe, NC 28110	704-283-2881	Spartanburg 449 Evins St. Spartanburg, SC 29303	RNX 359-3150 864-591-3150
C.A. Peisel	Trainmaster	F.A. Allen, Jr.	Trainmaster
Wilmington 407 Old Mill Road Leland, NC 28451	RNX 363-5189 910-371-5189		
S.M. Ammons	Trainmaster		

Florence 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>
Andrews, SC	AN, GW	S.A. Dunbar		843-264-9678
Augusta, GA	MK	C.W. Guenther	357-4202	706-828-4202
Cayce, SC	AU, C2	F.A. Zimmerman	351-3800	803-926-3800
	C7	S.O. Emelkin	351-3805	803-926-3805
	C4, EA, LY, HA, OB	T.J. Hedrick, Jr.	351-3808	803-926-3808
Charlotte, NC	C6, TR	G.L. Hunt	360-3158	704-401-3158
Florence, SC	CH, ZB	W.J. Egan III	383-8200	843-383-8200
Greenwood, SC	MN	D.C. McDaniel	358-9647	864-942-9647
Petersburg, VA	RP, HW	A.J. LaForce	442-9150	804-733-9150
Portsmouth, VA	PM	P.A. Napier		757-562-3955
Hamlet, NC	HT	C.A. Speight	379-6362	910-205-6362
Raleigh, NC	AB, NL	R.A. Carson	354-2725	919-833-2725
Richmond, VA	ND, RM	R.L. Zeiger, Jr.	442-7412	804-226-7412
Rocky Mount, NC	SE	C.E. Howze	383-3785	804-226-3785
	KN, PY, WW	D.R. Joyner	382-2699	804-226-7412
Spartanburg, SC	S3	S.G. Murray	359-3150	864-591-3150
	PN	F.A. Allen	359-3150	864-591-3150
Wilmington, NC	WM	S.M. Ammons	363-9189	910-371-9189

Florence Division Officers – Road Foremen of Engines and Territories

<u>Office Location</u>	<u>Subdivision(s)</u>	<u>Name</u>	<u>RNX</u>	<u>BELL</u>
Augusta, GA	AU, C2, MK	J.D. Barnette	357-4207	706-828-4207
Charleston, SC	AN, GW	(Vacant)	352-5388	843-745-5388
Charlotte, NC	C6, PN, S3, TR, S3	J.A. Infinger	360-3170	704-401-3170
Florence, SC	C4, CH, EA, LY, OB, ZB	G.E. Tarte	383-8259	843-383-8359
Greenwood, SC	C7, MN	J.A. Artz		864-227-6307
Hamlet, NC	AB, HA, HT, WM	M.A. Noland	379-6369	910-205-6369
Richmond, VA	ND, HW, RM, RP, PM	M.A. Gaither	442-7440	804-226-7440
Rocky Mount, NC	KN, NL, PY, SE, WW	J.W. Miles III	382-3787	804-226-3787

Florence Division Engineering Department

B.A. Fowler
Division Engineer

B.J. Thiebeau
Asst. Division Engineer Track

C.R. Seavy
Asst. Division Engineer Track

J.F. Castle
Asst. Division Engineer Track

L.D. Biddy
Asst. Division Engineer

R.L. Copeland
Staff Engineer

ROADMASTERS

<u>LOCATION</u>	<u>NAME</u>	<u>PHONE</u>
Apex, NC	J.D. Kirkland	919-362-9402
Augusta, GA	G.S. Majchrzak	706-828-4271
Cayce, SC	J.M. Turner	803-926-3816
Charleston, SC	S.E. Gregory	843-745-5329
Charlotte, SC	S. Pimentel	704-401-3187
Clinton, SC	D.L. Tucker	864-833-6958
Dillon, SC	J.F. Earp, Jr.	843-841-2080
Florence, SC	A.S. Gandy	843-664-8252
Hamlet, NC	L.T. Wollard II	910-205-6312
Laurens, SC	J.D. Vulcano	864-984-2318
Lumberton, NC	R.G. Grooms	910-739-0659
Richmond, VA	(Vacant)	804-226-7443
Roanoke Rapids, NC	K.D. Watts	252-537-1475
Rocky Mount, NC	R.G. Parrish	252-407-2675
Selma, NC	VACANT	919-965-0120
Yemassee, SC	D.L. Poston	843-589-6475
Winston Salem, NC	H.D. Napper	336-854-3565

Engineering Train Control

R.A. Nave
Division Signal Engineer

<u>LOCATION</u>	<u>SIGNAL MANAGER</u>	<u>PHONE</u>
Augusta, GA	F.W. Maddox	706-828-4224
Charleston, NC	D.R. McKenzie	843-745-5333
Dillon, SC	J.A. Moore	843-745-5333
Greenwood, SC	J.F. Chaney	864-223-9765
Hamlet, NC	J.R. Bailey	910-695-5263
Rocky Mount, SC	G.D. Puckett	252-407-2660

Florence Division Mechanical Department

R.R. Mayville
Mechanical Superintendent

LOCATION

Augusta, GA
Florence, SC
Hamlet, NC
Hamlet, NC
Hamlet, NC
Richmond, VA
Rocky Mount, NC
Rocky Mount, NC

MANAGER NAME

R.E. Phelps
L.M. Hurt
S.D. Payne
J.J. Brinkmeier
G.H. Malmstrom
J.D. Parks
C.Y. Lewis
L.J. Goodsite

PHONE

706-828-4274
843-664-8277
910-205-6410
910-205-6410
910-205-6349
804-226-7476
252-407-2668
252-407-2668

JACKSONVILLE OPERATIONS CENTER

FLORENCE DIVISION TRAIN DISPATCHING OPERATIONS

3019 Warrington St.
Jacksonville, FL 32254

	RNX	BELL			RNX	BELL
Florence Chief Dispatcher	388-2780	904-381-2780		BC Dispatcher		
AD Dispatcher South End Subdivision Charleston Subdivision Lane Subdivision Cross Subdivision	388-2691	800-628-4725		Norlina Subdivision Aberdeen Subdivision Hamlet Subdivision Columbia Subdivision	388-5178	800-445-5521
AE Dispatcher North End Subdivision Bellwood Subdivision Hopewell Subdivision Portsmouth Subdivision Taboro Subdivision Parmele Subdivision W&W Subdivision	388-2671	800-628-4703		BE Dispatcher Augusta Subdivision Andrews Subdivision Georgetown Subdivision	388-2726	800-445-5503
AF Dispatcher Hamlet Terminal Monroe Subdivision	388-2707	800-628-4726		CE Dispatcher Spartanburg Subdivision CN&L Subdivision McCormick Subdivision Eastover Subdivision Creston Subdivision Orangeburg Subdivision	388-2762	800-445-5518
AP Dispatcher Belton Subdivision Charlotte Subdivision Wilmington Subdivision Terrell Subdivision	388-2673			CQ Dispatcher Richmond Terminal	388-4131	888-299-0030

ABERDEEN SUBDIVISION – AB

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
						NORLINA SD				
P	F	S 154.7	EDGETON	2.1	<div>BC DISP 20-1 RD 66</div>	<div><div>-----NS</div><div>N.E. RALEIGH YD</div><div>SE RALEIGH YD</div><div>NS</div></div>	YARD LIMITS 193			
10	10	S 154.8								
		S 155.0								
20	20	S 155.4								
		S 156.0								
10	10	S 156.3								
20	20									
NO. 1		NO. 2		S 156.8	SOU. JCT.			CPS-261		
10	10	10	10	S 156.9						
				S 157.0						
						1 2	NS	ABS-261	DTC BLOCK HARGETT	
				0.5			NS			
10	10	10	10	S 157.3	RALEIGH TOWER (BOYLAN)	NS	NS	CPS-261	DTC BLOCK RALEIGH	
20	20	20	20	S 157.4			NS			
79	60	79	50					ABS-261		
				S 158.0						
				S 159.9	7.5	N.E. CAMP POLK				
				S 160.7		S.E. CAMP POLK				
79		79		S 161.7						
75		70								
	60		50					ABS-261	DTC BLOCK RALEIGH	

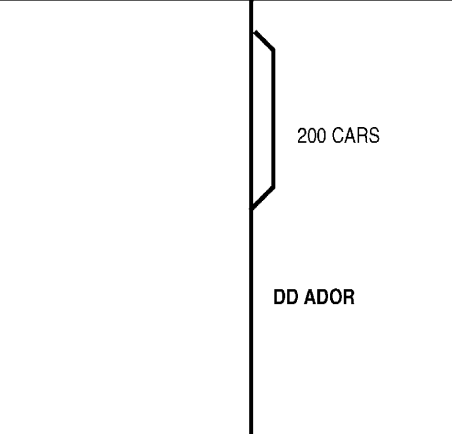

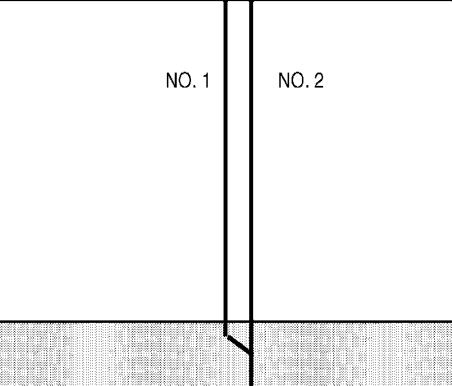
ABERDEEN SUBDIVISION – AB

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
NO. 1		NO. 2				SOUTH						
P	F	P	F									
75	60	70	50	S 162.2 S 164.2 S 164.7		NO. 1	NO. 2	ABS-261	DTC BLOCK RALEIGH	1		
79		79										
70	60	65	50									
35	35	35	35	S 164.8	FETNER			CPS-261			DTC BLOCK APEX	
				S 164.9								
60		40		S 165.7	6.2 N.E. STORAGE APEX	NS TO DURHAM	DD CARY	ABS-261				
				S 168.3								
				S 169.9								
				S 170.6								
60						D&S SPUR						
45				S 171.0	SE STORAGE APEX							CPS-261
				S 171.1	APEX / D&S SPUR							
				S 171.2	NE APEX SIDING							
45				S 171.7	1.3		SSDG 5,700 FT. 10 MPH	ABS-261	DTC BLOCK APEX			
60				S 172.3	SE APEX SIDING			CPS-261				
				S 180.5 S 180.6	14.4	NE MERRY OAKS	NE MERRY OAKS	ABS-261	DTC BLOCK MONCURE			
				S 181.6 S 181.7		SE MERRY OAKS	SE MERRY OAKS					
				S 182.0			TRIANGLE BRICK					
				S 185.0		HONEYWELL						
				S 185.6			PHOENIX LEAD					
60		40										

ABERDEEN SUBDIVISION – AB

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
60	40	S 186.7	NE MONCURE			CPS-261	DTC BLOCK MONCURE		
			0.9	CSDG 5,705 FT. 10 MPH		ABS-261			
		S 187.6	SE MONCURE			CPS-261			
		S 190.9 S 195.0	MONCURE		NSRY	DD MONCURE	ABS-261		DTC BLOCK SANFORD
		S 195.9	COLON	9.9					
		S 197.5	NE SANFORD			CPS-261			
		S 198.2	1.0			CSDG 5,000 FT. 10 MPH	ABS-261		DTC BLOCK SOUTHERN PINES
		S 198.5	SE SANFORD			CPS-261			
		S 198.9 S 199.0	SANFORD				ABS-261		
		S 199.0				ATW RR			
		S 200.4							
		S 208.4							
		S 208.7							
		S 210.2	26.2						
		S 211.1 S 213.8				DD CAMERON	ABS-261		
		S 222.4							
		S 224.6					ABS-261		
		S 224.7	SOUTHERN PINES				CPS-261		DTC BLOCK ADDOR
S 225.0	SOUTHERN PINES STATION			ACW					
S 225.8	4.0				A&R	ABS-261			
S 228.1									
S 228.5 S 228.6	A&R / ACW								
S 228.7	NE #1 ABERDEEN				CPS-261				
S 229.2	1.3	ACWR YARD							
S 230.0	SE #1 ABERDEEN				CPS-261	DTC BLOCK ADDOR			

ABERDEEN SUBDIVISION – AB

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P		F				SOUTH				
60		40		S 230.1	NE ABERDEEN STORAGE			ABS-261	DTC BLOCK ADDOR	
					8.3					
				S 232.6	SE ABERDEEN STORAGE					
				S 232.9						
60		40		233.0 234.0						
NO. 1		NO. 2		S 238.3	HOFFMAN			CPS-261		
P 40	F 40	P 60	F 40	S 238.7				ABS-261		
		50		S 239.0	3.3					
		60		S 239.8						
		50		S 240.4						
		60								
40	40		40	S 241.6	MARSTON			CPS-261	DTC BLOCK ADDOR	
						HAMLET TERM SD				
86.9 MILES RALEIGH TO MARSTON										

STATION PAGE NOTES

NOTE 1: Facing point Movement must not be made from NS (from Charlotte to #1 track) on southend of south crossover at S 164.9.

ABERDEEN SUBDIVISION – AB **D&S SPUR**

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10	S 171.1	APEX HOUSE TRACK X'DOWN SIDING					1
	SDS 20.7	APEX D&S SPUR					
	SDS 20.0						
	SDS 19.7						
	SDS 19.5						
	SDS 19.3						
	SDS 19.2						
10	SDS 18.3	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK CARPENTER	2
	SDS 14.2	CARPENTER					
	SDS 12.8						
	SDS 10.7						
	SDS 8.9	DTC BLOCK SIGN					
	SDS 8.4						
	SDS 6.0						
	SDS 5.7	FEW				DTC BLOCK FEW	
	SDS 3.4						
	SDS 2.3	DTC BLOCK SIGN			TWC-DTC		
		EAST DURHAM NS XING					
	SB 153.9	JOYLAND LEAD					

STATION PAGE NOTES

NOTE 1: Trains will operate between S171.1 and SDS 18.3 in accordance with Operating Rule 96.

NOTE 2: Trains will operate between mileposts SB 153.8 and SB 151.0 on the Joyland Lead in accordance with Operating Rule 96.

ABERDEEN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
S 164.7 and S 165.7	35
S 198.2 and S 200.4	35
S 228.1 and S 229.2	45

98 RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection	Rule
S 154.8 / Edgeton	NS	Automatic	226-B(3)d
S 157.3 / Raleigh Tower (Boylan)		Remotely Controlled	226-B(3)
S 198.9 / Sanford	ATW	Electrically Locked Derails	98-F

S 154.8 Edgeton Automatic Crossing at Grade

Northbound Trains –

1. Clear signal, proceed.
2. Stop signal. A crew member must dismount train, walk to crossing at grade and activate time release located in the southeast quadrant of diamond. This is a three-minute time release. After activating the time release, check the NS split rail on the west track of the diamond. The NS split rail should be positioned against NS move.
 - a. If the split rail is lined for derailing position, handle is in hand position and not locked with NS lock, restore power.
 - b. If the split rail is not lined for derailing position, handle is in hand position and not locked with NS lock, restore power and NS derail should line itself.
 - c. If the handle is in hand position, split rail lined in either position and locked with NS lock, the power cannot be restored.

If the signal clears for northbound movement on CSX, proceed.

After complying with the above instructions and signal for northbound movement on CSX track does not clear up after expiration of the three minute time interval, line the CSX split rail for movement on CSX, pull train by STOP signal, stopping short of the intersecting line but not more than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from dispatcher to pass the STOP signal at an automatic crossing at grade.

3. Making a reverse move after entering interlocking.

- a. If rear of train has not cleared the north limits of interlocking, the rear must be protected to ensure that the split rail on CSX track is lined for the reverse movement.
- b. If rear of train has cleared the interlocking and before making reverse move through interlocking, STOP rear of train at STOP signal, wait three minutes (there is not a time release for south bound movements), shove past STOP signal, stopping short of intersecting line but not greater than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from the dispatcher to pass the STOP signal at an automatic crossing at grade.

Southbound Train –

- 1 - Clear signal, proceed.
- 2 - After stopping rear of train at STOP signal, wait three minutes (there is not a time release for southbound movements), shove past STOP signal, stopping short of intersecting line but not greater than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from the dispatcher to pass the STOP signal at an automatic crossing at grade.
- 3 - Making a reverse move after entering interlocking.

In all cases, problems with crossing at Edgeton must be reported to Raleigh Yard. If after lining NS split rail signal does not clear up for CSX movement, the Raleigh Yard and the BC dispatcher must be notified so that a signal maintainer can be called to check the problem.

S 157.3 Raleigh Tower Remotely Controlled Railroad Crossing at Grade

Raleigh Tower – The remote controlled railroad crossing at grade controlled by the NS train dispatcher, Greenville, SC under the direction of the CSX train dispatcher in service between S 157.3 and S 157.5 on track No. 1 and track No. 2.

NS phone # - 800-272-9592

100-D HIGHWAY RAIL GRADE CROSSING

S 182.0 Merry Oaks Triangle Brick – All movements using tracks serving this industry must STOP and flag SR 1911 during all movements over this crossing.

S 228.6 Aberdeen, A&R Connection, – All trains must STOP and flag Maple Street crossing.

103-D HAND BRAKES

Item #2 of Division Special Instructions applies to the entire subdivision with the following exceptions:

MP/Location	Number of Hand Brakes Required
S 156.0 / Raleigh Yard	3 handbrakes on north end 1 additional handbrake to the above for each 3 cars added to tracks 6, 8 10.
S 215.2 / Harristown / Ingram Wood Yard	100% handbrakes on all cars

104 DERAILS

S 155.3 Raleigh Yard – A hand operated split switch derail has been installed on the yard lead between the main track switch and the No. 3 track switch. Trains leaving or entering the yard at this location must STOP and line the derail and leave it on the derailing position when not being used.

S 156.0 Raleigh Yard – The normal position for the switch providing access to the NC DOT facility in Raleigh Yard is lined for movement away from the facility. Amtrak crews using this switch to enter or leave this facility will not line the switch until ready for immediate movement over the switch and will announce on radio Channel 66 that they are lining the switch for their intended movement.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 156.0 / Raleigh Yard	0600-1400 Mon.-Fri.	66	Terminal
S 156.0 / Raleigh	Continuous	66, 20-1	Wayside
S 160.5 / Method			
S 187.3 / Moncure			
S 205.0 / Lemon Springs			
S 225.0 / Southern Pines			
S 249.2 / Hamlet			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

EHR 4304-B

When traveling into or out of the south end of Aberdeen Storage siding, all trains not maintaining a constant speed of 10 MPH or higher for the entire train while passing over the Addor defect detector at S 232.9, are to disregard the defect detector malfunction message.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
S 170.6 / D&S Spur	6-Axle Engines	Prohibited
S 171.0 / Apex Siding	Intermodal Cars	
S 180.0 / Progress Energy Lead	6-Axle Engines	
S 185.0 / Allied Chemical (Honeywell)		
S 185.5 / Phoenix Spur Nestee Resins Weyerhaeuser Industries		
S 199.0 / Sanford, NC		Must not operate on yard tracks
S 215.2 / Vass, NC Ingram Wood Yard		Prohibited
S 222.4 / Manly, NC McDonald Bros.		

7. CLOSE CLEARANCE

MP/Location	Track
S 182.0	Triangle Brick
S 184.9	Performance Fibers
S 185.8	Algonquin Timber
S 185.8	Nestee Resin
S 185.8	Moncure Plywood
S 197.8	Triangle Brick Colon
SDS 3.6	Giant Cement
SDS 12.8	Triangle Brick
SDS 19.2	Carolina Builders
SDS 19.5	Guy C. Lee
SDS 20.0	BIDS Terminal

8. MISCELLANEOUS

EXCEPTED TRACK

MP / Location	Track
SDS 20.7 / Apex, NC	SDS 2.3 Durham, NC
SB 153.9 / Durham, NC	SB 154.9 Durham, NC

Special Instructions for crews on the Aberdeen and Norlina Subdivisions will be issued by the Trainmaster at Raleigh, NC. All crews working these subdivisions will be responsible for information contained in these special instructions. These instructions can be accessed in the AMS library. To access this library from the T&E miscellaneous functions menu, input code 01 and press ENTER. Next, input CCRM at the command line and press ENTER. The AMS ID is: RALNOTES and the password is: RALEIGH.

NS trains operating between Southern Junction and Fetner are under the direction of the CSX train dispatcher and are governed by the CSX timetable and rules. NS and Amtrak crews are required to monitor CSX Channel 66 while operating between Southern Junction and Fetner.

CSX/NS Connection in Durham – Authority for movement on this portion of track will be controlled by the NS train dispatcher.

The signals within this interlocking are color light signals covered by CSX signal aspect and indication rules 1281-1298. A fixed northbound approach signal (1295) has been erected at SDS 2.8. There is a northbound signal located at SDS 154.1 governing movement from the Joyland Lead through the interlocking to the D&S main line.

The northbound signal at SDS 2.3 is a dwarf signal. The signal is a three light signal capable of displaying STOP (1292), restricting (1290) and medium clear (1281). A medium clear signal is the proper signal to proceed from the D&S Spur across the NS lines onto the Joyland Lead. A restricting signal shows that route is lined other than movement from CSX to CSX track. After the train has cleared the southbound dwarf signal at SB 154.1 on the Joyland Lead, the NS dispatcher will line and lock the switch on the Joyland Lead for movement on the Joyland Lead.

The signal at SB 154.1 is a three light signal capable of displaying STOP (1292), restricting (1291) and medium clear (1281). After the train has entered the Joyland Lead and pulled past the signal at SB 154.1, the NS dispatcher will line and lock the switch on the Joyland Lead for movement on the Joyland Lead. The dwarf signal will display a restricting for movement on the Joyland Lead.

In order to make a southbound move from the Joyland Lead to the D&S main line, the crew must make a request for the interlocking by accessing and pressing a request button located in a box located beside the signal at SB 154.1. Instructions are posted within this box. A medium clear signal is the proper signal to proceed from the D&S Spur across the NS lines onto the Joyland Lead. If the switch is positioned for movement to the NS line and a restricting signal is displayed, this indicates that the route is lined for movement other than from CSX to CSX track. There is a left hand southbound dwarf signal located on the Bulldozer Track at SB 154.0 that protects the switch at SB 154.1. This signal is capable of displaying STOP (1292) and restricting (1290).

CSX trains traveling from Apex to Durham should contact the Raleigh District NS Dispatcher on Channel 56-56 Tone 333 or by phoning 30 minutes prior to arriving D&S Jct. At 800-272-9522, Tone 8 on Monday through Saturday between 0700-2300 hours and Tone 7 at any other times to let the NS dispatcher know what time the CSX train will be arriving Durham. The dispatcher should give you some information on whether he can let the CSX train cross. If he cannot run your train, STOP clear of Pettigrew Street until you can get the crossing.

CSX trains going from Joyland Lead to D&S Spur need to contact the Raleigh District NS Dispatcher on Channel 56-56 Tone 333 or by phoning 800-272-9592 Tone 8 at least 30 minutes prior to arriving at D&S Junction to let them know what time you will be leaving Durham to go back to Apex. Upon arriving at the signal at SB 154.1, operate the request button per posted instructions and be governed by signal indication. (Reference NS rule 433 located in this bulletin). Maps depicting D&S Junction is depicted as Attachment D.

If the NS dispatcher is unable to move train on signal indication, CSX crews must comply with NS operating rules governing power-operated switches, rules 430-433.

NS OPERATING RULES

Power Operated Switches

430 – For reverse movements over power operated switches, see rule 463.***

431 – When a train or engine is stopped by a signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control station and be governed by the instructions received.

The control station must initiate code or control action, then if switch(s) to be used are indicating properly, may authorize the movement to proceed at restricted speed.

If the control station cannot obtain proper indication for the switch(s) in the desired route, movement must not be authorized until each switch that is out of correspondence has been placed on hand operation and lined by hand.

Before authorizing dual-controlled switch(s) in proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-controlled switch on hand operation the following procedure must be complied with:

Selector lever must be taken out of "motor" (or "power") position and locked, if lock is provided.

Hand-throw lever must be operated until switch points are seen to move with movement of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route.

Switch must then be lined and locked for the route to be used.

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

Unless instructed otherwise by the control station, switches must be restored to "motor" after movement over them is completed.

432 – Dual-controlled switches must not be placed on hand operation unless authorized by control station.

When necessary to place a dual-controlled switch in hand position to perform switching, the time during which the switch may be used and the limits of the movement must be clearly stated and understood.

Selector levers on all switches over which movement is to be made then be placed in "hand" position and must be left in that position until all movements have been completed.

During the time selector lever is in "hand" position to perform switching indications of STOP signals may be considered suspended, but all movements must be made at restricted speed. **** Repeated switching moves past the signal may be made when authorized by the control station.

After all movements have been completed, selector levers on all switches must be restored to "motor" (or "power") position and control station so advised.

After switches are restored to power operation, train or engine must not proceed except by proper signal indication or as authorized by the control station.

433 – The control lever and push button for a power-operated switch must not be operated while a train or engine is on the switch as indicated by the red "OS" light, or when a unit of on-track equipment is on or closely approaching the switch.

*****463** – When a movement stops with its trailing end within interlocking limits, a move in the opposite direction must not be made without the proper interlocking signal indication, or permission from the control station. This rule also applies to reverse movements over power-operated switches when selector lever is in "power" or "motor" position.

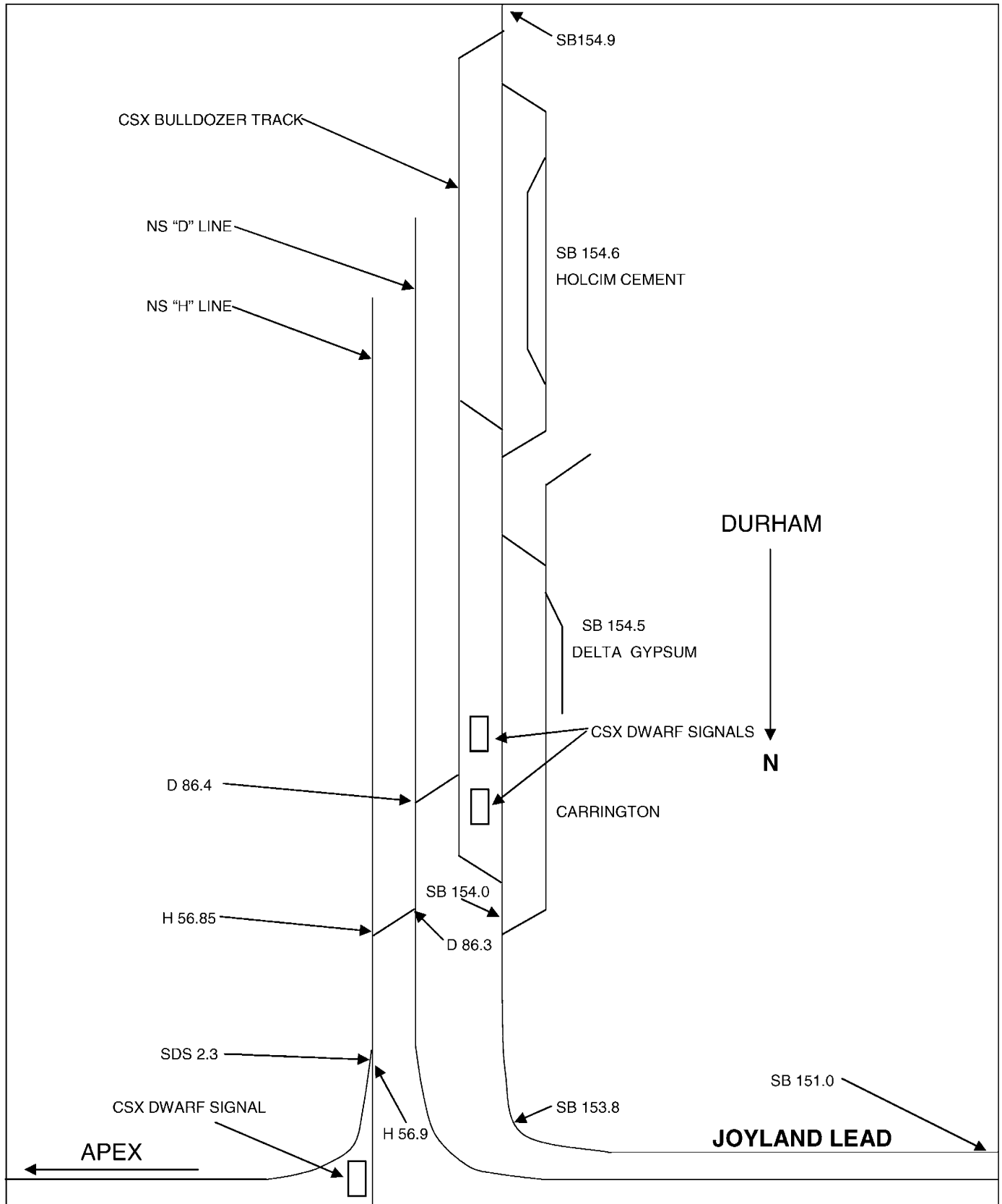
****** Restricted Speed** – A speed that will permit stopping within one half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, STOP signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH. (Note: The provisions of restricted speed do not solely provide protection for men or equipment working on or near the track).

ADDITIONAL STATIONS

Station	Milepost	Car Capacity	Switch Opening
Camp Polk	S 161	76	Both
D&S Spur	S 171	Spur	South
Merry Oaks (West Storage)	S 181.1	72	Both
Merry Oaks (East Storage)	S181.1	78	
Harristown	S 215.2	12	North
Carpenter	SDS 14.2	10	
Genlee	SDS 10.4	6	South
Few	SDS 5.7	20	Both
East Durham	SDS 2.3	--	--
Durham	SB 154.9	Yard	Both
Joyland Lead	SB 153.9	Lead	North
Joyland	SB 151.0	9	
Chatham Steel	SB 151.1	8	South
Strategic Materials	SB 151.8	7	North
Blue Circle Cement	SB 152.7	16	

NOTES

ABERDEEN SUBDIVISION SPECIAL INSTRUCTIONS ATTACHMENT D



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

MP	Location	DOT#
S 156.7	Harrington St	630627A
S 156.7	West Street	630628G
S 156.8	Jones Street	630629N
S 157.1	Hargett Street	630632W
S 159.7	Royal Street	630646E
S 159.9	Beryl Road	630647L
S 160.8	Blue Ridge Rd	633973A
S 161.3	Powell Drive	630650U
S 162.4	Nowell Road	630654W
S 163.4	Trinity Road	630657S
S 164.2	Maynard Rd NE	643351A
S 164.5	Reedy Creek	630662N
S 165.3	Academy St	630664C
S 165.4	Harrison Ave	630665J
S 165.5	West St	630667X
S 165.7	Dixon St	630668E
S 166.1	Old Apex Rd	630669L
S 166.4	High House Rd	643399C
S 166.9	Mayard Rd Ext	643400U
S 168.5	Cary parkway	643702W
S 170.8	Old Raleigh Rd	915260X
S 171.1	Center St.	630692F
S 171.3	E. Chatham St.	630693M
S 171.4	Moore St.	630694U
S 171.8	Tingen Road	630696H
S 174.2	Pleasant Plains	630704X
S 174.9	Friendship Road	630706L
S 176.3	Bosco Road	630709G
S 176.9	Manson Road	630710B
S 177.4	New Hill	630711H
S 178.4	Sharon Harris Rd	630713W
S 180.0	Bonsal Road	630715K
S 180.4	B&B Chipmill Dr	633975N
S 182.0	Christian Chapel Rd	630718F
S 184.9	Old US 1	630722V
S 185.5	Cornith Road	630723C
S 188.5	Lower Moncure Rd	630732B
S 193.2	Ferrell Road	630735W
S 195.2	Brickyard Road	630736D
S 195.8	Colon Road	630738S
S 198.5	Chisholm St	630740T
S 198.8	Charlotte Ave	630741A
S 199.0	Wicker Street	630742G
S 199.2	Pearl Street	630760E
S 199.8	Fields Drive	630762T
S 200.3	Garden St	630763A
S 203.3	Liberty Road	922705M
S 203.8	Bruce Coggins Rd	630765N
S 205.1	Joe Matthews Rd	630766V
S 205.4	Greenwood Road	630767C
S 207.6	Hancock Crossing Road	630770K
S 209.4	Pine Forest Road	630771S
S 211.2	Carthage St	630772Y
S 213.8	Crains Creek	630773F
S 217.0	James St.	630779W
S 218.2	Lakeview Road	630781X
S 222.0	Niagara/Cox	630784T

MP	Location	DOT#
S 222.4	McDonald Brothers	630786G
S 223.6	Yadkin Road	630788V
S 224.8	Vermont Street	630789C
S 224.9	Connecticut Ave	630790W
S 225.0	New Hampshire Ave	630791D
S 225.1	Pennsylvania Ave	630792K
S 225.2	New York Ave	630793S
S 225.3	Massachusetts Ave	630794Y
S 225.5	Illinois Ave	630795F
S 228.1	Midway Road	630799H
S 228.5	Maple St	630800A
S 228.7	Main St.	630801G
S 228.8	South Street	630804C
S 231.6	Pine Bluff Lake	630807X
S 233.0	Addor Road	630808E
S 237.8	Rushing Road	630812U
S 238.6	McCoy Drive	630813B
S 239.3	School Road	630815P

D&S SPUR

SDS 2.70	Pettigrew Street	845861M
SDS 4.15	Riddle Rd	845864H
SDS 4.90	Alston Ave	845865P
SDS 5.90	Cornwallis Rd	845866W
SDS 7.05	Carpenter Fletcher Rd	845869S
SDS 7.59	West park St	846060X
SDS 8.00	NC 54	845871T
SDS 8.90	Sedwick Rd	845873G
SDS 9.85	Alston Ave	845875V
SDS 11.01	Kit Creek Rd	633906F
SDS 14.20	Carpenter-Morrisville Rd	845881Y
SDS 14.40	Davis Dr.	845982L
SDS 20.30	Hunter Street	845902P

JOYLAND LEAD

SB 152.3	Holloway St	630465A
SB 153.3	Angier Ave	630470W

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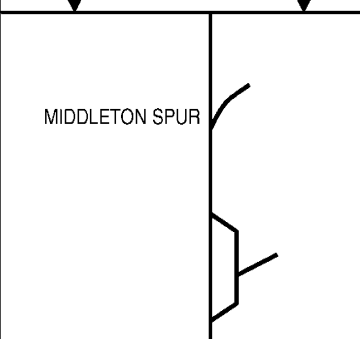
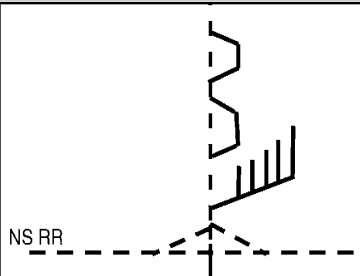
ANDREWS SUBDIVISION - AN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	SH 255.0	S.E. EAST JUNCTION	HAMLET TERMINAL SD				
50	SH 263.4	10.5	BE DISP 08-8 RD 66		ABS-261	DTC BLOCK FLETCHER	
40	SH 264.1						
50	SH 265.5	N.E. FLETCHER			CPS-261		
		2.0	CSDG 10,259 FT. 10 MPH		ABS-261		
	SH 267.5	SE FLETCHER			CPS-261		
50	SH 268.1	3.7	DD MCCOLL		ABS-261	DTC BLOCK MCCOLL	
	SH 270.5						
40	SH 271.2	MCCOLL CONN.			CPS-261		
	SH 272.0	4.1			ABS-261		
	SH 275.3	N.E. CLIO			CPS-261		
50		1.9		CSDG 10,225 FT. 10 MPH	ABS-261		
	SH 277.2	S.E. CLIO			CPS-261		
45	SH 277.3	14.1			ABS-261	DTC BLOCK CLIO	
	SH 277.6						
50	SH 287.6		DD LITTLE ROCK				
	SH 291.3				N.E. DILLON	CPS-261	
	SH 292.1	1.0	CSDG 4,752 FT. 10 MPH		ABS-261		
35	SH292.3	S.E. DILLON			CPS-261		
		0.7			ABS-261		
	SH 293.0	SAS MAPLE			CPS-261		
35	SH 293.2	NAS MAPLE	SOUTH END SD		226(3b)		
	SH 293.3				CPS-261		
25	SH 303.8	DTC BLOCK SIGN	DD SMITHBORO		TWC-DTC	DTC BLOCK DILLON	
	SH 305.8	DTC BLOCK SIGN				DTC BLOCK SMITHBORO	
25	SH 308.2	DTC BLOCK SIGN					
20	SH 308.4	N.E. MULLINS			193 YARD LIMITS		
	SH 309.0						
20	SH 309.4	S.E. MULLINS	(PAS)				
	SH 309.6						
20	SH 310.4	DTC BLOCK SIGN	(PAS)		TWC-DTC		
	SH311.3						
25	SH 312.0					DTC BLOCK MULLINS	

ANDREWS SUBDIVISION - AN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
25	SH 315.3	DTC BLOCK SIGN	9.1		TWC-DTC	DTC BLOCK MULLINS	Y Z
	SH 323.2					DTC BLOCK RAINS	
	SH 324.4	N.E. EULONIA DTC BLOCK SIGN				DTC BLOCK EULONIA	
	SH 325.8	SE EULONIA	10.6			DTC BLOCK JOHNSONVILLE	
	SH 335.0	DTC BLOCK SIGN	7.0			DTC BLOCK HEMINGWAY	
	SH 342.0	DTC BLOCK SIGN				DTC BLOCK MORRISVILLE	
	SH 345.0		11.2				
	SH 353.2	DTC BLOCK SIGN	7.8				
25	SH 361.0	DTC BLOCK SIGN			TWC-DTC		1
20	SH 365.5	ANDREWS	8.0				
	SH 366.0						
10	SH 369.0	DTC BLOCK SIGN					
40	SH 377.2		9.9		TWC-DTC	DTC BLOCK OCEDA	
	SH 378.9	DTC BLOCK SIGN				DTC BLOCK JAMESTOWN	
	SH 386.9		11.1			DTC BLOCK CORDESVILLE	
	SH 390.0	DTC BLOCK SIGN					
	SH 392.8	STATE JUNCTION	8.0				
40	SH 394.7	CORDESVILLE					
	SH 398.0	DTC BLOCK SIGN					
	SH 398.4		3.0			DTC BLOCK COOPER RIVER	
20	SH 398.6						
40							

ANDREWS SUBDIVISION - AN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
40	SH 401.0	DTC BLOCK SIGN			DTC BLOCK COOPER RIVER	
	SH 401.2	2.0			DTC BLOCK MIDDLETON	
	SH 403.0	DTC BLOCK SIGN				
	SH 408.0	INNESS			DTC BLOCK INNESS	
40	SH 411.6	DTC BLOCK SIGN		TWC-DTC		
	SH 412.5	REMOUNT				2
	SH 413.3	FILBIN 4.5				
	SH 413.7	COSGROVE YARD				
	SH 413.9 SH 416.1	N. CHARLESTON				
			CHARLESTON SD			
156.6 MILES SOUTH EAST JUNCTION TO DTC BLOCK SIGN						

STATION PAGE NOTES

NOTE 1: Movements between mileposts SH 361.0 and 369.0 will be in accordance with Operating Rule 96.

NOTE 2: Movements between mileposts SH 411.6 and SH 416.1 will be in accordance with Operating Rule 96.

NOTE W: The DMTF sequence to lock this Power Assisted Switch are: Normal #309611. Reverse #309633.

NOTE X: The DMTF sequence to lock this Power Assisted Switch are: Normal #311311. Reverse #311333.

NOTE Y: The DMTF sequence to lock this Power Assisted Switch are: Normal #324411. Reverse #324433.

NOTE Z: The DMTF sequence to lock this Power Assisted Switch are: Normal #325811. Reverse #325833.

ANDREWS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

14 QUIET ZONES

Under Federal Regulations 49 CFR 222.39(A), a quiet zone has been established at the following locations:

MP	Location
SH 414.54	East Montague Avenue
SH 415.19	Spruill Avenue
SH 415.44	South Rhett Avenue
SH 416.05	Rivers Avenue
SH 416.10	Old Meeting Street Road

When approaching these grade crossings the standard crossing warning signal, CSX Operating Rule 14 (L), shall not be sounded with the engine horn.

Approaching these grade crossings, the engine bell will be rung.

EXCEPTIONS:

The engine horn will be sounded when approaching and passing roadway workers, in emergencies or when otherwise required by CSX Operating Rules.

When informed by dispatcher message, EC-1 or special instructions that the active grade crossing warning devices have malfunctioned or are temporarily out of service at any of the noted locations, the engine horn must be sounded in accordance with Operating Rule 14 (L).

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
SH 308.4 and SH 309.6	20

97 DRAWBRIDGES

MP / Location	Hours Attended
SH 398.4 / Cordesville	Unattended

Trains stopped by block signal will not proceed until a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SH 293.2 / Dillon	CSX	Remotely Controlled	226-B (3)
SH 309.0 / Mullins	CSRR	Non-Electrically locked gates (Note 1)	98
SH 413.9 / Filbin	NS	Non-electrically locked gates (Note 2)	98

Note 1: The Mullins railroad crossing at grade at MP SH 309.0 is protected by a gate with a STOP sign that is normally lined against the intersecting line. Trains must approach the crossing prepared to stop short of the gate and crossing, until the gate is seen to be positioned against the intersecting line.

Note 2: The Filbin railroad crossing at grade MP SH 413.9 is protected by a gate with a STOP sign that is left as last used. Trains must approach the crossing prepared to stop short of the gate and crossing, until the gate is seen to be positioned against the intersecting line.

100 HIGHWAY-RAIL GRADE CROSSINGS

SH 266.03 – When train length permits, northbound trains should STOP 500 feet south highway crossing at MP SH 266.0.

SH 271.2 McLaurin Street – Trains enroute on the Andrews subdivision, when leaving the connection track at McColl, SC will pull by signal and allow gates to be activated on account of a short approach circuit.

SH 271.2 Pee Dee Interchange – Due to the city ordinance, do not block the Main Street crossing or Church Street on the Pee Dee Interchange. Ensure with the dispatcher that you will be departing prior to pulling past Main Street.

SH 364.95 Highway 521 – The conductor on trains switching and doubling out of the north end of the yard at Andrews, SC that will block Highway 521 on the Andrews Subdivision must take action to minimize the amount of time the crossing is blocked.

When the head end portions of northbound trains are doubled out, the rear portion must be shoved a sufficient distance to allow room to clear Highway 521 when trains are made solid. Also, when long cuts of cars are pulled north of the yard and the crossing will be blocked an excessive time making the northward and reverse movements, Highway 521 must be cleared and vehicular traffic allowed to clear before making the reverse movement. Blocking of Highway 521 in excess of 5 minutes with a standing engine or car is prohibited.

103-D HAND BRAKES

Item No 2 of Division Special Instructions concerning handbrakes apply on the entire subdivision.

104 SWITCHES AND DERAILS

Power assisted switches (PAS) have been installed at the north end of Mullins siding, SH 309.6 the south end of Mullins siding SH 311.3, the north end of Eulonia Siding, SH 324.4 and the south end of Eulonia Siding SH 325.8. Instructions governing this type of switch installation are as follows:

DEFINITIONS

Power Assisted Switch (PAS) – A switch identified as PAS can be controlled remotely by use of a DTMF keypad located on a radio or manually.

Switch Point Indicator – A visual LED display fixed at a switch location to indicate the position of the switch points.

Signage – The following signs will be used at power assisted switch locations.

“Begin OS” and End OS – These signs identify the limits of the on switch circuit. In order for the PAS to operate by DTMF or by push button located at the switch, the limits of the OS must not be occupied.

“Switch Control” – Placed 2 miles from a PAS for the purpose of notifying the crew they must enter the proper DTMF sequence as outlined in special instructions.

The location of Power Assisted Switches (PAS) will be designated in special instructions.

NORMAL TRAIN OPERATIONS

Operating a Power Assisted Switch (PAS) – To operate a PAS, a crewmember must perform the following:

IN TWC (NON ABS TERRITORY) –

1. When a train is given a track warrant authority that will require the train to operate over a PAS,
 - a) Follow instructions prescribed in #2 below.
 - b) In addition, if authority includes permission to occupy the siding, the crew will also secure permission from the train dispatcher to handle the PAS.
2. Upon passing the wayside sign reading “switch control”, a crewmember must enter on the road channel the proper DTMF sequence for the desired switch position as follows:
 - A. Ensuring the switch remains in the normal position (Switch Normal Command) –

North Mullins – The proper DTMF sequence to ensure the switch remains lined in the normal position is #309611.

South Mullins – The proper DTMF sequence to ensure the switch remains lined in the normal position is #311311.

North Eulonia – The proper DTMF sequence to ensure the switch remains lined in the normal position is #324411.

South Eulonia – The proper DTMF sequence to ensure the switch remains lined in the normal position is #325811.

- B. Lining the switch to the reverse position (Switch Reverse Command) –

North Mullins – The proper DTMF sequence to line the switch in the reverse position is #309633.

South Mullins – The proper DTMF sequence to line the switch in the reverse position is #311333

North Eulonia – The proper DTMF sequence to line the switch in the reverse position is #324433.

South Eulonia – The proper DTMF sequence to line the switch in reverse position is #325833.

3. After entering the proper DTMF sequence, you will receive radio confirmation message, repeated once, that the switch is properly lined for requested movement.

EXAMPLES OF CONFIRMATION MESSAGES:

“CSX north end Eulonia Milepost 324.4 switch is normal, switch is normal, north end Eulonia out.”

“CSX north end Eulonia Milepost 324.4 switch is reverse, switch is reverse, north end Eulonia out.”

CSX south end Eulonia Milepost 325.8 switch is normal, switch is normal, south end Eulonia out.”

“CSX south end Eulonia Milepost 325.8 switch is reverse, switch is reverse, south end Eulonia out.”

4. A train must approach a PAS prepared to stop short of the “Begin OS” sign until A, B and C below, are fulfilled:
 - A. A DTMF command has been issued to request the switch for the desired position, and
 - B. Radio confirmation message has been received that the switch is properly lined for desired movement, and
 - C. The switch point indicator displays the switch is properly lined for the desired movement, as follows:

Indicator Light	Switch Status
Green	Locked for main track (normal position)
Yellow	Locked for siding (reverse position)

NOTE: If the train will not pass the “Begin OS” sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the “Begin OS” sign and repeat

proper DTMF sequence prescribed in paragraph #2. Train may proceed when switch point indicator displays the switch is properly lined.

TRAIN OPERATIONS - EXCEPTIONS

5. The train must stop short of the "Begin OS" sign if any of the following occurs:
 - A. Crew receives message "switch not lined", or no message is received.
OR
 - B. Switch point indicator displays red or is dark.

Train crew will repeat the proper DTMF sequence prescribed in paragraph #2 and notify the train dispatcher. The train dispatcher will notify signal personnel of the failure.

If, after repeated a second time, and A or B above occurs, see paragraph #6 below.

6. If the switch does not respond to the proper DTMF sequence, the PAS must be operated as follows:
 - A. Unlock "N/R" box, (located on side of switch point indicator bungalow)
 - B. Push button that will line switch for proper route.
 - C. Train may proceed when the switch point indicator displays the switch is properly lined.
7. If the switch does not respond to proper "push button sequence", the PAS must be operated as follows:
 - A. Notify train dispatcher that switch will be operated by hand.
 - B. Unlock switch lock.
 - C. Place select lever in hand position.
 - D. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever, to ensure the points are controlled by the operation of the hand lever. (this must be done whether or not the switch points are lined for the desired route.)
 - E. Line the switch for the proper route.
 - F. When making a facing point movement, the entire movement must clear the switch points before the selector lever may be restored to "Motor" position.
 - G. When making a trailing-point movement, restore the selector lever to "Motor" position after the leading wheels of the movement have moved onto the switch point.
 - H. The train dispatcher and the engineer will be notified when the switch has been restored to "Motor" position.
 - I. The same employee, who places a PAS in hand position, must restore the PAS in "Motor" position, unless other arrangements have been made.
 - J. The train may proceed, after visually examining the switch to ensure the points fit properly.

8. Change the Original Requested Route - If a change is needed from the original requested route, the train crew must stop short of the "Begin OS" sign, notify the train dispatcher and:

- A. Wait 15 minutes then enter the proper DTMF sequence, as described by paragraph #2 to line the switch for the desired route.

9. Train Meets at a Power Assisted Switch – A train that will be met or passed at a PAS must not attempt to line the switch for the opposing or passing train.
10. Switch Position Awareness Form – In TWC (Non ABS) territory, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the PAS is operated by hand (as per paragraph #7), the conductor will complete the Switch Position Awareness Form.
11. If all the on-track equipment that will operate over the switch reliably shunts signal systems, be governed the same as described in "Train Operations" section.

NOTE: On-track equipment that reliably shunts signal systems that is operating in a group or gang with other on-track equipment that does not shunt signal systems will be governed by Item #12 below.

12. If operating non-shunting on-track equipment, either alone or in combination with other equipment that does reliably shunt signal systems be governed as follows:
 - A. The on-track equipment or group of on-track equipment must stop movement short of the "Begin OS" sign.
 - B. Obtain permission of train dispatcher to operate PAS in hand position. (It is permissible to obtain this permission before arriving at the location).
 - C. Unlock switch lock.
 - D. Place select lever in hand position.
 - E. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever, to ensure the points are controlled by the operation of the hand throw lever. (This must be done whether or not the switch points are lined for the desired route.)
 - F. Line the switch for the proper route.
 - G. The on-track equipment may proceed, visually examining the switch to ensure the points fit properly.
 - H. Once all equipment has cleared the "Begin OS" sign on the opposite side, restore switch to "Motor" position.
 - I. Lock switch.
 - J. The train dispatcher and the on-track equipment operator must be notified when the switch has been restored to "Motor" position.
 - K. The same employee, who places a PAS in hand position, must restore the PAS to "Motor" position, unless other arrangements have been made.

- L. Switch Position Awareness Form – In TWC (Non ABS) territory, the employee must verbally confirm the radio confirmation message and switch point indicator display with all employees accompanying the movement. When the PAS is operated by hand (as per paragraph #7 or #12), the employee will complete the Switch Position Awareness Form.

SH 342.4 Derails have been installed on the north and south end of the siding at Hemingway, SC.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 249.2 / Hamlet	Continuous	66, 08-8	Wayside
SH 318.2 / Rains			
SH 345.0 / Hemingway			
SH 365.5 / Andrews			
SH 386.8 / Bethera			
SH 414.0 Cosgrove Yard			
A 388.5 / Bennett Yard		86	Terminal
		66	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES.

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
SH 377.2	Jamestown, SC
SH 398.4	Cordesville, SC

SH 376.6 to SH 377.6 – No braking on the entire length of the bridge except in an emergency. Trains handling pulpwood proceed at 10 MPH through the truss spans.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
SH 365.6 / Trebol	6 Axle Engines	Prohibited Must have at least 6 spacer cars to switch this industry.
SH 413.7 / Meads Westvaco		Prohibited inside all mill tracks

7. CLOSE CLEARANCE

MP/Location	Track
SH 288.4 Little Rock, SC	Southern States
SH 312.0 Mullins, SC	House Track
SH 336.8	Wellman
SH 343.0	Tupperware
SH 365.0	Trebol
SH 396.0	Nucor Steel
SH 409.3 Inness, SC	Trans-Hold, Inc
SH 413.0 Charleston Terminal	Mgmt Engineering
SH 413.5 Charleston Terminal	Piedmont Warehouse
SH 413.5 Charleston Terminal	Premier Logistics LLC
SH 413.5 Charleston Terminal	American Pot Services
SH 413.5 Charleston Terminal	Trident Lead
SH 414.0 Charleston Terminal	New Orleans Cold Storage

SH 413.7 Cosgrove Yard – Crews working in Cosgrove Yard at SH 413.7 are prohibited from riding cars in the New Yard when the adjacent track has cars in it.

8. MISCELLANEOUS

EXCEPTED TRACK - NONE

SH 309.0 Mullins, SC – Carolina Southern Railway (CSRR), after obtaining permission from the CSX train dispatcher, may operate over CSX trackage within yard limits at Mullins, SC to effect the interchange with CSX. CSRR will operate over the railroad crossing at Mullins, SC by setting the gates against CSX on Andrews subdivision main track without obtaining permission from the CSX train dispatcher. Manually operated gates will be set normally clear for CSX.

CSX will not receive any interchange traffic from the CSRR at Mullins, SC that has not been left on either the wye track or the siding located at SH 309.0 at Mullins. CSX will not pull cars that have been left on CSRR tracks. Due to track conditions, CSX crews are not permitted to shove cars past MP 326 on the Carolina Southern interchange track at Mullins, SC.

SH 317.0 Rains – When placing loaded Vulcan Rock cars at Rains, SC SH 317.0, leave the cars in tracks 1 and 2 only. Do not leave the storage yard at Rains blocked when cutting away from these cars. When possible, leave cars clear of the crossovers from track 1 to track 2.

SH 365.5 Andrews, SC – Pennyroyal coal trains arriving at Andrews will STOP clear of the Main Street crossing on Highway 521 until such time as the train can make a continuous movement without blocking Highway 521 at either end of the two locations in Andrews (364. – Andrews Subdivision and 16.1 – Georgetown Subdivision). If it is necessary to pull the train on the Georgetown Subdivision main track in order to back the train into the yard, the rear will be pulled over the Highway 521 crossing so that a continuous reverse movement can be made into the yard. Empty hopper trains arriving at Andrews from Pennyroyal will pull around the north leg of the wye until the rear is clear of Highway 521 crossing before a reverse movement is made south on the main track.

SH 365.7 Andrews, SC – Loaded or empty unit coal trains staged at Andrews Yard on the main track will leave their entire train intact and south of the industry switch at SH 365.7

SH 392.8 State Junction – EC&B Railroad main tracks at State Junction, SC.

EC&B Railroad main tracks at State Junction, SC.

To serve the Nucor Plant:

- a) Trains must operate in accordance with EC&B operating rules while using that portion of EC&B main track between State Junction and the Nucor Yard.
- b) Authority must be secured from the EC&B operator to occupy the EC&B main track extending between MP 1.0 and the Nucor yard limit sign.
- c) CSX trains are to call the EC&B operator on Channel 58 upon arrival at State Junction for block authority. CSX crews will provide train number, engine number and the total number of cars to the operator.
- d) Permission will be given in one direction for use in one direction.
- e) The EC&B Railroad has established the following DTC blocks to govern movement over its trackage:

DTC Block Limits

Between Locations / Milepost	Block Names
MP 1.0 and MP 14.7 at Charity Church	Charity Church
MP 14.7 to the YL Board on the Nucor Lead	Nucor

- f) CSX crews are to report "CLEAR" on the Charity Church block when their train is inside the Nucor block. CSX crews are to report "CLEAR" on the Nucor block when they are inside the yard limits at the Nucor plant. To return, crews must secure the Nucor and Charity Church blocks and report "CLEAR" of the Nucor block when their train clears MP 14.7 and "CLEAR" the Charity Church

block when their train is clear MP 1.0 on the EC&B main track.

- g) The Nucor lead switch will be left as last used and trains approaching this switch must be prepared to STOP.
- h) The following crossings on the EC&B mainline must be flagged:

MP 11.0 Charity Church Road
MP 14.7 Clements Ferry Road

- i) No train or equipment will be left on the main track between MP 1 and MP 14.7. This restriction also applies to State Junction Yard, except for interchange traffic for BP Amoco and interchange traffic for EC&B Railroad.
- j) Recreation crossing at MP 15.0 is designated as an emergency access to BP Amoco. This crossing must not be blocked except in emergency.

SH 413.0 – All trains enroute Bennett Yard off the Andrews Subdivision will contact the Bennett Yard Yardmaster on Channel 66 for instructions before passing Remount Road, SH 413.07. All trains, before departing Cosgrove Yard, SH 413.7, North Charleston, enroute the North Charleston branch, will call the Bennett Yardmaster for movement instructions.

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

MP	LOCATION	DOT#
SH 259.10	County Line Rd	634330H
SH 259.70	SR-1158 (Tabernacle Road)	634331P
SH 261.59	SR-1152 (Old Wire Road)	634334K
SH 263.30	Cross St	634338M
SH 263.75	NC-79 (Main Street)	634339U
SH 264.89	SR-1136 (Gateway Road)	634343J
SH 267.40	King Road	634349A
SH 268.12	S-0017 (Academy Street)	634350U
SH 270.76	Tatum Ave. (US 401)	634357S
SH 271.04	SR-67 (Gibson Street)	634358Y
SH 271.22	East McLaurin St.	634361G
SH 271.55	SR-34 (McCormick St.)	634363V
SH 272.01	S-0027 (New Bridge Road)	634365J
SH 272.42	S-497 (Old McColl-Clio Hwy)	634366R
SH 273.46	SR-381 (Red Bluff Street)	634369L
SH 275.13	S-0040 (Laurin Willis Rd.)	634373B
SH 277.36	SR-381 (Red Bluff Street)	634380L
SH 287.52	SR 9	634478P
SH 288.25	SR-23 (Harlees Bridge Rd)	634479W
SH 290.40	SR-195 (Wix Road)	634483L
SH 291.02	SR-17-569 (West Main St.)	634486G
SH 291.32	SR-674 (Enterprise Road)	634488V
SH 292.24	Washington St.	634489C
SH 292.45	SR-34 (Main Street)	634490W
SH 292.53	SR-67 (Hampton Street)	634491D
SH 292.60	SR-78 (Calhoun Street)	634492K
SH 292.80	Earl Street	634494Y

MP	LOCATION	DOT#
SH 293.10	South First Avenue	634495F
SH 293.38	US-301 & 501	634497U
SH 295.83	Black Branch Rd	634501G
SH 296.44	SR-292 (E Countryside Rd.)	634502N
SH 299.52	SR-45 (Lester Road)	634513B
SH 300.08	SR-46 (Burke Road)	634515P
SH 303.75	SC 00412	634533M
SH 306.39	SR-22 (Water Mill Road)	634540X
SH 307.13	SR-84 (West Road)	634542L
SH 308.62	SR-20 (W. Marion Street)	634546N
SH 308.96	SR-41 (W. Front Street)	634549J
SH 309.34	US-76 (McIntyre Street)	634552S
SH 309.40	Milton Troy Ave	634553Y
SH 312.44	S-0019 (Bluff Road)	634572D
SH 315.25	S-0039 (Hubert Baxley Rd)	634577M
SH 317.13	S-0032 (Grady Road)	634583R
SH-321.88	SC-41A	634593W
SH 322.30	S-0040 (Centennary Ave)	634596S
SH 333.96	Poston Rd	634608J
SH 334.86	SR-99 (E. Trinity Street)	634609R
SH 336.97	SC-41&51 (Georgetown Rd)	634612Y
SH 338.08	SC-159 (Pine Street)	634614M
SH 338.16	SC-341 (W. Broadway St)	634615U
SH 338.24	S-134 (E. Marion Street)	634616B
SH 338.62	S-607 (Stuckey Street)	634617H
SH 339.60	S-591 (Willow Pond Rd	634618P
SH 340.48	S-40 (E. Countryline Road)	634887G
SH 341.18	SR-318 (Newell Road)	634889G
SH 341.93	S-215 (Lewis Road)	634890P
SH 342.58	SC-261 (W. Broad Street)	634891W
SH 342.75	S-297 (W. Society Street)	634893K
SH 344.37	SR-160 (Cowhead Road)	634896F
SH 345.12	SR-483 (Country Road)	634897M
SH 348.14	SC-512 (Henry Road)	634901A
SH 350.31	SR 24	634902G
SH 357.39	SR-383 (Birch Creek Road)	634909E
SH 358.54	SR-42 (Morrisville Road)	634913U
SH 360.92	SR 527	634920E
SH 362.65	Couny Line Road	634921L
SH 364.79	Ashland Street	634924G
SH 364.95	US-521 (Main Street)	634925N
SH 365.04	Elmwood St.	634926V
SH 367.10	SR-352 (Redbay Road)	634972W
SH 373.23	US 17a	634978M
SH 378.80	SC-45 (French Santee Rd)	634980N
SH 384.95	SC 41	634985X
SH 386.84	SR-48 (Bethera Road)	634986E
SH 394.16	SR 402	634993P
SH 406.20	Liberty Hall Road	635008K
SH 408.25	Red Bank Road	635010L
SH 412.99	N Rhett Ave	632244E
SH 413.07	Remount Road	632150D
SH 414.54	Montague Ave	632153Y
SH 415.09	Spruill Avenue	918388D
SH 415.44	Rhett Ave	631986U
SH 416.05	Rivers Ave	631985M
SH 416.10	Old Mtg. Street Road	631984F

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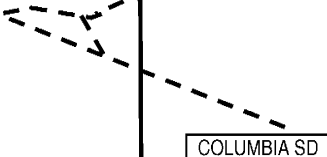
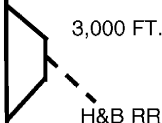
AUGUSTA SUBDIVISION - AU

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			<div>MCCORMICK SD</div>				
10	AK 460.5	HARRISONVILLE YARD	<div>(YYG3.1)</div> <div>HARRISONVILLE YARD LIMITS</div> <div>BE DISP 94 – 4 RD 32</div> <div>BELTLINE</div> <div>MS RY.</div> <div>5.1</div>			193 (8 TH ST. YARD LIMITS)	1
	AK 460.2						
	AK 460.0 AK 459.7						
10			<div>5.1</div>				
15	AK 457.7						
	AK 457.3						
	AK 455.5		<div>3.4</div> <div>KIMBERLY CLARK SPUR</div>			193 (SAVANNAH RIVER)	
15	AK 455.4	DTC BLOCK SIGN					
49							
			<div>49</div>			TWC-DTC	DTC BLOCK BEECH ISLAND
	AK 452.0	DTC BLOCK SIGN					
	451.0 450.0						
49							DTC BLOCK JACKSON

AUGUSTA SUBDIVISION – AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
49	49	AK 447.2		8.3		TWC-DTC		2
		AK 445.1	JACKSON				DTC BLOCK JACKSON	
		AK 443.7	DTC BLOCK SIGN		6,614 FT.			
				6.7			DTC BLOCK POLIN	
		AK 438.1				ELLENTON STG. (107 CARS)		
		AK 437.0	DTC BLOCK SIGN					
		AK 432.7	ROBBINS	6.1		SS	DTC BLOCK ROBBINS	
		AK 431.2	MILEPOST CHANGE					
		AMH 501.2			9,081 FT.			
		AMH 500.9	DTC BLOCK SIGN		SR	OLD ORANGEBURG SD		
							DTC BLOCK MILLET	
		AMH 489.2		14.1	SANDOZ SPUR 3.8 MILES			
			DTC BLOCK SIGN			TWC-DTC		
		AHM 486.8	NE BELDOC			CPS-261		
				1.3	SSDG 5,700 FT 10 MPH	ABS-261	DTC BLOCK SANDOZ	
AMH 485.5	SE BELDOC			CPS-261				
	DTC BLOCK SIGN			TWC-DTC				
	AMH 478.3		8.7			DTC BLOCK ALLENDALE		
35	35	AHM 476.8	DTC BLOCK SIGN		ALLENDAL 2,600 FT.			
		AHM 476.2						
49	49					DTC BLOCK FAIRFAX		
					TWC-DTC			

AUGUSTA SUBDIVISION – AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
49	49	AMH 474.5 474.0 473.0	4.9	DD ALLENDALE		TWC-DTC	DTC BLOCK FAIRFAX	
		AMH 472.7 472.0						
35	35	AMH 471.9	DTC BLOCK SIGN			DTC BLOCK BRUNSON		
		AMH 471.3	1.9					
49	49	AMH 470.0	DTC BLOCK SIGN			DTC BLOCK HAMPTON		
30	30	AMH 468.3	7.8					
49	49	AMH 468.1				DTC BLOCK TARTE		
35	35	AMH 464.0 AMH 462.8 AMH 462.2	MAULDINS MILL DTC BLOCK SIGN					
30	30	AMH 461.0 AMH 459.0	5.2			TWC-DTC	DTC BLOCK EGG	
49	49	AMH 457.0	DTC BLOCK SIGN					

AUGUSTA SUBDIVISION – AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
49	49	AMH 455.4	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK EGG	
		AMH 451.0					DTC BLOCK YEMASSEE	
		AMH 445.0						
49	49	AMH 443.0				DTC BLOCK BROWN		
10	10	AMH 442.8 AMH 442.8	DTC BLOCK SIGN YEMASSEE			TWC-DTC		
				CHARLESTON SD				
87.7 MILES AUGUSTA TO YEMASSEE								

STATION PAGE NOTES

NOTE 1: Movements between AK 460.2 and AK 457.3 will be in accordance with Operating Rule 96.
NOTE 2: Mileposts AK 431.2 and AMH 501.2 are the same.

AUGUSTA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Location	Track	Speed
AK 455.5 / Augusta	Kimberly Clark	10 mph
AK 455.5 / Augusta	Columbia Nitrogen	10 mph
AK 455.5 / Augusta	Ga. Pac. Chip Track	3 mph
AMH 472.0 / Fairfax	Connection Track	10 mph
AMH 462.2 / Hampton	Westvaco Chip Mill	5 mph
AMH 443.0 / Yemassee	Connection Track	10 mph

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
AMH 472.7 and AMH 471.3	35
AMH 468.3 and AMH 468.1	30
AMH 464.0 and AMH 461.0	35
AMH 461.0 and AMH 459.0	30

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
AK 460.0 / Augusta, GA	NS	Stop signs	98-F
AMH 471.9 / Fairfax, SC	CSX	Remote	226-B

100 HIGHWAY-RAIL GRADE CROSSINGS

AK 464.0 – Hampton, SC – All trains, moving or standing will not block any street crossing within the corporate limits, between AMH 464.0 and AMH 461.0, longer than 10 minutes

AK 461.0 – Varnville, SC – Street crossings between AMH 461.0 and AMH 459.0 must not be blocked longer than 15 minutes by a standing train.

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision with the following exceptions:

MP/Location	Number of Hand Brakes Required
AK 459.0 / Augusta Yard	Handbrakes on all locomotives and no less than 2 on cars.
YYG 3.0 / Harrisonville Yard	Handbrakes on all locomotives and 10% on all cars.
AMH 485.6 / Beldoc	Minimum of 10%

104 SWITCHES

AMH 500.9 Robbins, SC

There is a self restoring power operated switch located at the south end of Robbins AMH 500.9. See division special instructions governing the use and movement over this switch.

HYDRAULIC SWITCHES

Switches on the Augusta Subdivision

Hydraulic Switches at Augusta, Georgia are placed at the following locations:

- AK 459.7 North end of Augusta Yard
- AK 460.0 Central Junction
- AK 460.2 6th Street
- AK 460.5 11th Street
- Norfolk Southern Yard at Laney Walker Blvd.

NOTE: The above named hydraulic switches are considered hand operated switches.

Distance and Color of Switch Operation

- a) The switches may be coded from a distance within two miles. Once coded by radio keypad there will be a lockout of 15 minutes before the switches can be coded again unless manually thrown by push button or pump. Exception: 5 minute lock out on N.E. Augusta Yard AK 459.7.
- b) Each switch will be equipped with three strobe lights:

RED: Switch is not lined properly
 GREEN: Switch is lined properly
 AMBER: Switch is in the reverse position

Operation of Hydraulic Switches

- A. Remote radio control from radio equipped with keypad (Channel 66):
 1. The North end of the Augusta Yard at AK 459.7 Normal or reverse #11 Switch position inquiry: #511
 2. The Central Junction switch at AK 460.0 Normal or reverse Key #22 Switch position inquiry Key #522
 3. The 6th Street switch at AK 460.2 Normal or reverse Key #33 Switch position inquiry Key #533
 4. The 11th Street switch at AK 460.5 Normal or reverse Key #44 Switch position inquiry Key #544
 5. Norfolk Southern at Laney Walker Channel 56, East key #44, West key #55.

B. Push Button Control

1. The operational push button is located at the switch inside a small metal box locked with a CSX switch lock.

NOTE: There will be dual switch locks for CSX and the NS at 6th and Central Junction.

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

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

2. When the train is in the protection zone or circuit zone, which will be 45 FT from each switch, the switch is inoperable. The manual push button or radio control tone will not throw the switch.

NOTE: The circuits will be identified by white painted crossties.

C. Hand Throw Operation

1. The hand throw pump and the following instructions will be found in the gray metal box located at the base of the switch.
2. Insert the pump handle into the pump socket.
3. Locate the directional valve on the front of the pump manifold.
4. Place the valve handle in the direction you want the points to move. Move the pump handle back and forth until the points are firmly against the stock rail (approximately 20 pumps). Visually check to assure a good closure of the points.

104-K SPRING SWITCHES

Springs switches are at the following locations:

MP/Location	End of Track	Normal Position
AK 432.7 / Robbins	North	Main Track

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AK 459.5 / Augusta Yard / Augusta Yard / Augusta Yard	Continuous	80	Yard Crews
AK 447.0 / Jackson		66	Terminal
AK 447.0 / Jackson		32, 94 - 4	Wayside
AMH 496.5 / Millett			
AMH 481.8 / Beldoc			
AMH 477.0 / Fairfax			
AMH 442.8 / Yemassee			

OR 1295 – APP Marker – An operative “APP” signal has been installed on the right hand side of the track at AK 434.3. This signal provides information about (BOTH) the signal governing movement over the spring switch at AK 432.7 and the absolute signal governing movement over the self-restoring power operated switch at AMH 500.9, not the conditions of the track ahead. Operating Rule 1295 applies at this signal.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AK 456.3 / Augusta, GA	6 Axle Engines Cars weighing 236,001 lbs- 286,000	10 mph
AMH 477.3 / Allendale Siding	Cars in excess of 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
YYG 3.1	Transflo
YYG 3.1	Sweetheart
AK 460.4	Southeastern Road Treatment
AK 459.0	UREA
AK 459.0	Praxair
AK 459.0	General Chemical
AK 459.0	Boral Brick
AK 459.0	Blue Circle
AK 457.7	PCS
AK 457.7	DSM
AK 455.7	Kimberly Clark
AK 452.6	PACTIV
AK 445.6	Progress Rail
AMH 489.2	Clariant Corp.
AMH 477.4	Collum Lumber

At all industries in Augusta Terminal and on line of road, crews will dismount at the switch serving the industry and walk while in the industry. These instructions do not apply at Kimberly Clark, Clariant Corp. and Collum Lumber.

8. MISCELLANEOUS

Rules of Augusta and Summerville Railway Company, Augusta, Ga.

1. Principal tracks are as follows:
 - a) Reynolds Street via Sixth Street to NS Railway Junction crossing located near Laney Walker Blvd.
 - b) Sixth Street from junction near Walton Way overpass to junction with Georgia Subdivision track at Eleventh Street.
 - c) Twiggs Street via Fenwick Street to Eleventh Street.
2. Trains within yard limits at Augusta will not exceed 10 MPH over these tracks. In case of an accident, the responsibility will rest with the approaching train.
3. Trains must move prepared to STOP short of any switch not properly lined.
4. In the event two or more train movements conflict at any point on these tracks, the train that can be cleared with the least delay must take steps to promptly do so.
5. The General Notice, General Rules and all Operating Rules and Special Instructions of each tenant line will govern where applicable, and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule F. Reports required thereby or otherwise should be made promptly to the terminal manager at Augusta. This officer is authorized to issue Special Instructions.

Augusta, after receiving authority from yardmaster, trains will operate within yard limits not exceeding 10 MPH on A&S tracks between Walton Way and Reynolds Street.

AUGUSTA TERMINAL INSTRUCTIONS

1. In other than intermodal trains, cars will be positioned in trains leaving the terminal and when picked up on the line of road so that the tonnage behind 80 foot or longer cars, either loaded or empty does not exceed 5,000 gross tons.
2. Stopping trains with 80 feet or longer cars in Augusta Terminal
 - a) When stopping trains with 80 foot or longer cars on other than the main track in Augusta Terminal the STOP must be made using the stretch braking method using the automatic brake as described in ABTH Rule 5555B. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undesirable slack action from occurring.
 - b) If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop, ABTH Rule 5553B.

3. On track workers must obtain permission from the yardmaster before fouling the main track and must report to the yardmaster when clear of the track.
4. Harrisonville yard limits from YYG 3.1 to YYG 0.5 and the Beltline YAB 0.0 to YAB 4.0 are under the control of the yardmaster at Augusta. Trains moving from Harrisonville Yard via 8th Street yard limits will be governed by Rule 193, and trains moving via the Beltline will be governed by Rule 96. Savannah River yard limits between AK 457.7 and AK 455.4 are under the control of the yardmaster at Augusta. Train crews and operators of O.T.E. must obtain permission from the yardmaster before entering a main track between these limits or at any intermediate point and must report to the yardmaster when clear of the track.
5. Due to close clearances, do not ride the side of any car on tracks A05, A06, A07, A08 or in the PR&A Yard if cars are on adjacent track.
6. All crews setting out cars or switching cars in Augusta Yard, the following will apply: Cars being placed in east ladder tracks A06-A12 and west ladder tracks A08-A09 will be shoved, coupled to and a handbrake applied.

AK 455.5 – New hand operated switch installed at the Kimberly Clark Spur. This switch must be lined and secured in normal position (for main line movement) when not in use.

METHOD OF OPERATION ON KIMBERLY CLARK SPUR

- A. Permission to occupy and leave the Kimberly Clark Spur must be obtained from the yardmaster at August.
- B. A new radio key control is installed for derail, gate and signal operation and must not be keyed until the train is within 100 FT. of the signal. Crews may line the derail and gate by keying in on their radio, 12*, while their radio is on Channel 80.
- C. Gate and derail special instructions AK 454.91 and AK 455.42
 1. Train must STOP behind the signals at AK 454.91 and AK 455.42
 2. Trains may key the gate open and line the derail off 100 feet from signal 4L and 4R.
 3. Manual instructions: If their radio fails; the trainmen must turn the switch key clockwise to the request position in the switch key control box located on the side of the case at AK 454.91 and on the side of the house at AK 455.42
 4. Trains may proceed when the signal displays a lunar aspect.
 5. Caution: The gate will close and the derail will line back to derailing position after 4 minutes if the presence detector circuit is not occupied. (Presence detector is the area of track between the dwarf signals at AK 454.91 and AK 455.42).

6. The gate will close and the derail will restore to the derailing position automatically behind the train after the presence detector becomes unoccupied.
 7. If no train movement thru the gate occurs and a cancellation is desired instead of waiting for the 4 minute automatic time cancellation, the gate can be closed and the derail restored to the derailing position by turning the switch key counter clockwise to the cancel position in the switch key control box located on the side of the house at AK 454.91 and AK 455.42 at the case.
- D. Manual gate and derail control instructions AK 454.91 and AK 455.42.
1. Turn the switch key clockwise and hold the key down in this position for a minimum of 2 seconds to open the gate and line the derail to the non-derailing position which will provide a signal to proceed.
 2. The gate will close and the derail will restore back to the derailing position automatically behind the train after the presence detector becomes unoccupied.
 3. The gate can be closed and the derail restored back to the derailing position after a request has been made by turning the switch key counter clockwise. Hold the key in this position for a minimum of 2 seconds or it will restore after 4 minutes if the presence detector is not occupied.

OLD ORANGEBURG SUBDIVISION INSTRUCTIONS

1. Handling traffic to and from A.E.C. at Dunbarton, SC (A.E.C.) Savannah River Plant:

The following instructions will govern concerning switching operations between Robbins, SC, AMH 500.7, Augusta Subdivision and Dunbarton, SC, near AK 417.5, Old Orangeburg Subdivision. In addition, all other applicable operating and safety rules will apply. Cars delivered to Dunbarton will be accompanied by a list of cars and a copy of the waybill governing each car. The List and waybills will be placed in the waybill box inside the scale house at Dunbarton. The list must be marked to show the date and time of delivery. Atomic Energy Commission (A.E.C.) employees will provide a list of outbound cars and the conductor will check to see that the cars pulled are on this list. Cars not on the list will not be pulled from Dunbarton. A.E.C. employees will provide chocks and will also chock every cut of cars on the downgrade end of the car(s) when leaving a car at Dunbarton. Crews working at this location will check for and remove these chocks before moving cars. Crew setting out cars at Dunbarton will apply sufficient hand brakes and chock car(s) on the downgrade end using chocks provided by the A.E.C. Tracks between Donora and Dunbarton will be used jointly by CSX and A.E.C. employees. These tracks will be considered as other than main track and Operating Rule 96 (not exceeding 10 MPH) will apply. Cars must be pulled to and from Dunbarton.

Old Orangeburg Subdivision between AK417.5 and AMH 500.7 is classified as track other than main track and trains will be governed by Rule 96. The following speeds will not be exceeded:

- 10 MPH, south leg of wye at Robbins and siding at Donora.
- 25 MPH between AK 430.0 and AK 419.4.
- 10 MPH between AK 419.4 and AK 417.5

Empty hopper trains enroute to Augusta, GA. Or Cayce, SC on the Columbia subdivision must not depart Savannah, GA. With less than two (2) locomotives in the consist. Any exception to this must be approved by the Florence Division Chief Dispatcher.

REMOTE CONTROL LOCOMOTIVE OPERATION AT AUGUSTA YARD

- A. Remote control locomotive (RCL) operation is established at Augusta Yard. RCL operations and special instructions are stated in the Operating Rules. Remote Control Zones, when activated, may be utilized in conjunction with RCL operations.
- B. A Remote Control Zone (RCZ) is established in Augusta Yard, and signs are as follows:

At the field switch, east end switching lead, south of the Horn switch and onto the Horn lead for 1644 feet. At this location a permanent derailer has been installed which is 200 FT. from the first road crossing on the Horn lead.

INSTRUCTIONS FOR TRAIN, ENGINE OR ON-TRACK EQUIPMENT MOVEMENTS ARRIVING AT AUGUSTA YARD

- a) All movements arriving at Augusta Yard will contact the yardmaster at Augusta before entering yard limits and will be informed if the RCZ is active.
- b) If the RCZ is active the RCO must be contacted before entering the RCZ.

Additional Stations:

Stations	Milepost	Car Capacity	Switch Opening
Ellenton	AK 438.0	107	Both
Sandoz (3.8 Miles)	AMH 489.2	Spur	South
Fairfax	AMH 471.9	30	Both
H&B	AMH 462.3	95	Both

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

NOTES

MP	Location	DOT#
AK 460.42	9 th Street	279420D
AK 459.76	Laney Wilker Blvd.	633712A
AK 438.06	Main Street	633628K
AMH 444.7	Lane Street	633470G
AMH 445.0	Jackson S.	633968D
AMH 454.9	Henderson Rd.	633486D
AMH 460.1	Main St.	633497R
AMH 461.2	Cemetery Rd.	633500W
AMH 462.0	Third St.	633501D
AMH 462.8	Hoover St.	633505F
AMH 463.3	S-280	633507U
AMH 468.3	SC-28 (Broad St.)	633522W
AMH 471.0	S-447 [Bay Shore Dr.]	633529U
AMH 471.7	Charleston Ave.	633532C
AMH 471.8	Hampton St.	633533J
AMH 471.9	6 th St.	633535X
AMH 472.1	Union St.	633537L
AMH 472.7	Boundary St.	633539A
AMH 476.3	S-131	633551G
AMH 476.9	S-124	633552N
AMH 477.0	S-14	633553V
AMH 477.3	US-301	639954R
AMH 477.4	S-8 (Memorial Avenue)	633554C
AMH 477.5	SR27 (Bower St.)	633556R
AMH 478.0	Bluff Rd	633558E
AMH 480.1	SR53 (Concord Church)	633560F
AMH 481.3	S-52	633562U
AMH 485.7	SR 3	633568K
AMH 489.2	S-0102	633570L

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BELLWOOD SUBDIVISION - RP

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
No. 1 SINGLE MAIN		NO. 2				<div style="border: 1px solid black; padding: 2px; text-align: center;">RICHMOND TERMINAL SD</div>				
P	F	P	F							
				SRN 3.5	HERMITAGE RD			CPS-261		
30	25	30	25	SRN 1.8		2.8	<div style="border: 1px solid black; padding: 2px; text-align: center;">AE DISP. 94-7 RD-32</div>	ABS-261		
20	20	20	20	SRN 0.7	AMTRAK JCT.	0.3	DD	<div style="border: 1px solid black; padding: 2px; text-align: center;">PIEDMONT SD</div>	CPS-261	
								<div style="border: 1px solid black; padding: 2px; text-align: center;">PENINSULA SD</div>	ABS-261	
				SRN 0.4	BROWN ST.			CPS-261		
10	10					1.1		ABS-261		
				S 0.7	ROCKETS	NS RR		CPS-261		
						1.0		ABS-261		
				S 1.7	SOUTH YARD			CPS-261		
						1.2		DEEP WATER TERMINAL ABS-261		
				S 2.9	S. RICHMOND			CPS-261		
						1.1	NO. 1	NO. 2 ABS-261		
25	25	25	25	S 4.0	MARLBORO	DD		CPS-261		
						3.2		FANSHAW YD COGEN LEAD ABS-261	DTC BLOCK MARLBORO	
				S 7.2	FALLING CREEK			CPS-261		
						0.4		ABS-261		
				S 7.6	BELLWOOD			CPS-261		
						1.3		BELLWOOD YARD HOPEWELL SD ABS-261	DTC BLOCK FANSHAW	
				S 8.0						
				S 8.9	SE BELLWOOD			CPS-261		
				S 10.9		2.0		ABS-261		
						NORTH END SD				
14.4 MILES HERMITAGE TO CENTRALIA										

BELLWOOD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
S 0.7 / Rocketts	NS	Electrically Locked Derails	226-B

103-D HAND BRAKES

Item #1 of Division Special Instructions will apply to the entire subdivision with the following exceptions:

Hopper trains at Bone Dry SRN 0.8 will comply with the provisions of item #2 of the Division Special Instructions.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SRN 3.5 / Hermitage	Continuous	32, 94 – 7	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4305 CLEARANCE DETECTORS

CSX overhead bridge at S 0.1 - Two automatic voice high load and car detectors are located on the Bellwood Subdivision for checking high loads or cars due to clearance limits of 16 feet 10 inches

For southward movements only the detector equipment house is located on the east side of the main track at SRN 0.4 and for northward movements only the detector equipment house is located on the east side of the main track at S 4.0.

Brown Street High Load Detector, SRN 0.4 Richmond, VA – Operates with voice communication for high load indications with actual axle count for each defect. The alarm tone for this detector will be broadcast for 2 seconds for each defect, and voice instructions for actual location by axle count from the head of the train will be broadcast.

If no greeting message is announced when a southbound train reaches a point 100 feet north of the detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 16 feet 10 inches.

The greeting message states “CSX equipment defect detector milepost 0.39”.

Ruffin Road High Load Detector. S 4.0 Richmond, VA

– Operates with voice communication for high load indications with actual axle count for each defect. The alarm tone for this detector will be broadcast for 2 seconds for each defect, and voice instructions for actual location by axle count from the head of the train will be broadcast. If during simultaneous moves northward by the detector, an alarm is sounded and/or announced, both trains must clear the detector and inspect for high loads or cars.

If no greeting message is announced when a northbound train reaches a point 100 feet south of the detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 16 feet 10 inches.

The greeting message states “CSX equipment defect detector milepost 4.0”.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
S 5.5 / Amphill, VA E. I. Dupont	Equipment with 3-Axle Trucks	Tracks 8 & 8A
	6 Axle locomotives	Prohibited in Spruance plant

Trailers in TOFC service with combined height of flatcar and trailer, loaded bi-level auto racks, and any other similar equipment exceeding 16 ft. 10 in. above the top of the rail, and loaded or empty tri-level auto racks and Amtrak Auto Passenger cars with high dome and Auto Train auto racks, must not be moved south of Acca Yard, CFP 2.4 or north of Centralia S 10.9, except on special instructions.

7. CLOSE CLEARANCE

MP / Location	Track
S 2.0	Deepwater Terminal Cockrell Distributing Sims Metal International Paper Alloy Ploymers J P Distributing Co.
S 4.4	S-3 Phillip Morris
S 5.0	Cogentrix Shaker
S 5.5	E.I. Dupont Spruance Plant

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
SRN 3.5 Bottled Gas Lead	End of Track

SRN 0.2 Richmond – Engines or cars must not be detached and left standing entirely between signs reading: “Do Not Leave Cars Between Signs”, which are located at the two (2) locations listed below on the Bellwood Subdivision:

1. SRN 0.2, main track on both sides of Broad Street Viaduct.
2. S 0.2, single track on both sides of Dock Street Viaduct.

S 1.6 Goodes Street - Floodwall gates have been installed at S 1.6, Goodes Street. When these gates are closed they will foul all tracks at this location. Signals governing movement over the tracks will be affected. When the gates are not fully opened, the signal system will show the track as occupied and a strobe light will illuminate on the Goodes Street crossing house.

The train dispatcher will be notified prior to any closure.

Trains operating through this location, must not pass until it is known that the gates are open and secured.

S 5.0 Cogentrix plant at Fanshaw – CSX employees working the Cogentrix Power Plant will contact DuPont security to enter the plant. After pulling empties out, notify security. Prior to re-entering the plant to spot loads, the crew must contact security to re-enter the facility.

After spotting loads, the crew must contact security notifying them the crew will be departing.

Due to recent heightened security concerns, expect the gates to be locked at all times.

All six (6) tracks inside the Cogentrix Plant are to be used for the spotting of loads. When spotting the plant, do not place more than fifteen (15) cars per track. If train is larger than ninety (90) cars, leave the excess on the lead, but not fouling the Cogentrix Engine track.

Cars must be taken into the Cogentrix Plant and cuts no larger than forty-five (45) cars.

S 5.5 E.I. Dupont at Amthill, VA – Entry of CSX personnel and trains on the Dupont Spruance site and Dupont regulation upon entry.

This establishes the responsibilities and procedures for CSX train crews entering the Dupont Spruance site.

The crew will telephone Dupont’s main gate on 383-2244 and notify them of their intention to enter the plant site.

Crews working the F712 will use their cell phones to accomplish this. Crews working an Amthill Coal train going to the co-generation portion of the plant will make this call via cell phone or through the dispatcher by way of Acca Yard or Fulton Yard.

The security officer on duty will notify the transportation services operator and the Zytel control room of their intention.

The train crew will give the names of all train crew members to the security officer.

After securing clearance, the security officer will inform the train crew that it is all right for them to come on the site.

After the train has cleared the entry gate, the gate must be closed and latched until it is necessary to depart.

After completing the job the train crew will call the Dupont main gate on 383-2244 and inform the officer that they are clear and have locked the gate back. The gate must be locked as soon as the train has cleared the gate.

Failure to follow these instructions could endanger CSX and Dupont personnel. Compliance is a must.

Dupont regulations are as follows:

Pedestrians

Use marked walkways or sidewalks where provided.

When crossing roadways, ensure that moving traffic has stopped or is a safe distance before starting across.

Railroad

No movement other than emergency switches will be permitted within the plant enclosure between hours:

0730 – 0815
1545 – 1700
2330 – 0015

Exceptions will be permitted on track 15, along the north fence and on track 1, south up to the crossover north of the main office. Before any movement is made by CSX railroad personnel, between 0700 and 1700, traffic supervision must be notified.

Note: The rail spur servicing the Cogentrix power facility, while being within the plant enclosure, does not provide access to any spurs servicing any plant facility; therefore, the time restrictions do not affect this move. Maximum speed limit on plant rail is 6 MPH.

While a CSX train is in motion, the bell must be ringing and the headlight on.

Cars spotted by CSX personnel must be secured by both hand and air brakes. Cars spotted by plant track mobile or shuttle wagon must be secured by hand brakes only. Before use by plant personnel, wheels will be chocked according to individual area safety rules.

CSX trainmen must be located in a conspicuous place at lead-end whenever the train is in motion, and is responsible to ensure that tracks are clear of all obstructions. Trainmen must “flag” vehicular and pedestrian traffic at:

- 1st Street and East Road
- 2nd Street and East Road
- 2nd Street and West Road
- 3rd Street and West Road

“Flag” – Trainmen will walk ahead of lead car to ensure that vehicles and pedestrians are aware that a train is approaching intersection/crosswalk. Smoking in engine cab or any other parts of train at any time is “prohibited”.

Railroad track switches must be positioned in the direction of travel prior to movements through these switches. As viewed from train or track mobile, blue derailer signs stating “STOP – railcar connected” must be up when derailer is engaged on track.

Transportation services brakemen are responsible to ensure tracks are clear of all obstructions, before and during moving rail cars with the track mobile or shuttle wagon.

The track mobile or shuttle wagon will never be placed on the track between the derailer and railcar to be moved until the derailer has been deactivated and the sign or flag has been removed.

The track mobile or shuttle wagon will never couple to a car at an unload spot area unless area representative for the area requesting the move is present.

Notify plant security immediately in case of accident, spill, or any other unusual incident.

E.I. Dupont has installed a Tyvek passageway across track No. 7 on the east side of their plant. There are two (2) doors that will provide passage for rail equipment and on either side of both doors are traffic lights, which will indicate safe railroad passage. These doors are to be used for railroad traffic only. When doors are open, the movement of product within the passageway is halted; therefore, it is essential to minimize the time the doors are open.

This track No. 7 has two (2) large orange doors that must be opened prior to entering the track. The control room must be notified by CSX crew from telephone on wall inside tunnel for them to come open gate. A Dupont employee will operate the door and crews are reminded to always protect movement through tunnel.

In the event problems occur, enter passageway personnel door using extreme caution as there will be E.I. Dupont personnel and machinery moving within the passageway. Proceed to phones located on south wall of passageway beside personnel door. Call line 4 control room on ext. 2062 or use hotline phone for direct connection.

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

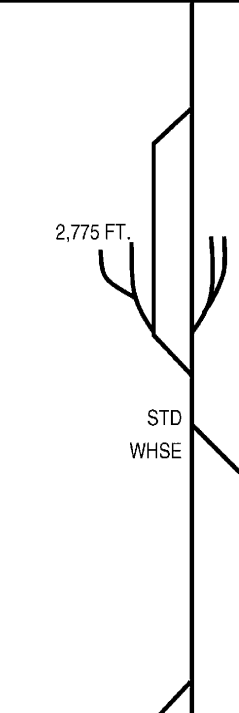
MP	Location	DOT#
SRN 3.45	Hermitage Rd.	623518E
SRN 3.08	Dineen St	623519L
SRN 2.3	Brook Rd	623522U
SRN 1.69	St James St	623525P
SRN 1.55	Valley Road	623527D
SRN 1.22	Hospital St	623530L
S 0.77	Maury St	623539X
S 1.19	4 th St Extension	623541Y
S 1.66	Goodes St Ext	623543M
S 2.99	Commerce Rd	623545B
S 3.95	Ruffin Road	623547P
S 4.43	Bells Road	623548W
S 4.97	Dale Ave	623549D
S 9.16	Kingsland Road	623559J
S 9.83	Brinkly Road	623660H

NOTES

BELTON SUBDIVISION – PN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	AKL 88.7 AKL 87.9 AKL 86.6	SPARTANBURG WYE 2.7	<p>SPARTANBURG-SD</p> <p>SAXON SIDING 5,683 FT.</p>				1
25	AKL 86.0 AKL 84.1 AK 83.8 AKL 80.9 AKL 78.6 AKL 78.2 AKL 70.4 AKL 69.9 AKL 69.8 AKL 59.0 AKL 57.5 AKL 56.8 AKL 56.6 AKL 56.4	DTC BLOCK SIGN 5.1 DTC BLOCK SIGN 11.1 NE GREER SE GREER DTC BLOCK SIGN 10.8 DTC BLOCK SIGN 3.0 	<p>CALVERT STG 23 CARS</p> <p>STARTEX STG. 23 CARS</p> <p>2,102 FT.</p> <p>AP DISP 84-6 RD 66</p>		TWC-DTC	DTC BLOCK LYMAN DTC BLOCK GREER DTC BLOCK GREER DTC BLOCK GREENVILLE	
25 10							
10					193 YARD LIMITS		

BELTON SUBDIVISION – PN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
25	AKL 56.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK WHITEHORSE	
	AKL 53.1	NE WHITEHORSE					
		4.0					
	AKL 52.5	SE WHITEHORSE					
	AKL 52.0	DTC BLOCK SIGN					
		11.0				DTC BLOCK PIEDMONT	
	AKL 45.0	PIEDMONT			TWC-DTC		
25	AKL 41.0	DTC BLOCK SIGN					
	AKL 40.0	2.0	PELZER STG 1,479 FT. 23 CARS			2	
	AKL 39.0	PELZER					
		END OF CSXT					
49.7 MILES SPARTANBURG TO PELZER							

49.7 MILES SPARTANBURG TO PELZER

STATION PAGE NOTES

- NOTE 1:** Movement between AKL 86.0 and AKL 88.7 will be made in accordance with Operating Rule 96.
- NOTE 2:** Movement between AKL 41.0 and AKL 39.0 will be made in accordance with Operating Rule 96.

BELTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

14 QUIET ZONES

Except in case of emergency or in conjunction with a Form 707, or mechanical employees servicing engines, engine horns will not be sounded at Spartanburg Yard between mileposts Z 276.6 and Z 276.8. Engine bells will be used in accordance with all applicable rules

100 HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
AKL 57.0	Do not block the crossing into the South entrance of Republic Locomotive

103-D HAND BRAKES

Item #1 of Division Special Instructions will apply on the entire subdivision with the following exceptions:

MP/Location	Number of Hand Brakes Required
AKL 88.7 Spartanburg Hutchins Lead	3 handbrakes on any tracks All engines left on any tracks
AKL 52.0 Steel Summit	100% hand brakes
AKL 40.0 Pelzer, SC – Lee Steam Plant	Handbrakes on 3 rear cars in each track before coupling to emptys

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AKL 88.7 Spartanburg	Continuous	66	Terminal
AKL 88.7 Spartanburg	Continuous	66, 84-6	Wayside
AKL 47.1 Golden Grove	Continuous	66, 84-6	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AKL 83.3 All Metals Industry	No locomotives larger than SD-60	Prohibited inside building
AKL 56.8 Greenville Uptown Lead	Cars Weighing in excess of 263,000 lbs. 6 axle engines	Prohibited
	4 axle engines	Restricted to weight no greater than 270,000 lbs
AKL 52.4 Tracks other than main track at Whitehorse	6 axle engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
AKL 63.3 Carolina Polymers	Unloading Tower
AKL 57.1 Greenville	No. 2 yard track to main track
AKL 52.8 J.P. Stevens	At Dock
AKL 52.8 Sunland Distribution	
AKL 52.5 Southern Water Treatment	
AKJ 591.0 Coastal Fuel	B track and the fence

8. MISCELLANEOUS

EXCEPTED TRACK – Between AKL 40.0 and AKL 39.0.

AKL 88.7 The junction switch located at south portal of the tunnel will be left lined for movement on the Spartanburg Subdivision when not in use.

AKL 85.0 Northbound trains passing Wadsworth will contact the Spartanburg Yard for instructions.

AKL 79.5 Performance Pipe – No cars are to be left on the lead south of the industry gate.

AKL 40.0 The process of running around loaded coal trains and shoving to the plant will be discontinued. Trains will be pulled into the plant. Upon arrival, hold 25 cars. Pull in No. 1 track and double remainder of cars into No. 2 track. Put engines on south end of No. 4 track and tie down. Leave rear engine (engine that will be leading when called back as empty) running. When picking up empty train in Lee Steam Plant, the following will govern:

Any car fouling the yellow tie (at the end of either tracks No. 2 or No. 3) will not be moved. Before coupling to either track No. 2 or No. 3 (south of the dirt crossing), the rear three (3) rear cars in each track will have a handbrake applied. After coupling and ensuring tracks are solid, then and only then will the handbrakes be released.

AKL 40.0 Pelzer siding will be used to interchange cars with the West Carolina Railway. Derails have been installed at the north and south ends of this track.

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

MP	Location	DOT#
AKL 30.94	O'Neal St.	640524C
AKL 34.88	Cheddar Rd.	640536W
AKL 37.61	Academy	640542A
AKL 38.29	Williams St.	640546C
AKL 38.50	Mill	640547J
AKL 40.61	Libby Rd./SR 8	640562F
AKL 45.20	Bessie Rd./SR 86	640574F
AKL 45.66	Estes Plant Rd.	640575M
AKL 49.91	Brown Rd./SR 657	640586A
AKL 50.32	Sagittarius Rd.	640587G
AKL 52.03	Frontage Rd.	640591W
AKL 52.44	White Horse Rd.	640593K
AKL 52.50	Two Notch Rd.	640594S
AKL 53.98	Washington Ave.	640599B
AKL 54.81	Gordon St.	640601A
AKL 56.36	Woodside Ave.	640626V
AKL 56.77	Vance	640627C
AKL 56.81	Bramlett Rd.	640628J
AKL 57.58	Buncombe Rd.	640639W
AKL 58.15	Kerns Ave.	640641X
AKL 58.86	Furman Ave.	640642E
AKL 59.32	Furman Hall Rd.	640644T
AKL 61.30	Beverly Rd.	640649C
AKL 61.50	Piedmont Park	640650W
AKL 62.20	Belvue Rd.	640653S
AKL 62.54	Stallings Rd.	640654Y
AKL 63.59	Tanner Rd.	640658B
AKL 64.76	Edwards Rd.	640663X
AKL 65.11	Brook Glen Dr.	640664E
AKL 66.90	Chick Springs Rd.	640672W
AKL 67.22	Hammett Rd.	640673D
AKL 67.46	Chick Springs Rd.	640674K
AKL 67.84	Suber Rd.	640675S
AKL 69.56	Pennsylvania	640678M
AKL 70.30	Main	640681V
AKL 70.44	School	640682C
AKL 70.68	Poinsett	640685X
AKL 70.76	Line St.	640686E

MP	Location	DOT#
AKL 72.43	Blackwell Rd.	640693P
AKL 75.51	Pine Ridge Rd.	640697S
AKL 76.94	Groce Rd.	640700X
AKL 79.10	Spartanburg Rd.	640703T
AKL 79.96	S-0222	640706N
AKL 85.02	W. Blackstone Rd.	640712S

NOTES

CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
						SOUTH					
NO. 1		NO. 2 SINGLE		SOUTH END SD							
P	F	P	F	A 292.7	FLORENCE AMTRAK STA			AD DISP 84 – 7 RD 32	ABS-261	DTC BLOCK JAVA	
25	25	25	25	A 292.9	FLORENCE	0.2			CPS-261		
60	40	79	60	A 293.6		3.3	1	2	DD FLORENCE		ABS-261
				A 295.7							
				A 296.2	S. FLORENCE				CPS-261		
						3.8			ABS-261		
60	40			300.0	JAVA				CPS-261	DTC BLOCK NEW HOPE	
				301.0							
				302.0		6.0			ABS-261		
				A 306.0	NEW HOPE				CPS-261		
60	40					4.0	1	2	ABS-261	DTC BLOCK COWARD	
				A 310.0	COWARD				CPS-261		
				A 314.3		7.5			DD SCRANTON	ABS-261	DTC BLOCK SCRANTON
				A 317.5	S. LAKE CITY				CPS-261		
60	40					3.5	1	2	NANYA	ABS-261	DTC BLOCK LAKE CITY
				A 321.0	N. CADES				CPS-261		
						6.6			ABS-261	DTC BLOCK CADES	
				A 327.6	BYNUM				CPS-261		
60	40			A 331.5	KINGSTREE AMTRAK STATION	4.2	1	2	ABS-261	DTC BLOCK KINGSTREE	
				A 331.8	KINGSTREE				CPS-261		
				A 336.2	SALTERS				DD SALTERS	ABS-261	DTC BLOCK SALTERS
						6.2					
				A 338.0	N. LANE				CPS-261		
						3.4			LANE SD	ABS-261	DTC BLOCK LANE
60	40			A 341.4	LANE				CPS-261		
						3.6	1	2	ABS-261		
		79	60	A 345.0	SANTEE BLUFF				CPS-261		
		50	40	A 345.8		3.4			ABS-261	DTC BLOCK SANTEE	

CHARLESTON SUBDIVISION – CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2 SINGLE				SOUTH				
P	F	P	F							
		50	40	A 347.6				ABS-261	DTC BLOCK SANTEE	
				A 348.4	ETTA			CPS-261		
79	60	60	40		0.7	1	2	ABS-261	DTC BLOCK ST. STEPHENS	
				A 349.1	CROSS JCT.			CPS-261		
					3.8			ABS-261		
				A 352.9	SO. ST. STEPHEN			CPS-261		
		79	60	354.0						
				355.0						
				356.0						
				A 359.5						
				A 361.4						
		45	25	A 361.7						
		79	60	A 361.8						
				A 361.9	PINOPOLIS			CPS-261		
60	40				4.9	1	2	ABS-261	DTC BLOCK MONCKS CORNER	
				A 366.8	S. MONCKS CORNER			CPS-261		
								ABS-261	DTC BLOCK GILLIARD	
					6.3					
				A 373.1	STRAWBERRY			CPS-261		
60	40					1	2	ABS-261	DTC BLOCK MT. HOLLY	
					3.8					
				A 376.9	MT. HOLLY			CPS-261		
		79	60		6.5			ABS-261	DTC BLOCK GOOSE CREEK	

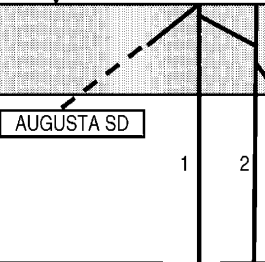
CHARLESTON SUBDIVISION – CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
NO 1		NO. 2 SINGLE								
P	F	P	F							
		79	60	A 378.9			DD GOOSE CREEK	ABS-261	DTC BLOCK GOOSE CREEK	
		60	40	A 383.4	HANAHAN			CPS-261		
79	60				2.9	1	2	ABS-261	DTC BLOCK HANAHAN	
70	40			A 386.3	MEADS					
79	60			A 386.4		NSRR	READS BRANCH	CPS-261	DTC BLOCK BENNETT	
				A 387.4	CHARLESTON AMTRAK STATION 1.7					
79	60	60	40	A 388.0	N. CHARLESTON			CPS-261		
30	30	30	30		0.4	1	2 3	15 MPH	ABS-261	
30	30	30	30	A 388.4	SY			N. LEG		
50	50	40	40	A 388.5		NSRR		S. LEG	CPS-261	
					0.2					
		40		A 388.6						
		50			4.2			NEW PASS TRACK 10,976 FT. BENNETT YARD	ABS-261	
				A 390.0						
				A 392.6	BN			CPS-261	DTC BLOCK BENNETT	1
50	50	50	40							

CHARLESTON SUBDIVISION – CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2				SOUTH				
P	F	P	F	A 393.7 A 393.8	2.1	DB		ABS-261	DTC BLOCK BENNETT	
50	50	50	40							
45	25	45	25							
79	60	60	40							
		60		A 394.7	S. DRAYTON HALL			ABS-261	DTC BLOCK BENNETT	
		79		A 398.2 A 398.9	8.8			ABS-261	DTC BLOCK JOHNS	
		70								
		79								
		60		A 400.2			DD RANTOWLES			
		60		A 403.5	BERRY HILL			CPS-261		
79	60	60	40		4.5	1	2	ABS-261	DTC BLOCK RAVENEL	
		60		A 408.0	S. RAVENEL			CPS-261		
		79	60		7.4			ABS-261	DTC BLOCK JERICO	
		79	60	A 415.4	PARKER'S FERRY			CPS-261		
79	60	60	40		3.3	1	2	ABS-261	DTC BLOCK EDISTO	
		60		A 418.7	EDISTO			CPS-261		
		79	60	A 419.3	9.3		DD JACKSONBORO	ABS-261	DTC BLOCK JACKSONBORO	
		60	40	A 428.0	N. GREEN POND			CPS-261		
60	40				4.0	1	2	ABS-261	DTC BLOCK GREEN POND	
				A 432.0	S. GREEN POND			CPS-261		
		79	60		8.6			ABS-261	DTC BLOCK SALKAHATCHEE	
		79	60	A 440.4			DD SALKAHATCHEE			
		79	60	A 440.6	SALKAHATCHEE			CPS-261		
79	60	60	40		2.4	1	2	ABS-261	DTC BLOCK MASCIO	
				A 442.9	YEMASSEE AMTRAK STATION					

CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILEPOST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2 SINGLE				SOUTH				
79	60	60	40	A 443.0	YEMASSEE				DTC BLOCK MASCIO	
					1.7	1	2	ABS-261		
				A 444.7	S. YEMASSEE			CPS-261		
					1.9			ABS-261	DTC BLOCK MASCIO	
79	60	60	40	A 446.6	KRESS			CPS-261		
		79	60		9.0			ABS-261	DTC BLOCK TALCO	
				A 455.6	N. TALCO			CPS-261		
60	40				5.0	1	2	ABS-261	DTC BLOCK RIDGELAND	
				A 460.6	S. RIDGELAND			CPS-261		
				A 462.0	9.4			DD OKEETEE		
				468.0				ABS-261	DTC BLOCK OKEETEE	
				469.0						
		79	60	470.0	N. HARDEEVILLE			CPS-261		
79	60	60	40		4.0	1	2	ABS-261		
				A 474.0	HARDEEVILLE			CPS-261		
				A 474.6	3.8			DD HARDEEVILLE		
						1	2	POCKET TRACK ABS-261	DTC BLOCK HARDEEVILLE	
79	60	60	40	A 477.8	SAND ISLAND			CPS-261		
		79	60					ABS-261	DTC BLOCK CHATHAM	
		45	45	A 478.2						
		30	30	A 479.2		DB				
		45	45	A 479.3	3.0					
		79	60	A 480.1				ABS-261	DTC BLOCK CHATHAM	
				A 480.8	CHATHAM			CPS-261		
79	60			A 482.5		1	2	DD CHATHAM		
		79	60	A 484.9				ABS-261	DTC BLOCK OLEARY	

CHARLESTON SUBDIVISION – CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2				SOUTH					
P	F	P	F			1	2		ABS-261	DTC BLOCK OLEARY	
79	60	79	60		9.6						
				A 490.2	GARDEN CITY LEAD				CPS-261		
									ABS-261 (193)		
79	60	79	60	A 490.4	CENTRAL JCT			NS RY	CPS-261		
<div style="text-align: center;"><div>SAVANNAH SD JACKSONVILLE DIV</div></div>											
195.8 MILES FLORENCE TO CENTRAL JUNCTION											

STATION PAGE NOTES

NOTE 1: The distance from the A 390.0 milepost to the A392.0 milepost is approximately 580 feet. There is no A 391.0 milepost.

CHARLESTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Between	Speed
A 442.8 and AMH 443.0	10 MPH

Note: Augusta Subdivision connection track

97 DRAWBRIDGES

MP / Location	Hours Attended
A 361.7 / Moncks Corner, SC	0800 - 1600
A 393.7 / Drayton Hall, SC	0700 - 2300
A 479.3 / Hardeeville, SC	Unattended

A 361.7 Tail Race Canal – Attended 0800 to 1600 daily. Outside of the assigned hours of the bridge tender, the bridge is lined for rail movement. Trains stopped by block signals governing movements over drawbridges will contact the dispatcher and when authority to proceed is received must, in addition, receive a proceed signal (green flag by day and green light by night) or authority from the bridge tender to proceed, or when the bridge tender is not on duty a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed, after which the train may proceed, stopping short of the power switch.

A member of the crew must handle the power switch in accordance with the governing rules.

A 393.7 Ashley River – Attended 0700 to 2300. Outside of the assigned hours of the bridge tender, the bridge is lined for rail movement. When the bridge tender is not on duty, a member of the crew must ascertain that the drawspan and the lift rails are in the proper position before the movement is allowed to proceed. Trains stopped by block signals will not proceed until a proceed signal is received from the bridge tender, given with green flag by day and a green light by night, or a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

A 479.3 Savannah River – Unattended. Trains stopped by block signals will not proceed until a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
A 386.3 / Meads	NS	Remotely Controlled	226-B
A 388.4 / SY			
A 490.2 / Garden City Lead		Stop Signs	98-F

100 HIGHWAY-RAIL GRADE CROSSINGS

A 340.8 Lane, SC – All trains working in the area of Lane, SC are instructed not to block Third Street. This is the crossing at milepost A 340.8 and has been designated as the fully accessible street for emergency and public vehicular traffic in the town of Lane, SC.

A 416.41 Parkers Ferry, SC – Road crossing at A 416.41 must not be blocked.

A 484.4 Cox Crossing – All southbound freight and piggy back trains must contact the yardmaster at Southover Yard or the dispatcher before passing Cox Crossing to ascertain that it is permissible to proceed on signal indication before fouling any crossings between Cox Crossing and Central Junction. When leaving trains at Cox Crossing, leave train as far from crossing as space permits.

A 490.2 Savannah or Garden City, GA – Before entering the city limits of Savannah or Garden City, all southbound freight trains must contact the yardmaster to ascertain that the route is clear and the signals are lined for their movement before fouling road crossings.

103-D HAND BRAKES

Item #2 of the Florence Division Special Instructions applies on the entire subdivision with the following exceptions:

MP/Location	Number of Hand Brakes Required
A 390.0 / Charleston, SC Bennett Yard	10% with minimum of 4 Handbrakes on north end

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
A 292.7 / Florence Yard	Continuous	32	Terminal
A 292.7 / Florence		32, 84 – 7	Wayside
A 316.1 / Lake City			
A 341.4 / Lane			
A 366.8 / Moncks Corner			
A 388.4 / TOFC Ramp		12	RAMP
A388.4 / NS 7 Mile Yard		36	Terminal
A388.5 / Bennett Yard		66	
A 388.5 / Charleston		32, 84 – 7	Wayside
A 394.7 / Parkers Ferry			
A 443.0 / Yemassee			
A 470.0 / Hardeeville			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
A 345.8	St. Stephens, SC
A 361.7	Moncks Corner, SC
A 393.7	Drayton Hall, SC
A 479.3	Hardeeville, SC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
A 292.7 / Florence Car Shop Tracks 1,2,3,4,8	6 Axle Engines	Prohibited
A 387.5 / Charleston, SC ATS Warehouse		
A 390.0 / Charleston Starke Ind. Lead	Butt Head Switching Engines	Must not operate south of Azalea Drive

Do not operate two (2) 6-axle locomotives coupled together on Little Wye, Bennett Yard.

May operate on Little Wye:

- One 6-axle
- One 6-axle coupled to one 4-axle
- Two 4-axle engines coupled together

7. CLOSE CLEARANCE

MP	Track
A 292.0 / Florence Yard	20, 21, 25 and 26
A 316.0 / Southern States	
A 316.0 / Crop Production Services	
A 316.0 / Nan Ya	
A 326.0 / Martek Bio Science	
A 329.0 / Vereen	
A 329.0 / McHerrin Grain	
A 329.0 / Williamsburg Grain	
A 331.0 / GSE Lining	
A 361.0	Pinopolis Coal Plant
A 376.0	Alumax
A 387.5	Capital Mtls

MP	Track
A 387.5	ATS
A 388.5	Monarch Supply
A 388.5	Garnet Dist
A 388.5	Dixie Box
A 388.5	Rohida
A 388.5	Ford Redi Mix
A 388.5	Charleston Steel
A 389.5	Georgia Pacific
A 389.7	Banks Construction
A 389.0	Bluelink Corp.
A 407.0	Carolina Eastern
A 424.4	Balchem
A 426.0	Balchem
A 473.8	Old Southern
A 473.9	Carastar

8. MISCELLANEOUS

EXCEPTED TRACK

MP / Location	Track
A 292.7 / Florence Car Shop Tracks	All Shop Tracks
A 443.2 / Yemassee, SC A443.5	Yard Track #1
A 444.2 / Yemassee, SC A 444.5	Yard Track #2
A 445.2 / Yemassee, SC A 445.5	Yard Track #3

1. **Pinopolis Junction** - The following procedures will be observed during unit coal train unloading operations:

- When a loaded train arriving at Pinopolis Junction clears the main line and the switch is lined for the main track, the conductor will set the retainer valves on the rear 3 cars in the train in the 1st position (high pressure), while the brakes are applied.
- Observe 5 MPH maximum speed on the Loop track.
- The train will be broken into three approximately equal cuts not exceeding thirty-three loaded cars in any movement after unloading has commenced.
- Low brake cylinder pressure must be used to spot the cars in the first and second cuts. The first service application of the automatic train brakes must not be exceeded, except under emergency conditions.
- When handling the third cut, the independent or dynamic brakes will not be used but a first service application of the automatic train brakes will be used to make the initial spot. The automatic train brakes will then be released and the independent brake will be used to spot the remaining cars in the rear cut.

- f) The retainer valves on the rear 3 cars must be restored to the normal position when the last car is spotted for unloading.
- g) In the event that a car gets by while spotting the train, a back up movement will not be attempted under any circumstances. Take the car on the around loop and set it in for unloading after the rest of the train is unloaded
- h) When coal cars are made empty on shaker at Pinopolis Power Plant, do not move train until coal is removed from rails.

Method of Operation On The NS Railway Reads Branch

CSX Railroad has trackage rights on the Norfolk Southern Reads branch between North Charleston Terminal connection at the north wye switch and the CSX Meads crossing at grade. These trackage rights allow movements to and from the joint facility at North Charleston Yard.

- a) Before entering Reads branch, the engineer or conductor of each Norfolk Southern or CSX train or locomotive must secure permission, by radio or telephone from:
 - (1.1) Norfolk Southern designated personnel at Seven Mile yard, (566-8041) or
 - (1.2) CSX designated personnel at Bennett Yard. (745-5334)

Note: Only one designated office may control this territory at a time. Proper transfer between offices will be made.
- b) When verbal permission has been received, all movements on the Reads branch will be made:
 - (2.1) In accordance with Norfolk Southern Operating Rule 193.
 - (2.2) At restricted speed, and
 - (2.3) Not to exceed 10 MPH.
- c) Immediately after a train clears the joint track the conductor or engineer will notify the designated office advising:
 - (3.1) Locomotive number and
 - (3.2) The number of cars in the train.

Charleston Terminal Instructions

A. Trains setting off and picking up.

- 1) Trains setting off cars at Bennett Yard with or without locomotives attached will apply ten (10) percent hand brakes with a minimum of four (4) hand brakes. Hand brakes will be applied to the north end of the cars in Bennett Yard.

Trains setting off in tracks that already have cars standing in track will communicate with the yardmaster to determine if the cars being set off need to be coupled onto the standing cars. If set

off needs to be coupled to standing cars, then the crew must ensure that ten (10) percent with a minimum of four (4) hand brakes are applied to entire cut on the north end. If the yardmaster instructs crew not to couple to standing cars, then ten (10) percent hand brakes with a minimum of four (4) must be applied to the north end of the cut of cars being set off.

Road crews will communicate with the yardmaster how many hand brakes were applied and where the hand brakes were applied.

- 2) Road crews preparing to pick up cars at Bennett yard will release the hand brakes prior to the attachment of their locomotives only if it is determined that sufficient hand brakes are applied on the head end of the train to secure the cars and the hand brakes at the head end of the track will not be released until the engine is attached. A road crew member will communicate with the yardmaster to determine whether or not sufficient hand brakes are applied on the head end of the track in which the pick up is located.
- 3) Crews switching cars at Bennett Yard must also apply ten (10) percent hand brakes with a minimum of four (4) hand brakes on cuts of cars left standing in yard tracks when they pull car(s) out of the tracks to switch.
- 4) All movements inbound to Charleston from the mainline to the Yard Lead at BN will not pass the following locations without contacting the yardmaster at Charleston:

Signal BN northbound into yard

B. Starke Industrial Lead South of Azalea Drive

- 1) When pulling a loaded train to the Starke industrial area you must use the main track for the loads.
- 2) The empties coming out of GS Roofing are to be pulled into the run around track.

C. Ashley Junction - All tracks must be left clear of other tracks at Ashley Junction, Charleston, SC.

D. All trains entering Bennett Yard operating on Channel 1 or AAR Channel 32 will switch to the Yard Channel AAR 66 or Channel 2 and talk to the yardmaster for instructions before entering these limits. All trains must communicate with the yard engines on AAR Channel 66 or Channel 2 before entering the yard and remain on Channel AAR 66 or Channel 2 while in Bennett Yard.

Rail Link Railroad - Trains and engines enroute to Savannah Terminal and departing Savannah Terminal must contact the yardmaster at Southover Yard for permission to occupy CSX trackage and must be governed by his instructions. This permission must be obtained prior to acceptance of any signal indication that permits entry to CSX trackage.

All movements on the Garden City Lead will be made on the authority of the yardmaster at Southover Yard.

Savannah Yard (S 500.0) is leased to Rail Link Railroad, CSX trains and engines operating on tracks S12 through S45 and in and out of Savannah Yard must contact Rail Link Coordinator on CSX Channel 66 and will be governed by all of CSX safety and operating rules and the Rail Link Coordinator (Employee In Charge) instructions for track to set off and to pick up.

Note: Any questions in regards to Safety and Operating Rules, please contact CSX terminal managers office at 912-944-1402.

Rail Link Railroad - Rail Link Railroad trains and engines will be governed by CSX operating and safety rules and special instructions while on CSXT trackage.

REMOTE CONTROL OPERATION FLORENCE YARD

- A. Remote control locomotive (RCL) operation is established at Florence Yard. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
- B. Remote control zone (RCZ) is established in Florence Yard and RCZ signs are in place as follows:
 1. North end of Florence Yard, on the number one switching lead, 250 feet south of number 23 switch and the north switch of the crossover from number 23 extension. Also to protect from trains departing north through the Ted Sweat Crossovers a RCZ sign is located at the north switch of the Ted Sweat Crossover to the number one switching lead.
 2. South zone: South Ladder, 25 feet south of SAS signal at RA Tower, south onto the Charleston Industrial Lead for 1200 feet, towards Dargan Street. When zone is active, to gain permission to enter, contact the remote control foreman an AAR Channel 25/25.

REMOTE CONTROL OPERATION CHARLESTON BENNETT YARD

- A. Remote control locomotive (RCL) operation is established in Charleston, SC. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operation.
- B. Remote control zone (RCZ) is established in Charleston, SC (Ashley Junction) and RCZ signs are in place as follows:
 1. Ashley Junction Lead from 500 feet east of the east switch on the big wye to 100 feet west of Dorchester Road road crossing.
- C. Remote control zone (RCZ) is established in Charleston, SC (Bennett Yard) and RCZ signs are in place as follows:

1. South end Bennett Yard lead: From 700 feet north of switch at BN to 200 feet north of the shop track switch.

A derailler is installed 700 feet north of the switch at BN, and will be locked in the derailing position when the RCZ is active.

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

MP	Location	DOT#
A 293.19	Evans St.	633201P
A 293.95	Pine St	633204K
A 294.09	Elm Street	633205S
A 294.51	National Cemetary Rd/ S-13	633207F
A 295.07	James Jones Street	633208M
A 295.89	Pamplico Hwy. / SR-51	633209U
A 297.95	Howe Springs Road / S-57	633211V
A 300.60	Poor Farm Road / S-0552	633214R
A 302.89	E. Effingham Road / SR-327	633217L
A 305.06	Williams Road	633220U
A 305.98	Old Georgetown Rd. / SR-72	633221B
A 308.53	St. Paul Rd. / SR-793	633225D
A 308.96	E. Oscar Road / SR-950	633226K
A 309.28	Friendfield Road / SR S-21-46	633227S
A 311.90	W. Lee Flowers Rd / SR-718	633231G
A 312.73	West Dixon Rd / SR 319	633232N
A 312.92	W. Main Street / SR 47	633233V
A 313.16	Graham Street / SR 56	633234C
A 315.15	Loop Road / S-10	633239L
A 315.83	Charles St / SR 289	633240F
A 315.93	Dansing Street / SR 813	633241M
A 316.05	E Main St	633242U
A 316.28	E Thomas St	633244H
A 316.61	Fairview Street	633248K
A 316.96	Graham Road / SR 258	633249S
A 317.52	W. Village Rd / SR 1158	633250L
A 317.90	E. Beulah Road	915035F
A 318.41	Nan-Ya Road / SR 1304	633252A
A 319.81	Patty Graham Road / SR 292	633254N
A 322.09	SR 512	633257J
A 326.21	Private Road	633262F
A 326.74	Fermpro Rd. / SR 541	633264U
A 326.89	Old Lake City Rd	633265B
A 328.13	County Camp Rd.	633268W
A 329.20	Dennis Ave	633271E
A 329.72	Wheeler S	633272L
A 330.61	Kelly St	633273T
A 330.72	Brooks St	633274A
A 331.03	Main Street (Kingstree)	633275G
A 335.66	Gapway Rd	633279J
A 335.95	Glad St. / SR 19	633280D
A 338.08	Dixie Rd.	633286U
A 340.24	Broom Straw Rd.	633289P
A 340.76	Third St	633290J
A 341.42	Tenth St	633292X
A 344.06	SR 375	633295T
A349.30	Roosevelt Drive	631945P
A 349.59	Church Ct. / Hwy 45	631946W
A 349.85	Elm Street / SR 0040	631947D
A 350.99	Old Mill Road / SR 27	631948K
A 353.77	SR 41	631950L

MP	Location	DOT#
A 356.61	Dennis Ridge Road / SR 35	631952A
A 356.79	Black Oak Road	63195G
A 360.65	Old Black Oak Road	631956C
A 361.32	20 SR / Power House	631958R
A 365.02	E Main Street (Monks Corner)	631961Y
A 365.17	Altman St / SR 43	631962F
A 368.23	Gaillard / SR 357	631964U
A 369.85	Oakley Rd / S50	631965B
A 372.16	Cypress Gardens Rd.	631966H
A 375.88	Medway Road	631968W
A 376.17	Montague Plantation	631970X
A 377.20	Stephanie Dr	631971E
A 377.66	Hollywood Drive	631972L
A 378.21	Brandywine Blvd	630453H
A 378.39	Liberty Hall Rd	631973T
A 378.77	Red Bank Road	631974A
A 380.19	Nad Rd.	631975G
A 380.90	Otranto Blvd	631976N
A 382.28	Eagle Landing Rd	640425E
A 383.38	Mabeline Rod	631977V
A 383.73	Stokes Road	631978C
A 384.35	Hanahan Rd	631979J
A 385.77	Remount Rd	631980D
A 387.29	Montague Ave	631981K
A 396.59	Sanders Road	632402C
A 401.20	Rantowles Rd / Hwy 162	632405X
A 405.35	Salters Hill	632408T
A 406.66	SR 165	632410U
A 411.47	Old Jacksonboro	632412H
A 412.85	Adams Run Rd	632413P
A 415.78	Parkers Ferry	632415D
A 419.25	Jacksonvoro Rd.	632418Y
A 425.74	Ashpoo Road	632424C
A 426.42	Bennett Point Rd.	632425J
A 428.77	Greenpond Highway	632428E
A 431.30	Pynes Community	632430F
A 433.29	White Hall Road	632432U
A 436.74	Combahee Rd.	632434H
A 440.41	Public Landing Rd	632436W
A 442.62	River Rd	632437D
A 442.93	Wall Road	632438K
A 442.98	Castle Hall Rd. / SR 3	632439S
A 444.91	Tulifinny Rd.	632441T
A 446.68	Kress Rd.	632442A
A 451.30	Coosahatchie Rd.	632446C
A 456.05	Private X-Ing	632448R
A 456.57	Taylor Mill Rd.	632449X
A 459.33	Main St. (Ridgeland)	632451Y
A 459.41	Adams	632452F
A 460.30	Smith Street (S-29)	632453M
A 473.37	Ind. Park Rd	632461E
A 473.84	Main St (Hardeeville)	632462L
A 482.38	Oleary Ave.	632466N
A 484.49	Pinder Point Rd (Cox's Crossing)	632468C
A 486.30	Crossgate	632471 K
A 487.72	Bourne Ave / Travis Field Road	632473Y
A 488.67	Big Hill Road	632474F
A 489.21	Wheathill Rad	632475M

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CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	SF 306.2	MONROE YARD	<div>MONROE SD</div>				
40	SF 307.7	DTC BLOCK	<div>AP DISP 94 – 3 RD 32</div> <div>MARTIN MARIETTA</div> <div>5.0</div> <div>CHARLOTTE PIPE</div> <div>DD MATTHEWS</div> <div>6.5</div> <div>6.8</div> <div>CHARLOTTE</div> <div>TRYON ST. YD</div> <div>3.2</div> <div>NS CROSSING</div> <div>NE TRYON</div> <div>TRYON 6,039 FT.</div> <div>SS</div> <div>SR</div>		TWC-DTC		
	SF 310.7				DTC BLOCK LINGLE		
	SF 311.5						
	SF 312.7	DTC BLOCK SIGN					
	SF 313.1				DTC BLOCK STOUTS		
	SF 317.4						
	SF 319.2	DTC BLOCK SIGN					
	SF 321.5				DTC BLOCK MATTHEWS		
	SF 326.0	DTC BLOCK SIGN				DTC BLOCK CHARLOTTE	
	SF 329.8	DTC BLOCK SIGN					
25	SF 330.0	CHARLOTTE					
10	SF 330.1	TRYON ST. YD					
25	SF 330.5	NS CROSSING					
15	SF 330.6						
25	SF 331.8	NE TRYON					
	SF 333.0	DTC BLOCK SIGN			TWC-DTC		
20	SF 333.1 SF 334.0	SE TRYON PINOCA YARD			193 YARD LIMITS		
		3.0					
25	SF 336.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK THRIFT	

CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
25	SF 336.9	NE THRIFT	1,590 FT. DD THRIFT		TWC-DTC	DTC BLOCK THRIFT		
	SF 337.3 SF 337.4 SF 338.8	SE THRIFT 3.2						
40		DTC BLOCK SIGN				P&N MAIN		
	SF 339.2	NE MT. HOLLY						CPS-261
	SF 341.6	2.6	TERRELL SD	CSDG 10,100 FT. 10 MPH	ABS-261	DTC BLOCK CLARIANT		
	SF 341.8 SF 341.9	SE MT. HOLLY			CPS-261			
		DTC BLOCK SIGN			TWC-DTC	DTC BLOCK MT. HOLLY		
	SF 344.4	NE DUKE DTC BLOCK SIGN		SS 8,421 FT.				
	SF 346.2	SE DUKE		SS		DTC BLOCK DUKE		
	SF 354.1 SF 356.6			DD STANLEY TIMKEN				
	SF 356.9	DTC BLOCK SIGN						
40	SF 361.6							
25	SF 361.5	13.0		LINCOLNTON STG 40 CARS		DTC BLOCK IRON		
	SF 362.2 SF 363.6							
		DTC BLOCK SIGN			TWC-DTC			
	SF 369.9	NE CHERRYVILLE			CPS-261			
40	SF 371.2	1.7		SSDG 8,570 FT. 30 MPH	ABS-261	DTC BLOCK HEFNER		
	SF 371.6	SE CHERRYVILLE			CPS-261	DTC BLOCK CHERRYVILLE		
		DTC BLOCK SIGN			ABS-261			

CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
							
40	SF 373.8		DD CHERRYVILLE		TWC-DTC	DTC BLOCK CHERRYVILLE	
	SF 374.3	5.0					
	SF 377.6	DTC BLOCK SIGN					
	SF 383.0	9.3					
	SF 383.5		SHELBY STORAGE 25 CARS			DTC BLOCK SHELBY	
	SF 384.7		NS RY				
	SF 386.9	NE SHELBY DTC BLOCK SIGN					
	SF 388.4	SE SHELBY	SS				
	SF 388.5						
	SF 389.9	PPG LEAD	NS RY			DTC BLOCK LATTIMORE	
	SF 391.8		PPG LEAD				
	SF 395.7	DTC BLOCK SIGN	DD LATTIMORE				
	SF 398.2		ELLENBORO STORAGE				
	SF 399.0		2,080 FT.				
	40	SF 401.0	8.1			DTC BLOCK ELLENBORO	
SF 402.0							
SF 403.0							
SF 403.8		DTC BLOCK SIGN					
40	SF 403.9	1.1	THERMAL BELT RR		DTC BLOCK LITTLE		
20	SF 404.0				TWC-DTC		
	SF 404.9	DTC BLOCK SIGN					
	SF 405.5	BOSTIC YARD	BLUE RIDGE SD				
97.2 MILES MONROE YARD TO BOSTIC							

CHARLOTTE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
SF 321.5 and SF 330.5	25
SF 330.6 and SF 338.8	25
SF 361.6 and SF 363.6	25

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SF 330.6 / Charlotte	NS	Remotely Controlled	226-B

Note: Crews required to cross this crossing must call the NS Train Dispatcher on Channel 56, Tone #332 at least thirty (30) minutes prior to reaching the crossing. Advise the dispatcher the estimated time of arrival at the crossing. If you are unable to contact the dispatcher after ten (10) minutes, call the Pinoca Yardmaster and advise that you are unable to reach the NS Dispatcher. If you are unable to reach the Yardmaster at Pinoca after five (5) minutes, call the AP Dispatcher.

Trains stopped at NS Railroad interlocking (Graham Street) Milepost SF 330.6 must notify AP Dispatcher and Pinoca Yardmaster immediately. Trains will give AP Dispatcher and yardmaster information received from the Southern dispatcher pertaining to duration and reason for delay. Trains must notify above personnel every thirty (30) minutes if not released.

Special required circuit on the remotely controlled railroad crossing at grade with NS, Charlotte, NC requires trains and engines to occupy both sides of the crossing to a point within fifteen (15) feet of the opposing signal before making reverse moves. Operating Rule 226-B applies.

100 HIGHWAY-RAIL GRADE CROSSINGS

SF 387.9 – Do not block this crossing with standing train.

103-D HANDBRAKES

Item 1 of Division Special Instructions will apply with the following exceptions:

MP/Location	Number of Hand Brakes Required
SF 330.0 / Charlotte, NC Tryon Street Yard Pinoca Yard	Item 2 of Division Special Instructions applies
SF 339.3 / Mt. Holly Siding	20% handbrakes
SF 341.8 / Mt. Holy Siding Castle Spur	100% handbrakes
SF 341.8 / Mt. Holy Siding NC DOT	20% handbrakes

MP/Location	Number of Hand Brakes Required
SF 381.2 / Case Farms	30% handbrakes
SF 389.9 / Shelby, NC PPG Industries	20% handbrakes on empties left on lead

104-K SPRING SWITCHES

Spring switches are at the following locations:

MP/Location	End of Track	Normal Position
SF 332.0 / Tryon Siding	North End	Main Track
SF 344.5 / Duke Siding	North End	Main Track
SF 346.2 / Duke Siding	South End	Main Track
SF 386.9 / Shelby Siding	North End	Main Track
SF 388.4 / Shelby Siding	South End	Main Track

193 YARD LIMITS

SF 333.0 to SF 336.0 – All trains must receive a job briefing from the Yardmaster at Pinoca Yard before entering Yard Limits. Exception: Between 2200 hours Saturday and 0600 hours Sunday trains will be governed by AP Dispatcher Instructions.

231-A POWER OPERATED SWITCHES

SF 333.1 – There is a self restoring power operated switch at this location providing access to and from the south end of Tryon Siding. Normal position is lined for the main track. Operating Rule 231-A governs at this switch. See Division Special Instructions for operation of this switch.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SF 306.2 Monroe Yard	0700-1500 Daily	66	Terminal
SF 334.4 Pinoca Yard	Continuous	66	Terminal
SF 334.4 Charlotte		32, 94-3	Wayside
SF 372.4 Cherryville			
SF 407.4 Spindale /			
SF 407.4 / Spindale / Bostic Yard		66	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

E H R 4400 Truss Bridges

Thru Truss Bridges are at the following locations:

Milepost	Location
SF 341.6	Mt. Holly, N.C.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

All unit trains operating between Bostic and Charlotte may be operated exceeding the tonnage rating for four (4) SD-40 locomotives after the helper locomotive has detached from the rear of the train. Head end power must not exceed 24 powered axles.

Empty hopper trains may operate with two (2) locomotives cut in between Hamlet and Bostic and between Terrell and Bostic, to maintain line speed.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
SF 330.0 / Charlotte Terminal Industrial Park	6 Axle Locomotives	Prohibited
SF 342.0 / Clariant Industries		

7. CLOSE CLEARANCE

MP/Location	Track
SF 306.5 Monroe	Monex
SF 311.2	Charlotte Pipe
SF 312.0	Hanson Brick
SF 312.9	Berry Tri Plastics
SF 314.1	Radiator Specialty
SF 317.3	Concrete Supply
SF 319.5	Matthews Builders Supply
SF 327.1	Corn Sweetener
SF 327.1	Domino Sugar
SF 334.4 Charlotte Yard	Home Depot
SF 334.4 Charlotte Yard	Essroc
SF 334.4 Charlotte Yard	Coca-Cola
SF 334.4 Charlotte Yard	Suburban Propane
SF 334.4 Charlotte Yard	Cunningham
SF 334.4 Charlotte Yard	Carolina Paperboard
SF 334.4 Charlotte Yard	Ashland Chemical
SF 334.4 Charlotte Yard	Bluelinx
SF 334.4 Charlotte Yard	Armin Plastic
SF 334.4 Charlotte Yard	Concrete Supply

MP/Location	Track
SF 334.4 Charlotte Yard	Interstate Mills
SF 334.4 Charlotte Yard	Ameristeel
SF 334.4 Charlotte Yard	Best Supply
SF 334.4 Charlotte Yard	Colonial Material
SF 334.4 Charlotte Yard	Carolina Transfer
SF 334.4 Charlotte Yard	Textile Distribution
SF 334.4 Charlotte Yard	Jones Chemical
SF 334.4 Charlotte Yard	Mauser
SF 334.4 Charlotte Yard	Masio
SF 334.4 Charlotte Yard	Namasco
SF 334.4 Charlotte Yard	Weyerhaeuser
SF 334.4 Charlotte Yard	Americold Logistics
SF 337.5 Thrift	Marathon Oil
SF 346.1 Mt. Holly	Buckeye Gaston
SF 347.0 Stanley	US Leisure
SF 369.0 Cherryville	Tri County Farms
SF 372.3 Cherryville	Old RR Station
SF 376.8	Cleveland Lumber
SF 398.1 Ellenboro	Old RR Station

8. MISCELLANEOUS

EXCEPTED TRACK - NONE.

SF 330.1 Tryon Street Yard – Train crews are required to leave #2 yard track open from Church Street to the south end switch

SF 334.4 Pinoca Yard – When there are no car inspectors on duty at Charlotte, NC, train crews will make the required inspections of their trains. They must advise the Yardmaster of any cars cut out account defects and the nature of such defects.

The north switch to #4 ramp, Pinoca Yard, will be left, after use, lined for straight away movement to #4 ramp.

SF 342.0 Clariant Industries – Storage of all hazardous material cars marked ethylene oxide and propylene oxide must be place inside gates in tracks #3, #4 and #5.

SF 356.9 Timken Industries – It is not permissible to enter loading shed with locomotives due to clearance. Train crews working Timken Company must use a spacer car when coupling to rail cars that are spotted and ready for movement. If spacer car is not available, crews must contact personnel at Timken before coupling. Crews may contact Timken personnel by entry door (to the left of cars spotted for loading) marked “truckers / all drivers enter here”. If personnel are not readily available in office, a phone has been placed to the left of the entry door and marked “CSX”. Call the phone numbers listed for assistance.

SF 389.8 PPG Industries – Crews working PPG Industries at Shelby, NC must contact plant personnel before coupling to cars on lead track. A phone has been placed in service at the “back gate guard house” for this purpose. The phone box is painted gray and is located in the front middle portion of the guardhouse. Instructions for contacting plant personnel are located inside the phone box.

Before moving empties in PPG, all equipment must first be inspected to ascertain that car center plate fits properly into truck bolster bowl.

SF 405.5 Bostic Yard – Southbound train enroute to Bostic, NC must monitor Channel 32 while occupying all DTC tracks. Southbound trains may contact Bostic Yard on Channel 66 when passing Ellenboro for the purpose of obtaining information used to yard their train. After information is obtained, crews will notify Bostic Yard that they will be monitoring Channel 32 until the head end reaches the end of DTC limits. Bostic Yard must contact them on Channel 32 if additional instructions are issued.

All trains instructed to STOP at the bell crossing at Bostic, NC are required to obtain information as to the reason they are being held out. The expected amount of time will also be obtained. The AP Dispatcher will be contacted and given the above information. AP Dispatcher will forward this information to the Chief Dispatcher or ACD on duty.

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

MP	Location	DOT#
SF 307.72	Dickerson Blvd.	631914R
SF 309.47	Pinedell Ave.	631918T
SF 310.38	Rocky River Rd.	631919A
SF 310.45	Old Monroe Road	631920U
SF 312.16	Hayes Rd.	631923P
SF 313.22	Wesley-Chapel Sto	631925D
SF 315.43	Indian Trail Rd.	631928Y
SF 316.79	Stallings Rd.	631929F
SF 317.30	Ridge Rd.	631930A
SF 318.65	Tank Town Road	631932N
SF 318.93	Crestdale Rd.	631933V
SF 319.51	Trade Street	631934C
SF 319.69	Ames St.	631935J
SF 322.71	McAlpine Station	633915E
SF 323.31	Thermal Rd.	631384D
SF 324.67	Rama Road	631385K
SF 325.18	Sharon Amity Road	631386S
SF 325.97	Richland Drive	631387Y
SF 326.39	McAlway Rd.	631388F
SF 327.98	Bascom St.	631390G
SF 328.46	Pecan Ave.	631391N
SF 328.84	Central Ave.	631393C
SF 329.16	Louise Ave.	631396X
SF 329.76	N. Davidson St.	631398L
SF 329.92	Brevard St.	631400K
SF 330.26	Church St.	631402Y
SF 330.67	Seaboard Street	643055N
SF 330.79	Johnson St.	631411X
SF 331.46	Summit Ave.	631414T
SF 332.88	Reno Rd.	631417N
SF 333.42	Rozzells Ferry Rd.	631420W
SF 333.74	Crigler St.	631424Y
SF 333.78	Goff St.	631425F
SF 333.92	Hoskins Road	631426M
SF 334.20	Lawton Rd., South	631429H
SF 334.20	Chesapeake Drive	631787S
SF 334.20	Hoskins Rd.	631791G

MP	Location	DOT#
SF 334.20	Rozzells Ferry Rd.	631427U
SF 334.20	Brookshire Blvd.	631786K
SF 334.20	N. Hoskins Rd. #4	631789F
SF 334.20	Chesapeake Dr.	637787M
SF 334.20	Black Satchel Rd.	631794C
SF 334.20	N. Lawton Rd.	631792N
SF 334.91	Hovis Road	631795J
SF 335.32	Old Mt. Holly Rd.	631796R
SF 336.09	Toddville Rd.	631799L
SF 337.04	Kenstead Circle	631801K
SF 337.31	Tom Sadler Rd.	631803Y
SF 337.47	Mt. Holly Road	631805M
SF 337.53	Freedom Dr.	631807B
SF 337.70	Marathon Oil	631808H
SF 339.46	Rhyne Road	631321Y
SF 340.88	Belmeade	631811R
SF 341.18	Sodyeco Chem	631812X
SF 341.81	Lee St.	631813E
SF 342.26	Main St.	631818N
SF 342.44	First St.	631819V
SF 342.65	Hawthorne St.	631820P
SF 342.91	W. Central Ave.	631821W
SF 343.21	Kendrick St.	631822D
SF 344.25	Westland Farm Rd.	631823K
SF 347.71	Gen Jackson Blvd.	631829B
SF 348.14	Dallas Rd.	631830V
SF 348.39	McLurd Dr.	631831C
SF 348.64	Chestnut St.	631832J
SF 348.79	E. Church St.	631833R
SF 349.08	Poplar St.	631835E
SF 350.65	Taylor Rd.	631637J
SF 350.95	Green Rd.	631638R
SF 351.88	Alexis High Shoals Rd.	631640S
SF 354.38	Hudson Poultry Rd.	631650X
SF 354.62	Devine Rd.	631651E
SF 356.05	Will Schronce Rd.	631658C
SF 356.84	Timkin Place	643061S
SF 357.15	Mount Vernon Rd. (SR	631661K
SF 358.77	Hill Road	631663Y
SF 360.46	Lithia Inn Rd.	631665M
SF 361.24	Hospital St.	631668H
SF 362.07	Edwards Street	631672X
SF 362.21	S. Flint St.	631673E
SF 362.38	S. Laurel St.	631675T
SF 362.66	Academy St.	643065U
SF 363.20	Motz Ave.	631680P
SF 363.76	Grove Street	631681W
SF 364.16	Burris Access Rd.	631683K
SF 364.99	Roseland Dr.	631836L
SF 367.18	Boy Scout Road	631838A
SF 367.44	SR 1172	631839G
SF 369.06	Old Lincolnton Highway	631843W
SF 370.02	Hepzibah Ch Road	631844D
SF 370.30	Dick Beam Road	631845K
SF 371.66	Rudisill Dr.	631846S
SF 372.02	Cherry St.	631847Y
SF 372.41	Depot St.	631848F
SF 372.53	N. Pink St.	631849M
SF 372.75	N. Mountain St.	631850G
SF 372.91	Elm St.	631852C
SF 373.13	S. Styers St.	631853C

MP	Location	DOT#
SF 373.36	Putnam Street	631854J
SF 374.43	SR 1426	631856X
SF 377.22	Ridge Rd.	631860M
SF 377.54	Pinedale Rd.	631861U
SF 378.27	Fielding Rd.	631862B
SF 382.31	Wyke Road	631869Y
SF 383.08	Dover St.	631871A
SF 383.23	Lineberger St.	631872G
SF 383.50	Buffalo St.	631873N
SF 383.81	N. Washington St.	631874V
SF 388.27	Seal Wire Rd.	631882M
SF 388.31	CCA	631883U
SF 388.59	Old Washburn SWTC	631884B
SF 389.31	Plato Lee Road	631686F
SF 390.11	McSwain Road	631687M
SF 391.19	Artee Rd.	631688U
SF 391.87	Peachtree Rd.	631691C
SF 392.67	Fite Rd.	631693R
SF 395.56	NC 120 SR	918165M
SF 397.68	Race Path Rd.	631706P
SF 397.93	Church St.	631707W
SF 398.02	Henrietta St.	631708D
SF 398.20	Glenn St.	631709K
SF 398.66	74 US Business	631710E
SF 399.38	Burns Rd.	631712T
SF 401.18	Pinehuot Road	631714G
SF 402.68	Kiser Rd.	631718J
SF 403.81	Main St.	631719R
SF 404.31	Brick Road	631720K

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CN&L SUBDIVISION – C7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
40	AK 557.9	LAURENS	<div>SPARTANBURG SD</div>		CPS-261		
40	<div>C 74.1 71.0 70.8 70.0 69.0</div>	<div>DTC BLOCK SIGN</div> <div>8.6</div>	DD LAURENS	<div>CE DISP 39-1 RD - 32</div>	TWC - DTC	DTC BLOCK CLINTON	
20	C 65.7	DTC BLOCK SIGN			TWC-DTC		
25	C 65.5	CLINTON			CPS-261		
40	SG 396.0	2.1		MONROE SD	ABS-261		
30	C 63.4	DOVER			CPS-261		
49	C 63.1	DTC BLOCK SIGN	5.1		TWC-DTC	DTC BLOCK GOLDSVILLE	
	C 59.7 59.0	DTC BLOCK SIGN	JOANNA STG. (36 CARS)				
	58.3	N.E. JOANNA SIDING			CPS-261		
	58.0	1.2	SSDG 6,565 FT. 25 MPH		ABS-261	DTC BLOCK MARTINS	
	57.1	S.E. JOANNA SIDING			CPS 261		
	57.0 C 56.3 C 55.9	DTC BLOCK SIGN	9.1	KINARDS STORAGE (15 CARS)	TWC-DTC	DTC BLOCK LAKESIDE	
	C 51.7		DD GARY				
	C 48.0	DTC BLOCK SIGN					
	C 47.4	NE LAKESIDE					
	C 46.1	SE LAKESIDE	4.4	6,031 FT.		DTC BLOCK OAKLAND	
49	C 44.1						
40	C 43.6	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK NEWBERRY	

CN&L SUBDIVISION – C7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES					
			↓	↓								
40	C 43.5	V-LINE	NS SR		TWC-DTC							
	C 43.2	NEWBERRY										
	C 42.8											
49	C 41.7	NORTH NEWBERRY 3.3	SR		TWC-DTC	DTC BLOCK NEWBERRY						
	C 41.0	NEWBERRY SIDING										
	C 40.3	DTC BLOCK SIGN SOUTH NEWBERRY										
	C 40.2	INTERCHANGE TRACK N.E.										
	C 39.4											
	C38.8	INTERCHANGE TRK S.E.										
	C 38.7	6.2										
	C 36.5											
	45	C 34.1	DTC BLOCK SIGN					GP RUN AROUND		TWC-DTC	DTC BLOCK PROSPERITY	
		C 33.6	1.3									
C 33.4												
C 32.8		DTC BLOCK SIGN										
C 32.5		1.9										
		DTC BLOCK SIGN										
C 30.9		NE SLIGHS		CPS-261								
		1.1		SSDG 5,550 FT. 15 MPH	ABS - 261							
C 29.8		SE SLIGHS		CPS-261								
45			DTC BLOCK SIGN 11.4			TWC-DTC	DTC BLOCK ZANE					
	C 18.4	DTC BLOCK SIGN				DTC BLOCK IRMO						

CN&L SUBDIVISION – C7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
45	C 17.8				TWC-DTC		
49							
		4.9				DTC BLOCK IRMO	
	C 13.5	DTC BLOCK SIGN					
	C 11.8		DD IRMO				
	C 9.3		6.0			DTC BLOCK SALUDA DAM	
	C 8.9						
	C 8.8		SCE&G SPUR 3.8 MILES	<div><div></div><div></div><div></div></div>	SALUDA DAM STORAGE (50 CARS) 3,131 FT.		
	C 7.5	DTC BLOCK SIGN	1.4				
			2.2				
	5.0						
	4.0		7.5			DTC BLOCK COLUMBIA	
	3.0						
49	C 2.7						
40	C 0.8	DTC BLOCK SIGN			TWC-DTC		
		ELMWOOD JCT.		HAMLET SD			
LAURENS CONNECTION to COLUMBIA 73.3 MILES							

CN&L SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
C44.1 and C42.8	40

100 HIGHWAY-RAIL GRADE CROSSINGS

Public grade crossings listed below are “must not block” crossings:

C 55.29 Gable Hill Lane
 C 17.50 Harvey Killian Rd.
 C 14.36 Salem Church Rd.
 C 7.03 Seawright Rd.

103-D HAND BRAKES

Item #1 of Division Special Instructions applies to the entire subdivision except at the following locations:

MP/Location	Number of Hand Brakes Required
C 38.8 / Newberry, SC Interchange tracks	30%

104 SWITCHES

Self restoring power operated switches are located at the B-Line switch C 43.5 and the north end Newberry Siding C41.7 Florence Division Special Instructions will govern movement over these switches. Operating Rule 231-A applies at these switches.

193 YARD LIMITS

Before a train movement enters the Eastover Subdivision Yard Limits at Columbia, AKA 370.4 to AKA 374.0, authority must be obtained from the CE Dispatcher in Jacksonville.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
C 65.5 Clinton	Continuous	32, 39-1	Wayside
C 41.0 Newberry			
C24.0 Irmo			
C 0.8 Cayce Yd.		12, 32, 66	Terminal

1295 APP SIGNAL

A fixed signal (Rule 1295) is located at milepost C 1.7 and governs the approaches to CSX and NS railroads at Elmwood Jct. Trains will contact Cayce Yard prior to passing C 5.0 to obtain signal at this location.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Empty hopper trains and automobile trains will be permitted to have two (2) locomotives on line to maintain authorized speed.

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
C 33.1 International Paper	6 axle locomotives	Prohibited from going under overhead bridge
C 7.4 Irmo, SC – Shaw Industries	Locomotives	Prohibited beyond the first tank car at unloading station

7. CLOSE CLEARANCE

MP/Location	Track
C 59.0	Joanna Storage Track
C 57.7	Norboard Industries
C 54.8	Kinards Chip Mill
C 45.5	Guys No. 2
C 45.3	Guys No. 1
C 44.9	Packaging Corp. of America
C 33.6	Georgia Pacific #2
C 33.5	Georgia Pacific #1
C 33.1	International Paper
C 31.4	Beals Lumber
C 21.1	R.J. Corman
C 7.4	Shaw Industries
C5.2	Stone Container

8. MISCELLANEOUS

EXCEPTED TRACK - NONE

C 8.9 Saluda Storage – Due to heavy grade conditions, all trains setting cars off will arrange to set off on the south end of the siding near the derailer.

C 8.8 SCE&G Spur – A shoving platform is located on the east side of St. Andrews Rd. The platform is used by crews spotting the Irmo coal trains for unloading. The platform is secured by hand brakes. Before leaving the plant, the shoving platform is to be returned to the same location.

INDUSTRY TRACKS

MP	INDUSTRY NAME	SWITCH OPENS
C 54.8	Kinards Chip Mill	South
C 47.8	Goldkist	
C 45.5	Guys No. 2	
C 45.3	Guys No. 1	
C 44.9	PCA	
C 43.2	Newberry House Track	North
C 39.9	Haltiwanger	
C 33.5	G.P. Chip and Saw	South
C 33.1	International Paper	
C 31.4	Beals Lumber	
C 21.1	R.J. Corman	
C 7.4	Shaw Industries	
C 5.2	Stone Container	North

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

MP	Location	DOT#
C 73.40	Fleming Mill Rd.	918138R
C 73.20	SR 49	918232E
C 73.20	Yarborough Rd. SR 49	918054V
C 71.50	Rocky Springs Church Rd.	843519T
C 71.35	Airport Rd.	843518L
C 70.76	Calvin Bridges Rd	843516X
C 69.29	Medical Ridge Rd.	843514J
C 68.37	Torrington Rd.	843513C
C 67.77	Piedmont Ave.	843510C
C 67.33	Woodland Rd.	843506S
C 66.67	W. Main St.	843504D
C 66.42	Airport Rd.	843503W
C 66.08	Bell St.	843502P
C 65.78	Sloan St.	843498C
C 65.60	Laurens St.	843497V
C 62.40	Hurricane Cn.	843491E
C 60.46	Nance St.	843487P
C 59.75	Calhoun St	843485B
C 59.57	Milton St.	843483M
C 58.67	Woodyard Rd.	843479X
C 56.40	SR 560	843476C
C 53.18	Gary's Lane	843468K
C 50.27	Beaver Dam Creek Rd.	843457X
C 45.52	International Paper	843445D
C 44.91	SR 121	843442H
C 44.67	First St.	843441B
C 44.63	Fair Ave.	843440U
C 44.38	Hillcrest Rd	843439A
C 44.17	North Nance St.	843437L
C 44.09	Pope St.	843436E
C 43.63	Cline St.	716820D
C 43.20	Main St.	843432C

MP	Location	DOT#
C 43.80	South Nance St.	843429U
C 42.72	Caldwell St.	716813T
C 42.17	Glenn St.	716812L
C 38.64	Colony Church Rd.	716805B
C 36.34	Brown St.	843422W
C 35.91	McNeely St.	843420H
C 35.80	Main St.	843418G
C 35.68	Pine St.	843416T
C 34.08	Candy Kitchen Ln.	843410C
C 33.45	GA Pac. Co.	843530T
C 32.85	SC 773	843407U
C 30.64	Caldwell Rd.	843399E
C 29.69	Dr. Bowers Rd.	843397R
C 28.44	Depot St.	843391A
C 28.37	Pomaria St.	843389Y
C 28.27	State Crossover	843388S
C 27.65	SR 35	843387K
C 25.05	Sam Koon Rd.	843380M
C 23.45	Columbia Ave.	843375R
C 23.20	Lexington Ave.	843374J
C 23.14	Clark St.	843373C
C 22.76	Wiesz St.	843372V
C 22.35	Boundary St.	843371N
C 21.45	Crooked Creek Rd.	843368F
C 20.57	Sid Bickley Rd.	843362P
C 19.84	Old Hilton Rd.	843361H
C 18.47	S-1403 (Three Dog Rd.)	843357T
C 17.96	Mt. Vernon Church	843356L
C 17.56	Harvey Killian Rd.	843355E
C 16.63	Rauch Metz Rd.	843353R
C 15.28	Ballentine Rd.	843350V
C 14.36	Salem Church Rd.	843347M
C 13.55	Farming Creek Rd.	843346F
C 11.67	Royal Tower Dr.	843341W
C 11.05	Thames Valley	843351L
C 10.78	Lake Murray Blvd.	843328H
C 10.19	Palmato Wood Pkwy	926178J
C 9.94	Pebble Gate Rd.	843320D
C 9.76	Doe Trail Rd.	843319J
C 9.43	Irmo HS Bus Lot	843317V
C 9.20	Harbison Blvd.	843315G
C 8.75	St. Andrews Rd.	843308W
C 8.75	Old Bush Rd.	843312L
C 8.72	Challdon Rd.	843306H
C 8.04	Piney Grove Rd.	843304U
C 7.53	St. Andrews Rd.	843302F
C 7.03	Seawright	843300S
C 6.32	Garden Valley Rd.	843299A
C 2.18	Wildlife Pkwy.	843290N

NOTES

NOTES

COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED		MPLE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
			ELMWOOD JCT.	HAMLET SD				
40	40	S 359.4	1.3					
25	25	S 360.7						
30	30	S 361.0						
		S 361.2	DEVINE JUNCTION			CPS-261		
		S 361.4						
30	30	S 361.8	1.3			ABS-261		
50	40	S 362.0	N.E CAYCE			CPS-261		
			0.5	CAYCE YARD		ABS-261		
		S 362.5	MP 362.5			CPS-261		
		S 363.0	0.7			ABS-261		
		S 363.2	S.E. CAYCE			CPS-261		
		S 363.5						
50		S 364.3	2.7			ABS-261		DTC BLOCK GASTON
60		S 365.9	N.E. DIXIANA			CPS-261		
			0.5	CSDG 2,624 FT. 25 MPH		ABS-261		
		S 366.4		CAROLINA EASTMAN				
		S 366.5	S.E. DIXIANA			CPS-261		
		S 366.9 S 367.0		SILICA		ABS-261		
		S 367.3 S 367.9		AUTO RAMP				
60		S 368.9						
45	40							DTC BLOCK GASTON


COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				<div>↓</div>	<div>↓</div>					
45	40	S 369.7 S 370.3 S 371.6 S 372.7 S 374.6	10.1		DD GASTON	ABS-261	DTC BLOCK GASTON			
40	35									
45	40									
79	60									
79	60	S 376.5	N.E. NASSAU	<div>SSDG 6,864 FT. 25 MPH</div>		CPS-261	DTC BLOCK DENMARK			
			1.3			ABS-261				
		S 377.8	S.E. NASSAU			CPS-261				
79	60	S 378.9	3.2			ABS-261				
60	40	S 379.8								
50		S 381.0							SWANSEA	CPS-261
50	60	S 383.0	4.1			ABS-261				
		S 385.1	N.E. WOODFORD			CPS-261				
			0.5			ABS-261				
		S 385.6	S.E. WOODFORD			CPS-261				
60	40	S 392.5	8.1			ABS-261				
55	50	S 393.7	N.E. LIVINGSTON			CPS-261				
			0.6			ABS-261				
		S 394.3	S.E. LIVINGSTON			CPS-261				
55	50	S 394.8	7.3		DD NEESES	ABS-261				
50	40	S 395.1								
		S 395.4								
60		S 396.4								
50		S 396.7								
60	40	S 397.9								
75	50	S 398.4								
79	60									DTC BLOCK DENMARK

COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				<div>↓</div>	<div>↓</div>			
79	60					ABS-261	DTC BLOCK DENMARK	
		S 401.6	N.E. NORWAY			CPS-261		
			0.4	<div>T</div>		ABS-261		
		S 402.0	S.E. NORWAY			CPS-261		
		S 409.5	9.6			ABS-261	DTC BLOCK FAIRFAX	
79	60	S 409.9						
45	45	S 410.4						
79	60							
		S 411.6	N.E. DENMARK			CPS-261		
			1.3	SSDG 6,336 FT. 25 MPH		ABS-261		
		S 412.9	S.E. DENMARK			CPS-261		
		S 414.1	4.8		DD DENMARK	ABS-261		
		79		S 416.7				
		75		S 417.1				
79		S 417.7	GOVAN HOLDOUT			CPS-261		
79	60	S 420.1	8.5			ABS-261		
45	45	S 420.6						
79	60							
		S 426.2	N.E. ULMER			CPS-261		
			0.7	SSDG 2,500 FT. 10 MPH		ABS-261		
		S 426.9	S.E. ULMER			CPS-261		
		S 433.4	9.1		DD SYCAMORE		DTC BLOCK FAIRFAX	
79	60							

COLUMBIA SUBDIVISION – C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
79	60	S 435.9				ABS-261	DTC BLOCK FAIRFAX	
35	35	S 436.0	FAIRFAX	<div>AUGUSTA SD</div>		CPS-261		
35	35				0.6		ABS-261	
35	35	S 436.6	S.E. FAIRFAX		CPS-261			
79	60		6.2		ABS-261	CPS-261		
		S 442.8	N.E. GIFFORD					
		S 444.3	0.6		SSDG 6,824 FT. 25 MPH	ABS-261	DTC BLOCK ESTILL	
		S 442.2	S.E.GIFFORD		CPS-261			
			7.4		ABS-261	CPS-261	DTC BLOCK GARNETT	
		S 449.6	N.E. ESTILL					
			0.9	CSDG 3,700 FT. 10 MPH		ABS-261	DTC BLOCK GARNETT	
		S 450.5	ESTILL		CPS-261			
		S 454.1	7.8		DD SCOTIA	ABS-261	DTC BLOCK GARNETT	
79	60	S 458.3	N.E. GARNETT		CPS-261			
45	45		1.9	SSDG 9,963 FT. 25 MPH		ABS-261	DTC BLOCK GARNETT	
		S 460.2	S.E. GARNETT		CPS-261			
45	45	S 465.3	8.2		DB 	ABS-261	DTC BLOCK STILLWELL	
25	25	S 466.0						
		S 466.2						
79	60	S 468.4	N.E. CLYO		CPS-261			
			0.6	CSDG 2,800 FT. 10 MPH		ABS-261	CSP-261	
		S 469.0	S.E. CLYO					
79	60					ABS-261		

COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				<div>↓</div>	<div>↓</div>			
79	60		5.2			ABS-261	DTC BLOCK STILLWELL	
		S 474.2	N.E. STILLWELL			CPS-261		
		S 475.7		SSDG 10,400 FT. 25 MPH		ABS-261	DTC BLOCK RINCON	
		S 476.3	S.E. STILLWELL			CPS-261		
		S 478.8		SHERMAN CONCRETE PIPE	DD STILLWELL	ABS-261		
		S 480.8	SEPCO JCT NS CROSSING	NS		CPS-261	DTC BLOCK RINCON	
		S 481.2					DTC BLOCK CENTRAL JCT.	
		S 482.1				ABS-261		
		S 489.7	N.E. MEINHARD			CPS-261		
				CSDG 2,223 FT. 10 MPH		ABS-261		
		S 490.3	S.E. MEINHARD		CPS-261			
79	60	S 497.1	7.0			ABS-261	DTC BLOCK CENTRAL JCT.	
25	25	S 497.3				ABS-261 (193)		
			CENTRAL JCT	SAVANNAH SD – JAX DIVISION				
137.9 MILES ELMWOOD JCT. TO CENTRAL JCT.								

COLUMBIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
S 409.9 and S 410.4	45
S 420.1 and S 420.6	45 (a)
S 435.9 and S 436.0	35

a): In effect 0700-1900 hours only.

97 DRAWBRIDGES

MP/Location	Hour Attended
S 465.3 / Clyo, SC	Unattended

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
S 436.0 / Fairfax	CSX	Remotely Controlled	226-B(3)
S 480.8 / Sepco Jct	NS	Controlled	

100 ROAD CROSSINGS

Norway – Train movements using the spur over crossing at S 401.34 will be preceded by a flagman.

Denmark – Due to rusty rail conditions on Denmark Connection track, all bell gate and light crossings will be flagged, AK 395.7, AK 395.5 and AK 396.4.

Clyo Siding – Account rusty rail conditions, road crossing at S 468.7 must be protected per Rule 100 E.

Meinhard – Trains using siding must stop and flag Meinhard road crossing, S 490.1.

Before entering the city limits of Savannah or Garden City, all southbound freight trains must contact the Yardmaster to ascertain that the route is clear and that the signals are lined for their movement before fouling road crossings.

103-D HAND BRAKES

Item #1 applies at Fairfax and north of Fairfax. Item #2 applies at Cayce terminal and south of Fairfax with the following exceptions at Cayce Yard.

MP/Location	Number of Hand Brakes Required
S 362.0 / Cayce Yard	3 handbrakes on each track when yarding trains unless instructed otherwise by Yardmaster

104 SWITCHES

When Sperry Rail test car is testing between Elmwood Jct. and Savannah, switch padlock on electric locked switch at Carolina Eastman spur, Dixiana S 366.3 must be removed before car is permitted to test within 509 feet of insulated joint and padlock must not be replaced until car is at least 50 feet beyond switch.

The power switch at Livingston and S.E. Norway is no longer set up to be controlled by the train dispatcher. Switch must be put in hand throw position and all movements must be clear of detector circuit and switch restored to normal position by hand before putting in "Motor" position. Moves to and from this siding cannot be made on signal indication.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 362.3 / Cayce Yard	Continuous	12, 32 & 66	Terminal
S 362.3 / Columbia		66, 20-3	Wayside
S 380.0 / Swansea			
S 410.0 / Denmark			
S 436.2 / Fairfax			
S 450.1 / Estill			
S 479.0 / Stillwell			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
S 465.3	Clyo, SC
S 466.2	Clyo, SC

Trains handling open loads of pulpwood will not exceed 15 MPH through the truss spans at S 465.2 and S 466.2 Savannah River.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
S 437.3 / Fairfax, SC Carolina Eastman	Equipment over 70 feet long or with limiting block couplers.	Prohibited
	6 Axle locomotives	Prohibited beyond road crossing at facility. Hold to reacher cars if necessary to comply.

7. CLOSE CLEARANCE

MP/Location	Track
S 362.2	Martin Marietta
S 363.0	CMC
S 401.0	Norway
S 450.2	Carolina Eastman
S 479.3	Sherman Concrete
S 481.0	SEPCO
S 492.1	Oceanlink

8. MISCELLANEOUS

Passenger Trains with a consist of over 12 cars must have 2 locomotives, both on line, when operating on the Hamlet and Columbia Subdivisions.

Trains will operate between S 359.3 and S.359.4 at Elmwood Junction using NS Railway controlled signals, under the direction of the NS Train Dispatcher in Greenville, SC.

The NS signals at this location can display the same type of aspect for northbound trains enroute the Hamlet Sub, CN&L Sub and NS Main from the Columbia Sub and southbound trains enroute the Columbia Sub or NS Main from the Hamlet Sub. Because of this, trains must proceed through Elmwood Junction at Controlled Speed, until it is ascertained that all switches are lined for the trains intended route.

These signals are not in conformity with CSX Operating Rules. All movements will be governed by signal indication and signals of color light type displaying the following aspects:

Red/Yellow/Red or Red/Green (High signal): Name of signal "Diverging Route Clear". Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).

Red/Yellow/Red or Red/Yellow (High signal): Name of signal: "Diverging Route Approach". Proceed through diverging route, observing authorized speed through turnout(s) or crossovers(s), prepared to Stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

Trains that receive a STOP signal indication at Elmwood Junction must receive permission to pass the STOP signal from the NS Greenville train dispatcher and the CSX BC train dispatcher in Jacksonville. The NS train dispatcher may be contacted on radio channel 56/56 or by telephone at 1-864-255-4227.

The switches at Elmwood Junction are dual-controlled switches. Trains that are instructed by the NS train dispatcher to place a dual-controlled switch in "hand" position will be governed by CSX Operating Rule 231-A except, switch must not be restored to "motor" or "power" position until after entire movement has cleared the switch.

OTE operating between S 360.7 on the Columbia subdivision and the south end of Weddell S 349.4, Hamlet Subdivision and/or to the beginning limits of the CN&L Subdivision, C 0.8, must receive permission from both the CSX BC dispatcher and the NS dispatcher in Greenville, SC before occupying this track.

Empty coal trains enroute to Augusta or Cayce must not depart Savannah with less than two (2) locomotives unless authorized by Florence Chief Dispatcher.

Rincon, GA – SEPCO Engineers handling unit coal trains while unloading at the SEPCO power plant at Rincon, GA, will have a mutual understanding with their train crew as to the moves to be made. Only one member of the crew will control the movement by hand or radio signals. No other signals given will be acted upon except a STOP signal. The ground crew member controlling the movement will act upon verbal instructions only from the designated SEPCO employee.

Unit coal trains destined SEPCO at Rincon, GA that are equipped with air dump system for automatic unloading must be handled as outlined in these instructions

- 1) Stop at switch to loop track on SEPCO lead and couple locomotive main reservoir at hose to air dump air hose on cars and begin charging.
- 2) Conductor should stay at switch and make sure all hoses are coupled and angle cocks are positioned correctly to charge air dump system
- 3) If train is left and not unloaded, the air dump system for bottom doors must remain charged for relieving crew
- 4) Once the train has been unloaded and the air system for doors are no longer needed, the air hose from the engine to the first car should be disconnected prior to train departing plant.

Conductors on coal trains destined SEPCO, Rincon, GA will drop off at loop track switch and make sure all air hoses to operate doors on cars are lined and angle cocks are properly positioned. After spotting train, the air between the locomotive and 1st car will be attached to charge doors. Relieving crews will ascertain this is proper upon arriving Rincon.

Do not exceed 10 MPH across rail crossing at Sepco Jct. S481.0 to and from Norfolk and Southern Sepco lead. This restriction applies only to NS coal trains.

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

MP	Location	DOT#
S 360.61	Devine St.	643144F
S 361.20	Huger St	715847J
S 361.46	Tryon St	715846C
S 362.25	S-266 (State Street)	634680A
S 362.92	S-66 (Taylor Street)	634683V
S 366.57	Dixiana Rd	634693B
S 369.66	Glenn Rd	634698K
S 371.92	Busbee St	634699S
S 373.38	SR 663	634701R
S 374.83	Mack St	634703E
S 375.32	Sprahler St	634704L
S 376.42	Nassua	641233R
S 378.25	W Hutto Rd	634710P
S 380.36	2 nd Street	634713K
S 388.85	Partridge Trail	634728A
S 389.28	Salley	634730B
S 389.37	North Rd	634731H
S 389.54	Driftwood Lane	634733W
S 390.02	Webster St	634735K
S 392.42	S-0288	634737Y
S 393.72	Oak St (S-952)	634739M
S 393.89	Butler Drive	634741N
S 393.98	Hebron Rd	634742V
S 395.48	SR-389 Ninety-Six Rd	634745R
S 395.57	Rice St	634746X
S 401.24	Norway Rd	634757K
S 401.33	3 rd Street	634758S
S 401.42	2 nd St	634759Y
S 402.94	S-0074 Bonnet Road	634762G
S 403.27	S-0162 Willowswamp Rc	634763N
S 406.28	S-0049 Sweden	634767R
S 408.90	Pitt Rd	634771F
S 409.94	Baruch St	634773U
S 410.06	Coker Street	634776P
S 410.21	Hagood St	634778D
S 410.53	W. Calhoun St	634779K
S 410.96	Mayfield St	634780E
S 411.55	Clark Street	634781L
S 414.15	Honeyford Rd.	634785N
S 417.65	SR-22 Govan, SC	634791S
S 420.4	64 SC	634797H
S 420.48	4 th St.	634798P
S 421.23	Crazy Horse Rd	634800N
S 426.36	US 0301	634805X
S 430.55	Main St	634813P
S 435.49	S-0047	634819F
S 435.79	W Fourth Street	634821G
S 435.98	S-18	634825J
S 436.06	US 0278	634826R
S 436.18	W. Tenth Street	634828E
S 436.43	W. Fourteenth St	634829L
S 437.36	Scottsman Drive	634833B
S 438.59	Pocotaligo Rd	634835P

MP	Location	DOT#
S 440.16	Barton Rd	634836W
S 442.06	S-0049	634837D
S 442.64	Sumter St	634838K
S 442.86	Phyllis Blvd	634840L
S 442.86	Phyllis Blvd	634840L
S 445.71	Beech Branch Rd	634842A
S 446.03	Orchard Rd	634844N
S 449.41	Park Avenue	634849X
S 449.93	Fifth St.	634851Y
S 449.94	Nixville Rd	634850S
S 450.02	Fourth St.	634852F
S 450.10	Third St East	634853M
S 450.19	Second Street	634854U
S 450.43	O'Neal Street	634855B
S 450.59	Wood Street	634856H
S 452.05	S-0035	634864A
S 452.88	Sesession Road	634865G
S 455.17	Daley Road	634871K
S 460.29	Augusta Stg Co Rd	634879P
S 464.76	SR 199	634884L
S 466.73	CR 82	635142W
S 468.76	Clyd-Kildare	635141P
S 469.31	Marion Lane	635139N
S 469.76	Fair Street	635138G
S 472.82	Berryville Rd., CR 105	6335135L
S 476.35	Stillwell Clio	635133X
S 478.94	Ebenezer	635131J
S 480.90	Fort Howard Rd Sepco Lead	901228N
S 481.00	Lexington Ave	901226A
S 481.00	Rincon-Stillwell	901229V
S 481.55	East Johnson St	635129H
S 482.13	W. Fifth	635127U
S 482.22	W. Sixth Street	635126M
S 482.48	W. 9 th St.	635125F
S 483.01	15 th St.	635124Y
S 484.81	McCall Rd	635122K
S 485.55	Goshen Road	635121D
S 490.14	Monteitl	635119C
S 493.08	Grumman Road	635114T
S 494.41	Bourne Ave	635113L
S 495.30	Big Hill Road	635112E

NOTES

CRESTON SUBDIVISION - C4

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
		CRESTON	ORANGEBURG SD					
20	AKE 361.6	1.0	WYE		YARDLIMITS 193			
25	AKE 362.6	DTC BLOCK SIGN	<div>CE DISP 39 – 1 RD – 32</div>		TWC-DTC	DTC BLOCK ELLOREE		
	AKE 368.0							
	AKE 368.4							
		17.4						
	AKE 380.0	DTC BLOCK SIGN						
	AKE 384.5	EUTAWVILLE	10.0			DTC BLOCK HOLLY HILL		
	AKE 390.0	DTC BLOCK SIGN				DTC BLOCK CEMENTON		
	AKE 390.7							
	AKE 393.4		4.5	HOLLY HILL STG 35 CARS				
	AKE 394.0			GEORGIA PACIFIC				
	25	AKE 394.5	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK CEMENTON	
	10	AKE 394.8						
AKE 396.0		GIANT YARD	3.4					
	AKE 397.9	DTC BLOCK SIGN						
25	AKE 398.0		4.1		TWC-DTC	DTC BLOCK MAGNOLIA		
	AKE 402.0	DTC BLOCK SIGN						
10	AKE 403.0	PREGNALL	1.0					
41.4 MILES CRESTON TO PREGNALL								

STATION PAGE NOTES

NOTE 1: Movements between AKE 394.5 and AKE 397.9 will be made in accordance with Operating Rule 96.

NOTE 2: Movements between AKE 402.0 and AKE 403.0 will be made in accordance with Operating Rule 96.

CRESTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
AKE 368.23 / West Cleveland St.	Crews must approach crossings prepared to STOP and not foul the crossing until warning devices are functioning or flag protection is provided.
AKE 368.55 / West Snyder St.	
AKE 370.39 / Tee Vee Road	
AKE 374.88 / US 301	
AKE 379.48 / Camden St.	
AKE 384.51 / Porcher Rd.	
AKE 390.66 / Peak St.	
AKE 390.77 / State St.	
AKE 390.84 / Gilway St.	
AKE 391.19 / Gardner Blvd.	
AKE 391.92 / Boyer Rd.	

104 SWITCHES

AK 361.4 – Creston, SC - Main track switches will be left lined and locked for the Orangeburg Subdivision

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AKE 368.2 / Ellore	Continuous	32, 39-1	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AKE 398.0 / Magnolia, S.C. Both legs NS Wye	6 Axle Engines	Only 1 engine allowed

7. CLOSE CLEARANCES

MP/Location	Track
AKE 368.4	Eloree House Track
AKE 390.7	Holly Hill Farms
AKE 394.0	Georgia Pacific
AKE 394.8	Cementon Coal Yard

8. MISCELLANEOUS

EXCEPTED TRACK - NONE

- All trains approaching Giant, SC will announce by radio that they are entering the Rule 96 territory between the Magnolia DTC Block and the Cementon DTC Block. Giant crews will also announce on Channel 32-32 anytime they leave the plant and come to the Giant Yard.
- If your train has cell phone capabilities, call Giant at 803-496-2292 and let them know you are approaching their yard. This will be effective during normal Giant operations which are between the hours of 0700 until 1900 Monday through Friday.
- All outbound NS traffic handled by F755 from Magnolia and Giant has to be blocked. This traffic must be blocked in two (2) blocks, a Linwood and a Columbia Block. Call the NS agent at Charleston, SC at 1-800-521-8622 for blocking information.
- Holcim Cement Company at Cementon, S.C. Milepost AKE 394.8 has a 49 car track in their coal plant for the purpose of receiving 75 car unit coal trains. Unit trains should be spotted in the plant in the following manner:
 - 49 Cars will be placed in the new coal track (located on the left hand side of the plant). Protection of the shove move as required by Operating Rule 103 is mandatory.
 - Spot the remainder of the cars in the empty track (far right hand side of the plant, holding the head 7 or 8 cars).
 - Shove the remaining 7 or 8 cars into the straight track spotting the head car under the shaker.

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

NOTES

MP	Location	DOT#
AKE 368.2	W Cleveland	632055H
AKE 368.6	W Snider Street	632057W
AKE 370.4	Tee Vee Road / Hwy 267	632063A
AKE 374.7	Bass Drive	632075U
AKE 379.5	Camden Road / Hwy 310	632087N
AKE 384.5	Porcher Rd. / Hwy 45 (Eutawville)	632095F
AKE 390.7	Peak St	632109L
AKE 390.8	State St	632110F
AKE 390.8	Gilway St	632112U
AKE 391.2	Gardner Blvd	632113B
AKE 391.9	Boyer Rd	632115P
AKE 398.7	Main St. (Harleyville)	720798A
AKE 402.9	US 78 (Pregnall)	720776A

NOTES

NOTES

NOTES

CROSS SUBDIVISION – ZB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			<div>CHARLESTON SD</div>					
15	ALR 349.1	CROSS JCT	0.7	<div>AD DISP 84-7 RD 32</div> <div>CROSS JCT YARD</div> <div>GEORGIA PACIFIC SPUR AND YARD</div>	193 YARD LIMITS			
25	ALR 349.8	DTC BLOCK SIGN	2.4					DTC BLOCK RUSSELLVILLE
	ALR 352.2	DTC BLOCK SIGN RUSSELLVILLE						
	ALR 354.5							
	ALR 355.5		10.0			TWC-DTC		DTC BLOCK CROSS
	ALR 362.2	DTC BLOCK SIGN						
10	ALR 363.7	CROSS	1.5				1	
14.6 MILES CROSS JCT TO CROSS								

14.6 MILES CROSS JCT TO CROSS

STATION PAGE NOTES

NOTE 1: Movements between ALR 362.2 and ALR 363.7 will be made in accordance with Operating Rule 96.

CROSS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Location	Speed
ALR 352.2 / Ga. Pacific Spur Ga. Pacific Spur	10 mph
ALR 353.0 / Ga. Pac. Plywood Ga. Pac. Particleboard Ga. Pac. Chemical	5 mph
ALR 363.7 / Cross Gen. Plant Between N. & S. Switch on runaround track and dumper track	5 mph
All other tracks	8 mph

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
A 341.4 / Lane	Continuous	32, 84 – 7	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
ALR 353.0 / Russellville, SC Georgia Pacific	6 Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
ALR 353.0	Georgia Pacific
ALR 363.0	Cross Coal Plant

8. MISCELLANEOUS

EXCEPTED TRACK - NONE

Santee Cooper – Cross Coal Facility

All rotary dump trains enroute to the Cross Coal Plant must have the rotary dump cars turned right before the train is delivered to the plant. All bad order loaded cars of coal picked up on line of road for the Cross Coal Plant by Cross coal trains must be picked up on the head of the train.

Train crews working the Cross coal plant are instructed to contact the AD dispatcher at a point when the train is halfway through the dumping process. Train crews will communicate to the AD dispatcher at this time any pertinent information affecting the dumping process. This information will allow the AD dispatcher to coordinate the next train to the plant.

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

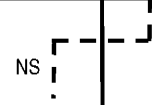
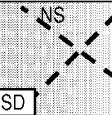

MP	Location	DOT#
ALR 349.2	US 52 (Byrnes Dr)	631940F
ALR 350.0	Ravennet Street / SR45	631941M
ALR 352.2	St Stephen Rd	640416F
ALR 352.4	S-204	640417M

NOTES

EASTOVER SUBDIVISION - EA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	AK 331.9	SUMTER	ORANGEBURG SD				1
	AKA 331.9	0.2	<div>CE DISP 39-1 RD 32</div>		TWC-DTC		
20	AKA 332.1	DTC BLOCK SIGN					
40	AKA 333.0	8.4	<div>DD CANE SAVANNAH</div> <div>AIR BASE LEAD</div> <div>1,450 FT.</div> <div>RUNAROUND TRACK</div>			DTC BLOCK CANE SAVANNAH	
	AKA 340.3 AKA 337.6						
	AKA 340.3	DTC BLOCK SIGN	<div>N.E. WEDGEFIELD</div> <div>2,750 FT.</div>	DTC BLOCK WEDGEFIELD			
	AKA 341.5						
	AKA 342.1	4.0	<div>S.E. WEDGEFIELD</div>	DTC BLOCK NOWLIN			
	AKA 344.3	DTC BLOCK SIGN					
	AKA 349.6	N.E. EASTOVER SIDING	<div>INTERNATIONAL PAPER</div> <div>5.3</div> <div>NORTH WATEREE SPUR</div>	DTC BLOCK ACTON			
	AKA 349.6	DTC BLOCK SIGN					
	AKA 350.9	DTC BLOCK SIGN	<div>1.3</div> <div>MARSHALLING YARD</div> <div>HOUSE TRACK</div> <div>DD EASTOVER</div>	DTC BLOCK EASTOVER			
	AKA 353.7	S.E. EASTOVER SIDING					
	AKA 360.8	DTC BLOCK SIGN	<div>5,500 FT.</div>	DTC BLOCK SIMS			
	362 363 364	9.6					
	AKA 368.9	FORT JACKSON SPUR		TWC-DTC			
	AKA 370.4	DTC BLOCK SIGN					
20	AKA 371.3	N.E. ANDREWS	<div>5,670 FT.</div>	193 YARD LIMITS			
	AKA 372.4	S.E. ANDREWS					
	20	3.6					

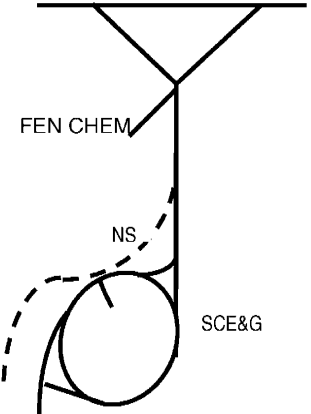
EASTOVER SUBDIVISION - EA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
20	AKA 372.5				193 YARD LIMITS		
20	AKA 373.5						
10	AKA 374.0	DEVINE JCT.			CPS-261		
20	AKA 374.1						
	AKA374.3						
	S 361.4	COLUMBIA					
42.4 MILES SUMTER TO COLUMBIA							

STATION PAGE NOTES

NOTE 1: Movements between AKA 331.9 and AKA 332.1 will be made in accordance with Operating Rule 96.

EASTOVER SUBDIVISION-EA NORTH WATEREE SPUR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10	AKB 349.6	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK JET	1	
	AKB 350.7	DTC BLOCK SIGN			DTC BLOCK WATEREE		
		AKB 351.7		DTC BLOCK SIGN	TWC-DTC		
5							

STATION PAGE NOTES

NOTE 1: Movements beyond AKB 351.7 will be made in accordance with Operating Rule 96.

EASTOVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP / Between	Speed
AKA 373.5 and AKA 374.3	20

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
AKA 372.5 Andrews, SC	NS	Non- electrically locked gates (Note)	98-F
AKA 374.1 Columbia, SC		Remotely controlled	226-B

Note: The NS Railway has established their facility, Andrews Yard, in Columbia, SC as an area where remote control locomotives will be operated. If the gate is against you, before entering NS Railway crossing at grade, at AKA 372.5 CSX crews must contact the NS Yardmaster at Andrews Yard to ensure movements are stopped. This can be done via radio channel 56/56 or by telephone (803) 733-3924. Upon notification by CSX crews, the NS Yardmaster will in turn notify the RCO Operator that a CSX movement will be entering the RCO limits. The Yardmaster will then give permission to the CSX crew to enter the RCO limits.

103-D HAND BRAKES

Item #2 of Division Special Instructions applies to entire subdivision with the following exception:

When leaving coal trains in Andrews siding, AKA 372.4, the following will apply:

Loaded coal trains: A minimum of five (5) handbrakes will be applied to the train.

Empty coal trains: A minimum of three (3) handbrakes will be applied to the train.

104 SWITCHES

AKB 349.6 N. Wateree Spur – The wye switch will be left lined and locked for the south leg of the wye on the North Wateree Spur.

AKB 351.8 N. Wateree Spur – Norfolk Southern connection track switch will be left lined and locked for the North Wateree Spur.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AKA 353.6	Continuous	32, 39-1	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
AKA 350.0	N. Wateree
AKA 368.0	Spiral Warehouse
AKA 369.0	Master Foods
AKA 374.0	Lindau Chemicals
AKA 374.0	State Record
AKA 374.0	Consolidated Systems
AKA 374.0	Pennington Feed

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
AKA 373.2	Industry Track

- North Wateree Spur** – Loaded coal trains required to tie down in Wateree DTC Block may pull down beyond the DTC Block Board at AKB 351.7 in order to clear the Jet Block. Do not foul the loop track at SCE&G power plant.
- Trains enroute Wateree Coal Plant** – All loaded trains enroute SCE&G Plant at Wateree will ensure that all rotary cars in the train are turned correctly and trains that contain rotary as well as non-rotary cars will have non-rotary cars on the head.
- Southbound trains from the Eastover Subdivision enroute Columbia** – Will contact the yardmaster at Cayce Yard before passing Sims to determine if there are conflicting movements at Andrews.

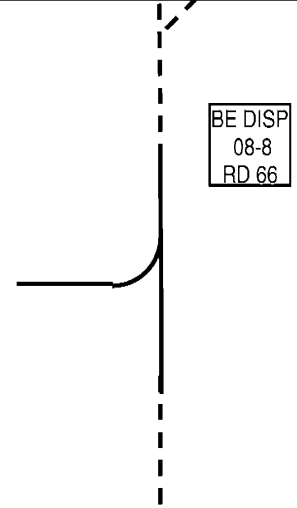
**9. HIGHWAY ROAD CROSSINGS AT GRADE
EQUIPPED WITH AUTOMATIC WARNING
DEVICES**

NOTES

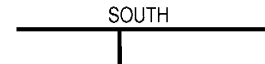
MP	Location	DOT#
AKA 332.03	Sumpter	632611K
AKA 332.62	Guignard	632613Y
AKA 332.72	McCrays Mill Rd.	632614F
AKA 334.52	Lyman Rd.	632617B
AKA 335.75	Pitt Rd.	632618H
AKA 338.18	Cane Savannah Rd.	632621R
AKA 338.20	St. Paul Church Rd	632622X
AKA 342.13	Wedgefield Rd.	632628N
AKA 350.56	US 601	632635Y
AKA 351.97	Hickory Hill Rd.	632637M
AKA 352.68	Anderson St.	632639B
AKA 352.89	Chalk St.	632642J
AKA 353.21	Webber School Rd.	632643R
AKA 354.92	Old Ziegler Rd.	632646L
AKA 360.72	Congaree Rd.	632652P
AKA 361.75	Horrell Hill Rd.	632190B
AKA 363.84	Lower Richland Blvd.	632194D
AKA 365.49	Old Hopkins Rd.	532197Y
AKA 366.29	Mill Creek Parkway	632198F
AKA 367.37	Pineview Rd.	634014K
AKA 368.43	Atlas Rd.	632199M
AKA 369.2	Veterans Rd.	632204G
AKA 370.45	S. Beltline	632205N
AKA 373.2	Rosewood Dr. 1	634630W
AKA 373.39	South Assembly	634632K
AKA 373.39	Bluff Rd.	634635F
AKA 373.43	Assembly St.	634647A
AKA 373.65	Park St.	634648G
AKA 373.77	Whaley St.	634654K
AKA 373.91	Catawaba St.	634656Y

NOTES

GEORGETOWN SUBDIVISION - GW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			ANDREWS SD				
10	SHA 16.3	ANDREWS					1
	SHA 14.8	DTC BLOCK SIGN					
40	SHA 8.4	DTC BLOCK SIGN PENNYROYAL JCT.			TWC-DTC	DTC BLOCK ANDREWS	
	SHA 2.3	DTC BLOCK SIGN				DTC BLOCK GEORGETOWN	
20	SHA 1.3	GEORGETOWN					2
15 MILES ANDREWS TO GEORGETOWN							

PENNYROYAL SPUR

30	SHB 0.0	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK PENNYROYAL	3
	SHB 7.7	DTC BLOCK SIGN				
10	SHB 8.0	PENNYROYAL				
8.0 MILES PENNYROYAL JCT TO PENNY ROYAL						

STATION PAGE NOTES

- NOTE 1 :** Movements between SHA 16.3 and SHA 14.8 will be made in accordance with Operating Rule 96.
- NOTE 2 :** Movements between SHA 2.3 and SHA 1.3 will be made in accordance with Operating Rule 96.
- NOTE 3 :** Movements between SHB 7.7 and SHB 8.0 will be made in accordance with Operating Rule 96.

GEORGETOWN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

104 SWITCHES

The normal position for the main track switch at milepost SHA 8.4 will be lined for the diverging route towards the Pennyroyal Spur.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SH 365.5 / Andrews	Continuous	66, 08-8	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
SHA 1.3 / Georgetown, S.C. International Paper Co. Georgetown Steel Mill	Wide Body 6 Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
SHA 1.3 / Georgetown, S.C.	That portion of the Dock track beyond the East warehouse

Pennyroyal Plant – On unit trains, do not apply hand brakes to rear cars.

Georgetown, S.C. – International Paper Co. has blue flag derails on its track serving its east and west warehouses as follows:

East Warehouse – The derail is placed 225 feet from the entry doors.

West Warehouse – The derail is placed 300 feet from the entry doors. These derails will be operated only by the industry employees and when in place on the track will cause the operation of a blue flashing light mounted on the entry door for that track.

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

MP	Location	DOT#
SHA 0.11	Front St.	634951D
SHA 0.14	Frazer St.	634950W
SHA 0.24	Hazard St.	634949C
SHA 0.47	Merriman Rd.	634947N
SHA 1.06	Lafayette St.	634945A
SHA 1.77	S-359 (Ridge St)	634944T
SHA 3.34	US 17 / Highmarket	634942E
SHA 3.61	S-318 (Brick Chimney Rd)	634941X
SHA 3.97	S-0020 (Gapway Rd)	634940R
SHA 9.92	S-613 (Indian Hut Rd)	634935U
SHA 12	SR-22 (Kent Rd)	634931S
SHA 16.1	521 US	634929R
SHA 16.3	Carberry St.	634928J
SHB 2.62	US 17-A	634966T
SHB 5.27	Pennyroyal Rd	634962R

NOTES

HAMLET SUBDIVISION – HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
				HAMLET TERMINAL SD				
60	40	S 254.2	SOUTH HAMLET			CPS-261	DTC BLOCK S. HAMLET	
		255.0						
		256.0						
		S 257.3						
		S 257.7						
45		S 257.7						
60		S 258.7						
55		S 260.1						
60	40	S 260.4	NE OSBORNE			CPS-261	DTC BLOCK S. HAMLET	
				0.8		ABS-261		
		S 261.2	SE OSBORNE			CPS-261		
		S 261.5				ABS-261		
		S 262.6						
55		S 263.5						
50		S 264.4						
60		S 265.5						
55		S 267.7						
60	40	S 268.0					DTC BLOCK S. HAMLET	
		S 268.9	NE WALLACE			CPS-261		
				0.9	CSDG 3,690 FT. 10 MPH	ABS-261		
		S 269.8	SE WALLACE			CPS-261		
		S 270.8						
40				1.6		ABS-261	DTC BLOCK WALLACE	
60	35	S 271.4	NE CHERAW			CPS-261		
		S 271.5						
				0.9	CSDG 3,406 FT. 10 MPH	ABS-261		
		S 272.3	SE CHERAW			CPS-261		
		S 274.6						
50		S 277.3					DTC BLOCK CHERAW	
60		S 277.9						
50		S 279.0				ABS-261		
40								

HAMLET SUBDIVISION – HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
P	F			SOUTH							
50	40	S 279.2				ABS-261	DTC BLOCK CHERAW				
60		S 279.4	NE GILLESPIE		STUB	CPS-261					
			0.8			ABS-261					
		S 280.2	SE GILLESPIE			CPS-261					
						ABS-261					
50		S 280.3									
60		S 281.5									
50		S 282.8									
60		S 283.1									
50		S 287.7									
45		S288.3									
		S 289.5									
		S 290.6									
60		S 291.6					NE MIDDENDORF			STUB	CPS-261
							0.9				ABS-261
		S 292.5	SE MIDDENDORF			CPS-261					
		S 297.2	6.3		DD MIDDENDORF	ABS-261					
		S 298.2									
55		S 298.6				DTC BLOCK CHERAW					
60		S 298.8	NE MCBEE		ROBINSON SPUR		CPS-261				
		S 299.0	1.0	CSDG 4,276 FT. 10 MPH		ABS-261					
		S 299.8	SE MCBEE			CPS-261					
55		S 301.7	6.8			ABS-261	DTC BLOCK MCBEE				
		S 302.1									
60		S 306.6	NE BETHUNE			CPS-261	DTC BLOCK BETHUNE				
			0.8			ABS-261					
		S 307.4	SE BETHUNE			CPS-261					
			5.2			ABS-261					
		S 312.6	NE CASSATT			CPS-261					
			0.3			ABS-261					
	S 312.9	SE CASSATT			CPS-261						
	S 314.5	6.3		DD CASSATT	ABS-261						
	S 319.2	NE SHEPERD			CPS-261	DTC BLOCK SHEPHERD					
		0.6	CSDG 2,600 FT. 10 MPH		ABS-261						
S 319.8	SE SHEPERD			CPS-261							
	6.4				ABS-261						

HAMLET SUBDIVISION – HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
60	40					ABS-261	DTC BLOCK SHEPHERD		
		S 326.2	NE CAMDEN			CPS-261			
		S 326.3	0.6		STORAGE (35 CARS)	ABS-261	DTC BLOCK LUGOFF		
55		S 326.8	SE CAMDEN			CPS-261			
		S 326.9 S 328.4 S 328.8	3.2 NE ORLON			ABS-261			
60	40	S 330.0	NE LUGOFF			CPS-261			
			0.7	CSDG 2,945 FT. 10 MPH					
		S 330.7	SE LUGOFF			CPS-261			
50		S 332.5 S 333.3 S 334.2	8.0			ABS-261	DTC BLOCK PONTIAC		
		S 338.7	ELGIN		DD LUGOFF	CPS-261			
			10.1			ABS-261			
60		S 348.7	NE WEDDELL			CPS-261			
			0.6	CSDG 3,070 FT. 10 MPH					
		S 349.3	SE WEDDELL						
		S 352.1 S 352.3 S 353.0 S 353.3 S 358.1	10.0 DENTS		DD DENTS	ABS-261	DTC BLOCK WEDDELL		
55									
50									
60									
45		S 359.3	ELMWOOD JCT	CN&L SD	NS RY	CPS-261			
	40	S 359.4							
				COLUMBIA SD					
105.2 MILES SOUTH HAMLET TO ELMWOOD JCT									

HAMLET SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

Trains handling open loads of pulpwood will not exceed 15 MPH at the following locations:

MP	Location
S 270.4	Cheraw, SC
S 328.4	Camden, SC
S 357.5	Columbia, SC

103-D HAND BRAKES

Item #2 of the Division Special Instructions applies to the entire subdivision except at Lugoff, SC (Orlon) where the following applies:

MP/Location	Number of Hand Brakes Required
S 328.8 / Lugoff, SC Orlon straight track Runaround track	25% on all cars

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 249.0 / Hamlet Yard	Continuous	32, 66	Terminal
S 249.0 / Hamlet		66, 20-3	Wayside
S 271.8 / Cheraw			
S 299.8 / McBee			
S 330.3 / Lugoff			
S 359.3 / Elmwood Jct			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4400 THRU TRUSS BRIDGES

Thru truss bridges are at the following locations:

MP	Location
S 270.4	Cheraw, SC
S 328.4	Camden, SC
S 357.5	Columbia, SC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
S 269.3 / Wallace, SC Palmetto Brick Track	6-Axle Engines	Prohibited
S 306.4 / Bethune, SC Nonwovens B Track	BBA Cars or engines in excess of 15 feet high	
S 329.0 / Lugoff, SC All leads into Invista Corp.	6 Axle Engines	
S 335.3 / Whitehead, SC Unimin Lead and all tracks inside		

7. CLOSE CLEARANCE

MP/Location	Track
S 306.4	ITT (Nonwoven) "B" track
S 307.1	Adams Feed
S 316.4	Prestage Farms
S 319.3	New South Industries
S 330.0	Kord
S 335.4	Westvaco
S 335.4	Unimin
S 343.2	Carolina Ceramics
S 343.8	Standard Wholesale
S 346.2	Prime Source

8. MISCELLANEOUS

Passenger trains with a consist over 12 cars must have 2 locomotives, both on line, when operating on the Hamlet and Columbia Subdivision.

Trains will operate between S 359.3 and S 359.4 at Elmwood Junction using NS Railway controlled signals, under the direction of the NS Train Dispatcher in Greenville, SC.

The NS signals at this location can display the same type of aspect for northbound trains enroute the Hamlet sub, CN&L Sub and NS main from the Columbia sub and southbound trains enroute the Columbia Sub or NS Main from the Hamlet Sub. Because of this, trains must proceed through Elmwood Junction at Controlled Speed, until it is ascertained that all switches are lined for the trains intended route.

These signals are not in conformity with CSX Operating Rules. All movements will be governed by signal indication and signals of color light type displaying the following aspects:

Red/Green/Red or Red/Green (High signal): Name of signal "Diverging Route Clear". Proceed through diverging route, observing authorized speed through turnout (s) or crossover(s).

Red/Yellow/Red or Red/Yellow (High signal): Name of signal: "Diverging Route Approach" Proceed through diverging route, observing authorized speed through turnout (s) or crossover(s), prepared to Stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

Trains that receive a STOP signal indication at Elmwood Junction must receive permission to pass the Stop signal from the NS Greenville train dispatcher and the CSX BC train dispatcher in Jacksonville. The NS train dispatcher may be contacted on radio Channel 56/56 or by telephone at 1-864-255-4227.

The switches at Elmwood Junction are dual-controlled switches. Trains that are instructed by the NS train dispatcher to place a dual-controlled switch in "hand" position will be governed by CSXT Operating Rule 231-A except, switch must not be restored to "motor" or "power" position until after entire movement has cleared the switch.

OTE operating between S 360.7 on the Columbia Subdivision and the south end of Weddell S 349.4, Hamlet Subdivision and or to the beginning limits of the CN&L Subdivision, C 0.8, must receive permission from both the CSX BC dispatcher and the NS dispatcher in Greenville, SC before occupying this track.

Trains left Standing at Lake Robinson Road on the Robinson Spur, will be left standing at the "Railroad Crossing Start" sign due to a shortened approach circuit to the crossing.

Progress Energy Facility – When operating within the confines of the Progress Energy facility at Robinson, SC, the following is in effect:

In the event of an accident, personal injury or derailment, and following the proper notification of the required CSX personnel, contact Progress Energy personnel at these numbers in the following order:

1. Normal business hours, fuel handlers @ 843-857-1264
2. Unit 1 – (coal plant) control room @ 843-85-1282
3. Unit 2 – (nuclear) security @843-857-1581

Upon the receipt of such information, the chief train dispatcher and/or the STO will notify Progress Energy as promptly as possible after the incident.

Standard Operating Procedure (SOP)

Derailer use at the H.B. Robinson site
Progress Energy Coal/Nuclear Plant

Certain security measures have been put into place at the Progress Energy Plant, Robinson, SC that includes gates and derails.

Operation of the gates and derails will be the responsibility of Progress Energy personnel and will have private locks only.

1. Purpose – this SOP establishes guidance on the use of the derailleurs at the H.B. Robinson site and agreement between the management of CSX railroad. H.B. Robinson Unit 1 and H.B. Robinson Unit 2.
2. Responsibilities – The CSX Railroad is responsible for ensuring:
 - The trainmaster at the Hamlet facility contacts Unit 1 (coal) personnel that a train to the site has been dispatched. During normal business hours this call will be to the fuel handlers at *843) 857-1264. After business hours the Unit 1 (coal) control room will be notified at (843) 857-1282.
 - If the Unit 1 (coal) control room cannot be contacted, the alternate contact is Unit 2 (nuclear) security at (843) 857-1581.
 - Dispatched trains to the Robinson plant will bring no cars whose designation is not the H.B. Robinson site.

INSTRUCTIONS

Spotting Robinson Coal Plant

Spotting loaded coal trains - Upon arrival stop at the switch at SJ 306.18 (switch heading into yard) and call the Robinson Control Room on channel 32-32. The Robinson Control Room will send someone out to review all the paperwork.

After being released for spotting your train, ensure all switches and derails involved are lined and removed for safe movement. There are several passive barriers (metal gates) and derailleurs just inside the passive barriers that are the responsibility of the Robinson Coal Plant personnel and can only be removed or applied by one of their representatives.

There are four (4) tracks that will be involved with spotting your train. Track "C" will be to the right, Track "D" will be to the left, Track "A" will be in the middle and Track "B" will be the track that is used to go around the loop to the left of Track "A" that goes over the unloading pit.

1. First (1st) move, pull down making your first cut at the twenty fifth (25th) car. This cut will be spotted in Track "C" to your right. Maximum number of cars in this track is 25 with 10% handbrakes applied on south end (toward unloading pit).
2. Second (2nd) move, return to your train through Track "D" to your left, pull down another twenty-five (25) cars and make a cut, leaving them in Track "D". Maximum number of cars 25, with 10% handbrakes applied on south end (toward unloading pit).
3. Third (3rd) move, return to your train by going through Track "A". Pull back through Track "A" leaving twenty-five (25) cars.

NOTE: Should your train have ninety-seven (97) cars, twenty-six (26) cars can be left in Track "A", with 10% handbrakes applied on south end (toward unloading pit).

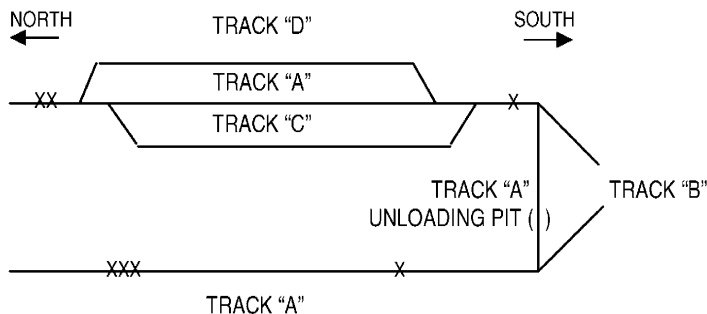
- Fourth (4th) move, pull the remaining cars around the loop, using track "b" to the left of the unloading pit, past the second set of passive barriers and leave them between the second set of passive barriers and the split rail. Maximum number of cars that can be left here is twenty-one (21). The cars left here must skates in place and have 25% handbrakes applied on south end (toward unloading pit). Speed limit between the two (2) passive barriers (metal gates) is 5 mph, signs are posted.

Pulling Empties

- First move, pull cars that are located between the second set of passive barriers (metal gate) and the split rail.
- Second move, pull cars out of the yard, Tracks "A", "C" and "D".

Drop and Swap

- Leave loaded train properly secured at Tally Metal road crossing.
- Pull empties as outlined above and shove down main line clear of switch at SJ 306.5.
- Spot loads as outlined above.



Legend:

- X : Derails Robinson Plant responsibility.
 : At the metal gates (passive barriers), CPL has installed 3 additional passive barriers. Robinson Plant personnel will be responsible for the opening and closing of these barriers. Watch out for close clearances in these two areas. Close clearance signs are posted.
 XX: Derail that CSX is responsible for.
 XXX: Split rail that CSX is responsible for.

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

MP	Location	DOT#
S 253.23	Hamlet Ave	630831Y
S 253.43	Main St	630833M
S 253.65	Spear St	630839D

MP	Location	DOT#
S 253.90	Lackey St	630840X
S 255.22	Freeman Mill Rd	634169C
S 256.16	Air Port Rd	634170W
S 260.23	Osborne	634174Y
S 262.99	Pleasant Hill Rd	634178B
S 266.04	Hatcher Hill Rd	634182R
S 267.53	Step Rd	634183X
S 269.32	Brick Yard Road	634185L
S 271.39	Front St	634188G
S 271.54	2 nd St	634180H
S 271.96	Huger St	634192W
S 272.37	Marion St	634193D
S 272.67	1 US	634194K
S 272.99	Inglis Rd	634195S
S 273.90	Manor Rd	634196Y
S 284.78	Polson St	634212F
S 299.72	Poplar	634227V
S 299.91	Pine St	634228C
S 300.09	Cypress	634229J
S 300.36	Maple	634230D
S 303.61	Old Creek Rd.	634235M
S 306.51	Blackmon St	634237B
S 306.61	Main	634238H
S 306.75	Walton St	634239P
S 309.38	S-0535	634241R
S 312.90	Cassatt Rd	634244L
S 318.20	Elliott Hunter Rd	634249V
S 319.72	Sanders Crk Rd	634252D
S 325.24	Lyttleton St	634256F
S 325.34	Broad St	634257M
S 326.39	Chestnut St	634261C
S 329.98	Lachotte Rd	634265E
S 330.38	Ward Rd	634266L
S 335.33	Whitehead Rd	634270B
S 336.51	S-700 (Leslie Branham Rd)	634271H
S 337.07	Watts Hill Rd	634272P
S 338.97	Sessions Rd	634275K
S 339.16	Bowen Road	634276S
S 340.13	Bookman Rd.	634277Y
S 340.53	Ross St	634278F
S 341.43	Kelly Mill Rd	634279M
S 342.07	Old Two Notch Rd	634280G
S 343.72	Bookman	634281N
S 345.02	Fashion Dr	634284J
S 345.46	Risdon Way	634285R
S 345.77	Sparkleberry Lane	640942T
S 346.42	Brickyard Rd.	634287E
S 348.58	Windsor Lake Blvd	634289T
S 349.39	Alpine Road	634290M
S 349.97	Oakway Drive	634291U
S 350.23	Nates Road	634292B
S 352.16	Ardadia Lakes Dr	634297K
S 353.68	Colu. Fontaine Dr	640941L
S 354.78	Cushman Dr.	634301X
S 354.99	Koon Rd	634302E
S 355.16	Gary St	634303L
S 355.61	Standish St	634304T
S 356.16	Columbia Cllge Dr	634305A
S 356.65	Lorick Rd. S-205	634307N
S 357.30	Sunset Drive	634308V

HAMLET TERMINAL SUBDIVISION (SF, S, SH LINES) – HT

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P		F		SOUTH									
75		60						ABERDEEN SUB					
75		60		S 241.6 243.0 244.0		MARSTON		S		ABS-261	DTC BLOCK MARSTON		
79				S 244.8 245.0 246.0				<div>AF DISP 54-5 RD</div>					
						5.5				ABS-261			
				S 247.1		N. HAMLET YARD				CPS-261			
								RECEIVING YARD		ABS-261			
				S 250.1		TEX				CPS-261			
										ABS-261			
79		60				0.4							
1	2	3	1	2	3	SH 250.5	DIESEL SHOP						
25	79	20	25	60	20	S 250.5	DIESEL SHOP			CPS-261			
						SF 250.5	DIESEL SHOP						
						SF 250.6	TRINITY – OWENS LEAD	1 SF		2 S	3 SH	NON-ELEC LOCK	ABS-261
						SF 251.0	SEABOARD						
						SF 251.3						WILLIAMS YARD	
													ABS-261
						SH 252.7	WARMAC INTERLOCKING						
						S 252.6	WARMAC INTERLOCKING						
						SF 252.6	WARMAC INTERLOCKING					CPS-261	
25	25	25	25	25	25								

HAMLET TERMINAL SUBDIVISION (S LINE)- HT

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
P			F					SOUTH					
1	2	3	1	2	3	S 252.7	WARMAC	HAMLET TERMINAL SUB					
25	25	25	25	25	25			#1 SF	#2 S	#3 SH			
								EAST DEPARTURE					
								SH 253.3 HAMLET AVE					
25	25	25	25	25	25						ABS-261		
											CPS-261		
											ABS-261		
							0.5				CPS-261		
NO. 2 TRACK - S LINE											ABS-261		
P			F								CPS-261		
25			25								ABS-261		
							0.2				CPS-261		
											CPS-261		
											CPS-261		
											CPS-261		
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HAMLET TERMINAL SUBDIVISION (SF LINE) – HT

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
#1		#2				SOUTH			
P	F	P	F						
25	25	25	25			HAMLET TERMINAL SD			
					0.5	# 1 SF	S	ABS-261	
				S 253.2	MONROE JCT.			CPS-261	
						#1 SF	S	ABS-261	
						#1 SF #2 SF	S		
					0.4		TO E. W. CONNECTION	ABS-261	
				SF 253.7	RALEIGH ST			CPS-261	
						NO. 1	NO. 2	ABS-261	
					1.9				
				SF 255.6	W. HAMLET			CPS-261	
							TO MONROE ↓	ABS-261	DTC BLOCK ROCKINGHAM
						2,600 FT. NORTH STORAGE	2,500 FT. SOUTH STORAGE		
				257.0 258.0 259.0 259.5 260.0	ROCKINGHAM				
				SF 260.1	ROCKINGHAM SPUR				
				SF 262.0	VULCAN MATERIAL				
				SF 264.9		9.3		ABS-261	DTC BLOCK ROCKINGHAM
				SF 264.9	NE PEE DEE			CPS-261	
						MONROE SD		ABS-261	
14.4 MILES DIESEL SHOP INTERLOCKING TO N.E. PEE DEE									

HAMLET TERMINAL SUBDIVISION (SH LINE) – HT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				SOUTH					
				HAMLET TERMINAL SD					
	25			0.3	TO E. W. CONNECTION	# 3 SH			ABS-261
		SH 253.6	BRIDGES ST						CPS-261
				0.4					ABS-261
	25	SH 254.0	NE EAST JCT. SIDING			CPS-261			DTC BLOCK POSSUM
	50	SE 254.1	NE EAST JCT.						
						WILMINGTON SD	ABS-261		
					CSDG 4,718 FT. 25 MPH		ABS-261		
	50	SH 255.0	SE EAST JCT. SIDING	1.0		CPS-261			
					ANDREWS SD	ABS-261			
4.5 MILES DIESEL SHOP INTERLOCKING TO S.E. EAST JUNCTION SIDING									

HAMLET TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Between	Speed
SFX 253.4 and SFX 253.8	20

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SFX 253.5 / East-West Connection	CSX	Automatic	226-B (3)

Note: Instructions are posted on the side of the bungalow at the crossing.

100 RAIL-HIGHWAY GRADE CROSSINGS

S 247.9 Marks Creek Crossing – All trains using north departure track must approach Marks Creek Crossing in accordance with Operating Rule 100-E account crossing is equipped with island circuit only.

S 260.1 Rockingham Spur – Trains approaching highway crossings at grade protected by flashing light signals or gates must approach such crossings prepared to STOP AND must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision with the following exceptions:

- The Williams Yard, Arrival leads #1, #2 and #3 Main, where Item #1 applies. Additionally, a sufficient number of brakes above the 10% must be applied to secure cars in these tracks.
- Receiving Yard tracks R01 through R10 require three (3) handbrakes applied to the north end of each track.
- Cars in tracks D01 – D11 in the departure yard do not require any hand brakes to be tied.

104 SWITCHES

The following switches on Hamlet Terminal must be lined and locked for straight away movements when not in use:

1. C00 – Running track switch on the alternate route.
2. C01 – Explosive track switch on the alternate route.
3. New Lead switch on #2 trimmer.
4. Wheel and axle switch on #2 trimmer.

Straight away movements at the following locations must have all switches lined normal in accordance with the Operating Rules:

- a) The normal position for all switches on the arrival and departure leads is for movement on those tracks, when not in use.
- b) All intermediate switches on D11 and R01 must be lined for movements on those tracks when not in use.

Automatic Switches

Certain automatic switches have been installed on Hamlet Terminal Subdivision and are identified with a “yellow switch stand”. These switches may be trailed through from either track regardless of the position of the switch point. When trailed through, the following occurs:

- a) The switch points will remain in the position forced by the trailing movement.
- b) The switch target will move with the movement of the switch points to correspond with the position of the switch points.
- c) The operating lever will not move unless the switch is operated by hand.

Trailing movements against which the switch is set must not foul the adjacent track unless that track is clear of any conflicting movement.

All yellow switches can be run through except when the movement consists of less than eight (8) axles. If the trailing movement has less than eight (8) axles, the switch must be hand operated.

The switch must be lined by hand when a facing point movement is made and the switch points are improperly lined.

During cold weather, each automatic switch must be hand operated unless it is known that the switch is free of ice and snow.

266 SUSPENSION OF SIGNAL SYSTEM

In the event of signal suspension, Hamlet Terminal in its entirety will be governed by Rule 193 with the following exception:

Three (3) DTC Blocks will be established:

Mileposts Between	DTC Block Name
S 241.6 and S 247.1	Marston
SH 255.0 and SH 254.0	Possum
SF 264.9 and SF 255.6	Rockingham

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 249.2 / Hamlet, NC	Continuous	32, 54-5, 66	Wayside
S 249.2 / Hamlet Terminal		25	Service Ctr
		32, 66	Road Crews
		32, 66	Yard Crews
		82	Bowl Crews
		86	Hump Crews

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
S 246.0	Uniman
S 249.0	Axle Track
S 249.0	South End Local Yard ladder
249.0	Diamond Hill platform
S 250.6	Trinity
S 251.0	Seaboard Container
SF 259.0	Rockingham Storage
SFH 6.0	Alpha Plastics

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
S 260.1 Rockingham Spur	To End of Track

RECEIVING YARD

Inbound trains having a "High Wide" shipment must notify the Yard "A" yardmaster upon arrival.

The Arrival leads to the receiving yard must not be used in either direction except upon permission of the Yardmaster Yard "A".

Unless otherwise instructed by the yardmaster, crews yarding train in the receiving yard must leave two (2) engine lengths of room from the yellow tie on the north end of the track. If additional brakes are applied, Yardmaster Yard "A" must be notified.

All movements in and out of the receiving yard will be authorized by the Yard "A" Yardmaster. Another movement cannot occupy a receiving yard track with a RCL in remote operation.

The receiving yard utility man will provide head end protection anytime a remote control job is required to pull north out of the bowl with anything other than light engines.

Normal position of and handling of crossover switches in the receiving yard:

- The normal position for all crossover switches in the receiving yard (south end) is for crossover switches to be lined and locked for straight away movement.
- Before handling any crossover switch(es) in the receiving yard (south end), employees will have a job briefing with and secure permission of the Yard "A" Yardmaster.
- Once usage of the crossover(s) is completed, employees will line and lock all crossover switch(es) they were using for straight away (normal) position.
- The employee handling the switch(es) will report clear of the crossover switch(es) once they have been lined and locked in the normal position.

Receiving Yard Crossover Designations

- The first crossover north of the hump from the middle ladder to the alternate route just north of C01/C02 track will be the A #1 crossover.
- The crossover just north of this, from the middle ladder to the east side, just north on C00 track will be the A #2 crossover.
- The crossover from the east side to the middle ladder will be the A #3 crossover.
- The crossover from R04 track to the east ladder will be the A #4 crossover.
- The crossover from R02 to R03, just north of R02 switch south end, will be the A #5 crossover.
- The first crossover from the Arrival Lead to the middle ladder will be the A #6 crossover.
- The crossover just north of this, from the middle ladder to the west side will be the A #7 crossover.

8. The crossover from the west side to the middle ladder, just south of R07 switch, will be the A #8 crossover.
9. The crossover from the south end of R10 switch to the south end of R09 switch will be the A #9 crossover.

SERVICE CENTER

Movements in and out of the Service Center Area:

1. Movements into the Service Center, from retarder tower switch to the north end of C99 and the north leg of the Wye, will be made upon permission and by instructions of the Service Center foreman on duty. (Channel 25)
2. Train and engine crews must contact the pit foreman prior to opening the retarder tower switch and ascertain from the foreman that the route to the fuel track will be clear and what location the engines should be left.
3. It will be the responsibility of the pit foreman to advise crews if any employee under his charge will be working outside the confines of the derrails in that facility.
4. All movements around the south leg of the Wye and movements onto C99 will be made by permission of the yardmaster in Yard "B" Tower. Shop employees must secure permission from the "B" Tower yardmaster prior to fouling or using any portion of the south leg of the Wye or C99.

HUMP

Do not ride the side of a car over the hump.

The following locomotives are for hump service and are not equipped to be used in remote control operation at Yard "B" without head end protection:

CSXT 2417 – CSXT 2418 – CSXT 2419

BOWL

All jobs must obtain authority from the yardmaster "B" before fouling the east or west ladder and #1 or #2 trimmer leads..

Instructions for operating in the Bowl:

1. Bowl crews (using employee name) must request permission from the yardmaster Yard "B" to enter the south end of the bowl tracks (C15 thru C74).
2. The yardmaster Yard "B" must manually block out the north end of the bowl track requested using the Proyard system.
3. After crews have completed the move and their engine and/or cars have cleared the track, they must notify the yardmaster Yard "B" by radio that

they are in the clear, skates are replaced and the track is released. At that time the yardmaster Yard "B" may remove block protection.

4. The same procedure will be followed when providing a block for other crafts (Engineering, Mechanical, signals, etc.). As in Part C, that person is the only one that can release tracks via the radio back to the yardmaster. The "A" Yardmaster can be used to block out tracks in cases that warrant his involvement.

5. Hump crews required to roll off stalls or couple cars from the north end must request permission from the yardmaster Yard "B" by radio before doing so. Before giving permission to roll off tracks the yardmaster Yard "B" must make sure there are no conflicting movements. When rolling off cars, speed must not exceed 4 MPH.

TRIMMER LEADS

Authority to occupy either trimmer lead will be granted by the Yard "B" yardmaster.

The following locomotives currently assigned to Hamlet Terminal can be used on trimmer leads without head end protection:

CSXT 8223 – CSXT 8224 – CSXT 8228 –CSXT 8243 –
CSXT 8246

The following conditions will relieve remote control operators from point protection on #1 and #2 trimmer leads:

1. Locomotive – The cab of the locomotive must be in a southward direction when pulling cars on the trimmer lead.
2. Locomotive – Must be set up as a RCL and linked to at least one OCU. ** The GPS override must not be activated. If it becomes necessary to override the GPS, point protection must be provided.
3. The new lead and wheel and axle switches on #2 trimmer must be locked and lined for straight away movement when not in use.
4. Yard Crews – Must obtain a track list issued by the yardmaster prior to coupling tracks in the class yard. Crews need to verify that they are not handling more than 2550 feet and the standing order of cars in the cut.
5. Trimmer Leads – Operators must verify that the RCL is responding to the transponders (pucks) at the beginning of each shift. To do this the operator must observe the audible and visual outputs of the OCU once the zone has been entered and the first two (2) pucks are approached. Any exceptions must be reported and head end protection provided.

6. Speed Settings – The RCO will match the speed commands received from the OCU (10, 7, 4, 1 and stop).

RAIL TECHNOLOGY MODELS 3001P SWITCH MACHINES

Switches equipped with these machines are considered to be “hand operated” switches. The first installations of this type of switch machine are installed on the shove route crossovers at Yard “B”. These switch machines in Hamlet Yard are being placed in service in pairs and will operate in (wired together to permit both ends of the crossover to operate at the same time). These machines are readily identifiable by a yellow case with an aluminum top. There is an indicator mast with three colored lights. The installations at Hamlet include presence detector loops that will not allow the switch to operate if the loop is occupied.

To operate the switch machine, you must ascertain the switch is not occupied, nor is the switch at the opposite end of the crossover occupied. To change the position of the switches, lift the lock flap to expose the buttons on the mast, depress the buttons and release. You do not have to and should not have to hold the button in the depressed position. If the presence detector loops are not occupied, then both switches will change position and the indicator mast will display the appropriate color. The indicator mast will display the following:

- a) Top Light “Green” – Switch is lined for straight away movement over the switch.
- b) Middle Light “Red” – Indicates either one of two things:
 - 1) The light will turn red while the switch is in motion or,
 - 2) If the light stays red after the point movement is completed, that would indicate that point may not have a “fit” and the switch must be inspected.
- c) Bottom Light “Amber” – Switch is lined for crossover movement.

In order to establish some continuity in referring to the crossovers at Yard “B”, the crossovers will be identified as follows:

- a) The crossover from the West departure to the #1 trimmer, located just south of the D11 will be known as the “B #1 crossover”.
- b) The crossover just south of this, between #1 and #2 trimmer will be known as “#2 crossover”. The “B #2 crossover”.
- c) The south crossover between the West departure and the #1 trimmer will be the “B #3 crossover”.
- d) The crossover between the West departure and the East departure / local lead will be the “B #4 crossover”.

- e) The crossover between the departure yard ladder and the local lead at #5 switch will be the “B #5 crossover”.
- f) The south crossover between the West and East departure will be the “B #6 crossover”.
- g) The crossover between #1 trimmer and the West departure will be the “B #7” Crossover

DEPARTURE YARD

East and West Departure track and North End departure lead must not be used in either direction except upon permission of the Yardmaster Yard “B”.

When shoving cars north into tracks at the departure yard, unless otherwise provided, movement must be stopped when shove light indicator burning yellow is extinguished or is dark. Tracks D01, D02 and D11 may be shoved on authority of the Yardmaster at Yard “B”.

When a remote job is required to shove into the departure yard, the employee not operating the OCU must protect the movement through the electric crossovers. The same employee must provide head end protection when making a southward movement out of the departure yard with anything other than light engines.

If trains are delayed after departing the departure yard in either direction, the conductor or the engineer of the delayed train must immediately notify the yardmaster at Yard “B”, advising their approximate location on the departure lead, and expected duration of delay.

REMOTE CONTROL OPERATIONS

All RCO operators must position themselves outside the cab of the locomotive when protecting movements on the ladders.

RCO assignments working Yard “B”: After securing permission to exit bowl tracks from the yardmaster, using positive identification they must announce, by radio, the intended route and assigned trimmer lead prior to fouling the ladder.

Hamlet Yard Miscellaneous Instructions

Crews reporting for duty must immediately check printers for Train Bulletins and Work Order. If these items are not available upon reporting, the Yardmaster “B” tower should be immediately notified by phoning 6353. Should the yardmaster not be available, notify the Trainmaster at 6301.

Trains operating on north end of number two track in the Williams Yard, or on the North end of the Williams Yard lead must not occupy the portion of track between the insulated joints and the non-electrically locked switch leading from number three main track to the Williams Yard until the switch is lined for their movement. The insulated joints are yellow in color.

This switch provides access to signaled track and must not be opened unless permission is granted by the train dispatcher.

On all tracks, other than main or signaled tracks, within Hamlet Terminal, the conductor will protect reverse movements on the outside of the locomotive cab.

NOTES

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

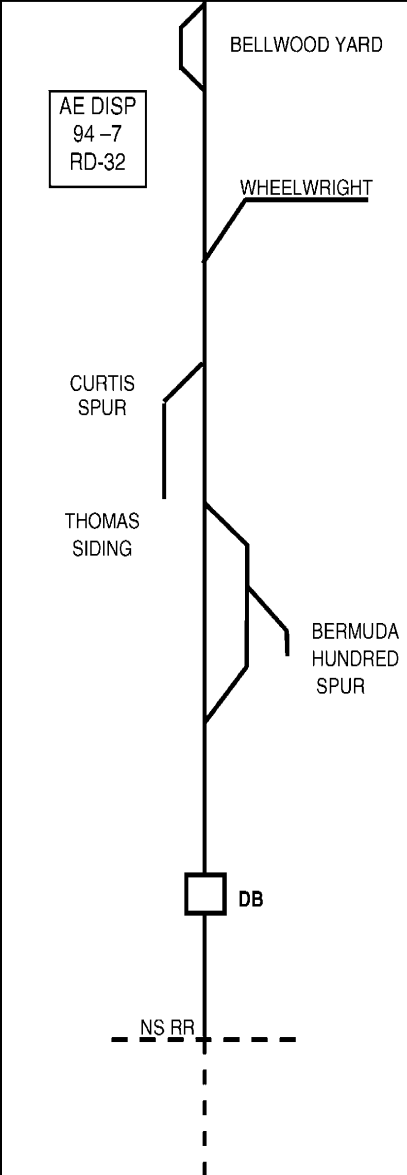
MP	Location	DOT#
S 242.14	Old Laurel Hill Road	630818K
S 242.57	Stroman Road	630819S
S 243.24	Marston Rd	630821T
S 244.89	Cognac Rd.	630822A
S 247.90	Marks Creek Church Rd Yard Lead	630824N
S 247.92	Marks Creek	630823G
S 249.70	CSX Drive	630826C
S 253.28	Hamlet Ave	630831Y
S 253.43	Main St	630833M
S 253.60	Spear St	630839D
S 253.70	Lackey St	630840X
SF 253.47	Raleigh St	630842L
SF 257.39	Biltmore Drive	630856U
SF 257.97	Long Drive	630858H
SF 259.52	Caroline Ave	630862X
SF 260.58	Midway	630866A
SF 263.04	Zion Church Rd	846059D
SE 253.45	Bridges St	630832F
SFX 253.7	Bridges St	630841E

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HOPEWELL SUBDIVISION – HW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			BELLWOOD SD					
20	SAC 7.6	BELLWOOD			YARD LIMITS 193		1	
		SAC 8.0			3.2			
30	SAC 10.8	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BELLWOOD		
	SAC 12.0	WHEELWRIGHT						
	3.1							
	SAC 13.9	DTC BLOCK SIGN						
	3.6							
	SAC 16.9					DTC BLOCK THOMAS SIDING		
	SAC 17.5	DTC BLOCK SIGN						
30	SAC 18.9							
10	SAC 19.1	4.5				DTC BLOCK HOPEWELL		
30								
	SAC 22.0	DTC BLOCK SIGN			TWC-DTC			
10	SAC 23.3	1.3						
			HOPEWELL YARD					
15.7 MILES BELLWOOD TO HOPEWELL								

STATION PAGE NOTES

NOTE 1 : All movements between SAC 22.0 and SAC 23.3 will be in accordance with Operating Rule 96.

HOPEWELL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

97 DRAWBRIDGES

MP / Location	Hours Attended
SAC 19.1 / Hopewell, VA	0700-2300

Appomattox River, SAC 19.1 – Attended 0700 to 2300, outside of assigned hours of the bridge tender, the bridge is lined for rail movement. Trains will approach STOP signs located approximately 100 feet from the end of the approach structures prepared to STOP and will STOP before reaching the STOP sign unless a proceed signal is received from the bridge tender given with a green flag by day, a green light by night or by radio communication. When the bridge tender is not on duty, a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SAC 22.0 / Hopewell, VA	NS	Stop signs	98

103-D HANDBRAKES

Item #1 Florence Division Special Instructions will apply to the entire subdivision.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
SAD 17.0 / Bermuda Hundred Spur	6-Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
SAC 7.8	Warehouse Track
SAC 9.0	E.I. Dupont James River Acid Plant
SAC 9.5	Alstom
SAC 10.7	Reynolds
SAC 14.0	ABC Builders
SAC 14.5	International Paper
SAC 14.6	Univar
SAC 22.5	Smurfit Stone Container
SAC 22.5	BOC Industrial Gases
SAC 22.5	Honeywell
SAC 22.5	Commonwealth
SAD 17.0	Philip Morris ICI Dupont

8. MISCELLANEOUS

SAC 22.0 Hopewell, VA – Before opening the switch providing access to the interchange tracks between CSX and NS at Hopewell Yard or before fouling cars on the track, the NS Yard must be called at (804) 458-6361 in order to obtain protection from the NS switching cars into the track.

SAC 22.0 Hopewell, VA – Honeywell switch crews will contact the CSX switch crew working at Hopewell on Channel TWO (66/66), prior to fouling CSX tracks requesting permission. The Honeywell switch crew, once given permission to foul CSX tracks, will notify the CSX crew when they have cleared the CSX tracks and have aligned the switch for CSX movement.

Permission to use CSX tracks cannot be transferred from one Honeywell switch crew to another. Any time Honeywell crews change, permission must be obtained by the crew that will actually operate on CSX tracks.

The practice of kicking cars is prohibited in Honeywell.

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

NOTES

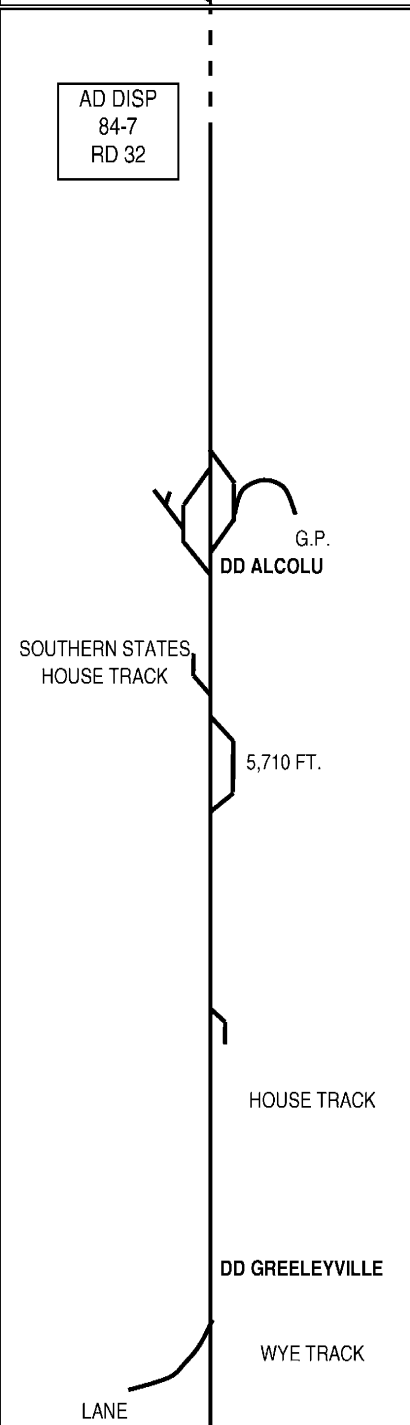
MP	Location	DOT#
SAC 8.75	BELLWOOD RD	623575T
SAC 9.77	WILLIS ROAD	623577G
SAC 10.54	COACH ROAD	623578N
SAC 10.61	REYMET ROAD	623620K
SAC 11.83	COXENDALE ROAD	623580P
SAC 13.33	OLD STAGE RD	623582D
SAC 13.99	RAMBLEWOOD DRIVE	623585Y
SAC 14.53	OLD BERMUDA HUNDR	623586F
SAC 14.80	RAMBLEWOOD DRIVE	623587M
SAC 15.13	WOODS EDGE RD	623588U
SAC 15.62	RAMBLEWOOD DRIVE	623589B
SAC 16.58	BERMUDA ORCHARD LN	922862F
SAC 17.42	ENON CHURCH ROAD	623590V
SAC 20.02	RIVER ROAD	623597T
SAC 20.38	S MESA DR	623596L
SAC 20.67	DANVILLE ST	623598A
SAC 21.26	S 15 TH AVE	623600Y
SAC 21.26	SPRUCE ST.	623601F
SAC 21.42	WINSTON CHURCHILL	623602M
SAC 22.31	PLANT ST – ONE WAY	623605H
SAC 22.33	WINSTON CHURCHILL	623606P

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LANE SUBDIVISION – LY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
	AK 331.9		ORANGEBURG SD				1	
	AL 382.1	0.3						
	AL 381.8	DTC BLOCK SIGN			TWC-DTC			
20	AL 381.4					DTC BLOCK BROGDON		
40								
	AL 370.0	DTC BLOCK SIGN						
	AL 369.1							
	AL 368.0	ALCOLU				DTC BLOCK ALCOLU		
	AL 367.7							
		8.9						
	AL 362.2	N.E. MANNING						
	AL 361.1	DTC BLOCK SIGN				DTC BLOCK MANNING		
		5.8						
	AL 355.3	DTC BLOCK SIGN						
	AL 350.0	GREELEYVILLE				DTC BLOCK HOLSTEEN		
		7.8						
	AL 347.5	DTC BLOCK SIGN						
	AL 346.0					DTC BLOCK SANSBURY		
	40	AL 342.0						
	20	AL 342.5			DTC BLOCK SIGN LANE	TWC-DTC		
				CHARLESTON SD				
	39.6 MILES SUMTER TO LANE							
NOTE 1: Movements between AL 382.1 and AL 381.8 will be in accordance with Operating Rule 96.								

LANE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100 ROAD CROSSINGS

A 340.8 Lane, SC – All trains working in the area of Lane, SC are instructed not to block Third Street. This is the crossing at milepost A 340.8 and has been designated as the fully accessible street for emergency and public vehicular traffic in the town of Lane.

103-D HANDBRAKES

Item #2 of Florence Division Special Instructions will apply to the entire subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
Al 367.7 / Alcolu	Continuous	32, 84-7	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AL 369.5 / Alcolu Georgia Pacific	6 Axle Engines	1-6 axle engine only

7. CLOSE CLEARANCE

MP/Location	Track
AL 368.0 / Southern States	

8. MISCELLANEOUS

NONE

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





MP	Location	DOT#
AL 381.80	Lafayette St. – US 15	638605C
AL 381.40	Fulton St.	633109P
AL 380.44	Red Bay Rd.	633106U
AL 379.81	Mooneyham Rd	633105M
AL 377.04	Mims Rd	633100D
AL 376.69	Britton Rd.	633098E
AL 373.61	Boots Branch Road / S-50	633092N
AL 371.57	Grant Forest	926177F
AL 368.64	Hotel St.	633083P
AL 366.23	US 301 (Manning)	633076E
AL 365.97	US-301	633074F
AL 355.23	Foreston Hwy. / S-0050	633055L
AL 349.81	Main St. (Greeleyville)	633052R
AL 349.35	Society St.	633050C
AL 348.93	Old Salters Rd.	633049H
AL 347.53	Mcmilland	633046M
AL 342.98	Broomstraw Rd. / SR 385	633041D

NOTES

McCORMICK SUBDIVISION - MK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
	SG 428.2	SALAK	<div>MONROE SD</div> <div>I</div> <div>I</div>					
40	AK 523.3	DTC BLOCK SIGN DTC BLOCK SIGN	9.0	<div>CE DISP. 58 - 2 RD - 32</div>	TWC-DTC	DTC BLOCK BARKSDALE		
	AK 514.3	NE BRADLEY			CPS-261	DTC BLOCK VERDERY		
			1.1		SSDG 5,812 FT. 10 MPH			ABS-261
	AK 513.2	SE BRADLEY			CPS-261			
	AK 506.8		8.6	DD MCCORMICK	ABS-261			
	AK 504.6	NE MCCORMICK			CPS-261	DTC BLOCK CHIP MILL		
			1.5	SSDG 6,856 FT. 10 MPH	ABS-261			
	AK 503.1	SE MCCORMICK			CPS-261			
40	AK 502.9 AK 502.5 AK 497.7	DTC BLOCK SIGN	7.4	MC CORMICK YD.	TWC-DTC	DTC BLOCK PLUM BRANCH		
35	AK 497.5							
40	AK 495.7	DTC BLOCK SIGN				DTC BLOCK SUNBEAM		
35	AK 492.8 AK 491.8	6.4			TWC-DTC			
40	AK 489.3	NE MODOC			CPS-261	DTC BLOCK THURMAN		
			1.2		SSDG 6,346 FT. 10 MPH	ABS-261		
	AK 488.1	SE MODOC			CPS-261	DTC BLOCK MERRIWETHER		
	AK 485.8	DTC BLOCK SIGN		DD CLARK HILL	TWC-DTC			
	35	AK 484.8	6.6					
30	AK 483.9							
35	AK 482.1				TWC-DTC			

McCORMICK SUBDIVISION – MK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
35	AK 481.5	DTC BLOCK SIGN		WOODLAWN STG 40 CARS	TWC-DTC	DTC BLOCK MERRIWETHER			
30	AK 477.5								
	AK 477.3	4.7						DTC BLOCK WOODLAWN	
20	AK 476.8	DTC BLOCK SIGN							DTC BLOCK BASTON
35	AK 476.1	7.3						TWC-DTC	
	AK 473.0	DTC BLOCK SIGN							
40	AK 469.5	NE MARTINEZ			CPS-261				
	469.0	1.3	CSDG 6,340 FT. 10 MPH		ABS-261	DTC BLOCK TIMBER			
	AK 468.2	SE MARTINEZ			CPS-261				
	468.0	DTC BLOCK SIGN		DAN QUARRY	TWC-DTC				
	AK 465.9	4.9				DTC BLOCK AUGUSTA			
AK 465.4									
AK 464.0									
25	AK 463.3	DTC BLOCK SIGN			2.8				
35	AK 462.1					DTC BLOCK BROAD STREET			
20	AK 461.2								
10	AK 460.5	DTC BLOCK SIGN			TWC-DTC				
			<div>AUGUSTA SD</div>						
62.8 MILES SALAK TO AUGUSTA									

McCORMICK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100 HIGHWAY – RAIL GRADE CROSSINGS

AK 487.1 – Do not block this road crossing.

103-D HAND BRAKES

Item #1 of Florence Division Special Instructions will apply to the entire subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AK 459.5 Augusta Yd.	Continuous	32 & 66	Terminal
AK 459.7 Augusta Yd.		32, 58–2	Wayside
AK 485.8 Clark Hill			
AK 506.8 McCormick			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

MP	Location
AK 476.3	Woodlawn, SC
AK 476.6	
AK 463.7	Augusta, GA

Other than Intermodal trains – Cars will be positioned in trains leaving terminal and when picked up on the line of road so that the tonnage behind 80 foot or longer cars, either loaded or empty does not exceed 5,000 gross tons.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

All unit trains operating between Spartanburg and Augusta may be operated exceeding the tonnage rating for (4) SD-40 locomotives after the helper locomotive has been detached from the rear. Head end power must not exceed 24 powered axles.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AK 476.3 Woodlawn	Cars weighing 240,000-251-000 lbs.	20 MPH

7. CLOSE CLEARANCE

MP/Location	Track
AK 468.6	Dixie Gas
AK 468.7	Augusta Iron & Steel
AK 468.9	Maner Building Supply
AK 472.0	C.K. Supply
AK 472.3	Quebecor World
AK 501.1	Georgia Pacific

8. MISCELLANEOUS

McCormick Subdivision – Trains enroute Spartanburg will operate via the Monroe Subdivision between Salak and Parke Junction.

Before passing Eve St., trains enroute Augusta will secure permission from the yardmaster Augusta to enter the streets of Augusta.

Additional Stations:

Milepost/Station	Car Capacity	Switch Opening
AK 483.5 Clark Hill	2	South
AK 515.4 Bradley		North

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

NOTES

MP	Location	DOT#
AK 522.47	Salak Rd.	633862H
AK 520.90	Ron McNair St.	633857L
AK 520.65	Whitehall Rd.	633855X
AK 518.90	Briarwood rd.	633849U
AK 514.82	Cedar Grove	633840H
AK 512.90	Cedar Spring Rd.	633833X
AK 512.14	Puckett Town Rd.	633830C
AK 509.11	W. Main	633824Y
AK 505.08	SR 35	633810R
AK 503.77	Railroad Ave.	633807H
AK 503.35	Williams St.	633806B
AK 503.07	Virginia Ave.	633805U
AK 503.01	Gold St.	633804M
AK 502.94	Augusta St.	633803F
AK 502.44	Deason St.	633801S
AK 502.10	Kiser St.	633800K
AK 501.39	Main St.	633799T
AK 499.05	S-87	633796K
AK 497.71	Old Edgefield Rd.	633793C
AK 497.58	Edgefield St.	633792V
AK 495.92	S-68	633789M
AK 488.28	SR-23 (Modoc, SC)	633773R
AK 483.46	SR-88 (Clarks Hill, SC)	633766F
AK 483.20	S-345 (Clarks Hill, SC)	633765Y
AK 475.46	Hardy McManus Rd.	633759V
AK 473.50	Industrial Park Dr.	915267V
AK 472.34	Evans To Lock Rd.	633756A
AK 471.84	Old Evans Rd. (Evans)	633755T
AK 470.88	Club Car Rd.	633753E
AK 469.88	Hightower Rd.	633752X
AK 469.56	Old Evans Rd. (Martinez)	633751R
AK 468.81	Iron & Steel Rd.	633749P
AK 468.46	Baston Rd.	633748H
AK 468.06	Pleasant Home Rd.	633746U
AK 466.65	Stevens Creek Rd.	633742S
AK 465.94	Murray Rd.	633739J
AK 465.72	Claussen Rd.	633738C
AK 465.20	Alexander Dr.	633736N
AK 464.19	Eisenhower Dr.	633735G
AK 462.01	Eve St.	633863P
AK 461.89	Goodrich St.	633730X
AK 461.25	Broad St.	633723M
AK 461.10	15 th St.	633722F
AK 460.91	Greene St.	633718R
AK 460.72	13 th St.	633716C
AK 460.62	12 th St.	633715V
AK 460.55	11 th St.	633714N

MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
	SF 264.9	N.E. PEE DEE	HAMLET TERMINAL SD						
45		1.9	SSDG 10,274 FT. 25 MPH		ABS-261	DTC BLOCK PEE DEE			
	SF 266.8	SOUTH PEE DEE			CPS-261				
40	SF 267.3	PEE DEE	AF DISP. 54-5 RD-66	DD PEE DEE	ABS-261			DTC BLOCK LILESVILLE	
	SF 268.2								
55	SF 270.4	GRAVELTON YARD	4.7			CPS-261			
	SF 270.5								
50	SF 272.4	2.0		SSDG 10,370 FT. 25 MPH	ABS-261	DTC BLOCK POLKTON			
	SF 272.5								
60	SF 272.6	3.6			ABS-261				
	SF 273.5							SOUTH LILESVILLE	CPS-261
60	SF 277.1	W.S. JCT.			CPS-261	DTC BLOCK MARSHVILLE			
	SF 277.5	NE WADESBORO	WSSB		ABS-261				
50	SF 278.1	SE WADESBORO							
	45	SF 280.3							
50	SF 280.6	8.0				DTC BLOCK MARSHVILLE			
60	SF280.8								
55	SF 283.9								
	SF 284.2								
60	SF 285.1	NORTH POLKTON			CPS-261	DTC BLOCK MARSHVILLE			
	2.0			SSDG 10,191 FT. 25 MPH	ABS-261				
45	SF 287.1	SOUTH POLKTON			CPS-261			DTC BLOCK MARSHVILLE	
	SF 288.8				ABS-261				
60	SF 289.4								
60	SF 292.9	MARSHVILLE 6.2	DD MARSHVILLE			DTC BLOCK MARSHVILLE			
	SF 293.3	NORTH MARSHVILLE			CPS-261				
60	SF 294.7	2.1	ALPHA PLASTICS	SSDG 10,101 FT. 25 MPH	ABS-261			DTC BLOCK MARSHVILLE	
	SF 295.4	SOUTH MARSHVILLE			CPS-261				
60	SF 295.9 SF 302.1	HOUSE TRACK			ABS-261	DTC BLOCK MARSHVILLE			
	SF 302.6								
40	SF 302.9								

MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	SF 302.9	8.5			ABS-261	DTC BLOCK MARSHVILLE	1
	SF 303.9	RICHARDSON CREEK			CPS-261		
		1.4			ABS-261		
	SF 305.3	NORTH MONROE			CPS-261		
30	SF 306.1		LINGLE LEAD		ABS-261		
	SG 306.2	MONROE YARD					
	SG 306.2	SOUTH MONROE			CPS-261		
50	SG 306.3		CHARLOTTE SD				
	SG 309.9		AF DISP 54-7 RD-66		ABS-261	DTC BLOCK WAXHAW	
	SG 317.1						
40		12.2					
	SG 318.4	NORTH WAXHAW			CPS-261		
		2.0	SSDG 9,950FT. 25 MPH		ABS-261		
	SG 320.4	SOUTH WAXHAW			CPS-261		
30	SG 322.7	VAN WYCK	DD VAN WYCK				
	SG 326.4 SG 327.5	BORAL BRICK 7.8			ABS-261	DTC BLOCK CATAWBA	
	SG 328.2	CATAWBA HOLDOUT			CPS-261		
	SG 328.3						
50	SG 330.4	BOWATER YARD 2.4			ABS-261		
	SG 330.6	NORTH CATAWBA			CPS-261		
		2.2	NS				
	SG 332.8	SOUTH CATAWBA			CPS-261		
	SG 333.3		DD HARMONY				
	SG 343.8	14.7	DD RODMAN		ABS-261	DTC BLOCK LANDRUM	
	SG 346.3	L & C CONNECTION					
	SG 347.5	NORTH LANDRUM			CPS-261		
		2.0	SSDG 9,847 FT. 25 MPH		ABS-261		
	SG 349.5	SOUTH LANDRUM			CPS-261		
40	SG 349.6 SG 350.2		NS		ABS-261	DTC BLOCK LEEDS	
	SG 350.3	12.0					
35	SG 351.3						
45	SG 352.1	CHESTER STORAGE			ABS-261		

MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
45	SG 357.3				ABS-265	DTC BLOCK LEEDS	
35					SG 357.5		
40					ABS-265	DTC BLOCK DELTA	
	SG 361.5	NORTH LEEDS			CPS-261		
		2.3		SSDG 9,950 FT. 25 MPH	ABS-261		
	SG 363.8	SOUTH LEEDS			CPS-261		
	SG 363.8 SG 363.9	CLARIANT LEEDS	DD LEEDS		ABS-261		
		11.5					
	SG 375.3	NORTH DELTA			CPS-261		
		2.0		SSDG 9,950 FT 25 MPH			
	SG 377.3	SOUTH DELTA			CPS-261		
40	SG 379.9 SG 380.1	WHITMIRE		DD WHITMIRE	ABS-261	DTC BLOCK SHANDS	
45	SG 384.6						
	SG 390.6						
40		13.9					
	SG 391.2	NORTH SHANDS			CPS-261		
		2.0		SSDG 9,950 FT. 25 MPH	ABS-261		
	SG 393.2	SOUTH SHANDS			CPS-261		
		1.7		CN&L SD	ABS-261		
25	SG 394.9	DOVER CONNECTION			CPS-261		
	SG 396.0 SG 396.3	CLINTON STORAGE			ABS-261		
	SG 397.0	CLINTON CONNECTION			CPS-261		
	SG 397.4			CN&L SD	ABS-261		
		3.7					
45	SG 400.7	NORTH FULLER			CPS-261		
		1.4		CSDG 6,930 FT. 25 MPH	ABS-261		
	SG 402.1	SOUTH FULLER			CPS-261		
	SG402.2			DD FULLER	ABS-261		

MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
45		8.8			ABS-261	DTC BLOCK CROSS HILL	
	SG 410.9	NORTH CROSS HILL			CPS-261		
		1.6		CSDG 7,107 FT. 10 MPH	ABS-261		
	SG 412.5	SOUTH CROSS HILL			CPS-261		
40	SG 413.0						
	SG 413.3						
45	414.0						
	415.0						
	416.0						
	SG 417.7	NE SOLUTIA			ABS-261	DTC BLOCK MCDOWELL	
	SG 417.9	SE SOLUTIA					
		7.7					
	SG 420.2	NORTH McDOWELL			CPS-261		
45		1.5	CSDG 6,924 FT. 10 MPH		ABS-261		
	SG 421.7	SOUTH McDOWELL			CPS-261	DTC BLOCK GREENWOOD	
		0.5	SPARTANBURG SD		ABS-261		
	SG 422.2	PARKE JCT.			CPS-261		
40	SG422.9			DD GREENWOOD			
	SG 424.6		2.5		ABS-261		
30	SG 424.7	NORTH GREENWOOD			CPS-261		
				1 2	ABS-261	DTC BLOCK MAXWELL	
		1.2					
	SG 425.9	NORTH END MAXWELL			CPS-261		
40		0.7			ABS-261		
	SG 426.6	GREENWOOD			CPS-261		
40		1.6		11,399 FT. 10 MPH MAXWELL YARD	ABS-261	DTC BLOCK SALAK	
	SG 428.2	SALAK			CPS-261		
40				MCCORMICK SD	ABS-261	DTC BLOCK ABBEVILLE	

MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	437.0 438.0 439.0	11.6			ABS-261	DTC BLOCK ABBEVILLE	
	SG 439.8	NORTH ABBEVILLE			CPS-261		
	SG 441.4		ABBEVILLE YARD	CSDG 10,071 FT. 25 MPH	ABS-261	DTC BLOCK CALHOUN FALLS	
	SG 441.9	SOUTH ABBEVILLE			CPS-261		
					ABS-261		
40					ABS-261		
<div>ABBEVILLE SD ATLANTA DIV</div>							
177.0 MILES PEE DEE to ABBEVILLE							

STATION PAGE NOTES

NOTE 1: During signal suspensions, yard limit Rule 193 in effect between SF 303.9 and SF 306.2

MONROE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
SG 350.3 and SG 351.3	35
SG 396.0 and SG 397.4	25

The city ordinance between mileposts SG 396.0 and SG 397.4 applies to the entire length of the train.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SG 350.2 / Chester, SC	NS	Automatic	226-B(3)d

103-D HAND BRAKES

Item #1 of Division Special Instructions applies to the entire subdivision except at Pee Dee, Lilesville, Polkton and Marshville, NC where item #2 applies to trains setting off or picking up.

104 SWITCHES

SF 306.0 Monroe Yard – The south end switch for #7 track should be left lined and locked for #7 track when not being used. The north end of #2 track should be left lined and locked for #2 track when not being used.

SG 330.4 Catawba, SC – The switch at Bowater Paper Mill serving Mill track #7 must be left lined for the lead after being used.

SG 425.9 Maxwell Yard – Automatic switches have been installed at the following locations at Maxwell Yard, Greenwood, SC:

SG 425.9 at the scale lead to Maxwell Siding
SG 426.3 at the (B) end of the yard in Maxwell Siding
SG 427.3 at the (A) end of the yard in Maxwell Siding

These switches are identified with a Yellow switch stand. These switches may be trailed through from either track regardless of the position of the switch point. When trailed through the following occurs:

- The switch points will remain in the position forced by the trailing movement
- The switch target will move with the movement of the switch points to correspond with the position of the switch points.
- The operating lever will not move unless the switch is operated by hand.

Trailing movements against which the switch is set must not foul the adjacent track unless that track is clear of any conflicting movement.

If there is a conflicting movement, a trailing movement may be made if the conflicting movement is stopped.

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making a reverse movement unless there has been a movement of less than eight (8) axles; in which case, the switch must be inspected before the reverse movement is made.

The switch must be lined by hand when a facing point movement is made and the switch points are improperly lined.

During cold weather, each automatic switch must be hand-operated unless it is known that the switch is free of snow and ice.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SF 273.4 / Lilesville	Continuous	66, 54 – 5	Wayside
SF204.4 / Marshville			
SF 306.0 / Monroe Yard	0700-1500 Daily	66	Terminal
SG 331.5 / Catawba	Continuous	66, 54 – 7	Wayside
SG 350.0 / Chester			
SG 368.0 / Carlisle			
SG 427.6 / Greenwood			
SG 427.6 / Maxwell Yard		66	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

SG 306.2 Monroe Yard – Employees must not ride any type TOFC/COFC equipment while performing work at Monroe, NC.

SG 326.4 Boral Brick – Due to steep grade and uneven walking conditions, employees are prohibited from walking between the industry track and Monroe Subdivision main track on the north side of the industry.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

EHR 4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
SG 328.0	Catawba, SC

EHR 4305 and 4306

That part of EHR 4305 B, C, D, F, G, and EHR 4306 A, B do not apply on the Monroe Subdivision at the detectors at Van Wyck SG 322.7 (Southbound) and Harmony SG 333.2 (Northbound).

When the detector at either of these locations is removed from service, an inspection of southbound trains must be made before passing milepost SG 327.6. Northbound inspections must be made before passing milepost SG 330.6.

These clearance detectors are in place to protect close clearances at the overhead bridge at SG 330.6 and the Catawba River bridge at SG 327.6

5. INSTRUCTIONS RELATING TO COMPANY POLICIES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
SF 285.3	National Recyclers
SF 285.7	Heritage Propane
SF 294.5	Poly Plastics
SF 295.8	Southern States
SF 297.1	Bakery Feeds
SF 301.5	Pilgrims Pride
SF 302.6	Tyson
SF 305.5	Iron Curtain
SG 306.6	Goulston
SG 326.5	Boral Brick
SG 330.4	Bowater
SG 331.6	Carolina Rebar
SG 333.3	Harmony Steel
SG 346.7	Williamette
SG 363.7	Clariant
SG 363.9	Leeds
SG 418.0	Solutia

8. MISCELLANEOUS

EXCEPTED TRACK all tracks within Bonsal Hendricks and Gravelton Yard

Southbound trains enroute Monroe, NC – Destined for the Charlotte Subdivision, after passing Wingate, NC, SF 301.5 will call the AP dispatcher on Channel 94 to obtain any available DTC blocks. Trains will STOP at Monroe only if no DTC blocks are obtained, to review new dispatcher messages, to line a route or in case of emergency. These instructions concerning not stopping at Monroe also applies to northbound trains enroute Monroe.

Maxwell Yard – When train crews are performing duties on the ground, such as train inspections and brake tests, etc. between mileposts SG 426.1 and SG 426.4, #2 Main Track, all switching movements on the B-end of Maxwell Yard will be made toward Maxwell Siding and no movements should be made down the scale lead until crews are clear of the mileposts listed above on #2 Main Track.

Maxwell Yard – SG 426.4 B-end switching lead – All crews operating, will to the extent possible, perform all duties on the east side of the switching lead and when necessary to occupy the west side must ask the Maxwell Yardmaster what movements are being made on the #2 Main Track and be governed by this information before occupying the west side of the switching lead.

Maxwell Siding – All trains occupying this siding must first contact the Yardmaster at Greenwood and be governed by his instructions.

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

MP	Location	DOT#
SF 266.70	Peedee	631737N
SF 271.38	Pitt Rd	631743S
SF 272.17	S.R. 1740	631745F
SF 276.78	SR 1714	631750C
SF 278.09	Washington St	631622U
SF 279.96	1423 SR	631754E
SF 286.2	NC218 (North Williams)	631758G
SF 286.88	SR 1469	631759N
SF 287.91	S.R. 1417 (Ross Wright	631762W
SF 289.93	Clinton Ave	631765S
SF 290.99	Caulde Road	631766Y
SF 291.57	Pulpwood Yard Rd	631767F
SF 292.14	Clonnie Strawn Road	631768M
SF 294.43	Stegall Rd	631772C
SF 294.97	Unarco Road (Sr 1738)	631773J
SF 295.51	Olive Branch Rd	631774R
SF 295.68	Cross Street	631775X
SF 295.76	Elm Streeet	631776E
SF 296.19	Elizabeth Avae	631778T
SF 297.06	Wampler Longacre	631780U
SF 298.44	SR 1754	631782H
SF 300.06	Camden Road	631783P
SF 300.34	Main Street	631785D

MP	Location	DOT#
SF 300.44	North Stewart Street	631572T
SF 300.67	Bivens Street	631573A
SF 301.17	SR-1176	631574G
SF 302.52	Bivens Rd	631576V
SF 303.07	Secrest Avenue	631578J
SF 304.60	Sutherland Avenue	631579R
SF 305.15	Norman Street	631581S
SF 306.70	Icemorlee St	631911V
SG 306.64	Johnson	631585U
SG 307.59	Weddington Rd	631587H
SG 308.25	Newtown Rd	638861T
SG 309.92	Fletcher Broome	638866C
SG 311.10	Rocky River Rd	638869X
SG 311.32	Clarence Secrest	638870S
SG 313.80	Potter Road	638876H
SG 315.20	Mcneely Rd	638878W
SG 316.20	Collins Road	638879D
SG 318.19	N. Broom St.	638893Y
SG 318.25	Church Street	638894F
SG 318.52	SR 1031 (Rehobeth)	638895M
SG 319.72	Helms Rd	638897B
SG 320.00	Tory Path	638898H
SG 326.80	Van Wyck Rd	638907E
SG 330.43	Cureton Ferry Road	638915W
SG 333.20	Harmony Road	638919Y
SG 336.09	Dye Road	638923N
SG 339.70	Fishing Creek Road	638929E
SG 341.10	Lyle Rd.	638931F
SG 342.46	SR 909	638934B
SG 343.76	SR 320	638935H
SG 345.74	SR 186	638936P
SG 348.71	SR 329	638938D
SG 349.54	72 Bypass – Chester, SC	638941L
SG 349.79	S275 (Saluda Road)	638942T
SG 350.31	York Street	638944G
SG 351.05	Wylie Street	638949R
SG 352.12	Rose Street	638952Y
SG 352.24	Sweeney St	638956B
SG 353.91	Meadowbrook Road	638958P
SG 358.83	Sabby River Road	638960R
SG 363.59	Woods Ferry Rd.	638962E
SG 367.01	Woodyard Rd	638965A
SG 368.26	Fishdam Ave	638966G
SG 375.54	Delta	638969C
SG 379.88	Nance St.	638974Y
SG 380.19	Duckett St	638977U
SG 393.33	S-34 (Hurricane Church)	638987A
SG 394.97	Whitten Village	638989N
SG 395.26	Ring Rd	639844F
SG 396.58	S-162 (Adair Street)	638992W
SG 396.83	North Woorow Street	638994K
SG 396.98	Broad Street	638993D
SG 397.09	Carolina Ave	643244K
SG 397.13	Thornwell Street	638995S
SG 397.78	D St	639001B
SG 398.45	Pine Street	639002H
SG 399.12	Milton Road	639004W
SG 402.31	Apple Orchard Rd	639005D
SG 406.74	Mountville Rd	639010A
SG 409.98	Puckett Ferry Rd	639012N
SG 410.96	N Main St	639015J

MP	Location	DOT#
SG 420.03	Old Brickyard Rd	638020F
SG 420.64	Emerald Road	639021M
SG 421.25	Evans Pond Road	639022U
SG 422.36	Kateway Rd	639023B
SG 423.38	Sullivan St.	638027D
SG 423.77	Cokesbury St.	639028K
SG 423.90	E Cambridge St	639029S
SG 424.43	Pressley St.	639030L
SG 424.93	Maxwell Ave	639032A
SG 425.08	Oak St	638033G
SG 427.39	S-161 (Burnett Road)	639035V
SG 428.37	Briarwood Rd	639037J

NOTES

NORLINA SUBDIVISION – NL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			END OF TRACK				1
25	S 103.5	DTC BLOCK SIGN		<div>BC DISP 20-8 RD 66</div> <div>TUCKER LBR</div> <div>4,000 FT.</div> <div>GREYSTONE CONCRETE</div> <div>IDAHO TIMBER</div> <div>EASTERN MINERALS</div> <div>IAMS</div> <div>HOUSE TRACK</div> <div>DD FRANKLINTON</div> <div>5054 FT.</div>	TWC-DTC	DTC BLOCK NORLINA	
	S 106.7	MIDDLEBURG					
	S 107.2						
	S 109.5	NE SIDING GREYSTONE					
	S 109.9						
	S 110.4						
	S 110.5	SE SIDING GREYSTONE					
	S 111.5	DTC BLOCK SIGN					
	S 111.9						
	S 113.8	HENDERSON					
	S 114.5						
	S 114.7	NE HENDERSON YARD					
	S 115.2	SE HENDERSON YARD					
	S 116.2						
	S 117.5	DTC BLOCK SIGN					
	S 118.2						
	S 122.6	KITTRELL					
	S 128.9						
	S 129.7	FRANKLINTON					
	S 130.0	DTC BLOCK SIGN					
	S 130.2						
	S 130.6						
	S 131.2						
	S 135.5	NE YOUNGSVILLE SIDING					
	S 135.3						
S 136.4	SE YOUNGSVILLE		TWC-DTC	DTC BLOCK FRANKLINTON			

NORLINA SUBDIVISION – NL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
25	S 138.0 S 138.1	DTC BLOCK SIGN	HARBORLITE		TWC-DTC	DTC BLOCK FRANKLINTON		
	S 138.9		READY MIX					
	S 139.4		DELTA GYPSUM					
	S 140.2	WAKE FOREST	DTC BLOCK WAKE FOREST					
	S 146.4	TYCO						
	S 147.9	STOCK BLDRS						
	S 150.0 S 150.6	84 LUMBER						
	S 151.0	DTC BLOCK SIGN	C&F FOODS			DTC BLOCK EDGETON		
	S 152.4	RALEIGH INDUSTRIAL PARK						
	S 154.5	WEST BROS						
25	S 154.7	DTC BLOCK SIGN EDGETON			TWC-DTC			
			ABERDEEN SD					
51.2 MILES BLOCK SIGN TO EDGETON								
STATION PAGE NOTES								
NOTE 1: Movements between S 98.0 and S 103.5 in accordance with Operating Rule 96 not exceeding 25 MPH between S 101.6 and S 103.5.								

NORLINA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100 HIGHWAY – RAIL GRADE CROSSINGS

For movements over all crossings north of S 101.5, protection must be provided. An employee must protect the crossing, standing at a point on the ground at the crossing where he will be in a position to stop pedestrian and vehicular traffic until the leading end of the movement has covered the crossing.

In addition, 1 hour before sunset and 1 hour after sunrise, lighted fusees must be placed on each side of the crossing as added protection.

103-D HANDBRAKES

Item #2 of Division Special Instructions on handbrakes applies to the entire subdivision except at IAMS requires 100% handbrakes.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
S 117.5 / Gill	Continuous	66, 20-8	Wayside
S 137.7 / Youngsville			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
S 114.5 / Idaho Timber Lead	6 Axle Engines	Prohibited
S 116.3 / St. Gobain Lead		
S 146.4 / Mallinkrodt Lead Tyco		
S 150.6 / CF Foods		
S 152.5 / Raleigh Industrial Park Lead		

7. CLOSE CLEARANCE

MP/Location	Track
S 118.0	Eastern Minerals
S 138.1	Ready Mix
S 146.4	Mallinkrodt
S 150.6	C&F Foods
S 154.5	West Brothers

8. MISCELLANEOUS

Trainmaster Instructions

Special instructions for crews on the Norlina Subdivision will be issued by the Trainmaster at Raleigh, NC. All crews working this subdivision will be responsible for information contained in these special instructions. These instructions can be accessed in the AMS Library: RALNOTES, password: RALEIGH.

To access this library from the T&E Miscellaneous functions menu, either selection code 01. Next, put CCRM at the command line and enter the AMS ID in RALNOTES and password is RALEIGH.

ADDITIONAL STATIONS

MP / Station	Car Capacity	Switch Opening
S 113.8 Henderson, NC	Yard	Both
S 117.9 Gill, NC	40	South
S 147.0 Neuse, NC	3	North

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

MP	Location	DOT#
S 102.35	Collins Rd SR 1102	630350F
S 102.83	Soul City Blvd	630351M
S 103.67	Collins Road	630352U
S 106.65	Allison Cooper Rd	630359S
S 108.64	Brookstone Road	630418S
S 110.09	Greystone Rd.	630421A
S 111.08	Warrenton Rd	630424V

MP	Location	DOT#
S 112.78	Harris Street	630428x
S 112.94	Main Street	630429E
S 113.16	Carolyn Court	630432M
S 113.40	Rock Spring St.	630433U
S 113.58	Andrews Avenue	630483X
S 113.84	Montgomery Street	630485L
S 113.98	Winder Street	630486T
S 114.05	Orange St.	630487A
S 114.17	Spring St.	630488G
S 114.42	Chavasse Ave	630489N
S 115.26	St. Matthews St.	630494K
S 115.78	Wellcome Ave.	630495S
S 116.13	J P Taylor Road	630497F
S 117.44	Bear Pond Rd	630502A
S 117.88	Eastern Minerals	643395A
S 118.24	Peter Gill Rd.	630505V
S 120.22	Chavis Road	630509X
S 121.87	Main St.	630510S
S 122.96	Beech Tree Trail	630512F
S 124.16	Oak Ridge Church Rd.	630513M
S 127.85	Eric Medlin Rd.	630517P
S 129.93	Pearace St.	630520X
S 130.11	Joyner St.	630521E
S 130.33	Mason St.	630522L
S 130.62	College St.	630524A
S 130.91	Hawkins Road	630525G
S 131.08	Hicks Rd.	630526N
S 133.97	Bert-Winston Rd.	630527V
S 136.46	Main St.	630530D
S 137.9	Nomaco Rd.	915258W
S 139.5	Brick Ave.	630582V
S 140.7	East Elm St.	630589T
S 140.99	East Holding St.	630591U
S 141.73	Friendship Chapel Rd.	630595W
S 142.53	Rodgers Rd.	633905Y
S 143.75	Ligon Mill Rd.	630598S
S 147.36	Durant Road	630601X
S 148.37	Gresham Lake	630602E
S 151.28	Millbrook Road	630605A
S 152.32	New Hope Church Rd.	630607N
S 153.09	Wolfpack Lane	630609C
S 154.5	Whitaker Mill Road	630613S

NOTES

NOTES

NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	I	F	P	I	F			SOUTH				
No. 1			No. 2			ARN 3.3 ARN 0.9 ARN 0.7 A 0.1	RICHMOND	RICHMOND TERMINAL SD				1
50			50				4.3		AE DISP 94-7 RD 32	ABS-261	DTC BLOCK MEADOW	
40	40	40	40	40	40							
40			40									
50	50	50	50	50	50	A 1.0	MEADOW			CPS-261	DTC BLOCK FA	
79	70	60	79	70	60	A 1.2	4.6		ABS-261			
60	50	50	60	50	50	A 1.4						
79	70	60	79	70	60	A 3.0						
						A 5.3						
50	45	45	50	45	45	A 5.6	FA			CPS-261	DTC BLOCK CENTRALIA	
						A 5.7	5.1			ABS-261		
79	70	60	79	70	60	10.0			BELLWOOD SD	ABS-261		
									(MP S 10.9)			
79	70	60	79	70	60	A 10.7	CENTRALIA			CPS-261	DTC BLOCK WALTHALL	
65	55	55	65	55	55	A 14.1	4.3			ABS-261		
						A 14.4						
79	70	60	79	70	60	A 15.0	WALTHALL			CPS-261	DTC BLOCK ETTRICK	
60	60	55	55	60	60	A 17.4	8.0		DD PETERSBURG	ABS-261		
						A 19.1						
						A 19.4						
						A 19.9						
						A 22.0						
60	60	60		60	60	A 22.6	PETERSBURG AMTRAK STA					
40	40	40				A 23.0	APPOMATTOX			CPS-261		
						A 23.3						
60	60	60		60		A 24.9	3.7	1	2	ABS-261	DTC BLOCK APPOMATTOX	
						A 25.4						
79	70	60	79	70	60							

NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES						
No. 1 SINGLE			No. 2					SOUTH										
P	I	F	P	I	F			1	2									
79	70	60	79	70	60	A 26.7	N. COLLIER			CPS-261	DTC BLOCK COLLIER							
							COLLIER YARD 2.3			ABS-261								
						A 29.0	S. COLLIER			CPS-261								
							1.0			ABS-261								
			79	70	60				A 30.0	REAMS			CPS-261	DTC BLOCK REAMS				
									32.0				ABS-261					
									33.0		7.8							
									33.7				DD CARSON					
						79	70	60	60	40	40	A 37.8	CARSON			CPS-261	DTC BLOCK CARR	
												A 38.0		4.4	1	2		ABS-261
									A 42.2	STONY CREEK			CPS-261	DTC BLOCK STONE				
											8.9				ABS-261			
									A 51.1	JARRATT			CPS-261					
									A 53.6		6.7				ABS-261	DTC BLOCK COAST		
79	70	60	60	40	40	A 53.9			1	2								
						A 57.8	FOX			CPS-261	DTC BLOCK EMPORIA							
						A 58.2		4.8				ABS-261						
						A 62.6	NS CROSSING	NS RR - - - - -		CPS-261								
			79	70	60							2.2			ABS-261	DTC BLOCK HAHN		
									A 64.8	EMPORIA			CPS-261					
											3.0	1	2	ABS-261				
									A 67.8	TREGO	TREGO		CPS-261					
						60	40	40			6.2	1	2	ABS-261				
									A 74.0	PLEASANT HILL			CPS-261					
79	70	60						4.5			ABS-261	DTC BLOCK GARY						
						A 78.5	GARY			CPS-261								
								2.6	1	2	ABS-261		DTC BLOCK NORTH WELDON					
						A 81.1	WELDON CONNECTION			PORTSMOUTH SD	CPS-261							
			N. LEG 25	S. LEG 40				A 81.6		0.8			ABS-261	DTC BLOCK ROANOKE				
								A 81.9	N. WELDON			CPS-261						
								A 82.0		2.8			ABS-261					
								A82.7			TO RR SPUR - - - - -							
								A 82.6				DD WELDON						
								A 84.7	WELDON			CPS-261						

NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1 SINGLE			NO 2					SOUTH				
P	I	F	P	I	F		1.7	1	2			
79	70	60	79	60	60	A 86.4	S. WELDON			CPS-261	DTC BLOCK SOUTH WELDON	
							2.5	1	2	ABS-261		
						A 88.9	HALIFAX			CPS-261		
						A 89.6	8.4			ABS-261	DTC BLOCK PENDER	
						A 91.8						
			79	70	60	A 97.3	DELMAR			CPS-261		
65	65	60	65	65	60	A 100.4		1	2	ABS-261	DTC BLOCK BRICK	
			79	70	60	A 101.9	7.7					
						A 105.0	BRICKS			CPS-261		
						A 107.7	7.0			DD WHITTAKERS	DTC BLOCK BATTLE	
						A 112.0	BATTLE			CPS-261		
			79	70	60	115.0		1	2			
						115.3				DD BATTLE		
						116.0						
79	70	60	40	40	40	A 118.2				ABS-261	DTC BLOCK DIXIE	
40	40	40	40	40	40	A 119.0						
40	40	40	40	40	40	A 119.6	ROCKY MOUNT AMTRAK STA					
						A 119.9						
						A 119.9	CHARLIE BAKER					
123.2 MILES RICHMOND TO CHARLIE BAKER												

STATION PAGE NOTES

NOTE 1: Miles measured north of A 0.0 are designated ARN in ascending order.

NORTH END SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

14 QUIET ZONES

MP / Location	Hour of Restriction
A 118.67 / Grand Avenue	0001 - 2400
A 118.99 / Gold Leaf Street	
A 119.15 / Thomas Street	
A 119.29 / Sunset Avenue	
A 119.39 / Western Avenue	
A 119.48 / Nash Street	
A 119.98 / Bassett Street	

At the above locations, engine horns must not be used, except when in doubt sound the horn, especially during inclement weather; when motorists and/or pedestrians are observed at a crossing; when approaching blind crossings; and in case of emergency.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP / Between	Speed
A 100.4 and A 101.9	65 / 60
A 118.2 and A 119.9	40

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
A 62.6 / Emporia	NS	Remotely Controlled	226-B(3)

100 HIGHWAY-RAIL GRADE CROSSINGS

A 73.2 Pleasant Hill – Southbound freight trains being held at Pleasant Hill must STOP clear of State Road 662.

A 60.3 Garysburg – Trains must use care not to block NC state highway 46 at Garysburg. The North End train dispatcher must advise southbound trains in advance when they will be held north of the river. If a train measures more than 7,000 feet in length, it will not clear between the circuits at Highway 46 and the double track on the north side of the river.

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions apply to the entire subdivision.

104 SWITCHES

The switch lock must be removed and not replaced before a Sperry Rail test within 50 feet of either insulated joint located immediately ahead of switch at the following locations:

A 23.5 Anchor Shed (No. 1 Track)

A 103.2 Halifax Fertilizer (No. 1 Track) - Do not clear at this switch without authority of the control station.

403 RADIO STATIONS AND INSTRUCTIONS

Milepost/ Location	Hours of Operation	Channel Monitored	Type Station
CFP 2.0 / Acca Yard	Continuous	32, 60, 80	Terminal
A 27.0 / Collier Yard		32	Terminal
A 27.1 / Collier Yard		32, 94 – 7	Wayside
A 53.2 / Jarratt			
A 83.3 / Weldon			
A 120.0 / Rocky Mount			
A 120.0 / Rocky Mount Yard		12. 32, 66	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
A 43.1	Stony Creek, VA
A 118.2	Rocky Mount, NC

EHR 4305

The defect detector at Carson, VA A 33.7 is also equipped to detect equipment in excess of 19' 1" above the top of rail for movement in both directions.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
A 53.1 / Jarratt Spur Georgia Pacific Asphalt plant	6 Axle Engines	Prohibited
ROANOKE RAPIDS SPUR		
SA 81.0 to End of track	6 Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP / Location	Track
AR 5.5	Clopton Area: Virginia Bonded Duro E.R. Carpenter Diamond hill Plywood Roanoke Cement Weyerhaeuser paper Dixie Container
A 25.5	Inland Container
A 26.7	Infra Metals
A 27.0	Triad Metals
A 42.0	Iluka Resources
A 43.5	Stony Creek House Track
A 53.1	Georgia Pacific Coal Spur
A 59.0	Wheeling Steel
A 73.0	Georgia Pacific, Hahn
A 84.6	Coastal Lumber
A 102.2	Halifax Fertilizer
A 103.0	Quality Forest Products
A 111.0	Tyco Plastic
A 112.0	Cogentrix
A 116.8	Merita Bakery
A 117.3	Draka Elevator
ROANOKE RAPIDS SPUR	
SA 80.5	Cotton Gin
SA 80.0	Cogentrix
SA 78.5	Paper Mill
SA 79.7	Flambeau Air Mold

8. MISCELLANEOUS

EXCEPTED TRACK

MP / Location	Track
A 5.6 / "FA"	AR 3.0 / Clopton end of track
A 53.1 / Jarratt Spur	End of Track
A 67.8 / Trego Lead	End of Track
SA 84.0 Roanoke Rapids	SA 85.3 / Roanoke Rapids

A 29.0 Collier Yard – All crews switching cuts of cars towards the NS Connection track will not hold to move than 35 cars at any one time. Additionally, at last five (5) of the head cars in the cut must have their air cut in to assist in stopping the cut when necessary.

A 67.8 Trego, VA – Do not exceed 5 MPH during all shoving movements from the Trego mainline switch at A 67.8, on Vulcan Lead, and into the plant tracks.

A 82.0 Weldon, NC – Tonnage trains must not back up across trestle at milepost A 82.0 without specific authority of the train dispatcher or a transportation supervisor.

Do not shove with more than one (1) engine under power and five (5) cars at any time around the loop track. Movements must be made at controlled speed not exceeding ten (10) MPH. All arriving southbound trains that exceed five (5) cars must runaround the train and then pull around the loop track

Crews setting off in the new track must leave all of the documents and papers pertaining to these cars in the mailbox on the east side on the new track.

A 118.7 Rocky Mount, NC – All inbound movements at Rocky Mount will not pass Grand Avenue milepost A 118.7 without contacting the yardmaster at Rocky Mount.

ROANOKE RAPIDS SPUR SPECIAL INSTRUCTIONS

The following speeds will not be exceeded on the Roanoke Rapids Spur:

MP/Between	Speed
SA 78.5 and SA 79.0	10 MPH
SA 79.0 and SA 82.7	25 MPH
SA 82.7 and SA 83.1	10 MPH
SA 83.1 and SA 84.0	25 MPH

Switches on this spur will be left lined and locked for straight away movement except between SA 82.3 and SA 84.0. These switches may be left lined and locked as last used.

Train and yard engines operating on the Roanoke Rapids Spur from Roanoke Rapids will not pass the switch accessing the Roanoke Valley Cogeneration Power Plant located at SA 80.0 without having contacted the North End Subdivision train dispatcher to determine if there are any coal trains enroute to this facility opposing their movement.

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

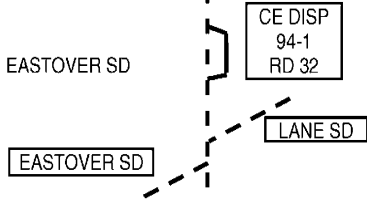
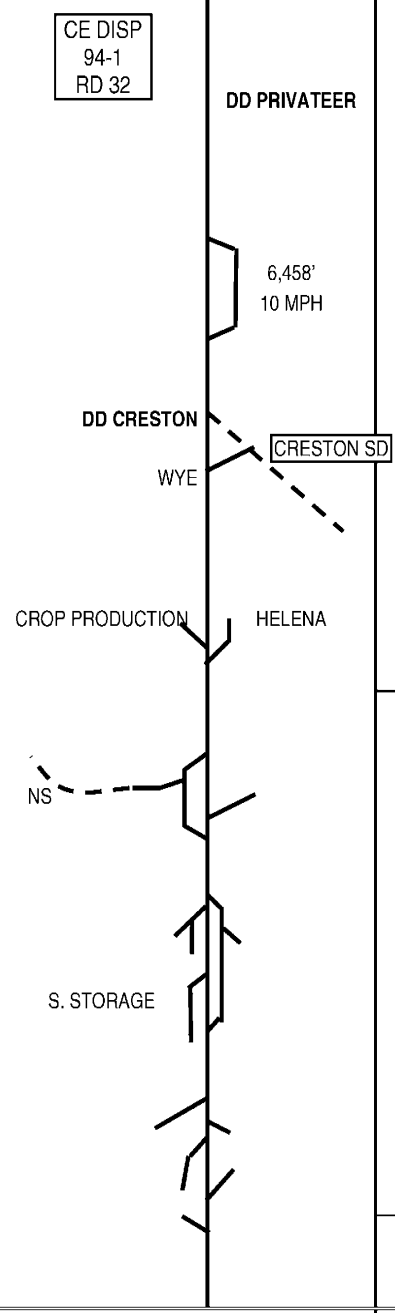

MP	Location	DOT#
A 0.68	Jahnke Rd	623663D
A 1.00	Bassett Ave	623664K
A 3.08	Broad Rock Rd	623668M
A 3.87	Terminal Ave	623670N
A 5.52	Walmsley Blvd	623672C
A 9.38	Kingsland Road	623678T
A 10.01	Thurston Rd	623679A
A 10.74	SR 2001 (Old Lane Road)	623680U
A 11.03	Centralia Rd	623681B
A 13.18	Curtis Street	623683P
A 13.37	West Street	623684W
A 17.15	Woods Edge Rd	623687S
A 18.33	Pine Forest Dr	623688Y
A 20.70	Branders Bridge R	623692N
A 21.50	Dupuy Rd	623693V
A 24.50	Lincoln Street	623699L
A 25.07	Grimes Road	623701K
A 31.03	Butler Branch Rd.	623713E
A 32.41	SR 606 (Reams Station Rd.)	623715T
A 33.62	Ellington Road	623717G
A 36.94	Carson Road	623722D
A 41.42	St John Church Rd	623725Y
A 42.65	Halifax Road	623726F
A 43.23	Flat Foot Road	623729B
A 43.40	Lee Ave	623730V
A 46.46	Huske Road	623731C

MP	Location	DOT#
A 48.88	Green Church Rd	623734X
A 53.38	Jarratt	623739G
A 53.59	Grigg Ave	623740B
A 53.93	Mayes Road	623741H
A 54.69	Ridge Road	633972T
A 57.72	Country Club Road	623749M
A 62.80	E Atlantic St	623755R
A 62.93	Southampton St	623756X
A 62.99	Virginia Ave. (Park Ave)	623757E
A 63.42	Hicksford Ave	623758L
A 63.70	Greensville Ave	623759T
A 63.81	Briggs St	623760M
A 64.09	Low Ground Rd	623642K
A 65.62	Liberty Rd	623645F
A 66.72	Rockbridge Road	623647U
A 67.16	Bass Rd	623648B
A 68.71	Zion Church Rd	623649H
A 71.92	Rolling Acres Rd	623652R
A 73.36	SR 662 / Forrest Rd.	629633G
A 74.39	Cornwallis Road	629635V
A 76.98	Macon Price Road	629637J
A 78.39	Stephenson Road	629639X
A 80.42	46 State Road	629643M
A 83.57	Caroline Ave.	629652L
A 83.82	1641 SR	629653T
A 84.34	Green Street	629654A
A 87.31	Reese's Store Rd	629656N
A 89.81	Halifax Road	629659J
A 100.82	W Bryant	629668H
A 100.89	W Franklin St	629669P
A 100.99	Whitfield St	629670J
A 101.26	W Burnette Ave	629671R
A 102.46	NC 481 (Bypass)	633949Y
A 105.03	SR 1421	629675T
A 106.86	Edgecombe	629678N
A 106.99	West Pippen St	629679V
A 107.13	Nash	629680P
A 111.38	Bridge Street	629685Y
A 111.51	Main	629686F
A 114.09	SR1403	629687M
A 115.24	Fountain School	629688U
A 117.51	Atlantic Avenue	629690V
A 118.67	East Grand Ave	630082X
A 118.99	Gold Leaf	630083E
A 119.15	Thomas	630084L
A 119.29	Sunset	630085T
A 119.39	Western Ave	630086A
A 119.48	Nash	630087G
A 119.80	Bassett	629767F

NOTES

NOTES

ORANGEBURG SUBDIVISION – OB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	AK 329.4 AK 331.5 AK 331.9 AK 332.0	ALLISTONE SUMTER	4.7				1
40	AK 334.1 AK 338.2 341.0 342.0	DTC BLOCK SIGN DTC BLOCK SIGN	9.9			TWC-DTC	DTC BLOCK SUMTER
	AK 344.0 AK 346.0	DTC BLOCK SIGN PINEWOOD	3.4				DTC BLOCK PINWOOD
	AK 347.4 AK 359.0	DTC BLOCK SIGN DTC BLOCK SIGN	14.4				DTC BLOCK LONESTAR
	25	AK 361.8 AK 365.3	DTC BLOCK SIGN DTC BLOCK SIGN	12.6			
20	AK 374.4 AK 375.1	DTC BLOCK SIGN ORANGEBURG	6.0			193 YARD LIMITS	
15	AK 376.0 AK 380.3	 DTC BLOCK SIGN	7.5			193 YARD LIMITS	
40	AK 380.4 AK 387.9	DTC BLOCK SIGN DTC BLOCK SIGN				TWC-DTC	DTC BLOCK COPE
		COPE					2
53.8 MILES SUMTER TO COPE							

STATION PAGE NOTES

NOTE 1: Movements between AK 329.4 and AK 334.1 will be in accordance with Operating Rule 96.

NOTE 2: Movements beyond AK 387.9 will be in accordance with Operating Rules 96.

ORANGEBURG SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
AK 375.1 and AK 376.0	15

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
AK 330.54 / Fort Street	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
AK 331.09 / East Liberty Street	
AK 331.29 / Brooklyn Street	

103-D HAND BRAKES

Item #2 of Division Special Instructions applies to the entire subdivision.

104 - SWITCHES

AK 331.9 Sumter –Switches providing access to the Eastover and Lane Subdivisions are equipped with a padlock and are to be left locked as last used.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AK 332.0 / Sumter Cust. Svc.	Continuous	32-2	Terminal
AK 332.0 / Sumter		32, 94-4	Wayside
AK 376.0 / Orangeburg			
AK 391.8 / Holly Hill			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

EHR 4400 THRU TRUSS BRIDGES

MP	Location
AK 376.9	Orangeburg, SC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AK 337.0 / Camex, SC Phibro-Tec Inc.	Any car exceeding Plate C Any car stenciled as excessive height	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
AK 332.0	Privateer Grain
AK 332.0	Stewart Recycling
AK 332.0	Burriss Refrigerator
AK 332.0	International Paper
AK 332.0	Fibro Tech
AK 332.0	Jemison Steel
AK 332.0	Martin Colon
AK 332.0	Southeast Grain
AK 346.0	Safety Kleen
AK 365.3	Crop Production
AK 366.0	Helena Chemical
AK 375.5	Orangeburg Foods
AK 376.0	Royster Clark
AK 376.0	Orangeburg Yard
AK 376.0	Albermarle Corporation
AK 376.0	Sunshine Recycling
AK 387.9	Cope Power Plant

8. MISCELLANEOUS

EXCEPTED TRACK

NONE

AK 331.5 Allistone – Loaded and empty hopper trains arriving Allistone Siding or Allistone main track will be left ready for departure if possible.

AK 380.3 Cox Wood Preserving – Loaded boxcars must be checked prior to passing Creston to ensure cars are turned correctly for unloading. The car will be unloaded from the west side of the car.

AK 387.9 Cope Coal Plant – After the locomotives are detached from loaded coal trains at the Cope Coal Plant, they will be left on the first track left of the loop track past the main plant road crossing.

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

NOTES

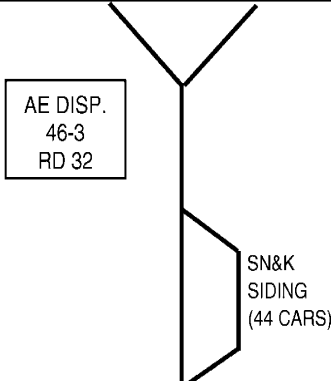
MP	Location	DOT#
AK 330.54	Fort St.	633037N
AK 331.09	E. Liberty	633039C
AK 331.29	Brooklyn	633119V
AK 331.78	S. Harvin	633132J
AK 334.04	Lewis Rd	633139G
AK 334.64	Stadium Rd	640955U
AK 334.90	Kingsbury	633140B
AK 337.03	Cains Mill Rd	633142P
AK 338.51	Kolb Rd	633144D
AK 339.05	Starks Ferry Road	633146S
AK 339.80	Cox Rd	633147Y
AK 339.99	Furman Road	633148F
AK 344.01	Bethel Church Road S-99	633156X
AK 345.99	E. Clark St.	632251P
AK 346.11	E. Fulton Rd	632252W
AK 351.42	Rimini Rd.	632263J
AK 356.20	Lone Star Road	632265X
AK 357.79	Mccords Ferry Rd.	632270U
AK 359.42	Hutto Pond Rd	632273P
AK 361.41	Old Number 6 Hwy	632275D
AK 365.96	176 Us	632284C
AK 366.20	First St.	632287X
AK 366.46	Cemetery St.	632288E
AK 371.84	Gramling Rd	632300J
AK 373.04	Old Ellore Road	632305T
AK 374.44	Whitaker Pkwy 601	632307G
AK 374.86	Five Chop Road	632308N
AK 374.99	Whitman St.	632309V
AK 375.09	John C. Calhoun	632318U
AK 375.99	Broughton	632323R
AK 376.44	Stonewall Jackson	632324X
AK 377.76	Cannon Bridge Rd	632327T
AK 380.77	Cordova Road	632330B
AK 383.56	Blewer Road	632338F
AK 384.41	Carver School Rd	632339M
AK 385.87	US-301 South	632341N

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PARMELE SUBDIVISION - KN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
			TARBORO SD						
10	AA 134.8	PARMELE			193 YARD LIMITS	PARMELE YARD LIMITS			
20	AA 134.9								
		1.2							
	AA 136.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BLOUTS			
40	AA 143.8	8.0							
	AA 144.0	DTC BLOCK SIGN				DTC BLOCK PITT			
	AA 144.2	2.3							
20	AA 146.0								
35	AA 146.1 AA 146.3	5.4	(1,315 FT.)						
		3.4							
35	AA 149.4	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK PITT			
	AA 149.7	GREENVILLE							
		2.6			193 YARD LIMITS	GREENVILLE YARD LIMITS			
20	AA 150.0								
	AA 152.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK GREENVILLE			
40									

PARMELE SUBDIVISION - KN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
40	AA 154.7	3.4			TWC-DTC	DTC BLOCK GREENVILLE		
25								AA 155.4
	AA 155.6							
40	AA 157.9	AYDEN			TWC-DTC	DTC BLOCK ELMER		
	AA 159.2							
25	AA 159.9							
	AA 166.0	GRIFTON						
35								
	AA 166.8							
40	AA 169.3	DUPONT						
	AA 170.1							
	AA 173.1							
10	AA 173.0	DTC BLOCK SIGN			TWC-DTC			
		0.6	193 YARD LIMITS	ELMER YARD LIMITS				
	AA 173.6	ELMER	END OF TRACK					
38.8 MILES PARMELE TO ELMER								

PARMELE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
AA 154.7 and AA 155.6	25
AA 157.9 and AA 166.0	25
AA 166.0 and AA 166.8	35

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
AA 150.0 / Greenville	CLNA	Stop signs	98-F

100 HIGHWAY-RAIL GRADE CROSSINGS

AA 149.1 Greenville – Trains operating over 4th Street will not exceed a speed of 10 MPH.

AA 150.5 Greenville – Arlington Blvd. must be protected by a flagman with radio when stopped or switching and must be promptly cleared for emergency vehicles.

AA 151.9 to AA 172.44 – Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

103-D HAND BRAKES

Item #1 of Florence Division Special Instructions applies to the entire subdivision.

104 SWITCHES

The normal position for the Tarboro Subdivision connection track switch at Parmele milepost AA 134.8 is lined and locked for movement to the Parmele Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AA 171.0 / Graingers	Continuous	32, 46 – 3	Wayside
AA 149.7 / Greenville	Continuous	32, 46 – 3	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES.

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES.

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES.

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS.

MP/Location	Equipment	Restriction
AA 134.8 / Parmele to AA 173.6	Trains handling 4-Axle loaded cars with gross weight in excess of 270,000 up to 286,000 lbs.	25 MPH
AA 146.8 / Greenville Industrial Lead AA 153.0 to AA 173.0 / Elmer	6 Axle locomotives	Prohibited

AA 169.3 / DuPont – No cars will be moved through or spotted under the unloading shed on DuPont's tracks 3 and 4. Movements at these locations can only be made by DuPont employees.

7. CLOSE CLEARANCE

MP/Location	Track
AA 144.9	Goldsboro Milling
AA 146.4	Harper Brush
AA 146.6	Regional Storage
AA 146.6	Hendricks & Dail
AA 148.1	Perdue Grain
AA 148.5	Ready Mix Concrete
AA 152.9	Coastal Chemical
AA 153.5	Sunny Side Egg
AA 158.8	Goldsboro Milling
AA 159.5	Pickle Track
AA 160.5	Royster Clark
AA 163.7	Weyerhaeuser
AA 168.7	Kentec
AA 169.4	Dupont / Investa
AA 173.6	Coastal Chemical

8. MISCELLANEOUS

AA 152.9 Coastal Chemical – Prior to entering and working Coastal Chemical, the following must be done:

- 1) A CSX employee must contact an employee of Coastal Chemical to have the two (2) motor crossing grates removed from the railroad tracks.
- 2) CSX employees must know that this grate is removed from the tracks prior to entering or working this industry.

Movements between Greenville and Lee Creek – Trains will operate on the Carolina Coastal Railway and the Norfolk Southern Railway tracks between Greenville, NC and Lee Creek via Chocowinity and Phosphate Junction and will be governed by timetables, rule and special instructions of the Carolina Coastal Railway and the Norfolk Southern Railway.

Conductors originating at Greenville, NC, that operate between Greenville and Chocowinity on the Carolina Coastal Railway will receive Operations Bulletins, if any, via Omnifax machine in the office at Greenville. When such transmission is received, the conductor will make copies and file the original Operations Bulletin(s) on the clip board for a permanent file. In addition to the Operations Bulletin, you must have a Carolina Coastal Track Warrant and a switch position awareness form properly filled out prior to occupying any portion of the Carolina Coastal Railway track. These will be secured from the Carolina Coastal Railway Dispatcher in Wilson, NC. These instructions also apply to any CSX train before occupying any portion of the Carolina Coast Railway track.

Train Dispatchers Office: (252) 237-8259
Train Dispatchers Fax: (252) 237-8481
Trainmaster Roland Watts: (252) 945-1138

Conductors originating at Greenville, NC that operate between Chocowinity / Phosphate Junction and Lee Creek on the Norfolk Southern Railway tracks will Receive release forms and train bulletins, if any, which are addressed to their train via Omnifax machine in the office in Greenville. Train and engine service employees must confirm with each other that the documents do not have any irregularities. In addition to the release form and train bulletins, the conductor must obtain track warrant(s) and verify instructions from the NS train dispatcher before occupying any portion of the Norfolk Southern track(s). These instructions also apply to any CSX train before occupying any portion of the Norfolk Southern Railway track(s).

Train Dispatchers Office: 1-800-272-9522
Chief Train Dispatcher: (864) 255-4228
Trainmaster Jeff Thrift: (919) 621-2451

PCS Phosphate Company – As CSX Railroad employees entering PCS Phosphate facility, we must be in compliance with their operating and safety regulations:

- a) PCS Switcher (252) 402-5813
PCS Gate – 252-322-8215
- b) Safety glasses must be worn at all times.
- c) T&E Personnel, upon hearing the warning whistle sounded, will immediately insure that all members of their crew are aware of the warning and as soon as all crew members are on the locomotives, they will depart the plant site a safe distance and stay on the locomotives until further instructions are received as to return to the plant after the "All Safe" notification is given, or to leave engines lite and return to Greenville. Other employees upon hearing the warning whistle will leave the plant site immediately and remain at a safe distance until it is determined that it is safe to reenter.
- d) All train crews arriving at the PCS plant must arrange to notify and hold job briefing with the PCS switcher crew in charge and receive instructions concerning yarding their train as well as where the outbound train is located.
- e) A CSX employee must protect any and all shoving moves within the PCS plant protecting against all hazards including any derail in place.
- f) Head end movements must also be able to STOP short of all hazards, including all derails in place.

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

MP	Location	DOT#
AA 134.89	SR-1164 / Main Street	641831E
AA 134.90	SR-1162 / Parmele Rd	642165V
AA 136.50	SR-1500	641836N
AA 138.38	Whitehurst	641838C
AA 139.86	SR-1512 / Hollowell Rd	641840D
AA 141.34	SR-1515 / Alexander Brown	641843Y
AA 143.86	SR-1521	641846U
AA 145.25	NC-903	641847B
AA 145.61	Burroughs Entrance	633866K
AA 145.86	SR-1590 / DSM Entrance	641848H
AA 146.41	Staton Road	641850J
AA 146.69	SR-1527	641852X
AA 146.76	SR-1527	641851R
AA 147.39	NC-33	641857G
AA 147.93	Airport Road	641860P
AA 148.02	Dudley St.	641553R
AA 149.16	3 rd Street	641557T
AA 149.30	5 th	641609H
AA 149.42	Alley	641610C
AA 149.66	10 th	641854L
AA 149.96	14 th Street	641614E
AA 150.20	Howell Street	641615L

MP	Location	DOT#
AA 150.71	Arlington Blvd	642719W
AA 151.89	Bypass	641618G
AA 153.80	SR-1708	641620H
AA 154.29	Vernon White Road	641621P
AA 154.80	Worhington St	641623D
AA 155.22	Depot St	641626Y
AA 155.27	Main Street	641627F
AA 155.36	Cooper Street	641628M
AA 155.90	SR-1713 / Laurie Ellis Rd	641632C
AA 157.27	SR-1131 / Reedy Branch Rd	641634R
AA 158.60	Hines Drive	641635X
AA 159.24	Second Street	641639A
AA 159.31	Third Street	641640U
AA 159.63	Mill Street	641642H
AA 160.51	SR-1901	641646K
AA 161.90	SR-1108	641651G
AA 162.92	SR-1105 Ernest Taylor Rd	641655J
AA 163.27	Sr-1900 Weyerhauser Rd	641657X
AA 163.74	SR-1110	641760K
AA 166.17	McRae	641764M
AA 166.24	Queen Street	641765U
AA 166.39	W. Main St	642112W
AA 166.81	SR-1800	642220H
AA 164.93	SR-1801	642107A
AA 169.05	Braxton Rd	642106T
AA 170.18	Dupont Entrance	642103X
AA 171.76	Grainger Station	642097W
AA 172.39	NC-11	642092M
AA 172.44	SR-1735 / Ferrell Rd	642091F

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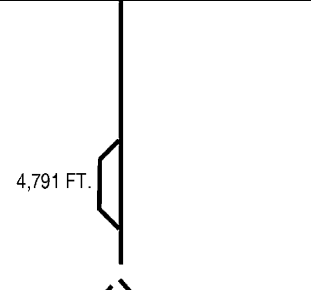
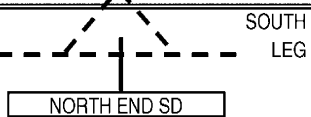
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PORTSMOUTH SUBDIVISION - PM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
20	SA 1.7 SA 2.1 SA 2.2	PORTSMOUTH	3.5		193 YARD LIMITS			
	SA 2.7							
25	SA 5.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BOWERS		
40	SA 5.8		9.8					
	9.0 10.0							
	SA 15.0	DTC BLOCK SIGN						
25	SA 16.3							
40	SA 16.6		5.4				DTC BLOCK SUFFOLK	
	SA 20.4	DTC BLOCK SIGN						
	SA 21.3		10.9			DTC BLOCK CARRSVILLE		
	SA 21.8							
40	SA 31.3	DTC BLOCK SIGN	3.7			DTC BLOCK FRANKLIN		
	SA 35.0	DTC BLOCK SIGN						
20	SA 36.8		3.6		193 YARD LIMITS			
	SA 38.4							
40	SA 38.6	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK HAND		
	SA 41.2		4.5					
	SA 43.1	DTC BLOCK SIGN	8.9				DTC BLOCK BOYKINS	
20	SA 52.0	DTC BLOCK SIGN						
	SA 53.9		4.7					
40	SA 54.0							
	SA 54.4	BOYKINS				DTC BLOCK BRANCHVILLE		
	SA 54.8							
	SA 56.7	DTC BLOCK SIGN						
40	SA 57.8	SE BRANCHVILLE	12.3			DTC BLOCK SEABOARD		
	SA 61.3							

PORTSMOUTH SUBDIVISION – PM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	SA 69.0	DTC BLOCK SIGN SEABOARD	<div>8.5</div> <div>4,791 FT.</div> 	TWC-DTC	DTC BLOCK SEABOARD	1	
	SA 75.4	NE GARYSBURG			DTC BLOCK WELDON		
	SA 76.4	SE GARYSBURG					
	SA 77.5	DTC BLOCK SIGN					
		NORTH WELDON	<div>NORTH LEG</div> <div></div> <div>NORTH END SD</div> <div>SOUTH LEG</div>				
75.8 MILES – PORTSMOUTH TO NORTH WELDON							

STATION PAGE NOTES

NOTE 1: Speeds on Wye are: N. Leg 25 mph and South Leg 40 mph

PORTSMOUTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
SA 1.2 and SA 2.7	20
SA 2.7 and SA 5.8	25
SA 53.9 AND SA 54.4	20

98 RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection	Rule
SA 2.1 / Portsmouth	NPBL	Automatic	226-B(3)
AB 216.0 / Suffolk Spur	NS	STOP Signs	98-F
AB 216.5 / Suffolk Spur		Remotely Controlled	226-B(3)

The remotely controlled RR crossing at grade at AB 216.5 is normally clear for NS, do not exceed 10 mph for the entire train between signals.

100 HIGHWAY-RAILCROSSINGS AT GRADE

SA 37.1 Franklin – Crews setting off, picking up, or holding the main track at Franklin, VA must not block High St. SA 37.4 or Main St. SA 37.2 in excess of five (5) minutes.

SA 54.4 Boykins – When working the NCVA RR interchange, insure that automatic grade crossing protection devices are activated before proceeding over Highway 35 and Highway 186. Trains setting off must not STOP on highway crossing more than five (5) minutes.

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SA 1.7 / Portsmouth TOFC	1600-0400 Mon-Fri	32	Terminal
SA 2.0 / NPBL Yardmaster	0745-2300 Mon-Fri 1500-2300 Sat - Sun	58	Terminal
SA 17.5 / Suffolk SA 48.7 / Boykins	Continuous	32, 94-4	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4303 and 4304

All trains required to work Ultra Systems Cogeneration Plant at SA 41.2 must cut off clear of the defect detector and are relieved from E H R 4303/4304 while engaged in switching operations.

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
SA 60.2	Branchville, VA

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

MP/Location	Equipment	Restriction
SA 1.3 / Entire Subdivision SA 77.5	Car series NAHX 61200-61299 286,000 lbs. GWR in unit grain trains	Must not exceed 25 MPH
SA 34.0 / and between SA 77.5	Trains which handle 4-axle loaded cars with gross weight in excess of 270,000 up to 286,000	
SA 41.8 / Hercules, Va. AB 214.0 to Suffolk Spur AB 218.0	6 Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
SA 5.5	Triangle Brick
SA 16.6	Commonwealth
SA 37.1	Freedom Plastics
SA 41.5	LC&E Westmorland Southampton Cogentrix Power Plant
SA 41.8	Hercules, Inc.
SA 56.1	Meherrin Fertilizer
SA 56.1	Eastern Fuel

8. MISCELLANEOUS

EXCEPTED TRACK – The following tracks are FRA Excepted tracks:

- All tracks north of NPBL diamond at SA 2.1, Old Portsmouth Yard.
- Pinners Point Yard Ramp tracks No. 1 through No. 4.
- NPBL main tracks between Pinners Point and Berkley Yard.
- Berkley Yard track No. 4 and No. 17 through No. 19.
- Suffolk Spur AB 214.0 to AB 218.0

Pinners Point & Portsmouth Terminal – Riding intermodal cars at these locations is prohibited.

Old Portsmouth Yard - Train crews must pull into Old Portsmouth Yard, run around their train, and pull to the Pinners Point Yard via the New Connection Track. Cars must not be shoved between Old Portsmouth Yard and the Pinners Point Yard.

Trego Plant, Portsmouth – When cars are spotted inside the Trego plant, the switch coming from the lead to Trego tracks 1 and 2 must be left lined and locked for Trego tracks 1 and 2.

NPBL Railway, Portsmouth VA –

- Trains will not operate on NPBL trackage without permission from the NPBL Yardmaster located at Berkley Yard and, in addition, will ascertain if any restrictions exist that may affect their train movement. CSX Operating Rule 424 will apply.
- The NPBL Yardmaster at Berkley will monitor Radio Channel 58.
- The authority for movement on NPBL trackage between the CSX mainline and the NPBL Berkley Yard and the CSX mainline and the NPBL Port Norfolk Yard is CSX Operating Rule 193.
- Authority for movement on NPBL trackage that is other than main or signaled tracks is CSX Operating Rule 96.
- All NPBL tracks are designated as FRA Class 1 tracks. Maximum allowable speed for freight trains is 10 MPH.

- The switches to the Berkley and Pinners Point connection track located at SA 2.1 may be left lined and locked as last used.
- Trains will move on the Berkley and Pinners Point connection track expecting to find switches lined and locked against their movements.

Boykins, VA – The authority for movement on the NCVA Railroad trackage at Boykins, VA from Highway 186 for a distance of three (3) miles is CSX Operating Rule 96. If set off will not clear in set off tracks, remaining cars can be left on north leg of wye. Highway 35 must be left clear.

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

MP	Location	DOT#
SA 2.53	Frederick Blvd	626098M
SA 3.05	Rodman Ave	626099U
SA 3.55	Portsmouth Blvd	623761U
SA 3.75	McLean St	643699R
SA 4.03	Victory Blvd	623762B
SA 5.29	Elm Hurst Lane	643701P
SA 5.46	Greenwood Drive	623767K
SA 6.56	Keaton Way	633923W
SA 6.88	Sunnybrook Terrace	623769Y
SA 7.61	Military Hwy	643352G
SA 7.90	Franks Truck Stop	623773N
SA 9.48	Bisco St	623775C
SA 15.12	E Washington St	623783U
SA 15.84	Suburban Drive	623784B
SA 17.15	Moore St.	623787W
SA 17.39	Hill St.	623789K
SA 17.56	Main St.	623790E
SA 17.73	Pine St	623791L
SA 18.39	W. Constance Rd.	623793A
SA 21.71	Kenyon Rd	623795N
SA 26.15	Buckhorn Rd	623796V
SA 27.75	Indian Trail / SR 644	623797C
SA 28.66	Kingsale Road	623798J
SA 31.30	Route 1701	623802W
SA 31.50	Route 641	623804K
SA 33.06	Jenkins Mill Rd	623805S
SA 35.30	Carver Rd.	623810N
SA 35.89	Lee's Mill Road	623812C
SA 37.08	Mechanic St	623815X
SA 37.16	Main St	623816E
SA 37.31	High St.	623817L
SA 38.15	College Dr	623819A
SA 40.22	Rose Valley Rd.	623820U
SA 41.12	Delaware Rd	623821B
SA 43.69	Handsom Rd	623824W
SA 44.93	Sun Beam Rd	623825D
SA 46.64	Route 674	623829F
SA 49.08	Main St	623832N
SA 51.43	Route 665	623835J
SA 51.98	Fullers Mill Rd	623836R
SA 53.42	Fuller Mill Rd	623837X
SA 54.16	Main St / SR 35	623838E
SA 57.03	Woodard St	623846W
SA 59.33	The Hall Rd	623849S

MP	Location	DOT#
SA 61.36	NC 186	630089V
SA 63.07	Margarettesville Rd.	630138P
SA 63.27	Tower Rd	630091W
SA 68.86	Calvert Street	630096F
SA 69.18	Main Street	630097M
SA 69.45	Washington Street	630098U
SA 70.60	Hargraves Road	630101A
SA 71.88	Jackson Road	630105C
SA 74.86	Salem Church Xing	630115H
SA 76.47	Old Highway St.	630119K
SA 78.92	Walnut & 1 st Street	630127C
SA 80.11	SR 1737 (Power Plant R	630132Y
SA 80.25	Grace Dr. SR 1710	630133F
SA 80.60	Fairground Lane	630134M
SA 81.18	7 th Street	643703D
SA 81.61	E 10 th Street	630136B
SA 82.01	Georgia Ave	630139W
SA 82.14	Carolina Avenue	630140R
SA 82.27	Virginia Avenue	630141X
SA 82.35	Marshall St	630142E
SA 82.72	Hamilton Street	630143L
SA 82.80	NC-48 (Roanoke Ave)	630144T
SA 83.20	Franklin Street	630145A
SA 83.98	10 th Street	630146G

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RICHMOND TERMINAL SUBDIVISION – RM

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P			F					SOUTH				
No. 1	No. 2	No. 3	No. 1	No. 2	No. 3			BALTIMORE DIVISION	RF&P SD			
	40	40		25	25	CFP 4.8	GREENDALE	3	2			
						CFP 4.8	AMTRAK STATION (P)	4	1 ADVANCE			
							0.4	AUX TRACK 15 MPH				
						CFP 4.4	HILLIARD RD					
25	40	40	25	25	25		1.0					
P			F			CFP 3.4	NA	CQ DISP 20-3 RD 32		CPS-261		
PM	No. 3	No. 4	PM	No. 3	No. 4							
40	25	25	25	25	25			IT PM 0 4 3 M2 N N N N 1 2 3 4				
							1.7	SOUTH YD 0 BRYAN PARK	NORTH YD			
P			F			CFP 1.7	AY			CPS-261		
No. 1	No. 2	No. 1	No. 2			=ARN 3.6						
40	15	25	15				0.3	1 2		ABS-261		
						ARN 3.3	WAY			CPS-261		
						CFP 1.7	0.4	NORTH END SD				
No. 3		No. 4				CFP 1.3	SAY	4 3		CPS-261		
25		25										
MAIN												
25						CFP1.0	0.8			ABS-261		
25						= SRN4.0						
25						SRN3.5						
								BELLWOOD SD				
3.4 MILES GREENDALE TO NORTH END SD												
4.3 MILES GREENDALE TO BELLWOOD SD												

STATION PAGE NOTES

Note 1: Track designations at NA: PM – Passenger Main, 0 – Zero Track, N1-N4 – North Yard 1 through 4, IT – Industrial Track

RICHMOND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100-E ROAD CROSSING AT GRADE

MP/Location	Restriction
CFP 1.7 / Old Boulton Lead Area Industrial Lead Allen Street Hermitage Road	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision.

104 SWITCHES

The derail on the northbound Bryan Park lead, northbound movements from Bryan Park must have permission from the train dispatcher before operating the derail and switch, then be governed by signal indication.

120-A DISPATCHER BULLETIN AND RELEASE FORM

1. **Trains P079 and P091** must be cleared by the NS train dispatcher via Omnix message at Richmond (Greendale) before leaving to protect operation between Selma and Raleigh.

350 CAB SIGNAL DEPARTURE SLIPS – Boxes designated for copies of completed cab signal departure slips are provided at Bryan Park Crew Room.

403 RADIO STATIONS AND INSTRUCTIONS

MP / Location	Hours of Operation	Channels Assigned	Type Station
ACCA / N. Yard	Continuous	60	Terminal
ACCA / S. Yard		80	
ACCA Yard		32	
CQ Train Dispatcher		20 – 3, 32, 96	Wayside

Note: All road trains will monitor Channel 32

1280 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Between “SAY” and “GN” Interlocking
except at NA

ASPECT	NAME	INDICATION
Green/Red (dwarf)	Clear	Proceed
Green (dwarf)		
Red/Red/Yellow	Restricting	Proceed at Restricted Speed
Red/Yellow		

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
CFP 2.0	Bryan Park Locomotive Facility
CFP 3.4	Georgia Pacific
CFP 4.8	Quebecor Printing
CFP 4.8	Taylor and Sledd
CFP 4.8	Lydall, Inc.

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
CFP 3.4 / Brown Distributors	Entire Track
CFP 3.4 / Georgia Pacific Leads	Entire Track
CFP 3.3 / William Byrd Press	Entire Track
CFP 2.9 / Massey Builders and Loan Star Leads	Entire Track
CFP 1.7 / Bryan Park Terminal Coal Wharf Bryan Park Industrial Tracks	Entire Track Lead Track All Tracks
CFP 4.7 / Taylor and Sledd Howard Distributors Greendale area Industrial Tracks	Lead Tracks Lead Tracks All Tracks
CFP 3.4 / Tarmac Lead	Lead and all area tracks
CFP 4.7 / Virginia Builders	Lead and all area tracks

1. Crews reporting for duty must immediately check printers for Dispatcher Bulletins and Work Order. If these items are not available upon reporting, the Yardmaster should be immediately notified by phoning 7622. Should the Yardmaster not be available, notify the Trainmaster at 7624.
2. Crews spotting the car shop from AY must have train line air on all cars. If this is NOT POSSIBLE contact the Yardmaster for instructions.
3. Equipment in excess of 16 feet 10 inches should not be operated under the Boulevard bridge on Hermitage Lead at SRN 3.9.
4. **Bryan Park Terminal** – A member of the crew on all outbound movements must communicate with:
 1. The ACCA Yardmaster and provide:
 - Engine numbers and if turned
 - Locomotive destination
 2. Shop foreman on Channel 50 to have derails removed
 3. Yardmaster for permission to foul the switching lead

If communication cannot be established with the particular yard crew affected, notify the Yardmaster.

5. **ACCA North Yard** – All crews entering the North Yard must notify the working yard crews on Channel 60 prior to fouling that switching lead.

If communication cannot be established with the yard crew, notify the Yardmaster.

6. **ACCA South Yard** – All crews inbound to the switching lead at the north end of the South Yard must contact the yard crews on Channel 80 prior to fouling the switching lead.

If communication cannot be established with the yard crew, notify the Yardmaster.

7. Conductors must record necessary information, in ink, on the Remote Control Zone awareness form when granting permission for anyone to operate in their activated zone. Completed forms must be retained for inspection for a period of five (5) days.

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote control locomotive (RCL) rules are included in the CSX Operating Rules.

- I. **Remote Control Locomotive Operation at ACCA Yard** - Remote control zones (RCZ) are established in ACCA Yard and RCZ signs are in place as follows:

- A. North end of South Yard: from 75 feet south of dwarf signal off Switching Lead at the north end of the South Yard.

- B. North end of 4 North Yard Lead: from 75 feet south of dwarf signal at the North end of 4 North Lead, southward to, but not including, the switch which is the North four / North three crossover.


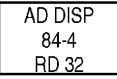
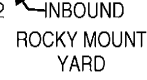










- II. **Instruction for train, engine and on-track equipment movements arriving ACCA Yard** – All inbound train, engine or on-track equipment movements arriving ACCA Yard will not proceed without contacting the ACCA Yardmaster to determine if the remote control zone is activated.

NOTES

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SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
NO 1			NO 2					SOUTH						
			SINGLE MAIN					NORTH END SD		ABS-261				
P	I	F	P	I	F	A 119.9	CHARLIE BAKER			CPS-261				
40	40	40	40	40	40	A 120.1	1.8			ABS-261				
79	70	60	60											
			60	40	40	A 121.7	DI			CPS-261				
			79	70	60		1.5			ABS-261				
						A 123.2	YD			CPS-261				
79	70		79	70		A 124.0	7.3			ABS-261	DTC BLOCK ELM CITY			
						A 124.4								
70	60		70	60		A 125.4								
79	70		79	70		126.0								
						127.0								
						A 128.2								
						A 129.1								
	60			60		A 129.9								
	70			70		A 130.5	SOUTH ELM CITY			CPS-261				
79	70	60	79	70	60	A 135.1	6.0			ABS-261			DTC BLOCK WILSON	
						A 135.8	WILSON AMTRAK STATION							
50	50	50	50	50	50	A 136.5	WILSON NS XING	NS RY.		CPS-261				
50	40	40	50	40	40		0.6			ABS-261				
79	70	60	79	70	60	A 137.1	SOUTH WILSON			CPS-261				
							1.9	WILSON YARD		ABS-261				
79	70	60	79	70	60	A 139.0	CONTENTNEA			CPS-261				
60	60	60	60	60	60									
79	70	60	79	70	60	A 139.3	2.0			ABS-261	DTC BLOCK WILSON			
						A 141.0	S. CONTENTNEA			CPS-261				
			79	70	60	A 145.6	5.8	DD LUCAMA		ABS-261	DTC BLOCK LUCAMA			

SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
					SOUTH								
NO 1			NO 2 SINGLE MAIN				CPS-261	DTC BLOCK LUCAMA					
P	I	F	P	I	F		A 146.8	AYCOCK					
70	60	60	79	70	60		4.2	1	2	ABS-261	DTC BLOCK AYCOCK		
						A 151.0	KENLY			CPS-261	DTC BLOCK KENLY		
			79	70	60	A 152.6	6.9					ABS-261	
			65	55	55	A 153.0							
			79	70	60	A 157.9	SOUTH MICRO			CPS-261	DTC BLOCK ALLIED		
						A 158.0	2.1		1	2		ABS-261	
						A 160.0	NORTH SELMA			CPS-261			
70	45	45	79	70	60					ABS-261	DTC BLOCK WOODWARD		
						A 160.9	SELMA					CPS-261	
70	45	45				A 161.0	0.3					ABS-261	
50	40	40				A 161.1	SELMA AMTRAK STA						
						A 161.2	SOUTH SELMA						
							3.2						
						79	70	60					ABS-261
50	40	40				A 164.4	NORTH SMITHFIELD					CPS-261	
						60	50	50					
			60	50	50	A 165.1							
			70	60	60								
						A 165.9							
			70	60		A 169.4	7.6						
			79	70									
			79	70	60						ABS-261	DTC BLOCK SMITHFIELD	

SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED			MILE POST			STATION		TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
								SOUTH					
NO 1			NO 2										
			SINGLE MAIN										
P	I	F	P	I	F								
70	60	60	79	70	60	A 172.0	FOUR OAKS			CPS-261		DTC BLOCK SMITHFIELD	
							4.3			ABS-261		DTC BLOCK FOUR OAKS	
70	60	60				A 176.3	ALASKA			CPS-261			
			79	70	60	A 179.4	BENSON	DD BENSON		ABS-261	DTC BLOCK BENSON		
			55	55	55	A 179.6							
						A 180.3							
				79	70	60	A 185.2	NORTH DUNN				CPS-261	
45	45	45	45	45	45					ABS-261	DTC BLOCK DUNN		
45	45	45	45	45	45	A 187.3	3.3						
70	45	45	79	60	60	A 188.5	SOUTH DUNN			CPS-261			
							1.9			ABS-261			
70	45	45				A 190.4	KAY			CPS-261		DTC BLOCK KAY	
										ABS-261	DTC BLOCK WADE		
									4.2				
						A 194.6	SOUTH GODWIN			CPS-261			
									SSDG 12,966' 60/40/MPH			ABS-261	
									2.5				
						A 197.1	NORTH WADE			CPS-261			
						A 200.5	WADE	DD WADE		ABS-261	DTC BLOCK WADE		
						203.0							
						204.0							
							7.0			ABS-261			
			79	70	60								

SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
								SOUTH					
NO 1			NO 2 SINGLE MAIN				9.5			ABS-261	DTC BLOCK WADE	1	
P	I	F	P	I	F	A 204.1	SOUTH BEARD			CPS-261			
			79	70	60					ABS-261			
			79	70	60	A 207.4	3.5	SSDG 17,442' 60/40 MPH					
			60	60	60	A 207.6	NORTH MILAN			CPS-261			
45	45	45	60	60	60	A 208.6	1.9	1	2	MILAN YARD	ABS-261		DTC BLOCK FAYETTEVILLE
45	45	45				A 209.0							
35	35	35				A 209.5	A&Y RR XING	A&Y		CPS-261			
35	35	35	35	35	35	A 209.7 A 209.7	FAYETTEVILLE AMTRAK HAY STREET	STATION		ABS-261			
						A 210.1	1.1			ABS-261			
40	40	40	40	40	40	A 210.6	A&R RR XING			A&R RR	CPS-261		
70	70	60	70	70	60	A 210.8					ABS-261		
						211.0 212.0							
						A 216.1							
55	45	45	55	45	45	A 218.4	8.0						
45	45	45				A 218.6	SOUTH HOPE MILLS				CPS-261		DTC BLOCK PARKTON
			55	45	45	A 219.1				ABS-261			
			79	70	60	A 221.2	DD PARKTON						
			A 221.9										
			A 222.7	9.1	PARKTON STG. (40 CARS)								
			79	70	60								

SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED			MILE POST			STATION		TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								SOUTH				
NO 1			NO 2							ABS-261	DTC BLOCK PARKTON	
SINGLE MAIN										CPS-261		
P	I	F	P	I	F	A 227.7	SOUTH REX				DTC BLOCK CROMARTIE	
70	60	60	79	70	60			1	2	ABS-261		
70	60	60					6.1			CPS-261	DTC BLOCK BUIE	
						A 233.8	CROMARTIE			ABS-261		
										CPS-261	DTC BLOCK ELROD	
						A 240.7				ABS-261		
						A 241.0	PEMBROKE			CPS-261	DTC BLOCK ROWLAND	
						A 241.3	PEMBROKE RR XING			ABS-261		
						A 241.4			WILM SD		DTC BLOCK ROWLAND	
						A 241.6				ABS-261		
						A 242.2					DTC BLOCK ROWLAND	
						A 242.4		DD ELROD		ABS-261		
			50	40	40	A 243.3	SOUTH PEMBROKE			CPS-261	DTC BLOCK ROWLAND	
70	60	60	79	70	60			1	2	ABS-261		
							5.6			CPS-261	DTC BLOCK ROWLAND	
						A 248.9	PURVIS			ABS-261		
							7.4			CPS-261	DTC BLOCK ROWLAND	
						A 256.3	N.E. HAMILL			ABS-261		
							2.9		SSDG 13,866' 45 MPH	ABS-261	DTC BLOCK ROWLAND	
						A 259.2	S.E. HAMILL			CPS-261		
						A 260.4		DD DILLON		ABS-261	DTC BLOCK ROWLAND	
						A 262.2	DILLON AMTRAK STATION	ANDREWS SD		ABS-261		
			79	70	60	A 262.8	MAPLE RRX			CPS-261	DTC BLOCK ROWLAND	
			70	40	40					ABS-261		
			79	70	60					ABS-261	DTC BLOCK ROWLAND	
							1.7		CSDG 7,754' 10 MPH	ABS-261		
						A 264.5	SOUTH DILLON			CPS-261	DTC BLOCK ROWLAND	
			79	70	60	A 268.1				ABS-261		
			60	60	60						DTC BLOCK ROWLAND	
			79	70	60	A 269.1				ABS-261		
							4.9				DTC BLOCK ROWLAND	

SOUTH END SUBDIVISION – SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								SOUTH				
NO 1			NO 2								DTC BLOCK ROWLAND	
P	I	F	P	I	F							
						A 269.4	SOUTH LATTA			CPS-261		
70	60	60	79	70	60	274.0 275.0	6.1	1	2	ABS-261		DTC BLOCK SELLERS
						A 275.5	SOUTH SELLERS			CPS-261		
						A 275.9		DD SELLERS		ABS-261		DTC BLOCK PEE DEE
			79	70	60	A 279.0	7.3					
			40	40	40							
						A 282.8	WN			CPS-261		
40	40	40						1	2	ABS-261		DTC BLOCK MARS BLUFF
40	40	40	40	40	40	A 283.3						
79	70	60	79	70	60		3.5					
						A 286.3	MARS BLUFF			CPS-261		
						289.0 290.0	3.8			ABS-261		
						A 290.1	FY			CPS-261		
						A 292.0	FLORENCE YD	INBOUND LEAD → OUTBOUND LEAD →		ABS-261		DTC BLOCK FLORENCE
						A 292.2		1	2			
25	25	25	25	25	25	A 292.6	FLORENCE AMTRAK STATION					
						A 292.7	2.6			ABS-261		
								CHARLESTON SD				

172.8 MILES CHARLIE BAKER TO FLORENCE

STATION PAGE NOTES

NOTE 1: Do not exceed 25 mph over Hay St. due to city ordinance.

SOUTH END SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Between	Speed
A 161.2 NS Connection Track	25 mph
A 241.0 Wilmington Subdivision Connection Track	25 mph
A 262.8 CT Andrews Subdivision Connection Track	35 mph
AF 209.4 Hay St. on Vander Spur	5 mph

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
A 124.4 and A 125.4	70 / 60
A 129.1 and A 129.9	79 / 60 (a)
A 135.1 and A 136.5	50 / 50
A 179.4 and A 180.3	55 / 55
A 185.2 and A 187.3	45 / 45
A 209.0 and A 210.1	35 / 35
A 209.7 over Hay St.	25 / 25
A 268.1 and A 269.1	60 / 60

(a) applies to entire length of train

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
A 136.5 / Wilson	NS	Remotely Controlled	226-B(3)
A 161.2* / Selma		Automatic	226-B(3)d
A 209.5 / Fayetteville	CSX	Remotely Controlled	226-B(3)
A210.6 / Fayetteville	A&R		
AE 210.0 / Fayetteville	NS	Stop Signs	98-F
A 241.3 / Pembroke	CSX	Remotely Controlled	226-B(3)
A 262.8 / Maple			

100 HIGHWAY – RAIL GRADE CROSSINGS

A 123.3 Mexico Road Crossing – All staging trains must stay a minimum of 250 feet south or north of the absolute signals at YD account crossing predictors.

A 124.8 Sharpsburg, NC – Main Street crossing, State Road 1733, must not be blocked. Crews must set distance counter and, if necessary, crossing must be cut if delay will be more than ten (10) minutes. Crews must advise Dispatcher and Yardmaster before passing Rock Quarry Road if their train will not clear Little Mexico and Sharpsburg prior to blocking this crossing.

A 125.9 Sharpsburg, NC – All trains staged in this area must stay 400 feet south of the road crossing at grade due to the working characteristic of this crossing apparatus.

A 135.56 Wilson, NC – Vance Street is a fire lane and must not be blocked.

A 148.86 Kenly, NC – All trains staged in this area must stay 400 feet south of NC 581 road crossing at grade due to the working characteristic of the crossing apparatus.

A 160.98 Selma, NC – East Anderson Street and South Pollack Street must not be blocked in excess of 5 minutes.

A 185.94 Dunn, NC – Edgerton Street A 185.94, Broad Street, A 186.01, and Cumberland Street, 186.08, must not be blocked in excess of 5 minutes. All other streets must not be blocked in excess of 10 minutes.

A 206.68 Fayetteville, NC – River and Underwood Roads must not be blocked unnecessarily for extended periods of time.

103-D HAND BRAKES

Florence Division Special Instruction Item #2 applies to the entire subdivision except at the following locations:

MP/Location	Number of Hand Brakes Required
A 176.6 / Alaska, NC Cold Storage	20% handbrakes on all cars.

104 DERAILS

Derails have been placed at locations listed below in Rocky Mount Yard. These derails will be used by the Mechanical Department in connection with blue flag protection. When these derails are not in use by the Mechanical Department, they will be locked in the “off” position and locked by a Mechanical Department lock. These derails are for the use of the Mechanical Department only. The permanent derails are located at the following locations in Rocky Mount Yard:

- North End of A01 – 36 feet south of the north bound dwarf signal at “DI”.
- North end of A02 extension – 30 feet south of the hand throw crossover north of “CO”.
- South end of A30 track – 20 feet north of A29-A30 crossover.
- South end of T15 – 20 feet north of crossover from T15 to the east yard lead.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
A 120.0 / Rocky Mount	Continuous	32 & 12/96	Terminal
A 120.0 / Rocky Mount		32, 84 – 4	Wayside
A 135.2 / Wilson			
A 161.0 / Selma			
A 180.0 / Benson			
A 208.5 / Fayetteville	1500-2300 Daily	32 & 66	Terminal
A 208.5 / Milan Yard			
A 241.3 / Pembroke			
A 262.2 / Dillon			
A 292.7 / Florence			
A 291.7 / Florence Yard	Continuous	32, 84 – 4	Wayside
A 291.7 / Florence Yard			
A 291.7 / Florence Yard			
A 291.7 / Florence Yard		66	Terminal

All A&R Railroad and NS Railway crews working in the Old Milan Yard area will use radio Channel 66.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
A 153.3	Kenly, NC
A 207.5	Fayetteville, NC
A 280.5	Pee Dee, SC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
A 180.2 / Benson, NC Dixie Denning McLamms LP Gas	Loaded or empty logs cars	Prohibited
A 181.2 / Chickapee, NC Johnson & Johnson	6 Axle Engines	
A 186.0 / Dunn, NC Ready Mix		
A 206.6 / Fayetteville, NC Cargill New dike platform On NE of Track #3	All locomotives	
A 209 / Vander Spur Becker Lead	6 Axle engines	
A 269.4 / S. Latta Smurfit – Stone		
A 292.0 / Florence Yard: Car Shop tracks 1,2,3,5,7 8		

7. CLOSE CLEARANCE

MP/Location	Track
A 127.5 Elm City	East or outside track next to #2 main
A 159.0 Hubbard Feed	All Tracks
A 167.0 Atlantic Scrap	
A 165.8 Jerry Williams	
A 168.5 Essroc	
A 181.2 Johnson & Johnson	
A 207.5 Cape Fear River Bridge	West side
A 209.1 Dwarf signal at A&Y signal	All Tracks
A 257.1 Perdue Farms	
A 266.5 Southern States	
A 269.4 Smurfit – Stone	
A 278.0 Blue Brick	
A 282.9 Smurfit – Stone Container	Steps at old dock Steps at new dock
AF 210.0 Old Milan yard	#6 Track

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
A 120.1 Rocky Mount Yard	Hostler Yard track H01, H02, H03, East and West Fuel leads, Sand Track Round House Track
AF 210.0 Vander Spur	AF 218.0
A 292.0 Florence Yard	Car Shop Tracks 1, 2, 3, 7 & 8

1. **A 121.2 Rocky Mount** – Instructions for train, engine or on-track equipment movements arriving Rocky Mount Yard

All movements inbound to Rocky Mount will not pass the following locations without contacting the Yardmaster at Rocky Mount:

- 1) Grand Avenue at A 118.67 on North End Subdivision
 - 2) Glendale Avenue at AB 122.8 on the Parmele Subdivision
 - 3) Rock Quarry Road at A 125.96 on the South End Subdivision
2. **A 132.8 Firestone Industry** – All trains switching Firestone must notify Firestone Receiving at (252) 246-7552 prior to entering industry gates. Firestone personnel will grant permission when their trackmobile is in the clear. CSX crews will close and lock industry gates before departing.
 3. **Wilson, NC** – When an engine is set off at Wilson, NC for F733's use, unless otherwise instructed, set off must be on north end of yard.
 4. **A 168.9 Essroc Cement** – Movements must not exceed 4 MPH when handling or holding cars other than destined to and from the industry.
 5. **A 176.6 Cold Storage at Alaska, NC** – Maximum number of cars twenty (20) with minimum 20% handbrakes applied.
 6. **A 180.2 Dixie Denning Industry and McLamm's LP Gas, Benson, NC** - Due to sub-standard side and overhead clearances, when switching the LP Gas Track, all movements must be stopped before reaching the LP gas unloading platform towers and it must be ascertained that the equipment will clear before shoving past the platforms located on the east side of the track.
 7. **A 206.6 Cargill Industry** – When working this industry, before entering the track off the lead you must have a lighted green signal from Cargill. If the signal is red this means you cannot enter the track. These lights are located on the shed above each track. If you are working the coal and soap track they are protected by a blue flag. You must contact Cargill before working this industry. You can also reach personnel by telephone 910-433-4933 or 4931. No engine allowed on New Dike Platform on north end of Track #3.
 8. **Milan Yard** - After signal is obtained from dispatcher allowing access to Milan Yard, before taking signal, an attempt must be made to contact the yard job foreman, clerk, or trainmaster on both road Channel 32 and yard Channel 66 radio channels to ensure safe movement is made and conflicting moves are averted.
 - a) **A 208.6 Fayetteville, NC – Milan Yard** – Security code for the front door of yard office at Milan Yard. To gain entrance into the yard office:

- A. Push in the #1 and #5 keys at the same time and then #3. Turn handle to the right to open.
- B. If this fails, turn the handle several times and repeat the steps above.

- b) **A 209.0 Fayetteville, NC** – NS Railway trains must protect against eastbound CSX movements before fouling CSX main track at NS junction.

9. **AF 215.0 Dak-Teijin Industry – Vander, NC** – Crews need to contact Teijin personnel before working their plant and when leaving. Emergencies: If you are in the plant working and hear the following numbers repeated five times you are to **STOP what you are doing and cut the engine if possible and proceed out of both gates to safety to wait for further instructions.**

7 – 7 – 7 repeated five times
8 – 8 – 8 repeated five times
9 – 9 – 9 repeated five times

10. **AHH 286 Stone Container Co., Stone, SC** – On the Winona-Stone Spur, a gate is equipped with blue flag/blue light at head of wood yard lead to protect conditions beyond that point. When necessary for switching to be performed on wood yard lead and blue flag/blue light is displayed at head of wood yard lead, conductor will contact shipping supervisor who will have temporary blue flag placed at location of condition being protected, after which blue flag/blue light will be removed from the head of the track. All shoving movements at Stone Container must be protected by a member of crew riding lead end of leading car in movement. Engines must not operate over chip unloading pit at Stone Container Company.

Stone Container has installed manually controlled crossing gates to protect both grade crossings in Paper Mill Wood Yard. Each gate is secured in the "up" position with a safety chain to prevent the gates from dropping in the event of a power failure. The control switch is located near the crossing on a post at the chipper controlling the chip track crossing and on the side of the foreman office controlling the pulpwood track crossing. The gates will be lowered to provide crossing protection and will be raised and secured with safety chains when switching is completed and crossing protection is no longer needed. The gates will not be left down more than a reasonable time without being raised to afford free passage of pedestrians and vehicular traffic in accordance with Operating Rules 100 through 100-D. The conductor will be held responsible for knowing that the gates are being properly used and will direct trainmen accordingly. Hard hats are provided by Stone Container Co. for use by CSX crews switching its plant. The hard hats are placed in the shack at the industry. The use of hard hats at Stone is mandatory.

REMOTE CONTROL LOCOMOTIVE OPERATION

Rocky Mount Yard

- A. Remote control locomotive (RCL) operation is established at Rocky Mount Yard. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote Control Zones (RCZ) are established in Rocky Mount Yard and RCZ signs are in place as follows:
- 1) North End West Yard Lead – From 200 feet south of hostlers crossover (directly across from east pit switch) on the inbound lead to 150 feet south of the road crossing just north of “CO”.
 - 2) North End East Yard Lead – From 25 feet north of road crossing just north of “CO” to 10 feet north of north end of A 14 switch.
 - 3) South End West Yard Lead – From 10 feet south of south end of A 01 switch to 300 feet north of “YD” signal on west lead (outbound lead).
 - 4) South End East Yard Lead – From 50 feet north of south end A 18 crossover switch to 150 feet north of SE switching lead switch.
 - 5) North End Old North Yard – From clearance point on inbound lead and Old North Yard Lead to 10 feet north of little road crossing off the North Yard Lead.

Smurfit Stone – Florence, SC

- B. Remote control locomotive (RCL) operating is established at Smurfit Stone Paper mill, milepost A 282.8, Florence, SC. RCL operation and special instructions are stated in the Operating Rules. Remote Control Zones, when activated, may be utilized in conjunction with RCL operations.
- C. Remote Control Zones (RCZ) are established at Stone paper mill and RCZ signs will be in place as follows:
1. North End – sign is placed 1300 feet North of number 3 switch, 50 feet south of dirt crossing (Florence end).
 2. South end – sign is placed at number 3 switch on the (mill end).

Florence Yard

- A. Remote control locomotive (RCL) operation is established at Florence Yard. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operation.

- B. Remote control zone (RCZ) is established in Florence Yard and RCZ signs are in place as follows:

- A. North end of Florence Yard, on the number one switching lead, 250 feet south of number 23 switch and the north switch of the crossover from number 23 extension. Also to protect from trains departing north through the Ted Sweat Crossovers, a RCZ sign is located at the north switch of the Ted Sweat Crossover to the number one switching lead.
2. South zone: South Ladder, 25 feet south of SAS signal at RA Tower, south onto the Charleston Industrial Lead for 1200 feet, toward Dargan Street. When zone is active, to gain permission to enter, contact the remote control foreman on AAR Channel 25/25.

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

MP	Location	DOT#
A 123.33	Grey Dog Rd / SR 1144	629771V
A 124.82	Main Street	629832J
A 125.08	Moore Road	629833R
A 125.96	Rock Quarry Road	629834X
A 129.18	North St	629836L
A 129.32	Nash St	629837T
A 129.40	Main St	629838A
A 129.47	Wilson St	629839G
A 131.00	SR1330 / Upchurch	629841H
A 132.50	Van Slyke	629843W
A 133.84	1327 SR	629845K
A 135.38	Goldsboro St. (Herring Ave)	629847Y
A 135.56	Vance	629848F
A 135.67	Green	629849M
A 135.77	Nash	629851N
A 135.87	Barnes	629850G
A 137.72	Wilco Blvd	629866D
A 139.01	1612 SR	630031M
A 141.08	1646 SR	630034H
A 142.29	Creech / 1648 SR	630035P
A 143.43	Little Rock Ch.	630037D
A 143.93	Oak	629919A
A 144.11	Hill St.	629920U
A 144.49	1645 SR	629922H
A 145.64	Upper Blk Creek	629924W
A 146.73	Aycock Crossing	629927S
A 148.87	581 SR	629929F
A 151.23	Second	629933V
A 151.29	First	629934C
A 151.34	Edgerton	629935J
A 152.87	Truck Stop Road	908635R
A 154.19	SR2339	629939L
A 155.51	Bizzell Grove Chu	629941M
A 156.19	Wilson Street	629942U
A 156.34	Main	629943B
A 156.48	Fields Street	629944H

MP	Location	DOT#
A 157.25	Pittman Rd	629946W
A 158.14	SR-2381	629947D
A 159.95	SR-1001 (Lizzie Mill Rd)	629953G
A 160.98	Anderson Street	629955V
A 161.05	Amtrac Station	633909B
A 161.32	Preston St	629950L
A 161.84	Ricks Road	629956C
A 163.73	Pesdon Street	629958R
A 165.26	Lee Street	629964U
A 165.82	Brogden	629965B
A 166.99	Wal Pat Rd	629966H
A 171.62	Baker	629722Y
A 171.69	Main St	629723F
A 171.76	Church	629724M
A 173.85	Parkertown Rd	629727H
A 174.51	Olivers Grove Rd	629728P
A 175.04	Camelia Rd	629729W
A 176.19	Raleigh Rd	629730R
A 177.09	Gilbert Rd	629731X
A 177.93	Tar Heel Rd	629733L
A 179.78	Church Street	629737N
A 179.85	Main	629738V
A 179.92	Parrish	629739C
A 180.13	Brooklyn	629741D
A 181.11	Chicopee Rd	629742K
A 181.73	Hodges Chapel	629743S
A 183.13	1810 State Road	629745F
A 183.73	Hobson Road	629746M
A 184.65	SR1800	629747U
A 185.40	Granville	629748B
A 185.87	Harnett	629751J
A 185.94	Edgerton	629752R
A 186.01	Broad	629753X
A 186.08	Cumberland Road	629754E
A 186.15	Divine	629755L
A 186.22	Pearsall	629756T
A 186.56	Duke	629758G
A 188.24	Arrowhead Road	629759N
A 192.24	SR1803	629762W
A 193.44	Main	629764K
A 197.23	SR1802	629867K
A 198.36	Church St	629869Y
A 200.64	Rich Walker Rd.	629870T
A 203.13	Colman Rd.	629871A
A 203.23	Beard Rd.	629872G
A 203.94	Dobbin Homes	629873N
A 206.23	Underwood	629874V
A 206.68	River Road	629875C
A 208.94	Cumberland	629877R
A 209.05	Chance	629878X
A 209.21	Moore	629879E
A 209.63	Hay	629881F
A 209.71	Franklin	629882M
A 209.76	Russell At Rowan	629883U
A 209.86	Rankin	629884B
A 210.10	Blount	629885H
A 211.03	Whitfield Street	629886P
A 216.55	Johnson	629892T
A 220.03	Brisson Road / SR1117	629894G
A 222.78	Third Street / SR-1712	629901P
A 222.85	Second Street / NC-71	629902W

MP	Location	DOT#
A 224.99	Murph Road / SR-1730	629577C
A 225.91	Blanchard Rd / SR-1727	629578J
A 226.75	Rex Road / SR-1744	629580K
A 228.24	Crenshaw Rd / SR-1748	629581S
A 229.86	Rennert Road / SR-1752	629583F
A 230.10	Great Marsh Church Rd / SR-1006	629584M
A 230.82	Nantucket Rd / SR-1811	629585U
A 233.27	Mt. Tabor Rd / SR-1774	629587H
A 233.95	Lewis McNeil Rd / SR-1507	629589W
A 235.19	Buies Mill Rd / SR-1509	629591X
A 236.60	Buies Philadelphus Rd	629592E
A 238.21	NC-72	629593L
A 239.31	St. Anna Rd. / SR-1515	629596G
A 240.73	Cornith Rd. / SR-1566	629599C
A 241.34	2nd Street	629600U
A 241.41	Third Street / NC-711	629601B
A 242.32	Deep Branch Rd. / SR-1339	629603P
A 245.63	Union School Rd. / SR-1154	629606K
A 246.71	McRae Road / SR-1151	629607S
A 247.76	Fletcher Rd.	629610A
A 248.81	Purvis Rd. / SR-1146	629611G
A 249.27	Kitchen St. / SR-1134	629612N
A 249.99	Jackson Dairy Road	629613V
A 252.64	Mill St.	629617X
A 252.72	Chappell	629618E
A 252.80	Main Street / US-501	629619L
A 252.95	Church	629620F
A 253.34	Martin Luther King Dr.	629621M
A 254.23	Braswell Rd / SR-1139	629622U
A 256.71	Mccallum Rd / SR-60	629626W
A 257.39	Elkins Road / SR-61	629628K
A 260.44	Commerce Drive	629630L
A 261.08	Reaves Avenue / SR-52	629631T
A 261.24	Radford Blvd. / SR-9-57	629632A
A 261.97	Washington	629715N
A 262.04	Cleveland	629712T
A 262.11	Harrison	629713A
A 262.18	Main	629714G
A 262.32	Calhoun	629695E
A 262.67	Cannon	629697T
A 264.04	Old Latta Hwy	628982N
A 264.45	Fairfield Rd. / SR-423	628983V
A 265.57	Countryside Rd /SR-292	628985J
A 268.26	Academy St	628988E
A 268.49	Rice St	628989L
A 268.64	Main St	628990F
A 268.71	Leitner St	628991M
A 269.71	W. Signode Rd. / SR-561	628992U
A 270.51	E. Canal Rd. / SR-690	628993B
A 272.99	Main Street / S-0055	628996W
A 273.42	Slabtown Road / S-0083	628997D
A 275.67	Ellerbee Court / S-0662	629001Y
A 283.82	Old Marion Hwy. / SR-24	628911S
A 285.26	Firetower Road /SR-165	628910K
A 286.43	Price Road / SR-921	628908J
A 286.82	Fore Road / S-0089	629009D
A 289.61	Williamson Rd (SR 925)	629006H
A 290.53	Koppers Road /S-176	633199R

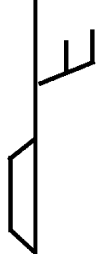
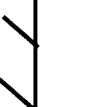
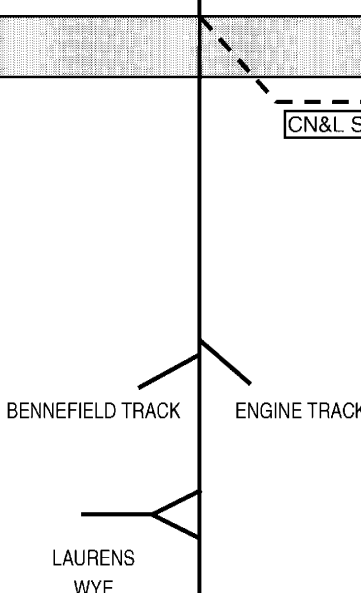

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SPARTANBURG SUBDIVISION - S3

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	AK 593.7	SPARTANBURG	<div>BLUE RIDGE SD</div> <div>BELTON SD</div>				1
15	AK591.7	DTC BLOCK SIGN 4.8	<div>CE DISP 58-2 RD 32</div>	RHODIA	TWC-DTC	DTC BLOCK ARKWRIGHT	
	AK 591.6						
	AK 590.5						
25	588.0						
	587.0				TWC-DTC		
35		DTC BLOCK SIGN					
	AK 586.9	NE ROEBUCK			CPS-261		
		1.3		SSDG 6,635 FT. 25 MPH	ABS - 261	DTC BLOCK BLACKSTOCK	
	AK 585.6	SE ROEBUCK			CPS-261		
		DTC BLOCK SIGN 8.3			TWC-DTC	DTC BLOCK TYGER	
35	AK 577.3	DTC BLOCK SIGN					
	AK 575.7	6.2					
25	AK 574.2					DTC BLOCK WOODRUFF	
40	AK 572.8 AK 572.0	DD		HALE SDG	TWC-DTC		
	AK 571.1	NE KILGORE			CPS-261		
		1.6		SSDG 6704 FT. 15 MPH	ABS - 261	DTC BLOCK MELLON	
	AK 569.5	SE KILGORE			CPS-261		
40					ABS-261		

SPARTANBURG SUBDIVISION - S3

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>↓</div>	<div>↓</div>				
40	AK 567.8	7.2	KEARNEY		NATIONAL STARCH	ABS-261	DTC BLOCK MELLON	
	AK 564.7							
40	AK 564.3							
	AK 564.1							
35	AK 563.9							
40	AK 562.8							
35	AK 562.3	NE ORA				CPS-261		
40		1.3	SS SIDING 6,400 FT. 15 MPH		ABS-261			
	AK 561.0	SE ORA			CP-261			
	AK 559.4	3.1	EXCEL BOX USA		ABS-261	DTC BLOCK HUNTER		
AK 559.3								
40	AK 557.9	LAURENS				CPS-261	DTC BLOCK WATTS MILL	
30	AK 557.5	3.4			TWC-DTC			
35	AK 554.8							
20	AK 554.6		BENNEFIELD TRACK	ENGINE TRACK				DTC BLOCK WATTS MILL
			LAURENS WYE			TWC-DTC		

SPARTANBURG SUBDIVISION - S3

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			<div>↓</div>	<div>↓</div>					
20					TWC-DTC	DTC BLOCK WATTS MILL			
	AK 554.5	NE IRBY			CPS-261				
35	AK 554.0	1.4	NE IRBY YARD	SSDG 15 MPH	ABS-261	DTC BLOCK IRBY			
	AK 553.3		SE IRBY YARD						
	AK 553.1	SE IRBY			CPS-261				
40	AK 553.0	DTC BLOCK SIGN	9.7	SUBURBAN PROPANE	TWC-DTC	DTC BLOCK MADDENS			
	AK 551.7								
	AK 549.0								
		DTC BLOCK SIGN	DD MADDENS						
	AK 543.4	NE WATERLOO							CPS-261
		1.2						SSDG 5,831 FT. 10 MPH	ABS-261
40	AK 542.2	SE WATERLOO			CPS-261	DTC BLOCK CORONACA			
	AK 542.1	DTC BLOCK SIGN	8.2		TWC-DTC				
	AK 541.8								
	AK 537.2								
25	AK 537.0								
40	AK 534.0	DTC BLOCK SIGN	4.1	CUSTOM FOUNDRY	TWC-DTC		DTC BLOCK PARKE JCT		
	AK 530.7								
30	AK 530.6								
10	AK 529.9	DTC BLOCK SIGN			TWC-DTC				
		PARKE JCT	MONROE SD						
61.8 MILES SPARTANBURG TO PARKE JCT.									

STATION PAGE NOTES

NOTE: Movements between AK 591.7 and AK 593.7 will be made in accordance with Operating Rule 96.

SPARTANBURG SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

MP/Between	Speed
AK 593.6 to AK 593.5	Restricted Speed

100 HIGHWAY-RAIL GRADE CROSSINGS

AK 572.8 – Willis Road – Do not block this crossing between 0630-0700

AK 559.4 – Except for an emergency, no standing train will block the grade crossing at state road 0040 leading in Box USA Industry.

AK 550.86 – Laurens, SC – Do not block L.C. Drive due to illness at this location and the owners are afraid to have the crossing blocked and not be able to get emergency vehicles to the sick person if they need them.

103-D HAND BRAKES

Item #1 of Florence Division Special Instructions applies to the entire subdivision with the following exceptions:

MP/Location	Number of Hand Brakes Required
AK 591.7 / Spartanburg Yard EML	Empty hopper trains / All engines and 2 cars
E01	Loaded coal trains / All engines and 2 cars
E02	Intermodal trains / All engines and 2 cars Merchandise trains / All engines and 2 cars
AK 586.0 / Roebuck Siding	10% to all cars and engines Set up air brakes according to train handling rules
AK 567.8 / National Starch Runaround track	50% handbrakes and use skates
AK 561.8 / Ora Siding	Northbound trains / 2 handbrake minimum Southbound trains / 5 handbrake minimum

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AK 593.7 / Spartanburg	Continuous	66	Terminal
AK 593.7 / Spartanburg	Continuous	32, 58-2	Wayside
AK 574.4 / Woodruff			
AK 558.5 / Laurens			

AK 567.8 – Crews working National Starch will use radio Channel 28

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

E H R 4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
AK 537.0	Waterloo, SC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

All unit trains operating between Spartanburg and Augusta may be operated exceeding the tonnage rating for (4) SD-40 locomotives after the helper locomotive has been detached from the rear. Head end power must not exceed 24 powered axles.

Empty hopper trains will be permitted to have two (2) engines on line.

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
AK 567.8 / National Starch	Locomotives	Cannot operate past #6 spot on track 1
AK 554.5 / Laurens, SC	Dimensional loads in excess of 350,000 lbs.	Prohibited on S. Wye Bridge CPDR

7. CLOSE CLEARANCE

MP/Location	Track
AK 592.6 / Spartanburg	Transflo
AK 590.6	Rhodia
AK 567.8	National Starch
AK 564.5	W.R. Grace
AK 559.4	Excel Logistics
AK 559.3	Box USA
AK 530.6	CRG

8. MISCELLANEOUS

Except in case of emergency or in conjunction with a Form 707, or Mechanical employees engines, engine horns will not be sounded between from Cleveland St at Z 276.6 to the north end of the cab track at Z 276.8. Engine bells will be used in accordance with all applicable rules.

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

MP	Location	DOT#
AK 592.88	Main	640932M
AK 592.64	Henry	640929E
AK 591.66	Crescent Ave	640926J
AK 590.41	Sims Chapel Rd.	640921A
AK 587.81	Old Georgia	640916D
AK 587.24	Quarter Mill Rd.	634167N
AK 586.78	Blackstock Road	634165A
AK 582.67	Moore-Duncan Hwy	634156B
AK 580.01	Old Switzer Dr	634153F
AK 577.29	Simmons Road	634150K
AK 575.46	Sloan Road	634146V
AK 574.73	Peachtree	634142T
AK 574.52	Church	634133U
AK 574.40	Georgia	634132M
AK 574.32	Hayne	634131F
AK 574.21	Pine	634130Y
AK 574.08	Main	634129E
AK 573.74	Lanford Rd	634128X
AK 572.81	Willis Rd	634127R
AK 572.59	Eli Cox Rd	634125C
AK 572.37	Harris Bridge	634123N
AK 571.70	Joe Barnett Rd	634122G
AK 571.11	Brown Kennedy Rd	634121A
AK 569.47	Mary Hannah Rd	634114P
AK 568.54	US 221 @ Nat Star	640402X
AK 567.13	Pearson Street	634107E
AK 565.40	92 SR	634101N

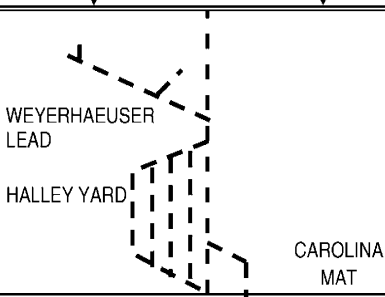
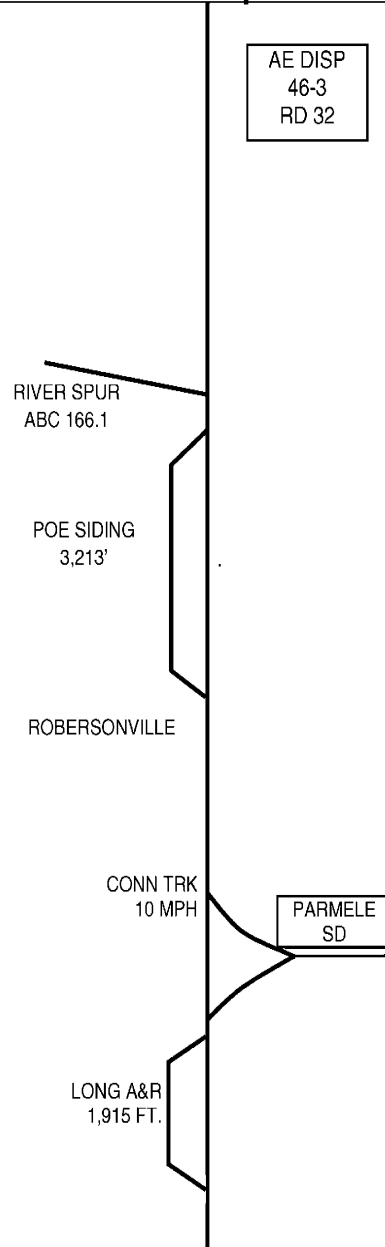
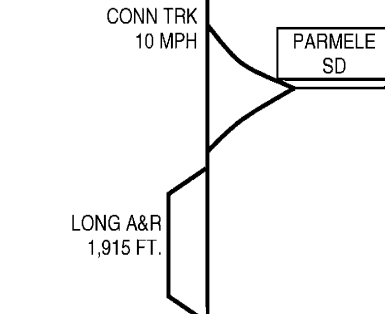
MP	Location	DOT#
AK 564.45	W. R. Grace	6334100G
AK 562.54	Ora Road	634097B
AK 560.57	League Rd	634090D
AK 559.74	Metric Road	634088C
AK 559.33	Box Usa Driveway	634087V
AK 558.60	Hunter Ind Park	633879L
AK 557.07	Smith Rd.	634080X
AK 556.55	Ranch St	634076H
AK 555.20	Fleming	634073M
AK 554.73	Main	634068R
AK 554.55	Hance St.	634065V
AK 554.17	Green	634064N
AK 553.74	Lurey Street	634062A
AK 551.81	127bypa	634058K
AK 549.39	Lisbon Rd.	634052U
AK 547.74	US 221	634050F
AK 542.47	Neeley Ferry Road	634041G
AK 541.91	Todd Quarter Rd	634038Y
AK 541.64	Riverfork Rd.	634037S
AK 539.28	Dillard Rd	634035D
AK 537.31	Shriners Club	634034W
AK 534.21	SC 246	634030U
AK 530.77	Wingert Rd.	634023J
AK 530.57	Milford Spring Rd	

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TARBORO SUBDIVISION – PY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES					
			SOUTH									
	ABC 186.5	END OF TRACK PLYMOUTH					1					
40	ABC 185.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK PLYMOUTH						
	ABC 184.9	JAMESVILLE										
10	ABC 184.8											
40	ABC 177.1											
	ABC 166.8											
30	ABC 166.3											
40												
	ABC 164.7	DTC BLOCK SIGN				DTC BLOCK PLYMOUTH						
	ABC 156.0	ROBERSONVILLE					DTC BLOCK POE					
15	ABC 155.0											
40												
	ABC 153.0	DTC BLOCK SIGN					TWC-DTC	193 YARD LIMITS	PARMELE YARD LIMIT			
20	ABC 152.2	PARMELE										
40	ABC 151.4	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK MUNLEY						

TARBORO SUBDIVISION – PY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
40	ABC 148.9	12.9	BETHEL		TWC-DTC	DTC BLOCK MUNLEY		
20								
40								
	ABC 148.8							
	ABC 144.0	CONETOE						
30	ABC 143.7							
	ABC 143.0							
	ABC 139.4	MILDRED	DD MILDRED			DTC BLOCK MUNLEY		
40	ABC 138.5	DTC BLOCK SIGN						DTC BLOCK KINGSBORO
	ABC 136.8							
20			OLD MAINLINE	OLD EAST CAROLINA				
	ABC136.6	10.2	OLD HOUSE TRACK 820'					
20	ABC 135.2							TARBORO
	AB 135.2							TARBORO
	AB 134.5							
40								
	AB 128.6	KINGSBORO	KINGSBORO SIDING 3,424'			DTC BLOCK KINGSBORO		
	AB 128.3	DTC BLOCK SIGN						
	125.0	6.6						
	AB 124.5					DTC BLOCK EDGECOMBE		
	124.0							
20	AB 121.7	DTC BLOCK SIGN			TWC-DTC			
	AB 120.6	S. ROCKY MOUNT					2	
			ROCKY MOUNT YARD					
65.9 MILES PLYMOUTH TO SOUTH ROCKY MOUNT								

STATION PAGE NOTES

NOTE 1: Movements between ABC 186.5 and ABC 185.2 will be made in accordance with Operating Rule 96.

NOTE 2: Movements between AB 121.7 and AB 120.6 will be made in accordance with Operating Rule 96.

TARBORO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEEDS

MP/Location	Track	Speed
ABC 152.2 / Parmele	Connection to Parmele Sub.	10 mph

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
AB 134.50 and AB 137.30	20
ABC 135.22 and ABC 136.60	20
ABC 143.00 and ABC 144.00	30
ABC 148.80 and ABC 148.90	20
ABC 155.00 and ABC 156.00	15

100 HIGHWAY-RAIL GRADE CROSSINGS

ABC 167.0 – Williamston – Movements over Washington and Horton Streets must be preceded by a flagman.

AB 128.45 – Kingsboro – All movements made in the siding must approach the road crossing prepared to STOP. The crossing apparatus will activate at approximately 50 feet from the crossing at grade.

100-E ROAD CROSSINGS

At the below identified crossings crews must approach these crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

MP/Location	Crossing Name
ABC 185.55 / Plymouth, NC	Ken Throwbridge Road
AB 135.84 / Tarboro, NC	Saint Andrews St.
AB 135.59 / Tarboro, NC	Main Street

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision.

104 SWITCHES

The normal position for the connection track switch on the Tarboro Subdivision to the Parmele Subdivision at milepost ABC 152.2 is lined and locked for movement to the Parmele Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
ABC 135.2 / Tarboro	Continuous	32, 46 – 3	Wayside
ABC 167.0 / Williamston	Continuous	32, 46 – 3	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
ABC 166.1 / River Spur	6 Axle Engines	Prohibited
ABC 136.4 / Old East Carolina Track		
Between MP ABC 135.2 and ABC 151.4	Trains which handle 4-axle loaded cars with gross weight in excess of 270,000 up to 286,000 lbs.	25 mph
AB 135.2 / Enterprise Lead	6 Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
AB 124.6	Royster Clark
AB 128.1	Kanban Logistics
AB 133.1	Nevamar
AB 133.3	Superior Essex
AB 135.0	General Foam Plastic Corp.
ABC 136.5	Production Crop Services
ABC 137.7	Southern States
ABC 143.3	Conetoe Chemical
ABC 146.1	Pitt County Cotton Gin
ABC 149.2	M.O. Blount
ABC 156.7	Tri County Fertilizer
ABC 166.9	Southern States

8. MISCELLANEOUS

1. Trains inbound Rocky Mount Yard must contact the yardmaster prior to passing Glendale Ave. AB 122.86.

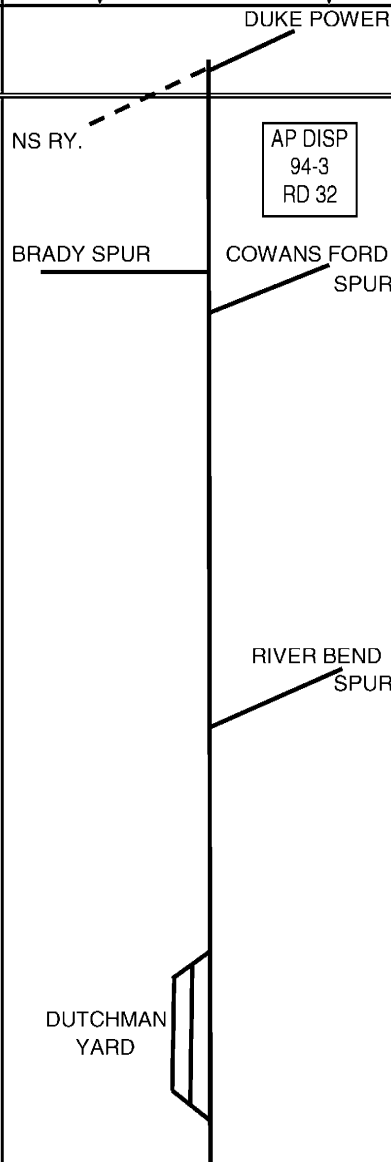
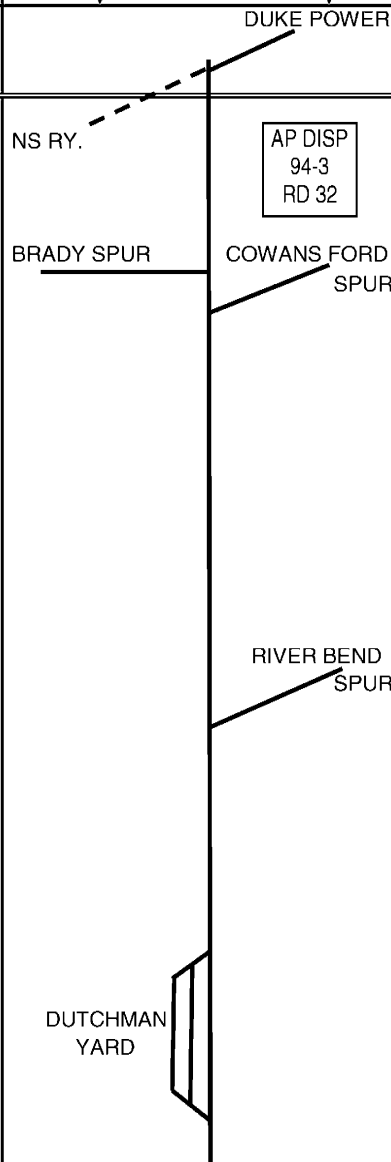
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
ABC 186.01	SR. 1578 Plymouth	642326N
ABC185.57	Ken Trowbridge Rd	642617D
ABC 183.61	SR 1565	642615P
ABC 183.03	Darden Bypass	642612U
ABC 181.15	Darden	642606R
ABC 178.24	Jerden Thicket Rd	642600A
ABC 177.18	NC171	642596M
ABC 173.23	SR 1510	642585A
ABC 171.63	Bell Town Rd	642582E
ABC 170.09	SR 1501	642578P
ABC 169.63	Farm Lie Road / SR 1500	641961B
ABC 166.93	US 17 / 64 Bypass	641952C
ABC 166.67	Washington Street	641950N
ABC 165.39	Mccaskey Road	641932R
ABC 164.25	Wildcat Road / SR 1409	641930C
ABC 160.25	N. Broad St.	641922K
ABC 159.42	SR. 1405 Twinbridge	641920W
ABC 157.36	US 64	641917N
ABC 157.13	SR 1159 Rawls Road	641916G
ABC 155.79	Main Street	642273S
ABC 153.27	SR1161 Jenkins Rd.	642267N
ABC 148.80	North Main Stret	628795F
ABC 146.51	SR 1432 J.A. Manning Rd	641602K
ABC 145.79	US 64	628785A
ABC 145.03	Porter	628784T
ABC 143.52	Church Street	628774M
ABC 143.12	Thigpen	628772Y
ABC 141.82	SR 1607 Leigh Rd Coneto	628440K
ABC 140.55	SR 1606 Ellis Rd Mildred	628768J
ABC 137.93	NC 33	628763A
ABC 137.93	NC 33	628762T
ABC 137.69	US 64	628761L
ABC 137.37	Hog Buying Rd	628760E
ABC 137.07	Black St.	628759K
ABC 136.92	US 258	628758D
ABC 136.53	Western Blvd.	643396G

MP	Location	DOT#
ABC 136.51	Alberarle Ave	642426T
ABC 136.36	St. James	628751F
ABC 136.17	Wilson Street	628748X
ABC 135.98	Baker	628747R
ABC 135.78	Battle	629310L
AB 135.84	St. Andrews	629807B
AB 135.59	Main	629806U
AB 135.28	Cedar	629805M
AB 134.99	W Hope Lodge St	629804F
AB 133.1	SR 1215	642335M
AB 132.66	Mcnair Rd	629793V
AB 131.56	Raccoon Rd / SR 1216	629792N
AB 130.30	Hartmill Rd / SR 1339	629791G
AB 128.45	Kingsboro Rd / SR 1225	629789F
AB 126.28	Powell Rd	629788Y
AB 124.53	Brake	629784W
AB 124.29	Rouse Rd / SR 1231	629782H
AB 122.86	Glendale	629780U
AB 122.54	Fairview Rd	629779A
AB 122.14	Pitt Street	629778T
AB 121.92	Cokey Road	629776E
AB 121.62	Clark	629774R
AB 121.54	Vance Street	629773J
AB 121.50	Branch Street	629775X

NOTES

TERRELL SUBDIVISION – TR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	SFE 24.0	TERRELL					
25	SFE 23.2	DTC BLOCK SIGN	9.2	NS RY.	TWC-DTC	DTC BLOCK MARSHALL	
	SFE 14.0	DTC BLOCK SIGN					
	SFE 13.0			BRADY SPUR			
	SFE 11.2				COWANS FORD SPUR		
			9.3			DTC BLOCK COWANS FORD	
25	SFE 7.3						
10	SFE 7.2						
25							
	SFE 4.7	DTC BLOCK SIGN					
	SFE 1.5		4.7			DTC BLOCK RIVERBEND	
	SFE 1.4			DUTCHMAN YARD			
	SFE 0.5						
25	SFE 0.4						
10	SFE 0.0	DTC BLOCK SIGN			TWC-DTC		
		MT. HOLLY					
23.2 MILES MT. HOLLY TO TERRELL							

TERRELL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100 ROAD CROSSINGS AT GRADE

MP/Location	Restriction
SFE 0.5	Trains picking up from Dutchman Yard must not block Lawyers Crossing

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SFE 19.0 Denver	Continuous	32, 94-3	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT RULES

NONE

5. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

6. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

7. CLOSE CLEARANCE

MP/Location	Track
SFE 4.7	Riverbend Steam Station

8. MISCELLANEOUS

SFE 4.7 – Riverbend - Instructions to yard a Riverbend train. Hold to 45 cars at the entrance road to Riverbend leaving crossing open, leave 24 cars in No. 5 track, pull the other 20 cars down to No. 6 track in the empty yard, take your engines through the crossover on the north end of the yard and back through No. 5 in the empty yard and through No. 3, couple to the remaining 55 cars of the train, pull back in No. 3 holding 39 cars clear of No. 2 track, shove 16 cars in No. 2 track shoving the remaining 23 cars in No. 1 track fouling No. 2 and No. 3 tracks, go through No. 4 track to the portable derail on the Riverbend lead. Empties will be left in No. 4, No. 5 and No. 6 track in the empty yard, to make a brake test on an empty train, double No. 4 and No. 5 tracks together making sure the crossing to the plant is not blocked, walk the brakes on No. 4 and No. 5 tracks, when brakes are walked make a cut, clear No. 6 track and double over to No. 6 making sure the crossing is not blocked and make a brake test on No. 6 track, when finished double the train together and go.

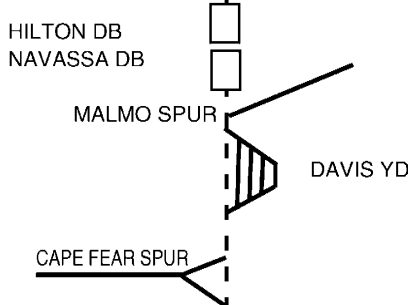
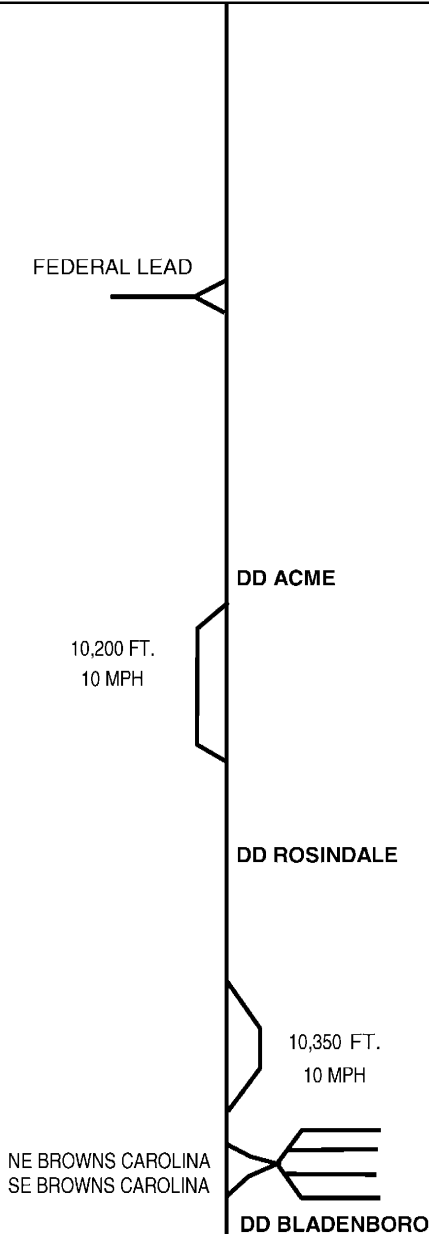
SFE 24.0 - Yarding instruction and responsibilities at Marshall Steam Station. CSX crews will notify Marshall Steam Station before passing SFE 18.0. After receiving permission to enter the yard (If there is a CSX empty train on the loop) loaded trains will pull into track #4 to the scale house.

Upon arrival ARS will meet train crew and a job briefing will be conducted. If ARS is not present, CSX train crew will secure train per Operating Rule 103-D and 103-E. CSX conductor will give waybill to Marshall Steam Station and notify them that the train swap has been made. All DTC Blocks Must be released prior to leaving the Marshall Plant.

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

MP	Location	DOT#
SFE 4.65	Lucia Rd. / NC 16	631290C
SFE 7.06	Killian Rd.	631294E
SFE 9.73	Sifford Road	631296T
SFE 14.22	Optimist Club Rd.	631302U
SFE 18.54	Pine Ridge Road	631304H
SFE 18.82	Campground Road	631305P

WILMINGTON SUBDIVISION – WM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
	SE 371.8 SE 363.1 SE 360.8 SE 360.1 SE 356.8 SE 354.8						1		
40	SE 354.0	DTC BLOCK SIGN			TWC-DTC				
	353.0				6.6			DTC BLOCK CAPE FEAR	
	352.0								
	351.0								
	350.0								
	SE 347.4	DTC BLOCK SIGN							
	SE 346.3	ACME							
	SE 346.1								
					4.0				DTC BLOCK ACME
	SE 343.4	DTC BLOCK SIGN							
	SE 341.3								
	SE 338.8	NE EAST ARCADIA			6.6				DTC BLOCK EAST ARCADIA
	SE 336.8	DTC BLOCK SIGN							
	SE 336.7	SE EAST ARCADIA			9.6				DTC BLOCK ROSINDALE
	SE 327.2	DTC BLOCK SIGN							
	SE 324.6								
					16.1				DTC BLOCK BLADENBORO
SE 313.0	N E BLADENBORO								
SE 311.1	DTC BLOCK SIGN								
SE 310.9	SE BLADENBORO								
SE 308.8									
SE 308.3									
SE 304.4		10.1				DTC BLOCK BUTTERS			
SE 301.0	DTC BLOCK SIGN								
40					TWC-DTC	DTC BLOCK NORTON			

WILMINGTON SUBDIVISION – WM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	SE 298.0				TWC-DTC	DTC BLOCK NORTON	
	SE 297.7	NE LUMBERTON SIDING					
	SE 297.6	DUART SPUR					
	SE 297.2	DTC BLOCK SIGN SE LUMBERTON SIDING					
		5.8				DTC BLOCK GRADY	
40	SE 291.4	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK PEMBROKE	
		DTC BLOCK SIGN					
40	SE285.8 SE 285.7 SE 285.4	PEMBROKE CONNECTION	CSX	SOUTH END SD	CPS-261		
49	SE 283.4		4.8		DD PEMBROKE	ABS-261	DTC BLOCK PATES
	SE 281.0	NE WILKES				CPS-261	
			2.1	SSDG 10,372 FT. 25 MPH		ABS-261	DTC BLOCK RED BANK
	SE 278.9	SE WILKES				CPS-261	
	SE 275.4	DTC BLOCK SIGN		CAMPBELLS SOUP		TWC-DTC	DTC BLOCK MAXTON
	SE 274.9 SE 274.3		4.9		NE MCNAIRS SE MCNAIRS		
	SE 274.0	DTC BLOCK SIGN					
	SE 271.1		5.8		NE DIXIE		
	SE 270.5				SE DIXIE		DTC BLOCK DIXIE
	SE 269.2				L&S RR		
49	SE 269.3						
40							
49		DTC BLOCK SIGN				TWC-DTC	
	SE 268.2	NE ELMORE				CPS-261	
			2.0	SSDG 10,200 FT. 25 MPH		ABS-261	DTC BLOCK SCOTLAND
	SE 266.2	SE ELMORE				CPS-261	
		DTC BLOCK SIGN				TWC	DTC BLOCK LAUREL HILL
49							

WILMINGTON SUBDIVISION – WM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM ↓	
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STATION PAGE NOTES

NOTE 1: Movements between SE 374.0 and SE 354.0 will be made in accordance with Operating Rule 96 not exceeding 25 MPH between SE 356.8 and SE 354.0

WILMINGTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RESTRICTIONS

Duart Spur

MP/Between	Speed
SEB 311.3 and SEB 319.0	20 mph
SEA 297.6 and SE 311.3	10 mph

Malmo Spur

MP/Between	Speed
AC 249.3 and AC 255.0	25 mph

Pembroke Connection Track and Switches

MP/Between	Speed
SE 285.7	25 mph

97 DRAWBRIDGES

MP/Between	Hours Attended
AC 245.9 / Hilton Bridge	Continuously
AC 248.2 / Navassa	Continuously

The North East Cape Fear River (Hilton) drawbridge at SE 363.10 is remotely operated from the Cape Fear River (Navassa) drawbridge at SE 360.8. Trains will approach STOP signs, located approximately 100 feet from the end of the approach structures, prepared to stop, and will stop before reaching the STOP sign, unless granted verbal permission to proceed from the Navassa bridge tender at SE 360.8 or given a proceed signal with a green flag by day or green light by night.

Cape Fear River (Navassa Bridge) - Manned continuously. Trains will approach the derail located 250 feet south of the structure prepared to STOP, checking the derail. Trains will STOP before reaching the STOP signs unless granted permission to proceed by the bridge tender, via radio or given a proceed signal with a green flag by day and a green light by night. The derail will be locked off rail when the drawbridge is down. The derail will be locked on the rail when the drawbridge is open or unattended.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SE 285.7 / Pembroke	CSX	Remotely Controlled	226-B(3)
SE 269.2 / Laurinburg	L&S	Non-Electrically locked gates	98-F

The Laurinburg Railroad crossing at grade at SE 269.2, is protected by a gate with a STOP sign that is normally lined against the intersecting line. Trains must approach the crossing prepared to stop short of the gate and crossing, until the gate is seen to be positioned against the intersecting line.

100 HIGHWAY-RAIL GRADE CROSSINGS

SE 344.8 – Acme – Southbound trains picking up from the storage tracks must not block crossings in excess of 15 minutes at a time.

Trains working Acme will ensure their train is clear of the Federal Paper Road crossing at SE 344.85. The maximum length of a train that will fit between the station, the brake stick holder, and the crossing is 7200 feet. If the length of the train is longer than 7200 feet, other arrangements are to be made in coordination with the Davis Yard Yardmaster and the on-duty Acme Switcher.

SE 285.4 – Pembroke – Northbound trains on the Wilmington Subdivision will STOP clear of University Road crossing at SE 284.88 (SR 1561) which is south of UNC-Pembroke until you have a signal at Pembroke that would allow you to move.

MP / Location	Restriction
SE 267.5 / Turnpike Road	These crossings must not be blocked for more than 20 minutes when the train is not moving.
SE 266.3 / Fieldcrest Road	
SE 266.1 / Elmore Road	

103-D HAND BRAKES

Item #2 of Florence Division Special Instructions applies to the entire subdivision except at the following locations:

MP/Location	Number of Hand Brakes Required
SE 356.8 / Davis Yard Tk 0-28	1 Handbrake plus sufficient number to secure
SE 346.3 / Acme Yard	1 Handbrake while switching into tracks.

At Acme Yard, handbrakes may be left applied when necessary to shove tracks a short distance not to exceed 20 car lengths to make room in tracks being switched into.

104 SWITCHES

SE 356.8 / Davis Yard – The switch from 35 to 28 lead at Davis Yard is an inside switch and may be left as last used.

SE 356.8 / Davis Yard – Crews working on the Cape Fear Spur are to line the switch from the wye to the Rule 96 territory back for straight away movement and announce over the radio that the switch is locked and lined.

SE 297.0 / Duart Spur – Switches will be left lined and locked for straight away movement.

SE 275.4 / Campbell Soup Spur – Switches will be left lined and locked for straight away movement.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SE 360.8 / Navassa Bridge	Continuous	32	Terminal
SE 349.3 / Davis Yard		32 & 66	
SE 349.3 / Leland		66, 94 – 6	Wayside
SE 338.8 / East Arcadia			
SE 317.2 / Clarkton			
SE 297.2 / Lumberton			
SE 276.0 / Maxton			
SE 263.7 / Laurel Hill			

Davis Yard – When radio communications are available, trains will notify the yardmaster at Davis Yard before operating between the Hilton and Navassa drawbridges.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES**4304-B Reported Defects**

Northbound trains that are required to stop clear of State Road 1561 SE 284.88 (also known as University Road), and thus over the defect detector located at SE 283.4, will be relieved from the requirements of Equipment Handling Rule 4304-B (b), but when this occurs, a running inspection will be made immediately after passing the detector.

When traveling into or out of the south end of Elmore, all trains not maintaining a constant speed of 10 MPH or higher for the entire train while passing over the Elmore defect detector at SE 266.0 are to disregard the defect detector malfunction message.

4400 THRU TRUSS BRIDGES

MP	Location
SE 364.6 (AC 244.4)	Wilmington, NC
SE 363.1 (AC 245.9)	Hilton, NC
SE 360.8 (AC 248.2)	Navassa, NC

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
SE 274.4	South End McNair
SE 275.4	Campbell Soup
SE 275.4	Maxton Oil
SE 290.4	Converse Lead
SE 293.3	Weyerhaeuser
SE 295.0	Lumberton Recycle
SE 295.5	U S Cold Storage Lead
SE 295.5	Universal Lead
SE 297.3	Ready Mix
SE 297.8	Sawmill Lead
SE 297.8	Buckeye
SE 298.8	Southern States
SE 299.6	Progress Energy
SE 300.9	Crop Producers
SE 308.4	S E Browns of Carolina
SE 347.3	Hexion
SE 359.0	CSX Transflo
SE 362.0	South Atlantic Services
SE 362.0	U.S. Metals
SE 362.0	Southern Iron
SE 362.0	Louisiana Pacific
SE 364.0	Chemserve
SE 365.0	MCO
AC 235.0	Elements

8. MISCELLANEOUS**EXCEPTED TRACK**

MP / Location	Track
SEA 297.6 to SEB 311.3	Duart Spur

SE 356.8 Davis Yard – When rips are spotted at Davis Yard on Track 50, the leading car will be placed as close to the shop door as possible without crossing the yellow tie and no more than 10 cars will be spotted at a time.

In the event that the electronic gates are malfunctioning, any train working in or out of the Sunny Point Interchange Yard must lock the gates upon their departure. A CSX switch lock has been provided and is on the gate. If for any reason the gates will not close immediately, contact the yardmaster at Davis Yard and be governed by the yardmaster instructions.

CSX crews working on the Wilmington Terminal Railroad (WTRY) tracks from AC 249.5 (3rd Street) to AC 253.5 (end of tracks) will comply with the following:

- 1) Between the hours of 700-1800, Monday through Friday, crews will contact WTRY via radio Channel 14 prior to crossing 3rd Street.
- 2) Maximum authorized speed on all WTRY tracks is Restricted Speed not to exceed 10 MPH.

- 3) Unattended equipment will be secured in accordance with the following requirements:

- a) Yard Tracks 1 through 6 – Two handbrakes required, all other tracks 10%.

SE 299.7 Progress Energy Lead – The insulated joints for the automatic highway crossing at grade warning device circuits on Old Whiteville Highway, at Progress Energy Lead have been painted yellow. These joints are 500 feet on either side of the crossing. Trains that are stopped at this crossing must remain off the circuit so as not to unnecessarily activate the crossing warning devices.

REMOTE CONTROL LOCOMOTIVE OPERATION

Davis Yard

- A. Remote control locomotive (RCL) operation is established at Davis Yard. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote Control Zones (RCZ) are established in Davis Yard and RCZ signs are in place as follows:
1. Number 28 lead from the yard office crossing at Davis Tower to the north end of 28 lead at clearance point of track 30 which is approximately 1370 feet.
 2. Zero Track – 100 feet from the north end of zero track and 875 feet from the south end of zero track.

Instructions for train, engine or on-track equipment movements arriving Davis Yard.

- A. All movements inbound to Davis Yard will not pass the following locations without contacting the yardmaster at Davis yard:

Northbound movements – prior to SE 354.0 (Cape Fear DTC Block Board)

Southbound movements – Navassa Road (also known as Dupont Road) SE 360.1

Malmo Spur – main entrance crossing to Davis Yard AC 249.3

Acme Yard

- A. Remote control locomotive (RCL) operation is established at Acme Yard. RCL operation and special instructions are stated in the Operating Rules. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote Control Zones (RCZ) are established in Acme Yard and RCZ signs are in place as follows:
1. 380 feet north of north wye switch
 2. 150 feet south of engine track switch
 3. 870 feet north of south wye switch
 4. Number 10 switch South end of Acme Yard

Instructions for train, engine or on-track equipment movements needed access to Acme Yard:

- A. Any jobs working in the Acme area needing access into the remote zone must contact the remote foreman on Channel 66

While working remote operations at Acme, the derailer on the north leg of the wye must remain in the derailing position. Notify the on-duty Yardmaster at Davis Yard prior to performing Man Down (Tilt) Test. When working in the L area and King A&B tracks, if necessary, hold onto enough cars to prevent entering into an area which may cause you to lose GPS Synchronization. When spotting Turpentine cars next to SO2 cars, if necessary, request that the SO2 cars are disconnected to prevent damage.

ADDITIONAL STATIONS

MP	STATION/INDUSTRY NAME
SE 345.6	N.E. Acme Storage
SE 344.7	S.E. Acme Storage
SE 344.6	N.E. Armour Mill
SE 344.3	S.E. Armour Mill
SE 327.2	Rosindale
SE 319.0	N.E. Clarkton
SE 318.7	S.E. Clarkton
SE 299.6	Progress Energy
SE 298.8	Sawmill
SE 295.5	Universal
SE 291.9	N.E. Lowe
SE 291.3	S.E. Lowe
SE 273.2	N.E. Butler
SE 272.8	S.E. Butler
SE 272.6	Edwards Chip Mill
SE 265.0	Armstrong

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

MP	Location	DOT#
SE 259.28	Guinns Mill Rd / SR-1155	630897Y
SE 262.41	Fred Carter Rd / SR-1363	630904G
SE 263.24	Old Wire	630905N
SE 263.60	Morgan St.	630906V
SE 263.84	Churgh St.	630907C
SE 264.25	Idamill	630908J
SE 264.91	Armstrong	630909R
SE 266.07	Elm St	630911S
SE 266.35	Fieldcrest	630913F
SE 267.47	Turnpike Road	630914M
SE 268.29	SR 1359	630917H
SE 268.33	SR 1358	630919W
SE 268.59	King Ave	630920R
SE 268.90	Gill St.	630922E
SE 269.01	Main St	630923L
SE 269.07	Biggs St	630925A
SE 269.50	Caledonia Rd	630927N
SE 270.06	5 th Street	630929C
SE 270.69	Kiser Road	630932K

MP	Location	DOT#
SE 271.03	Hyland Road	630933S
SE 272.79	N. Rocky Ford	630936M
SE 274.68	Airport Road / SR-1436	630939H
SE 275.69	McNair St.	630946Y
SE 275.97	Patterson St.	630970U
SE 276.46	Fifth	630981G
SE 276.98	Rockingham Rd. / SR-1302	630982N
SE 278.26	Alma Road	630984C
SE 281.99	Deep Branch Rd / SR-1339	630985J
SE 283.37	Oxendine Road / SR-1350	630987X
SE 283.75	NC 710	630988E
SE 284.33	Remount Rd / SR-1557	630990F
SE 284.88	University Rd / SR-1561	630991M
SE 285.26	North Odum St / SR-1340	630997D
SE 285.45	Barker Street	630001V
SE 285.60	Vance St	631003F
SE 285.72	Union Chapel Rd / SR-1515	631005B
SE 285.79	Jones St	631006H
SE 285.04	East Railroad St / SR-1571	631011E
SE 288.13	Moss Neck & Chicken Rd	631012L
SE 289.30	Holly Swamp Church Rd	631014A
SE 290.09	Beam Road / SR-1573	631015G
SE 291.33	Lowe's Road / SR-1550	631016N
SE 292.12	Pine Log Rd / SR-1549	631019J
SE 293.10	Red Springs Rd / NC-72	631021K
SE 295.40	West Fifth St / SR-1619	631026U
SE 295.57	Dunn Rd / SR-2510	631041W
SE 296.70	Martin Luther King Dr/NC41	631029P
SE 297.07	Elm St	631030J
SE 297.13	Chestnut St	631032X
SE 297.19	Walnut St	631033E
SE 297.37	Cedar St	631034L
SE 297.61	Chippewa St.	631035T
SE 297.96	Muller Street	631036A
SE 298.15	Clewis Street	631038N
SE 298.50	Lafayette St	631039V
SE 298.82	Roberts Ave. South / NC-72	623950R
SE 302.08	Old Allenton Rd/Sr-1002	623962K
SE 303.93	Singletary Church Rd	623966M
SE 307.02	Berry Lewis Rd / SR-1128	623968B
SE 307.63	Richardson Rd / SR-1178	623969H
SE 308.20	Bryant Swamp Rd / SR-1179	623972R
SE 310.68	South Ash Street	623981P
SE 310.75	Main Street / NC-131	623982W
SE 310.93	Fourth St.	623983D
SE 314.67	Twisted Hickory Rd / SR-1003	623988M
SE 315.02	NC 211	623989U
SE 317.99	Booker T. Washington Rd	623996E
SE 318.68	W R Lathan St / 701 By-Pass	623998T
SE 319.05	College St / 701 Business	624002N
SE 322.29	Elkton Road / SR-1710	624005J
SE 324.60	White Plains Church Road	624010F
SE 330.77	Elwell Ferry Rd / SR-1730	631506F
SE 338.77	East Arcadia Rd / SR-1741	631475J

MP	Location	DOT#
SE 340.49	Woodyard Rd / SR-1808	631478E
SE 342.69	General Howe Rd / NC-11	631482U
SE 343.39	Old Lake Road / SR-1740	631483B
SE 343.96	Sand Hole Rd / SR-1846	631484H
SE 344.85	Federal Paper Rd / SR-1879	631485P
SE 347.40	Neils Eddy Rd / SR-1818	631488K
SE 349.79	Blue Banks Loop Road	631493G
SE 350.62	Mt. Misery Rd / SR 1426	631494N
SE 356.77	Eastbrook (Mt. Misery Rd)	631496C
SE 360.05	S. Navassa Rd / SR-1430	629178R
SE 365.18	Timmie Rd	628722V
SE 365.62	23 rd Street	628721N
SE 366.11	Hall Road / SR-1386	628719M
SE 367.19	N. Kerr Ave / SR-1322	628716S
SE 368.12	Blue Clay	628712P
SE 370.57	Parmele Rd / SR-1355	628980A
SE 371.07	N. College Rd / NC-132	628979F
SE 371.73	Holly Shelter Rd / SR-1002	628978Y

NOTES

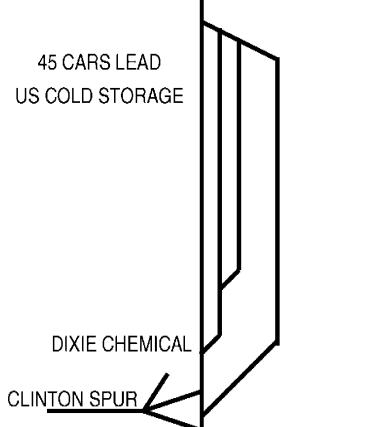
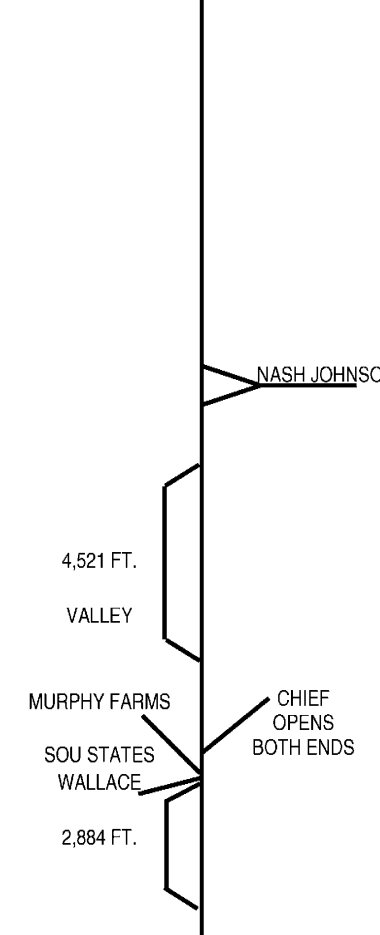
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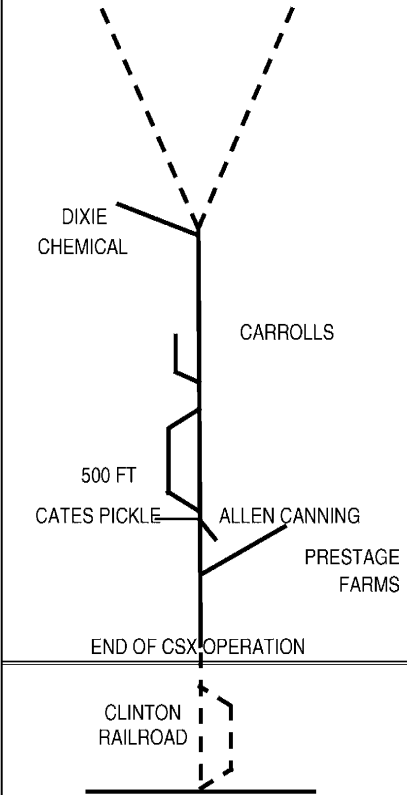
W&W SUBDIVISION - WW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
	A 139.0	CONTENTNEA	SOUTH END SD					
40	AC 139.0	DTC BLOCK SIGN			TWC-DTC	DTC-BLOCK CONTENTNEA		
	AC 142.0	6.0						
	AC 145.0	DTC BLOCK SIGN						
	AC 152.6	11.5				DD PIKEVILLE	DTC BLOCK BELFAST	
	AC 154.1	NE BELFAST						
25	AC 155.4	SE BELFAST						
	AC 156.5	DTC BLOCK SIGN				DTC BLOCK ROYAL		
	AC 159.8	GOLDSBORO						
	AC 160.9							
	AC 161.0							
40	AC 162.2					DTC BLOCK ROYAL		
	AC 163.1	DTC BLOCK SIGN						
	AC 164.6							
	AC 168.5	DUDLEY				DTC BLOCK GOLDSBORO		
	AC 171.0							
20	AC 172.0	DTC BLOCK SIGN				DTC BLOCK DUDLEY		
	AC 180.0	DTC BLOCK SIGN						
	AC 186.5	DTC BLOCK SIGN				DTC BLOCK MT. OLIVE		
					TWC-DTC 193 YARDLIMITS			

W&W SUBDIVISION - WW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
20	AC 187.4	WARSAW	4.5		193 YARD LIMITS	WARSAW YARD LIMITS	
	AC 188.8						
	AC 191.0						
25			8.5		TWC-DTC	DTC BLOCK WARSAW	
20	AC 199.5	DTC BLOCK SIGN	8.6		193 YARD LIMITS	WALLACE YARD LIMITS	
	AC 201.4						
	AC 201.7						
	AC 202.0						
	AC 208.1						
				END OF TRACK			
69.1 MILES CONTENTNEA TO WALLACE							

W&W SUBDIVISION – WW CLINTON SUPR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25	AC 188.7 AC 188.9	WARSAW				1	
	ACA 189.3	DTC BLOCK SIGN					
	ACA 191.6			TWC-DTC	DTC BLOCK TURKEY		
	ACA 192.7						
	ACA 195.0			DTC BLOCK SIGN			DTC BLOCK PRESTAGE
	ACA 198.4						
	ACA 199.0	DTC BLOCK SIGN	END OF CSX OPERATION	TWC-DTC			2 3
	ACA 200.0		CLINTON RAILROAD				
11.3 MILES WARSAW TO END OF TRACK							

STATION PAGE NOTES

- NOTE 1:** Movements between AC 188.7/AC 188.9 and ACA 191.6 will be made in accordance with Operating Rule 96.
- NOTE 2:** Movements between ACA 199.0 and ACA 200.0 will be made in accordance with Operating Rule 96.
- NOTE 3:** A gate with a STOP sign has been installed on the Clinton Spur at ACA 199.0. Trains will not operate from the ACA 199.0 to the ACA 200.0 unless working Clinton Terminal Railroad. Interchange contact number 1-910-592-2187.

W&W SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
AC 156.5 AND AC 164.6	25

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
AC 159.8 / Goldsboro	NS	Stop Signs	98-F
AC 160.9 / Goldsboro		Semaphore Crossing Signal (Note)	98

Note: Normally Clear W&W Subdivision

100 HIGHWAY-RAIL GRADE CROSSINGS

AC 207.99 - The road crossing located at Southerland Street in Wallace, NC must be approached in accordance with the 100 operating rules. The road crossing protection will not activate on both sides until approximately 50 feet from the crossing. As additional information this is the last road crossing in the W&W subdivision before the STOP sign and end of rail.

103-D HAND BRAKES

Item #2 of the Florence Division Special Instructions applies to the entire subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
AC 159.8 / Goldsboro	Continuous	32, 46-3	Wayside
AC 188.8 / Warsaw	Continuous	32, 46-3	Wayside
AC 188.8 / Warsaw	0700-2300 Mon – Fri 0700- 1500 Sat	32	Agency

2. INSTRUCTIONS RELATING TO SAFETY

While working Holt Whitted, Southern States and Carolina Eastern located at AC 174.7, employees will walk and work these Industries from the east side of the railroad tracks, only account walking conditions.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
AC 162.4 / Goldsboro Belt Line	6-Axle Engines	Prohibited
AC 207.1 / Southern States at Wallace, NC.		

7. CLOSE CLEARANCE

MP/Location	Track
AC 150.4	Helena Chemical Company
AC 150.4	Wayne Crop Service
AC 157.1	Patetown Dixie
AC 159.1	Dixie Chemical Corp.
AC 159.1	Goldsboro Iron & Metal Co.
AC 159.4	Franklin Baking Co. (Old)
AC 159.6	Franklin Baking Co. (New)
AC 159.8	Ready Mix Concrete Co.
AC 160.8	Tangent Rail Energy
AC 161.8	Weil Dixie Chemical Co.
AC 162.0	Carolina Terminal Co.
AC 162.1	Jeffrey Seed Co.
AC 162.8	NC Salvage Co. Inc.
AC 164.0	Heavy Duty (Waukesha Electric Co.)
AC 164.2	Celotex (GAF Bldg. Mtl.)
AC 168.6	Georgia Pacific Corp.
AC 171.8	Sonoco (Hilex Poly Co.)
AC 173.0	Mount Olive Pickle Co.
AC 174.7	Southern States Co-Op
AC 175.0	Case Farms LLC
AC 176.2	Coharie Farms of Clinton
AC 180.3	Dean Pickle Co.
AC 180.3	Carolina Eastern
AC 187.3	US Cold Storage
AC 187.3	Carolina Soy Co.
AC 190.9	Nash Johnson Grain Elevator
AC 199.5	Nash Johnson & Sons Farms
AC 202.0	Murphy Brown LLC (Chief)
AC 202.4	Murphy Brown LLC (Rosemary)
AC 202.6	Valley Protein Corp.

MP/Location	Track
AC 203.0	Jenkins Gas Co.
AC 205.6	Diversified Energy
AC 207.1	Southern States Co-Op
CLINTON SPUR	
ACA 189.3	Dixie Chemical Corp.
ACA 192.7	Murphy Brown LLC (Carroll's)
ACA 195.0	Cates Pickles
ACA 196.3	Allen Canning Co.
ACA 196.5	Coharie Hog Farm Inc.
ACA 198.4	Prestage Farms

8. MISCELLANEOUS

EXCEPTED TRACK - NONE

AC 159.7 - Franklin Bakery, Goldsboro, NC. A track skate has been provided at Franklin Bakery, Old Track. When spotting industry place south out car on skate due to possibility of handbrakes being released by trespassers. Exercise extreme caution when placing or removing track skate.

AC 161.0 – NS Main Track at Goldsboro, N.C. To serve the CP&L Power Plant trains must operate in accordance with Norfolk Southern Rule 96 while using that portion of NS Main Track between Goldsboro Yard and the junction where the CP&L Lead springs from the NS Main Track. In addition, authority must be secured from the NS to occupy the NS Main Track extending between NS, H 127.5 (clearance point to new main track) and NS, H 125.5 (clearance point to CP&L Lead) in accordance with Track Warrant Rules 170 through 185. The CP&L Lead and tracks other than Main Tracks will be governed by Norfolk Southern Rule 96, except movements on CP&L Yard Tracks will not exceed 5 MPH. Switch will be left lined and locked for straight away movement on the CP&L Lead.

AC 188.8 Warsaw Agency – Warsaw agency may be accessed toll free at 1-800-603-5155.

ACA 194.3 – Carroll's Grain Mill, Turkey, N.C.

If there are empties to be pulled, one of the following procedures must be followed:

- 1- Leave loads at Warsaw, N.C. and go to Carroll's, pull empties, shove back to Warsaw, set off empties, pick up loads and spot the plant.
- 2- Hold the loads next to the locomotives, pull the empties from the plant and then spot the plant.

Grain Facilities on Subdivision

Before working the following grain facilities, you must go to the control room of the industry and inform them of your arrival and obtain permission to enter industry. If personnel cannot be located, call the number designated below:

Case Farms – Mt. Olive 1-919-582-3400

Coharie Farms – Clinton 1-910-592-1122

Murphy Brown (Turkey) 1-910-293-3434 ext. 5524
1-910-293-5532

Prestage Farms (Turkey) 1-910-592-3531
(Jim Carr): Cell: 1-910-564-4008
Home: 1-910-590-7708

Nash Johnson (Rose Hill) 1-910-289-3113 ext. 6869

Murphy Brown (Rose Hill) 1-910-289-6439 ext. 4375
(Chief's Control Room)
1-910-289-6439 ext. 4590
(Rosemary Control Room)

ADDITIONAL STATIONS / INDUSTRY TRACKS

MP / Industry Name	Switch Opens
AC 159.4 / Franklin Bakery (Old)	South
AC 159.6 / Franklin Bakery (New)	South
AC 159.8 / Ready Mix	South
AC 160.8 / Tangent Rail Energy	North
AC 162.0 / Carolina Terminal	North
AC 162.1 / Jeffrey Seed Co.	South
AC 164.0 / Waukesha Electric	North
AC 164.2 / Celotex	South
AC 174.7 / Southern States	North
AC 176.2 / Coharie Farms	North
AC 180.3 / Dean Pickle	South
AC 187.3 / U.S. Cold Storage	North
CLINTON SPUR	
ACA 196.5 / Coharie Farms	South

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

MP	Location	DOT#
AC 139.63	Frank Price Church Rd	629708D
AC 142.02	Central St	629705H
AC 142.27	Barnes St	629704B
AC 144.45	1634 SR	629703U
AC 148.81	Main St	628549V
AC 149.44	Balance Road	628554S
AC 150.35	Aycock Road	628557M
AC 152.05	Main St	628564X
AC 152.18	Ham Street	628565E
AC 152.46	Booker Street	628566L
AC 154.02	Nahunta Rd. SR# 1336	628568A
AC 155.71	Stoney Hill Rd. SR # 13	628569G
AC 156.75	Belfast Rd	628572P
AC 157.78	Fedlon Trail	628575K
AC 158.33	SR 1305	628577Y
AC 158.75	George St	628578F
AC 158.97	A Street	628581N
AC 159.00	N. James St	642006N
AC 159.04	George	642005G
AC 159.50	Holly Street	628584J
AC 159.88	Ash Street	628586X
AC 159.98	W. Mulberry St.	628587E
AC 160.17	Chestnut St	628588L

MP	Location	DOT#
AC 160.27	Spruce St	642713E
AC 160.52	Elm	628591U
AC 160.60	Wayne Ave	633864W
AC 161.14	S. George St.	628895K
AC 162.42	John St. SR # 1925	642066X
AC 162.51	Arrington Bridge	628897Y
AC 163.69	Old Mt. Olive Rd S	628899M
AC 164.32	Genoa Rd Se	628900E
AC 167.01	Outlaw Rd	628902T
AC 168.42	SR 1120 (Sleepy Creek)	628904G
AC 168.56	GA Pacific	628905N
AC 169.98	Brewington St SE	628906V
AC 170.19	Parker Rd. / SR # 1939	628846N
AC 171.40	Everett Rd	628844A
AC 172.15	NE Church Rd SE	628842L
AC 172.95	Talton St.	628840X
AC 173.29	Park Ave.	628839D
AC 173.63	College	628838W
AC 173.79	James	628836H
AC 173.88	Main St	628835B
AC 173.97	Pollock St	628834U
AC 174.79	County Rd	628829X
AC 177.05	Albritton Rd / SR #131	628821T
AC 177.51	Trade	628819S
AC 180.48	College St. (Faison)	628816W
AC 180.61	NC 50	628815P
AC 180.70	W. Mary & Elias St.	628814H
AC 180.80	West Solomon St	628813B
AC 183.60	McGowen Rd	628806R
AC 184.86	Warren Rd	628804C
AC 187.88	Bruce Costen Rd SR #	628595W
AC 188.94	W Hill St.	628894D
AC 189.07	W. College	628892P
AC 195.35	Willis Carr Rd SR# 1115	629040P
AC 196.45	E. Main St.	629041W
AC 199.03	Nash Johnson	629047M
AC 201.48	West Ridge St. SR#	629049B
AC 201.74	W South St	629052J
AC 202.93	Rosemary Rd	629055E
AC 205.43	Boney St. SR# 1149	629057T
AC 205.68	Lodge St. SR# 1150	629058A
AC 207.98	Southerland St	628652H
ACA189.63	Hill Street	628877M
ACA192.13	Carrolls Rd. SR #1108	628876F
ACA194.23	SR 1911	628873K
ACA195.59	Summerhill Rd (SR 1913)	628866A
ACA196.05	NC24	628865T
ACA198.10	Moltonville Rd SR#192	628863E

NOTES

FLORENCE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule R

After being on duty seven (7) hours, train crews will notify the train dispatcher of the time they will have been on-duty twelve (12) hours. This requirement is in addition to the requirements of Operating Rule R.

34-A (2) REQUIRED ANNOUNCEMENT BY RADIO

Operating Rule 34-A, on the Florence Division, is modified. The change to the rule on the Florence Division is with the addition that the presence of logs in the train must also be announced by radio.

42 (2) A – CITY ORDINANCES

Unless otherwise restricted, after the lead locomotive of a train passes over the last crossing of a city ordinance, track speed may be resumed. This does not pertain to the head end of the train entering the city ordinance. Train speed must be at the speed designated in special instructions when the lead unit reaches the milepost location listed under speed restrictions in special instructions.

SHOVING EQUIPMENT

When Shoving equipment and Operating Rules require operating at a speed that will permit stopping within one-half the range of vision:

1. The employee directing the movement must be in a position to see, **with their own eyes**, the leading end of the equipment being shoved and the track ahead of that movement, at all times.
2. In addition to the requirements of applicable CSX Operating Rules, the move will be made at a speed that will permit stopping within one-half of the distance clearly seen and given by the employee directing the shove move.

Exception: This does not apply in tracks where the move is governed by shove lights and made in accordance with special instructions for that location.

REMOTE AND CONVENTIONAL SWITCHING INSTRUCTIONS

All Locations

When switching cars without air cut-in on cars, the following tonnage counts must not be exceeded:

When this tonnage/car count is exceeded, the minimum cars with air cut-in must be adhered to.

Augusta, GA

Tonnage	Minimum Cars with Air
2500 – 3000	4
3001 – 4000	6
4001 – 5000	10
5001 – Above	15

Cayce, SC

Tonnage	Minimum Cars with Air
500 – 1000	7
1001 – 1500	12
1501 – 2000	20
2001 – Above	ALL

Charleston, SC

Tonnage	Minimum Cars with Air
2000 – 3000	5
3001 – 4000	7
4001 – 5000	10
5001 – Above	15

Charlotte, NC

Tonnage	Minimum Cars with Air
701 - Above	ALL

Fayetteville, NC

Cars	Minimum Cars with Air
50 Cars – Above	20%

Florence, SC

Tonnage	Minimum Cars with Air
7001 – Above	5

Greenwood, SC A End

Tonnage	Minimum Cars with Air
2000 – 3000	5
3001 – 4000	8
4001 – 5000	10
5001 – Above	16

Greenwood SC B End

Tonnage	Minimum Cars with Air
2000 – 3000	10
3001 – 4000	12
4001 – 5000	15
5001 – Above	20

Departure Lead)

Tonnage	Minimum Cars with Air
0-46 Cars	0
47 – 50 Cars	4
50 Cars – Above	10%

Hamlet, NC (Departure Lead)

Cars	Minimum Cars with Air
1000 – 2000	0
2000 – 3000	9
3001 – 4000	12
4001 – 5000	15
5001 – 6000	18

Hopewell, VA

Tonnage / Cars	Minimum Cars with Air
30 Cars – Above or	5
2500 Tons – Above	5

Richmond, VA (AACA)

Tonnage	Minimum Cars with Air
30 Cars – Above or	5
2500 Tons – Above	5

Rocky Mount, NC (North Yard – North & South Ladder)

Tonnage	Minimum Cars with Air
10 Cars – Above	5

Rocky Mount, NC (SW, NW, SE, NE Ladders)

Tonnage	Minimum Cars with Air
30 Cars – Above	5

Spartanburg, SC (Beaumont Yard)

Tonnage	Minimum Cars with Air
30 Cars – Above	5

Spartanburg, SC (Saxon-Hutchins Lead)

Tonnage	Minimum Cars with Air
11 Cars – Above	10

Wilmington, NC

Tonnage	Minimum Cars with Air
5001 Tons – Above	5

All other locations on the Florence Division not named above:

Single Locomotive

Tonnage	Minimum Cars with Air
3000 or Less	0 Cars
3000 to 8000	3 Cars
8000 – 10000	4 Cars
10001 – Plus	5 Cars & must not exceed 5 MPH

Two or More Unit Consist

Tonnage	Minimum Cars with Air
7999 or Less	0 Cars
8000 – 10000	2 cars
10001 – 15000	3 Cars
15001 – Plus	4 Cars & must not exceed 5 MPH

Where tonnage standards are in effect, tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At locations where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

103-A(11) STATIC DROPPING OF CARS

Static dropping of cars is not permitted on the Florence Division.

103-D HAND BRAKES

The hand brake requirements for cars by subdivision on the Florence Division are listed below. These are the **MINIMUM** numbers of hand brakes required. You are empowered to apply additional hand brakes to cars left standing due to track grades, equipment involved, severe weather, etc. If you have any questions concerning these instructions, contact your supervisor for clarification.

Item 1 – CSX Operating Rule 103-D Applies. Cars left standing on a track must be clear of other tracks, where practicable. A minimum of 10 percent, but not less than one hand brake, must be applied to hold the cars

Item 2 – CSXT Operating Rule 103-D applies with the following exceptions. Cars left standing on a track must be clear of other tracks where practicable. Sufficient hand brakes must be applied to hold cars as follows:

Cars Standing	Sufficient Hand Brakes
One Car	One Hand Brake
*Two Cars	Two Hand Brakes
Three or More Cars	Two hand brakes, plus a sufficient number of additional hand brakes to secure the cut of cars where required.

*Except when setting a car off on line of road with defective hand brake only one additional car with a good hand brake applied will be required.

104 SWITCHES

SELF-RESTORING POWER-OPERATED SWITCHES

The location of self-restoring power-operated switches will be designated in special instructions.

Movement over self-restoring power-operated switches will be governed by block signals. Block signals may be located in non-signal territory, (DTC Rules 120-132), or in signal territory (ABS 243-246).

In non-signaled territory, the indication of these signals will govern movement over the self-restoring power-operated switch only. A train that is operating with "occupied block authority," may not exceed controlled speed, regardless of the signal indication at the self-restoring power-operated switch.

OPERATION OF SELF-RESTORING POWER-OPERATED SWITCHES

1. Normal Operation

a. For Movement to Siding or Diverging Track

Train crewman must operate key controller to reverse switch while occupying the short "approach" track circuit. After key controller is activated, signal will display a "stop" indication. After a short time, the switch will reverse itself, and signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.

b. For Movement from the Siding

The train must not occupy the short "approach" track circuit in the siding until:

- 1) Authorized by the train dispatcher, and
- 2) The train is ready to leave.

The switch will reverse, after the train has occupied the short "approach" circuit, and there are no conflicting trains. The signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.

2. Other than Normal Operation

a. For Straight-Away Movement

A train crew member must get permission from the train dispatcher to pass a stop signal and operate the switch in "hand" position when:

- 1) Train is stopped by signal indication and the desired route is for straight-away movement on the main track.
- 2) Train is entering the siding and the key controller does not activate:
 - a. The switch mechanism, or
 - b. The signal.
- 3) Train is exiting the siding and:
 - a. The switch does not line itself for movement from the siding, or
 - b. The signal does not change indication.

405 USE OF COMMUNICATION DEVICES

RADIOS

Selecting Channel Numbers

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

Table 290. All Channel Radio Positions

Designation	TX	RX	User Territory
Engineering	45	45	Engineering Forces

Initiating A Radio Call-In

1. Select the appropriate train dispatcher and when using:
 - (a) Trackstar III Radio, set "DTMF-TONE" switch in "DTMF" position. Press the "Select" button until the call number is displayed. Press the "Send" button for two seconds and release.
 - (b) Motorola MCX's (Early Model) – Radio, rotate, "Tone" switch until the call number is displayed and the light to the left of tone display indicated "DTMF". Press the "DISP" button for two seconds and release.
 - (c) Motorola (Late Model) and Aerotron radios-press and hold the call number push-button for two seconds and release.
 - (d) Mobile radios-equipped with "Touch-Tone" microphones, press and hold the designated number Push-Button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an "Answer Back" tone would be heard. Wait for the train dispatcher to answer the call. If the "Answer-Back" tone is not heard, the caller should wait for one minute and try again.

Emergency Radio Call-In Procedure

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

1. Select the appropriate train dispatcher channel and when using:
 - (a) Trackstar III radio set "DTMF-TONE" switch in "DTMF" position. Press the "SELECT" button until the call number is displayed. Press the "Send" button for two seconds and release.
 - (b) Motorola MCX's (Early Model), rotate the "Tone" switch until the call number 9 is displayed and the light to the left of tone display indicated "DTMF". Press the "DISP" button for two seconds and release.

- (c) Motorola (Late Model) and Aerotron radios-press the call number 9 button for two seconds and release.
 - (d) Mobile radios-equipped with "Touch-Tone" microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will be heard.
 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 Operating Rule 415, identifying;
 - a) Transmitting unit (train identification or title and name),
 - b) Precise location,
 - c) Specific train dispatcher console (several may be coded in), and
 - d) Nature of the emergency.
 4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the call-In.

Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
 - a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
 - b) Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001 B.
2. Train Dispatcher/Mechanical Department Communication.
 - a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
 - b) This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
 - c) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.
 - d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel 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.

3. Radio Rules Compliance
 - a) All applicable radio rules 400 – through – 425 will apply.
 - b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
 - c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

4. Mobile Units – To Telephone

- a) 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.

5. Base Locations

Note:

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

Locomotive Mobile Access**Aberdeen Subdivision**

Location	TX	RX	Acc	Dis
Apex, NC (SDN)	87	52	204*	204#

Augusta Subdivision

Location	TX	RX	Acc	Dis
Beldoc, SC (SDN)	16	88	371*	371#
Millett (SDN)	87	52	531*	531#
Augusta (CSX)	19	77	571*	571#

Belton Subdivision

Location	TX	RX	Acc	Dis
Golden Grove SC (SDN)	16	88	371*	371#

Charleston Subdivision

Location	TX	RX	Acc	Dis
Florence, SC (CSX)	19	77	311*	311#
Florence, SC (SDN)	16	88	321*	321#
Cades, SC (SDN)	87	52	313*	313#
Lane, SC (SDN)	19	77	361*	361#
Charleston, SC (CSX)			321*	321#
Johns Island, SC (SDN)				
Parkers Ferry (SDN)	87	52	313*	313#
Yemassee, SC (SDN)			341*	341#
Ridgeland, SC (SDN)	16	88	317*	317#
Savannah, GA (CSX)	19	77	511*	511#

Charlotte Subdivision

Location	TX	RX	Acc	Dis
Charlotte, NC (SDN)	19	77	821*	821#
Cherryville, NC (SDN)	16	88	831*	831#
Bostic, NC (SDN)	87	52	441*	441#

CN&L Subdivision

Location	TX	RX	Acc	Dis
Newberry, SC (SDN)	87	52	361*	361#

Columbia Subdivision

Location	TX	RX	Acc	Dis
Columbia, SC (CSX)	19	77	351*	351#
Denmark, SC (SDN)			332*	332#
Estill, SC (SDN)			333*	333#
Savannah, GA (CSX)			511*	511#
Stillwell			334*	334#

Eastover Subdivision

Location	TX	RX	Acc	Dis
Sumter, SC (SDN)	16	88	312*	312#

Hamlet Subdivision

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
McBee, SC (SDN)			331*	331#
Lugoff, SC (SDN)			341*	341#
Columbia, SC (CSX)	19	77	351*	351#

Hamlet Terminal Subdivision

Location	TX	RX	Acc	Dis
Hamlet (CSX)	19	77	221*	221#
Hamlet (CSX)	87	52	222*	222#

Lane subdivision

Location	TX	RX	Acc	Dis
Sumter, SC (SDN)	16	88	312*	312#

McCormick Subdivision

Location	TX	RX	Acc	Dis
Clark Hill, SC (SDN)	87	52	581*	581#
Augusta, SC (CSX)	19	77	571*	571#

Monroe Subdivision

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
Marshville, NC (SDN)	87	52	811*	811#
Catawba, SC (SDN)	16	88	631*	631#
Lilesville (SDN)			841*	841#
Shands (SDN)			861*	751#
Greenwood (SDN)			851*	851#
Abbeville, SC (SDN)	19	77	626*	626#
Waxhaw, NC	16	88	891*	891#
Chester, SC			881*	881#

North End Subdivision

Location	TX	RX	Acc	Dis
Richmond, VA (CSX)	19	77	121*	121#
Richmond, VA (CSX)	16	88	501*	501#
Collier, VA (SDN)	87	52	281*	281#
Jarratt, VA (SDN)	16	88	271*	271#
Weldon, NC (SDN)	87	52	261*	261#
Bricks, NC (SDN)	16	88	251*	251#
Rocky Mount, NC (CSX)	19	77	241*	241#

Portsmouth Subdivision

Location	TX	RX	Acc	Dis
Suffolk, VA (SDN)	19	77	262*	262#
Newsoms, VA (SDN)			263*	263#

Southend Subdivision

Location	TX	RX	Acc	Dis
Rocky Mount, NC (CSX)	19	77	241*	241#
Wilson, NC (SDN)	16	88	203*	203#
Micro, NC (SDN)	19	77	206*	206#
Benson, NC (SDN)				
Wade, NC (SDN)	16	88	215*	215#
Fayetteville, NC (CSX)	19	77	207*	207#
Parkton (CSX)	16	88	217*	218#
Pembroke, NC (CSX)	19	77	208*	208#
Dillon, SC (SDN)	87	52	209*	209#
Florence, SC (CSX)	19	77	311*	311#

Spartanburg Subdivision

Location	TX	RX	Acc	Dis
Woodruff, SC (CSX)	19	77	341*	341#

Wilmington Subdivision

Location	TX	RX	Acc	Dis
Clarkton, NC (SDN)	16	88	210*	210#
Leland, NC (SDN)	19	77	211*	211#

SIGNAL RULES

Signal Aspects and Indications

Signal Rules 1281 through 1298 govern aspects and indications on the subdivisions indicated below:

Aberdeen, Andrews, Augusta, Bellwood, Belton, Charleston, Charlotte, CN&L, Columbia, Creston, Cross, Eastover, Georgetown, Hamlet, Hamlet Terminal, Hopewell, Lane, McCormick, Monroe, Norlina, North End, Orangeburg, Parmele, Portsmouth, South End, Spartanburg, Tarboro, Terrell, Wilmington and W&W.

Signal Rule 1285 – Approach

Name: Approach:

Indication: Proceed, prepares to stop at the next signal.
Trains exceeding medium speed must immediately begin reduction to medium speed as soon as Approach signal is clearly visible.

Signal Rule 1292 – Stop

Name: Stop

Indication: Stop, trains are required to stop 500 feet short of the signal location. In situations where it is necessary to pull closer to signals displaying Stop, to clear a switch, highway crossing at grade, etc., the movement may be made after a complete stop has been made at 500 feet.

Under no circumstances will a train be stopped closer than 100 feet to any signal displaying Stop.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Special instructions riding cars – When walking conditions permit, employees will not ride on the side of car except on extended moves. For the purpose of these special instructions, an extended move is defined as a move further than five car lengths.

Crews assigned to yard service must not use personal cell phones during switching operations.

Crews assigned to line of road service while on duty, should only use cell phones for company business.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

CSX Train Documents

CSX train documentation will have code and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crew's CSX train documentation. If the clearance instructions covering a clearance implicated shipment is not received, the appropriate transportation department personnel must provide clearance instructions to the train crew prior to the train's departure.

EHR 4300 Defect Detectors

All defect Detectors on this division are identified as Type 1.

EHR 4467 and 4468 – Unit Coal Trains Picking Up Rotary Coupler Equipped Cars Reference CSXT Equipment Handling Rules 4467 And 4468.

In addition to the provisions of EHR 4467 and 4468: Unit coal train crews (loaded or empty) picking up rotary equipped cars along line of road, in yards, inside coal plants and adding them to their train must ensure the rotary coupler stencils (flags) on the cars being picked up are turned in the same direction as the stencils (flags) on the cars already in your train.

If the stencils (flags) are not turned in the same direction as your train, the cars will not be picked up. Otherwise, the next train with its stencils (flags) in the same direction as the cars to be picked up, will be required to pick the cars up.

Exception:

If the physical characteristics of the territory, allow the cars to be turned or switched to get them properly lined up as the cars already in the train, you are required to pick up the cars and turn / switch them.

Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Florence Division main tracks and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 289. Double Stack and Multilevel Movements		
Subdivisions	DoubleStack	Multi-Level
Aberdeen	19'2"	19'1"
Andrews	20'2"	20'2"
Augusta		
Charleston		
Charlotte (Note 1)	19'2"	19'1"
CN&L	20'2"	20'2"
Columbia		
Creston	19'2"	19'1"
Cross		
Eastover	20'2"	20'2"
Hamlet	19'2"	19'1"
Hamlet Terminal	20'2"	20'2"
Lane		
McCormick	19'2"	19'1"
Monroe	20'2"	20'2"
North End	19'2"	19'1"
Orangeburg		
Portsmouth		
South End		
Spartanburg	18'2"	19'1"
Wilmington	19'2"	
All other subdivisions	Prohibited	Prohibited

Note:

1. 20'2" in ATR multilevel and double stack equipment is permitted between Charlotte, NC and Monroe, NC.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Diesel Units

1. Maximum numbers of units

A maximum of twelve units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 MPH.

EXCEPTION: Current restrictions in special instructions that restrict the class or number of locomotives are still in effect. All industrial spur operations and branch lines are restricted to a maximum of eight units.

The following subdivisions have a maximum authorized speed greater than 25 MPH but are restricted to a maximum of eight units:

Belton
Georgetown
Hopewell
Parmele
Tarboro
WSSB

2. Tonnage Charts

When operating trains on the Florence Division between Richmond and Savannah on the North End, South End and Charleston Subdivisions, computer controlled and non-computer controlled units may be used in any order in the locomotive consist when trailing tonnage is less than or equal to the tonnage rating for the locomotive consist as determined by the CSX Main Frame LMTO Screen.

If it is necessary to start a train on an ascending grade, or while operating at any speed that is less than 7 MPH on the listed subdivisions do not open the throttle beyond run 6 until speed is 7 MPH or higher. This will apply to all ruling grades.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Highway Signal Protection –

TTX 85 foot or longer flat cars must not be left within limits of the protected highway crossing unless coupled to another car.

AMS Libraries

AMS libraries have been established for notices and general information at certain locations on the Division. LOCATIONS, AMS ID, and AMS PASSWORDS are:

Aberdeen Subdivision

AMS ID: RALNOTES
PASSWORD: RALEIGH

Florence - Main Line

AMS ID: MAINLINE
PASSWORD: INFO

Augusta Terminal

AMS ID: AUGINFO
PASSWORD: NOTES

Charleston Terminal

CCBB ID: CHSNOTES
PASSWORD: INFO

Norlina Subdivision

AMS ID: RALNOTES
PASSWORD: RALEIGH

Richmond Terminal

AMS ID: ACCANOTE
PASSWORD: ACCANOTE

Rocky Mount Terminal

AMS ID: RMTNOTES
PASSWORD: NOTES

Intermodal Train Setoffs

Train crews on intermodal trains when setting off cars for any occasion other than normal set-off such as loading, leaning, bad ordered, defects, dragging equipment, etc., at any location including yards must notify the on-duty train dispatcher who in turn must notify the on-duty chief dispatcher for proper handling of these set-off car(s).

These instructions are in addition to any outstanding instructions issued concerning proper notifications of Intermodal bad ordered set-off cars.

Highway/Rail Crossing Accident Reporting:

1. Whenever a crossing accident occurs, the Chief Dispatcher must be notified as soon as possible.
2. Chief Dispatcher, after ascertaining the crews condition, will notify:
 - a. "CSX Public Safety and Coordination Center," to coordinate efforts concerning local emergency services.
 - b. Road Foreman of Engines to obtain down-load of locomotives involved.
 - c. Officer in charge of territory.
3. Chief Dispatcher must ascertain that the conductor has the proper reporting forms available.
4. The conductor is responsible for completing and handling accident forms in the prescribed manner prior to marking off duty unless relieved of this duty by an officer of CSX (Road Foreman/Trainmaster).
5. Types of required forms (all conductors must have the following forms available while on duty):
 - a. Grade Crossing Incident – Form HX-3 (must be completed for every grade crossing accident).
 - b. Train Accident Report – Form RE-2 (must be completed for every rail equipment accident).
 - c. Personal Injury Report – Form PI-1 (must be completed for each personal injury including any Non-Railroad Employees – for example: trespassers, persons involved in a crossing incident, etc.
6. Conductor must insure that these forms are delivered as soon as possible to an officer.
7. Upon receipt of completed forms, the officer will fax these forms to the Manager of Safety & Operating Practices in Florence, SC to 843-664-8273 or RNX 383-8273 and to the Safety Report Clerk for the Florence Division in Jacksonville at 904-245-2887 or RNX 322-3175. Then mail the original reports to Reporting and Compliance Department, CSX Transportation, 500 Water Street – J260, Jacksonville, FL, 32202.

Dispatcher Messages – Train Delay

Train crews will immediately check for their dispatcher messages after going on duty. If the dispatcher messages cannot be located, contact the train dispatcher and request the messages. If unable to reach the train dispatcher after ten (10) minutes, contact the Florence Division Director of Train Operations at RNX 388-5110 or (904) 381-5110 and request the messages.

Conductor's Trip Log

- Item 1: A conductor's trip log has been instituted for use on the entire division. This log must be completed by the conductor as instructed below. Conductors must keep in their possession the previous five round trips for inspection.
- Item 2: Instructions
- A. Florence Division form – The indication of all signals passed during a trip or tour of duty must be recorded on the "Florence Division" form. On this form, denote absolute signals by placing brackets around the signal name, as in <LANE>. Intermediate signals are to be represented by the nearest milepost including the prefix, as in A 340.2.
 - B. Work Authority / Flagman Form – All work authorities entered are to be logged on the "Work Authority / Flagman" form. When a stop is made in a work authority and a restart is required, that information must be recorded on a separate line of the form. Permission by a flagman is also to be recorded.
 - C. Foreign Lines – CSX Florence Division crews are required to record the indications of all signals on foreign lines. This will be done on the "Florence Division" form as instructed in Part A above, a notation in the comments section as to which foreign railroad the signal is on, will be made on the form.
 - D. Blank copies of all forms are in the Division General Notice file.

Item 3: Required Limits for Using the Form.

The form is to be used on the entire Florence Division.

Item 4: Track Type Abbreviations

- | | |
|---|--|
| 1 | Track Number for Multiple Main |
| M | Single Main |
| S | Siding |
| Y | Yard Track |
| C | Connection Tracks (Including wye tracks) |

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			

