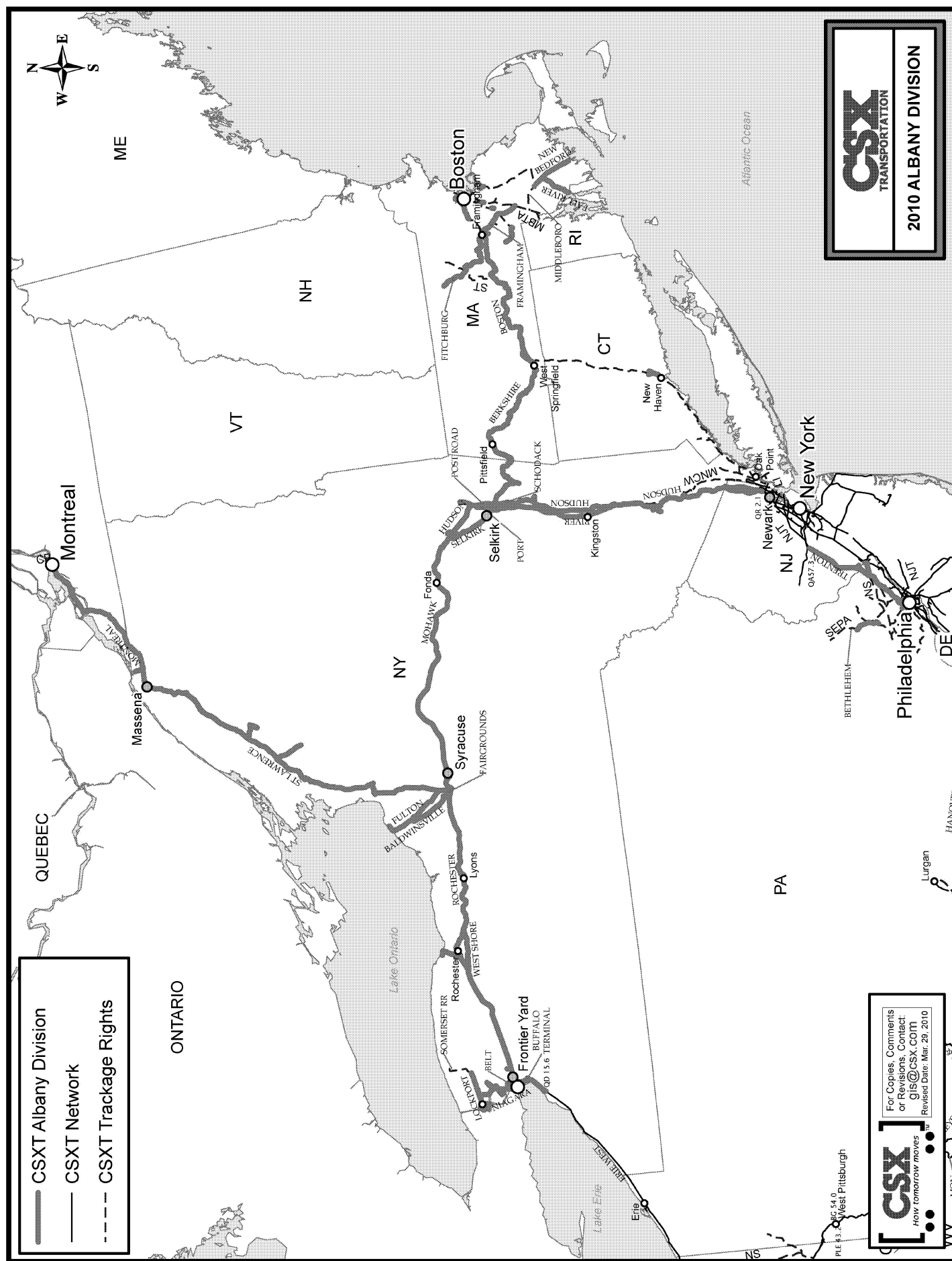




ALBANY DIVISION TIMETABLE NO. 6

**EFFECTIVE
FRIDAY, OCTOBER 15, 2010
AT 0001 HOURS
CSX STANDARD TIME**



For Copies, Comments
or Revisions, Contact:
gis@csx.com
Revised Date: Mar. 29, 2010



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DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
ALBANY	161

PHONE NUMBERS

EMERGENCY ONLY:
CSX Railroad Police
800-232-0144
ALBANY DIVISION HOTLINES:
Hazardous Materials Hot Line:
(RNX) 245-6123
(Bell) 518-767-6123
Accident- Injury Hot Line:
(RNX) 245-6911
(Bell) 518-767-6911
Albany Division Safety Hot Line:
(RNX) 245-6011
(Bell) 518-767-6011
(Recorded Line- Leave Message)
EMERGENCY CONTACT VIA RADIO:
Using the Dispatcher Channel, press 9-1-1 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office at Selkirk

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

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

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

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

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

B. MILEPOST

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

28.0
29.0

C. STATION

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

D. TRACK DIAGRAM

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

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

F. NOTES

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

3 – SYMBOLS USED

N – North **S** – South **E** – East **W** – West

YL – Yard Limits

NB – Northbound **SB** – Southbound

EB – Eastbound **WB** – Westbound

SP – Refer to Speed Tables

ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

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

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

CM DISP 94 – 7 RD – 08

LEGEND - SAMPLE SUBDIVISION - SS

AUTHORIZED SPEED REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM ↓ WEST ↓		AUTH FOR MOVE	TWC	NOTES
1 P F		2 P F								
60	50	60	50	CPQ 0.0	LEN	PBR RWY SPARROW SD				
60	50	60	50			CR DISP 86 - 5 RD - 08		ABS-261		
79	55	79	55	CPQ 9.2		Text boxes for Disp. Rd or Yd Communications				
		79	55			Speed Change MP				
				CPQ 13.8	NORTH EAST	Miles between stations		ABS-261		
						Dead-end turnouts represent industry spurs, team tracks, etc.		CPS-261		
						This shaded and bordered box represents the limits of a Controlled Point		S-261		
						Reference to Air Brake & Train Handling Rule (steep grade)				
				17.0 18.0		BUFORD IT				
						WAS EAS		ABS-261		
79				CPQ 20.0	EAST KENT			CPS-261		
65				CPQ 20.3		SSDG 10,120 FT		ABS-261		
						SEE SPEED TABLES				
				CPQ 22.0	WEST KENT	SP		CPS-261		
65	55					Yard channel for yarding instructions shown in a text box		ABS-261		
55	50					KENT YD CH - 28				
				CPQ 22.8		Reference to Equipment Handling Rule (handling cars prone to rocking)				
55	50							ABS-261		
50	40			CPQ 23.5						
				CPQ 24.4	EAST LAUREL	SDG 8,750 FT SP		TWC-DCS		
						Defect detector				
40	40			CPQ 26.1 CPQ 26.4 CPQ 26.5	WEST LAUREL	DD				
						Connecting RR shown with dashed lines				
				CPQ 28.2	MOHAWK JUNCTION	NS				
50	40	50	40			Total miles on a sub-division are shown on the bottom of the diagram				
40	30	40	30	CPQ 29.2 CPQ 29.5 CPQ 29.8		NS				
50	45	50	45							
50	45	50	45	CPQ 30.6	ALEXANDRIA			TWC-DCS		
30.6 MILES LEN TO ALEXANDRIA										
STATION PAGE NOTES										
NOTE 1: Instructions for this location.										

ALBANY DIVISION
One Bell Crossing Road
Selkirk, NY 12158

Albany Division Officers

J.L. Gaylord
Division Manager

J.D. Lewandowski
Assistant Division Manager

D.J. Kiner
Superintendent Train Operations

J.V. DiStefano
Manager of Safety and Operating Practices

M.J. Novenche
Senior Road Foreman of Engines

J.T. Bradt
Terminal Superintendent - Selkirk

F.E. (Gene) Payne
Assistant Terminal Superintendent

N.G. Curry
Terminal Manager - Buffalo

R.C. McGovern
Terminal Manager - New England

B.M. Stussie
Terminal Manager - Dewitt

J.M. Machnik
Terminal Manager - New York/New Jersey

J.B. McDonald
Chief Train Dispatcher

M.F. Cartwright
Director Train Operations

J.C. Diones
Director Train Operations

R.F. Knaack
Director Train Operations

J.M. Malone
Director Train Operations

D.M. Murphy
Mechanical Superintendent

G.W. Mellish
Division Engineer

S.C. Bertok
Division Signal Engineer

Albany Division Telephone Numbers

	RNX	BELL
Division Manager	245-6000	518-767-6000
Assistant Division Manager	245-6085	518-767-6085
Senior Road Foreman of Engines	245-6004	518-767-6004
Manager of Safety and Operating Practices	245-6005	518-767-6005
Superintendent Train Operations	245-6051	518-767-6051
Director Train Operations	245-6900	518-767-6900
Chief Train Dispatcher	245-6007	518-767-6007
Division Engineer	245-6557	518-767-6557
Division Signal Engineer	245-6041	518-767-6041
Mechanical Superintendent	245-6020	518-767-6020
Locomotive Superintendent	245-6064	518-767-6064
Division Administrative Assistant	245-6045	518-767-6045

Buffalo Terminal
1836 Broadway
Buffalo, NY 14212

NAME	TITLE	RNX	BELL
N.G. Curry	Terminal Manager	227-6009	716-891-6009
P.M. Barber	Trainmaster	227-6120	716-891-6120
N.D. Johnson	Trainmaster	227-6120	716-891-6120
M.A. Maynard	Trainmaster	227-6120	716-891-6120
D.A. Vile	Trainmaster	227-6120	716-891-6120
T.J. Ferris V	Road Foreman	227-6818	716-891-6818
M.P. Lewandowski	Road Foreman	227-6248	716-891-6248

Niagara Falls Yard
2550 29th St.
Niagara, NY 14305

NAME	TITLE	RNX	BELL
G.M. Cochrane	Trainmaster	257-6952	716-278-6952
J.J. Wells	Trainmaster	257-6951	716-278-6951

**Rochester/West Shore Subdivision
Goodman Street Yard
400 North Goodman St.
Rochester, NY 14609**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
J.J. Connelly III	Trainmaster Line of Road	242-1015	585-546-1015

**DeWitt Yard
600 Freemont RD.
East Syracuse, NY 13057**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
B.M. Stussie	Terminal Manager	243-5708	315-656-5708
W.E. (Skip) Rice	Trainmaster	243-5778	315-656-5778
Vacant	Trainmaster	243-5778	315-656-5778
Vacant	Trainmaster	243-5777	315-656-5777
Vacant	Trainmaster	243-5777	315-656-5777
Vacant	Road Foreman	243-5760	315-656-5760

**St. Lawrence Subdivision
Watertown Yard
895 South Massey Rd.
Watertown, NY 13061**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
M.H. Fradette	Trainmaster Line of Road	263-7439	315-785-7439

**Montreal Subdivision
Massena Terminal
514 South Main St.
Massena, NY 13662**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
H.M. Mondragon	Trainmaster Line of Road	263-3300	315-769-3300

**Selkirk Yard
Albany Division Bldg
1 Bell Crossing Rd.
Selkirk, NY 12158**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
J.T. Bradt	Terminal Superintendent	245-6215	518-767-6215
F.E. (Gene) Payne	Assistant Terminal Superintendent	245-6625	518-767-6625
M.L. Cameron	Trainmaster	245-6554	518-767-6554
T.L. Moore	Trainmaster	245-6554	518-767-6554
J.L. Seguin	Trainmaster	245-6554	518-767-6554
R.S. Viti	Trainmaster	245-6554	518-767-6554
Vacant	Trainmaster	245-6554	518-767-6554
S.J. McDermott	Road Foreman	245-6019	518-767-6019
D. Puckett	Road Foreman	245-6229	518-767-6229
T.M. Schrecengost	Road Foreman	245-6039	518-767-6039

S.Schenectady/W. Albany/Mohawk/Selkirk Subdivisions
Albany Division Bldg
1 Bell Crossing Rd.
Selkirk, NY 12158

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
K.C. Mannka	Trainmaster Line of Road	245-6318	518-767-6318

Kingston/Hudson/River Subdivisions
Kingston Yard
644 Ulster Ave.
Kingston, NY 12401

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
W.W. Deyo	Trainmaster Line of Road	248-0071	845-340-0071

Boston/Framingham/Worcester
Worcester Yard
271 Franklin St.
Worcester, MA 01604

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
R.C. McGovern	Terminal Manager	240-6305	508-797-6305
J.J. O'Neill	Terminal Trainmaster	240-6350	508-797-6350
M.J. Nichols	Road Foreman	240-6350	508-797-6350

Palmer/West Springfield/Cedar Hill
West Springfield Yard
11 Lower Lowell Rd.
West Springfield, MA 01089

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
J.M. Cronin	Terminal Trainmaster	255-4300	413-785-4300

Pittsfield (Boston/Berkshire Subdivisions)
West Springfield Yard
11 Lower Lowell Rd.
West Springfield, MA 01089

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
S.F. Fitzpatrick	Trainmaster Line of Road	255-4300	413-785-4300

Readville/Middleboro (Framingham Subdivisions)
Readville Yard
55 Prescott St.
Readville, MA 02136

<u>NAME</u>	<u>TITLE</u>	<u>BELL</u>
C.S. Pendleton	Trainmaster Line of Road	617-361-2167

**North Bergen/South Kearny/EPort/Oak Point/Croton
South Kearny Yard
700 Old Fish House Rd.
South Kearny, NJ 07032**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
J.M. Machnik	Terminal Manager	270-2420	973-274-2420
T.E. Graham	Terminal Trainmaster	270-2432	973-274-2432
D.L. Pelham	Terminal Trainmaster	270-2432	973-274-2432
S.G. Wilson	Terminal Trainmaster	270-2432	973-274-2432
Vacant	Terminal Trainmaster	270-2432	973-274-2432
Vacant	Road Foreman	270-2432	973-274-2432

**New York/Oak Point/Croton
Oak Point Yard
1080 Leggett Ave.
Bronx, NY 10474**

<u>NAME</u>	<u>TITLE</u>	<u>RNX</u>	<u>BELL</u>
D.R. Brown	Terminal Trainmaster	262-1930	718-579-1930
L.A. Hines	Terminal Trainmaster	262-1930	718-579-1930

**Langhorne/Woodbourne(Trenton Subdivision)
2000 Cabot Blvd. Suite 130
Langhorne, PA 19097**

<u>NAME</u>	<u>TITLE</u>	<u>BELL</u>
M.A. Holowienka	Trainmaster Line of Road	215-891-5522

Albany Division Train Dispatching Operations
One Bell Crossing Road
Selkirk, NY 12158

	RNX	BELL			RNX	BELL
Superintendent	245-6051	518-767-6051		Chief Train Dispatcher	245-6007	518-767-6007
Director Train Operations	245-6900	518-767-6900		Albany West Assistant Chief	245-6101	518-767-6101
Albany East Assistant Chief Dispatcher	245-6102	518-767-6102		ND Dispatcher	245-6114	518-767-6114
				Fair Grounds (FG) Mohawk (MW)		
NA Dispatcher	245-6111	518-767-6111		NC Dispatcher	245-6113	518-767-6113
Boston (BO) Fitchburg (FI) Framingham (FH) Middleboro (MB)				Carman (CM) Hudson (HN) Schodack (S1) Selkirk (SK)		
NB Dispatcher	245-6112	518-767-6112		NF Dispatcher	245-6116	518-767-6115
Berkshire (BK) Post Road (PR)				Rochester (RC) West Shore (WE)		
NI Dispatcher	245-6119	518-767-6119		NE Dispatcher	245-6115	518-767-6115
Castleton (C9) Trenton (TN) Port (P2) River (RI)				Baldwinsville (BI) Fulton (FU) Montreal (M2) St. Lawrence(S7)		
				NG Dispatcher	245-6117	518-767-6117
				Belt (BE) Buffalo Terminal(B1) Lockport (LP) Niagara (NG) Somerset RR(SM)		

BALDWINVILLE SUBDIVISION - BI

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			FAIRGROUNDS SD				
30	QCB 1.9 2.0 3.0	SALT	6.6	NE DISP 36-7 # RD- 64 WOODARD	TWC-DCS		1
	QCB 8.5	WINS	2.5	QCB 10.1 RADISSON YARD QCB 10.5			
	QCB 11.0	RADIS		NE DISP 36-9 # RD- 64 FULTON			
30 10	QCB 20.8		QCB 21.1 FULTON RUNAROUND QCB 21.3				
10 10	QCB 21.4		11.1		TWC-DCS		
10	QCB 22.1	HAWK (END OF MAIN TRACK)			TRACK OUT OF SERVICE		2
			NRG CORP				
			OSWEGO (END OF NRG TRACK)				
20.2 MILES SALT TO END OF MAIN TRACK							

STATION PAGE NOTES

- NOTE 1:** Southbound trains entering the FAIR GROUNDS SD, must not pass the signal at CP-SALT without permission from the ND Dispatcher.
NOTE 2: Track out of service between QCB 21.4 and QCB 22.1, End Of Track.

BALDWINVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BALDWINVILLE

Trk	MP/Location	P	F
SG	QCB 1.9 - 20.8	30	30
SG	QCB 20.8 - 22.1	10	10

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QCB 10.4 - QCB 11.0	Radisson	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QCB 5.3	Woodard	Continuous	36-7#, 64	Wayside
QCB 21.0	Fulton		39-9#, 64	

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
QCB 7.6	Seneca River

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QCB 1.9 - QCB 22.1	Entire Subdivision	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QCB 1.9 - QCB 22.1	Entire Subdivision	Cars exceeding 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QCB 5.0	Americold Logistics/ Stiles	Building
QCB 10.0	Busch - CO2 Loadout, Building	CO2 loadout area / building
QCB 10.5	Radisson	Brew House - do not ride the side of cars beyond the switch
QCB 21.0	Birds Eye Foods	Building

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
QCB 5.0	Stiles	FP-South
QCB 21.0	Birds Eye Foods	FP-Nouth

Note: FP - Facing point for the direction noted

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

MP	Location	DOT#
QCB 4.2	Vanvleck Rd	266305J
QCB 4.4	Walters Rd	266304C
QCB 4.8	John Glenn Blvd	266302N
QCB 5.1	Farrell Rd	266301G
QCB 9.2	Genesee St	266296M
QCB 9.4	Oneida St	266186C
QCB 10.5	Northern Bypass	903273P
QCB 10.7	Hencle Blvd	903275D
QCB 11.1	Smokey Hollow Rd	266188R
QCB 12.1	Kellogg Rd	266189X
QCB 13.1	Oswego Rd	266190S
QCB 13.8	Lamson Rd	266193M
QCB 14.3	Rabbitt Lane	266194U
QCB 14.9	County Line Rd	266195B
QCB 16.0	Pinnacle Hill Rd	266197P
QCB 16.4	South Grandby Rd	266198W
QCB 17.2	Wybron Rd	266199D
QCB 18.2	Wilcox Rd	266200V
QCB 20.2	Curtis St	266202J
QCB 20.5	Cedar St	266203R
QCB 20.7	Chestnut St	266204X
QCB 21.0	West Broadway	266205E

BELT SUBDIVISION - BE

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1	2			NORTH				
				<div>BUFFALO TERMINAL SD</div>				1
15	15	QDB 0.0 QDB 0.1	CP - 437	0.7	<div>1 DD</div> <div>2</div>	ABS-261		
15	15	QDB 0.7	CP - T	<div>LOOP LEAD</div> <div>FRONTIER YARD</div> <div>6 YARD LEAD</div>	<div>NG DISP 56 - 1# RD - 46 BUFFALO</div>	CPS-261		
30	30			0.5	<div>5 YARD LEAD</div> <div>FRONTIER YARD</div> <div>FRONTIER YARD 58 / 58</div>	ABS-261		
	30	QDB 1.2	CP - SYCAMORE	<div>SYCAMORE LEAD</div>		CPS-261		
	20							
	20	QDB 2.1				ABS-261		
	30	4.0 QDB 5.0		5.7	<div>DD</div>	ABS-261		
30	30	QDB 6.9	CP - I		<div>1</div> <div>2</div> <div>NG DISP 56 - 4# RD - 46 KENMORE</div>	CPS-261		
10	10			0.3	<div>SP</div>	ABS-261		
10	10	QDB 7.2	CP-8 / CP-7					
				<div>NORTH WYE</div> <div>NIAGARA SD</div> <div>SOUTH WYE</div>				
7.2 MILES CP-437 TO CP-8 / CP-7								

7.2 MILES CP-437 TO CP-8 / CP-7

STATION PAGE NOTES

NOTE 1: Loop Lead - Division Special Instructions CR 1277 and 224 are in effect.

BELT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BELT

Trk	MP/Location	P	F
Both	QDB 0.0 - 0.7	15	15
Both	QDB 0.7 - 1.2	30	30
1	QDB 1.2 - 2.1	30	30
2	QDB 1.2 - 2.1	20	20
Both	QDB 2.1 - 6.9	30	30
Both	QDB 6.9 - 7.2	10	10

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QDB 0.0	Buffalo	Continuous	46, 56-1#	Terminal
QDB 7.2	Kenmore		46, 56-4#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QDB 0.1	Buffalo	2	HIWI 19'10" for Northward trains on No. 2 north of CP-Sycamore only
QDB 5.0	Colvin Avenue	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QDB 0.0 - QDB 1.2	CP-437 to CP-Sycamore	No. 1 and No. 2 track: 20'2"
QDB 1.2 - QDB 7.2	CP-Sycamore - CP-I	No. 1 track: 20'2" No. 2 track: 19'10"
	Entire Subdivision	Multilevels: CP-Sycamore-CP-I, No.1 tracks: 20'2", No.2 tracks:19'10"
QDB 0.0 - QDB 7.2		No. 1 track: 20'2" between CP-Sycamore and CP-I
		No. 2 track: 19'10" between CP-Sycamore and CP-I

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QDB 0.0 - QDB 7.2	Entire Subdivision	Cars exceeding 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QDB 1.8	Buffalo - Nabisco	Building

8. MISCELLANEOUS

1. QUALIFICATIONS -- BUFFALO TERMINAL

Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

A. Buffalo Terminal Subdivision between CP-429 and QD 8.2

B. Belt Subdivision

C. Niagara Subdivision between CP-437 and QDN 9.3

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

Exception: Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees who need to qualify on the above territory must contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QDB 1.3	Nabisco South	FP - North
QDB 2.1	Nabisco North	FP - South

Note: FP - Facing point for the direction noted

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

NONE

NOTES

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
						BOSTON SD				
1		2								
P	F	P	F							
60	50	60	50	QB 92.0	CP – 92			CPS-261 CSS		
						1	2			
				94.0				NB DISP 30 – 7# RD-46 AGAWAM	ABS-261 CSS 362-363	
	50		50							
						ATHOL IT				
				QB 96.1	CP – 96			CPS-261 CSS		
	40		40							
60		60				2.0		ABS-261 CSS 362-363		
						1	2			
				QB 98.1	CP – 97			CPS-261 CSS		
30	30	30	30							
				QB 98.4	SPRINGFIELD STATION (P)			ABS-261 CSS 362-363		1
					0.5					
				QB 98.6	CP – 98	NB DISP 30 – 6# RD - 46 SPRINGFIELD	SP 11 PAN AM	SP 10 AMTRAK	CPS-261 CSS	
						0.5			ABS-261 362-363	
30	30	30	30							
				QB 99.1	CP – 99			CPS-261 CSS		
						WEST SPRINGFIELD YARD 64 / 64	WEST YARD			
40	40	40	40			1.4	WEST SPRINGFIELD	EAST YARD	ABS-261 CSS 362-363	
				QB 100.5	CP – 100			CPS-261 CSS		
				103.0						
				QB 103.6			DD		ABS-261 CSS 362-363	
				104.0						
				QB 104.6						
						4.5	1	2		2
50	50	50	50							

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F							
50	50	50	50	QB 105.0	CP - 105			CPS-261 CSS		
50	50	50	50	QB 108.1		4.6	QB 108.1 PVRR	QB 107.1 WESTFIELD S SDG 3,000 FT QB 107.8	ABS-261 CSS 362-363	
50	50	50	50	QB 109.6	CP - 109			CPS-261 CSS		
SINGLE						13.5		NB DISP 30-3# RD - 46 RUSSELL	ABS-261 CSS 362-363	
P	F									
50	50									
40	40									
35	35									
40	40									
45	40									
QB 112.0										
QB 113.7										
QB 115.4										
QB 116.8										
QB 119.5								HUNTINGTON TEAM TK QB 119.2	ABS-261 CSS 362-363	
QB 123.1				QB 123.1	CP - 123			CPS-261 CSS		3
1				2		17.0		NB DISP 30 - 5# RD - 46 CHESTER	ABS-261 CSS 362-363	
P	F	P	F							
45	40	45	40							
40	40	40	40							
40	40	40	40							
50	40	50	40							
50	40	50	40							
QB 127.0										
QB 135.0										
QB 137.7										
40	40	40	40						ABS-261 CSS 362-363	
50	50	50	50							
50	40	50	40							

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F							
50	40	50	40			QB 138.7 1 SUMMIT 1,459 FT	2 NB DISP 30 – 4# RD - 46 WASHINGTON	ABS-261 CSS 362-363		
				QB 140.1	CP – 140			CPS-261 CSS		
				QB 145.9		7.7 DD	DB DISP 30-3# RD - 46 PITTSFIELD	ABS-261 CSS 362-363		
				QB 147.8	CP – 147			CPS-261 CSS		3
						2.8 WEST YARD QB 148.3 2 ND STREET QB 149.8	QB 148.5 EAST YARD	ABS-261 CSS 362-363		5
50	40	50	40	QB 150.5	PITTSFIELD STATION (P)	1	2			1
				QB 150.6	CP – 150			CPS-261 CSS		4
SINGLE										
P	F									
	50			151.0 152.0						
60				QB 155.5		DD	NB DISP 30 – 2# RD - 46 STATE LINE	ABS-261 CSS 362-363		
				QB 157.0		QB 162.0	MA/NY			
50										
40	40			QB 164.7						
50	50			QB 164.9				ABS-261 CSS 362-363		

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM ↓ WEST ↓		AUTH FOR MOVE	TWC	NOTES
SINGLE								
P	F							
50	50	QB 168.6 QB 168.9 QB 170.5 QB 171.0	21.2	DD	NB DISP 30 - 1# RD 46 EAST CHATHAM	ABS-261 CSS 362-363		
45	45							
50	50							
40	40	QB 171.8	CP - 171			CPS-261 CSS		
		QB 176.0 QB 176.5	4.8	SINGLE DD	SSDG 25,344 FT SP	ABS-261 CSS 362-363		
35	35							
		QB 176.6	CP - 176			CPS-261 CSS		
30	30	QB 178.0 QB 178.5 QB 180.5 QB 182.0	10.8	DD	NB DISP 30 - 4# RD - 46 POST ROAD	ABS-261 CSS 362-363		
40	40							
50								
	50							
		QB 187.4	CP - 187			CPS-261		
	40	QB 187.6		DD				
50	50	189.0 190.0		POST RD SD		ABS-261		
50	50	QB 191.8	CP - SM	4.4				
				CASTLETON SD	1 2			
99.8 MILES CP-92 TO CP-SM								

BERKSHIRE SUBDIVISION - BK

STATION PAGE NOTES

- NOTE 1:** Passenger Trains discharging passengers across tracks between their train and the station platform at Springfield and Pittsfield will be protected against trains moving on tracks between their train and the station platform. The NB Dispatcher will be responsible for such protection.
- NOTE 2:** "CC" signs located at QB 101.0. Eastward trains operating on #1 and #2 track must not pass the "CC" signs unless Cab Signal indication is more favorable than Restricting or verbal permission is received from NB Dispatcher.
- NOTE 3:** Pushers operating between CP-123 and CP-147. Pusher locomotives will be set up per instructions in Rules 5600 - 5605. Train will STOP to detach pusher. Engineer will keep pusher against train until stopped. After pusher has cut off from rear of the train, allow sufficient time for the train air brake equipment to recharge. Pusher limited to one (1) unit except as authorized by the Division Manager.
- NOTE 4:** HRRR trains operating between CP-147 and CP-150 must not exceed restricted speed on # 1 and # 2 tracks.
- NOTE 5:** Springfield Yardmaster controls non-sigaled track at Pittsfield Yard.

BERKSHIRE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BERKSHIRE

Trk	MP/Location	P	F
Both	QB 92.0 - 96.1	60	50
Both	QB 96.1 - 98.1	60	40
Both	QB 98.1 - 99.1	30	30
Both	QB 99.1 - 104.6	40	40
Both	QB 104.6 - 109.6	50	50
SG	QB 109.6 - 112.0	50	50
SG	QB 112.0 - 113.7	40	40
SG	QB 113.7 - 116.8	35	35
SG	QB 116.8 - 119.5	40	40
SG	QB 119.5 - 123.1	45	40
Both	QB 123.1 - 127.0	45	40
Both	QB 127.0 - 134.0 -- (EB)	40	25
Both	QB 127.0 - 137.7	40	40
Both	QB 134.0 - 137.7 -- (EB)	40	30
Both	QB 137.7 - 150.6	50	40
SG	QB 150.6 - 157.0	60	50
SG	QB 157.0 - 164.7	50	50
SG	QB 164.7 - 164.9	40	40
SG	QB 164.9 - 168.6	50	50
SG	QB 168.6 - 168.9	45	45
SG	QB 168.9 - 171.0	50	50
SG	QB 171.0 - 176.0	40	40
SG	QB 176.0 - 176.6	35	35
SG	QB 176.6 - 178.0	30	30
SG	QB 178.0 - 180.5	40	40
SG	QB 180.5 - 182.0	50	40
SG	QB 182.0 - 187.4	50	50
SG	QB 187.4 - 187.6	50	40
SG	QB 187.6 - 191.8	50	50

ADDITIONAL SPEEDS (SP) -- BERKSHIRE

Location	Track Type	P	F
QB 171.8 - 176.0	SSDG	40	40
QB 176.0 - 176.6		35	35

ADDITIONAL SPEED RESTRICTIONS

Westbound Tonnage Speed Restrictions

Between QB 142.0 and QB 147.8 Westbound trains with 30 or more cars of mineral freight (stone, ore, sand or coal) operating on No. 1 or No. 2 track must not exceed 30 MPH.

QB 98.6 - Connection Track Speeds

Connection track No. 10 to Amtrak - 10 MPH

Connection track No. 11 to Pan Am - 5 MPH

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QB 98.6	CP-98	CSX	Remotely Controlled	226-B3

100 HIGHWAY-RAIL GRADE CROSSINGS

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NB Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

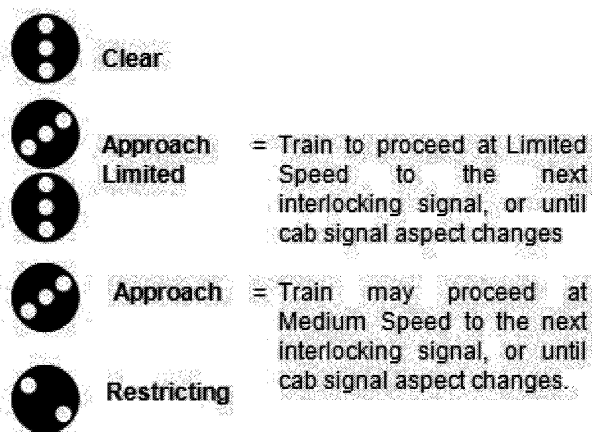
When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to ensure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QB 100.8	Bridge St	Deactivate/Activate
QB 100.9	First St	
QB 107.1	William's Riding Way	
QB 119.5	Russell St	
QB 161.9	State Line Rd	
QB 163.1	Flint's Rd	
QB 165.4	Warner's Rd	
QB 168.5	Schilling's Rd	
QB 170.6	Bradley's Rd	
QB 173.7	Percy Hill Rd	
QB 177.2	Main St	
QB 182.1	Station House Rd	
QB 182.5	Harris Rd	
QB 185.4	Packman's Rd	
QB 186.1	Willow Rd	

362 MOVEMENTS IN TERRITORY WHERE CAB SIGNALS ARE USED WITHOUT FIXED AUTOMATIC BLOCK SIGNALS

1. CSS Cab Signals Without Fixed Automatic Block Signals, Rule 362 and 363 apply. Rules 354 and 356 do not apply.
2. Wayside signals are used at Controlled Points only. Between Controlled Points train movement is governed by continuous cab signals.
3. Following aspects will be displayed and notes listed will apply to the cab signal indications. Conforming cab signal aspects as shown in CSX Signal Aspects and Indications Rules also apply.



Note: These cab signal indications apply on the Boston Subdivision and the Berkshire Subdivision only.

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

Work, Wreck and Ballast Cleaners to and from work
Engines moving to and from shops
Engines used in switching and transfer service, with or without cars, as follows:
Between CP-92 and CP 187 (Berkshire SD)

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QB 100.0	Agawam	Continuous	30-7#, 46	Wayside
QB 100.0	W. Springfield		64	Terminal
QB 100.0	Springfield		30-6#, 46	Wayside
QB 108.0	Westfield		30-5#, 46	
QB 115.0	Russell		30-3#, 46	
QB 126.0	Chester		30-5#, 46	
QB 140.0	Washington		30-4#, 46	
QB 145.0	Dalton		30-3#, 46	
QB 162.0	State Line		30-2#, 46	
QB 172.0	East Chatham		30-1#, 46	
QB 187.0	Post Road		30-4#, 46	

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Between QB 99.0 abd QB 98.7, Connecticut River bridge - Walkway on No. 2 track only.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QB 103.6	West Springfield	2	HBD-DED
QB 115.4	Russell	2	HBD-DED
QB 135.0	Becket	2	HBD-DED
QB 145.9	Dalton	2	DED
QB 155.5	West Pittsfield	2	HBD-DED
QB 170.5	Canaan	2	HBD-DED
QB 176.5	Chatham Village	2	DED
QB 178.5	Chatham	2	HBD-DED
QB 187.6	Post Rd	2	DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QB 97.2	Springfield
QB 98.8	Springfield
QB 149.1	Pittsfield

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QB 92.0 - QB 191.8	Entire Subdivision	Double Stacks: 19'2" / Multilevels: 19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 - CONSERVING FUEL

1. Massachusetts Engine Idling Policy

Information regarding the Massachusetts Engine Idling Policy is placed in the Albany Division Special Instructions pages.

2. Pittsfield

A. Idling of engines not in use for normal switching or work train service for more than 30 minutes is prohibited. When

possible, eastbound crew changes should take place near the Pittsfield layover location. Westbound crew changes should take place as close as possible to designated layover locations.

B. Pittsfield layover location is on TK 3, approximately 405 feet west of the Pittsfield Yard Office.

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Berkshire Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

Berkshire Subdivision locations with 1% Heavy Grade

Between QB 125.0 and QB 137.5

Between QB 142.0 and QB 147.8

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
QB 100.0	West Springfield Middle Yard	Close track centers on tracks 16, 18, 20, 22, 26, 28 and 30
QB 107.1	Westfield, Cargill Salt City	Building on south track when unloading from north side
QB 107.8	Westfield, Eastwood Carriers	Unloading Dock, North side
QB 126.0	Chester, Wilstone	Unloading Dock
QB 148.0	Pittsfield	Close track centers between Main Track 1 and track 3
QB 149.0	Pittsfield	Close track centers between Main Track 1 and track 3
QB 185.0	Niverville, Carovail	Unloading Dock, North side of track 6

Cedar Hill and Vicinity

MP	Location	Remark
QV 3.0	Cedar Hill, Middle Yard	Close track centers on tracks 9, 11, 13, 14, 16, and 18
QV 6.0	CT Container	Building dock plates
QV 63.0	Waste conversion	Building doors
QV 70.0	Stars	Building doors
QV 72.0	Krevit	Building as well as piping and walkways

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QB 96.1	Athol IT	Entire track
QVR 3.0	Cedar Hill Yard	Entire track
QVR 3.0	Cedar Hill	Class track
QV 59.0	Stratford IT	Entire track

TRAINS DEPARTING INITIAL TERMINAL

Prior to departing initial terminal NB dispatcher must be informed if there is a condition or equipment restriction that would prevent the use of a pusher.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QB 92.9	Omni	No. 1 FP East
QB 94.6	Sulco	
QB 95.2		
QB 107.1	Westfield South Side	No. 2 FP West
QB 107.8		No. 2 FP East
QB 107.8	Springdale	No. 1 FP East
QB 119.2	Team Track	FP East
QB 141.2	Hinsdale	No. 2 FP West
QB 145.2	LP Adams	No. 1 FP East
QB 147.3	PolyMatrix	
QB 161.9	State Line	FP-West
QB 161.9		FP-East
QB 177.2	Blue Seal	FP West
QB 177.4	Team Track	FP East
QB 184.7	Carovail	FP West

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QB 100.8	Bridge St	525901A
QB 100.9	First St	525902G
QB 107.1	Williams Riding Way	525908X
QB 119.5	Russell St	525935U
QB 161.9	State Line Rd	526059V
QB 163.1	Flints Rd	526060P
QB 165.4	Warner's Rd	526064S
QB 166.4	Giffords Rd	526065Y
QB 166.8	Main St	526067M
QB 168.5	Shillings Rd	526068U
QB 170.6	Bradleys Rd	526073R
QB 173.7	Percys Hill Rd	526080B
QB 176.9	Austerlitz St	526086S
QB 177.2	Main St	526087Y
QB 177.5	Woodbridge Ave	526088F
QB 182.1	Station House Rd	526092V
QB 182.5	Harris Rd	526093C
QB 185.4	Packmans Rd	526098L
QB 186.1	Willow Rd	526099T

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
1		2				WEST					
P	F	P	F								
30	30	30	30	QB 1.1	CSX DIVISION POST BACK BAY STATION (P)	1	2	NA DISP 38-5# RD - 46 BEACON PARK	ABS-261	1,2	
				QB 1.2							
				QB 1.5							
				QB 1.6		2.0					
30	30	30	30	QB 2.5	YAWKEY STATION - TK-2 (P)						
40	40	40	40								
SINGLE				QB 3.1	CP - 3			CPS-261			
P F						BEACON PARK YARD		BEACON PARK YARD 64 / 64	ABS-261		
						1.7					
				QB 4.8	CP - 4				CPS-261		
P	F	P	F								
60	50	60	50	6.0	NEWTONVILLE STATION (P) WEST NEWTON STATION (P) AUBURNDALE STATION (P)	1	2	ABS-261		3	
				7.0							
				QB 8.1							
				QB 9.1							
				QB 10.2	AUBURNDALE STATION (P)					3	
				QB 10.4							
55		55		QB 10.7	6.6						
60		60									
				QB 11.4	CP - 11				CPS-261		
				QB 11.5							
55		55		QB 12.2				ABS-261			
60	50	60	50	QB 12.5	WELLESLEY FARMS STATION (P)						
				QB 13.4							
55	40		40	QB 13.5	WELLESLEY HILLS STATION (P)						
				QB 13.6							
60		60			9.9			ABS-261			
						1	2				

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F							
60	40	60	40	QB 14.7	WELLESLEY SQUARE STATION (P)	1	2	ABS-261		
				QB 17.7	NATICK STATION (P)					
				19.0						
				QB 19.9	WEST NATICK STATION (P)			ABS-261		4
				20.0						
60	40	60	40	QB 20.9						5
30	30	30	30							4
				QB 21.3	CP – 21	DD	DD	CPS-261 CSS		5
	30		30	QB 21.4	FRAMINGHAM STATION (P) 0.4	NORTH YARD	HOLLISTON IT AND CP YARD	ABS-261 CSS 362-363		6
	WB		WB	QB 21.7						4
	25		25	QB 21.7	CP – 22			CPS-261 CSS		
30		30		QB 21.9						5
					FRAMINGHAM YARD 64 / 64		4TH IRON			
50	50	50	50	QB 22.5	1.0	NEVINS YARD CH 64 & 50 3rd IRON	4TH IRON	ABS-261 CSS 362-363		
60		60		QB 22.9	CP – 23			CPS-261 CSS		
					1.7			ABS-261 CSS 362-363		
				24.0						
				QB 24.6	CP – 24			CPS-261 CSS		
				25.0						
				QB 25.2	ASHLAND STATION (P)	DD				7
				QB 25.3				ABS-261 CSS 362-363		
					3.6					
				QB 27.4	SOUTHBORO STATION (P)					
				QB 28.2	CP – 28			CPS-261 CSS		
60	50	60	50			1	2	ABS-261 CSS 362-363		

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F							
60	50	60	50			1	2			
					5.0	QB 29.4 WESTBORO YARD QB 30.3		ABS-261 CSS 362-363		
					QB 33.3	CP – 33		CPS-261 CSS		
60		60			QB 34.0 QB 36.1	WESTBORO STATION (P)				
55		55			QB 36.4 QB 36.8	GRAFTON STATION (P)		ABS-261 CSS 362-363		
					5.7	DD				
60		60			QB 37.4 QB 37.6					
					QB 39.0	CP – 39		CPS-261 CSS		
					QB 39.5					
50		50			40.0			ABS-261 CSS 362-363		
	50		50		41.0					
40	40	40	40		QB 42.2		1 2			
					QB 43.3	CP – 43		CPS-261 CSS		
					0.4	STUB TK		ABS-261 CSS 362-363		
40	40	40	40		QB 43.7	CP – 44		CPS-261 CSS		8
25	20	25	20		QB 44.2	WORCESTER STATION (P)		ABS-261 CSS 362-363		
					0.6	SSDG SP 2,640 FT P&W RR				
25	20	25	20		QB 44.3	CP – 45		CPS-261 CSS		8,9
60	40	60	40		QB 44.7					
						WORCESTER YARD 64 / 64				
						P&W RR				
60	40	60	40				1 2	ABS-261 CSS 362-363		
						STG TRK 100 CARS				

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				WEST				
P	F	P	F							
60	40	60	40	46.0 47.0 QB 47.4	4.0	1	2 QB 45.9	ABS-261 CSS 362-363		
50	40	50	40							
SINGLE				QB 48.3	CP - 48			CPS-261 CSS		
P	F									
50	40			QB 48.8				ABS-261 CSS 362-363		
55				QB 51.0	9.4					
40				QB 55.4		DD	NA DISP 38 - 5# RD - 46 CHARLTON			
				QB 57.7	CP - 57			CPS-261 CSS		
40	40			QB 58.3	2.6	SP SSDG	CHARLTON YARD QB 58.0 SINGLE	ABS-261 CSS 362-363		
50				QB 60.3	CP - 60			CPS-261 CSS		10
45				QD 60.4 QB 60.7 QB 63.1	3.7	SSDG 33,692 FT SP AUTO YD EB&S RR. QB 63.1 SP SSDG	NA DISP 38 - 6# RD - 46 BROOKFIELD EAST BROOKFIELD YD QB 63.9	ABS-261 CSS 362-363		
	40			QB 64.0	CP - 64			CPS-261 CSS		10
60	50			QB 70.5 QB 71.0				ABS-261 CSS 362-363		
55										
60										
	50									

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
SINGLE								
P	F							
60	50	QB 74.9	15.4	DD QB 75.0 WARREN TEAM	NA DISP 38 - 2# RD - 46 WEST WARREN	ABS-261 CSS 362-363		
45	40	QB 75.8						
50	50	QB 76.3						
60	50	QB 77.9						
		QB 79.4	CP - 79	PALMER YARD YARD 64 / 64		CPS-261 CSS		
			4.2	FITCHBURGH SD BEGINS AT PALMER YD	SSDG 20,592 FT SP QB 82.2 PALMER YARD QB 82.7 QB 83.2 MCER NECR	CON.CONST.PRO. TK-4 STG 72 CARS QB 83.2	ABS-261 CSS 362-363	11
		QB 83.5 QB 83.6 QB 83.7	CP - 83		MCER NECR	NECR	CPS-261 CSS	12
60	50	QB 88.3	8.4	DD	NA DISP 38 - 1# RD - 46 PALMER	ABS-261 CSS 362-363		
55	50	QB 88.8						
60	50	QB 91.5						
60	50	QB 92.0						
				BERKSHIRE SD				
90.9 MILES CSX DIVISION POST TO QB 92.0								

BOSTON SUBDIVISION - BO

STATION PAGE NOTES

- NOTE 1:** Grand Junction Running Track: Beacon Park Yard to QBG 0.0 to QBG 0.2 (begin MBCR sign). Cars or equipment over 17'0" are prohibited.
- NOTE 2:** Beacon Park Yardmaster is in charge of the Grand Junction Running Track between 1500 hours and 2300 hours Monday thru Friday and Sunday between 0700 hours and 1500 hours. The Worcester Yardmaster is in charge all other shifts.
- NOTE 3:** Passenger Trains discharging or boarding passengers from across tracks between their train and the station platform at Newtonville, West Newton, and Auburndale will be protected against trains moving on tracks between their train and the station platform. The NA Train Dispatcher will be responsible for such protection.
- NOTE 4:** HCD in service for Eastward trains. Height detector signal (Lunar White Light) located on north side of No. 1 Track and south side of No. 2 Track at QB 20.1 HCD located on westbound signal bridge at CP – 21. If height detector is activated (STEADY – CONTINUOUS LIGHT) , Engineer, after rear of train clears Bishop St., will stop train as soon as safe train handling will permit and contact the NA Dispatcher for instructions.
- NOTE 5:** Eastbound (EB) speed for passenger and freight trains is head end only from EAS CP-22 to QB 20.9, Bishop St.
- NOTE 6:** Eastward trains stopped at Framingham Passenger Station. Push button control box in service to activate Concord St. grade crossing warning devices. After the NA Dispatcher requests eastbound signal, eastbound signal at CP – 21 will remain at stop until push-button is activated and the grade crossing gates are in the horizontal position.
- NOTE 7:** "CC" signs for Eastward movements on No. 1 and No. 2 Tracks located 1000 feet west of Cherry St. grade crossing, Ashland MA. "CC" signs for Westward movements on No. 1 and No. 2 Tracks located 440 feet east of Main Street grade crossing, Ashland, MA. Trains must not pass "CC" signs (for their direction) unless cab signal indication is more favorable than restricting or verbal permission is received from the NA Dispatcher.
- NOTE 8:** Signaled Siding Worcester, Passenger Train equipment only, No Freight movement permitted.
- NOTE 9:** Signs placed on P&W R.R. property at CSX's connection to the P&W R.R.'s Gardner Branch and at the PanAm connection at Barbers, in Worcester.
- "P&W R.R. ENTER ONLY WITH DISPATCHER APPROVAL"**
- All movements must contact the P&W Train Dispatcher prior to entering P&W R.R. property. If unable to contact the P&W Train Dispatcher, contact the CSX NA Dispatcher for instruction. When no P&W Train Dispatcher on duty, CSX NA Dispatcher may give permission to enter P&W R.R. property.
- NOTE 10:** Passenger trains are prohibited from using siding track CP-60 to CP-64.
- NOTE 11:** Palmer Yard non-signalized tracks are controlled by West Springfield Yardmaster.
- NOTE 12:** CP – 83
- TRAINS: When a Stop Signal is displayed and permission to pass is received from the NA Dispatcher, crew must follow instructions, for operation of knife switch, in control box at the diamond before passing Stop Signal. Knife switch may be restored after train occupies the Interlocking.
- ENGINEERING - ON TRACK EQUIPMENT: Must stop and receive verbal permission to pass the Stop Signal from the NA Dispatcher. A second stop must be made, clear of the NECR diamond. If no conflicting movement is observed standing or approaching, movement may resume. If a conflicting move is observed, the track car driver must follow the instructions, for operation of knife switch, in the control box at the diamond.
- When the movement involves multiple pieces of on track equipment, the instructions, for operation of the knife switch, MUST be followed. Do not restore knife switch until the last track car has cleared the diamond.

BOSTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BOSTON

Trk	MP/Location	P	F
Both	QB 1.1 - 1.5	30	30
Both	QB 1.5 - 1.6	30	25
Both	QB 1.6 - 2.5	30	30
Both	QB 2.5 - 3.1	40	40
SG	QB 3.1 - 4.8	50	40
Both	QB 4.8 - 10.4	60	50
Both	QB 10.4 - 10.7	55	50
Both	QB 10.7 - 11.5	60	50
Both	QB 11.5 - 12.2	55	50
Both	QB 12.2 - 12.5	60	50
Both	QB 12.5 - 13.4	60	40
1	QB 13.4 - 13.6	55	40
2	QB 13.4 - 13.6	60	40
Both	QB 13.6 - 20.9	60	40
Both	QB 20.9 - 21.7 -- (WB)	30	30
Both	QB 21.7 - 21.9 -- (WB)	30	25
Both	QB 21.9 - 20.9 (HE) -- (EB)	15	15
Both	QB 21.9 - 22.5	50	50
Both	QB 22.5 - 36.1	60	50
Both	QB 36.1 - 36.8	55	50
Both	QB 36.8 - 39.5	60	50
Both	QB 39.5 - 42.2	50	50
Both	QB 42.2 - 43.7	40	40
Both	QB 43.7 - 44.7	25	20
Both	QB 44.7 - 47.4	60	40
Both	QB 47.4 - 48.3	50	40
SG	QB 48.3 - 48.8	50	40
SG	QB 48.8 - 51.0	55	40
SG	QB 51.0 - 58.3	40	40
SG	QB 58.3 - 60.3	50	40
SG	QB 60.3 - 60.7	45	40
SG	QB 60.7 - 63.1	50	40
SG	QB 63.1 - 64.0	60	40
SG	QB 64.0 - 70.5	60	50
SG	QB 70.5 - 71.0	55	50
SG	QB 71.0 - 75.8	60	50
SG	QB 75.8 - 76.3	45	40
SG	QB 76.3 - 77.9	50	50
SG	QB 77.9 - 83.5	60	50
SG	QB 83.5 - 83.7	60	40
SG	QB 83.7 - 88.3	60	50
SG	QB 88.3 - 88.8	55	50
SG	QB 88.8 - 92.0	60	50

ADDITIONAL SPEEDS (SP) -- BOSTON

Location	Track Type	P	F
QB 43.7 - 44.3	SSDG	30	5
QB 57.7 - 58.3		40	40
QB 58.3 - 60.4		50	25
QB 60.4 - 60.7		45	
QB 60.7 - 63.3		50	
QB 63.3 - 64.0		60	
QB 79.4 - 83.5			50
QB 83.5 - 83.6			40

17 HEADLIGHT

Between QB 1.1 and QB 10.8. (Turnpike Bridge) the headlight must be dimmed on all trains by day and night except when visibility is poor.

96 OTHER THAN MAIN TRACK

MP/Location	Tracks / Contact Instructions
QBG 0.0 / Beacon Park, Grand Junction Running Track	In charge of Beacon Park Yardmaster second shift and Worcester, MA. yardmaster first and third shifts.
QBG 5.1 / New England Produce Track	Restricted speed maximum 5 MPH
QB 79.4 - QB 83.6 / Palmer Yard	In charge of West Springfield Yardmaster

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QB 83.6	Palmer	NECR	Automatic	226-B3

223 MOVEMENTS THAT MAY NOT SHUNT

1. Single Light Locomotive operation CP-3 Cove on Amtrak

Train Dispatchers:

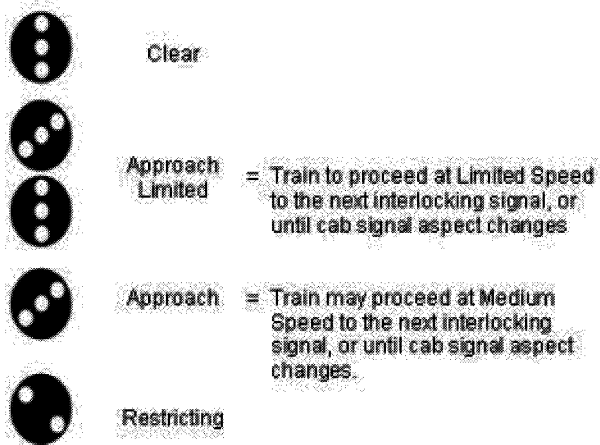
a. Do not allow following train movements behind a single light locomotive.

b. Single light locomotive moves must be protected with a blocking device.

2. Lead 1 at CP 4 -A transportation employee must be in a position to verify that a train has cleared the interlocking either by seeing the marker or rear car number. Under no circumstances can a dispatcher be asked to clear a train on lead 1 at Beacon Park. If a utility employee or other train crew are not available to assist an inbound conductor with clearing the train, the conductor of the inbound train must personally position himself at CP - 4 to verify his train has cleared the interlocking.

362 MOVEMENTS IN TERRITORY WHERE CAB SIGNALS ARE USED WITHOUT FIXED AUTOMATIC BLOCK SIGNALS

1. CSS Cab Signals without fixed automatic block signals, Rule 362 and 363 apply. Rules 354 and 356 do not apply.
2. Wayside signals are used at control points only. Between controlled points train movement is governed by continuous cab signals.
3. Following aspects will be displayed and notes listed will apply to the cab signal indications. Conforming cab signal aspects as shown in CSX Signal Aspects and Indications Rules also apply.



NOTE: These cab signal indications apply on the Boston Subdivision and the Berkshire Subdivision only.

4. The following exceptions authorized for train and engines not equipped with cab signals:

Work, wreck and ballast cleaners to and from work. Engines moving to and from shops. Engines used in switching and transfer service, with or without cars, as follows:

Between CP-21 and CP-92 (Boston SD)

Crews operating on PanAm and Providence & Worcester Railroad must be NORAC qualified.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QB 5.0	Beacon Park	Continuous	38-5#, 46	Wayside
QB 5.0	Beacon Park		64	Yard
QB 22.0	Framingham		38-6#, 46	Wayside
QB 22.0	Framingham		64	Yard
QB 43.7	Worcester		38-7#, 46	Wayside
QB 44.0	Worcester		38-5#, 46	
QB 58.0	Charlton		38-6#, 46	
QB 64.0	Brookfield		38-2#, 46	
QB 79.0	West Warren		38-1#, 46	
QB 83.0	Palmer		38-3#, 46	
QB 92.0	Wilbraham			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QB 4.8	Beacon Park	2	HIWI set for 17'5" for WB trains departing Beacon Park Yd only. Readout is in the Yardmasters Office.
QB 21.3	CP-21	2	HIWI set for 17'2.5" on No.1, 17'3" on No.2.
QB 25.2	Ashland	2	DED
QB 37.4	N Grafton	2	HBD-DED
QB 55.4	Charlton	2	HBD-DED
QB 74.9	W Warren	2	HBD-DED, HIWI SET FOR 19'2".
QB 91.5	Wilbraham	2	HBD-DED

Key: HBD- Hot Box Detector

DED- Dragging Equipment Detector

HIWI- High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QB 1.1 - QB 21.4	Boston to CP-21	Double Stacks: Prohibited/ Multilevels: Prohibited
QB 21.4 - QB 92.0	CP-21 to CP-92	Double Stacks: 19'2"/ Multilevels: 19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 - CONSERVING FUEL

1. Massachusetts Engine Idling Policy

Information regarding the Massachusetts Engine Idling policy is placed in the Albany Division Special Instructions pages.

2. Intermodal Fuel Conservation

Unless permission is received from the NA Dispatcher all Intermodal trains operating between Boston and Worcester will operate with only the lead unit on line. Westward Intermodal trains will have trailing units isolated. Eastward Intermodal trains will shut down or isolate, (temperature permitting) trailing units prior to departing Worcester.

3. Beacon Park

A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations or as close as possible to them.

B. Layover locations are the scale Track west of yard office and Loop Track north of Massachusetts Turnpike.

4. Framingham

A. All idling (running locomotives without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations, or as close as possible to them; with a preference for engine house stub-end tracks first, and then the "Y" track.

B. No idling of switchers or locals for more than 30 minutes, other than in the operational circumstances, is allowed. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to the designated layover locations.

C. Layover locations are the engine house stub-end tracks south and on the Farm Pond side of the classification yard-Tracks 570 and 571- and the "Y" track between the classification yard and the mainline.

5. Readville

A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations.

B. No idling of switchers, locals, or road units for more than 30 minutes, except in the operational circumstances. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to the designated layover locations.

C. Layover locations are tracks 540, and that part of track 818 close to 540, not to extend beyond the fence marking the boundary between the Stop & Shop property and the residential area.

6. Worcester

A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations or as close as possible to them, with a preference for the diesel engine house stub-end track first, and when the capacity of that track is not sufficient, then on one of the freight house leads.

B. Layover locations are the engine house stub-end track and the freight house leads.

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Boston Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QB 1.1 - QB 92.0	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited
QB 3.1	Grand Junction Running Track	Plate F, 17'0" from top of rail	
QB 3.1	East of CP-3, main tracks	Cars exceeding 15'6" from top of rail	
QB 4.8	East of CP-4	Intermodal cars	
QB 21.3	East of Framingham	Multilevel cars	
QBH 21.6	Holliston Industrial Track Elliot St Overhead Bridge	Cars exceeding 16'10" from top of rail	
QBG 0.0 - QBG 0.2	Grand Junction Running Track	Cars exceeding 273,000 lbs.	
QBH 3.0	Holliston Industrial Track between Holliston and Metcalf	Cars exceeding 220,000 lbs.	
QVZ 2.0	Dedham Industrial Track	Cars exceeding 200,000 lbs.	

7. CLOSE CLEARANCE

MP	Location	Remark
QBG 5.0	Community Suffolk - 617-889-2700	Building
QBG 5.0	Gold Bell - 617-889-2700	Track 4
QBG 5.0	Arrow Farms	Building Track 3
QB 0.0	Massachusetts Ave.	Construction Fencing
QB 1.2	Back Bay Station	Station Platform
QB 2.5	Yawkey Station - 617-222-8101	Handicap Platform
QB 5.0	CSXI - 508-797-6333	Intermodal Equipment
QB 5.0	Romar Terminal - 617-783-1005	Building
QB 5.0	BP Engine House - 617-783-6460	Platform
QB 19.9	West Natick Station - 617-222-8101	Station Platform
QB 21.4	Framingham Station - 617-222-8101	Station Platform
QB 21.7	Cerestar - 508-872-3723 Nevin's Yard	Building/Hose Connections
QB 22.5	Nevin's Yard	Bridge
QB 25.2	Ashland Station - 617-222-8101	Station Platform
QB 27.4	Southboro Station - 617-222-8101	Station Platform
QB 29.0	Cumberland Farms - 800-446-7884	Building
QB 29.0	Tate & Lyle - 508-366-8322	Building/Hose Connections
QB 33.0	Dana Film - 508-366-8884	Building
QB 34.0	Westboro Station - 617-222-8101	Station Platform
QB 34.7	G&U Railroad - 508-853-2849	High Switch Stand
QB 36.5	Grafton Station - 617-222-8101	Station Platform
QB 42.0	Sack Storage - 508-754-6802	Building
QB 44.2	Worcester Station - 617-222-8101	Platform, Station Platform
QB 45.0	Delaware Express - 800-638-1890	Track Structure
QB 83.0	CSX Palmer Yard Interchange - 800-800-3450	Close Clearance Tracks. 7H & 5H 9, 7 5 & 3
QB 89.0	Construction Service	Cement Shed Close Clearance

CLOSE CLEARANCE - NON CSX TRACKS

MP	Location	Remark
QBB 0.5	S. Boston-Americold 617-269-6330	Outside Dock
QBB 1.5	S. Boston-Boston Globe 617-929-2771	Inside Dock

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QGB 7.5	New England Produce	Entire track

Palmer, MA, CP-83 INSTRUCTIONS FOR THE KNIFE SWITCH OPERATION

Any employee on the Boston Subdivision desiring to proceed when the governing signal is at STOP or when no indication is displayed must contact the NA Dispatcher.

A. After receiving permission to pass STOP indication, open the knife switch at the crossing.

B. White indicator lights lighted indicates all signals are displaying STOP, on both the CSX Boston Subdivision and the New England Central Railroad.

C. If white indicator lights are not lighted, then:

D. Employees on the Boston Subdivision MUST PERSONALLY OBSERVE that there are no conflicting movements on the New England Central Railroad.

E. After an employee on the CSX Boston Subdivision has complied with the above instructions, a hand signal to proceed will be given from such a place and in such a manner that there can be no misunderstanding on the part of the employee receiving as to the signal given or as to the train or engine for which it was intended. After the train or engine occupies any portion of the track within the interlocking limits, the knife switch must be restored to the closed position and the box locked.

NEP Lead, Grand Jct. RT Maximum speed must not exceed 5 MPH.

OPERATION THROUGH WELLESLEY HILLS AND WEST NATICK STATIONS

A) All Trains:

Trains operating on Track 2 must stop short of the station platform at Wellesley Hills and West Natick while a passenger train is occupying Track 1 at the station.

Trains on Track 2 may proceed through these stations only after the train on Track 1 has departed the station, or as provided for commuter rail trains in B below:

B) Commuter Rail Trains:

Commuter rail trains operating on Track 2 must operate with respect to the times of other commuter rail trains shown at Wellesley Hills and West Natick unless they communicate with the train crew on Track 1 as outlined below.

If the commuter rail train on Track 2 has communicated with the train on Track 1 and established a clear understanding that the train on Track 1 will hold out of the station, the train on Track 2 may proceed.

NOTE: The commuter rail train on Track 1 must hold out of the station at least one train length so that passengers are

not encouraged to attempt to board or get off the train prior to its arrival at the platform. Crews must make an announcement to passengers that the train has not arrived at the station.

C) Commuter Rail Extras:

Notification of commuter rail extras schedules to stop at Wellesley Hills and/or West Natick will be covered by the issuance of a dispatcher message or EC-1.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QB 33.3	Dana Film	No. 2, FP-West
QB 38.5	Wyman Gordon	
QB 40.5	Camosse	
QB 40.5	Sacks	No. 1, FP-East
QB 45.9	Worcester Storage	No. 2, FP-East
QB 48.2	Wright Wire	No. 1, FP-East
QB 50.7	Cassella Waste System	FP-West
QB 89.4	Construction Service	

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QB 20.9	Bishop St	501735S
QB 21.3	Concord St	501736Y
QB 24.2	Main St	501740N
QB 24.4	Cherry St	501741V
QB 37.2	Parmenter Rd	501760A

NOTES

BUFFALO TERMINAL SUBDIVISION - B1

AUTHORIZED SPEED - REFER TO SPEED TABLES							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
1			2						WEST						
		P	I	F	P	I	F	ROCHESTER SD							
		79	60	50	79	60	50	QC 429.8	<div>NG DISP 56 - 1# RD - 46 BUFFALO</div>				CPS-261		
4	3							QC 429.8							CP - 429
30	40							QC 430.1							
										4 3 1 2		ABS-261			
									1.3 "A" IT						
								QC 431.1 QC 431.4	CP - 431			CPS-261	1		
								QC 431.7	DEPEW STATION (P) 2.0			ABS-261	2		
30								QC 433.1	CP - 433			CPS-261	3		
										EASTBOUND RUNNER		ABS-261			
										1.1 SOUTH 2 3 1 2					
			60			60		QC 434.2	CP - 434	NG DISP. 56 - 1# RD - 46 BUFFALO		CPS-261			
40			50			50		QC 434.4					3		
										SOUTH 1		ABS-261			
		79	50	50	79	50	50	QC 435.5	FRONTIER YARD 58 - 58				STOCK YARD FRONTIER YM 58 - 58		
		45	30	30	45	30	30	QC 435.9	3.0						
		60			60										
			30	30		30	30					ABS-261			
										1 2					

BUFFALO TERMINAL SUBDIVISION - B1

AUTHORIZED SPEEDS - REFER TO SPEED TABLES								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
										WEST				

BUFFALO TERMINAL SUBDIVISION - B1

AUTHORIZED SPEED - REFER TO SPEED TABLES									MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
3			1			2								
P	F		P	I	F	P	I	F						
30	30		30	30	30	30	30	30			OHIO ST LEHIGH	ABS-261		
									QD 2.2	CP - 2	OHIO STREET YARD FRONTIER YM 58 - 58	CPS-261		
30	30		30	30	30	30	30	30	QD 2.3					
50	50		79	50	50	79	50	50			2 IN THE FLATS	ABS-261		
											SENECA YARD FRONTIER WEST END YM 58 - 58			
											RECEIVING YD CLASS YD			
									QD 5.4	CP - 5	NG DISP 56 - 3# RD - 46 SENECA	CPS-261		
									QD 5.6					
											NS 4 STUB			
									7.0					
									8.0					
									QD 8.2		10.2			
									QD 10.2		NG DISP 56 - 2# RD - 46 ANGOLA			
											DD			
									QD 15.5	CP - 15		CPS-261		
									QD 15.6		0.1			
											ERIE WEST SD GREAT LAKES DIV			

23.3 MILES CP-429 TO CP-15

BUFFALO TERMINAL SUBDIVISION - B1

STATION PAGE NOTES

- NOTE 1:** Eastbound Speed for Intermodal and Freight is 45 MPH from QC 431.4 to QC 430.1, Head end only.
- NOTE 2:** Depew Station - Passenger trains receiving or discharging passengers will be protected by the NG Dispatcher against movements on tracks between their train and the platform.
- NOTE 3:** South 1 and South 2 in charge of Frontier Yardmaster, (58/58)
- NOTE 4:** Westbound trains at CP 437 must not exceed 20 MPH (Head end only). Exception: This restriction will not apply to trains operating on a clear signal indication at intermediate signal 436 (QC 436) and/or a clear signal at CP 437.
- NOTE 5:** Division Special Instruction CR – 1277 and 224.2 apply on 3 Yard Lead and 4 Yard Lead, Frontier Yard.
- NOTE 6:** CP—437, mileposts change from QC 437.8 to QD 0.3.
- NOTE 7:** Avenue Runner between CP—1 and Chicago St. (Niagara SD) in charge of NG Dispatcher. Movement is governed by Rule 96.

BUFFALO TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BUFFALO TERMINAL

Trk	MP/Location	P	I	F
3	QC 429.8 - 433.1	40	40	40
4	QC 429.8 - 433.1	30	30	30
Both	QC 429.8 - 433.1	79	60	50
Both	QC 430.1 - 431.4 (HE) -- (EB)	79	45	45
3	QC 433.1 - 434.2	40	40	40
Both	QC 433.1 - 434.2	79	60	50
Both	QC 434.2 - 435.5	79	50	50
Both	QC 435.5 - 435.9	45	30	30
Both	QC 435.9 - 437.0	60	30	30
Both	QC 437.0 - 437.7	30	30	30
Both	QC 437.2 - 437.2 (HE) -- (WB)	20	20	20
3	QC 437.7 - 437.8	20	20	20
Both	QC 437.7 - 437.8	30	30	30
3	QD 0.3 - 1.3	20	20	20
Both	QD 0.3 - 1.3	30	30	30
Mains	QD 1.3 - 2.3	30	30	30
3	QD 2.3 - 5.6	50	50	50
Both	QD 2.3 - 5.6	79	50	50
3	QD 5.6 - 8.2	50	50	50
Both	QD 5.6 - 8.2	79	60	50
3	QD 8.2 - 15.6	50	40	40
Both	QD 8.2 - 15.6	79	60	50

QD 1.3 - 2.3 Mains - refers to tracks 1, 2, and 3

ADDITIONAL SPEED RESTRICTIONS

CP-437: 20 MPH restriction does not apply to trains operating on clear signal at intermediate signal 436, or clear at CP-437.

97 DRAWBRIDGES

MP	Location	Hours Attended
QD 1.7	Buffalo Creek, Tracks 1 - 2	Continuously
QD 1.8	River Bridge, Track 3	

103-D SECURING EQUIPMENT

At Frontier Yard, freight trains left unattended for less than one hour may be left with only the locomotive consist hand brakes applied.

104 HANDLING SWITCHES

SWITCH INDICATORS

Frontier yard Switch Indicators, Division Special Instruction 224.1, in use at and in charge of:

Frontier Yardmaster

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 434.2	Frontier yard	Continuous	58	Terminal
QC 434.2	Frontier yard		56, 46-1#	Wayside
QD 4.8	Seneca		56, 46-3#	
QD 5.1	Seneca Yard		58	Terminal
QD 21.0	Angola		56, 46-2#	Wayside

CR 1277 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Signal Aspects not in conformity with Block Signal System Territory

Automatic Block Signals used in non-automatic block signal system territory in service as indicated below.

1. Movements will be made between points named on signal indication.

2. At locations where there is a "Begin Automatic Block" sign, with or without an automatic block signal, occupancy is not permitted without permission from the employee in charge.

3. When track is signalled in one direction, before permission is given in either direction, the employee in charge must determine that no signal has been displayed by the train dispatcher, or permission given which would result in conflicting route unless there is an understanding between all affected.

4. Controlled Point (CP) signals controlled by train dispatcher. All movements not governed by signal indication must operate at Restricted Speed.

5. Track Cars and Roadway Workers

Employee in charge must notify train dispatcher before giving permission for track car or roadway workers to occupy the track.

The Train dispatcher must ensure affected interlocking signals are at Stop and blocking devices are applied.

Automatic Block Signals used in Non-Automatic Block Signal System Territory

Frontier Yard-

1. 3 and 4 yard leads are signaled ABS 261 between CP-437 and end of block sign at QC 436.7, in charge of Frontier Yardmaster. Track speed between these points is 30 MPH. NG dispatcher will not line signal towards these tracks with out permission of Frontier Yardmaster

2. The Loop Lead is signaled in the East direction between CP-T and the End/Begin Automatic Block sign. Speed on this track is 10 MPH. The Frontier West End Yardmaster is in charge of this track.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Employees are reminded to be on the lookout for elevated ground air stanchions at Frontier Yard.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QD 10.2	Bayview	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QD 1.7	Buffalo Terminal, No. 1 and 2 tracks, Buffalo Creek Bridge
QD 1.8	Buffalo Terminal, No. 3 track, River Bridge

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QC 429.8 - QC 437.8	Entire Subdivision	Double Stacks / Multilevels: 20'2"
QD 0.3 - QD 15.6		Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QC 429.8 - QC 437.8	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited
QC 437.7 - QC 437.8 QD 0.3 - QD 2.1	Except # 3 track between CP-437 and CP-2	Cars exceeding 286,000 lbs.	
QC 429.8 - QC 437.8 QD 0.3 - QD 15.6	Entire Subdivision Special Aggregate hoppers Series SOU 100300 and 102009 SOU103300 AND 103999	Loaded not exceeding 263,000 lbs.	Do not exceed 45 MPH
QC 429.8 - QC 437.8 QD 0.3 - QD 15.6	Exception for above	On 100 Lb. rail	Do not exceed 10 MPH

7. CLOSE CLEARANCE

MP	Location	Remark
QC 430.0	84 Lumber	At Building
QC 433.0	Best Way	At Building
QC 436.0	Federal Baker	At Building
QC 436.0	Delta Paper	At Building
QC 436.0	Stock Yard	12 Lead along fence
QD 0.3	Lake Erie Recycling	At Gate
QKS 0.3	Team Distributor	At Building
QKS 0.2	Kathemine Street Lead	At Fence along road
QDA 3.0	Gerdeau	Entrance at Gate
QKS 0.2	Ohio Street/ Boc Gas	At Fence
QDA 2.0	One Tree	Along Dock and entrance gate
QC 0.1	Quebecor	At Building
QDA 2.8	ADM Pillsbury	At Building
QDA 3.0	Ohio Street Middle Yard	Close track centers
QKS 0.3	ADM Standard	At Gate entrance
QC 428.0	Safety Kleen	At Gate entrance
QDC 1.4	General mills	Entrance to 881, 882, 892,902

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QKS 0.3	Hamburg Street Yard	Entire track
QDA 3.0	Ohio Street Yard	Entire track

1. QUALIFICATIONS - BUFFALO TERMINAL

Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

A. Buffalo Terminal Subdivision between CP-429 and QD 8.2

B. Belt Subdivision

C. Niagara Subdivision between CP-437 and QDN 9.3

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

Exception: Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees who need to qualify on the above territory must contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QD 8.1	NS Connection	FP-West
QC 433.0	Bestway	FP-East

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QD 0.9	Exchange St, track 3	520039N
QD 6.4	Lake Ave	520032R
QD 8.0	Bayview Rd	520030C
QD 10.3	Rogers Rd	519502A
QD 11.0	Cloverbank Rd	519501T
QD 12.9	Pleasant Ave	519499U
QD 14.4	Lakeview Rd	519498M

NOTES

CARMAN SUBDIVISION - CM

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
			HUDSON SD				
25	QCC 0.0		<div>3.7</div> <div>NC DISP 64-2# RD-46 COLONIE</div>		ABS-261		
25	QCC 3.7						
			<div><div>2</div><div>1</div><div>2</div><div>1</div><div>SELKIRK SD</div></div>				
3.7 MILES QCC 0.0 TO QCC 3.7							

CARMAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - CARMAN

Trk	MP/Location	P	F
SG	QCC 0.0 - 3.7	25	25

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 151.5	Colonie	Continuous	46, 64-2#	Wayside

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
QCC 0.8	Hudson Subdivision

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QCC 0.0 - QCC 3.4	Entire Sub	Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Carman SD and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QCC 0.0 - QCC 3.7	Entire Subdivision	Cars exceeding 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

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

NONE

CASTLETON SUBDIVISION - C9

AUTHORIZED SPEED-REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				BERKSHIRE SD				
1	2							
30	30	QG 8.2	CP-SM	DD	SCHODACK SD	CPS-261		
		QG 8.4					ABS-261	
				3.3	QG 9.6 POWELL & MINNOCK			
				TEXAS QG 10.4 EASTERN				
				PORT SD	2	NI DISP 10 – 8# RD 58 SK	ABS-261	
				QG 11.1	EAST WYE	RIVER SD		
		QG 11.5	CP – SK	QG 11.3 FAST FREIGHT (FF)	SP 2		CPS-261	1
30	30	QG 11.7						
	30	QG 11.8		11.8				
				FAST SP FREIGHT (FF)	SP	Inbound	INBOUND ABS-261	
		QG 12.5		NORTH SP DEPARTURE (ND) SOUTH DEPARTURE (SD)				
				2.2	SELKIRK YARD 50 / 50			
30		QG 13.7	CP – SE (EB – ONLY)			CPS-261		2
SELKIRK YARD								
5.5 MILES CP-SM TO CP-SE								

STATION PAGE NOTES

NOTE 1 : Control Point Locations:

WAS CP-SK, CG 11.1 - Tracks Affected - Single Main, and Main 1 and 2

WAS CP-SK, CG 11.3 - Track Affected - Track Affected - Fast Freight

EAS CP-SK, CG 11.7 - Track Affected - Inbound track

EAS CP-SK, CG 11.8 - Tracks Affected - Fast Freight, North Departure, South Departure

NOTE 2 : Inbound, CP-SE Eastbound only; Westbound- 'End of Automatic Block' Sign

CASTLETON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- CASTLETON

Trk	MP/Location	F
Both	QG 8.2 - 11.7	30
1	QG 11.7 - 11.8	30

ADDITIONAL SPEEDS (SP) -- CASTLETON

Location	Track Type	F
QG 11.1 - 11.1	WYE	10
QG 11.3 - 12.5	FAST FREIGHT	30
QG 11.7 - 13.7	INBOUND	
QG 11.8 - 12.5	NORTH DEPARTURE	

Wye - River Sub Signaled Siding to Castleton Sub Track 2 Main

100 HIGHWAY-RAIL GRADE CROSSINGS

Refer to Selkirk Subdivision pages for instructions in Selkirk Yard.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QG 11.5	SK	Continuous	50	Terminal

913 REMOTE CONTROL ZONES

Refer to Selkirk Subdivision pages for instructions in Selkirk Yard.

CR 1277 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Refer to Selkirk Subdivision pages for instructions in Selkirk Yard.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QG 8.2	CP-SM	2	HIWI
QG 8.2	CP-SM	2	Eastbound for Berkshire Subdivision, 19'2", will announce location as QB 191.8
QG 8.2	CP-SM	2	Southbound for Schodack will announce location as QG 8.2

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QG 8.5	Castleton Bridge, Hudson River

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QG 8.2 - QG 13.7	Entire Subdivision	Double Stacks/ Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QG 8.2 - QG 13.7	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QG 9.6	Powell and Minnock	loading dock
QG 10.4	Texas Eastern	gate and unloading dock

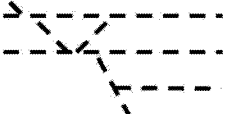
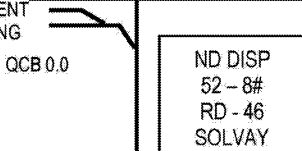
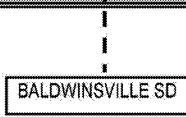
8. MISCELLANEOUS

Refer to Selkirk Subdivision pages for instructions in Selkirk Yard.

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

NONE

FAIR GROUNDS SUBDIVISION - FG

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
		MOHAWK SD					
10	QCB 0.0	LEHIGH CEMENT PIPE WELDING	 <div>QCB 0.0</div> <div>ND DISP 52 - 8# RD - 46 SOLVAY</div>		ABS-261		
10	QCB 1.9	CP-SALT (SB ONLY)			CPS-261		1
			 <div>BALDWINVILLE SD</div>				
1.9 MILES QCB 0.0 TO CP SALT, QCB 1.9							

STATION PAGE NOTES

NOTE 1: Southward trains from Baldwinville SD must not pass signal at CP-SALT without verbal permission from the ND Dispatcher.

FAIR GROUNDS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - FAIR GROUNDS

Trk	MP/Location	P	F
SG	QCB 0.0 - 1.9	10	10

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QCB 0.0 - QCB 1.9	Entire Subdivision	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QCB 0.0 - QCB 1.9	Entire Subdivision	Cars exceeding 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QCB 0.0	Lehigh Cement	Car mover motor

8. MISCELLANEOUS

QCB 0.0 Lehigh Cement – A car must always be spotted over the pit at Lehigh Cement.

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

MP	Location	DOT#
QCB 0.1	Willis Ave	507408C
QCB 0.6	Crucible Steel Co.	266317D
QCB 0.9	Bridge St	266315P
QCB 1.6	Fair Blvd	266311M

FITCHBURG SUBDIVISION - FI

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
10	QBU 4.3	FITCH	<div>8.9</div> <div>NA DISP 38 – 4# RD - 46 PAXTON</div> <div>10.8</div> <div>CLINTON RUNAROUND</div> <div>LANCASTER MILLS IT</div> <div>6.5</div> <div>4.4</div> <div>NA DISP 38 – 6# RD - 46 FRAMINGHAM</div>	<div>END OF TRACK</div> <div>QBU 4.4</div> <div>LEOMINSTER YARD</div> <div>QBU 5.0</div> <div>QBU 13.4</div> <div>QBU 13.8</div> <div>QBU 14.3</div> <div>QBU 32.8</div>	TWC-DCS			
	QBU 13.2	CLINT						
	QBU 24.0	NOBO						
	QBU 30.5	BORO						
10	QBU 34.9	PIKE				TWC-DCS		
				<div>BOSTON SD FRAMINGHAM NORTH YARD</div>				
30.6 MILES FITCH TO PIKE								

FITCHBURG SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- FITCHBURG

Trk	MP/Location	P	F
SG	QBU 4.3 - 34.9	10	10

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
QBU 4.3 - QBU 13.2	Leominster to Clinton	Crews must approach crossing prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

Mechanic St. - QBU 4.5 is a manual key operation for warning devices. Key box is on side of signal house. Refer to posted instructions.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QBU 5.0	Paxton	Continuous	38-4#, 46	Wayside
QBU 35.0	Framingham		38-6#, 46	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QBU 4.3 - QBU 34.9	Entire Subdivision	Double Stacks/ Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QBU 4.3 - QBU 34.9	Fitchburg Subdivision	6 - axle locomotives	Prohibited
QBU 4.3 - QBU 34.9		Cars exceeding 263,00 lbs	

7. CLOSE CLEARANCE

MP	Location	Remark
QBU 4.6	O'Leary Transportation	Track Structure
QBU 5.3	DSM	Building
QBU 11.0	Agway	Building
QBU 24.4	NewCorr	Building and Platform
QBU 25.7	Mass Container	Building
QBU 26.1	Ken's Foods	Building and Platform
QBU 28.7	Safety Kleen	Building and Fence

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QBU 14.3	Lancaster Mills IT	Entire track

ADDITIONAL STATIONS

MP	Station	Switch Opening
QBU 4.6	O'Leary Transportation	FP-South
QBU 5.3	DSM	
QBU 5.4	Delta Bulk	
QBU 6.7	Holiday House	
QBU 6.8	Casey Transportation	
QBU 8.7	Electric Company	FP-North
QBU 11.0	Agway	
QBU 11.6	Bestway	
QBU 13.4	NE Clinton Runaround	FP-South
QBU 13.8	SE Clinton Runaround	FP-North
QBU 14.3	Reisner's & Lancaster Mills I.T.	FP-South
QBU 24.4	NewCorr	
QBU 24.8	Toys R Us	
QBU 25.7	Mass Container	
QBU 26.1	Kens Foods	
QBU 26.2	Suburban Propane	
QBU 28.7	Safety Kleen	

Note: FP- Facing point for the direction noted

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

MP	Location	DOT#
QBU 4.4	Water St	547212S
QBU 5.8	Litchfield St	547208C
QBU 6.9	Willard St	547207V
QBU 8.9	Pratts Jct. Rd	547205G
QBU 10.5	Albright Rd	547204A
QBU 10.5	Pratts Jct. Rd	547153S
QBU 11.4	Sterling Rd	547152K
QBU 12.1	Deershorn Rd	547151D
QBU 12.1	Chase Hill Rd	547150W
QBU 12.7	Sterling Rd	547149C
QBU 15.4	Bolton-Lancaster	547144T
QBU 17.5	Randall Rd	547143L
QBU 17.8	West St	547141X
QBU 18.8	Linden St	547140R
QBU 19.3	Jones Rd	547139W

QBU 19.9	Crosby Rd	547138P
QBU 21.4	Colburn St	547135U
QBU 22.7	Pierce St	547133F
QBU 22.9	Main St	547132Y
QBU 23.1	Summer St	547131S
QBU 23.3	School St	547130K
QBU 23.8	Brigham St	547129R
QBU 23.9	Collins Rd	547128J
QBU 26.3	D'Angelo Dr	547124G
QBU 30.5	East Main-Main St	547119K
QBU 31.7	Oak Hill Rd	547117W

NOTES

FRAMINGHAM SUBDIVISION - FH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			<div>AMTRAK NEC</div>				
			<div>I</div>				
		0.1	QBF 0.0		96		
10	QBF 0.1	MANSFIELD (END OF MAIN TRACK)	<div>MANSFIELD YARD</div>		TWC-DCS		
			<div>QBF 0.9</div>				
			<div>NA DISP 38 - 7# RD - 46 MANSFIELD</div>				
	QBF 4.9	FOXBORO STADIUM (P)	QBF 5.0				
			<div>FOXBORO TERM</div>				
	QBF 8.0	SE WALPOLE YL			TWC-DCS		
	QBF 8.4		<div>LEWIS WYE</div>		193 YARD LIMITS		
	QBF 8.5	WALPOLE MBCR	<div>SP</div> <div>SP</div> <div>MBCR</div>		NORAC INTL 600 - 616		
			<div>WALPOLE YARD</div>		193 YARD LIMITS		
	QBF 10.0	NE WALPOLE YL	QBF 9.3		TWC-DCS		
	QBF 12.4	FIELD					
	QBF 13.6						
	19.0		<div>DD</div>				
	20.0		<div>BCLR</div>				
			<div>QBF 13.7 BCLR MEDFIELD JCT</div>				
			<div>NA DISP 38 - 6# RD - 46 FRAMINGHAM</div>				
			QBF 21.0				
10	QBF 21.2	CP - 21			TWC-DCS		1
			<div>BOSTON SD</div> <div>2</div> <div>1</div> <div></div>				
21.1 MILES MANSFIELD TO CP-21							

STATION PAGE NOTES

NOTE 1: Northward trains that will stop at CP - 21 must hold south of "CC" signs at QBF 21.0 until receiving signal to proceed at CP - 21 or verbal permission is received from NA Dispatcher.

FRAMINGHAM SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- FRAMINGHAM

Trk	MP/Location	P	F
SG	QBF 0.1 - 21.2	10	10

ADDITIONAL SPEEDS (SP) -- FRAMINGHAM

Location	Track Type	P	F
QBF 8.5 - 8.5	WYE	10	10
QBF 8.5 - 8.5	MAIN		

96 OTHER THAN MAIN TRACK

Authority to operate between QBF 0.0 and QBF 0.1 is Rule 96, and is in charge of NA Dispatcher.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QBF 8.5	Walpole	MBCR	Remotely Controlled	Norac 600-616

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
QBF 0.3	Mansfield Yard	Crews switching Mansfield Yard must leave the private crossing at the north end open for traffic before departing Mansfield

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QBF 0.0	Mansfield	Continuous	38-7#, 46	Wayside
QBF 21.1 - QBF 21.2	Framingham		38-6#, 46	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QBF 13.6	Medfield	2	DED

Key: HBD- Hot Box Detector

DED- Dragging Equipment Detector

HIWI- High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QBF 21.1 - QBF 21.2	Entire Subdivision	Double Stacks/ Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QBF 0.0 - QBF 13.6	Medfield Jct. to Mansfield	Cars exceeding 273,000 lbs.	Prohibited
QBF 13.6 - QBF 21.1	Medfield Jct. to CP-21	Cars exceeding 315,000 lbs.	

7. CLOSE CLEARANCE

MP	Location	Remark
QBF 0.0	Advanced warehouse, CTX, Hub Folding Box, Milton Distributors, Smurfit Stone Container, Tighe Warehouse	all loading docks
QBF 4.9	Foxboro Passenger Station	passenger platform
QBF 5.0	Foxboro Terminal	loading docks
QBF 8.5	Lewis Wye	Employees prohibited from riding East/South side between South switch and Main St undergrade bridge.
QBF 9.0	Certaineed	loading dock
QVL 217.0	Blue Linx	loading dock
QVL 219.0	Readville Yard	all track centers

CLOSE CLEARANCE - NON CSX TRACKS

MP	Location	Remark
QVF 2.0	E. Walpole Certaineed 781-551-0656	outside dock
QVF 2.0	E. Walpole Hollingsworth & Vose 508-675-0096	inside gate at car spot
QVF 5.0	Norwood U.S. Gypsum	outside dock
QVL 219.0	Readville List Dist. 617-364-5100	outside dock
QVO 3.0	Stoughton Coheno Lumber 781-341-2426	outside gate and car spots
QVL 219.0	Readville Warren Trash 781-341-2426	outside gate and car spots

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QVF 0.0	East Walpole IT	Entire Track

HOLD POINTS

Trains holding at these CP locations must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the NA Dispatcher.

Northward Trains

Stop Location	MP	Hold Point	Instructions
CP-21	QBF 21.1	CC Sign, QBF 21.0	Hold at the CC Sign

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

MP	Location	DOT#
QBF 1.1	Spring St	546754X
QBF 1.9	Elm St	546756L
QBF 2.3	Leonard St	546757T
QBF 2.7	Cocasset St	546758A
QBF 2.8	Mechanic St	546759G
QBF 2.9	Bird St	546760B
QBF 3.5	Chestnut St	546762P
QBF 4.2	North St	546763W
QBF 5.6	Summer St	546766S
QBF 11.5	South St	546772V
QBF 12.4	Main St	546774J
QBF 12.6	Cottage St	546776X
QBF 12.8	Dale St	546778L
QBF 13.3	West St	546779T
QBF 13.6	West Mill St	546780M
QBF 14.8	Hospital Rd	546782B
QBF 15.9	Forest St	546783H
QBF 16.5	Goulding St	546784P
QBF 17.2	Farm Rd	546785W
QBF 17.7	Main St - Washington	546787K
QBF 18.1	Hunting Lane	546788S
QBF 18.8	Prospect St	546791A
QBF 20.3	Leland St	546793N
QBF 21.0	Blandin Ave	546795C
QBF 21.2	Waverly St	546796J

NOTES

FULTON SUBDIVISION - FU

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			<div>ST LAWRENCE SD</div>				
			<div>QMF 7.2</div> <div>WOODARD</div> <div>NE DISP 36 - 7# RD - 64 WOODARD</div>		96		
			<div>WHITEACRE ENGR</div>				
30	QMF 8.0 9.0	HIWA (END OF MAIN TRACK)	12.0		TWC-DCS		
30 20	QMF 20.0	BIO	PHOENIX		TWC-DCS		
			QMF 15.7 QMF 15.8				
			QMF 21.6				
			SOUTH VOLNEY				
			QMF 22.4				
			SUNOCO				
			QMF 22.8				
			FULTON		193 YARD LIMITS		
			QMF 22.8				
			7.0				
			QMF 23.2				
			FULTON IT				
			QMF 26.2				
			QMF 26.8				
20	QMF 27.0	ARROW	NE DISP 36 - 9# RD - 64 FULTON				
30	QMF 33.0	FORT (END OF MAIN TRACK)	6.0		TWC-DCS		
			<div>OSWEGO IT</div>		96		
			<div>QMF 38.7</div> <div>PORT OF OSWEGO</div>				
25.0 MILES HIWA TO FORT							

FULTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- FULTON

Trk	MP/Location	F
SG	QMF 8.0 - 20.0	30
SG	QMF 20.0 - 27.0	20
SG	QMF 27.0 - 33.0	30

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QMF 8.0 - QMF 33.0	Main Tracks Fulton Subdivision	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QMF 7.2	Woodard	Continuous	36-7#, 64	Wayside
QMF 23.2	Fulton		36-9#, 64	

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
QMF 13.2	Three Rivers, Oneida River

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QMF 7.2 - QMF 38.7	Entire SD	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QMF 7.2 - QMF 33.0	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QMF 8.0	Woodard	Whitacre Engineering - Building - 10 feet from track center
QMF 13.9	N. Pacific Lumber	Gate & Dock
QMF 14.5	Suburban Propane	Gate & Loading Area
QMF 17.0	DCA in Fulton	Building
QMF 35.0	Port of Oswego	Gate / Loading Dock, Guard Rail

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QMF 35.2	Port Authority Lead	Entire Track
QMF 35.2	Novellis	Entire Track

Woodard Siding

Normal position of switch connecting with the Woodard Siding is lined for movement to Fulton Subdivision.

Fulton Yard

Fulton Yard, Track #1 is to be kept clear.

Port of Oswego

Spring Switch Crossover. Crews must not shove past the spring switch crossover without first determining that it is lined for movement.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QMF 12.7	Cibro	FP-North
QMF 13.9	North Pacific Lumber	FP-South
QMF 14.5	Suburban Propane	FP-North
QMF 19.9	Owens Illinois	FP-South
QMF 27.0	Interface Solutions	

Note: FP - Facing point for the direction noted

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

MP	Location	DOT#
QMF 8.1	Wetzel Rd	513040R
QMF 8.5	Morgan Rd	513140V
QMF 9.9	Soule Rd	513139B
QMF 11.4	SR 31	513138U
QMF 12.6	Verplank Rd	513137M
QMF 13.2	Maider Rd	513136F
QMF 13.7	Abbotts Rd	513134S
QMF 14.1	Huntley Rd	513133K
QMF 14.6	Dunham Rd	513132D
QMF 15.2	Chestnut St	513131W
QMF 15.5	Lock St	513130P
QMF 15.6	Bridge St	513129V
QMF 15.8	Spring St	513128N
QMF 16.0	Volney St	513127G

QMF 18.7	Bankrupt Rd	513124L
QMF 19.6	Great Bear Rd	513015N
QMF 21.0	Mullens Rd	513024G
QMF 21.6	Owens Rd	513023A
QMF 22.8	Maple Ave	513021L
QMF 26.2	Kingdom Rd	513014B
QMF 26.9	Van Buren Rd	513013U
QMF 28.1	Ricketts Rd	513010Y
QMF 28.7	March Rd	513009E
QMF 30.2	Minetto Rd	513008X
QMF 30.8	Dutch Ridge Rd	513007R

NOTES

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						NORTH				
						METRO NORTH COMMUTER RR				
1		2								
P	F	F	P							
90	50	90	50	QC 75.8	14.0	1	2	NC DISP 64 – 6# RD - 46 HYDE PARK	ABS-261 CSS	
90		90		QC 76.5						
80		80		QC 76.6						
90		90		QC 78.9						
95		95		QC 83.7						
80		80		QC 85.4						
				QC 85.5						
95	50	95	50	QC 87.7						
80		80		QC 89.2						
80		80		QC 89.8						
90		90		QC 92.6	4.4				ABS-261 CSS	
80		80		QC 93.1						
90		90		QC 94.2						
90	50	90	50	QC 99.0	9.6	1	2	BARRYTOWN TEAM QC 94.6	ABS-261 CSS	
80		80		QC 102.3						
90		90		QC 102.6						

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				NORTH				
P	F	P	F							
90	50	90	50			1	2	ABS-261 CSS		
				QC 103.8	CP - 103			CPS-261 CSS		
90		90		QC 108.8		105.5 SDF 106.0 SDF 107.0 SDF				
80		80		QC 108.9	10.3			ABS-261 CSS		
90		90				QC 113.0 HUDSON YD SOUTH SHORT X-OVER	QC 113.0 RIVER TK			
90	50	90	50	QC 114.1	CP - 114			CPS-261 CSS		
50	30	50	30	QC 114.5	HUDSON STATION (P) 1.3	CLAVERACK IT HUDSON YD NORTH QC 114.6		ABS-261 CSS		2
				QC 115.0						
				QC 115.4	CP - 115 (SB ONLY)			CPS-CSS		
90	50	90	50	QC 119.4		119.1 SDF		NC DISP 64 - 4# RD - 46 HUDSON	ABS-261 CSS	
75		75		QC 119.6	8.3					
90		90		QC 121.5			DD			
85		85		QC 123.7	CP - 124			CPS-261 CSS		
				QC 124.3	1.9			QC 123.8 STUYVESANT	ABS-261 CSS	
110		110		QC 125.6	CP - 125 (TK 2 ONLY)			CPS-261 CSS		
						NC DISP 64 - 7# RD - 46 CASTLETON		ABS-261 CSS		
110	50	110	50					SCHODACK SD	ABS-261 CSS	
						1	2			

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
1		2				NORTH					
P	F	P	F								
110	50	110	50	136.0 137.0	15.5	128.3 SDF 130.0 SDF	1 2	ABS-261 CSS			
110	50	110	50	QC 141.1	CP - 141 R-LAB			CPS-261- CSS			
75	15	75	15		LAB OPERATOR 46 - 46	0.9	POST RD SD	QC 141.8 PORT OF RENSSELAER	ABS-261 CSS		
75	15	75	15	QC 142.0	CP - 142 R-LAB			CPS-261 CSS			
SINGLE				1							
P	F	P	F	P	F	P	F				
15	10	15	10	15	10	QC 142.1	ALBANY-RENSSELAER (P) STATION MASTER 46	0.2	SINGLE MAIN → 1 2	BYPASS	ABS-261 CSS
15	10	15	10	15	10	QC 142.2	CP - 143 R-LAB				CPS-261 CSS
SINGLE				1							
P	F	P	F								
15	10	15	10			0.2	SINGLE MAIN → 1		ABS-261 CSS		
				QC 142.4	CP - 144 R-LAB				CPS-261 CSS		
20	20			QC 142.5		0.7	S LEG TROY IT SP N LEG LAB IT		ABS-261 CSS		
20	20			QC 143.1	LAB TOWER CP LAB		DB	CSS SINGLE MAIN ONLY	CPS-261 CSS		
25	25					0.5	LAB IT		ABS-261 CSS		
25				QC 143.6	CP - 145 R-LAB			C P RAIL	CPS-261 CSS		
40	25			QC 145.2	ROCK CUT	3.3	W ALBANY YD		ABS-261 CSS		
80	50			QC 146.9	CP - 146				CPS-261 CSS		
90	50								ABS-261 CSS		

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				NORTH				
SINGLE								
P	F							
90	50	QC 149.0	9.6		NC DISP 64-2# RD 46 COLONIE	ABS-261 CSS		
110		QC 156.3						
90	50			CARMAN IT				
		QC 156.5	CP - 156			CPS-261 CSS		
	30			CARMAN SD				
		QC 157.8	3.1			CSS		
90				SSDG 17,452 FT SP				
55		QC 159.6	CP - 159			CPS-261 CSS		
			0.3	STATE ST YARD				
30		QC 159.8	SCHENECTADY STATION (P)	QC 159.7		ABS-261 CSS		
		QC 159.9	CP - 160			CPS-261 CSS		
50		QC 160.3		QC 160.0 CP RAIL				
70	30	QC 161.3						
100	50	QC 164.0	9.8			ABS-261 CSS		
		QC 164.5		DD				
90		QC 165.8						
100	50	QC 169.7	CP - 169					
					SELKIRK SD			
93.9 MILES QC 75.8 TO CP 169								

STATION PAGE NOTES

- NOTE 1:** Rhinecliff Team track is a hand operated switch within CP-89. Permission from the NC Dispatcher is required prior to operation.
- NOTE 2:** Hudson Passenger Station, NC Dispatcher is responsible for providing protection for Passenger Trains receiving or discharging passengers across No. 1 Track.
- NOTE 3:** Trains handling clearance implicated shipments must use the bypass track when passing Albany-Rensselaer Station.
- NOTE 4:** Lab Industrial Track extends between QC 142.4 and QC 143.6, east of the main track, and is in charge of LAB operator. It is signaled through CP-LAB. CSS rules are not in effect at CP-LAB on this track. The Troy Industrial Track connects with the LAB IT at QC 142.8 and is in charge of LAB operator.

HUDSON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- HUDSON

Trk	MP/Location	P	F
Both	QC 75.8 - 76.5	90	50
Both	QC 76.5 - 76.6	80	50
Both	QC 76.6 - 78.9	90	50
Both	QC 78.9 - 85.4	95	50
Both	QC 85.4 - 85.5	80	50
Both	QC 85.5 - 87.7	95	50
Both	QC 87.7 - 89.8	80	50
Both	QC 89.8 - 92.6	90	50
Both	QC 92.6 - 93.1	80	50
Both	QC 93.1 - 102.3	90	50
Both	QC 102.3 - 102.6	80	50
Both	QC 102.6 - 108.8	90	50
Both	QC 108.8 - 108.9	80	50
Both	QC 108.9 - 114.1	90	50
Both	QC 114.1 - 115.0	50	30
Both	QC 115.0 - 119.4	90	50
Both	QC 119.4 - 119.6	75	50
Both	QC 119.6 - 121.5	90	50
Both	QC 121.5 - 124.3	85	50
Both	QC 124.3 - 141.1	110	50
Both	QC 141.1 - 142.0	75	15
Mains	QC 142.0 - 142.2	15	10
Both	QC 142.2 - 142.4	15	10
SG	QC 142.4 - 143.1	20	20
SG	QC 143.1 - 143.6	25	25
SG	QC 143.6 - 145.2	40	25
SG	QC 145.2 - 146.9	80	50
SG	QC 146.9 - 149.0	90	50
SG	QC 149.0 - 156.3	110	50
SG	QC 156.3 - 156.5	90	50
SG	QC 156.5 - 157.8	90	30
SG	QC 157.8 - 159.6	55	30
SG	QC 159.6 - 159.9	30	30
SG	QC 159.9 - 160.3	50	30
SG	QC 160.3 - 161.3	70	30
SG	QC 161.3 - 164.5	100	50
SG	QC 164.5 - 165.8	90	50
SG	QC 165.8 - 169.7	100	50

QC 142.0 - 142.2 Mains - refers to tracks SG, 1 and 2

QC 142.2 - 142.4 Both - refers to tracks SG and 1

ADDITIONAL SPEED RESTRICTIONS

QC 142.9 - North Leg of Wye 5 MPH

Schenectady siding speeds:

QC 156.5 - 159.7 30 MPH

QC 159.6 over turnout 15 MPH

QC 159.7 - 159.9 30 MPH

34-A REQUIRED ANNOUNCEMENTS

Unless otherwise instructed by the NC Dispatcher, crews must advise the dispatcher when stopped at holding points.

97 DRAWBRIDGES

MP	Location	Hours Attended
QC 143.1	CP LAB	Continuously

100-E HIGHWAY-RAIL GRADE CROSSINGS

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NC Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Restriction
QC 76.0	Captains Three Rd	Deactivate Only 2 Tracks-2 Boxes
QC 81.5	Boat Yard Crossing	
QC 99.0	Tivoli Rd	
QC 165.2	Rector Rd	Deactivate/Activate
QC 164.6	Wyatts Rd	
QC 166.5	Stone Arabia Rd	

Troy Industrial Track

MP	Location	Restriction
QCT 5.6	Monroe St	2 tracks-2 Boxes Deactivate/Activate

227 UNEXPECTED SIGNAL CHANGES

Slide detector fences are in service and are identified by the abbreviation SDF. They are connected with the automatic block signal system to restrict train movement when activated.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 76.0	Hyde Park	Continuous	46, 64-6#	Wayside
QC 89.2	Rhinecliff		46, 64-5#	
QC 114.0	Hudson		46, 64-4#	
QC 125.0	Castleton		46, 64-7#	
QC 151.5	Colonie		46, 64-2#	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QC 83.7	Stattdsburg	2	HBD-DED
QC 99.0	Tivoli	2	HBD-DED
QC 121.5	Stuyvesant	2	HBD-DED
QC 164.0	Scotia	2	DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QC 118.6	Stockport, Kinderhook Creek
QC 143.1	West Rensselaer, Hudson River
QC 143.3	Albany, CP Rail
QC 143.4	Albany, Broadway
QC 160.0	Schenectady

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QC 35.0 - QC 75.8	On Metro North	Double Stacks: 18'1" / Multilevels: 19'1"
QC 75.8 - QC 142.0	CP-142 and MP 35.0	Double Stacks: 18'1" / Multilevels: 19'1"
QC 142.0 - QC 169.7	CP-142 and CP-169	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Hudson Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QC 142.2	CP-143	Trains handling clearance implicated equipment	Must use Freight by-pass between CP 142 and CP-143
QVA 19.0	New York Terminal	6-axle locomotives	Prohibited from occupying tracks 3/10 bridge, 5/10, 1,2,3, and 6 receiving yard and the Borden Siding

7. CLOSE CLEARANCE

Main tracks including customers served on Metro North tracks.

MP	Location	Remark
QC 5.0	Metro North Stations	High level platforms
QC 14.0	Endico Potatoes	Customer Siding
QC 15.0	Yonkers Environmental Quality	Fence along track
QC 39.0	Burnwell Gas	Customer Siding
QC 64.0	Chelsea Lumber	Customer Siding
QC 75.0	Metro North Stations	High level platforms
QC 89.4	Rhinecliff team track	Unloading platforms
QC 141.8	Rensselaer Iron	Gate post and overgrown brush
QC 142.1	1 & 2 Main tracks	Passenger platforms
QC 149.1	Rensselaer Iron and Steel	Gate post and overgrown brush

Troy Industrial Park

MP	Location	Remark
QCT 5.0	Interstate Commodity	Loading dock and roof supports
QCT 5.0	KCS Refrigeration	Fence and brush east side of tracks loading dock
QCT 5.0	Salt Track	Fence and brush on west side of track

Claverack Industrial

MP	Location	Remark
QCV 3.0	ADM Mill	All tracks in/at building brush on west side of track

New York Terminal, Bronx, NY

MP	Location	Remark
QVA 19.0	Oak Point Yard	Close track centers in : One Yard- 6,7,8,9,10,12,13,14, 15,16,18,19 and 20 Receiving Yard- 6,7,8,9,10,12,13,14,15, 16,18,19 and 20
QVA 19.0	Waste Management	Building, tracks D and E
QVA 20.0	Hunts Point Market	Building, tracks A,B,C and D

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QC 142.9	QC 142.9 / Troy IT	Entire track
QC 143.6	CP Rail Connection	Entire track
QC 159.7	State St	Lead to GE

HOLD POINTS

Southbound freight trains holding at these CP locations must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the NC Dispatcher.

Southward Trains

MP	Hold Point
QC 91.0	CP-89

New York Terminal

Trains with cars exceeding 16'11" in height must not be operated on the Port Morris Track under Amtrak overpass.

Oak Point Link Track - QVV 0.0 to QVV 3.8 is in charge of the Yardmaster at Oak Point, NY. Rule 46 applies with a maximum authorized speed of 10 miles per hour.

Trains with cars exceeding 16' 9" in height must not be operated on track 5 pocket under Bruckner Blvd.

Croton West Yard

The Oak Point Yardmaster is in charge of Croton West Yard. Contact Oak Point Yardmaster on AAR 64/64.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QC 83.4	Staatsburg	No. 2, FP North
QC 99.2	Tivoli	No. 1, FP South
QC 113.0	River Track	No. 2, FP North
QC 123.8	Stuyvesant	

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QC 76.0	Captains Three	502377N
QC 81.5	Boat Yard Crossing	502382K
QC 83.7	River Rd	502385F
QC 99.0	Tivoli Rd	592398G
QC 103.5	Cheviot Rd	502403B
QC 106.1	Anchorage Rd	502404H
QC 114.3	Broad St	502408K
QC 122.0	Ferry Rd	502411T
QC 124.2	Riverview Park Rd	502413G
QC 134.1	Castleton Boat Club	914895X
QC 134.4	Scott Ave	502425B
QC 135.0	Hamilton Way	502426H
QC 137.2	Staats Island Rd	502429D
QC 140.0	Tellers Crossing	502430X
QC 149.8	Lincoln Ave	508675J
QC 153.5	Morris Rd	508677X
QC 154.3	Cordell's Rd	508678E
QC 164.6	Wyatts Rd	508857V
QC 165.2	Rector Rd	508858C
QC 166.5	Stone Arabia Rd	508710V

NOTES

LOCKPORT SUBDIVISION - LP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			SOMERSET RR SD	FALLS ROAD RR MP 58.3 HEATH ST			
30	QDL 58.7	PORT			TWC-DCS		1
40	QDL 58.8						2
			1.3		NG DISP 56 - 5# RD - 46 LOCKPORT		
	QDL 60.0	JUNC					
			7.1				
	QDL 67.1	SAN					
			2.5				
	QDL 69.0			DD	TWC-DCS		
40	QDL 69.5	CP - 69		TUSCARORA WYE	CPS-261		
20	QDL 69.6			QDL 69.6			
40				SP	ABS-261 MAIN & WYE		
40	QDL 70.4		0.8	CP-22			
				NIAGARA SD			
11.7 MILES PORT TO QDL 70.4							

STATION PAGE NOTES

NOTE 1: Falls Road RR Connecting Track between "Begin CSX" sign at Heath St. (QDL 58.3 and QDL 58.8) is a Rule 96 Track in charge of NG Dispatcher.

NOTE 2: QDL 58.8, Normal position of switch is lined for moves to/from the Somerset RR Subdivision.

LOCKPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LOCKPORT

Trk	MP/Location	P	F
SG	QDL 58.7 - 58.8	30	30
SG	QDL 58.8 - 69.5	40	40
SG	QDL 69.5 - 69.6 (HE)	20	20
SG	QDL 69.6 - 70.4	40	40

ADDITIONAL SPEEDS (SP) -- LOCKPORT

Location	Track Type	P	F
QDL 69.6 - 70.3	WYE	15	10

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QDL 62.1	Lockport	Continuous	46, 56-5#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QDL 69.0	Sanborn	2	HBD-DED

Key: HBD- Hot Box Detector

DED- Dragging Equipment Detector

HIWI- High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QDL 58.7 - QDL 70.4	Entire SD	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QDL 58.7 - QDL 70.4	Entire Subdivision	Cars exceeding 286, 000 lbs.	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QDL 59.3	Delphi-Harrison 716-439-2243	Building 10

8. MISCELLANEOUS

Somerset Phone Numbers: 716-795-9501, Ext 5081 or 5086

ADDITIONAL STATIONS

MP	Station	Switch Opening
QDL 58.9	Harrison	FP-West
QDL 59.0	Middle Crossover	FP-East
QDL 60.1	Junction	
QDL 60.6	Kulger Scrap	

Note: FP - Facing point for the direction noted

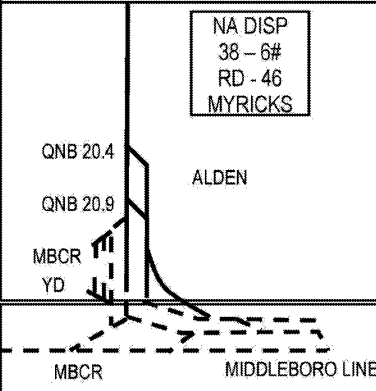
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#
QDL 58.3	Heath St	520810C
QDL 60.2	Town Line Rd	520813X
QDL 61.9	Comstock Rd	520816T
QDL 62.9	Subbera Rd	520817A
QDL 63.4	Cambria Rd	520818G
QDL 64.7	Shawnee Rd	520825S
QDL 64.8	Saunders Rd	520826Y
QDL 67.0	Hoover Rd	520829U
QDL 67.2	Buffalo St	520830N
QDL 69.3	Walmore Rd	520833J

MIDDLEBORO SUBDIVISION - MB

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
						</		

MIDDLEBORO SUBDIVISION - MB

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
40	30	QNB 20.0	7.8 BEGIN-END "YARD LIMITS"			TWC-DCS		
20	20					193 YARD LIMITS		
		QNB 21.1	BEGIN-END "YARD LIMITS" CAPE					
20.7 MILES QN 0.4 TO QN 21.1								

STATION PAGE NOTES

NOTE 1: QN 13.3, Cotley, normal position for switch is lined for movement on Middleboro Subdivision.

NOTE 2: QN 13.3 to QN 13.4 is known as the New Bedford Lead and connects to the MCRR. Authority to occupy this track must be obtained from the NA Dispatcher.

MIDDLEBORO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MIDDLEBORO

Trk	MP/Location	P	F
SG	QN 0.4 - 1.1	10	10
SG	QN 1.1 - 9.3	30	30
SG	QN 9.3 - 9.5	10	10
SG	QN 9.5 - 10.1	20	20
SG	QN 10.1 - 11.1	10	10
SG	QN 11.1 - 11.3	15	15
SG	QN 11.3 - 13.0	25	25
SG	QN 13.0 - 13.3	10	10
SG	QNB 13.3 - 14.0	10	10
SG	QNB 14.0 - 15.9	40	30
SG	QNB 15.9 - 16.0	10	10
SG	QNB 16.0 - 20.0	40	30
SG	QNB 20.0 - 21.1	20	20

96 OTHER THAN MAIN TRACK

NA Dispatcher is in charge of track between QN 0.0 and 0.4.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QN 0.0	Mansfield	Continuous	38-7#, 46	Wayside
QN 16.9	Myricks		38-6#, 46	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QN 0.0 - QN 13.3	Entire Subdivision	Prohibited
QNB 13.3 - QNB 21.1	Entire Subdivision	Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 - CONSERVING FUEL

1. Massachusetts Engine Idling Policy

Information regarding the Massachusetts Engine Idling policy is placed in the Albany Division Special Instructions pages.

2. Middleboro

A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations or as close as possible to them.

B. No idling of switchers or locals for more than 30 minutes, other than in the operational circumstances, is allowed. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to the designated layover locations.

C. Layover locations are tracks 229 and 602

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QN 0.0 - QN 13.3	Entire Subdivision	Cars exceeding 273,000 lbs.	Prohibited
QNB 13.3 - QNB 21.1		Cars exceeding 273,000 lbs	
QNB 3.0	Randolph Industrial Track	Cars exceeding 200,000 lbs.	

7. CLOSE CLEARANCE

MP	Location	Remark
QN 0.0	Attleboro, Fortifibre	Inside dock
QN 1.1	Attleboro, BOC Gas	Inside gate at car spot
QN 8.3	Taunton, Hagar	Outside spot
QNB 0.0	Braintree, McConnell Ent.	Outside gate and car spots
QNB 5.0	Burke Distributors	Outside dock
QNB 10.0	Champion City	Outside gate and car spots
QNB 10.0	BFI	Outside dock
QNB 10.0	Bay State Glass	Outside gate and car spots
QNB 17.0	Stiles & Hart	Outside gate and car spots
QNB 24.0	Braintree, Hardscape Depot	Retaining wall and dock
QVL 194.0	Hebronville, MA, Techboro Apex	Outside gate and car spots
QVL 194.0	Hebronville, MA, Robert Carp	Outside dock

NOTE: QNB Mileposts are on the MBCR

8. MISCELLANEOUS

EXCEPTED TRACK

Amtrak Engineering Department

Amtrak Engineering Department maintains track between Amtrak "BORO" and QN 0.6 (North side of Forest St. UG bridge).

ADDITIONAL STATIONS

MP	Station	Switch Opening
QN 1.1	BOC Gases	FP-North
QN 8.6	Myles Standish	
QNB 13.9	Parallel Products	FP-South

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QN 2.8	Union Rd	537282E
QN 3.4	John Scott Blvd	537283L
QN 4.3	S Worcester St	537285A
QN 5.9	Woodward St	537286G
QN 7.2	Harvey St	537288V
QN 7.8	S Crane Ave	537289C
QN 8.6	Fremont St	537290W
QN 9.4	W Britannia St	537291D
QN 9.8	Danforth St	537292K
QN 10.2	Tremont St	537293S
QN 10.5	Oak St	537294Y
QN 10.7	Porter St	537295F
QN 10.8	Cohannet St	537296M
QN 10.8	Winthrop St	537297U
QN 11.0	Harrison Ave	537298B
QN 11.1	Somerset Ave	537299H
QN 11.3	Weir St	537300A
QN 11.7	Ingell St	537301G
QN 12.2	Hart St	537303V
QNB 14.1	County Rd	546612G
QNB 15.1	Middleboro Ave	546615C
QNB 15.7	Old Colony Ave	546616J
QNB 18.4	N Precinct St	546621F
QNB 19.1	Leonard St	546623U

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								WEST				
								SELKIRK SD				
1			2					1 2				
P	I	F	P	I	F			1 2				
70	60	50	70	60	50	QC 175.5	CP - 175	1 2				
						QC 177.4		DD				
						QC 177.6	AMSTERDAM STATION (P)	ND DISP 52 – 6# RD – 46 AMSTERDAM WEST		ABS-261		
70	60		70	60			10.0					
50	50		50	50		QC 181.5						
						QC 183.0						
75	60		75	60		QC 184.5	CP – 184	FONDA		CPS-261		
							ND DISP 52 – 8# RD – 46 FONDA	SSDG–16,200 FT SP FONDA YD		ABS-261		
							3.4					
						QC 187.9	CP - 188			CPS-261		
75	60	50	75	60	50	QC 192.5						
50	45	45	50	45	45	QC 192.8		8.2		ABS-261		
70	60	50	70	60	50	QC 196.1	CP – 196	ND DISP 52 – 5# RD - 46 FORT PLAIN		CPS-261		
						QC 198.2		2.7		ABS-261		
60			60			QC 198.8	CP – 198			CPS-261		
						QC 199.6		QC 200.6				
70			70			QC 200.7		DD OLDICK MILLING		ABS-261		
							4.9					
						QC 203.7	CP – 203			CPS-261		
70			70			QC 205.9		ST. JOHNSVILLE SSDG 18,200 FT SP		ABS-261		
75			75				3.6					
						QC 207.3	CP – 207			CPS-261		
75	60	50	75	60	50			1 2		ABS-261		
								1 2				

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
75	60	50	75	60	50	QC 210.5	7.8	1	2	ABS-261		
										ND DISP 52 -4# RD - 46 LITTLE FALLS		
70			70			QC 215.1	CP – 215			CPS-261		
	60			60								
55	50		55	50		QC 216.5	3.2	LITTLE FALLS SSDG 18,200 FT		ABS-261		
						QC 216.9		SP				
70	60		70	60		QC 218.3	CP – 218			CPS-261		
						QC 220.0	7.6	DD		ABS-261		
						QC 225.3		HERKIMER IT		ND DISP 52 -7# RD-46 HERKIMER		
79			75			QC 225.9	CP – 225			CPS-261		
							9.5			ABS-261		
						QC 235.4	CP – 235			CPS-261		
79						QC 235.5		MA&N RR				
75						QC 235.9				ND DISP 52 -3# RD 46 UTICA		
79						QC 236.5						
75						QC 236.7						
79	60		75	60		QC 237.0	3.7			ABS-261		
						QC 237.5	UTICA STATION (P)					
60	50		60	50		QC 237.7		MA&N RR				
	60			60		QC 237.8						
75						QC 238.0				NYS&W		
			79									
79	60	50		60	50	QC 239.1	CP – 239			CPS-261		
								1	2	ABS-261		

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50	QC 239.4	9.1	DD	1	2	ABS-261	
75						QC 239.7			ND DISP 52 – 3# RD 46 UTICA			
79						QC 240.9						
75						QC 241.3						
79			79			QC 241.4						
65			70			QC 242.6						
79			79			QC 242.9						
75						QC 246.7				ABS-261		
79						QC 247.3						
						QC 248.2				CP – 248		
79						QC 249.7	ROME STATION (P) 8.8	MA&N RR			ABS-261	
75						QC 250.1						
79			79			QC 251.3						
70			70			QC 252.3						
79			79			QC 252.6						
70			70			QC 253.1						
79			79			QC 253.6						
						QC 257.0			CP – 257			
75			75			QC 257.3			ND DISP 52 – 2# RD - 46 ONEIDA	ABS-261		
79			79			QC 257.6						
75			75			QC 259.4						
79			79			QC 259.7						
75			75			QC 260.4						
79	60	50	79	60	50	QC 260.8						

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED - REER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50		6.8	1	2			
75			75			QC 261.5				ND DISP 52 - 2# RD - 46 ONEIDA	ABS-261	
79			79			QC 261.8						
						QC 262.7		DD				
						QC 263.8	CP - 263				CPS-261	
										SSDG 10,700 FT SP 265.1 ONEIDA YARD	ABS-261	
						QC 266.0	CP - 266				CPS-261	
79			79			267.0		1	2			
						268.0						
75			75			QC 268.3	4.3				ABS-261	
79						QC 268.7						
			79			QC 270.3	CP - 270				CPS-261	
						QC 271.8						
			75			QC 272.8	8.1			ND DISP 52 - 1# RD - 46 SYRACUSE	ABS-261	
						277.0						
			79			278.0						
						QC 278.4	CP - 278				CPS-261	
								SP				
						QC 280.0	4.2	4	1	2		
										DD		
											ABS-261	
						QC 282.5	DEWITT EAST END YM 50-50					
						QC 282.6	CP - 282				CPS-261	
								DD (HCD 19'2")				
							1.2				ABS-261	
								OUTBOUND ADD-A-BLOCK				
						QC 283.8	CP - 283				CPS-261	
79	60	50	79	60	50			SYRACUSE				
								SSDG	1	2	ABS-261	

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50	QC 285.0	DEWITT EAST END YM 50-50 2.2	DEWITT SSDG 10,300 FT QC 284.7 SP DEPARTURE YARD LEAD SSDG NEW LEAD	1 2	ND DISP 52 – 1# RD - 46 SYRACUSE	ABS-261	3
40	30	30	40	30	30							
						QC 285.8						4
						QC 286.0	CP – 285		SP		CPS-261	
							DEWITT EAST END YM 50-50 0.6	INBOUND N RUNNER		PEAT ST	ABS-261	4,5,6
						QC 286.5			1 2	SPENO LEAD		
40	30	30	40	30	30	QC 286.6	CP – 286				CPS-261	
						QC 286.8						
60	60	50	60	60	50		ND DISP 52 – 1# RD - 46 SYRACUSE 3.8	CSDG 19,000 FT SP	1 2 7		1 - 2 ABS 261	7 ABS 251 W
						QC 290.4	CP – 290				CPS-261	
											ABS-261	
60	60	50	60	60	50				1 2 7			

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
60	60	50	60	60	50	QC 291.3	1.1	1	2 7	ABS-261		
						QC 291.4	SYRACUSE STATION (P)			ND DISP 52 – 1# RD - 46 SYRACUSE		
	60			60		QC 291.5	CP – 291	EAST LEG SP		CPS-261		
	50			50			ST. LAWRENCE SD	WEST LEG				
60			60			QC 292.3	2.0	1	2	ON-TRACK QC 292.2		
55			55			QC 293.2		DD		NYSW ABS-261		
60			60			QC 293.3				GEDDES ST		
						QC 293.5	CP – 293				CPS-261	
60	50		60	50		QC 293.7						
79	60		79	60			FAIRGROUNDS SD					
						294.0	3.0			SOLVAY HILL	ABS-261	
						295.0		POCKET YD CRUCIBLE		ND DISP 52 – 8# RD – 46 SOLVAY		
79	60	50	79	60	50	QC 296.5	CP-296	BELLE ISLE SSDG 15,300 FT SP	1 2			
										ROCHESTER SD		
121.0 MILES CP-175 TO CP-296												

121.0 MILES CP-175 TO CP-296

STATION PAGE NOTES

- NOTE 1:** Kirkville – HBD DED in service on all tracks. HCD in service on Track 4 for eastbound trains set at 19"2"
All eastbound trains that activate the HCD must notify the ND Dispatcher.
- NOTE 2:** Dewitt Yard – Westbound movements on Track 4 must obtain permission from the East End Yardmaster before passing the End-of-Block sign at QC 282.3.
- NOTE 3:** 20 MPH on signaled siding is over the hand operated switch at QC 284.9.
- NOTE 4:** Division Special Instruction 224. applies on Departure Yard Lead and North Runner.
- NOTE 5:** Dewitt Yard – Eastbound movements on North Runner must obtain permission from East End Yardmaster before passing End-of-Block sign at QC 286.0
- NOTE 6:** Distance between CP-286 and QC 294.0 is 8.8 miles. Distance between each mile is 5,827 feet.

MOHAWK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MOHAWK

Trk	MP/Location	P	I	F
Both	QC 175.5 - 181.5	70	60	50
Both	QC 181.5 - 183.0	50	50	50
Both	QC 183.0 - 192.5	75	60	50
Both	QC 192.5 - 192.8	50	45	45
Both	QC 192.8 - 198.2	70	60	50
Both	QC 198.2 - 199.6	60	60	50
Both	QC 199.6 - 205.9	70	60	50
Both	QC 205.9 - 210.5	75	60	50
Both	QC 210.5 - 216.5	70	60	50
Both	QC 216.5 - 216.9	55	50	50
Both	QC 216.9 - 225.3	70	60	50
1	QC 225.3 - 235.5	79	60	50
2	QC 225.3 - 235.5	75	60	50
Both	QC 235.5 - 235.9	75	60	50
1	QC 235.9 - 236.5	79	60	50
2	QC 235.9 - 236.5	75	60	50
Both	QC 236.5 - 236.7	75	60	50
1	QC 236.7 - 237.0	79	60	50
2	QC 236.7 - 237.0	75	60	50
Both	QC 237.0 - 237.7	60	50	50
Both	QC 237.7 - 237.8	60	60	50
1	QC 237.8 - 238.0	75	60	50
2	QC 237.8 - 238.0	79	60	50
Both	QC 238.0 - 239.4	79	60	50
1	QC 239.4 - 239.7	75	60	50
2	QC 239.4 - 239.7	79	60	50
Both	QC 239.7 - 240.9	79	60	50
1	QC 240.9 - 241.3	75	60	50
2	QC 240.9 - 241.3	79	60	50
Both	QC 241.3 - 242.6	79	60	50
1	QC 242.6 - 242.9	65	60	50
2	QC 242.6 - 242.9	70	60	50
Both	QC 242.9 - 246.7	79	60	50
1	QC 246.7 - 247.3	75	60	50
2	QC 246.7 - 247.3	79	60	50
Both	QC 247.3 - 249.7	79	60	50
1	QC 249.7 - 250.1	75	60	50
2	QC 249.7 - 250.1	79	60	50
Both	QC 250.1 - 252.3	79	60	50
Both	QC 252.3 - 252.6	70	60	50
Both	QC 252.6 - 253.1	79	60	50
Both	QC 253.1 - 253.6	70	60	50
Both	QC 253.6 - 257.3	79	60	50
Both	QC 257.3 - 257.6	75	60	50
Both	QC 257.6 - 259.4	79	60	50
Both	QC 259.4 - 259.7	75	60	50
Both	QC 259.7 - 260.4	79	60	50
Both	QC 260.4 - 260.8	75	60	50
Both	QC 260.8 - 261.5	79	60	50
Both	QC 261.5 - 261.8	75	60	50
Both	QC 261.8 - 268.3	79	60	50
Both	QC 268.3 - 268.7	75	60	50

Both	QC 268.7 - 271.8	79	60	50
1	QC 271.8 - 272.8	79	60	50
2	QC 271.8 - 272.8	75	60	50
Both	QC 272.8 - 285.0	79	60	50
Both	QC 285.0 - 286.8	40	30	30
Both	QC 285.8 - 286.8 (HE) -- (WB)	40	20	20
Both	QC 286.8 - 291.5	60	60	50
Both	QC 291.5 - 292.3	60	50	50
Both	QC 292.3 - 293.3	55	50	50
Both	QC 293.3 - 293.7	60	50	50
Both	QC 293.7 - 296.5	79	60	50

ADDITIONAL SPEEDS (SP) -- MOHAWK

Location	Track Type	P	I	F
QC 184.5 - 187.9	SSDG	30	30	30
QC 203.7 - 207.3				
QC 215.1 - 218.3				
QC 263.8 - 266.0				
QC 278.4 - 282.3	4	40	40	40
QC 283.8 - 284.7	SSDG	30	30	30
QC 284.7 - 285.0		20	20	20
QC 285.0 - 286.0		30	30	30
QC 286.6 - 290.4	CSDG	10	10	10
QC 286.8 - 291.5	7	30	30	30
QC 291.5 - 291.8	WYE	10	10	10
QC 293.5 - 296.8	SSDG	30	30	30

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Manually Stopping Operation of Warning Devices

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the ND Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QC 186.2	Center St	Equipped with speed predictors on #1, #2 and Signaled Siding.
QC 186.3	Broadway	Manual devices to activate the warning devices are on all tracks.

2. QC 286.30- PEAT STREET LEAD, MIDLER AVE

All trains and on track equipment (OTE) must approach Midler Ave crossing prepared to stop at the RED indicator light. A train crew member or employee-in-charge (EIC) must operate the switch located in the switchbox on the pole marked "cross on yellow light only." Once the switch is operated and yellow indicator light is displayed, trains or OTE may proceed over the crossing. Once all rail movements are clear of the crossing, the train crew or EIC must operate the switch on the completed movement side of the crossing and restore the indicator light to RED. This will permit vehicular traffic to resume.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

1. QC 293.5 Solvay Hill - Coal Trains and local assignments working at Solvay Hill must have the hand brakes applied on the east end (low end) of the tracks.
2. At Syracuse, freight trains left unattended for less than one hour may be left with only the locomotive consist hand brakes applied.

228 ABSENT OR IMPERFECTLY DISPLAYED SIGNALS

DeWitt Yard Division Special Instruction 224.1 applies on Departure Yard Lead and North Runner.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 175.0	Amsterdam West	Continuous	46, 52-6#	Wayside
QC 186.0	Fonda		46, 52-8#	
QC 200.0	Ft. Plain		46, 52-5#	
QC 216.0	Little Falls		46, 52-4#	
QC 225.0	Herkimer		46, 52-7#	
QC 239.0	Utica		46, 52-3#	
QC 266.0	Oneida		46, 52-2#	
QC 285.0	Syracuse		46, 52-1#	
QC 291.5	Solvay		46, 52-8#	

913 REMOTE CONTROL ZONES

DEWITT YARD - REMOTE CONTROL LOCOMOTIVE OPERATION

1. PSP (Positive Stop Protection)

RCL locomotives that are equipped with PSP (Positive Stop Protection) technology will be identified by PSP stickers located on the short hood (F) car body of locomotive. Remote Control Zones (RCZ) are established in Dewitt Yard and RCZ signs are in place at the following:

NORTH DRILL TRACK RCZ

The zone consists of a point 290 feet east of the north/south drill crossover, to a point east of the stop point on the north drill track.

ACTIVATION OF THE ZONE:

1. No locks are required for the local yard lead switch.
2. The east end yardmaster is the controls station for this RCZ.
3. The north drill track becomes an activated Remote Control Zone once:
 - a. Permission from the east end yardmaster is received to activate the zone. The north drill has been inspected and is known to be clear of cars, engines, or employees fouling the track, switches improperly lined, blue signals, portable derails or other obstructions.
 - b. The switch entering the zone is properly lined by the RCOF (or designated crew member)
 - c. The RCOF has verified that the crossing gates are closed and locked to prevent access to the crossing over the drill tracks. RCZ signs must be displayed.

PSP (Positive Stop Protection) - PSP technology for RCO engines is installed on the east end of the north drill track.

Locomotive - PSP locomotives must be facing short hood east.

A. PSP area starts east of the protected road crossing at the 9 MPH puck, which is located 220 feet east of this location.

B. The zero MPH puck or stop point is located on the north drill track and is approximately 2000 feet east of the 9 MPH puck.

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

D. Remote Control Operator - Must verify that the RCL is responding to transponders (pucks) at the beginning of each shift. The only exception to this rule is when the remote operators do a face to face box transfer. To do this, the operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP zone and has traversed over the first two pucks. Any exceptions of locomotive not properly reading pucks must be reported. When the RCO is verifying the PSP system, they will also verify that the track is clear and notify the east end yardmaster.

E. Speed Selector Settings - While operating in the PSP area, the operator will match the speed commands received on the OCU. (I.E. 7, 4, Stop Etc).

F. The RCO crews will operate on AAR radio channel 09/09 when working at the east end.

DEACTIVATING THE RCZ

A. The RCZ will be deactivated by the RCOF notifying the control station (east end yardmaster). Instructions for train, engine and on-track equipment movements arriving Dewitt Yard. All inbound train, engine or on-track equipment movements arriving Dewitt Yard will not proceed without contacting the Dewitt Yardmaster to determine if the Remote Control Zone is activated.

CR 1277 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Signal Aspects not in conformity with Block Signal System Territory

Automatic Block Signals used in non-automatic block signal system territory in service as indicated below.

1. Movements will be made between points named on signal indication.
2. At locations where there is a "Begin Automatic Block" sign, with or without an automatic block signal, occupancy is not permitted without permission from the employee in charge.
3. When track is signalled in one direction, before permission is given in either direction, the employee in charge must determine that no signal has been displayed by the ND Dispatcher, or permission given which would result in conflicting route unless there is an understanding between all affected.
4. Controlled Point (CP) signals controlled by ND Dispatcher. All movements not governed by signal indication must operate at Restricted Speed.
5. Track Cars and Roadway Workers

Employee in charge must notify ND Dispatcher before giving permission for track car or roadway workers to occupy the track.

The ND Dispatcher must ensure affected interlocking signals are at Stop and blocking devices are applied.

Automatic Block Signals used in Non-Automatic Block Signal System Territory

Dewitt Yard

1. Departure Lead is signaled in the East direction between CP-285 and the End/Begin Automatic Block Sign. Speed on this track is 20 MPH. The Frontier East End Yardmaster is in charge of this track.
2. North Runner is signalled in the East direction between CP-286 and the End/Begin Automatic Block Sign. Speed on this track is 20 MPH. The East End Yardmaster is in charge of this track.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Employees are reminded to be on the lookout for elevated ground air stanchions at Dewitt Yard.

Train crews will use the green handle only. Mechanical Department will use the brown handles for their purposes – brown handles DO NOT shut off air.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QC 177.4	Guy Park	2	HBD-DED
QC 200.7	Fort Plain	2	HBD-DED
QC 220.0	Herkimer	2	HBD-DED
QC 241.4	Whitesboro	2	HBD-DED
QC 262.7	Oneida	2	HBD-DED
QC 280.0	Kirkville TK 4		HIWI 19'2" is for eastbound trains.
QC 280.0	Kirkville TK 1,2,4	2	HBD-DED
QC 282.5	CP 282	2	HIWI 19'2"
QC 293.2	Syracuse	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QC 209.8	East Canada Creek
QC 231.5	Erie Canal
QC 248.5	Mohawk River

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QC 175.5 - QC 296.8	Entire Subdivision	Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QC 175.5 - QC 296.8	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited
QC 175.5 - QC 296.8		Exceptions: 6-axle tank cars, series MCPX, gross weight 414,000 lbs.	10 MPH over Bridge at QC 203.33
QC 290.4 - QC 291.5	Between CP-290 and CP-291	Excessive dimension cars	Must not be moved on No. 7 track
QC 293.5	Solvay Industrial Track	Cars exceeding 273,000 lbs. 16' 10" or higher	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
QC 185.0	Fonda yard	Close track centers
QC 206.0	Ellwood Team Track	Between their track and dock
QC 217.0	Burroughs Paper	Between Track #1 and building
QC 285.0	Sanzone Distribution	Building
QC 285.0	84 Lumber	Gate
QC 286.0	Transflo	Load out area
QC 287.2	Thompson Road Bridge	At tracks 7 and 8
QC 287.3	Oberdofer	Building
QC 287.5	Reserve Supply	Building
QC 287.5	Little Falls Lumber	Building
QC 288.0	Baer Supply	Building
QC 288.0	Premier Handwoods	Building
QC 288.0	Rotundo / Syracuse	Building
QC 289.1	Frato / Global Plastics	Building
QC 290.0	Erie Materials	Building
QC 291.3	Benbow	Shed/Loading Area/ Building
QC 291.4	Amtrak	TK 7 Station Platform
QC 291.5	Bridge, Shoving North	On east leg of Wye
QCS 4.0	Berry Plastics	Load out area
QCS 4.0	General Chemical	Gate / Fence

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QC 225.9	Herkimer IT	Entire track
QC 287.0	Chrysler Lead	Entire track
QC 287.0	Syracuse IP	Entire track
QC 287.0	Syracuse Midler Park	Entire track

HOLD POINTS

Trains holding at this CP location must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the ND Dispatcher.

MP	Hold Point	Instructions
QC 177.7	CP-175 Eastward	"CC" sign at QC 177.7

NYSW – UTICA

1. Request permission into yard from NYSW Train Dispatcher. The dispatcher can be reached by phone at number 607-547-2555 PRESS 4.
2. Permission can be relayed by the CSX ND Dispatcher or chief dispatcher.
3. CSX Crew will inform the NYSW Train Dispatcher of train symbol, how many cars are coming in, and how many you have been instructed to pick up.
4. CSX Crew will inform the NYSW Train Dispatcher when they are clear of NYSW property and exactly how many cars they did pick up.
5. CSX will drop cars off on main.
6. CSX will pick up from track 5.
7. NYSW yard limits are governed by NORAC Operating Rules.

Crews Working at Solvay Hill

When informed of or observing that the Finger Lakes Railroad crew is also working in the yard, contact Finger Lakes Railroad crew prior to establishing 3-Step Protection.

Crews Spotting Coal Trains at Solvay Hill QC 293.5 must comply with Rule 103-D and apply brakes on the East end of tracks.

CP-293, Geddes St Lead

Trains must contact the Dewitt east-end Yardmaster before occupying the Geddes St. Lead.

TERMINAL INSTRUCTIONS

DeWitt Yard – East End Switching Instructions

When using the outbound lead track be governed by switching signals at CP-282, QC 282.5.

When making an incomplete move through CP-282, do not reverse movement until confirming with the ND Dispatcher that the signals are in switching mode.

NYSW-Syracuse Interchange

Prior to operating switches at QC 292.2, crew must contact the NYSW Dispatcher on channel 79-34, or phone number 800-366-6979 ext. 231, for permission to occupy the NYSW track. Crew must unlock and line the east end of the crossover first. West end switch, the conductor must remove

the lock on the switch stand and the lock on the switch point. Shove the cars two-engine lengths west of the crossover. Place hand brakes on the west end of the cars. Open the angle cock on the west end and close the angle cock on the east end of the car. When clear of the NYSW track and both ends of the crossover are restored to normal position and locked, contact the NYSW Dispatcher on channel 79-34 or phone number 800-366-6979 ext. 231.

Procedure for the NYSW Interchange at Belle Isle CP-293

NYSW will pull into the Pocket Yard at CP-293, spot their cut on the east end of the Pocket Yard and attach ground air on the east end of the Pocket Yard. NYSW will then secure the hand brakes on the west end of the set off and leave the paperwork in the knuckle on the west end of the cars.

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

MP	Location	DOT#
QC 175.6	Front Rd	508719G
QC 176.9	Guy Park	508721H
QC 186.2	Center St	508734J
QC 186.3	Broadway	508735R
QC 229.4	Moss Rd	512994J
QC 247.9	Reber Rd	512670G
QC 256.2	Greenway Rd	512557N
QC 257.5	Blackmans Rd	512556G
QC 259.4	Rock Rd	512554T
QC 261.8	Conley Rd	512552E
QC 262.6	Fox Rd	512551X
QC 263.8	Sand Hill Rd	512549W
QC 271.6	Beebe Bridge Rd	507305C
QC 273.6	New Boston Rd	507310Y
QC 277.1	Bolivar Rd	507307R
QC 280.1	North Kirkville Rd	507301A

NOTES

MONTREAL SUBDIVISION - M2

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	OCS	NOTES
				NORTH			
			<div>ST. LAWRENCE SD</div>				
10	QM 161.0		<div><div>MSTR</div><div>CANAL YARD</div><div>MASSENA YARD</div><div>NE RTC 36-1# RD-64 MASSENA</div><div>MSTR</div></div>		CSX 193 MASSENA YARD LIMITS		1
10	QM 164.1	NE MASSENA YL			CROR OCS		
25	QM 169.4	HELENA					
	QM 172.7				CROR OCS		
	QM 176.7	BOMBAY					
	QM 182.6	FT COVINGTON			CROR OCS		
	QM 187.4	STE AGNES					
	QM 194.3	SE HUNTINGDON YL			CROR 94		
25	QM 199.7	HUNTINGDON					
10	QM 200.0				CROR OCS		
25	QM 200.6	NE HUNTINGDON YL					
	QM 208.5	SE VALLEYFIELD YL			CROR 94		
25	QM 210.1						
15	QM 210.2						4
25							

MONTREAL SUBDIVISION - M2

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	OCS	NOTES
			NORTH				
25	QM 211.9	VALLEYFIELD			CROR 94		5
20	QM 212.4						3
25	QM 212.5						
25	QM 214.0	CECILE JCT					6
15	QM 214.1						
25	QM 214.7	NE VALLEYFIELD YL			CROR OCS		4
25	QM 222.7	12.8					
15	QM 222.8	SE BEAUHARNOIS YL	MELOCHVILLE BR				
25	QM 224.0						
25	QM 225.0	BRIDGE			CROR 94		3,7
10	QM 225.1						
25	QM 225.2	BEAUHARNOIS			TRACK OUT OF SERVICE		8
25	QM 226.1	NE BEAUHARNOIS YL (END OF MAIN TRACK)	0.9				
	QM 238.4	ADIRONDACK JCT	END OF TRACK				
65.1 MILES SE MASSENA YL TO END OF MAIN TRACK							

MONTREAL SUBDIVISION - M2

STATION PAGE NOTES	
NOTE 1:	MASSENA YARD LIMITS
	<ul style="list-style-type: none"> a) Montreal SD between QM 161.0 and QM 164.1 – Track known as "Main" is designated as the Main Track. b) St. Lawrence SD between QM 158.6 and QM 161.0 – Track known as "Old Main" is designated as the Main Track. c) Permission to occupy the Main Track within Yard Limits (Rule 193) will be authorized by EC-1.
NOTE 2:	FORT COVINGTON-
	<p><u>Southbound:</u> All trains must hold at Huntingdon until notified by the NE RTC they are cleared to cross the border at Ft. Covington.</p> <p><u>Northbound:</u> Prior to departure from Massena, a train crew member or track unit operator must contact U.S. Customs at Fort Covington (315-358-2444) with an estimated time of arrival at Fort Covington and be governed by their instructions. Crews must also complete and fax a Canadian Customs Declaration form to 450-264-2935.</p>
NOTE 3:	In Canada YL signs may be substituted for cautionary sign.
NOTE 4:	VALLEYFIELD and MELOCHVILLE DRAWBRIDGES-
	<p>Bridges are in service part time as required by the St. Lawrence Seaway shipping season and are controlled by Seaway bridge operators.</p> <p>Permission to cross the bridges is by signal indication or verbal permission of the bridge operators and/or the "NE" RTC. Seaway operation dates are posted in the CSX GBO.</p>
NOTE 5:	The distance between QM 211.0 and QM 212.0 is 0.8 miles.
NOTE 6:	CECILE JCT.-
	<ul style="list-style-type: none"> a) Normal position of the hand operated switch connecting to/from CN Rail at QM 213.8 is as last used. b) CSX/ CN railway crossing at grade QM 214.0 - QM 214.1, all moves must stop prior to passing over the crossing, then proceed at restricted speed, not exceeding 15 mph. c) Cars left standing on interchange tracks must not block farm crossings
NOTE 7:	BEAUHARNOIS-
	<ul style="list-style-type: none"> a) Ste. Louis St.- Crossing is equipped with a 50 foot island circuit. Grade crossing warning devices must be activated for 20 seconds before the crossing is occupied. All moves must be continuous and complete and no switching over the crossing is permitted unless on ground flag protection is provided. Rail traffic is prohibited over this crossing between the hours of 1200 and 1300 and between 1500 and 1600. b) Except in an emergency, the engine whistle must not be sounded between 2200 and 0700 at the following crossings: Ste. Louis St., QM 225.1; Cadieux Blvd., QM 225.2; Richardson St., QM 225.3; Ste. Catherine St., QM 225.5 and Beauce St., QM 225.6. Engine bell must be rung at these crossings. c) The distance between QM 224.0 and QM 225.0 is 1.5 miles.
NOTE 8:	Track is out of service between QM 226.1 and QM 238.4 Adirondack Jct.

MONTREAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MONTREAL

Trk	MP/Location	P	F
SG	QM 161.0 - 164.1	10	10
SG	QM 164.1 - 199.7	25	25
SG	QM 199.7 - 200.0	10	10
SG	QM 200.0 - 210.1	25	25
SG	QM 210.1 - 210.2	15	15
SG	QM 210.2 - 211.9	25	25
SG	QM 211.9 - 212.5	20	20
SG	QM 212.5 - 214.0	25	25
SG	QM 214.0 - 214.1	15	15
SG	QM 214.1 - 222.7	25	25
SG	QM 222.7 - 222.8	15	15
SG	QM 222.8 - 225.0	25	25
SG	QM 225.0 - 225.1	10	10
SG	QM 225.1 - 226.1	25	25

ADDITIONAL SPEEDS (SP) -- MONTREAL

Location	Track Type	P	F
QM 182.5 - 182.7	SDG	10	10
QM 187.3 - 187.5			
QM 199.1 - 199.7			
QM 212.1 - 212.7			
QM 225.2 - 225.6			

14 ENGINE BELL AND HORN SIGNALS

Quiet Zones have been established at the following locations:

MP	Location	Hours of Restriction
QM 225.1	Ste. Louis St.	2200 to 0700
QM 225.2	Cadieux Blvd.	
QM 225.3	Richardson St.	
QM 225.5	Ste. Catherine St.	
QM 225.6	Beauce St.	

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

97 DRAWBRIDGES

MP	Location	Hours Attended
QM 210.1 - QM 210.2	Seaway / Valleyfield	Continuously, as required by the St. Lawrence Seaway Operations. When closed, notification will be made by GBO
QM 222.7 - QM 222.8	Melochville Bridge	

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
QM 214.0	Cecile Jct.	CN	Stop Signs	CROR 608

100 HIGHWAY-RAIL GRADE CROSSINGS

MANUALLY STOPPING OPERATION OF WARNING DEVICES

To comply with the requirements of Rule CSX 100-E, paragraph 6:

After receiving permission from the NE RTC Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QM 213.5	Upper Route 30	Deactivate / Activate

Note: All other crossings previously equipped have had the manual device disconnected or removed.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
QM 225.2 - QM 238.4	Beauharnois and Adirondack Jct.	Crews must approach crossing prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QM 161.6	Massena	Continuous	36-1#, 64	Wayside
QM 200.0	Huntington		36-3#, 64	
QM 225.0	Beauharnois		36-5#, 64	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QM 172.7	Bombay	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QM 210.1	Seaway - Drawbridge
QM 222.7	Melocheville- Drawbridge
QM 233.1	Chateauguay

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QM 161.0 - QM 238.4	Entire Subdivision	Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QM 161.0 - QM 226.1	Massena	Cars exceeding 286, 000 lbs.	Prohibited
QM 169.3	Entire Rooseveltown IT	Equipment exceeding 273,000 lbs.	

These cars may operate with restrictions indicated between Helena and Roosevelttown when separated by one (1) car whose weight does not exceed 142,000 pounds.

7. CLOSE CLEARANCE

MP	Location	Remark
QMR 66.0	Rooseveltown	GM 315-764-2263 Loading Dock
QMR 66.0	Rooseveltown	GM 315-764-2263 Building Track 9
QMR 66.5	Rooseveltown	Alcoa East 315-764-6632 Power Pole
QMR 66.5	Rooseveltown	Alcoa East 315-764-6332 Building, Track 1
QMR 66.6	Rooseveltown	Alcoa East / At one unloading shed
QM 187.4	Ste Agnes	Faulbert Feed 450-264-5448 Unloading auger
QM 212.4	Valleyfield	Schenley's 450-373-3171 Building
QM 224.5	Beauharnois	ValPack 450-429-4677 Building door frame
QM 224.8	Beauharnois	Transflo 450-225-4800 Gate
QM 224.9	Beauharnois	Transflow and concrete Loading dock

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QM 161.0	Canal Yard	Tk 3 and 4

INSTRUCTIONS RELATING TO CANADIAN RAIL OPERATING RULES (CROR)

Employees must have a copy of current CSX Albany Division Timetable, Canadian Rail Operating Rules, Rules Certificate Card, and Engineer/Conductor Certification Card. In addition, MOW employees must also have a copy of the Rules for Protection of Track Units and Maintenance Work in Canada.

36-1 - Rule 36 is applicable (decreased flagging distance)

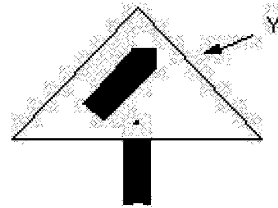
94-1 - Cautionary Limits (Rules 94 and 94.1) are in effect at locations formerly covered by Yard Limit rules in Huntingdon, Valleyfield and Beauharnois. Trains and track units must obtain verbal permission from the NE RTC prior to occupying cautionary limits and report to the NE RTC when clear. Restricted speed in cautionary limits applies to the head end only.

105-1 - All moves made on other than main track must operate at Restricted Speed (entire movement) not exceeding 10 MPH.

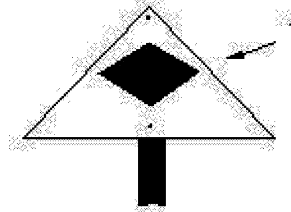
The following Operating Signs are in use on the Montreal Subdivision.

COLOR KEY FOR SIGNS:

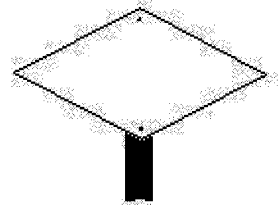
Y = YELLOW
G = GREEN
R = RED
B = BLACK



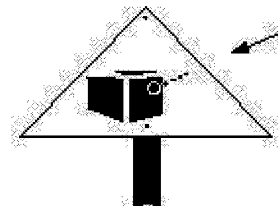
Advance Interlocking Sign
Proceed, preparing to stop
at the interlocking signal.
Note: This requirement
does not apply when track
is seen to be clear to the
interlocking signal and such
signal indicates proceed.



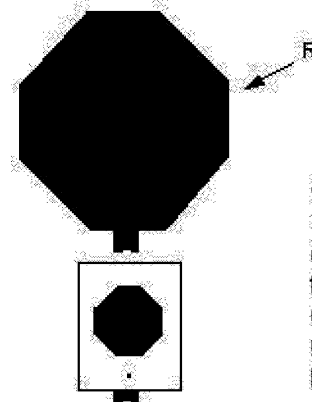
Cautionary Limit
(Yard Limit)
One Mile



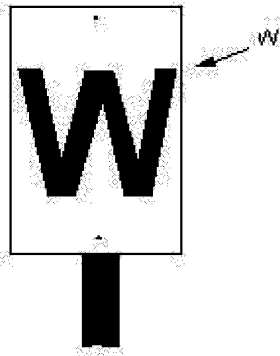
Cautionary Limit
(Yard Limit)
One Mile



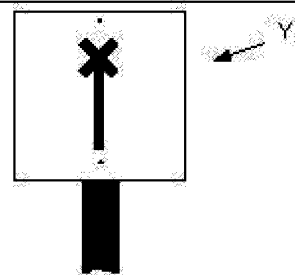
Hot Box and Dragging
Equipment Detector and/or
Hot Wheel Detector – one mile



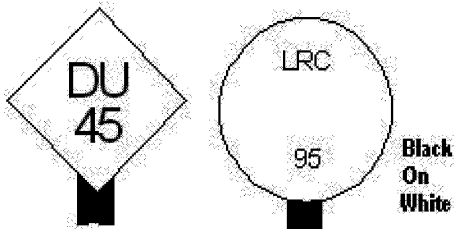
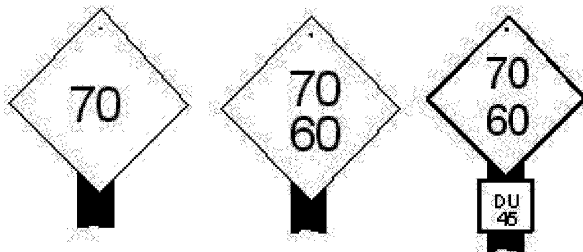
"STOP". As prescribed by
CROR Rule 98. As
outlined in subdivision
footnotes pertaining to
certain public crossings at
grade. At such other
places as may be required.



Whistle and Bell.
As prescribed by CROR Rule 14 (i) and Rule 13 (a)(iv) except where Rule 14 (i) Special Instruction applies, bell only.

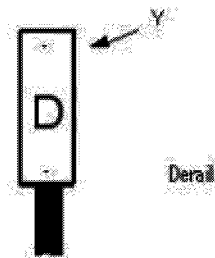


Crossing Circuit

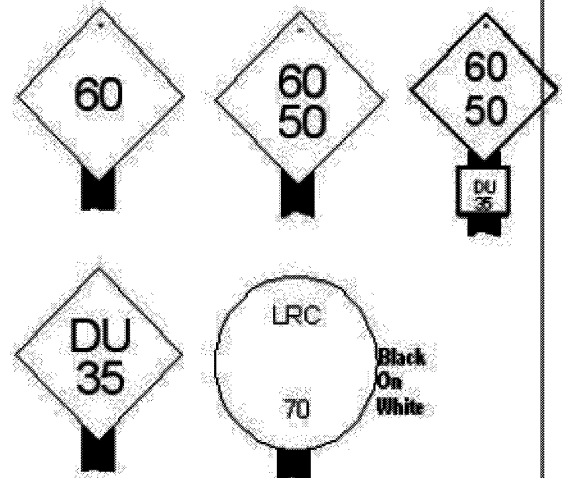


Zone speed signs will be placed at the beginning of speed zones, except when there is a reduction in speed from the previous zone, and then the speed signs will be placed as follows:

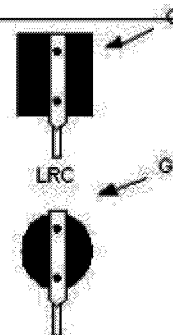
- 3000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 45 MPH or more.
- 2000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 40 MPH or less.
- Signs will not be placed:
 - In terminals.
 - On subdivisions which have one speed zone.
 - On subdivisions with a maximum speed of 30 MPH or less.



Derail



- 3000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 5 MPH or more.
- 2000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 40 MPH or less.



**Resume Speed Sign
Single Track**

Restricting signs will be placed at beginning of permanent slow orders. Resume Speed signs will be placed as follows:

- **Single Track** - The reverse side of the restriction sign will indicate end of permanent slow order.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QM 200.5	Dundee Feed	FP-North
QM 212.6	Schenley Distillers	FP-South
QM 224.1	Beauharnois, Val-Pac	
QM 224.9	Beauharnois, BC, Alcan, PPG, Transflo	

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QM 164.1	Raquette River Rd. / CR 46	171054B
QM 165.5	Carey Rd	171057W
QM 166.5	Larue Rd	171061L
QM 169.2	Rt 37C South	171063A
QM 169.6	Rt 37 C North	171065N
QM 171.7	Keenan Rd	171066V
QM 172.5	Mahoney Rd	171067C
QM 173.8	Reagan Flats Rd	171068J
QM 175.0	Durant Rd / Cold Springs Rd	171069R
QM 176.9	SR 95	171102N
QM 177.5	Connelly Rd	171073F
QM 177.9	Foy-Eldred Rd	171074M
QM 181.2	Schoolhouse Rd	171075U
QM 182.0	SR 37 / Chateaugay St	171077H
QM 182.3	Pike St. / County Rt 43	171078P
QM 182.4	Salmon St	171079W
QM 182.6	Water St	171080R

CROSSINGS IN CANADA

MP	Location	DOT#
QM 185.1	McCaffery Rd	000048C
QM 185.4	Concession Rd	000047C
QM 185.8	Monte McCord Rd	000046C
QM 187.3	Sodom Rd	000045C
QM 187.5	Smallman Rd	000044C
QM 189.4	Arnold Rd	000042C
QM 192.2	Leblanc Rd	000041C
QM 196.5	Smellie Rd	000039C
QM 197.8	S Ridge Rd	000038C
QM 199.0	N Ridge Rd	000036C
QM 199.6	Lake St	000035C
QM 200.3	F. Clyne St / Cemetery St	000032C
QM 204.4	New Erin Rd	000029C
QM 206.6	Central Ave	000028C
QM 206.7	Principale St	000027C
QM 206.9	Rt 236	000026C
QM 210.8	Cadieux Blvd	000022C
QM 210.7	Lower Rt 30	000023C
QM 211.8	Sainte Marie Blvd	000020C
QM 212.2	Jacques-Cartier St	000019C
QM 213.4	Desserte N Rd	000018C
QM 213.5	Upper Rt 30	000017C
QM 213.5	Desserte S Rd	000016C
QM 217.3	Pie XII Blvd / St. Timothee	000015C
QM 225.1	Ste. Louis St	000011C
QM 225.6	Beauce St	00008C

Note: For Crossings in Canada, the DOT numbers are reference numbers.

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
						NORTH					
						BUFFALO TERMINAL SD					
SINGLE											
P	F										
60	30			QDN 0.1	CP- 437	NG DISP 56 - 1# RD 46 BUFFALO		ABS-261			
60				QDN 0.8		AVENUE RUNNER					
40											
40											
60											
40											
60											
40				QDN 3.0	7.0						
60				QDN 4.0							
50	30			QDN 4.1							
50	40			QDN 4.3							
60											
						CN	ABS-261	1			
				QDN 7.1	CP-7	SP SP	CPS-261				
						BELT SD	ABS-261				
						NG DISP 56 - 4# RD - 46 KENMORE					
				QDN 7.5	CP-8		CPS-261				
1	2										
P	F	P	F								
60	40	60	40			QDN 7.7	WONALANCET RUNNER	ABS 1-251N 2-251S		2	
						KAM IT					

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2				NORTH				
P	F	P	F							
60	40	60	40				1 2	WONALANCET RUNNER QDW 1.3 WHITE HOUSE	ABS 1-251N 2-251S	2
					1.9	QDN 8.9		KENMORE YARD	NIAGARA YD 30 - 30	
						QDN 9.3		WOODWARD AVE		
				QDN 9.4	CP-9 (TRACK 2 ONLY)			NG DISP 56 - 4# RD - 46 KENMORE	CPS-261	
60		60							ABS 1-251N 2-251S	
40		40			QDN 11.6					
					13.0					
					14.0					
						TONAWANDA IT QDN 13.5				
						LOCKPORT IT		QDN 14.1 ROBINSON STREET	ABS 1-251N 2-251S	
40		40			QDN 14.4					
60	40	60	40				1 2			
SINGLE				QDN 17.2	CP-17				CPS-261	
P	F									
60		40			QDN 19.2		DD		ABS-261	
				QDN 22.0	CP-21				CPS-261	
						TUSCARORA WYE		NG DISP 56 - 5# RD - 46 LOCKPORT	ABS-261	
60		40				LOCKPORT SD	CP-69		ABS-261	
					0.7					

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
SINGLE						NORTH				
P	F	P	F							
60	40			QDN 22.7	CP-22		LOCKPORT SD			
1	2						NG DISP 56 - 5# RD - 46 LOCKPORT			
60	40	60	40			2.3	1 2		ABS-261	
60	40	60	40	QDN 25.0	CP-25				CPS-261	
				QDN 25.2						
20	20	20	20			2.4	1 2	OLD WAY QDN 25.3 NEW WAY	ABS-261	
				QDN 26.7	NIAGARA FALLS STATION (P) (SSDG ONLY)		SP SSDG 15,900 FT HOUSE MIDDLE	NIAGARA YD 30-30 NIAGARA HAND THROWN CROSSOVER QDN 26.6	ABS-261	
				QDN 27.4	CP-27			MAIN LEAD SHOP LEAD	CPS-261	
						0.6	SSDG	NG DISP 56 - 5# Rd - 46 LOCKPORT	ABS-261	
				QDN 28.0	CP-28				CPS-261	
					(END OF MAIN TRACK)					
20	20	20	20				COUNTRY IT QDN 28.2 END CSX / BEGIN CN	CP RAIL (00S)	96	
								CN		

28.2 MILES CP-437 TO CP-28

NIAGARA SUBDIVISION - NG

STATION PAGE NOTES

- NOTE 1:** CN Railroad Connecting track between "Begin CSX" sign (QDN 6.8) and CP-7 (QDN 7.1) is a controlled track in charge of the NG Train Dispatcher. Authority for movement is Rule 96.
- NOTE 2:** Wonalancet Runner: Between CP-8 and QDW 1.3 (White House) is a controlled track in charge of NG Train Dispatcher. Authority for movement is Rule 96. Between QDW 1.3 (White House) and QDW 4.3 (Harriet) in charge of Niagara Yard- Yardmaster.
- NOTE 3:** New Way Switch on Track 2, QDN 25.3, may be left in reverse position unattended when authorized by the NG Train Dispatcher. Rule 104-F and Rule 539 apply.
- NOTE 4:** Switch to CP Railroad spiked out-of-service.
- NOTE 5:** Southward trains from the CN Railroad must not pass "Begin CSX" sign at QDN 28.2 until receiving signal indication to proceed at CP-28 or verbal permission is received from the NG Train Dispatcher.

NIAGARA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - NIAGARA

Trk	MP/Location	P	F
SG	QDN 0.1 - 0.8	60	30
SG	QDN 0.8 - 1.7	40	30
SG	QDN 1.7 - 2.5	60	30
SG	QDN 2.5 - 3.0	40	30
SG	QDN 3.0 - 4.0	60	30
SG	QDN 4.0 - 4.1	50	30
SG	QDN 4.1 - 4.3	50	40
SG	QDN 4.3 - 7.5	60	40
Both	QDN 7.5 - 11.6	60	40
Both	QDN 11.6 - 14.4	40	40
Both	QDN 14.4 - 17.2	60	40
SG	QDN 17.2 - 22.7	60	40
Both	QDN 22.7 - 25.2	60	40
Both	QDN 25.2 - 28.0	20	20
Both	QDN 28.0 - 28.2	10	10

ADDITIONAL SPEEDS (SP) - - NIAGARA

Location	Track Type	P	F
QDN 25.2 - 28.0	SSDG	30	25

ADDITIONAL SPEED RESTRICTIONS

QDN 7.1 CP-7 All diverging moves at CP-7 are restricted to 10 MPH

100 HIGHWAY-RAIL GRADE CROSSINGS

Lockport Industrial QDN 13.5

QCN 14.7 Division St.

QCN 16.2 Wurlitzer Dr.

QCN 16.6 Niagara Falls Blvd.

QCN 17.0 Forest Pkwy.

Grade crossing warning devices equipped with indicator lights for train movements. Indicator light will display red until train has passed CC sign. Indicator light will display yellow when the highway traffic signals are activated, and train may proceed. If indicator light fails to display yellow, train may proceed over crossing after protection provided as prescribed by Rule 100-J.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QDN 26.0	Niagara Yard	Continuous	30	Terminal
QDN 9.6	Kenmore		46, 56-4#	Wayside
QDL 62.1	Lockport		46, 56-5#	

913 REMOTE CONTROL ZONES

REMOTE CONTROL LOCOMOTIVE OPERATION AT NIAGARA FALLS YARD

I. PSP (Positive Stop Protection)

RCL locomotives that are equipped with PSP (positive stop protection) technology will be identified by PSP stickers located on the short Hood (F) car body of the locomotive.

II. Remote Control Zones (RCZ) are established at Niagara Falls Yard as follows:

A. Niagara Falls RCZ

The Zone begins at the west end of track 36 switch and extends up the main lead and shop lead to a point 400 feet east of the dwarf signal at CP-27.

The PSP 9MPH puck is located 1580 feet from the beginning of the zone at the 36 switch. The distance from the 9 MPH puck and the first stop puck is 2640 feet.

1. Activating the RCZ:

The Niagara Falls yardmaster is the control station for this remote control zone. Track in the zone becomes activated once:

- Permission has been received from the control station (Niagara Falls yardmaster) to activate the zone.
- The shop lead switch is lined and locked in normal position.

2. AAR radio channels:

The Niagara Falls crew will operate on radio channel 30/30.

3. Deactivating the zone:

The zone will be deactivated by the RCOF notifying the Niagara Falls yardmaster.

INSTRUCTIONS FOR TRAIN, ENGINE AND ON-TRACK EQUIPMENT

1. Movements arriving Niagara Yard:

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QDN 19.2	Wheatfield	2	HBD-DED

Key: HBD- Hot Box Detector

DED- Dragging Equipment Detector

HIWI- High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QDN 6.3	Black Rock
QDN 6.4	Black Rock
QDN 12.8	Tonawanda
QDN 13.4	Tonawanda
QDN 13.6	Tonawanda

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QDN 0.1 - QDN 7.1	CP 437 and CP-7	Double Stacks / Multilevels: Prohibited
QDN 7.1 - QDN 28.2	CP-7 and CP-28	Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching at the North end of Niagara Yard, T&E crews are required to have a sufficient amount of cars with air to ensure proper control of movement. A minimum of (3) three cars are required for moves in excess of 25 cars. When proceeding west, a Running Brake Test is to be performed.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QDN 0.1 - QDN 7.1	Between CP-437 and CP-7	Exceeding 16'10"	Prohibited
QDN 13.5	Tonawanda I.T.	Cars exceeding 220,000 lbs.	
QDN 14.1	Lockport I.T.		
QDN 26.6	Niagara Yard Wye Tracks	6-axle locomotive	Prohibited from occupying the wye tracks

7. CLOSE CLEARANCE

MP	Location	Remark
QDR 4.2	Niagara Jct., Olin Corp	8 track, N track

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QDN 7.7	Black Rock IT	Entire Track
QDN 13.5	Tonawanda IT	Entire Track
QDN 14.1	Lockport IT	Entire Track
QDN 28.2	Country IT	Entire Track

QUALIFICATIONS – BUFFALO TERMINAL -Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

A. Buffalo Terminal Subdivision between CP-429 and QD 8.2

B. Belt Subdivision

C. Niagara Subdivision between CP-437 and QDN 9.3

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

Exception: Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees that need to qualify on the above territory can contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QDN 1.5	Amerex Chemical	FP-South
QDN 9.6	Praxair	No 2, FP-South
QDN 10.4 - QDN 10.8	DKP Steel	No 2, FP-North
QDN 11.2	Industrial Park, Martin Fireproofing, 84 Lumber	No 1, FP-South
QDN 24.0	Higgins Erectors	No 1, FP-North
QDN 25.2	LV Yard	

Note: FP-Facing point for the direction noted

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

MP	Location	DOT#
QDN 1.3	Exchange St	520040H
QDN 9.4	Woodward Ave	514399X
QDN 10.1	Atochem Corp.	519864L
QDN 10.4	Ensminger Rd	514397J
QDN 11.4	Wheeler St	514395V
QDN 11.5	Franklin St	514394N
QDN 13.9	Thompson St	514383B
QDN 14.1	Robinson St	514382U
QDN 14.4	Wheatfield St	514380F
QDN 15.7	Felton St	514378E
QDN 16.0	Ward Rd	514376R
QDN 16.5	Witmer Rd	514374C
QDN 19.3	Jagow Rd	513200C

PORT SUBDIVISION - P2

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			<div>CASTLETON SD</div>				1
10	QCP 0.0	CP - SK	7.0	<div>NI DISP 34 - 8# RD - 58 SK</div>	TWC-DCS		
25	QCP 0.7						
25	QCP 7.0	PORT				TWC-DCS	
			<div><div>ALBANY PORT RR QCP 7.2</div><div>QCP 7.2</div><div>CP RAIL</div></div>		96		
7.0 MILES CP-SK TO PORT							

7.0 MILES CP-SK TO PORT

STATION PAGE NOTES

NOTE 1: Unless otherwise instructed by the NJ Dispatcher, Southbound trains holding in excess of 15 minutes at Beaver Dam Rd., QCP 1.3, must stop at QCP 1.4 (CC Signs).

PORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PORT

Trk	MP/Location	F
SG	QCP 0.0 - 0.7	10
SG	QCP 0.7 - 7.0	25

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QCP 0.0	Selkirk	Continuous	34-8#, 58	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QCP 0.0 - QCP 7.0	Entire Sub	Double Stacks and Mutilevels 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Port Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5935.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QCP 0.0 - QCP 7.0	Entire Subdivision	Cars exceeding 286,000 lbs.	Prohibited

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

HOLD POINTS

Trains holding at these CP locations must stop at the 'CC' sign or holding point designated unless instructions to proceed are received from the NI Dispatcher.

Southward Trains

Stop Location	MP	Hold Point	Instructions
Beaver Dam Road	QCP 1.3	CC Sign, QCP 1.4	Trains holding in excess of 15 minutes

ADDITIONAL STATIONS

MP	Station	Switch Opening
QCP 5.2	Inovative Solutions	FP-South
QCP 5.8	PSE&G	

Note: FP - facing point for the direction noted

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

MP	Location	DOT#
QCP 0.6	Maple Ave/Rt. 396	508810A
QCP 1.3	Beaver Dam Rd	508809F
QCP 2.3	Clapper Rd	508807S
QCP 3.8	Wemple Rd	508802H
QCP 4.5	Smultz Rd	508800U

POST ROAD SUBDIVISION - PR

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				<div>WEST</div>				
				<div>BERKSHIRE SD</div>				
P	F							
79	50	QBP 187.5	CP-187	12.0	<div>NB DISP 30 - 4# RD - 46 POST ROAD</div>	ABS-261		
79	50							
65	50	QBP 196.5						
		QBP 196.7						
79	50							
15	10	QBP 199.0						ABS-261
		QBP 199.5	CP-142					
				<div>HUDSON SD</div>				
12.0 MILES CP-187 TO CP-142								

POST ROAD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- POST ROAD

Trk	MP/Location	P	F
SG	QBP 187.5 - 196.5	79	50
SG	QBP 196.5 - 196.7	65	50
SG	QBP 196.7 - 199.0	79	50
SG	QBP 199.0 - 199.5	15	10

100 HIGHWAY-RAIL GRADE CROSSINGS

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NB Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to ensure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QBP 188.5	Duck Pond Rd	Deactivate Only
QBP 189.4	Eleanor Dr	
QBP 191.1	Maple Hill Rd	
QBP 195.4	Hays Rd	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QBP 187.5	Post Road	Continuous	30-4#, 46	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QBP 187.5 - QBP 191.0	CP-187 and QBP 191.0	Double Stacks: 19'2" / Multilevels: 19'1"
QBP 191.0 - QBP 199.5	QBP 191.0 and CP 142	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on Post Road Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QBP 187.5 - QBP 199.5	Entire Subdivision - Merchandise freight	Cars exceeding 263, 000 lbs.	Prohibited
QBP 187.5 - QBP 199.5	Entire Subdivision - Coal, Ore and Grain	Cars exceeding 270, 000 lbs	

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#
QBP 188.5	Duck Pond Rd	908352T
QBP 189.4	Eleanor Dr	908350E
QBP 191.1	Maple Hill Rd	909274S
QBP 195.4	Hays Rd	909269V

RIVER SUBDIVISION - RI

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				NORTH				
				CONRAIL				
1	2		(CONRAIL - SAC)					
30	30	QR 1.6	(ALBANY DIV.)	1.2	N BERGEN YD CH - 92	NI DISP 34 - 3# RD - 58 BOGOTA	ABS-261	1 1
		QR 2.4	CP - 3			NYS&W - 25 / 25	CPS-261	
		QR 2.8						
QR 2.9								
40	40	QR 3.0		3.0	NORTHERN RT	NYS&W 25/25	ABS-261	
		QR 4.0			NORTHERN RT	NYS&W CONN	CPS-261	
		QR 5.8	CP - 5					
	50	QR 6.0				NYS&W	ABS-261	
		QR 7.2		1.8	1	DD	NI DISP 34 - 3# RD - 58 BOGOTA	
40	50	QR 7.5						
1	2	QR 7.6	CP - 7					
30	40			3.3	MIDDLE SSDG 16,850 FT	SP	ABS-261	
30	40	QR 10.9	CP - 10				CPS-261	
SINGLE	50	15.0		12.0	NJ/JY QR 18.8	NI DISP 34 - 4# RD 58 ORANGEBURG	ABS-261	
		16.0						
		QR 20.5	TEAM QR 20.7		DD			
		Q22.7	BRADLEY IP QR 22.7					
		QR 22.9	CP - 22					
40	50	QR 24.5		3.2	MIELE NYACK SSDG 16,310 FT	QR 23.5	ABS-261	
		QR 26.1	CP - 26		SP	QR 25.8	CPS-261	
							ABS-261	

RIVER SUBDIVISION - RI

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			NORTH					
40		7.3	W.HAVERSTRAW YD	BECKERLE QR 33.3 <div>NI DISP 34 - 5# RD 58 HAVERSTRAW</div>	ABS-261		2	
	QR 33.4	CP - 33			CPS-261			
			2.4		SSDG 12,195 FT SP	ABS-261		
	QR 35.8	CP - 35			CPS-261			
	QR 38.5 39.0 40.0		7.2	TOMPKINS COVE DD	QR 36.0 QR 38.3 <div>NI DISP 34-0# RD 58 FORT MONTGOMERY</div>	ABS-261		
QR 43.0	SOUTH FT. MONTGOMERY			CPS-261				
30		2.2	43.2 - SDF 43.6 - SDF 43.9 - SDF	SSDG 10,000 FT SP	ABS-261			
	QR 45.2	NORTH FT. MONTGOMERY			CPS-261			
			7.3		<div>NI DISP 34 6# RD -58 CORNWALL</div>	ABS-261		
30	QR 52.5	CP - 52			CPS-261			
45		3.2	SSDG 16,680 FT SP WAREX		ABS-261			
	QR 55.7	CP - 55			CPS-261			
45	QR 56.5 QR 58.0 QR 61.0	7.3	NYC YARD NEWBURGH IT	QR 56.5	ABS-261			
35								
45			DD					

2

RIVER SUBDIVISION - RI

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
45			QR 62.0 DYNERGY		ABS-261		
	QR 63.0	CP – 63			CPS-261		
35	QR 65.7 QR 65.9	3.0	65.8 -SDF		ABS-261		
45	QR 66.0	CP – 66			CPS-261		
		3.3	66.5 SDF 66.8 SDF 67.3 SDF 67.5 SDF 68.4 SDF 68.8 SDF	MILTON SSDG 16,741 FT SP	ABS-261		
	QR 69.3	CP – 69			CPS-261		
		6.3	70.0 – SDF 72.3 – SDF 73.1 – SDF 75.5 – SDF		ABS-261		
	QR 75.6	CP – 76			CPS-261		
		2.6	75.8 – SDF 75.9 – SDF 76.4 – SDF 76.7 – SDF	SSDG 12,518 FT SP QR 78.0	ABS-261		
	QR 78.2	CP – 78			CPS-261		
	QR 80.0	2.3	WEST PARK SDG SSDG 11,522 FT SP	NI DISP 34 – 2# RD - 58 WEST PARK	ABS-261		
	QR 80.5	CP – 80			CPS-261		
50	82.0 83.0 QR 84.4 QR 86.4 QR 86.8	7.1	ESOPUS SET OFF QR 81.8 DD		ABS-261		
50	QR 87.6	CP – 87			CPS-261		
		2.9	CSDG 15,032 FT SP QR 88.8 KINGSTON YD QR 89.4	OLD PASSING SDG CARS 3,400 FT QR 89.4	ABS-261		
	QR 90.5	CP – 90			CPS-261		
					NI DISP 34 – 8# RD - 58 KINGSTON	ABS-261	

RIVER SUBDIVISION - RI

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
50	QR 98.1	12.4	NE SOLITE	QR 96.5	ABS-261		
45				QR 97.0			
			QR 98.6	DD			
	QR 99.1						
50	QR 102.9	CP – 102			CPS-261		
	QR 104.0	3.5	LEHIGH		ABS-261		
40	QR 104.6		ALSEN SSDG 17,490 FT SP ALSEN YARD QR 104.8 QR 105.7	NI DISP 34 - 9# RD - 58 ALSEN			
50							
	QR 106.4	CP – 106			CPS-261		
	QR 108.1	12.5		DD	ABS-261		
	QR 114.9		CATSKILL TEAM	QR 110.0			
	115.0		WEST ATHENS TEAM	QR 114.8			
	116.0		DD				
	QR 118.9	CP – 118			CPS-261		
	QR 120.1	2.2	COXSACKIE TEAM SSDG SP 11,011 FT QR 120.1	NI DISP 34 – 1# RD 58 COXSACKIE	ABS-261		
	QR 121.1	CP – 121			CPS-261		
	127.0	7.5		DD	ABS-261		
	128.0			NI DISP 34 - 0# RD - 58 RAVENA			
	QR 128.5		HIWI 19'2", 20'4"				
	QR 128.6	CP – 128			CPS-261		
50	QR 132.2	4.0	QR 129.1 LA FARGE	QR 130.7	ABS-261		
30	QR 132.6	SP RAVENA SSDG 18,892 FT	AGRA TRACK				
			CASTLETON SD				
131.0 MILES CP-1 TO CPS-K							

RIVER SUBDIVISION - RI

STATION PAGE NOTES

- NOTE 1:** QR 1.6 to CP-3: Southward trains entering North Bergen Yard must stop at 69th Street grade crossing and ensure warning devices are in operation for twenty seconds before proceeding. Circuit for crossing on yard tracks is located 100 feet north of the crossing. Automatic grade crossing constant time warning circuits are added to the approaches to 69th Street on the Bergen running track.
- NOTE 2:** CP-52: Trains holding in excess of five (5) minutes must be notified to hold at QR 53.0, prior to passing CP-55. When more than one train is going to be held at this location, the Train NI Dispatcher may direct first train to pull down to CP-52.

RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RIVER

Trk	MP/Location	F
Both	QR 1.6 - 3.0	30
Both	QR 3.0 - 6.0	40
1	QR 6.0 - 7.6	40
2	QR 6.0 - 7.6	50
1	QR 7.6 - 10.9	30
2	QR 7.6 - 10.9	50
SG	QR 10.9 - 24.5	50
SG	QR 24.5 - 43.0	40
SG	QR 43.0 - 52.5	30
SG	QR 52.5 - 56.5	45
SG	QR 56.5 - 58.0	35
SG	QR 58.0 - 65.7	45
SG	QR 65.7 - 65.9	35
SG	QR 65.9 - 80.0	45
SG	QR 80.0 - 86.4	50
SG	QR 86.4 - 86.8	40
SG	QR 86.8 - 98.1	50
SG	QR 98.1 - 98.6	45
SG	QR 98.6 - 104.0	50
SG	QR 104.0 - 104.6	40
SG	QR 104.6 - 132.2	50
SG	QR 132.2 - 132.6	30

ADDITIONAL SPEEDS (SP) -- RIVER

Location	Track Type	F
QR 7.6 - 10.9	SSDG	30
QR 22.9 - 26.1		
QR 33.4 - 35.8		
QR 43.0 - 45.2		
QR 52.5 - 55.7		
QR 66.0 - 69.3		
QR 75.6 - 80.5	CSDG	45
QR 87.6 - 90.5		15
QR 102.9 - 106.4	SSDG	30
QR 118.9 - 121.1		
QR 128.6 - 132.6		

GR-21

TRAINS WAITING TO BE MET OR PASSED

When trains are to be held at station specified holding points, unless otherwise instructed, all trains will pull up tight to the "CC" signs or mile post indicators but not pass the locations identified.

14 ENGINE BELL AND HORN SIGNALS

S. KEARNY YARD

Engineers will sound the horn in accordance with rule 14(I) at all road crossings within the intermodal terminal.

96 OTHER THAN MAIN TRACK

OTHER THAN MAIN TRACK –The yardmaster at North Bergen is in charge of the Northern Running Track between QRN 7.1 and QRN 14.0.

100 HIGHWAY-RAIL GRADE CROSSINGS

1. QR 2.6 to CP-3, North Bergen – Southward trains entering North Bergen Yard must stop at 69th St grade crossing and insure crossing warning devices are in operation for 20 seconds before proceeding. Circuit for crossing on the yard tracks is located 100 feet north of the crossing.

Automatic Grade crossing constant time circuits are added to the approaches to 69th St on Bergen Running Track.

2. QR 55.6, Warex Rd grade crossing - Southward trains from Newburgh (NYC) Yard must not proceed over crossing until automatic crossing warning devices have been operating a minimum of 20 seconds. Northward trains, stopped on the Main or Signaled siding at CP-55, must not proceed over crossing until automatic crossing warning devices have been operating a minimum of 20 seconds.

3. QR 104.0 - Manually stopping operation of warning devices - To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NI Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QR 104.0	Route 9W	For Side Track Only Deactivate / Activate

4. QR 105.7, Marquette crossing - If crossing will be blocked in excess of 15 minutes, crew must cut train.

103 SWITCHING

CR-1290 SWITCHING SIGNALS

When a request has been made to the NI Dispatcher to display a Switching Signal (Rule CR-1290, Fig. CC5), a lunar white signal will be displayed. Once requested, this signal will return to lunar white after a switching move has been made through the interlocking, without a new request from the NI Dispatcher.

Once the Switching Signal has been displayed, reverse movements (Rule 284 and 287) may be made within the

interlocking without further permission from the NI Dispatcher.

Once all moves have been completed, the NI Dispatcher must be notified.

220 WHERE SIGNAL RULES ARE IN EFFECT

1. TESTING THE CAB SIGNAL APPARATUS

Trains destined to the RF&P Subdivision with cab signal equipped locomotive, with self-testing capability, must have the self test performed prior to departure.

2. CAB SIGNAL TEST SLIPS

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

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

Signal Rule	MP	Location
CSTS location: Wall in Bergen Yard Crew Room	QR 1.0	North Bergen
CSTS location: Wall in S. Kearny Yard Crew Room	QR 3.0	South Kearny

227 UNEXPECTED SIGNAL CHANGES

227 – Unexpected Signal Changes. Instructions for slide detector fences

Slide detectors are in service and indicated with the abbreviation (SDF). They are interconnected with the automatic block signal system to restrict train movement when activated.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QR 2.5	North Bergen	Continuous	92, 58	Terminal
QR 7.0	Bogota		34-3#, 58	Wayside
QR 20.5	Orangeburg		34-4#, 58	
QR 32.2	Haverstraw		34-5#, 58	
QR 42.8	Fort Montgomery		34-0#, 58	
QR 52.0	Cornwall		34-6#, 58	
QR 69.0	Milton		34-3#, 58	
QR 78.3	West Park		34-2#, 58	
QR 89.0	Kingston		34-3#, 58	
QR 104.8	Alsen		34-9#, 58	
QR 120.0	Coxsackie		34-1#, 58	
QR 128.0	Ravena		34-0#, 58	

421 SHOVING OR BACKING MOVEMENTS

CSX Employees will comply with Rule 421 when operating on any railroad property in New Jersey.

913 REMOTE CONTROL ZONES

3. Elizabeth Port Yard

B. REMOTE CONTROL ZONES

Remote Control Zones (RCZ) are established at Elizabeth Port Yard and RCZ limits are identified as follows:

A. West End of Newark Wye at Elizabeth Port Yard Entrance.

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

All inbound train, engine or on-track equipment movements arriving Elizabeth Port Yard will not pass the Newark Wye without contacting the Conrail Yardmaster at Port Newark to determine if the remote control zone is activated.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-4 WARNING OTHER EMPLOYEES

SECURITY FENCE

South Kearny Yard - A non-lethal electric security fence is installed in South Kearny - Meadows Yard and along the lead track for the protection of train crews from armed thieves pursuing freight in containers.

The fence is marked with yellow signs, with black lettering and the words:

**WARNING
ALARMED
ELECTRIC FENCE
7000 VOLTS**

GS-13 RIDING EQUIPMENT

All employees are PROHIBITED from occupying the steps of a moving locomotive at any time. This applies to ALL CSX employees working in the state of New Jersey, regardless of what yard or owning railroad.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QR 7.2	Bogota	2	HIWI 20'4"
QR 20.5	Orangeburg	2	HBD-DED
QR 38.5	Stoney Point	2	HBD-DED
QR 61.0	Roseton	2	HBD-DED
QR 84.4	Hercules	2	HBD-DED
QR 99.1	Saugerties	2	HBD-DED
QR 108.1	Catskill	2	DED
QR 114.9	Athens	2	HBD-DED
QR 128.5	Ravena	2	HIWI 19'2" - 20'4",HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

QR 128.5 - Trains carrying cars with heights 19'2" to 20'4" will receive a radio message stating "19 foot 2 cars detected" when inspection of train is complete and exits detector.

Trains with cars over 20'4" will receive a radio alarm message giving axle location of high cars in train. They will not receive a 19'2" message.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QR 46.2	River Inlet
QR 86.6	Rondout Creek

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QR 1.6 - QR 132.6	Entire Subdivision	Double Stacks/ Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5500 - CONVENTIONAL TRAIN HANDLING

A. TRAINS TO CP GARDEN

The accepted practice for all trains stopping at CP Garden will be that they must be cognizant of Rules 5553, 5555, and comply with Rule 5555-A (Stopping with slack bunched with the aid of dynamic brake).

If the dynamic brake is not available, stop with the slack stretched consistent with Rule 5555-B.

Apply Rule 5504-D4 when operating through turnouts and crossover when the head one-third of the train is passing through turnouts or crossovers and the dynamic brake axle value exceeds 12. Do not exceed dynamic brake position #4.

After receiving permission to proceed to the Northern Connection track:

a. Make sure your route is lined. All switches to the Garden Crossing and the switch west of the crossing to the Auto Terminal.

b. Release the automatic and independent brake and allow the train to be shoved out to start movement.

c. If tonnage is insufficient to shove the train out use the throttle modulation method Rule 5504-A to start train and then go to dynamic braking method.

d. Use the dynamic brake method to control train speed Rule 5553-A as needed until the grade allows a change from dynamic braking to throttle modulation dependent on train size.

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on River SD and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

River Subdivision

MP	Location	Remark
QR 21.5	Aluf Plastics	Loading dock
QR 22.7	Triseal Lead	Side of hill
QR 33.4	Haverstraw Yard	Next to structure
QR 55.9	New York Central Yard	Loading dock
QR 88.0	Greenkill Team Track	Loading dock
QR 88.0 - QR 88.8	Kingston	Old Passing Siding, West Side
QR 104.0	Lehigh Cement	Lead Track
QR 129.0	LaFarge Cement	Tracks 1 & 2, Shaker tracks Track 3, building Track 3, unloading shed

North Jersey Terminal

MP	Location	Remark
QR 1.0	Bergen Yard / Eagle Recycling	Close track centers / Close clearance at entrance

Northern Running Track

MP	Location	Remark
QRN 10.0	Colorite	Close clearance at Building
QRN 14.0	Supreme Oil	Close clearance at Building
QRN 19.0	Cove Distribution	Close clearance at Building

South Kearny

MP	Location	Remark
QK 3.0	Kearney Yard - APL middle crossing 1-2-3	Power supply for packers
QK 3.0	EE B track, north side	Concrete air plant
QK 3.0	EE A track, south side	Concrete air plant
QK 3.0	Center St Branch	Security gate
QK 3.0	Meadows Distribution	Close clearance at building

8. MISCELLANEOUS

HOLD POINTS

Trains holding at these CP locations must stop at the 'CC' sign or holding point designated unless instructions to proceed are received from the NI Dispatcher.

Southward

Stop Location	MP	Hold Point	Instructions
CP-7	QR 8.5	'CC' Sign	If necessary to stop in Bogota, trains must stop in a location where possible disturbance to residential neighbors will be minimal. This may require shutting down some locomotives in the consist to reduce noise.
CP-22	QR 23.5	Chrome Alloy	Hold Clear of Pineview Road
CP-33	QR 34.2	'CC' Sign	North of Kay Fries Road
CP-78	QR 78.3	Old Post Road	Hold clear of and not activate Old Post Road warning devices at QR 78.3
CP-87	QR 88.8	Old Flatbush Ave	Hold clear of and not activate Old Flatbush Ave warning devices at QR 88.8
CP-102	QR 103.2	Rt 9 under Grade Bridge	Hold clear of residential area.
CP-118	QR 105.7	Bailey Street	Hold clear of and not activate Bailey Street crossing at QR 105.7
CP-128	QR 130.8	La Farge Cement	Hold clear of and not activate La Farge Cement main crossing at QR 130.8

Northward

Stop Location	MP	Hold Point	Instructions
CP-10	QR 10.7	'CC' Sign	If necessary to stop in Teaneck, trains must stop in a location where possible disturbance to residential neighbors will be minimal. This may require shutting down some locomotives in the consist to reduce noise.
CP-26	QR 25.8	'CC' sign	Hold clear of crossings.
CP-55	QR 55.4	'CC' Sign	
CP-80	QR 80.3	Just south of second undergrade bridge	
CP-106	QR 106.4	Marquette Crossing	Hold clear of and not activate the Marquette crossing.

1. North Bergen- All southbound trains re-crewing at North Bergen between CP-3 and CP-1 must talk to the NI Dispatcher before moving train.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QR 8.5	Stanson Chemical	No. 1, FP-South
QR 21.5	Aluf Plastics	FP-South
QR 22.7	Xerox	
QR 64.6	Marlborough Team Track	FP-North
QR 72.3	Highland	
QR 88.0	Greenkill Ave Team Track	FP-South
QR 90.7	Hunter Panels	FP-North
QR 95.8	Salt Track	FP-South
QR 96.4	Solite	FP-North
QR 97.0		FP-South
QR 110.0	Catskill	
QR 116.4	Brockway (on SSDG)	
QR 120.1	Coxsackie Team	FP-North
QR 129.1	Lefarge Cement	
QR 130.8	Aggregate Tk	

Note: FP- facing point for the direction noted

TERMINAL INSTRUCTIONS

1. GENERAL

Yard switching Standards for Air Brakes in North Jersey yards

North Jersey Yards

Tonnage less than 2000 requires no cars with air

Tonnage between 2001 and 3000 requires 3 cars with air

Tonnage between 3001 and 4000 requires 5 cars with air

Tonnage between 4001 and 5000 requires 7 cars with air

Tonnage above 5001 requires 10 cars with air

2. ELIZABETH PORT YARD

Elizabeth TransFlo Facility

Switching will be performed with air on all cars. When the cars are being shoved to spot, a safety stop must be made.

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

MP	Location	DOT#
QR 2.6	69th St	515423A
QR 5.9	Bergen Tpk	515383E
QR 6.6	Mt. Vernon St	515417W
QR 7.9	Ft. Lee Rd	515411F
QR 11.0	New Bridge Rd	515419K
QR 11.7	Clinton Ave	515420E
QR 11.9	Main St	515408X
QR 12.1	Church St	515407R
QR 12.2	Central Ave	515405C
QR 12.5	Columbia Ave	561402G
QR 12.8	Madison Ave	515401A
QR 13.1	New Milford Ave	515409E
QR 14.3	Haworth Ave	515391W
QR 14.9	Durie Ave	515392D
QR 15.4	Old Hook Rd	515393K
QR 16.1	LaRoche Ave	515394S
QR 16.2	Harriot Ave	515395Y
QR 16.4	Lafayette Ave	515396F
QR 17.1	Blanche Ave	515398U
QR 17.3	Broadway	515399B
QR 18.3	Clinton Ave	515400T
QR 18.9	Andre St	507079F
QR 19.1	Tappan Rd	507078Y
QR 19.4	Greenbush Rd	507077S
QR 20.5	Highview	507075D
QR 21.5	Glenshaw St	507072H
QR 21.9	Erie St East	507071B
QR 22.7	Bradley Parkway	545075F
QR 26.3	Kings Hwy	507064R
QR 27.2	Gilcrest Rd	507063J
QR 28.4	Lake Rd	507062C
QR 31.3	Short Clove Rd	507060N

QR 32.1	New Main St	507059U
QR 32.5	West Side Ave	507058M
QR 33.4	Railroad Ave	507055S
QR 34.1	Kay Fries Rd	507053D
QR 36.8	Shipyard Rd	507046T
QR 42.8	Mine Dock Rd	507041J
QR 46.5	Station Hill Rd	507040C
QR 47.2	W. Point Dock Rd	507039H
QR 52.3	Hudson St	507037U
QR 52.4	Shore Rd	507036M
QR 55.6	Warex Terminal	914893J
QR 55.9	Steel Style	507133W
QR 56.2	Renwick St	507132P
QR 56.5	Washington St	507131H
QR 61.9	Central Hudson	507120V
QR 62.5	Danskamer	507119B
QR 64.7	Main St	507118U
QR 68.1	Milton Dock Rd	507116F
QR 72.4	New Paltz Tpk	507114S
QR 72.4	Maple Ave	507113K
QR 78.3	Floyd Ackert Rd	507107G
QR 80.5	Old Post Rd	507105T
QR 81.9	Esopus Rd	507102X
QR 82.5	Union Center Rd	507101R
QR 83.2	Rosenthal Rd	507100J
QR 84.3	Dyno Nobel	507099S
QR 85.5	New Salem St	507098K
QR 88.3	Smith Ave	507093B
QR 88.4	Tenbroeck Ave	507092U
QR 88.5	Foxhall Ave	507091M
QR 88.6	Gage St	507090F
QR 88.7	Cemetery Crossing	507089L
QR 88.8	Flatbush Ave	507088E
QR 90.5	Boice Ln	507086R
QR 91.2	Neighborhood Rd	507085J
QR 91.9	Grant Ave	914899A
QR 92.3	Leggs Mill Rd	842689J
QR 92.6	Katrine Ln	842688C
QR 93.3	Eastern Pkwy	842687V
QR 95.7	Glasco Tpk	842686N
QR 97.0	Tissal Rd	928614C
QR 99.0	Ulster Ave	842677P
QR 100.0	Peoples Rd	842674U
QR 101.0	Malden Tpk	842673M
QR 101.9	Emerick Rd	842671Y
QR 102.7	Patterson Rd	842669X
QR 105.6	Marquette	842661T
QR 106.9	Embought Rd	842657D
QR 111.3	Browns Crossing	842645J
QR 113.1	Athens Leed Tpk	842643V
QR 114.9	Schoharie Tpk	842642N
QR 117.4	Flats Rd	842632H
QR 118.8	Flint Mine Rd	842634W
QR 119.6	Bailey St	842631B
QR 125.0	New Baltimore Rd	842619U
QR 129.8	Lafarge Main Crossing	842615S
QR 130.8	Lafarge Contractor Crossing	842614K

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F			MOHAWK SD	I I I			
79	60	50	79	60	50	QC 296.5 QC 296.8	CP - 296				CPS-261	
						300.0	4.5	1	2		ABS-261	
						QC 300.7	CP - 300				CPS-261	
						301.0 QC 302.6	5.6	DD		NF DISP 86 - 6# RD - 46 JORDAN	ABS-261	
						QC 306.3	CP - 306				CPS-261	
							2.4	JORDAN IT 7,400 FT			ABS-261	
						QC 308.7	CP - 308				CPS-261	
						QC 313.7	5.2	DD			ABS-261	
						QC 313.9	CP - 313				CPS-261	
79	60	50	79	60	50		6.6				ABS-261	
40	40	40	40	40	40	QC 319.7 QC 320.1				SENECA RIVER		
79	60	50	79	60	50	QC 320.5	CP - 320				CPS-261	
							2.9	SAVANNAH SSDG 13,400 FT SP			ABS-261	
						QC 323.4	CP - 323				CPS-261	
79	60	50	79	60	50			1	2		ABS-261	

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50	QC 323.6		1	2			
						QC 325.0		DD				
			70			QC 325.4						
79			79			QC 328.0	11.5			ABS-261		
70			70									
						329.0						
70	60	50	70	60	50	QC 330.0				NF DISP 86 – 5# RD – 46 LYONS		
79			79			QC 332.6						
55	50	40	55	50	40	QC 334.0	LYONS	DD				
70	60	50	70	60	50	QC 334.8						
	50			50		QC 334.9	CP - 334 ERIE CANAL			CPS-261		
										NS #6 RUNNER	ABS-261	
								LYONS SSDG 4,500 FT SP		REFER TO S1#8	ABS-261	
										NS LYONS RUNNER	ABS-261	
	50			50		QC 335.8	CP - 335			CPS-261		
						QC 336.0						
70	60		70	60		337.0						
65			65			QC 338.0						
70			70			QC 338.6				ABS-261		
						QC 340.4		OMRR				
75	60	50	75	60	50			1	2			

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	f							
75	60	50	75	60	50	QC 345.0	14.1	1 DD	2 <div>NF DISP 86 - 7# RD - 46 PALMYRA</div>	ABS-261		
70			70			QC 345.5						
75			75			QC 346.0						
70			70			QC 347.0						
						QC 347.7						
75			75			QC 349.9	CP - 349			CPS-261		
65			65			QC 350.0	9.3		QC 358.2 4,000 FT WAYNEPORT SDG	ABS-261		
79			79			QC 351.0						
						QC 359.2				CP - 359		CPS-261
79			79			QC 360.6	3.6		<div>NF DISP 86 - 4# RD - 46 ROCHESTER</div>	ABS-261		
65			65			QC 360.9						
79			79			362.0						<div>WEST SHORE SD</div>
						QC 362.8	CP - 362			CPS-261		
						363.0	5.1	DD		ABS-261		
						QC 364.1						
79	60	50	79	60	50			1	2			

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50			1	2	BRIGHTON IT REFER TO SI #8	ABS-261	
						QC 367.9	CP - 367				CPS-261	
79	60	50	79	60	50	QC 368.9		ROCHESTER YARD 58 – 58			ABS-261	
50	45	45	50	45	45			2.0				
						QC 369.9	CP - 369	WE HAND THROW CROSSOVER QC 369.6			CPS-261	
						QC 371.0	ROCHESTER STATION (P)		QC 370	CONSOLIDATED CONTAINER	ABS-261	
	45	45		45	45			3.3	ROCHESTER SSDG 27.984 FT	NF DISP 86 – 4# RD – 46 ROCHESTER		1
50			50			QC 371.7			SP			
	35	35		35	35	QC 371.9					ABS-261	
45			45			QC 372.2						
79	60	50	79	60	50							
						QC 373.2	CP - 373				CPS-261	
								CHARLOTTE BR		QC 373.3 RSRR	ABS-261	
79	60	50	79	60	50							

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50		7.2	1	2			
						QC 378.0 379.0		DD		NF DISP 86-4# RD-46 ROCHESTER	ABS-261	
						QC 380.4	CP - 380				CPS-261	
								2.2	CHILI SSDG 7,390 FT SP	WEST SHORE SD	ABS-261	
						QC 382.6	CP - 382				CPS-261	
						QC 386.5		11.2	DD		ABS-261	
						QC 393.8	CP - 393				CPS-261	
						399.0 400.0		8.6		DLWR PEANUT	ABS-261	
						QC 402.4	CP - 402				CPS-261	
								4.3	BATAVIA SSDG QC 404.4 20,870 FT SP	NF DISP 86 - 3# RD-46 BATAVIA	ABS-261	
									BATAVIA YD QC 405.1		ABS-261	
						QC 406.7	CP - 406		DLWR		CPS-261	
79	60	50	79	60	50				1	2	ABS-261	

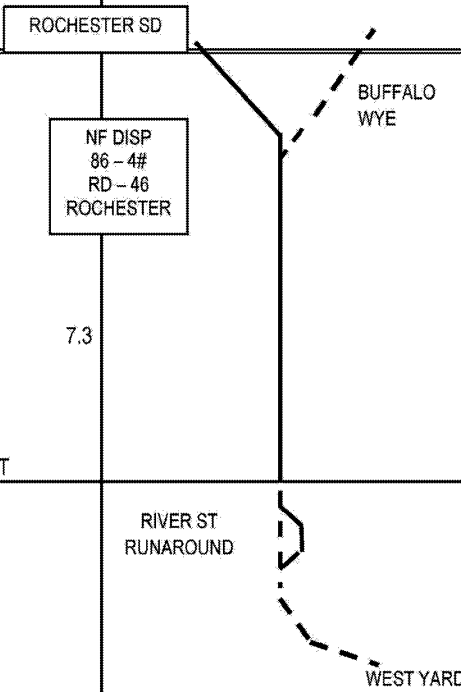
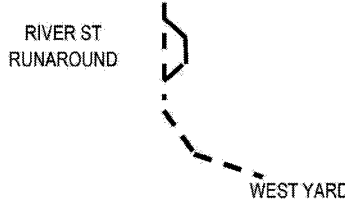
ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1			2					WEST				
P	I	F	P	I	F							
79	60	50	79	60	50	QC 407.4	4.2	1 DD	2 NF DISP 86 – 3# RD - 46 BATAVIA	ABS-261		
						QC 410.9	CP - 410			CPS-261		
						412.0 413.0	6.7			ABS-261		
						QC 417.6	CP - 417			CPS-261		
						422.0 423.0	5.8		NF DISP 86 – 2# RD – 46 WENDE	ABS-261		
						QC 423.4	CP - 423			CPS-261		
						QC 427.1	6.4	DD		ABS-261		
79	60	50	79	60	50	QC 429.8		1 2				
								BUFFALO TERMINAL SD				
133.3 MILES CP-296 TO MP QC 429.8												

STATION PAGE NOTES

NOTE 1 : Rochester Station - Passenger trains receiving or discharging passengers will be protected by the NF Dispatcher against movements on track between their train and the station platform.

ROCHESTER SUBDIVISION - RC (CHARLOTTE BRANCH)

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
								1
10	QCR 1.9	CP -373				TWC-DCS		
15	QCR 3.0							
15	QCR 9.2	PETTON STREET				TWC-DCS		
						96		
7.3 MILES CP-373 TO PETTON STREET								
STATION PAGE NOTES								
NOTE 1: Rule 96 in effect on Buffalo Wye.								

ROCHESTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- ROCHESTER

Trk	MP/Location	P	I	F
Both	QC 296.5 - 319.7	79	60	50
Both	QC 319.7 - 320.1	40	40	40
Both	QC 320.1 - 325.0	79	60	50
1	QC 325.0 - 325.4	79	60	50
2	QC 325.0 - 325.4	70	60	50
Both	QC 325.4 - 328.0	79	60	50
Both	QC 328.0 - 330.0	70	60	50
Both	QC 330.0 - 332.6	79	60	50
Both	QC 332.6 - 334.0	55	50	40
Both	QC 334.0 - 334.8	70	60	50
Both	QC 334.8 - 336.0	70	50	50
Both	QC 336.0 - 338.0	70	60	50
Both	QC 338.0 - 338.6	65	60	50
Both	QC 338.6 - 340.4	70	60	50
Both	QC 340.4 - 345.5	75	60	50
Both	QC 345.5 - 346.0	70	60	50
Both	QC 346.0 - 347.0	75	60	50
Both	QC 347.0 - 347.7	70	60	50
Both	QC 347.7 - 350.0	75	60	50
Both	QC 350.0 - 351.0	65	60	50
Both	QC 351.0 - 360.6	79	60	50
Both	QC 360.6 - 360.9	65	60	50
Both	QC 360.9 - 368.9	79	60	50
Both	QC 368.9 - 371.7	50	45	45
Both	QC 371.7 - 371.9	50	35	35
Both	QC 371.9 - 372.2	45	35	35
Both	QC 372.2 - 429.8	79	60	50

AUTHORIZED SPEEDS -- (CHARLOTTE BRANCH)

Trk	MP/Location	P	F
SG	QCR 1.9 - 3.0	10	10
SG	QCR 3.0 - 9.2	15	15

ADDITIONAL SPEEDS (SP) -- ROCHESTER

Location	Track Type	P	F
QC 320.5 - 323.4	SSDG	30	30
QC 334.9 - 335.8		10	10
QC 367.9 - 371.3		30	30
QC 371.3 - 371.4		25	25
QC 371.4 - 373.2			
QC 380.4 - 382.6		30	30
QC 402.4 - 406.7			

100 HIGHWAY-RAIL GRADE CROSSINGS

1. MANUALLY STOPPING OPERATION OF WARNING DEVICES

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NF Dispatcher, train crews required to operate the manual device must read any

posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to ensure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QC 297.8	Pottery Rd	2 Tracks - 2 Boxes - Deactivate / Activate
QC 299.1	Herman Rd	2 Tracks - One Box - Deactivate / Activate
QC 302.6	Bennetts Corner	
QC 309.0	Pump Rd	
QC 321.7	Spoors Rd	Siding Only - Deactivate / Activate
QC 354.3	Quaker Rd	2 Tracks - 2 Boxes - Deactivate / Activate
QC 380.4	Kind Rd	Siding Only - Deactivate / Activate
QC 420.4	Peters Corners Rd	2 Tracks - One Box - Deactivate / Activate
QC 429.1	Sheldon Ave	No. 2 Track Only - Deactivate / Activate

2. ACTIVATION FAILURE - ROCHESTER SD INCLUDING CHARLOTTE BRANCH

When an activation failure is received by EC-1 or dispatcher message, trains must reduce speed to 10 MPH for 1 mile prior to the grade crossing. Speed applies to head end only. This speed restriction is in addition to the requirements of Rule 100-J.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QCR 4.0 - QCR 9.2	Main track	Minimum of 20%

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 302.0	Jordan	Continuous	46, 86-6#	Wayside
QC 334.0	Lyons		46, 86-5#	
QC 349.0	Palmyra		46, 86-7#	
QC 368.0	Rochester		46, 86-4#	Terminal
QC 369.0	Rochester Yd		58	
QC 404.0	Batavia		46, 86-3#	Wayside
QC 422.0	Wende		46, 86-2#	

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Employees are reminded to be on the lookout for elevated ground air stanchions at Rochester Yard.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QC 302.6	Memphis	2	HBD-DED
QC 313.7	Centerport	2	HBD-DED
QC 323.6	Savannah	2	HBD-DED
QC 334.0	Lyons	2	HBD-DED
QC 345.0	East Palmyra	2	HBD-DED
QC 364.1	Brighton	2	HBD-DED
QC 378.0	Coldwater	2	HBD-DED
QC 386.5	Churchville	2	HBD-DED
QC 407.4	Batavia	2	HBD-DED
QC 427.1	Lancaster	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QC 319.3	Fox Ridge -Erie Canal
QC 335.0	Lyons - Erie Canal
QC 335.9	Canadagua Outlet Bridge
QC 339.2	Newark - Erie Canal
QC 371.5	Rochester - State St
QC 372.0	Rochester - Broad St
QC 403.4	Batavia - Tonawanda Creek

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QC 296.5 - QC 429.5	Entire Subdivision	Double Stacks / Multilevels: 20'2"
QCR 1.9 - QCR 9.2	Charlotte Branch	Double Stack / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains on the Rochester Subdivision and its associated branch and auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device

or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QC 296.8 - QC 429.8	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited
QCR 1.9 - QCR 9.2	Charlotte Branch		
QCR 2.6	Leggett IT	6-axle Locomotives	

7. CLOSE CLEARANCE

MP	Location	Remark
QC 334.9	Lyons	Signal mast close
QC 335.3	Lyons	Close track centers
QC 336.7	Lyons	Close track centers
QC 361.8	Fairport, LiDestri Foods	Loading dock clearance
QC 369.6	Rochester	South side of signal bridge
QC 348.0	Interstate Commodities	Support beam at silo
QC 385.9	Churchville	Bridge Walkway
QC 402.7	Batavia	Bridge side beams
QC 406.9	Batavia	Shoving through Cargill Building
QCR 5.6	Kodak	Security Gates

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QC 354.4	South Macedon	Plant Corp Lead

Lyons, NY - Finger Lakes RR Interchange

A. Crews must obtain permission from the NS Train Dispatcher prior to setting cars off on 6 Runner at CP-334 or picking cars up from the Lyons Runner at CP-335.

To contact the NS Dispatcher, turn to AAR Radio Channel 64-64 and dial 724 on the radio keypad and wait for a tone before transmitting or call the NS Dispatcher at 717-541-2144.

B. 6 Runner holds approximately 60 cars between the private road crossings, which are to be kept clear. The Lyons Runner holds approximately 38 cars between the ground air line and the industry switch.

C. Cars ready for pickup will be on ground air with air slip and hazardous waybill information left in the lead knuckle. Missing hazmat waybill information can be printed by the CSX Albany West Chief Dispatcher to the Lyons Crew Room printer JVP.

D. Cars left standing must be secured in accordance with Rule 103-D.

Newark, NY - Ontario Midland RR Interchange

A. When delivering loaded alert cars to the Ontario Midland RR for interchange, positive control is not required, nor is a transfer of custody form required.

Rusty Rail Conditions - Brighton Industrial Subdivision, CP-367: Due to rusty rail conditions the following procedures will be in place. Any crew entering the Brighton Industrial Track for any reason shall, prior to accepting a signal to enter, after entering the interlocking limits, and again when clearing into the Brighton Industrial shall report to the NF Dispatcher prior to accepting a signal, upon entering the interlocking limits, and again when clear of the Brighton Industrial.

Trains Holding At Batavia: All West bound trains holding at Batavia signal siding are to hold East and clear of the West end yard switch until authorized by the NS Dispatcher.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QC 318.8	ADM Fox Ridge	No. 2, FP-West
QC 330.0 - QC 330.3	Disanto Jet Gas	No. 1, FP-West
QC 334.9	Air Gas & Specialty	No. 2, FP-West
QC 334.9	Midland Asphalt	
QC 348.5	North Creek Grain	No. 1, FP-West
QC 358.0	EE Waynesport Siding	No. 2 FP-West
QC 354.7	Pliant Corp	No. 2, FP-East
QC 361.8	LiDestri Foods	No. 1, FP-West
QC 370.0	Consolidated Container	No. 2, FP-East
QC 374.4	Pfaudlers	No. 1 FP-East
QC 376.4	Pixley Siding	No. 1, FP-West
QC 381.8	Higbie	SSDG, FP-East/ West
QC 406.9	Cargill	No. 1, FP-West
QC 427.9	Weyerhaeuser	No. 1 FP-West
QCR 2.6	Leggett IT	FP-North
QCR 5.6	Kodak	FP-South
QCR 7.2	Box Shop	FP-North

Note: FP - Facing point for the direction noted

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

MP	Location	DOT#
QC 297.8	Pottery Rd	507400X
QC 300.1	Herman Rd	507433K
QC 302.6	Bennetts Corner	507434S
QC 309.0	Pump Rd	507429V
QC 309.5	Bonta Bridge Rd	507437M
QC 313.8	Centerport Rd	507340R
QC 315.6	NO. Main St	507338P
QC 321.7	Vandyne-Spoors Rd	514437E
QC 326.1	Brown Rd	514433C
QC 334.1	Sunderville Rd	514431N
QC 336.2	Leach Rd	514428F
QC 343.9	Town Line Rd	514424D
QC 344.9	Tellier Rd	514423W
QC 346.2	South Creek Rd	514422P
QC 346.8	Hogback Hill Rd	514421H

QC 350.3	Maple Ave	514419G
QC 351.0	Daansen Rd	514418A
QC 351.8	Walworth Rd	514417T
QC 354.3	Quaker Rd	514414X
QC 354.6	Canandaigua Rd	514574L
QC 356.7	Wayneport Rd	514573E
QC 361.2	Main St	514570J
QC 362.3	O'Conner Rd	514569P
QC 376.4	Pixley Rd	514529S
QC 377.4	Trabold Rd	514537J
QC 378.0	Coldwater Rd	514536C
QC 378.6	West Side Dr	514535V
QC 379.3	Golden Rd	514534N
QC 380.8	King Rd	514533G
QC 382.5	Attridge Rd	514531T
QC 384.4	Savage Rd	514530L
QC 386.0	Bangs Rd/Main St	514528K
QC 386.4	Sanford Rd	514524H
QC 389.0	Lake St	514213G
QC 390.6	Town Line Rd	514216C
QC 390.8	Jerico Rd	514215V
QC 392.5	West Bergen Rd	514217J
QC 392.9	Dublin Rd	514218R
QC 393.2	Beaver-Meadow Rd	514219X
QC 394.8	Iverson Rd	514220S
QC 396.5	Cooks Rd (Caswell)	514223M
QC 400.5	Seven Springs Rd	514228W
QC 405.9	Donahue Rd	519976K
QC 407.3	Worthendyke Rd	519980A
QC 408.4	Upton Rd	519985J
QC 409.5	Wilkinson Rd	519988E
QC 412.2	Ellenwood Rd	520014T
QC 413.1	Colby Rd	520017N
QC 414.1	Snipery Rd	520019C
QC 416.8	Fargo Rd	520024Y
QC 417.4	County Line Rd	520027U
QC 420.5	Peters Corners Rd	520029H
QC 424.0	Town Line Rd	520073V
QC 424.7	Ransom Rd	520072N
QC 429.2	Sheldon Ave	520067S

Charlotte Branch

MP	Location	DOT#
QCR 2.1	Maple St	520886H
QCR 2.5	Jay St	520889D
QCR 2.8	Hauge St	521094S
QCR 2.9	Lyell Ave	521095Y
QCR 3.3	Otis St	521089V
QCR 3.6	Emerson St	520985F
QCR 5.0	Ridgeway Ave	520982K
QCR 5.6	West Ridge Rd	521057P
QCR 6.3	McCall Rd	520957C
QCR 6.5	Dewey Ave	521075M
QCR 9.5	River St	520979C
CX 95.1	Greenleaf Rd	514463U

SCHODACK SUBDIVISION - S1

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			<div>HUDSON SD</div> <div>↓</div>				1
40	QG 1.3		<div>NC DISP 64 – 7# RD - 46 CASTLETON</div> <div>DD</div> <div>6.9</div>	<div></div>	ABS-261		
	QG 3.7				CSS SB ONLY		
	QG 5.0				ABS - 261		
	40						
	QG 8.2			ABS - 261			
			<div>↓</div> <div>CASTLETON SD</div>				
6.9 MILES QG 1.3 TO QG 8.2							

STATION PAGE NOTES
NOTE 1: CSS Rules in effect only for southward moves between QG 3.7 and QG 1.3.

SCHODACK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SCHODACK

Trk	MP/Location	P	F
SG	QG 1.3 - 8.2	40	40

220 WHERE SIGNAL RULES ARE IN EFFECT

CAB SIGNAL SYSTEM-

Cab Signal System rules are in effect only for southward train movements between QG 3.7 and QG 1.3.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QC 125.0	Castleton	Continuous	46, 64-7#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

Refer to Castleton Subdivision for readout information. Readout is on 46/46.

MP	Location	Type	Note
QG 5.0	Hudson View	2	DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QG 1.3 - QG 8.2	Entire Subdivision	Double Stacks: 19'2" / Multilevels: 19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QG 1.3 - QG 8.2	Entire Subdivision	Cars exceeding 315,000 lbs.	Prohibited

7. CLOSE CLEARANCE

NONE

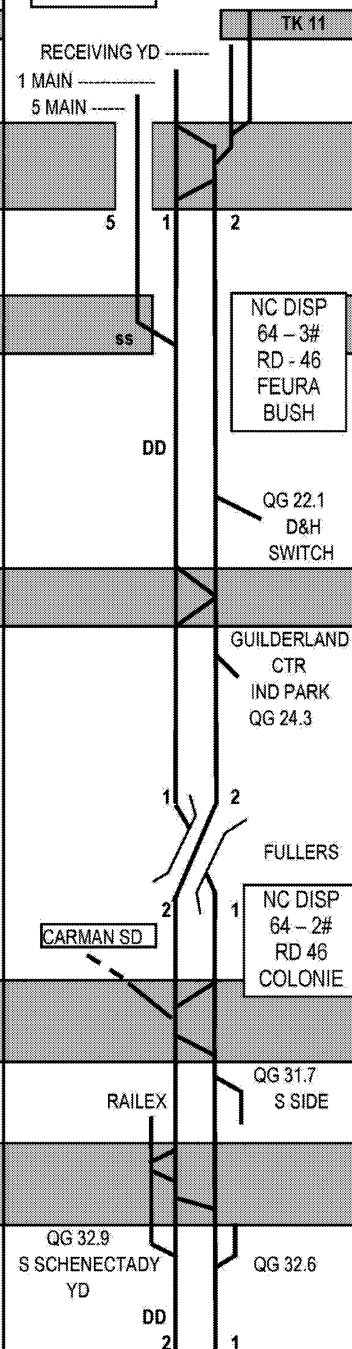
8. MISCELLANEOUS

NONE

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

NONE

SELKIRK SUBDIVISION - SK

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES																						
						WEST																										
<table><tr><td colspan="2">1</td><td colspan="2">2</td></tr><tr><td>EB</td><td>WB</td><td>EB</td><td>WB</td></tr><tr><td rowspan="2">30</td><td>30</td><td rowspan="2">30</td><td>30</td></tr><tr><td>50</td><td>50</td></tr><tr><td colspan="2">5 WB</td><td colspan="2"></td></tr><tr><td colspan="2">30</td><td colspan="2"></td></tr></table>				1		2		EB	WB	EB	WB	30	30	30	30	50	50	5 WB				30				11	QG 14.0	SELKIRK YARD	SELKIRK YARD 50 / 50			1
				1		2																										
				EB	WB	EB	WB																									
				30	30	30	30																									
					50		50																									
				5 WB																												
				30																												
				30	QG 14.5	CP-SW (WB - ONLY)		TK 11	CPS		TK 11 ABS-261																					
					2.4																											
					QG 16.7																											
	QG 16.9	CP-FB			CPS-261																											
	5																															
	1	2																														
	30	30																														
	50	50																														
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	50	50																														
	50	50																														

SELKIRK SUBDIVISION - SK

AUTHORIZED SPEED – REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
2			1					WEST					
50			50				ROTTERDAM JCT PARR DISTRICT 4 DISP 94 / 70	PAR 1 IN WEST PAR 2 RUNNER PAR 1 RUNNER	2 1	ABS-261			
40			40			QG 39.4 QG 39.5	CP - RJ			CPS-261			
40			40			QG 40.8		2.8 SIGNAL 411W 412W		WEST SHORE IT ABS-261			
1			2					NC DISP 64 – 1# RD - 46 AMSTERDAM	2 1	SINGLE	CPS-261		
P	I	F	P	I	F	QG 42.3 = QC 169.7	CP – 169						
70	60	50	70	60	50								
						171.0 172.0 173.0		3.5		ABS-261			
						QC 173.2	CP – 173		NC DISP 64 – 1# RD 46 AMSTERDAM EAST		CPS-261		
						QC 174.0			SP				
								2.3	QC 174.0 KELLOGG IT AMSTERDAM SSDG 10,900 FT KELLOGG YD QC 174.5		ABS-261		
70	60	50	70	60	50	QC 175.5	CP – 175		SP	1 2	CPS-261		
										MOHAWK SD			
33.6 MILES CP-SW TO CP-175													

SELKIRK SUBDIVISION - SK

STATION PAGE NOTES
<p>NOTE 1: CP – SW in service on Track 11 for Westbound movement only, Eastbound – "End Automatic Block" sign.</p> <p>NOTE 2: Track 5 – Division special instruction CR-1277(2) applies for westbound trains between signal at QG 17.1 and CP- Unionville. Westbound trains must not pass the signal at QG 17.1 without permission of the NC train dispatcher.</p> <p>NOTE 3: CP- Unionville: Eastbound trains may operate on Track 5 from CP-Unionville with permission of the NC Train Dispatcher and operate in accordance with rule 225-A from CP-Unionville and the "End Automatic Block" sign at QC 17.1.</p> <p>NOTE 4: CP Unionville is in service on Track 5 for westbound movement only.</p>

SELKIRK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SELKIRK

Trk	MP/Location	P	I	F
11	QG 14.5 - 16.9	30	30	30
Both	QG 16.9 - 17.1 -- (WB)	30	30	30
Both	QG 16.9 - 17.1 -- (EB)	30	30	30
5	QG 17.1 - 18.0 -- (WB)	30	30	30
Both	QG 17.1 - 18.0 -- (EB)	30	30	30
Both	QG 17.1 - 18.0 -- (WB)	50	50	50
Both	QG 18.0 - 39.4	50	50	50
Both	QG 39.4 - 42.3	40	40	40
Both	QG 39.5 - 40.8 (HE) -- (WB)	30	30	30
Both	QC 169.7 - 175.5	70	60	50

Train movements in the Selkirk Automobile facility are restricted to 5MPH.

ADDITIONAL SPEEDS (SP) -- SELKIRK

Location	Track Type	P	F
QC 173.2 - 175.5	SSDG	30	30

100 HIGHWAY-RAIL GRADE CROSSINGS

Manually Stopping Operation of Warning Devices

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NC Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to ensure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QG 32.9	Burdeck Rd	Activate on side track only
QG 174.5	Quist Rd	Side Track Only

103-D SECURING EQUIPMENT

Selkirk freight trains left unattended for less than one hour may be left with only the locomotive consist hand brakes applied.

272 REVERSE MOVEMENT WITHIN THE LIMITS OF SAME BLOCK

1. BETWEEN CP -- RJ and CP -- 169 Trains must not reverse movement without permission from the NC

Dispatcher.

2. The NC Dispatcher, before giving permission for a train to make a reverse move, must ensure blocking devices are applied to prevent opposing movement at CP -- RJ or CP -- 169.

351 TESTING THE CAB SIGNAL APPARATUS

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

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

Verification of Cab Signal / LSL tests for trains destined to Cab Signal Territory (RF&P).

Southbound engineer must verify Cab Signal Test has been completed and equipment is cut in prior to departure from Selkirk.

Verification of Cab Signal/LSL Tests

K277 and Q409, Southbound engineer must verify Cab Signal Test has been completed and equipment is cut in prior to departure from Selkirk.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QG 16.9	Feura Bush	Continuous	46, 64-3#	Wayside
QC 151.5	Colonie		46, 64-2#	
QC 175.0	Amsterdam		46, 64-1#	

913 REMOTE CONTROL ZONES

Selkirk Terminal

I. PSP (Positive Stop Protection)

RCL Locomotives that are equipped with PSP technology will be identified by PSP stickers located on the Short Hood (F) car body of locomotive

II. Remote Control Zones (RCZ) are established at Selkirk Terminal as follows:

A. Selkirk Hump RCZ

The zone consists of receiving yard tracks 2 through 10. The west end limits are the clearance points on all tracks. The east end limit is the number board. RCZ signs will not be displayed due to clearance issues.

1. Activating the RCZ:

The Hump Yardmaster is the control station for this RCZ. Track in the RCZ becomes activated once:

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

B) The switch providing entrance to the track at the west end of the zone has been lined against the movement to the track, by the RCOF (or designated crew member)

Note: Switches will not be locked

C) When the RCOF activates the zone, the Hump Yardmaster will route the movement from the zone track to the hump

D) The Hump Yardmaster will maintain a record of:

1) Activation, transfer control of or deactivation of remote control zone.

2) Bens Bridge Crossing (County Road 53) RCOF will secure permission from the Hump Yardmaster to make the road east of Bens Bridge inaccessible.

E) AAR Radio Channels:

The hump crews will operate on Radio channel 54/54

F) The pocket switches must be kept lined and locked (with switch locks) for straight away movement on #2 receiving track. Permission to use the pocket crossovers will be obtained from the Hump Yardmaster.

2. Deactivating the RCZ:

The RCZ will be deactivated by the RCOF notifying the Hump Yardmaster.

3. RCO Procedures

Pulling cuts westward into activated zones without point protection.

1) RCOF must provide point protection until the locomotives or cars enter the RCZ.

2) RCOF must know the length of the zone and receive information from yardmaster on the length of the cut of cars to ensure that the train movement does not exceed the length of the zone.

4. Transferring an RCZ

An RCO may transfer an activated RCZ to the relieving RCO provided the Hump Yardmaster has been informed of the transfer, and note the transfer on the log.

Prior to operating an RCL in an activated RCZ, the relieving crew must conduct a job briefing with the RCO being relieved. The job briefing will include the length of the cut of cars being handled.

5. Testing the Hump Tower E-Stop system:

The Hump Tower E-Stop system test will be conducted once a day, at a time selected by the Hump Yardmaster.

6. Pro Yard Operating Procedures:

To allow the Pro Yard Hump protection at Selkirk to communicate with the Quantum speed control and accuspeed remote control, an interface process is in place.

RCO is required to know these special instructions to ensure the safety and integrity of the system. This is the preferred method of operating, however system can also be used in manual/remote mode.

New Status Display Messages:

PCS Stop - Process control system stop request active (request signal from YM to re-activate).

Auto Enabled - Interface Active

Auto Disabled - Interface Deactivated

Hump Fast - Continuous speed of 5 MPH

Hump Slow - PSP Controlled speed fluctuating between 1.9 and 2.25 MPH.

OCU will display Hump Fast then scroll auto enabled...Ready to Hump!

Cars will be humped in H1 to allow PCS Protection i.e. stalls, low air, out of clear, etc., and control speed.

When OCU is in hump mode, speed selection will be limited to H1, H2, and H3. the speeds for these positions are:

H1 - PCS (Process Control System) Controlled 1.9 to 5.0 MPH

H2 - 2.0 MPH

H3 - 5.0 MPH

7. Other instructions and information:

All inbound trains, engine(s) or on-track equipment movements destined to the Selkirk Receiving Yard will not proceed without contacting the Selkirk Hump Yardmaster to determine if the RCZ is activated.

B. Selkirk Class Yard (West End) RCZ

The west end of the Selkirk class yard is designated as an RCZ.

1. RCZ signs will not be displayed due to clearance issues.

A. The control station (Hump Yardmaster) is contacted by the RCOF and is advised that the engine is in the designated track.

B. The control station has lined and pinned the switch away from the group.

The route cannot be changed without permission of the RCOF.

2. Deactivating the RCZ:

A. The RCZ will be deactivated by the RCOF notifying the Hump Yardmaster that the engine is clear of the designated track

C. North Runner RCZ

The zone consists of the north engine runner between west RCZ sign located at/near the fast freight number one switch and the east RCZ sign located at/near the east end of the local yard lead switch. Locks are required for both signs and switches.

The following instructions govern the North Runner:

1) PSP - Positive Stop Protection

PSP technology for RCO engines is installed on the East End of the North Runner.

A) PSP area starts 2350 feet east of the auto site switch. A 9 MPH puck is located 2510 feet east of the auto site switch.

B) The zero MPH puck or stop point located on the North Runner is 2250 feet east of the west end of Local Yard Switch.

C) The local yard is not in PSP area. Entry into the West End of the Local Yard will be considered an "Illegal Exit" and will cause a "Full Service" brake application.

D) If it is necessary to enter the West End on the Local Yard, the PSP System will need to be overridden and point protection must be provided.

2. Activating the RCZ:

The East End Yardmaster is the control station for this RCZ.

The North Engine Runner becomes an activated RCZ once:

A) Permission from the East End Yardmaster is received to activate the zone, and

B) The North Runner has been inspected and is known to be clear of cars, signals, portable derails or their obstructions, and

C) The switches at both ends of the North Runner are lined and locked away from the runner, and the switch at the west end of the Local Yard is lined and locked for movement on the runner, the zone is properly lined by the RCOF or (designated crew member), and

D) The RCOF has verified that the crossing gates are closed and locked to prevent access to the crossing over speeder road, and

E) The derails at the east end and west end of the North Runner, and the West End or Local Yard will be applied in the derailing position and the RCZ signs will be displayed.

The control station (East End Yardmaster) will not authorize any movement to enter an activated RCZ without permission of the RCOF. This permission must be repeated and acknowledged.

3. Deactivating the RCZ:

A) The RCZ will be deactivated by the RCOF notifying the control station (East End Yardmaster).

4. Other instructions and information:

All inbound trains, engine(s) or on-track equipment movements destined to the North Runner will not proceed without contacting the Selkirk East End Yardmaster to determine if the RCZ is activated.

D. Selkirk East End RCZ

The zone consists of the East End (Pull Out-Class Yards) and Drill Tracks 1, 2 and 3. The East End Yardmaster or the East End Panel Conductor is the control station for these Remote Control Zones.

1. PSP - Positive Stop Protection:

PSP technology for RCO engines is installed on Drill Tracks 1, 2 and 3.

Positive Stop Protection area start 300 feet west of Rt. 396 Overhead Bridge, 9 MPH Puck is 171 feet West of Bridge, 0 MPH, Stop Point, On 1, 2 and 3 Drill is 100 feet from the end of track.

The following conditions must be met prior to operating on the Drill Tracks 1, 2, and 3, North and South Departure, Fast Freight and Local Yard Leads at Selkirk East End.

A) Locomotive - PSP Locomotives must be facing Short Hood East.

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

C) Remote Control Operator - Must verify that the RCL is responding to transponders (Pucks) at the beginning of each shift (the only exception to this rule is when the Remote Operators do a face to face box transfer). To do this, the Operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP Zone and has traversed over the first two Pucks. Any exceptions of locomotive not properly reading Pucks must be reported. When the RCO is verifying the PSP System, they will also verify the track is clear and notify the Panel Conductor of this.

D) Speed selector settings - While operating in the PSP area the operator will match the speed commands received on the OCU (i.e. 7, 4, Stop, etc.).

E) AAR Radio Channels - The Puller Crews will operate on 15/15 when working in Class Yards. The Car Shop Crews will operate on 44/44 when working in the shop.

F) A utility employee or RCOF will be assigned to and provide a Point Protection for eastward movements on Drill Tracks 1, 2, 3, North and South Departure, Fast Freight, and Local Yard Leads at Selkirk East End.

E. Selkirk East End (Class Yard) RCZ

1) Activating the RCZ:

The following RCZ are established and the designated RCZ

is activated when:

A) Yardmaster or his designee, the East End Panel Conductor.

B) The assigned Class Track has been pinned and the switch providing entrance to the track at the west end of a Class Yard must be lined for the baseline to protect against movement into the track by the RCOF or qualified employee.

C) The RCOF or properly attached crew member will line all switches into the designated Class Track to ensure route is lined when ready to pull. Class 11 - 20 Short Zone 11 - 20 North baseline outside lead to point of North Upper Crossover.

1) Normal position of the North Upper Crossover is lined and locked for straight moves. When the crossover is used for switching movements, it must be restored to normal position immediately upon completion of the switching move.

2) Normal position of the Shop Switch is lined and locked for moves on the Cab Track.

Employees using the Shop Switch must report to the East End Yardmaster or his designee when the Shop Switch is lined and locked normal.

Class 21 - 30 Zone 21 - 30 North Baseline outside lead to point of North Upper Crossover.

The normal position of the north lower crossover is to be in the reverse or crossover position with switch blocks applied to the switches. When switches are to be used in the normal position, the switch blocks will be removed and the crossover operated long enough for the movement to clear, then must be restored to the crossover position with blocks applied.

Class 31 - 45 Zone 31 - 45 North baseline to road crossing.

Class 46 - 60 Zone 46 - 60 South Baseline to road crossing.

Class 61 - 70 Zone 61 - 70 South Baseline.

The normal position of the South Lower Crossover is to be in the reverse or Crossover position with switch blocks applied to the switches. When switches are to be used in the normal position the switch blocks will be removed and the crossover operated long enough for the movement to clear, they then must be restored to the Crossover position with blocks applied.

Class 71 - 80 Short Zone 71 - 80 South Baseline outside lead to point of Upper Crossover.

The normal position of the South Upper Crossover is to be in the normal or straight movement with the switch blocks applied to the switches. When switches are to be used in the Crossover position, the switch blocks will be removed and the crossover operated long enough for movement to clear, they then must be restored to the normal position with blocks applied.

RCOF in charge of RCZ will be referred to by unit number, engine number, and zone name.

Example: "Unit #1, engine 8233 in class 61 to 70 Zone."

2. RCZ signs marking the eastern limits of the zones are placed as follows:

A) Class 11 - 20 Short Zone at North Side Upper Crossover.

B) Class 21 - 30 Zone at point of the Lead Switch for 30 Class.

C) Class 31 - 45 Zone at North Side at Road Crossing.

D) Class 46 - 60 Zone at South Side of Road crossing.

E) Class 61 - 70 Zone at point of the Lead Switch for 61 Class.

F) Class 71 - 80 Short Zone at South Side Upper Crossover.

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

A) RCZ must be clear.

B) Yardmaster must job brief all East End Crews that designated zone is out of service.

C) Appropriate zone sign is closed.

D) Permission to enter or foul an activated RCZ at the East End of Selkirk Yard.

4. RCOF instructions at the East End of Selkirk Yard

A) RCO with activated zone:

When track is coupled, RCOF will notify Panel Conductor. When the Panel Conductor gets a lined and locked route to a clear Drill Track, he/she will inform the RCOF of that and that it is OK to pull. The instruction will include unit number, engine number and the track number that the engine is coming out of the Route and designated drill Track. The RCOF will repeat the instructions prior to initiating the move. RCOF will report when clear of RCZ. The RCZ is no longer activated after RCOF reports clear.

B) RCOF, without Activated Zone: Whenever the RCOF does not have an Activated Zone, Head End protection must be provided. Head End protection may be provided by RCOF or their properly attached employee.

C) In accordance with Rule 5557 standard operating procedures when handling more than 40 cars will require a minimum of 5 cars of air.

Note: When in the PSP Zone, Coast and Coast B will not be permitted.

5. Other Instructions

A) When shoving to North or South Departure Yard Tracks the following instruction will govern movements:

Note 1. The Control Tower will notify the RCOF of the total number of cars they will have a hold of.

Note 2. Point Protection must be provided when shoving to west air spots or during other shove moves when there is less than 500 feet of available room on tracks. Movements on the West End of the Departure Yard Baselines are prohibited while either shove movement is being performed.

B) RCO Operators, when shoving at Selkirk East End, will start movement in speed selection couple and let speed get to 1 MPH or two cars to pass prior to increasing speed selector lever to 4. When the speed of the cut of cars reaches a speed of 3.5 MPH or 4 MPH then the operator can increase the speed to 7 MPH.

At no time will the operator select a speed greater than 7 on the OCU box when shoving to a Departure Track. At no time will the OCU speed selection lever 15 MPH be used.

F. Selkirk Top End RCZ

The Zone will extend from the air station on tracks 14 through 22 to QG 17.1 on number 5 Main Track.

Authority to occupy 5 Main Track will be granted by the Top End Yardmaster.

PSP (Positive Stop Protection) area starts at the air station at the West End of Tracks 14 thru 22. 9 MPH Puck is 2201 feet west of the Route 32 Bridge. 0 MPH Puck, Stop Point is 420 feet east of QG 17.1 (Intermediate Signal).

The following conditions must be met prior to operating on 5 Main Track.

1. Locomotive - PSP Locomotive must be facing Short Hood West.

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

Road Crossing - Top end Road crossing gates must be closed to vehicle traffic.

3. Operators - Must verify that the RCL is responding to Pucks at the beginning of each shift (the only exception to this rule is when the Remote Operators do a face to face box transfer. In this case, the transponder and the man down test do not need to be done). To do this, the operator must observe the audible and visual outputs of the OCU once the locomotives have passed Pucks. Any exceptions of locomotives not properly reading Pucks must be reported.

4. Speed Selector Settings while operating in the PSP area, the operator will match the speed commands received on the OCU.

5. AAR Radio Channels - The Top End Crew will operate on channel 42/42.

1) Activating the RCZ:

A) RCOF has secured permission from Top End Yardmaster.

B) The RCOF will line and lock all switches associated with 5 Main Track. The normal position of the Top End Crossover

and East and West End of Pony Track will be lined for 5 Main Track. The south crossovers will be lined for 1 Main Track.

C) RCZ signs marking the Top End Zone are placed as follows:

1. East of the Top End Road crossing (facing east) and the West End of 5 Main (facing west).

D) RCOF instructions at the Top End of Selkirk yard.

1. The maximum amount of train length that can be pulled out into the zone is 4800 feet.

2. When in the PSP Zone Coast and Coast B will not be permitted.

E) Other Instructions:

1. When shoving to the Top end Yard Tracks the following instructions will govern.

2. The Control Tower will notify the RCOF of the total number of cars they will have a hold of.

F) Point Protection must be provided when shoving to east and west air spots or during other shove moves when there is less than 500 feet of available room on tracks. Movements on any of the Top End Yard Baselines are prohibited while either shove movement is being performed.

G) RCO Operators, when shoving at Selkirk Top End, will start movement in speed selection couple and let speed get to 1 MPH or two cars to pass prior to increasing speed selector lever to 4. When the speed of the cut of cars reaches a speed of 3.5 MPH or 4 MPH then the operator can increase the speed to 7 MPH.

At no time will the operator select a speed greater than 7 on the OCU box when shoving to a Top End yard Track. At no time will the OCU speed selection lever 15 be used.

CR 1277 SIGNALS NOT IN CONFORMITY WITH OPERATING RULES

Signal Aspects not in conformity with Block Signal System Territory

Automatic Block Signals used in non-automatic block signal system territory in service as indicated below.

1. Movements will be made between points named on signal indication.

2. At locations where there is a "Begin Automatic Block" sign, with or without an automatic block signal, occupancy is not permitted without permission from the employee in charge.

3. When track is signalled in one direction, before permission is given in either direction, the employee in charge must determine that no signal has been displayed by the NC Dispatcher, or permission given which would result in conflicting route unless there is an understanding between all affected.

4. Controlled Point (CP) signals controlled by NC Dispatcher. All movements not governed by signal indication must operate at Restricted Speed.

5. Track Cars and Roadway Workers

Employee in charge must notify NC Dispatcher before giving permission for track car or roadway workers to occupy the track.

The NC Dispatcher must ensure affected interlocking signals are at Stop and blocking devices are applied.

Automatic Block Signals used in Non-Automatic Block Signal System Territory

Selkirk Yard

The North Departure Lead and the Fast Freight tracks are signaled in the west direction between CP-SK and the End Automatic Block sign. Speed on these tracks is 30 MPH. The Selkirk East End Yardmaster is in charge of these tracks.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QG 21.9	Voorheesville	2	Hot Wheel, Note 1, HBD, DED
QG 33.6	South Schenectady	2	HBD, DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

Note 1: HOT WHEEL DETECTOR - Exception for EB trains - When "Hot Wheel" warning is received, stop train as required and contact the NC Dispatcher for instructions. If office information on wheel temperature is available and it is below 652 deg-F, the NC Dispatcher may allow the train to proceed without inspection, not exceeding 15 MPH. NC Dispatcher must notify the Selkirk Hump Yardmaster to have reported defect(s) inspected by the mechanical department after the train arrives.

If the temperature is above 652 deg-F, crew must inspect defect(s) as required, prior to movement.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QG 27.4	Fullers (no. 2 only)

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QG 14.5	Entire Subdivision	Double Stacks / Multilevels: 20'2"
QC 175.5		Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

All freight trains operating on the Kellogg Industrial Track between QCG 0.0 and QCG 1.6 and its associated auxiliary track are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QCG 0.0 - QCG 1.6	Kellogg Industrial Track	Cars exceeding 220,000 lbs.	Prohibited
QG 14.5 - QG 175.5	Entire Subdivision	Cars exceeding 315,000 lbs.	

7. CLOSE CLEARANCE

MP	Location	Remark
QG 15.3	Appleton Warehouse	Building Unloading platform
QG 15.8	BOC Gas	Building Unloading platform

South Schenectady Area

MP	Location	Remark
QG 32.0	Price Chopper	Warehouse, North Side
QG 32.0	Schenectady Steel	Building and between doorway and track
QG 32.2	Schenectady Yard	Close track centers
QG 33.0	Stock Lumber Terminal	Between dock and track Storage of building material near tracks

West Albany Yard

MP	Location	Remark
QC 145.0	Duke Energy	Gas spots

Amsterdam

MP	Location	Remark
QC 174.0	Longview Paper	Between track and door
QCG 0.5	Kellogg Industrial Park	Stone abutment, north and south side

Selkirk Terminal

MP	Location	Remark
QG 15.0	Sabic Industrial	Gate Entrance
QG 15.0	Group 8 class yard, east end	Close track centers

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QC 173.8	Kellogg Industrial	Entire Track QCG 0.0 - 1.6

HOLD POINTS

Trains holding at these CP locations must stop at the 'CC' Sign or Holding Point designated unless instructions to proceed are received from the NC Dispatcher.

Stop Location	MP	Hold Point	Instructions
CP-169	QC 171.0	Intermediate 171 Signal	Trains holding in excess of 15 minutes

CP-RJ Pan Am RR Interchange

Crews setting off cars for interchange must not foul the clearance point designated by yellow markers at Scrafford Lane on No. 1 or No. 2 Runner unless otherwise instructed by the NC Dispatcher. All train documentation must be left in the mail box and cars placed on air at Scrafford Lane.

QG 33 - South Schenectady-Rotterdam Junction Industrial Park

Railex facility

All inbound trains entering the Railex facility must stop at the split rail derail and receive yarding instructions from the South Schenectady yardmaster, or the Frontier Rail foreman via radio on channel 46/46. Crews must not relinquish control of their train until clear of main track.

Trains departing the Railex facility must receive permission to depart the yard from the Frontier Rail foreman and South Schenectady yardmaster via radio channel 46/46 or job brief in person.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QG 15.3	Saratoga Warehouse	No. 11, FP-West
QG 15.8	Airco	
QG 24.3	Guilderland Center, Industrial Park	No. 2, FP-West

Note: FP - Facing point for the direction noted

TERMINAL INSTRUCTIONS

Selkirk Yard Switch indicators

A. Division instruction CR-1277 applies as follows:

Location: East end of Receiving yard / **In charge of:** Hump Yardmaster

Location: East end of Departure yard / **In charge of:** East End Yardmaster

Location: East end of Puller yard / **In charge of:** East End Yardmaster

B. Hump Tunnel Dwarf Indicator Lights indicate vehicular traffic movement through the tunnel.

Yellow indicates that stop lights that govern vehicular movement are set to stop and tunnel should be clear of vehicles.

Red indicates that stop lights governing vehicular movement are displaying a signal and vehicular traffic will be present in the tunnel.

C. Westbound trains and engines entering Selkirk Yard on the INBOUND must receive instructions from the Hump Yardmaster prior to passing "End Automatic Block" sign at QG 13.7.

If the Number Board displays a different track than what was received or there is no number displayed, crew must contact Hump Yardmaster for instructions.

Operator Controlled Crossing Gates at Selkirk East End

New Operator controlled crossing gates are installed at the east end of Selkirk Yard. When the crossing gates are in the down position, the paved crossing is closed to vehicular traffic including mechanical, locomotive, engineering and transportation employees. The only way that the crossing gates can be raised for road traffic is to contact the East End Yardmaster or the East End Panel Conductor for permission. Otherwise all traffic must find an alternate route around the East End yard.

Selkirk Automobile Facility

Safety stops must be performed 50 feet before reaching the track stops at the west end.

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

MP	Location	DOT#
QG 15.5	Creble Rd	508559V
QG 18.8	Game Farm Rd	508707M
QG 19.6	New Scotland South Rd	508705Y
QG 22.0	Voorheesville Ave	508701W
QG 22.2	Main St	508700P
QG 23.8	Cobblestone Rd	508699X
QG 29.6	County Line Rd	508694N
QG 32.9	Burdeck Rd	508689S
QG 33.4	Putman Rd	508608P
QG 37.1	Gregg Rd	508604M
QC 174.5	Quist Rd	508718A

NOTES

SOMERSET RR SUBDIVISION - SM

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				EAST				
				<div>FALLS ROAD RR</div> <div>LOCKPORT SD</div>				
EB	WB							
25	30	QDK 0.0	PORT		<div>NG DISP 56 - 5# RD - 46 LOCKPORT</div>			
40		QDK 2.0		4.5				
				MILL STREET IT	QDK 2.2		TWC-DCS	
40		QDK 4.5	RIDGE					
				11.1				
		QDK 15.6	SOMR					
				SOMERSET PLANT TRACKAGE				1
15.6 MILES PORT TO SOMR								

STATION PAGE NOTES

NOTE 1: Crews arriving at the Somerset Plant that have received yarding instructions from the NG Train Dispatcher are in effect until 0659 only. Crews must contact the Somerset Plant Material Handling Supervisor for new yarding instructions after 0700. Engine bell must be sounded while occupying all road crossings in addition to moving through and adjacent to thaw sheds and unloading buildings.

SOMERSET RR SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SOMERSET RR

Trk	MP/Location	F
SG	QDK 0.0 - 2.0 -- (EB)	25
SG	QDK 0.0 - 2.0 -- (WB)	30
SG	QDK 2.0 - 15.6	40

GR-105 BULLETINS AND NOTICES

SOMERSET RAILROAD GENERAL BULLETIN

1. Movements on the Somerset RR Subdivision are governed by CSX Operating Rules and CSX Special Instructions.

2. Tracks are governed as follows:

a. Main Track between Port and Somerset RR are in the control of the NG Dispatcher.

b. Somerset Plant 2300 - 0659, including all Tracks are in the control of the NG Dispatcher.

c. Somerset Plant 0700 - 2259, including all Tracks are in the control of the Somerset Plant Supervisor.

3. Switch to Gulf Line Industrial Track is spiked Out of Service.

4. Newfane Siding is Spiked Out of Service. Entire track is on grade descending eastward.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QDK 0.0 - QDK 3.0	Main Track	All Cars
QDK 0.3	Gulf Line I.T.	
QDK 8.3	Newfane Siding	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QDK 15.6	Lockport	Continuous	46, 56-5#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QDK 0.0 - QDK 15.6	Entire Subdivision	Double Stacks / Multilevels: Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5700 - TELEMETRY - EQUIPPING TRAINS

5700-1

Main Track between PORT, QDK 0.0 and QDK 3.0 has a 2.0% descending eastward grade.

5700-2

All freight train operations on Main Track between PORT, QDK 0.0 and QDK 3.0 are required to be equipped with a tested and armed Two-Way telemetry device or need to comply with Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QDK 0.0 - QDK 15.6	Main Track PORT to SOMR	Cars with gross weight exceeding 315,000 lbs.	Prohibited
QDK 0.3	Gulf Line I.T.	6 Axle Locomotives	
QDK 0.3	Mill St I.T.		

7. CLOSE CLEARANCE

MP	Location	Remark
QDK 15.6	Somerset Plant Trackage	Security Gates
QDK 15.6	Somerset Plant Trackage	Thaw Shed
QDK 15.6	Somerset Plant Trackage	Car Dumper
QDK 15.6	Somerset Plant Trackage	Limestone Shed

8. MISCELLANEOUS

SOMERSET PHONE NUMBERS

Somerset Plant Material Handling Supervisor:
716-795-9501, Ext. 5081 or 5086

ADDITIONAL STATIONS

MP	Station	Switch Opening
QDK 0.3	Gulf Line Industrial Track	FP-West
QDK 8.2	Newfane Siding	FP-East
QDK 8.3		FP-West

Note: FP - Facing point for the direction noted

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

MP	Location	DOT#
QDK 0.7	Niagara St	874694U
QDK 4.4	Route 104	908784S
QDK 7.2	Hatter Rd	908798A
QDK 8.1	Dale St	908502M
QDK 9.0	Charlottesville	908806P
QDK 10.7	Drake Settlement Rd	908808D
QDK 12.0	Fuller Rd	514298L
QDK 12.3	Phillips Rd	514297E
QDK 12.6	Swigert Rd	514296X
QDK 13.6	Hess Rd	514296R

NOTES

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
			<div>MOHAWK SD</div> <div>7 2 1</div>				
25	QM 2.0 3.0 4.0 QM 5.3	CP - 291 4.2	DD		ABS-261		
	QM 6.2	CP - W			CPS-261		
			<div>NE DISP 36 - 7# RD - 64 WOODARD</div> <div>SDG NEW MIDDLE OLD STG NEW STG WOODARD CSDG SP</div> <div>QM 7.1 QM 7.3</div> <div>FULTON SD</div>		TWC-DCS		1
25 40	QM 7.5						
	QM 12.2	CLAY					
	QM 26.3	GRUB					
40	QM 35.7						
25	QM 36.9	BROOK					
	QM 39.4	STAN	<div>QM 38.0 PULASKI SDG 6,000 FT SP</div> <div>QM 39.5 DD</div> <div>NE DISP 36 - 6# RD - 64 PULASKI</div>				2
	QM 40.6						
	QM 41.6						
20	QM 41.9						
25	QM 47.1	CONA			TWC-DCS		

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			NORTH					
25					TWC-DCS			
		19.8						
	QM 60.0	BRILL						
		6.9						
	QM 66.9	RICE						
		2.4						
	QM 69.3	KANE						
		1.0						
	QM 70.3	ROCK						
		1.7						
	QM 72.0	WATERTOWN						
25							2	
15								
	QM 73.0							
	QM 73.3							
25								
	QM 74.0	BRAD						
		13.9						
	QM 81.0							
	QM 87.9	PHIL						
		1.9						
	QM 89.8	RIVER						
25					TWC-DCS			



ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
25					TWC-DCS		
				</			

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
			NORTH							
25	QM 136.9	EBEN			TWC-DCS	2				
25	QM 143.3									
40	QM 147.7									
25	QM 148.2									
40	QM 149.1	WOOD								
40	QM 158.6	BROUSE			TWC-DCS	5				
10	QM 161.0	SE MASSENA YL			193 YARD LIMITS					
MONTREAL SD										
159.0 MILES CP-291 TO QM 161.0										

ST. LAWRENCE SUBDIVISION - S7 CARTHAGE BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
					96		2
25	<div><div>QMC 86.7</div><div>86.0</div><div>85.0</div></div>	IRISH	10.7	<div><div>NE DISP 36 – 3# RD – 64 GOUVERNEUR</div><div>NE DISP 36 – 5# RD – 64 CARTHAGE</div></div>	TWC-DCS		
	<div><div>QMC 76.0</div></div>	REGIS			TWC-DCS		
					96		
10.7 MILES IRISH TO REGIS							

STATION PAGE NOTES	
<p>NOTE 1: Woodard Siding (CP-W to QM 7.3) is in charge of the NE Dispatcher. Train movements are governed by Rule 96 after receiving verbal permission from the NE Dispatcher. Track cars operating on the Woodard Siding must have EC-1 authority. Maximum speed is 10 MPH.</p> <p>NOTE 2: Distance between QM 38.0 and QM 39.0 is 0.9 miles, between QM 78.0 and QM 79.0 is 0.7 miles and between QM 142.0 and QM 143.0 is 0.9 miles.</p> <p>NOTE 3: Philadelphia – Normal position of Wye switches:</p> <ul style="list-style-type: none"> a) North and South Wye/ Philadelphia Siding switches – Normal when lined for straight moves on the Philadelphia Siding. b) North Wye/ South Wye switch- Normal when lined for movements to/from the South Leg of the wye. <p>NOTE 4: Gouverneur Siding (QM 107.7 to QM 108.4)</p> <ul style="list-style-type: none"> a) Rusty rail conditions exist. Be governed by Rule 223. b) Factory St. QM 108.3- switching moves must not foul Factory St. crossing until automatic highway crossing warning devices have been operating for a minimum of 30 seconds. <p>NOTE 5: Massena Yard Limits</p> <ul style="list-style-type: none"> a) St. Lawrence SD between QM 158.6 and QM 161.0 – Track known as the "Old Main" is designated as the Main Track. b) Montreal SD between QM 161.0 and QM 164.1 – Track known as the "Main" is designated as the Main Track. c) Permission to occupy the Main Track within Yard Limits (Rule 193) will be authorized by EC-1. d) Moves made around the wye must be made via the South Leg of the wye first. 	

ST. LAWRENCE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- ST. LAWRENCE

Trk	MP/Location	P	F
SG	QM 2.0 - 7.5	25	25
SG	QM 7.5 - 35.7	40	40
SG	QM 35.7 - 41.6	25	25
SG	QM 41.6 - 41.9	20	20
SG	QM 41.9 - 73.0	25	25
SG	QM 73.0 - 73.3	15	15
SG	QM 73.3 - 143.3	25	25
SG	QM 143.3 - 147.7	40	40
SG	QM 147.7 - 148.2	25	25
SG	QM 148.2 - 158.6	40	40
SG	QM 158.6 - 161.0	10	10

AUTHORIZED SPEEDS -- CARTHAGE BRANCH

Trk	MP/Location	P	F
SG	QMC 86.7 - 76.0	25	25

ADDITIONAL SPEEDS (SP) -- ST. LAWRENCE

Location	Track Type	P	F
QM 6.2 - 7.3	SDG	10	10
QM 38.0 - 39.5			
QM 88.0 - 90.0			
QM 107.7 - 108.4			
QM 122.3 - 123.4			
QM 148.2 - 149.2			

100 HIGHWAY-RAIL GRADE CROSSINGS

To comply with the requirements of Rule 100-E, paragraph 6:

After receiving permission from the NE Dispatcher, train crews required to operate the manual device must read any posted operating instructions inside the control box at that location. The location may have unique instructions that pertain to the operation of the grade crossing warning devices.

When the control box contains multiple buttons to deactivate the warning devices on multiple tracks, caution must be used to insure that only the button for the track your train occupies is operated.

The following grade crossings with automatic warning devices are equipped as indicated with manual devices to deactivate warning and raise gates and/or to activate warning and lower gates.

MP	Location	Instructions
QM 67.4	Old Rice Rd	Deactivate / Activate
QM 73.7	Bradley St	

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Number Of Hand Brakes Required
QM 6.2 - QM 7.3	Woodard Yard, all yard tracks	Minimum of 2 hand brakes. 21 or more cars must have 10% or sufficient amount of hand brakes applied

At Massena, Freight trains left unattended for less than one (1) hour may be left with only the locomotive consist hand brakes applied.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QM 6.0	Woodard	Continuous	36-7#, 64	Wayside
QM 37.5	Pulaski		36-6#, 64	
QM 72.0	Watertown		36-4#, 64	
QM 107.9	Gouverneur		36-3#, 64	
QM 141.8	Potsdam		36-2#, 64	
QM 160.8	Massena		36-1#, 64	
QMC 75.0	Carthage		36-5#, 64	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QM 5.3	Woodard	2	HBD-DED
QM 40.6	Richland	2	HBD-DED
QM 81.0	Evans Mill	2	HBD-DED
QM 115.6	Bigelow	2	HBD-DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QM 3.6	Liverpool, Rt. 57
QM 14.7	Brewerton, Erie Canal

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QM 2.0 - QM 161.0	Entire Subdivision	Double Stacks / Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES**5700 - TELEMETRY - EQUIPPING TRAINS**

All freight trains on the St. Lawrence Subdivision and its associated auxiliary tracks are required to be equipped with a tested and armed two-way telemetry device or must comply with the requirements of Rule 5953.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QM 2.0 - QM 7.3	Between CP 291 and Woodard	Cars exceeding 315,000 lbs.	Prohibited
QM 7.3 - QM 161.0	Between Woodard and Massena	Cars exceeding 286,000 lbs.	
QM 47.1	Laser Transit Lead (former Blount Lumber Co.)	Multiple units	
QM 107.0	Balmat Industrial Track	Measuring 16'10" or higher / Cars over 250,000 lbs.	

1. QM 107.0 Balmat Industrial Track: Covered hoppers NYC 885680 to 885899 inclusive with light weight of 65,000 pounds and load limit of 250,000 pounds (gross weight 315,000 pounds) when so loaded must not be operated between: Gouverneur and End of Track, unless authorized by the Transportation Superintendent.

7. CLOSE CLEARANCE

MP	Location	Remark
QM 5.4	Woodard	Dot Foods at building
QM 5.9	Woodard	Carbonic
QM 6.3	Woodard	PCA Building
QM 6.5	Woodard	Steelway lead for storage Brush
QM 7.5	Woodard	One Tree Lumber
QM 7.5	Woodard	Cargill at unloading shed
QM 47.1	Lacona	Laser Transit at dock
QM 62.9	Adams Center	LL Richer 315-583-6116 in building
QM 72.2	Watertown	Blue Seal Feed 315-788-0315 in building
QM 73.9	Watertown	Cleaves Enterprise 315-783-9912 at dock
QM 106.2	Gouverneur	Cellu Tissue Corp 315-287-7176 in building
QM 106.9	Gouverneur	Cargill 315-287-0241 in building
QM 107.0	Gouverneur	Cellu Tissue Corp 315-287-7176 at dock
QM 132.6	Canton	Poulin Grain 315-379-1730 at dock
QM 144.1	Sisson	Meade Paper 315-267-5618 at Loading Dock
QM 148.6	Norwood	CSX MW - Former Loading Dock
QM 160.8	Massena	CSX Station Loading Dock
QM 160.8	Massena	CSX Team trk Loading Dock
QMB 4.0	Balmat I.T.	R.T. Vanderbilt 315-287-0100 at dock
QMB 3.0	Balmat I.T.	Imery Marble 315-287-0780 at dock
QMB 9.0	Balmat I.T.	R.T. Vanderbilt 315-287-0100 at dock

8. MISCELLANEOUS**EXCEPTED TRACK**

MP	Location	Track
QMC 75.0	Carthage Yard	All Track
QM 108.0	Supply track	All Track

ADDITIONAL STATIONS

MP	Station	Switch Opening
QM 4.5	Liverpool - Liverpool Lumber	FP-North
QM 5.6	Liverpool - Drescher/DOT Food	FP-South
QM 5.9	Liverpool - Carbonics	
QM 6.0	Woodard - Crossroads Park	FP-North
QM 6.1	Woodard - New Routundo Whse	
QM 6.2	Woodard - PCA	FP-South
QM 6.6	Woodard - Woodard - National Grid	
QM 7.1	Woodard - South end Crossover	FP-North
QM 7.2	Woodard - Edgecomb Steel	FP-South
QM 7.3	Woodard - North end Crossover	
QM 7.4	Woodard - Cargill	FP-North
QM 7.5	Woodard - One Tree Lumber	
QM 26.1	Parish - Team Track	
QM 37.3	Pulaski - Team Track	
QM 38.0	Pulaski - S/E Siding Switch	
QM 39.0	Pulaski - Schoeller Paper	
QM 39.5	Pulaski - N/E Siding Switch	FP-South
QM 47.1	Lacona - Laser Transit	FP-North
QM 53.3	Pierrepont Manor - Houghton Farms	
QM 59.5	Adams - Agway	FP-South
QM 62.7	Adams Center - S/E I.L. Richer	FP-North
QM 62.9	Adams Center - N/E I.L. Richer	FP-South
QM 67.0	Watertown - Rudd Spray	FP-North
QM 69.3	Massey Yard S/E East Yard	
QM 69.7	Massey Yard S/E West Yard	
QM 70.5	Massey Yard N/E West Yard	FP-South
QM 70.7	Massey Yard N/E East Yard	
QM 71.5	Watertown - Industrial Park	
QM 72.2	Watertown - Blue Seal	
QM 73.9	Watertown - Freight House Lead	FP-North
QM 78.5	Roots - Ft. Drum Lead	
QM 88.0	Philadelphia - S/E Siding Switch	
QM 89.5	Philadelphia - Middle Crossover Switch	FP-South
QM 90.0	Philadelphia - N/E Siding Switch	
QM 106.1	Gouverneur - Natural Dam I.T.	FP-North
QM 106.7	G&O Jct - South Leg of Wye	
QM 106.9	G&O Lace mill	

QM 107.0	G&O Jct - North Leg of Wye	FP-South
QM 107.7	Gouverneur - S/E Siding Switch	FP-North
QM 108.4	Gouverneur - N/E Siding Switch	FP-South
QM 122.4	DeKalb - S/E Siding Switch	FP-North
QM 123.4	DeKalb - N/E Siding Switch	FP-South
QM 130.9	Canton - S/E Siding Switch	FP-North
QM 131.1	Canton - N/E Siding Switch	FP-South
QM 132.6	Canton - Agway/Poulin	FP-North
QM 133.1	Canton - Suburban Propane	
QM 133.7	Canton - Amerigas	FP-South
QM 141.8	Potsdam - S/E Siding Switch	FP-North
QM 142.0	Potsdam - N/E Siding Switch	FP-South
QM 144.0	Sisson - Industrial Lead	
QM 148.1	Norwood - S/E Bowery Switch	FP-North
QM 148.2	Norwood - S/E Norwood Siding	
QM 149.0	Norwood - N/E Bowery Switch	FP-South
QM 149.2	Norwood - N/E Norwood Siding	

Carthage Branch

MP	Station	Switch Opening
QMC 78.2	Deferiet - N/E Siding Switch	FP-North
QMC 78.8	Deferiet - S/E Siding Switch	FP-South

Note: FP- Facing Point for the direction noted

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

MP	Location	DOT#
QM 4.5	Old Liverpool Rd	513071P
QM 4.6	Salina St	513073D
QM 5.2	Vine St	513069N
QM 8.0	Wetzel Rd	508352N
QM 8.1	Henry Clay Blvd	508351G
QM 9.5	Maple Rd	508349F
QM 10.6	SR 31	508347S
QM 11.4	Caughdenoy Rd	508346K
QM 12.2	Mud Mill Rd	508343P
QM 13.7	Orangeport Rd	508342H
QM 14.4	Guy Young Rd	508341B
QM 14.9	River Rd	508339A
QM 16.3	Gildner Rd	508337L
QM 17.8	SR 49	508332C
QM 18.6	White Rd	508331V
QM 19.2	Hungry Lane	508330N
QM 21.0	CR 32	508329U
QM 23.2	Hogsback Rd	508327F
QM 23.8	Seeber Rd	508326Y
QM 24.0	Hastings Rd	508325S
QM 26.2	SR 69A	508323D

QM 27.1	SR 69	508321P
QM 27.3	Red Mills Rd	508320H
QM 29.3	Grafton Square	508318G
QM 30.3	CR 104	508317A
QM 31.0	Tubbs Rd	508316T
QM 32.9	N Fernwood Rd	508314E
QM 33.7	Tinker Tavern Rd	508313X
QM 36.9	Addlads Rd	508310C
QM 37.8	SR 11	508307U
QM 37.9	SR 13	508306M
QM 39.2	Centerville Rd	508395G
QM 40.5	Peck Rd	508394A
QM 41.7	Engine House Rd	508391E
QM 41.8	Hotel Rd	508390X
QM 42.1	Canning Factory Rd	508389D
QM 44.7	Cummings Rd	508388W
QM 45.4	Button Rd	508387P
QM 45.9	Miller Rd	508385B
QM 47.2	Harwood Ave	508384U
QM 47.4	Salisbury St	508383M
QM 51.9	Mannsville Rd	508379X
QM 53.8	Rt 193	508377J
QM 54.2	Wardwell Rd	508376C
QM 56.8	Giddings Rd	508375V
QM 57.9	Ikeys Rd	508374N
QM 61.3	Micheals Rd	508369S
QM 63.0	Rt 177	508366W
QM 63.3	North Harbor Rd	508365P
QM 63.8	North St	508364H
QM 66.4	Fuller Rd / CR 64	508361M
QM 67.4	Rte 232	508358E
QM 72.4	Coffen St	512940D
QM 73.7	Bradley St	512977T
QM 83.0	Le Ray St	512944F
QM 83.7	Elm Ridge Rd	512946U
QM 89.9	Sand St	512963K
QM 92.4	Townline Rd	512967M
QM 95.3	Mechanic St	512970V
QM 95.5	Washington St	512971C
QM 95.7	Academy St	512972J
QM 95.7	Main St	512973R
QM 96.8	Malletts-Spragueville Rd	512975E
QM 99.5	Spragueville Rd	508461S
QM 101.2	County Line Rd	508464M
QM 103.3	Stammer Rd	508657L
QM 105.0	Spragueville Rd	519101A
QM 105.8	Quarry Rd	501905C
QM 106.1	US Rt 11	519260G
QM 106.7	Quarry Rd	519107R
QM 107.2	Hailsboro Rd	519108X
QM 107.8	Beckwith St	519113U
QM 107.9	Depot St	519114B
QM 108.3	Factory St	519115H
QM 108.5	Scotch Settlement Rd	519116P
QM 108.7	Airport Rd	519117W
QM 112.7	Cole Rd	519128J
QM 114.1	Davis Rd	519130K
QM 115.6	Richville-Bigelow Rd	519135U
QM 120.9	E DeKalb Rd	519145A

QM 123.1	Chapel St	519151D
QM 123.6	Risley Rd	519001V
QM 124.1	Rensselaer Falls	519002C
QM 125.5	Rice Rd	519004R
QM 126.2	High Falls Rd	519006E
QM 127.0	O'Horo Rd	519008T
QM 128.2	Jamesons Rd	519012H
QM 130.9	Buck St	519019F
QM 131.1	Miner St	519020A
QM 131.2	Park St	519021G
QM 131.5	Jay St	519022N
QM 131.5	Main St	519023V
QM 131.6	Harrison St	519024C
QM 131.8	Pleasant St	519025J
QM 132.3	Mortons Rd	519027X
QM 134.1	Cowan Rd	519229V
QM 136.1	Ames Rd	519225T
QM 136.8	Crary Mills-Eben Rd	519224L
QM 138.4	Dayton Rd	519223E
QM 141.5	Pine St	519219P
QM 142.0	Washington St	519217B
QM 142.1	Walnut St	519216U
QM 142.2	Larnard St	519215M
QM 142.3	Cherry St	519214F
QM 142.9	Sissons Rd	519213Y
QM 144.4	SR 56	519211K
QM 144.9	Pleasant Valley	519210D
QM 145.7	Adams Rd	519209J
QM 146.3	Reynolds Rd	519208C
QM 147.7	Whitney St	519205G
QM 147.8	Bicknell St	519204A
QM 150.1	Murphy Rd	519202L
QM 150.8	Knapp Station Rd	519050S
QM 151.6	Market St	519049X
QM 151.9	Adams Rd	519048R
QM 153.7	Brookdale Rd	519044N
QM 154.7	Plumb Brook Rd	519042A
QM 156.5	Grant Rd	519039S
QM 158.1	Gladding Rd	519036W
QM 158.6	Brouse Rd	519035P
QM 160.5	Main St	519032U

Carthage Branch

MP	Location	DOT#
QMC 74.7	Adelaide St	508550J
QMC 74.9	Walsh St	508551R
QMC 75.6	Boyd Rd	508552X
QMC 78.4	Rt 3A	508553E
QMC 85.5	Coolidge Rd	508458J
QMC 86.9	Irish Ave	508460K

NOTES

TRENTON SUBDIVISION - TN QA - BBF LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST		STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
							WEST				
							CONRAIL LEHIGH LINE				
SINGLE											
50				QA 57.3		PORT READING JCT			ABS-261		1 2 3 2,3 4
				QA 50.0			NI DISP 42 - 2# RD 58 KYLE				
							MANVILLE YD QA 56.3				
							QA 48.4				
							QA 45.8				
50				QA 38.5			NI DISP 42 - 3# RD 58 BELLE MEADE				
							SKILLMAN STG 80 CARS				
							DD				
							DD				
									ABS-261		
1		2		QA 35.7		CP WING			CPS-261		
50		50					1 2		NORAC 261-ABS		
				QA 32.6		CP TRENT	TRENTON IT		NORAC 600-616		
P	F	P	F	QA 32.5		WEST TRENTON (P)					
60	40	60	40	QA 30.7 29.0 28.0		YARDLEY (P)	1 2		NORAC 261-ABS		
60		40									
				QA 26.6		CP WOOD			NORAC 600-616		
SINGLE											
50							WOOD CONNECTING TRACK		ABS-261		
							SEPTA				
				QA 26.4		CP WOODBOURNE			CPS-261		
							WOODBOURNE YD FAIRLESS BR		ABS-261		
				QA 25.3		CP FAIRLESS			CPS-261		
				QA 24.0 QA 21.6 QA 19.2			DD		ABS-261		
50				= QA 19.2 = QA 21.6							

TRENTON SUBDIVISION - TN QA - BBF LINE

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
SINGLE								
50		QA 18.8	CP NESH			CPS-261		
			2.6	SSDG 13,680 FT	NI DISP 42-7# RD 58 BERRY	ABS-261		
		QA 16.2	CP BERRY	SP		CPS-261		
		16.0 15.0			NI DISP 42-8# RD 58 CHELTONHAM	ABS-261		
50		QA 9.7	LAWNDALE (P)	11.8	DD			5
40		QA 6.3						
25					BLUE LINE BR	RICHMOND IT	ABS-261	
1	2	QA 4.4	CP NICE			NI DISP 42-4# RD 58 NICE	CPS-261	6
25	25	QA 3.0		1.5	DD			
		QA 2.9	CP LAUREL HILL		SP		CPS-261	
20	20	QA 2.7		0.4	NS		ABS-261	
25	25	QA 2.5	CP RIVER				CPS-261	7 8
				1.3	SP			
				BELMONT SSDG 3,700 FT SINGLE (QH MP's)	2 (QA MAINS) 1		ABS-261	
		QA 1.2	CP BELMONT				CPS-261	
				0.9	REFER TO NEXT PAGE FOR QH MAIN		ABS-261 QH MAIN- CSS	
25	25	QA 0.3	CP PARK				CPS-261	
SINGLE								
20		QA 0.0 BBF 1.3	= BBF 1.3 = QA 0.0	1.5			ABS-261 QH MAIN- CSS	
20		BBF 0.1	VINE ST					
				TO CP FIELD	PHILADELPHIA SD BALTIMORE DIV			
56.1 MILES PORT READING JCT TO VINE ST								

TRENTON SUBDIVISION - TN QH - QHE LINE

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
1	2							
25	25							
25	25	QH 5.2	CP RIVER			CPS-261		7,8
SINGLE								
25				BELMONT SSDG 3,700 FT SP SINGLE		ABS-261 CSS		
25		QH 4.0	CP BELMONT	NI DISP 42-9# RD – 58 S PHILADELPHIA		CPS-261		
20						ABS-261		
			CP PARK			CPS-261		
		QH 2.3 QH 0.0		DD DD		ABS-261 CSS		2
				TO SAC				
				TO VINE ST				
20		QH 0.0 = QHE 0.0	CP FIELD			CPS-261 CSS		
15				0.2		ABS-261		
			CP ARSENAL			CPS-261 CSS		
15						ABS-261		
1	2		CP GRAY			CPS-261 CSS		
30	30	QHE 0.2		REFER TO FOLLOWING PAGES FOR ARSENAL & 58 TH ST TRACKS		ABS-261 CSS		
				2.5				
		QHE 2.7	CP PENROSE			CPS-261 CSS		
30	30							
				3 2 1 4 S PHILADELPHIA YD TO 58 TH ST		ABS-261		
				TO CP PHIL				
				PHILADELPHIA SD BALTIMORE DIV				
60.3 MILES PORT READING JCT TO PENROSE								

TRENTON SUBDIVISION - TN QHW LINE CP FIELD TO AMTRAK (CP PHIL)


AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
20	QHW 0.0	CP FIELD			CPS-261		
			0.3		ABS-261		
	QHW 0.3	CP ARSENAL			CPS-261		
					ABS-261		
		CP GRAY	0.6		CPS-261		
					ABS-261		
20	QHW 0.9						
					ABS-261		
58.5 MILES PORT READING JCT TO QHW 0.9							

TRENTON SUBDIVISION - TN QHX LINE CP GRAY TO 58th STREET


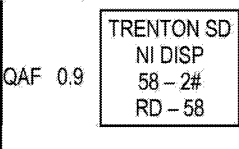
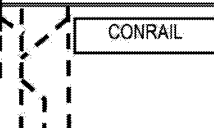
AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
SINGLE							
30					ABS-261		
		CP FIELD			CPS-261		
					ABS-261		
	QHX 1.2	CP ARSENAL			CPS-261		
			0.3		ABS-261		
30	QHX 1.5	CP GRAY			CPS-261		
					ABS-261		
			1.2	NS TO CP PHIL			
			TO PENROSE				
30	QHX 0.0	58TH STREET			ABS-261		
			PHILADELPHIA SD BALTIMORE DIV				
59.1 MILES PORT READING JCT TO 58TH ST							

STATION PAGE NOTES	
NOTE 1: Trains destined to the Morrisville Line may disregard the high car alarm.	
NOTE 2: Train crews operating on SEPTA controlled track must carry SEPTA Bulletin Orders.	
NOTE 3: Freight trains will not exceed 15 mph when operating at restricted speed where NORAC rules exist.	
NOTE 4: The distance between QA 21.6 and QA 19.2 is zero miles. Mileposts between QA 21.6 and QA 19.2 are nonexistent.	
NOTE 5: Between the hours of 0600 and 2359 all trains that activate the HBD/DED located at QA 9.7 are to clear Lawndale passenger station before stopping to inspect.	
NOTE 6: Movements must secure permission from the Yardmaster at Morrisville before occupying the Richmond Industrial Track.	
NOTE 7: Movements enroute to the SEPTA Main Line, north of QA 10.0, or Richmond Industrial Track must inform the Train Dispatcher prior to arriving at QA 3.0 so the dispatcher will enable the alarm 2 detector.	
NOTE 8: Remote Control Locomotives – Remote control locomotives are not permitted to operate on the SEPTA Main Line to Lansdale.	



TRENTON SUBDIVISION - TN BLUELINE BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTHORITY FOR MOVE	TWC	NOTES
			NORTH				
							
10	QAB 0.0	NICE	TRENTON SD NI DISP 42 – 4# RD – 58		ABS-261		
	QAB 0.7	WAYNE	<div>SEPTA</div>				
0.7 MILES NICE TO WAYNE							

TRENTON SUBDIVISION - TN FAIRLESS BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			EAST				
					ABS-261		
10	QAF 0.0 QAF 2.9	FAIRLESS CP MA	WOODBOURNE YD	QAF 0.9 	ABS-261		
							
2.9 MILES FAIRLESS TO CPMA							

TRENTON SUBDIVISION - TN STONE CREEK BRANCH - S6

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>EAST</div> <div>↓</div>			
			<div>SEPTA</div> <div></div>				
10	QAC 0.0 QAC 4.9	DALE BELFRY	<div>SEPTA DISP CH-90</div> <div></div>		TWC		
4.9 MILES DALE TO BELFRY							

TRENTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - QA - BBF LINE

Trk	MP/Location	P	F
SG	QA 57.3 - 35.7	50	50
Both	QA 35.7 - 32.6	50	50
Both	QA 32.6 - 26.6	60	40
SG	QA 26.6 - 9.7	50	50
SG	QA 9.7 - 6.3	40	40
SG	QA 6.3 - 4.4	25	25
Both	QA 4.4 - 2.9	25	25
Both	QA 2.9 - 2.7	20	20
Both	QA 2.7 - 2.5	25	25
Both	QA 2.5 - 1.2	25	25
Both	QA 1.2 - 0.3	25	25
SG	QA 0.3 - 0.0	20	20
SG	BBF 1.3 - 0.1	20	20

AUTHORIZED SPEEDS - - QH - QHE LINE

Trk	MP/Location	P	F
SG	QH 5.2 - 4.0	25	25
SG	QH 4.0 - 0.0	20	20
SG	QHE 0.0 - 0.2	15	15
SG	QHE 0.2 - 2.7	30	30

AUTHORIZED SPEEDS - - QHW LINE CP FIELD TO AMTRAK (CP PHIL)

Trk	MP/Location	P	F
SG	QHW 0.0 - 0.9	20	20

AUTHORIZED SPEEDS - - QHX LINE CP GRAY TO 58th STREET

Trk	MP/Location	P	F
SG	QHX 1.5 - 0.0	30	30

AUTHORIZED SPEEDS - - BLUELINE BRANCH

Trk	MP/Location	F
SG	QAB 0.0 - 0.7	10

AUTHORIZED SPEEDS - - FAIRLESS BRANCH

Trk	MP/Location	F
SG	QAF 0.0 - 2.9	10

AUTHORIZED SPEEDS - - STONEY CREEK BRANCH - S6

Trk	MP/Location	F
SG	QAC 0.0 - 4.9	10

ADDITIONAL SPEEDS (SP) - - QA - BBF LINE

Location	Track Type	P	F
QA 18.8 - 16.2	SSDG	40	40
QA 2.9 - 2.9	TO	15	15

ADDITIONAL SPEEDS (SP) - - QH - QHE LINE

Location	Track Type	P	F
QH 5.2 - 4.0	SSDG	30	30

90 TRAIN IN EMERGENCY

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

MP/Location	Railroad	Channel
QA 6.3 - QA 9.7	SEPTA, parallel to CSX tracks	AAR 58

100 HIGHWAY-RAIL GRADE CROSSINGS

QA 26.4 - Woodbourne Road Crossing

Eastbound trains on the single main track must hold at or west of the "CC" sign located at the EAS at CP Woodbourne to avoid unnecessary operation of the warning devices (and roadway blockage) at Woodbourne Rd. Proceed east of the "CC" sign only when permission is given from the NI Dispatcher, or the eastbound signal at the CP Woodbourne upgrades as a result of the SEPTA dispatcher lining the route at CP Wood for eastbound freight move.

In order to avoid unnecessary operation of the warning devices (and roadway blockage) at Woodbourne Rd., the westbound signal at CP Woodbourne is not to be displayed with a train occupying the single track between CP Woodbourne and CP Wood until the train is ready to proceed west of the CSX single track. The NI Dispatcher must avoid displaying a westbound signal at CP Woodbourne for a westbound freight move if the track between CP Woodbourne and CP Wood is occupied by the local shifter. Do not display the signal until the shifter has cleared the track east into CP Wood Interlocking.

Westbound trains operating on the main track will not exceed 40 MPH between the WAS at CP Wood and Woodbourne Rd., QA 26.4. This speed restriction applies to the head end only.

220 WHERE SIGNAL RULES ARE IN EFFECT

1. Signal rules CR-1277 through CR-1294a are in effect on the Trenton subdivision except as noted in part 2 of this instruction.

2. NORAC Operating Rules are in effect between the EAS CP Wing and EAS CP Wood.

350 TRAIN NOT EQUIPPED WITH CAB SIGNAL APPARATUS

Trains and engines not equipped with cab signals are permitted to operate between CP-Penrose and CP-Field; To Zoo and CP-Penrose; CP-Field and CP-Phil; CP-Gray and CP-Arsenal; CP-Wood and QA 25.0.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QA 56.0	Kyle	Continuous	42-2#, 58	Wayside
QA 50.0	Belle Meade			
QA 33.0	Trenton		42-3#, 58	
QA 27.0	Woodbourne		42-2#, 58	
QA 16.2	Berry		42-7#, 58	
QA 9.7	Cheltenham		42-8#, 58	
QA 4.4	Nice		42-4#, 58	
QA 0.8	Belmont		42-9#, 58	
QH 0.0	Philadelphia		28	Yard

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-6 BRAKE STICK USAGE

1. TS-6 Brake Sticks

A. Use of brake sticks is mandatory at Lansdale, Woodbourne and Manville Yards.

B. **When working under catenary on the Trenton SD, brake sticks are not to be used.**

2. Operation in electrified territory

A. CSX Catenary – CP Newtown Jct. to CP Trent Conditions affecting the traction power system are to be reported to the power dispatcher located at 1234 Market St., Philadelphia, PA via the SEPTA train dispatcher. The bell telephone number of the SEPTA power dispatcher is 215-580-6844.

B. Foreign Line Catenary

The following items should be followed when specific information has not been provided by the foreign railroad.

C. Emergencies

When emergency requires that power be shut off in the overhead catenary system, immediately contact the Power Dispatcher or Train Dispatcher. Power will not be restored until the Power Dispatcher has been notified by a responsible person that it is safe to do so.

Do not touch any overhead wires even though the power dispatcher reports that he has cut off the power, unless a qualified electrical employee is present and has placed a visible ground connection on that wire. Any wire of the over-system without a visible ground connection must be considered alive at all times and coming in contact with such a wire may cause serious injury.

Employees must not touch dangling wires nor attempt to move them by any means, but must report their location immediately to the NI Disptacher or Power Dispatcher and should, if possible, leave someone to watch such wires until their removal. Other persons in danger should be warned of their location.

Employees must report to the NI Dispatcher or Power Dispatcher any attachments of the overhead wire system which are out of place and state whether or not they are in such a position that they can foul the pantograph of an

electric car or the top of a locomotive.

Loose connections to the traction and impedance bonds which is a low profile box in the gauge of the track with cables leading to each rail and must be regarded as alive and report must be made promptly to the NI Dispatcher or Power Dispatcher, made promptly to the employees observing excessive flashes or Arcs at overhead bridges, trolley wires, shaking violently, flashes on or about the car or overhead equipment indicating some irregularity in the electrical operation should immediately arrange for all pantographs to be lowered if practicable and notify the NI Dispatcher or the Power Dispatcher. Delay in reporting such cases may result in damage to equipment or train delays.

D. Qualified Employees

Whenever the term "qualified employees" is used in the following instructions it refers to those employees in the electric service who by examination and approval of their superior officers are qualified to perform certain duties and are classed as follows:

Class 1 - Employees competent to erect, maintain and repair electrical apparatus or supervise and protect other employees performing such work.

Class 2 - Employees such as Engineers operating electric equipment, electricians on electric rolling equipment and other employees in electric service permitted to go on high equipment for purposes and under conditions hereinafter authorized.

E. Handling work near overhead wires.

All overhead wires including catenary, transmission and signal lines in electrified zones are to be considered live at all times. Insulating covering or wire should not be depended upon for protection against shock.

- No employee except Class 1 employee shall do any work near high voltage wires or apparatus where it is possible for any part of his body or tools and material with which he is working to come within 3 feet of such wires, unless a Class 1 Employee is assigned to protect him against personal injury.

- When persons other than Class 1 or Class 2 employees are required to go work near overhead wires and apparatus they must be protected by a Class 1 Employee who will take necessary precautions for their safety before starting and during progress of the work.

F. Keep off top of high equipment.

Employees (excepting Class 1 and Class 2 Electric Service Employees and others under their supervision in the discharge of their duties) are prohibited from going on top of box cars, locomotives other high equipment while on tracks electrified with high voltage overhead wires or while movements are being made to such tracks from sidings, yards or other tracks which are not electrified. Keep at least 3 feet from overhead wires.

Employees assigned to duty as pilots with foreign crews of other divisions using tracks electrified with high voltage overhead wires must arrange to have each member of such crews notified that he must not get on top of high equipment

within the electrified zone.

G. Locomotive Operation.

It will be specific duty of the Engineer to know before entering any electrified zone, that no part of his engine or engine equipment will foul the overhead catenary construction.

H. Fires within electrified territory.

When fires occur near overhead wires, or when fire apparatus is tested near live wires, the poser should be cut off and the wires grounded.

Water must not be used to extinguish an electrical equipment fire. Dry chemical and sand may be used on electrical equipment fires, on arcs, or other exposed energized parts.

Any employee noticing fires or other trouble on electric cars, wires, poles or in manholes must immediately notify the Train Dispatcher or Power Dispatcher.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QA 50.0	Belle Meade	2	HBD-DED
QA 38.5	Glenmore	2	HIWI - 17'3"
QA 24.0	Langhorne	2	HBD-DED
QA 9.7	Cheltenham	2	HBD-DED
QA 3.0	Laurel Hill	2	HIWI - No 1 : 17'3" / No 2: 15'6"
QH 2.3	Zoo	2	Protruding door detector - checks South side only, DED
QH 0.0	Field	2	Protruding door detector - checks South side only, DED

Key: HBD-Hot Box Detector

DED-Dragging Equipment Detector

HIWI-High or Wide Clearance Detector

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QA 26.6 - QA 57.3	CP Wood and Port Reading Jct.	Double Stacks / Multilevels: 20'2"
QHX 0.0	CP Field and CP Gray to CP Phil and 58th St.	Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QA 32.6	CP Trent	6-Axle Locomotives	Prohibited beyond 800 feet from point of switch on No 2 track
QA 29.0	Moyer		Prohibited
QA 27.0	Emert Recycling		
QA 27.0	Hatfield Warehouse		
QA 24.0	Crystal Soap		
QA 13.2	Nabisco I.T.	Long cars - defined as over 80 feet in length - and 6-Axle Locomotives	
QAC 0.0 - QAC 0.9	Stoney Creek Br	6-Axle Locomotives	

7. CLOSE CLEARANCE

MP	Location	Remark
QA 27.0	Woodbourne	Between 1 & 2, 4 & 5, and 5 & 6
QA 25.3	Dom Paper	Inside warehouse
QAJ 24.0	Lansdale	Between 4 & 5 and 1 & 3
QA 13.2	DeWolf Lumber	Inside warehouse
QA 13.2	Nabisco I.T.	Inside warehouse
QAJ 29.0	Moyer	All Tracks

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
QA 15.0	Nabisco Industrial Park	All Tracks
QA 0.0 - QA 0.9	Stoney Ck.	All Tracks
QAJ 24.0	Lansdale	Bethlehem Running Track

HOLD POINTS

Trains holding at these CP locations must stop at the "CC" sign or holding point designated unless instructions to proceed are received from the SEPTA 2 train dispatcher.

MP	Hold Point	Instructions
QA 33.0	CP Trent - Westward	CC sign, 400ft north of QA 33.0.
QA 27.4	CP Wood - Westward No.1	See Note A

Note A: East of Township Line Road, QA 27.4. Be governed as follows:

1- Crew member will proceed to relay case and manually interrupt highway warning devices for no.1 track and relock the box

2- On ground protection must be provided for trains operating on adjacent track.

3- Upon receiving a signal to proceed at CP Wood, freight trains must not proceed over Township Line Rd crossing until reaching the circuit, and wait for 20 seconds before proceeding. Warning devices automatically restore for normal operation.

QA 56.3 Manville Yard Operations -Yardmaster for Manville Yard is consolidated and is operated from the South Kearny Yardmaster office. All crews operating into Manville yard, QRR 33.0, must contact the South Kearny Yardmaster on channel 50/50 for instructions prior to entering yard limits. All crews performing work within the Manville yard limits will utilize and monitor channel 50/50. This channel will be monitored 24 hours per day, 7 days per week.

Philadelphia Terminal Yard Operations - Yardmaster for Greenwich Yard is consolidated and is operated from the RG, eastside Yardmaster office. All crews operating into Greenwich Yard, QHE 5, must contact the RG Yardmaster on Channel 28/28 for instructions prior to entering the yard. All road and yard crews performing work within the Greenwich Yard limits will utilize and monitor channel 28/28. This channel will be monitored 24 hours per day, 7 days per week.

QUALIFICATIONS

All engineers and conductors are responsible to keep their qualifications current after being qualified on the Trenton SD, including Lansdale and Woodbourne Yards. Employees who let their qualifications lapse will be responsible to requalify at their own expense.

WOODBOURNE YARD

A mailbox is located at the east end of Woodbourne Yard for placement of paperwork.

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

MP	Location	DOT#
QA 54.3	Sunnymead Rd	592985D
QA 48.9	SR 601	507626J
QA 47.4	Blawenburg Rd	593081N
QA 45.3	Hollow Rd	592920K
QA 44.6	Spring Hill Rd	592921S
QA 44.2	Province Line Rd (Hopewell-Lamberville Rd)	592922Y
QA 42.0	Louellen Ave	592927H
QA 29.7	Edgewood Rd	589737B
QA 28.8	Stony Hill Rd	589736U
QA 28.1	Heacock Rd	589735M
QA 27.4	Township Line	589731K
QA 26.4	Woodbourne Rd	589964G
QA 23.9	Bellevue Ave	589958D

WEST SHORE SUBDIVISION - WE

AUTHORIZED SPEED – REFER TO SPEED TABLES			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
SINGLE					WEST				
P	I	F			ROCHESTER SD				
45	45	45	QW 347.4 QW 347.6	CP-359 					

WEST SHORE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS - - WEST SHORE

Trk	MP/Location	P	I	F
SG	QW 347.4 - 347.6	45	45	45
SG	QW 347.6 - 349.3	60	60	50
SG	QW 349.3 - 349.8	45	45	45
SG	QW 349.8 - 355.9	60	60	50
SG	QW 355.9 - 356.2	45	45	45
SG	QW 356.2 - 361.4	60	60	50
SG	QW 361.4 - 361.5	30	30	30
SG	QW 361.5 - 368.0	60	60	50
SG	QW 368.0 - 368.8	45	45	45

100 HIGHWAY-RAIL GRADE CROSSINGS

1. Activation Failure

When an activation failure is received by EC-1 or Dispatcher Message, trains must reduce speed to 10 MPH for 1 mile prior to the grade crossing. Speed applies to head end only. This speed restriction is in addition to the requirements of CSX Operating Rule 100-J.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours of Operation	Channels Assigned	Type Station
QW 355.0	Rochester	Continuous	46, 86-4#	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
QW 355.8	Pittsford	2	HBD-DED

Key: HBD- Hot Box Detector

DED- Dragging Equipment Detector

HIWI- High or Wide Clearance Detector

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
QW 353.2	Pittsford, Barge Canal
QW 361.4	Genesee River Bridge

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

MP	Location	Information
QW 347.4 - QW 368.8	Entire Subdivision	Double Stacks/ Multilevels: 20'2"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
QW 347.4 - QW 368.8	Entire Subdivision	Cars exceeding 315, 000 lbs	Prohibited

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

Genesee Junction Interchange

A. All tracks are numbered from the West Shore Main: 3-2-1, track #3 being closest to the West Shore Main.

B. CSX crews are to make L.A.L. delivery on track 1 (GJLA block). If track is occupied with cars, set off on top of standing cars.

C. Cars for CSX are to be placed on track 2.

D. Track #3 must remain clear for use as a running track.

E. Upon completion of interchange, notify Rochester yardmaster AAR 58-58 of yard status.

ADDITIONAL STATIONS

MP	Station	Switch Opening
QW 357.2	Wright Wisner	FP-East
QW 365.5	Suburban	FP-West
QW 358.1	Ridgeland Team Track	FP - West

Note: FP- Facing point for the direction noted

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

MP	Location	DOT#
QW 349.3	Main St	521104V
QW 350.0	O'Connor Rd	521104V
QW 353.4	Monroe Ave	521097M

QW 355.9	Edgewood Ave	521099B
QW 356.6	Winton Rd	521142E
QW 360.2	Town Line Rd	521091W
QW 361.4	East River Rd	521145A
QW 361.5	Scottsville Rd	521146G
QW 364.2	Archer Rd	521147N
QW 365.3	Old Scottsville Chili Rd	521107R
QW 365.6	Chili Ave	521108X
QW 367.7	Union St	521090P

NOTES

ALBANY DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

GR-105 BULLETINS AND NOTICES

The following references will be used in General Bulletins and will indicate as shown below:

- FLAGMAN** - Refer to Rule 71 and 72.
MAX SPEED - Maximum authorized speed.
GRADE XING - Highway crossing at grade instruction or information.
WORK AREA - Approach location looking out for work activity and stop unless work area is observed to be clear.

34-A REQUIRED ANNOUNCEMENTS

A. CONDUCTOR'S LIFE CRITICAL TRIP LOG

A conductor's life critical trip log is to be used on the entire Albany Division. This log must be completed by the Conductor as instructed below. Conductors must keep the trip log in their possession seven calendar days for inspection.

Albany Division Trip Form/Log – The indication of selected signals passed during a trip or tour of duty must be recorded on the Albany Division Trip Form. On this form denote absolute signals by brackets around the signal name, as in [CP 169]. Intermediate signals are to be represented by the nearest milepost including the prefix, as in QC 171.5. Blank copies of all forms are at the on duty locations. The form is to be used by road crews on the entire Albany Division. Crews involved in local and traveling switcher service are exempt.

B. REQUIRED ANNOUNCEMENTS

Unless otherwise instructed by the train dispatcher, crews must advise the dispatcher when stopped at holding points.

41 SPEED RESTRICTIONS

Speed restrictions, or speed changes, that occur at a controlled point or at an interlocking apply between the absolute signals.

46 SPEED – SIDINGS

Unless otherwise indicated, maximum authorized speed on non-signaled sidings is 10 MPH.

72 EMPLOYEE'S DUTIES (FLAGMAN)

A. Dispatcher Instructions

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher.

Before authorizing flagman to allow equipment to obstruct the track, train dispatcher must determine that no trains have been authorized to occupy the track segment to be obstructed and that blocking devices are applied to prevent any conflicting movement.

Permission must include:

1. Employee's name

2. Track designation
3. Track limits (between/at)
4. Time limits (expected clear time)

Employee receiving permission must repeat the information received and the train dispatcher must confirm repeat before permission to obstruct track becomes effective.

B. Flagman Instructions

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher.

1. Required flagman equipment:
 - a) Flagman Log - available at on-duty locations
 - b) Flagging equipment, including radio and spare battery
 - c) Have current Dispatcher, System and General bulletins
 - d) Have PPE – clear safety glasses, hearing protection, etc
2. Flagman's Checklist – use this checklist:
 - a) Safety briefing with a manager or yardmaster on first assigned day and once a week thereafter. Self-briefing all other days of the assignment.
 - b) Job briefing with the contractor daily
 1. Identify contractor employee in charge and/or designee
 2. Review contractor work plan for the day
 3. Review with contractor the type/amount of equipment being used that is subject to fouling track and have a general understanding when equipment will be used.
 4. Review hazards related to the work
 5. Have an understanding of what is required before fouling the track
 6. Have an understanding of what is required to clear the track
 7. List the steps to clearing the track for train movement
 8. Confirm understanding of the job briefing with the contractor
 9. Follow-up with additional job briefings if work changes or on an as needed basis
 - c) Daily briefing with the train dispatcher
 1. Discuss the sequence of work events planning by the contractor
 2. Discuss expected time needed and current train line-up
 3. Follow-up at least every 2 hours, or more often if needed
 4. Maintain flagman train log for entire shift (item 3 below)
 5. Notify train dispatcher that you are leaving the work site when day is complete
 - d) Self job briefing
 1. Flagging equipment including radio and spare battery
 2. Review CSX Operating Rule 72
 3. Review current Dispatcher, System and General bulletin
 4. Have PPE – clear safety glasses, hearing protection, etc.
 5. Job brief with contractor

91 PASSENGER TRAINS MAKING STATION STOPS

To comply with Rule 91 train and engine service employees, working in territory with scheduled passenger train service, must provide themselves with a copy of the current passenger train schedules for the Subdivisions listed.

AMTRAK Passenger Train Schedules: - Hudson SD, Selkirk SD, Mohawk SD, Rochester SD, Buffalo SD, Lake Shore SD, Niagara SD, Berkshire SD, Boston SD, and Post Road SD.

Commuter Rail Schedule Framingham/Worcester– Boston SD

94 MAIN TRACK DESIGNATION

Main track designations per Rule 94 do not apply. Track numbers for each subdivision will be designated in the timetable.

97 JUNCTIONS AND DRAWBRIDGES

At anytime a bridge unlock indication is received at a movable bridge, a qualified employee must determine the rails are properly lined and bridge is safe for movement before permission is given to pass stop signal.

103-A SWITCHING CARS

Before moving, coupling to or placing cars in a stub end track, employees must ascertain there is sufficient room for movement to prevent damage to equipment due to striking end of track appliances. When necessary to place equipment nearer than 50 feet to end of track, movement must be stopped one car length from end of track and a detailed job briefing conducted before movement is resumed. Rule 103-A part 3 modified.

A. Static Drops

Making static drops is prohibited unless authorized by the Division Manager or his designee.

B. Public and Private Industrial Crossings at Grade

When movement is required over a road crossing on an industrial track or industry track where snow, ice, or mud conditions prevail, extra precaution must be taken to avoid derailment or accident. When necessary, the engine must be used to cut the flange ways at road crossings (public and private) prior to switching or servicing the industry. If operating conditions are such that the engine cannot be used and car(s) must be shoved over the crossing, under no circumstances will an employee ride on the car over the crossing. Employee(s) on the ground must be alert and prepared for possible derailment.

103-D SECURING EQUIPMENT (TRAINS)

A. SECURING TRAINS WITHIN INTERMODAL YARDS

1. In application to Rule 103-I the following modifications will be made with regard to yarding and switching intermodal equipment within the following intermodal terminals: Seneca, NY / Syracuse, NY / West Springfield, MA / Worcester, MA / Boston, MA / North Bergen, NJ / S Kearny, NJ.

2. Road crews: When involved in a straight set off or pick up of intermodal equipment, will apply the hand brake(s) on two cars to secure equipment left standing – unless additional hand brakes are needed as determined after conducting hand brake securement tests.

3. Yard crews: When involved in continuous switching of intermodal equipment, will apply the hand brake(s) on one car to secure equipment left standing – unless additional hand brakes are needed as determined after conducting hand brake securement tests.

B. TEST FOR SUFFICIENT HAND BRAKES ON CARS LEFT STANDING (EXCEPTIONS TO 103-I)

Special instructions will govern where Operating Rule 103-I procedures cannot be performed due to operating conditions such as, but not limited to tonnage, unique situations related to spotting/setting off cars, holding to large cut of cars, or doubling a grade.

After stopping allow slack to adjust

Fully apply the Independent Brake and when air is cut-in, make a full service application of the automatic brake

Apply a minimum of 10 percent (all hand brakes must be applied on 2 or less cars) to head end of cars left standing

Check the hand brake chain to determine if it is tight and not caught on any part of the equipment.

Check the brake shoes on the “B” end to ensure they are against the wheel.

Release the independent brake and the automatic if applied.

Push or stretch cars that will be left standing

If sufficient equipment retardation is evident, cut away from the cars to be left standing leaving the lead car angle cock open to provide an emergency application to the portion left standing

If it is determined sufficient hand brakes are not applied, add additional hand brakes and repeat test.

220 SIGNAL RULES

1. Signal Aspects and Indications

On the Albany Division, signal aspects and indications CR-1277 – CR-1294a apply on subdivisions where the authority for movement is by use of ABS and CPS Signal Rules.

Wayside signs 42-224a are in use on all CSX Subdivisions. Wayside signs, 296-297A, relating to NORAC Operating Rules, are shown for information only.

2. LSL DEVICES

Locomotive Speed Limiter Devices (LSL) will be cut in and operating at all times while operating in Amtrak's Northeast Corridor, and on trains south of Rensselaer en-route to MNCR and/or the Northeast Corridor.

LSL Devices should be cut out at other times. When

personnel are not available to cut out LSL, train may be operated with LSL cut in.

3. CAB SIGNALS – TESTING

In the application of Rule 351, engines dispatched from points in Cab Signal territory to points where test circuits are not provided, must have Cab Signal equipment cut in for the entire trip.

Engines dispatched from any point destined to Cab Signal territory must make departure test and have Cab Signal equipment cut in before departure.

4. CAB SIGNAL AND LSL TEST FORM

Test Form will be used to report Cab Signal and LSL departure tests. The signed white copy is to be placed in the cab card holder on the locomotive. The yellow copy is to be left at the test location, at the designated place to receive them.

When a copy of the results cannot be left at the test location, the train dispatcher must be notified. The dispatcher must record the engine number, location, name of person making the test and the results of the test on the record of train movements: the yellow copy must be left on the locomotive along with the white copy.

224 Next Governing Signal

Approach Slow, Approach Medium and Approach Limited aspects may be used at interlocking or controlled points to govern diverting routes. Train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed.

Respectively, until:

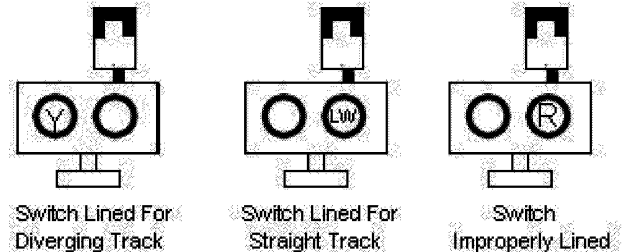
- (1) A more favorable signal aspect has been received; or
 - (2) The engineer has determined that the train is not going to divert.
- Exception: This restriction does not apply to a train whose last signal aspect was clear.

CR-1277 SIGNAL ASPECTS NOT IN CONFORMITY

1. Signal Aspects Not In Conformity Switch Indicators

Color Key used:

R - Red; W - White; Y - Yellow; G - Green; LW - Lunar White



410 RADIO MONITORING (DEADHEADING)

While deadheading to work locations, train crew members must monitor their portable radio for instructions and emergency transmissions.

411 POSITIVE IDENTIFICATION

When necessary to determine positive location, on track equipment operators, roadway workers in charge and train service employees, when requesting track authority use the milepost location and add the timetable direction from the nearest interlocking or station.

EXAMPLE: At QB 21, South of CP-Adams or
At QB 44, between CP-A and CP-B.

412 INITIATING A RADIO TRANSMISSION

Albany Division Train Dispatchers do not monitor the road channel. To contact any Albany Division Train Dispatcher the following process must be followed:

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
 - A) Locomotive radios-Motorola (Spectra & Astro-Spectra), GE 12RII, JEM, and Aerotron radios – Select the “Touch-Tone” function for the keypad, by depressing the button labeled “DTMF”. Key-in the appropriate 2 – digit DTMF code for the closest dispatcher radio base station, as indicated in the current timetable.
 - B) Mobile radios – equipped with “Touch Tone” microphones, - key in the appropriate 2 – digit DTMF address code for the closest dispatcher radio base station, as indicated in the current timetable. 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 will be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

415 REPORTING EMERGENCIES

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 then using:
 - A) Locomotive VHF radios-Motorola (Spectra & Astro-Spectra), Aerotron, GE 12R11, and JEM radios, - select the "Touch-Tone" function for the keypad by depressing the button labeled "DTMF". Key-in the emergency code 9-1-1.
 - B) Mobile radios equipped with Touch-Tone microphones, key-in the emergency code 9-1-1. It is not necessary to operate the push to talk switch, when using this type of microphone.
2. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.
3. During the next 40 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 415, identifying:
 - A) Transmitting unit (Train Identification or title and name)
 - B) Precise location
 - C) Specific train dispatcher console (several may be coded in)
 - D) Nature of the emergency
4. When call-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the call-in.

528 PROTECTION OF WORK FORCES

Dispatchers controlling power switches within the working limits of a Form W must line such switches for movements within the working limits and must apply blocking devices to the controls of these switches. The blocking devices must not be removed without permission of the employee in charge of the working limits. Before displaying a signal for a train to divert into the work limits, the dispatcher must verbally inform the engineer that the train will be diverting into the working limits.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-3 JOB BRIEFING (LIGHT ENGINE)

Light engine crews and helper crews reporting for duty must arrange to hold a job briefing with a non-contract supervisor. If a local non-contract supervisor is not available, this job briefing must be conducted by calling the Chief Train Dispatcher or Director of Train Operations.

GS-8 SLIPS, TRIPS & FALLS PREVENTION

The wearing of company provided anti-slip footwear with spikes is mandatory when walking on ice and/or snow. The following company approved footwear choices will meet the requirements for compliance with this general bulletin:

Five buckle traction boots with retractable studs or two buckle traction boots with retractable studs.

These items are available from the ORR Safety Catalog.

The following items are not acceptable:

- a. Ice Trekkers shoe/boot cleats
- b. Steel Heel Creepers

GS-13 RIDING ON EQUIPMENT

Employees are prohibited from riding on the floors of empty flat cars.

TS-6 PROCEDURES FOR USING A BRAKE STICK

Employees are required to use a company approved brake stick when available to apply and release vertical wheel hand brakes. At locations with on duty yardmasters or supervisors, employees must check for the availability of a brake stick prior to applying or releasing a vertical wheel hand brake without a brake stick. At locations that do not have a yardmaster or supervisor on duty, employees must contact the train dispatcher if a brake stick is not available.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

4052 DISCOVERING A CAR THAT IS UNSAFE FOR MOVEMENT

When cars are examined for defects and unsafe conditions, and a wheel is found to have excessive tread build-up (when the tread build-up exceeds 1/8 inch), it must not be moved until authorized by a mechanical department employee and/or a transportation officer.

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

All defect detectors on the Albany Division, unless otherwise identified, are type 2 detectors.

4400 TRAIN SPEED RESTRICTIONS (EXPRESS TRAINS)

Trains designated as Express Trains symbolized (L, Q, S, X – 090 / 091 / 092 / 093) carrying cars in Series ARMN 110000 through ARMN 111499 are authorized to operate at Intermodal speeds.

Express Trains may be operated with three CW44AC locomotives or up to 27 powered axles on-line.

- When initiating movement, use only the power

necessary to start the train moving at a slow uniform speed under 2 MPH.

- When operating at speeds between 0 and 17 MPH, advance the train to accelerate at least 2 MPH before increasing to next throttle position. This will keep in-train forces at a safe level.
- When reducing to the allowed number of powered axles, isolate locomotives beginning at the rear of the locomotive consist. Allow speed to increase 2 MPH before increasing to next throttle position. This will keep in-train forces at a safe level.
- When reducing to the allowed number of powered axles, isolate locomotives beginning at the rear of the locomotive consist.

4473-1 HANDLING CABOOSES AND SHOVING PLATFORMS

Caboose and shoving platforms used in local freight service and work train service may be moved in any location in train.

5. INSTRUCTIONS RELATED TO AIR BRAKE AND TRAIN HANDLING RULES

5307 REPORTING NON-COMPLYING CONDITIONS

When asked by the train dispatcher or yardmaster the condition of your locomotives, comply with Rule 5307. Please make sure that at a minimum you are able to answer the following five questions regarding the condition of your locomotives.

- 1) How is your power running?
- 2) What facts are written up on your locomotive?
- 3) What is the condition of your cab?
- 4) What is your fuel level?
- 5) Is your power back to back?

If there are any other issues not addressed by the above questions, make sure that you inform the train dispatcher or yardmaster.

5505 TRAIN BRAKING

When it is necessary to reduce train speed in compliance with an Approach Signal (Rule 1285) or Warning Signal (Rule 43), as the engine passes the signal or sign, train braking must be handled in the following manner:

Loaded grain and mineral trains in excess of 40 MPH, freight trains in excess of 49 MPH or Intermodal trains in excess of 59 MPH apply an initial automatic brake reduction of not less than 15 pounds and reduce the throttle where necessary and if applicable allow the locomotive brakes to apply without sliding wheels.

5557 SWITCHING

A. Unless local instructions supersede; When switching cars without the air brake cut -in on those cars, the following will govern:

Conventional Instructions Single locomotive:

<u>Tonnage</u>	<u>Minimum cars with air</u>
7500 or less	0
7500 – 10000	5
10000 +	7

2 or more locomotive consist:

<u>Tonnage</u>	<u>Minimum cars with air</u>
7500 or less	0
7500 – 14000	5
14000 +	7

RCO Instructions 1 locomotive:

<u>Tonnage</u>	<u>Minimum cars with air</u>
7500 or less	0
7500 – 10000	5
10000 +	5

2 or more locomotives:

<u>Tonnage</u>	<u>Minimum cars with air</u>
7500 or less	0
7500 – 14000	5
14000 +	5

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
Entire Division	Double stack, multilevel and trailvan cars handled by road crews during switching movements in yards	Must operate not exceeding 5 MPH
All Division industrial tracks, Except: BGE Yard at Tonawanda Heckhimer Industrial Buffalo Wye at CP – 373 “A” Industrial Jordan Industrial Claverack Industrial South Siding IT	6-axle locomotives	Prohibited
Entire Division	Locomotives with cab awnings or Bay Windows	Must be retracted or removed on all locomotives in the consist where close clearance could cause damage
Entire Division	UP engines operating on Division	Must have locomotive side awnings retracted

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS INSTRUCTIONS

MASSACHUSETTS – ENGINE IDLING POLICY

This policy applies to all train and engine service employees, yardmasters, and train dispatchers.

The following is an outline of the operational and mechanical tasks that CSX must carry out in conjunction with Massachusetts Engine Idling Case.

1. Determine anticipated temperatures in Massachusetts once every 24 hours. This will be shown in the Division Notice, and is the only temperature information to be used.
2. Do not idle locomotives anywhere in Massachusetts for more than 30 minutes in temperatures above 45 degrees Fahrenheit, except in certain operational circumstances.

Under the Interim Order, CSX may “Idle” for more than 30 minutes:

- A. When there is an assigned crew on or about the locomotive
 - B. When there is a qualified operating employee working on locomotive.
 - C. For repairs
 - D. For up to an hour when locomotive is coupled to a train to accommodate lunch breaks or crew changes, and
 - E. For up to 4 hours for re-crewing a locomotive which is not at its termination point.
3. Yard-by-Yard operational matters – Idling Restrictions in this section are relevant only in temperatures below 45 degrees F. When the temperature is above 45 degrees F, all idling for more than 30 minutes is prohibited.
 4. The idling of locomotives as presented in the above instructions refers to locomotives left standing with no assigned crew on board.
 5. There are no restrictions on idling in temperatures below 45 degrees Fahrenheit, other than as described for the yards listed.

New Hire Identification Policy

When working on or near tracks, cars, locomotives, train or working on or near moving equipment, employees with less than two (2) years service (New Hires) must identify themselves by wearing one of the following:

A CSX yellow ball cap or winter knit cap.

CSX Safe Way Book, New Hire Identification Policy is modified on the Albany Division.

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			