CSX TRANSPORTATION

HUNTINGTON DIVISION
WEST
TIMETABLE NO. 3

EFFECTIVE
SUNDAY, AUGUST 5, 2012
AT 0001 HOURS
CSX STANDARD TIME

R.J. Frulla
Division Manager

HUNTINGTON WEST DIVISION

APRIL 2012

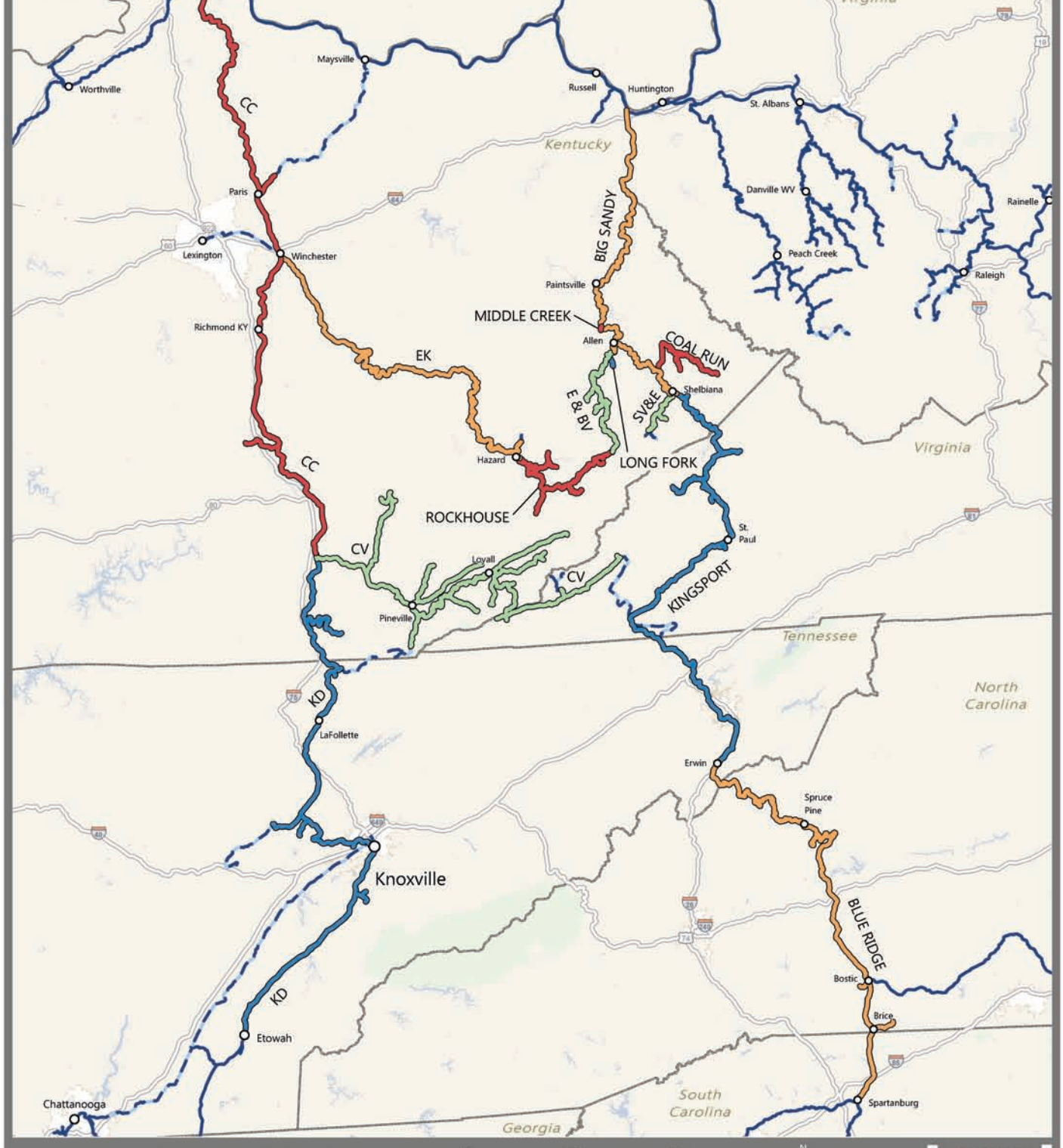


TABLE OF CONTENTS

GENERAL INFORMATION

SUBDIVISIONS

DIVISION SPECIAL INSTRUCTIONS

CONTACT NUMBERS

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.
Network Operations (RNX) 322-7551 (BELL) 904-359-7551
Public Safety Coordination Center Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line (BELL) 800-232-0144
Employee Assistance Group (BELL) 800-657-3366
CSX Standard Clock (RNX) 388-5000 (BELL) 904-381-5000

HUNTINGTON DIVISION CONTACT NUMBERS

Safety Hot Line (RNX) 431-5198 (BELL) 304-522-5198
Accident- Injury Hot Line (BELL) 800-232-0144
Hazardous Material Hot Line (BELL) 800-232-0144
Chief Train Dispatcher - East (RNX) 431-5406 (BELL) 304-522-5406
Chief Train Dispatcher - West (RNX) 431-5404 (BELL) 304-522-5404
Director Train Operations - East (RNX) 431-5409 (BELL) 304-522-5409
Director Train Operations - West (RNX) 431-5408 (BELL) 304-522-5408

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 character 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

A. TRACK

N – North **S** – South **E** – East **W** – West
YL – Yard Limits

NB – Northbound	**NE** - North End
SB – Southbound	**SE** - South End
EB – Eastbound	**EE** - East End
WB – Westbound	**WE** - West End

B. SPEED REFERENCES

SP – Refer to Speed Tables
Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Table, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules.

C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

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

D. ROAD CROSSINGS ACTIVATION CODES

Types of Activation:
P – Speed Predictor
M – Motion Sensor
C – Conventional Track Circuits

E. DEFECT AND CLEARANCE DETECTORS

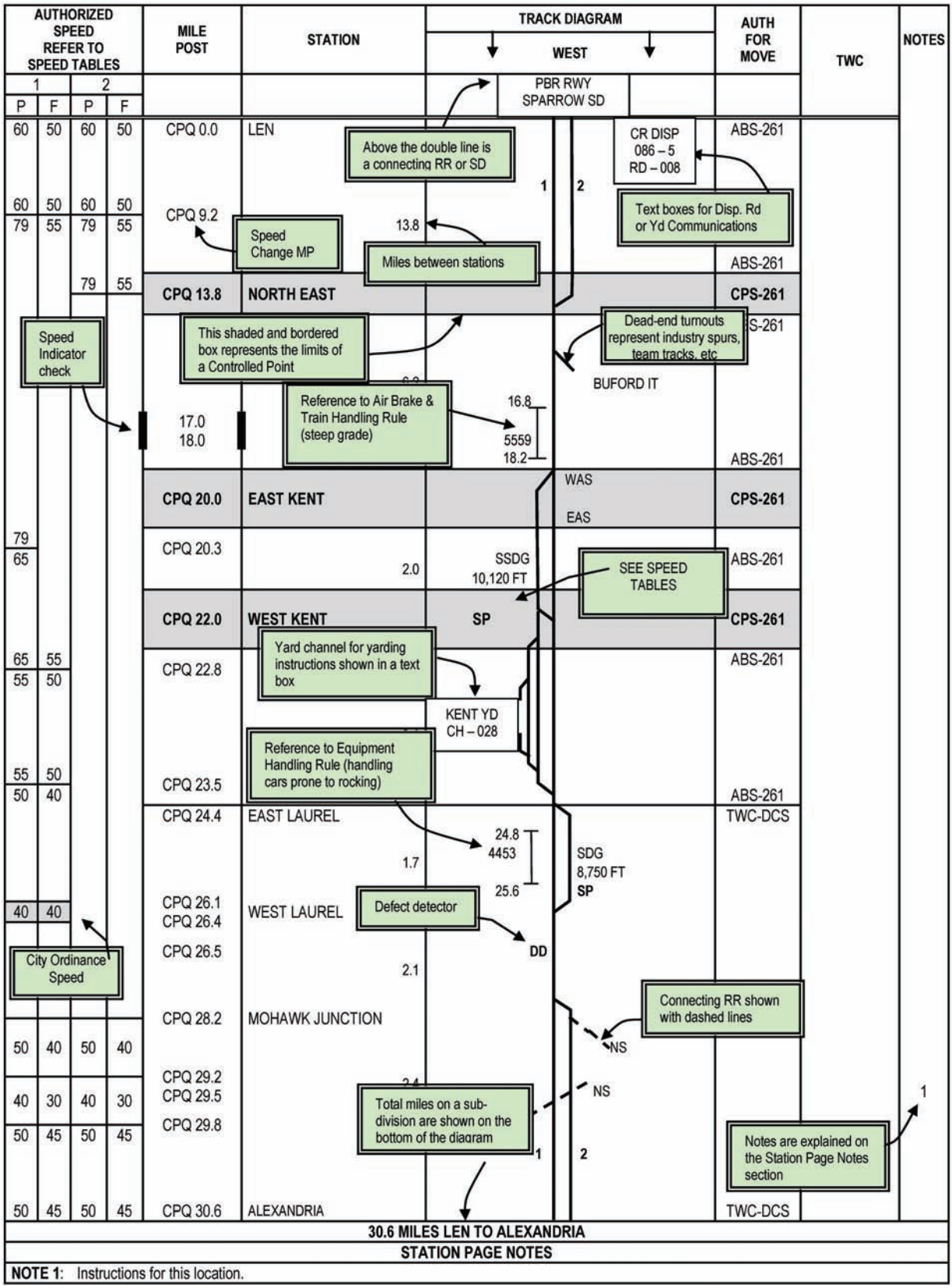
HBD – Hot Box Detector
DED – Dragging Equipment Detector
HIWI – High or Wide Clearance Detector

F. COMMUNICATIONS TEXT BOXES

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
094-7
RD - 008

LEGEND - SAMPLE SUBDIVISION - SS



Huntington
935 7th Avenue
Huntington, WV 25701-2313

R.J. Frulla
Division Manager

Division Phone Numbers		
	RNX	**BELL**
Division Manager	431-5535	304-522-5535
Assistant Division Manager - East	431-5153	304-522-5153
Assistant Division Manager - West	431-5201	304-522-5201
Superintendent Train Operations	431-5530	304-522-5530
Division Engineer - Huntington, WV-East	431-5102	304-522-5102
Division Engineer - Erwin, TN-West	362-2760	423-743-2780
Division Signal Engineer		865-525-1280
Manager of Safety and Operating Practices	431-5527	304-522-5527
Senior Road Foreman of Engines	431-5185	304-522-5185
Coal Coordinator	431-5148	304-522-5148
Engineer Track - Erwin, TN	362-2735	423-743-2735
Engineer Track - Paintsville, KY		606-789-6768
Assistant Division Engineer, Structures	431-5305	304-522-5305
Manager of Facilities	431-5304	304-522-5304
Engineer Structures	431-5305	304-522-5305
Manager Production and Construction	293-3293	606-523-3293
Engineer Track - Glen Morgan		540-258-2114
Engineer Track - Clarksburg		304-622-8313
Engineer Track	431-5307	304-522-5307
Engineer Track - Corbin, KY	293-3210	606-523-3210
Staff Engineer - Erwin, TN	362-2793	423-743-2793
Staff Engineer - Huntington, WV	431-5122	304-522-5122
Communications Manager	431-5120	304-522-5120
Engineer Track - Clifton Forge, VA	443-1441	540-863-1441
Engineer Track - Clarksburg, WV		304-622-8313

Bostic
279 Bostic Yard Rd
Bostic, NC 28018

TITLE	RNX	BELL
Trainmaster		423-743-2779/800-241-5130

Brooklyn Jct.
225 Railroad St
New Martinsville, WV 25155

TITLE	RNX	BELL
Trainmaster		304-455-0091

Clifton Forge
307 E Ridgeway St
Clifton Forge, VA 24422

TITLE	RNX	BELL
Terminal Trainmaster	443-1422/443-1427	540-863-1422/540-863-1427

Columbus
2600 Parsons Ave
Columbus, OH 43207

TITLE	RNX	BELL
Terminal Trainmaster	438-4131	614-445-4131
Terminal Manager	438-4186	614-445-4186

Corbin
1500 Lynn Ave
Corbin, KY 40701

TITLE	RNX	BELL
Terminal Trainmaster	293-3230	606-523-3230
Terminal Manager	293-3243	606-523-3243

Danville
311 Third St PO Box 1269
Danville, WV 25053

TITLE	RNX	BELL
Trainmaster	433-4678	304-369-4678

Elk Run Jct.
1 Lewis St
Whitesville, WV 25209

TITLE	RNX	BELL
Trainmaster		304-854-0741

Erwin
229 Nolichucky
Erwin, TN 37650

TITLE	RNX	BELL
Terminal Trainmaster	362-2765	423-743-2765
Terminal Manager	362-2710	423-743-2710

Etowah
101 County Rd 475 PO Box 331
Etowah, TN 37331

TITLE	RNX	BELL
Trainmaster	354-5535	423-263-5535

Hazard
309 L&N Dr PO Box 209
Hazard, KY 41701

TITLE	RNX	BELL
Trainmaster	251-7202	606-439-7202

Hinton
300 Front St
Hinton, WV 25951

TITLE	RNX	BELL
Trainmaster	432-2163	304-466-2163

Huntington
935 7th Avenue
Huntington, WV 25701-2313

TITLE	RNX	BELL
Trainmaster	431-5257	304-522-5257

Kingsport
233 W Main St
Kingsport, TN 37660

TITLE	RNX	BELL
Trainmaster		423-245-3981

Knoxville
2200 Volunteer Blvd
Knoxville, TN 37916

TITLE	RNX	BELL
Trainmaster	288-4704	865-522-4704

Loyall
Old County Pike PO Box 249
Loyall, KY 40854

TITLE	RNX	BELL
Trainmaster		606-574-0873

Martin
126 N Beaver Rd
Martin, KY 41649

TITLE	RNX	BELL
Trainmaster		606-285-0957/606-285-3212

Newport News
3601 Terminal Ave
Newport News, VA 23607

TITLE	RNX	BELL
Terminal Trainmaster	494-5000	757-380-5000
Terminal Manager	494-5215	757-380-5215

Parkersburg
825 Depot St
Parkersburg, WV 26101

TITLE	RNX	BELL
Trainmaster		304-428-4786
Terminal Trainmaster		304-428-9621

Peach Creek
100 River Rd
Peach Creek, WV 25639

TITLE	RNX	BELL
Trainmaster		304-752-4911

Richmond
4900 Old Osborne Tpk
Richmond, VA 23231

TITLE	RNX	BELL
Trainmaster	442-7542	804-226-7542
Terminal Trainmaster	442-7543	804-226-7543

Russell
551 Mechanical Rd PO Box 373
Russell, KY 41169

TITLE	RNX	BELL
Terminal Superintendent	434-7490	606-833-7412
Assistant Terminal Superintendent	434-7490	606-833-7412
Terminal Trainmaster	434-7412	606-833-7412

Shelbiana
97 Back Bottom Rd
Shelbiana, KY 41562-8320

TITLE	RNX	BELL
Trainmaster		606-432-4313/606-432-8153

South Charleston
F St and 1st Ave PO Box 8187
South Charleston, WV 25303

TITLE	RNX	BELL
Trainmaster	433-2257	304-744-6439

Line of Road Trainmasters

OFFICE LOCATION	SUBDIVISION(S)	RNX	BELL
Kingsport, TN	Kingsport		423-245-5235
Ravenna, KY	Ravenna, EK	250-2245	606-723-3026
Richmond,	Peninsula	442-7542	804-226-7542
Russell, KY	Big Sandy, Shelby, Martin, Hazard	434-7233	606-833-7205
Russell, KY	Kanawha Mainline	434-7299	606-833-7299
Russell, KY	Cincinnati, Northern	434-7399	606-833-7399
Columbus, OH	Columbus	438-4131	604-445-4131
	Kanawha		606-833-7333
Clifton Forge, VA	James River	443-1440	540-863-1440
Etowah, TN	KD	354-5535	423-263-5535
Corbin, KY	CC	293-3422	606-523-3422
Erwin, TN	Blue Ridge	362-2765	423-743-2765
Russell, KY	Northern	434-7493	606-833-7493

Road Foreman of Engines			
OFFICE LOCATION	**SUBDIVISION(S)**	**RNX**	**BELL**
Clifton Forge, VA	James River	443-1420	540-863-1420
Columbus, OH	Columbus	438-4131	614-445-4131
Corbin, KY	CV, KD	293-3224	606-523-3224
Corbin, KY	CC, EK	293-3201	606-523-3201
Corbin, KY	CV, KD	293-3367	606-523-3367
Danville, WV	WV Coalfields	433-4678	304-369-4678
Erwin, TN	Blue Ridge	362-2761	423-743-2761
Erwin, TN	Kingsport	362-2715	423-743-2715
Hinton, WV	Alleghany, New River	432-2163	304-466-2163
Martin, KY	Martin, Paintsville		606-439-7204
Parkersburg, WV	Ohio River, Shortline, Bridgeport		304-428-8686
Ravenna, KY	CC, EK	250-2239	606-726-9085
Richmond, VA	PS, RV	442-7484	804-226-7484
Russell, KY	CD, Northern, Russell	434-7493	606-833-7493
Russell, KY	Kanawha, Huntington, South Charleston	434-7235	606-833-7235
Russell, KY	Big Sandy, Russell Terminal	434-7316	606-833-7316
Shelby, KY	Shelby		606-285-0957

Roadmasters

OFFICE LOCATION	RNX	BELL
Dante, VA		
Erwin, TN		
Jackson, KY		
Knoxville, TN		
Lafollette, TN		
Loyall, KY		
Marion, NC		
Martin, KY		
Paintsville, KY		
Paris, KY		
Pineville, KY		
Richmond, KY	442-7428	804-226-7428
Shelby, KY		
Balcony Falls, VA		
Chillicothe, OH		
Clarksburg, WV	304-622-3758	304-622-9403
Clifton Forge, VA	443-1472	540-863-1472
Columbus, OH		
Danville, WV		304-369-3485
Fostoria, OH		
Grafton, WV	457-6743	304-265-6743
Huntington, WV	431-5749	304-522-5749
Marietta, OH		740-373-1265
Maysville, KY		
Peach Creek, WV		304-752-9551
Quinnimont, WV		
Ravenswood, WV		304-273-9360
Richmond, VA		
Russell, KY	434-7514	606-833-7514
Scottsville, VA		434-286-3638
South Charleston, WV	433-1589	304-744-1589
Glasgow, VA		540-258-2114
Prince, WV		304-255-5245

Engineering-C&S

OFFICE LOCATION	RNX	BELL
Clifton Forge, VA	443-1416	540-863-1416
Richmond, VA	442-7651	804-226-7651
Huntington, WV	431-5125	304-522-5125
Corbin, KY		
Erwin, TN		
Russell, KY		
So. Shore, KY		
Fostoria, OH		
Grafton, WV	457-6751	304-265-6751
Huntington, WV		
Corbin, KY		
Knoxville, TN		865-525-1280

Mechanical Department		
OFFICE LOCATION	**RNX**	**BELL**
Corbin, KY	293-3385	606-523-3385
Erwin, TN	362-2792	723-743-2792
Clifton Forge, VA	443-1477	540-863-1477
Columbus, OH	438-4125	604-445-4125
Huntington, WV and South Charleston	431-5350	304-522-5350
Huntington, WV and South Charleston	431-5352	304-522-5352
Parkersburg, WV	428-0839	304-428-0839
Newport News, VA	494-5230	757-380-5230
Huntington, WV	431-5208	304-522-5208
Huntington, WV	431-5080	304-522-5080
Russell, KY	434-7415	606-833-7425
Russell, KY	434-7510	606-833-7510

Bridge Supervisors		
OFFICE LOCATION	**RNX**	**BELL**
Parkersburg, WV		
Huntington, WV	431-5107	304-522-5107
Clifton Forge, VA	443-1462	540-862-7484
Erwin, TN	362-2760	423-743-2760
Paintsville, KY		
Corbin, KY	293-3240	606-523-3240

Train Dispatching Operations

935 7th Avenue
Huntington, WV 25701-2313

Chief Train Dispatcher - West
431-5404
304-522-5404

Chief Train Dispatcher - East
431-5406
304-522-5406

Director Train Operations - East
431-5409
304-522-5409

Director Train Operations - West
431-5408
304-522-5408

TITLE	RNX	BELL
HA Dispatcher Rockhouse, CV, E&BV, SV&E, Long Fork, EK, all associated lines KY coal fields	431-5396	304-522-5396 1-800-435-2205
HB Dispatcher Blue Ridge, Kingsport	431-5403	304-522-5403 1-888-270-0915
HD Dispatcher Northern, Cincinnati, Columbus, Russell Terminal	431-5399	304-522-5399 1-800-356-3697
HE Dispatcher Coal River, Gauley, Seth, Cabin Creek, Logan, Piney Creek, Rupert, Big Coal, Big Marsh, Laurel Fork, Buffalo, Logan&Southern, Pine Creek, Pond Fork, G&E, West Fork, Sewell Valley, Island Creek, Raleigh Southwestern & Winding Gulf	431-5395	304-522-5395 1-800-854-5694
HF Dispatcher Kanawha	431-5392	304-522-5392 1-800-854-5684
HG Dispatcher James River, Rivanna, Peninsula,	431-5390	304-522-5390 1-800-854-5696
HH Dispatcher Bridgeport, Marietta, Ohio River, Pomeroy, Shortline	431-5398	304-522-5398 1-800-854-5690
HI Dispatcher KD	431-5394	304-522-5394 1-800-435-2214
HJ Dispatcher Big Sandy, CC, Coal Run, Middle Creek	431-5397	304-522-5394 1-800-435-2214
HK Dispatcher Alleghany, New River	431-5437	304-522-5437 1-800-854-9450

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2			WEST KINGSPORT SD			
40		CMG 114.0	SHELBY		ABS-261		
			1.5				
		CMG 112.5	**WE SHELBY**		**CPS-261**		
				HJ DISP 014-6 RD 008 SV&E SD			
40		CMG 112.4		UPPER CROSSOVER	ABS-261		
20			1.3	CMG 112.3 LOWER CROSSOVER			
20		CMG 112.2					
30		**CMG 111.2**	**FORDS BRANCH**		**CPS-261**		
	30	CMG 109.7			ABS-261		
			2.1	1 2			
40	40	**CMG 109.1**	**FO CABIN**		**CPS-261**		
35		CMG 108.8					
		CMG 108.5	2.7		ABS-261		
40		CMG 107.4					
35		**CMG 106.4**	**MP 106**		**CPS-261**		
35		CMG 103.6			ABS-261		
35							

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
35		CMG 103.0	4.3		ABS-261		1
30		CMG 102.6					
		CMG 102.1	**EE PAULEY**		**CPS-261**		
35			1.5	PAULEY SSDG 25,344 FT **SP**	ABS-261		
		CMG 100.6	**WE PAULEY**		**CPS-261**		
			0.6	COAL RUN SD	ABS-261		
		CMG 100.0	**COAL RUN JUNCTION**		**CPS-261**		
			0.4		ABS-261		
40		**CMG 99.6**	**BIG SHOAL**		**CPS-261**		
			2.3		ABS-261		
		CMG 97.3	**WAGNER**		**CPS-261**		
30		CMG 97.0	4.0		ABS-261		
40		CMG 95.5					
35		CMG 95.1					
40		CMG 94.2					
30		CMG 93.9					
40		**CMG 93.3**	**HAROLD**		**CPS-261**		
30		CMG 92.1	4.8	DD	ABS-261		
		CMG 91.7					
40		CMG 90.4					
35		CMG 90.1					
40		CMG 89.9					
		CMG 89.4					
35		CMG 89.3					
		CMG 88.5	**EE IVEL**		**CPS-261**		
40			1.2	CSDG 7,156 FT **SP**	ABS-261		
		CMG 87.3	**WE IVEL**		**CPS-261**		
35		87.0 CMG 86.4 CMG 86.1 86.0			ABS-261		
40							

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
40		CMG 85.7			ABS-261		
30							
		CMG 85.6					
40							
		CMG 84.9					
35							
		CMG 84.7	4.8				
40							
		CMG 83.9					
25							
		CMG 83.2		BIG SANDY EXT	ABS-261		
40		**CMG 82.5**	**BEAVER JUNCTION**		**CPS-261**		
	40						
		CMG 80.3		1 2			
35	35		2.4		ABS-261		
		CMG 80.2					
40	40	**CMG 80.1**	**EM CABIN**		**CPS-261**		
		CMG 77.1					
35			6.2		ABS-261		
		CMG 75.8					
40							
		CMG 73.9	**EE PRESTONSBURG**	MIDDLE CREEK SD			
		CMG 73.6	0.4	CSDG 7,950 FT SP	**CPS-261**		
		CMG 73.5	MIDDLE CROSSOVER PRESTONSBURG				
			1.2		ABS-261		
		CMG 72.3	**WE PRESTONSBURG**		**CPS-261**		
40							
		CMG 71.6					
30							
		CMG 71.4					
40		CMG 70.2	4.0	DD	ABS-261		
		CMG 69.3					
30							
		CMG 69.0					
40							
		CMG 68.3	**OX CABIN**		**CPS-261**		
35	35						
		CMG 67.8	1.5	1 2	ABS-261		
40	40	**CMG 66.8**	**JOHNS CREEK**	SP	**CPS-261**		
		CMG 65.9					
30	30		5.4		ABS-261		
		CMG 65.8					
40	40						

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
40	40			1 2	ABS-261		
	40	CMG 61.4	DAWKINS	SP	CPS-261		
			0.7	PAINTSVILLE IND	ABS-261		
		CMG 60.7	EE PAINTSVILLE		CPS-261		
			1.6	PAINTSVILLE YD	ABS-261		
		CMG 59.1	WE PAINTSVILLE		CPS-261		
40	40	CMG 59.0		1 2			
30	30		0.6		ABS-261		
40	40	CMG 58.9					
	35	CMG 58.8		58.8 SDF			
		CMG 58.5	BU CABIN		CPS-261		
30			1.2		ABS-261		
		CMG 57.7					
		CMG 57.3	SK CABIN		CPS-261		
40	40		3.0	1 2	ABS-261		
		CMG 54.3	GC CABIN		CPS-261		
		CMG 52.8			ABS-261		
35		CMG 51.0		DD			
		CMG 50.8					
25			6.8				
		CMG 50.4					
40		CMG 48.8					
25							
		CMG 47.9			ABS-261		
		CMG 47.5	EE RAY		CPS-261		
40			1.3	CSDG 6,977 FT SP	ABS-261		
		CMG 46.2	WE RAY		CPS-261		
		CMG 45.5					
25			2.7		ABS-261		
		CMG 43.8					
40							

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
40					ABS-261		
		CMG 43.5	JB CABIN	1 2	CPS-261		
	40		6.1		ABS-261		
		CMG 37.4	KX CABIN		CPS-261		
40		CMG 37.2					
25							
		CMG 36.8	4.9				
40					ABS-261		
		CMG 33.5					
		CMG 32.6		DD			
25		CMG 32.5	CH CABIN		CPS-261		
	25	CMG 31.9					
40	40			1 2			
		CMG 31.7	2.6		ABS-261		
30	30						
		CMG 31.0					
	40	CMG 29.9	TORCHLIGHT	SCALE	CPS-261		
20		CMG 29.4					
	35						
		CMG 29.2	2.6		ABS-261		
	40						
		CMG 27.5					
40		CMG 27.3	RB CABIN		CPS-261		
30		CMG 27.1					
40			3.4		ABS-261		
		CMG 25.4					
30		CMG 23.9	EE LOUISA		CPS-261		
		CMG 23.7		CSDG 5,500 FT SP			
35			1.3		ABS-261		
		CMG 22.8					
40		CMG 22.6	WE LOUISA		CPS-261		
		CMG 20.2					
30			5.1		ABS-261		
		CMG 19.3					
		CMG 17.5	EE BIG SANDY		CPS-261		
			1.4	CSDG 7,459 FT SP	ABS-261		
40							
		CMG 16.1	WE BIG SANDY		CPS-261		
		CMG 15.8		DD			
		CMG 13.7					
30					ABS-261		
		CMG 13.3					
35							

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2			WEST			
35		CMG 12.4	6.9		ABS-261		
40							
		CMG 9.2	**WD CABIN**		**CPS-261**		
35	35						
40	40	CMG 9.0		MARATHON OIL 1 2	ABS-261		
		4.0	6.9				
		3.0					
		CMG 2.3	**LEACH**		**CPS-261**		
			1.7		ABS-261		
		CMG 0.6	**BIG SANDY HOLDOUT**		**CPS-261**		
			0.5	1 2	ABS-261		
40	40	CMG 0.1	BIG SANDY JUNCTION				
				KANAWHA SD HUNTINGTON EAST TT			
113.9 MILES SHELBY TO BIG SANDY JUNCTION							

STATION PAGE NOTES
NOTE 1: The distance between CMG 103.0 and CMG 106.0 is 4,160 FT.

BIG SANDY SUBDIVISION - BS
BIG SANDY EXTENSION

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
			E&BV SD			
	CMO 3.2	ARKANSAS		CPS-261		
25	CMO 0.0 = EXT CMG 83.4 EXT CMG 83.2	4.1		ABS-261		
40	EXT CMG 82.5 = CMG 82.5	BEAVER JUNCTION				
			BIG SANDY SD			
4.1 MILES ARKANSAS TO BEAVER JUNCTION						

BIG SANDY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BIG SANDY

Trk	MP/Location	F
SG	CMG 114.0 - 112.4	40
SG	CMG 112.4 - 112.2	20
SG	CMG 112.2 - 111.2	30
Both	CMG 111.2 - 109.7	30
Both	CMG 109.7 - 109.1	40
SG	CMG 109.1 - 108.8	40
SG	CMG 108.8 - 108.5	35
SG	CMG 108.5 - 107.4	40
SG	CMG 107.4 - 103.6	35
SG	CMG 103.6 - 103.0 -- City Ordinance	35
SG	CMG 103.0 - 102.6	30
SG	CMG 102.6 - 100.0 -- City Ordinance	35
SG	CMG 100.0 - 97.3	40
SG	CMG 97.3 - 97.0	30
SG	CMG 97.0 - 95.5	40
SG	CMG 95.5 - 95.1	35
SG	CMG 95.1 - 94.2	40
SG	CMG 94.2 - 93.9	30
SG	CMG 93.9 - 92.1	40
SG	CMG 92.1 - 91.7	30
SG	CMG 91.7 - 90.4	40
SG	CMG 90.4 - 90.1	35
SG	CMG 90.1 - 89.4	40
SG	CMG 89.4 - 89.3	35
SG	CMG 89.3 - 86.4	40
SG	CMG 86.4 - 86.1	35
SG	CMG 86.1 - 85.7	40
SG	CMG 85.7 - 85.6	30
SG	CMG 85.6 - 84.9	40
SG	CMG 84.9 - 84.7	35
SG	CMG 84.7 - 83.9	40
SG	CMG 83.9 - 83.2	25
SG	CMG 83.2 - 82.5	40
Both	CMG 82.5 - 80.3	40
Both	CMG 80.3 - 80.2	35
Both	CMG 80.2 - 80.1	40
SG	CMG 80.1 - 77.1	40
SG	CMG 77.1 - 75.8	35
SG	CMG 75.8 - 71.6	40
SG	CMG 71.6 - 71.4	30
SG	CMG 71.4 - 69.3	40
SG	CMG 69.3 - 69.0	30
SG	CMG 69.0 - 68.3	40
Both	CMG 68.3 - 67.8	35
Both	CMG 67.8 - 65.9	40
Both	CMG 65.9 - 65.8	30
Both	CMG 65.8 - 61.4	40
SG	CMG 61.4 - 59.1	40
Both	CMG 59.1 - 59.0	40
Both	CMG 59.0 - 58.9	30
Both	CMG 58.9 - 58.8	40
1	CMG 58.8 - 58.5	30
2	CMG 58.8 - 58.5	35
SG	CMG 58.5 - 57.7	30
SG	CMG 57.7 - 57.3	40
Both	CMG 57.3 - 54.3	40
SG	CMG 54.3 - 52.8	40
SG	CMG 52.8 - 50.8	35
SG	CMG 50.8 - 50.4	25
SG	CMG 50.4 - 48.8	40
SG	CMG 48.8 - 47.9	25
SG	CMG 47.9 - 45.5	40
SG	CMG 45.5 - 43.8	25
SG	CMG 43.8 - 43.5	40
Both	CMG 43.5 - 37.4	40
SG	CMG 37.4 - 37.2	40
SG	CMG 37.2 - 36.8	25
SG	CMG 36.8 - 33.5	40
SG	CMG 33.5 - 32.5	25
Both	CMG 32.5 - 31.9	25
Both	CMG 31.9 - 31.7	40
Both	CMG 31.7 - 31.0	30
2	CMG 31.0 - 29.4	40
1	CMG 31.0 - 27.5	20
2	CMG 29.4 - 29.2	35
2	CMG 29.2 - 27.3	40
1	CMG 27.5 - 27.3	40
SG	CMG 27.3 - 27.1	30
SG	CMG 27.1 - 25.4	40
SG	CMG 25.4 - 23.7	30
SG	CMG 23.7 - 22.8	35
SG	CMG 22.8 - 20.2	40
SG	CMG 20.2 - 19.3	30
SG	CMG 19.3 - 13.7	40
SG	CMG 13.7 - 13.3	30
SG	CMG 13.3 - 12.4	35
SG	CMG 12.4 - 9.2	40
Both	CMG 9.2 - 9.0	35
Both	CMG 9.0 - 0.1	40

AUTHORIZED SPEEDS -- BIG SANDY EXTENSION

Trk	MP/Location	F
SG	CMO 3.2 - 0.0	25
SG	CMG 83.4 - 83.2	25
SG	CMG 83.2 - 82.5	40

Trains in excess of 7,000 tons but less than 14,000 tons are restricted to 35 MPH.

Trains in excess of 14,000 tons are restricted to 30 MPH.

ADDITIONAL SPEEDS (SP) -- BIG SANDY

Location	Track Type	F
CMG 102.1 - 97.3	SSDG	30
CMG 88.5 - 87.3	CSDG	10
CMG 73.9 - 72.3		
CMG 47.5 - 46.2		
CMG 23.9 - 22.6		
CMG 17.5 - 16.1		

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

CMG 66.8 - Johns Creek - Do not exceed 25 MPH through crossovers.
CMG 61.4 - Dawkins - Do not exceed 25 MPH through west crossover.

9 FLAGGING SIGNALS

Between CMG 1.7 and CMG 2.8 - The use of fusees on the main line or in the Ashland Marathon Plant is prohibited.

14(l) ENGINE BELL AND HORN SIGNALS

Trains approaching the private crossings at the locations listed below will sound engine horn signal 14(l):

MP	Location	Requirement
CMG 60.21	Private Crossing	Sound 14(l)
CMG 59.01		
CMG 7.28		
CMG 5.49		
CMG 5.17		
CMG 4.77		
CMG 4.09		
CMG 1.97		

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- BIG SANDY

Trk	MP/Location	F
SG	CMG 103.6 - 103.0	35
SG	CMG 102.6 - 100.0	35

100 HIGHWAY-RAIL GRADE CROSSINGS

CMG 17.88 – Crews working either end of Kentucky Power Plant must allow sufficient room when cutting away from their train to recouple to their train without blocking the road crossings entering the plant. Crossings must not be blocked by standing cars or trains.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

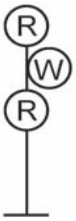
MP/Location
Big Sandy SD

222 OBSERVING BLOCK SIGNALS

SIGNALS ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES

The following signals are in effect at Torchlight scales:

Name: Medium Approach - Weigh
Indication: Proceed at not exceeding medium speed prepared to comply with weighing instructions at next signal.



Name: Weigh
Indication: Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication, not exceeding controlled speed.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMG 112.8	Shelby	Cont	008, 014-6	Wayside
	Shelby Yardmaster		008	Terminal
CMG 101.8	Pauley		008, 014-6	Wayside
CMG 90.5	Betsy Lane			
CMG 88.0	Ivel			
CMG 83.5	Beaver Jct			
CMG 73.5	Prestonsburg			
CMG 67.5	Auxier			
CMG 60.2	Paintsville Yard (Martin Yardmaster)		008-3	Terminal
CMG 51.2	Whitehouse		008, 014-6	Wayside
CMG 42.5	Richardson			
CMG 33.0	Chapman			
CMG 24.8	Louisa			
CMG 11.0	EE Burnaugh			
CMG 10.0	WE Burnaugh			
CMG 5.0	Catlettsburg			

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
CMG 89.9	Tram	1	NONE
CMG 70.2	OX Cabin	1	NONE
CMG 51.0	Whitehouse	1	NONE
CMG 32.6	Chapman	1	NONE
CMG 15.8	Zelda	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CMG 27.1	Holt, KY
CMK 0.2	Millard, KY

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or by Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
Big Sandy SD	18'2"	19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5600 HELPER SERVICE

When assisting solid loaded bulk commodity trains, it will be permissible to shove against the trains with no more than 18 powered axles. If any empties are located in the rear 20 cars, not more than 9 axles and limited to 100 kilopounds will be used to push the train. When tonnage ratings require the use of more power than 9 axles limited to 100 kilopounds, helper engines must be cut in ahead of the empties and immediately behind a solid block of 20 or more loaded cars. When pushing mixed trains, no more than 9 axles limited to 100 kilopounds will be used.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CMG 77.6	Lancer Tipple	Equipment other than coal cars	Must not operate under tipple or beyond chute
CMG 5.1	Calgon	Locomotives	Must not pass over thawing units unless thawing units are turned off
CMG 4.8	Savage Branch		
CMG 2.3	Leach No 1 Plant (Note 1)		Must not operate east of No 3 spot in No 1 trk
	Leach No 2 Plant (Note 1)		Must not operate east of No 1A spot or west of No 42 spot

NOTE 1: Reacher cars must be used to avoid the possibility of igniting highly flammable vapors at Leach.

Cars 80 feet or longer enroute to Big Sandy Subdivision must be handled so that trailing tonnage does not exceed 300 tons.

7. CLOSE CLEARANCE

MP	Location	Remark
CMG 112.5	Shelby Yard / Trks 1 thru 11	Trk Centers (See Note)
CMG 87.3	Ivel Mine	Tipple
CMG 87.1	Banner Mine	Bldg
CMG 84.2	Black Diamond Coal	Bldg
CMG 84.1	Banner Mine	Tipple
CMG 18.9	AEP	Tipple
CMG 17.8		Fence
CMG 5.2	Calgon West End	Gate-Shaker Shed
CMG 3.2	Marathon Oil	Bldg
CMG 2.8		Fence
CMG 2.0		Fence
CMG 1.5		Fence

Note: Shelby Yard - The side of equipment on Tracks 1 through 11 must not be ridden unless the adjacent track on the side to be ridden is known to be clear of cars and equipment.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CMG 112.5 Shelby Yard

1. The engine Thoroughfare Track (Thoroughfare) is the yard track on the south side of the yard extending between the switching lead at the east end of the yard and the lead track just east of the SV&E Junction switch at the west end of the yard. Trains or OTE must not foul or occupy this track, in either direction, without permission of the yardmaster. This permission must not be requested or given until movement is ready to be started. If movement is not completed promptly, the yardmaster must again be contacted for further instructions. The yardmaster must be notified when this track is cleared.

2. The normal position of all switches on the Thoroughfare is for movement on the Thoroughfare. The switches on yard lead tracks located at each end of the Thoroughfare may be left in the position last used.

3. Regardless of signal indication, trains or OTE must not foul Ford's Branch or Shelby without permission of the yardmaster when on duty.

4. The SV&E Junction switch will be left in the position last used.

CMG 60.0 Paintsville Yard

The Yard Industrial Track (ID Track) is the yard track on the south side of Paintsville Yard extending between the crossover at the west end Paintsville Yard and EAS Dawkins. Trains or OTE must not foul or occupy this track without permission of the yardmaster at Martin, KY when on duty. When there is no yardmaster on duty, this permission must be obtained from the control station.

CMG 29.9 Torchlight Scales

Westward coal trains will be weighed unless signal indication indicates otherwise.

The WAS at CH Cabin governing movement on No 1 Track is arranged to display Medium Approach Weigh when the WAS at scale displays Weigh.

Name: Medium Approach - Weigh
Indication: Proceed not exceeding medium speed prepared to comply with weighing instructions at next signal.

WAS 547 feet east of scale governing movement on No 1 Track is arranged to display Weigh when the switches are lined for the scale.

Name: Weigh
Indication: Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication not exceeding controlled speed.

Weighing Instructions

The scale at Torchlight is designed to weigh between 4.5 and 8.5 MPH and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on Channel 008. Accurate weighing speeds must be maintained between 4.5 and 8.5 MPH.

When the scale is ready to weigh, the system will transmit "CSX Torchlight scale is ready."

While the scale is in the weighing mode, the speed of the train in tenths of a MPH will be transmitted.

If the scale is out of tolerance or will not weigh, a message will be transmitted "scale has failed." If this message is received, stop the train and contact the control station for instructions. Anytime a stop is made on the scale for 2 minutes or longer, the scale goes into standby.

If re-weighing is necessary, secure permission from the control station to back up clear of the scales, wait two (2) minutes for the scale to reset, and the ready message to be transmitted before beginning to reweigh.

When weighing is complete, a voice message "Torchlight scale is clear" followed by the number of cars weighed will be transmitted.

Train air brakes must not be applied during weighing operations except to comply with Rules. Steady drawbar force is needed for accurate weighing and slack action must be avoided if at all possible.

Use of sand on the scales is prohibited.

Speed on scale track must not exceed 10 MPH in either direction.

When the consist of a train which is to be or has been weighed is changed, the control station must be advised of the initial and number and position in the train of the car(s) set off or picked up.

Only westward trains will weigh at Torchlight.

CMG 18.0 AEP Power Plant

Crews working in and out of Big Sandy Power Plant will notify the power plant of the following:

1. Notify the plant prior to entering the plant either by train or vehicle.
2. Notify the plant when exiting the plant either by train or vehicle.
3. Work being performed - i.e; delivering train, pulling train, leaving and or entering plant, etc.
4. Obtain the name of the plant representative contacted.

The plant will be contacted using the mobile radio units to telephone instructions. The following AEP phone numbers are to be used and are manned by AEP 24 hours a day.

Primary number: 606-686-2415, Ext 1150
Secondary number: 606-686-2415, Ext 1250

In the event neither number is answered, document your attempt(s) and then proceed in/out of the plant to complete your assigned work.

In order to facilitate dumping, after supplying loaded coal

trains to the power plant, the locomotives will be positioned and left in the clear on the east end of the plant. If for any reason this move cannot be completed, the conductor is required to notify the HJ Dispatcher so arrangements can be made to position the locomotives.

Be alert for Huntington West Rail Car Services employees inspecting trains at AEP Power Plant at Louisa, KY.

Transportation Worker Identification Card (TWIC) Program and Requirement

Under Federal Law, employees are required to obtain and have in their possession a government mandated identification card (TWIC) in order to enter and/or perform their job in federally-secured port facilities.

In order to hold, work or exercise seniority on the following jobs, employees must acquire this government mandated identification card (TWIC).

Industries and designated job assignments affected:
Ashland Marathon
H704
Pool Assignments: HU-BS FP
Extra Boards: HU-BS E1, HU-BS B1

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMG 109.5	EE Ulmet	#2 East
CMG 108.1	WE Ulmet	West
CMG 92.9	Hale 3	East
CMG 91.6	Dunes Mine	
CMG 88.5	EE Ivel Mine	
CMG 87.2	WE Ivel Mine	West
CMG 84.9	EE Allen	East
CMG 83.7	WE Allen Stg	West
CMG 78.3	EE Lancer	East
CMG 77.4	WE Lancer	West
CMG 77.3	Bull Creek	East
CMG 67.2	West Powder Track	#1 West
CMG 42.5	Richardson Spur	
CMG 37.7	Sand Spur	#2 East
CMG 32.6	CH Spur	West
CMG 26.4	Adams Spur	
CMG 18.9	AEP	East
CMG 17.8		West
CMG 17.3	Bakers Spur	
CMG 10.5	EE Burnaugh	East
CMG 10.3	WE Burnaugh	West
CMG 5.5	EE Calgon	#1 East
CMG 5.2	WE Calgon	#1 West
CMG 4.8	Savage Branch	
CMG 3.5	Marathon Oil	#1 East
CMG 2.5	RCC	#2 East
CMG 1.3	H. Coal	West

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

MP	Location	DOT#	Type
CMG 106.79	Island Creek Rd	227241U	M
CMG 100.36	Coal Run Rd	227225K	M
CMG 97.74	Broadbottom Rd	227220B	M
CMG 94.90	Hurricane Rd/ Boldman	227216L	M
CMG 93.33	Old Harold Rd/ KY 979	227215E	M
CMG 92.68	Cedar Hill Rd	227213R	M
CMG 89.96	1st St/ Tram	227210V	M
CMG 85.55	KY 1426	227203K	M
CMG 84.91	Banner Coal Rd (Allen)	926158X	P
CMG 82.69	Depot St	227196C	M
CMG 82.59	Dwale/ CR 1071A	227194N	M
CMG 77.23	Bull Creek Rd	227179L	M
CMG 72.21	Cliff Rd	227169F	P
CMG 67.19	CR 1364	227155X	M
CMG 63.95	Industrial Park	227152C	P
CMG 61.63	Van Lear/ Rte 302	227148M	M
CMG 58.82	KY 05810	227140H	M
CMG 57.88	Concord Rt	227139N	M
CMG 57.15	SR 1107	227137A	M
CMG 55.86	Thelma Ln	227132R	M
CMG 27.09	Private Rd	227076L	M
CMG 24.71	Franklin	227065Y	M
CMG 24.65	Madison/ Rt 3	227064S	M
CMG 24.57	Main St	227063K	M
CMG 24.47	Pike St	227061W	M
CMG 24.10	Public Way	227058N	M
CMG 17.88	(KY Power Co)	227047B	M
CMG 16.60	Gene Wilson Rd	227042S	P
CMG 10.18	Inco Xing	227019X	M
CMG 7.28	US 23	227010L	M
CMG 6.62	Marigold Docks	227009S	M
CMG 6.24	Riverway S	231637E	M
CMG 6.18	Tri-State Terminal	228249C	M
CMG 4.09	Old US 23	227001M	M
CMG 3.69	Private Rd	226998Y	M
CMG 3.53	Ashland Petrol	231562H	P
CMG 2.72	Ashland Petrol	226993P	M
CMG 2.52	Ashland Petrol	644521V	M
CMG 1.86	Private	228240R	M
CMG 1.72	84 Lumber	226987L	M
CMG 0.45	37th St	226982C	M
CMG 0.34	36th St	226981V	M
CMG 0.22	35th St	226980N	M
CMG 0.16	34th St	226979U	M

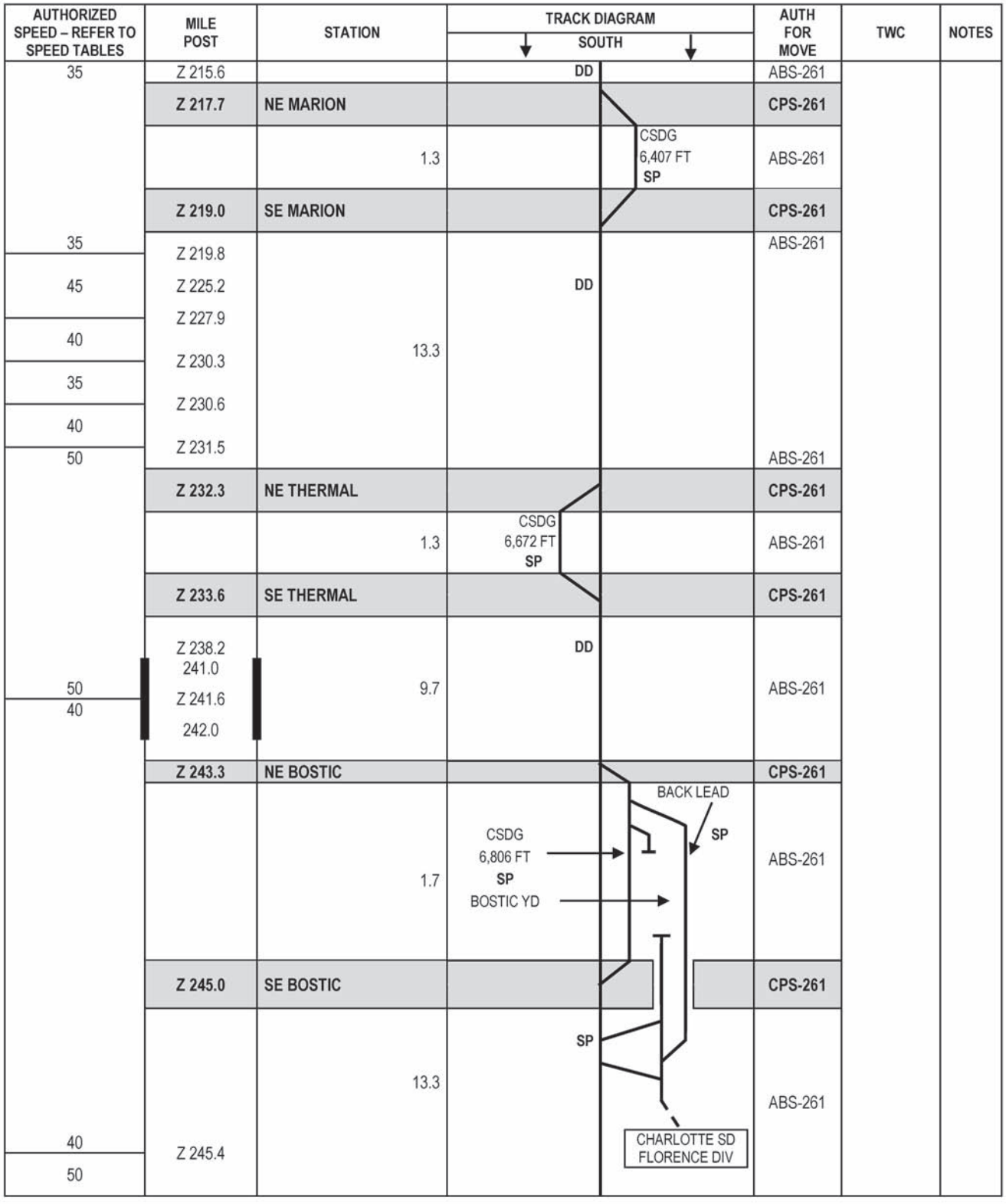
BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			KINGSPORT SD			
			Z 133.7 NORTH ERWIN — END OF MAIN TRACK	96		
	Z 138.0	**SOUTH END ERWIN YARD**		**CPS-261**		
20		1.2		ABS-261		
	Z 139.2	**CHESTOA**	HB DISP 084 - 6 RD 066	**CPS-261**		
20	Z 140.2					
25	Z 140.5 141.0 142.0	8.9	**DD**	ABS-261		
	Z 148.1	**NE POPLAR**		**CPS-261**		
		1.4	CSDG 6,670 FT **SP**	ABS-261		
	Z 149.5	**SE POPLAR**		**CPS-261**		
	Z 155.9	10.0	**DD**	ABS-261		
	Z 159.5	**NE GREEN MOUNTAIN**		**CPS-261**		
25	Z 160.7		SSDG			
20		1.4	7,007 FT **SP**	ABS-261		
	Z 160.9	**SE GREEN MOUNTAIN**		**CPS-261**		
	Z 166.5	11.2	**DD**	ABS-261		
	Z 172.1	**NE KONA**		**CPS-261**		
		1.4	SSDG 6,992 FT **SP**	ABS-261		
	Z 173.5	**SE KONA**		**CPS-261**		
	Z 179.6	8.5	**DD**	ABS-261		
	Z 182.0	**SPRUCE PINE**		**CPS-261**		
20				ABS-261		

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
20		3.3	Z 182.6 Z 183.1 Z 183.6 SPRUCE PINE YD	ABS-261 ABS-26		
	Z 185.3	**NE TOE RIVER**		**CPS-261**		
		1.2	CSDG 7,090 FT **SP**	ABS-261		
	Z 186.5	**SE TOE RIVER**		**CPS-261**		
20 30	Z 187.2 Z 194.6	9.4	**DD**	ABS-261		
	Z 195.9	**NE ROCKY**		**CPS-261**		
		1.7	SSDG 8,154 FT **SP**	ABS-261		
	Z 197.6	**SE ROCKY**		**CPS-261**		
30 45	Z 203.6 Z 205.1	11.3	**DD**	ABS-261		
	Z 208.9	**NE SEVIER**		**CPS-261**		
45	Z 209.8	1.3	CSDG 6,628 FT **SP**	ABS-261		
40	**Z 210.2**	**SE SEVIER**		**CPS-261**		
	Z 212.8	7.5		ABS-261		
35						

BLUE RIDGE SUBDIVISION - BR



BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
50	Z 251.7		DD			
	254.0			ABS-261		
	255.0					
50	**Z 258.3**	**BRICE**	SP — DUKE BRANCH	**CPS-261**		
45	Z 258.6	2.9		ABS-261		
50	Z 259.9		DD			
	Z 261.2	**NE CHESNEE**		**CPS-261**		
			CSDG 6,642 FT SP	ABS-261		
		1.3				
	Z 262.5	**SE CHESNEE**		**CPS-261**		
50	Z 267.6			ABS-261		
40	Z 269.0					
	Z 269.5					
40	Z 270.2	10.8				
50	Z 271.0		DD			
	272.0			ABS-261		
	Z 273.3	**FORESTER HOLD OUT**		**CPS-261**		
		1.7		ABS-261		
50	**Z 275.0**	**SPARTANBURG**		**CPS-261**		
			Z 276.6 — END OF MAIN TRACK	96		
			SPARTANBURG SD FLORENCE DIV			

137.0 MILES SOUTH END ERWIN YARD TO SPARTANBURG

BLUE RIDGE SUBDIVISION - BR
DUKE BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM NORTH	AUTH FOR MOVE	TWC	NOTES
25	ZD 0.0 ZD 4.8	BRICE 4.4 (END OF MAIN TRACK)		TWC-DCS		1
			ZD 5.8 DUKE POWER PLANT	96		
4.4 MILES BRICE TO END OF MAIN TRACK ZD 4.8						

STATION PAGE NOTES
NOTE 1: The distance between MP ZD 0.0 and MP ZD 1.0 is 0.6 miles.

BLUE RIDGE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BLUE RIDGE

Trk	MP/Location	F
SG	Z 138.0 - 140.2	20
SG	Z 140.2 - 160.7	25
SG	Z 160.7 - 187.2	20
SG	Z 187.2 - 203.6	30
SG	Z 203.6 - 209.8	45
SG	Z 209.8 - 212.8	40
SG	Z 212.8 - 219.8	35
SG	Z 219.8 - 227.9	45
SG	Z 227.9 - 230.3	40
SG	Z 230.3 - 230.6	35
SG	Z 230.6 - 231.5	40
SG	Z 231.5 - 241.6	50
SG	Z 241.6 - 245.4	40
SG	Z 245.4 - 258.3	50
SG	Z 258.3 - 258.6	45
SG	Z 258.6 - 267.6	50
SG	Z 267.6 - 270.2	40
SG	Z 270.2 - 275.0	50

AUTHORIZED SPEEDS -- DUKE BRANCH

Trk	MP/Location	F
SG	ZD 0.0 - 4.8	25

ADDITIONAL SPEEDS (SP) -- BLUE RIDGE

Location	Track Type	F
Z 148.1 - 149.5	CSDG	25
Z 159.5 - 160.9	SSDG	20
Z 172.1 - 173.5		
Z 185.3 - 186.5	CSDG	
Z 195.9 - 197.6	SSDG	30
Z 208.9 - 210.2	CSDG	25
Z 217.7 - 219.0		
Z 232.3 - 233.6		
Z 243.3 - 245.0		
Z 261.2 - 262.5		

ADDITIONAL SPEED RESTRICTIONS

Z 243.6 - **Bostic Back Lead** - Do not exceed 10 MPH on the Back Lead through the No. 16 switch at the south end at Z 245.2.

Z 245.0 - **Bostic Siding** - Do not exceed 25 MPH through the siding crossover at the South end of Bostic siding, across the Pocket track, to and from the Charlotte Subdivision.

Z 258.3 - **Brice** - Do not exceed 15 MPH through turnout to Duke Branch.

14 ENGINE BELL AND HORN SIGNALS

Rules 14(a), 14(b) and 14(h) are not required in Erwin Yard or engine servicing area when other means of communication are available.

100 HIGHWAY-RAIL GRADE CROSSINGS

ZD 4.29 Highway 221
Crossing gates are equipped with a device to manually raise and lower the gates. The device, located on the south side of the bungalow north of the crossing, can be activated by inserting a standard CSX switch key and rotating the key to the raised position. The switch key cannot be removed until the key is rotated back to the lower position. Crews opening this crossing account having to double train into Duke Power must manually raise these gates before proceeding into the Power Plant, leaving the gates in the keyed up position. When returning for the remainder of your train, crews must stop prior to reaching the crossing, manually key the gates to the down position, remove CSX switch key and proceed over the crossing when the gates are down and the crossing is clear of traffic to couple to the remainder of your train.

MP	Location	Instructions
Z 133.59	Erwin	All highway crossings must not be blocked for more than five (5) minutes.

103 SWITCHING

ERWIN TERMINAL

1. Cars must not be cut off in motion into the north end of Oil Track.
2. Loaded log cars without bulkheads will not be cut off in motion while being handled.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
Z 133.0	Rock Creek Lead	20% on all trains
Z 133.0	P00 (Powerhouse Trk)	10% on all trains
Z 243.6 - Z 245.0	Bostic Yard Main Trk Bostic Siding Back Lead	Empty Hopper trains / All engines and 2 cars Loaded Coal trains / All engines and 2 cars Intermodal trains / All engines and 2 cars Merchandise trains / All engines and 2 cars
Z 275.5 - Z 276.6	Spartanburg Yard EML E01 E02	Empty Hopper trains / All engines and 2 cars Loaded Coal trains / All engines and 2 cars Intermodal trains / All engines and 2 cars Merchandise trains / All engines and 2 cars

104 HANDLING SWITCHES

ERWIN TERMINAL

1. The normal position of all switches on Back Lead between Erwin Yard Office and Martins Creek Bridge will be for straight away movement on the Back Lead and Back Lead Pocket.

2. All movements entering or leaving Erwin diesel facility will advise diesel shop personnel when they arrive at derail and again when their movement is clear of derail.

3. The switch off the Back Lead at Georgia Pacific Log yard, located north of highway 81, adjacent to Rock Creek Lead, must remain lined and locked for Back Lead when not in use.

4. Switch at north end of Power House Lead must be left lined normally for movement between the Back Lead and Rock Creek Lead.

5. Oil Track and Cab Track switches: The normal position for these switches is lined for straight track movement.

Handling Instructions for LP 3000 Power Operated switches:

Approach all switches observing switch points

1) Targets and Indicator lights are as follows:

Green: Lined for straight away or normal movement

Yellow: Lined for diverging movement

Red: Indicates switch points must be inspected prior to movement. The switch may still be used after the switch points have been physically checked and it is verified they are lined for the intended route (a switch must be reported immediately to yardmaster when the red indicator light is displayed).

2) To Operate Switch:

A) Check switch points prior to operation
B) Unlock box marked as "Throw Switch Here"
C) Push button to line switch to designated route
D) Check switch points for alignment
E) Lock box back unless otherwise instructed

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Blue Ridge SD

222 OBSERVING BLOCK SIGNALS

Duke Power Plant:
Trains enroute the Blue Ridge Subdivision must not pass the Fixed Signal at ZD 9.0 until the Fixed Signal indicates the next signal will allow the train to proceed or the train dispatcher gives verbal authority to enter the Blue Ridge Subdivision.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
Z 133.9	Erwin Yard	Cont	066	Terminal
Z 140.0	Unaka Springs		066, 084-6	Wayside
Z 148.9	Poplar			
Z 166.9	Toecane			
Z 183.1	Spruce Pine			
Z 218.4	Marion			
Z 227.1	Fero			
Z 245.0	Bostic			
Z 261.1	Chesnee			
Z 276.6	Spartanburg Yard		066	Terminal

913 REMOTE CONTROL ZONES

Remote Control Zone (RCZ) is established at Erwin Terminal and RCZ signs are in place as follows:

From North end of E02 Crossover Switch located on Track E03 at Martins Creek to clearance point at the south end on Track E03, Love Hill.

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
Z 140.5	Chestoa	1	Note 1
Z 155.9	Relief	1	NONE
Z 166.5	Toecane	1	NONE
Z 179.6	Penland	1	NONE
Z 194.6	Camp 2	1	NONE
Z 205.1	Avery	1	NONE
Z 215.6	Hankins	1	NONE
Z 225.2	Glenwood	1	NONE
Z 238.2	Keefe	1	NONE
Z 251.7	Blanton	1	NONE
Z 259.9	Studebaker	1	NONE
Z 271.0	Enola	1	NONE

Note 1: The defect detector at Z 140.5 will broadcast on Channel 008. When approaching and passing this detector, the locomotive radio will be tuned to Channel 008 and the conductor will monitor Channel 066 with his portable radio. Once the results of the inspection have been received, the locomotive radio will be retuned to Channel 066.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or by Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
Blue Ridge SD	18'2"	Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 A LIMITING TRACTIVE EFFORT

Loaded coal trains may use a maximum of 27 powered axles on the head end when attempting to restart a stalled train on the Blue Ridge Subdivision. Maximum tractive effort must not exceed 120 lbs at any time while operating with 27 powered axles. Excessive power must again be removed or isolated at the first opportunity and in accordance with proper train handling procedures.

Helpers with Long Cars

The use of helper engines on the rear of trains handling cars 75 feet in length or longer is prohibited on the Blue Ridge Subdivision between Chestoa, Z 139.0, and Sevier, Z 209.0.

Pushing Loaded Coal Trains Containing Empties

If any empties are located in the rear 20 cars, not more than 6 axles may be used to push the train. When tonnage ratings require the use of more than 6 axles, helper engines must be cut in ahead of the empties and immediately behind a solid block of 20 or more loaded cars.

Pushing Mixed Freight Trains

No more than 6 axles will be used to push mixed freight trains.

5555 B STOPPING WITH SLACK STRETCHED

When handling trains with 80 feet or longer cars on other than Service Track (S00) in Erwin Terminal, the stop must be made using the stretch braking method using the automatic brake as described in Rule 5555 B. The brake cylinder pressure on the locomotive must be actuated to prevent any undesirable slack action from occurring.

5556 CONDITIONING BRAKES

For all inbound trains arriving Erwin Terminal requiring mechanical inspection, reduce brake pipe pressure to 20 lbs above zero at a service rate before detaching locomotive in accordance with Rule 5555C.

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

The following Speed and Equivalent Dynamic Brake Axle charts govern southward trains operating between Z 187.7 and Z 207.5. These charts are used instead of the chart listed in Rule 5559 for grades of 1.0% to 1.5%. All other parts of Rule 5559 remain in effect.

The maximum speed and equivalent dynamic brake axles (EDBA) tables displayed below apply to freight trains operating southward between Z 187.7 and Z 207.5. The minimum number of operative EDBAs (including helper locomotives) are displayed in the body of the charts below for the trailing tonnage and maximum speed indicated. The trailing tonnage includes the weight of all cars and any locomotives not operating in dynamic brake (including helper locomotives). Do not exceed the highest maximum speed indicated for the trailing tonnage and the number of operative EDBAs displayed in the body of the charts. Where the Authorized Speed is lower it will govern. Trains not meeting the minimum EDBA requirements must obtain additional locomotives (including helper locomotives) prior to proceeding. Where no entry is indicated in the tables, train operation is not permitted on the heavy descending grade. A light locomotive consist with operative dynamic brake may operate at Authorized Speed.

5559 LOADED UNIT TRAINS

Maximum Speed For Loaded Unit Trains (coal, grain, etc.)

Tonnage	25 MPH Min. EDBA	30 MPH Min. EDBA	35 MPH Min. EDBA
2,000 or less	4	4	4
2,001 - 3,000	4	4	6
3,001 - 4,000	4	4	7
4,001 - 5,000	4	6	7
5,001 - 6,000	6	6	8
6,001 - 7,000	6	7	8
7,001 - 8,000	6	7	9
8,001 - 9,000	7	8	9
9,001-10,000	7	8	10
10,001-11,000	7	8	11
11,001-12,000	8	9	12
12,001-13,000	8	9	13
13,001-14,000	8	10	14
14,001-15,000	9	11	15
15,001-16,000	10	12	16
16,001-17,000	11	13	17
17,001-18,000	12	14	18
18,001-19,000	13	15	19

NOTE: Southward trains in excess of 19,001 trailing tons must not operate on the descending grade. Trains, other than loaded unit trains having 13 or more operable EDBA and 12,000 trailing tons or less (including locomotives not in dynamic brake) are not restricted.

5559 INTERMODAL / MANIFEST / EMPTY UNIT TRAINS

Maximum Speed for Intermodal/Manifest Including Empty Unit Trains

Tonnage	35 MPH Min. EDBA	40 MPH Min. EDBA	45 MPH Min. EDBA
2,000 or less	4	4	6
2,001 - 3,000	4	6	6
3,001 - 4,000	6	6	8
4,001 - 5,000	6	7	9
5,001 - 6,000	7	7	10
6,001 - 7,000	7	8	12
7,001 - 8,000	7	8	14
8,001 - 9,000	8	9	15
9,001-10,000	8	9	16
10,001-11,000	9	10	17
11,001-12,000	9	10	18
12,001-13,000	10	11	19
13,001-14,000	10	12	20
14,001-15,000	11	13	21
15,001-16,000	11	14	22
16,001-17,000	12	15	23
17,001-18,000	12	16	24

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
Z 137.0	Heavy Repair Shop Trks 2,3,4 & 5	Ice Breakers	Prohibited Will not clear shop doors
	Heavy Repair Trks 4 & 5	Tri-Level Auto Racks	
	Heavy Repair Trk 2	Covered Auto Racks	
	Heavy Repair Trks 4 & 5	Open Top Auto Racks	
	Heavy Repair Trk 4	Chip Hoppers	Must not be placed in trk
	Steel Processing	Locomotives	Must not operate past shed
	No 1 Trk (Cab Trk)	Equipment	Place no more than 5 car lengths
Z 183.3	Harris Tipple	Locomotives	Prohibited
Z 209.0	Spur at Sevier		Prohibited beyond clearance point
Z 259.7	Studebaker Yard	6-Axle Locomotives	Do not operate beyond first yard switch No 1
Z 270.1	Kosa-Chips / Warehouse Tk / Upperside	Locomotives	Prohibited
	Kosa Scale or Scale Trk		Must not operate over scale
	Kosa Plant No 3 DMT Trk	Any rolling equipment other than DMT tank cars	Cannot operate beyond clearance point
	Kosa Plant	Locomotives and Equipment	Must not operate beyond the S-5 switch into the TA No 1 and No 2 trks

LONG CARS

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

Direction	MP/Location	Tonnage
Southward	Z 138.0 - Z 187.0	5000
Southward	Z 187.0 - Z 277.0	13500
Northward	Z 277.0 - Z 218.0	7700
Northward	Z 218.0 - Z 138.0	5000

7. CLOSE CLEARANCE

MP	Location	Remark
Z 153.1	Huntdale	Loading Docks
Z 160.3	Green Mtn / Unimin	Loading Ramp / Tipple
Z 180.2	Spar / Unimin	Loading Docks / Tipple
Z 180.8	Minpro / KT Feldspar	Loading Docks / Tipple
Z 184.2	N/E Flotation	Loading Docks / Tipple
Z 184.6	S/E Flotation	Loading Docks / Tipple
Z 207.4	Baxter	Loading Station / Bldg
Z 218.3	McDowell Scrap	Loading Station in scrap yard
Z 218.5	Suburban Propane	Loading Stations
Z 240.1	Logan / Parton Lumber	Tipple / Side of Bldg
Z 245.0	Bostic Yard	All Yard Trks (See Note)
Z 247.7	Forest City	Loading Docks / Tipple
Z 249.3	Crellen	Loading Stations
Z 270.0	Invista / Forester West side	Loading Stations / Columns on W Trk
Z 270.0	Invista / Forester East side	Methanol Ldg Stations / Side of Bldg
Z 271.7	Southern States	Side of Bldg / Loading Docks
Z 271.7	Flint Ink	Side of Bldg
Z 271.7	RR Connelly	Side of Bldg

Erwin Terminal - Do not ride the sides of equipment in tracks E 06 through E 16 unless the adjacent track is known to be clear the length to be ridden.

Note: Employees are prohibited from riding the side of cars in Bostic Yard Tracks No 1 through No 7 due to close clearances.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

Z 184.1 Spruce Pine – Northward trains setting off at Spruce Pine will do so through the south crossover to the work track. Southward trains setting off at Spruce Pine will do so through the south switch to the work track. Set off engines at the station crossover.

Z 184.3 U.S. Gypsum Company - Employees are prohibited from walking, or riding equipment on the east side of the track at U.S. Gypsum Company, from the U.S. Gypsum derail to the end of track. After removing derail, all work at this industry must be performed from the west side of the track utilizing the walkway provided.

Z 210.2 Sevier – When securing southward trains at Sevier, NC be governed as follows:

Secure the rear portion of the train north of the bell crossing. Pull the head portion of the train to the south signal and secure it at this location.

Z 219.0 Marion - Crews operating south on the Blue Ridge with a Marion set off or pick up should do so as follows:
Set off in Track 2 (Interchange Track any time room permits. If room not available set off in Track 1. Pick up should be ready on south end of Track 1.

Z 269.5 and Z 270.1 - Forester New Interchange tracks

Hand throw electric lock switches are installed at Z 269.5 (NE New Interchange Track), Z 270.1 (West side - SE New Interchange Track) and Z 270.1. (East side - Methanol Track) providing access to those tracks. To obtain a switch unlock indication the locomotive or cab must be stopped within 100 feet of the switch to be used, obtain permission to operate the switch and then operate the switch when the unlock indication is received. Failure to stop within 100 feet of the switch to be used will cause a 10 minute delay to obtain the Unlock indication.

When a train has cleared the Main Track inside the plant and requires access to the Main Track from the south end the following procedures will be followed:

1. Obtain permission from the train dispatcher to operate the switch,

2. Line the inside switch for the intended route,

3. Unlock the Main Track switch and wait 20 seconds,

4. The Main Track switch can then be operated.

Z 270.1 Forester – Southward trains passing Forester will contact Spartanburg Yard Office for instructions.

Forester (Invista) Spartanburg Plant – Z 270.1

The following instructions are in effect when performing service at Forester plants:

1. Tobacco use of any kind on Forester (Invista) Properties is prohibited. The following locations are considered Forester (Invista) Properties:

2. Crews switching inside the Forester Facility will change Channel to #028 and monitor that channel until all switching is completed and train is ready to depart.

3. Incidents within the facility must be reported to Forester Security, extension 5203 or 5231. For assistance call extension: Tank Farm 5529, Chip House 5345, TPA Facility 5037.

4. All switching movements must be made with locomotive attached to cars being handled.

5. Crew members are prohibited from riding on the east side of cars between the gate and the methanol unloading stations.

6. Methanol tank cars, loaded or empty, will not be handled north of the north switch of the West Track, (Forester Switch S-9).

7. All chocks placed under cars by Forester personnel must be removed before equipment is disturbed.

Z 271.7 Southern States Packaging - A draw bridge inside the plant facility fouls the track when in the Down position. Before entering the plant facility, all trains must stop and trainmen must dismount and check the position of the draw bridge before entering the plant. When the draw bridge is in the Down position, a crew member must contact the plant

personnel and have them raise the draw bridge. Crews must remain a safe distance away until the bridge is raised and secured before movement is made into the facility.

Z 245.0 Bostic - Single locomotive empty coal trains will not depart Bostic to the Blue Ridge Subdivision without the permission of the Chief Dispatcher.

All Northward Trains out of Bostic will verify their engine consist, number and direction with the HB Dispatcher.

Z 276.6 Spartanburg - Single locomotive empty coal trains will not depart Spartanburg to the Blue Ridge Subdivision without the permission of the Chief Dispatcher.

All Northward Trains out of Spartanburg will verify their engine consist, number and direction with the HB Dispatcher.

When switching cars to and from shop tracks at Spartanburg, (Shop Tracks 3, 4, and 5) kicking/dropping cars is prohibited.

Switch locks are installed on the following Main Line Track switches on the Evins Street Lead side of Spartanburg Yard on both the north and south ends. After lining the switch for movement, switches are to be re-locked.

EML - Main Track
E01 - Main Track
E02 - Main Track

Duke Power Plant -

The following instructions are in effect at Duke Power Plant:

Trains entering Duke Power will now take the left or (east) track at ZD 4.8. This is designated as Track No 2. After arriving at dumper, secure train in accordance with Rules then the pusher must be removed and taken back to ZD 4.8 and put on the right hand (or west) track which is now the exit track from Duke Power. When empty hopper trains are departing Duke Power, they will be in the right hand (or West) track, designated as Track 1. The conductor must let the empty train leave this track, then restore and lock the switch to Track No 2 for the next loaded train to enter the yard.

LEASED WAYSIDE PHONE

MP	Location	Local Number
Z 148.3	Poplar, NC	828-688-2796
Z 160.3	Green Mountain, NC	828-682-4909
Z 172.7	Kona, NC	828-688-2341
Z 207.6	North Cove, NC	828-756-4082
Z 258.3	Brice, NC	828-248-1597
Z 261.8	Chesnee, SC	868-461-2616
Z 270.2	Forester, SC	864-579-1743

ADDITIONAL STATIONS

MP	Station	Switch Opening
Z 144.5	Caney Bottom Spur	South
Z 153.1	Huntdale	
Z 166.8	Toecane	
Z 173.2	Kona	North
Z 180.1	Spar / Unimiin	
Z 180.7	Minpro / KT Feldspar	
Z 184.1	Flotation	
Z 184.5		South
Z 187.1	Altapass	
Z 196.6	Rocky Spur	
Z 207.6	North Cove / Baxter	
Z 218.3	McDowell Scrap	
Z 218.8	NS Conn	
Z 222.1	IT&L	
Z 235.6	NE Union Mills	North
Z 236.2	SE Union Mills	South
Z 240.1	Logan	North
Z 247.7	Forest City	
Z 249.2	Card	
Z 261.9	Chesnee House Trk	South
Z 269.5	Interchange Trk	North
Z 270.1		South
Z 270.1	Ethanol	
Z 271.5	Southern States Pkg	North
Z 271.7	Flink Ink	
Z 271.7	RR Donnelley	
Z 272.6	Peach Valley	South

TERMINAL AND YARD INSTRUCTIONS

Limits of Erwin Terminal

The limits of Erwin Terminal extend between Z 133.7 on the north end and Z 138.0 on the south end. This includes Rock Creek Lead.

Cab Track (No 1): A maximum of 6 cars can be held and or placed on the Cab Track (No 1).

Shove Lights

Erwin Terminal Tracks S01, S02, S03, S00, E01 and E02 are equipped with shove light indicators located on the north end with track circuits located on the south end of each track.

The shove lights are arranged with three light indicators mounted as follows:

Dwarfs located at north end of the Tracks E01, E02 and S03.

One high mast located between S00 and the Service track lead. This high mast has three series of shove lights protecting tracks, S00, S01 and S02.

Each series of lights has signage above the lights identifying the track a particular series of lights governs.

Shove lights indications at Erwin Terminal are:
Green = Clear to shove
Yellow = Approach track occupied (300 feet in length)

Red = Stop track occupied (100 feet in length)

All shoving movements using shove lights will be made from the north end of tracks in a southward direction only.

Charging Minimum Number of Cars

Crews handling more than 40 empties or more than 20 loads between Erwin Yard Office and Martins Creek Bridge must have air working and tested on not less than 5 cars next to engine.

Stretching Slack for Inspection

Trains, other than loaded coal trains, terminating Erwin Terminal will stretch slack in their train for mechanical inspection.

Reporting for Instructions

Crews going on duty at Erwin must immediately report to the yardmaster for instructions. Crews not having the proper paperwork must report to yardmaster or trainmaster immediately and be governed by their instructions.

Merchandise Trains Shoving Instructions on south end tracks E03 through E12.

When shoving merchandise trains on the south end of tracks E03 through E12, the following precautions must be taken:

1. Do not shove with more than 50 cars.
2. Do not shove with more than 4,500 tons if empties are in the cut being shoved.

Merchandise Trains Shoving instructions on north end of Erwin Yard

When handling other than loaded unit trains, when shoving cars from the north end of Erwin Yard, the use of more than nine (9) powered axles is prohibited.

Locomotive Shutdown

All inbound trains will place their train at the appropriate ground air supply for their designated track. Engines will be separated from the train and placed on the fueling pad and shut down in accordance with Rules. Train will be placed on ground air by the inbound crew and HTD device will remain “armed”. Engines tagged “Do not shut down” will be left running. Yardmaster instructions will supersede all of these written instructions. All outbound trains will start their engines, remove ground air supply and re-couple their own train.

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

MP	Location	DOT#	Type
Z 139.34	Chestoa Pike	244128V	M
Z 154.19	SR 197/ Coopers Branch	244144E	P
Z 155.95	Relief Rd	244150H	M
Z 159.68	Whitsons Branch Rd/ SR 1305	244155S	P
Z 159.91	Whitsons Branch Rd/ SR 1305	244156Y	P
Z 164.11	Forbes Crossing/ NC 197	244167L	P
Z 166.56	Toecane Rd/ SR 1187	244170U	M
Z 179.57	Penland Hwy	244181G	M
Z 182.42	Explosive Supply	244182N	M
Z 182.72	Duck Boone	244183V	M
Z 184.25	Flotation	244189L	M
Z 184.51	Mica St	244190F	M
Z 185.45	Walnut Straight Rd/ NC SR 1262	244191M	M
Z 186.15	Hall Town Rd	244192U	M
Z 187.05	Holman Hill Rd	244203E	P
Z 194.60	Peppers Creek Rd	244204L	M
Z 202.64	Old Linville Rd	244208N	M
Z 204.20	Wagbell/ SR 1560	244211W	M
Z 206.87	North Cove/ SR 1569	244217M	M
Z 207.62	Baxter/ SR 1573	244218U	M
Z 209.83	Sevier/ SR 1560	244220V	M
Z 215.40	Hankins Rd	244225E	M
Z 218.71	Seagle St/ SR 1724	244228A	P
Z 220.15	Moody Town Rd/ SR 1733	244230B	M
Z 221.06	Jacktown/ SR 1737	244232P	M
Z 221.96	College Dr/ SR 1819	244112Y	M
Z 223.74	Old Glenwood Rd	244237Y	M
Z 225.30	Old Huntsville Rd/ SR 1790	244239M	P
Z 226.45	Mud Cut Loop/ SR 1785	244240G	P
Z 227.12	Fero/ SR 1785	244241N	P
Z 229.20	Rhom Rd/ SR 1782	244242V	P
Z 235.34	Centenniel Rd	244246X	M
Z 238.08	Boy Scout Rd/ SR 1602	244247E	M
Z 242.35	Whiteside/ SR 1538	244249T	M
Z 249.44	Pine St	244256D	M
Z 250.90	Doggett Rd/ SR 2159	244258S	M
Z 251.57	Doggett Grove Rd/ SR 2149	244259Y	M
Z 251.96	Dobbins Church Rd/ SR 2148	244260T	M
Z 252.50	Henson Rd/ SR 2215	244261A	M
Z 254.54	Hogan Rd/ SR 1116	244263N	P
Z 255.05	Hogan Rd/ SR 1116	244264V	P
Z 261.76	N Cherokee Ave	244281L	P
Z 262.16	Manning St	244282T	P
Z 263.87	Revels St	244285N	M
Z 265.83	Hub Greer Rd	244287C	M
Z 266.41	Davis Trading Rd	244288J	M

DUKE BRANCH

MP	Location	DOT#	Type
ZD 2.96	Hines Rd/ SR 2102	244273U	M
ZD 4.30	US 2221A	244275H	M

CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
1		2 SINGLE				CINCINNATI TERMINAL SD LOUISVILLE DIV				
I	F	I	F							
25	25	25	25	**0KC 9.9**	**SPRING LAKE**			**CPS-261**		
				0KC 11.2				ABS-261		
10	10			0KC 11.9		HJ DISP 032-7 RD 084				
25	25	25	25	0KC 12.0	4.3					
45	45	45	45	0KC 13.4		1	2			
60	50	60	50					ABS-261		
				0KC 14.2	**RYLAND**			**CPS-261**		
55		55		0KC 14.3	2.5			ABS-261		
60		60		0KC 14.6						
	50			**0KC 16.7**	**VISALIA**			**CPS-261**		
								ABS-261		
				17.0						
				18.0						
				19.0						
		60	50	0KC 20.1						
		40	40							
		45	45	0KC 20.7				ABS-261		

CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM SOUTH		AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE								
I	F	I	F							
		45	45	0KC 21.4		DD		ABS-261		
		35	35	0KC 25.2						
		40	40	0KC 27.6	14.7					
		45	45	0KC 30.1				ABS-261		
				0KC 31.4	**LYNN**			**CPS-261**		
45	45				4.7	1	2	ABS-261		
				0KC 36.1	**CATAWBA**			**CPS-261**		
		45	45	0KC 37.0				ABS-261		
		40	40	0KC 43.7		DD				
				0KC 44.7	10.0					
		45	45	0KC 45.5						
		60	50					ABS-261		
60	50			**0KC 46.1**	**UMA**			**CPS-261**		
40	40	40	40	0KC 47.5	10.5	1	2	ABS-261		
45	45			0KC 55.0						
		45	45	**0KC 56.6**	**ROBINSON**			**CPS-261**		
								ABS-261		

CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM SOUTH		AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE								
I	F	I	F							
		45	45	0KC 58.9				ABS-261		
		40	40	0KC 59.6						
		60	50	0KC 62.1		DD				
		55		0KC 62.2						
		60	50	0KC 62.6	11.2					
		40	40	0KC 63.8						
		35	35	0KC 65.5						
				0KC 66.7				ABS-261		
		45	45	**0KC 67.8**	**LICKING**			**CPS-261**		
45	45									
				0KC 69.5						
35	35	35	35	0KC 69.9	3.8	1	2	ABS-261		
45	45									
		45	45	**0KC 71.6**	**OLIVER**			**CPS-261**		
				0KC 72.3				ABS-261		
		40	40							

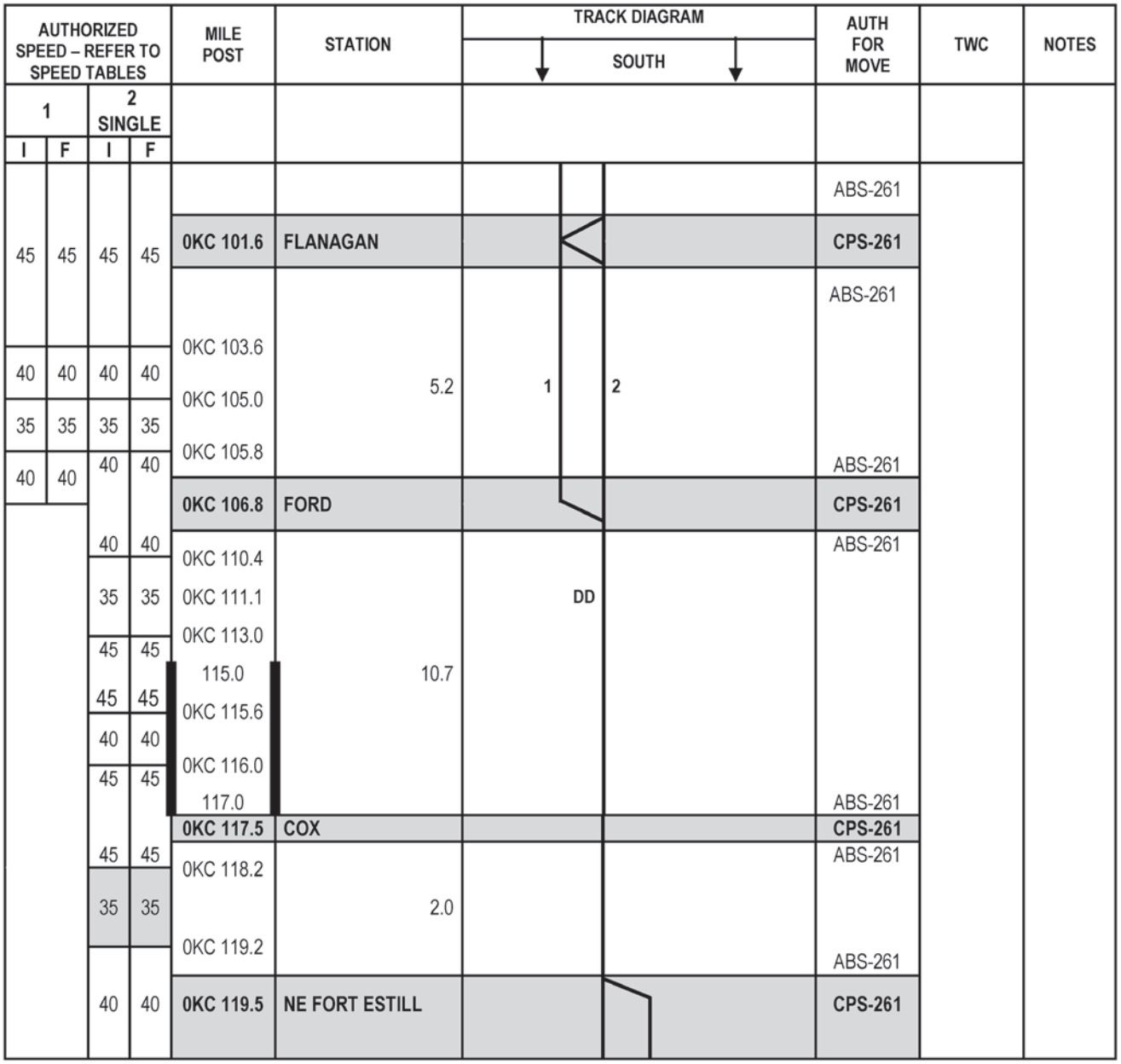
CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				SOUTH				
I	F	I	F							
		40	40	0KC 72.6				ABS-261		
		45	45							
		40	40	0KC 76.9						
		45	45	0KC 77.3	9.2					
		30	30	0KC 79.5		0KC 79.7 SOUTHBOUND SIGNAL INFORMATION LIGHT				
		35	35	0KC 80.7				ABS-261		
				0KC 80.8	**PARIS**			**CPS-261**		
35	35							ABS-261		
		35	35	0KC 81.5	3.7	1	2 0KC 80.9 TTI RR 0KC 81.9			
45	45	45	45	0KC 82.6				ABS-261		
60	50	60	50							
				0KC 84.5	**CLAY**			**CPS-261**		
		60		0KC 86.4				ABS-261		
		55								
		60		0KC 88.8	9.0					
			50	0KC 89.2		DD				
		45	45	0KC 93.0				ABS-261		

CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				SOUTH			
I	F	I	F						
		45	45	0KC 93.2			ABS-261		
		60	50						
				0KC 93.5	**JAMES**		**CPS-261**		
60	50				2.6	RJ CORMAN RR 1 — 2	ABS-261		
		60	50						
35	35	35	35	**0KC 96.1**	**NORTH CABIN**		**CPS-261**		
					1.0		ABS-261		
				0KC 97.1	**PATIO**	EK MAIN; EK SD; EK PASS	**CPS-261**		
					1.0	1 — 2 EK SD	ABS-261		
				0KC 98.1	**SANDERSON**	CC-EK CONN	**CPS-261**		
35	35	35	35	0KC 98.3	3.5		ABS-261		
45	45	45	45						

CC SUBDIVISION - CC



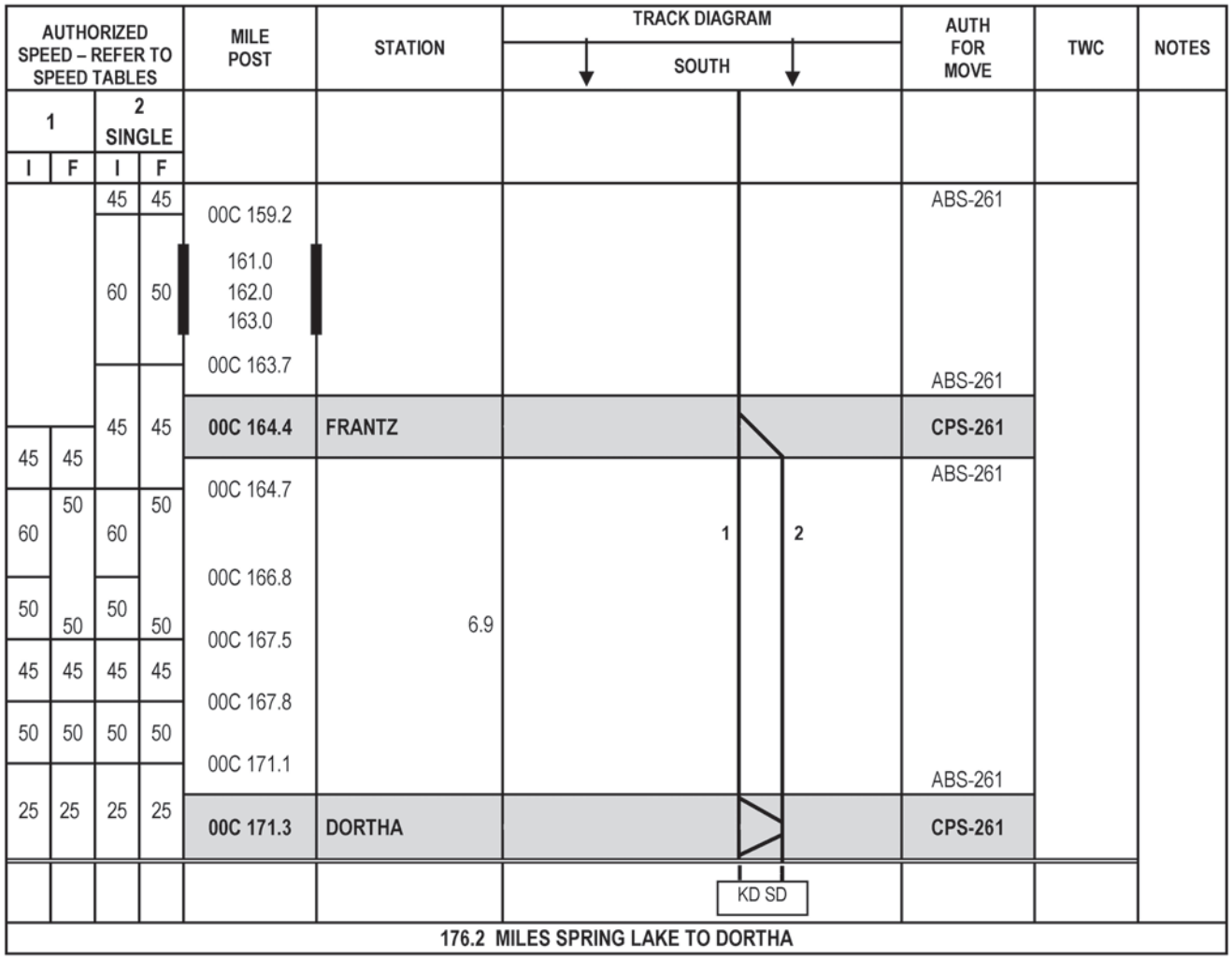
CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				SOUTH			
I	F	I	F						
		40	40	0KC 120.2		SSDG 18,176 FT SP	ABS-261		
		50	50		3.6	0KC 121.1 BLUEGRASS ARMY DEPOT SP			
		45	45	0KC 121.7		0KC 121.6			
		50	50	0KC 122.0					
		60		0KC 122.9			ABS-261		
				0KC 123.1	**SE FORT ESTILL**		**CPS-261**		
				0KC 131.6	13.0	DD	ABS-261		
				0KC 136.1	**GAP**		**CPS-261**		
60	50	60	50	0KC 138.9		1 2			
45	45	45	45		5.2		ABS-261		
60	50			0KC 139.2					
		60	50	**0KC 141.3**	**ROUNDSTONE**		**CPS-261**		
				0KC 142.8			ABS-261		
		40	40		8.1	SINKS SPUR			
		35	35	0KC 146.9					
		30	30	0KC 148.0			ABS-261		
				0KC 149.4	**DUDLEY**		**CPS-261**		
30	30				2.2	1 2	ABS-261		
				0KC 151.6 = 00C 136.8	**SINKS**		**CPS-261**		
					1.4		ABS-261		
30	30			**00C 138.2**	**CALIF**		**CPS-261**		
		30	30		2.8		ABS-261		

CC SUBDIVISION - CC

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				SOUTH				
I	F	I	F							
		30	30	00C 139.7		DD		ABS-261		
				00C 141.0	**NE PERTH**			**CPS-261**		
					3.0	SSDG 16,896 FT SP		ABS-261		
		30	30	**00C 144.0**	**SE PERTH**			**CPS-261**		
		25	25	00C 145.0		DD		ABS-261		
				00C 146.8		DD				
				148.0						
				00C 148.5		DD				
				149.0						
				00C 149.5		DD				
				150.0	9.1					
				00C 150.5		DD				
				00C 151.7		DD				
		25	25	00C 152.2						
		20	20							
				00C 152.9		DD		ABS-261		
		35	35	**00C 153.1**	**NE BOURNE**			**CPS-261**		
		45	45		3.7		SSDG 19,234 FT SP	ABS-261		
				00C 156.8	**SE BOURNE**			**CPS-261**		
		45	45	00C 157.0						
		35	35		7.6			ABS-261		
				00C 158.2						
		45	45	00C 159.1		DD				

CC SUBDIVISION - CC



CC SUBDIVISION - CC
SINKS SPUR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			NORTH CC SD			
10	00C 136.8 00C 127.4	SINKS 9.4 (END OF MAIN TRACK)		TWC-DCS TWC-DCS		1
9.4 MILES SINKS TO END OF MAIN TRACK 00C 127.4						

STATION PAGE NOTES
NOTE 1: Trains must approach all highway crossings at grade equipped with automatic grade crossing warning devices prepared to stop until it is determined such devices are working properly.

CC SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- CC

Trk	MP/Location	I	F
Both	0KC 9.9 - 11.2	25	25
1	0KC 11.2 - 11.9	10	10
2	0KC 11.2 - 11.9	25	25
Both	0KC 11.9 - 12.0	25	25
Both	0KC 12.0 - 13.4	45	45
Both	0KC 13.4 - 14.2	60	50
Both	0KC 14.3 - 14.6	55	50
Both	0KC 14.6 - 16.7	60	50
SG	0KC 16.7 - 20.1	60	50
SG	0KC 20.1 - 20.7	40	40
SG	0KC 20.7 - 25.2	45	45
SG	0KC 25.2 - 27.6	35	35
SG	0KC 27.6 - 30.1	40	40
SG	0KC 30.1 - 31.4	45	45
Both	0KC 31.4 - 36.1	45	45
SG	0KC 36.1 - 37.0	45	45
SG	0KC 37.0 - 44.7	40	40
SG	0KC 44.7 - 45.5	45	45
SG	0KC 45.5 - 46.1	60	50
Both	0KC 46.1 - 47.5	60	50
Both	0KC 47.5 - 55.0	40	40
Both	0KC 55.0 - 56.6	45	45
SG	0KC 56.6 - 58.9	45	45
SG	0KC 58.9 - 59.6	40	40
SG	0KC 59.6 - 62.2	60	50
SG	0KC 62.2 - 62.6	55	50
SG	0KC 62.6 - 63.8	60	50
SG	0KC 63.8 - 65.5	40	40
SG	0KC 65.5 - 66.7 -- City Ordinance	35	35
SG	0KC 66.7 - 67.8	45	45
Both	0KC 67.8 - 69.5	45	45
Both	0KC 69.5 - 69.9	35	35
Both	0KC 69.9 - 71.6	45	45
SG	0KC 71.6 - 72.3	45	45
SG	0KC 72.3 - 72.6	40	40
SG	0KC 72.6 - 76.9	45	45
SG	0KC 76.9 - 77.3	40	40
SG	0KC 77.3 - 79.5	45	45
SG	0KC 79.5 - 80.7	30	30
SG	0KC 80.7 - 80.8	35	35
Both	0KC 80.8 - 81.5	35	35
Both	0KC 81.5 - 82.6	45	45
Both	0KC 82.6 - 84.5	60	50
SG	0KC 84.5 - 86.4	60	50
SG	0KC 86.4 - 88.8	55	50
SG	0KC 88.8 - 93.0	60	50
SG	0KC 93.0 - 93.2	45	45
SG	0KC 93.2 - 93.5	60	50
Both	0KC 93.5 - 96.1	60	50
Both	0KC 96.1 - 98.3	35	35
Both	0KC 98.3 - 103.6	45	45
Both	0KC 103.6 - 105.0	40	40
Both	0KC 105.0 - 105.8	35	35
Both	0KC 105.8 - 106.8	40	40
SG	0KC 106.8 - 110.4	40	40
SG	0KC 110.4 - 113.0	35	35
SG	0KC 113.0 - 115.6	45	45
SG	0KC 115.6 - 116.0	40	40
SG	0KC 116.0 - 118.2	45	45
SG	0KC 118.2 - 119.2 -- City Ordinance	35	35
SG	0KC 119.2 - 120.2	40	40
SG	0KC 120.2 - 121.7	50	50
SG	0KC 121.7 - 122.0	45	45
SG	0KC 122.0 - 122.9	50	50
SG	0KC 122.9 - 136.1	60	50
Both	0KC 136.1 - 138.9	60	50
Both	0KC 138.9 - 139.2	45	45
Both	0KC 139.2 - 141.3	60	50
SG	0KC 141.3 - 142.8	60	50
SG	0KC 142.8 - 146.9	40	40
SG	0KC 146.9 - 148.0	35	35
SG	0KC 148.0 - 149.4	30	30
Both	0KC 149.4 - 151.6	30	30
Both	00C 136.8 - 138.2	30	30
SG	00C 138.2 - 144.0	30	30
SG	00C 144.0 - 152.2	25	25
SG	00C 152.2 - 152.9	20	20
SG	00C 152.9 - 153.1	35	35
SG	00C 153.1 - 157.0	45	45
SG	00C 157.0 - 158.2 -- City Ordinance (HE)	35	35
SG	00C 158.2 - 159.2	45	45
SG	00C 159.2 - 163.7	60	50
SG	00C 163.7 - 164.4	45	45
Both	00C 164.4 - 164.7	45	45
Both	00C 164.7 - 166.8	60	50
Both	00C 166.8 - 167.5	50	50
Both	00C 167.5 - 167.8	45	45
Both	00C 167.8 - 171.1	50	50
Both	00C 171.1 - 171.3	25	25

AUTHORIZED SPEEDS -- SINKS SPUR

Trk	MP/Location	F
SG	00C 136.8 - 127.4	10

ADDITIONAL SPEEDS (SP) -- CC

Location	Track Type	F
0KC 119.5 - 123.1	SSDG	30
00C 141.0 - 144.0		
00C 153.1 - 156.8		

ADDITIONAL SPEED RESTRICTIONS

0KC 121.4- Do not exceed 5 MPH on Blue Grass Army Depot track.

14 ENGINE BELL AND HORN SIGNALS
PUBLIC HIGHWAY-RAIL CROSSINGS NON-FRA QUIET ZONES

PATIO
When moving on main tracks, EK Pass or south leg of wye, through trains must ring bell continuously and sound horn signal 14 (p) as necessary.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- CC

Trk	MP/Location	I	F
SG	0KC 65.5 - 66.7	35	35
SG	0KC 118.2 - 119.2	35	35
SG	00C 157.0 - 158.2 (HE)	35	35

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
0KC 40.50	Woodson Rd, Falmouth	Trains operating on the House Trk are required to stop and flag Woodson Rd
0KC 118.35	Richmond, KY	Trains operating on the Little Egypt Trk must stop and flag road crossing

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
0KC 99.0 - 0KC 105.5	On All Trks	Loads: 50% Empties: 25%
0KC 116.0 - 0KC 120.0	On All Trks	
00C 148.0 - 00C 152.0	On All Trks	

104 HANDLING SWITCHES

0KC 106.8 Ford, KY – Power frog is located at Ford. When taking the switch at Ford off power, the frog points must also be taken off power and lined in conjunction with the switch for the desired route.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
CC SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
0KC 25.5	Demossville	Cont	032-7, 084	Wayside
0KC 74.0	Shawhan			
0KC 96.0	Patio RJC Disp		049/049, 1,2,3,4 Road 049	
0KC 97.0	Patio		032-7, 084	
	Patio Agent	0600-1500 Mon-Sat	040	Terminal
0KC 118.8	Richmond	Cont	032-4, 084	Wayside
0KC 132.0	Morrill			
0KC 156.0	London			

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
0KC 21.4	Morning View	1	NONE
0KC 43.7	Hayes	1	NONE
0KC 62.1	Poindexter	1	NONE
0KC 89.2	Austerlitz	1	NONE
0KC 111.1	Red House	1	NONE
0KC 131.6	Berea	1	NONE
00C 139.7	Livingston	1	NONE
00C 145.0	Crooked Hill	-	DED, Notes 1-6
00C 146.8	Crooked Hill	-	DED, Notes 1-6
00C 148.5	Crooked Hill	-	DED, Notes 1-6
00C 149.5	Crooked Hill	-	DED, Notes 1-6
00C 150.5	Crooked Hill	-	DED, Notes 1-6
00C 151.7	Crooked Hill	-	DED, Notes 1-6
00C 152.9	Crooked Hill	-	DED, Notes 1-6
00C 159.1	Kanab	1	NONE

Notes 1-6

1. The dragging equipment detectors on Crooked Hill work independently and will announce by radio either no defects, defects or detector malfunction for each train.

2. No announcements will be made for a train entering a detector site.

3. Trains exiting a detector site where no alarm conditions are found will receive a "No Defect" announcement.

4. Trains will receive a defect announcement when the first alarm is found. Trains receiving a defect announcement must stop and make a walking inspection on the entire train. The train dispatcher must be notified of the results of the walking inspection.

5. Crews must make a running inspection from head end of train and notify train dispatcher if a train receives a detector malfunction announcement upon entering or exiting a detector site.

6. Crews must make a walking inspection of entire train when train is not inspected at two consecutive dragging equipment detectors. The train dispatcher must be notified of the results of the walking inspection.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
0KC 106.9	Ford, KY
00C 140.4	Livingston, KY

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or by Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
CC SD	18'2"	19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5600 HELPER SERVICE

All southward manifest and intermodal trains departing the Cincinnati Terminal Subdivision for the CC Subdivision:

A. Must not exceed the tonnage rating for the working locomotives in the head end locomotive consist and helper (pusher) locomotive at Crooked Hill (pusher will not exceed 12 powered axles).

1. Tonnage ratings for the CC Subdivision are found in CSX mainframe system.

NOTE: Non working locomotives in a locomotive consist count as 200 tons each when calculating trailing tonnage. This "extra" tonnage must be added to the train's consist when calculating the trailing tonnage of a train.

B. Prior to departing Cincinnati, crews of trains exceeding 7,800 tons and / or 7,000 feet will:

1. Ensure proper placement of hazardous material cars in train, so that helper (pusher) locomotive will be able to attach to rear of train, as needed, without delay.

2. Contact the CC Subdivision Train Dispatcher and advise him of their train's trailing tonnage and / or length departing Cincinnati and that it exceeds 7,800 tons and / or 7,000 feet in length and that a helper will be required.

3. Dispatcher will make arrangements to have the helper in place to assist.

4. When a helper (pusher) is assisting a solid loaded bulk commodity train, it is permissible to shove against this type of train with up to 18 powered axles.

5. On Crooked Hill, trains other than solid loaded bulk commodity trains exceeding 7,000 feet in length or 7,800 tons, are to be assisted from the rear end of the train in accordance with all existing Rules and Special Instructions.

6. All trains needing helpers at Ford, KY Will pull the rear of their train by the signal at Boonesboro, 0KC 108.7.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
0KC 29.5	Butler-Griffin Ind	Locomotives	Must not operate inside loading facility
0KC 47.4	Morgan-B/O Spur	6-Axle Locomotives	Must not operate beyond derail
0KC 54.1	Berry-B/O Spur		
0KC 65.5	Miles Farm Supply		Prohibited
0KC 66.5	Cynthiana B/O Spur		Must not operate beyond derail
0KC 67.3	3M		Prohibited
0KC 78.9	Mallinkrodt		
0KC 81.0	Easy Gardener		
0KC 118.7	Little Egypt Trk		Must not operate unless equipped with steerable trucks
0KC 119.6	Dead Trk		
	Fort Estill 84 Lumber		Prohibited
0KC 121.1	Fort Estill Bluegrass Ordinance		Must not operate unless equipped with steerable trucks
00C 136.8	Sinks Spur to End of Line	Cars exceeding Plate C	Prohibited
00C 140.0	Livingston Yard Stg Trk	6-Axle Locomotives	
00C 160.2	London - East and West		Must not operate unless equipped with steerable trucks
00C 163.0	Ind Tks		
00C 169.4	Dortha - American Greeting Card		Must not operate beyond derail
00C 171.5	Certain Teed		Must not operate beyond clearance point

7. CLOSE CLEARANCE

MP	Location	Remark
0KC 30.0	Griffin Ind - Butler	Loading Facility
0KC 40.0	Griffin Ind - Falmouth	Bldg
0KC 65.4	Miles Farm Supply	Loading Facility
0KC 67.0	3M	Gate
0KC 78.5	Mallinkrodt	Gate
0KC 80.8	Paris, KY	Fence/Tree Line
0KC 81.0	Easy Gardener	Loading Facility
0KC 95.0	Infiltrator	Loading Rack/Dock
0KC 96.0	North Cabin - Southern States	Loading Facility
0KC 96.0	Agro - Hill St	Loading Facility
0KC 96.0	Southern States - Hill St	Loading Facility
0KC 96.0	Agro-Pendleton St	Loading Facility
0KC 118.2	Robinson Turley	Loading Dock
0KC 118.2	Hicks Lumber	Loading Dock
0KC 118.2	Home Lumber	Loading Dock
0KC 118.5	Tri-County Fertilizer	Gate
0KC 118.8	Richmond, KY	Loading Dock
0KC 119.6		Bldg
0KC 119.6	Hager Cabinets	Bldg
0KC 119.8	Richmond, KY - 84 Lumber	Gate
0KC 120.1	Sherwin Williams	Gate/Loading Rack
0KC 122.0	American Tape	Loading Rack
0KC 122.0	Mikron	Loading Rack
0KC 122.3	Okonite	Loading Dock
0KC 122.3	AFG	Loading Facility
0KC 129.0	Alcan	Gate
00C 128.8	Reynolds - Mt. Vernon	Loading Rack
00C 151.0	Curry Timber	Loading Dock
00C 156.2	KY API	Gate
00C 156.9	84 Lumber - London	Gate
00C 157.2	Griffin Ind - London / Pearl St	Gate/Loading Dock
00C 157.4	Begley Lumber	Loading Dock
00C 169.2	B/O Spur - Old Amer Grtg	Loading Facility

8. MISCELLANEOUS

EXCEPTED TRACK

Sinks Spur

MP	Location	Track
00C 136.8 - 00C 127.4	Sinks	To end of track

GENERAL MISCELLANEOUS

0KC 80.8 Paris, KY

1. Information light for southward trains or engines is located at 0KC 79.7. This light will be illuminated when the signals at 0KC 80.8, Paris, are lined for southward movement. If the light is not illuminated, contact the train dispatcher and do not block the crossings.

0KC 96.0 North Cabin – R.J. Corman Railroad - Conductor or Engineer of trains operating on RJ Corman Railroad must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher Bulletin.

RJ Corman Railroad Contact Numbers:
Radio Road Channel: 049-049
Radio Dispatching Channel: 049-049; tone *1,2,3,4
Dispatcher: 859-881-2504
Yardmaster: 859-881-2503
Derailment and Risk Management: 800-772-9091
Customer Service: 859-881-2506
Fax: 859-881-2581

0KC 97.0 Patio / Winchester

1. The agent at Patio directs yard movements and should be contacted on Channel 040 for instructions Monday through Saturday 0600 – 1500. Road crews will be operating on Channel 084 in the Patio area and are not required to monitor yard channel.

2. Trains exceeding 90 car lengths that are en route EK subdivision must not pass Flanagan until route is known to be clear.

3. All northward trains picking up cars at Patio will contact CC Subdivision Train Dispatcher before cutting away from their train and receive permission to block Sanderson. The crew is to leave sufficient room to re-couple to their train after the pick up and be staged for departure from the signal at Patio. In the event a pick up cannot be performed in this manner, all brake tests for the cars to be picked up will be performed using a hand-held gauge before departing from the signal at Patio. This will keep all road crossings at Winchester from being blocked.

4. Trains en route to Cincinnati from RJ Corman Railroad and to RJ Corman Railroad from Cincinnati will not shove around wye at Patio to turn train. This does not apply to passenger, circus or rail trains.

0KC 157.4 London, KY

When placing empties at the Log Yard, London, KY, empties must be cut off a minimum of 10 feet south of the ramp located at the south end of the empty track.

ADDITIONAL STATIONS

MP	Station	Switch Opening
0KC 9.9	SE Soth	South
0KC 29.3	Butler	North
0KC 40.4	NE Falmouth	
0KC 40.5	SE Falmouth	South
0KC 47.4	Morgan	North
0KC 54.2	Berry	
0KC 65.7	Cargill	
0KC 66.4	Tool House	
0KC 67.2	SE 3M Crossover	
0KC 78.9	Mallinkrodt	
0KC 80.9	NE TTI	#2 North
0KC 81.9	SE TTI	#2 South
0KC 94.8	Infiltrator	North
0KC 96.0	Little Egypt	
0KC 106.8	Ford Power Plant	
0KC 118.7	Egypt	South
0KC 119.0	Denny	
0KC 120.2	Sherwin Williams	North
0KC 121.7	Micron	
0KC 122.0	American Tape	
0KC 122.3	AFG	South
0KC 128.8	Kentucky Steel	North
0KC 129.9	Alcan	South
0KC 137.7	Snyder	
0KC 141.3	Parsons Gas	North
0KC 150.9	Mullins	South
00C 127.6	MVP	
00C 128.6	NE West Ind Mt Vernon	North
00C 128.7	Hanson North	
00C 128.8	Hanson South	South
00C 140.3	Livingston	
00C 152.2	NE - E Bernstadt	North
00C 152.8	SE - E Bernstadt	South
00C 156.9	84 Lumber	
00C 157.2	NE - W Ind Trk London	North
00C 157.6	SE - E Ind London	South
00C 158.2	SE - W Ind Trk London	
00C 163.7	SE Fairston	
00C 165.8	Peterson Lumber	North
00C 169.3	American Greeting	

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

MP	Location	DOT#	Type
0KC 10.03	Locust Pike	353298P	M
0KC 11.85	Lamb Ferry Rd	353303J	M
0KC 15.37	KY 10	877424F	M
0KC 19.13	Kenton Station Rd	353327X	M
0KC 29.44	Matilda Rd	353356H	M
0KC 40.28	Shelby St	353376U	M
0KC 40.45	Ferry St (Woodson)	353377B	M
0KC 47.76	SR 1054/ Morgan	353390P	P
0KC 51.78	Boyd Rd	353398U	M
0KC 54.27	Main St	353402G	M
0KC 64.47	Keller Dam Rd	353417W	M

0KC 65.79	Pearl St	353420E	M
0KC 65.92	Oddville Ave	353421L	M
0KC 66.06	Pleasant St	353422T	M
0KC 66.15	Pike St	353423A	M
0KC 66.24	Bridge St	353424G	M
0KC 67.51	New Lair Rd	353428J	M
0KC 68.01	Infirmary Rd	353429R	M
0KC 80.12	Stoner Ave	353448V	M
0KC 80.63	Winchester Rd	353450W	M
0KC 96.03	Maple	353475S	M
0KC 96.52	Main	353486E	M
0KC 96.84	E Broadway St	353489A	M
0KC 96.94	Flanagan	353490U	M
0KC 99.10	Cole Rd	353493P	M
0KC 100.23	Two Mile Rd	353495D	M
0KC 101.57	Flanagan Sta Rd	353498Y	M
0KC 106.84	SR 1924	353503T	M
0KC 108.10	SR 388	353505G	M
0KC 111.57	Lost Fork Rd	353514F	M
0KC 118.35	Four Mile	353524L	M
0KC 118.55	Irvine	353525T	M
0KC 118.77	Main	353526A	M
0KC 119.98	Boggs Ln	353529V	M
0KC 126.58	Menelaus Rd	353533K	M
0KC 128.70	Mayde Rd	353537M	M
0KC 130.39	N Main St	353538U	M
0KC 131.60	Jefferson St	353541C	M
0KC 137.13	Little Clear Ck	353551H	M
0KC 138.69	Conway Rd	353554D	M
0KC 140.71	Lonzo Rd	353557Y	P
0KC 141.36	SR 1617	353558F	M
0KC 141.86	SR 1786	353559M	M
0KC 147.32	Burr-Orlando Rd	353576D	M
00C 151.58	Philpot Chapel Rd	353585C	M
00C 152.39	SR 30	353586J	M
00C 154.70	Old Richmond Rd	353590Y	M
00C 157.23	Pearl	353599K	M
00C 157.82	Fourth St	353605L	M
00C 160.07	Barbourville Rd	353610H	M
00C 161.24	Levi-Jackson Rd	353611P	P
00C 165.40	SR 552	353617F	M
00C 169.86	Dortha Rd	353622C	M
00C 170.15	Stewart Rd	353624R	M

SINKS SPUR

MP	Location	DOT#	Type
00C 128.87	Williams St	343193Y	M
00C 129.13	Poplar St	343194F	M
00C 129.18	W Main	343195M	M
00C 134.12	CR 1123	343202V	M
00C 135.58	Mullins Station	343205R	M

COAL RUN SUBDIVISION - C1

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION		TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
				END OF TRACK; HJ DISP 014-7 RD 008; CMP 31.1 SIMERS	96		1
	CMP 29.0	(END OF MAIN TRACK) CANADA 1			TWC-DCS		
20			3.0				
	CMP 26.0	MARGOTTA					
	CMP 24.4		4.0				
10	CMP 22.0	GOFF					
	CMP 21.8		1.1				
	CMP 20.9	EE SAWMILL		SDG 6,311 FT SP			
			1.3				
20	CMP 19.6	WE SAWMILL					
			4.6				2
	CMP 15.0	CALL RAMSEY					
	CMP 13.5		2.9	WINNS BRANCH			
10							
	CMP 13.4						
20	CMP 12.1	EE COAL RUN SDG					
	CMP 12.0		1.3	SDG 6,900 FT SP			
	CMP 10.8	WE COAL RUN SDG					
25			8.8				
	CMP 2.0	GEORGE (END OF MAIN TRACK)			TWC-DCS		
				CMP 0.0 COAL RUN JUNCTION	96		
				BIG SANDY SD			
26.3 MILES FROM CANADA 1 TO GEORGE							

STATION PAGE NOTES
NOTE 1: Coal Run Subdivision from CMP 29.0 to end of track is leased to McCoy-Elkhorn Coal Co. Switch point derail is in service CMP 30.1.
NOTE 2: The distance between CMP 15.0 and CMP 17.0 is 1.3 miles.

COAL RUN SUBDIVISION - C1
WINNS BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			EAST ↓ ↓			
			CML 9.0 END OF TRACK	96		
	CML 9.8	(END OF MAIN TRACK) JEWELL				
10		4.3		TWC-DCS		
	CML 14.1	CHICK				
			CML 14.3 CML 14.2	96		
			COAL RUN SD			
4.3 MILES JEWELL TO CHICK						

COAL RUN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- COAL RUN

Trk	MP/Location	F
SG	CMP 29.0 - 24.4	20
SG	CMP 24.4 - 21.8	10
SG	CMP 21.8 - 13.5	20
SG	CMP 13.5 - 13.4	10
SG	CMP 13.4 - 12.0	20
SG	CMP 12.0 - 2.0	25

AUTHORIZED SPEEDS -- WINNS BRANCH

Trk	MP/Location	F
SG	CML 9.8 - 14.1	10

ADDITIONAL SPEEDS (SP) -- COAL RUN

Location	Track Type	F
CMP 20.9 - 19.6	SDG	10
CMP 12.1 - 10.8		

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
CML 13.62	US 119	Approach road crossings prepared to stop unless crossing protections are seen to be working. If such devices are not working, proper flag protection must be provided
CML 9.90	Raccoon	

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CMP 30.1	Burke Station	Loads: 50% Empties: 20%
CMP 28.3	Jesse Branch	Loads: 25% but not less than 5 HB Empties: 20% but not less than 4 HB
CMP 21.8	Goff	Loads: 2 HB east of loadout, 10% but not less than 4 HB on loads west of loadout Empties: 2 HB east of loadout
CMP 20.1	Cars left standing west of west crossing at Sawmill	Loads: 25% but not less than 4 HB Empties: 10% but not less than 3 HB
CMP 18.0	Bevins Branch	Loads: 3 HB Empties: 2 HB
CMP 10.8	Coal Run Sdg	
CMP 9.5	Scotts Branch	
CMP 7.5 - CMP 2.0	Coal Run Hill	Loads: 20% but not less than 5 HB Empties: 10%
CMP 1.0	Coal Run Yard	Loads: 4 HB Empties: 3 HB

104 HANDLING SWITCHES
POWER ASSISTED SWITCHES (PAS)

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

MP	Location	Normal	Reverse	Inquiry	Remarks
CMP 1.8	Prater Creek Mine East End	#1751	#1753	#1755	Note
CMP 0.3	Prater Creek Mine West End	#0301	#0303	#0305	Note

Note:
Prater Creek Mine (Revelation Energy)

PAS and derails are HPT (Hydraulic Pump Type) equipped with push button back up controls. Both the switch and derail are equipped with indicator lights. After code is entered the location will announce position over radio:

Normal (when switch and derail are normal)
Reverse (when switch and derail are reverse)
Check (when switch or derail has not completed its throw and needs to be checked)

Indicator Lights:

Switch
Green: Switch normal for a straight line main to main move
Yellow: Switched reversed lined for the siding
Red or Dark: Switch needs to be checked

Derail
Green: Derail normal in the derailing position
Yellow: Derail reversed in non-derailing position
Red or Dark: Derail needs to be checked

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CMP 20.9	Sawmill Sdg - East End of Trk	Main Trk	20
CMP 19.6	Sawmill Sdg - West End of Trk	Siding Trk	
CMP 12.1	Coal Run Sdg - East End of Trk	Main Trk	15
CMP 10.8	Coal Run Sdg - West End of Trk	Siding Trk	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMP 3.5	Tunnel	Cont	008, 014-7	Wayside
CMP 3.2	Shelby UM		008-5	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

CMP 30.0 Simers - When doubling loaded cars to make couplings to standing equipment, a Safety Stop will not be required. Cars must not be ridden when making coupling move as described above.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5600 HELPER SERVICE

Westward solid loaded coal trains weighing 21,000 tons or less may be pushed with not more than 18 powered axles at the rear of train.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CMP 28.1	Jesse Branch	Equipment other than coal cars	Retractable chutes must be raised or upright before passing.
CMP 27.2	Fairway		
CMP 9.0	Winns IT Standard Elkhorn Mining		
CMP 0.5	Prater Creek Tipple	Locomotives	Must not pass under chute

7. CLOSE CLEARANCE

MP	Location	Remark
CMP 31.0	Burke Station	Under Tipple
CMP 27.8	Solutions	Unloading facility
CMP 27.5	Jesse Branch Mine	Tipple & East End
CMP 21.8	Goff Mine	Tipple & Load Trks
CMP 18.0	Bevins Branch Mine	Tipple & East End
CMP 9.5	Scotts Branch	Tipple & West end
CMP 0.6	Prater Creek Tipple	Tipple
CML 9.0	Tri State Salvage	Cleanout

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMP 28.7	EE Jesse Branch	East
CMP 27.4	EE Fairway	
CMP 27.4	WE Jesse Branch	West
CMP 26.7	WE Canada	
CMP 21.8	EE Golf	East
CMP 20.9	WE Golf	West
CMP 18.7	EE Bevins Branch	East
CMP 17.3	WE Bevins Branch	West
CMP 13.5	EE Winns Branch Wye	East
CMP 13.4	WE Winns Branch Wye	West
CMP 9.7	EE Scotts Branch	East
CMP 9.1	WE Scotts Branch	West
CMP 1.7	EE Stone Coal	East
CMP 0.2	WE Prater Creek	West

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

MP	Location	DOT#	Type
CMP 26.70	KY 194	228054P	M
CMP 25.62	KY 194	228058S	C
CMP 25.08	KY 194	228062G	C
CMP 24.05	KY 194	228063N	C
CMP 13.68	SR 3111	228080E	C

WINNS BRANCH

MP	Location	DOT#	Type
CML 9.90	KY 1441	228013K	M
CML 13.62	SR 3111	228085N	M

NOTES

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
1	2 SINGLE			KD SD CORBIN TERMINAL			
	15	0CV 172.3	NAS CORBIN VIADUCT 0.4	CV OUTBOUND HA DISP 094 – 8 RD 084	ABS-261		
		0CV 172.7	**FORBES**		**CPS-261**		
25	25	173.0 174.0	2.2	1 2	ABS-261		
		0CV 174.9	**SILER**		**CPS-261**		
40	40	175.0 176.0	1.5		ABS-261		
	40	0CV 176.4	GRAYS SCALE				
	10						
	40	0CV 176.5	2.2				
		0CV 178.6	**NE ARKLE**		**CPS-261**		
			1.3	1 2	ABS-261		
40	40	**0CV 179.9**	**SE ARKLE**		**CPS-261**		
	40	0CV 182.2	4.1		ABS-261		
	35						
	40	0CV 182.4					
		0CV 184.0	**NE BAILEYS**		**CPS-261**		
			1.2	CSDG 4,332 FT SP	ABS-261		
		0CV 185.2	**SE BAILEYS**		**CPS-261**		
		0CV 186.1	1.7	DD	ABS-261		
		0CV 186.8	**HEIDRICK**	C & M BRANCH 0CQ 209.5	**CPS-261**		
			1.4		ABS-261		
		0CV 188.3	**NE BARBOURVILLE**		**CPS-261**		
			1.6	CSDG 8,110 FT SP	ABS-261		
		0CV 189.9	**SE BARBOURVILLE**		**CPS-261**		
	40				ABS-261		

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1	2 SINGLE						
	40	0CV 194.7					
	35						
		0CV 195.5	11.5		ABS-261		
	40						
		0CV 198.4					
	30						
		0CV 198.8					
	35						
		0CV 201.4	**NE PINEVILLE**		**CPS-261**		
	30						
			1.6	PINEVILLE SSDG 8,710 FT SP	ABS-261		
		0CV 202.9	**SE PINEVILLE**		**CPS-261**		
			0.3	0CV 203.2 DD; SP; STRAIGHT CREEK BRANCH 0SC 222.0	ABS-261		
		0CV 204.5					
		0CV 205.7 = 0WB 205.7	**HARBELL**		**CPS-261**		
			4.4	HARBELL BRANCH 0CV 215.0	ABS-261		
	30	0WB 207.3					
	25						
		0WB 210.1	**NE VARILLA**		**CPS-261**		
			1.6	CSDG 7,812 FT SP	ABS-261		
		0WB 211.7	**SE VARILLA**		**CPS-261**		
	25	0WB 214.3					
	30		10.1		ABS-261		

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1	2 SINGLE						
	30						
	25	0WB 219.6			ABS-261		
		0WB 220.0		DD			
25		**0WB 221.8**	**FELDER**		**CPS-261**		
			2.7	1 2 0PC 230.0 PUCKETT'S CREEK BRANCH	ABS-261		
25		**0WB 224.5**	**BLACKMONT**		**CPS-261**		
	25	0WB 225.7					
	30	228.0					
		229.0			ABS-261		
	30	0WB 231.9	11.5				
	25						
	30	0WB 233.0					
		0WB 236.0	**WILHOIT**		**CPS-261**		
			2.6	CSDG 13,200 FT SP	ABS-261		
		0WB 237.5					
	30	**0WB 238.6**	**N LOYALL**	SP	**CPS-261**		
				END OF MAIN TRACK; ML1 SP; ML2 SP; LOYALL YD; 0WB 240.0 SP	96		
		0WB 240.3 = 0WH 240.3	NE HARLAN JUNCTION YARD LIMITS	END OF MAIN TRACK; POOR FORK BRANCH 0WC 261.0; 1 2	193 HARLAN JUNCTION LIMITS 193		
20	10						
	10	0WH 240.8					
20	20						

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION		TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1	2 SINGLE							
20	20	0WH 241.9		1.8	1 2	193 HARLAN JUNCTION YARD LIMITS 193		
	20	0WH 242.1 = 0WM 242.1	HARLAN JUNCTION		0WH 256.3 CLOVER FORK BRANCH			
				0.2	0WM 242.2 SP			
	20	0WM 242.3	SE HARLAN JUNCTION YARD LIMITS			TWC-DCS		
	25				CATRON'S CREEK SPUR 0WM 243.0			
	25	0WM 243.9						
	30	245.0 246.0		4.9				
	30	0WM 247.2	NE GLIDDEN					
	35	0WM 247.3			SDG 7,475 FT SP			
				1.5	MERNA SPUR			
		0WM 248.7	SE GLIDDEN					
				9.5	FLAGLER HOUSE TRACK 0WM 253.8			
	35	0WM 258.2	NE HAGANS YARD LIMITS			TWC-DCS		
	20					193 HAGANS YARD LIMITS 193		

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1	2 SINGLE			SOUTH			
	20	0WM 258.3					
				0WM 258.4	193		
				SMILEY HOUSE TRK	HAGANS YARD LIMITS 193		
			2.1	2,360 FT SDG SP			
				0WM 258.9			
	20	0WM 260.3 = 0CV 243.5	SE HAGANS YARD LIMITS		TWC-DCS		
	30						
		0CV 244.7	3.7				
	35	0CV 246.5		DD			
		0CV 247.2	NE HUBBARD SPRINGS	SDG 6,350 FT SP			
	30		1.3				
		0VC 248.5	SE HUBBARD SPRINGS				
		0CV 250.3					
	35						
		0CV 253.7					
	30						
		0CV 255.3	10.3				
	25						
		0CV 256.5					
	30						
		0CV 258.7					
	35						
		0CV 258.8	NE PENNINGTON GAP				
			1.3	SDG 6,920 FT SP 0CH 261.9 PENNINGTON GAP BRANCH			
		0CV 259.9					
		0CV 260.1	SE PENNINGTON GAP				
	35	0CV 263.2					
	30	0CV 265.8		DD	TWC-DCS		

CV SUBDIVISION - CV

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM ↓ SOUTH ↓	AUTH FOR MOVE	TWC	NOTES
1	2 SINGLE						
	30	0CV 267.0					
	25		14.8		TWC-DCS		
		0CV 267.3					
	30						
		0CV 274.9	NE CADET YARD LIMITS				
	20		1.3	SDG 6,100 FT **SP**	193 CADET YARD LIMITS 193		
		0CV 276.2	SOUTH BIG STONE GAP				
			1.4	CONN TRK TO NS END OF CSX			
	20	0CV 277.6	SE CADET YARD LIMITS				
				NS CENTRAL DIVISION			
118.0 MILES NAS CORBIN VIADUCT TO SE CADET YARD LIMITS							

CV SUBDIVISION - CV
C & M BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH CV SD			
10	0CQ 186.9	HEIDRICK		TWC-DCS		
		9.3				
	0CQ 196.2	FOUNT				
		7.0				
	0CQ 203.2	STEAM				
		2.8		TWC-DCS		
	0CQ 206.0	COALDALE				
		2.7		193 LEVI YARD LIMITS 193		
	0CQ 208.7	HORSE CREEK JUNCTION	HORSE CREEK BRANCH 0CF 211.6			
		0.8				
10	0CQ 209.5	(END OF MAIN TRACK)	END OF TRACK 0CQ 209.7	96		
22.6 MILES HEIDRICK TO END OF MAIN TRACK AT 0CQ 209.5						

CV SUBDIVISION - CV
STRAIGHT CREEK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH 0CV 203.1 CV SD MAIN 0CV 202.9 PINEVILLE SSDG			
25	0SC 202.9 0SC 203.1	PINEVILLE STRAIGHT CREEK JCT	SOUTH LEG NORTH LEG	TWC-DCS		
		1.5				
	0SC 204.6	LEFT FORK STRAIGHT CREEK JCT	SP LEFT FORK STRAIGHT CREEK BRANCH 0SF 214.1			
		4.2				
	0SC 208.8	WESSELL				
		6.3				
	0SC 215.1	VIALL				
		4.0				
	0SC 219.1	HAMILTON				
		2.9				
25	0SC 222.0	CLOVER (END OF MAIN TRACK)		TWC-DCS 96		
			END OF TRACK 0SC 223.7			
18.9 MILES PINEVILLE TO CLOVER						

CV SUBDIVISION - CV
LEFT FORK STRAIGHT CREEK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH STRAIGHT CREEK BRANCH			
25	0SF 204.6	LEFT FORK STRAIGHT CREEK JUNCTION		TWC-DCS		
		4.0				
	0SF 208.6	HANBY				
		4.7				
	0SF 213.3	KAY				
		0.8				
25	0SF 214.1	WENLAR (END OF MAIN TRACK)		TWC-DCS		
			END OF TRACK 0SF 215.8	96		
9.5 MILES LEFT FORK STRAIGHT CREEK JUNCTION TO WENLAR						

CV SUBDIVISION - CV
HARBELL BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH CV SD			
10	0CV 205.7	HARBELL				
		9.3	0CV 209.4 FERNDALE	TWC-DCS		
10	0CV 215.0	MIDDLESBORO				
			NS	NS RWY		
9.3 MILES HARBELL TO MIDDLESBORO						

CV SUBDIVISION - CV
PUCKETT'S CREEK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH CV SD			
10	0PC 222.9	PUCKETTS CREEK		TWC-DCS		
	0PC 230.0	7.1 PIEDMONT (END OF MAIN TRACK)	END OF TRACK 0PC 231.2	96		
7.1 MILES PUCKETTS CREEK TO PIEDMONT						

CV SUBDIVISION - CV
POOR FORK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
			LOYALL YD			
10	0WC 240.3	BAXTER		TWC-DCS		
25	0WC 240.4					
35	0WC 241.1					
30	0WC 246.7					
35	0WC 247.4					
30	0WC 250.9	14.7				
35	0WC 252.0					
30	0WC 252.8					
35	0WC 253.1					
30	0WC 255.0	DIONE				
35	0WC 257.5					
20	0WC 257.7	4.9				
	0WC 259.0					
	0WC 259.9	N CHAD	CHAD HOUSE TRACK			
			1.2			
20	0WC 260.6			TWC-DCS		
	0WC 261.0 = 0WG 261.0	S CHAD (END OF MAIN TRACK)	CLOVER LICK SPUR	96		
			0WG 262.7 END OF TRACK			
20.8 MILES BAXTER TO S CHAD						

CV SUBDIVISION - CV
CLOVER FORK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH HARLAN JCT 0WM 242.2 — HARLAN JCT 0WH 242.1			
10	0WH 242.1	HARLAN JUNCTION YARD LIMITS	SP	193 HARLAN JUNCTION YARD LIMITS 193		
		0.2				
25	0WH 242.3	SE HARLAN JUNCTION YL		TWC-DCS		
		3.4				
	0WH 245.7	NE COXTON	SDG 3,168 FT SP			
		0.8				
	0WH 246.5	SE COXTON				
		2.5				
	0WH 249.5	VERDA				
		7.3				
25	0WH 256.3	HIGHSPLINT (END OF MAIN TRACK)		TWC-DCS		
			0WH 257.0 — HIGHSPLINT STG 70 CARS	96		
			0WH 257.8 / 0WH 258.8 — END OF CSX TRACK			
14.2 MILES HARLAN JUNCTION YARD LIMITS TO HIGHSPLINT						

CV SUBDIVISION - CV
PENNINGTON GAP BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
						
10	0CH 259.9 0CH 261.9	PENNINGTON GAP 2.0 POCKET		TWC-DCS		1
			NS RAILWAY POCAHONTAS DIVISION			
2.0 MILES PENNINGTON GAP TO POCKET						

STATION PAGE NOTES
NOTE 1: Unless otherwise instructed, loaded coal trains must have proper NS authority and CSX authority to occupy Pennington Gap Branch before departing Mayflower or Benedict enroute to Pennington Gap, VA.

CV SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- CV

Trk	MP/Location	F
SG	0CV 172.3 - 172.7	15
Both	0CV 172.7 - 174.9	25
Both	0CV 174.9 - 176.4	40
2	0CV 176.4 - 176.5	10
1	0CV 176.4 - 179.9	40
2	0CV 176.5 - 179.9	40
SG	0CV 179.9 - 182.2	40
SG	0CV 182.2 - 182.4	35
SG	0CV 182.4 - 194.7	40
SG	0CV 194.7 - 195.5	35
SG	0CV 195.5 - 198.4	40
SG	0CV 198.4 - 198.8	30
SG	0CV 198.8 - 201.4	35
SG	0CV 201.4 - 205.7	30
SG	0WB 205.7 - 207.3	30
SG	0WB 207.3 - 214.3	25
SG	0WB 214.3 - 219.6	30
SG	0WB 219.6 - 221.8	25
Both	0WB 221.8 - 224.5	25
SG	0WB 224.5 - 225.7	25
SG	0WB 225.7 - 231.9	30
SG	0WB 231.9 - 233.0	25
SG	0WB 233.0 - 238.6	30
1	0WH 240.3 - 240.8	20
2	0WH 240.3 - 240.8	10
Both	0WH 240.8 - 241.9	20
SG	0WH 241.9 - 242.1	20
SG	0WM 242.1 - 242.3	20
SG	0WM 242.3 - 243.9	25
SG	0WM 243.9 - 247.2	30
SG	0WM 247.2 - 258.2	35
SG	0WM 258.2 - 260.3	20
SG	0CV 243.5 - 244.7	30
SG	0CV 244.7 - 247.2	35
SG	0CV 247.2 - 250.3	30
SG	0CV 250.3 - 253.7	35
SG	0CV 253.7 - 255.3	30
SG	0CV 255.3 - 256.5	25
SG	0CV 256.5 - 258.7	30
SG	0CV 258.7 - 263.2	35
SG	0CV 263.2 - 267.0	30
SG	0CV 267.0 - 267.3	25
SG	0CV 267.3 - 274.9	30
SG	0CV 274.9 - 277.6	20

AUTHORIZED SPEEDS -- C & M BRANCH

Trk	MP/Location	F
SG	0CQ 186.9 - 206.0	10
SG	0CQ 206.0 - 209.5	10

AUTHORIZED SPEEDS -- STRAIGHT CREEK BRANCH

Trk	MP/Location	F
SG	0SC 202.9 - 222.0	25

AUTHORIZED SPEEDS -- LEFT FORK STRAIGHT CREEK BRANCH

Trk	MP/Location	F
SG	0SF 204.6 - 214.1	25

AUTHORIZED SPEEDS -- HARBELL BRANCH

Trk	MP/Location	F
SG	0CV 205.7 - 215.0	10

AUTHORIZED SPEEDS -- PUCKETT'S CREEK BRANCH

Trk	MP/Location	F
SG	0PC 222.9 - 230.0	10

AUTHORIZED SPEEDS -- POOR FORK BRANCH

Trk	MP/Location	F
SG	0WC 240.3 - 240.4	10
SG	0WC 240.4 - 241.1	25
SG	0WC 241.1 - 246.7	35
SG	0WC 246.7 - 247.4	30
SG	0WC 247.4 - 250.9	35
SG	0WC 250.9 - 252.0	30
SG	0WC 252.0 - 252.8	35
SG	0WC 252.8 - 253.1	30
SG	0WC 253.1 - 257.5	35
SG	0WC 257.5 - 257.7	30
SG	0WC 257.7 - 259.0	35
SG	0WC 259.0 - 261.0	20

AUTHORIZED SPEEDS -- CLOVER FORK BRANCH

Trk	MP/Location	F
SG	0WH 242.1 - 242.3	10
SG	0WH 242.3 - 256.3	25

AUTHORIZED SPEEDS -- PENNINGTON GAP BRANCH

Trk	MP/Location	F
SG	0CH 259.9 - 261.9	10

ADDITIONAL SPEEDS (SP) -- CV

Location	Track Type	F
0CV 184.0 - 185.2	CSDG	25
0CV 188.3 - 189.9		
0CV 201.4 - 202.9	SSDG	30
0WB 210.1 - 211.7	CSDG	25
0WB 236.0 - 238.6		10
0WM 247.2 - 248.7	SDG	25
0WM 258.4 - 258.9		10
0CV 247.2 - 248.5		25
0CV 258.8 - 260.1		
0CV 274.9 - 276.2		

ADDITIONAL SPEEDS (SP) -- CLOVER FORK BRANCH

Location	Track Type	F
0WH 245.7 - 246.5	SDG	10

ADDITIONAL SPEED RESTRICTIONS

0CV 203.2 - Straight Creek Branch - Do not exceed 10 MPH on south leg of wye.
0WB 238.6 - N Loyall - Do not exceed 15 MPH through Crossover.

0WB 238.6
Do not exceed 20 MPH on ML1 between mileposts 238.6 and 240.3.
Do not exceed 20 MPH on ML2 between mileposts 238.6 and 240.0.
Do not exceed 10 MPH on ML2 between mileposts 240.0 and 240.3.

0WH 242.1 Harlan Junction Wye - Do not exceed 10 MPH on either leg of wye track.
0SC 204.6 Straight Creek Branch - Do not exceed 15 MPH over switch providing access to Left Fork Straight Creek Branch.

100 HIGHWAY-RAIL GRADE CROSSINGS

0WH 247.36 Brookside – The crossing over the empty storage track must be protected by a flagman on the ground before any movement fouls this crossing.

0CV 170.72 Siler Crossing – Inbound trains must contact the yardmaster at Corbin prior to reaching this location in order to secure route for inbound movement and avoid blocking crossings more than the time prescribed by Kentucky State Law and CSX Rules.

0CV 172.75 Forbes – Southward trains and yard engines approach grade crossing at Forbes, prepared to stop making sure the grade crossing warning devices are activated and gates are down before proceeding.

Northward trains on No 1 Main Track must not exceed 10 MPH between 0CV 172.9 and 0CV 172.7 until engine has occupied crossing at Forbes.

0CV 275.91 Big Stone Gap, VA – City ordinance prohibits any railroad company from obstructing for a period longer than five (5) minutes, the free passage on any highway, street, or public crossing by leaving standing cars or trains across the same.

0SC 203.18 Pineville Wye – Approach highway crossing at grade on south leg of Pineville wye prepared to stop until it is determined that grade crossing warning devices are activated before proceeding.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
0CV 180.0 - 0CV 184.5	Between these Mileposts	Loads: 15%
0WB 239.0	Loyall Yard All yard trks	Loads: 3 HB Empties: 3 HB
0WB 239.0	ML 1 and ML 2	Loads: 5 HB Empties: 3 HB
0BE 257.0	Hilo Mine Trk	Loads: 60%
0WH 257.6	Clover Fork Branch to End of Trk	Loads: 15%
0CV 206.0 - 0CV 212.0	Harbell Branch	
0CV 244.0 - 0CV 259.0	Between these Mileposts	
0CV 265.0 - 0CV 281.0	Between these Mileposts	
0CQ 192.0 - 0CQ 195.0	Between these Mileposts	
0SC 212.0 - 0SC 222.2	Right Fork Straight Creek Branch	
0SF 210.0 - 0SF 214.6	Left Fork Straight Creek Branch	
0SF 214.6 - 0SF 215.8	Wenlar	Loads: 20%
0PC 224.0	Puckett's Creek	Loads: 15%
0WC 260.0	Chad	Loads: 10%
0CH 260.0 - 0CH 262.0	Pennington Branch	Loads: 15%
0WO 243.5	Catron's Creek Spur to End of Trk	
0MV 248.5	Merna Branch to End of Trk	Loads: 60%
0WG 261.0	Clover Lick Spur	Loads: 15%

A track with loads and empties will be considered loads.

104 HANDLING SWITCHES

0WM 247.2 Glidden Siding – Derail at the north end of this siding will be left in non-derailing position unless cars are left standing on this track.

0WH 245.7 Coxton – Derails at the north and south end of this siding will be left in non-derailing position unless cars are left standing on this track.

0WC 261.0 Clover Lick Spur – The normal position for the switch at this milepost is lined for the Clover Lick Spur.

0SC 203.1 Pineville Wye – The normal position for the hand operated switch at the apex of the Pineville wye is lined for movement to the north leg of the wye.

0SC 204.6 Straight Creek Branch – The normal position for the switch providing access to the Left Fork Straight Creek Branch is lined for the Straight Creek Branch.

0SF 214.6 Wenlar – Derail on Main track at the north end of Wenlar, will be left in non-derailing position unless cars are left standing on this track.

0WG 262.7 Lynch 3 Mine – A bow handle switch point derail is located 25 feet south of the loadout switch. The normal position for this derail is in the non-derailing position when there are no cars on the track. If any equipment is left at this location, the derail must be placed and locked in the derailing position.

POWER ASSISTED SWITCHES (PAS)

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

MP	Location	Normal Position	Reverse Position	Type
0WM 259.7	Hagan Switchback	#259711	#259733	SLT (Note)

Note:Normal position for this switch is lined for Big Stone Gap.

104-E OPERATION OF POWER SWITCHES

Hagans Switchback - All switches are equipped with locks and must remain locked except when the switch needs to be lined for immediate movement. When the switch is unattended for any reason, the lock must be reapplied and locked until needed again.

If a lock is missing from switch that is needed for immediate movement and an employee cannot tend the switch during the movement, in its entirety, the employee may remove a lock from a switch that is not in immediate use to protect the movement over the needed switch.

Any lock missing must be reported to the dispatcher immediately.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
0WB 240.3	Poor Fork Jct - End of Trk, Main	Branch Line	10

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
CV SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
0CV 172.0	Ravenna	Cont	084, 094-8	Wayside
0CV 180.0	Gillam Mountain			
0CV 203.0	Pineville			
0CV 219.0	Middlesboro			
0CV 243.6	Hagens			
0WM 250.7	Cato			
0CV 260.0	Pennington Gap			
0SF 211.5	Eastover			
0WB 223.2	Blackmont			
0WB 239.5	Loyall		084	Terminal
0WB 240.2	Baxter		084, 094-8	Wayside
0WH 259.0	Louellen			
0SC 216.0	Hamilton			

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-11 MOUNTING AND DISMOUNTING MOVING EQUIPMENT

Between Smiley and Hagans on the Switchback, if employee determines mounting and dismounting moving equipment may be done safely, it is permissible to do so. This instruction only applies to loaded unit train operations that have helper engines attached.

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

0PC 231.0 Sarah – When doubling loaded cars to make couplings to standing cars at Sarah, a safety stop is not required. Cars must not be ridden when making coupling move as described above.

0WG 263.0 Lynch – When doubling loaded cars to make couplings to standing cars at Lynch, a safety stop is not required. Cars must not be ridden when making coupling move as described above.

0SF 215.0 Wenlar – When doubling loaded cars to make couplings to standing cars at Wenlar, a safety stop is not required. Cars must not be ridden when making coupling move as described above.

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
0CV 186.1	Heidrick	1	NONE
0CV 204.5	Pineville	1	NONE
0WB 220.0	Mathel	1	NONE
0CV 246.5	Hubbard Springs	1	NONE
0CV 265.8	Dryden	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
0WB 237.5	Loyall, KY
0WM 247.0	Glidden, KY

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 A LIMITING TRACTIVE EFFORT

A maximum of 18 powered axles may be used to assist loaded coal trains between Loyall, KY and Big Stone Gap, VA, and at Wenlar. No trains will be assisted that contain empty cars.

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

The following Speed and Equivalent Dynamic Brake axles charts govern southward trains operating between 0CV 253.7 and 0CV 258.5. These charts are used instead of the chart listed in Rule 5559 for grades of 1.0% to 1.5%. All other portions of Rule 5559 remain in effect.

The maximum speed and equivalent dynamic brake axles (EDBA) tables displayed below apply to freight trains operating southward between 0CV 253.7 and 0CV 258.5. The minimum number of operative EDBA's (including helper locomotives) are displayed in the body of the charts below for the trailing tonnage and maximum speed indicated. The trailing tonnage includes the weight of all cars and any locomotives not operating in dynamic brake (including helper locomotives). Do not exceed the highest maximum speed indicated for the trailing tonnage and the number of operative EDBA's displayed in the body of the charts. Where the Authorized Speed is lowered it will govern. Trains not meeting the minimum EDBA requirements must obtain additional locomotives (including helper locomotives) prior to proceeding. Where no entry is indicated in the tables, train operation is not permitted on the heavy descending grade. A light locomotive consist with operative dynamic brake may operate at Authorized Speed.

5559 LOADED UNIT TRAINS

Maximum Speed for Loaded Unit Trains (coal, grain, etc.)

Tonnage	25 MPH Min. EDBA	30 MPH Min. EDBA	35 MPH Min. EDBA
2,000 or less	4	4	4
2,001 - 3,000	4	4	6
3,001 - 4,000	4	4	7
4,001 - 5,000	4	6	7
5,001 - 6,000	6	6	8
6,001 - 7,000	6	7	8
7,001 - 8,000	6	7	9
8,001 - 9,000	7	8	9
9,001-10,000	7	8	10
10,001-11,000	7	8	11
11,001-12,000	8	9	12
12,001-13,000	8	9	13
13,001-14,000	8	10	14
14,001-15,000	9	11	15
15,001-16,000	10	12	16
16,001-17,000	11	13	17
17,001-18,000	12	14	18
18,001-19,000	13	15	19

NOTE: Southward trains in excess of 19,001 must not operate on the descending grade.

5559 INTERMODAL / MANIFEST / EMPTY UNIT TRAINS

Maximum Speed for Manifest Trains (including Empty Unit Trains)

Tonnage	35 MPH Min. EDBA
2,000 or less	4
2,001 - 3,000	4
3,001 - 4,000	6
4,001 - 5,000	6
5,001 - 6,000	6
6,001 - 7,000	7
7,001 - 8,000	7
8,001 - 9,000	8
9,001-10,000	8
10,001-11,000	9
11,001-12,000	9
12,001-13,000	10
13,001-14,000	10
14,001-15,000	11
15,001-16,000	11
16,001-17,000	12
17,001-18,000	12

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
0WB 236.4	Wilhoit Mine	6-Axle Locomotives	Must not operate beyond clearance point
0WC 241.6	Gaynor		
0WC 242.5	Gaton		
0WC 246.0	Rhea		
0WC 254.0	Totz Mine Trks		
0WH 247.0	Brookside		Must not operate beyond tipple
0WH 249.0	Verda		Must not operate beyond clearance point
0WH 250.0	Harcrow		
0BE 257.0	Hilo		Must not operate beyond tipple
0WH 242.0	Harlan Stg Harlan Armory		Must not operate beyond clearance point
0MV 248.5	Merna Spur	6-Axle Locomotives Cars with gross weight over 263,000 lbs	Must not operate beyond unit tipple Prohibited
0WM 259.0	Hagans House Trk	6-Axle Locomotives	Must not operate beyond clearance point
0CV 178.7	Cobra Coal		
0CV 178.2	Bertha		
0CV 209.3	Ferndale		
0CQ 208.0	Garrard Mine		
0PC 231.2	Sarah		Must not operate beyond 300 ft south of tipple
0PC 223.0	Pucketts Creek	Cars with gross weight over 263,000 lbs	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
0WB 240.0	Loyall Yard / All Trks	Trk Centers
0WB 229.0	Blanton	Load out tipple
0PC 229.9	Sarah	Load out tipple
0WH 247.0	Brookside	Load out tipple
0BE 257.0	Hilo	Load out tipple
0SC 215.0	Viall	Load out tipple

0WH 245.7 - 0WH 246.5 Coxton Siding
Due to a rock abutment causing close clearance, employees are prohibited from riding the east side of equipment while operating in Coxton siding between Coxton Crossing 0WH 246.3 and the North Coxton Switch at 0WH 245.8.

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
0CV 206.0 - 0CV 215.0	Harbell Branch to End of Trk	Harbell Branch to End of Trk

GENERAL MISCELLANEOUS

0CV 176.5 Grays Scale – All trains approach scales at Gray, KY prepared to weigh.

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

When weighing trains at Gray, crew will monitor Channel 050. Locomotive radio will be set to Channel 050 and conductor will monitor Channel 084 with his portable radio. When finished weighing, the locomotive radio will be retuned to monitor Channel 084.

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

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

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

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

Use of sand on scale is prohibited.

0CV 184.0 Baileys – Loaded unit trains must occupy the main track when meeting trains at Baileys.

0WB 238.6 N. Loyall – The former main tracks between 0WB 238.6 and 0WB 240.3 are designated as tracks other than main tracks and are identified as follows:

The track to the west is identified as ML 1
The track to the east is identified as ML 2

0WB 240.0 Loyall Yardmaster – Loyall Yardmaster desk is located at the Centralized Yardmaster Center at Corbin, KY. Radio communication is in place to communicate with the center on a 24-hour basis.

Watts Line: 800-739-7837
Company Line RNX: 293-3318 or 3424
Fax Company Line: RNX 293-3421
Fax Bell Line: 606-523-3421
Printer: CV1

0CV 274.9 Big Stone Gap – On arrival at Big Stone Gap, southward trains enroute to NS will advise CSX Dispatcher of arrival time and NS authority time. If NS does not give authority to occupy their track, notify CSX Dispatcher. When authority to occupy NS is obtained, notify CSX Dispatcher of time.

Southward trains enroute NS Railway will not depart Big Stone Gap until route is known to be clear by signal indication or verbal authority from NS Dispatcher to enter NS Main Track.

Westward trains on NS approaching Big Stone Gap must communicate with CSX dispatcher to receive instructions for route.

The CSX Train Dispatcher must be contacted if necessary to obtain permission to pass a Stop signal at Big Stone Gap.

The CSX Train Dispatcher will contact any other trains within the Cadet Yard Limits and will then contact the NS Dispatcher to make certain there are no conflicting moves before giving crew permission to pass the stop signal.

NS Train Bulletins, Release Forms and Operations Bulletins

Loyall-Erwin trains originating must secure two dispatcher bulletins: One applicable between Erwin and Frisco and another applicable between Big Stone Gap and Loyall. They must also have one Norfolk Southern Clearance applicable between Frisco and Big Stone Gap. CSX crews originating Loyall or Erwin that will operate over the Norfolk Southern between Big Stone Gap and Frisco will be sent, by telecopier, the appropriate NS Central Division Train Dispatchers Bulletin to operate between Big Stone Gap and Frisco. CSX crews will not depart Loyall or Erwin without the NS Bulletin addressed to their train. CSX crews on arrival at Big Stone Gap or Frisco will contact, by radio, the NS train Dispatcher to verify the NS Train Dispatchers Bulletin.

Norfolk Southern Telephone numbers:
NS Central Chief Dispatcher: 865-521-1401
NS Pocahontas Chief Dispatcher: 304-325-4343
NS West End Train Dispatcher: 865-521-1468
NS East End Train Dispatcher: 865-521-1467
NS Clinch Valley Train Dispatcher: 304-325-4238

0WC 241.4 Gaynor – Northward trains must contact Loyall Yardmaster before departing Gaynor.

0WM 243.0 Dressen – Northward trains must contact Loyall Yardmaster before departing Dressen or 0WM 243.9.

0WH 245.7 Coxton – Northward trains must contact Loyall Yardmaster before departing Coxton.

Harbell Branch
All crews enroute to Hignite Mine must contact their office at 606-248-5558 before departing Middlesboro. This is to secure permission to operate on Mine Tracks and to ensure that the mine switch engine is secured and not working.

ADDITIONAL STATIONS

MP	Station	Switch Opening
0CV 174.4	Progress Rail	South
0CV 176.0	Siler Mine	
0CV 178.2	Bertha	
0CV 178.7	Cobta	
0CV 188.4	Farmers Supply	North
0WB 217.7	NE Balkan	
0WB 218.7	SE Balkan	South
0WB 227.8	N Blanton	North
0WB 229.2	S Blanton	South
0WM 253.8	Flagler	
0WM 258.3	Smileys Switchback	North
0WM 258.4	North Double Over	
0WM 258.4	N House Trk	
0WM 259.0	S Double Over	South
0WM 260.3	N Cochran	North
0CV 265.1	Dryden House	South
0CV 275.5	N Big Stone House	North
0CV 276.0	S Big Stone House	South

C&M Branch

MP	Station	Switch Opening
0CQ 206.4	NE Resource	North
0CQ 207.3	SE Resource	South
0CQ 207.5	NE Beth	North
0CQ 208.2	SE Beth	South
0CQ 209.0	NE Lewisdale	North
0CQ 209.4	SE Lewisdale	South

Straight Creek Branch

MP	Station	Switch Opening
0SC 214.3	NE Viall	North
0SC 214.8	Viall Mine	South
0SC 215.4	SE Viall	North
0SC 215.8	NE Hamilton	
0SC 216.9	SE Hamilton	South

Left Fork Straight Creek Branch

MP	Station	Switch Opening
0SF 210.9	NE Little Creek	North
0SF 211.9	SE Little Creek	South

Harbell Branch

MP	Station	Switch Opening
0CV 209.4	NE Ferndale	North

Poor Fork Branch

MP	Station	Switch Opening
0WC 241.6	Gaynor	South
0WC 242.5	Gatun	North
0WC 245.7	N Rhea	
0WC 246.6	S Rhea	South
0WC 254.2	N Totz	North
0WC 254.6	S Totz	South
0WC 255.6	N Dione	North
0WC 256.7	S Dione	South
0WC 259.9	N Chad	North

Clover Fork Branch

MP	Station	Switch Opening
0WH 246.9	Brookside	North
0WH 248.7	N Vedra	
0WH 249.5	S Vedra	South
0WH 249.9	N Harcrow	North
0WH 250.2	S Harcrow	South
0WH 256.9	Hisplint Mine	
0WH 257.0	N Hisplint	North
0WH 257.9	S Hisplint	South

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

MP	Location	DOT#	Type
0CV 172.40	US Steel Rd	344824B	M
0CV 172.75	Moore Hill Ave	344825H	M
0CV 172.82	US Steel Rd	344823U	M
0CV 174.77	Siler-Moore Hill	877419J	M
0CV 175.55	Negro Creek Rd	344830E	M
0CV 177.12	Indian Creek Rd	344834G	M
0CV 178.70	Rossland Rd	344840K	M
0CV 187.85	Knox St	344855A	M
0CV 188.37	Cumberland Ave	344857N	M
0CV 202.13	Third St	877290J	M
0CV 202.99	N Pine St	344959G	M
0CV 203.20	Mona	344900S	M
0WB 209.73	CR 1344	344965K	M
0WB 215.37	SR 987	344968F	M
0WB 218.64	Tejay Rd	344970G	M
0WB 229.64	KY 2007	344985W	M
0WB 232.23	Wallins Creek Rd	344987K	M
0WB 236.20	Ewing Creek Rd	344992G	M
0WB 238.22	Wilkerson St	344996J	M
0WH 240.40	SR 413	353194H	M
0WH 240.82	Hickory Rd/ High Hat Rd	353197D	M
0WM 242.39	Camden Rd/ Armory	352462M	M
0WM 242.45	Camden St	352463U	M
0WM 243.00	Sunshine Rd	352466P	M
0WM 243.21	Sunshine Rd	352467W	M
0WM 245.74	Grays Dr	352471L	M
0WM 248.67	Martins Fork	352478J	C
0WM 255.08	SR 987	352488P	M
0CV 246.10	SR 621	339471F	M
0CV 246.42	SR 621	339473U	M
0CV 250.54	SR 621	339509A	M

0CV 252.21	SR 621	339515D	M
0CV 252.89	SR 621	339521G	M
0CV 254.99	SR 621	339531M	M
0CV 255.36	SR 621	339532U	M
0CV 257.95	SR 925	339540L	M
0CV 259.98	Harrell St	339557P	M
0CV 264.97	Possum Valley (RT 629)	339578H	M
0CV 265.22	SR 726	339579P	M
0CV 270.03	RT 621	339590P	M
0CV 270.74	RT 622	339592D	M
0CV 272.78	RT 605	339600T	M
0CV 273.48	Strawberry Patch	339602G	M
0CV 274.45	RT 739	339606J	M
0CV 275.91	Short St	339607R	M

C&M Branch

MP	Location	DOT#	Type
0CQ 187.18	US 25E	354037T	M
0CQ 187.53	Old US 25E	354040B	M
0CQ 187.78	Oak Tree (SR 11)	354041H	M
0CQ 188.48	Beech Hill (SR 11)	354044D	M
0CQ 189.81	Cannon (SR 11)	354049M	M
0CQ 192.56	Girdler (KY 1304)	354056X	M
0CQ 202.01	John C (SR 11)	354077R	M
0CQ 204.68	Fire King (SR 11)	354080Y	M
0CQ 207.87	Garrard Rd	354089K	M

Horse Creek Branch

MP	Location	DOT#	Type
0CF 209.02	Horse Creek (SR 80)	354100H	C

Straight Creek Branch

MP	Location	DOT#	Type
0SC 208.99	SR 221	344927B	M

Left Fork Straight Creek Branch

MP	Location	DOT#	Type
0SF 204.65	SR 66	344904U	M
0SF 206.71	SR 66	344936A	M

Harbell Branch

MP	Location	DOT#	Type
0CV 213.77	Old Pineville Rd	346008M	M
0CV 214.96	Hollywood Dr	346010N	M

Poor Fork Branch

MP	Location	DOT#	Type
0WC 241.49	US 421	347272Y	M
0WC 242.66	Gatum Rd	347280R	M
0WC 243.93	Ross Point	347286G	M
0WC 249.55	Laden Connector	347303V	M
0WC 251.42	Splint-Spur Rd	347307X	M

Clover Fork Branch

MP	Location	DOT#	Type
0WH 242.28	Harlan/ Manchester	877412L	M
0WH 242.36	Main St	353201R	M
0WH 242.46	Kueller St	353202X	M
0WH 244.43	SR 38	353214S	M
0WH 245.35	Eastbrook	353215Y	M
0WH 247.30	SR 38	353217M	M
0WH 249.10	SR 1601	353221C	M
0WH 250.61	SR 38	353225E	M
0WH 250.82	Wilson St	353226L	M

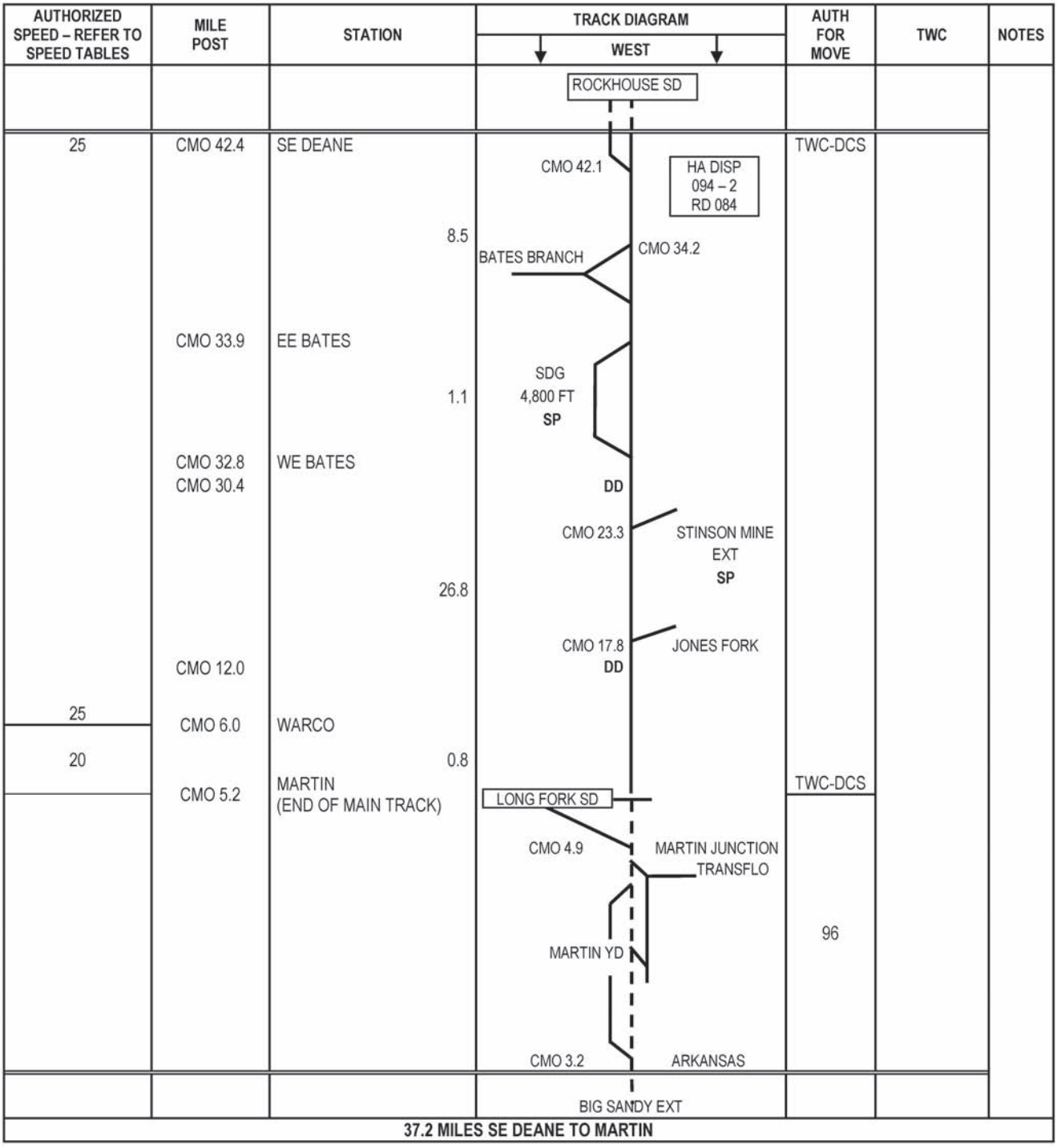
Pennington Gap Branch

MP	Location	DOT#	Type
0CH 260.40	RT 706	339551Y	M
0CH 260.65	Morgan St	339550S	M

Former Main Track from 0WB 238.6 to 0WB 240.3

MP	Location	DOT#	Type
0WB 240.28	Sukey Ridge Rd	344998X	M

E&BV SUBDIVISION - EB



E&BV SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- E&BV

Trk	MP/Location	F
SG	CMO 42.4 - 6.0	25
SG	CMO 6.0 - 5.2	20

ADDITIONAL SPEEDS (SP) -- E&BV

Location	Track Type	F
CMO 33.9 - 32.8	SDG	10

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

CMO 32.5 - 32.8 - Do not exceed 10 MPH on head end for Eastward trains.

All Westward loaded trains traversing Deane Mountain will begin reduction of speed if necessary at the apex of the grade and will not exceed 10 MPH until head end of train reaches the road crossing at CMO 39.5.

CMO 23.3 - Stinson Mine Extension

Do not exceed 10 MPH.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CMO 42.1	Rapid Load	Loads: 4 HB Empties: 2 HB
CMO 33.0 - CMO 34.0	Between these Mileposts	Loads: 20% but not less than 6 HB Empties: 10% but not less than 3 HB
CMO 34.0	Bates Branch Loadout	Loads: 40% Empties: 15%
CMO 17.8	Mousie Mine	Loads: 5 HB Empties: 4 HB
CJF 1.4	Sunny Knott	Loads: 3 HB Empties: 2 HB
CMO 4.9	Martin TRANSFLO	Loads: 6 HB Empties: 6 HB
CMO 4.5	Martin Yard	Loads: 2 HB Empties: 2 HB

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CMO 33.9	EE Bates SDG	Main Trk	20 MPH Facing 15 MPH Springing
CMO 32.8	WE Bates SDG	SDG	15 MPH Facing 20 MPH Springing

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMO 39.4	Deane	Cont	084, 094-2	Wayside
CMO 34.1	Kite			
CMO 28.0	Topmost			
CMO 20.8	Wayland			
CMO 15.0	Bosco			
CMO 4.8	Martin			
CMO 4.5	Martin Yard		084	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

CMO 34.0 Bates Branch – When doubling loaded cars to make couplings to standing equipment, a Safety Stop is not required. Cars must not be ridden when making this coupling move.

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
CMO 30.4	Top Most	1	NONE
CMO 12.0	Bosco	1	NONE

4466 PLACING EMPTY CARS IN TRAINS

When moving empty cars in loaded coal trains, empties will be switched to the rear of train before crossing Deane Mountain.

When pushing loaded coal trains containing empties on the rear, no more than 9 powered axles may be used to push train from the rear. If tonnage ratings require the use of more than 9 powered axles with empties on the rear, pusher units will be cut in directly behind the loads where the empties can be moved safely across Deane Mountain.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Steep Grade (1% or more) Train Handling

1. **CMO 39.8 - CMO 34.7** - Between these locations Rule 5559 applies for grade operations.

2. During helper operation, after stopping to detach helper locomotive, train air brake system must be recharged for not less than ten (10) minutes before movement is resumed.

3. **CMO 35.0 - CMO 42.4 E&BV Subdivision -** Trains operating between these locations will not handle more than 150 cars with head end power.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
CMO 43.0	Rapid Load Mine	Loadout
CMO 32.0	Bates Branch Mine	Loadout
CMO 23.5	Raven Mine	Loadout
CMO 5.0	Martin Yard	All Trks (Note 1)
CJF 3.0	Mousie Mine	Loadout
CJF 1.0	Sunny Knott	Loadout

Note 1: Employees will not ride on side of cars in Martin Yard due to close track centers.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CMO 5.2 – 3.2 – Former Main Track between these locations is renamed the "Martin Yard Running Track". All trains and OTE movements on the track will be made on verbal instructions of the Martin Yardmaster, Martin, KY.

CMO 4.0 Martin Yard – Eastward trains must not pass CMO 3.2 and Westward trains must not pass CMO 6.0 before receiving instructions from Martin Yardmaster when on duty. When not on duty, instructions will be obtained from the train dispatcher.

Transflo Terminal – During normal switching hours hazardous material will not be transferred in the terminal. Other than normal switching hours, the facility will be blue flagged. If a switch is required other than normal switching hours, a Transflo supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminal has been designated as a terminal transferring hazardous materials, and listed below are the switching windows for this location:

Martin, KY – Between Hours (CSX Time) - 1900 and 0700

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMO 42.1	WE Rapid Load	West
CMO 34.1	Bates East Wye	East
CMO 34.0	Bates West Wye	West
CMO 33.9	EE Bates Pocket	East
CMO 33.8	WE Bates Pocket	West
CMO 23.3	Stinson	
CMO 18.9	EE Apollo	East
CMO 18.6	WE Apollo	West
CMO 11.1	May Mine	

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

MP	Location	DOT#	Type
CMO 39.43	KY 00070	227825M	C
CMO 30.41	Potato Br Rd Topmost	227808W	M
CMO 29.92	Dry Creek Rd	227806H	M
CMO 28.15	KY 10910	227801Y	P
CMO 23.51	KY 700	227786Y	C
CMO 22.02	Muddy Branch	227894V	P
CMO 18.15	KY 550	227883H	M
CMO 17.54	Baptist Bottom Rd/ KY 1265	227881U	M
CMO 17.22	Rte 7	227877E	M
CMO 15.63	KY 7	227873C	C
CMO 15.15	Hueyville Rd	227872V	M
CMO 8.83	KY 777	227855E	C
CMO 6.46	Johnsboro Warcor Rd	227849B	M
CMO 5.64	Twin Br Rd	227845Y	C

NOTES

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2			SOUTH CC SD			
35		0WI 207.2	PATIO	HA DISP 094 - 5 RD 084			
35		0WI 207.4	0.9	EK PASS CSDG 4,150 FT SP TO SANDERSON EK MAIN	ABS-261		
20		**0WI 208.1**	**STRICK**		**CPS-261**		
			0.9	SSDG 4,750 FT SP	ABS-261		
		0WI 209.0	**WALLER**		**CPS-261**		
20							
35		0WI 209.1 0WI 210.7 211.0 212.0	11.2	DD	ABS-261		
		0WI 220.2	**NE SLOAN**		**CPS-261**		
			1.9	CSDG 10,048 FT SP	ABS-261		
		0WI 222.1	**SE SLOAN**		**CPS-261**		
		224.0 225.0 0WI 227.2	6.0	DD	ABS-261		
		0WI 228.1	**CALLA**		**CPS-261**		
35			4.4		ABS-261		

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2			SOUTH			
35					ABS-261		
		0WI 232.5 = 0VB 142.5	IRVINE		CPS-261		
25			1.8	RAVENNA YD	ABS-261		
		0VB 144.3	RAVENNA		CPS-261		
25		0VB 144.7	0.8	SOUTH LEAD / MAIN	ABS-261		
35		0VB 145.1	WAGERS		CPS-261		
	35	147.0 148.0	5.0	1 / 2 SCALES	ABS-261		
	10	0VB 149.8 0VB 149.9					
35	35	0VB 150.1	PRYSE		CPS-261		
35		0VB 153.7	6.0	DD	ABS-261		
		0VB 156.1	NE EVELYN		CPS-261		
			2.0	CSDG 10,014 FT SP	ABS-261		
		0VB 158.1	SE EVELYN		CPS-261		
35		0VB 164.9	10.8		ABS-261		
30							
35		0VB 165.9					

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM ↓ SOUTH ↓	AUTH FOVE MOVE	TWC	NOTES
1 SINGLE	2						
					ABS-261		
		0VB 168.9	**NE HEIDELBERG**		**CPS-261**		
35			1.5	CSDG 6,907 FT **SP**	ABS-261		
		0VB 170.4	**SE HEIDELBERG**		**CPS-261**		
		0VB 175.0	5.6		ABS-261		
25		**0VB 176.0**	**NE BEATTYVILLE**		**CPS-261**		
		0VB 176.8	2.1	CSDG 10,081 FT **SP**	ABS-261		
35		**0VB 178.1**	**SE BEATTYVILLE**		**CPS-261**		
25		0VB 178.7					
		0VB 178.9	7.7		ABS-261		
35		0VB 179.1		**DD**			
		0VB 182.4					
		0VB 185.8	**NE ATHOL**		**CPS-261**		
30			1.6	CSDG 8,638 FT **SP**	ABS-261		
		187.0					
		0VB 187.4	**SE ATHOL**		**CPS-261**		
		188.0			ABS-261		

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
30 25 30		0VB 191.0 0VB 191.6	4.3		ABS-261		
		0VB 191.7	**YEADON**		**CPS-261**		
		195.0 0VB 195.6 196.0	5.8	DD	ABS-261		
		0VB 197.7	**NE JACKSON**		**CPS-261**		
			1.7	CSDG → JACKSON YD 8,518 FT **SP**	ABS-261		
		0VB 199.2	**SE JACKSON**		**CPS-261**		
30 25 30		0VB 199.3 201.0 0VB 201.6 202.0	9.6		ABS-261		
		0VB 208.5	**NE COPELAND**		**CPS-261**		
			2.0	CSDG 10,128 FT **SP**	ABS-261		
		0VB 210.5	**SE COPELAND**		**CPS-261**		
30 25 30		0VB 217.8 0VB 218.6 0VB 222.6	14.0	DD	ABS-261		

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
30					ABS-261		
		0VB 224.8	PERRITT		CPS-261		
30	30	0VB 226.5		1 2			
25	25		2.5		ABS-261		
		0VB 227.2					
		0VB 227.3	KRYPTON		CPS-261		
30	30	228.0	2.9		ABS-261		
		229.0					
		0VB 230.2	GRIMES		CPS-261		
25	25	0VB 230.7			ABS-261		
			4.1				
30	30	0VB 232.9		DD			
		0VB 234.3	ROSE		CPS-261		
25	25	0VB 236.3		0VB 236.8 N LEG WYE			
			2.8	FIRST CREEK BR	ABS-261		
		237.0		S LEG WYE			
		0VB 237.1	TYPO		CPS-261		
		0VB 237.2					
					ABS-261		
	25	0VB 237.8		211 TRK			
	20		3.4	0VB 237.9			
	25	0VB 238.0		CRAWFORD YD			
		239.0		0VA 239.3	ABS-261		
25	25	0VB 240.5	COMBS	1 2	CPS-261		
10			0.4		ABS-261		

EK SUBDIVISION - EK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
1 SINGLE	2						
10		0VB 240.9	HAZARD TUNNEL		CPS-261		
		0VB 241.3= 0WV 241.3		END OF MAIN TRACK LOTTS CREEK EXT HAZARD YD HAZARD YD	96		
		0VB 243.2	BG		CPS-261		
				ROCKHOUSE SD			
123.7 MILES PATIO TO HAZARD TUNNEL							

EK SUBDIVISION - EK
LOTTS CREEK EXTENSION

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
			0WV 241.3 HAZARD YD	96		
10	0WV 242.0	(END OF MAIN TRACK)				
		2.0				
	0WV 244.0	BENO		TWC-DCS		
		0.9				
10	0WV 244.9 = 0VD 244.9	(END OF MAIN TRACK)				
			DANGER FORK BR	96		
			0VD 246.0 END OF TRACK			
2.9 MILES END OF MAIN TRACK 0WV 242.0 TO END OF MAIN TRACK 0WV 244.9						

EK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- EK

Trk	MP/Location	F
SG	0WI 207.2 - 207.4	35
SG	0WI 207.4 - 209.1	20
SG	0WI 209.1 - 232.5	35
SG	0VB 142.5 - 144.7	25
SG	0VB 144.7 - 145.1	35
Both	0VB 145.1 - 149.8	35
2	0VB 149.8 - 149.9	10
1	0VB 149.8 - 150.1	35
2	0VB 149.9 - 150.1	35
SG	0VB 150.1 - 164.9	35
SG	0VB 164.9 - 165.9	30
SG	0VB 165.9 - 175.0	35
SG	0VB 175.0 - 176.8	25
SG	0VB 176.8 - 178.7	35
SG	0VB 178.7 - 178.9	25
SG	0VB 178.9 - 182.4	35
SG	0VB 182.4 - 191.0	30
SG	0VB 191.0 - 191.6	25
SG	0VB 191.6 - 199.3	30
SG	0VB 199.3 - 201.6	25
SG	0VB 201.6 - 217.8	30
SG	0VB 217.8 - 222.6	25
SG	0VB 222.6 - 224.8	30
Both	0VB 224.8 - 226.5	30
Both	0VB 226.5 - 227.2	25
Both	0VB 227.2 - 230.2	30
Both	0VB 230.2 - 230.7	25
Both	0VB 230.7 - 236.3	30
Both	0VB 236.3 - 237.8	25
2	0VB 237.8 - 238.0	20
1	0VB 237.8 - 240.5	25
2	0VB 238.0 - 240.5	25
SG	0VB 240.5 - 241.3	10

AUTHORIZED SPEEDS -- LOTTS CREEK EXTENSION

Trk	MP/Location	F
SG	0WV 242.0 - 244.9	10

ADDITIONAL SPEEDS (SP) -- EK

Location	Track Type	F
0WI 207.2 - 208.1	CSDG	10
0WI 208.1 - 209.0	SSDG	20
0WI 220.2 - 222.1	CSDG	10
0VB 156.1 - 158.1		25
0VB 168.9 - 170.4		
0VB 176.0 - 178.1		10
0VB 185.8 - 187.4		25
0VB 197.7 - 199.2		10
0VB 208.5 - 210.5		25

14 ENGINE BELL AND HORN SIGNALS

PATIO

When moving on the main tracks, EK Pass or south leg of wye, through trains must ring bell continuously and sound horn signal 14 (p) as necessary.

100 HIGHWAY-RAIL GRADE CROSSINGS

0VB 145.17 Gaines Crossing – Northward trains enroute Ravenna Yard must not foul Gaines crossing until permission is received from the yardmaster to enter the yard.

0VB 170.18 Heidelberg Siding – All southward trains occupying the siding at Heidelberg will stop north of highway crossing at south end of Heidelberg. An information light is located on first telephone pole south of crossing. When this light is illuminated, it will indicate the signal at the south end of siding has a proceed indication.

0VB 226.92 Krypton, KY – Due to school children needing to cross tracks at Krypton, KY, if any train is stopped at that location between 0700 and 0800 and between 1500 and 1600, it will be necessary for a member of the crew to cut the crossing and remain at that location until crossing is cleared.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
EK SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
0WI 207.2	Winchester	Cont	084, 094-5	Wayside
0VB 142.0	Ravenna		084	Terminal
0VB 144.0	Ravenna		084, 094-5	Wayside
0VB 153.5	Beattyville			
0VB 154.0	Old Landing			
0VB 190.2	Chenowee			
0VB 197.6	Jackson			
0VB 204.3	Haddix			
0VB 216.3	Wolfcoal			
0VB 226.9	Krypton			
0VB 240.5	Combs			
0VB 243.0	Hazard		084	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

Crews doubling up loaded trains at Sigmon Mine must comply with the following:

1. A Job Briefing must be conducted in which the move to be made is discussed.
2. Employees must not ride to the coupling.
3. Employees must not mount or dismount moving equipment.

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
0WI 210.7	Rakers	1	NONE
0WI 227.2	Calla	1	NONE
0VB 153.7	Old Landing	1	NONE
0VB 179.1	St. Helens	1	NONE
0VB 195.6	Gentry	1	NONE
0VB 218.6	Altro	1	NONE
0VB 232.9	Yerkes	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
0VB 178.8	Maloney, KY
0VB 204.5	Haddix, KY
0VB 213.2	Whick, KY
0VB 235.2	Butterfly, KY
0VB 240.6	Combs, KY

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
0VB 176.2	Beattyville House Trk	6-Axle Locomotives	Prohibited beyond clearance point

Loaded Coal Trains Containing Empty Cars

When moving empty cars in loaded coal trains, empties must not be handled in the head 20 cars, and unless they are being handled in the rear 20 cars, two empties must not be coupled together for movement.

When pushing loaded Coal Trains containing empty cars, if any empties are located in the rear 20 cars, not more than 6 axles may be used to push the train. When tonnage ratings require the use of more than 6 axles, Pusher locomotives must be cut in ahead of at least 20 loaded cars, or immediately behind a solid block of 20 loaded cars.

7. CLOSE CLEARANCE

MP	Location	Remark
0VB 195.4	Wolverine Mine	Load Out
0VB 198.0	Jackson - Drill Trk Jackson - Stg Trk	Trk Centers
0VB 205.0	Andy Mine	Load Out
0VB 222.9	Austin Powder Sales	Unloading facility
0VB 231.3	Hoyt Mine	Load Out
0VB 238.0	Typo Mine	Load Out
0VB 238.0	Crawford Yard - Tks 1-3	Trk Centers
0VB 242.0	Hazard Yard	All Yard Trks

8. MISCELLANEOUS

EXCEPTED TRACK

Drill Track at Jackson

GENERAL MISCELLANEOUS

0WI 207.2 Patio Yard
The agent at Patio directs yard movements and should be contacted on Channel 022 for instructions Monday through Saturday 0600-1500. Road crews will be operating on Channel 084 in the Patio area and are not required to monitor yard channel.

0VB 144.3 Ravenna – R.J. Corman Railroad
Conductor or engineer on trains originating at Ravenna enroute RJ Corman Railroad must contact the RJ Corman Dispatcher to confirm the entire contents of the RJ Corman Dispatcher Bulletin.

RJ Corman Railroad Contact Numbers:

Radio Road Channel: 049-049
Radio Dispatching Channel: 049-049; Tone *1,2,3,4
Dispatcher: 859-881-2504
Yardmaster: 859-255-0535
Derailment and Risk Management: 800-772-9091
Customer Service: 859-255-7573
Fax: 859-255-0775

0VB 149.8 Scales at Pryse, KY
1. Scales at Pryse are designed to weigh between speeds of 4.5 MPH and 7.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing, via Channel 084. Accurate weighing speed must be maintained between 4.5 MPH and 7.5 MPH with all brakes released avoiding slack action and stops on scales, during which voice instructions will transmit speed of train every 5 cars in tenths.

2. If scales are out of tolerance and will not weigh, message

will be transmitted, “scales have failed”, stop train and contact Ravenna Yardmaster for instructions. When scales are ready to weigh, the system will transmit, “CSX Pryse Scales are ready”. If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scales computer to reset, and transmit instructions, “CSX Pryse Scales are clear” before resuming weighing. Anytime a stop is made on scales for 1 minute the scales go into standby. After weighing is complete, voice instructions “CSX Pryse Scales are clear” followed by number of cars weighed.

3. Use of sand on scales is prohibited.

4. Southward trains that meet Northward trains at Pryse, KY must Stop 3 cars north of scale house and remain there until northward train weighs and scales are reported clear before proceeding south.

0VB 195.6 Gentry Information Light
Information Light Unit is installed and in service on the north side of the main track and located approximately 45 feet south of the south switch of the side track at Gentry, 0VB 195.6.

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

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

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

0VB 240.5 Combs, KY – Southward trains and on-track equipment to enter Hazard Yard must contact Hazard Yardmaster for instructions before passing Combs.

0VB 243.2 BG Control Point - Northward trains and on track equipment to enter Hazard Yard must contact Hazard Yardmaster for instructions before passing 0VG 243.2.

Yardmaster Contact
Ravenna / Hazard Yardmaster desk is located at the Centralized Yardmaster Center at Corbin, KY. Radio communication is available with the center on a 24-hour basis.

Yardmaster Communications

Hours of Operation: Continuous
Radio Channel: 084
Watts Line: 800-838-3129
Company Line: RNX = 293-337l or 3399
Fax Company Line: RNX = 293-3328 or 3421
Fax Bell Line: 606-523-3328 or 3421
Printer: CV2

ADDITIONAL STATIONS

MP	Station	Switch Opening
0WI 216.7	NE Trapp	North
0WI 217.0	SE Trapp	South
0WI 229.0	NE Calla	North
0WI 230.6	SE Calla	South
0VB 144.1	Brick Track	
0VB 164.7	Yellow Rock	North
0VB 180.0	St. Helens	South
0VB 184.3	Tallega	
0VB 194.4	Gentry	North
0VB 195.9	South Gentry	South
0VB 201.2	Kragon	North
0VB 202.3	South Kragon	South
0VB 204.7	Andy	North
0VB 222.9	NE Chavies	
0VB 223.6	SE Chavies	South
0VB 231.2	NE Hoyt	North
0VB 231.4	SE Hoyt	South
0VB 238.0	NE Crawford Yard	North
0VB 239.2	SE Crawford Yard	South
0VB 240.2	Powder Track	North

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

MP	Location	DOT#	Type
0VB 147.14	Miller Creek Rd	345841V	M
0VB 165.56	New Yellow Rock Rd	345869L	M
0VB 170.18	Heidelberg/ SR 339	345872U	M
0VB 176.03	Darch St	644237D	M
0VB 179.59	Dunigan Rd	345899D	M
0VB 188.73	Oakdale	345916S	M
0VB 190.19	Warcreek/ SR 541	345921N	M
0VB 195.68	Gentry	345938S	M
0VB 198.97	Armory Dr	346053G	M
0VB 204.41	Haddix/ SR 1110	346057J	M
0VB 223.12	Chavies/ SR 28	346085M	M
0VB 232.58	SR 451	346096A	M
0VB 232.78	Yerkees Middle	346097G	M
0VB 233.33	Yerkees S/ SR 451	346100M	M

Lotts Creek Extension

MP	Location	DOT#	Type
0WV 242.01	Main St/ KY 476	351721T	M
0WV 242.15	Walker Ave	351722A	M
0WV 243.21	Upper Second	351725V	M
0WV 243.71	SR 476	351727J	M

Hazard Yard

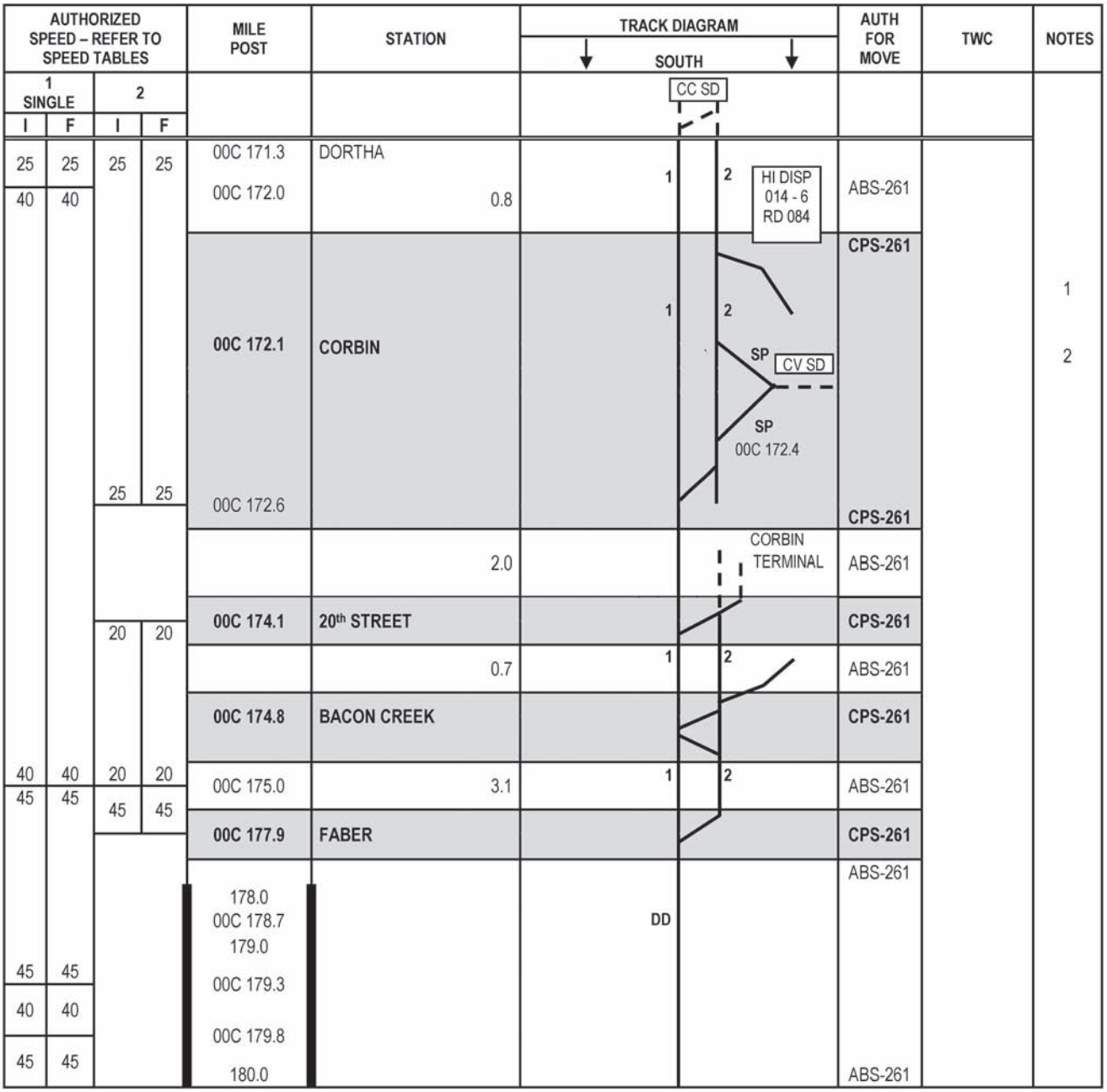
MP	Location	DOT#	Type
0VB 242.46	Hazard Yard/ KY 451	346112G	P

Jakes Spur - 0VE 245.4 to 0VE 246.9

MP	Location	DOT#	Type
0VE 245.51	SR 476 & SR 550	351739D	C
0VE 245.79	SR 1146	351740X	C

NOTES

KD SUBDIVISION - KD



KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2				SOUTH			
I	F	I	F						
45	45			00C 181.9					
35	35				6.7		ABS-261		
				00C 184.0					
45	45			**00C 184.6**	**NE WOFFORD**		**CPS-261**		
						SSDG 6,113 FT SP			
					1.3		ABS-261		
				00C 185.9	**SE WOFFORD**		**CPS-261**		
45	45			00C 186.3					
40	40				4.8		ABS-261		
35	35			00C 187.6					
				00C 190.7	**NE SAVOY**		**CPS-261**		
						SP PINE MTN BRANCH			
35	35			00C 191.1	0.9		ABS-261		
45	45					CSDG 4,642 FT SP			
				00C 191.6	**SE SAVOY**		**CPS-261**		
45	45			00C 193.5			ABS-261		
40	40								
				00C 193.9	6.8				
45	45			00C 194.3		DD			
				00C 196.1			ABS-261		
40	40			**00C 198.4**	**NE SAXTON**		**CPS-261**		
						CSDG 5,540 FT SP			
					1.1		ABS-261		
40	40			**00C 199.5**	**SE SAXTON**		**CPS-261**		
30	30			00C 200.3			ABS-261		

KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2							
I	F	I	F						
					1.9		ABS-261		
30	30			00C 201.4	LOT	NS RWY	CPS-261		
25	25			00C 203.8	4.6		ABS-261		
				00C 206.0	HOLTON		CPS-261		
				00C 206.4 00C 206.5	0.4 TRAVILLION 3.7	CLEAR FORK BRANCH DD	ABS-261		
				00C 210.1	CHASKA		CPS-261		
		25	25		1.9	1 2 00C 210.7	ABS-261		
				00C 212.0	OAKS		CPS-261		
					1.2	1 2	ABS-261		
		25	25	00C 213.2	HABERSHAM		CPS-261		
					4.5		ABS-261		
25	25			00C 217.7	NE KILSYTH		CPS-261		
30	30				2.1	SSDG 11,150 FT SP	ABS-261		
				00C 219.8	SE KILSYTH		CPS-261		
				00C 223.3	8.3	223.1 SDF	ABS-261		
30	30								

KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM SOUTH		AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2								
I	F	I	F							
30	30			00C 226.7		DD		ABS-261		
45	45			00C 227.5						
				00C 228.1	**NE JACKSBORO**			**CPS-261**		
					1.2	CSDG 5,017 FT SP		ABS-261		
				00C 229.3	**SE JACKSBORO**			**CPS-261**		
45	45			00C 231.3				ABS-261		
30	30			00C 233.3						
35	35			00C 237.0						
30	30				13.9					
60	50			00C 238.2						
55				00C 242.6						
60				00C 242.9				ABS-261		
				00C 243.2	**NE GRANITE**			**CPS-261**		
					1.2	CSDG 5,915 FT SP		ABS-261		
				00C 244.4	**SE GRANITE**			**CPS-261**		
60	50			00C 246.3		DD				
				00C 249.3	5.5			ABS-261		
				00C 250.0	**DOSSETT**			**CPS-261**		
30	30					COW CREEK BRANCH	00C 250.2			
25	25			00C 250.3	2.3			ABS-261		
40	40			00C 251.0						
45	45			00C 251.8						

KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2							
I	F	I	F						
45	45			00C 252.2	CLINCH RIVER		CPS-261		
		45	45		2.7	1 2	ABS-261		
				00C 254.9					
				00C 255.0	EDGEMOOR	00C 255.2	CPS-261		
45	45			00C 255.5	0.8	SP NORTH LOOP BULL RUN POWER PLANT	ABS-261		
40	40			00C 255.7	BULL RUN		CPS-261		
						SOUTH LOOP BULL RUN	ABS-261		
				00C 257.6					
35	35			00C 258.6					
30	30			00C 258.9					
35	35			00C 261.3					
45	45				11.0				
45	45			00C 263.2					
40	40			00C 264.9					
45	45			00C 265.4		DD	ABS-261		
40	40			00C 266.6	NE AMHERST		CPS-261		
					1.6	SSDG 8,852 FT SP	ABS-261		
				00C 268.4	SE AMHERST		CPS-261		
40	40			00C 268.6			ABS-261		
35	35			00C 268.7	4.1				
30	30						ABS-261		

KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2							
I	F	I	F						
30	30						ABS-261		
				00C 272.4	CROYDON		CPS-261		
					1.9		ABS-261		
				00C 274.3	WILLOUGHBY	CONNECTION TRACK; NS; NS	CPS-261		
						TO NS INTERCHANGE	ABS-261		
					1.5	KHRR; CSDG 7,500 FT SP; KNOXVILLE YD; GROCERY STORE LEAD			
				00C 275.3					
30	30			00C 275.6			ABS-261		
25	25								
				00C 275.8	KNOXVILLE		CPS-261		
					1.9		ABS-261		
30	30			00C 277.7	VESTAL		CPS-261		
				00C 277.9			ABS-261		
60	50								
				00C 280.7	5.1				
35	35								
				00C 282.1					
60	50						ABS-261		
				00C 282.8	NE SINGLETON		CPS-261		
					1.0	CSDG 5,357 FT SP	ABS-261		
				00C 283.8	SE SINGLETON		CPS-261		
60	50			00C 284.5			ABS-261		
45	45								
60	50			00C 284.7					
50				00C 287.1			ABS-261		

KD SUBDIVISION - KD

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2							
I	F	I	F						
50	50			00C 287.4			ABS-261		
60									
						00C 288.8 NORTH ARMONA			
						MARYVILLE BRANCH			
					11.5				
						00C 289.3 SOUTH ARMONA			
60				00C 289.6					
50									
60				00C 290.2					
				00C 292.0		DD	ABS-261		
				00C 295.3	**NE BINFIELD**		**CPS-261**		
					1.2	CSDG 5,978 FT SP	ABS-261		
				00C 296.5	**SE BINFIELD**		**CPS-261**		
				00C 311.3	16.3	DD	ABS-261		
60	50			**00C 312.8**	**FAGIN**		**CPS-261**		
40	40	60	50		3.1	1 2	ABS-261		
				00C 315.9	**MADISONVILLE**		**CPS-261**		
60	50						ABS-261		
				00C 316.4					
25	25				10.5				
60	50			00C 317.3					
				00C 321.5		DD	ABS-261		
				00C 326.4	**NE ENGLEWOOD**		**CPS-261**		
							ABS-261		
				00C 326.5					
60					1.5	CSDG 7,900 FT SP			
50	50			00C 327.0			ABS-261		

KD SUBDIVISION - KD

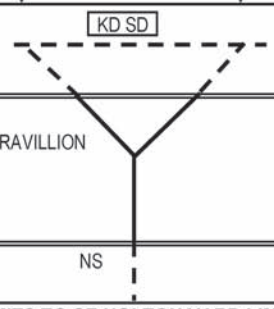
AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1 SINGLE		2				SOUTH			
I	F	I	F						
50	50			00C 327.9	SE ENGLEWOOD		CPS-261		
40	40			00C 329.9			ABS-261		
55	50			00C 330.1	5.5	SP			
				332.0					
				333.0			ABS-261		
55	50			00C 333.4	ETOWAH		CPS-261		
						ETOWAH SD ATLANTA DIV			
162.1 MILES DORTHA TO ETOWAH									

STATION PAGE NOTES
NOTE 1: All yard tracks at Corbin Terminal, including High Line yard track and CV Outbound Lead yard track, are under direction of the Corbin Yardmaster.
NOTE 2: KD Subdivision Train Dispatcher controls the absolute signal at Corbin Viaduct 00C 172.3 and all switches and track at Corbin Wye. CV Subdivision begins at 0CV 172.3 and does not include the absolute signal at Corbin Viaduct.

KD SUBDIVISION - KD
PINE MOUNTAIN BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			SAVOY SDG			
10	0CO 191.0	NE SAVOY YARD LIMITS	SAVOY WYE	193 SAVOY YARD LIMITS		
		1.1				
	0CO 192.1	SE SAVOY YARD LIMITS		193 TWC-DCS		
		13.1				
	0CO 205.2	VERNE				
		3.2				
10	0CO 208.4	(END OF MAIN TRACK)		TWC-DCS		
			END OF TRACK 0CO 209.4 GATLIFF	96		
17.4 NE SAVOY YARD LIMITS TO END OF MAIN TRACK 0CO 208.4						

KD SUBDIVISION - KD
CLEAR FORK BRANCH

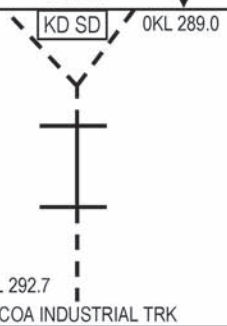
AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
						
10	0KM 206.0 0KM 207.7	NE HOLTON YARD LIMITS 1.7 SE HOLTON YARD LIMITS (END CSX MAIN TRACK)		193 HOLTON YARD LIMITS 193		1,2
1.7 MILES NE HOLTON YARD LIMITS TO SE HOLTON YARD LIMITS						

STATION PAGE NOTES
NOTE 1: Signs are in place at 0KM 207.7 (NS 74.0C) indicating the location of the beginning and end of CSX operations and NS operations.
NOTE 2: Loaded Kopper Glo trains must be left at Travillion if time permits. If time does not permit, details as to the train's location must be given to both the NS and CSX train dispatchers. CSX train dispatcher will then instruct relief crew as to train's location.

KD SUBDIVISION - KD
COW CREEK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			KD SD			
10	0KD 249.9	NE DOSSETT YARD LIMITS	SP SP	193 DOSSETT YARD LIMITS 193		
		1.4				
	0KD 251.3	SE DOSSET YARD LIMITS				
25		7.7		TWC-DCS		
	0KD 259.0	OLIVER SPRINGS				
			NS RR			
9.1 MILES NE DOSSETT YARD LIMITS TO OLIVER SPRINGS						

KD SUBDIVISION - KD
MARYVILLE BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
	0KL 289.1	(END OF MAIN TRACK) ARMONA		96		
10		3.5		TWC-DCS		
	0KL 292.6	MARYVILLE (END OF MAIN TRACK)		96		
3.5 MILES ARMONA TO MARYVILLE						

KD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- KD

Trk	MP/Location	I	F
Both	00C 171.3 - 172.0	25	25
1	00C 172.0 - 172.6	40	40
2	00C 172.0 - 172.6	25	25
SG	00C 172.6 - 174.1	40	40
1	00C 174.1 - 175.0	40	40
2	00C 174.1 - 175.0	20	20
Both	00C 175.0 - 177.9	45	45
SG	00C 177.9 - 179.3	45	45
SG	00C 179.3 - 179.8	40	40
SG	00C 179.8 - 181.9	45	45
SG	00C 181.9 - 184.0	35	35
SG	00C 184.0 - 186.3	45	45
SG	00C 186.3 - 187.6	40	40
SG	00C 187.6 - 191.1	35	35
SG	00C 191.1 - 193.5	45	45
SG	00C 193.5 - 193.9	40	40
SG	00C 193.9 - 196.1	45	45
SG	00C 196.1 - 199.5	40	40
SG	00C 199.5 - 203.8	30	30
SG	00C 203.8 - 210.1	25	25
Both	00C 210.1 - 213.2	25	25
SG	00C 213.2 - 217.7	25	25
SG	00C 217.7 - 227.5	30	30
SG	00C 227.5 - 231.3	45	45
SG	00C 231.3 - 233.3	30	30
SG	00C 233.3 - 237.0	35	35
SG	00C 237.0 - 238.2	30	30
SG	00C 238.2 - 242.6	60	50
SG	00C 242.6 - 242.9	55	50
SG	00C 242.9 - 249.3	60	50
SG	00C 249.3 - 250.3	30	30
SG	00C 250.3 - 251.0	25	25
SG	00C 251.0 - 251.8	40	40
SG	00C 251.8 - 252.2	45	45
Both	00C 252.2 - 255.0	45	45
SG	00C 255.0 - 255.5	45	45
SG	00C 255.5 - 257.6	40	40
SG	00C 257.6 - 258.6	35	35
SG	00C 258.6 - 258.9	30	30
SG	00C 258.9 - 261.3	35	35
SG	00C 261.3 - 263.2	45	45
SG	00C 263.2 - 264.9	40	40
SG	00C 264.9 - 266.6	45	45
SG	00C 266.6 - 268.6	40	40
SG	00C 268.6 - 268.7	35	35
SG	00C 268.7 - 275.6	30	30
SG	00C 275.6 - 275.8	25	25
SG	00C 275.8 - 277.9 -- City Ordinance	30	30
SG	00C 277.9 - 280.7	60	50
SG	00C 280.7 - 282.1	35	35
SG	00C 282.1 - 284.5	60	50
SG	00C 284.5 - 284.7	45	45
SG	00C 284.7 - 287.1	60	50
SG	00C 287.1 - 287.4	50	50
SG	00C 287.4 - 289.6	60	50
SG	00C 289.6 - 290.2	50	50
SG	00C 290.2 - 312.8	60	50
1	00C 312.8 - 315.9	40	40
2	00C 312.8 - 315.9	60	50
SG	00C 315.9 - 316.4	60	50
SG	00C 316.4 - 317.3 -- City Ordinance (HE)	25	25
SG	00C 317.3 - 327.0	60	50
SG	00C 327.0 - 329.9	50	50
SG	00C 329.9 - 330.1	40	40
SG	00C 330.1 - 333.4	55	50

AUTHORIZED SPEEDS -- PINE MOUNTAIN BRANCH

Trk	MP/Location	F
SG	0CO 191.0 - 192.1	10
SG	0CO 192.1 - 208.4	10

AUTHORIZED SPEEDS -- CLEAR FORK BRANCH

Trk	MP/Location	F
SG	0KM 206.0 - 207.7	10

AUTHORIZED SPEEDS -- COW CREEK BRANCH

Trk	MP/Location	F
SG	0KD 249.9 - 251.3	10
SG	0KD 251.3 - 259.0	25

AUTHORIZED SPEEDS -- MARYVILLE BRANCH

Trk	MP/Location	F
SG	0KL 289.1 - 292.6	10

ADDITIONAL SPEEDS (SP) -- KD

Location	Track Type	I	F
00C 184.6 - 185.9	SSDG	25	25
00C 190.7 - 191.6	CSDG	10	10
00C 198.4 - 199.5		25	25
00C 217.7 - 219.8	SSDG	30	30
00C 228.1 - 229.3	CSDG	25	25
00C 243.2 - 244.4			
00C 266.6 - 268.4	SSDG	30	30
00C 274.3 - 275.8	CSDG	25	25
00C 282.8 - 283.8			
00C 295.3 - 296.5			
00C 326.4 - 327.9			

ADDITIONAL SPEED RESTRICTIONS

00C 172.3 Corbin - Do not exceed 10 MPH on south leg of wye.
Do not exceed 15 MPH on north leg of wye.
Do not exceed 4 MPH on Corbin Locomotive Shop tracks.
Do not exceed 35 MPH on Corbin Locomotive Shop Test track.

00C 191.0 - **Savoy Siding** - Do not exceed 10 MPH on Savoy Siding between 00C 191.0 and 00C 191.2. This is a head end restriction only. Do not exceed 10 MPH on either leg of wye to Pine Mountain Branch and on main track of Pine Mountain Branch to 0CO 192.1.

00C 255.2 - **Bull Run Power Plant** - Do not exceed 5 MPH over scales at Bull Run Power Plant.
00C 331.0 - **Waupaca Industry Track** - Do not exceed 5 MPH south of crossing in sand track.
0KD 249.9 - **Dossett** - Do not exceed 10 MPH on either leg of wye.

14 ENGINE BELL AND HORN SIGNALS

00C 172.0 - 00C 172.4 Corbin Terminal - Due to City Ordinances, between these locations the requirements of Rule 14(b) pertaining to the initial movements of a train are suspended. Crews making their initial movement are prohibited from sounding their horn except in the case of emergency.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- KD

Trk	MP/Location	I	F
SG	00C 275.8 - 277.9	30	30
SG	00C 316.4 - 317.3 (HE)	25	25

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
00C 274.3	Willoughby Notes 1, 2, 3	NS	Automatic	226-B(3)
00C 275.3	Grocery Store Lead	KHRR	Stop Sign	98-F

Note 1: If instructed to pass signal at Willoughby with signal indicating stop, be governed as follows:

a) If CSX light in box is burning, press CSX pushbutton. Signal should clear. If signal does not clear after six (6) minutes, proceed through interlocking in accordance with Rule 226-B, Part 3.

b) If CSX light is not burning, wait ten (10) minutes, if no conflicting train is in sight or hearing, press CSX pushbutton. After six (6) minutes, signal should clear. If signal does not clear, proceed through interlocking in accordance with Rule 226-B, Part 3.

Note 2: Switching movements that use the signal at Willoughby interlocking must continue through Willoughby interlocking until the leading end of the movement has gone past the opposing absolute signal by at least 30 feet before making a reverse movement.

Note 3: All southward trains operating between Warcer, TN, 00C 270.2, and Willoughby, TN, 00C 274.3, must approach the automatic block signal at Willoughby prepared to stop if running time exceeds 12 minutes and 30 seconds.

All northward trains operating between Vestal, TN, 00C 277.7, and Willoughby, TN, 00C 274.3, must approach the automatic block signal at Willoughby prepared to stop if running time exceeds 14 minutes.

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
00C 171.57	Corbin CertainTeed, Woodbine and Siler Crossings	All inbound trains must contact the yardmaster at Corbin prior to reaching these locations in order to secure route for inbound movement and avoid blocking crossings more than the time prescribed by Kentucky State law and Rules
00C 174.77	Siler-Moore Crossing	
00C 176.41	Woodbine Crossing	
00C 185.77	Howard Baker Private Rd Wofford	Do not block Howard Baker private road at Wofford for more than 30 minutes
00C 191.10	Savoy Rd	All train movements using Tracks 3 and 4 near Savoy Rd Crossing must flag the crossing
00C 249.75	Battley -KD SD Dosset	Do not block private crossing more than 15 minutes. If necessary, hold train back at Battley, 0KD 255.00, until permission to enter KD Sub has been secured
00C 318.01	Wade Rd Crossing	When situation arises that Wade Rd Crossing will be blocked in excess of 10 minutes, crew member must take position at Wade Rd Crossing and make cut on train if vehicles desire to use crossing

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
00C 176.0	West Yard	Loads: 10 HB or 10% whichever is greater, Empties: 5 HB
00C 176.0	Both East and West Yards	Loads: Loaded sulfur trains - 12 HB Empties: 5 HB
00C 270.8	Kinder Morgan (Old Exxon)	Loads: 100% Empties: 100%

Corbin Terminal
1. Corbin Yardmaster will instruct crews as to which end of train hand brakes are to be applied within the limits of Corbin Terminal.
2. Tracks with loads and empties will be considered all loaded cars.
3. While switching a track, comply with 103-D until done.

104-A HANDLING SWITCHES

Electrically operated derails are located at the entrances to the Corbin Locomotive Service Center / Shop. These derails are controlled and operated by the Roundhouse Foreman and movement will be governed by derail position indicator lights provided at each derail. Indications are:

Yellow - Derail is in Off Position
Blue - Derail is in Derailing Position

All tracks between the derail protection of the Corbin Locomotive Shop are not part of Corbin Terminal. Those tracks are under the direction of the Corbin Locomotive Shop Pit foreman. The Pit foreman may be contacted on Channel 084.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
KD SD

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	Channels Assigned	Type Station
00C 176.0	Corbin Yardmaster	Cont	084, 022	Terminal
	Corbin Pit Foreman		084	
00C 224.0	Walnut Mtn		014-6, 084	Wayside
00C 268.4	Amherst			
00C 274.3	NS KD Disp	0800-1600 Mon-Fri	056-775	NS Wayside
	NS West End Disp	Other than above hours	056-773	
	NS Chief Disp	Cont	056-771	
00C 275.5	Knoxville Yard		034, 084	Terminal
	Knoxville KXHR	0700-1700 Mon-Fri	072	
	Knoxville Transflo Term	0600-1800 Mon-Fri	032	
00C 309.0	Sweetwater	Cont	014-6, 084	Wayside

913 REMOTE CONTROL ZONES

Remote Control Zone (RCZ) is established in Corbin Terminal and RCZ signs are in place as follows:

1. At the south end of the East Yard on the Woodbine Lead Track from, but not including, the Woodbine Lead point switch to the clearance of the Woodbine Lead / Bacon Creek lead switch.

2. Instructions for train, engine, or on-track equipment movements arriving at Corbin Terminal.

All movements inbound to Corbin Terminal will contact Corbin Yardmaster in accordance with current operating procedures prior to entering Corbin 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
00C 178.7	Faber	1	See Note
00C 194.3	Pleasant View	1	NONE
00C 206.5	Trevilion	1	NONE
00C 226.7	La Follette	1	NONE
00C 246.3	Leinarts	1	NONE
00C 265.4	Amherst / Meadowbrook	1	NONE
00C 292.0	Allenwyck	1	NONE
00C 311.3	Fagin	1	NONE
00C 321.5	Gudger	1	NONE

Note: The defect detector at 00C 178.7 transmits information on Channel 060. When approaching and passing over this detector, the locomotive radio will be on Channel 060 and the conductor will monitor Channel 084 using his portable radio. Once the results of the inspection have been received, the locomotive radio will be returned to monitor Channel 084.

4300 - DERAILMENT DETECTORS

a) Derailment detectors listed in table below work independently and will announce by radio either "no defects", or "detector malfunction" for each train.

b) No announcement will be made for trains entering a detector site.

c) Trains exiting a detector site where no alarm conditions are found will receive a "no defect" announcement.

d) Trains will receive a "defect" announcement when the first alarm condition is found. Trains receiving a "defect" announcement must stop and make a walking inspection of the entire train. The train dispatcher must be notified of the results of the walking inspection.

e) Trains must make a running inspection from the head of train and notify the train dispatcher of occurrence under the following conditions:

1) A train exits a detector site and receives a "detector malfunction" announcement.

2) A train enters a detector site and received a "detector malfunction" announcement.

3) A train exits a detector site and no message was received or was not clearly received.

Duff Mountain

MP	Track
00C 203.8	MAIN
00C 205.3	MAIN
00C 207.9	MAIN
00C 209.1	MAIN
00C 210.0	MAIN
00C 211.0	BOTH MAINS
00C 212.1	BOTH MAINS
00C 213.0	BOTH MAINS
00C 214.2	MAIN
00C 215.1	MAIN
00C 216.5	MAIN
00C 217.5	MAIN
00C 218.0	MAIN & SIDING

Lake City Hill

MP	Track
00C 230.0	MAIN
00C 230.6	MAIN
00C 231.2	MAIN
00C 231.7	MAIN
00C 232.9	MAIN
00C 233.4	MAIN
00C 234.7	MAIN
00C 235.4	MAIN
00C 236.4	MAIN
00C 238.2	MAIN

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification	Note
00C 223.1 - 00C 223.1	Y	See Note

Note: The slide fence at La Follette is equipped with a radio alarm. If activated, three (3) tones, followed by announcement "CSX 00C 223.1 Slide Fence Activated" repeated 5 times will be broadcast. Intermediate signals allowing trains to approach this area will display Restricted Proceed.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
00C 189.2	Williamsburg, KY
00C 198.3	Saxton, KY
00C 206.4	Holton, KY
00C 251.9	Oak Ridge, TN
00C 275.9	Knoxville, TN
00C 306.6	McGhee, TN

4406 HANDLING A COAL OR BALLAST TRAIN THAT IS EQUIPPED WITH AN AIR DUMP SYSTEM

The trains listed below are equipped with an air dump system for automatic unloading and must be operated from the indicated unloading location with the locomotive main reservoir end cock closed and the locomotive to-auxiliary

train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the "location to begin charging dumping system" the locomotive-to-auxiliary train line hose must be reapplied and the main reservoir end cock on the locomotive opened to permit charging the system for unloading.

Destination	Location To Begin Charging Dump System	Uploading Location
Bull Run	Corbin, KY	Edgemoor, TN
Harriman	Corbin, KY	Kingston, TN

At the loading facility after these trains have been loaded they must be inspected to determine:

1. The locomotive-to-auxiliary train line has been removed; and
2. All hoses are coupled and angle cocks properly positioned.

If for any reason it becomes necessary to charge the rapid discharge dumping system extreme caution must be used.

When making walking inspections of trains along line-of-road after departing the initial station and prior to arrival at the terminating station, all rapid discharge hoses must be checked to determine that they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then recoupled, the auxiliary dump hoses must be re-connected.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or by Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
KD SD	18'2"	19'1"

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or Less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and Above	8
Two or More Locomotives	4,000 or Less	0
	4,001 - 7,000	3
	7,001 and Above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
00C 170.7	Certain Teed	6-Axle Locomotives	Must not operate beyond clearance point
00C 172.3	Corbin Viaduct Underpass on Wye Trk	Multi-level auto cars; Bulkhead Flats SCL 109000 - 109029, SBD 600150 - 600175	Must not operate through underpass
00C 172.7	Fuel Loading Facility	6-Axle Locomotives	Must not operate beyond clearance point
	Engine House Lead		
00C 175.6	Nancy Mine		
	General Shale		
00C 191.1	Savoy Yard 3,4,6		Must not operate beyond clearance
	Smith Trk		
00C 193.2	Emlyn Mine		
00C 198.5	Saxton House		
00C 203.0	High Cliff Mine		
00C 207.1	NE Morley		Must not operate south of orange painted crosstie in designated trks: #1 Trk - 160 feet from NE #2 trk - 90 feet from the NE clearance point. #3 (Helper trk) 90 feet from the NE clearance point
00C 207.6	SE Morley		Must not operate beyond clearance point
00C 228.4	Jacksboro House		Must not operate beyond clearance
00C 237.5	Lake City House		
00C 244.0	Granite House		
00C 255.2	Bull Run Plant Unloading Pit	Bay Window Caboose	Prohibited

MP	Location	Equipment	Restriction
00C 259.4	Solway Tunnel	Double Stack Container Cars (stacked two containers high)	10 MPH
		Enclosed Multi-level Cars	25 MPH
00C 262.4	Byington	6-Axle Locomotives	Must not operate beyond clearance
00C 269.8	Middlebrook Ind Park		
00C 270.8	Exxon		
00C 271.7	Croydon		
00C 272.9	Chattanooga Brick		
00C 274.0	Third Creek Branch	Cars with gross weight over 220,000 lbs	Prohibited
00C 274.3	Rohm Haas	6-Axle Locomotives	Must not operate beyond clearance point
00C 275.3	Grocery Trk		
	Siler Bean Trk		Prohibited
00C 275.5	Crossover from Old Main to		
00C 288.8	Armona		Must not operate beyond clearance point
00C 295.9	Binfield House		
00C 301.9	Jena Co-Op		
00C 307.9	Niles Ferry		
00C 310.3	Marubeni Spur		Must not operate beyond clearance
00C 317.2	Madison House		
00C 317.4	Madisonville Co-Op		
00C 330.9	Johns Manville (both ends)		
00C 331.0	Waupaca		
00C 326.7	Englewood Wye		Prohibited 3 engine lengths beyond stem of wye switch
0KL 289.0	Maryville Branch	Cars with gross weight over 263,000 lbs	Prohibited
0KM 206.2	Trevillion Including both legs of wye	Cars with gross weight over 286,000 lbs	
0KM 206.0	Holton		
0CV 176.0	Corbin Ind Park	6-Axle Locomotives	Must not operate beyond clearance

7. CLOSE CLEARANCE

MP	Location	Remark
00C 172.9	Brick Yard	Dock
00C 193.2	Emlyn	Dock
00C 262.0	Unitrack	Dock
00C 262.0	Vinylex	Fence and Dock
00C 262.0	Ryerson	Steps
00C 269.7	Quality Lumber	Dock
00C 269.7	Epedex	Dock
00C 269.7	Subert Lumber	Dock
00C 269.7	Kinder Morgan	Unloading Racks
00C 274.3	Dow / Rohm and Haas	Entrance gate and entire industry beyond gate
00C 275.5	Knoxville Yard	Table trk - Mechanical Dept. - Crane Sand trk - air compressor and equipment rack
00C 289.0	Heritage Propane	Unloading Racks
00C 293.0	Rubbermaid	Unloading Racks & Bldg
00C 303.5	Conagra	Dock
00C 307.7	Polyone	Gate and Dock
00C 307.7	Lowes (Box car trk)	Dock
0CZ 209.4	Gatliff	Tipple
0KL 290.0	Anderson Lumber	Dock

00C 172.3 - Following restriction at locations within Cobin Terminal

Riding on the side of a car in the body of the tracks in Arch Yard and East Yard is prohibited.

No riding on the side of car or locomotive at the following locations:

Car Shop inbound, outbound and unloading dock tracks. Locomotive Shop buildings and old fueling pad in the Locomotive Outbound tracks.

00C 307.7 - Crews are prohibited from riding equipment in Lowes Distribution Center between the hours of 0700-1700 hours.

00C 330.9 - Do not walk or ride on the east side of equipment at Johns Manville Runaround Track.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

00C 255.2 Bull Run – Between the hours of 0700 and 1530, seven days a week, any trains or engines needing to use the Bull Run Loop will contact the Bull Run steam plant coal tower foremen for permission to occupy the loop.

00C 275.5 Knoxville:

Yardmaster Contact

Knoxville Yardmaster desk is located at the Centralized Yardmaster Center at Corbin, KY. Radio communication is in

place to communicate with the center on a 24-hour basis.

Watts Line: 800-739-7837
Company Line: RNX - 293-3318 or 3424
Fax Company Line: RNX - 293-3421
Fax Bell Line: 606-523-3421
Printer: CV1

Trains stopping at Knoxville

Southward trains stopping in the siding at Knoxville will not foul the south yard lead switch until departing.

Northward trains instructed to pick up or set off engines at Knoxville must do so from the north end of Knoxville Yard when possible. If necessary to pick up or set off from the south end, take care not to separate equipment on the Tennessee River Bridge due to no walkway on west side of bridge 00C 275.8 to 00C 276.0.

Switching Transflo Terminal

During normal switching hours, hazardous materials will not be transferred in the terminal. During other than normal switching hours the Transflo facility will be blue flagged. If a switch is required during other than normal switching hours, a Transflo Terminal Supervisor will:

a) Meet the rail switch crew
b) Remove the Blue Flags
c) Verify Transflo Terminal activity
d) Verify that all hazardous materials transfers are shut down during the time required to complete the switch service.

Note: Normal switching hours are between 2300 / 0700 daily.

Operation on Norfolk Southern Railroad

CSX crews must obtain NS train documents at Corbin, Etowah, or Knoxville prior to entering NS trackage. The NS Train Dispatcher located in Knoxville must be contacted to verify NS train bulletin.

Monday through Friday, between the hours of 0800 and 1600, contact the NS KD Dispatcher by using DTMF tone 775 on Channel 056-056. At all other times, contact the NS West End Dispatcher by using DTMF tone 773. If necessary to contact NS Chief Dispatcher at Knoxville, use DTMF tone 771. Report emergencies by using DTMF tone 911.

NS KD Dispatcher phone: 865-521-1596
NS West End Dispatcher phone: 865-521-1468
NS Chief Dispatcher phone: 865-521-1401

Interchange of trains going to and from NS at Willoughby:

Trains going to NS at Willoughby:

a) Obtain NS Train Bulletin at on-duty location via Fax.

b) Prior to departing Amherst call NS West End Dispatcher to confirm Train Bulletin and obtain Track Warrant for authority to occupy NS Main Track. Track Warrant forms may be obtained at Corbin or Knoxville.

c) Enter the connecting track on signal indications. If unable to obtain a favorable signal, contact CSX and NS dispatchers and be governed by their instructions.

d) Track Warrant must be reported clear to NS West End Dispatcher at Knoxville after train is put away in Bicycle Track and switch and derail lined and locked in normal position.

e) If train is handed over to NS Crew on duty, both copies of Track Warrant must be delivered to relieving NS Crew. Train may be handed over to NS Crew in the connecting track (Clear of NS main) without a Track Warrant.

Train coming from the NS at Willoughby:

a) At initial on-duty location, call Knoxville Yardmaster and request NS Train Bulletin and CSX Work Order be available at Knoxville upon arrival at the Knoxville Yard Office.

b) After obtaining the necessary documentation, call the CSX and NS dispatchers to coordinate approximate time both will be ready for movement from the Bicycle Track or NS Main to CSX Main via the Connection Track. NS Train Bulletin may be verified and Track Warrant Authority obtained at this time or prior to departing the Bicycle Track.

c) Taxi to Bicycle track or NS Main at Concord Street. Obtain Track Warrant authority before unlocking or lining Bicycle Track switch or derail if Track Warrant has not been obtained at Knoxville Yard office.

d) Depart the Bicycle Track after receiving favorable signal to enter the connecting track to Main. If favorable signal not received, call CSX and NS Dispatchers and be governed by their instructions.

e) Once train has cleared the connecting track and all switches and derails connected with the movement have been locked back in normal position, the Track Warrant Authority must be reported clear to NS West End Dispatcher Knoxville.

f) If train handed over from NS crew, the NS crew may hand over the Track Warrant Authority to relieving CSX Crew or NS Crew may maintain Track Warrant Authority until train is clear of connecting track. CSX Crew, if Track Warrant Authority is handed over from NS crew, must report clear of the Track Warrant once train is clear of the connecting track and all switches and derail connected with the movement have been locked back in normal position.

00C 326.4 Leaving Trains at Englewood – When southward train crews are relieved at the south end of Englewood, their train and engines will be left as follows:

a) Apply and test the appropriate number of hand brakes that can be accessed from the east side of train. Do not occupy west side of Englewood siding south end. Leave message on lead locomotive as to which cars have hand brakes applied.

b) Detach the locomotives. Leave the angle cock on the south car open and the cars in emergency for at least 10 seconds. Close the angle cock on the south car and move the locomotives to the north end and couple to the train. Prior to coupling air hoses, adjust brake pipe pressure to 75 psi (Rule 5005B). Do not overcharge the north end of train.

Move train, if necessary, to the vicinity of the transport taxi. One unit will be left running and, in accordance with rules governing locomotives left unattended to keep the trainline air charged. All other units will left shut down if non-complying tag instructions and/or temperatures permit.

c) Crews of southward short trains of 15 cars or less left at Englewood, such as locals and work trains, may leave their train intact and as near as feasible to the transport taxi.

d) Trains and engines left at all locations must be properly secured and left in accordance with all applicable rules and special instructions.

ADDITIONAL STATIONS

MP	Station	Switch Opening
00C 175.6	General Shale	North
00C 193.1	NE Emlyn	
00C 193.5	SE Emlyn	South
00C 207.1	NE Morley	North
00C 207.6	SE Morley	South
00C 224.1	La Follette House Trk	
00C 224.5	La Follette Stg Trk	
00C 237.5	Lake City House Trk	North
00C 261.8	84 Lumber	South
00C 261.9	Ryerson Tull	North
00C 262.3	NE Byington Ind Park	
00C 263.1	SE Byington Ind Park	South
00C 269.8	Middlebrook Ind Park	
00C 270.8	Exxon	
00C 271.7	NE Croydon	North
00C 272.3	SE Croydon	South
00C 272.9	Chattanooga Brick & Ameri Gas	
00C 274.0	Third Creek	
00C 274.1	Rohm Haas	
00C 290.7	Anderson Lumber	North
00C 293.0	Rubbermaid	South
00C 301.9	Jeana	
00C 307.9	Niles Ferry	
00C 310.3	Marubeni Spur	
00C 317.2	Madisonville House Trk	
00C 317.4	Madisonville Co-Op	North
00C 326.7	N Englewood Wye switch	
00C 327.0	S Englewood Wye switch	South
00C 330.9	NE Runaround	North
00C 331.0	Waupaca	
00C 331.2	SE Runaround	South

TERMINAL AND YARD INSTRUCTIONS

CORBIN TERMINAL INSTRUCTIONS

Limits of Corbin Terminal
The limits of Corbin Terminal extend between:
Dortha, 00C 171.3 and Bacon Creek, 00C 174.8 and Siler, 0CV 174.9 and Corbin, 00C 172.3.

All yard tracks at Corbin are under the direction of the Corbin Yardmaster at the Corbin Centralized Yardmaster Center. This includes the High Line Yard Track, 00C 172.1 and the CV Lead Yard Track, 0CV 172.7. Both of these tracks are located at the north end of the east side of Corbin Terminal. The two named tracks have ABS rules in effect and speed on both tracks is governed by Rule 46 not exceeding 20 MPH.

Yardmaster contact at Corbin
Radio Channel: 084, 022 (yard)
Toll-free telephone: 800-291-5125
Local telephone: 606-523-3248 or 3217
Fax: 606-523-3443
CSX Company telephone prefix: 8-293
Printer: RGD

Train Instructions

Southward KD Subdivision trains will use extreme east track from East Yard to the signal at Bacon Creek to south end of East Yard, unless otherwise instructed by yardmaster.

Northward KD Subdivision trains entering East Yard will use extreme east track from signal at Bacon Creek to south end of East Yard, unless otherwise instructed by yardmaster.

Trains arriving Corbin Terminal will spot head end of train at air plug. Air plugs are designated by yellow boards at north and south end of both East and West Yards.

Engineers delivering locomotives to Roundhouse will contact Roundhouse Foreman for track line up before entering service track area.

Trains arriving West Yard will not block car department access roads located at both ends of tracks 3 through 12.

Trains must not block road crossings on the north or south leg of wye except as instructed by Corbin Yardmaster.

The south switch of the CV/Long Pocket track leading to East #16-18 Tracks has a lock installed. The normal position for the switch is lined and locked for the switching lead. After use, the switch must be restored to the normal position and locked. Employees finding the switch not in compliance with these instructions must notify the Corbin Yardmaster immediately.

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

MP	Location	DOT#	Type
00C 171.57	W Wentworth	353628T	M
00C 174.93	Archer St	349117B	M
00C 175.28	SR 6	349118H	M
00C 175.64	Brick Pond Rd	349122X	P
00C 181.93	SR 26	349136F	M
00C 182.17	Tyes Ferry Rd	349137M	M
00C 183.88	Jacks Fork Rd	349141C	M
00C 185.64	SR 26	349144X	M
00C 187.49	Watts CR Church	349148A	M
00C 189.67	Main St	349152P	M
00C 190.16	Second	349155K	M
00C 191.10	Savoy-Clear Fork	349160G	M
00C 192.57	Emlyn Rd	349162V	M
00C 197.24	CR 1260	353993M	M
00C 200.44	Sandy Flat Rd	353998W	M

00C 202.72	Highcliff	347375Y	M
00C 223.81	Nevada Ave	347397Y	M
00C 224.02	7th St	347399M	M
00C 224.53	W Central Ave	347402T	P
00C 224.79	S Ave	347403A	P
00C 226.80	Towe String Rd	347408J	P
00C 229.46	Island Ford Rd	347411S	P
00C 230.24	Stone Mill Rd	347412Y	M
00C 236.75	Bolin Rd	347419W	M
00C 238.13	Old Lake City Hwy	347427N	M
00C 238.51	Elliott Rd	347428V	M
00C 239.87	Leinart Ln	347431D	M
00C 240.58	Cane Creek	347433S	M
00C 241.57	Duncan Rd	347436M	M
00C 244.76	Granite Rd	347450H	P
00C 246.37	Sulphur Springs Rd	347455S	P
00C 247.21	Bush Rd	347457F	P
00C 261.20	Coward Mill	347544J	P
00C 262.05	Wescott Blvd	347546X	M
00C 262.34	Crosslane Rd	347547E	M
00C 263.92	N Ball Camp Pk	347551U	M
00C 264.46	Middle Ball Camp Pike	347552B	M
00C 265.38	Bakertown Rd	347554P	M
00C 265.96	S Ball Camp Pike	347557K	M
00C 268.02	Piney Grove Church Rd	347563N	M
00C 269.40	Jackson Rd	347565C	P
00C 269.97	Midpark Rd	644304V	M
00C 270.47	Knott Rd	347567R	P
00C 271.16	Third Creek Rd	347568X	M
00C 273.02	Liberty St	347570Y	M
00C 273.27	Loraine Ave	347571F	M
00C 274.08	Ailor Ave	347573U	M
00C 277.07	Candora Rd	347579K	M
00C 277.72	Young Dr	347581L	M
00C 283.24	Singleton	347591S	M
00C 286.69	Air Base Rd	347598P	M
00C 289.27	Hunt Rd	347603J	M
00C 289.52	Lively Rd	347604R	M
00C 290.15	Mid Settl	347605X	M
00C 290.62	Mt Tabor Rd	347607L	M
00C 293.67	Ratledge Rd	347615D	M
00C 294.06	Morganton	347616K	M
00C 298.51	Henry Ln	347767A	P
00C 299.20	Cedar Church Ln	347769N	M
00C 300.52	Lou Goddard Ln	347781V	M
00C 301.76	Greenback Rd/ SR 95	347783J	M
00C 304.87	Black Road	347789A	M
00C 305.32	E Coast Tellico Pkwy	347792H	M
00C 307.46	Ind Dr	877514E	M
00C 308.11	Hitch St	347794W	M
00C 311.25	CR 345/ Kincaid Rd	347800X	M
00C 312.09	King Rd/ CR 344	347801E	M
00C 313.43	Fagin Rd	347803T	M
00C 314.61	Wayman Rd	347805G	M
00C 316.68	N Tellico St	347807V	M
00C 316.76	College St/ SR 68	347808C	M
00C 316.87	Monroe St	347809J	M
00C 317.02	Warren St	347810D	M
00C 317.14	Mill St	347811K	M
00C 320.85	CR 102	347820J	M
00C 322.12	CR 103	347817B	M
00C 322.99	CR 100/ Plaza Dr	347821R	M
00C 325.20	CR 424	347824L	M
00C 326.29	Tellico St	347826A	M
00C 326.49	SR 39	347827G	M
00C 326.84	Sunset Ave	347828N	M
00C 328.94	CR 516	347831W	M

Pine Mountain Branch

MP	Location	DOT#	Type
0CO 199.71	Siler Chapel Rd	354029B	M

Cow Creek Branch

MP	Location	DOT#	Type
0KD 256.69	E Tri-County Blvd/ SR 61	347482N	M

Maryville Branch

MP	Location	DOT#	Type
0KL 289.25	Hunt Rd	347663T	M
0KL 289.68	Louisville Rd	347664A	M
0KL 290.63	US 129/ SR 115	347665G	M
0KL 291.35	W Bessemer St	347670D	M
0KL 291.56	N Hall Rd	347671K	M

NOTES

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
			BIG SANDY SD			
40	**CMG 114.0**	**SHELBY**		**CPS-261**		
	CMG 114.9	2.1	DD — HB DISP 094-4 RD 066	ABS-261		
	CMG 116.1	**LEVISA JUNCTION**		**CPS-261**		
40 / 35	CMG 116.8 117.0 118.0	2.6		ABS-261		
	CMG 118.7	**NE MARROWBONE**		**CPS-261**		
		1.4	SSDG 7,130 FT **SP**	ABS-261		
	CMG 120.1	**SE MARROWBONE**		**CPS-261**		
35 / 30	CMG 122.0	2.0		ABS-261		
	CMG 122.1	**ROAD CREEK**		**CPS-261**		
30 / 25	CMG 127.6	5.9		ABS-261		
	CMG 128.0 = **Z 0.5**	**ELKHORN CITY**		**CPS-261**		
		1.7	CSDG 8,250 FT **SP**	ABS-261		
	Z 2.2	**SOUTH ELKHORN CITY**		**CPS-261**		
		3.0		ABS-261		
	Z 5.2	**NE TOWERS**		**CPS-261**		
		1.7	CSDG 8,939 FT **SP**	ABS-261		
	Z 6.9	**SE TOWERS**		**CPS-261**		
	Z 8.2	4.8	DD — 10.1 SDF 10.7 SDF	ABS-261		
	Z 11.7	**HAYSI JUNCTION**	HAYSI BRANCH	**CPS-261**		
		2.0		ABS-261		
	Z 13.7	**NE DELANO**		**CPS-261**		
		1.4	CSDG 6,235 FT **SP**	ABS-261		
	Z 15.1	**SE DELANO**		**CPS-261**		
	Z 21.6	7.7	FREMONT BRANCH — DD	ABS-261		
	Z 22.8	**CANEY JUNCTION**		**CPS-261**		
25		0.8		ABS-261		

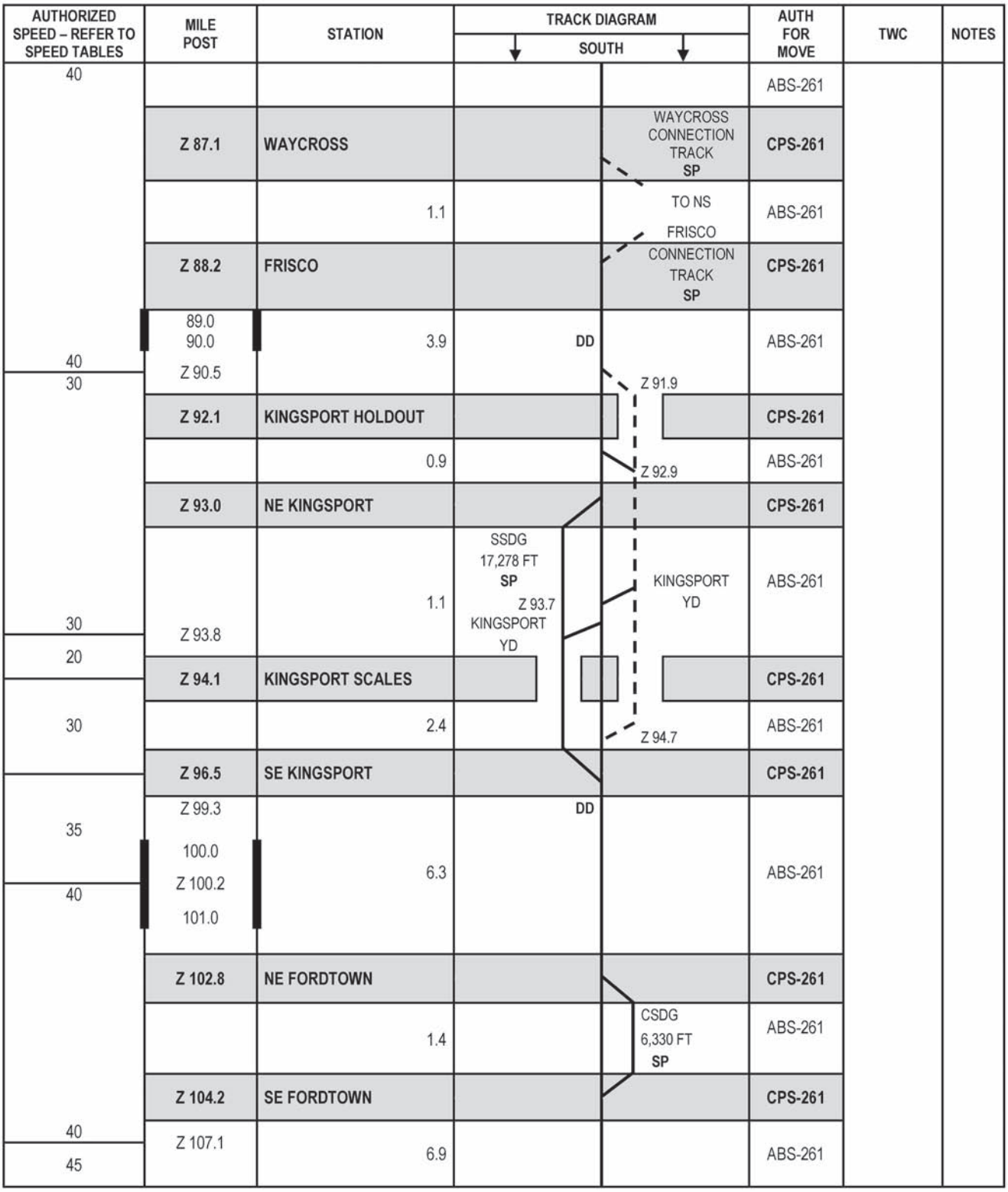
KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
25	**Z 23.7**	**NE ALLEN**		**CPS-261**		
		1.3	CSDG 6,102 FT SP	ABS-261		
	Z 24.9	**SE ALLEN**		**CPS-261**		
	Z 26.7		NORA BRANCH			
	29.0 30.0 Z 30.1 31.0	6.6	DD	ABS-261		
	Z 31.5	**NE TRAMMEL**		**CPS-261**		
	32.0	0.8	CSDG 3,691 FT SP	ABS-261		
	Z 32.3	**SE TRAMMEL**		**CPS-261**		
		2.8		ABS-261		
25 20	**Z 35.1**	**NE DANTE**	SP	**CPS-261**		
	Z 35.2	1.3	CSDG 5,500 FT SP DANTE YD	ABS-261		
	Z 36.3	**SE DANTE**	SP	**CPS-261**		
		1.0	Z 37.3 PHILLIPS YARD	ABS-261		
	Z 37.4	**PH**		**CPS-261**		
	Z 39.1	2.7	DD	ABS-261		
	Z 40.1	**NE BOODY**	SP	**CPS-261**		
		1.5	CSDG 7,713 FT SP	ABS-261		
	Z 41.6	**SE BOODY**	SP	**CPS-261**		
		0.6	NS TO BLUEFIELD	ABS-261		
	Z 42.2	**SAINT PAUL**		**CPS-261**		
		0.6	NS TO NORTON	ABS-261		
	Z 42.8	**SOUTH SAINT PAUL**	SP	**CPS-261**		
	43.0 44.0	3.3		ABS-261		
	Z 46.1	**BURTONS FORD**		**CPS-261**		
20 35	Z 47.1 Z 49.5	6.2	DD	ABS-261		

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
				ABS-261		
35	**Z 52.3**	**NE MILLER YARD**		**CPS-261**		
	Z 52.5	1.7	CSDG 8,200 FT SP	ABS-261		
40	**Z 54.0**	**SE MILLER YARD**		**CPS-261**		
	Z 64.4		DD			
	Z 66.4					
35		14.4		ABS-261		
	Z 66.7					
40						
	Z 68.4	**NE STARNES**		**CPS-261**		
		1.5	CSDG 7,268 FT SP	ABS-261		
	Z 69.9	**SE STARNES**		**CPS-261**		
			71.5 SDF	ABS-261		
			72.9 SDF			
			73.5 SDF			
			73.6 SDF			
		11.5	77.0 SDF			
	Z 77.2		DD			
40	Z 77.9					
			78.8 SDF			
35			80.2 SDF			
			80.3 SDF	ABS-261		
	Z 81.4	**NE KERMIT**		**CPS-261**		
40		1.5	CSDG 7,330 FT SP	ABS-261		
	Z 82.9	**SE KERMIT**		**CPS-261**		
			84.9 SDF			
			85.1 SDF			
		4.2		ABS-261		
			85.2 SDF			
40			85.4 SDF			

KINGSPORT SUBDIVISION - KP



KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
45				ABS-261		
	Z 111.1	NE BOONE		CPS-261		
		1.3	CSDG 6,097 FT SP	ABS-261		
45	Z 112.4	SE BOONE		CPS-261		
30	Z 112.5					
45	Z 115.2	7.0	DD	ABS-261		
	Z 119.4	NE JOHNSON CITY		CPS-261		
		3.5	SSDG 16,983 FT SP JOHNSON CITY YD; Z 121.0 ETRY	ABS-261		
	Z 122.9	SE JOHNSON CITY		CPS-261		
	125.0 Z 125.5 126.0 Z 126.2 Z 128.4	6.0	WID DD	ABS-261		
45 30	Z 128.9	NE HANNUM		CPS-261		
		1.4	CSDG 6,580 FT SP	ABS-261		
	Z 130.3	SE HANNUM		CPS-261		
30	Z 132.3	2.1		ABS-261		
	Z 132.4	ROCK CREEK		CPS-261		
25		1.3	ROCK CREEK LEAD	ABS-261		
	Z 133.7	NORTH ERWIN		CPS-261		
			BLUE RIDGE SD			
147.2 MILES SHELBY TO NORTH ERWIN						

KINGSPORT SUBDIVISION - KP
HAYSI BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			NORTH KINGSPORT SD			
10	ZH 0.0 ZH 3.1	HAYSI JUNCTION 3.1 PITTCO (END OF MAIN TRACK)		TWC-DCS		
			ZH 3.8 END OF TRACK	96		
3.1 MILES HAYSI JUNCTION TO PITTCO						

KINGSPORT SUBDIVISION - KP
FREMONT BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			NORTH KINGSPORT SD			
10	ZF 0.0	CANEY JUNCTION		TWC-DCS		
		1.5				
	ZF 1.5	CANEY				
		4.0				
	ZF 5.5	CRANES NEST				
		8.0				
10	ZF 13.5	MOSS (END OF MAIN TRACK)		TWC-DCS		
			ZF 14.5 — END OF TRACK	96		
13.5 MILES CANEY JUNCTION TO MOSS						

KINGSPORT SUBDIVISION - KP
NORA BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			KINGSPORT SD			
10	ZN 0.0	NORA JUNCTION 2.2		TWC-DCS		
	ZN 2.2	WOHLFORD (END OF MAIN TRACK)	ZN 4.9 — END OF TRACK	96		
2.2 MILES NORA JUNCTION TO WOHLFORD						

KINGSPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- KINGSPORT

Trk	MP/Location	F
SG	CMG 114.0 - 116.8	40
SG	CMG 116.8 - 122.0	35
SG	CMG 122.0 - 127.6	30
SG	CMG 127.6 - 128.0	25
SG	Z 0.5 - 35.1	25
SG	Z 35.1 - 47.1	20
SG	Z 47.1 - 52.5	35
SG	Z 52.5 - 66.4	40
SG	Z 66.4 - 66.7	35
SG	Z 66.7 - 77.9	40
SG	Z 77.9 - 81.4	35
SG	Z 81.4 - 90.5	40
SG	Z 90.5 - 93.8	30
SG	Z 93.8 - 94.1	20
SG	Z 94.1 - 96.5	30
SG	Z 96.5 - 100.2	35
SG	Z 100.2 - 107.1	40
SG	Z 107.1 - 112.4	45
SG	Z 112.4 - 112.5	30
SG	Z 112.5 - 128.4	45
SG	Z 128.4 - 132.3	30
SG	Z 132.3 - 133.7	25

AUTHORIZED SPEEDS -- HAYSI BRANCH

Trk	MP/Location	F
SG	ZH 0.0 - 3.1	10

AUTHORIZED SPEEDS -- FREMONT BRANCH

Trk	MP/Location	F
SG	ZF 0.0 - 13.5	10

AUTHORIZED SPEEDS -- NORA BRANCH

Trk	MP/Location	F
SG	ZN 0.0 - 2.2	10

Between CMG 114.0 and Z 0.5 - Trains in excess of 7,000 tons but less than 14,000 tons are restricted to 35 MPH.

Trains in excess of 14,000 tons are restricted to 30 MPH.

ADDITIONAL SPEEDS (SP) -- KINGSPORT

Location	Track Type	F
CMG 118.7 - 120.1	SSDG	30
Z 0.5 - 2.2	CSDG	25
Z 5.2 - 6.9		
Z 13.7 - 15.1		
Z 23.7 - 24.9		
Z 31.5 - 32.3		
Z 35.1 - 36.3		20
Z 40.1 - 41.6		
Z 52.3 - 54.0		25
Z 68.4 - 69.9		
Z 81.4 - 82.9		
Z 93.0 - 96.5	SSDG	
Z 102.8 - 104.2	CSDG	
Z 111.1 - 112.4		
Z 119.4 - 122.9	SSDG	30
Z 128.9 - 130.3	CSDG	25

ADDITIONAL SPEED RESTRICTIONS

Z 35. 1 - NE Dante - Do not exceed 15 MPH through turnout to siding.
Z 36.3 - SE Dante - Do not exceed 15 MPH through turnout to siding.
Z 40.1 - NE Boody - Do not exceed 15 MPH through turnout to siding.
Z 41.6 - SE Boody - Do not exceed 15 MPH through turnout to siding.
Z 42.8 - South Saint Paul - Do not exceed 10 MPH through turnout to NS connection.
Z 87.1 - Waycross - Do not exceed 20 MPH through turnout to connection track.
Z 88.2 - Frisco - Do not exceed 10 MPH through turnout to connection track.
Do not exceed 5 MPH on all wye tracks.

14 ENGINE BELL AND HORN SIGNALS PRIVATE CROSSINGS

When approaching and passing through the following private crossings the engine bell will be rung and the engine horn sounded as prescribed by Rule 14(l) as indicated in the table below.

MP / Location	Horn	Bell	Hours
Z 12.77 / Collco Tipple	Yes	Yes	Day-light Hours
Z 30.47 / Roaring Fork Tipple	Yes	Yes	Day-light Hours

14(l) ENGINE BELL AND HORN SIGNALS

Trains approaching the private crossing at the location below will sound engine horn signal 14(l).

MP	Location	Requirement
CMG 117.29	Private Crossing	Sound 14(l)

100 HIGHWAY-RAIL GRADE CROSSINGS

Z 35.21 Dante – Southward train stopping at Dante to meet trains will not block Hospital Rd crossing (Z 35.21) in excess of five (5) minutes. When necessary to block the crossing in excess of five (5) minutes, the pusher will stay with the train and cut the crossing. When a signal or permission is given for the train to depart, the pusher will recouple the train for departure. Trains using tracks other than main tracks at this location must approach crossing prepared to stop until gates block highway traffic or protection is provided for traffic in accordance with Rules.

Z 93.20 Kingsport – Street crossings must not be blocked more than four (4) minutes.

Z 121.40 Johnson City – Southward trains tying down at Johnson City will stop north of the Five Oaks Rd crossing at Z 122.10 and will cut the crossing at High Ridge Rd at Z 121.40. No train will tie down south of Five Oaks Rd crossing.

Z 133.59 Erwin – Street crossings must not be blocked more than five (5) minutes.

103-A SWITCHING CARS

When switching/kicking cars the following restrictions apply when cut off in motion:

Loaded cuts - No more than 2 loaded cars will be cut off at one time;
Empty cuts - No more than 3 empty cars will be cut off at one time;
Mixed cuts - 1 load and 1 empty will be considered as 2 loads.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CMG 116.0	McVicker	Loads: 3 HB Empties: 2 HB
CMG 116.2	Slone Branch	Loads: 2 HB Empties: 2 HB
CMG 120.0	Marrowbone	Loads: 3 HB Empties: 2 HB
Z 0.5	Elkhorn City to Z 42.0 St. Paul, VA	Loads: Minimum of 10 HB on cuts of 31 cars or more Empties: Minimum of 8 HB on cuts of 31 cars or more
Z 42.0	Elkhorn City Z 0.5 to Z 42.0 St. Paul, VA	Loads: Minimum of 3 HB for each 10 cars on cuts of less than 31 cars Empties: Minimum of 2 HB for each 10 cars on cuts of less than 31 cars
Z 59.1	Louisiana Pacific	Loads: 100% Empties: 100%
Z 93.8	Kingsport N09 - N13	A minimum of 3 HB must be applied on the north end for crews kicking cars into these trks

Entire Subdivision – A track with loads and empties will be considered loaded cars. No less than 2 hand brakes must be applied.

Z 93.8 Kingsport – Trains setting off or picking up at Kingsport should apply hand brakes to the head end of their train left standing on the main track or siding and to cars set off in yard.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
NAS Elkhorn City to N Erwin

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Shelby to NAS Elkhorn City

222 OBSERVING BLOCK SIGNALS

Haysi Branch:
Southward trains en route the Kingsport SD must not pass the Fixed Signal at ZH 0.6 until the Fixed Signal indicates the next signal will allow the train to proceed or the train

dispatcher gives verbal authority to enter the Kingsport SD.

Fremont Branch:
Southward trains en route the Kingsport SD must not pass the Fixed Signal at ZF 0.8 until the Fixed Signal indicates the next signal will allow train to proceed or train dispatcher gives verbal authority to enter the Kingsport SD.

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	Channels Assigned	Type Station
CMG 116.1	Levisa	Cont	066, 094-4	Wayside
CMG 120.0	Marrowbone			
Z 1.0	Elkhorn			
Z 7.5	Bartick			
Z 9.0	Mullins			
Z 11.5	Haysi			
Z 15.0	Delano			
Z 17.0	Clinchco			
Z 21.5	Bearpin			
Z 30.0	Honey Branch			
Z 36.5	Dante			
Z 42.5	St. Paul			
Z 49.5	Carfax			
Z 64.5	Blackmore			
Z 80.0	Speers Ferry			
Z 93.7	Kingsport			
Z 94.0	Kingsport Yard		066, 096	Terminal
Z 104.0	Fordtown		066, 094-4	Wayside
Z 121.0	Johnson City			
Z 133.9	Erwin			

Z 42.5 St. Paul - NS Clinch Valley Dispatcher monitors Channel 092 with call in number 625. Train dispatcher's telephone number is: 304-325-4343.

Z 88.2 Frisco - NS East End Dispatcher monitors Channel 056 with call in number 772. This train dispatcher's telephone number is: 865-521-1467.

Z 128.7 Johnson City - Trains experiencing radio communication problems while performing work at Johnson City, TN should use the repeater channel as follows:

Select the repeater channel on hand held radio
Select Channel 096/096 on locomotive radio
Upon completion of work, employees must return to appropriate channel.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4151 WHEEL IMPACT DETECTORS

MP	Location	Type
Z 125.5	S. Johnson City	WID

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CMG 114.9	Sutton	1	Note 1&2
Z 8.2	Tom's Bottom	1	NONE
Z 21.6	Fremont	1	NONE
Z 30.1	Wakenva	1	NONE
Z 39.1	Dante	1	Note 1
Z 49.5	Carfax	1	NONE
Z 64.4	Ft. Blackmore	1	NONE
Z 77.2	Copper Creek	1	NONE
Z 90.0	Rameytown	1	Note 1
Z 99.3	Hemlock	1	Note 1
Z 115.2	Indian Ridge	1	NONE
Z 126.2	Buckeye	1	Note 1

Note 1: The defect detectors at CMG 114.9, Z 39.1, Z 90.0, Z 99.3 and Z 126.2 will broadcast on Channel 008. When approaching and passing these detectors, the locomotive radio will be tuned to Channel 008 and the conductor will monitor Channel 066 with his portable radio. Once the results of the inspection have been received, the locomotive radio will be returned to Channel 066.

Note 2: To avoid stopping on detector at CMG 114.9, northward trains requiring permission to enter Shelby Yard must not pass CMG 115.3 until permission is received from yardmaster.

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification	Note
Z 10.1 - Z 10.7	N	NONE
Z 71.5 - Z 72.9	Y	Note
Z 72.9 - Z 73.5	N	NONE
Z 73.6 - Z 77.0	Y	Note
Z 77.0 - Z 78.8	N	NONE
Z 80.2 - Z 80.3	N	NONE
Z 84.9 - Z 85.1	N	NONE
Z 85.2 - Z 85.4	N	NONE

Note: The audible detector message broadcast will begin with 3 warning tones, then include an announcement which details the area of the slide, given from a milepost limit to a milepost limit, stating that a slide fence has been activated. The defect message will be repeated 5 times at 30 second intervals.

4304-A INSPECTING THE TRAIN FOR REPORTED DEFECTS (MAKING REQUIRED WALKING INSPECTIONS)

Crews stopping on Fremont Defect Detector, Z 21.6, to pick up or set off at Caney, Z 21.9 are exempt from the requirements of Rule 4304 part A. If train is not inspected by next defect detector, train must be stopped and a complete walking inspection of the entire train made.

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

A maximum of 15 units in a light locomotive consist, or a maximum of 12 units in a locomotive consist when hauling a train, may be used in multiple control on the Kingsport Subdivision. This does not apply to the NS Railroad.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CMK 0.2	Millard, KY
CMG 127.7	Elkhorn City, KY
Z 70.2	Fort Blackmore, VA

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or by Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
CMG 114.0 - CMG 128.0/Kingsport SD	18'2"	19'1"
Z 0.5 - Z 133.7/ Kingsport SD		Prohibited

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

5600 HELPER SERVICE

When assisting solid loaded unit trains, it will be permissible to shove against the trains with 18 powered axles. If any empties are located in the rear 20 cars, not more than 9 axles and limited to 100 kilopounds will be used to push the train. When tonnage ratings require the use of more power than 9 axles limited to 100 kilopounds, helper engines must be cut in ahead of the empties and immediately behind a block of 20 or more loaded cars. When pushing mixed trains, no more than 9 axles limited to 100 kilopounds will be used.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
Z 93.0	H.A.A.P. Bridge	Cars with gross weight exceeding 286,000 lbs	Prohibited
		Engines exceeding 415,000 lbs	
Z 95.0	Kingsport AFG unloading tipple	Cars with gross weight exceeding 263,000 lbs	
	Carter Yd Switching, picking up or setting off	Locomotives	Maximum of 9 powered axles
ZF 0.0 - ZF 2.0	Northward trains		Must not be handled ahead of loads

LONG CARS

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

Direction	MP/Location	Tonnage
Southward	Z 2.0 - Z 41.0	300
Southward	Z 41.0 - Z 129.0	13500
Southward	Z 129.0 - Z 134.0	6500
Northward	Z 134.0 - Z 129.0	7500
Northward	Z 129.0 - Z 94.0	10000
Northward	Z 94.0 - Z 41.0	13500
Northward	Z 41.0 - Z 1.0	300

Between St. Paul and Dante

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

1. Maximum of 18 powered axles on trains other than loaded unit trains.

2. Trains handling a mixed consist (loads and empties) should have 10 loads positioned behind engine when available. If less than 10 loads are available, all available loads should be positioned behind engines. In this scenario, maximum power (amperage) should be reduced accordingly between Z 39.0 and Z 40.1.

3. The use of helper engines on the rear of trains handling cars 75 feet in length or longer is prohibited on northward trains between Boody (Z 41.7) and Trammel (Z 32.2).

4. Northward empty trains and northward trains with a mixed consist (loads and empties) must not handle tonnage

exceeding 6,500 tons.

7. CLOSE CLEARANCE

MP	Location	Remark
Z 1.0	Apex II	At loadout tipple
Z 11.8	Collco	At loadout tipple
Z 23.0	McClure	At loadout tipple
Z 31.0	Roaring Fork	At loadout tipple
Z 35.2	Dante Hostler Lead	Turntable guard rail
Z 35.2	Dante Yard	Between E02 & E03
Z 43.0	Old Castle Stone	At loadout tipple
Z 92.0	Calgas	At loadout rack
Z 93.0	Tri Cities Waste Paper	At loading dock
Z 94.0	Ridgefield Warehouse	Side of bldg
Z 94.0	AFG	At loading dock
Z 94.0	General Shale	At loading dock
Z 94.0	Domtar	At loading rack #25-26
Z 94.0		At loading dock #27
Z 94.0		At loading dock #28
Z 94.0		At loading dock #30-31
Z 94.0		At loading dock Ridgefield
Z 94.0	Oil Trk Kingsport	Fence on East side
Z 96.0	Sherwood	At loading dock
ZH 3.5	Pittco	At loadout tipple

Employees are prohibited from riding the sides of cars unless the adjacent track is clear for the length to be ridden at the following locations:

Dante Yard – Between tracks PH 1 and PH 3

Kingsport Yard – Between tracks N 10 and N 12 and between tracks S 03 and S 04.

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CMK 0.0 - CMK 2.0	Levisa Jct	All
Z 35.2	Dante Yard	Trks No 2 thru No 6 Phillips Yard No 1 thru No 4 Empty Yard No 1 thru 3 Scale Trks Back Lead Trk Crooked Lead Trk

GENERAL MISCELLANEOUS

CMG 128.0 Elkhorn Yard

1. Unless otherwise authorized or relieved by signal indication, northward trains arriving Elkhorn must stop clear of Elkhorn road crossing, Z 1.0 and contact control station for instructions.

Z 36.0 Dante

Crews reporting Dante, VA are to contact Bostic Agency to confirm working instruction as outlined for their tour of duty that date. When ending their tour of duty that date, crews must confirm work accomplished and report exception or any other unusual circumstances to Bostic Agency utilizing telephone number 800-241-5130 or 828-248-9139. If telephones are out of service or busy, use radio by pressing number 4 on the Channel 066/066 to key the Bostic Agency. Crews must also advise Bostic Agency of their departure time. Crews terminating Dante Yard needing taxi service must notify proper authority of the transportation needs before arrival Dante:

a. Southward crews must request transportation passing Delano Siding.

b. Northward crew must request transportation passing Starnes Siding.

Bostic Agent must be advised of loads and empties left at Elkhorn including track number.

Z 42.2 St. Paul – NS Crossover – Prior to occupying the NS interlocking identified as the NS Crossover St. Paul, Maintenance of Way forces and/or operators of on-track equipment will contact the CSX Train Dispatcher for permission providing their name, ID and reason for the request.

The CSX Dispatcher will contact the NS Clinch Valley Dispatcher providing the information. The NS Clinch Valley Dispatcher will provide the proper blocking and advise the CSX Dispatcher it is complete and provided.

The CSX Dispatcher will then relay the permission to the Maintenance of Way forces employee and/or operators of on-track equipment who had requested it.

The Maintenance of Way employee and/or the operator of on-track equipment will advise the CSX Dispatcher when clear of the NS interlocking identified in the timetable as the NS Crossover at St. Paul, Z 42.2, who will, in turn, advise the NS Clinch Valley Dispatcher to that effect.

Z 94.0 Kingsport

1. Before entering H.A.A.P. plant area member of crew will contact the Kingsport Yardmaster and be governed by their instructions. In the event the Kingsport Yardmaster cannot be reached, member of the crew will contact gate headquarters at 578-6318 and be governed by their instructions.

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

3. Gates to access the H.A.A.P. area must be kept closed and secured by padlock except when opened to accommodate movement to and from plant area. Gates must not be left open without permission from the gate headquarters.

4. Trains and engines operating within the H.A.A.P. area Long Island - A hazardous vapor release blue light/siren is in service at the railroad gate 49 (North Waste Water

Treatment near Sopaco.) The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress and not to enter the plant if the blue light is flashing.

5. Kingsport Yardmaster has jurisdiction over and will control movement of all trains between Kingsport hold-out signal, Z 92.2, and power switch south end Kingsport Siding, Z 96.5, when so authorized by Kingsport Subdivision Train Dispatcher, including permission to hand operate power switch north end Kingsport Siding and/or pass signal north end Kingsport Siding, Z 93.0.

6. All trains to be weighed must contact Kingsport Yard prior to arrival Kingsport, advising need to weigh. These scales are equipped with computer voice instructions that advise conditions of weighing. Voice instructions will be on 084/084.

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

If scale is out of tolerance and will not weigh, message will be transmitted “Scale Has Failed”, stop train and contact Yardmaster Kingsport for instructions. When scale is ready to weigh the system will transmit “CSX Kingsport Scale is Ready”. If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset, and instruction “CSX Kingsport Scale is Clear” before resuming weighing. Anytime stop is made on scale for 1 minute, the scale goes into stand-by. After weighing is complete, voice instructions “CSX Kingsport Scale is Clear” followed by number of cars weighed.
Train air brakes must not be applied during weighing operations except to comply with Rules. Steady drawbar pull is necessary for accurate weighing, slack action must be avoided if at all possible.

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

Use of sand on scale is prohibited.

7. Train and engines operating to South Hill (Eastman Chemical) – A hazardous vapor release blue light/siren is in service approximately 100 feet south of South Hill road crossing on the east side of No 4 Track. The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress. Do not to enter the plant if the blue light is flashing.

8. Any loaded or empty car stenciled “WIIX” will not be cut off in motion while being switched in Kingsport Terminal limits. These cars must be shoved to the coupling and it must be known that couplers and knuckles are properly positioned to prevent damage due to bypassed couplers.

9. Yard air is located on the north and south ends of tracks 9-13 at Kingsport.

Kingsport: Picking up pre-tested cars procedures

a) Close angle cock on the first car of pickup.

b) Close angle cock for yard air connection. (Done in this order. Air will bleed off automatically).

c) Uncouple yard air hose from pickup. Lay hose along rail and out of the walkway.

Z 120.0 Johnson City, TN

East Tennessee Railway (ETRY) and CSX have an interchange agreement providing for the interchange of rail freight traffic at CSX’s High Line Yard at Johnson City, TN. The following tracks will be used for this purpose:

1. Track J01 is designated as the pick-up track for CSX and the set-off track for ETRY.

2. Track J02 is designated as the set-off track for CSX and the pick-up track for ETRY.

The switch for the ETRY Lead and the Johnson City Yard Lead must be lined and locked for movement on the Johnson City Yard Lead.

Z 128.9 NORTH HANNUM

Northward trains will not tie down at the north end of Hannum.

NS Documents

CSX crews operating over NS trackage on the Pocahontas Division (St. Charles, VA and St. Paul, VA) must have NS Pocahontas Division Timetable, NS Operating Rule Book, NS-1 and appropriate Pocahontas Division train dispatcher bulletin. NS Pocahontas Division operations bulletins are available at Erwin, TN; Kingsport, TN; and Loyall, KY. Contact NS Clinch Valley Dispatcher to request a dispatcher bulletin. NS Dispatcher will omnifax bulletins to number specified.

CSX crews operating over NS trackage on the Central Division (Big Stone Gap, VA and Frisco, TN) must have NS Central Division Timetable, NS Operating Rule Book, NS-1 and appropriate Central Division train dispatcher bulletins. NS Central Division operations bulletins are available at Erwin, TN; Kingsport, TN; and Loyall, KY. CSX crews will not depart Loyall, Erwin, or Kingsport without the NS bulletin addressed to their train. CSX crews on arrival at Big Stone Gap or Frisco will contact NS Train Dispatcher by radio in Knoxville, TN to verify their NS train dispatcher bulletin.

NS Clinch Valley Dispatcher: 304-325-4343
NS Pocahontas Division Chief Dispatcher: 304-325-4238
NS East End Dispatcher: 865-521-1467
NS Central Division Chief Dispatcher: 865-521-1401

LEASED WAYSIDE PHONE

MP	Location	Local Number
Z 1.0	Elkhorn	606-754-7955
Z 11.7	Haysi	703-865-4175
Z 23.1	McClure	703-835-8926
Z 52.4	Miller Yard	703-467-2843
Z 68.6	Starnes	703-995-2281
Z 80.1	Speers Ferry	703-940-4343

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMG 115.3	NE TCH Mine	North
CMG 116.4	SE TCH Mine	South
CMG 127.7	SE Federal	
Z 1.0	Apex II	North
Z 5.2	NE Tower spur	
Z 6.0	SE Tower Spur	South
Z 10.3	NE Rex	North
Z 11.4	Haysi House Trk	
Z 11.4	SE Rex	South
Z 11.9	NE Collier	North
Z 12.7	SE Collier	South
Z 17.4	Rush	
Z 21.6	Fremont River Trk	
Z 21.9	NE Caney Stg	North
Z 23.1	McClure	
Z 24.9	NE Allen Ext	
Z 25.2	Allen House Trk	
Z 25.8	SE Allen Ext	South
Z 26.7	Nora	North
Z 30.4	Roaring Fork	
Z 35.1	Dante House Trk	South
Z 35.2	NE Dante 1 Empty	North
Z 36.2	SE Dante 1 Empty	South
Z 36.3	NE Crooked Lead	North
Z 36.3	NE Turntable	
Z 36.3	Inside Coal Tipple	
Z 42.6	Lumber Sdg	
Z 43.5	Castle	
Z 43.8	Quarry	
Z 53.9	SE Miller Yard	South
Z 59.1	Louisiana Pacific	
Z 68.7	NE Starness Spur	North
Z 68.8	SE Starness Spur	South
Z 86.8	NE Waycross Stg	North
Z 87.5	SE Waycross Stg	South
Z 91.9	Cal Gas	
Z 96.1	Sherwood	North
Z 108.1	Gray Stg	South

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

MP	Location	DOT#	Type
CMG 115.08	Greasy Crk Rd	227256J	M
CMG 116.39	Millard Ln	227259E	M
CMG 120.21	KY 195	227265H	M
CMG 123.36	Pond Crk Rd	227268D	M
Z 17.02	Clinchco SR 63	243819A	M
Z 22.99	McClure SR 773	900494G	M
Z 24.52	Allen	243840F	M
Z 29.76	Martin Town	243852A	M
Z 30.37	Wakenva Hollow	243853G	M
Z 32.21	Trammel Gap	243854N	M
Z 34.90	Ball Park Rd	243856C	M
Z 35.21	Hospital Hollow	243857J	M
Z 41.00	SR 739	243864U	M
Z 65.00	RT 72	243904P	M
Z 70.71	SR 665	644398Y	P
Z 71.07	SR 665	243935N	M
Z 85.98	ST 632	243951X	M
Z 86.82	Waycross/ ST 713	243952E	M
Z 89.77	Tranbarger Rd	243958V	M
Z 90.09	Rameytown Rd	243959C	P
Z 93.94	Cherokee Rd	243972R	M
Z 100.18	Colonial Hgts Rd	243992C	P
Z 100.92	Warrior Rd	243993J	M
Z 101.69	Lake Crest Dr	243995X	P
Z 105.03	Old Ford Rd	244007X	P
Z 110.85	Old Stage Rd	244022A	P
Z 111.58	Boone Creek Rd	244025V	M
Z 118.10	Embreville Rd	244042L	M
Z 126.19	Buckeye Rd	244090B	P
Z 127.42	Gouge Rd	244092P	M
Z 128.05	McCurry Rd	244093W	P
Z 128.35	Massachusetts St	244094D	M
Z 128.42	Tennessee St	244095K	P
Z 131.82	Brown Rd	244104G	P
Z 132.42	Jackson Ave	244107C	M
Z 133.59	2nd St	244109R	C
ZF 9.07	Mullins	243830A	M
ZF 10.92	Lick Fork SR 72	243833V	M
ZF 11.79	Layne Hollow/ SR 665	243834C	P
ZH 0.27	McClure Ave	243807F	M
ZH 0.50	SR 83	243808M	M
ZN 1.71	Nora	243844H	M

NOTES

LONG FORK SUBDIVISION - LF

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST CON 16.5	96		
10	CON 3.1	(END OF MAIN TRACK) SALISBURY 3.1	HA DISP 094 – 2 RD 084 CON 2.9	TWC-DCS		
	CON 0.0	MARTIN JUNCTION				
			E&BV SD			
3.1 MILES SALISBURY TO MARTIN JUNCTION						

LONG FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LONG FORK

Trk	MP/Location	F
SG	CON 3.1 - 0.0	10

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CON 2.9	Spurlock Loading Facility	Loads: 40% Empties: 15%
CON 1.4	Guaranty Mine	Loads: 4 HB Empties: 3 HB

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CON 4.8	Martin	Cont	084, 094-2	Wayside
CON 0.0	Martin Yard		084	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

CON 2.9 Spurlock Loading Facility – When doubling loaded cars to make couplings to standing equipment, a Safety Stop is not required. Cars must not be ridden when making this coupling move.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CON 1.4	Guaranty	Equipment other than coal cars	Must not operate under chutes and loading conveyers

7. CLOSE CLEARANCE

MP	Location	Remark
CON 2.9	Spurlock Mine	Overhead Load Out
CON 1.4	Guaranty Mine	Overhead Load Out

CON 2.6 - Look out for close clearance at this location.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CON 0.3 Martin Yard – Westward trains must not pass KY 122 road crossing before receiving instructions from Martin Yardmaster. When there is no yardmaster on duty, instructions will be obtained from the train dispatcher.

CON 2.9 – Main Track between CON 2.9 and CON 16.5 is out of service.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CON 1.3	Guarenty Loads	East
CON 1.3	Guarenty Empties	

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

MP	Location	DOT#	Type
CON 2.87	KY 203	228034D	C
CON 2.85	KY 203	228032P	C
CON 0.24	KY 122	228019B	M

MIDDLE CREEK SUBDIVISION - MZ

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
	COQ 1.0	(END OF MAIN TRACK) MCNALLY	END OF TRACK COQ 9.0 HJ DISP 014 – 6 RD 008	96		
10		1.0		TWC-DCS		
	COQ 0.0	MIDDLE CREEK JUNCTION				
			BIG SANDY SD			
1.0 MILES MCNALLY TO MIDDLE CREEK JUNCTION						

MIDDLE CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MIDDLE CREEK

Trk	MP/Location	F
SG	COQ 1.0 - 0.0	10

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMG 73.5	Prestonsburg	Cont	008, 014-6	Wayside
COQ 8.0	David		008, 014-7	

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

COQ 8.0 Beverly Ann – When doubling loaded cars to make couplings to standing equipment, a Safety Stop is not required. Cars must not be ridden when making this coupling move.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
COQ 8.0	Beverly Ann	Tipple
COQ 0.1	Sand Trk	Sand tipple

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

COQ 1.0 - The Middle Creek Subdivision is out of service from COQ 1.0 to the end of track. The derail at COQ 8.0 will be left in normal position.

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

NONE

ROCKHOUSE SUBDIVISION - RH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	TWC	NOTES
			EK SD			
25	0VB 243.2	BG	0VB 243.5 BLUEGRASS; HA DISP 094-2 RD 084			
	244.0	2.9		ABS-261		
30	0VB 244.4					
	245.0					
	0VB 246.1	**NE EDJOUET**		**CPS-261**		
		1.2	CSDG 6,379 FT **SP**	ABS-261		
	0VB 247.3	**SE EDJOUET**		**CPS-261**		
		1.3		ABS-261		
	0VB 248.6 = 0VI 248.6	**JEFF**		**CPS-261**		
30	0VB 250.8		CARRS FORK BRANCH			
25		9.7		ABS-261		
30	0VB 251.1		MONTGOMERY CREEK BRANCH			
	0VB 256.1		**DD**			
	0VB 258.3	**NE DENT**		**CPS-261**		
		1.8	0VB 258.4 DENT 1 STG 105 CARS; CSDG 8,258 FT **SP**; 0VB 259.6 LEATHERWOOD BRANCH	ABS-261		
	0VB 259.7 = 0LF 259.7					
	0VB 260.1	**SE DENT**		**CPS-261**		
30	0VB 264.9					
25		7.0		ABS-261		
	0VB 267.1 = 0VG 267.1	**BLACKEY**		**CPS-261**		
			WHITESBURG BRANCH; 0VG 268.3	TWC-DCS		1
	0VG 271.1	18.1	**DD**			
	0VG 282.1		**DD**			
	0VG 285.3 = CMO 43.6	NE DEANE				
		1.2	SDG 6,430 FT **SP**; CMO 43.3			
			RAPID LOAD MINE FACILITY			
25	CMO 42.4	RAPID LOAD SE DEANE		TWC-DCS		
			E&BV SD			
43.2 MILES BG TO RAPID LOAD SE DEANNE						

STATION PAGE NOTES
NOTE 1: Hand-thrown crossover for movement between Rockhouse Subdivision Main Track at 0VG 268.3 and Whitesburg Branch Main Track at 0VB 268.3.

ROCKHOUSE SUBDIVISION - RH
CARR'S FORK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
			ROCKHOUSE SD			
10	0VI 248.6	CARRS FORK		TWC-DCS		
	0VI 254.6 = 0VL 254.6	6.9	MONTGOMERY CREEK BRANCH			
10	0VI 255.5	(END OF MAIN TRACK)		TWC-DCS		
			0VI 257.2 (END OF TRACK)	96		
6.9 MILES CARRS FORK TO END OF MAIN TRACK 0VI 255.5						

ROCKHOUSE SUBDIVISION - RH
MONTGOMERY CREEK BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM NORTH	AUTH FOR MOVE	TWC	NOTES
			CARR'S FORK BRANCH			
10	0VL 254.6	MONTGOMERY CREEK JUNCTION		TWC-DCS		
	0VL 255.5	0.9 (END OF MAIN TRACK)	0VL 256.9 (END OF TRACK)	96		
0.9 MILES MONTGOMERY CREEK JUNCTION TO END OF MAIN TRACK 0VL 255.5						

ROCKHOUSE SUBDIVISION - RH
LEATHERWOOD BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM SOUTH	AUTH FOR MOVE	TWC	NOTES
			DENT SDG			
10	0LF 259.7 0LF 264.1	LEATHERWOOD JUNCTION 4.4 (END OF MAIN TRACK)		TWC-DCS 96		
			0LF 266.7 (END OF TRACK)			
4.4 MILES LEATHERWOOD JUNCTION TO END OF MAIN TRACK 0LF 264.1						

ROCKHOUSE SUBDIVISION - RH
WHITESBURG BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH ROCKHOUSE SD			
25	0VB 267.1	BLACKEY	0VG 268.3	TWC-DCS		1
		7.9				
25 10	0VB 273.0					
10	0VB 275.0	(END OF MAIN TRACK)		TWC-DCS		
			0VB 275.5 (END OF TRACK)	96		
7.9 MILES BLACKEY TO END OF MAIN TRACK 0VB 275.0						

STATION PAGE NOTES
NOTE 1: Hand-throw crossover for movement between Whitesburg Branch Main Track at 0VB 268.3 to Rockhouse Subdivision Main Track at 0VG 268.3.

ROCKHOUSE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- ROCKHOUSE

Trk	MP/Location	F
SG	0VB 243.2 - 244.4	25
SG	0VB 244.4 - 250.8	30
SG	0VB 250.8 - 251.1	25
SG	0VB 251.1 - 264.9	30
SG	0VB 264.9 - 267.1	25
SG	0VG 267.1 - 285.3	25
SG	CMO 43.6 - 42.4	25

AUTHORIZED SPEEDS -- CARR'S FORK BRANCH

Trk	MP/Location	F
SG	0VI 248.6 - 255.5	10

AUTHORIZED SPEEDS -- MONTGOMERY CREEK BRANCH

Trk	MP/Location	F
SG	0VL 254.6 - 255.5	10

AUTHORIZED SPEEDS -- LEATHERWOOD BRANCH

Trk	MP/Location	F
SG	0LF 259.7 - 264.1	10

AUTHORIZED SPEEDS -- WHITESBURG BRANCH

Trk	MP/Location	F
SG	0VB 267.1 - 273.0	25
SG	0VB 273.0 - 275.0	10

ADDITIONAL SPEEDS (SP) -- ROCKHOUSE

Location	Track Type	F
0VB 246.1 - 247.3	CSDG	10
0VB 258.3 - 260.1		
CMO 43.6 - 42.4	SDG	

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

100 HIGHWAY-RAIL GRADE CROSSINGS

0VG 271.97 – Monday through Friday, between 0700 and 0900 and between 1340 and 1540 hours, trains must not exceed 10 MPH, until locomotives occupy crossings, looking out for vehicular traffic over crossing located at Letcher Co High School between 0VG 271.97 and 0VG 272.00.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
0WN 244.0	Bluegrass (See Note)	Loads: 30% but not less than 3 HB Empties: 10% but not less than 3 HB
0VB 249.0	Buckeye	Loads: 25% but not less than 5 HB Empties: 15% but not less than 2 HB
0VI 256.5	Yellow Creek	Loads: 25% but not less than 5 HB Empties: 15% but not less than 2 HB
0VL 257.4	Charlene	Loads: 25% but not less than 5 HB Empties: 15% but not less than 2 HB
0VG 275.0	Swanee	Loads: 15% but not less than 3 HB Empties: 10% but not less than 2 HB
0VG 284.0	Cheyenne	Loads: 25% but not less than 5 HB Empties: 15% but not less than 3 HB
0LF 266.0	Leatherwood	Loads: 20% but not less than 5 HB Empties: 10% but not less than 3 HB
0VB 271.0	Tolson	
0VB 269.0	Roxanna	

Note: Tracks at Bluegrass will have 20% hand brakes on all empties left above tipple.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CMO 43.6	North End Deane Sdg	Main Trk	20 MPH Facing 15 MPH Springing
CMO 42.4	South End Deane Sdg	Sdg	15 MPH Facing 20 MPH Springing

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
0VB 243.2 - 267.1 / Rockhouse SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
0VB 248.8	Jeff	Cont	084, 094-2	Wayside
0VB 255.5	Vicco			
0VB 260.0	Dent			
0VB 262.5	Jim Hill			
0VB 268.4	Blackey			
0VB 273.0	Roxanne			
0VB 281.3	Colson			

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

When doubling loaded cars to make couplings to standing equipment, a Safety Stop will not be required at the following locations:

MP	Location	% Grade
0WN 244.0	Bluegrass	2.50
0WQ 249.0	Buckeye	2.25
0VI 256.5	Yellow Creek	2.00
0VL 257.4	Charlene	2.50
0WM 281.5	Sapphire	1.75

When making the coupling described above, the cars must not be ridden.

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
0VB 256.1	Coolidge	1	NONE
0VG 271.1	Tolson	1	NONE
0VG 282.1	Colson	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
0VB 243.4	Hazard, KY
0VB 248.7	Jeff, KY
0VB 251.7	Viper, KY

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
0VI 249.0	Jeff	6-Axle Locomotives	Must not operate beyond clearance point

7. CLOSE CLEARANCE

MP	Location	Remark
0WN 244.0	Bluegrass	Loadout tipple
0WQ 249.0	Buckeye	Loadout tipple
0VL 257.4	Charlene	Loadout tipple
0VK 256.5	Yellow Creek	Loadout tipple
0LF 266.0	Leatherwood	Loadout tipple
0VB 248.1	Buckeye	Embankment on south leg of wye
0VB 269.0	Roxanne	Loadout tipple
0VD 249.0	Sigmon	Loadout tipple
0VM 281.5	Sapphire	Loadout tipple

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
0VB 243.2	Bluegrass	North
0VB 243.5	Beer Track	
0VB 247.7	NE Buckeye	
0VB 248.5	SE Buckeye	South
0VG 274.4	NE Swanee	North
0VG 275.9	SE Swanee	South
0VG 280.3	N Leg Pat Wye	North
0VG 280.5	S Leg Pat Wye	South
0VG 283.0	NE Progress	North
0VG 284.0	SE Progress	South
0VG 284.5	NE Democrat	North

Carr's Fork Branch

MP	Station	Switch Opening
0VI 249.2	SE Jeff	South
0VI 249.8	NE Jeff	North
0VI 250.1	SE AT&T	South
0VI 254.6	Montgomery	North

Leatherwood Branch

MP	Station	Switch Opening
0LF 265.3	NE Leatherwood	North
0LF 266.7	SE Leatherwood	South

Whitesburg Branch

MP	Station	Switch Opening
0VB 268.0	House Trk	North
0VB 271.3	NE Tolson	
0VB 273.4	NE Hogg	
0VB 274.8	SE Hogg	South

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

MP	Location	DOT#	Type
0VB 243.54	Locust St	346115C	M
0VB 243.80	Third St	346116J	M
0VB 248.82	Old KY 15	346122M	C
0VB 256.03	Fusonia-Kodak Rd	346132T	M
0VG 269.13	SR 7	346223Y	M
0VG 269.84	SR 7	346225M	M
0VG 271.97	Letcher School	346234L	M
0VG 272.12	SR 7	346235T	M
0VG 276.37	SR 15	346248U	M
0VG 279.93	SR 7	346255E	M
0VG 281.16	Colson	346259G	M

Carr's Fork Branch

MP	Location	DOT#	Type
0VI 251.10	Bentown/ SR 15	346303S	M
0VI 252.57	Happy/ SR 15	346311J	M
0VI 253.03	Defiance/ SR 15	346314E	M

Leatherwood Branch

MP	Location	DOT#	Type
0LF 259.88	SR 7	346268F	C
0LF 261.65	SR 699	346284P	C
0LF 263.59	SR 699	346287K	C

Whitesburg Branch

MP	Location	DOT#	Type
0VB 268.30	SR 58	346149W	M
0VB 273.03	SR 160	346156G	M

SV&E SUBDIVISION - SV

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			BIG SANDY SD			
20	CMN 0.0	SHELBY YARD	HA DISP 014-3 RD 008	193 SHELBY YARD LIMITS 193		
		0.7				
25	CMN 0.7	SE SHELBY YARD LIMITS		TWC-DCS		
		5.6				
	CMN 6.4	EE ESCO SIDING	SDG 6,940 FT SP			
		1.4				
	CMN 7.8	WE ESCO SIDING				
		5.7				
25	CMN 13.5	(END OF MAIN TRACK)		TWC-DCS		
			CMN 14.8 MYRA	96		
			CMN 17.6 DORTON END OF TRACK			
13.4 MILES SHELBY YARD TO END OF MAIN TRACK CMN 13.5						

SV&E SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SV&E

Trk	MP/Location	F
SG	CMN 0.0 - 0.7	20
SG	CMN 0.7 - 13.5	25

ADDITIONAL SPEEDS (SP) -- SV&E

Location	Track Type	F
CMN 6.4 - 7.8	SDG	10

ADDITIONAL SPEED RESTRICTIONS

Rule 46 is modified as follows:

Entire SD - 10 MPH through all hand operated turnouts to and from the main track, unless equipped with a signal.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CMN 7.0	Esco	Loads: 5% but not less than 3 HB Empties: 3 HB
CMN 7.9	Pike 29 - Damron Fork	Loads: 25 HB Empties: 8 HB
CMN 14.2	Myra	Loads: 10% but not less than 4 HB Empties: 3 HB
CMN 14.8	Burkes Branch	Loads: 100% Empties: 5 HB each end of cut plus every 5th car in cut

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CMN 6.4	EE Esco Sdg	Sdg	15 MPH Facing 15 MPH Springing
CMN 7.8	WE Esco Sdg	Main Trk	

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMN 0.0	Shelby Yard	Cont	008-4	Terminal
CMN 7.9	Esco		008, 014-3	Wayside
CMN 12.0	Elwood			
CMN 16.4	Dorton			

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

CMN 7.9 Pike 29 - When doubling loaded cars to make couplings to standing equipment at Pike 29, a Safety Stop will not be required. When making the coupling above, the cars must not be ridden.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4473 HANDLING CABOOSES

PLATFORMS, PUSH CARS OR REMOTE CONTROL PLATFORM CARS (RCPC)

It is permissible to handle a caboose or shoving platform on the head end of empty trains.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5557 SWITCHING

When switching cars, the following tonnage/car counts must not be exceeded. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 and above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 and above	5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP	Location	Remark
CMN 7.2	Landmark Coal	Tipple
CMN 7.9	Pike 29 Mine	Tipple
CMN 14.2	Teco Coal - Myra	Tipple

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMN 7.2	Landmark	West
CMN 7.9	Pike 29	East
CMN 10.6	Virgie House Trk	

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

MP	Location	DOT#	Type
CMN 0.29	KY2552	228120A	M
CMN 2.39	US 122	228124C	M
CMN 3.94	Sookeys Creek Rd	228128E	M
CMN 4.95	Rt 122	228130F	M
CMN 5.68	US 122	228133B	M

CMN 7.87	SR 1469	228230K	M
CMN 9.12	KY 14690	228148R	C
CMN 10.77	Dorton-Virgie Rd	228154U	M
CMN 11.29	Dorton-Virgie Rd	228155B	M
CMN 12.43	Dorton-Virgie Rd	228158W	M
CMN 12.83	CR 1582	228161E	M

NOTES

HUNTINGTON DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

GR 105 BULLETINS AND NOTICES

Huntington Division General Bulletins and Notices are issued for subdivisions and locations on the districts as shown below:

Western District (02)	Northern District (03)	Russell District (04)
Big Coal Big Marsh Fork Buffalo Cabin Creek Coal River G&E Gauley Island Creek Kanawha Laurel Fork Logan Logan and Southern New River Pine Creek Piney Creek Pond Fork Raleigh, Southwestern & Winding Gulf Rupert Seth Sewell Valley West Fork	Cincinnati Columbus Northern	Russell
Virginia District (05)	**Parkersburg District (06)**	
Alleghany James River Peninsula Rivanna	Bridgeport Marietta Ohio River Pomeroy Short Line	
CRR District (10)	**Kentucky South District (11)**	**Kentucky North District (12)**
Blue Ridge Kingsport	CC CV KD	Big Sandy Coal Run E&BV EK Long Fork Middle Creek Rockhouse SV&E

Note: All Bulletins and Notices will be obtained using the computer through screen TMBA.

98-F RAILROAD CROSSINGS AT GRADE

In the state of Ohio, at railroad crossings and drawbridges not equipped with an approved interlocking, all trains will STOP not less than 200 feet or more than 800 feet from the crossing or drawbridge and will not proceed until the route is clear, except as provided in Subdivision TTSI.

100-D HIGHWAY CROSSINGS AT GRADE

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

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

State	Excessive Period Of Time
Virginia	Over 5 minutes (NOTE)
Kentucky	Over 5 minutes
South Carolina	
North Carolina	None (must not be excessive)
Tennessee	

NOTE: State of Virginia: A train stopped on a road crossing for more than 5 minutes must immediately cut the crossing unless otherwise instructed by the train dispatcher.

103 SWITCHING CARS

Where designated by Subdivision TTSI the following instructions, indications and method of protecting shoves by use of shove lights will apply:

Shove Light Instructions

Shove Light Indications
Green = Clear to shove
Yellow = Approach track occupied
Red = Stop track occupied

Normal shoving movements will proceed as follows:

Chirp lights will be hung on the leading end of the cut to be shoved. This light must be flashing and chirping before the movement begins. The Car Department will be responsible for making the light available and the removal of the lights.

Observe Green indicator on track to be shoved. Shove must be protected on leading end if the indicator is not displaying green.

Proceed with the shove until the indicator displays Yellow. Yellow indicates that the shove has occupied the approach circuit (300 feet from stop circuit).

Slowly push cut until the indicator displays Red. Red indicates that the lead axle has passed insulated joints located at the yard air outlet and is occupying the stop track.

Reverse movement and slowly pull cut until Indicator displays Yellow again to ensure that end of cut is located at the air outlet.

Crews are prohibited from shoving equipment with handbrakes applied when making a facing point movement over switches or frogs.

Making a reverse movement with a light locomotive consist

When making movements with light locomotive units, movement will be controlled from cab of leading unit in the direction of movement, when possible.

103-A (11) STATIC DROPS

The practice of dropping cars using the static drop method as defined by Rule 103-A (11) is not permitted on the Huntington Division at any location.

103-I EXCEPTION

When conditions do not permit the release of independent brake, train air brakes then waiting the required one minute to test the handbrake(s) the following procedure will be followed:

1. Apply sufficient handbrakes on the cars to be left standing.
2. Check the hand brake chain to ensure it is tight and not caught on any part of the equipment.
3. Check the brake shoes on the 'B' end to ensure they are against the wheel.
4. Release the independent and train air brakes and apply power to determine the handbrake(s) are working and sufficient to hold the car(s) to be left standing.
5. If the number of handbrakes is not sufficient, add additional and retest.

104 HANDLING SWITCHES

POWER ASSISTED SWITCHES (PAS)

There are two types of radio controlled switches 'PAS'. Instructions for these switches are as follows:

1. The two types are:
A. Standard lever typer switch 'SLT"
B. Hydraulic pump type switch 'HPT'

2. Definitions for both types:
Power Assisted Switch (PAS) – A switch identified as 'PAS' can be controlled remotely by use of a DTMF keypad located on a radio or manually.

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

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

"Begin OS" and "End OS" - These signs identify the limits of the on switch locations.

"Switch control" – signs placed a distance from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF sequence as outlined in Subdivision TTSI.

The location of Power Assisted Switches (PAS) will be designated in Subdivision TTSI.

Operating A Power Assisted Switch (PAS)

To operate a PAS, a crew member must perform the following:

1. When a train is given an authority that will require the train to operate over a 'PAS', follow instructions prescribed in No. 2 below. Employees will also secure permission from the train dispatcher to handle the 'PAS' when applicable.

2. Upon passing the wayside sign reading "Switch Control", a crew member must enter on the road channel the proper DTMF sequence for the desired switch position as follows:
A. Lining the switch points to the normal position (switch normal command); Switch normal command ensures the switch remains in the normal position; W.E. Alpha-Proper DTMF sequence to ensure switch remains lined in the normal position is #123411.
B. Switch Reverse command ensures the switch is in the reverse position; W.E. Alpha-Proper DTMF sequence to line switch in the reverse position is # 123433.

3. After entering the proper DTMF sequence, you will receive a confirmation message, repeated once, that the switch is properly lined for requested movement. Examples of confirmation messages:
"CSX west end Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out."
"CSX west end Alpha MP 123.4, switch is reverse, switch is reverse, CSX west end Alpha out."

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

INDICATOR LIGHT	SWITCH STATUS
Green	Switch lined in normal position
Yellow	Switch lined in reverse position
Red	Switch out of correspondence

NOTE: If the train will not pass the 'Begin OS' sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the 'Begin OS' sign and repeat proper DTMF sequence prescribed in paragraph No. 2 above. Train may proceed when switch point indicator displays the switch is properly lined.

Train Operations – Exceptions

1. The train must stop short of the 'Begin OS' sign if any of the following occurs:
A. No message is received, or
B. Switch indicator displays red or is dark.
Train crew will repeat the proper DTMF sequence described in paragraph 2 and notify the train dispatcher. The train dispatcher will notify signal personnel of the failure. If, after repeating a second time, and A or B above occurs, see item 2 below.

2. If the switch does not respond to the proper DTMF sequence, the 'PAS' must be operated as follows:
A. Unlock "N/R" box, located on side of switch point indicator bungalow or switch indicator mast,
B. Push the button or insert switch key and turn key to position that will line switch for proper route and
C. Train may proceed when the switch point indicator

displays the switch is properly lined.

To Change the Original Requested Route

If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign, notify the proper authority and wait 15 minutes from received confirmation, then enter the proper DTMF sequence described in normal train operations, No.2.

Manual Switch Operations
1. Standard lever type switch (SLT)

If switch indicator light does not respond to proper key controller sequence, 'PAS' must be operated as follows:
A. Notify the proper authority that switch will be operated by hand.

B. Unlock switch lock.

C. Place select lever in hand position.

D. Operate hand throw lever until switch points are completely lined to the opposite position and back to normal position with movement of hand throw lever to ensure points are controlled by operation of hand lever. This must be done whether or not switch points are lined for desired route.

E. Line the switch for the proper route.

F. When making a facing point movement the entire movement must clear switch points before selector lever may be restored to "motor" position.

G. When making a trailing point movement, restore selector lever to "motor" position after leading wheels of the movement have moved onto the switch point.

H. Notify the proper authority when switch has been restored to "motor" position.

I. The same employee who places a 'PAS' in "hand" position, must restore 'PAS' to "motor" position unless other arrangements have been made in accordance with Rule 104-F.

J. Train may proceed after visually examining switch to ensure the points fit properly.

2. Hydraulic Pump Type Switch (HPT)

If the switch does not respond to proper "push button sequence" the 'PAS' must be operated as follows:

A. Notify the proper authority that the switch will be operated by hand.

B. Remove the pump handle from the holder located on the side of the switch machine.

C. Open the hand throw cover and insert the pump handle in the pump cartridge actuating head.

D. Select the direction of point of travel by moving the directional valve lever, sticking through the end of the switch machine, in the direction the points are to move. If the direction of travel is incorrect, reverse the position of the valve lever.

E. Operate the hand throw by moving the pump handle back and forth. It will take approximately 15 strokes to fully throw the switch points. The switch points may move quickly once the throw lever in the switch machine has rotated past center.

F. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever to ensure the points are controlled by the operation of the hand throw lever. This must be done whether or not the switch points are lined for the desired route.

G. Line the switch for the proper route. The directional valve lever may be left in either position. It has no bearing on the electrical operation of the switch machine.

H. The pump handle must be returned to its location on the side of the switch machine.

I. The train may proceed after visually inspecting the switch to ensure the points fit properly.

Other Instructions

1. Train meets at a power assisted switch – A train that will be met or passed at a 'PAS' must not attempt to line the switch for the opposing or passing train.

2. Switch Position Awareness Form – In TWC (non-ABS) territory, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the 'PAS' is operated by hand (as per Manual Switch Operations), the conductor will complete the Switch Position Awareness Form.

Engineering Department Operations

If all on-track equipment that will operate over the switch reliably shunts signal systems, be governed the same as described in "Train Operations-Exceptions" section.

Note: If any on-track equipment operating in a group does not reliably shunt signal system, the entire group will be governed by manual switch operations as listed above depending on switch type. In non-signaled territory, the indication of these signals will govern movement over the self-restoring power operated switch only. A train that is operating with EC-1 Authority may not exceed Controlled Speed, regardless of the signal indication at the self restoring power operated switch.

165 CLEARING THE TRACK

A head of train device (HTD) located on other than the lead unit of a locomotive consist may be used to report clear of a TWC limit in accordance with the exception to Rule 165 provided the HTD is observed constantly by a crew member located on the HTD equipped unit while the train is in and exiting TWC limits.

403 RADIO STATIONS AND INSTRUCTIONS

When radio communication between crew members of a train are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc. of equipment at a location, the road channel (RD) will be used (unless otherwise designated in Subdivision TTSI).

410 RADIO MONITORING

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

Designation	TX	RX	User Territory
Engineering	045	045	Engineering Forces

412 INITIATING A RADIO TRANSMISSION

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio-call-in:

A. Locomotive Radios - Select the “touch-tone” function for the keypad, by depressing the button labeled “DTMF”. Key-in the appropriate 2-digit DTMF code for the closest dispatcher radio base station, as indicated in the current timetable.

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.

2. Within ten seconds after a call-in has been performed; an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

415 EMERGENCY CALL-IN RADIO PROCEDURE

When an emergency arises as defined in Rule 415, the following procedure will be used to initiate an emergency call-in to the train dispatcher:

1. Select the appropriate train dispatcher channel, and when using:
A. Locomotive VHF radios – Select the “touch-tone” function for the keypad by depressing the button labeled “DTMF”. Key-in the emergency code – DTMF digit 9.
B. Mobile radios equipped with “touch-tone” Microphones - Key-in the emergency code – DTMF digit 9. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.

2. Answer-back tone: Disregard.

3. During the next 40 seconds, the radio is directed onto the train dispatcher’s monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 415, identifying:
A. Transmitting until (train identification or title and name),
B. Precise location,
C. Specific train dispatcher console (several may be coded in), and
D. Nature of the emergency

4. When call-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher’s console until he acknowledges the Call-in.

2.INSTRUCTIONS RELATING TO SAFETY RULES

GS-1 SAFETY RESPONSIBILITIES

When first boarding locomotives and prior to movement, crew members must ascertain that the operating cab is in proper condition for their use. The following items must be checked to ensure they are in such condition that will permit safe use while on the locomotive:

1. If for any reason you smell fumes; etc; on the locomotive, get off the locomotive immediately, then notify the proper authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.

2. Caution must be exercised when slippery conditions exist, such as, rain, snow or mud. The floor area should be free from slip, trip and fall hazards. After dark, a light should be used when first entering the cab area.

3. All radio, HTD and other such panels should be checked to ensure they are properly latched and secured to prevent them from opening during the trip.

4. Sidewall heaters should be checked and any plastic bottles, trash, etc. must be removed from these devices.

Should any of the above inspection items need correction by other than the crew, the yardmaster or dispatcher will be notified and corrections made prior to departure.

Locomotive Fumes / Odors

When any locomotive has fumes (offensive odor, smoke, etc.) in the cab area or if a fire occurs anywhere on the locomotive, stop the train in accordance with proper train handling rules and clear yourself from the area of fumes or fire, quickly and safely.

Once all crew members are in a safe position, promptly report the situation to the proper authority (Dispatcher, Yardmaster, CSX Public Safety Coordination Center, Fire Department, etc.)

Do not re-enter / re-board the locomotive.

GS-8 SLIP, TRIP AND FALL PREVENTION

Safe Way Rule GS-8 is modified as follows:

The use of CSX approved anti-slip, spiked footwear is required when walking on ice or snow. The Lacrosse “Tracktion” boot with retractable studs is the only CSX approved, anti-slip, spiked footwear for T&E employees.

GS-11 GETTING ON OR OFF MOVING EQUIPMENT

Entire Huntington Division – Trains operating in flood loading operations at speeds of 0.5 mph or less.

GS-16 DODX CARS

A potential safety hazard exists when applying hand brakes on DODX flatcar numbers 40000 through 40100. When the hand brake handle is lifted, it can strike the left leg of a person standing on the sill step. Therefore, before the brake is applied, the car must be stopped and the employee must be standing on the ground.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

DEFINITION OF LOADED TRAINS

Trains having 50 percent or more of their trains loaded will be considered as loaded trains. Those having less than 50 percent will be considered as empty trains.

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

1. Unless Subdivision TTSI restrict further, the following restrictions apply to multiple-unit locomotive consists:
A maximum of eight (8) units may be used in a locomotive consist in multiple control.

Exception– A maximum of fifteen (15) units in a light locomotive consist, or a maximum of twelve (12) units in a locomotive consist when moving a train, may be used in multiple control on the following subdivisions:

Alleghany
Big Sandy
Blue Ridge
Bridgeport
CC
Cincinnati
Columbus
CV
EK
James River
Kanawha
KD
Kingsport
New River
Northern
Ohio River
Peninsula
Piedmont
Piney Creek
Rivanna
Russell
Sewell Valley – between Meadow Creek and Rainelle
Short Line

2. Scale Tracks

Locomotives may be operated over the live rails of scales at the following locations:

Alleghany Subdivision – Riffe Scales
Big Sandy Subdivision – Torchlight
CV Subdivision – Grays
EK Subdivision – Pryse
Industry – When approved by industry's management
Kanawha Subdivision – Barboursville Scales
Kingsport Subdivision – Kingsport and Erwin Yard

4406 HANDLING A COAL OR BALLAST TRAIN THAT IS EQUIPPED WITH AN AIR DUMP SYSTEM

Rapid Discharge Air Dump Systems

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

At the loading facility where these trains have been loaded, they must be inspected to determine:

1) The locomotive-to-auxiliary train line has been removed, and;

2) All hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system extreme caution must be used.

3) If these cars are uncoupled and then recoupled at any time, the auxiliary dump hoses must be reconnected.

4451 HANDLING OVERWEIGHT CARS

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

4466-B PLACEMENT RESTRICTIONS FOR EMPTY CARS

The last bullet paragraph of Rule 4466 part B is deleted and replaced with the following:

When your train contains one or more flat cars with initials GTTX and car-type codes of either F126 or F226, make certain that those cars are handled on the rear of the train. Trains containing these cars must not be assisted with helper engines attached to the rear of the train.

4467 HANDLING ROTARY COUPLER EQUIPPED CARS

Rotary cars may be coupled together at the rotary coupler ends with the exception of trains destined to the following:

Bostwick, FL – Seminole Electric
Cross, SC – Santee Cooper
Harriet, NY – NRG
Monroe, MI – Detroit Edison
Somerset, NY – AES Somerset LLC
Trenton, MI – Detroit Edison

Trains for these destinations must have all rotary coupler ends headed in the same direction not coupled together.

4473 HANDLING CABOOSES, SHOVING PLATFORMS, PUSH CARS OR REMOTE CONTROL PLATFORM CARS

State of West Virginia

In the state of West Virginia, on cabooses / shoving platforms in a service that regularly requires them to be shoved a distance of one mile or more outside of yard limits, during the period one hour before sunset and one hour after sunrise, the train must be provided with a light on the leading end of such caboose. The light must be capable of illuminating the track ahead for a distance of at least 250 feet under clear atmospheric conditions. This light must be illuminated at times when the caboose / shoving platform is in motion on the leading end of the train.

4551 MOVING LARGE ENGINEERING EQUIPMENT

When Ditcher Spreader Car is plowing snow, it Must Not:
- Have short hood of locomotive against ditcher spreader
- Be shoved by a locomotive consist exceeding two units
- Handle more than 5 cars, including ditcher spreader and caboose
- Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5301 ENSURING LOCOMOTIVES ARE INSPECTED

Calendar Day Inspections will be performed on the locomotives being utilized on the trains listed below, at the following locations only:
Q041 Cincinnati, OH
Atlanta, GA

Q042 Cincinnati, OH
Atlanta, GA

Air Brake Train and Equipment Handling Rules are modified accordingly.

These instructions will apply so long as the train(s) will reach the aforementioned inspection point(s) before midnight of day following current Calendar Day Inspection.

The Inspection will be performed at inspection points and not immediately upon taking charge of the locomotive unless:

1. If so instructed or,

2. It becomes apparent that the train will not arrive at the designated crew change location prior to the expiration of the crew's duty under the Hours-of-Service-Act; or

3. It becomes apparent that the train will not arrive with sufficient time to perform an inspection at designated location.

The train crew must, three hours before expiration of the crew's duty time under the Hours-of-Service-Act, advise the proper authority that the consist has not been inspected for the Calendar Day.
Before leaving a locomotive consist that has not had an inspection on the current day, a crew member must again advise the proper authority that the consist has not been inspected. Then, if so instructed, the engineer or other qualified employee must make the inspection. However, the maximum Hours of Service must not be exceeded for this purpose.

5310 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access To Mechanical Desk

1.Train Handling Rules Requirement

A. To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.

B. The Mechanical Department can be reached at the following numbers:

Mechanical Department Telephone Numbers

RNX 8-388-5540

RNX 8-388-5555

Bell 800-624-8385

C. Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001 B.

2. Train Dispatcher/Mechanical Department Communication

A. A mobile telephone system is in place on locomotive radios.

B. This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

C. If the locomotive is in an area that does not have mobile access, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.

D. If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel via the road channel. If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation.
At that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

3. Radio Rules Compliance

A. All applicable Radio Rules 400 through 425 will apply.

B. Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.

C. The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

4. Mobile Units – To Telephone
From the directory of base locations below, find the frequency (TX/RX = 019/077, 016/088, 087/052 or 042/077) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX

network or is SDN.

A. Select the desired radio channel (TX/RX = 019/077, 016/088, 087/052 or 042/077).

B. Depress the access code for the desired base and wait for dial tone.

C. If the base station is on the CSX network, dial the desired telephone number.

D. If the base is SDN, dial 1-700 then the CSX network number.

E. If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.

F. Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

5. Base Locations

Note:A. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.

B. (CSX) denotes CSX PBX Location. CSX (network) locations telephone is number is 8-388-5555.

The MRAS Corbin Radio which covers a portion of the CC and KD Subdivisions as well as the Walnut Mountain and Amherst MRAS Radios which covers a portion of the KD Subdivision has been changed to SDN Service. Access the Radio from your mobile unit as you always have, then dial 1-700 then the RNX and company number you want.

The new numbers for accessing the radios are as follows:

Location	Old Number	New Number
Corbin	293-3349	606-528-8751
Walnut Mountain	293-3319	423-562-6921
Amherst	293-3326	423-909-0855

Locomotive Mobile Access

Big Sandy Subdivision

Location	TX	RX	ACC	DIS
Louisa, KY (SDN)	087	052	511*	511*
Paintsville, KY(SDN)	019	077	521*	521#
Beaver Jct, KY (SDN)	019	077	531*	531#
Shelby Yard, KY (SDN)	019	077	541*	541#
Elkhorn City, KY (SDN)	019	077	551*	551#

Blue Ridge Subdivision

Location	TX	RX	ACC	DIS
Erwin, TN (CSX)	019	077	411*	411#
Poplar, NC (SDN)	087	052	413*	413#
Green Mtn., NC (SDN)	016	088	414*	414#
Kona, NC (SDN)	087	052	415*	415#
Spruce Pine, NC (SDN)	019	077	416*	416#
Mt. Mitchell, NC (SDN)	019	077	418*	418#
Sevier, NC (SDN)	016	088	417*	417#
Tryon, NC (SDN)	087	052	419*	419#
Spartanburg, SC (CSX)	019	017	341*	341#

CC Subdivision

Location	TX	RX	ACC	DIS
Cincinnati, OH (SDN)	018	077	811*	811#
	087	052	812*	812#
Kelat, KY (SDN)	016	088	161*	161#
Clay, KY (SDN)	019	077	141*	141#
Winchester, KY (SDN)	087	052	124*	124#
Morril, KY (SDN)	016	088	121*	121#
Brush Creek, KY (SDN)	087	052	123*	123#
Corbin, KY (SDN)	019	077	111*	111#

Cincinnati Subdivision

Location	TX	RX	ACC	DIS
So. Portsmouth, KY(CSX)	016	088	741*	741#

Columbus Subdivision

Location	TX	RX	ACC	DIS
Columbus, OH (CSX)	019	077	721*	721#
Delaware, OH (SDN	019	077	712*	712#
Marion, OH (SDN)	019	077	711*	711#
Walbridge, OH (CSX)	019	077	701*	701#

CV Subdivision

Location	TX	RX	ACC	DIS
Blackmont, KY (SDN)	016	088	821*	821#
Baxter, KY (SDN)	019	077	841*	841#
Hagans, VA (SDN)	019	077	681*	681#
Pennington Gap, VA (SDN)	019	077	541*	541#

EK Subdivision

Location	TX	RX	ACC	DIS
Winchester, KY (SDN)	087	052	124*	124#
Ravenna, KY (CSX)	019	077	811*	811#
Ravenna, KY (SDN)	087	052	812*	812#
Beattyville, KY (SDN)	016	088	831*	831#
	019	077	832*	832#
South Athol, KY (SDN)	019	077	841*	841#
Jackson, KY (SDN)	019	077	851*	851#
Hazard, KY (CSX)	016	088	871*	871#

Kanawha Subdivision

Location	TX	RX	ACC	DIS
Huntington, WV (SDN)	087	052	751*	751#
So. Charleston, WV (CSX)	019	077	761*	761#

KD Subdivision

Location	TX	RX	ACC	DIS
Corbin (SDN)	019	077	111*	111#
	087	052	112*	112#
Walnut Mtn (SDN)	016	088	131*	131#
Jellico (SDN)	087	052	121*	121#
Amherst (SDN)	019	077	151*	151#
Madisonville (SDN)	087	052	161*	161#
Sevierville (SDN)	087	052	141*	141#

Kingsport Subdivision

Location	TX	RX	ACC	DIS
Elkhorn City, KY (SDN)	019	077	555*	555#
Norton / High Knob (SDN)	016	088	561*	561#
Kingsport, TN (SDN)	019	077	431*	431#
Johnson City, TN (SDN)	016	088	444*	444#
Holston, TN (SDN)	019	077	445*	445#
Erwin, TN (CSX)	019	077	411*	441#

Northern Subdivision

Location	TX	RX	ACC	DIS
So. Portsmouth, KY (CSX)	016	088	741*	741#
Ball Knob, OH (SDN)	019	077	731*	731#
Columbus, OH (CSX)	019	077	721*	721#

Peninsula Subdivision

Location	TX	RX	ACC	DIS
Lee Hall, VA (SDN)	016	088	703*	703#
Providence Forge (SDN)	019	077	702*	702#
Richmond, VA (SDN)	016	088	501*	501#
Richmond, VA (CSX)	019	077	121*	121#

Rivanna Subdivision

Location	TX	RX	ACC	DIS
Bremo, VA (SDN)	019	077	131*	131#

5357 LEAVING LOCOMOTIVES UNATTENDED

The following procedure is to be used to supply ground / yard air to a parked train with motive power remaining attached and shut down (with no working air compressors):
1. Secure train in accordance with Rule 103-D and 103-I.
2. Secure locomotives in accordance with Rule 103-E and ABTH 5356 A, B, and C.
3. Independent brake cut in and in the full application position.
4. Automatic brake cut in and in the full service position.
5. Throttle in the idle position.
6. Reverse lever centered and removed.
7. After brake pipe exhausting ceases, cut off the automatic brake and place brake in handle off position.
8. Continue with shut down procedures by opening all necessary circuit breakers.
A. Control fuel pump switch – off position
B. Generator field switch – off position
C. Engine run switch – off position
9. Place isolation switches in start position and open battery knife switch.
10. Couple ground air to front of lead locomotive to permit air to keep train's brake pipe charged.

5502 B BACK UP OR SHOVING MOVEMENTS

Shoving/backup movements with more than 50 cars may be made at all locations on the Huntington Division with maximum head end power not to exceed 18 powered axles. Engineers must exercise caution when handling empty equipment to avoid shoving out or jack knifing cars.

The automatic brake is not to be used shoving empty equipment except when making a planned stop or in cases of emergency. When a planned stop is made shoving empty equipment, a minimum brake pipe reduction is to be used.

Under no circumstances should more than minimum reduction be applied for this purpose. After stopping and if a further back up movement is necessary with the empty equipment, the train brakes must be allowed to release before continuing the shoving movement.

Exception: When shoving/backing trains containing more than 50 empty aluminum coal hoppers, maximum head end power will not exceed 15 powered axles and the automatic brake is not to be used except when making a planned stop or in cases of emergency.

Under no circumstances should more than minimum reduction be applied for this purpose. After stopping and if a further back up movement is necessary, the train brakes must be allowed to release before continuing the shoving movement.

5551 STARTING TRAINS

When it is necessary to start a heavy train under conditions in which engine wheel slippage may occur, a crew member will dismount from the engine and place him/herself in a position to observe the entire locomotive consist.

While the train is being started, the crew member so stationed will be particularly attentive to the possibility of engine wheel slippage; the crew member will arrange to immediately notify the engineer by radio or hand signal if excessive wheel slippage on any of the locomotive units is evident. This is especially crucial while the engines are loading and just before the train is brought into motion. It should be watched, however, until the entire train is underway. Engineers will be on the lookout for a response from the crew member on the ground and will promptly take necessary protection to prevent rail burn.

5553 BRAKING TRAINS

1. When necessary to prevent stalling: Stretch braking is permitted on descending grades where running release of train brakes is prohibited.
2. Where speed restrictions are in effect requiring a speed of less than 25 MPH, stretch braking will be permitted through the limits of the restrictions.

5555 STOPPING

When supplying or setting off empty coal cars, the automatic brake should not be used when the same results can be

accomplished by the use of dynamic or independent brake. If the descending grade is to the extent where the dynamic or independent brake is insufficient, the automatic brake may be used in conjunction with the dynamic or independent brake to control movement. After the STOP is made, slack may be bunched by applying sufficient number of hand brakes.

5556 CONDITIONING BRAKES

When the temperature is 10 degrees or lower, before departing any location with a loaded unit train that has been assembled and tested by a crew other than the road crew assigned to that train, a further air brake test will be made as follows:

The road crew taking charge of the train will make an additional inspection of the air brakes to determine that all brakes apply and release on each car from a 20 pound brake pipe reduction.

Exception:

The following trains are exempt from this inspection:

1. Trains operating between Huntington and Benwood in Huntington and Parkersburg, WV.
2. Westward trains making their initial movement from Grafton, WV.

5600 HELPER SERVICE

Helper Link Operation

Prior to performing any work activity associated with Helper Link Equipment, wear proper Safety Equipment and have a proper Job Briefing to ensure the highest degree of safety to yourself and others.

IMPORTANT NOTE: The Helper Link Equipment consists of two (2) boxes held together by four (4) clamp locks. Each box weighs approximately 35 pounds. Never attempt to change Helper Link control as one unit. Always unlock the four clamps and take the connecting cable between the upper and lower boxes loose. Always change each box separately. The Helper Link control boxes attach to the helper locomotive on the end of the locomotive being coupled to the rear car of train.

Installation

Steps for Installation of the Helper Link control boxes:

1. Place the lower unit of the Helper Link control box on the locomotive platform and secure.

2. Install the upper unit of the Helper Link control box on top of the lower unit and secure.

3. Open main reservoir and brake pipe angle cocks on the helper locomotive to remove condensation.

A. Condensation must be blown from the pipe from which air is taken before coupling hoses.
CAUTION: 130/140 and 90 PSI. - Ensure personal safety when opening angle cocks.

B. When preparing the Helper Link for removal, before uncoupling main reservoir and brake pipe, the air must be bled from these hoses using the bleeder button on the hose coupler, before separating.

4. Make the following four (4) connections on the lower control box.

A. Main Reservoir Hose: Connect the main reservoir hose on the helper locomotive to the main reservoir hose of the control box.

B. Brake Pipe Hose: This hose is coupled to the brake pipe hose on the helper locomotive.

C. Locomotive Jumper Cable: The locomotive jumper cable is inserted into the Helper Link control box.

D. Coupler Lift Mechanism: The Helper Link control box also incorporates a coupler lift mechanism that mounts onto the lowest portion of the control box bracket and is held in place by two détente pins. The mechanism has a lifting chain that must be attached to the coupler pin lift loop on the locomotive coupler. A small diameter pneumatic hose connects the knuckle pin lift mechanism to the Helper Link control box.

5. Install the connecting cable between the upper and lower units of the Helper Link control box.

6. Ensure that all hoses and locomotive jumper cables will not interfere with the operation of the lift chain, which has been connected to the coupler.

7. Safety Check

A. Check to see that the two units that make up the Helper Link control are locked together and secured to the helper locomotive.

B. Check to see that the main reservoir hose, brake pipe hose and the lift mechanism hose are locked into place in the Helper Link control box to ensure they don't come apart when the air is turned into the unit.

Operation of Equipment

Helper Link equipment is designed to permit helper locomotives to be attached and detached from road trains without making brake pipe hose connections between the rear car and the helper consist. This will enable the helper consist to detach from the train while still moving. For this to be possible, two pieces of equipment must be used. The first piece of equipment, the Helper Link box, is to be mounted on the helper locomotive on the end to be coupled to the road train. The second piece of equipment, a two-way end of train device, is mounted on the rear car, thereby establishing a complete two-way telemetry system. This two-way system enables the locomotive engineer to initiate an emergency brake application beginning at the rear car by properly positioning an emergency command switch found on the two-way head of train device (HTD2) on the controlling locomotive when equipped. This will permit Helper Link equipment to transmit the emergency signal to the EOT device causing the vent valve to open causing the chain reaction throughout the train.

Testing Equipment

After equipment is installed as mentioned in the previous section, a test must be made as follows to ensure equipment is functioning properly.

1. The knuckle must be closed on the end of the locomotive with the Helper Link box.

2. The train line power reduction rheostat knob on the helper locomotive must be positioned to full power.

3. Position the power reduction toggle switch to “Train Line Power Reduction.”

4. Inspection must be made to determine that the knuckle has been operated by the coupler lift mechanism.

5. If the coupler pin has lifted, the equipment is ready for use, if not, re-check the main reservoir equalizing end cock and jumper cable connection from the helper locomotive to the Helper Link box and retry steps 2 through 4.

6. Turn the train line power reduction switch to the “OFF” position.

Attaching to Train

Before attaching to the rear of the train, the engineer will make a Safety Stop, and then ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to the rear of the train, stretch slack to ensure that the coupling has been made and position the helper locomotive brake equipment per Air Brake Train and Equipment Handling rules. The helper engineer will then make a visual inspection from the walkway of the helper locomotive to see the telemetry device is still in place and none of the hoses will be affected by the coupler once the movement begins.

The helper employee will open the Helper Link box lid and perform the following start-up tasks:

1. Thumbwheel switch assembly numbers must be the same as the ID code number on the EOT device.

2. Check the communication between the Helper Link and the end-of-train telemetry device by pressing the Com/Check (communication check) pushbutton. The alphanumeric display will say “Com OK”. If the display shows “No Com.”, this will indicate the Helper Link is not communicating with the end-of-train telemetry device. If this occurs, the brake pipe hose on the rear car will be coupled to the helper locomotive brake pipe hose and both angle cocks opened. The brake test and train operation will be performed in the conventional manner, and the Helper Link equipment will not be used.

3. Start the electronic signal by pressing the “Enable” button.

NOTE: At this time, the Helper Link’s “Enable” light will be illuminated indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper locomotive’s brake pipe pressure at the same level as the brake pipe pressure on the train being shoved.

4. Close Helper-Link Lid.

Upon returning to the operating cab of the helper locomotive, the helper engineer will observe brake pipepressure and notify the engineer of the controllinglocomotive consist when the helper is ready for a helper service brake test. Brakes should apply and release on the helper locomotive as if the brake pipe air hoses were coupled between the helper locomotive and the rear car of the train. When the brake test is completed and everything is working properly, the train is ready to proceed.

NOTE: During train movement, if it becomes necessary for the helper locomotive engineer to initiate an emergency brake application, the automatic brake must be placed in “Emergency” position on the helper locomotive. The Helper Link equipment will transmit an emergency signal to the EOT on the rear of the train causing an emergency application of the brake pipe on the train. Similarly, the lead engineer, when making a service or an emergency brake pipe reduction, the two-way EOT device will transmit the drop in brake pipe pressure to the Helper Link, thereby causing the helper brakes to apply.

Detaching from Train

When approaching the location where the helper is to detach, it will not be necessary to stop the train to allow helper locomotive to detach. The helper engineer, when approaching the cut-off location, will turn the power reduction knob to full power and position the toggle switch to “Train Line Power Reduction”. This will activate the pin puller, lifting the coupler pin on the helper locomotive. Once the signal is received in the Helper Link box to lift the pin, 130-140 PSI air pressure will be forced into the pin puller airline to activate the mechanism. At this point, the helper engineer will receive an audible alarm bell on the locomotive. When this signal is received, while still moving and before reducing throttle, the helper engineer will place automatic brake valve handle to “Release” and cut in the automatic brake valve cutout valve. The engineer will gradually reduce power allowing ample time between throttle changes to allow slack to stretch. As the rear car separates from helper locomotive, a stop will be made by gradually applying independent brake valve.

NOTE: No emergency brake application will take place from the separation of the equipment. As locomotive separates from rear car, control independent brake cylinder pressure to prevent sliding of locomotive wheels.

Engineer Alarm Feature

Once the Helper Link has established communication with the two-way EOT device on the rear of the train, if the EOT device or Helper Link box malfunctions and signal is lost, the alarm bell will ring in the cab of the helper locomotive indicating a malfunction. If this occurs and problem cannot be corrected, the train will be stopped and the brake pipe hoses on the rear car and helper locomotive coupled for conventional train operation.

Helper-Link Operation with AC Locomotive

The general instructions mentioned above will also apply when using an AC locomotive in pusher service. The only difference is the activation of the pin puller. Below is a list of various ways that an AC may be activated:

Short Version

- From the IFC screen, push the key to go to SPEED CONTROL
- From there push the key to go to POWER REDUCTION
- From the Power Reduction screen, set the power setting to 100%, then push the key under the toggle switch on the screen to set to MU
- Then when ready to activate the helper link in a throttle setting other than idle, 1 or higher then push the key under the on-off toggle switch on the screen to ON. This will activate the helper link.

Helper Link Use with G.E. AC Locomotives

- On IFC screen, access the SPEED CONTROL menu
- From there access HUMP CONTROL
- Set to 100% power
- Set to MU mode
- To activate Helper Link, be in a throttle setting, preferably #1 in the direction of travel
- Push the ON key to turn on the Hump Control, this should activate the Helper Link and pull the pin

Helper Link Use with G.E. AC Locomotives NOT Equipped with Hump Control

- On IFC screen, access SPEED CONTROL menu
- Go to SLOW SPEED screen
- Train Load can be set to any setting light, med., or heavy
- Set Speed can be at any setting 0.10, etc.
- For the Helper Link to work from the SLOW SPEED screen, train speed has to be 10 MPH or less because above 10 MPH, the slow speed control kicks out
- To activate Helper Link, be in a throttle setting, preferably #1 in the direction of travel
- Push the ON key to turn on the SLOW SPEED control. This should activate the Helper Link and pull the pin.

Some of the Slow Speed screens are a little different in their setting but the Helper Link will work with any of them. On G.E. AC's that are not equipped with Hump Control and only have the Slow Speed control, operate at 10 MPH or less, so that screen doesn't kick out.

5602-B TRACTIVE EFFORT - HELPERS

Helper Placement Instructions

These Helper Placement Instructions do not apply on the Alleghany, James River, Peninsula, and Rivanna Subdivisions.

Train Makeup	Helper Placement
Solid Loaded bulk commodity trains	Westward – up to 18 axles on rear. Eastward – up to 20 axles on rear. In excess of the above axles cut in. (Note)
Train with cars with single axle trucks such as TTFX, TTOX, and TTUX and Westward mixed trains with empty cars in rear 20 cars.	Up to 6 axles - in rear. Up to 12 axles - cut in train or split helper adding one to head end and one to rear trains. (Note)
Solid empty bulk commodity trains, trains without cars with single axle trucks, Eastward mixed trains with empty cars in rear 20 cars, Westward mixed trains with rear 20 cars loaded.	Up to 12 axles-on rear. Exceeding 12 axles-cut in train. (Note)

Note: When cutting in helper trains, it will be cut in at that point in the train where the tonnage behind the helper would be as close as possible to the tonnage rating of all helper units except the lead unit of the helper.

5604 STARTING TRAIN

Freight trains containing intermodal or automobile rack cars may be assisted with helper engines attached to the rear of the train provided the helper engines have only one (1) locomotive under power. If the locomotive is an AC locomotive, make certain the locomotive's output is limited to 100 kilo pounds.

5655 INCLEMENT WEATHER TRAIN BRAKING

During periods of snowfall accumulation in excess of 18 inches, track where heavy descending grades are three miles or longer, and 1.5% or greater, should be plowed with a spreader or other plow when possible. Snowplows on locomotives should only be used as a last resort, as they do not move snow away from track structure sufficiently to protect freight car braking systems. This plowing should be done at least ten miles prior to and include the heavy descending grade when possible. This is done ahead of the grade so a brake system can be warmed by a train brake application to prevent re-icing prior to grade descent.

When snow accumulations have exceeded 18 inches, no trains, except light engines may descend these grades until the following:

a) The grade and track 5 miles preceding the grade have been traversed not more than one (1) hour previous to additional train movements, or
b) It has been determined that roadbed snow level does not exceed 18 inches.

Grades Subject to Snow Plowing:

Subdivision	Location
G&E	CAJ 2.0to CAJ 6.0 CAJ 10.5 to CAJ 13.8
Island Creek	CMC 3.6 to CMC 10.6
Pine Creek	CMF 3.0 to CMF 6.0
Piney Creek	CAN 2.0 to CAN 24.0
Raleigh SW & Winding Gulf	CAQ 7.0 to CAQ 16.0
Sewell Valley	CAF 0.5 to CAF 14.8

5656 REPORTING TRAIN SEPARATIONS OR STALLS

Emergency in Motion Report

1. Each time a train has an emergency application of the brakes on the main or siding track the dispatcher must be notified. If the emergency application involves a yard track the appropriate yardmaster must be notified. The time of this

notification and the dispatcher's initials or yardmaster's name must be recorded on the Emergency in Motion Report.

2. Engineers must complete and forward the Emergency in Motion Report to their respective Road Foreman of Engines at the completion of their tour of duty except when the Hours Of Service is involved. If Hours Of Service is involved, it must be forwarded when reporting for work at the beginning of the next tour of duty.

5700 TELEMETRY – EQUIPPING TRAINS

All trains operating on the following subdivisions and between the designated mileposts listed in the following table must:

1 - Be equipped with working two-way EOT2 and two-way HTD 2; and
2 - It must be armed.

a) Grades 1% and Greater for 3 continuous Miles or More

Subdivision	Between / Milepost
Alleghany	CA 294.1 and CA 305.5

b) 1% and greater for two miles or more

Subdivision	Between / Milepost
Island Creek SD	CMC 4.0 and CMC 10.6
Snap Creek IT	CLV 1.8 and CLV 3.2
Piney Creek SD	CAN 2.0 and CAN 9.0
Sewell Valley SD	CAF 0.0 and CAF 11.5 CAF 46.0 and CAF 51.0
Rupert SD	CAH 13.0 and CAH 19.9
G&E SD	CAJ 2.0 and CAJ 14.0

EOT Batteries

End of Train Device (EOT) batteries must be analyzed and certified every thirty (30) days. To ensure compliance batteries must be checked at locations where the crew installs EOT batteries.

The conductor is responsible to see that a member of the crew checks the date on the battery. If the date is within seven (7) days of the end of the thirty (30) day period the conductor must notify the train dispatcher.

When so informed, the train dispatcher must notify the chief train dispatcher who will arrange changing out the batteries.

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

COAL HEAVY LOADING PROGRAM

The following is a list of restricted unit train loading origins that cannot participate in the Coal Heavy Loading Program:

Loading Origin	Line Segment	Restriction
Roxana, KY Tolson, KY	Whitesburg Branch	Track & Bridge
Leatherwood 1, KY	Leatherwood Spur	
Gatliff, KY	Pine Mountain West Branch	
Gravity Yard, KY	Harbell Branch	
Hignite, KY		
Hilo, KY	Seagraves Spur	

7. CLOSE CLEARANCE

Refer to individual Subdivision Special Instructions for lists of close clearances found on the subdivision.

8. MISCELLANEOUS

PICTURE ID CARDS

All employees should now have a picture ID card. While on duty, all employees are required to carry and have it available for inspection when prompted by a CSX officer or other security personnel. If you do not have a CSX picture ID card, contact your supervisor immediately for instructions.

SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec		Min.	Sec		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	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			