HUNTINGTON DIVISION
EAST
TIMETABLE NO. 3

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

R.J. Frulla
Division Manager

HUNTINGTON EAST DIVISION

APRIL
2012

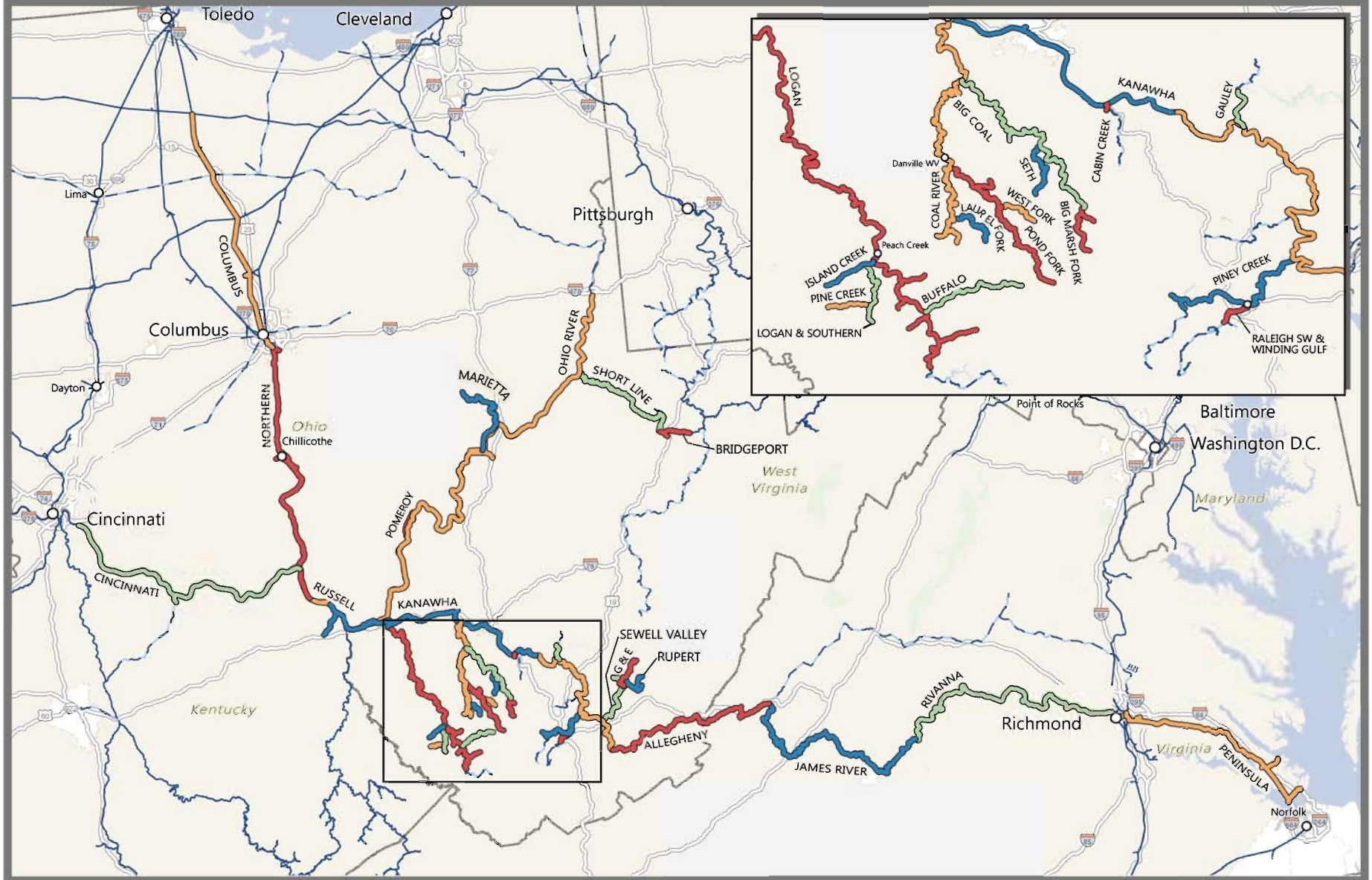


TABLE OF CONTENTS

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

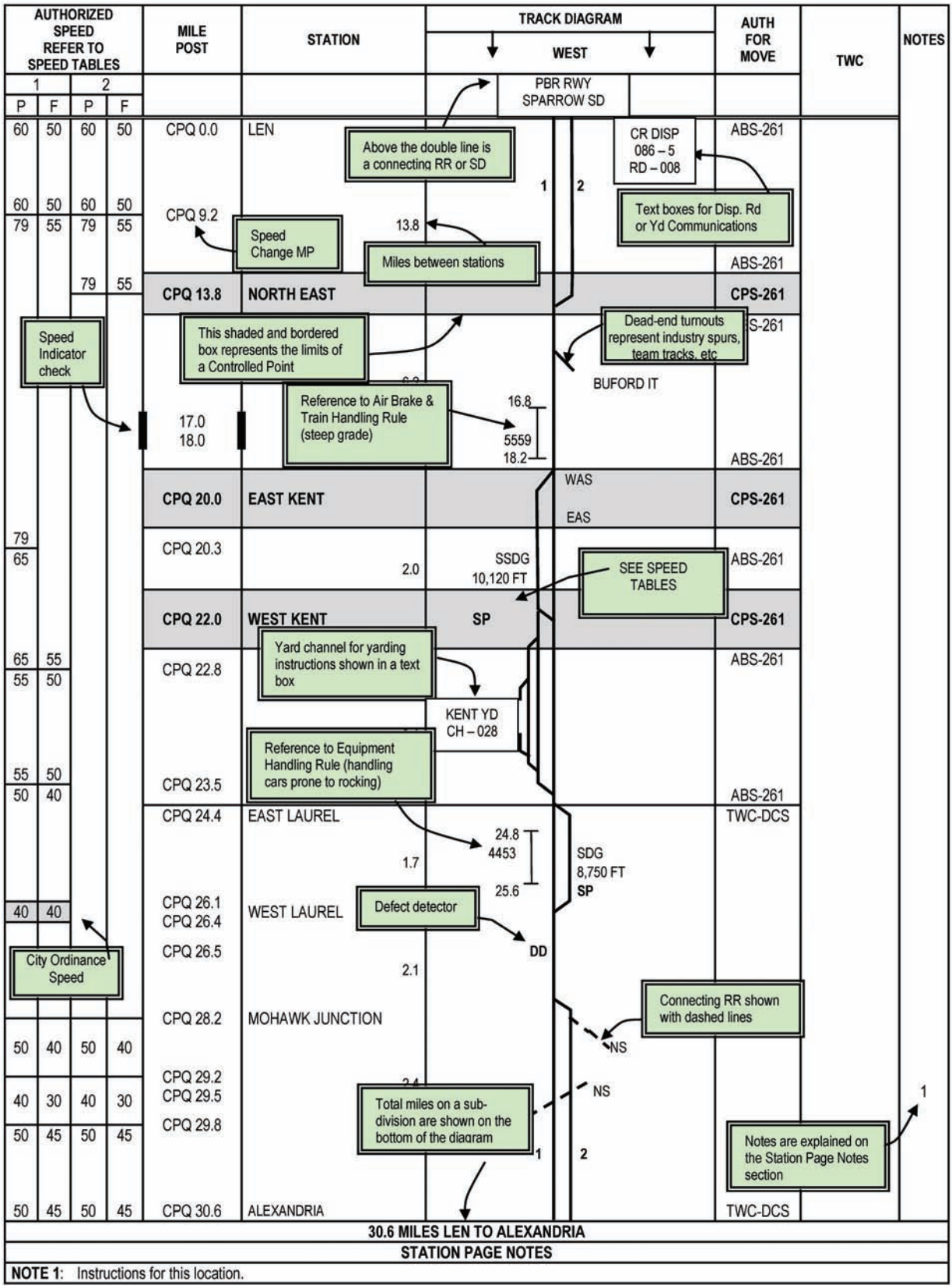
HBD – Hot Box Detector
DED – Dragging Equipment Detector
HIWI – High or Wide Clearance Detector

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

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				WEST			
P	F	P	F			JAMES RIVER SD / BB			
35	35	35	35	**CA 276.1**	**JD CABIN**		**CPS-261 (193)**		
					0.7	HK DISP 014-4 RD 008	ABS-261 (193)		
				CA 276.8	**CLIFTON FORGE**		**CPS-261 (193)**		
35	35	35	35	CA 277.1	1.0	1 2	ABS-261 (193)		
20	20	20	20						
20	20	20	20	**CA 277.8**	**EAST RAF**		**CPS-261 (193)**		
10	10	10	10		0.1		ABS-261 (193)		
10	10	10	10	**CA 277.9**	**WEST RAF**		**CPS-261 (193)**		
20	20	20	20		0.6		ABS-261 (193)		
20	20	20	20	CA 278.4					
50	30	30	30	**CA 278.5**	**JACKSON RIVER**		**CPS-261 (193)**		
				CA 278.9	2.0		ABS-261 (193)		
40				**CA 280.5**	**LOW MOOR**		**CPS-261**		
				CA 280.6			ABS-261		1
50	30	30	30	CA 280.8					
40	40	40	40	CA 281.8	2.6				
60		60		CA 282.2					
45		45		CA 282.6		1 2			
60		60							
60	40	60	40				ABS-261		
				CA 283.1	**MP 283**		**CPS-261**		
		40	40	CA 283.9			ABS-261		
		40	35						
		50	40	CA 284.6					
				285.0					
				286.0	5.0				
				CA 287.1		DD			
		50	40	CA 287.3					
		40	40				ABS-261		

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
		40	40				ABS-261		
		40	40	CA 288.1	MP 288		CPS-261 (193)		
50	40	50	40			1 2			
50	40	50	40	CA 289.1	1.2	POTTS CREEK IT	ABS-261 (193)		
35	35	35	35			CA 289.3			
				CA 289.3	MP 289		CPS-261 (193)		
						CA 289.5			
					1.2	COVINGTON IT CA 290.1	ABS-261 (193)		
35	35	35	35	CA 290.5	COVINGTON		CPS-261 (193)		
50	40	50	40						
					1.9	SSDG 9,048 FT SP	ABS-261 (193)		
				CA 292.4	BS CABIN		CPS-261 (193)		
							ABS-261		
50		50		CA 297.6					
60		45			5.7				
60		45		CA 297.8					
50		50							
50	40	50	40				ABS-261		
		40	40	CA 298.1	OX CABIN		CPS-261		
		50	50	CA 298.2			ABS-261		
				CA 298.3		DD			
		50	50	CA 299.2					
		40			7.2				
			40	CA 299.8					
		45							
				CA 302.7					
		35	35				ABS-261		

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
		35	35				ABS-261		
		35	35	CA 305.3	EAST ALLEGHANY		CPS-261		
35	35	35	35	CA 305.8		1 2	ABS-261		
45	40	45	40		2.7				
		45	40	CA 307.0					
		30	30				ABS-261		
				CA 308.0	TUCKAHOE		CPS-261		
						308.3 SDF 308.7 SDF	ABS-261		
45				CA 310.5					
50					3.7				
50				CA 311.6			ABS-261		
55				CA 311.7	EE WHITE SULPHUR SPRINGS		CPS-261		
					0.2	SSDG 500 FT SP	ABS-261		
				CA 311.8		DD			
				CA 311.9	WE WHITE SULPHUR SPRINGS		CPS-261		
					0.5		ABS-261		
				CA 312.4	WS CABIN		CPS-261		
55				CA 315.3			ABS-261		
45									
45	40	30	30						

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				WEST			
P	F	P	F						
45	40	30	30	CA 315.6		1 2			
35	35								
45	40			CA 317.6	7.6	318.8 SDF	ABS-261		
						319.4 SDF			
45	40	30	30	**CA 320.0**	**WHITCOMB**		**CPS-261**		
60	40	60	40		1.4		ABS-261		
				CA 321.4	**BROWNS MILL**		**CPS-261**		
60		60		CA 322.1			ABS-261		
45		50				RONCEVERTE SSDG 12,200 FT **SP**			
45		50		CA 322.4					
50		50			2.6				
				CA 323.1					
60		60							
				CA 323.6					
50		50							
50		50		CA 323.9		1 2			
60		60					ABS-261		
	40		40	**CA 324.0**	**WR CABIN**		**CPS-261**		
		40	40				ABS-261		

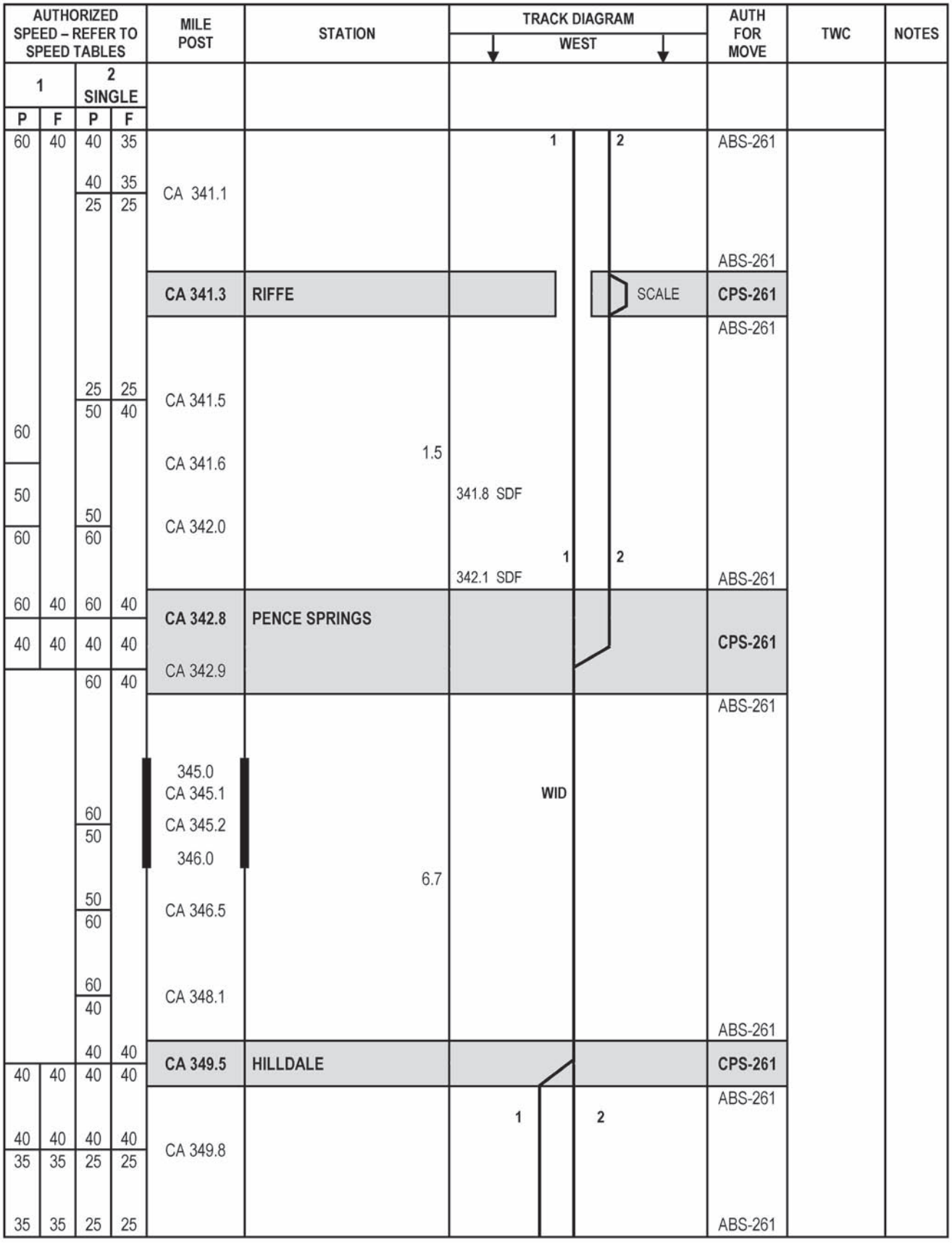
ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
		40	40	CA 324.1			ABS-261		
		60							
				CA 324.8		DD			
		60		CA 324.9	3.0				
		50							
		50		CA 326.2					
		60							
		60		CA 326.9					
		40					ABS-261		
		40	40	**CA 327.0**	**ROCKLAND**	1 2	**CPS-261**		
40	40	40	40				ABS-261		
40		40		CA 327.1					
60		60			3.6				
60		60		CA 329.6					
45		45				FRAZIER IT			
							ABS-261		
				CA 330.6	**FRAZIER**		**CPS-261**		
45	40	45	40				ABS-261		
				CA 331.2					
40	35	40	35						
45		45		CA 331.7					
						332.2 SDF			
45		45		CA 332.3					
40		40							
				CA 332.5		332.5 SDF			
45	35	45	35			1 2	ABS-261		

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
45	35	45	35			333.1 SDF	ABS-261		
45		45		CA 333.4		333.4 SDF 1 2			
40		40							
				CA 334.4	5.7				
45		45							
				CA 335.3					
35		35					ABS-261		
				CA 336.3	**ALDERSON**		**CPS-261**		
35		35					ABS-261		
45		45		CA 336.6					
45	35	45	35						
60	40	60	40	CA 337.8					
				CA 339.3		DD			
					5.0				
60	40	60	40						
45	35	45	35	CA 339.5					
45	35	45	35						
60	40	40	35	CA 339.7					
60	40	40	35	CA 340.2		1 2	ABS-261		

ALLEGHANY SUBDIVISION - AG



ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
35	35	25	25			1 2	ABS-261		
35	35	25	25	CA 350.3					
40	40	40	40		2.3				
50		50		CA 351.1			ABS-261		
				CA 351.8	**WIGGINS**		**CPS-261**		
						352.0 SDF	ABS-261		
				CA 352.7			DD		
		50	40						
		35	35	CA 353.5					
					2.8	353.0 SDF			
		35	35	CA 353.8					
		50	40			354.2 SDF			
						1 354.5 SDF	2 ABS-261		
50	40	50	40	**CA 354.6**	**MX CABIN**		**CPS-261**		
						NEW RIVER SD			
78.5 MILES JD CABIN TO MX CABIN									

STATION PAGE NOTES
NOTE 1: Between CA 280.5 – CA 307.0 eastward Freight trains will not exceed 35 MPH.

ALLEGHANY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- ALLEGHANY

Trk	MP/Location	P	F
Both	CA 276.1 - 277.1	35	35
Both	CA 277.1 - 277.8	20	20
Both	CA 277.8 - 277.9	10	10
Both	CA 277.9 - 278.4	20	20
1	CA 278.4 - 278.9	50	30
2	CA 278.4 - 278.9	30	30
1	CA 278.9 - 280.6	40	30
2	CA 278.9 - 280.6	30	30
1	CA 280.6 - 280.8	50	30
2	CA 280.6 - 280.8	30	30
Both	CA 280.8 - 281.8	40	40
Both	CA 281.8 - 282.2	60	40
Both	CA 282.2 - 282.6	45	40
Both	CA 282.6 - 283.1	60	40
SG	CA 283.1 - 283.9	40	40
SG	CA 283.9 - 284.6	40	35
SG	CA 284.6 - 287.3	50	40
SG	CA 287.3 - 288.1	40	40
Both	CA 288.1 - 289.1	50	40
Both	CA 289.1 - 290.5	35	35
Both	CA 290.5 - 297.6	50	40
1	CA 297.6 - 297.8	60	40
2	CA 297.6 - 297.8	45	40
Both	CA 297.8 - 298.1	50	40
SG	CA 298.1 - 298.2	40	40
SG	CA 298.2 - 299.2	50	50
SG	CA 299.2 - 299.8	40	40
SG	CA 299.8 - 302.7	45	40
SG	CA 302.7 - 305.3	35	35
Both	CA 305.3 - 305.8	35	35
Both	CA 305.8 - 307.0	45	40
1	CA 307.0 - 310.5	45	40
2	CA 307.0 - 310.5	30	30
1	CA 310.5 - 311.6	50	40
2	CA 310.5 - 311.6	30	30
1	CA 311.6 - 315.3	55	40
2	CA 311.6 - 315.3	30	30
1	CA 315.3 - 315.6	45	40
2	CA 315.3 - 315.6	30	30
1	CA 315.6 - 317.6	35	35
2	CA 315.6 - 320.0	30	30
1	CA 317.6 - 320.0	45	40
Both	CA 320.0 - 322.1	60	40
1	CA 322.1 - 322.4	45	40
2	CA 322.1 - 322.4	50	40
Both	CA 322.4 - 323.1	50	40
Both	CA 323.1 - 323.6	60	40
Both	CA 323.6 - 323.9	50	40
Both	CA 323.9 - 324.0	60	40
SG	CA 324.0 - 324.1	40	40
SG	CA 324.1 - 324.9	60	40
SG	CA 324.9 - 326.2	50	40
SG	CA 326.2 - 326.9	60	40
SG	CA 326.9 - 327.0	40	40
Both	CA 327.0 - 327.1	40	40
Both	CA 327.1 - 329.6	60	40
Both	CA 329.6 - 331.2	45	40
Both	CA 331.2 - 331.7	40	35
Both	CA 331.7 - 332.3	45	35
Both	CA 332.3 - 332.5	40	35
Both	CA 332.5 - 333.4	45	35
Both	CA 333.4 - 334.4	40	35
Both	CA 334.4 - 335.3	45	35
Both	CA 335.3 - 336.6	35	35
Both	CA 336.6 - 337.8	45	35
Both	CA 337.8 - 339.5	60	40
Both	CA 339.5 - 339.7	45	35
1	CA 339.7 - 341.1	60	40
2	CA 339.7 - 341.1	40	35
1	CA 341.1 - 341.5	60	40
2	CA 341.1 - 341.5	25	25
1	CA 341.5 - 341.6	60	40
2	CA 341.5 - 341.6	50	40
Both	CA 341.6 - 342.0	50	40
Both	CA 342.0 - 342.8	60	40
Both	CA 342.8 - 342.9	40	40
SG	CA 342.9 - 345.2	60	40
SG	CA 345.2 - 346.5	50	40
SG	CA 346.5 - 348.1	60	40
SG	CA 348.1 - 349.5	40	40
Both	CA 349.5 - 349.8	40	40
1	CA 349.8 - 350.3	35	35
2	CA 349.8 - 350.3	25	25
Both	CA 350.3 - 351.1	40	40
Both	CA 351.1 - 353.5	50	40
1	CA 353.5 - 353.8	50	40
2	CA 353.5 - 353.8	35	35
Both	CA 353.8 - 354.6	50	40

BETWEEN 10,000 AND 14,000 TONNAGE SPEEDS -- ALLEGHANY

Trk	MP/Location	F
Both	CA 276.1 - 277.1	25
Both	CA 277.1 - 277.8	20
Both	CA 277.8 - 277.9	10
Both	CA 277.9 - 278.4	20
Both	CA 278.4 - 280.8	25
Both	CA 280.8 - 283.1	40
SG	CA 283.1 - 283.9	40
SG	CA 283.9 - 284.6	35
SG	CA 284.6 - 288.1	40
Both	CA 288.1 - 289.1	40
Both	CA 289.1 - 290.5	35
Both	CA 290.5 - 298.1	40
SG	CA 298.1 - 302.7	40
SG	CA 302.7 - 305.5	35
Both	CA 305.3 - 305.8	35
Both	CA 305.8 - 307.0	40
1	CA 307.0 - 315.6	40
2	CA 307.0 - 315.6	30
1	CA 315.6 - 317.6	35

2	CA 315.6 - 320.0	30
1	CA 317.6 - 320.0	40
Both	CA 320.0 - 324.0	40
SG	CA 324.0 - 327.0	40
Both	CA 327.0 - 331.2	40
Both	CA 331.2 - 337.8	35
2	CA 337.8 - 339.5	40
Both	CA 339.5 - 339.7	35
2	CA 339.7 - 341.1	35
1	CA 339.7 - 342.8	40
2	CA 341.1 - 341.5	25
2	CA 341.5 - 342.8	40
SG	CA 342.8 - 349.5	40
Both	CA 349.5 - 349.8	40
1	CA 349.8 - 350.3	35
2	CA 349.8 - 350.3	25
Both	CA 350.3 - 353.5	40
2	CA 353.5 - 353.8	35
1	CA 353.5 - 354.6	40
2	CA 353.8 - 354.6	40

GREATER THAN 14,000 TONNAGE SPEEDS -- ALLEGHANY

Trk	MP/Location	F
Both	CA 276.1 - 277.1	25
Both	CA 277.1 - 277.8	20
Both	CA 277.8 - 277.9	10
Both	CA 277.9 - 278.4	20
Both	CA 278.4 - 280.8	25
Both	CA 280.8 - 282.2	35
Both	CA 282.2 - 282.6	25
Both	CA 282.6 - 283.1	35
SG	CA 283.1 - 288.1	35
Both	CA 288.1 - 298.1	35
SG	CA 298.1 - 305.5	35
Both	CA 305.3 - 307.0	35
1	CA 307.0 - 315.6	35
2	CA 307.0 - 315.6	30
1	CA 315.6 - 320.0	35
2	CA 315.6 - 320.0	30
Both	CA 320.0 - 324.0	35
SG	CA 324.0 - 327.0	35
Both	CA 327.0 - 341.1	35
2	CA 341.1 - 341.5	25
1	CA 341.1 - 342.8	35
2	CA 341.5 - 342.8	35
SG	CA 342.8 - 349.5	35
Both	CA 349.5 - 349.8	35
2	CA 349.8 - 350.3	25
1	CA 349.8 - 354.6	35
2	CA 350.3 - 354.6	35

CA 280.5 - CA 307.0 - Eastward freight trains will not exceed 35 MPH.

ADDITIONAL SPEEDS (SP) -- ALLEGHANY

Location	Track Type	F
CA 290.5 - 292.4	SSDG	10
CA 311.7 - 311.9		
CA 321.4 - 324.0		15

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.

13 ENGINE BELL

Clifton Forge – In addition to the requirements of Rule 13, the engine bell must be rung before entering and while passing through the Locomotive Fueling Facility between CA 277.6 and CA 277.7.

100 HIGHWAY-RAIL GRADE CROSSINGS

CA 335.70, Howell St – In order to prevent the crossing signals from activating, westward trains that stop at the WAS Alderson must stay east of the white post located at CA 335.70 – 500 feet east of Monroe St.

103 SWITCHING

Shoving or Pushing Equipment at Any Location
Shoving movement between Covington Yard, CA 289.0, and Mead Westvaco Paper Mill, CA 291.0, must be made using a shoving platform.

103-D SECURING EQUIPMENT

The following chart applies to cars and trains left unattended.

The following exceptions apply to Rule 103-D:

Location	Minimum Hand Brakes Required
Covington CL 1 and CL 2 set-off	Loads: 10% Empties: 10% Applied on east-end
Covington Yard 1 through 12	Loads: 3 Empties: 3 Applied on east-end
Covington Yard 13 through 19	Loads: 2 Empties: 2 Applied on east-end
Clifton Forge	Loads: 10%

The exceptions will not apply to Intermodal trains.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
WAS JD Cabin, CA 276.0 to EAS Tuckahoe, CA 308.0

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
EAS Tuckahoe, CA 308.0 to EAS CA 354.6 MX Cabin

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
CA 277.0	Clifton Forge	Cont	070	Terminal
	Clifton Forge		008, 014-4	Wayside
CA 289.8	Covington		028	Terminal
CA 290.0	Covington		008, 014-4	Wayside
	Covington			
CA 297.5	Moss Run			
CA 306.3	Alleghany			
CA 311.2	White Sulphur			
CA 322.7	Ronceverte			
CA 330.2	Snowflake			
CA 339.4	Wolfcreek			
CA 350.0	Hilldale			

704 ON TRACK EQUIPMENT MOVEMENTS

Between Jackson River Bridge and JD Cabin - In addition to authority from the train dispatcher, oral instructions must be obtained from the Clifton Forge Yardmaster for OTE movements.

913 REMOTE CONTROL ZONES

1. Remote Control Zones are established in Clifton Forge Yard and are designated by Remote Control Zone sign as follows.

A. Selma Switching Lead - On the Selma Switching Lead between the east clearance point of the West Long Handle Crossover Switch to a point 500 feet west of the Eastward Absolute Signal on the Selma Lead. Signs are installed at each entrance of the Remote Control Zone.

B. Shop Track Lead - On the Shop Track Lead from the clearance point of the west end of the Cab Track Crossover to the No 4 Shop Track Switch at the Mechanical Repair Tracks. Signs installed at each entrance to the Remote Control Zone.

2. Road Crossings - Will be made inaccessible.

3. Movements arriving Clifton Forge Yard will contact the yardmaster before proceeding to determine what Remote Control Zones are activated.

4. Remote Control Crews will operate on radio Channel 070.

5. A Remote Control Zone will be known to be in effect when the signs are folded down to display the text on the sign which states "Attention Remote Control Zone is Activated - Contact Remote Control Foreman on Channel 070 before entering or fouling this track".

6. Operation and Instructions

A. When activated, train and engine crew must not enter into or operate within the limits of the Remote Control Zone or Zones without the permission of the Remote Control Foreman on Channel 070.

B. Train and engine crew must have permission and instructions from both the Remote Control Foreman and the yardmaster before operating into or within the Remote Control Zone.

C. When the Zone is activated, Maintenance of Way Department employees as well as Mechanical Department employees will be required to receive permission from the Remote Contol Foreman before fouling or occupying the tracks within the Zone.

7. Remote Control Zone (RCZ) is established at CA 290.6, Covington on the Mead Westvaco Industrial Lead - Golf Tracks and signs are in place as follows:

Mead Westvaco (MWV) Industrial Lead - Golf Tracks Remote Control Zone (RCZ) limits extend from the main line split rail derail accessing the Industrial Lead and extend east for a distance of 2000 feet on the Industry Lead Track. The zone is marked by signs installed at the entrance to the remote control zone at both the split rail derail and the Golf Track lead switch accessing the Industrial Lead. The maximum amount of cars to be handled in the zone is 20 cars.

The remote control zone will be known to be in effect when the signs are folded down to display the text on the sign which states; Attention: Remote Control Zone is Activated Contact Remote Control Foreman on Channel 028 before entering or fouling this track.

A. When activated, train and engine crews must not enter into or operate within the limits of the remote control zone or zones without the permission of the remote control foreman.

B. When activated, Maintenance of Way and Mechanical Department employees will obtain permission from the Remote Control Foreman before fouling or occupying the track within this zone.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-11 MOUNTING AND DISMOUNTING MOVING EQUIPMENT

CA 306.5 - CA 293 - Employees will stop movement before mounting or dismounting equipment, except when making a shoving movement between this location.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4151 WHEEL IMPACT DETECTORS

MP	Location
CA 345.1	Lowell

Wheel Impact Detectors, CA 345.1 Lowell

In addition to instructions listed in Rule 4151, the following will govern when handling cars that are detected by a wheel impact detector as having Level 1 and Level 2 impacts.

When the impact detector indicates a Level 1 or Level 2 impact, the train may proceed past the employee making the inspection at a speed not exceeding 10 MPH, with the employee listening for flat wheels. If a flat wheel is detected, the train must be stopped to make closer inspection of the reported defect.

If the impact level is 2, and the inspection does not reveal flat spots greater than what is listed in Rule 4154, the train may proceed at a speed not exceeding 30 MPH until the defective car is set out. If the car is to be set out on line of road, eastward trains will set the car out at Ronceverte. Westward trains will set cars out at Hinton Yard.

If the impact level is 1, after checking the reported defect, the speed must not exceed 10 MPH until the car is set out. All Level 1 cars, on eastward trains, will be set out at Glen Ray siding, CA 336.7 unless instructed otherwise by the train dispatcher. Westward trains will set cars out at Hinton Yard.

Exception: If a level 1 impact is indicated on a loaded eastward car destined for the Coal Facility at Covington, Virginia, the car will be set off at the Coal Facility instead of Ronceverte.

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CA 287.1	Mallow	1	NONE
CA 298.3	Backbone	1	NONE
CA 311.8	White Sulphur Springs	1	NONE
CA 324.8	WR Cabin	1	NONE
CA 339.3	Alderson	1	NONE
CA 352.7	Wiggins	1	NONE

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification
CA 308.3 - CA 308.7	N
CA 318.8 - CA 319.4	N
CA 332.2 - CA 332.5	N
CA 333.1 - CA 333.4	N
CA 341.8 - CA 342.1	N
CA 352.0 - CA 353.0	N
CA 354.2 - CA 354.5	N

4303-A AFTER PASSING A DEFECT DETECTOR (CONDITIONS APPLYING TO TYPE-1 DETECTORS)

Eastward passenger trains en route to the Buckingham Branch RR, who do not receive a transmission from the defect detector at CA 287.1 after passing over the detector or who receive a “Detector not working” message as the train enters the defect detector location and again when the train completely passes over the detector are relieved from complying with the requirements set forth in Rule 4303-A (e).

Such trains will inspect their entire train before departing Clifton Forge and, if no defects are found, will proceed at the maximum speed permitted for their train.

If defects are found during the inspection, such defects must be reported and corrected within established CSX guidelines before proceeding.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CA 278.5	Clifton Forge
CA 290.3	Covington

4466 PLACING EMPTY CARS IN TRAINS

Empty cars 80 feet and longer must be placed in trains so that the trailing tonnage behind these empty cars does not exceed 6,400 tons westward and 10,500 tons eastward.

This does not apply to Intermodal trains handling empty TOFC/COFC equipment.

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
Alleghany SD	17'3"	17'3"

Clifton Forge

1. All Classification Tracks M04 through M10 and Running Tracks M01, H01, H02 and M03 are prohibited unless adjacent tracks have been physically checked and are clear of all cars.

2. Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.

3. M13/H10 is the preferred track for movement. Conductor must protect movement for cars on H05 between Thoroughfare switch at west end of H10 and Low Moor.

4. Conductor will protect movement at Rt 220 (Verge Street Bridge).

5. Cars will be staged on MCT or SIC Tracks.

Yardmaster protects movements in the yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 CONSERVING FUEL

Ronceverte, WV
In addition to requirements outlined in Operating Rules, helper crews at Ronceverte are required at the beginning of each shift to report to the train dispatcher the amount of fuel in each locomotive.

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

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Refer to Rule 5559 when operating between CA 291.4 - CA 305.5.

Instructions for Eastward Train Operation

A. Attaching Helper Locomotive

All eastward trains in excess of 15,000 tons must have the helper locomotive(s) attached prior to entering Alleghany Tunnel on No 1 Main Track. All eastward trains operating on No 2 Main Track without helper locomotive(s) attached will not enter the Alleghany Tunnel if train speed of 10 MPH cannot be maintained.

B. Dynamic Brake Operation

Dynamic Brake Grade Operation

The following Speed and Equivalent Dynamic Brake Axles charts govern eastward trains operating between CA 305.5 and CA 291.4. 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 eastward between CA 305.5, near East Alleghany, to CA 291.4, near BS Cabin. The minimum numbers 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 lower it will govern. Train 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.

C. Brake Pipe Pressure

The brake pipe pressure on the rear of freight trains must not be less than 10 pounds below the regulating valve setting before starting to descend the grade between East Alleghany and Covington.

D. Brake Application

Eastward freight trains leaving Alleghany will make an initial brake pipe reduction of not less than six (6) pounds at a speed and location which will not cause the train to stall. After the initial brake pipe reduction has been made, the engineer will regulate the speed of the train with the dynamic brake, if available. If the dynamic brake will not hold the train, is not available or becomes inoperative, additional brake pipe reductions should be made in one (1) or two (2) pound increments to control the speed.

E. Releasing Train Brakes

One running release of the train brakes may be made between Alleghany and CA 296.0 when all of the following conditions have been met:

1. Train speed is 25 MPH or less;
2. Brake pipe reduction has not exceeded 15 pounds;
3. Train has 160 cars or less; and
4. Head end consist has a minimum of 8 axles of operative dynamic brake.

If these conditions are not met and it is necessary to release train brakes, the train will be stopped. If a running release is made, engineers must ensure that train brakes are reapplied before the train speed becomes excessive and that the reapplication is at least three (3) pounds greater than the previous reduction. If the total brake pipe reduction has not exceeded 15 pounds it will not be necessary to apply hand brakes before starting the train.

F. Stopping Between East Alleghany and CA 293.0

If the total reduction has exceeded 15 pounds, the brake pipe must be recharged. Hand brakes must be set, then the brake pipe will be charged for 30 minutes unless it is known that the pressure on the rear is restored to within five (5) pounds of the pressure indicated at the rear before entering Alleghany Tunnel. When starting the train between East Alleghany and CA 302.0, apply brakes with a straightaway service application of at least 10 pounds before the train speed exceeds 15 MPH. When starting an eastward train between CA 302.0 and CA 293.0, apply train air brakes with a straightaway application of at least ten (10) pounds before the train speed exceeds 10 MPH.

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
19,001-20,000	14	16	20
20,001-21,000	15	17	21
21,001-22,000	16	18	22

Note: Eastward trains in excess of 22,001 must not exceed 15 mph with 24 EDBA's.

5559 INTERMODAL / MANIFEST / EMPTY UNIT TRAINS

Intermodal/Manifest Trains (including Empty Unit Trains)

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

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CA 278.4	Clifton Forge Shop Trk Lead West of No 4 Switch	6-Axle Units	Without radial trucks must operate single units
	Clifton Forge	Cars	Will not be kicked or dropped into or on the West Cab Trk, shop lead or motor car MO3 or MO4
CA 289.9	Covington Westvaco Trk No 2 Old Mill	Cars exceeding 15' 6" high	Must not operate past platform and roof eave
	Covington Westvaco Old Mill No 2, No 2 1/2 and No 3 Trks	Empty CGLX Cars	Must not operate
	Covington AET Plant	Cars	Will not be placed beyond the Stop Sign located ten feet from the end of the trk on No 1 & 2 Trks
CA 322.9	Ripco Trk	6-Axle Units	Must not operate unless equipped with radial trucks

7. CLOSE CLEARANCE

Employees are prohibited from riding the side of equipment at the following locations:

MP	Location	Remark
CA 278.4	Clifton Forge	Trks through highway piers near the old hump, and No 5 shop track in car shop
CA 289.9	Covington, depot	Between No 1 Main and No 2 Yard at the depot
CA 289.9	Covington/ Mead Westvaco	Inside of Old Mill Gates/ Golf Trk Lead at Gates Golf 1, 2, 3, and 4 trks
CA 289.9	Mead Westvaco Carbon Plant	Trks 13, 13.5, 13 Spur Dismount prior to 13 trk switch. When spotting cars at 13.5 trk #1 spot or 13 Spur do not stand in between 13.5 and 13 Spur trks
CA 290.0	Covington Yard	Scale House on C09 Loading Dock on C18
CA 290.5	Westvaco Mill- At or beyond entrance gate	Do not ride equipment other than locomotives while working in the Old Mill or Golf Trks at Mead Westvaco
CA 323.0	Ronceverte	Between No 2 Main and sdg from the coal bin to RT 219 overhead bridge, between the sdg and the fillout trk

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CA 277.0	Clifton Forge	Locomotive, trk and old servicing facilities

GENERAL MISCELLANEOUS

CA 278.0 Clifton Forge Yard

Eastward freight trains arriving must contact the yardmaster upon passing CA 290.0 for instructions.

Westward freight trains arriving must contact the yardmaster before passing JD Cabin, CA 276.1 for instructions.

Eastward and westward trains at the above locations must convey the following information to the yardmaster: the direction locomotives are headed and any problems with locomotives that would prohibit their use.

Eastward and westward freight trains must obtain instructions from the yardmaster before departing.

All crews leaving trains unattended on main lines at Clifton Forge fueling facility will notify HK Dispatcher that they have stopped and are off the train. This must be done prior to being relieved.

All trains and engines must contact RAF fueling facility employee for instructions prior to arriving, departing or passing through the RAF fueling facility.

CA 278.0 Clifton Forge, VA

When operating the Q135, Q136, Q130 or other intermodal trains, crew must inform the yardmaster the conditions of the engines to include fuel levels and any other defects that would interfere with the safe operation of the train. Westward trains must contact the yardmaster at CAB 225. Eastward trains must contact yardmaster at CAB 288.

CA 278.0 - Clifton Forge Yard

Thoroughfare – Westward movements must not be made except on instructions from the yardmaster.

After ascertaining the track is clear, westward movement may be allowed when the yardmaster is advised by the train dispatcher that the power-operated switches at Low Moor have been blocked in position to prevent entrance to the Receiving Yard.

Middle Yard – Hand brakes must not be released on head end of trains in the New Classification Yard until the engine is attached and air brakes applied.

Selma Switching Lead – Westward movements must not be made on the Selma Switching Lead without instructions of yardmaster.

Shop Tracks - Cars will not be shoved west of STOP signs located west of the concrete pad on No 2 and No 3 Shop Tracks.

CA 290.0 - Covington Yard

Yardmaster's instructions must be obtained before occupying yard tracks at Covington.

No more than three cars at a time will be cut off in motion when switching in Covington Yard. All cuts over three cars will be shoved to rest.

CA 290.0 - Covington – Westvaco

All tracks – Train crews must turn on warning lights and/or bells before entering the track. Upon completion of switching lights and/or bells must be turned off. Gates will be closed and secured with a switch lock.

Coal facility – Trains setting off or picking up at this facility will be governed as follows:

1. Trains must use No 1 Main Track for setting off or picking up.

2. Trains must secure instructions from the Clifton Forge Yardmaster and permission of the train dispatcher before occupying tracks of Westvaco Coal Facility.

3. Eastward trains setting off loads – No 1 Coal Track must be filled first, through to No 6 Coal Track. The last cars set off in No 6 Coal Track must be shoved toward the locomotive shed on the west end and allowed to hang down the lead on the east end to clear the dumper.

Signals Not in Conformity with Signal Aspects and Indications Rules

CA 341.3, Riffe Scales – Trains will be weighed unless signal indication indicates otherwise. The EAS located on the ground mast at the west end of the Scale Track and the WAS located on the cantilever mast at the east end of the Scale Track are arranged to display the following aspect and indication when switches are lined for movement on the Scale Track and the train dispatcher station has positioned the governing signal:

Name: Weigh
Aspect: Two red lights, one above the other, with illuminated letter W in between and slightly to the right.
Indication: Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication, not exceeding controlled speed.

The following aspect could be displayed at the EAS at Pence Springs, CA 342.8 and the Westward Intermediate Signal 3405 on No 2 Track, CA 340.5.

Name: Approach Weigh
Aspect: Westward signal – A yellow light above number plate with an illuminated letter W in between and slightly to the right.
Eastward absolute signal – A yellow light above a red light with illuminated letter W in between and slightly to the right.

Indication: Proceed prepared to comply with weighing instructions at the next signal. Trains exceeding medium speed must at once reduce to that speed.

The following aspect could be displayed at the EAS at Pence Springs, CA 342.8:

Name: Approach Restricting Weigh
Aspect: A red light above a yellow light with illuminated letter W in between and slightly to the right.
Indication: Proceed at restricted speed prepared to comply with weighing instructions at the next signal.

The following aspect could be displayed at the WAS at Riffe, CA 341.3:

Name: Restricting Weigh
Aspect: A red light above a yellow light with illuminated letter W in between and slightly to the right.
Indication: Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication, not exceeding restricted speed.

Weighing Instructions:
The scale at Riffe 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 Riffe scale is ready." While the scale is in the weighing mode, the speed of the train, in tenths of a mile per hour, 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 train dispatcher 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 train dispatcher to back up clear of the scales and wait for two minutes for the scale to reset and the ready message to be transmitted before beginning to reweigh.

When weighing is complete, a voice message "Riffe 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 Operating 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 the 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 train dispatcher must be advised of the initial and number and position in the train of the car(s) set off or picked up.

CA 357.0 Hinton – All eastward trains departing Hinton must advise the train dispatcher of the direction locomotives in the consist are headed and if there are any problems with the locomotives that would prohibit their use.

Operation
CSX will operate over the BBRR's Richmond and Allegheny Division comprised of the Piedmont, Washington and North Mountain subdivisions in accordance with BBRR Operating Rules and Instructions.

Contact numbers for BBRR Dispatcher:
540-887-2248
540-887-2269
540-887-2274

T&E crews boarding trains on the North Mountain SD of the BBRR must contact the BBRR Rail Traffic Controller prior to leaving Clifton Forge Yard office to discuss any track or other conditions that may be in effect from the BBRR Rail Traffic Controller at his location. Upon boarding train, obtain verbal permission from the BBRR Rail Traffic Controller prior to moving train.

The BBRR Rail Traffic Controller can be reached:
Phone: 540-887-2274
Radio: Channel 023–023 Tone 5

ADDITIONAL STATIONS

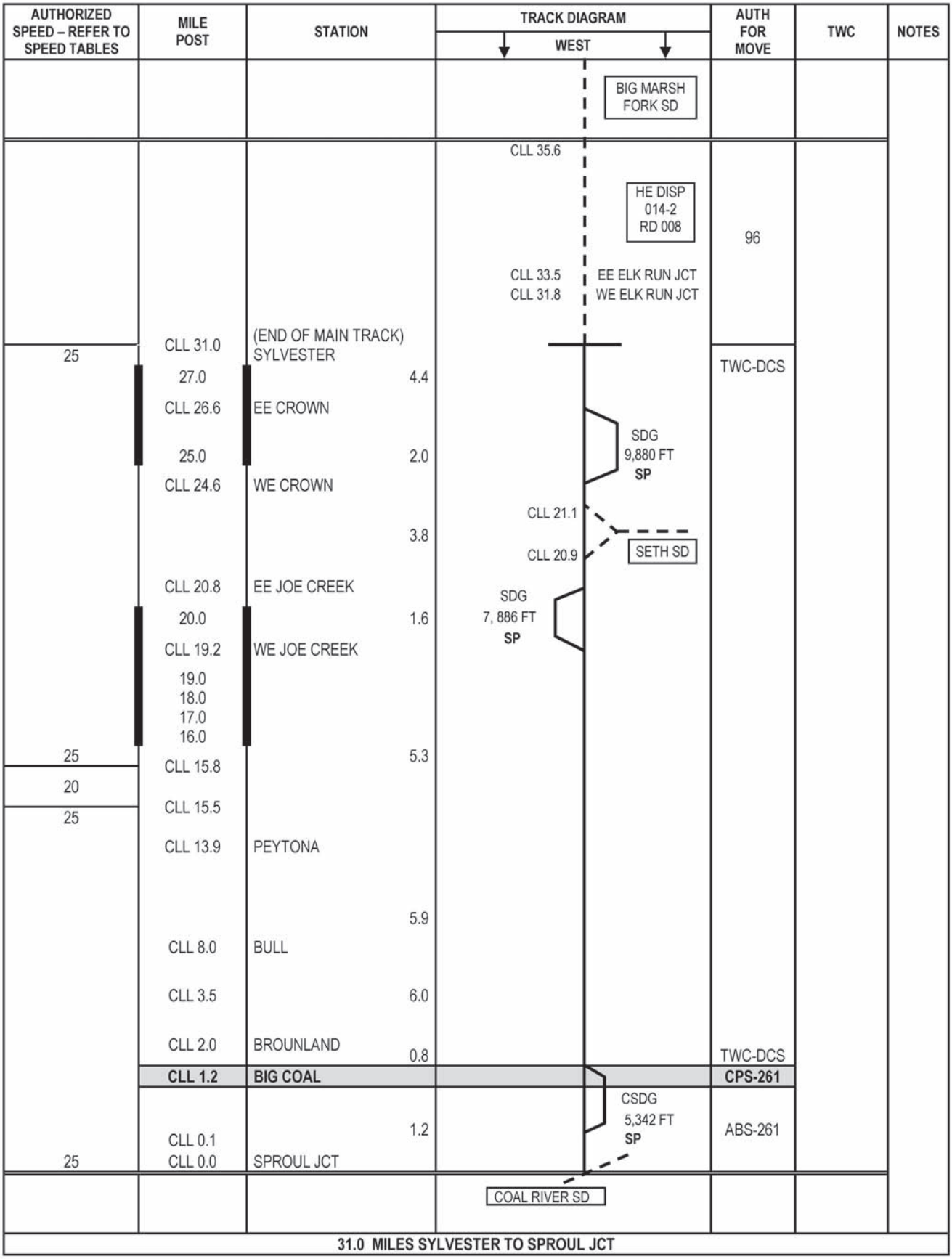
MP	Station	Switch Opening
CA 277.4	EE Longhandle / #2	East
CA 277.5	Passing Sdg / #2	West
CA 277.6	EE Fuel Facility / #1	
CA 277.9	WE Fuel Facility / #1	East
CA 280.7	Extruder Plant / #1	West
CA 288.4	EE Covington Switching Lead / #1	
CA 290.7	Golf Trk / #2	
CA 291.2	WE Coal Facility / #1	East
CA 306.5	Allegheny House Trk / #1	
CA 322.9	Log Trk / #1	
CA 329.1	Ft Springs Spur / #1	
CA 330.6	Snowflake / #2	
CA 336.0	Alderson House Trk / #2	
CA 347.2	Talcott Spur	West

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

MP	Location	DOT#	Type
CA 286.57	Horse Mtn Rd	224511F	P
CA 306.49	Big Ridge	224493K	P
CA 335.80	C&O Plaza	225288H	C
CA 336.03	Howell St	225290J	C
CA 336.64	Prison Rd	225292X	M
CA 343.39	Lowell Rd	225298N	M
CA 346.81	Talcott Rd	225306D	M
CA 347.14	Barger Springs Rd	225307K	C
CA 352.58	Big Creek	225313N	M
CA 353.95	Wimmer	225314V	M

NOTES

BIG COAL SUBDIVISION - BX



BIG COAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BIG COAL

Trk	MP/Location	F
SG	CLL 31.0 - 15.8	25
SG	CLL 15.8 - 15.5	20
SG	CLL 15.5 - 0.0	25

ADDITIONAL SPEEDS (SP) -- BIG COAL

Location	Track Type	F
CLL 26.6 - 24.6	SDG	10
CLL 20.8 - 19.2		
CLL 1.2 - 0.1	CSDG	

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.

96 OTHER THAN MAIN TRACK

MP/Location	Tracks / Contact Instructions
CLL 35.6 - CLL 31.0 / Jarrolds Valley Connection	See Note

Note: All train and OTE movements between these points will operate in accordance with Rule 96. Crews and Engineering forces must contact the Elk Run Yardmaster (when on duty) for instructions before lining switches or fouling tracks. When the yardmaster is not on duty, contact the train dispatcher.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CLL 33.0	Elk Run Yard	Loads: 7 (on 150 cars) Empties: 4 (on 150 cars)
CLL 33.0	Sylvester	Loads: 10% (on WE of Loads) Empties: 5% (on EE of Empties)
CLL 7.0	Bull Ck	Loads: 15% Empties: 10%
CLL 0.0 - CLL 27.0	Main Trks & Sdg	Loads: 4% Empties: 4%

104 HANDLING SWITCHES
POWER ASSISTED SWITCHES (PAS)

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

MP	Location	Normal Position	Reverse Position	Type
CLL 26.6	EE Crown	026611	026633	PAS
CLL 24.6	WE Crown	024611	024633	
CLL 20.8	EE Joe Ck	020811	020833	
CLL 19.2	WE Joe Ck	019211	019233	

Power Assisted Switch Routing Instructions

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
CLL 33.5	EE Elk Run Jct Main to 3	##443##	##443##
CLL 33.5	EE Elk Run Jct Main to Massey Lead	##444##	##444##
CLL 33.5	EE Elk Run Jct Main to 2	##442##	##442##
CLL 33.5	EE Elk Run Jct Main to 1	##441##	##441##
CLL 33.5	EE Elk Run Jct Main to 0	##440##	##440##
CLL 31.8	WE Elk Run Jct Massey Lead to 2 through 1 Crossover	##339##	##339##
CLL 31.8	WE Elk Run Jct Massey Lead to 3 through 11 Crossover	##338##	##338##
CLL 31.8	WE Elk Run Jct Massey Lead to 2 through 3 Crossover	##337##	##337##
CLL 31.8	WE Elk Run Jct Massey Lead to 1	##336##	##336##
CLL 31.8	WE Elk Run Jct Massey Lead to 0	##335##	##335##
CLL 31.8	WE Elk Run Jct Massey Lead to Massey Lead	##334##	##334##
CLL 31.8	WE Elk Run Jct Main to 3	##333##	##333##
CLL 31.8	WE Elk Run Jct Main to 0	##330##	##330##

RADIO CONTROLLED POWER ASSISTED SWITCHES

Radio Controlled switches are installed at the following locations:

MP	Location	Switch Inquire	Switch Normal	Switch Reverse
CLL 33.5	EE Elk Run Jct Switch 7	#207##	#207#11	#207#33
CLL 33.5	EE Elk Run Jct Switch 5	#205##	#205#11	#205#33
CLL 33.5	EE Elk Run Jct Switch 3	#203##	#203#11	#203#33
CLL 33.5	EE Elk Run Jct Switch 1	#201##	#201#11	#201#33
CLL 31.8	WE Elk Run Jct Switch 11	#111##	#111#11	#111#33
CLL 31.8	WE Elk Run Jct Switch 9	#109##	#109#11	#109#33
CLL 31.8	WE Elk Run Jct Switch 7	#107##	#107#11	#107#33
CLL 31.8	WE Elk Run Jct Switch 5	#105##	#105#11	#105#33
CLL 31.8	WE Elk Run Jct Switch 3	#103##	#103#11	#103#33
CLL 31.8	WE Elk Run Jct Switch 1	#101##	#101#11	#101#33

104-A HANDLING SWITCHES

The normal position of the #1 PT (Pit Track) Switch Elk Run Yard is designated as lined for straight track movement on the Massey Industrial Track.

This switch must be secured at all times by the use of a switch lock.

Any use of #1 PT (Pit Track) switch must be reported to the Elk Run Yardmaster and also reported when it is restored to normal position.

Switches for Tracks 4, 5 and 6 will be lined and locked for movement to and from the Massey Lead.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CLL 31.1	Sylvester Spring Switch	No 2 Yard Trk	10
CLL 2.5	Fork Creek Spring Switch	Main	

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Big Coal SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLL 34.8	Elk Run YM	Cont	008	Terminal
CLL 33.5	Elk Run Jct		008, 014-2	Wayside
CLL 20.6	Seth			
CLL 14.0	Peytona			
CLL 7.0	Emmonds			

During loading operations, crews at Sylvester, Marfork and Goals Mines will use the designated radio channel. When loading is completed, crews will return to the road channel.

Sylvester Mine 028
Marfork Mine 032
Goals Mine 070

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

Employees will make the safety stop as required by Safety Rule TS-16 in all cases except at:

1) Homer III Mine – When doubling up loaded trains
2) Bull Creek Mine – When doubling up loaded trains

Crews doubling up loaded trains at the above listed locations must comply with the following:

1) A job briefing must be conducted in which the movement 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

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

Employees are prohibited from riding the side of equipment at the following locations:

MP	Location	Remark
CLL 33.0	Elk Run Yard	Trks E01 - E06
CLL 31.1	Sylvester Mine	Loadout
CLL 13.7	Homer Mine 3	Loadout
CLL 7.0	Bull Creek Mine	Loadout
CLL 2.5	Fork Creek Mine	Loadout

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CLL 13.5	Homer 3 Mine	West
CLL 10.0	Costa House Trk	
CLL 7.0	Bull Creek Mine	
CLL 2.5	Fork Creek Mine	

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

MP	Location	DOT#	Type
CLL 21.01	Prenter Rd	231860H	M
CLL 17.26	Boomington	226176M	M
CLL 15.75	Indian Creek	226174Y	M
CLL 13.99	Peytona Main	226172K	M
CLL 13.88	Peytona Costa Rd	226171D	M
CLL 13.50	Peytona Costa Rd	226170W	M
CLL 8.79	SR 1/1 Darmont II	226162E	M
CLL 7.85	SR 1/1 Darmont I	226161X	M
CLL 6.90	CR 18	226159W	M
CLL 6.58	CR 18	226158P	M
CLL 5.20	CR 18	226154M	M
CLL 4.51	CR 18	226153F	M

Former Main Track from CLL 35.6 to CLL 31.0

MP	Location	DOT#	Type
CLL 33.96	Coal River Rd/ SR 3	226199U	C

BIG MARSH FORK SUBDIVISION - BM

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST			
			CLQ 8.7	96		
			GOALS IT			
20	CLQ 7.4	(END OF MAIN TRACK) SUNDIAL		TWC-DCS		
		0.2				
	CLQ 7.2	EDWIGHT				
		1.1				
	CLQ 6.1	STICKNEY				
		1.1				
	CLQ 5.0	MONTCOAL	HE DISP 014-2 RD 008			
		3.0	MARFORK IT			
	CLQ 2.0	EUNICE				
		1.0				
20	CLQ 1.0	PETTUS (END OF MAIN TRACK)		TWC-DCS		
				96		
			CLQ 0.0 JARROLDS VALLEY			
			BIG COAL SD			
6.4 MILES SUNDIAL TO PETTUS						

BIG MARSH FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BIG MARSH FORK

Trk	MP/Location	F
SG	CLQ 7.4 - 1.0	20

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
CLQ 1.0	Marfork IT	Loads: 25% Empties: 10%
CLQ 1.0	West of Marfork Switch	Loads: 10% East end of cut Empties: 3 West end of cut
CLQ 1.0	Marfork	Loads: 10% West end of cut Empties: 3 West end of cut

104 HANDLING SWITCHES
POWER ASSISTED SWITCHES (PAS)

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

MP	Location	Normal Position	Reverse Position	Type
CLQ 1.0	Marfork IT	001011	001033	PAS

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLQ 5.3	Montcoal	Cont	008, 014-2	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
CLQ 8.2	Goals Mine	Loadout
CLQ 1.0	Marfork Mine	Loadout

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CLQ 7.2	Sundial	West

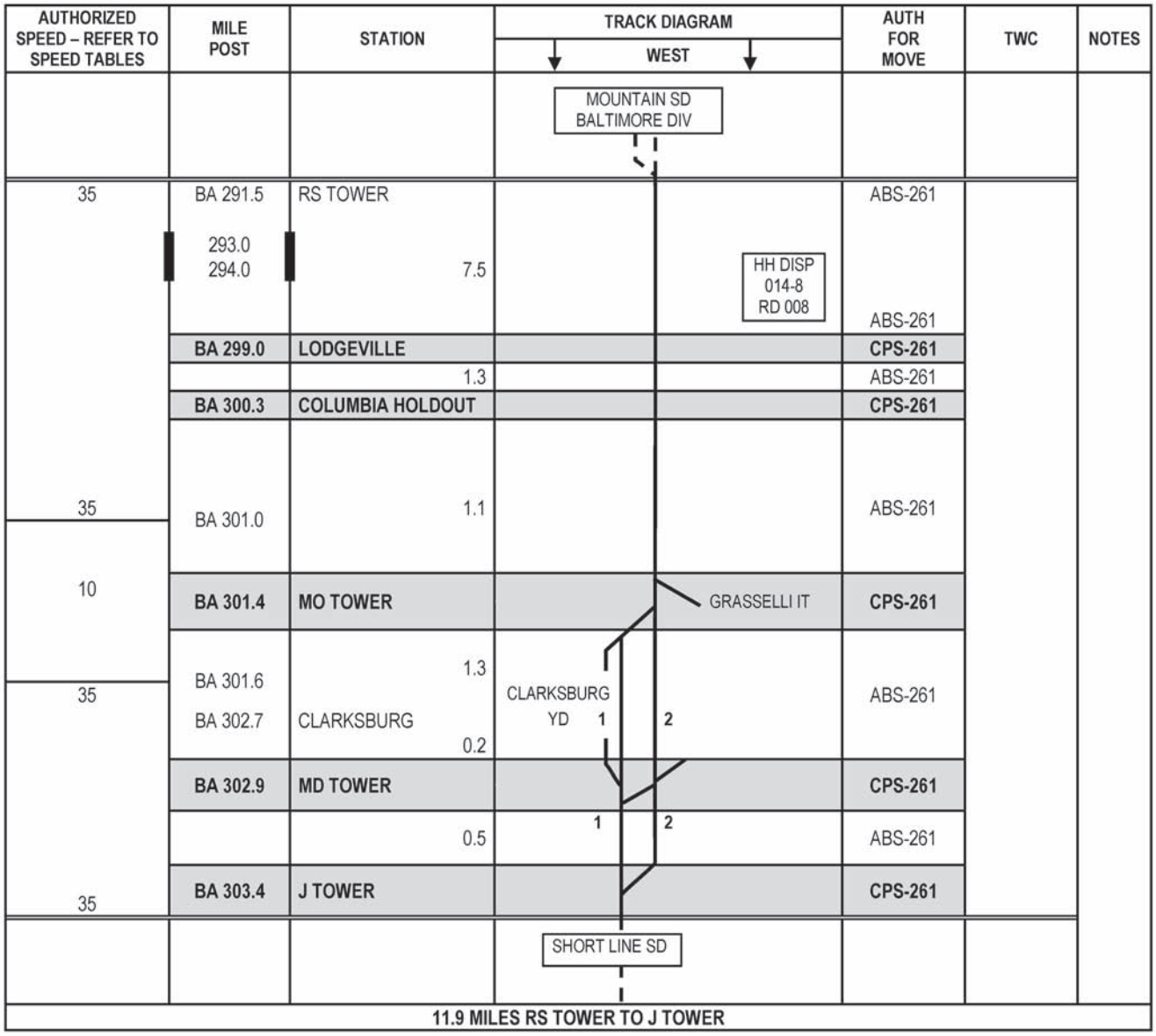
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
CLQ 3.59	Birchton	226211Y	C
CLQ 1.04	Pettus	226207J	C

Former Main Track from CLQ 1.0 to CLQ 0.0

MP	Location	DOT#	Type
CLQ 0.21	Clearfork Rd	226206C	C

BRIDGEPORT SUBDIVISION - PU



BRIDGEPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BRIDGEPORT

Trk	MP/Location	F
SG	BA 291.5 - 301.0	35
SG	BA 301.0 - 301.4 (HE) -- (WB)	10
Both	BA 301.4 - 301.6 (HE) -- (WB)	10
Both	BA 301.6 - 303.4	35

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
BA 291.5 - BA 298.0	All Trks	Loads: 20% Empties: 10%
BA 298.0 - BA 303.4	All Trks	Loads: 50% Empties: 25%

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Bridgeport SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
BA 297.6	Brigdeport	Cont	014-08, 008	Wayside
BA 303.5	Short Line Jct			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Refer to Rule 4453 when operating between the locations shown below:

MP
BA 302.9 - BA 303.4

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5553 B TRAIN BRAKES

Stretch braking may be used at the following locations:

Westward trains:
From BA 291.5 to BA 291.6
From BA 295.5 to BA 296.0

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
BA 294.2	Fourco IT	6-Axle Units	Prohibited
BA 301.4	Grasselli IT	Cars 251,000 lbs or greater	

7. CLOSE CLEARANCE

MP	Location	Remark
BA 294.2	Jerry Run Fourco	Bldg, dock, trks
BA 300.3	Merrick Corp	Dock and bldg
BA 300.3	Medical Action Ind	Bldg and dock
BA 301.4	Ucar Carbon	Gate and dock
BA 302.9	Transflo	Trks
BA 302.9	Clarksburg Publishing	Bldg and dock

8. MISCELLANEOUS

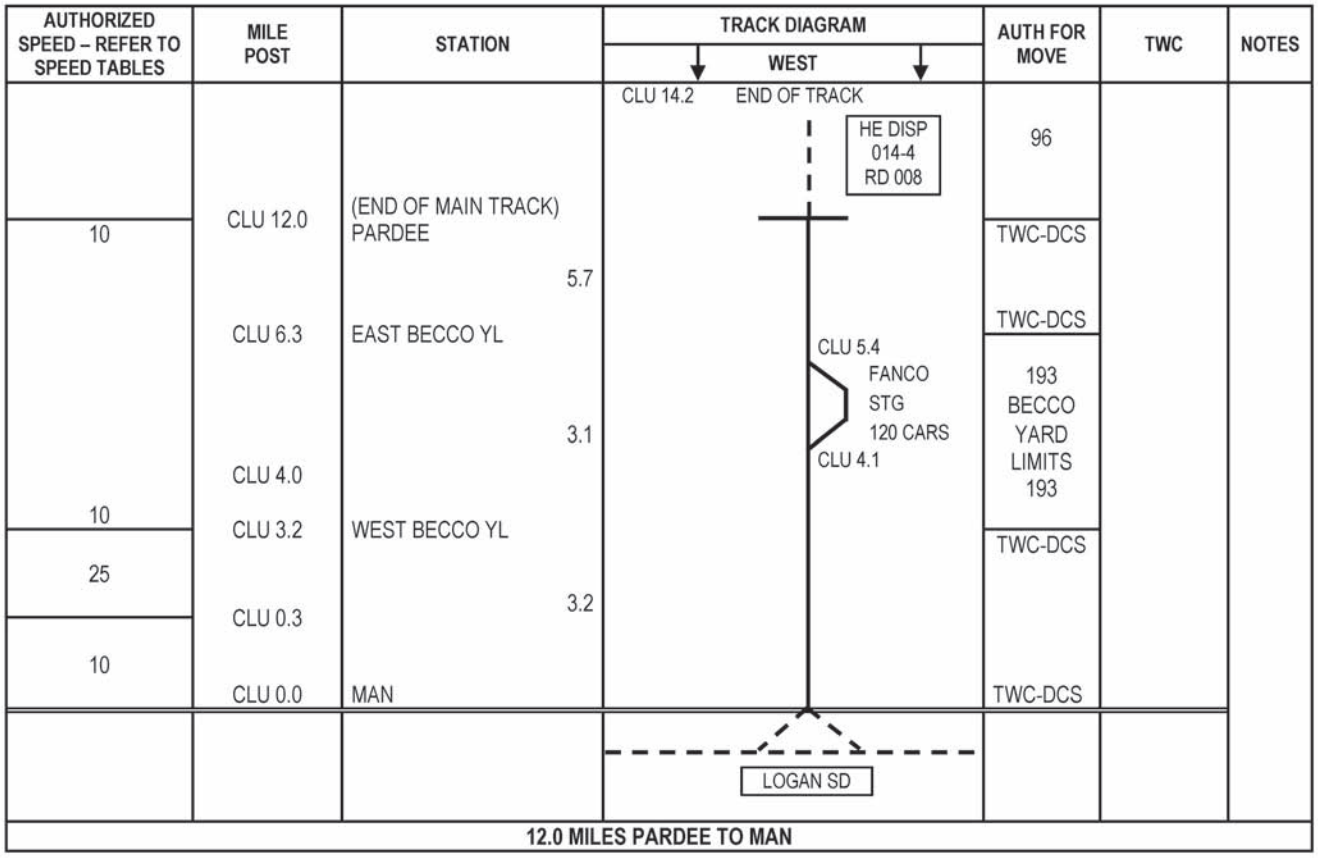
ADDITIONAL STATIONS

MP	Station	Switch Opening
BA 294.2	Fourco IT	West
BA 300.4	Merrick	

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

MP	Location	DOT#	Type
BA 292.07	Rosemont	146364F	M
BA 295.24	Oral Lake	146369P	C
BA 297.52	Main St	146371R	P
BA 297.65	Virginia Ave	146372X	P
BA 300.78	Despard	146377G	M

BUFFALO SUBDIVISION - BF



BUFFALO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BUFFALO

Trk	MP/Location	F
SG	CLU 12.0 - 6.3	10
SG	CLU 6.3 - 3.2	10
SG	CLU 3.2 - 0.3	25
SG	CLU 0.3 - 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
CLU 6.3 - CLU 3.2	Fanco	45 cars or less Loads: 10 Empties: 5

104-A HANDLING SWITCHES

Switch to Buffalo Subdivision

Normal position for the switch to the Buffalo SD at Man is lined for movement to the Buffalo SD.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Buffalo SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLU 10.4	Laredo	Cont	008, 014-4	Wayside
CLU 9.5	Stowe			
CLU 0.0	Man			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

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
CLU 13.6	Pardee	Loadout
CLU 4.5	Fanco	Loadout

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#	Type
CLU 3.20	Public Rd	226653D	C
CLU 0.21	SR 10	226646T	C

CABIN CREEK SUBDIVISION - C0

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST			
10	CLD 12.2	RED WARRIOR	END OF TRACK			
		0.7		193		
	CLD 11.5	EE LEEWOOD		CREEK		
			SDG 4,125 FT SP / HE DISP 014-5 RD-008	YARD		
		1.0		LIMITS		
				193		
	CLD 10.5	WE LEEWOOD				
	CLD 10.1			TWC-DCS		
		10.2				
10	CLD 0.3	CABIN CREEK		TWC-DCS		
	CLD 0.0	CABIN CREEK JCT	CA 438.0 KANAWHA SD CA 438.3			
11.9 MILES RED WARRIOR TO CABIN CREEK						

CABIN CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- CABIN CREEK

Trk	MP/Location	F
SG	CLD 12.2 - 10.5	10
SG	CLD 10.5 - 0.3	10

ADDITIONAL SPEEDS (SP) -- CABIN CREEK

Location	Track Type	F
CLD 11.5 - 10.5	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.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLD 11.5	Leewood	Cont	008, 014-5	Wayside
CLD 4.4	Sharon			

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

Employees will make the Safety Stop as in all cases except at the locations described below:

Cabin Creek SD – When doubling up loaded trains at Tom's Fork Mine.

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for (Safety Stop) and must comply with the following:

1) A job briefing must be conducted in which the movement 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

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

NONE

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#	Type
CLD 10.01	Leewood	226087V	C
CLD 7.08	East Giles	226081E	C
CLD 6.70	West Giles	226080X	C
CLD 4.20	Sharon	226076H	C
CLD 3.01	Rhonda	226073M	C

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			WEST / NORTHERN SD			
75	55	CA 543.0	NJ CABIN	1 2			
75		CA 543.7					
79	55	CA 547.5	7.2		ABS-261		
45	45	CA 548.1	SOUTH SHORE (P)				
45	45	CA 548.8		1 2			
79	55	**CA 550.2**	**SOUTH PORTSMOUTH**		**CPS-261**		
79		CA 550.4		HD DISP 094-4 RD 008			
70		CA 551.3					
79		CA 551.4	13.6	DD	ABS-261		
79		CA 562.1					
70		CA 562.4					
79		CA 563.3		DD			
		CA 563.8	**EE GARRISON SDG**		**CPS-261**		
			3.1	SSDG 15,640 FT SP	ABS-261		
79		**CA 566.9**	**WE GARRISON SDG**		**CPS-261**		
75		CA 567.3			ABS-261		
79		CA 570.1					
70		CA 570.6					
79	55	CA 571.2					
30	30		13.9				
65	55	CA 572.2					
79		CA 572.6					
79	55				ABS-261		

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
P	F						
79	55	CA 579.2		DD	ABS-261		
		CA 580.8	**EE CONCORD SDG**		**CPS-261**		
			3.0	SSDG 14,740 FT SP	ABS-261		
		CA 583.8	**WE CONCORD SDG**		**CPS-261**		
		CA 583.9			ABS-261		
		CA 584.5					
		589.0					
		590.0					
79		CA 590.3					
75		CA 590.8	12.3				
79		CA 593.6		DD			
		CA 594.2					
70		CA 594.6					
79		CA 595.7			ABS-261		
70	55	**CA 596.1**	**SPRINGDALE**		**CPS-261**		
45	45	CA 596.2					
79	55	CA 598.9		1 2	ABS-261		
35	35	CA 601.0		TTIS			
		CA 602.0	8.3 MAYSVILLE (P)	CA 601.8 RIVER STG 35 CARS CA 602.3			
35	35	CA 602.9		MAYSVILLE YD			
79	55	CA 604.2			ABS-261		
70		**CA 604.4**	**WEST MAYSVILLE**		**CPS-261**		
79			4.1	CA 605.1 CA 606.3 BH STG 72 CARS	ABS-261		
		CA 607.4					
75		CA 608.3					
79	55			1 2	ABS-261		

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
P	F						
				1 2	ABS-261		
79	55	CA 608.4					
40	40	**CA 608.5**	**LC CABIN**		**CPS-261**		
75	55	CA 608.8			ABS-261		
79		CA 609.9		DD			
	55	611.0					
		CA 611.6					
35	35	612.0					
		CA 612.8					
79	55	CA 613.5	11.1				
70		CA 614.0					
79		CA 615.8					
70		CA 617.3					
79	55	CA 618.3			ABS-261		
25	25	**CA 619.6**	**EE AUGUSTA**		**CPS-261**		
79	55	CA 619.7					
		CA 620.6	2.2	SSDG 10,670 FT **SP**	ABS-261		
75		CA 620.7					
79		**CA 621.8**	**WE AUGUSTA**		**CPS-261**		
79		CA 622.6					
75		CA 622.7					
79		CA 624.9	8.7	DD	ABS-261		
		CA 628.7					
75		CA 629.7					
79	55	CA 630.4					
40	40	**CA 630.5**	**FOSTER**		**CPS-261**		
70	55	CA 630.6					
		CA 631.1	3.3	1 2	ABS-261		
79		**CA 633.8**	**CARNTOWN**		**CPS-261**		
75		CA 634.0	2.4		ABS-261		
79	55	CA 634.3					

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST			
P	F						
79	55			1 2	ABS-261		
40	40	CA 636.2	ME CABIN		CPS-261		
79	55	CA 636.3					
79	55	CA 639.9	5.7	DD	ABS-261		
40	40	CA 641.9	NEW RICHMOND		CPS-261		
79	55	CA 642.1					
75		CA 643.8	8.1	1 2	ABS-261		
79	55	CA 644.0					
		CA 650.0	MELBOURNE		CPS-261		
				CINCINNATI TERMINAL SD LOUISVILLE DIV			
107.0 MILES NJ CABIN TO MELBOURNE							

CINCINNATI SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- CINCINNATI

Trk	MP/Location	P	F
Both	CA 543.0 - 543.7	75	55
Both	CA 543.7 - 547.5	79	55
Both	CA 547.5 - 548.8	45	45
Both	CA 548.8 - 550.2	79	55
SG	CA 550.2 - 550.4	79	55
SG	CA 550.4 - 551.3	70	55
SG	CA 551.3 - 562.1	79	55
SG	CA 562.1 - 562.4	70	55
SG	CA 562.4 - 566.9	79	55
SG	CA 566.9 - 567.3	75	55
SG	CA 567.3 - 570.1	79	55
SG	CA 570.1 - 570.6	70	55
SG	CA 570.6 - 571.2	79	55
SG	CA 571.2 - 572.2	30	30
SG	CA 572.2 - 572.6	65	55
SG	CA 572.6 - 590.3	79	55
SG	CA 583.9 - 584.5 -- (EB)	65	55
SG	CA 590.3 - 590.8	75	55
SG	CA 590.8 - 594.2	79	55
SG	CA 594.2 - 594.6	70	55
SG	CA 594.6 - 595.7	79	55
SG	CA 595.7 - 596.1	70	55
Both	CA 596.1 - 596.2	45	45
Both	CA 596.2 - 598.9	79	55
Both	CA 598.9 - 602.9	35	35
Both	CA 602.9 - 604.2	79	55
Both	CA 604.2 - 604.4	70	55
Both	CA 604.4 - 607.4	79	55
Both	CA 607.4 - 608.3	75	55
Both	CA 608.3 - 608.4	79	55
Both	CA 608.4 - 608.5	40	40
SG	CA 608.5 - 608.8	75	55
SG	CA 608.8 - 611.6	79	55
SG	CA 611.6 - 612.8	35	35
SG	CA 612.8 - 613.5	79	55
SG	CA 613.5 - 614.0	70	55
SG	CA 614.0 - 615.8	79	55
SG	CA 615.8 - 617.3	70	55
SG	CA 617.3 - 618.3	79	55
SG	CA 618.3 - 619.7	25	25
SG	CA 619.7 - 620.6	79	55
SG	CA 620.6 - 620.7	75	55
SG	CA 620.7 - 622.6	79	55
SG	CA 622.6 - 622.7	75	55
SG	CA 622.7 - 628.7	79	55
SG	CA 628.7 - 629.7	75	55
SG	CA 629.7 - 630.4	79	55
SG	CA 630.4 - 630.6	40	40
Both	CA 630.6 - 631.1	70	55
Both	CA 631.1 - 634.0	79	55
Both	CA 634.0 - 634.3	75	55
Both	CA 634.3 - 636.2	79	55
1	CA 636.2 - 636.3	40	40
2	CA 636.2 - 636.3	40	55
SG	CA 636.3 - 641.9	79	55
Both	CA 641.9 - 642.1	40	40
Both	CA 642.1 - 643.8	79	55
Both	CA 643.8 - 644.0	75	55
Both	CA 644.0 - 650.0	79	55

ADDITIONAL SPEEDS (SP) -- CINCINNATI

Location	Track Type	F
CA 563.8 - 566.9	SSDG	30
CA 580.8 - 583.8		
CA 619.6 - 621.8		

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.

13 ENGINE BELL

The engine bell will be rung continuously while moving within the city of Maysville beginning at least 100 yards before reaching the first street crossing at grade and continuing until the engine has passed the last street crossing at grade.

14(l) ENGINE BELL AND HORN SIGNALS

Trains approaching the following private crossings must:

MP	Location	Requirement
CA 606.00	Private Crossing	Sound 14(l)
CA 606.40		
CA 648.90		
CA 649.10		

100 HIGHWAY-RAIL GRADE CROSSINGS

CA 566.50, Garrison Siding – Unless otherwise instructed by the train dispatcher or train length does not permit, do not block the private road crossing.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CA 569.7	Vanceburg, KY on the Lead between Mainline and Ind Trks	Loads: 100% Empties: 100% Mixed Manifest - 100%
CA 606.0	East and West BH Sdg on the Hill between the derail and Charleston Bottom Yard Trks	

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Cincinnati SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CA 550.0	S Portsmouth	Cont	008, 094-4	Wayside
CA 554.2	St Paul			
CA 572.0	Vanceburg			
CA 583.8	Concord			
CA 601.7	Maysville			
CA 619.6	Augusta			
CA 630.5	Foster			
CA 641.9	New Richmond			

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
CA 551.4	S Portsmouth	1	NONE
CA 563.3	Garrison	1	NONE
CA 579.2	Carrs	1	NONE
CA 593.6	Sandy Hill	1	NONE
CA 609.9	S Ripley	1	NONE
CA 624.9	Augusta	1	NONE
CA 639.9	California	1	NONE

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
Cincinnati	19'2"	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
CA 547.9	Taylor - Taylor Brick	6-Axle Units	Prohibited
CA 633.2	Carntown - Black River Mining Co	Locomotives	Must not operate through loading facility on No 1 and 2 Trks

7. CLOSE CLEARANCE

MP	Location	Remark
CA 546.0	Markwest	Ind Trk
CA 606.4	Temple-Inland Paper	Ind Trk
CA 634.0	Carmeuse Lime	Ind Trk

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

Inland Container Switching Procedures:
With the addition of protective blue lights and red strobe warning lights on the outbound warehouse, the inbound warehouse and A&E Tracks, the following operating procedures are in effect when switching Inland Container:

1. Stop at the permanent derail and contact the mill scheduler or control room by phone 606-564-2637.
2. Wait until the blue light has been turned off at the derail. You must phone before advancing towards the mill.
3. Stop on the east side of the individual track's blue light and make person-to-person contact with area technicians working the inbound, outbound or A&E Tracks.
4. After contacting area technicians, and being cleared to enter these tracks, crews may enter and perform their switching after activation of a red stobe light by technician.
5. After the rail crew has completed switching and has exited the internal track, the rail crew, at the derail, will call on the phone to notify the mill scheduler or control room to let them know the rail crew has finished switching.

Transportation Worker Identification Card (TWIC) Program and Requirement

Under a new 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 your job in federally-secured port facilities.

ADDITIONAL STATIONS

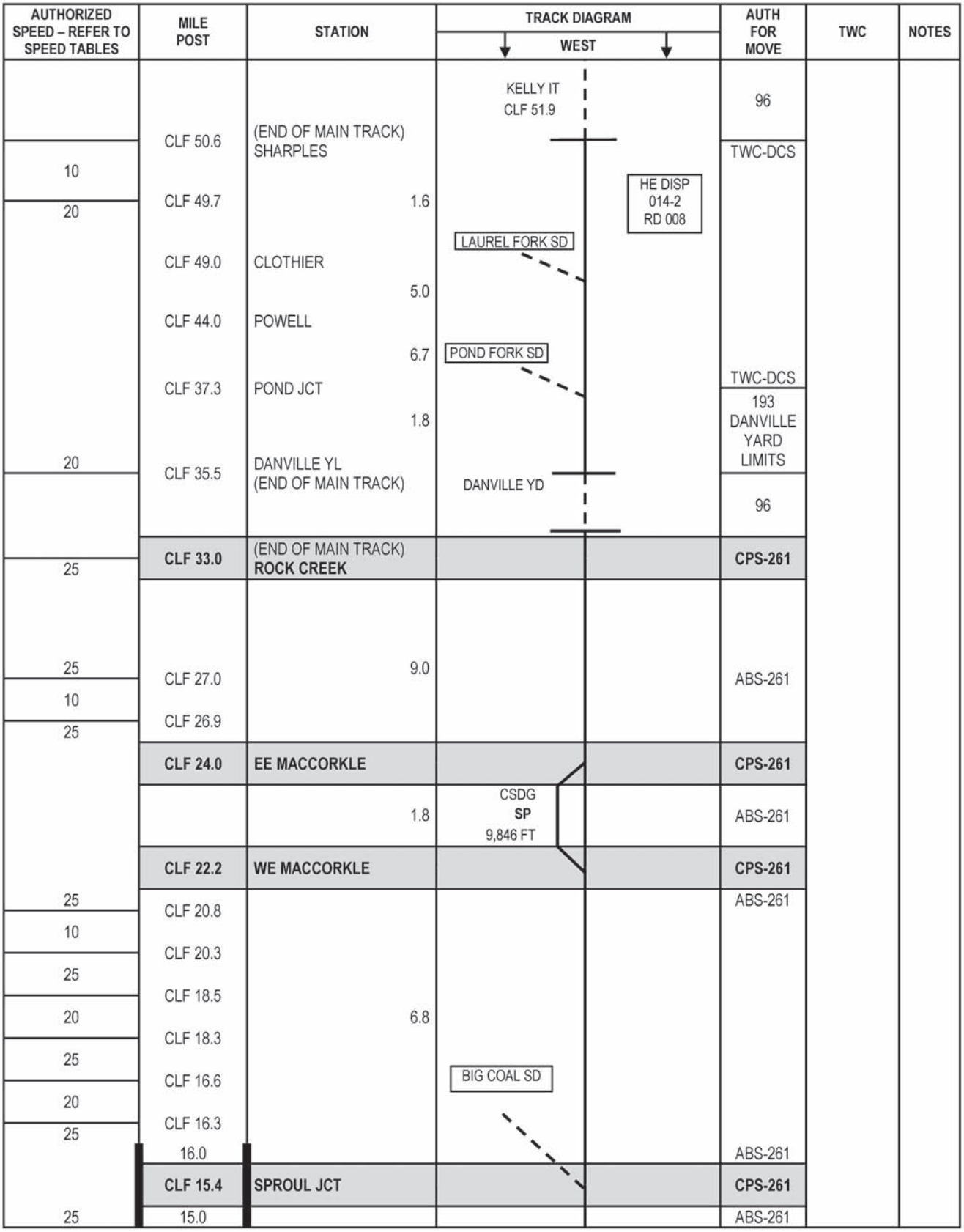
MP	Station	Switch Opening
CA 545.5	EE Markwest / #1	East
CA 546.3	WE Markwest / #1	West
CA 547.9	Taylor Brick / #2	East
CA 555.6	GN Cabin / Single	West
CA 562.7	Tram Const / Garrison Spur / Single	East
CA 569.6	Coroplast / Single	West
CA 571.0	Vanceburg Tie Yard Spur / Single	East
CA 586.4	Pence Spur / Single	
CA 595.8	EE Carmeuse Lime / Single	
CA 595.9	WE Carmeuse Lime/Single	West
CA 598.9	TTI Terminal / #1	East
CA 610.3	S Ripley Spur / Single	
CA 618.8	EE Clopay / Single	
CA 618.9	WE Clopay / Single	West
CA 633.2	EE Carmeuse Lime / #2	East
CA 633.8	WE Carmeuse Lime / #2	West
CA 633.9	EE River Trk / #1	East
CA 634.2	WE River Trk / #1	West
CA 637.0	Mentor Spur / Single	East
CA 642.5	New Richmond Spur / #1	West
CA 648.9	Mosaic Ind Trk / #1	East

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

MP	Location	DOT#	Type
CA 544.20	Siloam Rd	229122S	C
CA 544.56	Harding Rd	229123Y	C
CA 545.35	Johnson Ln	229124F	C
CA 546.14	Biggs Ln	229126U	C
CA 547.21	King Ave	229130J	C
CA 547.68	Melroy Ln	229131R	C
CA 548.19	Main St	229132X	C
CA 551.09	Beatyville Rd	229497E	C
CA 562.97	Garrison Ln	229181U	C
CA 571.43	Bruce St	229201D	C
CA 571.60	2nd St	229203S	C
CA 571.84	Court St	229206M	C
CA 571.90	Lexington Ave	229207U	C
CA 571.97	Main St	229208B	C
CA 572.03	Rowley Ave	229209H	C
CA 576.30	SR 8	229221P	C
CA 580.43	SR 8	229236E	C
CA 583.88	Main St	229244W	C
CA 599.71	Carmel St	229275V	C
CA 599.82	Broadway St	229276C	C
CA 599.89	Main	229277J	C
CA 600.26	Wood St	229278R	C
CA 600.49	Union St	229279X	C
CA 600.68	Lexington St	229281Y	C
CA 600.74	Poplar St	229282F	C
CA 600.87	Commerce St	229283M	C
CA 612.03	Market St	229302P	M
CA 618.68	Hamilton Ave	229320M	P
CA 618.86	Seminary	229321U	C
CA 619.00	Frankfort	229324P	P
CA 619.07	Bracken	229325W	C
CA 619.18	Elizabeth	229327K	M
CA 619.27	Main St	229329Y	C
CA 619.41	Williams St	229331A	C
CA 628.52	Private Rd	229356V	C
CA 637.27	Flag Springs Ave	229369W	P
CA 639.52	Union St	229379C	M
CA 648.59	Williams Ln	229415V	C
CA 649.91	Anderson Ln	229421Y	C

NOTES

COAL RIVER SUBDIVISION - CR



COAL RIVER SUBDIVISION - CR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
25	CLF 13.7	3.3	DD	ABS-261		
	CLF 12.1	**E ALUM CREEK**		**CPS-261**		
		1.9	SSDG 20,042 FT SP	ABS-261		
	CLF 10.2	**ALUM CREEK**		**CPS-261**		
		1.8		ABS-261		
	CLF 8.4	**W ALUM CREEK**		**CPS-261**		
		2.3		ABS-261		
	CLF 6.1	**EE COAL RIVER**		**CPS-261**		
		1.3	CSDG 7,032 FT SP	ABS-261		
	CLF 4.8	**WE COAL RIVER**		**CPS-261**		
	4.0 3.0	3.8		ABS-261		
	CLF 1.0	**INDIAN**		**CPS-261**		
		0.7		ABS-261		
25	CLF 0.3	SAINT ALBANS	KANAWHA SD			

15.1 MILES SHARPLES TO DANVILLE YL
32.7 MILES ROCK CREEK TO SAINT ALBANS

COAL RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- COAL RIVER

Trk	MP/Location	F
SG	CLF 50.6 - 49.7	10
SG	CLF 49.7 - 37.3	20
SG	CLF 37.3 - 35.5	20
SG	CLF 33.0 - 27.0	25
SG	CLF 27.0 - 26.9	10
SG	CLF 26.9 - 20.8	25
SG	CLF 20.8 - 20.3	10
SG	CLF 20.3 - 18.5	25
SG	CLF 18.5 - 18.3	20
SG	CLF 18.3 - 16.6	25
SG	CLF 16.6 - 16.3	20
SG	CLF 16.3 - 0.3	25

ADDITIONAL SPEEDS (SP) -- COAL RIVER

Location	Track Type	F
CLF 24.0 - 22.2	CSDG	10
CLF 12.1 - 8.4	SSDG	25
CLF 6.1 - 4.8	CSDG	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.

100 HIGHWAY-RAIL GRADE CROSSINGS

CLF 37.30 Pond Jct – Providing Crossing Protection
Westward approach circuit begins at a point 341 feet east of the spring switch at Pond Jct and is identified by sign reading “beginning flasher circuit”. Westward trains stopping for yarding instructions at Danville must stop east of this sign. When necessary to meet eastward trains at Pond Jct, westward trains on Pond Fork or Coal River SD’s must not move west of this sign until the rear of eastward train has cleared the westward approach circuit.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CLF 50.6 - CLF 0.3	Entire SD	Loads: 5 Empties: 3

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CLF 37.3	Pond Jct	Lined for Pond Fork SD	10
CLF 49.0	Clothier	Lined for Coal River SD	

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Coal River SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMP 16.0	Deskins	Cont	008, 014-2	Wayside
CLF 37.3	Pond Jct			
	Clothier			
CLF 34.8	Danville Yardmaster's Radio		008	Terminal
CLF 27.7	Julian		008, 014-2	Wayside
CLF 21.8	McCorkle			
CLF 10.2	Alum Creek			
CLF 4.2	River Bend			
CLF 2.0	Drumheller			

704 ON TRACK EQUIPMENT MOVEMENTS

CLF 32.9 and CLF 37.3 - Prior to occupying tracks between this location, engineering forces will make arrangements with the Danville Yardmaster (when on-duty), who is responsible for directing movements on those tracks. When no yardmaster is on-duty, engineering forces must obtain verbal permission from the train dispatcher.

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
CLF 13.7	Sproul	2	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CLF 39.7	Happelton

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
CLF 50.6 - CLF 0.3	Entire SD	Equipment Exceeding Plate C	Prohibited

7. CLOSE CLEARANCE

Employees are prohibited from riding the side of equipment at the following locations

MP	Location	Remark
CLF 35.0 - CLF 32.2	Danville Yard Beth Mine Mountain Laurel	Trks D01 - D10 Loadout

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CLF 34.8 - Danville:

1. Eastward trains will call the Danville Yardmaster (when on-duty) for instructions before passing the east switch of Beth Mine.

2. Westward trains will call the Danville Yardmaster (when on-duty) for instructions before passing Pond Jct.

3. Danville No 1 Yard Track (Running Track) must not be occupied or fouled between east and west Lead Switches without receiving instructions from the yardmaster (when on-duty).

ADDITIONAL STATIONS

MP	Station	Switch Opening
CLF 37.2	Boone Ready Mix	East
CLF 28.0	Julian House Trk	West
CLF 15.3	Sproul House Trk	East
CLF 2.6	Calvert House Trk	

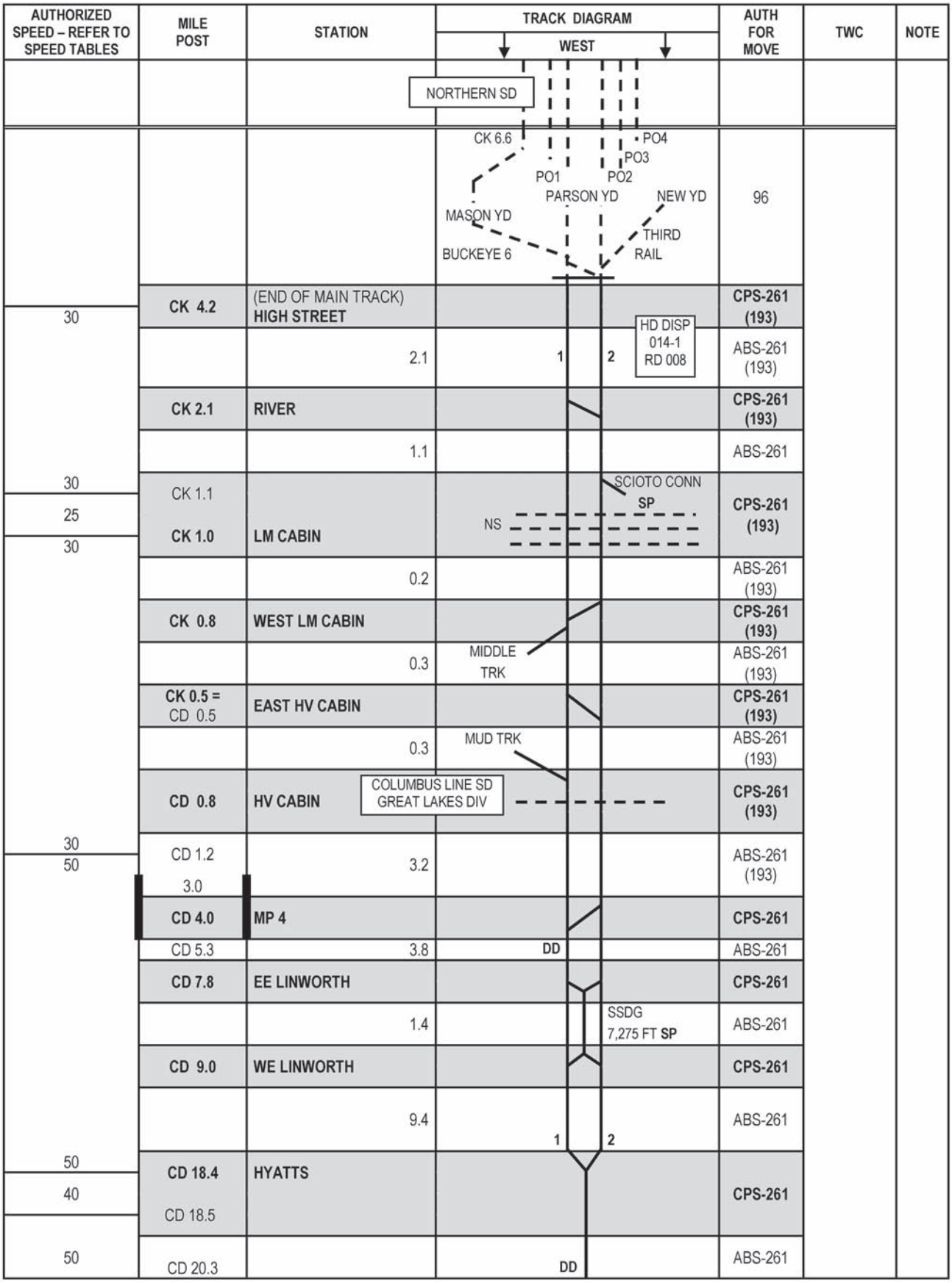
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
CLF 47.21	SR 9	226341V	M
CLF 44.82	Six Mile Creek Rd	226337F	M
CLF 40.14	Public Rd	226324E	M
CLF 37.24	Main St	226319H	M
CLF 36.61	C Ave	226317U	M
CLF 27.84	Public Rd	226301X	M
CLF 6.22	Public Rd	226286X	M
CLF 4.21	Riverbend Blvd	226282V	M
CLF 3.31	Parkview Dr	226280G	M
CLF 3.01	Sutherland	226279M	M
CLF 2.69	Shadyside	226278F	M
CLF 2.16	Lakewood Dr	226277Y	M

Former Main Track from CLF 35.5 to CLF 33.0

MP	Location	DOT#	Type
CLF 35.33	4th St	226314Y	M
CLF 35.23	3rd St	226313S	M
CLF 33.09	Hopkins Rd	226309C	M

COLUMBUS SUBDIVISION - CS



COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
50		3.5		ABS-261		
	CD 21.9	EE DELAWARE		CPS-261		
		1.5	SSDG 7,924 FT SP	ABS-261		
	CD 23.4	WE DELAWARE		CPS-261		
		1.8		ABS-261		
50 / 40	CD 25.2 / CD 25.3	RW CABIN		CPS-261		
50		5.7	1 2	ABS-261		
	CD 30.9	MEREDITH		CPS-261		
	CD 38.7	9.7	DD	ABS-261		
	CD 40.6	OWENS		CPS-261		
50 / 30	CD 43.8	3.9	1 2	ABS-261		
	CD 44.5	MA CABIN		CPS-261		
		1.1		ABS-261		
30 / 25 / 30	CD 45.6 / CD 45.7	AC CABIN — MT VICTORY SD / GREAT LAKES DIV	SP	CPS-261		
		0.6		ABS-261		
	CD 46.2	MARION CONNECTION	CD 46.1	CPS-261		1
30 / 50	CD 46.5	0.6		ABS-261		
	CD 46.8	EE MD SIDING		CPS-261		
		1.3	SSDG 6,988 FT SP	ABS-261		
	CD 48.1	WE MD SIDING		CPS-261		
		1.8	1 2	ABS-261		
50 / 40 / 50	CD 49.9 / CD 50.0	ACTON		CPS-261		
				ABS-261		

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
50		4.9		ABS-261		
	CD 54.8	**EE HARPSTER**		**CPS-261**		
		2.6	SSDG 13,489 FT **SP**	ABS-261		
	CD 57.4	**WE HARPSTER**		**CPS-261**		
	CD 58.9	4.8	DD	ABS-261		
	CD 62.2	**UPPER SANDUSKY**		**CPS-261**		
		1.5	SSDG 7,111 FT **SP**	ABS-261		
50	**CD 63.7**	**SA CABIN**	CFE	**CPS-261**		
40	CD 63.8					
50		0.6		ABS-261		
	CD 64.3	**RT 30**		**CPS-261**		
		6.8		ABS-261		
	CD 71.1	**CRAWFORD**		**CPS-261**		
		2.4	1 — 2 SSDG 10,587 FT **SP**	ABS-261		
	CD 73.5	**CAREY**		**CPS-261**		
		1.0		ABS-261 ABS-261		
	CD 74.5	**ONION**		**CPS-261**		
		2.0	1 — 2	ABS-261		
	CD 76.5	**SPRINGS**		**CPS-261**		
	CD 77.6	7.1	DD	ABS-261		
	CD 83.6	**LOUDON**		**CPS-261**		
50			1 — 2	ABS-261		

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
50		2.4	1 2	ABS-261		
	CD 86.0	**EE B&O CENTER SDG**		**CPS-261**		
		1.4	CD 86.1 WEST SETOFF 100 CARS CD 87.3 — SSDG 3,600 FT **SP**	ABS-261		
50	CD 87.4	WE B&O CENTER SDG	C&O YD			
			FOSTORIA SD GREAT LAKES DIV			
90.6 MILES HIGH STREET TO WE B&O CENTER SDG						

STATION PAGE NOTES
NOTE 1: Before occupying the Marion connection track, all trains must secure permission from the train dispatcher.

COLUMBUS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- COLUMBUS

Trk	MP/Location	F
Both	CK 4.2 - 1.1	30
Both	CK 1.1 - 1.0	25
Both	CK 1.0 - 0.5	30
2	CD 0.5 - 1.0 (HE) -- (EB)	10
Both	CD 0.5 - 1.2	30
Both	CD 1.2 - 18.4	50
SG	CD 18.4 - 18.5	40
SG	CD 18.5 - 25.2	50
Both	CD 25.2 - 25.3	40
Both	CD 25.3 - 30.9	50
SG	CD 30.9 - 40.6	50
Both	CD 40.6 - 43.8	50
Both	CD 43.8 - 45.6	30
Both	CD 45.6 - 45.7	25
Both	CD 45.7 - 46.5	30
Both	CD 46.5 - 49.9	50
SG	CD 49.9 - 50.0	40
SG	CD 50.0 - 63.7	50
SG	CD 63.7 - 63.8	40
SG	CD 63.8 - 71.1	50
Both	CD 71.1 - 76.5	50
SG	CD 76.5 - 83.6	50
Both	CD 83.6 - 87.4	50

BETWEEN 10,000 AND 20,000 TONNAGE SPEEDS -- COLUMBUS

Trk	MP/Location	F
Both	CK 4.2 - 1.1	30
Both	CK 1.1 - 1.0	25
Both	CK 1.0 - 0.5	30
2	CD 0.5 - 1.0 (HE) -- (EB)	10
Both	CD 0.5 - 1.2	30
Both	CD 1.2 - 18.4	40
SG	CD 18.4 - 18.5	40
SG	CD 18.5 - 25.2	40
Both	CD 25.2 - 25.3	40
Both	CD 25.3 - 30.9	40
SG	CD 30.9 - 40.6	40
Both	CD 40.6 - 43.8	30
Both	CD 43.8 - 45.6	30
Both	CD 45.6 - 45.7	25
Both	CD 45.7 - 46.5	30
Both	CD 46.5 - 49.9	40
SG	CD 49.9 - 50.0	40
SG	CD 50.0 - 63.7	40
SG	CD 63.7 - 63.8	40
SG	CD 63.8 - 71.1	40
Both	CD 71.1 - 76.5	40
SG	CD 76.5 - 83.6	40
Both	CD 83.6 - 87.4	40

GREATER THAN 20,000 TONNAGE SPEEDS -- COLUMBUS

Trk	MP/Location	F
Both	CK 4.2 - 1.1	30
Both	CK 1.1 - 1.0	25
Both	CK 1.0 - 0.5	30
2	CD 0.5 - 1.0 (HE) -- (EB)	10
Both	CD 0.5 - 1.2	30
Both	CD 1.2 - 18.4	35
SG	CD 18.4 - 18.5	35
SG	CD 18.5 - 25.2	35
Both	CD 25.2 - 25.3	35
Both	CD 25.3 - 30.9	35
SG	CD 30.9 - 40.6	35
Both	CD 40.6 - 43.8	35
Both	CD 43.8 - 45.6	30
Both	CD 45.6 - 45.7	25
Both	CD 45.7 - 46.5	30
Both	CD 46.5 - 49.9	35
SG	CD 49.9 - 50.0	30
SG	CD 50.0 - 63.7	35
SG	CD 63.7 - 63.8	35
SG	CD 63.8 - 71.1	35
Both	CD 71.1 - 76.5	35
SG	CD 76.5 - 83.6	35
Both	CD 83.6 - 87.4	35

ADDITIONAL SPEEDS (SP) -- COLUMBUS

Location	Track Type	F
CK 1.2 - 0.9	CONN	20
CD 7.8 - 9.0	SSDG	30
CD 21.9 - 23.4		
CD 45.6 - 46.1	CONN	10
CD 46.8 - 48.1	SSDG	30
CD 54.8 - 57.4		
CD 62.2 - 63.7		
CD 71.1 - 73.5		20
CD 86.0 - 87.4		25

ADDITIONAL SPEED RESTRICTIONS

Trains and engines operating on the Scioto Connection track at LM Cabin will not exceed 20 MPH.

Trains using the Marion Connection will not exceed 10 MPH.

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.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CK 1.0	LM Cabin	NS	Remotely Controlled	226-B.3
CD 0.8	HV Cabin	CSX		
CD 45.6	AC Cabin (Note 1)			
CD 63.7	SA Cabin (Note 2)	CFE	Automatic	

Note 1: CD 45.6 AC Cabin

When absolute signals governing movement over the crossing display a Stop aspect, after stopping, trains will contact the dispatcher for permission to pass the Stop signal and for permission to push the button. After receiving permission to push the button, trains will be governed as follows:

1) Observe lights in the CSX emergency release box located on the south side of the signal house in the northwest quadrant of the crossing.

2) If the red light is illuminated, push the button. If the white light illuminates, train may proceed in accordance with Rule 225.

3) If the red light is illuminated, but the white light does not illuminate when the button is pushed, or if the red light is not illuminated:

A) Pull by the signal, at least 30 feet, but not fouling crossing;
B) Wait six (6) minutes;
C) Proceed in accordance with Rule 225.

Note 2: CD 63.7 SA Cabin

Timeout and reclearing circuits are provided for eastward and westward trains. Eastward trains consuming more than 12 minutes 53 seconds between the white post located 1,100 feet west of CD 68.0 and white post located 903 feet east of CD 65.0 or westward trains consuming more than 17 minutes 48 seconds between the white post located 788 feet east of CD 63.0 can expect the absolute signals to display a Stop aspect. Absolute signal should display an aspect to proceed when train passes insulated joints at end of timeout circuits.

When absolute signals governing movement over the crossing display a Stop aspect, after contacting the dispatcher, the train will be governed as follows:

Observe lights in CSX emergency release box in southwest quadrant of crossing.

If red light is illuminated, depress and hold push button for five (5) seconds. If white light illuminates, train may proceed over crossing on hand signal from employee stationed at the crossing.

If red light is not illuminated, wait seven (7) minutes and push button.
If after five (5) minutes white light does not illuminate and signal does not clear.
Pull by the signal at least 30 feet, but not fouling crossing.
Wait five (5) minutes.
Proceed in accordance with Rule 225.

100 HIGHWAY-RAIL GRADE CROSSINGS

CD 44.50 Marion – Barks Rd - Westward trains receiving an approach or approach medium aspect at MA Cabin CD 44.50 must stop clear of Barks Rd. A member of the train crew will immediately contact the dispatcher for further instructions.

CD 46.40 MD Cabin – Fairgrounds Rd - Eastward trains receiving an approach aspect at the east end of siding CD 46.80 or at Intermediate Signal 472 CD 47.20 must stop clear of Fairgrounds Rd. A member of the train crew will immediately contact the train dispatcher for further instructions. The crossing is equipped with island circuits.

CD 63.30 Upper Sandusky – Spring St - A pushbutton is located on the relay case for the purpose of interrupting the flashers when the train is standing on the siding. When flasher operation has been interrupted by use of the pushbutton, and train movement resumes, the train must stop with the leading wheels on the street side of the insulated joint for flasher operation to resume.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

Location	Minimum Hand Brakes Required
Columbus Term	Loads: 5 Empties: 3
Columbus Term	Unit Trains Only Loads: 5 Empties: 5

104-A HANDLING SWITCHES

CK 1.0 Yard A - Hand operated switches located in the Middle Track between LM Cabin and the Connecting Track to the Columbus Line SD at Dennison Avenue must be lined and locked for movement on Middle Track.

CK 5.5 Parsons Yard - The switch at the east end of P04 will be lined for movement on P04.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Columbus SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CK 5.5	Mason Yard	Cont	008	Terminal
	New Yard EE		028	
	Remote Ctrl Opr		035	
	Parsons		008, 014-1	Wayside
CD 23.5	Delaware			
CD 46.5	MD Cabin			
CD 64.0	SA Cabin			

Crews will use Channel 008 when contacting the Parsons Yardmaster for instructions.

Crews switching at Fostoria and Upper Sandusky may use Channel 070 while switching.

Prior to going from one yard to another within Columbus Terminal, crews must contact the Parsons Yardmaster. Parsons Yardmaster monitors both Channel 008 and Channel 035.

Prior to fouling or occupying tracks between CJ 91.2 and CK 4.2, engineering forces will make arrangements with the Parsons Yardmaster who is responsible for directing movements on these tracks. Engineering forces must report to the Parsons Yardmaster when clear of these tracks.

913 REMOTE CONTROL ZONES

Remote Control Zones are Established at Parsons Yard

Name and Location of Remote Control Zones (RCZ)

ZONE A:
The west end of zone A will begin at the clearance point of Parsons No 2 on the west end of the Third Rail Lead. The east end of the Zone A will be the clearance point of the Third Rail and the east end of the Plug Crossover.

Note: Additional signs have been placed at the clearance points of the Cab Lead and the House Track.

ZONE B:
The west end of Zone B will begin at the clearance point of Parsons No 2 on the west end of the Third Rail Lead. The east end of the Zone B will the clearance point of the track Parsons No 2 and the east end of the Lower Crossover.

NEW YARD LEAD ZONE:
The west end of the New Yard Lead zone will begin at the clearance point of the Third Rail and the east end of the Plug Crossover. The east end will consist of the Switching Lead, including the clearance point of the west end of all track attached to the New Yard Lead.

NOTE: Due to clearance limitations, signs will be displayed on the west end of Tracks N01 and N19 to serve as notification for trains approaching the zone from the east end of the yard.

PARSONS YARD:
The west end of the Parsons Zone will begin at the clearance point of the east end of the Lower Crossover. The east end will consist of the Switching Lead, including the clearance point of the west end of all tracks attached to the Parsons Lead.

NOTE: Due to clearance limitations, signs will be displayed on the west end of tracks P02 and P20 to serve as notification for trains approaching the zone from the east end of the yard.

ZONE C:
The east end of Zone C will begin at the clearance point of the Lowe Crossover and Parsons No 1. The west end of this zone will begin at the clearance point of the Buckey-6 Lead Switch and Parson No 1 at High Street. An additional sign will be placed at the east end of the 104 crossover to provide notification to trains that operate in Zone C.

NOTE 1: Before fouling any track providing access to any zone not protected by a zone sign, engineering, mechanical and T&E employees will contact the Parsons Yardmaster to determine if that zone is active. When active, the employee must comply with Rule 913-C and secure permission from the appropriate RCOF on Channel 035.

NOTE 2: Prior to activating the RCZ for the Parsons Zone and the New Yard Lead Zone, the road crossing at the Top End must be made inaccessible to vehicular traffic. The RCOF must turn the key to lower the gates to indicate that the zones are active. When the zone is released back to the yardmaster, the gates must be returned to the upright position.

NOTE 3: No switches within these zones will require locks while a zone is active.

Activation of Zones

1. RCZ signs on the west end of zones will remain displayed at all times. Rule 913-D is modified.

2. The designated RCZ is activated when:

a. RCOF has secured permission from yardmaster.
b. The RCOF or properly attached crew member will line all switches and inspect RCZ Track(s) to insure they are clear of obstructions.

3. Parsons RCZ's will be activated at the beginning of the shift.

Yardmaster must document RCZ information on prescribed form.

Positive Stop Protection is installed on the third rail, Parsons 2 and Parsons 1.

A. Locomotive - PSP equipment is installed on the following Parsons Terminal remote control locomotives: CSXT 1182, CSXT 1521, CSXT 2532 and CSXT 2549. PSP is also installed on remote control platforms CSXT 2238 and CSXT 9483. When PSP locomotives or platforms are used in multiple unit consists, the PSP equipped locomotive or platform must be the west unit. If PSP is not available, point protection will be provided.

B. Positive Stop Protection - When it becomes necessary to override the PSP System, point protection must be provided.

C. Remote Control Operators must verify that the RCL is responding to transponders (pucks) at the beginning of each shift unless a crew directly transfers contol of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible or visual outputs of the OCU once the locomotive has entered the PSP Track and has operated past the first two pucks to ensure the system is responding to the pucks. Any exceptions of locomotive or platforms not properly responding to the pucks must be reported immediately. When the RCO is verifying the PSP System, they will also verify that the track is clear and notify the yardmaster.

D. Speed Selector Settings - The Coast or Coast B commands will not be used while operating westward in the PSP Tracks.

E. Tonnage Restrictions - When relying on PSP technology to control the movement in the PSP Tracks, all movements

are restricted to no more than 3,400 tons per 4-Axle Locomotive.

Instructions for train, engine and on-track equipment movements arriving Parsons Terminal

Trains, engines or on-track equipment arriving Parsons Terminal will not proceed past High St, CK 4.2 or PA Cabin, CK 6.6 without contacting the Parsons Yardmaster to determine if the remote control zone is activated. Confirmation by the yardmaster that a zone is active is information only and does not relieve employees from compliance with Rule 913-C prior to entering an active zone.

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
CD 5.3	Ackerman	1	NONE
CD 20.3	Delaware	1	NONE
CD 38.7	Owens	1	NONE
CD 58.9	Harpster	1	NONE
CD 77.6	Springs	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CK 1.6	Columbus
CK 1.0	Columbus
CD 0.9	Columbus

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
CD 46.0 - CD 87.4/WE B&O Center SSDG and Marion	20'2"	20'2"

Columbus Terminal CH Cabin to CK 4.5

Control - CSX Chief Train Dispatcher and General Yardmaster/Yardmaster Parsons -

1. The Parsons Yardmaster will review all High-Wide messages with crews during job briefings.

2. The Parsons Yardmaster will ensure all conflicting movements are stopped before High-Wide shipments are moved within the yard.

3. Through High-Wide movements between CH Cabin and CK 4.5 will use the Hill Track and P01 or P02 Tracks.

4. Yard Operations
a) Place in Mason Yard with adjacent tracks clear.
b) Place in Parsons Yard with adjacent tracks clear.
c) Place in New Yard with adjacent tracks clear.

5. Store/Hold in Coal Tracks 10 and 12.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5212 DOCUMENTING THE AIR BRAKE TEST

Conductors or engineers on inbound trains arriving Parsons Yard must contact Parsons Yardmaster to ascertain instructions concerning air brake test certificate for their train.

5301 ENSURING LOCOMOTIVES ARE INSPECTED

Engineers/Remote Control Operators working 3rd shift yard assignments (2330 hours) at Parsons Yard, Columbus, OH, will perform the calendar day inspection on their locomotives at the end of their tour of duty. These inspections will also include the slug unit. A separate 5001A is required for the slug unit. The Hours of Service Law will not be exceeded to perform this inspection. All defects found must be reported to the yardmaster and mechanical desk prior to going off duty.

If the calendar day inspection has not been performed, because of locomotives not being used on 3rd shift, etc., the engineer/remote control operator on the next shift the locomotives are used is responsible for completing this inspection.

It is mandatory that each yard locomotive and slug be inspected each calendar day.

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
CK 6.6	Parsons Yard	DEEX 1001 through DEEX 4143 when loaded	Must use trks P01 or P02
CD 23.7	Delaware Ind Park	6-Axle Locomotives	Prohibited
CD 63.9	Mueller Plastics		
CD 77.3	Walton		

7. CLOSE CLEARANCE

Employees are prohibited from riding the side of equipment at the following locations:

MP	Location	Remark
CD 1.0	Parsons Yard, New Yard side	Between the Back Lead and N08 Between N09 and N10 Between N13 and N14 Between N14 and N15 Between N15 and N16 Between N17 and N18
CD 1.0	Essroc	At Shed
CD 1.0	ODW	At Bldg entering warehouse
CD 1.0	Terminal Warehouse	At Bldg entering warehouse
CD 1.0	Columbus Processing	At Bldg entering warehouse
CD 1.0	TransFlo	All Trks
CD 1.0	Bids	All Trks
CD 1.0	Middleport	All Trks
CD 1.0	Buckeye Steel	At Gate entering plant
CD 1.0	Keener Sand	From Gate and through plant
CD 2.0	Kingswood Lumber	At Gate
CD 9.3	Linworth Lumber	At Gate
CD 23.3	Henkle	At Gate
CD 30.7	Keynes Brothers	At loadout
CD 44.2	Nucor Steel	At Gate
CD 44.9	DR Rail	All Trks
CD 53.2	Morral Chemical	At loadout
CD 57.3	Peavey Harpster	At loadout
CD 64.0	US Farmers Commission	At loadout
CD 64.4	Walton Grain	At loadout
CD 68.5	Kalmbach	At loadout
CD 83.8	Sunny Farms	Loadout

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CK 4.2 - CJ 91.2 Columbus, Ohio - Prior to fouling or occupying tracks between CJ 91.2 and CK 4.2, trains must receive instructions from the Parsons Yardmaster.

CK 4.2 High Street, Columbus OH - Before passing High Street, eastward trains will secure yarding instructions from the Parsons Yardmaster.

CK 4.2 Columbus 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 during normal switching hours, a Transflo Terminal Supervisor will meet the rail switch crew, remove blue flags and will verify terminal activity and that all hazardous material transfers are shut down.
Normal switching hours for the Columbus Transflo Terminal are between 1800 and 0600, CSX Standard Time, 7 days per week.

CK 4.2 Columbus Yard
A. No more than 2 loaded cars nor 3 empty cars will be cut-off while in motion at one time.
B. Do not kick cars into the following tracks:
1) Roundhouse Inbound Track;
2) Coal Tracks 10, 12.
All cars will be shoved to rest while working in these tracks.

CK 0.5 Dennison Ave Electrically Locked Switch - Trains using the electrically locked switch on the Yard A Middle Track at Dennison Avenue must secure permission to operate this switch from the train dispatcher.

The train dispatcher monitors Channel 046.

CD 24.0 Delaware – Autochem Company - A safety switch to deactivate the blower system and activate a blue light and warning bell on the Pennwalt crossing is located in a metal box on the northwest corner of the building on the south side of the Autochem Company track. Crews serving this plant will, before passing the safety switch location, place the switch in the ON position. After serving the plant, the switch must be returned to the OFF position.

CD 65 - Walton Grain - Spotting 90 Car Empty Unit Grain Trains - Place 65 cars in empty track spotting the east car under the loadout. The remaining 25 cars will be spotted on the west end of the loaded track, west of this crossover switch. Unit trains with more than 90 cars will be spotted the same way with the exception that extra cars will go in with this 65 in the empty track. Leave engines at west end of industry.

CD 73.5 Carey, Ohio
A) Tracks east of the CSX Main Track are owned by Carey Short Line Corporation and are designated as Carey Industrial Tracks 1-2-3-4 and Wyandotte Industrial Tracks A, B & C.

B) Carey Industrial Tracks and Wyandotte Industrial Tracks will be occupied by engines of the National Lime and Stone Co and Wyandotte Dolomite Co at any time.

C) Normal position of the switch from WLE lead to CSX Connection Track is for movements to the WLE and will be locked with a CSX switch lock.

D) Yard tracks for National Lime will be accessed through the WLE Connection Track.

E) CSX and WLE trains will consider Carey Industrial Tracks occupied, if the switch is lined for movement to the CSX Connection Track, and will not enter.

F) CSX crews will use Carey Industrial Track No 3 to deliver empty cars to Wyandotte Industrial Tracks A, B and C. Crews will also use Carey Industrial Track No 4 to pull loads from Wyandotte Industrial Tracks A, B and C.

G) Private crossings must not be blocked for excessive periods of time.

H) Crews returning from Carey Industrial Tracks will operate on the CSX Connection Track prepared to stop at the switch.

I) The CSX Connection Track switch will be returned to normal position and locked after departing the Carey Industrial Track area.

J) When CSX crews leave cars on the WLE Transfer Track, the cars must be left standing in the clear of the yellow post located just beyond the WLE crossing.

CD 73.5 Carey – National Lime Plant - When serving the industry, place the light switch in the ON position. When exiting the industry, place light switch in OFF position.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CD 1.7	Columbus Bldr	East
CD 2.0	Kingswood/Columbus Bldr	
CD 9.2	Baker Lumber	West
CD 9.4	Linworth Lumber	
CD 16.5	Powell Wye	
CD 16.9	Gurley	East
CD 22.8	Probuilders	
CD 23.1	Henkle	
CD 23.7	EE Delaware Ind	
CD 24.0	WE Delaware Ind	West
CD 30.5	Deynes Brothers	East
CD 36.0	Prospect Farmers	West
CD 44.4	Nucor Steel	
CD 45.0	Marion Shovel	East
CD 46.5	EE Marion Yard	
CD 47.9	WE Marion Yard	West
CD 48.2	Poet Biorefining	East
CD 48.4		West
CD 53.0	Morral Chemical	East
CD 53.3	Morral Peavey	West
CD 56.8	EE Peavey Harpster	East
CD 57.6	WE Peavey Harpster	West
CD 63.9	EE Ind	East
CD 64.5	WE Ind	West
CD 65.5	WE Waltons	
CD 68.5	Kalambach Feeds	
CD 72.0	EE Bunk Trk	East
CD 72.3	WE Bunk Trk	West
CD 74.0	Carey Yard	
CD 77.3	Walton Corp Pro	East
CD 80.7	Alvada	West
CD 84.2	Sunny Farms	
CD 86.4	EE Forstoria Yard	East

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

MP	Location	DOT#	Type
CD 2.82	Kinnear Rd	228627V	M
CD 5.78	Highland Dr	228636U	M
CD 8.75	Godown Rd	228640J	M
CD 9.30	SR 161 W Dublin Granville	228641R	P
CD 10.25	Snouffer Rd	228642X	P
CD 13.29	Jewett Rd	228645T	M
CD 13.60	Liberty Rd	228647G	P
CD 14.31	Olentangy St	228650P	M
CD 15.13	Seldom Seen	228652D	P
CD 15.86	Rutherford Rd	228653K	P
CD 18.39	Hyatts Rd	228656F	P
CD 19.19	Clarkshaw	228657M	M
CD 19.68	Bean Oller Rd	228658U	M
CD 20.30	Ford Rd	228660V	M
CD 20.93	Bunty Station	228663R	M
CD 22.24	Slack Rd	228667T	M
CD 23.34	London Rd	228670B	M
CD 23.83	Park Ave	228672P	M
CD 24.07	W William St	228673W	M
CD 25.15	Pennsylvania Ave	228676S	P
CD 26.59	Troy Rd	228678F	M
CD 26.67	Hills Miller Rd	228679M	M
CD 27.93	Buttermilk Hill	228682V	M
CD 29.04	N Section Line	228684J	P
CD 29.24	Penry	228686X	P
CD 30.72	Radnor Rd	228688L	P
CD 31.88	Thomas Rd	228691U	M
CD 33.74	Curtis Rd	228698S	M
CD 34.34	Norton Rd	228699Y	P
CD 35.86	Water St	228704T	C
CD 38.12	Bethlehem	228705A	P
CD 38.60	Newman's Cardington	228707N	P
CD 41.05	Somerlot-Hoffman	228712K	P
CD 42.52	4 SR	228713S	M
CD 43.76	Barks Rd	228714Y	P
CD 44.57	Bellefontaine Ave	228717U	M
CD 44.93	Darius St	228718B	C
CD 45.51	Center St	228721J	M
CD 45.87	Silver St	228722R	M
CD 46.44	Fairgrounds St	228723X	M
CD 47.07	Fountain St	228724E	P
CD 48.00	Hillman-Ford Rd	228726T	P
CD 49.91	Kenton-Galion Rd	228729N	C
CD 51.05	Irvin-Shoots Rd	228730H	M
CD 52.17	Marseilles-Galion	228731P	M
CD 53.20	S East St	228732W	M
CD 53.28	W Neff St	228733D	M
CD 54.74	125 Twp Hwy	228737F	M
CD 57.35	Wyandot St	228739U	M
CD 57.94	CR 119	228740N	M
CD 61.57	SR 67	228744R	M
CD 62.28	CR 57	228745X	P
CD 63.29	Spring St/ SR 53	228746E	P
CD 63.85	W Johnson St	228749A	P
CD 63.95	W Wyandot St	228750U	P

CD 64.31	Lincolnway W	228752H	P
CD 65.43	49 Twp Hwy	228754W	M
CD 66.56	Co Hwy 47	228756K	M
CD 67.66	CR 44	228757S	M
CD 68.78	Co Hwy 42	228759F	M
CD 69.67	CR 4	228761G	M
CD 70.98	103 Twp Hw	228762N	P
CD 72.77	Elm Hill/ TR 98	228763V	P
CD 73.53	Findlay St	228764C	P
CD 73.90	Patterson St	228765J	P
CD 74.37	US 23/ SR 199	228766R	C
CD 75.61	5 Twp Hwy	228768E	M
CD 76.57	3 Co Hwy	228769L	M
CD 77.61	TR 24	228770F	M
CD 79.17	CR 6	228772U	M
CD 80.64	Main St	228774H	M
CD 82.83	US 224	228778K	M
CD 84.68	CR 18	228780L	P
CD 85.68	TR 112	228781T	P

NOTES

G&E SUBDIVISION - GE

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			SEWELL VALLEY SD			
			CAJ 0.0 G&E JCT	96		
10	CAJ 2.0	(END OF MAIN TRACK) FOOTHILL		TWC-DCS		
		7.1	HE DISP 014-7 RD 008			
	CAJ 9.1	BARI LYNN				
			CAJ 13.2			
		5.1	PEASER IT CAJ 13.4			
10	CAJ 14.2	PEASER (END OF MAIN TRACK)		TWC-DCS		
12.2 MILES FOOTHILL TO PEASER						

G&E SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- G&E

Trk	MP/Location	F
SG	CAJ 2.0 - 14.2	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.

104-A HANDLING SWITCHES

CAJ 13.2 Peaser Jct - The normal position of the switch at Peaser Jct is for movement on the G&E Subdivision towards the end of the track.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CAJ 14.2	Peaser Jct	Cont	008, 014-7	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

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

NONE

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#	Type
CAJ 8.95	SR 20	870608G	C

GAULEY SUBDIVISION - GU

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			NEW RIVER SD			
	CAY 1.5	(END OF MAIN TRACK) K&M JCT	CAY 0.0 HE DISP 014-7 RD 008 GAULEY NS	96 TWC-DCS		
10		5.4				
	CAY 6.9	RICH CREEK JCT		TWC-DCS		
	CAY 7.3	DTC BLOCK SIGN BELVA	VAUGHN RR NS	NS DTC RULES		
	CAY 12.7	DTC BLOCK SIGN				
	CAY 17.5	DTC BLOCK SIGN (END OF MAIN TRACK)				
			9,237 FT CAY 22.0 FOLA	96		
5.4 MILES K&M JCT TO RICH CREEK JCT						

GAULEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- GAULEY

Trk	MP/Location	F
SG	CAY 1.5 - 6.9	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.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
CAY 0.58	US 60	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

104-A HANDLING SWITCHES

1. CAY 1.5 - K&M Jct - The normal position is for movement to the CSX Gauley SD.

2. CAY 7.3 Belva - NS Connection - The normal position for this switch is lined for movement to the NS.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CAY 1.5	Gauley	Cont	008, 014-7	Wayside
CAY 7.4	Belva			
CAY 22.0	Fola Coal			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

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

NONE

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

Vaughn RR

The Vaughn RR between CAY 6.9 and CAY 22.0 is operated under NS Operating Rules and is dispatched by the NS Dispatcher.

Contact Information:
NS Dispatcher: Phone: 304-325-4472 / Radio: Channel 064-064 Tone 626
NS CTO: Phone: 304-325-4238

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

Former Main Track from CAY 0.0 to CAY 1.5

MP	Location	DOT#	Type
CAY 0.58	US 60	225933C	C

ISLAND CREEK SUBDIVISION - IC

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
10	CMC 7.8	(END OF MAIN TRACK) SCARLET		TWC-DCS		
		0.2				
	CMC 7.6	ISLAND				
			HE DISP 014-4 RD 008			
		6.5				
			LOGAN & SOUTHERN SD			
	CMC 1.1	MUD JCT		TWC-DCS		
		0.3		ABS-261		
	CMC 0.8	**MONITOR JUNCTION**		**CPS-261**		
		0.8		ABS-261		
10	CMC 0.0	FD CABIN				
			LOGAN SD			
7.8 MILES END OF MAIN TRACK SCARLET TO FD CABIN						

ISLAND CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- ISLAND CREEK

Trk	MP/Location	F
SG	CMC 7.8 - 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.

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
CMC 4.30	Holden Rd	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
CMC 2.91	Whitman Creek Rd	
CMC 2.29	Holden Rd	

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Island Creek SD

ABS-261 is in effect for the westward trains between CMC 1.1 and CMC 0.8 Monitor Junction.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CMC 0.9	Logan
CMC 0.1	Logan

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
CMC 6.2	Feats	Loadout

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CMC 0.8 and CMC 7.8 90 Car Trains
No more than 90 cars can be handled at any time between CMC 0.8 and CMC 7.8.

CMC 0.8 and CMC 7.8 Alpha NR-
Alpha Natural Resources has leased the track between CMC 0.8 and CMC 9.6. The leased track is operated under CSX Rules and dispatched by the CSX Dispatcher.

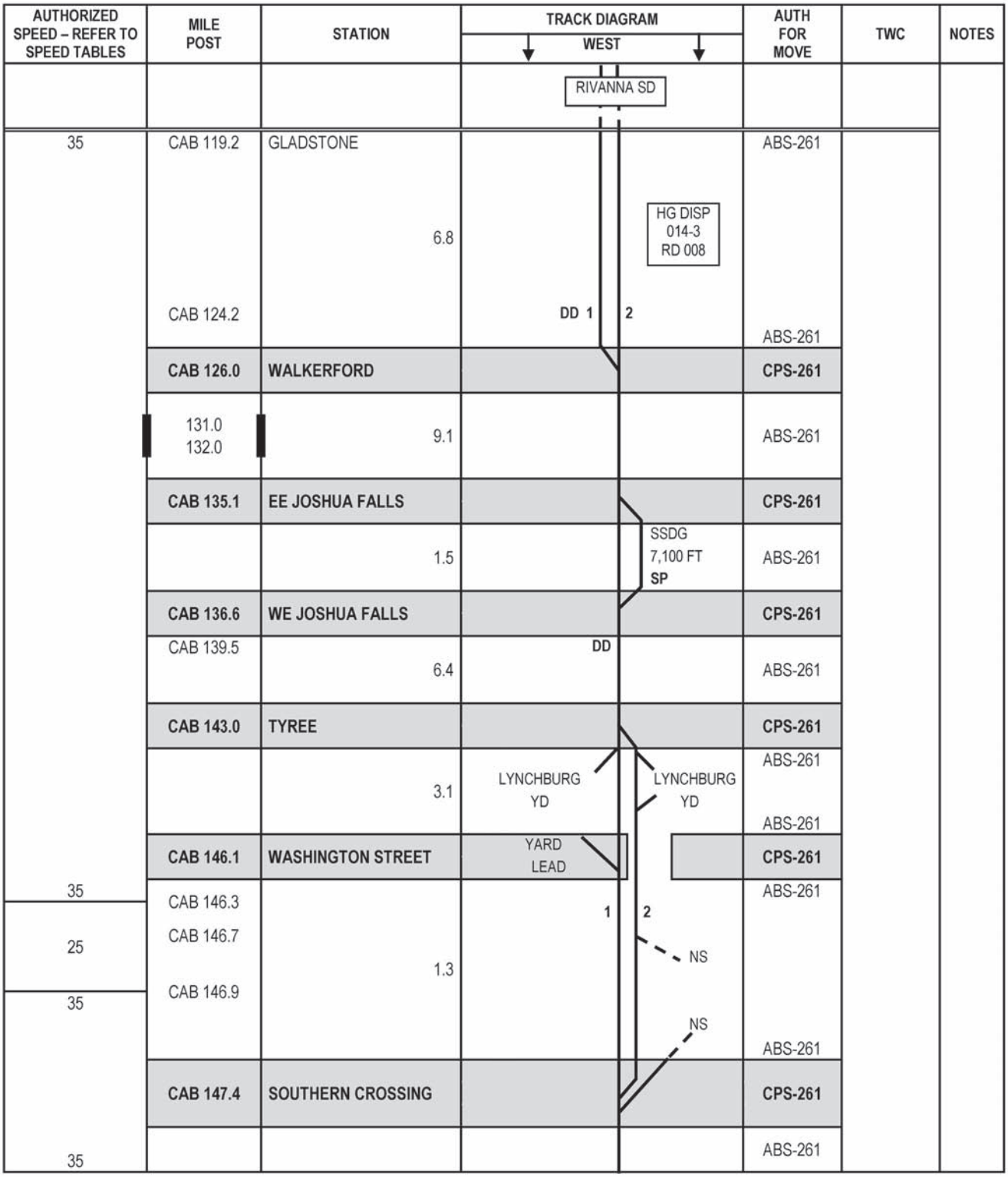
CMC 0.8 Monitor Jct
Westward movements will contact the Peach Creek Yardmaster before passing Monitor Jct.

CMC 0.8 Westward Movements
Westward movements will contact the Peach Creek Yardmaster before passing CMC 0.8. If the yardmaster is not on duty, contact the train dispatcher for instructions.

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

MP	Location	DOT#	Type
CMC 2.91	Whitman Creek Rd	226787C	C
CMC 2.29	Holden Rd	226785N	C
CMC 0.34	State St	226736S	P
CMC 0.22	Water St	226735K	P

JAMES RIVER SUBDIVISION - JR



JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
35		2.1		ABS-261		
	CAB 149.5	**EE REUSENS**		**CPS-261**		
		1.1	SSDG 5,250 FT **SP**	ABS-261		
	CAB 150.6	**WE REUSENS**		**CPS-261**		
	CAB 150.8		**DD**	ABS-261		
			151.7 SDF			
			152.8 SDF			
			153.9 SDF			
			154.1 SDF			
35	CAB 154.8					
		7.6	155.0 SDF			
30			155.1 SDF			
			155.4 SDF			
	CAB 155.6		155.6 SDF			
35			156.3 SDF			
			156.4 SDF			
			156.8 SDF			
			157.2 SDF	ABS-261		
	CAB 158.2	**EE PEARCH**		**CPS-261**		
		2.0	159.9 SDF SSDG 10,030 FT **SP**	ABS-261		
	CAB 160.2	**WE PEARCH**		**CPS-261**		
			160.5 SDF			
35	CAB 161.8		161.4 SDF			
		3.4		ABS-261		
			162.2 SDF			
30	CAB 163.0		**DD**			
	CAB 163.6	**EE WAUGH**		**CPS-261**		
	CAB 164.5		SSDG			
35		1.4	6,750 FT **SP**	ABS-261		
	CAB 165.0	**WE WAUGH**		**CPS-261**		
		8.8		ABS-261		
35						

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
35	CAB 173.6		DD	ABS-261		
	CAB 173.8	**SD CABIN**		**CPS-261**		
		4.4	1 / 2	ABS-261		
	CAB 178.2	**NATURAL BRIDGE**		**CPS-261**		
		5.9		ABS-261		
	CAB 184.1	**EE ALPINE**		**CPS-261**		
		1.5	SSDG 7,920 FT SP	ABS-261		
	CAB 185.6	**WE ALPINE**		**CPS-261**		
35	CAB 185.7	9.7	185.7 SDF	ABS-261		
30	CAB 186.5		186.0 SDF			
35	CAB 188.3		DD 188.9 SDF			
30	CAB 189.4					
25	CAB 189.9		190.2 SDF			
35	CAB 191.3		192.6 SDF 193.2 SDF	ABS-261		
	CAB 195.3	**EAST BUCHANAN**		**CPS-261**		
		4.9	1 / 2	ABS-261 ABS-261		
	CAB 200.2	**JN CABIN**		**CPS-261**		
35	CAB 200.9		200.3 SDF 200.6 SDF DD	ABS-261 ABS-261		

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
35				ABS-261		
	CAB 202.0					
25						
	CAB 202.3					
35						
	CAB 204.6		204.6 SDF			
30			205.0 SDF			
	CAB 207.2	11.4				
25						
	CAB 207.8					
35	CAB 208.5		DD			
	CAB 210.4					
30						
	CAB 210.7			ABS-261		
35	**CAB 211.6**	**EE EAGLE ROCK**		**CPS-261**		
		1.9	CSDG 9,530 FT SP	ABS-261		
	CAB 213.5	**WE EAGLE ROCK**		**CPS-261**		
	215.0 216.0					
35	CAB 217.9	4.8	217.9 SDF 218.1 SDF	ABS-261		
30	**CAB 218.3**	**EE HADEN**		**CPS-261**		
	CAB 218.4	1.5	CSDG 7,720 FT SP	ABS-261		
35	**CAB 219.8**	**WE HADEN**		**CPS-261**		
				ABS-261		

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
35	CAB 220.6 CAB 221.8 225.0 226.0	7.8	DD 224.5 SDF 225.1 SDF	ABS-261 ABS-261		
	CAB 227.6	**IRON GATE**		**CPS-261**		
35 25	CAB 229.3 CAB 229.4	1.8 JD CABIN	1 2	ABS-261		
			ALLEGHANY SD			
110.2 MILES GLADSTONE TO JD CABIN						

JAMES RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- JAMES RIVER

Trk	MP/Location	F
Both	CAB 119.2 - 126.0	35
SG	CAB 126.0 - 143.0	35
Both	CAB 143.0 - 146.3	35
Both	CAB 146.3 - 146.9	25
Both	CAB 146.9 - 147.4	35
SG	CAB 147.4 - 154.8	35
SG	CAB 154.8 - 155.6	30
SG	CAB 155.6 - 161.8	35
SG	CAB 161.8 - 164.5	30
SG	CAB 164.5 - 173.8	35
Both	CAB 173.8 - 178.2	35
SG	CAB 178.2 - 185.7	35
SG	CAB 185.7 - 186.5	30
SG	CAB 186.5 - 189.4	35
SG	CAB 189.4 - 189.9	30
SG	CAB 189.9 - 191.3	25
SG	CAB 191.3 - 195.3	35
Both	CAB 195.3 - 200.2	35
SG	CAB 200.2 - 202.0	35
SG	CAB 202.0 - 202.3	25
SG	CAB 202.3 - 204.6	35
SG	CAB 204.6 - 207.2	30
SG	CAB 207.2 - 207.8	25
SG	CAB 207.8 - 210.4	35
SG	CAB 210.4 - 210.7	30
SG	CAB 210.7 - 217.9	35
SG	CAB 217.9 - 218.4	30
SG	CAB 218.4 - 227.6	35
Both	CAB 227.6 - 229.3	35
Both	CAB 229.3 - 229.4	25

ADDITIONAL SPEEDS (SP) -- JAMES RIVER

Location	Track Type	F
CAB 135.1 - 136.6	SSDG	10
CAB 149.5 - 150.6		
CAB 158.2 - 160.2		
CAB 163.6 - 165.0		
CAB 184.1 - 185.6		
CAB 211.6 - 213.5	CSDG	
CAB 218.3 - 219.8		

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.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
James River 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
CAB 130.7	Stapleton	Cont	008, 014-3	Wayside
CAB 144.9	Lynchburg			
CAB 147.0	Lynchburg		008, 028	Terminal
CAB 154.0	Abert		008, 014-3	Wayside
CAB 163.0	Waugh			
CAB 175.0	Balcony Falls			
CAB 192.0	Dillon			
CAB 200.0	Lyle			
CAB 212.0	Eagle Rock			
CAB 227.0	Iron Gate			

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
CAB 124.2	Riverville	1	NONE
CAB 139.5	Deacon	1	NONE
CAB 150.8	Reusens	1	NONE
CAB 163.0	Big Island	1	NONE
CAB 173.6	SD Cabin	1	NONE
CAB 188.3	Alpine	1	NONE
CAB 200.9	Lyle	1	NONE
CAB 208.5	Eagle Rock	1	NONE
CAB 221.8	Baldwin	1	NONE

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification
CAB 151.7 - CAB 152.8	N
CAB 153.9 - CAB 154.1	N
CAB 155.0 - CAB 155.1	N
CAB 155.4 - CAB 155.6	N
CAB 156.3 - CAB 156.4	N
CAB 156.8 - CAB 157.2	N
CAB 159.9 - CAB 160.5	N
CAB 161.4 - CAB 162.2	N
CAB 185.7 - CAB 186.0	N
CAB 188.9 - CAB 190.2	N
CAB 192.6 - CAB 193.2	N
CAB 200.3 - CAB 200.6	N
CAB 204.6 - CAB 205.0	N
CAB 217.9 - CAB 218.1	N
CAB 224.5 - CAB 225.1	N

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CAB 220.6	Fifth James River
CAB 229.3	Jackson River

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
James River SD	17'3"	17'3"

Lynchburg

1. All tracks are prohibited except L07 and L10. L07 and L10 can only be used if adjacent tracks have been physically checked and are clear of all cars.

2. Cars will be staged in the Shop Track.

3. Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.

4. I-04 will be used for interchange. I-03 must be physically checked and clear of all cars.

5. The yardmaster directs movements in the yard.

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
CAB 119.1 - CAB 146.1	Lynchburg and Gladstone	Empty cars 80 feet or longer	Comply with Rule 4466-B
CAB 146.1 - CAB 229.4	JD Cabin and Lynchburg		Must be placed in trains so trailing tonnage does not exceed: 7,800 tons for WB trains 6,300 tons for EB trains
CAB 150.3	Rail Buncher Services	6-Axle Locomotives	Prohibited
CAB 174.9	Balcony Falls - EE of straight leg and EE 2 Trk		

7. CLOSE CLEARANCE

MP	Location	Remark
CAB 125.0	Grief Bros	West end OCC Bldg
CAB 139.0	Babcock and Wilcox	All locations within plant
CAB 141.0	Kinetic Resources	All locations within plant
CAB 147.0	Griffin Pipe	No 7 and Tipple Trk
CAB 165.0	Georgia Pacific	All locations adjacent to Loading Dock

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CAB 144.0 - Lynchburg

a) Lynchburg – Instructions of the NS Yardmaster must be secured before fouling NS Lead to CSXT Freight House Track.

b) NS Interchange Tracks – NS Interchange Tracks are

numbered from Main Track No 1 through No 5. Crews setting off must use No 3 and 4 Tracks. Waybills must be left in bill box.

c) Lynchburg Yard - Instructions must be obtained from the Lynchburg Yardmaster before occupying yard tracks in Lynchburg.

d) NS Train Dispatcher
NS Train Dispatcher Radio Channel is 022, tone 552;
NS Train Dispatcher telephone number is 540-981-3902.

CAB 174.8 – Glasgow Industrial Track

Glasgow – Drawbridge across track serving Mohawk Industries is raised and lowered with a control switch located on the outside wall of main building south of track and west of bridge. Mileposts on Glasgow IT are prefix CIP.

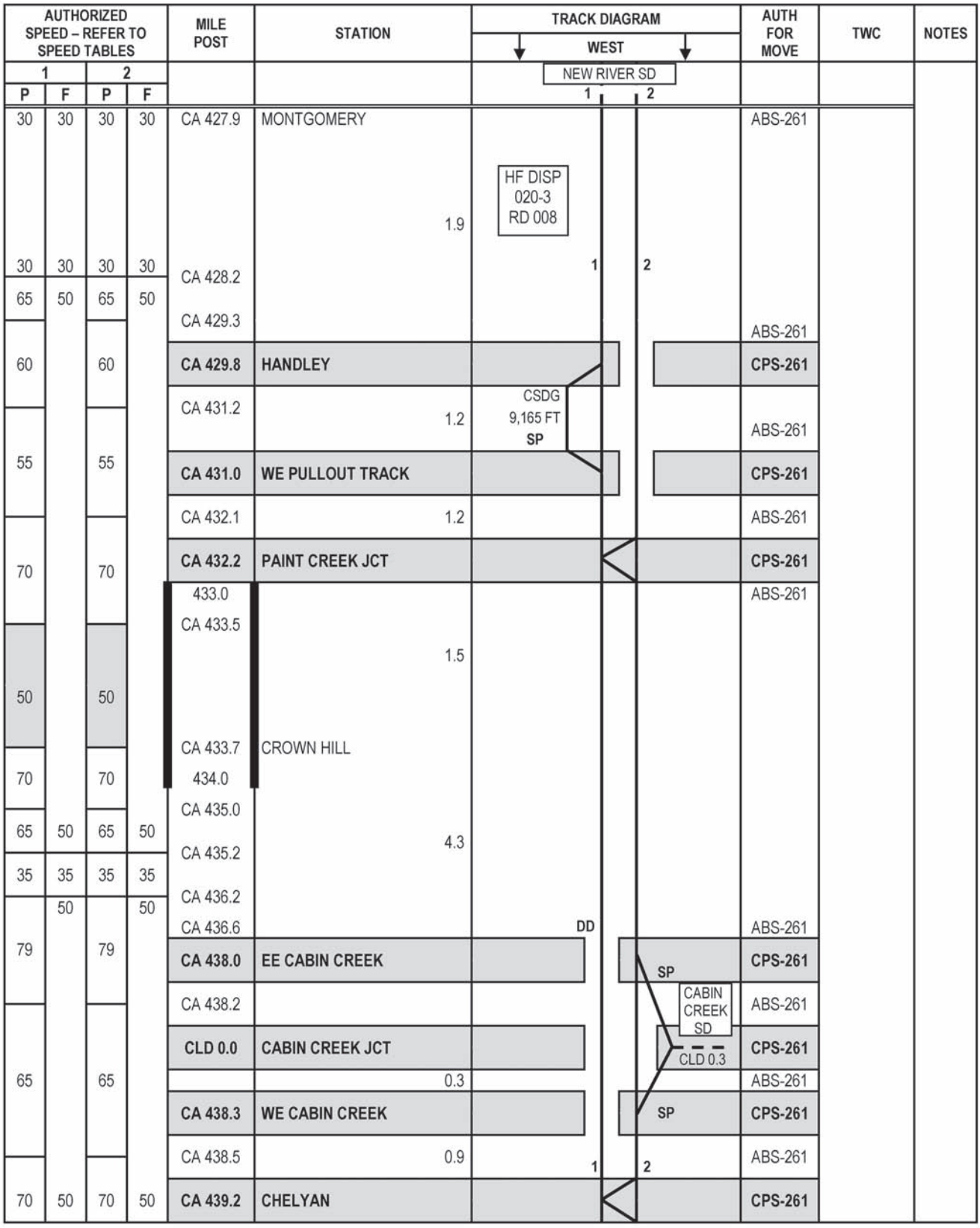
ADDITIONAL STATIONS

MP	Station	Switch Opening
CAB 125.0	Riverville Ind	West
CAB 144.0	EE South Yard	East
CAB 144.0	EE North Yard	
CAB 144.9	WE South Yard	West
CAB 144.9	WE North Yard	
CAB 146.6	Crossover 1-2	
CAB 150.3	BRC Rail	
CAB 154.1	Crossover Sandy Hook 1 -2, 1-SWL	East
CAB 164.5	Waugh Ind	West
CAB 165.0		East
CAB 174.8	EE Wye	
CAB 175.2	WE Wye	West
CAB 175.9	HiCo	
CAB 176.0	RJ Coreman	
CAB 178.0	Natural Bridge Ind	
CAB 185.0	Apline Ind	
CAB 195.8	Buchanan Ind	East
CAB 211.0	Eagle Rock Ind	West
CAB 213.0	Bessemer Ind	East
CAB 229.3	Firehouse Spur	West

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

MP	Location	DOT#	Type
CAB 144.96	Concord Turnpike	224551D	P
CAB 145.70	Garnet St	224554Y	M
CAB 146.07	Washington St	224557U	M
CAB 146.65	Orange St	224559H	P
CAB 164.50	Georgia Pacific	224582C	P
CAB 185.10	SR 608	224595D	P
CAB 185.92	SR 608	224596K	P
CAB 196.32	Cherrytree Bottom	224607V	M
CAB 221.11	Woodtown Rd	224641C	M
CAB 223.08	Bridge St	224646L	M
CAB 227.20	Fork Farm Rd	224651H	M
CAB 227.64	10th St	224652P	M

KANAWHA SUBDIVISION - KW



KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
70	50	70	50				ABS-261		
65		65		CA 439.3					
70		70		CA 439.6					
65		65		CA 440.5					
60		60		CA 441.1		1 2			
65		65		CA 441.4	11.0				
70		70		CA 441.5					
60		60		CA 443.7					
65		65		444.0					
79		79		CA 444.3					
				445.0					
				CA 445.8					
				CA 450.0		DD	ABS-261		
				CA 450.2	**OWENS**		**CPS-261**		
65		65		CA 450.6					
				CA 450.8	1.6		ABS-261		
				CA 451.8	**SOUTH RUFFNER**	CSDG 7,055 FT SP	**CPS-261**		
79		79			1.4		ABS-261		
				CA 453.2	**EE CHARLESTON**		**CPS-261**		
65		65		CA 453.4					
				CA 454.0	1.0		ABS-261		
70		60		CA 454.1		1 2			
		70		**CA 454.2**	**WE CHARLESTON**		**CPS-261**		
65	50	65	50	CA 455.4			ABS-261		

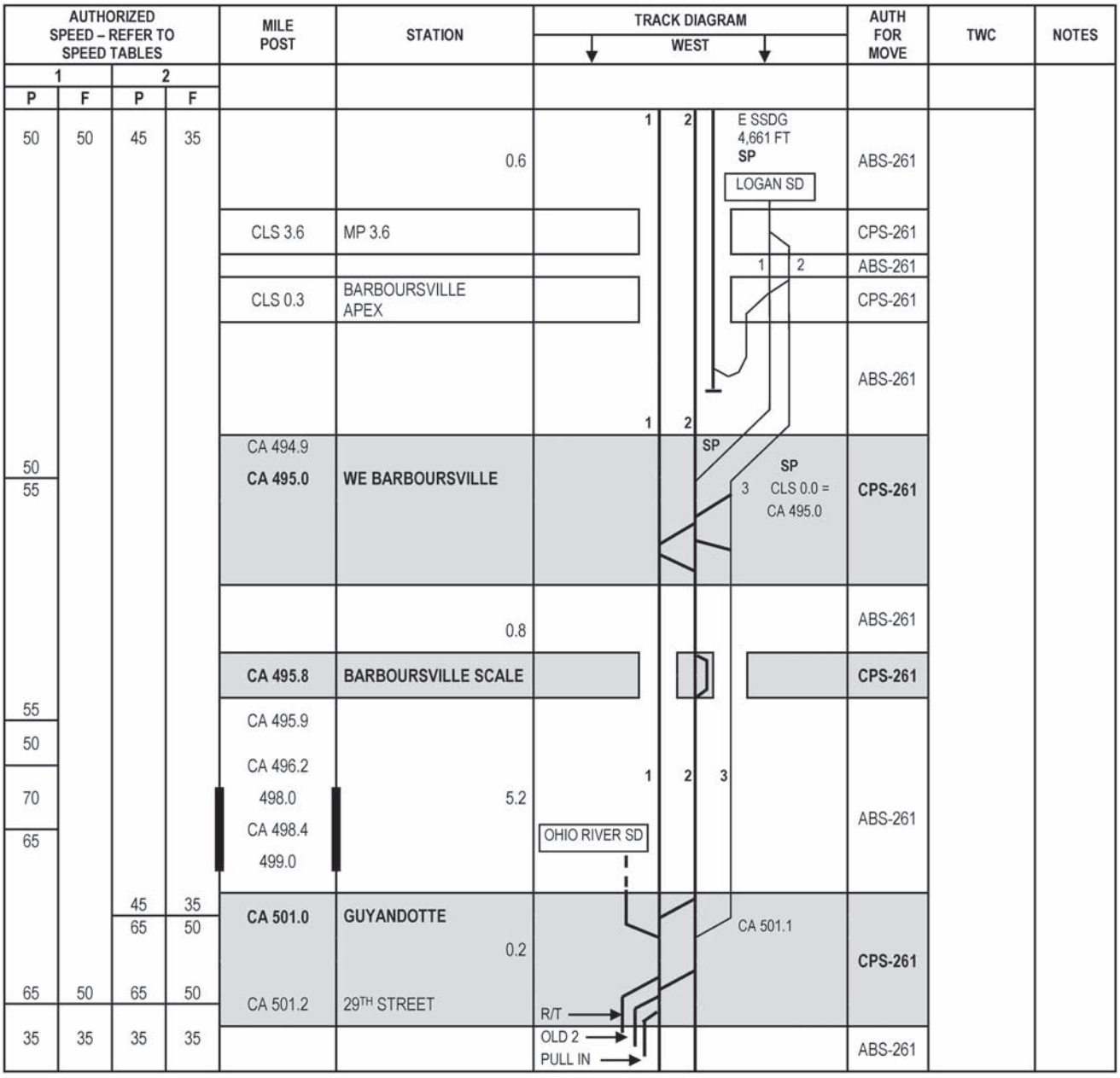
KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
65	50	65	50	CA 455.7	2.8	CA 455.6 1 2 SOUTH CHARLESTON YD	ABS-261		
70		70		CA 456.1					
65		65		**CA 457.0**	**S CHARLESTON**		**CPS-261**		
55		55		CA 458.0 CA 458.1	1.7	CA 457.6	ABS-261		
65		65		**CA 458.7**	**SPRING HILL**		**CPS-261**		
79		79		460.0 461.0 CA 462.2	4.6		ABS-261		
79		79		**CA 463.3**	**EE SAINT ALBANS**		**CPS-261**		
50		50		CA 463.4	0.6	DD	ABS-261		
				CA 463.9	**EE WESTWARD SIDING**		**CPS-261**		
					1.3	SSDG 6,656 FT SP	ABS-261		
				CA 465.2	**SAINT ALBANS**	SP COAL RIVER SD	**CPS-261**		
79		79		CA 465.8	0.8	1 2	ABS-261		
				CA 466.0	**EE DOCK**		**CPS-261**		
60		60		CA 466.1 CA 466.3	1.9	CSDG 8,369 FT SP	ABS-261		
70		70							
65		65		**CA 467.9**	**WE DOCK**		**CPS-261**		
70		70		CA 468.5 CA 469.3	1.8	1 2	ABS-261		
60	50	60	50						

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
60	50	60	50	CA 469.7	SCARY		CPS-261		
					3.6	BILLS CREEK IT	ABS 261		
				CA 473.3	SCOTT		CPS-261		
60		60		CA 473.9		1 2	ABS 261		
70		70							
		70		CA 476.1					
		65			6.0				
				CA 476.4					
70		70							
				CA 476.7					
				478.0					
				CA 478.4		DD			
65		65		479.0			ABS 261		
				CA 479.3	HURRICANE		CPS-261		
				CA 480.3					
70		70							
				CA 482.9			ABS-261		
		65			7.2				
				CA 483.1					
		70							
				CA 486.5	MILTON		CPS-261		
70		70		CA 486.6			ABS-261		
60		60							
				CA 488.5					
79		79				1	2		
				CA 492.2					
65		65			7.9				
				CA 493.4		DD			
				CA 494.0					
55		55							
							ABS-261		
55		55	50	CA 494.4	EE BARBOURSVILLE		CPS-261		
50	50	45	35			E SSDG	ABS-261		

KANAWHA SUBDIVISION - KW



KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2							
P	F	P	F						
35	35	35	35	CA 501.7	1.4	HUNTINGTON YD 1 2	ABS-261		
55	50	55	50						
				CA 502.6	**DK CABIN**	SW LEAD → PULL IN →	**CPS-261 (193)**		
55	50	55	50	CA 504.1		HUNTINGTON YD			
35	35	35	35	CA 504.2	2.0		ABS-261		
60	50	60	50	CA 504.6	HUNTINGTON 0.2	YARD LEAD			
				CA 504.8	**HO CABIN**		**CPS-261**		
60		60		CA 506.8	3.5		ABS-261 (193)		
70		70		CA 508.1		DD			
				CA 508.3	**SPRING VALLEY**		**CPS-261**		
				509.0 510.0					
70		70		CA 510.5	2.8	CEREDO YD	ABS-261		
50		50				NS			
65		65		CA 510.8					
				CA 511.1	**KV CABIN**		**CPS-261**		
					0.5	NS	ABS-261		
				CA 511.6	**12TH STREET**		**CPS-261**		
65	50	65	50	CA 512.9	1.9	1 2	ABS-261		
30	30	30	30						

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2				WEST			
P	F	P	F			BIG SANDY SD HUNTINGTON WEST TT			
30	30	30	30			1 2 CMG 0.1	ABS-261		
				CA 513.5	**BIG SANDY JUNCTION**		**CPS-261**		
30	30	30	30	CA 513.7	3.3	1 2 3	ABS-261		
40	40	40	40	**CA 516.8**	**CLYFFESIDE**		**CPS-261**		
					1.9	ASHLAND YD	ABS-261		
				CA 518.7	**19TH STREET**		**CPS-261**		
40	40	40	40	CA 520.6	2.0	LEXINGTON IT	ABS-261		
65	50	65	50	**CA 520.7**	**NC CABIN**	CA 520.8	**CPS-261**		
65	50	65	50	CA 522.8	2.3	1 2 3	ABS-261		
30	30	30	30	**CA 523.0**	**AK STEEL**		**CPS-261**		
30	30	30	30				ABS-261		

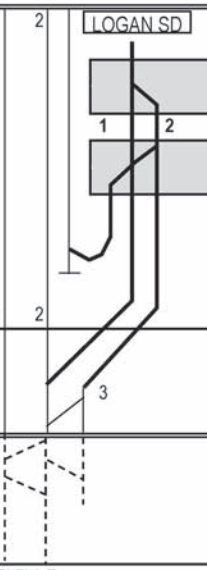
KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2				WEST			
P	F	P	F						
30	30	30	30		0.8	1 2 3	ABS-261 ABS-261		
				CA 523.8	RUSSELL				
					0.2		CPS-261		
				CA 524.0	RUSSELL YARD				
					0.1				
30	30	30	30	CA 524.1		PASS MAIN			
						RIVER LEAD 13 REC 12 REC OLD YARD LEAD RUSSELL SD 1, 2, 3 SWL 9 SWL			
96.1 MILES MONTGOMERY TO CA 524.1									

KANAWHA SUBDIVISION - KW
NO 3 MAINLINE TRACK

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
3							
P	F						
				1 2			
		CA 495.0	**WE BARBOURSVILLE**	3 CLS 0.0 = CA 495.0	**CPS-261**		
55	50		0.8		ABS-261		
		CA 495.8	BARBOURSVILLE SCALE		CPS-261		
55		CA 495.9					
50							
		CA 496.2	5.2		ABS-261		
70							
		CA 498.4					
65							
		CA 501.0	**GUYANDOTTE**				
65	50	CA 501.1		CA 501.1 BIG SANDY SD HUNTINGTON WEST TT	**CPS-261**		
			12.5		ABS-261		
				CMG 0.1			
		CA 513.5	**BIG SANDY JUNCTION**		**CPS-261**		
30	30						
30	30	CA 513.7	3.3	1 2 3 SP	ABS-261		
40	40	**CA 516.8**	**CLYFFESIDE**		**CPS-261**		
			3.9		ABS-261		
		CA 520.7	**NC CABIN**	CA 520.8	**CPS-261**		
65	50		3.1				
		CA 522.8		1 2 3	ABS-261		
30	30	**CA 523.8**	**RUSSELL**				
			0.2		**CPS-261**		
		CA 524.0	**RUSSELL YARD**				
30	30	CA 524.1		PASS MAIN			
				1, 2, 3 SWL			
29.1 MILES WE BARBOURSVILLE TO CA 524.1							

KANAWHA SUBDIVISION - KW
CLS MILEPOSTS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
1	2						
F	F						
30	30						
		CLS 3.6	MP 3.6		CPS-261		
			3.3		ABS-261		
		CLS 0.3	BARBOURSVILLE APEX		CPS-261		
		CLS 1.0	0.3	CA 484.9	ABS-261		
30	30	CLS 0.0 = CA 495.0	WE BARBOURSVILLE		CPS-261		
3.6 MILES MP 3.6 TO WE BARBOURSVILLE							

KANAWHA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- KANAWHA

Trk	MP/Location	P	F
Both	CA 427.9 - 428.2	30	30
Both	CA 428.2 - 429.3	65	50
Both	CA 429.3 - 431.2	60	50
Both	CA 431.2 - 432.1	55	50
Both	CA 432.1 - 433.5	70	50
Both	CA 433.5 - 433.7 -- City Ordinance (HE) -- (EB)	50	50
Both	CA 433.5 - 433.7	50	50
Both	CA 433.7 - 435.0	70	50
Both	CA 435.0 - 435.2	65	50
Both	CA 435.2 - 436.2	35	35
Both	CA 436.2 - 438.2	79	50
Both	CA 438.2 - 438.5	65	50
Both	CA 438.5 - 439.3	70	50
Both	CA 439.3 - 439.6	65	50
Both	CA 439.6 - 440.5	70	50
Both	CA 440.5 - 441.1	65	50
Both	CA 441.1 - 441.4	60	50
Both	CA 441.4 - 441.5	65	50
Both	CA 441.5 - 443.7	70	50
Both	CA 443.7 - 444.3	60	50
Both	CA 444.3 - 445.8	65	50
Both	CA 445.8 - 450.6	79	50
Both	CA 450.6 - 450.8	65	50
Both	CA 450.8 - 453.4	79	50
Both	CA 453.4 - 454.0	65	50
1	CA 454.0 - 454.1	70	50
2	CA 454.0 - 454.1	60	50
Both	CA 454.1 - 455.4	70	50
Both	CA 455.4 - 455.7	65	50
Both	CA 455.7 - 456.1	70	50
Both	CA 456.1 - 458.0	65	50
Both	CA 458.0 - 458.1	55	50
Both	CA 458.1 - 462.2	65	50
Both	CA 462.2 - 463.4	79	50
Both	CA 463.4 - 465.8	50	50
Both	CA 465.8 - 466.1	79	50
Both	CA 466.1 - 466.3	60	50
Both	CA 466.3 - 467.9	70	50
Both	CA 467.9 - 468.5	65	50
Both	CA 468.5 - 469.3	70	50
Both	CA 469.3 - 473.9	60	50
Both	CA 473.9 - 476.1	70	50
1	CA 476.1 - 476.4	70	50
2	CA 476.1 - 476.4	65	50
Both	CA 476.4 - 476.7	70	50
Both	CA 476.7 - 480.3	65	50
Both	CA 480.3 - 482.9	70	50
1	CA 482.9 - 483.1	70	50
2	CA 482.9 - 483.1	65	50
Both	CA 483.1 - 486.6	70	50
Both	CA 486.6 - 488.5	60	50
Both	CA 488.5 - 492.2	79	50
Both	CA 492.2 - 494.0	65	50
Both	CA 494.0 - 494.4	55	50
1	CA 494.4 - 495.0	50	50
2	CA 494.4 - 495.0	45	35
1	CA 495.0 - 495.9	55	50
2	CA 495.0 - 495.9	45	35
1	CA 495.9 - 496.2	50	50
2	CA 495.9 - 496.2	45	35
1	CA 496.2 - 498.4	70	50
2	CA 496.2 - 498.4	45	35
1	CA 498.4 - 501.0	65	50
2	CA 498.4 - 501.0	45	35
Both	CA 501.0 - 501.2	65	50
Both	CA 501.2 - 501.7	35	35
Both	CA 501.7 - 504.1	55	50
Both	CA 504.1 - 504.2	35	35
Both	CA 504.2 - 506.8	60	50
Both	CA 506.8 - 510.5	70	50
Both	CA 510.5 - 510.8	50	50
Both	CA 510.8 - 512.9	65	50
Both	CA 512.9 - 513.7	30	30
Both	CA 513.7 - 520.6	40	40
Both	CA 520.6 - 522.8	65	50
Both	CA 522.8 - 524.1	30	30

AUTHORIZED SPEEDS -- NO 3 MAINLINE TRACK

Trk	MP/Location	P	F
3	CA 495.0 - 495.9	55	50
3	CA 495.9 - 496.2	50	50
3	CA 496.2 - 498.4	70	50
3	CA 498.4 - 501.1	65	50
3	CA 513.5 - 513.7	30	30
3	CA 513.7 - 516.8	40	40
3	CA 520.7 - 522.8	65	50
3	CA 522.8 - 524.1	30	30

AUTHORIZED SPEEDS -- CLS MILEPOSTS

Trk	MP/Location	F
Both	CLS 3.6 - 0.0	30

BETWEEN 7,000 AND 14,000 TONNAGE SPEEDS -- KANAWHA

Trk	MP/Location	F
Both	CA 427.9 - 428.2	30
Both	CA 428.2 - 435.2	40
Both	CA 435.2 - 436.2	35
Both	CA 436.2 - 494.4	40
Both	CA 494.4 - 501.0	35
Both	CA 501.0 - 501.2	40
Both	CA 501.2 - 501.7	35
Both	CA 501.7 - 504.1	40
Both	CA 504.1 - 504.2	35
Both	CA 504.2 - 512.9	40
Both	CA 512.9 - 513.7	30
Both	CA 513.7 - 522.8	40
Both	CA 522.8 - 524.1	30

BETWEEN 7,000 AND 14,000 TONNAGE SPEEDS -- NO 3

MAINLINE TRACK

Trk	MP/Location	F
3	CA 495.0 - 495.9	50
3	CA 495.9 - 496.2	50
3	CA 496.2 - 498.4	50
3	CA 498.4 - 501.1	50
3	CA 513.5 - 513.7	30
3	CA 513.7 - 516.8	40
3	CA 520.7 - 522.8	40
3	CA 522.8 - 524.1	30

BETWEEN 7,000 AND 14,000 TONNAGE SPEEDS -- CLS MILEPOSTS

Trk	MP/Location	F
Both	CLS 3.6 - 0.0	30

GREATER THAN 14,000 TONNAGE SPEEDS -- KANAWHA

Trk	MP/Location	F
Both	CA 427.9 - 428.2	30
Both	CA 428.2 - 512.9	35
Both	CA 512.9 - 513.7	30
Both	CA 513.7 - 522.8	35
Both	CA 522.8 - 524.1	30

GREATER THAN 14,000 TONNAGE SPEEDS -- NO 3 MAINLINE TRACK

Trk	MP/Location	F
3	CA 495.0 - 495.9	50
3	CA 495.9 - 496.2	50
3	CA 496.2 - 498.4	50
3	CA 498.4 - 501.1	50
3	CA 513.5 - 513.7	30
3	CA 513.7 - 516.8	40
3	CA 520.7 - 522.8	35
3	CA 522.8 - 524.1	30

GREATER THAN 14,000 TONNAGE SPEEDS -- CLS MILEPOSTS

Trk	MP/Location	F
Both	CLS 3.6 - 0.0	30

ADDITIONAL SPEEDS (SP) -- KANAWHA

Location	Track Type	F
CA 429.8 - 431.0	CSDG	10
CA 438.0 - CLD 0.0	WYE	
CA 438.3 - CLD 0.0		
CA 450.2 - 451.8	CSDG	
CA 463.9 - 466.0	SSDG	
CA 465.2 - CLF 0.3	WYE	15
CA 466.0 - 467.9	CSDG	10
CA 494.4 - 494.9	SSDG	

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.

CA 494.9 - Eastward trains or engines will not exceed 10 MPH Kanawha No 2 track to Logan No 1 track.

CA 495.0 - Trains or engines will not exceed 10 MPH through crossover No 2 Kanawha SD to No 3 track toward the Logan No 2 track.

CA 502.0 - Huntington Shop - Maximum speed on the engine load testing track is 30 MPH.

13 ENGINE BELL

CLS 0.3 - Barboursville - Engine bells will be rung continuously while engines are using the east leg of the wye at Barboursville as a warning to reclamation plant employees.

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

Locomotive horns will not be sounded at the following locations except in case of emergency.

When approaching and passing through the following highway-rail crossings the engine bell will be rung and the engine horn sounded as indicated in the table below.

Exceptions: The engine bell and horn will be sounded as prescribed by the Operating Rules.
- In cases of an emergency, or
- When Roadway Workers are present, or
- When notified of a highway-rail crossing malfunction.

MP / Location	Horn	Bell	Hours
CA 441.91 - CA 441.92 / 129th St	No	Yes	Cont

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- KANAWHA

Trk	MP/Location	P
Both	CA 433.5 - 433.7 (HE) -- (EB)	50

100 HIGHWAY-RAIL GRADE CROSSINGS

CA 450.70 - 39th St - South Ruffner Siding: Trains setting off must cut cars off east/west of the two white posts, 150 feet from crossing.

CA 499.50 - Kerr Glass Crossing: Westward trains receiving an approach signal at CA 500.10 and having a train length exceeding 7,200 feet must stop east of Kerr Glass crossing until a more favorable signal aspect is received.

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CA 427.9 - CA 467.9	All	Loads: 5 Empties: 3
CA 469.7	Unit Trains Bill's Creek IT	Loads: 7 Empties: 3
CA 489.0 - CA 524.0	All	Loads: 5 Empties: 3
CA 502.0	Huntington Yard	Loads: 3 Empties: 2

104-A HANDLING SWITCHES

Normal Position of Hand Operated Switches:

KV CABIN – Junction of KRT Track and Yard Track – for movement to KRT Track (Belt Line).

Huntington Terminal – East leg of the wye Hill Track switch for movement on the east leg of the wye.

Huntington Terminal – East leg of the wye Coach Yard Lead switch, for movement on the east leg of the wye.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
CA 427.9 / Montgomery to and including EAS 19th St

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
CA 518.7 - 524.1 / EAS 19th St to and including CA 524.0 Russell Yard
CLS 0.3 - 3.6 / Not including Barboursville Apex
BN 211.9 - 211.3 / Guyandotte to 5th Street holdout

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CA 429.0	Handley	Cont	008, 020-3	Wayside
CA 445.1	Marmet			
CA 457.0	S Charleston YM			
CA 457.3	S Charleston			
CA 463.3	Amos Power Plant			
CA 465.1	St Albans			
CA 479.2	Hurricane			
CA 494.7	Barboursville			
CA 501.3	DK Cabin			
CA 505.0	Huntington		070, 028	Terminal
	Huntington		008, 020-3	Wayside
CA 513.1	Big Sandy Jct			
CA 520.4	Ashland			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4003 SECURING CSXT TRAIN DOCUMENTATION

Solid empty hopper trains may depart Ceredo, WV and Huntington Terminal with a document (printed or hand written) indicating the total number of cars and the length of train. Work orders, tonnage graph, hazard graph are not required.

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CA 436.6	East Bank	1	NONE
CA 450.0	Owens	1	NONE
CA 463.4	St Albans	1	NONE
CA 478.4	Hurricane	1	NONE
CA 493.4	Barboursville	1	NONE
CA 508.1	West Huntington	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CA 466.0	E E Dock
CA 501.1	Guyandotte
CA 512.9	Catlettsburg

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

Trains handling loaded AEPX rapid discharge cars en route to the John Amos Power Plant will couple the locomotive main reservoir hose to the main auxiliary train line and cut air in prior to leaving loading facility.

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
Kanawha SD	17'3"	17'3"

A. South Charleston Terminal

1) Cars entering the terminal from the main line Locals will come into the yard through No 1 Crossover and move from S01 to S02. Cars will then move west to the Pit Track and be stored on PT1 Track.

2) Cars entering the yard from Yard Jobs will come through 01, 02, or 03 Track and be stored on PT1 Track.

3) Cars will be held on PT1 Track for safe storage until billing.

B. Huntington Terminal

1) Cars brought into the yard must use the Running Track. The following tracks will be kept clear for the High and Wide to pass:

a) Lower 8
b) Upper 6
c) Polish Pocket
d) Upper 7

2) Temporary placement for the shipment on the Main Line is at CA 505.2.

3) The method of protection will be crew briefings by the yardmaster, trainmasters and observation of equipment through the yard by the trainmaster or designee.

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
CA 504.0	Huntington	6-Axle Locomotives	Prohibited on the West Huntington West 15th St Belt Line
COS 0.0 - COS 11.7	Lexington IT	Cars exceeding Plate C	Prohibited
		Equipment	Prohibited beyond car Stop sign at end of Trk

7. CLOSE CLEARANCE

MP	Location	Remark
CA 440.5	Winifrede Mine 304-949-3333	Between trks
CA 457.0	South Charleston Carbide Lead Trk 304-746-8005	Entrance gate
CA 457.0	South Charleston FMC Lead Trk 304-746-1575	Entrance gate
CA 457.0	South Charleston Trans-Flo 304-744-7628	Bldg clearance
CA 457.0	South Charleston Yard Shop Trk	Various equip bldg Canopy
CA 467.6	South Charleston PB&S 304-727-4370	At loading rack
CA 473.0	Joyce Road	Do not ride the South Side of equipment at flasher pole
CA 479.3	Standard Foods 304-736-8926	At loading dock
CA 505.0	Huntington, Portec 304-525-7586	Between bldgs
CA 505.0	Huntington, Allied 304-523-2131	Between bldgs
CA 505.0	Huntington, Black Diamond	Between bldgs
CA 505.0	Huntington, 20th St, Smiley One Trk near Steel of WV	Industry's loaded cars
CA 517.1	Ashland, AK Steel 606-329-7942	Close clearance
CA 518.4	Mansbach 34th St Yard	Do not ride side of cars when adjacent track is occupied by equipment
CA 520.0	AK North Yard	Do not ride side of cars when adjacent track is occupied by equipment

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
COS 0.0 - COS 11.7	Lexington IT	All

GENERAL MISCELLANEOUS

CA 451.8 - S Ruffner – All Westward trains destined to be tied down in South Ruffner Siding are to have the engines detached from the west end of the train and placed on the east end of the train, coupled, secured properly and air cut-ins.

Switching South Charleston:
Transflo has leased the west end of Pit Tracks P01 and P02. A yellow line indicates where the leased track begins. A derail will be in place at this yellow line during the time that Transflo facility personnel are working. CSX employees may occupy these tracks east of the yellow line at any time as directed by the yardmaster. When the derail is removed, it is permissible to enter the lease track to switch the Transflo facility as directed by the yardmaster. No engines or cars will be left west of the yellow line at any time except those spotted for the Transflo facility.

Dock – Westward trains en route Bills Creek must contact the South Charleston Yardmaster before passing the WAS west end Dock for instructions. If unable to contact the yardmaster, train must stop prior to reaching Garbage Crossing until it is known that the train will continue to Bills Creek.

CA 471.0 - John Amos Power Plant: Tracks of John Amos Power Plant are used jointly by CSX and John Amos engines.

CA 495.8 Barboursville Scales:

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

Eastward trains to be weighed will be notified by the train dispatcher.

Trains operating on No 2 Track will encounter this signal on the Eastward Absolute Signal Bridge at W. E. Barboursville.

Name: Approach - Weigh
Aspect: Flashing White Light
Indication: Proceed prepared to comply with weighing instructions at next signal.

WAS at west end of Barboursville is arranged to display the following aspect when the WAS at the scale displays “weigh”.

Name: Approach - Weigh
Aspect: Yellow light over red light, with W marker between and slightly to the right.
Indication: Proceed prepared to comply with weighing instructions at next signal.

WAS, 903 feet east of the scale governing movement on No 2 Track, is arranged to display the following aspect when the switches are lined for the scale:

Name: Weigh
Aspect: Two red lights, one above the other, with a W marker above an illumination lunar signal. The W marker above the lunar signal is set in between and slightly to the right of the two red lights.
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 Barboursville 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 Radio Channel 008. Accurate weighing speeds must be maintained between 4.5 and 8.5 MPH. When the scale is ready to weigh, the system witll transmit, "CSX, Barboursville scale, ready to weigh". While the scale is in the weighing

mode, the speed of the train in tenths of a mile per hour 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 train dispatcher for instructions. Anytime a Stop is made on the scale for two (2) minutes or longer, the scale goes into standby.

If re-weighing is necessary, secure permission from the train dispatcher to back up clear of the scales, and wait for two minutes for the scale to be reset and the ready message to be transmitted before beginning the re-weigh.

When weighing is complete, a voice message "Barboursville 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 Operating 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 the 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 train dispatcher must be advised of the initial and number and position in the train of the car(s) set off or picked up.

CA 505.0 - Huntington:

1) Westward Pull-In Track: Eastward movements on the westward Pull-In Track must not be made without instructions from the yardmaster.

2) Belt Line between 3rd St and 23rd St: Before moving over this track section instructions must be secured from the Huntington (HYCO) Yardmaster.

CA 510.0 Ceredo - Leasing of Tracks at Ceredo, WV.

A. The following tracks have been leased to Kanawha River Terminal, (KRT)

1. Ceredo Yard Tracks 1, 2, 3 and 4
2. Between the east end of 1, CA 508.3 and the west end of Ceredo Yard, CA 511.0
3. The loop from the west end of Ceredo Yard to River Terminal
4. 600 feet on the east end of the old B&O Spur
5. Interchange will be affected on all the above specified tracks.

B. CSX crews working KRT Ceredo Yard:

1. CSX crews working at Ceredo Yard must have permission from and comply with instructions of the Huntington Yardmaster prior to contacting the KRT Traffic Coordinator.

2. Prior to entering or beginning any work in the KRT – Ceredo Yard, CSX crews will contact the KRT coordinator on Radio Channel 028 for permission and instructions to enter or to begin work in KRT – Ceredo Yard.

3. CSX and KRT crews while working in KRT – Ceredo Yard will monitor and work on Channel 008.

4. The KRT coordinator will be responsible to inform both CSX and KRT crews when both CSX and KRT crews are given permission to work jointly in KRT – Ceredo Yard. All movements are to be made in accordance with Rule 46.

5. When advised of joint operations, CSX and KRT crews will have a mandatory joint job briefing on the work to be performed and are required to update the job briefing as work progresses either face to face or via Radio Channel 008.

6. Permission to use KRT Tracks cannot be transferred from one CSX crew to another CSX crew.

7. When a CSX Crew Arrives KRT – Ceredo Yard other than by train, they are required to contact the KRT Traffic Coordinator on Channel 028 for instructions prior to performing any work and must ensure they are in compliance with items 1 through 8 of these instructions.

8. CSX crews will notify the KRT Coordinator when their work is complete and when they have departed KRT – Ceredo Yard.

CA 511.1 - Kenova: Trains with work to perform at Kenova will secure instructions from the Huntington (HYCO) Yardmaster.

CA 516.8 - Ashland - Clyffeside South Industrial Track: Movements on this track must not be made without instructions from the Coal Hump Yardmaster.

CA 517.1 Mansbach Metal - The following tracks are leased to Mansbach Metal Company:

A) The Ashland Industrial Lead, located adjacent (north) to No 1 Main Line between CA 517.1 (east end of 34th Street) and CA 519.2 (directly under the 13th Street overhead bridge).
B) Tracks A01 through and including A08
C) Tracks A11 through and including A17

CSX crews will not occupy these tracks without instructions from the Coal Hump Yardmaster who will not issue instructions without acquiring permission of the Mansbach Metal Co.

Interchange will be effected on all the above prescribed tracks.

CSX retains the use of tracks A09, A10 and the Scale Track. The use of these tracks is with instructions from the Coal Hump Yardmaster.

Instructions for dwarf signal governing movement from the Lexington Industrial Track: Westward trains moving from the Lexington IT to No 2 Track at NC Cabin must first receive permission from the train dispatcher to reverse the hand-operated switch from the Lexington IT onto No 2 Track. Once the hand-operated switch indicates reverse to the train dispatcher, the train dispatcher will then line the dwarf signal on the Lexington IT for the affected train.

Track leased to Kentucky Electric Steel: A lease track

agreement is in effect with Kentucky Electric Steel Corporation located on the Kanawha SD, Lexington IT, Coalton, KY, beginning 108 feet west of Route 966 grade crossing at Coalton, KY, COS 10.9, westward to the west end of the Lexington IT Track limit, Bridge 5313, COS 11.7.

Hand operated derail is placed at the point of the east entrance to Kentucky Electric Steel, leased track location 108 feet west of Route 966 grade crossing. Derails located on east and west ends of Runaround Track at Coalton, KY, are not in service. Switches at both ends of the Runaround Track are to be left for straightaway movement on the Lexington IT and derail locked for normal position.

CSX crews will not occupy leased track at Coalton, KY, without instructions from the Coal Hump Yardmaster who will not issue such instructions without authorization from Kentucky Electric Steel Corporation.

Rule 96 will govern movement on leased trackage at Coalton, KY.

CA 523.2 AK Steel - The following tracks are leased to A-K Steel:

A) The Ashland Yard Industrial Lead between CA 522.8 and CA 519.3
B) 5th Street Yard: 1-2-3 and 4 north side
C) Bellefonte Yard north lead, south lead and Runaround Tracks
D) Between CA 517.1 and CA 518.3, Tracks A18 through A21; A22 and A23 east and west: CSX crews will not occupy these tracks without instructions from the Coal Hump Yardmaster, who will not issue instructions without permission from the A-K Steel Inc Yardmaster.

Instructions For Westward Trains Terminating At Russell, KY: Westward coal trains must report the following to the Coal Hump Yardmaster when passing 19th Street, Ashland, KY:

A) Condition of locomotives and direction of units
B) Supplies, if needed
C) HTD
D) ETD
E) Car count

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

MP	Location	DOT#	Type
CA 428.32	Amering Dr	225378G	C
CA 431.77	Center St	225380H	C
CA 432.53	12th St	225381P	C
CA 435.44	Ferry St	225386Y	C
CA 435.53	Willow St	225387F	C
CA 435.68	Walnut St	225388M	C
CA 436.02	Brannon St	225389U	C
CA 436.63	1st Ave	225390N	C
CA 437.73	MacCorkle Ave	225393J	C
CA 438.46	James River Rd	225401Y	C
CA 441.92	129th St	225404U	P
CA 444.26	98th St	225407P	C
CA 444.94	85th St	225410X	C
CA 448.31	Chesterfield	225417V	C
CA 449.78	50th St	225432X	C
CA 450.70	39th St	225433E	C
CA 455.02	Danner Rd	225460B	C
CA 458.27	Jefferson Rd	225507U	C
CA 458.88	Chesapeake Ave	225508B	C
CA 459.24	Chestnut St	225509H	C
CA 460.33	Becks Crossing	225511J	C
CA 460.69	Avesta Dr	225512R	C
CA 460.90	Spring Valley Rd	225513X	C
CA 463.50	Spruce St	225518G	C
CA 464.03	Walnut St	225519N	C
CA 465.52	5th St	225523D	C
CA 465.72	2nd St	225526Y	C
CA 465.82	C St	225528M	C
CA 465.90	B St	225529U	C
CA 467.47	1st St N	225542H	C
CA 467.74	US Government Rd	225543P	C
CA 469.33	Vintroux Rd	225548Y	C
CA 469.56	Big Scary Rd	225549F	C
CA 471.74	Hedrick Rd	225580S	C
CA 473.06	Joyce Rd	225581Y	C
CA 473.27	Scott Rd	225582F	C
CA 473.45	Valley View Dr	225583M	C
CA 474.31	Poplar Fork Rd	225584U	C
CA 475.16	Teays Ln	225585B	C
CA 477.82	Tackett Branch Rd	225587P	C
CA 478.66	Mill Rd	225589D	C
CA 481.22	Dudding Ln	225598C	C
CA 481.60	Charlie Creek Rd	225600B	C
CA 489.50	Yates Crossing Rd	225622B	C
CA 492.49	Iroquois Trail	225628S	C
CA 499.50	Kerr Glass	225646P	C
CA 502.56	7th Ave - 3rd St Trk	225710L	C
CA 507.57	Vernon St	225675A	C
CA 510.75	Main St	225678V	C
CA 510.80	1 St W	225680W	C
CA 510.92	Poplar St	225689H	C
CA 511.67	12th St	225682K	M
CA 512.18	18th St	225685F	M
CA 515.14	12th St	226841T	M
CA 515.47	10th St	226844N	M
CA 515.75	53rd St	226846C	M
CA 515.96	48th St	226847J	M
CA 516.05	47th St	226848R	M
CA 516.39	42nd St	226849X	M
CA 516.61	40th St	226850S	M
CA 518.40	23rd St	226852F	M
CA 518.75	19th St	226854U	M
CA 519.02	15th St	226856H	M
CA 521.05	Armco Rd	226860X	M
CLS 0.97	McClung Ave	226492K	C
CLS 0.35	Main St	226489C	C
CLF 0.08	Washington St	226273W	C

Lexington Ind Trk - COS 0.0 to COS 11.2

MP	Location	DOT#	Type
COS 0.47	Central Ave	227343M	C
COS 1.43	Blackburn St	227344U	M
COS 1.97	Comanche Dr	227345B	C
COS 2.28	McKnight Dr	227346H	C
COS 3.77	Donta Rd	227348W	M
COS 5.21	Dog Ridge Rd	227351E	M
COS 5.60	Summit Rd	227353T	M
COS 6.22	Little Garner	227354A	M
COS 7.10	Mead Springer Rd	227355G	M
COS 11.10	KY 966	227363Y	M

LAUREL FORK SUBDIVISION - LU

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST CLH 9.0 END OF TRACK HE DISP 014-2 RD - 008 CLH 7.3 ASHLEY KAY	96		
10	CLH 5.8 CLH 0.0	(END OF MAIN TRACK) HAMPTON 5.8 CLOTHIER		TWC-DCS		
			COAL RIVER SD			
5.8 MILES HAMPTON TO CLOTHIER						

LAUREL FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LAUREL FORK

Trk	MP/Location	F
SG	CLH 5.8 - 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.

104 HANDLING SWITCHES

CLH 5.9 – Crews may leave the derail at CH 5.9 in the non-derailing position when departing the mine, providing that mine tracks are known to be clear of all standing equipment.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLH 9.0	Laurel Fork	Cont	008, 014-2	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
CLH 7.3	Ashley Kay Mine	Loadout

8. MISCELLANEOUS

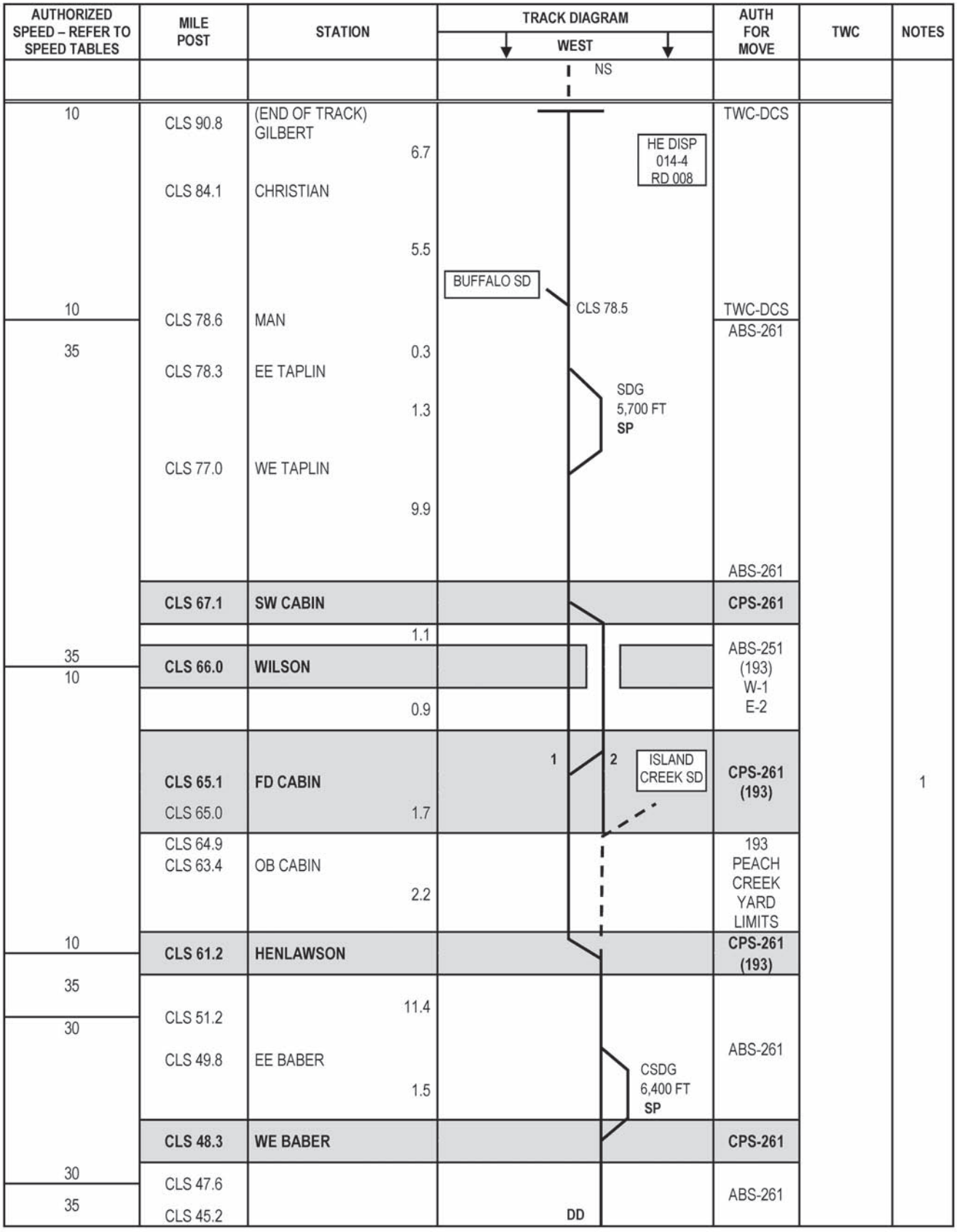
EXCEPTED TRACK

MP	Location	Track
CLH 9.0 - CLH 0.0	Entire Laurel Fork SD	All

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

MP	Location	DOT#	Type
CLH 0.08	SR 17	226396H	M

LOGAN SUBDIVISION - LG



LOGAN SUBDIVISION - LG

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
35	CLS 44.4			ABS-261		
30		4.6				
	CLS 43.7	EE HEARTLAND				
			CSDG 10,731 FT SP			
		2.2		ABS-261		
	CLS 41.5	**WE HEARTLAND**		**CPS-261**		
30	CLS 35.4	7.7		ABS-261		
35						
	CLS 33.8	**EE RANGER**		**CPS-261**		
			CSDG 12,333 FT SP			
		2.4		ABS-261		
	CLS 31.4	**WE RANGER**		**CPS-261**		
35	CLS 29.8			ABS-261		
30						
	CLS 29.0					
35	CLS 21.0	27.8	DD			
35	CLS 4.0					
30	CLS 3.6	MP 3.6		ABS-261		
			1 2 KANAWHA SD			
87.2 MILES GILBERT TO MP 3.6						

STATION PAGE NOTES

NOTE 1: A) All train movements on No 1 track between SW Cabin CLS 67.1 and the WAS FD Cabin CLS 65.2 are restricted to westward movements only. Trains are not permitted to move against the current of traffic.

B) All train movements on No 2 track between SW Cabin CLS 67.1 and the WAS FD Cabin CLS 65.2 are restricted to eastward movements only. Trains are not permitted to move against the current of traffic.

LOGAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LOGAN

Trk	MP/Location	F
SG	CLS 90.8 - 78.6	10
SG	CLS 78.6 - 67.1	35
Both	CLS 67.1 - 66.0	35
Both	CLS 66.0 - 65.0	10
SG	CLS 65.0 - 61.2	10
SG	CLS 61.2 - 51.2	35
SG	CLS 51.2 - 47.6	30
SG	CLS 47.6 - 44.4	35
SG	CLS 44.4 - 35.4	30
SG	CLS 35.4 - 29.8	35
SG	CLS 29.8 - 29.0	30
SG	CLS 29.0 - 4.0	35
SG	CLS 4.0 - 3.6	30

ADDITIONAL SPEEDS (SP) -- LOGAN

Location	Track Type	F
CLS 78.3 - 77.0	SDG	10
CLS 49.8 - 48.3	CSDG	
CLS 43.7 - 41.5		
CLS 33.8 - 31.4		

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
CLS 90.7 - CLS 90.3	West Gilbert	Loads: 10% Empties: Per cut of empties 2
CLS 67.1 - CLS 61.3	Peach Creek Yard	Loads: 3 Empties: 3
CLS 61.3 - CLS 3.6	Between CLS 61.3 and CLS 3.6	Loads: 5% Empties: 3
CLV 0.0 - CLV 2.0	Phillips	Loads: 18 Empties: 9
CLZ 0.0 - CLZ 3.6	Hutchinson	Empties: When running around train in preparation to load 10

104-A HANDLING SWITCHES

CLS 41.5 – The inside hand throw switch at Heartland, will normally be lined for the Stub End Track. Permission of the dispatcher must be received before unlocking and opening this switch.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CLS 67.1	SW Cabin	No 1 Main	10
CLS 33.8	EE Sdg See Note	Main	

Note: The Eastward absolute dwarf signal for Ranger Siding, located at the east end of Ranger, CLS 33.8, is controlled by a switch key control box located on the north side of Ranger Siding opposite the dwarf signal. Trains desiring to proceed east from Ranger Siding to the Main Track through the spring switch at the east end of Ranger must first receive authority to enter the Main Track from the train dispatcher. The crew must then operate the "Clear" key on the switch key control box. The dwarf signal should then display an aspect to proceed.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Logan SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLS 88.9	Tamcliff	Cont	008, 014-4	Wayside
CLS 65.0	FD Cabin			
CLS 63.0	Peach Creek		008	
CLS 56.0	Godby Heights		008, 014-4	
CLS 47.7	Toney			
CLS 42.0	Sandcreek			
CLS 31.0	Ranger			
CLS 24.0	Huball			
CLS 14.0	Salt Rock			
CLZ 1.3	Dehue			

704 ON TRACK EQUIPMENT MOVEMENTS

CLS 60.0 - CLS 67.4 - Instructions from the yardmaster must be obtained in addition to authority from the train dispatcher for on track equipment movements.

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

Employees will make a safety stop as required in all cases except at the locations described below:

Logan SD Snap Creek IT – When doubling up loaded trains at Phillips Mine.

Crews doubling up loaded trains:

1) A job briefing must be conducted in which the movement to be made is disussed.

2) Employees must not ride to the coupling.

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
CLS 45.2	Ferrellsburg	1	NONE
CLS 21.0	Sheridan	2	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CLS 6.6	Martha, WV
CLS 4.4	Martha, WV

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
CLS 90.4	West Gilbert Mine	Loadout
CLS 49.0	Baber Mine	Loadout
CLS 31.6	Ranger	House Trk
CLS 19.0	W Hamlin	House Trk
CLV 1.2	Phillips Mine	Loadout
CLZ 3.0	Rum Creek Mine	Loadout

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CLT 0.0 - CLT 2.8	Elk Creek IT	Wylo CLT 0.0 and Guyan CLT 2.8
CLZ 0.0 - CLZ 3.7	Rum Creek IT	Rum Jct CLZ 0.0 and end of trk CLZ 3.7

GENERAL MISCELLANEOUS

CLS 63.0 Peach Creek

1. Eastward trains must have yardmaster instructions to occupy the Main Track within this territory. Trains arriving Peach Creek Yard must contact the Peach Creek Yardmaster for instructions prior to passing the following locations:

CLS 60.0 Logan SD - Eastward Trains
CLS 66.0 Logan SD - Westward Trains

Note: When no yardmaster is on duty, contact the train dispatcher for instructions.

2. Crossover East End of Empty Yard and FD Cabin: Trains and engines must receive instructions from the Peach Creek Yardmaster before occupying this track section. If no yardmaster is on duty, trains or engines must receive permission from the train dispatcher.

3. Bypass Track: This track, between the west end of the Loaded Yard and the switch to the Engine Pit Lead must not be used without instructions from the yardmaster. If no yardmaster is on duty, this track section must not be used without permission from the dispatcher.

CLS 70.8 Rum Creek Industrial Track

1. Leased between CLZ 0.4 and CLZ 4.0
2. A switch point derail has been installed at CLZ 0.4

ADDITIONAL STATIONS

MP	Station	Switch Opening
CLS 90.4	West End Gilbert	West
CLS 84.0	Elk Creek IT	
CLS 78.9	Rock House IT	
CLS 74.8	Snap Creek IT	
CLS 70.8	Rum Creek IT	
CLS 65.8	Logan Banner	
CLS 54.3	Chapmanville House	East
CLS 31.5	Ranger House Trk	
CLS 19.0	West Hamlin House Trk	

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

MP	Location	DOT#	Type
CLS 90.82	Public Rd	226645L	C
CLS 84.15	Wylo	226640C	C
CLS 79.40	Huff Jct	226632K	C
CLS 78.63	Man SR 10	226630W	M
CLS 75.59	Earling SR 10	226624T	C

CLS 74.13	Rita SR 10	226620R	M
CLS 71.04	Rum Jct SR 10	226615U	M
CLS 68.72	Steamwell SR 10	226612Y	C
CLS 68.30	Jackson St	226610K	C
CLS 68.13	Elm/ State Elec	226609R	C
CLS 67.59	Greenmont	226608J	M
CLS 67.05	Lawson Branch Rd	226606V	P
CLS 66.00	Pine/ Wilson Cross	226605N	P
CLS 65.63	Charles	226603A	M
CLS 65.47	Hudgins	226601L	M
CLS 65.42	Cole	226600E	M
CLS 65.33	Dingess	226598F	M
CLS 65.00	Godby/ Slabtown	226597Y	M
CLS 61.31	Henlawson Rd	226587T	M
CLS 56.78	Godby Rd	226580V	M
CLS 56.22	Garment Plant Rd	226579B	M
CLS 54.71	Ferrell Ave S	226575Y	M
CLS 54.55	Adams St S	226574S	M
CLS 54.07	Vance St	226572D	M
CLS 53.79	Comerce Park Dr	226571W	M
CLS 51.12	Stone Branch	226564L	M
CLS 43.87	SR 10 Main Xing	226550D	M
CLS 31.25	Guyan River Rd Br/ Ranger	226547V	M
CLS 26.34	9 Mile Rd at PO	226539D	M
CLS 24.37	Hubble Rd/ Gas Plt	226538W	M
CLS 22.52	Hubble Rd/ BL BR	226536H	M
CLS 17.31	Shelton St	226528R	M
CLS 17.23	RT 10/ Main Cross/ Virginia St	226527J	M
CLS 13.95	Salt Rock Rd	226516W	M
CLS 11.72	Upper Roach Rd	226512U	M
CLS 11.09	Cavill Creek Rd	226510F	M
CLS 10.62	Lower Roach Rd	226509L	M
CLS 5.32	Martha Rd	226498B	M

Rum Creek Ind Trk - CLZ 0.4 to CLZ 4.0

MP	Location	DOT#	Type
CLZ 0.75	Rum Creek Rd	226704L	C

NOTES

LOGAN AND SOUTHERN SUBDIVISION - LS

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION		TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST CME 11.4 PINE CREEK SD	96		
25	CME 8.1	(END OF MAIN TRACK) OMAR	1.0	HE DISP 014-4 RD 008	TWC-DCS		
	CME 7.1	CHAUNCEY	3.3				
	CME 3.8	ROSSMORE	0.9				
	CME 2.9	MONAVILLE			TWC-DCS		
	CME 0.5		2.9				
25	CME 0.1				TWC-DCS ABS		
10	CME 0.0	MONITOR JUNCTION					
				ISLAND CREEK SD			
8.1 MILES OMAR TO MONITOR JUNCTION							

LOGAN AND SOUTHERN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- LOGAN AND SOUTHERN

Trk	MP/Location	F
SG	CME 8.1 - 0.1	25
SG	CME 0.1 - 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.

104-A HANDLING SWITCHES

CME 8.1 Omar – Normal position for switch at Omar is lined for movements to the Main Track.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Logan and Southern SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CME 7.1	Chauncey	Cont	008, 014-4	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
CME 10.9 - CME 10.7	Stirratt	Loadout

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CME 0.0 Westward Movements - Westward movements will contact the Peach Creek Yardmaster before passing CME 0.0. If the yardmaster is not on duty, contact the train dispatcher for instructions.

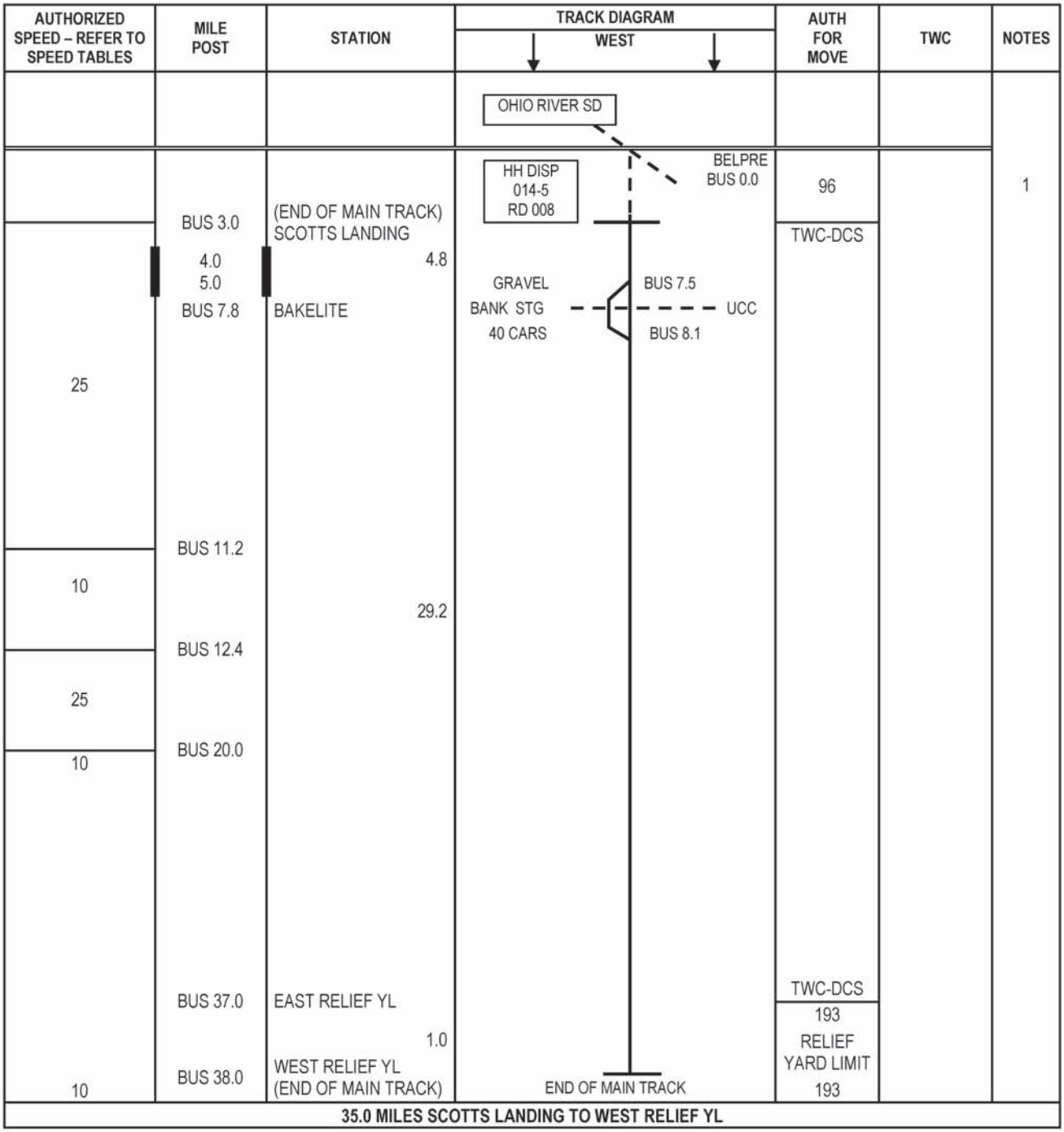
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
CME 7.03	SR 44	226753H	C
CME 2.84	SR 44	226744J	C

Former Main Track from CME 11.4 to CME 8.1

MP	Location	DOT#	Type
CME 10.14	SR 44	226764V	C
CME 8.88	SR 44	226760T	C
CME 8.39	SR 44	226758S	C

MARIETTA SUBDIVISION - MV



STATION PAGE NOTES

NOTE 1: Movements between BUS 0.0 Belpre and BUS 3.0 will be made on verbal instruction of the Parkersburg Yardmaster.

MARIETTA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- MARIETTA

Trk	MP/Location	F
SG	BUS 3.0 - 11.2	25
SG	BUS 11.2 - 12.4	10
SG	BUS 12.4 - 20.0	25
SG	BUS 20.0 - 37.0	10
SG	BUS 37.0 - 38.0	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.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
BUS 7.8	Bakelite	UCC	Manual	98

Note: Tilting target will be horizontal for movement on CSX. Applies to Main and Storage Track.

State of Ohio – At railroad crossings and drawbridges, not equipped with approved interlocking, all trains or engines will Stop not less that 200 feet or more than 800 feet from the crossing or drawbridge, and will not proceed until the route is clear.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Refer to Rule 4453 when operating between the locations shown below:

MP
BUS 0.0 - BUS 38.0

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
BUS 3.0 - BUS 38.0	All Ind Trks except AEP Loop Trk	6-Axle Units	Prohibited
BUS 46.0	AEP Loop Trk	All cars other than coal hoppers	See Note A

Note A: Prohibited from passing through dumping facility, unless observed by a crew member proceeding the movement

7. CLOSE CLEARANCE

MP	Location	Remark
BUS 2.0	DeGussa Carbons 740-423-9573	At and beyond gate
BUS 7.5	Gravel Bank	Stg Trk and fence
BUS 7.9	Chevron Phillips 740-374-0330	Tank Farm
BUS 9.0	Asphalt Materials 740-374-6406	Tank Rack
BUS 14.6	RJF Int'l 740-374-6406	At and beyond gate
BUS 37.4	Globe Metallurgical 740-984-8644	Adjacent Trks
BUS 38.0	A.E.P. Relief Ohio 740-984-2321	Coal Unloading Bldg

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
BUS 20.0 - BUS 38.0	Marietta SD	All

GENERAL MISCELLANEOUS

Transportation Worker Identification Card (TWIC) Program and Requirement

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

Industries and designated job assignments affected:

Degussa
H131 (H931), B380
CB-PK E1, CB-PK E2, CB-PK C2

ADDITIONAL STATIONS

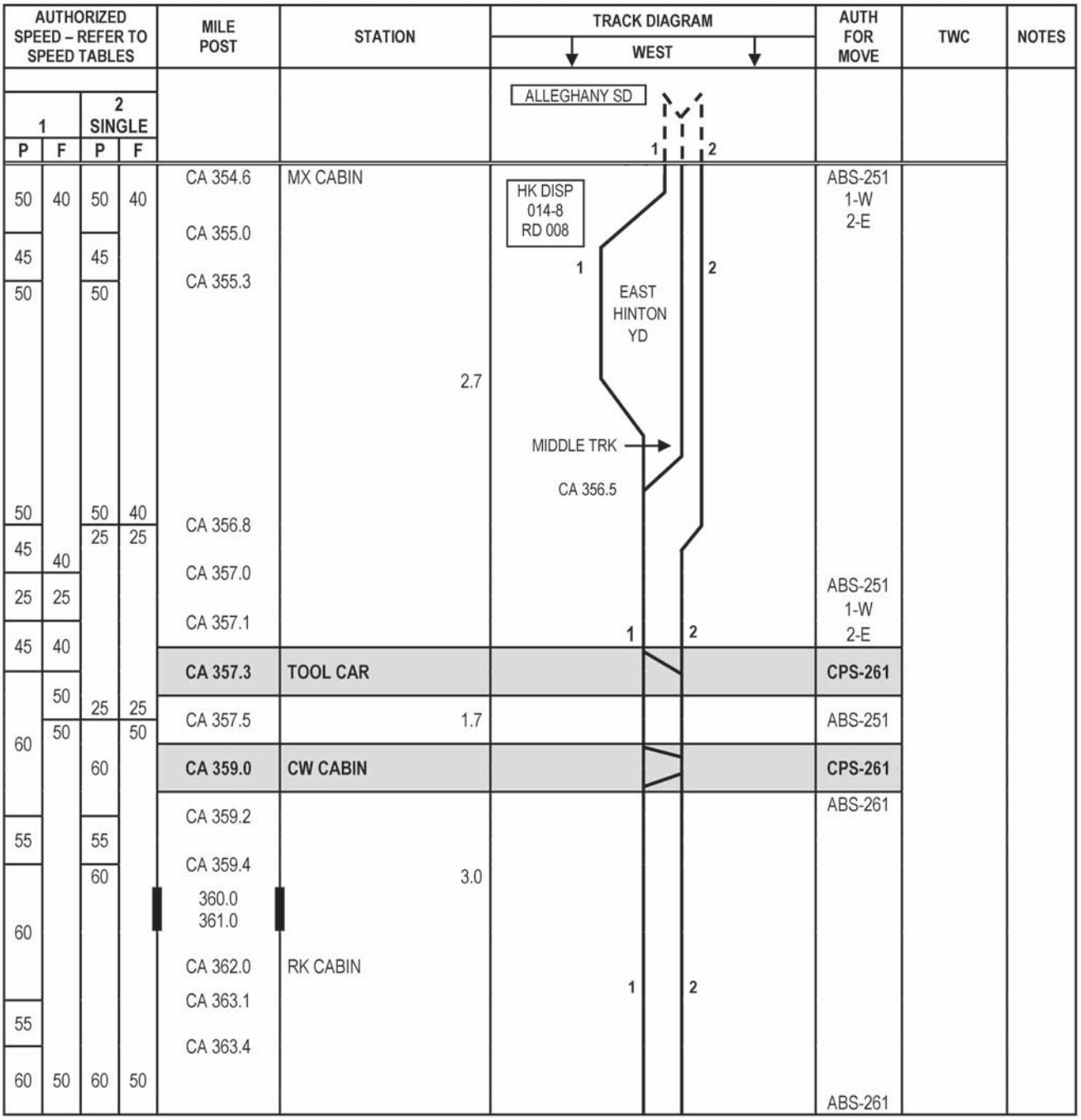
MP	Station	Switch Opening
BUS 3.1	Cas Steel	West
BUS 7.5	East Gravel Bank	East
BUS 8.1	West Gravel Bank	West
BUS 8.9	Asphalt Materials	
BUS 10.8	East Shelly & Sands	East
BUS 11.1	West Shelly & Sands	West
BUS 11.5	East Marietta	East
BUS 11.7	West Marietta	West
BUS 11.8	Team Trk	East
BUS 14.5	RJF	
BUS 33.4	East Waterford	
BUS 33.5	West Waterford	West

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

MP	Location	DOT#	Type
BUS 5.09	CR 3	156063M	P
BUS 6.77	CR 10	156069D	M
BUS 8.73	SR 7	156073T	M
BUS 11.67	Market St	156080D	M
BUS 11.90	Lancaster St	156087B	M
BUS 12.33	Harman Dr	156089P	P
BUS 13.11	Groves Ave	156132T	C
BUS 14.25	CR 4	156140K	C
BUS 17.18	Devol	156151X	P
BUS 33.73	Waterford	156191V	P

NOTES

NEW RIVER SUBDIVISION - NR



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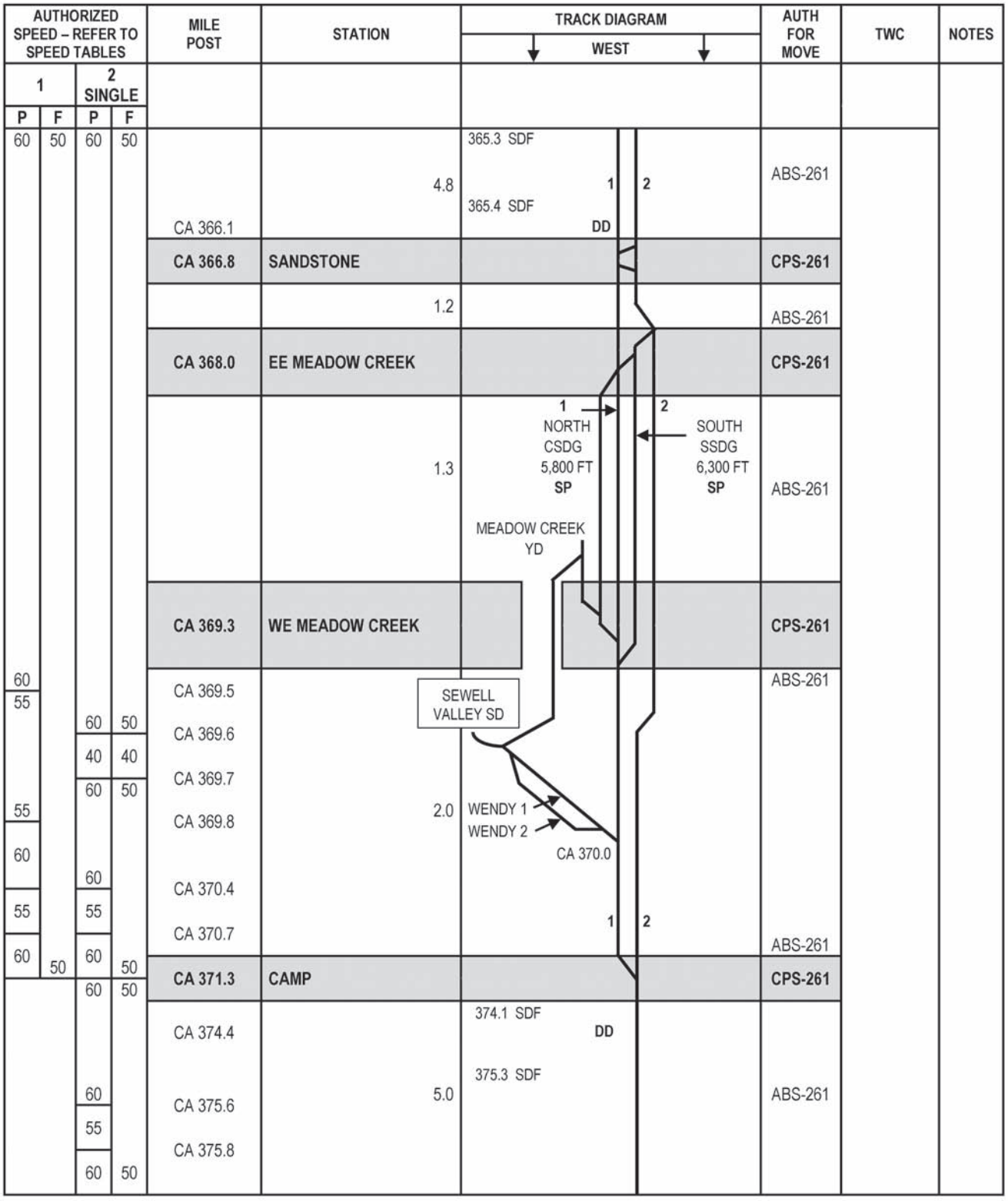

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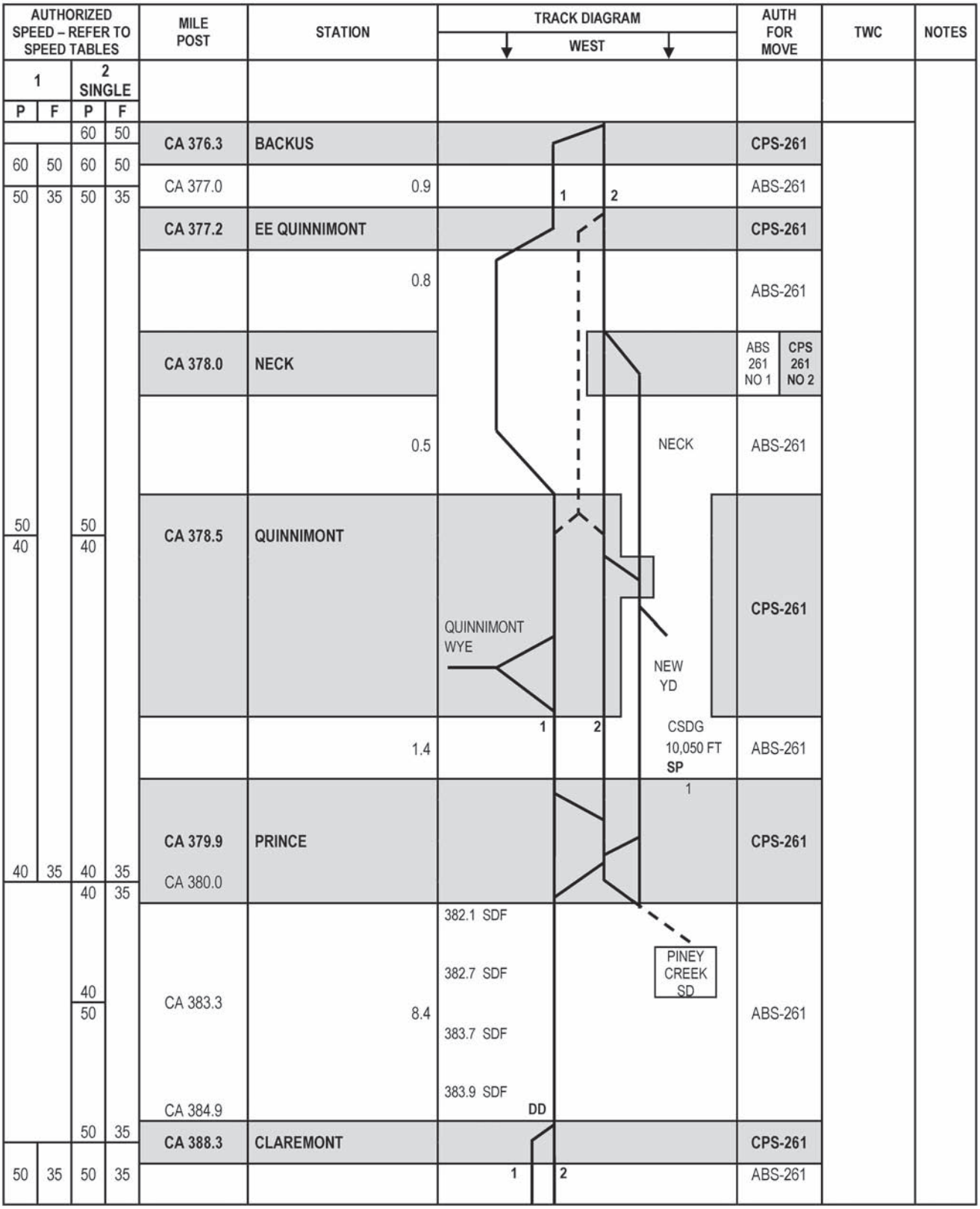
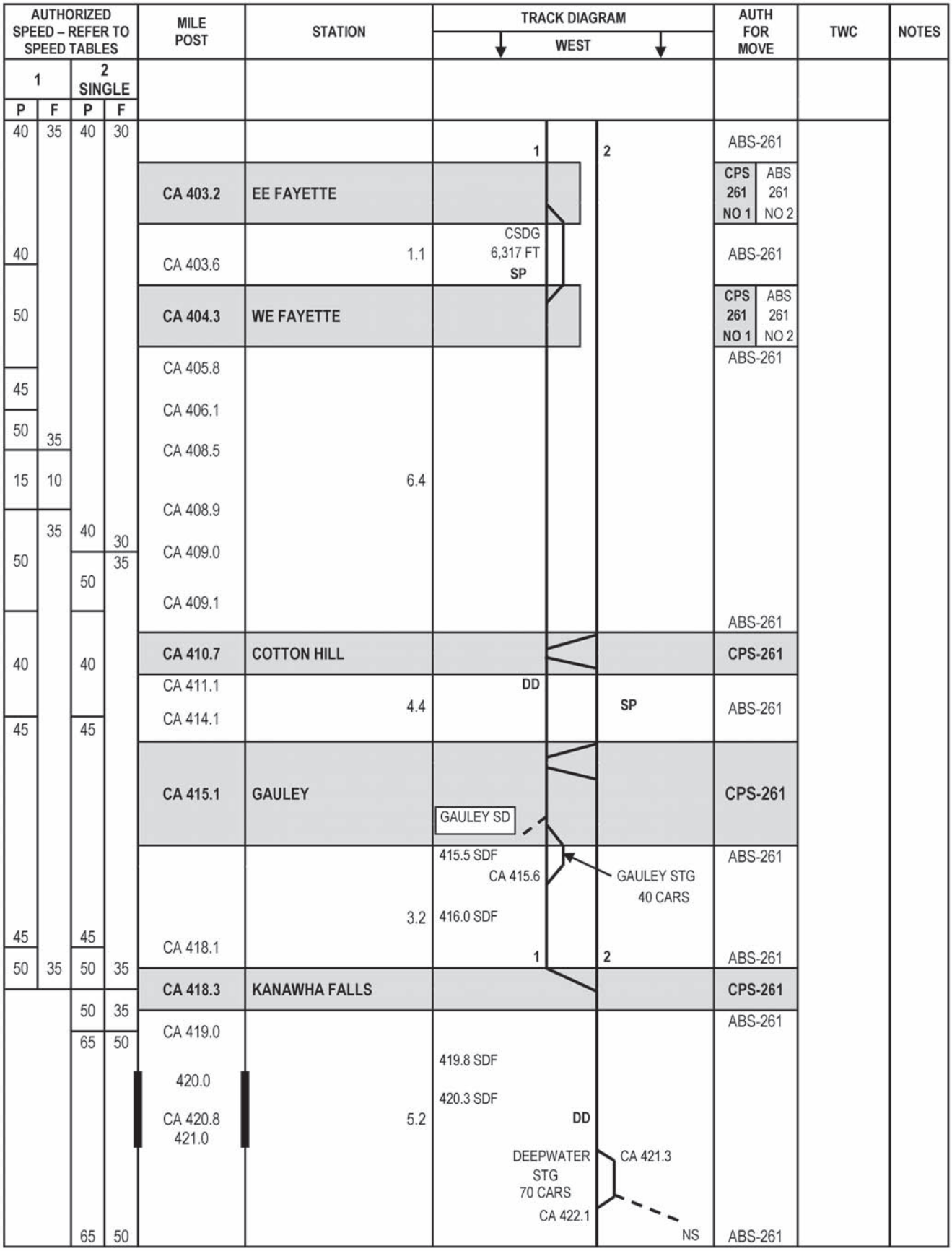


NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE							
P	F	P	F						
50	35	50	35	CA 389.4	2.8	1 / 2 RJC V CA 391.0	ABS-261		
50	35	50	35	**CA 391.1**	**THURMOND** 0.1		**CPS-261**		
		25	25	CA 391.2	EE RUSH RUN				
		25	25	CA 391.5	1.5	CSDG 7,440 FT **SP**	ABS-261		
		50	35	**CA 392.6**	**WE RUSH RUN**		**CPS-261**		
		50		CA 394.5			ABS-261		
		45		CA 394.7					
		50		CA 397.0	4.9	**DD**			
				CA 397.1					
		40		CA 397.4			ABS-261		
		50	35	**CA 397.5**	**SEWELL**		**CPS-261**		
50	35	50	35	CA 398.2		1 / 2	ABS-261		
		10	10	CA 398.4					
		50	35	CA 399.0					
		40	30						
50				CA 399.1	5.7				
40				CA 400.6					
50				CA 402.5		402.5 SDF 1 TRK			
40						402.9 SDF 1 TRK			
	35	40	30			1 / 2	ABS-261		

NEW RIVER SUBDIVISION - NR



NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED – REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
1		2 SINGLE				WEST			
P	F	P	F						
		65	50				ABS-261		
				CA 423.5	MOUNT CARBON		CPS-261		
65	50	65	50	CA 423.9	2.0	1 2	ABS-261		
55		55							
				CA 424.1			ABS-261		
65		65		CA 425.5	EAGLE		CPS-261		
				CA 426.6			ABS-261		
60		60							
				CA 426.7	2.4				
65	50	65	50						
30	30	30	30	CA 426.9		1 2	ABS-261		
				CA 427.9	MONTGOMERY		CPS-261		
30	30	30	30						
						KANAWHA SD			
73.3 MILES MX CABIN TO MONTGOMERY									

NEW RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- NEW RIVER

Trk	MP/Location	P	F
Both	CA 354.6 - 355.0	50	40
Both	CA 355.0 - 355.3	45	40
Both	CA 355.3 - 356.8	50	40
1	CA 356.8 - 357.0	45	40
2	CA 356.8 - 357.0	25	25
Both	CA 357.0 - 357.1	25	25
1	CA 357.1 - 357.3	45	40
2	CA 357.1 - 357.3	25	25
1	CA 357.3 - 357.5	60	50
2	CA 357.3 - 357.5	25	25
Both	CA 357.5 - 359.2	60	50
Both	CA 359.2 - 359.4	55	50
Both	CA 359.4 - 363.1	60	50
1	CA 363.1 - 363.4	55	50
2	CA 363.1 - 363.4	60	50
Both	CA 363.4 - 369.5	60	50
1	CA 369.5 - 369.6	55	50
2	CA 369.5 - 369.6	60	50
1	CA 369.6 - 369.7	55	50
2	CA 369.6 - 369.7	40	40
1	CA 369.7 - 369.8	55	50
2	CA 369.7 - 369.8	60	50
Both	CA 369.8 - 370.4	60	50
Both	CA 370.4 - 370.7	55	50
Both	CA 370.7 - 371.3	60	50
SG	CA 371.3 - 375.6	60	50
SG	CA 375.6 - 375.8	55	50
SG	CA 375.8 - 376.3	60	50
Both	CA 376.3 - 377.0	60	50
Both	CA 377.0 - 378.5	50	35
Both	CA 378.5 - 380.0	40	35
SG	CA 380.0 - 383.3	40	35
SG	CA 383.3 - 388.3	50	35
Both	CA 388.3 - 391.1	50	35
SG	CA 391.1 - 391.5	25	25
SG	CA 391.5 - 394.5	50	35
SG	CA 394.5 - 394.7	45	35
SG	CA 394.7 - 397.1	50	35
SG	CA 397.1 - 397.4	40	35
SG	CA 397.4 - 397.5	50	35
Both	CA 397.5 - 398.2	50	35
1	CA 398.2 - 398.4	50	35
2	CA 398.2 - 398.4	10	10
Both	CA 398.4 - 399.0	50	35
1	CA 399.0 - 399.1	50	35
2	CA 399.0 - 399.1	40	30
1	CA 399.1 - 400.6	40	35
2	CA 399.1 - 400.6	40	30
1	CA 400.6 - 402.5	50	35
2	CA 400.6 - 402.5	40	30
1	CA 402.5 - 403.6	40	35
2	CA 402.5 - 403.6	40	30
1	CA 403.6 - 405.8	50	35
2	CA 403.6 - 405.8	40	30
1	CA 405.8 - 406.1	45	35
2	CA 405.8 - 406.1	40	30
1	CA 406.1 - 408.5	50	35
2	CA 406.1 - 408.5	40	30
1	CA 408.5 - 408.9	15	10
2	CA 408.5 - 408.9	40	30
1	CA 408.9 - 409.0	50	35
2	CA 408.9 - 409.0	40	30
Both	CA 409.0 - 409.1	50	35
Both	CA 409.1 - 414.1	40	35
Both	CA 414.1 - 418.1	45	35
Both	CA 418.1 - 418.3	50	35
SG	CA 418.3 - 419.0	50	35
SG	CA 419.0 - 423.5	65	50
Both	CA 423.5 - 423.9	65	50
Both	CA 423.9 - 424.1	55	50
Both	CA 424.1 - 426.6	65	50
Both	CA 426.6 - 426.7	60	50
Both	CA 426.7 - 426.9	65	50
Both	CA 426.9 - 427.9 -- City Ordinance (HE)	30	30

GREATER THAN 14,000 TONNAGE SPEEDS -- NEW RIVER

Trk	MP/Location	F
Both	CA 354.6 - 356.8	40
1	CA 356.8 - 357.0	40
2	CA 356.8 - 357.5	25
1	CA 357.0 - 357.1	25
1	CA 357.1 - 357.3	40
1	CA 357.3 - 357.5	50
Both	CA 357.5 - 369.6	50
2	CA 369.6 - 369.7	40
1	CA 369.6 - 371.3	50
2	CA 369.7 - 371.3	50
SG	CA 371.3 - 376.3	50
Both	CA 376.3 - 377.0	50
Both	CA 377.0 - 380.0	35
SG	CA 380.0 - 388.3	35
Both	CA 388.3 - 391.1	35
SG	CA 391.1 - 391.5	25
SG	CA 391.5 - 397.5	35
Both	CA 397.5 - 398.2	35
2	CA 398.2 - 398.4	10
1	CA 398.2 - 408.5	35
2	CA 398.4 - 399.0	35
2	CA 399.0 - 409.0	30
1	CA 408.5 - 408.9	10
1	CA 408.9 - 410.7	35
2	CA 409.0 - 410.7	35
Both	CA 410.7 - 415.2 -- (WB)	25
Both	CA 415.2 - 418.3	35
SG	CA 418.3 - 419.0	35
SG	CA 419.0 - 423.5	50
Both	CA 423.5 - 426.9	50
Both	CA 426.9 - 427.9	30

ADDITIONAL SPEEDS (SP) -- NEW RIVER

Location	Track Type	F
CA 368.0 - 369.3	CSDG	10
CA 368.0 - 369.3	SSDG	
CA 378.0 - 379.9	CSDG	
CA 391.2 - 392.6		
CA 403.2 - 404.3		

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.

42a CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- NEW RIVER

Trk	MP/Location	P	F
Both	CA 426.9 - 427.9 (HE)	30	30

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
CA 404.21	Route 82 on the siding at N Fayette	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
New River 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
CA 357.0	Hinton	Cont	008	Terminal
CA 360.0	Brooks		008, 014-8	Wayside
CA 369.0	Meadow Creek			
CA 379.0	Quinnimont		008	Terminal
CA 391.0	Thurmond		008, 014-8	Wayside
CA 397.0	Sewell			
CA 405.0	S Fayetteville			
CA 409.0	Hawks Nest			
CA 415.0	Gauley			
CA 427.5	Montgomery			

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
CA 366.1	Sandstone	1	NONE
CA 374.4	Glade	1	NONE
CA 384.9	Slaters Creek	1	NONE
CA 397.0	Sewell	1	NONE
CA 411.1	Cotton Hill	1	NONE
CA 420.8	Deep Water	1	NONE

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification	Note
CA 365.3 - CA 365.4	N	None
CA 374.1 - CA 375.3	N	None
CA 382.1 - CA 382.7	N	None
CA 383.7 - CA 383.9	N	None
CA 402.5 - CA 402.9	N	Track 1
CA 415.5 - CA 416.0	N	None
CA 419.8 - CA 420.3	N	None

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CA 394.5	Sewell
CA 408.8	Hawks Nest

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
New River SD	17'3"	17'3"

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

A. Entire New River SD

Employees are prohibited from riding the side of equipment when equipment is occupying the adjacent track (the side of equipment on which you are riding). If unable to ride the other side of equipment, stop and dismount. Walk the move by the equipment in the adjacent tack, until clear of said equipment.

B. Entire New River SD

MP	Location	Remark
CA 369.7	Between Wendy No 2 and the retaining wall north side, 20 cars east of the Wendy derail	Employees are prohibited from riding the side of equipment

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CA 357.0 - Hinton

1. Trains approaching Hinton Yard at either MX or RK Cabin will contact the Hinton Yardmaster in Huntington for yarding instructions. If unable to reach yardmaster, trains will contact the HK Dispatcher for yarding instructions.

2. All hand throw switches at Hinton Yard are equipped with switch locks. Switches must be locked after switch is lined prior to any movement over switch.

3. Westward trains, except intermodal arriving Hinton must stop at the Amtrak Depot unless instructions have been received from the Yardmaster at Hinton.

CA 368.0 - Meadow Creek

1. Cars left standing on all tracks must be left west of the white post located 160 feet west of Industrial Road Crossing.

2. Cars left standing on No 1 Main Track, west of Wendy switch, CA 371.0 must have at least one set of trucks left standing between the switch point and the white post located 90 feet west of the switch. To secure the unlock at CA 371.0, cars must be left standing between switch point and white post 90 feet west of the switch.

CA 378.5 - Quinnimont

Cars and equipment must not be left standing on the west leg of Wye Track and clear of the New Track.

CA 391.0 - RJCV

1. RJCV West Virginia Line Subdivision Authority For Movement between CAT 00.0 - CAT 14.0 - Rule 193.
2. Maximum Authorized Speed 10 MPH.
3. Main track between CAT 0.0 and CAT 14.0 is controlled by the RJCV Train Dispatcher in Nicholasville.

Radio Channel 049
Phone Number: 859-881-2504

All trains and OTE movements are required to obtain verbal permission from the RJCV Train Dispatcher prior to occupying the RJCV Main Track. The engineer, conductor or on-track worker must report clear promptly to the train dispatcher when the movement on this track segment is completed.

4. CSX crews requesting permission to occupy the main track to perform interchange at Thurmond, WV, CAT 0.0 and CAT 1.0 must advise the train dispatcher.

a. Train ID, lead locomotive ID, and name of conductor.
b. Number of total cars left in the South Side Junction Interchange Track, individual car numbers and any UN numbers.

5. RJCV Rule 193

Entering and Occupying Main Track:

Trains are authorized to enter and move within the main track yard limits by signal indication or permission of the train dispatcher. Trains must not move against the current of traffic until authorized by the train dispatcher.

6. Close Clearance:

South Side Junction Siding:
Do not ride the west side of cars in siding.

7. Parking Trains

Crews are prohibited from leaving trains west of the overhead bridge at the Avis signal on No 2 Main Track. Any trains using the Avis Crossover must pull east of the overhead bridge prior to dismounting the locomotive. These precautions are due to the condition of the overhead bridge.

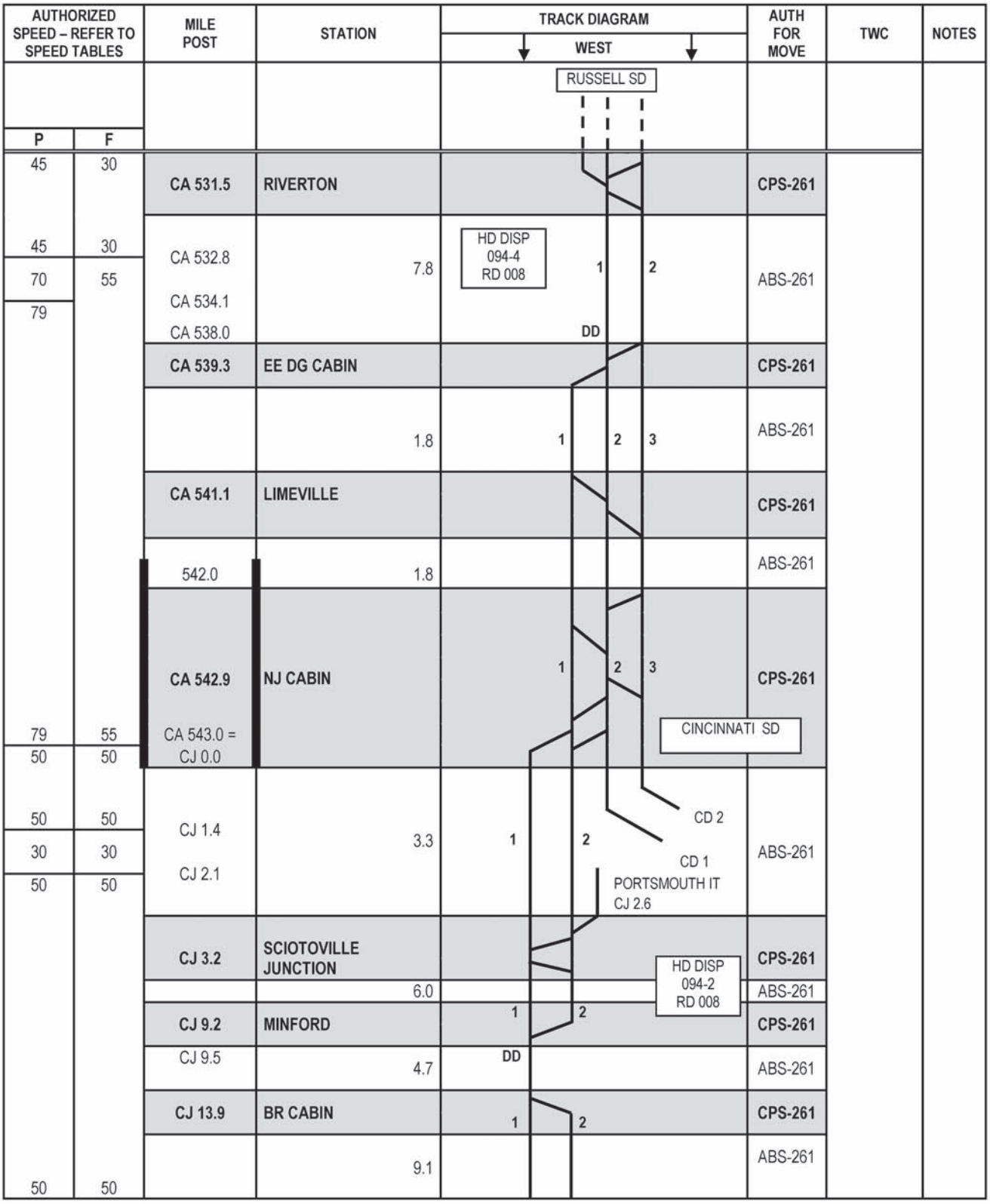
ADDITIONAL STATIONS

MP	Station	Switch Opening
CA 356.3	Buncher Rail Srv / #2	East
CA 356.4	Avis Crossover / #2	
CA 357.1	Middle Trk / #1	
CA 357.1	Tool Car Spur / #1	West
CA 390.9	Loup Creek / #2	East
CA 403.1	S Fayette Spur / #2	West

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

MP	Location	DOT#	Type
CA 360.05	Vocational School	225329K	P
CA 360.52	Fox Addition Rd	225330E	M
CA 361.25	Mullens Rd	225331L	M
CA 366.22	SR 20/ 17	225332T	M
CA 368.20	Ind Rd	231869U	M
CA 369.49	SR 7	225337C	M
CA 390.87	SR 25/ 2	225342Y	M
CA 404.21	Public Rd	225343F	P
CA 418.43	SR 13/ 2	225349W	P
CA 421.90	SR 61/ 1	225352E	M
CA 422.00	St A	225352L	M
CA 423.65	Adena Rd	231838V	M
CA 427.14	Harding St	225360W	M
CA 427.70	Monroe St	225365F	C
CA 427.85	Jackson St	225366M	M

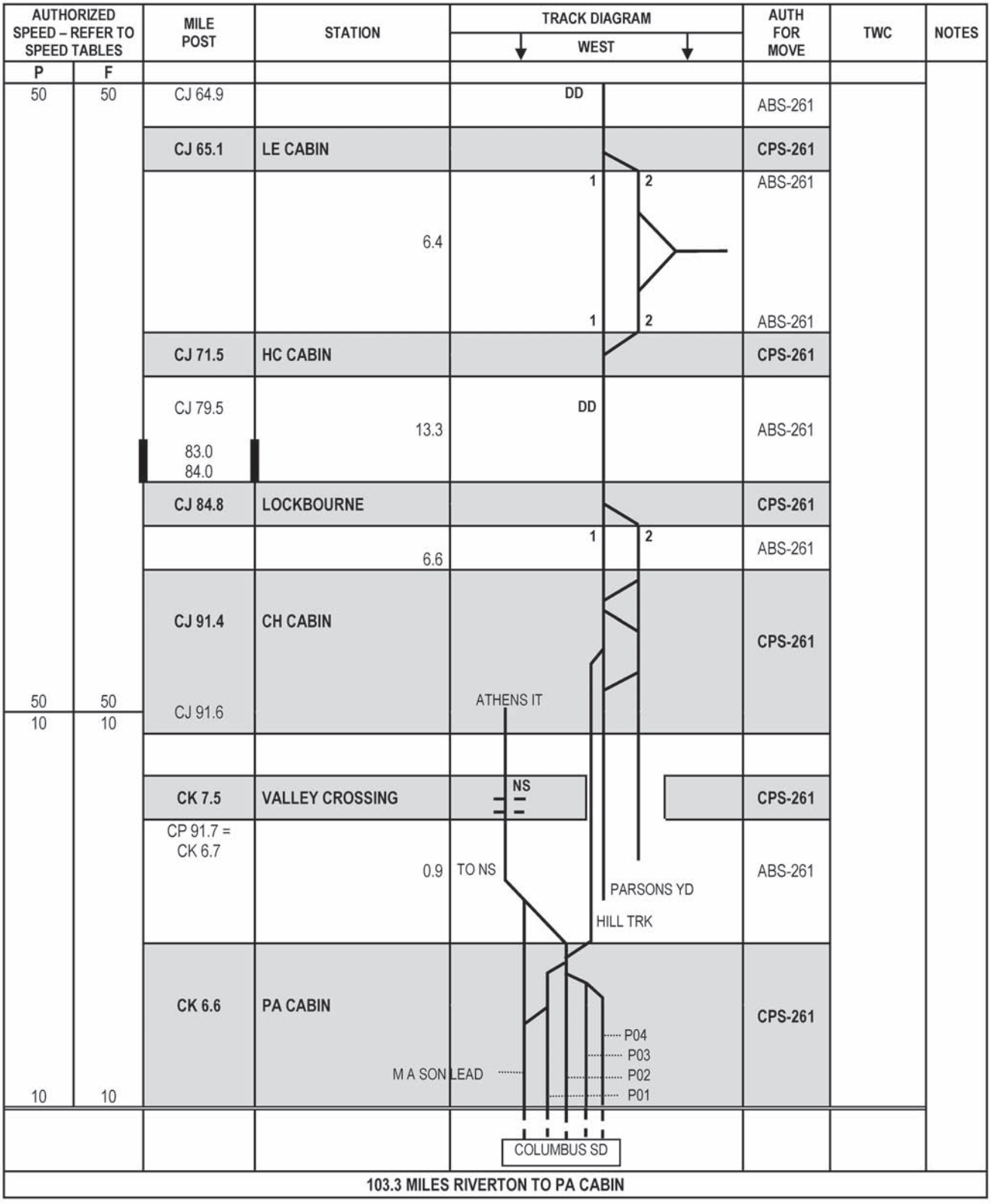
NORTHERN SUBDIVISION - NO



NORTHERN SUBDIVISION - NO

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
P	F						
50	50	CJ 22.2		DD 1 2	ABS-261		
		CJ 23.0	**EE ROBBINS**		**CPS-261**		
			1.6	CENTER SDG SSDG 6,600 FT **SP**	ABS-261		
		CJ 24.6	**WE ROBBINS**		**CPS-261**		
50	50	CJ 27.2					
30	30		6.7		ABS-261		
50	50	CJ 28.7		1 2			
		CJ 31.3	**MR CABIN**		**CPS-261**		
		CJ 31.6		DD			
			9.0	US RAIL	ABS-261		
		CJ 40.3	**RA JUNCTION**		**CPS-261**		
			4.1	1 2	ABS-261		
		CJ 44.4	**EE VAUCES**		**CPS-261**		
			1.4	CENTER SDG SSDG 5,870 FT **SP** — INTER-CHANGE TRK	ABS-261		
		CJ 45.8	**WE VAUCES**		**CPS-261**		
			0.5	1 2	ABS-261		
		CJ 46.3	**VA JUNCTION**		**CPS-261**		
			1.7		ABS-261		
		CJ 48.0	**JD CABIN**		**CPS-261**		
		CJ 51.3		DD — RENICK IT			
		52.0	9.3		ABS-261		
		53.0					
		CJ 57.3	**KN CABIN**		**CPS-261**		
			2.8	SSDG 14,189 FT **SP**	ABS-261		
		CJ 60.1	**ZK CABIN**		**CPS-261**		
50	50		5.0		ABS-261		

NORTHERN SUBDIVISION - NO



NORTHERN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- NORTHERN

Trk	MP/Location	P	F
Both	CA 531.5 - 532.8	45	30
Both	CA 532.8 - 534.1	70	55
Both	CA 534.1 - 539.3	79	55
Mains	CA 539.3 - 543.0	79	55
Both	CJ 0.0 - 1.4	50	50
Both	CJ 1.4 - 2.1	30	30
Both	CJ 2.1 - 9.2	50	50
SG	CJ 9.2 - 13.9	50	50
Both	CJ 13.9 - 27.2	50	50
Both	CJ 27.2 - 28.7	30	30
Both	CJ 28.7 - 31.3	50	50
SG	CJ 31.3 - 40.3	50	50
Both	CJ 40.3 - 46.3	50	50
SG	CJ 46.3 - 65.1	50	50
Both	CJ 65.1 - 71.5	50	50
SG	CJ 71.5 - 84.8	50	50
Both	CJ 84.8 - 91.6	50	50
SG	CJ 91.6 - 91.7	10	10
SG	CK 7.5 - 6.6	10	10

BETWEEN 7,000 AND 14,000 TONNAGE SPEEDS -- NORTHERN

Trk	MP/Location	F
Both	CA 531.5 - 532.8	30
Both	CA 532.8 - 534.1	40
Both	CA 534.1 - 539.3	40
Mains	CA 539.3 - 543.0	40
Both	CJ 0.0 - 1.4	40
Both	CJ 1.4 - 2.1	30
Both	CJ 2.1 - 9.2	40
SG	CJ 9.2 - 13.9	40
Both	CJ 13.9 - 27.2	40
Both	CJ 27.2 - 28.7	30
Both	CJ 28.7 - 31.3	40
SG	CJ 31.3 - 40.3	40
Both	CJ 40.3 - 46.3	40
SG	CJ 46.3 - 65.1	40
Both	CJ 65.1 - 71.5	40
SG	CJ 71.5 - 84.8	40
Both	CJ 84.8 - 91.6	40

GREATER THAN 14,000 TONNAGE SPEEDS -- NORTHERN

Trk	MP/Location	F
Both	CA 531.5 - 532.8	30
Both	CA 532.8 - 534.1	35
Both	CA 534.1 - 539.3	35
Mains	CA 539.3 - 543.0	35
Both	CJ 0.0 - 1.4	35
Both	CJ 1.4 - 2.1	30
Both	CJ 2.1 - 9.2	35
SG	CJ 9.2 - 13.9	35
Both	CJ 13.9 - 27.2	35
Both	CJ 27.2 - 28.7	30
Both	CJ 28.7 - 31.3	35
SG	CJ 31.3 - 40.3	35
Both	CJ 40.3 - 46.3	35
SG	CJ 46.3 - 65.1	35
Both	CJ 65.1 - 71.5	35
SG	CJ 71.5 - 84.8	35
Both	CJ 84.8 - 91.6	35

ADDITIONAL SPEEDS (SP) -- NORTHERN

Location	Track Type	F
CJ 23.0 - 24.6	SSDG	30
CJ 44.4 - 45.8		
CJ 57.3 - 60.1		

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.

98 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CK 7.5	Valley Crossing	NS	Remote	226-B

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CJ 26.5 - CJ 29.0	Entire train left between these mileposts	Loads: 20% Empties: 10%

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
CA 531.5 / Riverton through and including CJ 9.2, Minford

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
CJ 9.2 / From but not including Minford through CK 6.6, PA Cabin

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CA 542.9	NJ Cabin	Cont	008, 094-4	Wayside
CJ 14.0	Minford		008, 094-2	
CJ 31.3	Ball Knob			
CJ 74.5	Eringgold			

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
CA 538.0	Grays Branch	1	NONE
CJ 9.5	Minford	1	NONE
CJ 22.2	Teays	1	NONE
CJ 31.6	Meadow Run	1	NONE
CJ 51.3	VA Jct	1	NONE
CJ 64.9	Logan Elm	1	NONE
CJ 79.5	Ashville	1	NONE

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CJ 1.4 - CJ 2.1	Sciotoville
CJ 54.7	Chillicothe
BB 100.3	East of Renick Jct

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
Northern SD	19'2"	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
CJ 48.0	Renick Ind Trk	6-Axle Locomotives	Prohibited on all trks except Main Trk and #3 Yard Trk
CK 6.6	Parsons Yard	Loaded DEEX 1001 through DEEX 4143 hoppers	Must use Trks P01 and P02

7. CLOSE CLEARANCE

MP	Location	Remark
CJ 48.0	Renick IT Schooley's Station PH Glatfelter Specialty Minerals	Loading Dock
CJ 87.8	Commodities LLC	Loading Dock

8. MISCELLANEOUS

EXCEPTED TRACK

The Portsmouth Industrial Track is designated as excepted track.

GENERAL MISCELLANEOUS

Trains Arriving Russell and Columbus

Eastward trains must report the following conditions to the Russell Yardmaster at CA 533.0, west of Greenup, KY. Westward trains must report the following conditions to the Parsons Yardmaster at CJ 91.2, CH Cabin:

A) Condition of locomotives and direction of units
B) Suplies if needed
C) Locomotive Defects
D) Car Count

CJ 91.2 Columbus - Prior to fouling or occupying tracks between CJ 91.2 and CK 4.2, trains must receive instructions from the Parsons Yardmaster.

Athens Industrial Track

1. Athens IT extends between CK 6.6 and the IOCR Connection at CK 9.1

2. Authority For Movement

CK 9.1 and Valley Crossing, Authority for Movement - Rule 96

Valley Crossing - CPS-261 (193) / Signal Aspect Rules - C1281 - 1298

Valley Crossing and CK 6.7 - Authority for Movement - Rule 96

3. When the absolute signal, governing movement at Valley Crossing, displays a Stop Aspect, the crew will contact the

Dispatcher for permission to pass the Stop signal, and after observing that the crossing is clear, will be governed as follows:

a) Operate the emergency release button located in the relay case in the southwest quadrant of the crossing until indication light is illuminated.

b) Signal should clear after two (2) minutes, provided the NS Dispatcher has not lined any movement.

c) The NS Dispatcher Radio Channel is 094 and the call in number is 2. The NS Dispatcher telephone number is 800-365-3697.

4. Trains or Engines will not exceed 10 MPH between CK 6.6 and CK 9.1. Trains or Engines will not exceed 10 MPH on the Hill Track.

5. Instructions must be obtained from the Parsons Yardmaster before entering or fouling the Athens IT between CK 6.6 and CK 9.1. Trains or Engines must report to the Parsons Yardmaster when clear of this track.

6. Trains or engines must secure yarding instructions from the Parsons Yardmaster before passing CK 9.1.

7. Prior to fouling or occupying the Athens IT between CK 6.6 and CK 9.1, Engineering forces will make arrangements with the Parsons Yardmaster, who is responsible for directing movements on this track. Engineering forces must report to the Parsons Yardmaster when clear of this track.

Renick Industrial Track

1. Trains and Engines will not exceed 25 MPH, except as noted below:

BBB 80.0 - BBB 83.2 - 10 MPH
Renick Jct - BB 98.2 - 20 MPH
Renick Jct and Scioto Jct - 10 MPH

2. Engine speed indicators, odometers and RDU equipment must be checked between BB 103.1 and BB 104.1.

3. NS Crossing– When a Stop Aspect is displayed by the absolute signal governing movement over the NS Crossing and no conflicting movement is apparent, trains or engines will be governed as follows:

The Conductor or Engineer will secure permission to proceed from the NS Control Station. After securing permission to proceed, trains will pass the Stop signal, at least 30 feet, but not fouling the crossing. Wait 5 minutes and proceed.

The NS Control Station is the NS Dispatcher in Ft. Wayne, Indiana. Use radio Channel 072 and call in No 5 or telephone number 219-493-5455 when contacting the NS Dispatcher.

4. Chillicothe – Watt Street Crossing – Flashlight and gate protection for Watt Street Crossing will not operate from eastward movement from the Transflo Terminal to the Main Track until engine occupies Main Track between switch and crossing.

5. NS TRAINS – NS trains entering the Renick IT will operate in accordance with Rule 96 and Rule 46.

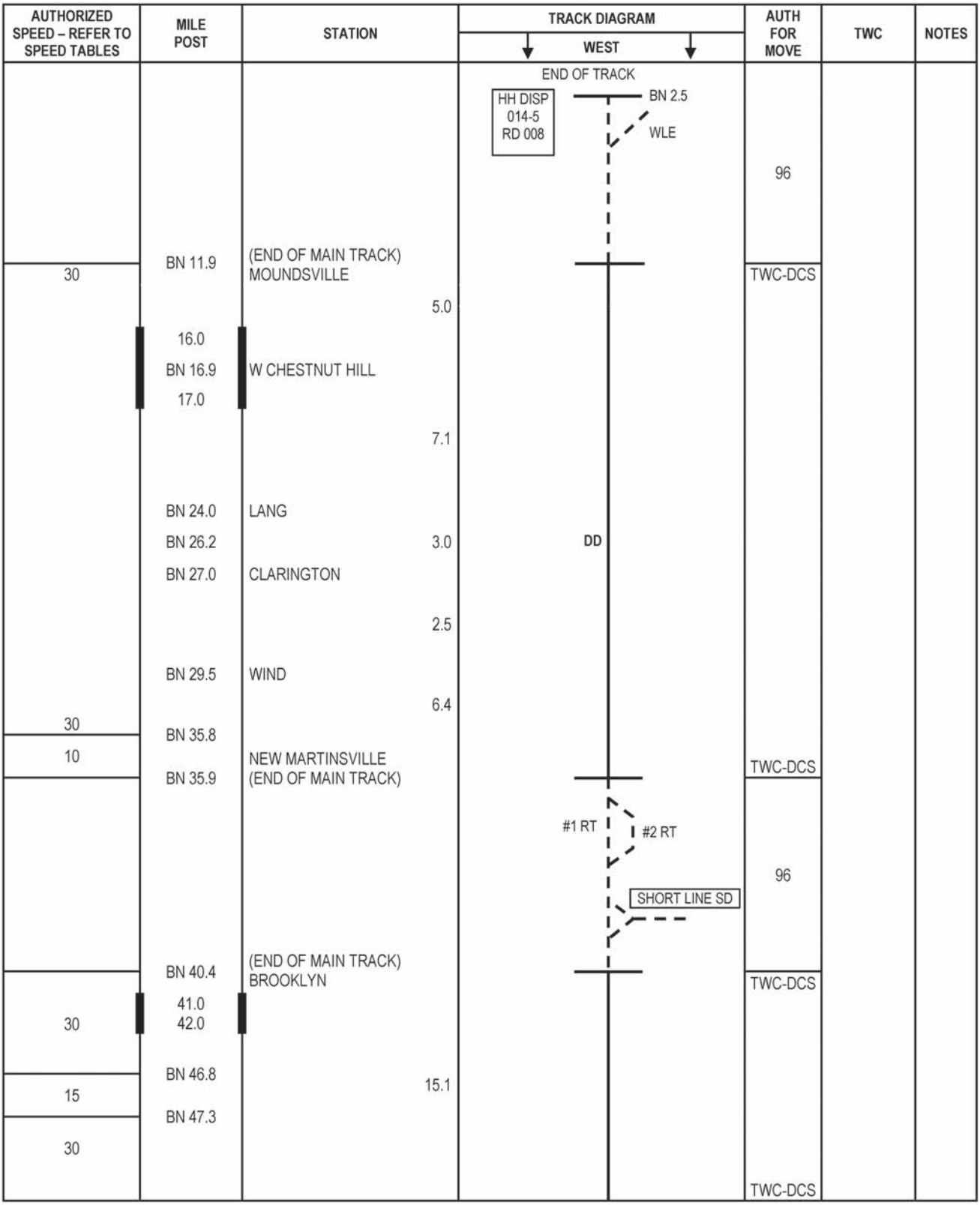
ADDITIONAL STATIONS

MP	Station	Switch Opening
CA 540.2	#1 Set Off / #1	West
CJ 11.3	Wheeler Spur / Single	
CJ 22.8	Hotel Trk -Robbins / #2	East
CJ 25.8	Greggs Yard East / #1	
CJ 26.3	Greggs Yard West / #1	West
CJ 26.6	Greggs Tie Yard / #2	East
CJ 34.8	GB Coal Dock / Single	West
CJ 40.5	Rittenhour Spur / #2	East
CJ 57.5	KN Spur / Single	West
CJ 68.1	Vee - East Leg Wye / #2	East
CJ 68.4	Vee - West Leg Wye / #2	West
CJ 72.0	Sturm and Dillard / Single	East
CJ 81.3	Fite / Single	West
CJ 87.9	LLC Commodities / #2	

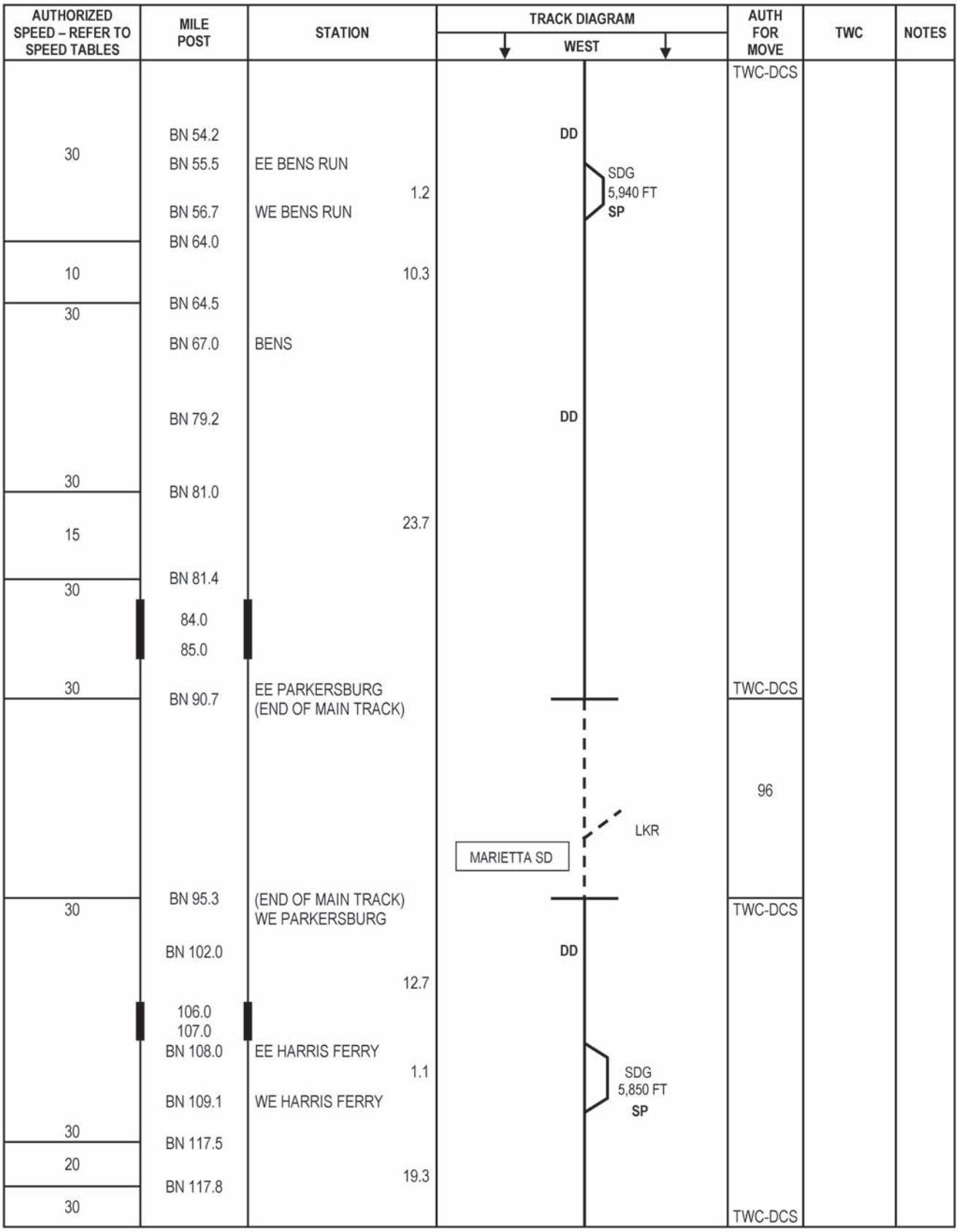
9. HIGHWAY ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
CA 531.92	2nd St	227307S	C
CA 531.99	First St	227308Y	C
CA 532.11	Jefferson St	227309F	C
CA 532.29	Laurel St	227310A	C
CA 532.41	Washington St	227312N	C
CA 532.69	Main St	227313V	C
CA 536.03	Old Greenup Dam	227315J	C
CA 537.16	Greenup Dam	227320F	C
CJ 9.90	Bond Rd	228418M	M
CJ 10.59	SR 335	228420N	M
CJ 16.55	Fallen Timber Rd	228433P	M
CJ 22.85	Coal Dock Rd	228468R	M
CJ 68.28	Dupont Rd	228569C	M
CJ 82.88	Duvall Rd	228597F	M

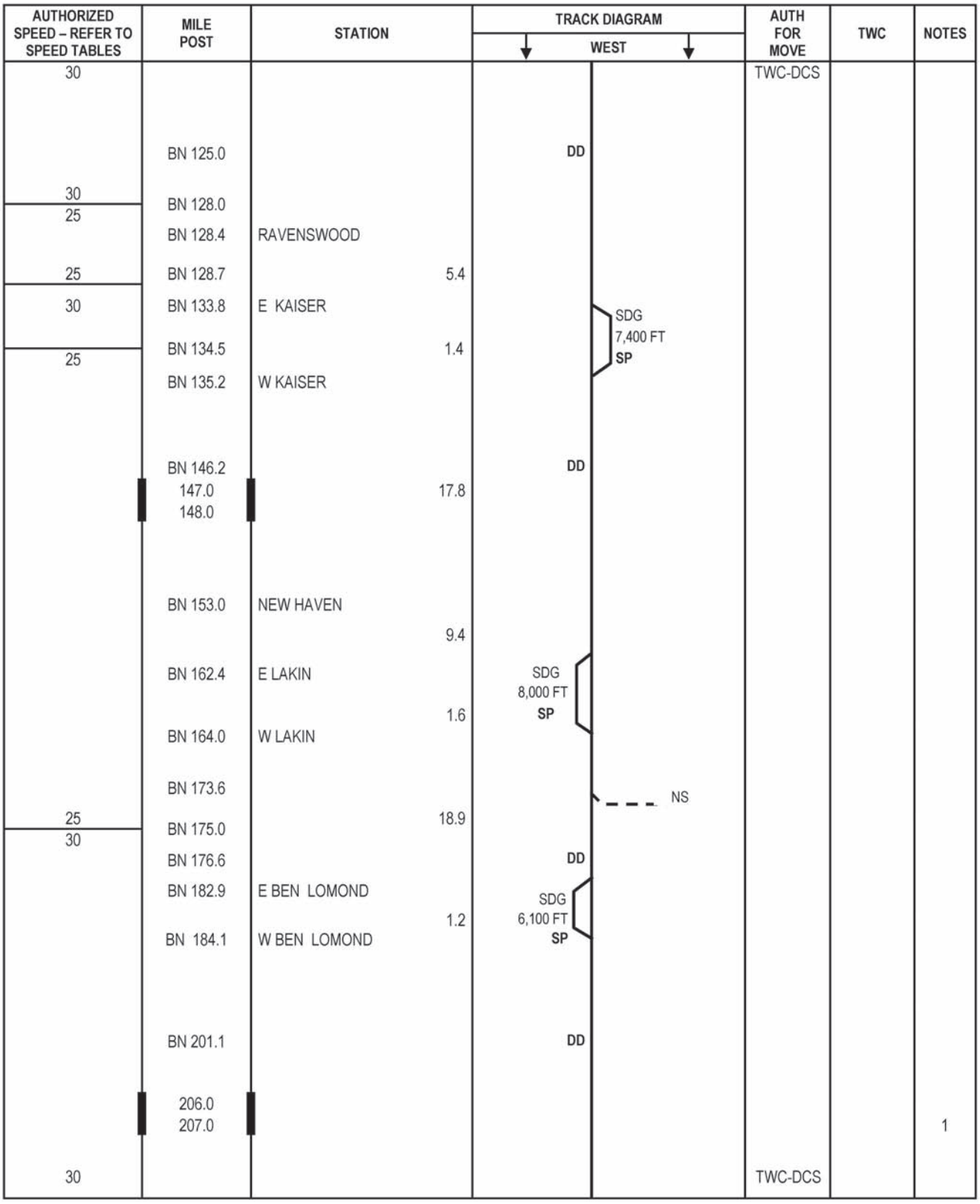
OHIO RIVER SUBDIVISION - OR



OHIO RIVER SUBDIVISION - OR



OHIO RIVER SUBDIVISION - OR



OHIO RIVER SUBDIVISION - OR

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
30				TWC-DCS		
10	BN 211.3	5TH AVENUE		ABS-261		
		0.6				
10	BN 211.9	GUYANDOTTE		ABS-261		
			CA 501.0 KANAWHA SD			
24.0 MILES MOUNDSVILLE TO NEW MARTINSVILLE 50.3 MILES BROOKLYN TO EE PARKERSBURG 116.6 MILES WE PARKERSBURG TO GUYANDOTTE						

STATION PAGE NOTES
NOTE 1: To avoid blocking highway crossings, Westward trains must stop at BN 209.9 unless otherwise instructed.

OHIO RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- OHIO RIVER

Trk	MP/Location	F
SG	BN 11.9 - 35.8	30
SG	BN 35.8 - 35.9	10
SG	BN 40.4 - 46.8	30
SG	BN 46.8 - 47.3	15
SG	BN 47.3 - 64.0	30
SG	BN 64.0 - 64.5	10
SG	BN 64.5 - 81.0	30
SG	BN 81.0 - 81.4	15
SG	BN 81.4 - 90.7	30
SG	BN 95.3 - 117.5	30
SG	BN 117.5 - 117.8	20
SG	BN 117.8 - 128.0	30
SG	BN 128.0 - 128.7	25
SG	BN 128.7 - 134.5	30
SG	BN 134.5 - 175.0	25
SG	BN 175.0 - 211.3	30
SG	BN 211.3 - 211.9	10

ADDITIONAL SPEEDS (SP) -- OHIO RIVER

Location	Track Type	F
BN 55.5 - 56.7	SDG	10
BN 108.0 - 109.1		
BN 133.8 - 135.2		
BN 162.4 - 164.0		
BN 182.9 - 184.1		

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.

96 OTHER THAN MAIN TRACK

1. Movements between the points listed below will be made in accordance with Rule 96.

MP/Location	Tracks / Contact Instructions
BN 2.5 / (end of trk) and BN 11.9 Wheeling Ind Trk	Train and OTE movements will be made on verbal instructions of the Brooklyn Jct Yardmaster
BN 35.9 - BN 40.4 / Brooklyn Jct Running Trk	Train and OTE movements will be made on verbal instructions of the Brooklyn Jct Yardmaster
BN 90.7 - BN 95.3 / Parkersburg: BA 383.6 & BB 189.6 Parkersburg	Train and OTE movements will be made on verbal instructions of the Parkersburg Yardmaster

2. Permission must be obtained from the Wheeling Lake Erie Chief Dispatcher before operating on the Wheeling Lake Erie Railroad at Benwood, WV. Point of entry to the WLE is identified as the clearance-point of the West Loop Track Switch, Benwood Yard.

3. Parkersburg Yard – All trains will receive yarding instructions before entering Parkersburg Yard.

100 HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Instructions
BN 2.50 - BN 4.00	Benwood / Wheeling All grade crossings	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
BN 28.84	Natrium Stg PPG Crossing	
BN 54.48	Long Reach, Rt 2	
BN 56.20	Alleris	
BN 91.96	Parkersburg / 29th St	
BN 100.10	GE Plastics (Note 2)	
BN 129.09	Hartley Oil, Route 68	
BN 150.41	American Alloy, Rt 33	
BB 189.60 - BB 194.10	Parkersburg Running Trk All grade crossings	

1. Parkersburg Yard Track #16 – Equipped with an island circuit. Trains must occupy the island circuit before gates will come down.

2. GE Plastics – Train movements must be flagged at GE Plastics main crossing when switching or running around cars at GE.

3. DuPont – All car movements over grade crossings within the plant at DuPont must be preceded by a flagman. The engine bell must be rung when locomotives preceded the movement.

When setting off or picking up cars at DuPont, the guard at the gate must be contacted for authority.

103 SWITCHING

BN 93.5 - Parkersburg – High Yard – No more than two (2) car cuts will be cut off in motion.

104 HANDLING SWITCHES

The normal position of hand-operated switches on the Parkersburg Running Track and the Marietta SD will be lined for the Marietta SD.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BN 35.9	EE Hannibal	No 1 Trk	10
BN 37.8	WE Hannibal	No 2 Trk	
BN 56.7	WE Bens Run	Main Trk	
BN 108.0	EE Harris Ferry		
BN 135.2	WE Kaiser		
BN 164.0	WE Lakin		
BN 184.1	WE Ben Lomond		

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Ohio River SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
BN 5.0	Benwood	Cont	008	Terminal
BN 11.1	Moundsville		014-5, 008	Wayside
BN 26.9	Clarington			
BN 29.0	Waterford			
BN 38.0	Brooklyn Jct			
	Brooklyn Jct YM		008	Terminal
	Veto		014-5, 008	Wayside
BN 51.2	Friendly			
BN 64.0	St Marys			
BN 81.0	Williamstown			
BN 92.9	Parkersburg High Yd		028	Terminal
	Parkersburg Low		070	
BN 93.9	Parkersburg		014-5, 008	Wayside
BN 99.9	Tallman			
BN 110.5	Humphrey			
BN 128.1	Ravenswood			
BN 146.2	Racine			
BN 157.3	Mason City			
BN 178.3	Gallipolis			
BN 198.5	Crown City			

913 REMOTE CONTROL ZONES

Remote Control Locomotive Operations at Parkersburg

Remote Control Zones (RCZ) are established at Parkersburg and RCZ signs are in place as follows:

A. Lead Track: From the clearance point on the west end lead track SX to the west end L10 track switch.

B. Hill/L03 Track: From the clearance point on the west end L03/Hill Track encompassing the mechanical operation track switches.

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-4 PROCEDURE FOR APPLYING HAND BRAKES

Parkersburg Yard

When available, a company-approved brake stick must be used to operate a vertical wheel hand brake. Contact the yardmaster to determine if brake sticks are available.

Exception: High Yard - Brake sticks are not required on track scale through 19 when cars occupy the adjacent track.

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
BN 26.2	Clarington	1	NONE
BN 54.2	Friendly	1	NONE
BN 79.2	Williamstown	1	NONE
BN 102.0	Washington Bottom	1	NONE
BN 125.0	Sherman	1	NONE
BN 146.2	Racine	1	NONE
BN 176.6	Henderson	1	NONE
BN 201.1	Cox Landing	1	NONE

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

BN 102.0 Washington Bottom DD - Westward trains receiving an indication other than dragging equipment, from the defect detector at BN 102.0, are permitted to proceed, not exceeding 5 MPH, as far as BN 104.8. Inspections should be confined, when practical to an area between BN 103.8 and BN 104.8.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BN 94.1	OR Jct
BN 128.4	Rivenswood
BN 173.0	Pt Pleasant

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Refer to Rule 4453 when operating between the milepost shown below:

MP
BN 93.3 - BN 94.2
BN 117.5 - BN 118.0

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
Ohio River SD	18'2"	18'6"

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

Unless otherwise instructed, six-axle units will not operate on any industry track except Pleasants Power, Mitchell Power, Project 1301, Shell Chemical-Apple Grove, and Parks.

MP	Location	Equipment	Restriction
BN 21.0	Foster: Venco Co	Locomotives	Prohibited through Loading Bldg, Shaker, Thaw Shed or Rotary Dumper
BN 30.2	Bayer Chemical Co	Equipment	5 MPH over scale trk
BN 92.9	Parkersburg - Low Yard		
BN 94.1	Little Kanawha Railroad	6-Axle Locomotives	Prohibited
	Interchange Trk	Interchange cars	Must be left at bottom of grade
BN 150.3	American Alloys	Locomotives	Prohibited beyond car shaker
BN 151.7	Graham: Appalachian Power Co	Equipment	Must not be moved into or out of Trk No 2B, No 2C, No 2D or Thawing Bldg
BN 187.1	Belpre-Shell Chemical Bulk unloading facility	Equipment in excess of 15 ft 9 in high and 11 ft wide	Prohibited

7. CLOSE CLEARANCE

MP	Location	Remark
BN 5.0	Bipco Ind Park/ AES Ind	Trks 1-2 entrance gate, unloading racks & bldg
BN 5.0	Bipco Ind Park/ Summer Steel	Trk bldg 1 entrance & inside bldg
BN 5.0		Trk 2 North side/ concrete dock and along Bldg 1
BN 70.4	Cytec Ind	No 1 Trk along dock
BN 74.0	Simex	At unloading station
BN 92.9	Parkersburg Terminal	High Yard -scales through 19 Trk 2 through 8 Trk Low Yard - 4 through Scale Trk (See Note)
BN 100.3	GE Plastics	Warehouse and tank racks
BN 128.4	Ravenswood Station	House Trk along bldg
BN 128.9	Hartley Oil	No 1 Trk along bldg
BN 133.8	Century Aluminum	Fluoride/coke unloading
BN 133.8	Pechney Products	Warehouse
BN 137.5	Starr Plastics	Unloading facility
BN 151.7	AEP Mountaineer Plant	Coal unloading
BN 180.2	Supresta Chemical	No 3 & 5 Trks at tank Trks
BN 188.0	M&G Polymers	Warehouse/utility Trks
BN 204.5	Adams Trucking	Concrete retaining wall
BA 194.0	Krayton Polymers	Tank farm and warehouse
BA 384.0	Ind Cleaners	Into Bldg
BA 384.0	Belts Transfer	Unloading dock
BA 384.0	Mechanical Dept Car Shop	S24 Trk, utility poles

Note: Employees are permitted to ride the side of a car in these tracks when adjacent track is known to be clear and employee is located in the clear.

8. MISCELLANEOUS

INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

6603 INSPECTION OF RAILCARS AND EQUIPMENT

BN 172.7 Point Pleasant - When delivering loaded ALERT cars to the NS interchange for delivery to consignees on the NS:

A. Positive control is not required.
B. Transfer of Custody form is not required.

BN 5.0 Benwood - When delivering Loaded ALERT cars to the WLE Interchange for delivery to consignees on the WLE:

A. Positive control is not required.
B. Transfer of custody form is not required.

GENERAL MISCELLANEOUS

BN 187.1 Belpre – Shell Chemical Plant – Security gates are located at the East and West ends of Belpre Plant across Parkersburg running track. The conductor is responsible for opening, securing and closing gates when work is complete.

Oversize Car Warning System – The Oversize Rail Car Warning System is in service just inside the gate to the south side of the plant on the west end. Upon detection of an oversized car, alarms will be energized.

* Two Rotating blue beacon lights on the support structure will flash.
* A long horn blast will sound at the support structure.
* Oversize signs will light up at support structure.
* Oversized cars will not be placed in plant.

When alarms are activated, movement will be stopped at once. Oversized car will be identified and removed from plant area. Only Shell Employees can reset alarms. Switching must not proceed until the problem is corrected and alarms are reset.

BN 20.4 Mitchell Power Plant - Prior to entering the plant, loaded coal trains will stop the head end at BN 20.4, Kammer Road Crossing. After stopping, contact with AEP plant personnel will be made before proceeding. This contact must include permission to enter and yarding instructions. If AEP plant personnel cannot be contacted to obtain the required information, entrance to the plant is prohibited. In this event, notify the Brooklyn Yardmaster and obtain further instructions.

BN 179.5 Supresta Functional Chemicals LLC Plant

The following procedures are in effect for CSX Crews switching the Supresta Chemical Plant:

a. Review these procedures as part of your Job Briefing before switching the plant.

b. Confirm that you have a current Supresta Safety Indoctrination card. If not, then contact the Supresta Security Guard to receive safety training.

c. Wear hard hat, safety glasses with side shields, sleeved shirts and carry the radio supplied by Supresta at all times while switching Supresta Chemical Plant. A plant radio for use by the engineer and personal protective equipment provided by Supresta Chemical will be located in the "Personal Protective Equipment Box," located by the mainline entrance gate.

d. The engineer or conductor will notify the Drum Room or site supervisor that the train crew is at the plant and confirm that there are no loading or maintenance activities that would prevent entering the site and switching.

e. Turn on the rail activity warning light located on the light pole nearest the mainline entrance gate.

f. Inspect the rail car loading rack nearest the mainline entrance gate and confirm that no chemical is leaking from a yellow loading line or loading lines are connected to tank trucks on this loading rack. Inform Supresta immediately if

these conditions have not been met and do not switch any cars in the rail loading racks.

g. Turn off the rail activity warning light when you have completed switching Supresta.

h. Return provided safety gear and radio to the Supresta Personal Protective Equipment Box, before leaving the siding.

i. If you hear the warning alarm in the Supresta Plant, return to the locomotive, close all windows and doors, and exit to mainline entrance gate or other safe area. Report the alarm to the dispatcher and Supresta Plant via radio.

Note: On the last working Friday of each month, the plant alarm system is tested. Prior to testing, an announcement will be made over the PA system and over the radio. If you do not hear the announcement, then assume that this is an emergency until the testing can be confirmed by Supresta by radio.

ADDITIONAL STATIONS

MP	Station	Switch Opening
BN 15.7	East End Chestnut Hill	East
BN 20.4	Mitchell Power Plant	
BN 20.7	East End Foster	
BN 20.8	Kammer Spur	West
BN 21.3	Crossover Foster	East
BN 22.5	West End Foster	West
BN 23.6	Columbia Chemicals	East
BN 28.5	River Trk	
BN 29.5	East End Bayer	
BN 30.7	West End Bayer	West
BN 42.6	Wismack	East
BN 51.3	Friendly	
BN 54.4	Momentive	
BN 63.9	St Marys	
BN 64.2		West
BN 69.2	Willow Island	East
BN 69.8		West
BN 70.4	Calico	East
BN 70.6		West
BN 74.1	Simex	
BN 74.8	Waverly	East
BN 80.2	Williamstown	
BN 81.1		West
BN 82.6	84 Lumber	East
BN 98.2	Dupont	
BN 98.8		
BN 99.4	Washington Stg	
BN 100.1	GE Stg	
BN 100.3		West
BN 100.8	North West Pipe	East
BN 101.3	West Vaco	West
BN 111.7	Bellville	East
BN 120.7	Polk Spur	
BN 127.7	Plastics	West
BN 128.1	Ravenswood	East
BN 128.3		West
BN 129.0	Hartly Oil	East
BN 137.5	Ind Park	
BN 139.2	Millwood Stg	
BN 139.8		West
BN 144.3	Letart Stg	East
BN 144.4		West
BN 149.9	East Graham	East
BN 150.2	West Graham	West
BN 150.3	American Alloy	
BN 150.9	East Mountaineer	East
BN 152.0	West Mountaineer	West
BN 157.7	Mason City	
BN 170.9	Navy Yard	East
BN 171.8	East Baden	
BN 171.9	West Baden	West
BN 178.4	Bids	
BN 179.2	East Akzo	East
BN 179.8	West Akzo	West
BN 187.1	East Apple Grove	East

MP	Station	Switch Opening
BN 187.6	West Apple Grove	West
BN 187.8	55 Trk	
BN 189.8	Aston Spur	East
BN 204.2	East Adams	
BN 204.4	West Adams	West

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

MP	Location	DOT#	Type
BN 31.33	Proctor St	147469X	M
BN 31.61	Proctor	147470S	M
BN 35.57	Howard Jeffers Dr	915904X	M
BN 42.76	Main St	147492S	M
BN 46.91	Virginia St	147500G	M
BN 46.93	Wells Ave	147501N	M
BN 47.00	Hill St Ext	147504J	M
BN 47.03	McKinley St	147505R	M
BN 47.07	Elizabeth St	147506X	M
BN 47.14	Diamond St	147510M	M
BN 48.57	Kahle St	147516D	M
BN 49.29	Durham St	147515W	M
BN 64.20	Clay	147553F	C
BN 64.27	Washington	147554M	C
BN 64.34	George	147556B	C
BN 71.45	Willow Island Lock & Dam	147571D	C
BN 81.09	Highland Ave	147610S	M
BN 89.49	Johns Mannsville	147633Y	C
BN 90.53	12th St	147640J	M
BN 99.46	Dupont Main	147655Y	C
BN 99.55	Dupont Constr	147656F	C
BN 99.85	Dupont New	147657M	C
BN 100.26	GE Plastics	147660V	M
BN 100.72	Foster Rd	147663R	M
BN 127.86	RT 68/ 4	155942G	M
BN 128.82	City Park	147729N	M
BN 137.60	Jackson Co Ind Park	147741V	M
BN 151.15	AEP	147769L	M
BN 152.03	Midway Dr	147781T	M
BN 154.60	2nd St	147788R	P
BN 154.78	5th St	147791Y	P
BN 161.07	McCulloch St	147823C	M
BN 171.13	22 St	147845C	C
BN 171.34	Poplar St	147846J	C
BN 172.03	12 St	147849E	M
BN 172.11	Viand St	147850Y	C
BN 174.14	SR 25	147859K	M
BN 175.25	Salt Creek Rd	915424L	M
BN 178.73	RT 2	147873F	M
BN 179.11	Plymale Ln	147874M	M
BN 179.89	Henry's Rd/ CR 208	147877H	M
BN 186.01	Byrd's Lock & Dam	644269J	M
BN 187.14	Shell Chemical	147898B	M
BN 189.98	Ashton	147906R	M
BN 192.71	Hannon Trace Rd	147912U	M
BN 198.48	Alcon Inds	928652L	M
BN 198.69	Fraziers Ln	147922A	M
BN 207.26	Kennedy Center Rd	147942L	M
BN 210.07	SR 2	147948C	M
BN 211.48	7th Ave	147963E	M
BN 211.60	8th Ave	147964L	M
BN 211.74	9th Ave	147965T	M

Former Main Track from BN 2.5 to BN 11.9

MP	Location	DOT#	Type
BN 2.89	8th St	147279U	C
BN 5.58	5th St	908650T	C
BN 8.74	7th St	147402R	P

Former Main Track from BN 35.9 to BN 40.4

MP	Location	DOT#	Type
BN 36.66	Wetzel Ave	147478W	M
BN 36.85	Pkwy/ Monroe	147479D	M
BN 37.06	McEldowne	147480X	M
BN 37.23	Locust St	147481E	M
BN 37.29	Virginia St	147482L	M
BN 37.36	Franklin St	147483T	M
BN 37.43	North St	147484A	M
BN 37.93	Commercial St	147487V	M

Former Main Track from BN 90.7 to BN 95.3

MP	Location	DOT#	Type
BN 91.96	29th St	147643E	M

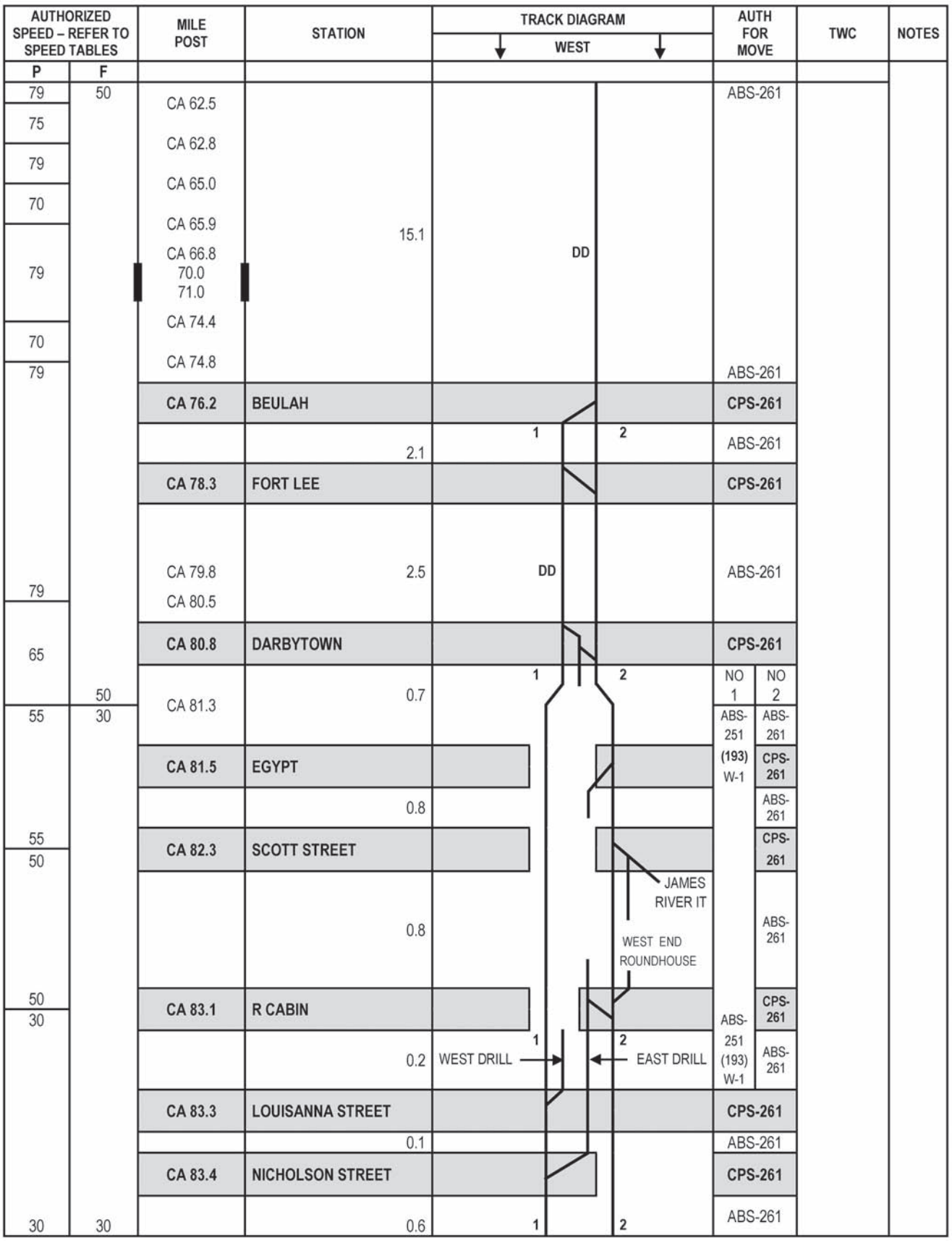
PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
P	F			WEST			
			(END OF MAIN TRACK)	END OF TRACK CAE 3.3 HAMPTON IT CAE 8.3 NEWPORT NEWS YD SP YD 028-070	96		
79	50	CA 14.1	HAMPTON ROADS (HRT)		CPS-261 (193)		
		CA 14.6	2.6	HG DISP 014-1 RD-008	ABS-261 (193)		
					ABS-261		
		CA 16.7	NEWPORT NEWS HOLDOUT		CPS-261		
		19.0 20.0	5.8		ABS-261		
		CA 22.5	ORIANA		CPS-261		
			5.1	1 2	ABS-261		
		CA 27.6	LEE HALL		CPS-261		
			1.5		ABS-261		
		CA 29.1	WE LEE HALL		CPS-261		
79		CA 31.9			ABS-261		
70							
79		CA 33.1	6.2	1 2	ABS-261		
		CA 35.3	TOPPINGS		CPS-261		
		CA 37.3	WILLIAMSBURG (P) 7.6		ABS-261		
79	50	CA 38.9		DD			

PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
P	F						
79	50	CA 42.6			ABS-261		
70	50	**CA 42.9**	**NORGE**		**CPS-261**		
40	40	CA 43.0					
75	50	CA 43.2		1 2	ABS-261		
79		CA 44.7					
75		CA 45.8					
79		CA 46.3	6.3				
1 2		CA 46.6					
60 60		CA 46.8					
70 70		CA 47.6					
60		CA 48.2			ABS-261		
70		CA 49.1		1 2			
79	50	**CA 49.2**	**DIANO**		**CPS-261**		
40	40	CA 49.9			ABS-261		
60	50	51.0					
75		CA 51.2					
79		CA 51.8		DD			
		52.0					
		CA 52.6	9.5				
55		CA 53.0					
60		CA 54.0					
79		CA 56.0					
70		CA 56.5			ABS-261		
79		**CA 58.7**	**EE PROVIDENCE FORGE**		**CPS-261**		
			2.4	THIRD RAIL CSDG 12,370 FT SP	ABS-261		
79	50	**CA 61.1**	**WE PROVIDENCE FORGE**		**CPS-261**		

PENINSULA SUBDIVISION - PS



PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED – REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
P	F						
30	30	CA 84.0	CONEY ISLAND	SP	CPS-261		
			0.5	1 2	ABS-261		
		CA 84.5	RIVANNA JUNCTION		CPS-261		
15	15	CA 84.8	0.9	2 1 RIVANNA SD	ABS-261		
35	35						
35	35	CA 85.4	AM JUNCTION		CPS-261		
				BBRR — BELLWOOD SD FLORENCE DIV			
71.3 MILES HAMPTON ROADS (HRT) TO AM JUNCTION							

PENINSULA SUBDIVISION - PS
AMOCO BRANCH

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			CPA 6.1 DOMINION POWER — END OF TRACK PLAINS ALL-AMERICAN	96		1
10	CPA 5.6	(END OF MAIN TRACK) HORNSBYVILLE ROAD		TWC-DCS		
		0.5				
	CPA 5.1	EE HORNSBYVILLE	SDG 800 FT SP			
		0.2				
	CPA 4.9	WE HORNSBYVILLE				
		1.1				
	CPA 3.8	BARR				
		3.2	CPA 1.0			
			TRI-CITY RUNAROUND 20 CARS			
10	CPA 0.6	(END OF MAIN TRACK)		TWC -DCS		
			APEX OF WYE CPA 0.2 — CPA 0.0 — AMOCO	96		
			RUNAROUND			
			PENINSULA SD			
5.0 MILES END OF MAIN TRACK HORNSBYVILLE ROAD TO END OF MAIN TRACK CPA 0.6						

STATION NOTES
NOTE 1: Between CPA 5.6 and CPA 6.1 track may be jointly occupied by CSX and Dominion Power.

PENINSULA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PENINSULA

Trk	MP/Location	P	F
SG	CA 14.1 - 22.5	79	50
Both	CA 22.5 - 31.9	79	50
Both	CA 31.9 - 33.1	70	50
Both	CA 33.1 - 35.3	79	50
SG	CA 35.3 - 42.6	79	50
SG	CA 42.6 - 42.9	70	50
Both	CA 42.9 - 43.0	40	40
Both	CA 43.0 - 43.2	75	50
Both	CA 43.2 - 44.7	79	50
Both	CA 44.7 - 45.8	75	50
Both	CA 45.8 - 46.3	79	50
Both	CA 46.3 - 46.6	60	50
Both	CA 46.6 - 46.8	70	50
1	CA 46.8 - 47.6	70	50
2	CA 46.8 - 47.6	60	50
Both	CA 47.6 - 48.2	70	50
Both	CA 48.2 - 49.1	79	50
Both	CA 49.1 - 49.2	40	40
SG	CA 49.2 - 49.9	60	50
SG	CA 49.9 - 51.2	75	50
SG	CA 51.2 - 52.6	79	50
SG	CA 52.6 - 53.0	55	50
SG	CA 53.0 - 54.0	60	50
SG	CA 54.0 - 56.0	79	50
SG	CA 56.0 - 56.5	70	50
SG	CA 56.5 - 62.5	79	50
SG	CA 62.5 - 62.8	75	50
SG	CA 62.8 - 65.0	79	50
SG	CA 65.0 - 65.9	70	50
SG	CA 65.9 - 74.4	79	50
SG	CA 74.4 - 74.8	70	50
SG	CA 74.8 - 76.2	79	50
Both	CA 76.2 - 80.5	79	50
Both	CA 80.5 - 81.3	65	50
Both	CA 81.3 - 82.3	55	30
Both	CA 82.3 - 83.1	50	30
Both	CA 83.1 - 84.5	30	30
SG	CA 84.5 - 84.8	15	15
SG	CA 84.8 - 85.4	35	35

AUTHORIZED SPEEDS -- AMOCO BRANCH

Trk	MP/Location	F
SG	CPA 5.6 - 0.6	10

ADDITIONAL SPEEDS (SP) -- PENINSULA

Location	Track Type	F
CA 58.7 - 61.1	CSDG	25
CA 84.0 - 84.0	XOVER	10

ADDITIONAL SPEEDS (SP) -- AMOCO BRANCH

Location	Track Type	F
CPA 5.1 - 4.9	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.

CAE 11.6 - 14.1 Newport News Yard - Old Main Line Track - Movements will be made per Rule 46, not exceeding 25 MPH.

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

When approaching and passing through the following highway-rail crossings the engine bell will be rung and the engine horn sounded as indicated in the table below.

Exceptions: The engine bell and horn will be sounded as prescribed by the Operating Rules.
- In cases of an emergency, or
- When Roadway Workers are present, or
- When notified of a highway-rail crossing malfunction.

MP / Location	Horn	Bell	Hours
CA 35.30 - CA 39.00 / Williamsburg	No	Yes	Cont

Locomotive horns will not be sounded at the following locations except in case of emergency: Ring the engine bell when approaching grade crossing between CA 35.3 and CA 39.0. Begin between 1,800 feet and 1,200 feet before entering the crossing and continue until engine occupies the crossing.

PUBLIC HIGHWAY-RAIL CROSSINGS NON-FRA QUIET ZONES

CA 81.0 - CA 83.30 Fulton Yard – The engine horn and bell will be sounded when passing through Fulton Yard. This applies to all tracks.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP	Location	Restriction
CPA 0.73	Shields Rd	Crews must approach this crossing prepared to stop. They must not foul the crossing until the warning devices are functioning or flag protection is provided

103 SWITCHING

Shove light instructions Newport News Terminal - Kinder Morgan Pier IX Tracks 2, 3, 4: Circuits:

Each track is equipped with two tracks circuits on the east end, a 148 foot Approach Track and a 152 foot Stop Track.

Shove Light Indicators: Dwarfs located on the north side of the west end of each track and indicators located inside the Kiosk Building. Both can be used to monitor eastward shove movements.

The indicator lights located at the west end are arranged with 3 light indicators. Shove lights and indications will be

used to monitor eastward movements only.

Shove Light Indications:
Green = Clear To Shove
Yellow = Approach Track Occupied
Red = Stop Track Occupied

Normal shoving movements will proceed as follows:

* Radio base station located in Kiosks is to be utilized.
* When possible the locomotive engineer or Remote Control Operator will position themselves on the west end in position to observe the shove indicators.
* Observe green indicator on the track to be shoved. The shove must be protected on the leading end if the indicator light is dark.
* Proceed with shove until the indicator light displays yellow. Immediately reduce speed prepared to stop. Yellow indicates that the shove has occupied the approach circuit (148 feet from stop circuit).
* Slowly shove cut until the indicator light displays red then stop the movement. Red indicates that the lead axle has passed the insulated joints located at the east end of the approach circuit and is now occupying the stop track.
* Reverse movement and slowly pull cut back until the indicator again displays yellow then stop.
* It will be permissible to utilize the cameras located in the Kiosk to protect a shove if the cameras do not permit constant observation, the shove must be protected on the leading end.

Shove Light Instruction Newport News Terminal - Dominion Terminal Associates Tracks 1 - 2 - 3 - 4: Circuits:

Each track is equipped with two track circuits on the east end, a 140 foot Approach Track and a 150 foot Stop Track.

Shove Light Dwarf Indicators: Dwarfs located on the north side of the west end of each track and also located inside the Kiosk Building. Both can be used to monitor eastward shove movements. The indicator lights located at the west end are arranged with 3 light indicators. Shove lights and indications will be used to monitor eastward movements only.

Shove light Indications:
Green = Clear To Shove
Yellow = Approach Track occupied
Red = Stop Track Occupied

Normal shoving movements will proceed as follows:

* Radio base station located in Kiosks is to be utilized.
* When possible the locomotive engineer or Remote Control Operator will position themselves on the west end in position to observe the shove light indicators.
* Observe green indicator on the track to be shoved. The shove must be protected on the leading end if the indicator light is dark.
* Proceed with shove until the indicator light displays yellow. Immediately reduce speed prepared to stop. Yellow indicates that the shove has occupied the approach circuit (140 feet from Stop circuit).
* Slowly shove cut until the indicator light displays red then stop the movement. Red indicates that the lead axle has passed the insulated joints located at the east end of the approach circuit and is now occupying the Stop Track.
* Reverse movement and slowly pull cut back until the indicator again displays yellow then stop.
* It will be permissible to utilize the cameras located in the kiosk to protect a shove. If the cameras do not do not permit constant observation, the shove must be protected on the leading end.

Shove Light instruction Newport News Terminal - Departure Yard

Tracks D01 - D02 - D03 are equipped with track circuits on the ease end of each track and shove light indicator lights located inside the kiosk building to be used to monitor eastward shove movements.

The indicator lights are arranged with 3 light indicators and the east end of Track D01, D02 and D03 are equipped with two track circuits per track: a 200 foot approach track and 200 foot stop track.

Shove lights and indications wil be used to monitor eastward movements only.
Green = clear to shove
Yellow = approach track occupied
Red = stop track occupied

Normal shoving movements will proceed as follows:
* Observe green indicator on the track to be shoved. Shoves must be protected on head end if the indicator is not displaying green.
* Proceed with shove until the indicator light displays yellow. Yellow indicates that the shove has occupied the approach circuit (200 feet from stop circuit).
* Slowly push cut until the indicator light displays red. Red indicates that the lead axle has passed the insulated joints located at the east end of the approach circuit and is now occupying the stop track.
* Reverse movement and slowly pull the cut west if needed in order to spot the west car at the air outlet.
* It will be permissible to utilize the cameras also located in the kiosk to protect a shove further east on the stop track if necessary. When using cameras to protect these shoving movements, never shove beyond yellow tie or the clearance point on the east end.

120 DISPATCHER BULLETINS

PASSENGER TRAINS

Prior to departing the Amtrak siding the conductor and engineer must have in their possession the release form (or verbal release) and Dispatcher Bulletin containing Operating Instructions for the Huntington and Florence Divisions for the train.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Peninsula SD

ABS-261 is in effect on the East Drill Track between R Cabin and Nicholson Street.

251 TRACK SIGNALED IN ONE DIRECTION

Trains will move against the current of traffic on No 1 Main Track between the Westward Absolute Signal (WAS) Louisiana Street CA 83.3 and Eastward Absolute Signal (EAS) Darbytown CA 81.0 in accordance with Rule 251. Before entering the limits to move against the current of traffic, trains must have both signal indication and verbal permission of the train dispatcher to proceed.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CAE 14.1	Newport News Terminal and Piers	Cont	008, 028, 070	Terminal
CA 19.8	Bell Kings Rd		008, 014-1	Wayside
CA 29.7	Dow			
CA 44.6	Norge			
CA 54.2	Lanexa			
CA 67.0	Roxbury			
CA 74.7	Poplar Springs			
CA 83.0	Fulton		008, 070	Terminal

913 REMOTE CONTROL ZONES

Remote Control Locomotive Operation at Newport News Yard

Remote Control Zones (RCZ) are in effect at Newport News and RCZ signs are in place as follows:

1. Receiving Yard Zones
A. Number 1 Receiving Yard (R01 Zone) - From a point 130 feet east of the clearance point of the west switch of R01 to a point 100 feet west of the east switch of R01. Remote Control Zone signs are in place 130 feet east of the clearance point of west switch of R01 and at a point 100 feet west of east switch of R01.
B. Number 10 Receiving Yard (R10 Zone) - From a point 995 feet east of the clearance point of the west switch of R10 to the clearance point of the east switch of R10. Remote Control Zone signs are in place 995 feet east of the clearance point of west switch of R10 and at the clearance point of the east switch of R10.

Crossing To Be Made Inaccessible
Prior to activating the R10 RCZ, the road crossing at the east end must be inaccessible to vehicular traffic by placing the chain on each side and locking it in place.

The designated RCZ is activated when:
A. RCOF has secured permission from yardmaster to activate the RCZ.
B. RCZ signs are displayed.
C. The road crossing has been made inaccessible.
D. The RCOF or properly attached crew member has lined all switches for movement and inspected RCZ
Track(s) to ensure they are clear of obstructions.

Instructions for Trains, Engine and On-Track Equipment:
Train, engine and on-track equipment movements - When activated, train, engine, on-track equipment, Transportation, Mechanical and Engineering employees will not enter or foul the R01 or R10 RCZ without permission of the Remote Control Operator Foreman. Remote Control Operator Foreman monitors Channel 028.

2. T lead Zone
T lead RCZ beings 50 feet west of west crossover switch from the T Lead to D3 and extends west to 400 feet east of Main Line access switch at CAE 14.5. Sign is located 205 feet east of the derail located at the west end of the T Lead and at the clearance point of C Lead on the west end. Sign is placed at the east end of the crossover D Lead to T Lead.

RCZ signs will be displayed continuously, Rule 913-D modified.

Crossings To Be made Inaccessible
The road crossings from the C Lead to the D Lead are closed, barricaded and secured with an RCZ lock applied by the RCOF.

Switches Requiring Locks
The #3 Crossover between the D Lead and the T Lead will be lined and locked for straightaway movement with RCZ locks. The locks will be applied and removed by the RCOF. Prior to any movement through this crossover, the employee requesting the use of the crossover will obtain permission from the RCOF in charge who will remove the locks. After the movement is completed, the crossover will be restored and the locks reapplied by the RCOF.

The designated RCZ is activated when:
A. RCOF has secured permission from yardmaster to activate the RCZ.
B. The road crossings have been made inaccessible.
C. Required switch locks are in place.
D. The RCOF or properly attached crew member has lined all switches for movement and inspected RCZ
Track(s) to insure they are clear of obstructions. Note: The yardmaster must document RCZ information on prescribed form.

Instruction for Trains, Engine and On-Track Equipment:
The yardmaster must be contacted prior to any movements entering or fouling the T Lead in order to determine if the T Lead Zone is active. This communication is for informational purposes only and is in no way intended to grant permission to enter/foul the Zone.

3. Permission to enter or foul and activated RCZ
A. An activated RCZ is under the control of the RCOF in charge.
B. The yardmaster will not authorize any entry into or the fouling of any activated RCZ.
C. T&E Employee(s) must receive permission from the RCOF in charge of the activated RCZ before occupying or fouling any track within an activated RCZ. Permission to foul must include the tracks to be fouled, switches to be handled or the route the employee(s) will use while in the zone. While in the activated RCZ, Point Protection is required for all movements. When T&E crew has completed use of the RCZ and cleared all obstructions, returned all switches to the position they found them, they will inform the RCOF in charge that the RCZ is clear and ready for the RCOF to use.
D. Whenever the RCOF in charge has given permission to any employee to enter or occupy an activated RCZ, Point Protection is required until after the employee has notified the RCOF in charge that they are clear of the RCZ. The RCOF must confirm the RCZ is clear again before Point

Protection is no longer required.

4. Positive Stop Protection (PSP) is installed on the T Lead (West End)
A. Locomotive - PSP equipment is installed on the following Newport News Terminal Locomotives:
CSXT - 2555, CSXT - 6019, CSXT - 8429, CXST - 8454, CSXT - 8484
When PSP locomotives are used in a consist, the PSP equipped locomotive must be the west unit. If PSP is not available, Point Protection must be provided.
B. Positive Stop Protection - When it becomes necessary to override the PSP System, Point Protection must be provided.
C. Operators - must verify that the RCL is responding to transponders (Pucks) at the beginning of each shift unless a crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible and visual outputs of the OCU once the locomotive has entered the PSP Zone and has traversed past the first two Pucks. Any exceptions of locomotive not properly reading Pucks must be reported.
D. Speed Selector Settings - While operating in the PSP area, the operator will match the speed commands received on the OCU (i.e. 7, 4, Stop, etc.). The operator must not use the Coast or Coast B Command while pulling west in the PSP area.
E. Speed and Tonnage Restrictions - All movements utilizing the PSP are limited to 7,000 tons per 4 axle locomotive. Movements with more then 7,000 tons per 4 axle unit will require Point Protection.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Only the steel refuge bays will be used on the Richmond Viaduct.

TS-1D WEARING HARD HATS

Virginia International Terminal – Crew members outside the cab of a locomotive, while in VIT or any customer location within VIT, are required to wear a hard hat.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Richmond / Fulton

In addition to the information outlined in the Smoking Policy, smoking is not permitted within 50 feet of a doorway providing access to a building.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4003 SECURING CSXT TRAIN DOCUMENTATION

Newport News Yard - Solid empty hopper trains may depart Newport News with a document (printed or handwritten) indicating the total number of cars and the length of the train. A work order or hazardous graph is not required.

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
CA 38.9	Williamsburg	1	NONE
CA 51.8	Diano	1	NONE
CA 66.8	Roxbury	1	NONE
CA 79.8	Darbytown	1	NONE

4466 PLACING EMPTY CARS IN TRAINS

Empty cars, 80 feet long or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 7,400 tons westward and 4,100 tons eastward.

In territory where helper locomotives are used on the rear of the train, their tonnage rating should be added to the trailing tonnage indicated above when determining the location for the restricted car.

Instructions requiring a minimum number of loads on the rear of trains using helper service must also be compiled with.

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
Peninsula SD	19'2"	19'1"

4501 MOVING CLEARANCE IMPLICATED SHIPMENTS IN YARDS OR TERMINALS

Newport News

1. All High and Wide shipments will be handled separately with air, no additional cars attached except assigned idlers.

2. Outbound loads will only be pulled from industry after a qualifier has been issued and cleared for outbound train movement by the chief dispatcher. Do not pull loads from industry with only a switch order; cars must be billed for movement.

3. Designated tracks will be used as follows:
No 6 Mainline – Inbound loads until ordered and placed at industry.
No 1 Class – Outbound loads pulled from industry.

4. The yardmaster protects movements in the yard with appropriate job briefings with crews handling clearance implicated shipments.

CA 83.0 Fulton Terminal

1. All tracks in Fulton Yard are prohibited for movement of dimensional cars unless adjacent tracks are clear.

2. No 1 Mainline will not be used for the movement of dimensional cars unless West One and West Drill Tracks are clear of equipment.

3. No 2 Mainline will not be used for the movement of dimensional cars unless E11, Old Roundhouse and the East Drill Tracks are clear of equipment.

4. Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.

5. Dimensional cars will be pulled from local industries during daylight hours only.

6. Westward trains will set dimensional cars in Stub Track with the appropriate route clear of cars in other tracks.

7. Eastward trains will set dimensional cars in the east end of the Cab Track with the appropriate route clear of cars on adjacent tracks.

8. Number 1 Main Line with W1 Yard Track and West Drills clear.

9. Number 2 Main Line with E11, Old Roundhouse and East Drill clear. East Drill, 18 Track and Four Lead with appropriate tracks clear.

10. The yardmaster protects movements in the yard with appropriate job briefings with crews handling dimensional shipments.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 A LIMITING TRACTIVE EFFORT

A maximum of 18 powered axles may be used in a helper consist when shoving solid loaded unit trains between CA 76.2 and CA 85.5 and between CA 51.0 and CA 43.0.

A maximum of 12 powered axles may be used when shoving manifest or mixed freight trains to or from the Peninsula Subdivision.

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
CPA 3.8	Amoco Branch CA Barr	Locomotives	See Note A
CAE 5.6	Hampton IT, Hampton Roads Paving		See Note B
CAE 8.2	Copeland Park IT	6-Axle Locomotives	Prohibited

Note A: Must not operate over unloading pit unless under the direct supervision of a C.A. Barr Supervisor.

Note B: Not permitted past engine Stop sign unless authorized by CSX Manager or Hampton Roads Paving employee.

7. CLOSE CLEARANCE

MP	Location	Remark
CAE 13.0	Newport News EE R10	Light tower at Hump
CAE 13.0	Newport News High side class yard	Cars on adjacent trks
CAE 13.0	Newport News 4 East Yard	34th St Bridge
CAE 13.0	VIT gate 3	Gate
CAE 13.0	Cross Goble Warehouse A	All
CAE 13.0	Pier IX	Cars on adjacent trks
CA 33.0	Anheuser-Busch	Do not ride side of car under shed
CA 47.0	Owens Illinois	Do not ride side of car under shed
CA 66.1	Nance, VA	Set-off trk, south side, do not ride equipment
CA 79.1	Stock Wood (customer 115)	Entering or exiting Stock Wood - do not ride equipment
CA 79.1	Airbase Ind Trk	All Ind
CA 81.5 - CA 83.0	Fulton Yard, between CA 81.5 and CA 83.0	Do not ride the side of equipment on: Trks W01, W02, W03 & Main Trk #1 - E11, E12 & E13 - When adjacent trk is occupied with equipment
CA 83.3	Louisiana St	West Drill - Do not ride the side of equipment by the dwarf signal
CPA 6.0	Plains All-American	Tank racks and apex of wye

8. MISCELLANEOUS

EXCEPTED TRACK

James River IT
Airbase IT, except between CA 78.6 and CA 79.6
Hampton IT
Copeland Park IT
New Lead Track
Coal Bin Tracks at Newport News

Car Shop Tracks at Newport News

GENERAL MISCELLANEOUS

Newport News Yard

A. Trains and engines must not occupy the following tracks without instructions of the yardmaster on Channel 070.

1. Thoroughfare Track
2. Running Track
3. Old Main Line Track

B. All Crews working within Newport News will use and monitor Channel 028, except crews working in the test tracks, who will use and moitor Channel 070. All crews moving to the test tracks or departure tracks must contact the Test Track crew on Channel 070 before entering these tracks. If the Test Track crews cannot be contacted be governed by yardmasters instructions.

C. Amtrak Crews arriving Newport News Yard must obtain instructions from the yardmaster before entering the yard at the Fourteen-Five Lead Switch. Amtrak Crews must not handle switches within the yard until after instructions are received and any instruction concerning communication with other employees has been accomplished.

D. Amtrak Crews departing Newport News Yard must obtain instructions from the yardmaster prior to departing Amtrak Siding. Amtrak Crews must not handle switches within the yard until after instructions are received and any instruction concerning communication with other employees has been accomplished.

E. Private Coal Facilities - Engines must not move through dumpers or thaw sheds except in emergency and under the supervision of an industry representative.

When instructions require communication with the DTA or Pier IX Operator, crews must communicate directly with the designate operator. If a facility's operator is not on-duty the operator will furnish written instructions to the yardmaster for the placing or pulling of cars from the facility. Then the yardmaster may communicate that information to the crew.

F. Dominion Terminal Associates (DTA) - Crews must not proceed east of the DTA Control Point without permission of the DTA Operator. When DTA gives permission and moves the derail to the non-derailing position, a member of the crew must remain at the derail until the leading car of the cut is west of the derail. After clearing DTA property the crew must report clear.

When the DTA Open Track (No 5 Track) is used to hold empties while servicing Pier IX, the crew must ensure cars are in the clear of the No 5 Derail. The crew must inform the DTA Operator that cars are clear of the derail but they are not clear of the DTA property.

When servicing Pier IX the crew must get permission of the DTA Operator to use the Pier IX Lead. When in the clear on Pier IX Lead the crew must restore the Pier IX Lead switch and report clear to the DTA Operator when in the clear on the Pier IX Lead. The crew must then get permission of the DTA Operator prior to handling the Pier IX Switch to re-enter DTA property. The crew must report clear when the switch is restored and the equipment is clear of the DTA Control Point.

G. Crews placing loaded trains in the Pier IX facility must stop at the sign reading "Safety stop/Pier IX derail" and contact the tower operator for placement instructions. Trains may proceed after the crew has confirmed that the derail is off and permission is received to proceed. Once clear of the property crews must report clear to the Pier IX opeator.

H. Test and Repair Facility Tracks - Crews must contact the Mechanical Department Foreman on duty for the removal of automatic and manual derails or blue flags.

Crews must not operate on C-4, C-5, C-6, C-7 or C-8 Tracks unless under the direct supervision of the Mechanical Department Foreman on duty.

I. Jefferson Ave - Trains and engines must secure instructions from the yardmaster before blocking the crossing.

J. Advising Yardmaster of Locomotive Condition

The conductor or engineer of inbound trains to Newport News, including rock and local trains tying up short of Newport News, must report to the yardmaster the direction and condition of each unit in the consist. After stopping, make a report of fuel quantity in each unit.

K. Securing Equipment

1. Crews placing cars on DTA and Pier IX properties will not apply hand brakes unless instructed otherwise by the respective tower operator or CSX Manager.

2. CSX crews pulling empties from DTA must check the west 5 cars for hand brakes. If the crew encounters hand brakes at a location other than the west end of the cut after pulling the cars the yardmaster must be notified.

3. Test Tracks may be secured with one hand brake applied and tested on each track.

L. Hand Operated Switches

1. Wye Tracks 39th St - East and west Wye Track switches - Lined for movement on the Open Track.

2. Hampton Roads Wye - East and west Wye Track switches - Lined for movement on T Lead.

3. Newport News Shipbuilding Switch - Lined for movement on Old Main Track.

4. East Switch Throughfare Track - Lined for movement to the Running Track.

5. East End Running Track - Lined for movement on Pier IX Lead.

6. East End Old Main Line Track - Lined for movement on the Running Track.

Plains All-American

A. The Guard house at the main entrance is manned by guards. Crews will open the rail access gate and pull their

train to the guardhouse and stop before fouling the main road crossing and wait for permission to continue.

B. All trains must comply with Stop or other signs or instructions which in any way relate to the movement into any track or area. Stop signs are located at the entrance to the combination unit, south of the tetraethyl lead building and entrance to the tank car loading tracks.

C. Trains must not block road crossings for an undue length of time, but will cut such crossings as may be necessary.

Ring the engine bell when approaching highway grade crossings and continue until engine occupies the crossing.

Movements on the Amoco Branch

A. Eastward trains and engines must not occupy the track east of CPA 5.0 between the hours of 2300 and 0700. When the train or engine cannot clear prior to 2300 hours, contact the train dispatcher for instructions.

B. Eastward trains and engines must stop clear of Wolftrap Road crossing and not pass that point until after 0700 hours.

Fulton Yard
A. Inbound Trains
The conductor or engineer of trains inbound Richmond (Fulton) including trains inbound from Florence Division at AM Jct. must contact the Fulton Yardmaster on Channel 008 and convey the direction and condition for service of each locomotive in the consist. After stopping, a report of the fuel in each locomotive will be conveyed.

B. Air Brake Test Certificates
The conductor or engineer of inbound trains arriving Richmond (Fulton), including trains inbound from the Florence Division at AM Jct. Must contact the Fulton Yardmaster on Channel 008 to ascertain instructions concerning Air Brake Test Certificate for their train.

C. Reporting for Duty
Road crews reporting for duty at Richmond, Fulton Yard must contact the Fulton Yardmaster within ten (10) minutes of on duty time. They must inform the yardmaster at that time whether they have received all of their appropriate paperwork. Road crews departing by taxi must advise the yardmaster prior to departure.

D. Securing Equipment
Outbound coal trains awaiting hepers destined to Newport News awaiting helpers will have ten (10) hand brakes applied to the head end of the train by the inbound crew. In lieu of 10 hand brakes, the inbound crew may set the retainers in the high-pressure position of the fifteen (15) consecutive head cars. If the inbound crew does not have time, under the Hours of Service Law, the outbound crew, prior to performing the helper service brake test, must apply hand brakes or retainers must be released immediately before releasing the automatic brake at the completion of the helper service brake test.

E. Hand-Operated Switches
1. East End of Caboose Track - The normal position of the East End Caboose Track is for movement on 18 Track.

2. West Switch to Caboose Track - The normal position of the switch is for movement to the Caboose Track.

3. Stub Track - The normal position of the Stub Track switch is for movement on E-16 Track.

4. Big Switch - Prior to passing over the Big Switch, all trains and engines must stop and examine the switch to ensure the route is lined, the switch points fit properly and the switch is latched. A Fulton Yard Utility employee assigned to the crew may allow the train or engine to pass over the switch without stopping provided the Utility employee examines the switch and remains at the switch until the head end passes over the switch. Crews must communicate the position of switch.

5. W19 divider switch will be left as last used.

Norge - Eastward trains receiving an approach aspect on Signal 460 must stop not less than 250 feet before fouling the Highway-Rail Grade Crossing at Old Norge Station.

Lee Hall - Fort Eustis Government Track
A. Trains will use the Pull-In Track expecting to find it occupied by government equipment.

B. Trains must stop and flag across all railroad highway grade crossings unless crossings are protected by a government flagman.

Anheuser-Busch Industrial Lead - Crews switching Anheuser-Busch must contact Anheuser-Busch Security at 757-253-3700 prior to crossing Route 60 to secure permission to enter the plant.

Crews will properly use the dual locking arrangement and secure the gate after switching is completed.

Transportation Worker Identification Card (TWIC) Program and Requirement

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

Industries affected:
Newsport News: VIT/Cross Globe
Peninsula SD: Plains All-American

ADDITIONAL STATIONS

MP	Station	Switch Opening
CA 14.5	AMTRAK / Main	West
CA 19.0	EE Ord Yard/ Main	East
CA 19.5	WE Muller / Main	West
CA 20.3	Basic Const / ML	
CA 24.0	EE Amoco / #1	East
CA 25.3	WE Amoco / #1	West
CA 26.5	EE Lee Hall / #2	East
CA 29.6	Branscombe / ML	West
CA 30.7	Naval Weapons / #1	East
CA 32.2	EE Busch Setoff / #2	
CA 33.2	EE Xover 2 to 1 / #1	
CA 33.3	WE Xover 1 to 2 / #1	West
CA 33.5	WE Busch Setoff / #2	
CA 40.1	Doyle Brick / ML	
CA 45.9	Luck Stone/Jack Massey/ #2	East
CA 46.6	Toano Spur / #2	
CA 46.7	Owens Illinois / #1	West
CA 66.1	Nance Spur / ML	East
CA 67.2	Roxvury Spur / ML	West
CA 78.4	EE Eastgate / #2	East
CA 78.7	WE Eastgate / #2	West
CA 78.9	Vanguard Spur / #2	
CA 79.2	WE Airbase Xover / #1	
CA 79.6	Nabisco Spur / #2	
CA 82.2	EE Roundhouse / #2	East
CA 83.0	WE Hand-Throw Xover / #1	West
CA 83.2	Piggyback Ramp / #1	

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

MP	Location	DOT#	Type
CA 16.55	Harpersville Rd	224146N	P
CA 25.30	Ind Park Dr	224167G	P
CA 27.52	Yorktown Rd	224171W	M
CA 27.63	Elmhurst Dr	224172D	M
CA 33.01	Anheuser Bush	228397W	C
CA 37.17	Henry St	224195K	P
CA 40.18	Airport/ Moortown	224233S	M
CA 42.45	Lightfoot Rd	224236M	P
CA 43.16	Pottery Rd	224237U	P
CA 51.02	Diascund Rd	224249N	M
CA 52.96	Colony Trail	224252W	M
CA 54.28	S Waterside Dr	224254K	M
CA 57.69	Landings Rd	224262C	M
CA 60.81	Townsend Rd	224267L	P
CA 61.28	S Courthouse Rd	224268T	M
CA 62.30	Adkins Rd	224271B	M
CA 64.30	S Montcastle Rd	224274W	M
CA 66.44	Barnetts Rd	224275D	M
CA 66.97	Roxbury Rd	228399K	M
CA 71.26	Elko Rd/ SR 156	224280A	P
CA 74.68	Poplar Spring Rd	224281G	M
CA 76.87	Beulah Rd	224286R	M
CA 78.40	Charles City Rd	224289L	M
CA 78.99	Miller Rd	224298K	M
CA 79.15	Charles City Rd	224288E	C
CA 85.12	Brown St	224963R	M
CPA 0.73	Shields Rd	224163E	C
CPA 2.01	Rich Neck Rd	224160J	C
CPA 3.93	George Wash Mem Hwy	224157B	C
CPA 4.15	Old York-Hampton	224156U	C
CPA 5.20	Wolf Trap Rd	224155M	C
CPA 5.57	Hornsbyvill Rd	224154F	C

Former Main Track from CPA 0.6 to CPA 0.0

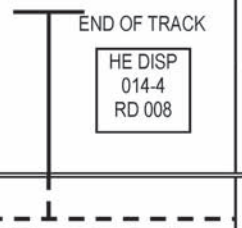
MP	Location	DOT#	Type
CPA 0.48	Jefferson Ave	224164L	C

Hampton Industrial Track - CAE 3.3 to CAE 8.3

MP	Location	DOT#	Type
CAE 3.53	Armistead Ave	224857H	C
CAE 3.63	Backriver Rd	224858P	C
CAE 3.92	Patterson Ave	224859W	C
CAE 4.02	Lasalle Ave	224860R	C
CAE 4.22	Queen St	224861X	C
CAE 5.63	Powhatan Pkwy	228395H	C
CAE 6.12	G St	224878B	C
CAE 6.55	Childs Ave	224881J	C
CAE 6.80	Old Aberdeen Rd	224882R	C
CAE 6.88	Aberdeen Rd	224884E	C
CAE 7.04	Greenlawn	228396P	C
CAE 7.36	39th St	224890H	C
CAE 7.52	Chestnut St	224891P	C
CAE 7.67	Roanoke Ave	224892W	C
CAE 8.07	Marshall Ave	224893D	C
CAE 8.30	Jefferson Ave	224894K	C

NOTES

PINE CREEK SUBDIVISION - P7

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
10	CMF 6.0	(END OF TRACK)		TWC-DCS		
		0.7				
	CMF 5.3	HOLDEN				
		5.3				
10	CMF 0.0	OMAR				
						
6.0 MILES END OF TRACK CMF 6.0 TO OMAR						

PINE CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PINE CREEK

Trk	MP/Location	F
SG	CMF 6.0 - 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.

104-A HANDLING SWITCHES

CMF 4.1 Holden Mine – West switch at Holden Mine (IC 22) will be left lined for movements on the Main Track.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CMF 3.1	Pine Creek	Cont	008, 014-4	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
CMF 4.1	Holden 22	Mine Trk

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CMF 6.0 - CMF 0.0	Entire SD	All

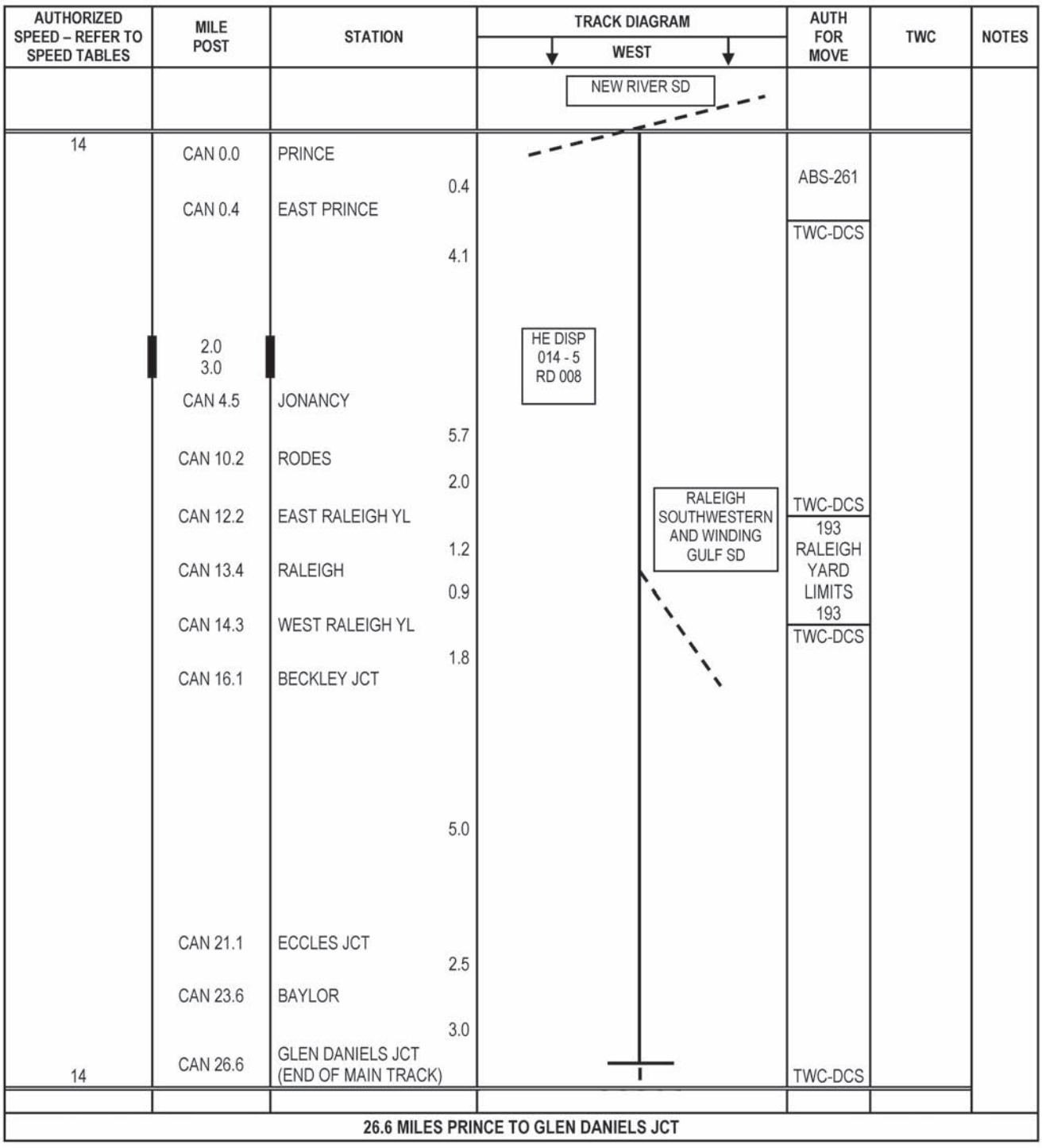
ADDITIONAL STATIONS

MP	Station	Switch Opening
CMF 4.1	West End Holden 22	West

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

MP	Location	DOT#	Type
CMF 0.10	Public Rd	226771F	C

PINEY CREEK SUBDIVISION - PC



PINEY CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- PINEY CREEK

Trk	MP/Location	F
SG	CAN 0.0 - 12.2	14
SG	CAN 12.2 - 14.3	14
SG	CAN 14.3 - 26.6	14

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.

104-A HANDLING SWITCHES

Trains departing to Quinnimont from Raleigh - will leave switches and derails locked and as last lined at the east end of Raleigh Yard.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CAN 0.0	McCreery	Cont	008, 014-5	Wayside
CAN 10.2	Rodes			
CAN 13.4	Raleigh			
CAN 17.9	Burks			
CAN 26.0	Glen Daniels			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 A LIMITING TRACTIVE EFFORT

Loaded coal trains may be pushed with not more than 20 powered axles at the rear of the train.

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

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

1. Train Handling Instructions Piney Creek SD Eastward Trains Between Raleigh and Prince:

A) The maximum number of cars which may be handled without using retainers is 125.

The use of retainers will not be required if the lead locomotive in a consist is equipped with an operative pressure maintaining feature and a minimum of 8 axles of dynamic brake for trains up to 75 cars and 12 axles of dynamic brake for trains over 75 cars.

Minimum required rear car brake pipe pressure within 15 PSI of regulating valve setting on lead locomotive. Train must charge an additional 10 minutes after this PSI gradient has been established. One running release is to be made if the total brake pipe reduction has not exceeded 15 PSI before release is to be made and speed is less than 10 MPH. The engineer will use extreme caution when making the running release as speed can get out of control in a very short time. When reapplying train brakes after making a running release the application must be at least 3 PSI greater than the previous reduction in order to prevent an undesired release of train brakes. If the total reduction exceeds 20 PSI at any point between CAN 13.0 and CAN 2.0, the train must be stopped and sufficient hand brakes applied before further descent of the grade.

B) In addition to the requirements of Item A, the dynamic brake must be tested prior to descending the grade between Raleigh and Prince.

2. Running dynamic brake test procedures:

2-unit consist:

With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and develops a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and apply the dynamic brake.

3-unit (or more) consist:

With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and producing a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and the third

unit and use the same procedure to determine the second unit develops a retarding effect. If the axle count dictates a third unit is needed, the second unit must be isolated and it must be determined that the third unit develops a retarding effect. During this verification, employees may position themselves on the appropriate unit to observe it's retarding effect and communicate results to the entire crew. If additional units are required, the same process will be used to test each additional unit.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CAN 0.6	E/E Terry STG	West
CAN 1.7	W/E Terry STG	East
CAN 18.4	E/E Burks STG	West
CAN 19.1	W/E Burks STG	East
CAN 23.4	E/E Baylor	West
CAN 23.9	W/E Baylor	East

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

MP	Location	DOT#	Type
CAN 16.31	City Ave	225878E	C
CAN 16.93	Hill St	225884H	M
CAN 17.35	Mill Rd	225889S	C
CAN 17.84	SR 18/ 1	225891T	C
CAN 18.41	CR 18	225893G	C
CAN 18.76	Mt Tabor	225894N	M
CAN 25.41	SR 305	225903K	C

NOTES

POMEROY SUBDIVISION - PV

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST NS			
20	BBE 127.9 2.8 BBE 125.1 6.1 BBE 119.0	HOBSON CHESHIRE KANAUGA JCT	HH DISP 014 RD 008 BBE 119.9 KANAUGA STG 68 CARS BBE 119.1 NS	193 HOBSON YARD LIMITS 193		1,2 2
8.9 MILES HOBSON TO KANAUGA JCT						

STATION PAGE NOTES

NOTE 1: Verbal Permission for Norfolk Southern trains and engines to operate on the Pomeroy SD between Hobson and Kanauga Jct. will be given by the CSX Train Dispatcher, through the NS Train Dispatcher. Before occupying the Pomeroy SD each NS train must receive a CSX Train Dispatcher Bulletin and Release Form at their on duty location. If NS Train Dispatcher Bulletin or Release Form is not available when reporting for duty, the NS Crew must promptly contact the CSX Train Dispatcher. These Dispatcher Bulletins will be furnished to NS trains via electronic fax at either Hobson or Dickinson Yards by the CSX Train Dispatcher.

Westward NS trains will report to the NS Dispatcher as soon as they clear the Pomeroy SD. The NS Dispatcher will then relay the information to the CSX Train Dispatcher.

Eastward NS trains will report to the NS Dispatcher as soon as they clear the Pomeroy SD after passing Hobson. The NS Dispatcher will then relay the information to the CSX Train Dispatcher.

NOTE 2: The CSX Train Dispatcher will control movements on main track between Hobson and Kanauga Jct. The CSX Train Dispatcher must not permit any opposing movements between Hobson and Kanauga. All trains or engines must report clear after using track section between Hobson and Kanauga Jct.

POMEROY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- POMEROY

Trk	MP/Location	F
SG	BBE 127.9 - 119.0	20

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.

96 OTHER THAN MAIN TRACK

Kyger Creek – 0VE Interchange Track – Trains must not occupy 0VE Main Tracks beyond the east switch of the set off track without flag protection.

103-D SECURING EQUIPMENT

The following chart applies to cars and trains left unattended:

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
BBE 127.9 - BBE 119.0	Entire SD	Loads: 20% Empties: 10%

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4453 HANDLING CARS THAT ARE PRONE TO ROCKING

Refer to Rule 4453 when operating between the locations shown below.

MP	Location
BBE 127.9 - BBE 119.0	Hobson

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

NONE

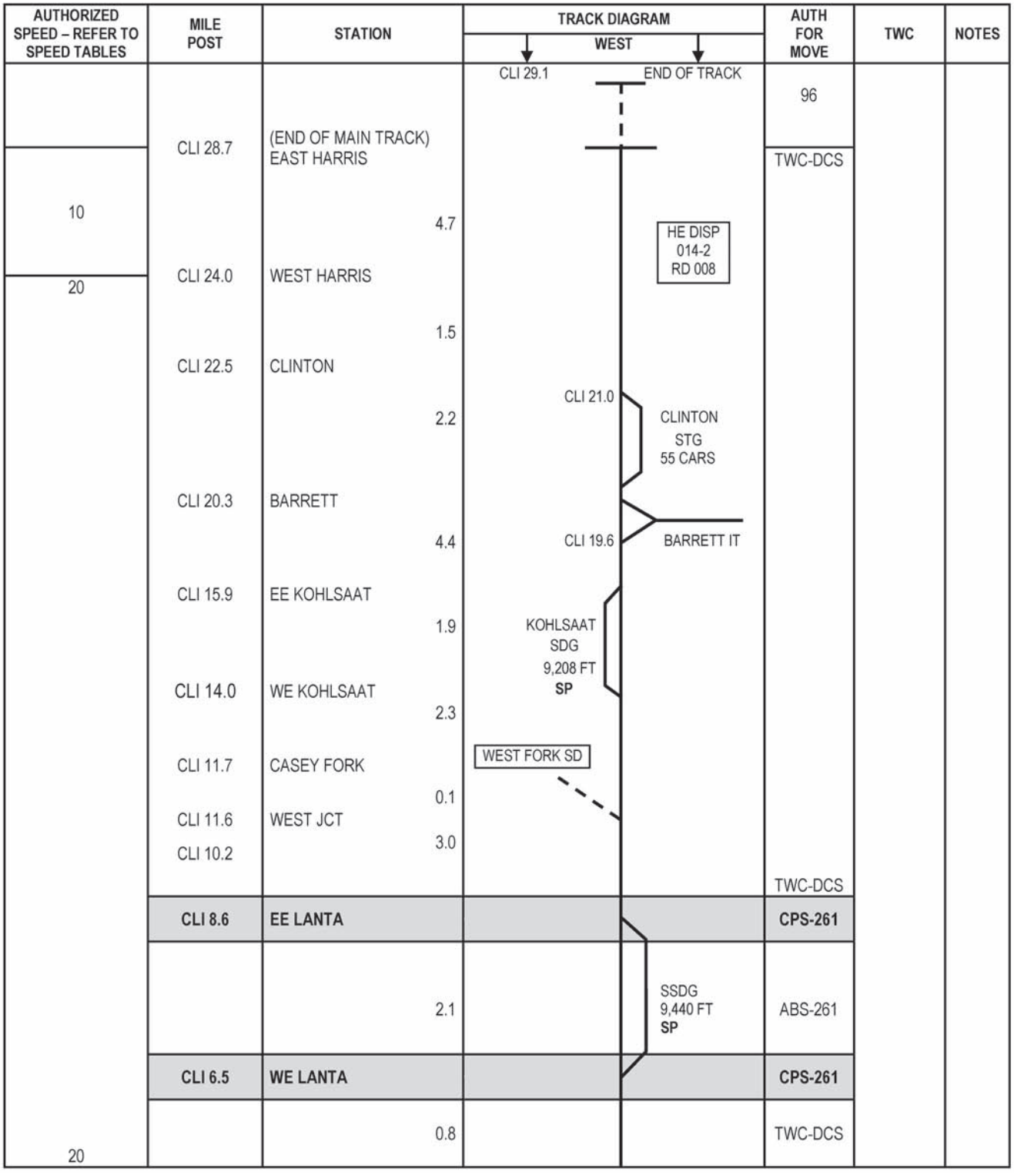
8. MISCELLANEOUS

NONE

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

MP	Location	DOT#	Type
BBE 126.09	RT 7	229089U	P
BBE 125.13	Cheshire Rt 554	229094R	M
BBE 120.77	Honeysuckle Dr	229109D	M
BBE 120.61	Addison Pike	229110X	M

POND FORK SUBDIVISION - PF



POND FORK SUBDIVISION - PF

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM WEST	AUTH FOR MOVE	TWC	NOTES
20	CLI 5.9		ROBINSON CREEK IT	TWC-DCS		
10	CLI 5.7	ROBINSON CREEK JCT				
20		5.7				
20	CLI 0.0	POND JCT		TWC-DCS		1
			COAL RIVER SD			
28.7 MILES EAST HARRIS YL TO POND JCT						

STATION PAGE NOTES
NOTE 1: Trains will call the Danville Yardmaster for instructions before passing Pond Jct. CLI 3.0. When yardmaster is not on duty contact the train dispatcher.

POND FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- POND FORK

Trk	MP/Location	F
SG	CLI 28.7 - 24.0	10
SG	CLI 24.0 - 5.9	20
SG	CLI 5.9 - 5.7	10
SG	CLI 5.7 - 0.0	20

ADDITIONAL SPEEDS (SP) -- POND FORK

Location	Track Type	F
CLI 15.9 - 14.0	SDG	10
CLI 8.6 - 6.5	SSDG	20

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-E HIGHWAY-RAIL GRADE CROSSINGS

Providing Highway Crossing Protection – Pond Jct State Rt 17 – Westward approach circuit begins at a point 341 feet east of the Spring Switch at Pond Jct and is identified by a sign reading, "beginning flasher circuit". Westward trains stopping for yarding instructions at Danville must stop east of this sign. When necessary to meet eastward trains at Pond Jct, westward trains on Pond Fork or Coal River SD must not move west of this sign until the rear of eastward train has cleared westward approach circuit.

104-A HANDLING SWITCHES

1. Barrett – The normal position of the switch at Apex of Wye track Wharton No 2 Mine is for movement on the west leg of Wye.

2. CLI 24.0 Rock Lick Mine – The normal position of the Rock Lick Mine switches is lined for Rock Lick Mine.

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CLI 19.6	Barrett West leg of Wye	Pond Fork SD	10
CLI 15.9	East End Kohlsaat Sdg	Main	
CLI 14.0	West End Kohlsaat Sdg	Sdg	
CLI 11.6	West Jct Jct Switch	Pond Fork SD	

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Pond Fork SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLI 23.3	Rock Lick	Cont	008, 014-2	Wayside
CLI 20.3	Barrett			
CLI 11.5	West Jct			
CLI 5.7	Robinson Creek			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

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
CLI 25.0	Rock Lick Mine	Loadout
CLI 18.6	Wells Mine	Between 1&2 Supply Trks, and Loadout
CLI 15.0	Jupiter Mine	At Preparation Plant, and at Loadout
CLK 2.2	Holbrook Mine	Loadout
CLK 1.2	Liberty Mine	Loadout

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CLK 2.9 - CLK 0.0	Robinson Creek Ind Trk	All

ADDITIONAL STATIONS

MP	Station	Switch Opening
CLI 11.1	Van House Trk	West
CLI 0.7	Dalton House Trk	East

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

MP	Location	DOT#	Type
CLI 18.95	Wharton	226452M	M
CLI 12.00	Van	226437K	M
CLI 10.96	Bigson	226436D	M
CLI 0.77	Old River Rd	226409G	M
CLI 0.22	Pruce St	226408A	M

Robinson Creek Ind Trk - CLK 0.0 to CLK 2.9

MP	Location	DOT#	Type
CLK 0.31	SR 85	226390S	M

RALEIGH SOUTHWESTERN & WINDING GULF SUBDIVISION - RZ

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			PINEY CREEK SD			
14	CAQ 0.0	RALEIGH	CAQ 0.7	193 RALEIGH YARD LIMITS 193		
		2.0	HE DISP 014-5 RD 008			
	CAQ 2.0	WEST RALEIGH YL		TWC-DCS		
		1.5				
	CAQ 3.5	CRAB ORCHARD				
		2.0	NS			
14	CAQ 5.5	PEMBERTON		TWC-DCS		
			NS PEMBERTON IT			
5.5 MILES RALEIGH TO PEMBERTON						

RALEIGH SOUTHWESTERN & WINDING GULF SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RALEIGH SOUTHWESTERN & WINDING GULF

Trk	MP/Location	F
SG	CAQ 0.0 - 2.0	14
SG	CAQ 2.0 - 5.5	14

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.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5502 A LIMITING TRACTIVE EFFORT

Loaded coal trains may be pushed with not more than 18 powered axles at the rear of train.

5553 B TRAIN BRAKES

Stretch braking is permitted between CAQ 2.0 and CAQ 5.5.

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
CAQ 0.0 - CAQ 5.5	Entire SD	6-Axle Locomotives unless equipped with radial or steerable trucks	Must Not Operate

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
CAQ 3.4	E/E Crab Orchard	West
CAQ 3.5	W/E Crab Orchard	

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

NONE

RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST PENINSULA SD			
30	CAB 0.0	RIVANNA JUNCTION	1 2 HG DISP 014-2 RD 008	ABS-261		
30	CAB 1.7	7.5				
35						
40	CAB 3.9		1 2	ABS-261		
	CAB 7.5	**WESTHAM**		**CPS-261**		
40	CAB 8.6			ABS-261		
35						
40	CAB 8.8					
	CAB 11.2		DD			
	15.0					
	16.0	11.1				
	CAB 18.3		DD	ABS-261		
	CAB 18.6	**EE SABOT**		**CPS-261**		
		2.3	SSDG 11,550 FT SP	ABS-261		
	CAB 20.9	**WE SABOT**		**CPS-261**		
40	CAB 23.4			ABS-261		
35						

RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
		8.8		ABS-261		
35	**CAB 29.7**	**MAIDENS**		**CPS-261**		
	CAB 31.5 CAB 32.3	4.1	DD 1 2	ABS-261		
40	**CAB 33.8**	**IRWIN**		**CPS-261**		
	CAB 39.9	12.5	DD	ABS-261		
	CAB 46.3	**EE PEMBERTON**		**CPS-261**		
		1.8	SSDG 8,790 FT **SP**	ABS-261		
	CAB 48.1	**WE PEMBERTON**		**CPS-261**		
	CAB 53.9	7.1	DD	ABS-261		
	55.0 **CAB 55.2**	**EE COLUMBIA**		**CPS-261**		
	56.0	1.4	SSDG 7,260 FT **SP**	ABS-261		
	CAB 56.6	**WE COLUMBIA**		**CPS-261**		
		8.0		ABS-261		
	CAB 64.6	**AGNES**		**CPS-261**		
	CAB 66.2	1.8	DD	ABS-261		
	CAB 66.4	**BREMO**	BBRR	**CPS-261**		
		2.0	1 2	ABS-261		
	CAB 68.4	**STRATHMORE**		**CPS-261**		
		2.0	1 2	ABS-261 ABS-261		
	CAB 70.4	**SHORES**		**CPS-261**		
40				ABS-261		

RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
40	76.0 CAB 76.2 77.0	9.0	DD	ABS-261		
	CAB 79.4	**SCOTTSVILLE**		**CPS-261**		
	CAB 85.2	9.2	DD	ABS-261		
	CAB 88.6	**EE HOWARDSVILLE**		**CPS-261**		
		2.4	SSDG 11,980 FT **SP**	ABS-261		
	CAB 91.0	**WE HOWARDSVILLE**		**CPS-261**		
	CAB 99.5 105.0 106.0	16.3	DD	ABS-261 ABS-261		
	CAB 107.3	**EE NORWOOD**		**CPS-261**		
		1.5	CSDG 7,270 FT **SP**	ABS-261		
	CAB 108.8	**WE NORWOOD**		**CPS-261**		
	CAB 109.1	5.3	DD 114.0 SDF	ABS-261		
	CAB 114.1	**GREENWAY**	114.1 SDF	**CPS-261**		
40 35	CAB 117.3	5.1	1 2 GLADSTONE YD	ABS-261		
35	**CAB 119.2**	**GLADSTONE**		**CPS-261**		
			JAMES RIVER SD			
119.2 MILES RIVANNA JUNCTION TO GLADSTONE						

RIVANNA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RIVANNA

Trk	MP/Location	F
Both	CAB 0.0 - 1.7	30
Both	CAB 1.7 - 3.9	35
Both	CAB 3.9 - 7.5	40
SG	CAB 7.5 - 8.6	40
SG	CAB 8.6 - 8.8	35
SG	CAB 8.8 - 23.4	40
SG	CAB 23.4 - 29.7	35
Both	CAB 29.7 - 32.3	35
Both	CAB 32.3 - 33.8	40
SG	CAB 33.8 - 66.4	40
Both	CAB 66.4 - 70.4	40
SG	CAB 70.4 - 114.1	40
Both	CAB 114.1 - 117.3	40
Both	CAB 117.3 - 119.2	35

GREATER THAN 14,000 LESS THAN 21,450 TONNAGE SPEEDS -- RIVANNA

Trk	MP/Location	F
Both	CAB 0.0 - 1.7	30
Both	CAB 1.7 - 3.9	35
Both	CAB 3.9 - 7.5	40
SG	CAB 7.5 - 8.6	40
SG	CAB 8.6 - 8.8	35
SG	CAB 8.8 - 23.4	40
SG	CAB 23.4 - 29.7	35
Both	CAB 29.7 - 32.3	35
Both	CAB 32.3 - 33.8	40
SG	CAB 33.8 - 66.4	40
Both	CAB 66.4 - 70.4	40
SG	CAB 70.4 - 107.3	40
SG	CAB 107.3 - 108.7	35
SG	CAB 108.7 - 114.1	40
Both	CAB 114.1 - 117.3	40
Both	CAB 117.3 - 119.2	35

GREATER THAN 21,450 TONNAGE SPEEDS -- RIVANNA

Trk	MP/Location	F
Both	CAB 0.0 - 1.7	30
Both	CAB 1.7 - 7.5	35
SG	CAB 7.5 - 29.7	35
Both	CAB 29.7 - 32.3	35
Both	CAB 32.3 - 33.8	35
SG	CAB 33.8 - 66.4	35
Both	CAB 66.4 - 70.4	35
SG	CAB 70.4 - 114.1	35
Both	CAB 114.1 - 119.2	35

Between CAB 86.0 and CAB 93.7 Medium speed is 25 MPH for Head End only.

ADDITIONAL SPEEDS (SP) -- RIVANNA

Location	Track Type	F
CAB 18.6 - 20.9	SSDG	10
CAB 46.3 - 48.1		
CAB 55.2 - 56.6		
CAB 88.6 - 91.0		25
CAB 107.3 - 108.8	CSDG	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.

100 HIGHWAY-RAIL GRADE CROSSINGS

CAB 83.74 Private Crossing – Whistle posts are in service for the private grade crossing at CAB 83.74 DOT 224351U. Trains approaching this crossing are required to ring the bell sound whistle signal 14(L).

CAB 47.12 State Road 45 White Light Indicators - Single unit white light indicators are located at State Rd 45 CAB 47.12. These indicators govern eastward and westward movements on both the main and siding. A dark indicator for the respective track indicates the movement must stop prior to fouling the highway crossing at grade if train length will not clear between the highway crossing at grade and the yellow tie at the siding switch. When informed by the train dispatcher that the movement will proceed following the arrival of an approaching train, the movement may advance in accordance with the rules.

103-D SECURING EQUIPMENT

Rivanna Jct and Browns Island – When leaving trains at Brown's Island: If the train is left standing at Brown's Island on #2 Main, the hand brakes will be operated from the north side of #2 Main Track.

The use of a brake stick is required when applying and/or releasing hand brakes. If no brake stick is available, crew will contact yardmaster to have a brake stick brought to their location.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

Signal Rules are in effect as follows:

MP/Location
Rivanna SD

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Rivanna Jct located on the Peninsula 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
CAB 11.7	Lorraine	Cont	008, 014-2	Wayside
CAB 20.1	Sabot			
CAB 33.5	Irwin			
CAB 40.1	Rock Castle			
CAB 47.1	Pemberton			
CAB 56.5	Columbia			
CAB 66.0	Bremo			
CAB 79.4	Scottsville			
CAB 91.0	Howardsville			
CAB 108.0	Warminster			
CAB 109.0	Norwood			
CAB 119.0	Gladstone			

704 ON TRACK EQUIPMENT MOVEMENTS

Haxall Water Gate (CAB 2.4) - Richmond Water has installed new gate control handles on the south side of No 1 Track at CAB 2.4. These handles locate 5' 3" from the centerline of No 1 Track at a height of ten (10) inches above the top of the rail. Engineering Department employees are cautioned against equipment striking the handles.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-8 SLIPS, TRIPS AND FALLS

Only Steel Rufuge bays will be used on the Richmond Viaduct.

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
CAB 11.2	Lorraine	1	NONE
CAB 18.3	Luck	1	NONE
CAB 31.5	Maidens	1	NONE
CAB 39.9	Rock Castle	1	NONE
CAB 53.9	Island	1	NONE
CAB 66.2	Bremo	1	NONE
CAB 76.2	Nicholas	1	NONE
CAB 85.2	Warren	1	NONE
CAB 99.5	Warminster	1	NONE
CAB 109.1	Norwood	1	NONE

4300 - SLIDE DETECTOR FENCE

MP	Audible Notification
CAB 114.0 - CAB 114.1	None

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CAB 108.9	Norwood

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
Rivanna SD	17'3"	17'3"

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
CAB 0.0 - CAB 119.1	Entire SD	Empty cars, 80 ft or longer	Must be handled on the rear of trains exceeding 13,400 tons
CAB 4.0	Richmond Water Works	Locomotives	Must not go beyond a point 390 ft west of point of switch
CAB 18.2	Luck	Locomotives and cars	Must not operate under tipple
		Locomotives	Must not operate over scale
CAB 117.9	Gladstone-Caskie Ind	6-Axle Locomotives except radial truck	Must not operate

7. CLOSE CLEARANCE

MP	Location	Remark
CAB 2.4	Hexall Water Gate	Gate Handles between 1 & 2 Main Trks

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CAB 69.0	Strathmore	No 1 & 2 Yard Trks, and Old Airline Main Trk

GENERAL MISCELLANEOUS

1. CAB 119.0 Gladstone – No 1, 2, 3 and 4 Tracks must not be used without instructions from the Lynchburg Yardmaster.

2. Epic Industries – Westward loads must be coupled to cars standing prior to cutting away.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CAB 3.9	Richmond Water Wks/#1	East
CAB 16.8	EE Luck Stone / Main	
CAB 18.5	WE Luck Stone / Main	West
CAB 20.2	Sabot Station Spur / # 1	East
CAB 26.7	State Farm Spur / Main	
CAB 26.8	Men's State Prison Spur / Main	
CAB 30.3	Woodyard Maidens Spur / Main	
CAB 40.0	Rock Castle Spur / Main	
CAB 64.6	EE Bremo Power Plant / Main	
CAB 66.0	WE Bremo Power Plant / Main	West
CAB 68.6	EE Strathmore Yard / # 1	East
CAB 69.7	WE Strathmore Yard / # 1	West
CAB 79.0	Scottsville Spur / Main	East
CAB 103.7	Wingina Wood Spur / Main	
CAB 117.9	Caskie Woodyard / # 2	West

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

MP	Location	DOT#	Type
CAB 7.58	Old Bridge Ln	224460X	M
CAB 14.57	Pembrook Farm Rd	224439S	M
CAB 47.12	Cartersville Rd	224397H	M
CAB 56.54	St Patrick St	224388J	M
CAB 79.39	Ferry St	224361A	M
CAB 82.71	Hatton Ferry Rd	224355W	M
CAB 85.36	Warren Ferry Rd	224349T	M
CAB 91.29	Howardsville Tpke	224342V	M
CAB 103.91	James River Rd	224329G	M

RUPERT SUBDIVISION - RT

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			SEWELL VALLEY SD CAH 0.0 RAINELLE JCT CAH 0.2 WYE	96		
	CAH 1.0	(END OF MAIN TRACK) MC ROSS	HE DISP 014-7 RD 008			
10		5.9		TWC-DCS		1
	CAH 6.9	RUPERT JCT (END OF MAIN TRACK)	RADERS RUN IT	96		
			CAH 20.8 END OF TRACK			
5.9 MILES MC ROSS TO RUPERT JCT						

STATION PAGE NOTES
NOTE 1: Distance between CAH 6.0 and CAH 7.0 is 6, 336 Feet.

RUPERT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RUPERT

Trk	MP/Location	F
SG	CAH 1.0 - 6.9	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
CAH 2.0	Kessler	Cont	008, 014-7	Wayside
CAH 10.7	Duo			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5553 B TRAIN BRAKES

Stretch braking is permitted between CAH 0.0 and CAH 10.0.

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
CAH 0.0 - CAH 20.8	Entire SD	Non-radial truck 6-Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

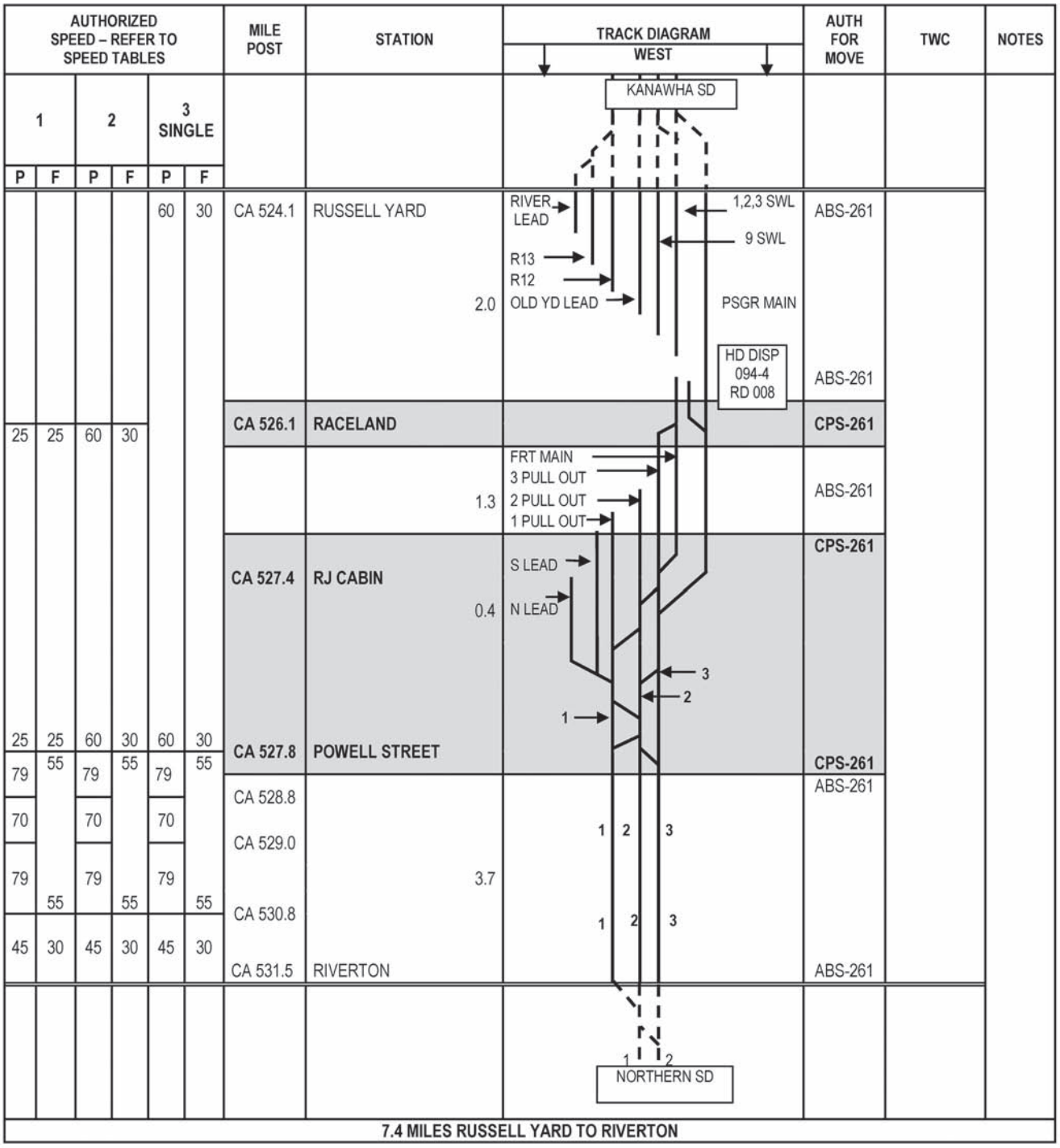
EXCEPTED TRACK

MP	Location	Track
CAH 0.0 - CAH 20.8	Entire SD	All

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

MP	Location	DOT#	Type
CAH 1.02	US 60/ McMoss Rd	870562V	C

RUSSELL SUBDIVISION - RS



RUSSELL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RUSSELL

Trk	MP/Location	P	F
SG	CA 524.1 - 526.1	60	30
1	CA 526.1 - 527.8	25	25
Both	CA 526.1 - 527.8	60	30
Mains	CA 527.8 - 528.8	79	55
Mains	CA 528.8 - 529.0	70	55
Mains	CA 529.0 - 530.8	79	55
Mains	CA 530.8 - 531.5	45	30

BETWEEN 7,000 AND 14,000 TONNAGE SPEEDS -- RUSSELL

Trk	MP/Location	F
SG	CA 524.1 - 526.1	30
1	CA 526.1 - 527.8	25
Both	CA 526.1 - 527.8	30
Mains	CA 527.8 - 531.5	40

GREATER THAN 14,000 TONNAGE SPEEDS -- RUSSELL

Trk	MP/Location	F
SG	CA 524.1 - 526.1	30
1	CA 526.1 - 527.8	25
Both	CA 526.1 - 527.8	30
Mains	CA 527.8 - 531.5	35

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.

CA 524.1 Russell Locomotive Shop - Maximum speed on the engine load test track will not exceed 30 MPH. Movements on all other Shop Tracks will not exceed 5 MPH.

CA 524.1 Russell Yard
5 MPH on engine runaround track, between ready track and Big Four.
5 MPH on Coal Hump engine underpass.

GENERAL RULE R

Reporting Time Left to Work – Westward trains arriving at Russell and eastward trains arriving at RJ Cabin will contact the Russell Yardmaster and state the amount of time they have left on duty.

13 ENGINE BELL

1. The engine bell must be rung approaching and passing through the Coal Hump underpass on the south lead.

2. The Engine Bell is to be rung continuously while passing the area of Fuel Spot #4.

96 OTHER THAN MAIN TRACK

The Russell Yardmaster authorizes movements on all yard tracks on Russell Terminal not otherwise identified.

103 SWITCHING

Shove lights are installed and in service as follows:

Russell Terminal Tracks T04 and T05 are equipped with shove light indicators on the West End and Track Circuits on the East End. The shove lights are arranged with three-light indicators that are mounted on a high mast at the end of tracks T04 and T05. Repeater indicators are mounted on a high mast in the body of the curve for view while shoving cars in an eastward direction in these two tracks. The east end of tracks T04 and T05 have two Track Circuits per track, a 200 foot approach circuit and a 200 foot stop Track Circuit. The use of shove lights and the respective Division Special Instructions will serve to comply with Rule 103 - Shoving or Pushing Equipment when shoving tracks T04 and T05 Eastward.

103-A SWITCHING CARS

RUSSELL YARD COAL HUMP

Cars in excess of 60 feet must not be cut off in motion with the target of tracks N01 to N15 in the coal yard. Car must be shoved to rest or to couple in these tracks.

Cars with extended long shank drawbars must not be:
1. Cut off in motion (kicked)
2. Struck by any free rolling car
3. Coupled into with more force than needed to make the coupling

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
CA 524.0	R01 through T05	Loads: 2 Empties: 2
CA 524.0	E01 through E27	Loads: 1 Empties: 1
CA 524.0	Coal Yard Receiving Trks R10 through R20. New Yard N01 through N52 and New Yard South Lead	Loads: 6 Empties: 4
CA 524.0	Old Manifest Yard M02 through M32/ Johnson Trk	Loads: 2 Empties: 2
CA 524.2 - CA 531.5	1, 2, and 3 Main Trks	Loads: 5 Empties: 3
CA 524.2 - CA 531.5	Passenger Main	
CA 524.2 - CA 531.5	Freight Main	

104-A HANDLING SWITCHES

MP/Location	Normal Position
East Dogleg Switch - South Lead of West Coal Hump	Lined for straight trk on South Lead
East End Switch of West Dogleg	Lined for straight trk on Heavy Side Lead
West End Switch of West Dogleg	Lined for straight trk movement on South Lead
Switch on East End of manifest Conn	Lined for movement on the Freight Main
Switch on West end of the manifest Conn	Lined for movement on M01
Cab Trk Lead Crossover	Lined for straight trk movement when not in use
Crossover at West End of R02 and R01	Lined for straight trk movement when not in use
Creo Lead Switch	Lined for the North Lead when not in use
Roundhouse 27 Trk	Lined for River Lead

Derails

1. When not in use, the derails on the north lead (#4 fuel spot) will be left in the off position and will be locked with an approved mechanical department lock. These derails are for the use of the Russell Locomotive Department. They will be solely maintained (removal and application) by Locomotive department personnel.

2. Permanent derails are installed on the engine Runaround Track. These derails are located 300 feet west and 250 feet east of the Ready Track Building. When not in use, the derails on the engine Runaround Track will be left in the off position and will be locked with an approved mechanical department lock. These derails are for the use of the Russell Locomotive Department. They will be solely maintained (removal and application) by Locomotive Department personnel.

3. Electric derails are in service at the following locations on tracks at the locomotive service facility at Russell, KY

A) At the clearance point to the River Lead on the west end of the River Side Pit Track.
B) At the clearance point to the River Lead on the west end of the Hill Side Pit Track.
C) At the clearance point to the Hill Side Pit Track on the west end of the northern Outbound Track.
These derails are controlled by the Russell Ready Track Foreman. Crews, required to take their engines to the locomotive service facility, will contact the Ready Track Foreman on Channel 093-040 to have derails removed and for instruction of location where engines are to be left. If the Ready Track Foreman cannot be contacted immediately, the Russell Yardmaster will be contacted to assist in contacting the Ready Track Foreman. All T&E employees must contact the Ready Track Foreman before boarding locomotives at the Russell locomotive service center. All crews and hostlers moving engines from the Russell Ready Track must contact the Ready Track Foreman for instructions prior to movement.

104-I POWER OPERATED SWITCH

Remote Control Power Assisted Switches

1. Indicator Lights
Green: Lined for normal position, straight move.
Yellow: Lined for reverse position, diverging move.
Red: Switch is occupied.

Flashing Red: Out of correspondence and must not be traversed unless it indicates normal or reverse or until the points have been inspected and found to be tight against the stock rail.

White: Switch has been locked out and cannot be operated remotely by Push button.

A combination of up to three colors may be displayed at any time.

2. Manual Switch Operation

The switches may be manually thrown by operating the push buttons located on the east end of the equipment box found at each switch. The buttons are marked normal and reverse. After operating the push button, observe the switch point indicator light to ensure it corresponds to the intended route.

3. Hand Throw Operation

In case of failure each switch is equipped with a hand pump lever rod and assembly secured by a switch lock. To line a switch using the hand pump lever, unlock and remove the lock. Place the hand pump lever into the pump assembly. Position the selector lever for the desired switch position (route). Pump the switch over until the point is tight against the stock rail. This pumping movement is supplemented by an internal spring mechanism located in the switch machine. Inspect the points before and after each time the switch is hand thrown to ensure the switch is free of obstructions and the points fit properly before proceeding. After completing hand throw operation, return the hand pump lever rod to its storage position and reappply the switch lock.

4. Switch Lock Out

A lock out box is located on each switch mast. The switches may be locked out for track protection by disabling the lock-out feature.

To properly lock out a switch, line the switch for the intended route. Set the toggle switch, located inside the lock out box, to the disable position. Observe the indicator light is white and test by operating the push button feature of the switch. When the lock out feature is set, the switch will not operate.

When locked out, craft specific locks must be applied to both the lock out box and the hand pump lever rod/hand pump assembly to complete the lock out procedure for that craft.

To return the switch to normal service, remove both of the craft specific locks and return the toggle switch to enable. Reapply the switch lock to the hand pump lever rod/hand pump assembly. Observe the white indicator light is no longer displayed.

220 WHERE SIGNAL RULES ARE IN EFFECT

RULES 1281-1298

CA 526.1 Raceland - Restricting signals will display lunar lights in accordance with Rule 1290.

RULES C-1281 - C-1298

Signal Rules are in effect as follows:

MP/Location
Russell SD

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CA 524.0	Russell Terminal	Cont	025	Terminal
	East End, Eastward		012	
	Engineering		045	
	East End, Lightside		028	
	West End, Eastward		074	
	Coal Hump		025	
	Manifest		070	
	Car Department		031	
	Ready Trk Foreman		093, 040	
CA 527.8	RJ Cabin		008, 094-4	Wayside

Crews switching at Wurtland, KY will use Channel 070 when switching.

913 REMOTE CONTROL ZONES

Remote Control Locomotive Operation at Russell Yard

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

North Hump Zone - North Lead on top of the Coal Hump at the walkway bridge extending east on the North Lead into 17 Receiving to a point 285 feet from the clearance point on the east end of 17 Receiving. This zone encompasses the switches of the East and West Crossovers on top of the Coal Hump located on the South Lead, and the West Switch in 17 Receiving.

South Hump Zone - South Lead on top of the Coal Hump at the walkway bridge extending east on the South Lead into 13 Receiving to a point 1250 feet from the clearance point on the east end of 13 Receiving. This zone encompasses the switches of the East and West Crossovers on top of the Coal Hump located on the South Lead, and the West Switch in 13 Receiving.

Additional RCZ signs are placed at the west end of the Receiving Yard:

One located at the west end of 18 Receiving at 18 and 20 Receiving switch at the top of the hill to limit access to the North Hump Zone out of 18 and 20 Receiving and, one located at the switch at the West End of 13 Receiving to limit access to the South Hump Zone out of 10 Receiving and 11 Receiving.

M01 Zone - From the west end of M01 to the clearance point at the east end of M01 and M02. Signs are placed at the west end of M01 and at the clearance point at the east end of M01 and M02

M02 Zone- On M02 from a point 300 feet east of the 5 Lead Switch to the clearance point at the east end of M01 and M02. Signs are placed 300 feet east of the 5 Lead Switch and at the clearance point at the east end of M01 and M02.

Cab Track Zone - From the clearance point at the east end of M01 and M02 to the clearance point of the Cab Track Lead including the Manifest Connection. Signs are in place at the clearance point at the east end of M01 and M02 and at the clearance point of the Cab Track Lead.

Old Lead Zone - From the clearance point of the west end Cab Track lead to the West End of E10 Switch. Signs are in place at the clearance point of the west end Cab Track Lead and at the West End of E10 Switch.

2. Signs will be displayed continuously; Rule 913-D modified.

3. The designated RCZ is activated when:
a) RCOF has secured permission from yardmaster.
b) The RCOF or properly attached crew member will line all switches and inspect RCZ track(s) to insure they are clear of obstructions.

Yardmaster must document RCZ information on prescribed form.

4. Positive Stop Protection (PSP) is installed in Zones 1 and 2 in Russell Terminal.
a) When PSP locomotives are used in a consist, the PSP equipped locomotive or platform must be the west unit. If PSP is not available, point protection will be provided.
b) Positive Stop Protection - When it becomes necessary to override the PSP system, point protection must be provided.
c) Operators - must verify that the RCL is responding to transponders (pucks) at the beginning of each shift unless a crew directly transfers control of the remote equipment to the next remote crew with no change in remote status. To do this, the operator must observe the audible or visual outputs of the OCU once the locomtive has entered the PSP zone and has traversed past the first two pucks to insure the system is responding to the transponders (pucks). Any exception of locomotive not properly reading pucks must be reported. When the RCO is verifying the PSP system, they will also verify that the track is clear and notify the yardmaster.

5. Radio Channel - all crews will operate on radio Channel 074.

6. Point Protection - whenever the RCOF is no in an activated RCZ, point protection must be provided.

7. Instructions for train, engine and on-track equipment movements arriving or departing Russell Terminal:
Trains, engines or on-track equipment arriving or departing Russell Terminal will not enter a Remote Control Zone without contacting the Russell Yardmaster to determine if any remote control zones are activated. If the zones are activated, the RCOF must be contacted for permission into the active RCZ.

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-17 BRAKE STICK

T&E crews working in Russell Terminal are required to use a CSX approved brake stick to apply and release all verticle wheel hand brakes on rail cars.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
Russell SD	19'2"	19'1"

Russell

1) The dispatcher must notify the trainmaster on duty of any High Value or High and Wide shipment en route to Russell.

2) The Clearance Bureau must send the clearance file to the terminal before the car arrives.

3) Any car with a width of 11' 10" or more that comes in the yard must have both adjacent yard tracks clear.

4) Inbound road crews handling clearance implicated shipments must have a job briefing with trainmaster/ yardmaster before entering the yard.

5) Any yard crew handling clearance implicated shipments must have a job briefing with the trainmaster/yardmaster before moving in the yard.

6) The outbound crew must have a job briefing with the dispatcher when the dispatcher bulletin is received, then with trainmaster/yardmaster about clearance implicated shipment restrictions in the yard before departing the terminal.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5201 MEETING PRE-TEST REQUIREMENTS

When a brake test is made within the Russell Terminal, the following procedure will be used: Trains in Russell Terminal requiring a brake test from the car department must go to Channel 031 and notify the car department of their location and state they are ready for their brake test upon coupling to their train. At the completion of the test, the employee will return to Channel 008 and inform the Russell Yardmaster that the train has been properly brake tested.

5212 DOCUMENTING THE AIR BRAKE TEST

The conductor or engineer of inbound trains arriving Russell, KY must contact the Russell Yardmaster to ascertain instructions concerning Air Brake Test Certificate for their train.

5301 ENSURING LOCOMOTIVES ARE INSPECTED

Calendar day inspections for yard locomotives at Russell, KY will be performed as follows:

Engineers/remote control operators working third shift yard assignments at Russell, KY, will perform the calendar day inspection on their locomotives at the end of their tour of duty. These inspections will also include the slug unit. A separate Form 5001A is required for the slug unit. The Hours of Service Law will not be exceeded to perform this inspection. All defects found must be reported to the appropriate yardmaster and mechanical desk prior to going off duty.

If the calendar day inspection has not been performed due to locomotives not being used on 3rd shift, etc., the engineer/ remote control operator on the next shift the locomotives are used is responsible for completing this inspection.

It is mandatory that each yard locomotive and yard slug be inspected each calendar day.

5557 SWITCHING

Yard Switching Standards for Air Brakes - Russell Yard

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 to 5,000	3
	5,001 to 7,000	5
	7,001 and above	8
Two or more Locomotives	4,000 or less	0
	4,001 to 7,000	3
	7,001 and above	5

Crews are prohibited from shoving cars west down the dogleg between the top of the coal hump and the heavy side lead. When yard transfer movements are to be made from the Coal Hump to the heavy side lead, the crew that is to

receive the cars will be required to come to the top of the Coal Hump and couple to the cars and pull the cars west down the dogleg. A westward pull down the dogleg will not begin until the crew making this move has ensured that all switches involved have been properly lined and there are no crews or trains operating on the shop track lead or heavy side lead. All other train movements made west on the dogleg will also require that the movement be pulled, not shoved, down the dogleg.

When handling cars west of the dogleg, the authorized speed must not exceed 5 MPH.

When the tonnage of a cut of cars or train to be handled west on the dogleg is equal to or exceeds the equivalent of 15 loaded rail cars, crews will couple the brake pipe air hoses and charge the air brakes on a minimum of 5 cars to assist in controlling the movement. All movements west on the dogleg, regardless of the tonnage, will require that a minimum of three cars have the brake pipe air hoses coupled and the air brakes charged to assist in controlling the movement.

All eastward yard movements over the Coal Hump leads:

If the locomotive brakes are not sufficient to control movement east over the Coal Hump, couple the brake pipe air hoses and charge the air brakes on a sufficient number of cars to control the movement.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CA 524.0	Russell Car Shop Repair Trks S22, S23, S24, S25, S26	6-Axle Locomotives	Prohibited
	Russell Creo Yard		
	Russell Coal Hump Underpass	Cars Larger Than Plate E	
	Russell Car Shop Repair Trks S25 and S26		Must not operate through car shop repair shed

Note: Examples of cars larger than Plate E are, but are not limited to, multi-levels and hi-cube boxcars.

7. CLOSE CLEARANCE

Employees are prohibited from riding the side of equipment at locations listed below. It is permissible to ride on the platforms of locomotives being shoved on these tracks.

MP	Location	Remark
CA 524.0	Russell Yard	Between N01 through N52 Unless employee is riding on the side on an inspection roadway
CA 524.0		Between E01 through E20 from curve in the trk to the West end
CA 524.0		Between Trks C04 - C07
CA 524.0		Through the Coal Hump Tunnel
CA 524.0		Through the Run Around Tunnel

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CA 526.1	Raceland Car Shop Yard	All

GENERAL MISCELLANEOUS

Reporting for Duty – All road crews reporting for duty at Russell must contact the yardmaster on duty within 10 minutes of call time. They must inform the yardmaster at that time whether they have received all of their appropriate paperwork. The crew must also report any unforeseen delays to their train including any late or delayed taxis.

Restriction on Receiving Track 20 - Equipment must not be parked or left standing in Receiving Track 20 adjacent to the following switch stands:

Run Around
Riverside Pit
Hillside Pit

Equipment placed or left standing in Receiving Track 20 must be left East of these switches.

Fueling Locomotives at Russell - All trains that have been instructed to fuel, or which are in the process of being fueled, must have permission from the yardmaster before moving. The fuel truck vendor must acknowledge that he/she is in the clear and all engines have been fueled before the yardmaster can give permission for a train to move.

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

MP	Location	DOT#	Type
CA 525.93	Stewart Ave	227289W	C
CA 528.63	Riverside Dr	227297N	C
CA 529.20	Harris St	227300U	C
CA 530.17	Debbie-Jo Dock	227303P	M
CA 530.90	E Main St	227305D	M

SETH SUBDIVISION - S5

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			CLN 10.1 END OF TRACK	96		
10	CLN 9.2	PRENTER (END OF MAIN TRACK)	CLN 9.3 HE DISP 014-2 RD 008	TWC-DCS		
		7.7				
	CLN 1.5	EAST SETH YL		193 SETH YARD LIMITS		
		1.5				
10	CLN 0.0	WEST SETH YL		193		
			BIG COAL SD			
9.2 MILES PRENTER TO WEST SETH YL						

SETH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SETH

Trk	MP/Location	F
SG	CLN 9.2 - 1.5	10
SG	CLN 1.5 - 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:

Location	Minimum Hand Brakes Required
Prenter	Loads: 50% Empties: 30%
Seth Yard Limits	Loads: 4 HB Empties: 2 HB

104-A HANDLING SWITCHES

The normal position of the apex switch at Seth is lined for movement to the west leg of the wye.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CLN 9.3	Prenter	Cont	008, 014-2	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-16 EXCEPTIONS TO MAKING A SAFETY STOP

Employees will make the safety stop, as required by Safety TS-16, in all cases except at the locations described below:

CLN 9.3 Prenter Mine - When doubling up loaded trains at Prenter Mine.

Crews doubling up loaded trains at the above listed locations must comply with the following:

1) A job briefing must be conducted in which the movement to 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

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
CLN 9.3	Prenter Mine	Loadout & Prep Plant

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CLN 9.2 - CLN 0.0	Entire SD	Entire Trk

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

MP	Location	DOT#	Type
CLN 3.85	CR 5/ Prenter Rd	226263R	M
CLN 0.14	Prenter Rd	231865S	M

Former Main Track from CLN 10.1 to 9.2

MP	Location	DOT#	Type
CLN 9.31	CR 5/ Prenter Rd	226270B	C

SEWELL VALLEY SUBDIVISION - SY

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM (WEST)	AUTH FOR MOVE	TWC	NOTES
			NEW RIVER SD			
10	CAF 0.0	MEADOW CREEK	CAF 0.7	TWC-DCS		
		1.2	HE DISP 014-7 RD 008			
	CAF 1.2	WEST MEADOW CREEK				
		7.0				
	CAF 8.2	MEADOW BRIDGE	HAWLEY STG 38 CARS			
		0.5				
	CAF 8.7	HAWLEY				
		2.8				
	CAF 11.5	SPRINGDALE				
		6.6				
10	CAF 18.1	WOODY (END OF MAIN TRACK)	FARM STG 50 CARS	TWC-DCS		
			RUPERT SD / RAINELLE JCT	96		
			G&E SD / G&E JCT			
			CAF 22.0 END OF TRACK			
18.1 MILES MEADOW CREEK TO WOODY						

SEWELL VALLEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SEWELL VALLEY

Trk	MP/Location	F
SG	CAF 0.0 - 18.1	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.

100 HIGHWAY-RAIL GRADE CROSSINGS

CAF 8.70 Hawley – Trains or engines entering or leaving Hawley Storage Track, East and West end will not move over the highway crossing unless the movement is protected by an employee stationed at the road crossing.

104-A HANDLING SWITCHES

CAF 20.6 G&E Jct – The normal position is for movement to G&E SD.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
CAF 4.2	Claypool	Cont	008, 014-8	Wayside
CAF 4.7	Bingham			
CAF 11.5	Springdale			
CAF 19.3	Rainelle			
CAF 20.4	Rainelle			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

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

5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

A. Running Dynamic Brake Test Procedures

2-unit consist: With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and producing a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and apply the dynamic brake to test the dynamic brake on the second unit.

3-unit (or more) consist: With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and producing a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and the third unit and use the same procedure to determine if the second unit develops a retarding effect. If the axle count dictates a third unit is needed, the second locomotive must be isolated and it must be determined that the third unit develops a retarding effect. During this verification, employees may position themselves on the appropriate unit to observe its retarding effect and communicate results to the entire crew. If additional units are required, the same process will be used to test each additional unit.

B. Grade Operation

Sewell Valley SD

a. No more than 90 empty coal cars will be handled between CAF 0.0 and CAF 14.0.
b. Stretch braking is permitted between CAF 15.0 and CAF 22.0.

C. Grade Operation

Springdale – Meadow Creek

Before starting down grade the between Springdale and Meadow Creek, retainers on loaded cars must be set in the high pressure position. Retainers on empty cars must be set in the low pressure position, except retainers need not be used on empty cars if the number of empty cars in the train does not exceed 20 percent of the total.

When cars are picked up on line of road, brakes must be tested. Retainers on such cars picked up by eastward trains must be tested to know they are operative.

The engineer of an eastward train, when one or more cars are added to the train at Springdale or points between Springdale and Meadow Creek, after the train line is coupled through entire train, will wait twenty minutes before starting the train in order to make sure that all reservoirs are fully charged.

In addition to the requirements of Item A above, the dynamic brake must be tested prior to descending the grade between Springdale and Meadow Creek.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CAF 0.0 - CAF 22.0	Entire SD	6-Axle Locomotives Unless equipped with Radial or Steerable Trucks	Must not operate

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

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

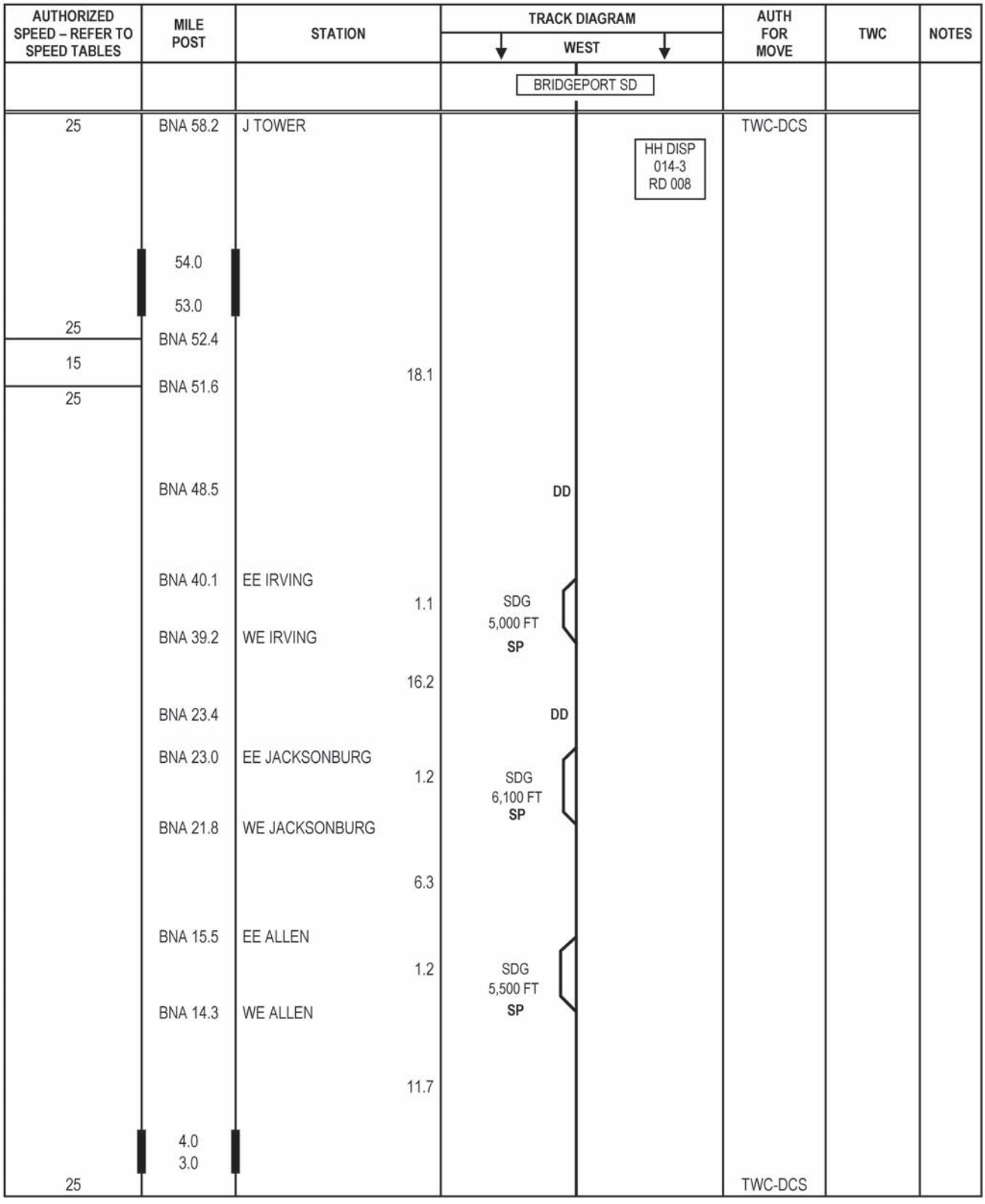
MP	Location	DOT#	Type
CAF 0.34	Fayette CR 7	870474K	M
CAF 8.25	Main	870483J	M
CAF 8.71	WV SR 20	870485X	M
CAF 11.18	WV SR 20	870487L	C
CAF 12.69	WV SR 20	870492H	C

Former Main Track from CAF 18.1 to CAF 27.0

MP	Location	DOT#	Type
CAF 19.73	Kanawha	870506N	C
CAF 19.74	Locust	870507V	C

NOTES

SHORT LINE SUBDIVISION - SO



SHORT LINE SUBDIVISION - SO

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
25	BNA 2.6	VETO (END OF MAIN TRACK)	WEST BNA 0.0 BROOKLYN JUNCTION OHIO RIVER SD	TWC-DCS 96		
55.6 MILES J TOWER TO VETO						

SHORT LINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- SHORT LINE

Trk	MP/Location	F
SG	BNA 58.2 - 52.4	25
SG	BNA 52.4 - 51.6	15
SG	BNA 51.6 - 2.6	25

ADDITIONAL SPEEDS (SP) -- SHORT LINE

Location	Track Type	F
BNA 40.1 - 39.2	SDG	10
BNA 23.0 - 21.8		
BNA 15.5 - 14.3		

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.

96 OTHER THAN MAIN TRACK

MP/Location	Tracks / Contact Instructions
BNA 2.6 - BNA 0.0 / Short Line Running Track	All movements may be made on verbal instructions of the Brooklyn Junction Yardmaster

103-D SECURING EQUIPMENT

The following exceptions apply to Rule 103-D:

MP	Location	Minimum Hand Brakes Required
BNA 58.0 - BNA 51.0	Mainline	Loads: 20% Empties: 10%
BNA 51.0 - BNA 49.0	Mainline	Loads: 50% Empties: 25%
BNA 49.0 - BNA 35.0	Mainline	Loads: 20% Empties: 10%
BNA 35.0 - BNA 30.0	Mainline	Loads: 50% Empties: 25%
BNA 30.0 - BNA 0.0	Mainline	Loads: 10% Empties: 10%

104-K SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
BNA 14.4	West End, Allen Sdg	For movement on Main Trk	10

Note: Eastward trains will approach the spring switch at the west end of Allen Passing Siding prepared to comply with the aspect displayed.

403 RADIO STATIONS AND INSTRUCTIONS

MP	Location	Hours	Channels Assigned	Type Station
BNA 53.1	Hepzibah	Cont	014-08, 008	Wayside
BNA 48.7	Lumberport			
BNA 40.8	Brown			
BNA 33.4	Folsom			
BNA 22.4	Jacksonburg			
BNA 11.8	Tunnel 2			

2. INSTRUCTIONS RELATING TO SAFETY RULES

TS-1D WEARING HARD HATS

BNA 48.8 Robinson IT, Consolidate Coal's Robinson Mine Loadout - Train and engine service employees are required to wear hard hats while outside the cab of a locomotive on or about the tracks on Consol property at Robinson Run Mine. The designated hard hat area limits are located at the load out and defined by the signs that say Safety First. This includes all areas between the signs.

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
BNA 48.5	Lumberport	1	NONE
BNA 23.4	Jacksonburg	1	NONE

Trains going to or coming from Haywood Industrial Track - While passing over or stopping on the defect detector at Lumberport, BNA 48.5, and a message indicating a malfunction to the defect detector is received, trains will proceed without performing a walking inspection.

While making train meets at Jacksonburg - If a train is passing over or stopping on the defect detector at BNA 23.4 and receives a message indicating a malfunction at the defect detector, the train will proceed without performing a walking inspection.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BSA 19.4	Haywood IT

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

Entire Subdivision – Loaded or empty 95-tons or greater capacity hi-cube 3,800 to 4,800 cubic foot covered hopper cars may be operated on the Short Line Subdivision providing the dimensions do not exceed Plate “C”. Tunnels on the Short Line Subdivision have the following interior dimensions:

At 15 feet 6 inches above the top of rail, 7 feet wide at that level.
At 14 feet 8 inches above the top of rail, 10 feet wide at that level.
At 14 feet 2 inches above the top of rail, 10 feet wide 8 inches at that level.

MP	Location	Equipment	Restriction
BSA 19.4	Harrison Power Dumper & Thaw Shed	6-Axle Locomotives	Must not operate

7. CLOSE CLEARANCE

MP	Location	Remark
BNA 16.0	Galmish	Gate and beyond

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Station	Switch Opening
BNA 48.8	Robinson Run	West
BNA 42.9	Dola	
BNA 18.9	Hastings	
BNA 16.0	Galmish	
BNA 4.7	Bard	East

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

MP	Location	DOT#	Type
BNA 53.16	Hepzibah	146125F	C
BNA 52.52	Rose	146126M	P
BNA 48.44	Bloom	146132R	M
BNA 45.69	Wilsonburg Rd	146138G	M
BNA 37.18	Rinehart	146160U	M
BNA 36.14	Rinehart 2	146163P	M
BNA 31.66	Folsom	146169F	M
BNA 29.63	Main Smithfield	146174C	M
BNA 27.41	Archer Fork - RT 84	146176R	M
BNA 22.34	Main Jacksonburg	146185P	M
BNA 18.85	Hastings CR 20-12	146190L	M
BNA 17.78	Main Pine Grove	146194N	M
BNA 16.00	Galmish Rd	915286A	M
BNA 13.81	Main Cross Reader	146199X	M
BNA 10.68	Porter Falls Chiesel Finger Ridge Rd	146205Y	M
BNA 7.44	Minnie Crossing	146208U	M

Former Main Track from BNA 2.6 to BNA 0.0

MP	Location	DOT#	Type
BNA 0.52	Foundry	146219G	M
BNA 0.45	Kappel St/ New Marinsville	146220B	M
BNA 0.44	Pike	146221H	M
BNA 0.31	RT 2/ New Marinsville	146223W	M
BNA 0.30	Central	146224D	M

WEST FORK SUBDIVISION - WF

AUTHORIZED SPEED – REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			WEST			
			CLJ 6.6 END OF TRACK	96		
10	CLJ 3.9	(END OF MAIN TRACK) MARNIE				
		1.9				
	CLJ 2.0	ESSEX	HE DISP 014-2 RD 008	TWC-DCS		
		2.0				
10	CLJ 0.0	WEST JCT				
			POND FORK SD			
3.9 MILES MARNIE TO WEST JCT						

WEST FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- WEST FORK

Trk	MP/Location	F
SG	CLJ 3.9 - 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
CLJ 0.0	West Jct	Cont	008, 014-2	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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
CLJ 4.5	Marnie Mine	Loadout

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#	Type
CLJ 3.38	SR 26	226479W	M
CLJ 1.95	SR 26	226476B	M
CLJ 0.94	SR 26	226475U	M
CLJ 0.60	SR 26	226474M	C

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			