



**SOUTHERN REGION
ATLANTA DIVISION
TIMETABLE NO. 4**

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

**G.L. Bethel
Division Manager**

TABLE OF CONTENTS

[illegible]

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

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

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

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

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

B. MILEPOST

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

28.0
29.0

C. STATION

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

D. TRACK DIAGRAM

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

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

F. TWC – Track Warrant Control Rules

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

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

G. NOTES

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

3 – SYMBOLS USED

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

YL – Yard Limits

NB – Northbound **SB** – Southbound

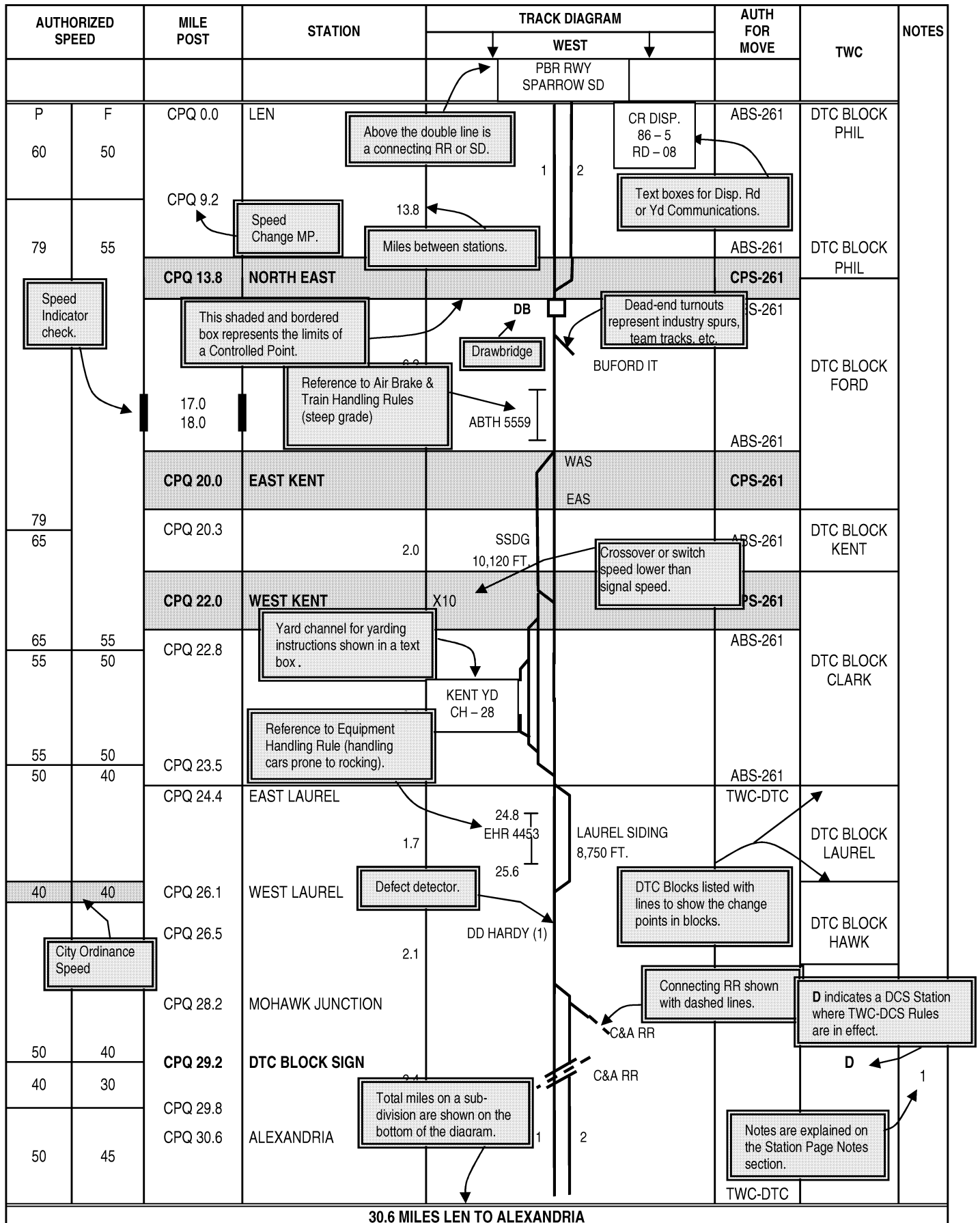
EB – Eastbound **WB** – Westbound

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

CM DISP.
94 – 7
RD - 08

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

LEGEND - SAMPLE SUBDIVISION - SS



STATION PAGE NOTES

NOTE 1: Instructions for this location.

ATLANTA DIVISION
1590 MARIETTA BOULEVARD, N.W.
ATLANTA, GA 30318

ATLANTA DIVISION OFFICERS

G.L. Bethel

Division Manager

D.R. Hamby

Asst. Division Manager

K.W. Dziwulski

Superintendent of Train Operations

A.F. Averitte

Mgr. Safety and Operating Practices

M.C. McCant

Senior Road Foreman of Engines

M.A. Bossone

Division Engineer

G.L. Newton

Division Mechanical Superintendent

J.E. Purl

Division Engineer of Signals

Location and Names

Title

Atlanta, GA

C.G. Worth

Terminal Superintendent

T.B. Walton

Asst. Terminal Superintendent

N.A. McNeill

Terminal Trainmaster

L.D. McCranie

Terminal Trainmaster

D.L. Prowant

Terminal Trainmaster

S.G. Smith

Terminal Trainmaster

M.J. Carman

Terminal Trainmaster

S.T. O'Neal

Trainmaster – Hulsey Yard

D.W. Harris

Trainmaster – W&A

RFE

D.S. Bailey

RFE

Birmingham, AL

T.S. Conner

Terminal Superintendent

D.W. Spencer

Asst. Terminal Superintendent

Z.R. Lee

Terminal Trainmaster

J. M. Hudson, III

Terminal Trainmaster

P.W. Hyche

Terminal Trainmaster

R.L. Duhon

Terminal Trainmaster

T. Simmers

Terminal Trainmaster

R.D. Gainey

Trainmaster – Birmingham Mineral

R.H. Billingsley, II

RFE

Location and Names**Title****Montgomery, AL**

J.B. Tipton
J. Grant
A. Jackson
D.L. Bateman
D.L. Anderson
R.D. Perry
P.A. Abernathy
W.A. Powe

Terminal Manager
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
RFE
Trainmaster – AWP
RFE

Mobile, AL

C.W. Stevens
G.D. Jackson
M.E. Hyler
S.D. Blanchard
W.W. Crooks
M.A. Murray
S.R. Miskimens

Terminal Manager
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Trainmaster M&M and PD
RFE

New Orleans, LA

J.T. May
C.L. Broughton
B.M. Franklin
C.N. Cooper
L. Oswald, III

Terminal Manager
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster

Athens, GA

G.A. Branson

Trainmaster Gainesville Midland

Calera, AL

K.R. Williams

Trainmaster S&NA South

Etowah, TN

L.K. McKenzie
J.M. Belew

Trainmaster K&A
RFE

Fairburn, GA

M.T. Mathis

Trainmaster Manchester

Greenwood, SC

J.S. Evans

Trainmaster Abbeville

Manchester, GA

D. Rice
W.J. Spriggs

Trainmaster Lineville
RFE

Pascagoula, MS

N.C. Tharp

Trainmaster NO&M

Social Circle, GA

M.R. Meadows
H.D. Martin

Trainmaster Georgia
RFE

ATLANTA TRAIN DISPATCHING OFFICE
3019 Warrington Street
Jacksonville, Florida 32254

	RNX	BELL			RNX	BELL
Director Train Operations	388-3571	904-381-3571				
North Chief Train Dispatcher	388-2789	904-381-2789		South Chief Train Dispatcher	388-2788	904-381-2788
BG Dispatcher Atlanta Terminal Subdivision Manchester Subdivision	388-5737 388-5776	904-381-5737 904-381-5776 800-854-5697		AH Dispatcher Boyles Terminal Subdivision S&NA South Subdivision	388-2735 388-2736	904-381-2735 904-381-2736 800-445-5506
CN Dispatcher A&WP Subdivision Lineville Subdivision	388-2741 388-2742	904-381-2741 907-381-2742 800-445-5512		AY Dispatcher Birmingham Mineral Subdivision Selma Subdivision	388-2553 388-2552	904-381-2553 904-381-2552
AF Dispatcher Abbeville Subdivision	388-2707 388-2708	904-381-2707 904-381-2708 800-628-4726		AG Dispatcher M&M Subdivision NO&M Subdivision	388-2709 388-2710	904-381-2709 904-381-2710 800-628-4729
AE Dispatcher Gainesville Midland Subdivision	388-2671 388-2672	904-381-2671 904-381-2672 800-445-5518		AB Dispatcher PD Subdivision	388-2687 388-2688	904-381-2687 904-381-2688 800-628-4719
AI Dispatcher Cartersville Subdivision Etowah Subdivision W&A Subdivision	388-2760- 388-2761	904-381-2760 904-381-2761 800-445-5517				
BE Dispatcher Camak Subdivision Georgia Subdivision	388-2726 388-2727	904-381-2726 904-381-2727 800-445-5503				

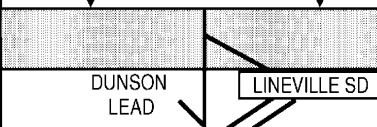

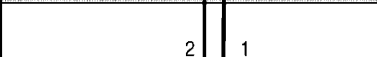

EMERGENCY ASSISTANCE

	EMERGENCY ONLY
Public Safety Coordination Center (CSX Police)	800-232-0144
Safety Hotline (Unmanned)	RNX 377-5500 800-579-2563
Employee Assistance Group 24 – Hour Assistance	800-657-3366

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			ATLANTA TERM SD				
50	XXB 16.4	STONEWALL 3.6	<div>CN-DISP 58 - 3 RD-84</div>	<div>FAIRBURN STORAGE TRACK <div>FAIRBURN RAMP RADIO CHANNEL 82.84</div></div>	ABS-261	DTC BLOCK FAIRBURN	4
	XXB 18.0						
	XXB18.6						
	XXB 20.0	N FAIRBURN	SSDG		CPS-261		
	XXB 22.4	2.5	12,400 FT 30 MPH	<div>N. LEAD S. LEAD TDSI</div>	ABS-261		
	XXB 22.5	S FAIRBURN		OWENS CORNING	CPS-261		
	XXB 23.2	0.9		GSA	ABS-261	DTC BLOCK INTERMODAL	
	XXB 23.4	N PALMETTO	SSDG		CPS-261		
		2.3	9,955 FT		ABS-261		
	XXB 25.7	S PALMETTO	30 MPH		CPS-261		
		8.1			ABS-261	DTC BLOCK PALMETTO	
	XXB 33.8	N GREENTOP		SSDG	CPS-261		
		2.2		10,832 FT	ABS-261	DTC BLOCK VULCAN	
	XXB 36.0	S GREENTOP		30 MPH	CPS-261		
	50	XXB 37.4	6.0	<div>DD NEWNAN (1)</div> <div>NEWNAN STORAGE</div> <div>NS (A)</div>	<div>LAFARGE STORAGE 90 CARS</div>	ABS-261	
40	XXB 37.6						
XXB 37.9							
25	XXB 39.2						
XXB 39.3							
40	XXB 40.3						
45	XXB 41.3						
50	XXB 42.0	N MORELAND	SSDG		CPS-261		
		2.4	11,560 FT		ABS-261	DTC BLOCK BLALOCK	
	XXB 44.4	S MORELAND	30 MPH		CPS-261		
50	XXB 51.3	12.9			ABS-261	DTC BLOCK GRANTVILLE	
45	XXB 51.6						
50	XXB 56.4						
45	XXB 57.1						
	DD HOGANSVILLE (1)						
	XXB 57.3	N HOGANSVILLE	SSDG		CPS-261		
		1.7	8,381 FT		ABS-261	DTC BLOCK BOYD	
	XXB 59.0	S HOGANSVILLE	30 MPH		CPS-261		
45	XXB 62.8	9.7			ABS-261	DTC BLOCK DOBBS	
50							

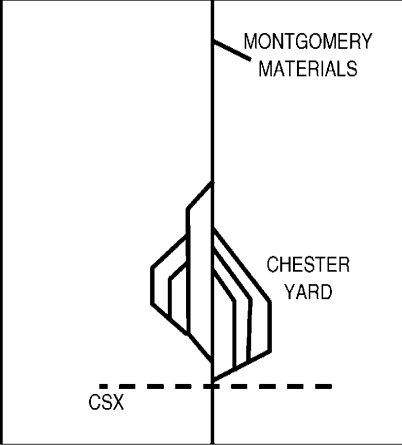
A&WP SUBDIVISION - AW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
50		XXB 68.7	DOBBS			CPS-261	DTC BLOCK DOBBS	5
		XXB 68.9	0.4			ABS-261		
45		XXB 69.1 = ANJ 816.7	LAFAYETTE CONNECTION			CPS-261	DTC BLOCK LAGRANGE	5
#2	#1	XXB 69.1				ABS-261		
45	30	XXB 71.0	2.1					
		XXB 71.2 = ANJ 818.9	MAIN ST. CONNECTION			CPS-261		
45		XXB 71.2	DTC BLOCK SIGN	LINEVILLE SD		TWC-DTC (ABS)	DTC BLOCK DOW	1
45		XXB 72.0						
50		XXB 73.2		MONCRIEF STORAGE			DTC BLOCK GABBETSVILLE	1
		XXB 73.8		DD LAGRANGE (1)				
		XXB 74.0						
		XXB 74.2		KC LEAD MOBIL OIL				
		XXB 75.1	4.2					
		XXB 75.4	DTC BLOCK SIGN					
50		XXB 84.9					DTC BLOCK WESTPOINT	1
40		XXB 86.0	11.5					
25		XXB 86.9	DTC BLOCK SIGN					
40		XXB 87.0					DTC BLOCK WESTPOINT	1
		XXB 87.8		STORAGE TRACK		WEST POINT 4,845 FT		
		XXB 88.1						
40		XXB 88.8					DTC BLOCK WESTPOINT	1
40		XXB 89.5						
50		XXB 91.9		LETICA		KNAUF		
45		XXB 92.2				KNORBOARD		
		XXB 92.4						
50		XXB 94.0		DD NELSON (1)			DTC BLOCK WESTPOINT	1
45		XXB 97.1						
50		XXB 97.6	11.3				DTC BLOCK WESTPOINT	2
		XXB 98.2	DTC BLOCK SIGN	CUSSETA 2,695 FT				
		XXB 98.8					DTC BLOCK ROANOKE	
50		XXB 107.4					TWC-DTC (ABS)	
45		XXB 107.7		WEST FRAZIER				

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
45	XXB 109.4	11.6	BIRMINGHAM TRANSFER	COLUMBUS TRANSFER	TWC-DTC (ABS)	DTC BLOCK ROANOKE		
30			(A)NS					
45			XXB 109.8	DTC BLOCK SIGN				
45	XXB 111.3	19.1	SELF-RESTORING	OPELIKA		DTC BLOCK OPELIKA		
	XXB 112.0		WEST PT. PEPPER.	6,600 FT				
	XXB 114.1		DD OPELIKA (1)	25 MPH				
45	XXB 119.2			SOUTHMONT				
	XXB 119.5			STEEL & CAPITAL				
	XXB 126.3			VIAL				
50	XXB 128.9	DTC BLOCK SIGN	FLORIDA ROCK					
			NOTASULGA					
			2,800 FT					
	XXB 129.5	6.7		LANGLEY		DTC BLOCK NOTASULGA		
	XXB 129.7			WOODYARD				
	XXB 134.0		DD CHEHAW (1)					
	XXB 135.5			CHEHAW		DTC BLOCK CHEHAW		
	XXB 135.6		DTC BLOCK SIGN	CHEHAW				HOUSE TRACK
	XXB 136.4			3,520 FT				
	XXB 138.6	DTC BLOCK SIGN		SELF-RESTORING		DTC BLOCK MACON		
			MACON	10,000 FT				
	XXB 140.7	8.3		25 MPH				
	XXB 146.9	DTC BLOCK SIGN		SELF-RESTORING		DTC BLOCK MILSTEAD		
	XXB 147.5		MILSTEAD	4,125 FT				
	XXB 147.7		HOUSE TRACK					
	XXB 151.6	SHORTER	MARTIN MARIETTA					
	XXB 152.0	11.5	DD SHORTER (1)					
	XXB 156.0		MARTIN MARIETTA			DTC BLOCK MILSTEAD		
	XXB 158.4		DTC BLOCK SIGN					
	XXB 158.6			MT. MEIGS				TANGENT RAIL
	XXB 158.7		9,955 FT			DTC BLOCK MT. MEIGS		
			25 MPH	SIMCALA				
	XXB 160.6			FOLEY				KERSHAW
50	XXB 160.9		MATERIAL	SELF-RESTORING	TWC-DTC (ABS)			

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	XXB 165.0	13.4			TWC-DTC	DTC BLOCK MT. MEIGS	6
	XXB 167.0						
	XXB 168.0						
50	XXB 171.8						
	XXB 172.3						
	XXB 174.0	3.7	COOSA ST			3	
	XXB 174.4						
	XXB 174.5						
	XXB 175.5					6	
			M&M SD				
159.1 MILES STONEWALL TO M&M SD							

STATION PAGE NOTES

- NOTE 1:** If defect detector at LaGrange for southward trains or Nelson for northward trains is not functioning, trains must be stopped and a walking inspection performed before operating across Chattahoochee Bridge XXB 86.5. 25 MPH over bridge.
- NOTE 2:** See approach locations with time-out features in special instructions relating to operating rules.
- NOTE 3:** All trains moving to and from SN Yard to the Americus Branch must stop and proceed only when crossing is known to be clear. Permission to cross over Railroad crossing must be obtained from yardmaster, see Rule 98-F.
- NOTE 4:** Before entering Fairburn Terminal, CSX crew must contact CSXI supervisor using Channel 25 and ask for permission to enter terminal. CSXI supervisor will locate Trinity switch crew for location and verify tracks are not fouled that will be used by CSX, unless otherwise instructed by CSXI supervisor. Trinity crew and CSX crew must establish communications on Channel 84. Both parties will continue to get instructions from CSXI supervisor and both stay on Channel 84 to coordinate movements within the terminal until CSX crew is either off duty or has departed on outbound train. At no time should a CSX train crew and Trinity switch crew work the same track at the same time.
- NOTE 5:** Control points Dobbs, Lafayette Connection and Main St. Connection belong to the Lineville SD. Trains operating through these control points must have Lineville SD train messages. XXB mileposts exist between Main Street Connection and Lafayette Connection.
- NOTE 6:** Movements between XXB 171.8 and XXB 175.5 Old Main will be made in accordance with Rule 96. Maximum authorized speed is 20 MPH.

A&WP SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

40 SPEED RESTRICTIONS

MP/Between	Speed
XXB 22.4 / Fairburn	Do not exceed 25 MPH on Fairburn Intermodal Yard North lead, and 10 MPH on South lead.
XXB 22.5 / Fairburn	Do not exceed 10 MPH going into South end of Fairburn Ramp
ANJ 818.9 / Main Street Connection	Do not exceed 25 MPH through crossover on Number 1 Main Track.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
XXB 39.2 / Newnan	NS	Electric locked derails	98
XXB 109.8 / Opelika	NS	Automatic	226-B
XXB 174.5 / Chester Yard	CSX		98

APPROACH LOCATIONS WITH TIME-OUT FEATURES

Time out intervals exist as indicated in the following table. Absolute signals at railroad crossing at grade will return to stop if the crossing is not occupied within the time out interval.

Location Subdivision	City/Town	Milepost/ Location	Time Out Interval
A&WP	Opelika, AL	Northbound start at XXB112.2 (Cunningham Drive)	9
A&WP	Opelika, AL	Southbound start at XXB107.3 (Roanoke Junction)	7

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
XXB 56.9 Hogansville	Crossings must not be blocked more than 5 minutes

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

XXB 174.0 Chester Yard – Kicking cars on the North end of yard is prohibited. Cars must be shoved to rest.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
XXB 22.4 / Fairburn Intermodal	1 only

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
XXB 14.1 / Union City	Continuous	84, 58 - 3	Wayside
XXB 39.2 / Newnan			
XXB 71.1 / LaGrange			
XXB 109.7 / Opelika			
XXB 136 / Notasulga			
XXB 155 / Tysonville			
XXB 174 / Montgomery			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
XXB 85.2	West Point

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
XXB 37.5 Newnan	Storage
XXB 57.3 Hogansville	Siding
XXB 74.0 Kimberly Clark	Lead
XXB 109.3 Opelika	Rip Tracks 1 & 2
XXB 111.9 Opelika West Pt. Pepperil	Tank car spot
XXB 126.0 Florida Rock	Load out Dock
XXB 174.0 Chester Yard – Do not ride on the side of cars between the clearance points of tracks C02 and C13 unless adjacent track is clear and it is known no other equipment will be moving through the adjacent track	

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
XXB 38.9	Newnan Storage Track

XXB 158.4 N MT. MEIGS - Train may pass passing siding NAS N Mt. Meigs displaying STOP aspect without Train Dispatcher's permission provided both of the following conditions apply:

- Train has northbound and southbound Milstead DTC Block.
- Part of train is standing on main track between NAS NE Mt. Meigs and SAS SE Mt. Meigs.

OPERATION OF SELF RESTORING POWER-OPERATED SWITCHES

1. Normal Operation

- For movement to siding or diverging track, a train crewmember must operate key controller to reverse switch while occupying the short "approach" track circuit. After key controller is activated, signal will display a "Stop" indication. After a short time, the switch will reverse itself, and signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.
- For movement from the siding, the train must not occupy the short "approach" track circuit in the siding until:
 - Authorized by the train dispatcher, and
 - The train is ready to leave. The switch will reverse, after the train has occupied the short "approach" circuit, and there are no conflicting trains. The signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.

2. Other Than Normal Operation

- For straightaway movement – a train crewmember must get permission from the train dispatcher to pass a stop signal and operate the switch in "hand" position when:
 - Train is stopped by signal indication and their desired route is for straightaway movement on the main track.
 - Train is entering the siding and the key controller does not activate:
 - The switch mechanism, or
 - The signal
 - Train is exiting the siding and;
 - The switch does not line itself for movement from the siding, or
 - The signal does not change indication.

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote control locomotive (RCL) rules are included in the CSX Operating Rules.

I. Remote Control Locomotive Operation at Chester Yard

Remote control zones (RCZ) are established in Chester Yard and RCZ signs are in place as follows:

South End of Chester Yard

- South sign located on the New Way track at Court Street.
- North sign located on the Yard Lead at the Chester Yard Shack.

II. Instruction for train, engine and on-track equipment movements arriving Chester Yard.

Chester Yard – Movements will not pass the following locations without contacting the yardmaster at Montgomery Yard:

- Southbound from the A&WP Subdivision – Michigan Avenue road crossing at grade.
- Northbound from the M&M Subdivision – north absolute signal Bell Street.

No northbound movement will be made from the A&WP main line to C01 by way of the southbound crossover until the conductor, engineer, or on-track equipment operator has contacted the yardmaster at Montgomery to ascertain if the RCZ is active. If the RCZ is active, permission from the remote control foreman (RCOF) must be obtained to foul the crossover and enter C01.

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

MP	Location	DOT#
XXB 16.22	Dodson Road	050375Y
XXB 16.88	Watson Street	050377M
XXB 17.14	Gresham Street	050378U
XXB 17.44	West Brook Place	050381C
XXB 18.13	Shaw / Jonesboro	050382J
XXB 18.37	Broad Street	050383R
XXB 19.16	Senoia Road	050389G
XXB 19.51	Roberts Street	050391H
XXB 20.30	North McLarin	901263C
XXB 21.66	Peters Street	050394D
XXB 22.23	Gullatt Road	050396S
XXB 22.30	South McLarin	901265R
XXB 23.18	Tatum Rd	050397Y
XXB 24.71	Sims St	050400E
XXB 25.66	Vine St.	050405N
XXB 26.74	Weldon Rd	050409R
XXB 28.92	Bagley Rd	050411S
XXB 30.35	McCullum / SR 154	050414M
XXB 33.83	Herring Rd	050422E
XXB 37.70	Sprayberry Rd	050424T
XXB 38.52	Augusta Dr	050426G
XXB 38.85	Washington St	050427N
XXB 38.91	Broad St	050428V
XXB 39.67	Spence St	050432K
XXB 41.70	Pine Rd	050436M
XXB 45.25	Camp Street E	050441J
XXB 46.40	Dingler Road	050448G
XXB 49.58	Charlie Patterson	050456Y
XXB 50.33	Roger Arnold Rd	050457F
XXB 51.01	Main St	050458M
XXB 52.70	Minnie Sewell Rd	050464R
XXB 57.21	Johnson St	050468T
XXB 57.78	Main St	050470U
XXB 58.34	Boyd Rd	050471B
XXB 60.20	Bass Road	050473P
XXB 64.32	Hines Road	050476K
XXB 65.18	Willowood Road	050477S
XXB 66.84	Patillo Road	050479F
XXB 71.01	Depot Street	050487X
XXB 71.13	Main Street	050490F
XXB 71.38	Mulberry Street	050491M
XXB 71.72	Handley Street	050492U
XXB 72.26	Pinson Road	050493B
XXB 73.77	Orchard Hill Road	050501R
XXB 77.95	Cannonville Road	050503E
XXB 80.21	Gabbettville Road	050504L
XXB 82.70	Webb Road	050505T
XXB 85.52	Avenue E / SR 14	050507G
XXB 86.68	9 Street W	050508N
XXB 86.80	8 Street W	050509V
XXB 86.93	7 Street W / SR 14	050510P
XXB 90.37	17 th Ave	831160H
XXB 90.64	Magnolia Rd	831161P
XXB 93.00	CR 29	831163D
XXB 93.95	Fop Road	831164K
XXB 94.63	Osinappa Rd	831165S
XXB 96.85	CR 29	831168M

MP	Location	DOT#
XXB 98.29	CR 55	831171V
XXB 109.40	7 th St	831186K
XXB 109.48	8 th St	831184W
XXB 109.57	9 th St	831187S
XXB 110.65	17 th Street	831190A
XXB 111.35	Thomason Dr	903934F
XXB 112.26	Cunningham Dr	831191G
XXB 112.98	Airport Rd	831192N
XXB 114.07	E. University Dr	903935M
XXB 114.36	Saugahatchee Rd	831194C
XXB 115.23	Lee Street (Dean Rd)	831195J
XXB 115.99	Ross Street	831197X
XXB 116.25	North Gay Street	831198E
XXB 116.36	College Street	831199L
XXB 116.82	N. Donahue Dr	831200D
XXB 117.53	Byrd St	831201K
XXB 118.81	Webster Road	8312037
XXB 122.20	CR 61	831208H
XXB 123.32	Park St	831209P
XXB 124.15	CR 188	831210J
XXB 129.25	Lyon St	831218N
XXB 134.06	CR 55	831295N
XXB 136.99	199 SR	831297C
XXB 140.77	49 SR	831300H
XXB 147.73	SR 229	831313J
XXB 154.32	CR 97	831318T
XXB 156.84	Alexander Road	831323P
XXB 160.02	Rifle Range Rd	831327S
XXB 160.88	Wares Ferry Rd	831328Y
XXB 164.01	Wares Ferry Rd.	831330A
XXB 169.91	North Belt Drive	640182E
XXB 170.78	Coliseum Blvd	831337X
XXB 171.69	Lower Wetumpka Rd	831340F
XXB 172.30	Northern By-Pass	831227M
XXB 172.31	Michigan Ave	831341M

NOTES

NOTES

NOTES

ABBEVILLE SUBDIVISION - AV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			MONROE SD				
40	442.0 SG 442.8 443.0 444.0 445.0	S. ABBEVILLE	DD ABBEVILLE (1)	AF-DISP-54-7 RD-66	ABS-261	DTC BLOCK CALHOUN FALLS	
	SG 447.0						
	SG 452.4	N CALHOUN FALLS			CPS-261		
		2.1	SSDG 25 MPH	9,950 FT	ABS-261		
	SG 454.5	S CALHOUN FALLS		TEAM TRACK	CPS-261	DTC BLOCK NORMAN	
	SG 462.6		DD HEARDMONT (1)		ABS-261		
45	SG 463.5						
40	SG 465.7	12.9					
45	SG 467.4	N NORMAN			CPS-261	DTC BLOCK HOWIE	
		2.1	SSDG 25 MPH	9,950 FT	ABS-261		
	SG 469.5	S NORMAN			CPS-261		
45	SG 469.9		ELBERTON STORAGE TRACK 12 CARS	HORN TRACK	ABS-261		
25							
40	SG 472.5			WESTER STORAGE TRACK 40 CARS			
40	SG 473.2 SG 473.6						
45	SG 479.6						
	SG 483.0		DD HOWIE (1)			DTC BLOCK HOWIE	
40	SG 484.6						
45	SG 485.0	16.0			ABS-261		
	SG 485.5	N HOWIE			CPS-261	DTC BLOCK HULL	
		2.0	SSDG 25 MPH	9,953 FT	ABS-261		
	SG 487.5	S HOWIE			CPS-261		
45	SG 489.0				ABS-261		
40	SG 491.0						
30	SG 491.7					DTC BLOCK HULL	
40	SG 493.4						
45	SG 494.0						
50							
		9.8			ABS-261		
	SG 497.3	N HULL			CPS-261		
		2.1	SSDG 25 MPH	9,971 FT	ABS-261		
	SG 499.4	S HULL			CPS-261	DTC BLOCK ATHENS	
50	SG 500.1				ABS-261		
40	SG 500.4						
50	SG 500.5			DUPONT STORAGE TRACK 30 CARS			
	SG 501.1						

ABBEVILLE SUBDIVISION - AV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM ↓ ↓		AUTH FOR MOVE	TWC	NOTES
50	SG 505.0						
35	SG 505.5				GRWR	ABS-261	DTC BLOCK ATHENS
		7.4					
	SG 506.8	N FOWLER JCT				CPS-261	
	SG 507.8		CSDG 10 MPH	9,815 FT		ABS-261	DTC BLOCK HARPER
45		2.0	GM SD				
	SG 508.8	S FOWLER JCT				CPS-261	
	SG 511.9		DD ATHENS (1)				
	SG 512.8						
40						ABS-261	DTC BLOCK HARPER
50	SG 514.2	11.8	BOGART STORAGE TRACK 55 CARS				
	SG 514.5						
	SG 515.5						
	SG 520.6	N HARPER				CPS-261	
		2.1	SSDG 25 MPH	10,018 FT		ABS-261	DTC BLOCK AUBURN
	SG 522.7	S HARPER				CPS-261	
50	SG 524.3					ABS-261	
45	SG 526.4		NORTH STORAGE 38 CARS				
	SG 526.8						
	SG 527.2		SOUTH STORAGE 52 CARS				
45	SG 527.7						
50	SG 528.0		JOHN-MANVILLE STORAGE TRACK 65 CARS	DD WINDER (1)			
	SG 529.8						
	SG 530.0						
	SG 530.8	9.0				ABS-261	DTC BLOCK AUBURN
	SG 531.7	N AUBURN				CPS-261	
		2.1	SSDG 9,968 FT 25 MPH			ABS-261	
	SG 533.8	S AUBURN				CPS-261	
		0.9				ABS-261	DTC BLOCK DACULA
	SG 534.7	N PALMER				CPS-261	
			SSDG 10,000 FT 30 MPH			ABS-261	
		2.1					
	SG 536.8	S PALMER				CPS-261	
50	SG 537.6	1.2				ABS-261	
35							
	SG 538.0	N DACULA				CPS-261	
		1.8	SSDG 8,880 FT 30 MPH			ABS-261	
	SG 539.8	S DACULA				CPS-261	
	SG 539.9						DTC BLOCK LAWRENCE- VILLE
	SG 540.9	2.1		TDSI		ABS-261	
35							

ABBEVILLE SUBDIVISION - AV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
35	SG 541.9	N LAWRENCEVILLE			CPS-261	DTC BLOCK GLOSTER		
		2.1	SSDG 10,300 FT 10 MPH					
	SG 544.0	S LAWRENCEVILLE			CPS-261			
40	SG 545.1		VIKING LEAD		ABS-261			
	SG 547.7	4.6						
50	SG 548.6	N GLOSTER			CPS-261	DTC BLOCK TUCKER		
		1.8	SSDG 7,975 FT 25 MPH		ABS-261			
	SG 550.4	S GLOSTER			CPS-261			
50	SG 552.4		DD LILBURN (1) LILBURN STORAGE 20 CARS		ABS-261			DTC BLOCK TUCKER
	SG 555.0							
	SG 558.3	8.6						
40	SG 559.0	TUCKER HOLDOUT			CPS-261	DTC BLOCK TUCKER		
	SG 559.9			STONE MOUNTAIN RUN AROUND 26 CARS	ABS-261			
	SG 560.4 SG 561.0	N TUCKER 2.0						
			ATLANTA TERM SD					
119.0 MILES S ABBEVILLE TO N TUCKER								

ABBEVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SG 505.5 / Athens	GRWR	Electrically locked derails	98

100-D HIGHWAY-RAIL GRADE CROSSINGS

Abbeville SD – Highway-Rail Grade Crossings will not be blocked in excess of 5 minutes.

SG 469.7 Middleton Road – Stop and flag while switching across the horn track only.

SG 545.2 Lawrenceville, GA – Stop and flag Old Norcross Road on Viking Lead.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
SG 527.7 Winder, GA Horton Street Storage track only	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

Unless otherwise instructed, equipment will not be left standing less than 25 feet from the end of stub end tracks.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
SG 507.8 / Fowler Jct. Siding	12 (Note)
SG 530.8 / Stepan Chemical	100%
SG 545.1 / Viking Lead All tracks, all cuts	50% - Minimum of 2
All Main tracks and sidings where trains are left unattended.	Minimum of 15% applied and tested.

Note: If less than 12 cars left in the siding, all cars must be secured.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SG 454.1 / Calhoun Falls	Continuous	66, 54 - 7	Wayside
SG 472.8 / Elberton			
SG 498.3 / Hull			
SG 527.1 / Winder			
SG 543.8 / Lawrenceville			
SG 561.0 / Tucker		66, 08 - 5	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
SG 442.0 / Abbeville Industry Tracks	6 Axle Engines	Prohibited
SG 505.7 / Athens Industry Tracks		
SG 561.0 / Tucker Industry Tracks		

7. CLOSE CLEARANCE

MP	Location	Track
SG 442.0	Pirelli Cable	All Tracks
SG 501.8	Fibervision	
SG 503.0	Certainfeed	
SG 505.7	Quality Block	
SG 506.6	LaFarge	
SG 509.0	Pilgrim's Pride	
SG 526.4	Harrison Milling	
SG 529.8	Southern States	
SG 529.9	Rhodia	
SG 530.0	John's Manville	
SG 530.0	84 Lumber	
SG 530.2	Stepan Chemical	
SG 530.2	Country Best Produce	
SG 531.2	Wheeler Lumber	
SG 531.8	Magbee Lead	
SG 534.1	Boise Cascade	
SG 539.9	Home Depot	
SG 542.8	Owens Steel	
SG 542.9	Dolco	
SG 543.4	Blue Lynx	
SG 543.7	Gas Truck	
SG 545.1	Viking Lead Industries	
SG 560.0	H.B. Fuller	
SG 561.3	Tucco Concrete	
SG 562.0	Tucker Materials	
SG 563.4	H. C. Brill	

8. MISCELLANEOUS

SG 509.0 – Spotting Sherm Siding Grain Train

Head in south end mainline switch, being aware of split point derail, and progress north on right hand track. Pull the rear car past the split rail and remove EOT. Line main line switch and restore split rail derail. Apply 5 handbrakes to the south end. Right hand track holds 18 to 19 cars. Make a separation clear of the woods track switch. Shove the woods track to the split point derail. Apply 5 handbrakes to the bottom end. Return to the locomotives, hold on to 8 cars and spot the head car over the pit. After receiving permission from the AF Dispatcher, bring locomotives out of the south end of Fowler Junction and park locomotives at Pulaski Street.

SG 526.4 Winder GA., Harrison Milling

Before switching Harrison Milling, you must contact the plant, talking to David Sailors or Larry Hollis at 770-867-7568

Make first call to let the plant know when you will arrive at the plant. Call again before occupying Harrison Milling Lead to verify plant employees are in the clear.

If you cannot reach anyone at the plant by phone, a train crew member must walk to plant to verify employees are in the clear before occupying Harrison Milling Lead.

SG 530.8 Stepan Chemical – Securing Equipment

Single loaded cars will not be left standing on lead inside the plant. Locomotive power will not be uncoupled during switching movements of loaded cars inside plant unless coupled to equipment in storage tracks one, two, or three. 100% handbrakes are required in storage tracks and production tracks inside plant.

Poison Inhalation Hazard cars must be left in plant behind locked gate.

SG 536.0 Palmer Yard – CSX utility employee can be reached at 678 938 5589.

SG 540.0 Lawrenceville, GA – Train Entering TDSI Facility

1) When a CSX utility employee is attaching to a train that will enter the TDSI facility at Lawrenceville the utility employee will ensure that the TDSI switch crew is not occupying the yard. CSX crews cannot enter the TDSI facility while the TDSI switch crew is in the TDSI yard. The TDSI switch crew must be in the clear inside their gates. The utility employee can determine that the TDSI switch crew is not in the TDSI facility by visual inspection, by phone contact or by radio contact on channel 66. If the TDSI switch crew is on duty, before entering the TDSI yard, the utility employee will job brief with the TDSI switch crew and communicate CSX's intent to work in the TDSI yard.

2) When a utility position is not on duty, the road crews that work TDSI will call the TDSI switch crew on channel 66 to ensure that they are not working in the TDSI facility. CSX road crews and the TDSI switch crew cannot perform work in the yard at the same time. If TDSI switch crew cannot be contacted by radio after 3 attempts and no visual movement is noted, CSX Road crew may enter the TDSI yard.

ADDITIONAL STATIONS

MP/Location	Switch Opens
SG 442.1 / Pirelli	South
SG 471.2 / Elberton Storage	South
SG 473.2 / Wester Storage	North
SG 473.6 / Wester Storage	South
SG 473.8 / Wester Woodyard	South
SG 474.1 / Keystone	South
SG 474.4 / McCannon	North
SG 494.0 / Truss Joist McMillan	South
SG 500.6 / Dupont Runaround	South
SG 501.6 / Dupont Runaround	South
SG 501.6 / Silgan	North
SG 501.8 / Fiber Vision	North
SG 502.9 / City Beverage	South
SG 503.0 / Certainfeed	North
SG 503.0 / C.R.G.	North
SG 505.6 / Athens Yard	North
SG 506.1 / Athens Yard	South
SG 506.1 / G.M. Storage	South
SG 506.8 / Lafarge	South
SG 509.6 / Pilgrim's Pride	South

MP/Location	Switch Opens
SG 511.8 / Cleveland Station	South
SG 514.2 / Plyboard	North
SG 522.9 / Trinity Rail	North
SG 523.8 / Trinity Rail	South
SG 529.5 / Olympic Steel	South
SG 529.8 / Manville Runaround	North
SG 530.8 / Manville Runaround	South
SG 531.4 / Wheeler Lumber	South
SG 534.1 / Boise Cascade	South
SG 539.9 / TDSI	North
SG 540.9 / TDSI	South
SG 543.2 / Sunbelt	South
SG 543.5 / American Poly	North
SG 554.5 / Allied Cement	North
SG 560.8 / Coffey Brothers	South
SG 561.2 / Tucco Cement	North
SG 561.3 / Tucco Cement	South

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

MP	Location	DOT#
SG 450.80	SR 163 Mud Creek Rd	639062S
SG 452.85	SR 32 Calhoun Hwy	639066U
SG 453.93	Fairfield St.	639068H
SG 454.19	Anderson Rd	639069P
SG 461.39	Stephen Heard Chapel Rd	638746L
SG 462.73	Harpers Ferry Rd.	638749G
SG 464.78	S 2218	638751H
SG 465.47	CR 92217 Middletown Rd	638752P
SG 469.58	CR 296 Old Middletown Rd	638756S
SG 470.31	Seaboard St.	638762V
SG 470.89	Mill St	638767E
SG 470.96	Campbell St.	638768L
SG 471.46	McIntosh St.	638771U
SG 471.53	N Oliver	638772B
SG 471.90	Railroad St.	638776D
SG 472.40	Brewers Bridge Rd	717386J
SG 486.66	Simms Kidd Road	638797W
SG 488.21	Hill St.	638802R
SG 488.63	Railroad Ave	638803X
SG 489.08	Main St.	638805L
SG 489.50	Meadow St.	638807A
SG 493.55	McMillian	638140T
SG 494.57	Fourth St.	638143N
SG 494.77	Second St.	638144V
SG 496.21	CR 260 Hardeman – Hobbs Rd	638149E
SG 496.51	CR 257 Lem Edwards Rd	639150Y
SG 497.48	Timber Ridge Ln	638153U
SG 498.88	Pope Miller Rd	639883W
SG 499.51	CR 244 (Old Elberton Rd)	639885K
SG 499.66	Davis Rd CR-240	639886S
SG 500.71	Pittard Rd	639891N
SG 501.68	Voyles Rd	639892V
SG 503.40	Athena Rd	639895R
SG 505.90	Pulaski Street	639911X
SG 506.20	Barber St.	639913L
SG 510.22	Vaughn Rd	639906B

MP	Location	DOT#
SG 511.88	Cleveland Rd	639920W
SG 514.41	CR 3 Fowler Mill Road	639923S
SG 515.09	Burson St.	639925F
SG 515.70	Osceola Ave.	639926M
SG 517.78	Glenn Jackson Rd	640103R
SG 518.50	Barber Creek Rd	640105E
SG 519.08	Jefferson St.	640106L
SG 519.49	Mulberry St.	640107T
SG 519.90	Dooley Town Rd. CR202	640108A
SG 520.15	Pleasant Hill Church Rd. / 324	640109G
SG 521.96	CR 139 Bowman Mill Rd	640114D
SG 522.50	CR 184 Giles Rd	640115K
SG 523.39	CR 161 Airport Road	640116S
SG 523.92	CR-183 Pickle-Simon Rd	640117Y
SG 524.78	C-169 Midland Ave.	640120G
SG 525.64	CR 269 Cemetery Rd.	640122V
SG 526.53	Athens St.	640124J
SG 526.92	Jackson St.	640125R
SG 527.00	SR 11 S Broad	640126X
SG 527.20	Beulah St.	640128L
SG 527.70	Horton St.	640129T
SG 529.76	Johns-Manville Rd.	640133H
SG 530.62	CR 33 Stepan Rd.	640134P
SG 532.36	Carl Cedar Hill	640135W
SG 532.77	Park Mills Rd	640136D
SG 533.33	County Line Rd.	640138S
SG 533.52	Mt. Moriah Rd.	640139Y
SG 534.15	CR 67 Ethridge Road	640141A
SG 538.12	Broad St.	640147R
SG 539.17	Circle Rd.	640149E
SG 541.33	Cedars Rd	639779C
SG 542.85	Hosea Rd.	639780W
SG 544.07	Clayton St.	639782K
SG 544.34	Holt St.	639783S
SG 548.06	Patterson Rd.	639786M
SG 549.05	Arnold Rd	639788B
SG 550.16	Gloster Rd.	639789H
SG 552.42	Lester Rd.	639790C
SG 553.68	Arcado Rd.	639791J
SG 555.03	Main Street CR1949	639793X
SG 556.35	Rock Bridge Rd.	639794E
SG 557.03	Harmony Grove Rd.	639796T
SG 560.62	Main St.	639798G

NOTES

ATLANTA TERMINAL SUBDIVISION - AA (Chart A)

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
				<div>W&A SD</div>				
35		OWA 22.4	N ELIZABETH			CPS-261	DTC BLOCK LOCKAIR	
			0.4			ABS-261		
NO. 1	NO. 2	OWA 22.0	ELIZABETH			CPS-261		
35	35	OWA 21.2	S EAST SIDING	<div>BG DISP 08-5 RD 66</div>	1 2	ABS-261	DTC BLOCK LOCKAIR	
			4.3					
		OWA 17.7 OWA 17.6	LOCKAIR			CPS-261		
			4.6			ABS-261	DTC BLOCK SMYRNA	
35	35	OWA 13.1	SMYRNA			CPS-261	DTC BLOCK SMYRNA	
35						ABS-261		
		OWA 11.2 10.0 9.0		DD VININGS (1)				
35	30	OWA 8.0					DTC BLOCK GILSTRAP	
		OWA 7.5		JAC MAC LEAD		ABS-261		
			5.7					
		OWA 7.4	GILSTRAP			CPS-261	193	
			0.8			ABS-261		
		OWA 6.6	BOLTON	L&N IN L&N OUT		CPS-261		
		OWA 5.1 OWA 5.0		1.7	RAIL PLANT	ABS-261	193	
NO. 1	NO. 2							
30	20							
	NO. 3 10	OWA 4.9 OWA 4.7	TILFORD PINE STREET	(THREE TRACKS)	1 2 3 TO SOUTH TILFORD REF CHART 'C'	CPS-261		
			1.1			ABS-261		
		OWA 3.8	BOTTOM OF SLIDE			CPS-261		

ATLANTA TERMINAL SUBDIVISION - AA (Chart A cont.)

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2	NO. 3			SOUTH				
30	20	10	OWA 3.6	TOP OF SLIDE			CPS-261	193	
NO. 1		NO. 2	OWA 3.0						
25		25	OWA 2.9	HOWELL TOWER					
25		25	OWA 2.7	TENTH STREET					
30		30	OWA 1.3	JONES AVENUE					
30	30		OWA 0.9		TO NS "SPRING" REF CHART D X-25		CPS-261		
10	10			3.8			ABS-261		
			WA 0.0 = YYG 170.8	CIRCLE CONNECTION	TO NS "SPRING" REF CHART "D"		CPS-261		
10	10		YYG 170.0	BOULEVARD YARD	1	2	No.1 193	No.2 ABS 261 (193)	
25	25		YYG 169.5	HULSEY YARD					
			YYG 168.5	HURT STREET					
			YYG168.4						
			YYG 167.3	PIE HOUSE					
			YYG 166.8	HOWARD STREET				ABS 261 (193)	
25	25			4.9			193	193	

ATLANTA TERMINAL SUBDIVISION - AA (Chart A cont.)

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2			SOUTH				
25	25	YYG 165.9	KIRKWOOD			CPS-261	193	
25						CPS-261		
45		YYG 165.6	3.4	DECATUR STORAGE		ABS-261	DTC BLOCK SCOTTTDALE	
		YYG 164.8				CPS-261		
45		YYG 162.5	SCOTTTDALE			ABS-261	DTC BLOCK STONE MOUNTAIN	
		YYG 162.4	DTC BLOCK SIGN	0.1		TWC-DTC (ABS)		
		YYG 162.2						
		YYG 162.1						
45		162.0						
30		161.0						
45		YYG 157.7						
45		YYG 155.0						
50		YYG 154.5	DTC BLOCK SIGN	7.9	STONE MOUNTAIN 2,918 FT 10 MPH			
		YYG 154.4						
		YYG 152.8						
50		YYG 149.0	LITHONIA	5.5	DD STONE MOUNTAIN (1)	TWC-DTC (ABS)	DTC BLOCK REDAN	
					GEORGIA SD			
44.2 MILES N ELIZABETH TO LITHONIA								

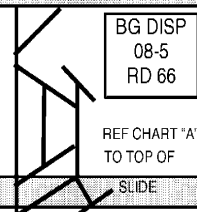


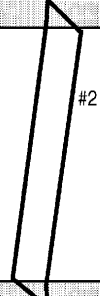

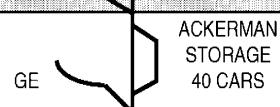

ATLANTA TERMINAL SUBDIVISION - AA (Chart B)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
				ABBEVILLE SD			1
45	SG 561.0	N TUCKER			CPS-261	DTC BLOCK EMORY	
			CSDG 10192 FT 25 MPH	BG DISP 08-5 RD-66	ABS-261		
		2.5					
	SG 563.5	S TUCKER			CPS-261		
45	564.0		DD TUCKER (1)				
	565.0						
	566.0						
35	566.7				ABS-261		
	SG 567.7	4.0		REF CHART "E" INMAN PARK BELT			
40	SG 567.5	BELT JUNCTION			CPS-261	DTC BLOCK EMORY	
		0.4			ABS-261		
	SG 567.9	N EMORY			CPS-261		
		0.9	CSDG 3952 FT 10MPH		ABS-261		
35	SG 568.8	S EMORY			CPS-261		
					ABS-261		
	SG 569.4						
40	SG 570.9		MARTA NS	MARTA NS		DTC BLOCK LONG JOHN	
	SG 571.4			SIGNAL MT. CEMENT			
	SG 572.0			QUALITY CARRIERS			
20	SG 573.9	5.2			ABS-261		
	SG 574.0	E SWITCH			CPS-261		
20		0.7	LONG JOHN 10 MPH		ABS-261	193	
	SG 574.7	E WYE			CPS-261		
	SG 574.9		COACH LEAD				
10	SG 575.0	HOWELLS YARD	HOUSE LEAD A&B		ABS-261		
	SG 575.1	SOUTH WYE			CPS-261		
		0.2			ABS-261		
10	SG 575.3	HUFF ROAD	INSIDE TK OUTSIDE TK		CPS-261	193	
		TO TOP OF SLIDE REF CHART "A"	OLD WAY TO HOWELL TOWER (W&A MAINLINE) REF CHART "A"				
14.3 MILES TUCKER TO HUFF ROAD							

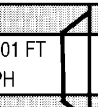




STATION PAGE NOTES

- NOTE 1:** Northbound Movements from Emory Siding to the Inman Park Belt Line will only be made after permission of the BG Dispatcher is obtained to unlock hand-operated switch and occupy Inman Park Belt Line.
- NOTE 2:** Movements from either the House Lead or A&B Main with a signal at South Wye must not foul the Long John until it is ascertained that the signal is for their movement.
- NOTE 3:** Movements entering Howell Yard must contact Howell Yard Job on Channel 44 or ascertain from the Mainline Yardmaster that there are no other crews working at Howell prior to entering the yard.

ATLANTA TERMINAL SUBDIVISION - AA (Chart C)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
			SOUTH							
10	OWA 4.9/ANB 865.0	TILFORD	REF CHART "A"			CPS-261	193	1		
	ANB 864.7	PINE STREET				ABS-261				
		1.2								
	ANB 863.8	S TILFORD				CPS-261				
						ABS-261	DTC BLOCK BELLWOOD			
10	ANB 863.2									
20	ANB 862.8									
	ANB 862.1									
25		1.4					DTC BLOCK STRATFORD			
	ANB 862.4	S BELLWOOD				CPS-261				
										
25	ANB 861.8	CHAPPELL ROAD				#1			#2	ABS-261
35	ANB 861.7									
	861.0						DTC BLOCK BEN HILL			
	860.0									
	859.0									
	ANB 858.4	STRATFORD				CPS-261				
35							DTC BLOCK STRATFORD			
40	ANB 855.6					TO FULCO RAILROAD			FULCO STORAGE TKS	ABS-261
		4.5					DTC BLOCK BEN HILL			
	ANB 853.9	N BEN HILL				CPS-261				
			CSDG 4135 FT 10 MPH			ABS-261				
		1.1								
	ANB 852.8	S BEN HILL				CPS-261				
							DTC BLOCK TYRONE			
40	ANB 848.0					GE		ACKERMAN STORAGE 40 CARS	ABS-261	
55	ANB 846.5									
		6.7						DTC BLOCK TYRONE		
	ANB 846.1	VAUGHN				CPS-261				
	ANB 845.8		DD UNION CITY (1)			ABS-261				
	ANB 845.0	N UNION CITY				CPS-261				
		1.0	CSDG 25 MPH			ABS-261				
	ANB 844.0	UNION CITY CONNECTION	5,949 FT			CPS-261				
		0.3				ABS-261				
	ANB 843.7	S UNION CITY				CPS-261				
55										
40	ANB 842.8	DOGHOUSE				UNION CITY YD	ABS-261			
	ANB 842.6									
	ANB 841.9									
55							3, 4, 5			
35	ANB 836.1									
		8.1								

ATLANTA TERMINAL SUBDIVISION - AA (Chart C cont.)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
35	ANB 835.6	N TYRONE			CPS-261	DTC BLOCK TYRONE	
		0.9	ABS-261				
	ANB 834.7	S TYRONE			CPS-261		
35	ANB 834.1	2.6	ROCK SPUR		ABS-261	DTC BLOCK TYRONE	
55	ANB 833.0						
	ANB 832.1	N ABERDEEN			CPS-261	DTC BLOCK ABERDEEN	
		2.0			ABS-261		
	ANB 830.1	S ABERDEEN			CPS-261	DTC BLOCK PEACHTREE	
		2.0			ABS-261		
	ANB 828.1	N PEACHTREE CITY			CPS-261		
		1.1			ABS-261		
	ANB 827.0	S PEACHTREE CITY			CPS-261		
55							
							
38.0 MILES S TILFORD TO S PEACHTREE CITY							

38.0 MILES S TILFORD TO S PEACHTREE CITY

STATION PAGE NOTES

- NOTE 1:** Northbound trains will contact 'BG' Dispatcher or Mainline Yardmaster prior to fouling road crossing at Chappell Road, ANB 861.8.
- NOTE 2:** CPS/ABS Rules are in effect on Vaughn Connection track between ANB 846.1 and XXB 15.5. Maximum speed on Vaughn Connection is 25 MPH. Block designation for suspension of signal system between ANB 846.1 and XXB 15.5: 'Vaughn'.
- NOTE 3:** CPS/ABS Rules are in effect on signaled portion of Union City passing siding from Union City Connection switch at Stonewall, ANB 844.0 to South Switch Union City, ANB 843.7. Maximum speed is 30 MPH.
- NOTE 4:** CPS/ABS Rules are in effect on Union City Connection track ANB 844.0 to XXB 16.4. Maximum speed is 30 MPH.
- NOTE 5:** Block designation for suspension of signal system on Union City Connection track from XXB 16.4 to Stonewall, ANB 844.0 and Union City passing siding from Union City Connection switch at Stonewall, ANB 844.0 to SE Union City, ANB 843.7: 'Union City'.

ATLANTA TERMINAL SUBDIVISION - AA (Chart D)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
					NS RULES	NS RULES	1	
30	0WA 1.3 = S 294.6 S 294.3 S 293.8	JONES AVENUE SPRING (NS) PETERS ST (NS)	BG DISP 08-5 RD-66 25	REF CHART A	NS RULES	NS RULES		
		2.8						
	S 291.5	OAKLAND JCT (NS)	X 15 MPH	A&WP BELT LINE				
		1.5						
	S 290.0	TILLMAN (NS)	X 25 MPH					
		1.8	NS YARD		NS RULES ABS-261	NS RULES	2	
	XXB 6.2/S 288.2	EAST POINT	X 20 MPH					
30	XXB 6.4							
35								
40	XXB 7.3							
40	XXB 9.3		COLLEGE PARK STORAGE TRACK 150 CARS		ABS-261 CPS-261	DTC BLOCK EAST POINT		
	10.0							
	XXB 10.8 11.0							
	40	XXB 11.1	6.2					
	50	XXB 12.4	N RED OAK					
50		2.1	SSDG 10,000 FT 30 MPH		ABS-261	DTC BLOCK RED OAK	3	
	XXB 14.5	S RED OAK			CPS-261			
	XXB 15.5	MIXON		REF CHART 'C'				
	XXB 16.2	1.9	DD MIXON (1)		ABS-261			
	50	XXB 16.4	STONEWALL		REF CHART 'C'			CPS-261
			A&WP SD				4, 5	
16.6 MILES JONES AVENUE TO STONEWALL								

STATION PAGE NOTES

- NOTE 1:** 10 MPH on Spring Track between NS Spring interlocking and CSX Circle Connection, WA 0.0.
- NOTE 2:** Trains and engines must clear main track between East Point and Stonewall per Operating Rule 274. College Park Storage track is the only location where a train may clear main track.
- NOTE 3:** CPS/ABS Rules are in effect on Vaughn Connection track between XXB 15.5 and ANB 846.1. Maximum speed on Vaughn Connection is 25 MPH. Block designation for suspension of signal system between XXB 15.5 and ANB 846.1: 'Vaughn'.
- NOTE 4:** CPS/ABS Rules are in effect on Union City Connection track XXB 16.4 and ANB 844.0. Maximum speed is 30 MPH.
- NOTE 5:** Block designation for suspension of signal system on Union City Connection track from XXB 16.4 to Stonewall, ANB 844.0 and Union City passing siding from Union City Connection switch at Stonewall, ANB 844.0 to SE Union City, ANB 843.7: 'Union City'.

ATLANTA TERMINAL SUBDIVISION - AA (Chart E)
INMAN PARK BELT LINE

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓ SOUTH ↓</div>				
			REF CHART "B"				
20	SGB 567.1	BELT JUNCTION			CPS-261	DTC BLOCK PARK LINE	1
	SGB 567.5 SGB 569.6		<div>TO EMORY SIDING 10 MPH</div>	ELEC. LK SWT.	ABS-261		
10		2.8					
	SGB 569.9 YYG 166.5	KIRKWOOD			CPS-261	DTC BLOCK PARK LINE	2
			REF CHART "A"				
2.8 MILES BELT JUNCTION TO KIRKWOOD							

STATION PAGE NOTES

- NOTE 1:** Northbound movements from Emory Siding to the Inman Park Belt Line will only be made after permission of the BG Dispatcher is obtained to unlock hand-operated switch and occupy Inman Park Belt Line.
- NOTE 2:** Trains approaching Hulsey Yard via Inman Park Beltline will contact the BG Train Dispatcher prior to fouling East Lake Drive road crossing at SGB 569.7.

ATLANTA TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

40 SPEED RESTRICTIONS

Between Location/Milepost	MPH
L&N Inbound Bolton to Hump Tower	20
Slide Track	8

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
OWA 2.9 / Howell Tower	NS	Remote	226-B(3)
OWA 2.7 / Tenth Street	NS	Remote	226-B(3)

100-D HIGHWAY-RAIL GRADE CROSSINGS

OWA 4.7 Pine Street – Do not block crossing unless authorized by Mainline Yardmaster. Movements will approach Pine Street at controlled speed.

MP/Location	Instructions
OWA 5.9 at 4700	Operating Rules 13, 14 and 17 will apply at these crossings within Tilford yard
OWA 4.7 Pine Street	

Do not block the following road crossings longer than five minutes:

MP	Location
SG 558.2 to SG 570.4	Tucker – All street crossings
ANB 843.1 to ANB 845.4	Union City-All street crossings
ANB 836.9	Hanson Lead Hwy 74
ANB 834.3 to ANB 836.3	Tyrone – All street crossings
ANB 833.9	Senoia Road – Hwy 74
ANB 833.1	Rocky Road
OWA 19.5 to WA 22.4	Marietta – All street crossings
OWA 8.5 to WA 17.3	Smyrna – All street crossings

Union City: Trains or standing equipment will not be left standing and stopped on main track between SAS S Union City, and road crossing at ANB 843.9, just north of SAS Union City, unless crossing itself is blocked with a train or standing equipment.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
ANB 863.67 / Joseph A. Lowery Blvd old Ashby Street	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided
ANB 834.9 / Tyrone Siding over Crestwood Road	
SG 579.3 / Atkinson Road	

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

Shove Light Instructions for the Departure Yard

The departure yard is equipped with shove signal indicators located on the north end of each track. The shove light controlling each track is located on the Westside approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, from the north or the south. Shove indicator lights remain in the lighted position until the track circuit on the south end of track is occupied. Once the shove light goes dark, the cut of cars must be stopped prior to shoving 5 car lengths or 250 feet without fouling the switching lead on the south end of the track. The employee providing the protection at the shove light is responsible for the movement. If the shove light is out, or dark, the employee must comply with Operating Rule 103. Under no circumstances will tracks be shoved without the required protection being provided.

103-D HANDBRAKES

Tilford Receiving Yard – Inbound hump trains or cuts will stop on north end of yard and have 10% or a minimum of six hand brakes on north end of cars.

Tilford Departure Yard

DEPARTURE YARD TRACKS D01 – D09:

Bowl Crews shoving cuts into Departure Yard tracks D01 through D06 from the north end will do so using a MINIMUM of one car of air per one thousand tons. After cutting away, the brakes must be allowed to go into emergency on the cars left standing and the angle cock on the north car will be left open. The slack must be permitted to settle and then the cut will be secured with one track skate and one hand brake on the North car. Track skate will be placed on the West rail

Crews shoving cuts into the Departure Yard against previously placed cuts must remove the previously placed track skate and hand brake after the coupling is made and will then secure the standing cars as per the paragraph above.

When the last cut is placed on an outbound train on tracks D01 – D06, and the cut is shoved south to extinguish the shove signal, a minimum of ten cars of air will be used and the cars left standing will be secured with a minimum of one handbrake per one thousand tons. On tracks D07 – D09 a minimum of fifteen cars of air will be used. Additional handbrakes will be applied, if necessary based on the judgment of the crew and/or instructions of the bowl yardmaster. After cutting away, the brakes must be allowed to go into emergency on the cars left standing and the angle cock on the north car will be left open. At this time all skates MUST be removed and then placed parallel to the rail to avoid creating a tripping hazard.

These instructions are considered minimum requirements only. At any time where additional measures are necessary to properly secure equipment, they must be taken.

The above instructions apply to Bowl crews building outbound trains from the north end of the Departure Yard ONLY.

Tilford Yard – Class Yard (Bowl) – Class Yard tracks in Tilford Bowl are exempt from Operating Rule 103-D unless otherwise instructed.

Union City – Minimum of three hand brakes applied on yard tracks.

Hulsey Yard – Cars spotted in ramp tacks will have two hand brakes on the south end of the cut.

Howell Yard – Track skates have been placed on the south end of yard tracks. Crews must ensure cuts are properly secured and are resting on skates when switching is completed. Crews must expect to find skates on south end of tracks except Old A&B Main track.

L Yard – In addition to the requirements of 103D, after slack settles, a track skate will be placed at the North end of cut on West rail.

ANB 836.9 Hanson – When engines are left in Davidson Mineral they will be left east of Highway 74 at the crossing, not at derail.

In addition to requirements of Operating Rule 103-E, locomotives left unattended will have one track skate applied when securing engines. Track skate will be located at this location. In the absence of a track skate or if the track skate is defective, locomotive will be left behind the derail at the bottom of the hill.

College Park – If cars are left standing on the south or north end of College Park siding, a minimum of three (3) handbrakes are required. All industrial and yard tracks require a minimum of three (3) handbrakes. The College Park Storage track still requires a minimum of 10% handbrakes.

104-A HANDLING SWITCHES

The north and south crossovers off the west side of the hump lead (south of the cluster board) must not be occupied or used in a manner that causes both crossovers to be lined away from the hump lead simultaneously; that is, away from the seven main pocket track. Exceptions to these instructions will be made only by an engineering department supervisor

403 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 66

Radio Stations and Instructions

MP/Location	Hours of Operation	Channels Assigned	Type Station
Hulsey Yardmaster	Continuous	44, 50 66	Terminal
Hump Yardmaster		44, 66 74, 84, 22	
Bowl Yardmaster		22, 66 84	
Mainline Yardmaster		44, 66 84	
Roundhouse Foreman		84	
REDI Yard		12, 20	
D-Yard Car Inspector		66, 84	

TELEPHONE NUMBERS

Location	Phone Number
BG Dispatcher	800-854-5697
Mainline Yardmaster	404-350-5311
Hulsey Yardmaster	404-350-5240
Hump Yardmaster	404-350-5252
Bowl Yardmaster	404-350-5397

704-707 ON-TRACK EQUIPMENT AND WORK AUTHORITY INSTRUCTIONS

All on-track equipment authorities (704) and work authorities (707) will be obtained through the BG Train Dispatcher. At Hulsey Yard, on track equipment operators must also obtain a train line-up and permission from the Hulsey Yardmaster (used for information only) before operating between YYG 166.8 and Piedmont Ave. YYG 170.8.

CSX issuing 704 Authority for CSX Employee on CSX Circle Connection track:

CSX Employee must contact BG Dispatcher for 704 authority. Before granting, BG Dispatcher must contact NS Operator Inman Yard to request signal be blocked out at NS Spring interlocking to CSX Circle Connection track to STOP any movement onto CSX Circle Connection track from NS Spring interlocking. When NS Inman Operator has assured CSX BG Dispatcher that track has been secured, he will then grant the requested 704 authority. NS Inman Operator will not allow any movement onto the CSX Circle Connection from NS Spring interlocking until CSX BG Dispatcher advises 704 has been released.

NS issuing Track Warrant Authority for NS Employee on CSX Circle Connection track:

NS Employee must contact NS Operator Inman Yard for Track Warrant Authority. Before granting, NS Inman Operator must contact CSX BG Dispatcher to request signal be blocked out from CSX King Street (Circle Connection) to the CSX Circle Connection track to stop any movement onto CSX Circle Connection track. When BG Dispatcher assures NS Operator that track has been protected, NS Operator will then grant the requested Track Warrant Authority. CSX BG Dispatcher will not allow any movement onto CSX Circle Connection until NS Operator advises Track Warrant has been released.

704-A ESTABLISHING WORKING LIMITS ON NON-CONTROLLED TRACKS

When track work is to be performed in Tilford Yard:

- M of W employee in charge conducts a face-to-face job briefing with bowl yardmaster. The job briefing is to discuss work to be accomplished, tracks needed, planned location of derails, etc.
- Bowl yardmaster informs signal maintainer to remove shove signals from service in affected tracks.
- Once affected shove signals are removed from service, the signal maintainer advises the bowl yardmaster.
- Bowl yardmaster informs the M of W employee in charge that shove signals are inoperative and grants permission to M of W employee(s) to apply portable derails and occupy track(s).
- Bowl yardmaster must brief crews of work being performed and location of M of W employees.
- Bowl crews must protect shoves into these tracks while shove lights are inoperative.

Once the track work is completed, the following will govern:

- M of W employee in charge must notify bowl yardmaster when all workmen and equipment are in the clear and all portable derails have been removed.
- Bowl yardmaster instructs signal maintainer to restore affected shove signals.
- Once the shove signals are confirmed by the signal department to be working properly, the yardmaster will inform the crews that the shove lights are back in service.
- Bowl crews will protect the shove by watching the appropriate shove signal.

This same process will be used when M of W employees are working in the Receiving Yard although the hump yardmaster will be the point of contact. The portion of the above mentioned pertaining to shove signals is to be disregarded.

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 & TRAIN HANDLING RULES

OPERATION ON THE SLIDE

1. **General Description** – The Slide is approximately 40 car lengths long, and is on a 3.2% descending grade into the receiving yard. A signal governs the use of a railroad crossing at grade located approximately 25 car lengths down the Slide.
2. **Objective** – To proceed down the Slide and into the yard in a continuous move without stopping, with buff forces kept to a minimum.
3. **Method of Operation** – The procedures outlined below are designed to ensure a safe operation:
 - Maximum authorized speed on the Slide is 8 miles per hour.
 - Before entering the Slide, all trains and/or cuts must receive permission and instructions from the mainline yardmaster.
4. **Normal Operation** - Trains pulling in the yard that have proper instructions and permission to enter the yard via the Slide will use the stretch-braking method with no greater reduction of train brakes than is necessary to control buff forces. Any further braking must be done with:
 - a) Independent brake not to exceed 25 lbs. brake cylinder pressure, or
 - b) Dynamic brake.
5. As train continues entering yard, it may be necessary to go to the power mode, modulating the throttle to pull the train into yard tracks.
6. Trains that have to use power mode to pull over the hill approaching the Slide must make a minimum automatic brake reduction before rear of the train starts down the Slide to ensure that buff forces are kept to a minimum.
7. Trains that are in dynamic brake mode approaching bottom of slide must have the automatic brake set in minimum reduction before entering switches at bottom of the Slide and use power mode (not to exceed 700 amps if using more than twelve axles) to finish yarding the train.
8. **Stopping on Slide**
 - a) In the event it is necessary to change crews at the bottom of the Slide the automatic brake will be left in the minimum reduction position. Except for crew changes, no train will be left unattended while on the Slide.

- b) All reasonable efforts must be made to operate without stopping, however, when it is necessary to stop on the Slide, it should be done in the following manner (except in case of emergency):

Dynamic or Independent Brake Operation: Trains in dynamic brake mode will use the automatic brake (not to exceed minimum reduction). Any further brake force needed to make a stop will be made by:

- 1) Increasing dynamic brake, or
- 2) Independent brake (not to exceed 25-lbs. brake cylinder pressure).

- c) When ready to proceed, the automatic brake will be left applied in minimum reduction and the train will be pulled in the yard in power mode (not to exceed 700 amps when using more than 12 axles).

9. **Power** – Trains that have to descend the Slide in power mode will control speed with the stretch braking method and should be done in the following manner (except in case of emergency):

- a) Apply the automatic brake with no more than a minimum reduction. If further braking is required to stop it will be accomplished by applying the independent brake (not to exceed 25 lbs. brake cylinder pressure) keeping buff forces to a minimum.

- b) When ready to proceed the automatic brake will be left applied in minimum reduction and train will be pulled into the yard in power mode. (Do not exceed 700 amps using more than 12 axles).

10. The independent brake will be the primary method of controlling trains or cuts of cars down the Slide.

11. If the speed cannot be controlled at or below 8 MPH with the independent brake, a reduction of the automatic brake will be used. When speed is at or below 5 MPH, the automatic brake can be released keeping the independent brake applied. When necessary to go to the power mode to finish yarding the train, the automatic brake must be released to minimize buff forces.

12. In the event a train stalls while descending the Slide, the rear of train is hanging over the crest of the hill the automatic brake may be released, and after a proper recharging time, the move may be resumed. As soon as the train moves, the brakes must be made to apply with a minimum reduction of automatic brake.

13. If the train moves before a sufficient recharge has occurred, it may be necessary to make more than a minimum reduction to ensure that there is no unintentional release of the train brakes while pulling down the Slide.

14. In some cases, it may be necessary to apply sufficient hand brakes to hold rear of train while the brake pipe is being recharged.

15. Trains or cuts shoving down the Slide with power on south end of move:

- a) Shoving or back up moves must not be made when the automatic brake is applied.

- b) Before the initial move is made toward the Slide, 10% of the cars next to the engines must have retainer valves set to the "HP" position. (Example: 90 cars in a cut must have nine cars with retainers set). When handling cuts that exceed 7000 tons, 15% of cars must have retainers set to "HP" position. It will be permissible to shove against a train or cut that has retainers set with the engines operating at the minimum amperage necessary to maintain movement.

- c) When the engine reaches the TV at the bottom of the Slide, all retainers must be returned to normal "EX" position. This must be done before the cars are shoved in the clear. (Bleed rods must not be used to release brakes on any cars until all retainer valves have been placed in normal "EX" position).

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
OWA 0.8-YYG170.8 ("Dead Track")	Loaded Double Stack and Multilevel	PROHIBITED
Tilford: Roundhouse #6	Locomotive larger than SD50	
Howells: Coach Lead beyond Transflo Derrail	6-Axle Locomotive	
Howells: All tracks including Old Birmingham Main	Loaded Double Stack & 20'02" Multilevel	Must not operate under Chattahoochee Ave. overhead bridge
Tilford & Howells: All industry leads & tracks except Jac Mac Yard & Plant	6-Axle Locomotive	PROHIBITED
Tilford: Freight House, Old Ramp 1-4, and Joe Pass tracks		
Bellwood Yard and industry tracks		
Howells Yard: Entire Transflo facility		
Lockair: Yard Tracks 2-3-4		
Peachtree City: All industrial tracks		
ANB 837 / Davidson Mineral	Wide-Body Locomotive	Must not operate thru tipple

7. CLOSE CLEARANCE

MP/Location	Track
OWA 22.2 / Elizabeth, GA GNRR	Yard Track 4 and East Siding
ANB 829.5 Norman Paschal	Through Tunnel
ANB 840.0 Union City	
ANB 862.0 ADM	ALL
ANB 865.0 Capital Material	
ANB 865.0 Whitaker Oil	
ANB 865.0 LaFarge	
SG 561.3 Tucco Concrete	
SG 562.0 Tucker Materials	Gate
SG 563.4 Brill	ALL
SG 572.0 LaFarge (Signal Mtn)	
SG 573.0 Quality Carriers	
SG 575.0 Thacker	Dock
XXB 10.5 Heritage Packaging	ALL
XXB 11.1 LaFarge Cement	
XXB 13.5 Builders Choice Lumber	
XXB 15.1 Keywell LLC	

At the following locations, employees are prohibited from riding the side of cars when there are cars on adjacent tracks.

MP/Location	Track
OWA 4.9 / Tilford Yard	D01 through D09 North end only through curves
	Number 1, 2 and 3 Main Lines between Whitaker Oil and the top of the slide.

To prevent crews from having to ride the sides of cars through the tunnels at South Tilford, the following will govern:

When shoving into the receiving yard or Coast Line Outbound off the Manchester side of the Atlanta Terminal Subdivision, trainmen will stay at the north end of the North Tunnel and stop their train movement clear of the northbound signal. Permission from that location must be obtained from the BG Train Dispatcher to pass that signal in order to make reverse movement into the receiving yard.

4. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
XXC 0.0 / A&WP Belt Line To XXC 5.3	ALL TRACKS

CSX Transflo Terminal – During normal switching 1800 – 0600 hours, hazardous materials will not be transferred in the Transflo terminal. Other than normal switching hours the facility will be blue flagged. If switch is required other than normal switching hours a CSX Transflo Terminal supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous materials transfers are shut down.

OPERATION AT ATLANTA LOCOMOTIVE SERVICE CENTER

All crews approaching the locomotive service center must contact the shop foreman on Channel 84 for permission and instructions for entering the service center. While in the confines of the shop area all crews will remain on Channel 84. All crews entering the service center will ring the bell on the first unit entering the track. This is to alert shop personnel, hostlers and other crews working in the area that equipment is approaching.

ARRIVING TRAINS

1. The following movements must obtain yarding instructions from:

a) Hulsey Yardmaster:

- 1) Southbound from Tilford and Howells to Hulsey Yard before passing Thurmond Street , OWA 0.8.
- 2) Northbound from East Point and Oakland Jct. before passing Circle Connection signal.
- 3) Permission must be obtained from the Hulsey Yardmaster before occupying #1 Main Track or before making initial movement on the #1 Main Track. Crew using #2 Main Track must obtain permission from the BG Dispatcher before movement.

b) Mainline Yardmaster:

All trains and yard jobs approaching Tilford Yard or Howells Yard must contact the Mainline Yardmaster. The Mainline Yardmaster will be given all pertinent information concerning:

- a. Lead engine number
- b. EOT number
- c. Number of cars
- d. Engine service requirements
- e. Crew service requirements
- f. High and wide load information: car number(s), and location in train and qualifying file number(s). If routed to another yardmaster, crew will advise that yardmaster of high and wide load information.

Mainline yardmaster will issue a route to enter, pass, or depart the yard and which yardmaster to contact for final yarding instructions, if needed.

c) Hump Yardmaster:

Trains arriving Atlanta Terminal routed to the Receiving Yard will contact the Mainline Yardmaster for yarding instructions in the Receiving Yard. No crews will enter or exit any track in the Receiving Yard or Icehouse (on a southward move) without permission from the Hump Yardmaster on Channel 74.

2. End of Train Devices

- a) Terminating trains will place their end of train device on the EOT rack unless instructed otherwise by the yardmaster in Atlanta Terminal as listed below:

Receiving Yard

- 1) Hump Tower
- 2) Car inspector's building – North End
- 3) crossover North End
- 4) Burma Road North End
- 5) TV South End

Pine Street (Departure Yard)

- 1) Fueling pad Crew room side
- 2) D08 – D09 Crossover Burma Road side

Departure Yard

- 1) North end of local yard
- 2) Car inspector's building

DEPARTING TRAINS

1. **Bowl Yardmaster:** All trains and yard jobs directed by the Mainline Yardmaster to yard their cars in the Departure Yard, Local Yard or Ice House must contact the Bowl Yardmaster on channel 22. Trains and Yard jobs must not depart any tracks in the Departure Yard without permission of the Bowl Yardmaster on channel 22. Permission to use hand throw/electric lock crossover switches at the south end of the Departure Yard must be obtained from the BG Dispatcher.
2. All outbound trains departing Tilford Yard departure yard (D Yard) tracks routed to the bowl will contact the Bowl Yardmaster on channel 66 for routing instructions, and will not enter or exit any track in the D-yard or Local Yard (or Icehouse track on a northward move) without permission from the Bowl Yardmaster.
3. All trains departing Tilford Yard after receiving permission from the Bowl or Hump Yardmaster, will get permission from the Mainline Yardmaster to depart. Permission must be granted directly from the train dispatcher before occupying the Main Line or Coastline Outbound.

4. Train crews going on duty in Atlanta within 15 minutes will contact the Mainline or Bowl Yardmaster, as applicable, for instructions regarding location of engines and location of train.
5. Train crews going on duty in Atlanta, unless otherwise instructed, will obtain work order, dispatcher bulletin, and release form at the on duty location.
6. Crews departing Atlanta must obtain all necessary supplies (ice, water, crew packs, etc.) prior to boarding their trains. A stop for supplies will not be made upon departure.

REDI YARD

Movement will not be made into the REDI Yard without permission from the REDI Yard Controller. REDI Yard Controller can be reached on Channel 12 or via telephone at 888-752-9168

REDI Yard Protection

Derail located at the north end of the REDI Yard Lead will be locked in the normal position during REDI Center operation.

The switch providing access to Tilford Yard located at the south end of the REDI Yard Lead will be lined and locked for movement on the Tilford Yard Lead during REDI Center operations.

Crossover from REDI Yard Track 1 to REDI Yard Track 2 is to remain lined and locked for straight away movement.

REDI Yard Close Clearance

REDI Yard Track 4 – East Rail
REDI Yard Track 5 – West Rail
REDI Yard Track 7 – East Rail

GEORGIA POWER CO. PLANT MCDONOUGH-ATKINSON (JAC MAC)

A. Method of operation and general instructions:

1. Jac Mac Yard is located off the W&A mainline at OWA 7.7. Method of operation is CSX Operating Rule 96. In addition, the following must be adhered to:
2. Before CSX crew enters Jac Mac Yard, between the hours of 2230 and 1700, Mainline Yardmaster must notify Georgia Power that CSX crew is entering their yard and will request location and intentions of the Georgia Power switching crew. Contact with Georgia Power will be made at 404-792-5353 or thru their control room at 404-792-5344.
3. Georgia Power will notify their switching crew that CSX crew is entering Jac Mac Yard.
4. Before CSX crew enters Jac Mac Yard, Mainline Yardmaster will notify CSX crew of all information pertaining to location and intentions of the Georgia Power switch crew.

5. Georgia Power will not be notified that a coal train is spotted until the CSX crew departs Jac Mac Yard.
- B. The following procedures will be used as a guide when spotting loaded coal trains at Georgia Power Co. Plant McDonough-Atkinson (Jac Mac) from the A&B Mainline:
1. Crews must contact the mainline yardmaster to obtain permission to use the A&B Mainline from the Long John Extension to the Jac Mac Power Plant.
 2. Determine the location of any other jobs that may be using the A&B Mainline.
 3. Obtain permission from the Mainline Yardmaster to leave the A&B Mainline switches on the Long John Extension lined for the A&B Mainline.
 4. Proceed, not exceeding 10 MPH on the former A&B Mainline, to the Jac Mac connection track.
 5. After hand lining the connection switch and split derail, proceed onto the connector track (Putnam Connector).
 6. Cut off the loaded hoppers on the Putnam Connector to clear the first intersecting track and secure the head end.
 7. The first intersecting track is #4. Use #4 Track to the W&A Mainline.
 8. Contact the Mainline Yardmaster for instructions to return to Tilford Yard with locomotives only from Jac Mac via the W&A Mainline.
 9. Contact the BG Dispatcher for permission to occupy the W&A Mainline and return to Tilford Yard.
 10. Before pulling the empty Jac Mac hoppers, yard crews must contact the Mainline Yardmaster to be sure that the Georgia Power crews are aware of CSX entering their yard.

LAFARGE (BLUE CIRCLE) CEMENT

Yard crews must notify Lafarge Cement that CSX will be using their lead by telephone at 404-792-6100 ext. 102 or 404-597-0205 between 1700-0700. If unable to contact plant, instructions must be obtained from the Mainline Yardmaster before proceeding. Crew members working outside the locomotive cab must wear reflective vest and hardhats.

TRUCK FUELING ON MAINLINES

Whenever an engine is to be fueled on any main track in Atlanta Terminal, the train must be protected through the BG Dispatcher. This protection will be in the form of the dispatcher providing blocking to switches entering the section of track where the train is located.

The following procedure will be used to ensure protection:

1. The Mainline Yardmaster will inform BG Dispatcher that a train must be truck fueled and will request blocking protection.
2. The Mainline Yardmaster will verify visually via CADS screen and verbally from the BG Dispatcher that blocking has been applied.
3. Fuel Truck operator must contact the Mainline Yardmaster to ascertain if proper protection has been applied and permission to cross main track is granted.
4. Fuel Truck operator must report clear to the Mainline Yardmaster when finished with fueling operations and is clear of main track.
5. Mainline Yardmaster will request the BG Dispatcher to remove blocking only after Fuel Truck operator has reported clear of the main track.

MECHANICAL DEPARTMENT PROTECTION

1. Derails located in North End Receiving Yard tracks R-01 thru R-07 and SE of R00, D-7, D-8 and D-9 at Tilford protect Mechanical Department forces. Normal position for these derails is locked in non-derailing position. Derails are locked in derailing position when Blue Flag protection is being provided for mechanical employees.
2. **Tilford Locomotive Center and Tilford Car Shop –** Derails within the Tilford Locomotive and Car Shop are controlled remotely by mechanical forces for Blue Flag protection. The normal position for all other derails is locked in the derailing position.
3. **Hulsey Yard –** Derails located on ramp tracks one through four protect mechanical forces and Intermodal forces loading equipment. The normal position for these derails is locked in non-derailing position. Derails located on the engine pit track protect mechanical forces. Derails are locked in derailing position when providing Blue Flag Protection for mechanical employees.

HUMP OPERATIONS

Maximum of 3 empties cut off at a time on hump.

Maximum of 1 load cut off at a time on hump.

When humping on the skates, the first three cars must be single car cuts into any clear track.

To reduce by pass couplers, no coupling in curves.

If more than 5 over speeds in any one hump cut, the signal maintainer and hump yardmaster is to be notified.

No hump cars are to be shoved to rest.

No inter-modal double stack cars are to be humped. These cars are to be shoved to rest in the **no hump** track.

RCO HUMP PROCEDURES

1. Movements into and out of Tilford receiving "R" yard:

At no time will another train or crew occupy the same receiving yard track that is being utilized by a RCL being operated by a RCO unless proper protection is provided. To enter a track occupied by a RCL being operated by a RCO, point protection must be provided to RCL until movement is completed.

Existing timetable special instructions requiring trains or engines to contact the hump yardmaster in order to enter or depart a receiving yard track remain in effect.

2. RCO procedures for preparing and bringing an "R" yard track to the hump:

Operator A must remain on north end. After track that is to be humped is ready as prescribed by the timetable special instructions, Operator A must remain on north end. After track that is to be humped is ready as prescribed by the timetable special instructions, and the hump yardmaster grants permission, the RCO will ensure that all switches are lined.

When bringing cut to crest of the hump, the RCO will place speed select lever in number '4' speed. When approximately six (6) car lengths from crest of hump, RCO will place speed select lever into "Coast B" and initiate a full service application of the automatic brake.

Once stopped, release automatic brake and put into hump mode, "H1" or "H2"

3. RCO trim movements in class yard:

When taking engine over hump into class yard, both crewmembers must go with engine to protect moves in class yard.

WHEN BRINGING CUTS TO THE HUMP OUT OF THE RECEIVING YARD WITH RCO JOBS, THERE ARE 2 OPTIONS. OPTION B IS PREFERRED.

A. Bring cut to hump using OCU manually, humping will commence when crew and yardmaster are ready. If RCO does not have an approach signal, crew must receive authorization from the hump yardmaster to bring cut to hump.

B. When receiving an approach indication on OCU, RCO operator may select H-1, cut will approach at 4 mph until cut arrives at the base of the hump and green signal indication on OCU will change to a requested hump speed and humping will commence. Process control system must be in hump mode before any cars will commence. Process control system must be in hump mode before any cars are cut off on hump, which will be indicated, by H- slow pin puller display or yellow hump signal.

4. RCO, when humping with processor, has the capability to take control of engine at anytime by moving selector out of H-1.

REMOTE CONTROL LOCOMOTIVES PULLING OUT OF CLASS YARD

All remote control locomotives pulling out of class yard will have the turn back man take a position on the locomotive to ensure route is clear and switches are lined for movement. Crewmember will remain on locomotive to double crossover at Bowl Tower.

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote control locomotive (RCL) rules are included in the CSX Operating Rules

Remote Control Locomotive Operating at Tilford Yard

THREE STEP PROTECTION

Anytime a remote control locomotive is brought to a stop, to get off, to inspect and line switches, to get a list, etc., the OCU must be placed in three-step protection. The speed selector must be placed in the stop position, direction select toggle switch in the neutral selector must be placed in the stop position, direction select toggle switch in the neutral position. When the direction select toggle switch is in the centered position, the generator field is disengaged, thus disabling the engine from moving.

ELECTRONIC POSITION SYSTEM ON THE TAIL TRACKS

At Tilford Yard the following conditions will relieve remote control operators from point protection on the east and west tail tracks from the bowl crossing north:

- 1) Maximum length – 1700 feet plus the locomotive will clear the bowl crossing on the east or west tail track.
- 2) Track list – issued by the yardmaster prior to coupling tracks in the class yard. Crews need to verify that they are not handling more than 1700 feet.
- 3) Locomotive – the cab of the locomotive must be in a northward direction when pulling cars on the tail tracks.
- 4) Air brakes – at least 4 cars with air will be used on each cut occupying the tail tracks. When the RCU displays "EPD Stop" the RCO will make a full service application of the air brakes.

After taking over a remote control locomotive at bowl – on the 1st move to the tail tracks, remote control operator will verify that the engine is responding to the EPD's (transponders) as they pull to the tail track using the OCU status screen read out. If engine is not responding to the EPD's (transponders), locomotive is to be stopped immediately and head end protection provided until locomotive is repaired.

PRO YARD HUMP PROCESSOR AND HUMMING INSTRUCTIONS

There is a dragging equipment defect detector located on the approach to the crest of the hump. If dragging equipment is detected it will give an alarm to stop the hump.

The Pro Yard hump processor will sound the horn when approaching the crest of the hump. It will sound for approximately five seconds and must be sounded for that duration of time before beginning humping operations. Additionally, the Hump Yardmaster has the ability to sound the horn when needed.

There is a pin puller display board at the crest of the hump. It conveys the following information to the pin puller:

The top line indicates the mode of operation:

H fast – fast hump approach

H slow – slow hump approach

TRM XX – (XX is track number) and indicates that the trim route is lined to the designated track and the retarders are open. Do not move through retarders and switches unless this is displayed.

The numbers on the display board signify the last three digits of the car that needs to be verified while humping. The following is an explanation of information conveyed in addition to the number while humping:

P – Pull pin on that car

W – Weigh car, pull pin on that car

D – Do not hump car

M – AEI tags match

L – Car was out of sequence (later) on hump list and moved to proper position

E – Car was out of sequence (early) on hump list and moved to proper position

X – Extra car added to list

? – Car is not in yard system and computer does not recognize

There are pin pullers emergency stop buttons located on the signal mast at each end of the Hump Foreman's office. Additionally, there is an emergency stop button located in the Hump Yardmaster's office.

Trim signals are two aspect high mast color light signals that are controlled by the Hump Yardmaster. Trim signals face the bowl and are located at the crest of the hump. They display the following indications:

Green Aspect – Classification yard movements permitted

Red Aspect – Classification yard movements prohibited

There are area move indicator lights in each of the group retarders that allow the protected movements within group when authorized by Hump Yardmaster and proper indications displayed in occupied group. Area move indicators are located at the clearance point above the group retarder. They will display the following indications:

Red or dark – No protection in group

Lunar – Indicates the area is protected

During area moves, the crew must check the position of switches.

Blocking and unblocking tracks in the classification yard is the responsibility of the Hump Yardmaster. The request to have a class track blocked, or unblocked, must be acquired directly from the Hump Yardmaster.

Over-speeds on the hump will be announced via Channel 22, making certain to announce the track that the car is destined for. When making ladder moves on the north end of the class yard every effort possible must be made to clear the ladder. If time does not permit, the movement must stop until it is known that the track did not roll out.

When bleeding off tracks in the Receiving Yard, Car Inspectors will leave five cars of air on the south end of the cut. Hump crews are reminded to check the south end when coupling up and to walk back until you find the first car without air.

- a) The hump crew will stretch the slack in all tracks before releasing any handbrakes on the north end to ensure that the track is coupled. The handbrakes on the north end may then be released and the knuckle on the north end car will be opened.

Exception: Handbrakes will be left secured on the north two cars in tracks R00 thru R07 unless the route is lined toward the hump lead. Handbrakes will be left secured on the north two cars in R08 thru R12 while shoving to the hump until the leading end of the cut is lined from track T29 toward the hump lead.

- b) The person releasing the handbrakes on the north end will give the Hump Yardmaster the north car number as soon as possible in order to ascertain the track list is correct.
- c) Hump crews that line themselves to the hump and are subsequently delayed should check for conflicting movements at the north end of the receiving yard before shoving to the hump
- d) Permission to shove to the hump must be granted from hump yardmaster on Channel 74.

NORFOLK SOUTHERN (NS) INSTRUCTIONS AND INFORMATION

1. CSX crews must have in their possession proper Norfolk Southern Timetable and Operating Rules before operating on NS between Spring and East Point.
2. NS between East Point and Spring: Trains operating on NS between East Point and Spring are governed by NS timetable and operating rules. This includes calling signals on NS radio channel. All trains must operate on proper NS radio channel between East Point and Spring.
3. Authority to pass a STOP signal (Rule 310) between East Point and Spring must be obtained from the control station, Inman Yard Operator, by direct radio or telephone contact. (see Rule 423)

4. Between NS Spring S294.3 and end of double track East Point S288.2:

This section is operated as joint track controlled by the NS. NS operating rules and timetable special instructions apply. The NS operator at Inman Yard will not line the route for southbound trains to the CSX main track at East Point until requested to do so by the CSX BG Train Dispatcher.

- a) Between Spring, Oakland Jct., Tillman and East Point the two main tracks are identified as follows:

- 1) Track on the West Side, Southbound Main (No. 1)
- 2) Track on the East Side, Northbound main (No. 2)

The two yard tracks adjacent to Northbound Main Track No. 2 and extending between the south limits of East Point interlocking and south end of Industry Yard are a pair of directional yard tracks and movement on these tracks must keep to the left unless instructed otherwise by yardmaster at Industry Yard. The southbound track is designated as directional yard track No. 4 and northbound track is designated as directional yard track No. 3.

5. Trains traveling over the NS tracks between S 290.0 Tillman and S 288.2 East Point must ring bell continuously.

NS Railway from King Plow signal to Inman Yard:

The following special instructions are for shoving trains or cuts.

1. After pulling south on NS main line south of the King Plow signal, a back up hose will be placed on the rear, and brakes will be applied by slowly opening the valve on back up hose.
2. All cuts and/or trains must receive permission and instructions from the main tower at Inman Yard and a signal at King Plow before starting movement towards Inman Yard.
3. **Except in case of emergency:** After starting the movement toward Inman Yard the independent brake will be the primary method of controlling speed at or below 8 MPH. If speed cannot be controlled at or below 8 MPH a reduction of the automatic brake will be used. When speed is at or below 5 MPH, the automatic brake can be released keeping the independent brake applied. If it becomes necessary to go to the power mode to finish yarding the train, make sure the automatic brake is released to minimize buff forces.
4. The power mode must not be used to shove against a train or cut with the automatic brake applied.

Forwarding Yard Instructions

1. No movement will enter a Forwarding Yard track from the south end at Inman Yard until permission to do so has been received from the yardmaster on duty in the North Tower or Trainmaster on duty in the Main Tower.
2. When air is used while handling cars in the Forwarding Yard at Inman, the train line brake must be used to stop the cut instead of the engine brake.
3. When a car or cut of cars is shoved into a track in the Forwarding Yard, yardmaster in North Tower must be advised the number and location of handbrakes applied. When coupling additional car(s), yardmaster will instruct crew the number of cars to check for and release handbrakes.
4. When building a train in the Forwarding Yard and it is known that cars are to be added to south end of track, north end crew must leave a minimum of five handbrakes applied to north end of cut left in the track.
5. When plugging trains or yard cuts in Forwarding Yard, Inman Yard, at least two (2) car lengths of room must be left on north end of track.
6. Handbrakes on tracks at Inman Forwarding Yard must not be released when Blue Flags and/or Blue Lights protect track.
7. Trains or engines coupling to tracks on the South end Inman Forwarding Yard must not move after coupling until authorized by Yardmaster, North Tower.

Receiving and Forwarding Yard – Backing Trains

1. When necessary to back train in Receiving or Forwarding Yard from south end the following procedure will be used:
 - a) Pull train clear of switch that train will be backed into yard (Forwarding Yard or Receiving Yard)
 - b) When clear of reverse move switch, STOP train with all slack stretched (stall train out)
 - c) When directed to back up, engineer will place dynamic brake in full braking position (#8)
 - d) Release independent brake and with signals or communication from person riding rear of train into track, proceed to back in yard.
 - e) If dynamic brake does not fully retard train or cut backing into yard, air brakes can be used to supplement and retard train at desired results in speed and conform to signal received from rear.
 - f) When train is on clear or stopped by signal, use train line brake to make reduction for stopping.
 - g) Do not exceed 8 MPH during the back-up move.

2. All crews yarding trains or yard cuts in the Receiving Yard will apply four (4) hand brakes on the four north cars, excluding caboose.
3. Before trains or engines enter yard tracks from either end of the Receiving Yard, permission must be received from the Main Tower. After track has been given, track indicator light located at entrance to Receiving Yard must be observed. If track indicator is dark, or different track number illuminated, Main Tower must be contacted to verify track before proceeding.
4. All road and yard crews yarding their train or cut in the receiving yard must reduce brake pipe pressure to 20 PSI above zero with the automatic brake before any angle cock is turned or any uncoupling is made.
5. A speed of 10 MPH must not be exceeded with the entire train over all switches in Receiving Yard tracks, north end of Inman Yard.

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

MP	Location	DOT#
OWA 22.25	Marble Mill Rd.	340396T
OWA 20.77	Kennesaw Ave. N.W.	340393X
OWA 20.61	Polk St.	340392R
OWA 20.46	Mill St. N.W.	340390C
OWA 20.39	Whitlock Ave. N.W.	340388B
OWA 20.24	Waverly Way	340387U
OWA 19.52	East Dixie Hwy./Butler Rd	340384Y
OWA 15.48	Hawthorne St	340378V
OWA 15.00	Spring St.	340376G
OWA 10.97	Paces Ferry Rd SE	340370R
OWA 8.63	Woodland Brook	340367H
OWA 0.77	Thurmond St.	340320M
OWA 0.62	Foundry	340319T
OWA 0.27	Fairlie	340315R
YYG 165.52	Atlanta Ave	279955C
YYG 164.98	Mcdonough Ave	279952G
YYG 164.73	Candler Rd	279950T
YYG 163.21	Laredo Dr	279944P
YYG 162.90	Chestnut Street	279942B
YYG 162.43	N. Clarendon Ave.	279941U
YYG 161.57	Glendale Rd.	279743Y
YYG 160.95	Mell Ave	279740D
YYG 160.33	Market St.	279738C
YYG 159.66	Church St.	279736N
YYG 159.24	Country Address	279735G
YYG 158.90	Erskine Rd	279734A
YYG 158.72	Rays Rd	279733T
YYG 158.34	Hambrick Rd	279732L
YYG 157.49	Kelton Dr.	279720S
YYG 156.66	Atlanta Beverage (CR)	639833T
YYG 156.26	Goldsmith Rd	279718R
YYG 155.37	E. Mountain St.	279715V
YYG 155.22	Mimosa Dr	279714N
YYG 153.82	Rockbridge Rd	279711T
YYG 153.18	Walker Rd	279710L
YYG 152.07	Panola Rd	279709S
YYG 150.20	Shadow Rock Drive	279706W

MP	Location	DOT#
YYG 149.70	South Deshan Road	279705P
SG 560.62	Main St.	639798G
SG 561.19	Brockett Rd	639800F
SG 563.33	Montreal Road	639803B
SG 564.04	Frazier Road	639804H
SG 570.58	Lenox Rd	639812A
ANB 863.67	Ashby St.	638646G
ANB 862.36	Mason Turner Rd	638644T
ANB 862.28	Simpson St	638643L
ANB 861.64	Chappell Rd	638642E
ANB 859.86	Fairfield Pl	638639W
ANB 859.25	Westland Blvd.	638636B
ANB 858.75	Linkwood Rd	638635U
ANB 857.62	Brownlee Rd	638632Y
ANB 857.49	Boulder Park Rd	638631S
ANB 856.43	Benjamin Mays Rd	643045H
ANY 854.29	Melvin Drive	638625N
ANB 852.74	Stone Rd	638622T
ANB 850.94	Old Fairburn Rd	638619K
ANB 849.90	Welcome All Rd	638616P
ANB 844.87	Dodson Rd.	639519J
ANB 844.39	Flat Shoals Rd	639518C
ANB 844.05	Union St.	639516N
ANB 843.85	College St.	639515G
ANB 843.67	Jonesboro Rd	639514A
ANB 842.70	Goodson Rd.	639510X
ANB 841.18	CR 1523	639505B
ANB 840.89	Spence Road	639503M
ANB 840.77	Lee's Lake Rd	639502F
ANB 840.33	Bethany Rd	639501Y
ANB 838.35	Sandy Creek Rd	639498T
ANB 836.90	Hanson Mineral	640192K
ANB 836.73	Swanson Rd	639495X
ANB 836.50	Handley Rd.	639494R
ANB 836.08	Tyrone Rd	639493J
ANB 834.94	Crestwood Rd	639491V
ANB 834.13	Senoia Rd	639489U
ANB 833.10	Crabapple Lane	639482W
ANB 829.13	Paschall Rd	639470C
ANB 828.43	Kelly Drive	639469H
XXB 7.63	Rugby Avenue	050330S
XXB 8.36	Harvard Avenue	050335B
XXB 8.40	John Wesley Road	050337P
XXB 9.32	Best Road	050348C
XXB 9.47	Bell Street W	050340X
XXB 9.96	Wickersham Drive	050341E
XXB 11.68	Rock Hill Road	050362X
XXB 12.39	Buffington Road	050367G
XXB 13.82	Fellwood Road	050370P
XXB 14.77	Mallory Road	050371W
XXB 16.22	Dodson Road	050375Y
SGB 568.88	Coventry Rd.	639757C
SGB 569.60	E Lake Drive	639759R
SGB 569.90	Howard Avenue (DeKalb Ave.)	639760K

NOTES

NOTES

BIRMINGHAM MINERAL SUBDIVISION - YB

MAGELLA TO BROOKWOOD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			BOYLES TERMINAL SD					
25	00L 394.7	MAGELLA	<div>AY DISP 94 - 5 RD 66</div> <div>BRADSHAW BRANCH</div> <div>TO HUNTSVILLE #1</div> <div>NEW DUNCAN STORAGE TRACK 5 CARS</div> <div>BESSEMER WYE</div> <div>SSDG 5,822 FT 25 MPH</div> <div>ADGER MINE #3</div> <div>CSDG 6,118 FT 25 MPH</div> <div>YOLANDE STORAGE TRACK 32 CARS</div> <div>DAVIS CREEK</div> <div>DUDLEY SDG 5,500 FT 10 MPH</div> <div>DUDLEY #4</div> <div>BROOKWOOD #5</div>		TWC-DTC	DTC BLOCK DUNCAN		
25	00L 394.7 00L 395.9							
10	00L 402.4 00L 402.9				193 YARD LIMITS BESSEMER			
	00L 404.1 = 0LB 404.1	10.4						
10	0LB 405.1 = 0LC 405.1	DTC BLOCK SIGN 7.6			TWC-DTC	DTC BLOCK MCADORY		
25	0LC 412.7	N ADGER			CPS-261			
		1.2			ABS-261			
	0LC 413.9	S ADGER					DTC BLOCK DEAVERS	
		4.4			ABS-261			
	0LC 418.3	N SHANNON			CPS-261			
		1.2			ABS-261			
	0LC 419.5	S SHANNON			CPS-261			
	0LC 420.9				ABS-261		DTC BLOCK LEE	
	0LC 421.2 0LC 421.3 = 0LK 421.3	3.2			ABS-261			
	0LK 422.7	DAVIS CREEK			CPS-261			
	0LK 426.8				TWC-DTC			
		5.4			TWC-DTC		DTC BLOCK DUDLEY	
25	0LK 428.1	DUDLEY			CPS-261			
10					193 YARD LIMITS BROOKWOOD			
10	0LK 430.0	1.9						
				KCS/ABS RR				
35.6 MILES MAGELLA TO BROOKWOOD								

BIRMINGHAM MINERAL SUBDIVISION - YB

HUNTSVILLE #1

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			<div>BOYLES TERMINAL</div>				
	0LB 388.4 0LB 388.5	FY TOWER	<div><div>AY DISP 94-5 RD 66</div><div>MARY LEE</div><div>TO BNSF RR NS RR</div></div>				1
10	0LB 388.9 0LB 389.0 0LB 389.3 0LB 389.7	VINITA	<div><div>614 LEAD</div><div>VINITA 500 FT</div><div>NS (A)</div></div>		193 YARD LIMITS HUNTSVILLE		
10 20	0LB 391.0 0LB 392.0 0LB 393.1 0LB 393.9 0LB 394.6	DTC BLOCK SIGN DTC BLOCK SIGN	3.6 2.6	<div><div>NS RR BS/NS</div><div>BNSF (A)</div></div>		TWC-DTC	DTC BLOCK THOMAS
20 10	0LB 395.1 0LB 395.2 0LB 395.8		<div><div>ENSLEY YARD</div><div>#7 ENSLEY 4,000 FT</div><div>BSRR</div><div>BSRR</div><div>BSRR</div></div>			DTC BLOCK ENSLEY	
10 20	0LB 396.6 0LB 396.8 0LB 397.0 0LB 399.0 0LB 401.2	DTC BLOCK SIGN	2.4	<div><div>BSRR</div><div>WOODWARD YARD</div></div>		DTC BLOCK WOODWARD	
20 10	0LB 401.4 0LB 401.8 0LB 403.2 0LB 403.4 0LB 403.8		<div><div>COLLINS YARD</div><div>BS RR</div><div>BS RR</div><div>NS RR</div></div>				
20 10			<div>U.S. PIPE</div>		TWC-DTC		
10	0LB 404.1	BESSEMER	7.1		193 YARD LIMITS BESSEMER		
15.2 MILES VINITA TO BESSEMER							

15.2 MILES VINITA TO BESSEMER

STATION PAGE NOTES

NOTE 1: Movements between Boyles Terminal SD and 0LB 388.6 will be made in accordance with Rule 96

**BIRMINGHAM MINERAL SUBDIVISION - YB
BRADSHAW BRANCH**

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			END OF TRACK				
10	ANJ 979.1	BRADSHAW	<div><div>BIRMINGHAM RAIL</div><div><div>AY DISP 94-5 RD 66</div></div></div>		TWC-DTC	DTC BLOCK BRADSHAW	
10	ANJ 974.6	BESSEMER			TWC-DTC	DTC BLOCK BRADSHAW	
			<div><div></div><div>MAGELLA-BROOKWOOD</div></div>				
4.5 MILES BRADSHAW TO BESSEMER							

BIRMINGHAM MINERAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

40 SPEED RESTRICTIONS

MP / Between	Speed
Over scale tracks at: Davis Creek No. 7 Mine Dudley No. 4 Mine Brookwood No. 5 Mine	5

98 RAILROAD CROSSINGS AT GRADE

MP / Location	RR	Type	Rule
OLB 388.5 / Vinita	NS BNSF	Gate	98 *
OLB 389.7 / Boyles	NS	Automatic	226-B
OLB 393.1 / Thomas	NS	Gate	98 *
OLB 393.9 / Thomas Sand & Gravel Trk	BS NS	Gate	
OLB 394.6 / Pratt City	BNSF	Automatic	226-B
OLB 395.8 / Ensley	BS	Gate	98
OLB 396.6 / Fairfield Harbison Walker Plant track	BS	Gate	
OLB 396.8	BS	Gate	
OLB 399.0 / Westfield	BS	Gate	
OLB 401.4 / Collins/Woodward	BS	Gate	
OLB 403.2 / Woodward	BS	Gate	
OLB 403.4 / Bessemer Shop	NS	Gate	
ANJ 974.3 / Bradshaw Branch Bessemer	NS	Stop Signs	98-F

* Gates will be left as last used.

** Wait 7 minutes before activating time release

100 HIGHWAY-RAIL GRADE CROSSINGS

OLB 389.9 Huntsville 16th Street – Crews enroute Boyles Terminal must contact the Boyles Terminal Mainline Yardmaster on channel 84 before fouling crossing.

OLB 389.3 The 614 Lead – Stop and flag all highway-rail crossings at grade.

Movements on BNSF from Boyles Wye to Thomas Yard

The following street crossings must be flagged from a ground position using a red flag by day and white light by night:

- All crossing along Ninth Avenue North, from 15th to 28th Streets inclusive.

- 24th, 25th, and 26th Street North, on 23rd Avenue North, outbound main track from the Joint Terminal. 24th, 25th, and 26th Street North, on 24th Avenue North, inbound track to the Joint Terminal, East Thomas, AL.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
ANJ 979.1 Bradshaw Branch All highway – rail crossings at grade	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provided.
ANJ 974.6 crossings with automatic crossing protection	

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
00L 394.7 / Magella to OLK 429.3 Brookwood	Trains left unattended will have 15% or sufficient handbrakes applied and tested.
OLK 422.7 / Davis Creek Mine OLK 428.1 / Dudley Mine	When certifying scales, a minimum of 5 will be applied left standing. Handbrake will be applied to each car as the first five are weighed.
OLK 428.5 / Brookwood	

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
ANJ 974.6 / Bessemer	Continuous	66, 94 – 5	Wayside
OLK 429.0 / Dudley	Continuous	66, 94 – 5	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4406 COAL OR BALLAST TRAIN WITH AN AIR DUMP SYSTEM

Does not apply to JWRX, ECGX and APOX cars operating between Jim Walter Mines and West Jefferson Steam Plant, Birmingham, AL and E. C. Gaston Steam Plant, Wilsonville, AL.

4500 AUTHORITY TO MOVE

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, double stack equipment and multi-level equipment are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
OLB 404.2 / Bessemer Wye US Pipe & Foundry	Fence on West Side

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
OLB 389.3 / 614 Lead to Sloss Industries	Lead
OLB 395.2 / Ensley Yard	1, 2, 3, 4, 7, 10, 11 and 12

Movements from CSX To BNSF Yard

Block Two interlocking on the BNSF Railroad Birmingham, AL NS 800.4 is controlled by the NS Norris Yard operator, Birmingham, AL.

The NS Norris Yard operator, Birmingham, AL will assume controls track between Second Avenue NS 799.6 and block two interlocking NS 800.4 and trains will operate per NS signal rules.

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

MP	Location	DOT#
00L 395.01	M L King	352602M
00L 395.29	Spaulding Rd – 12 th PI SW	352603U
00L 397.14	Ishkooda Rd	352605H
00L 397.90	31 st St SW & Ced	352606P
00L 398.78	Spaulding Rd – 40 th St SW	352609K
00L 399.49	50 Street	352610E
OLB 388.99	34 th Street	352513W
OLB 389.27	Huntsville Road	352514C
OLB 389.57	295th Street	352515J
OLB 389.78	29 th Avenue	352516R
OLB 390.11	25 th Street	352519L
OLB 390.20	24 th Street	352520F
OLB 390.91	16 th Street North	352527D
OLB 393.89	Avenue W	352529S
OLB 394.01	Avenue U	352531T
OLB 394.17	Avenue G	352533G

MP	Location	DOT#
OLB 394.27	Avenue F	352535V
OLB 397.33	46 th Street – Crawford	352539X
OLB 398.51	Plant Road TCI	352541Y
OLB 399.25	US Steel	352542F
OLB 400.43	Valley Road	352543M
OLB 402.20	Davey Allison Blvd.	922880D
OLC 404.35	15 th St	352629W
OLC 407.11	McAdory Road	352634T
OLC 414.00	CR 36 Adger	352641D
OLK 429.15	CR 59	908580F
ANJ 975.10	32 nd St	725393P
ANJ 975.94	5 th Street (Lipscomb)	639567Y
ANJ 977.57	Cairo Avenue	639572V
ANJ 978.65	Midfield St.	639573C
ANJ 982.75	Lomb Ave	639584P
ANJ 982.78	12 th Street SW	639585W
ANJ 983.34	Princeton Parkway	639586D
ANJ 984.30	6 th Street North	640214H
ANJ 984.65	6 th Place North	640213B

NOTES

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BOYLES TERMINAL SUBDIVISION - BU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
				S&NA NORTH				
No. 1 45	No. 2 45	000 379.8	NEW CASTLE 3.7	1	2	ABS-261	193	
20	20	000 383.5	BLACK CREEK	AH DISP 20-3 RD 84 BOWL YM 84 ML YM 84-66		CPS-261		
20				M	INBOUND	ABS-261		
			2.6		OPEN BOWL	ABS-261		
		000 386.1	5 MILE CREEK			CPS-261		
			0.4		DEPARTURE YARD	ABS-261		
20		000 386.5	AX TOWER		AX POCKET	CPS-261		
No. 1 20	No. 2 20		1.7	1	2	ABS-261		
		000 388.2	FY TOWER		RECEIVING YARD	CPS-261		
			0.3	N WYE BIRMINGHAM MINERAL SD		ABS-261		
		000 388.5	MARY LEE		S WYE OPEN TRACK	CPS-261		
			2.3		ATN	ABS-261		
		000 390.8	27 TH STREET	NS (A) MORRIS AVENUE LEAD		CPS-261		
		000 391.1	24 TH STREET					
		000 391.4	PASSENGER STATION (P) 1.3			ABS-261		
		000 392.1	13 TH STREET	N0.1 PASSENGER SHED OLD ELYTON SUB		CPS-261		
20	20	000 392.2						
30	30		1.3	ALICE YARD		ABS-261		
		000 393.4	S ALICE YARD			CPS-261		
				1	2	ABS-261	193	

BOYLES TERMINAL SUBDIVISION - BU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
No. 1	No. 2			1	2			
30	30	000 394.6	MAGELLA			CPS-261	193	
		399.0	5.4	BIRMINGHAM MINERAL SD		ABS-261		
		400.0	OXMOOR			CPS-261		
30	30	000 400.6	4.1	1	2	ABS-261		
50	50	000 404.1	PARKWOOD JCT.			CPS-261	193	
				LINEVILLE SD	S&NA SOUTH SD			
24.3 MILES NEW CASTLE TO PARKWOOD JCT								

BOYLES TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

40 SPEED RESTRICTIONS

Between Location / MP	MPH
Connecting track between CSX No. 1 Main Track at 24 Street and the Norfolk Southern Main Tracks, at 2 nd Avenue North	10
27 th Street corridor & Norfolk Southern Railway	Note 1
16 th , 17 th , 18 th , 24 th , and 26 th Street North, BN water main and ICG main tracks	Note 2
No. 1 Passenger Shed between 000 391.4 and 000 392.1	10
All crossovers within 13 th Street	10
String Fellows Lumber Track ANJ 984.2	5

Note:

- The speed of trains operating over Norfolk Southern Railway track on the 27th Street corridor is restricted to 10 MPH while moving through turnouts and crossovers and speed is restricted to 20 MPH while moving on signals with a clear indication.
- Speed is restricted to 10 MPH by city ordinance over 16th, 17th, 18th, 24th and 26th Streets North, until the engine covers the crossings when operating over the BN (water main) and IC main tracks.

96 TRACKS OTHER THAN MAIN TRACKS

Operation on the Old Elyton Sub Industrial Track and Pinson Valley Branch will be in accordance with Operating Rule 96.

98 RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade, Birmingham			
Location	Railroad	Protection	Rule
27 th Street 000 390.8	Norfolk Southern	Automatic	226-B
13 th Street 000 392.1		Remote	226-B

Approach Location With Time Out Feature

Location	City/Town	MP	Time Out Interval
27 th Street Interlocking 000 390.8	Birmingham	Southbound Start 000 389.5	8 minutes
27 th Street Interlocking 000 390.8		Northbound start #1 Main is north of 13 th Street	12 Minutes
27 th Street Interlocking 000 390.8		Northbound Start #2 Main is North of 13 th Street	

Note: Time interval does not begin until #2 Main NAS 13th Street Interlocking is lined.

100 RAIL-HIGHWAY GRADE CROSSINGS

1. Old Elyton Sub

Movements over the following crossings must be preceded by a flagman account limited visibility between railroad and highway.

- ANJ 982.2 - 18th Street (Fayette Avenue)
- ANJ 983.7- 8th Street S. W
- ANJ 984.0 - Center Street
- ANJ 984.5 - 2nd Avenue
- ANJ 984.6 - 1st Avenue

103-A SWITCHING CARS

The practice of static drops is prohibited.

Shove Light Instructions for the Departure Yard

The departure yard is equipped with shove signal indicators located on the north end of each track. The shove light controlling each track is located on the Westside approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, from the north or the south. Shove indicator lights remain in the lighted position until the track circuit on the south end of track is occupied. Once the shove light goes dark, the cut of cars must be stopped prior to shoving 5 car lengths or 250 feet without fouling the switching lead on the south end of the tracks. The employee providing the protection at the shove light is responsible for the movement. If the shove light is out, or dark, the employee must comply with Operating Rule 103. Under no circumstances will tracks be shoved without the required protection being provided.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
Boyles Terminal – all trains and equipment left in the Receiving or Departure Yards.	Minimum 2 applied and tested

104-A HANDLING SWITCHES

Boyles Terminal -The following switches will be left for straightaway movement:

Old Wrecker Track – line back for 9 Receiving.
South end of Roundhouse – line back for 9 Receiving.
Switch leading to North end of the South Yard – line back for 9 Receiving.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
000 384.0 / Bham Main Line	Continuous	84, 66	Terminal
000 384.0 / Birmingham		84, 20 – 3	Wayside
000 384.0 / Bowl		84, 60	Terminal
000 384.0 / South Yard		32, 66	
BNSF East Thomas Yd		84	
000 384.0 / Hump		84, 56	

Note: Radio communication in the vicinity of the Bowl

- In compliance with Operating Rule 413, at least one member of each Bowl crew operating in the vicinity of the Bowl Tower will acknowledge General Radio Broadcasts made by the Bowl Yardmaster.
- For Example: If the Bowl Yardmaster makes a General Broadcast such as, "To all Bowl crews, be on the look-out for Q503 coming down the Inbound", a member of each Bowl crew will respond by stating their understanding.
- The Bowl Yardmaster has an obligation to ensure that each crew operating in their yard confirms the understanding of the radio transmission. If any one crew does not respond, the radio transmission must be repeated until acknowledged by all crews.

704 PROVIDING PROTECTION FOR MOFW EMPLOYEES IN THE DEPARTURE YARD

When track work is to be performed in Boyles Departure Yard be governed accordingly:

M of W employee in charge will conduct a face-to-face job briefing with the Bowl Yardmaster. The job briefing will be to discuss the work to be accomplished, tracks needed, planned location of derails, etc.

Bowl Yardmaster will instruct the signal maintainer to remove shove signals from service in affected tracks.

Once affected shove signals are removed from service, the signal maintainer will advise the Bowl Yardmaster.

The Bowl Yardmaster will inform the MofW employee in charge that the shove signals are inoperative and will grant permission to MofW employee(s) to apply portable derails and occupy track(s).

Bowl Yardmaster must brief crews of work being performed and location of MofW employees.

Bowl crews must protect shoves into these tracks while shove lights are inoperative.

Once the track work is completed, the following will govern:

MofW employee in charge must notify the Bowl Yardmaster when all men and equipment are in the clear and all portable derails have been removed.

The Bowl Yardmaster will instruct the signal maintainer to restore the affected shove lights.

Once the shove lights have been restored by the signal department, the Bowl crews can once again utilize the appropriate shove signal.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4467 HANDLING ROTARY COUPLER EQUIPPED CARS

Does not apply to "Jim Walter" coal trains operating between Birmingham and Mobile.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Track
000 387.5 / Sunnyland	Dock
000 388.4 / M/Kimberling	Permanent structure
000 388.5 / Vulcan Material	Dock and fence
000 388.5 / Ashland	Fence
000 389.0 / Boyles Terminal Receiving Yard	4, 5 and 6
000 389.0 / Boyles Terminal East Yard	1 and 2
000 389.0 / Boyles Terminal South End Class Yard	C01 and C02
000 391.8 / Sugar Mill	Unloading equipment
000 396.5 / Joe Piper	Inside warehouse spot
000 396.5 / Stevens Graphics	Permanent Structure
000 397.3 / Birmingham Beverage	Dock
ANJ 982.4 / MidSouth Lumber	Dock
OLE 393.7 / Sonoco	Dock
OLE 393.7 / Stone Container	Inside warehouse spot
OLE 394.1 / Homeland	Inside warehouse spot
OLE 394.5 / Sterilite	Loading chute
OLE 394.2 / Misa Metals	Inside warehouse spot

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
000 389.0 Boyles Terminal	Kimberling Lead

- Boyles Terminal Subdivision** – All transportation employees are required to read and comply with the instructions listed on the Birmingham Terminal Bulletin site. This site can be accessed via the mainframe through CCB – Birmingham Terminal Bulletins or via the CSX Gateway. (My Work / Divisions / Atlanta / Birmingham Terminal Bulletins)
- Boyles Yard** – Push button controllers have been installed on some switch control boxes in the receiving yard. Crossovers are equipped on one end or the other, and work in the same manner. Both ends of the crossover will line when button is depressed.
- All trains must receive proper instructions from the appropriate yardmaster before departing or arriving Boyles Terminal.
 - Trains departing or arriving the Receiving yard, south end of the East yard, and the south end of the West yard must contact the Mainline Yardmaster for permission and route.
 - Trains departing or arriving the north end of the West yard or East yard must contact the Bowl Yardmaster for permission and route.
 - Trains departing or arriving the south end of the West yard or East yard must also contact the Bowl Yardmaster for permission to depart or enter the track.
 - Trains traversing the inbound track between Black Creek and the hump road crossing must communicate with the Bowl Yardmaster before entering trackage. Trains traversing the inbound track south of the hump road crossing must communicate with the Mainline yardmaster before entering trackage.
 - Northbound trains operating on the Boyles Terminal Subdivision must contact the Mainline yardmaster for yarding instructions before passing Green Spring Road crossing 000 393.6. Southbound trains must contact the Bowl yardmaster for yarding instructions before passing Black Creek, 000 383.5.

4. Hazardous Material Switching Windows

Boyles Terminal has been designated as a terminal transferring hazardous materials and listed below are the switching windows at Boyles Terminal:

Location	Switching Windows (From – To)
Boyles Terminal	1730 – 0800 Daily

5. Phone numbers

Location/Person	Company	Bell
Mainline Yardmaster	8-296-2568	205-849-2568
Hump Yardmaster	8-296-2463	205-849-2463
Bowl Yardmaster	8-296-2510	205-849-2510

6. Engines Coupling on the South-End of the Bowl Yard

Crew members may be located on the locomotive once the following has been done:

- A crew member must request that the track that will be occupied is blocked by the car retarder operator.
- A crew member must visually inspect the position of the switch to verify that the switch is lined off the track they are occupying.
- The crew member who visually inspects the position of the switch must announce the position of the switch via radio to the car retarder operator.
- The crew must have an updated job briefing to ensure the items above have been completed.

7. Spacing of Cars Spotted at TDSI Facility

Cars spotted at the TDSI facility in Birmingham must be spaced between 41 and 49 inches to be in compliance with regulations that General Motors and other automobile manufacturers require. These requirements are necessary to prevent damage during unloading.

8. Outbound Crew Contacts

Effective immediately, the conductor or engineer on originating trains, locals and other trains that are built in the Departure yard will contact the Bowl Yardmaster for instructions at 205-849-2510. This must be done within 10 minutes of their on-duty time. The conductor or engineer will again contact the Bowl Yardmaster if their crew has not been picked up to be transported to their train within 30 minutes of their on-duty time.

All other conductors or engineers of outbound trains will contact the Mainline Yardmaster at 205-849-2568 within 10 minutes of their on-duty time. The conductor or engineer will again contact the Mainline Yardmaster if their crew has not been picked up to be transported to their train within 30 minutes of their on-duty time.

9. Shoving the Detour Track

When shoving cars on the Detour Track from the South-end, all T&E crews are instructed to shove the cars north of the walkway next to the Master Retarder. After stopping north of the crossing and securing cars, the locomotives can then be uncoupled.

10. Boyles Locomotive Service Center – Remote controlled derails are installed at the entrance. Train crews taking power into the facility will not pass derails until they have been given permission by service center personnel.

REMOTE CONTROL ZONE OPERATION

A remote control zone (RCZ) is established at Boyles Terminal South Yard, RCZ signs will be displayed, when zone is activated as follows:

1. Drill Track
 - A. Northbound on Drill Track, RCZ sign is displayed 300 feet north of the Vanderbilt Road Crossing.
 - B. Southbound on Drill Track, RCZ sign is displayed 5 feet north of south yard road crossing.
2. Train and engine crews and on-track equipment operators must not foul the Drill Track without contacting the Mainline Yardmaster to ascertain if the RCZ is activated. If the RCZ is activated, permission from the remote control foreman (RCOF) in charge of the RCZ must be obtained before fouling track.
3. When the RCZ is activated, the South Yard road crossing will be made inaccessible. The connection between the Open Track and the Drill Track will be locked to prevent access to the Drill Track.
4. When activating or deactivating RCZ, the RCOF will notify the Mainline Yardmaster on Channel 84.

OPERATOR CONTROL ZONES & HUMP OPERATIONS

The East & West Hump leads are designated as “operator control zones”. These are referenced as the “East Hump Lead” and the “West Hump Lead” and will be under the direction and control of the Mainline Yardmaster.

- A. OCZ Limits – The limits of both the East and West Hump OCZ's extend from the southward Yardmaster Indicator Light “Cedar Street” to 450 feet south of the hump road crossing. The length of both OCZ's is 3,680 feet and OCZ zone signs are not displayed.
- B. RCOF will contact the Mainline Yardmaster on Channel 84 for permission to activate the OCZ.
- C. All switches within the OCZ's must be lined and locked prior to activating the OCZ. In the West Hump Lead OCZ, the Shop Track must be secured with a lock. In the East Hump Lead, the RCOF must secure the 75 power crossover between the East Hump Lead and the Inbound Track by confirming with the Mainline Yardmaster that lock out protection has been provided.

- D. Fouling Tracks – Crews and On-Track Equipment must not foul the East or West Hump Leads without first contacting the Mainline Yardmaster to ascertain if the OCZ is activated. If the OCZ is activated, permission must be obtained from the RCOF before fouling the track.

TRAIL THRU SWITCHES AT BOYLES

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

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

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

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

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making a reverse movement, unless there has been a movement of less than six(6) axles, in which case the switch must be inspected before the reverse movement is made.

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

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

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

MP	Location	DOT#
000 388.61	Vanderbilt Rd	352567B
000 393.48	17 th Ave S	352600Y
000 398.90	Camak Rd.	352565M
000 400.17	Shannon Rd.	352566U

CAMAK SUBDIVISION - CA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			GEORGIA SD				1
10	YYM 0.0 YYM 0.9	CAMAK YARD	1.5	HARLLEE RUNAROUND	193 YARD LIMITS		
25	YYM 1.5	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK NS RY. JCT.	
	5.0 6.0 YYM 19.5			DD SPARTA (1)			
	YYM 21.3	DTC BLOCK SIGN	19.8			DTC BLOCK GRANITE HILL	
	YYM 21.7			GRANITE HILL RUN-AROUND 30 CARS			
	38.0 39.0	DTC BLOCK SIGN	16.7			DTC BLOCK MILLEDGEVILLE	
25	YYM 45.2						
15	YYM 45.3						
25	YYM 44.7			MILLEDGEVILLE RUN AROUND 20 CARS			
25	YYM 44.4					DTC BLOCK MILLEDGEVILLE	
25	YYM 46.0	DTC BLOCK SIGN	8.0		TWC-DTC		
10	YYM 46.1			NS			
10	YYM 47.0	END OF TRACK	1.0		193 YARDLIMITS		
				NS TO PLANT HARLLEE			
47.0 MILES CAMAK TO END OF TRACK							

STATION PAGE NOTES

NOTE 1: NS Dispatcher phone number 800-435-4389, then press 7 for NS Savannah District.

CAMAK SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
YYM 46.1 / Milledgeville	NS	Non-electrically locked gates (note)	98

NOTE: A hand-operated switch type movable point frog is connected with the crossing gate and indication lights govern the NS and Camak Subdivision crossing, YYM 46.1. All movements must STOP if indication light is displaying RED and the gate is set against the movement. After the crew has lined the movable frog and the gate for their movement and the indication light is displaying YELLOW (proceed at restricted speed) and the crossing is known to be clear, the movement may proceed at restricted speed over the crossing without stopping. The movable point frog may be left in the position used.

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Instruction
YYM 43.0 – YYM 45.9 / Milledgeville	Crossings within city limits must not be blocked more than 5 minutes by a standing train or a train engaged in switching operations.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HANDBRAKES

MP/Location	Number of Handbrakes Required
YYM 39.1 / Doghouse	15% on loaded coal cars
YYM 46.1 / NS Gate to YYM 47.0 End of Track	
A 189.0 / NS Main Milledgeville A 197.0 Harlee Jct.	

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
YYM 94.0 / Harlee	Continuous	32, 12 – 8	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4406 TRAINS EQUIPPED WITH AUXILIARY DUMP SYSTEM

YYM 39.3 Doghouse, Milledgeville, GA – Loaded Plant Coal Trains will stop at the Doghouse and begin charging the dump system by coupling the locomotive-to-auxiliary train line hose and the end cock on the locomotive opened to permit the system to start charging. If hoses do not reach, an extension hose has been stored in the Doghouse.

4500 AUTHORIZATION TO MOVE

Unless authorized by a Clearance Bureau wire or by the Director of Network Operations, the maximum height allowed for double stack equipment is 19' 02" and for multi-level equipment it is 19' 01". CSX train documentation will list this equipment as restricted and will show applicable height dimensions.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

Coal or empty hopper trains left on Camak Subdivision main track at Camak must leave the north end of the train on the old Macon main line.

HARLLEE COAL TRAINS

All crews handling Harlee Coal Trains, loaded or empty, will comply with the following instructions:

- 1) Crews operating a loaded Harlee Coal Train from Camak to Plant Harlee will pick up the helper locomotive at Camak. If the helper locomotive is not found in Track M04, the crew will call the BE Dispatcher prior to departing Camak and be governed by the dispatcher's instructions.

- 2) Crews operating empty coal trains from Plant Harlee to Camak that have the helper engine in their consist will detach the helper locomotive and leave it on the Milledgeville end of Track M04 at Camak. If this is not possible due to track capacity or other reasons, the crew will call the BE Dispatcher and be governed by the Dispatcher's instructions.
- 3) Any crew handling a train on the Camak subdivision that has the helper locomotive in the consist will report the location and operating condition, including fuel level, of the helper locomotive to the BE Train Dispatcher prior to going off duty.
- 4) Crews operating loaded coal trains into the plant at Harlee will detach the helper locomotive and place it in the GA Power Yard, on the NS main line end of the yard. The Crew will inform the GA Power personnel and BE Dispatcher of its location.
- 5) Crew operating an empty coal train between Plant Harlee and Camak will call the dispatcher prior to departing Plant Harlee to determine if the helper locomotive is at Plant Harlee. If the helper locomotive is at Plant Harlee, the crew will add it to their consist and be governed by items 2 & 3 above.

6) LOADED HARLEE COAL TRAINS

Crews handling loaded coal trains to Plant Harlee will ensure that all dump hoses are connected before departing Camak. It is permissible for a trainman to place himself at a convenient location on the ground and the engineer pull the train by at a speed that will allow for a proper inspection of the dump hoses. Any hoses that are not connected must be connected before departing and the train dispatcher must be notified.

7) Plant Harlee Instructions

Unless swapping out with plant personnel, all trains arriving at Plant Harlee will be secured as follows:

All trains arriving Plant Harlee must have handbrakes applied on all locomotives. Handbrakes will be applied on the first 5 cars in the train. The engineer will leave a note containing the handbrake information on the lead locomotive.

Between NS North Milledgeville and Harlee Jct.

A track warrant control variable block system is in effect on the Eatonton District on the Norfolk Southern Railway between North Milledgeville NS A 189.0 and Harlee Jct., NS A 197.0.

Track warrant forms are located in the office at Milledgeville, (also the crew shack-doghouse), power plant and Camak. Except as affected by Norfolk Southern Rules 170 through 185 and 190 through 194. All other Norfolk Southern Rules remain in effect.

Absolute block		
Controlling block	Between	Dispatcher/Operator
Harlee	A 189.0-A 197.0	NS Savannah Dist.

Crews to and from Harlee that cannot contact the NS Dispatcher for track warrants will immediately contact the CSX BE Dispatcher.

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

MP	Location	DOT#
YYM 3.53	Depot St.	279780B
YYM 3.61	Norwood St.	279782P
YYM 4.13	SR12 ALT	639900K
YYM 23.84	Powellton St.	279803F
YYM 24.95	Private Road	279806U
YYM 32.61	S 2133	279812E
YYM 39.19	Gum Cemetery Rd.	279816G
YYM 45.27	Jefferson St.	279829H
YYM 45.68	Clark St. N.	279855X
YYM 45.78	Columbia St.	279854R
YYM 46.03	Private Road	279853J

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CARTERSVILLE SUBDIVISION - ZA

AUTHORIZED SPEED		MILE POST		STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES		
					SOUTH							
					W&A SD					1		
			SGC 641.2									
OJG 10	SGC 10	OJC 0.0	SGC 640.6	BOWEN - JUNTA			AI DISP. 94-4 RD 84	TWC-DTC	DTC BLOCK STRATTON		DTC BLOCK CARTERSVILLE	
10	10	OJG 2.8	SGC 638.7	2.0								
25		SGC 638.6		DTC BLOCK SIGN				TWC-DTC	DTC BLOCK STILESBORO			
		SGC 636.8										
		SGC 636.6										
		SGC 633.3		5.4								
25		SGC 633.2		DTC BLOCK SIGN				TWC-DTC	DTC BLOCK TAYLORSVILLE			
		SGC 632.4		2.2								
		SGC 631.0		DTC BLOCK SIGN								
		SGC 618.8										
10		SGC 618.6		12.5				TWC-DTC	DTC BLOCK ROCKMART			
		SGC 618.5 = SG 618.5		DTC BLOCK SIGN								
25		SG 618.7						TWC-DTC	DTC BLOCK CEDARTOWN			
25		SG 623.4										
10		SG 625.1										
25		SG 625.2										
25		SG 625.5		12.5				TWC-DTC	DTC BLOCK CEDARTOWN			
10		SG 631.0		CEDARTOWN								
10		SG 631.7										
10		SG 631.8										
10		SG 632.3		END OF TRACK 1.3				TWC-DTC	DTC BLOCK CEDARTOWN			
					END OF TRACK							
35.9 MILES JUNTA TO END OF TRACK												

STATION PAGE NOTES

NOTE 1: Movements between SGC 641.2 and SGC 640.6 will be made in accordance with Operating Rule 96.

CARTERSVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42 SPEED RULES

Location	Speed
Georgia Power Bowen Plant – unloading trestle	5

98 ROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
SG 631.0 / Cedartown	NS	Automatic	226-B(3)d

Instructions posted in “Time Release Box”.

100-D HIGHWAY-RAIL GRADE CROSSINGS

0JG 1.9 Mission Road – Movements to or from Plant Bowen must secure authority to use Stratton Block before fouling crossing. The gates are equipped with a switch key control.

SGC 640.8 W&A Wye, Cartersville – Trains must not foul crossings unless it is known they have a signal to proceed.

SGC 618.5 - SGC 627.0 Polk County, GA – Do not block crossings more than 15 minutes.

103-A SWITCHING CARS

Making a static drop of cars is prohibited

104-A HANDLING SWITCHES

SGC 638.6 / Stratton Jct – The normal position of the Main Track switch is lined for movements between the Stratton and Stilesboro DTC blocks. Trains must not report clear of either block until it is known the movement is beyond the clearance point of the switch.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
SGC 641.3 / Junta	Continuous	84, 94-4	Wayside

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4500 AUTHORITY TO MOVE

Unless otherwise authorized by Clearance Bureau Wire or by the Director Network Operations, double stack and multi-level equipment is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
SGC 640.6 / Cartersville Wye	6 Axle Locomotives	Prohibited
SGC 619.1 / Rockmart NS Overpass	Equipment in TOFC service exceeding 17 ft. 2 in. above top of rail.	Must not be moved under overpass
SG 618.5 / Rockmart Wye	Equipment in excess of 80 ft.	Prohibited
SG 631.7 / Cedartown Wye	Equipment in TOFC service exceeding 17 ft. 2 in. above top of rail, 6 Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
SGC 640.0 / Self Recycling	Concrete wall
SGC 637.7 / Burton Poly	Gate
SGC 637.6 / Ampacet	Unloading rack
SGC 637.4 / All Metals	Inside Building
SGC 636.8 / Air Liquide	Gate & Unloading rack
SGC 632.3 / GA Power	Tressel
SG 618.5 / Rockmart Slate	Gate & Loading Ramp
SG 631.9 / GEO Specialty Chemical	Bridge

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
SG 631.9 / Cedartown, GA	Tail and Wye

SGC 640.2 Self Recycling – Do not move equipment beyond scale.

SGC 633.3 PLANT BOWEN – Dumping coal trains:

All train movements must have permission from Plant Bowen before crossing the coal trestle. Once plant employee has released train to start the dumping sequence, no train movements will be made without the permission of the control tower employee.

ADDITIONAL STATIONS

MP	Location	Facing Point Directions
SGC 640.6	Inside Wye at Cartersville	North
SGC 640.0	Self Recycling/Allied Sand	North
SGC 639.6	End of Cartersville / Stration DTC	North
SGC 637.7	Burton Poly	South
SGC 637.6	Ampacet	South
SGC 637.4	All Metals	South
SGC 636.8	Air Liquide / North Riverside	South
SGC 636.6	South Riverside	North
SGC 633.7	Lime Track	South
SGC 633.4	North Georgia Power	South
SGC 632.3	South Georgia Power	North
SGC 628.7	ISG Track	South
SGC 627.6	North Taylorsville	South
SGC 627.4	South Taylorsville	North
SGC 621.0	Cagle Feed	South
SGC 620.6	Nordic Cold Storage / Rockmart Industrial Park	North
SGC 618.8	North Scale Track (Rockmart)	South
SGC 618.6	South Scale Track (Rockmart)	North
SG 618.4	North Leg Rockmart Wye	South
SG 618.5	South Leg Rockmart Wye	North
SG 618.5	Inside Wye Switch at Rockmart	North
SG 623.4	North Fish Siding	South
SG 625.2	South Fish Siding	North
SG 631.8	North Leg Cedartown Wye	South
SG 631.9	South Leg Cedartown Wye	North

MP	Location	DOT#
SGC 618.64	Marble Street	639194C
SG 618.72	Euharlee	639099G
SG 620.80	Clarkwood Road	639103U
SG 622.06	Wheeler Road	639104B
SG 623.28	Old Cedartown Rd	639105H
SG 623.92	Bethlehem Ch. Rd.	639107W
SG 624.70	Grady Rd	639110E
SG 629.50	US 27 Bypass	639572S
SG 630.91	Thompson Street	639117C
SG 631.11	Gibson St	639120K
SG 631.38	Main St	639121S
SG 632.20	2 nd St.	639174R

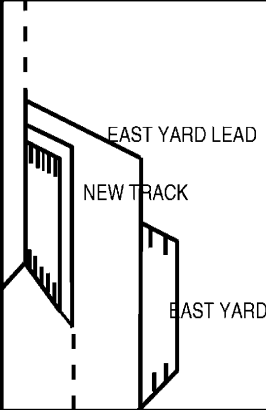
NOTES**9. HIGHWAY ROAD CROSSINGS AT GRADE
EQUIPPED WITH AUTOMATIC WARNING
DEVICES**

MP	Location	DOT#
OJG 0.63	Sugar Valley Road	340455T
OJG 1.90	Mission Road	340363F
SGC 640.15	SR 293	639341M
SGC 639.47	West Cherokee St	639338E
SGC 638.39	Douthit Ferry Rd	918560W
SGC 637.98	Burnt Hickory Rd	639334C
SGC 637.83	Euharlee Road	639332N
SGC 630.98	Old Alabama Road	639326K
SGC 627.46	Euharlee Street	639218N
SGC 620.08	SR 101	639203Y
SGC 619.94	Nathan Dean Pkwy	639202S
SGC 618.92	West Elm	639199L
SGC 618.82	Church Street	639197X

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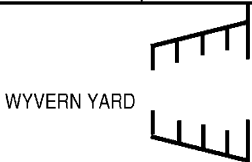
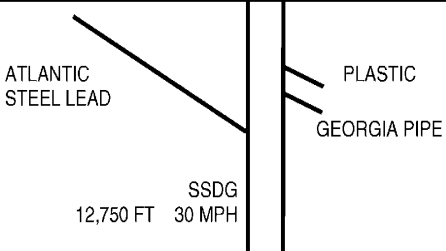
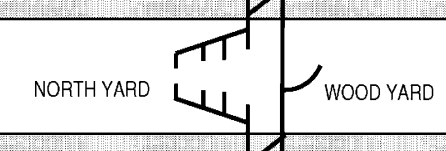
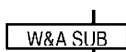
ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			KD SD					
25	00C 333.4	N ETOWAH	AI DISP 94-5 RD 84		ABS-261	DTC BLOCK ETOWAH		
20	00C 333.6							
20	00C 334.8							
60	00C 335.1							
		2.1			ABS-261			
	00C 335.5	MIDDLE ETOWAH			CPS-261			
				OLD LINE	ABS-261	DTC BLOCK ETOWAH		
		1.1		OLD LINE				
	00C 336.6	S ETOWAH			CPS-261			
	337.0				ABS-261	DTC BLOCK PATTY		
	338.0							
60	00C 339.9		DD DELANO (1)					
45	00C 341.8							
	00C 343.7			PATTY STORAGE TRACK 94 CARS				
60	00C 344.0							
	00C 344.7		CALHOUN BRANCH	NS				
		15.1						
	00C 351.7	N OCOEE			CPS-261			
				SSDG 6875 FT 30 MPH	ABS-261	DTC BLOCK PATTY		
		1.4						
	00C 353.1	S OCOEE			CPS-261			
			HOUSE TRACK		ABS-261	DTC BLOCK OCOEE		
60	00C 354.2							
50	00C 355.7							
	00C 357.4		DD OLD FORT (1)					
60	00C 362.0		CONASAUGA STORAGE TRACK 4 CARS					
	00C 363.2							
	00C 364.5		SUTTON LUMBER					
50					ABS-261	DTC BLOCK OCOEE		

ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
50		14.5			ABS-261	DTC BLOCK OCOEE		
	00C 367.6	N FAIRY			CPS-261			
			1.6		SSDG 6,765 FT 30 MPH			ABS-261
	00C 369.2	S FAIRY			CPS-261			
50	00C 371.8			ACS FIBERS	ABS-261	DTC BLOCK CONISTON		
60	00C 373.9		DIAMOND CARPET DD CHATSWORTH (1)					
	00C 375.6							
	00C 376.4							
45	00C 376.5			UNITED MINERALS				
60	00C 377.6							
	00C 378.2		CHATSWORTH STORAGE TRACK 65 CARS					
	00C 378.9			CUSTOM GRINDERS				
60	00C 381.1							
45								
	00C 385.6							
50		18.2			ABS-261			
	00C 387.4	N CONISTON			CPS-261			DTC BLOCK OCOEE
	00C 388.3		CONISTON 3 CARS	SSDG 8,275 FT 30 MPH	ABS-261			
	00C 389.1	S CONISTON			CPS-261			
50	00C 393.0				ABS-261	DTC BLOCK CONISTON		
60	00C 398.3		RANGER 17 CARS					
	00C 398.6		HOUSE TRACK					
	00C 399.6		ALLIED UNIVERSAL					
	00C 401.9		DD RANGER (1)					
			J.M. HUBER					
	00C 402.6		PINE HALL					
	00C 402.8			FAIRMONT HOUSE TRACK 10 CARS				
60	00C 403.1							
30								
	00C 403.8							
60		16.1			ABS-261			
	00C 405.2	N BOLIVAR			CPS-261	DTC BLOCK CONISTON		
			SSDG 8,715 FT 30 MPH	TYSON FOODS	ABS-261			
	00C 407.1	S BOLIVAR			CPS-261			
60	00C 408.1					DTC BLOCK BOLIVAR		
45								
60	00C 410.2							
	00C 413.7		WHITE STORAGE TRACK 15 CARS	TOYO				
	00C 414.1							
	00C 415.2			HOLCIM				
	00C 415.6							
	00C 416.2							
			BUSCH PLANT BUSCH LEAD					
60	00C 417.0			DD WYVERN (1)	ABS-261			

ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
60					ABS-261	DTC BLOCK BOLIVAR	
		11.0					
	00C 418.1	WYVERN			CPS-261		
60	00C 419.1 00C 419.3 00C 419.6				ABS-261	DTC BLOCK BOLIVAR	
50		3.0					
	00C 421.1	NORTH YARD			CPS-261		
					ABS-261	DTC BLOCK NORTH YARD	
		1.2					
50	00C 422.3	K&A WYE			CPS-261		
35	00C 422.7	JUNTA	0.4	W&A WYE	ABS-261		
							
89.3 MILES N ETOWAH TO JUNTA							

ETOWAH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42-A CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
00C 376.4 and 00C 377.6	45
Between 0600 and 2200 and applies to head end only.	

46 SPEED RULES

00C 344.7 Calhoun Branch

Movements on the Calhoun Branch will be made in accordance with Operating Rule 46, not to exceed 10 MPH

100-D HIGHWAY-RAIL GRADE CROSSINGS

00C 334.3 Etowah East Yard – Trains entering or departing East Yard will not block 5th Street without proper authority.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
00C 334.0 / Etowah Yard	2

104-A HANDLING SWITCHES

00C 334.0 Etowah Yard - The normal position of the north roundhouse lead switch, Etowah Yard, is for movement through the Long John track. The normal position for the switch leading to Old Line main track to Copperhill located at South Etowah is for movement toward Junta.

00C 344.7 Patty - The normal position of switch in Patty storage track is for movement to or from Calhoun Branch.

00C 353.1 Ocoee - To clarify the method of operating the electric lock switch to the house track at Ocoee, the following instructions should be followed:

When making movement from main track to siding the dispatcher must, after the movement is made, line the main track switch back to normal position. After that has been accomplished, a crew member must manually operate the electric lock, moving it to the unlocked position.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
00C 353.3 / Ocoee	Continuous	84, 94-4	Wayside
00C 378.6 / Chatsworth			
00C 405.3 / Bolivar			

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 Riding Equipment

JM Huber Industries at Etowah - Employees are prohibited from riding equipment within J M Huber plant.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4305 Excessive Height Cars

00C 417.0 Wyvern Defect Detector is also a clearance detector. Refer to EHR 4305 and 4306 for instructions. Northbound trains will set off defective cars at Fairmont.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
00C 346.2	Patty, TN
00C 361.3	Conasauga, TN
00C 390.9	Coniston, GA

4500 Authority to Move

Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stacks in excess of 18'2" and multi-levels in excess of 19'1" are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
Etowah Yard / Old Line	6 Axle Engines	Prohibited
00C 344.7 / Calhoun Branch		
00C 422.0 / Cartersville, GA	6 Axle Engines	Prohibited South of Track 404 switch on NE north of yard.
All team, house and industrial tracks	6 Axle Engines and cars with gross weight exceeding 284,000 lbs.	Prohibited *See Note

Note: Between Etowah and Junta 6 axle engines may operate on all tracks opening directly from Main Track, and on Tyson Food tracks at Bolivar.

If necessary to fill out and/or set off at any restricted track, Conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with the engine.

7. CLOSE CLEARANCE

MP/Location	Track
00C 333.8 / Etowah Yard	Main Line at old coal chute
00C 334.0 / Etowah Yard	Yard tracks 2 thru 6
0KX 337.5 / J M Huber Ind.	ALL
00C 363.2 / Sutton Lumber	Wood chipper loader
00C 373.9 / Diamond Carpet	Gate
00C 376.5 / United Minerals	ALL
00C 378.2 / Chatsworth Mineral	
00C 378.7 / Custom Grinders	Unloading dock
00C 398.6 / Allied Universal	
00C 401.9 / J M Huber	
00C 402.6 / Pine Hall Brick	
00C 406.3 / Tyson at Bolivar	
00C 413.7 / Toyo Tire	
00C 415.6 / Holcim	
00C 416.2 / Anheuser Bush	Dock
00C 418.5 / Graham Packaging	ALL
00C 418.5 / Agg Tran	
00C 418.5 / North Georgia Brick	
00C 418.5 / SJS America	
00C 418.5 / Georgia Tubular	

8. MISCELLANEOUS

00C 334.0 Etowah - Trains arriving off the Old Line must obtain permission from the AI train dispatcher before operating between the south and middle crossovers.

All southbound trains departing Etowah from the East and West yards must obtain permission from the AI train dispatcher before operating between the middle and south crossovers.

00C 334.0 Etowah Yard – Long draw bar cars are not to be cut off in motion. Examples of these types of cars are the following: lumber flats, log flats, and auto racks. These cars are to be handled with caution in order to prevent by-pass couplers.

00C 334.0 Etowah Yard – Switching operations on the north end of the west yard at Etowah. No more than 2 loads or 4 empties may be cut off in motion at a time.

00C 334.0 Etowah – Stilesboro coal trains departing from Etowah:

- Upon receiving proper train documents and job briefing, obtain a Stilesboro delay report from the clerk.
- Be sure train has good dump air. This means changing leaking gaskets, lacing uncoupled hoses, and inspection of any glad hands that may have been dragged in route. If necessary, replace hose and report car number to the yardmaster or clerk.
- After departing Etowah, if an air leak is noticed by a passing train, the leak must be repaired if at all possible prior to arrival Stilesboro.
- Attempt to contact Stilesboro when coming by Ladds. If stop sign and derail is encountered, call the plant. If no answer, call AI Dispatcher.
- If there is no stop sign or derail, continue on to the pump house (even if the plant could not be reached.) Be sure the new road crossing at the loop switch is cleared by the rear end of the train, even if the pump house crossing must be blocked.
- Should any problem be detected with the dump air at this point, the CSX crew must ensure that it is resolved with the least amount of delay.
- Once contact has been made with Stilesboro and permission has been given to proceed to the trestle, all movements must be made under the direct supervision of the dump house employee.
- After the conductor is in position in the dump house, he/she will take instructions from the dump house employee and be in observance of red light/green light signals.
- If requested to back up while under the control of the dump house, it is permissible to do so. This is because Plant Bowen has protection in place while on the loop.
- After train has been dumped, if it must be tied down on plant site, the loop switch crossing must always be left open.

11. If train was cut or cars are cut out at the plant or the train was a drop and swap the dump lines need to stay laced on the return trip.
12. Dump air needs to be discharged and unhooked between the trailing engine and the first car before leaving the plant.
13. Conductor on returning empty train must ensure that the Stilesboro delay form is completed and turned into Trainmaster.

00C 334.0 Etowah – Northbound trains departing Etowah from the east or west yard must contact the AQ dispatcher before departing. All trains or yard jobs switching on the north end of the east or west yard must contact the AQ dispatcher prior to fouling the east yard lead. AQ dispatcher can be reached on the radio on Channel 14 – 6 or by phone at 800-435-2214.

Birmingham Steel - Before passing the derail on the Birmingham Steel lead, all crews must call Birmingham Steel Security on Channel 22 for permission to enter. When leaving Birmingham Steel and/or Unilever notify Birmingham Steel Security on Channel 22.

00C 418.0 Wyvern Yard - Switching Operation at Trinity

Upon arrival at Trinity, crew member will retrieve the Trinity radio from the lock-box on the first utility pole on the right inside Thrall's property fence. The key to the box is at the pole.

Crew member will then use radio to contact Security Desk to advise you are entering Trinity property.

Security will in turn notify Trinity switch crew to cease all operations on the north end until further notice. Upon completion of switching operations and departure, you must notify Trinity, returning radio to the box.

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

MP	Location	DOT#
00C 338.48	Old Smokey	347882G
00C 344.86	Patty Rd.	347893U
0KA 345.26	Dentville Rd. – Calhoun Branch	347903X
0KA 347.67	Athens Rd. – Calhoun Branch	347905L
00C 347.04	Highland River Road	347889K
00C 351.17	Smyrna Rd. West	347922C
00C 353.87	Sloans Gap Road	347929A
00C 356.38	Davis Curbow Road	347932H
00C 359.93	Ball Play / Wilis S	347938Y
00C 361.09	Riverside Rd	347939F
00C 361.73	Main Street	347940A
00C 362.82	Liberty Church Rd	347942N
00C 363.93	CR 180	340637E
00C 365.48	SR 2	340639T
00C 367.16	CR 171	340643H
00C 370.09	Cohutta Springs Rd	340647K

MP	Location	DOT#
00C 370.67	CR 26	340648S
00C 371.34	Grassy St / 165	340649Y
00C 373.26	Harris Rd	340652G
00C 374.09	Industrial Dr	351829C
00C 374.50	4 th Avenue	340653N
00C 375.50	CSX Rd	340655C
00C 377.23	Jackson Lake	340660Y
00C 377.92	Old Federal / C19	340661F
00C 381.26	CR 311	340669K
00C 382.67	CR8	340671L
00C 391.95	Red Bud Rd	352558C
00C 393.69	CR306 (Oakman Road)	340679R
00C 398.19	CR-236 (Liberty Church Road)	340687H
00C 398.40	Horton Street	340689W
00C 401.60	Pinhook Rd	340694T
00C 402.35	Gordon Street	340697N
00C 409.54	SR 140	350287S
00C 410.05	Vaughn Dairy Rd	340713V
00C 414.12	Rocky Street	340722U
00C 414.32	Richards Rd.	340723B
00C 414.98	CR 630 / Cass Lake Rd.	340724H
00C 418.06	Industrial Park Rd.	340730L
00C 419.91	Peeples Valley Rd.	340732A
00C 421.01	Felton Road	340735V

NOTES

GAINESVILLE-MIDLAND SUBDIVISION - GM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>↓</div> SOUTH <div>↓</div>					
			END OF TRACK					
25	GGM 37.3	DTC BLOCK SIGN GLOSSON	<div>AE-DISP 94-3 RD-32</div> <div>PENDERGRASS STORAGE 45 CARS</div> <div>RED STONE STORAGE 17 CARS</div>		TWC-DTC	DTC BLOCK GLOSSON	1	
	36.0	2.3						
	35.0	DTC BLOCK SIGN						
	34.0							
25								
10	GGM 32.8						DTC BLOCK GAINESVILLE	
10								
25	GGM 30.9							
		10.0						
	GGM 25.0	DTC BLOCK SIGN						
	GGM 22.3						DTC BLOCK PENDERGRASS	
	GGM 21.7							
	GGM 21.0	DTC BLOCK SIGN						
25	GGM 19.0							
10								
25	GGM 18.7							
	GGM 11.3 GGM 11.1 10.0 9.0					DTC BLOCK MIDLAND		
		18.8						
25	GGM 2.2	DTC BLOCK SIGN			TWC-DTC		2	
		FOWLER JUNCTION	ABBEVILLE SD					
35.1 MILES GLOSSON TO FOWLER JCT.								

35.1 MILES GLOSSON TO FOWLER JCT.

STATION PAGE NOTES

NOTE 1: Movements between DTC Block Sign GGM 37.3 and End of Track will be made in accordance with Rule 96.

NOTE 2: Movements between Fowler Jct. and DTC Block Sign GGM 2.2 will be made in accordance with Rule 96.

GAINESVILLE-MIDLAND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
GGM 11.2 / Redstone	4
GGM 21.5 /Thomas	2
GGM 22.0 /Pendergrass Sdg	5 – 10 cars 5 11 – 25 cars 9 26 – 38 cars 12
GGM 23.7 /Seydel Lead	4
GGM 23.8 /Grover River	10% plus 2
GGM 23.9 / Ring	4
GGM 24.5 /Atlas Cold Storage	7

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
GGM 11.0 / Redstone	Continuous	32, 94 – 3	Wayside
GGM 30.8 / Belmont			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR - 4500 AUTHORIZATION TO MOVE

Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stack and multi-level equipment are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
GGM 39.1 / NS Interchange	6 Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
GGM 38.9 / Pilgrlm's Pride	Tracks 1, 2, and 3
GGM 37.8 / Atlas Cold Storage	All Tracks
GGM 34.2 / Ampro	
GGM 34.1 / Terminal Asphalt	
GGM 23.9 / Seydel	
GGM 23.8 / Mission Foods	
GGM 23.7 / Tencate (Nicolon)	
GGM 21.8 / Thomas Cement	

8. MISCELLANEOUS

GGM 39.2 Gainesville, GA EC-1, Switch Awareness & DTC Block Authority Forms

Upon completion of their tour of duty, Gainesville Midland crews, engineers and conductors, will file their completed EC-1, Switch Awareness & DTC Block Authority Forms in the filing cabinet in the Depot.

ADDITIONAL STATIONS

MP/Location	Switch Opening
GGM 11.1 / Red Stone, ZKR	N
GGM 11.2 / Red Stone, ZKE	S
GGM 15.7 / ZKR Industries	S
GGM 21.6 / Thomas Cement	N
GGM 21.8 / National Cement	S
GGM 22.3 / National Cement	N
GGM 23.7 / Seydel, American Fibers, AK Steel, Mission Foods, Nicolon	N
GGM 23.8 / Grove River Mills	S
GGM 23.9 / Ring Can	S
GGM 24.6 / Atlas Cold Storage	N
GGM 34.2 / Terminal Asphalt	N
GGM 34.2 / Ampro	S
GGM 37.1 / Atlas Cold Storage, Sundance	N
GGM 37.7 / Piedmont Labs, Southeast Freezer	S
GGM 37.9 / Mar Jac	N
GGM 38.3 / Mar Jac	S
GGM 39.1 / Pilgrim's Pride, Calmain	S
GGM 39.1 / NS Interchange	S

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

NOTES

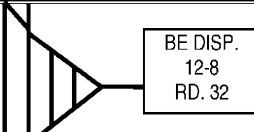
MP	Location	DOT#
GGM 38.49	Ridge Road	848439S
GGM 36.43	Fullenwider Rd	848431M
GGM 33.56	Roy Parks Rd	848418Y
GGM 30.66	Talmo Road	848410U
GGM 24.86	Glenn Gee SR 332	848488N
GGM 19.09	Holders Siding Rd	848476U
GGM 18.56	Holders Siding Rd	848474F
GGM 18.30	Old Pendergrass Rd	848473Y
GGM 18.00	Mahaffey Rd	848471K
GGM 17.82	Lee St	848469J
GGM 16.27	15 Sr, 129 Hwy	848463T
GGM 11.49	Potters House Rd	848513U
GGM 10.81	New Kings Bridge Rd	848510Y
GGM 6.44	CR 115 Archer Grove School Rd	848359Y
GGM 5.22	CR 77	848355W
GGM 4.67	Cr78/Oak Grove Rd	848354P
GGM 3.66	Amber Drive	848352B
GGM 3.43	Jefferson River Rd	848351U
GGM 3.21	Camak Dr	848350M
GGM 2.96	Chevron Oil	848348L
GGM 2.72	Kathwood Dr	848347E
GGM 2.29	Country Club	848345R

NOTES

NOTES

NOTES

GEORGIA SUBDIVISION - GA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			ATLANTA TERMINAL SD				
50	YYG 149.0	DTC BLOCK SIGN LITHONIA	SELF RESTORING SWITCH		TWC-DTC (ABS)	DTC BLOCK LITHONIA	1
			LITHONIA 8,670 FT 10 MPH				
	YYG 146.0 YYG 145.9	DTC BLOCK SIGN	SELF RESTORING SWITCH			DTC BLOCK CONYERS	
	YYG 141.6		5.3				
	YYG 140.7 YYG 140.6	DTC BLOCK SIGN		CONYERS STORAGE TRACK 61 CARS			
50	YYG 133.3					DTC BLOCK ALMON	
35	YYG 132.4						
40	YYG 132.2		9.7				
	YYG 131.0	DTC BLOCK SIGN	DD COVINGTON (1)				
	YYG 130.7 YYG 130.4 YYG 129.7			COVINGTON STORAGE TRACK 75 CARS		DTC BLOCK COVINGTON	
40	YYG 128.1		3.7	GRWR			
50	YYG 127.3	DTC BLOCK SIGN					
	YYG 125.7						
35	YYG 123.8					DTC BLOCK SOCIAL CIRCLE	
50	YYG 120.0 YYG 119.4		9.0	SELF RESTORING SWITCH SOCIAL CIRCLE SIDING 9,560 FT 10 MPH SELF RESTORING SWITCH			
	YYG 118.3	DTC BLOCK SIGN	6.4			DTC BLOCK RUTLEDGE	
	YYG 111.9	DTC BLOCK SIGN		GRWR			
50	YYG 108.6			DD RUTLEDGE (1)			
40	YYG 104.4					DTC BLOCK MADISON	
	YYG 103.3						
	YYG 102.4		9.6	MADISON STORAGE TRACK 60 CARS			
50	YYG 102.3	DTC BLOCK SIGN		NS			
	YYG 96.6					DTC BLOCK BUCKHEAD	
40	YYG 94.9						
50	YYG 92.9 YYG 92.8	DTC BLOCK SIGN	9.4	SELF RESTORING SWITCH BUCKHEAD 9,680 FT 25 MPH SELF RESTORING SWITCH	TWC-DTC (ABS)	DTC BLOCK GREENSBORO	

GEORGIA SUBDIVISION – GA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	YYG 85.0 YYG 83.0	DTC BLOCK SIGN	10.7	DD GREENSBORO (1) GREENSBORO STORAGE TRACK 50 CARS	TWC-DTC (ABS)	DTC BLOCK GREENSBORO	
50	YYG 82.2 YYG 82.1					DTC BLOCK UNION POINT	
35	YYG 76.8 YYG 76.6						
	YYG 75.4						
50	YYG 75.3	DTC BLOCK SIGN					
	YYG 75.2 YYG 66.5 YYG 64.4		12.1	DD CRAWFORDSVILLE (1) CRAWFORDVILLE 6,765 FT 10 MPH			
	YYG 63.2	DTC BLOCK SIGN				DTC BLOCK BARNETT	
	YYG 63.1						
	YYG 58.3		5.5	BARNETT STORGE 45 CARS			
	YYG 57.7	DTC BLOCK SIGN					
	YYG 57.6 50.0 49.0	DTC BLOCK SIGN	8.7			DTC BLOCK WARREN	
50	YYG 48.5						
35	YYG 47.9 YYG 47.7			HARLEE RUNAROUND	DTC BLOCK THOMSON		
	YYG 46.3		3.2	CAMAK SD		DTC BLOCK DEARING	
	YYG 45.8	DTC BLOCK SIGN					DTC BLOCK GROVETOWN
35	YYG 45.3						
50	45.0 44.0 YYG 38.8		8.3	DD CAMAK (1) THOMSON 6,270 FT 10 MPH	DTC BLOCK HARRISONVILLE		
	YYG 37.5	DTC BLOCK SIGN					
	YYG 37.3						
	YYG 29.3		9.5	DEARING 6,820 FT 10 MPH			
	YYG 28.0	DTC BLOCK SIGN					
	YYG 27.9 YYG 25.9 YYG 17.3			DD HARLEM (1)			
	YYG 15.3	DTC BLOCK SIGN	12.7	SELF RESTORING SWITCH GROVETOWN 9,240 FT 10 MPH			
	YYG 15.1 8.0 7.0			SELF RESTORING SWITCH			
50	YYG 6.3		12.1		TWC-DTC (ABS)	DTC BLOCK HARRISONVILLE	
25	YYG 3.2	DTC BLOCK SIGN HARRISONVILLE					
AUGUSTA SD							
145.8 MILES LITHONIA TO HARRISONVILLE							

STATION PAGE NOTES
NOTE 1: Trains will not exceed 10 MPH on NS Track at Madison, GA.

GEORGIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100 - D HIGHWAY-RAIL GRADE CROSSINGS

YYG 93.40 Buckhead, GA – Do not block private crossing more than 15 minutes.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
YYG 146.0 / Lithonia, GA Hanson Quarry	50%
YYG 138.9 / Sweetheart Lead and Visy Storage	30%

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
YYG 149.0 / Lithonia	Continuous	32, 12 - 8	Wayside
YYG 119.0 / Social Circle			
YYG 95.6 / Buckhead			
YYG 76.1 / Union Point			
YYG 46.9 / Camak			
YYG 15.1 / Grove Town			
YYG 3.2 / Augusta			
YYG 3.2 / Yardmaster			
		66, 32	Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
YYG 148.4 / Lithonia Ind. Park	6 Axle Engines	Prohibited
YYG 124.1 / Bridge	Loaded 6 Axle Freight Cars	25 MPH
YYG 84.6 / Alcan Scale Track	6 Axle Engines	Prohibited
YYG 40.0 / Shaw Industries	6 Axle Engines	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
YYG 148.4 / Weyerhaeuser	Loading dock
YYG 148.4 / South Corp	Unloading equipment
YYG 148.4 / Smurfit Stone	ALL
YYG 148.4 / Mid-South Lumber	Dock
YYG 148.2 / LaFarge	Unloading chute
YYG 147.8 / ER Snell	Unloading equipment
YYG 141.5 / PacTiv	ALL
YYG 138.9 / Golden State Foods	Dock
YYG 138.9 / Solo Cup	ALL
YYG 138.9 / Visy Paper	Dock
YYG 129.1 / Mead Container	Unloading equipment
YYG 128.4 / PacTiv	
YYG 128.4 / Berry Plastics	ALL
YYG 127.3 / General Mills	ALL
YYG 101.6 / Georgia Pacific	Dock inside building
YYG 84.6 / Alcan	Fence
YYG 84.6 / Standridge Color	Fall protection tower
YYG 80.9 / Nevellis Pipe	Unloading equipment
YYG 80.5 / Nibco	ALL
YYG 40.0 / Shaw Industries	
YYG 39.6 / Hoover Lumber	Dock
YYG 36.2 / Temple Inland Products	
YYG 14.1 / Georgia Iron Works	

8. MISCELLANEOUS

YYG 101.5 Georgia Pacific Industry Instructions

Do not move any boxcar past wood chip loading chutes account will not clear.

YYG 138.9 Conyers, GA – Sweetheart Lead

Cars will not be left standing on grade. Cars not spotted at industry will be left at the derail.

Self-Restoring Power – Operated Switches

Effective immediately the following instructions will apply to self-restoring power-operated switches at:

Lithonia, GA – north end and south end: YYG 147.8 and YYG 146.0

Social Circle, GA – north and south end: YYG 120.0 and YYG 118.2

Buckhead, GA – north and south end: YYG 94.8 and YYG 92.9

Grovetown, GA – north and south end: YYG 17.3 and YYG 15.1

Movement over self-restoring power-operated switches will be governed by block signals. Block signals may be located in non-signal territory, (DTC Rules 170-175), or in signal territory (ABS and CPS Rules).

In non-signaled territory, the indication of these signals will govern movement over the self-restoring power-operated switch only. A train that is operating with "Occupied Block Authority," may not exceed controlled speed, regardless of the signal indication at a self-restoring power operated switch.

Operation of Self-Restoring Power-Operated Switches

1. Normal Operation

A) For movement to siding or diverging track:

Train crewman must operate key controller to reverse switch while occupying the short "approach" track circuit. After a short time, the switch will reverse itself, and signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.

B) For movement from the siding:

The train must not occupy the short "approach" track circuit in the siding until:

1. Authorized by the train dispatcher, and
2. The train is ready to leave.

The switch will reverse, after the train has occupied the short "approach" circuit, and there are no conflicting trains. The signal will display an indication to proceed.

When the train clears the "OS" circuit the switch will restore to normal position.

2. Other Than Normal Operation

For straight-away movement:

A train crew member must get permission from the train dispatcher to pass a stop signal and operate the switch in "hand" position when:

1. Train is stopped by signal indication and their desired route is for straight-away movement on the main track.
2. Train is entering the siding and the key controller does not activate:
 - a) The switch mechanism, or
 - b) The signal
3. Train is exiting the siding and;
 - a) The switch does not line itself for movement from the siding, or
 - b) The signal does not change indication.

ADDITIONAL STATIONS

MP/Location	Switch Opens
YYG 148.4 / Lithonia Industrial Park	N
YYG 138.9 / Sweetheart Lead	N
YYG 135.3 / Vantage Products	N
YYG 130.4 / Southern Transfer	N
YYG 129.2 / Fibervision Lead	N
YYG 128.5 / Mobile Lead	S
YYG 127.9 / Holcim	N
YYG 127.5 / HB Fuller	N
YYG 127.3 / General Mills	N
YYG 119.4 / Coal Shute	N
YYG 118.5 / Standridge No. 1	N
YYG 103.1 / Godfrey	S
YYG 101.6 / Georgia Pacific Lead	N
YYG 84.6 / Standridge No. 3	N
YYG 84.5 / Alcan	S
YYG 80.9 / American Bristol Pipe	N
YYG 80.3 / Nibco	N
YYG 47.9 / Harlee	N
YYG 46.5 / South Track	S
YYG 40.0 / Shaw	N
YYG 39.6 / Hoover	N
YYG 39.4 / Vigortone	N
YYG 36.3 / Temple	S
YYG 14.1 / Georgia Iron Works	S

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

MP	Location	DOT#
YYG 148.21	Chapman Rd.	279669N
YYG 147.81	Marbut Rd.	279690C
YYG 147.23	Rogers Lake Rd CR 679	279686M
YYG 146.75	Main St	279684Y
YYG 146.45	CR 1790 Cagle St.	279683S
YYG 145.49	Turner Hill Rd. SR 124	279681D
YYG 144.69	Gifford Hill Rd.	279679C
YYG 144.37	Lake Capri Rd.	279678V
YYG 143.99	Lake Rockaway Rd.	276977N
YYG 143.66	Plunkett Rd.	275976G
YYG 143.25	Sigman Rd	903962J
YYG 142.67	Covington Hwy.	279675A
YYG 142.05	CR 77	279672E
YYG 141.16	Rockbridge Rd.	279669W
YYG 141.02	Ellington Dr.	279668P
YYG 140.69	West Ave.	279667H
YYG 140.39	Center St.	279665U
YYG 140.16	Green St.	279664M
YYG 138.22	Gees Mill Rd	279660K
YYG 135.87	John Deere Dr.	279658J
YYG 134.78	Old Covington Hwy.	279657C
YYG 133.74	Almon Church Rd.	279656V
YYG 133.58	Mt. Tabor Rd.	279655N
YYG 131.63	Cook Rd	279649K
YYG 130.12	West St	279647W
YYG 129.95	Emory St	279645H
YYG 128.17	Industry Dr.	279641F
YYG 117.78	Standridge Dr.	279629Y
YYG 117.01	Knox Chapel	279627K
YYG 113.66	Old Mill Rd	279624P
YYG 112.24	Fairplay St.	279622B
YYG 105.37	McHenry Crossing	279611N
YYG 102.52	North Ave.	279604D
YYG 95.65	S926	279593T
YYG 95.38	Oconee Rd. CR 150	279592L
YYG 92.40	CR 149	279588W
YYG 91.66	CR 148	279587P
YYG 85.00	CR – 181 Willow Run Rd.	918091X
YYG 83.47	South St.	279583M
YYG 82.09	North Pool Rd	279577J
YYG 81.70	CR 151 Plaining Mill Rd	279575V
YYG 80.32	CR 155	279574N
YYG 75.95	Scott St.	279569S
YYG 65.44	Crawfordville Byp.	639827P
YYG 64.21	Broad St.	279550A
YYG 58.87	Barnett Rd.	279545D
YYG 50.68	Casey St.	279532C
YYG 50.61	Masengale St.	279531V
YYG 49.97	CR 40 (Veasy Rd.)	279530N
YYG 45.56	SR 80	279517A
YYG 41.90	Tankersley Rd.	279513X
YYG 39.80	Wire Rd. CR 159	279510C
YYG 39.40	Vigortone Rd.	279509H
YYG 37.62	Grady St.	279508B
YYG 37.42	Main St.	279507U
YYG 37.33	Greenway St.	279506M

MP	Location	DOT#
YYG 36.75	Salem Rd.	279505F
YYG 35.88	Harrison/ US 78	279504Y
YYG 34.10	Moose Club Rd.	279503S
YYG 33.43	Lokey Dr.	279502K
YYG 32.30	Boneville Rd.	279500W
YYG 30.18	Old Augusta Rd.	279498X
YYG 29.45	Printup St	279497R
YYG 28.93	Main St.	279495C
YYG 27.74	Radford Gay Rd.	633884H
YYG 25.77	Sawdust Rd.	279493N
YYG 25.04	W Boundary St.	279491A
YYG 24.70	North Bell St.	279489Y
YYG 24.59	Main St.	279488S
YYG 23.18	Old Augusta Rd.	279485W
YYG 20.71	Louisville Rd.	279484P
YYG 19.33	Lone Oak Rd.	279481U
YYG 18.30	Newman Town Rd	279480M
YYG 15.15	Robinson Ave.	279477E
YYG 14.59	Katherine St.	279476X
YYG 12.00	CR 132	279475R
YYG 11.04	Powell Rd.	279474J
YYG 10.62	Flagler Rd.	279473C
YYG 7.62	Barton Chapel Rd.	279467Y
YYG 6.78	Wylde Rd.	279471N
YYG 6.15	Sibley Rd.	279464D
YYG 3.46	Kissingbower Rd.	279462P
YYG 1.78	15 th St. Ramp	279430J
YYG 1.64	Wrightsboro Rd.	279429P
YYG 1.30	Holley St.	643322P
YYG 1.19	Laney Walker	279428H
YYG 1.01	Marks St.	279427B
YYG 0.89	Miller St.	279426U
YYG 0.84	Dantignac St.	279425M
YYG 0.60	Waltonway	279424F
YYG 0.57	12 th St.	279423Y
YYG 0.43	11 th St.	279421K
YYG 0.23	9 th St.	279420D

NOTES

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			BOYLES TERMINAL SD				
25	000 404.1 = ANJ 967.7	PARKWOOD JCT.			CPS-261 ABS-261	DTC BLOCK ELYTON	
35	ANJ 967.5						
	ANJ 967.0						
40	ANJ 966.1	7.5					
	966.0						
	965.0						
	964.0						
40	ANJ 963.9						
50	ANJ 961.4						
40					ABS-261	DTC BLOCK ELYTON	
	ANJ 960.2	N PELHAM			CPS-261		
		1.9	CSDG 9.600 FT 10 MPH		ABS-261	DTC BLOCK GRADY	
	ANJ 958.3	S PELHAM			CPS-261		
40	ANJ 958.0						
35	ANJ 957.3	8.4	DD PELHAM (1)		ABS-261	DTC BLOCK PELHAM	
	ANJ 957.0						
50	ANJ 949.9	N WATKINS			CPS-261		
		1.8		SSDG 9,118 FT 25 MPH	ABS-261		
	ANJ 948.1	S WATKINS			CPS-261		
50	ANJ 948.0						
40	ANJ 944.0		DD WATKINS (1)				
	ANJ 943.9	8.3	WHEELER LUMBER CO.				
40	ANJ 943.7				ABS-261	DTC BLOCK WATKINS	
35	ANJ 942.0						
50	ANJ 940.6		84 LUMBER				
	ANJ 939.8	N WESTOVER			CPS-261		
50	ANJ 939.1	1.2		CSDG 25 MPH 6,037 FT	ABS-261		
35	ANJ 938.6	S WESTOVER			CPS-261		
		2.0			ABS-261		
	ANJ 936.6	N ADDISON			CPS-261	DTC BLOCK GASTON	
		0.4			ABS-261		
	ANJ 936.2	WILSONVILLE WYE	X10		CPS-261		
			WILSONVILLE BRANCH		ABS-261		
	ANW 0.2	YELLOWLEAF			CPS-261		
			X10				
35		2.1			ABS-261		
50	ANJ 934.1	S ADDISON			CPS-261	WESTOVER	

1,2

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	ANJ 929.5	6.9	DD COOSA PINES (1)		ABS-261	DTC BLOCK WESTOVER	
	ANJ 927.2	N COOSA PINES			CPS-261		
		2.1	SSDG 10,266 FT 25 MPH		ABS-261		
	ANJ 925.1	S COOSA PINES			CPS-261		
50	ANJ 918.0	11.2	DD SHOCCO (1)		ABS-261	DTC BLOCK COOSA PINES	
45	ANJ 917.7						
35	ANJ 916.6						
50	ANJ 914.0						
50	ANJ 913.9	N SHOCCO			CPS-261	DTC BLOCK SHOCCO	
		2.1	SSDG 10,523 FT 30 MPH		ABS-261		
	ANJ 911.8	S SHOCCO			CPS-261		
	ANJ 911.4	0.9			ABS-261		
25	ANJ 910.9	NS XING TALLADEGA	(A) NS - - - - -		CPS-261	DTC BLOCK TALLADEGA	
25	ANJ 910.4	2.5	SOUTHERN TRANSFER EARY BRANCH		ABS-261		
45	ANJ 910.3 ANJ 910.2						
	ANJ 909.6						
45	ANJ 908.4	BAMA JCT.			CPS-261	DTC BLOCK CARARA	
	ANJ 907.5	1.0	GEORGIA PACIFIC PRECISION STRIP		ABS-261		
	ANJ 907.4	N CARARA	KOCH		CPS-261		
	ANJ 903.9	3.6	SSDG 18,232 FT 30 MPH		ABS-261		
45	ANJ 903.8	S CARARA			CPS-261	DTC BLOCK WEATHERS	
50	ANJ 903.6	7.0			ABS-261		
35	ANJ 903.0						
	ANJ 902.8		DD CARARA (1)				
35	ANJ 896.8	N WEATHERS	CSDG		CPS-261	DTC BLOCK WEATHERS	
		2.1	10,429 FT 25 MPH		ABS-261		
	ANJ 894.7	S WEATHERS			CPS-261		
	ANJ 890.5	8.9	DD WEATHERS (1)		ABS-261		
45	ANJ 886.6						

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2			SOUTH				
		ANJ 885.8	N LINEVILLE			CPS-261	DTC BLOCK HIGHLAND	4
45	45		2.3	1	2	ABS-261		
		ANJ 883.5	MIDDLE LINEVILLE			CPS-261		
			2.4	HILL TRACK 1	WOOD YARD 2	ABS-261		
45	45	ANJ 881.1	S LINEVILLE			CPS-261	DTC BLOCK LINEVILLE	
	35	ANJ 879.0				ABS-261		
		ANJ 875.0	8.2	DD LINEVILLE (1)		CPS-261		
				SSDG 7,608 FT 25 MPH	WOOD YARD	ABS-261		
		ANJ 871.4	S CRAGFORD			CPS-261	DTC BLOCK CRAGFORD	
			3.5			ABS-261		
		ANJ 867.9	N MALONE			CPS-261		
			2.1		SSDG 10,277 FT 30 MPH	ABS-261		
		ANJ 865.8	S MALONE			CPS-261	DTC BLOCK MALONE	
35		ANJ 859.5		DD MALONE (1)		ABS-261		
40		ANJ 857.7	N WADLEY			CPS-261		
			2.2	HILL TRACK	SSDG	ABS-261		
		ANJ 855.5	S WADLEY			CPS-261	DTC BLOCK WADLEY	
					10,574 FT 25 MPH	ABS-261		
40		ANJ 854.8	2.6			ABS-261		
50		ANJ 852.9	N BLAKE			CPS-261		
			1.1		CSDG	ABS-261	DTC BLOCK DICKERT	
		ANJ 851.8	S BLAKE			CPS-261		
					6,072 FT 25 MPH	ABS-261		
		ANJ 849.8		DD BLAKE (1)		ABS-261		
		ANJ 847.1	N BROUGHTON			CPS-261	DTC BLOCK AUBRY	
50		ANJ 845.2	2.3			ABS-261		
35		ANJ 844.8	S BROUGHTON			CPS-261		
			1.1			ABS-261		
		ANJ 843.7	N ROANOKE			CPS-261	DTC BLOCK AMOCO	
					CSDG	ABS-261		
			0.8		4,290 FT 10 MPH HOUSE TRACK	ABS-261		
		ANJ 842.9	S ROANOKE			CPS-261		
		ANJ 841.5		AMOCO STEEL FAB		ABS-261	DTC BLOCK AMOCO	
		ANJ 840.8				ABS-261		
35		ANJ 840.1	8.2	DD STANDING ROCKS (1)		ABS-261		
45		ANJ836.2				CPS-261		
		ANJ 834.7	N STANDING ROCK			CPS-261	DTC BLOCK AMOCO	
					SSDG 9,317 FT 25 MPH	ABS-261		
45		ANJ 833.0	1.9	WOOD YARD		ABS-261		
50		ANJ 832.8	S STANDING ROCK			CPS-261		

LINEVILLE SUBDIVISION – LN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
50			6.9			ABS-261	DTC BLOCK STANDING ROCK	
		ANJ 825.9	N PYNE		WOOD YARD	CPS-261		
			1.3		CSDG 25 MPH 6,703 FT.	ABS-261		
		ANJ 824.6	S PYNE			CPS-261		
			2.2			ABS-261		
		ANJ 822.4	LAGRANGE HOLDOUT			CPS-261	DTC BLOCK PYNE	
50	ANJ 821.7					ABS-261		
35	ANJ 821.2		DD LAGRANGE (1)					
	ANJ 819.5	3.5	A&WP SD					
25	ANJ 818.9 = XXB 71.2	MAIN ST. CONN.			CPS-261			
#1	#2						DTC BLOCK LAGRANGE	5
30	45		2.2	1	2	ABS-261		
40	40	XXB 69.1 = ANJ 816.7	LAFAYETTE CONN			CPS-261	DTC BLOCK JR MAPP	3
					A&WP SD	ABS-261		
			0.7					
		ANJ 816.0	PURVIS (#2 ONLY)			CPS-261		
				LAGRANGE YARD				
			0.4					
	ANJ 815.6	JR MAPP			CPS-261			
40	40	ANJ 814.5	1.6	1	2			
	30	ANJ 814.0	LAGRANGE			CPS-261	DTC BLOCK STOVALL	
40						ABS-261		
35		ANJ 808.1					DTC BLOCK STOVALL	
50		ANJ 807.1						
		ANJ 806.5 ANJ 805.0	STOVALL	DD STOVAL (1)				
		ANJ 800.0		GEORGIA PACIFIC				
		ANJ 799.6	DURAND					
			15.4			ABS-261		
		ANJ 798.6	N CAMPGROUND		SSDG	CPS-261		
			2.2		10,000 FT. 30 MPH	ABS-261		
		ANJ 796.4	S CAMPGROUND			CPS-261		
50		ANJ 794.1						
40		ANJ 793.7				ABS-261		
50							DTC BLOCK STOVALL	

LINEVILLE SUBDIVISION – LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	ANJ 793.3 792.0 791.0		DD WARM SPRINGS (1)		ABS-261	DTC BLOCK STOVALL	
30	ANJ 790.0	6.8					
	ANJ 789.6	CHILDS			CPS-261		
		1.0			ABS-261		
30	ANJ 788.6	FIFTH AVENUE			CPS-261	DTC BLOCK FIFTH AVENUE	
10	ANJ 788.5		RUNAROUND 25 MPH OLD WAY				
	ANJ 788.3	N MANCHESTER	WYE TRACK TO MANCHESTER, SD		ABS-261		
			MANCHESTER SD				
179.4 MILES PARKWOOD TO MANCHESTER							

STATION PAGE NOTES

- NOTE 1:** Signal suspension – Yellow Leaf Block “End TCS” sign ANW 1.4 to apex of wye ANW 0.4 and the North and South leg Wilsonville Wye.
- NOTE 2:** Authorized speed ANW 1.4 to ANW 6.1 is 25 MPH. Between ANW 6.1 and ANW 6.8 is 10 MPH.
- NOTE 3:** Suspension of signal Purvis Block ANJ 816.0 and XXB 68.7 LaGrange Connection Track – Lafayette Block XXB 69.1 to XXB 69.2.
- NOTE 4:** Distance N. Lineville to Middle Lineville is 11,615 feet. Distance Middle Lineville to South Lineville is 10,745 feet.
- NOTE 5:** XXB Mileposts exist between Main Street Connection and Lafayette Connection.

LINEVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
ANJ 910.9 / Talladega	NS	Automatic	226-B

Note – Open Box, Observe indicator light. If light is illuminated, operate push button release promptly. Signal aspect should change to permit movement shortly after three minutes time has elapsed.

If indicator light is not illuminated, a crew member will assure himself that no train is approaching on the NS, crew member will assure the NS signals display STOP aspect, then crew member will operate the push button waiting three minutes.

APPROACH LOCATIONS WITH TIME-OUT FEATURES

The following are locations with time out features. Note where the time out feature begins and the length of the time out duration for each location. After you pass that location, regardless of signal indication, if your train consumes more time than is shown for that location, the home signal at the crossing is subject to go to a STOP indication.

Approach Location with Time-Out Features

Location Subdivision	City/Town	Milepost/ Location	Time Out Interval
Lineville	Talledega, AL	Northbound start at ANJ 908.4 (Bama Jct)	13 min.
Lineville	Talledega, AL	Southbound start at ANJ 916.24	20 min.

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Instructions
ANJ 961.0 Pellham ANJ 951.0	Crossings must not be blocked more than 5 minutes.
ANJ 833.7 Standing Rock	Crossings must not be blocked more than 15 minutes.
ANJ 824.3 Hearn Rd	Crossings must not be blocked more than 15 minutes.
XXB 71.13 Main St – LaGrange XXB 71.01 Depot St – LaGrange	Trains moving on No 1 No 2 Main tracks from Lineville Subdivision at LaFayette connection to A&WP-WofA Subdivision Dow DTC block shall not pass signal case located on west side number two main tracks at XXB 70.5 until train has Dow DTC block authority. 'Start Xings' decal is on signal case at XXB 70.5 in direction viewed approaching Main Street Connection. EXCEPTION: Train moving to A&WP Subdivision Dow DTC block may pass signal case without Dow DTC block authority if necessary for the train or for a following train to clear LaFayette connection.
ANJ 796.5 Camp Ground Junkyard Crossing	Crossings must not be blocked more than 15 minutes.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
ANJ 927.2 / Coosa Pines Yard	10 % No less than 3
ANJ 908.5 / Taladega Yard	
ANJ 908.4 / Bama Jct. Between road crossing and Koch Loop	

170 DIRECT TRAFFIC CONTROL

TWC – DTC rules are in effect on the Wilsonville Branch and DTC Block is as follows:

MP / Between Location	Block Name
ANW 1.4 / End TCS Sign and ANW 6.8 / Plant Gaston	Sylacauga

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
ANJ 968.3 / Parkwood	Continuous	32, 58 – 7	Wayside
ANJ 939.2 / Westover			
ANJ 910.0 / Talladega			
ANJ 881.6 / Lineville			
ANJ 863.6 / Malone			
ANJ 842.8 / Roanoke			
XXB 71.1 / LaGrange			

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
ANJ 870.7	Cragford, AL

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
ANJ 927.2 / Coosa Pines Wye	6 Axle Engines	Prohibited
ANJ 910.6 / Talladega Wye		
ANJ 910.4 / North Leg EARY		
ANJ 910.3 / EARY Branch		
ANJ 910.2 / South Leg EARY		
ANJ 800.0 / Georgia Pacific		
ANJ 790.0 / Goody Lead		
All Team, Industrial, House Tracks and Chip Track		

7. CLOSE CLEARANCE

MP/Location	Track
ANJ 959.0 Hope Lumber	ALL
ANJ 943.3 Wheeler Lumber	
ANJ 940.6 84 Lumber	
ANJ 926.0 Bowater	
ANJ 910.0 Talladega	Scale 1&2 Tracks
ANJ 908.4 GP at Talladega	ALL
ANJ 908.4 Koch	
ANJ 908.4 Precision Strip	
ANJ 850.0 Cooper Marine	House Track
ANJ 843.1 Roanoke	
ANJ 841.8 Mohawk	ALL
ANJ 840.0 Steel Fab	Yard 1&2 Tracks
ANJ 816.0 LaGrange Yard	
ANJ 800.0 Georgia Pacific	ALL

8. MISCELLANEOUS

ANJ 908.4 Koch Loop – To insure the safety of Koch grain employees at the plant in Talladega, the conductor must inform Koch employees that they will be switching on the Koch Loop. The conductor will go engine light to the unloading spot and ascertain that all men and equipment are in the clear or may call 256-315-2157 to notify Koch employees of the moves to be made. In addition, the runaround track at the top of the hill will be used to run around any cars for Koch and Precision Strip.

ANW 6.0 Wilsonville Branch – Do not shove any partially loaded coal trains back off the trestle.

ANJ 800.0 Georgia Pacific – A red light / flag has been installed on the building track. When this light/flag is removed by GP employee, this will allow CSX employees to enter the track. CSX employees must comply with applicable operating rules 103-A, Item 5 before moving cars in building, log track and chip track. Conductor must check switch list box for switching instructions, if no list is in switch list box contact the guard office for switching instructions.

ANJ 789.6 Childs Crew Change – Northbound trains entering runaround track should secure train at Childs if practical for crew change. Southbound trains entering runaround track should secure train at Elm Street, if practical, for crew change.

Trains operating from the Lineville Subdivision should contact the CN dispatcher or BG dispatcher prior to passing Fifth Avenue if routed to new way to ascertain prior to stopping at north end Manchester if allowed to continue to Manchester yard office for change. Crews will not be allowed to change crews at north end Manchester on new way. Southbound trains will use Fifth Avenue as crew change point when not routed by north end Manchester.

OPERATION AT PLANT GASTON

Maximum authorized speeds on all tracks inside gate at Plant Gaston is five (5) MPH.

Trains approaching Plant Gaston will contact NS train dispatcher on radio channel 56-56 at tone 5. Dispatcher will notify crew to go to channel two, which is 48-09. Crew will receive track warrant via radio. If unable to contact NS train dispatcher via radio, then track warrant will be obtained as follows via telephone at ANW 6.0:

- 1) From 0700 hours till 1500 hours – Dial 7-951-4845
- 2) From 1500 hours till 0700 hours – Dial 7-951-4844

Plant telephone number is 205-288-0239.

All trains entering the EC Gaston /Wilsonville Steam Plant at ANW 6.8 will enter the facilities prepared to stop short of any blue flags. On arrival at Yellow Leaf the crews must contact the plant and announce their arrival and obtain permission to enter the facilities.

Split rail derail at ANW 6.8 must be lined for movement as well as two non-electrically locked gates, normal against CSX, must also be lined for movement. After obtaining authority to occupy Norfolk Southern track, one crew member will remain with Plant Gaston personnel for instructions as to dumping the train.

All switches, gates and derails associated with this train movement must be restored to normal position after train is completely clear of Norfolk Southern Track. Only then will track warrant be released via radio or phone to Norfolk Southern Dispatcher.

Movement to plant is north, from plant is south. Coal trains other than Jim Walter coal trains destined to dump at plant Gaston Power Plant Wilsonville, AL, attach dump hoses and charge dump system at Birmingham or LaGrange whichever applies. Dump hoses on these trains are to be removed from empty trains departing Gaston Power Plant Wilsonville and left at either Birmingham or LaGrange, whichever applies.

SLIDE FENCES

Block signals governing movement into a block where a slide detector fence or fences are located display the most restrictive aspect that they can display when a slide is detected by a slide fence. A white light may be illuminated at a signal near a slide fence when a slide is detected at fence. Illumination or non-illumination of the white light does not reliably indicate whether a slide has been detected or not.

Location Of Slide Fence

Wadley – Cragford

ANJ 860.3
ANJ 864.3 to ANJ 864.8
ANJ 865.2 to ANJ 865.5
ANJ 868.1
ANJ 869.1

Lineville – Weathers

ANJ 887.0
ANJ 889.7

Weathers – Carara

ANJ 900.8
ANJ 899.0

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

MP	Location	DOT#
ANJ 961.75	SR 261	639543K
ANJ 961.38	Cunningham Dr	639542D
ANJ 959.76	Lee Street	639540P
ANJ 959.53	CR 52	639539V
ANJ 957.34	CR 11	639533E
ANJ 956.17	Weatherly Way	639863K
ANJ 950.55	CR 11 (Simsville)	639424B
ANJ 945.23	CR 47	639419E
ANJ 940.36	CR 51	639416J
ANJ 938.90	CR 55	639415C
ANJ 931.78	CR 83	639408S
ANJ 925.05	SR 235	639397G
ANJ 924.10	CR 19	639396A
ANJ 923.31	CR 70	639395T
ANJ 921.77	Logan Martin Dam Rd	639393E
ANJ 920.75	Paul Bear Bryant	639391R
ANJ 919.04	CR 207	639387B
ANJ 918.07	CR 208	639385M
ANJ 916.77	Sims Rd	639384F
ANJ 913.97	Old Shocco Rd	639380D
ANJ 911.16	McKinley St	639322H
ANJ 910.41	West St S	639318T
ANJ 910.25	Court St S	639316E
ANJ 910.19	East St S	639315X
ANJ 909.83	75th St	639314R
ANJ 909.61	Johnson St	639313J
ANJ 907.44	Ironton Rd	639309U
ANJ 905.51	Mt. Olive Rd	639307F
ANJ 903.83	Stockdale Rd	639305S
ANJ 893.13	Hanging Rock Rd	639294G
ANJ 853.36	SR 77	639258L
ANJ 842.82	Chestnut St.	639243W
ANJ 839.20	Bud Cummings Road	639238A
ANJ 836.20	Hickory Flat	639235E
ANJ 835.03	CR 278	639233R
ANJ 830.68	Jenkins St	638727G
ANJ 830.07	Williams Rd	638744X
ANJ 828.99	Harmony Church Road	638742J
ANJ 821.66	Hwy 109 Roanoke Road	638733K
ANJ 821.19	Vernon	638730P
ANJ 819.70	Park Ave	638725T
ANJ 819.56	Truitt St	638721R
ANJ 819.55	Murphy St	638723E
ANJ 819.40	Callaway Street	638722X
ANJ 819.19	Douglas Street	638718H
XXB 71.13	Main Street	050490F
XXB 71.01	Depot Stret	050487X
ANJ 816.90	Barnard Ave	638706N
ANJ 813.84	John Lovelace	638702L

MP	Location	DOT#
ANJ 812.09	Knott Road	638701E
ANJ 809.56	Frost School Rd.	638699F
ANJ 805.03	Stovall-Greenville Rd	638692H
ANJ 795.95	SR 194	638682C
ANJ 794.49	Foundation Road	638679U
ANJ 793.14	Bulloch-Bonner Rd	638675S
ANJ 790.37	E.R. Dorton Rd.	638670H

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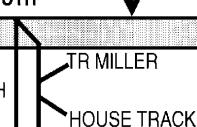
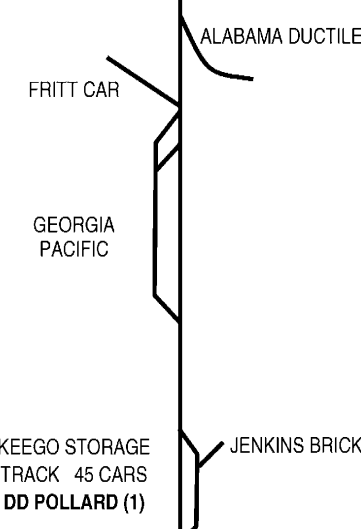



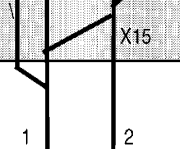
M&M SUBDIVISION - MM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			<div>S&NA SD</div>					
30	000 485.0	VERA			CPS-261	DTC BLOCK VERA		
	000 487.0		S&NA YARD		ABS-261			
20	000 487.8		3.1	<div>AG DISP 94-4 RD 84</div>				
25				<div>AW&P SD</div>				
	000 488.1	COOSA ST.			CPS-261			
30			0.8	<div>DOTHAN SD</div>	ABS-261	DTC BLOCK BELL ST.		
	000 488.9	BELL ST.	PRATTVILLE BRANCH SELMA SD		CPS-261			
50	000 490.0		H&R IND. PARK		ABS-261			
60	491.0 492.0		3.8					
	000 492.7	CATOMA			CPS-261		DTC BLOCK CATOMA	
			4.1		ABS-261			
	000 496.8	N McGEHEES	INDUSTRIAL PARK		CPS-261	DTC BLOCK MCGEHEES		
	000 496.9		HOUSE TRACK		ABS-261			
	000 497.3		1.4	CSDG 6875 FT 10 MPH				
	000 498.2	S McGEHEES			CPS-261			
	000 500.6 000 502.9 000 508.2		DD ROLLING ACRES (1) SYLVEST FARMS DD LETOHATCHEE (1)		ABS-261			
	000 508.6		15.2	LETOHATCHEE HOUSE TRACK				
	000 513.4	N CALHOUN			CPS-261		DTC BLOCK CALHOUN	
			2.0	CSDG 9735 FT 25 MPH	ABS-261			
	000 515.4	S CALHOUN			CPS-261			
60	000 515.8		FT. DEPOSIT STORAGE TRACK 24 CARS		ABS-261			
50	000 520.9		9.5					
	000 524.9	N SEARCY			CPS-261	DTC BLOCK SEARCY		
			2.1	SSDG 10,230 FT 30 MPH	ABS-261			
	000 527.0	S SEARCY			CPS-261			
	000 530.4		4.8	DD GREENVILLE (1)	ABS-261	DTC BLOCK GREENVILLE		
	000 531.8	N GREENVILLE			CPS-261			
			0.9	HOUSE TRACK	ABS-261			
50	000 532.7	S GREENVILLE			CPS-261			

M&M SUBDIVISION - MM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	000 533.8				ABS-261	DTC BLOCK GREENVILLE	
60	000 536.3						
50		8.5			CPS-261	DTC BLOCK CHAPMAN	
	000 541.2	HOLD OUT BOLLING					
	000 543.7		CHAPMAN STORAGE TRACK 45 CARS	CHIP TRACK BULK TRACK	ABS-261		
50	000 544.1						
	000 547.1	5.9				DTC BLOCK GEORGIANA	
40	000 547.1	N GEORGIANA			CPS-261		
50	000 547.4		CSDG 9955 FT 25 MPH		ABS-261		
50	000 549.2	2.0		THREE NOTCH R.R.			
60					CPS-261	DTC BLOCK WILCOX	
	000 554.1		DD GARLAND (1)				
60	000 554.3		HOUSE TRACK		ABS-261		
50	000 554.8	11.1					
	000 560.2	N WILCOX			CPS-261	DTC BLOCK WILCOX	
		1.1	CSDG 5775 FT 25 MPH	HOUSE TRACK	ABS-261		
	000 561.3	S WILCOX			CPS-261		
		0.3			ABS-261		
	000 561.6	N LACHAUSSEE			CPS-261		
		2.2	SSDG 10,400 FT 30 MPH		ABS-261		
	000 563.8	S LACHAUSSEE			CPS-261	DTC BLOCK EVERGREEN	
	000 567.0		EVERGREEN TECH		ABS-261		
	000 567.3		FARMERS FAVORITE				
50	000 568.3	4.8					
45	000 568.6	N EVERGREEN		HOUSE TRACK	CPS-261	DTC BLOCK CASTLEBERRY	
	000 568.8	0.7	CSDG 3050 FT 10 MPH		ABS-261		
50	000 569.3	S EVERGREEN			CPS-261		
	000 570.9				ABS-261		
60	000 574.5						
50	000 575.1						
60	000 575.4		DD CASTLEBERRY (1)				
	000 577.0	9.6	TRUST JOIST		CPS-261	DTC BLOCK CASTLEBERRY	
	000 578.9	N CASTLEBERRY					
		2.2	CSDG 10,780 FT	25 MPH	ABS-261		
	000 581.1	S CASTLEBERRY			CPS-261		
60	000 587.7				ABS-261		
50	000 590.3						
60		11.0					

M&M SUBDIVISION - MM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
60				000 592.1	N BREWTON			CPS-261	DTC BLOCK BREWTON	
				000 592.9				ABS-261		
30				000 593.3	S BREWTON			CPS-261		
								ABS-261		
30				000 593.6						
60				000 594.5						
60				000 601.0					DTC BLOCK BREWTON	
				000 602.1						
50				000 602.4						
60								ABS-261		
NO. 1		NO. 2		000 603.2	WELKA			CPS-261	DTC BLOCK WELKA	
45		60		000 604.3				ABS-261		
				000 605.1	FLOMATON HOLDOUT			CPS-261		
45		60		000 605.7						
30		30		000 606.4				ABS-261		
				000 606.6					DTC BLOCK WELKA	
						1.8				
				000 606.9	N FLOMATON			CPS-261		
						0.1		ABS-261		
				607.0	FLOMATON			ABS-261	DTC BLOCK MILES	
						0.1		ABS-261		
30		30		000 607.1	S FLOMATON			CPS-261		
P	F	P	F	000 607.4						
30	30	30	30	000 607.6					DTC BLOCK WAWBEEK	
45	45	50	50	608.0				ABS-261		
45	45	50	50							
P		F		000 609.3	MILES			CPS-261		
50		50		000 612.8				ABS-261		
79		60								
				</						

M&M SUBDIVISION - MM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
79	60	000 613.1	N WAWBEEK			CPS-261	DTC BLOCK WAWBEEK	
			1.0	CSDG 3905 FT 25 MPH		ABS-261		
		000 614.1	S WAWBEEK			CPS-261		
		000 616.0	3.6	DD CANOE (1)		ABS-261		
		000 617.7	N CANOE			CPS-261		
79	60		2.0	SSDG 10,000 FT 30 MPH		ABS-261	DTC BLOCK CANOE	
		000 619.7	S CANOE			CPS-261		
		000 620.4				ABS-261		
		000 621.2		ATMORE HOUSE TRK				
		000 621.4	1.9					
45	45	000 621.6	ATMORE			CPS-261	DTC BLOCK CANOE	
		000 623.2	2.8	AGR CONNECTION	AGR OVERPASS			
55	50	000 624.4	N NOKOMIS			CPS-261	DTC BLOCK NOKOMIS	
		000 624.6	2.1	SUN BELT CHEM. SSDG 10,065 FT 30 MPH	NOKOMIS HOUSE TRK	ABS-261		
		000 626.5	S NOKOMIS			CPS-261		
		000 627.2				ABS-261		
		000 629.4			PERDIDO STORAGE TRK 55 CARS			
000 630.1								
000 630.3								
79	60	000 637.1				ABS-261	DTC BLOCK NOKOMIS	
		000 637.9						
		000 638.3						
55	50	000 641.1	14.7	DD PINCHONIA (1)		ABS-261		
		000 641.2	N BAY MINETTE			CPS-261		
				CSDG 7150 FT 25 MPH	PLASMINE FOLEY BR.	ABS-261		
		000 642.4	1.6	INTER CHANGE TRACK MIDSOUTH				
		000 642.8	S BAY MINETTE			CPS-261		
50	50	000 643.0				ABS-261		
		000 648.5	6.4	DD HURRICANE (1)				
		000 649.2	N HURRICANE				CPS-261	
			2.1	SSDG 9680 FT 30 MPH	SAND TRK.	ABS-261		
		000 651.3	S HURRICANE			CPS-261		
50	50	000 651.6				ABS-261	DTC BLOCK HURRICANE	
		000 651.7						
		000 653.5						

M&M SUBDIVISION - MM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
30 70	25 50	000 653.7 000 656.2			DD NORTH MOBILE (1)	ABS-261	DTC BLOCK HURRICANE	
70	50	000 658.3						
30	25	000 658.7			DB	BAYOU SARA RIVER		
79	60		8.9			ABS-261		
		000 660.2	AKKA			CPS-261		
No. 1	No. 2					ABS-261	DTC BLOCK AKKA	
P 79	F 60				1 2			
		662.0						
79	60		2.7			ABS-261	DTC BLOCK AKKA	
		000 662.9				CPS-261	DTC BLOCK THREE MILE	
P	F							
79	60	663.0	ALADOCKS					
		000 663.2						
30	25	000 663.2			DB	CHICKASAWBOGUE RIVER		
45	45	663.5				CPS-261		
45	45	000 664.0		1.3	KIMBERLY CLARK	SANDY CSDG 2460 FT 25 MPH	ABS-261	
30	25					X-10		
30	30	000 664.2	THREE MILE CREEK		DB	THREE MILE CREEK	CPS-261	
						MOBILE SIDING SSDG 7,100 FT 30 MPH T ASD	ABS-261	
30	30	000 665.2	SIBERT	1.0	X10			DTC BLOCK THREE MILE
180.2 MILES VERA TO SIBERT								

M&M SUBDIVISION – PRATTVILLE BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	000 489.0	BELL STREET				1
	0DM 179.0	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK AUTAUGUA	
	0DM 171.1	DTC BLOCK SIGN		193		
	0DM 171.0					
	0MD 1.3	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK MILL	
10	0MD 2.8	MILL DTC BLOCK SIGN				
			I INTERNATIONAL PAPER			

STATION PAGE NOTES

NOTE 1: Movements between Bell Street and DTC Block Sign 0DM 179.0 will be made in accordance with Rule 96.

M&M SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

97 DRAWBRIDGES

MP/Location	Hours Attended
000 651.6 / Tensaw River	1000 – 1800
000 653.5 / Mobile River	Continuous
000 658.3 / Bayou Sara River	1100 – 1900
000 663.2 / Chickasawbogue River	Continuous
000 664.2 / Three Mile Creek	Continuous

When controlled block signal indicates “STOP”, in addition to securing permission of train dispatcher to pass such signal, no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement.

When a bridge tender is not on duty and the bridge is lined for rail movement and permission has been received from the Train Dispatcher to pass such signal as prescribed by Rule 226-B, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement is allowed to proceed.

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
000 486.0 / Montgomery Yard	3 on trains left at S&NA Yard
000 544.0 / Chapman	3 hand brakes applied when setting off or picking up
000 548.0 / Georgiana	
000 592.1 / Brewton Mill	
000 607.0 / Flomaton	

Note: Trains left at Montgomery will also have handbrakes on all locomotives and a full service application of the automatic brakes.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
000 487.0 / Montgomery	Continuous	84, 94-4	Wayside
		18	Terminal
000 503.0 / Tyson		84, 94-4	Wayside
000 525.0 / Searcy			
000 547.0 / Georgiana			
000 567.0 / Evergreen			
000 575.5 / Castleberry			
000 592.0 / Brewton			
000 621.0 / Wawbeek			
000 629.9 / Perdido			
000 643.0 / Bay Minette			
000 664.0 / Comm Equip RM		94-4 18, 66, 84	Terminal
000 664.8 / Car Inspector RA			
000 664.8 / End to End Radio			
000 664.8 / Sibert Yard			

2. INSTRUCTIONS RELATING TO SAFETY RULES

Bay Minette, AL. There is an open pit under the track on Old Foley main line about 45 car lengths south of the International Paper switch for Mobile Asphalt. The pit is for unloading open top hoppers and is 8 feet deep. Extreme care should be exercised when working in this area. Do not walk on east side of track at the pit area. Do not walk, get off equipment or mount equipment on the east side of the Foley Main around pit area.

Plasmin Technology – Has a portion of track that is out of service for CSX. A sign has been placed at this location on No. 1 track stating “No Railcars Beyond this Point”.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4305 After Passing a Clearance Detector

000 638.3 Pinchonia Defect Detector is also a clearance detector. Refer to EHR 4305 and 4306 for instructions.

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
000 493.2	Montgomery
000 651.5	Tenasaw River
000 651.7	Little Lizard
000 653.5	Mobile River
000 656.7	Bayou Canot
000 663.2	Chickasabogue
ODM 173.8	Prattville Branch

EHR 4467 HANDLING ROTARY COUPLER EQUIPPED CARS

Does not apply to "Jim Walter" coal trains operating between Birmingham and Mobile, AL.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
000 486.0 / Montgomery Grain	6 Axle Engines	Prohibited
000 487.0 / Woods Lead		
000 487.2 / Koppers Tote Trk.		
000 487.6 / Mississippi Chem		
000 487.6 / N end Shops		
000 490.7 / H&R Ind. Park		
000 496.9 / McGehees Ind. Park		
000 543.8 / Chapman Swamp Trk		
000 642.2 / Int Paper Foley Branch		
000 650.4 / Sand Track		
ODM 180.2 / Southern Cotton Oil		
ODM 173.0 / Ring Around		

7. CLOSE CLEARANCE

MP/Location	Track
000 489.0 Webster	All
000 489.0 Contech	
000 489.0 Rheem	
000 489.0 Jenkins Brick	
000 489.0 Fleischman's Vinegar	Dock
000 490.7 Alpha Lumber	
000 490.7 VMS	All
000 496.8 Smurfit Stone	
000 502.9 Koch Foods	
000 508.6 American Colloid	
000 593.6 Alabama Ductile	
000 594.0 Georgia Pacific	
000 600.9 Keego	
000 623.6 Masland Carpet	
000 624.2 Sunbelt	Dock
000 642.0 Mobile Pole and Piling	
000 642.0 Plasmine Tech.	All
000 642.0 International Paper	S1 and S2

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
000 492.7 / H&R Industrial Park	All Tracks

000 489 Montgomery Yard – Prior to final departure trains must contact the Montgomery Yardmaster.

000 489 Montgomery Yard North End Ladder – No more than four loads together in block can be cut off in motion. Blocks of more than four loaded cars must be shoved to rest.

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote control locomotive (RCL) rules are included in the CSX Operating Rules.

I. Remote Control Locomotive Operation at Montgomery Terminal

Remote control zones (RCZ) are established in Montgomery Terminal and RCZ signs are in place as follows:

- A. North End of S&NA Yard
 1. Southbound into yard at Vera: 700 ft. south of the dwarf signal at Vera.
 2. Northbound: The North Yard switchman's shack.
 3. All tracks within these locations will be in the RCZ when activated.
- B. South End of S&NA Yard
 1. Southbound on N18: At the southbound clearance point of switch from N18 to the long pocket.
 2. Northbound into yard at Coosa Street on the northbound: 50 ft. north of the switch giving access to 18 running rail.

3. The following tracks will be considered part of the south end RCZ from the RCZ signs to the south end of the tracks listed below:
 - a. Northbound
 - b. Short Pocket
 - c. Long Pocket

C. South End of Chester Yard

1. South sign located on the New Way track at Court Street.
2. North sign located on the yard Lead with the Chester Yard Shack.

II. Instruction for train, engine and on-track equipment movements arriving Montgomery Terminal

A. Chester Yard – Movements will not pass the following locations without contacting the yardmaster at Montgomery Yard:

1. Southbound from the A&WP Subdivision – Michigan Avenue road crossing at grade.
2. Northbound from the M&M Subdivision – north absolute signal Bell Street.

No northbound movement will be made from the A&WP main line to C01 by way of the southbound crossover until the conductor, engineer, or on-track equipment operator has contacted the yardmaster at Montgomery to ascertain if the RCZ is active. If the RCZ is active, permission from the remote control foreman (RCOF) must be obtained to foul the crossover and enter C01.

B. S&NA Yard – Movements will not pass the following locations without contacting the yardmaster at Montgomery Yard:

1. Southbound from S&NA South Subdivision – Southbound absolute signal at Vera.
2. Northbound from M&M Subdivision, Prattville Branch, Dothan Subdivision, and Selma Subdivisions – Northbound absolute signal at Bell Street.

TASD RAILROAD MOBILE, AL - including the following:

1. McDuffie Island
2. TASD Interchange
3. West Coal Tracks

When a CSX Crew is operating on the TASD Property they are to contact the TASD Yardmaster via radio on channel 66. At this time the crew will notify the TASD where they are and what location they are going to. After getting permission from the TASD Yardmaster to proceed and make your moves, the TASD Yardmaster will notify any TASD crew what you are doing and stop any movement on adjacent track when you are switching or coupling tracks.

At McDuffie, when doubling a coal train out, the TASD Yardmaster will notify all concerned at this location that a CSX Crew is pulling empties or placing a train at the island. Movement will STOP until you report in the clear or your move has been completed.

When you have cleared the TASD property you must notify the TASD Yardmaster via radio that you are clear of the TASD property. When you do this you must give the train or yard ID and engine number.

The following relates to the Terminal Railway Alabama State Docks:

a) **Operating Rules:**

90. All train movements will be governed by the yardmaster on duty.

90-B. All trains on property will monitor radio. Radio channels and frequencies are listed in Rule 403.

95. Foreign railroads must obtain permission of the control station to enter TASD property.

96. Foreign railroads must report "Clear" when they leave the property.

403. Radio Station Information – base station is located in the yard office and is monitored 24 hours a day, seven days a week. Assigned channels are designated in Operating Rule Book or by Bulletin Orders. Channel 1 –TASD & Foreign Railroads will use Channel 66.

Unless otherwise provided, employees of foreign lines will be governed by TASD operating rules and special instructions while performing service on TASD tracks. Foreign lines performing service on TASD property will monitor TASD radio channels. Unless otherwise provided, TASD employees will be governed by timetables, rules and special instructions of foreign lines while performing service on foreign line tracks.

b) Foreign railroads operating on the property must report "clear" when they leave yard limits.

c) Foreign railroads given permission by the control station to deliver or pull tracks on property must do so within thirty minutes of granted permission. Failure to deliver or pull tracks within this thirty minutes will require foreign railroads to again receive permission from the control station to deliver or pull track on property.

d) Derails are located on the north end of west coal No. 3 and on the crossover from the North end of west lead to west coal #3. The derail in west coal No. 3 is located 164 feet south of west coal No. 3 switch; the derail on the crossover from the west lead to west coal No. 3 is located 104 feet south of the west coal No. 3 switch.

e) When operating on the TASD Interchange, the switches will be left lined for straight track for the TASD RR. This is the normal position.

f) Road Crossing:

When coal trains are pulling south through Choctaw Yard to place train on McDuffie Terminal, T&E crews are to leave road crossing located on north end of Radcliff Yard open while yarding the head end of train and returning with engines to the rear portion of train. This will allow vehicle access to local industries while Virginia Street is blocked.

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

NOTES

MP	Location	DOT#
000 487.80	Railroad St.	351219U
000 490.42	Terminal Rd.	351221V
000 490.65	Airbase Blvd.	351204E
000 496.91	Wasden Rd.	351227L
000 502.98	Tyson Rd.	351232H
000 519.63	North Pollard St.	351244C
000 520.48	Jones St.	351246R
000 520.56	Rogers St.	351247X
000 522.05	Porterfield Rd.	351249L
000 525.80	CR 61	351251M
000 545.90	N. Railroad Ave.	351267J
000 554.65	CR 8	351279D
000 563.92	Owassa Road	351281E
000 566.73	Willy Rogers	351285G
000 567.71	North Main St.	351286N
000 568.44	Rural St	351288C
000 568.53	Depot Street	351289J
000 568.82	Bellville	351290D
000 579.07	Cleveland Ave	351299P
000 593.08	East	351314P
000 593.55	Mildred	351319Y
000 604.80	Old Fannie Rd.	351338D
000 607.89	College St.	351345N
000 612.79	Old Atmore Rd.	351347C
000 614.49	Abrams Rd.	351351S
000 614.96	Dugout Ln.	351352Y
000 616.51	Cowpen Creek Rd.	877346B
000 616.76	Canoe Road. North	351356B
000 617.29	Tumbling Ln.	351347H
000 618.29	Chapman Rd.	351360R
000 619.92	N. 21 st Ave.	351363L
000 620.06	N. 18 th Ave.	351364T
000 620.79	Martin Luther King	351366G
000 621.19	2 nd Ave.	351367N
000 621.43	Presley St.	351368V
000 621.63	Main St.	351369C
000 621.69	Trammell St.	351370W
000 621.86	Wilson Ave.	351371D
000 622.31	Rays Circle	351373S
000 623.01	Swift Mill Rd.	351374Y
000 623.37	Deas St.	351375F
000 624.45	Pinehaven Rd.	351376M
000 624.91	Pinehaven Rd.	351377U
000 626.01	James Rd.	351378B
000 628.03	James Rd. (South)	351379H
000 630.05	Hwy. 47	351381J
000 634.29	Dyas Rd.	351384E
000 642.43	Hoyle Ave.	351389N
000 642.50	Hand Ave.	351390H
000 642.61	Pine St.	351391P
000 644.07	Tall Pines Rd.	351447G
000 648.42	SR 225	351449V
000 663.50	Bay Bridge Rd.	351412F

MANCHESTER SUBDIVISION - MS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			ATLANTA TERM SD					
55	ANB 827.0	S PEACHTREE CITY	DD PEACHTREE CITY (1)	<div>BG DISP. 08-5 RD 66</div> <div>SENOIA STORAGE TRACK 60 CARS</div>	ABS-261	DTC BLOCK HARALSON		
	ANB 826.6							
35	ANB 825.7							
	ANB 824.4							
50	ANB 822.4							
40	ANB 822.3							
50	ANB 822.2							
45	ANB 821.8							
55	ANB 819.1							
40	ANB 818.8							
50		8.5						
	ANB 818.5	N HARALSON	SSDG		CPS-261	DTC BLOCK HARALSON		
		1.7	8,000 FT.		ABS-261			
55	ANB 816.8	S HARALSON	25 MPH		CPS-261			DTC BLOCK GAY
	ANB 813.1				ABS-261			
45	ANB 812.9	9.4				DTC BLOCK GAY		
55	ANB 812.3							
35	ANB 808.7							
45	ANB 808.1							
40	ANB 807.1							
	ANB 807.4	N GAY		CSDG	CPS-261	DTC BLOCK GAY		
		1.2		6,093 FT	ABS-261			
	ANB 806.2	S GAY		25 MPH	CPS-261			
	ANB 805.4		DD GAY (1)		ABS-261	DTC BLOCK WOODBURY		
50	ANB 805.1							
55	ANB 802.0							
50	ANB 801.7							
	ANB 798.5							
35	ANB 797.4							
		13.1	WOODBURY STORAGE TRACK 85 CARS			DTC BLOCK WOODBURY		

MANCHESTER SUBDIVISION - MS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
35	ANB 797.3 ANB 796.7 ANB 796.4 ANB793.7				ABS-261	DTC BLOCK WOODBURY	
40							
35							
40							
55					ABS-261		
	ANB 793.1	N PERSICO			CPS-261	DTC BLOCK WOODBURY	
	793.0	2.1	SSDG 10,223 FT		ABS-261		
	792.0		30 MPH				
	ANB 791.0	S PERSICO			CPS-261	DTC BLOCK EDMAN	
55	ANB 790.5	2.7	<div>LINEVILLE SD</div> <div>WYE TRACK TO LINEVILLE SD</div>		ABS-261		
45	ANB 790.3						
35	790.0						
	ANB 788.9						
30	ANB 788.5						
10	ANB 788.3	N MANCHESTER			CPS-261	DTC BLOCK MANCHESTER	
	ANB 788.1	1.5	<div>RUN AROUND 25 MPH ss</div>	<div>CSDG 7,300 FT 25 MPH</div>	ABS-261		
30	ANB 787.9						
	ANB 787.2						
30	ANB 786.8	MANCHESTER YARD			CPS-261		
		0.7			ABS-261		
	ANB 786.1	S MANCHESTER			CPS-261		
			<div>FITZGERALD SD</div>				
40.9 MILES S PEACHTREE CITY TO S MANCHESTER							

MANCHESTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42-A CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
ANB 822.4 and ANB 822.3	40

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP / Location	Restriction
ANB 822.4 Senoia	Crossings must not be blocked more than 5 minutes.
ANB 817.0 Haralson	Crossings must not be blocked more than 15 minutes.
ANB 787.3 Manchester	Crossings must not be blocked more than 15 minutes

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

104-K SPRING SWITCHES

Springs switches are at the following locations:

MP/Location	Normal Position	Speed
ANB 787.2 / Manchester Yard	Runaround	10

The spring switch signal only governs facing point movements over the switch. Indications are as follows:

- A green light indicates that the switch is properly lined in normal position (towards runaround track).
- A lunar light indicates that the switch is properly lined in reverse position (towards yard lead). If traveling north towards the yard lead, before passing the spring switch, crews must contact the BG Dispatcher for instructions on where to yard train.
- A red light indicates that the switch may not be properly lined and the switch shall be lined in accordance with Rule 104-M

Trailing movements may be made through the spring switch when the points are in the normal position (lined towards the runaround track). If a train is stopped on a spring switch when making a trailing movement that springs the switch points, a reverse movement must not be made nor slack taken until the switch has been manually placed in its proper position. Trailing movements may not be made through the spring switch when the points are in the reverse position (lined towards the yard lead).

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
ANB 806.5 / Gay	Continuous	66, 8 – 5	Wayside
ANB 789.1 / Pine Mtn.			
ANB 788.1 / Pine Mtn.			Terminal

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

Crew Change – Northbound trains entering runaround track should secure train at Childs if practical for crew change. Southbound trains entering runaround track should secure train at Elm Street, if practical, for crew change.

Trains operating from the Lineville subdivision should contact the CN dispatcher or BG dispatcher prior to passing Fifth Avenue if routed to new way to ascertain prior to stopping at north end Manchester if allowed to continue to Manchester yard office for change. Crews will not be allowed to change crews at north end Manchester on new way, southbound trains will use Fifth Avenue as crew change point when not routed by north end Manchester

ANB 788.5 Wye Switch at Manchester

Use of this track must be approved by an Engineering or Transportation Supervisor.

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

NOTES

MP	Location	DOT#
ANB 826.72	Dividend Dr	639467U
ANB 822.44	Johnson St	639461D
ANB 822.35	Seavy St	639460W
ANB 817.80	Rising Star Rd	639455A
ANB 816.90	Main St	639453L
ANB 816.71	Line Creek Rd	639451X
ANB 807.01	Flat Shoals Rd	639429K
ANB 802.10	Covered Bridge Rd	639371E
ANB 798.34	Dromedary St	639359X
ANB 790.95	Prather Rd	639350L
ANB 790.29	Wrightsville Rd	639348K

NOTES

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F			M&M SD				
30	30	000 665.2 000 665.3	MOBILE SIBERT	AG DISP 94-3 RD-84 ST. DOCK INT.		CPS-261	DTC BLOCK STATE DOCK	
				0.2	7,100 FT SSDG 30 MPH TASD YARD	ABS-261		
		000 665.4	STATE DOCKS			CPS-261		
		000 666.0		1	2	ABS-261		
				1.6				
1	2	1	2					
45	30	45	30					
45					TASD MCDUFFIE ISLAND	ABS-261	DTC BLOCK CHOCTAW	
		000 668.3		1.4				
		000 668.4	IC INTERLOCKING			CPS-261		
		000 668.5		1.3	CNIC(A) McDUFFIE ISLAND (BAYSIDE)	ABS-261		
		000 669.7	N BROOKLEY		CNIC	CPS-261		
45		000 670.0					DTC BLOCK BROOKLEY	
75	60	000 671.5		CSDG 10,395 FT 25 MPH	BROOKLEY INDUSTRIAL PARK	ABS-261		
79		000 671.6			ATLAS COLD STORAGE			
		000 671.8	S BROOKLEY	2.1		CPS-261		
		672.0 673.0 000 674.9 000 675.7		DD GEORGES(1) SEA-PAK		ABS-261		
		000 679.2			THEODORE INDUSTRIAL PARK		DTC BLOCK BROOKLEY	
		000 679.5		13.8		ABS-261		
		000 685.6	N ST. ELMO			CPS-261		
				HOUSE TRACK	CSDG 8,800 FT 25 MPH	ABS-261		
		000 687.3	S ST. ELMO	1.7		CPS-261		
79	60					ABS-261		

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
		000 696.5		DD PECAN (1)				1
79	60					ABS-261	DTC BLOCK ST. ELMO	2
60	60	000 698.9	12.0					
		000 699.3	N ORANGE GROVE			CPS-261	DTC BLOCK ORANGE	
			1.9	CSDG 8,910 FT 25 MPH		ABS-261		
		000 701.2	S ORANGE GROVE			CPS-261		
		000 702.3				ABS-261		
60	60			TOTE TRACK				
60	50	000 703.0		INDUSTRIAL PARK				
		000 704.0		BAYOU CASSOTTE YD			DTC BLOCK ORANGE	
		000 704.2					DTC BLOCK BAYOU	
60	50	000 704.8						
45	45	000 705.9		MSE RR				
			5.3			ABS-261		
		000 706.5	N PASCAGOULA			CPS-261		
				OLD HOUSE TRACK				
45	45	000 706.8		DB		ABS-261		
30	25	000 706.9		PASCAGOULA RIVER				
			0.5					
60	45	000 707.0	S PASCAGOULA	X10		CPS-261		
79	50	000 707.2		WATTS YARD				
79	50	000 709.6		INGALLS SHIP YARD		ABS-261		
60	50		2.8				DTC BLOCK BAYOU	
		000 709.8	N GAUTIER			CPS-261		
79	60			HOUSE TRACK				
			1.7	CSDG 7,760 FT 25 MPH		ABS-261		
		000 711.5	S GAUTIER			CPS-261	DTC BLOCK GAUTIER	
		000 712.0						
		000 712.3		GAUTIER ROCK		ABS-261		
79	60							

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
79	60	000 718.3 000 719.3 000 720.0		DD OCEAN SPRINGS(1)		ABS-261	DTC BLOCK GAUTIER	
79	50							
45	45							
45	45	000 722.3	N OCEAN SPRINGS			CPS-261	DTC BLOCK OCEAN	
60	50	000 722.5		CSDG 3,000 FT 10 MPH COASTAL STORAGE TRK 0.8		ABS-261		
		000 723.1	S OCEAN SPRINGS			CPS-261		
		000 724.3				ABS-261		
30	25	000 724.5			DB BILOXI BAY	ABS-261	DTC BLOCK OCEAN	
60	60	000 725.4						
45	45							
45	45	000 728.0				ABS-261	DTC BLOCK OCEAN	
60	50	000 730.2	N BEAUVOIR			CPS-261		
						ABS-261		
						ABS-261	DTC BLOCK BEAUVOIR	
		000 731.9	S BEAUVOIR			CPS-261		
						ABS-261		
60	50	000 735.8				ABS-261	DTC BLOCK BEAUVOIR	
45	45	000 735.9		MISSISSIPPI CITY				
		000 739.4		KCS (A)				
		000 741.7		LUMBER YARD			DTC BLOCK BEAUVOIR	
		000 743.6		DD LONG BEACH (1)				
45	45	000 744.4				ABS-261		
60	50					ABS-261	DTC BLOCK BEAUVOIR	
		000 745.1	N HARBIN			CPS-261		
		000 746.3		HARRISON COUNTY SPUR	CSDG 8,880 FT 25 MPH	ABS-261		
		000 746.9	S HARBIN			CPS-261	DTC BLOCK HARBIN	
60	50	000 748.5				ABS-261		
45	45							

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
P	F	000 749.1		SEAWAY SPUR		ABS-261	DTC BLOCK HARBIN	
45	45	000 749.7		DD PASS CHRISTIAN (1)				
60	60	000 750.2						
		000 752.5						
30	25			DB	BAY ST. LOUIS			
60	60	000 752.7						
45	45	000 754.0						
		000 754.5	7.7	BAY ST. LOUIS HOUSE TRACK		ABS-261	DTC BLOCK HARBIN	
		000 754.6	N NICHOLSON AVE.			CPS-261	DTC BLOCK NICHOLSON	
45	45	000 755.1			CSDG 8,580 FT 25 MPH	ABS-261		
60			1.8					
		000 756.4	S NICHOLSON AVE.			CPS-261		
	50	000 756.9				ABS-261		
79		000 758.1		WAVELAND HOUSE TRACK				
		000 758.5						
		000 761.7		DD LAKESHORE (1) PBVR INTERCHANGE				
		000 764.1	9.8			ABS-261	DTC BLOCK NICHOLSON	
	60	000 766.2	N CLAIBORNE			CPS-261	DTC BLOCK CLAIBORNE	
			1.9		SSDG 9,000 FT 30 MPH	ABS-261		
		000 768.1	S CLAIBORNE			CPS-261		
79		000 768.8				ABS-261		
30	25	000 768.9		DB	PEARL RIVER			
79	60	000 770.9		DD ENGLISH LOOKOUT (1)				
		000 773.6			NORTHSIDE STORAGE TRK. 45 CARS			
79	60	000 774.5						
60	45	000 775.3						
30	25	000 775.4		DB	RIGOLETS			
79	60							
79	60					ABS-261	DTC BLOCK CLAIBORNE	

NO&M SUBDIVISION - NM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P		F				SOUTH				
79	60			000 776.3	12.1	RIGOLETS	HOUSE TRACK	ABS-261	DTC BLOCK CLAIBORNE DTC BLOCK CATHERINE	3
				000 780.2	N LAKE CATHERINE			CPS-261		
						SSDG 7,400 FT 30 MPH		ABS-261		
				000 781.9	S LAKE CATHERINE	DD LAKE CATHERINE (1)		CPS-261		
79	60			000 787.1		DD CHEF MENTEUR (1)	CHEF HOUSE TRK	ABS-261	DTC BLOCK CATHERINE	
				000 787.2						
30	25			000 787.3		DB	CHEF MENTEUR			
60	60			000 787.7						
79	60			789.0					DTC BLOCK CATHERINE	
				790.0						
79	60			000 791.9	11.2	DD RECOVERY (1)		ABS-261		
				000 793.1	MICHOUD			CPS-261		
NO. 1		NO. 2							DTC BLOCK PARIS	
P	F	P	F				MICHOUD INDUSTRIAL SPUR	ABS-261		
60	60	40	40			2.8	MICHOUD STORAGE TRK.			
				000 795.9	PARIS ROAD	X30		CPS-261		
						3.3	1	2	ABS-261	
				000 799.2	NORTH GENTILLY	X10		CPS-261	DTC BLOCK PARIS	
P	F			000 799.3				193		
40	20			000 800.0						
				000 800.5	2.0	CSX TRANSFLO	GENTILLY YD			
				000 801.2		NOPB RR	NOPB RR	CPS-261		
				000 801.3						
				000 801.4	INDUSTRIAL CANAL	1	2		INDUSTRIAL CANAL	
				000 801.5		DB				
						X10		NOPB (R)		
</										

NO&M SUBDIVISION - NM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE		TWC	NOTES
No. 1		No. 2				SOUTH		No.1	No. 2		
P	F	P	F	000 802.7	NO&NE TOWER INTERLOCKING	NS (R)					3
40	20	20	20	000 802.9 000 803.0	1.0	1 NS 2 CHART		193 ABS 261	193 ABS 251		4
40	20	20	20	000 803.5							
15	15	15	15	000 803.7		NOT JUNCTION					
						NS RR					
138.5 MILES MOBILE TO NOT JUNCTION											

STATION PAGE NOTES

- NOTE 1:** If defect detector at Pecan is not functioning, trains must be stopped and a complete walking inspection must be performed. Pecan is a hot journal, dragging equipment and wide load detector.
- NOTE 2:** Do not sound locomotive horn between 000 697.0 and 000 698.0 except to comply with CSX operating rules.
- NOTE 3:** Between 000 799.2 (North Gentilly) and 000 802.7 (NE Tower) 704 authority will be obtained by contacting the Gentilly Yardmaster.
- NOTE 4:** Between 000 802.7 (NE Tower) and 000 803.7 (NOT Jct.) on track authority will be obtained by contacting NS Dispatcher and receiving T-A-1.1 track authority by calling 205-951-4843.

BACK BELT - NS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
SOUTH BOUND	NORTH BOUND			NS	SOUTH			
30	30		CSX ST. ROCH	NS				1
		7.0	ELYSIAN FIELDS	X-15 MPH		NS RULES		
		6.7	FRENCHMEN ST.	X-15 MPH				
		5.3	DENTAL SCHOOL					
		4.2	MARCONI DR.					
		3.7	EAST CITY JCT.	15 MPH	EAST CITY JCT.			
		3.5A	UPT JCT		UPT			
		2.7A	17 TH ST. CANAL	20 MPH				2
30	30	2.2A	METARIE RD.			NS RULES		
RESTRICTED SPEED					KCS			
		0.6A	SHREWSBURY					
					KCS			
		0.0A	IC CONNECTION	CNIC				3
			IC	CNIC A2				
			MAYS YD	E. BRIDGE				
		UP	To HUEY	TOWER				
					NOPB			
					W. MAIN			
					NOPB			
		AVONDALE	P. LONG		EAST MAIN			

STATION PAGE NOTES

NOTE 1: NS Dispatcher Radio Channel is 08-08.

NOTE 2: Between Carrolton Road NS Milepost 2.4A and Labar Road NS Milepost 0.8A, do not use the engine horn or bell except in emergency.

NOTE 3: CNIC Dispatcher Radio Channel is 54-54.

NO&M SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

97 DRAWBRIDGES

MP / Location	Hours Attended
000 706.8 / Pascagoula River	Continuous
000 724.3 / Biloxi Bay	
000 752.5 / Bay St. Louis	
000 768.9 / Pearl River	0600 – 2200
000 775.4 / Rigolets	Continuous
000 787.2 / Chef Menteur	
000 801.4 / Industrial Canal	

When controlled block signal indicates “STOP”, in addition to securing permission of train dispatcher to pass such signal, no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement.

When a bridge tender is not on duty and the bridge is lined for rail movement and permission has been received from the Train Dispatcher to pass such signal as prescribed by Rule 226-B, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement is allowed to proceed.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
000 668.4 / IC Interlocking	CNIC	Automatic NOTE	226-B
000 739.4 / Gulfport	KCS	Automatic	98
000 801.5 / NOPB Interlocking	NOPB	Remote	226-B
000 802.7 / NO&NE Interlocking	NS		

Note: See instructions in box.

100-D HIGHWAY-RAIL GRADE CROSSINGS

000 746.35 Espy Ave, Harbin, MS – Crews will coordinate movements with dispatcher and other crews to avoid blocking crossing.

100-E HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
000 706.40 / Pascagoula, MS – Pascagoula Street while operating on siding and auxiliary tracks	Crews must approach crossings prepared to stop and not foul the crossing until warning devices are functioning or flag protection is provide.
000 722.70 / Ocean Springs All crossings while operating on siding and auxiliary tracks	

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

103-D HAND BRAKES

000 665.2 TO 000 803.7 NO&M Subdivision – Two handbrakes are required on all trains or cars left unattended.

MP/Location	Number of Hand Brakes Required
000 665.2 / Sibert Yard S2, S3 and S4	4
000 680.0 / Theodore Rock	When picking up or setting off at these locations, only one handbrake is required on cars left standing on mainline or siding.
000 703.0 / Bayou Cassotte Yard	
000 712.0 / Gautier Rock	
000 746.3 / Harrison County Spur	

000 665.2 Sibert Yard Securement Procedures – Crews will be responsible for checking securement in tracks S16-S23 (The Backside) before switching cars into these tracks. All crews working on the north end of Sibert will check with crews on the south end of Sibert for securement prior to switching cars into S14, 14B and S15. In the absence of a crew in position on the south end, the crew on the north end will be entirely responsible. Proper securement for these tracks will be 1 handbrake at least two cars north of the yellow tie (clearance point). There will not be any securement requirements in S05-S13 while switching into these tracks.

104-A HANDLING SWITCHES

000 665.2 Sibert Yard – When lining the switch on the north end of the pocket track for use, the switch on the south end of track 14-B must be lined for movement to 14-B.

000 665.2 Sibert Yard – When not in use for switching operations, the S04 switch on the south end of the Drill Track will be left lined for movement on the Drill Track.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
000 664.3 / Mobile	Continuous	18,66,84, 94-3	Terminal
000 679.0 / Theodore		84, 94 – 3	Wayside
000 686.0 / St. Elmo			
000 716.4 / Fontainebleau			
000 739.3 / Gulfport			
000 764.2 / Ansley			
000 799.0 / Gentilly		18, 51	Terminal
000 800.0 / New Orleans		84, 94 – 3	Wayside
000 800.0 / Gentilly		94	Terminal
		84	
		56	
	51		
	18		

2. INSTRUCTIONS RELATING TO SAFETY RULES

GS-13 – Employees are prohibited from riding the sides of rolling equipment in all tracks of the South Yard at Gentilly Yard.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

EHR 4305 After Passing a Clearance Detector

000 696.5 Pecan Defect Detector is also a clearance detector. Refer to EHR 4305 and 4306 for instructions.

EHR 4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
000 706.8	Pascagoula MS
000 724.3	Biloxi Bay
000 752.5	Bay St. Louis MS
000 768.9	Pearl River LA
000 775.4	Rigolets LA
000 787.2	Chef Menteur LA
000 801.4	Industrial Canal

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
000 670.0 / Brookley Industrial Tracks	6 Axle Engines	Prohibited
000 671.6 / Atlas Cold Storage		
000 675.6 / Sea-Pac		
000 679.2 / Millard Refrigerator Theodore Branch		
000 703.0 / Pascagoula Industrial		
1. Jackson County Spur		
2. Mississippi Phosphate		
3. Port of Pascagoula		
4. Ammonia Track		
5. Chevron 1,2 and 3 trks		
000 793.1 / Air Products, Buzzi Chemical, U.S. Filter		
000 749.1 Seaway Spur		

7. CLOSE CLEARANCE

MP/Location	Track
000 670.0 / Spill Tech	Unloading spot
000 670.0 / Ampac	Dock
000 670.0 / Recycle Fibers	ALL
000 670.0 / Mobile Moving and Storage	
000 670.0 / Jenkins Brick	Dock
000 670.0 / Industrial Water Service	ALL
000 670.0 / Premdor Corp	
000 670.0 / McEwan Lumber Co	Dock
000 670.0 / Bender Ship Building	
000 671.6 / Atlas Cold Storage	ALL
000 675.7 / SEA-PAK	Spot
000 680.0 / Norden Paper	
000 703.0 / Mississippi Phosphate	Fence gate
000 703.0 / First Chemical	Fence gate to shove through and spot inside structure
000 703.0 / Chevron	Fence gate
000 707.3 / Port of Pascagoula	Fence gate to shove through and spot inside structure
000 707.3 / Port of Pascagoula (2 nd warehouse)	Spot
000 741.7 / Lumber Yard	Fence gate
000 746.3 / Harrison County Spur	Rock Pit
	Bridge 30 cars from switch – no walkway.
000 749.1 / Seaway Spur	Fence Gate

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
000 671.0 / Brookley Industrial Park	All Tracks
000 707.3 / S Pascagoula – Watts Yard	Empty Tracks 1 – 6 Grain Yard tracks 1 - 9

TASD, Mobile, AL-The following governs when operating on the TASD Railroad located in Mobile, Alabama which includes the following:

1. McDuffie Island
2. TASD Interchange
3. West Coal Tracks

When a CSX Crew is operating on the TASD Property they are to contact the TASD Yardmaster via radio on Channel 66. At this time the crew will notify the TASD where they are and what location they are going to. After getting permission from the TASD Yardmaster to proceed and make your moves the TASD Yardmaster will notify any TASD crew what you are doing and stop any movement on adjacent track when you are switching or coupling tracks.

At McDuffie, when doubling a coal train out, the TASD Yardmaster will notify all concerned at this location that a CSX Crew is pulling empties or placing a train at the island. Movement will STOP until you report in the clear or your move has been completed.

When you have cleared the TASD property you must notify the TASD Yardmaster via radio that you are clear of the TASD property. When you do this you must give the train or yard ID and engine number.

The following relates to the Terminal Railway Alabama State Docks:

a) Operating Rules:

90 All train movements will be governed by the yardmaster on duty.

90-B All trains on property will monitor radio. Radio channels and frequencies are listed in Rule 403.

95 Foreign railroads must obtain permission of the control station to enter TASD property.

96 Foreign railroads must report "Clear" when they leave the property.

403 Radio Station Information – base station is located in the yard office and is monitored 24 hours a day, seven days a week. Assigned channels are designated in Operating Rule Book or by Bulletin Orders. Channel 1 –TASD & Foreign Railroads will use Channel 66.

U Unless otherwise provided, employees of foreign lines will be governed by TASD operating rules and special instructions while performing service on TASD tracks. Foreign lines performing service on TASD property will monitor TASD radio channels. Unless otherwise provided, TASD employees will be governed by timetables, rules and special instructions of foreign lines while performing service on foreign line tracks.

000 746.3 Harrison County Spur - If instructed to make pick up at this location the cars not shoved out to the main you must proceed down spur track and pick up cars.

If you are making a set off, cars must be shoved to clear Yellow Crosstie approximately 45 car lengths from mainline.

000 665.0 Mobile Terminal

1. Southbound trains will not leave Aladocks and northward trains will not leave Brookley without authority from the yardmaster.
2. Road Crossing – When coal trains are pulling south through Choctaw Yard to place train on McDuffie Terminal, T&E crews are to leave road crossing located on north end of Radcliff Yard open while yarding the head end of train and returning with engines to the rear portion of train. This will allow vehicle access to local industries while Virginia Street is blocked.
3. Derails are located on the north end of west coal No. 3 and on the crossover from the north end of west lead to west coal No. 2. The derail in west coal No. 3 is located 164 feet south of west coal No 3 switch; the derail on the crossover from the west lead to west coal No. 3 is located 104 feet south of the west coal No. 3 switch.
4. Sibert Yard - The designated locomotive servicing tracks at Mobile are as follows and will be protected by shop locks and derails when workmen are on or moving locomotives in this area:

Tracks: RS1, RS2, RS3, Diesel Shop Lead, Tony Lead

5. Work Instructions in Mobile Terminal

Road trains enroute Mobile arriving "AKKA" or "Brookley" will contact the yardmaster for instructions pertaining to the operation of their train within the terminal. Trains that have instructions to set out or pickup cars within the terminal will stop at the yard track switch governing the move for a setout/pickup and contact the yardmaster for an updated job briefing before occupying any yard track.

Road trains and locals that originate within Mobile terminal will receive instructions from the yardmaster prior to leaving their on duty point and will also stop and have an updated job briefing with yardmaster prior to occupying any yard track to couple locomotives to their train.

REMOTE CONTROL LOCOMOTIVE OPERATION

Remote control locomotive (RCL) rules are included in the CSX Operating Rules.

Remote Control Locomotive Operation at Mobile Yard

Remote control zones (RCZ) are established in Mobile Yard and RCZ signs are in place as follows:

South end of Sibert Yard – south from, but not including, the shop lead switch on the drill track to the clearance point of the state docks lead.

000 801.0 New Orleans Terminal

1. All southbound trains will contact Gentilly Yardmaster when going by the coffee house at Michoud, notifying them of train location and if any engine problems are noted. All outbound train crews going on duty at Gentilly will notify yardmaster they are on duty and ask for instructions.
2. All movements on main tracks(s) between North Gentilly and NOT Jct., are authorized by the yardmaster at Gentilly and such movements are governed by Rule 193.
3. Interlocking Rules govern movements within the NOPB Junction, NO&NE and NOT Junction Interlockings.
4. Southbound and northbound movements against the current of traffic between south switch siding Gentilly and NOT Junction will be made on verbal instruction and protection of the NS South End Train Dispatcher.
5. Movements between NOT Junction and New Orleans Union Passenger Station will be governed by the rules and special instruction of the NS and the New Orleans Union Passenger Terminal Co.
7. RD Yard, Gentilly – The crossover switches in RD3, RD4, RD5 and RD6 have been locked and red tagged for straight away movement.

Remote Control Locomotive Operation at New Orleans Terminal

Remote control zones (RCZ) are established in New Orleans and RCZ signs are in place as follows:

A. North end of South Yard

1. Southbound into passing track: 50 feet south of the switch giving access to the passing track at the north end crossovers to, but not including the middle crossovers.
2. Southbound into drill track: 50 feet south of the switch giving access to the drill track off the north yard switching lead to, but not including, the middle crossovers.

3. Southbound into N02 track: 50 feet south of the switch giving access to N02 track off the North Yard switching lead to, but not including, the north end crossovers.

B. North end of North Yard

Southbound into passing track: 50 feet south of northbound dwarf signal on passing track at North Gentilly to, but not including, the north end crossovers.

C. South end of North Yard

Northbound into track S25: 50 feet north of switch giving access to storage tracks to, but not including, the ready track switch.

Instruction for Train, Engine and On-track Equipment Movements Arriving New Orleans Terminal

Movements into New Orleans terminal will not pass the following locations without contacting the Yardmaster at Gentilly Yard:

1. Southbound from the NO&M Subdivision – south absolute signal North Gentilly
2. Northbound from the NO&M Subdivision – north absolute signal Industrial Canal drawbridge.

All movements will approach the middle crossovers and north end crossovers expecting to find switches locked with a green lock indicating that a remote control zone (RCZ) is activated. If switches are found locked in this manner, contact the remote control operator foreman (RCOF) to obtain permission to enter his zone. No entry into the RCZ will be allowed until authorized by the RCOF.

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

MP	Location	DOT#
000 666.42	Dauphin St	877474J
000 666.57	Government St	351419D
000 666.80	Monroe St	922883Y
000 666.89	Eslava St	351420X
000 666.98	Madison St	351421E
000 667.08	Canal St.	351422L
000 667.18	Palmetto St	351423T
000 667.56	Elmira St	351426N
000 668.03	Virginia St	351427V
000 668.14	Conception St	351428C
000 668.35	Pillans St	351429J
000 668.42	Lawrence	351430D
000 669.72	Hurtel (Duval)	351433Y
000 672.60	Navco Rd	351437B
000 673.85	Old Bay Shore Rd	351440J
000 674.00	Wooley Rd	351441R
000 674.28	Lipscomb Landing Rd	351453K
000 674.97	Rivere Du Chien	351454S
000 676.21	Higgins Road	351456F
000 677.67	Koollman Rd	351457M
000 678.46	Jackson La	351458U
000 679.20	Range Line Rd S	351476S

MP	Location	DOT#
000 679.23	Hamilton Blvd	351459B
000 679.67	Cary Hamilton Rd	351460V
000 679.89	Belingrath Rd	351461C
000 682.30	Padget Switch	351462J
000 684.50	Irvington Blvd Hwy	351463R
000 685.74	Argyle Rd	351465E
000 687.98	Ferland Rd	351467T
000 689.28	Ramsey Rd	351469G
000 690.95	188 SR	351470B
000 691.26	Potter Tract Rd	351471H
000 692.31	Saeger Rd	351472P
000 696.70	Pecan Rd	340100S
000 698.99	Haley Circle	340101Y
000 699.35	Orange Grove Rd.	340102F
000 701.96	Kreole Road	340103M
000 702.90	Industrial Rd (Chevron)	340130J
000 702.95	Industrial Road	340137G
000 704.26	Chicot Road	340138N
000 704.96	Hospital Street	340139V
000 705.28	14 th Street	340140P
000 705.91	Market	340141W
000 706.40	Pascagoula Street	340142D
000 706.53	Magnolia Street	340144S
000 706.66	Frederic Street	340150V
000 707.18	Grain Elevator Rd	340156L
000 709.89	Graveline Rd.	340160B
000 711.93	Ladnier	340161H
000 712.74	Dolphin Drive	340162P
000 716.46	Fountainbleau	340164D
000 718.69	Henshaw Rd	340165K
000 720.41	Ocean Springs Rd	340166S
000 720.99	Hanley Rd	340167Y
000 721.62	Bechtel Blvd	340168F
000 721.71	Thorn Ave	340169M
000 721.88	Holcomb Blvd	877531V
000 722.40	M.L. King Jr.	340170G
000 722.94	Washington Ave	340171N
000 723.00	Church St	340172V
000 723.07	Cox Ave	340173C
000 725.52	Oak St	340177E
000 725.69	Crawford St	340178L
000 725.97	Dorries St	340179T
000 726.17	Keller Ave	340181U
000 726.25	Lee St	340182B
000 726.61	Main St	340185W
000 726.70	Lameuse St	340186D
000 726.89	Reynoir St	340190T
000 727.01	Caillavet St	340191A
000 727.11	Bohn St	340193N
000 727.19	Hopkins Rd	340194V
000 727.48	Benachi St	340197R
000 727.58	Porter Ave	340199E
000 727.69	Gill Ave	340200W
000 728.14	White Ave	340202K
000 729.53	Iberville Dr	340204Y
000 729.78	Rodenberg Ave	340205F
000 730.19	McDonnel Ave	340206M
000 730.29	Veterans Ave	340207U
000 730.83	Iris St	340208B
000 731.85	Beauvoir Rd	340209H
000 733.02	Eisenhower Dr	340210C
000 733.54	Debuys Road	340211J
000 734.62	Anniston Avenue	340213X
000 735.15	Cowan Road	340214E

MP	Location	DOT#
000 735.68	Teagarden Road	340215L
000 736.21	Courthouse Rd.	340217A
000 736.36	Texas Avenue	340218G
000 737.23	Hewes Avenue	340221P
000 737.96	Kelly Avenue	340225S
000 738.33	Thornton Avenue	340226Y
000 738.46	Pratt Avenue	340227F
000 738.85	20 th Avenue	340230N
000 739.03	22 nd Avenue	340232C
000 739.11	23 rd Avenue	340233J
000 739.19	24 th Avenue	340234R
000 739.28	25 th Avenue	340235X
000 739.41	29 th Avenue	340237L
000 739.56	30 th Avenue	340238T
000 739.80	33 rd Avenue	340241B
000 740.15	38 th Avenue	340243P
000 740.42	42 nd Street	340247S
000 740.65	Broad Street	340249F
000 741.76	Richard Ave	340259L
000 742.05	Beach Park Ave	340260F
000 742.45	Nicholson Avenue	340261M
000 742.66	Cleveland Avenue	340262U
000 742.98	Jeff Davis Avenue	340263B
000 743.36	Girard Ave	340264H
000 743.68	Trautman Avenue	340265P
000 743.98	Island View Ave	340266W
000 745.05	White Harbor Road	340269S
000 746.35	Espy	340270L
000 747.24	Menge Ave	340271T
000 748.31	Oak Park Drive	340274N
000 748.74	Fleitas Ave	340276C
000 748.91	Davis Avenue	340277J
000 749.28	Clark Avenue	340280S
000 749.79	Henderson Avenue	340283M
000 749.88	Clarence Ave	340284U
000 750.70	Cedar Ave	340286H
000 751.72	3 rd Ave	340289D
000 753.96	Beach Boulevard	340075L
000 754.16	So. Second St.	340076T
000 754.52	Bookter Ave.	340079N
000 754.71	Sycamore St.	340080H
000 754.77	Washington St	340081P
000 755.12	St. Charles St.	340084K
000 755.62	Web B Street	340086Y
000 756.49	Nicholson Ave.	340087F
000 757.20	Coleman Ave	340088M
000 758.24	Waveland Ave.	340090N
000 760.23	Clermont Road	340092C
000 761.71	Lakeshore Road	340093J
000 791.96	Recovery Drive	341040N
000 793.25	Industrial Pkwy	341041V
000 793.86	Gentilly	341059F
000 795.24	Michoud Boulevard	341062N
000 796.10	West Frontage Rd	877319E
000 797.81	Read Road	352562S
000 798.63	Old Hwy 90	341064C
000 801.50	Almonaster Blvd	341070F
000 801.57	France	341069L
000 801.99	Louisa	341072U

PD SUBDIVISION - PD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
				<div>PA SD</div>				
59	49	00K 645.0	DTC BLOCK SIGN OLIVE	5.5	<div>CEMEX</div> <div>AB DISP 14 - 7 RD 84</div>	TWC-DTC	DTC BLOCK OLIVE	
		00K 643.3						
		00K 639.5	DTC BLOCK SIGN	5.5	<div>PCP SOLUTIA</div> <div>GONZALES 5830 FT 10 MPH</div>		DTC BLOCK GONZALES	
		00K 638.4						
59	49	00K 638.2		5.5	<div>STONE CONTAINER</div> <div>CATONMENT 3,000 FT 10 MPH</div>		DTC BLOCK CROCKETT	
50	35	00K 637.0						
59	49	00K 636.3		4.9	<div>ROADS INC</div> <div>IP PAPER MILL</div>		DTC BLOCK MOLINO	
		00K 635.5						
		00K 635.4		1.8	<div>DD QUINETTE (1)</div> <div>SELF RESTORING SWITCH</div>		DTC BLOCK CENTURY	
		00K 634.0	DTC BLOCK SIGN					
59		00K 633.0		15.3	<div>COUCH</div> <div>MOLINO 9,120 FT 15 MPH</div>		DTC BLOCK FLOMATON	
50		00K 632.5						
		00K 631.6		4.8	<div>DD BLUFF SPRINGS (1)</div> <div>IP LUMBER MILL</div>	TWC-DTC		
		00K 629.2						
		00K 629.1	DTC BLOCK SIGN		<div>MCDAVID HOUSE TRACK</div>			
		00K 627.3	DTC BLOCK SIGN					
		00K 627.2			<div>SS</div>			
		00K 622.5						
		00K 622.2						
		00K 617.1						
50	49	00K 612.0	DTC BLOCK SIGN					
59	40	00K 611.9						
		609.0						
59		00K 608.3						
40		608.0						
	40	00K 607.7						
40	40	00K 607.4			<div>SCALE TRACK</div>			
20	20	00K 607.3			<div>MIDDLE TRACK</div>			
		00K 607.2	DTC BLOCK SIGN FLOMATON					
					<div>M&M SD</div>			
37.8 MILES OLIVE TO FLOMATON								

PD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

100-D HIGHWAY-RAIL GRADE CROSSINGS

00K 627.56 Fairgrounds Road, Molino – Northbound trains in excess of 7,000 feet in length must stop short of crossing when meeting southbound trains at Molino until southbound train arrives.

00K 607.20 Cottage Street, Flomaton – Southbound trains on the PD Subdivision will not foul crossing until they have verified they will be given a signal to proceed onto the M&M Subdivision. Crossing must not be blocked except in emergency.

103-A SWITCHING

Making a static drop of cars is prohibited

104-K SPRING SWITCHES

Spring switches are at the following locations:

MP/Location	Normal Position	Speed
00K 627.2 / S Molino	Main	15

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
00K 627.0 / Molino	Continuous	84, 14 – 7	Wayside
00K 607.0 / Flomaton			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

MP/Location	Equipment	Restriction
00K 638.4 / Solutia Branch	6 Axle Locomotives	Prohibited

7. CLOSE CLEARANCE

MP/Location	Track
00K 635.5 / Stone Container / Roads	Lead

8. MISCELLANEOUS

00K 638.4 Gonzales, FL, Solutia Facility – The gate entering the Watco Yard will be locked at all times except when a train is entering or departing this property through this gate. If gate is not under direct visual control of Solutia or CSX, when it is open the gate must be secured. Any and all discrepancies will be documented by the security officers. A double set of gates are installed at the Butane Plant entrance as well.

SELF-RESTORING POWER-OPERATED SWITCH

00K 629.2 N Molino – Movement over self-restoring power-operated switches will be governed by block signals. In non-signal territory, the indication of these signals will govern movement over the self-restoring power-operated switch only. A train that is operating with “occupied block authority”, may not exceed controlled speed regardless of the signal indication of a self-restoring power operated switch.

1. Normal Operation

- For movement to siding or diverging track.

Train crewman must operate key controller to reverse switch while occupying the short “approach” track circuit. After key controller is activated, signal will display a “stop” indication. After a short time, the switch will reverse itself, and signal will display an indication to proceed. When the train clears the “OS” circuit, the switch will restore to normal position.

- For movement from the siding

The train must not occupy the short “approach” track circuit in the siding until:

Authorized by train dispatcher, and

The train is ready to leave

The switch will reverse after the train has occupied the short “approach” circuit, and there are no conflicting trains. The signal will display an indication to proceed. When the train clears the “OS” circuit, the switch will restore to normal position.

2. Other Than Normal Operation

For straight-away movement:

A train crew member must get permission from the train dispatcher to pass a stop signal and operate the switch in “hand” position when:

1. Train is stopped by signal indication and there desired route is for straight-away movement on the main track.
2. Train is entering the siding and the key controller does not activate:
 - a) The switch mechanism, or
 - b) The signal
3. Train is exiting the siding and;
 - a) The switch does not line itself for movement from the siding, or
 - b) The signal does not change indication.

NOTES

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

MP	Location	DOT#
00K 644.89	Oakfield Road	339702L
00K 644.47	Burgess Rd.	339701E
00K 643.61	Olive Rd.	339699F
00K 642.76	Johnson St.	339698Y
00K 642.57	Ensley Rd.	339697S
00K 641.73	Nine Mile Rd.	339696K
00K 640.62	Ten Mile Rd.	339694W
00K 639.50	Roberts Rd.	339692H
00K 638.94	Kingsfield Rd.	339691B
00K 638.19	Old Chemstrand Rd.	339682C
00K 637.29	Archer Rd.	339680N
00K 636.89	El Camino Drive	877547S
00K 636.48	Countri Lane	339677F
00K 636.31	Woodbury Circle	339676Y
00K 635.60	US 29	339674K
00K 635.50	Becks Lake Rd	339673D
00K 634.67	Eden Lane	339672W
00K 634.09	Cottage Hill Rd.	339670H
00K 634.01	Williams Ditch	339669N
00K 633.24	McKenzie Rd.	339665L
00K 632.60	Quintette Rd.	339664E
00K 632.21	Chipper Rd.	339663X
00K 627.56	Fairgrounds Rd.	339657U
00K 627.41	Daffin Rd.	339656M
00K 625.13	Brickyard Rd	339652K
00K 624.92	South Barth Rd	339651D
00K 624.72	Barth Rd.	339650W
00K 623.87	North Barth Rd	339649C
00K 622.94	Cotton Lake Rd.	339648V
00K 618.92	E. Bogia Rd.	339645A
00K 617.74	Mystic Springs Rd	339644T
00K 612.08	Bluff Springs Rd	339638P
00K 610.09	Salters Lake Rd	339635U
00K 609.66	Jefferson Street	339634M
00K 609.39	W. Pond St.	339633F
00K 609.05	Front Street	339632Y
00K 608.86	Hecker St.	339631S
00K 608.31	State Road 4	339630K
00K 607.20	Cottage St.	339628J

NOTES

NOTES

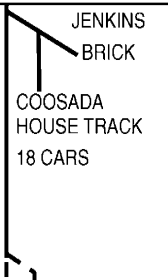
S&NA SOUTH SUBDIVISION - SS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				SOUTH						
				BOYLES TERMINAL SD						
40		000 404.1	PARKWOOD JCT	<div>AH DISP 20-6 RD 84</div> <div>DD HELENA (1)</div>	<div>HELENA RUNAROUND 51 CARS</div>	ABS-261	DTC BLOCK PARKWOOD			
40		000 406.3								
45		000 408.9								
		000 409.7								
		000 410.1								
45		000 411.3								
50			8.4			ABS-261	DTC BLOCK PARKWOOD			
No. 1	No. 2	000 412.5	HARDY	X25		CPS-261				
50	40	000 412.6		<div>1</div> <div>2</div>	HARDY RUNAROUND 20 CARS	ABS-261	DTC BLOCK HARDY			
40		000 413.1								
50		000 414.4			5.6					
		000 418.1	LONGVIEW	X25		CPS-261				
50		000 418.5		<div>ONEAL WYE</div> <div>VARNONS WYE</div> <div>YELVINGTON IND.</div>	LONGVIEW YARD STORAGE TRACKS 48 CARS	ABS-261	DTC BLOCK CALERA			
		000 419.8								
		000 419.9								
		000 421.5			VARNONS STORAGE TRACK 75 CARS		DTC BLOCK CALERA			
			4.7							
		000 422.8	N CALERA			CPS-261				
				CSDG 9,950 FT 10 MPH		ABS-261	DTC BLOCK JEMISON			
			2.1							
50		000 424.9	S CALERA			CPS-261				
30						ABS-261				
		000 425.0	NS INTERLOCKING	NS (A)		CPS-261				
30		000 426.1		<div>KALONA</div> <div>DD WESSINGTON (1)</div>		ABS-261	DTC BLOCK JEMISON			
50		000 429.0								
		000 430.0								
50			11.0							
		000 435.9	N JEMISON				CPS-261			
					CSDG 11,330 FT 25 MPH	ABS-261	DTC BLOCK CLANTON			
		000 438.3	S JEMISON			CPS-261				
50						ABS-261				

S&NA SOUTH SUBDIVISION - SS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
50	000 439.0		INTERNATIONAL PAPER		ABS-261	DTC BLOCK CLANTON		
45	000 440.4	7.9						
50	000 446.2	N CLANTON					CPS-261	
35	000 447.0	1.7	CSDG 7260 FT 10 MPH		ABS-261	DTC BLOCK CLANTON		
50	000 447.9	S CLANTON			CPS-261			
	000 450.0		DD FALAKTO (1)					
45	000 451.2				ABS-261	DTC BLOCK CLANTON		
	000 451.4	4.4						
	000 452.3	N COOPERS			CPS-261			
50		1.6		CSDG 7,865 FT 25 MPH	ABS-261	DTC BLOCK COOPERS		
	000 453.9	S COOPERS			CPS-261			
	000 455.8							
40	000 458.6	5.6			ABS-261	DTC BLOCK COOPERS		
45	000 459.5	N MOUNTAIN CREEK			CPS-261			
		0.9		CSDG 5,335 FT 10 MPH	ABS-261			
30	000 460.4	S MOUNTAIN CREEK			CPS-261	DTC BLOCK MOUNTAIN CREEK		
	000 463.1				ABS-261			
50	000 465.8							
45	000 466.0					DTC BLOCK MOUNTAIN CREEK		
		6.7			ABS-261			
50	000 467.1	N DEATSVILLE			CPS-261			
	000 468.7					DTC BLOCK DEATSVILLE		
45	000 469.0	2.3	CSDG 10,560 FT 25 MPH		ABS-261			
50	000 469.4	S DEATSVILLE			CPS-261			
	000 472.2	5.6	DD SPEIGNER (1)	DEATSVILLE STORAGE TRACK 18 CARS	ABS-261	DTC BLOCK DEATSVILLE		
	000 475.0	N ELMORE			CPS-261			
		1.2		CSDG 5,400 FT	ABS-261			
50	000 476.2	S ELMORE		10 MPH	CPS-261	DTC BLOCK VERA		

S&NA SOUTH SUBDIVISION - SS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50	000 477.0 480.0 481.0	VERA 8.8			ABS-261	DTC BLOCK VERA	
35	000 483.6						
	000 485.0						
				M&M SD			
80.9 MILES PARKWOOD JCT. TO VERA							

S&NA SOUTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
000 425.0 / S Calera	NS	Automatic	226-B

Approach Locations With Time-Out Features

Location Subdivision	City/Town	Milepost/ Location	Time Out Interval
S&NA South	Calera	Southbound start at MP 000 422.2	9 min.

100-D HIGHWAY-RAIL GRADE CROSSINGS

000 414.1 County Road 119 – Northbound trains between Longview and Hardy on No. 2 main, unless signal authorizes movement through Alabaster, will STOP short of CR 119. Crew will contact dispatcher for instructions before blocking crossing.

000 416.4 Highway 26 – All Trains using No. 2 track between Longview and Hardy will make arrangements to cut Highway 26, if train will not clear.

000 415.6 Cheney Lime – No train will block road crossings on No 2 track in excess of 15 minutes. Trains standing at this location longer than 15 minutes must make arrangements to properly cut the crossing.

000 437.0 Jemison – Do not block road crossing for more than 15 minutes between the hours of 0700 - 1900.

000 472.36 or 472.66 Speigner – When working Elmore Sand & Gravel at Goree, one of the two crossings at Speigner must be open for highway traffic. DO NOT leave both crossings blocked account this is the only route in and out of subdivision.

103-A SWITCHING

Making a static drop of cars is prohibited.

103-D HAND BRAKES

MP/Location	Number of Hand Brakes Required
000 409.5 / Helena	Sufficient handbrakes, minimum 2, applied to trains left on mainline when making a pickup or setoff.
000 413.5 / Scottrock	
000 417.4 / Verlie	
000 418.0 / Longview	
000 421.0 / O Neal	Trains or cars tied down – 10%
000 421.5 / Varnons	
000 479.2 / Coosada	Sufficient handbrakes, minimum 2, applied to trains left on mainline when making a pickup or setoff.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
000 421.0 / Varnons	Continuous	84, 20 – 6	Wayside
000 461.0 / Mountain Creek			

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATED TO EQUIPMENT HANDLING RULES

4400 THRU TRUSS BRIDGES

Thru Truss bridges are at the following locations:

MP	Location
000 407.7	Elvira
000 484.1	Jackson Lake

4467 HANDLING ROTARY COUPLER EQUIPPED CARS

Does not apply to “Jim Walter” coal trains operating on the S&NA South Subdivision.

4500 AUTHORITY TO MOVE

Unless otherwise authorized by Clearance Bureau Wire or by the Director System Control, double stack in excess of 19'2" or multi-level in excess of 19'1" are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

MP/Location	Tracks
000 409.7 / ABC Polymer	Unloading pipes on the site
000 414.0 / Scottrock	Buildings
000 416.0 / Chenny Lime & Franklin Cement	Concrete Wall
000 416.0 / Carmuese Lime	Buildings
000 417.0 / Martin Marietta Agg	Next to No. 1 Main
000 418.5 / Saginaw Pipe	Gate
000 419.8 / Chemical Lime Oneal	Yard track clearances
000 419.8 / Martin Marietta Oneal	Yard track clearance
000 420.2 / Alabama Power	Overhead "A" Frame
000 422.6 / Vulcan Interiors	Building
000 422.6 / Off Shore Vending	Building
000 423.1 / Yelvington – off of Calera Siding	ALL
000 423.1 / LaFarge Cement	Behind Yelvington
000 423.1 / Southern Lime	Behind Yelvington
000 434.0 / Kolona	ALL
000 474.0 / Elmore Sand & Gravel	ALL
000 480.0 / Jenkins Brick	Loading Dock

8. MISCELLANEOUS

EXCEPTED TRACK

MP/Location	Track
000 422.4 / Varnons – Vulcan Materials	All tracks beyond stem of wye.

Operation on Vulcan Material Track –

- A. Crews are to contact the Vulcan Switcher Crew on Channel 84 when they are to place empties into Varnons Siding. If unable to contact the Vulcan Switcher or Plant via radio, CSX crews are to protect their shoving movement into the siding per CSX Operating Rules.

North leg of Wye at Varnons is to be left lined and locked for Vulcan Material.

- B. Joint use of the Vulcan Material Track by NS and CSX between wye track at Vulcan Material Yard and 1,200 feet west of turnout serving LaFarge Cement will be governed as follows:

- 1) All movements will be made prepared to stop within one-half the range of vision, short of a train, car, and obstruction not exceeding 10 miles per hour.
- 2) CSX conductor or engineer must ascertain that NS movements are clear of the track section before entering these limits.

- 3) Between the hours of 0200 & 0600 CSX standard time, permission from NS Chief must be obtained before entering these limits. Phone 205-951-4742

000 434.0 Kalona, AL – Cars placed at Superior Products must be left at least fifty (50) feet away from split derail.

ADDITIONAL STATIONS

Milepost	Location
000 409.7	ABC Polymer
000 414.0	Scottrock (Off #1 Main)
000 416.0	Chenny Lime & Franklin Cement (Off #1 Main)
000 417.0	Martin Marietta Aggregates (Off #1 Main)
000 416.0	Carmuese Lime (Off #2 Main)
000 418.5	Saginaw Pipe
000 419.8	Chemical Lime Oneal
000 419.8	Martin Marietta Oneal
000 420.2	Alabama Power
000 422.5	Vulcan (Located off Varnons Storage Track)
000 422.6	Vulcan Interiors
000 422.6	Off Shore Vending
000 423.1	Yelvington's Industries (Located off Calera Siding)
000 423.1	Lafarge Cement (Located behind Yelvington's Industry)
000 423.1	Southern Lime (Located behind Yelvington's Industry)
000 434.0	Kolona (Old Superior Products)
000 474.0	Elmore Sand and Gravel
000 480.0	Jenkins Brick

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

MP	Location	DOT#
000 409.03	Main St	352253E
000 411.08	CR 52	352255T
000 411.72	Stonehaven Trail	922891R
000 413.10	Industrial Rd	352258N
000 413.85	2 nd Place NW	352267M
000 413.95	1 st Ave	352263K
000 414.13	SR 119 - #2 Track	352268U
000 414.37	6 th Ave SW – Ball Park Rd #1 Track	352264S
000 414.85	11 th Ave SW – Cotton Mill Rd Track #1	352265Y
000 415.16	SR 119 - #1 Track	352266F
000 416.42	31 US CR 3	352275E
000 416.55	CR 26 – Fulton Springs Rd #1 Track	352277T
000 418.40	CR 87	352281H
000 421.47	Dargin Rd	352283W
000 422.17	CR 84	352285K
000 424.96	SR 25	352290G
000 435.71	Patton St	352311X
000 435.81	Church St	352312E

MP	Location	DOT#
000 439.14	Dakota Road	352319C
000 439.31	Jones St	352320W
000 439.39	Concordia Road	352323S
000 440.38	Union Camp	877300M
000 443.72	Lomax Dr	352335L
000 445.70	16 Ave	352337A
000 446.79	2 nd Ave North	352339N
000 446.97	Jackson Avenue	352340H
000 447.49	Dennis Ave	352341P
000 448.23	Logan Rd	352342W
000 449.54	CR 7	352344K
000 450.06	CR 47	352345S
000 453.76	CR 24	352349U
000 456.25	CR 59	352351V
000 460.72	CR 20	352359A
000 463.11	CR 86	353036H
000 467.13	CR 85	353039D
000 469.17	CR 7	353040X
000 473.26	Marion Spillway Rd	353044A
000 475.87	Jackson St	353046N
000 476.21	Lucky Town Road / Politic Road	353047V
000 479.28	Coosada Rd	353054F
000 483.10	Alabama River Pkwy	915193F

NOTES

NOTES

SELMA SUBDIVISION - SA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	XXB 175.6 <div></div> 176.0 <div></div> 177.0	BELL STREET	<div><div>PRATTVILLE BRANCH</div><div>M&M SD</div><div>AY DISP 80-2 RD 32</div></div>				1
10	XXB 178.0 XXB 178.5 XXB 187.7 XXB 188.0 XXB 189.0	DTC BLOCK SIGN DTC BLOCK SIGN BURKVILLE	11.0	<div>REESES GE RUNAROUND 25 CARS GE PLANT</div>	TWC-DTC	DTC BLOCK MONTGOMERY	
				M&B RR			
11.0 MILES XXB 178.0 TO BURKVILLE							

STATION PAGE NOTES

NOTE 1: Movements between Bell St. and DTC Block Sign XXB 178.0 will be made in accordance with Rule 96.

SELMA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

103-A SWITCHING CARS

Making a static drop of cars is prohibited.

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
XXB 175.6 to XXB 178.0	Continuous	84, 94 – 4	Wayside
XXB 178.0 to XXB 189.0		32, 80 – 2	

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

NONE

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

MP	Location	DOT#
XXB 176.74	Airbase Blvd	831344H
XXB 178.53	SR 3 (Western Blvd)	831345P
XXB 179.02	Hunter Loop Rd	831346W
XXB 180.23	Old Selma Hwy	831347D
XXB 182.30	Mitchell Young Rd	831350L
XXB 183.49	Cantelou Rd	831351T
XXB 188.00	CR 37	831353G

NOTES

W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			CHATTANOOGA SD				
40	00J 147.0	LOOKOUT	LOOKOUT LEAD		CPS-261	DTC BLOCK ALTON PARK	
		2.0	1	2	ABS-261		
	00J 149.0	ALTON PARK			CPS-261		
		0.4			ABS-261	DTC BLOCK EAST AVENUE	
40	00J 149.4	WHELAND	NS (A)		CPS-261		
25	OWA 137.3/00J 149.4		1	2			
15	OWA 136.4				ABS-261		
25	OWA 136.3	1.4					
	OWA 135.9	C.T. TOWER	NS (R)		CPS-261		
		0.3			ABS-261	DTC BLOCK EAST AVENUE	
	OWA 135.6	EAST END			CPS-261		
25	OWA 135.2					DTC BLOCK GRAYSVILLE	
60	135.0				ABS-261		
	134.0						
	OWA 133.7	3.6	DD BOYCE (1)				
	OWA 132.0	N BOYCE			CPS-261		
60	OWA 131.4	0.9			ABS-261		
55	OWA 131.1	S BOYCE			CPS-261		
40	OWA 130.1		TYNER HOUSE TRACK 25 CARS		ABS-261		
	OWA 128.4	2.9					
60	OWA 128.2	TYNER HOLDOUT			CPS-261		
40	OWA 124.7				ABS-261		
50	OWA 122.9	6.8					
	OWA 121.4	N GRAYSVILLE			CPS-261		
		1.3			ABS-261	DTC BLOCK GRAYSVILLE	
	OWA 120.1	S GRAYSVILLE			CPS-261		
					ABS-261	DTC BLOCK TUNNEL HILL	
50	OWA 119.1						
45	OWA 118.0						
60	OWA 115.5						
40	OWA 114.8		RINGGOLD STORAGE TRACK 70 CARS				
	OWA 112.9						
60	OWA 109.9	11.1	DD RINGGOLD (1)		ABS-261	DTC BLOCK TUNNEL HILL	



W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
60	OWA 109.0	N TUNNEL HILL			CPS-261	DTC BLOCK TUNNEL HILL			
	OWA 108.0	2.3	SSDG 11,347 FT 30 MPH		ABS-261				
40	OWA 106.7	S TUNNEL HILL			CPS-261	DTC BLOCK DALTON			
	OWA 105.8				ABS-261				
50	OWA 101.3								
45	OWA 99.6	7.4			ABS-261				
25	OWA 99.3	N DALTON			CPS-261	DTC BLOCK DALTON			
		0.3			ABS-261				
		OWA 99.0	MIDDLE DALTON	NS (R) ---				CPS-261	
40	OWA 98.7	0.6			ABS-261	DTC BLOCK DALTON			
	OWA 98.4	S DALTON			CPS-261				
40	OWA 97.9				ABS-261	DTC BLOCK RESACA			
50	OWA 95.7	8.0			ABS-261				
50	OWA 90.4	N TILTON			CPS-261	DTC BLOCK RESACA			
		0.8			ABS-261				
		OWA 89.6	S TILTON					CPS-261	
50	OWA 88.4	3.9	DD RESACA (1)		ABS-261	DTC BLOCK RESACA			
	OWA 85.7	N RESACA			CPS-261				
			1.9	SSDG 9,405 FT 30 MPH	ABS-261				
50	OWA 83.8	S RESACA			CPS-261	DTC BLOCK ADAIRSVILLE			
		4.5			ABS-261				
		OWA 79.3	CALHOUN HOLDOUT					CPS-261	
40	OWA 78.3 OWA 77.6 OWA 77.3	3.8			ABS-261	DTC BLOCK ADAIRSVILLE			
50	OWA 75.5	N MCDANIELS			CPS-261				
	OWA 75.0	0.9			ABS-261				
60	OWA 74.6	S MCDANIELS			CPS-261				
35	OWA 69.0 OWA 68.7				ABS-261	DTC BLOCK ADAIRSVILLE			
		OWA 68.3 OWA 68.0 OWA 67.6	7.4	ADAIRSVILLE STORAGE TRACK 50 CARS	ABS-261				
60	OWA 67.2	N MARTIN MARIETTA			CPS-261			DTC BLOCK HALLS	
		2.0	SSDG 9,209 FT 30 MPH	ABS-261					
	OWA 65.2	S MARTIN MARIETTA			CPS-261				
		1.4			ABS-261				

W&A SUBDIVISION - WA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				SOUTH					
60		OWA 63.8	N HALLS			CPS-261	DTC BLOCK HALLS		
			0.8	CSDG 3,640 FT 10 MPH	ABS-261				
		OWA 63.0	S HALLS			CPS-261			
60		OWA 59.2		4.0		ABS-261	DTC BLOCK KINGSTON		
40		OWA 59.0	N KINGSTON			CPS-261			
				1.2	CSDG 5,665 FT 10 MPH	ABS-261			
		OWA 57.8	S KINGSTON			CPS-261			
40		OWA 56.0		7.8		ABS-261	DTC BLOCK BOWEN		
60		OWA 50.0	BOWEN			CPS-261			
		OWA 49.8		1.0	CARTERSVILLE SD	ABS-261			
45		OWA 49.0	NORTH JUNTA			CPS-261	DTC BLOCK JUNTA		
				0.4		ABS-261			
		OWA 48.6	WA WYE			CPS-261			
				0.5	CARTERSVILLE SD	ABS-261	DTC BLOCK JUNTA		
45		OWA 48.1	JUNTA			CPS-261			
		OWA 48.0				ABS-261			
	40		OWA 47.4		2.4	DD CARTERSVILLE (1)	ABS-261		
60			OWA 45.7	RIVER HOLDOUT			CPS-261		
					2.5		ABS-261		
		OWA 43.2	N EMERSON			CPS-261			
60				3.3	CSDG 7,975 FT 10 MPH	ABS-261	DTC BLOCK EMERSON		
		OWA 39.9	S EMERSON			CPS-261			
		OWA 36.4		4.3		ABS-261			
45		OWA 35.6	N ACWORTH			CPS-261	DTC BLOCK ACWORTH		
35		OWA 35.5				SSDG 9,380 FT 30 MPH			
		OWA 34.6		1.8	ABS-261				
45		OWA 33.8	S ACWORTH			CPS-261	DTC BLOCK KENNESAW		
35		OWA 33.1		2.9		ABS-261			
		OWA 30.9	MOON			CPS-261			
NO. 1 35	NO. 2 35			2.6	1 2	ABS-261	DTC BLOCK KENNESAW		
			OWA 28.3	KENNESAW					CPS-261
			OWA 27.9		2.4	VULCAN			ABS-261
35		OWA 25.9	DAY			CPS-261	DTC BLOCK DAY		
		OWA 25.6			DD DAY (1)	ABS-261			

W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
35	OWA 23.9 OWA 22.4	NORTH ELIZABETH 3.5			DTC BLOCK DAY	
						
			ATLANTA TERMINAL SD			
124.6 MILES LOOKOUT TO NORTH ELIZABETH						

W&A SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

42-A CITY ORDINANCES RELATED TO SPEED RESTRICTIONS

MP/Between	Speed
OWA 69.0 and OWA 68.3	35

Applies to head end only.

98 RAILROAD CROSSINGS AT GRADE

MP/Location	RR	Type	Rule
00J 149.4 / Wheland	NS	Automatic	226-B
OWA 135.9 / CT Tower	NS	Remote	
OWA 99.0 / Middle Dalton	NS	Remote	

100-D HIGHWAY-RAIL GRADE CROSSINGS

MP/Location	Restriction
OWA 120.5 Graysville Rd.	When necessary to block crossings in excess of 10 minutes, the crossing will be cut.
OWA 99.4 North Hamilton Street	
OWA 98.9 West Morris Street	
OWA 98.7 East Emory Street	
OWA 96.7 Industrial Blvd	
OWA 87.9 Dow Chemical Industry	Must not be blocked by local cars or standing train.
OWA 48.1 Junta – Etowah SD Emergency Crossing 00C422.7	When necessary to block crossings in excess of 10 minutes, the crossing will be cut.
OWA 34.7 Lemon Street	

103-A SWITCHING CARS

Making a static drop of cars is prohibited

403 RADIO STATIONS AND INSTRUCTIONS

MP/Location	Hours of Operation	Channels Assigned	Type Station
OWA 98.8 / Dalton	Continuous	84, 94 – 4	Wayside
OWA 34.0 / Acworth	Continuous	84, 94 -4	Wayside

When working in Wyvern Yard, Wyvern Industrial Park, North Yard, Junta Yard, Seaboard Yard and Thompson Weinman Industrial Park at Chemical Products, crews will operate on Channel 22.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATED TO RESTRICTED EQUIPMENT

MP/Location	Equipment	Restriction
00J 148.2 / Belt Rwy. Trestle 0.8	Trains handling wreckers, locomotive cranes, pile drivers or similar equip.	10 MPH
OWA 149.3 / Alton Park Ext Bridge		
OWA 149.2 / Alton Park Ext Bridge		
OWA 128.7 / Tyner Branch	6 Axle Engines and Cars over 263,000 lbs	Prohibited
OWA 48.6 / WA Wye	Cars over 80 feet long	
House, Team and Industrial tracks, Except Dow Chemical	6 Axle tank cars	
House, Team and Industrial tracks.	6 Axle Engines Note	

Note: 6 axle engines may be used on south switch at Tyner, TN and Georgia Power Company tracks at Stilesboro.

7. CLOSE CLEARANCE

MP/Location	Track
OWA 128.5 / Brach	ALL
OWA 128.5 / Propes	
OWA 128.5 / Smurfit Stone	
OWA 128.5 / Nutrative Sweetners	
OWA 126.0 / BASF	
OWA 97.9 / N Old Dalton TOFC	CSX Transflow
OWA 92.8 / Kerry Foods	ALL
OWA 81.2 / Pilgrims Pride	
OWA 81.0 / Southern States	
OWA 75.0 / Omnova	
OWA 46.0 / Southern Color	
OWA 46.0 / Chemical Products	
OWA 32.0 / National Cement	
OWA 26.8 / Atlanta Bonded	

8. MISCELLANEOUS

ADDITIONAL STATIONS

MP	Location	Direction
00J 148.2	Cravens Yard #2 Main	South
00J 149.1	Alton Park Jct. #1 Main	
OWA 133.0	Chattanooga Lumber	North
OWA 128.6	Tyner Branch	
OWA 128.3	Tyner Branch	South
OWA 127.0	Red Food Lead	North
OWA 126.5	Chicamauga/BASF	South
OWA 114.8	North End Ringgold	
OWA 107.1	Conagra on Main	
OWA 104.0	Rocky Face	
OWA 99.2	North Dalton Yard	
OWA 98.9	South Dalton Yard	North
OWA 96.3	Dalton Ramp	South
OWA 95.9	Dalton Ramp	North
OWA 93.1	ET Converters	
OWA 90.0	Franklin Mineral/Tilton Siding	
OWA 88.0	Dow Chemical	South
OWA 82.5	Calhoun Chemical	North
OWA 81.6	Pilgrim's Pride	South
OWA 81.0	Pilgrim's Price	North
OWA 80.0	CAF Extruders	South
OWA 78.8	Garren Track/Sandhouse	North
OWA 78.3	Union Track/N.E. Old Pass	South
OWA 77.8	House Track/Engine Track	North
OWA 77.6	S.E. Old Pass	
OWA 75.6	Goodyear	South
OWA 68.6	Marchem/Adairsville Storage	
OWA 53.5	Shaw	
OWA 46.1	The Hole	
OWA 43.1	Emerson House (off siding)	North
OWA 43.0	Emerson House (off siding)	
OWA 35.5	Brick Yard (off Acworth Siding)	
OWA 32.2	National Cement	South
OWA 30.0	Brentag/JM Huber #1 Main	
OWA 28.5	Kennesaw House Track #2 Main	North
OWA 28.2	Jasper Lumber #1 Main	South
OWA 27.9	Vulcan Siding (off #2 Main)	
OWA 26.8	M&M / Atlanta Bonded	
OWA 26.4	Boise Lead (off #2 Main)	

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

MP	Location	DOT#
00J 148.52	19 th Street	350088P
00J 149.02	Central Avenue	350120F
00J 149.02	38 th Street	350116R
00J 149.02	Broad Street	350107S
OWA 130.34	Harrison Pike	350043H
OWA 128.87	Light Foot Mills Road	350038L
OWA 127.88	Cromwell Rd.	350036X
OWA 126.98	Shallowford Rd.	350069K
OWA 121.69	Julian Road	350025K
OWA 121.26	Julian Road	340586W
OWA 120.50	Graysville Road	340584H
OWA 117.40	CR.241 And SR.151	340581M
OWA 116.22	Lovingood Dr	340579L
OWA 115.21	Tennessee St	340577X
OWA 114.66	High St	340576R
OWA 109.97	Bandy Rd	340568Y
OWA 108.57	Dogwood Valley Rd	340565D
OWA 106.88	Oak Street	340562H
OWA 104.46	Lake Catherine Cr	340560U
OWA 104.40	Beavers Rd.	340559A
OWA 102.62	Willow Dale Road	340556E
OWA 99.79	E Tyler St	340551V
OWA 99.54	Selvidge Street	340550N
OWA 99.43	Hawthorne Street	340549U
OWA 99.38	N Hamilton St.	340547F
OWA 98.89	West Morris	340545S
OWA 98.71	East Emory Street	340544K
OWA 96.67	Industrial Blvd	340543D
OWA 96.08	McFarland Road (CR395)	340542W
OWA 95.71	Brickyard Road	340541P
OWA 94.85	Five Springs Rd	340540H
OWA 92.25	Old Dixie Hwy	340538G
OWA 90.85	Old Tilton	340537Z
OWA 90.21	Tilton Bridge Road	340536T
OWA 89.96	Tilton	340535L
OWA 88.82	Nance Spring	340533X
OWA 87.95	Prosser Road	340530C
OWA 84.01	136 SR	340521D
OWA 82.95	Craigtown Rd	340520W
OWA 81.64	Damascus Church	340518V
OWA 80.77	Old Dalton Hwy	340517N
OWA 79.47	Henderson Bend	340514T
OWA 79.11	Maudlin	340513L
OWA 79.03	CL Moss Parkway	351796S
OWA 78.49	Fain St	340510R
OWA 78.34	Line	340509W
OWA 78.12	Court Street	340508P
OWA 78.05	Oothcalooga	340507H
OWA 77.70	Maple	340506B
OWA 77.34	Oak	340505U
OWA 74.60	Salem	340499T
OWA 73.24	Darby	340498L
OWA 72.30	South Holcomb	340496X
OWA 70.96	Miller Ferry	340494J
OWA 69.67	Woody	340493C
OWA 68.98	George	340491N
OWA 68.72	King	340490G

MP	Location	DOT#
OWA 68.46	Park	340489M
OWA 68.41	Gilmer	340488F
OWA 68.27	Chestnut	340487Y
OWA 67.58	White	340486S
OWA 65.28	Jarrett Loop	340482P
OWA 64.70	Jarrett Loop	340481H
OWA 63.66	CC Rd	340479G
OWA 61.70	Old Hall Road	340476L
OWA 58.72	Johnson St	340467M
OWA 58.55	Church Street	340464S
OWA 53.76	Hamilton Crossing	340460P
OWA 52.30	Burnt Hickory Rd	340458N
OWA 50.89	Iron Belt Rd	340457G
OWA 47.94	Carter	340445M
OWA 47.62	Cherokee Ave	340442S
OWA 47.55	East Main	340441K
OWA 47.45	Leake	340440D
OWA 47.32	West Avenue	340439J
OWA 43.06	Gaston Westbrook	340430X
OWA 39.58	Allatoona Pass Rd	340427P
OWA 38.37	CR 397	340426H
OWA 36.40	Tapps Road	340425B
OWA 34.85	School St.	340419X
OWA 34.69	Lemon Street	351830W
OWA 34.32	Smith	340417J
OWA 33.63	Acworth Ind / Cowan	340414N
OWA 32.21	CR-87(New McEver Rd)	340409S
OWA 28.65	Cherokee St.	340408K
OWA 26.02	Stanley Road	340403B
OWA 25.00	Mossy Rock	340402U
OWA 23.59	White Circle	340400F

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ATLANTA DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

GR 105 – General Bulletin

General bulletin districts with the subdivision for each district are listed in the chart below. Each district has its own unique number series.

District	Sub-division	Number series
Atlanta	Atlanta Terminal	100
East	Abbeville Camak Gainesville Midland Georgia	200
North	Cartersville Etowah W&A	300
South	M&M NO&M PD Selma	400
West	A&WP Birmingham Mineral Boyles Terminal Lineville Manchester S&NA South	500

220 Where Signal Rules Are In Effect

Signal Rules 1281 through 1298 govern aspects and indications on the entire Atlanta Division.

704-A Working Limits on Non-controlled Tracks

All portable derails used to establish working limits in non controlled tracks are to be equipped with orange signs.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Safe Taxi Transportation Policy

Seat Belts must be worn at all times. The lap/shoulder belts have been proven to offer the safest protection. The seat belt is most effective when passenger is in an upright position.

Van should be loaded to comply with payload capacity. Four passengers, driver and grips would reach payload capacity if the average weight of each person is 225 pounds. Payload capacity is listed on the inside of the driver's door. Remember, for maximum comfort, the middle and rear seats have position adjustments.

Only the driver should operate vehicle, except in the case of emergency.

No unauthorized riders are permitted.

Courtesy between drivers and passengers is expected. Smoking in vehicle is prohibited. Driver must follow safe driving procedures. No cell phone or CB usage while driving. Follow proper railroad radio procedures. Obey all traffic laws and regulations. If driver appears to be unable to drive safely, please pull over and call for assistance.

Please allow driver to focus full attention on driving. Driver is permitted to only make authorized stops. If required, a quick stretch break is allowed for long trips.

All CSX Operating and safety rules are in effect while being transported in the vehicle.

When picking up or dropping crews off, driver will assist crews by opening and closing doors. Vans are to be turned off each time driver departs vehicle. Passengers are to load and unload their personal grips. Please use the complaint form on the end of work orders to report violations.

CSX Crews deadheading in taxis on the Atlanta Division will be governed by the following instructions:

CSX trainpersons are prohibited from completing or signing any documentation concerning taxi service until the trip has been completed in full. CSX trainpersons will not legibly authorize or initial for any taxi stops that are not actually made. CSX trainpersons will be allowed to make necessary restroom stops. When such stops are made in conjunction with the refueling of the taxi or in conjunction with the needs of the taxi driver, the trainperson will not initial for this non-authorized stop when completing the trip ticker for the taxi service.

Hotel Stays

All T&E crews are required to sign-in and sign-out with the front desk when staying at any company provided lodging facility. It is imperative the crew member at the hotel signs in and out clearly with the date and time on sign-in sheets and/or hotel vouchers

Food Stops

All road crews called on duty out of hotel on the Atlanta Division will be allowed to make one stop en-route to on duty locations in order to pick up food, etc., for their trip. It is expected that the stop will not exceed 15 minutes and will not prevent the crew from being at the on duty location on time. Only one stop will be made. Crews need to agree on location and this should be on the route used to get to the on duty point to avoid unnecessary delays and travel distance.

All road crews en-route to hotel after working will go directly to hotel without stopping. Road Crews relieved during hours of service may make one 15 minute stop en-route to the final terminal. Scheduled bus routes to terminals will not make stops.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4406 UNIT COAL TRAINS EQUIPPED WITH AUXILIARY DUMP SYSTEMS

The trains listed below are equipped with an air dump system for automatic unloading and must be operated from the indicated unloading location with the locomotive main reservoir and cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping en-route. Upon arrival at the 'location to begin charging dumping system' the locomotive-to-auxiliary train line hose must be reapplied and the end cock on the locomotive opened to permit charging the system for unloading.

Train Designator	Name	Location to Begin Charging Dump System	Unloading Location
N250-N272-N288	Stilesboro	Etowah, TN	Cartersville, GA
U230-U232	E.C. Gaston	Birmingham AL	Wilsonville , AL

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

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

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

Along line of road when making an inspection of the train per operating Rule 4555 all rapid discharge hoses must be checked to determine they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then re-coupled, the auxiliary dump hoses must be reconnected.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5401 Locomotive Power On Empty Hopper Trains

It is permissible to have a second locomotive on line on empty coal hopper trains between Mobile, Al and the coal mines near Birmingham, AL.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. CLOSE CLEARANCE

NONE

8. MISCELLANEOUS

Trail –Through Switches

Automatic “trail-through” switches have been installed at various locations on the Atlanta Division. These switches are identified by the switch stand being painted “Yellow” and may be trailed through from either track regardless of the position of the switch points.

When these switches are trailed through, the following occurs:

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

Trailing movements against the direction in which the switch is lined must not foul the adjacent track until it is seen that the route is clear of any conflicting movement, or in the event of such conflicting movement, that the movement is stopped and a clear understanding exists as to which movement will proceed first.

After the switch is fouled, it is not necessary for the movement to trail completely through the switch prior to making a reverse movement, unless the movement was made with fewer than six (6) axles. In this event or in the event of any trail-through movement of fewer than six (6) axles it must be ascertained that the switch points fit properly prior to any further movement being made. If trail-through movement was made with six or more axles, the switch points will be inspected for proper fit where such inspection is practicable.

These instructions do not apply to facing point movements.

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

REMOTE AND CONVENTIONAL SWITCHING INSTRUCTIONS

When switching cars without air, the following tonnage must not be exceeded. When the tonnage is exceeded, air must be cut in as follows:

Single locomotive

Tonnage	Required minimum cars with Air
Less than 8000	0
More than 8000	5

Two or more locomotives

Tonnage	Required minimum cars with Air
Less than 8000	0
More than 8000	5

NOTES

EXCEPTIONS**Tilford Yard**

Receiving Yard – 5 cars with air

Class Yard – 4 cars with air

Departure Yard – 1 car of air per 1000 tons

Boyles Terminal

Class/Departure yards

3 cars with air if required to move past an absolute signal.

Mobile

1 to 40 cars – 0 cars required with air

41 to 64 cars – 3 cars required with air

More than 65 cars – 5 cars required with air

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

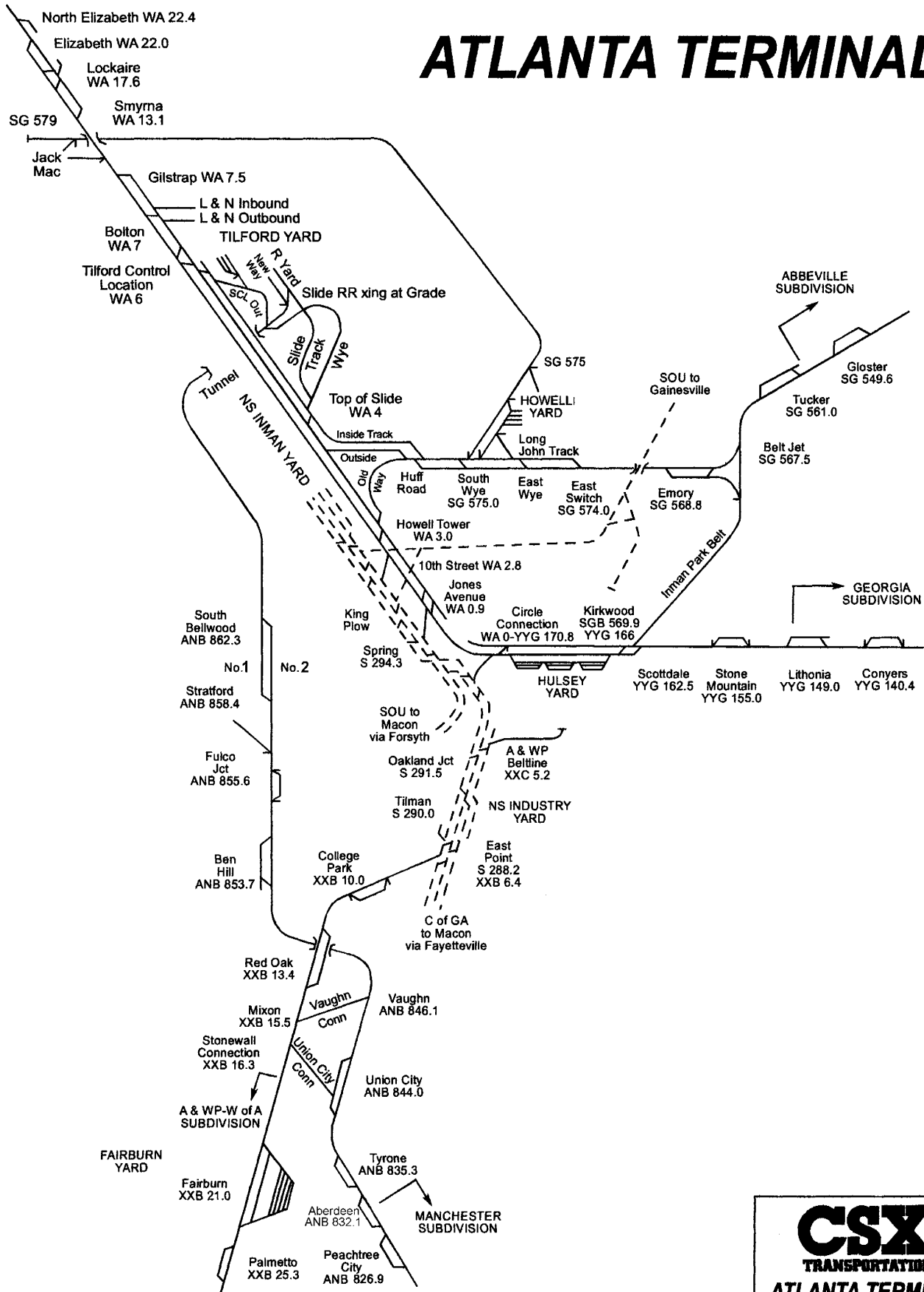
All road crossings with automatic devices on the Atlanta Division are equipped with constant motion detector equipment.

NOTES

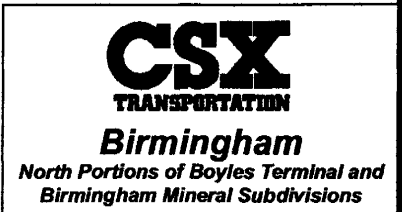
SPEED TABLE

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			

ATLANTA TERMINAL

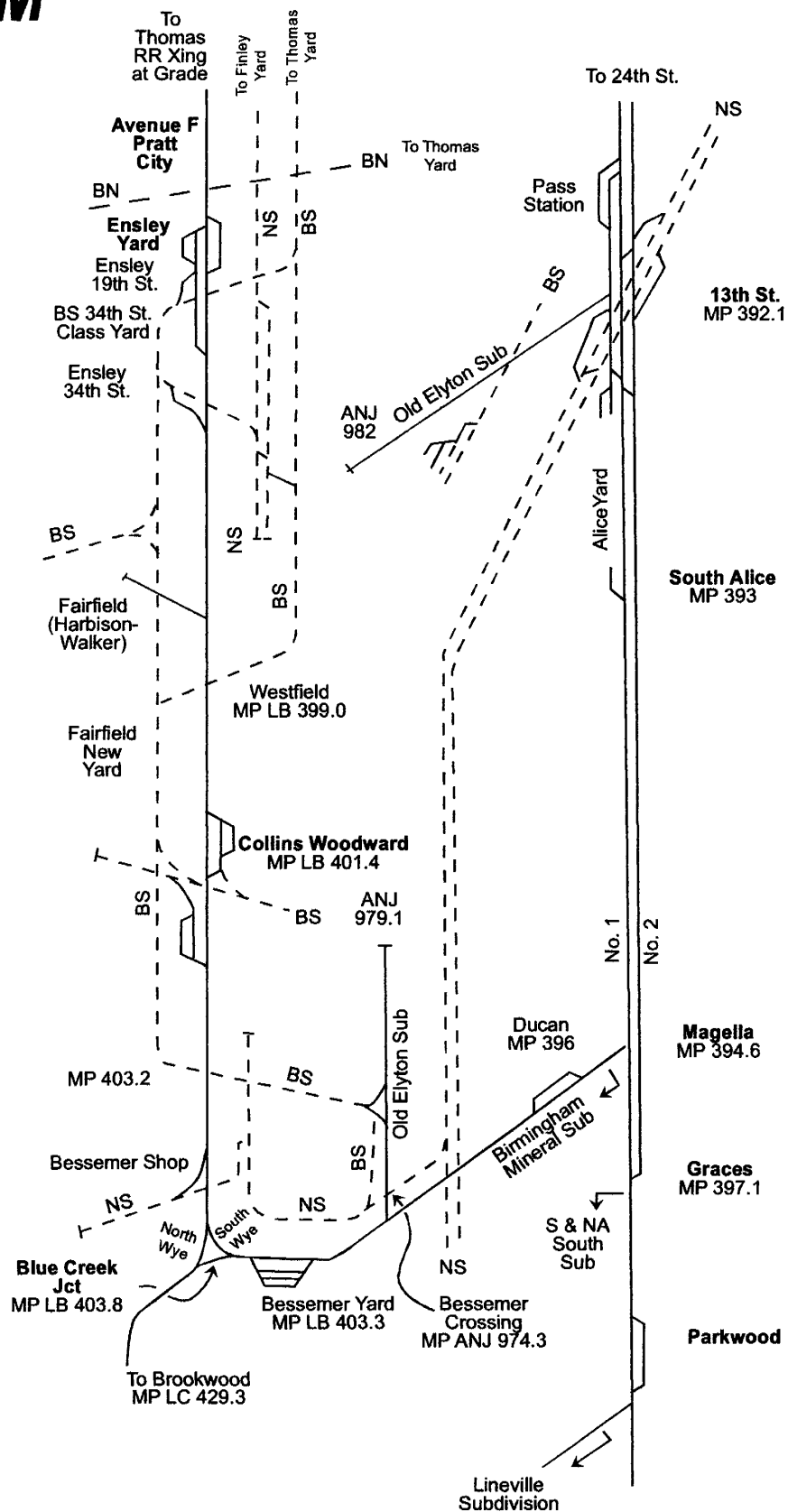


***North Portions of
Boyles Terminal and
Birmingham Mineral
Subdivisions***



BIRMINGHAM

South Portions of Boyles Terminal and Birmingham Mineral Subdivisions



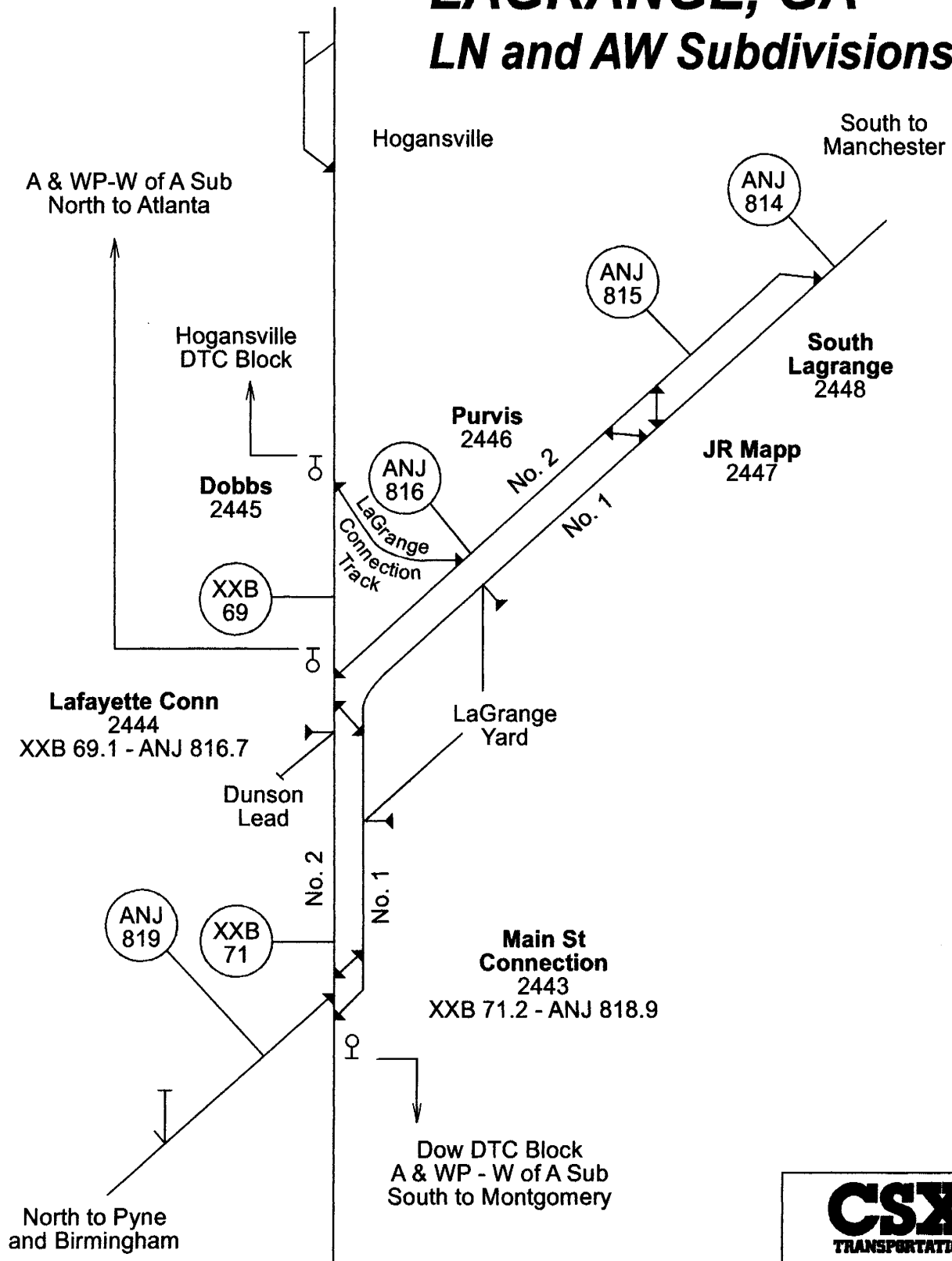
CSX
TRANSPORTATION

Birmingham

South Portions of Boyles Terminal and
Birmingham Mineral Subdivisions

LAGRANGE, GA

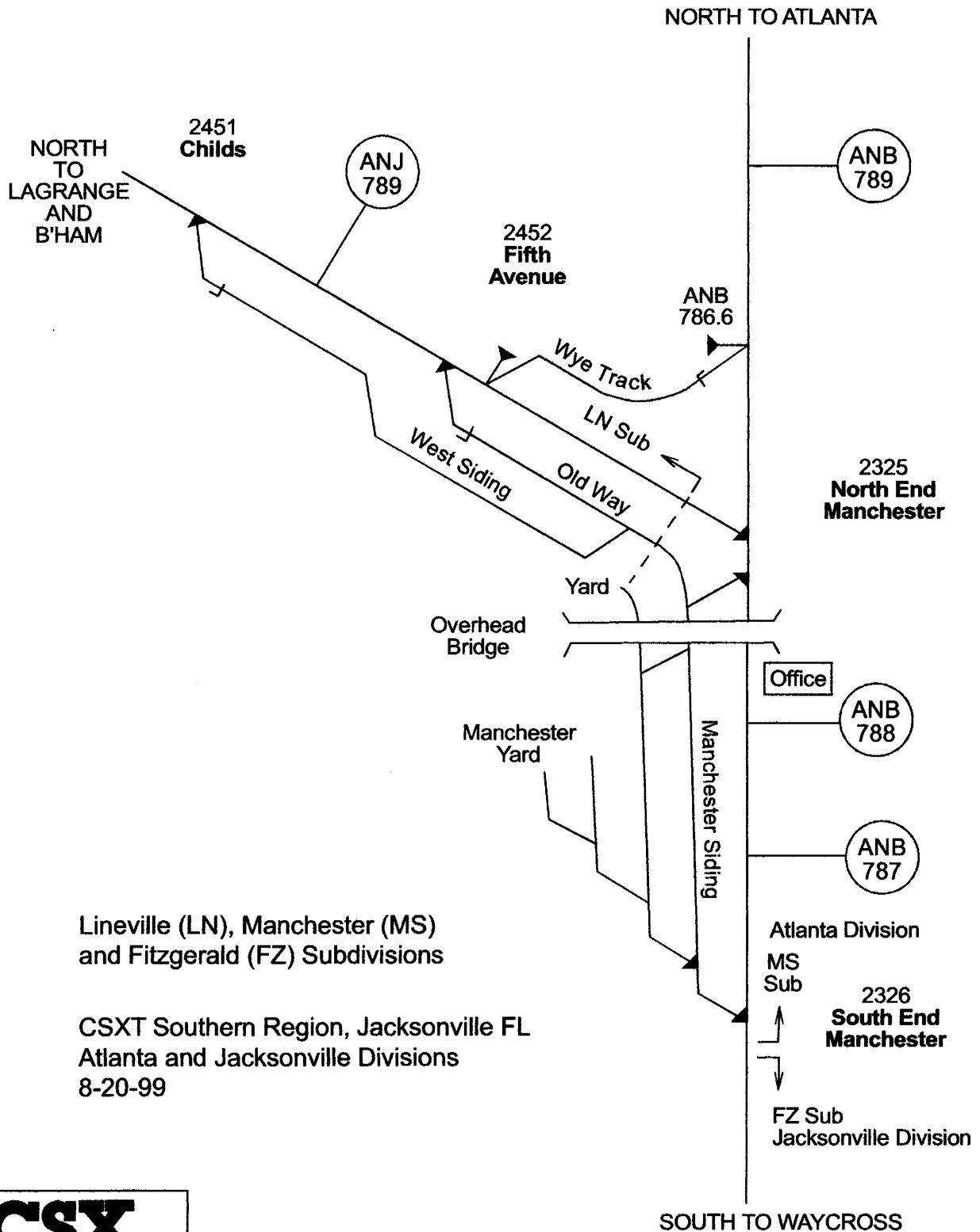
LN and AW Subdivisions



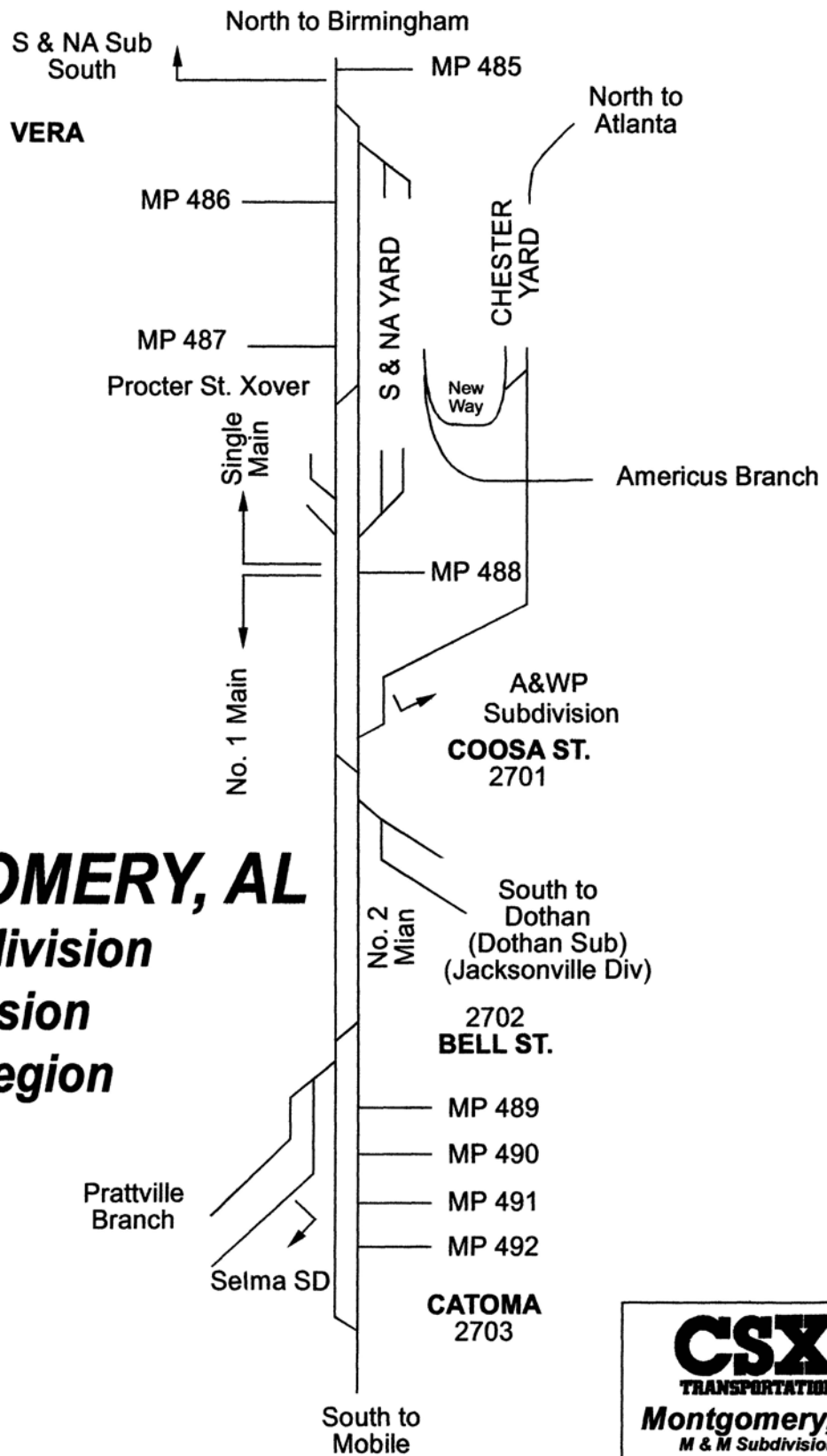
CSX
TRANSPORTATION

LaGrange, GA
LN and AW Subdivisions

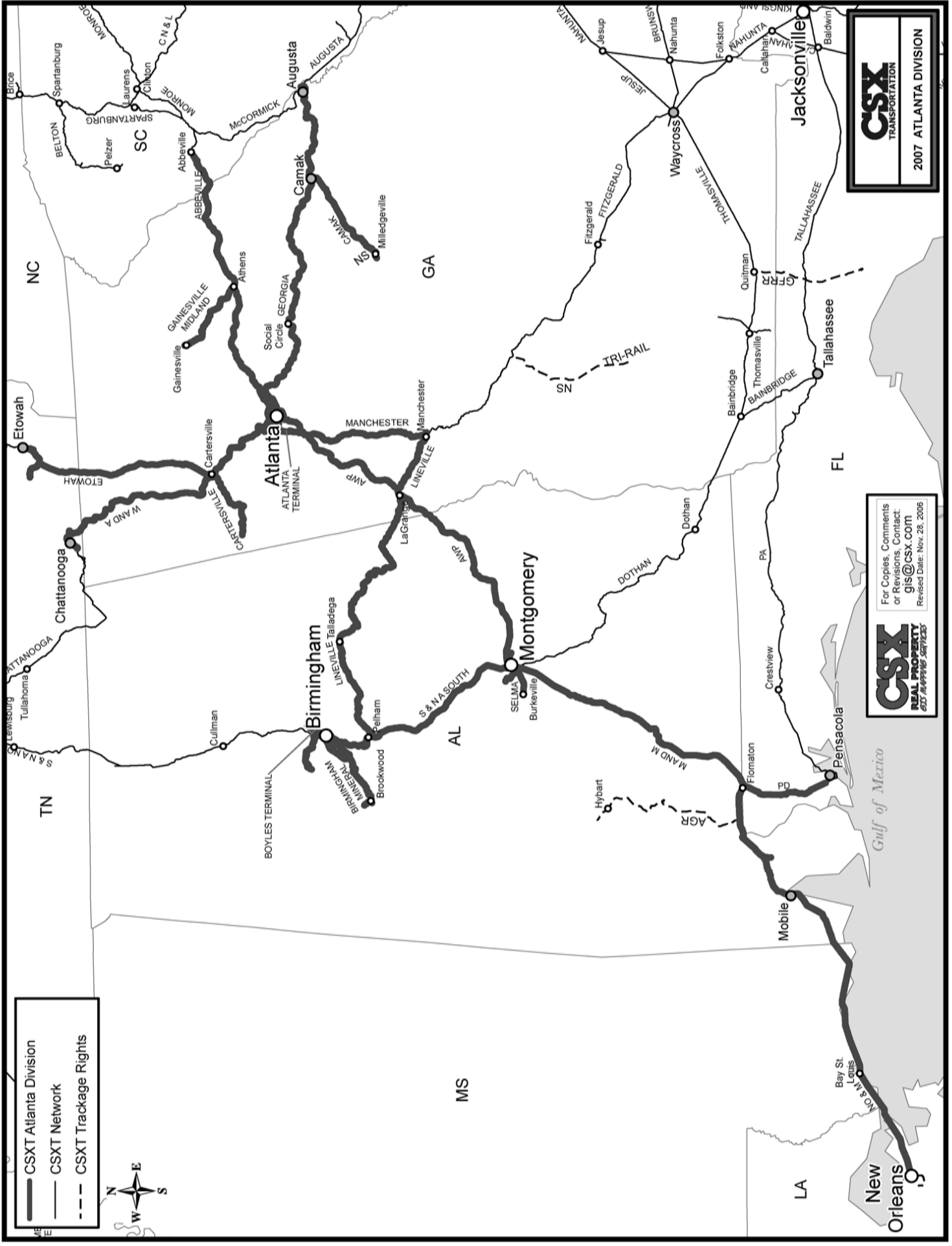
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