



**HUNTINGTON EAST
DIVISION
DRAFT**

**EFFECTIVE
SATURDAY, JANUARY 1, 2005
AT 0001 HOURS
CSX STANDARD TIME**

**G.M. Williams, III
General Manager**

HUNTINGTON DIVISION EAST TABLE OF CONTENTS

[illegible]

SUBDIVISION			
NAME	CODE	DISP	PAGE
Alleghany	AG	AM	
Big Coal	BX	BJ	
Big Marsh Fork	BM	BJ	
Bridgeport	PU	CJ	
Buffalo	BF	BJ	
Cabin Creek	C0	BJ	
Cincinnati	ZE	CR	
Coal River	CR	BJ	
Columbus	CS	CR	
Columbus Line	QE	IF	
Cowen	CJ	CI	
Fairmont	FT	CI	
G&E	GE	BJ	
Gauley	GU	BJ	
Georges Creek	GK	CI	
Island Creek	IC	BJ	
James River	JR	AL	
Jarrolds Valley	JV	BJ	
Kanawha	KW	AN	
Laurel Fork	LU	BJ	
Logan	LG	BJ	
Logan and Southern	LS	BJ	
Marietta	MV	CJ	
Mountain	MT	CI	
New River	NR	AM	
Northern	NO	CR	
Ohio River	OR	CJ	
Peninsula	PS	AL	
Pickens	PK	CI	
Pine Creek	P7	BJ	
Piney Creek	PC	BJ	
Pomeroy	PV	CJ	
Pond Fork	PF	BJ	
Raleigh Southwestern & Winding Gulf	RZ	BJ	
Rivanna	RV	AL	
Rupert	RT	BJ	
Russell	RS	CR	
Scottslawn Secondary	QT	IE	
Seth	S5	BJ	
Sewell Valley	SY	BJ	
Short Line	SO	CJ	
Stony River	SR	CI	
Thomas	TM	CI	
West Fork	WF	BJ	

TIMETABLE LEGEND

GENERAL

Unless otherwise indicated on subdivision pages, the train dispatcher controls all main tracks, sidings, interlockings, controlled points and yard limits

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. Designations for other trains will be identified in Subdivision Special Instructions. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. Special speeds, such as over road crossings, will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric milepost for the station or reference point. At locations to check speed indicators the mileposts will be listed without alpha prefixes and will be shown with a wide border.

C. STATION

The Controlled Point, Interlocking, Station or other reference point name. The miles between stations listed in bold letters will be shown on the right side of the column and total miles will be shown at end of diagram.

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. 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.

F. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

G. NOTES

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

3 – SYMBOLS USED IN THE DIAGRAM

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

YL – Yard Limits

NB – Northbound **SB** – Southbound

EB – Eastbound **WB** – Westbound

Milepost used for checking speed indicator accuracy will be shown without alpha prefixes and will be bordered like this:

28.0
29.0

(P) Passenger Station
CP Controlled Point
(X) Interlocking
(R) Remotely Controlled
RT Running Track
IT Industrial Track
ss Spring Switch
(A) Automatically Controlled
ABS Automatic Block Signal Rules
CPS Control Point Signal Rules
TTB Thru-Truss Bridge
CSS Cab Signal System Rules
ATC Automatic Train Control Rules
EQHR 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 be shown as "RD –"

Defect Detectors

(1) Type 1 (Equipment Handling Rules)
(2) Type 2 (Equipment Handling Rules)
AD Audible Detector
DED Dragging Equipment Detector
DEDAC Dragging Equipment Detector, Axle Counter
HBD Hot Box Detector
HCD High Car Detector
HCDAC High Car Detector, Axle Counter
HWD Hot Wheel Detector
PDD Protruding Door Detector
SWD Sliding Wheel Detector
WID Wheel Impact Detector

LEGEND - SAMPLE SUBDIVISION - SS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
45		14.3	CP BELLWOOD (X)	PBR RWY SPARROW SD	1 2	TERM DISP. CH - 46 RD - 46	TWC-DCS	D
P	F	CPQ 0.0	Above the double line is a connecting RR or SD, showing speed, mileposts, stations, track numbers, rules to authorize movement and other information.		1 2	CR DISP. 86 - 5 RD - 08	ABS-261	DTC BLOCK PHIL
60	50		CPQ 9.2	Speed Change MP.	13.8	Miles between stations.	ABS-261	D indicates a DCS Station where TWC-DCS Rules are in effect.
79	55		CPQ 13.8	NORTH EAST		CPS-261	DTG PHIL	
			17.0 18.0	This shaded and bordered box represents the limits of a Controlled Point or Interlocking	6.2	Reference to Air Brake & Train Handling Rules (steep grade)	ABS-261	DTC BLOCK FORD
				ABTH 5559		BUFORD I.T.	CPS-261	
79	65		CPQ 20.0	EAST KENT		ABS-261	CPS-261	
			CPQ 20.3	2.0	SSDG 10,120 FT.	Crossover or switch speed lower than signal speed.	ABS-261	DTC BLOCK KENT
			CPQ 22.0	WEST KENT	X10	CPS-261	ABS-261	
65	55		CPQ 22.8	These lines are non-controlled track. Yard channel for yarding instructions shown in a text box.				
55	50			2.4	KENT YD CH - 28	Controlled Siding shown with bold lines at controlled points, thin lines for the non-signalized track between CPS.		
				Reference to Equipment Handling Rule (handling cars prone to rocking).			ABS-261	
55	50		CPQ 24.4	EAST LAUREL		ABS-261	CPS-261	
79	55			1.7	EQHR 4453	CSDG 8,750 FT.	ABS-261	DTC BLOCK LAUREL
			CPQ 26.1	WEST LAUREL	Defect detector.	DTC Blocks listed with lines to show the change points in blocks.		
			CPQ 26.5	LAUREL	2.1	(1) HBD-DED	ABS-261	
			CPQ 28.2	MOHAWK JUNCTION		CPS-261	ABS-261	DTC BLOCK HAWK
79	55		CPQ 29.2	2.4		C&A RR	Connecting RR shown with dashed lines.	
60	50		CPQ 29.8			C&A RR		
70	55		CPQ 30.6	ALEXANDRIA	1 2	Notes are explained on the Station Page Notes section.		DTC BLOCK HAWK
				108.6 MILES				

HUNTINGTON EAST DIVISION

935 7th. Avenue
Huntington WV 25701

G. M. Williams III
Division Manager

T. W. Swisher
Assistant Division Manager

J. F. Ward
Senior Road Foreman of Engines

S.F. Santer
Manager Safety and Operating Practices

R.D. Toms
Mechanical Superintendent

K.L. Wilson
Division Engineer

Location and Name	Title	Location and Name	Title	Location and Name	Title
Brooklyn Jct., WV R.L. Hanson	Trainmaster	Fostoria, OH D. C. Johnson D. E. Moorman	Roadmaster Manager Signals	Marysville, OH D. A. Schmidt T. M. Curry J. D. Schwartz J. D. Mallett	Terminal Manager Trainmaster Terminal Trainmaster Terminal Roadmaster
Buckhannon, WV A. L. Sharps F. M. Withers	Roadmaster Asst. Roadmaster	Glasgow, VA D. R. Hale	Roadmaster	Maysville, KY J. E. Stafford	Roadmaster
Chillicothe, OH D. R. Lindamood	Roadmaster	Glen Morgan, WV L. E. Wynn J. E. Johnson	Engineer Track Asst. Roadmaster	Newell, PA F. R. Mazurik D.R. Mancuso G. J. Tylka M.J. Yates D. R. Giusti A. M. Mooney	Terminal Manager Coal Coordinator Coal Coordinator Coal Coordinator Coal Coordinator Coal Coordinator
Clarksburg, WV R. I. Hunt	Roadmaster	Grafton, WV R. T. Workman J. P. Harr, Jr. K. W. Freeze G. A. Raupach J. W. Ketchem	Trainmaster Trainmaster Road Foreman of Engines Manager Bridges Manager Signals	Newport News, VA R. L. McClure C. G. Weeks K. O. Faulkner	Trainmaster Trainmaster General Foreman
Clifton Forge, VA D. L. Hensley E. W. Knick M. L. Persinger Vacant Vacant C. H. Mack Vacant K. W. Gunter R. S. Perry	Superintendent L. O. R. Trainmaster Trainmaster Terminal Trainmaster Asst. Trainmaster Road Foreman of Engines General Foreman Roadmaster Manager Signals	Hinton, WV J. M. Angell G. L. Flanagan A. D. Nicolls	Trainmaster Trainmaster Road Foreman of Engines	Parkersburg, WV Vacant R. W. Queen C. R. Henderson A. L. Sharps D. A. Stafford	Trainmaster Trainmaster Road Foreman of Engines Asst. Roadmaster Bridge Inspector
Columbus, OH Vacant N. M. Male M. C. Kennaw R. S. Viti S. M. Vallance D. L. Smith D. E. Wright J. O. Polock T. R. Gilliam K. D. Huffman D. J. Dean H. P. Simmons T. R. Jones	Terminal Manager Trainmaster Terminal Trainmaster Terminal Terminal Trainmaster Trainmaster Terminal Trainmaster (STD) Trainmaster (temp) Trainmaster – Van Yard Road Foreman of Engines Asst. General Foreman Engineer Track Roadmaster Asst. Roadmaster	Huntington, WV Vacant W. S. Jessee D. F. Ward B. D. Totty R. J. Hall R. D. Logan L. J. Lyninger R. D. Sheffey B. S. Lusk L. W. Lyninger T. R. Lester D. B. Caldwell T. D. Ison J. E. Hinds W. Morris J. A. Buckley R. C. Kaiser, Jr. R. J. Wall M. F. Smith	Superintendent L. O. R. Manager Coal Operations Manager Coal Operations Manager Coal Operations Manager Coal Operations Manager Coal Operations Coal Coordinator Terminal Trainmaster Terminal Trainmaster Senior General Foreman Roadmaster Asst. Roadmaster Engineer Signal Construction Manager Signals Engineer Track Engineer Administration Manager Facilities Manager Bridges Manager Bridges	Peach Creek, WV R. R. Ramey B. G. Brooks	Trainmaster Trainmaster Roadmaster
Cowen, WV F. M. Withers	Asst. Roadmaster	Prince, WV E. H. Felton	Roadmaster	Ravenswood, WV R. D. Vanpelt	Roadmaster
Cumberland, MD R. C. Pollock S. R. Vinci R. A. Ford	Trainmaster Trainmaster Road Foreman of Engines	Richmond, VA M. K. Robey K. L. Kelsey K. D. Jackson J. S. Baker N. R. Beard W. K. Critzer	Chief Dispatcher Chief Dispatcher	Elk Run Jct., WV J. W. Beckett P. R. Morris	Trainmaster Trainmaster Trainmaster Road Foreman of Engines Manager Signals Roadmaster
Danville, WV M. L. McCauley A. R. Perry S. Shadd Jr. M. E. Dier	Trainmaster Trainmaster Road Foreman of Engines Roadmaster	Jacksonville, FL W. J. Estep C. W. Kersten, Jr.	Chief Dispatcher Chief Dispatcher		
		Marietta, OH J. D. Conley	Roadmaster		

Location and Name	Title	Location and Name	Title	Location and Name	Title
Russell, KY		Scottsville, VA			
J. M. Deatherage	Terminal Manager	R. S. Bennett	Roadmaster		
A. Tomlin III	Trainmaster Terminal				
A. A. Bledsoe	Terminal Trainmaster	So. Charleston, WV			
O. C. Jones	Trainmaster	K. W. Craig	Terminal Manager		
J. P. Davidson	Trainmaster	S. O. Emelkin	Trainmaster		
E.W. Davis	Trainmaster	L. A. Smith	General Foreman		
S.C. Salyers	Trainmaster	B. E. Ambrose	Roadmaster		
D. L. Malone	Trainmaster	R. G. Daily	Asst. Roadmaster		
D. Skeens	Road Foreman of Engines				
T. O. Goddard	Road Foreman of Engines	So. Shore, KY			
K. W. Morgan	General Foreman	M. C. Clark	Manager Signals		
R. E. Moore	Asst. General Foreman				
R. A. Neff	Roadmaster				
D. L. Clark	Mgr. Conductor Training				

HUNTINGTON DIVISION TELEPHONE NUMBERS						
HUNTINGTON DIVISION	RNX	BELL		HUNTINGTON DIVISION	RNX	BELL
Division Manager Huntington, WV	431-5535	304-522-5535		Terminal Manager South Charleston, WV	xx	304-744-6439
Assistant Division Manager Huntington, WV	431-5530	304-522-5530		Manager Safety & Operating Practices Huntington, WV	431-5527	304-522-5527
Senior Road Foreman Huntington, WV	431-5185	304-522-5185		Division Manager Coal Huntington, WV	431-5153	304-522-5153
Superintendent Line of Road Huntington, WV	431-5536	304-522-5536		Coal Coordinator Huntington, WV	431-5148	304-522-5148
Superintendent Line of Road Clifton Forge, VA	443-1446	540-863-1446				
Terminal Superintendent Russell, KY	434-7490	606-833-7490				
Terminal Manager Columbus, OH	438-4186	614-445-4186				
Terminal Manager Marysville, OH	438-2221	937-642-2221				

EMERGENCY ASSISTANCE		
VIA TELEPHONE		VIA RADIO
Chief Train Dispatcher 800-232-0144 Police and Fire Departments 800-232-0144		Jacksonville Dispatched Territory Select the train dispatcher's channel on the radio and press tone 9 on the keypad. No tone back will be heard. You have 20 seconds talk time, then dispatcher will respond.

JACKSONVILLE OPERATIONS CENTER 3019 Warrington St. Jacksonville , FL 32254						
	RNX	BELL			RNX	BELL
Huntington Div. East Chief Train Dispatcher	388-4062	904-381-4062				
AM Dispatcher New River	388-2617	904-381-2617 800-445-5524		BJ Dispatcher Big Coal Big Marsh Fork Buffalo Cabin Creek Coal River G&E Gauley Island Creek Jarrold Valley Laurel Fork Logan Logan and Southern Pine Creek Piney Creek Pond Fork Raleigh Southwestern & Winding Gulf Rupert Seth Sewell Valley West Fork	388-2711	904-381-2711 800-854-5694
AN Dispatcher Kanawha	388-2621	904-381-2621 800-854-5684				
CR Dispatcher Columbus Northern Cincinnati Russell	388-2036	904-381-2036 800-356-3697				
Indianapolis Chief Train Dispatcher	531-4850	317-267-4850				
IE Dispatcher Scottslawn Secondary	531-4264	317-267-4264				
IF Dispatcher Columbus Line	531-4265	317-267-4265				

JACKSONVILLE OPERATIONS CENTER
3019 Warrington St.
Jacksonville , FL 32254

	RNX	BELL			RNX	BELL
Huntington Div. East Chief Train Dispatcher	388-2782	904-381-2782				
AM Dispatcher Alleghany North Mountain Piedmont Washington	388-2618	904-381-2618 800-445-5524		CJ Dispatcher Bridgeport Marietta Ohio River Pomeroy Short Line	388-2681	904-381-2681 800-854-5689
AL Dispatcher James River Peninsula Rivanna	388-5183	904-381-5183 800-854-5696				
CI Dispatcher Cowen Fairmont Georges Creek Kingwood Mountain Pickens Stony River Thomas	388-2651	904-381-2651 800-854-5690				

NOTES

NOTES

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F					WEST					
North Mtn.								ABS-261 (193)			
60	40							JAMES RIVER ABS-261 (193)			
James River								1=WB 2=EB			
25	25										
P	F										
35	35	25	25					ABS-261 (193)	YL	1	
	UNDER 10,000 TONS	BETWEEN 10,000 AND 14,000 TONS	OVER 14,000 TONS	CA 276.0	JD CABIN			CPS-261 (193)			
					0.8		AM DISP. 14-4 RD 08	ABS-261 (193)			
				CA 276.8	CLIFTON FORGE			CPS-261 (193)			
35				35	25	25	CA 277.1				0.9
20	20	20	20	CA 277.8	EAST R.A.F.			CPS-261 (193)			
10	10	10	10	CA 277.9	WEST R.A.F.			ABS-261 (193) CPS-261 (193)			
20	20	20	20	CA 278.4	JACKSON RIVER BRIDGE			ABS-261 (193) CPS-261 (193)			
NO. 1 50 NO. 2 30	NO. 1 40 NO. 2 30	25	25	CA 278.5		2.4		TTB			ABS-261 (193)
		25	25	CA 280.8	LOW MOOR			CPS-261 (193)			YL
50	40	40	35	CA 281.8				ABS-261	DTC BLOCK MOOR		
60				CA 283.0		2.3					
60 T/O 40				CA 283.1	MP 283			CPS-261			
60				CA 283.2							
60	40	40		CA 283.9				ABS-261	DTC BLOCK MALLOW		
40	35	35		CA 284.6		5.0					
40	35	35		285 286							
50	40	40		CA 287.1		(2) HBD-DED-AD					
40	40	40	35	CA 287.3				ABS-261			

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
P		F				WEST							
		UNDER 10,000 TONS	Between 10,000 and 14,000 tons	OVER 14,000 TONS									
40	40	40	35	CA 288.0				ABS-261 (193)	DTC BLOCK MALLOW YL	2, 4			
50				CA 288.1	MP 288			CPS-261 (193)					
				CA 288.4		1	2	ABS-261 (193)	DTC BLOCK CALLA				
50	40	40		CA 289.1	1.3			ABS-261 (193)					
35	35	35											
				CA 289.4	MP 289			CPS-261 (193)					
				CA 289.8	1.5		TTB	ABS-261 (193)					
				CA 290.3									
35	35	35		CA 290.5	COVINGTON			CPS-261 (193)					
50	40	40		CA 291.0	5.8	291.4	SSDG 8,800 FT	ABS-261 (193)					
				CA 291.4									
				CA 291.9									
				CA 292.3	BS CABIN			CPS-261 (193)					
50				CA 293.0	MUD TUNNEL EAS CALLAHAN 2.9	ABTH 5559		ABS-261 (193)	YL				
				CA 294.3				ABS-261					
				CA 294.4					DTC BLOCK CALLA				
				CA 295.2									
				CA 297.6									
60	45			CA 297.8				ABS-261					
NO. 1	NO. 2												
60	45			CA 297.8				ABS-261					
50				CA 298.0				ABS-261					
50				CA 298.1	OX CABIN			CPS-261					
40				CA 298.2		298.2		ABS-261	DTC BLOCK WATTS				
50	40	40	35										

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
P	F									
	UNDER 10,000 TONS	Between 10,000 and 14,000 tons	OVER 14,000 TONS							
50	40	40	35	CA 299.2 						

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
P		F								WEST								
		UNDER 10,000 TONS		BETWEEN 10,000 AND 14,000 TONS		OVER 14,000 TONS												
35		35		35		35		CA 305.4		305.4		ABS-261	DTC BLOCK WATTS	3				
35		35		35		35		CA 305.5	EAST ALLEGHANY	305.5		CPS-261						
45	45	40		40				CA 305.8		1	2	ABS-261	DTC BLOCK LEWIS					
No. 1		No. 2						CA 306.6	ALLEGHANY TUNNEL			ABS-261						
								CA 306.7										
								CA 306.9										
								CA 307.0										
		30	40	30	40	30	35	30	CA 307.3	VA / WV STATE LINE			ABS-261					
No. 2		No. 1		No. 2		No. 1		No. 2		CA 307.7								
										CA 308.0	TUCKAHOE						CPS-261	DTC BLOCK SUGAR
										CA 308.3	CA 308.7	SDF	SDF				ABS-261	
										CA 310.5								
										CA 311.4	CA 311.6						ABS-261	
No. 1		No. 2						CA 311.7	EAST END WHITE SULPHUR			CPS-261	DTC BLOCK WHITE					
								CA 311.8	(2) HBD-DED-AC-AD			ABS-261						
								CA 311.9	WHITE SULPHUR SPRINGS			CPS-261						
												ABS-261						
								CA 312.4	WS CABIN			CPS-261						
55	45							CA 315.3				ABS-261						
45	30	No. 2	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2				ABS-261						

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES						
P		F								WEST										
		UNDER 10,000 TONS		BETWEEN 10,000 AND 14,000 TONS		OVER 14,000 TONS														
45	30	40	30	40	30	35	30	CA 315.6 CA 317.6 CA 318.8 CA 319.4 CA 319.5	7.6	1	2	ABS-261	DTC BLOCK WHITE	2						
35	30	35	30	35	30	35	30													
No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track													
35		35		35																
No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track													
45		40		40																
No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track	No. 1 Track	No. 2 Track													
45	30	40	30	40	30	35	30					CA 320.0			WHITCOMB			ABS-261		
60		40		40		35									1.4			ABS-261		
60												CA 321.4			BROWNS MILL			CPS-261		
45	50							CA 322.1				ABS-261								
No. 1	No. 2							CA322.4					DTC BLOCK BROWN							
45																				
No. 1								CA 323.1	2.6											
50	50							CA 323.9												
60																				
60								CA 324.0	WR CABIN			ABS-261	DTC BLOCK ROCK							
40												CPS-261								
40		40		40		35						ABS-261								

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
P	F					WEST								
	UNDER 10,000 TONS	BETWEEN 10,000 AND 14,000 TONS	OVER 14,000 TONS											
40	40	40	35	CA 324.1	3.0			ABS-261	DTC BLOCK ROCK					
60														
60														
50														
50														
60														
60														
40														
40														
40														
60				CA 326.9				ABS-261						
				CA 327.0	ROCKLAND			CPS-261						
				CA 327.1	SECOND CREEK TUNNEL	3.6		ABS-261	DTC BLOCK STONE					
				CA 327.5										
				CA 328.1	FT. SPRINGS TUNNEL									
				CA 328.4										
				CA 329.4										
60				CA 329.6	MANNS TUNNEL			1			2			
45												ABS-261		
				CA 330.6	FRAZIER						CPS-261			
				CA 331.2								ABS-261		
45	40	35	35											
40														
45							CA 331.7							
				CA 331.8										
				CA 332.2		SDF SDF			DTC BLOCK MORRIS					
				CA 332.5										
45	35	35	35					ABS-261						

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
						WEST					
P	F										
	UNDER 10,000 TONS	Between 10,000 and 14,000 tons	OVER 14,000 TONS								
45	35	35	35	CA 333.1		SDF			ABS-261	DTC BLOCK MORRIS	
45				SDF							
40											
40											
45				1		2					
45											
35											
				CA 333.4							
				CA 334.4							
				CA 335.3							
				CA 335.5	5.7						
				CA 336.3	ALDERSON		⌵		ABS-261 CPS-261		
35	35	35	35	CA 336.6		(1) HBD-DED-AC			ABS-261	DTC BLOCK PRISON	
45				CA 336.7							
45	35	35	35	CA 337.8	5.0						
60				40							
				CA 339.5							
				CA 339.7							
				CA 340.2							
No. 1	No. 2	No. 1	No. 2								
6	4	4	3								
0	0	0	5								

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
P		F								WEST						
		UNDER 10,000 TONS		BETWEEN 10,000 AND 14,000 TONS		OVER 14,000 TONS										
60	No. 1 Track	40	No. 1 Track	35	No. 1 Track	35	No. 1 Track			1	2	ABS-261	DTC BLOCK RIFFE			
40	No. 2	40	No. 2	35	No. 2	35	No. 2	CA 341.1				ABS-261				
		25		25		25		25	CA 341.3	RIFFE WEIGH IN MOTION SCALE		CPS-261				
		25		25		25		25	CA 341.5			ABS-261				
		50		40		40		35	CA 341.6							
50	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2	CA 341.8	SDF 1.5 SDF								
50							40		40	35	CA 342.0					
60							40		40	35	CA 342.1					ABS-261
60							T/O		40	60	CA 342.8	PENCE SPRINGS			PASSENGER ONLY TO=40	CPS-261
60	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2	345	6.7	WID	TALCOTT SPUR	ABS-261	DTC BLOCK TALCOTT				
60							346				CA 347.3					
60							CA 348.1				BIG BEND TUNNEL					
40							CA 349.2							ABS-261		
							CA 349.5	HILLDALE			CPS-261					
							CA 349.7				ABS-261	DTC BLOCK BIG BEN				
40		40	40	35					1	2	ABS-261					

ALLEGHANY SUBDIVISION - AG

AUTHORIZED SPEED								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
P		F								WEST						
		UNDER 10,000 TONS		BETWEEN 10,000 AND 14,000 TONS		OVER 14,000 TONS										
40		40		40		35		CA 349.8	2.3	1	2	ABS-261	DTC BLOCK BIG BEN	1		
40		40		40		35										
35	25	35	25	35	25	35	25									
No. 1	No. 2	No. 1	No. 2	No. 1	No. 2	No. 1	No. 2									
35	25	25	25	35	25	35	25	CA 350.3	2.8			ABS-261	DTC BLOCK BIG BEN			
40		40		40		35										
No 1 Track	No. 2 Track	50		50				CA 351.1				ABS-261	DTC BLOCK BIG BEN			
								CA 351.8								
								CA 352.0								
		50						CA 353.5								
		35		35		35		CA 353.0								
		No. 2		No. 2		No. 2		CA 353.8								
								CA 354.2 CA 354.5				ABS-261	DTC BLOCK BIG BEN			

STATION PAGE NOTES
<p>NOTE 1: All Signals are CSX Signal Rules C1281 – C1298.</p> <p>NOTE 2: BS Cabin and Ronceverte are signaled sidings.</p> <p>NOTE 3: Between CA 280.8 and CA 306.7 eastbound freight trains are restricted to an authorized speed of 35 MPH.</p> <p>NOTE 4: Authorized speed on BS center siding is 10 MPH.</p> <p>NOTE 5: Refer to Alleghany Sub Special Instruction regarding wheel impact detectors (WID), Page 14.</p>

ALLEGHANY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Tracks

The following tracks are designated as excepted track:

All tracks within the confines of the locomotive shop and old servicing facilities at Clifton Forge.

Engine Bell

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

Yard Limits

Clifton Forge Yard

1. Eastbound freight trains arriving must contact the yardmaster upon passing MP CA 290.0 for instructions.

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

Eastbound and westbound trains at the above locations must convey the following information to the yardmaster:

The direction locomotives are headed and any problems with locomotives that would prohibit their use.

Eastbound and westbound freight trains must obtain instructions from the yardmaster before departing.

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

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

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

Highway Crossings at Grade

Howell Street CA 335.7 – In order to prevent the crossing signals from activating, westbound trains that STOP at the WAS Alderson must stay east of the white post located at CA 335.7 – 500 feet east of Monroe Street.

Hand Brakes - Cars

The following chart applies to cars and trains left unattended.

Location	Loaded Minimum	Empty Minimum	Comments
Covington CL 1 and CL 2 set off	10%	10%	Applied on east-end
Covington Yard 1 through 12	3 HB	3 HB	
Covington Yard 13 through 19	2 HB	2 HB	
Clifton Forge	10%	4 HB	Head-end westbound empty trains

Use of Specified Tracks

Clifton Forge Yard

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

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

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

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

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

Covington Yard

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

Switching procedures – All of the tracks that will be used for switching must be physically checked for the following:

Tracks 13 through 19 must have a minimum of two (2) hand brakes applied on the east-end of the track. All other tracks must have a minimum of three (3) hand brakes applied on the east-end of the track.

Cars left in Tracks 13 through 18 must have a minimum of one (1) car length of space between the east-end of the east cars and the end of the track.

All crews must comply with Operating Rule 103-A. Cars must not be left to foul other tracks. Cars must be shoved to rest in Tracks 13 through 19. Cars must not be dropped or kicked.

Crews must take into consideration the following when switching:

The amount of available track space before switching, dropping or kicking cars.

Load/empty ratio of the cars in the track

Are hand brakes applied on loaded or empty cars? Frequently, hand brakes applied on empty cars will slide when the cars are moved. A sliding wheel offers very little retarding force.

Cars must not be moved if the wheels are sliding. Sliding wheels contribute to wheel defects and failures. If a wheel is seen to be sliding, STOP the movement. After correcting the problem, then proceed with the movement.

What is the tonnage of the cars being dropped or kicked?

Are there sufficient hand brakes applied on the cars to control the movement?

Loaded tank cars will move because of sloshing of the contents of the car.

If there is any doubt that the cars will be shoved out of the clear or foul another track or that the cars will be shoved off the end of the track; don't take a chance.

A. Switching

1. Operating Rule 103-A is modified by the addition of the following to the existing rule:

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

2. Eastern Code, Hazardous Material Rules, effective October 1, 2000, section 5, switching chart restrictions 2 and 3 remain as written and are not modified by this bulletin.

B. Hand-Operated Switches

1. Operating Rule 104-C, first paragraph, is modified as follows:

"Before using switches in Covington Yard, employees must physically check each switch prior to their movement over that switch to ascertain that:

1. The route is lined for their movement
2. The switch points fit properly, and
3. The lever is secured.

2. All other portions of Operating Rule 104-C remain in effect and unchanged.

Covington – Westvaco

All tracks – Train crews must turn on warning lights and/or bells before entering the track. Upon completion of switching lights and/or bells must be turned off.

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

1. Trains must use No. 1 main track for setting off or picking up.
2. Trains must secure instructions from the Clifton Forge yardmaster and permission of the train dispatcher before occupying tracks of Westvaco Coal Facility.
3. Eastward trains setting off loads – No. 1 coal track must be filled first, through to No. 6 coal track. The last cars set off in No. 6 coal track must be shoved toward the locomotive shed on the west end and allowed to hang down the lead on the east end to clear the dumper.
4. Westward trains picking up empties – When doubling tracks, start with No. 6 coal track and make the last double to No. 1 coal track. No. 1 coal track will hang down the lead toward the dumper.

Snowflake – Loaded tracks must not be used as a thoroughfare to Snowflake Hollow tracks.

Signals Not in Conformity with Signal Aspects and Indications Rules

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

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

The following aspect could be displayed at the EAS at Pence Springs (CA 342.8) and the westbound intermediate signal 3405 on No. 2 track (CA 340.5).

Name	Approach weigh.
Aspect	Westbound signal – A yellow light above number plate with an illuminated letter W in between and slightly to the right. Eastbound absolute signal – A yellow light above a red light with illuminated letter W in between and slightly to the right.
Indication	Proceed prepared to comply with weighing instructions at the next signal. Trains exceeding medium speed must at once reduce to that speed.

The following aspect could be displayed at the EAS at Pence Springs (CA 342.8)

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

The following aspect could be displayed at the WAS at Riffe (CA 341.3)

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

Weighing Instructions

The scale at Riffe is designed to weigh between 4.5 and 8.5 MPH and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on Radio Channel 08. Accurate weighing speeds must be maintained between 4.5 and 8.5 MPH.

When the scale is ready to weigh, the system will transmit "CSX Riffe scale is ready." While the scale is in the weighing mode, the speed of the train, in tenths of a mile per hour, will be transmitted.

If the scale is out of tolerance, or will not weigh, a message will be transmitted "scale has failed." If this message is received, STOP the train and contact the train dispatcher for instructions.

Anytime a STOP is made on the scale for 2 minutes or longer the scale goes into standby.

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

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

Train air brakes must not be applied during weighing operations except to comply with operating rules. Steady drawbar force is needed for accurate weighing, and slack action must be avoided if at all possible. Use of sand on the scales is prohibited.

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

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

Radio Stations and Instructions

Covington yard -- Crews will monitor and use Channel 28 when talking to the Clifton Forge yardmaster.

Clifton Forge – Regularly assigned yard crews will monitor and use Channel 70.

On Track Equipment Instructions

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

Mounting and Dismounting Moving Equipment

Employees will STOP the movement before mounting or dismounting equipment, except:

Alleghany SD - Eastbound freight trains descending Alleghany Mountain between MP CA 306.5 and MP CA 293.0

EXCEPTIONS TO MAKING A SAFETY STOP

Employees will make a safety STOP in all cases except at the location described below:

1) CA 290.6 Alleghany Sub

While working Old Mill section of Westvaco.

Crews doubling up loaded trains while working the Old Mill section of Westvaco are accepted from making a safety STOP. The following applies:

- 1) A job briefing must be conducted in which the movement to be made is discussed.
- 2) Employees must not ride to the coupling.
- 3) Employees must not mount or dismount moving equipment.
- 4) When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

Close Clearance

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

- a) **Covington, VA** – Between No. 1 main track and No. 1 yard track at the depot.
- b) **Ronceverte, VA** – Between No. 2 main track and siding from the coal bin to RT. 219 overhead bridge, between siding and fillout track.

- c) **Fort springs, VA** – Between Fullen Fertilizer track and unloading building.
- d) **ACME Limestone** – All tracks including the lead.
- e) **Clifton Forge, VA** – Tracks going through highway piers near the old hump. No. 5 shop track in car shop.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

WHEEL IMPACT DETECTORS

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

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

If the impact level is 1, and the inspection doesn't reveal flat spots greater than what is listed in Equipment Handling Rule 4154, the train may proceed at a speed not exceeding 30 MPH until the defective car is set out. If the car is to be set out on line of road, eastbound trains will set the car out at Ronceverte. Westbound trains will set cars out at Hinton Yard.

If the impact level is 2, after checking the reported defect, the speed must not exceed 10 MPH until the car is set out. All Level 2 cars, on eastbound trains, will be set out at Glen Ray siding, MP CA 336.7 unless instructed otherwise by the train dispatcher. Westbound trains will set cars out at Hinton Yard.

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

DEFECT DETECTOR MODIFICATION

Eastbound passenger trains enroute to the North Mountain Subdivision, who do not receive a transmission from the defect detector at MP CA 287.1 after passing over the detector or who receive a "Detector nor working" message as the train enters the defect detector location and again when the train completely passes over the detector are relieved from complying with the requirements set forth in EQHR-4303B(E).

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

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

Placing Empty Cars in Trains

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

Moving Clearance Implicated Shipments

Clifton Forge

1. All classification tracks M04 through M10 and Running tracks M01, H01, H02 and M03 are prohibited unless adjacent tracks have been physically checked and are clear of all cars.
2. H08 and H05 are prohibited at Selma Bridge unless cleared for movement by a Transportation, Mechanical or Engineering Officer.
3. Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
4. M13/H10 is the preferred track for movement. Conductor must protect movement for cars on H05 between Thoroughfare switch at west end of H10 and Low Moor.
5. Selma Lead is accepted for movement. Conductor will protect movement at Rt. 220 (Verge Street bridge).
6. Cars will be staged on MCT or SIC tracks.
7. No interchange.
8. Yardmaster protects movements in the yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Checking and Reporting Fuel Levels Ronceverte, WV

In addition to requirements outlined in ABTH, helper crews at Ronceverte are required at the beginning of each shift to report to the Train Dispatcher the amount of fuel in each locomotive.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
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Covington WESTVACO Trestle on the following tracks – Old Mill: Spur, No. 1, Clay, No. 2, No. 2 ½ and No. 3	Engines	Must not Operate
Covington WESTVACO Track No. 2 Old Mill	Cars exceeding 15 ft. 6 in. high	Must not operate past platform and roof eave
Covington WESTVACO Old Mill No. 2, No. 2 ½ and No. 3 track	Empty CGLX Cars	Must not Operate
Clifton Forge Shop Track Lead West of No. 4 switch	6-Axle units	Without radial trucks must operate single unit
White Sulphur Springs – Trestle on Coal bin Track	Cars exceeding 263,000 lbs. ----- Engines	Must not operate
Clifton Forge	Cars	Will not be kicked or dropped into the West cab track, shop lead or motor car MO3 or MO4 tracks.
Covington – AET plant	Cars	Will not be placed beyond the STOP sign located ten feet from the end of the track on No. 1 & 2 tracks.
Ripco Track	Six-Axle units	Without radial trucks must operate single unit

7. MISCELLANEOUS INSTRUCTIONS

7.1 Instructions for Eastbound Train Operation

Attaching Helper Locomotive

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

Dynamic Brake Operation

Dynamic Brake Grade Operation

The following Speed and Equivalent Dynamic Brake Axles charts govern eastbound trains operating between CA 305.5 and CA 291.4. These charts are used instead of the

chart listed in ABTH Rule 5559 for grades of 1.0% to 1.5%. All other portions of ABTH 5559 remain in effect.

The maximum speed and equivalent dynamic brake axles (EDBA) tables displayed below apply to freight trains operating eastbound between CA 305.5 (near East Alleghany) to CA 291.4 (near BS Cabin). The minimum numbers of operative EDBA's (including helper locomotives) are displayed in the body of the charts below for the trailing tonnage and maximum speed indicated. The trailing tonnage includes the weight of all cars and any locomotives not operating in dynamic brake (including helper locomotives). Do not exceed the highest maximum speed indicated for the trailing tonnage and the number of operative EDBA's displayed in the body of the charts. Where the Authorized Speed is lower it will govern. Train not meeting the minimum EDBA requirements must obtain additional locomotives (including helper locomotives) prior to proceeding. Where no entry is indicated in the tables, train operation is not permitted on the heavy descending grade.

Alleghany Subdivision – Loaded Unit Trains			
Total Trailing Tonnage (including locomotives not in Dynamic Brake)	Maximum Speed for Loaded Unit Trains (coal, grain, etc.)		
	25 mph Min EDBA	30 MPH Min. EDBA	35 MPH Min. EDBA
2000 or less	4	4	4
2001 to 3000	4	4	6
3001 to 4000	4	4	7
4001 to 5000	4	6	7
5001 to 6000	6	6	8
6001 to 7000	6	7	8
7001 to 8000	6	7	9
8001 to 9000	7	8	9
9001 to 10,000	7	8	10
10,001 to 11,000	7	8	11
11,001 to 12,000	8	9	12
12,001 to 13,000	8	9	13
13,001 to 14,000	8	10	14
14,001 to 15,000	9	11	15
15,001 to 16,000	10	12	16
16,001 to 17,000	11	13	17
17,001 to 18,000	12	14	18
18,001 to 19,000	13	15	19
19,001 to 20,000	14	16	20
20,001 to 21,000	15	17	21
21,000 to 22,000	16	18	22

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

Alleghany Subdivision Intermodal/Manifest/Empty Unit Trains		
Total Trailing Tonnage (including locomotives not in Dynamic Brake)	Maximum Speed Intermodal/Manifest Trains (including Empty Unit Trains)	
	35 mph Min EDBA	40 MPH Min. EDBA
2000 or less	4	4
2001 to 3000	4	6

3001 to 4000	6	6
4001 to 5000	6	7
5001 to 6000	7	7
6001 to 7000	7	8
7001 to 8000	7	8
8001 to 9000	8	9
9001 to 10,000	8	9
10,001 to 11,000	9	10
11,001 to 12,000	9	10
12,001 to 13,000	10	11
13,001 to 14,000	10	12
14,001 to 15,000	11	13
15,001 to 16,000	11	14
16,001 to 17,000	12	15
17,001 to 18,000	12	16

train air brakes with a straightaway application of at least ten (10) pounds before the train speed exceeds 10 MPH.

NOTES

Brake Pipe Pressure

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

Brake Application

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

Releasing Train Brakes

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

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

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

Stopping Between East Alleghany and CA293.0

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

7.2 Supplemental Speed Restriction Chart

Between Location/Milepost	Psg MPH	Frt MPH
CA 276.0 and CA 280.8 – Trains in excess of 10,000 tons	-	25
CA 276.0 and CA 354.6 – Trains in excess of 14,000 tons	-	35
CA 280.8 and CA 306.7 – eastbound trains	-	
CA 275.8 and CA 277.1	35	35
CA 277.1 and CA 277.8	20	20

CA 277.8 and CA 277.9	10	10
CA 277.9 and CA 278.4	20	20
CA 278.4 and CA 280.8, No. 1 Track	50	-
CA 278.4 and CA 280.8, No. 2 Track	30	30
CA 280.8 and CA 281.8	50	-
CA 283.1 and CA 283.2, turnout	40	-
CA 283.9 and CA 284.6		35
CA 284.6 and CA 287.3	50	-
CA 287.3 and CA 288.1	40	-
CA 288.1 and CA 289.1	50	-
CA 289.1 and CA 290.5	35	35
CA 290.5 and CA 297.6	50	-
CA 297.6 and CA 297.8, No. 2 track	45	-
CA 297.8 and CA 298.1	50	-
CA 298.1 and CA 298.2, turnout	40	-
CA 298.2 and CA 299.2	50	-
CA 299.2 and CA 299.8	40	-
CA 299.8 and CA 302.7	45	-
CA 302.7 and CA 305.8	35	35
CA 305.8 and CA 310.5, No. 1 track	45	-
CA 310.5 and CA 311.6, No. 1 track	50	-
CA 311.6 and CA 315.3, No. 1 track	55	-
CA 315.3 and CA 315.6, No. 1 track	45	-
CA 315.6 and CA 317.6, No. 1 track	35	35
CA 317.6 and CA 320.0, No. 1 track	45	-
CA 305.8 and CA 307.0, No. 2 track		-
CA 307.0 and CA 320.0, No. 2 track	30	30
CA 322.1 and CA 322.4, No. 1 track	45	-
CA 322.4 and CA 323.1, No. 1 track	50	-
CA 322.1 and CA 323.1, No. 2 track		-
CA 324.0 and CA 324.1, turnout	40	-
CA 324.9 and CA 325.1	50	-
CA 326.9 and CA 327.1	40	-
CA 329.6 and CA 331.2	45	-
CA 331.2 and CA 331.7	40	35
CA 331.7 and CA 333.4	45	
CA 333.4 and CA 334.4	40	
CA 334.4 and CA 335.3	45	
CA 335.3 and CA 336.6	35	
CA 336.6 and CA 337.8	45	
CA 339.5 and CA 339.7	-	

CA 351.1 and CA 353.5, No. 2 track		-
CA 353.5 and CA 353.8, No. 2 track	35	35
CA 353.8 and CA 354.6, No. 2 track	50	-

Note: Trains and engines are restricted to 10 MP
Honthe Center siding at BS Cabin.

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

7.4 Industrial Tracks

- a) Covington Industrial Track
- b) Frazier Industrial Track
- c) Potts Creek Industrial Track

NOTES

Between Location/Milepost	Psg MPH	Frt MPH
CA 339.7 and CA 340.2, No. 1 track	40	-
CA 341.6 and CA 342.0, No. 1 track	60	-
CA 339.7 and CA 341.1, No. 2 track	40	35
CA 341.1 and CA 341.5, No. 2 track	25	25
CA 341.5 and CA 342.0, No. 2 track	50	-
CA 342.8 and CA 342.9, turnout	40	-
CA 348.1 and CA 349.8		-
CA 349.8 and CA 350.3, No. 1 track	35	35
CA 349.8 and CA 350.3, No. 2 track	25	25
CA 350.3 and CA 351.1	40	-
CA 351.1 and CA 354.6, No. 1 track	50	-

NOTES

NOTES

BIG COAL SUBDIVISION - BX

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
			JARROLD'S VALLEY SD	BJ DISP. 14-2 RD 08 BIG MARSH FORK SD			
	CLL 35.6	JARROLD'S VALLEY JCT.			96		1,2
	CLL 34.8	WHITESVILLE	0.8				
	CLL 33.5	ELK RUN JCT.	1.3				
	CLL 31.1	SYLVESTER	2.4	ss			
	CLL 31.0				96		
25	27.0		4.5	ss	TWC-DTC	DTC BLOCK KEITH	3,4
	26.6	DTC BLOCK SIGN		ss		DTC BLOCK ORGAS	
	25.0		2.0	ss		DTC BLOCK OAK	
	CLL 24.6	DTC BLOCK SIGN	3.7	ss		DTC BLOCK IND	
	CLL 20.9	SETH		ss			
	CLL 20.8	DTC BLOCK SIGN	1.7				
	20.0		7,886 FT ss				
	19.2	DTC BLOCK SIGN					
	18.0						
	17.0						
	16.0						
25	CLL 15.8					DTC BLOCK RACE	
20	CLL 15.5						
25	CLL 13.9	DTC BLOCK SIGN	5.5			DTC BLOCK ASH	
	CLL 13.7	INDIAN CREEK				DTC BLOCK BULL	
	CLL 10.1			TTB			
	CLL 8.0	DTC BLOCK SIGN	6.7				
	CLL 7.0	BULL CREEK	5.0				
	CLL 3.5		ss AT CLL 2.5				
	CLL 2.0	DTC BLOCK SIGN	0.8				
	CLL 1.2	BIG COAL			TWC-DTC CPS-261	DTC BLOCK PASS	4
		1.2		CSDG 5,342 FT	ABS-261		
25	CLL 0.0	SPROUL JCT.			CPS-261		
25	CLF 15.2	SPROUL JCT.		BJ DISP 14-2 RD 08	CPS-261		4
			COAL RIVER SD				
35.6 MILES JARROLD'S VALLEY JCT TO SPROUL JCT.							

STATION PAGE NOTES

- NOTE 1:** All trains entering or operating between MP CLL 31.0 and MP CLL 35.6 will operate according to Rule 96 and must receive instructions from the Elk Run yardmaster (when on duty) before lining switches or fouling tracks. The Elk Run yardmaster (when on duty) will issue instructions to crews operating between these mileposts.
- NOTE 2:** Prior to occupying tracks between MP CLL 31.0 and MP CLL 35.6, engineering forces will make arrangements with the Elk Run yardmaster (when on duty), who is responsible for directing movements on those tracks.
- NOTE 3:** Westbound signal located at MP CLL 3.5 is equipped with an APP Plate. This signal only conveys information about WAS signal at MP CLL 2.0.
- NOTE 4:** Signals between MP CLL 0.0 and MP CLL 2.0 convey signal aspects in accordance with Signal Aspect Rules C1281-C1298.

BIG COAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Location	Normal Position	Facing Speed	When Springing
West End Joe Creek Siding MP CLL 19.2	Siding	10 MPH	10 MPH
East End Joe Creek Siding MP CLL 20.8	Main	25 MPH	
West End Crown Siding MP CLL 24.5	Siding	10 MPH	
East End Crown Siding MP CLL 26.6	Main	25 MPH	
Sylvester Spring Switch MP CLL 31.1	No. 2 Yard Track	10 MPH	
Fork Creek Spring Switch MP CLL 2.5	Main	25 MPH	

Hand Brakes - Cars

Location	Loaded	Empty	Comments
Elk Run Yard	7 HB	4 HB	On 150 Cars
Sylvester	10%	5%	WE of Loads EE of Empties
Bull Creek	15%	10%	--
CLL 0.0 to CLL 27.0	4%	4%	Main & Sidings LDS on West End ERY on East End
Crown Siding	10%	2 HB	East End
Orgas Block	4 HB	--	West End

Hand-Operated Derails

Crews may leave the derail at Fork Creek mine MP CLL 2.5 in the non-derailing position when departing mine provided that:

- 1) They have departed the mine with their entire train, and
- 2) Mine tracks are known to be clear of all standing rail equipment.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety STOP

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

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

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for a safety STOP and must comply with the following:

- 1) A job briefing must be conducted in which the movement to be made is discussed.
- 2) Employees must not ride to the coupling.
- 3) Employees must not mount or dismount moving equipment.
- 4) When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

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

NONE

7. MISCELLANEOUS

NONE

NOTES

NOTES

NOTES

BIG MARSH FORK SUBDIVISION - BM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20	CLQ 7.4	SUNDIAL	<div>END OF TRACK</div> <div>0.2</div> <div>BJ DISP. 14-2 RD 08</div> <div>2.2</div> <div>MARFORK IT</div> <div>3.0</div> <div>JARROLD VALLEY SD</div> <div>1.0</div>		TWC-DTC	DTC BLOCK SUN	3
	CLQ 7.2	EDWIGHT					
	CLQ 6.1	DTC BLOCK SIGN					
	CLQ 5.0	MONTCOAL			DTC BLOCK MONT		
	CLQ 2.0	EUNICE					
	CLQ 1.0	DTC BLOCK SIGN					
	CLQ 0.0	JARROLD VALLEY JCT.			TWC-DTC		
20	CLL 35.6	JARROLD VALLEY JCT.			96		1,2
			<div>BIG COAL SD</div> <div>BJ DISP. 14-2 RD 08</div>		96		
7.4 MILESSUNDIAL TO JARROLD VALLEY JCT.							

STATION PAGE NOTES

- NOTE 1:** All trains entering or operating between MP CLL 31.0 and MP CLL 35.6 will operate according to Rule 96 and must receive instructions from the Elk Run yardmaster (when on duty) before lining switches or fouling tracks. The Elk Run yardmaster (when on duty) will issue instructions to crews operating between these mileposts.
- NOTE 2:** Prior to occupying tracks between MP CLL 31.0 and MP CLL 35.6, engineering forces will make arrangements with the Elk Run yardmaster (when on duty) who is responsible for directing movements on those tracks.
- NOTE 3:** Westbound trains will contact the Elk Run yardmaster (when on duty) for instructions before passing MP CLQ 2.5.

BIG MARSH FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand-Operated Switches

Marfork IT Switch

Main line switch to Marfork IT will be left in the position last used. Trains must approach this switch expecting it to be lined against their movement.

Jarrolds Valley Jct.

Normal position for the Jarrolds Valley Jct. switch is lined for movement to the Big Marsh Fork SD.

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

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

A. Marfork Industrial Track

A.1 Hand Brakes - Cars

Location	Loaded	Empty	Comments
Marfork	25%	10%	-
West of Marfork Switch (CLQ 1.0)	10%	3 HB	East end of cut

BRIDGEPORT SUBDIVISION - PU

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20			<div>MOUNTAIN SUB</div>				1
	BA 281.6	BERKELEY RUN JCT.	<div>CI DISP. 14-8 RD 08</div>		CPS-261 (193)	YL	
35	BA 281.6	BERKELEY RUN JCT.	<div>CJ DISP. 14-8 RD 08</div>		ABS-251 (193) 1=WB 2=EB	YL	2
	BA 283.0	9.9	1	2	ABS-251	DTC BLOCK WEB	
	BA 291.5	RS TOWER			CPS-261	DTC BLOCK PINTO	
	293.0 294.0 BA 294.2	FOURCO	7.5	<div>FOURCO IT</div>	ABS-261		
	BA 299.0	LODGEVILLE		NO. 1 TUNNEL	CPS-261		
	BA 300.3	EAS MP 300		<div>MERRICK ENGINEERING IT</div>	ABS-261		
	BA 300.4						
	BA 301.0	2.4					
	BA 301.4	MO TOWER		<div>GRASSELLI IT</div>	CPS-261		
	BA 301.5				ABS-261		
BA 301.6			1	2	DTC BLOCK CLARK		
BA 302.7	CLARKSBURG	1.5		ABS-261			
BA 302.9	MD TOWER			EQHR 4453		CPS-261	
		0.5 0.1				ABS-261	
35	BA 303.4	J TOWER.			EQHR 4453	CPS-261	1
25	BNA 58.1	J TOWER	<div>SHORT LINE SD</div>	<div>CJ DISP. 14-3 RD 08</div>	TWC-DTC	DTC BLOCK SHORT	
21.8 MILES BERKELEY RUN JCT. TO SHORT LINE JCT.							

STATION PAGE NOTES

NOTE 1: All Signals are Signal Rules 1281 – 1298.

NOTE 2: Westbound trains 10 MPH, head end only.

BRIDGEPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Grafton	Crew Room

Hand Brakes - Cars

Standing Equipment Hand Brake Application		
Between Location/Milepost	Loads	Empties
BA 281.6 and BA 284.5	20%	10%
BA 284.5 and BA 289.0	50%	25%
BA 289.0 and BA 298.0	20%	10%
BA 298.0 and BA 303.5	50%	25%

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

LOCATION	EQUIPMENT	RESTRICTION
Fourco IT	Six-Axle units	Must Not Operate
Grasselli IT		

5. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

5.1 Cars with gross weight of 251,000 lbs. or greater must not operate on Grasselli IT.

6. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Stretch Braking

Stretch braking may be used between the following locations:

Westbound trains –

Between BA 290.5 and BA 291.6

Between BA 295.5 and BA 296.0

7. MISCELLANEOUS

7.1 Industrial Tracks

A. Fourco Industrial Track

1. Movements are governed by Rule 96.
2. Only 4-axle units may operate.

B. Merrick Engineering IT

1. Movements are governed by Rule 96.

C. Grasselli IT

1. Movements are governed by Rule 96.
 - a. Crews must obtain permission from the train dispatcher before occupying this track.
 - b. Crews must obtain permission from the train dispatcher before exiting this track. After exiting this track crews must report clear to the train dispatcher.

NOTES

BUFFALO SUBDIVISION – BF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20	CLU 16.6	END OF TRACK	<div>END OF TRACK</div> <div>BJ DISP. 14-2 RD 08</div>		TWC-DTC	DTC BLOCK SAND	1
	CLU 14.3	DTC BLOCK SIGN			DTC BLOCK FITCH		
20	CLU 13.0	DTC BLOCK SIGN			DTC BLOCK BAKE		
25					TWC-DTC		
	CLU 7.0	DTC BLOCK SIGN			193	YL	
25	CLU 6.3						
10	CLU 4.1	FANCO					
10	CLU 4.0						
25	CLU 3.2	DTC BLOCK SIGN			193	YL	
	CLU 0.4				TWC-DTC	DTC BLOCK HERST	
25					TWC-DTC (ABS)		
10	MAINLINE JCT SW	CLU 0.0	DTC BLOCK SIGN				
10	MAINLINE JCT SW	CLS 78.6	MAN JCT	CPS-261		1	
			<div>LOGAN SD</div> <div>BJ DISP. 14-4 RD 08</div>	ABS-261	DTC BLOCK MAN		
16.6 MILES END OF TRACK TO MAN							

STATION PAGE NOTES

NOTE 1: Signal aspects displayed are in accordance with Rules C1281-C1298.

BUFFALO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand-Operated Switches

Fanco Mine Track

Switch at the west end of Fanco mine, MP CLU 4.1, will be left lined for the Fanco mine track.

Switch to Buffalo Subdivision

Normal position for the switch to the Buffalo Subdivision is lined for movement to the Buffalo Subdivision.

Radio Stations and Instructions

Hyco (Peach Creek) yardmaster call-in number is 4.

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 EQUIPMENT RESTRICTIONS

NONE

6. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

7. MISCELLANEOUS

Main track between MP CLU 6.2 and end of track is out of service.

NOTES

CABIN CREEK SUBDIVISION - CO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				WEST					
10		CLD 12.2	RED WARRIOR	<div>END OF TRACK</div> <div>4,125 FT</div> <div>BJ DISP. 14-5 RD 08</div>		TWC-DTC	DTC BLOCK CREEK		
		CLD 11.0	LEEWOOD SIDING						DTC BLOCK CANE
		CLD 10.0	DTC BLOCK SIGN						
		CLD 5.0	DTC BLOCK SIGN				DTC BLOCK CABIN		
		CLD 4.2 CLD 3.8	11.0						
		CLD 1.1 CLD 0.9							
		CLD 0.3				TWC-DTC			
10	CLD 0.0	CABIN CREEK JCT			CPS-261		1,2,3		
P	F					CPS-261	DTC BLOCK PAINT	1,2,3,4,5	
65	50	CA 438.0	CABIN CREEK JCT			ABS-261			
60	50			KANAWHA SD	AN DISP. 20-3 RD 08				
12.2 MILES RED WARRIOR TO CABIN CREEK JCT									

STATION PAGE NOTES

- NOTE 1:** Rules ABS-261 are in effect on the east and west leg of the wye at Cabin Creek.
- NOTE 2:** Signals displayed are in accordance with Signal Aspect Rules C1281-C1298.
- NOTE 3:** Do not exceed 10 MPH on east and west legs of the wye track.
- NOTE 4:** MP CA 438.0 trains in excess of 7,000 tons but not exceeding 14,000 tons will not exceed 40 MPH.
- NOTE 5:** MP CA 438.0 trains in excess of 14,000 tons will not exceed 35 MPH.

CABIN CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Use Of Specified Tracks

Arch Coal Company has leased the track between MP CLD 0.3 and MP CLD 12.2. The leased track is operated under CSX Operating Rules and is dispatched by the CSX BJ train dispatcher in Jacksonville, FL.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety Stop

Employees will make the safety STOP as in all cases except at the locations described below:

- 1) **Cabin Creek SD** – When doubling up loaded trains at Tom's Fork Mine;

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

- 1) A job briefing must be conducted in which the movement to be made is discussed.
- 2) Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

6. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

7. MISCELLANEOUS INSTRUCTIONS

NONE

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F			NORTHERN SD		CR DISP. 94-4 RD 08		
79	55	CA 542.9	NJ CABIN	1	2	ABS-261	DTC BLOCK SCIOTO	1,2,3 1
79	55	CA 542.9	NJ CABIN			CPS-261		
79	55	CA 543.0		1	2	ABS-261		
75 CURVES		CA 543.7						
79	55	CA 547.5	5.0					
45	45	CA 547.9	TAYLOR			CPS-261	DTC BLOCK KOT	
45	45	CA 548.1	SOUTH SHORE			ABS-261		
79	55	CA 548.8	2.3					
40 IN TURNOUT	40	CA 550.2	S. PORTSMOUTH			CPS-261		
79	55	CA 550.4		(1) HBD-DEDAC	CR DISP. 94-4 RD 08	ABS-261	DTC BLOCK GARRI	6
70 CURVES		CA 551.3						
79		CA 562.1						
70 CURVES		CA 562.4	13.6					
79		CA 563.8	E.E. GARRISON SDG			CPS-261		
			3.1	SSDG 15,640 FT		ABS-261		
79		CA 566.9	W.E. GARRISON SDG			CPS-261		
75 CURVES		CA 567.3				ABS-261		
79		CA 570.1						
70 CURVES		CA 570.6						
79	55	CA 571.2	5.1				DTC BLOCK VANCE	
30	30	CA 572.0	VANCEBURG					
65 CURVES	55	CA 572.2						
79		CA 572.6						
		CA 573.0		(1) HBD-DEDAC				
79	55					ABS-261		1

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
79	55			8.8		ABS-261		1
		CA 580.8	E.E. CONCORD SDG			CPS-261	DTC BLOCK VANCE	6
				SSDG 14,740 FT		ABS-261		
		CA 583.8	W.E. CONCORD SDG			CPS-261		6
79		CA 583.9				ABS-261		
65		CA 584.5						4
NOTE 4								
79		CA 590.3						
75		CA 590.8						
CURVES		CA 594.6		(1) HBD-DEDAC			DTC BLOCK TRINT	
79		CA 594.2						
70		CA 594.6						
CURVES		CA 595.7						
79				12.1		ABS-261		
60		CA 596.3						
TURNOUT		CA 596.1	SPRINGDALE			CPS-261		5
		CA 595.9						
79	55	CA 598.9		1	2	ABS-251		
35	35	CA 599.5						
		CA 599.7						
		CA 600.8						
		CA 601.0						
		CA 602.0	MAYSVILLE	6.1		1=WB 2=EB	DTC BLOCK DALE	7 8 7 8
35	35	CA 602.9		1.5		ABS-251		
79	55	CA 603.5	WEST MAYSVILLE			CPS-261		
79		CA 604.2				ABS-261		
70		CA 604.4						
CURVES		CA 606.2	BH CABIN	2.8				
79		CA 607.4						
75		CA 608.3						
CURVES								
79	55			1	2	ABS-261	MAYS	1

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F			1	2	ABS-261	DTC BLOCK MAYS	1
79	55	CA 608.4	LC CABIN			CPS-261		
40	40	CA 608.6					DTC BLOCK AUGUSTA	6
IN TURNOUT								
75	55	CA 608.8				ABS-261		
CURVES								
79		CA 611.6						
35	35	CA 612.8						
79	55	CA 613.5						
70		CA 614.0						
CURVES								
79		CA 615.8						
70		CA 616.4						
CURVES		CA 617.3						
79	55	CA 618.3						
25	25	CA 619.6	E.E. AUGUSTA SDG			ABS-261	DTC BLOCK BRAD	6
						CPS-261		
79	55	CA 619.7						
75		CA 620.6				ABS-261		
CURVES		CA 620.7						
79								
		CA 621.8	W.E. AUGUSTA SDG			CPS-261		
79		CA 622.6						
75		CA 622.7				ABS-261		
CURVES		CA 628.7						
79		CA 629.7						
79	55	CA 630.4	FOSTER				DTC BLOCK CARN	1
40	40	CA 630.6				CPS-261		
IN TURNOUT							DTC BLOCK FOSTER	
70	55	CA 631.1				ABS-261		
CURVES							DTC BLOCK FOSTER	
79		CA 633.8	CARNTOWN			CPS-261		
79		CA 634.0					DTC BLOCK FOSTER	
75		CA 634.3				ABS-261		
CURVES								
79	55							

CINCINNATI SUBDIVISION - ZE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
79	55	CA 636.1	ME CABIN			ABS-261	DTC BLOCK FOSTER	1
40	40					CPS-261		
IN TURNOUT		CA 636.3						
79	55	CA 639.9		(2) HBD-DEDAC	<div>CR DISP. 94-4 RD 08</div>	ABS-261	DTC BLOCK MENTOR	
79	55	CA 641.9	NEW RICHMOND			CPS-261		
40	40	CA 642.1						
IN TURNOUT								
79	55	CA 643.8		1	2	ABS-261	DTC BLOCK MEL	
75		CA 644.0	ONEONTA					
CURVES								
79	55	CA 650.0	MELBOURNE			CPS-261		1
70	45	CA 650.0	MELBOURNE			CPS-261	DTC BLOCK STEVENS	1
70				<div>CINCINNATI TERMINAL SD</div>	<div>CK DISP. 66-1 RD 08</div>	ABS-261		
107.2 MILES NJ CABIN TO MELBOURNE								
STATION PAGE NOTES								
<p>NOTE 1: Signal aspects displayed are in accordance with Signal Aspect Rules C1281 – C1298.</p> <p>NOTE 2: Between MP CA 542.9 and MP CA 531.7, trains in excess of 7,000 tons, but not exceeding 14,000 tons will not exceed 40 MPH.</p> <p>NOTE 3: Between MP CA 542.9 and MP CA 531.7, trains in excess of 14,000 tons will not exceed 35 MPH.</p> <p>NOTE 4: Between MP CA 583.9 and MP CA 584.5, eastward passenger trains will not exceed 65 MPH account crossing approaches.</p> <p>NOTE 5: Between MP CA 596.0 and MP CA 595.9, eastward trains using No. 2 main track will not exceed 45 MPH.</p> <p>NOTE 6: Rules ABS-261 are in effect on the following sidings: Garrison, Concord and Augusta.</p> <p>NOTE 7: Westbound trains operating on No. 2 main track will not exceed 20 MPH between CA 599.5 and CA 600.8. This speed restriction applies to the head end only.</p> <p>NOTE 8: Eastbound trains operating on No. 1 Main Track will not exceed 20 MPH between CA 601.0 and CA 599.7. This speed restriction applies to the head end only.</p>								

CINCINNATI SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Engine Bell

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

Engine Horn

Trains approaching the following private crossings must sound whistle signal 14(I):

MP CA 606.0
MP CA 606.4
MP CA 648.9
MP CA 649.1

Highway Crossings at Grade

Garrison Siding (CA 566.5) – Unless otherwise instructed by the train dispatcher or train length does not permit, do not block the private road crossing

Anderson Lane

All trains using the Country Mark industrial track (formerly No. 1 Main) must STOP and flag Anderson Lane crossing at MP CA 649.9 due to rusty rail conditions.

South Shore - State Route 7

When EAS South Portsmouth displays an approach aspect, eastward trains will STOP at MP CA 548.7 and will contact the train dispatcher for instructions.

Switching:

Inland Container Switching Procedures:

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

1. STOP at the permanent derail and contact the mill scheduler or control room by phone 606-564-2637.
2. Wait until the blue light has been turned off at the derail. You must phone before advancing towards the mill.
3. STOP on the east side of the individual track's blue light and make person-to-person contact with area technicians working the inbound, outbound or A&E tracks.
4. After contacting area technicians, and being cleared to enter these tracks, crews may enter and perform their switching.

The responsibility of the technicians after being contacted by the railroad crew is to:

1. Ensure the dock is safe and ready to be switched with dock plates out and other area personnel notified.
2. Turn the blue light off. This will simultaneously activate the red strobe light.
3. After the rail crew has completed switching and has exited the internal track, the rail crew will call on the phone at the derail and notify the mill scheduler or control room to let them know the rail crew has finished switching.

The procedure for allowing a railroad crew to enter the mill from the point of the permanent derail remains in place.

- A) Railroad crew will contact the mill scheduler and request permission to enter the mill grounds to conduct switching operations.
- B) Mill scheduler will call control room and ask that the inbound and A&E area technicians be notified that the railroad is here to perform switching operations.
- C) After notifying the inbound and A&E area technicians, the control room will advise that those areas have been contacted.
- D) Mill scheduler will then turn off the permanent derail blue light and announce "the railroad is on site" over the intercom.
- E) During weekend, holiday or evening switching, the railroad will contact either the outbound technicians or the control room instead of the mill scheduler.

Hand Brakes

Coroplast Plant, Vanceburg, KY MP CA 569.7

The lead between the Cincinnati SD main track and the industry tracks has a grade of 2.1% which is downhill towards the Cincinnati SD main track. When cars are left on this lead, 100% hand brakes must be applied.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NOTES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Engine Speed Indicators and Odometers

Engine speed indicators, odometers and HTD equipment must be checked at the first encountered milepost location, except as listed below:

CA 589.0 and CA 590.0
CA 611.0 and CA 612.0
CA 628.0 and CA 630.0

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Equipment Restrictions

Location	Equipment	Restriction
Taylor — Taylor Brick	Six Axle Units	Must Not Operate
Carntown – Black River Mining Co.	Engines	Must Not Operate Through Loading Facility On Nos. 1 And 2 Tracks
Carntown – Black River Mining Co.	Equipment	Must Not Be Cut Off In Motion

7. MISCELLANEOUS

NONE

NOTES

COAL RIVER SUBDIVISION - CR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20	CLF 50.6	SHARPLES	BEECH CREEK IT		96		1
20	CLF 50.0				TWC-DTC		
10 IN CURVES	CLF 49.7					DTC BLOCK SHARP	
20	CLF 49.1	DTC BLOCK SIGN	1.6	LAUREL FORK SD			
	CLF 49.0	CLOTHIER	11.7		ss	DTC BLOCK CLOTH	
	CLF 44.0	DTC BLOCK SIGN		POND FORK SD			
	CLF 39.7	DTC BLOCK SIGN			TTB	DTC BLOCK POWELL	
	CLF 37.3	POND JCT.			ss	TWC-DTC	
	CLF 37.1	MADISON	0.2			193	
20	CLF 35.5		2.3			193	
	CLF 34.8	DANVILLE	1.9		BJ DISP. 14-2 RD 08	96	
	CLF 32.9	ROCK CREEK				CPS-261	
25	CLF 30.4	BETH MINE	1.3				
	CLF 27.9	JULIAN	2.5			ABS-261	
25 10 IN CURVES	CLF 27.0					DTC BLOCK ROCK	
	CLF 26.9						
25	CLF 25.6	ADAMS	2.3				
	CLF 24.0	E.E. MACCORKLE				CPS-261	
			1.8	CSDG 9,846 FT		ABS-261	
	CLF 22.2	W.E. MACCORKLE				CPS-261	
25	CLF 20.8					ABS-261	
10 IN CURVES	CLF 20.3						
25	CLF 18.5						
20 IN CURVES	CLF 18.3					DTC BLOCK SPROUL	
25	CLF 16.6			BIG COAL SD			
20 IN CURVES	CLF 16.3						
25	16.0		6.8			ABS-261	
	15.4	SPROUL JCT.				CPS-261	
25	14.0					ABS-261	
						DTC BLOCK FORKS	

COAL RIVER SUBDIVISION – CR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
25	CLF 13.7			(1) HBD- DEDAC	ABS-261	DTC BLOCK FORKS	1
		3.3					
	CLF 12.1	E.E. ALUM CREEK			CPS-261	DTC BLOCK FORKS	5
		1.9	SSDG 20,042 FT	BJ DISP. 14-2 RD 08	ABS-261		
	CLF 10.2	ALUM CREEK			CPS-261	DTC BLOCK ALUM	
		1.7			ABS-261		
	CLF 8.5	W.E. ALUM CREEK			CPS-261	DTC BLOCK RAMBO	5
					ABS-261		
	CLF 6.1	E.E. COAL RIVER			CPS-261	DTC BLOCK COAL	
		1.3		CSDG 7,032 FT	ABS-261		
	CLF 4.8	W.E. COAL RIVER			CPS-261	DTC BLOCK INDIAN	
	4.0 3.0				ABS-261		
	CLF 1.0	INDIAN			CPS-261		
		1.0			ABS-261		
25	CLF 0.0	ST. ALBANS			CPS-261		1,2
P	F	CA 465.0	ST. ALBANS	-----	CPS-261 (193)	DTC BLOCK DOCK	1,3,4
50	50			KANAWHA SD	AN DISP. 20-3 RD 08		
					ABS-261 (193)		

50.6 MILES SHARPLES TO ST. ALBANS

STATION PAGE NOTES

- NOTE 1:** Signal aspects displayed are in accordance with Signal Aspect Rules C1281-C1298.
- NOTE 2:** Trains and engines will not exceed 15 MPH on east leg of wye at St. Albans.
- NOTE 3:** At MP CA 465.0 trains in excess of 7,000 tons, but not exceeding 14,000 tons, will not exceed 40 MPH.
- NOTE 4:** At MP CA 465.0 trains in excess of 14,000 tons will not exceed 35 MPH.
- NOTE 5:** Rules ABS-261 are in effect on Alum Creek Siding.

COAL RIVER SUBDIVISION SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Location	Normal Position	Facing Speed	When Springing
Pond Jct- Junction Switch of Pond Fork SD	Pond Fork Subdivision	20	10
Clothier- Junction Switch	Coal River Subdivision	20	10

Yard Limits

Danville:

1. Eastbound trains will call the Danville yardmaster (when on duty) for instructions before passing the west end of Beth mine.
2. Westbound trains will call the Danville yardmaster (when on duty) for instructions before passing Pond Jct.
3. Danville No. 1 yard track (running track) must not be occupied or fouled between east and west lead switches without receiving instructions from the yardmaster (when on duty).

Highway Crossings at Grade

Providing Crossing Protection

Westbound approach circuit begins at a point 341 feet east of the spring switch at Pond Jct. and is identified by sign reading "beginning flasher circuit." Westbound trains stopping for yarding instructions at Danville, must STOP east of this sign. When necessary to meet eastbound trains at Pond Jct., westbound trains on Pond Fork or Coal River SD's must not move west of this sign until the rear of eastbound train has cleared the westbound approach circuit.

Hand Brakes - Cars

Location	Loaded	Empty	Comments
Danville Yard	3 HB	3 HB	--
CLF 0.0 and CLF 32.9	5 HB	3 HB	--

On- Track Equipment Instructions

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

3. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Cars exceeding Plate C must not operate on the Coal River SD.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

A. Beech Creek Industrial Track

1.) Equipment Restrictions:

Location	Equipment	Restriction
Beech Creek IT- Monclo	Equipment other than coal cars	Must not be moved under tipple unless chute is in fully retracted position

NOTES

NOTES

NOTES

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTE
			WEST				
F			<div>TO MASON YARD</div> <div>P01</div> <div>P02</div> <div>TO NEW YARD</div>				
30	CK 4.5	BUCKEYE SIX	BUCKEYE 6	THIRD RAIL	ABS-261 (193)		1,2,3
		0.4	1	2			
	CK 4.2	HIGH STREET		CR DISP. 14-1 RD 08	CPS-261 (193)	YL	
	CK 3.0	1.5			ABS-261 (193)		
		0.4					
	CK 2.1	CP RIVER			CPS-261 (193)		
	CK 1.7	0.9		TTB SOCITO CONN.	ABS-261		
30	CK 1.1				(193)		
25	CK 1.0	LM CABIN	NS RR		CPS-261 (193)		5
30	CK 0.9	0.1		TTB	ABS-261 (193)		
	CK 0.8	WEST LM CABIN			CPS-261 (193)		
		0.4	YARD A MIDDLE		ABS-261 (193)		
SEE NOTE 4	CK 0.5 CD 0.5	E.E. HV JCT			CPS-261 (193)		4
		0.3		MUD TRACK	ABS-261 (193)		
	CD 0.8	HV JCT.	COLUMBUS LINE SD	NS	CPS-261 (193)		4
	CD 1.0			TTB	ABS-261 (193)		
30	CD 1.2	4.2					
50	3.0						
	4.0	MP FOUR			CPS-261	YL	
	CD 5.3	2.3	(1) HBD-DEDAC		ABS-261	DTC BLOCK BUCKEYE	13
	CD 7.6	E.E. LINWORTH			CPS-261		
		1.6		SSDG 7,275 FT.	ABS-261	DTC BLOCK WORTH	13
	CD 9.2	W.E. LINWORTH			CPS-261		
	CD 16.5	POWELL WYE	7.3		ABS-261	DTC BLOCK POWELL	
50		1.9	1	2			
40 TURNOUT	CD 18.4	HYATTS			CPS-261		
50					ABS-261	DTC BLOCK DELA	
50	CD 20.3		(1) HBD-DEDAC		ABS-261		

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
50					ABS-261	DTC BLOCK DELA	1,2,3
	CD 21.9	E.E. DELAWARE			CPS-261		13
		1.5		SSDG 7,924 FT.	ABS-261		13
	CD 23.4	W.E. DELAWARE			CPS-261		
		1.8			ABS-261		
40 TURNOUT	CD 25.2	RW CABIN			CPS-261	DTC BLOCK CABIN	
50		5.7	1	2	ABS-261		DTC BLOCK MEREDITH
	CD 30.9	MEREDITH			CPS-261	DTC BLOCK PRO	
	CD 35.8 CD 38.7	PROSPECT	(1) HBD-DEDAC	CR DISP. 14-1 RD 08	ABS-261		
	CD 40.6	OWENS			CPS-261		
		3.9	1	2	ABS-261		
30	CD 43.8				ABS-261	DTC BLOCK OWENS	
	CD 44.5	MA CABIN			CPS-261		
30		1.1			ABS-261	DTC BLOCK ACTION	
25 OVER DIAMOND	CD 45.6	AC CABIN (X)(R)	MT. VICTORY SD		CPS-261		
30		0.6			ABS-261		6,7
	CD 46.2	MARION CONNECTION			CPS-261		
	CD 46.5	MD CABIN			ABS-261		
50	CD 46.8	E.E. MD SIDING			CPS-261		
				SSDG 6,988 FT.	ABS-261		
	CD 48.1	W.E. MD SIDING			CPS-261	13	
					ABS-261		
40 TURNOUT	CD 49.9	ACTON			CPS-261	DTC BLOCK MORRAL	
50					ABS-261		
50					ABS-261		1,2,3

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
50	CD 53.2	MORRAL	3.3 1.6		ABS-261	DTC BLOCK MORRAL.	1,2,3 13
	CD 54.8	E.E. HARPSTER SDG			ABS-261		
					CPS-261	DTC BLOCK HARP	13
				SSDG 13,489 FT.	ABS-261		
	CD 57.4	W.E. HARPSTER SDG			CPS-261	DTC BLOCK UPPER	13
	CD 58.9		(1) HBD-DEDAC		ABS-261		
	CD 62.2	E.E. UPPER SANDUSKY			CPS-261	DTC BLOCK UPPER	13
				SSDG 7,111 FT.	ABS-261		
	CD 63.7	SA CABIN (X)(A)	CF&ERR		CPS-261	DTC BLOCK CRAWFORD	13
					ABS-261		
	CD 71.1	CRAWFORD			CPS-261	DTC BLOCK CAREY	13 8 13
					ABS-261		
	CD 73.5	CAREY			CPS-261	DTC BLOCK SPRINGS	13
				ABS-261			
CD 74.5	ONION			CPS-261	DTC BLOCK SPRINGS	13	
				ABS-261			
CD 76.5	SPRINGS			CPS-261	DTC BLOCK ALVEDA	13	
CD 77.6		(1) HBD-DEDAC		ABS-261			
CD 83.6	LOUDON			CPS-261	DTC BLOCK LOUDON	1,2,3	
				ABS-261			
				ABS-261			

COLUMBUS SUBDIVISION - CS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
50					ABS-261	DTC BLOCK LOUDON	1,2,3
	CD 86.0	E.E. B&O CENTER SDG			CPS-261		12,13
			SSDG 5,780 FT.		ABS-261	DTC BLOCK CROSS	12,13
	CD 87.4	W.E. B&O CENTER SDG			CPS-261		
50							
35		GREAT LAKES DIV FOSTORIA SD	SC DISP. 94-3 RD 08		CPS-261 (193)	YL	9,10 11
	CD 87.7	F TOWER					
	CD 88.1	MP 88	NS		CPS-261 (193)	YL	9,10 11
						DTC BLOCK FOSTER	
50					ABS-261		1,2, 3
	CD 89.2	E.E. FOSTORIA SDG			CPS-261		13
			SSDG 7,051 FT.	CR DISP. 14-1 RD 08	ABS-261		
	CD 90.9	W.E. FOSTORIA SDG			CPS-261		13
	CD 95.7		(2) HBD-DEDAC			DTC BLOCK FOSTER	
	CD 99.6	BRADNER			ABS-261		
	CD 103.7	E.E. PEMBERVILLE			CPS-261	DTC BLOCK PEMBER	13
			SSDG 7,414 FT.		ABS-261		
	CD 105.2	W.E. PEMBERVILLE			CPS-261	DTC BLOCK BOSO	13
	110.0 111.0				ABS-261		
	CD 111.5	LEMOYNE			CPS261	DTC BLOCK WALL	
	CD 113.3		(1) HBD-DEDAC		ABS-261		
	CD 114.4	TURNPIKE			CPS-261	1,2,3	
	30	CD 114.4	TURNPIKE	TOLEDO TERMINAL SD	BX DISP. 35-5 RD 08	CPS-261	
121.6 MILES BUCKEYE SIX TO TURNPIKE							

STATION PAGE NOTES

NOTE 1: Signal aspects displayed on the Columbus SD between MP CK 4.2 and MP CD 114.4 are in accordance with Signal Aspect Rules C1281 –C1298.

NOTE 2: Between MP CK 4.5 and MP CD 114.4, trains in excess of 10,000 tons, but not exceeding 20,000 tons will not exceed 40 MPH.

NOTE 3: Between MP CK 4.5 and MP CD 114.4, trains in excess of 20,000 tons will not exceed 35 MPH.

NOTE 4: Eastbound trains using No. 2 main between MP CD 1.0 and MP CK 0.5 must not exceed 10 MPH. This restriction applies to the head end only.

NOTE 5: Trains and engines operating on the Scioto Connection track at LM Cabin will not exceed 20 MPH.

NOTE 6: Trains using the Marion connection track will not exceed 10 MPH.

NOTE 7: Before occupying the Marion connection track, all trains must secure permission from the IE train dispatcher located in Indianapolis, Indiana.

NOTE 8: Trains or engines must not exceed 20 MPH when operating in the Carey Center siding.

NOTE 9: Signal aspects displayed on the Fostoria SD between MP BI 36.1 and BI 37.0 are in accordance with Signal Aspect Rules 1281-1298.

NOTE 10: Between MP CD 88.4 and F Tower MP CD 87.7 eastbound trains or engines operating in accordance with a signal indication requiring medium speed will not exceed 20 MPH.

NOTE 11: Trains or engines will not exceed 10 MPH while operating on wye tracks in Fostoria.

NOTE 12: Trains or engines must not exceed 25 MPH when entering or departing B&O Center Siding MP CD 86.0 and MP CD 87.4

NOTE 13: Rules ABS-261 are in effect on all sidings.

COLUMBUS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Junctions, Drawbridges And Railroad Crossings At Grade

LM Cabin and HV Cabin

When absolute signals governing movement over these crossings display a STOP aspect, trains will be governed by Rule 226-B.

Upper Sandusky – Great Lakes Division:

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

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

- 1) Observe lights in CSXT emergency release box in southwest quadrant of crossing.
- 2) If red light is illuminated, depress and hold push button for five (5) seconds. If white light illuminates, train may proceed over crossing on hand signal from employee stationed at the crossing.
- 3) If red light is not illuminated, wait seven (7) minutes and push button.
- 4) If after five (5) minutes white light does not illuminate and signal does not clear:
 - A) Pull by the signal at least 30 feet, but not fouling crossing;
 - B) Wait five (5) minutes;
 - C) Proceed in accordance with Rule 225.

Marion – Great Lakes Division:

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

- 1) Observe lights in the CSXT emergency release box located on the south side of the signal house in the northwest quadrant of the crossing.
- 2) If the red light is illuminated, push the button. If the white light illuminates, train may proceed in accordance with Rule 225.
- 3) If the red light is illuminated, but the white light does not illuminate when the button is pushed, or if the red light is not illuminated:
 - A) Pull by the signal, at least 30 feet, but not fouling crossing;
 - B) Wait six (6) minutes;
 - C) Proceed in accordance with Rule 225.

Highway Crossings at Grade

Marion – Barks Rd:

Westbound trains receiving an approach or approach medium aspect at MA cabin MP CD 44.5 must STOP clear of Barks road. A member of the train crew will immediately contact the CR dispatcher for further instructions.

MD Cabin – Fairgrounds Road:

Eastbound trains receiving an approach aspect at the east end of MD siding MP CD 46.8 or at Intermediate Signal 472 MP CD 47.2 must STOP clear of Fairgrounds Road. A member of the train crew will immediately contact the CR dispatcher for further instructions. The crossing is provided with island circuits. Push buttons for control of gates are provided in the box located on the instrument house.

Upper Sandusky – Spring Rd:

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

Carey – U.S. Route 23:

Westbound trains on No. 1 or No. 2 main track must STOP clear of the insulated joints, painted yellow, located east of crossing system when WAS governing movement westward on that track displays a STOP aspect.

Fostoria – Jackson Street:

Switch key control is located on the relay house in the northeast quadrant of the crossing to operate gates on the south side of the main tracks when switching over this crossing.

VR Tower – State Route 163:

Unless the lunar white light on the signal bridge at MP CD 133.0 is illuminated for the track on which movement is being made, westbound trains must STOP clear of State Route 163. A member of the crew will immediately contact the BX dispatcher for further instructions.

Switching

BIDS Terminal:

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

Normal switching hours for the Columbus BIDS terminal are between 2230 and 0930 hours, CSX Standard Time, 7 days per week.

Carey—National Lime Plant:

When spotting National Lime, place the first cut of cars in No. 6 track; the second cut of cars in No. 4 track and the remainder of the cars in No. 1 track.

When pulling cars from National Lime, pick up cars from No. 1 track and double to No. 2 track.

When serving the industry, place the light switch in the "On" position. When exiting the industry, place light switch in the "Off" position. The light switch is located on a pole by mailbox.

Columbus Yard

Do not kick cars in to the following tracks:

- 1) Roundhouse Inbound track;
- 2) Coal Tracks 10, and 12.

All cars will be shoved to rest while working in these tracks.

Hand Brakes - Cars

The following table lists exceptions to Operating Rule 103-D. These exceptions are the minimum number of hand brakes to be applied at that location.

Location	Loaded	Empty	Comments
Columbus Terminal	5 HB	5 HB	--
Columbus SD			--

Hand Operated Switches

Yard A

Hand operated switches located in the Middle track between LM Cabin and the connecting track to the Columbus Line SD at Dennison Avenue must be lined and locked for movement on Middle track.

Parsons Yard

- 1) The switch at the east end of P04 will be lined for movement on P04.
- 2) The switch at the east end of P06 in the body of the track (not at the lead) will be lined for movement on P06.

Specified Use of Tracks:

High Street, MP CK 4.2, Columbus OH:

Before passing High Street, eastbound trains will secure yarding instructions from the Parsons yardmaster.

Columbus, Ohio

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

Carey, Ohio:

- A) Tracks formerly owned by Conrail, east of the CSXT main track, have been sold to Carey Short Line Corporation and are designated as Carey Industrial Tracks 1-2-3-4 and Wyandotte Industrial Tracks B-C-D-E.
- B) Carey Industrial Tracks and Wyandotte Industrial Tracks will be occupied by engines of the National Lime and Stone Co. and Wyandotte Dolomite Co. at any time.
- C) Normal position of the switch from WLE lead to CSX connection track is for movements to the WLE and will be locked with a CSXT switch lock.
- D) /Yard tracks for National Lime will be accessed through the WLE connection track. Six axle engines must not operate beyond the switch points on WLE No. 1 track, except to enter that track.

- E) CSXT and WLE trains will consider Carey Industrial Tracks occupied, if the switch is lined for movement to the CSX connection track, and will not enter.
- F) Crews will operate on Carey Industrial Tracks and Wyandotte Industrial Tracks prepared to stop within one-half the range of vision, not exceeding 10 MPH.
- G) CSX crews will use Carey Industrial Track No. 3 to the first crossover, operate through the crossover to Carey Industrial Track No. 4 and use No. 4 track to deliver empty cars to Wyandotte Industrial Tracks D and E. Crews will also use Carey Industrial Track No. 4 to pull loads from Wyandotte Industrial Tracks B and C.
- H) Before entering Wyandotte Industrial Track D, crews will operate the control switch located on the pole on the southwest side of County Road 99 to activate crossing protection. This control switch must be /manually returned to the Off position after departing Wyandotte Industrial Track D.
- I) Engines must not operate beyond the stop sign on Wyandotte Industrial Track D located on west side at the load out chute.
- J) Trainmen must not ride the sides of cars through the load out chute on Wyandotte Industrial Track D account close clearance.
- K) Movements through the load out chute must not exceed 5 MPH.
- L) Engines and cars must not operate on the Wyandotte scale track.
- M) Private crossings must not be blocked for excessive periods of time.
- N) Crews returning from Carey Industrial Tracks will operate on the CSX connection track prepared to stop at the switch.
- O) The CSX connection track switch will be returned to normal position and locked after departing the Carey Industrial Track area.
- P) When CSXT crews leave cars on the WLE transfer track, the cars must be left standing in the clear of the yellow post located just beyond the WLE crossing.

Dennison Ave. Electrically Locked Switch

Trains using the electrically locked switch on the Yard A Middle Track at Dennison Avenue must secure permission to operate this switch from the IF desk Indianapolis train dispatcher.

The IF desk train dispatcher monitors Channel 46-46.

Radio Stations and Instructions

Crews switching at Fostoria and Upper Sandusky may use Channel 70 while switching.

Radio Instructions for Columbus Terminal:

When feasible crews are to work on the following channels:

Crew	Location	Radio Channel
Road	Columbus Terminal	08
	Mason Yard	
Yard	Remote Control Opr.	35
	New Yard	28
	Parsons Yard	70
Engineering	Columbus Terminal	45

Crews will use Channel 08 when contacting the Parsons yardmaster for instructions.

Prior to going from one yard to another, crews must contact the Parsons yardmaster. Parsons yardmaster monitors both Channel 08 and Channel 35.

Engineering Forces

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance:

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

- 1) Between the Back Lead and N08
- 2) Between N09 and N10
- 3) Between N13 and N14
- 4) Between N14 and N15
- 5) Between N15 and N16
- 6) Between N17 and N18
- 7) Sunny Farms – Louden, OH

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments Columbus Terminal CH Cabin to CK 4.5

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

1. The Parsons yardmaster will review all Hi-Wide messages with crews during job briefings.
2. The Parsons yardmaster will ensure all conflicting movements are stopped before High-Wide shipments are moved within the yard.
3. Through Hi-Wide movements between CH Cabin and CK 4.5 will use the Hill Track and P01 or P02 tracks.
4. Yard Operations
 - a) Place in Mason Yard with adjacent tracks clear.
 - b) Place in Parsons Yard with adjacent tracks clear.
 - c) Place in New Yard with adjacent tracks clear. See Close Clearance Instruction in Section 5, Rule 2151.
5. Store/Hold in Coal Tracks 10 and 12.

Columbus Subdivision CK 4.5 to CD 114.4

Control – CSX Chief/Dispatcher Jacksonville and Operator/Yardmaster Fostoria, Ohio

- 1) Through Traffic will use No. 1-2 yard main tracks

- 2) Storage Cars will use No. 1 and No. 2 yard tracks – Store/Hold in Engine Track

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Calendar Day Inspection for Yard Locomotives at Columbus

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

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

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

Air Brake Test Certificate

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

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Parsons Yard	DEEX 1001 through DEEX 4143 when loaded	Must use tracks P01 or P02
Rising Sun— S&D Applications MP CD 95.3	Six-Axle engines	Must Not Operate
Airco MP CD 86.5		
Walton MP CD 77.3		
Mueller Plastics MP CD 63.9		
Delaware Industrial Park		

7. MISCELLANEOUS

NOTES

7.1 Delaware—Autochem Company:

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

7.2 Delaware Industrial Park.

NOTES

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COLUMBUS LINE SUBDIVISION - CY

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
IM	F			GREENWICH SD				6
30	30					ABS-261		
				IF DISP. 46-3# 3 CLICKS		CPS-261		
30	30	QI 80.3	CP 80					
IM	F			(2) HBD-DED				1,2,6
60	50	QE 85.0				ABS-261		
		QE 85.2	ST. JAMES 4.9					
		QE 87.2	SIMS 2.0	EDISON IT				
			5.6					
		QE 92.8	CP 92			CPS-261		3
				SSDG 5,314 FT.		ABS-261		
		QE 93.9	CP 93			CPS-261		3
		QE 104.4	ASHLEY 10.5			ABS-261		
		QE 108.3	LEONARDSBURG 2.8	(2) HBD-DED HWD-HCD				
		QE 111.1	CP 111			CPS-261		4,5
				SSDG 6.0 MILES		ABS-261		
60	50	QE 117.1	CP 117			CPS-261		4,5
50	40	QE 125.0	LEWIS CENTER 7.9	(2) HBD-DED		ABS-261		
		QE 128.6	4.0	BUSCH LEAD				
		QE 129.0	CP 129			CPS-261		3
			0.8	SSDG 4,280 FT.		ABS-261		
40		QE 129.8	CP 130	NS		CPS-261		7
		QE 130.2						3
50		QE 131.0				ABS-261		
40	40					ABS-261		2

COLUMBUS LINE SUBDIVISION - CY

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
IM	F			WEST				
40	40	131.0 132.0	CLINTONVILLE	2.4 0.8 2.5	<div>(2) DED</div> <div>IF DISP. 46-7# 4 CLICKS</div> <div>NS WEBER CONNECTION</div>	ABS-261		6 2
40	50							
50								
50	40					ABS-261		
40	40	QE 136.8	CP 136			CPS-261		
30	30					ABS-261		
30	30							
25	25	QE 138.0 QEB 0.0	CP 138			CPS-261		2 8
25	25	QEB 0.4	DENNISON AVE	0.4 0.6		ABS-261		
25	25	QEB 1.0	CP HOCKING			CPS-261		1
58.7 MILES CP 80 TO CP HOCKING								
STATION PAGE NOTES								
<p>NOTE 1: All signals are CR-1277 to CR-1294a.</p> <p>NOTE 2: Loaded unit grain and mineral trains or mixed freight trains having 30 or more loaded grain or mineral cars must not exceed 40 MPH.</p> <p>NOTE 3: Trains and engines operating in non-controlled sidings will operate at restricted speed not exceeding 10 MPH.</p> <p>NOTE 4: Trains and engines operating in controlled sidings will not exceed 10 MPH except trains and engines operating in the Delaware controlled siding will not exceed 25 MPH.</p> <p>NOTE 5: Rule ABS-261 are in effect on all sidings.</p> <p>NOTE 6: Speed column designators: IM = Intermodal (Trailer Van – TV) Train</p> <p>NOTE 7: Trains and engines must not exceed 40 MPH through CP 130.</p> <p>NOTE 8: Trains and engines must not exceed 25 MPH through CP 138.</p>								

COLUMBUS LINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Additional Instructions

Dispatcher controlling power switches within the working limits of a Form W must line switches for movements within the working limits and must apply blocking devices to the controls of these switches. The blocking devices must not be removed without the permission of the employee in charge. Before displaying a signal for a train to divert into the work limits, the dispatcher must confirm with the employee in charge that the train has permission to enter the working limits.

Employee Duties

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher. Before authorizing flagman to allow equipment to obstruct the track, the train dispatcher must determine that no movements are within or authorized to occupy the track segment to be obstructed and that blocking devices are applied to prevent any conflicting movement. Permission must include:

1. Employee (Flagman) Name
2. Track Designation
3. Track Limits (Between/At Location)
4. Time Limits (Expected Clear Time)

Employee receiving permission must repeat the information received and the train dispatcher must confirm the repeat before permission to obstruct the track becomes effective.

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

Weight restrictions

315,000 lbs. authorized

7. MISCELLANEOUS

7.1 Industrial Tracks

A) Edison IT

1. Edison industrial track extends between MP QEE 87.3 and MP QEE 89.0
2. Edison industrial track is designated as excepted track between MP 0.4 and MP 4.0.

NOTES

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COWEN SUBDIVISION - CJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20	BA 281.6	BERKELEY RUN JCT.	MOUNTAIN SD	CI DISP. 14-5 RD 08	ABS-261 (193)	YL	7
25	BUC 0.0	BERKELEY RUN JCT			CPS-261 (193)	YL	1
	BUC 0.3			CI DISP. 14-2 RD - 08 GR - 08 YD - 28	ABS-261 (193)	DTC BLOCK BERRY	2,8
	3.0 4.0	4.6			ABS-261		
	BUC 4.6	EAST KNIGHT			CPS-261		
		0.9		SSDG 4,100 FT.	ABS-261		
	BUC 5.5	WEST KNIGHT			CPS-261		
	BUC 5.6 BUC 5.7 BUC 8.5 BUC 8.9	KNIGHT TUNNEL LANE TUNNEL 4.2			ABS-261		
	BUC 9.7	EAST BERRYBURG			CPS-261		
		1.4	SSDG 7,485 FT.		ABS-261		
	BUC 11.1	BERRYBURG JCT			CPS-261		
	BUC 13.4		BERRYBURG IT		ABS-261		
	20	BUC 14.6				DTC BLOCK PHIL	3
	25	BUC 18.2	7.6				
	20	BUC 18.4					
25	BUC 18.7	EAST TYGART			ABS-261		
		0.9	CSDG 4,600 FT.		CPS-261		
BUC 19.6	TYGART JCT			W. VA C. RR	CPS-261		
25	BUC 21.0						
20	BUC 23.4	4.1			ABS-261		
25	BUC 23.7	CENTURY JCT.			CPS-261		
25	BUC 26.3		CENTURY IT		ABS-261		
20	BUC 26.5	7.9				DTC BLOCK PHIL	3
25	BUC 31.1				ABS-261		
BUC 31.6	EAST SMITH SUMMIT				CPS-261		
		0.5	CSDG 7,500 FT.		ABS-261		
BUC 32.1	WEST SMITH SUMMIT				CPS-261		
25	BUC 35.4				ABS-261		
15	BUC 36.2	BUCKHANNON				DTC BLOCK PICK	
20	BUC 36.5	7.2					
	BUC 37.8 BUC 38.1 BUC 38.6	UPSHUR		4,100 FT			
20					ABS-261		

COWEN SUBDIVISION - CJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			WEST					
20	BUC 38.7				ABS-261	DTC BLOCK PICK	1	
25		BUC 39.3	CAPITAL MINE					CPS-261
			2.6					ABS-261
25	BUC 41.9	HAMPTON JCT.		<div>PICKENS SD</div>	CPS-261			
15	BUC 42.0	HAMPTON TUNNEL			ABS-261	DTC BLOCK ADA	9	
	BUC 42.1	DTC BLOCK SIGN HAMPTON			TWC-DTC			
25	BUC 42.6							
20	BUC 43.2							
25	BUC 44.2	SIGNAL 442	9.8			DTC BLOCK FRENCH		
	BUC 48.4	ABBOTT TUNNEL						
	BUC 48.5							
	BUC 51.0	JONES TUNNEL						
	BUC 51.1					DTC BLOCK CHAPMAN		
	BUC 51.7	EAST FRENCHTON						
	52.0	FRENCHTON	0.6	52.3	2,850 FT.			
	52.3	DTC BLOCK SIGN WEST FRENCHTON						
	53.0					DTC BLOCK BATO		
25	BUC 53.6		5.2					
10	BUC 53.8	FRENCHTON TUNNEL		ABTH 5559				
25	BUC 53.9							
	BUC 56.8			56.8		DTC BLOCK CHAPMAN		
	BUC 57.5	DTC BLOCK SIGN EAST CRAWFORD			5,512 FT			
	BUC 57.9	CRAWFORD	0.9		SS			
	BUC 58.4	WEST CRAWFORD						
	BUC 61.3			61.3		DTC BLOCK CHAPMAN		
	BUC 62.2	JACKSONVILLE TUNNEL						
	BUC 62.6							
25	BUC 63.2			ABTH 5559				
10	BUC 63.4					DTC BLOCK BATO		
25	BUC 64.0	DTC BLOCK SIGN	14.6					
	BUC 65.8			65.8				
	BUC 72.1	DTC BLOCK SIGN			TWC-DTC			
25	BUC 72.7				193	YL	4,5	
15	BUC 73.0	BURNSVILLE JCT.						
	BUC 73.1		0.5	ELK IT				
10	BUC 73.3							
15	BUC 73.5	EAST BURNSVILLE				DTC BLOCK GEM		
	BUC 73.7	BURNSVILLE	1.1		5,460 FT			
15	BUC 74.6	DTC BLOCK SIGN WEST BURNSVILLE			193			
20					TWC-DTC			

COWEN SUBDIVISION - CJ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20	BUC 81.0	DTC BLOCK SIGN 7.3			TWC-DTC	DTC BLOCK GEM	6
	BUC 81.9	EAST HEATERS					
20	BUC 82.0	HEATERS 0.2				DTC BLOCK COG	
25	BUC 82.1	WEST HEATERS			WEYERHAUSER IT		
	BUC 82.5	DTC BLOCK SIGN					
	BUC 87.6	MORRISON TUNNEL					
	BUC 92.3	ELK TUNNEL					
	BUC 92.4						
	94.0	13.3				DTC BLOCK SHAVE	
	95.0						
	BUC 95.4	DTC BLOCK SIGN EAST CENTRALIA					6
	BUC 96.2	CENTRALIA 1.0			5,250 FT		
	BUC 96.4	WEST CENTRALIA			97.3		
	BUC 97.3				ABTH 5559		
25	BUC 101.5					DTC BLOCK WOLFE	
	BUC 105.0	0.9					
	BUC 105.2				105.2		
	BUC 105.4	DTC BLOCK SIGN EAST ERBACON					
	BUC 106.4	WEST ERBACON 1.0			5,100 FT	DTC BLOCK ERB	
	BUC 106.5	DTC BLOCK SIGN ERBACON			BROOKS RUN IT		
	BUC 108.6		108.6				
25	BUC 109.0						
25	110.0		ABTH 5559				
	111.0	10.1					
	BUC 115.0	DTC BLOCK SIGN		TWC-DTC			
	BUC 115.6		115.6	193	YL		
	BUC 116.5	WN TOWER 2.5					
25	BUC 119.0	COWEN		193	YL		
			END OF MAIN TRACK		96		4,5
116.3 MILES BERKELEY JCT. TO END OF TRACK COWEN							

STATION PAGE NOTES

NOTE 1: All signals are Signal Rules 1281 – 1298.

NOTE 2: Rules ABS-261 are in effect on the signaled sidings at Knight and Berryburg Jct.

NOTE 3: Rule 96 is in effect on the controlled sidings at Tygart and Smith Summit.

NOTE 4: Permission must be obtained from the CI Train Dispatcher before entering Main Track between BUC 72.1 and BUC 74.6 and also between BUC 115.0 and BUC 119.0.

NOTE 5: On-track equipment instructions – Main Track between BUC 72.1 and BUC 74.6 and between BUC 115.0 and BUC 119.0 must not be occupied without written authority as prescribed by Rule 704.

NOTE 6: The distance between BUC 97.0 and BUC 100.0 is 6,833 feet. Mileposts BUC 98 and BUC 99 are omitted.

NOTE 7: Rule 96 is in effect on the siding between Berkeley Run Jct. and Beech Street.

NOTE 8: Do not exceed 10 MPH on Knight Passing Siding BUC 4.65 to BUC 5.5.

NOTE 9: Signal 442 is equipped with an APP marker and displays aspects in accordance with Rule 1295.

COWEN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Grafton	Crew Room

Spring Switches

Location	Normal Position for Movement on	Facing Movement	When Springing
West end Crawford Siding	Main Track	25 MPH	10 MPH

Flagging

Between	Direction of Train	Distance
BUC 41.9 and BUC 96.2	Westbound	6,900 feet
BUC 96.2 and BUC 115.5		1,900 feet
BUC 115.5 and BUC 82.2	Eastbound	9,200 feet
BUC 82.0 and BUC 41.9		7,100 feet

Hand Brakes - Cars

- The following chart applies to trains standing on a heavy grade, locomotive attached, and the crew stays with the train.

Between Location/Milepost	Loads	Empties
BUC 52.3 and BUC 56.9	35%	10%
BUC 61.3 and BUC 65.8		
BUC 97.3 and BUC 105.1		
BUC 108.3 and BUC 115.6		

- The following chart applies to locomotives, cars and trains left unattended.

Between Location/Milepost	Loads	Empties
BUC 0.0 and BUC 9.1	50%	25%
BUC 9.1 and BUC 29.0	20%	10%
BUC 29.0 and BUC 30.7	50%	25%
BUC 30.7 and BUC 47.0	20%	10%
BUC 47.0 and BUC 50.0	50%	25%
BUC 50.0 and BUC 58.0	75%	35%
BUC 58.0 and BUC 61.3	20%	10%
BUC 61.3 and BUC 65.8	75%	35%
BUC 65.8 and BUC 82.5	20%	5 HB
BUC 90.2 and BUC 97.3	20%	10%
BUC 97.3 and BUC 105.4	75%	35%
BUC 105.4 and BUC 108.3	20%	10%
BUC 108.3 and BUC 115.6	75%	35%
BUC 115.6 and BUC 119.0	50%	25%

Exceptions:

Burnsville – BUC 73.7 – Trains left on the main or passing siding will be secured with five (5) hand brakes.

Erbacon – BUC 106.5 - Eastbound trains on the main track will be secured with eight (8) hand brakes.

Cowen Yard – BUC 116.5

- All trains on the main track, No. 1 north and all tracks in the west yard will be secured with five (5) hand brakes.
- Loaded trains in the east yard will be secured with eight (8) hand brakes.
- Empty trains in the east yard will be secured with five (5) hand brakes.

Hand-Operated Switches

Adrian –

Adrian Mine – The normal position of the runaway track switch is for movement into the runaway track.

Burnsville –

- All trains must approach the east and west switch passing siding expecting the switch to be lined for the siding.
- Trains will not foul the junction switch until permission is received from the CI Train Dispatcher.
- Eastbound trains will not pass the east switch passing siding at Burnsville without permission of the CI Train Dispatcher.

Use of Specified Track

Rule 96 is in effect on the Interchange Track Tygart Jct.

2. INSTRUCTIONS RELATING TO SAFETY RULES

EXCEPTIONS TO MAKING A SAFETY STOP

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

- BUC 106.5 Brooks Run Mine lead –**
when making coupling on loaded coal trains.
- BUC 82.5 –**
while working Weyerhaeuser on switching lead with single unit at Heaters.
- BUC 51.8 Frenchton --**
after cutting helper out of train.

Employees working at these locations must comply with the following:

- A job briefing must be conducted in which the movement to be made is discussed.
- Employees must not ride to the coupling.
- Employees must not mount or dismount moving equipment.

- 4) When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Train Classification – Empty 80-feet and longer cars will be hauled on the rear of the train. Loaded trains handling empty cars will have empty cars, other than 80 feet or longer empty cars, more than 15 cars from the head end of the train.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Air Brake Instructions

1. **Coal Trains Departing Cowen Yard** - Engineers of eastbound coal trains departing Cowen Yard may start trains five minutes after the gauge on the rear reads 75 pounds. Once the entire train is started, a minimum brake pipe reduction will be made by the time the lead unit reaches the east crossover in Cowen Yard. If the train length does not allow the application to be made before the train reaches the east crossover Cowen yard, the application must be made as soon as possible thereafter or prior to the train speed reaching five (5) MPH. Train speed will be kept at or below 5 MPH until the engineer is satisfied that train brakes are functioning properly. Speed may then be increased to not exceeding 10 MPH until the head-end reaches BUC 115 by use of dynamic brake and additional brake pipe reductions as needed.

After passing BUC 115, every attempt should be made to control the speed not exceeding 20 MPH for the head-end movement between BUC 119.0 and BUC 109.0 and between BUC 105.0 and BUC 101.5. If train speed cannot be maintained at or below 20 MPH, the train must be stopped immediately by making an emergency brake application. After stopping, sufficient hand brakes must be applied. Each car will be visually inspected to determine that the brakes are applied and piston travel is within standards and brake shoes are against each wheel. The train dispatcher must be contacted immediately. The train may only proceed after being authorized by the chief train dispatcher or a designated representative.

If the engineer is not satisfied with the braking effort of the train, the train must be stopped and inspected with train brakes left applied. When ready to proceed, train brakes will be recharged as prescribed by Special Instructions. After recharging, the train will be restarted and a minimum reduction made before the train speed

exceeds 5 MPH. The train will then be controlled as described above.

A running release of the train air brake will not be made on eastbound loaded freight trains between Cowen and BUC 109 or between BUC 105 and BUC 101.5 unless the speed is under 10 MPH and less than a 12-pound automatic brake application has been used. Refer to Air Brake and Train Handling Rules for maximum brake pipe reduction.

2. **Use of Pressure Retaining Valves** – Requirements for brake pipe pressure and pressure retaining valves:

Location	Percent of Retaining Valves	Position of Retaining Valves	Speed Restriction When Retaining Valves Used
Berkeley Run Jct. To Burnsville	100%	Slow direct	25
Frenchton to Chapman		High Pressure for loaded and empty trains	20
Heaters to Shaversville			
Centralia to Cowen			15

Note:

1. The use of retaining valves will not be required on empty trains operating between Cowen and Berkeley Run Jct., providing the controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature.
2. The use of retaining valves will not be required on westbound loaded trains operating between Frenchton and Chapman, providing the controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and the locomotive consist has a minimum of 6 traction motors operating in dynamic braking.
3. The use of retaining valves will not be required on eastbound loaded trains operating between Heaters and Berkeley Run Jct. When the controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and the locomotive consist has a minimum of 4 traction motors operating in dynamic braking.
4. The use of retaining valves will not be required on eastbound loaded trains operating between Cowen and Heaters when the controlling unit of the lead locomotive consist is equipped with an operative pressure maintaining feature and the locomotive consist has a minimum of 8 traction motors operating in dynamic braking.

3. Heavy Grade Operation

Loaded unit trains (coal, grain, etc.) when descending grade between BUC 115.6 and BUC 108.6 handling 12,001 trailing tons or more (including locomotives not in dynamic brake) that do not meet the effective dynamic brake axle values according to Air Brake and Train Handling Rules, Rule 5559 must not exceed 15 miles per hour.

Tractive Effort - Helper

1. When helper service is required between Burnsville and Frenchton, the following instructions will apply:

Helper locomotives coupled on the rear of the train will be limited to 18 powered axles in motoring.

When 80 feet or longer cars are handled in trains requiring a rear-end helper, the helper will be cut in ahead of such cars.

Loaded trains exceeding 95 cars will cut the helper in behind 80 cars.

2. All eastbound trains requiring a helper to be cut off when moving, operated between Burnsville (BUC 73.7) and Hampton Junction (BUC 41.9), require a two way end-of-train device (ETD 2) on the rear of the train.

Trains not requiring helpers, or trains moving helpers through to Grafton on the rear or head-end will not be restricted by this requirement.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

6.1 Equipment Restrictions

Location	Equipment	Restriction
Century 102	Six-axle units	Must not operate beyond Rte. 119 crossing
Rawhide		Must not operate 200 feet west of derail
Buckhannon		Must not operate on yard tracks other than wye
Adrian Mine		Must not operate
Crawford Tie Track		
Gilmer Elk Industrial Track		Must not operate on West leg of wye
Shaversville Spur Track		Must not operate
Brooks Run Mine	Engines	Chute must be fully retracted before passing
Evergreen Mine		

6.2 Equipment exceeding Plate C must not operate west of BUC 41.9.

7. MISCELLANEOUS

7.1 Westbound Cowen Crews

Westbound trains exceeding 90 cars that cannot make a continuous movement through Burnsville must STOP east of the 1st road crossing east of BUC 66.0.

Elk River Railroad – Interchange with the Elk River Railroad will be performed at Gilmer Station. CSX crews will announce over the radio Channel 1, “CSX entering Gilmer Station Milepost 4.” Elk River Railroad will announce, “Elk River entering Gilmer Station, Milepost 6.”

Rest and Hours of Service – Crews being transported to the lodging facility where the actual travel time exceeds thirty (30) minutes will be governed as follows:

Inbound crews will show “Off” and relieve themselves from duty at the Cowen yard office. Then, upon arrival at the lodging facility the crew will call the Crew Management Center for the purpose of adjusting their required rest time. When the caller answers the telephone, identify yourself and the crew, then provide the time you arrived noting you are adjusting your required rest time. The caller will make the necessary adjustment to begin the actual rest time required to comply the FRA Hours of Service Law. If for some reason the caller does not answer, the phone should roll over to an AUDIX system. If this should happen, leave the required information on the AUDIX for the lead caller to review and the rest time will be adjusted according to the message left. If you experience delays in this process, you are to advise your Trainmaster or Road Foreman of Engines at the first opportunity.

Outbound crews when called for work, will go on duty at the lodging facility to begin the return trip home.

7.2 INDUSTRIAL TRACKS

All Industrial Tracks are operated in accordance with Rule 96.

A. Berryburg IT

B. Century IT

Century Industrial Track -

The hinge-type derail at BUO 2.3 is secured with dual locks.

Century Industrial Track –

When the private lock on the derail at BUO 2.3 is removed, trains may enter the Century Mine Track.

C. Elk IT

D. Weyerhaeuser IT

E. Brooks Run IT

F. Williams IT

Williams Industrial Track –

Normal position for the Williams River Jct. Switch will be lined from dead leg of the wye to Williams River Industrial Track.

NOTES

NOTES

FAIRMONT SUBDIVISION - FT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10					ABS-261	YL	1,2
	BA 280.0	GRAFTON	MOUNTAIN SD	CI DISP. 14-5 RD 08	CPS-261		
10	BA 280.2	D TOWER			96		
	283.0 284.0 BS 284.2	CY TOWER	4.0	FETTERMAN RUNNING TRACK NO. 1	FETTERMAN RUNNING TRACK NO. 2		
10	BS 284.3	DTC BLOCK SIGN			96		
30					TWC-DTC	DTC BLOCK COFF	
	BS 288.8	DTC BLOCK SIGN					
30	BS 300.4	DTC BLOCK SIGN					
	BS 300.6 BS 300.9 BS 302.1 BS 303.4	GASTON JCT. FAIRMONT WD TOWER	2.5	AMERICAN FIBERS IT	TTB		
25	BS 305.7					DTC BLOCK FAIR	
10	BS 305.8						
25	BS 306.3	DTC BLOCK SIGN CATAWBA JCT.	2.9		TWC-DTC		
26.2 MILES D TOWER TO CATAWBA JCT.							

STATION PAGE NOTES

- NOTE 1:** Prior to occupying No. 1 or No. 2 Fetterman Running Tracks, BS 280.2 to BS 284.3, engineering forces will secure instructions from the Grafton yardmaster.
- NOTE 2:** Prior to occupying No. 1 or No. 2 Fetterman Running Track, BS 280.2 to BS 284.3, all trains will secure instructions from the Grafton yardmaster.

FAIRMONT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Grafton	Crew Room

Spring Switches

Location	Designated Speed in Normal Position		
	Normal Position for Movement on	Facing Movement	When Springing
CY Tower	Fetterman RT No. 2	10 MPH	10 MPH

Hand Brakes - Cars

The following chart applies to locomotives, cars and trains left unattended.

Between Location/Milepost	Loads	Empties
BS 280.2 and BS 306.3	20%	10%
Fetterman: all trains	5 HB	5 HB

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Trains Equipped With Air Dump System:

Coal or ballast trains departing Grafton enroute to Newell, PA will have the air dump system coupled and the main reservoir air cut in. Coal or ballast trains enroute from Newell, PA upon arrival at Grafton will have the air dump system disconnected.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

A) American Fibers Industrial Track

1. Bridge 372 on the American Fibers IT is a Through-Truss Bridge.

NOTES

G&E SUBDIVISION - GE

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10			SEWELL VALLEY SD	BJ DISP. 14-7 RD 08	96		
10	CAF 20.6	G&E JCT.			96		
10	CAJ 0.0	G&E JCT.			96		
	CAJ 2.0	DTC BLOCK SIGN FOOTHILL	1.7		96		
	CAJ 7.5	BELLBURN	5.5		TWC-DTC	DTC BLOCK HOMINY	
	CAJ 9.0	HOMINY CREEK	2.0	HOMINY CREEK IT			
	CAJ 9.1	DTC BLOCK SIGN					
	CAJ 13.2	PEASER JCT.	PEASER IT			DTC BLOCK PEASER	
	CAJ 14.2	DTC BLOCK SIGN	END OF MAIN TRACK		TWC-DTC		
14.2 MILES G&E JCT. TO END OF MAIN TRACK							

G&E SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand-Operated Switches

G&E JCT

The normal position of the switch at G&E Jct. is for movement to the G&E SD.

Peaser Jct.

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

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

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

A) Hominy Creek IT

Hominy Creek IT from MP 0.0 Hominy Creek Jct. and MP 1.0, end of track, is designated excepted track.

B) Peaser IT

NOTES

GAULEY SUBDIVISION - GU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				<div>NEW RIVER SD</div> <div>AM DISP 14-8 RD 08</div>		ABS-261	DTC BLOCK HAWK	1,2
P	F							
45	35	CA 415.0	GU CABIN					
		CAY 0.0	GAULEY			96		
10		CAY 1.5	DTC BLOCK SIGN K&M JCT			TWC-DTC	DTC BLOCK GAULEY	
		CAY 6.9	DTC BLOCK SIGN RICH CREEK JCT				DTC BLOCK RICH	
		CAY 7.3	DTC BLOCK SIGN BELVA				DTC BLOCK BELVA	
		CAY 12.7	DTC BLOCK SIGN				DTC BLOCK VAUGHN	
10		CAY 17.5	DTC BLOCK SIGN			TWC-DTC		
		CAY 22.0	FOLA			96		
22.0 MILES GAULEY TO FOLA								

STATION PAGE NOTES

NOTE 1: Signal aspects displayed are in accordance with Signal Aspect Rules C1281 - C1298.
NOTE 2: MP CA 415.0 trains in excess of 14,000 tons must not exceed 25 MPH.

GAULEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

The Vaughn RR between MP CAY 6.9 and MP CAY 22.0 is operated under CSX Operating Rules and is dispatched by the CSX BJ train dispatcher in Jacksonville, Florida.

Tracks Other Than Main Tracks

Trains and engines will not exceed 10 MPH on tracks other than main tracks.

Hand-Operated Switches

K&M Jct.

The normal position is for movement to the Gauley SD.

Rich Creek Jct/NS Connection

The normal position for this switch is as last used. Trains will approach this location prepared to STOP expecting it to be lined against their movement.

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

NONE

7. MISCELLANEOUS INSTRUCTIONS

NONE

GEORGES CREEK SUBDIVISION - GK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	BAH 26.5	WESTERNPORT	THOMAS SD	CI DISP. 14-5 RD 08	TWC-DTC	DTC BLOCK POLAND	
10	BAI 31.5	WESTERNPORT	31.5	CI DISP. 14-5 RD 08	193	YL	1
	BAI 30.7	FRANKLIN	.8				
	BAI 28.4	MORRISON	2.3				
	BAI 27.0	DTC BLOCK SIGN			193	YL	
	BAI 26.8	STATE ROUTE 36	1.6		TWC-DTC	DTC BLOCK CONSOL	2
	BAI 26.3	DAWSON	.5				
	BAI 23.5	JACKSON JCT	3.8	ABTH 5559			3
	BAI 22.5						3
	BAI 22.0	KNAPPS MEADOW	.5				
	BAI 21.4	LONACONING JCT. MINE	.6				
	BAI 20.6	MIDLAND	.8				
	BAI 19.9	OCEAN	.7				
	BAI 19.3	CARLOS	.6				
	BAI 18.8	PHILLIPS PLANT	.5				
	BAI 18.7	CONSOL NO. 10	.1	18.7	TWC-DTC	DTC BLOCK CONSOL	
10			END OF TRACK				
12.8 MILES WESTERNPORT TO CONSOL NO. 10							

STATION PAGE NOTES

NOTE 1: Main St. Westernport 5 MPH head-end only.

NOTE 2: Do not exceed 8 MPH at State Rt. 36, BAI 26.8.

NOTE 3: Do not exceed 8 MPH over crossings at Lonaconing BAI 22.5 to BAI 23.5.

GEORGES CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Track

The entire Georges Creek SD is designated as excepted track.

Highway Crossings at Grade

1. **Entire Subdivision** - Trains must approach highway grade crossings equipped with automatic highway warning devices, prepared to comply with Rule 100-E.
2. **Morrison Road Crossing** – A CSX crew member, upon notification from Tri-Star of a vehicle needing to traverse the tracks, will be transported to the crossing by Tri-Star and will clear the crossing.
 - A. Unless there are train operating restrictions, the expected delay will be less than 15 minutes.
 - B. In the event of a fire or emergency, the crossing will be cleared as quickly as possible.

Hand Brakes - Cars

The following chart applies to trains standing on a heavy grade, locomotives attached and the crew stays with the train.

Between Location/Milepost	Loads	Empties
BAI 18.7 and BAI 31.5	20%	10%

Hand-Operated Switches

Westernport - Trains entering or leaving the Georges Creek Subdivision may leave the main track switch at Westernport lined as last used. Trains will approach this switch expecting to find it lined against their movement.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety Stop

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

Doubling Up Loaded Trains at Phillips Mine and Consol:

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety STOP) and must comply with the following:

- 1) Safety Rule 2001- A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.

- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

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

Location	Equipment	Restriction
Entire Subdivision	Six-axle units, Cars 70 ft. or longer	Must not operate
Consol No. 10 Coal track	Engines	Must not Operate under tipple, conveyor or ramp tracks 1&2
Mine No. 5		Must not Operate under tipple

7. MISCELLANEOUS

7.1 Mine No. 5 - The locomotives should be moved over the road crossing on the mine lead before shoving empties across the road crossing.

7.2 Mine No. 5 – Do not exceed 5 MPH for all movements on Mine No. 5 tracks.

NOTES

ISLAND CREEK SUBDIVISION - IC

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			WEST					
10	CMC 10.6	SCARLET	<div>END OF TRACK</div> <div>1.0</div> <div>BJ DISP. 14-4 RD 08</div> <div>LOGAN & SOUTHERN SD</div> <div>2,178 FT.</div> <div>TTB</div>		96		1	
	CMC 9.6	DTC BLOCK SIGN			96	DTC BLOCK SCAR		
	CMC 7.6	DTC BLOCK SIGN			TWC-DTC			
10	CMC 7.2	I.C. MINE NO.21	4.1	<div>BJ DISP. 14-4 RD 08</div> <div>LOGAN & SOUTHERN SD</div> <div>2,178 FT.</div> <div>TTB</div>	TWC-DTC	DTC BLOCK HOLDEN	2	
	CMC 5.5							
	CMC 4.3							
	CMC 4.2	DTC BLOCK ISLAND	3					
	CMC 3.6				DTC BLOCK SIGN	2.1		
	CMC 3.4				HOLDEN			
	CMC 1.1	CMC 0.9	2.6		TWC-DTC			3
	CMC 0.8				MONITOR JCT.	CPS-261		
	10	CMC 0.4	0.4			ABS-261		
CMC 0.1		0.4		ABS-261 (193)	YL			
CMC 0.0		FD CABIN		CPS-261 (193)				
CLS 65.2		FD CABIN		CPS-261		3		
10			<div>LOGAN SD</div> <div>BJ DISP. 14-4 RD 08</div>	TWC-DTC				
				TWC-DTC				
10.6 MILES SCARLET TO FD CABIN								

10.6 MILES SCARLET TO FD CABIN

STATION PAGE NOTES

NOTE 1: Rule ABS-261 is in effect for westbound trains between MP CMC 1.1 and MP CMC 0.8 Monitor Jct.

NOTE 2: Signal aspects displayed between MP CMC 0.8 Monitor Jct. and MP CMC 0.0 FD Cabin are in accordance with Signal Aspect Rules C1281 – C1298.

ISLAND CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand Brakes - Cars

The following table lists exceptions to operating Rule 103-D. These exceptions are the minimum number of hand brakes to be applied at that location.

Location	Loaded	Empty	Comments
Scarlet	8 HB	8 HB	Per Cut Of Empties

Use Of Specified Tracks

Massey Coal Company has leased the track between MP CMC 0.8 and CMC 9.6. The leased track is operated under CSX Operating Rules and dispatched by the CSX BJ train dispatcher in Jacksonville, FL.

Between MP CMC 9.6 and MP CMC 10.6, trains will operate in accordance with Operating Rule 96.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 The main track is out of service beginning at the west end of the tunnel at MP CMC 7.2. Trains or engines will not operate beyond MP CMC 7.2.

7.2 No more than 90 cars can be handled at any time between MP CMC 0.8 and MP CMC 7.2.

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F			RIVANNA SD	AL DISP. 14-2 RD 08	ABS-261	DTC BLOCK GREEN	1
35	35	CAB 119.2	GLADSTONE			CPS-261		
35	35	CAB 119.2	GLADSTONE			CPS-261		
		CAB 123.0	6.9	1	2	ABS-251 1=W 2=E	DTC BLOCK LIVELY	
						ABS-251	DTC BLOCK WALKER	
		CAB 126.0	WALKERFORD			CPS-261		
		131.0 132.0	9.8	(1) HBD, DED, AC		ABS-261	DTC BLOCK JOSH	
		CAB 135.1	EAST JOSHUA FALLS			CPS-261		
					CSDG 7,100 FT.	ABS-261	DTC BLOCK THREE	
		CAB 136.6	WEST JOSHUA FALLS			CPS-261		
		CAB 142.5	7.2			ABS-261		
		CAB 143.1	TYREE			ABS-261 (193)	YL	
			3.0			ABS-251 (193) 1=W 2=E		
		CAB 146.1	LYNCHBURG			CPS-261		
35	35	CAB 146.3	1.2	1	2	ABS-251 (193)		
25	25	CAB 146.9						
25	25							
35	35				NS RR	ABS-251 (193)		
		CAB 147.3 CAB 147.4	SOUTHERN CROSSING			CPS-261	YL	
			2.6			ABS-261 (193)		
		CAB 149.5	EAST REUSENS			CPS-261	DTC BLOCK REUSEN	
35	35			CSDG 5,250 FT.		ABS-261		

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F							
35	35	CAB 150.6	WEST REUSENS			CPS-261	DTC BLOCK REUSEN	
		CAB 150.8 CAB 151.7 CAB 152.8		(2) HBD-DED-AC-AD SDF SDF		ABS-261		
		CAB 153.9 CAB 154.1		SDF SDF				
35	35							
30	30	CAB 154.8						
		CAB 155.0 CAB 155.1		SDF SDF				
		CAB 155.4		SDF				
30	30	CAB 155.6		SDF				
35	35							
		CAB 156.3 CAB 156.4		SDF SDF				
		CAB 156.8 CAB 157.2		SDF SDF				
			9.1			ABS-261	DTC BLOCK REUSEN	
		CAB 158.2	EAST PEARCH			CPS-261	DTC BLOCK PEARCH	
		CAB 159.9 CAB 160.5		SDF SDF	CSDG 10,030 FT.	ABS-261		
		CAB 160.2	WEST PEARCH			CPS-261		
		CAB 161.4 CAB 161.8		SDF		ABS-261		
35	35	CAB 162.2		SDF				
30	30	CAB 163.0	4.8	(2) HBD-DED-AC-AD		ABS-261	DTC BLOCK PEARCH	
		CAB 163.6	EAST WAUGH			CPS-261	DTC BLOCK WAUGH	
		CAB 164.5			CSDG 6,750 FT.	ABS-261		
30	30							
35	35	CAB 165.0	WEST WAUGH			CPS-261		
			3.5			ABS-261		
		CAB 167.3	MAJOR			CPS-261		
						ABS-261	DTC BLOCK WAUGH	
35	35		6.4					

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE		TWC	NOTES
				WEST					
P	F								
35	35					ABS-261		DTC BLOCK WAUGH	
		CAB 173.7	SD CABIN	NS RR		No. 1	No. 2		
				1.3	GLASGOW IT	CPS-261	ABS-251		
		CAB 175.0	BALCONY FALLS	0.3	1		2=E	DTC BLOCK FALLS	
					2				
		CAB 175.3	K CABIN						
				2.9					
		CAB 178.2	NATURAL BRIDGE			CPS-261			
		CAB 179.9		7.0	(1) HBD-DED- AC-AD	ABS-261		DTC BLOCK BRIDGE	
		CAB 184.1	EAST ALPINE			CPS-261			
					CSDG 7,920 FT.	ABS-261			
		CAB 185.6	WEST ALPINE			CPS-261			
35	35	CAB 185.7		SDF		ABS-261			
30	30	CAB 186.0		SDF					
30	30	CAB 186.5							
35	35	CAB 188.9		SDF					
35	35	CAB 189.4						DTC BLOCK ALPINE	
30	30								
30	30	CAB 189.9							
25	25	CAB 190.2		SDF					
25	25	CAB 191.3							
35	35	CAB 192.6	WASP ROCK TUNNEL	SDF					
		CAB 192.7							
		CAB 193.2		SDF		ABS-261			
		CAB 195.2	EAST BUCHANAN			CPS-261			
		CAB 198.8		5.0		ABS-251			
		CAB 198.9	WAS SPRINGWOOD	1	2	1=W 2=E		DTC BLOCK BUCK	
		CAB 200.2	JN CABIN			ABS-251			
						CPS-261			
		CAB 200.3		2.1	SDF	ABS-261			
		CAB 200.6		SDF				DTC BLOCK LYLE	
		CAB 200.9		(1) HBD-DED-AC					
		CAB 201.8	LITTLE TUNNEL						
35	35	CAB 201.9				ABS-261			

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
35	35	CAB 202.0				ABS-261	DTC BLOCK LYLE	
25	25							
		CAB 202.2				ABS-261		
25	25	CAB 202.3	LYLE			CPS-261		
35	35							
35	35	CAB 204.6	BELLS TUNNEL 9.7	SDF		ABS-261		
30	30	CAB 205.0		SDF				
30	30	CAB 207.2						
25	25	CAB 207.5						
		CAB 207.6						
25	25	CAB 207.8						
35	35	CAB 210.4						
30	30	CAB 210.7						
35	35					ABS-261	DTC BLOCK LYLE	
		CAB 211.6	EAST EAGLE ROCK			CPS-261		
					CSDG 9,530 FT.	ABS-261		
		CAB 213.5	WEST EAGLE ROCK			CPS-261		
		CAB 216.9				ABS-261		
35	35	CAB 217.9	6.6	SDF			DTC BLOCK EAGLE	
30	30	CAB 218.1		SDF				
		CAB 218.3	EAST HADEN			CPS-261		
30	30	CAB 218.4				ABS-261		
35	35			CSDG 7,720 FT.			DTC BLOCK HADEN	
35	35					ABS-261		

JAMES RIVER SUBDIVISION - JR

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F	WEST								
35	35						ABS-261	DTC BLOCK HADEN	1	
		CAB 219.8	WEST HADEN				CPS-261			
		CAB 220.6 CAB 221.8 CAB 224.5 225.0 225.1 226.0		(2) HBD-DED-AD-AD SDF SDF 9.0		TTB	ABS-261			
		CAB 227.5								
		CAB 227.6	IRON GATE							
		CAB 228.7					ABS-251 1=W 2=E			DTC BLOCK GATE
35 25	35 25	CAB 229.3				TTB	ABS-251 (193)			YL
				1.8	1	2				
		CAB 229.4	JD CABIN				ABS-251 (193)			YL
P	F						ABS-261	YL		
	UNDER 10,000 TONS OVER 10,000 TONS	CAB 229.4	JD CABIN			AM DISP. 14-4 RD 08				
35	40 25			ALLEGHANY SD			ABS-261	YL		
110.2 MILES GLADSTONE TO JD CABIN										

STATION PAGE NOTES

NOTE 1: All signals are Signal Rules C1281 – C1298.

Except at Gladstone Rivanna SD CAB 119.2 all signals are Signal Rules 1281-1298.

JAMES RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Yard Limits

Lynchburg Yard

Main Track – Lynchburg yard engines may work in both directions between Southern Crossing and Tyree, on either or both tracks within the time limits as authorized by the train dispatcher, without flag protection.

The train dispatcher will not authorize the requested time limits unless the absolute block signals governing movement onto the track sections to be occupied by the yard engine have been blocked to display a STOP indication and record made of the time limits. Blocking will not be removed, nor a train or engine authorized to enter the track section authorized, until the conductor has reported the track section clear to the Jacksonville dispatcher.

The conductor will see that the yard engine is clear of the main track at least five (5) minutes before the expiration of the time limits and will report clear to the Jacksonville dispatcher. When the yard engine has reported clear prior to the expiration of the time limits that track section must not again be occupied unless a new time limit authority is obtained.

Use Of Specified Tracks

Lynchburg

- a) **Lynchburg** – Instructions of the NS yardmaster must be secured before fouling NS lead to CSXT freight house track.
- b) **NS interchange tracks** – NS interchange tracks are numbered from main track No. 1 through No. 5. Crews setting off must use Nos. 3 and 4 tracks. Waybills must be left in bill box.

Track capacity – Track capacities are as follows:

No. 1 – 38 car lengths
No. 2 – 35 car lengths
No. 3 – 27 car lengths
No. 4 – 25 car lengths

- c) **Archer Creek** - Industrial tracks, Numbers 1 and 2, and the Industrial lead serving Lynchburg Foundry are to be used jointly by CSXT trains and Lynchburg Foundry engine.
- d) **Lynchburg Yard** - At the beginning of the tour of duty, cars on tracks L01 through L06 will be physically checked to ensure that there are sufficient hand brakes applied on the east-end of the track.

Cars on these tracks will be shoved far enough eastbound to accommodate cars that will be switched into those tracks. If there is any doubt that cars are moved past the clearance point while switching, the track must be physically checked for clearance.

Crews will take into consideration the following when switching:

- How much track space is available before switching, dropping or kicking cars.
- Load/Empty ratio of cars in tracks.
- Are hand brakes applied on loaded or empty cars? Remember that hand brakes applied on empty cars will frequently slide the wheels when the cars are moved. A sliding wheel offers very little retarding force.
- Cars will not be moved if the wheels are sliding. Sliding wheels contribute to wheel defects and failures. If a wheel is seen to be sliding, STOP the movement and correct the problem, then proceed.
- What is the tonnage of cars being dropped or kicked? Are sufficient hand brakes applied to control the movement?
- CAUTION: Loaded tank cars will move because of material sloshing inside the tank.
- If there is any doubt if cars will be shoved out of the clear to foul other tracks, don't take a chance.
- **Lynchburg Yard** – The normal position of No. 7 track switch at the East End of Lynchburg yard is for straight track movement on the old westbound main yard track. No. 7 track at the east end of the lead is designated as a set off and pick up track. Crews must expect cars to be on this track at all times. Before switching cars into all other yard tracks, switches will be checked and precautions must be taken to ensure that cars will not roll out of the east end of the yard tracks into the lead.

- e) Instructions must be obtained from the Lynchburg yardmaster before occupying yard tracks in Lynchburg.

f) **Ns Train Dispatcher**

NS Train Dispatcher radio channel is 22, tone 552.
NS Train Dispatcher telephone number is 540-981-3902.

NS Crossing And Tyree

Rule 251 is modified to allow trains or engines to cross over or enter main tracks between NS Crossing and Tyree upon hand signal from the employee handling the switches, who must secure permission for the intended move from the Jacksonville dispatcher.

On-Track Equipment Instructions

Between Southern crossing and Tyree – In addition to obtaining authority from the train dispatcher, oral instructions must be obtained from the Lynchburg yardmaster for OTE movements.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety Stop

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

- 1) CAB 124.7 - While working Virginia Fiber Facility.
- 2) CAB 146.1 - While working Griffin Pipe over radioactive scanner and tipple.

Crews working at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety STOP) and must comply with the following:

- 1) Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING EQUIPMENT HANDLING RULES

Movement of Clearance Implicated Shipments

Lynchburg

1. All tracks are prohibited except L07 and L10. L07 and L10 can only be used if adjacent tracks have been physically checked and are clear of all cars.
2. Cars will be staged in the Shop Track.
3. Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
4. I-04 will be used for interchange. I-03 must be physically checked and clear of all cars.
5. The yardmaster protects movements in the yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Placement Of Empty Cars In Trains

- A. Empty cars 80 feet or longer must be placed in trains so that the trailing tonnage does not exceed 7,800 tons westbound and 6,300 tons eastbound between JD Cabin MP CAB 229.4 and Lynchburg MP CAB 146.1
- B. Between Lynchburg MP CAB 146.1 and Gladstone MP CAB 119.2 when handling empty cars, 80 feet or longer, comply with Equipment Handling Rule 4466B.

Locomotive Restrictions

Bucher Rail Service – CAB 150.3 – Six-axle locomotives must not operate.

7. MISCELLANEOUS

7.1 Glasgow Industrial Track

Glasgow (Balcony Falls) – Drawbridge across track serving Burlington Industries is raised and lowered with a control switch located on the outside wall of main building south of track and west of bridge.

NOTES

NOTES

NOTES

JARROLD'S VALLEY SUBDIVISION - JV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10	CLP 15.3	RO JCT	<div>END OF MAIN TRACK</div> <div>ROWLAND IT</div> <div>BJ DISP. 14-2 RD 08</div> <div>BIG MARSH FORK SD</div>		TWC-DTC	DTC BLOCK EAGLE	
	CLP 9.0	DTC BLOCK SIGN					
	CLP 8.0	AMEAGLE			7.3		
10	CLP 6.8	COLCORD			1.2		
20	CLP 4.6	TRUAX			2.2		
			4.6				
20	CLP 0.0	JARROLD'S VALLEY JCT			TWC-DTC		
	CLL 35.6	JARROLD'S VALLEY JCT	<div>BIG COAL SD</div> <div>BJ DISP. 14-2 RD 08</div>		96		1,2
96							
15.3 MILES PICARD TO JARROLD'S VALLEY JCT.							

15.3 MILES PICARD TO JARROLD'S VALLEY JCT.

STATION PAGE NOTES

NOTE 1: All trains entering or operating between MP CLL 31.0 and MP CLL 35.6 will operate according to Rule 96 and must receive instructions from the Elk Run yardmaster (when on duty) before lining switches or fouling tracks. The Elk Run yardmaster (when on duty) will issue instructions to crews operating between these mileposts.

NOTE 2: Prior to occupying tracks between MP CLL 31.0 and MP CLL 35.6, engineering forces will make arrangements with the Elk Run Yardmaster (when on duty) who is responsible for directing movements on these tracks.

JARROLD'S VALLEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Excepted Tracks

The Jarrolds Valley SD is designated as excepted track between MP CLP 6.8 and MP CLP 15.3.

Hand-Operated Switches

The normal position of the Jarrolds Valley Jct. switch is lined for movement on the Big Marsh Fork SD.

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

NONE

7. MISCELLANEOUS

Rowland Industrial Track - Designated as excepted track.

NOTES

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
		CA 426.9		NEW RIVER SD	AM DISP. 14-8 RD 08	ABS-261	DTC BLOCK EAGLE	1
30	30	CA 427.9	MONTGOMERY			CPS-261	DTC BLOCK PRATT	
30	30	CA 428.2		1	2		DTC BLOCK PRATT	1
65	50	CA 429.3	1.9			ABS-261		
60		CA 429.8	HANDLEY			CPS-261		2,3
60		CA 431.2		CSDG 9,165 FT.		ABS-261		
55		CA 431.5	2.1					
		CA 431.9	W.E. PULLOUT TRACK			CPS-261		
55		CA 432.1	0.3			ABS-261	DTC BLOCK PRATT	
70		CA 432.2	PAINT CREEK JCT			CPS-261	DTC BLOCK PAINT	
		433.0	1.5			ABS-261		
		433.7	CROWN HILL			CPS-261		
70		434.0	4.3	AN DISP. 20-3 RD 08				
65	50	CA 435.0				ABS-261		
35	35	CA 435.2						
79	50	CA 436.2						
		CA 438.0	E.E. CABIN CREEK		CABIN CREEK SD	CPS-261		4
79		CA 438.2	0.3			ABS-261		
65		CA 438.3	W.E. CABIN CREEK			CPS-261		
65		CA 438.5	0.9			ABS-261	DTC BLOCK PAINT	
70		CA 439.2	CHELYAN			CPS-261		
70		CA 440.5						
65		CA 441.1		WINIFREDE IT		ABS-261		
60		CA 441.3	2.3				DTC BLOCK MARMET	
70		CA 441.5	CHESAPEAKE			CPS-261		
		CA 443.7						
60		444.0				ABS-261		
65		444.3		1	2			
		444.5	MARMET			CPS-261		
65	50	445.0		(1) HBD-DEDAC		ABS-261		
		CA 445.5						1,2,3

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
65	50	CA 445.8		1	2	ABS-261		1,2 3
79		CA 448.3	2.9					
		CA 450.2	OWENS			CPS-261		4,5
		CA 450.4	E.E. SOUTH RUFFNER					
79		CA 450.6			SSDG 7,055 FT	ABS-261		
65		CA 450.8						
79		CA 451.8	W.E. SOUTH RUFFNER			CPS-261	DTC BLOCK RUFFNER	4,5
		CA 453.2	E.E. CHARLESTON					
79		CA 453.4						
1TK 70	79	CA 454.0			AN DISP. 20-3 RD 08	ABS-261		
2TK 60		CA 454.1	1.0					
		CA 454.2	W.E. CHARLESTON			CPS-261		
		CA 455.6	ELK					
70		CA 456.1				ABS-261		
65		CA 457.0	SOUTH CHARLESTON			CPS-261	DTC BLOCK ELK	
		CA 457.5						
65		CA 458.0				ABS-261		
55		CA 458.1	1.7					
65		CA 458.7	SPRING HILL			CPS-261		
		460.0	2.3			ABS-261	DTC BLOCK ALBANS	
		460.5						
		461.0	MP 461			CPS-261		
65		CA 462.2	2.3			ABS-261		
79		CA 462.9						
		CA 463.3	E.E. ST. ALBANS			CPS-261		
79		CA 463.4	0.6			ABS-261	DTC BLOCK DOCK	4
50		CA 463.9	E.E. WESTWARD SDG			CPS-261		
				W SSDG 9,673 FT.		ABS-261 (193)		1,2,3
50	50							

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM				AUTH FOR MOVE	TWC	NOTES
P	F			WEST						
50	50			W SDG			COAL RIVER SD	ABS-261	DTC BLOCK DOCK	1,2,3
		0.9	CA 464.8 ST ALBANS					CPS-261		
		0.4					THOROUGHFARE	ABS-261		
			CA 465.2 COAL DOCK					CPS-261		
50			CA 465.8 W.E. WESTWARD SIDING					CPS 261 NO.1	ABS 261 NO.2	4
79		0.8		1		2				
			CA 466.0 E.E. DOCK SDG					CPS-261	DTC BLOCK SCOTT	
79			CA 466.1	TTB						
60			CA 466.3				CSDG 8,369 FT.	ABS-261		
70		1.9	CA 467.9 W.E. DOCK SDG					CPS-261		
			CA 468.0							
70			CA 469.3					ABS-261		
60		1.8	CA 469.7 SCARY					CPS-261		
		3.5	CA 470.2	BILLS CREEK IT			(1) HBD-DEDAC	ABS-261	DTC BLOCK SCOTT	
			CA 473.2 SCOTT					CPS-261		
60			CA 473.9							
70			CA 476.7				AN DISP. 20-3 RD 08	ABS-261	DTC BLOCK HURRY	
65			478.0							
		6.0	479.0							
			CA 479.2 HURRICANE					CPS-261		
65			CA 480.3							
70			CA 483.1					ABS-261	DTC BLOCK MILTON	
79		6.3	CA 486.5 MILTON					CPS-261		
79			CA 486.6					ABS-261		
60			CA 488.5							
79			CA 489.6	(2) HBD-DEDAC	1	2			DTC BLOCK BARBER	
79			CA 492.2							
65			CA 494.0							
55	50							ABS-261		1,2,3

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES	
								WEST						
P			F			CA 494.0		1	2	ABS-261	DTC BLOCK BARBER	1,2,3		
55			50											
1	2	3	1	2	3	CA 494.4	8.0				ABS-261	DTC BLOCK STATION	4,6,7 8,9 10	
55	45	55	50	35	50									
						CA 494.5	E.E. BARBOURSVILLE			LOGAN SD	CPS-261			
							0.2				ABS-261			
						CA 494.7	BARBOURSVILLE STATION	E. SDG		No. 1 LOGAN	CPS-261			
							0.1				ABS-261			
						CA 494.8	W.E. BARBOURSVILLE			NO. 2 LOGAN	CPS-261	DTC BLOCK GUYAN		
55			55			CA 495.9				AN DISP. 20-3 RD 08	ABS-261			
50			50			CA 496.2								
70			70			498.0								
70			70			498.4								
65			65			499.0	6.2	OHIO RIVER SD	1	2	3	ABS-261		
						CA 500.8								
65	45	65	50	35	50	CA 501.0	GUYANDOTTE			TTB	CPS-261	DTC BLOCK SHOPS		
						CA 501.2	29 TH STREET							
								R/T UPR 7			ABS-261			
35			35			CA 501.7	1.6		PULL IN					
						CA 502.6	DK CABIN				CPS-261 (193)	YL	11	
55			50			CA 504.1	2.2				ABS-261 (193)			
35			35			CA 504.2								
						CA 504.6								HUNTINGTON
						CA 504.8								HO CABIN
						CA 506.7		1	2	ABS-261 (193)	YL	1,2,3		
60			50											

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
P	F			WEST					
	50	CA 506.8		1	2		ABS-261 (193)	YL	1,2,3
70		CA 508.1		(1) HBD-DEDAC					
		CA 508.2	WAS SRING VALLEY				CPS-261 NO. 1	YL	
		CA 508.6	EAS SPRING VALLEY			AN DISP. 20-3 RD 08	ABS-261	DTC BLOCK CEREDO	
		509.0		HT					
		510.0		CEREDO YD					
70		CA 510.5							
50		CA 510.8		6.1			ABS-261		
65							CPS-261		
		CA 511.1	KV CABIN			NS			
				NS		KENOVA LD	CPS-261		
		CA 512.5	KENOVA	1.4		BIG SANDY SD	ABS-261	DTC BLOCK KENOVA	
65	50	CA 512.9		1.2	TTB				
30	30			1	2	BS1 BS2	CPS-261		
		CA 513.5	BIG SANDY JCT.						
		CA 513.7	BROWN STREET				CPS-261		
30	30								
40	40	CA 514.6	CATLETTSBURG	0.9	1	2 3	ABS-261	DTC BLOCK SANDY	
		CA 515.6		2.1					
		CA 516.8	CLYFFESIDE				CPS-261		
							CPS-261	DTC BLOCK CLIFF	11
				2.1			ABS-261		
		CA 518.7	19 TH STREET				CPS-261		
		CA 519.8	ASHLAND	1.0	1	2	ABS-261	DTC BLOCK LEX	
		CA 520.6		1.1		LEXINGTON IT			
65	50						CPS-261		
		CA 520.7	NC CABIN					DTC BLOCK ARMCO	
65	50				1	2 3	CPS-261		1,2,3

KANAWHA SUBDIVISION - KW

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
P	F			WEST					
65	50						ABS-261		
			2.9						
		CA 523.2	AK STEEL					DTC BLOCK ARMCO	1,2,3
			0.3	1	2	3	ABS-261		
65	50	CA 523.8	RUSSELL				CPS-261		
30	30		0.7				ABS-261	DTC BLOCK RUSSELL	
30	30	CA 524.2	RUSSELL YARD				CPS-261 (193)		
							ABS-261 (193)	DTC BLOCK RUSSEL	
30	30								
94.7 MILES HANDLEY TO RUSSELL YARD									

STATION PAGE NOTES

NOTE 1 Signals displayed are in accordance with Signal Aspect Rules C1281-C1298.

NOTE 2 Trains in excess of 7,000 tons, but not exceeding 14,000 tons, must not exceed the speeds shown below:

BETWEEN MILEPOSTS	MUST NOT EXCEED
MP CA 429.8 and MP CA 524.0	40
MP CA 494.7 and MP CA 501.0 on No. 2 Track	35

NOTE 3: Trains in excess of 14,000 tons must not exceed 35 MPH between MP CA 429.8 and MP CA 524.0.

NOTE 4: Rules ABS-261 are in effect as designated below:

- A) Cabin Creek JCT – wye tracks between apex of wye and No. 2 main track.
- B) Barboursville – east leg of wye to the eastward siding Barboursville and No. 1 Logan and No. 2 Logan tracks on west leg of wye.
- C) South Ruffner Siding off No. 2 track.
- D) St. Albans Westward Siding off No. 1 track.
- E) Barboursville off No. 2 track.

NOTE 5: Trains or engines operating on South Ruffner siding will not exceed 10 MPH.

NOTE 6: Trains or engines will not exceed 10 MPH when using crossover No. 2 Kanawha SD to No. 1 or No. 2 track, Logan SD at Barboursville.

NOTE 7: Trains or engines will not exceed 10 MPH when using turnout to No. 2 track, Kanawha SD to Logan SD.

NOTE 8: Between CLS 0.0 and CLS 3.6 the authorized speed is 30 MPH.

NOTE 9: Engine speed indicators, odometers and HTD equipment will be checked between MP CLS 0.0 and MP CLS 1.0.

NOTE 10: For suspension of signal system, the BRICK DTC block extends between CLS 0.0 and CLS 3.6.

NOTE 11: Between MP CA 504.8 and MP CA 516.8, trains or engines operating in accordance with a signal indication requiring medium speed will not exceed 25 MPH.

KANAWHA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Engine Bell

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

Engine Horn

Huntington – All trains and engines will sound mild whistle signal 14(l) to warn employees in the vicinity at the following locations:

- 1) Trains on No. 1 and No. 2 tracks approaching the 16th Street yard office;
- 2) Westbound trains on No. 1 main track 500 feet west of 16th Street yard office when pull-in track is occupied with equipment.

Highway Crossings at Grade

South Ruffner Siding MP CA 450.7 – Trains setting off must cut cars off east/west of the two white posts, 150 feet from crossing.

South Charleston – Westbound freight trains receiving a STOP aspect on WAS at MP CA 456.8 will STOP 2,200 feet east of signal crossing.

St Albans:

- 1) **Fifth Street** – All trains must protect Fifth Street road crossing at MP CA 465.5 when operating on thoroughfare track in accordance with Rule 100-J due to rusty rail.
- 2) Crossing protection timeout and restart circuits installed - Crossing protection timeout and restart circuits for "B", "C" and 2nd Streets in St. Albans have been installed on both No. 1 and No. 2 tracks between the EAS E.E. dock MP CA 466.1 and "B" Street, MP CA 465.9. Signs reading "crossing restart" have been installed 250 feet west of "B" Street. EastBOUND trains stopping between the EAS E.E. Dock and the "crossing restart" signs will initiate timeout circuits allowing the crossing protection at "B", "C" and 2nd Streets to deactivate after three (3) minutes. The crossing protection will reactivate after the stopped trains have pulled by the "crossing restart" signs. Trains must be governed by Rule 100-E.
- 3) Trains using the upper yard tracks at St. Albans must approach Spruce Street and Walnut Street prepared to provide crossing protection in accordance with Rule 100-E due to rusty rail conditions.

Kerr Glass Crossing:

Westbound trains receiving an approach signal at MP CA 500.1 and having a train length exceeding 7,200 feet must stop east of Kerr Glass crossing until a more favorable signal aspect is received.

Huntington – Adams Avenue:

All trains using the Huntington Belt Line at Adams Avenue grade crossing must approach this highway grade crossing prepared to provide crossing protection in accordance with Operating Rule 100-E due to rusty rail conditions.

Switching South Charleston:

BIDS has leased the west end of pit tracks P01 and P02. A yellow line indicates where the leased track begins. A derail will be in place at this yellow line during the time that BIDS facility personnel are working. CSX employees may occupy these tracks east of the yellow line at any time as directed by the yardmaster. When the derail is removed, it is permissible to enter the lease track to switch the BIDS facility as directed by the yardmaster.

No engines or cars will be left west of the yellow line at any time except those spotted for the BIDS facility.

Hand Brakes - Cars

Location	Loaded	Empty	Comments
Between MP CA 427.9 and MP CA 467.9	5 HB	3 HB	Trains in excess of 60 cars
Between MP CA 489.0 and MP CA 524.0			
Huntington Yard	3 HB	2 HB	-----

Hand-Operated Switches

1. Normal Position of Hand Operated Switches:

- A) **KV CABIN** – Junction of KRT track and yard track – for movement to KRT track (Belt Line).
- B) **20th Street Yard - Highside Switch** – for movement on the Ohio River Company lead. This switch must remain locked when not in use.
- C) **Huntington Terminal** – East leg of the wye Hill Track switch for movement on the east leg of the way
- D) **Huntington Terminal** – East leg of the wye Coach Yard Lead switch, for movement on the east leg of the way.

Use Of Specified Tracks

St Albans- Thoroughfare Track and No. 1 Yard Track:

Restricting aspect, displayed for movement on the Thoroughfare track and No. 1 yard track, governs movement over the power-operated switches only. The train dispatcher will not route road trains via these tracks without instructions from the yardmaster.

To avoid delay, the yardmaster will not permit such movements until all conflicting movements are under the yardmaster's instructions. This instruction does not apply

to trains moving between the Kanawha SD and Coal River SD where Rules 261 are in effect.

Scary – John Amos Power Plant:

Tracks of John Amos Power Plant are used jointly by CSXT and John Amos engines.

Huntington:

1) Westward Pull-In Track:

Eastbound movements on the westbound pull-in track must not be made without instructions from the yardmaster and train dispatcher, both of whom must afford full protection before allowing the movement.

2) 3rd Street Belt Line – Second Ave. and HO Cabin:

Before moving over this track section instructions must be secured from the Huntington (HYCO) yardmaster.

3) 23rd Street Belt Line – Second Ave. and Shop Crossover:

Before moving over this track section, instructions must be secured from the Huntington (HYCO) yardmaster.

Kenova:

Trains with work to perform at Kenova will secure instructions from the Huntington (HYCO) yardmaster.

Ashland - Clyffeside South Industrial Track:

Movements on this track must not be made without instructions from the Coal Hump yardmaster.

The following tracks are leased to A-K Steel:

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

Interchange will be effected on all tracks except the Ashland industrial lead, No. 1 north side and the Bellefonte runaround, which will remain clear as running tracks.

Rule 96 will govern movements on the tracks.

All A-K Steel tracks at Ashland, KY, are now protected by red flags which indicate "STOP".

CSX crews should be prepared to STOP when a red flag is encountered. A-K Steel personnel will be responsible for the removal and replacement of red flags.

If CSX crews encounter red flags that need to be removed, they should contact the Coal Hump yardmaster, Russell, KY, who will contact the proper authority at A-K Steel.

The following tracks are leased to Mansbach Metal Company:

- A) The Ashland industrial lead which locates adjacent (north) to No. 1 main line between MP CA 517.1 (east end of 34th street) and MP CA 519.2 (directly under the 13th Street overhead bridge).
- B) Tracks A01 through and including A08.
- C) Tracks A11 through and including A17.

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

Interchange will be effected on all the above prescribed tracks.

Rule 96 will govern movement on these tracks.

CSXT will retain the use of tracks A09, A10 and the scale track. The use of these tracks will continue to be with instructions from the Coal Hump yardmaster.

Leasing of Tracks at Ceredo, WV.

The following Oglebay Norton tracks have been purchased by Electric Fuel Inc.:

- A) Ceredo yard tracks 1,2,3 and 4.
- B) Between the east end of 1, MP CA 508.3 and the west end of Ceredo yard, MP CA 511.0.
- C) The loop from the west end of Ceredo yard to River Terminal.
- D) 600 feet on the east end of old the B&O spur.

CSXT crews will not occupy these tracks without instructions from the Huntington yardmaster, who will not issue instructions without acquiring permission of Kanawha River Terminals, Inc. CSXT crews must advise the Huntington yardmaster once work is complete and they have cleared the leased tracks. Tracks must not be reentered unless additional instructions are received from the Huntington yardmaster.

Interchange will be effected on all the above prescribed tracks.

Rule 96 will govern movement on these tracks.

Leased Track to Ohio River Company:

The following Huntington yard tracks have been leased by the Ohio River Company:

- A) 20th Street yard tracks.
- B) Smiley 1 through Smiley 8.
- C) All leads and connected trackage.

The lease point will start 400 feet east of the 20th Street road crossing on the East End Belt Line and 1,080 feet west of the 15th Street road crossing on the west end. This lease does not include Allied Warehouse, starting 370 feet east of the 25th Street road crossing. Entrance to this track (Allied Warehouse) will be governed by the Huntington (HYCO) yardmaster. Lease track limits will be designated by signs.

CSXT crews will not occupy these tracks without instructions from the Huntington yardmaster, who will not issue instructions without acquiring permission from the Ohio River Company. The Huntington yardmaster will ascertain if Ohio River Company crews are actively working at that time. The Huntington yardmaster will communicate this information to the CSXT crew. CSXT crews must advise the Huntington yardmaster when work is complete and CSXT crews have cleared the leased tracks.

Tracks must not be reentered unless additional instructions are received from the Huntington yardmaster.

Interchange will be effected on all the above tracks.

Rule 96 will govern movement on these tracks.

Signals Not in Conformity With Signal Aspects and Indications Rules

Barboursville Scales:

Westbound coal trains will be weighed unless the signal indication indicates otherwise.

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

WAS at west end of Barboursville is arranged to display the following aspect when the WAS at the scale displays "weigh":

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

WAS, 893 feet east of the scale governing movement on No. 2 track, is arranged to display the following aspect when the switches are lined for the scale:

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

Weighing Instructions

The scale at Barboursville is designed to weigh between 4.5 and 8.5 MPH and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on Radio Channel 08. Accurate weighing speeds must be maintained between 4.5 and 8.5 MPH. When the scale is ready to weigh, the system will transmit, "CSX, Barboursville scale, ready to weigh." While the scale is in the weighing mode, the speed of the train in tenths of a mile per hour will be transmitted.

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

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

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

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

Use of sand on the scales is prohibited.

Speed on the scale track must not exceed 10 MPH in either direction. When the consist of a train, which is to be or has been weighed is changed, the train dispatcher must be advised of the initial and number and position in the train of the car(s) set off or picked up.

Train Documentation

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance:

- A) MP CA 473** – Employees are prohibited from riding the south side of equipment at Joyce Road account close clearance on flasher pole.
- B) Huntington** – When working in the area of 20th Street, Smiley one track, use caution in the vicinity of Steel of WV – possible close clearance with industry's loaded cars.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

AEPX Rapid Discharge Cars

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

Moving Clearance Implicated Shipments

South Charleston Terminal

- 1) Cars entering the terminal from Locals will come into the yard through No. 1 crossover and move from 101 to 102. Cars will then traverse west to the Pit Track and be stored on the designated L01 track.
- 2) Cars entering the yard from Yard Jobs will come through any clear yard track and be stored on L01 track.
- 3) Cars will be held on L01 track for safe storage until billing.

Huntington Terminal

- 1) If brought into the yard, any track, other than the Running Track, is prohibited. The following tracks will be kept clear for the High and Wide to pass:
 - a) Lower 6
 - b) Upper 6
 - c) Polish Pocket
 - d) Upper 7
- 2) Yardmasters will advise inbound and outbound crews of possible close clearances between the Running Track and Lower 8, Upper 6, the Polish Pocket and Upper 7.
- 3) Preferred placement for the shipment is on the Main Line at CA 505.2, 2 West (HO or Kroger). The only accepted track in the yard is the Running Track throughout the length of the yard.
- 4) The method of protection will be crew briefings by the yardmaster and trainmasters and observation of equipment through the yard by the trainmaster or designee.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Calendar Day Inspection of Yard Locomotives

Engineers/Remote Control Operators working 3rd shift yard assignments at South Charleston, WV will perform the calendar day inspection on their locomotives at the end of their tour of duty. These inspections will also include the slug unit. A separate 5001A is required for the slug unit. The hours of service law will not be exceeded to perform this inspection. All defects found must be reported to the yardmaster prior to going off duty.

If the calendar day inspection has not been performed, due to the locomotives not being used on the 34d shift, etc., the engineer/remote control operator on the next shift the locomotives are used is responsible for completing this inspection.

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

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Huntington - Six-axle engines must not operate on the West Huntington West 15th Street Belt Line.

7. MISCELLANEOUS

7.1 Dock – Westbound trains enroute Bills Creek must contact the South Charleston yardmaster before passing the WAS west end Dock for instructions. If unable to contact the yardmaster, train must STOP prior to reaching Garbage crossing until it is known that the train will continue to Bills Creek.

7.2 Instructions For Westbound Trains Terminating At Russell, KY:

Westward coal trains must report the following to the Coal Hump yardmaster when passing 19th Street, Ashland, KY:

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

7.3 Industrial Tracks

1. **Winifrede IT**
2. **Bills Creek IT**
3. **Lexington Industrial Track**

- A. Lexington industrial track is designated as excepted track.
- B. Rule 96 will govern movements on the Lexington industrial track.
- C. Equipment restrictions:

Location	Equipment	Restriction
Lexington IT	Cars Exceeding Plate C	Must Not Operate
Kentucky Electric Steel	Equipment	Must Not Operate Beyond Car STOP Sign

D. Crossing protection:

All trains on the Lexington IT must approach highway grade crossings equipped with automatic grade crossing warning devices prepared to provide crossing protection in accordance with operating Rule 100-E due to rusty rail conditions.

E. Instructions for dwarf signal governing movement from the Lexington industrial track:

Westbound trains moving from the Lexington IT to No. 2 track at NC Cabin must first receive permission from the AN dispatcher to reverse the hand-operated switch from the Lexington IT onto No. 2 track. Once the hand-operated switch indicates reverse to the AN dispatcher, the dispatcher will then line the dwarf signal on the Lexington IT for the affected train.

F. Track leased to Kentucky Electric Steel:

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

Hand-Operated derail is placed at the point of the east entrance to Kentucky Electric Steel, lease track location 108 feet west of Route 966 grade crossing. Derails located on east and west ends of runaround track at Coalton, KY, are removed from service. Switches at both ends of the runaround track are to be left for straightaway movement on the Lexington IT and derail locked for normal position.

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

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

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LAUREL FORK SUBDIVISION - LU

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	CLH 9.0	HAMPTON NO. 3	END OF MAIN TRACK		TWC-DTC	DTC BLOCK HAM	
	CLH 7.3		1.7	BJ DISP. 14-2 RD 08			
			7.0				
10	CLH 0.0	DTC BLOCK SIGN CLOTHIER			TWC-DTC		
20	CLF 49.0	CLOTHIER	ss		TWC-DTC	DTC BLOCK CLOTH	
			COAL RIVER SD	BJ DISP. 14-2 RD 08			
20					TWC-DTC		
9.0 MILES END OF TRACK TO CLOTHIER							

LAUREL FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Excepted Tracks

The entire Laurel Fork SD is designated as excepted track.

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 EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

NONE

NOTES

LOGAN SUBDIVISION - LG

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
				NS RR			
10	CLS 90.8	END OF TRACK		GILBERT IT	TWC-DTC		
10	CLS 89.0			ELK CREEK IT		DTC BLOCK GIL	
25	CLS 84.1	DTC BLOCK SIGN		ROCK HOUSE IT			
	CLS 78.9	RH JCT.	11.7	BUFFALO SD		DTC BLOCK WYO	
25			0.3		TWC-DTC		
10 MAINLINE JCT SW	CLS 78.6	MAN			CPS-261		1
35	CLS 77.5	TAPLIN	1.4		ABS-261	DTC BLOCK MAN	
	CLS 74.8	SNAP CREEK JCT.	0.7	RUM CREEK IT		DTC BLOCK WILBER	
	CLS 70.8	RUM JCT.	4.1			DTC BLOCK RUM	
	CLS 67.1	SW CABIN	3.6	ss	ABS-261		
35	CLS 66.0	WILSON	1.1		ABS-251 (193) 1=W 2=E	YL	2
10	CLS 65.2	WAS FD CABIN	0.8				
	CLS 65.0	EAS FD CABIN	0.2		CPS-261 (193)		
	CLS 64.0 CLS 63.4	OB CABIN	1.6 2.1		ABS-261 (193)		2
	CLS 61.3	HENLAWSON			CPS-261 (193)	YL	
35			13.0		ABS-261		
30	CLS 51.2		1.3			DTC BLOCK CHAP	
	CLS 49.1	E.E. BABER			CPS-261		
			0.8		ABS-261		
	CLS 48.3	W.E. BABER			CPS-261		
30	CLS 47.6				ABS-261		
35	CLS 45.3		(2) HBD-DEDAC			DTC BLOCK HEART	
35					ABS-261		1

LOGAN SUBDIVISION - LG

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
35		CLS 44.4				ABS-261	DTC BLOCK HEART	1
30			4.6					
			CLS 43.7	E.E. HEARTLAND		CPS-261		
					CSDG 10,731 FT.	ABS-261		
		2.2						
		CLS 41.5	W.E. HEARTLAND		CPS-261			
30		CLS 35.4			BJ DISP. 14-4 RD 08	ABS-261	DTC BLOCK RANGER	
35			7.7					
			CLS 33.8	E.E. RANGER		CPS-261		
					CSDG 12333 FT.	ABS-261		
		2.4						
		CLS 31.4	W.E. RANGER		CPS-261	DTC BLOCK SALT		
35		CLS 29.8					ABS-261	
30								
35					(1)HBD-DEDAC		TTB TTB	
35		CLS 21.0 CLS 6.6 CLS 4.4					DTC BLOCK SALT	
35			4.0					
30			27.8			ABS-261		
P	F						DTC BLOCK SALT	1
30	30	3.6	MP 3.6			CPS-261		
		3.0				ABS-261		
				LOGAN NO. 1	LOGAN NO. 2		DTC BLOCK BRICK	
				KANAWHA SD				
30	30					ABS-261		
87.2 MILES END OF TRACK TO MP CLS 3.6								

87.2 MILES END OF TRACK TO MP CLS 3.6

STATION PAGE NOTES

NOTE 1: Signals displayed are in accordance with Signal Aspect Rules C1281 – C1298.

NOTE 2: Movement against the current of traffic between FD Cabin and SW Cabin may be made on verbal permission of the BJ train dispatcher, who may withhold authority from westbound trains to occupy the Rum Block.

LOGAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Location	Normal Position	Facing Speed	When Springing
SW Cabin	No. 1 Main	35	10
E.E. Ranger SDG See Note 1	Main		

Note 1: The Eastbound absolute dwarf signal for Ranger siding, located at the east end of Ranger MP CLS 33.8, is controlled by a switch key control box located on the north side of Ranger siding opposite the dwarf signal. Trains desiring to proceed east from Ranger siding to the main track through the spring switch at the east end of Ranger must first receive authority to enter the main track from the BJ dispatcher. The train crew must then operate the "Clear" key on the switch key control box. The dwarf signal should then display an aspect to proceed.

Yard Limits

A. Peach Creek:

Eastbound trains must have yardmaster instructions for occupying to occupy the main track within this territory. Trains arriving Peach Creek Yard must contact the Peach Creek yardmaster for instructions prior to passing the following locations:

Location	Milepost
Logan SD-Eastbound Trains	CLS 60.0
Logan SD-Westbound Trains	CLS 66.0
Island Creek SD-Westbound Trains	CMC 0.8
Logan & Southern SD-Westbound Trains	CME 0.0

Note:

When no yardmaster is on duty, contact the BJ dispatcher for instructions.

B. Crossover East End of Empty Yard and FD Cabin:

Trains or engines must receive instructions from the Peach Creek yardmaster before occupying this track section. If no yardmaster is on duty, trains or engines must receive permission from the BJ dispatcher.

C. Bypass Track:

This track between the west end of the loaded yard and the switch to the engine pit lead must not be used without instructions from the yardmaster. If no yardmaster is on duty, this track section must not be used without permission from the BJ dispatcher.

Hand Brakes - Cars

The following table lists exceptions to Operating Rule 103-D. These exceptions are the minimum number of hand brakes to be applied at that location.

LOGAN SD

Location	Loaded	Empty	Comments
West Gilbert	10%	2 HB	Per Cut Of Empties
Peach Creek Yard	3 HB	3 HB	--
Fanco	10 HB	5 HB	45 Cars or Less
Fanco	20 HB	10 HB	46 Cars Or more
Holden 22	10 HB	5 HB	Each Cut Of Empties When Setting Cuts Of 30 Cars To The Mainline
Hutchinson	10%	10 HB	When Running Around Train Preparing To Load
Emmett		15 HB	On Long Track Of Empties
Emmett		8 HB	On Empties Below The Crossing
Emmett		4 HB	On Empties Above The Crossing
Pine Creek	5 HB	10 HB	Per Empty Track
Between CLS 3.6 and CLS 61.3		3HB	All trains/cars left unattended
Phillips	18 HB	9 HB	

Normal Position of Switch

MP CLS 41.5 – The inside hand throw switch at Heartland, MP CLS 41.5, will normally be lined for the stub end track. Permission of the BJ dispatcher must be received before unlocking and opening this switch.

Radio Stations and Instructions

HYCO (Peach Creek) yardmaster call in No. is 4.

On-Track Equipment Instructions

Between CLS 60.0 and CLS 67.4 instructions from the yardmaster must be obtained in addition to authority from the BJ dispatcher for on track equipment movements.

Work Authority Instructions

Between CLS 60.0 and CLS 67.4 before authority is issued for work force under Rule 707, a copy of the train message protecting same must be given to the Peach Creek yardmaster.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety STOP

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

- 1) **Logan SD Snap Creek IT** – When doubling up loaded trains at Belva Mine.

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety stop) and must comply with the following:

- 1) Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

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

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

A) Bandmill Industrial Track

1. Designated as excepted track between Bandmill Jct. MP 0.0 and end of track MP 1.8

B) Elk Creek Industrial Track

1. Designated as excepted track between Wylo MP 0.0 and Guyan 10 MP 2.8

C) Rum Creek Industrial Track

1. Designated as excepted track between Rum Jct. MP CLZ 0.0 and end of track MP CLZ 3.7
2. Leased to Bandmill Coal Company between MP CLZ 0.8 and CLZ 4.0
3. A switch point derail has been installed at MP CLZ 0.8.

D) Rock House Industrial Track

1. D.1 Designated as excepted track between RH Jct. MP 0.0 and end of track MP 3.4.

E) Snap Creek Industrial Track

1. Designated as excepted track between Snap Creek Jct. MP CLV 2.0 and end of track MP CLV 3.2.
2. Snap Creek IT is leased to Hampden Coal between MP CLV 0.0 and MP CLV 2.0.
3. Trains or engines occupying the Snap Creek IT between MP CLV 0.0 and MP CLV 2.0 will operate in accordance with Rule 96.
4. Trains or engines occupying the Snap Creek IT between MP CLV 0.0 and MP CLV 2.0 will not exceed 10 MPH.
5. Snap Creek IT between MP CLV 2.0 and MP CLV 3.2 is out of service.

F) Gilbert IT

NOTES

LOGAN AND SOUTHERN SUBDIVISION - LS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10	CME 11.5	SARAH ANN	<div>END OF MAIN TRACK</div> <div><div></div><div>PINE CREEK SD</div><div></div></div>		TWC-DTC	DTC BLOCK RAT	1,2,3
	CME 10.2	STIRRAT					
10	CME 8.1	DTC BLOCK SIGN OMAR	<div><div></div><div>BJ DISP. 14-4 RD 08</div><div></div></div>		TWC-DTC	DTS BLOCK OMAR	
25		CME 7.1				CHAUNCEY	
	CME 3.8	ROSSMORE	<div><div></div><div>BJ DISP. 14-4 RD 08</div><div></div></div>		TWC-DTC	DTC BLOCK OMAR	
	CME 2.9	MONAVILLE					
	CME 0.0	MONITOR JCT.					
10	CMC 0.8	MONITOR JCT.	<div><div></div><div>ISLAND CREEK SD</div><div></div><div>BJ DISP. 14-4 RD 08</div><div></div></div>		CPS-261		
10							
11.7 MILES SARAH ANN TO MONTIOR JCT.							

11.7 MILES SARAH ANN TO MONTIOR JCT.

STATION PAGE NOTES

NOTE 1: Rule ABS-261 are in effect for westward trains between CME 0.5 and Monitor Jct.

NOTE 2: Trains entering or leaving the Logan and Southern SD at MP CME 0.0 operating in accordance with a signal indication requiring medium speed will not exceed 15 MPH.

NOTE 3: Signal aspects displayed are in accordance with signal aspect Rules C1281-C1298.

LOGAN AND SOUTHERN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand-Operated Switches

Junction switch at Omar will be left in position last used. Trains and engines must approach this switch expecting it to be lined against their movement.

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 EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

NONE

NOTES

MARIETTA SUBDIVISION - MV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
	BB 194.1	PARKERSBURG	OHIO RIVER SD PARKERSBURG RT	CJ DISP. 14-5 RD 08	96		1 2
20	BUS 0.0	BELPRE	CJ DISP. 14-5 RD 08	0.0	96		
20	BUS 3.0	7.5		PORTERFIELD BB 189.6	TWC-DTC	DTC BLOCK GRAVEL	
25	4.0						
	5.0						
	BUS 7.5	BAKELITE					
	BUS 8.9	4.2		UCC RR			
	BUS 9.0	DTC BLOCK SIGN					
25	BUS 11.2						
10	BUS 11.7	W. MARIETTA				DTC BLOCK MARIETTA	
	BUS 12.4	HARMER	EQHR 4453				
25	BUS 15.4	DTC BLOCK SIGN					
25	BUS 20.0	12.0				DTC BLOCK HARMER	
10	BUS 24.4	DTC BLOCK SIGN LOWELL				DTC BLOCK MONKEY	
	BUS 33.4	DTC BLOCK SIGN	9.5				
	BUS 33.8						
	BUS 33.9	WATERFORD				DTC BLOCK WATER	
	BUS 37.0	DTC BLOCK SIGN	3.7		TWC-DTC		
	BUS 37.6	RELIEF	0.4		193	YL	
10	BUS 38.0		38.0 END OF MAIN TRACK			YL	

STATION PAGE NOTES

NOTE 1: Parkersburg Running Track between BA 383.6 (Green Street) and BB 189.6 (Porterfield), including the Ohio River Bridge (between Parkersburg and Belpre), is operated in accordance with Rule 96. All train movements and OTE movements may be made with the verbal instructions of the Parkersburg yardmaster.

NOTE 2: Ohio River Bridge BB 194.1 to BA 384.0 is a Thru-Truss bridge.

MARIETTA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Track

Marietta SD is designated as excepted track between BUS 20.0 and BUS 38.0.

Junctions, Drawbridges, and Railroad Crossings At Grade

Railroad Crossings at Grade		
Location	Railroad	Position of Tilting Target
Bakelite	UCC	Horizontal for movement on CSX

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

Highway Crossings at Grade

Marietta, OH:

- Approach Wood Street, Marietta, OH:
 - Prepared to STOP. Look out for tractor-trailers fouling crossing.
- Approach Market Street:
 - All trains must be sure crossing gates are down and lights flashing before proceeding through crossing.

Hand Brakes - Cars

The following table will be used for setting hand brakes on locomotives, cars, and trains left unattended on sidings, other tracks and main tracks.

Unattended Hand-Brake Application		
Between Location/Milepost	Loads	Empties
BUS 0.0 and BUS 38.0	20%	10%

Hand-Operated Switches

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

Use of Specified Tracks

Marietta Running Track – Between BUS 0.0 and BUS 3.0, Rule 96 is in effect. Train and OTE movements may be made on verbal instructions of the Parkersburg yardmaster.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Riding Equipment

Due to close track centers, employees are not permitted to ride on the inside of the leading end of covered hoppers equipped with a solid steel bottom, and a safety handrail, which must have a handhold, while making a shoving movement at the following locations:

BUS 2.0 -- Duggusa Corporation
BUS 7.5 -- Chevron Corporation
BUS 13.0 -- RJF Corporation

Prior to starting the movement, the employee must be positioned inside the riding compartment of the covered hopper.

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

Location	Equipment	Restriction
All industrial tracks except AEP Loop track	Six-axle units	Must not operate

7. MISCELLANEOUS

Parkersburg Running Track (Ohio River Bridge)

Eastbound trains will not pass BB 194.1, Parkersburg (West approach Ohio River bridge) until they receive yarding instructions from the Parkersburg yardmaster.

MOUNTAIN SUBDIVISION - MT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
			WEST								
30	BA 178.9	VIADUCT JCT	CUMBERLAND TERMINAL SD		CPS-261	DTC BLOCK BEALL	1				
30	BA 179.5	BEALL ST		<div>CI DISP. 14-5 RD 08</div>	CPS-261	DTC BLOCK BEALL					
	BA 179.6				ABS-251 W-1, E-2	DTC BLOCK FIELD					
	30	BA180.7			MCKENZIE 12.0		1	2	ABS-251 W-1, E-2	DTC BLOCK FIELD	
40	BA 183.3										
35	BA 183.6										
40	BA 186.0										
35	BA 187.0										
45	190.0 191.0	RAWLINGS 7.4	(1)HBD-DED AC		(1) DED #2 TRACK	DTC BLOCK DAW	2				
45	BA 191.5										
40	BA 192.0										
40	BA 194.7	TWENTY FIRST							THOMAS SD	DTC BLOCK DAW	3
	BA 198.2										
	BA 198.9										
40	BA 199.7	INDUSTRIAL PARK NEW CREEK KEYSER 1.5			EAST YARD	ABS-251 W-1, E-2				YL	
35	BA 200.4					ABS-251(193) 1-W, 2-E					
35	BA 200.5								ABS-251(193) 1-W, 2-E		YL
	BA 201.0										
	BA 201.6										
45	BA 203.0 BA 203.1 BA 203.2	WEST KEYSER (Z)	WEST YARD		ABS-261 (193)					<div>NO. 1NO. 2</div>	
	45	BA 204.9								ABS-261 (193)	
	40	BA 205.3									
45	BA 206.2										
25	BA 206.4 BA 206.6	PIEDMONT			ABS-251 (193) 1-W, 2-E	YL	4				
	25	BA 207.1	INTERCHANGE TRACK 1.4			ABS-251 1-W, 2-E		DTC BLOCK GRADE			

MOUNTAIN SUBDIVISION - MT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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25		BA 207.8	W.V. CENTRAL JCT	207.8	1	2	ABS-251 W-1, E-2	DTC BLOCK GRADE	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
25	EASTWARD TRAINS, SEE NOTE 11									2.3	ABTH 5559	400 FT.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
25		BA 210.1	WARNICKS CURVE	13.3	37 WATER STATION	13.3	ABS-251 W-1, E-2	DTC BLOCK DEER	11																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	BA 212.6									BOND	BA 214.8	FRANKVILLE	BA 216.2	HITCHCOCK TUNNEL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
BA 219.0		BA 219.4	SWANTON	BA 223.0	ALTAMONT (WEST SWITCH)	BA 224.3	ICEHOUSE SIDING	MOUNTAIN LAKE PARK	BA 231.6						AGWAY SPUR	BA 232.7	OAKLAND	BA 240.7	RINARD	1.3	BA 242.0	TERRA ALTA	BA 243.3	BA242.5	BA 242.7	BA 250.8	BA 251.2	BA 252.3	MCMILLAN	BA 252.5	BA 252.2	BA 253.9	ROWLESBURG	.2	BA 254.1	BA 254.5	BA 255.1	BA 258.1	BA 258.9	BA 259.3	BLAZER	TUNNELTON																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	30									30	30	45	45	30																													30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

MOUNTAIN SUBDIVISION - MT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
WESTBOUND TRAINS SEE NOTE 11	30	BA 261.0 BA 261.1	KINGWOOD TUNNEL 4.0	261.0 No. 1	4,201 FT. No. 2	ABS-261	DTC BLOCK TUNNEL	11
	30	BA 262.0	WEST END	ABTH 5559				
		25	BA 263.1					DTC BLOCK RACCOON
	BA 263.3		WHITETAIL			CPS-261 NO. 2		
		BA 267.0	4.1	267.0	ABS-261			
		BA 267.4	NEWBURG		CPS-261			
			1.9				DTC BLOCK PEND	
		BA 269.3	HARDMAN			CPS-261		
	25	BA 270.0	WEST SWITCH HARDMAN RUNAROUND 4.7	HARDMAN RUNAROUND		ABS-261	DTC BLOCK IRON	7
	35	BA 271.1						
	20	BA 271.2						
	35	272.0 273.0						
	BA 274.0	WESTERMAN			CPS-261			
35	BA 274.7		No. 1		No. 2	ABS-261	DTC BLOCK THORN	YL
30	BA 277.4					3.7	ABS-261 (193)	
30	BA 277.7	EAST GRAFTON			CPS-261 (193)			8
20			2.3		ABS-261 (193)			
	20	BA 280.0 BA 280.1		No. 1	No. 2	CPS-261 (193)		
10	BA 280.2							
20			0.3	FAIRMONT SD	ABS-261 (193)			
		BA 280.5	BEECH ST. XING		CPS-261 (193)			
			0.6		ABS-261 (193)			
		BA 281.6	BERKELEY RUN JCT		CPS-261 (193)			
20					COWEN SD	YL	1	
35	BA 281.6	BERKELEY RUN JCT		BRIDGEPORT SD	ABS-251 (193)	YL	9	
102.1 MILES BEALL ST TO BERKELEY RUN JCT								

102.1 MILES BEALL ST TO BERKELEY RUN JCT

STATION PAGE NOTES

NOTE 1: All signals are Signal Rules 1281-1298.

NOTE 2: Rawlings No. 2 track - Eastbound trains activating detector will stop at dragging equipment detector sign at Loundes and communicate with the CI train dispatcher.

NOTE 3: Trains making diverging movements from No. 2 track to No. 1 track at 21st that are stopped on the detector at BA 198.9 may proceed without performing a walking inspection of the train in accordance with Equipment Handling Rule 4304-B.

NOTE 4: Diverging movements at Piedmont 15 MPH.

NOTE 5: Warnicks Curve BA 210.1 - No 2 track - This detector will transmit a voice tone when dragging equipment is detected. Eastbound trains activating the detector must stop immediately using proper train handling techniques and then communicate with the CI train dispatcher.

NOTE 6: Westbound trains, *except Key Trains*, receiving an indication other than dragging equipment from the detector at BA 258.1 are permitted to proceed not exceeding 5 MPH until the rear of the train clears double track at BA 259.1. Eastbound trains, *except Key Trains*, receiving an indication other than dragging equipment from the detector at BA 258.1 are permitted to proceed not exceeding 5 MPH until the rear of the train clears the double track at BA 254.1.

NOTE 7: Trains operating on the Hardman runaround track are restricted to 10 MPH.

NOTE-8: Authority for using "X" track must be obtained from the Grafton yardmaster.

NOTE 9: Operating Rule 96 is in effect on the siding between Beech St. and Berkeley Run Jct.

NOTE 10: The siding at Rinard is 3,900 feet.

NOTE 11: For head end movement only the maximum authorized speed for all coal trains descending grades is 15 MPH at the following locations:

Between BA 262.0 and BA 267.4

Between BA 259.3 and BA 255.1

Between BA 242.3 and BA 252.3

Between BA 223.0 and BA 207.8

If train speed cannot be maintained at or below the maximum speeds listed above, the train must be stopped immediately by making an emergency brake application including the operation of the two-way EOT emergency toggle switch as quickly as possible. After stopping, sufficient hand brakes must be applied. Each car will be visually inspected to determine that the brakes are applied, piston travel is within standards and brake shoes are against each wheel. The train dispatcher must be immediately contacted. The train may only proceed after being authorized by the chief train dispatcher or a designated transportation manager. If needed, hand brakes may be left on the train to supplement train air brakes descending the remainder of the grade. Avoid leaving hand brakes on any empty car.

NOTE 12: Eastbound trains must not pass the eastbound Absolute signal at Terra Alta MP BA 242.3 on No. 2 track regardless of signal indication without prior permission from the "CI" train dispatcher at Jacksonville. Once permission is received eastbound trains may proceed in accordance with signal aspect displayed.

Westbound trains must not pass the westbound absolute signal at Rinard MP BA 240.7 on No. 2 track regardless of signal indication without prior permission of the "CI" train dispatcher at Jacksonville. Once permission is received, westbound trains may proceed in accordance with signal aspect displayed.

NOTE 13: M&K lead extends 2,600 feet. Authority for movement is Rule 96.

NOTE 14: All movements from Rinard siding entering the CPS-261 territory at BA 246.7 in a westbound direction will only need permission from the CI train dispatcher to move against the current of traffic.

MOUNTAIN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Junctions, Drawbridges and Railroad Crossings at Grade

Junctions

The CI Train Dispatcher will control all movements on the interchange track from Piedmont, BA 206.6 to the Thomas Subdivision at West Virginia Central Jct. All movements will report clear.

Highway Crossings at Grade

Piedmont

- Eastward trains using the Piedmont Connection Track will ascertain that the crossing gates are in the down position before fouling road crossing at Piedmont.
- Eastward trains using the Piedmont Connection Track without signal indication must provide crossing protection with a member of the crew before fouling the road crossing at Piedmont.

Terra Alta

- Eastward helpers on No. 1 Track that are to cut off at Terra Alta must move east of white pole (located on the North side of No. 1 Track 869 Feet east of the westward intermediate signal) before returning west to activate the crossing protection on Main Street Crossing.
- Eastward helpers on No. 2 Track that are to cut off at Terra Alta must move east of the westbound dwarf signal before returning west to activate the crossing protection on Main Street Crossing.

Hand Brakes - Cars

- The following chart applies to trains standing on a heavy grade, locomotives attached and the crew stays with the train.

Note: Applies to trains that are stopped on heavy grades due to:

- An undesired emergency.
- To recharge the brake system.
- Conductor and Engineer agree that hand brakes are required to hold the train on grade.

Attended Hand Brake Application

Between Location/Milepost	Loads	Empties
BA 207.8 and BA 223.0	45%	15%
BA 242.5 and BA 251.2		
BA 254.5 and BA 258.9		
BA 261.0 and BA 267.0		

Unattended Hand Brake Application

Between Location/Milepost	Loads	Empties
BA 179.5 and BA 207.2	5 HB	5 HB
Keyser Yard	12HB	
BA 207.2 and BA 207.8	15 HB	
BA 207.8 and BA 223.0	100%	30%
BA 223.0 and BA 227.0	50%	20%
BA 227.0 and BA 242.0	20%	5%
BA 242.0 and BA 252.0	100%	30%
BA 252.0 and BA 254.0	30%	15%
Rowlesburg Yard		10HB
BA 254.0 and BA 259.0	100%	30%
BA 259.0 and BA 262.0	20%	10%
BA 262.0 and BA 267.0	100%	30%
BA 267.0 and BA 269.3	50%	25%
BA 269.3 and BA 281.6	10 HB	10%
Grafton Terminal tracks M1W, W2N, X10, PS1 and B2M	5 HB	5 HB
Grafton Terminal all other tracks	10%	

Hydraulic-Operated Switches

Dewey Jct. Switch – Normal and Reverse code #2782
Conformation code #2700

Interlocking Offices

- West Keyser (Z) is open continuously.
- Rowlesburg (MK) is open continuously.

Reverse Movements

Helper engines on rear of eastbound trains on No. 2 track between McMillan and Terra Alta will communicate with the operator at Rowlesburg Tower or CI train dispatcher for permission to reverse direction to McMillan.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety Stop

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

1. BA 204.8 Rinard

Shoving train to recouple at Rinard when helper has been cut in.

2. BA 263.3 Whitetail

Making double with loads of coal at Whitetail Mine.

Crews working at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety stop) and must comply with the following:

- 1) Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments

Grafton

- 1) All classification tracks are prohibited.
- 2) Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
- 3) Main Track/ 'X' Track are the routes through the yard.
- 4) Cars are staged on the Hill Track protected by the dispatcher with signal protection per instructions of the yardmaster.
- 5) No interchange.
- 6) The yardmaster protects movements in the yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Agway Spur - Engines will not go beyond the derail. Reacher cars must be used to make set offs and pick ups. Cars will be spotted just east of the derail.

Industrial Park, Keyser, WV - Only single unit locomotives may occupy these tracks. Power/Roadmate units are considered as a single unit.

Oakland – Crossover No. 2 Team Track - Only a single unit will move through the cross-over switch.

7. MISCELLANEOUS

7.1 Helper Engines

- a) Helper locomotives used to shove the rear of trains on the Mountain Subdivision are limited to 18 axles of power.

If a helper consist has more than 18 axles of power, the helper must be cut into the train. The train dispatcher will determine the exact location to cut the helper in the train through communications with either the road foreman of engines or trainmaster.

Amperage equivalents for AC locomotives are measured in pounds of tractive effort. For the purpose of limiting power, the following will govern:

1000 amps = 120,000 lbs. per AC locomotive
800 amps = 90,000 lbs. per AC locomotive
650 amps = 72,000 lbs. per AC locomotive

- b) Helper Locomotive – Between Hardman and Terra Alta.

- 1) **Manifest Trains** – Helper engineers will limit power to 1,000 amperes loadmeter reading, using trainline power reduction as follows:

Manifest Loadmeter Restrictions	
Number Axles	Loadmeter Reading
12	No Limit
14	1,225 Amps
16	1,100 Amps
18	1,000 Amps
20	925 Amps
22	850 Amps
24	800 Amps

- c) **Rowlesburg Tower** – Helper engineers assisting trains off the siding at Rowlesburg, will use only sufficient power to start the train. After the train is started, the helper will not exceed the third throttle position until east of plant at McMillian.
- d) **Westbound Helpers** – Helper engineers assisting trains between Piedmont and Altamont on No. 1 track will endeavor to cut off before passing the westbound intermediate signal at BA 223.5 at Altamont and be governed by the train dispatcher's instructions. If the helper passes the westbound intermediate signal, the train dispatchers permission must be granted before making a reverse movement, as provided by Operating Rule 272.
- e) **In-train Helper** - When an in-train helper on eastbound trains is to be cut out at Rinard, the helper will remain attached to the head portion of the train until clear of the signal governing movements into Rinard Siding.

- f) **Eastbound Helpers** - Helper engineers will begin reducing the throttle in the vicinity of West End in order to have the throttle in Position #1 or less in the vicinity of Tunnelton Station. If further assistance is needed, the helper engineer will communicate with the head end engineer. This does not prevent the helper from shoving slack in at required locations.
- g) **Rowlesburg Helper Crews** will have an EOT on the locomotive consist attached to the coupler on the west end locomotive, and a brake stick inside the locomotive cab. The batteries will be removed from the EOT. Crews will keep charged batteries in the locomotive cab. If the EOT fails on the train that is being shoved, batteries on the EOT will be changed to prevent delay. It is the responsibility of the helper crew to return the EOT and brake stick to Rowlesburg when taking their power to Grafton for service. When deadheading to Grafton for power, the helper crew will take an EOT from Rowlesburg.
- h) **The Rowlesburg Helper Crew** will inform the Train Dispatcher 3 hours in advance anytime they will be used out of their terminal on a succeeding trip after being on duty 8 hours or having made 100 miles.
- i) **Rowlesburg Helper Fuel Reporting** - Upon Reporting for duty must report fuel readings of the helper consist to the CI dispatcher or operator at Rowlesburg.

7.2 Grade Operation

- a) **Stopped on Grades** – When trains STOP while descending Seventeen Mile, Cheat River, Cranberry, and Newburg Grades, a proceed signal will not be given until the brake pipe is properly charged.
- b) **Hand brakes on Grades** - If a train is stopped for any reason on these grades and the locomotive air brake will not hold the train on the grade, a sufficient number of hand brakes must be set before the recharging procedure is initiated. Should the train separate, a sufficient number of hand brakes must be applied promptly to all portions of the train to hold each section on the grade.
- c) **Dynamic Brake Test** - All trains originating in Grafton will test dynamic braking on each locomotive in the consist being used to meet dynamic braking requirements before attaching it to the train. Locomotive consists on run through trains will test dynamic brakes before passing Westerman MP BA 274.0. Trains originating East of Westerman must make a running dynamic brake test at the first available location prior to Mt. Lake Park BA 229.8. It must be known that each locomotive being used to meet dynamic braking requirements is tested and in working condition before descending grades.

- d) **Descending Seventeen Mile Grade**- Engineers of trains over 5,000 tons will reduce power to permit the train to pass the summit of the grade just East of the overhead bridge at Altamont, at no more than 10 MPH. As soon as train speed starts to increase, a minimum reduction of brake pipe pressure will be made and the dynamic brake then applied. Further reductions of the brake pipe pressure and modulation of the

Dynamic brake will be used to control train speed, not to exceed the specified speed between BA 223.0 and BA 207.8. If at any time train speed can not be maintained at or below the maximum speed permitted, the train must be stopped immediately by making an emergency brake application. After stopping, sufficient hand brakes must be applied. Each car will be visually inspected to determine that brakes are applied, piston travel is within standards, and brake shoes are against each wheel. The train dispatcher must be immediately contacted. The train may only proceed after being authorized by the chief train dispatcher or designated transportation manager. If needed, hand brakes may be left on the train to supplement train air brakes descending the remainder of the grade. Avoid leaving hand brakes on any empty cars.

- e) **Train Brakes** - A running release of the train brakes will not be made on westbound loaded and mixed freight trains descending Cranberry grade between BA 242 at Terra Alta and BA 251 East of McMillian and descending Newburg grade between BA 261 at Kingwood Tunnel and BA 267 East of Newburg.
- f) **Cheat River and Seventeen Mile Grades** – A running release of the train brakes will not be made on Eastbound loaded and mixed freight trains descending Cheat River grade between BA 259 at Blaser and BA 254.4 at Rowlesburg and on Seventeen Mile Grade between BA 223.0 and BA 207.8 (head-end only).
- g) **Eastbound manifest trains** - (without rear-end helpers) will not exceed 5,000 tons ascending Newburg and Cranberry grades.
- h) **Eastbound Trains** - Train make-up for eastbound trains exceeding 5,000 tons from Grafton to Piedmont: Manifest trains – There must be at least 10 loaded cars on the head end of the train, each weighing at least 70 tons, none of which is 80 feet or longer. There must be at least 8 loaded cars on the rear end of the train, each weighing at least 70 tons, none of which is 80 feet or longer.

Manifest trains exceeding 7,000 tons must have eight loads of 70 tons or greater, none of which is 80 feet or greater, cut in with the helper at the point where tonnage does not exceed 7,000 tons.

- i) **Westbound Trains** - between Cumberland and Grafton
1. Ascending Seventeen Mile grade and Cheat Grade: Westbound trains (without rear end helpers), except solid empty hopper trains and solid bulk trains, will not exceed 3,500 tons ascending Seventeen Mile grade and 4,500 tons ascending Cheat River Grade. Solid empty hopper trains and solid bulk trains (without rear end helpers) will not exceed 4,800 tons. Merchandise trains over 5,000 tons will require a 2-unit helper ascending Seventeen Mile grade. One AC unit is considered as two units.

Note: Westbound solid empty coal car trains between Piedmont and Altamont will be limited to a maximum of 130 cars without a rear-end helper.

If trains between 116 and 130 cars stall, no attempt will be made to restart the train without a rear-end helper. If a helper is not available, the train dispatcher must contact either the road foreman of engines or the trainmaster.

- j) **All westbound trains exceeding 100 cars** - must STOP at McMillan and Newburg and make a full service reduction of air brakes, if the air has been used previously to control the train on Cranberry or Newburg grades. All other empty trains making a running release must reduce brake pipe pressure at least 10 pounds. In either case, brake pipe exhaust must be stopped at least 20 seconds before brakes are released.

Eastbound Trains:

1. Grafton:

Making a running dynamic brake test.

- A) All trains originating in Grafton, WV, will make a running brake test of the dynamic brakes before being attached to the train.
- B) Locomotive consist on the run through trains will test their dynamic brakes before passing Westerman, milepost BA 274.0
- C) Trains originating east of Westerman, must make a running dynamic brake test at the first available location prior to Mountain Lake Park, milepost BA 229.8.

Running Dynamic Brake Test Procedures

Two unit consist

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

Three or more locomotives

In reference to timetable special instructions, dynamic brake requirements, the following may be required. With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and producing a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and the third unit and use the same procedure to determine the second unit develops a retarding effect. If axle count dictates a third unit is needed, the second locomotive must be isolated and it must be determined that the third unit develops a retarding effect. During this verification, an employee may position themselves on the appropriate unit to observe its retarding effect. If axle count dictates a third unit is needed, the second locomotive must be isolated and it must be determined that the third unit develops a retarding effect. During this verification, an employee may position themselves on the appropriate unit to observe its retarding effect and communicate results to the entire crew. If additional units are required, the same process will be used to test each additional unit.

7.3 Dynamic Brake Requirements

Trains operating down Seventeen Mile, Cranberry, Cheat River and Newburg Grade at speeds of less than 20 mph will be governed as follows:

- a) Less than 2,500 tons, a minimum of four axles operating in dynamic brake.
- b) Between 2,501 and 3,500 tons, a minimum of six axles operating in dynamic brake.
- c) Between 3,501 and 6,000 tons, a minimum of eight axles operating in dynamic brake.
- d) Between 6,001 and 8,000 tons, a minimum of twelve axles operating in dynamic brake.
- e) Over 8,001 tons, a minimum of sixteen axles operating in dynamic brake.

7.4 Instructions For Specific Location

- A. **Beall Street** – Eastbound trains held at Beall Street must STOP west of the overhead bridge at BA 179.9 away from all residences, and report arrival time to CI train dispatcher
- B. **Placarded Cars** - Westbound Manifest trains will not be operated from Cumberland with a placarded car on the rear of the train without permission of the trainmaster or designated manager..
- C. **Engineer Qualification**- When an engineer has not operated over the Mountain Subdivision between Grafton and Cumberland (to include Seventeen Mile grade) for a period in excess of 6 months: The engineer must, prior to marking up, contact the Mountain Sub Road Foreman of Engines or his designee.

At this time they will discuss the physical characteristics, special instructions, train handling rules and their application pertaining to this territory as well as any other pertinent information.

At that time it will be determined whether or not a pilot will be provided. The Road Foreman of Engines will arrange to ride with the engineer if deemed necessary for the purpose of re-qualification.

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NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
P		F		CA 354.6	MX CABIN	AM DISP. 14-4 RD 08		ABS-261	DTC BLOCK BIG BEN	1,2,4
1	2	1	2			ALLEGHANY SD				
60	50	40	40			1 2				
50	50	40	40					CPS-261		
P		F		CA 355.0 CA 355.3		1 2		ABS-251 1=W 2=E	DTC BLOCK HINTON	1,2
1	2	1	2							
50	50	40	40							
45	45									
50	50			CA 356.8	AVIS	2.2				
45	25		25				MIDDLE TK			
				CA 357.0	HINTON	0.2	AM DISP. 14-8 RD 08	ABS-251 1=W 2=E		
45		40		CA 357.1		0.3	1 2		DTC BLOCK HINTON	
60	25	50	25	CA 357.3	TOOL CAR			ABS-251		
	60	50	50	CA 357.5		1.7			DTC BLOCK BARKS	
				CA 359.0	CW CABIN			CPS-261		
60	60			CA 359.2				ABS-261		
55	55			CA 359.4						
60	60			360.0 360.5 361.0		(1) HBD-DEDAC			DTC BLOCK SAND	
				CA 362.0	RK CABIN	3.0				
60				CA 363.1			1 2			
55				CA 363.4						
60										
	60	50	50					ABS-261		1

NEW RIVER SUBDIVISION - NR

[illegible]

NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE		TWC	NOTES
P	F			WEST					
60	50						ABS-261	DTC BLOCK GLADE	1
		5.0					CPS-261		
60	50	CA 376.3	BACKUS						
50	35	CA 377.0			1	2			
		CA 377.2	E.E. QUINNIMONT				CPS-261		
		CA 378.0	NECK				ABS 261 No.1 CPS 261 No.2		
		CA 378.5	QUINNIMONT	2.2					
				0.5					
50	40							DTC BLOCK QUINNY	
		CA 379.7	E.E. PRINCE				CPS-261	DTC BLOCK PRINCE	
		CA 380.0	W.E. PRINCE						
40		CA 382.1 CA 382.7		SDF SDF					
50		CA 383.3 CA 383.7 CA 383.9		SDF SDF			ABS-261	DTC BLOCK DUNFEE	
		8.3							
		CA 388.3	CLAREMONT				CPS-261		
					1	2		DTC BLOCK STONE	
50	35						ABS-261		

NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
						WEST						
P	F	CA 389.4		1.1 1.4	1	2 WVS RR			DTC BLOCK STONE	1		
50	35											
50	35	CA 391.1	THURMOND					CPS-261	DTC BLOCK RUSH			
25	25	CA 391.2	E.E. RUSH RUN					CPS-261				
		CA 391.5						1.3			CSDG 7,440FT.	
50	35	CA 392.5	W.E. RUSH RUN					CPS-261	DTC BLOCK RUSH			
50		CA 394.5		(1) HBD-DEDAC		AM DISP. 14-8 RD 08	ABS-261					
45		CA 394.7										
50		CA 397.0										
50		CA 397.1										
40		CA 397.4						5.0	ABS-261	DTC BLOCK RUSH		
50		CA 397.5						SEWELL			CPS-261	DTC BLOCK SEWELL
50	35	CA 398.2			TTB	1	2	ABS-261	DTC BLOCK SEWELL			
10	10	CA 398.4										
2 TK	2 TK											
50	35	CA 399.0										
1	2	1									2	
50	40	35									30	CA 399.1
40												CA 400.6
50												CA 402.5
40				CA 402.9	SDF 1 TK SDF 1 TK	1	2					
40	40	35	30					ABS-261'	DTC BLOCK SEWELL	1		

NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
						WEST							
P		F						ABS-261	DTC BLOCK SWEWLL	1			
1	2	1	2										
40	40	35	30										
40 50 50 45 50 25 50	40	35	30	CA 403.0	E.E. FAYETTE	1	2	CPS 261 NO.1			ABS 261 NO.2	2	
				CA 403.0 CA 403.6	S. FAYETTE	CSDG 6,317 FT.					ABS-261		
				CA 404.3	W.E. FAYETTE			CPS 261 NO.1			ABS 261 NO.2		
				CA 405.8 CA 406.1 CA 408.5 CA 408.8 CA 408.9		TTB	AM DISP. 14-8 RD 08	ABS-261					
				CA 409.0 CA 409.1				3.7 1.7			ABS-261		
50	40	35	30	CA 410.8	COTTON HILL			CPS-261			DTC BLOCK SEWELL		3
40	45	35	30	CA 414.1		4.2		ABS-261			DTC BLOCK HAWK		
45				CA 414.8	GU CABIN			CPS-261	DTC BLOCK GAME				
					0.3								
				CA 415.1	E.E. GAULEY	GAULEY SD	CSDG 2,308 FT. SDF	CPS-261					
45 50				50	35	30	CA 415.5 CA 415.6 CA 416.0 CA 418.1	W.E. GAULEY	0.6 2.3	1 2	SDF	ABS-261	
	CA 418.3	KANAWHA FALLS						CPS-261	DTC BLOCK DEEP				
	CA 419.0 CA 419.8 420.0 420.3 420.5 421.0 CA 421.3 CA 422.1		SDF SDF (2) HBD-DEDAC 0.8					NS		ABS-261			
65	50			ABS-261	1								

NEW RIVER SUBDIVISION - NR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				WEST					
P	F							1	
65	50		1.4			ABS-261	DTC BLOCK DEEP	1	
		CA 423.5	MT. CARBON			CPS-261			
65		CA 423.9	EAGLE	1	2	ABS-261	DTC BLOCK EAGLE		
55		CA 424.1							
65		CA 425.5		2.0					
65		CA 426.6							
60		CA 426.7							
65	50	CA 426.9		2.4	1	2			ABS-261
30	30	CA 427.9	MONTGOMERY			CPS-261	DTC BLOCK PRATT		
P	F								1
30	30	CA 428.2		KANAWHA SD	AN DISP. 20-3 RD 08	ABS-261	DTC BLOCK PRATT		
30	30						ABS-261		
72.9 MILES MX CABIN TO MONTGOMERY									

STATION PAGE NOTES

NOTE 1: Signals displayed are in accordance with Signal Aspect Rules C1281 – C1298.

NOTE 2: Rules ABS-261 are in effect on the following tracks:

- A) Switching lead MX Cabin.
- B) Fayette siding off No. 1 track.
- C) Deepwater siding.

NOTE 3: Between MP CA 411.6 and MP CA 415.2 trains in excess of 14,000 tons must not exceed 25 MPH.

NOTE 4: Between MP CA 280.8 and MP CA 354.6, trains in excess of 14,000 tons must not exceed 35 MPH.

NOTE 5: Do not exceed 10 MPH on No. 2 Siding between CA 368.1 and CA 369.3

NOTE 6: Rules ABS-261 are in effect on Meadow Creek Siding.

NEW RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Highway Crossings at Grade

Thurmond, WV MP CA 390.9

When cars are left standing on the lead at Thurmond, they must be left east of the passenger station platform to prevent unnecessary activation of crossing protection devices.

North Fayette, WV MP CA 404.2

All trains operating in the siding at North Fayette will be governed by Rule 100-J when providing crossing protection at the Route 82 road crossing due to rusty rail conditions.

Use Of Specified Tracks

Hinton – Trains approaching Hinton Yard at either MX or RK Cabin will contact the Hinton yardmaster in Huntington for yarding instructions. If unable to reach yardmaster, trains will contact the AM train dispatcher for yarding instructions.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance:

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

- A) **Hinton** – Between No. 7 and No. 8 tracks in East yard, when adjunct track is occupied with equipment. Close clearance signs are not displayed.
- B) **Meadow Creek** – Between Wendy No. 2 track and retaining wall north side, 20 car lengths east of Wendy derail.
- C) **Quinnimont** – Between Old yard No. 1 and Old yard No. 2 tracks, 30 car lengths from west end.

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

NONE

7. MISCELLANEOUS

7.1 Meadow Creek:

- 1. Cars left standing on all tracks must be left west of the white post located 160 feet west of industrial road crossing.
- 2. Cars left standing on No. 1 main track west of Wendy switch MP CA 371.0 must have at least one set of trucks left standing between the switch point and the white post located 90 feet west of the switch.

Hand Brakes - Cars

LOCATION	LOADED	EMPTY	COMMENTS
CA 354.6- CA 392.5	5%	2%	minimum

NOTES

NOTES

NOTES

NORTH MOUNTAIN SUBDIVISION - MU

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
50	40				WASHINGTON SD	AM DISP. 14-5 RD 08	ABS-261	DTC BLOCK GORDON	1
			CA 179.6	RIVANNA RIVER BRIDGE			CPS-261		
	UNDER 10,000 TONS	OVER 10,000 TONS				AM DISP. 14-5 RD 08	CPS-261 (193)	YL	1
45	20	20	CA 179.6	RIVANNA RIVER BRIDGE					
45	20	20					ABS-261 (193)	YL	
15	10	10	CA 180.1	2.7	NS RR				
			CA 182.3	JC CABIN			CPS-261 (193)		
				0.9			ABS-261 (193)		
15			CA 183.1	MP 183			CPS-261 (193)	YL	
45							ABS-261		
	10	10	CA 183.9					DTC BLOCK FARM	3,4
	40	25							
45			CA 185.1	5.9					
40			CA 188.6						
60			CA 189.0	EAST IVY			CPS-261	DTC BLOCK CROZET	3, 4
				0.9		SSDG 4,580 FT.	ABS-261		
			CA 189.9	WEST IVY			CPS-261		
60			CA 190.1				ABS-261		
55									
55			CA 190.7	5.9					
			191						
			192						
60	40	25					ABS-261		

NORTH MOUNTAIN SUBDIVISION - MU

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
60	40	25	CA 192.2		192.2		ABS-261	DTC BLOCK CROZET	4
			CA 194.1	EAST CROZET			CPS-261		
						SSDG 3,940 FT.	ABS-261		
			CA 194.8	WEST CROZET	ABTH 5559		CPS-261		
60	40		CA 196.7	9.0			ABS-261	DTC BLOCK AFTON	3 4
30	25		CA 197.6						
			CA 203.3	EAST AFTON			CPS-261		
			CA 203.9		203.9		ABS-261		
						SSDG 4,240 FT.		DTC BLOCK WAYNE	4
			CA 204.1	WEST AFTON			CPS-261		
30	25		CA 204.2				ABS-261		
40	40		CA 204.7	BLUE RIDGE TUNNEL					
	35		CA 205.4	3.3			ABS-261	DTC BLOCK WAYNE	4
			CA 207.1	BASIC			CSP-261		
			CA 207.2	1.6			ABS-261		
			CA 207.7						
	35				NS RR		ABS-261	DTC BLOCK WAYNE	4
40	40		CA 208.7	EAST WAYNESBORO			CPS-261		
60							ABS-261		
			CA 209.5	WEST WAYNESBORO			CPS-261		
				8.0			ABS-261	DTC BLOCK WAYNE	4
			CA 217.1	EAST BRAND			CPS-261		
60	40	25				SSDG 5,640 FT.	ABS-261	DTC BLOCK BRAND	

NORTH MOUNTAIN SUBDIVISION - MU

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
60	40	25					ABS-261	DTC BLOCK BRAND	4
			CA 218.1	WEST BRAND			CPS-261		
60			CA 218.2	1.9			ABS-261		
50			CA 218.5						
60									
			CA 219.4	MP 219			CPS-261	DTC BLOCK BRAND	2
60	40		CA 220.7	1.4	BB RR		ABS-261		
25	25		CA 220.8	STAUNTON			CPS-261		
			CA 221.5	1.4			ABS-261		
25	25								
50	40	30	CA 222.2	MP 222			CPS-261		
50			CA 223.3	2.0			ABS-261		
60			CA 223.8	EAST LA GRANGE			CPS-261		
			CA 224.0				ABS-261		
60	40	30	CA 224.2						
60	40								
			CA 224.5	WEST LA GRANGE			CPS-261	DTC BLOCK BRAND	2
60			CA 225.2	9.8					
55			CA 226.7						
60			CA 227.1						
60	40	25					ABS-261	DTC BLOCK NORTH	

NORTH MOUNTAIN SUBDIVISION - MU

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
60	40	25	CA 228.8 CA 230.7 CA 232.4				ABS-261	DTC BLOCK NORTH	
60	30	40							
50									
50									
60	EASTBOUND	WESTBOUND					ABS-261		
			CA 233.2	EAST NORTH MOUNTAIN			CPS-261		
						CSDG 4,370 FT.	ABS-261		
			CA 234.1	WEST NORTH MOUNTAIN			CPS-261		
	30	40	CA 234.3				ABS-261		
	40	30							
	Eastbound	Westbound							
	40	30					CA 237.2		
	40		CS 242.8	FORDWICK			CPS-261		
60	60 55 55 60 <								

NORTH MOUNTAIN SUBDIVISION - MU

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
60	40	25					ABS-261	DTC BLOCK CRAIG	1
			CA 248.2	EAST BELLS VALLEY			CPS-261	DTC BLOCK GOSHEN	
						CSDG 3,660 FT.	ABS-261		
			CA 248.9	WEST BELLS VALLEY			CPS-261		
						GOSHEN IT	ABS-261		
			CA 253.1	EAST GOSHEN			CPS-261		
						CSDG 3,630 FT.	ABS-261		
			CA 253.9	WEST GOSHEN			CPS-261		
60		CA 255.1		SDF SDF		ABS-261	DTC BLOCK GOSHEN		
55	CA 255.5								
	CA 255.6								
60	CA 260.3 CA 260.5	MILLBORO TUNNEL							
	CA 261.1 CA 261.2	LICK RUN TUNNEL							
	CA 266.2	14.1							
	CA 266.9	CRANE			ABS-261 CPS-261	DTC BLOCK CRANE			
		269.0 270.0				ABS-261			
		CA 275.5 CA 276.0	9.0				YL		
60	40	25	CA 276.1	E. MOUNTAIN			CPS-261		
35	35	35	CA 276.1	E. MOUNTAIN	AM DISP. 14-4 RD 08	ALLEGHANY SD		YL	
35	35	35							
96.6 MILES MP 180 TO JD CABIN									

96.6 MILES MP 180 TO JD CABIN

STATION PAGE NOTES

NOTE 1: All Color Light Signals are CSX Operating Rules C1281 – C1298.

NOTE 2: Medium speed between CA 219.4 and CA 227.1 is 15 MPH.

NOTE 3: Medium speed between CA 189.0 and CA 197.6 is 25 MPH, for eastward trains only.

NOTE 4: CSX Operating Rules ABS-261 are in effect on Ivy, Crozet, Afton, and Brand sidings.

NORTH MOUNTAIN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Engine Horn

Charlottesville – Between MP CA 179.6 and MP CA 183.1:

- A) The engine horn must not be sounded except in emergency, when the lead locomotive is equipped with ditch lights, they must be displayed when approaching the crossing within these limits.
- B) The engine horn must be sounded and the bell must be rung when approaching and passing roadway workers on or about the track. Roadway workers may be identified by orange hard hats and/or highly visible orange vests.

Train Bulletin And Release Forms

Charlottesville – Trains operating over NS tracks from Orange north will be provided NS train bulletin and radio train bulletin forms at this location. Engineer and conductor will see that NS operating rules concerning train bulletins are complied with before leaving Charlottesville. NS bulletins are available in the Amtrak Station. During the hours the Amtrak agency is closed, contact the NS north end train dispatcher at 1-800-272-9522 or (540) 981-3902 for instructions.

Junctions, Drawbridges And Railroad Crossings At Grade

Jc Cabin-NS Crossing

Movement over NS crossing, crew will be governed as follows:

- A. Communicate with the train dispatcher if no conflicting movement is evident.
- B. Must get permission from train dispatcher to pass STOP signal.
- C. After permission is granted to pass STOP signal, follow instructions in steps D and E below.
- D. Observe light (NS signals at STOP), which is located in the “NS signals at STOP/ emergency release” box on the west side of the CSXT signal house. If the light (NS signals at STOP) is not illuminated, crew must contact the train dispatcher and be governed by his/her instructions.
- E. If the light (NS signals at STOP) is illuminated and no conflicting movement is evident, pull by the STOP signal at least 30 feet, stopping clear of the intersecting line. Wait 10 minutes. If no conflicting movement is evident, the train may then proceed in accordance with Rule 225.

Note – When directed by the train dispatcher, and the crossing is clear of all cars and engines, the conductor or engineer will depress and hold the “Emergency Release” push button for 5 seconds or

until the “Trap Restore” light is illuminated. The “Emergency Release” button and “Trap Restore” lights are located in the “NS signals at STOP/emergency release” box on the west side of the CSXT signal house.

Highway And Street Crossings

Movement of trains and engines over highway and street crossings designated below will be governed by the following instructions:

Charlottesville – 11th Street – Eastbound trains receiving an approach aspect on EAS at Rugby Road will STOP west of white post located south of main track 180 feet west of 11th Street when EAS at NS crossing displays STOP aspect.

Ivy, VA – Grassmere Road – Due to rusty rail conditions on the siding at Ivey, VA, train crews must ascertain that the crossing protection at Grassmere Road (CA 189.5) is working properly. If it is seen that crossing protection is not working properly then be governed by Rule 100-J

Waynesboro – King Avenue – The crossing must not be blocked by a standing train or engine for more than 5 minutes.

Crozet

Equipment must be shoved to rest and hand brakes applied before uncoupling the engine.

Hand Brakes - Cars

Charlottesville Yard – Prior to leaving cars in Charlottesville Yard, ensure that hand brakes are applied, all couplings are made and slack is stretched.

Charlottesville Yard – When switching cars, all air hoses must be coupled and air cut in.

Use Of Specified Tracks

Waynesboro – NS Interchange tracks - CSXT crews must advise NS Shenandoah dispatcher prior to occupying interchange tracks Nos. 1, 2, and 3. Upon completion of switching, crews must notify the NS Shenandoah dispatcher that they are clear of the designated track(s). The NS Shenandoah dispatcher monitors Channel 22/22, Tone 552. The NS Shenandoah dispatcher's telephone number is 540-981-3902.

JC Cabin – CSXT will deliver interchange cars to the NS via the connecting track between the Middle Depot track and the NS north yard, placing them on the NS interchange tracks designated No. 1 and No. 2, returning via the reverse route.

The NS will deliver interchange cars to CSXT via the connecting track between the Middle depot track and the NS north yard, placing them on CSXT interchange tracks designated No. 1 and No. 2, returning via the reverse route.

Train or engine movements on the connecting track and the NS interchange tracks must not be made until it has been ascertained that they are clear of NS equipment moving on these tracks. If necessary for both NS and CSXT crews to use the same tracks at the same time, arrangements must be made to protect the movement.

NOTES

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Placing Empty Cars In Trains

Empty cars, 80 feet or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 4,900 tons westbound and 6,000 tons eastbound.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Waynesboro – Nos.: 2, 3, 4 and 5 NS interchange tracks	Six-axle units	Must not Operate
Valley Concrete Siding		
Clem Brothers Western State Trestle	Engines	
Millboro Tunnel	LN30700-307099 SBD 431767- 431796 - - - Plate 'F' cars - - - Woodchip cars	Must not exceed 10MPH in tunnel

7. MISCELLANEOUS

Charlottesville – Westbound Trains – All crews operating empty hopper trains between Richmond and Clifton Forge via Charlottesville, which are required to STOP and secure their trains east of Charlottesville city limits, must STOP the controlling unit of their train east of Moore's Creek bridge, CA 179.8.

NOTES

NOTES

NORTHERN SUBDIVISION - NO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
45	30	CA 530.8		RUSSELL SD	CR DISP. 94-4 RD 08	ABS-261	DTC BLOCK SILO	1,2,3
		CA 531.7	RIVERTON	1	2	CPS-261		
45	30	CA 531.7	RIVERTON			CPS-261		1,2,3
45	30	CA 532.4	GREENUP 0.7					
		CA 532.8		1	2	ABS-261	DTC BLOCK GREEN	
70	55	CA 534.1						
79		CA 535.5	7.0 (1) HBD-DEDAC					
		CA 539.4	E.E. DG CABIN			CPS-261		
			0.5					
		CA 540.2	W.E. DG CABIN	1	2 3	ABS-261	DTC BLOCK EDGE	
			0.2					
		CA 541.1	LIMEVILLE			CPS-261		
		542.0	1.8	CR DISP. 94-4 RD 08		ABS-261	DTC BLOCK LIME	
		542.9	NJ CABIN	1	2 3	CPS-261		
79	55				CINCINNATI SD			
50		0.0			CD NO. 2		DTC BLOCK SCIOTO	
30 BRIDGE		CJ 1.7		NOR. 1 TTb		ABS-261		
50		CJ 2.0			CD NO. 1			
			4.0		PORTSMOUTH IT			
		CJ 3.0	MP 3.0			CPS-261		
			6.3		CR DISP. 94-2 RD 08	ABS-261		
		CJ 9.3	MINFORD	1	2	CPS-261		
		CJ 9.5			(1) HBD-DEDAC	ABS-261	DTC BLOCK WHEEL	
			4.7					
		CJ 14.0	BR CABIN	1	2	CPS-261		
		CJ 22.0	TEAYS JCT. 8.0			ABS-261	DTC BLOCK ROBBIN	
50						ABS-261		1,2,3

NORTHERN SUBDIVISION - NO

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
			WEST					
50						ABS-261	DTC BLOCK ROBBIN	1,2,3
		0.7	1		2			
	CJ 23.0	E.E. ROBBINS				CPS-261	DTC BLOCK HOTEL	4
			1.6		CENTER SIDING SSDG 6,600 FT.	ABS-261		
	CJ 24.6	W.E. ROBBINS				CPS-261	DTC BLOCK GREGGS	4
50	CJ 27.2					ABS-261		
30	CJ 28.7		7.3	1	2			
50	CJ 31.3	MR CABIN				CPS--261	DTC BLOCK ANDY	
	CJ 31.6				(2) HBD- DEDAC	ABS-261		
			9.0					
	CJ 40.3	RA JCT.				CPS-261	DTC BLOCK MIAMI	
			4.1	1	2	ABS-261		
	CJ 44.4	E.E. VAUCES				CPS-261	DTC BLOCK VAUCES	4
			1.4		CENTER SIDING SSDG 5,870 FT.	ABS-261		
	CJ 45.8	W.E. VAUCES				CPS-261	DTC BLOCK GILLUM	4
			0.5	1	2	ABS-261		
	CJ 46.3	VA JCT				CPS-261	DTC BLOCK ZEKE	1,2,3
			1.7			ABS-261		
	CJ 48.0	JD CABIN				CPS-261	DTC BLOCK ZEKE	1,2,3
	CJ 51.3 52.0 53.0 CJ 54.7		9.3	(1) HBD-DEDAC TTB	RENICK IT	ABS-261		
	CJ 57.3	KN CABIN				CPS-261	DTC BLOCK ZEKE	1,2,3
		KN SIDING	2.8		SSDG 14,189 FT.	ABS-261		
	CJ 60.1	ZK CABIN				CPS-261	DTC BLOCK ZEKE	1,2,3
						ABS-261		

NORTHERN SUBDIVISION - NO

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
50					ABS-261	DTC BLOCK ZEKE	1,2,3
	CJ 65.1	LE CABIN			CPS-261		
	CJ 68.2	VEE	1	2	ABS-261	DTC BLOCK VEE	
	CJ 71.5	HC CABIN	1	2	ABS-261		
	CJ 74.0		(1) HBD-DEDAC	CR DISP. 94-2 RD 08	ABS-261	DTC BLOCK FITE	
	83.0						
	84.0						
	CJ 84.8	LOCKBOURNE			CPS-261		
			1	2	ABS-261	DTC BLOCK BOURNE	
50	CJ 91.2	CH CABIN			CPS-261	YL	1,2,3
						YL	
			HILL TRACK	PARSONS YARD	96		
10	CK 6.6	PA CABIN	MASON LEAD		CPS-261	YL	1
10			MASON YARD	P01 P02 P03 P04		YL	
106.4 MILES RIVERTON TO CH CABIN							

STATION PAGE NOTES

NOTE 1: Signals aspects displayed are in accordance with Signal Aspect Rules C1281 – C1298.

NOTE 2: Between MP CA 531.7 and MP CJ 91.6, trains in excess of 7,000 tons, but not exceeding 14,000 tons will not exceed 40 MPH.

NOTE 3: Between MP CA 531.7 and MP CJ 91.6, trains in excess of 14,000 tons will not exceed 35 MPH.

NOTE 4: Rule ABS-261 is in effect on KN Siding, Robbins and Vauces Center Sidings.

NORTHERN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Switching

1. **Wurtland** – Cars must not be kicked from the main track to the loading track at the Dupont Chemical Plant. All cars handled in this track must be moved by the engine, not exceeding 8 MPH.

Hand Brakes - Cars

Location	Loaded	Empty	Comments
Northern	5 HB	5 HB	--
Renick IT	1 HB	1 HB	--
Gregg IT	10%	10%	Not less than 2 HB

Radio Stations and Instructions

Crews at the Dupont Plant, Wurtland, KY may use Channel 70 while switching.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments

Northern SD RJ Cabin to CH Cabin

- 1) Control – CSX Chief/Dispatcher Jacksonville protects with Hi-Wide message to all crews.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Parsons Yard – When loaded, hoppers in DEEX 1001 through DEEX 4143 must use tracks P01 and P02.

7. MISCELLANEOUS

7.1 Emergency Evacuation Procedures

E.I. Dupont Corp., VEE, Ohio, MP CJ 68.2 –

When an emergency requiring an evacuation occurs, Dupont will sound 10 short blasts on an air horn, twice.

This serves as a warning to everyone within the confines of the plant that an emergency exists and an evacuation will be made. Should an evacuation signal be sounded, CSXT personnel will be governed as follows:

- A) Shut down locomotive(s).
- B) Wait next to the locomotive for a Dupont emergency response person.
- C) Upon arrival of the emergency respondent, follow him/her to a safer location.
- D) Follow all directions given at that safer location.
- E) When Dupont feels it is safe for your return, you will be released.

- 7.2 Eastbound trains must report the following conditions to the Coal Hump or Big Four yardmaster at MP CA 533.0, west of Greenup, KY:

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

- 7.3 Westbound trains must report the following conditions to the Parsons yardmaster at MP CJ 91.2, CH Cabin:

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

7.4 Industrial Tracks

A) Athens Industrial Track

1. Athens IT extends between MP CK 6.6 and the IOCR connection at MP CK 9.1
2. Authority For Movement

Between Location/MP	Authority for Movement	Signal Aspect Rules
MP CK 9.1 and Valley Crossing	96	
Valley Crossing	CPS-261 (193)	C1281 – C1298
Valley Crossing and MP CK 6.7	96	
PA Cabin MP CK 6.6 and MP CK 6.7	CPS-261 (193)	C1281 – C1298
Hill Track	96	

3. When the absolute signal, governing movement at Valley Crossing, displays a STOP Aspect, the crew will contact the CR dispatcher for permission to pass the STOP signal, and after observing that the crossing is clear, will be governed as follows:

- a) Operate the emergency release button located in the relay case in the southwest quadrant of the crossing until indication light is illuminated.
 - b) Signal should clear after two (2) minutes.
 - c) The CR dispatcher radio channel is 94 and the call in number is 2. The CR dispatcher telephone number is 1-800-365-3697.
4. Trains or engines will not exceed 10 MPH between MP CK 6.6 and MP CK 9.1. Trains or engines will not exceed 10 MPH on the Hill track.
 5. Instructions must be obtained from the Parsons yardmaster before entering or fouling the Athens IT between MP CK 6.6 and MP CK 9.1 and before entering or fouling the Hill track. Trains or engines must report to the Parsons yardmaster when clear of these tracks.
 6. Trains or engines must secure yarding instructions from the Parsons yardmaster before passing MP CK 9.1.
 7. Prior to fouling or occupying the track between MP CK 6.6 and MP CK 9.1, and prior to fouling or occupying the Hill track, Engineering forces will make arrangements with the Parsons yardmaster, who is responsible for directing movements on these tracks. Engineering forces must report to the Parsons yardmaster when clear of these tracks.

Engineering forces working between the signals (OS Circuits) at PA Cabin or Valley Crossing, after making arrangements with the Parsons yardmaster must also secure protection from the CR desk train dispatcher as required by Roadway Worker Rules.

Engineering forces working in those areas governed by Rule 96, after making arrangements with the Parsons yardmaster, must protect themselves in accordance with Roadway Worker Rules for protection on non-controlled tracks.

B. Portsmouth Industrial Track - The Portsmouth industrial track is designated as excepted track.

C. Renick Industrial Track

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

Between Location/Milepost	MPH
BBB 80.0 and BBB 83.2	10
Renick Jct. and BB 98.2	20
Renick Jct. and Scioto Jct.	10

2. Engine speed indicators, odometers and RDU equipment must be checked between MP BB 103.1 and MP BB 104.1.
3. **NS Crossing** – When a STOP aspect is displayed by the absolute signal governing movement over the NS crossing and no conflicting movement is apparent, trains or engines will be governed as follows:

The conductor or engineer will secure permission to proceed from the NS control station. After securing permission to proceed, trains will pass the STOP signal, at least 30 feet, but not fouling the crossing. Wait 5 minutes and proceed.

The NS control station is the NS dispatcher in Ft. Wayne, Indiana. Use radio Channel 72 and call in No. 5 or telephone number 1-219-493-5455 when contacting the NS dispatcher.

4. **Chillicothe – Watt Street Crossing** - Flashlight and gate protection for Watt Street crossing will not operate for eastbound movement from the bids terminal to the main track until engine occupies main track between switch and crossing. Crossing protection may also be operated manually by using switch key control located at crossing.
 5. **Bids Terminal** - During normal switching hours hazardous material will not be transferred in the terminal. Other than normal switching hours, the facility will be blue flagged. If a switch is required at other than normal switching hours, a Bids terminal supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.
- The normal switching hours for the Chillicothe Bids terminal are between 1200 and 1500 hours (CSX standard time) daily.
6. Renick IT radio station is at Chillicothe between the hours of 0600 and 1400 (CSX standard time) Monday through Friday. channels 08 and 28 are monitored. This is a terminal type radio station.
 7. **Thru-Truss Bridge** - Thru-Truss Bridge 101/28 is located east of Renick Jct. at MP BB 101.3.
 8. **NS TRAINS** - NS trains entering the Renick IT will operate in accordance with CSX Operating Rule 96 and CSX Operating Rule 46.

NOTES

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NOTES

OHIO RIVER SUBDIVISION - OR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			WEST					
10			<div>END OF TRACK</div> <div><div>CJ DISP. 14-5 RD 08</div><div>WHEELING IT</div></div> <div>W & LE</div>		96		7	
	BN 2.5	WHEELING			2.1			
	BN 4.6	BENWOOD			5.9			
10	BN 10.5				1.4			
20			<div>(1) HBD – DED</div>		96		6	
30	BN 11.9	DTC BLOCK SIGN MOUNDSVILLE			3.8	TWC-DTC		DTC BLOCK PERK
	BN 15.7	EAST CHESTNUT HILL						
	16.0					5,490 FT.		
	16.9	DTC BLOCK SIGN WEST CHESTNUT HILL			4.9			
	17.0							
	BN 20.6	EAST FOSTER			1.9	5,940 FT.		DTC BLOCK LANG
	BN 22.5	WEST FOSTER						
	BN 24.0	DTC BLOCK SIGN						DTC BLOCK RING
	BN 26.2							
	BN 27.0	DTC BLOCK SIGN			5.4			
	BN 27.9	EAST NATRIUM			1.4	7,020 FT.		DTC BLOCK WIND
	BN 29.3	WEST NATRIUM						
	BN 29.5	DTC BLOCK SIGN			6.7			DTC BLOCK MOBAY
30	BN 35.8							
20	BN 35.9	DTC BLOCK SIGN						
	BN 36.0	EEDT HANNIBAL		SS				
	BN 37.8	WEDT HANNIBAL	2.0	#1 RT #2 RT SS	96			
	BN 38.0	BROOKLYN JCT.		SHORTLINE SD				
20								
30	BN 40.4	DTC BLOCK SIGN	4.8		TWC-DTC			
	41.0							
	42.0							
30	BN 42.8	PADEN CITY				DTC BLOCK JUNK		
15	BN 46.8		9.2					
	BN 47.3							
30	BN 50.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK SISTER		

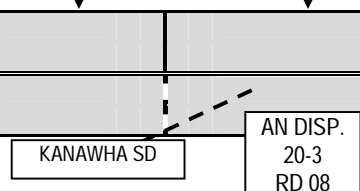
OHIO RIVER SUBDIVISION - OR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
30	BN 51.9	FRIENDLY	(1) HBD-DED	5,940 FT. SS	TWC-DTC	DTC BLOCK SISTER	
	BN 54.3						
	BN 55.5	DTC BLOCK SIGN BENS RUN					
	BN 56.7	WEST BENS RUN					
30	BN 64.0					DTC BLOCK BENS	
10	BN 64.2	SAINT MARY'S					
	BN 64.5						
30	BN 67.0	DTC BLOCK SIGN				DTC BLOCK BELL	
	BN 68.8	EUREKA					
	BN 79.2		(1) HBD-DED				
	BN 80.3	DTC BLOCK SIGN EAST WILLIAMSTOWN				DTC BLOCK TOWN	
30	BN 81.0			3,735 FT.			
15	BN 81.1	WEST WILLIAMSTOWN					
15	BN 81.4						
30	84.0 85.0						
	BN 90.7	DTC BLOCK SIGN	11.8		TWC-DTC 96		5 6 4
20	BN 92.9	PARKERSBURG					
	BN 93.3		93.3				
	BN 93.5	OR JCT.					
	BN 94.1		2.4				3
	BN 94.2						
20	BN 95.3	DTC BLOCK SIGN			96		
30	BN 99.9	WASHINGTON			TWC-DTC	DTC BLOCK PARKER	
	BN 102.0		(1) HBD-DED				DTC BLOCK FERRY
	BN 102.1	DTC BLOCK SIGN	12.7				
	106.0 107.0						DTC BLOCK HYDRO
	BN 108.0	EAST HARRIS FERRY	1.1	SS 5,850 FT.			
	BN 109.1	DTC BLOCK SIGN WEST HARRIS FERRY					
30	BN 117.5		117.5				DTC BLOCK HYDRO
20	BN 117.8						
30	BN 118.0		118.0		TWC-DTC		

OHIO RIVER SUBDIVISION - OR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
30	BN 120.3	DTC BLOCK SIGN	(1) HBD-DED	TTB	TWC-DTC	DTC BLOCK HYDRO	
	BN 120.6 BN 125.0	POLK				DTC BLOCK POLK	
	BN 127.8	DTC BLOCK SIGN					
30	BN 128.0	RAVENSWOOD 13.4		7,400 FT.		DTC BLOCK RAVEN	
25	BN 128.4 BN 128.4						
25	BN 128.7						
30	BN 133.8	DTC BLOCK SIGN EAST SWITCH KAISER	(1) HBD-DED	ss		DTC BLOCK KAISER	
30	BN 134.5	KAISER 1.5					
25	BN 135.2	WEST SWITCH KAISER					
	BN 139.8	DTC BLOCK SIGN WEST SWITCH MILLWOOD 4.6	(1) HBD-DED			DTC BLOCK MILL	
	BN 146.2 147.0 148.0	22.6					
	BN 149.0	DTC BLOCK SIGN					
		BN 150.0	GRAHAM		8,000 FT ss	DTC BLOCK LETART	
		BN 153.0	DTC BLOCK SIGN				
		BN 162.4	DTC BLOCK SIGN EAST SWITCH LAKIN 1.7				
		BN 164.1	WEST SWITCH LAKIN	TTB	NS RR	DTC BLOCK BADEN	
		BN 169.8	DTC BLOCK SIGN 18.8				
		BN 172.7 BN 173.0	POINT PLEASANT				
	25	BN 175.0	(1) HBD-DED	6,100 FT. ss	DTC BLOCK STAFF		
30	BN 176.6						
	BN 182.9	DTC BLOCK SIGN EAST SWITCH BEN LOMOND 1.2					
	BN 184.1	WEST SWITCH BEN LOMOND		2,700 FT.	DTC BLOCK CRAB		
	BN 186.0	DTC BLOCK SIGN 3.5					
	BN 187.6	APPLE GROVE					
	BN 189.8	DTC BLOCK SIGN 17.8	(1) HBD-DED		DTC BLOCK ASHTON		
	BN 201.1						
	BN 204.4	DTC BLOCK SIGN					
	BN 205.4 206.0 207.0	COX LANDING 5.9			DTC BLOCK BLUEJAY		
	BN 211.3	DTC BLOCK SIGN 5 th AVENUE 0.6					
30					TWC-DTC		
10					ABS-261		

OHIO RIVER SUBDIVISION - OR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
10		BN 211.9	GUYANDOTTE			CPS-261		
P	F	CA 501.0	GUYANDOTTE			CPS-261 (193)	SHOPS	
65	50							
211.3 MILES WHEELING TO GUYANDOTTE								

STATION PAGE NOTES

- NOTE 1:** All signals are Signal Rule C1281 – C1298.
- NOTE 2:** To avoid blocking highway crossings, Westward trains must stop at BN 209.9 unless otherwise instructed.
- NOTE 3:** Equipment Handling Rule 4304-A modified at BN 102.0 as follows: Westbound trains receiving an indication other than dragging equipment, from the defect detector at BN 102.0, are permitted to proceed, not exceeding 5 MPH, as far as BN 104.8. Inspections should be confined, when practical, to an area between BN 103.8 and BN 104.8.
- NOTE 4:** Do not exceed 10 MPH on the Little Kanawha Railroad Interchange track at Parkersburg.
- NOTE 5:** Do not exceed 20 MPH on the Little Kanawha River Bridge at Parkersburg.
- NOTE 6:** Speeds between BN 90.7 and BN 95.3 and BN 35.8 and BN 40.4 apply to movements on the running track(s) only.
- NOTE 7:** MP BN 11.9 to end of track is designated the Wheeling Industrial track.

OHIO RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Location	Normal Position	Facing Speed	When Springing
Hannibal EEDT	No. 1 Track	30	25
Hannibal WEDT	No. 2 Track	20	15
WE Bens Run	Main Track	30	10
EE Harris Ferry	Main Track		
WE Kaiser	Main Track	25	
WE Lakin	Main Track		
WE Ben Lomond	Main Track	30	

Note: Eastbound APP signal for west switch Lakin located at BN 165.7.

Highway Crossings at Grade

Providing Highway Crossing Protection

Trains will provide protection against vehicular traffic before moving over highway or street crossings designated below:

Location	Highway Crossing
Long Reach	Route 2
Hartley Oil	Route 68
American Alloy	Route 33
Consolidated Aluminum	Route 2

Note:

1. Train movements must be flag protected at GE Plastics main road crossing, when switching GE or running around cars at GE.
2. When necessary to operate the manual control device instrument case, to cause flashers to operate before fouling crossing, it is also required after movement is clear of crossing to operate this device to stop operation of the flashers.

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

Benwood/Wheeling – All grade crossings in Benwood/Wheeling, with flashing signals, must be protected with flag protection when signals fail to actuate account of rusty rail conditions. All grade crossings protected with cross bucks in Benwood/Wheeling must be flag protected.

Natrium Storage Siding – All trains using Natrium Storage Siding must flag protect the PPG road crossing due to rusty rail conditions.

Parkersburg Running Track – Trains or engines must approach crossings prepared to STOP and must not foul crossings unless automatic grade crossing warning devices are operating properly or the crossing is

protected by a crew member on the ground at the crossing.

Parkersburg Yard Track – Trains or engines must approach crossings prepared to STOP and must not foul crossings unless automatic grade crossing warning devices are operating properly or the crossing is protected by a crew member on the ground at the crossing.

Parkersburg Yard Track #16 – This track has an (island) protection circuit and the train has to be occupying the island at the crossing before the flashers work as the gates come down.

Parkersburg – 29th Street – When approaching 29th Street, the crew must operate in a manner that will insure 20 seconds of protection is available before equipment fouls the crossing per Operating Rule 100-E.

Switching

Parkersburg – High Yard – No more than two (2) car cuts will be cut off in motion or from a static drop.

Hand Brakes – Cars

Unattended Hand Brake Application			
Between Location/Milepost		Loads	Empties
BN 2.5 and BN 211.9		5%	5%
Exceptions			
BN 93.5 and BN 95.3		10%	5%
BN 98.3 and BN 99.0			
BN 100.6 and BN 101.8			
BN 173.0 and BN 174.1			
Receiving Yard at Kaiser		20%	10%
Parkersburg High Yard	30%	30%	All tracks
Parkersburg All tracks	10%	10%	Whenever power is attached

Hand-Operated Switches

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

Use of Specified Tracks

The following tracks are designated as other than main track and Operating Rule 96 will govern movement.

1. All train movements and OTE movements on the Wheeling Industrial track between BN 2.5 and BN 11.9 may be made with the verbal instructions of the Brooklyn Junction Yardmaster.

2. All train movements and OTE movements on No. 1 Westbound Running track, No. 1-B Running track and No. 2 Eastbound Running track may be made with the verbal instructions of the Brooklyn Junction yardmaster.
 - a. The track between BN 35.9 and the WEDT is designated as No. 1 Westbound Running track.
 - b. The track between BN 38.0 and BN 40.4 is designated as No. 1-B Running Track.
 - c. The track between BN 35.9 and Big Leg of Wye track is designated as No. 2 Eastbound Running Track.
3. All train movements and OTE movements between BN 90.7 and BN 95.3 (Low yard) and between BA 383.6 and end of track at BA 379.5 (High Yard), and related tracks listed below may be made with the verbal instructions of the Parkersburg yardmaster.
 - a. The Parkersburg Running track between BA 383.6 (Green Street) and BB 189.6 (Porterfield), including the Ohio River bridge between Parkersburg and Belpre.
 - b. The Ohio River Running track between BN 90.7 and BN 95.3, including the Little Kanawha bridge.
 - c. The transfer track between the High yard and Low yard.
4. Permission must be obtained from the Wheeling Lake Erie chief dispatcher before operating on the Wheeling Lake Erie Railroad at Benwood, WV. Point of entry to the WLE RR is identified as the clearance-point of the Loop track switch, Benwood Yard.
5. **Parkersburg Yard** – All trains will receive yarding instructions before entering Parkersburg Yard.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Riding Equipment

Employees are permitted to ride on the inside of the leading end of covered hoppers equipped with a solid steel bottom and a safety handrail which must be used as a handhold while making a shoving movement at the Low yard and High yard at Parkersburg, including the transfer track between the two yards.

Prior to starting the movement, the employee must be positioned inside the riding compartment of the covered hopper.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments

Brooklyn Jct.

- 1) All classification tracks are prohibited.
- 2) Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
- 3) Middle and Main tracks are the routes through the yard.
- 4) 3 Hill track will be used to stage cars if necessary.
- 5) Interchange with the W&LE RR at Benwood is handled with the Clearance Bureau by the Brooklyn yardmaster.
- 6) The yardmaster protects movements in the yard.

Parkersburg Low Yard

- 1) All classification tracks are prohibited.
- 2) Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
- 3) Running track accepted for movement.
- 4) Cars are staged in L03 or L17.
- 5) No interchange.
- 6) The yardmaster protects movements in the yard.

Parkersburg High Yard

- 1) All classification tracks are prohibited.
- 2) Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
- 3) The Eastbound Running Track is the preferred route with H02 as backup, with the adjacent track clear.
- 4) Cars are staged in the Pit Track, H02 or the Park Lead east end.
- 5) No interchange.
- 6) The yardmaster protects movements in the yard.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

NOTES

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

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

Location	Equipment	Restriction
Cresaps: Kammer Plant	Engines	Must not operate on curve beyond bridge inside gate
Foster: Venco Company		Must not move through Loading Building, Shaker, Thaw Shed or Rotary Dumper
Bayer Chemical Co. Parkersburg – Low Yard	Equipment	5 MPH over scale track
Belpre-Shell Chemical Bulk unloading facility	Equipment in excess of 15 ft 9 in high and 11 ft wide	Must not operate
Little Kanawha Railroad Interchange Track	Six-axle units ----- Interchange cars	Must not operate ----- Must be left at bottom of grade
American Alloys	Engines	Must not operate beyond car shaker
Graham: Appalachian Power Co.	Equipment	Must not be moved into or out of Track No. 2B, No. 2C, No. 2D or Thawing Building

7. MISCELLANEOUS

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

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

Two Rotating blue beacon lights on the support structure will flash.

A long horn blast will sound at the support structure.

“OVERSIZE” signs will light up at support structure.

Oversized cars will not be placed in plant.

When alarms are activated, movement will be stopped at once. Oversized car will be identified and removed from plant area. Shell Employees can reset alarms only.

Switching must not proceed until the problem is corrected and alarms are reset.

7.2 Akzo Nobel Functional Chemicals LLC Plant

The following procedures are in effect for CSXT crews switching the AKZO NOBEL Chemical Plant:

- Review these procedures as part of your Job Briefing before switching the plant.
- Confirm that you have a current “Akzo Nobel” Safety Indoctrination” card. If not, then contact the Akzo Nobel Security Guard to receive safety training.
- Wear hard hat, safety glasses with side shields, sleeved shirts and carry the radio by Akzo Nobel at all times while switching Akzo Nobel Chemical Plant. A plant radio for use by the engineer and personal protective equipment provided by Akzo Nobel Chemical will be located in the “Personal Protective Equipment Box,” located by the mainline entrance gate.
- The engineer or conductor will notify the Drum Room or site supervisor that the train crew is at the plant and confirm that there are no loading or maintenance activities that would prevent entering the site and switching.
- Turn on the rail activity warning light located on the light pole nearest the mainline entrance gate.
- Inspect the rail car loading rack nearest the mainline entrance gate and confirm that no chemical is leaking from a yellow loading line or loading lines are connected to tank trucks on this loading rack.
- Inform Akzo Nobel immediately if these conditions have not been met and DO NOT SWITCH any cars in the rail loading racks.
- Turn off the rail activity warning light when you have completed switching Akzo Nobel.
- Return provided safety gear and radio the Akzo Nobel “Personal Protective Equipment Box,” before leaving the siding.
- If you hear the warning alarm in the Akzo Nobel Plant, return to the locomotive, close all windows and doors, and exit to mainline entrance gate or other safe area. Report the alarm to the dispatcher and Akzo Nobel Plant via radio.

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

7.3 Parkersburg Running Track (Ohio River Bridge)

Eastbound trains will not pass BB 194.1 (the west approach of the Ohio River bridge at Parkersburg), until they receive yarding instructions from the yardmaster at Parkersburg.

7.4 INDUSTRIAL TRACKS

- A) Little Kanawha IT
- B) Wheeling IT

NOTES

NOTES

PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
10	10	CAE 3.2		END OF TRACK		96		
10	10	CAE 10.0	OLD POINT JUNCTION	6.8 4.1	HAMPTON IT NEWPORT NEWS YARD AL DISP. 14-1 RD 08 YD-70	96		
79	50	CAE 14.1 CA 14.2	HAMPTON ROADS (HRT)			CPS-261 (193)	YL	1
		CA 14.4	FOURTEEN - FIVE			ABS-261 (193)		
		19.0 20.0		8.4		ABS-261	DTC BLOCK NEWS	
		CA 22.5	ORIANO			CPS-261		
		CA 25.4	AMOCO	4.7	1 2 AMOCO IT FT EUSTIS	ABS-261	DTC BLOCK AMOCO	
		CA 27.6	LEE HALL			CPS-261		
				2.0		ABS-261	DTC BLOCK HALL	
		CA 29.1	WEST LEE HALL			CPS-261		
79		CA 29.4 CA 30.6 CA 31.9 CA 33.2 CA 33.1		6.1		ABS-261		
70							DTC BLOCK BUSCH	
79		CA 34.5			PENNIMAN IT	ABS-261		
		CA 35.3	TOPPINGS			CPS-261		
		CA 37.3	WILLIAMSBURG STATION	2.0		ABS-261		
		CA 38.9		(1) HBD, DED, AC			DTC BLOCK NORGE	
79	50					ABS-261		

PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST				
P	F	CA 42.6	5.6	NORGE			ABS-261	DTC BLOCK NORGE		
79	50									
70	50									
T/O 40	T/O 40	CA 42.9	NORGE			CPS-261	DTC BLOCK TOANO			
40	40	CA 43.0								
75	50	CA 43.2	6.3		1	2	ABS-261			
79		CA 44.7								
75		CA 45.8								
79		CA 46.3								
79		CA 48.2								
79										
79	50	CA 49.1						DIANO		
T/O 40	T/O 40	CA 49.2								
60	50	CA 49.9	12.0				ABS-261	DTC BLOCK DIANO		
75		51.0								
79		51.2								
79		52.0								
55		CA 52.6								
60		CA 53.0								
60		CA 54.0								
79		CA 56.0								
70		CA 56.5								
79	50	CA 58.7							EAST PROVIDENCE FORGE	
79	25	50	25				ABS-261	DTC BLOCK FORGE		
MAIN	SIDING	MAIN	SIDING				CSDG 12,370 FT.			
79	25	50	25	CA 61.1	WEST PROVIDENCE FORGE			CPS-261		
79	50									

PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE		TWC	NOTES
P	F			WEST					
79	50	CA 63.0	15.0	(1) HBD, DED, AC		ABS-261		DTC BLOCK FORGE	
70		CA 65.5							
79		CA 65.9							
79		70.0							
79		71.0							
70		CA 74.4							
70									
70		CA 74.8							
79									
79				CA 76.2	BEULAH				
		CA 78.0	2.1	1	2	ABS-261	DTC BLOCK FT. LEE		
		CA 78.3	FT LEE			ABS-261 CPS-261	YL		
		CA 79.1	2.7	AIRBASE IT		ABS-261			
79		CA 80.5				ABS-261			
65		CA 80.8	DARBYTOWN			ABS-261 CPS-261 (193)			
		CA 81.0							
65	50	CA 81.3	0.7	1	2	NO. 1 1=W		NO. 2	
55		CA 81.5	EGYPT			CPS-261			
			0.8						
55		CA 82.3	SCOTT STREET			ABS-251(193)		ABS-251(193)	
50		CA 83.0				JAMES RIVER IT			
30		CA 83.1	R CABIN			WEST END ROUNDHOUSE			
				1	2	NO.1	NO.2		
		CA 83.3	LOUISANNA STREET			CPS-261 (193)			
		CA 83.4	NICHOLSON STREET			CPS-261 (193)			
30	30			1	2	ABS-261 (193)	YL		

PENINSULA SUBDIVISION - PS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	WEST ↓			
P	F							
30	30	CA 83.9 CA 84.0	CONEY ISLAND			CPS-261	YL	3
30	30			1	2	ABS-261		
		CA 84.5	RIVANNA JUNCTION			CPS-261		
15	15	CA 84.8				ABS-261	YL	1
35	35							
					<div>RIVANNA SD</div> <div>BELLWOOD SD 2</div>			
35	35	CA 85.5	AM JUNCTION		<div>BELLWOOD SD 2</div>	CPS-261		
35	35			BBRR	<div>AM DISP. 14-4 RD 08</div>	TWC-DTC	DTC BLOCK SANDCO	
82.3 MILES END OF TRACK TO AM JUNCTION								

STATION PAGE NOTES

NOTE 1: All Signals are CSX Operating Rules C1281 – C1298.

NOTE 2: Rules ABS-261 are in effect on the East Drill Track between R Cabin and Nicholson Street.

NOTE 3: Trains and engines are restricted to 10 MPH when operating through the crossover located between CA 83.9 and CA 84.0 at Richmond.

PENINSULA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Tracks

The following tracks are designated as excepted tracks:

1. Entire James River yard.
2. All tracks at Camp Morrison except the third rail.
3. New Lead Track
4. Coal Bin Tracks
5. Car Shop Tracks
6. Copeland Park Industrial Lead
7. Hampton Industrial Track
8. The Airbase Industrial track, except between CA 78.6 and CA 79.6.

Engine Bell

Amoco –The bell will be rung at each crossing within the American Oil Refining Company enclosure.

Williamsburg – The bell must be rung continuously when approaching grade crossings within the corporate limits (CA 35.3 and CA 39.0), commencing from a point not more than 1,800 or less than 1,200 feet in advance of the crossing.

Engine Horn

Williamsburg – The engine horn must not be sounded within the city limits (CA 35.3 and CA 39.0) except in emergency. Ditch lights must be displayed when approaching and traversing the crossings within these limits.

Fulton Yard – The engine horn and bell must be sounded when using main and yard tracks as a warning to employees.

Train Bulletin And Release Form

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

Road Crossings At Grade

Norge – Eastbound freight trains receiving an “approach” aspect on Signal No. 460 will STOP before fouling the private crossing just west of Norge Station and call for instructions.

CA 79.0 – State Route 636 (Miller Rd.) – Eastbound trains or engines will STOP 1,100 feet west of the crossing when necessary to STOP before reaching the crossing.

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

To prevent blocking crossings, westbound trains and engines will secure instructions from the yardmaster before proceeding over crossing.

Hand Brakes

The following chart applies to cars and trains left unattended.

Location	Loads	Empty
Newport News Yard – All tracks including private coal facilities	7 HB	3 HB

Fulton Yard:

- a) Inbound coal trains destined to Newport News will have ten (10) hand brakes applied to the head end of the train by the inbound crew. In lieu of 10 hand brakes, the inbound crew may set the retainers in the high-pressure position on the fifteen (15) consecutive head cars. If the inbound crew does not have time, under the Hours of Service Law, the outbound crew, prior to performing the helper service brake test, must apply hand brakes or retainers. The hand brakes or retainers must be released immediately before releasing the automatic brake at the completion of the helper service brake test.
- b) Trains yarded at Fulton must have hand brakes applied on the ten (10) head cars to secure the train. If the train is doubled, the doubled cut must have ten (10) hand brakes applied to secure the cars.

Hand-Operated Switches

1. Fulton Yard:

- a) **East End of Caboose Track** – The normal position of the east end caboose track is for movement on 18 track.
- b) **West Switch to Caboose track** – The normal position of the switch is for movement to the caboose track.
- c) **Pusher Track** – The normal position of the pusher track switch is for movement on E-16 track.
- d) **Big Switch** – Prior to passing over the Big Switch, all trains and engines must STOP and examine the switch to ensure it is latched, the switch points fit properly and the route is lined.

Newport News Yard:

- a) **Crossover Switches Between Former XA Tower and 39th Street Bridge** – Lined for movement on running track.
- b) **Crossover East-end Backdoor Track to Open Track** – Lined for movement through the crossover.
- c) **Wye Tracks 39th St.** – East and west Wye track switches – Lined for movement on the Open track.
- d) **Hampton Roads Wye** – East and west Wye track switches – Lined for movement on T lead.
- e) **Peninsula Block Switch** – Lined for movement on T lead.
- f) **Drydock Switch** – Lined for movement on Old main track.
- g) **East switch thoroughfare track** – Lined for movement to the running track.
- h) **East End Running Track**—Lined for movement on Pier IX lead.

Use Of Specified Tracks

1. Newport News Yard:

- (a) On all tracks trains will operate in accordance with Operating Rule 96, not exceeding 10 MPH.

Exception: Old Main Line track - not exceeding 25 MPH.

- (b) **Eastward Trains** – Eastbound trains will secure yarding instructions from the yardmaster prior to passing CA 14.5.
- (c) Trains and engines must not occupy the following tracks without instructions of the yardmaster.
 - 1. Thoroughfare track
 - 2. Running track
 - 3. Old main line track

The yardmaster must not allow a conflicting movement after a crew has been issued a specific route to be used unless a job briefing is held between all concerned to ensure that the route of the train is protected.

- (d) Amtrak crews departing Newport News Yard must have in their possession, read and understand a Dispatchers Bulletin containing train messages for the Huntington and Florence Divisions and the necessary Release Form (available at the Amtrak Station) prior to requesting instructions from the yardmaster to depart Amtrak Siding.
- (e) Amtrak crews departing Newport News Yard must obtain instructions from the yardmaster prior to departing Amtrak Siding. Amtrak crews must not handle switches within the yard until after instructions are received and any instruction concerning communication with other employees has been accomplished.
- (f) **Newport News Dry-dock and Shipbuilding**

Interchange Track

Instructions from the yardmaster must be obtained before pulling cars from the interchange track. The yardmaster must notify the conductor of any shipments exceeding the clearance limits or other conditions prior to giving such instructions.

(g) Private Coal Facilities

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

Prior to shoving coal to the private terminals, an additional job briefing must be held to ensure that all members of the train crew (including the utility switchman) and the yardmaster on duty have a clear understanding of the moves to be made. Following this job briefing, a member of the train crew must position himself on the side of the car, on the east end of the leading car, to ensure that the route is lined and clear for the movement.

(h) Dominion Terminal Associates

Crews will not proceed east beyond the “DTA CONTROL POINT” without the permission of the DTA tower operator. Derails are located on the east and west ends of DTA loaded tracks and the west end of DTA empty yard. Crews must report clear to the DTA tower operator after leaving DTA and request permission to re-enter.

DTA has painted a yellow tie approximately 4 car lengths east of the power derails located on the west end of No. 1,2,3 and 4 loaded tracks. Cars delivered to DTA on these tracks must be placed east of the yellow tie to allow room for DTA to couple units to the west end of cars and clear the circuit in order to reapply the derail. (See Note.)

(i) Pier IX

A power derail is located approximately 650 feet east of the east end crossover switch running track to the Pier IX lead. A sign approximately 50 feet west of the power derail on the south side of the Pier IX lead indicates, “PIER IX CONTROL POINT.” All crews must contact the Pier IX tower operator, by use of the phone located at the power derail, prior to passing the “PIER IX CONTROL POINT” sign to request permission to proceed east. Once crew has completed work at Pier IX and passes the “PIER IX CONTROL POINT” sign on the westbound move, the crew will report clear to the yardmaster. (See Note.)

Note: When the DTA or Pier IX tower operator is not on duty, instructions to proceed east beyond the Control Point will be given by the yardmaster. After leaving DTA or Pier IX, crews must report clear to the yardmaster and request further instructions to re-enter.

(j) Test and Repair Facility Tracks

Automatic blue flags and derails are located on the C-1 track at a point 440 feet west of the switch

leading from the C-1 track to the west end of Tracks C02 and C03 and 275 feet west of the switch leading from C-1 track leading to the west end of tracks C-6 and C-5.

A manually operated derail and blue flag are located at the east end of C-2 track.

Crews must contact the Mechanical Department foreman on duty for the removal of automatic and manual derails or blue flags.

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

2. American Oil Company Refinery Tracks

- a) The access gate at the main rail entrance is manned by guards from 0700 to 1700 daily, except Saturday, Sunday and holidays. When guards are on duty, crews will not pass gate without permission of the guard. During the hours when the gate is unattended, a member of the crew will use the speaker at the main gate, identify self and ask permission to enter plant area. An operator on duty at the power station will acknowledge this request and give necessary clearance for the train to enter plant area.
- b) All trains must comply with "STOP" or other signs or instructions which in any way relate to the movement into any track or area. STOP signs are located at the entrance to the combination unit, south of the tetraethyl lead building and entrance to the tank car loading tracks.
- c) Trains must not block road crossings for an undue length of time, but will cut such crossings as may be necessary.

3. Train Movement at Amoco Branch

- a) Trains and engines must not occupy the track section between Wolftrap road crossing CPA 5.0 and the end of the track between the hours of 2300 and 0700.
- b) Eastbound trains and engines must STOP clear of Wolftrap Road crossing and not pass that point until after 0700 hours.
- c) When it is known that the train will not be clear of these limits prior to 2300 hours, the train dispatcher must be contacted for instructions.

4. Yorktown Power Plant

Trains destined for Yorktown Power Plant (VEPCO) must stop short of Wolftrap Road crossing. Once the Job Briefing has been completed with the entire crew, including the utility switchman, the following will govern:

- (a) Cut the head (68) cars and pull clear of the Hornsbyville Road crossing.
- (b) Pull the head 30 cars into Track 5.
- (c) Pull the remaining 38 cars through Track 9, placing the overflow into Track 8.

- (d) Back light engines through Track 7 to the west end of Track 5 coupling to the 30 cars and shove east into Track 2.
- (e) Pull the remaining 32 cars located west of Wolftrap Road into Track 7 with the overflow into Track 6.
- (f) The locomotive will exit through Track 5.

When pulling empties the following will govern:

- a) Pull Track 2 30 cars and double the cars in the New Yard.
- b) Shove back and couple to the empty cars in the Chlorine track.
- c) Install the ETD and perform the necessary brake test.

5. Lee Hall – Fort Eustis Government Track

- a) Trains will use the Pull-in track expecting to find it occupied by government equipment.
- b) Trains must STOP and flag across all railroad highway grade crossings unless crossings are protected by a government flagman.

6. Naval Weapons Station track

- a) The access gate to the rail interchange yard is manned by guards from 0730 to 1500 daily, except Saturdays, Sundays and holidays. To prevent delay, the security officer at 887-7103, or the Naval Quarterdeck officer at 887-4545 must be advised of expected arrival time on Saturdays, Sundays and holidays so arrangements can be made to have the gate open. In an emergency, the conductor will call the security officer or quarterdeck officer.
- b) Inbound loads will be shoved into interchange yard (barricaded area) by the CSXT crew. Outbound loads will be picked up from the same area.
- c) All movements must be made expecting to find track occupied by government equipment. Spacer cars must not be left in the marshalling yard. These cars should be taken to Newport News or Fulton. Tank cars must not be taken into the marshalling yard, but left outside the fenced area.

7. Anheuser-Busch Industrial Lead

- a) Crews switching Anheuser-Busch must contact Anheuser-Busch Security at Bell telephone number 253-3700 prior to crossing Route 60 to secure permission to enter the plant.
- b) Crews will properly use the dual locking arrangement and secure the gate after switching is completed.

8. A.H. Robins Company – Fort Lee

Ethanol unloading facilities are located outside the building on Track B. When the "Ethanol being unloaded" sign is displayed, engines or cars must not pass the grade crossing on either track.

Fulton Yard

a) Inbound Trains

The conductor or engineer of trains inbound Richmond (Fulton) including trains inbound from Florence Division at AM Jct. Must contact the Fulton yardmaster and convey the direction and condition for service of each locomotive in the consist. After stopping, a report of the fuel in each locomotive will be conveyed.

b) Air Brake Test Certificates

The conductor or engineer of inbound trains arriving Richmond (Fulton), including trains inbound from the Florence Division at AM Jct. Must contact the Fulton yardmaster to ascertain instructions concerning Air Brake Test Certificate for their train (Channel 70/70).

c) Reporting for Duty

All road crews reporting for duty at Richmond, Fulton Yard must contact the Fulton yardmaster within ten (10) minutes of call time. They must inform the yardmaster at that time whether they have received all of their appropriate paperwork.

Any crew that will be departing by taxi must contact the Fulton yardmaster before their departure to notify him/her of their departure time.

Movement Against The Current Of Traffic

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

Train Documentation

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

Work Authority Instructions

EAS Darbytown and Rivanna Jct. – Before authority is issued for work force under Rule 707 a copy of the train message protecting same must be given to the Fulton yardmaster.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Protection Against Slips, Trips And Falls

- 1) All refuge bays are out of service on the Richmond Viaduct between Nicholson Street and Rivanna Jct.
- 2) Bridge walkway is out of service on the Richmond Viaduct between CA 84.6 and CA 85.0

Close Clearance

1. Nance, VA. (MP CA 66.1) - Set off track will not clear rider on the south side of a car.

2. Stock Wood (Customer 115) -- Due to close clearance the following will govern when working this customer:

- (a) Employees are prohibited from riding equipment entering or exiting Stock Wood (Customer 115).
- (b) STOP all train movement outside the gate and dismount the equipment.
- (c) Open the gate and secure both sides of the gate.
- (d) Employee will walk to a safe position inside and then start the movement into the customer's facility.
- (e) Employee will work the customer observing all areas of close clearance.
- (f) Update Job Briefings frequently when working this customer.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Placing Empty Cars In Trains:

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

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

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

Moving Clearance Implicated Shipments

Newport News

- 1) Handle carefully at all times.
- 2) All High and Wide shipments will be handled separately with air, no additional cars attached except assigned idlers.
- 3) Do not flat switch with motive power detached.
- 4) Outbound loads will only be pulled from industry after a qualifier has been issued and cleared for outbound train movement by the chief dispatcher. Do not pull loads from industry with only a switch order; cars must be billed for movement.
- 5) Designated tracks will be used.
- 6) Inbound loads will be placed in 6 Mainline track until ordered and placed at industry. Clearance points are marked in 6 Mainline track with illuminated reflectors and painted ties approximately 150 feet from west switch.
- 7) Outbound loads pulled from industry will be placed in Class Track 1. Clearance points are marked in Class Track 1, with illuminated reflectors and painted ties approximately 100 feet from the east and west switches.

Fulton Terminal

- 1) All tracks in Fulton Yard are prohibited for movement of dimensional cars unless adjacent tracks are clear.
- 2) No. 1 Mainline will not be used for the movement of dimensional cars unless West One and West Drill tracks are clear of equipment.
- 3) No. 2 Mainline will not be used for the movement of dimensional cars unless East 11, Old Roundhouse and the East Drill track are clear of equipment.
- 4) Instructions/Clearance Wires are received and reviewed by the yardmaster for movement in the yard.
- 5) Dimensional cars will be pulled from local industries using the Y123 (daylight yard job) after appropriate billing and clearance instructions are received.
- 6) Westbound trains will set dimensional cars in Stub Track with the appropriate route clear of cars in other tracks.
- 7) Eastbound trains will set dimensional cars in the east end of the Cab track with the appropriate route clear of cars on adjacent tracks.
- 8) West Main Lines with West One yard track and West Drills clear.
- 9) East Main Line with East 11, Old Roundhouse and East Drill clear. East Drill, 18 Track and Four Lead with appropriate tracks clear.
- 10) No interchange with foreign carriers.
- 11) The yardmaster protects movements in the yard with appropriate job briefings with crews handling dimensional shipments.

5. INSTRUCTIONS RELATING TO AIR BRAKES AND TRAIN HANDLING RULES

NONE

NOTES

7. MISCELLANEOUS

7.1 Industrial Tracks

- A) Amoco IT
- B) Dow IT
- C) Penniman IT
- D) Air Base IT
- E) James River IT
- F) Hampton IT

NOTES

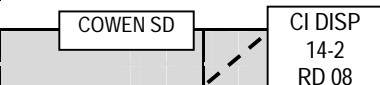
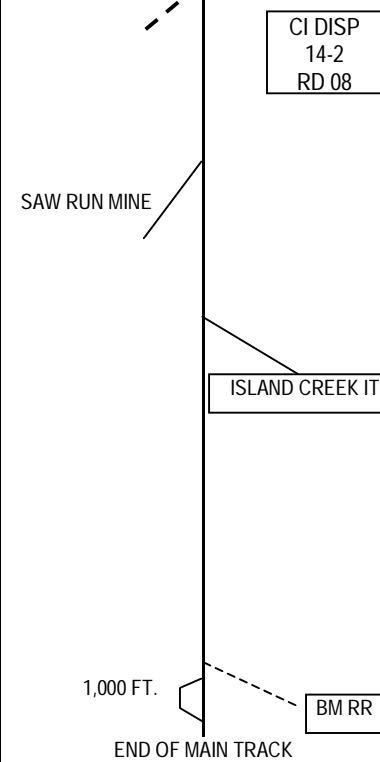
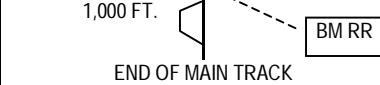
6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
Newport News, VA Hampton Roads Paving	Engines	Not permitted past engine STOP sign. Unless authorized by CSX manager or Hampton Roads Paving employee.
Copeland Industrial Lead	Six-axle units	Must not operate
Penniman Spur	Engines	Must not operate beyond a point 1400 ft. east of interchange track

NOTES

NOTES

PICKENS SUBDIVISION - PK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
15	BUC 41.9	HAMPTON JCT.			CPS-261	PICK	
10	BUH 0.0	DTC BLOCK SIGN HAMPTON JCT.			TWC-DTC		
	BUH 2.2	SAGO					
	BUH 3.0						
	BUH 5.0						
	BUH 5.6	IC JCT					
	BUH 5.7	DTC BLOCK SIGN					
	BUH 12.2	ALTON					
	BUH 14.6	DTC BLOCK SIGN					
	BUH 15.8	ALEXANDER					
10	BUH 17.0				TWC-DTC		
17.0 MILES HAMPTON JCT. TO ALEXANDER							

PICKENS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Hand Brakes - Locomotives

When leaving locomotives unattended at Saw Run mine hand brakes must be applied and tested in an eastbound direction prior to restoring the derail and switch to the normal position. If test is ineffective, locomotives must be left on the main line and blocked or chained if necessary.

Hand Brakes - Cars

The following chart applies to locomotives, cars and trains left unattended.

Between Location/Milepost	Loads	Empties
BUH 0.0 and BUH 3.1	20%	10%
BUH 3.1 and BUH 15.3	50%	25%
BUH 15.3 and BUH 17.0	20%	10%

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety STOP

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

1) BUH 2.9

Saw Run Mine when making coupling on loaded coal trains

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety STOP) and must comply with the following:

- 1) Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Placing Empty Cars In Trains

Empty, 80 feet and longer cars will be hauled on the rear of the train. Loaded trains handling empty cars will have empty cars, other than 80 feet or longer empty cars, more than 15 cars from head end of the train.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Steep Grade Train Handling

Upshur No. 1 Mine - After the brake test is completed the engineer must immediately be notified when the brake pipe pressure on the rear of the train reaches 75 PSI. The train may depart five minutes later.

A running release of the train brake will not be made on loaded freight trains between Upshur No. 1 Mine and IC Jct.

When a train is stopped between Upshur No. 1 Mine and IC Jct., for any reason, a sufficient number of hand brakes will be applied to hold the train on the grade during the recharging procedure.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Subdivision	Six-axle Units	Must not operate west of BUH 5.0
Saw Run Mine	Equipment	Equipment must not move under loading facilities unless chutes are fully retracted. Equipment must not be placed on tail track without permission of mine personnel.

7. MISCELLANEOUS

Conductors Arriving Alexander – Conductors will promptly notify the train dispatcher of their arrival at Alexander. Bell telephones are available.

7.1 Island Creek Industrial Track

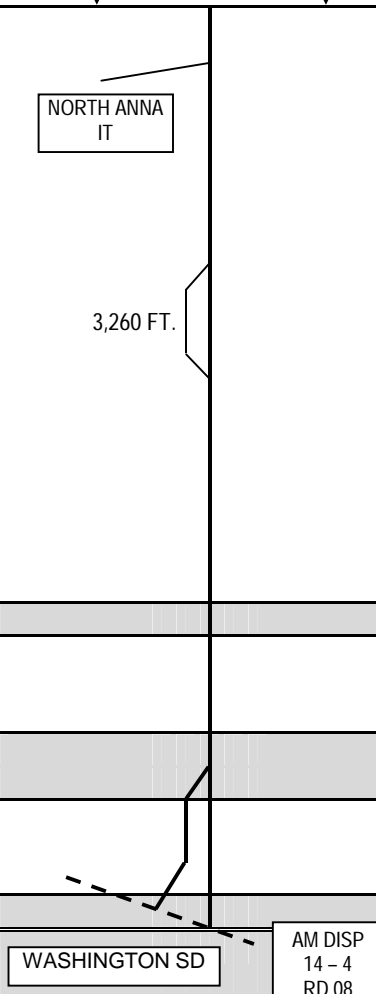
Movements on the Island Creek Industrial Track are governed by Operating Rule 96.

NOTES

PIEDMONT SUBDIVISION - P3

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
				PENINSULA SD		ABS-261	YL	1
35	35	CA 85.5	AM JCT. (PENINSULA SD)	AL DISP 14 – 1 RD-08	NO. 2 TRACK BELLWOOD SD FLORENCE DIV CQ/AE DISP 94 - 7 RD 32	CPS-261	YL	
25	25	CA 85.5	DTC BLOCK SIGN AM JCT.			TWC-DTC		1
		CA 86.0	2.3	AM DISP 14 – 4 RD 08			DTC BLOCK SANDCO	
		CA 87.8	DTC BLOCK SIGNSANDCO					
		CA 93.6	EAST ATLEE	6.6			DTC BLOCK ATLEE	
		CA 94.4	DTC BLOCK SIGN WEST ATLEE	3,130 FT				
		97.0 98.0	8.9				DTC BLOCK PEAKE	
		CA 103.3	DTC BLOCK SIGN HANOVER				DTC BLOCK BEAR	
		CA 108.8	7.3					
		CA 110.6	DTC BLOCK SIGN ROUTE 30	1.2			DTC BLOCK TOMMY	
		CA 111.7		RF&P SD		TWC-DTC		
		CA 111.9	DOSWELL		CQ/AE DISP 20 – 3 RD 96	CPS-261		1
						TWC-DTC	DTC BLOCK BAKER	
		CA 112.5	DTC BLOCK SIGN WEST DOSWELL					
		CA 113.6 114.0 115.0	6.3				DTC BLOCK NOEL	
		CA 117.4	EAST NOEL	SDG 3,800 FT				
		CA 118.1	DTC BLOCK SIGN WEST NOEL					
		CA 123.8	EAST BEAVERDAM	6.2			DTC BLOCK TEMAN	
		CA 124.3	DTC BLOCK SIGN WEST BEAVERDAM			ABS-261	DTC BLOCK VEPCO	
25	25							

PIEDMONT SUBDIVISION - P3

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
25	25		16.5			TWC-DTC	DTC BLOCK VEPCO	1
		CA 140.8	DTC BLOCK SIGN MINERAL					
		CA 145.7	EAST LOUISA				DTC BLOCK LOUISA	
		CA 146.4	DTC BLOCK SIGN WEST LOUISA				DTC BLOCK MELTON	
25	25	CA 159.3	MP 159			TWC-DTC CPS-261		
20	20	CA 159.9	1.0			ABS-261	DTC BLOCK GARY	1
10	10	CA 160.3	EAST GORDONSVILLE			CPS-261		
10	10		0.3			ABS-261		
20	20	CA 160.6	G TOWER			CPS-261	DTC BLOCK GORDON	1
						ABS-261		

75.1 MILES AM JUNCTION TO G TOWER

STATION PAGE NOTES

NOTE 1: All Color Light Signals are CSX Operating Rules C1281 – C1298.

PIEDMONT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Railroad Crossings At Grade

Location	Railroad	Protection
Doswell	RF&P Subdivision	226-B

Note: Standing trains or equipment must not block the Baltimore RF&P Subdivision crossing at Doswell.

Trains stopping to do work at Doswell will notify the train dispatcher each time when ready to cross the Baltimore RF&P Subdivision crossing.

If a westbound train will not clear the Rt. 30 crossing while working or waiting for signal at Doswell, STOP will be made east of the crossing.

Highway And Street Crossings

1. Providing Crossing Protection

- a) **Verdon – State Route 684** – When the west switch at Verdon is reversed, crossing protection at SR 684 will not activate until the engine passes CA 115.7.

- b) **North Anna – State Route 684** – A time-out and restart feature is provided for eastbound trains.

When necessary for eastbound trains or engines to stop before reaching the crossing, a STOP will be made west of CA 116.0.

Eastbound trains or engines stopped or delayed within 2,200 feet of the crossing will not exceed a speed of 6 MPH approaching the crossing.

- c) **Louisa – Route 628** – The operating circuit on the spur track extends 50 feet on each side of the crossing.
- d) **Noel – Route 746** – Cars must not be left standing within 500 feet of the crossing.
- e) **Gordonsville** – Trains operating on the Straight and Team tracks must approach highway grade crossings equipped with automatic warning devices prepared to provide crossing protection in accordance with Operating Rule, Rule 100-E.
- f) **Gordonsville – 30th Street, Just West of CA 160.6**
If, in emergency, it is necessary to leave cars or engines standing closer than 150 feet to the crossing, a member of the crew will assist highway traffic until cars or engines are removed.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Placing Empty Cars In Trains

Empty cars, 80 feet long or longer, must be placed in trains in such a location that the trailing tonnage behind these empty cars does not exceed 7,400 tons westbound and 8,300 tons eastbound.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 Frederick Hall – VA Power Tracks – The security guard will handle gates on Tracks A and D serving North Anna Power Station.

7.2 Richmond Newspaper – CA 93.0 – Wheel stops located at end of track will not prevent a drawbar from striking the wall at end of track.

7.3 Martin Marietta Aggregates (Verdon Rock Quarry)
Has placed signs at the west end of the plant on the north side and the south side of the plant track, approximately 6 car lengths east of the derail located at the west end of the plant, which reads as follows:

“NO LOCOMOTIVES BEYOND THIS POINT”

Crews will not move locomotives past this sign unless authorized to do so by Martin Marietta Aggregates employee or CSX manager.

These signs do not create a close clearance

7.4 North Anna IT

NOTES

NOTES

PINE CREEK SUBDIVISION - P7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	CMF 6.0	HOBET NO. 7		END OF TRACK	TWC-DTC	DTC BLOCK PINE	
	CMF 5.3	I.C. MINE NO. 22		BJ DISP 14-4 RD 08			
		1.9					
		3.6					
10	CMF 0.0	OMAR			TWC-DTC	DTC BLOCK PINE	
25	CME 8.1	OMAR	<div>LOGAN & SOUTHERN SD</div> <div>BJ DISP 14-4 RD 08</div>		TWC-DTC	DTC BLOCK OMAR	
6.0 MILES HOBET NO. 7 TO OMAR							

PINE CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Excepted Tracks

The entire SD is designated as excepted track.

Hand-Operated Switches

- A. West and east switches at Holden Mine (IC22) will be left in position last used. Trains or engines must approach these switches expecting to find them lined against their movement.
- B. Junction switch, MP CME 8.1, Omar, will be left in the position last used. Trains and engines must approach this switch expecting it to be lined against their movement.

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 REALTING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7 MISCELLANEOUS

NONE

NOTES

PINEY CREEK SUBDIVISION - PC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				<div>NEW RIVER SD</div> <div>AM DISP 14-8 RD 08</div>		ABS-261		1 1,2
P	F							
40	35	CA 380.0	PRINCE			CPS-261	DTC BLOCK PRINCE	
14	CAN 0.0	PRINCE				193	YL	
	CAN 0.4		0.8					
	CAN 0.8	TERRY SIDING						
	CAN 1.7	DTC BLOCK SIGN				193	YL	
	2.0					TWC-DTC	DTC BLOCK CURTIS	
	3.0							
	CAN 4.5	DTC BLOCK SIGN						
	CAN 10.2	RODES	9.4				DTC BLOCK RODES	
	CAN 12.2	DTC BLOCK SIGN				TWC-DTC		
	CAN 13.4	RALEIGH	3.2			193		
	CAN 14.3	DTC BLOCK SIGN				193		
	CAN 16.1	BECKLEY JCT	2.7				DTC BLOCK STARR	
	CAN 16.4	MABSCOTT	0.3					
	CAN 16.5	DTC BLOCK SIGN						
	CAN 19.1	BURKS	2.7				DTC BLOCK ECCLES	
	CAN 22.1	ECCLES JCT	3.0					
	CAN 23.6	DTC BLOCK SIGN BAYLOR	1.5					
	14	CAN 26.6	GLEN DANIELS JCT	2.4			TWC-DTC	DTC BLOCK BAYLOR
26.6 MILES PRINCE TO GLEN DANIELS JCT.								

STATION PAGE NOTES

NOTE 1: Signals displayed are in accordance with Signal Aspect Rules C1281-C1298.

NOTE 2: Rule ABS-261 is in effect for eastward trains between MP CAN 0.4 and MP CAN 0.0 at Prince.

PINEY CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Hand-Operated Switches

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

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

Train Handling Instructions Piney Creek SD Eastbound Trains Between Raleigh and Prince:

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

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

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

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

Running dynamic brake test procedures:

2-unit consist:

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

3-unit (or more) unit consist:

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

Tractive Effort – Back Up Movement

East End Raleigh Yard – A maximum of 20 power axles may be used when making back up movements with more than 50 cars.

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

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

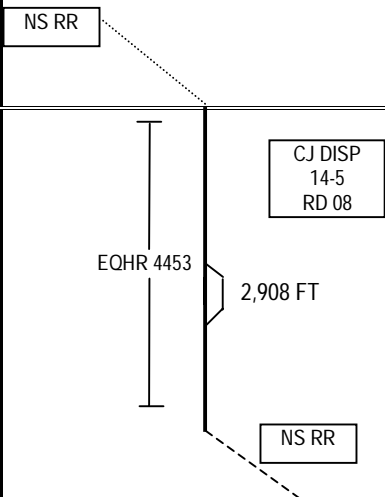
7.1 Maple Meadow Industrial Track

Providing Highway Crossing Protection

Maple Meadow Mine Extension: All trains must STOP and flag all road crossings between CAV 0.0 to CAV 4.5.

NOTES

POMEROY SUBDIVISION - PV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
							1,2
20	BBE 127.9	HOBSON 2.8			193	YL	
	BBE 125.1	CHESHIRE 6.0					
	BBE 119.1	KANAUGA 0.1					
20	BBE 119.0	KANAUGA JUNCTION			193	YL	2
8.9 MILES HOBSON TO KANAUGA JUNCTION							

STATION PAGE NOTES

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

Westbound NS trains will report to the NS dispatcher as soon as they clear the Pomeroy SD. The NS dispatcher will then relay the information to the CSX train dispatcher.

Eastbound NS trains will report to the NS dispatcher as soon as they clear the Pomeroy SD after passing Hobson. The NS dispatcher will then relay the information to the CSX train dispatcher.

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

POMEROY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Hand Brakes

The following chart applies to locomotives, cars and trains left unattended.

Unattended Hand Brake Application

Between Location/Milepost	Loads	Empties
BBE 119.0 and BBE 127.9	20%	10%

Use Of Specified Tracks

Kyger Creek – O.V.E. Interchange Track – Trains must not occupy O.V.E. main tracks beyond the east switch of the set off track without flag protection.

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

NONE

7. MISCELLANEOUS

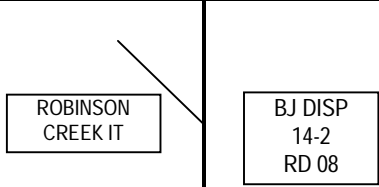

NONE

NOTES

POND FORK SUBDIVISION - PF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
	CLI 29.1	HARRIS	END OF TRACK		193	YL	
	CLI 24.9	ROCK LICK	4.2				
	CLI 24.0	DTC BLOCK SIGN			193	YL	
20	CLI 23.3	JASPER	1.6		TWC-DTC	DTC BLOCK LICK	
	CLI 22.5	DTC BLOCK SIGN					
	CLI 21.7	CLINTON	1.6				
	CLI 20.3	BARRETT	1.4	3,240 FT SS BARRETT IT SS		DTC BLOCK MIKE	
	CLI 15.7	DTC BLOCK SIGN					
	CLI 14.2	DTC BLOCK SIGN		9,208 FT		DTC BLOCK FLAT	
	CLI 14.1	KOHLSAAT	6.2	SS		DTC BLOCK KOHL	
	CLI 11.7	DTC BLOCK SIGN		WEST FORK SD BJ DISP 14-2 RD 08 SS			
	CLI 11.6	WEST JCT.	2.5			DTC BLOCK JACK	
	20	CLI 8.6					
10	CLI 8.2						
20	CLI 7.9	DTC BLOCK SIGN					
	CLI 6.5	DTC BLOCK SIGN		7,305 FT		DTC BLOCK LANTA	
	CLI 6.4	LANTA	5.2		TWC-DTC	DTC BLOCK POND	
20							

POND FORK SUBDIVISION - PF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
20	CLI 6.4	DTC BLOCK SIGN LANTA			TWC-DTC	DTC BLOCK POND	1,2,3
10	CLI 5.9	ROBINSON CREEK JCT 0.7					
20	CLI 5.7						
20	CLI 0.0	DTC BLOCK SIGN POND JCT 5.7			TWC-DTC	DTC BLOCK POND	
	CLF 37.3	POND JCT.			193	YL	
29.1 MILES HARRIS TO POND JCT.							

STATION PAGE NOTES

NOTE 1: Spring Switch

Location	Normal Position	Facing Speed	When Springing
Pond Jct. – Junction Switch of Pond Fork Subdivision	Pond Fork Subdivision	20 MPH	10 MPH

NOTE 2: Trains will call the Danville yardmaster (when on duty) for instructions before passing Pond Jct. MP CLF 37.3.

NOTE 3: Providing highway crossing protection Pond Jct. State Route 17:

Westbound approach circuit begins at a point 341 feet east of the Spring Switch at Pond Jct. and is identified by a sign reading, "beginning flasher circuit." Westbound trains stopping for yarding instructions at Danville must STOP east of this sign. When necessary to meet eastbound trains at Pond Jct., westbound trains on Pond Fork or Coal River Subdivision must not move west of this sign until the rear of eastbound train has cleared westbound approach circuit.

POND FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Location	Normal Position	Facing Speed	When Springing
West Jct. Junction Switch	Pond Fork SD	20 MPH	10 MPH
West End Kohlsaats Siding CLI 14.0	Siding	10 MPH	
East End Kohlsaats Siding CLI 15.9	Main	20 MPH	
Barrett West Leg Of Wye Track	Pond Fork SD		

Hand-Operated Switches

1. Barrett – The normal position of the switch at Apex of Wye track Wharton No. 2 Mine is for movement on the west leg of Wye.
2. West and east switch, Lick Mine, will be left in the position last used. Trains and engines must approach these switches expecting them to be lined against their movement.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance

Look out for close clearance at the following locations:

- A) Between No. 1 and No. 2 supply tracks at Wharton 4 Mine
- B) At Preparation Plant and Loadout Kohlsaats Mine MP CLI 15.0

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Location	Equipment	Restriction
Harris Mine	Engines	Must Not Move Under Coal Loading Facilities On Main Track Until Chute Has Been Moved To Clear Position

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 Industrial Tracks

- A) **Barrett Industrial Track**
- B) **Robinson Creek Industrial Track**
Robinson Creek industrial track is designated as excepted track between MP CLK 0.0 Robinson Creek Jct. and MP CLK 2.9 end of track.

NOTES

NOTES

NOTES

RALEIGH SOUTHWESTERN AND WINDING GULF SUBDIVISION - RZ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
14	CAN 13.4	RALEIGH	<div>BJ DISP 14-5 RD 08</div> <div>PINEY CREEK SD</div>		193		1
14	CAQ 0.0	RALEIGH	<div>BJ DISP 14-5 RD 08</div>		193		
14	CAQ 2.0	DTC BLOCK SIGN			193	DTC BLOCK WARD	
	CAQ 3.5	CRAB ORCHARD			TWC-DTC		
	CAQ 5.5	DTC BLOCK SIGN			TWC-DTC		
	NSWG 23.6	PEMBERTON					
	NSWG 21.1	SOPHIA			NS RULES		
	NSWG 16.1	WOODBAY					
	NSWG 14.7	STOTESBURY					
	NSWG 12.0	END OF CSXT MAINT.					
	NSWG 7.5	AMIGO					
	NSWG 6.5	HORSEPEN					
	NSWG 1.4	BLACK EAGLE					
	NSWG 0.0	GULF JCT.					
5.5 MILES RALEIGH TO PEMBERTON							

STATION PAGE NOTES

NOTE 1: Pemberton NS Crossing – After stopping at STOP sign, trains may cross NS when route is clear.

RALEIGH SOUTHWESTERN AND WINDING GULF SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Highway Crossing Protection

All trains must approach crossing at Route 29/2 Sophia, MP NSWG 22.0 prepared to comply with Rule 100-E in the event signals are not working due to rusty rail conditions.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PRACTICES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Stretch Braking

Stretch braking is permitted between CAQ 2.0 and CAQ 5.5.

Tractive Effort - Helpers

Loaded coal trains may be pushed with not more than 18 powered axles at the rear of train.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire SD	Six-axle engines unless equipped with radial or steerable trucks	Must Not Operate

7. MISCELLANEOUS

7.1 Pemberton Industrial Track

NOTES

RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
					WEST					
P	F		CA 84.5	RIVANNA JUNCTION	<div><div>PENINSULA SD</div><div>AL DISP. 14-1 RD 08</div></div>		ABS-261	YL	1	
30	30									
30	30									
P	F		CAB 0.0 CAB 1.4 CAB 1.7 CAB 2.4 CAB 3.9 CAB 7.5 CAB 8.6 CAB 8.8 CAB 9.9 15.0 16.0 CAB 16.9 CAB 17.0 CAB 18.2 CAB 18.3 CAB 18.4 CAB 18.6 CAB 21.0 CAB 23.4	DX CABIN EAST SWITCH LUCK WEST SWITCH LUCK	1.2 6.1 9.4 1.5 8.8	<div><div>AL DISP. 14-2 RD 08</div></div>		ABS-261	YL	1
30	UNDER 14,000 TONS	OVER 14,000 TONS								
30	30	30								
30	30	30								
35	35	35								
35	35	35								
35	35	35								
40	40	40								
40	40	35								
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RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
	UNDER 14,000 TONS	OVER 14,000 TONS					ABS-261	DTC BLOCK MAID	
35	35	35		CAB 29.7 MAIDENS			CPS-261		
35	35	35		CAB 32.3			ABS-261	DTCBLOCK IRWIN	5
40	40	35			1	2	ABS-261		
			4.1	CAB 33.8 IRWIN			CPS-261		
			12.5	CAB 42.2	(1) HBD-DEDAC		ABS-261	DTC BLOCK ROCK	
				CAB 46.4 EAST PEMBERTON			CPS-261		
			1.8		SSDG 8,790 FT		ABS-261	DTC BLOCK PEMBER	5
				CAB 48.1 WEST PEMBERTON			CPS-261		
			7.1				ABS-261		
				CAB 55.2 EAST COLUMBIA			CPS-261		
			1.4		SSDG 7,260 FT		ABS-261	DTC BLOCK STEARN	
				CAB 56.6 WEST COLUMBIA			CPS-261		
			7.8				ABS-261		
				CAB 64.6 AGNES			CPS-261		
			2.0	CAB 66.2	(2) HBD-DEDAC-AD		ABS-261		
				CAB 66.4 BREMO		BB RR	CPS-261		
			2.0				ABS-261		DTC BLOCK BREMO
				CAB 68.4 STRATHMORE			CPS-261		
			1.3	CAB 69.3			ABS-261		
				CAB 69.7 WEST STRATHMORE	1	2			
			0.6				ABS-261		
				CAB 70.4 SHORES			CPS-261	DTC BLOCK SHORES	
40	40	35					ABS-261		

RIVANNA SUBDIVISION - RV

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F				WEST				
40	40	35	CAB 79.0	8.7			ABS-261	DTC BLOCK SHORES	4 2,3 2,3 4
			CAB 79.4	SCOTTSVILLE			CPS-261		
			CAB 85.2 CAB 86.0	9.5	(1) HBD-DEDAC		ABS-261	DTC BLOCK SCOTTS	
			CAB 88.6	EAST HOWARDSVILLE			CPS-261		
				2.4	SSDG 11,980 FT		ABS-261		
			CAB 91.0	WEST HOWARDSVILLE			CPS-261		
			CAB 93.7 105.0 106.0	16.3			ABS-261	DTC BLOCK HOWARD	
							ABS-261		
			CAB 107.3	EAST NORWOOD			CPS-261		
				1.4	CSDG 7,270 FT		ABS-261		
			CAB 108.7	WEST NORWOOD			CPS-261	DTC BLOCK WOOD	
			CAB 108.9 CAB 109.1	5.4	(2) HBD-DEDAC	TTB	ABS-261		
			CAB 114.1	GREENWAY			CPS-261		
			CAB 117.3	5.0		1 2	ABS-261	DTC BLOCK GREEN	
			CAB 119.1	GLADSTONE			CPS-261		
CAB 119.2									
35	35	35	CAB 119.2	GLADSTONE	JAMES RIVER SD	AL DISP 14-3 RD 08	ABS-251 W=1 E-2	DTC BLOCK LIVELY	1
P	F		CAB 119.2	GLADSTONE					
35	35								1
119.2 MILES RIVANNA JUNCTION TO GLADSTONE									

119.2 MILES RIVANNA JUNCTION TO GLADSTONE

STATION PAGE NOTES

- NOTE 1:** All Color Light Signals are Signal Rules 1281 – 1298.
- NOTE 2:** Rules ABS-261 are in effect at Howardsville, Columbia, Pemberton and Sabot Sidings.
- NOTE 3:** Authorized speed on Howardsville Siding is 25 MPH.
- NOTE 4:** Medium speed between CAB 86.0 and CAB 93.7 is 25 mph.
- NOTE 5:** Authorized speed on Columbia, Pemberton and Sabot Siding is 10 mph.

RIVANNA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULE

Excepted Tracks

The following tracks are designated excepted tracks:

No. 1 and No. 2 yard tracks and old airline main line tracks at Strathmore.

Hand Brakes – Cars

Rivanna Jct. or Browns Island – When leaving trains unattended at Rivanna Jct. or Brown's Island, apply 10 hand brakes on cars. When selecting hand brakes select only hand brake toward the centerline. The inbound crew must inform the outbound crew the initial and number of the furthest car from the engine with a hand brake applied.

Use Of Specified Tracks

Gladstone – Nos. 1, 2, 3 and 4 tracks must not be blocked without instructions from the Lynchburg yardmaster.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Protection Against Slips, Trips And Falls

All timber refuge bays are out of service on the Richmond Viaduct between Rivanna Jct. and DX Cabin.

Close Clearance

Haxall Water Gate (CAB 2.4) – Richmond Water has installed new gate control handles on the south side of No. 1 track at CAB 2.4. These handles locate 5' 3" from the centerline of No. 1 track at a height of ten (10) inches above the top of the rail. Crewmembers are cautioned against riding the south side of a car in the vicinity. Engineering Department employees are cautioned against equipment striking the handles.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTION RELATING TO EQUIPMENT HANDLING RULES

Placing Empty Cars In Trains

Empty cars, 80 feet or longer, must be handled on the rear of trains exceeding 13,400 tons.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTION RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Korah	Engines	Must not go beyond a point 390 feet west of point of switch
Luck	Engines and cars	Must not operate under tipple
Gladstone-Caskie Industries	Six-axle units except radial truck	Must not operate

7. MISCELLANEOUS

NONE

NOTES

RUPERT SUBDIVISION - RT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10			<div><div>SEWELL VALLEY SD</div><div>BJ DISP 14-7 RD 08</div></div>		96		
10	CAF 20.4	RAINELLE JCT.	<div></div>		96		
10	CAH 0.0	RAINELLE JCT.	<div><div></div><div>BJ DISP 14-7 RD 08</div><div>RADERS RUN IT</div><div>5,154 FT</div><div>END OF TRACK</div></div>		96		
	CAH 0.2	WYE SWITCH					
	CAH 0.6	LINCOLN MINE					
	CAH 1.0	DTC BLOCK SIGN			96		
	CAH 7.2	DTC BLOCK SIGN RUPERT JCT.			TWC-DTC	DTC BLOCK RUPERT	
	CAH 9.9	GUMM				DTC BLOCK ANJEAN	
	CAH 13.0	ANJEAN					
	CAH 19.9	DTC BLOCK SIGN CLEARCO			TWC-DTC		
	CAH 20.8				96		
10			END OF TRACK				
20.8 MILES RAINELLE JCT. TO END OF TRACK							

RUPERT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Excepted Tracks:

The entire Rupert SD is designated as excepted track.

Highway Crossing Protection

All trains must STOP and flag the crossing at MP CAH 7.2.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Stretch Braking

Stretch braking is permitted between CAH 0.0 and CAH 10.0.

5. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

7.1 The distance between CAH 6.0 and CAH 7.0 is 6,336 feet.

7.2 Rupert SD between MP CAH 7.5 and end of track CAH 19.9 is out of service.

7.3 Raders Run Industrial Track

NOTES

RUSSELL SUBDIVISION - RS

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
				<div>KANAWHA SD</div> <div>AN DISP. 20-3 RD 08</div>				1,2,3
P	F							
30	30	CA 524.2	RUSSELL YARD	<div>1 2 3</div>		CPS-261 (193)	DTC BLOCK RUSSELL	
PSGR MAIN		CA 524.2	RUSSELL YARD	<div>1 2 3</div>		CPS-261 (193)		1,7,8
P	F							
60	30							
				<div>RIVER LEAD R13 R12 OLD YD LEAD 1 SWT LEAD 2 SWT LEAD</div> <div>PSGR MAIN</div>		CPS-261 (193)		
			1.9	<div>CR DISP. 94-4 RD 08</div>		ABS-261		1
		CA 526.1	RACELAND			CPS-261		
				<div>FRT MAIN 3 PULL OUT 2 PULL OUT 1 PULL OUT</div>		ABS-261		
			1.7					
		CA 527.4	RJ CABIN	<div>1 2 3</div>		CPS-261 (193)		1,5,6
				<div>S LEAD N LEAD</div>				
		CA 527.8	POWELL STREET			CPS-261 (193)		
		CA 528.8				ABS-261		
		CA 529.0					DTC BLOCK SILO	
		CA 530.8		<div>1 2 3</div>				
			3.9			CPS-261		1,5,6
		CA 531.7	RIVERTON				DTC BLOCK GREEN	
		CA 532.8		<div>CR DISP. 94-4 RD 08</div> <div>1 2</div> <div>NORTHERN SD</div>		ABS-261	DTC BLOCK GREEN	1,5,6
7.5 MILES RUSSELL YARD TO RIVERTON								

STATION PAGE NOTES
<p>NOTE 1: Signal aspects displayed are in accordance with Signal Aspect Rules C1281 – C1298.</p> <p>NOTE 2: Between MP CA 524.0 and MP CA 501.0, trains in excess of 7,000 tons, but not exceeding 14,000 tons, will not exceed 40 MPH.</p> <p>NOTE 3: Between MP CA 524.0 and MP CA 501.0, trains in excess of 14,000 tons, will not exceed 35 MPH.</p> <p>NOTE 4: Between MP CA 527.8 and MP CA 531.7, trains in excess of 7,000 tons, but not exceeding 14,000 tons, will not exceed 40 MPH.</p> <p>NOTE 5: Between MP CA 527.8 and MP CA 531.7, trains in excess of 14,000 tons will not exceed 35 MPH.</p> <p>NOTE 6: Trains or engines operating on the engine runaround track between the ready track and the Big Four will not exceed 5 MPH.</p> <p>NOTE 7: Trains or engines operating through the Coal Hump engine underpass will not exceed 5 MPH.</p>

RUSSELL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Track:

All tracks in Raceland Car Shop yard are excepted track.

Time on Duty

Westbound trains arriving at Russell and eastbound trains arriving at RJ Cabin will contact the Coal Hump yardmaster or the Big Four yardmaster and state the amount of time they have been on duty.

Engine Bell

The engine bell must be rung approaching and passing through the Coal Hump underpass on the south lead.

Shoving Movements

When the tracks listed below reach the car length limits specified, these tracks will be coupled and spotted at the clearance point of the track in accordance with Operating Rule 103-A:

E01 through E20 – 50 car lengths

E21 through E27 – 80 car lengths

This is approximately 2/3 capacity for the above tracks.

After the tracks specified have been spotted at the clearance point of the track and additional cars have been switched into these tracks, when an engine goes in to couple a track, all couplings will be observed by an employee at the coupling. The tracks will be coupled and stretched, and no other shoving movements will be made without protection.

Hand Brakes Cars

1. Hand brakes will not be released on coal classifying or coal receiving tracks until locomotive(s) are coupled onto the track or the double over is completed.
2. The following table lists exceptions to Operating Rule 103-D. These exceptions are the minimum number of hand brakes to be applied at that location.

NOTES

Russell Terminal

Location	Loaded	Empty	Comments
Eastbound Yard R01 through T05	1 HB	2 HB	Manifest or Mty Train
R01 through T05	4 HB	--	Solid Loaded Train
E01 through E27	1 HB	1 HB	--
Coal Rec Yard R10 through R18	6 HB	4 HB	--
New Yard N01 through N52			--
Old Manifest Yard M02, M03, M04, M29, M30, M32	2 HB	2 HB	--
M05 Thru M28	1 HB	1 HB	--
#1, #2, and #3 Main Tracks between CA 531.7 and CA 527.8	5 HB	3 HB	4 HB
Passenger Main between CA 527.8 and CA 524.2	5 HB	3 HB	4 HB
Freight Main between CA 527.8 and CA 526.1	5 HB	3 HB	4 HB

Hand-Operated Switches

1. The east Dogleg switch on south lead west of Coal Hump must be left lined for straight track movement on the south lead.
2. The east end switch of the West Dogleg must be kept lined for straight track movement on the heavy side lead.
3. The west end switch of the West Dogleg must be kept lined for straight track movement on the south lead.
4. The switch on the south side of the hole (old manifest hump) must be kept lined for movement on the freight main.
5. The switch on the north side of the hole (old manifest hump) must be kept lined for movement on M01.
6. The cab track lead crossover must be kept lined for straight track movement when not in use.
7. The crossover at the west end of R02 and R01 must be kept lined for straight track movement when not in use.
8. The Creo lead switch must be kept lined for the north lead when not in use.

Hand-Operated Derails

1. When not in use, the derails on the north lead (#4 fuel spot) will be left in the off position and will be locked with an approved mechanical department lock. These derails are for the use of the Russell Locomotive Department. They will be solely maintained (removal and application) by Locomotive Department personnel.
2. Permanent derails have been installed on the engine runaround track. These derails are located 300 feet west and 250 east of the ready track building. When not in use, the derails on the engine runaround track will be left in the off position and will be locked with an approved mechanical department lock. These derails are for the use of the Russell Locomotive Department. They will be solely maintained (removal and application) by Locomotive Department personnel.

Use of Specified TrackS

1. The **Coal Hump yardmaster** authorizes movements on the following tracks:
 - A) Johnson Track – Johnson Track extends from the No. 1 pull out track eastward to the west switch on the heavy side lead.
 - B) M01 – M01 track extends from No. 2 pull out track at RJ Cabin eastward to the west switch of R04.
 - C) Heavy side lead.
 - D) West end of old yard tracks.
 - E) Russell shop repair facility tracks.
 - F) Entering or leaving R01 through R05 at the west end.
 - G) Entering or leaving T01 through T05 at the west end.
 - H) North lead adjacent to the coal hump.
 - I) South lead adjacent to the coal hump.
 - J) Locomotive service ready track.
 - K) River lead.
 - L) To or from the coal hump classifying yard.
 - M) To or from the coal receiving yard.
 - N) Through the hole (old manifest hump).
 - O) Through the Coal Hump underpass. Crews must notify the Coal Hump yardmaster when clear of the engine underpass at the first crossover on the north side and when clear of the East Dogleg switch on the south side.
 - P) Movements at the crossover between the north lead and the south lead at the east end of the Coal Hump underpass. This crossover must not be changed from the normal position unless authorized by the Coal Hump yardmaster.
2. The Big Four yardmaster authorizes movements on the following tracks:
 - A) Engine runaround track between ready track facility and east end of eastbound yard.
 - B) Entering or leaving R01 through R05 at the east end.
 - C) Entering or leaving T01 through T05 at the east end.
 - D) Movements by road crews to do any type work in the eastbound yard.
 - E) Movements using the engine underpass runaround track to the eastbound yard will STOP at the clearance point before entering the

No. 3 lead and secure authorization from the Big Four yardmaster.

- F) Movements by west end yard crews must secure authorization from the Big Four yardmaster or east end crews:
 - 1) Before coupling or shoving cars to the east end of tracks at the Big Four.
 - 2) Before initial coupling is made to standing cars that are to be moved in a westward direction.
3. Electric derails are installed and placed into service at the following locations on tracks at the locomotive service facility at Russell, KY:
 - 1) At the clearance point to the River lead on the west end of the River side pit track.
 - 2) At the clearance point to the River lead on the west end of the Hill side pit track.
 - 3) At the clearance point to the Hill side pit track on the west end of the northern outbound track.

These derails are controlled by the Russell ready track foreman. Crews, required to take their engines to the locomotive service facility, will contact the ready track foreman on radio Channel 93-40 to have derails removed and for instructions of locations where engines are to be left.

If the locomotives are to be placed on a clear track, the east end of the locomotive consist must be placed east of the "red line" signs. If the track is occupied the crew will comply with the instructions of the ready track foreman. After arriving in the locomotive servicing facility the crew must contact the Coal Hump yardmaster and advise of their arrival time at the servicing facility.

If the ready track foreman cannot be contacted immediately, the Big Four yardmaster will be contacted to assist in contacting the ready track foreman.

All T&E employees must contact the ready track foreman before boarding locomotives at the Russell locomotive service center.

All crews and hostlers moving engines from the Russell ready track must contact the ready track foreman for instructions prior to movement.

Radio Stations and Instructions

Crews switching at Wurtland, KY, will use Channel 70 when switching.

Reporting for Duty

All road crews reporting for duty at Russell must contact the appropriate yardmaster within ten (10) minutes of call time. They must inform the yardmaster at that time whether they have received all of their appropriate paperwork. Any crew that will be departing by taxi must contact the Coal Hump yardmaster prior to their departure to notify of their departure time.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments

Russell

- 1) The dispatcher needs to notify the trainmaster on duty of any High Value or High and Wide shipment en route to Russell.
- 2) The Clearance Bureau must send file the clearance file to the terminal before the car arrives.
- 3) Any car with a width of 11' 10" or more that comes in the yard must have both adjacent yard tracks clear.
- 4) Any yard crew handling the equipment must have a job briefing with the trainmaster/yardmaster before moving in the yard.
- 5) The outbound crew must have a job briefing with the dispatcher when the dispatcher bulletin is received, then with trainmaster/yardmaster about all restrictions in the yard before departing the terminal.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Making Train Air Brake Tests

When a brake test is made within the Russell terminal, the following procedure will be used:

- A) The car department will initially contact the employee (outbound engineer/hostler) who is going to perform the brake test on Channel 08 and inform the employee to switch to Channel 31.
- B) All necessary conversation associated with the brake test will be made on Channel 31.
- C) At the completion of the test, the employee will return to Channel 08 and inform the appropriate yardmaster that the train has been properly brake tested.

Locomotive Inspections

Calendar day inspections for yard locomotives at Russell, KY will be performed as follows:

Engineers/remote control operators working third shift yard assignments (2300 hours) at Russell, KY, will perform the calendar day inspection on their locomotives at the end of their tour of duty. These inspections will also include the slug unit. A separate Form 5001A is required for the slug unit. The Hours of Service law will not be exceeded to perform this inspection. All defects found must be reported to the appropriate yardmaster prior to going off duty.

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

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

Air Brake Test Certificates

The conductor or engineer of inbound trains arriving Russell, KY must contact the Coal Hump yardmaster to ascertain instructions concerning Air Brake Test Certificate for their train.

Exception: This does not apply to scheduled merchandise trains.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Coal Hump Underpass	Cars Larger Than Plate E	Must Not Operate Through Underpass
Car Shop Repair Tracks S25 and S26		Must Not Operate Through Car Shop Repair Shed

Note: Examples of cars larger than Plate E are, but are not limited to, multi-levels and hi-cube boxcars.

7. MISCELLANEOUS

NONE

NOTES

NOTES

NOTES

SCOTSLAWN SECONDARY SUBDIVISION - QT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40 OVER DIAMOND			TOLEDO BRANCH SD		ABS-261		8,9
	QT 81.5	RIDGEWAY			CPS-261		
			MT VICTORY SD	IE DISP 46-1# 4 CLICKS	CPS-261		
50	QT 82.3	CP 82			CPS-261	D	6
	84.0 85.0				TWC-DCS		
	QT 86.2	HORTON	3.9				
	QT 92.4	HOOVER	8.2	(2) HBD-DED	IE DISP 50-2# 5 CLICKS	D	
	QT 97.3	NORTH HONDA LEAD	4.9				7
	QT 97.5	GAR	0.2	SS HONDA IT		D	
	QT 97.7	SOUTH HONDA LEAD	0.2	BEAR SWAMP SDG SS			7
50	QT 104.1						
40 CURVES	QT 104.2		6.8				
	QT 104.5	MARYSVILLE		IE DISP 50-4# 4 CLICKS			
50	QT 105.3		3.3				
	QT 106.2	N.E. WILLIS	1.5	SS			
	QT 107.8	WILLIS		O.M. SCOTT PLANT	7,575 FT POCKET	D	2
	QT 108.3		1.9				
	QT 109.7	FLADT	4.0			D	
	QT 113.7	ARNOLD		(2) HBD-DED			
50							6

SCOTTS LAWN SECONDARY SUBDIVISION - QT

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50					TWC-DCS		6
	QT 115.2	N.E. KILE	1.6				3
	QT 116.8	S.E. KILE	1.5			D	3
	QT 118.0	AMLIN	1.2				
			5.7		TWC-DCS		
50	QT 123.7	CP DARBY		WESTERN LEAD TO VAN YARD	CPS-261	D	4,5 3
20			1.5				
	QT 125.2	S.E. HIGHWAY SIDING	1.1	TO NS BUCKEYE YD	ABS-261		3
20	QT 126.3	CP MOUNDS			CPS-261	D	
30							
	QT 128.9	N.E. GRANDVIEW SDG			ABS-261		3
			1.1				
	130.0	S.E. GRANDVIEW SDG					3
	131.0		1.3				
30	131.2				ABS-261		
25	131.3	CAMP		NS CINCINNATI LINE	CPS-261	D	6
							1
49.0 MILES CP 82 TO CAMP							

STATION PAGE NOTES

- NOTE 1:** All signals are CR1277 to CR1294a.
- NOTE 2:** Trains and engines will operate at restricted speed, not exceeding 15 MPH in Willis siding.
- NOTE 3:** Trains and engines will operate at restricted speed, not exceeding 10 MPH in siding.
- NOTE 4:** Between CP Darby and CP Buckeye (Western Lead), trains and engines will not exceed 30 MPH.
- NOTE 5:** Between CP Darby and CP Buckeye (Western Lead), Rule ABS-261 is in effect.
- NOTE 6:** Loaded grain and mineral unit trains or mixed freight trains with 30 or more loaded grain or mineral cars must not exceed 40 MPH.
- NOTE 7:** Whenever cars are set off or left standing on the Honda lead track between MP 0.0 and Bear Swamp Road, the divider switch for the south leg must be lined and locked for the south leg.
- NOTE 8:** Trains and engines will not exceed 30 MPH while operating on the northwest and southwest connecting tracks at CP 124.
- NOTE 9:** Trains and engines will not exceed 10 MPH while operating on the southeast connecting track at CP 124.

SCOTSLAWN SECONDARY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Employee Duties

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher. Before authorizing flagman to allow equipment to obstruct the track, the train dispatcher must determine that no movements are within or authorized to occupy the track segment to be obstructed and that blocking devices are applied to prevent any conflicting movement. Permission must include:

1. Employee (Flagman) Name
2. Track Designation
3. Track Limits (Between/At Location)
4. Time Limits (Expected Clear Time)

Employee receiving permission must repeat the information received and the train dispatcher must confirm the repeat before permission to obstruct the track becomes effective.

Spring Switches

Location	Connecting	With
QT 97.3	Scottslawn Secondary	North Honda Lead
QT 97.7		South Honda Lead
QT 106.2		North End Willis Siding
QT 115.2		North End Kile Siding

Locations of Radio Base Stations Settings, Tones and Clicks

Base Station	Channel	Thumb Wheel Setting	Touch Tone Access	Click System Access
Lunda	50	02	2#	5
Marysville		04	4#	4
Columbus		02	2#	3

Note: IE desk train dispatcher telephone number is 317-267-4264.

Additional Instructions

Dispatcher controlling power switches within the working limits of a Form W must line switches for movements within the working limits and must apply blocking devices to the controls of these switches. The blocking devices must not be removed without the permission of the employee in charge. Before displaying a signal for a train to divert into the work limits, the dispatcher must confirm with the employee in charge that the train has permission to enter the working limits.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Moving Clearance Implicated Shipments

Marysville Honda Facility

- 1) Use Honda Lead for running track.
- 2) Handle separate or with idlers.
- 3) Do not flat switch.
- 4) Handle with air.
- 5) Yard on either No. 9 track or 33 Lead.
- 6) Apply hand brakes on all cars.
- 7) After yarded, tracks will be blue flagged.

Columbus Intermodal Yard (Van Yard)

- 1) All shipments must have proper paperwork and be routed through the yard.
- 2) Before a car or cars are brought into the facility, crews must contact the yardmaster to make sure there are no conflicting movements.
- 3) Use Van Lead as running track.
- 4) All High Value shipments and High and Wide shipments will be handled separately.
- 5) All High and Wide and High Value shipments will be handled with air and with power attached.
- 6) Hand brakes will be applied after making a complete stop.
- 7) No. 1 Van will be the designated High Value and High and Wide holding track. All clearance points will be checked.
- 8) Adjacent tracks will be clear for movement.
- 9) All High and Wide and High Value shipments will be blue flagged and derailed applied.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Equipment Restrictions
315,000 lbs. authorized

7. MISCELLANEOUS

7.1 Van Yard, Columbus Ohio:

- A) Before entering or departing the Van yard, trains and engines must secure instructions of the yardmaster, Van yard, on Channel 25.
- B) Movements in Van yard will be made at restricted speed, not exceeding 10 MPH.

7.2 The Western Lead extends from MP QTB 3.3 to MP QTB 4.5

7.3 Industrial Tracks

The Honda industrial track extends between MP QTH 0.0 and MP QTH 8.0.

NOTES

NOTES

SETH SUBDIVISION - S5

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10	CLN 10.2	PRENTER DTC BLOCK SIGN 0.9	<div>END OF TRACK</div> <div>BJ DISP 14-2 RD 08</div>		96		
	CLN 9.3				96	DTC BLOCK SETH	
	CLN 9.2				TWC-DTC		
	CLN 1.5				TWC-DTC		
10	CLN 0.0	SETH			193	YL	
					193	YL	
25	CLL 20.9	SETH	<div>BIG COAL SD</div> <div>BJ DISP 14-2 RD 08</div>		TWC-DTC	DTC BLOCK OAK	
					TWC-DTC		
10.2 MILES END OF TRACK TO SETH							

SETH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Tracks

The entire Seth SD is designated as excepted track.

Hand Brakes Cars

The following table lists exceptions to Operating Rule 103-D. These exceptions are the minimum number of hand brakes to be applied at that location.

Location	Loaded	Empty	Comments
Prenter	50%	30%	--

Hand-Operated Switches

The normal position of the apex switch at Seth is lined for movement to the west leg of the wye.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Exceptions to Making A Safety STOP

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

- 1) **Seth SD** – When doubling up loaded trains at Prenter Mine.

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety stop) and must comply with the following:

- 1) Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- 2) Safety Rule 2201 - Employees must not ride to the coupling.
- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
 - 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

NONE

NOTES

SEWELL VALLEY SUBDIVISION - SY

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				WEST					
				<div>NEW RIVER SD</div> <div>AM DISP 14-8 RD 08</div>		ABS-261	DTC BLOCK CAMPBELL	1	
P	F								
60	50	CA 370.0	MEADOW CREEK						
10		CAF 0.0	MEADOW CREEK	<div></div>		193			
		CAF 1.2	DTC BLOCK SIGN ALPHA			1.2	193		
		CAF 8.2	MEADOW BRIDGE			7.0	TWC-DTC		DTC BLOCK ALPHA
		CAF 8.6	HAWLEY			0.4	1,900 FT		DTC BLOCK SHAVER
		CAF 8.7	DTC BLOCK SIGN						
		CAF 11.5	SPRINGDALE			2.9	TWC-DTC		DTC BLOCK SHAVER
		CAF 18.1	DTC BLOCK SIGN WOODY			6.6			
		CAF 18.2	FARM SIDING			0.1	2,500 FT		96
		CAF 19.3	RAINELLE			1.1			
		CAF 20.4	RAINELLE JCT.			1.1	RUPERT SD		BJ DISP 14-7 RD 08
CAF 20.6	G&E JCT.	0.2							
10		CAF 22.0	DTC BLOCK SIGN MP 22.0	1.4		96			
					G&E SD	ABS-261	DTC BLOCK NALLEN		
		CAF 37.4	BABCOCK	16.4	GLADE CREEK IT	DTC BLOCK CARN			
		CAF 39.4	DTC BLOCK SIGN NALLEN	2.0					
		CAF 43.5	RUSS JCT.	4.1					
	CAF 43.6		0.1	END OF MAIN TRACK		ABS-261			
43.6 MILES MEADOW CREEK TO END OF TRACK									

STATION PAGE NOTES

NOTE 1: Signals displayed are in accordance with Signal Aspect Rules C1281 - C1298.

SEWELL VALLEY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Highway Crossings at Grade

Rainelle – In addition to complying with Rule 100-E, eastbound trains and engines will not exceed 2 MPH when stopped or delayed within 400 feet of U.S. Route 60 crossing or when approaching the crossing at a speed of less than 8 MPH.

Hawley – Trains or engines entering or leaving Hawley passing siding at either end will not move over the highway crossing unless the movement is protected by an employee stationed at the road crossing.

Highway Crossing Protection

All trains must STOP and flag Rt. 41 road crossing (Nallen) at MP CAF 39.3.

Hand-Operated Switches

G&E Jct. – The normal position is for movement to G&E SD.

Russ Jct. – The normal position is for movement to Glade Creek IT.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance

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

- A) **Meadow Creek** – Between Wendy No. 2 and the retaining wall north side, 20 car lengths east of Wendy derail.

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

Running Dynamic Brake Test Procedures

2-unit consist:

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

3-unit (or more) consist:

With the locomotive consist moving, go to dynamic braking and determine that the lead locomotive is operative and producing a retarding effect. After determining the lead locomotive is operative, isolate the lead unit and the third unit and use the same procedure to determine if the second unit develops a retarding effect. If the axle count dictates a third unit is needed, the second locomotive must be isolated and it must be determined that the third unit develops a retarding effect. During this verification, employees may position themselves on the appropriate unit to observe it's retarding effect and communicate results to the entire crew. If additional units are required, the same process will be used to test each additional unit.

Grade Operation

A) Glade Creek IT – Caren to Russ Jct.

Retainers will be turned up on the head end on a minimum of 50 percent of loaded cars.

The use of retainers is not required provided the train is handled by not less than two locomotives, equipped with operable dynamic brakes and pressure maintaining.

B) Sewell Valley SD

- 1 No more than 90 empty coal cars will be handled between MP CAF 0.0 and MP CAF 14.0.
- 2 Stretch braking is permitted between CAF 15.0 and CAF 30.0.

Grade Operation

A) Springdale – Meadow Creek

Before starting down grade the between Springdale and Meadow Creek, retainers on loaded cars must be set in the high pressure position. Retainers on empty cars must be set in the low pressure position, except retainers need not be used on empty cars if the number of empty cars in the train does not exceed 20 percent of the total.

When cars are picked up on line of road, brakes must be tested. Retainers on such cars picked up by eastbound trains must be tested to know they are operative.

The engineer of an eastbound train, when one or more cars are added to the train at Springdale or points between Springdale and Meadow Creek, after the train line is coupled through entire train, will wait twenty minutes before starting the train in order to make sure that all reservoirs are fully charged.

In addition to the requirements of Item A above, the dynamic brake must be tested prior to descending the grade between Springdale and Meadow Creek.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire SD	Six-axle Units Unless Equipped With Radial Or Steerable Trucks	Must Not Operate
Caren – Glade Creek Meadow River #1 Mine	Equipment Other Than Coal Cars	Must Not Operate Under Loading Facility

7. MISCELLANEOUS

7.1 Rainelle WV – Signs have been erected indicating the entrance to the designated locomotive servicing area.

7.2 Glade Creek Industrial Track

NOTES

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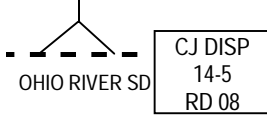
NOTES

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SHORT LINE SUBDIVISION - SO

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
35			BRIDGEPORT SD	CJ DISP 14-8 RD 08	ABS-261	DTC BLOCK CLARK	
	BA 303.4	J TOWER			CPS-261		
25	BNA 58.2	J TOWER		CJ DISP 14-3 RD 08	TWC-DTC		
	BNA 52.4						
15	BNA 51.6	4.9				DTC BLOCK SHORT	
25	54.0						
	53.1	HEPZIBAH					
	53.0		HAYWOOD IT				
	BNA 48.9	DTC BLOCK SIGN 4.3					
	BNA 48.8	LUMBERPORT HAYWOOD	ROBINSON RUN IT			DTC BLOCK ROBRUN	
	BNA 48.5		(1) HBD-DED				
	BNA 45.5	DTC BLOCK SIGN					
	BNA 44.8						
	BNA 44.6						
	BNA 40.9	9.2				DTC BLOCK DOLA	
	BNA 40.8						
	BNA 40.4						
	BNA 40.3						
	BNA 40.1						
	BNA 39.6	IRVING	5,000 FT				
	BNA 39.2	DTC BLOCK SIGN 17.3					
	BNA 35.9	HARTZEL TUNNEL NO. 3					
	BNA 35.4						
	BNA 29.3						
	BNA 25.0						
	BNA 23.4		(1) HBD-DED				
	BNA 23.0						
	BNA 22.3	JACKSONBURG	6,100 FT				
	BNA 21.8	DTC BLOCK SIGN					
	BNA 21.7						
	BNA 19.8						
	BNA 17.8	PINE GROVE					
	BNA 16.3						
	BNA 16.1	2.9					
	BNA 15.5	DTC BLOCK SIGN					
	BNA 14.9	ALLEN	5,500 FT				
	BNA 14.3			SS			
	BNA 12.1	TWIN TUNNEL NO. 2					
	BNA 11.7						
	BNA 11.4	TWIN TUNNEL NO. 1					
	BNA 11.3						
	BNA 10.9						
	BNA 10.7						
	BNA 4.7	BARD					
	4.0						
	3.0						
25	BNA 2.6	4.7			TWC-DTC		

SHORT LINE SUBDIVISION - SO

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
25	BNA 2.6	DTC BLOCK SIGN			TWC-DTC	BARD	3
20		ROBERTS BROOKLYN JCT.			96		
20	BN 38.0	BROOKLYN JCT.			96		
20					96		
58.1 MILES SHORT LINE JCT. TO BROOKLYN JCT.							

STATION PAGE NOTES

- NOTE 1:** Trains going to or coming from Haywood Industrial Track: While passing over or stopping on the Defect Detector at Lumberport, BNA 48.5, and a message indicating a malfunction of the defect detector is received, trains will proceed without performing a walking inspection per Equipment Handling Rule 4303 (modified).
- NOTE 2:** While making train meets at Jacksonburg, if a train is passing over or stopping on the defect detector at BNA 23.4 and receives a message indicating a malfunction at the defect detector, the train will proceed without performing a walking inspection per Equipment Handling Rule 4303 (modified).
- NOTE 3:** Track between BNA 2.6 and BNA 0.0 is designated the Short Line Running Track. Speed between these two locations applies to the Running Track only.

SHORT LINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Designated Speed in Normal Position			
Location	Normal Position for Movement on	Facing Movement	When Springing
West end Allen Passing Siding	Main	25 MPH	10 MPH

Note: Eastbound trains will approach the spring switch at the west end of Allen Passing Siding prepared to comply with the aspect displayed.

Use Of Specified Tracks

Short Line Running Track between BNA 0.0 and BNA 2.6 – All train movements and OTE movements may be made with the verbal instructions of the Brooklyn Junction yardmaster.

Hand Brakes Cars

The following chart applies to locomotives, cars and trains left unattended.

Between Location/Milepost	Loads	Empties
BNA 58.0 and BNA 51.0	20%	10%
BNA 51.0 and BNA 49.0	50%	25%
BNA 49.0 and BNA 35.0	20%	10%
BNA 35.0 and BNA 30.0	50%	25%
BNA 30.0 and BNA 0.0	10%	10%

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Entire Subdivision – Loaded or empty 95-ton or greater capacity hi-cube 3,800 to 4,800 cubic foot covered hopper cars may be operated on the Short Line Subdivision providing the dimensions do not exceed Plate "C". Tunnels on the Short Line Subdivision have the following interior dimensions:

- At 15 feet 6 inches above the top of rail, 7 feet wide at that level.
- At 14 feet 8 inches above the top of rail, 10 feet wide at that level.
- At 14 feet 2 inches above the top of rail, 10 feet 8 inches wide at that level.

EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Harrison Power Dumper & Thaw Shed	All Equipment	Must Not Operate

7. MISCELLANEOUS

7.1 Industrial Tracks

A) Haywood IT

1 Movements on the Haywood IT are governed by Operating Rule 96.

2 Bridge No. 1 at BSA 19.4 on the Haywood IT is a Thru-Truss bridge

B) Robinson Run IT

1 Movements on the Robinson Run IT are governed by Operating Rule 96.

NOTES

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STONY RIVER SUBDIVISION - SR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
25				<div>THOMAS SD</div> <div>CI DISP 14-5 RD 08</div>		193	YL	1
25		BAH 62.0	BAYARD	<div>CI DISP 14-5 RD 08</div>		193	YL	
10		BUA 0.0	BAYARD	<div>0.2</div> <div>ABTH 5559</div> <div>12.3</div> <div>END OF TRACK</div>		193	YL	
		BUA 0.2				TWC-DTC	DTC BLOCK ARM	
		BUA 1.0	DTC BLOCK SIGN					
			3.2					
		BUA 3.2	NORTH BRANCH					
		BUA 3.9	DTC BLOCK SIGN					
			10.2					
10		BUA 8.7						
15	10							
		BUA12.3	GATZMER MINE					
		BUA 13.4	DTC BLOCK SIGN					
		BUA 16.7	STONY RIVER					
			6.5					
15						TWC-DTC		1
16.7 MILES BAYARD TO STONY RIVER								

16.7 MILES BAYARD TO STONY RIVER

STATION PAGE DIAGRAM NOTES

NOTE 1: Eastbound loaded trains-10 MPH.

STONY RIVER SUBDIVISION - SR

1. INSTRUCTIONS RELATING TO OPERATING RULES

Hand Brakes Cars

1. The following chart applies to trains standing on a heavy grade, with a locomotive attached and the crew stays with the train.

Between Location/Milepost	Loads	Empties
BUA 0.0 and BUA 12.3	30%	10%

2. The following chart applies to locomotives, cars, and trains left unattended.

Between Location/Milepost	Loads	Empties
BUA 0.0 and BUA 16.7	75%	35%

2. INSTRUCTIONS RELATING TO SAFETY

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

Tractive Effort Helpers

Entire Subdivision – A helper consist attached to the rear of the train will not exceed 18 axles.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire SD	Non-Radial Truck Six-axle units	Must Not Operate
Stony River Power Plant	Cars	Must not move cars standing west of thawing shed or dumper

7. MISCELLANEOUS

NONE

NOTES

THOMAS SUBDIVISION - TM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
40	BA 198.9	TWENTY FIRST	MOUNTAIN SD	CI DISP 14-5 RD 08	ABS-251 1=W 2=E	DTC BLOCK DAW	
25	BAH 19.5	DTC BLOCK SIGN 1.8	CI DISP 14-5 RD 08		TWC-DTC	DTC BLOCK BIGGS	
	BAH 21.3	MCCOOLE					
	BAH 23.0	DTC BLOCK SIGN 2.4					
25	BAH 23.7	BIGGS					
10							
	BAH 25.1	POLAND 1.4					
	BAH 26.5	WESTERNPORT 1.4					
	BAH 27.0	DTC BLOCK SIGN 1.0			TWC-DTC		
	BAH 27.5	LUKE .4	GEORGES CREEK SD	MOUNTAIN SD	193	YL	
	BAH 27.9	W. VA CENTRAL JCT. 2.0					
10	BAH 29.5						
15					193	YL	
25	BAH 29.9	DTC BLOCK SIGN HAMPSHIRE			TWC-DTC		
	30.0		29.0				
	31.0	8.4	ABTH 5559				
	BAH 35.0		35.3			DTC BLOCK HAM	
	BAH 38.3	CHAFFEE 3.0					
	BAH 44.7	BLAINE 0.9	1	SS 2		DTC BLOCK MANOR	1
	BAH 45.6	POTOMAC MANOR					2
	BAH 46.3	DTC BLOCK SIGN HARRISON 0.7		SS			
	BAH 47.3		47.3				
25	BAH 49.7	12.4	ABTH 5559			DTC BLOCK WALL	
15							
25	BAH 51.2		56.0				
	BAH 56.0						
	BAH 58.7	GORMAN					
	BAH 61.0	DTC BLOCK SIGN 3.3		STONY RIVER SD	TWC-DTC		
	BAH 61.8		61.8		193	YL	
	BAH 62.0	BAYARD					
25	BAH 62.4		ABTH 5559				
10	BAH 62.9	1.7					
25							
	BAH 63.1		63.1				
	BAH 63.7	SINCEL - END OF TRK.	SINCEL IT		193	YL	
44.2 MILES TWENTY-FIRST TO SINCEL							

STATION PAGE NOTES

NOTE 1: MP BAH 41 and MP BAH 42 are omitted. The distance between MP BAH 40 and BAH 43 is 5,522 feet.

NOTE 2: Spring switches on east and west end of double track are lined and locked for No. 2 track.

THOMAS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Spring Switches

Table Spring Switches			
Location	Normal Position	Facing Speed	When Springing
Blaine (EEDT)	No. 1 track	25	25
Harrison (EEDT)	No. 2 track		

Flagging

When necessary to provide rear end protection, the flagman must go back not less than the following distance:

Table: Flagging Distance		
Between	Direction of Train	Distance
BAH 29.9 and BAH 69.0	Eastbound	7,900 ft

Highway Crossings at Grade

Due to rusty rail conditions, be sure highway crossing signals are working properly before passing over crossings.

Obstructions

Between the following locations, trains must operate prepared to STOP short of obstructions, looking out for rocks or slides coming in on track. Proceed at authorized speed providing track is clear.

BAH 29.9 and BAH 31.5
BAH 45.2 and BAH 45.5
BAH 47.5 and BAH 47.6

Hand Brakes Cars

The following chart applies to trains standing on a heavy grade, with the locomotive attached, and the crew stays with the train.

Between Location /Milepost	Loads	Empties
BAH 29.0 and BAH 35.3	30%	10%
BAH 47.3 and BAH 56.0		
BAH 61.8 and BAH 63.1		

The following chart applies to locomotives, cars, and trains left unattended.

Between Location/Milepost	Loads	Empties
BAH 19.5 and BAH 19.8	50%	25%
BAH 19.8 and BAH 28.4	25%	15%
BAH 28.4 and BAH 35.2	75%	35%
BAH 35.2 and BAH 40.0	25%	15%
BAH 40.0 and BAH 46.0	35%	25%
BAH 46.0 and BAH 56.6	75%	35%
BAH 56.6 and BAH 58.0	50%	25%
BAH 58.0 and BAH 61.0	30%	20%
BAH 61.0 and Mattiki	50%	35%

Hand-Operated Switches

- Mettiki Mine** – No. 3 Hill Track – The hinge type derail at the west end will be applied whenever a train is moved from Mettiki and the split-rail derail on the east end of No. 3 track will be left in the non-derailing position.
- Trains will approach the main track switch governing movement to the Georges Creek Subdivision expecting to find it lined against their movement. Switch will be relined and locked for movement on the Thomas Subdivision.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Mounting and Dismounting Moving Equipment

Employees will STOP the movement before mounting or dismounting equipment, except:

- Thomas SD-**
Loaded trains departing Mettiki Mine.

Exceptions to Making A Safety STOP

Employees will make the safety STOP as required by Safety Rule 2201 in all cases except at the locations described below:

- BAH 28.0** WV Central Junction
4 Track in mill
13 Track in mill

When shoving a cut of cars west (5 or more loaded cars) on any yard tracks (1 through 25), a safety STOP will not be required west of the No. 9 lead switch if a trainman is located on the ground at the coupling.

Crews doubling up loaded trains at the above listed locations must comply with safety rules and SOFA recommendations except for Safety Rule 2201 (safety STOP) and must comply with the following:

- Safety Rule 2001 - A job briefing must be conducted in which the movement to be made is discussed.
- Safety Rule 2201 - Employees must not ride to the coupling.

- 3) Safety Rule 2101 - Employees must not mount or dismount moving equipment.
- 4) Operating Rule 421 - When radios are used for communication, crews must give clear and accurate car lengths for the movement to be made.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Handling Cars That Are Prone To Rocking

Trains handling Plate "F" box cars, high side gondolas, open top hoppers or covered hoppers loaded with 95 tons or more and having a cubic capacity of 4,000 cubic feet or greater when identified by train documentation, will comply with Equipment Handling Rule 4453 over the entire subdivision.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Tractive Effort - Helpers

A helper consist attached to the rear of a train will not exceed 18 axles.

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Between BAH 29.0 and BAH 63.7	Cars 70 feet or longer	Must Not Operate
Central Jct.: Track Scales	All equipment	4 MPH
W VA Central Jct. Bridge 78 ½	Cars with gross weight exceeding 240,000 lbs. ----- Six-axle units	Must Not Operate
Luke B&O Bridge	Equipment	Must Not Leave on Bridge
Luke – WM Bridge		
Luke Mill Tracks	6-axle units	Must Not Operate
Entire Subdivision	Non-radial truck Six-axle units	

7. MISCELLANEOUS

7.1 Westvaco – The following instructions apply at the Westvaco Plant at Luke, MD.

- A. Air Brakes - Air must be coupled through all cars handled in the Westvaco Plant.
- B. Employees must have an escape mask in their possession while inside the Westvaco Plant.
- C. Before entering the Westvaco Plant, permission must be obtained from Communications and the strobe light must be lit.
- D. Movements inside the Westvaco Plant must not exceed 5 MPH.
- E. While moving inside the Westvaco Plant, the engine bell must be rung continuously.
- F. When available a shoving platform will be used for all shoving movements made between the Mead Westvaco plant and WV Junction.

7.2 Empty hopper trains without a helper will not exceed 120 cars. If more than 120 cars, the helper will be cut in at a location determined by the road foreman of engines or trainmaster.

7.3 Instructions Relating To Industrial Tracks

A) Sincel Industrial Track

Movements on the Sincel IT are governed by Operating Rule 96.

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WASHINGTON SUBDIVISION - WN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
		CFP 103.9	SEMINARY		NS RR	NS RULES		
25	25	CAA 0.0	ORANGE			CPS-261	DTC BLOCK ORANGE	1
			0.4			ABS-261		
25		CAA 0.5	SOUTH ORANGE			CPS-261		
30			6.7			ABS-261		
		CAA 6.8	MP 7			CPS-261		
30	25	CAA 8.6	1.7		AM DISP 14-4 RD 08	ABS-261	DTC BLOCK ORANGE	2
10	10	CAA 8.9	NORTH GORDONSVILLE			CPS-261		
			0.3		PIEDMONT SD	ABS-261		
10	10	CAA 9.1 CA 160.4 CA 160.6	G TOWER GORDONSVILLE			CPS-261		
20	20	CA 161.0	1.0		CSDG 4,540 FT	ABS-261		
60	40	CA 161.6	WEST GORDONSVILLE			CPS-261	DTC BLOCK GORDON	2
		CA 163.1	3.6	AM DISP 14-5 RD 08		ABS-261		
		CA 165.1	EAST LINDSAY			CPS-261		
			0.5	CSDG 2,850 FT		ABS-261		
		CA 165.7	WEST LINDSAY			CPS-261		
		CA 167.2 170.0 171.0 CA 176.3 CA 177.3	12.7			ABS-261	DTC BLOCK GORDON	3
60		CA 177.5	EAST MASSIE			CPS-261		
45			.7	CSDG 3,180 FT		ABS-261		
		CA 178.2	WEST MASSIE			CPS-261		
45	50	CA 178.4	1.7			ABS-261		
50	40	CA179.6	RIVANNA RIVER BRIDGE			CPS-261	DTC BLOCK GORDON	3,1
45	20	CA179.6	RIVANNA RIVER BRIDGE			CPS-261		
		CA 180.1		NORTH MOUNTAIN SD	AM DISP 14-5 RD 08	193	YL	
15	10							1
110.7 MILES WASHINGTON TERMINAL TO CHARLOTTESVILLE								

STATION PAGE NOTES
<p>NOTE 1: All Color Light Signals are Rule C1281 – C1298.</p> <p>NOTE 2: Medium speed between CA 163.1 and CA 167.2 is 25 MPH.</p> <p>NOTE 3: Medium speed between CA 176.3 and CA 179.6 is 25 MPH.</p>

WASHINGTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Track

The following tracks are designated as excepted tracks:

All tracks within the confines of the lower yard coming off the main track at CAA 0.2 at Orange.

Highway And Street Crossings at Grade

- a) **Gordonsville – Route 1002** – If in an emergency, it is necessary to leave equipment closer than 150 feet from the crossing, a member of the crew must assist highway traffic until the equipment is removed.
- b) Trains operating between CAA 0.0 and CAA 9.0 must approach highway grade crossings equipped with automatic grade crossing warning devices prepared to provide crossing protection in accordance with Operating Rule 100-E.

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

Location	Equipment	Restriction
Orange – Industry tracks In Lower yard	Six-axle Units	Must Not Operate
Gordonsville – Truss Joist Wood yard track American Press, Inc. Track		

7. MISCELLANEOUS

NONE

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WEST FORK SUBDIVISION - WF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
10	CLJ 8.5	DTC BLOCK SIGN	<div>END OF MAIN TRACK</div> <div></div> <div>BJ DISP 14-2 RD 08</div>		TWC-DTC	DTC BLOCK ROBIN	
	CLJ 8.1	ROBINHOOD					
	CLJ 6.0	DTC BLOCK SIGN					
	CLJ 4.5	MARNIE			DTC BLOCK MARNIE		
	CLJ 2.0	DTC BLOCK SIGN			DTC BLOCK VAN		
	CLJ 0.0	DTC BLOCK SIGN WEST JCT.				TWC-DTC	
10	CLI 11.6	DTC BLOCK SIGN WEST JCT.	<div>POND FORK SD</div> <div></div> <div>BJ DISP 14-2 RD 08</div>		TWC-DTC	DTC BLOCK JACK	
20					TWC-DTC	DTC BLOCK JACK	
8.5 MILES END OF TRACK TO WEST JUNCTION							

WEST FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Highway Crossing Protection

All trains must STOP and flag crossings equipped with grade crossing warning devices on the entire subdivision.

Hand-Operated Switches

Marnie Mine – The east and west switch at Marnie Mine will be left in the position last used. Trains and engines must approach these switches expecting them to be lined against their movement.

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

NONE

7. MISCELLANEOUS

- 7.1 The main track is out of service between MP CLJ 5.5 and end of track MP CLJ 8.5.

NOTES

HUNTINGTON EAST DIVISION SPECIAL INSTRUCTIONS

1 -A Instructions Relating to Operating Rules

Speeds – Rule 46 Modified

Trains using other than main or signaled tracks must move at a speed that will permit stopping within one-half the range of vision, short of train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for movement on the siding. The following speeds must not be exceeded:

1. Tracks
 - a) 10 MPH on non-signalized sidings
 - b) 10 MPH on other than main tracks, or signalized tracks, and
 - c) 5 MPH within an engine servicing area or car shop repair area.
2. Turnouts and crossovers
 - a) 15 MPH through hand-operated turnouts and crossovers to and from the main track, unless equipped with a signal, and
 - b) 10 MPH through hand-operated turnouts and crossovers, other than to and from the main track.

Exception:

This modification to Rule 46 will not apply on the following tracks:

- A) Renick Industrial track
- B) Stenson Mine Extension track
- C) Providence Forge Siding
- D) Newport News Yard Old Main Line track
- E) Fetterman Running track

Speed for Engine Load Testing:

Maximum authorized speed for engine load testing on test tracks at the Russell, KY and Huntington, WV, locomotive shops is 30 MPH.

FRA Engineer/RCO Certification Rides

Locomotive engineers and RCO's must notify the office of the Road Foreman of Engines if they have not had the prescribed FRA engineer/RCO certification ride, for the purpose of monitoring operational performance, by October 1 each year.

If the road foreman of engines is not available or can not be contacted, the Senior Road Foreman of Engines must be notified.

Huntington Division East General Bulletin Districts

Western District

Bandmill IT	Logan and Southern
Barrett IT	Loup Creek IT
Beech Creek IT	New River
Big Coal	Pine Creek
Big Marsh Fork	Piney Creek
Buffalo	Pond Fork
Coal River	Raders Run IT
Elk Creek IT	Raleigh, Southwestern &
G&E	Winding Gulf
Gauley	Robinson Creek IT
Glade Creek IT	Rock House IT
Island Creek	Rum Creek IT
Jarrolds Valley	Rupert
Kanawha	Seth
Laurel Fork	Sewell Valley
Lexington IT	Snap Creek IT
Logan	West Fork

Northern District

Athens IT
Cincinnati
Columbus
Northern
Portsmouth IT
Renick IT
Teays IT

Russell District

Russell

Marysville District

Columbus Line
Scottslawn Secondary

Virginia District

Alleghany	Piedmont
James River	Rivanna
North Mountain	Washington
Peninsula	

Parkersburg District

Bridgeport	Ohio River
Cowen	Pickens
Fairmont	Pomeroy
Georges Creek	Short Line
Marietta	Stony River
Mountain	Thomas

98-F Railroad Crossings at Grade

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

100-1 Highway Crossings At Grade

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

State	Excessive Period Of Time
Ohio	Over 5 Minutes
Virginia	Over 5 Minutes (note)

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

Trains stopped on road crossings for more than 10 minutes must immediately cut the crossing unless otherwise directed by the train dispatcher.

Note: The State of Virginia:

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

100-2 Other Than Main Track

A train operating in Rule 96 territory must approach public crossings at grade, that are equipped with automatic grade crossing warning devices, prepared to stop. It must do so until it is determined that the warning devices are operating. If such devices are not operating, protection must be provided in accordance with 100-E.

103 Making a Reverse Movement with a Light Diesel Locomotive Consist

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

104-1 Hand-Operated Switches

The only switches that may be trailed through are switches designated as spring switches. Although at certain locations we may have hand-operated switches that in the past were designated as "run through switches," these switches must be operated by hand before the equipment passes over the switches.

104-2 Hydraulic-Operated Switches

- A. Remove radio control from radio equipped with "keypad"
Normal & Reverse Key # ----
Confirmation Code Key # ----

- B. Push button control operation toggle switch, or push button, is located at the switch inside a small metal box locked with a CSX switch lock.

Notes:

- If points are gapped, an amber strobe light will light and remain lit until the points are cleared of obstruction.
- If points are gapped, no radio confirmation of the throw will be announced over the radio.
- When the train is in a protection zone (loop in switch area installed on ties), the switch is inoperable. The manual button or radio control cannot throw the switch.

C. Hand-Throw Operation

A Hand throw pump and the following instructions will be found in the black metal box located at the base of the switch.

1. Insert the pump handle into the pump socket.
2. Locate the directional valve on the front face of the pump manifold.
3. Place the valve handle in the appropriate position:
 - a) To move the switch points toward the switch machine, rotate the valve handle "clockwise" or "down."
 - b) To move the switch points away from the switch machine, rotate the valve handle "counter clockwise" or "up."
4. Move the pump handle up and down until the points are firmly against the stock rail (approximately 20 pumps).
5. Visually check to assure a good closure of the points. Always move the valve handle to the center position after completing the manual positioning of the points and before closing the hand throw cover.

165 Clearing the Track

A head of train device (HTD) located on other than the lead unit of a locomotive consist may be used to report clear of a DTC block(s) in accordance with the exception to Rule 165, provided the HTD is observed constantly by a crew member located on the HTD equipped unit while the train is in and exiting the DTC block(s).

415 Emergency Radio Call In Procedure

When an emergency arises, as defined in Operating Rule 415, the following procedure will be used to initiate an emergency call in to the train dispatcher:

- 1) Select the appropriate train dispatcher channel and when using:
 - A) Trackstar III radio set "DTMF - tone" switch in "DTMF" position. Press the "Select" button until the call Number 9 is displayed. Press the "Send" button for two (2) seconds and release.
 - B) Motorola MCX's (early model) rotate the "Tone" switch until the call Number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two (2) seconds and release.
 - C) Motorola (late model) and Aerotron radios, press the call Number 9 button for two (2) seconds and release.
 - D) Mobile radios equipped with "touch-tone" microphones, press the call Number 9 button for two (2) seconds and release.

- 2) An answer back tone will not be heard.
- 3) During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast the emergency message in accordance with Operating Rule 415, identifying:
 - A) Transmitting unit (train identification or title and name)
 - B) Precise location
 - C) Specific train dispatcher console (several may be coded in), and
 - D) Nature of emergency.
- 4) When call Number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until the call is acknowledged.

403 Base Locations for Mobile Radio Access to Mechanical Desk

1. (SDN) denotes SDN PBX location. SDN location telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX location. CSX network location telephone number is 8-388-5555.

Location	Tx	Rx	Acc	Dis
Cincinnati SD				
So. Portsmouth KY (CSX)	16	88	741*	741#
Columbus SD				
Columbus Oh (CSX)	19	77	721*	721#
Delaware Oh (SDN)	19	77	712*	712#
Marion Oh (SDN)	19	77	711*	711#
Walbridge Oh (CSX)	19	77	701*	701#
Kanawha SD				
Huntington WV (SDN)	87	52	751*	751#
So. Charleston WV (CSX)	19	77	761*	761#
Northern SD				
So. Portsmouth KY (CSX)	16	88	741*	741#
Ball Knob Oh (SDN)	19	77	731*	731#
Columbus Oh (CSX)	19	77	721*	721#
Cowen SD				
Lane Tunnel WV (Bell)	19	77	451*	451#
North Mountain SD				
Afton VA (SDN)	19	77	141*	141#
Peninsula SD				
Lee Hall VA (SDN)	16	88	703*	703#
Providence Forge (SDN)	19	77	702*	702#
Richmond VA (SDN)	16	88	501*	501#
Richmond VA (CSX)	19	77	121*	121#
Rivanna SD				
Bremo VA (SDN)	19	77	131*	131#

410 MONITOR ASSIGNED CHANNEL

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

2. Instructions Relating to Safety Rules

2101- Getting On or Off Moving Equipment

Employees will stop the movement before mounting or dismounting equipment except:

- 1) **Entire Division–**
Trains in flood loading operations being controlled by use of Pace Setter or Speed Control II at speeds of 0.5 MPH or less.
- 2) **Entire Division–**
Starting trains per Special Instructions headed "Starting Heavy Trains"

2204 Kicking Cars

Safety Rule 2204 is modified by the addition of the following:

It is no longer permissible to run alongside freight cars to pull pins.

When kicking cars:

- 1) Wait for the slack to adjust;
- 2) Operate the cut lever to position the pin;
- 3) Hold the cut lever up until movement starts;
- 4) Step back and give the engineer a signal to "kick" cars.

Should the pin happen to fall, try the above procedure a second time, or shove the car to a spot.

2251-E DODX Cars

A potential safety hazard exists when applying hand brakes on DODX flat car numbers 40000 through 40100. When the hand brake handle is lifted, it can strike the left leg of a person standing on the sill step. Therefore, before the brake is applied, the car must be stopped and the employee must be standing on the ground.

3. Instructions relating to company policies and procedures

NONE

4. Instructions Relating to Equipment Handling Rules

DEF – 1 Loaded Trains

Trains having 50 percent or more of their cars loaded will be considered as loaded trains; those having less than 50 percent will be considered as empty trains.

4351 Locomotive Operational Restrictions

Do not operated a locomotive consist:

- On the live rails of any scale that is equipped with "dead rails"

Exception:

Alleghany SD – Riffe Scales
Kanawha SD – Barboursville Scales
Industry – When approved by industry's management

- A maximum of eight (8) units may be used in a locomotive consist in multiple control or in tow when operating on a main track, industrial track or industrial spur.
Exception: A maximum of 12 units may be used in a locomotive consist in multiple control or in tow when operating on a main track, industrial track or industrial spur on the following Subdivisions and/or locations:

1. Alleghany
2. Bridgeport
3. Cincinnati
4. Columbus
5. James River
6. Kanawha
7. Mountain
8. New River
9. North Mountain
10. Northern
11. Ohio River
12. Peninsula
13. Pickens
14. Piedmont
15. Piney Creek
16. Rivanna
17. Russell
18. Sewell Valley,
Between Meadow Creek and Rainelle
19. Short Line
20. Thomas,
Between BAH 19.5 and BAH 29.0
21. Washington

4406-1 Unit Coal Trains Equipped with Rapid Discharge Air Dump Systems

Unit coal trains equipped with an air dump system for automatic unloading must be operated from the unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the location to begin charging the dumping system, the locomotive-to-auxiliary hose must be reapplied and the end cock on the locomotive opened to permit recharging the system for unloading.

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

- 1) The locomotive-to-auxiliary train line has been removed, and;
- 2) All hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system extreme caution must be used.
- 3) If these cars are uncoupled and then recoupled at any time, the auxiliary dump hoses must be reconnected.

4406-2 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 end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the "location to begin charging dump system" the locomotive-to-auxiliary train line hose must be reapplied and the main reservoir end cock on the locomotive opened to permit charging the system for unloading.

Train Profile	Name	Location To Begin Charging Dump System	Unloading Location
U148 to U172	Taft	Sanford	Orlando
U140 to U147	Lakeland	Wildwood	Lakeland
U120 to U132	Hague	Baldwin	Gainesville
N130 to N131	Tampa Electric	Tampa	Sutton
N110 to N129	Crystal River	Red Level Jct.	Crystal River
T140 to T141	Brooksville	Tampa	Brooksville
N250 to N272	Stilesboro	Etowah	Cartersville GA
N200 to N240	Harlee	Atlanta	Harlee
U250 to U269	Jac Mac		Jac Mac
U280 to U288	Pascagoula	Mobile	Pascagoula
U230 to U232	Gadsden	Lagrange	Ala Power West Jeff
T818 to T819	Relief	Parkersburg	Relief, Ohio

Trains handling loaded APEX rapid discharge cars enroute to John Amos Power Plant will couple the locomotive main reservoir hose to the main auxiliary trainline and cut in prior to leaving the loading facility.

At the loading facility after the John Amos trains and the trains listed in the table above have been loaded they must be inspected to determine:

- 1) The locomotive-to-auxiliary trainline 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 Equipment Handling Rule 4300, all rapid discharge hoses must be checked to determine that they are coupled and the angle cocks properly positioned. If the cars are uncoupled and then recoupled, the auxiliary dump hose must be reconnected.

4451 Handling Overweight Cars

Cars with gross weight exceeding 220,000 pounds must not be moved over scales with a capacity of less than 200,000 pounds.

4473-1 State Laws

Cabooses In the State of West Virginia

In the state of West Virginia, on cabooses in a service that regularly requires them to be shoved a distance of one mile or more outside of yard limits, during the period one-hour before sunset and one hour after sunrise, the train must be provided with a light on the leading end of such caboose. The light must be capable of illuminating the track ahead for a distance of at least 250 feet under clear atmospheric conditions. This light must be illuminated at all times when the caboose is in motion on the leading end of the train.

4500-1 Double Stack and Multi-level Movements

Clearance Implicated Shipments – Procedures and guidelines covering the movement of Clearance Implicated Shipments are located in the Equipment Handling Rules.

Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas, the Chief Train Dispatcher/Yardmaster must be notified.

4505-1 Clearance Implicated Shipments

CSX Train Documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crew's CSX Train Documentation. If the clearance instructions covering a clearance-implicated shipment, are not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

The engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Air Brake and Train Handling Rules.

Guidelines covering clearance implicated shipments moving in yards and terminals have been published at each facility and movements must be in accordance with these instructions.

4551-1 Ditcher Spreader Cars Being Used to Plow Snow

When plowing, must not:

- Have short hood of locomotive against ditcher spreader.
- Be shoved by a locomotive consist exceeding two units.
- Handle more than 5 cars, including ditcher spreader and caboose.
- Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

4562-1 Sperry Rail Test Car

When operating these vehicles as a train, they must be considered as a single-light locomotive.

When operating these vehicles as on-track equipment, Roadway Worker Rule 720 will be applied, which will limit the operating speed to one-half the range of vision, not exceeding 40 MPH.

5. Instructions Relating to Air Brake and Train Handling Rules

5203-A Initial Terminal Air Brake Test

When handling unit trains with series listed below to the designated mine, an initial terminal air brake test must be made at the location stated:

Unit Train Series	Mine Name	Initial Terminal At Mine Or Yard
U700 or T700	Beth	Mine
	Hampton Lick	Mine or Danville
	Marnie Monclo	
	Fanco	Mine or Peach Creek
	Hutchinson	
	Marfork	Mine or Elk Run

5212-A Air Brake Certificate

NS Interchange at Lurgan, PA

All coal unit trains being interchanged to NS at Lurgan, PA will carry an air brake inspection and test certificate on the lead unit in accordance with Train Handling Rules. The Jacksonville Terminal Service Center will issue both work orders and computer generated air brake inspection and test certificates to the crew pulling and making the test at the origin (mine). This air certification will remain with the train to the final destination. Trains will be clearly identified as train VXXXXY (V identifies train as an NS Train, XXX identifies the unit train and YY the date) to all crews pulling

these trains from the mine. Crew change locations where locomotives are left on the train, inbound engineer will make arrangements with the yardmaster, or train dispatcher, as to where the certificate is to be left. If another air brake inspection and test certificate becomes necessary, the yardmaster, operator, or train dispatcher will notify the Jacksonville Terminal Service Center, which will issue another certificate to the outbound engineer.

The outbound engineer will notify the proper authority if a blank air certificate slip is not received for the train, and it must be reported to the train dispatcher.

5309 Locomotive Work Reports

When data-faxing locomotive work reports the following locations will be used:

Lay Up Point	Data-Fax Location	Data-Fax Number
Gladstone Lynchburg Ronceverte Balcony Falls Hinton Quinnimont Rainelle	Clifton Forge	540-863-1487 RNX 8-443-1487
Elk Run Handley Danville Peach Creek So. Charleston Huntington St. Albans	S. Charleston	304-744-3053
Maysville	Russell	606-833-7243 RNX 8-434-7243
Chillicothe	Columbus	614-445-4226 RNX 8-438-4246
Newport News Williamsburg	Newport News	757-380-5009 RNX 8-494-5009
Acca Charlottesville Doswell Verdon	Bryan Park	804-226-7469 RNX 8-442-7469
Cowen Burnsville Rowlesburg WV Central Jct Benwood New Martinsville Parkersburg Ravenswood Pt. Pleasant	Cumberland	301-759-2123 RNX 8-468-2123

Note: The Company line (RNX) must be used instead of the Bell line whenever possible.

5401-1 Locomotive Left Unattended

If the temperature is below thirty (30) degrees, employees observing locomotives left unattended and not running will notify the train dispatcher.

5502-1 Tractive Effort – Back up Movements

A maximum of 18 powered axles may be used when making back up movements with more than 50 cars.

5502-2 Tractive Effort - s

Helper Placement Instructions

These Helper Placement Instructions do not apply on the Alleghany, Cowen, James River, Mountain, North Mountain, Peninsula, Piedmont, Rivanna, Thomas and Washington Subdivisions.

Train Makeup	Helper Placement
Solid Loaded bulk commodity trains	Westbound - up to 18 axles-on rear.
	Eastbound - up to 20 axles on rear.
Train with cars with single axles trucks such as TTFX, TTOX and TTUX and Westbound mixed trains with empty cars in rear 20 cars.	In excess of the above axles-cut in. (Note)
	Up to 6 axles-in rear. Up to 12 axles-cut in train or split helper adding one to head end and one to rear trains. (Note)
Solid empty bulk commodity trains, trains without cars with single axle trucks, Eastbound mixed trains with empty cars in rear 20 cars, Westbound mixed trains with rear 20 cars loaded.	Up to 12 axles-on rear. Exceeding 12 axles-cut in train. (Note)

Note: When cutting in helper in trains, it will be cut in at that point in the train where the tonnage behind the helper would be as close as possible to the tonnage rating of all helper units except the lead unit of the helper.

5553 Stretch Braking

1. To prevent stalling, stretch braking is permitted on descending grades where running release of train brakes is prohibited.
2. On descending grades, where speed restrictions are in effect requiring a speed of less than 25 MPH, stretch braking will be permitted through the limits of the restrictions.

5551 Starting Heavy Trains

When it is necessary to start a heavy train under conditions in which engine wheel slippage may occur, a crew member will dismount from the engine and place him/herself in a position to observe the entire locomotive consist.

While the train is being started, the crew member so stationed will be particularly attentive to the possibility of engine wheel slippage; the crew member will arrange to immediately notify the engineer by radio or hand signal if excessive wheel slippage on any of the locomotive units is evident. This is especially crucial while the engines are loading and just before the train is brought into motion. It should be watched, however, until the entire train is underway. Engineers will be on the lookout for a response from the crew member on the ground and will promptly take necessary protection to prevent rail burn.

5555 Setting Off Empty Cars

When supplying or setting off empty coal cars, the automatic brake should not be used when the same results can be accomplished by the use of dynamic or independent brake. If the descending grade is to the extent where the dynamic or independent brake is insufficient, the automatic brake may be used in conjunction with the dynamic or independent brake to control movement. After the STOP is made, slack may be bunched by applying sufficient number of hand brakes.

5556 Leaving Equipment Unattended at Newell, PA

When trains are left unattended on NS track, the Block Clearance Form must be left on the controlling locomotive.

5556 Leaving Equipment Unattended on the Main Track

Before leaving equipment unattended on any main track, the conductor or engineer must convey the following information to the train dispatcher:

- a) The specific location of head end and rear end (if known) of train.
- b) The number of engines on the train, including the lead engine number.
- c) The number of cars in the train.
- d) Any unusual facts about the train, such as oversized shipments, speed restrictions, and EOT not present or malfunctioning.

When the temperature is 10 degrees or lower, before departing any location with a loaded unit train that has been assembled and tested by a crew other than the road crew assigned to that train, a further air brake test will be made as follows:

The road crew taking charge of the train will make an additional inspection of the air brakes to determine that all brakes apply and release on each car from a 20 pound brake pipe reduction.

Exception:

The following trains are exempt from this inspection;

1. Trains operating between Huntington and Benwood in Huntington and Parkersburg, WV.
2. Westward trains making their initial movement from Grafton, WV.
3. Eastward trains making their initial movement from Burnsville, WV.

5559-1 Recharging after an Undesired Emergency Application

Following an undesired application of the automatic brake system on grades of 1% or greater, a minimum of 20 minutes charging time of the brake system is required. During cold or inclement weather, additional charging time may be required.

5600-1 Instructions for Installing and Operating Helper Link Equipment

1. Description of equipment:

Helper-Link equipment is designed to permit helper locomotives to be attached and detached from road trains without making brake pipe hose connections between the rear car and the helper consist. This will enable the helper consist to detach from the train while still moving. For this to be possible, two pieces of equipment must be used. The first piece of equipment, a Helper-Link box, is to be mounted on the helper locomotive on the end to be coupled to the road train. The second piece of equipment, a two-way rear-end telemetry device, is mounted on the rear car, thereby establishing a complete two-way telemetry system.

This two-way system enables the locomotive engineer

to initiate an emergency brake application beginning at the rear car by properly positioning an emergency command switch found on a two-way head of train device (HTD2) on the controlling locomotive when equipped, but also permits Helper-Link equipment to transmit emergency signals to the rear car.

2. Installation of Equipment:

The two-way end of train device attaches to casting holes in the side of the drawhead of the rear car in a similar manner as previous CSXT end-of-train devices (EOT). Once attached, the air hose of the two-way device must be connected to the brake-pipe hose on the rear car and the angle cock opened. At the time of the initial installation, a test for accuracy and continuity must be performed as per Air Brake and Train Handling Rules.

The Helper-Link box attaches to the helper locomotive end being coupled to the rear car of the train. The box is held in place by small chains placed around upright handrail stanchions. This box incorporates three hoses. The first hose, marked "Main Reservoir," must be coupled to the main reservoir equalizing hose on the locomotive and the end cock opened. The second hose, marked "Brake Pipe," will be coupled to the brake-pipe hose on the helper locomotive and the angle cock opened. The third hose is permanently connected to the pin-lift mechanism, but must also be coupled to the Helper-Link box during installation. The helper locomotive jumper cable must now be inserted into the Helper-Link box receptacle. The Helper-Link box also incorporates a coupler-lift mechanism. The pin-lift mechanism mounts under the walkway and above the drawbar, held in place by two clamps that attach to the underside of the walkway. The mechanism has a lifting hook that must be attached to the coupler-pin lift loop on the locomotive coupler. A visual check must be made to ensure that all hoses and jumper cables will not interfere with the operation of the lift chain, which has been connected to the coupler. Once installed, the Helper-Link equipment must be tested as follows:

- 1) The knuckle must be closed on the locomotive end with the Helper-Link box.
- 2) The trainline power-reduction rheostat knob on the helper locomotive must be positioned to full power.
- 3) Engine Run, Generator Field and Control Fuel Pump must be closed.
- 4) Reverser must be in FWD/REV.
- 5) Position the power reduction toggle switch to "Trainline Power Reduction" (all units).
- 6) Inspection must be made to determine that the knuckle has been operated by the coupler-lift mechanism.
- 7) If the coupler pin has lifted, the equipment is ready for use, and if not, re-check the main reservoir equalizing the end cock and jumper cable connection from the helper locomotive to the Helper-Link box and re-try Steps 2 through 4.
- 8) Turn the trainline power reduction switch to the "Off" position.

3. Operation of Equipment

Before attaching to the rear of the train, the engineer will make a Safety STOP, and then ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to the rear of the train, stretch

slack to insure that the coupling has been made and position the helper locomotive brake equipment per Air Brake and Train Handling Rules. The helper engineer will then make a visual inspection from the walkway of the helper locomotive to see the telemetry device is still in place and none of the hoses will be affected by the coupler once movement begins. The helper engineer will open the Helper-Link box lid and perform the following start-up tasks:

- (1) Thumbwheel switch assembly numbers must be the same as the ID code number on the end-of-train device.
- (2) Check the communication between the Helper-Link and rear-of-train telemetry device by pressing the Com/Check (communications check) pushbutton. The alphanumeric display will say "Com OK." If the display shows "No Com," this indicates the Helper-Link is not communicating with the rear device. If this occurs, the brake pipe hose of the rear car will be coupled to the helper locomotive brake pipe hose of the rear car and both angle cocks will be opened. The brake test and train operation will be performed in the conventional manner, as if the Helper-Link equipment was not on helper.
- (3) Start the electronic signal by pressing the "Enable" button.

Note: At this time, the Helper-Link's "Enable" light is illuminated indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper locomotive's brake pipe pressure at the same level as brake pipe pressure at the rear of train.

- (4) Close Helper-Link box Lid.

Upon returning to the operating cab of the helper locomotive, the helper engineer will observe brake pipe pressure and notify the engineer on the lead locomotive consist when the helper is ready for a helper service brake test. Brakes should apply and release on the helper locomotive as if brake pipe air hoses were coupled between the helper locomotive and the rear car. When the brake test is completed, the train is ready to proceed.

Note: During train movement, if it is necessary for the helper locomotive engineer to initiate an emergency brake application, the automatic brake must be placed in "Emergency" position on the helper locomotive. The Helper-Link will transmit an emergency brake application request via electronic signal to the two-way device located within the EOT. Similarly, the lead engineer, when making a service or emergency brake reduction, will cause the two-way EOT to transmit the drop in brake pipe pressure to the Helper-Link, thereby causing the helper brakes to apply.

When approaching the location where the helper is to detach, it will not be necessary to STOP the train to cut off the helper locomotive. The helper engineer, when approaching the cut-off location, will turn the power reduction knob to full power and position the toggle switch to "Trainline Power Reduction." This will activate the pin-puller, lifting the helper locomotive coupler pin. Once the signal is received in the Helper-Link box to lift the pin, 130 - 140 PSI air pressure will be forced into the pin puller air line to activate it. At that point, the helper engineer will receive an audible alarm bell signal on the locomotive.

When that signal is received, while still moving and before reducing throttle, the helper engineer will place automatic brake valve handle to "Release," and cut in the brake valve cutout valve. The engineer will gradually reduce power allowing ample time between throttle changes to allow slack to stretch. As the rear car separates, a STOP will be made by gradually applying the independent brake.

Note: No emergency brake application will take place from the separation of equipment. Control independent brake cylinder pressure to prevent sliding of locomotive wheels as the locomotive separates from the train.

4. Engineer alarm feature:

Once the Helper-Link has established communication with the two-way EOT on the rear of the train, if the EOT or Helper-Link box malfunction, the alarm bell will ring in the helper locomotive cab indicating a problem. If this occurs and trouble cannot be corrected, the train will be stopped and the brake pipe hose connected for conventional operation.

5655-1 Special Instructions for Snow Accumulation in excess of 24 Inches

During periods of snowfall accumulation in excess of 24 inches, track where heavy descending grades are three miles or longer, and 1.5% or greater, should be plowed with a spreader or other plow when possible. Snowplows on locomotives should only be used as a last resort, as they do not move snow away from track structure sufficiently to protect freight car braking systems. This plowing should be done at least ten miles prior to and include the heavy descending grade when possible. This is done ahead of the grade in order that the brake system can be warmed by a train brake application without re-icing prior to grade descent.

When snow accumulations have exceeded 24 inches, no trains, except light engines may descend these grades until the following:

- a) The grade and track 5 miles preceding the grade have been traversed not more than 1 hour previous to additional train movements, or
- b) It has been determined that roadbed snow level does not exceed 24 inches.

Grades Subject to Snow Plowing	
Subdivision	Location
Cowen SD	BUC 116.5 to BUC 96.0
Mountain SD	BA 269.0 to BA 242.0 BA 223.0 to BA 207.0
Thomas SD	BA H69.0 and BA H29.0
G&E	CAJ 2.0 and CAJ 6.0 CAJ 10.5 and CAJ 13.8
Island Creek	CMC 3.6 and CMC 10.6
Norfolk Southern Winding Gulf Spur	17.0 and 21.0
Piney Creek	CAN 2.0 and CAN 24.0
Raleigh SW & Winding Gulf	CAQ 7.0 and CAQ 16.0
Sewell Valley	CAF 0.5 and CAF 14.8 CAF 3.0 and CAF 34.5
Pine Creek	CMF 3.0 and CMF 6.0

5700 Two Way EOT 2 and HTD 2

All trains operating on the following SD's and it's between designated mile posts listed in the following table must:

- 1) Be equipped with working two-way EOT2 and two-way HTD 2; and
- 2) It must be armed and used to provide two-way communications (both transmitting and receiving) between the head end and rear end of the train.

- a) Grades 1% and Greater for 3 Continuous Miles or More

Subdivision	Between/Milepost
Alleghany	CA 294.1 and CA 305.5
Cowen	BUC 52.3 to BUC 56.9 BUC 61.3 to BUC 65.8 BUC 97.3 to BUC 105.2 BUC 108.6 to BUC 115.6
Georges Creek	BAI 31.5 and BAI 18.7
Mountain	BA 219.0 and BA 224.3 BA 251.2 and BA 253.2
North Mountain	CA 192.2 and CA 203.9 CA 221.1 and CA 224.6 CA 228.0 and CA 234.3 CA 234.3 and CA 242.2
Thomas	BAH 29.0 to BAH 35.3 BAH 47.3 to BAH 56.0
Stony River	BUA 0.2 to BUA 12.3

- b) 1% and greater for two miles or more

Subdivision	Between/Milepost
Island Creek SD	CMC 4.0 and CMC 10.6
Snap Creek IT	1.8 and 3.2
Loup Creek IT	1.0 and End Of Track
Piney Creek SD	CAN 2.0 and CAN 9.0
Sewell Valley SD	CAF 0.0 and CAF 11.5 CAF 46.0 and CAF 51.0
Rupert SD	CAH 13.0 and CAH 19.9
G&E SD	CAJ 2.0 and CAJ 14.0
Norfolk Southern Winding Gulf Spur	17.0 and 21.0

- c) Grades 2% or Greater for 2 Continuous Miles

Subdivision	Between/Milepost
Mountain	BA 207.8 and BA 219.0 BA 242.5 and BA 251.2 BA 254.5 and BA 258.9 BA 261.0 and BA 267.0

6. Instructions Relating to Equipment Restrictions – Entire Division

4500-2 Double Stack And Multi-Level Movements

Unless otherwise authorized by a Clearance Bureau Wire or the director system control, the following are the maximum double stack and multi-level heights allowed on Huntington Division East main tracks and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Subdivision	Double Stack	Multi-Level
Cincinnati	19' 2"	19' 1"
Columbus SD between Walbridge and Marion (See Note)	20' 2"	20' 2"
Columbus SD between Marion and Columbus	19' 2"	19' 1"
Northern		
Ohio River	Prohibited	
Peninsula		
Piedmont	19' 2"	
Russell		
All other SD's	Prohibited	Prohibited

Note: Double stack and multi-level equipment that is higher than 19' 2" must not operate on the center siding track at Carey, Ohio.

5750-1 EOT Batteries

End of Train Device (EOT) batteries must be analyzed and certified every thirty (30) days. To ensure compliance batteries must be checked at locations where the crew installs EOT batteries.

The conductor is responsible to see that a member of the crew checks the date on the battery. If the date is within seven (7) days of the end of the thirty (30) day period the conductor must notify the train dispatcher.

When so informed, the train dispatcher must notify the chief train dispatcher who will arrange changing out the batteries.

7. Miscellaneous Instructions

NONE

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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			