



**NORTHERN REGION
LOUISVILLE DIVISION
TIMETABLE NO. 3**

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

**Robert J. Babcock
Division Manager**

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

Mile post 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

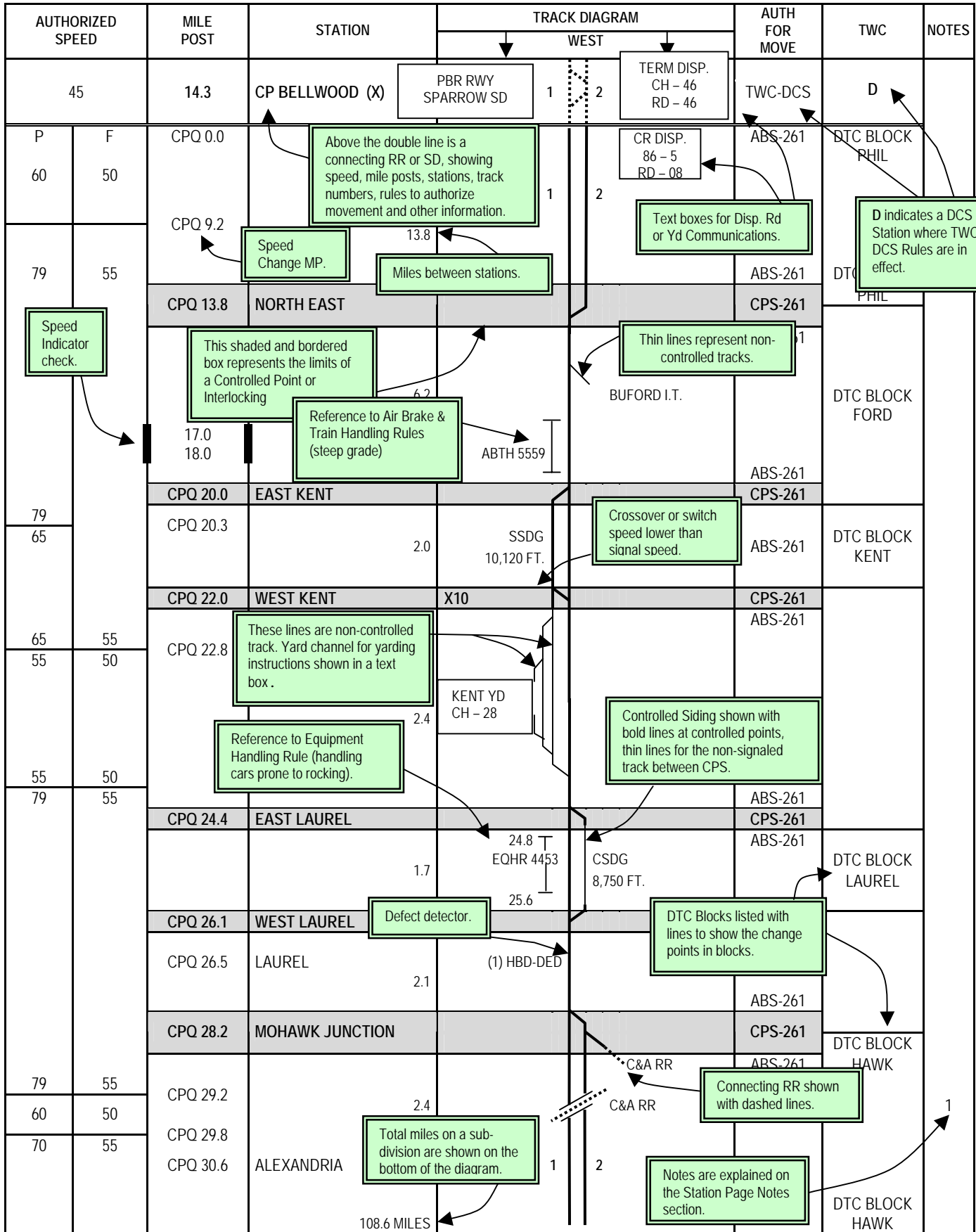
CM DISP.
94 – 7
RD - 08

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



**LOUISVILLE DIVISION OFFICERS
3601 GERINGER AVENUE
CINCINNATI, OH 45223**

**Robert J. Babcock
Division Manager**

**W.W. Clapsaddle, Jr.
Assistant Division Manager**

**Robert J. Banet, Jr.
Line of Road Superintendent**

**Andrew J. Woodgeard
Manager – Safety and
Operations**

**C.G. Clevenger
Senior Road Foreman of
Engines**

**D.L. DeBoer
Chief Train Dispatcher**

**Nathan G. Curry
Director Train Operations**

**William M. Deep
Terminal Superintendent
Louisville**

**John L. Gaylord
Terminal Superintendent
Cincinnati**

Location and Name	Title	Location and Name	Title
Bowling Green, KY		Louisville, KY Terminal	
R.S. Jarrett	Roadmaster	R.L. Burkett	Asst. Terminal Supt.
J.F. Leonard	Signal Supervisor	G.L. Stearman	Terminal Trainmaster
		F.J. Sierota	Terminal Trainmaster
Breese, IL		M.B. Justice	Terminal Trainmaster
D.W. Fauke	Roadmaster	J.R. Anderson	Terminal Trainmaster
		D.W. Kelly	Terminal Trainmaster
Cincinnati, OH		J.R. Hensley	Senior General Foreman Car
W.P. Kelly	Asst. Terminal Supt.	J.M. McCall	General Foreman Car
M.J. Holzapfel	Terminal Trainmaster	J.T. Skinner	General Foreman Locomotive
T.R. Hensley	Terminal Trainmaster	J.V. Williams	Roadmaster
C.W. Stevens	Terminal Trainmaster	R.P. Gibbs	Asst. Roadmaster
D.E. Speaks	Terminal Trainmaster	M.A. Krauss	Electronics Engineer
C.L. Smith	Terminal Trainmaster		
D.R. Henson	Road Foreman of Engines	Louisville, Ky, Line of Road	
M.A. Holowienka	Road Foreman of Engines	T.K. Asher	Trainmaster
K.R. Eads	Road Foreman of Engines	T. Dobson	Trainmaster
J.R. Woody	Trainmaster	G.P. Matherly	Road Foreman of Engines
T.J. Grace	Senior General Foreman Car	M.E. Chapman	Road Foreman of Engines
G.A. Frey	General Foreman Car	K.E. Neeley	Road Foreman of Engines
Jeff Himes	Shop Manager Locomotive		
M.W. Little	Roadmaster	Middletown, OH	
M.C. Guthrie	Train Control Signals	P.S. Henry	Trainmaster
Connersville, IN		Obannon, KY	
D.L. Wilkerson	Trainmaster	D.M. Tribble	Trainmaster
I.P. Duchame	Roadmaster	J.B. Roberts	Trainmaster
		J.R. Winstead	Trainmaster
Dayton, OH		Owensboro, KY	
E.R. Osborn	Trainmaster	P.L. Dziennik	Trainmaster
W.C. Dietz	Roadmaster	J.C. Hess	Roadmaster
Lima, OH		Salem, IN	
D.A. McCoy	Trainmaster	J.G. Reynolds	Roadmaster
D.M. Beveridge	Road Foreman of Engines		
F.W. Wheeler	Roadmaster	New River, OH	
		J.M. Welch	Trainmaster
		Worthville, KY	
		T.M. Conner	Roadmaster
		C. Garrett	Asst. Roadmaster

DIVISION TELEPHONE NUMBERS

LOUISVILLE DIVISION

	RNX	BELL
Division Manager	435-5332	513-369-5332
Assistant Division Manager	435-5160	513-369-5160
Line of Road Superintendent	281-1415	502-364-1415
Manager Safety & Operating Practices	437-3295	937-237-3295
Senior Road Foreman	435-5194	513-369-5194
Chief Dispatcher	388-4049	904-381-4049
Director Train Operations	388-3562	904-332-3562
Terminal Superintendent – Louisville	281-1489	502-364-1489
Terminal Superintendent – Cincinnati	435-5288	513-369-5288

EMERGENCY ASSISTANCE

VIA TELEPHONE	VIA RADIO
<p>Jacksonville Dispatched Territory</p> <p>Louisville Chief Dispatcher – 1-800-232-0144</p> <p>Police and Fire Departments – 1-800-232-0144</p> <p>Hazardous Material Hot Line – 1-800-232-0144</p>	<p>Jacksonville Dispatched Territory.</p> <p>Select the train dispatcher's Channel on the radio and press tone 9 on the keypad. No tone back will be heard. The dispatcher will respond.</p>

JACKSONVILLE OPERATIONS CENTER

3019 Warrington Street
Jacksonville, FL 32254

	RNX	BELL		RNX	BELL
Louisville Chief Dispatcher	388-4049	904-381-4049	CK Dispatcher Cincinnati Terminal Subdivision	388-5354	1-800 628-4702 904-381-5354
AR Dispatcher Middletown Subdivision Toledo Subdivision	388-2126	904-381-2126 1-800-438-2239	CL Dispatcher LCL Subdivision Mainline Subdivision Louisville Terminal Subdivision	388-2119	1-800-435-2236 904-381-2119
CF Dispatcher Hoosier Subdivision Illinois Subdivision Richmond Subdivision Indiana Subdivision Indianapolis Subdivision	388-2114	1-800-435-2217 904-381-2114	SA Dispatcher LH&STL Subdivision	388-2112	1-800-435-2216 904-381-2112

CINCINNATI TERMINAL SUBDIVISION - CT BUTLER STREET TO WINTON PLACE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F			TOLEDO SD		ABS-261 (193)	DTC BLOCK NEW	1
20	20			AR DISP. 12-12 08-08 TONE 2		CPS-261		
35	35	BE 25.8	BUTLER STREET	NS		ABS-261 (193)	DTC BLOCK PIT	4
				1 2		CPS-261		
35	35	BE 25.4	HAMILTON	TO BELT JCT.		ABS-261 (193)		4
				CK DISP. 66-66 08-08 TONE 1		CPS-261		
35	35	BE 23.6		RAG TRACK →		ABS-261 (193)	DTC BLOCK WAYNE	4
45	45	21.0 BE 20.8 20.0	STOCKTON	PIT TRACK →				
				← BIG BILL TRACK				
				(1) HBD-DED-AC				
45	45	BE 19.2	STOCKTON	NS		CPS-261		
35	35	BE 17.4		SPRINGDALE STORAGE		ABS-261 (193)	DTC BLOCK MALL	2
		BE 16.2		1 2		CPS-261		
		BE 15.1	GLENDALE	(1) HBD-DED-AC		ABS-261 (193)		2
		BE 15.0	WYOMING	1 2		CPS-261		
		BE 13.5	WYOMING	NS		ABS-261 (193)		3
		BE 12.0	WYOMING	1 2		CPS-261		
		BE 11.7		IVORYDALE YARD		ABS-261 (193)	DTC BLOCK IVORY	3
		BE 8.0	IVORYDALE	1 2				
		BE 7.5	KINGS RUN (SOUTHBOUND ONLY)	NS		CPS-261		
				7.2		ABS-261 (193)		
35	35	BE 7.0	SPRING GROVE	EQHR 4453		CK DISP. 66-66 08-08 TONE 1	DTC BLOCK HEAD	3
25	25			6.7		CPS-261		
		BE 6.7	WINTON PLACE	TO COLERAIN AVENUE		ABS-261 (193)	DTC BLOCK RH	
		BB 6.8	WINTON PLACE	TO NA TOWER				
25	25		19.1 MILES			ABS-261 (193)		

STATION PAGE NOTES

- NOTE 1:** CSX Signal Rules 1281-1298 govern.
- NOTE 2:** All southward trains stopping at Sharon Road (BE15.0) on either main must STOP 800 feet north of the absolute signal on the fuel pads. This does not apply to trains in excess of 9,000 feet in length.
- NOTE 3:** All northward trains operating on Number 1 track stopping at Wyoming must STOP 200 feet south of Cooper Street (BE 11.7).
- NOTE 4:** Shaded blocks in Authorized Speed column are municipal (city ordinance) speed restrictions.

**CINCINNATI TERMINAL SUBDIVISION – CT
HAMILTON TO BELT JUNCTION**

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			WEST				
35	35			TO BUTLER ST.	TO STOCKTON	ABS-261 (193)	DTC BLOCK PIT	1
35	35	BD 25.4	HAMILTON	← 2	→	CPS-261		
15	15			1	25.4			2,3
15	15	BD 26.1		EQHR 4453	26.0	CK DISP. 66-66 08-08 TONE 1	ABS-261 (193)	
35	35	BD 26.9	BELT JUNCTION				CPS-261	
35	35			INDIANAPOLIS SD		CF DISP. 14-14 08-08 TONE 3	TWC-DTC (ABS)	DTC BLOCK MACK
35	35			1.5 MILES				

STATION PAGE NOTES

- NOTE 1:** CSX Signal Rules 1281-1298 govern.
- NOTE 2:** Great Miami & Western Railway Company Instruction to CSXT on train movement in Woods Yard, Hamilton, OH – Between the hours of 0730 and 1930, CSX must request permission to enter Woods Yards. Telephone numbers are 513-844-6410 or 513-284-5068. Between the hours of 1930 and 0730, CSX may enter Woods Yard without prior approval to effect interchange. Great Miami will advise CSX if they have plans to occupy the yard during those hours.
- NOTE 3:**
- a: Authority to occupy the Hamilton Belt Line (Belt Jct. MP BD 26.9 to Woods Yard), must be received from CSX North Excello Yardmaster.
 - b: Maximum authorized speed for movement on the Hamilton Belt Line is 10 MPH (Rule 96).
 - c: Movements are restricted to 5 MPH over bridge 2-12 located on the Hamilton Belt Line.

CINCINNATI TERMINAL SUBDIVISION - CT NA TOWER TO CT JUNCTION

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH	SOUTH			
P	F			IORY				
40	40			IORY				
40	40	BB 7.5	NA TOWER	NS #1		CPS-261		3
35	35			NS #2		ABS-261 (193)	DTC BLOCK DON	
			.7					
		BE 6.7 BB 6.8	WINTON PLACE	TO SPRING GROVE		CPS-261		
			1.8	1	2 ← NS NO. 3 MAIN	ABS-261 (193)	DTC BLOCK RH	
35	35	BE 5.0						
20	20	BB 4.9	COLERAIN AVENUE			CPS-261		1
			.1			ABS-261 (193)		
		BB 4.7	RH WEST	BYPASS MAIN	A B C D	CPS-261	DTC BLOCK HOPPLE	2
			1.2	TO QUEENSGATE YARD		ABS-261 (193)		
				TRAIN DIR. 84-84 513-369-5129	1			
20	20				2 ← NS NO. 3 MAIN			

CINCINNATI TERMINAL SUBDIVISION - CT NA TOWER TO CT JUNCTION

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 20	F 20		1.2			ABS-261 (193)	DTC BLOCK HOPPLE	
		BE 3.8	HOPPLE STREET			CPS-261		
			1.9			ABS-261 (193)	DTC BLOCK CUT	
		BE 1.9	TOWER A			CPS-261		
20 10	20 10		1.0			ABS-261 (193)	DTC BLOCK ANN	
		BE 0.9 CA 664.9	CT JUNCTION	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> CK DISP. 66-66 08-08 TONE 1 </div>		CPS-261		
			6.6 MILES			ABS-261 (193)	DTC BLOCK MD	3

STATION PAGE NOTES

- NOTE 1 :** Do not exceed 10 MPH over Guard House Crossing MP BB 4.9. Movement may resume maximum authorized speed once equipment has fouled the crossing.
- NOTE 2 :** Tracks to Queensgate Yard are identified as follows :
- A - West Open B - Short S
 - C - Long S D - East Open
- NOTE 3 :** CSX Signal Rules 1281 through 1298 govern, except at NA Tower MP BB 7.5 CSX Signal Rules C-1281 through C-1298 govern.

CINCINNATI TERMINAL SUBDIVISION - CT RH WEST TO CT JUNCTION

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 35	F 35			<div style="border: 1px solid black; padding: 2px; display: inline-block;">CK DISP. 66-66 08-08 TONE 1</div> COLERAIN AVENUE 		ABS-261 (193)	DTC BLOCK HOPPLE	1,2,5
		BB 4.7	RH WEST			CPS-261		
				<div style="border: 1px solid black; padding: 2px; display: inline-block;">QUEENSGATE TRAIN DIR. 84-84 513-369-5129</div> WEST OPEN QUEENSGATE YARD BYPASS MAIN →		ABS-261 (193)	DTC BLOCK BYPASS	
35 10	35 10		BB1.8 EIGHTH STREET	 TO NS		CPS-261		3,4,8
			BB 1.7 OKLAHOMA					
				TO INDIANA SD EAST END STORRS (OKLAHOMA)		ABS-261 (193)		
			BB 0.8 YARD 2	 TO EAST OPEN TO YARD 2		CPS-261	DTC BLOCK BAYMILLER	
				<div style="border: 1px solid black; padding: 2px; display: inline-block;">QUEENSGATE TRAIN DIR. 84-84 513-369-5129</div> 1 2		ABS-261 (193)		4
			CA 664.9 CT JUNCTION			CPS-261		5,6,7
10	10			 <div style="border: 1px solid black; padding: 2px; display: inline-block;">CK DISP. 66-66 08-08 TONE 1</div> TO OB CABIN		ABS-261 (193)	DTC BLOCK MD	
		4.8 MILES						

STATION PAGE NOTES

- NOTE 1:** CSX Signal Rules 1281 through 1298 govern.
- NOTE 2:** 10 MPH over Guard House Crossing at MP BB4.9. Once the equipment has fouled the crossing the movement may resume maximum authorized speed.
- NOTE 3:** Instructions for OTE movement and train movement between Cincinnati Junction (Oklahoma) and East End STORRS are located in Special Instructions, Cincinnati Terminal under 1. Instructions Relating to Operating Rules.
- NOTE 4:** Movement of on-track equipment may be made on verbal permission as follows:
1. B&O Jct. and Eighth Street Connection Track between NS Railway and Eighth Street – verbal permission of Train Director.
 2. Oklahoma Track between Eighth Street and Eastward Absolute Signal at East End STORRS – verbal permission of Train Director.
 3. Bypass Main -NAS RH West MP BB4.7 to the SAS Eighth Street at the South end of Bypass Main – Verbal permission of the Train Director.
- NOTE 5:** Train Director controls movement on main track that is governed by CSX Rules ABS-261 (193) between CT Junction MP CA 664.9 and RH West MP BB 4.7.
- NOTE 6:** Audible Derailment Protection in service between MP CA 663.8 and CA 665.0. See Special Instructions, Cincinnati Terminal Subdivision under 4. Instructions Relating to Equipment Handling Rules for instructions.
- NOTE 7:**
- A. Southbound trains departing via B&O Jct. will receive signal from CK Dispatcher at CT Junction.
 - B. Northbound trains enroute to B&O Jct. will receive signal at CT Junction from Train Director.
- NOTE 8:** Train movement instructions between Oklahoma and CW Cabin are located in Cincinnati Terminal Special Instructions under 1. Instructions Relating to Operating Rules.

CINCINNATI TERMINAL SUBDIVISION - CT CT JUNCTION TO SPRING LAKE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F			TO TOWER A	TO B&O JCT.	ABS-261 (193)	SEE NOTE 2	
10	10	CA 664.9 BE 0.9	CT JUNCTION			CPS-261		1,2
10	10	CA 664.7 CA 664.3	1.1	TTB AD TTB	1 2	ABS-261 (193)	DTC BLOCK MD	5
25	25	CA 663.8	OB CABIN			CPS-261		
			1.2	EOHR 4453	1 2	ABS-261 (193)	DTC BLOCK COVINGTON	4
		CA 662.6 KC 2.6	KC JUNCTION			CPS-261		
25	25							
30	30	KC 3.2	.6	LATONIA TUNNEL	1 2	ABS-261 (193)	DTC BLOCK KC	
		KC 3.9	30 TH STREET LATONIA	LATONIA PASS		CPS-261		
		KC 4.1	SOUTHERN AVE.					
		KC 4.3		NUMBER 1 TRACK: (1) HCDAC				
		KC 5.2	ROSEDALE					
			2.6	DECOURSEY YARD		ABS-261 (193)	DTC BLOCK DECOURSEY	
		KC 7.8	DECOURSEY INTERLOCKER			CPS-261		
			2.0	TO PROGRESS RAIL		ABS-261 (193)		
30	30	KC 9.8	SPRING LAKE			CPS-261		
25	25		9.5 MILES					
				TO HUNTINGTON DIV CC SD		ABS-261	DTC BLOCK SPRING LAKE	3

STATION PAGE NOTES

NOTE 1: CSX Signal Rules 1281 through 1298 are in effect.

NOTE 2: Trains departing CT Junction to Tower A will enter the Ann DTC Block, trains departing CT Junction to B&O Junction will enter the Baymiller DTC Block.

NOTE 3: CS Dispatcher Monday-Friday-1st and 2nd Shift – 1-800-633-2154. All other times AQ Dispatcher – 1-800-435-2214.

NOTE 4: Rusty Rail Conditions KC Siding MP CA 663.6 – Employees must protect movements to make sure cars are not fouling the clearance points on either end of the siding. This protection must be done physically and crews cannot rely on dispatcher or signal indication for the proper clearance.

NOTE 5: Audible Derailment Protection in service between MP CA 663.8 and CA 665.0. See Special Instructions, Cincinnati Terminal Subdivision under 4. Instructions Relating to Equipment Handling Rules.

CINCINNATI TERMINAL SUBDIVISION - CT NX CABIN TO SOUTH LATONIA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓				
P	F							
45	30			TO MELBOURNE	CK DISP. 66-66 08-08 TONE 1	ABS-261 (193)	DTC BLOCK STEVENS	1
45	30	T 108.6	NX CABIN		CK DISP. 66-66 08-08 TONE 1	CPS-261		
10	10			1.6			DTC BLOCK WILDER	
		T 107.0	NE WILDER	1.0	PA 1 → PA 2 →	ABS-261 (193)		
		T 106.0	SE WILDER		TTB	CPS-261		
		T 105.8		.4		ABS-261 (193)		
		T 105.6	GLENN AVE		2	CPS-261		
				.1	30 TH ST. 1 SOUTHERN AVE	ABS-261 (193)		
		T 105.5	LATONIA		X10 N LEG LATONIA WYE X15 S LEG LATONIA WYE	CPS-261	DTC BLOCK LATONIA	2
10	10	T 105.4						4
20	20	T 105.1		1.3	LATONIA PASS CSDG 5,030 FT.	ABS-261 (193)		
30	30	T 104.2	SE LATONIA			CK DISP. 66-66 08-08 TONE 1	CPS-261	3
30	30	T 104.2	SOUTH LATONIA 4.4 MILES	(1) DED				
25	25				TO LCL SD	CL DISP. 94-94 84-84 TONE 8		

STATION PAGE NOTES

- NOTE 1:** Signals at NX Cabin are Signal Rules C-1281 through C-1298. Signals South of NX Cabin to South Latonia are Signal Rules 1281 through 1298.
- NOTE 2:** Speed on N Leg Wye is 10 MPH, S Leg Wye is 15 MPH.
- NOTE 3:** Information concerning radio frequency for this defect detector is located in Special Instructions Cincinnati Terminal Subdivision under 4. Instructions Relating to Equipment Handling Rules.
- NOTE 4:** Northward trains with permission to pass stop signal (Rule 1292) in accordance with CSX Operating Rule 226-B at Decoursey Avenue (MP T 105.3) **MUST** protect road crossing in accordance with CSX Operating Rule 100-E(7) before fouling crossing.

CINCINNATI TERMINAL SUBDIVISION - CT MELBOURNE TO KC JUNCTION

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
P	F				NORTH				
79	55			TO HUNTINGTON DIVISION CINCINNATI SD	-	CR DISP. 94-94 08-08 TONE 4	ABS-261	DTC BLOCK MEL	1
79	55	CA 650.0	MELBOURNE				CPS-261	DTC BLOCK MEL	
70	45	CA 652.6		2.6		CK DISP. 66-66 08-08 TONE 1			2
55	40	CA 653.8		1.2					
60	45	CA 655.5	DAYTON	4.4	(1) HBD-DED AC				
35	35	CA 658.2					ABS-261 (193)	DTC BLOCK STEVENS	
35	35	CA 659.0	DAYTON	1.9					
35	35	CA 660.1							
45	30	CA 660.4	BELLEVUE	1.0					
		CA 661.1	NX CABIN				CPS-261		
45	30	CA 661.7		.9	TTB	TO LATONIA			DTC BLOCK HORN
30	30	CA 662.0		.5	2	1	ABS-261 (193)		
30	30	CA 662.5		.1		662.5			
25	25	CA 662.6	KC JUNCTION		KC PASS	EQHR 4453		CPS-261	DTC BLOCK COVINGTON
					←	662.6 2			
25	25			12.6 MILES	←	CK DISP. 66-66 08-08 TONE 1	→	ABS-261 (193)	
					TO CT JUNCTION		TO SPRING LAKE		

STATION PAGE NOTES

- NOTE 1:** All signals are rules C-1281 through C-1298 between Melbourne and KC Junction.
NOTE 2: Shaded blocks in Authorized Speed column are Municipal (city ordinance) speed restrictions.

CINCINNATI TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Latonia Tunnel – Employees are prohibited from walking in the Latonia Tunnel located at MP KC 3.2, except in cases of emergency, and only after obtaining permission and protection of the CK dispatcher.

Engine Horn Instructions – At the entrance to the following limits, the standard crossing warning signal shall be sounded with the engine horn. Within those limits, the engine bell will be rung continuously, except in cases of imminent danger, in which case the engine horn shall be sounded in addition to the bell:

MP T 105.3 to and including MP T 106.5
 MP KC 2.9 to and including MP KC 5.2
 MP CA 658.5 to and including MP CA 659.2 (See note)

NOTE: Horn shall be sounded (1 short) for each crossing in Dayton, KY MP CA 658.5 to MP CA 659.2.

Instructions For Movement Between Cincinnati Junction (Oklahoma) and East End Storrs

On Track Equipment

1. All OTE movements will be made under the direction of the CF Train Dispatcher.
2. The Train Director will NOT be involved in the issuance or releasing of any OTE authority. The OTE will go through ONLY the CF Train Dispatcher.
3. The Train Director will apply a blocking device as directed by the CF Train Dispatcher, for protection of engineering forces. The blocking device must not be removed until confirmation has been received from the CF Train Dispatcher that it is no longer needed.

Train Movements – Between Oklahoma and CW Cabin

1. All movements must be reported to the CF Train Dispatcher when trains or standing equipment are clear of No. 1 or No. 2 between CW Cabin and Oklahoma.
2. Westbound trains out of Cincinnati.

Train calls Train Director to report ready to depart. Train Director contacts the CF Train Dispatcher to request the route.

Trains routed to Storrs #1 moving with the current do not need to physically talk to CF Train Dispatcher.

Trains routed to Storrs #2 moving against the current of traffic MUST contact the CF Train Dispatcher for authority to move against the current of traffic. Rule ABS-251 (193).

- a. The dispatcher will check for conflicting movement, and if there is none will authorize movement, making record in the computer. If a conflicting movement is present, the CF Train Dispatcher will issue Form EC-1 withholding authority for movement eastbound prior to authorizing the westbound train to operate against the current of traffic.
- b. The train director must not line the westbound signal at Oklahoma until confirmation has been received from the CF Train Dispatcher that the train crew has been granted authority to move west against the current of traffic.

All westbound trains must report clear of Storrs to the CF Train Dispatcher.

3. Eastbound trains enroute Cincinnati.

The CF Train Dispatcher will route trains to either #1 or #2 Storrs.

Trains routed to #2 main will move on signal indication.

Trains routed to #1 main against the current of traffic:

- a. The CF Train Dispatcher MUST check for conflicting movement.
- b. If there is no conflicting movement, the train director will be contacted for application of proper blocking device to protect the movement against the current of traffic.
- c. Once confirmation has been received from the train director that a blocking device has been applied, the CF Train Dispatcher will then issue train authority to operate against the current of traffic on #1 track between CW Cabin and Oklahoma recording this information in the computer system.

DISPATCHER BULLETIN AND RELEASE FORM

Available at the following on duty locations for train and engine crews:

STATION	LOCATION
QUEENSGATE	Trim
	Industrial
	Crew Room
	Decoursey
	June Street
	Springdale
	Hump Ramp Office

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Junctions

NS Connection Track, Eighth Street – Normal alignment of the electrically locked hand-operated switch on the NS Connection Track, Eighth Street is lined for movement to and from the west lead of the NS, and all such movements are governed by signal indication; however, an unlock must be secured before passing the signal governing movement across CSX rails. Movements made from the NS through this switch reversed must STOP before reaching the NS West Lead and secure, unlock and obtain authority to occupy the NS Connection Track from the Queensgate Train Director, as such movements are not governed by signal indication.

Cars and equipment must not be left fouling the crossing at the NS West Lead with the NS Connection Track where it can be avoided. Cars or equipment on either track fouling this crossing will prevent movement across CSX rails by signal indication.

Incomplete movements on the NS Connection Track at the crossing of CSX rails will not permit automatic restoration of the special crossing circuit. An incomplete movement exists when the engine or leading car passes the signal at the crossing, permitting the movement to proceed, or in the case of a movement from the NS through the electrically-locked switch in the reverse position when the engine or leading car crossed the West Lead, and then reverses movement without having occupied the track section on either side of the crossing. Even though the reverse movement is made in accordance with the rules and clears these limits, the movement cannot be made by signal indication on CSX rails or the NS Connection Track over the crossing until the special crossing circuit is restored. When it is seen that a condition exists, the track model light for the NS Connection Track will remain illuminated on the center machine.

When instructed by the train director, a member of the crew will operate the emergency push button located in the control box on the instrument house in the southwest quadrant of the crossing, but only if the crossing is seen to be clear of all cars or equipment. When the special crossing circuit is restored, the track model light will be extinguished and movement by signal indication should then be possible

Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Eighth Street	NS	Train Director	CPS-261
Cincinnati, Jct.	CSX		See NOTE

NOTE: The dwarf signal governing movement over Oklahoma will display lunar, indicating a restricting signal per Rule 1290 or red indicating STOP per Rule 1292.

Road Crossings at Grade

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

St. Bernard, Vine Street – Trains and engines will STOP and provide protection before moving over the crossing.

East Access Road at Hopple Street, Queensgate – Trains and engines will not exceed 5 MPH when occupying the approach circuits until the engine or leading car (when shoving cars) reaches the crossing.

Latonia – Northbound movements from the siding at Latonia must not exceed 5 MPH until the movement reaches Decoursey Avenue.

Hanover Street – The approach circuit for flashing crossing signals on No. 2 track will time out after 2 minutes and restart at the cut section located at MP BE 25.06 for northbound movements.

Rusty Rail and/or Short Approach Circuits – All trains and engines must approach the following grade crossings prepared to STOP and provide flag protection unless it is known that the automatic grade crossing protection has operated for at least 20 seconds before occupying the crossing:

- Cincinnati Industrial Track:
- Gest Street
- Evans Street
- Harriet Street

SWITCHING

Trans Flo, Cincinnati – During normal switching hours (Monday through Friday, 1700-2359) hazardous materials will not be transferred in the terminal. Other than these switching hours, the facility will be blue flagged. If a switch is required at other than switching hours, a Trans Flo supervisor will meet the rail switching crew, remove the blue flags and will verify terminal activity, and that all hazardous material transfers are shut down.

Protection for Crews Switching at Cognis Industries
The following requirements will govern the movement of all CSXT crews and Cognis rail switching crews when occupying the southwest lead track, west number one, and west number two tracks located at Ivorydale, MP BE 8.0, Cincinnati Terminal.

A CSX derail has been installed on the southern part of the southwest lead track at the clearance point with the mainline switch No. 1 track. Only CSXT crews are permitted to operate this derail.

Before a Cognis rail switching crew departs from the Cognis Plant, the crew must determine which position the derail is in and be governed as follows:

1. If the derail is in the derailing position, the Cognis rail switching crew may access the southwest lead track, west number one, and west number two track.

2. If the derail is in the non-derailing position, the Cognis rail-switching crew must not depart Cognis Plant and/or operate on the southwest lead track, west number one, and/or west number two tracks.

When a Cognis rail switching crew is not occupying the southwest lead track, west number one, and/or west number two tracks, Cognis personnel must:

1. Line and lock, with a Cognis lock, the southwest lead track switch toward tracks west number one and west number two.
2. Apply a derail and a blue flag at the entrance of the lead into Cognis Plant located at the Cognis gate.

Before a CSXT crew operates on the southwest lead track, west number one, and/or west number two track, the crew must determine the position of the switch derail and whether the blue flag is or is not in place and be governed as follows:

1. If the switch on the southwest lead track is lined towards tracks west number one and west number two, locked, and the blue flag is in place, the crew may operate on the southwest lead track, west number one and west number two tracks.
2. If the switch on the southwest lead track is not lined toward tracks west number one and west number two, locked, and the blue flag not in place, the crew must not enter or operate on the southwest lead track, west number one or west number two tracks.

If you have any doubt regarding these instructions, contact Industrial Yardmaster at Queensgate at 513-369-5407 or Terminal Trainmaster at 513-369-5250

Procedure for Trimming Tracks South End of Classification Yard (Bowl) Queensgate Yard

A. When trimming cars on tangent track on the above area:

1. When the cars to be trimmed are located on tangent track, after safety stop, couple to south car.
2. Then closed the gaps between the cars.
3. When the gaps are taken up, give the cars a walking start and trim the tracks.

B. When trimming cars that are stalled and located in a curved area on the south end of the bowl.

1. After making safety stop, couple to the south car.
2. Couple the cars together in the curve until you reach the north end of the tangent retarder.
3. When tangent track is reached, proceed trimming the track using the procedures listed in item 1.

SWITCHES, DERAILS OR GATES

Queensgate – A derail equipped with a flashing blue light is located approximately 150 feet south of the pit area in Queensgate Yard. This derail is an electrically controlled derail, and permission to enter and leave these service tracks must be obtained from the pit foreman who will issue verbal authority for these movements. Such movements are subject to the same outstanding instructions, see use of specified tracks pertaining to the derail at the north end of the pit area.

USE OF SPECIFIED TRACKS

Queensgate – Crews asking for permission to enter or leave the engine servicing facility will be in the immediate vicinity of the switch before contacting pit personnel to request lowering of the derail and removal of the blue flag. Crews must report immediately upon clearing the derail. Speed is restricted to maximum of 5 MPH

Normal Position of Switches

A. Exceptions to Operating Rule 104-A

1. Normal position of the north end of the East Open Pocket Switch will be for reverse movement.
2. Normal position of the Carshop lead Switch will be for reverse movement.
3. Normal position for the Pit Switch will be for movement from the West Open North towards the Hump Underpass.
4. Normal position of switches for Long S and Short S leads on track L04 are for straightaway movement.

B. Exceptions to Operating Rule 104-C

The North end of #18 x-over will be blue flagged and locked against the carshop under normal circumstances. This relieves crew of Rule 104-B in connection with operations over this crossover.

C. Exceptions to Operating Rule 103-D

Trains for the R-yard will secure their train according to ABTHR 5556-C. No hand brakes are to be applied on trains when left in the R-yard.

Springdale, Ohio MP BE 17.3, Track Usage at 84 Lumber - The railroad access gates to the above industry must be kept in the closed and locked position when industry is not being served by the railroad.

If the track is clear from derail to the gates of the industry, the railroad may use the track for set-off's as necessary, but under no conditions will the railroad open the gates and leave them open and unattended, when not servicing industry.

Only cars ordered into the industry will be left inside the gates.

REVERSE MOVEMENT

Southbound trains or engines switching No. 1 or No. 2 lead tracks at Eighth Street may reverse direction without permission of the train director or signal indication when the rear of the movement stops north of the northbound absolute signals at Eighth Street.

Track Testing Locomotives on the West Open – The West Open has been approved for load testing locomotives with a limited speed of 35 MPH. The required stopping distance markers have been painted on the West Open road and the Cart Path west of the West Open.

No. 65 and No. 73 switches are to be lined against the West Open when track testing is performed. The hostlers or shop crafts will request this from the train dispatcher. A blue flag has been installed north of the No. 65 switch and south of the No. 73 switch. A blue light will be used after dark.

Trains Clearing The Main – A train or engine must not clear up at the following milepost/locations per Rule 274.

- BE 9.1 Drumm Enterprises
- BE 9.6 Frederick Steel
- BE 14.2 CDR Pigment
- BE 14.3 U.S. Ink
- BE 17.5 Reading Rock
- BE 17.6 Franklin Brick
- BE 17.8 Graham Packaging
- BE 19.9 Cloverleaf Cold Storage
- BE 19.9 Essroc Cement
- BE 21.0 Chem Central

Industrial Lead, CJ to Fricke Ave. – Is under the control of the train director, and is excepted track.

Hamilton, OH – Line of road crews, requiring the use of the following tracks, Big Bill, East Side 1, (on the East Side of number 2 track), the use of the Extension Track, Pit 1 Track and the Rag Track, (on West Side of number 1 track) crews “Must”, in addition to “CK” Dispatcher permission to use the above tracks and inform the yardmaster at Middletown regarding the movements to be made.

NOTES

Yard Track Access - Contact the individual listed below:

Contact For Track Movement	
Track	Contact Person
West Open	Train Director
East Open South	
Receiving Yard	
Bowl	Hump Yardmaster
East Open Middle	
Key Departure	Trim Yard Yardmaster
Departure	
East Open North	
Support Yard 15-18	
Support Yard 1-14	Industrial Yardmaster 1st Shift Mon-Sun 2nd Shift Mon-Sat Trim Yardmaster all other times
Yard 2	
Ivorydale	
Springdale Storage Tracks	
Wilder, PA1 and PA2	Industrial Yardmaster 1st Shift Mon-Sun 2nd Shift Mon-Sat Hump Yardmaster all other times

NOTE: Before entering the **Queensgate Ramp** from either the North or South end, permission must be obtained by contacting the Ramp Manager on Channel 28-28, or the Hump Tower Trainmaster if Ramp Manager is not on duty.

RADIO STATIONS AND INSTRUCTIONS

Location	Hours of operation	Channel Monitored	Type station
CK Dispatcher	Continuous	08	Wayside
Queensgate Yard – Train Director		84	Terminal
Covington		08	
Decoursey			
Hamilton			
CK Dispatcher.		66	Wayside

NOTE 1: When calling the Hump, Train Director, or Trim Tower offices, designate the channel number being used.

NOTE 2: When communicating by radio, all crews will use full CSX train identification. This will also include any non-CSXT train. Example: Train NS 144 will use Z102 followed by the date – proper CSX train identification, not 144.

NOTE 3: CK Train Dispatcher call in is Channel 66 tone 1.

NOTE 4: CK Train Dispatcher telephone number if 1-800-628-4702.

NOTE 5: AR Train Dispatcher telephone number is 1-800-435-2239.

NOTE 6: CF Train Dispatcher telephone number is 1-800-435-2217.

2. INSTRUCTIONS RELATING TO SAFETY RULES

In an effort to increase the awareness of the importance of job briefing, the Louisville Division will begin the following procedure. Every employee will participate in a job briefing when reporting for duty. Briefings will be held in designated areas. A phone contact system will be used when a face to face briefing is not possible. Listed are the phone numbers and contact person to use when face to face job briefings are not possible.

On Duty Loc	Primary Contact	Primary Phone	Secondary Contact	Secondary Phone
Road Trains (Originating)	Trim YM	513 369-5128	TM Hump	513 369-5250
Road Trains (Run-Through)	TM Hump	513 369-5250	Hump YM	513 369-5282
Industrial Jobs	IND YM	513 369-5407	IND Chief	513 369-5551
Yard Jobs Main Crew Room	TM Hump	513 369-5250	Hump YM	513 369-5282
Yard Jobs Hump Tower	Hump YM	513 369-5282	TM Hump	513 369-5250
Yard Jobs Trim Tower	Trim YM	513 369-5128	TM Hump	513 369-5250

NOTE: TM Hump and Hump YM can be contacted via crew intercom located in Main Crew Room.

Do not ride on the side of freight cars in any industry with close clearances.

Mounting and Dismounting Moving Equipment – It is permissible to dismount moving equipment if the employee dismounting determines it can be done safely on cuts pulling southbound over the crest of the hump at Queensgate yard, on the paved area only. This is to avoid being on the equipment when the slack runs in.

Queensgate Hump Yard Hearing Protection Areas – The following areas surrounding the car retarders are designated as mandatory hearing protection areas:

50 feet up the master retarder(s) track to 50 feet down the group retarder track.

100 feet laterally on each side of the tracks identified above.

All employees who enter the mandatory hearing protection area are required to wear CSXT approved hearing protection devices and to comply with the administrative control methods described below.

Transportation Department Employees – Workers in a CSXT hump yard with active retarders will be issued the Ear Model 600 Caboflex hearing protection device, and will be required to have this hearing protection on their person while on duty, and to wear such protection when in the mandatory hearing protection area.

Engineering Department Employees - Will be required to wear hearing protection devices within the mandatory hearing protection area. Any type of CSXT approved hearing protection may be used except (repeat, **EXCEPT**)

the Ear Ultra 9000 ear muff. CSXT recommends either the Ear 200 disposable foam plugs or the Ear Model 600 Caboflex be used. Engineering Department employees working in hump yards with active retarders will be issued protection devices and be required to have such protection on their person while on duty.

Employees working on the track structure within the mandatory hearing protection area will be governed by Operating Rule 704-A.

Signs stating “Hearing Protection Notice Sign” will be posted along the perimeter of the mandatory hearing protection area, including any parking lot, walking path, or track within the area.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Audible Derailment Detector System - Has been installed on the C&C bridge on No. 1 and No. 2 tracks between MP CA 665.0, CT Junction and MP CA 663.8, OB Cabin.

Upon entering these limits from either direction a train will receive an integrity message saying “Track No. 1” or “Track No. 2” as appropriate.

If the “integrity message” is not received or if it is not understood, there is a possibility of a derailed train ahead. The train dispatcher must be contacted immediately for instructions.

While moving through the audible derailment detector system limits, the crew must be alerted for an “alarm” transmission, saying “Derailment Detector Alarm” (Track No. 1 or Track 2) between MP CA 665.0 and MP CA 663.8” repeated three times.

When an “alarm” transmission is received, the train must immediately be stopped, consistent with good train handling techniques.

When the train has been brought to a STOP, the train dispatcher must be contacted and a walking inspection of the train must be made. The train dispatcher must be advised of the results of the inspection.

When a train has completely moved through the limits with no problems encountered, there will be no further transmission from the monitor system.

South Latonia T 104.2 – This defect detector will continue to broadcast on radio frequency 84. Crews of northbound trains will monitor radio frequency 84 at this location and will not change to frequency 08 until the rear of the train passes the defect detectors and a clear voice message is received indicating no defects.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Six axle locomotives must not operate on all industrial, house, and team tracks.

Location/Milepost	Equipment	Restriction
Between MP T 108.6 and Latonia MP T 105.6	More than 4 locomotives in multiple control	Must not operate
Melbourne Agrico Vogt Warehouse	All Equipment	5 MPH
Ashland Oil	Two six-axle tank cars	Must not be coupled while handling
Sprindale HVC Chemical	All Equipment	5 MPH

NOTE: Handling of excess dimension cars over 17'3" is restricted as follows:

The conductor and engineer must know that excessive height shipments are not in their train when using other than No. 1 and No. 2 tracks between KC Jct. and OB Cabin

7. MISCELLANEOUS

Locomotive Engineers – Must notify the car department (Channel 20-82) immediately after tying their power on and the air is cut in on any outbound train in Queensgate Yard. This must be done to ensure the proper blue flag protection for the car department. If you are unable to contact the car department you must advise the hump tower trainmaster or the train director.

Trains Departing Queensgate Yard, Cincinnati, Ohio - Effective immediately, when ready to depart, the engineer for all trains departing Queensgate Yard, will announce over the carman's radio channel (20/82) that their train is departing the terminal.

Queensgate, Train Arrival Instructions –All trains arriving at Queensgate Yard will advise the Train director as soon as radio contact can be established of the following:

- Condition of their locomotives;
- Condition of their telemetry equipment;
- Supplies needed for next crew.

This does not relieve crews from reporting issues as required by the operating rules and other special instructions. Any issue reported on the locomotive work report or calendar day inspection form must be reported to the pit foreman before your tour of duty expires. The calendar day inspection will be current and the locomotive cabs will be left clean and free of trash.

Inbound Trains For The Receiving Yard At Cincinnati – When yarding trains in the receiving yard at Queensgate, the cars left in the track must be behind the yellow line or 50 feet from the cart crossing.

Queensgate Trim Yardmasters and Trim Crew Responsibilities

Trim yardmasters responsibilities – After applying track blocking devices, they will not be removed until the affected crew is stopped and clear communications are received from the crew that they have not entered or fouled the affected track. Only then can the blocking device be removed.

Trim Crew Responsibilities – When entering bowl tracks from the trim end, crew members must communicate the presence of the lunar light signal allowing entrance into and indicating protection has been applied as soon as it becomes visible. Crew members must also communicate the lunar light signal again before entering the track or passing the signal. In the event that the lunar light signal is not lit, no entrance will be made with locomotives or cars until the track has been secured through communication with both trim and hump yardmaster.

Cincinnati Bids Terminal - The practice of kicking cars within the Bids Terminal at Cincinnati is prohibited. Cars will not be kicked towards the Bids Lead. Any car which is going to the Bids Terminal will be shoved to rest and the proper number of handbrakes applied.

Vehicles: Designated vehicle turn around location and restricted use of cart paths within Cincinnati Terminal (Queensgate). Highway vehicles such as trucks, vans or automobiles will not use Mechanical Department cart paths and/or cart path crossings. The South End of the Terminal Road between Receiving Yard Track 8 and East Open South Track is a designated turn around location for trucks, vans or automobiles.

When a **HUMP CUT** is ready to be shoved to the Hump, the train director **MUST** make the following announcement on the car inspector's radio Channel #20.

Example: "CSX Train Director, Car Inspectors, the hump is prepared to shove track R01, Out."

Placement of the **White Strobe Light** on end of first car in track when shoving to D Yard, for additional visibility and Safety of all employees. The Mechanical Department will arrange to supply needed strobe lights at the Bus Stop.

When these strobe lights are available at the Bus Stop, yard crews must place these lights, in the on position on the South drawbar of the first car that is shoved into track. No other lights are to be placed on any other further shoves into the same track.

Mechanical Department will take lights off of the South car in track before train departs and will place back at Bus Stop.

Reporting of Final Terminal Delay - All train crews arriving Cincinnati Terminal that may qualify for final terminal delay are required to contact the train director in the Hump Tower at extension 5129 to furnish the following information:

- FTD Point (Location) and Time
- Location(s) Train Yarded
- Final Off Duty Time
- Amount of FTD Claimed

HOOSIER SUBDIVISION - HO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F	Q 245.8	DTC BLOCK SIGN		END OF TRACK			1
8	8			CP				
25	25	Q 246.3	BEDFORD	5.9			DTC BLOCK BEDFORD	2,3,9
10	10	Q 250.0			CF DISP. 80-80 08-08 TONE 7			
25	25	Q 250.1				TWC-DTC		
		Q 251.7	DTC BLOCK SIGN	2.5			DTC BLOCK BEST	
		Q 254.2	DTC BLOCK SIGN	1.7				
				MITCHELL STUB TRACK 1,895 FT.			DTC BLOCK THIGPEN	9
		Q 255.9	DTC BLOCK SIGN		MITCHELL CONNECTION TRACK			
			MITCHELL		SIDING	CPS-261		4
				INDIANA SD	MAIN			
25	25	Q 256.0	DTC BLOCK SIGN					
30	30	Q 256.5						
		Q 257.3	ORLEANS	5.7	(1) HBD-DEDAC		DTC BLOCK ORLEANS	5
		Q 260.1	NE ORLEANS		7,340 FT. 10 MPH			
		Q 261.7	DTC BLOCK SIGN SE ORLEANS		SS			
30	30	Q 262.0			SS	TWC-DTC (ABS)		
40	40	263.0						
		Q 271.0	SOUTH CAMPBELLSBURG				DTC BLOCK FOGG	
		Q 274.7	SMEDLEY					
40	40							

HOOSIER SUBDIVISION - HO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 40	F 40	Q 277.3	HITCHCOCK	(1)HBD-DEDAC				
40	40	Q 281.0						
25	25	Q 282.0	SALEM	23.0				
25	25	Q 283.0						
40	40	Q 283.1	NE FOGG					
		Q 284.7	DTC BLOCK SIGN SE FOGG		8,550 FT. 10 MPH	TWC-DTC (ABS)	DTC BLOCK FOGG	9
		Q 293.0	NE PEKIN					
		Q 293.9	SE PEKIN	15.2	3,655 FT. 10MPH		DTC BLOCK BORDEN	
		Q 298.8	NE BORDEN					
		Q 299.9	DTC BLOCK SIGN SE BORDEN		3,765 FT. 10 MPH		DTC BLOCK WILSON	
40	40							

HOOSIER SUBDIVISION - HO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 40	F 40	Q 302.1	BORDEN	(1) HBD-DEDAC	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> CF DISP. 80-80 08-08 TONE 7 </div>	TWC-DTC (ABS)	DTC BLOCK WILSON	
		Q 305.2 306.0 307.0 308.0 310.9	DTC BLOCK SIGN	11.0	WILSON STORAGE TRACK L THORN			
40 30	40 30	Q314.8 Q 314.9	NE VERNIA	5.2	FLINT INK PILLSBURY LEAD	NS RULES GOVERN	DTC BLOCK VERNIA	7
		Q 316.1	DTC BLOCK SIGN SE VERNIA		7,175 FT. 10 MPH			
30 10	30 10	Q 316.5	VERNIA	2.1				8
10	10	Q 318.0	VI TOWER		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;"> NS DISP. 56-56 TONE 104 </div>			9
				72.2 MILES	NORFOLK SOUTHERN			

STATION PAGE NOTES

- NOTE 1:** CSX Signal Rules 1281-1298 govern.
- NOTE 2:** Bedford, Q 245.8 and Q 245.0 – Designated excepted track (All trains must STOP and flag the crossings in this area).
- NOTE 3:** Switch to CP Rail at Bedford – Will be lined for the CP Rail MP Q 245.8.
- NOTE 4:** Remotely controlled by CF Dispatcher, Jacksonville, Rule 226-B(3).
- NOTE 5:** Orleans Siding Q 260.0-Q 261.8 – Both switches are spring switches and normal position is lined for the CSX Main.
- NOTE 6:** FOGG SIDING Q 283.1-Q 284.8 – Both switches are spring switches and normal position is for the CSX Main.
- NOTE 7:** N. END OF VERNIA (Q 314.7) – Self-restoring power operated switch. Be governed by instructions posted at location.
- NOTE 8:** Controlled by NS Louisville District Dispatcher.
NS Rules govern between S. Vernia, MP Q 316.1 and VI Tower.
All Roadway workers must obtain NS Form 23A protection from the NS Dispatcher at Knoxville prior to fouling main track between these locations.
- NOTE 9:** Shaded blocks in Authorized Speed column are Municipal (city ordinance) speed restrictions.

HOOSIER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

DISPATCHER BULLETINS AND RELEASE FORMS

Crews must obtain bulletins and release form at the following locations:

Bedford – Southbound CP trains enroute on the Hoosier Subdivision will receive their release form at Van Yard Office, Terre Haute, IN.

Northbound trains enroute on the Hoosier Subdivision must receive a release form at Osborn Yard, or Floyd siding except CP trains originating at Youngstown must receive a release form at the Norfolk Southern yard, Louisville, KY.

Instructions for Operating Over NS Railroad Between K&I Jct. and South Vernia

All crews operating over the Norfolk Southern Railroad between K&I Junction and South Vernia must carry Norfolk Southern Dispatcher Bulletins for the Louisville District.

The crew will obtain these bulletins at their on duty location via fax from the NS Dispatcher in Knoxville. Before departing their on duty location the crew is to contact the NS Louisville District Dispatcher to confirm receipt of the dispatcher bulletins. To reach the dispatcher should:

Dial 865-521-1466 or 888-269-6297 and press #7 at the prompt.

If the NS Dispatcher Bulletins are not available for the pick up at the on duty time of the crew, they are to proceed as follows:

Crews on duty at Osborn Yard, Louisville, KY are to contact the Osborn Trainmaster for instructions.

In addition, crews must contact the NS Dispatcher prior to entering the NS main between South Vernia and K&I Jct. To confirm that no additional restrictions have been issued.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Six-axle locomotives must not operate on tracks, except main and sidings

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

CSXT paperwork/train documentation will not apply to CP trains. CP trains will operate with CP train documentation.

Southbound trains will contact the Norfolk Southern dispatcher when approaching MP Q 309.0 to receive instructions for operating on NS tracks. This is to prevent unnecessary blocking of highway crossing.

The Norfolk Southern dispatcher Channel is 56-56, tone 104 (emergencies 56-56 tone 911).

1. Below is the process for southbound trains operating on the Hoosier subdivision in relation to providing the Norfolk Southern with an estimated arrival time at Vernia.
 - A. All Southbound trains will contact the CF Train Dispatcher when approximately 2 hours away from Vernia to give an estimated time of arrival.
 - B. The CF Train Dispatcher will then contact the Norfolk Southern Dispatcher in Knoxville at 865-521-1466 or 865-521-1192 to relay the E.T.A. of the Southbound train. If unable to reach the Norfolk Southern, The CF Dispatcher must then give this information to the Louisville Chief who will then relay it to the NS by other means.
2. Any Southbound train stopped by the Norfolk Southern at Vernia for any reason must immediately contact the CF Train Dispatcher to inform him/her of the situation. The CF Dispatcher will then pass this information on to the Louisville Chief.

Parking Locomotives – New Albany, IN

Due to complaints of diesel fumes in New Albany, IN, locomotives will not be left standing at the split derail. Any time the locomotive is left standing, the locomotive will be left on the Pillsbury Lead, off of the Pillsbury Switch.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	EAST			
P	F			INDIANA SD		ABS-261		
35	35	BC 170.3	EE WASHINGTON	7,200 FT.	CF DISP. 14-14 08-08 TONE 5	CPS-261		8
		BC 171.3	RESCAR & NO. 26 WE WASHINGTON	1.7	SIDING 10 MPH		DTC BLOCK WASH	
		BC 172.0	CHAPPEL		INDIANA SOUTHERN -----			1
35	35	BC 172.1			TTB			
25	25	BC 171.8						
		BC 175.8	DTC BLOCK SIGN E E WHEATLAND					
		BC 176.5	WE WHEATLAND		SOLAR SOURCE LEAD	TWC-DTC (ABS)	DTC BLOCK WHEAT	
		178.0						
		179.0		11.3				
		BC 183.3	DTC BLOCK SIGN EE FRITCHTON					
		BC 184.1	WE FRITCHTON		3,900 FT. 10 MPH			2
		BC 186.9					DTC BLOCK FRITCH	
		BC 187.6	EE VINCENNES					
		BC 188.0	WE VINCENNES		2,900 FT. 10 MPH			
		BC 188.4	DTC BLOCK SIGN					3
								9
		BC 188.5	VINCENNES INTERLOCKING		CE&D SD -----	SB DISP. 94-94 TONE 4 1-800-435-2238	CPS-261	4,7
		BC 188.8	DTC BLOCK SIGN					
25	25	BC 188.9	VINCENNES-RIVER MAIN X-ING	1.2	RIVER MAIN -----	TWC-DTC (ABS)	DTC BLOCK VINCE	5,6

STATION PAGE NOTES

- NOTE 1:** Chappel-Indiana Southern Crossing – After contacting the CSX train dispatcher, the crew will determine if a train or engine is not fouling or approaching the crossing. Press and hold button for 5 seconds, the white indicator light will be illuminated. Wait 2 minutes and the white indicator light should go out. The signal should now clear for CSX trains. If the signal does not display an aspect to proceed, CO or EN will get permission from the train dispatcher and pass the signal at least 30 feet, but not foul the crossing. Wait 5 minutes and proceed in accordance with Rule 226-B(3).
- NOTE 2:** Land-O-Lakes industry tracks – Restricted to 4 axle locomotives only. Close clearance will not clear man on side of car.
- NOTE 3:** Vincennes – Due to rusty rail conditions, train and engines on other than main track must not foul highway grade crossings equipped with automatic warning devices unless the automatic flashers have been working for 20 seconds, or the crossing gates are in the horizontal position. If the automatic highway warning devices fail to operate, a crew member must protect the movement over the crossing.
- NOTE 4:** Vincennes, CE&D Crossing – Remotely controlled by SB dispatcher, Jacksonville. Radio Channel 94-94, Tone 4, 1-800-435-2239. Rule 226-B(3) applies. Obtain permission from the train dispatcher and be governed by the instructions received. Notify the train dispatcher when movement is complete.
- NOTE 5:** Vincennes, River Main Crossing – After contacting the CSX train dispatcher, the train crew on the main track will determine if a train or engine on the River Main is not fouling or approaching the crossing. Proceed at restricted speed to the next signal. To make a reverse move over the crossing, the crew will operate the control on the signal mast. RIVER MAIN: After contacting the CSX train dispatcher determine whether train or engine on the main track is not fouling or approaching the crossing. Press and hold "Take" push button for 5 seconds and the signal should clear. IF THE SIGNAL DOES NOT CLEAR, wait 8 minutes, if the signal does not display an aspect to proceed, pass the signal at least 30 FT., but do not foul the crossing. Wait 5 minutes and proceed in accordance with Rule 226-B(3).
- NOTE 6:** 1st Street elevator track and River Main restricted to 4 axle locomotives only.
- NOTE 7:** Do not exceed 10 MPH on all connection tracks Vincennes.
- NOTE 8:** CSX Signal Rules 1281-1298 govern.
- NOTE 9:** Shaded blocks in Authorized Speed column are Municipal (city ordinance) speed restrictions.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F			WEST				
25	25	BC 189.3				TWC-DTC (ABS)		6
40	40		2.3		TTB		DTC BLOCK VINCE	
		BC 190.8	VINCENNES	(1) HBD-DEDAC				
		BC 192.6	DTC BLOCK SIGN EE BEMAN		7,250 FT. 10 MPH			1
		BC 194.1	WE BEMAN					
		BC 197.4		6.0	PIONEER LEAD		DTC BLOCK BEMAN	2, 3
		BC 197.5	LAWRENCEVILLE YARD		TTB L0 3 L0 4 L0 2			
		BC 198.4	DTC BLOCK SIGN EE LAWRENCEVILLE		6,500 FT. 10 MPH			
		BC 199.9	WE LAWRENCEVILLE	21.1				
		BC 202.3	BRIDGEPORT GRAIN				DTC BLOCK BRIDGE	
		BC 208.0	BRIAN'S SPUR, SUMNER					4
		BC 213.3	CLAREMONT SET-OFF TRACK					5
40	40	BC 215.8	OLNEY	(1) HBD-DEDAC		TWC-DTC (ABS)		

STATION PAGE NOTES

- NOTE 1:** BC 192.6, 194.1 – Self-restoring power operated switches at these locations
- NOTE 2:** Pioneer Asphalt lead – Four axle locomotives only. Do not ride car (close clearance).
- NOTE 3:** Lawrenceville Yard – Crew members must never ride on the south side of cars shoving into or pulling out of tracks L02, L03 or L04 when cars are standing in adjacent tracks. Lawrenceville passing siding 6,500. Hand thrown switches east and west end.
- NOTE 4:** Brian's Spur (Sumner). No locomotives can operate over pit. Track restricted to 4 axle locomotives.
- NOTE 5:** Claremont set off track – For bad order.
- NOTE 6:** CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION – IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40			WEST	WEST			
		BC 219.3	DTC BLOCK SIGN EE OLNEY	8.5	DOLLS 3,300 FT. 10 MPH		DTC BLOCK BRIDGE	5
		BC 219.9	WE OLNEY					1
		BC 220.5	OLNEY INTERLOCKER		CONTINENTAL GRAIN & BARGE		DTC BLOCK OLNEY	2
		BC 227.8	DTC BLOCK SIGN EE NOBLE		RICHLAW			3,4
		BC 229.5	WE NOBLE	19.0	8,650 FT. 10 MPH	TWC-DTC (ABS)		
		BC 234.8	CLAY CITY SET OUT TRACK FOR BAD ORDER CARS				DTC BLOCK NOBLE	
		BC 239.1	FLORA		(1) HBD-DEDAC			
40	40							

STATION PAGE NOTES

NOTE 1:	Dolls Spur – Restricted to 4-axle locomotives.
NOTE 2:	BC 220.5, Olney INRD crossing – After contacting the CSX train dispatcher, the crew will determine whether an INRD train or engine is not fouling or approaching the crossing. Press and hold the push button located in the southeast quadrant of the crossing for 5 seconds. A lighted lamp in the CSX push button box indicates INRD signals are at STOP. Wait 3 minutes. Signals should now clear for CSX trains. If the signal does not display an aspect to proceed, CO or EN will secure train dispatcher permission and pass the signal at least 30 FT., but do not foul the crossing. Wait 5 minutes and proceed in accordance with Rule 226-B(3). To return to the train after making a switching move over the crossing operate the switch key controller located on the mast of the absolute signal. Turn the key clockwise as far as possible and hold for 5 seconds. The signal should now display an aspect to proceed. If the signal fails to display a more favorable aspect than STOP, a trainman will proceed to the crossing and comply with the above instructions.
NOTE 3:	Richlaw Fertilizer Track, Noble – Restricted to 4-axle locomotives only. Locomotives are not permitted over the pit.
NOTE 4:	BC 227.8, BC 229.5 – Self-restoring power operated switches are at these locations.
NOTE 5:	CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40	BC 241.5	DTC BLOCK SIGN EE FLORA			TWC-DTC (ABS)	DTC BLOCK NOBLE	4
			FLORA YARD				3.6	1,2
			BC 244.1 WE FLORA				15.0	3
			BC 251.3 XENIA				ELEVATOR TRACK	
			BC 259.1 DTC BLOCK SIGN EE IUKA				4,300 FT. 10 MPH	
			BC 260.0 WE IUKA					
40	40	BC 263.0 BANNISTER	(1)HBD-DEDAC		DTC BLOCK IUKA			

STATION PAGE NOTES

- NOTE 1:** East and west legs of the wye and North Branch - Restricted to 4-axle locomotives only.
- NOTE 2:** Highway crossing at Route 50 and North 5th Street - Movement must be protected by a crew member involved with the movement. When cars are shoved over a public crossing at grade (Flora North Branch) a trainman must protect the crossing from a point on the ground at the crossing to stop vehicular and pedestrian traffic.
- NOTE 3:** BC 241.5, BC 244.1 - Self-restoring power operated switches are at these locations. Flora Bell Crossover - Hand throw.
- NOTE 4:** CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40			WEST	WEST			6
		BC 267.2	SALEM INTERLOCKING		UP			1,2
		BC 267.8	SALEM HOUSE TRACK 14.2				DTC BLOCK IUKA	5
		BC 271.0	COLOR PRESS LEAD					
		BC 273.3	ODIN INTERLOCKING		CN	TWC-DTC (ABS)		3
		BC 273.5	DTC BLOCK SIGN EE ODIN 1.8	8,800 FT. 10 MPH				
		BC 275.1	WE ODIN 6.3				DTC BLOCK ODIN	4
40	40							

STATION PAGE NOTES

- NOTE 1:** Salem, UP Crossing – After contacting the CSX train dispatcher the crew will determine if a UP train or engine is not fouling or approaching the crossing. If the indicator light in the box marked "B&O", located on the pole in the southwest quadrant of the crossing is illuminated, press and hold the push button for 5 seconds. If the light is NOT illuminated, wait 5 minutes and if no conflicting movement is evident, comply with the above. The signal should clear after 7 minutes for CSX trains. If the signal does not display an aspect to proceed, CONDR or ENNGR will get permission from the CSX train dispatcher, then pass the signal at least 30 feet, but not fouling the crossing. Wait 5 minutes, then proceed at restricted speed to the next signal. Proceed in accordance with Rule 226-B(3). To return to your train after making the switching move over the crossing, operate the switch key controller located on the mast of the absolute signal. Turn the key clockwise as far as possible and hold it for 5 seconds. The signal should not display an aspect to proceed. If the signal fails to display a more favorable aspect than STOP, the trainman will go to the crossing and comply with the above instructions.
- NOTE 2:** Salem, connection track between the UP Salem yard and the CSXT main track – Must not exceed 5 MPH. Eastward trains handling pipe in unit moves are restricted. Salem house track is restricted to 4-axle units.
- NOTE 3:** Odin, CN Crossing – After contacting the CSX train dispatcher, the crew will determine if an CN train or engine is not fouling or approaching the crossing. If the indication light in the box marked "B&O" located in the southwest quadrant of the crossing is illuminated, turn switch key release to the right as far as possible and hold it for 5 seconds. If the light is not illuminated, wait 5 minutes and if no conflicting movement is evident, comply with the above. The signal should clear after 6 minutes for CSX trains. If the signal does not display an aspect to proceed, CONDR or ENGR will get the CSX train dispatcher permission, then pass the signal at least 30 feet but do not foul the crossing. Wait 5 minutes and proceed at restricted speed to the next signal. Proceed in accordance with Rule 226-B(3).
- NOTE 4:** BC 275.1 – Self-restoring power operated switch at this location.
- NOTE 5:** Salem House track is restricted to 4-axle unit.
- NOTE 6:** CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F			↓				
40	40	BC 281.4	SHATTUC INTERLOCKING					10
								1
								2
		BC 288.0	HUEY	9.1	(1)HBD-DEDAC		DTC BLOCK ODIN	
		BC 290.5	CARLYLE					
		BC 291.0		7.7				3
		BC 298.2	DTC BLOCK SIGN EE BREESE					
		BC 299.1	WE BREESE	5.0		TWC-DTC (ABS)	DTC BLOCK MEYER	
					4,500 FT. 10 MPH			8
		BC 303.2	DTC BLOCK SIGN EE AVISTON					5
					WICKS LUMBER			9
								4
		BC 304.7	WE AVISTON	8.7				5
		BC 311.9	SUMMER FIELD		(1)HBD-DEDAC		DTC BLOCK AVIS	
								6
		316.0 317.0		8.8				
					PFD LEAD			
								7
40	40							

STATION PAGE NOTES

- NOTE 1:** Shattuc, BNSF Crossing – After contacting the CSX train dispatcher, the crew will determine if a BNSF train or engine is not fouling or approaching the crossing. Observe the lights in the CSX control box located on the northeast side of the relay house in the southwest quadrant of the crossing. The red light lit indicates the BNSF signals are at STOP. A white light indicates the push button is activated. If the red lamp no illuminated and if no conflicting movement is evident, depress and hold the push button for 5 seconds and the white lamp should illuminate and the signal may clear. If the signal does not display an aspect to proceed, CO or EN will get permission from the CSX train dispatcher and pass the signal at least 30 feet, but do not foul the crossing. Wait 5 minutes and proceed in accordance with Rule 226-B(3). Instruction for the CSXT emergency control box operation are located in the box on the northeast side of the bungalow in the northeast quadrant.
- NOTE 2:** Ferrin Elevator Lead – Restricted to 4-axle locomotives only.
- NOTE 3:** Carlyle House track – Trains will protect vehicular traffic before movement over 8th Street crossing. Restricted to 4-axle locomotives.
- NOTE 4:** Aviston Lumber lead, BC 303.4 – Restricted to 4-axle locomotives only.
- NOTE 5:** BC 303.2 and BC 304.7 – self-restoring power operated switches at these locations.
- NOTE 6:** PFD lead, BC 315.2 – Restricted to 4-axle locomotives only.
- NOTE 7:** Southside O'Fallon – Restricted to 4-axle locomotives only.
- NOTE 8:** Wicks Lumber Lead BC300.5 Restricted to 4-axle locomotives.
- NOTE 9:** Poettker Road Crossing also known as Farmers Crossing at BC 304.5 must be cut by all trains that will block this crossing as well as Page Street and Clinton Street in Aviston, IL.
- NOTE 10:** CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION - IL

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40	BC 320.7	DTC BLOCK SIGN EE CARBON	WEST			DTC BLOCK AVIS	1
40	40			7,250 FT. 10 MPH	TWC-DTC (ABS)		DTC BLOCK CASEY	
30	30	BC 322.3 BC 324.4	WE CARBON	8.9	CF DISP. 14-14 08-08 TONE 5			2
30	30	BC 329.3	BLACK LANE 159.0 MILES					
30	30	QS 329.3		ST. LOUIS LINE SD GREAT LAKES DIVISION	IB DISP. 64-6#			

STATION PAGE NOTES

- NOTE 1:** BC 320.7 and BC 322.3 – self-restoring power operated switches at these locations.
NOTE 2: CSX Signal Rules 1281-1298 govern.

ILLINOIS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

DISPATCHER BULLETINS & RELEASE FORMS

Train Bulletins and Release Forms are available at the following locations:

Washington Relay, MP BC 170.3
Lawrenceville depot
HN Cabin

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Loaded Unit Coal trains are restricted to 30 MPH.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

RESTRICTED EQUIPMENT

Rescar & No. 26 – Restricted to 4-axle locomotives

7. MISCELLANEOUS

USE OF SPECIFIED TRACK

Trains delivering interchange traffic directly to the UP at Salem, IL will lay back 200 FT. east of the entrance switch to the UP connection until the proper UP authority gives permission. Switches and derails will not be opened until permission is received. This will eliminate activating the short approach to the signal system connected with the automatic railroad crossing at grade at Salem.

TIME OUT CIRCUITS

Automatic Railroad crossings at the following locations are equipped with time out circuits as designated below:

Chappel – If westbound trains consume more than 2 minutes from a point 1,670 feet west of Crew Room Office Washington to signal 1713, signal 1713 will display an APPROACH (Rule 1285) and the absolute signal at the Indiana Southern crossing will display a STOP aspect

(Rule 1292). Also, westbound trains having the route must consume no more than 2 minutes from signal 1713 to the absolute signal at the Indiana Southern crossing can expect an absolute signal to display a STOP aspect.

Olney – Eastbound and westbound signals at the INRD crossing are equipped with 8 minute timeout circuits. Eastbound trains consuming more than 8 minutes between signal 2242 and the switch at Camp St., Olney, can expect the EAS at the INRD to display a STOP aspect. Westbound trains consuming more than 8 minutes between cut section located 44,400 FT east of signal 2177 and Morgan St., Olney, can expect WAS at the INRD crossing to display a STOP aspect.

Salem – Eastbound and westbound absolute signals at the UP crossing are equipped with a 13 minute, 17 second timeout circuit. Eastbound trains, after passing signal 2704, and westbound trains, after passing signal 2619 will have 13 minutes, 17 seconds to pass the absolute signal at the UP crossing. Trains using more than the allotted time can expect the absolute signal to display a STOP aspect.

Odin – Eastbound signals at the IC crossing are equipped with an 8 minute time out circuit. Westbound trains consuming more than 8 minutes between Broadway St., Sandoval, and signal 2754 can expect signal 2754 to display an APPROACH aspect, and the absolute signal at the IC crossing to display a STOP aspect.

Shattuc – Time out and re-clearing circuits are provided for eastbound and westbound trains. Eastbound trains after passing a point 5,093 feet west of automatic signal 2844 and a point 200 feet west of EAS; also westbound trains passing a point 5,093 feet west of automatic signal 2791 and a point 200 feet east of WAS and using more than 15 minutes, 49 seconds, can expect the absolute signals to display a STOP aspect. The signal may display an aspect to proceed when the train passes the restart section.

AUTOMATIC BLOCK SIGNAL

Directional Circuits – Signal circuits are arranged for eastbound traffic as the superior movement. Westbound trains arriving at the west end of the sidings and occupying the main track to meet an opposing train automatically set the signals governing the eastbound train at STOP to the next siding west. A member of the westbound train will immediately operate the push button located in the small box on the side of the relay box, or the signal mast adjacent to the absolute signal. When using the push button, it should be depressed not less than 15 seconds. When trains move out of the sidings to make a reverse move on the main tracks a crew member will operate a push button located in the box on the signal mast which governs, or on the side of the relay box adjacent to the signal to restore the operation of the signal. When a train is entering or leaving a siding, neither the main track switch nor the inside switch will be restored to the normal

position until the entire train has passed the dwarf signal at the clearance point or the signal protecting the facing switch.

HAND BRAKES

All trains arriving East St. Louis and all trains arriving Washington, Indiana will be governed by the following:

Trains left unattended with the locomotives attached will have a full service application of the train brakes per train handling Rule 5556, Paragraph B. All hand brakes on the engines will be applied. There will be no need to set any additional hand brakes on the train. If the outbound crew has taken charge of the train, no hand brakes will have to be set on the engines. If the locomotives are detached from the train, be governed by Rule 103-D (10% rule). All concerned be governed accordingly.

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INDIANA SUBDIVISION - ID EAST END STORRS TO LAWRENCEBURG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F	WEST	WEST							
10	10			BC 1.3	TO CINCINNATI TERMINAL SD. OKLAHOMA			ABS-261 (193)	DTC BLOCK BAYMILLER	
25	10	25	10	BC 1.5	EAST END STORRS			CPS-261		1,2,9
				BC 3.4				ABS-251 (193)	DTC BLOCK STORRS	3
				BC 5.9						
25	10	25	10	BC 6.7	DTC BLOCK SIGN CW CABIN					5
				BC 7.3 BC 7.9						
				BC 8.7 BC 8.9				TWC-DTC (ABS)		4
				BC 10.0	DTC BLOCK SIGN DELHI					
				11.0 12.0					DTC BLOCK DELHI	
25			25	BC 11.3						

INDIANA SUBDIVISION – ID EAST END STORRS TO LAWRENCEBURG

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
25	25	BC 14.7	DTC BLOCK SIGN FINNEY	7.0	WEST	TWC-DTC (ABS)	DTC BLOCK DEHLI	7 6,8
		BC 15.8 BC 18.2 BC 18.3						
25	25	BC 19.8 BC 19.9	DTC BLOCK SIGN	3.4	WEST	TWC-DTC (ABS) NO. 1 WB NO. 2 EB	DTC BLOCK RIVER	
		BC 21.6						
15	15	BC 21.7	DEARBORN	0.9	WEST	CPS-261	DTC BLOCK DEAR	
15	15	BC 22.6	LAWRENCEBURG	21.1 MILES	WEST	CPS-261	DTC BLOCK NEBO	
		BC 22.6	DTC BLOCK SIGN					

STATION PAGE NOTES

- NOTE 1:** Permission to operate against the current of traffic, Westbound on No. 2: Need permission from the CF dispatcher – BC 1.5 to BC 6.7.
- NOTE 2:** Permission to operate against the current of traffic, Eastbound on No. 1: Need permission from the CF dispatcher BC 6.7 to BC 1.5.
- NOTE 3:** CSX Signal Rules 1281 through 1298 governs.
- NOTE 4:** Equipment Restrictions – Between MP BC 7.9 (740 Crossover) and MP BC 8.2 (River Transportation Crossing in St. Joe Yard) – No six-axle locomotives or 89 ft. or longer cars permitted.
- NOTE 5:** Spring switch at MP BC 6.7 (C.W. Cabin) – Normal position is lined for No. 2 Track.
- NOTE 6:** Spring switch at MP BC 18.3 (Finney) – Normal position is lined for No. 1 Track.
- NOTE 7:** Instructions for crew switching consolidated grain and barge, North Bend, Ohio Mile Post BC 14.4 see Special Instructions Indiana Subdivision 7. Miscellaneous.
- NOTE 8:** Instructions for operation of Eastward absolute dwarf signal East End of River 1, Mile Post BC 18.3 see Special Instructions Indiana Subdivision 7. Miscellaneous.
- NOTE 9:** Train movement instructions for movement between Oklahoma, East End Storrs, and CW Cabin are located in Indiana Subdivision Special Instructions under 1. Instructions Relating to Operating Rules.

INDIANA SUBDIVISION - ID LAWRENCEBURG TO WASHINGTON

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 15	F 15						DTC BLOCK DEAR	6
25	25	BC 22.6	LAWRENCEBURG	----- CIND RR -----		CPS-261		5
		BC 22.6	DTC BLOCK SIGN					
		BC 25.3	NEBO	(1) HBD-DEDAC				
			COCHRAN	WESTBOUND CAR. SET OUT POINT	3,000 FT.		DTC BLOCK NEBO	
			20.7					
		BC 41.5	EE MILAN		9,000 FT 25 MPH			4
					STATION TRACK			
		BC 43.3	DTC BLOCK SIGN WE MILAN					4
		BC 46.7	DELAWARE	(1) HBD-DEDAC				
			22.3			TWC-DTC (ABS)	DTC BLOCK MILAN	
		64.0						
		65.0						
		BC 64.3	BUTLERVILLE	(1) HBD-DEDAC				
		BC 65.6	DTC BLOCK SIGN EE BUTLERVILLE					
		BC 67.0	BUTLERVILLE X-OVER		14,500 FT. 10 MPH			
		BC 68.6	WE BUTLERVILLE					
		BC 72.2	N. VERNON SIDING				DTC BLOCK BUTLER	1,2
			8.2					
		BC 72.3	N. VERNON		6,000 FT. 10 MPH			
		BC 72.8	NORTH VERNON YARD					3
		BC 73.8	DTC BLOCK SIGN WE N. VERNON					
		80.0					DTC BLOCK HAYDEN	
25	25	80.1						

INDIANA SUBDIVISION - ID LAWRENCEBURG TO WASHINGTON

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST	WEST			
P 25	F 25	BC 83.1	HAYDEN	(1)HBD-DEDAC		DTC BLOCK HAYDEN	12	
		BC 85.9	DTC BLOCK SIGN EE SEYMOUR			DTC BLOCK DUNHAM	8	
		BC 87.1	WE SEYMOUR	11.1				
		BC 87.3	JO TOWER					7,13
		BC 97.0	DTC BLOCK SIGN E BROWNSTOWN					
		BC 101.0	VALLONIA	8.3 (1)HBD-DEDAC			DTC BLOCK VALLO	
		BC 105.3	DTC BLOCK SIGN EE MEDORA					
		BC 107.1	WE MEDORA	12.4			DTC BLOCK MEDORA	
		BC 117.7	DTC BLOCK SIGN					11
		BC 120.7	RIVERVALE	(1)HBD-DEDAC				
		BC 124.9	EE MITCHELL	8.7		DTC BLOCK SPARK	10	
25	25	BC 126.4	DTC BLOCK SIGN MITCHELL DIAMOND		HOOSIER SD	CPS-261		9
40	40			.07	SIDING 10,900 FT. 10 MPH	ABS-261		
		BC 127.1	WE MITCHELL			CPS-261	DTC BLOCK MITCHELL	
40	40					ABS-261		

INDIANA SUBDIVISION - ID LAWRENCEBURG TO WASHINGTON

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F					ABS-261	DTC BLOCK MITCHELL	
40	40	BC 130.9	EE GEORGIA			CPS-261		
				1.0		ABS-261		
		BC 131.9	WE GEORGIA			CPS-261		
				5.6	MITCHELL QUARRY	ABS-261	DTC BLOCK GEORGIA	
		BC 137.5	EE HURON			CPS-261		
				.08	CSDG 3,800 FT. 10 MPH	ABS-261		
		BC 138.3	WE HURON			CPS-261		
		BC 143.5	SHOALS		VALLEY TUNNEL 1,207 FT.	ABS-261		
40	40				(1)HBD-DEDAC NATIONAL GYPSUM SHOALS			
30	30	BC 146.7	SHOALS	9.2	U.S. GYPSUM WILLOW VALLEY		DTC BLOCK HURON	6
		BC 147.3						
40	40	BC 147.7	EE MARTIN			CPS-261		
				.06		ABS-261		
		BC 148.3	WE MARTIN			CPS-261		
				7.0		ABS-261		
40	40	BC 155.0			NORTH TEAM TRACK			
20	20	BC 155.3	EE LOOGOOTEE			CPS-261		
				1.8		ABS-261		6
20	20	BC 155.7				ABS-261		
40	40	BC 157.1	WE LOOGOOTEE		LAND O'LAKES INDUSTRY	CPS-261	DTC BLOCK LOOGOOTEE	
						ABS-261		
40	40							

INDIANA SUBDIVISION – ID LAWRENCEBURG TO WASHINGTON

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40		5.4			ABS-261	DTC BLOCK LOOGOOTEE	5,6
		BC 162.5	EE MONTGOMERY			CPS-261		
			0.7	CSDG 4,000 FT. 10 MPH		ABS-261		
		BC 163.2	WE MONTGOMERY			CPS-261		
		165.0 166.0					DTC BLOCK MONTGOMERY	
			7.1			ABS-261		
40 25	40 25	BC 168.0						
		BC 169.0	BLACK OAK	(1) HBD-DEDAC				
25 25	25 25	BC 170.3	EE WASHINGTON 147.7 MILES			CPS-261	DTC BLOCK WASH	
				ILLINOIS SD	<div style="display: flex; flex-direction: column; align-items: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-bottom: 2px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-bottom: 2px;"></div> <div style="width: 10px; height: 10px; background-color: black; margin-bottom: 2px;"></div> <div style="width: 10px; height: 10px; background-color: black;"></div> </div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> CF DISP. 14-14 08-08 TONE 4 </div>	TWC-DTC (ABS)	DTC BLOCK WASH
35	35							

STATION PAGE NOTES

- NOTE 1:** Trains must approach highway crossings at 5th St., Madison St., and railroad crossings at Madison RR at a speed not exceeding 10 MPH. After the engine or leading car crosses 5th St. and Madison St., speed may be increased to 25 MPH unless otherwise restricted.
- NOTE 2:** Position of target for CSX movement across Madison RR is horizontal
- NOTE 3:** No 6-axle units in yard tracks 1 and 2.
- NOTE 4:** Dual control self-restoring switch at these locations.
- NOTE 5:** CSX Signal Rules 1281-1298 govern.
- NOTE 6:** Shaded blocks in Authorized Speed column are Municipal (city ordinance) speed restrictions.
- NOTE 7:** JO Tower is automatic protection for the LIRC Diamond, Rule 226-B(3) applies. When a STOP aspect is displayed by the absolute signal governing movement over the railroad crossing at grade, after contacting the CSX Train Dispatcher, the crew will:
- a. Determine LIRC train or engine is not fouling or approaching crossing.
 - b. If indicator light in box, located on southeast quadrant of bungalow located in the northeast quadrant, is illuminated, press pushbutton. Signal should clear. If signal does not clear after 7 minutes, proceed through interlocking in accordance with CSX Operating Rule 226-B(3).
 - c. In indicator light is not burning, wait 5 minutes and then if no conflicting train is in sight or hearing, press pushbutton and after 5 minutes signal should clear. If signal does not clear, proceed through interlocking in accordance with CSX Operating Rule 226-B(3).
 - d. To return to train after making switching move over crossing, operate pushbutton located on mast of absolute signal. Push button and hold for 5 seconds. Signal should now display aspect to proceed. If signal fails to display a more favorable aspect than STOP, trainmen will proceed to crossing and comply with above instructions.
- NOTE 8:** Six-axle locomotives ARE allowed on the Cargill lead in Seymour.
- NOTE 9:** Mitchell diamond is remotely controlled by the CSX CF Dispatcher. Operating Rule 226-B(3) applies.
- NOTE 10:** Yard tracks 3 and 4 out of service.
- NOTE 11:** Tunnel 10 MPH for double stacks and hi-wide.
- NOTE 12:** No six-axle locomotives allowed on leads.
- NOTE 13:** See Indiana Subdivision Special Instructions for operation on LIRC.

INDIANA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

DISPATCHER BULLETIN AND RELEASE FORM

1. Trains must receive train bulletins and release forms from the printer and/or telecopier (Omnifax, facsimile, and telefax) machines as designated below:

Station	Location	Trains
Cincinnati	Crew room	Originating
Washington	Relay Office	
Mitchell	Depot	
St. Joe	Cargill Crew Room	

JUNCTIONS

- a. IORY Connection Track North Bend, Ohio –

To enter IORY (formerly Central Indiana) track at MP BC14.9 to service Consolidated Grain, radio IORY control station on Channel 29-29 tone (3) on a multi-channel radio, for permission to enter track. IORY crews also monitor this channel.

If radio communication cannot be established, the telephone number for IORY Railroad is (812) 537-5088.

CSX Operating Rule 193 is in effect on Main Track on this portion of railroad.

HIGHWAY AND STREET CROSSINGS

1. Road Crossing

All trains using sidings must not exceed two (2) miles per hour when approaching highway crossings equipped with automatic grade crossing warning devices, this is to allow for the warning devices to operate for 20 seconds prior to train entering the crossings.

2. Rusty Rail Conditions

- a. Trains must protect their movement over O'Brian Street, Seymour, Indiana, MP BC 86.8 siding only.
- b. All trains must protect movement over Perry Street MP BC 105.4 siding only and Brick Yard crossing BC 106.6 siding only.
- c. Milan siding between Main Street and State Highway 101 Crossing between MP BC 42.4 and BC 42.6.

AUTOMATIC BLOCK SIGNAL RULES

(1) Signal circuits are arranged for eastbound traffic as superior movement. Westbound trains arriving at west end of sidings and occupying main track to meet an opposing train automatically set the signal governing

eastbound train at STOP to the next siding west. Member of crew of westbound trains will immediately operate a push button located in small box on the side of relay box or signal mast adjacent to the signal to restore operation of the signal.

When trains move out of sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast, which governs, or on side of relay box adjacent to the signal to restore operation of the signal.

When train is entering or leaving a siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

Train Movements – Between Oklahoma and CW Cabin

1. All movements must be reported to the CF Train Dispatcher when trains or standing equipment are clear of No. 1 or No. 2 between CW Cabin and Oklahoma.
2. Westbound trains out of Cincinnati.

Train calls train director to report ready to depart. Train Director contacts the CF Train Dispatcher to request the route.

Trains routed to Storrs #1 moving with the current do not need to physically talk to CF Train Dispatcher.

Trains routed to Storrs #2 moving against the current of traffic MUST contact the CF Train Dispatcher for authority to move against the current of traffic. Rule ABS-251 (193).

- a. The dispatcher will check for conflicting movement, and if there is none will authorize movement, making record in the computer. If a conflicting movement is present, the CF Train Dispatcher will issue Form EC-1 withholding authority for movement eastbound prior to authorizing the westbound train to operate against the current of traffic.
- b. The train director must not line the westbound signal at Oklahoma until confirmation has been received from the CF train dispatcher that the train crew has been granted authority to move west against the current of traffic.

All westbound trains must report clear of Storrs to the CF train dispatcher.

3. Eastbound trains enroute Cincinnati.
The CF Train Dispatcher will route trains to either #1 or #2 Storrs.

Trains routed to #2 main will move on signal indication.

Trains routed to #1 main against the current of traffic:

- a. The CF Train Dispatcher MUST check for conflicting movement.
- b. If there is no conflicting movement, the train director will be contacted for application of proper blocking device to protect the movement against the current of traffic.
- c. Once confirmation has been received from the train director that a blocking device has been applied, the CF Train Dispatcher will then issue train authority to operate against the current of traffic on #1 track between CW Cabin and Oklahoma recording this information in the computer system.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance

Be on the look out for close clearance at the following locations:

Close Clearance	
Milepost/Location	Industry
BC 42 Milan	Station Track
BC 86 Seymour	Cargill
	Trusty Building Supply
BC 98 Brownstown	Kieffer Paper
BC 141 Willow Valley	U. S. Gypsum
BC 145 Shoals	Natl. Gypsum
BC 156 Loogootee	Country Mark CO-OP

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
North Vernon, IN Tracks 1 and 2	6-axle units	Must not operate on
All Industrial Tracks Seymour, IN except Country Mark CO-OP		
Loogootee, IN Industrial Tracks		
Cargill Seymour, IN		

7. MISCELLANEOUS

Setout Points For Cars With Defects

Setout Point For Defect		
Westbound	Defect Detector	Eastbound
Cochran	Nebo	Dearborn or Finey Pass
Osgood	Delaware	Milan Pass
Butlerville Nut Track	Butlerville	Nebraska
Seymour Pass	Hayden	Hayden Station Track
Medora Pass	Vallonia	Brownstown Pass or Kopper Track
Mitchell Yard	Riverdale	Tunnelton
Martin	Shoals	Willow Valley
Washington Pass or US Rail Lead	Washington	Montgomery Pass

Crew Switching Consolidated Grain and Barge, North Bend, Ohio Mile Post BC 14.4 – No permission from IORY Railroad is required when entering the IORY Track, crews will be governed as follows when operating on IORY track between IORY Milepost 14 and 14.6.

GCOR Rule 6.13, Yard Limits

“Within Yard Limits, train or engines are authorized to use main track not protecting against other trains or engines. All movements entering or moving within Yard Limits must be made at restricted speed, unless operating under a block signal indication that is more favorable than Approach.”

GCOR Rule 6.27, Movement at Restricted Speed

“When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of: Train, Engine, Railroad Car, Men or Equipment fouling the track, STOP Signal, or a Derailed or switch lined improperly the crew must keep a lookout for broken rail not to exceed 20 MPH.”

Operation of Eastbound Absolute Dwarf Signal East End of River 1, Milepost BC 18.3 – Eastbound trains arriving Finney on River 1 Track Milepost BC 18.3 will perform the following to secure signal aspect to proceed eastward.

- A. With a switch key, operate the key box to the TAKE position, located on the Absolute Eastbound high mast signal for River 2 track. The Eastbound dwarf signal on River 1 should display a signal aspect to proceed Eastward.
- B. If prior to the operation of the key box there is a signal aspect displayed on the absolute eastbound high mast signal on River 2 track, it will take eight minutes for the dwarf signal on River 1 track to give a signal aspect to proceed.
- C. If dwarf signal does not give a aspect to proceed after the 8 minutes waiting period contact the CF Train Dispatcher for instructions.

Instructions for CSX Crews Operating Over the LIRC, Seymour, Indiana.

- A. When reporting for duty contact the LIRC Train Dispatcher and provide the following information:
 - 1. Train ID
 - 2. Loads & Empties
 - 3. Locomotive numbers
 - 4. Conductor & Engineer names
- B. Provide the LIRC Train Dispatcher with the Queensgate Crewroom fax number (2 available), LIRC Train Dispatcher will then fax required LIRC Form A and Form Y information. (LIRC Train Dispatchers are not available between the hours 2300 and 0700, during this time period crews are required to contact the CSX Hump Tower Trainmaster for LIRC Form A and Form Y information).
- C. Blank LIRC Track Warrant Forms will be provided by the CSX Hump Tower Trainmaster located on the 5th Floor of the CSX Hump Tower.
- D. Prior to trains' arrival at Seymour, CSX crews are required to contact the LIRC Train Dispatcher and be governed by his/her instructions on track warrant information.

LIRC Train Dispatcher monitors:
LIRC Road Channel AAR 41/41;
LIRC Yard Channel AAR 61/61.

LIRC Train Dispatcher telephone numbers:
(800) 434-5472 ext. 29;
(812) 288-0940 ext. 29;
(812) 280-5169

NOTES

NOTES

INDIANAPOLIS SUBDIVISION - HL BELT JUNCTION TO LYONSVILLE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P	F							
15	15				CINCINNATI TERMINAL SD	ABS-261 (193)	DTC BLOCK FRONT	
35	35	BD 26.9	DTC BLOCK SIGN BELT JUNCTION			CPS-261		3
35	35	BD 30.0		7.2			DTC BLOCK MACK	
50	50	BD 32.6	EE MCGONIGLE		SS			
		BD 34.1	DTC BLOCK SIGN WE MCGONIGLE		SS			1
		36.0 37.0						
50	50	BD 38.3		12.3			DTC BLOCK CORNER	4
35	35	BD 39.5	OXFORD					
		BD 40.0						
50	50	BD 43.5	DONALD		(1) HBD-DEDAC			
		BD 46.4	DTC BLOCK SIGN		MIDDLE TRACK			
50	50	BD 48.1		1.9	B&O PASS			2
40	40	BD 48.2	DTC BLOCK SIGN COTTAGE GROVE		C&O PASS		DTC BLOCK GROVE	
		BD 48.3	DTC BLOCK SIGN					
40		BD 48.3	DTC BLOCK SIGN					
50	40	BD 52.5						
35	35	BD 53.0	LIBERTY					4
		BD 53.3						
50	40	BD 59.0		15.5			DTC BLOCK LYON	
35	35	BD 60.5						
50	40	BD 62.9	EE LYONSVILLE					
		BD 63.8	DTC BLOCK SIGN WE LYONSVILLE					
50	40	BD 63.8	DTC BLOCK SIGN WE LYONSVILLE		3,350 FT. 10 MPH		DTC BLOCK SALTY	

STATION PAGE NOTES

- NOTE 1:** McGonigle Siding: When making a facing point movement into siding through spring switch, speed will not exceed 15 MPH. Operation of switch: Push button is located in box attached to governing signal. Conductor or Engineer will operate push button and be governed by the aspect display by the leaving signal, then wait five minutes before fouling the track to be entered. To expedite their movement, push button should be operated immediately after the passage of train they have authority to follow. When trains meet at siding, push button will be operated as soon as the rear of the train to be met has passed the fouling point of the siding. Movement from the siding to main track will be governed by the indication displayed by the leaving signal.
- NOTE 2:** Cottage Grove Railroad Crossing MP BD 48.1: Equipped with automatic protection. Rule 226-B(3) applies. After contacting Train Dispatcher, determine opposing railroad's train or engine is not fouling or approaching crossing. If indication light in box marked for the railroad requesting signal, located on side of bungalow is illuminated, press and hold button for five seconds. Signal should clear after five minutes for railroad requesting movement. If signal does not display aspect to proceed, conductor or engineer will secure permission of train dispatcher and pass signal at least 30 feet but do not foul crossing. Wait five minutes, then proceed in accordance with Rule 226-B(3). To make reverse movement over crossing, operate push button located on mast of absolute signal and hold for 5 seconds. If signal fails to display aspect to proceed, trainmen will proceed to crossing and comply with above instructions.
- NOTE 3:** CSX Signal Rules 1281-1298 govern.
- NOTE 4:** Shaded blocks in Authorized Speed column are Municipal (city ordinance) speed restrictions.

INDIANAPOLIS SUBDIVISION - HL LYONSVILLE TO ARLINGTON

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
50	40	BD 65.5	CONNERSVILLE	(1)HBD-DEDAC				10
25	25	BD 66.7 BD 66.8						1,2
		BD 67.3	CONNERSVILLE	5.6			DTC BLOCK SALTY	7
25	25	BD 68.0	CNUR CONNECTION					
60	40	BD 68.1						
		BD 68.6	EE SALTERS					
		BD 69.4	DTC BLOCK SIGN WE SALTERS	10.1				
60	40	BD 71.0			<div style="border: 1px solid black; padding: 2px; display: inline-block;"> CF DISP. 14-14 08-08 TONE 3 </div>			
35	35	BD 73.0						
50	40	BD 75.1						
60	40	BD 78.7	EE MAUZY					
		BD 79.5	DTC BLOCK SIGN WE MAUZY					3 4
60	40	BD 84.5	RUSHVILLE	(1) HBD-DEDAC				
35	35	BD 85.2	EE RUSHVILLE					
		BD 85.3	WE RUSHVILLE					
35	35	BD 85.5						5,7
60	40	BD 86.1	EE PIONEER	8.4				6
		BD 87.9	DTC BLOCK SIGN WE PIONEER					
		BD 92.0	EE ARLINGTON	5.0				
		BD 92.9	DTC BLOCK SIGN WE ARLINGTON					8,9
60	40						DTC BLOCK ARLIN	
							DTC BLOCK MORRIS	

STATION PAGE NOTES

- NOTE 1:** Close clearance condition exists at Consolidated Grain & Barge, MP BD 57.0 in Connersville.
- NOTE 2:** Close clearance condition exists at Wells Lumber, MP BD 67.2, in Connersville.
- NOTE 3:** Close clearance condition exists at Taylor Track (south side at elevator track, west end of south side, & storage building), MP BD 77.0 in Glenwood.
- NOTE 4:** Mauzy siding is a leased track with derails at east and west end. Operating Rule 96 applies.
- NOTE 5:** Rushville siding is a leased track with derails at east and west end. Operating Rule 96 applies.
- NOTE 6:** Close clearance condition exists at Lotus Warehouse (south track) MP BD 86.0 in Rushville.
- NOTE 7:** Shaded blocks in Authorized Speed column are municipal (city ordinance) speed restrictions.
- NOTE 8:** Pioneer Siding Clearance Point, 9,050 FT.
East End County Road 53 MP BD 86.3
West End Henderson Road MP BD 87.9
- NOTE 9:** Instructions for operation of self-restoring power switches at East and West End of Pioneer Siding.
SEE INDIANAPOLIS SUBDIVISION SPECIAL INSTRUCTIONS, ITEM 7 MISCELLANEOUS.
- NOTE 10:** CSX Signal Rules 1281-1298 govern.

INDIANAPOLIS SUBDIVISION - HL ARLINGTON TO JULIETTA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 60	F 40			WEST				4
		BD 99.0	MORRISTOWN	7.1			DTC BLOCK MORRIS	1,2
		BD 100.0	DTC BLOCK SIGN					3
		BD 103.5	FOUNTAIN TOWN					
		BD 104.5	REEDVILLE	(1) HBD-DEDAC				
		112.0		13.5				
		112.7	EE JULIETTA					
		113.0						
		BD 113.5	DTC BLOCK SIGN WE JULIETTA	86.6 MILES			DTC BLOCK JULIE	
60	40				INDIANAPOLIS SD GREAT LAKES DIVISION	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> CF DISP. 14-14 08-08 TONE 3 </div>	TWC-DTC (ABS)	DTC BLOCK STATE

STATION PAGE NOTES	
NOTE 1:	Close clearance condition exists at Bunge (tracks 1&2) MP BD 99 at Morrystown.
NOTE 2:	CSX employees must contact Bunge via CSX radio channel 08 prior to entering Bunge's property. Bunge will instruct CSX train and engine crews as to tracks to enter and switching instructions of the plant.
NOTE 3:	Close clearance condition exists at Morrystown Grain elevator (south side passing siding including tracks 1,2,3 and 4). MP BD 99 at Morrystown.
NOTE 4:	CSX Signal Rules 1281-1298 govern.

INDIANAPOLIS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Connersville House Track	All Engines	Must not move beyond the north end of the fertilizer building
Rushville Lotus Warehouse		Must not operate under loading spout
All industrial house and team tracks except wye tracks, Morristown and Bunge Yard	Six-Axle Engines	Must not operate

7. MISCELLANEOUS

Operation of Power Switches – Pioneer Siding

A. Movement from main track to siding track at E. E. Pioneer MP BD 86.1:

Approach the westward right hand high signal at the E. E. Pioneer MP BD 86.1 not stopping more than 100 FT. from the signal. With the train radio on Channel 08, using the radio keypad, the train Engineer must depress 861*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand high signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds the switch should reverse and the westward right hand high signal at E. E. Pioneer should display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically normal itself for main to main track movement.

B. Movement From Siding to Main Track at E. E. Pioneer MP BD 86.1:

After train crew obtains permission from the 'CF' Train Dispatcher to occupy the main track, approach the CS Sign not stopping more than 100 FT. from the eastward left hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the eastward left hand siding high signal will display a signal aspect authorizing movement onto main track. After the train has completed the movement onto the main track, the switch will automatically normal for main to main track movement.

C. Movement From Main Track to Siding Track at W. E. Pioneer MP BD 88.0:

Approach the eastward right hand high signal at the W. E. Pioneer MP BD 88.0 not stopping more than 100 FT. from the signal. With the train radio on Channel 08, using the radio keypad, the Train Engineer must depress 880*. If the radio keypad is not functioning, the train crew may operate the key controller located on the right hand signal by turning the key fully clockwise then returning the key to the normal position and removing the key.

Using either method, after 15 seconds the switch will reverse and the eastward right hand high signal at W. E. Pioneer will display a signal aspect authorizing movement onto the siding. After the train has completed the movement past the clearance point into the siding, the self-restoring dual control power operated switch will automatically normal itself for main to main track movement.

D. Movement From Siding to Main Track at W. E. Pioneer MP BD 88.0:

After train crew obtains permission from the 'CF' Train Dispatcher to occupy the main track, approach the SC Sign not stopping more than 100 FT. from the westward right hand siding high signal. If there are no conflicting movements, the switch will automatically reverse and the westward right had siding high signal will display a signal aspect authorizing movement onto the main track. After the train has completed the movement onto the main track, the switch will automatically normal for main to main movement.

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F		101.4					
				CINCINNATI TERMINAL SD	CK DISP. 66 #1 MONITOR 08	ABS-261	DTC BLOCK LATONIA	1
				CSDG 10 MPH				
		T 104.2	SE LATONIA (1) DED	X10		CPS-261		
25	25		0.4	CL DISP. 94 #8 MONITOR 84		ABS-261		
		T 103.8	NE NICHOLS			CPS-261		
					SSDG 7,600 FT.	ABS-261	DTC BLOCK NICHOLS	2
		T 102.3	SE NICHOLS			CPS-261		
		T 97.1			INDEPENDENCE SPUR			
		97.0						
		96.0						
25	25	T 95.5	9.1			ABS-261	DTC BLOCK BANK	
35	35							
35	35							

STATION PAGE NOTES

- NOTE 1:** All color lights signals are governed by Signal Aspect Rules 1281-1298.
- NOTE 2:** Nichols Siding (MP T 103.8 - T 102.3 is a signaled siding. Maximum authorized speed is 25 MPH.

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 35	F 35							
		T 93.2	NE BANKLICK			CPS-261		
				HOUSE TRACK CSDG 9,870 FT.		ABS-261	DTC BLOCK BANK	
		T 91.1	SE BANKLICK			CPS-261		
		T 89.0	WALTON	(1) HBD-DED WALTON HOUSE TRACK 7.4 VERONA HOUSE TRACK		ABS-261		
		T 84.0					DTC BLOCK VERN	
		T 83.7	NE VERONA			CPS-261		
				CSDG 8,605 FT.		ABS-261		
		T 81.9	SE VERONA			CPS-261		
							DTC BLOCK GLEN	
35	35							

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES					
				SOUTH									
P	F	T 73.6 T 73.1 T 72.0	10.4			ABS-261	DTC BLOCK GLEN	2					
35	35												
25	25												
35	35	T 71.5	NE GLENCOE	X10		CPS-261							
45	45	T 70.2 T 67.8 T 65.2 T 61.9 T 59.0 T 57.2	14.1			ABS-261	DTC BLOCK WORTH	3,4,5					
45	45								T 70.2	SE GLENCOE	X10		CPS-261
45	45										(1)HBD-DED		
40	40										SANDERS HOUSE TRACK		
45	45										COAL STORAGE TRACK		
45	45	T 56.1	NE WORTHVILLE	X10		CPS-261							
45	45	T 54.6 T 53.2 T 50.9 T 49.6 T 47.8	13.1			ABS-261	DTC BLOCK CAMP						
45	45								T 54.6	SE WORTHVILLE	X10		CPS-261
35	35										(1) HBD-DED		
30	30			CARROLTON & WORTHVILLE RR									
25	25			TRACK NO. 3									
				TRACK NO. 2									
				C&W MAIN									

STATION PAGE NOTES

- NOTE 2:** Glencoe, KY – Train crews must refrain from blocking crossings in Glencoe siding.
- NOTE 3:** Carrollton & Worthville RR – The C&W RR is governed by CSXT Operating Rules. That portion of the C&W RR that the LCL crews operate on is between MP 0.0 (South of Worthville yard) and MP 3.3 (1600 FT. South of McCormick yard).
Interchange with the C&W RR – In addition to the Interchange tracks at Worthville, all tracks located on the C&W RR at McCormick yard between MP 1.9 and MP 2.9 will be used to interchange rail cars between CSX and the C&W RR..
- NOTE 4:** Train operating on the Carrollton & Worthville RR between MP 0.0 and MP 3.3 – Will operate in accordance with Operating Rule 96.
- NOTE 5:** Worthville, KY – When cars are located on the C&W Main, No. 2 or No. 3 tracks in Worthville yard, do not ride on the side of cars shoving in or coming out of these tracks due to close clearance..

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 25	F 25	T 43.9		TURNERS STATION SPUR (STUB)		ABS-261	DTC BLOCK CAMP	6
		T 41.5	NE CAMPBELLSBURG			CPS-261		
		T 40.9		CAMPBELLSBURG HOUSE TRACK	 CSDG 8,935 FT.	ABS-261		
		T 39.5	SE CAMPBELLSBURG			CPS-261		
25	25	T 37.9					DTC BLOCK GRANGE	7
35	35	T 36.1	SULPHUR	(1)HBD-DED		ABS-261		
35	35	T 33.0	10.7					
40	40	T 32.9			 PENDLETON SPUR			
		T 28.8	NE LAGRANGE			CPS-261		
					 CSDG 8,330 FT.	ABS-261		
		T 27.0	SE LAGRANGE			CPS-261		
10 MPH UNTIL ENGINE BLOCKS STREET							DTC BLOCK OBANNON	8
20 MPH AFTER ENGINE BLOCKS STREET			9.6			ABS-261		
40	40	T 25.4			 SELLERSBURG LUMBER			

STATION PAGE NOTES

- NOTE 6:** Campbellsburg, KY – Boyer Lane (Hog Pen) Crossing must not be blocked by standing equipment in excess of 10 minutes. Any train that stops in this area and will be longer than 10 minutes must cut Boyer Lane (Hog Pen).
- NOTE 7:** LaGrange siding – Fort Pickens crossing must be cut if it will be blocked for an extended period of time. Do not cut the crossing for regular train meets with one or two trains.
- NOTE 8:** When entering the following limits, the standard crossing signal shall be sounded with the engine horn. Within those limits, the engine bell will be rung continuously, except in cases of imminent danger, in which case the engine horn shall be sounded in addition to the bell within the city limits of LaGrange, MP T 26.2 and including MP T 27.0.

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
40	40	T 24.9	GLENARM		(1)HBD-DED	ABS-261	DTC BLOCK OBANNON	9,10,11 12,13,14 15
45	45	T 22.7						
		T 21.1						
		T 18.9						
35	35	T 17.8	WILLIAMS HOLDOUT			CPS-261		
		T 14.9	OBANNON	2.3		ABS-261		
						CPS-261		16
		T 13.8		2.3	NO. 1	NO. 2	ABS-261	DTC BLOCK HUB
35	35	T 12.9						
25	25	T 12.5	HK TOWER				CPS-261	17
25	25	T 11.0					ABS-261	
50	50							
50	50			6.1				

STATION PAGE NOTES

- NOTE 9:** Any train setting off cars or engines at O'Bannon will be shoved into the confines of O'Bannon Yard and secured according to proper rules and procedures. No cars or engines will be left unattended on the North and South legs of the wye or the lead of O'Bannon Yard.
- NOTE 10:** Trains departing off the south leg of wye at O'Bannon will not stop to pick up conductor/brakeman until reaching signal at HK Tower. Trains will not stop until entirely on the main to minimize train handling dynamics from curvature and grade.
- NOTE 11:** Train movements stopped between point of switch at the #1 Main and the dwarf signal on the north leg of the O'Bannon Wye must be continued until movement is behind (south of) the signal. If this cannot be accomplished no northward movement must be made without the dispatcher's permission. This due to the location of the track circuits.
- NOTE 12:** O'Bannon, KY - All crews working at O'Bannon inside the Ford Plant will STOP short of the crossing entering the plant, dismount their cut and flag the crossing. From this point on you must walk ahead of the cut into the plant being vigilant for vehicular traffic and any close clearances that could result from parked trucks, truck trailers, parts racks, etc.
- NOTE 13:** O'Bannon Yard - TDSI Ramp Tracks - Crews placing cars on TDSI ramp tracks, will ride shove to gate and confirm that blue flag is down and track is clear. Crews will confirm with clerk/agent on duty that TDSI has been notified of movement prior to beginning operations.
- NOTE 14:** The wye switch at O'Bannon has been upgraded to radio control.
1. The Operating channel is 74-74.
 2. To operate the switch with radio keypad on the locomotive, press #471. The switch in turn will operate and indicate the position of the switch.
 3. To inquire about the switch position press #473 and the radio will announce the switch position.
 4. This switch is equipped with a switch for manual operation as well as instructions on the machine for operating the switch in the event of switch failure.
- NOTE 15:** Remote control locomotive operation is in effect in O'Bannon Yard, refer to special instructions
- NOTE 16:** All movements in O'Bannon Yard on the runaround lead must contact clerk at O'Bannon Yard for instructions
- NOTE 17:** When approaching the following highway crossings, the following warning devices shall be used:
- Belkwood-LaGrange (T 11.93) - Horn and Bell
 - Evergreen Road (T 12.17) - Bell only
 - Glenbrook Road (T 12.58) - Bell only
 - Maple Crest (T 12.84) - Horn and Bell

LCL SUBDIVISION - LC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 50	F 50	10.0 9.0			BUEL BRICK	ABS-261	DTC BLOCK HUB	
50	50	T 6.5						
30	30	T 6.4	HUBBARDS LANE			CPS-261		
30	30	T 5.2						
35	35			3.6		ABS-261	DTC BLOCK FRANK	
35	35	T 4.3			WATERWORKS			
25	25	T 4.1 T 3.9	YARD LIMITS					
25	25	T 2.8	FRANKFORT AVE.			CPS-261		
					LOUISVILLE TERMINAL SD	ABS-261 (193)		18

STATION PAGE NOTES

NOTE 18: CL Dispatcher in effect south of Central Avenue.

LCL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Six-axle locomotives must not operate on all industrial, house and team tracks.

EXCEPTIONS: Six-axle engines are permitted on the ramp and yard tracks at Obannon.

7. MISCELLANEOUS

Remote Control Locomotive Operation at O'Bannon Yard

- A. Remote control locomotive (RCL) operations are established for O'Bannon Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote control zones (RCZ) are established in O'Bannon Yard and RCZ signs are in place as follows:
 - 1. Runaround lead 25 feet west of Collins Lane to 25 feet east of the F Yard drill switch.
- C. RCO crews and clerk at O'Bannon will operate on radio channel 22.

D. Shoving Tracks In Obannon Yard

When shoving cars in the yard at Obannon, inventory must be verified on all tracks handled. Exception must be immediately corrected with the Obannon Clerk.

Prior to adding to, or combining tracks inventory must be verified on all tracks involved and if total cars to be placed in track are within three cars of known track capacity the shove must be protected.

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LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				WEST				
P 20	F 20	HR 5.9	LOUISVILLE TERMINAL			ABS-261 (193)		1
			LOUISVILLE TERM					
20 40	20 40	HR 7.0	TEXAS			CPS-261	DTC BLOCK KATHRYN	2
		HR 10.8	BISHOFF			ABS-261		
		HR 11.9	UNITED INDUSTRIES	7.5				
		HR 14.5	RIVERPORT	5.8		CPS-261		
		HR 20.6	EE KATHARYN SIDING	X10		CPS-261		
				CSDG 3,620 FT. 10 MPH		ABS-261		
		HR 21.5	WE KATHARYN SIDING	X10		CPS-261		
		HR 21.4		1.2		ABS-261		
40 25	40 25	HR 22.7	WEST POINT	PAL RR -----		CPS-261		
		HR 22.7				ABS-261		
40 35	40 35	HR 24.1	HOWARD	(1)HBD-DED			DTC BLOCK BRANDENBURG	3
		HR 30.4	EE ROCK HAVEN SIDING	3,174 FT. 10 MPH				
		HR 31.2	WE ROCKHAVEN SIDING					
		HR 32.9						
		HR 33.5	DOE RUN & SIDING	14.8				
		HR 34.0						
		HR 35.4				ABS-261		
		HR 37.5	EE BRANDENBURG SIDING			CPS-261		
35	35	HR 38.3	WE BRANDENBURG SIDING		3,327 FT. 10 MPH	ABS-261		

136.5 MILES TEXAS TO NORTH HENDERSON

STATION PAGE NOTES

- NOTE 1:** All color light signals are governed by Signal Aspect Rule 1281-1298.
- NOTE 2:** Engines must not pass clearance point of Bishoff United Industrial Track No. 4 at Stone Street.
- NOTE 3:** West Point, HR 22.6 – PAL Railroad crossing at grade. Remotely controlled by CSX Dispatcher Jacksonville. Rule 226-B (3).

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
35	35							
35	35	HR 41.7	EKRON	(1)HBD-DED		ABS-261	DTC BLOCK IRVINGTON	
35	35	HR 41.9		10.6				
40	40	HR 48.1	EE IRVINGTON SIDING		X10	CPS-261		
		HR 49.1	GAS TRACK	1.8		ABS-261		
		HR 49.9	WE IRVINGTON SIDING		X10	CPS-261		
40	40	HR 57.0				ABS-261	DTC BLOCK STEPHENS PORT	
30	30	HR 61.8	SAMPLE	(1)HBD-DED				
		HR 65.2	STEPHENSPORT STORAGE TRACK					
30	30	HR 66.1						
40	40	HR 74.6						
15	15	HR 75.5		29.1				
40	40	HR 75.6						
		HR 78.0	CLOVERPORT			ABS-261		
		HR 79.0	SKILLMAN HOLDOUT			CPS-261		
				15.5		ABS-261		
40	40					ABS-261		

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F					WEST		
40	40	HR 80.8	EE SKILLMAN SIDING	X10		ABS-261		
			SKILLMAN YARD 1.7	FINE PAPER LEAD YARD LEAD YARD LEAD WEST KRAFT LEAD ENGINE WESCOR LEAD	CSDG 8,288 FT. 10 MPH	ABS-261	DTC BLOCK SKILLMAN	4 5
		HR 82.5	WE SKILLMAN SIDING	X10		CPS-261		
40	40	HR 83.6						
25	25							
		HR 85.9	HAWESVILLE	(1)HBD-DED		ABS-261	DTC BLOCK LEWISPORT	
25	25	HR 86.3	HAWESVILLE CITY ORD.					
35	35							
			13.4					
35	35	HR 91.0						

STATION PAGE NOTES

- NOTE 4:** Skillman – Crews working at Skillman must STOP to clear the highway grade crossing warning circuit for Highway 1406 to the Weyerhaeuser Industries Plant. Crews that pick up must STOP in the clear a sufficient distance so that the circuit is not activated before they are ready to proceed.
- NOTE 5:** When switching hazmat equipment at Skillman Yard, cars must not be dropped/cut off in motion, struck by any free rolling car or coupled into with more force than needed to make the coupling.

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40	HR 91.0 HR 93.1 HR 93.4	COMMONWEALTH ALUMINUM		WEST	ABS-261		
		HR 95.9	EE LEWISPORT SIDING		X10	CPS-261		
				1.0		ABS-261	DTC BLOCK LEWISPORT	
		HR 96.9	WE LEWISPORT SIDING		X10	CPS-261		
		HR 103.8 HR 104.5 HR 105.9 HR 107.4	EE MACEO WE MACEO LANHAM RIVER ROSS	14.0	(1)HBD-DED	ABS-261		
		HR 108.5 HR 109.3	DARAMIC GREEN RIVER STEEL					
		HR 110.9	EE DOYLE		X10	CPS-261		DTC BLOCK DOYLE
		HR 111.7		1.6		ABS-261		
40 25	40 25	HR 111.9 HR 112.0						
25	25	HR 112.5	WE DOYLE		X10	CPS-261		

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 25	F 25			WEST	WEST	ABS-261		
		HR 114.0	DAHL GROETSINGER		/			
		HR 114.3		CONWAY 2,391 FT.	/			
		HR 114.7			/			
			6.6				DTC BLOCK BEALS	
		HR 115.4			/			
25	25	HR 115.6		ROCK SPRINGS 4,012 FT.	/			
40	40	HR 116.1	EDIBLE OILS		/			
		HR 116.2			/			
		HR 116.3	PINKERTON LEAD		/			
		HR 116.4	OWENSBORO BRICK		/			
		HR 116.6	RIVERPORT		/			
40	40	HR 116.5	DART POLYMERS		/	ABS-261		

LH&STL SUBDIVISION - LH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				↓	↓					
P 40	F 40	HR 117.8	MILES ENTERPRISE			ABS-261	DTC BLOCK BEALS			
		HR 119.1	MATTINGLY			CPS-261				
		HR 122.7	STANLEY STORAGE TRACK			ABS-261				
		HR 129.4	REED	16.3	(1) HBD-DED					
		HR 131.4	EE BEALS SIDING		X10	CPS-261				
				.7	CSDG 4,140 FT. 10 MPH	ABS-261				
		HR 132.1	WE BEALS SIDING		X10	CPS-261				
40 25	40 25	HR 132.4		9.9					DTC BLOCK HENDERSON	6
		HR 132.7	SPOTSVILLE DRAWBRIDGE		DRAWBRIDGE	ABS-261				
25 40	25 40	HR 133.4								
		HR 142.0	EE HENDERSON SIDING		X10	CPS-261				
40 20	40 20	HR 142.7		1.9	SCOTT MILL TANK TRACK	ABS-261				
		HR 143.3	NE HENDERSON SIDING		X10	CPS-261				
20	20					ABS-261				

STATION PAGE NOTES

NOTE 6: Spottsville, Green River (HR 133.0) - When the signal displays a STOP indication, verbal authority must be given by the train dispatcher and in addition verbal authority or hand signal must be given by the bridge tender to pass a STOP indication.

LH&STL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

STANDARD CLOCKS

Station	Location
Doyle	Yard Office
Skillman	Agent's Office
Brandenburg	

USE OF SPECIFIED TRACKS

Doyle, KY – Do not exceed 5 MPH on the East Leg of the way at Barton Distillery.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Exception to Rule 100-G:

When spotting cars on the "Wescor Lead" at Williamette Industries, Rule 100-G will be excepted and cars may be left closer than 200 feet to the crossing.

Hard Hat Requirements

ARCH Chemical has requested that all CSX employees operating inside their plant must wear a hard hat. This is not a requirement inside cab of locomotive. Hard hats and liners will be available at the on-duty location.

NOTES

NOTES

LOUISVILLE TERMINAL SUBDIVISION - LT PARK

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 20	F 20			LCL SD		CL DISP. 94-8 RD-84	ABS-261 (193)	DTC BLOCK FRANK
		T 2.8	FRANFORT AVE			CL DISP. 94-8 RD-84	CPS-261	1
							ABS-261 (193)	2
		T 1.8	NORTH MN				CPS-261	
		TR 4.8	WATER STREET LEAD 2.1	WATER STREET LEAD			ABS-261 (193)	3
		TR 4.6	SOUTH MN				CPS-261	
		TR 3.2	KENTUCKY STREET	1	2		ABS-261 (193)	
		TR 0.9	FLOYD STREET	-----	-----	NS	CPS-261	4
		2.8	ROUNDHOUSE CROSSOVER	TO K&I JCT.		SHELLY LEAD	ABS-261 (193)	
		3.0	CENTRAL AVENUE			HOUNSHELL TK HIGHLAND PARK 1	CPS-261	
		3.9	FX	1	2	CL DISP. 94-1 RD-84	ABS-261 (193)	
						HIGHLAND PARK 1		
						OSBORN YARD		
		5.9	SW INTERLOCKING				CPS-261	
				TO LH&STL			ABS-261 (193)	
		6.4	BIG DITCH				CPS-261	
							ABS-261 (193)	
20	20			1	2	02/03		

STATION PAGE NOTES

- NOTE 1:** All color light signals are governed by Signal Aspect Rules 1281-1298.
- NOTE 2:** Southbound trains must have permission of the CL Dispatcher to pass Kentucky Street.
- NOTE 3:** Must obtain permission of the General Yardmaster to occupy Water Street Lead.
- NOTE 4:** Floyd Street TR 0.9 – NS Railroad Crossing at grade, remotely controlled by NS East End Dispatcher at Knoxville, Rule 226-B(c). On track equipment will obtain permission from NS East End Dispatcher at Knoxville before proceeding.

LOUISVILLE TERMINAL SUBDIVISION - LT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F			S. LEG TEXAS WYE		ABS-261 (193)		
20	20	6.2	BIG DITCH	.6		CPS-261		
				1	2	ABS-261 (193)		
		6.8	DUDLEY	OSBORN YARD		CPS-261		
20	20	7.0		SPACE CENTER		ABS-261 (193)		
50	50			1.6				
		8.3	LOOP	.8		CPS-261		
				CL DISP. 94-1 RD-84		ABS-261 (193)		
50	50	9.2	PARK	1		CPS-261		
60	60			2				
				CL DISP. 94-1 RD-84		ABS-261 (193)	DTC BLOCK PARK	
60	60			MAINLINE SD				

LOUISVILLE TERMINAL SUBDIVISION - LT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 20	F 20			SW INTERLOCKING 5.9 EQHR 4453	<div style="border: 1px solid black; padding: 2px; display: inline-block;">CL DISP. 94-1 RD 84</div>	BIG DITCH 6.4 EQHR 4453	ABS-261 (193)	
20	20	HR 7.0	TEXAS			CPS-261		
40	40			LH&STL SD	<div style="border: 1px solid black; padding: 2px; display: inline-block;">SA DISP. 58-6 RD-84</div>	ABS-261 (193)	DTC BLOCK KATHARYN	
40	40							

LOUISVILLE TERMINAL SUBDIVISION - LT 11TH STREET TO CENTRAL AVENUE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓				
P 10	F 10	0.0	11 TH STREET	LIRC RR	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;">CL DISP. 94-8 RD-84</div>	ABS-261 (193)		5
		0.2	KENTUCKY STREET	PAL				
		0.5	OAK STREET	NS				
10	10	1.2	K&I JUNCTION			CPS-261		
20	20	2.1	4 TH STREET	1 2	NS	APS-261 (193)		6
		2.8	ROUNDHOUSE CROSSOVER					
		3.0	CENTRAL AVENUE	1 2		CPS-261		
20	20							

STATION PAGE NOTES

- NOTE 5:** Must obtain permission of the General Yardmaster to occupy tracks between 11TH Street and K&I Junction.
- NOTE 6:** 4TH Street – 2.1 NS Railroad Crossing at grade. This is a automatic railroad crossing at grade. Rule 226-B(d). Permission to pass stop signal must be obtained.

LOUISVILLE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

STANDARD CLOCKS

Osborn Yard – Hump tower and Locker Room.

HIGHWAY AND STREET CROSSINGS

Lee Street – Southbound movements stopping at Lee Street must STOP short of the track circuit to prevent the crossing signals from being activated. The circuit is located approximately one car length north of Hill Street underpass.

River Road – Movements across River Road must not exceed 5 MPH.

SPECIAL INSTRUCTIONS FOR OPERATING OVER THE PAL RR

Instructions for operations prior to entry onto the PAL RR:

1. The conductor must have in his/her possession: A current PAL timetable, a current general order, current enroute movement instructions and track warrant.
2. Receive permission from the employee in charge on any trackage listed on the enroute movement instructions between MP 1.5 and MP 2.3 during the time the authority is in effect.
3. Receive permission from the PAL train dispatcher to occupy any track. PAL radio frequency – AAR 42-42, dispatcher's touchtone call – 09. The PAL train dispatcher's telephone number (800) 444-2580 at the prompt – 1-4306#.

NOTE: All times given on PAL track warrants and enroute movement instructions are Central Time.

SPECIAL INSTRUCTIONS FOR OPERATING OVER NORFOLK SOUTHERN RR.

Instructions for operations over NS tracks between K&I Junction (Louisville) and New Albany (VI Interlocking).

All crews operating over the Norfolk Southern Railroad between K&I Junction and Vernia must now carry Norfolk Southern Dispatcher Bulletins for the Louisville District, and the NS Kentucky Division Western Region Timetable in effect.

The crew will obtain these bulletins at their on duty location via fax from the NS dispatcher in Knoxville. Before departing their on duty location the crew is to contact the NS Louisville District Dispatcher to confirm receipt of the dispatcher bulletins. To reach the dispatcher the crew should:

Dial 865-521-1466 or 888-269-6297 and press #7 at the prompt.

If the NS Dispatcher bulletins are not available for pickup at the on duty time of the crew, they are to proceed as follows:

Crews on duty at Osborn Yard, Louisville, KY are to contact the Osborn trainmaster for instructions.

Crews on duty at Washington, IN are to contact the CF Train Dispatcher for instructions.

In addition, crews must contact the NS Dispatcher prior to entering the NS main between Vernia and K&I Jct. To confirm that no additional restrictions have been issued.

Trains going to NS must have:

- a) Signal indication and
- b) Verbal permission from the NS Louisville dispatcher prior to passing the CSX northbound signal governing movement onto the NS connection track at 7th Street and Magnolia, Louisville Terminal.

CSX Trains Held By NS – All trains that are being held by the NS at Vernia, or Fourth Street will notify the NS Yardmaster at the NS Louisville Tower by radio on AAR Channel 56-56 that they are being held. All trains will then contact the NS Louisville Tower and the NS Dispatcher at Knoxville every 30 minutes thereafter until released by the Norfolk Southern.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Ford Motor Company, Louisville Assembly Plant – Employees are prohibited from riding the side of equipment inside the plant.

Louisville Terminal – Close clearance signs have been placed at several industries throughout the Louisville Terminal. Please be aware these signs are at the following industries:

- 2106 Smuffitt Recycling – At gate and inside building.
- 2209 Paradise Tomato – Building on West side of track.
- 2308 DD Williamson – Between tracks and next to building.
- 2321 Swift and Co. – Loading dock on East side.
- 2705 Louisville Packaging – Between track and loading dock.
- 2814 Dixie Warehouse – Inside gates and at Stop signs.
- 2814/2820 Ford Motor – At doors, loading docks, between tracks, and car reader boxes.
- 2831 Caldwell Tanks – At gate.
- 2835 SP Recycling – Wall next to loading dock.

Instructions for protecting workers in the bowl tracks

The following instructions for protecting our fellow workers in the bowl takes precedent over all previous instructions:

- a) Bowl crews (using their job number) must request permission from the hump yardmaster to enter the south end of the Bowl tracks.
- b) The hump yardmaster must manually block out the north end of the bowl track requested before allowing crews to enter tracks from the south end.
- c) After crews have completed their move in the bowl tracks and their engine or cars have cleared the south skate retarder they must notify the hump yardmaster by radio that they are in the clear and the track is released. At that time the hump yardmaster may remove block protection.
- d) The same procedure will be followed when providing a block for other crafts (MofW, mech, signals, etc.) with the exception that names will be used instead of job numbers and that person is the only one that can release tracks via the radio back to the yardmaster.
- e) Hump jobs coupling tracks from the north end must notify the bowl yardmaster that they are entering a track.
- f) Hump crews required to roll off stalled cars from the north end must request permission from the bowl yardmaster by radio before doing so. Before giving permission to roll off tracks the bowl yardmaster must make sure there are no conflicting movements. When rolling off cars speed must not exceed 4 mph.
- g) When cars are to be placed on the south end of the bowl tracks, crews must ensure that they are placed north of the track skates.

ADDITIONAL INFORMATION FOR PROTECTION OF TRACK AND ENGINEERING FORCES IN LOUISVILLE TERMINAL

When engineering department request the use of specified tracks within the Louisville Terminal, the following must be understood.

When engineering department personnel request the use of specified tracks, the yardmaster and the person requesting the tracks or limits must have a job briefing on the tracks being requested. Each track number must be given to the yardmaster.

Example: "Requesting Tracks 1,2,3 and 4 north end of the C-Yard".

After the yardmaster gives the permission to use the track(s) specified, the person requesting the limits must specify where the derails are being placed in the track.

Example: "Derails will be placed 250 feet south of the switches on track 1,2,3 and 4."

After completion of the work on the specified tracks, the yardmaster must be notified when the derails have been removed using specific track numbers.

Example: "Derails have been removed from tracks 1,2,3 and 4 north end of the C-Yard".

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

All through trains must ascertain from the General Yardmaster as to where to leave their BTC 100.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

All road trains will monitor Channel 84

NOTE: Digit #8 will be used north of Central Ave., and digit #1 will be used south of Central Ave., to contact the train dispatcher at 1-800-435-2236.

SWITCHES, DERAILS OR GATES

1. **Osborn Upper Crossover** - Trains using main track switches entering and departing Osborn Yard at the north end are not required to line the switches back to normal position unless so directed by the general yardmaster. Otherwise, it will be the responsibility of the utility person at the north end of Osborn Yard to restore all main track switches to the normal position after use.
2. **Osborn Service Center** - Derails have been installed on both leads entering the Osborn Service Center and are also protected by blue lights. Also, derails have been installed on the north and south end of the east and west pits in the service center.
3. **Osborn Service Center** - Engines entering and leaving the service center must contact the service center foreman by radio to have derails removed and blue lights extinguished.
4. **Remote Controlled Switches** - Two remote controlled switches have recently been installed in the Louisville terminal, the GE wye switch and group 2 switch in the bowl. Both switches are equipped with a switch for manual operation as well as instructions on the machine for operating the switch in the event of a switch failure

For remote operation all switches operate on channel 74.
5. **GE wye switch** - To throw the switch with the radio key pad on the locomotive press #371. The switch will throw and the radio will report the position. To

request switch position press #373. The radio will announce the switch position.

Group 2 switch – To throw the switch with the radio key pad on the locomotive press #002. The switch will throw and the radio will report the position. To request the switch position press #025. The radio will announce the switch position.

ROAD AND YARD CREWS

- a) No train will leave the south end of the L or C yard without permission from the bowl yardmaster.
- b) No train will leave the A yard without permission from the general yardmaster.
- c) No train will leave the north end of the L yard without permission of the hump general yardmaster
- d) No train will leave the north end of the C yard without permission of the general yardmaster
- e) Authority for movement in Highland Park #1 and the Hounshell track between the north end of the A-Yard and the overpass at FX will be governed by the hump general.
- f) No crew will occupy any portion of the GE lead west of Grade Lane without authority of the general yardmaster.
- g) Engineers delivering their locomotives to the roundhouse will contact the service center foreman for a track line-up before entering the servicing area tracks.
- h) When preparing a track for humping out of the A yard, the switchman in charge will see that hand brakes are released and air bleed on the north five (5) cars.
- i) All crews adding cars to the north end of the receiving tracks must check and release the hand brakes on the first five (5) cars. The north end herder is responsible for checking and releasing the hand brakes on the first five (5) cars on tracks handled for the hump.
- j) Due to constant cross drawbar derailments handling long drawbar type Ford auto parts in the "N" Yard, all long drawbar type Ford auto parts cars will be shoved to rest while switching the "N" Yard.
- k) Humping Operations – When a track is to be kicked off at the north end of the bowl yard at Osborn, a trainman must check the cars to a point at least 2 car lengths south of the curve at the north end to ascertain that couplings are made.
- l) Designated interchange tracks
 - CSX to NS – All tracks, Youngstown yard
 - NS to CSX – All tracks, Osborn yard
 - CSX to LIRC – Jeff yard
 - PAL to CSX – All tracks, Osborn yard
 - CSX to PAL – All tracks, PAL Louisville yard.
- m) It is permissible to dismounting moving equipment, if the employee dismounting determines it can be done safely, on cuts pulling northward over the crest of the hump at Osborn yard, on the paved area only. This is to avoid being on the equipment when the slack runs in.
- n) All trains departing Louisville Terminal, Osborn Yards, will announce over the carman's radio channel (1834) that their train is departing Osborn.
- o) **Switching Louisville Scrap** – When switching River City Shredding, location 411 and Tri-City Scrap, location 809, cars to be pulled are to be coupled

together and shoved out to the head end of the track at the gate by the customer.

- p) All trains will approach the diamond on the Hounshell Track at the GE lead at 5 MPH prepared to STOP, until the way is seen to be clear.
- q) **Intermodal double stack equipment.** Humping intermodal double stack equipment at Louisville Osborn Terminal.
 - 1) Humping of double stack (non-dangerous) equipment is allowed with the below restrictions:
 - a) Must be humped into a clear track.
 - b) Cannot hump a car/cars onto non-dangerous double stack equipment.
 - r) Required Handbrakes
 - 2 on the north end of L Yard cuts;
 - 5 on the north end of A Yard cuts;
 - 3 on the south end of Mapother Yard cuts;
 - 5 on trains tied down on main tracks;
 - None are required in cuts in C02 through C08.
 - 2 on cuts of 20 cars or less at the north end of all C-yard tracks and south end of C09.All multilevels placed at LAP and Toyota ramps are required to have air and hand brakes applied on every car.
 - s) **Use of Hounshell track**
Restrictions:
 1. No double stack cars
 2. No high/wide cars
 3. No employees to ride the east side of any car from Ottawa Street north to Central Ave. due to close clearance at the signal mast. At the mast there is a 10'6" vertical clearance and a horizontal clearance of 7'9".
 - t) **Road and Yard Crews**
Please be advised that loaded cars must not be static dropped (cut off in motion) from the north end of Mapother Yard MP 000003, more than 5 car lengths (250 feet) in tracks A20 through N08.
 - u) No crew will enter or foul a switching lead without permission of the yardmaster controlling that area. When a crew leaves a switching lead they will not re-enter that lead without permission of the yardmaster from that area.
 - v) **Procedure for Spotting Toyota Ramp**
When entering the Toyota Ramp with more than 5 cars, place additional cars on designated tracks prior to spotting.

Each track must only be spotted with the 5 cars for that track.

Begin spotting cars at the south end by applying the handbrake on the rear car and adjusting the slack between each car to a distance of 38-46 inches measured from the bottom level deck floor between each car. Measuring ropes are available for a guide. Ideal spot will be between the red and silver tape on each end of the rope. Each car must have air and handbrake applied.

Continue this process on each track until ramp is fully spotted.

Close and lock gates as you leave the ramp.

Procedure for pulling Toyota Ramp

After coupling and applying air release all handbrakes with the exception of the south car. Stretch slack to ensure couplings are made prior to releasing the handbrake on the south car. Continue this procedure as you double to other tracks.

Close and lock gates as you leave the ramp.

Hump Operations

It is not permissible to cut cars in trim mode from the hump lead.

In addition to current hump RCO operating guideline, the following procedures will govern hump RCO protection

I. Track Protection

- A. Upon commencing the initial shove of a track by an RCO hump assignment to the hump. The north end herder will line the switch away from the track being used at the north end entrance to that track when completed. The north end herder will relay this information to the hump general yardmaster as well as the RCO operator.
- B. Reverse moves in a northward direction may be made provided the hump cut is pulled no further north than the clearance point of the "A" Yard track in which the cut came out of.
- C. Once south of the power crossover switches, the route line up must not be changed unless arrangements have been made to line back into the same track that the RCO hump assignment just shoved out of.
- D. While occupying the "A" Yard track, the general yardmaster must not allow any conflicting moves from the north end of the same "A" Yard track.

II. Head end protection when pulling north out of the Bowl Yard over the Hump Crest.

- A. If an RCO assignment pulls north of the Hump Crest, the general yardmaster in conjunction with the hump yardmaster will decide the route.
- B. The general yardmaster must insure proper route line up before granting permission to pull north.
- C. If no route line up is received or the line up is dark, the train control maintainer will examine the switch prior to operating over the switch.
- D. The hump yardmaster and general yardmaster must attempt to use the last track that was humped out of, due to the switch being lined away from the movement at the north end of the "A" Yard.
- E. If the last track humped out of cannot be used, the north end herder must be instructed to line the switch at the north end away from the track being used.
- F. Conflicting moves must not be made on this track.

- G. This being complied with, RCO will not be required to ride the head end of a cut north of the Hump Crest.
- H. This will relieve the RCO from the provisions of Operating Rule 46 when the track ahead of the RCO engine can no longer be seen.
- I. RCO Foreman will not place OCU unit in hump mode until their cut is on the hill, and ready to hump.

SIGNALS, INDICATORS AND DETECTORS

1) The following wayside signals, indicators, detectors and alarms are in service at Osborn yard:

- a) **Trim Indicator** – This is a flashing blue light mounted on top of the wayside hump signal and will flash blue for a trim movement into the classification tracks. This lamp will continue to flash until the engine has returned to the crest of the hump unless cancelled by the hump foreman. All area movement indicators will display a lunar aspect when the trim indicator is displayed. A wayside hump signal and trim signal indicator cannot be displayed at the same time.
- b) **Area movement indicators** – A two-position color light dwarf indicator located at the clearance point of each group will permit trim operation in a specific group at the same time humping is being performed in other groups. When trim operations are permitted in a specific group, the dwarf indicator at the clearance point of that group and to the right of the track loading from that group will display a lunar aspect. This aspect cannot be displayed until the power operated classification yard switch has been lined away from that group and the switch will be blocked in that position the entire time the area movement indicator is displaying a lunar aspect. A trim movement can be made up to be not beyond the area movement indicator.
- c) **Dragging equipment detector** – This detector is located on the approach to the crest of the hump and if activated by dragging equipment, the hump will STOP. This alarm must not be reset until the car has been inspected for dragging equipment. If necessary, this car must be set out in the "No-Hump" track.
- d) **Shove Light Instruction Local and C yards** – L and C yards are equipped with shove signal indicators located on the south end of each track. The shove light controlling each track is located to the east side approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, north and south.

The shove indicator lights remain in the lighted position until the track circuit on the north end of the track is occupied. Once the shove indicator light goes dark, the cut or cars must be stopped prior to shoving 4 car lengths or 200 FT. without fouling the switching lead on the north end of the

tracks. The employee providing the protection at the shove indicator light is responsible for the movement and in case of doubt will comply with the instructions on the Bowl yardmaster.

Under no circumstances will tracks be shoved without the required protection being provided.

TERMINAL SWITCHING SYSTEM

Remote Controlled Switches

Power operated switches located at the south end of the A-yard, the Houchell Track, GE Lead B08 pocket and Tunnel switches are controlled by the General Yardmaster.

Power operated switches located at the south end of the bowl and the south end of the C-yard are controlled by the Bowl Yardmaster.

Permission must be obtained from the responsible yardmaster before movement is made over these switches.

General Yardmaster and Bowl Yardmasters are responsible for ascertaining that the route is properly lined before granting permission over remotely controlled switches.

Skate Retarders

Operation of the skate retarders located on the south end of each classification track (B yard) is as follows:

- 1) Engines and/or cars entering tracks at the south end of B yard will STOP within approximately 10 feet of the inert retarders and will not proceed beyond that point until the stake light is displayed.
- 2) The switch crew will request permission from the hump yardmaster to enter any track from the south end.
- 3) A light mounted on the ram assembly side will indicate that the skate retarders are open when the indicator is illuminated.
- 4) It is the responsibility of the hump yardmaster to see that the switch is lined against the track being used and that all cars have stopped rolling in that track before permission is given to open the skate retarder.
- 5) It is the responsibility of the switch engine crew to report to the hump yardmaster when they are clear of the track.
- 6) Engines must not run through, shove cars through or pull cars through the skate retarders when they are in the closed position except in an emergency.

QUIET ZONES

A quiet zone has been established between Lee Street (MP TR 1.77) and Frankfort Avenue (MP T 2.8) in the Louisville Terminal. Except when necessary in an emergency, the locomotive horn should only be sounded per the following:

For northbound trains, crews should sound the horn over Lee Street (MP TR 1.77).

For southbound trains, crews should not sound the horn over a crossing until Lee Street (MP TR 1.77).

The locomotive bell should be rung over all highway and pedestrian crossings between these limits.

Quiet Zone Crossings Include

Street Names	MP
Shelby Street	TR 2.66
Goss Avenue	TR 2.77
Oak Street	TR 2.98
Mary Street	TR 3.05
Kentucky Street	TR 3.19

NOTES

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MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
P 60		F 60		9.2	PARK			CPS-261	DTC BLOCK PARK	1
								ABS-261	DTC BLOCK PARK	
60		60		9.5	PARK	(1) HBD-DED		ABS-261	DTC BLOCK PARK	
								3.0		
50		50		11.2	GENERAL SHALE			ABS-261	DTC BLOCK SHEPHERD	
60		60		14.9	SOLITE			ABS-261	DTC BLOCK SHEPHERD	
60		60		16.4	PUBLISHERS PRINTING			ABS-261	DTC BLOCK SHEPHERD	
60		60		18.2	PUBLISHERS PRINTING			ABS-261	DTC BLOCK SHEPHERD	
										21.0
60		60		21.2	BARDSTOWN			CPS-261	DTC BLOCK BARD	
								ABS-251	DTC BLOCK BARD	
60		60		22.1	BARDSTOWN JCT.	(1) HBD/DED/HWD		ABS-251	DTC BLOCK BARD	
								7.0		CPS-261
60		60		24.9	BELMONT			ABS-251	DTC BLOCK BARD	
								28.2		CPS-261
NO. 1		NO. 2		28.6				ABS-261	DTC BLOCK HILL	
								29.7		CPS-261
P	F	P	F	29.7	SOUTH LEBANON JCT.	NORTH X 10 MPH		CPS-261	DTC BLOCK HILL	
60	60	60	60							
25	25	25	25	32.7				ABS-261	DTC BLOCK HILL	
60		60								
35		35		34.2				ABS-261	DTC BLOCK HILL	
NO. 1		NO. 2								
P	F	P	F	39.1				ABS-261	DTC BLOCK HILL	
25	25	30	30							
60		60		40.2	TUNNEL HILL	E-TOWN SIDING		CPS-261		

STATION PAGE NOTES

- NOTE 1: Signal Rule 1281-1298 are in effect for entire subdivision.
- NOTE 2: Rule 160-181 apply for trains running against the current of traffic.
- NOTE 3: Speed restrictions apply until engine occupies all grade crossings.
- NOTE 4: Authority for movement on the Lebanon Branch is Rule 96. Maximum authorized speed is 25 MPH.

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 40	F 40	41.2			SOUTH			
			3.6			ABS-261	DTC BLOCK E-TOWN	
		43.8	PARKTON			CPS-261		
40	40	44.0						
60	60	45.3	GAITHERS	(1) HBD-DED 10.8		ABS-261		
		49.4	GLENDALE FARM SERVICES					
		54.6	NE SONORA			CPS-261		
					HOUSE TRACK	CSDG 6,845 FT.	ABS-261	
		56.0	SE SONORA			CPS-261		
60	60	58.7		10.9				
50	50	58.9				ABS-261	DTC BLOCK BONN	
60	60	61.4	DOMBEY	(1) HBD-DED				
		65.5	NE BONNIEVILLE		HOUSE TRACK	CSDG 6,955 FT.	CPS-261	
						ABS-261		
		67.2	SE BONNIEVILLE			CPS-261		
60	60	69.1		10.3				
50	50	74.1				ABS-261		
60	60	75.8	NE ROWLETTS		X10 CSDG 4,865 FT.	CPS-261		
					10 MPH X10	ABS-261	DTC BLOCK CAVE	
		76.7	SE ROWLETTS			CPS-261		
						ABS-261		
60	60							

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 60	F 60	80.5			HORSE CAVE HOUSE TRK.			
		81.6	DART	8.1	(1) HBD-DED	ABS-261	DTC BLOCK CAVE	
		81.9	SOUTHERN STATES					
		82.5	HORSE CAVE					
		83.9	NE CAVE CITY			CPS-261		
						ABS-261		
		85.4	SE CAVE CITY			CPS-261		
		89.9	SOUTHERN STATES	11.7	(1) HBD-DED	ABS-261	DTC BLOCK ROCK	
		90.5	PARK CITY					
		95.6	NE ROCKY HILL					
						ABS-261		
		97.2	SE ROCKY HILL			CPS-261		
		100.1	SMITHS GROVE	8.2	(1) HBD-DED	ABS-261	DTC BLOCK GOSS	
		102.3	OAKLAND					
		103.8	NE GOSSOM					
						ABS-261		
		105.1	SE GOSSOM			CPS-261		
		106.0	FARMERS FERTILIZER	BRISTOW YARD	(1) HBD-DED	ABS-261	DTC BLOCK MORGAN	
		107.5						
		108.0						
		109.0						
		109.8	WEYERHAEUSER MERCURY PLASTICS					
		110.0	SOUTHERN STATES					

STATION PAGE NOTES

- NOTE 5:** Before occupying the Glasgow Branch, Trains and on-track equipment must receive a current dispatcher bulletin and a release form, or a dispatcher bulletin per Rule 126.
1. The derailed will be set and locked off the rail, while occupying the Glasgow Branch.
 2. Train or on-track equipment may then operate on the Glasgow Branch without flag protection.
 3. Trains may operate at maximum authorized speed as follows:
25 MPH between MP E 91.0 and E 99.2 and 10 MPH between E 99.2 and E 101.0.
Trains can expect to find switches and derails lined and locked for the Glasgow Branch.
 4. When the derailed is set and locked off the rail, it will indicate the Glasgow Branch is occupied and no other movement may be made on the branch except as prescribed by CSX Operating Rule 707.


MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
60	60							
30	30	112.8	BOWLING GREEN BRICK 10.7			ABS-261	DTC BLOCK MORGAN	3
30	30	113.5						
30	30	113.8						
40	40	114.0						
		114.5	NE MORGANTOWN			CPS-261		3
30	30	115.2			CSDG 11,355 FT.	ABS-261		
		116.9	SE MORGANTOWN			CPS-261		
60	60	118.0	MEMPHIS JUNCTION YARDS 4.2		MEMPHIS JCT YD-22 RD-84 RJC-49	ABS-261		
		118.7	SANDERSON			CPS-261	DTC BLOCK SAL	
		118.8	KERR PLASTIC					
		118.9	INTERNATIONAL PAPER					
		119.1	FARMERS FERTILIZER WEYERHAEUSER 10.1			ABS-261		
		119.2	US WAREHOUSE					
		121.0						
		125.3	WOODBURN (1) HBD-DED					
		128.8	NE SALMON			CPS-261		
		129.2	DANA FILMS					
		130.1	SE SALMON			CPS-261		
		131.6	TYCO					
		132.9	QUEBECOR				DTC BLOCK MITCH	
60	60	133.3				ABS-261		
35	35	133.8	SUBURBAN PROPANE					
35	35							

STATION PAGE NOTES

NOTE 3: Speed restrictions apply until engine occupies all grade crossings.

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
35	35	134.0	FRANKLIN					3
60	60	134.6		HOUSE TRACK	TEAM TRACK			
60	60	135.1	ROYSTER CLARK			ABS-261	DTC BLOCK MITCH	
50	50	136.0						
60	60	136.2						
		137.0	CAGLE-KEYSTONE					
		139.4	NE MITCHELLVILLE			CPS-261		
				HOUSE TRACK CSDG		ABS-261		
		140.9	SE MITCHELLVILLE	7,175 FT.		CPS-261		
		142.3	NVR BUILDERS					
		143.1	CHALLENGER ELECTRIC					
		143.5	MAURBENI STEEL HERITAGE GRAPHICS			ABS-261	DTC BLOCK BUCK	
		146.7	FOUNTAIN HEAD	(1) HBD-DED				
60	60	148.0						
50	50	148.7						
60	60	148.7						
		148.8	NE BUCK LODGE	CSDG		CPS-261		
				6,845 FT.		ABS-261		
60	60	150.2	SE BUCK LODGE			CPS-261		
		152.2						
		152.7		BIG SOUTH TUNNEL 955 FT.				
30	30	153.1		LITTLE SOUTH TUNNEL		ABS-261	DTC BLOCK TUNNEL	
		154.8		678 FT.				
50	50	155.0						
		157.5	NE GALLATIN			CPS-261		
						ABS-261		
30	30	158.4	SE GALLATIN	WEST SIDE	CSDG	CPS-261		
					6,075 FT.			
				GALLATIN WYE	COAL SPUR			
				NEW TRACK	C&N BRANCH			
30	30	159.4				ABS-261	DTC BLOCK GALL	
50	50	159.4						
50	50	159.5	GARRETT TRACK					

STATION PAGE NOTES

- NOTE 3:** Speed restrictions apply until engine occupies all grade crossings.
NOTE 6: Authority for movement on the C&N Branch is Rule 96. Maximum authorized speed is 10 MPH.

MAINLINE SUBDIVISION - ML

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 50	F 50					ABS-261	DTC BLOCK GALL	
		162.5	PEYTONA			CPS-261		
		164.3	PILOT KNOB	(1) HBD-DED				
50	50	170.7	FRANKLIN BRICK/ DURHAM LUMBER	12.2	NO. 1	ABS-261	DTC BLOCK MONT	
		174.7	MONTFORT	NASHVILLE TERMINAL SD	NO. 2	CPS-261		
40	40			AJ DISP. 66-7 RD 84				

MAINLINE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

EXCEPTED TRACKS

C&N BRANCH

Between CN 160.5 and CN 163.0.

SPEEDS

Authorized speed for other than Intermodal trains is 50 MPH

ROAD CROSSINGS AT GRADE

When making a northbound move on #1 track at South Lebanon Jct. The crossing protection will not activate until the train passes the dwarf signal. All northward movement on #1 main must be made prepared to stop until it is ascertained that the crossing gates are down and signal protection provided before fouling the crossing at MP 29.7. Flag protection must be provided if needed.

Due to rusty rail conditions on the IC branch at Elizabethtown, KY all movements over public crossings must be preceded by a flagman to insure the operation of automatic warning devices. If such devices are not operating, protection must be provided.

Do not block Harrison Lane or Bristow Road while setting off at GM Yard.

Do not block Dishman Lane while setting off at Memphis Jct. Yard.

Do not block Gray Street, East Westland, or Red River Road while setting off at Gallatin, TN.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

General Shale - close clearance exists between the fence and the hill track at General Shale.

Shepherdsville Publisher Printing - close clearance exists between track and building. Crews must not ride side of the equipment while spotting industry.

Beam-Jim Beam Distillery – close clearance exists on east and west sides of track at Jim Beam Distillery. Crews will not ride the side of equipment going into this industry. Crew must stop movement short of crossing, dismount and walk into the plant to pull or spot cars.

Weyerhaeuser Company MP 119.3 – close clearance exists on the dockside of track inside building. Crews will stop short of building and dismount and walk into building to pull or spot cars.

Franklin House track – close clearance exists on the west side of house track at the north end. Employees must not ride the west side at this location.

Close overhead clearance exists on the house track. A overhead hose has been installed to load covered hoppers. The hose will not clear a box car.

Hoeganaes Corp – C&N Branch – close clearance exists on both sides of track at the Hoeganaes Corporation due to a radiation detector. Employees must not ride the side of equipment at this location.

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

Lebanon Junction when securing locomotives in yard at Lebanon Junction the locomotives must be parked a distance from the houses to avoid being a noise problem for residents. Do not leave them on the extreme south end of yard when locomotives have to be left running. This also applies to the pusher locomotive.

Gallatin, TN – When setting off at Gallatin from the south end of the west side, do not shove out the north end of the new track and onto the south leg of the wye. Due to close proximity of these two switches, it may cause excessive lateral pressure on the rail and could cause a derailment in the wye switch. If you must set off on the south leg of the wye, it must be done from the west siding only.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

- A. **South end of Lebanon Jct. Yard** - Six axle locomotives must not exceed 5MPH.
- B. **Glasgow Branch** – Six axle locomotives must not operate.
- C. **Glasgow Branch** – Wood chip cars series 30600 with built sides must not operate.
- D. **Central Soya at Park City** – Cars longer than 64 feet must not operate.
- E. **Tyco Industries** – Cars longer than 64 feet must not operate on the adhesive track.

- F. **C&N Branch** – six axle locomotives must not operate on the C&N Branch past the TVA Yard switch.

NOTES

7. MISCELLANEOUS

Lebanon Branch – No CSXT movements are permitted beyond the interchange point at MP C33.2. In case of interchange with KRM, cars shall be properly secured and left at the interchange point derail for KRM to pick up.

Elizabethtown – Any train containing hazardous material, (loads or empty residue) that will be left unattended must leave a consist and all hazmat documentation at the signal supervisors building at the 31W crossing. Two mail boxes have been installed on the east side of the signal supervisor building at Elizabethtown to contain the documents listed above. Both boxes are locked with switch locks and are marked “North end of Track” and “South end of Track”. Place the documentation in the proper box depending on whether you leave the train at Tunnel Hill or Parkton. In the event of a hazmat release the emergency responders can then retrieve the proper documents for the location of the unattended train.

C&N Branch – Track 5 at TVA Yard is spiked and out of service. Track 6 at TVA Yard is in service for 500 feet on the TVA end, and 394 feet on the Gallatin end. Do not go beyond these points which have been marked with yellow paint.

NOTES

MIDDLETOWN SUBDIVISION - M7

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
				SOUTH	SOUTH							
10	10	BED 13.7	END OF TRACK	1.7		96,46	4					
		BED 12.0	ARMCO JUNCTION LIND YARD (MIDDLETOWN YARD)	0.5								
		BED 11.5	NORTH EXCELLO	0.9								
		BED 11.3		0.9								
10	10	BED 10.6	DTC BLOCK SIGN SOUTH EXCELLO	0.6				EQHR 4453	NX YM 08-08	TWC-DTC	1	
25	25	BED 10.0	NE PARK SIDING	0.6				10.0	ss			
		BED 8.6	DTC BLOCK SIGN SE PARK SIDING	1.4				ss	PARK SIDING 8,000 FT. 10 MPH			DTC BLOCK CANAL
		BED 6.8	DTC BLOCK SIGN	1.8								DTC BLOCK CINCI
		BED 5.0		2.6				5.7	EQHR 4453			DTC BLOCK MIAMI
		BED 4.2	DTC BLOCK SIGN	5.0				5.0				
25	25	BED 4.0	HM JUNCTION	0.2		ss	TWC-DTC	193				
20	20	BED 2.5	MIDDLETOWN JUCTION	1.5	11.2	OVERPECK CUTOFF TRACK 10 MPH			MIDDLETOWN JUNCTION YARD LIMITS			AR DISP. 12-12 08-08 TONE 2
		BE 28	NEW RIVER	11.2	2	1			NEW RIVER YD			TOLEDO SD
20	20					AR DISP. 12-12 08-08 TONE 2	ABS-261 (193)	DTC BLOCK NEW				

STATION PAGE NOTES

- NOTE 1:** Armco Jct. And BED 10.6, Armco Jct., Hi-Line-Trains, engines and track cars will operate in accordance with Rule 96 and Rule 46. Northbound trains must secure verbal permission from the yardmaster Middletown to proceed north of Mile BED 10.6.
- NOTE 2:**
- A. New River – In addition to train dispatcher's permission, all trains entering or leaving Middletown Subdivision via New River yard must also secure permission from the yardmaster at North Excello.
 - B. HM Jct., and Overpeck Jct. – Trains and engines must secure permission from the AR Train Dispatcher before occupying the connection track (cutoff track). In addition, trains entering or leaving the connection track at Overpeck Jct., must receive signal indication. Crews moving off the connection track (cutoff track) at HM Jct., must also secure Middletown Jct. Yard limits prior to fouling the Middletown Jct. Yard limits. All trains and On-Track equipment must report clear to the train dispatcher when clear of the cutoff track.
 - C. HM Jct. and Overpeck Jct. – Maximum Authorized Speed on the Cutoff Track is 10 MPH.
- NOTE 3:** Remote Controlled Switch in service MP BED 11.3. See instructions under Middletown Subdivision Special Instructions.
- NOTE 4:** Lind Yard, The normal position of the North switch of the L01/Pocket #2 crossover is for movement from L01 through the crossover. The south switch of the L01/Pocket #2 crossover has no normal position and may be left lined as last used.
- NOTE 5:** MP BED 5.7 – Liberty Fairfield Rd. Overpass – Operation of Double Stack, Multi-Level, and Plate F equipment is prohibited.

MIDDLETOWN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

A. EXCEPTED TRACKS

The following tracks are designated as excepted tracks.

Lind Yard – between MP BED 10.6 and BED 13.7 – all tracks to Armco Jct. Including Old Main to Downtown, and – NS connection from Lind Yard to a point 500 FT. from point of switch on NS.

B. SPRING SWITCHES

Operation of spring switches at the following locations:

1. Southend of Park Siding, MP BED 8.7 – normal position – lined for the main track. Trains operating southbound in the CINCI DTC Block must approach this switch prepared to STOP if not properly lined for their movement.
2. Northend of Park Siding, MP BED 10.0 – normal position – lined for the main track. Trains operating northbound in the CANAL DTC Block must approach this switch prepared to STOP if not properly lined for their movement.
3. HM Jct. MP BED 4.0 – normal position lined for movement to and from the Middletown Jct., Yard Limits. Trains operating northward in the Middletown Jct. yard limits must approach this switch prepared to STOP if not properly lined for their movement.
4. Per Operating Rule 104-L2 “Color Light Signals” are also in service at the above locations.

C. POWER OPERATED SWITCH

Remote Controlled Switch in service MP BED 11.3

Switch will be equipped with three information lights as follows:

1. Green light – will indicate that the switch is lined for normal position straight away movement.
2. Yellow light – will indicate that the switch is lined for reverse position – movement into and/or out of Lind Yard.
3. Red light – will indicate that there has been a switch failure and must be handled per instructions on the machine labeled “Hand Throw Operation”.

The switch cannot be thrown by radio if train is within 45 feet of either side of the point of switch.

If there is no radio response – crews will approach the switch prepared to STOP. If a green light or yellow light is displayed, crews may act on the indication displayed if lined for their movement. If the switch is not lined for their

movement, crews should push the radio code to correctly line the switch. If a red light is displayed, crews must STOP and check the switch points.

If a switch failure occurs, the switch must be put in Hand Throw Operation as follows:

Refer to instructions on the hand throw box located on the switch machine. Open box. Move the lever in the desired direction and use the bar tool to throw the switch. Use a pumping action. Do not over exert yourself.

The switch is equipped with a Time-Out feature. The information light will go out after 20 minutes from the last time the switch was inquired on or thrown. To reactivate lights, go to channel 70-70 and either inquire or request a movement of the switch. The information light should then reactivate.

The switch is also equipped with a Green/Yellow switch target. Green indicates that the switch is lined for normal position. Yellow indicates that the switch is lined for reverse position.

The switch may be passed without the information lights being lighted if the target indicates that the switch is lined for the desired movement.

Trains should monitor channel 70-70 while approaching and/or moving over the switch area. Return to normal operating channel after clearing the switch.

D. SWITCH OPERATION

1. The switch machine is equipped with a push button for manual operation. It is located on the east side of the pole supporting the information lights.
2. To remotely operate the switch, tune radio to channel 70-70. Use radio keypad to enter tones # 0 1 (pound, zero, one). The switch will throw and report position via radio announcement. This will reposition the switch for either Normal or Reverse position.
3. To inquire on the switch position, tune radio to channel 70-70. Use radio keypad to enter tones # 0 5 (pound, zero, five). The switch will report position via radio announcement. When inquired upon using tones # 0 5 the switch will not change position.
4. The switch may be operated remotely from a distance of approximately ½ (one half) mile.
5. When making a facing point movement, the switch should be lined prior to crossing Oxford State Road.
6. When making a trailing point movement, the switch should be lined prior to passing the South End Run Track switch on the main, or prior to fouling the clearance point at the south end of 1 and 2 pocket coming out of Lind Yard.
7. This switch may be remotely operated using a hand held radio if equipped with tone buttons.

Press and hold the transmit button while touching the tone keys.

E. DISPATCHER BULLETIN AND RELEASE FORM

1. Printers – printers and/or telecopier (Omnifax, facsimile, and telefax machines are located at the on duty locations of train and engine crews listed below.

<u>STATION</u>	<u>LOCATION</u>
North Excello	Yard Office
New River Yard	Yard Office

F. RADIO STATIONS AND INSTRUCTIONS

1. RADIO STATIONS

All road trains will monitor channel 08.

Radio Stations and Instructions			
Milepost/ Location	Hours of Operation	Channel Monitored	Type Station
North Excello	Continuous	08	Terminal
Dispatcher (AR)		12	Wayside

Note: AR Train Dispatcher call-in no. is 2.
AR Train Dispatcher telephone no. is 1-800-435-2239.

2. HANDLING AND SAFEGUARDING RADIOS

Location of Portable Radio Check-out and Check-in Points

Location	Control Point	Control Point Employee
North Excello	Lind Yard Office	Yardmaster

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

MP BED 5.7 – Liberty Fairfield Rd. Overpass – Operation of Double Stack, Multi-Level, and Plate F equipment is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

A. JOB BRIEFING

All crews going on duty at Queensgate yard for trains at Hamilton or Middletown must contact the Middletown Yardmaster prior to departing the Queensgate crew room. If unable to contact the yardmaster at Middletown in a timely fashion, arrange to contact the Hump Tower Trainmaster for assistance and/or instructions. The purpose of this call will be to confirm the location of your train and update your job briefing as necessary.

Company telephone Number RNX 8-354-3232 for Middletown Yardmaster.

B. USE OF OLD YARD (TRACK #1 AND TRACK #2) NEW RIVER YARD

1. The normal position of the switches in the Old Yard are for movement through Old Yard Track #2. When practicable crews must restore these switches to normal position after use.
2. Trains entering or leaving New River Yard or the Middletown Subdivision via the Old Yard the New River Jct. Are to use Old Yard Track #2 for movements through the Old Yard unless otherwise instructed by the North Excello Yardmaster.

C. MAXIMUM TRACK CAPACITIES AT NEW RIVER YARD

Track	Capacity
NY6	22 cars
NY7	20 cars
Shop	17 cars

D. CLOSE CLEARANCES NEW RIVER YARD

1. Due to close clearances between tracks, do not ride the sides of cars in any tracks at the south end of New River Yard if there are cars in the track next to it on the same side of the car that you would be riding.
2. No shoves are to be made in the track NY6, NY7, or Shop without an employee protecting the leading end of the shove. If necessary, PTI can be used to take an employee to a location from which they can protect a shove in any of these tracks.

E. AK STEEL MIDDLETOWN WORKS

1. Required Personal Protective Equipment

All CSX crews that will be off the engine while operating inside the AK Steel Middletown Works at Middletown, Ohio must wear the following:

- a) Standard CSX requirement of safety glasses with side shield and work boots, (Preferably steel toed)

- b) Long sleeve shirt or jacket and hardhat. Long hair that is not secured under the hard hat "MUST" be tucked under the hard hat in all areas where hard hats are required to be worn.

The above items must be worn when off the engine while on AK Steel property. Crews called for trains that operate into Middletown, Ohio should have in their possession the proper equipment to operate inside the AK Steel Plant.

NOTE – Hardhats are available upon request from the North Excello Yardmaster. Return of hardhat after use is required.

2. Switches

Switches in AK Steel will "not" be moved through while lined against movement.

3. Entering the 800 Yard

Trains must not enter the AK Steel 800 Yard without verbal permission of the AK Steel Unit 5 (400/800 yard) Yardmaster or the CSX North Excello Yardmaster.

4. Entering the Reed/CL&N Yards

A signal displaying either green or red for eastbound trains is in service approximately 60 feet high on light tower just east of Reed Yard. A post has been installed just south of the crossover from the High Belt to Low Belt. Northbound trains will not pass this post when signal displays red. When the signal displays green, train crew will not proceed without verbal permission of the AK Steel Unit 4 (Reed Yard) Yardmaster or the CSX North Excello Yardmaster. Crews arriving at red signal will inform CSX North Excello Yardmaster of their arrival time.

Verbal permission must be received prior to movement into AK Steel Reed/C&LN Yard from either Belt regardless of the color displayed by the light.

Crews returning to Pre-Strip or the 200-yard must not pass Akers until they have verbal permission from the AK Steel Unit 4 (Reed Yard) Yardmaster. The light, if displayed, should be green.

5. Entering the 400 Yard (Via the NS A/B Siding)

- a. Trains must not proceed into the AK Steel 400 Yard from the NS A/B Siding without verbal permission of the AK Steel Unit 5 (400/800 yard) Yardmaster, or the CSX North Excello Yardmaster.
- b. The gate allowing access to/from AK Steel, located just south of the NS A/B Siding must be kept closed when not in use.
 1. "STOP" and "NO TRESSPASSING" signs have been posted on the gate.

2. The gate is equipped with a CSX switch lock. The gate must be opened prior to use, and must be closed and locked after use.

6. Derails

Derails in AK Steel will only be placed in the off/on positions by AK Steel personnel. CSX personnel will NOT handle any derails in AK Steel. Contact the appropriate AK Steel Yardmaster, or CSX North Excello Yardmaster for assistance.

7. Stop Signals

- a. The use of a Red Flag, Red Flasher, or a Red Cone, in the AK Steel Plant is a "STOP SIGNAL".
- b. When placed in the middle of a track, a train/cars must "STOP". Only AK Steel personnel can remove one of these "STOP SIGNALS". If assistance is needed contact the appropriate AK Steel Yardmaster or CSX North Excello Yardmaster.
- c. Cars or other equipment must not be placed on the same track, or in a position that may obstruct the view of a "STOP SIGNAL".

8. Blocking Road Crossings at Grade

- a. CSX crews will make every effort to avoid blocking road crossings at grade for longer than 15 minutes.
- b. If the number of cars being moved into or out of AK Steel necessitates blocking of a road crossing or grade for more than 15 minutes, CSX crews will request additional time from appropriate AK Steel Yardmaster or the CSX North Excello Yardmaster.

9. Speeds

- a. CSX trains will not exceed **5 MPH** within the AK Steel Plant. (This includes tracks at Precision Strip).
- b. CSX trains entering AK Steel via the High Line will begin compliance with the 5 MPH speed restriction at the AK Steel end of the trestle.
- c. CSX trains entering AK Steel via the NS A/B Siding will begin compliance with the 5 MPH speed restriction at the access gate south of the NS A/B Siding.

10. Hand Brakes

Equipment left standing on tracks within AK Steel must comply with CSX Operating Rule 103-D and 103-E.

11. Fusees

- a. Lighted fusees must be used during periods of darkness and inclement weather as follows:

1. During pulling movements over road crossings at grade: a lighted fusee will be placed on each side of road crossing at grade.
2. During shoving movements: when shoving a train, (one or more rail cars) place a lighted fusee on the end on the leading end of the cut.
3. If lighted fusees burn-out while switching or moving over crossing and the movement clears the crossing, lighted fusees must be replaced prior to re-entering the crossing.

12. Crossing Protection

- a. When locomotives are leading the movement over any road crossing at grade within AK Steel the locomotive headlight and ditch lights will be illuminated, and the locomotive horn and bell must be activated.
- b. Crawford Street (Main Gate)
 1. Flashing lights must be activated by CSX crew before proceeding across road crossing.
 2. Flashing lights must not be turned off until all movements have cleared the road crossing.
 3. If flashing lights are not working properly, CSX crew must report nature of malfunction to AK Steel Unit 4 (Reed Yard) Yardmaster, or to the CSX North Excello Yardmaster.
- c. Wycoff Street
 1. Prior to crossing Wycoff Street CSX crews must obtain verbal permission to do so from the AK Steel Unit 4 (Reed Yard) Yardmaster.
 2. Permission must be obtained EACH time movement is to cross Wycoff Street.

13. High Belt/Low Belt

Trains operating inbound to AK Steel via the Belt Tracks will enter the Low Belt at Crawford Street unless instructed otherwise.

14. Clearance Points

When leaving cars in a track, they must be clear of adjacent tracks and behind (painted) clearance points of each track.

15. Yarding of Train K587 at Reed Yard

Unless otherwise instructed by the AK Steel Unit 4 (Reed Yard) Yardmaster, CSX crews yarding K587 will arrange to make a cut to clear the Gas House road crossing on the West end of Reed Yard.

16. Vehicles Left Unattended Inside Plant

Vehicles left unattended (no person in vehicle) should be turned off and have the parking brake applied. If vehicle must be left running while unattended it must be put in Park, have the Parking Brake applied, and have both sides of a rear wheel chocked with a chock that is at least 4" x 4" and is long enough to be safely placed and removed. When re-occupying the vehicle the chocks must be removed prior to the release of the Parking Brake.

NOTES

RICHMOND SUBDIVISION – M8

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F			WEST				
	25	CI 18.9		END OF TRACK				7
		CI 19.2	FERNALD	2.8		DTC BLOCK CORN	1,2,3	
		CI 21.0	EE SHANDON					
		CI 21.7	DTC BLOCK SIGN					
		CI 22.5	WE SHANDON	23.4			DTC BLOCK DENT	
	25	CI 45.0	DTC BLOCK SIGN			← TO BELT JUNCTION		4
	40	CI 45.1	COTTAGE GROVE			TO INDIANAPOLIS →	INDIANAPOLIS SD	
		CI 45.1	DTC BLOCK SIGN			C&O PASS →	TWC-DTC	
		CI 54.4	BOSTON	15.9			DTC BLOCK RICH	5
	40	CI 57.0						
	25	CI 61.0	DTC BLOCK SIGN			59.5		
		CI 61.5	RICHMOND		EQHR 4453	DTC BLOCK WILK	6	
		CI 61.5	RICHMOND	.09	60.0			
	25	CI 61.9		43 MILES	END OF TRACK			

STATION PAGE NOTES

- NOTE 1:** Trains or engines handling cars to the PCS Chemical Corporation track will shove the car or cars into the track and will not detach from the car or cars until they have come to rest.
- NOTE 2:** Close clearance condition exists PCS, Ambassador, and R. N. Industries, MP CI 19.3 in Fernald.
- NOTE 3:** Due to rusty rail conditions, trains and engines must not foul highway grade crossings at Fernald protected by flasher lights and/or gates until it is known that the flashers have been operating for at least 20 seconds or that the gates have lowered.
- NOTE 4:** Cottage Grove Railroad Crossing, MP CI 46.0: Equipped with automatic protection. Rule 226-B(3) applies, SEE SPECIAL INSTRUCTIONS.
- NOTE 5:** Close clearance condition exists at MP CI 51.0 (Kitchell).
- NOTE 6:** Close clearance condition exists at Richmond Recycle, MP CI 61.5 in Richmond.
- NOTE 7:** CSX Signal Rules C-1281 through C-1298 govern.

RICHMOND SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

When a STOP aspect is displayed by absolute signals governing movement over a railroad crossing at grade listed below, the crew will be governed as indicated.

Location	Railroad	Protection	Rule
Cottage Grove Note A&B	CSX	Automatic	226-B(3)

NOTE:

- A. Indianapolis and Richmond Subdivision after contacting the train dispatcher:
1. Determine opposing railroad's train or engine is not fouling or approaching the crossing;
 2. If the indication light on the box is marked for the railroad requesting the signal, located on the side of the bungalow is illuminated, press and hold the button for 5 seconds.
 3. If the indication light is not illuminated, wait for 5 minutes and if no conflicting movement is evident press and hold the button for 5 seconds;
 4. The signal should clear after 5 minutes for the railroad requesting the movement. If the signal does not display an aspect to proceed, the conductor or engineer will secure permission from the train dispatcher and;
- B. Rule 226-B(3) is in effect. To make a reverse movement over the crossing, operate the push button located on the mast of the absolute signal and hold for 5 seconds. If the signal fails to display an aspect to proceed, the trainmen will proceed to the crossing and comply with the above instructions

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Entire Subdivision	6-Axle Engines	Must not operate on spur, yard or industrial tracks (note)

NOTE: Exception: 6-Axle engines may operate in the Shandon Siding, Fermco Lead, and Boston Siding.

7. MISCELLANEOUS

ENGINE SPEED INDICATORS AND ODOMETERS

Engine Odometer Calibration

Engine speed indicators must be checked. Any milepost may be used to check the speed indicator on the Richmond Subdivision.

NOTES

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F							
30	30			CHICAGO DIVISION TOLEDO TERM SD	NO. 2 NO. 1	BX DISP. 35-35 08-08 TONE 5	ABS-261	TWC-DTC ROSS
30	30	BE 193.6	PERRY		NO. 2 NO. 1		CPS-261	1
25	25		PERRYSBURG			AR DISP. 12-12 08-08 TONE 2	ABS-261	DTC BLOCK HASKINS
25	25	BE 192.1	PERRYSBURG	5.7				10
50	50	BE 190.4	PERRYSBURG	(1) HBD-DED-AC				2
		BE 186.9	NE HASKINS		SSDG		CPS-261	3
				2.7	7,136 FT.		ABS-261	
		BE 185.2	SE HASKINS				CPS-261	
		184.0 183.0		3.6			ABS-261	
		BE 181.6	NE TONTOGANY		MIDWOOD		CPS-261	
				1.7		10 MPH SSDG 8,353 FT.	ABS-261	
		BE 179.9	SE TONTOGANY				CPS-261	DTC BLOCK WESTON
		BE 178.8	TONTOGANY	(1) HBD-DED AC 13.5			ABS-261	
					CUSTAR ELEVATOR	N.O. GRAIN		
		BE 166.4	NORTH DESHLER				CPS-261	
				1.6				
		BE 164.9			NORTH-WEST DESHLER WYE	MAIN	ABS-261	
						AR DISP. 12-12 08-08 TONE 2		
50	50	BE 164.8	DESHLER	SC/BD DISP 94-94 08-08 TONE 3	1 2	TO WILLARD TO GARRETT SE DESHLER WYE	CPS-261	4
		BE 164.7		0.3	SW DESHLER WYE	MAIN	ABS-261	
		BE 164.6	DESHLER RESERVOIR				CPS-261	DTC BLOCK CORN
		BE 164.5	NE SOUTH SIDINGS DESHLER		SOUTH DEHSLER YARD			
				1.5	SOUTH WEST DESHLER SIDING SSDG 7,187 FT.	SOUTH EAST DESHLER SIDING SSDG 6,926 FT.	ABS-261	
50	50	BE 163.0	SOUTH DESHLER				CPS-261	DTC BLOCK BELL

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
50	50	BE 160.6	BELMORE	4.8	(1) HBD-DED AC	ABS-261	DTC BLOCK BELL	1
		BE 158.2	NORTH LEIPSIC			CPS-261		
50	50	BE 156.8	LEIPSIC JUNCTION	1.5		ABS-261	DTC BLOCK LEIPSIC	
35	35	BE 156.7		1.6				
50	50	BE 156.6						
		BE 155.1	XN TOWER	3.6		CPS-261		
						ABS-261	DTC BLOCK KLEEMAN	
		BE 151.5	KLEMAN			CPS-261		
50	50	BE 150.6	OTTAWA	2.8		ABS-261	DTC BLOCK LOOP	10
35	35	BE 149.1						
50	50	BE 148.7		NE OTTAWA	1.4			
						CPS-261		
50	50	BE 147.7	SE OTTAWA					
50	50	BE 142.9	COLUMBUS GROVE			ABS-261	DTC BLOCK GROVE	10
35	35	BE 142.4		9.4				
50	50	BE 140.3		COLUMBUS GROVE				
		140.0						
		139.0						
		BE 138.3	NORTH CAIRO			CPS-261		
				1.7		ABS-261	DTC BLOCK CAIRO	
		BE 136.6	LAPS CAIRO			CPS-261		
				1.1		ABS-261	DTC BLOCK STATE	
		BE 135.5	SOUTH CAIRO			CPS-261		
50	50			0.8		ABS-261	DTC BLOCK LIMA	

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
50	50							
40	40	BE 134.6		0.8		ABS-261	DTC BLOCK LIMA	1
		BE 134.5	DT&I JUNCTION		X20	CPS-261		
				0.8		ABS-261		
		BE 133.7	NEDT LIMA		NO. 1 NO. 2	CPS-261	DTC BLOCK BIBLE	6
				2.8	INBOUND RT OUTBOUND RT	ABS-261		
		BE 132.0	LIMA YARD		WEST YARD EAST YARD			
40	40	BE 131.5	FLANDERS AVE		AR DISP. 12-12 08-08 TONE 2		DTC BLOCK ROBB	
25	25				LIMA YM CH-08			
		BE 130.9	NS TOWER		CFER TO FORT WAYNE X25 TO CRESTLINE	CPS-261		
				1.7	NO. 1 NO. 2	ABS-261	DTC BLOCK PEARL	
25	25	BE 129.3						
40	40	BE 129.2	ERIE JUNCTION			CPS-261		
40	40	BE 128.6			NS RR SOUTH LIMA YARD CSX LIMA BELT	ABS-261	DTC BLOCK ERIE	
45	45				ERIE JUNCTION SIDING CSDG 10,500 FT. 10 MPH			
45	45				MAIN TRACK			

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F			2.2	ERIE JUNCTION SIDING CSDG 10,500 FT. 10 MPH	ABS-261	DTC BLOCK ERIE	1
45	45		BE 127.0 SE ERIE SIDING		MAIN TRACK	CPS-261		
45	45		BE 126.3	9.9	TO LIMA ORDINANCE DEPOT AND MARATHON OIL	ABS-261	DTC BLOCK WAPAK	
50	50		122.0 121.0					
50	50		BE 118.1 WAPAKONETA		(1) HBD-DED AC	ABS-261		
30	30		BE 117.9		WAPAKONETA INDUSTRIAL TRACK (LDL)			11
30	30		BE 117.1 NE WAPAKONETA			CPS-261		10
30	30		BE 117.0	2.0	CSDG 9,775 FT.	ABS-261	DTC BLOCK BOTKINS	
50	50		BE 115.1 SE WAPAKONETA			CPS-261		
				3.9		ABS-261		
			BE 111.2 NE BOTKINS			CPS-261		
				0.7	BOTKINS ELEVATOR CSDG 3,650 FT 10 MPH	ABS-261	DTC BLOCK SWAN	
			BE 110.5 SE BOTKINS			CPS-261		
				7.8		ABS-261		
			BE 102.7 SW CABIN			CPS-261		
				6.2	NO. 1 NO. 2 TOFC/TEAM TRACKS INDIANAPOLIS LINE SUB	ABS-261	DTC BLOCK SID	
			BE 96.5 SIDNEY JUNCTION		SIDNEY CONNECTION TRACK	CPS-261		
50	50				AR DISP. 12-12 08-08 TONE 2	ABS-261	DTC BLOCK KIRK	
					ID DISP. 46-4#			

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 50	F 50	BE 94.8	KIRKWOOD 9.2	(1) HBD DED AC		ABS-261	DTC BLOCK KIRK	1
	50	BE 88.2						
	UNDER 14,000 TONS 50							
	OVER 14,000 TONS 40							
	50	BE 87.3	NE PIQUA			CPS-261		7
		BE 87.2			SSDG 11,700 FT.	ABS-261	DTC BLOCK PIQUA	
		BE 84.4	SE PIQUA			CPS-261		
50	50	BE 80.3		P&T INDUSTRIAL TRACK		ABS-261	DTC BLOCK TROY	10
25	25	BE 79.0	NE TROY			CPS-261		
25	25	BE 78.8		DEL-TECH		ABS-261	DTC BLOCK TIPP	
40	40	BE 77.7	SE TROY		CSDG 5,950 FT. 10 MPH	CPS-261		
						ABS-261		
40	40	BE 75.4	NE TIPP CITY			CPS-261		
30	30		TIPP CITY		CSDG 5,050 FT. 10 MPH	ABS-261	DTC BLOCK SPRING	10
		BE 74.2	SE TIPP CITY			CPS-261		
30	30	BE 73.3				ABS-261		
50	50	BE 70.7	VANDALIA 4.2	(1) HBD-DED AC		ABS-261	DTC BLOCK VAN	8
		BE 69.9	NE VANDALIA			CPS-261		
					N END 8,100 FT. SSDG 15,300 FT.	ABS-261		
		BE 68.1	MIDDLE VANDALIA			CPS-261		
					S END 7,200 FT.	ABS-261		
		BE 66.5	SE VANDALIA			CPS-261	DTC BLOCK LEVITTS	
50	50			ENCON		ABS-261		

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P	F							1
50	50					ABS-261	DTC BLOCK LEVITTS	
		BE 64.9	NEEDMORE			CPS-261		
		BE 63.4	NEEDMORE YARD 2.5			ABS-261	DTC BLOCK NEEDMORE	
				MAIN TRACK				
					NEEDMORE YARD NX-YM CH-28			
					NEEDMORE SIDING SSDG 8,350 FT.			
50	50	BE 62.4	NORTH DAYTON			CPS-261		
30	30	BE 60.4	2.4			ABS-261	DTC BLOCK LEO	
25	25	BE 60.0	SECOND STREET	60.5	NO. 1	CPS-261		
				EQHR 4453	NO. 2			
		BE 58.7	(MIAMI RIVER) 1.7	60.0		ABS-261	DTC BLOCK WAYNE	
				AR DISP. 12-12 08-08 TONE 2	TTB			
				D&U INDUSTRIAL TRACK	D&I INDUSTRIAL TRACK			
					NS RR DAYTON DIST DISP. CH-58 T-9-2-5			
25	25	BE 58.3	MC CABIN		X25	CPS-261		
40	40			3.4		ABS-261	DTC BLOCK NICHOLAS	
		BE 56.9						
				STILLWATER INDUSTRIAL TRACK				
				SOUTH DAYTON YARD				
40	40							
				SNYDER BRICK	NO. 1			
50	50	BE 54.9	SD CABIN		NO. 2	CPS-261		
45	45	BE 53.3						
50	50	BE 51.3	WHITFIELD 11.0			ABS-261	DTC BLOCK CARL	
				(1) HBD-DED-AC				
50	50	BE 49.0	MIAMISBURG					

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P 50	F 50		11.0	TO DUPPS	/	ABS-261	DTC BLOCK CARL	1
		BE 43.9	NE CARLISLE			CPS-261		
			2.8	SSDG 11,250 FT.		ABS-261		
		BE 41.1	SE CARLISLE			CPS-261	DTC BLOCK TRENT	
			8.7	AR DISP. 12-12 08-08 TONE 2		ABS-261		
		BE 32.4	TRENT			CPS-261		
			2.0	NO. 1	NO. 2	ABS-261		
		BE 30.4	OVERPECK JUNCTION		X10	CPS-261 NO.2 ONLY		
		BE 29.0	NEW RIVER YARD		/	ABS-261	DTC BLOCK NEW	
			2.4	NEW YARD NEW RIVER YARD NX-YM CH-08 CH-28	/			
				NS RR	/			
		BE 28.0	NEW RIVER JUNCTION		X10	CPS-261		
50	50		2.2	NO. 1	NO. 2			

TOLEDO SUBDIVISION - TO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				SOUTH					
P 50	F 50	BE 27.7	NEW RIVER	(1) HBD-DED AC	1	ABS-261	DTC BLOCK NEW	1	
50	50	BE 26.6		OLD MAIN	2				
20	20				AR DISP. 12-12 08-08 TONE 2				
20	20	BE 25.8	BUTLER STREET			CPS-261		10	
35	35		167.8 MILES						
35	35		HAMILTON	CINCINNATI TERM SD	TO HAMILTON	NS RR TO MOSLER	ABS-261	DTC BLOCK PITT	10
35	35			CK DISP. 66-66 08-08 TONE 1		NS RR DISP. NEW CASTLE DIST. 22-22 TONE 3-9-9			

STATION PAGE NOTES

- NOTE 1:** CSX Signal Rules 1281 through 1298 govern.
- NOTE 2:** All northbound trains entering the Toledo Terminal Subdivision at Perry MP BE 193.8 will STOP short of West Boundary Road (State Road 25, MP BE 192.0 unless intermediate signal 1914, MP BE 191.4 indicates proceed.)
- NOTE 3:** Northbound trains held out of Toledo at Haskins must obtain instruction from AR Train Dispatcher if road crossing at MP BE 186.0 (King Road), must be cut.
- NOTE 4:** Speed is restricted to 10 (ten) MPH on all wye tracks at Deshler, MP BE 164.8.
- NOTE 5:** Ottawa Loop Track (IORY) – movement will be made in accordance with CSX Operating Rule 96 and are authorized by signal indication, or by verbal permission of the AR Train Dispatcher. Movements must not exceed 10 (ten) MPH, unless otherwise restricted.
- NOTE 6:** Lima Terminal Arrival Instructions – All trains arriving at the Lima Terminal will advise the Lima Yardmaster as soon as radio contact can be established of the following:
- a) Condition of locomotives.
 - b) Condition of telemetry equipment.
 - c) Crew supplies needed.
 - d) Request arrival/yarding instructions.
- NOTE 7:** Trains in excess of 14,000 tons must not exceed 40 MPH MP BE 87.2 and MP BE 88.2.
- NOTE 8:** Trains receiving a clear signal at Middle Vandalia while moving from siding to siding will approach next signal at a speed not exceeding 30 (thirty) MPH.
- NOTE 9:** Southbound movements past Stony Hollow Road Crossing MP BE 55.3.
- a) All southbound trains operating on the Number 1 or Number 2 Main Tracks receiving less than a proceed signal indication at the intermediate signal at Nicholas Road (MP BE 57) must not foul Stony Hollow Road MP BE 55.3 unless verbal permission to proceed over the crossing is received from the AR Train Dispatcher.
 - b) Once such permission is received from the AR Train Dispatcher, southbound trains resume movement in accordance with CSX Operating Rule 224-A.
- NOTE 10:** Shaded blocks in Authorized Speed column are municipal (city ordinance) speed restrictions.
- NOTE 11:** Wapakoneta Industrial Track
- A. Operation of electrically locked hand throw switch:
 1. Equipment must be clear of opposing absolute signals.
 2. North end of siding must be lined Main to Siding
 3. Derail must be placed in non-derailing position.
 - B. Movement of equipment onto the Wapakoneta Industrial Track must not foul the clearance point of the AMETEK PLASTICS Switch (the first switch east of road crossing) unless prior arrangements have been made with AMETEK PLASTICS.

TOLEDO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Deshler BE 164.8	CSX	Remote	226-B(3)
Leipsic Junction BE 156.7	NS	Automatic	Note 1
NS Tower BE 130.9	CSX	Remote	226-B(3)

Notes:

1. **Leipsic Junction, NS Crossing** – Time-out feature is for northbound and southbound approach circuits. Trains using more than 19 minutes between ends of siding and absolute signals, Leipsic Junction, can expect the absolute signals to display “STOP” as aspect, Rule 1292. When “STOP” aspect is displayed on absolute signal, after contacting train dispatcher, crew will:

- a) Determine NS train or engine is not fouling or approaching crossing;
- b) Operate emergency release push button located in box in northeast quadrant of crossing, when directed by train dispatcher or when emergency release light is illuminated;
- c) Wait 5 minutes;
- d) Signal should clear;
- e) If signal does not clear or when instructed by train dispatcher, operate appropriate push button to clear signal (Located on signal mast for southbound movement on main and northbound movement on siding; and on post for northbound movement on main and southbound movement on siding);
- f) Signal should clear, if signal does not display aspect to proceed, secure permission of train dispatcher and,
- g) Pass signal at least 30 feet but not foul crossing;
- h) Wait 5 minutes and
- i) Proceed in accordance with Rule 225.

Rusty Rail and/or Short approach circuits

Due to rusty rail conditions and/or short approach circuits, all trains and engines must approach the following grade crossings prepared to STOP and provide flag protection unless it is known that the automatic grade crossing protection has operated for at least 20 seconds before occupying the crossing:

- a.) **Overpeck Cut Off – Hamilton – Trenton Road** – All trains and engines must approach these grade crossings prepared to STOP and provide flag protection unless it is known that the

automatic grade crossing protection has operated for at least 20 seconds before occupying the crossings.

- b.) **Old Main Beckett Paper Siding** – Crossing protection may not operate properly at Heaton St. BE25.9 and Vine Street BE26.1. All trains must stop and flag these crossings.
- c.) **Dayton & Union Industrial Track** – Due to rusty rail conditions, trains and engines must approach crossings equipped with automatic grade crossing warning devices prepared to STOP, and must not foul crossing unless automatic grade crossing warning devices are operating properly for 20 seconds or crossing is protected by crew member on the ground at the crossing.

CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Rule 100-E, paragraph five applies:

Motion Detectors	
Location	Crossing Name
BE 188.7	Five Point Rd. - Haskins
BE 184.8	Rt. 582 Middleton Rd. - Haskins
BE 181.6	Broad St. & Wood St. – Tontogany
BE 181.4	Kellogg Rd – Tontogany
BE 179.1	Poe Rd. – Tontogany
BE 160.6	Main St. – Belmore
BE 154.9	Road 7 or County Rd 245 – Leipsic
BE 156.4	Mathias Rd. – Leipsic
BE 154.7	Road G – Leipsic
BE 142.9	Main St & Sycamore St. – Columbus Grove
BE 131.5	E. O’Conner Ave – Lima
BE 131.2	Flanders Ave. – Lima
BE 130.9	McKibbon St. – Lima
BE 130.8	Pearl St. – Lima
BE 128.6	Fourth St. – Lima
BE 126.4	Breese Road – Lima
BE 111.5	Southland Rd. – Botkins
BE 88.8	US 25 A – Piqua
BE 87.3	Garby Road – Piqua
BE 75.5	Crane Road – Tipp City
BE 74.5	Park Ave.
BE 74.2	Plum St. – Tipp City
BE 58.4	Washington St. – Dayton
BE 30.1	Trenton Road – Overpeck
BE 28.7	Augsburger Rd. – New Miami

Providing Crossing Protection

- a) **Troy, West Main Street** – Trains and engines must STOP clear of crossing on P&T Industrial Track and not proceed until flagman has protected crossing.

- b) **Wapakoneta, Old State Route 25** – Trains and engines must STOP clear of crossing on Wapakoneta Industrial Extension and not proceed until flagman has protected crossing.
- c) **Wapakoneta Route 33** – Trains and engines must STOP and flag Route 33 on the Wapakoneta Industrial Track (LDL).
- d) **Lima, Old State Route 25** – Trains and engines must stop before moving over these streets. A member of the crew must flag the highway (Lima Ordinance Depot Track and Lima Belt).
- e) **Cairo** – When northbound trains are stopped in the siding and occupying the crossing circuit, crew member must use the key out feature to manually STOP the automatic grade crossing warning devices.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	Cars exceeding 315,00 lbs	Must not operate on (see note)
LORY Ottawa Loop BE 147.5 – BE 151.5	Cars exceeding 19'2" ATR	Must not operate

Note: Shipments of 6 axle tank cars, DUPX 29600 series, exceeding 315,000 lbs are cleared for movement without restrictions.

Six(6) axle units may be used at the following industrial locations:

Location	Industrial Track
Trent BE 34.2	Magnode
Miamisburg BE 49.0	Miamisburg
South Dayton BE 57.1	Snyder Brick
Piqua BE 87.5	Decker Track
Piqua BE 88.5	Berwick Steel
Piqua BE 89.8	Forrest Products
Sidney BE 97.9	Sidney TOFC Track
Botkins BE 111.0	Botkins Grain
Lima BE 127.0	Lima Ordinance Track (Note: Except Marathon Oil)
Lima BE 131.0	Trinity Industries
Lima BE 131.0	Luckey Trucking
Cairo BE 136.6	Farmers Commission
Columbus Grove BE 143.0	Jennings/Gomer Equity
Ottawa BE 148.7	IMC Agri Business
Leipsic BE 155.8	Diller Metal
Leipsic BE 158.0	Pro-Tec
Leipsic BE 158.8	IAMS Pet food
Custar BE 171.8	Custar Elevator, Deshler Farmers CO-OP
Weston BE 175.7	Northern Ohio Grain
Tontogany BE 181.5	Midwood

7. MISCELLANEOUS

EXCEPTED TRACK

The following tracks are designated as excepted tracks.

- a.) P&T Industrial track MP 0 to MP 5.
- b.) Dayton & Union Industrial Track
- c.) D&I Industrial Track
East Dayton Yard – All yard and industrial tracks in East Dayton Yard, from the clearance point on the west end of #1 yard track in an eastwardly direction to the end of tracks.
- d.) Stillwater Industrial Track
From junction off South Dayton Yard to end of track

Work Orders, Dayton and Lima -

All inbound conductors are responsible to telefax completed work orders to the Terminal Service Center at 1-800-227-6842 or (904)279-4635. Information must be complete including times, mileposts, set-off tracks, etc., before telefaxing the information.

Centralized dispatching system printers and/or telecopier (Omnifax, facsimile and telefax) machines are located at:

- Lima, OH – Yard Office
- Dayton, OH – Yard Office
- New River, OH – Yard Office

Close Clearances

- a) **Leipsic** – Due to close clearance at Pro-Tec Coating, employees are prohibited from riding moving equipment in or around the Pro-Tec building. Signs are posted.
- b) **Piqua** – Due to close clearance at Berwick Steel, employees are prohibited from riding moving equipment in or around the Berwick Steel Building. Signs are posted.
- c) **New River Yard** – Close clearances on adjacent tracks – Do not ride the side of equipment in the following tracks in New River Yard when there is equipment on the adjacent track located across from and next to the equipment that is to be ridden.
East side of NY-1
East and West sides of:
NY-2
NY-3
NY-4
NY-5
NY-6
NY-7
West side of Shop Track.
- d) Employees are prohibited from riding cars into the WHEMCO Plant at Lima, Ohio (MP BE 128.6)

STATIC DROPS

The practice of making static drops of cars from the Encon Lead to the CSXT Main at MP BE 65.3 is prohibited

TRACKS OUT OF SERVICE

Yard track #2 at South Deshler Yards - MP BE 164 is red tagged and out of service.

The Sugar Brook Switch - BE 190.2 is out of service.

USE OF SPECIFIED TRACK

Operation of D&I Industrial Track

When it is necessary for any yard job, engineer employee, or Franklin Iron and Metal employee to occupy any portion of the D&I Industrial Track, the following procedure will be followed:

Individual desiring to occupy any portion of this track segment will contact the yardmaster at North Excello (Middletown) and inform the yardmaster of his intentions. (Radio Channel 28-28, Bell Line 513-422-2031).

After determining from the yardmaster that the track segment is CLEAR track may be occupied based upon yardmaster's verbal permission.

Yardmaster will maintain on the proper form the following:

- Engineering employee(s) or yard Job that will be holding track.
- In the case of Franklin Iron & Metal, notation will be made of employee that contacts yardmaster.

- Date and time that permission is given to use track.
- Individual contacting yardmaster for occupancy must report "clear" when he is off track.

Yardmaster will grant use of track on following basis:

- CSX Yard Jobs
- CSX engineering forces (or contractors)
- Franklin Iron & Metal

Yard tracks 1,2,3 at East Dayton Yard are leased by Franklin Iron & Metal. A switch point derail is installed at track #2 at the south end.

When CSX crews are switching in East Dayton Yard, Franklin Iron & Metal will not be permitted to occupy any portion of track on yard main or yard tracks 1,2, or 3.

Operating Rule 46 governs operations in East Dayton Yard.

Cargill, Dayton, Ohio

Cargill – Access to and use of the Cargill portion of Needmore Yard including #10 track.

CSX crews are not permitted to occupy any portion of the Cargill controlled tracks unless permission has been obtained from Canac RR to do so.

No cars will be cut off in motion on or into any Cargill controlled track at any time.

The Cargill controlled tracks are as follows:

Track N10-N16

Yard lead north of track NO9 thru track N15 turnout.

Permission can be obtained to enter the Cargill tracks by either the yardmaster at North Excello or the CSX crew on duty at Needmore Yard.

When permission is obtained to enter the Cargill controlled tracks it must be recorded by the yardmaster at North Excello on the yardmaster's turnover sheet. (CSX crews must inform the yardmaster if they have obtained the permission directly from Canac).

When CSX crews are clear of the Cargill controlled tracks the following protection must be in place:

- N09 switch on the CSX lead must be lined and locked for movement from the lead into N09 track.
- The switch point derail in N10 track must be lined and locked in derailing position.
- The switch point derail on the yard lead between N10 turnout and N11 turnout must be lined and locked in derailing position.
- The switch point derail in N16 track must be lined and locked in derailing position.

- The switch for the N17 turnout must be lined and locked for movement from the lead to N17 track..
- It must be reported to the North Excello Yardmaster that the above protections are in place.
- The yardmaster must record the time that CSX is clear of the Cargill tracks on the yardmaster's turnover.

New River Yard

Use of old yard track #1 and track #2, New River Yard, New Miami, OH

- a) The normal position of the switches at the north and south ends of old yard track #1 (OY1) are for movement from old yard track #2 (OY2) to old yard track #2 (OY2). When practicable, crews using these switches must restore them to the normal position when done using them.
- b) Trains entering or leaving New River Yard or the Middletown Subdivision via the old yard at New River Jct. are to use old yard track #2 (OY2) for movements through the old yard unless otherwise instructed by the North Excello Yardmaster.

Maximum track capacities in NY-6, NY-7, and Shop Track at New River Yard, New Miami, OH:

NY-6 - 22 cars.

NY-7 - 20 cars.

Shop Track - 17 cars.

Due to close clearances between tracks, do not ride the sides of cars in any tracks at the south end of New River Yard if there are cars in the track next to it on the same side of the car that you would be riding.

No shoves are to be made in NY-6, NY-7, or Shop Tracks without an employee protecting the leading end of the shove.

If necessary, PTI can be used to take an employee to a location from which they can protect a shove in any of these tracks.

Del Tech Industry Tracks at Troy, Ohio

The Del Tech industry tracks located at MP BE 78.8 are leased to customer Del Tech. This industry moves cars on these tracks with a car mover. These tracks are not to be used by any CSX trains or on-track equipment except as needed to switch the industry. CSX authorized switching hours at this location are 2000 hours to 0800 hours daily. No other access is authorized

Provico Grain Elevator, Botkins, OH

All shoving movements made in the Provico Grain Elevator must be protected by a crew member at the leading end of the move. Only locomotives, cabooses, covered hoppers and tank cars are authorized to be placed or operated on the Provico Elevator tracks. No other car types will be permitted on these tracks unless billed to this industry.

Peerless Warehouse #15, Home Avenue – Stillwater Industrial Track, Dayton, OHIO

Prior to coupling to a car spotted at the rear door of this industry, the conductor or brakeman must inspect the car to make sure that the hand brake is applied. Do not couple to the rear car at this location until the hand brake is applied or the wheels have been chocked to prevent slack action from allowing the car to hit the wheel stops.

Pro-Tec Coating Company – Leipsic, Ohio

Maximum authorized speed in Protec is 8 MPH. All shoving movements made must be protected a person at the leading end of the move. Only cars billed to Pro-Tec are authorized to be operated or placed on Protec tracks.

Pro-Tec Coating Company tracks will not be used to run around cars inside the industry.

Pro-Tec utilizes a blue light to replace the blue flag at the north rail scanner. CSX crew must STOP at the light and contact Pro-Tec associates via phone for INSTRUCTION AND REMOVAL OF THE BLUE LIGHT PROTECTION. A BLUE FLAG MAY BE USED IF THE LIGHT IS NOT FUCTIONING.

Pro-Tec utilizes Pro-Tec controlled derails on the north and south ends of the shipping bay and on track 6. They are located approximately 200 feet north of the shipping bay on track 4, but south of the paved roadway, 70 feet south of the paved roadway south of the building. (Not typically CSX operating area).

450 feet south of the paved roadway on track 6.

Pro-Tec requires head end protection when shoving cars.

NOTES

LOUISVILLE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

FRA ENGINEER CERTIFICATION RIDES

Locomotive engineers must notify the office of the road foreman of engines if they have not had the prescribed FRA engineer certification ride, for the purpose of monitoring operation performance, by October 1st of each year. If the road foreman of engines is not available or cannot be contacted, the division senior road foreman of engines must be notified.

GENERAL BULLETINS AND NOTICES

Issue and Distribution of General Bulletins and Notices

Cincinnati District Subdivisions:

Cincinnati Terminal
Middletown
Toledo

Indiana District Subdivisions:

Indiana
Indianapolis
Illinois
Richmond
Hoosier

Louisville District Subdivisions:

LCL
Louisville Terminal
LH&STL
Main Line

ROAD CROSSING AT GRADE STATE LAW

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

STATE LAWS	
STATE	EXCESSIVE PERIOD OF TIME
Illinois	Over 10 minutes
Indiana	
Kentucky	Over 5 minutes
Ohio	

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

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.

GRADE CROSSING REQUIREMENTS IN THE STATE OF INDIANA

When approaching a highway crossing at grade in the state of Indiana, comply with the following in addition to the requirements in CSXT Operating Rule 14-A, when the engine's whistle or bell is inoperative.

1. STOP before fouling the crossing.
2. Provide on-ground protection before permitting the engine to occupy the crossing.

HAND OPERATED SWITCHES

All hand operated switches with the exception of spring switches must be operated as necessary by hand before equipment passes over them.

SELECTING CHANNEL NUMBERS

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

Smoking or the use of fuses – Is prohibited on the premises of all grain elevators.

Suspicious Locomotive Odors: Employees detecting any suspicious odor in locomotive cab during operation (such as chemical, electrical, etc.) must stop the train at the most appropriate location in accordance with good train handling techniques and rules. After stopping, dismount the locomotive and contact the control station (yardmaster or dispatcher). The control station must contact the mechanical desk at 1-800-624-8385 (RNX 388-5540). Do not re-enter the locomotive until instructions are received from above personnel.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

SHORT CARS

No cars less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of a train only.

LONG CARS ON WYE TRACKS

Cars which are 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

LOCOMOTIVE RESTRICTIONS

1. Restricted Equipment Rules permits a maximum of 15 units coupled for movement on all subdivisions on the Louisville Division.

Exceptions: The following subdivisions are restricted to a maximum of eight units:

LH Subdivision
 Louisville Terminal (NS K&I Bridge) Light Diesel Units – When making extended movements with light diesel units, movement will be controlled from the cab of the leading unit in the direction of the movement when possible.

DOUBLE STACK AND MULTILEVEL MOVEMENTS

Unless otherwise authorized by a clearance bureau wire or by the director of system Control, the following are the maximum double stack and multi-level heights allowed on the Louisville Division main tracks and sidings. CSXT train documentation will list this equipment as restricted and will show applicable height dimensions.

Subdivisions	Double stack	Multi-Level
Cincinnati Terminal	19'2"	19'1"
Hoosier	18'2"	
Illinois	19'2"	
Indiana		
Indianapolis	PROHIBITED	PROHIBITED
LCL	19'2"	20'2"
LH&STL		19'1"
Louisville Terminal		20'2"
Main Line		
Toledo		
All other subdivisions	PROHIBITED	PROHIBITED

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

ENTIRE DIVISION

5502A Back Up Movement

A maximum of 18 powered axles may be used when making back up movements with more than 50 cars. To ensure buff forces are not exceeded, throttle position must be limited to number 5 position.

5555 Stopping

Intermodal Trains and other trains operating on other than Main Track, that handle a block or blocks of 10 or more cars that are 80 foot or longer must stop using the Stretch Braking Method.....ABTH Rule 5555B except:

- Yarding trains from Main Track where grade prevents use of Stretch Brake Method, slack must be controlled by supplementing with automatic brake.....ABTH Rule 5555A
- When stopping a shoving movement stretched.....ABTH Rule 5555D
- When grade prohibits stopping shoving movement with slack stretched, make auto brake reductions sufficient only to keep slack bunched and limit output of locomotive to prevent excessive buff forces.....ABTH Rule 5555C

When stopping a train per ABTH Rule 5555B – brake cylinder pressure on the locomotives must be actuated off when making brake pipe reductions in order to prevent undesirable slack action from occurring.

5559 Steep Grade (1% or more) Train Handling

Reference ABTH Rule 5701 Freight Train Exceptions and ABTH Rule 5950 Enroute Failures and Defects.

Subdivisions with 1 % grades for 3 miles or more are listed below:

(There are no 2% grades on the Louisville Divisions)

Subdivisions	Between Mileposts
Cincinnati Terminal	BD 25.8 to BD 26.9
Indianapolis	BD 26.9 to BD 30.0
LCL	T 37.8 to T 40.6 T 42.2 to T 48.5 T 97.9 to T 102.0
ML	34.1 to 38.8 152.7 to 157.2
Richmond	CI 27.6 to CI 31.5

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

In reference to Equipment Handling Rule 4300 Part A, all detectors on the Louisville Division are Type 1 detectors. Type 1 indicates detectors on pre-Conrail CSXT property. Type 2 are detectors in place on former Conrail territory.

7. MISCELLANEOUS

Required paperwork for relief train crews – When train crews are relieved on line of road or in terminals that will require a relief crew, they must leave all the required paperwork for that train on the lead locomotive of that train. The paperwork must be in a conspicuous location for the relieving train crew.

NOTE: Such paperwork pertains to: consist, hazmat instructions, profile graphs, train bulletins, any updated paper work that may have been performed on line of road, etc.

T&E Crews Called In Relief Service – All crews called in relief service will be called to relieve one or more trains. All crews called in relief service must contact the chief train dispatcher before registering off duty for any further instructions. This must be done without failure.

Be governed accordingly.

Knuckle Pins

After changing knuckles, employees must replace knuckle pins if practical. When unable to replace pin account of it being broken, bent, or missing or no replacement is available, they must advise the train dispatcher or yardmaster who will notify the Car Department of the train and the cars affected so the condition(s) can be corrected.

Operations over the Old road Subdivision will be governed as follows:

Corman Dispatcher in Lexington will have absolute authority for issuing track authorities and train movements on any portion of this territory.

Contact Numbers:

RJ Corman Radio Road Channel – 49-49
RJ Corman Dispatching Channel Tone – #1 Channel 75-49
RJ Corman Phone No. Dispatcher – (859) 231-6621
RJ Corman Phone No. Yardmaster – (859) 255-0535
RJ Corman Phone No. Derailment & Risk Management – (800) 772-9091
RJ Corman Phone No. Customer Service (859) 255-7503
RJ Corman Phone Fax No – (859) 255-0775

Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer of “CSX TECHNOFAX” the Conductor or Engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher bulletins.

Unless otherwise provided, CSX employees will be governed by timetables, rules, and special instructions of foreign lines while performing service of foreign line tracks. CSX Safety Rules, Operating Rules, Air Brake and Train Handling Rules, Equipment Handling Rules, and other Special Instructions will be adhered to unless they are superseded or conflict with the foreign lines they are operating over.

New Hires in Training

When a trainee is assigned to a job, line of road, yard and/or local, they are to stay with the job until the “crew” is relieved, unless otherwise instructed to, by a manager.

The foreman, conductor will be held responsible to ensure the trainee stays the full tour of duty, and must report to responsible manager if a trainee leaves prior to entire crew being relieved from service.

They are not to leave in advance of the crew. If there are any questions arrange to contact your supervisor.

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