



NASHVILLE DIVISION TIMETABLE NO. 3

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

**J. M. Dyer
General Manager**

NASHVILLE DIVISION TABLE OF CONTENTS

[illegible]

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. MILE POST

The alpha-numeric mile post 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 rules under which the subdivision is operated (CSX Rules or NORAC Rules) are listed in a shaded, bordered box at the top of this column. 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) Automatic
ABS Automatic Block Signal Rules
CPS Control Point Signal Rules
TTB Through 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 Signal Siding
CSDG Control Signal Siding
ABTH Air Brake Train Handling Rules

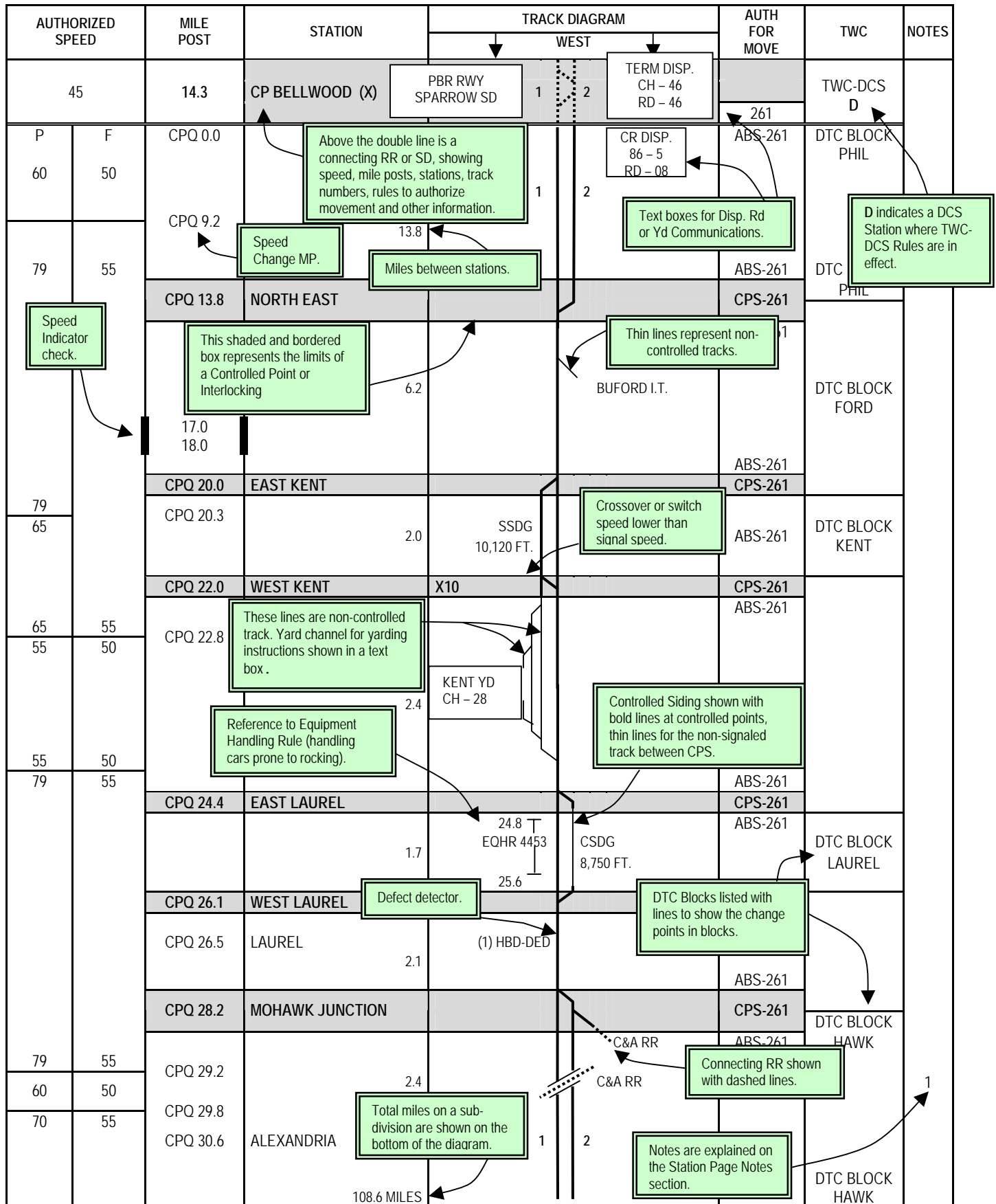
Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel it be shown as "RD –"

CM DISP
94 – 7
RD – 08

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
WLD Wide Load Detector

LEGEND - SAMPLE SUBDIVISION - SS



NASHVILLE DIVISION OFFICERS

3000 Seaboard Drive
Nashville, TN 37211

J.M. Dyer
Division Manager

A.C. Jones, III
Asst. Division Manager

R.L. McDonald
Supt. Line-of-Road

E.B. Anderson
Safety/Mgr. Oper. Practices

C.W. Crowover
Senior RFE

R.P. Johnson
Division Engineer

B.D. McDonald
Nashville Term. Supt.

E.M. Witherspoon
Engineer Signals

J.M. Parrott
Engineer Track

G.L. Kirkpatrick
Engineer Track

J.M. Stephens
Mgr. Bridges

B.K. Malhotra
Mgr. Materials

M.G. Kotula
Mgr. Conductor Training

L.A. Miller
Mgr. Field Investigations

R.C. Lantz
Senior Gen. Foreman

Location and Name

Bruceton, TN

A.T. Frazier
T.P. Magargle

Chattanooga, TN

T.E. Cavin
S.C. Gray

Decatur, AL

S.W. O'hare
T.W. Wrather

Decatur, IL

B.L. Robbins

Evansville, IN

J.F. Hardin
R.D. Hempfling
J.R. Melton
S.C. Yingling
S.J. Cripps
K.W. Kelly
A.W. Willoughby
S.S. Miskimens

Jacksonville, FL

G.J. Allard
R.E. McCreary
P.J. McComas
G.W. Nichols
W.P. Holcombe
R.L. Harris

Title

Road Foreman of Engines
Trainmaster - LOR

Terminal Trainmaster
Trainmaster - LOR

Trainmaster
Road Foreman of Engines

Trainmaster

Terminal Manager
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Trainmaster - LOR
Road Foreman of Engines
Road Foreman of Engines

Director Crew Management
Manager Crew Management
Supervisor Crew Management
Supervisor Crew Management
Supervisor Crew Management
Supervisor Crew Management

Location and Name

Jacksonville, FL (continued)

D.W. Kohler
R.A. Pfeifer
W.F. Branham
G.C. Gamble

Madisonville, KY

J.C. Berry

Memphis, TN

S.R. Younger

Murfreesboro, TN

L.E. Johnson, Jr.
J.F. Middleton

Nashville, TN

B.D. McDonald
R.T. Mash
E.R. Cathey
E.F. Weatherford
K.N. Hamilton
R.F. Pratt
D.L. Moore
T.J. Hedrick
D.R. Merrell

Springhill, TN (Nashville)

S.M. Pearman

Title

Director Train Operations
Chief Dispatcher
Manager Planning Service Design
Supt. Customer Operations

Trainmaster - LOR

Terminal Trainmaster

Road Foreman of Engines
Trainmaster - LOR

Terminal Superintendent
Assistant Terminal Superintendent
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Terminal Trainmaster
Road Foreman of Engines

Trainmaster - LOR

NASHVILLE DIVISION			EMERGENCY ASSISTANCE VIA TELEPHONE		
	RNX	BELL		RNX	BELL
Division Manager	275-2922	615-664-2922	CSX Police		
Asst. Division Manager	275-2909	615-664-2909	<u>EMERGENCY ONLY</u>		1-800-232-0144
Supt. LOR Operations	275-2751	615-664-2751			
Senior Road Foreman	296-7245	256-340-7245	CHIEF DISPATCHER		
Manager Operating Practices	275-2918	615-664-2918		8-388-2787	1-904-381-2787
Division Engineer	222-1832	502-815-1832			
Engineer Signals	275-2711	615-664-2711	DIRECTOR TRAIN OPERATIONS		
Mgr. Field Investigations	275-2661	615-664-2661	D. W. Kohler	8-388-5108	904-381-5108

JACKSONVILLE OPERATIONS CENTER

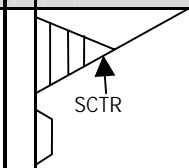

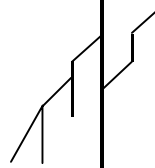
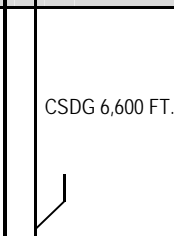
3019 Warrington St.
Jacksonville, FL 32254

	RNX	BELL			RNX	BELL
Nashville Chief Dispatcher	388-2787	904-381-2787		SA Dispatcher	388-2112	904-381-2112
Director Train Operations	388-5108	904-381-5108		Henderson Subdivision O&N Subdivision		1-800-435-2216
AH Dispatcher Nashville Subdivision S&NA North Subdivision	388-2535	904-381-2535 1-800-445-5506		SB Dispatcher St. Louis Subdivision Evansville Terminal Subdivision CE&D Subdivision Decatur Subdivision	388-2122	904-381-2122 1-800-435-2238
AY Dispatcher Bruceton Subdivision Memphis Subdivision Memphis Terminal Subdivision	388-2552	904-381-2552 1-800-648-1108		IB Dispatcher Danville Secondary Subdivision	531-4611	317-267-4611
AJ Dispatcher Chattanooga Subdivision Nashville Terminal Subdivision	388-2678	904-381-2678 1-800-628-4711		IC Dispatcher (Chief)		317-267-4023

BRUCETON SUBDIVISION - BC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 30	F 30	N 3.0	SELLERS	NASHVILLE TERMINAL SD	AJ DISP. 66-7 RD-84	CPS-261		
50		50			AY DISP. 94-5 RD-84 1-800-648-1108	ABS-261	DTC BLOCK SELLERS	
50		6.0 7.0						
35	35	N 12.9 N 14.9						
35	35	N 16.0						
50	50	N 16.8				ABS-261		
50	50	N 17.9	PEGRAM HOLDOUT			CPS-261		
40	40	N 18.3				ABS-261		
50	50	N 19.1 N 19.7 N 20.8 N 23.5 N 23.9 N 24.0	KINGSTON SPRINGS HBD	PEGRAM HOUSE TRACK 1,500 FT.	KINGSTON SPRINGS SPUR		DTC BLOCK SELLERS	
35	35	N 26.7					DTC BLOCK PEGRAM	
50	50	N 26.8						
50	50	N 30.1 N 30.7	WHITE BLUFF			ABS-261	DTC BLOCK PEGRAM	
50	50	N 32.8	NORTH CROW			CPS-261		
50	50				CSDG 8,965 FT.	ABS-261	DTC BLOCK CROW	
50	50	N 34.7	SOUTH CROW			CPS-261		
50	50					ABS-261		

BRUCETON SUBDIVISION - BC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
50	50					ABS-261	DTC BLOCK CROW	
		N 38.8	NORTH COLESBURG			CPS-261	DTC BLOCK COLESBURG	
						ABS-261		
		N 39.8	SOUTH COLESBURG			CPS-261		
		N 41.1	DICKSON			ABS-261		
		N 43.0	DICKSON HBD					
		N 48.6	NORTH TENNESSEE CITY			CPS-261	DTC BLOCK COLESBURG DTC BLOCK TENNESSEE CITY	
						ABS-261		
		N 50.1	SOUTH TENNESSEE CITY			CPS-261		
						ABS-261		
50	50	N 57.0	MCEWEN				DTC BLOCK TENNESSEE CITY	

BRUCETON SUBDIVISION – BC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
50	50					ABS-261	DTC BLOCK TENNESSEE CITY DTC BLOCK GORMAN	1 1 1 1
		N 61.1	NORTH GORMAN			CPS-261		
						ABS-261		
		N 62.8	SOUTH GORMAN			CPS-261		
		N 64.4	WAVERLY HBD			ABS-261		
		N 73.6	CONALCO					
		N 75.3	CONALCO DED					
		N 77.5						
		N 78.3	NORTH NEW JOHNSONVILLE			CPS-261		
						ABS-261		
		N 80.2	SOUTH NEW JOHNSONVILLE			CPS-261		
						ABS-261		
		N 80.5	TENNESSEE RIVER DRAWBRIDGE			CPS-261		
						ABS-261	DTC BLOCK JOHNSONVILLE	

BRUCETON SUBDIVISION - BC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 50	F 50	N 84.2	TROY HBD			ABS-261	DTC BLOCK JOHNSONVILLE	
		N 85.5	NORTH CAMDEN			CPS-261	DTC BLOCK CAMDEN	
		N 86.0			B&J SPUR CSDG 4,370 FT.	ABS-261		
		N 86.4	SOUTH CAMDEN			CPS-261		
		N 87.0						
50	50	N 87.7			CAMDEN CASTING	ABS-261		
		N 90.4			UNIMIN SAND SPUR			
		N 90.7	LIPE			CPS-261	DTC BLOCK CAMDEN	
49	49			BEGIN MEMPHIS SD BEGIN BENTON DTC BLOCK	AY DISP. 94-6 RD-84	TWC-DTC	DTC BLOCK BENTON	

STATION PAGE NOTES

NOTE 1: Trains and engines must not exceed 10 MPH between Conalco Jct. and Conalco, Dupont Lead, New Johnsonville Yd, Bruceton Yd., and Vanguard Lead.

BRUCETON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Drawbridges

Location/Milepost	Protection
New Johnsonville, TN (N80.5)	CPS (Note)

NOTE: When a controlled block signal indicates STOP, in addition to complying with Rule 226, no part of the train may be moved onto the bridge until a proceed signal, Rule 12(C), is received from the bridge tender with a yellow flag by day and a yellow light by night, or verbal permission is received from the bridge tender that the bridge is in a safe position for movement of the train. The bridge tender must not give such a proceed signal, nor such verbal permission until satisfied that the bridge is in a position for safe movement of the train.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearances

Scepter Aluminum (Conalco Lead) – Man will not clear between loading dock and car.

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

DEFECT DETECTORS

Location/Milepost	Type
N 23.5	HBD (Type 1)
Dickson, TN N 43.0	
Waverly, TN N 64.3	
N 75.3	DED (Type 1)
Troy, TN N 84.2	HBD (Type 1)

ROAD CROSSINGS AT GRADE

Trains or cars must not stand on the Dupont Construction crossing at New Johnsonville more than 10 minutes

without being uncoupled to afford passage to pedestrians and vehicular traffic.

PHONE NUMBERS

Location/Person	RNX	BELL
AY dispatcher	8-388-2552	1-800-648-1108

Tennessee City – The crossings at Tennessee City are being blocked for an excessive amount of time. Crews on northbound trains must lay off these crossings until the train to be met is close enough to avoid blocking the two crossings at the north end of Tennessee City. Southbound trains must not block these crossing. If the train lengths permit the crew must arrange to cut one of these crossings for vehicular traffic to pass.

Between Milepost N 3.0 and N 7.0 - Do not STOP for extended periods of time between MP N 3.0 and N 7.0 with engines running. If it is necessary to STOP between these two locations, the train dispatcher must be contacted immediately.

Colesburg, TN – Whenever running refrigerator cars are set off at Colesburg, TN, (MP N 40.1), when conditions allow, these cars must be shoved down the siding so they are left between the north and south legs of the wye.

This is being done to lessen the noise impact on the surrounding neighborhood.

Inland Container, Conalco, TN – New operating procedure at Inland Container at Conalco, TN will be as follows:

1. Blue Flag/Sign - CSX crews must get Inland employees to remove any chocks, chains, and blue flag/signs prior to switching the plant.

Derail – A derail has been installed on the Warehouse track. Crews are to STOP their train short of the derail and contact an Inland employee who will remove the derail. The derail is approximately 100 feet north of the first crossing when shoving toward the warehouse.

NOTES

NOTES

NOTES

CED SUBDIVISION - CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			WOODLAND SD		ABS-261		
60	0ZA 128.9	DANVILLE RB JUNCTION			CPS-261	DTC BLOCK DICKASON	
	0ZA 131.0			SB DISP. 94-4 RD-84 1-800-435-2238	ABS-261		
	0ZA 134.0						
	0ZA 134.7	PERRYSVILLE HBD					
	0ZA 136.1	N.E. DICKASON			CPS-261		
			CSDG 16,000 FT.		ABS-261		
	0ZA 139.3	S.E. DICKASON			CPS-261	DTC BLOCK DICKASON	
					ABS-261	DTC BLOCK WRO	
	0ZA 144.2	CAYUGA		PSI PLANT	CPS-261		10
					ABS-261		
	0ZA 148.9	N.E. WRO			CPS-261		
			CSDG 9,900 FT.		ABS-261		
	0ZA 150.9	S.E. WRO			CPS-261	DTC BLOCK WRO	
					ABS-261	DTC BLOCK HILLSDALE	
	0ZA 154.0	HILLSDALE	DECATUR SD		CPS-261		7
	0ZA 154.6						
	0ZA 156.3	SUMMIT GROVE	HBD		ABS-261	DTC BLOCK HILLSDALE	
60							

CED SUBDIVISION - CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
60					ABS-261	DTC BLOCK HILLSDALE	
	0ZA 160.3	N.E. CLINTON			CPS-261		
60	0ZA 161.4		CSDG 11,500 FT.		ABS-261		
45						DTC BLOCK DEWEY	
	0ZA 162.6	S.E. CLINTON			CPS-261		
45	0ZA 163.0						
55	0ZA 165.2				ABS-261	DTC BLOCK DEWEY	
60	0ZA 170.0						
	0ZA 173.0						
	0ZA 173.6	N.E. DEWEY			CPS-261	DTC BLOCK DEWEY	
60	0ZA 173.7		CSDG 5,000 FT.		ABS-261		
40	0ZA 174.7	S.E. DEWEY	ABS				
25	0ZA 174.8		CP RR		CPS-261	DTC BLOCK BAKER	
40							
	0ZA 176.4	EAST HALEY	ST. LOUIS LINE		ABS-261	DTC BLOCK BAKER	
	0ZA 177.0	WEST HALEY	ST. LOUIS LINE		CPS-261		
					ABS-261		
	0ZA 179.1	N.E. BAKER			CPS-261	DTC BLOCK BAKER	
			BAKER SIDING CSDG 13,890 FT.		ABS-261		
	0ZA 181.0	CP BELT			CPS-261	DTC BLOCK BAKER	
40					ABS-261		

3

CED SUBDIVISION - CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40					ABS-261	DTC BLOCK BAKER	
	0ZA 181.9	S.E. BAKER			CPS-261		
					ABS-261	DTC BLOCK PIMENTO	
40	0ZA 182.1	SPRINGHILL	PEAVEY CP	RILEY SPUR	CPS-261		3,6
60	0ZA 184.5 0ZA 186.5 0ZA 188.0	YOUNGSTOWN HBD	YOUNGS SPUR		ABS-261		9 <

CED SUBDIVISION - CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
60					ABS-261	DTC BLOCK OAKTOWN	4
	0ZA 218.0	N.E. OAKTOWN			CPS-261		
			ABS-261	CSDG 9,335 FT.	ABS-261		
	0ZA 219.9	S.E. OAKTOWN			CPS-261		
60	0ZA 226.8	EMISON HBD			ABS-261	FT. KNOX	
45	0ZA 227.6						
50	0ZA 228.4						
	0ZA 228.9	SMITH		STORGE CAPACITY 2,700 FT.			
	0ZA 232.5	FT. KNOX			CPS-261	DTC BLOCK ALICE	
50	0ZA 233.1				ABS-261	DTC BLOCK ALICE	
25	0ZA 234.1		TO ILLINOIS SD (10 MPH) VINCENNES TRANSFER TRACK NORTHWEST (QUAD)				
	0ZA 234.6	VINCENNES		ILLINOIS SD	CPS-261		
	0ZA 234.8		(10 MPH) VINCENNES CONNECTION SOUTHWEST (QUAD)				
					ABS-261		
30	0ZA 235.7	N.E. ALICE			CPS-261		
	0ZA 236.1			SSDG 11,700 FT.	ABS-261		
			ALICE YARD				
	0ZA 238.0	S.E. ALICE			CPS-261		
60	0ZA 241.0	PURCELL DED			ABS-261		

CED SUBDIVISION - CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
60					ABS-261	DTC BLOCK DECKER	
	0ZA 244.3	N.E. DECKER			CPS-261		
				CSDG 9,000 FT.	ABS-261		
	0ZA 246.1	S.E. DECKER			CPS-261	DTC BLOCK PATOKA	
60	0ZA 246.5	HAZELTON HBD			ABS-261	DTC BLOCK PATOKA DTC BLOCK PRINCETON	
50	0ZA 248.5						
60	0ZA 248.6						
	0ZA 249.4				CPS-261		
			HAZELTON SPUR				
	0ZA 249.8				CPS-261		
60	0ZA 251.5						ABS-261
50	0ZA 251.9						
60	0ZA 253.1						
45	0ZA 256.0						
55	0ZA 257.5	N.E. GIBSON				CPS-261	
55	0ZA 257.9			CSDG 5,280 FT.	ABS-261	DTC BLOCK PATOKA	
40	0ZA 258.5	S.E. GIBSON			CPS-261	DTC BLOCK PRINCETON	
					ABS-261		
	0ZA 260.0	PRINCETON				DTC BLOCK PRINCETON DTC BLOCK INGLE	
	0ZA 260.0	PRINCETON (NS P4)			CPS-261		
40	0ZA 260.3						
60	0ZA 260.8	NORTH END PRINCETON			CPS-261		
					ABS-261		
	0ZA 261.7	SOUTH END PRINCETON			CPS-261		
	0ZA 262.5	N.E. OLD KINGS		TOYOTA PLANT	ABS-261		
	0ZA 263.2	S.E. OLD KINGS		SIDING CAPACITY 2,800 FT.			
	0ZA 264.1	N.E. KINGS			CPS-261		
				CSDG 10,400 FT.	ABS-261		
	0ZA 266.0	S.E. KINGS			CPS-261		
60	0ZA 270.5	HAUBSTADT HBD			ABS-261		

CED SUBDIVISION – CP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
60	0ZA 271.5 <div></div> 0ZA 272.0 0ZA 272.1				ABS-261	DTC BLOCK INGLE	
60							
50							
60							
	274.5	NORTH INGLE	EVANSVILLE TERMINAL SD		CPS-261		
	0ZA 275.0	SOUTH INGLE			ABS-261	DTC BLOCK INGLE	
	0ZA 276.4						
60							

STATION PAGE NOTES

- NOTE 1:** Do not exceed 10 MPH on Young Spur – (Rule 96).
- NOTE 2:** Do not exceed 10 MPH (Rule 96).
- NOTE 3:** Remotely controlled by CSX, SB dispatcher at Jacksonville and the CP Dispatcher at Jasonville, Radio Channel 44. Dial in number is 182 CAS or Bell No. 812-665-2761 or 2762 on main. Siding track use will require contact with CP Dispatcher, only.
- NOTE 4:** Obtain permission from the SB train dispatcher and be governed by the instructions received. Notify the train dispatcher when the movement is completed.
- NOTE 5:** Remotely controlled by the CP dispatcher at Jasonville, IN, Radio Channel 44. Dial in number is 182 CAS or Bell No. 812-665-2761 or 2762.
- NOTE 6:** Peavy Grain is controlled by CSX and CP dispatchers. Crews must have a signal or both dispatchers permission to come back to the CSX main.
- NOTE 7:** All movements made on connecting track located at MP 0ZA 154.3 on CE&D at Hillsdale which connects CE&D Sub with Decatur Sub must be made in accordance with Rule 96 to Dana DTC Block at BDA 192.7.
- NOTE 8:** **NS Interlocking at Princeton** - Before going by the southbound signal at the south end of Gibson southbound trains must contact the NS operator at Princeton, IN on Radio Channel (56 56) to see if the NS has any trains in the interlocking circuit.
If the NS has a train in the interlocking circuit, do not pass the south end of Gibson until you get a clear signal indication or your talk to the NS operator at Princeton and are advised no trains are close.
If you see a clear signal indication to proceed south at the south end of Gibson, you may proceed through town to the interlocker. If you have an approach signal indication at the south end of Gibson and the NS operator advises you there are not trains close you may proceed to the interlocker and operate the time release per the Rules.
- NOTE 9:** Do not exceed 10 MPH on Riley Spur from 0ZF 4.9 to 0ZF 5.0.
- NOTE 10:** Do not exceed 5 MPH at PSI Plant Cauyga (Power Plant).

CED SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN BULLETINS AND RELEASE FORMS

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
Danville, IL	Roundhouse	Originating
Baker, IN	Locker Room	
Vincennes, IN		
Wansford, IN	Yard Office	
Howell, IN	Crew Room	

NOTE: Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the train dispatcher.

DEFECT DETECTORS

Location/ Milepost	Type
Perrysville, IN 0ZA 134.7	HBD (Type 1)
Summit Grove, IN 0ZA 156.3	
Youngstown, IN 0ZA 184.5	
Paxton, IN 0ZA 209.2	
Emison, IN 0ZA 226.8	
Purcell, IN 0ZA 241.0	DED (Type 1)
Hazleton, IN 0ZA 248.6	HBD (Type 1)
Haubstadt, IN 0ZA 270.5	

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade:

When a STOP aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Location/Milepost	Railroad	Protection	Rule
S.E. Dewey 0ZA 174.7	CP	Automatic	226-B
Haley 0ZA 176.4- 177.0	CP	Remote	226-B
CP Belt (Main) 0ZA 181.1 (Note 3)	CSX/CP	Remotely Controlled	226-B(3c)
CP Belt (siding) 0ZA 181.1 (Note 5)	CP		
Springhill 0ZA 182.1 (Note 3)			
Springhill 0ZA 182.1 (Note 4)	Peavy Grain		
Sullivan 0ZA 204.4	INRD	Automatic	226-B(3d)
Vincennes 0ZA 234.6 (Note 2)	CSX	Remotely Controlled SB-JAX	
Princeton 0ZA 260.0	NS	Automatic	

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

WBM Lumber Co., Vincennes, IN MP 0ZA 237.8
Peavy Grain, Springhill
Essex Wire, MP 0ZA 239.8
Ramsey Road Elevator, MP 0ZA 235.9

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

LOCOMOTIVE RESTRICTIONS: Six-axle locomotives are permitted to operate on the following industrial and connection tracks:

PSI Power Plant – Cayuga

Peavy Grain – Springhill

INRD and CSX Connection – Sullivan

Cargill Ramsey Road – Vincennes (MP 0ZA 237.0)

Cargill Elevators – Princeton (MP 0ZA 258.5)

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
Baker Yard -east engine house, west engine house, house one, house two, tracks 1,2,5 & 9	6 axle locomotives, Cars with gross weight exceeding 263,000 lbs	Must not operate
Baker Yard wye	6-axle locomotives	
Riley Spur	Cars with gross weight exceeding 263,000 lbs. 6-axle locomotives	
Youngs Spur	Depressed center cars with more than 4-wheel trucks	
	Cars with Gross weight exceeding 263,000 lbs.	
	Wreckers and locomotive cranes	
	6-axle locomotives	
Breed Spur	6-axle locomotives	
Southside Lead, Alice Yard wye	6-axle locomotives	
Baker Yard	Locomotives/ equipment	10 MPH
Alice Yard, all tracks	Engines or equipment	10 MPH
Breed Spur		20 MPH
Riley Spur		
Reed Minerals on Breed Spur	Engines	Must not go beyond the loading spout

7. MISCELLANEOUS

HIGHWAY AND STREET CROSSINGS

Breed Spur – Train will provide protection against vehicular traffic before moving over highway or street crossings equipped with flasher lights and/or gate, until it is known that the warning has operated for a period of 20 seconds.

RADIO STATIONS AND INSTRUCTIONS

All Road Trains will monitor Channel 84

Location/ Milepost	Hours of Operation	Channel Monitored	Type of station
Clinton – TD	Continuous	84	Wayside
Haley –TD			
Sullivan - TD			
Vincennes - TD			
Miller – TD MP 0ZA 252.9			

NOTE: SB Train Dispatcher emergency call-in No. is 9.
SB Train Dispatcher Radio Channel is 94, Tone 4
SB Train Dispatcher telephone No.: 1-800-435-2238
SB Train Dispatcher Co. No.: RNX 388-2122
Chief Dispatcher Co. No.: RNX 388-2787
Customer Service Co. No.: RNX 426-4012
904-633-1219

Centralized Train Dispatching Control Points – The Centralized Train Dispatching System in Jacksonville

utilizes control points to identify specific on ground locations and visually displays those points on the dispatchers screen. The system does not utilize milepost locations for train control and, therefore, does not display them. Field personnel may expedite communications with the dispatcher through the use of control point identification rather than milepost identification.

North end of Dickason – All trains need to contact the Brewer yardmaster before passing the north end of Dickason.

Electric Lock Switches between Clinton and Northend WRO – Equipped with time releases and do not have emergency releases.

Baker – Baker yard includes 11 tracks, T09, T10 and T11 are stub tracks.

Riley Spur (MP 0ZF 10.0 to MP 0ZF 12.1) – Out of service. Do not exceed 10 mph between 0ZA 4.8 and 0AZ 5.1.

DTC Blocks and Yard Limits – Riley Spur

Baker Yard Limits – ZF 4.8 to ZF 5.1
Riley Block – ZF 5.1 to ZF 7.2
Chinook Block – ZF 7.2 to ZF 10.0

The following blocks on the CE&D subdivision are blocked with cars:

1. Riley Block
2. Chinook Block

North and South leg of wye to Pimento signal siding – The switches connecting the north and south leg of the wye to Pimento signal siding are dual control power switches and will be operated in accordance with Rule 104-A. They will remain in hand position until work is completed and the proper notification is given.

Farmersburg Mine – All trains must be on the lookout for derails located in the vicinity of the Mine Haul Road near the entrance to the loading loop at the mine, approximately 2.2 miles from Pimento siding. Do not exceed 10 MPH.

Farmersburg siding – There are electric lock switches on the north and south ends.

Breed – To avoid blocking Highway 41, northbound trains returning from Breed Spur will proceed when train crew communicates with the train dispatcher to obtain permission and/or a signal to enter TC limits at Breed switch. Also, there is an electric lock switch on the south end of Breed. Do not exceed 10 MPH ZA 196.5 to Highway 41. Do not exceed 20 MPH Hwy 41 to end of track.

Sullivan – The north and south switch are electric lock.

INRD – Track No. 1 and track No. 2 are CSX/INRD interchange tracks.

Smith – Has an electric lock switch. Must move at controlled speed, not exceeding 10 MPH.

Vincennes Transfer track, Northwest Quad – Has an electric lock switch, also movement must be made at controlled speed, not exceeding 10 MPH.

Vincennes Connection, Southwest Quad – Controlled speed not exceeding 10 MPH.

Hazleton Mine Spur – Do not exceed the following speeds:

North & South leg of wye – 10 MPH

Wye Switch to Loop Track Switch – 20 MPH

Loop Track – 10 MPH

The Hazleton Mine has installed an alert system to notify the “load out” employees of an approaching train. This system will allow the employees to be in position at the inspection point when the train arrives.

To activate the system, key in 159 on channel 22-22. This should be done when entering the Hazleton Mine spur.

Trains must stop short of Road Crossing #10 (next to last crossing prior to arrival at loop switch) until met by mine personnel to make a roll by inspection of equipment. Train speed must not exceed 5 MPH during roll by inspection by mine personnel.

- At the Loop Switch all crews must remain straight to enter into the coal loading chute.
- Stop short of the tipple until notified by mine personnel that the mine is ready to begin their loading.

Once the loading has begun, a train speed of .30 MPH must be maintained unless notified by the mine foreman to increase or decrease your train's speed. Train speeds must be altered at .02 MPH upon the command of the mine foreman.

Inbound trains arriving Hazleton Mine Spur which will not be loaded promptly must be stopped before engine locomotives enter the “loading area” on the Prosperity Rail Loop rather than Pike County Road 350N, to allow trucks to be loaded.

Princeton – Cargill Elevator 0ZA 258.0 – Hold on to no more than 35 cars when spotting elevator.

Princeton Interchange – Has 2 tracks, the back track and the middle track. Movements must be made at controlled speed, not exceeding 10 MPH.

Princeton (Gibson Siding) - Coal trains which are interchanged between the CSX and Norfolk & Southern at Princeton (Gibson Siding) must not foul the Cargill Elevator switch off Gibson Siding whenever the train is parked for interchange

Princeton – Toyota Plant – Trains picking up auto racks at Princeton Toyota that do not have the cars listed on the work order, must get a list from the box installed on the utility pole located at the south end of the Princeton Toyota tracks next to the signal box and verify that the cars to pick up are correct. The list will indicate which cars are destined to Louisville or Chicago.

NOTES

NOTES

CHATTANOOGA SUBDIVISION – C8

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
60			<div><div>NASHVILLE TERMINAL SD</div><div>AJ DISP. 66-7 RD 84 1-800-628-4711</div></div>		ABS-261			
	J 7.0 J 7.2	DANLEY	D LINE		CPS-261			
	J 8.0 J 8.1			WEYERHAESER	ABS-261	DTC BLOCK KIMBRO		
	J 13.2	KIMBRO		<div>AJ DISP. 66-2 RD 84 1-800-628-4711</div>	CPS-261			
	J 14.9 J 15.5		FIRESTONE LEAD LAVERGNE CO-OP LAVERGNE HOUSE	LAVERGNE PASS	ABS-261	DTC BLOCK LAVERGNE	2	
	J 16.3	NORTH STRICKLAND			CPS-261			
				CSDG 8,800 FT.	ABS-261			
	J 18.2	SOUTH STRICKLAND			CPS-261			
	J 20.3 J 20.8			SMYRNA SIDING 2,560 FT. CROSSLIN LUMBER	ABS-261	DTC BLOCK STRICKLAND		2
	J 23.4	NORTH NISSAN			CPS-261		4	
	J 25.5 J 27.7	FLORENCE FLORENCE HOLDOUT	HBD	FLORENCE GAS	TO NISSAN PLANT NISSAN EAST & WEST SIDINGS	ABS-261 CPS-261	DTC BLOCK NISSAN	
	J 28.9 J 29.3			INTERNATIONAL PAPER 84 LUMBER	ABS-261			
	J 31.0	NORTH MURFREESBORO			CSDG 7,205 FT.	CPS-261		
	J 31.5 J 32.0		OVERALL TRACK	STOCK PEN	ABS-261	DTC BLOCK MURFREESBORO		
	J 32.4	SOUTH MURFREESBORO				CPS-261		2
	J 32.8 J 33.2 J 33.9 J 34.1 J 34.9 J 35.4		BUSSER TRACK SAMSONITE LEAD MITEC STEEL PILLSBURY YARD	RUTHERFORD CO CO-OP SOUTHERN CONTAINER OZBURN-HESSEY EAST SIDING	ABS-261	DTC BLOCK MURFREESBORO		
	J 37.2	MURFREESBORO HOLDOUT			CPS-261	DTC BLOCK CHRISTINA		
60								

CHATTANOOGA SUBDIVISION – C8

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
60					ABS-261	DTC BLOCK CHRISTINA	2	
	J 45.0	NORTH FOSTERVILLE			CPS-261	DTC BLOCK FOSTERVILLE		
				CSDG 7,040 FT.	ABS-261			
	J 46.5	SOUTH FOSTERVILLE			CPS-261			
	J 50.3	BELL BUCKLE HBD			ABS-261		DTC BLOCK WARTRACE	
	J 53.9	NORTH WARTRACE			CPS-261			
	J 55.0	WALKING HORSE AND EASTERN RR	CSDG 8,580 FT. WHOE HOUSE		ABS-261			
	J 55.7	SOUTH WARTRACE			CPS-261			
60	J 61.3				ABS-261	DTC BLOCK TULLAHOMA	2	
40	J 66.5							
50	J 67.0	NORTH TULLAHOMA			CPS-261		DTC BLOCK TULLAHOMA	2
	J 68.2		CSDG 8,525 FT. TULLAHOMA YARD		ABS-261			
45	J 68.4	SOUTH TULLAHOMA			CPS-261	DTC BLOCK TULLAHOMA		3
	J 69.1	NORTHBOUND TRACK			ABS-261			
50	J 69.2		#5 #6	CFWR			CPS-261	
	J 70.0	COFFEE (HOLD OUT)						
50	J 72.8	ESTILL SPRINGS HBD			ABS-261	DTC BLOCK DECHERD	5	
	J 77.0 J 80.3		HERITAGE GAS	TYSON GRAIN	ABS-261			
	J 80.6	NORTH DECHERD					CPS-261	2
			CSDG W1 4,125 FT. CSDG W2 4,180 FT.		ABS-261			
50	J 81.3	SOUTH DECHERD			CPS-261	DTC BLOCK COWAN	5	
	J 81.5		KOKOMO GRAIN		ABS-261			
30	J 82.0		OLD HUNTSVILLE BRANCH		ABS-261	DTC BLOCK COWAN	2	
50	J 85.4	NORTH COWAN			CPS-261			
50			CSDG W1 4,510 FT. CSDG W2 4,455 FT.	CSDG EAST PASS 6,550 FT.	ABS-261			

CHATTANOOGA SUBDIVISION – C8

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
50		J 86.4	MIDDLE COWAN			CPS-261	DTC BLOCK COWAN	2
		J 86.7				ABS-261		
45		J 87.0	SOUTH COWAN			CPS-261		
35		J 88.0				ABS-261		
30		J 88.6						
35		J 93.7						
NO. 1	NO. 2	J 94.3	TANTALLON			CPS-261	DTC BLOCK TANTALLON	
45	35	J 95.2		NO. 1 MAIN	SHERWOOD TEAM NO. 2 MAIN	ABS		
		J 96.9	SHERWOOD			CPS-261		
50		J 99.0	SHERWOOD HBD			ABS-261	DTC BLOCK ANDERSON	
		J 101.7	NORTH ANDERSON			CPS-261		
				CSDG 3,250 FT.		ABS-261		
50		J 102.5	SOUTH ANDERSON			CPS-261		
60		J 105.5 J 106.3	BASS			ABS-261		
		J 111.7	CARDS HBD					
60		J 112.7	STEVENSON			CPS-261	DTC BLOCK STEVENSON	
NO. 1	NO. 2	J 112.9 J 116.6	STEVENSON DED			ABS-261		
60	50	J 117.8	N.E. WIDOWS CREEK			CPS-261		
						ABS-261		
		J 119.4	S.E. WIDOWS CREEK			CPS-261	DTC BLOCK STEVENSON	
						ABS-261		
60	50	J 121.3	NORTH BRIDGEPORT			CPS-261		
45		J 122.0	SEQUATCHIE VALLEY RR			ABS-261	DTC BLOCK RIVER	
		J 122.2		TENNESSEE ALLOY BEAULIEU	BRIDGEPORT YARD			
30		J 122.3	SOUTH BRIDGEPORT			CPS-261		

CHATTANOOGA SUBDIVISION – C8

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
25		J 123.0	TENNESSEE RIVER DRAWBRIDGE			ABS-261	DTC BLOCK RIVER	
NO. 1	NO. 2	J 123.3	HALE	NO. 1 MAIN	NO. 2 MAIN	CPS-261		
60	30	J 123.6				ABS-261	DTC BLOCK HALE	
		J 127.4	ALATEN			CPS-261		
50		J 128.0						
60		J 130.3	SHELL MOUND	HBD-DED		ABS-261	DTC BLOCK NICKAJACK	
		J 132.3						
35		J 133.1	JAMES			CPS-261		
FREIGHT TRAINS 25 MPH						ABS-261		
AUTO AND INTERMODAL 35 MPH		J 136.0	WHITESIDE			CPS-261	DTC BLOCK JAMES	
		141.0 142.0	HOOKER DED			ABS-261		
40		J 143.7						
WILDWOOD LEAD 25 MPH		J 143.8	WILDWOOD	WILDWOOD LEAD TO WAUHATCHIE YARD		CPS-261		
						ABS-261	DTC BLOCK WAUHATCHIE	
40		J 145.7	WAUHATCHIE	NS		CPS-261		
				W&A SD ATLANTA DIVISION		ABS-261		
LOOKOUT LEAD 25 MPH		J 147.0	LOOKOUT	LOOKOUT LEAD TO WAUHATCHIE YARD	AI DISP. 94-4 RD 84 1-800-445-5517	CPS-261		
40								

STATION PAGE NOTES

- NOTE 1:** Do not exceed 25 MPH through the turnout to the NS at Stevenson (J 112.7).
- NOTE 2:** Do not exceed 10 MPH at the following locations which include all tracks except main tracks: Iavergne, Smyrna, Murfreesboro, Fosterville, Wartrace, Tullahoma, Decherd, Coward, Anderson, Widows Creek, Bridgeport, and Wauhatchie Terminal.
- NOTE 3:** All city ordinance restrictions apply until the engine crosses the last crossing.
- NOTE 4:** Do not exceed 10 MPH through the turnout at North Nissan (J 23.4).
- NOTE 5:** When entering in or exiting from West 2 at North or South Decherd, the W1/W2 switch must be hand thrown for your movement.
- NOTE 6:** Authority for movement on TVA Lead is DTC/TWC (Rule 170-175). TVA DTC Block begins 400 feet north of wye switch and ends at TVA Plant Road crossing.

CHATTANOOGA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN BULLETINS AND RELEASE FORMS

NS trains are to enter CSX trackage at Stevenson and must receive train bulletins and release forms at Decatur.

NS trains are to enter CSX trackage at Wauhatchie and must receive train bulletins and release forms at Debuts Yard.

Trains originating at the following locations must receive a dispatcher bulletin before leaving:

Kayne Ave., Radnor Bowl, Melrose, Nissan, Murfreesboro, Tullahoma, Cowan, Widows Creek, and Wauhatchie.

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

DRAWBRIDGES

Station	Milepost	Protection
Bridgeport (Note)	J 123.1	CPS

NOTE: When controlled block signal indicates STOP, in addition to complying with Rule 226-B, no part of the train may be moved onto the bridge until a proceed signal, Rule 12C is received from the bridge tender with a yellow flag by day and a yellow light by night, or verbal permission is received from the bridge tender that the bridge is in safe condition for movement of the train. The bridge tender must not give such a proceed signal nor such verbal permission, until he is satisfied that the bridge is in condition for safe movement of the train.

ROAD CROSSINGS AT GRADE

Providing Crossing Protection

Fosterville – All trains operating on the Chattanooga Subdivision are not to block the south road crossing at Fosterville, J 46.3, other than during normal operations. Should an emergency or other circumstances result in the blocking of this road crossing, notify the train dispatcher immediately as per the Operating Rules.

Long Island – All trains operating on signal indication other than Clear must contact the train dispatcher before blocking this crossing to determine the length of the delay. If affected by a Form W, must have clearance before blocking the crossing.

RUSTY RAIL CONDITIONS

Due to rusty rail conditions, highway crossing protection must be provided at Highway 231 on the Samsonite Lead.

All trains must STOP and flag Cumberland Street on the Old Huntsville Branch at Decherd, TN (MP J 81.6)

USE OF SPECIFIED TRACK

The interchange tracks on the Caney Fork and Western will be used as follows:

The east runaround track at the CFWR will be used for interchange to CSXT. There are two west tracks, W-No. 1 is located just west of the main and is 1,338 feet in length. W- No. 2 is the next west track and is 778 feet in length. West No. 1 and West No. 2 will be used for delivery to the CFWR. Should the delivery be more than these two tracks will hold, the balance should be set on the main line for the CFWR to pull.

The northbound track will now be used to line up the north traffic from Tullahoma to be picked up by through freight trains. The northbound leg of the wye should be kept clear for train and local operations.

The CFWR will not operate any locals or switchers south of the No. 1 milepost on the CFWR short line after this date.

EXCEPTED TRACK

Lavergne, TN – Bridgestone Lead

Murfreesboro, TN – Brick Yard track, Ransom lead, Yard tracks, Dock track, Team track, storage track, Stock Pen track, Clark Iron & Metal, Alton Box lead.

Tullahoma, TN – Wye

Decherd, TN – Yard

Cowan, TN – Yard

Chattanooga, TN – Alton Park spur.

DEFECT DETECTORS

Location/Milepost	Type
Florence, TN J 25.5	HBD (Type 1)
Bell Buckle, TN, J 50.5	
Estill Springs, J 72.8	
Sherwood, J 99.0	
Cards, AL J 111.7	
Shell Mound, J 130.3	

DRAWING EQUIPMENT DETECTORS

MILEPOST	TYPE	LOCATION OF INDICATORS/PERSONNEL READING CHARTS
J 116.6	DED	No. 2 Main
J 141.0	Type 1	No. 1 Main

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Bridgestone Tire MP 14.9 – Man will not clear on side of car when cars are on adjacent tracks.

General Electric, Murfreesboro MP J 29.0 - At the car spot, will not clear a person on the side of a car.

Southland Brick Company MP J 31.5 – The fence and dock will not clear a man riding a trail car into the spot.

Benham Bean Co., Trinidad MP J 32.8 – The dock and building will not clear a man on the side of a car.

Southern Container MP 34.1 – The dock and building will not clear a man on the side of the car.

Franklin Industrial Mineral J 101.8 - Dock and stationary loading equipment will not clear a person on the side of a car. Passing Track and Middle Track will not clear person on side of equipment.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

LOCOMOTIVE RESTRICTIONS:

Six-axle locomotives are permitted to operate on the following industrial tracks:

East & West sidings at Nissan, Smyrna, TN J 23.2 to J 25.2

Amerigas, Florence, TN J 25.2

Stockpen track, Murfreesboro, TN J 31.6

Pillsbury yard tracks, Murfreesboro, TN J 35.4

East Siding, Murfreesboro, TN J 35.4

Tyson Lead, Estill Springs, TN J 77.0

Heritage Gas, Decherd, TN J 80.3

TVA Widows Creeks Power Plant, Stevenson, AL– J118.6

Six-axle locomotives are not permitted on the following tracks:

5 & 6 at J 68.4 Tullahoma, TN

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Wauhatchie –YM	Continuous	84, 22	Terminal

Trains Assisted Over the Cumberland Mountains

When a helper is double heading a train, the helper engineer will control all power by MUing the helper and road locomotives. The helper will not detach until the train reaches Sherwood or Cowan. Main road crossings will not be blocked.

HELPER INSTRUCTIONS

Train Makeup	Helper Placement
Solid loaded bulk unit trains	Up to 18 axles on the rear.
Manifest trains with cars with single axle trucks such as TTFX, TTOX, and TTUX	May be pushed with up to 18 axles on the rear when such cars are located in the tonnage rating of the head end road power. May be pushed with up to 6 axles on the rear when such cars are located in the tonnage rating of the helper power.
Intermodal trains with cars with single axle trucks such as TTFX, TTOX and TTUX	Southbound – up to 6 axles on the rear, up to 12 axles when double heading when the trailing tonnage does not exceed 6,000. Northbound – up to 6 axles on the rear, up to 12 axles when double heading when trailing tonnage does not exceed 5,000.
Trains with long cars and short cars coupled together. If either car is empty or is in the rear 1,700 tons.	Up to 6-axles on the rear.
Trains with long cars and short cars coupled together and both cars are loaded.	Up to 12 axles on the rear.

NOTE: A long car is 80 FT. or greater. A short car is 40 FT. or less.

NOTE: Power output will be limited as follows when using two AC locomotives in helper service; 1 AC locomotive is considered to have nine axles when determining power:

Unit Trains:	No restrictions
Manifest Trains:	Helper engineer will not exceed 120 KLBS while shoving
Intermodal Trains:	One AC locomotive will be isolated, using 9 axles under power.

Cumberland Mountain Tunnel

The following will apply when a train has an emergency application of the brakes requiring inspection, and a portion of the train stops in Cumberland Mountain Tunnel:

The train crew must inspect as much of the train as possible, and when reaching the tunnel entrance, the train can be pulled by, not to exceed 5 MPH, in order to inspect the remainder of the train.

In the event there is a pusher crew on the rear of the train, the pusher crew will be required to inspect the cars on their side of the tunnel prior to the pull by inspection.

Be on the lookout for falling rock in the tunnel located at Cowan, TN, MP J 89.1 to MP J89.5. Light locomotive movements will not exceed 20 MPH through the tunnel.

Helper Operation between Cowan and Sherwood

When freight trains contain equipment at or near the rear of their train which the conductor or inspector does not consider safe to be pushed, the conductor must notify the train dispatcher.

- a) When a train is being assisted from the rear the helper locomotive must be detached before the rear of the train has reached the entrance to the tunnel, unless instructed by the train dispatcher to stay attached to the rear of the train.
- b) Southbound (Cowan to Sherwood) – When a helper is double heading a train, trains may be double headed when the tonnage does not exceed 6,600 tons.
- c) Northbound (Sherwood to Cowan) – Northbound trains may be double headed with not to exceed 5850 tons. A STOP will be made at a point where the

locomotive brakes will hold the train after the automatic brake is released, the helper will be detached, and proceed to Cowan. After the helper locomotive clears the signal at the south end of Cowan and after the brake pipe pressure has been sufficiently restored, the train may proceed north.

Helper Link

The Cowan pusher locomotives are equipped with a helper link which allows the helper to detach from trains without stopping.

The helper locomotives will detach from assisted trains as follows:

- a) The helper engineer will prepare to detach using throttle modulation and will detach after the slack is stretched by the head end locomotives prior to the required brake pipe reduction by the lead engineer unless the helper is to remain attached to the assisted train as instructed by the train dispatcher. The helper engineer will STOP immediately after detaching from the assisted train.
- b) The helper crews and crews of trains being assisted will communicate with each other in order to comply with helper link instructions.
- c) These instructions will apply to both southbound and northbound trains.

Helper Link failure, the following will apply:

Southbound Movement – With the helper attached to the rear, the train will STOP at the crest of the grade at a point where the locomotive brakes will hold the train after the automatic brake is released. After a STOP is made, the helper will detach and the rear end be restored. The road locomotive will recharge the brake pipe pressure for not less than 10 minutes before departing. Leaving Rockledge, the engineer will use sufficient power to safely start the train. After starting the train, as speed increases to approximately 10 to 15 MPH, a minimum brake pipe reduction will be made. Power will be reduced gradually, changing to dynamic braking at approximately 20 MPH, with further brake pipe reductions as needed to control train speed. Speed can get out of control in a very short time. If the speed of the train does not react in a proper manner from the use of the dynamic brake and a train air brake application, an emergency application must be initiated without hesitation.

Southbound Movement – The train will STOP at the crest of the grade at the point where the locomotive brakes will hold the train after the automatic brake is released. After the STOP is made, the helper will detach, the rear end device will be reinstalled and brake pipe pressure restored. The train may proceed after brake pipe pressure has been restored.

Train Handling Between Cowan and Sherwood

- a) With or without head end helper – On southbound movement when the lead locomotives pass J 89.2, the engineer will begin to gradually reduce the throttle to No. 6 position prior to entering the north portal of the Cumberland Tunnel. Upon exiting the south portal, as soon as train handling will permit, a minimum brake pipe reduction will be made. After making an initial reduction, as the speed increases to approximately 10 to 15 MPH, power will be reduced gradually, changing to dynamic braking to control speed, with further brake pipe reductions as needed to control the train speed. A running release of the train brakes will not be permitted between J 90.0 and J 94.0. Speed can get out of control in a very short time. If the speed of the train does not react in a proper manner from the use of the dynamic brakes and the train air brake application, an emergency application must be initiated without hesitation.
- b) Effective immediately, all trains except lite engines descending Cowan Mountain between Rockledge and Tantallon must have either:
 - 1) Two way EOT equipment on the front and rear of the train that is armed in order that an emergency brake application may be transmitted from the head end to the rear of the train.
 - 2) Manned helper locomotives on the rear of the train.

Heavy Grade Instructions

ABTH Rule 5559A-2(d) – 1.76% to 2.0% Grade Requirements. Chart for "Maximum Speed for Loaded Unit Trains (coal, grain, etc.)" is amended as follows:

Chattanooga Subdivision – Loaded Unit Trains

Total Trailing Tonnage (including locomotives not in Dynamic Brake)	Maximum Speed for Loaded Unit Trains (coal, grain, etc.)		
	20 MPH	25 MPH	30 MPH
	Min. EDBA	Min. EDBA	Min. EDBA
2000 or less	4	6	6
2001 to 3000			8
3001 to 4000	6	8	10
4001 to 5000	8	9	12
5001 to 6000	9	11	14
6001 to 7000	11	12	16
7001 to 8000	12	14	18
8001 to 9000	13	16	20
9001 to 10,000	14	17	23
10,001 to 11,000	15	18	24
11,001 to 12,000	16	19	26
12,001 to 13,000	17	20	28
13,001 to 14,000	19	21	30
14,001 to 15,000	20	22	-
15,001 to 16,000	22	24	-
16,001 to 17,000	24	26	-
17,001 to 18,000	26	28	-

ABTH Rule 5559A-3(a) – “Partially or Completely Losing Dynamic Brake While Descending Grade” is modified as follows:

If the train experiences a partial or complete loss of dynamic braking resulting in fewer EDBA than those permitted by the lowest speed for the train type and tonnage displayed in the grade chart, train speed must be reduced immediately with the train brakes and maintained to a speed not exceeding 15 MPH until the head end of the train reaches the J 94.0.

Operation on TVA Lead at Widows Creek

Movements on the TVA track between the yard at Widows Creek and the Widows Creek Power Plant are governed by the following:

- Movement from the yard at Widows Creek to the power plant area is designated as northbound.
- Movement from the power plant area to the yard at Widows Creek is designated as southbound.
- An automatic block signal located approximately 615 feet north of the switch connecting the CSX yard with the TVA track governs northbound movements.
- An automatic block signal located approximately 1,230 feet south of the switch connecting to the Smurfitt Stone Container Company track governs southbound movements.
- These block signals are of the searchlight type and are equipped to display a green or red aspect.
- These block signals are normally dark and will become lighted only when a movement approaches to within approximately 475 feet of the signal governing northbound or southbound movements.
- An information signal has been installed 560 feet south of the automatic block signal (No. 0-1) at the interchange yard at Widows Creek. Also, an indicator on mast is located approximately 185 feet south of the switch connecting to the Smurfitt Stone Container

Company near the Widows Creek Power Plant governing southbound movements from the Widows Creek Power Plant to the CSX yard at Widows Creek. These indicators will display a white light when there are no trains occupying the TVA track between the automatic block signal (No. 0-1) near the CSX yard at Widows Creek and the automatic block signal (No. 2-2) near Widows Creek Power Plant. These indicators will not be lighted when a train is occupying the TVA track between these block signals.

- A rectangular shaped sign, painted yellow, displayed on the right side of the track in the direction of movement indicates track maintenance work ahead and movement must be made at restricted speed.
- A movement delayed between the opposing block signals must proceed at a speed that will permit stopping within one-half the range of vision.
- A DTC block known as the TVA Block will be established a point 250 feet north of the switch for the south and north legs of the wye to the TVA Plant Road crossing.
- Trains or engines operating on the north or south leg of the wye, approaching or departing the TVA Block will be required to operate at Restricted Speed, not exceeding 10 MPH.
- Trains must not exceed 15 MPH while operating within the confines of the TVA DTC Block.
- Switches providing access to the TVA DTC Block on the north and south ends, at the beginning and end of the DTC Block, may be left as last used.
- The control signal on the south leg of the wye has been converted to a permissive signal indicated by a “P” marker.
- The control signal located approximately 1,230 feet south of the switch connecting to the Smurfitt Stone Container Company track has been converted to a permissive signal indicated by a “P” marker.
- Unit coal trains (90 cars) arriving at Widows Creek Steam Plant must pull into the west load track (track on the left as you enter the yard), provided it does not already have a train on it.

When the east load track must be used, you cannot get out the north end of the track with more than two locomotives. It will be necessary to cut the consist in order to set them over and get out.

Do not enter the car dumper with locomotives.

Tennessee Farmers Co-op, MP J 15.6 – Has installed doors on the back side of their grain elevators on No. 1 and No. 2 tracks. These doors must be open before any rail movement can be made at this location by either Co-op or CSXT personnel. The open/close switch is located on the post between the doors on tracks 1 and 2.

Nissan Plant, Smyrna – Crews entering or leaving the Nissan Plant at Smyrna must contact Nissan security, phone number 615-459-1947.

Nissan security is equipped with radio and communications can be established on Channel 45. Before entering the plant crews should contact security on Channel 45 and advise the names of crew members and alert security to open the gates at the tunnel. Security should remain at the gate until the engineer advises that the gate can be closed.

Any trains setting cars off at the north Nissan siding are to shove the cars in the clear on the east or west track. Do not leave cars on the north lead unless room does not permit shoving in either of the other tracks.

Mitec Steel, Murfreesboro, TN – Effective immediately, all cars placed on the industry track at Mitec Steel at MP J 033.9 must have hand brakes applied on each car.

Pillsbury Plant, Murfreesboro, TN – When opening doors, the train crew member handling the doors should operate the open button and remain at the doorway to make certain that the doors have gone all the way up.

Employees working Pillsbury Bulk Plant must leave any cars outside the gates on the lead unless directed by Pillsbury. Any cars which cannot be stopped must be returned to the yard or other holding point.

All crews be advised that the rails on the lead and inside the bulk plant are subject to contamination. Caution in switching movements should be used especially during times when the rail is wet due to rain or other precipitation.

Tullahoma, TN - Engines set off at Tullahoma for switch are to be set off in the No. 5 or No. 6 track across from the depot. This is to prevent the engine from being covered up during set offs that are made in the yard.

The south leg of the wye is out of service until further notice.

All train crews placing cars at Jack Daniels will be required to set hand brakes on all cars spotted for loading. For example, six cars spotted, six hand brakes required.

Tyson Foods, Estill Springs, TN – Has their own equipment to make switches and set overs at their plant at MP J 76.9. The following are instructions to be used when making preparation to pull or place cars or unit trains at Tyson:

- a) A red flag will be used just north of the main road crossing to indicate that the Tyson crew is working with their equipment.
- b) Inbound unit trains should start setting cars to the No. 1 track, the unloading shed or scale track, and work east, setting 15 cars out on each track except for No. 2 and No. 3 tracks which will only hold 13 cars each. On all normal grain trains this should leave No. 6 clear which will be where Tyson will tie up their switching equipment. Should there be cars on the No. 1 track, start at the next clear track and work east.
- c) All crews should use the following telephone numbers to contact Tyson before arriving at Estill Springs to ensure that they are not working with their switching equipment.

No. 1 1-800-844-8161

No. 2 1-615-649-2030

- d) Should Tyson's track flag still be up on arrival, contact the office personnel on site for instructions.

NOTE: Tyson crews have been issued these same instructions with the note that they are not to operate over the main crossing on their lead.

Franklin Industrial Mineral, Anderson, TN – Any train having cars for Franklin Industrial Mineral must set these cars on industry tracks. Do not leave industry cars in siding.

YARD LIMITS AT STEVENSON, AL – On the NS railroad between MP 279.9-A and MP 280.6-A will be discontinued and track warrant authority (TWC) will be established, per NS railroad Operating Rule 170, and will govern all movements at this location. This authority will be under the direction of the NS dispatcher at Knoxville, TN.

CSX trains operating on NS track at this location must be conversant with the NS track warrant rules and procedures prior to operating on NS trackage

The phone numbers for the NS dispatcher, Monday through Friday from 0700 to 1500 (CST), will be:

Microwave: 521-1596

Bell Phone: 423-521-1596

All other hours will be under the authority of the Memphis District dispatcher at Knoxville, TN. Those numbers are:

Microwave: 521-1466

Bell Phone: 423-421-1466

An NS railroad microwave phone is located at Stevenson, AL near the clearance point with the CSX main. The NS dispatcher in Knoxville, TN can be contacted via radio on the following channels:

Channel 1----56-56

Channel 2----48-09

Initial contact with the NS dispatcher should be made on Channel 1, and use Channel 2 only when directed to do so by the NS dispatcher in Knoxville, TN.

Widows Creek, AL - Yard track No. 10 at Widows Creek is to be kept clear. Road trains are not to set out any cars in this track for any reason. It is to be kept open as a runaround track.

The only exception is local engines, which will tie-up in this track near the depot.

Widows Creek Coal Trains

All Widows Creek coal trains are to contact the personnel at the TVA facility before arriving at their plant to get information on track status and notify them of the arrival of your loaded train.

CSX crews can now use mobile dial access to contact the TVA using the following Channel or telephone numbers:

Channel 19 – 77 Access Code 231*, then you will receive a dial tone. Then use the following phone numbers to contact TVA. They are local numbers:

- a) TVA Coal Tower – 256-432-4432 from 0700 to 2300 hours.
- b) 2300 to 0700 hours, if there is no answer at the number above, contact the shift engineer at 256-437-4430 and advise them of your train number and inquire on the track status at the TVA plant. The shift

- engineer will give you this information or refer you to the proper contact.
- c) Southbound trains should be able to use this mobile dial when reaching Stevenson. Northbound trains should be able to use this mobile dial when reaching Bridgeport.
 - d) A two way radio has been located in the box at the road crossing (Hwy. 96) to provide communications with the TVA by train crews delivering a coal train to
 - e) the TVA power plant at Widows Creek in order to keep from blocking the crossing in the event the delivery will be delayed.
 - f) Crews pulling empties out of the TVA facility at Widows Creek, while inspecting the train will set out any "home shop" tag cars at the TVA plant.

THESE CARS ARE NOT TO DEPART THIS FACILITY

NOTE: Code 231# will disconnect or hang up mobile dial radio after call.

NOTE: Should you be unable to contact the TVA by phone, the tracks are being blue flagged when they have cars in them or TVA personnel are working the track.

Tracks No. 2 and No. 3, Bridgeport MP J 123.0 – The following is in effect until further notice:

- Track No. 2 – Can be used from the south end northbound 2,000 feet.
- Track No. 3 – Can be used from the south end northbound 500 feet.

Wauhatchie Terminal

All trains arriving Wauhatchie Yard via the Wildwood lead – Must STOP short of the first switch entering the yard and must not proceed until the route into the assigned track is lined in it's entirety.

Track W4B and Track W01, Wauhatchie Yard – The clearance point at the south end of track W4B and the north end of track W01 have been marked with a crosstie painted yellow. Cars and engines left in track W01 must be left south of the marked crosstie and cars and engines left in track W4B must be left north of the marker.

Trains handling wreckers, locomotive cranes, pile drivers, or similar equipment must not exceed 10 MPH on bridge 149.2 and 149.3 on Alton Park extension and on the Belt Railway trestle 0.8 opposite Cravens yard.

The following will govern the use of all hand-throw and electro-pneumatic switches:

- 1) No switches may be "run through" but must be lined properly prior to movement.
- 2) The normal position for all hand-operated and electro-pneumatic switches will be as last used except for the following switches and crossovers:
 - a) Shop lead switch, the Cherokee lead switch and the switch at the south end of the washout track, all located on the No. 5 lead (south switching lead), must be set for No. 5 when not in use.

- b) Crossover switches from the tail track, north end of the yard, to the Carnation lead, must be set for straight away movement when not in use.
 - c) The switch at the south end of the Carnation lead, must be set for the lead when not in use.
 - d) The switch to location 0106 must be set to the Cherokee lead when not in use.
- 3) Electro-pneumatic switches must be restored to "automatic" after the movement has occupied the lead when exiting a track or after clearing the lead when entering a track. Electro-pneumatic switches will be operated from the panel shack when practicable.
 - 4) When necessary to hand-operate electro-pneumatic switches located on the north and south switching leads Wauhatchie to tracks Nos. 5 through 19, the switch lever must not be restored to the automatic position when making facing point movements until the movement is completed and all cars have passed over the switch. The switch lever must be restored to the automatic position by the trainmen after movement is completed.
 - 5) Before making a reverse movement over any electro-pneumatic switch that has been trailed through, a crew member must insure that the points are properly lined for the movement to be made.

Effective immediately, all movement over the crossing at 38th St. and Central Avenue in Alton Park must be protected by an employee on the ground giving signals and protecting vehicular traffic.

The following instructions will govern concerning yardmasters establishing protection for employees working in tracks under the direct control of the yardmaster (other than blue flag protection) at Wauhatchie Yard:

- a) Red Stickers will be placed on the turnover sheet indicating the track for which protection is being provided.
- b) The proper form will be maintained showing who the track is turned over to, the time the protection was provided, and the time the employee reports in the clear and releases the track.
- c) Under no circumstances will a movement be authorized into a protected track until it has been ascertained that the track has been released by the employees under protection and that the employees involved are in the clear and any blue flags, derails or other blocking devices, if any, have been removed. The form granting protection will be completed and kept on file in the yardmaster's tower.

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

The following has been designated as a terminal transferring hazardous material. Listed below are the switching windows at that location:

Subdivision	Location	Between Hours (CSX Time)
Chattanooga	Chattanooga, TN	1800 and 0600 Mon. thru Fri.
		0700 and 1800 Sunday

Phone Numbers		
Location/Person	Company	Bell
Dispatcher	8-388-2678	904-381-2678
	8-388-2679	800-628-4711

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DANVILLE SECONDARY SUBDIVISION - DA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH				
25				ST. LOUIS LINE DS	ABS-261	D	1
	QSD 72.0				CPS-261		
	QSD 80.0	ST. MARYS, IN.	HBD	IB DISP. CLICK 6 2-03-5 1-317-267-4611	TWC-DCS		
	QSD 80.0	IN-IL (STATE LINE)					
	QSD 82.2	DTC BLOCK SIGN WELL					
25	QSD 89.9						
10	QSD 91.3	DTC BLOCK SIGN PARIS INDUSTRY	MIDLAND YARD	CEREAL MILL			
	QSD 92.4			PARIS SIDING			
	QSD 93.5	DTC BLOCK SIGN PARIS					
25	QSD 104.0						
20	QSD 104.1	DTC BLOCK SIGN CHRISMAN (A)					
	QSD 104.6	DTC BLOCK SIGN CHRIS					
25				SB DISP. 94-4 RD-84 1-800-435-2238			
	QSD 113.2	END OF TRACK					
10	QSD 113.6	BLACKBEAUTY MINE VERMILLION GROVE, IL		10 MPH	TWC-DCS		7
							6

STATION PAGE NOTES

- NOTE 1:** Type (2) Equipment Defect Detector.
- NOTE 2:** Non-Interlocking Railroad Crossing at Grade – Paris Mill Industry – Midland Yard Lead – STOP Sign – STOP. It must be known that crossing is clear before crossing.
- NOTE 3:** Base Radio Station – Channel No. 2 – Thumb wheel setting No. 03 – Tone #5 – Click #6.
- NOTE 4:** Automatic Interlocking.
- NOTE 5:** Speed restriction applies to Head-End only (City Ordinance).
- NOTE 6:** To prevent unnecessary blocking of road crossings, all crews must contact mine personnel before entering the loading facility. Crews entering loading loop must make one complete trip around mine loading loop before loading begins.
- NOTE 7:** Movements in either direction north of OSD 113.6 are made per Operating Rule 96.

DANVILLE SECONDARY 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

Maximum authorized weight 315,000 lbs.

Only 4 axle engines are allowed to operate on subdivision from CP 72 to QSD 102.9.

7. MISCELLANEOUS

All tracks other than main track – 10 mph.

DEFECT DETECTORS

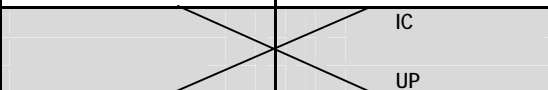
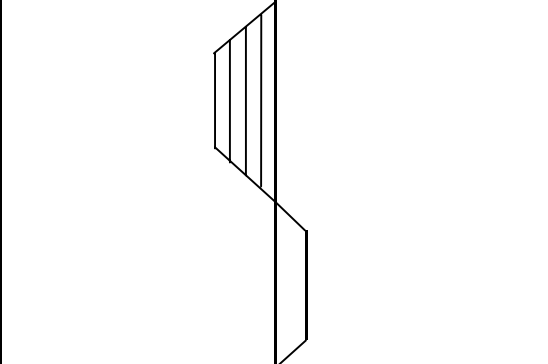
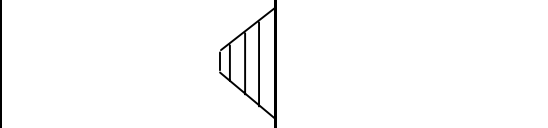
Location/Milepost	Type
QSD 80.0	HBD (Type 2)

NOTES

DECATUR SUBDIVISION – DC

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
60			CE&D SD		ABS-261		1
10	BD 192.7	HILLSDALE	<div>SB DISP. 94-4 RD 84 1-800-435-2238</div>		CPS-261		
25					TWC-DTC	DTC BLOCK DANA	
	BD 200.1 BD 200.8	DTC BLOCK SIGN WEST DANA SIDING	<div>3,279 FT.</div>			DTC BLOCK CHRIS	
	BD 208.2	DTC BLOCK SIGN					
25	BD 209.0	CHRISTMAN					
20	BD 209.2		DANVILLE SECONDARY			DTC BLOCK HUME	2
30			EIRC				3
20	BD 215.9	DTC BLOCK SIGN METCALF				DTC BLOCK NEWMAN	
30	BD 219.3	HUME					
	BD 224.0	DTC BLOCK SIGN					
	BD 225.0						
15	BD 225.4 BD 225.7	NEWMAN				DTC BLOCK NEWMAN DTC BLOCK COLA	
25						DTC BLOCK COLA	
	BD 240.0	DTC BLOCK SIGN TUSCOLA YARD			TWC-DTC		
20					193 YARD LIMITS		
20							

DECATUR SUBDIVISION – DC

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
20					193 YARDLIMITS		4
	BD 241.6	TY TOWER			226B		
	BD 245.0	FICKLIN			193 YARDLIMITS		
20	BD 245.5	DTC BLOCK SIGN			TWC-DTC		
30	BD 250.7	ATWOOD				DTC BLOCK HAMM	
25	BD 257.0	DTC BLOCK SIGN					
25	BD 258.0					DTC BLOCK LONG	
	BD 271.8	DTC BLOCK SIGN					
	272.0 273.0					DTC BLOCK ANTIOCH	
30	BD 276.0	DTC BLOCK SIGN			TWC-DTC		
10	BD 277.0	DECATUR			193 YARDLIMITS		
			END OF TRACK				

STATION PAGE NOTES

NOTE 1: See Note 1 in Decatur Subdivision Miscellaneous Special Instructions.
NOTE 2: See Note 2 in Decatur Subdivision Miscellaneous Special Instructions.
NOTE 3: See Note 3 in Decatur Subdivision Miscellaneous Special Instructions.
NOTE 4: See Note 4 in Decatur Subdivision Miscellaneous Special Instructions.

DECATUR SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN BULLETINS AND RELEASE FORMS

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

Station	Location	Trains
Decatur, IL	Yard Office	Originating
Ficklin, IL		

NOTE: Crews that do not receive train bulletins and release forms when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

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

Location	Railroad	Protection	Rule
Chrisman, IL BD 209.24	CSX	Automatic	226-B(c1) Note 1
Metcalf, IL BD 215.9	EIRC	Automatic	226-B(c1) Note 2
Tuscola, IL BD 241.6	UP-IC	Remotely Controlled	226-B(c2) Note 3

NOTES FROM DECATUR SUBDIVISION MAPS

NOTE 1: Hillsdale Connecting Track

All movements made on connecting track located at MP BD 192.7 on the Decatur Subdivision which connects with CE&D Subdivision at MP OZA 154.3 must be made in accordance with Rule 96. This segment of track will be known as the Hillsdale Connecting Track.

NOTE 2: Chrisman – CSX Crossing

- Determine if a CSX train or engine is not fouling or approaching the crossing.
- If the indicator lamp is lit, operate the push button and hold for 2 seconds. If the indicator lamp is not illuminated, wait 5 minutes and if no conflicting move is evident, operate the push button and hold for 2 seconds.
- The signal should clear after 5 minutes. If the signal does not display an aspect to proceed, pass the signal at least 30 feet but not fouling the crossing.
- Wait 5 minutes.
- Proceed in accordance with Rule 225.

- The engine return push button located on the westward absolute signal will be used to return to the train after the switching movement.

NOTE 3: Metcalf – EIRC Crossing

- Determine if EIRC train or engine is not fouling or approaching the crossing.
- If the indicator lamp is lit, operate the push button and hold for 2 seconds. If the indicator lamp is not illuminated, wait 5 minutes and if no conflicting move is evident, operate the push button and hold for 2 minutes.
- Signal should now clear. If the signal does not display an aspect to proceed, pass the signal at least 30 feet, but not fouling the crossing.
- Wait 5 minutes
- Proceed in accordance with Rule 225.
- To make a reverse move after switching, depress the push button marked "B&O."

NOTE 4: Tuscola – UP-ID Crossing

Communicate with the UP train dispatcher and be governed by instructions in the CSXT key release box:

- The control station is UP RR Harriman Dispatching Center, Omaha, NE.
 - To contact the UP RR train dispatcher, use AAR Radio Channel 65-65*.
 - The Bell telephone number of the UP RR train dispatcher is 402-636-1754.
- If the indicator light in the CSXT key release box is illuminated, operate the key release and hold 5 seconds before releasing.
- If the indicator light in the CSXT key release box is not illuminated, wait 5 minutes. If no conflicting movement is evident, operate the key release and hold 5 seconds before releasing.
- After operating the key release, if the signal governing movement into the interlocking limits continues to indicate STOP, wait 8 minutes, and if no conflicting movement is evident operate the emergency release push button and hold 5 seconds before releasing
- After operating the emergency release push button, if the indicator light in the emergency release push button box is illuminated, the train may then proceed through the interlocking limits within 6 minutes after the indicator light in the emergency push button box becomes illuminated.
- After operating the emergency release push button, if the indicator light in the emergency release push button box is not illuminated, a crew member must observe that each conflicting route signal indicates STOP. If all conflicting route signals indicate STOP, the

train may pass the signal to occupy the interlocking limits, stopping clear of conflicting routes, and then wait 10 minutes. The train may then proceed after complying with the provisions of Rule 231-A. If conflicting routes do not all indicate STOP or if a dark signal is encountered, before proceeding, protection must be provided per GR-99.

- g) If the signal governing movement into the interlocking indicates STOP, and the movement is unable to communicate with the UP train dispatcher, the following will govern:
 - 1) If the signal governing movement into the interlocking indicates STOP and you are unable to communicate with the UP train dispatcher, when the train is located at a STOP signal, operate the push button and hold 5 seconds before releasing
 - 2) After operating the push button, if the signal governing movement into the interlocking limits continues to indicate STOP, wait 15 minutes then be governed by the instructions at the CSXT key release box.

HIGHWAY AND STREET CROSSINGS.

Providing Crossing Protection

Trains and engines will STOP before moving over highway and/or street crossings designated below:

Highway and Street Crossings	
Location	Crossing
Atwood	Main Street (house track)

SWITCHES

The normal position for the Chrisman connecting track from the CSX main, Decatur Sub. to the Danville Secondary is lined and locked for the connecting track.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

EXCEPTION TO AIR BRAKE & TRAIN HANDLING RULE 5502

Tractive effort for the purpose of operation of unit train from Vermillion Grove, IL to Cayuga, IL. The 15 axle restriction when shoving a train or cut of cars totaling more than 50 cars is changed to 18 powered axles with loaded train.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the superintendent, operations, equipment is restricted in the use of tracks, bridges and trestles as follows:

Location	Equipment	Restriction
Entire Subdivision	250 Ton or greater capacity wreck cranes except B&O 940503	Must not operated on
Ficklin, IL: U.S.I. Plant	Engines	Must not operate within three car lengths of any loading rack
Between MP BD 211.0 and Decatur, IL MP BD 277.0	6 axle units	Must not operate

Heavy Cars

Cars with a gross weight of 286.00 lbs. may be moved between Decatur and Hillsdale with the following restrictions:

Cars between 270,000 lbs. and 286,000 lbs. Gross weight must not exceed 10 MPH at the following locations:

Bridge No.	Milepost
189	BD 218.6
200	BD 230.7
209	BD 237.8
215	BD 248.3
218	BD 251.4
220	BD 256.9
221	BD 259.5
222	BD 260.5
226	BD 263.9

Also, when handling cars between 270,000 lbs. And 286,000 lbs. Gross weight, the following locations are restricted to 25 MPH due to rail defects.

BD 193.2 to BD 197.6	100 lb. rail
BD 230.8 to BD 240.0	100 lb. rail
BD 245.2 to BD 246.9	130 lb. rail
BD 253.8 to BD 268.6	130 lb. rail

6 axles must not operate on any sidings or industrial tracks.

Cars between 270,000 lbs. And 286,000 lbs. May now move across bridge 207, BD 245.2 at the maximum authorized speed.

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
BD 192.7-TD	Continuous	84	Wayside
BD 199.2-TD			
BD 215.7-TD			
BD 230.6-TD			
BD 264.4-TD			
Decatur, IL - YM, YC			Terminal

NOTE: SB train dispatcher call-in No. is 4.

SB train dispatcher radio channel is 94.

SB train dispatcher telephone No. is 1-800-435-2238

Eastern Illinois Railroad Company, Metcalf, IL BD 215.9 (EIRC Railroad)

Signs indicate limits of the interlocking track circuits and grade crossing approach circuits for the following locations:

U.S. Route 36
Main Street
Central Avenue
EIRC-CSXT crossing

EIRC and CSXT trains making a set out must not leave cars on the signal circuits.

Cars may be left at the following locations:

- 1) EIRC main track between westbound "X Start" sign at U.S. Route 36 and eastbound "Intlk Start"/Westbound "End of Circuit" sign (located on the same post) located 578 feet west of the EIRC eastbound home signal.
- 2) EIRC main track east of westbound "X Start"/Eastbound "End of Circuit" sign (located on the same post) 440 feet east of Main Street grade crossing.
- 3) EIRC siding between eastbound "End of Circuit" sign and a point 100 feet west of the Main Street grade crossing.

Speed Restrictions:

Metcalf – EIRC railroad
Westbound approach to U.S. Route 36 highway grade crossing – 10 mph.

Trains using Chrisman Connecting Track must have Hume DTC Block (CSX Rules) and EC-1 authority before using this route.

Black Beauty Mine, Vermillion, IL (QSD 113.6) – End of track sign located at QSD 113.6.

ABANDONED – That portion of the Danville Secondary between MP (and/or Val. Station) QSD 113.6 at or near Vermillion, IL and MP (and/or Val. Station) QSD-122 at or near Danville, IL.

Pennsylvania Street Road Crossing MP BD 208.0 –Due to rusty rail conditions movements on the siding over the Pennsylvania Street road crossing at MP BD 208.0 must STOP and must not foul the crossing until the warning devices are operating or protection has been provided.

Decatur, IL – Remote Control – Remote Control Locomotive (RCL) operations are established at Decatur Yard. RCL operation and special instructions are stated in a General Bulletin. Remote Control Zones, when established by General Bulletin, may be utilized in conjunction with RCL operations.

Remote Control Zone (RCZ) – Remote control zones (RCZ) are established in Decatur Yard and RCZ signs are in place as follows:

1. North wye, between the clearance point at the east end 35 FT. west of north wye switch to 40 FT. east of road crossing at west end.

Instructions for train, engine or on track equipment movements in Decatur Yard on north wye track.

All movements in Decatur Yard on north wye track must contact yardmaster at Decatur Yard for instructions.

All tracks other than main track – 10 mph

NOTES

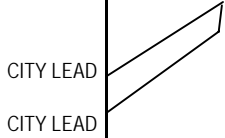



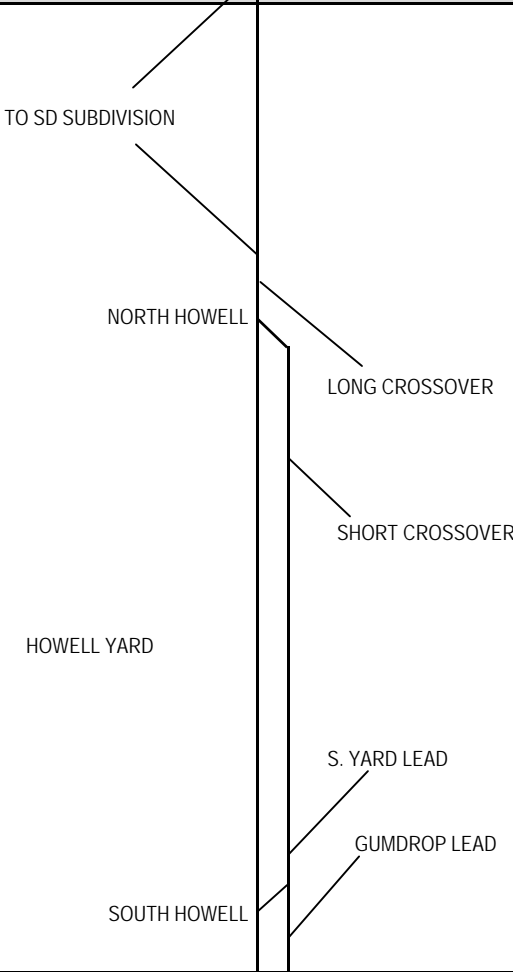


NOTES

NOTES

EVANSVILLE TERMINAL SUBDIVISION - EV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
60			TO CE&D SD				
	0ZA 274.5	NORTH INGLE	<div>SB DISP. 94-4 RD-84 1-800-435-2238</div> <div>CSDG 9,120 FT.</div>		CPS-261	DTC BLOCK INGLE	
					ABS-261		
	0ZA 276.4	SOUTH INGLE			CPS-261	DTC BLOCK BY-PASS	
					ABS-261		
0ZA 279.3	BY-PASS JUNCTION			CPS-261			
60	SSDG 30		<div>TO WANSFORD YARD</div>		ABS-261	DTC BLOCK BY-PASS	
0ZA 282.2		NORTH HARWOOD			CPS-261		
			<div>SSDG 14,780 FT.</div>		ABS-261		
0ZA 283.7		MIDDLE HARWOOD					
0ZA 283.9					ABS-261		
0ZA 285.1		SOUTH HARWOOD			CPS-261	DTC BLOCK PIGEON CREEK	
0ZA 285.2			<div>ISW RR</div>		ABS-261		
40		0ZA 286.3					
25		0ZA 286.9	PIGEON CREEK			CPS-261	DTC BLOCK PIGEON CREEK
		0ZA 287.4				ABS-261	
25							1

EVANSVILLE TERMINAL SUBDIVISION – EV HOWELL YARD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
25	0HT 324.6 0HT 324.1				ABS-261	DTC BLOCK PIGEON CREEK	1
25	0HT 323.9	EV POWER SWITCH			CPS-261	DTC BLOCK PIGEON CREEK	
20					ABS-261		
	0HT 323.6	CLAREMONT AVENUE			CPS-261		2 3
					193 YARD LIMITS		
20	H 321.3	HYBRID CROSSOVERS			CPS-261		
50	H 321.1			<div>SA DISP. 58-8 1-800-435-2216</div> 		ABS-261	
50							

STATION PAGE NOTES

- NOTE 1:** 0HT 324.6 ends at Ohio Street and 0ZA 287.4 begins at Ohio Street.
- NOTE 2:** Do not exceed 10 MPH when operating via crossover between No. 1 & No. 2 main tracks at South Howell.
- NOTE 3:** Do not exceed 10 MPH over radio controlled switch and turnout between Main and #2 Main at North Howell.

EVANSVILLE TERMINAL SUBDIVISION – EV CITY YARD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST			
10	10	0HT 325.6			96		
		0HT 325.5					
		0HT 324.6					
10	10			TO HOWELL YARD	96		

EVANSVILLE TERMINAL SUBDIVISION – EV WANSFORD MAIN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
					96		
10	10	0ZA 279.3		<p>CE&D MAINLINE</p> <p>SOUTH LEG BYPASS WYE</p> <p>STORAGE TRACK</p> <p>NORTH LEAD</p> <p>WANSFORD YARD</p> <p>SOUTH LEAD</p> <p>TO IS RR</p> <p>TO YANKEETOWN LEAD</p> <p>AIKEN SIDING</p> <p>TO OLD BELT MAIN</p> <p>BIDS TERMINAL</p> <p>TO OLD CITY MAIN</p>			
		0ZC 283.3					
		0ZC 283.9					
		0ZC 284.5					
		0ZC 284.6					
10	10				96		

EVANSVILLE TERMINAL SUBDIVISION – EV OLD BELT MAIN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				WEST			
10	10	0ZG 284.6		<div>TO WANSFORD YARD AND OLD CITY MAIN</div> <div>K&I LUMBER</div> <div>GAVIN INDUSTRIAL PARK</div> <div>ALCOA RECYCLING</div> <div>GEN CORP</div> <div>ADM GROMARK</div> <div>JEFFERSON SMURFITT</div> <div>KERRY FOODS</div> <div>PAFFIN SIDING</div> <div>HENRY FLIGELTAUB</div> <div>END OF TRACK</div>	96		
10	10	0ZG 287.2					
10	10	0ZG 287.4			96		

EVANSVILLE TERMINAL SUBDIVISION – EV OLD CITY MAIN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
10	10	0ZC 284.6		<div> <div>TO WANSFORD YARD AND OLD BELT MAIN</div> <div> </div> </div>	96		
10	10	0ZC 286.2		<div> <div>END OF TRACK</div> </div>	96		1
STATION PAGE NOTES							
NOTE 1: Stop signs – Rule 98F.							

EVANSVILLE TERMINAL SUBDIVISION - EV YANKEETOWN LEAD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
10	10			<div style="text-align: center;">END OF TRACK</div> <div style="text-align: center;"> </div>	96		
10	10			TO WANSFORD YARD	96		

EVANSVILLE TERMINAL 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 on a signal at a railroad crossing at grade, the following will govern:

Location	Railroad	Protection	Rule
City Lead Evansville Union Track Jct.	NS	STOP SIGNS	98-F

YARD LIMITS – Howell Yard

Train and OTE movements are under the authority and jurisdiction of the yardmaster at Howell Tower between the following locations:

Between location/Milepost	Rules Modified
Hybrid and Barker Ave.-Claremont Ave.	193, 704

- All southbound trains will contact the yardmaster at Howell Tower for instructions before passing Mill Road OZA 283.9.
- All northbound trains will contact the yardmaster at Howell Tower for instructions before passing F.S. tower.
- Southbound trains from the St. Louis Subdivision will contact the yardmaster at Howell Tower for instructions before passing the south end of Belknap.

When authority is granted for movement against the current of traffic, such authority must be copied and repeated by the crew member receiving such authority. This authority must include the name of the yardmaster and the time granted.

SWITCHING

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

Bids Terminal Switching Windows

Subdivision	Location	(CSX Time) Between Hours
Evansville Terminal	Evansville, IN	1830 and 0630

SWITCHES

Hand-Operated and Radio Control Switches, Howell Yard
– All main track switches south of Claremont Avenue and north of the Hybrid Inn crossing will be left lined as last used.

USE OF SPECIFIED TRACKS – Howell Yard

Train and OTE movements are under the authority and jurisdiction of the yardmaster at Howell Tower between the following locations:

Between Location/Milepost	Rules Modified
By-Pass Junction and Union Track Junction, including Wansford Yard and Belt Yard	704, 710
Evansville Belt-Belt Yard and End of Track	
Union Track (City Lead)-Eighth Avenue and End of Track	
CE&D Old Main OZC 279.2 and OZC 286.2	Howell YM

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

Air Brake and Train Handling Rule 5555B - Stopping trains with 80 feet or longer cars in Howell Terminal.

When stopping trains with 80 feet or longer cars on other than the main track in Howell Terminal, the STOP must be made using the automatic brake as described in the Air Brake and Train Handling Rule 5555B.

If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the STOP.

NOTES

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the superintendent, Operations, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Location	Equipment	Restriction
CE&D Old Main Pigeon Creek Bridge, OZC 283.9	Cars with gross weight not exceeding 263,000 lbs.	10 MPH
	Cars with gross weight exceeding 263,000 lbs.	Must not operate
	Six-axle engines having gross weight greater than 408,000 lbs.	
	Locomotive cranes and wreckers	10 MPH
Howell Yard All yard tracks	Engines or equipment	
Evansville Belt	Cars with gross weight exceeding 220,000 lbs.	Must not be handled in train without specific authority from the Terminal Trainmaster
	4-axle wreckers	Must not exceed 10 MPH
	6-axle wreckers	Must not operate
	6-axle locomotives	
	4-axle locomotives with a gross weight exceeding 258,000 lbs.	

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84

Location/Milepost	Hours of Operation	Channel Monitored	Type Station
Howell-TD	Continuous	84	Wayside
Howell-YD			Terminal

NOTE: SB train dispatcher call-in No. is 8. Alternate call-in No. is 4.

Chief Dispatcher: RNX 388-2787.

SB train dispatcher radio channel is 94.

Customer Service: RNX 426-4012/904-633-1219

SB train dispatcher telephone No. is 1-800-435-2216/RNX 388-2122

CENTRALIZED TRAIN DISPATCHER "CONTROL POINT"

The Centralized Train Dispatching System in Jacksonville utilizes "Control Points" to identify specific on ground locations and visually displays those points on the dispatcher's screen. The system does not utilize milepost locations for train control and, therefore does not need to display them. Field personnel may expedite communications with the dispatcher

through the use of control point identification rather than milepost identification. Control points on Evansville Terminal are:

North Ingle	South Harwood
South Ingle	Pigeon Creek
By-Pass Junction	Evansville Power Switch
North Harwood	Claremont Avenue
Middle Harwood	Hybrid

Howell Service Center - Permission to enter or depart the Howell Service Center ready tracks or the service tracks must be obtained from the roundhouse lead man on radio channel 28 28. After clearing the switch and derail upon entering or departing the above tracks, the switch or switches must be lined back for the north 17 lead. The roundhouse lead man must then be notified that movement is clear of the entrance or exit to the service center.

Do not call the roundhouse lead man for permission to enter until you are at the entrance to the service center.

Union Track city lead, between OHT 325.0 and OHT 325.7 - Due to rusty rail conditions highway grade crossings protected by flashing lights and/or gates must not be fouled until it is known that the flashers have been operating for at least 20 seconds or the gates have lowered.

If traffic control devices fail to operate, movement over the crossing must be protected by a member of the crew, in accordance with CSX Operating Rule 100-E.7.

Exceptions to Operating Rule 103-D, Evansville Terminal Tracks S06 to S22 and N06 and N17 - Must have a minimum of 3 hand brakes set on cuts above 30 cars. The 10% requirement will be in effect on cuts less than 30 cars.

Wansford Yard - Crews shoving coal trains southward from By-pass Jct. Toward Wansford Yard must leave train with locomotives south of Mt. Pleasant Road unless otherwise instructed by yardmaster.

REMOTE CONTROL OPERATION

A. Remote control locomotive (RCL) operations are established Evansville Terminal. 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.

Remote Control Zones (RCZ) - Are established in Howell Yard and RCZ signs are in place as follows:

1. West Side Lead, between the clearance point at the north end 150 FT. south of No. 6 track switch to 80 FT. north of south No. 9 track switch.

2. Gum Drop Track, (north end) 5 FT. south of Holland Track switch and (south end) 120 FT. north of Gum Drop Switch to No. 2 main at Hybird Inn.

B. All movements in Howell Yard on the West Side Lead and Gum Drop Track must contact yardmaster at Howell Yard for instructions

RADIO CONTROL SWITCHES

RADIO CONTROL HYDRAULIC SWITCHES					
LOCATION	NAME	OP CODE	INFO CODE	NORM. POS.	CLEARANCE RES
1. H 323.4	South end Wye	#100	#105	Evansville Term. Main Track	West Side
2. H 323.3 (See Note)	Long X-Over North Howell	#110	#115	Straightaway – Main Track/ North Lead	West side Main Track East Side North Lead.
3. H 323.3	North Howell #1/#2 Divide Switch	#120	#125	Straightaway on #2 Main/Lead	East Side #2 Main and West Side Lead.
4. H 323.3 (See Note)	Short X-Over	#130	#135		
5. H 321.3	Gumdrop #2 Main	#400	#405	Straightway on #2 Main.	East Side
6. H 321.8	North end of Gum Drop	#420	#425	Straightway on South Yard Lead	

NOTE:

All crossover switches operate as one unit with both switches being operated either to reverse or normal when operating code is used and information code refers to both switches. If correspondence or failure occurs refer to previous instructions and both switches must be checked and operated in Manual Operation.

NOTES

NOTES

HENDERSON SUBDIVISION - HE

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50			EVANSVILLE TERMINAL SD				1
	H 321.3	HYBRID CROSSOVER	<div>SB DISP. 94-8 CH 94 1-800-435-2238 94</div>		CPS-261	DTC BLOCK HYBRID	
	H 319.4	DOGTOWN HBD-DED	<div>SA DISP. 58-8 CH 84 1-800-435-2216</div>	1 2	ABS-261		
	H 317.5	FS TOWER			CPS-261	DTC BLOCK HENDERSON	
50	H 314.1				ABS-261	DTC BLOCK HENDERSON	2
40	H 313.0	NORTH HENDERSON (WEST HENDERSON FROM LOUISVILLE)			CPS-261		
SSDG 20					ABS-261		
	H 312.7	RIVER BRANCH	(CP SIDING ONLY)		CPS-261		
			RIVER BRANCH CSDG 5,460 FT.		ABS-261	DTC BLOCK HENDERSON	
40	H 311.9	SOUTH HENDERSON	TO LOUISVILLE		CPS-261		
60	311.0				ABS-261	DTC BLOCK ROBARD	
	309.5	RANKIN HOLD-OUT			CPS-261		
	308.0				ABS-261		
	H 304.2	DD			ABS-261		
	H 302.1	NORTH ROBARDS			CPS-261	DTC BLOCK ROBARD	
60					ABS-261		
50	H 301.8		CSDG 6,967 FT.		ABS-261		
	H 300.7	SOUTH ROBARDS			CPS-261		
50	H 300.6				ABS-261	DTC BLOCK SEBREE	5
60			ANACONDA SPUR		ABS-261		
	H 298.6	NORTH SEBREE			CPS-261		
					ABS-261		
			TYSON		ABS-261	DTC BLOCK SEBREE	4
			SSDG 9,428 FT.		ABS-261		
60	H 296.9				ABS-261		
40	H 296.7	SOUTH SEBREE			CPS-261		
					ABS-261	DTC BLOCK BRETON	

HENDERSON SUBDIVISION - HE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
40		H 295.9				ABS-261	DTC BLOCK BRETON	3
60			H 293.3	NORTH BRETON		CPS-261		
60	10	H293.0	CSDG 4,253 FT.		ABS-261			
		H 292.8						
50	SSDG							
10	H 292.2	SOUTH BRETON					CPS-261	DTC BLOCK BRETON
60							DTC BLOCK ARKLOW	3
50		H 284.9			ABS-261			
		283.6	HANSON	HBD				
50		H 282.5	NORTH HANSON		CPS-261			
		H 281.5			CSDG 4,899 FT.	ABS-261		
45		H 281.6	SOUTH HANSON		CPS-261			
		H 281.8						
50		H 278.0	ARKLOW		CPS-261	CUTOFF MAIN	DTC BLOCK ARKLOW	
40		277.6			ABS-261		DTC BLOCK EARLINGTON	
50			MORGANFIELD BRANCH					
		H 276.5	TRIDENT		CPS-261			
25		H 276.2					DTC BLOCK EARLINGTON	6
CITY ORDINANCE H/E ONLY		H 274.9			ABS-261			
	25							
45				EARLINGTON STORAGE 6,000 FT.		CUTOFF MAIN		
45		H 267.9	MORTON'S JUNCTION		CPS-261		DTC BLOCK EARLINGTON	
					ABS-261		DTC BLOCK NORTONVILLE	

HENDERSON SUBDIVISION – HE

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
45					ABS-261	DTC BLOCK NORTONVILLE	3
	H 266.1	NORTH NORTONVILLE			CPS-261		
45	H 265.1		HOURSTEAD SPUR CSDG 8,547 FT.		ABS-261		
40						DTC BLOCK NORTONVILLE	
	H 264.4	SOUTH NORTONVILLE			CPS-261	DTC BLOCK CROFTON	
40	H 263.0						
45							
	262.0	ROMNEY HBD			ABS-261		
45	H 255.0						
50	H 254.0	CROFTON DED					
	H 254.0	NORTH CROFTON			CPS-261		
				CSDG 6,762 FT. HOUSE TRACK	ABS-261	DTC BLOCK CROFTON	
	H 252.6	S. CROFTON			CPS-261	DTC BLOCK KELLY	
50	H 250.7				ABS-261		
45	H 250.4						
50							
	H 248.2	NORTH KELLY			CPS-261		
50							
					ABS-261		
				STORAGE TRACK			

HENDERSON SUBDIVISION – HE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
45						ABS-261	DTC BLOCK LATHAM	3
	H 241.5	NORTH LATHAM				CPS-261		
					CSDG 4,884. FT.	ABS-261	DTC BLOCK LATHAM	
45	H 240.3	SOUTH LATHAM				CPS-261	DTC BLOCK HOPTOWN	
25	H 240.0					ABS-261		
	H 238.5							
60	H 238.4	HOPKINSVILLE HOLDOUT				CPS-261		
	H 236.5	CASKY HBD				ABS-261		
	H 236.1	N. FT. CAMPBELL WYE				CPS-261		
	H 235.8	S. FT. CAMPBELL						
						ABS-261	DTC BLOCK HOPTOWN	
	H 235.5	NORTH CASKY				CPS-261		
					DANA INDUSTRIES CSDG 7,928 FT.	ABS-261	DTC BLOCK CASKY	
	H 233.8	SOUTH CASKY				CPS-261		
					232 SPUR	ABS-261	DTC BLOCK PEMBROKE	
	H 231.2							
	H 223.9	NORTH TRENTON				CPS-261		
					CSDG 6,582 FT.	ABS-261	DTC BLOCK PEMBROKE	3
	H 222.7	SOUTH TRENTON				CPS-261		
						ABS-261	DTC BLOCK MOORE	
60								
NO. 1	NO. 2	H 216.9	MOORE			CPS-261		
60	40					ABS-261	DTC BLOCK GUTHRIE	

HENDERSON SUBDIVISION - HE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2			SOUTH				
60	40					ABS-261	DTC BLOCK GUTHRIE	10
		H 215.8	GUTHRIE			CPS-261		
50		H 215.7				ABS-261		
60								
60	40	H 214.4	ACE DED			CPS-261	DTC BLOCK GUTHRIE	
60		H 212.2	SADLER HBD			ABS-261	DTC BLOCK CEDAR HILL	
		H 204.9	NORTH CEDAR HILL			CPS-261		
						ABS-261		
		H 203.6	SOUTH CEDAR HILL			CPS-261	DTC BLOCK CEDAR HILL	
			CEDAR HILL DED				DTC BLOCK COURTLAND	
60		H 196.6				ABS-261		3
50		H 194.2	COURTLAND HBD					
		H 193.6	NORTH COURTLAND			CPS-261		
						ABS-261		
		H 191.7	SOUTH COURTLAND			CPS-261	DTC BLOCK COURTLAND	
							DTC BLOCK BAKER	
50		H 190.0				ABS-261		3
35							DTC BLOCK BAKER	

HENDERSON SUBDIVISION – HE

AUTHORIZE D SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35	H 184.5				ABS-261	DTC BLOCK BAKER	3
35 50							
		181.1	NORTH GOODLETTSVILLE		CPS-261		
		181.0			ABS-261		
		180.0					
	179.9	SOUTH GOODLETTSVILLE		CPS-261	DTC BLOCK BAKER		
					DTC BLOCK AMQUI		
					ABS-261		
50	H 176.8	AMQUI			CPS-261		
50	000176.8	NASHVILLE TERMINAL SD			ABS-261	DTC BLOCK AMQUI	

HENDERSON SUBDIVISION – HE CUT-OFF MAIN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
MAIN	SDG.					ABS-261	DTC BLOCK DAVIS	3
50	10	OHC 276.8	ARKLOW			CPS-261		
20		OHC 275.9				ABS-261		
20	10	OHC 275.2	SOUTH POWER SIDING			CPS-261	DTC BLOCK DAVIS DTC BLOCK WHITE CITY	5
20		OHC 274.7				ABS-261		
20	50	OHC 274.4	SOUTH ATKINSON			CPS-261		
						ABS-261		
		OHC 273.3	EAST DIAMOND			CPS-261		
						ABS-261		
		OHC 269.4	WHITE CITY HOLDOUT			CPS-261		
50		OHC 268.5				ABS-261		
25		OHC 267.8				ABS-261		
		OHC 267.9	MORTON'S JUNCTION			CPS-261		
						ABS-261	DTC BLOCK WHITE CITY	

HENDERSON SUBDIVISION – HE MORGANFIELD BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			NORTH						
25			ATKINSON YARD		96				
25	MB 276.2	TRIDENT			TWC-DTC		5		
	MB 276.3	DTC BLOCK SIGN							
	MB 278.0	PEE VEE SPUR				DTC BLOCK TRIDENT			
	MB 282.8	DTC BLOCK SIGN							
	MB 283.0	HIBBS							
	MB 287.8								
		SHAMROCK SIDING	SIDING CAPACITY 3,000 FT.						
	MB 288.4							DTC BLOCK HIBBS	
	279.0 282.0								
	MB 288.8	PROVIDENCE NO. 1							
	MB 290.0	DTC BLOCK SIGN							
	MB 291.8	TRADEWATER RR						DTC BLOCK PROVIDENCE	
	MB 294.1	DTC BLOCK SIGN							
	MB 294.2	WESTERN KENTUCKY RAILROAD						DTC BLOCK DIAMOND JCT.	
	MB/MF 296.9								
MF 298.3	DTC BLOCK SIGN DOTIKI JCT			TWC-DTC		7			
	DOTIKI MINE			96			8		
25					96				

HENDERSON SUBDIVISION – HE MH&E BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
25		ATKINSON YARD		96		
	HE 138.5	DTC BLOCK SIGN ATKINSON		TWC-DTC	DTC BLOCK ATKINSON	
	137.0 134.0					
	HE 133.6	HBD				
	HE 132.5	DTC BLOCK SIGN MOORMAN			DTC BLOCK MOORMAN	
25	HE 118.8	DTC BLOCK SIGN KRONOS	O&N SUB			9

HENDERSON SUBDIVISION – HE RIVER BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	H 312.7 IHR 0.0	HENDERSON SIDING DTC BLOCK SIGN		ABS-261		
				TWC-DTC	DTC BLOCK COLTS	
	IHR 3.0	DTC BLOCK SIGN				
	IHR 5.0	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK WILDCAT	
10		PORT OF HENDERSON		96		

STATION PAGE NOTES

- NOTE 1:** Speed limit is 10 MPH through the crossover at Hybrid (00H 321.3).
- NOTE 2:** All northbound trains must receive verbal permission from the yardmaster at Howell yard before passing FS Tower.
- NOTE 3:** Designates a controlled siding. Be governed by Operating Rule 96 and 46.
- NOTE 4:** Designates a signaled siding (30 MPH in the siding). Be governed by Operating Rules 280-288.
- NOTE 5:** Speed limit is 10 MPH on the Anaconda, East Diamond, Cimarron and Pee Vee Spur.
- NOTE 6:** Remotely controlled railroad crossing at grade (be governed by Operating Rule 226-B).
- NOTE 7:** Prefix to the milepost changes at the 296.9 (MB becomes the MF prefix).
- NOTE 8:** Speed limit is 5 MPH on the loop track at Dotiki.
- NOTE 9:** Connecting track from the MH&E branch to the O&N Subdivision is 10 MPH.
- NOTE 10:** Any defect noted to locomotives at Guthrie must be faxed to the Atkinson Service Center at (270) 821-1405.

HENDERSON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN BULLETINS AND RELEASE FORMS

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

Station	Location	Trains
Henderson	Crew Room	Originating
Atkinson	Yard Office	
Guthrie		

NOTE: Crews that do not receive a train bulletin and release form when reporting for duty (as instructed above) will promptly contact the CSX train dispatcher.

DEFECT DETECTORS

Location/Milepost	Type
Courtland, TN H 194.2	HBD (Type 1)
Cedar Hill, TN H 203.6	DED (Type 1)
Sadlers, TN H 212.2	HBD (Type 1)
Ace, TN 214.4	DED (Type 1)
Casky, KY H 236.5	HBD (Type 1)
Kelly, KY H245.9	DED (Type 1)
Crofton, KY H 254.0	
Romney, KY H262.0	HBD (Type 1)
Hanson, KY H 283.6	
Robards, KY H 304.2	DD (Type 1)
Dogtown, IN H 319.5	HBD-DED (Type 2)
Anton, KY OHE133.6	HBD (Type 1)

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

When a STOP aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Location	Railroad	Protection	Rule
Trident, H 276.5, (Morganfield Branch) and MB 275.9 (Henderson Sub.)	CSX	Remote (SA Disp.)	226-B(c2)

HIGHWAY AND STREET CROSSINGS

HIGHWAY CROSSING WARNING

Location	Crossing	Milepost	Tracks
Hopkinsville, KY	17 Street	H 239.22	Main Line

NOTE 1: Crossing equipped with constant time warning motion sensor approach, Rule 100-E.5 applies

NOTE 2: River Branch – Trains approaching Rt. 60 highway crossing from the Agrico side of the Henderson Port must STOP at the Highway 60 crossing until the crossing warning devices are activated. The circuit for the devices begins approximately 20 feet south of the crossing.

This does not apply to trains moving south toward Henderson Port or moving north from Gibb's Die Casting side.

DRAWBRIDGES

NONE

SWITCHING

If it is necessary to pull out and/or set off at any restricted track, the conductor will arrange to hold on to enough cars to avoid going beyond the clearance point with the engines.

USE OF SPECIFIED TRACK, LOCATION OR TRACK INSTRUCTIONS

When spotting a unit train at Tyson's Feed Mill at Sebree, Ky. The following instructions apply:

1. Track #1 - Must remain clear.
2. Track #2 - 19 cars.
3. Track #3 - 17 cars.
4. Track #4 - 16 cars.

Spot track #4 last and allow for the remaining cars to hang down the lead coupled into track #4. Spot one car under the dumper and pull all cars north of the dumper past the switch to the Amerigold Lead.

Six axle locomotives must not operate over the scales inside of the dumper.

River Branch – All tracks south of MP HR 5.0 will be operated in accordance with Operating Rule 96.

All movements on trackage of Henderson Riverport must not exceed 5 MPH, including 7A, 8A, Woods Spur and Loop track.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCES

Beware of close clearances at the following locations:

Amerigold Lead – Sebree, Ky. (H 298.0)
Henderson County Riverport Loop at Peavey Elevator
Henderson County Riverport Building
Weyerhaeuser Paper Company on the River Branch
inside of the building.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Casky, KY - Six axle locomotives are allowed on #2 track within Dana Industries – MP H235.3.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Unless otherwise authorized by the superintendent, operating equipment is restricted in the use of tracks, bridges, and trestles as follows:

Location	Equipment	Restriction
Team House, industrial, Scale and Mine spurs	6-axle engines	Must not operate on, except may operate to Cimarron, Dotiki, Providence No. 1 Mines and Tradewater RR and Dana Industries
Atkinson Yard Guthrie Yard	Engines or Equipment	10 MPH
Casky Grain Elevator, Sebree Tyson	6-axle engines	May operate up to but not over scales

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Atkinson-TD	Continuous	84	Wayside
Pembroke-TD H 230.0			
Greenbrier-TD H 189.0			
Providence-TD			
Moorman-TD			
Atkinson	Continuous EX Sat. & 0001-0700 Sat.		Terminal
Evansville to Nashville	---		---
Guthrie Yard	---		---
Atkinson Yard	---		---
Morganfield Branch	---		---
MH&E Branch	---		---
River Branch	---	45	---

NOTE 1: SA train dispatcher call-in No. is 8.

SA train dispatcher Radio Channel is 58.

SA train dispatcher telephone No. is

1-800-435-2216.

NOTE 2: No yardmaster is on duty at Atkinson between the hours of 2400 and 0800 hours. All trains that are instructed to work Guthrie yard are to first contact the yardmaster at Atkinson for instructions. Between the hours designated above, the crews must contact the SA train dispatcher for instructions.

PHONE NUMBERS

Henderson	270-830-0404
Atkinson Yard	800-633-6559
Guthrie Yard	270-483-2561
Evansville Yard	812-465-1753
P&L Disp	270-444-4306
TM J. Berry	270-821-3467
RFE S. Miskimens	812-465-1835
Chief Dispatcher	904-381-2787

MP MB 291.1 – The three former IC tracks located at CSX MP MB 291.1 are designated for the delivery and receipt of interchange between CSX and the West Kentucky Railroad.

The procedure to enter Paducah and Louisville (P&L) track is as follows:

- 1) Contact the P&L dispatcher at 1-270-444-4306 for current general orders, track warrants, and joint authorities.
- 2) Permission to enter the main track must be received from P & L dispatcher by using radio frequency (TX) 42-(RX) 42 and pressing dispatcher code 04, or the telephone number listed above in Step 1.

- 3) Report clear of track to P&L dispatcher using the procedure as in Step 2 or the telephone number listed in Step 1.

Atkinson Yardmaster has control over Guthrie Yard –
All trains will receive instructions from Atkinson yardmaster prior to doing any work in Guthrie yard.

Presently, radio communications are not in place between Guthrie and Atkinson, therefore, trains will communicate with the yardmaster via the telephone in Guthrie yard office mobile dial or through the dispatcher.

Atkinson Yardmaster

Company Line	-	RNX: 255-2245
Bell	-	(270) 821-3467 or 800-633-6559
Fax	-	(270) 821-7600

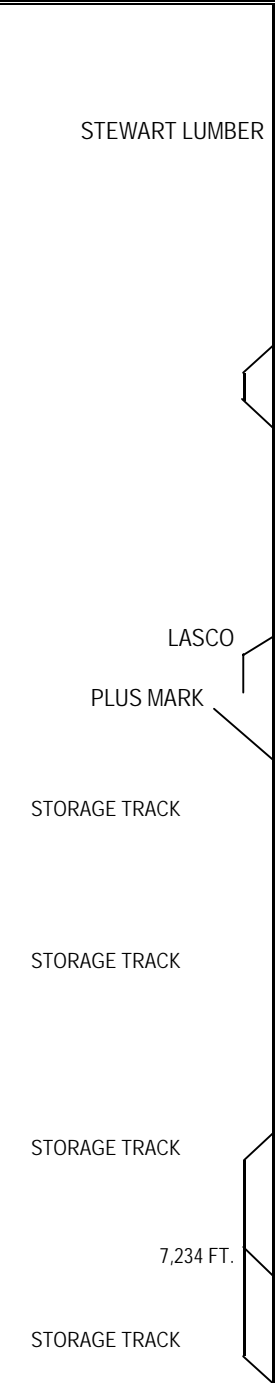
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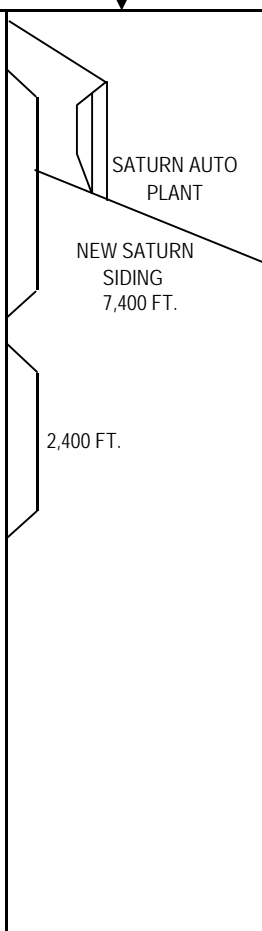

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NASHVILLE SUBDIVISION – NV

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
40	40	196.6	BRENTWOOD	NASHVILLE TERMINAL SD	AJ DISP. 66-7 RD – 84 1-800-628-4711	CPS-261			
35	35	196.8	WILSON PIKE CIRCLE		S&NA NORTH SD	TWC-DTC	DTC BLOCK BRENTWOOD		
40	40	196.9							
40	40	200.8			STEWART LUMBER	AH DISP. 20-3 RD-84 1-800-445-5506			
40	40	200.9	MOORES LANE						
25	25	201.0	DTC BLOCK SIGN						DTC BLOCK MALLORY
40	40								
25	25	205.2							
		205.3	NORTH FRANKLIN						
		205.4	SOUTH FRANKLIN						
25	25	205.7							
40	40								
		206.2							
		206.4		LASCO	HUSKY/BONZAL				
		206.6		PLUS MARK					
		206.8	NORTH PARRY	STORAGE TRACK					
					10,500 FT.				
		208.9	DTC BLOCK SIGN SOUTH PARRY	STORAGE TRACK			DTC BLOCK MALLORY		
		217.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK THOMPSON		
		217.8	NORTH SPRING HILL	STORAGE TRACK					
		218.2	SPRING HILL DEPOT		7,234 FT.	193 YARD LIMITS			
		218.9	SOUTH SPRING HILL	STORAGE TRACK					
40	40								

NASHVILLE SUBDIVISION - NV

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 40	F 40	219.4	NORTH SATURN		193 YARD LIMITS			
		220.1	SOUTH SATURN					
		220.8						
		222.6	NORTH CARTER'S CREEK		STORAGE TRACK			
		222.8	SOUTH CARTER'S CREEK		STORAGE TRACK	193 YARD LIMITS		
		223.0	DTC BLOCK SIGN			TWC-DTC		DTC BLOCK GODWIN
		226.3						
40	40	227.4	DTC BLOCK SIGN			TWC-DTC		DTC BLOCK GODWIN
10	10	227.4	TSRR BEGINS				1	
10	10							

STATION PAGE NOTES

NOTE 1: Movement on TSRR is by Special Instructions.

NASHVILLE 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
Natco to Brentwood	MCPX 23000-MCPX 23036 6-axle tank cars having a loaded gross weight of 394,500 lbs.	Must not exceed 30 MPH
Nashville to NATCO	4-axle wrecker 6-axle wrecker	Must not exceed 35 MPH
All team, house and industrial tracks except Saturn	6 axle engines	Must not operate

7. MISCELLANEOUS

RADIO AND STATION INSTRUCTIONS

All road trains will monitor Channel 84

AH Train Dispatcher

Radio Channel – 84
Call in No.- 3
Telephone No.- 1-800-445-5506

Storage tracks at Parry (208.6), Spring Hill (218.2), and Carter's Creek (222.5) – Are subject to be blocked with cars. Crews must exercise caution when making movements involving these sidings. These sidings are equipped with derails.

Use of Tennessee Southern RR tracks – CSX trains and engines may use Tennessee Southern RR tracks south of MP 227.4 to a point 5,000 feet south of the point of the switch at the Columbia wye on the south leg of the wye (towards Mt. Pleasant) at controlled speed, not exceeding 10 MPH.

Saturn Corporation Facility – Track 214-A, train and engine service employees must exercise caution in and around track 214-A due to an obstructed walkway. A sign 4' wide and 3' high has been erected at a point adjacent to track 214-A, south of the car puller assembly on the west side of the track stating:

"DANGER" – Obstructed Walkway This Side of Track
- Trainmen Use Walkway on Opposite Side of Track."

All train movements over road crossings within the Saturn plant, Springhill, TN are restricted to 5 MPH until the movement blocks the crossing.

Automobile loading tracks A-H, located on the north side of the security office are equipped with derails and blue flag protection is locked with private locks. When auto tracks are being loaded, blue flags will be in place and derails will be locked in a derailing position.

If the derail is not locked and blue flag protection is not provided (on the ground beside the track), the crew may perform switching on the track.

If crews have switching instructions involving tracks outlined above and the derails are locked and blue flags are in place, contact the Saturn Transportation office to have the derails unlocked and the blue flags removed.

When spotting auto racks at Saturn, a full service reduction must be made, then cut away from the cut allowing the cars left to go into emergency. Handbrakes must then be set on all cars. Cars will be secured with chocks. Interrail Corporation will be placing and removing the chocks at Saturn. Each car will be chocked. Chocks will be stored in the same location as the bridge plate stands when removed from cars. When blue flags are removed it will be understood that cars are ready to be pulled. However, it is our responsibility to be sure that chocks are clear of the rails before pulling cars.

PHONE NUMBERS

Location/Person	Company	Bell
Dispatcher	8-388-2735	904-381-2735

NATCO Crossing - All trains approaching the plant crossings at 229.3 on TSRR known as the "NATCO" crossing will arrange to sound a standard crossing warning per Operating Rule 14(L) and in addition, will contact the "NATCO" guard by radio before fouling these crossings. If you are unable to contact the guard, the train must be stopped and the crossing flagged by a crew member on the ground.

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NASHVILLE TERMINAL SUBDIVISION - NA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
						ABS-261		
30		174.7	MONFORT	LOUISVILLE SD	CL DISP. 94-1 RD-84 1-800-435-2236	CPS-261		
NO. 1 TRACK	30	174.9	NORTH EDENWOLD SOUTH EDENWOLD	850 FT.	AJ DISP. 66-7 RD-84 1-800-628-4711	ABS-261		
	50	175.1						
	50	175.3						
	30	30	176.6	SA DISP. 58-8 RD 84 1-800-435-2216				
		176.8	AMQUI			CPS-261		1
50		177.3 177.8		OSBURN HESSEY	MADISON BUILD. SUPPLY	ABS-261		
		179.0	EKIN			CPS-261		
		179.0	EKIN HBD			ABS-261		
30		181.0	MAPLEWOOD			CPS-261		
30		183.9	NE EAST NASHVILLE		RADNOR CUT-OFF	ABS-261		
		184.4		COTTON BELT LEAD	3,934 FT. EAST NASHVILLE			
		184.5	NORTH CR DRAWBRIDGE		UPPER RIVER LEAD	CPS-261		
10		184.6	CUMBERLAND RIVER DB			ABS-261		
		184.8	SOUTH CR DRAWBRIDGE	FRONT STREET LEAD		CPS-261		
						ABS-261		
		185.5	8 TH AVE. WYE	CP NO. 1 TRACK ONLY		CPS-261		
						ABS-261		
10		186.0	CHURCH STREET			CPS-261		

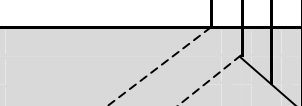
NASHVILLE TERMINAL SUBDIVISION - NA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
10	186.0	CHURCH STREET			CPS-261		2	
	186.5	KAYNE AVE.			ABS-261			
	187.0	SOUTH END			CPS-261			
					ABS-261			
	187.4	OAK STREET			CPS-261			
10 30	187.7				ABS-261			
	188.0							
	189.3	VINE HILL			NERR			CPS-261
	190.0				LOWER CENTER			ABS-261
	192.0	E LINE						CPS-261
30 40					ABS-261			
	192.3	MAYTON			B LINE			CPS-261
					RADNOR RECEIVING YARD			ABS-261
	194.0	SOUTH RADNOR						CPS-261
	194.1				TVA			ABS-261
40	196.6	BRENTWOOD			CPS-261			
					NASHVILLE SD S&NA NORTH SD			<div>AH DISP. 20-3 RD - 84 1-800-445-5506</div> ABS-261

NASHVILLE TERMINAL SUBDIVISION - NA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	BA 181.0	MAPLEWOOD			CPS-261		
					ABS-261		
	BA 184.8	NORTH SHELBY PARK			CPS-261		
	BA 185.5		CUMBERLAND RIVER BRIDGE		ABS-261		
	BA 185.3	SOUTH SHELBY PARK			CPS-261		
	BA 185.4				ABS-261		
	BA 186.4 BA 186.5 BA 186.7 BA 186.9 BA 187.1				ABS-261		
	BA 187.8	CHATTANOOGA MAINS			ABS-261		
	BA 188.1	RADNOR			ABS-261		
	BA 188.2 BA 188.3	DED (NO. 1 ONLY)			ABS-261		
30	BA 188.3	NORTH RADNOR			CPS-261		
20	BA 188.4				193 YARD LIMITS (ABS-261)		
	BA 189.2				193 YARD LIMITS (ABS-261)		
20	BA 189.3				193 YARD LIMITS (ABS-261)		
10	BA 189.5 BA 189.6				193 YARD LIMITS (ABS-261)		
	BA 189.9				193 YARD LIMITS (ABS-261)		
	BA 190.1				193 YARD LIMITS (ABS-261)		
	BA 190.4				193 YARD LIMITS (ABS-261)		
	BA 191.2				193 YARD LIMITS (ABS-261)		
20	BA 192.0				96		
	BA 192.0	RADNOR HUMP & RECEIVING YARD			96		

NASHVILLE TERMINAL SUBDIVISION - NA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10				ABS-261		
	N 0.0	CHURCH STREET		CPS-261		
		TO LOUISVILLE & HENDERSON SUBS.		ABS-261		
			8 TH AVENUE WYE			
10 30	N 0.7	11 TH AVENUE		CPS-261		
			NWR	ABS-261		
	N 1.7		DIAMOND HILL			
	N 2.0	SHOPS		CPS-261		
			GA PACIFIC	ABS-261		
			TO WEST NASHVILLE			
30	N 3.0	SELLERS		CPS-261		
50			BRUCETON SD	ABS-261		
50						

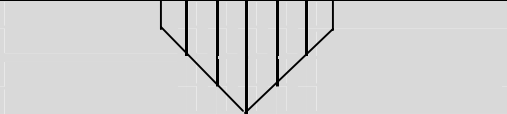

AY DISP. 94-5
 RD-84
 1-800-648-1108

NASHVILLE TERMINAL SUBDIVISION - NA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10					ABS-261		
	J 1.4	OAK STREET	<div>AJ DISP. 66-7 RD-84 1-800-628-4711</div>		CPS-261		
10							
20			TO S&NA NORTH SD		ABS-261		
	J 2.2		CP ON NO. 2 TRACK ONLY	A-2 LINE	CPS-261		
40					ABS-261		
	J 3.6	CP ON NO. 1 TRACK ONLY	A-1 LINE		CPS-261		
					ABS-261		
40	J 4.9	GLENCLIFF			CPS-261		
60	J 5.0	KANO	<div>SPACE PARK</div> <div>TEXTRON</div> <div>VULTEE JUNCTION</div> <div>SERVICE MERCHANDISE</div> <div>CLOPAY</div>		ABS-261		
	J 6.0	NORTH VULTEE					
	J 6.6	SOUTH VULTEE					
	J 6.8						
	7.0						
	7.2	DANLEY			CPS-261		
			CHATTANOOGA SD		<div>AJ DISP. 66-2 RD-84 1-800-628-4711</div>	ABS-261	
60	8.0						

7

NASHVILLE TERMINAL SUBDIVISION – NA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	BA 190.1	RADNOR DEPARTURE YARD		96		8
			<div style="position: relative; height: 200px;"> <div style="position: absolute; top: 10%; left: 10%;">ATC INC.</div> <div style="position: absolute; bottom: 10%; left: 40%;">AMERICAN STEEL</div> </div>	193 YARD LIMITS (ABS-261)		
	BA 192.3	MAYTON				
10 40				193 YARD LIMITS (ABS-261)		
40						

STATION PAGE NOTES

- NOTE 1:** HD Switch at Amqui is "hand crank" dual control. Instructions pertaining to the manual operation of the switch are on the inside lid covering this switch machine.
- NOTE 2:** Tracks at Kayne Avenue between Church Street and the South End are numbered from East to West as 3,12,98,99 and 100. All these tracks are main tracks except for 100 track.
- NOTE 3:** The Nashville Subdivision has a maximum authorized speed of 40 MPH. Authority for movement is DTC/TWC.
- NOTE 4:** Authority for movement on A-2 is CPS-261 and the maximum authorized speed is 10 MPH.
- NOTE 5:** Authority for movement on A-1 is CPS-261 and the maximum authorized speed is 10 MPH.
- NOTE 6:** The L Line begins South of North Radnor (BA 188.3) and is a single main track to the hump, (BA 192.0). North Radnor to the hump is signaled with automatic block signals for southbound movements. Northbound movement is non-signaled. (See Rule 193). Movements onto L line (Between BA 188.3 and BA 192.0) through hand operated switches must be authorized by the train dispatcher, but will not be required to wait 5 minutes before starting train movements as is required by Rule 271.1(a).
- NOTE 7:** Signals control movements onto and off of the D line at Danley. Movements on D Line in either direction are made per Operating Rule 96. Maximum speed permitted will be per Operating Rule 46 1(a.)
- NOTE 8:** The B Line begins across from the Radnor Bowl Office Signal and instructions from the yardmaster control southbound movements. Northbound movements from Mayton will be made by signal indication. The train dispatcher will not give trains a signal to move northward onto the B Line unless the Bowl Yardmaster has given permission for the movement.

NASHVILLE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

DRAWBRIDGES		
Station	Milepost	Protection
Cumberland River	185	Remotely Controlled

DEFECT DETECTORS

Location/Milepost	Type	
Ekin 179.0	HBD (Type 1)	
North Radnor BA 188.1	DED (Type 1)	

NOTE: The defect detectors on the Nashville Terminal Subdivision will enunciate defects and location from the front of the train.

USE OF SPECIFIED TRACKS

The following covers the protection of employees when tracks are under the control of a yardmaster and are turned over to the yard crews, road crews, or another departments for their use or repair.

Class tracks B01 through B56 – A crew member will contact the retarder operator for permission to use one of these tracks. Before the track is turned over, the retarder operator will apply an effective locking device to prevent access to the track. When the crew is finished and clear of the track, the retarder operator will be contacted to release the track for other use.

When operating on the south end of these tracks it is the responsibility of the foreman, locomotive operator and engineer to get their engine in the clear and if unable to do so must immediately notify the retarder operator.

Roundhouse Lead Track – The hump yardmaster has authority for granting permission to use this track. Roundhouse or service pit personnel must contact the hump yardmaster for permission to use this track. If permission is granted, the yardmaster makes a notation on his turnover of the employee's name and time permission was granted. When the employee concerned releases the track, a notation is made indicating the employee's name and the time released.

Intermodal track 6,7,8, tracks B97, B98, B99, and The Ice House Runaround - Contact the hump yardmaster for instructions for the use of these tracks, when directed to use these tracks by personnel other than the hump yardmaster, contact the hump yardmaster for instructions.

Operating Rule 103-A – Yardmasters will facilitate compliance with Operating Rule 103-A4 by communicating with crews when it is necessary for work to be performed by engines on both ends of any track within the Nashville Terminal.

Car retarder operators will communicate with crews when two jobs are occupying the same B Yard track.

Nashville Terminal Subdivision Limits – All tracks except main tracks, the D Line and the south end of the roundhouse lead (for the purposes of Mechanical Department testing of locomotives) are restricted to a maximum speed of 10 MPH.

EXCEPTED TRACK

South Nashville Yard – All tracks over 30 feet from the main line.

East Nashville Yard – All tracks over 30 feet from the Main Line.

Allied Lead – All tracks.

Up River Lead – MP 184.8.

Cotton Belt Lead (Cowan St. Lead) - MP 184.8

Front Street Lead – MP 185.1

Lebanon Branch

Freight House Tracks – Tracks 1 through 7.

Lower Classification Center

Polar Lead

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Be on the lookout for close clearance at Radnor Yard between yard tracks C21 and C22 at Thompson Lane.

North end of Freight House.

All employees working on south end of B-Yard at Radnor must not ride on lower steps of locomotive when moving through any retarders.

Harcros Chemical Location #2362 west side of lead.

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

Cars 65 feet or longer will not be handled to or from the Front Street Lead around Gas House Curve.

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

Location/ Milepost	Hours of Operation	Channels Monitored	Type Station
Hump	Continuous	84, 22, 96, 25, 10, 74-18	Terminal
B tower		40, 96	
Bowl		84, 22, 10, 25, 74-18	
Roundhouse		84, 68	
C Yard		80 & 84	
Kayne Avenue		84, 44, 25	
CR Drawbridge		84 & 44	

SWITCHING

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

The following terminals have been designated as terminals transferring hazardous materials. Listed below are the switching windows at each location.

Bids Terminal Switching Windows		
Subdivision	Location	(CSX Time) Between Hours
Nashville Terminal	Nashville (Fleet), TN	1800 and 2200 Monday thru Friday
	Nashville (Matlack and South), TN	

SWITCHES

Location	Normal Position
E-Line to the Intermodal facility	For E-Line
South end of the short crossover on the hump lead	For hump lead
Engine Spur at hump	For 99 crossover
B-1 crossover to 99	For B-1
B-56 to Intermodal track 1	For B-56

TRAIN MOVEMENTS

L Line – All movements will be made at restricted speed not exceeding 20 MPH regardless of signal indication. Southbound trains will not move south of the bowl crossover without securing instructions from the hump yardmaster. If the movement is stopped at this point, the movement will STOP clear of the crossover.

B Line – All movements will be made at restricted speed not exceeding 10 MPH regardless of signal indication.

Southbound movements from Radnor will not occupy the B Line without obtaining instructions from the bowl yardmaster, regardless of signal indication.

Northbound Movements on the D Line – Will not pass the Nolensville Road Bridge without instructions from the hump yardmaster.

Southbound Movements on the D Line – Will not be made without the instructions of the hump yardmaster. If a southbound movement is to be made onto the Chattanooga Subdivision, the train crew must also have permission from the train dispatcher.

All Movements Through the Short Crossover Located at the North End of Radnor Receiving yard (A Yard) – Between the hump lead and the roundhouse lead must not be made without permission of the hump yardmaster.

The Train Dispatcher – Who is providing protection for a train to enter the main track to make a reverse movement, or on-track equipment to occupy the main track, who does not have sole control to protect the movements, must communicate with the other control station to make sure that the movement is protected before the movement is authorized.

Trains and Yard Engines Departing Radnor Yard Via A-1 – Will not block Sadler Avenue unless a signal indication or authority is received to proceed. If for any reason the train is stopped and Sadler Avenue is blocked, both the terminal trainmaster and the train dispatcher must immediately be notified.

Inbound Crews Arriving at Kayne Avenue and Radnor Yards – Will contact the appropriate yardmaster at the last point and furnish the following information:

- The number of cars they have
- ETD number and condition
- Condition of the engines
- Supplies needed
- If a ride is needed.

Using Radio Channel 84-84 train crews must make initial contact with the appropriate yardmaster. The yardmaster will advise the crew to go to channel 25-25 when ready to give a job briefing and/or special instructions.

For the purpose of these instructions, the following will be used as last points:

FROM:	LAST POINT
Louisville	Amqui
Evansville	Amqui
Bruceton	Belle Meade
Chattanooga	Hickory Hollow
Birmingham	Brentwood

Nashville Terminal Channel (25-25) - After the appropriate yardmaster has been notified, road crews may also use this channel as an alternate channel for switching.

Trains Arriving at the Limits of the Nashville Terminal Subdivision	
From	Instructions
Bruceton Subdivision	Must not pass Clifton Pike without instructions from the Kayne Ave. Yardmaster, regardless of signal indication received
Henderson or Mainline Subdivision	If destined for Kayne Ave. must not pass Delmas Ave. without instructions from Kayne Ave. Yardmaster, regardless of the signal indication
Henderson or Mainline Subdivision	If destined for Radnor via Radnor Cutoff, must not pass Elm Hill Pike (Chicken Pike) without instructions from either the bowl or hump yardmaster, regardless of the signal indication received.
S&NA North Subdivision	If destined for Radnor A-Yard must not pass Brentwood without instructions from the hump yardmaster, regardless of the signal indication received.
S&NA North Subdivision	If destined for Radnor C-Yard must not pass Brentwood without instructions from the bowl yardmaster, regardless of the signal indication received.
S&NA North Subdivision	If destined for Kayne Ave. must not pass Berry Rd. without the instructions of the Kayne Ave. Yardmaster, regardless of signal indication received
Chattanooga Subdivision	If destined for Kayne Ave. must not pass Fourth Ave. without instructions from the Kayne Ave. Yardmaster, regardless of the signal indication received.

West Nashville Shops – Before departing West Nashville Lead at Shops, all movements must receive permission from the Kayne Avenue yardmaster.

Reverse Movement from South Radnor - Engineers of trains yarding their train in the Radnor A (receiving) yard who must move the locomotive consist from the south end to the service center, bowl, or the departure yard will change ends of the consist for the movement if the north unit will control the consist.

ROAD AND YARD CREWS

A Yard – Permanent derailleurs have been installed on the north end of track A02, A05, A06, A10, A11 in the receiving yard (A yard). All trains occupying these tracks awaiting inspection must be spotted at least 150 feet south of the derailleurs in accordance with the blue signal law. The track will be marked to indicate the location of where trains should be spotted.

Melrose Bridge – A white information indicator mounted on a mast is located east of the L line on the south side of the Melrose bridge. The aspect of this indicator works in conjunction with a signal located on the south side of I-440 bridge. When the indicator is illuminated, trains may proceed on instructions from the bowl yardmaster to a point where the signal south of I-440 bridge can be seen and governed by the indication of this signal.

Nashville Service Center – STOP signs are now located on the west side of the tracks on the south end of the coal chute lead, the south end of the south leg of the wye and on the east side of the roundhouse lead track. All movements into the Nashville service center must STOP short of the STOP signs and secure permission from the outside service center foreman before proceeding.”

Nashville Service Center Derails – Remotely controlled derails are located on the north and south end of the following tracks at the Nashville Service Center:

East Pit
West Pit
Ready Track #1
Ready Track #2
Ready Track #3

The outside service center foreman controls these derails.

No. 1 or No. 2 Main Tracks Between Mayton and South Radnor – When a train must be inspected, precautions must be taken to secure the safety of the employee(s) inspecting the train. Contact the terminal trainmaster or the hump yardmaster before making the inspection to ensure the location of trains on the adjacent track. If necessary, the terminal trainmaster and/or hump yardmaster will contact the dispatcher to STOP any movement on the adjacent track until notified by the conductor. If the train is allowed to pass on the adjacent track, all crew members will be notified and the passing train will be looking out for employee(s) making the walking inspection.

Radnor C Yard – Outbound departing trains will contact the yardmaster when ready for a brake test. The yardmaster will give instructions as to when to attach the utility job and switch to the car inspector's Radio Channel (74-18). The movement necessary to position the train for brake testing by the car inspector will be done on this channel.

When the brake test is complete and the utility job is released, the outbound crew will return to the Road Channel (84-84) for their departing instructions.

The use of the car inspector's channel by transportation employees will be strictly limited to this purpose, and the channel will be monitored closely for compliance.

North End of West Nashville Yard – When switching cars, air brakes must be applied to a sufficient number of cars to control the movement.

Foreman Requirements – To complete a legible work order of all cars placed at or pulled from all locations, or from one location to another, or any interplant switching.

All work not shown on the work order must be recorded on Form 6507.

When switching industries with fences and gates foremen are to see that all gates are opened before switching begins and when switching is completed they are to see that gates are closed and locked. When private security forces are on duty, they must be notified when switching begins and ends.

Freight House track # 6 - North end switch and turnout to track # 6 at location # 609 has been removed from service and is now a "stub end track". Track is only accessible from south end and is 1,370 feet in length.

Remote Control Operations – Remote Control Locomotive (RCL) operation is established at Nashville Terminal. RCL operation and special instructions are stated in a General Bulletin. Remote Control Zones, when established by General Bulletin may be utilized in conjunction with RCL operations.

HUMP AND RETARDER INSTRUCTIONS

The Quantum Hump Control system on the following engines has been upgraded:

CSXT 2425 CSXT 2426 CSXT 2427

The hump control will automatically restart in tower auto mode unless the engineer takes action that would nullify this feature. This feature can be nullified after a STOP command is received if the engineer moves the throttle back to idle. The automatic restart mode only works in the tower auto mode.

When a STOP command is received by the engineer, after stopping, the engineer must always return the throttle to idle and move the reverse lever to the center position while awaiting a signal to resume humping or other instructions.

Additional information on the Quantum Hump Control may be found in the engineer's reading file, located in the CCBB under "Masengrs" or contact your road foreman of engines for a copy of the instruction manual.

Red Signals – While the hump is operating and the alarm goes off signifying a RED signal for humping to STOP, no more pins should be pulled until a resume switching signal (yellow) is given unless specified by the hump foreman or the hump yardmaster

Three Area Movement Indicators – Each consisting of two light units, are located on a single mast on the west side of the master retarder on the south end of B Yard.

The indicators are controlled by the retarder operator and display a Lunar aspect when trimming operations are permitted in a designated area. The classification tracks are divided into three specific areas known as area A, area B and area C.

Area A is the east segment of the yard and includes tracks 1 through 16. The indicator unit positioned on the left, or east side of the hump lead governs area A.

Area B is the center segment of the yard and includes tracks 17 through 40. The indicator unit positioned in the center governs area B.

Area C is the west segment of the yard and includes tracks 41 through 56. The indicator unit positioned on the right, or west side governs area C.

The area movement indicators display a red aspect unless a trimming operation is authorized in one of the designated areas. Standard "B" posts are located at the south clearance points of each of the three designated areas. When a lunar aspect is displayed on one of the area movement indicators, trimming operations may be performed in the area for which the indicators govern; however, a trimming must not be made south of the "B" post for the area.

Red aspects of the area movement indicators may be disregarded when full scale trimming operations are being allowed and the trim signals are cleared.

South End of B Yard – When two or more engines are working, these engines will move under the instructions of the hump yardmaster or retarder operator and must be identified by engine number.

When requested by the retarder operator engines working on south end of B yard may extinguish headlight. When operating with headlight extinguished engine must remain in the clear.

Unless otherwise instructed, crew of yard engines coupling cars on the south end of the B yard will uncouple locomotive from the cars and move locomotive to the clearance point on the south end of the track when the cars have been coupled.

When locomotive moves to south end, the hump yardmaster will know the track is coupled and can give instructions to job concerning the next work to be performed.

South End of A Yard – When doubling cars to another track, crews using the main track(s) at South Radnor will apply air to all cars to control the movement.

A-Yard – When preparing a track for humping out of A yard (receiving yard), the switchman in charge will see that hand brakes are released and the knuckle is open on the north end car.

EXCEPTIONS TO OPERATING RULE 103-D

Yarding trains in A Yard (The Receiving Yard) – Unless otherwise instructed by the Hump Yardmaster, all crews will set hand brakes on the 5 north end cars to secure the train.

B Yard (Class Yard) – Is exempt from hand brake requirements. Use of track skates will meet the requirements.

C Yard (The departure Yard) – Crews yarding trains will set 3 hand brakes on the north end of the northbound trains and 3 hand brakes on the south end of southbound trains.

PHONE NUMBERS

Location/Person	Company	Bell
AJ Dispatcher	8-388-2678	904-381-2678
	8-388-2679	904-381-2679
		1-800-628-4711

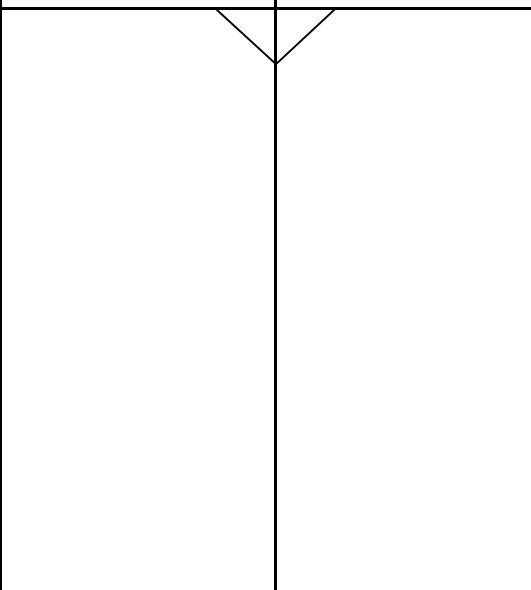
NOTES

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O&N SUBDIVISION – ON

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			<div>↓</div>	<div>↓</div>			
25	D 186.4	LIVERMORE YARD LIMIT			193 YARDLIMITS	YL	1 2
	D 185.0	DTC BLOCK SIGN					
25	D 180.6	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK CENTRAL CITY	
10 MPH CITY ORDINANCE	D 180.1					DTC BLOCK DRAKESBORO	
	D 179.2						
25	D 173.5	DTC BLOCK SIGN			96		
10							

STATION PAGE NOTES

NOTE 1: Six-axle locomotives or cars with a gross weight exceeding 263,000 lbs. must operate on the O&N Subdivision.

NOTE 2: Wreckers and locomotive cranes must not exceed 10 MPH.

NOTE 3: 10 mph on the connecting track form the O&N Subdivision to the MH&E Main.

O&N SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

USE OF SPECIFIED TRACK

D 173.5 to the end of track – Trains will operate in accordance with Operating Rule 96.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Unless otherwise authorized by the superintendent, operating equipment is restricted in the use of tracks, bridges, and trestles as follows:

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
Between Moorman and Drakesboro	Cars with gross weight exceeding 263,000 lbs.	Must not operate
	6-axle engines	
	Wreckers, Locomotives, Cranes	10 MPH

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Atkinson – YM	Continuous EX Sat & Sun, 0001 to 0700	84	Terminal
South-TD Carrolton	Continuous		Wayside

NOTE: SA train dispatcher's Call-in No. is 8.

SA train dispatcher Radio Channel is 58

SA train dispatcher telephone No. is 1-800-435-2216

NOTES

O&N SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

USE OF SPECIFIED TRACK

D 173.5 to the end of track – Trains will operate in accordance with Operating Rule 96.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

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Between Moorman and Drakesboro	Cars with gross weight exceeding 263,000 lbs.	Must not operate
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	Wreckers, Locomotives, Cranes	10 MPH

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Atkinson – YM	Continuous EX Sat & Sun, 0001 to 0700	84	Terminal
South-TD Carrolton	Continuous		Wayside

NOTE: SA train dispatcher's Call-in No. is 8.

SA train dispatcher Radio Channel is 58

SA train dispatcher telephone No. is 1-800-435-2216

NOTES

S&NA NORTH SUBDIVISION – SN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
			<div><div>AJ DISP. 66-7 RD-84 1-800-628-4711</div><div>NO. 1</div><div>NO. 2</div><div>NASHVILLE TERMINAL</div></div> <div>NASHVILLE SD.</div>		ABS-261		
40	BA 196.6	BRENTWOOD			CPS-261	DTC BLOCK BRENTWOOD	1 4
40	BA 196.8	WILSON PIKE CIRCLE	<div>AH DISP.20-3 RD-84 1-800-445-5506</div>		ABS-261		
	BA 197.0						
40	BA 197.2						
60	BA 197.4	BRENTWOOD HBD					
	BA 198.0						4
	BA 200.2	NORTH MORAN			CPS-261	DTC BLOCK BRENTWOOD	
			CSDG 5,555 FT.		ABS-261		
	BA 201.4	SOUTH MORAN			CPS-261		
60	BA 203.5				ABS-261		
55	BA 203.9					DTC BLOCK MCDANIEL	
	BA 209.5	NORTH MCDANIEL			CPS-261		
60	SS D G		SSDG 10,500 FT.		ABS-261		
	BA 211.6	SOUTH MCDANIEL			CPS-261		
	BA 211.7				ABS-261	DTC BLOCK HOLTS CORNER	
50	BA 213.9						
60	BA 215.5	COLLEGE GROVE HBD			CPS-261		
	BA 220.5	NORTH HOLTS CORNER			ABS-261		
	BA 222.1	SOUTH HOLTS CORNER	CSDG 7,590 FT.		CPS-261	DTC BLOCK LEWISBURG	2 5
	BA 226.1	CHAPEL HILL			ABS-261		
60	BA 228.5						
50	BA 234.9	VERONA HBD			CPS-261		
	BA 237.3				ABS-261	DTC BLOCK LEWISBURG	
	BA 238.8	NORTH LEWISBURG			CPS-261		
	BA 239.5		CSDG 6,545 FT.		ABS-261		
50	BA 240.1	SOUTH LEWISBURG	BELFAST BRANCH		CPS-261		

S&NA NORTH SUBDIVISION – SN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
50					ABS-261	DTC BLOCK LEWISBURG		
	BA 246.3	NORTH CORNERS- VILLE			CPS-261			
	30 SS DG 30				SSDG 10,780 FT.	ABS-261		DTC BLOCK CORNERSVILLE
	BA 248.4	SOUTH CORNERS - VILLE			CPS-261			
					ABS-261			
BA 256.9	SPEIDEN HBD							
50	BA 260.4							
60	BA 260.7	NORTH WOODROW			CPS-261	DTC BLOCK WOODROW		
					CSDG 6105 FT.			ABS-261
	BA 262.1	SOUTH WOODROW			CPS-261			
50	BA 265.5				ABS-261			
	BA 265.8	CO-OP TRACK						
	BA 271.0							
40	BA 274.9	NORTH ARDMORE			CPS-261	DTC BLOCK ARDMORE		
60	BA 275.2				ABS-261			
	BA 275.5				CSDG 12,595 FT.			
	BA 277.4	SOUTH ARDMORE			CPS-261			
60	BA 279.3	ARDMORE HBD			ABS-261	DTC BLOCK ATHENS	8	
	BA 289.0	ATHENS					LD SIDING	3
	BA 290.0							9
	293.3						ATHENS SPUR	2
	294.0							5
50	294.2	NORTH ATHENS			CPS-261	DTC BLOCK ATHENS	8	
					CSDG 12,045 FT.		ABS-261	7
	296.6	SOUTH ATHENS			CPS-261			
	299.7	TANNER	HBD/WLD		ABS-261			
50	303.3	NORTH HARRIS			CPS-261	DTC BLOCK HARRIS	4	
	305.0				GM SPUR			ABS-261
	305.6	SOUTH HARRIS			CSDG 11,660 FT.			CPS-261

S&NA NORTH SUBDIVISION – SN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
30					NS	ABS-261	DTC BLOCK HARRIS	6
	305.9	DECATUR JCT				CPS-261		
20		306.0		TENNESSEE RIVER DB		ABS-261		2
	307.0	RIVER JCT		RIVER JCT	DECATUR BELT LINE	CPS-261		
						ABS-261		
	307.1	DECATUR (NS)		NS		CPS-261		
15	15						DTC BLOCK CUNNINGHAM	2
25	25	307.2			OAKWORTH SSDG	ABS-261		
60		307.5						
	SS DG	308.1	DECATUR HOLDOUT (MAINLINE ONLY)			CPS-261		
60		308.2			SECOND STREET			
50		308.8			OAKWORTH YARD	ABS-261		
	25	309.2					DTC BLOCK OAKWORTH	1
		310.0	OAKWORTH			CPS-261		
		310.6	SOUTH OAKWORTH			CPS-261		
	40	311.0				ABS-261	DTC BLOCK HARTSELLE	7
		312.0						
		319.8	HARTSELLE			ABS-261		
		320.2					DTC BLOCK HOLMES GAP	
		320.3	NORTH HARTSELLE			CPS-261		
					CSDG 11,495 FT.	ABS-261		
		322.6	SOUTH HARTSELLE			CPS-261	DTC BLOCK HOLMES GAP	
		323.4	FALKVILLE	HBD/WLD				
		324.1				ABS-261		
		324.8						
		325.7					DTC BLOCK HOLMES GAP	
		328.1	NORTH HOLMES GAP			CPS-261		
50	35	328.2			PUSHER TRACK		DTC BLOCK HOLMES GAP	
35		330.4						
	SS DG	331.0	SLIDE FENCE (MAIN)			ABS-261		
		332.1	SLIDE FENCE (MAIN)					
		332.3	SLIDE FENCE (MAIN)				DTC BLOCK HOLMES GAP	
35	35	334.0			SSDG 40,385 FT.			

S&NA NORTH SUBDIVISION – SN

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				SOUTH					
45	35	334.3	SLIDE FENCE (MAIN)			ABS-261	DTC BLOCK HOLMES GAP	1	
		335.8	MIDDLE HOLMES GAP		SSDG 11,495 FT.	CPS-261			
	25					ABS-261			
		338.1	SOUTH HOLMES GAP			CPS-261			
45		338.2	CULLMAN		RUSCOR TRACK	ABS-261	DTC BLOCK CRANE		
35	338.3								
	338.4								
	338.6								
45	35	341.0		WEST STORAGE 3,500 FT.	EAST STORAGE 2,500 FT.	ABS-261			
		341.1							
50		342.5	WESODA HBD			ABS-261	DTC BLOCK HANCEVILLE		
	344.0								
	345.7								
	349.9	NORTH HANCEVILLE		CSDG 12,210 FT.	CPS-261				
					ABS-261				
	352.1	SOUTH HANCEVILLE			CPS-261				
	352.4								ABS-261
	353.9				GARDEN CITY ELECTRIC LOCKS				
50	354.6								
45	356.1								
50					CPS-261				
35	358.6								
	359.6								
40	363.2	NORTH NYOTA							
50		365.2			CSDG 11,550 FT.	ABS-261	DTC BLOCK NYOTA		
45	365.4	SOUTH NYOTA			CPS-261				
50	366.9	SELF CREEK HBD			ABS-261				
45	367.9								
	369.5								
50	371.8								
35	375.6								
	376.2								
50	378.5								

S&NA NORTH SUBDIVISION – SN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
45				BOYLES TERMINAL	ABS-261	DTC BLOCK NYOTA	4 4
	379.8	NORTH NEW CASTLE		ATLANTA TT	CPS-261		
	380.0			AH DISP. 20-3 RD 84 1-800-445-5506	ABS-261		
	381.0						
20	383.5	BLACK CREEK					

STATION PAGE NOTES

- NOTE 1:** City ordinance applies until the lead engine blocks the last crossing.
- NOTE 2:** Speed restriction (10 MPH) Oakworth Yard, Belfast Branch, Decatur Belt Line, and Athens Spur.
- NOTE 3:** Non-clearing switch not equipped with electric lock (LD Siding).
- NOTE 4:** Speed recorder and odometer check.
- NOTE 5:** Authority for movement on Belfast Branch, Athens Spur. Rule 96
- NOTE 6:** Refer to special instructions for movement over NS Railroad.
- NOTE 7:** Refer to special instructions for Tanner & Falkville, DED, Wide Load Detector.
- NOTE 8:** City ordinance applies to entire train.
- NOTE 9:** BA mileposts end at milepost BA 290.0 and 000 mileposts begin.

S&NA NORTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

DEFECT DETECTORS	
Location/Milepost	Type
College Grove, TN BA 215.5	HBD (Type 1)
Verona, TN BA 234.9	
Speiden, TN BA 256.9	
Ardmore, AL BA 279.3	
Tanner, AL 299.7	HBD, WLD (Type 1)
Falkville, AL 323.5	HBD, WLD (Type 1)
Wesoda, AL 345.7	HBD (Type 1)
Self Creek, AL 371.8	HBD (Type 1)

NOTE: Detectors at Tanner, MP 299.7 and Falkville, MP 323.5 on the S&NA North are equipped with a wide load detector

After passing an operating detector, be governed by the verbal instructions. If the train has a wide load, the detector will give the location as follows: "Wide load near axle XXX, count from head of train." If a defect is not found on the indicated car, inspect 5 cars on both sides of the indicated car. If the proper proceed message is not given or the detector is out of service, southbound trains at the Tanner detector (MP 299.7) and northbound trains at the Falkville detector (MP 323.5) must STOP and the entire train must be checked for dragging equipment, hot journals and wide loads.

All other movements at these detectors must comply with current system operating rules.

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Drawbridges			
Location	Railroad	Protection	Rule
Tennessee River (Decatur) MP 306.0	NS	Remotely Controlled	226-B. c.(1)

SWITCHING

Six-axle engines must be kept off team, house and industrial tracks. If it is necessary to pick up or set off at any restricted track, the conductor will arrange to hold on to enough cars to avoid being beyond the clearance point with these engines.

These instructions will not apply to crews servicing Conagra Feed Mill, Falkville, AL

SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH RULES 281 THROUGH 298.

The NS dispatcher controls movements over the NS trackage between Decatur Jct. and Decatur.

Trains operating between Decatur and Decatur Jct. will be governed by the following NS Rules:

- a) Rule 304 – Signal aspect is Red over Green.

Signal Aspects	
Name	Indication
Diverging Clear	Proceed through diverging route observing authorized speed through turnout(s) or crossover(s)

NOTE: Unless another signal intervenes, the movement must be prepared to make a diverging route at the next controlled signal.

- b) Rule 308 – Signal Aspect is Red over Yellow, short spacing on aspects.

Signal Aspects	
Name	Indication
Diverging Approach	Proceed through diverging route observing authorized speed through turnout(s) or crossover(s), preparing to STOP at the next signal. A train or engines exceeding medium speed must at once reduce to that speed.

Rule 309 – Signal aspect is double Red over Yellow; or Red over Yellow with long spacing; or Red signal with vertical number plate.

Signal Aspects	
Name	Indication
Restricting	Proceed at Restricted Speed.

Rule 310 – Signal aspect is Red.

Signal Aspects	
Name	Indication
STOP	STOP

Northbound trains with a consist of 65 or more cars must not pass 2nd Street until released by the NS dispatcher. Oakworth Yardmaster or AH Dispatcher.

When authority is obtained from the NS dispatcher to pass a STOP indication, trains will be governed by NS Rules listed below:

NS Rule 423 – When a train or engine stops at a STOP signal and no other movement is evident, a crew member must immediately contact the control station. When authorized, movement will proceed at restricted speed, observing Rule 245.

NS Rule 461 – at a controlled interlocking, when a train or engine stops at a STOP signal and no conflicting movement is evident, a crew member must immediately contact the control station for instructions.

The movement must not pass the STOP signal until a crew member has been fully informed of the situation and knows the move is protected. The movement may then proceed at restricted speed on hand signal or permission from the control station.

NS Rule 245 – Restricted speed, when required by signal indication, must be observed until the leading end of the movement reaches the next signal.

NOTE: Restricted speed-A speed not exceeding 15 miles per hour, that will permit stopping within one-half the range of vision short of a train, a car, an obstruction, a STOP signal, a derail, or an improperly lined switch, looking out for broken rail.

Exception: When the signal governs the movement to non-signaled territory or to a track signaled for movement in the opposite direction only. Restricted speed applies until the leading end of the movement is through any crossovers, turnouts, or interlocking limits governed by the signal.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Because of close clearance between track No. 1 and No. 2 at South Yard, Decatur, employees must not ride a cut of cars into either track when cars are in an adjacent track.

In Oakworth Yard, a man riding on the side of a car will not clear between the north four (N04) and the north five (N05) tracks. Do not ride on the side of a car in this area and use caution.

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
Decatur	4-axle wrecker 6 axle wrecker Locomotive Cranes	10 MPH
Lewisburg to Belfast	Locomotive Cranes	5 MPH

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All trains approaching the Norfolk Southern at Decatur, AL, must contact the NS dispatcher in order to make movements between Decatur and Decatur Jct. Trains may proceed without contacting the NS dispatcher if a proceed signal is already displayed. Contact the NS dispatcher using the DTMF Tone procedure as follows:

Set the radio to the proper channel and then punch in the tone code needed and a response tone should be heard.

NS Dispatcher

Days of Week	Hours of Operation	Radio Channel	DTMF Tone	Phone
Monday-Friday	0700-2300	56-56	801	1-205-951-4844
	2300-0700		809	1-205-951-6445
Weekends-From Friday 2300-0700 Monday				

If contact cannot be made with the NS dispatcher, attempt to reach the CSX AH dispatcher for instructions.

All trains will monitor NS Radio Channel 56 56 with the engine radio operating on NS trackage between Decatur and Decatur Junction. While the engine radio is on 56 56, the conductor must monitor CSX Channel 84 84 on his portable radio in case the CSX dispatcher needs to contact the train.

AH train dispatcher Call-in No. 3.

AH train dispatcher Radio Channel is 20.

NS train dispatcher Radio Channel is 56-56

PHONE NUMBERS

Location/Person	Company	Bell
Dispatcher	8-388-2735	904-381-2735
AH dispatcher	---	1-800-445-5506

Between Decatur and South Oakworth – Main track and signaled siding will not be used by yard engines except on the authority of the AH train dispatcher.

Holt's Corner, TN Siding – Trains stopping to meet trains or be passed will STOP short of the main crossing between the siding switches and will contact the AH train dispatcher for instructions before blocking this crossing. Trains will not block this crossing unnecessarily and, if required to clear for more than one train, will arrange to cut the crossing for vehicular and pedestrian traffic.

New Castle – Trains stopping to meet trains will STOP short of the McCormick Road crossing MP 381.0 and will contact the AH train dispatcher if going north and the tower at Boyles if going south for instructions before blocking this crossing. Trains will not block this crossing unnecessarily.

Sand Mountain – All trains departing Nashville south on the S&NA North subdivision are to determine if they will need pusher service on Sand Mountain, advising the AH train dispatcher if you do or do not need a push.

On-track equipment movements and short term track authority between Decatur Junction and Decatur, AL (MP 306.0 and MP 308.0).

Over trackage controlled by the NS train dispatcher, movements will be authorized by the Jacksonville AH train dispatcher. Employees must contact the AH train dispatcher for authority. The AH train dispatcher will contact the NS train dispatcher to secure protection before issuing the authority.

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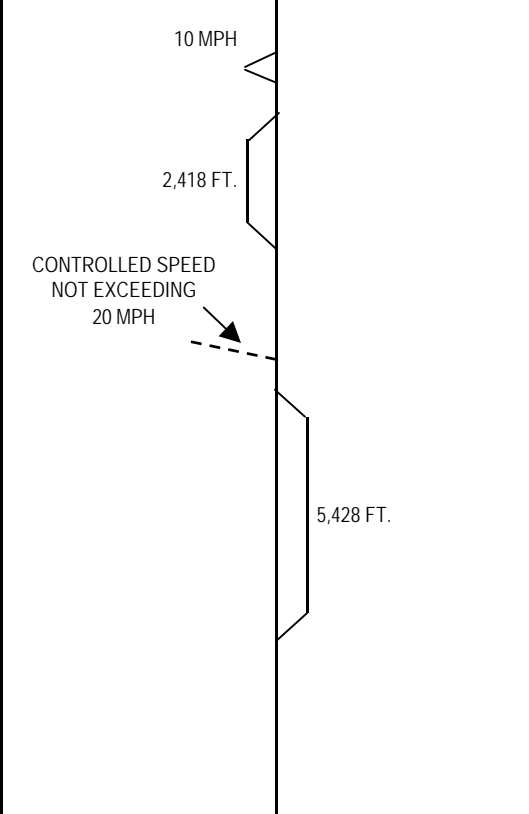
ST. LOUIS SUBDIVISION - SL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
25			END OF TRACK			TWC-DTC		
	H 445.7	DTC BLOCK SIGN	<div>SB DISP. 94-7 RD-84 1-800-435-2238</div>			DTC BLOCK ADDIEVILLE	1	
	H 445.0	OKAWVILLE						
	H 441.2	ADDIEVILLE	5,410 FT.					
	H 440.8	DTC BLOCK SIGN						
<div>20</div>	H 434.9	DTC BLOCK SIGN NASHVILLE, IL	----- UP			DTC BLOCK ASHLEY		
25	H 423.9	DTC BLOCK SIGN	----- IC			DTC BLOCK WOODLAWN	2,7	
20	H 423.7	ASHLEY, IL						
25	H 421.0							
30								
20	H 415.5	DTC BLOCK SIGN WOODLAWN, IL	----- BN				3,8	
30	H 415.1	WOODLAWN	5,445 FT.			DTC BLOCK SHIRLEY	4	
	H 415.0							
40	H 414.1							
	414.0							
	411.0							
	H 408.1	MT. VERNON, IL						
	H 407.7							
25	H 407.4							
40								
20	H 406.6	DTC BLOCK SIGN MT. VERNON, IL	----- UP					
40	H 403.1					DTC BLOCK DELAFIELD		
	401.0							
	400.2	OPDYKE, IL HBD						
	398.0							
	H 387.7	DELAFIELD	5,432 FT.					
	H 386.2	DTC BLOCK SIGN				DTC BLOCK INLAND		
40	H 383.0							
25	H 382.7	MCLEANSBORO						
	H 381.7							
30						TWC-DTC		
40	H 380.9							

ST. LOUIS SUBDIVISION - SL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>▼</div>	<div>▼</div>				
40	H 377.2	DTC BLOCK SIGN INLAND			TWC-DTC	DTC BLOCK INLAND		
	H 374.1	ROBANNA, IL				HBD		DTC BLOCK CARMi
	H 368.9	ENFIELD						
	H 364.5	TRUMBULL						
	H 360.3	CARMi						
40	H 359.5				TWC-DTC			
30	H 359.2							
40	H 359.1	DTC BLOCK SIGN						DTC BLOCK CARMi
	H 356.6	EPWORTH						DTC BLOCK UPTON
	H 355.1 H 354.5	EPWORTH, IL				HBD		
40	H 350.5			TWC-DTC				
25	H 350.3							
40	H 345.5	UPTON						
	H 344.9	DTC BLOCK SIGN						
40	H 344.6			TWC-DTC (270-274)	DTC BLOCK MT. VERNON			
25	H 341.7	DTC BLOCK SIGN MT. VERNON BRANCH						
	H 341.4	MT. VERNON, IN				DTC BLOCK B&K		
25								

ST. LOUIS SUBDIVISION – SL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
25	H 339.8 H 337.5	DTC BLOCK SIGN SOUTHWIND NORTH LAMOTT			TWC-DTC (270-274)	DTC BLOCK B&K	6
	H 336.8	SOUTH LAMOTT			DTC BLOCK BELKNAP		
	H 334.7 H 333.0	CABORN, IN DD					
	331.6	DTC BLOCK SIGN SIGECO SPUR					
	330.0 329.4	NORTH BELNAP					
25 40	H 328.9						
	H 328.6	BELNAP					
	H 328.2	DTC BLOCK SIGN SOUTH BELNAP					
40 25	H 324.9						
25	H 323.7	BARKER AVENUE				TWC-DTC (270-274)	
	H 323.5		EVANSVILLE TERMINAL SD		193 YARD LIMITS		

STATION PAGE NOTES

- NOTE 1:** Nashville, IL (H 434.9) – UP Railroad – Stop Sign protection – Rule 98-F applies.
- NOTE 2:** Ashley, IL (H 423.7) – IC Railroad – Automatic – Rule 226-B applies.
- NOTE 3:** Woodlawn, IL (H 415.5) – BNSF Railroad – Automatic – Rule 226-B applies.
- NOTE 4:** Mt. Vernon, IL (H 406.6) – UP Railroad – Remotely controlled – Controlled by UP operator at Mt. Vernon.
- NOTE 5:** Mt. Vernon, IN (H 341.7) – CSX Railroad – Automatic – Rule 226-B.
- NOTE 6:** Applies to head end only for northbound movements.
- NOTE 7:** Ashley, IL H 423.7
If light in box is burning, insert L&N switch key in key release. Turn key **to the right** and hold for five (5) seconds. Remove key. After six (6) minutes signal should clear. If signal indication does not authorize movement to proceed after six (6) minutes, flag through interlocking in accordance with operating rule 226-B.
If light is not burning, wait six (6) minutes and then if no conflicting train is in sight or hearing, operate the key release as explained above and after six (6) minutes the signal clear. If signal indication does not authorize movement to proceed, flag through interlocking in accordance with operating rule 226-B.
- NOTE 8:** Woodlawn, IL
IF INDICATOR LIGHT ILLUMINATES AND REMAINS ILLUMINATED:
A. Depress and hold push button for two (2) seconds.
B. If indication for absolute signal has not changed and indicator light remains illuminated, train or engine may proceed at restricted speed on hand signal from crew member at crossing if no train or engine is approaching on conflicting routes.
IF INDICATOR LIGHT IS DARK OR BECOMES DARK
1. Wait five (5) minutes then depress and hold push button in for two (2) seconds.
2. If indication for absolute signal does not change and indication light remains dark six (6) minutes 00 seconds after depressing push button, movement must be made twenty (20) feet past absolute signal, stopping clear of any conflicting routes.
3. Wait an additional six (6) minutes 00 seconds, then proceed at restricted speed on hand signal from crew member at crossing if no train or engine is approaching or conflicting routes.
If there is known to be conflicting movement, train or engine must not proceed until such movement has passed or has stopped and an understanding has been reached between the crews.
- NOTE 9:** Mt. Vernon, In for north or south movements
When interlocking signal is at stop, observe conflicting signals governing St. Louis Subdivision trains in each direction. If signals are displaying stop, the St. Louis Subdivision train may proceed at restricted speed.

ST. LOUIS SUBDIVISION – SL MT. VERNON BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	ZJ 300.0	EASTMAN	<div style="text-align: center;">END OF TRACK</div> <div style="text-align: center;"> </div>	96		1
	ZJ 301.3					
	ZJ 301.7					
	ZJ 302.7	GE RUNAROUND				
10	ZJ 302.8		END OF TRACK	96		

STATION PAGE NOTES

NOTE 1: Mt. Vernon, IN east or west movements

If the light in box is burning, press push button. If signal indication does not authorize movement to proceed after six (6) minutes, flag through interlocking in accordance with operating rule 226-B.

If light is not burning, wait six (6) minutes and then if no conflicting train is in sight or hearing, press push button and after six (6) minutes signal should clear.

When signal clears it will automatically return to stop after six (6) minutes if light box is burning. The signal can be re-cleared by pressing the push button.

If the signal indication does not authorize movement to proceed, flag through interlocking in accordance with operating rule 226-B.

ST. LOUIS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

TRAIN BULLETIN AND RELEASE FORM

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
Mt. Vernon, IL	Crew Room	Originating
Howell		

DEFECT DETECTORS

Location/Milepost	Type
Caborn, IN H 334.7	HBD (Type 1)
Epworth, IL H 355.1	
Robanna, IL H 374.1	
Opdyke, IL, H 400.2	

SWITCHES

SPRING SWITCHES

Location	End Location	Normal Position
Belknap	Both Ends	For Main Track

JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade

When a STOP aspect is displayed on a signal at a railroad crossing at grade, the following will govern:

Location	Railroad	Protection	Rule
Nashville, IL H 434.9	UP	Stop Sign	98-F
Ashley, IL H 423.7	IC	Automatic	226-B3(c)
Woodlawn, IL H 415.5	BNSF		
Mt. Vernon, IL H 406.6	UP	Remotely Controlled	(Note)
Mt. Vernon, IN H 341.7	CSX	Automatic	226-B3(d)

NOTE: Controlled by UP operator at Mt. Vernon.

HIGHWAY AND STREET CROSSINGS

Rusty Rail Conditions

Rusty rail conditions in Belknap and Epworth sidings. If traffic control devices fail to operate, movement over the crossing must be protected by a member of the crew in accordance with CSXT Operating Rule 100-E.7.

Due to rusty rail conditions on the main track between H 341.0 and H 445.7, highway grade crossings protected by

flasher lights and/or gates must not be fouled until it is known that the flashers have been operating for at least 20 seconds or the gates have lowered. If traffic control devices fail to operate, movement over the crossing must be protected by a member of the crew, in accordance with CSXT Operating Rule 100-E.7.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCE

Abee, IN – All employees are cautioned to be on the lookout for close clearance at the coal unloading facility of Southern Indiana Gas and Electric Company power plant, further designated by close clearance sign reading:

“NO PERSON IS PERMITTED BEYOND THIS POINT ON THE BRIDGE STRUCTURE OR ON THE OUTSIDE OF TRAINS OR CARS WHILE TRAINS ARE ON THE STRUCTURE.”

No employee shall be permitted to be or remain on the walkway or upon the outside of any train on said automatic coal unloading facility at any time a train or car is in the coal unloading area, except in an emergency situation, and then only after all train or car movement has stopped and complete precautions have been taken to ensure that there will be no movement on the train or cars while any person is on the walkway or on the outside of any train.

In the event there is an emergency requiring the stopping of the train on the automatic coal unloading facility, the train shall not be moved by the engineer until he or she has been notified by an employee of Southern Indiana Gas and Electric Company that all of their personnel are clear of the train and the conductor has notified the engineer that the coal unloading facility is clear of persons and that it is safe to move the train.

While moving the train across the coal unloading facility, the head end crew will remain in the cab of the engine and the train crew on the caboose must remain outside the caboose except in an emergency, and the instructions above will apply.

Patiki Mine, Epworth, IL (MP H354.7) – At the tipple, employees are prohibited from riding on cars or on the top of cars moving through the loading tipple.

Walgreen Company, Mt. Vernon, IL – Close clearance exists and crew members are prohibited from riding on the sides or top of cars in the area of reduced clearance.

Warning signs are installed 204 feet from the platform, stating:

“WARNING – NO CLEARANCE FOR MAN ON SIDE OF CAR”

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

Unless otherwise authorized by the division superintendent, equipment is restricted in the use of tracks, bridges and trestles as below.

Location	Equipment	Restriction
	Trains	25 MPH
Bridge H 350.3 Wabash River	Wreckers Locomotive Cranes	10 MPH
Sigeco Spur	Wreckers Locomotive Cranes	
Sigeco Power Plant Unloading Facility	Empty Unit Coal Trains	Reverse movements must not be made except in emergency under the supervision of power plant employees
Sigeco Switch H 331.6 Sigeco Spur	Unit Coal Trains Handling SIGX Cars	When arriving, the Sigeco Switch must, before entering Sigeco Spur, cut in air to the air dump system in order for the system to charge in preparation for unloading
All team, house, industrial or scale track and mine spurs	6-axle engines	Must not operate on, except can operate to Patiki Mine, Southwind Riverport, Mt. Vernon, IN and Abee Power Plant on Sigeco Spur.
Mt. Vernon, IN Con Agra track scale	Engine	Must not operate
Mt. Vernon Branch GE lead – All yard tracks	Engines or Equipment	Must not exceed 10 MPH

Patiki Mine – H 354.7 – 18 powered axles may be used to shove loaded train off loading facility.

7. MISCELLANEOUS

RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 84.

Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Enfield, IL – TD H 369.8	Continuous	84	Wayside
Ashley, IL –TD H424.1			
Carmi, IL – TD			
Mt. Vernon, IL UP RR Operators Office VN Tower			
Mt. Vernon, IN-AG	0800 to 1700 ex. Sun		Agency

Note: SB Train Dispatcher call in No. is 7. Alternate call in is 4. Mt. Vernon & Evansville.

SB Train Dispatcher Radio Channel is 94.

SB Train Dispatcher telephone No. is 1-800-435-2238.

Southwind River Port, Mt. Vernon, IN – Do not block leads from the road crossing at the top of the hill by the shopping center to Mapco switch, and from Mapco switch to the loop track switch, from the look track switch to 3,4 and 5 switches.

Sigeco Spur - Upon arrival at the Sigeco Spur at H 331.6, the air dump system must be “cut-in” to the air dump system in order for the system to charge in preparation to unload. After the dump is complete, the air dump system must immediately be “cut-out” to avoid an undesired opening of hopper doors while enroute or during loading.

Abee, Indiana – All employees are cautioned to be alert for close clearances at the Sigeco Power Plant. Employees are prohibited from riding the side of cars or on the walkway of the locomotive while passing over the unloading trestle. CSX employees are prohibited from standing on the trestle while the unloading of the unit train is active.

Sigeco Power Plant – When necessary to park a train on the Loop at Sigeco, park train on the first half or east side of Loop prior to entering the trestle. Notify the guard on duty before parking train on Loop and taking locomotives over trestle. It will only be necessary to park on the Loop when the power has to be returned to Evansville.

Scales – The weigh in motion scale is located approximately one-quarter mile south of the loop switch. The speed over the scale must not exceed eight (8) MPH both loaded and empty trains must be weighed. A voice control system has been installed that will give the following voice messages on the CSX frequency:

Scale Is Ready – This message will be broadcast when the scale is activated by the tripping of the circuit by an approaching train.

Train Speed – This will broadcast the speed of the train in three (3) cars intervals, as the train passes over the scale. The broadcast will become more frequent as the train speed increases.

Scale Is Clear – This message will broadcast when the train has cleared the scale and the weighing has been completed.

Note: Crews must STOP short of the scales until authorized by Sigeco personnel to enter this facility to begin dumping (unloading).

Southwind Maritime Centre – Employees are prohibited from entering the dump pit at the Mapco facility.

UP Interlocker (MP H 406.6) – Two or more cars should be left standing within the opposing signals. Due to rusty rail conditions, the possibility exists that 1 car may not shunt the circuit.

Whenever equipment is to remain within the circuit of the UP Interlocker, the operator must be advised prior to entering the interlocker.

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NASHVILLE DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ISSUE AND DISTRIBUTION OF GENERAL BULLETINS AND NOTICES

District	Subdivision/Terminals
Evansville	Henderson CE&D Evansville Terminal O&N St. Louis
Illinois	Decatur - Danville Secondary
East	Nashville Terminal S&NA North Chattanooga
West	Bruceton Memphis - Memphis Terminal Nashville

SPEEDS

SPEED CONDITIONS	
Location	MPH
WHEN MOVING OVER INDUSTRIAL BRIDGES AND TRESTLES (See NOTE 1)	10
THROUGH TURNOUTS, CROSSTOVS AND SIDINGS – Except where signal indications or special instructions permit higher speed. (See NOTE 2)	
NOTE 1: Does not apply on the CE&D, Henderson, O&N, St. Louis, and Evansville Terminal Subdivision.	
NOTE 2: Does not apply on the CE&D, Chattanooga, Evansville Terminal, Henderson, O&N, and S&NA North Subdivisions.	

USE OF RADIO CONTROLLED HYDRAULIC SWITCHES

Switch Information

Each switch will be equipped with three information indicators:

- A. **Green Target** – Will indicate that switch is normal.
- B. **Red Target** – Will indicate that switch is lined in reverse.
- C. **Flashing Yellow Strobe** – Will indicate that there has been a switch failure and switch is out of correspondence and must be operated per instructions on switch machine labeled "Hand Throw Operation".

Note: Voice confirmation will be given after transmitting information code for the specific switch or each time the switch is remotely operated by radio.

Switch Operation

- A. Switch cannot be thrown by radio when equipment is within 45 feet of either side of point of switch. Maximum range of radio contact with a switch is 2,500 feet.
- B. Movements must approach each remote control switch prepared to STOP until confirmation is received that switch is lined for desired route either by visual or radio confirmation.
- C. When confirmation cannot be obtained either visually or by radio, movement must be stopped and switch may then be operated manually by following "Hand Throw Operation" instructions on switch machine.
- D. Each switch will be assigned an operating code and an information code and all switches will be assigned an operating frequency. All movements must monitor this frequency when moving onto switch area.

Hand Throw/Manual Operation

A. Manual Operation

If switch failure occurs, or if confirmation either visually or by radio cannot be made concerning position of switch, the switch must be operated in "Manual Operation" by depressing button which can be found inside locked box labeled "Push Button Toggle". If switch cannot be operated by using the push button toggle switch must be operated in hand throw operation.

B. Hand Throw Operation

Refer to instructions on hand throw box on switch machine labeled "Hand Throw Operation". Open box, move lever to desired direction and use bar tool to align switch, using a pumping action.

Radio Operation

Each switch may be operated by radio on locomotive or on track equipment by setting to desired channel and entering the assigned code for the specific switch.

Portable hand held radio may also be used if equipped with key pad and properly programmed with assigned frequency. This may be done by selecting the assigned frequency on portable radio and entering the desired code for the specific switch, while depressing the push/talk button.

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

EQUIPMENT PLACEMENT RESTRICTIONS

The following subdivisions have a maximum authorized speed greater than 25 MPH, but are restricted to a maximum of 8 units.

Decatur

Nashville

EXCEPTION 3) Six-axle units – unless otherwise instructed, six-axle units will not operate on any industrial tracks.

DETROIT EDISON LOCOMOTIVES

Detroit Edison locomotives are not to be shut down but should be left at idle when not needed for power or service.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

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 Nashville 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
Bruceton	20'2"	20'2"
CE&D		
Chattanooga		
Decatur		
Evansville Terminal (Note 1)		
Henderson (Note 3)		
Memphis		
Nashville Terminal		
S&NA North		
Nashville	19'2"	19'1"
St. Louis		
All other subdivisions	PROHIBITED	PROHIBITED

NOTE 1: Double stack and multi-level equipment must not operate through Pigeon Creek Truss Bridge ZC 283.9

NOTE 2: Double stack and multi-level equipment must not operate on the MH&E and Morganfield branches

Scale Tracks – Engines must not operate over the live rail of scale tracks.

Cars with gross weight exceeding 220,000 Lbs. Must not be moved on track scales with a capacity of less than 200 tons.

PSI Pressure on SCWX Hoppers – Standard brake pressure on SCWX Series 83000 aluminum hoppers. Set E and F will be maintained at 100 PSI at all times.

Loading SCWX Hoppers – When loading SCWX hoppers, in number series 83301 through 83499 (sets E&F) on grades that are 2% less or greater, the following procedures should be followed:

- 1) Brake pipe pressure must be set for 100 PSI. (Procedures for reducing overcharge are attached).
- 2) The brake system must be fully charged before loading begins.
- 3) A minimum reduction of 6 to 8 pounds must be made immediately before loading begins.
- 4) A low throttle position must be used as needed. (Normally No. 1 or No. 2 position.)
- 5) Brake pipe reductions of 2 to 3 pounds are to be used as needed to control the speed
- 6) The maximum allowable reduction while loading is 28 pounds. If this does not control the speed, sufficient hand brakes must be applied.
- 7) At this point, if speed control cannot be satisfactorily controlled, it will be necessary to take the loaded cars down the hill and set them out. Then resume loading the remainder of the cars.
- 8) If, for any reason, the brake pipe pressure is disrupted during loading, other than normal brake pipe reductions, the train must be secured and the air brake system recharged for 15 minutes before loading is resumed.
- 9) The crew is responsible to ascertain the "set designation" when handling SWCX aluminum hoppers.

Unit Train Loading When loading unit trains or placing cars at mines with foreign or private cars, see that they clear unit tipple chutes and other structures while moving through the tipple. This will also include all cabooses.

When loading cars at fast loading tipples, crew should look over the conditions of flangeways in the tracks so as to avoid derailments in the vicinity of these tipples.

Finding flangeways in such conditions that they would create derailments, the matter must be promptly reported to the mine operators. Also a report must be made to the trainmaster as soon as possible.

7. MISCELLANEOUS

All trains arriving at their final terminal will immediately contact the yardmaster at the terminal limits and advise them of any mechanical defects on their engine consist and the condition of the end of train device;

Computerized Work Order System

Trains are now operating, excluding unit trains, under the computerized work order system. When picking up waybills at their origin (on duty) point, crews will receive a work order printout of the train with an assigned work order number. This work order will furnish all train content

information, including haz-mat printouts. The first print on the work order will list the inline of the train with associated fields for each car and is to be completed as designated by the conductor, noting the milepost, date/times, track, direction of all cars handled, and turned-in at the destination with waybills.

Any car picked up or set out on line of road, not showing on the work order, will be booked on Form 6508 (green). There will be no exceptions to this booking procedure. All demurrage records, station placement records will key off this information, thus it is imperative that work order 6506 is accurate and completed, listing all cars.

To insure that we consistently meet customer expectations, conductors or yard foremen on assignments specified in the special instruction are required to:

Call Customer Service Operations in Jacksonville, FL at the numbers indicated upon going on duty for the purpose of verification and understanding of work to be performed, and any special customer needs.

Upon completion of duty, and after faxing their work order to Jacksonville, conductors and foremen are required to call to verify that the work order has been received and to discuss any exceptions.

In situations where compliance with these instructions cannot be accomplished within the limits of hours of service, the call will be completed by the relieving conductor or any available non-covered personnel where a relief crew is not provided.

Tank Car Inspection – DOT specification tank cars can be identified by the DOT specification number stenciled on the BR and AL sides in 1 ½ inch letters and numbers.

Run Thru Switches – The only switches that may be trailed through are switches designated as spring switches, that in the past were designated as “run through switches”, these switches must be operated by hand before equipment passes over the switch.

C30-7, GE Locomotives – “Due to the extreme difference in walkway height or distance between the walkway platforms on C30-7 Santa Fe General Electric locomotives coupled to CSX units, do not attempt to cross between these units while moving. In order to crossover safely between the units, the movement must be stopped and extreme caution must be used, being alert to the potential for tripping or falling.”

Air Hose Couplings, Intermodal Trains – In order to secure all air hose couplings on intermodal trains when trainmen are making track doubles prior to train departure from yards or when picking up or setting out cars on line of road, the trainmen must Ty-rap the air hoses at these coupling locations.

Drawing of the Ty-rap application procedures and the Ty-rap ordering numbers from the materials department have been mailed to all crew supply points where a sufficient number of copies will be made for each trainman/switchman to have a copy.

Hopper Cars Equipped with Straight Air – APAX 100-206 are open-top hoppers and APAX 501-606 are flat bottom gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline

hose. The straight air is not to be used in normal operation.

Cars stenciled on the end sill just above the trainline and straight air line. The straight air line is stenciled “STRAIGHT AIR” and the trainline is stenciled “TRAIN/LINE”. The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled. APAX cars are equipped with ABD brakes.

Grain Elevators – Smoking or the use of fuses is prohibited on the premises of all grain elevators.

Knuckle Pins – After changing knuckles, employees must replace the knuckle pins, if practicable. When they are unable to replace the pin due to broken, bent, missing, or no replacement is available, they must advise the train dispatcher or yardmaster who will notify the car department of the train and cars affected so the condition(s) can be corrected.

Repaired Hot Box – Trains picking up cars on the line of road that have previously been set out due to a hot box and have been temporarily repaired, will not exceed 5 MPH for the first 10 minutes, then gradually increase the speed during the next 10 minutes to 25 MPH, and must not exceed 25 MPH to the next terminal where repairs can be made. Cars picked up must be placed in the train either near the engine or caboose where they can be readily observed by members of the crew, and a close watch must be maintained so that the appropriate action can be taken in the event the journal becomes overheated.

Long Cars On Wye Track – Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

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

State	Excessive Period of Time
Alabama	Over 15 minutes
Tennessee	
Illinois	Over 10 minutes
Indiana	
Kentucky	Over 5 minutes

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

When approaching a highway crossing at grade in the state of Indiana, comply with the following in addition to the requirements in CSXT Operating Rules 14-A and NORAC Rule 19, whichever is applicable, 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.

Accidents – In the event of a derailment involving a train with no crew member on the rear, every available effort must be made, if it is safe to do so, to get around the head portion of the derailed cars and inspect the rear portion of the train. While it may be necessary to travel a considerable distance, it is essential to ensure that no other cars are involved or, if other cars are involved, the necessary information regarding these cars is obtained.

HELPER LINK SYSTEM

Description- Helper link equipment is designed to permit helper locomotives to detach from the train while still moving. Two pieces of equipment must be used; a helper link control box (comprised of two, 35 pound segments) and a two-way end-of-train device (EOT 2). The control box is connected to the automatic brake system through the use of two-way communication between the helper link. The control box and EOT 2, the automatic brake system of the helper locomotive is activated to apply and release the helper locomotive's brakes. Should it become necessary for the helper engineer to place the train in emergency, the helper link control box utilizes the two-way system to initiate an emergency application from the rear.

The helper link control box can also be operated by activating the trainline power reduction (TLPR) to send main reservoir air to operate the knuckle pin lift mechanism. This allows the helper locomotive to detach from a moving train.

Installation – The helper link control box attaches to the helper locomotive on the end being coupled to the rear car of the train. The control box is held in place by a control box bracket that attaches to the upright handrail stanchions on the front of the locomotive.

- a) Place the low unit of the helper link control box on the locomotive platform and secure it to the bracket
- b) Install the upper unit of the helper link control box on top of the lower unit and secure it.
- c) Make the following four connections on the lower control box unit:
 - 1) Main Reservoir Hose – Connect the main reservoir hose on the helper locomotive to the main reservoir hose of the control box.
 - 2) Brake Pipe Hose – This hose is coupled to the brake pipe hose on the helper locomotive and the angle cock opened.
 - 3) Locomotive Jumper Cable – The locomotive jumper cable is inserted into the helper link control box receptacle.
 - 4) Coupler lift Mechanism – The helper link control box also incorporates a coupler lift mechanism. The knuckle pin lift mechanism mounts onto the lowest portion of the control box bracket and is held in place by two détente pins. The mechanism has a lifting chain that must be attached to the coupler pin lift look on the locomotive coupler. A small diameter pneumatic hose connects the knuckle lift mechanism to the helper link control box.
- d) Install the connecting cable between the upper and lower units of the helper link control box
- e) Ensure that all hoses and locomotive jumper cables will not interfere with the operation of the lift chain that has been connected to the coupler.

Testing the Helper Link Control Box – Close the knuckle attached to the helper link control box.

Return to the locomotive cab.

Activate the Coupler lift mechanism. Activation is accomplished by using one of the following on the controlling unit:

- 1) Trainline power reduction
 - a) Position the power reduction rheostat knob to full power.
 - b) Position the power reduction toggle switch to trainline (all units).
- 2) IFD Screen for Accessing Speed Control-manual power reduction (CW44AC units 1 through 15)
 - a) Using the main operating screen (screen 300,000) depress soft key F5 to access speed control (screen 350,000).
 - b) Ascertain that notch power % is set for 100%. If not, reset using soft key F7.
 - c) Depress soft key F1 to turn (on/off) manual power reduction to operate the coupler lift mechanism.
 - d) Depressing F8 will return the menu to the main operating screen. It does not turn off the manual power reduction. F1 must be depressed again to turn off the power reduction.

VID Screen for Accessing Speed Control – Power reduction (CW60AC units 600-620)

- a) From the main operating screen (screen 0000-0), depress the speed control key to access the speed control (screen 1300-0).
- b) Select the power reduction key (screen 1320-01).
- c) Ascertain that notch power % is at 100%. If not, use the up arrow key to set it to 100%.
- d) Ascertain that the mode switch is set for MU. If not, select the MU soft key to set for MU operation.
- e) Depress the power reduction on/off key to begin/halt power reduction.
- f) Depress the exit key to return to the main operating screen.

Rockwell TSI Screen for Accessing Slow Speed Control (SD70AC units 700-724).

NOTE: The slow speed control screen will be lost when the locomotive speed exceeds 10 MPH. The helper locomotive and train speed must not exceed 10 MPH when detaching.

- a) Press the slow screen key from the operational menu screen.
- b) Push the up or down arrow keys to highlight the power speed control.
- c) Press F3 key to select the power speed control. Place the reverser handle in a position for the direction of movement.
- d) Press F1 to start the slow speed control.
- e) Depress and hold the speed control set switch to set the speed to a maximum of 10 MPH.
- f) Press F 1 to start the slow speed control.

After Activating – Observe that the coupler pin has lifted. If so, deactivate the coupler lift mechanism, perform one of the following to stop activation of the coupler lift mechanism:

- a) Units equipped with trainline power reduction; move the power reduction toggle switch to the off position.

- b) CW44AC units 1-115; access speed control and select the hump control on/off key.
- c) CW44AC units 116 through 341; access the speed control and select the power reduction on/off key.
- d) CW60AC units 600 through 628; access the speed control and select the power reduction on/off key.
- e) SD70AC units 700 through 724; access the power speed control from the speed control menu and select the start/stop F1 key.

NOTE: If the knuckle pin is not in the lifted position, re-examine the main reservoir equalizing the end cock and jumper cable to the helper link control box, then re-test per steps 3B-3D.

- f) Position the power reduction toggle switch to the trainline (all units) position.
- g) Inspect the knuckle attached to the helper link control box to determine that the knuckle pin is in the lifted position. If the coupler pin has lifted, the equipment is ready for use.

NOTE: If the knuckle pin is not in the lifted position, re-examine the main reservoir equalizing the end cock and jumper cable connection from the helper locomotive to the helper link control box, then re-test per steps 3B through 3D.

- h) Turn the trainline power reduction switch to the off position.

Helper Link Control Box Alarm Feature – After the helper link control box establishes communication with the EOT 2 on the rear of the train, should the EOT 2 or helper link control box, discontinue communicating or malfunction, the alarm discontinue communicating or malfunction, the alarm bell will momentarily ring in the helper locomotive cab. If loss is due to a malfunction, another communications check must be performed by the following two steps:

- 1) Depress the com/check push button on the helper link control box and,
- 2) Observe that the alphanumeric display reads com OK.

NOTE: If helper link and the EOT 2 communication is not reestablished, the train must be stopped. The helper locomotive must then be coupled using the convention brake pipe connection.

When the TLPR toggle switch is positioned to activate the coupler lift mechanism, the alarm feature will sound to notify the helper engineer that two-way communication has been discontinued.

Helper Attaching with Helper Link Connection

- a) Before attaching to the rear of the train, the engineer must make a safety STOP. While stopped, determine that the knuckle on the helper locomotive is open on the end to be attached to the train.
- b) After coupling to the rear of the train, stretch the slack to ensure that the coupling is made and position the helper brake equipment per THR Rule 1.1.4.
- c) A crew member must make a visual inspection of the helper locomotive to see that the telemetry device is still in place and that none of the hoses will be affected by the coupler once movement begins.
- d) Before movement begins, the helper link control box lid must be opened and perform the following start up tasks:

- 1) Set the thumb wheel switch assembly numbers to the ID code number of the EOT 2.
- 2) Check the communications between the helper link control box and the EOT 2 by pressing the com/check (communications check) push button. The alphanumeric display will read "Com OK."
- 3) Start the electronic signal by pressing the enable button. The helper link enable light will illuminate indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper's brake pipe pressure at the same level as the brake pipe pressure at the rear of the train.
- 4) Close the helper link control box lid.
- 5) Return to the operating cab of the helper locomotive.
- 6) The helper engineer must observe the brake pipe pressure and notify the lead engineer when they are ready to begin the helper service brake test (THR-11.2.7). The brakes will apply and release on the helper locomotive as if the brake pipe hoses were coupled between the helper locomotive and rear car. Upon completion of the helper brake test, the train may proceed.

If it is necessary for the helper engineer to initiate an emergency brake application, the automatic brake valve must be placed in emergency position on the helper. The helper link control box will transmit an emergency brake application signal request to the EOT 2. When the lead engineer operates the automatic brake valve, the EOT 2 transmits the reduction or increase in brake pipe pressure to the helper link control box resulting in a corresponding application or release of the helper locomotive brakes.

Detaching Helper From the Rear – Helper detach from the train equipped with telemetry:

- a) Helper equipped with operating helper-link equipment Stopping the train to detach is not necessary if the helper locomotive engineer performs the following three steps:

- a) Activate the coupler lift mechanism.

NOTE: When the coupler lift mechanism is activated, communication will be interrupted between the helper link control box and the EOT 2. Activation is accomplished by using one of these procedures:

- 1) Turn on trainline power reduction on the locomotive so equipped.
- 2) On CW44AC units 1-115, depress the F1 soft key after accessing the speed control to turn on the manual power reduction.
- 3) On CW44AC units 116 through 341, depress F2 to select the MU mode and F1 to turn on the AC hump control from the speed control-hump control screen.
- 4) On CW60AC units 600 through 628, depress F3 for the power reduction MU operation and F1 to turn on the manual power reduction.
- 5) SD70AC units 700 through 724, with train speed not exceeding 10 MPH, depress the F1 key to start the slow speed control.

Reduce the throttle allowing ample time between the throttle changes for the slack to stretch and the helper locomotive to separate from the train.

Control the independent brake cylinder pressure to prevent sliding of the wheels while stopping.

NOTE: No emergency brake application will occur from the separation of the train and the helper locomotive.

After stopping, discontinue the use of the coupler lift mechanism. Position the power on/off toggle switch to off.

RADIO STATIONS AND INSTRUCTIONS

Selecting Channel Numbers

- 1) The designated radio channel to be monitored will be listed in the timetable for each subdivision in table form. The dispatcher radio channel and the call-in for that subdivision will be listed under the table
- 2) 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.
- 3) The engineer production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below:

ALL CHANNEL RADIO POSITIONS				
Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

INITIATING A RADIO CALL-IN TO AND FROM THE TRAIN DISPATCHER

After selecting the appropriate dispatcher channel the following will govern the procedure for initiating a radio call-in:

- 1) Mobile radios equipped with touch tone microphones, press and hold the designated number push button for two seconds. It is not necessary to operate the push-to-talk switch when using this type of microphone.
- 2) Motorola (late model) and Aerotron radios – Press and hold the call-in number push-button for two seconds and release.
- 3) Motorola MCS's (early model radio) – Rotate tone switch until the call-in number is displayed and the light to the left of the tone display indicates DTMF. Press the DISP. Button for two seconds and release.
- 4) Trackstar III Radio – Set the DTMF switch to the DTMF position. Press the "select" button until the call number is displayed. Press the "SEND" button for two seconds and release.

Within ten seconds after the call-in has been performed, an answer back tone should be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

When the train dispatcher contacts a train or another employee on or near the track, he will initiate the call on the designated channel assigned to that area (Road Channel). When contact has been established, they will switch to the dispatcher channel to continue the conversation. After the conversation has ended, the employee will immediately return to the assigned channel (Road Channel) for that subdivision.

The following call number will be used on the designated subdivisions:

BRUCETON ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
McEwen, TN	5	94	94	AY
White Bluff, TN				
New Johnsonville				
Vaughns Gap				

MEMPHIS ROAD CHANNEL				
Location	Call-in No.	TX	RX	Disp.
Mason, TN	6	94	94	AY
Memphis, TN				
Brownsville, TN				
Gadsden, TN				
McKenzie, TN				
Bruceton, TN				

S&NA ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
Nectar, AL	3	20	20	AH
Aspen Hill, TN				
Falkville, AL				
Athens, AL				
Peytonsville, TN				

CHATTANOOGA ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
Smyrna, TN	2	66	66	AJ
Fosterville, TN				
Tullahoma, TN				
Cowan, TN				
Anderson, TN				
Shellmound, TN				
Hooker, GA				

NASHVILLE TERMINAL ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
Nashville, TN	7	66	66	AJ

CE&D ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
Evansville, IN	4	94	94	SB
Miller, IN				
Sullivan, IN				
Terre Haute, IN				
Clinton, IN				
Hillsdale				
Danville, IL				
Milford, IL				

HENDERSON ROAD CHANNEL				
Location	Call-In No.	TX	RX	Disp.
Greenbrier, TN	8	58	58	SA
Pembroke, KY				
Atkinson, KY				
Providence, KY				
S. Carrollton, KY				
Henderson, KY				

ST. LOUIS ROAD CHANNEL

Location	Call-In No.	TX	RX	Disp.
Carmi, IL	7	94	94	SB
Mt. Vernon, IL				
Ashley, IL				
Mt. Vernon, IN				

EVANSVILLE ROAD CHANNEL

Location	Call-In No.	TX	RX	Disp.
Evansville, IN	4	94	94	SB

DECATUR ROAD CHANNEL

Location	Call-In No.	TX	RX	Disp.
Hillsdale, IN	4	94	94	SB
Dana, IN				
Metcalf, IL				
Tuscola, IL				
Decatur, IL				SBO

Alternate call-in numbers for some locations on the Nashville Division, as indicated below.

Bruceton Subdivision, Nashville area – If you are unable to contact the AY dispatcher by using call-in number 5, use alternate number 6.

SB Train Dispatcher – Call-in number is 6, alternate number is 4 between Carmi, IL, Mt. Vernon, IN and Evansville.

EMERGENCY RADIO CALL IN PROCEDURE

When an emergency arises as defined in Operating Rule 415, the following procedure will be used to initiate an emergency call-in to the train dispatcher.

Select the appropriate train dispatcher channel and when using:

- Trackstar III radio set DTMF tone switch in the DTMF position.

Press the SELECT button until the call number 9 is displayed.

Press the SEND button for two seconds and release.

- Motorola MCX's (Early Model), rotate the TONE switch until the call number 9 is displayed and the light to the left of the tone display indicates DTMF. Press the DISP. Button for two seconds and release.
- Motorola (Late Model) and Aerotron radios, press the call number 9 for two seconds and release.
- Mobile radios equipped with TOUCH TONE microphones, press the call number 9 button for two seconds and release.

An answer-back tone will **not** be heard.

During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying:

- Transmitting unit (train identification or title and name),
- Precise location.

- Specific dispatcher console (several may be coded in), and
- Nature of the emergency.

When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the call-in.

LOCOMOTIVE MOBILE RADIO ACCESS TO THE MECHANICAL DESK**Air Brake and Train Handling Rules Requirement**

- Air Brake and Train Handling Rule 5310 requires the locomotive engineer to advise the train dispatcher when a locomotive develop problems that could affect the efficient operation of the train.
- Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001B).

Enhanced Locomotive/Train Safety and Efficiency

To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access of problems they are encountering.

Train Dispatcher/Mechanical Department Communication

- A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio ID faceplate.
- This mobile telephone system is a touch-tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
- If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with mechanical department via the road channel
- If the train dispatcher needs to end the conversation between the engineer and mechanical department personnel, he will directly notify the mechanical department personnel to end the current conversation. At that time, the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

Radio Rules Compliance

- All applicable Radio Rule 400 through 425 will apply.
- Communication between the engineer and mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
- The conductor will continue to monitor the road channel while the engineer is talking with mechanical department personnel.

Mobile Units – To Telephone

- a) From the directory below of base locations, find from the frequency (TX/RX – 19/77, 16/88, 87/52, or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.
 - 1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52, or 42/77).
 - 2) Depress the access code for the desired base and wait for the dial tone.
 - 3) If the base station is on the CSX network, dial the desired telephone number.
 - 4) If the base is SDN, dial 1-700 then the CSX network number.
 - 5) If the base is non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
 - 6) Upon completion of the call, depress the disconnect code to disconnect the mobile telephone and wait for the automatic identifier to clear the radio before attempting to re-use the mobile phone.

Base Locations Note:

- a) (SDN) denotes SDN PBX location. SDN location's telephone number is 1-700-381-5555.
- b) (CSX) denotes CSX PBX location. CSX (network) locations telephone number is:

8-388-5555

HENDERSON SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Evansville, IN (CSX)	19	77	711*	711#
Atkinson, KY (CSX)			712*	712#
Guthrie, KY (SDN)			713*	713#

CE&D SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Danville, IL	19	77	714*	714#
Terre Haute, IN (SDN)			715*	715#
Vincennes, IN (SDN)			716*	716#
Evansville, IN (CSX)			711*	711#

EVANSVILLE SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Evansville, IN (CSX)	19	77	711*	711#

BRUCETON SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Nashville, TN (CSX)	19	77	512*	512#
White Bluff, TN (SDN)			541*	541#
McEwen, TN (SCN)			521*	521#

CHATANOOGA SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Nashville, TN (CSX)	19	77	512*	512#
Tullahoma, TN (SDN)			514*	514#
Anderson, TN (SDN)			516*	516#
Long Island, AL (SCN)			515*	515#
Chattanooga, TN (CSX)			521*	621#
Tantallon, TN (SDN)	16	88	524*	524#

MEMPHIS LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Memphis, TN (CSX)	19	77	531*	531#
Gadsden, TN (SDN)			551*	551#

NASHVILLE TERM. SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Nashville, TN (CSX)	19	77	512*	512#

S&NA NORTH SUB LOCOMOTIVE MOBILE ACCESS

Location	TX	RX	Acc.	Disp.
Nashville, TN (CSX)	19	77	512*	512#
Peytonsville, TN (SDN)			511*	511#
Aspen Hill, TN (SDN)			513*	513#
Falkville, AL (SDN)			312*	312#
Birmingham, AL (CSX)			311*	311#

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