



# **FLORENCE DIVISION TIMETABLE NO. 4**

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

**M. L. Holsteen  
Division Manager**

## FLORENCE DIVISION TIMETABLE 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. MILEPOST

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

#### C. STATION

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

#### D. TRACK DIAGRAM

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

#### E. TWC – Track Warrant Control Rules

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

**TWC-DCS** – Listing 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;  
**NB** – Northbound, **SB** – Southbound,  
**EB** – Eastbound, **WB** – Westbound

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

28.0  
29.0

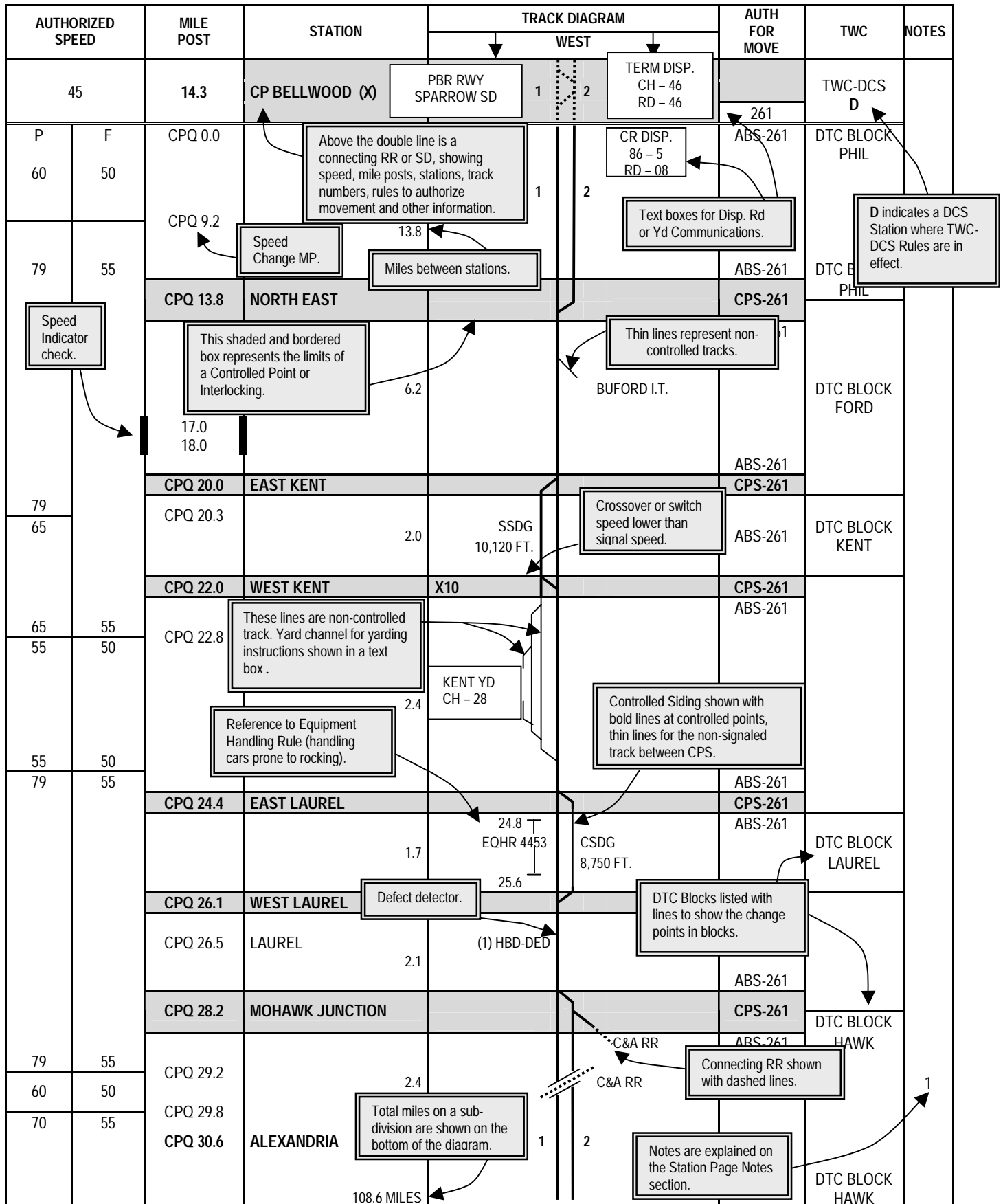
(P) Passenger Station  
CP Controlled Point  
(X) Interlocking  
(R) Remotely Controlled  
RT Running Track  
IT Industrial Track  
ss Spring Switch  
(A) Automatic  
ABS Automatic Block Signal Rules  
CPS Control Point Signal Rules  
TTB Through Truss Bridge  
CSS Cab Signal System Rules  
ATC Automatic 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 –"

## Defect Detectors

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

# LEGEND - SAMPLE SUBDIVISION - SS



# FLORENCE DIVISION

100 Oakland Ave.  
Florence, S. C. 29506

## FLORENCE DIVISION OFFICERS

<b>M. L. Holsteen</b> <b>Division Manager</b>			
G. W. Mellish Division Engineer	S.M. Shadrix Sr. Road Foreman of Engines	D. E. Corcoran Asst. Division Manager	R.R. Mayville Mechanical Superintendent
R. A. Nave Division Engineer Signals	M.L. Truett Manager Safety/Opr. Practices	E.A. Bleakley Supt. Line of Road East	J.M. Wiley Supt. Line of Road West
R.F. Campbell Chief Dispatcher	M.C. McCant Manager Training	M.L. Blackmon C.G. Sheperd M.D. Parham Director of Train Operations	E.P. Logan B.T. Fykes Director of Train Operations

<u>Location and Names</u>	<u>Title</u>	<u>Location and Names</u>	<u>Title</u>
<b>Andrews, SC</b> B. D. Lane	Trainmaster	<b>Hamlet, NC</b> L.T. Day M.C. Eubank R.C. Boiteau D.L. Holsenback M.L. Cohoon P.S. Krauss R.T. Barton S.M. Ammons R.W. Wrenn C. Speight	Terminal Superintendent Asst. Terminal Supt. Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines Road Foreman of Engines Trainmaster Trainmaster
<b>Augusta, GA</b> P. E. Jones C.N. Cody J. H. Barton	Trainmaster Trainmaster Road Foreman of Engines	<b>Raleigh, NC</b> P.B. Searcy	Trainmaster
<b>Cayce, SC</b> M.J. Greathouse F.A. Zimmerman	Trainmaster Trainmaster	<b>Richmond, VA</b> J.L. Swafford K.M. Estep B.J. Lloyd A.O. Taylor R.H. Ragan, Jr. S.L. Persinger	Terminal Manager Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines
<b>Charleston, SC</b> A.P. Michael D.C. Lee G.D. Collins T.R. Scipio S.G. Murray R.A. Copeland	Terminal Manager Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines Trainmaster	<b>Roanoke Rapids, NC</b> R.E. Phelps	Trainmaster
<b>Charlotte, NC</b> G.L. Hunt A.T. Little	Trainmaster Trainmaster Road Foreman of Engines	<b>Rocky Mount, NC</b> W.T. Bullock W.R. Edwards A.P. Hunter C.W. Guenther S. Sassic E.V. Leslie J.W. Miles	Terminal Manager Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines
<b>Collier, VA</b> W.H. Crawford G.L. Mulvey	Trainmaster Trainmaster	<b>Spartanburg, SC</b> F.A. Allen D.J. Thelen	Trainmaster Trainmaster
<b>Fayetteville, NC</b> R.C. Kirks, Sr.	Trainmaster	<b>Wilmington, NC</b> D.P. Conley	Trainmaster
<b>Florence, SC</b> B.M. Stussie J.M. Sansbury G.E. Tarte	Trainmaster Trainmaster Road Foreman of Engines	<b>Winston Salem, NC</b> H.W. Usrey, Jr.	Operations Manager
<b>Greenwood, SC</b> D.C. McDaniel T.I. Richter R.D. Hedden	Trainmaster Trainmaster Road Foreman of Engines		

# REGION AND DIVISION TELEPHONE NUMBERS

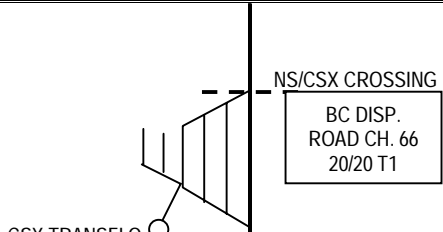
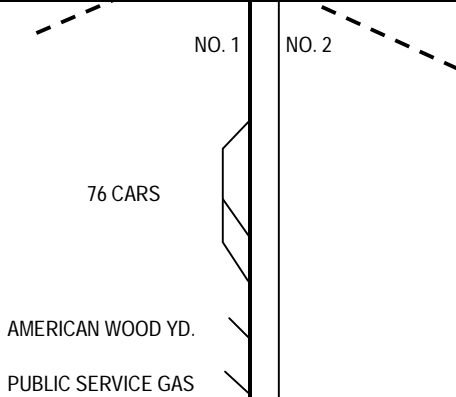
FLORENCE DIVISION			SOUTHERN REGION		
	RNX	BELL		RNX	BELL
Division Manager	383-8200	843-664-8200	Vice President	426-6134	904-280-6134
Safety Hot Line	383-8302	888-571-7328	Assistant to Vice President	426-6018	904-279-6018
Assistant Division Manager	383-8275	843-664-8275	Regional Director Administration	426-6019	904-279-6019
Senior Road Foreman	383-8505	843-678-8505	Chief Regional Mechanical Officer	426-6251	904-787-6248
Line of Road Superintendent West	358-0973	864-223-0973	Chief Regional Engineer	426-6157	904-279-4631
Line of Road Superintendent West	383-8265	843-664-8265			
Senior Road Foreman	383-8505	843-678-8505			
Manager of Safety/Operating Practices	383-8201	843-664-8201			
Division Engineer	383-8210	843-664-8210	Engineer Signals	426-6016	904-280-2131
Asst. Regional Engineer	383-8240	843-664-8240	Engineer Structures	426-6058	904-279-6016
Mechanical Superintendent	383-8235	843-664-8235	Regional Engineer Facilities	426-6058	904-279-6056
CSX Police	800-232-0144				

# JACKSONVILLE OPERATIONS CENTER

3019 Warrington St.  
Jacksonville , FL 32254

	RNX	BELL			RNX	BELL
<b>Florence Chief Dispatcher</b>	388-2780	904-381-2780		<b>BC Dispatcher</b>	388-5178	800-445-5521
<b>AD Dispatcher</b> South End Subdivision Charleston Subdivision Lane Subdivision Cross Subdivision	388-2691	800-628-4725		Norlina Subdivision Aberdeen Subdivision Hamlet Subdivision Columbia Subdivision		
<b>AE Dispatcher</b> North End Subdivision Bellwood Subdivision Hopewell Subdivision Portsmouth Subdivision Taboro Subdivision Parmele Subdivision W&W Subdivision	388-2671	800-628-4703		<b>BE Dispatcher</b> Augusta Subdivision Andrews Subdivision Georgetown Subdivision	388-2726	800-445-5503
<b>AF Dispatcher</b> Hamlet Terminal Monroe Subdivision	388-2707	800-628-4726		<b>CE Dispatcher</b> Spartanburg Subdivision CN&L Subdivision McCormick Subdivision Eastover Subdivision Creston Subdivision Orangeburg Subdivision	388-2762	800-445-5518
<b>AP Dispatcher</b> Belton Subdivision Charlotte Subdivision Wilmington Subdivision Terrell Subdivision	388-2673	800-628-4704		<b>CQ Dispatcher</b> Richmond Terminal	388-4131	888-299-0030

# ABERDEEN SUBDIVISION - AB

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
		SOUTH										
P	F											
	20	S 151.0	MILLBROOK	3.7	NORLINA SD			TWC-DTC	DTC BLOCK	EDGETON		
		S 154.7	EDGETON									
10	10	S 154.8	NS XING	2.3			193	YARDLIMITS		1		
20	20	S 155.4	NE RALEIGH YD									
10	10	S 156.0										
20	20	S 156.3	SE RALEIGH YD									
		S 156.4	SE YD LMT-RAL									
		S 156.8			TURNABLE	NS/CSX CROSSOVER						
NO.1		NO. 2		S 156.9	NS RR			ABS-261	DTC BLOCK	HARGETT		
10	10	10	10	S 157.0	SOU. JCT			CPS-261	NOTE 4	1		
20	20	20	20	S 157.3	RALEIGH TOWER .4			ABS-261				
				S 157.4	BOYLAN TOWER			CPS-261				
60	40	60	50	S 157.5	7.4			NO.1	RAL #1	RAL #2		
				S 158.0							NO.2	
				S 159.7				ABS-251				
				S 159.9								
				S 160.5								
				S 160.7								XOVER CAMP POLK
				S 161.0								SE CAMP POLK
				S 161.3								
				S 164.0								
				S 164.4								
45	40	60	50	S 164.7				ABS-251				
				S 164.8	CROSSOVER FETNER #1			CPS-261		5		
35	35	S 164.9	CROSSOVER FETNER #2	5.1	NS			ABS-261				
		S 165.1										
60	40	S 165.7	CARY	DD	D&S SPUR		77 CARS	ABS-261				
		S 168.3	NE STORAGE APEX									
		S 169.9		1.1								
		S 170.6										
45	MT	SS		S 171.0	SE STORAGE APEX				DTC BLOCK	APEX		
				S 171.1	APEX .2			CPS-261				
45	40	25	25	S 171.2	NE APEX SIDING							
					D&S SPUR	1.1	5,554 FT.	ABS-261		4		
45	40	25	25	S 171.7	HOUSE TRK					2		
60	40	S 172.3	SE APEX SIDING					CPS-261	DTC BLOCK	MONCURE		
				7.7				ABS-261				
		S 180.0	BONSAL									



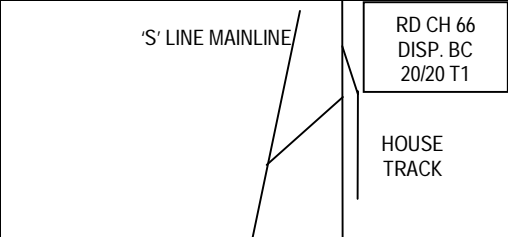
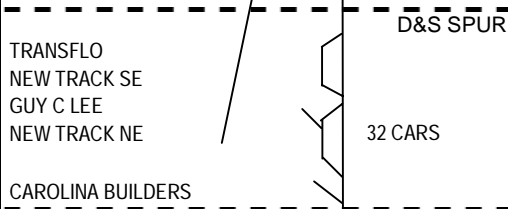
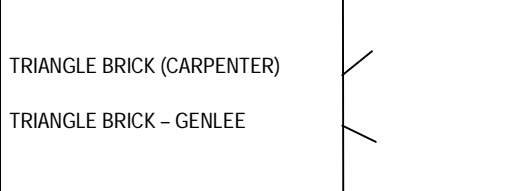


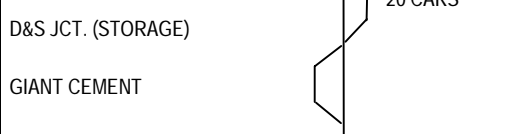

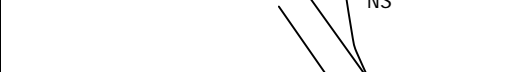
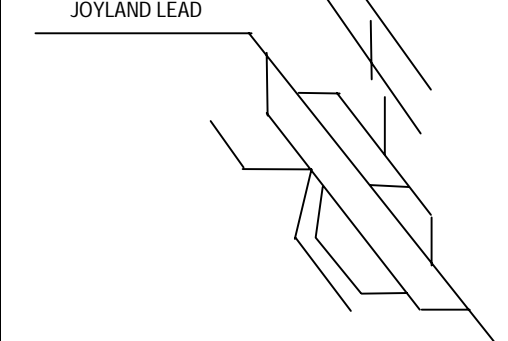
# ABERDEEN SUBDIVISION - AB

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
60	40	S 180.5	NE MERRY OAKS (WESTSIDE)			ABS-261	DTC BLOCK MONCURE	1
		S 180.6	NE MERRY OAKS (EASTSIDE)					
		S 181.6	SE MERRY OAKS (WESTSIDE)					
		S 181.7	SE MERRY OAKS (EASTSIDE)					
		S 182.0	6.7					
		S 185.0						
		S 185.6						
		S 186.7	NE MONCURE			CPS-261		
		S 187.3	MONCURE .9		5,705 FT.	ABS-261		
		S 187.6	SE MONCURE			CPS-261		
60	40	S 188.3	MONCURE DD			ABS-261	DTC BLOCK SANFORD	
		S 190.9						
		S 195.0						
		S 195.9	COLON 9.9					
		S 197.5	NE SANFORD			CPS-261		
		S 197.6		GENERAL SHALE BRICK		ABS-261	DTC BLOCK SOUTHERN PINES	
S 198.2	1.0							
S 198.5	SE SANFORD			CPS-261				
35	35	S 198.8	SANFORD ATW RR CROSSING			ABS-261		
30	25	S 198.9						
		S 199.0						
		S 199.2						
60	40	S 200.4						
50		S 208.4						
		S 208.7						
60		S 209.2	26.2	INGRAM WOOD YARD				
		S 210.2						
50		S 210.5						
60		40	S 211.1	CAMERON	CAMERON STORAGE 60 CARS			
			S 211.4					
			S 212.1					
			S 213.8	CAMERON DD				
			S 215.3		HARRIS TOWN WOOD YD 12 CARS			
			S 222.4		MCDONALD BROS.			
		40	S 223.9					
		S 224.6			ABS-261			
		S 224.7	SOUTHERN PINES			CPS-261	DTC BLOCK SOUTHERN PINES	
35	35	S 224.8	3.9			ABS-261	DTC BLOCK ADDOR	
60	40	S 225.0						
		S 225.2						
		S 225.8						
		S 228.1		ACW DELIVERY TRK A&R CONNECTION				
45		S 228.5						
		S 228.6	A&R CONN			CPS-261		

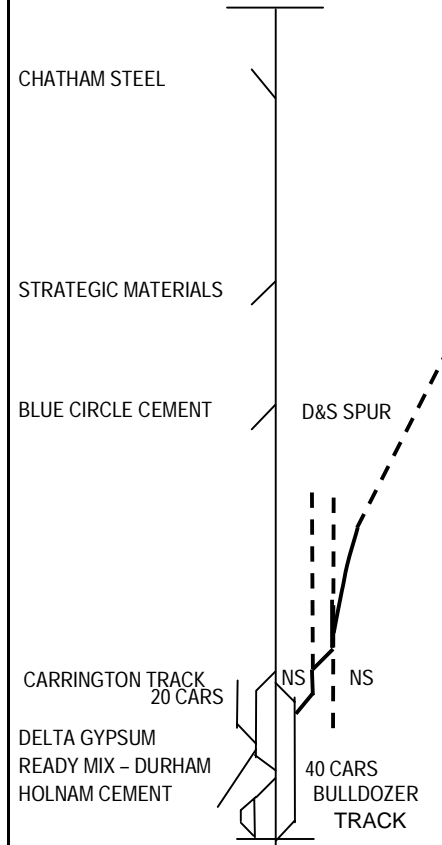
# ABERDEEN SUBDIVISION - AB

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
45		40		S 228.7	NS #1 ABERDEEN ABERDEEN	4.2	ACWR YARD	ABS-261	DTC BLOCK ADDOR	
60		40		S 229.2	SE #1 ABERDEEN NE ABERDEEN STORAGE		200 CARS			
				S 230.0						
				S 230.1						
				S 232.6						
				S 232.8	ADDOR			CPS-261		
		40		S 232.9	DD ADDOR	5.5		ABS-261		
NO. 1		NO. 2		S 238.3	HOFFMAN			CPS-261		
40	40	60	40	S 238.7	3.3		NO. 1  NO. 2	ABS-261		
40	40	50	S 239.0							
		60	S 239.8							
		50	S 240.4							
		60	S 241.5							
			S 241.6	MARSTON		CPS-261				
							HAMLET TERMINAL SD	ABS-261	DTC BLOCK ADDOR	

# ABERDEEN SUBDIVISION – AB D&S SPUR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10	S 171.1	APEX 6.5 HOUSE TRACK X'DOWN SIDING			96		2
10	SDS 20.7 SDS 20.0 SDS 19.7 SDS 19.5 SDS 19.3	APEX D&S SPUR			TWC-DTC		
	SDS 19.2 SDS 18.3 SDS 14.2 SDS 12.8	DTC BLOCK SIGN CARPENTER 8.5				DTC BLOCK CARPENTER	
	SDS 10.7						
	SDS 8.9 SDS 8.4	DTC BLOCK SIGN					
	SDS 6.0					DTC BLOCK FEW	
	SDS 5.7	FEW 3.4					
	SDS 3.4						
	SDS 2.3	DTC BLOCK SIGN EAST DURHAM NS XING					
	SB 153.9	JOYLAND LEAD					7
	10					TWC-DTC	

# ABERDEEN SUBDIVISION – AB JOYLAND LEAD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
10						TWC-DTC	DTC BLOCK DURHAM	7 8
	SB 151.0	END OF TRACK						
	SB 151.1							
	SB 151.8							
10	SB 152.7							
	SB 153.8	DTC BLOCK SIGN					DTC BLOCK DURHAM	
	SB 154.5							
	SB 154.6							
	SB 154.6							
	SB 154.9	END OF TRACK	3.9		TWC-DTC			

## STATION PAGE NOTES

**NOTES 1, 2, 3, 4, 5, 6, 7, 8:** See Special Instructions – 1. INSTRUCTIONS RELATING TO OPERATING RULES  
**NOTES 7 & 8:** See Special Instructions Attachment D.

# ABERDEEN SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### NOTE 1

RAILROAD CROSSINGS AT GRADE			
Location	Railroad	Protection	Rule
Edgeton, S 154.8	NS	Automatic	226-B(4)
Raleigh Tower S 157.3		Remotely Controlled	226-B (2)&(3)
Sanford, S 198.9	CSX/ATW	Electrically Locked Derails	98-F

### NOTE 2

**D&S Spur** – Northbound from dwarf signal at the north end of the northbound siding onto the D&S spur to the south end of the Carpenter Block MP SDS 18.3 is designated as 105 territory.

### NOTE 3

During signal suspension, movement on the No. 1 track between S 157.3 and S157.5 and No. 2 track between S 157.3 and S 158.0 will be governed by alternate method directed by the BC dispatcher or by bulletin.

### NOTE 4

**Road crossings in Apex, NC** - are not to be blocked in excess of 5 min.

### NOTE 5

Due to alignments on south end of south crossover at Fetner MP S164.8, do not make a facing point movement from NS coming from Charlotte to #1 Track.

### NOTE 6

#### Automatic Crossing at Grade Edgeton, NC MP S 154.8

The crossing at grade at Edgeton MP S154.8 is an automatic crossing at grade. In short, it works on a first come first serve basis. If the crossing plant is functioning properly, the first train to occupy the approach circuit will receive a signal indication to cross before any other trains on the opposing track. There are times that a signal cannot be obtained by occupying the track circuit. In most cases, this failure is due to the split rail on the opposing track being in hand position and not on power. The following instructions should clarify the problems and make the crossing easier to access.

Special instructions for crews on the Aberdeen and Norlina Subdivision will be issued by the Trainmaster at Raleigh, NC. All crews working these subdivisions will be responsible for information contained in these special instructions. These instructions can be accessed in the AMS Library AMS 10:RALNOTES, Password: RALEIGH

to access this library from the T&E Miscellaneous functions menu, enter selection code 01. Next, put CCRM at the command line and enter the AMS ID is RALNOTES and password is RALEIGH.

#### Northbound Trains –

1. Clear signal, proceed.
2. Stop signal. A crew member must dismount train, walk to crossing at grade and activate time release located in the southeast quadrant of diamond. This is a three-minute time release. After activating the time release, check the NS split rail on the west track of the diamond. The NS split rail should be positioned against NS move.
  - a. If the split rail is lined for derailing position, handle is in hand position and not locked with NS lock, restore power.
  - b. If the split rail is not lined for derailing position, handle is in hand position and not locked with NS lock, restore power and NS derail should line itself.
  - c. If the handle is in hand position, split rail lined in either position and locked with NS lock, the power cannot be restored.

If the signal clears for northbound movement on CSX, proceed.

After complying with the above instructions and signal for northbound movement on CSX track does not clear up after expiration of the three minute time interval, line the CSX split rail for movement on CSX, pull train by STOP signal, stopping short of the intersecting line but not more than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from dispatcher to pass the STOP signal at an automatic crossing at grade.

3. Making a reverse move after entering interlocking.
  - a. If rear of train has not cleared the north limits of interlocking, the rear must be protected to ensure that the split rail on CSX track is lined for the reverse movement.
  - b. If rear of train has cleared the interlocking and before making reverse move through interlocking, STOP rear of train at STOP signal, wait three minutes (there is not a time release for south bound movements), shove past STOP signal, stopping short of intersecting line but not greater than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from the dispatcher to pass the STOP signal at an automatic crossing at grade.

#### Southbound Train –

- 1 - Clear signal, proceed.
- 2 - After stopping rear of train at STOP signal, wait three minutes ( there is not a time release for southbound movements), shove past STOP signal, stopping short

of intersecting line but not greater than 30 FT. and wait three minutes. After waiting three minutes and there is no conflicting movement on the intersecting line, CSX train can cross the diamond. You do not have to receive permission from the dispatcher to pass the STOP signal at an automatic crossing at grade.

3 - Making a reverse move after entering interlocking.

In all cases, problems with crossing at Edgeton must be reported to Raleigh Yard. If after lining NS split rail signal does not clear up for CSX movement, the Raleigh Yard and the BC dispatcher must be notified so that a signal maintainer can be called to check the problem.

**NOTE 7**

**CSX/NS CROSSING IN DURHAM**

The automatic railroad crossing at grade on the D&S Spur at MP SDS 2.3 is being removed from service and will be replaced by two power operated crossovers. These two crossovers are contained within an interlocking plant that will traverse from the D&S main line to the NS #1 main track (H – Line), and the NS – D Line into the Bulldozer Track on the Joyland Spur. This interlocking will be referred to as D&S Junction. Authority for movement on this portion of track will be controlled by the NS dispatcher. Relating NS operating rules are covered in this bulletin.

The signals within this interlocking are color light signals covered by CSX signal aspect and indication rules 1281-1298. A fixed northbound approach signal (1295) has been erected at SDS 2.8. There is a northbound signal located at SDS 154.1 governing movement from the Joyland Spur through the interlocking to the D&S main line.

The northbound signal at SDS 2.3 is a dwarf signal. The signal is a three light signal capable of displaying STOP (1292), restricting (1290) and medium clear (1281). A medium clear signal is the proper signal to proceed from the D&S Spur across the NS lines onto the Joyland Spur. A restricting signal shows that route is lined other than movement from CSX to CSX track. After the train has cleared the southbound dwarf signal at SB 154.1 on the Joyland Spur, the NS dispatcher will line and lock the switch on the Joyland Spur for movement on the Joyland Spur.

The signal at SB 154.1 is a three light signal capable of displaying STOP (1292), restricting (1291) and medium clear (1281). After the train has entered the Joyland Spur and pulled past the signal at SB 154.1, the NS dispatcher will line and lock the switch on the Joyland Spur for movement on the Joyland Spur. The dwarf signal will display a restricting for movement on the Joyland Spur.

In order to make a southbound move from the Joyland Spur to the D&S main line, the crew must make a request for the interlocking by accessing and pressing a request button located in a box located beside the signal at SB 154.1. Instructions are posted within this box. A medium clear signal is the proper signal to proceed from the D&S Spur across the NS lines onto the Joyland Spur. If the switch is positioned for movement to the NS line and a restricting signal is displayed, this indicates that the route

is lined for movement other than from CSX to CSX track. There is a left hand southbound dwarf signal located on the Bulldozer Track at SB 154.0 that protects the switch at SB 154.1. This signal is capable of displaying STOP (1292) and restricting (1290).

CSX trains traveling from Apex to Durham should contact the Raleigh District NS Dispatcher on Channel 56-56 Tone 333 or by phoning 30 minutes prior to arriving D&S Jct. At 800-272-9522, Tone 8 on Monday through Saturday between 0700-2300 hours and tone 7 at any other times to let the NS dispatcher know what time the CSX train will be arriving Durham. The dispatcher should give you some information on whether he can let the CSX train cross. If he cannot run your train, STOP clear of Pettigrew Street until you can get the crossing.

CSX trains going from Joyland Spur to D&S Spur need to contact the Raleigh District NS Dispatcher on Channel 56-56 Tone 333 or by phoning 800-272-9592 Tone 8 at least 30 minutes prior to arriving at D&S Junction to let them know what time you will be leaving Durham to go back to Apex. Upon arriving at the signal at SB 154.1, operate the request button per posted instructions and be governed by signal indication. (Reference NS rule 433 located in this bulletin). Maps depicting D&S Junction can be obtained at the Apex crew room.

If the NS dispatcher is unable to move train on signal indication, CSX crews must comply with NS operating rules governing power-operated switches, rules 430-433.

**Power Operated Switches**

**430** – For reverse movements over power operated switches, see rule 463.\*\*\*

**431** – When a train or engine is stopped by a signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control station and be governed by the instructions received.

The control station must initiate code or control action, then if switch(s) to be used are indicating properly, may authorize the movement to proceed at restricted speed.

If the control station cannot obtain proper indication for the switch(s) in the desired route, movement must not be authorized until each switch that is out of correspondence has been placed on hand operation and lined by hand.

Before authorizing dual-controlled switch(s) in proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-controlled switch on hand operation the following procedure must be complied with:

Selector lever must be taken out of “motor” (or “power”) position and locked, if lock is provided.

Hand-throw lever must be operated until switch points are seen to move with movement of the hand-throw lever. This must be done whether or not the switch points appear to be lined for the desired route.

Switch must then be lined and locked for the route to be used.

Selector lever must be left in "hand" position until entire movement has cleared the switch.

Unless instructed otherwise by the control station, switches must be restored to "motor" after movement over them is completed.

**432** – Dual-controlled switches must not be placed on hand operation unless authorized by control station.

When necessary to place a dual-controlled switch in hand position to perform switching, the time during which the switch may be used and the limits of the movement must be clearly stated and understood.

Selector levers on all switches over which movement is to be made then be placed in "hand" position and must be left in that position until all movements have been completed.

During the time selector lever is in "hand" position to perform switching indications of STOP signals may be considered suspended, but all movements must be made at restricted speed. \*\*\*\* Repeated switching moves past the signal may be made when authorized by the control station.

After all movements have been completed, selector levers on all switches must be restored to "motor" (or "power") position and control station so advised.

After switches are restored to power operation, train or engine must not proceed except by proper signal indication or as authorized by the control station.

**433** – The control lever and push button for a power-operated switch must not be operated while a train or engine is on the switch as indicated by the red "OS" light, or when a unit of on-track equipment is on or closely approaching the switch.

**\*\*\*463** – When a movement stops with it's trailing end within interlocking limits, a move in the opposite direction must not be made without the proper interlocking signal indication, or permission from the control station. This rule also applies to reverse movements over power-operated switches when selector lever is in "power" or "motor" position.

**\*\*\*\* Restricted Speed** – A speed that will permit stopping within one half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, STOP signal, derail or switch lined improperly and looking out for a broken rail, but not exceeding 20 MPH. (Note: The provisions of restricted speed do not solely provide protection for men or equipment working on or near the track). (See Attachment D).

#### NOTE 8

**Track from MP SB 153.8 to SB 154.9** – Is classified as track other than main track. Refer to Operating Rule 96. Maximum authorized speed is 10 MPH (see attachment D)

## ROAD CROSSINGS AT GRADE

**Camp Polk Storage Track** – Train movements must STOP and flag the crossings at MP S 160.5 and S 160.6.

**Triangle Brick, Merry Oaks, NC (MP S 182.0)** – All movements using tracks serving this industry must STOP and flag state road SR 1911 during all movements over this crossing.

**A&R Connection, Aberdeen** – All trains must STOP and flag Maple Street crossing at MP 228.58.

**Northbound Siding, Apex** – All trains using this track must STOP and flag Tingen Road at MP S 171.8 due to rusty rail.

## NON-INSULATED OTE AT AUTOMATIC AND REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Edgeton, NC (S 154.8), Operating Rule 706-A, Item 2 is changed to read – "At an automatic railroad crossing, movement over this crossing will be governed by Operating Rule 226-B(3)."

## DEFECT DETECTORS

Location/Milepost	Type	Location of Indicators
Cary S 168.3	AD	East Side
Moncure S 190.9		None
Cameron S 213.8		
Addor S 232.9		East Side

## EXCEPTED TRACKS

1. D&S Main, between SDS 2.3 and SDS 20.7

**Note:** All tracks, other than Main and signaled tracks 10 MPH.

BC train dispatcher's telephone No. is 1-800-445-5521.

BC train dispatcher's telephone No. is RNX 388-5178.

## SWITCHING

**Apex, NC (S 171.0)** – Due to curvature of the track in the yard, intermodal cars are prohibited.

**Harristown Woodyard (S 215.2)** – Train crews setting cars off must apply hand brakes on all cars.

## SWITCHES AND DERAILS

### Raleigh Yard –

- (a) The main track switch at S 156.2 located within yard limits at Raleigh may be left as last used.
- (b) A hand throw the split switch derail has been installed on the yard lead at Bount Street (S 155.3) between the main line switch and the No. 3 track switch. Trains leaving or entering the yard at this location must STOP and line the derail and leave it in derailing position when not being used.

**CP&L Lead (S 180.0)** – Switches will be left lined and locked for straight-away movements on this lead.

**Power Operated Switches In The Hand Position** –The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these sidings, the switch must be put in hand throw position. Anytime the switch is used in either trailing or facing point movement into or out of the siding, it must be kept in the hand throw position and all movements must be clear of the detector circuit and the switch restored to normal position by hand before putting in the “Motor Position”. Moves to and from these sidings cannot be made on signal indication.

#### Locations:

- a) North end of the storage track at Apex\*.
- b) South end of the storage track at Apex.
- c) South end of No. 1 yard track at Aberdeen\*.
- d) North end of No. 2 storage track at South Aberdeen\*.
- e) South end of No. 2 storage track at South Aberdeen\*.

**NOTE:** An asterisk (\*) indicates these sidings are equipped with derails.

**Sanford** – A hand-throw derail on the A&W main track 150 feet east of the CSX railroad crossing; also between the west end of the crossover and the A&W connection track switch.

## TRAIN BULLETIN AND RELEASE FORM

Train PO92 must be cleared by the NS train dispatcher before leaving Raleigh to protect operation between Raleigh and Selma.

## 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
D&S Spur	4-Axle Engines	Note
D&S Spur	6-Axle Engines Wreckers – 6-Axle Locomotive Cranes	Barred
Sanford, NC S 199.0	6-Axle Engines	Must not operate on yard tracks
Manly, NC McDonald Bros. S 222.4		Must not operate
Vass, NC Harristown Wood Yard, S 215.2		
Cameron, NC Ingram Wood Yard, S 209.2.		
Allied Chemical (Honeywell) S 185.0		

Six axle locomotives may be operated on the Phoenix Industrial Lead tracks at MP S 185.5 but six axle engines cannot be operated on the track serving Sierra Pines, Dynea (Nestee Resins) or Weyerhaeuser (Willamette) Industries.

## 7. MISCELLANEOUS

### ADDITIONAL STATIONS

Station	Milepost	Car Capacity	Switch Opening
Camp Polk	S 161	76	Both
D&S Spur	S 171	Spur	South
Merry Oaks (West Storage)	S 181.1	72	Both
Merry Oaks (East Storage)	S 181.1	78	
Harristown	S 215.2	12	North
Carpenter	SDS 14.2	10	
Genlee	SDS 10.4	6	South
Few	SDS 5.7	20	Both
East Durham	SDS 2.3	--	--
Durham	SB 154.9	Yard	Both
Joyland Lead	SB 153.9	Lead	North
Joyland	SB 151.0	9	



RADIO STATIONS AND INSTRUCTIONS			
Location/ Milepost	Hours of Operation	Channel Monitored	Type Station
Raleigh	Continuous	66	Wayside
Raleigh Yard Office	0700-1500 Mon.-Fri.		Terminal
S 160.5	Continuous		Wayside
S 187.3			
S 205.0			
S 225.0			
BC Dispatcher		20	

**NOTE:** BC train dispatcher's call-in number is 1.

BC train dispatcher's telephone No. is 1-800-445-5521.

BC train dispatcher's telephone No. is RNX 388-5178.

**Raleigh Tower** – The remote controlled railroad crossing at grade controlled by the NS train dispatcher, Greenville, SC under the direction of the CSX train dispatcher in service between S 157.3 and S 157.5 on track No. 1 and S 157.3 and S 158.0 on track No. 2.

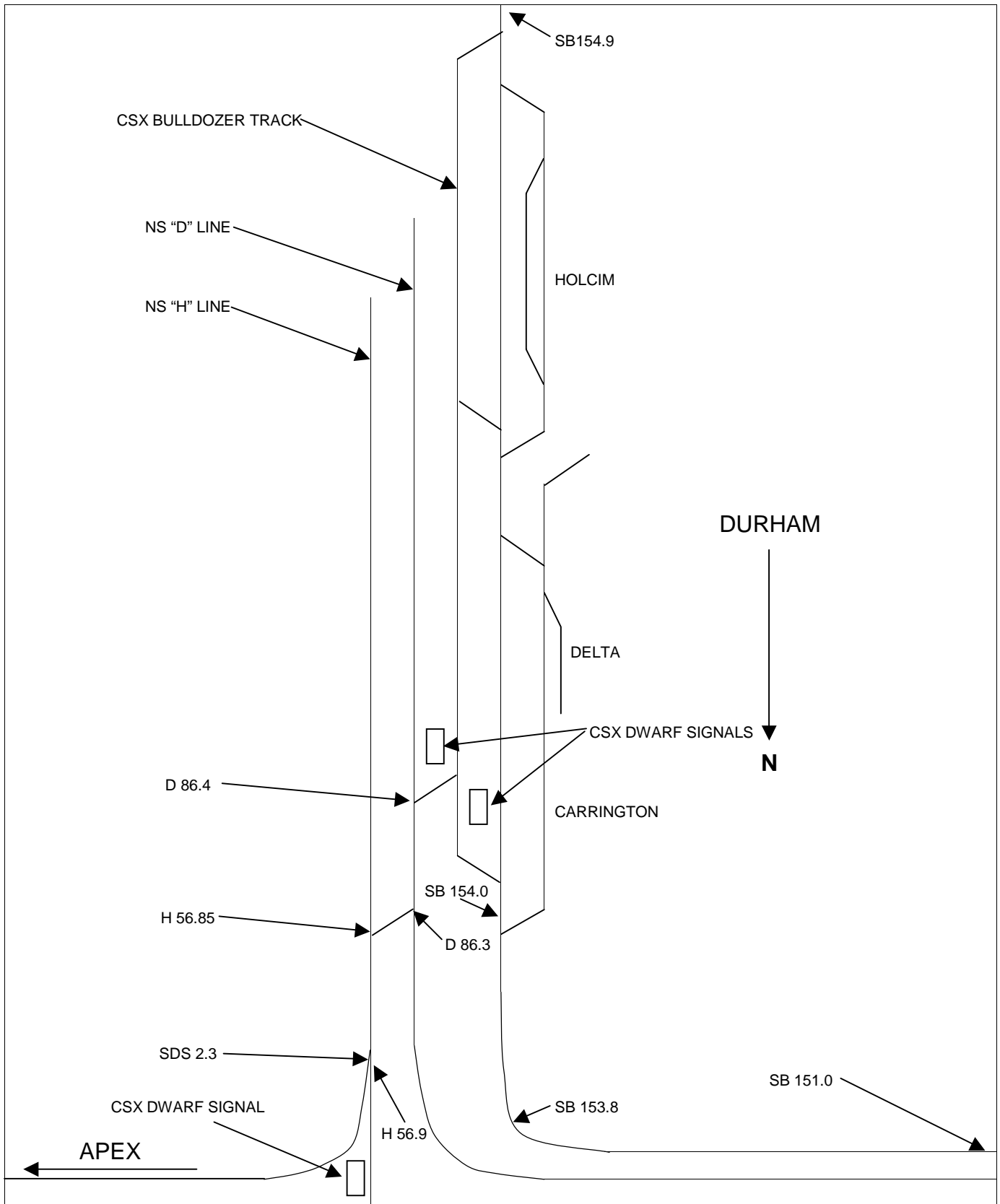
**NS Railway trains operating between Sou. Jct. and Fetner** – Are now under the direction of the CSXT train dispatcher and are governed by the CSXT timetable and rules. NS and Amtrak crews are required to monitor CSX Channel 66 while operating between South Junction and Fetner.

**Aberdeen** – A&R Railroad trackage at Aberdeen, NC is designated as other than main track. CSXT train operating on the A&R Railroad tracks at Aberdeen will be governed by CSXT Operating Rule 96.

**Raleigh Yard** – A minimum of 3 handbrakes will be applied to the north end of each cut of cars in Raleigh yard. When adding cars to a cut of cars, and additional hand brakes are required, they will be applied to the north end. Tracks 6, 8 and 10 are stub end tracks and are used for storage of hazardous material cars. In addition to the 3 hand brake minimum, an additional hand brake must be applied to the north end of each 3 additional cars added to these tracks.

## NOTES

# ABERDEEN SUBDIVISION SPECIAL INSTRUCTIONS ATTACHMENT D



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**NOTES**






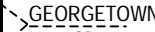
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**NOTES**

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# ANDREWS SUBDIVISION - AN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
			HAMLET TERM SD				1	
50	SH 255.0	EAST JUNCTION			ABS-261			
40	SH 263.4							
	SH 264.1							
50	SH 267.0	FLETCHER 12.0	CSDG 4,718 FT.					
	SH 268.1							
	SH 270.5							
40	SH 271.2	MCCOLL 4.2						
	SH 272.0		CSDG 10,259 FT. MCCOLL HBD-DED					
50	SH 276.7	CLIO 5.5	PEE DEE RR					
45	SH 277.3							
	SH 277.6							
50	SH 282.6 SH 287.6	MINTURN 0.9						
	SH 292.1		CSDG 10,225 FT.					
35	SH 293.0	DILLON 10.4	4,752 FT.					
25	SH 293.2		TO FLORENCE SMITHBORO HBD-DED		ABS-261	DTC BLOCK DILLON		
	SH 303.8 SH 305.8 SH 308.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK SMITHBORO		
25	SH 308.4				193 YARD LIMITS			
CITY ORDINANCE	SH 309.0	MULLINS 5.2						
20	SH 309.6							
25	SH 312.0		EULONIA HBD-DED		TWC-DTC	DTC BLOCK MULLINS		
	SH 323.7							
	SH 324.4	DTC BLOCK SIGN 16.3						
	SH 325.3	EULONIA	6,810 FT.					DTC BLOCK EULONIA
	SH 335.0	DTC BLOCK SIGN						DTC BLOCK JOHNSONVILLE
	SH 342.0	DTC BLOCK SIGN 12.8			DTC BLOCK HEMINGWAY			
	SH 343.1 SH 345.0	HEMINGWAY	HEMINGWAY HBD-DED					
	SH 353.2	DTC BLOCK SIGN 10.7						
	SH 353.8 SH 360.8	MORRISVILLE	ANDREWS HBD-DED		TWC-DTC	DTC BLOCK MORRISVILLE		
25	SH 361.0	DTC BLOCK SIGN			96			
20								
OLD ANDREWS SUB MAINLINE								
	SH 365.5	ANDREWS 11.7						

# ANDREWS SUBDIVISION - AN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>↓</div>	<div>↓</div>				
20	SH 368.0	DTC BLOCK SIGN	BETHERA		96			
20	SH 369.0		DTC BLOCK SIGN	<div><div>HBD-DED</div><div>26.2</div><div>EC&amp;B RR</div><div>1.9</div><div>CORDESVILLE</div><div>DTC BLOCK SIGN</div><div>40</div><div>SH 398.4</div><div>20</div><div>SH 398.6</div><div>40</div><div>SH 401.0</div><div>DTC BLOCK SIGN</div><div>SH 401.2</div><div>DTC BLOCK SIGN</div><div>13.3</div><div>SH 408.0</div><div>INNESS</div><div>40</div><div>SH 411.6</div><div>DTC BLOCK SIGN</div><div>4.5</div><div>SH 412.5</div><div>REMOUNT</div><div>0.8</div><div>SH 413.3</div><div>FILBIN</div><div>0.4</div><div>SH 413.7</div><div>COSGROVE YARD</div><div>0.2</div><div>NS RR</div></div>		TWC-DTC		DTC BLOCK OCEDA
40	SH 378.9					DTC BLOCK JAMESTOWN		
	SH 386.9					DTC BLOCK CORDESVILLE		
	SH 390.0							
	SH 392.8							
	SH 394.7							
SH 398.0						DTC BLOCK COOPER RIVER		
40	SH 398.4							DTC BLOCK MIDDLETON
20	SH 398.6							DTC BLOCK INNESS
40	SH 401.0						TWC-DTC 96	
	SH 401.2			96				
	SH 403.0							
	SH 408.0							
	SH 411.6							
	SH 412.5							
	SH 413.3							
	SH 413.7							
	SH 413.9							
	SH 416.1							
	A 388.0		CHARLESTON SD		ABS-261			
161.1 MILES SOUTH EAST JUNCTION TO NORTH CHARLESTON								

## STATION PAGE NOTES

**NOTE 1:** All tracks, other than main, 10 MPH (except as specified above).

## ANDREWS SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

#### JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

##### Drawbridge

**Cooper River, SH 398.4** – Trains stopped by block signal will not proceed until a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

##### Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Dillon SH 293.2	CSX	Remotely Controlled	234-B(2)(3)
Mullins SH 309.0	CSRR	Non-electrically locked gates (Note)	98-C
Filbin SH 413.9	NS	Non-electrically locked gates	98-C

**Note:** Normally clear CSX.

#### ROAD CROSSINGS AT GRADE

1. **Blocking Highway 521 crossing at Andrews** – The conductor on trains switching and doubling out on the north end of the yard at Andrews, SC that will block Highway 521 on the Andrews Subdivision must take action to minimize the amount of time the crossing is blocked.

When the head-end portions of northbound trains are doubled out, the rear portion must be shoved a sufficient distance to allow room to clear Highway 521 when train is made solid. Also, when long cuts of cars are pulled north of the yard and the crossing will be blocked an excessive time making the northward and reverse movement, Highway 521 must be cleared and vehicular traffic allowed to clear before making the reverse movement. Blocking of Highway 521 in excess of 5 minutes with a standing engine or car is prohibited.

2. **Mullins, SC** – Do not block Dairy crossing at MP SH 309.4 while picking up cars.

#### SWITCHES AND DERAILS

1. **Dupont lead switch** - The normal position of the Dupont lead switch on the Middleton spur will be left as last used.
2. **Hemingway, SC** - Derails have been installed on the north and south end of the siding at Hemingway, SC. The derails are located on the north end of the siding 338 feet from the point of the switch at MP SH 342.4 and on the south end of the siding 338 feet from the point of the switch at MP SH 343.4.

3. **MP SH 392.5, MP SH 392.8 and MP SH 392.7 State Junction** - At the main track switches, trains must approach these switches prepared to STOP until it can be determined that the switches are lined for the desired movements. The switches may be left as last used.

4. **MP SH 401.2** - The switch entering the Middleton Spur from the Andrews Subdivision Main track may be left lined as last used.

Trains must approach this switch prepared to STOP until it can be determined that the switch is lined for the desired movement.

#### USE OF SPECIFIED TRACK

1. **Middleton Spur, SH 401.2** is classified as track other than main track and trains will be governed by Rule 96.
2. **Between Yeamans Hall Road (SH 411.6) and North Charleston (SH 416.1)** - Classified as track other than main track and trains will be governed by Operating Rule 96.

#### RADIO STATIONS AND INSTRUCTIONS

**Bennett Yard** – All trains entering Bennett Yard operating on Channel 1 or AAR Channel 32 will switch to the Yard Channel 2 or AAR Channel 66 and talk to the yardmaster for instructions before entering these limits.

#### 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	
Loaded cars – 4 wheel trucks	286,000 lbs.
Loaded cars – 6 wheel trucks	315,000 lbs.
Diesel units – 4-4 type	268,000 lbs.
Diesel units – 6-6 type	414,000 lbs.

**SH 376.6 to SH 377.6** – No braking on the entire length of the bridge except in an emergency; trains handling open loads of pulpwood proceed at 10 MPH through the truss spans.

## 7. MISCELLANEOUS

**Operations of Pennyroyal Coal Trains at Andrews** – Pennyroyal coal trains arriving at Andrews will STOP clear of the Main street crossing on Highway 521 until such time as the train can make a continuous movement without blocking Highway 521 at either of the two locations in Andrews (364.9 – Andrews Subdivision and 16.1 – Georgetown Subdivision). If it is necessary to pull the train on the Georgetown Subdivision main track in order to back the train into the yard, the cab will be pulled over the Highway 521 crossing so that a continuous reverse movement can be made into the yard. Empty hopper trains arriving at Andrews from Pennyroyal will pull around the north leg of the wye until the cab is clear of the Highway 521, Main street crossing before a reverse movement is made south on the main track.

**Deliveries to Inness, SC** – All shipments delivered to Inness, SC must be placed beyond the locked fence in the area which is commonly referred to as the “Bull Pen”. In the event the Bull Pen is filled to capacity, arrangements must be made to notify the government security personnel in order that they may open the Bull Pen gate to permit the cars to be shoved onto the government reservation far enough to position all cars behind the locked gate on the main track end of the connection track. Under no circumstance will cars be left at Inness outside the gate without authority from the government security personnel.

**Handling Rocket Motor Shipments to and from Inness.** The Department of the Navy has advised CSXT that rocket motor shipments moving to and from Inness, SC may be positioned 6 cars from the engine and must be kept under constant surveillance.

**Mullins, SC “CSRR”** – After obtaining permission from the CSX train dispatcher, may operate over CSX trackage within yard limits at Mullins, SC, to effect the interchange with CSX. CSRR will operate over the railroad crossing at Mullins, SC by setting the gates against CSX at Andrews subdivision main track without obtaining permission from the CSX train dispatcher. Manually operated gates will be set normally clear for CSX.

**Mullins, SC** - CSXT will not receive any interchange traffic from the Cala railroad at Mullins, SC that has not been left on either the wye track or the siding located at MP SH 309.0 at Mullins, we will not pull cars that have been left on Cala tracks. Due to track conditions, CSX crews are

not permitted to shove cars past MP 326 on the Carolina Southern Interchange track at Mullins.

**Mullins, SC MP 326** – Due to track conditions, CSX crews are not permitted to shove cars past MP 326 on the Carolina Southern Interchange Track at Mullins.

**Trebol USA, Andrews, SC** – When switching cars at SH 365.6 a minimum of four spacer cars must be placed next to the locomotive due to locomotive restrictions.

**Rains, SC** – When placing loaded Vulcan Rock cars at Rains, SC MP SH 317.0, leave the cars in tracks 1 and 2 only. Do not leave the storage yard at Rains blocked when cutting away from these cars. When possible, leave cars clear of the crossovers from track 1 to track 2.

**MP SH 266.0** – When train length permits, northbound trains should STOP 500 feet south of the highway crossing at MP SH 266.0 due to complaints from residents concerning noise and exhaust fumes.

### Andrews Subdivision

1. The stem wye at Mullins, SC, is blocked with roadway equipment.
2. Be aware of unsafe walking conditions between MP SH 378.8 and MP 378.9 account bridge material and uneven walking surface.
3. Be aware of unsafe walking conditions on west side of track at MP SH 413 due to uneven walking surface.
4. Crossing at North end of Fletcher – Effective immediately crews enroute to Hamlet on the Andrews sub., when required to STOP or leave their train at the north end of Fletcher, will STOP no closer than 500 FT. from the road crossing located at MP SH 265.6, unless instructed to pull to the very north end and cut the crossing.

### EC&B Railroad main tracks at State Junction, SC

To serve the Nucor Plant:

- a) Trains must operate in accordance with EC&B operating rules while using that portion of EC&B main track between State Junction and the Nucor Yard.
- b) Authority must be secured from the EC&B operator to occupy the EC&B main track extending between MP 1 and the Nucor yard limit sign.
- c) CSX trains are to call the EC&B operator on Channel 58 upon arrival at State Junction for block authority. CSX crews will provide train number, engine number and the total number of cars to the operator.
- d) Permission will be given in one direction for use in one direction.
- e) The EC&B railroad has established the following DTC blocks to govern movement over its trackage:

<b>DTC Block Limits</b>	
<b>Between Location/Milepost</b>	<b>Block Names</b>
MP 1 and MP 14.7 at Charity Church	Charity Church
MP 14.7 to the YL Board on the Nucor Lead	Nucor

## NOTES

- f) CSX crews are to report "CLEAR" on the Charity Church block when their train is inside the Nucor block. CSXT crews are to report "CLEAR" on the Nucor block when they are inside the yard limits at the Nucor plant. To return, crews must secure the Nucor and Charity Church blocks and report "CLEAR" of the Nucor block when their train clears MP 14.7 and "CLEAR" the Charity Church block when their train is clear MP 1 on the EC&B main track.
- g) The Nucor lead switch will be left as last used and trains approaching this switch must be prepared to STOP.
- h) The following crossings on the EC&B mainline must be flagged:

MP 1.6 Highway S-402  
MP 5.1 Clements Ferry  
MP 11.0 Charity Church Road  
MP 14.7 Clements Ferry Road

**Pee Dee River railroad trackage at McColl, S. C.** is designated as other than main track. CSXT Trains operating on Pee Dee River Railroad tracks at McColl will be governed by CSXT Operating Rules 96.

**McLaurin Street, MP SH 271.2** - Trains enroute on the Andrews subdivision, when leaving the connection track at McColl, S. C. will STOP and flag on account of a short approach circuit.

**Wellman Industries, MP SH 336.8** - Red plastic wheel chocks have been placed at Wellman Industries These wheel chocks will be placed on the lower or descending end of all cuts of cars. In addition, conductors placing cars in Wellman Industries will be responsible for insuring each and every car placed or left standing on any track is secured.

**MP SH 365.7** - Loaded or empty unit coal trains staged at Andrews yard on the main track will leave their entire train intact and south of the industry switch at MP SH 365.7.

**Between MP SH 361.0 and MP SH 368.0** - Trains must announce entry into Rule 96 territory by radio.

**Connection track, SH 293.0** - Do not exceed 35 mph. on movements over the connection track between Andrews Subdivision and South End Subdivision at Dillon, SC



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**NOTES**

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**NOTES**


# AUGUSTA SUBDIVISION - AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
10	10	YYG 003.1				193 YARD LIMITS		
				HARRISONVILLE YL GA RR SD      MCCORMICK SD				
		AK 460.5						
				8TH STREET YL      YARDMASTER CHANNEL 32-66-80				
		AK 460.2						
10	10	AK 460.0				96 98F		
		AK 459.7						
10	10	AK 457.7				96		
15	15	AK 456.8 AK 456.3 AK 456.0			SAVANNAH RIVER - YL	193 YARD LIMITS		
		AK 455.5						
		49	AK 455.4 AK 454.3	DTC BLOCK SIGN BEECH ISLAND	BE-DISP. 94-4 RD 32 1-800-445-5503			
452.0								
49							DTC BLOCK JACKSON	

# AUGUSTA SUBDIVISION - AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
49	49	451.0	DD			TWC-DTC	DTC BLOCK JACKSON	????
		450.0				DTC BLOCK POLIN		
		AK 447.2					DTC BLOCK SIGN	
		AK 445.1				ELLENTON		
		AK 443.7					ROBBINS	
		AK 438.0				AMH 501.2		
		AK 437.0					AMH 500.9	
		AK 432.7				AMH 500.7		
		AK 431.2					AMH 496.5	
		AMH 501.2				AMH 492.9		
		AMH 500.9					AMH 489.2	
		AMH 500.7				AMH 485.6		
		AMH 496.5					DTC BLOCK SIGN	
AMH 492.9	DTC BLOCK SIGN	DTC BLOCK ALLEDALE						
AMH 489.2			DTC BLOCK SIGN	DTC BLOCK ALLEDALE				
AMH 485.6	DTC BLOCK SIGN	DTC BLOCK ALLEDALE						
AMH 478.3			DTC BLOCK SIGN	DTC BLOCK ALLEDALE				
35	35	AMH 478.3			DD			TWC-DTC

# AUGUSTA SUBDIVISION - AU

AUTHORIZED SPEED		MILE POST	STATION		TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					SOUTH				
35	35	AMH 477.3	ALLENDALE			2,600 FT.	TWC-DTC	DTC BLOCK ALLENDALE	
		AMH 476.8	DTC BLOCK SIGN						
49	49	AMH 476.2	FAIRFAX	DD				DTC BLOCK FAIRFAX	
		AMH 474.5							
		474.0							
		473.0							
CITY ORDINANCE		AMH 472.7							
35	35	472.0							
35	35	AMH 471.9	DTC BLOCK SIGN						
35	35	AMH 471.3							
49	49	AMH 470.0	DTC BLOCK SIGN					DTC BLOCK BRUNSON	
CITY ORDINANCE		AMH 468.3							
30	30	AMH 468.1						DTC BLOCK HAMPTON	
49	49	AMH 464.0							
CITY ORDINANCE		AMH 462.6	MAULDINS MILL						
35	35	AMH 462.2	DTC BLOCK SIGN						
30	30	AMH 461.0							
		AMH 459.0						DTC BLOCK TARTE	
49	49	AMH 457.0	DTC BLOCK SIGN						
								DTC BLOCK EGG	
							TWC-DTC		

# AUGUSTA SUBDIVISION - AU

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
49	49	AMH 455.4	DTC BLOCK SIGN	<div></div>	<div></div>	TWC-DTC	DTC BLOCK EGG	
10	10	AMH 451.0	DTC BLOCK SIGN	<div></div>	<div></div>	TWC-DTC	DTC BLOCK YEMASSEE	
		AMH 445.0	DTC BLOCK SIGN				DTC BLOCK BROWN	
		AMH 443.0	YEMASSEE					
		AMH 442.8	DTC BLOCK SIGN					
87.7 MILES AUGUSTA TO YEMASSEE								

## AUGUSTA SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

#### JUNCTION, DRAWBRIDGE AND ROAD CROSSING AT GRADE

PROTECTED BY "STOP AND CHECK" SIGNAL (RULE 1293). SAVANNAH RIVER, AK 456.3 (2) RAILROAD CROSSINGS AT GRADE

Railroad Crossing At Grade			
Location	Railroad	Protection	Rule
AK 460.0 Augusta, GA	NS	Stop Signs	98-F
AMH 471.9 Fairfax, SC	CSX	Remote	226-B
<b>Note :</b> Normally Clear CSX			

### 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

Location	Equipment	Speed
Augusta Bridge	Cars weighing 236,001-286,000 lbs. 6- axle engines	10 MPH
AK 456.8 – AK 456.0	6 axle wreckers	Barred
Allendale Siding	Cars weighing in excess of 286,000 bls.	

### 7. MISCELLANEOUS

**AK 460.5 and AMH 444.0** - Do not exceed 10 MPH on any track other than main. This restriction does not apply to the Sandoz Spur.

**PR&A Yard and tracks 1 - 26 Big Yard Augusta including Glasscock Lead – Augusta.** 10 MPH on all tracks.

**Kimberly Clark and Columbia Nitrogen at Augusta** - Do not exceed 10 MPH on all tracks, 3 MPH on Chip track Georgia Pacific.

**Westvaco Wood Chip Mill at Hampton, S. C. AMH 462.2** - Do not exceed 5 MPH while operating within the plant.

**AMH443.0 and AMH442.8 (A442.8)** - Do not exceed 10 MPH on Charleston Subdivision connection track.

**Fairfax, SC between S 436.1 and AMH 472.0** - Do not exceed 10 MPH on Columbia Subdivision connection track.

#### Rules of Augusta and Summerville Railway Company, Augusta, Ga.

1. Principal tracks are as follows:
    - a) Reynolds Street via Sixth Street to NS Railway Junction crossing located near Laney Walker Blvd.
    - b) Sixth Street from junction near Walton Way overpass to junction with Georgia Subdivision track at Eleventh Street.
    - c) Twiggs Street via Fenwick Street to Eleventh Street.
  2. Trains within yard limits at Augusta will not exceed 10 MPH over these tracks. In case of an accident, the responsibility will rest with the approaching train.
  3. Trains must move prepared to STOP short of any switch not properly lined.
  4. In the event two or more train movements conflict at any point on these tracks, the train that can be cleared with the least delay must take steps to promptly do so.
  5. The General Notice, General Rules and all Operating Rules and Special Instructions of each tenant line will govern where applicable, and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule F. Reports required thereby or otherwise should be made promptly to the terminal manager at Augusta. This officer is authorized to issue Special Instructions.
- Augusta**, after receiving authority from yardmaster, trains will operate within yard limits not exceeding 10 MPH on A&S tracks between Walton Way and Reynolds Street.

## METHOD OF OPERATION KIMBERLY CLARK SWITCH

**H&B Railroad MP AMH 462.6 is operating Rule 96, not exceeding 10 MPH**

**Robbins AMH 500.9** – There is a self restoring power operated switch located at the south end of Robbins, MP AMH 500.9. The following will govern the use and movement over this switch:

### Self-Restoring Power-Operated Switches

Movement over self-restoring power-operated switches will be governed by block signals. Block signals may be located in non-signal territory, (TWC-DTC(193)), or in signal territory (TWC-DTC (ABS)).

Controlled Speed, Regardless of the signal indication at a self-restoring power operated switch.

### Operation of Self-Restoring Power-Operated Switches.

#### 1. Normal Operation

- a) For movement to siding or diverging track.

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

- b) For movement from siding.

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

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

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

#### 2. Other than normal operation.

- a) For straight-away movement:

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

- 1) Train is stopped by signal indication and the desired route is for straightaway movement on the main track.
- 2) Train is entering the siding and the key controller does not activate:

- The switch mechanism, or
- A. The signal.

- 3) Trains are exiting the siding and;

The switch does not line itself for movement from the siding, or

- b) The signal does not change indication.

**MP AK 455.5** – New hand operated switch installed at the Kimberly Clark Spur . The normal position of this switch will be as last used.

## METHOD OF OPERATION ON KIMBERLY CLARK SPUR

- A. Permission to occupy and leave the Kimberly Clark Spur must be obtained from the yardmaster at Augusta.

- B. A new radio key control is installed for derail, gate and signal operation and must not be keyed until the train is within 100 FT. of the signal. Crews may line the derail and gate by keying in on their radio, 12\*, while their radio is on Channel 80.

- C. Gate and derail special instructions MP AK 454.91 and MP AK 455.42

1. Train must STOP behind the signals at MP 454.91 and MP 455.42.
2. Trains may key the gate open and line the derail off 100 feet from signal 4L and 4R.
3. Manual instructions: If their radio fails; the trainmen must turn the switch key clockwise to the request position in the switch key control box located on the side of the case at MP AK 454.91 and on the side of the house at MP AK 455.42.
4. Trains may proceed when the signal displays a lunar aspect.
5. Caution: The gate will close and the derail will line back to derailing position after 4 minutes if the presence detector circuit is not occupied. (Presence detector is the area of track between the dwarf signals at MP AK 454.91 and MP AK 455.42).
6. The gate will close and the derail will restore to the derailing position automatically behind the train after the presence detector becomes unoccupied.
7. If no train movement thru the gate occurs and a cancellation is desired instead of waiting for the 4 minute automatic time cancellation, the gate can be closed and the derail restored to the derailing position by turning the switch key counter clockwise to the cancel position in the switch key control box located on the side of the house at MP AK 454.91 and MP 455.42 at the case.

D. Manual gate and derail control instructions MP AK 454.91 and MP AK 455.42.

1. Turn the switch key clockwise and hold the key down in this position for a minimum of 2 seconds to open the gate and line the derail to the non-derailing position which will provide a signal to proceed.
2. The gate will close and the derail will restore back to the derailing position automatically behind the train after the presence detector becomes unoccupied.
3. The gate can be closed and the derail restored back to the derailing position after a request has been made by turning the switch key counter clockwise. Hold the key in this position for a minimum of 2 seconds or it will restore after 4 minutes if the presence detector is not occupied.

E. The Kimberly Clark Spur is classified as track other than main track and trains will be governed by Rule 96.

#### OLD ORANGEBURG SUBDIVISION INSTRUCTIONS

1. Handling traffic to and from A.E.C. at Dunbarton, SC (A.E.C.) Savannah River Plant:

The following instructions will govern concerning switching operations between Robbins, SC, AMH 500.7, Augusta Subdivision and Dunbarton, SC, near AK 417.5, Old Orangeburg Subdivision. In addition, all other applicable operating and safety rules will apply. Cars delivered to Dunbarton will be accompanied by a list of cars and a copy of the waybill governing each car. The List and waybills will be placed in the waybill box inside the scale house at Dunbarton. The list must be marked to show the date and time of delivery. Atomic Energy Commission (A.E.C.) employees will provide a list of outbound cars and the conductor will check to see that the cars pulled are on this list. Cars not on the list will not be pulled from Dunbarton. A.E.C. employees will provide chocks and will also chock every cut of cars on the downgrade end of the car(s) when leaving a car at Dunbarton. Crews working at this location will check for and remove these chocks before moving cars. Crew setting out cars at Dunbarton will apply sufficient hand brakes and chock car(s) on the downgrade end using chocks provided by the A.E.C. Tracks between Donora and Dunbarton will be used jointly by CSX and A.E.C. employees. These tracks will be considered as other than main track and Operating Rule 96 (not exceeding 10 MPH) will apply. Cars must be pulled to and from Dunbarton.

Old Orangeburg Subdivision between AK417.5 and AMH 500.7 is classified as track other than main track and trains will be governed by Rule 96. The following speeds will not be exceeded:

- 10 MPH, south leg of wye at Robbins and siding at Donora.
- 25 MPH between AK 430.0 and AK 419.4.
- 10MPH between AK 419.4 and AK 417.5

#### AUGUSTA TERMINAL INSTRUCTIONS

1. In other than intermodal trains, cars will be positioned in trains leaving the terminal and when picked up on the line of road so that the tonnage behind 80 foot or longer cars, either loaded or empty does not exceed 5,000 gross tons.
2. Stopping trains with 80 feet or longer cars in Augusta Terminal.
  - a) When stopping trains with 80 foot or longer cars on other than the main track in Augusta Terminal the STOP must be made using the stretch braking method using the automatic brake as described in train handling Rule 3.2.4.D. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undesirable slack action from occurring.
  - b) If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop, Rule 3.2.4 modified.

#### RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 32 when calling the yardmaster at Augusta for permission to occupy yard limits. All trains will use Channel 66. All trains will remain on Channel 66 while in Augusta Terminal. all yard assignments will use Channel 80 while in Augusta Terminal.

On track workers must obtain permission from the yardmaster before fouling the main track and must report to the yardmaster when clear of the track.

Harrisonville yard limits from MP YYG 3.1 to YYG 0.5 and the Beltline MP YAB 0.0 to YAB 4.0 are under the control of the yardmaster at Augusta. Trains moving from Harrisonville Yard via 8<sup>th</sup> Street yard limits will be governed by Rule 193, and trains moving via the Beltline will be governed by Rule 96. Savannah River yard limits between MP AK 457.7 and MP AK 455.4 are under the control of the yardmaster at Augusta. Train crews and operators of O.T.E. must obtain permission from the yardmaster before entering a main track between these limits or at any intermediate point and must report to the yardmaster when clear of the track.

#### REMOTE CONTROL LOCOMOTIVE OPERATION AT AUGUSTA YARD

- A. Remote control locomotive (RCL) operation is established at Augusta Yard. RCL operations and special instructions are stated in a separate General Bulletin. Remote Control Zones, when activated, may be utilized in conjunction with RCL operations.
- B. A Remote Control Zone (RCZ) is established in Augusta Yard, and signs are as follows:

At the field switch, east end switching lead, south of the Horn switch and onto the Horn lead for 1644 feet. At this location a permanent derailer has been installed which is 200 FT. from the first road crossing on the Horn lead.



## INSTRUCTIONS FOR TRAIN, ENGINE OR ON-TRACK EQUIPMENT MOVEMENTS ARRIVING AT AUGUSTA YARD

- a) All movements arriving at Augusta Yard will contact the yardmaster at Augusta before entering yard limits and will be informed if the RCZ is active.
- b) If the RCZ is active the RCO must be contacted before entering the RCZ.

### HYDRAULIC SWITCHES

#### Switches on the Augusta Subdivision

Hydraulic Switches at Augusta, Georgia are placed at the following locations:

- MP AK 459.7 North end of Augusta Yard
- MP AK 460.0 Central Junction
- MP AK 460.2 6<sup>th</sup> Street
- MP AK 460.5 11<sup>th</sup> Street
- Norfolk Southern Yard at Laney Walker Blvd.

**NOTE:** The above named hydraulic switches are considered hand operated switches.

#### Distance and Color of Switch Operation

- a) The switches may be coded from a distance within two miles. Once coded by radio keypad there will be a lockout of 15 minutes before the switches can be coded again unless manually thrown by push button or pump. Exception: 5 minute lock out on N.E. Augusta Yard MP AK 459.7
- b) Each switch will be equipped with three strobe lights:

RED: Switch is not lined properly  
GREEN: Switch is lined properly

AMBER: Switch is in the reverse position

#### Operation of Hydraulic Switches

- A. Remote radio control from radio equipped with keypad (Channel 66):
  1. The North end of the Augusta Yard at MP 459.7  
Normal or reverse #11  
Switch position inquiry: #511
  2. The Central Junction switch at MP AK 460.0  
Normal or reverse Key #22  
Switch position inquiry Key #522
  3. The 6<sup>th</sup> Street switch at MP 460.2  
Normal or reverse Key #33  
Switch position inquiry Key #533
  4. The 11<sup>th</sup> Street switch at MP 460.5  
Normal or reverse Key #44  
Switch position inquiry Key #544
  5. Norfolk Southern at Laney Walker Channel 56,  
East key #44, West key #55.

- B. Push Button Control

1. The operational push button is located at the switch inside a small metal box locked with a CSX switch lock.

**NOTE:** There will be dual switch locks for CSX and the NS at 6<sup>th</sup> and Central Junction.

If the points are gapped, a red amber strobe light will light and remain lit until the points are cleared of the obstruction.

If the points are gapped, no radio confirmation of the throw will be announced over the radio.

2. When the train is in the protection zone or circuit zone, which will be 45 FT from each switch, the switch is inoperable. The manual push button or radio control tone will not throw the switch.

**NOTE:** The circuits will be identified by white painted crossties.

#### C. Hand Throw Operation

1. The hand throw pump and the following instructions will be found in the gray metal box located at the base of the switch.
2. Insert the pump handle into the pump socket.
3. Locate the directional valve on the front of the pump manifold.
4. Place the valve handle in the direction you want the points to move. Move the pump handle back and forth until the points are firmly against the stock rail (approximately 20 pumps). Visually check to assure a good closure of the points.

**Varnville** – Between AMH 461.0 and AMH 459.0, street crossings must not be blocked longer than 15 minutes by a standing train.

**Hampton** – All trains, moving or standing will not block any street crossing within the corporate limits, between AMH 464.0 and AMH 461.0, longer than 10 minutes.

Milepost MP AK 431.1 and MP AMH 501.2 are the same field milepost location.

Additional Stations:

Stations	Milepost	Car Capacity	Switch Opening
Ellenton	AK 438.0	107	Both
Sandoz (3.8 Miles)	AMH 489.2	Spur	South
Fairfax	AMH 471.9	30	Both
Mauldins Mill	AMH 462.6	52	Both
Hampton	AMH 462.3	78	Both

# BELLWOOD SUBDIVISION - RP

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
MAINLINE			NO. 2					SOUTH				
P	I	F	P	I	F	SRN 4.0	HERMITAGE	0.5	RICHMOND TERMINAL SD	226-B ABS-261	YARDLIMITS	1
20	20	20							THOROUGHFARE			
30	25	25	30	25	25	SRN 3.6	HERMITAGE RD	2.8	PIEDMONT SD	226-B ABS-261	YARDLIMITS	1
						SRN 1.8						
						SRN 0.7	AMTRAK JCT	0.3		226-B ABS-261	YARDLIMITS	1
20	20	20		20	20	SRN 0.4	BROWN ST.					
10						SRN 0.5				226-B ABS-261	YARDLIMITS	1
25	25	25				S 1.0						
						S 0.0	RICHMOND	DD	NS	226-B ABS-261	YARDLIMITS	1
						S 0.1			HBD			
						S 0.7	ROCKETS	1.0		226-B ABS-261	YARDLIMITS	1
						S 1.7	SOUTH YARD	1.2	DEEPWATER TERMINAL			
						S 2.9	S. RICHMOND	1.1	COMMERCE ROAD NO. 1	226-B ABS-261	YARDLIMITS	1
						S 4.0	MARLBORO	3.2	NO. 2			
			25	25	25	S 7.2	FALLING CREEK	0.4	FANSHAW YD. COGEN LEAD	226-B ABS-261	YARDLIMITS	1
						S 7.6	BELLWOOD	1.3	BELLWOOD YARD			
						S 8.9	S.E. BELLWOOD		HOPEWELL SD	226-B ABS-261	YARDLIMITS	1
25	25	25				S 10.9	CENTRALIA		NORTH END SD			

STATION PAGE NOTES

NOTE 1: Train messages covering movement between S 8.9 and S 10.9 will be listed on North end Subdivision train messages.

## STATION PAGE NOTES

**NOTE 1:** Train messages covering movement between S 8.9 and S 10.9 will be listed on North end Subdivision train messages.

# BELLWOOD SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### CLEARANCE DETECTORS

**CSX overhead bridge at S 1.0** - Two automatic voice high load and car detectors are located on the Bellwood Subdivision at MP S 0.1 for checking high loads or cars due to clearance limits of 17 feet 0 inches

For southward movements only the detector equipment house is located on the east side of the main track at SRN 0.4 and for northward movements only the detector equipment house is located on the east side of the main track at S 4.0. Red and white indicator lights are mounted on the signal masts on the east and west side of both main tracks at these locations.

**Brown Street High Load Detector, SRN 0.4 Richmond, Va.** – Operates with voice communications for high load indications with actual axle count for each defect. The alarm tone for this detector will be broadcast from the point that a defect is located to the end of the train, and the voice instructions for the actual location by axle count as located from the head of the train will be broadcast. The detector will announce by voice instructions “No defect” if no defect is indicated.

If no greeting message is announced when a southbound train reaches a point 100 feet north of the detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 17 feet 0 inches.

The greeting message states “CSX equipment defect detector milepost 1.

**Ruffin Road High Load Detector. S 4.0 Richmond, Va.** – Operates with voice communication for high load indications with actual axle count for each defect. The alarm tone for this detector broadcast from the point that defect is located to the end of the train, and the voice instructions for the actual location by axle count as located from the head of the train will be broadcast. The detector does not operate for southward trains, but will indicate by voice instructions at the end of the trains for “No defects” on northward trains if no defect is indicated.

If during simultaneous moves northward by the detector, an alarm is sounded and/or announced, both trains must clear the detector and inspect for high loads or cars.

If no greeting message is announced when a northbound train reaches a point 100 feet south of the detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 17 feet 0 inches.

## JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Rockets S 0.7	NS	Electrically Locked Derails	226-B
<b>NOTE:</b> Normally clear for CSX			

### ROAD CROSSINGS AT GRADE

**Richmond** – All movements over all crossings in the South Yard must be preceded by a flagman.

**Bottled Gas Lead between SRN3.5 and SRN 3.0** – Trains must stop and flag the road crossings listed below on account of rusty rail:

- a) Hermitage Road SRN 3.45
- b) Dineen street SRN 3.10

**Industrial Lead between SRN 1.8 and SRN 1.6** – Trains must stop and flag the road crossing at Second Street SRN 1.6 due to rusty rail

### SWITCHING

**Bellwood subdivision** - Engines or cars must not be detached and left standing entirely between signs reading: “Do Not Leave Cars Between Signs”, which are located at the two locations listed below:

SRN 0.2 north, main track on both sides of the Broad Street viaduct.

## 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

**Bellwood Subdivision** – Trailers in TOFC service with combined height of flatcar and trailer, loaded bi-level auto racks, and any other similar equipment exceeding 17ft.0 in above the top of the rail, and loaded or empty tri-level auto racks and Amtrak Auto Passenger cars with high dome and Auto Train auto racks, must not be moved south of Acca yard, CFP 2.4 or north of Centralia, S 10.9, except on special instructions

Equipment Restrictions		
Location	Equipment	Restriction
E. I. Dupont Amphill, Va	Equipment with 3- Axle Trucks	Tracks 8 & 8A

## 7. MISCELLANEOUS

**Goodes Street, MP S 1.6** - Floodwall gates have been installed at S 1.6 Goodes Street on the Bellwood Subdivision. When these gates are closed they will foul all tracks at this location. Signals governing this portion of track will not be affected. An alarm will be enunciated over the radio channel 32 with the following message "Flood gate alarm Goodes Street, Richmond, Virginia S1.6". This message will continue over the radio until the alarm has been reset.

Trains operating in this area must not pass this location until it is known that the gates are opened and secured.

**Between Maury and AM Jct "Bonedry" 7,300 FT.**

### SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Suspension of Signal System – (and Movements against Current of Traffic)	
Between Location/Milepost	Block Names
S 2.9 and Crossover, Falling Creek, S 7.2	Marlboro
Crossover, Falling Creek, S 7.2 and SE Bellwood, S 8.9	Fanshaw
<b>NOTE:</b> Yard Limits would be established between SRN 4.0 to S 2.9.	

**Bellwood Yard** - Handbrakes will be applied to all arriving trains on the descending end of the car or cars. During switching operations cars will be switched with air and will be tied down with hand brakes. No car or cars will be left alone in any track without handbrakes secured and tested.

**Cogentrix** – CSX employees working Cogentrix Power Plant will contact security to enter plant. After pulling empties out, notify security. Prior to re-entering the plant to spot loads, the crew must contact security to re-enter the facility. After spotting loads the crew must contact security notifying them the crew will be departing. Due to recent heightened security concerns, expect the gate to be locked at all times.

### Cogentrix Plant at Bellwood MP S5.0

All six tracks inside the Cogentrix Plant are to be used for the spotting of loads. When spotting the plant, do not place more than 15 cars per track. If train is larger than 90 cars, leave the excess on the lead, but not fouling the Cogentrix Engine track.

Cars must be taken into the Cogentrix Plant and cuts no larger than 45 cars.

**E.I. Dupont** - Entry of CSX personnel and trains on the Dupont Spruance site and Dupont regulation upon entry.

This establishes the responsibilities and procedures for CSX train crews entering the Dupont Spruance site.

The crew will telephone Dupont's main gate on 383-2244 and notify them of their intention to enter the plant site. Crews working the F712 will use their cell phones to accomplish this. Crews working an Amphill Coal train going to the co-generation portion of the plant will make this call via cell phone or through the dispatcher by way of Acca Yard or Fulton Yard.

The security officer on duty will notify the transportation services operator and the Zytel control room of their intention.

The train crew will give the names of all train crew members to the security officer.

After securing clearance, the security officer will inform the train crew that it is all right for them to come on the site.

After the train has cleared the entry gate, the gate must be closed and latched until it is necessary to depart. After completing the job the train crew will call the Dupont main gate on 383-2244 and inform the officer that they are clear and have locked the gate back. The gate must be locked as soon as the train has cleared the gate.

Failure to follow these instructions could endanger CSX and Dupont personnel. Compliance is a must.

Dupont regulations are as follows:

Pedestrians

Use marked walkways or sidewalks where provided.

When crossing roadways, ensure that moving traffic has stopped or is a safe distance before starting across.

Railroad

No movement other than emergency switches will be permitted within the plant enclosure between hours:

0730 – 0815  
1545 – 1700  
2330 – 0015

Exceptions will be permitted on track 15, along the north fence and on track 1, south up to the crossover north of the main office. Before any movement is made by CSX

railroad personnel between 0700 and 1700 traffic supervision must be notified.

Note: The rail spur servicing the Cogentrix power facility, while being within the plant enclosure, does not provide access to any spurs servicing any plant facility. therefore the time restrictions do not affect this move.

Maximum speed limit on plant rail is 6 MPH.

While a CSX train is in motion, the bell must be ringing and the headlight on.

Cars spotted by CSX personnel must be secured by both hand and air brakes. Cars spotted by plant track mobile or shuttle wagon must be secured by hand brakes only. Before use by plant personnel, wheels will be chocked according to individual area safety rules.

CSX trainmen must be located in a conspicuous place at lead-end whenever the train is in motion, and is responsible to ensure that tracks are clear of all obstructions. Trainmen must "flag" vehicular and pedestrian traffic at:

- 1<sup>st</sup> Street and East Road
- 2<sup>nd</sup> Street and East Road
- 2<sup>nd</sup> Street and West Road
- 3<sup>rd</sup> Street and West Road

"Flag" – Trainmen will walk ahead of lead car to ensure that vehicles and pedestrians are aware that a train is approaching intersection/crosswalk. Smoking in engine cab or any other parts of train at any time is "prohibited".

Railroad track switches must be positioned in the direction of travel prior to movements through these switches. As viewed from train or track mobile, blue derailer signs stating "STOP – railcar connected" must be up when derailer is engaged on track.

Transportation services brakemen are responsible to ensure tracks are clear of all obstructions, before and during moving rail cars with the track mobile or shuttle wagon.

The track mobile or shuttle wagon will never be placed on the track between the derailer and railcar to be moved until the derailer has been deactivated and the sign or flag has been removed.

The track mobile or shuttle wagon will never couple to a car at an unload spot area unless area representative for the area requesting the move is present.

Notify plant security immediately in case of accident, spill, or any other unusual incident.

**Switching E.I. Dupont, Amphill, VA S 5.0** – E.I. Dupont has installed a tyvek passageway across track No. 7 on the east side of their plant. There are two doors that will provide passage for rail equipment and on either side of both doors are traffic lights, which will indicate safe railroad passage. These doors are to be used for railroad traffic only. When doors are open, the movement of

product within the passageway is halted, therefore it is essential to minimize the time the doors are open.

a) When requesting track, the following sequence must be followed:

- 1) Unlock push-button control panel on side of passageway (Key is on railroad key ring obtained at front gate).
- 2) Depress "request track" push-button (push-button lights goes on).
- 3) Wait for door to open and railroad traffic light to change to green which will indicate safe railroad passage. Passageway should open within 1-5 minutes.
- 4) Lock push-button control panel back.

b) When work is complete, the following sequence must be followed:

- 1) Unlock push-button control panel on side of passageway.
- 2) Depress "work complete" push-button (push-button lights goes on).
- 3) Railroad traffic light will change to red which will indicate unsafe for railroad passage.
- 4) Lock push-button control panel.

c) Problems

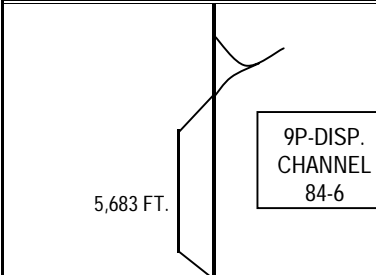
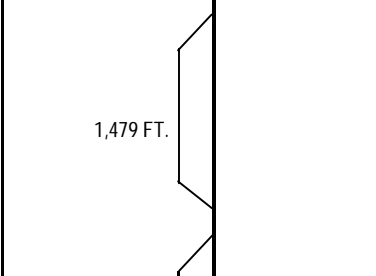
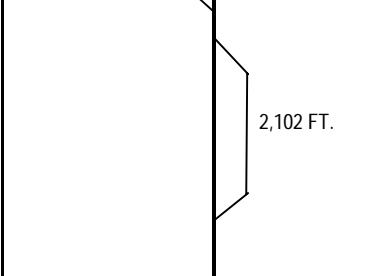
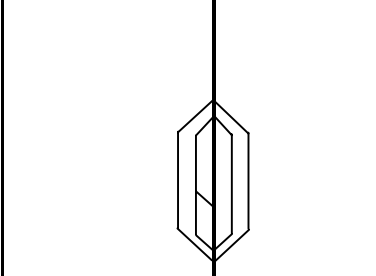

- 1) In the event problems occur enter passageway personnel door using extreme caution as there will be E.I. Dupont personnel and machinery moving within the passageway.
- 2) Proceed to phones located on south wall of passageway beside personnel door.
- 3) Call line 4 control room on ext. 2062 or use hotline phone for direct connection.

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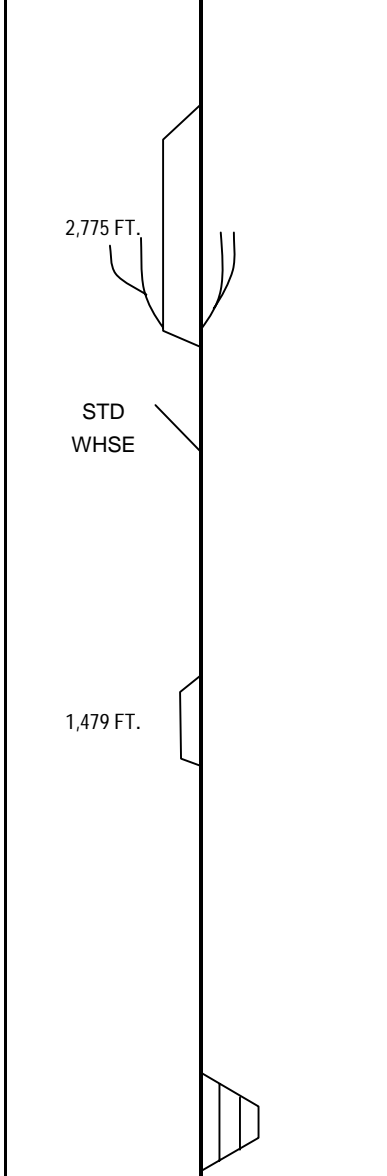
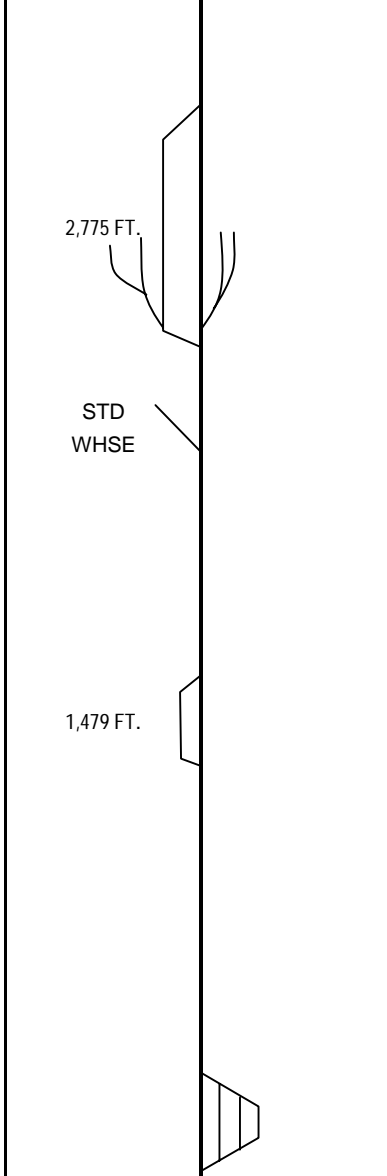
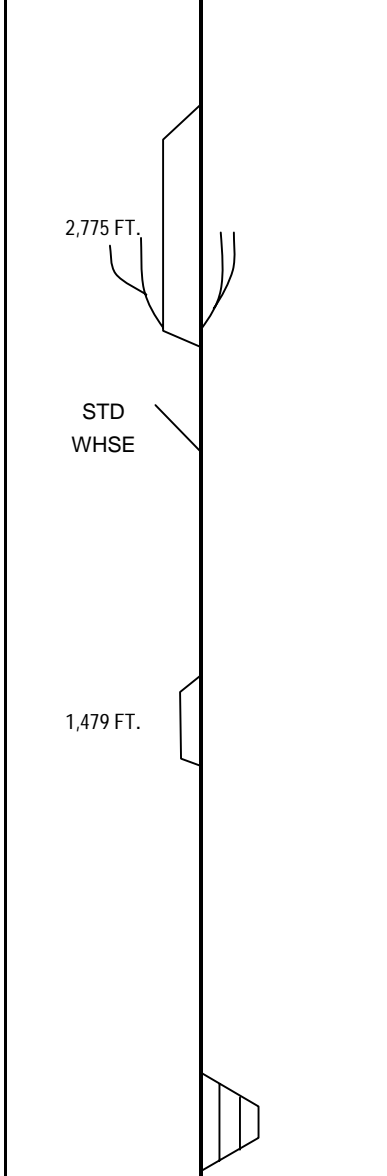
## NOTES

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# BELTON SUBDIVISION - PN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10			SPARTANBURG - SD				
25	AKL 88.7	SPARTANBURG WYE				96	
	AKL 88.1						
	AKL 86.4						
	AKL 86.0	DTC BLOCK SIGN				TWC-DTC	DTC BLOCK LYMAN
	AKL 83.9	CALVERT					
	AKL 80.9	DTC BLOCK SIGN					DTC BLOCK GREER
	AKL 78.5	STARTEX				TWC-DTC	DTC BLOCK GREER
	AKL 70.6	GREER					DTC BLOCK GREENVILLE
	AKL 69.8	DTC BLOCK SIGN					
	AKL 59.0	DTC BLOCK SIGN				193 YARD LIMITS	
25	AKL 57.5						
10							
	AKL 56.8	GREENVILLE					
	AKL 56.6	GREENVILLE WYE					
10	AKL 56.4						
	AKL 56.0						

# BELTON SUBDIVISION - PN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
25	AKL 56.0				TWC-DTC	DTC BLOCK WHITEHORSE		
	AKL 52.4	WHITEHORSE			4.4			
	AKL 52.0	DTC BLOCK SIGN						
	AKL 45.0	PIEDMONT			7.4			DTC BLOCK PIEDMONT
25	AKL 40.0							
10	AKL 39.0	DTC BLOCK SIGN PELZER			6.0			DTC BLOCK PELZER
	AKL 30.0	DTC BLOCK SIGN				TWC-DTC		
10						96		
	AKL 26.2							
					12.8			

# BELTON SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### SPEED RESTRICTIONS

**Lee Steam Plant Lead** – 10 mph

**NOTE:** On all tracks other than main tracks do not exceed 10 MPH except on the Hutchins Street lead between AKL 88.1 and AKL 86.0.

### SWITCHES

**Belton, SC** - All switches in the yard at MP AKL 28.5 to MP AKL 26.2, may be left as last used.

**Lee Steam Plant Lead switch, Pelzer, SC MP AKL 40.0**  
- May be left as last used.

### USE OF SPECIFIED TRACK

**Spartanburg, SC, Hutchins Street lead** – The track between AKL 86.0 and AKL 88.7 / AK 593.5 is classified as track other than main track and trains will be governed by Operating Rule 96. Northbound trains passing Wadsworth will contact the Spartanburg yard for instructions.

**Belton, SC** – Main track between AKL 26.2 and AKL 40.0 on the Belton Subdivision is designated as FRA excepted track. Trains will not exceed 10 MPH.

### RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 66.

Dispatcher Cannel is 84

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

1. **Belton Subdivision** – The junction switch located at the south portal of the tunnel will be left lined for movement on the Spartanburg Subdivision when not in use.
2. **Coastal Fuel facility, MP AKJ 591.0** - Close clearance exists between B track and the fence and will not clear a man on the side of a car.
3. **Bridge at MP AKL 57.1** - Close clearance exists when moving from number 2 yard track to the main line. This close clearance will not clear employee(s) riding the side of a 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		
Location	Equipment	Restriction
Spartanburg to end of track AKL 26.2	All Wreckers	25 MPH
Uptown Lead at Greenville	Cars weighing in excess of 263,000 lbs 6-axle engines & all wreckers	Barred
Uptown Lead	4-axle engines	Restricted to weight no greater than 270,000 lbs.
Tracks other than main track at White Horse	6-axle engines	Barred

**NOTE:** No engine larger than an SD60 will be permitted inside the building at All Metals Industry.

## 7. MISCELLANEOUS

### HIGHWAY AND STREET CROSSINGS

**SWAMP RABBIT** – Must be protected by a flagman.

### NOTES



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**NOTES**

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**NOTES**

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# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2				SOUTH				
P	F	P	F	A 292.7	FLORENCE	<div>SOUTH END SD</div> <div>AD DISP. 84-7 RD-32</div>		ABS-261	DTC BLOCK JAVA	2 1
25	25	25	25							
60	40	79	60							
P	SINGLE		F	A 293.6	FLORENCE S. FLORENCE	HBD-DED		CPS-261		
				A 295.7						
				A 296.2						
P	SINGLE		F	300.0	JAVA					
				301.0						
				302.0						
P	SINGLE		F	A 306.0	NEW HOPE			CPS-261		
				A 310.0						
P	SINGLE		F	A 314.3	SCRANTON	HBD-DED		ABS-261	DTC BLOCK SCRANTON	
				A 317.5						
				A 321.0						
P	SINGLE		F	A 327.6	BYNUM			CPS-261		
				A 331.8						
P	SINGLE		F	A 336.2	SALTERS	HBD-DED		ABS-261	DTC BLOCK SALTER	
				A 338.0						
P	SINGLE		F	A 341.4	LANE	RULE 96 LANE SD		LANE SD TWC-DTC	DTC BLOCK LANE	
				A 345.0						
MAIN TRACK								ABS-261	DTC BLOCK SANTEE	
P	I		F							
50	40		40							

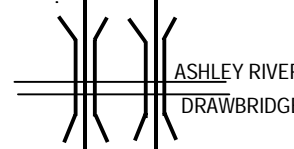
# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
P	SINGLE	F		A 347.6		3.3		ABS-261	DTC BLOCK SANTEE	
40		30			ETTA	0.7				
NO. 1		NO. 2		A 348.4				CPS-261	DTC BLOCK ST. STEPHENS	
P	F	P	F							
				A 349.1	CROSS JCT.		CROSS SUB			
79	60	60	40			3.8				
				A 352.9	SO. ST. STEPHEN			CPS-261		
P	SINGLE	F								
79			60	354.0	MCBETH		HB-DED PINOPOLIS GEN. PLANT	ABS-261	DTC BLOCK MCBETH	
			355.0							
			356.0							
			A 359.5							
				A 361.7		9.0				
45			25	A 361.8	TAIL RACE CANAL PINOPOLIS		TAIL RACE CANAL DRAWBRIDGE	CPS-261		
79			60							
NO. 1		NO. 2		A 361.9		4.9		ABS-261	DTC BLOCK MONCK'S CORNER	
P	F	P	F	A 366.8	S. MONCK'S CNR			CPS-261		
60	40	79	60							
P	SINGLE	F		A 373.1	STRAWBERRY		SANTEE RIVER RUB	ABS-261	DTC BLOCK GILLIARD	
79		60								
NO. 1		NO. 2				3.8	CHAS SCRAP ALUMAX	ABS-261	DTC BLOCK MT. HOLLY	
P	F	P	F							
60	40	79	60	A 376.9	MT. HOLLY			CPS-261	DTC BLOCK GOOSE CREEK	
P	SINGLE	F								
79		60				6.5		ABS-261		

## CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	SINGLE	F				SOUTH				
P	SINGLE	F						ABS-261	DTC BLOCK GOOSE CREEK	
79		60		A 378.9	GOOSE CREEK	HBD-DED		CPS-261		
								ABS-261		
NO. 1		NO. 2		A 383.4	HANAHAN			CPS-261	DTC BLOCK HANAHAN	
P	F	P	F	2.9				ABS-261		
79	60	60	40							
60	60									
70	40									
		60	40	A 386.2						
				A 386.3	MEADS	NSRR	READS BRANCH	CPS-261	DTC BLOCK BENNETT	
70	40			A 386.4						
								ABS-261		
79	60			1.7						
		60	40							
NO. 1		NO. 2		A 388.0		N. CHARLESTON		CPS-261		
30	30	15						ABS-261		
				.4						
30	30	15		A 388.4	SY (SAS)	NSRR	N. LEG S. LEG	CPS-261		
50	40			.2						
NO. 1		NO. 2		A 388.6	SY (NAS)		EXTENSION			
P	F	P	F			GA PAC				
50	50	50	40	3.4		NEW PASS TRACK 10,976 FT.	BENNETT YARD	ABS-261		
				A 392.6	BN			CPS-261		
								ABS-261		
50	50	50	40							

# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES		
						SOUTH							
NO. 1		NO. 2		A 393.7  A 393.8	2.7				ABS-261	DTC BLOCK BENNETT			
P	F	P	F						ABS-261	DTC BLOCK BENNETT			
50	50	50	40										
50	50	50	50										
45	25	45	25										
79	60	60	40										
79	60	60	40	A 394.7	S. DRAYTON HALL				CPS-261	DTC BLOCK BENNETT			
SINGLE				A 398.2 A 398.9  A 400.2  A 403.5	8.8				ABS-261	DTC BLOCK JOHNS ISLAND			
P		F							CPS-261				
79		60											
70													
79													
79		60				A 407.1	4.5					ABS-261	DTC BLOCK RAVENEL
79		60		A 408.0				CPS-261					
P		SINGLE						ABS-261					
79		60											
79	60	60	40						ABS-261	DTC BLOCK RAVENEL			
P	SINGLE			F					CPS-261	DTC BLOCK JERICHO			
79		60							ABS-261				

# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	SINGLE	F	SOUTH							
79		60		7.4			ABS-261	DTC BLOCK JERICHO		
NO. 1		NO. 2		A 415.4	PARKER'S FERRY			CPS-261		
P	F	P	F							
79	60	60	40	3.3			ABS-261	DTC BLOCK EDISTO		
NO. 1		NO. 2		A 418.7	EDISTO			CPS-261		
P	SINGLE	F		9.3						
79		60	A 419.3	JACKSONBORO	HBD-DED		ABS-261	DTC BLOCK JACKSONBORO		
NO. 1		NO. 2		A 428.0	N. GREEN POND			CPS-261		
60	40	79	60	4.0			ABS-261	DTC BLOCK GREEN POND		
NO. 1		NO. 2		A 432.0	S. GREEN POND			CPS-261		
79		60		8.4			ABS-261	DTC BLOCK SALKAHATCHEE		

# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	SINGLE		F			SOUTH				
79		60		A 440.4	SALKAHATCHEE	HBD-DED		ABS-261	DTC BLOCK SALKAHATCHEE	1
NO. 1		NO. 2		A 440.6	SALKAHATCHEE			CPS-261	DTC BLOCK	
P	F	P	F			AU SUB BE DISP. 94-4 1-800-445-5503		ABS-261		
79	60	60	40		2.4	AUGUSTA SD				
A 442.8		AUGUSTA SUB CONN		-----				CPS-261		
						AMTRAK STATION		ABS-261		
A 443.0		YEMASSEE						CPS-261		
								ABS-261		
79		60	60	40	1.7	NO. 1  NO. 2				
						BIG PASS TRK 8,131 FT.				
						PORT ROYAL RR  YEMASSEE YARD				
								ABS-261		
A 444.7		S. YEMASSEE						CPS-261		
								ABS-261		
79	60	60	40	A 446.6	KRESS			CPS-261	DTC BLOCK MASCIO	
P	SINGLE		F						DTC BLOCK TALCO	
79		60						ABS-261		

# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	SINGLE	F				SOUTH				
79		60			9.0			ABS-261	DTC BLOCK TALCO	
NO. 1		NO. 2		A 455.6	N. TALCO			CPS-261		
P	F	P	F					ABS-261		
60	40	79	60		5.0					
								ABS-261	DTC BLOCK RIDGELAND	
P	SINGLE	F		A 460.6	S. RIDGELAND			CPS-261		
79		60		A 462.0 468.0 469.0	OKEETEE	HBD-DED		ABS-261	DTC BLOCK OKEETEE	
NO. 1		NO. 2		470.0	N. HARDEEVILLE			CPS-261		
P	F	P	F							
79	60	60	40			FOSTER DIXIANA		ABS-261		
					4.0					
				A 474.0	HARDEEVILLE			CPS-261	DTC BLOCK HARDEEVILLE	
						CARAUSTAR				
				A 474.6	HARDEEVILLE	DED	POCKET TRACK	ABS-261		
79	60	60	40							



# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2				SOUTH					
P	F	P	F	3.8					ABS-261	DTC BLOCK HARDEEVILLE	
79	60	60	40								
P	SINGLE		F	A 477.8	SAND ISLAND				CPS-261	DTC BLOCK CHATHAM	
79		60		A 478.2					ABS-261		
45		45									
30		30									
45		45									
P	SINGLE		F	A 480.1	CHATHAM				ABS-261	DTC BLOCK CHATHAM	
79		60									
NO. 1		NO. 2									
P	F	P	F								
79	60	79	60	A 482.5	CHATHAM	HBD-DED			ABS-261	DTC BLOCK OLEARY	

# CHARLESTON SUBDIVISION - CH

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
NO. 1		NO. 2				SOUTH					
P	F	P	F			NO. 1		NO. 2	ABS-261	DTC BLOCK OLEARY	
79	60	79	60								
				A 486.0	NS RR OVER PASS						
					9.6						
				A 489.4							
79	60	79	60			NO. 1		NO.2			
					BEGIN YL			GARDEN CITY LEAD	ABS-261	DTC BLOCK OLEARY	
				A 490.2	GARDEN CITY LEAD				CPS-261		
								END FLORENCE DIVISION	193		
					END YL	NS RR					
				A 490.4	CENTRAL JCT				CPS-261		
								BEGIN JAX DIVISION	ABS-261		
				A 490.5	N. AMTRAK	AD DISP. 84-7 RD 32-32 1-800-628-4725					
79	60	79	60						ABS-261		
195.8 MILES FLORENCE TO CENTRAL JUNCTION											

## STATION PAGE NOTES

- NOTE 1:** Do not exceed 10 MPH on the Charleston Subdivision to the Augusta Subdivision connection track between A 442.8 and AMH 443.0
- NOTE 2:** All tracks other than main track and signaled tracks 10 MPH.
- NOTE 3:** Operation on Garden City Lead Rule 96.

# CHARLESTON SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

**RELEASING HANDBRAKES WHILE ENGINES COUPLED AND PROTECTED BY BLUE FLAG** – do not release handbrakes unless authorized by car inspectors that are working the track engines are coupled to.

### ENGINE HORN INSTRUCTIONS

Road crossing warning signals through Florence must be sounded with minimum intensity consistent with safety and statutory requirements.

### JUNCTIONS, DRAWBRIDGES, AND RAILROAD CROSSINGS AT GRADE

#### DRAWBRIDGES

**Tail Race Canal, A 361.7** – Attended 0800 to 1600 daily. Outside of the assigned hours of the bridge tender, the bridge is lined for rail movement. Trains stopped by block signals governing movements over drawbridges will contact the dispatcher and when authority to proceed is received must, in addition, receive a proceed signal (green flag by day and green light by night) or authority from the bridge tender to proceed, or when the bridge tender is not on duty a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed, after which the train may proceed, stopping short of the power switch.

A member of the crew must handle the power switch in accordance with the governing rules.

**Ashley River, A 393.7** – Attended 0700 to 2300. Outside of the assigned hours of the bridge tender, the bridge is lined for rail movement. When the bridge tender is not on duty, a member of the crew must ascertain that the drawspan and the lift rails are in the proper position before the movement is allowed to proceed. Trains stopped by block signals will not proceed until a proceed signal is received from the bridge tender, given with green flag by day and a green light by night, or a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

**Savannah River, A479.3** – Unattended. Trains stopped by block signals will not proceed until a member of the crew has ascertained that the drawspan and lift rails are in the proper position.

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Meads, A 386.3	NS	Remotely Controlled	226-B
SY, A 388.4			
Garden City Lead A 490.2		Stop Signs	98-F

### ROAD CROSSINGS AT GRADE

**Yemassee, SC** – River Road must not be blocked by standing equipment between hours of 0750 and 0805.

**Tarmac** – Taylor Mill Road must not be blocked while working Tarmac A 456-0.

**Savannah or Garden City** - Before entering the city limits of Savannah or Garden City, all southbound freight trains must contact the yardmaster to ascertain that the route is clear and the signals are lined for their movement before fouling road crossings.

Movements will be governed as follows:

- A. **Savannah** – Trains or cars must not obstruct any highway, street or lane for more than 10 minutes except in the case of an emergency.
- B. **Garden City** – Standing trains will not obstruct a street NG crossing in excess of 5 minutes. Trains will not obstruct a street crossing in excess of 10 minutes under any circumstances. Movements will not exceed 15 MPH until the train occupies all crossings which it will cross on Garden City lead. The engine bell shall be sounded approaching street or highway crossings. The locomotive bell and horn will be sounded in compliance with Operating Rules 13 and 14 when operating in this area.
- C. **Cox Crossing MP A 484.4** - All southbound freight and piggy-back trains must contact the yardmaster at Southover Yard or the dispatcher before passing Cox Crossing MP A 488.7 to ascertain that it is permissible to proceed on signal indication before fouling any crossings between Cox Crossing and Central Junction.

When leaving trains at Cox Corner Road crossing located at MP A 484.5 leave train as far from crossing as feasible to allow vehicular traffic as much sight distance as possible.

#### Parkers Ferry, SC –

Road crossing at MP A 416.41 must not be blocked. This is the only access. Crossing must be cut if trains are to be stopped.

### USE OF SPECIFIED TRACKS

The following tracks are classified as track other than main track and trains will be governed by Rule 96:

**AK 293.0 and AK 295.1** – The Industrial lead  
**A 489** - Garden City Lead.

## RADIO STATIONS AND INSTRUCTIONS

### Charleston Terminal Instructions

All trains entering Bennett Yard operating on Channel 1 or AAR Channel 32 will switch to the Yard Channel AAR 66 or Channel 2 and talk to the yardmaster for instructions before entering these limits. All trains must communicate with the yard engines on AAR Channel 66 or Channel 2 before entering the yard and remain on Channel AAR 66 or Channel 2 while in Bennett Yard.

### 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

### 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Riding Intermodal equipment is prohibited.

### 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
Florence Car Shop Tracks 1, 2, 3, 4, 8	6 Axle Engines	Must not operate
Hardeeville, SC Amstar		
Ravenel, SC Carolina Eastern	Butt Head Switching Engines	Must not operate more than 1 6-axle
Charleston, SC Starke Industrial Lead		Must not operate south of Azalea Drive

**NOTE:** Do not operate two 6-axle engines coupled together on Little Wye, Bennett Yard and ATS Warehouse.

May operate on Little Wye:

- One 6-axle
- One 6-axle coupled to one 4-axle
- Two 4-axle engines coupled together

Do not operate locomotive over unloading pit on house track located at Lane, SC, MP A 341.2, Charleston Subdivision.

### 7. MISCELLANEOUS

**Pinopolis Junction** - The following procedures will be observed during unit coal train unloading operations

- When a loaded train arriving at Pinopolis Junction clears the main line and the switch is lined for the main track, the conductor will set the retainer valves on the rear 3 cars in the train in the 1<sup>st</sup> position (high pressure), while the brakes are applied.
- Observe 5 MPH maximum speed on the Loop track.
- The train will be broken into three approximately equal cuts not exceeding thirty-three loaded cars in any movement after unloading has commenced.
- Low brake cylinder pressure must be used to spot the cars in the first and second cuts. The first service application of the automatic train brakes must not be exceeded, except under emergency conditions.
- When handling the third cut, the independent or dynamic brakes will not be used but a first service application of the automatic train brakes will be used to make the initial spot. The automatic train brakes will then be released and the independent brake will be used to spot the remaining cars in the rear cut.
- The retainer valves on the rear 3 cars must be restored to the normal position when the last car is spotted for unloading.
- In the event that a car gets by while spotting the train, a back up movement will not be attempted under any circumstances. Take the car on the around loop and set it in for unloading after the rest of the train is unloaded
- When coal cars are made empty on shaker at Pinopolis Power Plant, do not move train until coal is removed from rails.

### Charleston Terminal Instructions

#### Trains setting off and picking up.

- Trains setting off cars at Bennett Yard with or without locomotives attached will apply ten (10) percent hand brakes with a minimum of four (4) hand brakes. Hand brakes will be applied to the north end of the cars in Bennett Yard.

Trains setting off in tracks that already have cars standing in track will communicate with the yardmaster to determine if the cars being set off need to be coupled onto the standing cars. If set off needs to be coupled to standing cars, then the crew must ensure that ten (10) percent with a minimum of four (4) hand brakes are applied to entire cut on the north end. If the yardmaster instructs crew not to couple to standing cars, then ten (10) percent hand brakes with a minimum of four (4) must be applied to the north end of the cut of cars being set off.

Road crews will communicate with the yardmaster how many hand brakes were applied and where the hand brakes were applied.

- 2) Road crews preparing to pick up cars at Bennett yard will release the hand brakes prior to the attachment of their locomotives only if it is determined that sufficient hand brakes are applied on the head end of the train to secure the cars and the hand brakes at the head end of the track will not be released until the engine is attached. A road crew member will communicate with the yardmaster to determine whether or not sufficient hand brakes are applied on the head end of the track in which the pick up is located.
- 3) Crews switching cars at Bennett Yard must also apply ten (10) percent hand brakes with a minimum of four (4) hand brakes on cuts of cars left standing in yard tracks when they pull car(s) out of the tracks to switch.
- 4) All movements inbound to Charleston from the mainline to the Yard Lead at BN will not pass the following locations without contacting the yardmaster at Charleston:

Signal BN northbound into yard

**a) Starke Industrial lead South of Azalea Drive**

- 1) Do not handle cars in excess of 70 feet in length on this track segment.
- 2) No locomotive other than butt heads are to be used in this area.
- 3) When pulling a loaded train to the Starke industrial area you must use the main track for the loads.
- 4) The empties coming out of GS Roofing are to be pulled into the run around track.

**b) Ashley Junction -** All track must be left clear of other tracks at Ashley Junction, Charleston, SC.

**Greenpond, SC (A 430.0)** – Due to rusty rail conditions on the south end of the storage track, when setting cars off they must be behind the derail clear of the detector circuit.

**Method of Operation On The NS Railway Reads Branch**

CSXT Railroad has trackage rights on the Norfolk Southern Reads branch between North Charleston Terminal connection at the north wye switch and the CSXT Meads crossing at grade. These trackage rights allow movements to and from the joint facility at North Charleston Yard.

- a) Before entering Reads branch, the engineer or conductor of each Norfolk Southern or CSXT train or locomotive must secure permission, by radio or telephone from:
  - (1.1) Norfolk Southern designated personnel at Seven Mile yard, (566-8041) or
  - (1.2) CSXT designated personnel at Bennett Yard. (745-5334)

Note: Only one designated office may control this territory at a time. Proper transfer between offices will be made.

- b) When verbal permission has been received, all movements on the Reads branch will be made:

- (2.1) In accordance with Norfolk Southern Operating Rule 193.
- (2.2) At restricted speed, and
- (2.3) Not to exceed 10 MPH.

- c) Immediately after a train clears the joint track the conductor or engineer will notify the designated employee advising:

- (3.1) Locomotive number and
- (3.2) The number of cars in the train.

**Florence Terminal Instructions**

All shop tracks are considered excepted track.

Do not ride on side of equipment between tracks 20, 21, 25 and 26 at Florence Yard on account of close clearance.

**Nan-Ya Plastics**

All shove moves at Nan Ya Plastics, Lake City, SC, MP A 318.5 must be protected with either a trainperson riding the lead end of the cut or a trainperson positioning themselves on the bottom end of the track to be shoved.

**Caraustar**

STOP and dismount equipment at the close clearance sign and walk to spot at Caraustar, Hardeeville, South Carolina, MP A474.0, account close clearance between dock.

**Rail Link Railroad**

Rail Link Railroad trains and engines will be governed by CSX operating and safety rules and special instructions while on CSXT trackage.

**Rail Link Railroad** - Trains and engines enroute to Savannah Terminal and departing Savannah Terminal must contact the yardmaster at Southover Yard for permission to occupy CSXT trackage and must be governed by his instructions. This permission must be obtained prior to acceptance of any signal indication that permits entry to CSX trackage.

All movements on the Garden City Lead will be made on the authority of the yardmaster at Southover Yard.

Effective on Sunday 0001, November 9, 2003, Savannah Yard (S 500.0) will be leased to Rail Link Railroad, CSXT trains and engines operating on tracks S12 through S45 and in and out of Savannah Yard must contact Rail Link Coordinator on CSXT channel 66 and will be governed by all of CSX safety and operating rules and the Rail Link Coordinator (Employee In Charge) instructions for track to set off and to pick up.

Note: Any questions in regards to Safety and Operating Rules, please contact CSX terminal managers office at 912-944-1402.

**REMOTE CONTROL LOCOMOTIVE OPERATION AT  
CHARLESTON BENNETT YARD**

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**NOTES**

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A. Remote control locomotive (RCL) operation is established at Charleston Yard. RCL operation and special at Charleston Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.

B. Remote control zone (RCZ) is established in Charleston, Bennett Yard and RCZ signs are in place as follows:

South end Bennett Yard lead: From 700 feet north of switch at BN to 200 feet north of the shop track switch.

A derailer is installed 700 feet north of the switch at BN, and will be locked in the derailing position when the RCZ is active.

**REMOTE CONTROL OPERATION FLORENCE YARD**

A. Remote control locomotive (RCL) operation is established at Florence Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operation.

B. Remote control zone (RCZ) is established in Florence Yard and RCZ signs are in place as follows:

1. North end of Florence Yard, on the number one switching lead, 250 feet south of number 23 switch and the north switch of the crossover from number 23 extension. Also to protect the from trains departing north through the Ted Sweat Crossovers a RCZ sign is located at the north switch of the Ted Sweat Crossover to the number one switching lead.

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**NOTES**

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**NOTES**

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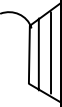


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**NOTES**











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# CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
							
				MONROE SD	96		
	SF 307.7			AP DISP. 94-3 RD 32 1-800-628-4704	TWC-DTC		
40	SF 310.7		MARTIN MARIETTA			DTC BLOCK LINGLE	2
	SF 311.5	6.9	CHARLOTTE PIPE				
	SF 312.7	DTC BLOCK SIGN					
	SF 313.1	STOUTS	STOUTS STORAGE 60 CARS			DTC BLOCK STOUTS	
	SF 317.4	MATTHEWS	(1) HBD-DED				
CITY ORDINANCE	SF 319.1						
	SF 319.2	DTC BLOCK SIGN					
30	SF 320.4					DTC BLOCK MATTHEWS	
	SF 321.5						
	SF 326.0	DTC BLOCK SIGN				DTC BLOCK CHARLOTTE	
25	SF 329.8	DTC BLOCK SIGN					
	SF 330.0	CHARLOTTE	TRYON STREET				
	SF 330.1		YARD			DTC BLOCK TRYON	
	SF 330.5		NS				
15	SF 330.6						
	SF 332.0	TRYON SIDING			TWC-DTC		3
	SF 333.0	DTC BLOCK SIGN	TRYON 6,039 FT.				
25	SF 334.4	PINOCCA YARD			193 YARD LIMITS		
	SF 336.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK THRIFT	



# CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
							
	SF 336.0	DTC BLOCK SIGN			TWC-DTC		
CITY ORDINANCE	SF 336.9						
25	SF 337.3 SF 337.4	THRIFT	THRIFT (1)HBD-DED	 THRIFT STORAGE 17 CARS		DTC BLOCK THRIFT	
40	SF 338.8						
	SF 339.3	DTC BLOCK SIGN					
	SF 341.6						
CITY ORDINANCE	SF 341.8		TERRELL SD	 MT. HOLLY 10,100 FT.		DTC BLOCK MT. HOLLY	
25	SF 341.9 SF 344.0	MT HOLLY					
40	SF 344.4	DTC BLOCK SIGN					
	SF 345.3			 DUKE 8,421 FT.			
CITY ORDINANCE	SF 347.9					DTC BLOCK DUKE	
25	SF 349.4	STANLEY	STANLEY (1) HBD-DED				
40	SF 353.1						
	SF 356.9	DTC BLOCK SIGN					
	SF 361.6			 TIMKEN			
CITY ORDINANCE	SF 362.3	LINCOLNTON	LINCOLNTON STORAGE	 40 CARS		DTC BLOCK IRON	
25	SF 363.6						
40	SF 369.9	DTC BLOCK SIGN					
	SF 370.8	CHERRYVILLE		 CHERRYVILLE 8,570 FT. CARS			
CITY ORDINANCE	SF 371.2					DTC BLOCK CHERRYVILLE	
30	SF 373.9		CHERRYVILLE (1) HBD-DED				
	SF 374.3						
40	SF 377.6	DTC BLOCK SIGN					
	SF 383.7	SHELBY				DTC BLOCK SHELBY	
	SF 385.0						
	SF 386.9	DTC BLOCK SIGN	SHELBY 6,200 FT.		TWC-DTC	DTC BLOCK LATTIMORE	

## CHARLOTTE SUBDIVISION – C6

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
40	SF 386.9	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK LATTIMORE	
	SF 389.8					
	SF 391.5					
	SF 395.7	DTC BLOCK SIGN				
	SF 398.2					
	399.0					
	400.0	ELLENBORO			DTC BLOCK ELLENBORO	
	401.0					
	402.0					
	403.0					
	SF 403.6	DTC BLOCK SIGN BOSTIC			DTC BLOCK LITTLE	
	SF 404.9	DTC BLOCK SIGN		TWC-DTC		
40	SF 405.5	BOSTIC YARD			96	
99.3 MILES MONROE TO BOSTIC						

### STATION PAGE NOTES

**NOTE 1:** All tracks other than main tracks 10 MPH.

**NOTE 2:** Switch opens both ends; derailer installed 250 feet from the north end.

**NOTE 3:** MP SF 333.1 has self-restoring power-operated switch, normal position lined for main track. Operating Rule 231-A governs at this switch.

# CHARLOTTE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### SPEEDS

The track between SFC 4.2 (Pinoca Yard) and SFC 11.5 (end of track on the former P&N) are classified as track other than main track and trains will be governed as follows:

SFC 4.2 and SFC 8.7 10 MPH

### CITY ORDINANCES

SF 319.1 to SF 320.4 – 30 mph  
SF 321.5 to SF 330.5 – 25 mph  
SF 330.5 to SF 330.6 – 15 mph – permanent  
SF 330.6 to SF 338.8 – 25 mph  
SF 341.6 to SF 344.0 – 25 mph  
SF 347.9 to SF 349.4 – 25 mph  
SF 361.6 to SF 363.6 – 25 mph  
SF 371.2 to SF 374.3 – 30 mph

### Monroe, NC

The track between SF 306.2 and SF 307.7 is classified as track other than main track and trains will be governed by Operating Rules 96 and 46-1(a) will apply.

### SWITCHES

**Trail-through switches at Bostic yard** - Must be positioned by hand for movement desired and must not be used as trail-through switches.

**Siding switches on the Bostic siding Z 243.6 to Z 245.0**  
- May be left as last used unless otherwise instructed.

All movements must approach these switches prepared to STOP until it can be determined that the route is lined for the desired movement.

The north switch to number 4 ramp, Pinoca yard, will be left after use, lined for straight away movement to number 4 ramp.

**Mt. Holly Siding** – The north inside switch on the Mt. Holly siding SF 339.3 and the south switch Mt. Holly siding SF 341.6 are to be left lined and locked for movement to and from the Mt. Holly siding.

**Charlotte Subdivision** – There is a self-restoring power operated switch located at MP SF 341.8 that provides movements to and from the Terrell Subdivision. Normal position is lined for the Charlotte Subdivision, Operating Rule 231-A governs at this switch.

### SPRING SWITCHES

Spring switches are protected for facing-point movements by an indicator signal. Trains and engines will approach such a signal prepared to be governed by its indication.

Where such a signal displays STOP, or, in the absence of a light, where there is no day indication, the switch must be examined and the points must fit properly before the movement is made.

**NS RR Crossing (SF 330.6)** – Special required circuit on the remotely controlled railroad crossing at grade with NS,

Charlotte, NC, requires trains and engines to occupy both sides of the crossing to a point within 15 feet of the opposing signal before making reverse moves. Operating Rule 234-B (2) applies.

Trains stopped at southern railroad interlocking (Graham Street) MP SF 330.6 must notify AP Dispatcher and yardmaster at Pinoca yard immediately. Trains will give AP Dispatcher and yardmaster information received from the southern dispatcher pertaining to duration and reason for delay. Trains must notify above personnel every thirty (30) minutes if not released.

**SF 405.0 – SF 405.5** this track is classified as track other than main track and trains will be governed by Operating Rule 96. Trains may move as prescribed by Operating Rule 46 through the crossover from the south end of Bostic siding (Z 245.0) to and across the pocket connecting into Bostic Yard lead to and from Charlotte Subdivision. Not to exceed 25 mph.

### ROAD CROSSING AT GRADE

**Matthews** – All streets must not be blocked while waiting to obtain Stouts block.

### USE OF SPECIFIED TRACK

**Cedar Street Lead** – the track between SFC 0.1 and SFC 4.2 is classified as track other than main track and trains will be governed by Operating Rule 96.

**Chemway Lead** – the track between SFC 4.2 and SFC 8.7 is classified as track other than main track and trains will be governed by Operating Rule 96.

**Mt. Holly Siding** – Mt. Holly Siding is incorporated into the Charlotte Subdivision. All milepost locations for main track corresponds to the siding.

**Castle Spur, MP SF 341.7 (Old Terrell Subdivision Connection)** – Is a stub end track. An engineering lock protects access to this track.

**Hoskins Road Crossing, MP SF 368** – All trains must approach prepared to stop until known that the gate is in the down position protecting the crossing. Crossing is equipped with an island only circuit and will not allow ample time for gate to come down at 10 mph before entering crossing.

## RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Milepost/Location	Hours of Operation	Channel Monitored	Type Station
Monroe Yd. Office	Continuous except : 0700-1700 Sat. 0300-1700 Sun.	66	Yard office
Pinoca Yd	Continuous	32	Terminal
SF 334.4			Wayside
SF 372.4			
Bostic Yd. Office		66	Terminal

### 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

### 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

### 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

**Bostic Yard to Monroe**—wreckers 4 or 6 axle –25 MPH.

**Charlotte Terminal** – 6 axles – must not operate on any industrial parks.

**Clariant Industries** – 6 axles – MUST NOT OPERATE

### 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

### 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

### 7. MISCELLANEOUS

**All unit trains operating between Bostic and Charlotte**  
- May be operated exceeding the tonnage rating for 4 SD-40 locomotives after the helper locomotive has detached from the rear of the train. Head end power must not exceed 24 powered axles.

**Southbound trains enroute from Monroe, NC destined for the Charlotte subdivision, after passing Wingate, NC** - Will call the AP train dispatcher on Channel 94 to obtain any available DTC blocks.

**Trains will STOP at Monroe** - Only if no DTC blocks are obtained, to receive new train messages, to line a route or in case of emergency.

Northbound trains in route to Monroe, NC destined for the Monroe Sub, after passing Stouts Storage Track, will contact "AF Dispatcher" on Channel 54 and advise ETA at Monroe.

**Charlotte, NC** – When there are no car inspectors on duty at Charlotte, NC (Pinoca Yard), train crews will make the required inspections of their trains. They must advise the yardmaster of any cars cut out due defects and the nature of such defects.

The north switch to #4 ramp, Pinoca yard, will be left, after use, lined for straight away movement to #4 ramp.

**Tryon Street Yard** – train crews are required to leave #2 track at Tryon Street yard open from Church street to the south end switch at Tryon Street yard , Charlotte, NC.

**PPG Industries** – Crews working PPG industries at Shelby, NC must contact plant personnel before coupling to empty cars on lead track. A phone has been placed in service at the "back gate guard house" for this purpose, the phone box is painted gray and is located in the front middle portion of the guardhouse. Instructions for contacting plant personnel are located inside the phone box.

**Bostic, NC** – Trains enroute Bostic and held out at "Bell Crossing" (SE Ellenboro DTC Block) must notify AP Dispatcher when delay exceeds 30 minutes.

All Florence Division personnel will utilize Channel 66 when using radio in Bostic yard.

Southbound trains enroute to Bostic, NC must monitor Channel 32 (Road Channel 1) while occupying all DTC blocks.

Southbound trains may contact Bostic Yard on Channel 66 (Road Channel 2) when passing Ellenboro for the purpose of obtaining information used to yard their train. After information is obtained, trains will return to Channel 32 until the head end of train reaches the end of DTC limits.

If for any reason trains are delayed or held out of Bostic Yard, trains must continue to monitor Channel 32. Crews must inform Bostic yard that they will be monitoring Channel 32 and that Bostic yard should contact them on Channel 32 with further instructions.

**Shuttle Engines** – Train crews enroute Hamlet from Bostic, with shuttle power will contact AF Dispatcher upon arriving at Monroe and advise that you have shuttle power in your train. Unless otherwise instructed, shuttle engines must be set off in the “house track” at Lilesville, NC. If instructed to take shuttle power to Hamlet the trainmaster on duty must be notified upon arrival. Shuttle engines on trains destined for the CP&L plant at Robinson (McBee, SC) will stay with the train.

Trains departing Hamlet for Bostic must contact Hamlet Terminal before departure to ascertain whether or not there is shuttle power to pick up from the “office car track” at Hamlet. After departure, trains must contact the “AF” Dispatcher to ascertain whether or not there is shuttle power at the “house track” at Lilesville, NC to pick up.

**Buffalo Creek Bridge MP SF 379.5** – Out of service. Please use caution while mounting, dismounting, walking and or/working in these areas.

**Chicken House Road Crossing, SF 387.9** – Do not block.

**Southmount Road Crossing** - Must not be blocked with a standing train. This is the only access available for families living in this neighborhood to enter and leave their places of dwelling.

**Coal Trains** – Unit trains operating from Bostic to the Terrell Subdivision and from Bostic to the Monroe Subdivision will operate with 3 locomotives on head end of train. Axle count must not exceed 24 powered axles. These trains may be operated exceeding the tonnage rating for four (4) sd-40 locomotives after the helper locomotive has detached from the rear.

**Timken Industries** – Train crews working Timken Company must use a spacer car when coupling to rail cars that are spotted and ready for movement.

If spacer car is not available, crews must contact personnel at Timken before coupling. Crews may contact Timken personnel by entry door (to the left of cars spotted for loading) marked “truckers/all drivers enter here”. If personnel are not readily available in office, a phone has been placed to the left of the entry door and marked “CSX”. Call the phone numbers listed for assistance.

#### **REMOTE CONTROL LOCOMOTIVE OPERATION**

- A. Remote control locomotive (RCL) operation is established at Pinoca Yard, Charlotte, NC. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote control zones (RCZ) are established in Pinoca Yard and RCZ signs are in place as follows:

#### **Zone No. 1**

- 1. South end yard lead: from 275 feet north of P&N mainline switch to 195 feet north of upper loop switch (beside derail on upper loop).

#### **Zone No. 2**

- 1. Transflo terminal switch on P&N mainline to 200 feet north of thrift road crossing.

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#### **NOTES**

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# CN&L SUBDIVISION – C7

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
40	40	AK 557.9	CNL – SPBG CON TRACK	SPARTANBURG SD		TWC-DTC			
40	40	C 74.1	LAURENS – CONN	231-A		TWC-DTC	DTC BLOCK CLINTON		
		71.0		HBD					
		70.8							
		70.0							
		69.0	8.6						
		C 66.6							
		C 65.7							
20	20	C 65.5	DTC BLOCK SIGN CLINTON			TWC-DTC			
		SG 397.0							
25	25			MONROE SD	AF-DISP 54-7 RD 66 1-800-628-4726	ABS-261			
		SG 396.0	2.1						
40	40	SG 394.9	DTC BLOCK SIGN DOVER						
		C 63.4				TWC-DTC			
30	30	C 63.1							
49	49	C 59.6	JOANNA STORAGE				DTC BLOCK JOANNA		
		59.0							
		58.3	N.E. JOANNA SIDING	231-A					
		58.0	NORBORD	6,565 FT.		CE DISP. 58-2 RD 32			
		57.7	JOANNA SIDING						
		57.1	DTC BLOCK SIGN S.E. JOANNA SIDING						
		57.0							
		C 56.3	KINARDS STORAGE						
		C 55.9							
		C 54.8	KINARDS CHIP MILL						
		C 51.7							
		C 48.7							
		C 48.0	DTC BLOCK SIGN						
			7.1						
		C 47.8	GOLDKIST						
		C 47.4	LAKESIDE STORAGE N.E.						
			1.3						
		C 46.1	LAKESIDE STORAGE S.E.		6,031 FT.				
			0.6						
		C 45.5	GUY’S NO. 2						
		C 45.3	GUY’S NO. 1						
49	49	C 44.9	PCA (PACKAGING CORP OF AMERICA						
			0.4						
		C 44.1				TWC-DTC			
40	40	C 43.6	DTC BLOCK SIGN						
							DTC BLOCK NEWBERRY		

# CN&L SUBDIVISION - C7

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓				
40	40	C 43.5 C 43.1 C 43.2	1.9 B-LINE NEWBERRY HOUSE TRK	NS 231-A		TWC-DTC		
49	49	C 42.8					DTC BLOCK NEWBERRY	
		C 41.7	NORTH NEWBERRY	231-A				
		C 41.0	NEWBERRY SIDING					
		C 40.3	DTC BLOCK SIGN SOUTH NEWBERRY					
		C 40.2	INTERCHANGE TRACK N.E.					
		C 40.0		HALTIWANGER CHIP				
		C 39.0						
		C38.8	INTERCHANGE TRK S.E.					
		C 38.5				NS		
		C 36.5						
		C 34.1	DTC BLOCK SIGN					
		49	49	C 33.5	GEORGIA PACIFIC/NS			
C 33.4	RA TRACK GP							
C 33.3	GEORGIA PACIFIC					NS		
C 33.2								
45	45	C 33.1	INTERNATIONAL PAPER					
		C 32.8	DTC BLOCK SIGN					
		C 32.5		HBD				
		C 31.7	BEAL LUMBER					
		C 30.9	SLIGHS SIDING N.E.					
		C 29.8	DTC BLOCK SIGN SLIGHS SIDING S.E.			5,550 FT.		
		C 25.1	CO. MTL.				TWC-DTC	DTC BLOCK ZANE

# CN&L SUBDIVISION - C7

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
45	45	C 21.1	CORMAN 4.0			TWC-DTC	DTC BLOCK ZANE	
45	45							
45	45	C 18.4	DTC BLOCK SIGN					
49	49							
49	49	C 17.8					DTC BLOCK IRMO	
49	49							
49	49	C 17.50						
49	49							
49	49	C 14.36						
49	49							
49	49	C 13.5	DTC BLOCK SIGN					
49	49							
49	49	C 11.8					DTC BLOCK SALUDA DAM	
49	49							
49	49	C 8.9	SALUDA DAM STORAGE 12.4	SCE&D SPUR	3,131 FT.			
49	49							
49	49	C 8.8	SC ELECTRIC 3.8 MILES					
49	49							
49	49	C 7.5	DTC BLOCK SIGN 1.4					
49	49							
49	49	C 7.4	HONEYWELL					
49	49							
49	49	C 5.2	STONE CONTAINER 2.2				DTC BLOCK COLUMBIA	
49	49							
49	49	5.0						
49	49							
49	49	4.0						
49	49							
49	49	3.0						
49	49							
49	49	C 2.0						
49	49							
40	40	C 0.8	COLUMBIA 4.4			TWC-DTC		
				COLUMBIA SD				
				CE-DISP. 94-1 32 RD 1-800-445-5518	BC-DISP. 20-3 66 RD 1-800-445-5521			
LAURENS CONNECTION to COLUMBIA 73.3 MILES								



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## CN&L SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

#### SPEEDS

Do not exceed 10 MPH on all tracks other than main tracks except Rule 46 will govern on Newberry and Joanna sidings, 15 MPH through the siding at Slighs.

A fixed approach signal (Rule 1295) is located at C 1.7 and governs the approaches to CSX and NS railroads at Elmwood Jct. In order for the yardmaster at Cayce to request a signal at Elmwood Junction, trains will contact Cayce yard prior to arriving at Gist Street MP C 1.0.

**Securing DTC Blocks on CN&L at Columbia** – Use Channel 94 to secure and release DTC blocks and instructions from CE Dispatcher. After entering CN&L Subdivision, use Channel 58.

### 2. INSTRUCTIONS RELATING TO SAFETY RULES

A permanent sign has been erected to the right side on the lead track serving Nexfor Norbord plant at Joanna, S.C. The sign reads “STOP, DISMOUNT, WALK FROM THIS POINT, SWITCH AND DERAIL AHEAD”. All movements made beyond this sign must be made while conductor is on the ground. The sign is located just on the plant side of the dirt road on the plant lead.

Close clearance – Joanna House Track downtown signs are posted.

### 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

**Yard limits at Columbia AKA 374.3 to AKA 371.0** - Before a train movement enters the yard limits at Columbia AKA 374.3 to AKA 371.0, authority must be obtained from the CE Dispatcher Jacksonville.

**Columbia, SC** -Engineers on unit coal trains (loaded and empty arriving at Columbia, SC. Will leave a message on the control stand of the lead locomotive indicating that the train brakes are operating properly, if the train is not delivered to the out bound crew and brake slip.

**Saluda Storage** - Due to heavy grade conditions, all trains setting cars off will arrange to set off on the south end of the siding near the derailer.

**Allied Signal, Irmo, SC, MP C 10.0** - Engines are not permitted beyond the first tank car at the unloading station.

**The South Carolina Electric and Gas spur shoving platform** - located on the east side of St. Andrews Road. The platform is used by crews spotting the IRMO coal trains for unloading. The Platform is secured by hand brakes. Before leaving the plant the shoving platform is to be returned to same l

**Locomotive on rear of train leaving IRMO** – locomotive must be set-up in the following manner:

- a) after coupling, stretch to ensure couplers lock
- b) couple the brake pipe hoses and open the angle cocks
- c) the locomotive must be isolated and “not” shutdown
- d) the reverser must be centered and removed
- e) the automatic brake must be cut “out” and place in the handle off position.
- f) the independent brake must be “cut-in” and placed in release position
- g) the handbrake must be fully released

The unit will be placed on the head end of train at the first available location without fail.

### STATIC DROP LOCATIONS

Static drops may be made on the CN&L Subdivision at the C 5 MP (stone container lead to maintrack), and the North end of Lakeside C47.4 (maintrack to maintrack). Static drops may only be made by employees familiar with this practice. Anyone not familiar with this practice must contact trainmaster when working jobs that perform this duty. Please be governed accordingly.

# COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
				SOUTH			
P	F						
40	40	S 359.4	CE DISP. 58-2 RD32 1-800-445-5518		ABS-261 (193)		
25	25	S 360.7					
30	30	S 361.0					
		S 361.8					
50	45	S 362.3	CAYCE CROSSOVER				
		S 362.5	HOLDOUT		CPS-261		
55	50	S 363.0 S 363.5	DIXIANA		ABS-261 (193)	DTC BLOCK GASTON	
		S 363.7					
65	50	S 364.3 S 364.8 S 364.9 S 365.8 S 366.3					
		S 366.4					
		S 366.5					
65	50	S 367.0					
55	50	S 367.5					
		S 367.9					
60	50	S 368.0					
		S 368.9					
45	40	S 369.7	SILICA FOSTER				
40	35	S 370.3					
45	40	S 371.6					
		S 372.7					
		S 374.6	NASSAU		ABS-261 (193)	DTC BLOCK GASTON	
		S 376.6					
		S 377.2					
		S 377.8					
45	40	S 378.9					
60	50						

# COLUMBIA SUBDIVISION – C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
60	50	S 379.8		TANNER INDUSTRIES		ABS-261	DTC BLOCK DENMARK	1
50	40	S 381.0	HOLDOUT	ARCO		CPS-261		
60	40	S 383.0 S 385.3	SWANSEA WOODFORD		2,193 FT.	ABS-261		
55	50	S 392.5 S 394.0	LIVINGSTON	POWER SWITCH OUT OF SERVICE				
50	40	S 394.8						
		S 395.1						
60		S 395.4		(1) HBD-DED				
50		S 396.4						
60		S 396.7						
75	50	S 397.9						
	60	S 398.4						
		S 401.3	NORWAY			ABS-261		
79		S 406.2	NORWAY N.E.			CPS-261		
		S 402.1	NORWAY S.E.					
	45	S 409.5				ABS-261		
		S 409.9						
45		S 410.3	DENMARK	DENMARK BRANCH				
		S 410.4						
79	60	S 412.2	DENMARK SDG		6,336 FT.			
		S 414.1		(1) HBD-DED				
75		S 416.7						
	45	S 417.1						
79		S 417.8	GOVAN HOLDOUT					
		S 420.0	SCHOFIELD					
45	45	S 420.1	OLAR					
	60	S 420.6						
		S 426.6	ULMER	ULMER SIDING				
79		S 430.2	SYCAMORE	S 426.3				
		S 433.4		(1) HBD-DED				
35	35	S 436.0		2,245 FT.				
		S 436.6	FAIRFAX					
79	60	S 443.5	GIFFORD		7,392 FT.	ABS-261		

# COLUMBIA SUBDIVISION – C2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
				SOUTH								
79	60	S 449.7	ESTILL	(1)HBD-DED		ABS-261	DTC BLOCK ESTILL	2				
		S 450.5					DTC BLOCK GARNETT					
		S455.4					SCOTIA					
		S 459.2					GARNETT					
		S460.2					9,963 FT.					
45	45	S458.3	CLYO	10,400 FT		GOLD KIST	DTC BLOCK STILWELL					
25	25	S 466.0										
	79	60					S 466.2					
S 467.0												
S 468.7												
S 469.0												
S 476.2												
S 476.3												
70	40	S 480.8					SEPCO JCT		NS		RULE 226-B	DTC BLOCK RINCON
		S 481.0										
		S 482.1										
		S 489.6	MEINHARD									
70	40	S 490.2	MEINHARD	2,223 FT		FORT HOWARD PAPER	DTC BLOCK CENTRAL JCT.					
		S 496.9										
		25	25				S 497.1		CENTRAL JCT	ABS-261	ABS-261 (193)	
S 497.3												
				SAVANNAH SD – JAX DIVISION		AC DISP. 84-7 RD 32						
137.9 MILES – COLUMBIA TO CENTRAL JCT.						1-800-628-4720						

## STATION PAGE NOTES

**NOTE 1:** Speed restriction of 45 MPH in effect only from 0700-1900.

**NOTE 2:** Sepco Loop speed restricted to 10 MPH.

## COLUMBIA SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

### 2. INSTRUCTIONS RELATING TO SAFETY RULES

#### ROAD CROSSINGS AT GRADE

**Norway** – Train movements using the spur over crossing at S401.34 will be preceded by a flagman.

**Meinhard** – Trains using siding must stop and flag Meinhard road crossing, S490.1.

**Denmark** – Due to rusty rail conditions on Denmark Connection track, all bell, gate and light crossings will be flagged, AK395.7, AK395.9 and AK396.4

#### USE OF SPECIFIED TRACKS

1. **Carolina Eastman Spur, S366.4** is classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.
2. **The Sepco Lead** is classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH on the Sepco Loop.

#### SWITCHES

When Sperry Rail Test Car is testing between Elmwood Jct. and Savannah, switch padlock on electric locked switch listed below must be removed before car is permitted to test within 50 feet of insulated joint and padlock must not be replaced until car is at least 50 feet beyond switch:

Dixiana, 366.3, switch to Carolina Eastman Spur

The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these sidings, switch must be put in hand throw position and all movements must be clear of detector circuit and switch restored to normal position by hand before putting in "Motor Position". Moves to and from these sidings cannot be made on signal indication.

North end Livingston

**Coal trains changing crews north of State Street** - Will apply 3 hand brakes to the train in addition to securing the engine consist unless otherwise instructed by the yardmaster.

**Empty hopper train crews south of Godley Road** - Will apply 3 hand brakes to the train in addition to securing the engine consist unless otherwise instructed by the yardmaster

### 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

#### CAYCE TERMINAL INSTRUCTIONS

- a) **Unit coal trains arriving at Columbia, SC** – Engineers on all coal trains, both loaded and empty, will leave a message on the control stand of the lead locomotive indicating that the train brakes are operating properly if the train is not delivered to the outbound crew.
- b) Unless otherwise instructed by the yardmaster, crews yarding trains must apply at least 3 hand brakes on each track.

**DTC Blocks** – Two DTC blocks are in effect on the main track of the Augusta Subdivision, as follows:

**Brunson Block** – Extends between Brunson, AMH 470.0 and the clearance point power operated switch at Fairfax, AMH 471.9.

**Fairfax Block** – Extends between the clearance point power operated switch at Fairfax, AMH 471.9 and AMH 476.8. These DTC blocks are controlled by the train dispatcher. Trains will move from the Columbia Subdivision to the Augusta Subdivision only after obtaining authority from the train dispatcher to enter the limits of these DTC blocks.

**Handling unit coal trains, SEPCO power plant, Rincon, GA** – SEPCO Engineers handling unit coal trains while unloading at the SEPCO power plant at Rincon, GA, will have a mutual understanding with their crew as to the moves to be made. Only one member of the crew will control the movement by hand or radio signals. No other signals given will be acted upon except a STOP signal. The ground crew member controlling the movement will act upon verbal instructions only from the designated SEPCO employee.

**OTE equipment** operating between MP S 360.7, Columbia Subdivision and the south end of Weddell, MP S 249.4, Hamlet Subdivision and/or to the beginning limits of the CN&L Subdivision, MP CO 0.8, must receive permission from the CSXT BC train dispatcher in Jacksonville and the NS dispatcher in Greenville, SC before occupying this track.

**MP S 359.3 and S 359.4** - Columbia Subdivision trains enroute on the Hamlet Subdivision will operate between MP S 359.3 and S 359.4 at Elmwood Jct. using NS railway controlled signals.

**Columbia** – Trains originating at Columbia enroute on the Blue Ridge Subdivision will operate via the Monroe Subdivision between Dover and Clinton.

**All trains enroute CN&L Subdivision at Columbia, SC** - Use Channel 94 to secure DTC blocks and instructions from CE dispatcher after entering CN&L Subdivision, then use Channel 58.

**Before entering the city limits of Savannah or Garden City**, all southbound freight trains must contact the yardmaster to ascertain that the route is clear and that the signals are lined for their movement before fouling road crossings.

Movements will be governed as follows:

- A. Savannah – Trains or cars must not obstruct any highway, or lane for more than 10 minutes except in the case of emergency.
- B. Garden City – Standing trains will not obstruct a street crossing in excess of 5 minutes. Trains will not obstruct a street crossing in excess of 10 minutes under any circumstance. Movements will not exceed 15 MPH until train occupies all crossings which it will cross on Garden City Lead. The engine bell shall be sounding approaching street or highway crossings. The locomotive bell and horn will be sounded in compliance with operating Rules 13 and 14 when operating in this area.

**Passenger Trains** with a consist of over 12 cars must have 2 locomotives, both on line, when operating on the Hamlet and Columbia Subdivisions.

Account of rusty rail conditions road crossing at MP S 468.7 Cloy Siding must be protected per Rule 100.

Junctions – Drawbridges and railroad crossings remote at grade 226-B:

S 436.0 – Fairfax (See Augusta Sub)  
S 480.8 Sepco Jct Railroad crossing at grade.

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## NOTES

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**NOTES**

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**NOTES**

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# CRESTON SUBDIVISION - C4

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES		
			SOUTH					
	AKE 361.6	CRESTON YARD		193 YARDLIMITS		1		
25	<b>AKE 362.6</b>	<b>DTC BLOCK SIGN CRESTON</b>		TWC-DTC	DTC BLOCK ELLOREE			
	AKE 368.0	FOOD LION						
	AKE 368.4							
	AKE 379.1	VANCE						
	<b>AKE 380.0</b>	<b>DTC BLOCK SIGN</b>			DTC BLOCK HOLLY HILL			
	AKE 384.5	EUTAWVILLE			DTC BLOCK CEMENTON			
	<b>AKE 390.0</b>	<b>DTC BLOCK SIGN HOLLY HILL</b>						
	AKE 390.7							
	AKE 393.4							
	AKE 394.0							
25	<b>AKE 394.5</b>	<b>DTC BLOCK SIGN</b>		TWC-DTC	DTC BLOCK CEMENTON			
10	AKE 394.8							
	AKE 396.0	GIANT YARD		96				
25	<b>AKE 397.9</b>	<b>DTC BLOCK SIGN</b>		TWC-DTC	DTC BLOCK MAGNOLIA			
	AKE 398.0							
	<b>AKE 402.0</b>	<b>DTC BLOCK SIGN</b>		96				
	AKE 403.0	PREGNALL						
41.4 MILES CRESTON TO PREGNALL								

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main tracks 10 mph.



## CRESTON SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

Due to rusty rail conditions trains approaching the following highway crossings at grade protected with flashing light signals must approach the crossings prepared to STOP and must not enter the crossing until the signals have been activated for at least 20 seconds or flag protection has been provided:

Rusty Rail Conditions		
Highway/Street	City	Milepost
S-267	Elloree, SC	AKE 370.39
US 301	Santee, SC	AKE 374.88
S-310	Vance, SC	AKE 379.48
S-45	Eutawville, SC	AKE 384.32
Peake St.	Holly Hill, SC	AKE 390.68
Hwy 176		AKE 390.77
S-230		AKE 390.86
S-453		AKE 391.9
S-68		AKE 391.92

### SWITCHES

**Creston, AK 361.4 - Main** track switch Will be left lined and locked for the Orangeburg Subdivision

### 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

The legs of the former NS wye track at Magnolia, SC AKE 398.0 are restricted to 1 six-axle locomotive. There are no restrictions to multiple consists of four-axle locomotive at this location.

### 7. MISCELLANEOUS

1. All tracks other than main track 10 MPH
2. "CE" DISPATCHER BELL PHONE IS 1-800-445-5518.
3. All trains approaching Giant, SC will announce that they are entering the Rule 96 territory between the Magnolia DTC Block and the Cementon DTC Block.
4. If your train has cell phone capabilities, call Giant at 803-496-2292 and let them know you are approaching their yard.
5. Static drop is permitted at Carolina Pole located at Eutawville.

NS Outbound Track at Giant Yard, Giant, SC is RED TAGGED and out of service on both ends.

### NOTES

## CROSS SUBDIVISION – ZB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>↓</div>	<div>↓</div>				
			CHARLESTON SD	AD DISP. 84-7 RD 32-32 1-800-628-4725			1	
15	ALR 349.1	CROSS JCT			193 YARD LIMITS			
25	ALR 349.8	DTC BLOCK SIGN		CROSS JCT YARD				DTC BLOCK RUSSELLVILLE
	ALR 352.2	3.1 DTC BLOCK SIGN RUSSELLVILLE		GEORGIA PACIFIC SPUR AND YARD				
	ALR 354.5					TWC-DTC		
	ALR 355.5					DTC BLOCK CROSS		
10	ALR 360.3	DTC BLOCK SIGN						
	ALR 362.2				96			
	ALR 363.7	CROSS	11.5					
14.6 MILES CROSS JCT TO CROSS								

### STATION PAGE NOTES

**NOTE 1:** Speed limit at the Cross Generating Station is 5 MPH between the North and South switch on the runaround track and 5 MPH on the entire length of the dumper track. All other tracks are 8 MPH.

## CROSS SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

**Cross Generating Station** - The speed limit is 5 MPH between the north and south switch on the runaround track and on the entire length of the dumper track. All other tracks are 8 MPH.

### 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

Do not operate 6-axle engines in Georgia Pacific, Russellville ALR 353.0.

### 7. MISCELLANEOUS

**Cross Coal Trains** – Cross coal trains with telemetry devices on the engine and the rear of the train. Crews on the Cross coal trains are also to be furnished with the initial and number of the rear car in their train and the same information is to be furnished to the train dispatcher.

Conductors on all Cross Coal trains must comply with instructions from Cross Generating Station Personnel concerning setting off and picking up cars. Such work will be shown on the “add –work” (Green sheet) form 6506.

All Cross Coal trains must call the Cross Plant upon leaving Lane, SC, MP A342 on Mobile Access Frequency 19/77 access number 361\* cross number 843-351-4586, extension 2242, disconnect 361#. If unable to call, tone the “AD” Dispatcher and request he/she notify Cross that the train is leaving Lane.

All rotary dump coal trains enroute to the Cross Coal Plant must have the rotary dump cars turned right before the train is delivered to the plant. All bad order loaded cars of coal that have been repaired and are picked up on line of road for the Cross Coal Plant by Cross Coal trains must be picked up on the head of the train.

### Russellville, S.C. – Georgia Pacific Plant

- a) Do not exceed 10 MPH on all tracks on the Georgia Pacific spur and the Georgia Pacific Plant.
- b) Do not exceed 5 MPH while switching the chemical, plywood and particle board plants at Georgia Pacific
- c) A derail has been installed on the particle board track at Georgia Pacific. This derail is located 72 feet from the rail entrance to the particle board building and 42 feet west of the No. 7 switch.

**All tracks, other than main and signaled tracks** - 10 MPH.

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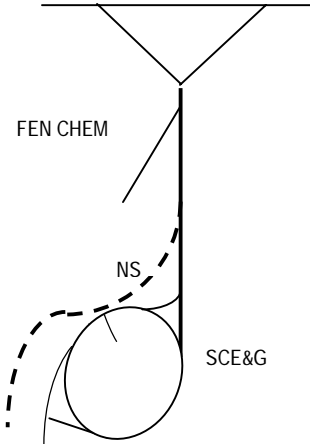
### NOTES

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# EASTOVER SUBDIVISION - EA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
				193 YARD LIMITS		1
20	AKA 331.9	SUMTER		96		
40	AKA 333.0	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK CANE SAVANNAH	
	AKA 334.5 AKA 337.6	HBD-DED DD				
	AKA 338.3	CANE SAVANNAH				
	AKA 340.3	DTC BLOCK SIGN			DTC BLOCK WEDGEFIELD	
	AKA 341.5 AKA 342.0	WEDGEFIELD				
	AKA 344.3				DTC BLOCK NOWLIN	
	AKA 349.6	DTC BLOCK SIGN EASTOVER JCT.			DTC BLOCK ACTON	
	AKA 350.9	DTC BLOCK SIGN				
	AKA 352.7 AKA 353.7	EASTOVER DD HBD-DED			DTC BLOCK EASTOVER	
	AKA 360.8	DTC BLOCK SIGN				
	363 363 364				DTC BLOCK SIMS	
	AKA 367 AKA 368.8 AKA 368.9	FORT JACKSON SPUR				
40	AKA 370.4	DTC BLOCK SIGN		TWC-DTC		
20	AKA 372.0	ANDREWS		193 YARD LIMITS		
20 CITY	AKA 373.5					
	AKA 374.0 AKA 374.3			ABS-261		
	S 361.3	COLUMBIA SD				

## EASTOVER SUBDIVISION-EA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	AKB 349.6	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK WATEREE	
	AKB 352.2	DTC BLOCK SIGN		96		
STATION PAGE NOTES						
NOTE 1: All tracks other than main track 10 mph.						

## EASTOVER 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

AKA 373.2 Industrial track - Excepted track – 10MPH

### 7. MISCELLANEOUS

**Norfolk Southern connection track switch, North Wateree spur, MP AKB 351.8** - Will be left lined and locked for the North Wateree spur. The wye switch, North Wateree spur, MP AKB 349.6 will be left lined and locked for the south leg of the wye on the North Wateree Spur.

**Sumter, Eastover Subdivision Jct. switch** – Eastover Subdivision and Lane Subdivision junction switches may be left lined as last used. Trains must approach these switches prepared to STOP until it can be plainly seen that the switch is lined to allow their movement to proceed on the desired route.

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

#### Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Andrews, AKA 372.4	NS	Non-electrically locked gates (Note)	98-F
Columbia, AKA 374.1	NS	Remotely Controlled	226-B

**Note:** Gates may be left set against either intersecting line.

1. Train crews will inspect both sides of their train to detect cars with bulged sides. At North Wateree when spotting cars for unloading, do not hold to more cars than will clear the loop track switch and the rotary dumper. Backup movements over the dumper must not be made unless absolutely necessary. Before spotting the head car in each cut on the rotary dumper, it must be ascertained that the side of the car will clear the dumper.

2. **Southbound trains from the Eastover Subdivision enroute Columbia** - Will contact the yardmaster at Cayce yard before passing Sims to determine if there are conflicting movements at Andrews.

3. **Wateree Spur** - Crews operating on the Wateree spur must approach all switches with their train under control, prepared to STOP, as the switches will be left as last used. These switches are not provided with switch locks. The only switch on the Wateree spur provided with a switch lock is to the Norfolk Southern connection track and this switch will be left lined and locked for the Wateree lead provided with a switch lock.

4. **Trains enroute Wateree Coal Plant** – All loaded trains enroute SCE&G Plant at Wateree will ensure that all rotary cars in the train are turned correctly and trains that contain rotary as well as non-rotary cars will have non-rotary cars on the head.

5. **Trains enroute to Cross Coal Plant** – All loaded trains enroute to Cross will ensure that all rotary cars in their train are turned correctly.

**NOTE:** All tracks other than main track - 10MPH.

**NS crossing at Devine Junction, Columbia, SC MP AKA 374.1** - Do not exceed 10 MPH.

**All loaded coal trains being picked up at Andrews Siding** Cayce, SC for delivery to various plants will be checked to ensure there are no handbrakes applied before the train departs.

### NOTES

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**NOTES**

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**NOTES**

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# GEORGETOWN SUBDIVISION - GW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓			
25	SHA 16.3	ANDREWS		96		1
20	SHA 16.0					
	SHA 14.0	DTC BLOCK SIGN ANDREWS				2
40	SHA 8.4	DTC BLOCK SIGN PENNYROYAL JCT.		TWC-DTC	DTC BLOCK ANDREWS	
	SHA 2.3	DTC BLOCK SIGN			DTC BLOCK GEORGETOWN	2
20	SHA 1.3	GEORGETOWN		96		3

## 15 MILES ANDREWS TO GEORGETOWN

30	SHB 0.0	DTC BLOCK SIGN PENNYROYAL JCT.		TWC-DTC	DTC BLOCK PENNYROYAL	
	SHB 8.0	DTC BLOCK SIGN PENNYROYAL		193 YARD LIMITS		

### STATION PAGE NOTES

- NOTE 1:** BE train dispatcher's telephone number is 1-800-445-5503, RNX 388-2726.
- NOTE 2:** Trains must announce by radio, entry into Rule 96 territory between SHA 14.0 and 2.3
- NOTE 3:** All tracks other than main tracks 10 MPH, except as specified above.



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## GEORGETOWN SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

**Georgetown, SC** - The portion of the Dock track beyond the east warehouse is excepted track.

#### Switches

The switch to Pennyroyal spur, SHA 8.4 may be left as last used. Trains must approach this switch prepared to STOP until it can be determined that the switch is lined for the desired movement.

**Santee Cooper Station - Winyah Generating Station** - Three-step protection is required during each spot while unloading coal trains at Santee

**Cooper unloading facility at Pennyroyal** - This would also include any time the train is stationary over the unloading pit due to Santee Cooper unloading crew break period or repairs to unloading equipment or cars.

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### NOTES

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### 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

The use of wide body six-axle locomotives are prohibited when switching International Paper Co. and Georgetown Steel Mill.

### 7. MISCELLANEOUS

**International Paper Co., Georgetown, SC** has installed blue flag derails on its track serving its east and west warehouses as follow:

**East Warehouse** – The derail is placed 225 feet from the entry doors.

**West Warehouse** – The derail is placed 300 feet from the entry doors. These derails will be operated only by the industry employees and when in place on the track will cause the operation of a blue flashing light mounted on the entry door for that track.

# HAMLET SUBDIVISION - HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
60	40	S 254.2	SOUTH HAMLET			CPS-261	DTC BLOCK S. HAMLET	1	
		255.0			<div>BC-DISP.-20-#3 RD-66 1-800-445-5521</div> CP&L I.T.	ABS-261			
		256.0							
S 257.3									
S 257.7									
S 258.7									
50			S 260.1	6.8					
60		S 260.4	NE OSBORNE			CPS-261			
		S 261.2	SE OSBORNE						
55		S 261.5				ABS-261			
		S 262.6							
50		S 262.6							
		S 263.5							
60		S 264.4							
50	S 265.5								
60	S 267.7								
55	S 268.0		8.5			ABS-261	DTC BLOCK S. HAMLET	2	
60	S 268.9	NE WALLACE		CSDG 3,690 FT. 10 MPH	DELTA I.T.	CPS-261			
	S 269.8	SE WALLACE							
40	S 270.8				TTB 270.1-270.4	ABS-261	DTC BLOCK WALLACE		
	S 271.5		2.5						
60	S 271.4	NE CHERAW				CPS-261			
	S 271.5				3,406 FT.	ABS-261			
	S 272.0								
	S 272.3	SE CHERAW			SCRR	CPS-261			
	S 274.6	CHERAW		AD			DTC BLOCK CHERAW		
50	S 277.3								
60	S 277.9								
	S 279.0					ABS-261			
50									

# HAMLET SUBDIVISION – HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
P	F			SOUTH					
50	40	S 279.2				ABS-261	DTC BLOCK CHERAW		
60		S 279.4 S 280.2	NE GILLESPIE SE GILLESPIE		STUB	CPS-261			
		S 280.3				ABS-261			
50		S 281.5							
60		S 282.8							
50		S 283.1							
60		S 287.7							
50		S 289.5							
		S 289.5							
55		S 290.6				ABS-261			
			12.2						
60		S 291.6 S 292.5	NE MIDDENDORF SE MIDDENDORF			CPS-261			
		S 297.2	MIDDENDORF DD		STUB				
		S 298.2				ABS-261			
55		S 298.6					DTC BLOCK CHERAW		
			7.3		TO ROBINSON SPUR				
		S 298.8	NE MCBEE			CPS-261			
60		S 299.0 SJ 305.6 SJ 306.0	ROBINSON SPUR DARLCO ROBINSON		CSDG 4,276 FT.	ABS-261			
		S 300.6	SE MCBEE			CPS-261	DTC BLOCK MCBEE		
		S 301.7							
55		S 302.1				ABS-261			
		S 306.6	NE BETHUNE			CPS-261			
		S 307.0 S 307.4 S 312.3 S 312.6 S 312.9 S 314.5 S 316.5	BETHUNE SE BETHUNE NE BETHUNE NE CASSATT SE CASSATT CASSATT SHEPERD	5.6 6.9	2,600 FT. STUB AD	ABS-261	DTC BLOCK BETHUNE		
		S 319.2 S 319.8	NE SHEPERD SE SHEPERD		CSDG 2,600 FT.	CPS-261	DTC BLOCK SHEPHERD		
				7.0		ABS-261			
		S 326.2	NE CAMDEN			CPS-261			
		S 326.3	STORAGE			ABS-261	DTC BLOCK LUGOFF		
55		S 326.8	SE CAMDEN			CPS-261			
60	40	S 326.9			TTB 328.4-328.6	ABS-261			

# HAMLET SUBDIVISION - HA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
60	40		ORLON 3.8	STORAGE I.T.		ABS-261	DTC BLOCK PONTIAC	
		S 330.0 S 330.7 S 332.5	NE LUGOFF SE LUGOFF	CSDG 2,945 FT.		CPS-261		
50		S 333.3 S 334.2 S 335.3	LUGOFF WHITEHEAD 8.7	AD		ABS-261		
60		S 338.7	ELGIN			CPS-261		
		S 343.9	PONTIAC 10.1	STD.WAREHOUSE I.T. PRIME SOURCE I.T. CERAMICS I.T.		ABS-261		
		S 348.7 S 349.5	NE WEDDELL SE WEDDELL	CSDG 3,070 FT.		CPS-261		
		55	S 352.1 S 352.3 S 353.0 S 353.3 S 358.1 S 358.7	DENTS	AD		ABS-261	
50		DTC BLOCK WEDDELL						
60								
45								
			40	S 359.3	ELMWOOD JCT 10.5			
				CN&L SD		NS		
				COLUMBIA SD				

105.2 MILES SOUTH HAMLET TO ELMWOOD JCT

105.2 MILES SOUTH HAMLET TO ELMWOOD JCT

## STATION PAGE NOTES

**NOTE 1:** All tracks, other than main and signal tracks and Robinson Spur, 10 MPH.

**NOTE 2:** Trains handling open loads pulpwood, 15 MPH through truss spans.

# HAMLET SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

**Hamlet Subdivision** - Trains enroute to the Columbia Subdivision will operate between MP S 359.3 and MP S 359.4 at Elmwood Jct. using the NS Railway controlled signals.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

**Nonwovens at Bethune, SC** - Close clearance in B track, BBA Cars or engines in excess of 15 feet high must not be operated on this track.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Passenger trains with a consist over 12 cars must have 2 locomotives, both on line, when operating on the Hamlet and Columbia Subdivisions.

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

**Trains handling open loads pulpwood** - 15 MPH through spans.

**All tracks, other than main and signal tracks and Robinson Spur** - 10 MPH.

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

### Equipment Restrictions

Location	Equipment	Restriction
<b>Wallace, SC</b> , S 269.3 Delta Lead Track Delta Runaround Track Delta Finishing Mill Trk. Palmetto Brick Track	6-Axle Engines	Must not operate
<b>Lugoff, SC</b> , S 329.0 All leads into E. I. Dupont Corp.		
<b>Whitehead</b> , S 335.3 Uniman lead & all tracks inside		

## ON-TRACK EQUIPMENT (OTE) AND INSTRUCTIONS

OTE operating between MP S 360.7 on the Columbia Subdivision and the south end of Weddel, MP S 349.4, Hamlet Subdivision and or to the beginning limits of the CNL Subdivision, MP CO.8, must receive permission from both the CSXT BC dispatcher in Jacksonville and the NS dispatcher in Greenville, SC, before occupying this track.

## SWITCHES AND DERAILS

1. When Sperry Rail test car is testing between Elmwood Jct. and Hamlet, the switch padlock on the electric locked switches listed below must be removed before the car is permitted to test within 50 feet of the insulated joint and the padlock must not be replaced until the car is at least 50 feet beyond the switch:

a) Lugoff, S 328.8, north storage track switch at Dupont Co.

2. The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these tracks, the switch must be put in hand throw position. Anytime switch is used in either trailing or facing point movement into or out of the tracks, it must be kept in hand throw position and all movements must be clear of the detector circuit and the switch restored to the normal position by hand before putting it in motor position. Moves to and from these tracks cannot be made on signal indication.

### Locations –

a) South End Gillespie\*

b) North End Middendorf\*

c) North End Cassat\*

d) North End Camden\*

e) South End Camden\*

**NOTE:** Asterisk (\*) indicates these sidings are equipped with derails.

## USE OF SPECIFIED TRACKS

Robinson spur is classified as track other than main track and trains will be governed by Rule 96.

## RADIO STATIONS & INSTRUCTIONS

BC train dispatcher's telephone No. is 1-800-445-5521.  
BC train dispatcher's telephone No. is RNX 388-5178.

## 7. MISCELLANEOUS

**Close clearance, B track, ITT at Bethune, SC.** - Cars or engines in excess of 15 feet high must not be operated on this track.

### Handbrakes and skate instructions

#### Orlon, Lugoff, SC

Cars left standing in the runaround track or the straight track must have 25% handbrakes applied. In addition track skates will be placed under wheel of north most car in each track. Skates will be left beside rail at clearance point in these tracks when not in use.

Safety Rule 2351 outlines proper use of track skates.

Instructions for operating within the confines of CP&L facility at Robinson South Carolina, the following is in effect:

**CPL Facility – When operating within the confines of the CPL facility at Robinson, SC, the following is in effect:**

In the event of an accident, personal injury or derailment, and following the proper notification of the required CSX personnel, contact CPL personnel at these numbers in the following order:

1. Normal business hours, fuel handlers @ 843-857-1264
2. Unit 1 – (coal plant) control room @ 843-85-1282
3. Unit 2 – (nuclear) security @843-857-1581

Upon the receipt of such information, the chief train dispatcher and/or the STO will notify CPL as promptly as possible after the incident.

### Standard Operating Procedure (SOP)

Derailer use at the H.B. Robinson site  
CPL Coal/Nuclear Plant

Certain security measures have been put into place at the CPL Plant, Robinson, SC that includes gates and derails. Operation of the gates and derails will be the responsibility of CPL personnel and will have private locks only.

1. Purpose – this SOP establishes guidance on the use of the derails at the H.B. Robinson site and agreement between the management of CSX railroad. H.B. Robinson Unit 1 and H.B. Robinson Unit 2.
2. Responsibilities – The CSX Railroad is responsible for ensuring:
  - The trainmaster at the Hamlet facility contacts Unit 1 (coal) personnel that a train to the site has been dispatched. During normal business hours this call will be to the fuel handlers at \*843) 857-1264. After business hours the Unit 1 (coal) control room will be notified at (843) 857-1282.

- If the Unit 1 (coal) control room cannot be contacted, the alternate contact is Unit 2 (nuclear) security at (843) 857-1581.
- Dispatched trains to the Robinson plant will bring no cars whose designation is not the H.B. Robinson site.

## INSTRUCTIONS

### Spotting Robinson Coal Plant

Spotting loaded coal trains - Upon arrival stop at the switch at MP SJ 306.18 (switch heading into yard) and call the Robinson Control Room on channel 32-32. The Robinson Control Room will send someone out to review all the paperwork.

After being released for spotting your train, ensure all switches and derails involved are lined and removed for safe movement. There are several passive barriers (metal gates) and derails just inside the passive barriers that are the responsibility of the Robinson Coal Plant personnel and can only be removed or applied by one of their representatives.

There are four (4) tracks that will be involved with spotting your train. Track "C" will be to the right, Track "D" will be to the left, Track "A" will be in the middle and Track "B" will be the track that is used to go around the loop to the left of Track "A" that goes over the unloading pit.

1. First (1st) move, pull down making your first cut at the twenty fifth (25th) car. This cut will be spotted in Track "C" to your right. Maximum number of cars in this track is 25 with 10% handbrakes applied on south end (toward unloading pit).
2. Second (2nd) move, return to your train through Track "D" to your left, pull down another twenty-five (25) cars and make a cut, leaving them in Track "D". Maximum number of cars 25, with 10% handbrakes applied on south end (toward unloading pit).
3. Third (3rd) move, return to your train by going through Track "A". Pull back through Track "A" leaving twenty-five (25) cars.

NOTE! Should your train have ninety-seven (97) cars, twenty-six (26) cars can be left in Track "A", with 10% handbrakes applied on south end (toward unloading pit).

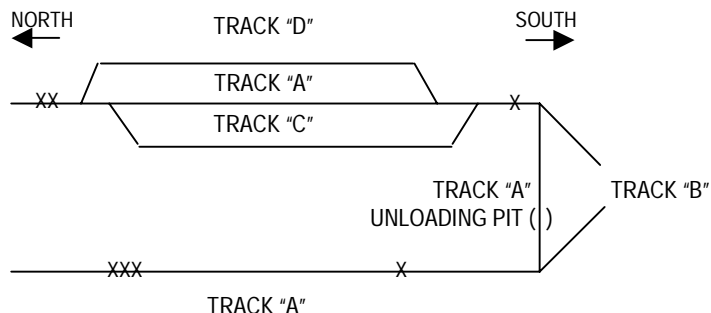
4. Fourth (4th) move, pull the remaining cars around the loop, using track "b" to the left of the unloading pit, past the second set of passive barriers and leave them between the second set of passive barriers and the split rail. Maximum number of cars that can be left here is twenty-one (21). The cars left here must skates in place and have 25% handbrakes applied on south end (toward unloading pit). Speed limit between the two (2) passive barriers (metal gates) is 5 mph, signs are posted.

## Pulling Empties

1. First move, pull cars that are located between the second set of passive barriers (metal gate) and the split rail.
2. Second move, pull cars out of the yard, Tracks "A", "C" and "D".

## Drop and Swap

1. Leave loaded train properly secured at tally metal road crossing.
2. Pull empties as outlined above and shove down main line clear of switch at MP SJ 306.5.
3. Spot loads as outlined above.



## Legend:

- X : Derails Robinson Plant responsibility.  
: At the metal gates (passive barriers), CPL has installed 3 additional passive barriers. Robinson Plant personnel will be responsible for the opening and closing of these barriers. Watch out for close clearances in these two areas. Close clearance signs are posted.
- XX: Derail that CSX is responsible for.
- XXX: Split rail that CSX is responsible for.

## NOTES

## NOTES

# HAMLET TERMINAL SUBDIVISION – HT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
75	60			ABERDEEN SUB				
75	60	S 241.6	MARSTON			CPS-261	DTC BLOCK MARSTON	
		S 241.8		NO. 1	NO. 2			
		S 242.3		AF DISP. CHANNEL 54 CALL IN #5 1-800-628-4726				
		243.0						
		244.0						
79		S 244.3						
		S 244.8				ABS-261		
		245.0						
		246.0	UNIMAN SAND					
			5.5		RECEIVING YARD			
		S 247.1	N. HAMLET YARD			CPS-261		
						ABS-261	SEE SPECIAL INSTRUCTIONS RELATING TO OPERATING RULES - DTC BLOCKS	
		S 250.1	TEX			CPS-261		
						ABS-261		
79	60							
1	2	3	1	2	3			
SEE SPECIAL INSTRUCTIONS RELATING TO OPERATING RULES – AUTHORIZED SPEEDS		SF 250.5	DIESEL SHOP					
		S 250.5	DIESEL SHOP					
		SH 250.5	DIESEL SHOP					
		SF 250.6	TRINITY – OWENS LEAD (ELEC-LOCK SWITCH)	NO. 1				
				NO. 2				
				NO. 3				
		SF 251.0	SEABOARD					
		SF 251.3						



# HAMLET TERMINAL SUBDIVISION – HT

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES	
P			F					WEST						
1	2	3	1	2	3			HAMLET TERMINAL SUB			ABS-261			
						S 252.7	WARMAC INTERLOCKING				CPS-261			
SEE SPECIAL INSTRUCTIONS RELATING TO OPERATING RULES – AUTHORIZED SPEEDS											ABS-261	SEE SPECIAL INSTRUCTIONS RELATING TO OPERATING RULES – DTC BLOCKS		
						SH 253.3	HAMLET AVE	NO.1 SF	NO. 2 S	NO. 3 SH	CPS-261			
											ABS-261			
								0.5			CPS-261			
											ABS-261			
						S 253.4	E. W. CONNECTION	0.2			CPS-261			
											ABS-261			
						SF 253.7 SH 253.6	RALEIGH ST. BRIDGES ST. INTL. E. W. CONNECTION	SFX 253.4	OFFICE CAR TRACK	SFX 253.8 SFX 253.6	CPS-261			
								SFX 253.5			ABS-261			
											ABS-261			
</														

# HAMLET TERMINAL SUBDIVISION – HT

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
#1		#2				SOUTH						
P	F	P	F			HAMLET TERMINAL SD		ABS-261				
SEE SPECIAL INSTRUCTIONS RELATING TO OPERATING RULES – AUTHORIZED SPEEDS				SF 253.2	MONROE JCT			CPS-261				
				SF 253.3	MONROE JCT-TRACK 2							
							E.W. CONNECTION	ABS-261				
						0.4						
				SF 253.7	RALEIGH ST			CPS-261				
					NO. 1	NO. 2	ABS-261	DTC BLOCK ROCKINGHAM				
		1.9										
SF 255.6	W. HAMLET			CPS-261								
				ABS-261								
						TO MONROE ↓						
					2,600 FT. NORTH STORAGE	2,500 FT. SOUTH STORAGE			DTC BLOCK ROCKINGHAM			
				257.0	ROCKINGHAM							
				258.0								
				259.0								
				259.5								
				260.0								
				SF 260.1	ROCKINGHAM SPUR							
				SF 262.0	VULCAN MATERIAL							
						9.3		ABS-261	DTC BLOCK ROCKINGHAM			
				SF 264.9	NE PEE DEE			CPS-261				
							10,274	ABS-261				
						MONROE SD						
14.4 MILES DIESEL SHOP INTERLOCKING TO N.E. PEE DEE												

## HAMLET TERMINAL SUBDIVISION – HT

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
				HAMLET TERMINAL SD		ABS-261	DTC BLOCK POSSUM	
			0.3	NO. 3 MAIN →		CPS-261		
		SH 253.6	BRIDGES ST		↑	ABS-261		
			0.4		HAMLET	CPS-261		
		SH 254.0	NE EAST JCT. SIDING			ABS-261		
			0.1			CPS-261		
		SE 254.1	NE EAST JCT.			ABS-261		
				SSDG 4,718 FT.				
				WILMINGTON SD				
			1.0			ABS-261		
		SH 255.0	SE EAST JCT.			CPS-261		
						ABS-261		
				ANDREWS SD.				
4.5 MILES DIESEL SHOP INTERLOCKING TO S.E. EAST JUNCTION SIDING								

### STATION PAGE NOTES

**NOTE 1:** SFX 253.7, SFX 253.6 If signal for movement does not clear, be governed by Rule 226-B(3).

# HAMLET TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Crews reporting for duty must immediately check printers for Train Bulletins and Work Order. If these items are not available upon reporting, the Yardmaster B tower should be immediately notified by phoning 6353. Should the yardmaster not be available, notify the trainmaster at 6301.
2. Cars left in departure yard tracks, D01-D11, do not require any hand brakes to be applied to the cuts.
3. In the Williams Yard, arrival leads 1, 2 and 3 Main; it is necessary to apply a sufficient number of hand brakes above the 10% rule and hand brakes tested to ensure that cars left in these tracks are properly secured.
4. Inbound road trains, having to set cars off in C99, may secure their train with one hand brake applied to the head end of the cut. The brakes on the cars left standing must be conditioned as outlined in THR-5556, Item C.
5. Riding side of equipment over the hump is prohibited.

### AUTHORIZED SPEEDS

Between Location/Milepost	MPH
S 241.7 and S 254.1	79
SF 250.5 and SF 264.9	60
SH 250.5 and SH 255.0	50

### SPEED RESTRICTIONS

Between Location/Milepost	Psg.	Other
Single Track		
S 241.8 and S 242.3	75	-
SH 244.3 and SH 244.8		-
No. 1 Track		
SF 250.5 and SF 255.6	25	25
No. 2 Track		
S 251.3 and S 252.6	45	40
S 252.6 and S 253.3	25	25
S 253.3 and S 253.5		
No. 3 Track		
SH 250.5 and SH 252.6	20	20
SH 252.6 and SH 254.1	25	25

## SPEED RESTRICTIONS

Between Location/Milepost	Psg.	Other
No. 2 Track		
SF 253.3 and SF 253.6	25	25
SF 253.6 and SF 255.6	40	40
SF 255.6 and SF 264.3		
SF 264.3 and SF 264.9	--	45
SFX 253.4 and SFX 253.8	20	20

### Note:

1. All tracks within Hamlet Terminal Subdivision except main or signaled tracks are restricted to a maximum speed of 10 MPH except the following tracks which are governed by Rule 46.  
Receiving Yard Track R01  
East Junction Siding  
East Departure  
West Departure  
North Departure  
Arrival Leads
2. Maximum authorized speed through Crooks crossover between East and West departure is 10 MPH. This is a hand operated crossover Operating Rule 46-2(b).

## DTC BLOCKS

In the event of signal suspension, Hamlet Terminal in its entirety will be governed by Rule 193 with the following exception: three DTC blocks will be established:

S 241.6 – S 247.1	Marston
SH 255.0 – SH 254.0	Possum
SF 264.9 – SF 255.6	Rockingham

## ROAD CROSSINGS AT GRADE

Due to rusty rail conditions, trains approaching highway crossings at grade protected by flashing light signals or gates on Rockingham Spur, Hamlet Terminal Subdivision, must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

## SWITCHING (103)

Operating Rules 103 and 103-A (3) are modified as follows:

When shoving cars north into tracks at the departure yard, unless otherwise provided, movement must be stopped when shove light indicator burning yellow is extinguished or is dark. Tracks D01, D02 and D11 may be shoved on authority of the yardmaster at yard "B".

## SWITCHES

1. All crossovers will be left as last used unless otherwise instructed.
2. Straight away movements at the following locations must have all switches lined normal in accordance with the operating rules.
  - a) The normal position for all switches on the arrival and departure leads is for movement on those tracks, when not in use.
  - b) All intermediate switches on D11 and R01 must be lined for movements on those tracks when not in use.
3. Automatic Switches

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

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

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

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

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making a reverse movement, unless there has been a movement of less than eight (8) axles, in which case the switch must be inspected before the reverse movement is made.

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

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

## USE OF SPECIFIED TRACKS

1. East and West departure tracks and North End departure lead must not be used in either direction except upon permission of yardmaster "B". The Arrival leads to the receiving yard must not be used in either direction except upon permission of the yardmaster "A".
2. Trains operating on North end of number two track in the Williams Yard, or on the North end of the Williams Yard lead must not occupy the portion of track

between the insulated joints and the non-electrically locked switch leading from number three main track to the Williams Yard until the switch is lined for their movement. The insulated joints are yellow in color.

This switch provides access to signaled track and must not be opened unless permission is granted by the train dispatcher.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### Close Clearances

**Diamond Hill and the Axle Track** - Close Clearance, do not ride side of cars in these areas.

Platform Seaboard Container "A" and "B" tracks at Trinity. Plus the platform at Seaboard Container.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Inbound trains having a "High Wide" shipment must notify the Yard A Yardmaster upon arrival.
2. Double stack and multi-level equipment must not exceed 20' 02" in height.

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

1. **Rail Technology Models 3001P Switch Machines** - Switches equipped with these machines are considered to be "hand operated" switches. The first installations of this type of switch machine are installed on the shove route crossovers at yard B. These switch machines in Hamlet Yard are being placed in service in pairs and will operate in (wired together to permit both ends of the crossover to operate at the same time). These machines are readily identifiable by a yellow case with an aluminum top. There is an indicator mast with three colored lights. The installations at Hamlet include presence detector loops that will not allow the switch to operate if the loop is occupied.

To operate the switch machine you must ascertain the switch is not occupied, nor is the switch at the opposite end of the crossover occupied. To change the position of the switches, lift the lock flap to expose the buttons on the mast, depress the buttons and release. You do not have to and should not have to hold the button in the depressed position. If the presence detector loops are not occupied then both switches will change position and the indicator mast will display the appropriate color. The indicator mast will display the following:

Top Light "Green" - Switch is lined for straight movement over the switch.

Middle Light "Red" -.Indicates either one of two things:

- (1) The light will turn red while the switch is in motion or,
- (2) If the light stays red after the point movement is completed that would indicate that point may not have a "fit" and the switch must be inspected.

Bottom Light – "Amber" – switch is lined for crossover movement.

## 2. Automatic Railroad Crossing-Instructions for Movement on the Main Line:

The southbound signal governing movement across the railroad crossing at grade, MP S 253.6, onto the Hamlet Sub is a left-hand high signal.

The signal control bungalow is located on the southeast quadrant of the railroad crossing at grade at MP SFX 253.7/S 253.6.

The following instructions will be posted on the side of the bungalow:

### Instructions-Automatic Railroad Crossing:

If the intersecting line indicator light is burning push the main line push button. Once the push button indicator light is burning the signal should clear within 6 minutes. If the signal clears proceed. If the signal for movement does not clear, Rule 226-B (3) applies.

If the intersecting line indicator light is not burning, and if no conflicting movement is evident, secure permission from the train dispatcher to push the main line push button. Once the push button indicator light is burning the signal should clear within 6 minutes. If the signal for movement clears, proceed. If the signal for movement does not clear, Rule 226-B (3) applies.

### Instructions for Movement on the Connection Track:

If the intersecting line indicator light is burning, push the connection track push button. Once the push button indicator is burning the signal should clear within 6 minutes. If the signal clears proceed. If the signal for movement does not clear, Rule 226-B (3) applies.

If the intersecting line indicator is not burning and if no conflicting movement is evident, secure permission from the train dispatcher to push the connection track push button. Once the push button indicator light is burning the signal should clear within 6 minutes. If the signal for movement clears, proceed. If the signal for movement does not clear, Rule 226-B (3) applies.

### Railroad Crossings at Grade

LOCATION	RAILROAD	PROTECTION	RULE
Hamlet SFX 253.5 East- West Connection	CSX	Automatic	226-B (3)

### Movements in and out of the Service Center Area:

1. Movements into the service center will be made upon permission and by the instructions of the service center foreman on duty. (Channel 25)
2. Train and/or engine crews must contact the pit foreman prior to opening the retarder tower switch and ascertain from the foreman that the route to the fuel track will be clear and what location the engines should be left.
3. Crews that are instructed to make a set off on C99, will secure permission in the same manner as prior to handling and opening the switch. This may be coordinated through the yardmaster for yard A. Crews may move on the verbal instructions of the yardmaster if he states he has received permission from the pit foreman to use the track.
4. It will be the responsibility of the pit foreman to advise if any employees under his charge will be working outside the confines of the derails in that facility.
5. All movements around the wye and movements onto C99 will be made by permission of the yardmaster in yard B tower. Shop employees must secure permission from the B tower yardmaster prior to fouling or using any portion of the wye or C99.
6. Transportation employees movements in this area must be made with permission of one of the above named positions and in compliance with Operating Rule 46. All trackage on the north side of the facility will be considered as "Engine Servicing Tracks" and all movements will be made at 5 MPH as prescribed in item No. 1-c of Operating Rule 46.

\*\*\* For the purpose of these instructions, the "North End" will begin or end at the north leg of the wye switch just behind the old shop building and northward to the switch at the retarder tower.

3. Unless otherwise instructed by the yardmaster, crews yarding trains in the receiving yard must leave two engine lengths of room from the yellow tie on the north end of the track and must apply three handbrakes on the north end of all cuts of cars yarded in the receiving yard. If additional brakes are applied, yardmaster yard (A) must be notified.
4. Trains stopping on the East West connection track must stop at least 100 feet from Raleigh Street crossing, and key up crossing gates.
5. At locations in the Hamlet Terminal other than the receiving and departure yards: when locomotives are placed on standing cuts of cars and the brake pipe air is cut in , locomotives will not be left unattended, until the brake pipe is charged for fifteen (15) minutes. Then, if the train is to be left unmanned, train brakes will be applied with a full service application and the independent brake will be fully applied. In addition, sufficient hand brakes must be applied.
6. When handling locomotives for outbound trains, hostlers must inspect locomotive to determine that inspection reports are current, engines are clean, and that the necessary tools and supplies are available. Any defects must be reported to the yardmaster for immediate correction.
7. If trains are delayed after departing the departure yard in either direction the conductor or the engineer of the delayed train must immediately notify the yardmaster at yard "B", advising their approximate location on the departure lead, and expected duration of delay.
8. In order to establish some continuity in referring to the crossovers at Yard "B", the following will occur:
  - a) the crossover from the West departure to the #1 trimmer, located just south of the D11 switch will be known as "#1 crossover"
  - b) the crossover just south of this, between #1 and #2 trimmer will be known as "#2 crossover"
  - c) The South crossover between the West departure and #1 trimmer will be the "#3 crossover"
  - d) The crossover between the West departure and the East departure/local lead will be the "#4 crossover"
  - e) The crossover between the departure yard ladder and local lead at #5 switch will be the "#5 crossover"
  - f) The south crossover between the East and West departure will be the "#6 crossover"

#### **Remote Control**

1. The following locomotives currently assigned to Hamlet Terminal can only be used in the following areas, unless otherwise instructed by terminal management.

<b>Unit Number</b>	<b>ASSIGNED TO</b>
CSXT 8223	Yard "B", Trimmer Leads, Departure Yard, Bowl Tracks Engine Service Area
CSXT 8224	
CSXT 8243	
CSXT 8246	

2. The following locomotives are for hump service and are not equipped to be used in remote control operation at Yard "B".
  - CSXT 2417
  - CSXT 2418
  - CSXT 2419
3. No other movement can be made in a receiving track that is occupied by a remote control locomotive in operation unless instructed by yardmaster.
4. Remote control operators must obtain authority from the yard "B" yardmaster before occupying the trimmer leads.

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#### **NOTES**

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## HOPEWELL SUBDIVISION – HW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
MAIN	SAC 7.6	BELLWOOD	BELLWOOD SUB			193 YARD LIMITS	1	
20	SAC 10.8	DTC BLOCK SIGN	<div>AE DISP. 94 –7 RD-32 1-800-628-4703 RNX 388-2671</div> <div>WHEELWRIGHT</div> <div>7 CAR LENGTHS</div> <div>42 CAR LENGTHS</div> <div>BERMUDA HUNDRED SPURS</div> <div>DRAWBRIDGE</div> <div>RR CROSSING AT GRADE</div>			TWC-DTC		DTC BLOCK BELLWOOD
30		SAC 12.0				WHEELWRIGHT		DTC BLOCK THOMAS SIDING
30	SAC 13.9 SAC 14.0	DTC BLOCK SIGN CURTIS SPUR	THOMAS SIDING	THOMAS SIDING				
		SAC 16.9			THOMAS SIDING			
	SAD 17.0	BERMUDA HUNDRED SPUR (3.8 MILES)						
	SAC 17.5	DTC BLOCK SIGN						
		SAC 18.9						
10	SAC 19.1		DTC BLOCK HOPEWELL	2				
30	SAC 22.0	DTC BLOCK SIGN	TWC-DTC 98 F					
10			96 YARD LIMITS					
10	SAC 23.3		HOPEWELL YARD					

### STATION PAGE NOTES

- NOTE 1:** All tracks other than main tracks, 10 MPH.
- NOTE 2:** No braking or accelerating on the entire length of the bridge, except in an emergency. If it is necessary to brake on the bridge, the train dispatcher must be advised from the point of communication to allow for a bridge inspection.
- NOTE 3:** The authority for movement over the Curtis Spur at milepost 14.0, the Thomas siding, milepost 16.9 and the Bermuda Hundred Spur at milepost 17.0 is Rule 96.



# HOPEWELL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### Drawbridges

**Appomattox River, SAC 19.1** – Attended 0700 to 2300, outside of assigned hours of the bridge tender, the bridge is lined for rail movement. Trains will approach STOP signs located approximately 100 feet from the end of the approach structures prepared to STOP and will STOP before reaching the STOP sign unless a proceed signal is received from the bridge tender given with a green flag by day, a green light by night or by radio communication. When the bridge tender is not on duty, a member of the crew must ascertain that the drawspan and lift rails are in the proper position before the movement is allowed to proceed.

#### ROAD CROSSINGS AT GRADE

**Bermuda Hundred Spur, S.R. 618** – Trains serving the American Tobacco Company will be governed as follows:

1. No movements over the crossing between 0700-0900 hours and 1600-1800 hours.
2. The crossing must not be blocked more than 4 minutes.
3. All trains must STOP and flag State Road 618 before fouling the crossing.

## 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

## USE OF SPECIFIED TRACKS

**The Bermuda Hundred Spur, SAD 17** - Switches will be left lined and locked for straight-away movement.

**The track segment between SAC 22.0 and SAC 23.3** - Is classified as track other than main track and trains will be governed by operating Rule 96, not exceeding 10 MPH.

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
SAC 10.8 to Hopewell	4-Axle Wrecker 6-Axle Wrecker	25 MPH
Bermuda SAD 7 Hundred Spur	6-Axle Engines	Barred

## 7. MISCELLANEOUS

Before opening the switch providing access to the interchange tracks between CSX and NS at Hopewell Yard on or before fouling cars on the track, the NS yard must be called at 804-458-6361 in order to obtain protection from the NS switching cars in the tracks.

**Honeywell Switch Crews** will contact the Y121 switch crew working at Hopewell on Channel Two (66/66), prior to following CSX tracks requesting permission. The Honeywell switch crew once given permission to foul CSX tracks will notify the CSX crew when they have cleared CSX tracks and have aligned the switch for CSX movement.

Prior to entering Honeywell tracks, CSX switch crews will contact Honeywell switch crews by phone or by radio located in the Honeywell Yard Office. When CSX crews have completed their work in the Honeywell Plant and have cleared they will report this to the Honeywell switch crew on Channel Two (66/66).

Permission to use CSX tracks cannot be transferred from one Honeywell switch crew to another. Any time Honeywell crews change, permission must be obtained by the crew that will actually operate on CSX tracks.

# LANE SUBDIVISION - LY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
20	AK 331.8		<div>ORANGEBURG SD</div>	CE DISP. 94-1	193 YARDLIMITS		1
	AL 382.02	SUMTER		<div>AD DISP. 84-7 1-800-628-4725</div>	96		
40	AL 381.8	DTC BLOCK SIGN			TWC-DTC		
						DTC BLOCK BROGDON	
	AL 370.0	DTC BLOCK SIGN					
	AL 369.1						
	AL 368.0	ALCOLU					
	AL 367.7	ALCOLU	DD-DED-HBD	G.P.		DTC BLOCK ALCOLU	
			GOLDKIST				
			HOUSE TRACK				
	AL 362.2	MANNING					
	AL 361.1	DTC BLOCK SIGN		5,710 FT.		DTC BLOCK MANNING	
	AL 355.3	DTC BLOCK SIGN					DTC BLOCK MANNING
	AL 350.0	GREELEYVILLE		HOUSE TRACK		DTC BLOCK HOLSTEEN	
	AL 347.5	DTC BLOCK SIGN					
	AL 346.0	GREELEYVILLE	B-BD-DBD-DD				DTC BLOCK SANSBURY
40	AL 342.0	DTC BLOCK SIGN		WYE TRACK			
20	AL 342.5	DTC BLOCK SIGN LANE			TWC-DTC		
P	F	A 342.5	LANE	CHARLESTON SD			
79	60				ABS-261		

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## LANE SUBDIVISION SPECIAL INSTRUCTIONS

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### 1. INSTRUCTIONS RELATING TO OPERATING RULES

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#### NOTES

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#### ENGINE HORN INSTRUCTIONS

**Sumter** - Road crossing warning signals must be sounded with minimum intensity consistent with safety and statutory requirements.

#### SWITCHES

**Sumter** – Eastover Subdivision and Lane Subdivision Junction switches may be left lined as last used. Trains must approach these switches prepared to STOP and know that they are properly lined for the desired route.

#### RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 32.

### 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

#### SPEED RESTRICTIONS

**NOTE:** All tracks, other than main, 10 MPH

Equipment Restrictions		
Location	Equipment	Restriction
Sumter to Lane	All Wreckers	25 MPH
Georgia Pacific, Alcolu, SC AL 369.5	6-axle engines	1-6 axle engine only

### 7. MISCELLANEOUS

NONE

# McCORMICK SUBDIVISION - MK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
	SG 428.3		MONROE SD	AF DISP. 54-7 CH-66 1-800-628-4726	ABS-261		
	<b>AK 523.3</b>	<b>DTC BLOCK SIGN SALAK</b> 9.5	CE DISP. 58-2 CH-32 1-800-445-5518		TWC-DTC		
	AK 514.3					DTC BLOCK BRADLEY	
	AK 513.8	BRADLEY 4.3		5,812 FT.			
	<b>AK 513.2</b>	<b>DTC BLOCK SIGN</b>					
	AK 509.9	TROY					
	AK 506.8		(1)HBD-DED			DTC BLOCK MCCORMICK	
			6,856 FT.				
	<b>AK 503.1</b>	<b>DTC BLOCK SIGN</b>					
	AK 503.0						
	AK 502.9	MCCORMICK		MCCORMICK YARD			
	AK 497.7					DTC BLOCK PLUM BRANCH	
35	AK 497.5						
40	<b>AK 495.3</b>	<b>DTC BLOCK SIGN</b>					
	AK 492.8	14.5		CE DISP. 58-2 CH-32 1-800-445-5518		DTC BLOCK MODOC	
35	AK 491.8						
	AK 489.3	MODOC		6,346 FT.			
	AK 488.4						
40	<b>AK 488.1</b>	<b>DTC BLOCK SIGN</b>					
	AK 487.1		(1)HBD-DED				
	AK 485.8						
	AK 484.8					DTC BLOCK MERRIWETHER	
35	AK 483.9						
30	AK 483.5	CLARKHILL					
	AK 482.1						
35	<b>AK 481.5</b>	<b>DTC BLOCK SIGN</b>			TWC-DTC	DTC BLOCK WOODLAWN	

# McCORMICK SUBDIVISION - MK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
			SOUTH								
35	AK 477.5	DTC BLOCK SIGN WOODLAWN	<div>CE DISP. 58-2 CH 32 1-800-445-5518</div>		TWC-DTC	DTC BLOCK WOODLAWN	1				
30								AK 476.8			
20											
35	AK 476.1										
40	AK 473.0					8.7		6.419 FT.		DTC BLOCK MARTINEZ	
	469.3										
	469.0										
	AK 468.1					DTC BLOCK SIGN MARTINEZ					7.6
	468.0										
	AK 465.9					DAN					
25	AK 464.0	DTC BLOCK SIGN			DTC BLOCK AUGUSTA						
	AK 463.3										
	AK 463.2										
35	AK 462.1	DTC BLOCK SIGN BROAD STREET			DTC BLOCK BROAD STREET						
20	AK 462.0										
	AK 461.9										
	AK 461.2										
10	AK 460.5	DTC BLOCK SIGN	AUGUSTA SD		TWC-DTC	8 <sup>TH</sup> STREET YARD LIMITS					
	AK 460.2	DTC BLOCK SIGN	<div>YARDMASTER CHANNEL 32 &amp; 66</div>		193 YARD LIMITS						
		AK 459.0			AUGUSTA		96				
10			AUGUSTA TERMINAL				1				
62.8 MILES SALAK TO AUGUSTA											

# McCORMICK 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
BRIDGE AK 461.9 – AK 462.0	4 AXLE WRECKERS	15 MPH
	6 AXLE WRECKERS	10 MPH
BRIDGE AK 476.1 – AK 476.58	CARS WEIGHING 240,000-251,000 LBS	20 MPH
<b>NOTE:</b> MP AK 487.1 – DO NOT BLOCK THE ROAD CROSSING AT ANY TIME EXCEPT IN EMERGENCY		

## 7. MISCELLANEOUS

- Between MP AK 460.5 and MP AK 523.3** – Do not exceed 10 MPH on all tracks other than main track.
- McCormick Subdivision** - Trains enroute to the Blue Ridge Division will operate via the Monroe Subdivision between Salak and Park Junction.
- Between Spartanburg and Augusta** - System bulletins concerning head end powered axles are superseded by the following special instructions:  
  
All unit trains operating between Spartanburg and Augusta may be operated exceeding the tonnage rating for 4 SD-40 locomotives after the helper

locomotive has detached from the rear. Head end power must not exceed 24 powered axles.

- Other than intermodal trains** - Cars will be positioned in trains leaving terminal and when picked up on the line of road so that the tonnage behind 80 foot or longer cars, either loaded or empty, does not exceed 5,000 gross tons.

## AUGUSTA TERMINAL INSTRUCTIONS

### Rules of Augusta and Summerville Railway Company, Augusta, Ga.

- Principal tracks are as follows:
  - Reynolds Street via Sixth Street to the NS Railway Junction crossing located near Laney Walker Blvd.
  - Sixth Street from the junction near Walton Way to the junction with Georgia Subdivision track at Seventh Street.
  - Twiggs Street via Fenwick Street to Eleventh Street.
- Trains within yard limits in Augusta will not exceed 10 MPH over these tracks. In case of an accident, the responsibility will rest with the approaching train.
- Trains must move prepared to STOP short of any switch not properly lined.
- In the event two or more train movements conflict at any point on these tracks, the train that can be cleared with the least delay must take steps to do so promptly.
- The general notice, General Rules and all Operating Rules and special instructions of each tenant line will govern where applicable, and not in conflict with the Rules and Instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule F. Reports required thereby or otherwise should be made promptly to the terminal manager, Augusta. This officer is authorized to issue special instructions.
- Augusta, trains will operate within Yard limits not exceeding 10 MPH on A&S tracks between the CofGA crossings, AK 459.9 and 8<sup>th</sup> Street.
- Augusta trains will secure permission from the yardmaster to enter the streets of Augusta before passing Eve Street. The switch to Augusta Subdivision at Eleventh Street will be left as lined. The yardmaster will contact the NS Railway Yard before allowing trains to enter the joint track at Sixth Street.
- Permission must be obtained from the yardmaster at Augusta before entering main track.
- On-track equipment instructions** – Main track between limits must not be occupied without written authority as prescribed by Rule 704.

**Additional Stations:**

Station	Milepost	Car Capacity	Switch Opening
Clark Hill	AK 483.5	8	SOUTH
Woodlawn	AK 476.8	40	BOTH
Dan	AK 465.9	YARD	BOTH
(Capacity Based on 50 FT. Car Lengths)			

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**NOTES**





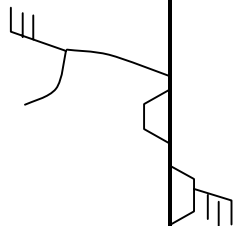
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**NOTES**

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# MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			 SOUTH 					
45	SF 264.9		<div>AF DISP. 54-5 RD-66 1-800-628-4726</div>	66/5	ABS-261		1-3A	
	SF 264.9	NORTH PEE DEE			CPS-261			
		1.9		SSDG 10,274 FT.	ABS-261			
	SF 266.8	SOUTH PEE DEE			CPS-261			
40	SF 267.3	PEE DEE		HBD-DED	ABS-261	DTC BLOCK PEE DEE		
	SF 268.2							
55	SF 270.4	GRAVELTON YARD					5	
	SF 270.5							4.7
	SF271.5							NORTH LILESVILLE
50	SF 272.4	2.2		SSDG 10,370 FT.	ABS-261			
	SF 272.5							
	SF 272.6							
60	SF 273.5	SOUTH LILESVILLE			CPS-261		1	
		3.6		ABS-261				
	SF277.1	W.S. JCT.		CPS-261				
	50	SF 277.5	NORTH WADESBORO SOUTH WADESBORO	<div>WSSB</div>				ABS-261
SF 277.5								
SF 278.1								
SF 280.3								
45	SF 280.6				ABS-261			
	SF 280.8							
60	SF 283.9	8.0				DTC BLOCK LILESVILLE		
55	SF 284.2							
60	SF 285.1	NORTH POLKTON			CPS-261		1-3A	
		2.0		SSDG 10,191 FT.	ABS-261			
	SF 287.1	SOUTH POLKTON		CPS-261	DTC BLOCK POLKTON			
45	SF 288.8					ABS-261		
	SF 289.4							
60	SF 292.9	MARSHVILLE	6.2	HBD-DED			3A	
	SF 293.3	NORTH MARSHVILLE		CPS-261				
	SF 294.7	ALFA PLASTIC	2.1		SSDG 10,101 FT.			ABS-261
	SF 295.4	SOUTH MARSHVILLE		CPS-261	DTC BLOCK MARSHVILLE			7
40	SF 295.9	HOUSE TRACK				ABS-261		
	SF 301.5	PILGRAM PRIDE						
	SF 302.1	GOLDEN GRAIN						
	SF 302.6	CAMP SUTTON						
	SF 302.9						7	
40					ABS-261			



# MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	SF 302.9	8.5			ABS-261	MARSVILLE	1-4A 1-7A 7,6
	SF 303.9	RICHARDSON CREEK			CPS-261	YARDLIMITS	
		1.4	RC LEAD		ABS-261		
	SF 305.3	NORTH MONROE			CPS-261		
30	SF 306.1		LIGLE LEAD		ABS-261	1-1A	
	SG 306.2	MONROE YARD	CHARLOTTE				
	SG 306.2	SOUTH MONROE	SD		CPS-261		
50	SG 306.3	TANK SIDING	R-32		ABS-261	DTC BLOCK WAXHAW	
	SG 317.1						
40		12.2			CPS-261	1-3A	
	SG 318.4	NORTH WAXHAW					
		2.0	SSDG 9,950FT.		ABS-261		
	SG 320.4	SOUTH WAXHAW			CPS-261		
30	SG 322.7	VAN WYKE	HCD-HBD		ABS-261	DTC BLOCK CATAWBA	2
	SG 326.4 SG 327.5	BORAL BRICK BRIDGE					
	SG 328.2	CATAWBA HOLDOUT			CPS-261		
50	SG 328.3				ABS-261	DTC BLOCK LANDRUM	7 2 1-2A
	SG 330.4	BOWATER YARD					
	SG 330.6	NORTH CATAWBA			CPS-261		
	SG 331.4	REBAR	NS		ABS-261		
	SG 332.8	SOUTH CATAWBA			CPS-261		
	SG 333.3 SG 333.5 SG 343.8 SG 345.1 SG 346.3 SG 346.4	HARMONY HARMONY STEEL RODMAN EAST CHESTER WOOD L & C CONNECTION WILLAMETTE	HCD HBD-DED		ABS-261		
	SG 347.5	NORTH LANDRUM			CPS-261		
		2.0	SSDG 9,847 FT.		ABS-261		
40	SG 349.5	SOUTH LANDRUM			CPS-261	DTC BLOCK LEEDS	1
	SG 349.6				ABS-261		
	SG 350.2	NS & L&C RR CROSSING	-----		226B(3)		
	SG 350.3						
35	SG 351.1	CHESTER			ABS-261		
45	SG 351.3						
	SG 352.1	CHESTER STORAGE					





# MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
45	SG 357.3				ABS-265	DTC BLOCK LEEDS	1-3A
35					SG 357.5		
40		11.3			ABS-265	DTC BLOCK DELTA	1-3A
	SG 361.5	NORTH LEEDS			CPS-261		
		2.3		SSDG 9,950 FT.	ABS-261		
	SG 363.8	SOUTH LEEDS			CPS-261		
	SG 363.8	CLARIANT LEEDS	HBD-DED				
	SG 366.7	CONE MILLS			ABS-261		
	SG 368.1	CARLISLE	11.5				
	SG 375.3	N. DELTA			CPS-261		
		1.7		SSDG 9,950 FT.			
	SG 377.3	SOUTH DELTA			CPS-261		
25	SG 379.4 SG 379.9 SG 380.1 SG 380.4	WHITMIRE WHITMIRE STORAGE	HBD-DED		ABS-261	DTC BLOCK SHANDS	1-3A
40	SG 384.6						
45	SG 390.6					DTC BLOCK FULLER	1-3A
40		13.9					
	SG 391.2	NORTH SHANDS			CPS-261		
		2.0	SSDG 9,950 FT.		ABS-261		
	SG 393.2	SOUTH SHANDS			CPS-261		
		1.7		CN&L SD	ABS-261		
25	SG 394.9	DOVER CONNECTION			CPS-261	DTC BLOCK FULLER	1-3A
	SG 396.0 SG 396.3	CLINTON STORAGE			ABS-261		
	SG 397.0	CLINTON CONNECTION			CPS-261		
45	SG 398.4	STERLITE	CN&L SD		ABS-261	DTC BLOCK CROSS HILL	1-2A
		3.7					
	SG 400.7	NORTH FULLER			CPS-261		
		1.4	CSDG 6,930 FT.		ABS-261		
	SG 402.1	SOUTH FULLER			CPS-261	DTC BLOCK CROSS HILL	1-2A
	SG 402.2	FULLER	HBD-DED		ABS-261		

# MONROE SUBDIVISION - MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
45		8.8			ABS-261	DTC BLOCK CROSS HILL	I-2A 1-5A	
	SG 410.9	NORTH CROSS HILL			CPS-261			
	SG 411.0	CROSS HILL STORAGE		CSDG 7,107 FT.	ABS-261			
	SG 412.5	SOUTH CROSS HILL			CPS-261			
40	SG 413.0				ABS-261	DTC BLOCK MCDOWELL	I-2A	
	SG 413.3 414.0 415.0 416.0 SG 417.7	SOLUTIA NORTH SOLUTIA SOUTH						
	SG 417.9							
	SG 420.2	NORTH McDOWELL						CPS-261
	SG 420.5	VELUX		CSDG 6,924 FT.	ABS-261			
45	SG 421.7	SOUTH McDOWELL			CPS-261	DTC BLOCK GREENWOOD		
			SPARTANBURG SD	CE DISP. 58-2 32-RD 1-800-445-5518	ABS-261			
	SG 422.2	PARK JCT.			CPS-261			
	SG 422.9 SG 424.7	GREENWOOD		HBD-DED	ABS-261			
30	SG 424.7	NORTH GREENWOOD			CPS-261	DTC BLOCK MAXWELL		1  1-5A 8 1-2A 1
			#1 MAIN TRACK		ABS-261			
			#2 MAIN TRACK					
	SG 425.9	NORTH END MAXWELL			CPS-261			
			SCALE LEAD	MAXWELL SIDING	ABS-261			
	SG 426.6	GREENWOOD		11,399 FT.	CPS-261			
40			#1 MAIN TRACK	YARD	ABS-261	DTC BLOCK SALACK	5A  I-2A 7	
			#2 MAIN TRACK	MAXWELL YARD OFFICE				
		1.9			CE DISP. 58-2 32-RD 1-800-445-5518			
	SG 428.2	SALACK			CPS-261			
40	SG 428.4		MONROE SUB	MCCORMICK SUB	ABS-261	DTC BLOCK ABBEVILLE		

# MONROE SUBDIVISION – MN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			 SOUTH 				
40	SG 435.9 436.0 437.0 438.0 439.0	WOOD YARD    11.6			ABS-261	DTC BLOCK ABBEVILLE	I-2A 1-5A 2
	SG 439.8	NORTH ABBEVILLE			CPS-261		
	SG 439.9 SG 440.0 SG 440.2 SG 441.4	ABBEVILLE DEPOT ABBEVILLE YARD  2.1		CSDG 10,071 FT.	ABS-261	DTC BLOCK CALHOUN FALLS	
	SG 441.9	SOUTH ABBEVILLE			CPS-261		
					ABS-261		
	40						
177.1 MILES PEE DEE to ABBEVILLE							

## STATION PAGE NOTES

NOTES: On the Monroe Subdivision are referring to the Monroe Subdivision Special Instruction numbers on the following pages.

# MONROE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

- 1A **Monroe, NC:** The tracks between SF 306.2 and SF 307.7 are classified as tracks other than main tracks, and trains will be governed by Operating Rule 96. That part of special instructions, note 6-A does not apply within these limits.
- 2A Rule 46 is in effect on the control sidings at: Catawaba, Fuller, Cross Hill, McDowell, Maxwell and Abbeville.
- 3A Operating Rules ABS/CPS are in effect on the sidings and speed is 25 MPH at: Pee Dee, Lilesville, Polkton, Marshville, Waxhaw, Landrum, Leeds, Delta and Shands
- 4A Operating Rule 193 will be put into effect between SF 303.9 and SF 306.2 during a signal suspension.
- 5A Do not exceed 10 MPH on the sidings at: Cross Hill, and Maxwell.
- 6A Unless otherwise specified all tracks other than main tracks, signal tracks and control sidings are 10 MPH.
- 7A Richardson Creek Lead is listed as track other than main track, signal track and control sidings, 10 MPH.

### Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Chester SG 350.2	NS	Automatic	226-B(3)

## JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

**Chester, SC (SG350.2)** - 195-706 Is a non-insulated OTE at automatic and remotely controlled railroad crossing at grade. This is an automatic railroad crossing and movement over this crossing will be governed by Operating Rule 226-B(3).

## SWITCHING

### Movements on the B - End

Maxwell Yard – When train crews are performing duties on the ground, such as train inspections and brake tests, etc. between milepost SG 426.1 and SG 426.4, No. 2 mainline, all switching movements on the B - end of Maxwell Yard will be made towards Maxwell siding and no movements should be made down the scale lead until crews are clear of the milepost listed above on No. 2 mainline.

## EXCEPTED TRACKS

**W. S. JUNCTION (WADESBORO, N.C.)** - The track between CSXT MP SF 277.1 and WSSB MP W 85.3 is

classified as track other than main track and trains will be governed by Operating Rule 96.

Note – 6A does not apply at this track.

All tracks located within Bonsal Hendricks and Gravelton Yard are listed as excepted tracks.

## SIGNALS

The following signals have been relocated and are in effect. These signals were located at MP SG 424.7 and are now located south 600 feet at MP SG 424.8.

These are color light high mast signals and the No. 1 mainline is and will remain a left-hand signal.

The No. 2 mainline is and will remain a right-hand signal.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### Safety Hot Line Telephone Numbers:

**Toll Free** .....1-888-571-7318

**Local Bell Line** .....843-664-8302

**RNX** .....383-3802

**Industry track and Monroe Mainline (North Side). Boral Brick** - Due to steep grade and uneven walking conditions employees are prohibited from walking between the Industry track and Monroe Mainline (North Side). Boral Brick.

**Terminals yards and sidings** - Whenever practicable loaded pulpwood cars must not be placed on a track adjacent to the main line or designated running track.

## Locomotive Seats

When a locomotive is being operated by an engineer trainee, the qualified engineer will be seated in the rear seat left side on conventional cabs; and in the middle seat on wide body cabs. Walkway room between these seats and the operating seat of the locomotive must remain clear at all times so in the event the qualified engineer has need to go to the trainee, a safe and clear walkway is available.

All T&E employees upon boarding an engine or engine consist for road or yard service will inspect the seats to determine that adjustment pins are in place and the seat is properly secured.

## Parking Instructions

For safety reasons, outstanding instructions were issued that automobiles and other vehicles parking on FSL properties will be backed into the parking areas whenever possible. This is a reminder to all that these instructions are in effect and will be enforced.

## Job Briefings

**Each crew going on duty at Abbeville and Catawba, SC**  
 - Will be required to have a job briefing using a job briefing form that is supplied at both locations. At Abbeville, the form; after being completed, will be placed in the road foremans/ trainmasters box and at Catawba the form will be placed in the safety file.  
 In the event a manager is not available for the job briefing, crews at Abbeville are to contact the (AF dispatcher) and crews at Catawba are to contact the clerk at Greenwood.

The job briefing is to be held prior to beginning work activity and names of all involved in the briefing are to be written on the form.

#### **Ant Bite and Bee Stings**

If you are allergic to fire ant bites or other types of insect bites, know that you have a special condition that may warrant attention.

### **3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES**

NONE

### **4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES**

#### **Idler Car**

An idler car is not to be considered a buffer car for train placement requirements.

Clearance protect message item #0#  
 Do not hump or switch detached from loco or switch with this car(s) or kick other cars into this car(s).

This does not apply to a straight pick-up or set-out where there is no switching involved, and when moving on other than main track your attention is directed to item H.

Handle carefully when moving on yard tracks and through crossovers and turnouts. Avoid tracks with close obstructions, excessive curvature and close track centers.

<b>Clearance Detectors</b>	
<b>LOCATION/MILEPOST</b>	<b>Location of Indicators</b>
Monroe Sub, SG 326.4	Van Wyck, SC
Harmony, SG 333.4	

**NOTE 1:** That part of Rule 4305 B, C, D, F, G and Rule 4306 A, B do not apply on the Monroe Subdivision at the detectors at MP SG 333.2 harmony detector (southbound) and SG 322.7 Van Wyck detector (northbound)

### **5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES**

Trains setting off or picking up at Gravelton Yard (MP SF 271) are not required to apply handbrakes on the cut of cars left standing as outlined in Operating Rule 103.

The requirement will be to apply two handbrakes on the cut left standing. If any excessive time is encountered

(derailment, air brake trouble on pickup, etc.) the train left standing will have handbrakes applied as prescribed by (Rule 103-D).

No train may be left unattended at Abbeville that has not been secured. Operating Rules 103-C-D-E must be fully complied with unless a crew member from either the inbound or outbound train remains on the train while making the crew change.

### **6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

Employees must not ride any type TOFC/COFC equipment while performing work at Monroe, NC.

### **7. MISCELLANEOUS**

**Southbound trains enroute Monroe, NC** - Destined for the Charlotte Subdivision, after passing Wingate, NC, will call the AP train dispatcher on Channel 94 to obtain any available DTC Blocks.

Trains will STOP at Monroe only if no DTC blocks are obtained to review new train messages, to line a route or in case of emergency. This also applies to northbound trains enroute Monroe.

**Bostic to Hamlet** - Train crews enroute Hamlet from Bostic, with power, will contact "AF" Dispatcher upon arriving at Monroe and advise that you have shuttle power in your train. Unless other wise instructed, shuttle engines must be set off in the "House Track" at Lilesville if instructed to take shuttle power to Hamlet. The trainmaster on duty must be notified upon arrival at Hamlet. Shuttle engines on trains destined for the CP&L Plant at Robinson (McBee,SC) will stay with the train.

Trains departing Hamlet for Bostic must contact Hamlet Terminal before departure to ascertain whether or not there is any shuttle power to pick up from the "office car track" at Hamlet. After departing, trains must contact the "AF" dispatcher to ascertain whether or not there is shuttle power at the "house track" at Lilesville to pick up.

**CN&L Subdivision** - Trains will operate between CN&L Subdivision connection track switches at Dover and Clinton via Monroe Subdivision.

**Florence Service Lane** - Trains operating between Augusta and Spartanburg will operate via Monroe Subdivision between Salak and Park Junction.

**Maxwell Siding at Greenwood, SC** - All trains occupying this siding must first contact the yardmaster at Greenwood and be governed by his instructions.

**Catawba, SC** - Operating rules 103C and 103D must be fully complied with and two additional handbrakes must be applied to secure equipment and cars, when being left in tracks A, B or C.

## **Pilgrims Pride Grain Trains - Instructions on Spotting**

**Northbound trains** – Will go to Marshville, Runaround train and take it back to Pilgrims prior and place cars in the yard tracks.

**Southbound trains** – Pull entire train by switch and place cars in the yard tracks. All trains will leave engines on lead unless otherwise instructed.

## **Tyson Grain Trains - Instructions on Spotting**

Pull entire train past north switch at Camp Sutton:

Shove 17 cars in track No. 2

Shove 16 cars in track No. 3

Shove 15 cars in track No. 4

Shove rest of cars into track No.5 leaving head car just past derailer at yard lead.

## **Switches**

**Bowater Paper Mill, Catawba, SC** – The switch serving Mill Track number 7 must be left lined for the lead after being used.

**Monroe Sub at Maxwell Yard, Milepost SG 426.3** - An automatic switch has been installed. The switch has been installed in Maxwell siding at the (B) end of the yard. MP 427.3 on (A) end of yard, this milepost has same type switch.

The switch is identified with a (yellow switch stand). This switch may be trailed through from either track regardless of the position of the switch point. When trailed through the following occurs:

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

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

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

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making reverse movement unless there has been a movement of less than eight (8) axles in which case the switch must be inspected before the reverse movement is made.

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

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

## **Maxwell Yard, Milepost SG 426.4 B-end switching lead**

–All crews operating will to the extent possible perform all duties on the east side of the switching lead and when necessary to occupy the west side must ask the Maxwell yardmaster what movements are being made on the No. 2 mainline and be governed by this information before occupying the west side of the switching lead.

Mainline train crews operating on the No. 2 mainline at this location must be on the lookout for employees in this area.

## **Monroe Sub at Maxwell Yard Milepost SG 425.9**

– An automatic switch has been installed. The switch has been installed at the scale lead to Maxwell siding. The switch is identified with a yellow switch stand. This switch may be trailed through from either track regardless of the position of the switch point. When trailed through the following occurs.

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

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

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

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making a reverse movement unless there has been a movement of less than eight (8) axles in which case the switch must be inspected before the reverse movement is made.

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

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

**RADIO STATIONS AND INSTRUCTIONS**

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**NOTES**

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**All road trains will monitor channel 66**

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**Radio Stations and Instructions**

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Milepost Location	Hours of Operation	Channel Monitored	Type Station
SF 273.5	Continuous	66	Wayside
SF 295.6			
SF 306.2			
SF 33.6-TD			
Catawba-OP	0800-1600		
SF 350.0-TD	Continuous		
SF 371.2-TD			
SF 393.5-TD			
SF 425.5-TD			
SG 441.8-TD		32	
Dispatcher (AF)		54	
Monroe-OP	0700-1500	66	Agency
Maxwell YD-YM	Continuous	32 & 66	Terminal

**NOTE:** AF train dispatcher's Call-In No. is 7 between Abbeville and Monroe.

AF train dispatcher's Call-In No. is 5 between Monroe and Hamlet.

AF train dispatcher's telephone No. is 1-800-628-4726.

AF train dispatcher's telephone No. is RNX 388-2707.

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**NOTES**

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**NOTES**

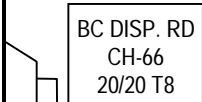
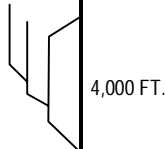
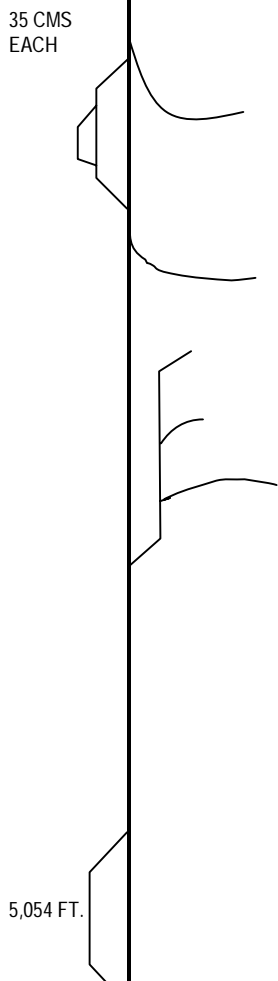
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**NOTES**

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# NORLINA SUBDIVISION – NL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
		END OF TRACK			96		1 & 2
10	S 98.0						
25	S 101.6 S 102.3	IP @ RIDGEWAY					
40	S 103.5	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK NORLINA	
	S 106.7 S 107.2	MIDDLEBURG TUCKER LUMBER					
	S 109.5 S 109.9 S 110.4	NE SIDING GREYSTONE GREYSTONE VULCAN MATERIAL					
	S 110.5	SE SIDING GREYSTONE					
	S 111.5	DTC BLOCK SIGN					
	S 111.9	GREYSTONE CONCRETE					
	S 113.8 S 114.5	HENDERSON IDAHO TIMBER					
	S 114.7	HENDERSON YARD NE					
	S 115.6	HENDERSON YARD SE					
	S 116.2	SAINT GOBAIN					
	S 117.5	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK HENDERSON	
	S 117.9	GILL SOUTHERNGATE EASTERN BLOCK EASTERN MINERAL					
	S 118.0 S 118.2 S 122.6	IAMS SE GILL KITTRELL					
40	S 128.9						
35	S 129.7	FRANKLINTON					
	S 130.0	DTC BLOCK SIGN					
	S 130.4	CONTAINER SYSTEM					
	S 130.6						
40	S 131.2 S 135.0 S 135.3 S 135.9 S 136.2	FRANKLINTON DD NE YOUNGSVILLE SIDING WHEATON PLASTICS YOUNGSVILLE SE YOUNGSVILLE					

## NORLINA SUBDIVISION – NL

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
40	S 136.2 S 138.0 S 138.1 S 139.0 <b>S 139.4</b>	SE YOUNGSVILLE HARBOR LITES IND. READY MIX BROWN & GUPTON <b>DTC BLOCK SIGN</b>			TWC-DTC	DTC BLOCK FRANKLINTON		
	35	S 139.6 S 140.2				WAKE FOREST		DTC BLOCK WAKE FOREST
40	S 141.0 S 146.4	TYCO						
	S 147.9 S 150.0 <b>S 151.0</b>	CAROLINA BLDRS. 84 LUMBER <b>DTC BLOCK SIGN MILLBROOK</b>						
	20	S 152.4 BUILDERS FIRST DIAMOND HILL GAYLORD S 154.5				RAL INDUSTRIAL PARK WEST BROS		
		<b>S 154.7</b> S 154.8				<b>DTC BLOCK SIGN EDGETON</b> NS RR XING		TWC-DTC 193 YARD LIMITS

## NORLINA 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
Raleigh Industrial Park Lead S 152.5	6-Axle Engines	Must Not Operate
Mallinckrodt Industry Lead (Tyco) S 146.4		
Ball Incon Lead (Ball Foster/St. Gobain) S 116.3		
Idaho Timber Lead S 114.5		

### 7. MISCELLANEOUS

Additional Stations			
Station	Milepost	Car Capacity	Switch Opening
Henderson	S 113.8	Yard	Both
Gill	S 117.9	40	South
Neuse	S 147.0	3	North

BC train dispatcher's telephone No. is 1-800-445-5521.

BC train dispatcher's telephone No. RNX 388-5178

#### NOTE 1

**Track from MP S 98.0 to S 103.5** - Is classified as track other than main track. Refer to Operating Rule 96. Maximum authorized speed MP 98.0 to S 101.6 is 10 MPH. MP S 101.6 to S 103.5 is 25 MPH. All other tracks 10 MPH.

#### NOTE 2

**MP S 101.5** - Movement over all road crossings north of MP S 101.5 must be made in accordance with Operating Rule 100-J.

Special instructions for crews on the Aberdeen and Norlina Subdivision will be issued by the Trainmaster at Raleigh, NC. All crews working these subdivisions will be responsible for information contained in these special instructions. These instructions can be accessed in the AMS Library AMS 10:RALNOTES, Password: RALEIGH.

To access this library from the T&E Miscellaneous functions menu, enter selection code 01. Next, put CCRM at the command line and enter the AMS ID is RALNOTES and password is RALEIGH.

#### NOTES

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**NOTES**

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**NOTES**

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# NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
No. 1			No. 2					SOUTH				
						ARN 2.0	RICHMOND	RICHMOND TERMINAL SD		ABS-261	DTC BLOCK MEADOW	1
						ARN 3.3		3.0				
50			50			ARN 0.9				CQ DISP. 20-3 RD-96 1-888-299-0030	ABS-261	DTC BLOCK MEADOW
40			40			ARN 0.7				AE DISP. 94-7 RD 32 1-800-628-4703 RNX 388-2671		
50	50	50	50	50	50	A 0.1						
79	70	60	79	70	60	A 1.0	MEADOW				CPS-261	
60	50	50	60	50	50	A 1.2		4.6				
79	70	60	79	70	60	A 1.4					ABS-261	DTC BLOCK FA
						A 5.3				CLOPTON LEAD		
60	60	60	60	60	60	A 5.6	FA				CPS-261	
10	10	10	10	10	10	AR 3.0		(1)HBD-DED				
60	60	60	60	60	60	AR 5.0					ABS-261	DTC BLOCK CENTRALIA
79	70	60	79	70	60	A 5.7	5.1					
MAIN						S 8.9		CENTRALIA TO SOUTH END OF BELLWOOD S 8.0 AND S 10.9			CPS-261	DTC BLOCK CHESTER
						S 10.9						
79	70		79	70		A 5.7					ABS-261	DTC BLOCK CENTRALIA
						A 9.0						
						A 10.0						
						A 10.7	CENTRALIA			BELLWOOD SD MP S 10.9	CPS-261	
75	70		75	70		A 14.1		4.3				
						A 14.4					ABS-261	DTC BLOCK WALTHALL
79	70		79	70		A 15.0	WALTHALL				CPS-261	
						A 17.4	PETERSBURG	8.0	(1)HBD-DED			
						A 19.1						
60	60	60	60	60	60	A 19.4					ABS-261	DTC BLOCK ETTRICK
						A 19.9						
						A 22.6						
40	40	40				A 23.0	APPOMATOX				CPS-261	
						A 23.1		3.7			ABS-261	
60	60	60				A 23.3						
						A 24.9						
						A 25.2						
79	70	60	79	70	60	A 25.4					ABS-261	DTC BLOCK APPOMATOX

# NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
No. 1			No. 2					SOUTH					
79	70	60	79	70	60					ABS-261	DTC BLOCK COLLIER		
						A 29.0	N. COLLIER	COLLIER		CPS-261			
							2.3			ABS-261			
						A 29.0	S. COLLIER	YARD		CPS-261			
							1.0			ABS-261			
P	I	F	P	I	F	A 30.0	REAMS			CPS-261	DTC BLOCK REAMS		
79	70	60				A 32.0		7.8		ABS-261			
						A 33.0							
						A 33.7		HBC-DED					
						A 37.8	CARSON			CPS-261			
						A 38.0		4.4		ABS-261			
					A 42.2	STONY CREEK			CPS-261	DTC BLOCK CARR			
						8.9			ABS-261				
					A 51.1	JARRATT			CPS-261	DTC BLOCK STONE			
					A 53.6		6.7						
					A 53.9				ABS-261				
79	70	60	79		A 57.8	FOX			CPS-261				
					A 57.9		7.0						
					A 58.2		DED						
					A 62.6					ABS-261 226-B(3)	DTC BLOCK EMPORIA		
					A 64.5			#1					
					A 64.8	EMPORIA			226-B(3)	DTC BLOCK HAHN			
						3.3	VULCAN		ABS-261				
					A 67.8	TREGO	TREGO		CPS-261				
						6.2			ABS-261				
					A 74.0	PLESANT HILL			CPS-261				
						4.5			ABS-261	DTC BLOCK GARY			
					A 78.5	GARY			CPS-261				
						2.6	PORTSMOUTH			ABS-261	DTC BLOCK NORTH WELDON		
					A 81.1	WELDON CONNECTION			PORTSMOUTH	CPS-261			
N. LEG 25			S. LEG 40			A 81.6		0.8		SD	ABS-261	DTC BLOCK ROANOKE	
					A 81.9	N. WELDON				CPS-261			
					A 82.0		2.8						
					A 82.6			ROANOKE	RIVER BRIDGE	ABS-261			
					A 82.7			(1)HBD – DED					
					A 84.6								
					A 84.7	WELDON		TO RR SPUR		CPS-261			

## NORTH END SUBDIVISION – ND

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
No. 1			No. 2					SOUTH						
79	70	60	79	70	60	A 86.4	1.7			WELDON SPUR	ABS-261	DTC BLOCK SOUTH WELDON	2	
10	10	10				SA 78.5								CPS-261
						SA 79.2								
25	25	25				SA 82.7								
NB 10	NB 10	NB 10				SA 82.9								
25	25	25				SA 85.3								
						A 86.4	S. WELDON				CPS-261			
	70	60	79	60	60						ABS-261			
79						A 88.9	HALIFAX				CPS-261			
70						A 89.6					ABS-261	DTC BLOCK PENDER		
79						A 91.8								
						A 97.3	DELMAR				CPS-261			
65	65	65	65	65	65	A 100.4	CITY ORDINANCE (0730-1930)				ABS-261	DTC BLOCK BRICK		
						A 101.9								
						A 105.0	BRICKS				CPS-261			
						A 107.6		(1)HBD-DED			ABS-261	DTC BLOCK BATTLE		
					60	A 112.0	BATTLE				CPS-261			
			79	60		A 115.0								
						A 115.3								
79	70	60				A 116.0		(1)HBD-DED			ABS-261	DTC BLOCK DIXIE		
40	40	40	40	40	40	A 118.2								
						A 119.0								
79	70	60	79	70	60	A 119.9	CHARLIE BAKER				CPS-261			
								SOUTH END SD			ABS-261			
										AD DISP. 84-4 1-800-628-4725				
121.9 MILES RICHMOND TO CHARLIE BAKER														

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main, signaled, Roanoke Rapids Spur and Weldon Yard South Lead, 10 MPH.

**NOTE 2:** Yard limits would be established between A 119.0 and A 119.9.



# NORTH END SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### Engine Horn

At the following locations, engine horns must not be used, except when in doubt sound the horn, especially during inclement weather; when motorists and/or pedestrians are observed at a crossing; when approaching blind crossings; and in case of emergency:

**Enfield**, A 100.4 – A 101.9 – Except upon entering corporate limits and upon approaching Whitaker Street.

**Rocky Mount**, A 118.3 – A 119.8 – Grand Ave. to Bassett St.

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### ROAD CROSSINGS AT GRADE

**Bellbluff, Kingsland Road, A 9.4** – Must not be blocked by trains setting off or picking up.

**Bellwood, Kingsland Road, S9.1 and Brinkley Road, S9.8** – Must not be blocked by trains setting off or picking up.

**Jarratt, Allen Ave. and Jarratt Ave. on Jarratt Spur** – All movements over these crossings must be preceded by a flagman.

**Emporia, all crossings** – When trains are stopped for any reason, train crews must do everything possible to minimize the length of time these crossings are blocked and must cut the crossings when possible, particularly Atlantic Ave. and low ground crossings.

**Pleasant Hill** – Southbound freight trains being held at Pleasant Hill must STOP clear of state road 662, A 73.2. A train dispatcher and Company phone is located in the phone box on the west side of the road crossing.

**Garysburg** – Trains must use care not to block NC State Highway 46 at Garysburg, A 80.3. The North End Train Dispatcher must advise southbound trains in advance when they will be held north of the river. If a train measures more than 7,000 feet in length, it will not clear between the circuits at Highway 46 and the double track on the north side of the river.

**\*Weldon (Roanoke Rapids Spur)** – Street crossings must not be blocked by trains picking up or setting off in excess of 15 minutes.

\*Denotes city ordinance.

## SWITCHES

**Sperry Rail test car** - The switch lock must be removed and not replaced before a Sperry Rail test car is permitted to test within 50 feet of either insulated joint located immediately ahead of switch points at the following milepost locations:

Location	Milepost
Anchor Shed (No. 1 Track)	A 23.5
Seaboard Foods (No. 1 Track)	A 117.3

**Roanoke Rapids Spur** – Switches will be left lined and locked for straight-away movement except between SA 82.3 and SA 84.0. These switches may be left lined and locked as last used.

**Switches will be left lined and locked for straight-away movement at the following locations:**

**Jarratt Spur**, A 53.1

**Trego Stone Spur**, A 67.9

**Halifax Fertilizer, A 102.2 (No. 1 Track)** – Do not clear at this switch without authority of the control station.

**Georgia Pacific, Hahn, VA (MP A 73.0)** – A new derail, blue flag and blue light protection has been installed. The derail and blue flag are located just inside the chain link fence gate. The blue light has been installed at the door going into the building. When the blue light is on, do not open the door or go inside the building. Employees of Georgia Pacific are responsible for removing the derail, blue flag and blue light.

## USE OF SPECIFIED TRACKS

**Jarratt Spur from A 53.1 to end of track** - Classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.

**Roanoke Rapids Spur between MP SA 78.5 and MP SA 84.0** - Classified as track other than main track and trains will be governed by Rule 96.

**Weldon Yard South Lead MP A 83.1 and A 84.7** - Classified as track other than main track and trains will be governed by Rule 96.

**A 100.4-A 101.9** – 65 MPH (0730-1930) City ordinance.

**A 118.2-A 119.9** – 40 mph City ordinance.

**AE Dispatcher** - RNX 388-2671.

## RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 32.

Milepost/ Location	Hours of Operation	Channel Monitored	Type Station
Acca – N. Yard	Continuous	60	Terminal
Acca – S. Yard		80	
Acca Yard Office		32	
A 10.7			Wayside
Collier Yard			Terminal
A 53.2			Wayside
A 83.8			
A 120.0			
Dispatcher (AE)			94

**NOTE:** AE train dispatcher's call-in number is 7.

AE train dispatcher's telephone No. is 1-800-628-4703.

AE train dispatcher's telephone No. is RNX 388-2671.

### 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

#### EXCEPTED TRACKS

All tracks from FA to end of track on the Clopton Yard and Clopton Lead.

Jarratt Spur

Trego Lead at MP A 67.8

Roanoke Rapids Spur between MP SA 84.0 and MP SA 85.3

### 7. MISCELLANEOUS

**Roanoke Rapids Spur** – Train and yard engines operating on the Roanoke Rapids spur from Roanoke Rapids will not pass the switch accessing the Roanoke

Valley Cogeneration Power Plant located at SA 80.0 without having contacted the North End Subdivision Train Dispatcher to determine if there are any coal trains enroute to this facility opposing their movement.

#### Weldon, NC

Do not shove with more than 1 engine under power and 5 cars at anytime around the loop track. Movements must be made at controlled speed not exceeding 10 MPH.

All arriving southbound trains that exceed 5 cars must run around the train and then pull around the loop track.

Tonnage trains must not back up across trestle at A 82.0, without specific authority of the train dispatcher or a transportation supervisor.

Crews setting cars off in the new track must leave all of the documents and papers pertaining to these cars in the mailbox on the east side of the new track.

#### Instructions for train, engine or on track equipment movements arriving at Rocky Mount Terminal.

All inbound movements at Rocky Mount will not pass the following locations without contacting the yardmaster at Rocky Mount:

Grand Avenue (North end of the A-line).

Washington Street (East end of DTC).

Rock Quarry Road (South end of the A Line).

DI signal 1,3, and 5 (South end of A line off No. 1 or No. 2 main line)

**All Crews switching cuts of cars toward the Norfolk Southern** - All crews switching cuts of cars toward the NS Connection track located at Collier Yard, MP A 29.0, will not hold to more than 35 cars at any one time. Additionally, at least 5 of the head end cars in the cut must have their air cut in to assist in stopping the cut when necessary.

#### Rusty rail conditions exist at the following locations at Rocky Mount, NC:

The following road crossing must be approached in accordance with Rule 237-A Rusty Rail Conditions Exist:

Atlantic Ave (AAMOCO Lead) off the main at MP A 117.52

**MP A 11.03** - Crews enroute to Richmond when required to STOP or leave their train at Centralia will STOP no closer than 500 FT. From the road crossing at MP A 11.03, unless instructed otherwise.

**Collier Yard** - All trains prior to entering Collier Yard and occupying a lead, must announce by radio their arrival and location (north or south end of yard). Be governed accordingly.

#### Crossing at Centralia Road

MP A 011.03, crews enroute to Richmond on the north end sub, when required to stop or leave the train at

Centralia, will stop no closer than 500 feet from this road crossing unless otherwise instructed.

#### **Remote Control Operation At Rocky Mount Yard**

- A. Remote Control Locomotive (RCL) operation is established at Rocky Mount Yard. RCL operation and special instruction are stated in a separate general bulletin. Remote control zones, when activated, may be utilized in conjunction with RCL operations.
- B. Remote Control Zones (RCZ) are established in Rocky Mount Yard and RCZ signs are in place as follows:
  - 1. North End East Yard Lead: From 200 feet south of Hostlers Crossover (directly across from East Pitt Switch) on the inbound lead to 150 feet south of the road crossing just north of "CO".
  - 2. North End East Yard Lead: From 25 feet north of road crossing just north of "CO" to 10 feet north of north end of A14 switch.
  - 3. South end West Yard Lead: From 10 feet south of south end of A01 switch to 300 feet north of YD signal on west lead (outbound lead).
  - 4. South end East Yard Lead: From 50 feet north of south end A18 crossover switch to 150 feet north of SW Pocket switch (covers SW Pocket Lead).
  - 5. North End Old North Yard: From clearance point of Inbound Lead and Old North Yard Lead to 10 feet north of little road crossing off the North Yard Lead.

Instructions for train, engine or on-track equipment movements arriving Rocky Mount Terminal.

- A. All movements inbound to Rocky Mount will not pass the following locations without contacting the yardmaster at Rocky Mount:

Grand Avenue (north end of A-line)  
Washington Street (East End DTC)  
Rock Quarry Road (South end A-Line)  
DI Signal 1,3, and 5 (South end of A-Line off #1 or #2 main line).

#### **Remote Control Locomotive Operations at Acca Yard**

- A. Remote Control Locomotive (RCL) operation is established at Acca Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones when activated may be utilized in conjunction with RCL operation.
- B. Remote Control Zone (RCZ) is established in Richmond Acca Yard and RCZ signs are in place as follows:

North End South Yard: From 75 feet south of dwarf signal off switching lead north end South Yard, southward up to, but not including, the switch into South Zero Track.

North End of Four North Yard Lead: From 75 feet south of dwarf signal at the north end of Four North Lead, southward up to, but not including, the switch

governing the south end of the North Four/North Three crossover.

All movements inbound to the switching lead at the north end of the South Yard, and all movements to the north end of Four North Lead, will not be able to proceed past the signal at NA until contact has been made with the yardmaster at Acca Yard and the remote control foreman.

#### **Measured Mile At:**

MP A 9.0 – A 10.0  
MP A 32.0 – A 33.0  
MP A 115.0 – A 116.0

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#### **NOTES**

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# ORANGEBURG SUBDIVISION – OB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
20	AK 329.4	ALLISTONE		96		1
10	AK 331.5			96		
20	AK 331.8			193 YARD LIMITS		
20	AK 331.9 AK 332.0	SUMTER		TWC-DTC	DTC BLOCK SUMTER	
	AK 334.1	DTC BLOCK SIGN				
	AK 338.2 AK 340.0 341.0 342.0	PRIVATEER HBD-DED				
	AK 344.0	DTC BLOCK SIGN			DTC BLOCK PINWOOD	
	AK 346.0	PINEWOOD				
40	AK 347.4	DTC BLOCK SIGN				
	AK 359.0 AK 361.4	CRESTON HBD-DED			DTC BLOCK LONESTAR	
	AK 361.8	DTC BLOCK SIGN				
	AK 366.0	CAMERON			DTC BLOCK CRESTON	
25	AK 374.4	DTC BLOCK SIGN		TWC-DTC		
20	AK 375.1	ORANGEBURG		193 YARD LIMITS		
CITY ORDINANCE	AK 376.0				DTC BLOCK COPE	
15	AK 380.3			193 YARD LIMITS		
20	AK 380.4	DTC BLOCK SIGN		TWC-DTC		
40	AK 387.9	COPE			DTC BLOCK COPE	
10			END OF CSX TRACK BEGIN SCE&G COPE POWERPLANT	96		

<b>STATION PAGE NOTES</b>
<b>NOTE 1:</b> All tracks other than main tracks 10 mph. <b>NOTE 2:</b> Rule 96 territory extends from MP AK 329.4 to AK 331.5 at Allistone, this includes both tracks.

# ORANGEBURG SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### ENGINE HORN INSTRUCTIONS

The engine horn will be sounded at minimum intensity at road crossings through Sumter consistent with safety and statutory requirements.

### USE OF SPECIFIED TRACK

**Cope Power Plant** – Operation over industry owned track extending beyond AK 387.9 is governed by Operating Rule 96, not exceeding 10 MPH.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

### Orangeburg –

- a) Rowe Street must be flagged between 0700 and 1800 until the engine covers the crossing.
- b) Switching movements over all crossings must be preceded by a flagman.

Trains should approach the crossing prepared to STOP. When grade crossing devices have been determined to be activated and the gates are in the down position, with vehicular traffic stopped, proceed at timetable speed.

- c) Static drop is permitted at Orangeburg.

Due to rusty rail conditions trains approaching the following highway crossings at grade protected with flashing light signals must approach the crossings prepared to STOP and must not enter the crossing until the signals have been activated for at least 20 seconds or flag protection has been provided.

### Rusty Rail Conditions

Highway/Street	City	Milepost
Fort Street	Sumter, SC	AK 330.52
Liberty Street		AK 331.07
Brooklyn Street		AK 331.02

## SWITCHES

**Lane Subdivision and Eastover Subdivision Junction** - Switches may be left lined as last used. Trains must approach these switches prepared to STOP until it can be plainly seen that the switches are lined to allow the movement to proceed on the desire route.

**Sumter Yard** – Tracks 3 and 9 are out of service, track 4 is out of service on the south end.

**Cope Coal Plant** - Effective immediately, after the locomotives are detached from loaded coal trains at the Cope Coal Plant, they will be left on the first track left of the loop track past the main plant road crossing.

**PHIBO-TEC INC.** located at Camex, SC MP AK 337.0 - Do not go inside this industry with any car exceeding plate C or any car stenciled as excessive height.

**Burris Refrigeration** located at Camex, SC MP AK 335.9 has added a new derailler 15 feet from the corner of their building.

### Cox Wood Preserving –

Loaded boxcars must be checked prior to passing Creston to ensure cars are turned correctly for unloading.

**Specified Track Allistone** – Loaded and empty hopper trains arriving Allistone Siding or Allistone main track that are destined to COPE, North Wateree, Cementon or Cayce will be left ready for departure if possible. The EOT device will be placed on the north end of the train and locomotives will be placed on the south end of the train with one unit running for air purposes.

## NOTES

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**NOTES**

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**NOTES**

# PARMELE SUBDIVISION - KN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			TARBORO SD				
40	AA 134.8	PARMELE	<div>AE DISP. 45-3 RD 32 1-800-628-4703 RNK 388-2671</div> <div>SN&amp;K SIDING 2,519 FT.</div> <div>STATION 1,518 FT.</div> <div>HOUSE SIDING</div> <div>INDUSTRIAL LEAD</div> <div>GREENVILLE HOUSE TRACK</div> <div>SHORT CONNECTION</div> <div>2,000 FT. WEST SIDING</div> <div>OPERATING RULE 98-F</div> <div>2,150 FT. EAST SIDING</div> <div>NS CROSSING</div>		193 YARD LIMITS	PARMELE YARD LIMITS	1
	AA 136.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BLOUTS	
	AA 144.0	DTC BLOCK SIGN STATION 2.3			DTC BLOCK PITT		
CITY ORDINANCE							
35	AA 146.3	HOUSE	1,315 FT.				
	AA 147.6	3.4					
	AA 148.5						
35	AA 149.4	DTC BLOCK SIGN		TWC-DTC	DTC BLOCK PITT		
	AA 149.5	GREENVILLE		193 YARD LIMITS	GREENVILLE YARD LIMITS		
	AA 149.7						
	AA 150.0						
	AA150.2		NS 98-F				
	AA 152.0	DTC BLOCK SIGN		193 YARD LIMITS			
40					DTC BLOCK GREENVILLE		
PARMELE TO ELMER 38.7 MILES							



# PARMELE SUBDIVISION - KN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
40	AA 154.7				TWC-DTC	DTC BLOCK GREENVILLE	
CITY ORDINANCE							
25	AA 155.4	DTC BLOCK SIGN	WINTERVILLE				
		9.5					
	AA 155.6						
40							
CITY ORDINANCE	AA 157.9						
	AA 159.2	AYDEN					
25	AA 159.9						
	AA 166.0	10.5					
CITY ORDINANCE						DTC BLOCK ELMER	
35							
	AA 166.8						
40							
	AA 169.3	DUPONT					
	AA 170.1						
	AA 173.1	3.9			TWC-DTC		
10	AA 173.0	DTC BLOCK SIGN					
	AA 173.6	ELMER	END OF TRACK		193 YARD LIMITS	ELMER YARD LIMITS	2
38.7 MILES PARMELE TO ELMER							

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main track, 10 MPH, unless otherwise specified.

**NOTE 2:** Before entering DuPont Plant, call control room 252-6193 for permission to enter plant.

## PARMELE SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

#### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

##### RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection	Rule
Greenville, AA 150.0	NS	STOP Signs	98F

#### 1. Greenville –

- a) Trains operating over 4<sup>th</sup> Street, AA 149.1 will not exceed a speed of 10 MPH.
- b) Arlington Blvd., AA 150.5 must be protected by a flagman with radio when stopped or switching and must be promptly cleared for emergency vehicles.

**MP AA 151.9 to AA 172.44** – All road crossings must be approached in accordance with rule 237-A.

**Rusty Rail Conditions** – Trains approaching crossings at grade protected by flashing light signals or gates, must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

### 2. INSTRUCTIONS RELATING TO SAFETY RULES.

NONE

### 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES.

NONE

### 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES.

NONE

### 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

### 6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS.

#### EQUIPMENT RESTRICTIONS

Location	EQUIPMENT	RESTRICTION
Parme le to AA 170.1	4-Axle 6 Axle Wrecker	25 MPH
Entire SD.	Trains which handle 4-axle loaded car with gross weight in excess of 270,000 up to 286,000	

**DuPont, AA 169.3** – No cars will be moved through or spotted under the unloading shed on DuPont's tracks 3 and 4. Movements at these Locations can only be made by DuPont Employees.

### 7. MISCELLANEOUS

1. Trains will operate on the Norfolk Southern Railway tracks between Greenville and Lee Creek via Chocowinty and Phosphate Junction and will be governed by timetables, rules and special instructions of the Norfolk Southern Railway.
2. Conductors originating at Greenville, NC, that operate between Greenville and Lee Creek will receive release form and train bulletins, if any, which are addressed to their train via Omnifax machine in service in the office at Greenville. The Norfolk Southern Operator at Chocowinty will transmit train orders and/or messages, if any, to the assignment going on duty at Greenville that operate between Greenville and Lee Creek and such transmission should take place before the crews report for duty at that point. Documents so transmitted will be on the tray on top of the Omnifax machine for conductor's access. Train and engine service employees must confirm with each other that the transmitted documents do not have any irregularities. The conductor must obtain track warrant(s) and verify instructions from the NS train dispatcher at Greenville, SC before occupying any portion of NS track. These instructions also apply to any other train originating at Greenville, SC before occupying any portion of NS track. These instructions also apply to any other train originating at Greenville, SC before occupying any portion of NS track. These instructions also apply to any other train originating at Greenville, NC to operate over any portion of NS trackage between Greenville and Lee Creek..

**Lee Creek – Safety Regulations – PCS Phosphate Company.** – As CSX railroad employees entering PCS phosphate, we must be in compliance with their safety regulations while in their plant.

- a) Lee Creek Gate – 252-322-8215
- b) Safety glasses must be worn at all times.
- c) Hard hats and disposable liners are provided by PCS Phosphate and are located in a box along the lead track. These hard hats must be worn at any time railroad employees go beyond the track right of way, such as canteens, restrooms, etc.
- d) T&E Personnel, upon hearing the warning whistle sounded will immediately insure that all members of their crew are aware of the warning and as soon as all crew members are on the locomotives, they will depart the plant site a safe distance and stay on the locomotives until further instructions are received as to return to the plant after the “All Safe” notification is given, or to leave engines light and return to Greenville. Other employees upon hearing the warning whistle will leave the plant site immediately and remain at a safe distance until it is determined that it is safe to reenter.
- e) All train crews operating at the PCS plant at Lee Creek must arrange to hold a job briefing with the two PCS foremen in charge of solids loading and tank farm (or their designees) before switching at PCS plant. This job briefing will cover rail movement and other activities on the yard. Relief crews who may be sent to the plant may job brief with the crew they are relieving about PCS/CSXT rail movements, but should change, or if there is any doubt about safe movements, relief crews must also contact the foremen above (or their designees) for complete understanding.

PCS has installed new derailleurs at various locations at the plant, most notably on the #4 track heading north behind the plant protecting their hopper wash out track.

These derailleurs are florescent orange, while a yellow gate across the track: a blue “men at work” sign, plus a flashing blue light on the gate.

A CSXT employee must protect any and all shoving moves within the PCS plant protecting against all hazards including any derail in place within the plant.

Head end movements must also be able to STOP short of all hazards, including all derails in place.

- 3. **Proctor and Gamble Plant, AA 146.8** – Crews working the Proctor and Gamble plant off the industrial lead must not enter the plant at Proctor and Gamble to set off, pick up or switch the plant

tracks while holding on to any tank car, loaded or empty. Also, it should be avoided taking engines inside the enclosed portion of Proctor and Gamble's warehouse.

- 4. **Coastal Chemical, Greenville, NC** – Prior to entering and working Coastal Chemical the following must be done:

A CSXT employee must contact an employee of Coastal Chemical to have the two motor crossing grate removed from the railroad tracks.

CSXT employees must know that this grate is removed from the tracks prior to entering or working this industry.

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## NOTES

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# PORTSMOUTH SUBDIVISION - PM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
10	SA 0.3	PORTSMOUTH			193 YARD LIMITS	YARD LIMITS	1 2	
CITY ORDINANCE	SA 1.2							
20	SA 2.1							
CITY ORDINANCE	SA 2.7							
25	SA 5.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BOWERS	3	
40	SA 5.8							
	9.0	15.8						
	10.0							
SA 15.0	DTC BLOCK SIGN							
25	SA 16.3	SUFFOLK SPUR			TWC-DTC	DTC BLOCK SUFFOLK	4	
25	SA 16.6							
40	SA16.9							
CITY ORDINANCE	SA 17.5	SUFFOLK						
25	SA 18.9				193 YARD LIMITS	DTC BLOCK FRANKLIN	5	
40	SA 20.4	DTC BLOCK SIGN						
	SA 20.8	KILBY				5,130 FT.		DTC BLOCK CARRSVILLE
	SA 21.3	DD						
	SA 21.8							
SA 31.3		16.3						
SA 35.0	DTC BLOCK SIGN				TWC-DTC	DTC BLOCK BOYKINS	5	
SA 36.5								
SA 36.8								
SA 37.0	FRANKLIN							
20	SA 37.1				TWC-DTC	DTC BLOCK BRANCHVILLE	5	
40	SA 38.4							
	SA 38.6	DTC BLOCK SIGN				6.4		DTC BLOCK HAND
	SA 41.2	DD						
	SA 43.1	DTC BLOCK SIGN						
SA 43.5	HAND		4,498 FT.					
SA 44.0								
SA 52.0	DTC BLOCK SIGN							
CITY ORDINANCE	SA 53.9				TWC-DTC	DTC BLOCK SEABOARD	5	
20	SA 54.0							
40	SA 54.4	BOYKINS						
	SA 54.8					3.1		
40	SA 56.7	DTC BLOCK SIGN						
	SA 57.2	BRANCHVILLE	12.0					
	SA 57.8							
	SA 69.0	DTC BLOCK SIGN SEABOARD	6.7					

## PORTSMOUTH SUBDIVISION - PM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
40	SA 75.4 SA 75.9 SA 76.4	GARYSBURG 2.3		TWC-DTC	DTC BLOCK WELDON	
N. WELDON CONNECTION 25	SA 77.5	DTC BLOCK SIGN NORTH LEG OF WYE				
40	SA 78.2	SOUTH LEG OF WYE WELDON CONNECTION		ABS-261		
			NORTH END SD			
76.5 MILES – PORTSMOUTH TO NORTH WELDON						

### STATION PAGE NOTES

**NOTE 1:** Entire Portsmouth Subdivision all tracks other than main track, 10 MPH.

**NOTE 2: Portsmouth, VA**

Old CSXT connection track speed is restricted to 5 MPH

A. Excepted tracks

1. All tracks except main track
2. Pinners Point Yard ramp track No. 1 thru No. 4

B. NPBL RR Co. Tracks

1. NPBL main tracks between Pinners Point Yard and Berkley Yard
2. Berkley Yard track No. 4 and No. 17 thru No. 19

**NOTE 3: Suffolk**

A. Additional Station

STATION

Suffolk Spur

MP

SA 16.3

CAR CAPACITY

Spur

SWITCH OPENING

North

B. Excepted Tracks

1. Suffolk Spur

**NOTE 4: Franklin, VA**

A. Additional station

STATION

Franklin, VA

MP

SA 37.1

CAR CAPACITY

Yard

SWITCH OPENING

Both

**NOTE 5:** All trains required to work Iltra System cogeneration plant, MP SA 41.2, must cut off clear of the defect detector at that location and are relieved from the requirements of CSX Restricted Equipment Rule 4303 or 4304 while engaged in switching operations for this industry.

# PORTSMOUTH SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection	Rule
Portsmouth, SA 2.1	N&P Belt Line	Automatic	226-B(3)
Suffolk, AB 216.0 (Suffolk Spur)	NS	STOP Signs	98-F
Suffolk, AB 216.5 Suffolk Spur (Note 1)		Remotely Controlled	226-B(3)

**NOTE 1:** Normally clear NS, 10 MPH for the entire train between the signals.

### ROAD ROSSINGS AT GRADE

**Portsmouth Subdivision** – The following road crossings at grade must be approached in accordance to Rule 237-A. **RUSTY RAIL CONDITIONS EXIST**

**Suffolk Spur** – Hunter street, MP AB 215.42  
Fifty Street, MP AB 216.95

Due to rusty rail conditions, trains approaching highway crossings at grade protected by flashing light signals or gates must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided

**Portsmouth** – Movements over Seventh St., SA 0.5 must be preceded by a flagman, when shoving movements are made.

**Suffolk** – Movements over all crossings must not be blocked while trains are picking up or setting off.

**Franklin** – Crews setting off, picking up, or holding the main track at Franklin, VA must not block the High St., SA 37.4 or Main St., SA 37.2 in excess of 5 minutes.

**Boykins** – When working the NCVA RR interchange, insure that automatic grade crossing protection devices are activated before proceeding over Highway 35 and Highway 186. Trains setting off must not STOP on highway crossing more than (5) five minutes.

### ON – INSULATED OTE AT AN AUTOMATIC OR REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

**Portsmouth, VA** – At an automatic railroad crossing, movement over this crossing will be governed by Operating Rule 226-B(3).

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

Guide wire installed on east side of track between SA 37.0 and SA 36.9 use extreme caution while mounting and dismounting in this area.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Before using the wye at NPBL Railroad to turn engines the Portsmouth Subdivision Trainmaster must be contacted.

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

### EQUIPMENT RESTRICTIONS

Location	Equipment	Restriction
Portsmouth, VA - Old Connection Track Portsmouth Yard	6-Axle Engines	Must not operate
Entire Subdivision	Car series NAHX 61200-61299 286,000 LB GWR in unit grain trains (See note 1)	Must not exceed 25 MPH
Between SA 34.0 and SA 78.2	Trains which handle 4 axle loaded cars with gross weight in excess of 270,000 up to 286,000	

**NOTE 1:** These cars will be identified with the (R) restriction code on the train documentation.

## 7. MISCELLANEOUS

### NPBL Railway, Portsmouth Va. –

- a) Trains will not operate on NPBL trackage without permission from the NPBL yardmaster located at Berkley Yard and in addition will ascertain if any restrictions exist that may effect their train movement. CSX Operating Rule 420 will apply.
- b) The NPBL yardmaster at Berkley will monitor Radio Channel 58.

- c) The authority for movement on NPBL trackage between the CSX mainline and the NPBL Berkley Yard and the CSX mainline and the NPBL Port Norfolk Yard is CSX Operating Rule 93.
- d) Authority for movement on NPBL trackage which is other than main or signaled tracks is CSX Operating Rule 96.
- e) All NPBL tracks are designated as FRA Class 1 tracks. Maximum allowable speed for freight trains is 10MPH.
- f) The switches of the Berkley and Pinners Point connection track located at SA 2.0 may be left lined and locked as last used.
- g) Trains will move on the Berkley and Pinners Point connection track expecting to find switches lined and locked against their movements.

**High Street, Franklin, Va.** – Cars must not be left standing within 60 feet of the sidewalks.

**Trego Plant, Portsmouth** – When cars are spotted inside the Trego plant the switch coming from the lead to Trego tracks 1 and 2 must be left lined and locked for Trego tracks 1 and 2.

**Portsmouth Shops Yard** - Train crews must pull into Portsmouth Shops Yard, run around their train, and pull to the Pinners Point Yard via the New Connection Track. Cars must not be shoved between Portsmouth Shop Yard and the Pinners Point Yard.

**Pinners Point & Portsmouth Terminal** – Riding intermodal cars at these locations is prohibited.

**Boykins, VA** - The authority for movement on the N. C. V. A. Railroad trackage at Boykins, VA from Highway #186 for a distance of 3 miles is CSX Operating Rule 96. If set off will not clear in set off tracks, remaining cars can be left on north leg of wye. Highway 35 must be left clear.

**LG&E Westmorland Southampton Congentrix Power at Hercules, VA, MP SA 42** – Close clearance on north end of the set off tracks.

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## NOTES

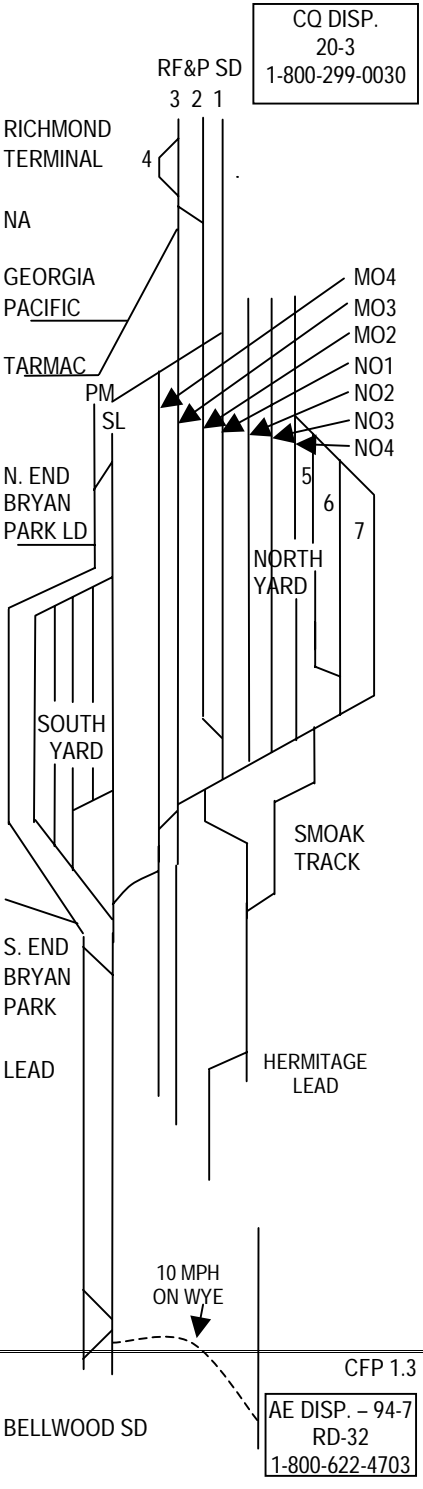
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## NOTES

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# RICHMOND TERMINAL SUBDIVISION – RM

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P			O					SOUTH				
#1	#2	#3	#1	#2	#3	CFP 4.8 CFP 44  CFP 3.4 CFP 3.4	GREENDALE HR  NA  NA  GEORGIA PACIFIC  TARMAC PM SL  N. END BRYAN PARK LD  SOUTH YARD  S. END BRYAN PARK  LEAD		CQ DISP. 20-3 1-800-299-0030	ABS-261		
25	40	40	25	25								
P	#3	#4	#3	#4								
40	25	25	25	25								
40	25	25	25	25								
P #3 #4			P #3 #4									
40	25	25	25	25								
#1	#2	#1	#2									
40	15	25	15									
40	25	40	40									
50	50											
#1	#2	#1	#2									
25	25	25	25									
#1		#2										
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# RICHMOND TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### EXCEPTED TRACKS

1. Brown Distributors, CFP3.4
2. Georgia Pacific leads, CFP 3.4
3. William Byrd Press track, CFP 3.3
4. Massey Builders and Lone Star leads, CFP 2.9
5. All Bryan Park Terminal tracks
6. Coal Wharf lead track, all Bryan Park Industrial tracks
7. All of Boulton area tracks and the lead to Boulton, south of the Seaboard Junction
8. Taylor and Sledd lead, Howard Distributors lead and all Greendale area industrial tracks CFP 4.7
9. Tarmac lead and all area tracks
10. VA builders lead and all area tracks
11. Bottle gas lead and all area tracks

### TRAIN BULLETIN AND RELEASE FORM

Trains PO79 and PO91 must be cleared by the NS train dispatcher via Omnifax message at Richmond (Greendale) before leaving to protect operation between Selma and Raleigh.

Train PO91 must obtain train bulletins and release form at Richmond (Greendale) to protect operation on the Aberdeen Subdivision.

### SWITCHES

The derail on the northbound Bryan Park lead, northbound movements from Bryan Park must have permission from the train dispatcher before operating the derail and switch, then be governed by signal indication.

### NOTES

## SIGNAL NOT IN CONFORMITY WITH OPERATING RULE BOOK

Between "SAY" and "GN" Interlocking

All movements will be governed by signal indication and signals of color light type displaying the following aspects:

1. Green/Red/Red (High Signal),
2. Green/Red (Dwarf): Name of the signal: "Clear."
3. Green (Dwarf) Name of the signal: "Slow Clear."
4. Yellow/Green/Red, Yellow/Green – Proceed approaching the next signal not exceeding 25 MPH. Trains exceeding 45 MPH must at once reduce to 45 MPH. Name of the signal: "Approach Medium"
5. Red/Yellow/Red – Proceed not exceeding 25 MPH prepared to STOP at next signal. Name of the signal: "Medium Approach"
6. Yellow/Red/Red, Yellow/Red or Yellow (High Signal) – Proceed prepared to STOP at the next signal. Trains exceeding medium speed must at once reduce to that speed. Name of the signal: "Approach"
7. Red/Red/Yellow, Red/Yellow, Yellow (Dwarf Signal), or lunar aspect on any signal – proceed at restricted speed. Name of the signal: "Restricting"
8. Red/Red/Red, Red/Red, or Red – STOP. Name of the signal: "STOP Signal"
9. Red/Red/Green or Green (Dwarf Signal) – Not exceeding 15 MPH within interlocking limits, then proceed. Name of the signal: "Slow Clear".
10. Red/Green/Red or Red/Green/Red (Dwarf Signal) or Red/Green (Dwarf Signal) – Proceed not exceeding 25 MPH within interlocking limits, then proceed. Name of signal: "Medium Clear".

## RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 32.

Location	Hours of Operation	Channel Monitored	Type Station
Acca – N. Yard	Continuous	60	Terminal
Acca – S. Yard		80	
Acca Yard		32	
CQ Train Dispatcher		96	Terminal Wayside

**NOTE:** CQ train dispatcher's call in channel is 20-20-3.  
CQ train dispatcher telephone No. is 1-888-299-0030  
CQ train dispatcher telephone No. is RNX 388-4131

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

**Bryan Park Terminal** – A member of the crew of all outbound movements must communicate with the yardmaster at Acca Yard the engine number, if turned correctly and to what point they are destined. Crews must also contact engine shop foreman Channel 50-50 to have derails removed when entering or leaving shop area. Movement from the north end of Bryan Park Terminal must not enter or foul the switching lead without specific authorization to do so.

Electric derails going into Bryan Park on the inbound and outbound are controlled by the lead man who must be contacted on Channel 50/50 and receive permission into the diesel shop. This is also the case leaving. The speed inside the derails is 5 MPH on all tracks inside and 2 MPH inside the building.

**Old Boulton Lead Area Industrial Lead** – Due to rusty rail conditions, all train movements must STOP and be preceded by a flagman approaching Allen Street and Hermitage Road before fouling these crossings.

All train crews entering the north yard at Acca Yard must notify the yard crew involved prior to fouling that switching lead on Channel 60-60.

Crews working the north end of the north yard are: Y113, Y213, Y313. Crews working the south end of the north yard are: Y111, Y211, Y311. Crews working the north end of the south yard are: Y112, Y212, Y312.

If communication cannot be established with the particular yard crew affected, the yardmaster must then be notified.

## Automatic Train Control and Cab Signal Instructions

Full cycle control test facilities are located at north end of Greendale Amtrak Station on Nos. 2 and 3 main tracks, and 4 track.

When engineer performs the ATC/CS departure test the following will govern:

- a) Determine that the equipment on the locomotive is energized and sealed.
- b) Actuate the test cycle at the test loop location.
- c) The independent brake valve applied, the automatic brake valve released.
- d) The cab signal will go to Green (Clear), drop to Yellow over Green (Approach-Medium), Yellow (Approach) and Red (Restricting). Acknowledge each change of the cab signal and see that the application pressure holds and the brakes remain released.
- e) The cab signal will go up to Green (Clear). Place throttle in Run 1. The cab signal will drop to Red (Restricting). Do not acknowledge. After the time delay application the pipe pressure will start decreasing, causing the equalizing reservoir and the brake pipe pressure to decrease. The power control switch (PCS) will open and the engine RPM will return to idle. The initial brake pipe reduction will be equivalent to a minimum reduction and after approximately twenty seconds, the brake pipe reduction at a service rate will occur.
- f) Acknowledge the red cab signal. Return the throttle to idle.
- g) Place the automatic brake valve in suppression position to recover from the penalty. When the application pipe pressure reaches approximately 120 PSI, the PCS switch should close. Then place the automatic brake valve in the release position and the equalizing reservoir and the brake pipe pressure will be restored.
- h) Prepare the Train Control Departure Test Form No. MP-485 and sign.
- i) Place the completed form in the holder located in the locomotive cab and secure with the clamp attached to wall.
- j) Notify the train dispatcher that the test is complete and the equipment is functioning properly.

## Automatic Train Control and Cab Signal Rules

The ATC/CS apparatus must be tested at least once in each 24 hour period except when a single trip exceeds 24 hours. In which case the original test shall be valid for the entire trip. The test must be made prior to the departure of an engine from its initial terminal to determine if the apparatus is in service and functioning properly. The employees performing the test must post a signed copy of the test results in the cab of the locomotive and must leave a signed copy of the test results at the location. When ATC/CS apparatus is cut out after the departure test has been made, it must be tested again prior to entering equipped territory. Engines dispatched from points in cab signal system territory to points where test circuits are not provided must have ATC/CS apparatus cut in for the entire trip.

Testing locations will be specified in the timetable.

- a) When a departure test has been performed by other than the engineer and a test slip provided, the engineer, after taking charge of the engine, must assure himself that the ATC/CS apparatus is energized and sealed and that the audible indicator will sound when acknowledging the device is operated, the engineer must not enter equipped territory and must communicate with the train dispatcher and advise him of the situation.
- b) An ATC/CS departure test performed by an engineer must be performed in the manner prescribed by the special instructions. When such a test is made by an engineer at Richmond or Potomac Yard, in addition to notifying the train dispatcher of the test results, the original completed test slip will be posted in the locomotive cab and the duplicate copy will be forwarded by Bryan Park Terminal addressed to the road foreman of engines. All other outstanding instructions concerning test slips at other locations remain in effect.

Amtrak engineers will continue to be governed by their current instructions concerning the disposition of their test slips.

- 1) Trains destined to the RF&P Subdivision must have in the lead a locomotive with ATC/CS equipment with self-test capability and must have the self test performed prior to departure from Brunswick, Philadelphia, Baltimore or Richmond.

Train Control Departure Test Form 485 must be completed leaving the original slip on the cab of the locomotive and a copy to be left at the on duty location where the test was performed.

There are two sets of instructions for testing the two different types of equipment. Current instructions for the type that requires testing on a test loop remain unchanged. The newer type which has on-board testing capabilities are covered herein. An engine not equipped to enable pick up bars to remain active continuously requires an on loop test. When utilizing the on-board testing type the test must be made when the engine is on non-coded track.

If the equipment is not functioning properly, the train dispatcher must be notified so further instructions can be issued.

Some units are now being modified and are tagged. Engines which have the (PHW) tape on the stainless steel box located in nose of the engine indicate the pick up bars are continuously activated. This type equipment must not be cut out until engine exits equipped territory.

When entering equipped territory and the equipment is in the "out" position an audible tone will "beep" approximately 6 seconds and then a penalty brake application will result if the switch has not been turned to the "in" position before the 6 second alarm has elapsed. With this type of equipment and a test slip indicating a test within previous 24 hours you are not required to make a test on a track loop, in other words you may proceed upon entering equipped territory on cab signal indication without further testing. (modified equipment only)

- c) When applicable the following is required.

- 1) On a single unit engine to be operated in turnaround service (i.e. locals and work trains) a test must be made from both ends.
- 2) On an engine consisting of 2 or more units to be operated in turnaround service (i.e. local and work trains) a test must be made from front end of the leading unit and the rear end of the trailing unit.
- 3) When test equipment is not available at a point where an intermediate unit will be required to become a lead unit, this unit must be tested at the initial terminal and the prescribed form filled out and placed on the engine.
- 4) When it is necessary enroute to operate from an equipped unit or an end that has not been given a departure test, the ATC/CS apparatus must be considered inoperative and Rule 503 must be observed.

**Remote Control Locomotive Operations at Richmond Terminal**

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**NOTES**

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- A. Remote Control Locomotive (RCL) operation is established at Acca Yard. RCL operation and special instructions are stated in a separate general bulletin. Remote control zones when activated may be utilized in conjunction with RCL operation.
- B. Remote Control Zone (RCZ) is established in Richmond Acca Yard and RCZ signs are in place as follows:

North End South Yard: From 75 feet south of dwarf signal off switching lead north end South Yard, southward up to, but not including, the switch into South Zero Track.

North End of Four North Yard Lead: From 75 feet south of dwarf signal at the north end of Four North Lead, southward up to, but not including, the switch governing the south end of the North Four/North Three crossover.

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**NOTES**

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# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1 & NO 2					SOUTH				
P	I	F			NORTH END SD	AE DISP. 94-7 RD-32 1-800-628-4703	ABS-261		1
40	40	40	A 119.9	CHARLIE BAKER	NASH CORR		CPS-261		
			A 120.1	1.6		TARBORO SUB	ABS-261		
NO 1		NO 2				AD DISP. 84-4 RD-32 1-800-628-4725			
P	I	F			P	I	F	ROCKY	
79	70	60	60	40	40		MOUNT YARD	CPS-261	
79	70	60	A 121.7	DI				ABS-261	
			A 123.2	YD				CPS-261	
			A 124.0						
CITY ORDINANCE			A 124.4					DTC BLOCK ELM CITY	
70	70	60	A 125.4						
79	70	60	126.0	ELM CITY DD	(1) HBD - DD		ABS-261		
			127.0						
			A 128.2						
A 129.1									
CITY ORDINANCE APPLIES TO ENTIRE TRAIN			A 129.9		14.5				
79	70	60	A 130.5	SOUTH ELM CITY			CPS-261	DTC BLOCK WILSON	
			A 132.7			FIRESTONE	ABS-261		
			A 135.1			RRX 226-B (3)			
50	40	40	A 136.4	WILSON NS XING					
			A 136.9				CPS-261		
			A 137.1	SOUTH WILSON			CSDG		
79	70	60			3.2	WILSON YARD		ABS-261	
			A 138.8				WILCO LEAD		
			A 138.9	CONTENTNEA				CPS-261	
60	60	60	A 139.3		2.1		W & W	ABS-261	
			A 141.0	S. CONTENTNEA				CPS-261	
			A 145.6	LUCAMA			(1) HBD - AD	ABS-261	
					5.8			DTC BLOCK LUCAMA	
172.8 MILES CHARLIE BAKER TO FLORENCE, SC									

# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1			NO 2					SOUTH				
P	I	F	P	I	F	A 146.8	AYCOCK		CPS-261	DTC BLOCK LUCAMA		
70	60	70	79	70	60		4.2		ABS-261	DTC BLOCK AYCOCK		
SINGLE MAIN						A 151.0	KENLY		CPS-261	DTC BLOCK KENLY		
P	I	F	60			A 152.6			ABS-261			
79	70					A 153.0						
70	60											
79	70					A 157.9	SOUTH MICRO	CPS-261				
NO 1			NO 2			A 158.0			ABS-261	DTC BLOCK ALLIED		
P	I	F	P	I	F							
70	45	45	79	70	60	A 160.0	NORTH SELMA		CPS-261	DTC BLOCK WOODWARD		
70	45	45				A 160.7	PINNERS POINT 10.0		PINNERS POINT			ABS-261
						A 160.9	SELMA					CPS-261
						A 161.0	SELMA NS RRX					
50	40	40	50	40	40	A 161.1			3.2			ABS-261
70	50	50	79	70	60	A 164.4	NORTH SMITHFIELD		RRX 226B(3)			
60	60	60	60	60	60	A 164.5			ABS-261	DTC BLOCK SMITHFIELD		
SINGLE MAIN						A 164.6						
P	I	F	60			A 165.1						
60	60					A 165.9	SMITHFIELD 7.6					
79	70					A 169.4						
										ABS-261		

# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1			NO 2					SOUTH				
P	I	F	P	I	F	A 172.0	FOUR OAKS			CPS-261	DTC BLOCK SMITHFIELD	
70	60	60	79	70	60		4.3			ABS-261	DTC BLOCK FOUR OAKS	
SINGLE MAIN						A 176.3	ALASKA			CPS-261		
P	I	F				A 179.4				ABS-261		
79	70	60				A 179.6	BENSON				DTC BLOCK BENSON	
CITY ORDINANCE						A 180.3	9.7					
55	55	55				A 185.2	NORTH DUNN			CPS-261		
79	70	60				A 186.0	DUNN			ABS-261	DTC BLOCK DUNN	
CITY ORDINANCE						A 187.3	8.6					
45	45	45	45	45	45	A 188.5	SOUTH DUNN			CPS-261	DTC BLOCK KAY	
70	45	45	79	70	60					ABS-261		
SINGLE MAIN						A 190.4	KAY			CPS-261		
P	I	F								ABS-261		
79	70	60				A 194.6	SOUTH GODWIN			CPS-261		
SINGLE MAIN												
P	I	F								ABS-261	DTC BLOCK WADE	
79	70	60				A 197.1	NORTH WADE			CPS-261		
						A 200.5	WADE DD			ABS-261		
						203.0						
						204.0				ABS-261		



# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES						
					SOUTH										
SINGLE MAIN				9.5			ABS-261	DTC BLOCK WADE							
P	I	F	A 204.1	SOUTH BEARD			CPS-261								
79	70	60	A 207.4		NEW STORAGE WEST STORAGE	SOUTH BEARD SSDG 17,442 FT. <table><tr><td>P</td><td>I</td><td>F</td></tr><tr><td>70</td><td>60</td><td>60</td></tr></table>	P			I	F	70	60	60	ABS-261
P	I	F													
70	60	60													
60	60	60	A 207.6	NORTH MILAN			CPS-261								
NO 1		NO 2					ABS-261	DTC BLOCK FAYETTEVILLE							
P	I	F	P	I	F	MILAN YARD 32/66									
45	45	45	60	60	60										
45	45	45	45	45	45										
CITY ORDINANCE			A 209.0		FT. JUNCTION SPUR	VANDER SPUR	226B(3) 96	DTC BLOCK HOPE MILLS							
35	35	35	A 209.5	A&Y RRX	RRX 226-B(3) 96-10 MPH		226B(3) 96								
25 MPH HAY STREET ONLY CITY ORDINANCE			A 209.7			96-10 MPH	ABS-261								
35	35	35	A 209.7	5.8 FAYETTEVILLE											
CITY ORDINANCE			A 210.1				ABS-261	DTC BLOCK PARKTON							
40	40	40	A 210.6	A&R RRX	-----		RRX 226B(3)								
70	70	60	A 210.8				ABS-261								
60	60	60	211.0												
60	60	60	212.0					DTC BLOCK PARKTON							
60	60	60	A 216.1	9.1											
50	50	50	A 216.9												
45	45	45	A 218.4												
SINGLE TRACK			A 218.6	SOUTH HOPE MILLS			CPS-261	DTC BLOCK PARKTON							
P	I	F	A 219.1	4.1		(1) HBD – AD									
60	50	50	A 221.2	PARKTON DD											
79	70	60	A 222.9	PARKTON	PARKTON STORAGE RSN RR		ABS-261								

# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								SOUTH				
79		70		60			4.8			ABS-261	DTC BLOCK PARKTON	
NO 1			NO 2			A 227.7	SOUTH REX			CPS-261		
P	I	F	P	I	F					ABS-261	DTC BLOCK CROMARTIE	
70	60	60	79	70	60							
SINGLE TRACK						A 233.8	CROMARTIE			CPS-261	DTC BLOCK BUIE	
79		70		60		A 240.7				ABS-261		
50/50 DIAMOND						A 241.0	PEMBROKE			CPS-261		
50		40		40		A 241.3	PEMBROKE RRX			RRX 226B(3)		
79		70		60		A 241.4	5.0					
75		70		60		A 241.6						
						A 242.2				ABS-261		
						A 242.4	ELROD DD		(1) HBD – AD			
NO 1			NO 2			A 243.3	SOUTH PEMBROKE			CPS-261		
P	I	F	P	I	F		2.6			ABS-261		
70	60	60	79	70	60	A248.7						
SINGLE TRACK						A 248.9	PURVIS			CPS-261		
P	I	F					7.6			ABS-261		
79	70	60				A 256.3	HAMILL	SSDG		CPS-261		
45	45	45						13,866 FT.		ABS-261		
						A 259.2	SOUTH HAMILL	P I F		CPS-261		
								45 45 45				
						A 260.4	SOUTH DILLON DD			30 MPH ON CONNECTION	ABS-261	
						A262.2	DILLON	6.7				
70		40		40			0.8	ANDREWS SD		CPS-261	DTC BLOCK ROWLAND	
						A 262.8	MAPLE RRX			RRX 226B(3)		
										ABS-261		
						A 264.5	SOUTH DILLON		10 MPH	CPS-261		
						A 268.1				ABS-261		
CITY ORDINANCE												
P	I	F				A 269.1	6.4					
60	60	60										
79	70	60										

# SOUTH END SUBDIVISION - SE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO 1			NO 2					SOUTH				
P	I	F	P	I	F	A 269.4	SOUTH LATTA			CPS-261	DTC BLOCK ROWLAND	
70	60	60	79	70	60	274.0 275.0	6.1			ABS-261	DTC BLOCK SELLERS	
SINGLE TRACK						A 275.5	SOUTH SELLERS			CPS-261	DTC BLOCK PEE DEE	
P	I	F				A 275.9	SELLERS DD	HBD - DD HOT WHEELS		ABS-261		
79	70	60				A 279.0	7.3	RULE 96				
40	40	40				A 282.8	WN	STONE SPUR		CPS-261		
NO 1			NO 2			A 282.9	STONE SPUR			ABS-261	DTC BLOCK MARS BLUFF	
40	40	40	40	40	40	A 283.3						
						A 286.3	MARS BLUFF			ABS-261	DTC BLOCK FLORENCE	
						289.0 290.0				ABS-261		
79	70	60	79	70	60	A 290.1	FY			CPS-261		
						A 292.0	FLORENCE YD	INBOUND		ABS-261		
						A 292.2						
25	25	25	25	25	25		9.9					
						A 292.7	CHARLESTON SD			ABS-261		
								CHARLESTON SD				
172.8 MILES CHARLIE BAKER TO FLORENCE												

172.8 MILES CHARLIE BAKER TO FLORENCE

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main tracks, 10 MPH unless otherwise specified.

# SOUTH END SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Wilson, A 136.5	NS	Remotely Controlled	226-B(3)
Selma, A 161.2 *		Automatic	
Fayetteville, A 209.5	CSX	Remotely Controlled	
Fayetteville, A 210.6	A&R		
Fayetteville (Holts Mill Lead)			Stop Signs
Fayetteville	NS (South leg of wye Russell Street)		
Pembroke, A 241.3	CSX	Remotely Controlled	226-B(3)
Maple, A 262.8			

\*See 265.706-A

### ROAD CROSSING AT GRADE

1. Wilson -
  - a) Vance Street is a fire lane and must not be blocked.
2. Selma –
  - a) \* East Anderson St. and South Pollock St. must not be blocked in excess of 5 minutes.
  - b) All trains must STOP and flag crossing at Preston Street A 161.4 when using side track at Selma, N. C. due to rusty rail.
3. Dunn –
  - a) \*Edgerton, Broad, and Cumberland Streets must not be blocked in excess of 5 minutes. All other streets must not be blocked in excess of 10 minutes.
4. \*Fayetteville –
  - a) River and Underwood Roads must not be blocked at any time.
  - b) Do not exceed 5 MPH over Hay Street Vander Spur MP AF 209.4 to the AF 209.6.

**Note:** \* Denotes city ordinance

The following road crossing must be approached in accordance with rule 237-A: **Rusty Rail Conditions Exist.**

**Rocky Mount** – Vance Street (Trinity Steel) in yard limits.

Due to rusty rail conditions, Trains approaching highway crossings at grade protected by flashing light signals or gates must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

**Southend Subdivision – Sharpsburg – SR 1736 – Rocky Quarry Road MP A 125.90** – All trains staged in this area must stay 400 feet south of the road crossing at grade due to the working characteristic of the crossing apparatus.

**Southend Subdivision – Kenley, SR NC 581 MP A 148.86** – All trains staged in this area must stay 400 feet south of the road crossing at grade due to the working characteristic of the crossing apparatus.

### SWITCHES AND DERAILS

1. Vander – Becker lead switch will be left lined for movements on this lead.
  - a) Fort Junction Spur
  - b) Vander Spur
  - c) Becker Lead
2. Switches will be left lined and locked for straight-away movement at the following locations:
  - a) North end of A01 – 36 feet south of the North Bound Dwarf Signal at “D1”
  - b) North end of A02 extension, 30 feet South of the hand throw crossover North of “CO”
  - c) South end of A30 track, 20 feet North of A29 – A30 crossover
  - d) South end of T15, 20 FT north of crossover over from T15 to the east yard lead.
3. Derails have been placed at locations listed below in Rocky Mount Yard. These derails will be used by the mechanical department in connection with blue flag protection. When these derails are not in use by the mechanical department, they will be locked in the “off” position and locked by a mechanical department lock. These derails are for the use of the mechanical department only. The permanent derails are located at the following locations in Rocky Mount Yard:
  - a) North end of A01 – 36 feet south of the North Bound Dwarf Signal at “D1”
  - b) North end of A02 extension, 30 feet South of the hand throw crossover North of “CO”
  - c) South end of A30 track, 20 feet North of A29 – A30 crossover
  - d) South end of T15, 20 FT north of crossover over from T15 to the east yard lead.

### USE OF SPECIFIED TRACKS

1. **Fayetteville, Joint Tracks** – NS Railway trains must protect against eastbound CSX movements before fouling CSX main track at NS Junction. The track between NS Junction and Franklin St. is classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.

2. **Fort Junction Spur** – Between Fayetteville and Fort Junction is classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.
3. **Vander Spur** – Between Vander and Fayetteville is classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.
4. **Stone Spur, A 282.9** – Classified as track other than main track and trains will be governed by Rule 96, not exceeding 10 MPH.
5. **DER railroad trackage at Dunn, N.-** Designated as other than main track. CSXT trains operating on DER railroad tracks, Dunn, NC will be governed by CSXT Operating Rule 96.

## RADIO STATIONS AND INSTRUCTIONS

South Rocky Mount Terminal operations will be on AAR Channels 12/96 and for yard operations engines radios should be set to 12/96.

All road trains will monitor channel 32.

Radio stations and instructions			
Mile Post Location	Hours of Operation	Channel Monitored	Type Station
A 121.0	Continuous	32	Wayside
South Rocky Mount Yard		32 & 12	Terminal
A 158.0		32	Wayside
Milan Yard	Ex. Sun 0759-2359	32 & 66	Terminal
A 208.5	Continuous	32	Wayside
A 241.3		66	Terminal
A 262.2			
Florence		32	Wayside
Florence Dispatcher (AD)		84	

### Note:

1. AD Train Dispatcher's call-in number is 4.
2. AD Train Dispatcher's telephone No. RNX 388-2691.
3. AD Train Dispatcher's telephone 1-800-628-4725
4. South Rocky Mount Terminal operations will be on AAR Channels 12/96 and for yard operations engines radios should be set to 12/96.

After signal is obtained from dispatcher allowing access to Milan Yard, before taking signal, an attempt must be made to contact the yard job foreman clerk, or trainmaster on both yard channel 66 and radio channel 32 to ensure safe movement is made and conflicting moves are averted.

## NON-INSULATED OTE AT AN AUTOMATIC OR REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Selma, N. C. A 161.2 Operating Rule 706-A, item 2 is changed to read – At an automatic railroad crossing, movement over this crossing will be governed by Operating Rule 226-B(3).

### EXCEPTED TRACKS

Vander Spur between MP AF 210 and MP AF 218 including Becker Lead.

Florence Yard Car Shop Tracks 1, 2, 3, 7, & 8.

**Rocky Mount Yard** – Hostler Yard Track H01, H02, H03 East and West Fuel leads, Sand Track and the Round House Track.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

1. Security code for front door of yard office, Milan Yard, Fayetteville, NC.

To gain entrance into the yard office:

- A. Push in the #1 and #5 keys at the same time and then #3.
- B. If this fails, turn the handle several times and repeat the steps above.
2. At the A&Y signal on #2 track at the dwarf signal at MP A 209.1, do not ride on equipment on the west side past this signal due to close clearance.
3. Do not ride the side of equipment over Cape Fear River Bridge due to close clearance at MP A 207.5.
4. Rocky Mount engines and Trains moving in Track A29 adjacent to Rip Track Shed and Track R03 must ring bell and be on lookout for carmen working in the area.

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

The sellers defect detector, A 275.9 will give an end of train message, but there will be no greeting message.

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

### 1. Equipment Restrictions

Location	Equipment	Restriction
<b>Florence:</b> Car shop track numbers 1,2,3,5,7 and 8	6-Axle Engines	Must not operate.
DER Lead to Ready Mix at Dunn		
Becker Lead off Vander Spur		
Chickapee/Johnson & Johnson		

- Sellers, MP A 273.4** – Engines in multiple control and single 6-axle engines must not enter Quality Lumber track, A 273.4, beyond beginning of curve in that track. Switching beyond that point with multiple or 6-axle engines must be accomplished holding to sufficient cars to keep engines from entering curve.

## 7. MISCELLANEOUS

- Selma, NC, A 160.8** - All cars set off in Norfolk Southern interchange track must be left properly secured south of the "Yellow" painted cross tie which is located 150 feet south of derail protecting #2 main track.
- Stone Container Co., Stone, SC, AHH 286** – On the Winona-Stone Spur, a gate is equipped with blue flag/blue light at head of wood yard lead to protect conditions beyond that point. When necessary for switching to be performed on wood yard lead and blue flag/blue light is displayed at head of wood yard lead, conductor will contact shipping supervisor who will have temporary blue flag placed at location of condition being protected, after which blue flag/blue light will be removed from the head of the track. All shoving movements at Stone Container must be protected by a member of crew riding lead end of leading car in movement. Engines must not operate over chip unloading pit at Stone Container Company.

Stone Container has installed manually controlled crossing gates to protect both grade crossings in Paper Mill Wood Yard. Each gate is secured in the "up" position with a safety chain to prevent the gates from dropping in the event of a power failure. The control switch is located near the crossing on a post at the chipper controlling the chip track crossing and on the side of the foreman office controlling the pulpwood track crossing. The gates will be lowered to provide crossing protection and will be raised and secured with safety chains when switching is completed and crossing protection is no longer needed. The gates will not be left down more than a reasonable time without being raised to

afford free passage of pedestrians and vehicular traffic in accordance with Operating Rules 100 through 100-D. The conductor will be held responsible for knowing that the gates are being properly used and will direct trainmen accordingly. Hard hats are provided by Stone Container Co. for use by CSX crews switching its plant. The hard hats are placed in the shack at the industry. The use of hard hats at Stone is mandatory.

- Firestone Industry, A – 132.8** - All trains switching Firestone must notify Firestone personnel via radio channel 66 before entering industry gates, located on Firestone Lead, between the hours of 0800 and 1500. This is to avoid Firestone industry track mobile and CSX crews from switching in plant area at the same time. Notify Firestone personnel when industry gates have been restored to closed and locked position when CSX Train has departed industry.

Crossties and rail have been painted yellow at clearance point in Firestone's yard. All cars must be left clear of yellow cross ties and rail.

- Dixie Denning Industry and McLamm's LP Gas, Milepost A 180.2, Benson, NC** - Due to sub-standard side and overhead clearances, when switching the LP Gas Track, all movements must be stopped before reaching the LP gas unloading platform towers and it must be ascertained that the equipment will clear before shoving past the platforms located on the east side of the track.

Additionally log cars, empty or loaded, are prohibited from entering this track because of the high upright standards and will not clear the unloading platforms.

- Cargill Industry A 206.6** – When working this industry, before entering the track off the lead you must have a lighted green signal from Cargill. If the signal is red this means you cannot enter the track. These lights are located on the she above each track. If you are working the coal and soap track they are protected by a blue flag. You must contact Cargill before working this industry. You can also reach personnel by telephone 910-433-4933 or 4931. No engine allowed on New Dike Platform on north end of Track #3.
- DuPont Industry – Vander, NC AF 215.0** – Crews need to contact DuPont personnel before working plant. Emergencies: If you are in the plant working and hear the following numbers repeated five times you are to **STOP what you are doing and cut the engine if possible and proceed out of both gates to safety to wait for further instructions.**

7 – 7 – 7 repeated five times  
8 – 8 – 8 repeated five times  
9 – 9 – 9 repeated five times

7. **Essroc Cement MP A 168.9** - Movements must not exceed 4 MPH when handling or holding cars other than destined to and from the industry.
8. **Wilson, NC** – When an engine is set off at Wilson, NC for F733's use, and unless otherwise instructed, set off must be on north end of yard so F733 crew will not have to walk to south end of yard to get engine to begin work.
9. **Cold Storage at Alaska, NC MP A 176.6** – Maximum number of cars twenty (20) with minimum 50% handbrakes applied with chocks on the first and second car on the north end of track.
10. **Stone Container** - At MP A 282.9 has constructed steps in the Shipping Department in the old and new docks. These steps are installed along the sides of both docks which prohibit riding the side of cars inside the building. Close clearance signs are being put in place. Refer to Safety Rule 2151.
11. **Milan Yard** - After signal is obtained from dispatcher allowing access to Milan Yard, before taking signal, an attempt must be made to contact the yard job foreman, clerk, or trainmaster on both road channel 32 and yard channel 66 radio channels to ensure safe movement is made and conflicting moves are averted.
12. **Highway Crossings** – Due to the operating characteristics of the following grade crossings the following guidelines must be met to ensure the road crossing will time out clear when staging or tying down trains. Staging between MP A 123.40 and South Elm City at MP A 130.77 stay 300 feet south of the NAS signals both tracks at yard plant. MP A 123.40 stay 300 feet north of the SAS signal both tracks at yard plant MP A 123.0
13. When staging trains south of Rocky Mount near Elm City, NC, State Road 1130 (Upchurch Road) milepost A 131.0 and State Road 1329 (Van Slyke Road) milepost A 132.5 must not be blocked. Manage time to cut these crossings prior to going on Hours of Service or simply parking your train on account of capacity in Rocky Mount.

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**NOTES**

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**NOTES**



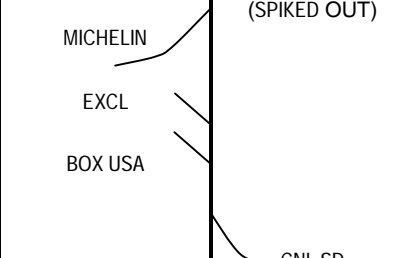
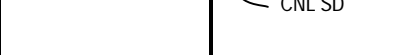
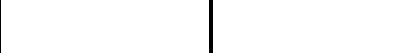

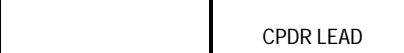


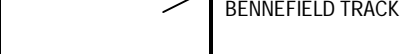



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# SPARTANBURG SUBDIVISION - S3

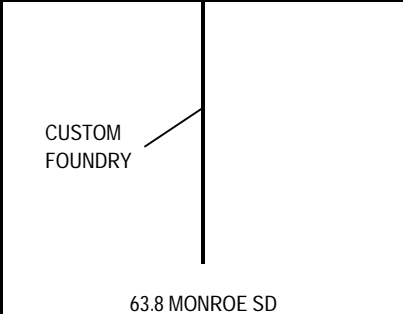
AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
15	AK 593.7	SPARTANBURG		96		1, 6 7 8
25	AK 591.6			TWC-DTC		
	AK 590.4	DTC BLOCK SIGN				7
30	588.0					2
	587.0				DTC BLOCK ROEBUCK	
	AK 586.7	NE ROEBUCK SDG				
	AK 586.9					
35	AK 585.6	DTC BLOCK SIGN SE ROEBUCK SDG			DTC BLOCK TYGER	
	AK 577.3	DTC BLOCK SIGN				
	AK 575.7					
25	AK 574.4	WOODRUFF				
	AK 574.2					
	AK 572.8				DTC BLOCK KILGORE	
	AK 572.0	WOODRUFF DD-AD				
40	AK 570.7	NE KILGORE SDG				
	AK 570.1	KILGORE				
	AK 569.5	DTC BLOCK SIGN SE KILGORE SDG				3
	AK 567.8					
	AK 567.1					
35	AK 566.4					
40	AK 564.3					
	AK 564.1				DTC BLOCK ORA	
35	AK 563.9					
40	AK 563.0					
	AK 562.8					
35	AK 562.3	NE ORA SDG				
40	AK 561.6	ORA				
	AK 561.0	DTC BLOCK SIGN SE ORA SDG		TWC-DTC		



# SPARTANBURG SUBDIVISION - S3

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
			 SOUTH							
40	AK 560.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK HUNTER	4			
	AK 559.4									
	AK 559.3									
30	AK 557.9	DTC BLOCK SIGN			231-A	DTC BLOCK LAURENS				
	AK 557.5									
35	AK 556.3	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK LAURENS				
	AK 555.2									
35	AK 554.8	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK LAURENS				
	AK 554.75									
	AK 554.7									
25	AK 554.7	LAURENS			TWC-DTC	DTC BLOCK LAURENS				
35	AK 554.5	NE IRBY SDG							7,197 FT.	DTC BLOCK IRBY
	AK 554.0									
	AK553.8	IRBY								
	AK 553.3									
35	AK 553.1	DTC BLOCK SIGN SE IRBY SDG			TWC-DTC	DTC BLOCK IRBY				
	AK 553.0									
	AK 552.8									
40	AK 551.7	DTC BLOCK SIGN MADDENS DD-AD			TWC-DTC	DTC BLOCK MADDENS				
	AK 549.0									
	AK 543.4	NE WATERLOO SDG								
	AK 542.2	DTC BLOCK SIGN SE WATERLOO SDG								
35	AK 542.1	WATERLOO			TWC-DTC	DTC BLOCK WATERLOO				
	AK 541.8									
	AK 537.2									
25	AK 537.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK CORONACA				
AK 537.0										
40	AK 534.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK CORONACA				
AK 534.0										

## SPARTANBURG SUBDIVISION - S3

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	AK 534.0	12.2  DTC BLOCK SIGN PARKE JCT			TWC-DTC	DTC BLOCK PARKER JCT	5
30	AK 530.7						
	AK 530.6						
	AK 529.8						
	AK 529.9						

### STATION PAGE NOTES

- NOTE 1:** Within the limits of Spartanburg Yard, MP AK 593.7 and MP AK 590.4, trains will operate on Channel 66.
- NOTE 2:** Engine speed indicators, odometers and HTD equipment must be checked between the first encountered milepost location listed below:  
AK 587.0 and AK 588.0
- NOTE 3:** Crews working within National Starch MP AK 567.8 will work on Channel 28.  
CE dispatcher Radio – Channel 58 No. 2  
CE dispatcher Telephone – 800-445-5518  
CE dispatcher Company number – RNX 388-2762 or 2763
- NOTE 4:** Train crews pulling clearance implicated shipments from the CPDR Railroad, Laurens, SC will not accept any shipment with torn covers, tarps or any visible damage. A supervisor must be notified immediately upon finding any of the above.
- NOTE 5:** All trains operating between Parke Jct. MP AK 529.9 and Spartanburg, MP AK 590.4 will use Channel 32.
- NOTE 6:** All tracks other than main tracks 10 MPH except Roebuck Siding, AK 586.9 and AK 585.6 and Ora Siding, AK 562.3 and AK 561.0 will be governed by Rule 46 not exceeding 25 MPH (Exception: 15 MPH will be observed over south switch entering and operating Ora Siding).
- NOTE 7:** The Henry Street Lead MP AK 590.4 and MP AK 593.7 will be governed by Rule 96 not exceeding 25 MPH between MP AK 590.4 and MP AK 591.6 and 15 MPH between MP AK 593.7.
- NOTE 8:** Restricted speed will apply through the tunnel at Spartanburg.

# SPARTANBURG SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### SELF RESTORING SWITCHES/SPRING SWITCHES:

**Self restoring power operated switch located at MP AK 557.9** - The normal position is lined for straight away movement to the CN&L Subdivision. Operating Rule 231-A governs at this switch.

**Spring switches** - Are located at the following locations, movement will be governed by Operating Rules 104-K – 104-M:

The north end of Ora Siding, MP AK 562.3 T  
The north end of Roebuck Siding, MP AK 586.9..

### HANDBRAKES

The following location on the Spartanburg Subdivision is exempt from the requirements of having 10% of the handbrakes applied and the requirements for this location are outlined below:

Ora Siding – MP AK 561.8

**Northbound trains** – Minimum of 2 handbrakes applied on cars.

**Southbound trains** – Minimum of 5 handbrakes applied on cars.

National Starch – Runaround Track requires 50% handbrakes.

Spartanburg Yard – Handbrake requirements on tracks EML, E01, and E02:

1. Empty hopper trains – All engines and 2 cars will have handbrakes applied.
2. Loaded coal trains – Same as #1.
3. Intermodal trains – Same as #1.
4. Merchandise trains – Same as #1.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Restriction Location: Bridge AK 537.0-AK 537.2	
6-Axle Engines	25 MPH
Cars Weighing 251,001-270,000 lbs.	
4-Axle Wreckers	5 MPH
6-Axle Wreckers	15 MPH

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

In other than Intermodal trains, cars will be positioned in trains leaving terminal(s) and when picked up on line of road so that the tonnage behind is 80 ft. or longer cars, either loaded or empty, does not exceed 5,000 gross tons.

Due to clearance and weight limitations, excessive dimension loads with total weight exceeding 350,000 lbs. are not permitted over the south Wye bridge at CPDR Yard, Laurens, SC.

CSXT has begun use of the CBTM feature on the Spartanburg and the McCormick Subdivisions – See the reissue bulletins for information.

Except for an emergency, no standing train will block the grade crossing at MP AD 559.4 (SR 0040) leading into Box USA industry.

System bulletins concerning head end powered axles are superseded by the following special instructions when operating between Spartanburg and Augusta:

All unit trains operating between Spartanburg and Augusta may be operated exceeding the tonnage rating for 4 SD-40 locomotives after the helper locomotive has been detached from the rear. Head end power must not exceed 24 powered axles.

## NOTES

# TARBORO SUBDIVISION – PY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
			SOUTH						
40	ABC 186.5	END OF TRACK PLYMOUTH	<div>11.5</div> <div><div>WEYERHAEUSER LEAD</div><div>HALLEY YARD</div><div>CAROLINA MAT</div></div>	<div>AE DISP 46-3 RD 32 1-800-628-4703</div>	96		1		
	ABC 185.2	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK PLYMOUTH			
	10	ABC 184.9			JAMESVILLE	<div>WILLIAMSTON</div> <div>RIVER SPUR ABC 166.1</div> <div>POE SIDING 3,213 FT.</div> <div>ROBERSONVILLE</div>			
40	ABC 184.8								
	ABC 177.1								
30	ABC 167.0								
	ABC 166.8								
40	ABC 166.3	DTC BLOCK SIGN				DTC BLOCK PLYMOUTH			
	ABC 164.7								
	CITY ORDINANCE						ABC 156.0	DTC BLOCK POE	
15	ABC 155.0	DTC BLOCK SIGN	<div>24.9</div> <div>CONN TRK 10 MPH</div> <div>LONG A&amp;R 1,915 FT.</div>				2		
	ABC 153.0								
	ABC 152.2							193 YARD LIMITS	PARMELE YARD LIMIT
	ABC 151.4							DTC BLOCK SIGN	TWC-DTC

## TARBORO SUBDIVISION – PY

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
40	ABC 148.9	CONETOE	8.6	BETHEL	TWC-DTC	DTC BLOCK MUNLEY	#1	
CITY ORDINANCE								
20								
40	ABC 144.0							
CITY ORDINANCE								
30								
	ABC 143.7	MILDRED	8.5	AD-DD		DTC BLOCK MUNLEY		
	ABC 143.0							
	ABC 139.4							
40	ABC 138.5	DTC BLOCK SIGN						DTC BLOCK KINGSBORO
	ABC 136.8	TARBORO TARBORO						OLD MAINLINE
20								
CITY ORDINANCE	ABC136.6							
	ABC 135.2							
20	AB 135.2							
	AB 134.5	KINGSBORO	6.6	KINGSBORO SIDING 3,424 FT.		DTC BLOCK KINGSBORO		
40								
	AB 128.6							
	AB 128.3							
	125.0							
	124.5	8.0				DTC BLOCK EDGECOMBE		
	124.0							
20								
	AB 121.7							
	AB 120.6							
		S. ROCKY MOUNT			TWC-DTC			
					96			
			SOUTH END SD					
68.0 MILES PLYMOUTH TO SOUTH ROCKY MOUNT								

### STATION PAGE NOTES

**NOTE 1:** All tracks other than main track, 10 MPH, unless otherwise specified.

**NOTE 2:** 10 MPH on Connection Track between Tarboro Subdivision and Parmele Subdivision at Parmele, ABC 152.2.

## TARBORO SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

#### ROAD CROSSINGS AT GRADE

**Williamston** – Movements over Washington and Horton Streets must be preceded by a flagman.

**Kingsboro , MP AB 128.45** – All movements made in the siding must approach the road crossing prepared to STOP. The crossing apparatus will activate at approximately 50 foot from the crossing at grade.

**The below mentioned road crossings at grade must be approached in accordance with Rule 237-A.**

**Rusty Rail Conditions Exist.**

**Tarboro, NC – Main Street, ABC 135.59 and Saint Andrews Street, MP ABC 135.84** – Both on the Empire Plastic Lead.

**Plymouth-** Ken Throw Bridge Road SR 149 Plymouth, NC MP ABC 185.55. DOT #642617D.

Due to rusty rail condition, trains approaching highway crossing at grade protected by flashing light signals or gates must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided

#### USE OF SPECIFIED TRACK

**Plymouth, N.C.** – The track between ABC 185.2 and ABC 186.5 is classified as track other than main track and trains will be governed by 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 EQUIPMENT RESTRICTIONS

#### Equipment Restrictions

Location/ Milepost	Equipment	Restriction
Old East Carolina Track ABC 136.4	6 Axle Engines	Must not Operate
River Spur ABC 166.1		
ABC 135.2 and ABC 151.4	Trains which handle 4-axle loaded car with gross weight in excess of 270,000 up to 286,000	Must not exceed 25 MPH

### 7. MISCELLANEOUS

NONE

#### NOTES

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**NOTES**

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**NOTES**

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# TERRELL SUBDIVISION – TR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
25	SFE 24.0	DTC BLOCK SIGN TERRELL		TWC-DTC		1
					DTC BLOCK MARSHALL	2,3
	SFE 13.0					
	SFE 11.2					
	SFE 7.8	DTC BLOCK SIGN COWANS FORD				
10	SFE 7.4				DTC BLOCK COWANSFORD	
	SFE 7.3					
	SFE 4.7	RIVERBEND				4
10	SFE 1.4					5
	SFE 0.0	DTC BLOCK SIGN MOUNT HOLLY		TWC-DTC	DTC BLOCK COWANSFORD	

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main track 10 MPH.

**NOTE 2: Instructions for yarding a Terrell train:** head in No. 3 track with the train, hold to 50 cars at the north end of the yard, shove 25 in No. 6 track, hold to 25 cars, shove in No. 5 track, return back to the train, hold to 25 more and shove the 25 cars in No. 4 track leaving 25 in No. 3, go through No. 2 track to the south end of the yard and open the angle cocks on tracks No. 6, No. 5 & No. 4, get the EOT off of No. 3 track, pull the engines up to the scale house and give the weighmaster the way bill, pull over the switch at the tractor shed and you will be in place to catch cars. It is now permissible to pull past the dumper shed when yarding your train. Do not apply handbrakes to any tracks after yarding your train.

**While unloading coal trains at Marshall Steam Plant, Terrell, NC:**

1. Ensure that a minimum of 2 car lengths clearance is maintained between the last car unloaded and the dumper.
2. Contact the dumper operator for authorization before making any movement toward the dumper that will cause rolling stock to approach within 5 car lengths of the dumper in any direction.

**NOTE 3:** All loaded trains are restricted to 5 mph while yarding at Marshall Steam Station.

**NOTE 4: Instructions to yard a Riverbend train:** Hold to 45 cars at the entrance road to Riverbend leaving crossing open, leave 25 cars in No. 5 track, pull the other 20 cars down to No.6 track in the empty yard, take your engines through the crossover on the north end of the yard and back through No. 5 in the empty yard and through No. 3, couple to the remaining 55 cars of the train, pull back in No. 3 holding 39 cars clear of No. 2 track, shove 16 cars in No.2 track shoving the remaining 23 cars in No. 1 track fouling No. 2 and No. 3 tracks, go through No. 4 track to the portable derail on the Riverbend lead. Empties will be left in No.4, No.5 & No.6 tracks in the empty yard, to make a brake test on an empty train, double No. 4 and No.5 tracks together making sure the crossing to the plant is not blocked, walk the brakes on No.4 and No.5 tracks, when brakes are walked make a cut, clear No. 6 track and double over to No. 6 making sure the crossing is not blocked and make a brake test on No.6 track, when finished double the train together and go.

**NOTE 5:** All trains enroute to the Charlotte Subdivision from the Terrell Subdivision must STOP at private road crossing at MP SFE 1.54, south end of Dutchman Yard, unless Mt. Holly DTC block has been obtained from the AP train dispatcher.



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## TERRELL 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**

NONE

**6. INSTRUCTIONS RELATING TO RESTRICTED  
EQUIPMENT**

NONE

**7. MISCELLANEOUS**



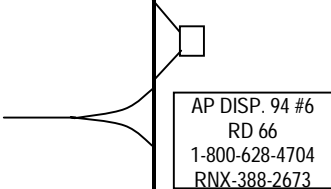
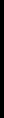
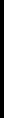
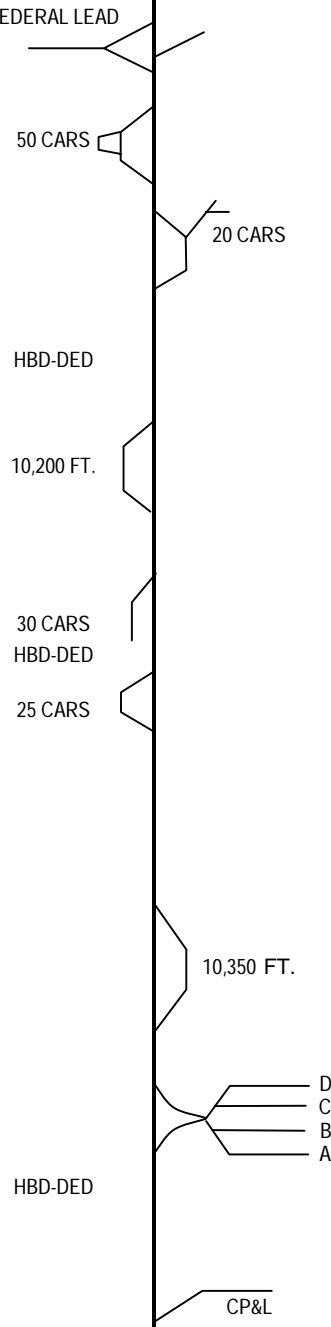
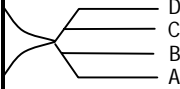
NONE

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**NOTES**

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# WILMINGTON SUBDIVISION – WM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
							
25	SE 356.8	DAVIS YARD			96		1
	SE 354.8	CAPE FEAR SPUR					
	SE 354.0	DTC BLOCK SIGN					
40					TWC-DTC	DTC BLOCK CAPE FEAR	7
	353.0						
	352.0						
	351.0						
	350.0	13.0					
	SE 347.7	DTC BLOCK SIGN					
	SE 346.3	ACME					
	SE 346.1						
	SE 345.6	NE ACME STORAGE					
	SE 344.7	SE ACME STORAGE					
	SE 344.5				8.5		
	SE 344.2						
	SE 343.4	DTC BLOCK SIGN					
	SE 341.3	ACME					
	SE 338.8	N. E. EAST ARCADIA					
	SE 337.8	EAST ARCADIA			10,200 FT.		
	SE 336.8	DTC BLOCK SIGN S. E. EAST ARCADIA					
	SE 327.2	DTC BLOCK SIGN ROSINDALE					
	SE 324.6	ROSINDALE					
	SE 319.0	NE CLARKTON					
SE 318.7	SE CLARKTON						
		26.6			DTC BLOCK BLADENBORO	7	
SE 313.0	N. E. BLADENBORO						
SE 311.1	DTC BLOCK SIGN BLADENBORO		10,350 FT.				
SE 310.9	S. E. BLADENBORO						
SE 308.8	NE BROWNS CAROLINA				DTC BLOCK BUTTERS		
SE 308.3	SE BROWNS CAROLINA						
SE 304.4	BLADENBORO	HBD-DED					
SE 299.8	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK NORTON		
SE 299.7	CPL LEAD		CP&L				
40							

# WILMINGTON SUBDIVISION – WM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			SOUTH				
CITY ORDINANCE		SE 298.8	NE LUMBERTON DTC BLOCK SIGN SE LUMBERTON LUMBERTON	STORAGE TRK 25 CARS DUART SPUR	SAWMILL  LUMBERTON SIDING 45 CARS  UNIVERSAL LEAD	TWC-DTC	DTC BLOCK NORTON	2
30		SE 298.0 SE 297.8 SE 297.7						
20		SE 297.2						
30		SE 297.0 SE 295.5						
40		SE 295.0  SE 294.8						
		SE 291.9 SE 291.4						
49		SE 285.7	PEMBROKE CONNECTION			TWC-DTC RRX 226B (3)	DTC BLOCK PEMBROKE	3
		SE 285.6 SE 285.5 SE 283.4	PEMBROKE	SOUTH END SD				4
49		SE 281.0	DTC BLOCK SIGN NE WILKES	10,372 FT.		TWC-DTC	DTC BLOCK PATES	5
		SE 278.9 SE 275.4 SE 274.9 SE 274.3	SE WILKES NE MCNAIRS SE MCNAIRS	CAMPBELLS SOUP			DTC BLOCK MAXTON	
49		SE 274.0	DTC BLOCK SIGN			RRX 98F	DTC BLOCK ELMORE	6
		SE 273.2 SE 272.8	NE BUTLER SE BUTLER					
49		SE 271.1	NE DIXIE			TWC-DTC	DTC BLOCK LAUREL HILL	7
		SE 270.5 SE 269.2	SE DIXIE L & S RR					
49		SE 269.1	LAURINBURG			TWC-DTC	DTC BLOCK HAMLET	
		SE 268.2 SE 266.2 SE 266.0	NE ELMORE SE ELMORE ELMORE					
49		SE 259.0 SE 256.0				TWC-DTC		
		SE 257.5	DTC BLOCK SIGN					
25		SE 254.7 SE 254.1		MAIN SD	ANDREWS SD			
			EAST JUNCTION					
25				HAMLET TERM SD				
99.9 TOTAL MILES DAVIS YARD TO M-C JUNCTION								

#### STATION PAGE NOTES

- NOTE 1:** All tracks north of SE 356.8 at Wilmington Terminal are designated as tracks other than main track governed by Rule 96, not exceeding 10 MPH.
- NOTE 2:** Duart Spur between MP SEB 311.3 and MP SEB 319.0 restricted to 20 MPH. Between MP SEB 297.6 and MP SEB 311.3 is excepted track (10 MPH)
- NOTE 3:** Through turnouts and on Connection track between Wilmington SD and South End SD at Pembroke SE 285.7 is 25 MPH.
- NOTE 4:** Pembroke, SE 285.7, remotely protected Rule 226-B(3).
- NOTE 5:** Wilkes SD and through NE & SE switch, Rule 46 not exceeding 25 MPH – SE 278.9 to SE 281.0
- NOTE 6:** Laurinburg, SE 269.2, L & S railroad, non-electrically locked gates, Rule 98F.
- NOTE 7:** Rule 96 applies, not exceeding 10 MPH.
- NOTE 8:** Unless otherwise specified, all tracks other than main or signal tracks are restricted to 10 MPH.
- NOTE 9:** Malmo Spur between AC 249.3 and AC 255.0 is 25 MPH. All other is 10 MPH.

# WILMINGTON SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

Northbound trains are required to STOP clear of State Road 1561 (also known as High School Road), and thus over the defect detector, located at SE 283.4, will be relieved from the requirements of Operating Rule 4304B(B), but when this occurs, a running inspection will be made immediately after passing the detector.

### JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

#### Drawbridges

**North East Cape Fear River (Hilton Bridge), AC 245.9** - Manned continuously except 3<sup>rd</sup> shift Friday and Saturday. Trains will approach STOP signs, located approximately 100 feet from the end of the approach structures, prepared to STOP, and will STOP before reaching the STOP sign, unless granted permission to proceed from the bridge tender via radio or given a proceed signal with a green flag by day and green light by night.

**Cape Fear River (Navassa Bridge), AC 248.2** - Manned continuously. Trains will approach the derail located 250 feet south of the structure prepared to STOP, checking the derail. Trains will STOP before reaching the STOP signs unless granted permission to proceed by the bridge tender, via radio or given a proceed signal with a green flag by day and a green light by night. The derail will be locked off rail when the drawbridge is down. The derail will be locked on the rail when the drawbridge is open or unattended.

#### ROAD CROSSINGS AT GRADE

**Elmore** - Elmore Road, SE 266.1, Fieldcrest Road, SE 266.3, and Turnpike Road, SE 267.5, must not be blocked for more than 20 minutes when the train is not moving.

**Acme** - Southbound trains picking up from the storage tracks must not block crossings in excess of 15 minutes at a time.

**Davis Yard** – Southbound trains enroute from any track on the south end of Davis Yard will approach State Road 1426 at restricted speed until it has been determined that the crossing signals are operating.

**Pembroke, NC** – Northbound trains on the Wilmington Subdivision will STOP clear of High School Road crossing which is south of Pembroke State University until you have a signal at Pembroke that would allow you to move.

#### SWITCHES

**Campbell Soup Spur** – Switches will be left lined and locked for straight-away movement.

**Duart Spur** – Switches will be left lined and locked for straight-away movements.

**Davis Yard, Wilmington, N. C., SE 359.0** – Switches for the crossover between track 0 and 31 will be left as last used. Trains approaching this crossover must be prepared to STOP, expecting to find these switches lined against the desired movement.

### RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor Channel 66.

Radio Stations and Instructions			
Mile Post/ Location	Hours of Operation	Channel Monitored	Type Station
Davis Yard	Continuous	32 & 66	Terminal
AC 245.9 (Hilton Bridge)	0630-2230	32	
AC 248.2 (Navassa Bridge)	Continuous		
<b>Davis Yard</b> – When radio communications are available, trains will notify the yardmaster at Davis Yard before operating between the Hilton and Navassa drawbridges.			

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

## 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

## 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

## 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

## 7. MISCELLANEOUS

## NOTES

### Railroad Crossings at Grade

Location	Railroad	Protection	Rule
No. 4 Pembroke, SE 285.7	CSX	Remotely	226-B(3)
No. 5 Laurinburg, SE 269.2	L&S	Non-electrically locked gates	98-F

**Remote Control Locomotive (RCL)** operation is established at Davis Yard. Remote Control Zones (RCZ) are established in Davis Yard and RCZ signs are in place as follows:

Number 28 lead from the yard office crossing at Davis Tower to the north end of 28 lead at clearance point of track 30 which is approximately 1875 FT.

All trains, engines, or on-track equipment arriving Davis Yard will contact the yardmaster at Davis Yard before passing the following locations:

Northbound movements – Mt. Misery Road MP SE 356.7  
Southbound movements – Navassa Road (also known as DuPond Road), MP SE 360.1, Malmo Spur – main entrance crossing to David Yard.

Due to heightened security concerns, any train working in or out of the Sunny Point Interchange Yard must lock the gates upon their departure. A CSX switch lock has been provided and is on the gate. If for any reason the gates will not close immediately, contact the yardmaster at Davis Yard and be governed by the yardmaster instructions.

### Spotting Rip Track at Davis Yard

When rips are being spotted at Davis Yard on Track 50 the leading car will be placed as close to the shop door as possible without crossing the yellow tie and no more than 10 cars will be spotted at a time.

## NOTES

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**NOTES**

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**NOTES**

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# W&W SUBDIVISION - WW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			<div>↓</div>	<div>↓</div>				
	A 139.0		SOUTH END SD					
40	AC 139.0	DTC BLOCK SIGN	BLACK CREEK	<div>AE DISP. 46-3 RD-32 1-800-628-4703 RNX 388-2671</div>	TWC-DTC	DTC BLOCK	1	
	AC 142.0	CONTENTNEA				CONTENTNEA		
	AC 145.0	DTC BLOCK SIGN						
	AC 149.0							
	AC 150.4							
	AC 152.0		FREMONT					
	AC 154.0	BELLFAST	PIKEVILLE			DTC BLOCK		
				AD PATETOWN DIXIE BEL.		BELFAST		
CITY ORDINANCE	AC 156.5	DTC BLOCK SIGN						
25	AC 159.1	GOLDSBORO	20.8	FLOWERS BKY	GOLDSBORO BELT	98-F	DTC BLOCK	
	AC 159.2						ROYAL	
	AC 159.8							
	AC 160.9							
	AC 161.0							
	AC 161.6							
	AC 162.2		8.7	YARD	TRANSFLO			
			JEFFREYS SEED					
	AC 162.4		CAROLINA TERMINAL	GOLDSBORO SDG				
	AC 163.1	DTC BLOCK SIGN		AIR BASE LEAD		DTC BLOCK		
	AC 164.2		WAUKESHA ELECTRIC			ROYAL		
	AC 164.6			1,100 FT. CELOTEX				
40	AC 168.5	DUDLEY				DTC BLOCK		
	AC 171.0		6.0	DUDLEY SIDING 1,100 FT.	GEORGIA PACIFIC	GOLDSBORO		
	AC 172.0	DTC BLOCK SIGN						
	AC 173.5	MT OLIVE	3.7	MT. OLIVE PICKLE	HOLT WHITTED SOU STATES CAROLINA EASTERN	DTC BLOCK		
	AC 177.2	CALYPSO				DUDLEY		
	AC 180.0	DTC BLOCK SIGN						
	AC 180.6			DEAN PICKLE	COHARIE MILLING	DTC BLOCK		
	AC 186.5	DTC BLOCK SIGN		GP RIPACO		TWC-DTC		
25					193 YARDLIMITS			



# W&W SUBDIVISION - WW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
25							
	AC 187.4	WARSAW	11.6		193 YARD LIMITS	WARSAW YARD LIMITS	
	AC 188.8						
	AC 189.6						
	AC 191.0	DTC BLOCK SIGN					
	AC 196.6				TWC-DTC	DTC BLOCK WARSAW	
	AC 199.0		12.9				
	AC 199.5	DTC BLOCK SIGN					
	AC 201.4						
	AC 201.7	ROSEHILL			193 YARD LIMITS	WALLACE YARD LIMITS	
	AC 202.0		6.4				
25	AC 208.1	WALLACE	END OF TRACK				
69.1 MILES CONTENTNEA TO WALLACE 69.1							

# W&W SUBDIVISION - WW CLINTON SUPR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	TWC	NOTES
			SOUTH			
10	AC 188.7 AC 188.9	WARSAW		193 YARD LIMITS	96	
	ACA 189.3  <b>ACA 191.6</b>	<b>DTC BLOCK SIGN</b>		TWC-DTC		
25	ACA 192.7 ACA 192.5					
	ACA 194.3	TURKEY				
	ACA 198.4					
	<b>ACA 199.0</b>	<b>DTC BLOCK SIGN</b>	END OF CSX OPERATION	TWC-DTC		2
10						
	ACA 200		CLINTON RAILROAD	96		

## STATION PAGE NOTES

**NOTE 1:** All tracks other than main tracks 10 MPH, unless otherwise specified.

**NOTE 2:** A gate with a STOP sign has been installed on the Clinton Spur at ACA 199.0. Trains will not operate from the ACA 199.0 to the ACA 200.0 unless working Clinton Terminal Railroad. Interchange contact number 1-910-592-2187.

## W&W SUBDIVISION SPECIAL INSTRUCTIONS

### 1. INSTRUCTIONS RELATING TO OPERATING RULES

On NS Main Track at Goldsboro

To serve the CP&L Power Plant - Trains must operate in accordance with Norfolk Southern Rule 96 while using that portion of NS main track between Goldsboro Yard and the junction where the CP&L Lead springs from the NS main track and in addition authority must be secured from the NS to occupy the NS main track extending between NS, H 127.5 (clearance point to new main track) and NS H 125.5 (clearance point to CP&L Lead) in accordance with track warrant Rules 170 through 185. The CPL Lead and tracks other than main tracks and trains will be governed by Southern Rule 96, except movements on CP&L yard tracks will not exceed 5 MPH. Switches will be left lined and locked for straight-away movement on the CP&L lead.

The road crossing located at MP AC 207.99 Southerland Street in Wallace, NC must be approached in accordance with the 100 operating rules. The road crossing protection will not activate on both sides until approximately 50 feet from the crossing. As additional information this is the last road crossing in the W&W subdivision before the STOP sign and end of rail.

### 2. INSTRUCTIONS RELATING TO SAFETY

NONE

### 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

### 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

### 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

### 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
The Goldsboro Belt Line and the Air Base lead	6-Axle Engines	Must not operate
Southern States at Wallace, NC.		

Due to gate crossing not working properly, trains approaching highway crossing at grade protected by flashing light signals or gates, must approach crossings prepared to STOP and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided at Johns Street crossing on the Air Base lead located off the switch at MP AC 162.4

### 7. MISCELLANEOUS

#### Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Goldsboro AC 159.8	NS	STOP Signs	98-F
Goldsboro AC 160.9		Semaphore crossing signal (Note)	98

**Note:** Normally clear W&W Subdivision

Before working the following grain facilities, you must go to the control room of the industry and inform them of your arrival and obtain permission to enter industry. If personnel cannot be located, call the number designated below:

Murphy Brown (Turkey) 1-910-293-3434 ext. 5524  
1-910-293-5532

Prestage Farms (Turkey) 1-910-592-3531  
(Jim Carr): Cell: 1-910-564-4008  
home: 1-910-590-7708

Nash Johnson (Rosehill) 1-910-289-3113 ext. 6869

Murphy Brown (Rosehill) 1-910-289-6439 ext. 4375  
(Chief's control room)  
1-910-289-6439 ext. 4590  
(Rosemary control room)

**Carroll's Grain Mill, Turkey, NC** – If there are empties to be pulled, one of the following procedures must be followed:

1. Leave loads at Warsaw, NC and go to Carroll's, pull empties, shove back to Warsaw, set off empties, pick up loads and spot the plant.
2. Hold the loads next to the locomotives, pull the empties from the plant and then spot the plant.

**Franklin Bakery, Goldsboro, NC** – A track skate has been provided at Franklin Bakery, Old Track, MP AC 159.7. When spotting industry place south out car on skate due to possibility of hand brakes being released by trespassers. Exercise extreme caution when placing or removing track skate.

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# FLORENCE DIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### Special Instructions on Protecting Shoves

When shoving cars or engines at any location, crew members must take action to prevent damage and to avoid fouling other tracks. A crew member or other employee suitably equipped to control the movement and protect against conflicting movements must place himself at, on, or ahead of the leading end. Except:

1. When a crew member is in a position to determine positively there is sufficient room in the track to hold the equipment being shoved and there are no conflicting movements, that intervening road crossing are properly protected, and that intervening switches and derails are properly lined for the intended movement.
2. When a responsible employee is directing the move by radio and can see the track is clear and knows positively the intervening switches and derails are properly lined for the intended movement.
3. In tracks where the move is governed by shove lights and made in accordance with special instructions.

### Communications of Signals

Operating rule 34-A, on the Florence Division, is modified. The change to the rule on the Florence Division is with the addition that the presence of logs in the train must also be announced by radio.

### Flagging Road Crossings at Grade

With reference to Operating Rule 100-J, Signal Maintainers are not to be considered as "Appropriately Equipped Flaggers" for the purpose of providing flagging protection at road crossings that have been reported as having an activation failure or a partial activation.

### Hand Brakes

This item is in reference to Operating Rule 103-D. There are locations on the Florence Division where we do not need 10% of the hand brakes applied on cars left standing. Instead of having various instructions issued for the different locations on Florence Division regarding the number of hand brakes to be applied, we have attempted to limit the instructions to basically two sets of instructions and several exceptions.

The hand brake requirements for cars by subdivision on the Florence Division are listed below. These are the minimum numbers of hand brakes required. You are empowered to apply additional hand brakes to cars left standing due to track grades, equipment involved, severe weather, etc. If you have any questions concerning these instructions, contact your supervisor for clarification.

1. Cars left standing on a track must be clear of other tracks where practicable. A minimum of 10 percent, but not less than one hand brake, must be applied to hold the cars. If such cars are on a heavy grade, the wheels must be choked or chained.

2. Cars left standing on a track must be clear of other tracks where practicable. Sufficient hand brakes must be applied to hold cars as follows:

Cars Standing	Sufficient Hand Brakes
One Car	One Hand Brake
*Two Cars	Two Hand Brakes
Three or More Cars	Two hand brakes, plus a sufficient number of additional hand brakes to secure the cut of cars where required.

\*Except when setting a car off on line of road with defective hand brake only one additional car with a good hand brake applied will be required.

The following instructions apply to all subdivisions on the Florence Division:

Air brakes must not be depended upon to hold cars of a train when the engine is detached.

A car set out without an operative handbrake must be accompanied by at least one car with an operative handbrake. Notify the train dispatcher when this is necessary.

When cars are to be left standing on a grade, hand brakes will be applied on the low end of the cut of cars, slack must be bunched in such cars.

When cars standing on a grade are to be picked up, the hand brakes must not be released until the engine has been couple after the engine is recoupled, hand brakes must not be released until it is known that the air brake system is properly charged.

Your attention is also directed to operating rule 103-C which also applies whenever cars are left standing.

Subdivision	Hand Brake Requirements
Aberdeen Subdivision	Item 2 applies to the entire subdivision with the exception of Raleigh Yard where timetable special instructions remain in effect.
Andrews Subdivision	Item 2 applies to the entire subdivision
Augusta Subdivision	Item 2 applies to the entire subdivision with the exception of Beldoc, S.C. where Item 1 applies
Bellwood Subdivision	Item 2 applies to the entire subdivision, except Bellwood Yard where item 1 applies
Belton Subdivision	Item 1 applies to the entire subdivision
Charleston Subdivision	Item 2 applies to the entire subdivision with the exception of Pinopolis Junction Power Plant where timetable instructions remain in effect.

Charlotte Subdivision	Item 1 applies to the entire subdivision with the exception of trains setting off or picking up at Tyron Street Yard or Pinoca Yard where item 2 will apply
CN&L Subdivision	Item 1 applies to the entire subdivision
Columbia Subdivision	Item 1 applies at Fairfax and north of Fairfax, south of Fairfax Item 2 applies at Cayce Terminal. Unless otherwise instructed by the yardmaster, crews yarding trains or cut of cars, must uncouple engine(s) from cars, effectively dumping the air, apply at least three (3) handbrakes on each track, re-couple engine(s) to last cut of cars, leaving engine(s) properly secured.
Creston Subdivision	Item 2 applies to the entire subdivision
Cross Subdivision	
Eastover Subdivision	Item 2 applies to the entire subdivision <b>Exception:</b> When leaving coal trains in Andrews Siding, MP AKA 372 at Columbia, SC, the following will apply for: <b>Loaded coal trains:</b> A minimum of five (5) hand brakes will be applied to the train. <b>Empty coal trains:</b> A minimum of three (3) hand brakes will be applied to the train.
Georgetown Subdivision	Item 2 applies to the entire subdivision
Hamlet Subdivision	Item 2 applies to the entire subdivision, with the exception of Orlon where item 1 applies
Hamlet Terminal Subdivision	Item 2 applies to the entire subdivision with these exceptions:  1) The Williams Yard, arrival leads 1,2, and 3 Main, where item 1 applies, additionally, a sufficient number of brakes above the 10% must be applied to secure cars in these tracks.  2) Cars in tracks D01 – D11 in the departure yard do not require any hand brakes be tied  3) Inbound road trains that have to set-off on the C99 track may secure their train with one hand brake applied to the head, the brakes on the cars left standing must be conditioned as outlined in the 3, 2, 6, item "C". In the event the train will be excessively delayed, i.e. a derailment, inbound crew goes on the hours of service law, or some other circumstances, the yardmaster must be notified.
Hopewell Subdivision	Item 1 applies to the entire subdivision
McCormick Subdivision	

Monroe Subdivision	Item 1 applies to the entire subdivision with the exception of Monroe, NC, Marshville, NC, Polkton, NC, Lilesville, NC and Pee Dee, NC where trains setting off or picking up at these locations will apply item 2 of this bulletin
Norlina Subdivision	Item 2 applies to the entire subdivision
North End Subdivision	
Orangeburg Subdivision	
Parmelee Subdivision	Item 1 applies to the entire subdivision
Portsmouth Subdivision	
Richmond Terminal Subdivision	Item 2 applies to the entire subdivision
South End Subdivision	Item 2 applies to the entire subdivision with the exception of all tracks located between Milepost A 121.7 and Milepost A 138.9 where item 1 applies.
Spartanburg Subdivision	Item 1 applies to the entire subdivision
Terrell Subdivision	Item 1 applies to the entire subdivision with the Marshall Yard (Terrell, N.C.) do not apply hand brakes to any tracks in this yard
Wilmington Subdivision	Item 2 applies to the entire subdivision
W&W Subdivision	

### Centralized Train Dispatching System

The line of Form W Train Message which states Authority Number, Initials and Time is for Engineering Department use only. This line is not included in the number of lines of the Train Message.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### Safety Rule 2004:

South End, Tarboro, Parmelee, Plymouth, Rocky Mount Terminal, Roanoke Rapids, Portsmouth Subdivisions as well as Fayetteville Yard:

### E: Wearing Hearing Protection

Wear CSXT approved Hearing Protection when you are:

- Within 150 feet of one or more operating locomotives.
- On an operating locomotive outside of the locomotive cab.
- In road, transfer or yard service when riding inside of the cab of an operating locomotive, except those locomotives with the horn located near the center of the long hood.
- Providing flag protection at highway crossings at grade.

- In areas where hearing protection is required by special instructions, notice or posted sign.

### 3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Crews assigned to yard service are restricted to using personal cell phones during switching operations.

Crews assigned to line of road service, while on duty should only use cell phones for company business.

Conductor Training New Hire Trainees

Item B. 14 and Item F of CSXT Labor Agreement 4-51-96 (SCL UTU Training Agreement)

Trainees will not be used to circumvent the provisions of the crew consist agreement. In order to maintain the integrity and effectiveness of the training program and the crew consist agreement, trainees will be required to work with and remain under the supervision of the conductor, foreman, trainman or switchman at all times and will not be used to supplement the crew.

Conductors that have the responsibility of training a new hire trainee are required to keep the trainee under direct supervision.

During the first part of their training they are to watch, listen and learn from the conductors that they are assigned to. During the last part of their training they are to be watched as they perform duties that will be required of them once they have marked up.

Should an incident occur as the result of the circumvention of the crew consist agreement, the severity of the incident will be the determining factor for handling.

If situations involving the circumvention of the crew consist agreement are observed, such incidents will be handled accordingly.

### 4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

#### CSX Train Documents

CSX train documentation will have code and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crew's CSX train documentation. If the clearance instructions covering a clearance implicated shipment, is not received, the appropriate transportation department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

#### Defect Detectors

Reference the Defect Detector rules that are effective November 1, 2001. All defect Detectors on this division are identified as Type 1.

### Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Florence Division main tracks and sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

<b>Table 289. Double Stack and Multilevel Movements</b>		
<b>Subdivisions</b>	<b>DoubleStack</b>	<b>Multi-Level</b>
Aberdeen	19'2"	19'1"
Andrews	20'2"	"20'2"
Augusta		
Charleston		
Charlotte (Note 1)	19'2"	19'1"
CN&L	20'2"	20'2"
Columbia		
Creston	19'2"	19'1"
Cross		
Eastover	20'2"	20'2"
Hamlet	19'2"	19'1"
Hamlet Terminal	20'2"	20'2"
Lane		
McCormick	19'2"	19'1"
Monroe	20'2"	20'2"
North End	19'2"	19'1"
Orangeburg		
Portsmouth		
South End		
Spartanburg	18'2"	19'1"
Wilmington	19'2"	
All other subdivisions	Prohibited	Prohibited

#### Note:

1. 20'2" in ATR multilevel and double stack equipment is permitted between Charlotte, NC and Monroe, NC.

### RADIOS

#### Selecting Channel Numbers

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If it is necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

<b>Table 290. All Channel Radio Positions</b>			
<b>Designation</b>	<b>TX</b>	<b>RX</b>	<b>User Territory</b>
Engineering	45	45	Engineering Forces

#### Initiating A Radio Call-In

1. Select the appropriate train dispatcher and when using:
  - (a) Trackstar III Radio, set "DTMF-TONE" switch in "DTMF" position. Press the "Select" button until the call number is

displayed. Press the "Send" button for two seconds and release.

- (b) Motorola MCX's (Early Model) – Radio, rotate, "Tone" switch until the call number is displayed and the light to the left of tone display indicated "DTMF". Press the "DISP" button for two seconds and release.
  - (c) Motorola (Late Model) and Aerotron radios-press and hold the call number push-button for two seconds and release.
  - (d) Mobile radios-equipped with "Touch-Tone" microphones, press and hold the designated number Push-Button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
2. Within ten seconds after a call in has been performed, an "Answer Back" tone would be heard. Wait for the train dispatcher to answer the call. If the "Answer-Back" tone is not heard, the caller should wait for one minute and try again.

### **Emergency Radio Call-In Procedure**

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

1. Select the appropriate train dispatcher channel and when using;
  - (a) Trackstar III radio set "DTMF-TONE" switch in "DTMF" position.  
Press the "SELECT" button until the call number is displayed. Press the "Send" button for two seconds and release.  
Press the "SEND" button for two seconds and release.
  - (b) Motorola MCX's (Early Model), rotate the "Tone" switch until the call number 9 is displayed and the light to the left of tone display indicated "DTMF". Press the "DISP" button for two seconds and release.
  - (c) Motorola (Late Model) and Aerotron radios-press the call number 9 button for two seconds and release.
  - (d) Mobile radios-equipped with "Touch-Tone" microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will not be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying;
  - a) Transmitting unit (train identification or title and name),
  - b) Precise location,
  - c) Specific train dispatcher console (several may be coded in), and
  - d) Nature of the emergency.
4. When call number 9 has been transmitted, an emergency call indication will appear and appear and remain on the train dispatcher's console until he acknowledges the call-In.

### **Locomotive Mobile Radio Access To Mechanical Desk**

1. Train Handling Rules Requirement
  - a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
  - b) Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001 B.
2. Enhanced Locomotive/Train Safety And Efficiency
  - a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication.
  - a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
  - b) This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
  - c) If the locomotive 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 the mechanical department personnel via the road channel.
  - d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel via the road channel. If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At the time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.
4. Radio Rules Compliance
  - a) All applicable radio rules 400 – through – 425 will apply.
  - b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
  - c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.



## 5. Mobile Units – To Telephone

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

## 6. Base Locations

Note:

- (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
- (CSX) denotes CSX PBX Location. CSX (network) locations telephone is number is 8-388-5555.

### Locomotive Mobile Access

#### Aberdeen Subdivision

Location	TX	RX	Acc	Dis
Apex, NC (SDN)	87	52	204*	204#

#### Augusta Subdivision

Location	TX	RX	Acc	Dis
Beldoc, SC (SDN)	16	88	371*	371#
Millett (SDN)	87	52	531*	531#
Augusta (CSX)	19	77	571*	571#

#### Belton Subdivision

Location	TX	RX	Acc	Dis
Golden Grove SC (SDN)	16	88	371*	371#

#### Charleston Subdivision

Location	TX	RX	Acc	Dis
Florence, SC (CSX)	19	77	311*	311#
Florence, SC (SDN)	16	88	321*	321#
Cades, SC (SDN)	87	52	313*	313#
Lane, SC (SDN)	19	77	361*	361#
Charleston, SC (CSX)			321*	321#
Johns Island, SC (SDN)			313*	313#
Parkers Ferry (SDN)	87	52	341*	341#
Yemassee, SC (SDN)			317*	317#
Ridgeland, SC (SDN)	16	88	511*	511#
Savannah, GA (CSX)	19	77	511*	511#

#### Charlotte Subdivision

Location	TX	RX	Acc	Dis
Charlotte, NC (SDN)	19	77	821*	821#
Cherryville, NC (SDN)	16	88	831*	831#
Bostic, NC (SDN)	87	52	441*	441#

#### CN&L Subdivision

Location	TX	RX	Acc	Dis
Newberry, SC (SDN)	87	52	361*	361#

#### Columbia Subdivision

Location	TX	RX	Acc	Dis
Columbia, SC (CSX)	19	77	351*	351#
Denmark, SC (SDN)			332*	332#
Estill, SC (SDN)			333*	333#
Savannah, GA (CSX)			511*	511#
Stillwell			334*	334#

#### Eastover Subdivision

Location	TX	RX	Acc	Dis
Sumpter, SC (SDN)	16	88	312*	312#

#### Hamlet Subdivision

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
McBee, SC (SDN)			331*	331#
Lugoff, SC (SDN)			341*	341#
Columbia, SC (CSX)	19	77	351*	351#

#### Hamlet Terminal Subdivision

Location	TX	RX	Acc	Dis
Hamlet (CSX)	19	77	221*	221#
Hamlet (CSX)	87	52	222*	222#

#### Lane subdivision

Location	TX	RX	Acc	Dis
Sumpter, SC (SDN)	16	88	312*	312#

#### McCormick Subdivision

Location	TX	RX	Acc	Dis
Clark Hill, SC (SDN)	87	52	581*	581#
Augusta, SC (CSX)	19	77	571*	571#

#### Monroe Subdivision

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
Marshville, NC (SDN)	87	52	811*	811#
Catawba, SC (SDN)	16	88	631*	631#
Lilesville (SDN)			841*	841#
Shands (SDN)			861*	751#
Greenwood (SDN)			851*	851#
Abbeville, SC (SDN)	19	77	626*	626#
Waxhaw, NC	16	88	891*	891#
Chester, SC			881*	881#

**North End Subdivision**

Location	TX	RX	Acc	Dis
Richmond, VA (CSX)	19	77	121*	121#
Richmond, VA (CSX)	16	88	501*	501#
Collier, VA (SDN)	87	52	281*	281#
Jarratt, VA (SDN)	16	88	271*	271#
Weldon, NC (SDN)	87	52	261*	261#
Bricks, NC (SDN)	16	88	251*	251#
Rocky Mount, NC (CSX)	19	77	241*	241#

**Portsmouth Subdivision**

Location	TX	RX	Acc	Dis
Suffolk, VA (SDN)	19	77	262*	262#
Newsons, VA (SDN)			263*	263#

**Southend Subdivision**

Location	TX	RX	Acc	Dis
Rocky Mount, NC (CSX)	19	77	241*	241#
Wilson, NC (SDN)	16	88	203*	203#
Micro, NC (SDN)	19	77	206*	206#
Benson, NC (SDN)				
Wade, NC (SDN)	16	88	215*	215#
Fayetteville, NC (CSX)	19	77	207*	207#
Parkton (CSX)	16	88	217*	218#
Pembroke, NC (CSX)	19	77	208*	208#
Dillon, SC (SDN)	87	52	209*	209#
Florence, SC (CSX)	19	77	311*	311#

**Spartanburg Subdivision**

Location	TX	RX	Acc	Dis
Woodruff, SC (CSX)	19	77	341*	341#

**Wilmington Subdivision**

Location	TX	RX	Acc	Dis
Clarkton, NC (SDN)	16	88	210*	210#
Leland, NC (SDN)	19	77	211*	211#

**5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES****Diesel Units****1 Maximum numbers of units**

A maximum of twelve units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 MPH.

EXCEPTION: Current restrictions in special instructions that restrict the class or number of locomotives are still in effect. All industrial spur operations and branch lines are restricted to a maximum of eight units.

The following subdivisions have a maximum authorized speed greater than 25 MPH but are restricted to a maximum of eight units:

Belton  
Georgetown  
Hopewell  
Parmele  
Tarboro  
WSSB

**2. General Bulletins and General Notices**

When operating trains on the Florence Division between Richmond and Savannah on the North End, South End and Charleston Subdivisions, computer controlled and non-computer controlled units may be used in any order in the locomotive consist when trailing tonnage is less than or equal to the tonnage rating for the locomotive consist as determined by the Florence Division timetable "tonnage chart".

If it is necessary to start a train on an ascending grade, or while operating at any speed that is less than 7 MPH on the listed subdivisions do not open the throttle beyond run 6 until speed is 7 MPH or higher. This will apply to all ruling grades.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

NONE

**7. MISCELLANEOUS****Highway Signal Protection –**

TTX 85 foot or longer flat cars must not be left within limits of the protected highway crossing unless coupled to another car.

**AMS Libraries**

AMS libraries have been established for notices and general information at certain locations on the Division. LOCATIONS, AMS ID, and AMS PASSWORDS are:

**Aberdeen Subdivision**

AMS ID: RALNOTES  
PASSWORD: RALEIGH

**Florence - Main Line**

AMS ID: MAINLINE  
PASSWORD: INFO

**Augusta Terminal**

AMS ID: AUGINFO  
PASSWORD: NOTES

**Charleston Terminal**

CCBB ID: CHSNOTES  
PASSWORD: INFO

**Hamlet Terminal**

AMS ID: HAMNOTES  
Password: INFO

**Norlina Subdivision**  
AMS ID: RALNOTES  
PASSWORD: RALEIGH

**Richmond Terminal**  
AMS ID: ACCANOTE  
PASSWORD: ACCANOTE

**Rocky Mount Terminal**  
AMS ID: RMTNOTES  
PASSWORD: NOTES

#### **City Ordinance –**

Unless otherwise restricted, after the lead locomotive of a train passes over the last road crossing of a city ordinance, track speed may be resumed. This does not pertain to the head end of the train entering the city ordinance. Train speed must be at the speed designated in special instructions when the lead unit reaches the mile post location listed under speed restrictions in special instructions.

#### **Intermodal Train Setoffs**

Train crews on intermodal trains when setting off cars for any occasion other than normal set-off such as loading, leaning, bad ordered, defects, dragging equipment, etc., at any location including yards must notify the on-duty train dispatcher who in turn must notify the on-duty chief dispatcher for proper handling of these set-off car(s).

These instructions are in addition to any outstanding instructions issued concerning proper notifications of Intermodal bad ordered set-off cars.

#### **Static Drops**

Static dropping of cars is not permitted on the Florence Division unless otherwise instructed by the Florence Division General Manager.

#### **Highway/Rail Crossing Accident Reporting:**

1. Whenever a crossing accident occurs, the Chief Dispatcher must be notified as soon as possible.
2. Chief Dispatcher, after ascertaining the crews condition, will notify:
  - a. "CSXT Police Command Center," to coordinate efforts concerning local emergency services.
  - b. Road Foreman of Engines to obtain down-load of locomotives involved.
  - c. Officer in charge of territory.
3. Chief Dispatcher must ascertain that the conductor has the proper reporting forms available.
4. The conductor is responsible for completing and handling accident forms in the prescribed manner prior to marking off duty unless relieved of this duty by an officer of CSXT (Road Foreman/Trainmaster).
5. Types of required forms (all conductors must have the following forms available while on duty):
  - a. Grade Crossing Incident – Form HX-3 (must be completed for every grade crossing accident)
  - b. Rail Equipment Incident – Form RE-2I and RE-2 (must be completed for every rail equipment accident).
  - c. Personal Injury Report – Form PI-1 (must be completed for each personal injury including any Non-Railroad Employees – for example:

trespassers, persons involved in a crossing incident, etc.

6. Conductor must insure that these forms are delivered as soon as possible to an officer.
7. Upon receipt of completed forms, the officer will fax these forms to the General Manager's office in Florence, SC to 843-664-8273 or RNX 383-8273 and to the Safety Report Clerk for the Florence Division in Jacksonville at 904-245-2887 or RNX 322-3175. Then mail the original reports to Reporting and Compliance Department, CSX Transportation, 500 Water Street – J260, Jacksonville, FL, 32202.

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LOCOMOTIVE DYNAMIC BRAKE AXLE COUNT						
NUMBERS	CLASS	DB AXLE VALUE	NUMBERS	CLASS	DB AXLE VALUE	
1-494	CW44AC	9	4776-4795	SD70ACE	8	
495-599			5000-5016	CW60AC or CW44-8	11	
5101-5122			5500-5581	B30-7	4	
600-699	SW60AC or CW44-8	11	5783-5805	B36-7		
700-789	SD70AC	8	5806-5925	B40-8		
800-812	SD80AC	9	5930-5949		5	
1006-1018	MT-6	0	5950-5961		GP40-2	
1021-1068	SWMATE		6000-6365	4		
1084-1087	SW 1500-1		6388-6392			
1100-1119	SW1500		6393-6399			
1121-1128	SW1001		6400-6461			
1130-1139	MP15AC		6462-6499			
1140-1149	MP15		6516-6634		GP40	
1150-1194	MP15AC		6666-6796			
1200-1241	MP15T		6798-6815			
1500-1524	GP15T	4	6826-6854	GP60 GP40-2		
1534-1563	GP15-1	0	6897-6899			
1999-2126	GP38	4	6900-6947		6	
2131-2179	GP38		7000-7094			
2200-2330	RDMATE		7116-7126			
2401-2404	SD20-2	0	7300-7396	C40-8W	7	
2450-2454	SD38-2		7480-7488	C39-8		
2455-2467	SD38		7489-7646	C40-8		
2500-2555	GP38-2	4	7650-7917	CW40-8		
2556-2559	GP38-2	0	8000-8132	SD40-2	6	
2560-2650	GP38-2	4	8133-8162			
2651-2814			8163-8211			
3100-3109	B23-7		8212-8241			
3117-3128			8242-8261			
3131-3143			8301-8488			
3175-3184			8499-8676	SD50		
3185-3188	B23-7R		8700-8721	SD60	7	
3292-3305	U23B		8722-8755	SD60I		
4209-4246	GP30M		8756-8786	SD60M		
4280-4299	GP39		8787-8790	SD60		
4300-4319	GP39-2	0	8800-8889	SD40-2	6	
4400-4452	GP40-2		8954-8976	SD45-2		
4600-4621	SD40		0	9000-9052	CW44-9	7
4675-4699	SD70M	8	9700-9730	GP40	0	
4701-4755	SD70AC		9992-9993	F-40PH	4	
Effective April 1, 2004						

## SCHEDULED TONNAGE RATINGS FLORENCE DIVISION

<b>MODEL</b>	<b>ALSO INCLUDES</b>
<b>GP-40</b>	GP40-2, GP38-2, RD Slug, GP30M, GP39-2, B30-7, B23-7, GP38, GP39.
<b>B36-7</b>	B40-8 and includes C30-7, SD-40-2, and SD45.
<b>SD50</b>	C36-7 and C32-8
<b>C40-8</b>	CW40-8, CW44-8, SD60, SD70M, SD60M, SD60I, C39-8
<b>SD70AC</b>	SD75AC
<b>C44AC</b>	SD80AC
<b>CW-60AC</b>	SD90AC

**NOTES 1:** If high-adhesion units are dispatched in single unit service, the tonnage rating will be reduced by 10%. High-adhesion units are identified as units in the 5 right hand columns of this sheet.

**NOTE 2:** MP15, MP15T, MP15AC, GP15T, GP15-1 and SW1500 units are to be rated at 50% of SD40 column.

### \*\* ABERDEEN

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Raleigh - Campol	S 156 – S 161		02050	02350	03150	03750	04050	05150	0550	05950
Campol – Hamlet	S 161 – S 249	S	02300	02600	03500	04150	04550	05750	06100	06650
Apex – Durham	S 171 SB 155		03100	03550	04750	05650	06150	07800	08300	09000
Hamlet – Raleigh	S 249 – S 156	S	02100	02400	03200	03800	04150	05250	05600	06050
Durham – Apex	SB 155 – S 171		02050	02350	03150	03750	04050	05150	05500	05950

### \*\* ANDREWS

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Andrews-E Jct.	SH 365 – SH 254	S	04150	04700	06300	07500	08150	10350	11000	11950

### \*\* AUGUSTA

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Robbins-Yemass	AK 431 – A 443	S	02900	03300	04450	05300	05750	07300	07750	08450
Robbin – Smter	AK 431 – AK 332	S	03400	03900	05200	06150	06750	08550	09100	09850
Robbin – Auguga	AK 431 – AK 459		03850	04400	05900	07000	07650	09700	10300	11200
Auguga – Robbin	AK 459 – AK 431		05250	06000	08000	09500	10400	13200	14000	15200

### \*\*BELLWOOD

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Brostr – Richva	S 17 – A 0	S	01800	02050	02750	03250	03550	04500	04800	05200

### \*\*CN AND L

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Lauren – Brand	AK 555 – C 71		02200	02500	03350	03950	04350	05500	05850	06350
Newbry – Colums	C 43 – S 360	S	02300	02650	03550	04200	04600	05850	06200	06700
Brand – Newbry	C 71 – C 43		02450	02800	03750	04450	04850	06150	06550	07100

### \*\*CHARLESTON

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Floren – Charle	A 293 – A 390		03650	04200	05600	06650	07250	09200	09800	10600
Floren – Smter	A 293 – AK 332	S	05250	06000	08000	09500	10400	13200	14000	15200
Cro Jct. – Cross	A 349 – ALR 252	S	03400	03900	05200	06150	06750	08550	09100	09850
Charle – Floren	A 390 – A 293		03800	04350	05800	06900	07500	09550	10150	11000
Charle – Esavan	A 390 - A 496	S	04400	05000	06700	07950	08700	11050	11700	12700
Charle – Andrew	A 390 – SH 365	S	04550	05150	06900	08200	08950	11350	12050	13100
Yemass – Robbin	A 443 – AK 431	S	02450	02800	03750	04450	04850	06150	06550	07100
Sharde – Nsavan	A 477 – SH 511		03450	03950	05300	06300	06850	08700	09250	10050
Esavan – Charle	A 496 – A 390	S	04450	05100	06800	08100	08800	11200	11900	12900
Smter – Floren	AK 332 – A 293	S	04600	05250	07000	08300	09100	11550	12250	13300
Andrew – Charle	SH 365 – A 390	S	04550	05150	06900	08200	08950	11350	12050	13100

Nsavan – Sharde		SH 511 – A 477	03450	03950	05300	06300	06850	08700	09250	10050
SCHEDULED TONNAGE RATINGS FLORENCE DIVISION (Continued)										
<b>** CHARLOTTE</b>										
TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Monroe – Charlo	SF 306 - SF 330		02300	02650	03550	04200	04600	05850	06200	06700
Monroe – Avvebi	SF 306 – SG 440	S	01900	02200	02950	03500	03800	04850	05150	05600
Charlo - Monroe	SF 330 – SF 306		02300	02650	03550	04200	04600	05850	06200	06700
Charlo – Bostyd	SF330 - SF 405		01850	02100	02850	03350	03700	04700	04950	05400
Pinoca – Mtholl	SF 334 – SF 342		06450	07350	09800	11650	12700	16150	17150	18600
Mtholl – Pinoca	SF 342 – SF 23		02300	02650	03550	04200	04600	05850	06200	06700
Mtholl -	SF 342 – SFC 334	S	01650	01900	02550	03000	03300	04200	04450	04800
Mtholl – Terrell	SF 342 – SFE 24	S	02800	03150	04250	05050	05500	07000	07400	08050
Bostyd – Charlo	SF 405 – SF 330		01850	02100	02850	03350	03700	04700	04950	05400
- Mtholl	SFC 23 – SF 342		03100	03550	04750	05650	06150	07800	08300	09000
Terrell – Mtholl	SFE 24 – SF 342	S	01850	02100	02850	03350	03700	04700	04950	05400
Abbevi – Monroe	SG 440 - SF 306	S	01900	02200	02950	03500	03800	04850	05150	05600
<b>**COLUMBIA</b>										
TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Columns – Newbry	S 360 – C 43	S	02100	02400	03250	03850	04200	05350	05650	06150
Cayce – McBee	S 362 – S 300	S	02200	02500	03350	03950	04350	05500	05850	06350
Cayce – Dixian	S 362 – S 366		03250	03700	04950	05900	06400	08150	08650	09400
Dixian – Gastns	S 366 – S 375		02200	02500	03350	03950	04350	05500	05850	06350
Eastma – Cayce	S 367 – S 362		05850	06650	08900	10600	11550	14650	15550	16900
Gastins – Denmar	S 375 – S 410		02850	03250	04350	05150	05650	07150	07600	08250
Denmar – Eastma	S 410 – S 367		02200	02500	03350	03950	04350	05500	05850	06350
Denmar – Fairfa	S 410 - S 436		03250	03700	04950	05900	06400	08150	08650	09400
Fairfa – Denmar	S 436 – S 410		02850	03250	04350	05150	05650	07150	07600	08250
Fairfa – Savaga	S 436 – S 500	S	03850	04400	05900	07000	07650	09700	10300	11200
Vavaga – Fairfa	S 500 – S 436	S	03850	04400	05900	07000	07650	09700	10300	11200
<b>**CROSS</b>										
TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Cross – Cro Jct.	ALR 352 – A 349	S	03400	03900	05200	06150	06570	08550	09100	09850
<b>** EASTOVER</b>										
TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Smtcr – Columns	AD 332 - S 360		02850	03250	04350	05150	05650	07150	07600	08250
Wedgef – Smtcr	AKA 342 – S 332		03850	04400	05900	07000	07650	09700	10300	11200
Nwatrc – Wedgef	AKA 350 – AKA 342		01900	02200	02950	03500	03800	04850	05150	05600
Columns – Nwatrc	S 360 - AKA 350		03150	03600	04800	05700	06200	07900	08400	09100
<b>**GEORGIA</b>										
TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Auguga – Camak	AK 459 – YYG 047	S	02550	02900	03900	04600	05050	06400	06800	07400

**SCHEDULED TONNAGE RATINGS  
FLORENCE DIVISION  
(Continued)**

**\*\* HAMLET TERMINAL**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Hamlet – Cayce	S 249 – S 362	S	02200	02500	03350	03950	04350	05500	05850	06350
Hamlet – Laurhi	S 249 - SE 264	S	02600	03000	04000	04750	05200	06600	07000	07600
Hamlet Monroe	S 249 – SF 306	S	02300	02650	03550	04200	04600	05850	06200	06700
Hamlet Andrew	S 249 – SH 365	S	04150	04700	06300	07500	08150	10350	11000	11950
McBee – Hamlet	S 300 - S 249	S	02850	03250	04350	05150	05650	07150	07600	08250
Laurhi – Hamlet	SE 264 – S 249	S	02600	03000	04000	04750	05200	06600	07000	07600
Monroe – Hamlet	SF 360 – S 249	S	01900	02200	02950	03500	03800	04850	05150	05600
E Jct. - Hamlet	SH 254 – S 249		02700	03050	04100	04850	05300	06750	07150	07750

**\*\*HOPEWELL**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Bellwo – Hopewe	S 9 – SAC 23		03200	03650	04900	05800	06350	08050	08550	09300
Hopewe – Bellwo	SAC 23 – S 9		03200	03650	04900	05800	06350	08050	08550	09300

**\*\*LANE**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Lanesc – Smtcr	A 342 – AK 332		04100	04650	06250	07450	08100	10300	10900	11850
Smtcr – Lanesc	AK 332 – A 342		04750	05400	07200	08550	09350	11850	12600	13650

**\*\* McCORMICK**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Auguga – McCorm	AK 459 – AK 503		01650	01850	02500	02950	03250	04100	04350	04750
Danga - Augugua	AK 466 – AK 459		04850	05500	07350	08750	09550	12100	12850	13950
McCorm – Danga	AK 503 – AK 466		01900	02200	02950	03500	03800	04850	05150	05600
McCorm – Danga	HELPERS 03800									
McCorm - Grenwd	AK 503 – SG 425	S	02400	02700	03650	04350	04700	06000	06350	06900
Grenwd - McCorm	SG 425 – AK 503	S	02750	03150	04200	05000	05450	06900	07350	07950

**\*\*MONROE**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Grenwd – Irby	SG 425 – AK 554	S	01700	01950	02600	03050	03350	04250	04550	04900
Abbevi – Tucker	SG 440 – SG 561	S	01900	02200	02950	03500	03800	04850	05150	05600

**\*\*NORLINA**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Norlin – Raleigh	S 98 – S 156		02350	02700	03600	04250	04650	05900	06300	06800
Raleig – Norlin	S 156 – S 98		02350	02700	03600	04250	04650	05900	06300	06800



**SCHEDULED TONNAGE RATINGS  
FLORENCE DIVISION  
(Continued)**

**\*\* NORTH END**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Richva – Centla	A 0 – A 11		03500	04000	05350	06350	06950	08800	09350	10150
Richva – Potyab	A 0 BBH 1	S	02850	03250	04350	05150	05650	07150	07600	08250
Centla – Richva	A 11 – A 0		03500	04000	05350	06350	06950	08800	09350	10150
Centla – Soucol	A 11 – A 29		03350	03850	05150	06100	06650	08450	09000	09750
Centla – Brostr	A 11 – S 17	S	03250	03700	04950	05900	06400	08150	08650	09400
Soucol – Centla	A 29 – A 11		03350	03850	05150	06100	06650	08450	09000	09750
Soucol – Rocmnt	A 29 – A 121		03350	03850	05150	06100	06650	08450	09000	09750
Srocmnt – Contn	A 120 – A 139	S	04050	04600	06150	07300	07950	10100	10750	11650
Rocmnt – Soucol	A 121 – A 29		03350	03850	05150	06100	06650	08450	09000	09750

**\*\*ORANGEBURG**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Sumtyd – Cope	AK 333 – AK 387		03100	03500	04700	05600	06100	07750	08200	08900
Cresto - Giant	AK 361 – AKE 396	S	03300	03750	05050	06000	06550	08300	08800	09550
Cope – Smter	AK 387 – AK 332		05250	06000	08000	95000	10400	13200	14000	15200
Giant – Cresto	AKE 396 – AK 361	S	04650	05300	07100	08450	09200	11700	12400	13450

**\*\*PARMELE**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Parmel – Grenvl	AA 135 – AA 150		02300	02650	03550	04200	04600	05850	06200	06700
Parmel – Aurorn	AA 135 – AAD 195		04450	05100	06800	08100	08800	11200	11900	12900
Grenvl – Parmel	AA 150 – AA 135		04400	05000	06700	07950	08700	11050	11700	12700
Grenvi – Elmer	AA 150 – AA 173		03200	03650	04900	05800	06350	08050	08550	09300
Aurorn – Parmel	AAD 195 – AA 135		04450	05100	06800	08100	08800	11200	11900	12900

**\*\* PORTSMOUTH**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Ptsmou - Nwelon	AB 235 – A 82	S	03350	03850	05150	06100	06650	08450	09000	09750

**\*\*SOUTH END**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Contnt – Rocmnt	A 139 - A 121		04400	05000	06700	07950	08700	11050	11700	12700
Contnt – Dillon	A 139 – A 262		03100	03500	04700	05600	06100	07750	08200	08900
Contnt – Wallace	A 139 - AC 208	S	03350	03850	05150	06100	06650	08450	09000	09750
Fayett – Vander	A 210 – AF 215		04050	04600	06150	07300	07950	10100	01750	11650
Pembrk – Dillon	A 241 – A 262		04050	04600	06150	07300	07950	10100	10750	11650
Dillon – Contnt	A 262 – A 139		03550	04050	05400	06400	07000	08900	09450	10250
Dillon – Floren	A 261 – A 293		04050	04600	06150	07300	07950	10100	10750	11650
Floren – Dillon	A 293 – A 262		04400	05000	06700	07950	08700	11050	11700	12700
Ft.jnct – Fayett	AE 201 – A 210		03850	04400	05900	07000	07650	09700	10300	11200
Vander – Fayett	AF 215 – A 210		03450	03900	05250	06250	06800	08650	09150	09950
Hamlet – Floren	S 249 – A 293	S	04050	04600	06150	07300	07950	10100	10750	11650

**SCHEDULED TONNAGE RATINGS  
FLORENCE DIVISION  
(Continued)**

**\*\*SPARTANBURG**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
IRBY – Spartb	AK 554 – AK 593		01700	01950	02600	03050	03350	04250	04550	04900
IRBY - Grenwd	AK 554-SG 425	S	01700	01950	02600	03050	03350	04250	04550	04900
Spartb – IRBY	AK 593 – AK 554		01700	01950	02600	03050	03350	04250	04550	04900
Spartb – IRBY	HELPERS 06700									
Spartb – Belton	AK 593 – AKL 31	S	02300	02650	03550	04200	04600	05850	06200	06700
Spartb - Sevier	AK 593 – Z 209	S	02300	02650	03550	04200	04600	05850	06200	06700
Newbry – Lauren	C 43 – AK 555	S	02250	02550	03450	04100	04450	05650	06000	06550

**\*\*TARBORO**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Rocmnt – Plymou	A 121 – ABC 189		05500	06250	08350	09950	10850	13750	14500	15850
Tarbor – Rockmnt	AB 136 – A 121		03450	03950	05300	06300	06850	08700	09250	10050
Plymou – Tarbor	ABC 189 – AB 136		03250	03700	04950	05900	06400	08150	08650	09400

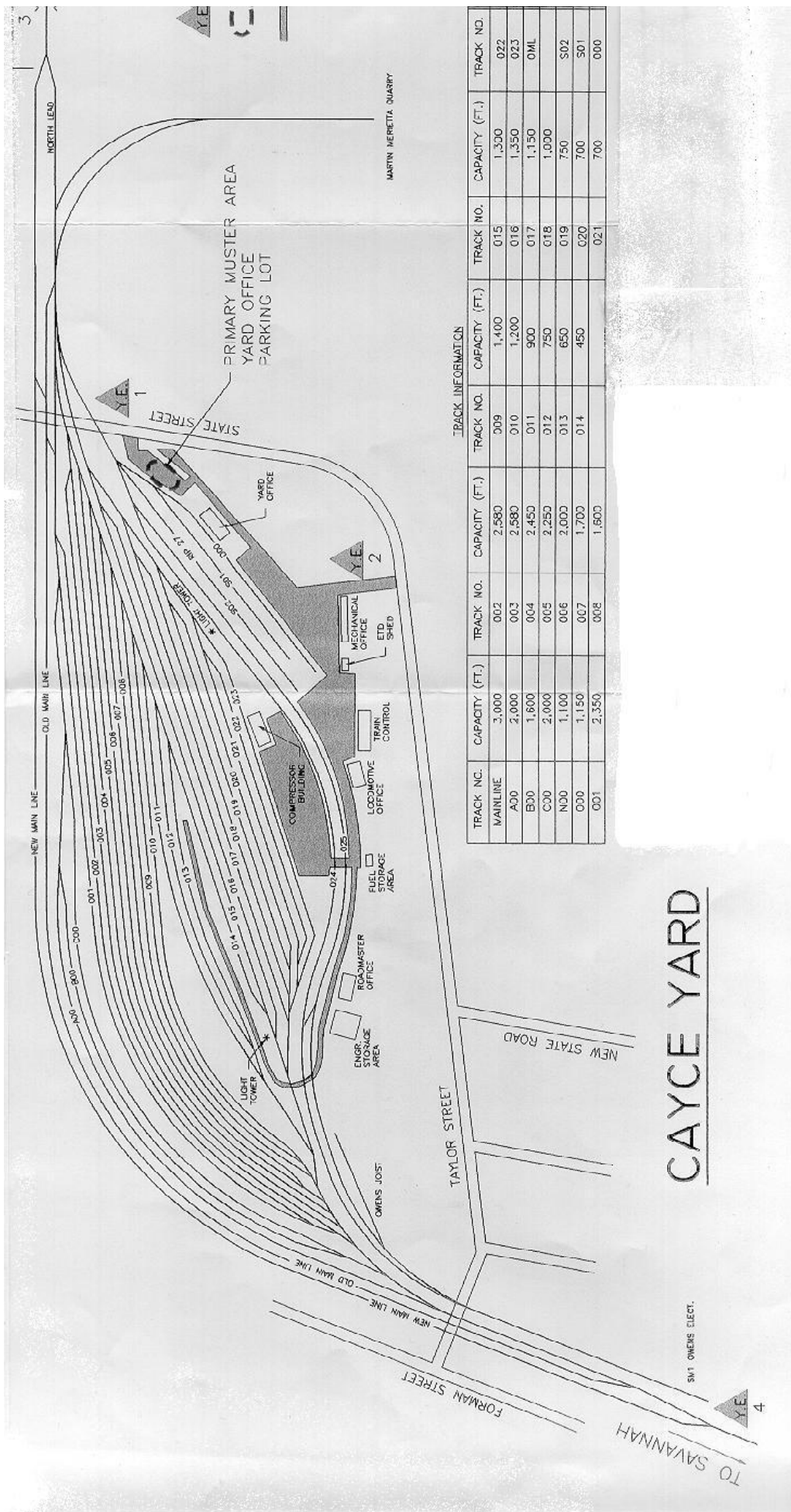
**\*\*W & W**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Warsaw – Clintn	AC 189 – ACA 202		02050	02350	03150	03750	04050	05150	05500	05959
Wallace – Contn	AC 208 – A 139	S	03350	03850	05150	06100	06650	08450	09000	09750
Clintn – Warsaw	ACA 202 – AC 189		02050	02350	03150	03750	04050	05150	05500	05950

**\*\* WILMINGTON**

TERMINAL NAME	MILEPOST		GP40	B36-7	SD40	SD50	C40-8	SD70A	CW44AC	CW60AC
Laurhi – Wilmin	SE 264 – SE 359		04150	04700	06300	07500	08150	10350	11000	11950
Wilmin - Laurhi	SE 359 – SE 264		04150	04700	06300	07500	08150	10350	11000	11950





# Florence Division

