



**ATLANTA DIVISION
TIMETABLE NO. 3**

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

**G. S. Kovar
Division Manager**

TIMETABLE LEGEND

GENERAL

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

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 letter identifier

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

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

Abbreviations used are (P) – Passenger, (F) – Freight. Designations for other trains will be identified in Subdivision Special Instructions. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. Special speeds, such as over road crossings, will be shown in shaded blocks.

B. MILEPOST

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

C. STATION

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

D. TRACK DIAGRAM

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

E. TWC – Track Warrant Control Rules

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

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

F. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

G. NOTES

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

3 – SYMBOLS USED IN THE DIAGRAM

N – North **S** – South **E** – East **W** – West
YL – Yard Limits
NB – Northbound **SB** – Southbound
EB – Eastbound **WB** – Westbound

Milepost used for checking speed indicator accuracy will be shown without alpha prefixes and will be bordered like this: 28.0
29.0

(P) Passenger Station
 CP Controlled Point
 (X) Interlocking
 (R) Remotely Controlled
 RT Running Track
 IT Industrial Track
 ss Spring Switch
 (A) Automatically Controlled
 ABS Automatic Block Signal Rules
 CPS Control Point Signal Rules
 TTB Thru-Truss Bridge
 CSS Cab Signal System Rules
 ATC Automatic Train Control Rules
 EQHR Equipment Handling Rules
 SDF Slide Detector Fence
 SDS Slide Detector Signal
 SDG Siding
 SSDG Signaled Siding
 CSDG Controlled Siding
 ABTH Air Brake and Train Handling Rules

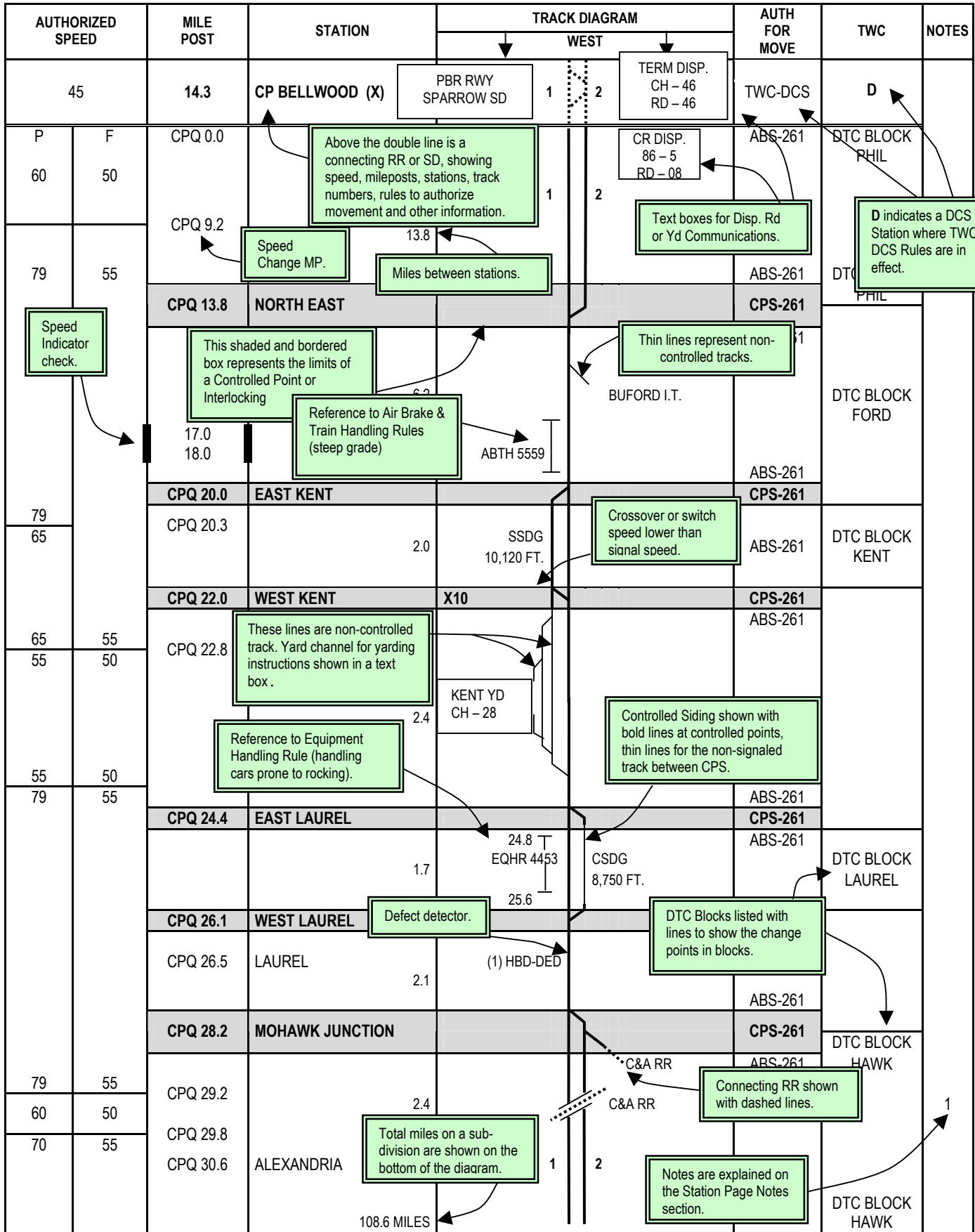
CM DISP.
 94 – 7
 RD - 08

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

Defect Detectors

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

LEGEND - SAMPLE SUBDIVISION - SS



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

ATLANTA DIVISION OFFICERS

G. S. Kovar
Division Manager

C. A. Kephart
Asst. Division Manager

D. R. Hamby
LOR Superintendent

W. E. McClellan
Mgr. Safety and Operating Practices

C. R. Saunders
Senior Road Foreman of Engines

M. A. Bassone
Division Engineer

G. L. Newton
Division Mechanical Superintendent

T. G. Watson
Division Engineer of Signals

<u>Location and Names</u>	<u>Title</u>	<u>Location and Names</u>	<u>Title</u>
Atlanta, GA		Mobile, AL	
W. R. Dunlap	Terminal Superintendent	D. A. Snapp	Terminal Manager
J. B. Tipton	Asst. Terminal Superintendent	J. S. Deakins	Trainmaster
N. A. McNeill	Trainmaster	R. H. Billingsley	Trainmaster
L. D. McCranie	Trainmaster	C. W. Dobson	Trainmaster
P. T. Smith	Trainmaster	G. D. Jackson	Trainmaster
W. D. Mallard	Trainmaster	S. R. Miskimens	Trainmaster
Open	Trainmaster		
M. E. Hylar	Road Foreman of Engines	New Orleans, LA	
Cartersville, GA		J. T. May	Terminal Manager
W. G. Kent	Trainmaster	J. A. Mayeaux	Trainmaster
B. J. Tatum	Road Foreman of Engines	L. K. McKenzie	Trainmaster
Etowah, TN		P. A. Napier	Trainmaster
C. W. Brannon	Trainmaster	A. Donegan	Trainmaster
J. M. Belew	Road Foreman of Engines	Birmingham, AL	
Flomaton, AL		K. R. Dziwulski	Terminal Superintendent
M. A. Murray	Trainmaster	J. G. Carnes	Asst. Terminal Superintendent
Manchester, GA		M.O. Boyd	Terminal Trainmaster
A. W. Walton	Trainmaster	B.M. Thrasher	Trainmaster
W. J. Spriggs	Road Foreman of Engines	H.M. Till	Trainmaster
Abbeville, SC		J. G. Falkner	Trainmaster
J. S. Evans	Road Foreman of Engines	K.R. Williams	Trainmaster, Coal
		R. Anderson	Road Foreman of Engines

<u>Location and Names</u>	<u>Title</u>	<u>Location and Names</u>	<u>Title</u>
Calera, AL		Jacksonville, FL	
Z.R. Lee	Trainmaster	D. E. Taylor	Director of Train Operations
Fairburn, GA		W. F. Bird	Chief Dispatcher – North
S.T. O’Neal	Trainmaster	B. L. Blalock	Chief Dispatcher – South
Hulsey Ramp, GA		Montgomery, AL	
M. T. Mathis		A. F. Averitte	Terminal Manager
Tucker, GA		W. A. Carr	Trainmaster
S. E. Scott	Trainmaster	R. A. Hollon	Trainmaster
Social Circle, GA		R. D. Jackson	Trainmaster
C. F. Davis	Trainmaster	R. D. Dunlap	Trainmaster
Pascagoula, MS		P. A. Abernathy	LOR Trainmaster/MM Sub
K. P. Goff	Trainmaster	T. J. Dean	Road Foreman of Engines
		W. A. Powe	Road Foreman of Engines

ATLANTA DIVISION			SOUTHERN REGION		
	RNX	BELL		RNX	BELL
Division Manager	377	5383	Vice President	426	6133
Superintendent Operations	377	5447	Director Administration	426	6019
Senior Road Foreman	377	5066	Director Finance	426	6054
Manager Operating Practices	377	5340			
District Engineer Signals	377	5380			
Regional Engineer Track	377	5274			
Asst. Regional Mechanical Supv.	377	5365			
EMERGENCY ASSISTANCE					
	RNX	BELL			
ACCIDENT-INJURY HOT LINE	CSX POLICE	800-232-0144	CSX RAILROAD POLICE	1-800-232-0144	
SAFETY HOT LINE (unmanned)	377-5500	800-579-2563	<u>BY RADIO</u>	On the road channel, press 911 on the DTMF tonepad for the train dispatcher.	
SAFETY HOT LINE	377-5500	800-579-2563			

ATLANTA TRAIN DISPATCHING OFFICE
3019 Warrington Street
Jacksonville, Florida 32254

	RNX	BELL		RNX	BELL
Supervisor Train Operations	388-3641	904-332-3641		Supervisor Train Operations	388-3641 904-332-3641
North Chief Train Dispatcher	388-2789	904-381-2789		South Chief Train Dispatcher	388-2788 904-381-2788
<u>BG Dispatcher</u> Atlanta Terminal Manchester Subdivision	388-5737 388-5776	904-381-5737 904-381-5776 800-854-5697		<u>AH Dispatcher</u> Boyles Terminal S&NA South	388-2735 388-2736 904-381-2735 904-381-2736 800-445-5506
<u>CN Dispatcher</u> A&WP Subdivision Lineville Subdivision	388-2741 388-2742	904-381-2741 907-381-2742 800-445-5512		<u>AY Dispatcher</u> Birmingham Mineral	388-2553 904-381-2553
<u>AF Dispatcher</u> Abbeville Subdivision	388-2707 388-2708	904-381-2707 904-381-2708 800-628-4726		<u>AG Dispatcher</u> M&M Subdivision NO&M Subdivision Prattville Branch	388-2709 388-2710 904-381-2709 904-381-2710 800-628-4729
<u>AE Dispatcher</u> Gainesville Midland	388-2671 388-2672	904-381-2671 904-381-2672 800-445-5518		<u>AB Dispatcher</u> PD Subdivision	388-2687 388-2688 904-381-2687 904-381-2688 800-628-4719
<u>AI Dispatcher</u> Cartersville Subdivision Etowah Subdivision W&A Subdivision	388-2760- 388-2761	904-381-2760 904-381-2761 800-445-5517			
<u>BE Dispatcher</u> Camak Subdivision Georgia Subdivision	388-2726 388-2727	904-381-2726 904-381-2727 800-445-5503			

NOTES

NOTES

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH	↓			
50	XXB 16.4	STONEWALL	ATLANTA TERM		BG-DISP-08 RD-66-66 800-854-5697	ABS-261	DTC BLOCK RED OAK
50	XXB 16.4 XXB 18.0 XXB 18.6		CN-DISP-58-03 RD-84-84 800-445-5512		FAIRBURN STORAGE TRACK	ABS-261	DTC BLOCK FAIRBURN
	XXB 20.0	NE FAIRBURN 3.6			INTERMODAL	CPS-261	
	XXB 22.4		SSDG 12,400' 30 MPH		DSI	ABS-261	
	XXB 22.5	SE FAIRBURN 2.5			OWENS CORNING	CPS-261	
	XXB 23.2				GSA	ABS-261	DTC BLOCK INTERMODAL
	XXB 23.4	NE PALMETTO 0.9	SSDG 9,955' 30 MPH			CPS-261	
						ABS-261	
	XXB 25.7	SE PALMETTO 2.3				CPS-261	
	XXB 26.7 XXB 30.0 XXB 35.2				PALMETTO DIST. VULCAN SHENANDOAH US CAN	TWC-DTC	DTC BLOCK PALMETTO
50 40	XXB 37.4 XXB 37.6		GRAPHIC PACKING NEWNAN HBD		THE CONCRETE CO		
	XXB 37.7	DTC BLOCK SIGN NE NEWNAN 12.0			6,215'		DTC BLOCK NEWNAN
40	XXB 37.9 XXB 38.9		STORAGE TRACK				
25 OVER NS DIAMOND	XXB 39.1 XXB 39.2	SE NEWNAN 1.4					
	XXB 39.3	NS CENTRAL OF GEORGIA	- - - - -				
40	XXB 39.9	DTC BLOCK SIGN 0.1					DTC BLOCK GRANTVILLE
40	XXB 40.3				WHEELER		
45	XXB 41.0 XXB 41.1 XXB 41.3						
50	XXB 51.3						
45	XXB 51.6						
50	XXB 56.4						
45	XXB 56.7 XXB 56.9 XXB 57.1 XXB 57.3		HOGANSVILLE HBD				
	XXB 57.4	DTC BLOCK SIGN NE HOGANSVILLE 18.2	HOUSE TRACK		6,500'		DTC BLOCK GRANTVILLE
	XXB 57.6						DTC BLOCK HOGANSVILLE
45	XXB 59.0	SE HOGANSVILLE 1.6			SELF-RESTORING	TWC-DTC	

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
45	XXB 62.5				TWC-DTC	DTC BLOCK HOGANSVILLE	
50	XXB 62.8						
	XXB 68.7	DOBBS 9.7		LAGRANGE CONN. TRACK	CPS-261	DTC BLOCK DOBBS	
50	XXB 68.9		DUNSON LEAD	LINEVILLE SD ANJ 816.1	ABS-261	DTC BLOCK DOBBS	
45				LAGRANGE YD	CPS-261		
#1 30	#2 45	XXB 69.1	LAYFAYETTE CONN 0.4				
		ANJ 816.5			CN-DISP 58-3 RD-84-84 800-445-5512	ABS-261	
30	45	ANJ 819.0	MAIN ST. CONN 0.5				
				NO. 2			
				NO. 1	CPS-261	DTC BLOCK LAGRANGE	
45	XXB 71.0		LINEVILLE SD ANJ 819		ABS-261		
	XXB 71.2						
45	XXB 72.0				TWC-DTC (ABS)		
50	XXB 73.2		MONCRIEF STORAGE			DTC BLOCK DOW	2
	XXB 73.8		LAGRANGE HBD				
	XXB 74.0			KC LEAD			
	XXB 74.2			MOBIL OIL			
	XXB 75.1						
	XXB 75.4	DTC BLOCK SIGN GABBETSVILLE 4.2					
50	XXB 84.9					DTC BLOCK GABBETSVILLE	
40				TTB			
25	XXB 86.0	CHATTAHOOCHEE BRIDGE 10.6					
	XXB 86.9	NE WESTPOINT 0.9					2
25	XXB 87.0	DTC BLOCK SIGN					
40	XXB 87.8					DTC BLOCK WESTPOINT	
	XXB 88.1		STORAGE TRACK	WOOD YARD 4845'			
	XXB 88.8	SE WESTPOINT 1.9					
40	XXB 89.5						
50	XXB 91.9		LETICA	KNAUF			
	XXB 92.2			KNORBOARD			
	XXB 94.0		NELSON HBD				2
50	XXB 97.1						
45	XXB 97.6						
50	XXB 98.2	DTC BLOCK SIGN NE CUSSETA 9.4				DTC BLOCK WESTPOINT	
	XXB 98.8	SE CUSSETA 0.6	2,695'				
	XXB 107.3	ROANOKE JCT. 8.5	PINE BELT SOUTHERN			DTC BLOCK ROANOKE	3
	XXB 107.4			INTERNATIONAL PAPER			
50	XXB 107.7				TWC-DTC (ABS)		
45							

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
45	XXB 108.6		PIEDMONT FERTILIZER		TWC-DTC (ABS)	DTC BLOCK ROANOKE	4
	XXB 109.4			STORAGE			
45	XXB 109.8	DTC BLOCK SIGN NE OPELIKA	2.5	NS			
	XXB 111.3	SE OPELIKA	1.5	6,600' 25 MPH SELF-RESTORING			6 3
	XXB 112.0			WEST PT. PEPPER. OPELIKA HBD		DTC BLOCK OPELIKA	
	XXB 114.1						
	XXB 119.2			SOUTHMONT STEEL			
45	XXB 119.5						
50	XXB 128.9	DTC BLOCK SIGN NE NOTASULGA	17.6	2,800'			
	XXB 129.5	SE NOTASULGA	0.6			DTC BLOCK NOTASULGA	
	XXB 129.7						
	XXB 134.0			LANGLEY WOODYARD			
	XXB 135.5			CHEHAW HBD			
				CHEHAW HOUSE TRACK			
	XXB 135.6	DTC BLOCK SIGN NE CHEHAW	6.1	3,520'			
	XXB 136.4	SE CHEHAW	0.8			DTC BLOCK CHEHAW	
	XXB 138.6	NE MACON	2.2		SELF-RESTORING		6
	XXB 138.8	DTC BLOCK SIGN			10,000' 25 MPH		
	XXB 140.7	SE MACON	2.1		SELF-RESTORING	DTC BLOCK MACON	6
	XXB 146.9	DTC BLOCK SIGN NE MILSTEAD	6.2			DTC BLOCK MILSTEAD	
	XXB 147.5			HOUSE TRACK	4,125'		
	XXB 147.7	SE MILSTEAD	0.8				
	XXB 151.6			MARTIN MARIETTA			
	XXB 152.0			SHORTERS HBD			
				SHORTERS RUNAROUND			
	XXB 152.5			BAMA RAIL			
	XXB 156.0			MARTIN MARIETTA		DTC BLOCK MILSTEAD	
	XXB 158.4	DTC BLOCK SIGN NE MT MEIGS	10.7				
	XXB 158.6			RAILWORKS			
	XXB 158.7			SIMCALA		DTC BLOCK MT. MEIGS	
				9,955' 25 MPH			
	XXB 160.6			KERSHAW			
50	XXB 160.9	SE MT MEIGS	2.5		SELF-RESTORING	TWC-DTC (ABS)	6

A&WP SUBDIVISION - AW

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
50	XXB 165.0 167.0 168.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK MT. MEIGS	5
50 25	XXB 171.8				193 YARD LIMITS		
	XXB 172.3 XXB 174.0 XXB 174.4						
25	XXB 174.5 XXB 175.5				COOSA ST 14.6 CSX		
30					M & M SD AG-DISP 94-4 RD-84-84 800-628-4729		
157.6 MILES STONEWALL TO M&M SD							

STATION PAGE NOTES

- NOTE 1:** NS Railroad governed by Rule 98; electric –locked derails, 25 MPH.
- NOTE 2:** If defect detector at LaGrange for southward trains or Nelson for northward trains is not functioning, trains must be stopped and a walking inspection performed before operating across Chattahoochee Bridge MP XXB 86.5. 25 MPH over bridge.
- NOTE 3:** See approach locations with time-out features in special instructions relating to operating rules.
- NOTE 4:** At Opelika automatic railroad crossings, when governing home signal indicates “STOP” and no movement is seen or heard on conflicting route, be governed by instructions posted at the interlocking and by applicable operating rules 226-B.
- NOTE 5:** All trains moving to and from SN Yard to the Americus Branch must stop and proceed only when crossing is known to be clear. Permission to cross over A&WP Main Line must be obtained from yardmaster, see Rule 98-F.
- NOTE 6:** See Rule 277 for self-restoring switches.
- NOTE 7:** Before entering Fairburn Terminal, CSXT crew must contact CSXI supervisor using Channel 25 and ask for permission to enter terminal. CSXI supervisor will locate Trinity switch crew for location and verify tracks are not fouled that will be used by CSXT, unless otherwise instructed by CSXI supervisor. Trinity crew and CSXT crew must establish communications on Channel 84. Both parties will continue to get instructions from CSXI supervisor and both stay on Channel 84 to coordinate movements within the terminal until CSXT crew is either off duty or has departed on outbound train. At no time should a CSXT train crew and Trinity switch crew work the same track at the same time.

A&WP SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Do not exceed 25 MPH on Opelika Siding, Mt. Meigs Macon Siding. Do not exceed 25 MPH on Fairburn Intermodal Yard north and south lead tracks.

EXCEPTED TRACK

Track #1 at Newnan is excepted track.

APPROACH LOCATIONS WITH TIME-OUT FEATURES

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

Approach Locations With Time-Out Features

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

HIGHWAY AND STREET CROSSINGS

Do not block crossings in Hogansville for an excessive length of time. Cut crossings to allow highway traffic to pass if necessary.

HAND BRAKES

EXCEPTIONS TO RULE 103-D

- Minimum of 2 handbrakes must be applied on the following Industry Tracks:
 - Montgomery Material XXB 165.0
 - Kershaw XXB 160.6
 - Simcala and Railworks Waste XXB 158.7
 - Martin Marietta XXB 156.0
 - Bama Rail XXB 152.0
 - Martin Marietta XXB 151.6
 - Southmont Steel XXB 119.5
 - House Tracks and NS Interchange XXB 109.4
- All other Industry tracks, storage tracks and yards a minimum of three handbrakes on cuts of ten or more cars must be applied.

- Fairburn Intermodal Yard – only one hand brake required regardless of cut size.

- If cars are left standing on the following a minimum of three handbrakes are required:

Fairburn Storage Track
 Fairburn Siding
 Newnan Siding
 Moncrief Siding

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, double stack and multi-level in excess of 20'2" are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

- Six-axle locomotives must not operate on Piedmont XXB108.5.

7. MISCELLANEOUS

1. CLOSE CLEARANCE

Account of close clearance at the following locations, employees are prohibited from riding the side of cars when cars are on adjacent tracks:

- a) XXB 37.5 Newnan
- b) XXB 57.3 Hogansville Siding
- c) XXB 109.3 Rip Tracks 1 and 2, Opelika
- d) XXB 111.9 Tank car spot, Opelika

Chester Yard, Montgomery, AL, do not ride on the side of cars between the clearance points of tracks C02 and C13 unless adjacent track is clear and it is known no other equipment will be moving through the adjacent track.

1. When a southbound train is to hold the main track and meet a northbound train at Newnan, the southbound train will not pass the southbound intermediate signal at MP XXB 35.1 until the northbound train has cleared the Newnan DTC Block.
2. Train may pass passing siding NAS N.E. Mt. Meigs displaying STOP aspect without Train Dispatcher's permission provided both of the following conditions apply:
 - a) Train has northbound and southbound Miltstead DTC Block.
 - b) Part of train is standing on main track between NAS N.E. Mt. Meigs and SAS S.E. Mt. Meigs.

NOTES

NOTES

ABBEVILLE SUBDIVISION - AV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
45	SG 440.0		MONROE SD		ABS-261	DTC BLOCK CALHOUN FALLS	
	SG 441.8	SE ABBEVILLE		<div style="border: 1px solid black; padding: 2px; width: fit-content; margin: auto;"> AF-DISP-54-#7 RD-66 1-800-628-4726 </div>	CPS-261		
40	442.0 443.0 444.0 445.0 SG 447.0 SG 447.8		HB-DE		ABS-261	DTC BLOCK CALHOUN FALLS	
	SG 452.4	NE CALHOUN FALLS 0.6		SSDG 25 MPH	CPS-261		
45	SG 454.5	SE CALHOUN FALLS 2.1		9,950'	CPS-261	DTC BLOCK NORMAN	
	SG 462.6	HEARDMONT	HB-DE		ABS-261		
40	SG 463.5					ABS-261	
45	SG 465.7						
45	SG 467.4	NE NORMAN 12.9		SSDG 25 MPH	CPS-261	DTC BLOCK HOWIE	
	SG 469.5	SE NORMAN 2.1		9,950'	CPS-261		
45	SG 469.9				ABS-261		
25	SG 472.5						
40	SG 473.2 SG 473.6	NE WESTER 3.7 SE WESTER 0.4		WESTER IT 40 CAR CAPACITY	ABS-261		
	40	SG 479.6					
45	SG 484.6		HOWIE HB-DE		ABS-261		
45	SG 483.0						
40	SG 485.0				ABS-261	DTC BLOCK HOWIE	
45	SG 485.5	NE HOWIE 11.9		SSDG 25 MPH	CPS-261	DTC BLOCK HULL	
	SG 487.5	SE HOWIE 2.0		9,953'	CPS-261		
45	SG 489.0				ABS-261		
40	SG 491.0						
30	SG 491.7				ABS-261	DTC BLOCK HULL	
40	SG 493.4						
45	SG 494.0				ABS-261	DTC BLOCK HULL	
50	SG 495.0						
50	SG 497.3	NE HULL		SSDG 25 MPH	CPS-261	DTC BLOCK ATHENS	
	SG 499.4	SE HULL		9,971'	CPS-261		
40	SG 500.1 SG 505.4				ABS-261		
	35	SG 505.0 SG 505.7	ATHENS	----- HARTWELL			
45	SG 506.8	NE FOWLER JCT 1.1		SSDG 10 MPH GM SUB	CPS-261	DTC BLOCK HARPER	1
	SG 507.8			9,815'			
45	SG 508.8	SE FOWLER JCT 2.0			CPS-261		

ABBEVILLE SUBDIVISION - AV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
45	SG 510.0		ATHENS HB-DE		ABS-261	DTC BLOCK HARPER	
	SG 512.8		<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AF-DISP-54-#7 RD-66 1-800-628-4726 </div>				
40	SG 514.2						
50	SG 514.5	NE BOGART 5.7	BOGART IT 55 CAR CAPACITY		CPS-261	DTC BLOCK AUBURN	
	SG 515.5	SE BOGART 1.0					
	SG 520.6	NE HARPER 5.1			ABS-261		
	SG 521.6		SSDG 25 MPH 10,018'		ABS-261		
	SG 522.7	SE HARPER 2.1			CPS-261		
50	SG 524.3				ABS-261		
45	SG 526.4	NE NORTH STORAGE 3.7	NORTH STORAGE 38 CAR CAPACITY				
	SG 526.8	SE NORTH STORAGE 0.4					
	SG 527.0	WINDER 0.2					
	SG 527.2	NE SOUTH STORAGE 0.2					
45	SG 527.7		SOUTH STORAGE 52 CAR CAPACITY				
50	SG 528.0	SE SOUTH STORAGE 0.8					
	SG 529.8	NE JOHN-MANVILLE 1.8	JOHN-MANVILLE HB-DE 65 CAR CAPACITY		ABS-261	DTC BLOCK AUBURN	
	SG 530.0						
	SG 530.8	SE JOHN-MANVILLE 1.0			CPS-261		
	SG 531.7	NE AUBURN 0.9			ABS-261		
			SSDG 25 MPH 9,968'		ABS-261		
	SG 533.8	SE AUBURN 2.1			CPS-261		
50	SG 537.6		SDG 534.7 PALMER SDG 536.8 YARD		ABS-261	DTC BLOCK DACULA	
35	SG 538.0	NE DACULA 4.2			CPS-261		
			SSDG 30 MPH 8,880'		ABS-261		
	SG 539.8	SE DACULA 1.8			CPS-261		
	SG 539.8	NE TDSI	TDSI YARD TDSI		ABS-261	DTC BLOCK LAWRENCEVILLE	
	SG 540.9	SE TDSI					
	SG 542.0	NE LAWRENCEVILLE 2.2			CPS-261		
			SSDG 10 MPH 9,726'		ABS-261		
35	SG 543.8	SE LAWRENCEVILLE 1.8			CPS-261	DTC BLOCK	
40	SG 444.0				ABS-261	GLOSTER	
40	SG 547.7				ABS-261		
50	SG 548.6	NE GLOSTER 4.8			CPS-261		
			SSDG 25 MPH 7,975'		ABS-261		
	SG 550.4	SE GLOSTER 1.8			CPS-261		
	SG 552.4		LILBURN HB-DE LILBURN STORAGE 20 CAR CAPACITY		ABS-261	DTC BLOCK TUCKER	
	SG 555.0						
50	SG 558.3						
	SG 559.0	TUCKER HOLDOUT 8.6			CPS-261		
40	SG 561.0		ATLANTA TERM SD		<div style="border: 1px solid black; padding: 2px; display: inline-block;"> BG-DISP-08-#5 RD-66 1-800-854-5697 </div>	DTC BLOCK EMORY	
	SG 561.0	NE TUCKER					
	SG 561.4						

119.0 MILES ABBEVILLE TO NE TUCKER

STATION PAGE NOTES

NOTE 1: Great Walton Railroad governed by Rule 98, normally clear CSX; electrically locked derails.

ABBEVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

ROAD CROSSINGS AT GRADE

Highway and Street Crossings	
Station, Highway or Street	Instructions
Middleton Road SG469.7	STOP and Flag while switching across the Horn Track only at SG469.7
Winder SG527.4 Horton St.	STOP and flag Horton Street storage track only account of rusty rail
Old Norcross Road on Viking Road at Lawrenceville, GA SG 545.2	STOP and flag.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stack and multi-level equipment in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Cannot use 6 axle engines at Tucker, Athens, and Abbeville in industry tracks.

7. MISCELLANEOUS

NONE

NOTES

NOTES

ATLANTA TERMINAL SUBDIVISION - AA (Chart A)

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES	
				SOUTH						
35				W&A SD	AI DSPR 94-T4 RD 84-84 1-800-445-5517		ABS-261	DTC BLOCK DAY		
35		WA 22.4	N ELIZABETH				CPS-261		1	
							ABS-261			
NO. 1	NO. 2	WA 22.2	ELIZABETH	0.2	(NEDT)		CPS-261			
35	35	WA 21.2	SE EAST SIDING	1.0	BG DSPR 08-T5 RD 66 1-800-854-5697	GNRR YARD DERAIL		DTC BLOCK LOCKAIR		
		WA 20.4	MARIETTA DEPOT	0.8					ABS-261	
		WA 19.5	BUTLER STREET	0.9						
		WA 17.6	LOCKAIR	1.9					CPS-261	
		WA 15.0	SMYRNA DEPOT	2.6			ABS-261	DTC BLOCK SMYRNA		
35	35	WA 13.1	SMYRNA	1.9	(SEDT)		CPS-261			
35		WA 13.0					ABS-261			
35		WA 12.5	I-285	0.6	HBD-DED			DTC BLOCK GILSTRAP		
35		WA 11.2	VININGS	1.3						
35		10.0								
35		9.0								
30		WA 8.0								
		WA 7.9	OVERMYER	3.3						
		WA 7.5	JAC MAC LEAD	0.4						
		WA 7.4	GILSTRAP	0.1	(NEDT)		CPS-261			
		WA 7.3					ABS-261		2	
		WA 6.6	BOLTON	0.8		L&N IB L&N OB	CPS-261		3	
		WA 5.9	4700	0.7						
		WA 5.1	RAILPLANT	0.8			ABS-261			
		WA 5.0								
NO. 1	NO. 2	WA 4.9	TILFORD	0.2	(THREE TRACKS)		CPS-261			
30	20	WA 4.7	PINE STREET	0.2		1 2 3 TO SOUTH TILFORD REF CHART "C"	ABS-261			
	NO. 3	WA 3.8	TOP OF SLIDE	0.9	(NEDT)		CPS-261			

ATLANTA TERMINAL SUBDIVISION - AA (Chart A cont.)

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2	NO. 3			SOUTH	SOUTH			
30	20 30	10	WA 3.7	0.1		CPS-261			
30			WA 3.0	0.7					
NO. 1	NO. 2		WA 2.9	0.1		HOWELL TOWER	226-B	4	
25	25		WA 2.7	0.2		TENTH STREET			
25	30		WA 1.3	1.4		JONES AVENUE			
30	30		WA 0.9				CPS-261	5	
10	10		WA 0.8	0.5		THURMOND STREET	ABS-261		
			WA 0.0			CIRCLE CONNECTION			
			YYG 170.8	0.8		TO NS "SPRING" REF CHART "D"	CPS-261		
10	10		YYG 170.0	0.8		BOULEVARD YARD	No.1 193	No.2 ABS 261 (193)	
25	25		YYG 169.5	0.5	HULSEY YARD				
			YYG 168.5	1.0	HURT STREET				
			YYG 168.1	0.4	LAFRANCE STREET				
			YYG 167.2	0.9	PIE HOUSE				
			YYG 166.8	0.4	HOWARD STREET	ABS 261 (193)			
25	25					193	(193)		

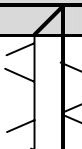



ATLANTA TERMINAL SUBDIVISION - AA (Chart A cont.)

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NO. 1	NO. 2			↓	SOUTH			
25	25	YYG 166.5 YYG 166.1 YYG 165.9	KIRKWOOD	0.9	(SEDT)	CPS-261 CPS-261		6
25		YYG 165.6 YYG 164.8	DECATUR	1.1	DECATUR STORAGE	ABS-261	DTC BLOCK SCOTTTDALE	
45		YYG 162.5	SCOTTTDALE	2.3		CPS-261		
		YYG 162.4	DTC BLOCK SIGN			ABS-261		
45		YYG 162.2				TWC-DTC (ABS)		
30		YYG 162.1					DTC BLOCK STONE MOUNTAIN	
45		162.0 161.0						
45		YYG 157.7	PATILLO SPUR	4.8				
45		YYG 155.2	NE STONE MOUNTAIN	2.5				
50		YYG 154.5	DTC BLOCK SIGN					
		YYG 154.4 YYG 152.9 YYG 149.0	SE STONE MOUNTAIN LITHONIA	0.8 5.4	STONE MOUNTAIN HBD-DED	TWC-DTC (ABS)	DTC BLOCK REDAN	
50					GEORGIA SD	TWC-DTC (ABS)	DTC BLOCK LITHONIA	
N. ELIZABETH TO LITHONIA 44.2 MILES								

STATION PAGE NOTES

- NOTE 1:** Method of operation for joint operation with Georgia Northeastern Railroad (GNRR) on East Siding and yard track at Elizabeth is CSXT Operating Rule 96.
- NOTE 2:** Suspension of Signal System: Yard Limits would be established between switch Gilstrap, MP WA 7.3, and south switch Kirkwood, MP YYG 165.9.
- NOTE 3:** CPS/ABS Rules are In effect on L&N inbound between Bolton control point and NAS Hump Tower Crossing.
- NOTE 4:** Railroad crossing at grade MP WA 2.9 and 2.7, remotely controlled, controlled by CSX 'BG' Dispatcher, Jacksonville.
- NOTE 5:** Trains will not operate on the No. 2 main track or "Dead Track" between south switch Jones Ave. (at Thurmond Street) and switch Circle Connection (at Piedmont Ave.) without authority of the Terminal Superintendent or his designee.
- NOTE 6:** Trains will not be granted a Proceed Block in the Redan or Stone Mountain DTC blocks. Trains will be granted Absolute, Clear, or Occupied Blocks. Trains granted an Occupied Block will move at Controlled Speed unless further restricted by signal indication.

ATLANTA TERMINAL SUBDIVISION - AA (Chart B)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
45			ABBEVILLE SD		AF DISP 54/T7 RD 66 1-800-628-4726	ABS-261	DTC BLOCK TUCKER
	SG 559.0	TUCKER HOLDOUT				CPS-261	
45	SG 561.0	TUCKER			BG DISP 08/T5 RD 66 1-800-854-5697	CPS-261	DTC BLOCK EMORY
			CSDG 10192' 25 MPH			ABS-261	
	SG 563.5	SE TUCKER 2.5				CPS-261	
	564.0 565.0 566.0		TUCKER HB-DE			ABS-261	
45	566.7						
40	567.0				REF CHART "E" INMAN PARK BELT		
	SG 567.5	BELT JUNCTION 4.0				CPS-261	DTC BLOCK EMORY
						ABS-261	
	SG 567.9	NE EMORY 0.4				CPS-261	
					CS 3952' 10 MPH	ABS-261	
	SG 568.8	SE EMORY 0.9				CPS-261	
	SG 570.9	LENOX ROAD 1.1	PEACHTREE CREEK			ABS-261	
	SG 572.0	MINA 1.1	MARTA NS	MARTA NS SIGNAL MT. CEMENT FLEET TRANS.			DTC BLOCK LONG JOHN
40	SG 573.9					ABS-261	
20	SG 574.0	EAST SWITCH 2.0				CPS-261	
			LONG JOHN 10 MPH			ABS-261	
	SG 574.7	EAST WYE 0.7				CPS-261	
	SG 575.0	HOWELLS YARD 0.3	COACH LEAD HOUSE LEAD A&B			ABS-261	
	SG 575.1	SOUTH WYE 0.1				CPS-261	
						ABS-261	
20	SG 575.3	HUFF ROAD 0.2	INSIDE TK OUTSIDE TK			CPS-261	
10		TO TOP OF SLIDE REF CHART "A"	OLD WAY TO HOWELL TOWER (W&A MAINLINE) REF CHART "A"			ABS-261	
13.3 MILES TUCKER TO HUFF ROAD							

STATION PAGE NOTES

- NOTE 1:** Northward Movements from Emory Siding to the Inman Park Belt Line will only be made after permission of the 'BG' Dispatcher is obtained to unlock hand-operated switch and occupy Inman Park Belt Line.
- NOTE 2:** Suspension of Signal System: Yard Limits would be established between switch East Switch, MP SG 574.0 and Huff Road, MP SG 575.3.
- NOTE 3:** CPS/ABS Rules are in effect on signaled Long John Track between Huff Road and South Wye. Trains and engines moving on the Long John must operate expecting to find hand-operated switches at the House Lead and A&B Main lined against their movement.
- NOTE 4:** Movements from either the House Lead or A&B Main with a signal at South Wye must not foul the Long John until it is ascertained that the signal is for their movement.
- NOTE 5:** Trains and engines entering Howell Yard must contact Howell Yard Job on Channel 44 or ascertain from the Mainline Yardmaster that there are no other crews working at Howell prior to entering the yard.

ATLANTA TERMINAL SUBDIVISION - AA (Chart C)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
10	WA 4.9/ANB 865.0	TILFORD	REF CHART "A"		CPS-261		1
	ANB 864.7 WA 4.7	PINE STREET 0.3			ABS-261		
	ANB 864.0	T.V. 0.7					
	ANB 863.8	SOUTH TILFORD 0.2		SLIDE	CPS-261		
				NORTH TUNNEL SOUTH TUNNEL	ABS-261		
10	ANB 863.2						
20	ANB 862.8	BELLWOOD LEAD 1.0		TO BELLWOOD YARD			
	ANB 862.4	SOUTH BELLWOOD 0.4	(NEDT)		CPS-261		
20	ANB 862.1						
25	ANB 861.8	CHAPPELL ROAD 0.6		#1 #2	ABS-261		DTC BLOCK BELLWOOD
25	ANB 861.7						
35	861.0 ANB 859.7 886.0 859.0	GASCO 2.1		AGL PROPANE			
	ANB 858.4	STRATFORD 1.3	(SEDT)		CPS-261		
35	858.0						
40	ANB 855.6	FULCO JUNCTION 2.8		TO FULCO YARD	FULCO STORAGE TKS ABS-261	DTC BLOCK STRATFORD	
	ANB 853.9	NE BEN HILL 1.7			CPS-261		
	ANB 853.7	BEN HILL 0.2		CSDG 4135 FT 10 MPH	ABS-261		
	ANB 852.8	SE BEN HILL 0.9			CPS-261		
40	ANB 848.0	ACKERMAN 4.8		TO GE	ACKERMAN STORAGE 40 CARS ABS-261	DTC BLOCK BEN HILL	
55	ANB 846.5						
	ANB 846.1	VAUGHN 1.9			CPS-261		
	ANB 845.8			HBD-DED	ABS-261		
	ANB 845.0	NE UNION CITY 1.1			CPS-261		
				CSDG	ABS-261		
	ANB 844.0	STONEWALL 1.0		5949 FT	CPS-261		
					ABS-261		
	ANB 843.7	SE UNION CITY 0.3			CPS-261		
	ANB 842.6	DOGHOUSE 1.1			UNION CITY YD ABS-261	DTC BLOCK TYRONE	
	ANB 836.9	HANSON 5.7					
55	ANB 836.1						
35							

ATLANTA TERMINAL SUBDIVISION - AA (Chart C cont.)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35	ANB 835.6	NE TYRONE 1.3	CSDG 3801 FT		CPS-261	DTC BLOCK TYRONE	
					ABS-261		
	ANB 835.3	TYRONE 0.3			CPS-261		
					ABS-261		
	ANB 834.8	SE TYRONE 0.5		CPS-261			
35	ANB 834.1				ABS-261		
55	ANB 833.0	ROCK SPUR 1.8	CSDG 5900 FT				
	ANB 828.1	NE PEACHTREE CITY 4.9			CPS-261		
					ABS-261		
	ANB 826.9	SE PEACHTREE CITY 1.2		CPS-261		DTC BLOCK PEACHTREE	
55			MANCHESTER SD			DTC BLOCK CITY	
				BG DISP 08-T5 RD 66 1-800-854-5697	ABS-261		
38.1 MILES S.E. TILFORD TO PEACHTREE CITY							

STATION PAGE NOTES

- NOTE 1:** Suspension of Signal System: Yard Limits would be established between MP ANB 865.0 (Coast Line Outbound at Tilford Control Location) and MP ANB 862.4, South Bellwood.
- NOTE 2:** Northward trains will contact 'BG' Dispatcher or Mainline Yardmaster prior to fouling road crossing at Chappell Road, MP ANB 861.8.
- NOTE 3:** CPS/ABS Rules are in effect on Vaughn Connection track between MP ANB 846.1 and MP XXB 15.5. Maximum speed on Vaughn Connection is 25 MPH. Block designation for suspension of signal system between ANB 846.1 and XXB 15.5: 'Vaughn'.
- NOTE 4:** CPS/ABS Rules are in effect on signaled portion of Union City passing siding from Union City Connection switch at Stonewall, MP ANB 844.0 to South Switch Union City, MP ANB 843.7. Maximum speed is 30 MPH.
- NOTE 5:** CPS/ABS Rules are in effect on Union City Connection track MP ANB 844.0 to XXB 16.4. Maximum speed is 30 MPH.
- NOTE 6:** Block designation for suspension of signal system on Union City Connection track from MP XXB 16.4 to Stonewall, MP ANB 844.0 and Union City passing siding from Union City Connection switch at Stonewall, MP ANB 844.0 to SE Union City, MP ANB 843.7: 'Union City'.

ATLANTA TERMINAL SUBDIVISION - AA (Chart D)

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
30	WA 1.0	JONES AVENUE			NS RULES	NS RULES	1,2
	S 294.3 S 293.8	SPRING (NS) PETERS ST (NS)	0.3 2.8	TURNOUTS 25MPH			
	S 291.5 XXC 5.2	OAKLAND JCT (NS)	2.3	TURNOUTS 15 MPH			
	S 290.0	TILLMAN (NS)	1.5	TURNOUTS 25 MPH			
	S 288.8	INDUSTRY YARD (NS)	1.2				
30	XXB 6.4/S 288.2	EAST POINT	0.6	TURNOUTS 20 MPH	NS RULES	NS RULES	3
40	XXB 7.3 XXB 8.4 XXB 9.3 10.0 10.8 11.0	COLLEGE PK DEPOT NE COLLEGE PK STORAGE COLLEGE PARK SE COLLEGE PK STORAGE	2.0 0.9 0.7 0.8		ABS-261	DTC BLOCK EAST POINT	
40	XXB 11.1				ABS-261		
50	XXB 12.4	NE RED OAK	1.6		CPS-261		
	XXB 13.4	RED OAK		SSDG 10,000 FT 30 MPH	ABS-261		
	XXB 15.2	SE RED OAK	1.8		CPS-261	DTC BLOCK RED OAK	4
	XXB 15.5	VAUGHN	0.3		CPS-261		
	XXB 16.2	MIXON	0.7		ABS-261		
50	XXB 16.4	STONEWALL	0.2		CPS-261		5,6
50				AW&P SD	ABS-261	DTC BLOCK FAIRBURN	
18.7 MILES JONES AVENUE TO STONEWALL							

STATION PAGE NOTES

- NOTE 1:** Jones Avenue, MP WA 1.0: Maximum speed thru turnouts and crossovers moving to NS is 25 MPH.
- NOTE 2:** 10 MPH on Spring Track between NS Spring interlocking and CSX Circle Connection, MP WA 0.0.
- NOTE 3:** Trains and engines must clear main track between East Point and Stonewall per Operating Rule 274. College Park Storage track is the only location where a train may clear main track.
- NOTE 4:** CPS/ABS Rules are in effect on Vaughn Connection track between MP XXB 15.5 and MP ANB 846.1. Maximum speed on Vaughn Connection is 25 MPH. Block designation for suspension of signal system between XXB 15.5 and ANB 846.1: 'Vaughn'.
- NOTE 5:** CPS/ABS Rules are in effect on Union City Connection track MP XXB 16.4 and MP ANB 844.0. Maximum speed is 30 MPH.
- NOTE 6:** Block designation for suspension of signal system on Union City Connection track from MP XXB 16.4 to Stonewall, MP ANB 844.0 and Union City passing siding from Union City Connection switch at Stonewall, MP ANB 844.0 to SE Union City, MP ANB 843.7: 'Union City'.

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

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
20			REF CHART "B"		ABS-261		1
	SGB 567.1 SG 567.5	BELT JUNCTION			CPS-261	DTC BLOCK PARK LINE	
10	SGB 569.6	EAST LAKE DRIVE 2.5	TO EMORY SIDING 10 MPH	ELEC. LK SWT.	ABS-261		2
	SBG 569.9 YYG 166.5	KIRKWOOD 0.3			CPS-261	DTC BLOCK PARK LINE	
			REF CHART "A"				
2.8 MILES BELT JUNCTION TO KIRKWOOD							

STATION PAGE NOTES

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

ATLANTA TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SPEED RESTRICTIONS

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

EXCEPTED TRACKS

1. All tracks serving the Fulco Branch including Fulco Yard, Fulco Branch line and Fulco Industrial Park.
2. All tracks A&WP Belt Line XXC 0.0 to XXC 5.3.

HIGHWAY AND STREET CROSSINGS

1. Do not block Pine Street road crossing at MP WA 4.7 unless authorized by yardmaster.
2. Operating Rules 13, 14, and 17 will apply at the following road crossings within Tilford Yard account fueling and crew change operations at these locations:
 - a. Pine Street, WA4.7
 - b. 4700, WA6.0
3. Do not block the following road crossings longer than five minutes:

Station, Highway or Street	Station, Highway or Street
Tucker – All street crossings SG 558.2 to SG 570.4	Union City – All street crossings ANB 843.1 to ANB 845.4
Tyrone – All street crossings ANB 834.3 to ANB 836.3	Rocky Road ANB 833.1
Senoia Road – Hwy. 74 ANB 833.9	Marietta – All street crossings WA 19.5 to WA 22.4
Smyrna – All street crossings WA 8.5 to WA 17.3	

4. Southbound trains will not stand near residents' homes near Smyrna more than 15 minutes.
5. Bellwood Yard: STOP and flag Joseph A. Lowery Boulevard (old Ashby Street) road crossing. The crossing lights will not activate until movement enters the crossing.
6. College Park: Movements over Best Road on Otasco (Heritage Bag) Lead must stop and flag crossing.

7. Union City: Trains or standing equipment will not be left standing and stopped on main track between SAS SE Union City, and road crossing at MP ANB843.9, just north of SAS Union City, unless crossing itself is blocked with a train or standing equipment.
8. Hanson, MP ANB 836.9: No train movements will be made across Ga. Highway 74 on the Hanson Lead between the hours of 0630-0930 and 1630-1830.
9. Tyrone, MP ANB 834.9: Trains using siding Tyrone will not pass Crestwood Road crossing until gates are known to be operating properly or under flag protection.

SWITCHING

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

HAND BRAKES

1. The following exceptions to Operating Rule 103-D are applicable on Atlanta Terminal Subdivision, unless otherwise instructed:
 - a) **Tilford Yard** – Receiving Yard: Inbound hump trains or cuts - minimum of six hand brakes on north end of cars. Unit Coal, Grain and Automobile trains consisting entirely of empty equipment - handbrakes on five head cars plus locomotive consist.
 - b) **Tilford Yard** – Departure Yard;

DEPARTURE YARD TRACKS D01 – D06:

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

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

When the last cut is placed on an outbound train and the cut is shoved south to extinguish the shove signal, a MINIMUM of ten cars of air will be used and the cars left standing will be secured with a MINIMUM of one

handbrake per one thousand tons. Additional handbrakes will be applied, if necessary based on the judgment of the crew and/or instructions of the control station. After cutting away, the brakes must be allowed to go into emergency on the cars left standing and the angle cock on the north car will be left open. At this time all skates MUST be removed and then placed parallel to the rail to avoid creating a tripping hazard.

DEPARTURE YARD TRACKS D07 – D09:

Bowl Crews shoving cuts into Departure Yard tracks D07 through D09 from the north end will do so using a MINIMUM of one car of air per one thousand tons. After cutting away, the brakes must be allowed to go into emergency on the cars left standing and the angle cock on the north car will be left open. The slack must be permitted to settle and then the cut will be secured with one track skate.

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

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

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

The above instructions apply to Bowl crews building outbound trains from the north end of the Departure Yard ONLY. All other train and engine crews must properly secure standing equipment in the Departure Yard in accordance with Operating Rules 103-D and 103-E.

- a) **Tilford Yard** – Class Yard (Bowl) – Class Yard tracks in Tilford Bowl are exempt from Operating Rule 103-D unless otherwise instructed.
- b) **Yard tracks at Fulco and Union City** Minimum of three hand brakes applied.
- c) **Hulsey Yard** – If cars are left on the south end of a track, apply the two hand brakes on the south end of the cars.
- d) **Howell Yard** – Track skates have been placed on the south end of yard tracks. Crews must ensure cuts are properly secured and are resting on skates when switching is completed. Crews must expect to find skates on south end of tracks except Old A&B Main track.

- 2. **Hanson, ANB836.9** – When engines are left in Davidson Mineral they will be left east of Highway 74 at the crossing, not at derail.

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

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

SWITCHES

Permission from the ‘BG’ Train Dispatcher is required before unlocking and operating the following hand-operated switches and derails. They must be handled in accordance with Operating Rule 104-B and may be left as last used:

- 1. Switch and split derail D-9 to Coast Line Outbound (south of Pine Street)
- 2. Crossover SE R-0 to Coast Line Outbound
- 3. Crossover Six Lead to D-7 (north of Pine Street)
- 4. Crossover Six Lead to No. 2 Main (at the rail plant)

RADIO STATIONS, INSTRUCTIONS AND TELEPHONE NUMBERS

All road trains will monitor channel 66.

Radio Stations and Instructions			
Milepost/ Location	Hours of Operation	Channel Monitored	Type Station
Hulsey Yardmaster	Continuous	44, 50 66	Terminal
Hump Yardmaster		44, 66 74, 84	
Bowl Yardmaster		22, 66 84	
Mainline Yardmaster		44, 66 84	
Roundhouse Foreman		84	
Retarder Operator		22	
D-Yard Car Inspector		66, 84	

TELEPHONE NUMBERS

Location	Phone Number
BG Dispatcher	800-854-5697
Mainline Yardmaster	404-350-5311
Hulsey Yardmaster	404-350-5240
Hump Yardmaster	404-350-5252
Bowl Yardmaster	404-350-5397
Retarder Operator	404-350-5430

704-707 ON-TRACK EQUIPMENT AND WORK AUTHORITY INSTRUCTIONS

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

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

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

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

2 INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3 INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- 4300 Mixon, MP XXB 16.2: Voice instructions from the Mixon Defect Detector will transmit on channel 84 instead of channel 66.

5. INSTRUCTIONS RELATING TO AIR BRAKE & TRAIN HANDLING RULES

OPERATION ON THE SLIDE

1. General Description – The Slide is approximately 40 55-ft. car lengths long, and is on a 3.2% descending grade into Tilford. A signal governs the use of a railroad crossing at grade located approximately 25 car lengths down the Slide.
2. Objective – To proceed down the Slide and into the yard in a continuous move without stopping, with buff forces kept to a minimum.
3. Method of Operation – The procedures outlined below are designed to ensure a safe operation:

Maximum authorized speed on the Slide is 8 miles per hour.

Before entering the Slide, all trains and/or cuts must receive permission and instructions from the Hump Yardmaster.

4. Normal operation, trains pulling in the yard which have proper instructions and permission to enter the yard via the Slide will use the stretch-braking method with no greater reduction of train brakes than is necessary to control buff forces. Any further braking must be done with:
 - a) Independent brake not to exceed 25 lbs. brake cylinder pressure, or
 - b) Dynamic brake.
5. As train continues entering yard, it may be necessary to go to the power mode, modulating the throttle to pull the train on into yard tracks.
6. Trains that have to use power mode to pull over the hill approaching the Slide must make a minimum automatic brake reduction before rear of the train starts down the Slide to ensure that buff forces are kept to a minimum.
7. Trains that are in dynamic brake mode approaching bottom of slide must have the automatic brake set in minimum reduction before entering switches at bottom of the Slide and use power mode (not to exceed 700 amps if using more than twelve axles) to finish yarding the train.
8. Stopping on Slide
 - a) In the event it is necessary to change crews at the bottom of the Slide the automatic brake will be left in the minimum reduction position. Except

for crew changes, no train will be left unattended while on the Slide.

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

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

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

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

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

- a) Apply the automatic brake with no more than a minimum reduction. If further braking is required to stop it will be accomplished by applying the independent brake (not to exceed 25 lbs. brake cylinder pressure) keeping buff forces to a minimum.
- b) When ready to proceed the automatic brake will be left applied in minimum reduction and train will be pulled into the yard in power mode. (Do not exceed 700 amps using more than 12 axles).

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

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

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

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

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

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

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

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

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

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Location	Equipment	Restriction
#2 Main; WA0.8-YYG170.8 ("Dead Track")	Loaded Double Stack and Multilevel	PROHIBITED
Tilford: Roundhouse #6	Locomotive larger than SD50	
Howells: Coach Lead beyond Transflo Derail	6-Axle Locomotive	
Howells: All tracks including Old Birmingham Main	Loaded Double Stack & 20'02" Multilevel	Must not operate under Chattahoochee Ave. overhead bridge
Tilford & Howells: All industry leads & tracks except Jac Mac Yard & Plant	6-Axle Locomotive	PROHIBITED
Tilford: Freight House, Old Ramp 1-4, and Joe Poss tracks		
Bellwood Yard and industry tracks		
Howells Yard: Entire Transflo facility		
Lockair: Yard Tracks 2-3-4		
Peachtree City: All industrial tracks	Wide-Body Locomotive	Must not operate thru tipple
Davidson Mineral, MP ANB837		

7. MISCELLANEOUS

OPERATION AT ATLANTA LOCOMOTIVE SERVICE CENTER

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

ARRIVING TRAINS

1. The following movements must obtain yarding instructions from:

a) Hulsey Yardmaster:

- 1) Southbound from Tilford and Howells to Hulsey Yard before passing Thurmond Street, MP WA0.8
- 2) Northward from East Point and Oakland Jct. before passing Circle Connection signal
- 3) Permission must be obtained from the Hulsey Yardmaster before occupying #1 Main Track or before making initial movement on the #1 Main Track. Crew using #2 Main Track must obtain permission from the 'BG' Dispatcher before movement.

b) Mainline Yardmaster:

- 1) All trains and yard jobs approaching Tilford Yard or Howells Yard must contact the Mainline Yardmaster. The Mainline Yardmaster will be given all pertinent information concerning:
 - a. Lead engine number
 - b. ETD number
 - c. Number of cars
 - d. Engine service requirements
 - e. Crew service requirements
 - f. High and wide load information: car number(s), and location in train and qualifying file number(s). If routed to another yardmaster, crew will advise that yardmaster of high and wide load information.

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

- 2) Conductors operating into Tilford Yard unless otherwise instructed will leave work orders, mail, reports, etc. at the off duty

location or with the porter-driver before going off duty.

c) Hump Yardmaster:

- 1) All train crews and yard crews directed to yard themselves in the Receiving Yard or Icehouse tracks must contact the Hump Yardmaster for yarding instructions, and must not enter or depart any of these tracks without permission of the Hump Yardmaster.
- 2) All trains arriving Atlanta Terminal routed to the receiving yard will contact the Hump Yardmaster for yarding instructions in the Receiving Yard. No crews will enter or exit any track in the Receiving Yard or Icehouse (on a southward move) without permission from the Hump Yardmaster.

2. End of Train Devices

- a) Terminating trains will place their end of train device on the ETD rack unless instructed otherwise by the yardmaster. After placing the device on the ETD rack, the crew will notify the Yardmaster which ETD rack was used. ETD racks are located in various places in Atlanta Terminal as listed below:

Receiving Yard

- 1) Hump Tower
- 2) Car inspector's building – North End
- 3) Number 7 Crossover North End
- 4) Burma Road North End
- 5) TV South End

Pine Street (Departure Yard)

- 1) Fueling pad Crew room side
- 2) 8/9 Crossover Burma Road side

Departure Yard

- 1) North end of local yard
 - 2) Car inspector's building North end
- b) In addition to the requirements of Section 2500, CSX Safety Rules, the following procedure will be used when removing end of train devices.
 - 1) Train must be stopped and a sufficient amount of time will be allowed for the slack to adjust.
 - 2) A full service brake application of the automatic brake will be maintained until the person removing the end of train device notifies the engineer that the device has been removed and that he is in the clear.

DEPARTING TRAINS

1. **Bowl Yardmaster:** All trains and yard jobs directed by the Mainline or Hump Yardmaster to yard their cars in the Departure Yard, Local Yard or Ice House must contact the Bowl Yardmaster. Trains and Yard jobs must not depart any tracks in the Departure Yard without permission of the Bowl Yardmaster. Permission to use hand throw/electric lock crossover switches at the south end of the Departure Yard must be obtained from the 'BG' Dispatcher.
2. All outbound trains departing Tilford Yard departure yard (D Yard) tracks or inbound trains routed to the bowl will contact the Bowl Yardmaster for routing instructions, and will not enter or exit any track in the D-yard or Local Yard (or Icehouse track on a northward move) without permission from the Bowl Yardmaster.
3. Train crews going on duty at Tilford Yard will contact the Mainline or Bowl Yardmaster, as applicable, for instructions regarding location of engines and location of train.
4. Train crews going on duty at Tilford Yard, unless otherwise instructed, will obtain work order, dispatcher bulletin, and release form at the on duty location.
5. Crews departing Atlanta Terminal must obtain all necessary supplies (ice, water, crew packs, etc.) prior to boarding their trains. A stop for supplies will not be made upon departure.

INDUSTRY INSTRUCTIONS

I. Georgia Power Co. Plant McDonough-Atkinson (Jac Mac)

A. Method of operation and general instructions:

1. Jac Mac Yard is located off the W&A mainline at MP WA 7.7. Method of operation is CSXT Operating Rule 96. In addition, the following must be adhered to:
2. Before CSX crew enters Jac Mac Yard, between the hours of 2230 and 1700, Mainline Yardmaster must notify Georgia Power that CSX crew is entering their yard and will request location and intentions of the Georgia Power switching crew. Contact with Georgia Power will be made at 404-792-5353 or thru their control room at 404-792-5344.
3. Georgia Power will notify their switching crew that CSX crew is entering Jac Mac Yard.
4. Before CSX crew enters Jac Mac Yard, Mainline Yardmaster will notify CSX crew of all information pertaining to location and intentions of the Georgia Power switch crew.
5. Georgia Power will not be notified that a coal train is spotted until the CSX crew departs Jac Mac Yard.
6. Georgia Power does not operate a switch crew between 1700 and 2230. When Georgia Power begins work at 2230, they will contact Mainline

Yardmaster to determine if CSX crew is inside Jac Mac Yard prior to commencing work.

B. The following procedures will be used as a guide when spotting loaded coal trains at Georgia Power Co. Plant McDonough-Atkinson (Jac Mac) from the A&B Mainline:

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

II. Lafarge (Blue Circle) Cement:

1. Yard crews must notify Lafarge (Blue Circle) Cement that CSX will be using their lead by telephone at 404-792-6127 ext. 102 between 0700-1700 or 404-792-6102 between 1700-0700. If unable to contact plant, instructions must be obtained from the Mainline Yardmaster before proceeding.

CLOSE CLEARANCES

1. Elizabeth, GNRR Yard: Look out for close clearance between yard track #4 and East Siding.
2. Tilford: Employees are prohibited from riding the side of equipment at the following locations when there is equipment in adjacent tracks:
 - a) Tracks D01 through D09 (North end only through the curves).

- b) Number 1, 2, and 3 main lines between Whitaker Oil and the top of the slide.
3. To prevent crews from having to ride the sides of cars through the tunnels at South Tilford, the following will govern:
- When shoving into the receiving yard or Coast Line Outbound off the Manchester side of the Atlanta Terminal Subdivision, trainmen will stay at the north end of the North Tunnel and stop their train movement clear of the northbound signal. Permission from that location must be obtained from the 'BG' Train Dispatcher to pass that signal in order to make reverse movement into the receiving yard.

TRUCK FUELING ON MAINLINES

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

The following procedure will be used to ensure protection:

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

MECHANICAL DEPARTMENT PROTECTION

1. Derails located in Receiving Yard tracks R-0 thru R-12 and SE of D-7, D-8 and D-9 at Tilford protect Mechanical Department forces. Normal position for these derails is locked in non-derailing position. Derails are locked in derailing position when Blue Flag protection is being provided for mechanical employees.
2. **Tilford Locomotive Center and Tilford Car Shop** – Derails within the Tilford Locomotive and Car Shop are controlled remotely by mechanical forces for Blue Flag protection. The normal position for all other derails is locked in the derailing position.
3. **Hulsey Yard** – Derails located on ramp tracks one through four protect mechanical forces and Intermodal forces loading equipment. The normal position for these derails is locked in non-derail position. Derails located on the engine pit track protect mechanical forces. Derails are locked in derailing position when providing Blue Flag Protection for mechanical employees.

HUMP INSTRUCTIONS

The following will govern the preparation of tracks for humping in Tilford Receiving (R) Yard:

1. Before any track is bled off, the car inspectors will ensure that there are four hand brakes on each end of the track.
 - a) The hump crew will stretch the slack in all tracks before releasing any hand brakes on the north end to ensure that the track is coupled. The hand brakes on the north end may then be released and the knuckle on the north end car will then be opened.
 - b) The persons releasing the hand brakes on both ends of the track will give the Hump Yardmaster the north and south end car numbers as soon as they are known to ensure that the hump list is correct.
 - c) Hump crews that line themselves to the hump and are delayed should check for conflicting movement at the north end of the Receiving Yard before shoving to the hump.
2. Way hump signal is out of service.
3. Pin pullers' alarm is a bell alarm located at the crest of the hump. Humping operation must stop when alarm is sounded. The alarm is acknowledged and turned off by the pin puller by depressing the button the bell mast.
4. Pin pullers' stop hump control of way hump signal is out of service.
5. Trim signals are two aspect high mast color light signals controlled by the Hump Foreman. Trim signals face the bowl and are located at the crest of the hump and between the group two and group three retarders.

Green Aspect – Classification Yard trim movements permitted.

Red Aspect – Classification Yard trim movements prohibited unless Retarder Operator otherwise protects movement.
6. Area movement signals are two position dwarf signals controlled by Retarder Operator, are located between each group retarder, and lap switches. Area movement signals permit trim movements on group retarder and aptant classification tracks while simultaneous humping into the classification tracks of other group retarders is underway.

Lunar aspect – Movements are permitted within the confines of group retarder and aptant classification yard tracks. Area movement signal must not be requested by retarder operator until switch that permits access to the group retarder from the hump is lined away from the group and blocked in that position. Retarder operator must not remove switch blocking nor request area movement signal unless

movements within confines of group retarder and apterant classification yard tracks are protected. Movements permitted by area movement signals must not pass area movement signal or otherwise foul tracks from hump to other groups.

Red Aspect – Movements are prohibited past classification track clearance location unless otherwise protected by retarder operator.

7. Hump foreman for approximately five seconds duration must sound hump alarm before beginning hump operations.
8. Dragging equipment detector is located on approach to crest of hump. If dragging equipment is detected, alarm bell will sound; alarm is acknowledged and turned off by hump foreman.

NORFOLK SOUTHERN (NS) INSTRUCTIONS AND INFORMATION

1. CSXT crews must have in their possession proper Norfolk Southern Timetable and Operating Rules before operating on NS between Spring and East Point.
2. NS Railroad between East Point and Spring: Trains operating on NS between East Point and Spring are governed by NS timetable and operating rules. This includes calling signals on NS radio channel. All trains must operate on proper NS radio channel between East Point and Spring.
3. Authority to pass a STOP signal (Rule 310) between East Point and Spring must be obtained from the control station, Inman Yard Operator, by direct radio or telephone contact. (see Rule 423)
4. Between NS Railway Spring S294.3 and end of double track East Point S288.2:

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

- a) Between Spring, Oakland Jct., Tillman and East Point the two main tracks are identified as follows:
 - 1) Track on the West Side, Southbound Main (No. 1)
 - 2) Track on the East Side, Northbound main (No. 2)

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

NS Railway from King Plow signal to Inman Yard:
The following special instructions are for shoving trains or cuts.

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

Forwarding Yard Instructions

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

Receiving and Forwarding Yard – Backing Trains

NOTES

1. When necessary to back train in Receiving or Forwarding Yard from south end the following procedure will be used:
 - a) Pull train clear of switch that train will be backed into yard (Forwarding Yard or Receiving Yard)
 - b) When clear of reverse move switch, STOP train with all slack stretched (stall train out)
 - c) When directed to back up, engineer will place dynamic brake in full braking position (#8)
 - d) Release independent brake and with signals or communication from person riding rear of train into track, proceed to back in yard.
 - e) If dynamic brake does not fully retard train or cut backing into yard, air brakes can be used to supplement and retard train at desired results in speed and conform to signal received from rear.
 - f) When train is on clear or stopped by signal, use train line brake to make reduction for stopping.
 - g) Do not exceed 8 MPH during the back-up move.
2. All crews yarding trains or yard cuts in the Receiving Yard will apply four (4) hand brakes on the four north cars, excluding caboose.
3. Before trains or engines enter yard tracks from either end of the Receiving Yard, permission must be received from the Main Tower. After track has been given, track indicator light located at entrance to Receiving Yard must be observed. If track indicator is dark, or different track number illuminated, Main Tower must be contacted to verify track before proceeding.
4. All road and yard crews yarding their train or cut in the receiving yard must reduce brake pipe pressure to 20 PSI above zero with the automatic brake before any angle cock is turned or any uncoupling is made.
5. A speed of 10 MPH must not be exceeded with the entire train over all switches Receiving Yard tracks, north end of Inman Yard.

NOTES

BIRMINGHAM MINERAL SUBDIVISION - YB MAGELLA TO BROOKWOOD

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES																											
			↓ SOUTH ↓																															
			BOYLES TER. #1		AH DISP 20-T8 RD 84 1-800-445-5506	ABS-261	DTC BLOCK MAGELLA																											
25	L 394.7	BESSEMER	AY DISP 58-T5 RD 66 1-800-648-1108		NEW DUNCAN SIDING 450'	TWC-DTC	DTC BLOCK DUNCAN	1, 3																										
	L 394.7 L 395.9		BRADSHAW BRANCH						TO HUNTSVILLE #1	BESSMER WYE	193 YARD LIMITS	DTC BLOCK BESSEMER																						
25	L 402.4												ADGER MINE #3	ADGER SIDING 3,267'	TWC-DTC	DTC BLOCK MCADORY																		
10	L 402.9 L 404.1																YOLANDE 1,840'	DTC BLOCK ADGER																
	LB 404.1																		APP DAVIS CREEK #7	DTC BLOCK JOHNS	DTC BLOCK DAVIS CREEK													
	LC 405.1																					DUDLEY SIDING SSDG 5,500' 10 MPH	DTC BLOCK DUDLEY											
25	LC 412.2																							DUDLEY #4	TWC-DTC	DTC BLOCK DUDLEY								
	LC 413.3 LC 413.8																										BROOKWOOD #5	ABS-261	DTC BLOCK BROOKWOOD					
	LC 413.9																													END OF TRACK	193 YARD LIMITS			
	LC 414.0																															KCS		
	LC 420.9 LC 421.2																																	34.7 MILES MAGELLA TO BROOKWOOD
	LC 421.3																																	
	LK 422.7																																	
	LC 422.8																																	
	LK 426.8 LK 427.2																																	
	LK 427.9																																	
25	LK 428.1																																	
10	LK 428.5																																	
10	LK 429.3																																	

STATION PAGE NOTES
<p>NOTE 1: Normal position of gate is for movement on CSX track. If the crossing gate is in normal position and track clear, trains may proceed without stopping.</p> <p>NOTE 2: When certifying scales at Adger, Davis Creek, Dudley, and Brookwood Mines, a minimum of 5 handbrakes will be applied to secure cars left standing while weighing. Hand brakes will be applied to each car as the first 5 cars are weighed. Additional hand brakes must be applied if necessary to comply with operating rule 103-D paragraph 1.</p> <p>NOTE 3: All conductors on Birmingham Mineral coal trains must contact the respective mine they will load at when they leave the Bessemer Yard Limits. They must also advise the mine of their estimated time of arrival.</p> <p>NOTE 4: Derails have been installed on both ends of Adger Siding, Milepost OLC 413.6.</p>

BIRMINGHAM MINERAL SUBDIVISION - YB HUNTSVILLE #1

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH	AH DISP 20-T8 RD 84 1-800-445-5506			
10	388.4	FY TOWER	BOYLES TERM #1		ABS-261	265-274	
	LB 388.4			MARY LEE		DTC BLOCK HUNTSVILLE	
	LB 388.5		AY DISP 58-T5 RD 66 1-800-648-1108	TO BN RR NS RR			1
	LB 388.9 LB 389.0			VINITA 500 FEET	193 YARD LIMITS		
	LB 389.3 LB 389.4 LB 389.7		LOC 614 LOC 501	NS RR			4 2
10 20	LB 391.0					DTC BLOCK HUNTSVILLE	3
	LB 392.0	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK THOMAS	1 1
	LB 393.1 LB 393.9		LOC 512	NS RR BS/NS			
	LB 394.6	DTC BLOCK SIGN		NS RR			2
	LB 394.8			BN RR			
20 10	LB 395.1 LB 395.2					DTC BLOCK ENSLEY	
	LB 395.8 LB 396.5		ENSLEY YARD	#7 ENSLEY 4,000 FEET BSRR BSRR			1
10 20	LB 396.6 LB 396.8			BSRR			1
	LB 397.0	DTC BLOCK SIGN		BSRR			1
	LB 399.0 LB 401.2			NORTH WOODWARD BS RR		DTC BLOCK WOODWARD	1
	LB 401.4 LB 401.8		COLLINS YARD	SOUTH WOODWARD			1
	LB 403.2 LB 403.4			BS RR NS RR			1 1
20 10	LB 403.8				TWC-DTC		
	LB 403.9 LB 404.1 L 404.1		U.S. PIPE	TO DUNCAN	193 YARD LIMITS	DTC BLOCK BESSEMER	
10			BESSEMER WYE				

15.7 MILES TO BROOKWOOD

STATION PAGE NOTES

- NOTE 1:** Normal position of gate is for movement on CSX track. If the crossing gate is in normal position and track clear, trains may proceed without stopping. Gates are equipped with BS and CSX switch locks and will be left as last used.
- NOTE 2:** Crew must wait seven minutes before activating time release.
- NOTE 3:** Switches at Finley Yard have been "buddy locked" to allow operation with both NS and CSX switch keys. Ensure buddy locks are replaced properly after use.
- NOTE 4:** Stop and flag all grade crossings on 614 lead.

**BIRMINGHAM MINERAL SUBDIVISION - YB
BRADSHAW BRANCH**

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
10	ANJ979.1	BRADSHAW		<div style="border: 1px solid black; padding: 2px; width: fit-content;"> AY DISP 58-T5 RD 66 1-800-648-1108 </div> HOLCIM	ABS-261	DTC BLOCK BRADSHAW	1	
	ANJ974.6							
	L402.9	BESSEMER						TWC-DTC
4.8 MILES BRADSHAW TO BESSEMER								

STATION PAGE NOTES

NOTE 1: All trains must stop and flag all grade crossings protected by grade crossing warning devices in the Bradshaw DTC block.

BIRMINGHAM MINERAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Milepost prefix change locations as follows:
 1. L to LB at 404.1
 2. LB to LC at 405.0
 3. LC to LK at 421.3
2. Trains will operate in accordance with Operating Rule 105 between the following locations:

MP LC413.9 and Adger #3
 MP LK422.7 and Davis Creek #7
 MP LK428.1 and Dudley #4
 MP LK 428.5 and Brookwood #5

3. CROSSING AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Vinita LB388.5	BNSF and NS	Gate Note 1	98
LB389.7 Boyles Crossing N. Birmingham	NS	Automatic Note 2	226-B
Thomas LB393.1	BS	Gate Note 1	98
Thomas (Wade Sand and Gravel Track)	BS and NS		
Pratt City – Avenue F LB394.6	BNSF	Automatic Note 2	226-B
Ensley – 19 th St. LB395.8	BS	Gate Note 1	98
Ensley – 34 th St. LB396.5			
Fairfield (Harbison-Walker Plant Track)			
Westfield LB399.0			
Collins/Woodard LB401.4			
LB403.2			
Bessemer Shop LB403.4	NS		
Bessemer ANJ974.3 (Old Elyton Sub)	NS	STOP Signs	98-F

PROVIDING CROSSING PROTECTION

Movements on BNSF from Boyles Wye to Thomas Yard

1. The following street crossings have been designated by Birmingham City Code (Sec. 34-193) as through streets and must be flagged from a ground position using a red flag by day and white light by night because these crossings do not have Automatic Warning Devices:
 - a) All crossing along Ninth Avenue North, from 15th to 28th Streets inclusive.

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

Movements from CSX To BNSF Yard

Control of block two interlocking on the BNSF Railroad Birmingham, AL MP 800.4 has been transferred from the BNSF East Thomas operator, Birmingham, AL to the NS Norris Yard operator, Birmingham, AL.

Block one interlocking controlled by the BNSF East Thomas operator, Birmingham, AL MP 799.6 to MP 800.4 is removed from service as a controlled interlocking.

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

SWITCHES

- A. **Hand-Operated Switches** – The main track switch located at LK 428.8, entrance to No. 5 Mine, Brookwood, AL, will be left as last used. Trains must approach switch expecting to find it lined in either position.
- B. Switches leading to north and south leg of wye, Vinita, where Burlington Northern Railroad enters CSX will be left lined as last used. Crews moving to and from North Birmingham on either the north or south leg of wye must approach switches expecting to find them lined in either position.

EXCEPTED TRACKS

Trains will not exceed 10 MPH on any track other than Main Track.

Exceptions:

1. String Fellows Lumber Track, ANJ984.2 is 5 MPH
2. Over scales at Adger No. 3 mine is 5 MPH
3. Over scales at Davis Creek No. 7 mine is 5 MPH
4. Over scales at Dudley No. 4 mine is 5 MPH
5. Over scales at Brookwood No. 5 mine is 5 MPH
6. Ensley Yard Tracks 1, 2, 3, 4, 7, 10, 11 & 12
7. 614 Lead, LB389.4 to Sloss Ind.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
Magella to Brookwood	4-Axle Wreckers & 6-Axle Wreckers	20 MPH
Black Creek to NC392.0 (Cain Creek Branch)	4-Axle Wreckers & 6-Axle Wreckers & Locomotive Crane	10 MPH

7. MISCELLANEOUS

1. Cars must not be set off on Davis Creek or Adger Mine Branch and left unattended without permission from Birmingham Coal Desk.
2. When certifying scales at Adger, Davis Creek, Dudley, and Brookwood Mines, a minimum of 5 hand brakes will be applied to secure cars left standing while weighing. Hand brakes will be applied to each car as the first 5 cars are weighed. Additional hand brakes must be applied if necessary to comply with operating rule 103-D paragraph 1.
3. Refer to the Equipment Handling Rules, Rule 4555.

All unit coal and ballast trains (empty and loaded) equipped with an auxiliary trainline and air dump system used for automatic unloading should be operated at all times (except when preparing to unload) with the system not charged. All cars and hoses will be coupled and angle cocks properly positioned.

Exception:

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

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BOYLES TERMINAL SUBDIVISION - BU

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
			NASHVILLE SD	AH DISP 2-T8 RD 84-84 1-800-445-5506			
45	379.8	NEW CASTLE	NO. 1	NO. 2	ABS-261	193 SIGNAL ASPECT RULES 1281-1298	1
20	383.5	BLACK CREEK	CAIN CREEK BRANCH	AH DISP 20-T8 MONITOR 84 BOWL YM 84 ML YM 84-66 1-800-445-5506	CPS-261		
	385.0		MAIN	BOWL	ABS-261		
	386.1	5 MILE CREEK			CPS-261		
	386.3			DEPARTURE YARD	ABS-261		
	386.5	AX TOWER		AX POCKET	CPS-261		
			NO. 1	NO. 2	ABS-261		
	387.0			RECEIVING YAD	CPS-261		
	388.2	FY TOWER	N WYE				
			S WYE		ABS-261		
	388.5	MARY LEE	BN RR	NO. 1 DRILL	CPS-261		
		VANDERBUILT RD			ABS-261		
	389.7	FIFTH AVENUE SWITCH		TO AL MINERAL SD	ABS-261		
	390.8	27 TH STREET	(X) AUTOMATIC	NS RR	CPS-261		
	391.1	24 TH STREET	MORRIS AVENUE LEAD	NEW WAY			
	391.4	PASSENGER STATION			ABS-261		
20	392.1	13 TH STREET	(X) INTERLOCKING	NS RR			
30	392.2		OLD ELYTON SD				
	393.0	NE ALICE YARD			ABS-261		
	393.4	SE ALICE YARD			CPS-261		
30					ABS-261	193 SIGNAL ASPECT RULES 1281-1298	

BOYLES TERMINAL SUBDIVISION - BU

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NO. 1	NO. 2			
30			BIRMINGHAM		ABS-261		
	394.6	MAGELLA	MINERAL SD		CPS-261		
			JOE PIPER LEAD	OXMOOR	ABS-261		
30	397.1	GRACES			CPS-261		
			S&NA SOUTH SD	WESTINGHOUSE	AH DISP 20-T8 RD 84-84 1-800-445-5506		

STATION PAGE NOTES

NOTE 1: Maximum authorized speed between New Castle and Graces is 45 MPH.

BOYLES TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

The limits of Boyles Terminal Subdivision extend between NAS, New Castle, MP379.8 and NAS, Graces, and includes Pinson Valley Branch, 32nd Street Yard and track to Alabama Mineral Subdivision MP SG734.0.

AUTHORITY FOR MOVEMENT

Between Location/ Milepost	Authority For Movement Rules	Signal Aspect Rules
New Castle, MP 379.8 and Graces, MP 397.1	CPS & ABS	1281-1298
LE391.0 and LE396.4 (Pinson Valley Branch)	96	
SG734.0 and SG737.0	193	See Note 1
13 th Street Tower and ANJ982.0 (Old Elyton Sub)		

Note 1: Permission must be obtained from the Yardmaster Boyles before entering main track.

EXCEPTED TRACKS

1. South Yard Tracks 10 through 23
2. Former main track in 32nd St. Yard and 2a, SB106, 4,6 10, 12 and 26
3. #37 Switching Lead
4. Bama Lead south to industries
5. Gate City Lead
6. Kimberling Lead

SPEED RESTRICTIONS

Locomotives will not exceed 5 MPH when operating over hump scales at Boyles Terminal.

Between Location/Milepost	MPH
LE 388.3 and LE 396.4 (Pinson Valley Branch)	10
Connecting track between CSX No. 1 Main Track at 24 Street and the Norfolk Southern Main Tracks, at 2 nd Avenue North	
27 th Street corridor & Norfolk Southern Railway	Note 1
16 th , 17 th , 18 th , 24 th , and 26 th Street North, BN water main and ICG main tracks	Note 2
SCL New Way SCL Belt (5 th Ave.) to SCL Old Main MP SG 736.3	10
SG 734.0 and SG 736.3	25
SG 736.3 and SG 737.3	10
13 th St. Tower and ANJ982.0 (Old Elyton Sub)	

Note:

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

A TRAIN BULLETIN AND RELEASE FORM

1. At Boyles, southward Lineville Subdivision trains operating via S & NA South Subdivision to Parkwood must obtain a release Form applying to the S&NA South Subdivision and a Release Form applying on the Lineville Subdivision and a Release Form applying on the Birmingham Mineral Subdivision.
2. Birmingham Mineral trains operating Southward Via Magella must obtain a Release Form applying on the S&NA South Subdivision and a release form applying on the Birmingham Mineral Subdivision.

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

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

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

MOVEMENT FROM:

FIFTH AVENUE TO ALABAMA MINERAL SUB

Trains will operate in accordance with Operating Rule 105 on the SCL Belt from CSX No. 2 Main track, Fifth Avenue switch Milepost 390.1 to former SCL Main track crossover switch Milepost SG 736.7 north end of 32nd Street Yard.

SCL NEW WAY TO NS

Trains will operate in accordance with operating rule 105 on the SCL New Way from 24th Street to NS and from NS Railroad crossing at grade to 32nd Street Yard to former SCL Main track to present Main track Milepost SG 737.0.

RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade, Birmingham			
Location	Railroad	Protection	Rule
27 th Street MP390.9 L&N	Norfolk Southern	Automatic	226-B
13 th Street MP392.1 L&N		Remotely Controlled	226-B
39 th Street MP ANJ 736.0 SCL		Gate Notes A & B	198
ANJ 736.8 SCL Fifth Ave-Belt 27 th St. ANJ 737.1 SCL New Way		Remotely Controlled (Note B)	226-B

Note:

- A. Normal position of gate is for movement on CSX track.
- B. Non Main CSX track.

ROAD CROSSINGS AT GRADE

1. Old Elyton Sub

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

- a) 18th Street (Fayette Avenue) ANJ982.2
- b) 8th Street S. W., AJNJ983.7
- c) Center Street, ANJ984.0
- d) 2nd Avenue, ANJ984.5
- e) 1st Avenue, ANJ984.6

INTERLOCKING INSTRUCTIONS

Location	Controlled by
Birmingham (24 th Street)	Norfolk Southern operator
Birmingham (13 th Street)	Norris Yard

Norfolk Southern operator at Norris Yard, before authorizing a northbound or southbound train to pass the interlocking signals, either by signal indication or verbal authority when interlocking signal indicates "STOP", must call and get permission from the train dispatcher for southbound and northbound movements.

Between New Castle and Graces, when the train dispatcher is affording protection for a train to enter the main track, or on-track equipment to occupy the main track, and they do not have sole control to protect the movements, they must communicate with each other and with the Norfolk Southern operator at Norris Yard when necessary, to make sure that the movement is properly protected before the movement is authorized.

Phone Numbers

Location/Person	Company	Bell
Mainline Yardmaster	8-296-2568	205-849-2568
Boyles Yardmaster	8-296-2463	205-849-2463

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- 1. Unless authorized by Clearance Bureau Wire or by the Director System Control, double stack equipment in excess of 20'2" or multi-levels in excess of 20'2" are prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

- 1. Switch key controllers have been installed on some switch control boxes in the receiving yard at Boyles Yard, Birmingham, AL.

Insert a switch key and turn if it becomes necessary to locally operate one of these switches.

Crossovers are equipped on one end or the other, and work in the same manner. Both ends of the crossover will line when switch key is turned.

- 2. All trains must receive proper instructions from yardmaster before departing Boyles.
 - a) Trains departing Receiving Yard, South end of East Yard, and South end of West Yard must contact the Main Line Yardmaster for permission and route.
 - b) Trains departing the North end of the East Yard and North end of West yard must contact the Bowl Yardmaster for permission and route.
 - c) Trains departing south end of East Yard and south end of West Yard must also contact the Bowl Yardmaster for permission to depart.

3. Trains arriving Boyles Terminal from the North that chamber their train in the receiving yard will secure their train by setting two (2) handbrakes on the north end of the cut.
 - a) Trains departing Receiving Yard, South End of East Yard and South End of West Yard must contact the Main Line Yardmaster for permission and route.
 - b) Trains departing the North End of the East Yard and North End of West Yard must contact the Bowl yardmaster for permission and route.
 - c) Trains departing South End of East Yard and South End of West Yard must also contact the Bowl Yardmaster for permission to depart.
 - d) Inbound trains leaving sections of trains or entire trains in the West Yard or East Yard, will secure their train by setting two (2) handbrakes.
 - e) String Fellows Lumber Track, ANJ984.2 is 5 MPH.
 - f) Movements on BN from Boyles Wye to Thomas Yard. The following street crossings have been designated by Birmingham City Code (Sec. 34-193) as through streets and must be flagged from a ground position using a red flag by day and white light by night because these crossings do not have Automatic Warning Devices:
 - 1) All crossing along Ninth Avenue North, from 15th to 28th Streets inclusive.
 - 2) 24th, 25th and 26th Street North, on 23rd Avenue North, outbound main track from the Joint Terminal. 24th, 25th and 26th Street North, on 24th Avenue North, inbound main track to the joint Terminal, East Thomas, AL.
 - g) Slow clear aspect displayed by inbound track dwarf NAS Black Creek or departure track NAS Black Creek for Cain Creek Branch bound train or engine movements governs movements over power-operated switches only.
4. Remote controlled derails are installed at entrance to Boyles locomotive services center. Crews taking power into the facility will not pass derails until they have been given permission by service center personnel enter.
5. The following train movements must obtain yard instructions from Boyles Terminal Yardmaster.
 - a) Northbound to Boyles Terminal must talk to Bowl Yardmaster before passing Green Spring Road crossing MP 393.6.
 - b) Southbound to Boyles Terminal must talk to Bowl Yardmaster before passing New Castle, MP 379.8.

- c) Before entering the south end of track in West Yard and East Yard, or before entering the south end of inbound Main, the conductor or engineer will contact the Bowl Yardmaster.

6. Shove Light Instructions East and West Departure Yard

East and West Departure Yards are equipped with shove signal indicators located on the north end of each track, the shove light controlling each track is located to the west side approximately 20 feet from the switch. The shove light is equipped with a dual indicator light that can be viewed looking in either direction, north or south.

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

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

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

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

Location	Switching Windows (From – To)
Birmingham (Fleet), AL	1100 – 1500 Daily
Birmingham (Boyles)	1730 – 0800 Daily

8. Pinson Valley Branch will be operated as an industrial spur with limits between MP OLE 391.0 (Springdale Rd) and MP OLE 396.8 (End of track). A derail will be located at MP OLE 391.0, entrance to the spur. When occupied the derail will be left in the off position. When work is complete, and upon leaving the spur track, the derail must be placed back in the derailing position. Movement will be made under Rule 96 and speed will not exceed 10MPH.

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CAMAK SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

RAILROAD CROSSINGS AT GRADE			
Location	Railroad	Protection	Rule
Milledgeville YYM 46.0	NS	Non-electrically locked gates (note)	98

NOTE: A hand-operated switch type movable point frog is connected with the crossing gate and indication lights govern the NS Railway and Camak Subdivision crossing, YYG46.0. All movements must STOP if indication light is displaying RED and the gate is set against the movement. After the crew has lined the movable frog and the gate for their movement and the indication light is displaying YELLOW (proceed at restricted speed) and the crossing is known to be clear, the movement may proceed at restricted speed over the crossing without stopping. The movable point frog may be left in the position used.

Milledgeville – Crossings within city limits must not be blocked more than 5 minutes by a standing train or a train engaged in switching operations.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

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

Between NS Rwy. North Milledgeville and Harlee Jct.

1. A track warrant control variable block system is in effect on the Eatonton District on the Norfolk Southern Railway between North Milledgeville and Harlee Jct., A 197.0
2. Track warrant forms are located in the office at Milledgeville, (also the crew shack-doghouse), power plant and Camak. Except as affected by Norfolk Southern Rules 170 through 185 and 190 through 194. All other Norfolk Southern Rules remain in effect.

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

NOTE: Crews yarding trains at Plant Harlee must remove the ETD and place it in the crew shack.

Plant Harlee Instructions

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

All trains arriving Plant Harlee must have handbrakes applied on all locomotives. Handbrakes will be applied on the first 5 cars in the train. The engineer will leave a not containing the handbrake information on the lead locomotive.

All trains departing Plant Harlee will be found in compliance with Operating Rules 103D and 103E.

Brake sticks have been installed on Plant Harlee property at multiple locations.

NOTES

CARTERSVILLE SUBDIVISION - ZA

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
			CARTERSVILLE	WA SD		AI DISP. 94-4 CH 84 800-445-5517	DTC BLOCK CARTERSVILLE	
OJG 10	SGC 10	SGC 640.8	STRATTON	BOWEN WYE 10 MPH OJG 0.0		TWC-DTC		
10	10	OJG 0.0		STRATTON DTC BLOCK OJG2.8			DTC BLOCK CARTERSVILLE	
25		OJG 2.8 SGC 638.6	STRATTON	CARTERSVILLE DTC BLOCK				
25		SGC 633.3	PLANT BOWEN	TURN-OUT 10 MPH				
10		SGC 633.2	DTC BLOCK SIGN STILESBORO	10 MPH TURN-OUT			DTC BLOCK STILESBORO	
25		SGC 631.0	DTC BLOCK SIGN TAYLORSVILLE	NS			DTC BLOCK TAYLORSVILLE	
10		SGC 618.6	DTC BLOCK SIGN ROCKMART	NS			DTC BLOCK CEDARTOWN	1
25		SG 624.3	FISH	NS				
10		SG 631.0		NS				
25		SG 631.7		NS				
25		SG 631.8	CEDARTOWN	NS			DTC BLOCK CEDARTOWN	
25		SG 632.3		END OF TRACK		TWC-DTC		
36.1 MILES CARTERSVILLE TO END OF TRACK								

STATION PAGE NOTES

NOTE 1: Milepost prefix change.

CARTERSVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Cedartown, SG 631.0	NS	Automatic	226-B Note

Note: Be governed by instructions posted inside of the stand alone "Time Release Box"

ROAD CROSSINGS AT GRADE

1. Movements to or from Plant Bowen must secure authority to use Stratton Block before entering Mission Road crossing, Cartersville, GA.
2. The crossing gates at Mission Road are equipped with a switch key control.
3. Trains or engines must not occupy or block grade crossings for longer than 15 minutes in Polk County, GA, between SGC 618.5 and SGC 627.0.
4. Trains moving to and from the W&A Wye track at Cartersville must not foul the Wye track road crossing unless it is known that they have a signal to proceed.

EXCEPTED TRACK

Tail and Wye Track at SG 631.9

SPEED RESTRICTIONS

Trains will operate in accordance with Operating Rule 96 between Junta Yard & MP SGC 640.6.

1. Do not exceed 10 MPH on other than main track.
Exceptions:

Stilesboro – Do not exceed 5 MPH on coal unloading trestle at Georgia Power Company Bowen Plant.

2. INSTRUCTIONS RELATING TO SAFETY RULES

CLOSE CLEARANCES

Lookout for close clearance between Smurfit Industry track and adjacent building.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
NS Rwy overpass SGC 619.1 Rockmart	Trailers in TOFC service exceeding 17 ft. 2 in. above top of rail.	Must not be moved under overpass
SG 618.5	Equipment in excess of 80 ft.	Must not be moved on WYE at Rockmart

7. MISCELLANEOUS

1. The normal position of the main track switch at Stratton Jct., SGC 638.6, is lined for movements between Stratton and Stilesboro DTC blocks. Trains must not report clear of Stilesboro DTC block until movement is beyond the clearance point of switch on either track.
2. The normal position of switch to Georgia Power Company, SGC633.3, Stilesboro, is for movements to Georgia Power Company Track. Trains must not report clear of Stilesboro DTC block until movement is beyond the clearance point on either power plant or main track.

NOTES

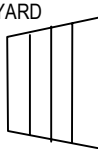

ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH			
	C 333.3		KD SD		CPS-261		
25	C 333.4	NE ETOWAH	AI DISP 94 T-5 RD 84 1-800-445-5517		ABS-261	DTC BLOCK ETOWAH	
20	C 333.6	ETOWAH					
	C 334.0						
20	C 334.8						
60	C 335.1						ABS-261
	C 335.5	MIDDLE ETOWAH	2.1		CPS-261		
	C 336.4				ABS-261	DTC BLOCK ETOWAH	
	C 336.6	SE ETOWAH	1.1		CPS-261		
60	337.0 338.0 C 339.9		DELANO DD		ABS-261	DTC BLOCK PATTY	
45	C 341.8		NE PATTY				
60	C 344.0						KA 344.7 TO KA 354.0
10	KA 344.7 CALHOUN BR KA 354.0		SE PATTY CALHOUN BRANCH				RULE 96
60							
	C 351.7	NE OCOEE	15.1		CPS-261		
			SSDG 6875' 30 MPH		ABS-261	DTC BLOCK PATTY	
	C 353.1	SE OCOEE	1.4		CPS-261		
60	C 354.3		HOUSE TRACK		ABS-261	DTC BLOCK OCOEE	
50	C 355.7						
60	C 357.4		OLD FORT DD				
	C 362.0		CONASAUGA				
	C 364.5		SUTTON LUMBER				
50					ABS-261	DTC BLOCK OCOEE	

ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			SOUTH					
50					ABS-261	DTC BLOCK OCOEE		
	C 367.6	NE FAIRY 14.5			CPS-261			
					SSDG 6,765 FT. 30 MPH		ABS-261	
	C 369.2	SE FAIRY 1.6			CPS-261		ABS-261	
60	C 371.8		MOHAWK INDUSTRIES	ACS FIBERS				
	C 375.6		CHATSWORTH DD	DED-HBD(1)				
45	C 376.4							
45	C 376.5		JOUBERT					
60	C 377.6							
60	C 378.2		N.E. CHATSWORTH					
60	C 378.9		S.E. CHATSWORTH	STORAGE TRACK CUSTOM GRINDERS				
45	C 381.1							
50	C 385.6				ABS-261			
	C 387.4	NE CONISTON 18.2			CPS-261			
	C 388.4		CONISTON 3 CARS		SSDG 8,275 FT. 30 MPH	ABS-261	DTC BLOCK OCOEE	
	C 389.1	SE CONISTON 1.7			CPS-261			
50	C 393.0				ABS-261	DTC BLOCK CONISTON		
60	C 398.3		RANGER 17 CARS					
	C 399.7		ALLIED INDUS. RANGER DD J.M. HUBER	DED-HBD(1)				
	C 402.8		CETCO CLAYMAX					
	C 403.1			FAIRMONT HOUSE TRACK				
30	C 403.8				ABS-261			
60	C 405.2	NE BOLIVAR 16.1			CPS-261			
					SSDG 8,715 FT. 30 MPH	ABS-261	DTC BLOCK CONISTON	
	C 407.1	SE BOLIVAR 1.9			CPS-261			
60	C 408.1							
45	C 410.2							
60	C 414.0		WHITE 15 CARS			DTC BLOCK BOLIVAR		
	C 415.5			HOLCEM	ABS-261			
	C 415.9		BUSCH PLANT BUSCH LEAD					
60	C 417.0			WYVERN DD HEIGHT (1)				

ETOWAH SUBDIVISION - ET

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
60			WYVERN YARD 	MAINLINE	ABS-261	DTC BLOCK BOLIVAR	
	C 418.1	WYVERN	11.0		CPS-261		
60	C 419.6		ATLANTIC STEEL LEAD HAND THROW CROSSOVER	PLASTIC GEORGIA PIPE	ABS-261	DTC BLOCK BOLIVAR	
50	C 421.0		WYVERN SIDING SSDG 12,750' 30 MPH		ABS-261	DTC BLOCK BOLIVAR	
	C 421.1	NORTH YARD	3.0		CPS-261		
50	C 422.4		LONG JOHN NORTH YARD 	WOOD YARD	ABS-261	DTC BLOCK NORTH YARD	
35	C 422.6	K&A WYE	1.5		CPS-261		
			W&A WYE		ABS-261		
	C 422.7	JUNTA	0.1		CPS-261		
			W&A SUB	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> AI DISP 94 T-5 RD 84 1-800-445-5517 </div>	ABS-261		
89.3 MILES ETOWAH TO JUNTA							

ETOWAH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

SWITCHING

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

HAND BRAKES

The following exceptions for Operating Rules 103-D are applicable on the Etowah Subdivision:

Etowah Yard: A minimum of 2 hand brakes on cars at Etowah.

SWITCHES

- The normal position of switch in Patty storage track is for movement to or from Calhoun Branch.
- To clarify the method of operating the electric lock switch to the house track at Ocoee, the following instructions should be followed:

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

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

6 axle engines are prohibited from operating south of 404 switch at north end of North Yard at Cartersville, Ga. MP C 422, Etowah Subdivision.

Exception: Between Etowah and Junta 6-axle engines may operate on all tracks opening directly from main track, and on Tyson Food tracks at Bolivar.

Equipment Restrictions		
Location	Equipment	Restriction
Calhoun Branch	6-axle engines	Must not operate
*All team, house and industrial tracks (note)	Cars with gross weight exceeding 284,000 lbs. and 6-axle engines	
KX 336.7 to KX 339.0	6-axle engines	

If a defect is detected northbound at Wyvern Detector, it must be set out at Fairmont.

7. MISCELLANEOUS

- All trains arriving at Etowah off the Old Line must obtain permission from the train dispatcher before operating between the south and middle crossovers.

All southbound trains departing Etowah from the East and West yards must obtain permission from the train dispatcher before operating between the middle and south crossovers.
- Close Clearance** – Lookout for close clearances, Etowah, TN West Yard tracks 2 through 6.
- Track from MP KX 335.5 to MP KX 339.0 (End of Track) is designated as yard track.
- North end (Etowah side) of #1 track, Bowater Yard, is out of service. Switch is spiked for tote ramp use only. There is a derailer placed approximately 10 car lengths south of clearance point #1 track north end. #1 track can still be used from Bowater end of yard up to derailer.
- The derail at Industrial Boulevard, Cartersville, GA, is located north beyond the switch to the Birmingham Steel Lead, at the point of the Thrall lead.
- Before passing the derail on the Birmingham Steel lead, to switch Birmingham Steel or accessing Unilever for switching, all crews must call Birmingham Steel Security on channel 22 for permission when leaving Birmingham Steel or Unilever notify Birmingham Steel Security on channel 22.

Switching Operation at Thrall Car – Wyvern Yard

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

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

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

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GAINESVILLE-MIDLAND SUBDIVISION - GM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
10	GGM 40.1	GAINESVILLE	END OF TRACK 39.3 --- NS		96		1
25	GGM 37.3	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK GLOSSON	
	35.0						
	36.0						
25	GGM 33.3	CANDLER 0.8	ROCK QUARRY				
10	GGM 32.8						
	GGM 32.3						
10	GGM 32.1		14 CAR CAPACITY			DTC BLOCK GAINESVILLE	
25	GGM 30.9						
	GGM 30.8	BELMONT 0.5					
	GGM 27.8	TALMO 0.0					
	GGM 25.0	DTC BLOCK SIGN PENDERGRASS 0.8					
	GGM 22.1	NE PENDERGRASS	2,515'				
	GGM 21.7	SE PENDERGRASS	45 CAR CAPACITY			DTC BLOCK PENDERGRASS	
	GGM 21.0	DTC BLOCK SIGN					
25	GGM 19.1						
10	GGM 18.7						
25	GGM 18.0	JEFFERSON 7.0					
	GGM 11.3	NE RED STONE	17 CAR CAPACITY				
	GGM 11.0	SE RED STONE 7.0	990'			DTC BLOCK MIDLAND	
	10.0						
	9.0						
25	GGM 3.6	OCONEE HEIGHTS 7.4			TWC-DTC		
	GGM 2.2	DTC BLOCK SIGN					
10	GGM 1.8	FOWLER JCT. 1.8	SIDING		96	YARD	
			ABBEVILLE SD				
38.3 MILES GAINESVILLE TO MIDLAND							

STATION PAGE NOTES

NOTE 1: Controlled by NS dispatcher at Greenville, SC. If no contact with NS dispatcher available NS operator will assist by calling 706-536-9844. Governed by Rule 226-B.

GAINESVILLE-MIDLAND 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

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

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

No 6 axle engines on the following tracks:

NS Interchange GGM 39.1

7. MISCELLANEOUS

NONE

NOTES

NOTES

GEORGIA SUBDIVISION - GA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
50			ATLANTA SD		TWC-DTC	DTC BLOCK REDAN	
50	YYG 149.0 YYG 147.8	DTC BLOCK SIGN NE LITHONIA	1.2	SELF RESTORING SWITCH LITHONIA 8,670 FT. 10 MPH	TWC-DTC	DTC BLOCK LITHONIA	
	YYG 146.0	DTC BLOCK SIGN SE LITHONIA	1.8				
	YYG 145.9 YYG 141.7	NE CONYERS	4.3	SELF RESTORING SWITCH		DTC BLOCK CONYERS	
	YYG 140.7	DTC BLOCK SIGN					
	YYG 140.6 YYG 138.9	SE CONYERS	1.1	OTHER TRACK 61 CARS			
50	YYG 133.3			SWEETHEART LEAD		DTC BLOCK ALMON	
35	YYG 132.4						
40	YYG 132.2			HB-DE			
	YYG 131.0	DTC BLOCK SIGN					
	YYG 130.8 YYG 130.7	NE COVINGTON	9.8				
	YYG 129.7 YYG 129.2	GREAT WALTON SWITCH SE COVINGTON	1.1	GRWB		DTC BLOCK COVINGTON	
40	YYG 128.1			OTHER TRACKS 75 CARS			
50	YYG 127.3	DTC BLOCK SIGN					
	YYG 125.6			FIBERVISION LEAD			
35	YYG 123.7					DTC BLOCK SOCIAL CIRCLE	
50	YYG 120.0 YYG 119.4 YYG 118.3	NE SOCIAL CIRCLE SE SOCIAL CIRCLE	9.7 1.7	SELF RESTORING SWITCH 9,560 FT. SELF RESTORING SWITCH			
	YYG 118.2	DTC BLOCK SIGN				DTC BLOCK RUTLEDGE	
	YYG 111.9	DTC BLOCK SIGN					
50	YYG 108.7			HB-DE			
40	YYG 104.3						
	YYG 103.3	NE MADISON	15.0			DTC BLOCK MADISON	1
	YYG 102.4	SE MADISON	0.9	OTHER TRACK 60 CARS			
50	YYG 102.3	DTC BLOCK SIGN					
	YYG 101.4						
	YYG 96.6						
CITY ORDINANCE	YYG 95.7 YYG 94.8	NE BUCKHEAD	7.6	GP LEAD SELF RESTORING SWITCH		DTC BLOCK BUCKHEAD	
40	YYG 94.9						
50	YYG 93.0	DTC BLOCK SIGN					
	YYG 92.9	SE BUCKHEAD	1.9	BUCKHEAD 9,680 FT. 10 MPH HB-DE	TWC-DTC	DTC BLOCK GREENSBORO	

GEORGIA SUBDIVISION – GA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
50	YYG 85.9				TWC-DTC	DTC BLOCK GREENSBORO	
	YYG 83.2	NE GREENSBORO	9.7				
	YYG 82.2	DTC BLOCK SIGN					
50	YYG 82.1	SE GREENSBORO	1.1	OTHER TRACK 58 CARS			
35	YYG 76.8					DTC BLOCK UNION POINT	
50	YYG 76.4	NE UNION POINT	5.7				
	YYG 75.4			UNION POINT 6,435 FT. 10 MPH			
	YYG 75.3	DTC BLOCK SIGN					
	YYG 75.2	SE UNION POINT	1.2	HB-DE		DTC BLOCK CRAWFORDVILLE	
	YYG 66.5						
	YYG 64.4	NE CRAWFORDVILLE	10.8		CRAWFORDVILLE 6,765 FT. 10 MPH		
	YYG 63.2	DTC BLOCK SIGN					
	YYG 63.1	SE CRAWFORDVILLE	1.3			DTC BLOCK BARNETT	
	YYG 58.3	NE BARNETT	4.8	OTHER TRACK BARNETT INTERCHANGE 45 CARS	GEORGIA WOODLANDS		
	YYG 57.7	DTC BLOCK SIGN					
	YYG 57.6	SE BARNETT	0.7			DTC BLOCK CAMAK	
	50.0						
	49.0	DTC BLOCK SIGN					
50	YYG 48.5						
35	YYG 47.9			HARLEE RUNAROUND		DTC BLOCK WARREN	2,3
	YYG 47.7	NE CAMAK	9.9		CAMAK 7,050 FT 10 MPH		
	YYG 46.9	CAMAK DEPOT	0.8				
	YYG 46.3	SE CAMAK	0.6	CAMAK SD!	QUARRY LEAD		
	YYG 45.8	DTC BLOCK SIGN					
35	YYG 45.3					DTC BLOCK THOMSON	
50	45.0			HBD-DE			4
	44.0						
	YYG 38.8	NE THOMSON	7.5				
	YYG 37.5	DTC BLOCK SIGN					
	YYG 37.3	SE THOMSON	1.5	THOMSON 6,270 FT. 10 MPH		DTC BLOCK DEARING	
	YYG 29.3	NE DEARING	8.0	DEARING SIDING 6,820 FT. 10 MPH			
	YYG 28.9						
	YYG 28.0	DTC BLOCK SIGN					
	YYG 27.9	SE DEARING	1.4			DTC BLOCK GROVETOWN	
	YYG 25.6			HB-DE SELF RESTORING SWITCH			
	YYG 17.3	NE GROVETOWN	10.6	FT. GORDON LEAD	GROVETOWN SIDING 9,240 FT. 10 MPH		
	YYG 16.3						
	YYG 15.3	DTC BLOCK SIGN					
	YYG 15.1	SE GROVETOWN	2.2	SELF RESTORING SWITCH		DTC BLOCK HARRISONVILLE	
	8.0						
	7.0						
50	YYG 6.3				YM 66-32		
25	YYG 3.1		12.0				
				AUGUSTA SD	FLORENCE DIVISION	93	

145.9 MILES HARRISONVILLE TO LITHONIA

STATION PAGE NOTES

NOTE 1: Trains will not exceed 5 MPH on NS main track at MP at Madison, GA.

NOTE 2: Camak Quarry Lead, YAC 0.0 and YAC 4.2, authority for movement Rule 96.

NOTE 3: Quarry track YAC 0.0 and YAC 4.2 to Camak is 20 MPH.

NOTE 4: Shaw Industries portion of Uniroyal track lead YYG 40.0 near Thomson, GA is 5 MPH.

GEORGIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

DIAGRAM CROSS-REFERENCE		
Subdivision	Division	Page
Camak	Atlanta	33
Atlanta Terminal		13
Augusta	Florence	Florence TT

Train Operation between YYG 149.0 and YYG 3.2 -
Trains will NOT be granted a Proceed Block on the Georgia Subdivision. Trains will be granted Absolute, Clear or Occupied blocks. Trains granted an Occupied Block will move at controlled speed unless further restrictions by signal indication.

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

Unless authorized by Clearance Bureau Wire or by the Director of Network Operations. Maximum heights allowed for double stack and multi-level equipment is 20' 2" on Georgia Subdivision main tracks and sidings. CSX train documentation will list this equipment as restricted and will show the applicable height dimensions

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS		
Location	Equipment	Restriction
Scale at Alcan	6-Axle Engine	Must not operate
Bridge YYG 124.1	Loaded 6-Axle Axle Freight Cars	25 MPH
Shaw Industries	6-Axle Engine	Must not operate

7. MISCELLANEOUS

Martin Marietta Quarry Track

Martin Marietta Quarry track from YAC 0.0 to YAC 4.2 is designated as an industrial spur track and a train or on-track equipment may operate as follows:

- The derail will be set and locked off the rail while occupying the Industrial Spur.
- Train or on-track equipment may then operate on the spur without flag protection.
- Trains may operate at maximum authorized speed (20 MPH) expecting to find switches lined and locked for the Industrial Spur.

When the derail is set and locked off the rail, it will indicate the Industrial Spur is occupied and no other movement may be made.

Exception:

Should a train or on-track equipment attempting to enter the Industrial Spur find the derail in off position and it is known that the Industrial Spur should be clear, they should notify the dispatcher and the trainmaster. Attempt will then be made to ascertain who last occupied the Industrial Spur. If that individual cannot be contacted, it will be necessary that conductor walk the track to Highway 80 to ascertain track is clear.

Self-Restoring Power – Operated Switches

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

Lithonia, GA – north end and south end: YYG 147.8 and YYG 146.0
 Social Circle, GA – north and south end: YYG 120.0 and YYG 129.7
 Buckhead, GA – north and south end: YYG 94.8 and YYG 92.9
 Grovetown, GA – north and south end: YYG 17.3 and YYG 15.1

The location of self-restoring power-operated switches will be designated in special instructions.

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

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

Operation of Self-Restoring Power-Operated Switches

1. Normal Operation

- For movement to siding or diverging track:

Train crewman must operate key controller to reverse switch while occupying the short "approach" track circuit. After a short time, the

switch will reverse itself, and signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.

B) For movement from the siding:

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

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

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

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

2. Other Than Normal Operation

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

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LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
	000404.4	PARKWOOD	S&NA SD	<div style="border: 1px solid black; padding: 2px; width: fit-content;"> AH-DISP-20-6 RD-84-84 800-445-5506 </div>	ABS-261	DTC BLOCK ELYTON	
25	ANJ 967.7	ELYTON 0.6		<div style="border: 1px solid black; padding: 2px; width: fit-content;"> CN-DISP-94-7 RD-32-32 800-445-5512 </div>	CPS-261	DTC BLOCK PARKWOOD	
35	ANJ 967.5 967.0				ABS-261		
40	966.1 966.0 965.0 964.0						
40	ANJ 963.9						
50	ANJ 961.4						
40	ANJ 960.2	NE PELHAM 7.5		 CSDG 9,600"	ABS-261 CPS-261	DTC BLOCK PARKWOOD	
40	ANJ 958.3	SE PELHAM 1.9			CPS-261		
40	ANJ 958.0						
35	ANJ 957.3 ANJ 957.0	PELHAM	DD		ABS-261	DTC BLOCK PELHAM	
50	ANJ 949.9	NE WATKINS 8.4		 SSDG 9,118'	CPS-261		
					ABS-261		
	ANJ 948.1	SE WATKINS 1.8			CPS-261		
50	ANJ 948.0						
40	ANJ 943.9		WHEELER LUMBER CO.				
40	ANJ 943.7				ABS-261	DTC BLOCK WATKINS	
35	ANJ 942.0						
50	ANJ 940.6		84 LUMBER				
	ANJ 939.8	NE WESTOVER 8.3			CPS-261		
50	ANJ 939.1				ABS-261		
35	ANJ 938.6	SE WESTOVER 1.2		 CSDG 6,037'	CPS-261		
	ANJ 937.4	WESTOVER	DD		ABS-261		
	ANJ 936.5	ADDISON 2.1		 WILSONVILLE BRANCH	CPS-261	DTC BLOCK WESTOVER	
					ABS-261		
	ANJ 936.0	WILSONVILLE 0.5			CPS-261		
35	ANJ 934.6				ABS-261		
50							1 2

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
50	ANJ 927.2	NE COOSA PINES 8.8			CPS-261	DTC BLOCK WESTOVER	3
					SSDG 10,266'		
	ANJ 925.1	SE COOSA PINES 2.1			CPS-261	DTC BLOCK COOSA PINES	
50	ANJ 917.7				SSDG 10,266'		
45	ANJ 916.6		SHOCCO DD		ABS-261	DTC BLOCK COOSA PINES	
35	ANJ 915.5						
35	ANJ 914.0						
50	ANJ 913.8	NE SHOCCO 11.3			CPS-261	DTC BLOCK SHOCCO	
					CSDG 6,022'		
	ANJ 912.4	SE SHOCCO 1.4			CPS-261	DTC BLOCK SHOCCO	
50	ANJ 911.4				CSDG 6,022'		
25	ANJ 910.9	NS XING TALLADEGA 1.5	NS - - - - -		CPS-261	DTC BLOCK SHOCCO	
	ANJ 910.3				ABS-261		
25					EARY BRANCH		
45	ANJ 908.4	BAMA JCT. 2.5			CPS-261	DTC BLOCK TALLADEGA	
	ANJ 907.5				GEORGIA PACIFIC		
50	ANJ 907.4	NE CARARA			CPS-261	DTC BLOCK TALLADEGA	
					TYSON		
					CPS-261	DTC BLOCK TALLADEGA	
					CSDG 18,232'		
	ANJ 903.8	SE CARARA 0.9			CPS-261	DTC BLOCK TALLADEGA	
50	ANJ 903.0				TUNNEL		ABS-261
35	ANJ 896.8	NE WEATHERS 7.0			CPS-261	DTC BLOCK CARARA	
					CSDG 10,429'		ABS-261
	ANJ 894.7	SE WEATHERS 2.1			CPS-261	DTC BLOCK CARARA	
	ANJ 892.1	WEATHERS			DD		ABS-261
35	ANJ 886.6				ABS-261	DTC BLOCK WEATHERS	
45	ANJ 882.4	NE LINEVILLE 12.3			FEED MILL		ABS-261
					CPS-261	DTC BLOCK WEATHERS	
					HILL TRACK		ABS-261
					CPS-261	DTC BLOCK WEATHERS	
					HOUSE TRK STOPS		ABS-261
					CPS-261	DTC BLOCK WEATHERS	
					WOODYARD		ABS-261
	ANJ 881.0	SE LINEVILLE 1.4			CPS-261	DTC BLOCK LINEVILLE	
					CSDG 6,528'		ABS-261
45					CPS-261	DTC BLOCK LINEVILLE	
					CSDG 6,528'		ABS-261

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
45	ANJ 880.5			ACE PRODUCTS	ABS-261	DTC BLOCK LINEVILLE	
35	ANJ 879.0						
	ANJ 872.9	NE CRAGFORD 8.1			CPS-261		
				WOOD YARD SSDG 7,608'	ABS-261		
	ANJ 871.4	SE CRAGFORD 1.5			CPS-261		
35	ANJ 871.3	CRAGFORD	DD MALONE WOOD YARD		ABS-261	DTC BLOCK CRAGFORD	
40	ANJ 859.5						
	ANJ 857.7	NE WADLEY 13.7			CPS-261		
			HILL TRACK	SSDG 10,574'	ABS-261		
	ANJ 855.5	SE WADLEY 2.2			CPS-261		
40	ANJ 854.8			ABANDA WOOD YARD	ABS-261	DTC BLOCK WADLEY	
50	ANJ 852.9	NE BLAKE 2.6			CPS-261		
				CSDG 6,072'	ABS-261		
	ANJ 851.8	SE BLAKE 1.1			CPS-261		
50	ANJ 849.6 ANJ 849.5 ANJ 845.2	BLAKE DICKERT	DD		ABS-261	DTC BLOCK BLAKE	
	ANJ 843.7	NE ROANOKE 8.1			CPS-261		
			WOOD YARD AUBRY FEED	HOUSE TRACK CSDG 4,290 WOOD YARD	ABS-261		
35	ANJ 842.9	SE ROANOKE 0.8			CPS-261		
			AMOCO		ABS-261	DTC BLOCK AMOCO	
	ANJ 841.4	ROANOKE HOLDOUT 1.5			CPS-261		
	ANJ 840.8 ANJ 840.1			STEEL FAB	ABS-261		
45	ANJ 834.7	NE STANDING ROCK 6.7			CPS-261		
45	ANJ 833.0		WOOD YARD	SSDG 9,317'	ABS-261	DTC BLOCK STANDING ROCK	
50	ANJ 832.8	SE STANDING ROCK 1.9			CPS-261		
	ANJ 829.0	PYNE	DD		ABS-261		
	ANJ 825.9	NE PYNE 6.9			CPS-261		
				WOOD YARD	ABS-261		
	ANJ 824.6	SE PYNE 1.3			CPS-261		
				CSDG 6,703'			
					ABS-261	DTC BLOCK PYNE	
50	ANJ 822.4	LAGRANGE HOLDOUT 2.2			CPS-261		
35	ANJ 821.7 ANJ 821.0		TREDEGAR		ABS-261		

LINEVILLE SUBDIVISION - LN

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓ SOUTH ↓					
35	ANJ 819.5		A&WP SD		ABS-261	DTC BLOCK PYNE		
25	ANJ 818.9 XXB 71.2	MAIN STREET 3.5			CPS-261			
#1 45	45	XXB 71.0			ABS-261	DTC BLOCK LAGRANGE	4	
30		XXB 69.1 ANJ 816.7	LAFAYETTE CONN. 2.1					CPS-261
40	40	ANJ 816.0	PURVIS #2 TRACK 0.7		ABS-261	DTC BLOCK JR MAPP	4	
					CPS-261			
			ANJ 815.6	JR MAPP 0.4				ABS-261
			ANJ 814.5					CPS-261
40	30	ANJ 814.0	SOUTH LAGRANGE 1.6		ABS-261	DTC BLOCK STOVALL		
40		ANJ 812.0 ANJ 809.5	RAWLS STOVALL	DD	ABS-261			
40		ANJ 808.1				DTC BLOCK STOVALL		
35		ANJ 807.1 ANJ 805	STOVALL	GEORGIA PACIFIC	ABS-261			
50		ANJ 800	DURAND			DTC BLOCK STOVALL		
		ANJ 798.6	NE CAMPGROUND	WOOD YARD	ABS-261			
					CPS-261	DTC BLOCK STOVALL		
		ANJ 796.4	SE CAMPGROUND 1.3		ABS-261			
		ANJ 793.3 792.0 791.0	WARM SPRINGS	DD	ABS-261	DTC BLOCK CAMPGROUND		
50		ANJ 790.0		GOODY				
30		ANJ 789.6	CHILDS 6.9		CPS-261	DTC BLOCK FIFTH AVENUE		
				NEW RUN AROUND	ABS-261			
		ANJ 788.6	FIFTH AVENUE 1.0		CPS-261	DTC BLOCK FIFTH AVENUE		
30		ANJ 788.5		WYE	ABS-261			
10		ANJ 788.3	NE MANCHESTER 0.3		CPS-261			
				MANCHESTER SD				

179.4 MILES PARKWOOD TO MANCHESTER

STATION PAGE NOTES

NOTE 1: Suspension of signal - Yellowleaf Block; Wilsonville MP 0.0 to Yellowleaf MP 0.3 to Addison ANJ 936.4;

NOTE 2: Authorized speed between MP 0.0 and MP 6.8 (Wilsonville Branch) is 25 MPH.

NOTE 3: NS Crossing at Talladega ANJ 910.9 Rule 226-B. See special instructions for further details.

NOTE 4: Suspension of signal Purvis Block ANJ 816.0 and XXB 68.7 LaGrange Connection Track – Lafayette Block XXB 69.1 to XXB 69.2.

LINEVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Do not exceed 10 MPH on the following sidings: Roanoke, Blake, and Pelham
2. Do not exceed 10 MPH between Wilsonville and Yellowleaf.
3. Do not exceed 10 MPH on EARY, 2 derails at Bemiston.
4. Do not exceed 10 MPH from Bama Jct. To Tyson.

SIGNALLED SIDINGS

Speed Restrictions	
Siding Location	MPH
Standing Rock, Wadley, Cragford, Coosa Pines and Watkins	25

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stack and multi-level movements in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

EQUIPMENT RESTRICTIONS

Equipment Restrictions		
Location	Equipment	Restriction
All Team, Industrial and House Tracks, or Chip Track Dickert, except Tyson at Talladega Eary RR	6-Axle Engines	Must not operate

Equipment Restrictions		
Location	Equipment	Restriction
WYE at Coosa Pines and Talladega Durand-GA Pacific Manchester Goody Lead	6-Axle Engines	Must not operate

AUTHORITY FOR MOVEMENT

Authority for Movement		
Between Location/Milepost	Authority For Movement Rules	Signal Aspect Rules
Wilsonville MP .0.0 to Yellowleaf MP 0.3	CPS & ABS	1281-1298
Wilsonville Branch Yellowleaf MP 0.3 and MP 6.8	TWC-DTC	-
LaGrange Connection track – Purvis ANJ816.0 to Dobbs MP XXB 68.7	CPS & ABS	1281-1298

DTC BLOCK LIMITS

Between Yellowleaf and Plant Gaston on Wilsonville Branch

DTC Block Limits	
Between Location /Milepost	Block Name
MP 0.3 and MP 6.8	Sylacauga

JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Talladega, ANJ 910.9	NS	Automatic	226-B(3)

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

If indicator light is not illuminated, a crew member will assure himself that no train is approaching on the Norfolk Southern Railroad, crew member will assure the Norfolk Southern signals display STOP aspect, then crew member will operate the push button waiting three minutes. If the signal aspect do not change to signal for train movement on the CSXT line a crew member will then comply with CSXT Operating Rule 226-B, then secure CSXT box.

APPROACH LOCATIONS WITH TIME-OUT FEATURES

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

Approach Location With Time-Out Features			
Location Subdivision	City/Town	Milepost/ Location	Time Out Interval
Lineville	Tallegeda, AL	Northbound start at ANJ 908.4 (Bama Jct)	13 min.
Lineville	Tallegeda, AL	Southbound start at ANJ 913.8 (NE Shocco)	9 min.

ROAD CROSSINGS AT GRADE

Highway And Street Crossings	
Station, Highway or Street	Instructions
Manchester	Crossings must not be blocked longer than 15 minutes
Pelham	Crossings must not be blocked longer than 5 minutes.
Pyne	Crossings must not be blocked longer than 15 minutes
LaGrange	Barnard Ave. grade crossing warning on Dunson Lead are manually operated.
Depot Street and Main Street, LaGrange	Trains moving on No. 1 No. 2 Main tracks from Lineville Subdivision at LaFayette connection to A&WP-WofA Subdivision Dow DTC block shall not pass signal case located on west side number two main tracks at XXB 70.5 until train has Dow DTC block authority. 'Start Xings' decal is on signal case at XXB 70.5 in direction viewed approaching Main Street Connection. Exception: Train moving to A&WP Subdivision Dow DTC block may pass signal case without Dow DTC block authority if necessary for the train or for a following train to clear LaFayette connection.

EXCEPTION TO RULE 103-D

Minimum of three hand brakes required at Coosa Pines, Talladega and Manchester Yards.

USE OF SPECIFIED TRACKS

Eary Railroad – Operating Rule 96 is in effect on both legs of the EA RY Wye to the far end at the interchange tracks on the Eary Railroad at Bemiston.

Plant Gaston – Operating Rule 96 is in effect from north end of Sylacauga Block MP 6.8 to and including track inside the plant Gaston area.

7. MISCELLANEOUS

1. CLOSE CLEARANCE

Employees are prohibited from riding the side of cars when cars are on adjacent tracks at the following locations account close clearance.

- a) ANJ 816.0 Yard Tracks 1 and 2 – LaGrange Yard
- b) ANJ 843.1 House track – Roanoke
- c) ANJ 910.0 Scale 1&2 tracks – Talladega

2. OPERATION AT PLANT GASTON

On Wilsonville Branch – Both Tracks – MP 6.1 and MP 6.8 do not exceed 10 MPH.

- a) Maximum authorized speeds on all tracks inside gate at Plant Gaston is five (5) MPH.
- b) Trains approaching Plant Gaston will contact NS train dispatcher on radio channel 56-56 at tone 5. Dispatcher will notify crew to go to channel two, which is 48-09. Crew will receive track warrant via radio. If unable to contact NS train dispatcher via radio, then track warrant will be obtained as follows via telephone at MP 6.0:
 - 1) From 0700 hours till 1500 hours – Dial 7-951-4845
 - 2) From 1500 hours till 0700 hours – Dial 7-951-4844

Plant telephone number is 205-699-4633.

All trains entering the EC Gaston /Wilsonville Steam Plant at MP 6 will enter the facilities prepared to stop short of any blue flags. On arrival at Yellow Leaf the crews must contact the plant and announce their arrival and obtain permission to enter the facilities.

- c) Split rail derail at MP 6.5 must be lined for movement as well as two non-electrically locked gates, normal against CSX, must also be lined for movement. After obtaining authority to occupy Norfolk Southern track, one crew member will remain with Plant Gaston Personnel for instructions as to dumping the train.
- d) All switches, gates and derails associated with this train movement must be restored to normal position after train is completely clear of Norfolk Southern Track. Only then will track warrant be released via radio or phone to Norfolk Southern Dispatcher.

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

3. **SLIDE FENCES**

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

Location Of Slide Fence

Wadley – Cragford

ANJ 860.3

ANJ 864.3 to ANJ 864.8

ANJ 865.2 to ANJ 865.5

ANJ 868.1

ANJ 869.1

Lineville – Weathers

ANJ 887.0

ANJ 889.7

Weathers – Carara

ANJ 900.8

ANJ 899.0

Exception to Rule 103-D

At Bama Jct., between Road Crossing and switch to Tyson Loop, cuts of less than 3 cars must be secured with handbrakes and skates.

M&M SUBDIVISION - MM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH				
35			S&NA SD	AH DISP CH 20-6 RD 84 1-800-445-5506	ABS-261	DTC BLOCK VERA	
30	485.0	VERA			CPS-261		
20	487.0		S&N YARD	AG DISP CH 94-4 RD 84 1-800-628-4729	ABS-261		
25	487.8			A&WP SD			
	488.1	COOSA ST. 3.1			CPS-261		
30				DOTHAN SD	ABS-261		
	488.9	BELL ST. 0.8	PRATTVILLE BRANCH	X 10MPH	CPS-261		
50			& SELMA SUB				
60	490.0		#1	#2	ABS-261	DTC BLOCK BELL ST.	
	491.0						
	492.0		H&R IND. PARK	X10			
	492.7	CATOMA 3.8			CPS-261		
			SOUTHMONT		ABS-261	DTC BLOCK CATOMA	
	496.8	NE McGEHEES 4.1		INDUSTRIAL PARK	CPS-261		
	496.9		HOUSE TRACK	JEFFERSON SMURFIT	ABS-261		
	497.3		CSDG 6875' 10 MPH	X10 WYE			
	498.2	SE McGEHEES 1.4			CPS-261	DTC BLOCK MCGEHEES	
	500.6		ROLLING DADED-HBD	LETOHATCHEE	ABS-261		
	502.9		SYLVEST FARMS				
	508.2		DED-HBD	HOUSE TRACK			
	508.5			PASSING TRACK			
	508.6						
	513.4	NE CALHOUN 15.2			CPS-261		
	514.0			CHIP TRK	ABS-261		
	514.6		CSDG 9735' 25 MPH	WOOD YD			
	515.2			HOUSE TRK			
	515.4	SE CALHOUN 2.0			CPS-261	DTC BLOCK CALHOUN	
60	515.8		STORAGE TRACK	FT. DEPOSIT	ABS-261		
50	520.6		1450				
	520.9		24 CARS				
	524.9	NE SEARCY 9.5			CPS-261		
	525.8		SSDG 10,230' 30 MPH	HOUSE TRACK	ABS-261		
	527.0	SE SEARCY 2.1			CPS-261	DT BLOCK SEARCY	
	530.4		GREENVILLE		ABS-261		
	530.4		DED-HBD				
	531.8	NE GREENVILLE 4.8			CPS-261		
	532.2		HOUSETRACK		ABS-261	DTC BLOCK GREENVILLE	
	532.2		CSDG 4015' 10 MPH				
50	532.7	SE GREENVILLE 0.9			CPS-261		

M&M SUBDIVISION - MM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
50	533.8				ABS-261	DTC BLOCK GREENVILLE	
60	536.3				ABS-261		
50	541.2	HOLD OUT BOLLING 8.5			CPS-261	DTC BLOCK CHAPMAN	
	543.3		CHAPMAN	CHIP TRACK X10 STORAGE TK	ABS-261		
	543.7			BULK TRACK			
	544.0						
	544.1						
50	547.1						
40	547.1	NE GEORGIANA 5.9			CPS-261	DTC BLOCK GEORGIANA	
	547.4		CSDG 9955' 25 MPH	HOUSE TRK X10 GEORGIANA YARD	ABS-261		
50	548.0			THREE NOTCH R.R.			
50	549.2						
60	549.1	SE GEORGIANA 2.0					CPS-261
	554.2			DED-HBD GARLAND			ABS-261
60	554.3			HOUSE TRACK			
50	554.8					ABS-261	
	560.2	NE WILCOX 1.1		CPS-261			
			CSDG 5775' 25 MPH	HOUSE TRACK	ABS-261		
	561.3	SE WILCOX 1.1		CPS-261			
				ABS-261			
	561.6	NE LACHAUSSEE 0.3		CPS-261			
			SSDG 10,400' 30 MPH	ABS-261			
	563.8	SE LACHAUSSEE 2.2		CPS-261			
	567.0		EVERGREEN TECH	ABS-261			
	567.3		FARMERS FAVORITE				
50	568.3						
45	568.6	NE EVERGREEN 4.8		HOUSE TRACK	CPS-261	DTC BLOCK EVERGREEN	
	568.8		CSDG 3050' 10 MPH		ABS-261		
50	569.3	SE EVERGREEN 0.7			CPS-261		
	570.9				ABS-261		
60	574.5						
50	575.1						
60	575.5						
	577.0		CASTLEBERRY DED-HBD TRUST JOIST	ABS-261			
	578.9	NE CASTLEBERRY 9.6			CPS-261		
			CSDG 10,780' 25 MPH	ABS-261			
	581.1	SE CASTLEBERRY 2.2		CPS-261			
60	587.7			ABS-261	DTC BLOCK CASTLEBERRY		
50	590.3						
60							

M&M SUBDIVISION - MM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
60				592.1	NE BREWTON 11.0	↓		CPS-261	DTC BLOCK BREWTON	
30				592.9		T.R. MILLER CSDG 5500' 25 MPH	STORAGE TRK 1000'	ABS-261		
30				593.3	SE BREWTON 1.2	X-10 T.R. MILLER		CPS-261		
30				593.6			BREWTON HOUSE TRK 500'	ABS-261		
60										ALABAMA DUCTILE X-10
60				600.9		FRIT CAR				
50				602.1		JEFFERSON SMURFIT				
60				602.4		X10				
60				603.2	WELKA 9.9	KEEGO 3000' POLLAND DED-HBD		ABS-261		DTC BLOCK BREWTON
NO. 1		NO. 2				KEEGO BRICK X10		CPS-261		DTC BLOCK WELKA
45		60				EMORY TREE SERVICE		ABS-261		
45		60				1 EXXON	2	ABS-261		
30		30				HOLD OUT		CPS-261		
30		30				ALABAMA RR		ABS-261		
30		30				X10	FLOMATON YARD	ABS-261		
30		30				X15	X10	CPS-261		
30		30				X15	X15 PD SD	ABS-261	DTC BLOCK WELKA	
P 30		F 30				AB DISP CH 14-7		CPS-261		
45		50				X15		ABS-261	DTC BLOCK MILES	
50		50				1 2		CPS-261		
79		60						ABS-261		

M&M SUBDIVISION - MM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	F			↓	↓			
79	60	613.1	NE WAWBEEK 3.8		HOUSE TRACK	CPS-261	DTC BLOCK WAWBEEK	1
				CSDG 3905' 25 MPH	750'	ABS-261		
		614.1	SE WAWBEEK 1.0		CANOE	CPS-261		
		616.0		WLD DED-HBD		ABS-261		
		617.7	NE CANOE 3.6			CPS-261		
				SSDG 10,000' 30 MPH		ABS-261		
79	60	619.7	SE CANOE 2.0			CPS-261	DTC BLOCK CANOE	
45	45	620.4		ATMORE HOUSE TRK 500'		ABS-261	DTC BLOCK CANOE	
		621.6	ATMORE 1.9			CPS-261		
45	45	623.2		AGR RR OVERPASS		ABS-261	DTC BLOCK CANOE	
55	50	624.4	NE NOKOMIS 2.8			CPS-261	DTC BLOCK NOKOMIS	
				SSDG 10,065' 30 MPH	NOKOMIS HOUSE TRK 500'	ABS-261		
55	50	626.5	SE NOKOMIS 2.1			CPS-261	DTC BLOCK NOKOMIS	
50	50	627.2			PERDIDO 3250'	ABS-261	DTC BLOCK NOKOMIS	
79	60	630.1		X10				
55	50	637.1						
79	60	637.9						
79	60	638.3		PINCHONIA WLD-DED-HBD				
55	50	641.1				ABS-261		
55	50	641.2	NE BAY MINETTE 14.7			CPS-261	DTC BLOCK BAY MINETTE	
				CSDG 7150' 25 MPH	PLASMINE TECH X10	ABS-261		
45	45	642.4			INTER CHANGE TRACK		DTC BLOCK BAY MINETTE	
45	45	642.8	SE BAY MINETTE 1.6		MIDSOUTH NUTRITIVE	CPS-261		
50	50	643.0		HURRICANE DED			DTC BLOCK HURRICANE	
		648.5						
50	50	649.2	NE HURRICANE 6.4			CPS-261		
				SSDG 9680' 30 MPH	SAND TRACK 250'	ABS-261	DTC BLOCK HURRICANE	
50	50	651.3	SE HURRICANE 2.1			CPS-261		
30	25	651.6		DB	TENSAW RIVER	ABS-261		
30	25	651.7		DB	MOBILE RIVER	ABS-261		
30	25	653.5					2	

M&M SUBDIVISION - MM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
30	25	653.7		SOUTH		ABS-261		
70	50							
70	50	658.2						
70	50	658.3						
30	25	658.7		DB	BAYOU SARA RIVER	ABS-261	DTC BLOCK HURRICANE	3
79	60	660.2	AKKA	8.9		CPS-261		
No. 1	No. 2	660.6			#1 #2	ABS-261	DTC BLOCK AKKA	
P 79	F 60	662.0				ABS-261	DTC BLOCK AKKA	
P 79	F 60	662.9	ALADOCKS	2.7		CPS-261	DTC BLOCK AKKA	
P 79	F 60	663.0				CPS-261	DTC BLOCK THREE MILE	
P 79	F 60	663.2			DB	CHICKASAWBOGUE RIVER		
30	25	663.5				CPS-261		
45	45	664.0			KIMBERLY CLARK	SANDY SIDING 2460' HESS SPUR	ABS-261	
45	45	664.2	THREE MILE CREEK	1.3		CPS-261		
30	25	664.2			DB	THREE MILE		
30	30	665.2	SIBERT	1.0	SIBERT YARD	MOBILE SIDING SSDG 7100' 30 MPH	ABS-261	
30	30	665.2			X10	TASD	ABS-261	DTC BLOCK THREE MILE
							CPS-261	
					NO&M SD		ABS-261	DTC BLOCK STATE DOCK

MONTGOMERY TO SIBERT 178.2 MILES

STATION PAGE NOTES

- NOTE 1:** Before occupying AGR property, train crew must have both AGR bulletins and train messages.
NOTE 2: Drawbridge unattended 1800-1000, see special instructions relating to operating rules.
NOTE 3: Drawbridge unattended 1900-1100, see special instructions relating to operating rules.

M&M SUBDIVISION – PRATTVILLE BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
20	489.0	BELL STREET			193		
	DM 180.0	DEWEY YARD					
20	DM 179.0	DTC BLOCK SIGN			193		
25	DM 171.1	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK AUTAUGUA	
20	MD 1.3	DTC BLOCK SIGN			193	DTC BLOCK MILL	
25	MD 2.8	DTC BLOCK SIGN			TWC-DTC		
					DTC BLOCK MILL		

STATION PAGE NOTES

NOTE 1: Permission must be obtained from the yardmaster before entering main track in yard limits.

M&M SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Authority for movement

Permission must be obtained from the Montgomery Yardmaster before entering main track in yard limits.

Excepted Tracks

H&R Industrial Lead, All Tracks

Switches

Montgomery Yard –

1. Hand Brakes:

The following will govern on trains stopped within the yard limits of Montgomery Terminal. A handbrake will be tied on each locomotive and 3 cars on the train. In addition to the hand brakes, a full service application of the automatic brake will be applied.

Sibert Yard –

1. Hand Brakes:

(A) The following will govern on trains stopped within the Yard Limits of Mobile Terminal:

A handbrake will be applied on the each locomotive and two cars on the train. In addition to the handbrakes, a full service application of the automatic brake will be applied.

(B) On cuts of cars left on the north end of Sibert Yard, tracks S2 through S4, four handbrakes must be applied. Cuts of cars left on any other tracks within Mobile Terminal, two handbrakes must be applied.

2. When lining the switch on the north end of the pocket track for use, employee must also line the switch on the south end of track 14-B for movement to track 14-B.

3. When using cross over switches from the Old Main Line to the drill track at Sibert, these switches must be lined back for straight track after movement for your train is finished.

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

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

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

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

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

The following relates to the Terminal Railway Alabama State Docks:

a) Operating Rules:

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

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

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

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

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

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

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

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

- d) Derails are located on the north end of west coal No. 3 and on the crossover from the North end of west lead to west coal #3. The derail in west coal No. 3 is located 164 feet south of west coal No. 3 switch; the derail on the crossover from the west lead to west coal No. 3 is located 104 feet south of the west coal No. 3 switch.
- e) When operating on the T ASD Interchange, the switches will be left lined for straight track for the T ASD RR. This is the normal position.
- f) Road Crossing:

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

2. INSTRUCTIONS RELATING TO SAFETY RULES

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

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

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- 1. Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stack and multi-level equipment in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

All trains en route to Montgomery Terminal must notify the yardmaster of any loaded pulpwood cars in their train, and the location of such in their train prior to passing terminal road.

7. MISCELLANEOUS

1. Smurfit Paper Mill, Brewton, AL

CLOSE CLEARANCE

- a) Smurfit Stone, Brewton, Alabama, there is close clearance between tracks S1 and S2, which will not clear a trainman riding the side of the car.

Employees must exercise due caution in providing service and avoid being between tracks while movements are being made.

- b) Do not ride rail cars inside paper sheds at Smurfit Stone.

DRAWBRIDGES

Location	Milepost	Protection	
Tensas River	651.6	1000-1800	Unattended 1800-1000
Mobile River	653.5	Attended	24 Hours
Bayou Sara	658.3	1100-1900	Unattended 1900-1100
Chicaswbougue	663.2	Attended	24 Hours
Three Mile Creek	664.1	Attended	24 Hours

NOTE:

When controlled block signal indicates "stop", in addition to securing permission of train dispatcher to pass such signal as prescribed by Rule 226-B no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement.

Bridge tenders must not give such proceed signal until satisfied that bridge is in condition for safe movement when bridge tender is not on duty and bridge is lined for rail movement after securing permission of train dispatcher to pass such signal as prescribed by Rule 226-B member of crew must ascertain that the drawspan and lift rails are in proper position before movement is allowed to proceed.

NOTES

MANCHESTER SUBDIVISION - MS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
			↓ SOUTH ↓							
55					ABS-261					
	ANB 828.1	NE PEACHTREE CITY			CPS-261					
			ATLANTA TERM SD	BG DISP 08-T5 RD 66 1-800-854-5697	ABS-261					
	ANB 826.9	SE PEACHTREE CITY	CSDG 5,900'		CPS-261	DTC BLOCK PEACHTREE CITY				
55	826.6	SENOIA	PEACHTREE CITY DD	STORAGE TRACK 1,500'	ABS-261					
35	825.7									
35	824.4									
50	822.4									
CITY ORDINANCE	822.2									
40	822.3									
50	822.2									
45	821.8									
55	819.1									
40	818.8									
50	818.5									
55								ABS-261		
	ANB 818.5				NE HARALSON			CPS-261		
						25 MPH SSDG 8,000'		ABS-261		
	ANB 816.8	SE HARALSON			CPS-261					
55	812.3									
35	808.7									
45	808.1				ABS-261					
40	807.1									
55						DTC BLOCK PEACHTREE CITY				
	ANB 807.4	NE GAY			CPS-261					
			1.2	CSDG 6,093'	ABS-261					
	ANB 806.2	SE GAY			CPS-261					
50	ANB 805.4 ANB 805.1		GAY DD							
55	ANB 802.0				ABS-261	DTC BLOCK GAY				
50	ANB 801.7									
CITY ORDINANCE										
25	ANB 798.5	NE WOODBURY			CPS-261					
	ANB 797.9		CSDG 4,638'		ABS-261					
50	ANB 797.3	SE WOODBURY			CPS-261					
	ANB 796.7									
35	ANB 796.4				ABS-261	DTC BLOCK WOODBURY				
50	ANB 793.7									
55										

MANCHESTER SUBDIVISION - MS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
55	ANB 793.5	ENGINE SPEED			ABS-261	DTC BLOCK WOODBURY	
	793.0	CHECKED AT:					
55		ANB 790 - ANB 791					
	790.5	ANB 791 - ANB 792					
45		ANB 792 - ANB 793					
	790.3						
40	790.0						
	788.9	MANCHESTER HOLDOUT					
30	788.5						
10			WYE TRACK TO LINEVILLE SUB		ABS-261	DTC BLOCK WOODBURY	
	ANB 788.3	NE MANCHESTER			CPS-261		
10	788.1				ABS-261	DTC BLOCK MANCHESTER	
20	787.9			CSDG 7,300'			
30	ANB 786.1	SE MANCHESTER		AK DISP 20-6 RD 32 1-800-445-5508	CPS-261		
			FITZGERALD SD				
PEACHTREE CITY TO MANCHESTER 38.8 MILES							

MANCHESTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Manchester, trains will not exceed 10 MPH on any tracks other than main track and sidings and new run around.

ROAD CROSSINGS AT GRADE

Senoia – ANB 822.3 to ANB 822.4 – Crossings must not be blocked longer than 5 minutes.

Manchester – Crossings must not be blocked longer than 15 minutes

Haralson – Crossings must not be blocked longer than 15 minutes, ANB 817.0-815.0

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

Trains entering New Run Around track must contact "BG" Dispatcher for instructions.

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Unless otherwise authorized by a Clearance Bureau Wire or by the director Network Operations, double stack or multi-level in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. No. 6-axle engines are allowed on any industrial tracks at Peachtree City.

7. MISCELLANEOUS

Exception to Rule 103-D

Minimum of three hand brakes applied on Manchester Yard, and all engine brakes set.

Spring Switches

Refer to Rule 104-K and 104-L.

NOTES

NOTES

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				SOUTH				
P 30	F 30				M&M SD	ABS-261	DTC BLOCK THREE MILE	
30	30	665.2 665.3	MOBILE SE SIBERT	AG DISP 04-3 RD-84 1-800-628-4729	TASD YD	CPS-261	DTC BLOCK STATE DOCK	
					7,100' SSDG 35 MPH	ABS-261		
		665.4	STATE DOCKS	0.1		CPS-261		
30	30	666.0		#1 MOBILE PSGR. STATION	#2	ABS-261		
1	2	1	2	666.7				
45	30	45	30	667.0	CHOCTAW	1.6	CPS-261	DTC BLOCK CHOCTAW
45	45	667.1				ABS-261		
45	45	668.3			TASD MCDUFFIE ISLAND YARD LIMITS X10	ABS-261		
45	45	668.4	IC INTERLOCKING	1.4	ICRR	CPS-261		
45		668.5			ICRR	ABS-261		
45		669.7	NE BROOKLEY	1.3	McDUFFIE ISLAND (BAYSIDE) ICRR	CPS-261	DTC BLOCK BROOKLEY	
75	60	670.0				ABS-261		
79		671.5			CSDG 10,395' 25 MPH	ABS-261		
		670.8			BROOKLEY INDUSTRIAL PARK CHRISTIAN SALVATION	ABS-261		
		671.8	SE BROOKLEY	2.1		CPS-261		
		674.9			GEORGES HBD-DED	ABS-261		
		675.7			SEA-PAK			
		679.4			THEODORE INDUSTRIAL PARK WYE	ABS-261	DTC BLOCK BROOKLEY	
		685.6	NE ST. ELMO	13.8		CPS-261		
					HOUSE TRACK	ABS-261		
		687.3	SE ST. ELMO	1.7	CSDG 8,855' 25 MPH	CPS-261	DTC BLOCK ST. ELMO	
79	60					ABS-261		

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓				
P	F	696.5		PECAN WLD-HBD-DED	WLD-HBD-DED	ABS-261	DTC BLOCK ST. ELMO	1 3
79	60	698.9						
60		699.3	NE ORANGE GROVE 12.0			CPS-261	DTC BLOCK ORANGE	
					CSDG 8,910' 25 MPH	ABS-261		
		701.2	SE ORANGE GROVE 1.9			CPS-261		
		702.3				ABS-261		
60		703.0		WYE	TORE TRACK INDUSTRIAL PARK			
60	50	704.0		BAYOU CASSOTTE YD 10 MPH			DTC BLOCK ORANGE	
		704.2					DTC BLOCK BAYOU	
60	50	704.8						
45		705.9				ABS-261		
		706.5	NORTH PASCAGOULA 5.3			CPS-261		
		706.7		OLD HOUSE TRACK	PASCAGOULA RIVER	ABS-261		
30	25	706.8		DB				
		706.9						
60	45	707.0	SOUTH PASCAGOULA 0.5		X10	CPS-261		
79	50	707.2		WYE	WATTS YARD	ABS-261		
79	50	709.6			X10 INGALLS SHIP YARD 10 MPH		DTC BLOCK BAYOU	
60	40	709.8	NE GAUTIER 2.8			CPS-261		
79	60				CSDG 7,865' 25 MPH	ABS-261	DTC BLOCK GAUTIER	
		711.5	SE GAUTIER 1.7			CPS-261		
		712.3		CAUTIER YELVINGTON	QUINN	ABS-261		
79	60							

NO&M SUBDIVISION - NM

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F							
79	60	718.3			OCEAN SPRINGS HBD-DED	ABS-261	DTC BLOCK GAUTIER	
79	50	719.3						
45		720.0						
		722.3	NE OCEAN SPRINGS 10.8			CPS-261		
		722.5			CSDG 3,000' 10 MPH COAST TRAIN STORAGE TRK	ABS-261	DTC BLOCK OCEAN	
		723.1	SE OCEAN SPRINGS 0.8			CPS-261		
		724.4			DB	ABS-261		
30	25	724.5						
60		725.4						
45								
45		728.0				ABS-261	DTC BLOCK OCEAN	
		730.2	NE BEAUVOIR 7.1			CPS-261	DTC BLOCK BEAUVOIR	
					CSDG 9020' 10 MPH	ABS-261		
		731.9	SE BEAUVOIR 1.7			CPS-261		
		735.8				ABS-261		
45		735.9	MISSISSIPPI CITY					
		739.4	GULFPORT	3.5	KCS INTERCHANGE			
		741.7		5.7	McMILLAN BLOEDEL LONG BEACH HBD-DED			
		743.6						
45		744.4				ABS-261	DTC BLOCK BEAUVOIR	
		745.0	NE HARBIN 13.1			CPS-261		
		746.3			HARRISON COUNTY SPUR (YELVINGTON)	CSDG 8,910' 25 MPH	ABS-261	DTC BLOCK HARBIN
		746.9	SE HARBIN 1.9			CPS-261		
60	50	748.5				ABS-261		
45								

NO&M SUBDIVISION - NM

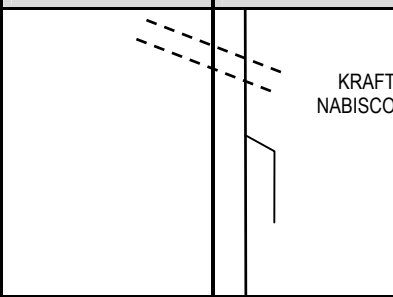
AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
45	749.1				ABS-261	DTC BLOCK HARBIN	2
	749.2						
60	750.2				ABS-261	DTC BLOCK HARBIN	
30 25	752.6						
60	752.7				CPS-261	DTC BLOCK HARBIN	
45	754.0						
45	754.6	NE NICHOLSON AVE. 7.7			CPS-261	DTC BLOCK NICHOLSON	
45	755.1				ABS-261		
60	756.4	SE NICHOLSON AVE. 1.8			CPS-261		
60	756.9				ABS-261		
50	758.1						
79	758.5				ABS-261	DTC BLOCK NICHOLSON	
	761.7						
	764.1	PORT BIENVILLE			ABS-261	DTC BLOCK CLAIBORNE	
	60	766.2	NE CLAIBORNE 9.8			CPS-261	
60	768.1				ABS-261		
60	768.1	SE CLAIBORNE 1.9			CPS-261		
30 25	768.8				S-261		
79 60	768.9						
79 60	770.9						
79 60	772.8						
79 60	773.6						
60 45	774.5						
30 25	775.3						
30 25	775.4						
79 60					ABS-261	DTC BLOCK CLAIBORNE	

NO&M SUBDIVISION - NM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						SOUTH				
79		60		776.5		RIGOLETS	HOUSE TRACK	ABS-261	DTC BLOCK CLAIBORNE	
				780.2	NE LAKE CATHERINE 12.1					
79		60				CSDG 7,480' 25 MPH	LAKE CATHERINE HOUSE TRK	ABS-261		
				781.9	SE LAKE CATHERINE 1.7		DED		CPS-261	
79		60		787.1		CHEF MENTEUR HBD-DED		ABS-261		
				787.2				CHEF HOUSE TRK		
30	25						CHEF MENTEUR			
60	60		787.3							
79		60		787.7				FLOOD WALL		
				789.0						
79		60		789.3						
				790.0						
79		60		791.9		RECOVERY DED		ABS-261	DTC BLOCK CATHERINE	
				793.1	MICHOUD 11.2					CPS-261
P	F	P	F				MICHOUD INDUSTRIAL SPUR	ABS-261	DTC BLOCK PARIS	
60	60	40	40				MICHOUD STORAGE TRACK	CPS-261		
60		60		795.9						
				796.0	PARIS ROAD 2.9		X30			CPS-261
60		60					#1	#2	ABS-261	
				799.2	NORTH GENTILLY 3.2		X10			CPS-261
40		20		799.3					93 (243-246)	
				800.0	GENTILLY					
40		20		800.4						
				800.5						
40		20		801.2						
				801.3						No. 11 SWITCH
No. 1	No. 2	No. 1	No. 2	801.3						
P	F	P	F	801.4	INDUSTRIAL CANAL 2.1					
40	40	20	20	801.4						
40		20		801.5	NOPB INTERLOCKING				INDUSTRIAL LAND	
										No. 9 CROSSOVER
40		20								

4

NO&M SUBDIVISION - NM

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE		TWC	NOTES
						SOUTH					
No. 1		No. 2		802.7	NO&NE TOWER INTERLOCKING	1.4	NS RAILROAD	NS RAILROAD	NO.1 193	NO.2 193	5
P 40	F 40	P 20	F 20				ABS 261	ABS 251			
40	20	20	20	803.0	NOT JUNCTION						
15				803.5							
15				803.7							
						NS RR	NS RR				
138.5 MILES SIBERT TO GENTILLY											

STATION PAGE NOTES

- NOTE 1:** If defect detector at Pecan is not functioning, trains must be stopped and a complete walking inspection must be performed. Pecan is a hot journal, dragging equipment and wide load detector.
- NOTE 2:** Drawbridge unattended 2200-0600. See special instructions relating to operating rules.
- NOTE 3:** Do not sound locomotive horn between milepost 697 and milepost 698 except to comply with CSX operating rules.
- NOTE 4:** Between 799.2 (North Gentilly) and 802.7 (NE Tower) on track 704 authority will be obtained by contacting the Gentilly Yardmaster.
- NOTE 5:** Between 802.7 (NE Tower) and 803.5 (NOT Jct.) on track authority will be obtained by contacting NS Oliver Tower and receiving 23-A track authority.

NO&M SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Excepted Tracks

1. Brookley Complex, all tracks
2. Gulfport KCS Middle Yard Tracks 3, north yard tracks 3,4, and 5
3. Watts Yard, Pascagoula – Empty Tracks 1 – 6, and Grain Yard 1-9

Railroad Crossings at Grade			
Location	Railroad	Protection	Rule
Lawrence Street Mobile	CNIC	Automatic	226-B
Gulfport	KCS		293
NOPB Interlocking	NOPB	Controlled by Industrial Canal Drawbridge Attendant	226-B
NO&NE Tower	NS	Remotely Controlled	

Road Crossings at Grade

1. Trains approaching the following road crossings while occupying auxiliary tracks must be prepared to stop and flag if warning devices are not operating account rusty rail.

Road Crossings	
Crossing	Location/Milepost
Pascagoula St.	706.3
Washington Ave. Church St. Cox Ave.	Between 722.7 and 723

HAND BRAKES

1. At Brookley, either Main Track or Siding, Northbound or Southbound:

One handbrake on each locomotive and at least two handbrakes on cars.
2. On the #1 Main and #2 Main from North Gentilly MP 799.3 to North Michoud MP 793.2:
 - 1) With engines attached, a minimum of all locomotive handbrake and two handbrakes on cars must be applied.
 - 2) With engines detached, a minimum of three handbrakes must be applied to secure cars.
 - 3) Between MP 799 and 803.7 NO Terminal, only one handbrake is required to secure equipment in all tracks.

Sibert Yard –

1. **A.** Hand Brakes: The following will govern on trains stopped within switching limits of Mobile Terminal. A handbrake will be applied on each locomotive and 2 cars on train. In addition to the hand brakes, a full service application of the automatic brake will be applied.
 - B.** Yard Tracks on the north end – Track S-2 through S-4 four handbrakes must be applied; Tracks 1-A, S-1, S-5 through S-23 two handbrakes must be applied.
 - C.** Cars left on any other tracks within Mobile Terminal, two handbrakes must be applied.
2. When lining the switch on the north end of the pocket track for use, employee must also line the switch on the south end of track 14-B for movement to track 14-B.
3. When Using cross over switches from the Old Main Line to the drill track at Sibert, these switches must be lined back for straight track after movement for your train is finished.
4. Movement on the TASD Railway

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

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

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

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

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

The following relates to the Terminal Railway Alabama State Docks:

a) **Operating Rules:**

- 90. All train movements will be governed by the yardmaster on duty.
 - 90-B. All trains on property will monitor radio. Radio channels and frequencies are listed in Rule 403.
 - 95. Foreign railroads must obtain permission of the control station to enter T ASD property.
 - 96. Foreign railroads must report "Clear" when they leave the property.
 - 403. Radio Station Information – base station is located in the yard office and is monitored 24 hours a day, seven days a week. Assigned channels are designed in Operating Rule Book or by Bulletin Orders. Channel 1 –T ASD & Foreign Railroads will use Channel 66.
- U. Unless otherwise provided, employees of foreign lines will be governed by T ASD operating rules and special instructions while performing service on T ASD tracks. Foreign lines performing service on T ASD property will monitor T ASD radio channels. Unless otherwise provided, T ASD employees will be governed by timetables, rules and special instructions of foreign lines while performing service on foreign line tracks.

DRAWBRIDGES

Location	Milepost	Protection	
Pascagoula River	706.3	Attended	24 Hours
Biloxi Bay	724.4	Attended	24 Hours
Bay St Louis	752.6	Attended	24 Hours
Pearl River	768.8	0600 to 2200	Unattended 2200 to 0600
Rigolets	775.3	Attended	24 Hours
Chef Menteur	787.3	Attended	24 Hours
Industrial Canal	801.4	Attended	24 Hours

NOTE:

When controlled block signal indicates "stop", in addition to securing permission of train dispatcher to pass such signal as prescribed by Rule 226-B no part of train may be moved on the bridge until proceed signal 12 C is received from the drawbridge tender with green flag by day and yellow light by night or verbal permission is received from drawbridge tender that bridge is in safe condition for movement.

Bridge tenders must not give such proceed signal until satisfied that bridge is in condition for safe movement when bridge tender is not on duty and bridge is lined for rail movement after securing permission of train dispatcher to pass such signal as prescribed by Rule 226-B member of crew must ascertain that the drawspan and lift rails are in proper position before movement is allowed to proceed.

Harrison County Spur

The Harrison Count Spur MP 000746.3 has been upgraded to permit six-axle locomotives.

If instructed to make pick up at this location the cars not shoved out to the main you must proceed down spur track and pick up cars.

If you are making a set off, cars must be shoved to clear Yellow Crosstie approximately 45 car lengths from mainline. The purpose of this is to prevent cars from blocking private property.

NOTE – There is a close clearance at the Rock Pit – stop and dismount. There is a small bridge with no walkway approximately 30 car lengths from mainline – Do not traverse with cars on bridge.

2. INSTRUCTIONS RELATING TO SAFETY RULES

It is not permissible for any employee to ride the sides of rolling equipment in all tracks of the South Yard at Gentilly Yard.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

- 1. Unless otherwise authorized by Clearance Bureau Wire or by the Director Network Operations, double stack equipment and multi-level equipment in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

- 1. Southward trains will not leave Aladocks and northward trains will not leave Brookley without authority from the yardmaster.
- 2. All southward trains will contact Gentilly Tower when going by the coffee house at Michoud, notifying them of train location and if any engine problems are noted. All outbound train crews going on duty at Gentilly will notify tower they are on duty and ask for instructions.
- 3. All movements on main tracks(s) between North Gentilly and NOT Jct., are authorized by the yardmaster at Gentilly and such movements are governed by Rule 193.

4. Interlocking Rules govern movements within the NOPB Junction, NO&NE and NOT Junction Interlockings.
5. Southward and northward movements against the current of traffic between south switch siding Gentilly and NOT Junction will be made on verbal instruction and protection of the NS South end Train Dispatcher at Birmingham, AL as authorized by CSXT trainmaster or their representatives.
6. Movements between NOT Junction and New Orleans Union Passenger Station will be governed by the rules and special instruction of the Southern Rwy. (NOT Co.) and the New Orleans Union Passenger Terminal Co.
7. Switching windows have been established at New Orleans Terminal from 1800 hours until 0800 hours, daily, for the purpose of transferring hazardous materials within the terminal.
8. Road Crossing – When coal trains are pulling south through Choctaw Yard to place train on McDuffie Terminal, T&E crews are to leave road crossing located on north end of Radcliff Yard open while yarding the head end of train and returning with engines to the rear portion of train. This will allow vehicle access to local industries while Virginia Street is blocked.
9. Derails are located on the north end of west coal No. 3 and on the crossover from the north end of west lead to west coal No. 2. The derail in west coal No. 3 is located 164 feet south of west coal No. 3 switch; the derail on the crossover from the west lead to west coal No. 3 is located 104 feet south of the west coal No. 3 switch.
10. It is permissible to leave the main line crossover switches in Gentilly Yard lined for crossover movement as long as they are in correspondence to prevent a conflicting movement. If switches are found to be out of correspondence, this should be reported to the Yardmaster, and the person reporting should take steps to correct the situation.

Trains should approach these switches expecting them to be lined for crossover movement, unless otherwise indicated by prior signal indication.

Sibert Yard

Effective immediately, the designated locomotive servicing tracks at Mobile are as follows and will be protected by shop locks and derails when workmen are on or moving locomotives in this area:

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

Work Instructions in Terminal

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

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

NOTES

NOTES

NOTES

PD SUBDIVISION - PD

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
P	F				SOUTH			
		K 648.2	GOULDING YARD		PA SD X15	193 YARDLIMITS		1
59	49	646.0 645.0		3.2	SPRING SWITCH YARD LIMITS OLIVE X10 PCP X10 SOLUTIA X10 STONE X10 CONTAINER X10 ANDERSON X10 COLUMBIA X10 DED-HBD SELF-RESTORING SWITCH X15 SPRING SWITCH DED-HBD BLUFF SPRINGS X10	SOUTHERN PRESTRESSED AB DISP CH 14-7 RD 84-84 1-800-628-4719 5830' IP PAPER MILL X10 9120' 15 MPH IP LUMBER MILL X10 MCDAVID HOUSE TRK (700') X10 X10 SCALE TRACK 1750'	TWC-DTC	DTC BLOCK OLIVE
59	49	K 643.3 K 641.1 K 639.5	DTC BLOCK SIGN					
59	49	K 638.4	GONZALES	6.6				
50	35	K 638.2 K 637.0						DTC BLOCK GONZALES
59	49	K 635.8	CANTONMENT	2.6				
59	49	K 634.0	DTC BLOCK SIGN					
59	50	K 633.0 K 631.6						DTC BLOCK CROCKETT
59	49	K 629.1	DTC BLOCK SIGN					
59	49	K 629.0 K 627.5	MOLINO	8.3				DTC BLOCK MOLINO
59	49	K 627.3 K 627.1	DTC BLOCK SIGN					2
59	49	K 623.0 K 617.1						3
50	49	K 612.0	DTC BLOCK SIGN					
59	40		MCDavid	15.5				DTC BLOCK CENTURY
59	40	609.0 608.4						DTC BLOCK FLOMATON
40	40	608.0						
40	40	K 607.4						
20	20	K 607.2	DTC BLOCK SIGN	4.8				TWC-DTC
			FLOMATON YARD			M&MSD AG DISP CH 94-4 RD 84-84 1-800-628-4729		

41.0 MILES PENSACOLA TO FLOMATON

STATION PAGE NOTES

- NOTE 1:** Spring switch located at south end of Goulding Yard, St. Johns Street, normal position main track, Rules 104-K, 104L, 104M.
- NOTE 2:** Self-restoring power switch is in service at North Switch Molino. SEE SPECIAL INSTRUCTIONS.
- NOTE 3:** Spring switch is in service at South Switch Molino. Normal position of switch is lined for main track to main track movement. See Rules 104K, 104L, 104M.

PD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

ROAD CROSSINGS AT GRADE

1. Northbound trains in excess of 7,000 feet in length must STOP short of Fairgrounds Road crossing, MP K 627.5, when meeting southbound trains at Molino, until southbound train arrives.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

1. Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, all double stack and multi-level equipment in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

7. MISCELLANEOUS

Gate Procedures:

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

Self-Restoring Power-Operated Switches

The location of self-restoring power-operated switches will be designated in special instructions.

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

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

Operation of Self-Restoring Power-Operated Switches

1. Normal Operation

- A) For movement to siding or diverging track:

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

- B) For movement from the siding:

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

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

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

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

2. Other Than Normal Operation

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

S&NA SOUTH SUBDIVISION - SS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			SOUTH				
50	429.0				ABS-261	DTC BLOCK JEMISON	
45	430.0				ABS-261		
50	435.9	NE JEMISON	11.1	KALONA WESSINGTON HBD	CPS-261	DTC BLOCK CLAYTON	
	438.3	SE JEMISON	2.2		ABS-261 CSDG 11,330' 25 MPH		
50	439.0				ABS-261	DTC BLOCK CLAYTON	
45	440.4		8.2	INTERNATIONAL PAPER	THORSBY HOUSE TRACK		
50	446.2	NE CLANTON			CPS-261	DTC BLOCK CLAYTON	
35	447.0		1.5		7260' 10 MPH HOUSE TRACK		
50	447.9	SE CLANTON			CPS-261	DTC BLOCK CLAYTON	
45	450.0		4.4	FALAKTO HBD	ABS-261		
45	451.2				ABS-261	DTC BLOCK COOPERS	
45	451.4		1.7		CSDG 7,865' 10 MPH		
50	452.3	NE COOPERS			CPS-261	DTC BLOCK COOPERS	
40	455.8		5.4		ABS-261		
40	458.4				ABS-261	DTC BLOCK COOPERS	
45	458.6		5.4		CPS-261		
30	460.4	SE MOUNTAIN CREEK	.9		CSDG 5,335' 25 MPH	ABS-261	DTC BLOCK MOUNTAIN CREEK
50	463.1		6.9		ABS-261		
50	467.1	NE DEATSVILLE			CPS-261	DTC BLOCK DEATSVILLE	
	469.4	SE DEATSVILLE	2.1	CSDG 10,560' 25 MPH	HOUSE TRACK		ABS-261
	472.2		5.9	SPEIGNER HBD GOREE	DEATSVILLE	ABS-261	DTC BLOCK DEATSVILLE
	475.0	NE ELMORE			CPS-261		
	476.0		1.1		CSDG 5,400' 10 MPH	ABS-261	DTC BLOCK VERA
	476.2	SE ELMORE			CPS-261		
50	477.0				JENKINS BRICK	DTC BLOCK VERA	
50	480.0				COOSADA HOUSE TRACK		
35	481.0		8.7		ABS-261	DTC BLOCK VERA	
	483.6				ABS-261		
	485.0	VERA			M&M SUB	ABS-261	

87.9 MILES GRACES TO VERA

STATION PAGE NOTES

NOTE 1: When a train is stopped at an Automatic Railroad Crossing at Grade, and no movement is evident on the conflicting route, be governed by posted instructions and by Rule 226-B.

S&NA SOUTH SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Additional stations			
Station	Milepost	Car Capacity	Switch Opening
Helena	409.5	68	Both
Hardy	412.6	20	
Longview	418-0	28	
Varnons	422.4	112	
Thorsby	439.3	8	South
Deatsville	469.1	18	North
Coosada	479.2		

EXCEPTED TRACKS

Vulcan Material at Varnons all tracks beyond stem of Wye.

HANDBRAKES

EXCEPTIONS TO RULE 103-D

- When picking up and setting off at the following locations, minimum of two handbrakes are required on train left on the mainline:

Helena, Longview, Scotrock, Verlie, Oneal, Varnons, Coosada.

If a train or cars are to set off, tied down and left at any of these locations, 10% handbrakes will then apply.

SPEED RESTRICTIONS

- Trains will not exceed 10 MPH at the following locations:
 - Old West siding at Calera
 - Vulcan Material Lead at Varnons
- Do not exceed 10 MPH on the following sidings:
Calera – Clanton – Coopers – Elmore
- Trains will not exceed 25 mph through the turnouts at Hardy and Longview going to and from #2 main.

APPROACH LOCATIONS WITH TIME-OUT FEATURES

Approach Locations With Time-Out Features			
Location Subdivision	City/Town	Milepost/ Location	Time Out Interval
S&NA South	Calera	Southbound start at MP 422.2	9 min.

ROAD CROSSINGS AT GRADE

- Northbound trains moving between Longview and Hardy on No. 2 main will STOP short of the main road crossing in Alabaster. Call the dispatcher for instructions before blocking crossing at Alabaster.
- All trains using No. 2 track between Longview and Hardy will make arrangements to cut Highway 26, M.P. 416.4, if train will not clear.
- Pipes Road, MP 447.5, Clanton passing siding grade crossing devices are equipped with a key controller located on the equipment housing. The key controller shall be operated to stop warning device operation when equipment stands clear of crossing but occupies crossing approach track circuits in passing siding. Key controller shall again be operated to begin warning device operation prior to equipment fouling crossing.
- No train will block road crossings at Cheney Lime, MP 415.6 on No 2 track in excess of 15 minutes. Trains standing at this location longer than 15 minutes must make arrangements to properly cut the crossing.
- Do not block road crossing at MP 437 at Jemison for more than ten minutes between the hours of 0700 - 1900.
- When working Elmore Sand & Gravel at Goree, one of the two crossings at Speigner, milepost 472.36 or milepost 472.66, must be open for highway traffic. DO NOT leave both crossings blocked account this is the only route in and out of subdivision.

SWITCHING

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

Exceptions:

- Jenkins Brick, Coosada
- Goree, Elmore
- Vulcan Material, (Calera)
- International Paper Jemison

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

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

EXCEPTION: 20'2" double stack and 20'2" multi-level equipment may operate between Parkwood, MP 404.4 and Graces, MP 397.1.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
Boyles to Montgomery	6-Axle Wreckers and 4 Axle Wreckers	30 MPH

7. MISCELLANEOUS

- 1. Cars must not be spotted between the derails on the south end of the Alabama Power Company track at Varnons, AL

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

- a) All movements will be made prepared to stop within one-half the range of vision, short of a train, car, and obstruction not exceeding 10 miles per hour.
- b) CSX conductor or engineer must ascertain that all Norfolk Southern movements are clear of the track section, before entering these limits. Obtain advise from NS chief dispatcher at Phone 205-951-4742.
- c) Crew members will flag County Highway No. 16.

Phone Numbers		
Location/Person	Company	Bell
Dispatcher	8-388-2735	904-381-2735
Dispatcher	8-388-2736	904-381-2736
Dispatcher		1-800-445-5506

- 3. **Kalona, Alabama, MP 434.0** – Cars placed at Superior Products must be left at least fifty (50) feet away from split derail.

NOTES

W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
	J 145.7	WAUHATCHIE	CHATTANOOGA SD	AD DISP. 66-2 CH 84 800-628-84711	ABS-261	DTC BLOCK LOOKOUT	
40	J 147.0	LOOKOUT 1.3	LOOKOUT LEAD	AI DISP 94-4 CH 84 800-445-5517	CPS-261	DTC BLOCK LOOKOUT	
	J 148.1		NO.1	(NEDT)	ABS-261	DTC BLOCK ALTON PARK	
	J 148.2		ALTON PARK	CRAVENS			
	J 149.0	ALTON PARK 2.0		NO. 2	CPS-261		
	J 149.1				ABS-261		
40	J 149.4	WHELAND 0.4			CPS-261		1,2
25	WA 137.3/J 149.9		NS	NS	ABS-261	DTC BLOCK EAST AVENUE	
	WA 135.9	C.T. TOWER 1.9	NS	NS	CPS-261		
					ABS-261		
	WA 135.6	EAST END 0.3		(SEDT)	CPS-261		3
25	WA 135.2						
60	135.0		CHATANOOGA LUMBER		ABS-261	DTC BLOCK GRAYSVILLE	
	134.0		BOYCE	HBD-DED (1)			
	WA 133.7						
	WA 132.0	NE BOYCE 3.6			CPS-261		
60	WA 131.4			CSDG 4,070' 10 MPH	ABS-261		
55	WA 131.1	SE BOYCE 0.9			CPS-261		
	WA 130.1						
40	WA 128.7		TYNER HOUSE TRACK	TYNER BRANCH 10 MPH	ABS-261		
60	WA 128.2	TYNER HOLDOUT 2.9			CPS-261		4
	WA 124.7						
40	WA 122.9				ABS-261		
50	WA 121.4	NE GRAYSVILLE 6.8			CPS-261	DTC BLOCK GRAYSVILLE	
					ABS-261		
	WA 120.1	SE GRAYSVILLE 1.3		SSDG 6,435'	CPS-261		
	WA 119.9				ABS-261	DTC BLOCK TUNNEL HILL	
50	WA 118.9						
45	WA 118.0						
60	WA 115.5		WA 114.9- WA 114.2				
50	WA 114.1		RINGGOLD OTHER TRACK 10 MPH				
45	WA 112.9						
60	WA 109.9		RINGGOLD	HBD-DED (1)	ABS-261		
	WA 109.0	NE TUNNEL HILL 11.1			CPS-261		
60	WA 108.0		SSDG 11,347	CONAGRA	ABS-261	DTC BLOCK TUNNEL HILL	
45	WA 106.7	SE TUNNEL HILL 2.3	10 MPH		CPS-261		
	WA 106.2			TUNNEL HILL	ABS-261	DTC BLOCK DALTON	

W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH	↓			
40	WA 105.8					DTC BLOCK DALTON	5
50	WA 104.0		ROCKY FACE		ABS-261	DTC BLOCK DALTON	
	WA 101.3						
45	WA 99.6			NS			
25	WA 99.3	NE DALTON 7.4			CPS-261		
	WA 98.7				ABS-261	DTC BLOCK DALTON	
40	WA 98.4	SE DALTON 0.9			CPS-261		
	WA 97.9				ABS-261	DTC BLOCK DALTON	
40	WA 95.7			DALTON RAMP		DTC BLOCK RESACA	
60	WA 90.4	NE TILTON 8.0			CPS-261		
			OTHER TRACK 52 CARS 10 MPH		ABS-261		
	WA 89.6	SE TILTON 0.8			CPS-261		
	WA 88.4 WA 88.1		RESACA	HBD-DED (1) DOW CHEM.	ABS-261		
	WA 85.7	NE RESACA 3.9			CPS-261	DTC BLOCK RESACA	
			SSDG 9,405'	30 MPH	ABS-261		
60	WA 83.8	SE RESACA 1.9			CPS-261	DTC BLOCK RESACA	
	WA 79.3	CALHOUN HOLDOUT 4.5				DTC BLOCK ADAIRSVILLE	
40	WA 78.0			CALHOUN YD	ABS-261		
	WA 77.3			GOODYEAR			
60	WA 75.5	NE MCDANIELS 3.8			CPS-261		
			OTHER TRACK 63 CARS 10 MPH		ABS-261		
	WA 74.6	SE MCDANIELS 0.9			CPS-261		
60					ABS-261		
CITY ORDINANCE	WA 69.0 WA 68.7						
35 APPLIES UNTIL ENGINE CLEARS LIMITS			NE ADAIRSVILLE OTHER TRACK 10 MPH			DTC BLOCK ADAIRSVILLE	
60	WA 68.3 WA 68.0 WA 67.6		SE ADAIRSVILLE ADAIRSVILLE		ABS-261	DTC BLOCK ADAIRSVILLE	
				HBD-DED (1)		DTC BLOCK HALLS	
	WA 67.2	NE MARTIN MARIETTA 7.4	SSDG 9,209'		CPS-261		
			30 MPH		ABS-261		
	WA 65.2	SE MARTIN MARIETTA 2.0			CPS-261		
					ABS-261		
	WA 63.8	NE HALLS 1.4	CSDG 3,640'		CPS-261	DTC BLOCK HALLS	
			10 MPH		ABS-261		
	WA 63.0	SE HALLS 0.8			CPS-261		
60					ABS-261	DTC BLOCK HALLS	
40	WA 59.2				ABS-261	DTC BLOCK KINGSTON	

W&A SUBDIVISION - WA

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
40	WA 59.0	NE KINGSTON 4.0	CSDG 5,665'		CPS-261	DTC BLOCK KINGSTON	
			10 MPH		ABS-261		
40	WA 57.8	SE KINGSTON 1.2			CPS-261	DTC BLOCK BOWEN	
	WA 56.0				ABS-261		
60	WA 50.1	NORTH BOWEN 7.7			CPS-261	DTC BLOCK BOWEN	
		CARTERSVILLE SUB	---		ABS-261		
60	WA 49.8	SOUTH BOWEN 0.3			CPS-261	DTC BLOCK JUNTA	
	WA 49.7			WYE	ABS-261		
45	WA 49.0	NORTH JUNTA 0.8	OTHER TRACK	ET SUB	CPS-261	DTC BLOCK JUNTA	
	WA 48.6	WA WYE 0.4	10 MPH		ABS-261		
45	WA 48.1	JUNTA 0.5	CVILLE SUB		CPS-261	DTC BLOCK JUNTA	
	WA 48.0				ABS-261		
40	WA 47.4		CARTERSVILLE	HBD-DED-IMP		DTC BLOCK EMERSON	
	WA 45.7	RIVER 2.4			CPS-261		
60	WA 45.8				ABS-261	DTC BLOCK EMERSON	
	WA 43.2	NE EMERSON 2.5	EMERSON HOUSE TRK	CSDG 7,975'	CPS-261		
60	WA 39.9	SE EMERSON 3.3			CPS-261	DTC BLOCK ACWORTH	
	WA 36.4				ABS-261		
45	WA 35.6	NE ACWORTH 4.3			CPS-261	DTC BLOCK ACWORTH	
				SSDG 9,380' 30 MPH	ABS-261		
45	WA 33.8	SE ACWORTH 1.8			CPS-261	DTC BLOCK KENNESAW	
	WA 33.1			NAT'L CEMENT	ABS-261		
35	WA 30.9	MOON 2.9	(NEDT)		CPS-261	DTC BLOCK KENNESAW	
			NO. 1		ABS-261		
45	WA 28.3	KENNESAW 2.6		VULCAN	CPS-261	DTC BLOCK KENNESAW	
	WA 27.9			OTHER TRK 10 MPH	ABS-261		
35	WA 25.9	DAY 2.4	(SEDT)		CPS-261	DTC BLOCK DAY	
	WA 25.6		DAY DD	HBD-DED (1)	ABS-261		
35	WA 20.4	NORTH ELIZABETH 3.5			CPS-261	DTC BLOCK DAY	
	WA 20.4				ABS-261		
35		ATLANTA TERMINAL SD					

119.1 MILES WAUHATCHIE TO NORTH ELIZABETH

STATION PAGE NOTES

- NOTE 1:** Railroad crossing at grade, milepost J 149.3, automatic protection, be governed by instruction posted at the control bungalow.
NOTE 2: Milepost prefix change location: MP WA 137.3 – MP J 149.9.
NOTE 3: Railroad crossing at grade, milepost WA 136.0, remotely controlled, controlled by NS Operator at Debutts yard.
NOTE 4: Tyner Branch, authority for movement Rule 96.
NOTE 5: Railroad crossing at grade, milepost WA 99.0, remotely controlled, controlled by CSX dispatcher, Jacksonville.

W&A 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

1. Unless otherwise authorized by a Clearance Bureau Wire or by the Director Network Operations, double stack equipment in excess of 20'2" or multi-level equipment in excess of 20'2" is prohibited.

5. INSTRUCTIONS RELATING TO AIR BRAKE TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions		
Location	Equipment	Restriction
Tyner Spur: Tyner Junction to Tyner	Cars weighing 263,000-270,000 lbs.	Must not operate
	6-Axle Engines	
House, team, and industrial tracks, except Dow Chemical	6-Axle tank cars	
W&A wye at Cartersville	Cars in excess of 80 feet in length	

NOTE: 1. Six-axle diesel units must be kept off team, industrial and house tracks, except they may be used on Vulcan Spur, Kennesaw, GA, south switch at Tyner TN and Georgia Power Company tracks at Stilesboro.

7. MISCELLANEOUS

Diagram Cross-Reference		
Subdivision	Division	Page
Chattanooga	Nashville	Nashville TT
Cartersville	Atlanta	49
Etowah		51
Atlanta Term		17

The road crossing located at Dow Chemical Industry, WA 87.9, must not be blocked by local cars or standing trains.

NOTE:

1. Junta, do not exceed 10 MPH on wye tracks.
2. Do not exceed 10 MPH in turnout Bowen Wye and Bowen Wye tracks. (Cartersville Subdivision)
3. Speed Restricted by city ordinance applies only until engine has traveled through such limits.
4. North leg Bowen Wye is spiked out of service.

1. WAUHATCHIE TERMINAL

- a) Trains handling wreckers, locomotive cranes, pile drivers or similar equipment must not exceed 10 MPH on Bridge 149.2 and 149.3 on Alton Park Extension and on Belt Railway Trestle 0.8 opposite Cravens Yard.
- b) The following will govern the use of all hand-throw and electro-pneumatic switches:
 - 1) No switches may be "run through" but must be lined properly prior to movement.
 - 2) The normal position for all hand-operated and electro-pneumatic switches will be as last used except for the following switches and crossovers:
 - a. Shop lead switch, the Cherokee lead switch and the switch at the south end washout track, all located on No. 5 lead (south switching lead), must be set for No. 5 when not in use.
 - b. Crossover switches from Tail track, north end of yard, to Carnation lead, must be set for straight-away movement when not in use.
 - c. Switch at south end of Carnation lead (new track), located on north switching lead, must be set for the lead when not in use.
 - d. Switch to location 0106 must be set to Cherokee lead when not in use.
- c) Electro-pneumatic switches must be restored to "automatic" after the movement has occupied the lead when exiting a track or after clearing the lead when entering a track. Electro-pneumatic switches will be operated from the panel shack when practicable.
- d) When necessary to hand-operate electro-pneumatic switches located on the north and south switching lead Wauhatchie to track Nos. 5 through 19, the switch lever must not be restored to automatic position, when making

facing point movements, until movement is completed and all cars have passed over switch. Switch lever must be restored to automatic position by trainmen after movement is completed.

- e) Before making reverse movement over any electro-pneumatic switch that has been trailed through, a crew member must insure that points are properly lined for movement to be made.

- 2. **Close Clearance** – Gates at CSX transflow facility at north end old Dalton TOFC ramp.

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ATLANTA DIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

704-A All portable derails used to establish working limits in non-controlled tracks on the southern region are to be equipped with orange signs. Make sure all your teams are made aware of this and that they get signs ordered as necessary. This will make a consistent policy on the region and will help prevent accidents by making the derails more visible train crews operating in the area.

2. INSTRUCTIONS RELATING TO SAFETY RULES

2105 When walking conditions permit, employees will not ride on the side of car except on extended moves.

For the purpose of these special instructions, an extended move is defined as a move further than five (5) car lengths.

If you have any questions regarding these instructions or need any clarification, please see your local manager.

2500 HANDLING OF EOT DEVICES

Safe job procedure for handling EOT Devices on the Atlanta Division is as follows:

1. An updated quality job briefing.
2. Before installing or removing EOT Devices make sure movement has stopped and it is safe to do so, certain 3 step protection.
3. Gloves should be worn when handling EOT Devices.
4. Have secure footing and a firm grip and be sure to keep hands and fingers in clear of pinch points when handling EOT 's.
5. Use caution when handling EOT Devices in inclement weather conditions.
6. When transporting EOT Devices on locomotives, install in the free knuckle of locomotive. Be sure the red light is extinguished.
7. EOT Devices never for any reason be stored , transported or laid by the walls or cab floors of the locomotives.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4006 It is the responsibility of the train crew to notify the Train Dispatcher if on the line of road and both the Train Dispatcher and the Yardmaster if in a terminal anytime a piece of Intermodal equipment is set out of your train advising the car or cars initial and number, location the cars is set off and reason for set off.

It is the responsibility of the Train Dispatcher to then notify the Chief Train Dispatcher and/or the Assistant Chief Train Dispatcher who will notify the Supervisor of the Train Operations, Network Operations and the Mechanical Desk.

It is the responsibility of the Yardmaster to notify the Supervisor of Train Operations who will then notify Network Operations, the Chief Train Dispatcher and/or the Assistant Chief Train Dispatcher and the Mechanical Desk.

4300-A Reference the defect detector rules that are in effective November 1, 2001. All defect detectors on this division are identified as Type 1.

4406 UNIT COAL TRAINS EQUIPPED WITH AUXILIARY DUMP SYSTEMS

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

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

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

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

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

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

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

4407 Locomotive Power On Empty Hopper Trains

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

RADIO AND STATION INSTRUCTIONS AND INFORMATION

INITIATING A RADIO CALL-IN

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
 - a) Trackstar III Radio – Set DETM-TONE switch in DTMF position. Press the select button until the call-in 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-in 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-in number push-button for two seconds and release.
 - d) Mobile radios-equipped with "touch-tone" microphones, press and hold the call-in 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 control station 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 9 is displayed. 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 the tone display indicated DTMF. Press 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 remain on the train dispatcher's console until he acknowledges the Call-in.

Locomotive Mobile Radio Access to Mechanical Desk

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.

1. 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" faceplate.
- b) This mobile telephone system is a touch tone coded, mobile radio system, which permits communications between the Locomotive Engineer and Mechanical Department personnel by radio.
- 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 to end the current conversation. At that time the conversation between the Locomotive Engineer and the Mechanical Department personnel will end and may be continued at a later time.

Radio Rules Compliance

- a) All applicable radio rules 400 – through 424 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.

2. Mobile Units – to telephone

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

3. Base Locations

NOTE:

1. (SDN) denotes SDN PBX Location SDN locators Telephone Number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location CSX (network) locations Telephone Number is 8-388-5555.

A&WP WofA Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
LaGrange, GA (SDN)	16	88	631*	631#
Opelika, AL (SDN)	19	77	511*	511#
Chehaw, AL (SDN)	19	77	521*	521#
Tysonville, AL (SDN)	19	77	531*	531#
Montgomery, AL (CSX)	19	77	431*	431#
Newnan, GA (SDN)	19	77	501*	501#

Abbeville Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Abbeville, SC (SDN)	19	77	626*	626#
Elberton, GA (SDN)	19	77	627*	627#
Athens, GA (SDN)	19	77	616*	616#
Carl, GA (SDN)	87	52	619*	619#

Alabama Mineral Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Birmingham, AL (CSX)	19	77	311*	311#
Ragland, AL (SDN)	19	77	341*	341#
Gadsden, AL (SDN)	19	77	351*	351#

Atlanta Term Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Atlanta, GA (CSX)	19	77	611*	611#

Boyles Term Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Birmingham, AL (CSX)	19	77	311*	311#

Camak Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Camak, GA (SDN)	16	88	625*	625#
Milledgeville, GA (SDN)	16	88	626	626#

Cartersville Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Pine Log, Mt. GA (SDN)	19	88	641*	641#
Pine Log, Mt. GA (SDN)	87	52	221*	221#
Cartersville (SDN)	19	77	211*	211#

Etowah Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Chatsworth, GA (CSX)	19	77	615*	615#
Pine Log, Mt. GA (CSX)	16	88	641*	641#
Pine Log, Mt. GA (SDN)	87	52	221*	221#
Chatsworth, GA (SDN)	16	88	231*	231#
Sweetwater. (SDN)	16	88	171*	171#

Georgia Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Socail Circle, Ga (SDN)	16	88	623*	623#
Union Point, Ga (SDN)	16	88	624*	624#
Camak, GA (SDN)	16	88	625*	625#
Augusta, GA (CSX)	19	77	571*	571

Lineville Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Parkwood, AL (SDN)	16	88	639*	639#
Watkins, AL (SDN)	16	88	638*	638#
Westover, AL (SDN)	16	88	637*	637#
Talladega, AL (SDN)	16	88	636*	636#
Ashland, AL (SDN)	16	88	635*	635#
Lineville, AL (SDN)	16	88	634*	634#
Abanda, AL (SDN)	16	88	633*	633#
Roanoke, AL (SDN)	16	88	632*	632#
Lagrange, GA (SDN)	16	88	631*	631#
Pine Mountain, GA (SDN)	16	88	630*	630#

Manchester Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Sennoia, GA (CSX)	16	88	629*	629#

M&M Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Montgomery, AL (CSX)	19	77	431*	431#
Tyson, AL (SDN)	87	52	441*	441#
Georgiana, AL (SDN)	19	77	451*	451#
Evergreen, AL (SDN)	87	52	461*	461#
Brewton, AL (SDN)	19	77	462*	462#
Flomaton, AL (CSX)	19	77	471*	471#
Perdido, AL (SDN)	87	52	481*	481#
Mobile, AL (CSX)	19	77	411*	411#

NO&M Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Mobile, AL (CSX)	19	77	411*	411#
St. Elmo, AL (SDN)	87	52	421*	421#
Fontainebleau, MS (SDN)	19	77	441*	441#
Bay St. Louis, MS (SDN)	87	52	431*	431#
New Orleans, LA (CSX)	19	77	421*	421#

PC/P&A Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Pensacola, FL (CSX)	19	77	311*	311#
Deerland, FL (SDN)	19	77	331*	331#
Cypress, FL (SDN)	19	77	351*	351#

S&NA South Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Birmingham, AL (CSX)	19	77	311*	311#
Parkwood, AL (SDN)	16	88	639*	639#
Varmos, AL (SDN)	19	77	321*	321#
Mountain Creek, AL (SDN)	16	88	331*	331#
Montgomery, AL (CSX)	16	88	331*	331#

W&A Subdivision

Locomotive Mobile Access				
Location	TX	RX	Acc	Dis
Signal Mtn., TN (CSX)	19	77	621*	621#
Chatsworth, GA (CSX)	19	77	615*	615#
Chatsworth, GA (SDN)	16	88	231*	231#
Cartersville, GA (SDN)	16	88	211*	211#
Pine Log, Mt., GA (CSX)	19	77	641*	641#
Pine Log Mt., Ga (SDN)	87	52	221*	221#

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS**1. Computerized Work Order System**

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

Call customer service operations in Jacksonville, FL upon going on duty for the purpose of verification and understanding of work to be performed, and any special customer needs.

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

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

2. Issue And Distribution of General Bulletins

General bulletin districts with the subdivisions for each district are listed in the chart below. Each district has its own unique number series. The North District Bulletins are the 300 series. South District 400 series, Atlanta Terminal District 100 series, East District 200 series, and West District 500 Series.

District	Subdivisions/Terminals
North	W&A Cartersville Etowah
East	Georgia Camak Abbeville Gainesville Midland
South	M&M PD NO&M Selma Southern Alabama

District	Subdivisions/Terminals
West	A&WP/WofA S&NA South Birmingham Mineral Alabama Mineral Lineville Boyles Terminal Manchester

switches must be handled in accordance with operating Rules 104 through 104-H.

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

NOTES

3. Company Lodging

All the crews are required to sign in and out with the front desk when staying at any company provided lodging.

1. Sign in with the date and time on the sign in sheet and/or hotel voucher.
2. Sign out with date and time on the sign in sheet and/or hotel voucher

4. Trail –Through Switches

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

When these switches are trailed through, the following occurs:

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

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

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

These instructions do not apply to facing pint movements, when facing point movement is made,

