



**HUNTINGTON DIVISION
WEST
TIMETABLE NO. 1**

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

**G.M. Williams, III
General 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

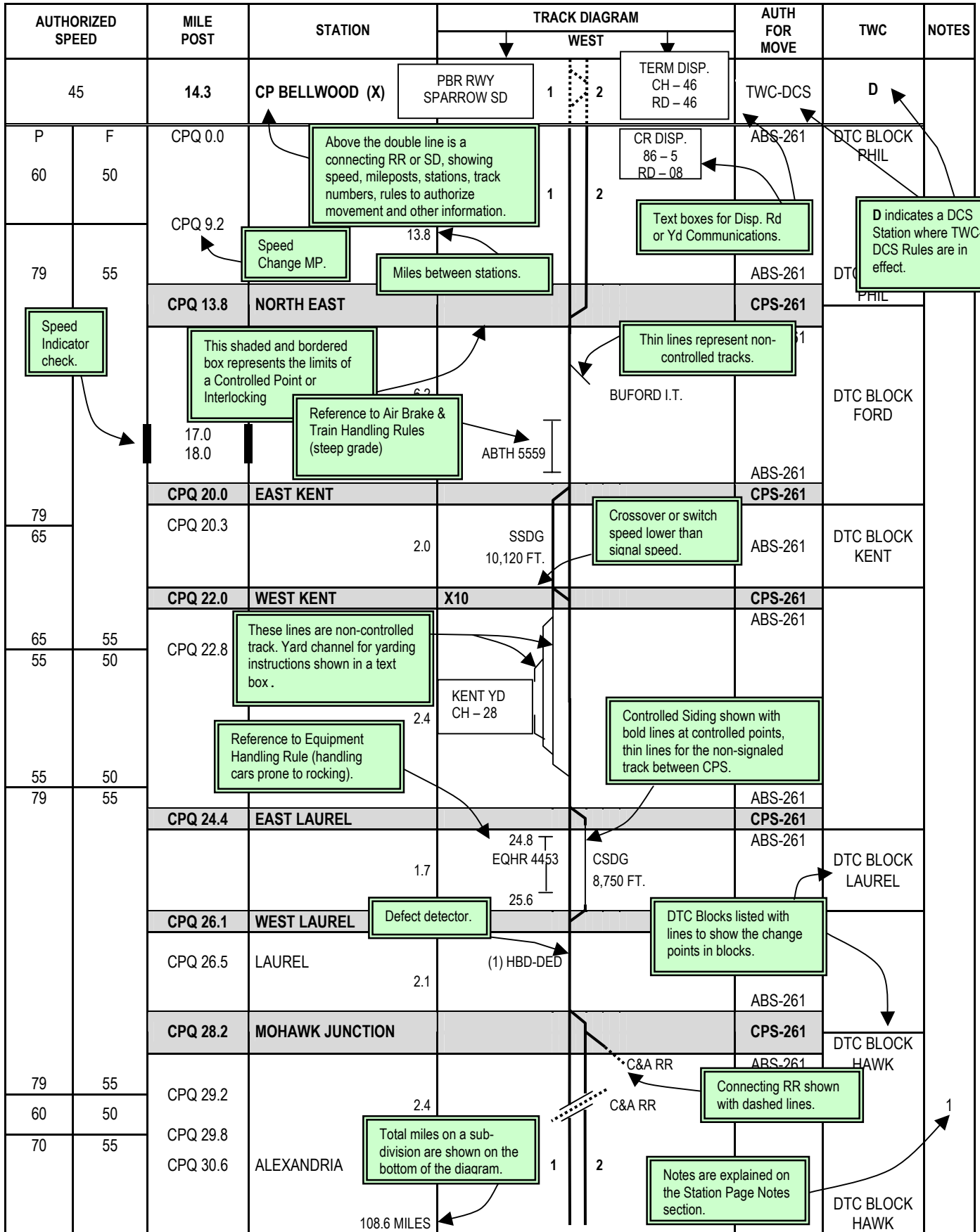
CM DISP.
94 – 7
RD - 08

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



HUNTINGTON DIVISION WEST

935 7th Avenue
Huntington, WV 25701

G. M. Williams III
Division Manager

T. W. Swisher
Assistant Division Manager

R.D. Toms
Mechanical Superintendent

J.T. Echler
Division Engineer

L.W. Lyninger
Senior General Foreman

J. F. Ward
Senior Road Foreman of Engines

S.F. Santer
Manager Safety and Operating Practices

M.W. Raney
Communications Manager

J.L. Baker
Division Signal Engineer

Vacant
Superintendent – Line of Road

Location and Name	Title	Location and Name	Title
Bostic, NC G.F. Buchanan	Trainmaster Terminal	Kingsport, TN K.H. Adams D.A. Rose	Trainmaster Trainmaster
Corbin, KY D.K. Barton M.D. Philpot C.B. Stiltner T.W. Short J.E. Bridges E.R. Thomas J.S. Clark S.K. Hazelett H.E. Lane R.M. Wynn J.C. Hinkle G.L. Broadway J.E. Hill C.W. Joseph C.W. Messer	Terminal Manager Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines Road Foreman of Engines Road Foreman of Engines Engineer Track Roadmaster Manager Signals Manager Bridges General Foreman Asst. General Foreman	Knoxville, TN W.R. Stewart, Jr. C.M. Street J.D. Chambliss Lafollette, TN C.S. Levan Loyall, KY J.S. Mitchell B.L. Lasley Marion, NC C.J. Grindstaff	Trainmaster Roadmaster Manager Signals Roadmaster Trainmaster Roadmaster Roadmaster
Dante, VA A.L. Peterson, Jr.	Roadmaster	Martin, KY M.B. Lafferty P.D. Bartley G.L. Caldwell	Trainmaster Road Foreman of Engines Roadmaster
Erwin, TN W.F. Sears W.R. Phillips B.P. Weaver J.D. Hirst V.W. Cable G. Couch J.A. McLellan C. R. Clarkson J.M. Jackson B.M. Conn J.R. Buchanan W. Blankenship J.P. Childers R.M. Peterson J. Chaney F.J. Reeves	Terminal Manager Trainmaster Terminal Trainmaster Terminal Trainmaster Road Foreman of Engines Road Foreman of Engines Engineer Track Staff Engineer Roadmaster Asst. Roadmaster Manager Signals Manager Bridges Bridge Inspector General Foreman Locos. General Foreman Asst. General Foreman	Paintsville, KY M.J. Anuszkiewicz G.M. Thompspon, Jr. E.D. Lowe F.E. Blaydes J.R. Dowdy Paris, KY B.S. Banion Ravenna, KY K.L. Hicks B.K. Kelsey L.D. Noland	Engineer Track Roadmaster Asst. Roadmaster Manager Bridges Manager Signals Roadmaster Trainmaster Road Foreman of Engines Asst. Roadmaster
Etowah, TN D.B. Haas	Trainmaster	Richmond, KY H.H. Currington	Roadmaster
Hazard, KY R. Conley	Trainmaster	Russell, KY D.L. Malone P.A. Dingus	Trainmaster Road Foreman of Engines
Jackson, KY G.L. Holton	Roadmaster	Shelby, KY K.R. Stewart C.D. Bentley R.M. Justice J.R. Marcum T.P. Crawford	Trainmaster Terminal Trainmaster Trainmaster Road Foreman of Engines Roadmaster

HUNTINGTON DIVISION WEST TELEPHONE NUMBERS

HUNTINGTON DIVISION	RNX	BELL	HUNTINGTON DIVISION	RNX	BELL
Division Manager Huntington, WV	431-5535	304-522-5535	Terminal Manager Erwin, OH	362-2765	423-743-2765
Assistant Division Manager Huntington, WV	431-5530	304-522-5530	Manager Safety & Operating Practices Huntington, WV	431-5527	304-522-5527
Senior Road Foreman Huntington, WV	431-5185	304-522-5185	Division Manager Coal Huntington, WV	431-5153	304-522-5153
Superintendent Line of Road Huntington, WV	431-5536	304-522-5536	Coal Coordinator Huntington, WV	431-5148	304-522-5148
Terminal Manager Corbin, KY	293-3243	606-523-3243	Chief Dispatcher Jacksonville, FL	388-2781	904-381-2781

NOTES

NOTES

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
			KINGSPORT SD	AO DISP. 94-4 RD 66			
25	CMG 128.0	ELKHORN CITY			CPS-261	DTC BLOCK BEAVER	1,2
25	CMG 127.7		TTB	AO DISP. 14-6 RD 08			
30	CMG 127.6	1.9					
	CMG 126.1	DUNLEARY			CPS-261		
		4.0			ABS-261		
	CMG 122.1	ROAD CREEK			CPS-261		
30	CMG 122.0	2.0					
35	CMG 120.1	EAST END MARROWBONE			CPS-261	DTC BLOCK RIVER	3
30		1.4		SSDG 7130 FT.			
SSDG	CMG 118.7	WEST END MARROWBONE			CPS-261		
	118.0 117.0						
35	CMG 116.8	2.6	(CMK 0.2) TTB				
40	CMG 116.1	LEVISA JUNCTION			CPS-261		
	CMG 115.3						
	CMG 114.9	SUTTON 2.1	CH 66 AD			DTC BLOCK SUTTON	
	CMG 114.0	EAST END SHELBY 0.9			CPS-261		
		1.5					
40	CMG 112.5	SHELBY		SV&E SD	CPS-261	DTC BLOCK SHELBY	
30	CMG 112.4	0.2					
30	CMG 112.3				CPS-261		
	CMG 112.2	1.1					
	CMG 111.2	FORD'S BRANCH			CPS--261	DTC BLOCK FORD	
30	CMG 109.7	2.1	NO. 1	NO. 2			
40	CMG 109.1	FO CABIN			CPS-261		
40	CMG 108.8					DTC BLOCK LONG	
35	CMG 108.5	2.7			ABS-261		
40	CMG 107.4						
CITY ORDINANCE	35	CMG 106.4	MP 106		CPS-261	DTC BLOCK LONG	4
		CMG 106.0					
35	CITY ORDINANCE	CMG 103.8					
35		CMG 103.6					
CITY ORDINANCE	35						

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35 CITY ORDINANCE	CMG 103.0		WEST			DTC BLOCK LONG	4
30 CITY ORDINANCE			CMG 102.6	2.6			
35 30 SSDG	CMG 102.1	EAST END PAULEY-WAGNER		PAULEY-WAGNER SSDG 25,344 FT.	CPS-261	DTC BLOCK COAL	
35 CITY ORDNE.	CMG 100.6	WEST END PAULEY	1.4		CPS-261		
40	CMG 100.0	COAL RUN JUNCTION	0.6	COAL RUN SD	CPS-261 SIDING ONL		
40			0.4			DTC BLOCK COAL	
30 30 SSDG	CMG 99.6	BIG SHOAL			CPS-261	DTC BLOCK VALLEY	
30			2.3				
40	CMG 97.3	WEST END PAULEY-WAGNER			CPS-261		
40	CMG 97.0						
35	CMG 95.5						
40	CMG 95.1				ABS-261		
30	CMG 94.2						
40	CMG 93.9		4.0				
40	CMG 93.3	HAROLD			CPS-261		
30	CMG 92.1						
40	CMG 91.7		2.8				
40	CMG 90.5	BETSY LAYNE		AD			
35	CMG 90.4				ABS-261		
40	CMG 90.1					DTC BLOCK VALLEY	
35	CMG 89.4					DTC BLOCK IVEL	
40	CMG 89.3		2.0				
40	CMG 88.5	EAST END IVEL			CPS-261		
			1.2			CSDG 7,156 FT.	
	CMG 87.3	WEST END IVEL			CPS-261		
40	87.0						
35	86.4				ABS-261		
40	86.1					DTC BLOCK IVEL	

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
40	86.0				ABS-261	DTC BLOCK IVEL	5
30	CMG 85.7						
40	CMG 85.6						
35	CMG 84.9						
40	CMG 84.7						
40	CMG 84.2						
40	CMG 83.9						
25	CMG 83.8		ALLEN SDG			DTC BLOCK IVEL	
25	CMG 83.2			BIG SANDY EXT.			
40	CMG 82.5	BEAVER JCT.	4.8		ABS-261		
40					CPS-261		
40	CMG 80.3			NO. 1		DTC BLOCK EMMA	
35	CMG 80.2		2.4	NO. 2			
40	CMG 80.1	EM CABIN			CPS-261		
40	CMG 77.1						
35	CMG 75.8				ABS-261	DTC BLOCK LANCER	
40			6.2				
	CMG 73.9	EAST END PRESTONSBURG					
	CMG 73.6		CSDG 7,950 FT.	MIDDLE CREEK SD	CPS-261	DTC BLOCK BAYS	
	CMG 73.5	MIDDLE CROSSOVER PRESTONSBURG					
			1.6				
	CMG 72.3	WEST END PRESTONSBURG			CPS-261		
40	CMG 71.6						
30	CMG 71.4						
40	CMG 69.7	OX CABIN	2.6	AD	ABS-261		
30	CMG 69.3						
40	CMG 69.0		1.4			DTC BLOCK BAYS	
35	CMG 68.3	OX CABIN			CPS-261		
40	CMG 67.8			NO. 1			
40			1.5	NO. 2			
	CMG 66.8	JOHNS CREEK			CPS-261	DTC BLOCK WARD	
				X 25 MPH			
40	CMG 65.9						
30	CMG 65.8				ABS-261		
40			5.3				

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
40	CMG 61.5	DAWKINS	0.2	WEST X 25 MPH	CPS-261	DTC BLOCK WARD	7
	CMG 61.3						
	CMG 60.9		0.6			DTC BLOCK PAINTSVILLE	
	CMG 60.7	EAST END PAINTSVILLE			CPS-261		
	CMG 60.2		1.6	PAINTSVILLE YARD			
	CMG 59.1	WEST END PAINTSVILLE			CPS-261		
40	CMG 59.0			NO. 1			
30	CMG 58.9						
40	CMG 58.8		0.6	SDF 58.8-58.7		DTC BLOCK PAINTSVILLE	
30	CMG 58.5	BU CABIN			CPS-261		
30	CMG 57.5		1.2			DTC BLOCK BUFF	
40	CMG 57.3	SK CABIN			CPS-261		
			4.0	NO. 1	ABS-261	DTC BLOCK BOBB	
	CMG 54.3	GC CABIN			CPS-261		
40	CMG 52.8					DTC BLOCK RAY	
35	CMG 52.7		2.6		ABS-261		
	CMG 51.7	EAST END WHITEHOUSE			CPS-261		
35	CMG 50.8		1.1				
25	CMG 50.6	WEST END WHITEHOUSE			CPS-261		
25	CMB 50.5						8
40	CMG 50.4	WHITEHOUSE	0.8	AD	ABS-261		
	CMG 49.8						
25	CMG 48.8						
	CMG 47.9		2.3				
40	CMG 47.5	EAST END RAY			CPS-261		
			1.3	CSDG 6,977 FT.			
	CMG 46.2	WEST END RAY			CPS-261		
40	CMG 45.5				ABS-261	DTC BLOCK RAY	
25	CMG 43.8		2.7				

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
40	CMG 43.5	JB CABIN		NO. 1	NO. 2	CPS-261	DTC BLOCK RAY
		6.1				ABS-261	DTC BLOCK KIZE
	CMG 37.4	KX CABIN				CPS-261	
40	CMG 37.2						
25	CMG 36.8					ABS-261	DTC BLOCK HACKER
40	CMG 33.9						
40	CMG 33.5						
25	CMG 32.6	CHAPMAN	4.9	AD			
	CMG 32.5	CH CABIN	0.1			CPS-261	
25	CMG 31.9			NO. 1	NO. 2		DTC BLOCK YORK
40	CMG 31.7						
30	CMG 31.0		2.6				
30	CMG 29.9	TORCHLIGHT		SCALE		CPS-261	
NO. 1 20	NO. 2 40						
	NO. 2 35	CMG 29.4				ABS-261	
NO. 1 20	40	CMG 29.2					
	NO. 2 40	CMG 27.5	2.6				DTC BLOCK YORK
40	CMG 27.3	RB CABIN				CPS-261	DTC BLOCK HOLT
30	CMG 27.1			TTB			
40	CMG 25.4					ABS-261	
30	CMG 25.2		3.4				
	CMG 23.9	EAST END LOUISA				CPS-261	
30	CMG 23.7				CSDG 5,500 FT.		
35	CMG 22.8						
40	CMG 22.6	WEST END LOUISA	1.3			CPS-261	
40	CMG 20.2					ABS-261	
30	CMG 19.3		5.1				
40	CMG 17.5	EAST END BIG SANDY				CPS-261	
25 SIDING			1.4	CSDG 7,459 FT.			DTC BLOCK HOLT
	CMG 16.1	WEST END BIG SANDY	0.3			CPS-261	
40	CMG 15.8	ZELDA		AD			
40	CMG 13.7					ABS-261	DTC BLOCK SANDY
30	CMG 13.3						
35	CMG 12.4		6.9				
40							

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	WEST ↓				
40	CMG 9.2	WD CABIN			CPS-261	DTC BLOCK SANDY	10	
35	CMG 9.0				ABS-261	DTC BLOCK LEACH		
40	CMG 2.3 CMG 2.1	LEACH	8.6	NO. 1	NO. 2	CPS-261		
	CMG 0.6	BIG SANDY HOLDOUT	0.6	NO. 1	NO. 2	CPS-261		DTC BLOCK LEACH
40	CMG 0.0	BIG SANDY JUNCTION				CPS-261		
30	CA 513.5	BIG SANDY JUNCTION	KANAWHA SD	NO. 3		CPS-261		
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 2px;">AO DISP. 14 - 6 RD 08</div> <div style="border: 1px solid black; padding: 2px;">AN DISP. 20 - 3 RD 08</div> </div>								
126.4 MILES ELKHORN CITY TO BIG SANDY JCT.								

STATION PAGE NOTES

- NOTE 1:** On the entire subdivision, trains in excess of 7,000 tons but less than 14,000 tons, are restricted to 35 MPH. Trains in excess of 14,000 tons are restricted to 30 MPH.
- NOTE 2:** Milepost Z 0.5 and milepost CMG 128.0 identify the same location at the north end of Elkhorn City. All signals in both directions located at the north end of Elkhorn City are governed by Signal Aspect Rules 1281-1298.
- NOTE 3:** To avoid stopping on detector, trains requiring permission to enter the yard must not pass MP CMG 115.3 until permission is received.
- NOTE 4:** The distance between CMG 103 and CMG 106 is 4160 feet.
- NOTE 5:** Big Sandy Extension map diagram shown at end of Big Sandy Subdivision map diagram.
- NOTE 6:** Speed restricted to 25 mph through crossover John's Creek MP CMG 66.8.
- NOTE 7:** Speed restricted to 25 mph when making crossover move through west crossover Dawkins MP CMG 61.5.
- NOTE 8:** Controlled speed for head end only between MP CMG 50.4 and MP CMG 50.5 looking for fallen rocks.
- NOTE 9:** Trains approach MP CMG 33.5 at controlled speed looking out for slide until way is seen to be clear.
- NOTE 10:** Cars left standing in any track at Marathon Oil will have a minimum of 50% hand brakes applied and tested not exceeding four hand brakes in each track.

BIG SANDY EXTENSION

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST			
RULE 193			MARTIN YARD	E&BV SD	193	DTC BLOCK MARTIN	
25	CMO 3.2	WEST END MARTIN			JPS-261		1
25	CMO 0.0				ABS-261	DTC BLOCK ARKANSAS	1
40	EXT CMG 83.4						
	EXT CMG 83.2						
	EXT CMG 82.5						
	CMG 82.5	BEAVER JUNCTION	BIG SANDY SD		CPS-261		

BK DISP.
94 - 2
RD 84

AO DISP.
14 - 6
RD 08

STATION PAGE NOTES

NOTE 1: Milepost CMO 0.0 and milepost EXT CMG 83.4 identify the same location.

BIG SANDY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Excepted Tracks

Levisa Spur – All tracks between CMK 0.0 and CMK 2.0

Engine Speed Indicators and Odometers

Engine speed indicators, odometers, and RDU equipment must be checked at the first encountered mile post location except between CMG 103.0 and CMG 106.0

Engine Horn

1. Trains approaching the private crossings at the locations listed below will sound engine horn signal 14(L):
Marathon Oil and Refining Company crossing located 300 feet west of CMG 2.0; CMG 4.1; CMG 4.8; CMG 5.2; CMG 5.5; CMG 7.2; and CMG 117.2.
2. Through trains approaching CMG 59.0 eastbound and CMG 60.5 westbound will sound engine horn signal 14(L) and ring bell between these points as warning to employees working between these points.

Rule 103-D Exceptions

Location	Loaded	Empty	Comments
Patton		3 HB	Each end of cut
Shelby Yard	3 HB	2 HB	2 HB on cuts of 10 loads or less
McVicker			-
Slone Branch			-
Martin Yard	2 HB		-
Bids Terminal Martin	6 HB	6 HB	-
Prestonsburg	5% but not less than 3 HB	5 % but not less than 3 HB	-
Paintsville Yard	4 HB	4 HB	-
Ivel Mine	3 HB	3 HB	-
Ivel Siding			-
Praise	20% but not less than 10 HB	5 HB	Each end of cut of empties plus every 5 th car in cut
Marrowbone	3 HB	2 HB	-
Wagner		3 HB	-

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

Helper Instructions Between Shelby and Elkhorn City

When assisting solid loaded bulk commodity trains, it will be permissible to shove against the trains with 18 powered axles. If any empties are located in the rear 20 cars, not more than 9 axles and limited to 100 kilopounds will be used to push the train. When tonnage ratings require the use of more power than 9 axles limited to 100 kilopounds, helper engines must be cut in ahead of the empties and immediately behind a solid block of 20 or more loaded cars. When pushing mixed trains, no more than 9 axles limited to 100 kilopounds will be used.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

1. Cars 80 feet or longer enroute to Big Sandy Subdivision must be handled so that trailing tonnage does not exceed 300 tons.

Location	Equipment	Restriction
Savage Branch – Calgon	Engines	Must not pass over thawing units unless thawing units are turned off
Patton – Umet Mine	Equipment other than coal cars	Must not operate under tipple
Lancer Tipple		Must not operate beyond chute

7. MISCELLANEOUS

Elkhorn Yard

1. Unless otherwise authorized or relieved by signal indication, north/westbound trains arriving Elkhorn en route Big Sandy Subdivision must stop clear of Elkhorn road crossing, MP Z 1.0, and contact control station for instructions via radio or telephone.
2. Crews performing switching on Elkhorn Yard must contact control station for working time and/or instructions. The control station must be advised by the conductor of the number of loads and empties left on Elkhorn tracks including track number.

Paintsville Yard

1. The Yard Industrial Track (ID Track) is the yard track on the south side of Paintsville Yard extending between the crossover at the west end Paintsville Yard and EAS Dawkins. Trains, engines or OTE must not be foul or occupy this track without permission from the yardmaster at Martin, KY when on duty. When there is no yardmaster on duty, this permission must be obtained from the control station.
2. Interchange operations exist between RJ Corman Railroad Company and CSXT at Paintsville Yard using yard tracks P01 through P19 and ID track between EAS Dawkins and WAS west end Paintsville Yard and controlled by the Martin Yardmaster.

Shelby Yard

1. The Engine Thoroughfare Track (Thoroughfare) is the yard track on the south side of the yard extending between the switching lead at the east end of the yard and the lead track just east of the SV&E Junction switch at the west end of the yard. Trains, engines or OTE must not foul or occupy this track in either direction without permission of the yardmaster. This permission must not be requested or given until movement is ready to be started. If movement is not completed promptly, the yardmaster must again be contacted for further instructions. The yardmaster must be notified when this track is cleared.

2. The normal position of all switches on the Thoroughfare is for movement on the Thoroughfare. The switches on yard lead tracks located at each end of the Thoroughfare may be left in the position last used.
3. Regardless of signal indication, trains, engines or OTE must not foul or occupy the switching lead between Ford's Branch and Shelby without permission of the Yardmaster when on duty.
4. The SV&E Junction switch will be left in the position last used.

Leach

- No. 1 plant Engines must not operate east of No. 3 spot in No. 1 track.
- No. 2 plant Engines must not operate East of No. 1-A spot or west of No. 42 spot.

Reacher cars must be used to avoid the possibility of igniting highly flammable vapors.

Road Crossings

1. To avoid blocking crossing, trains with more than 35 cars will secure permission from the control station to use main line at Levisa Jct. before doubling or leaving Clark-Elkhorn mine at Pompey.
2. Eastward trains stopping at Fords Branch will STOP clear of road crossing 160 feet west of EAS Ford's Branch.
3. Crews working either end of Kentucky Power Plant must allow sufficient room when cutting away from their train to recouple to their train without blocking the road crossings entering the plant. Crossings must not be blocked by standing cars or trains.

Huntington West Rail Car Services at AEP Power Plant

Be alert for Huntington West Rail Car Services employees inspecting trains at AEP Power Plant at Louisa, KY, MP CMG 18.0.

Torchlight Scales

Westward coal trains will be weighed unless signal indication indicates otherwise.

The WAS at CH Cabin governing movement on No. 1 track is arranged to display the following aspect when the WAS at scale displays "weigh."

NAME	Medium-Approach-Weigh
ASPECT	Red over yellow over yellow with illuminated "W" between and slightly to the right.
INDICATION	Proceed at not exceeding medium speed prepared to comply with weighing instructions at next signal.

WAS 547 feet east of scale governing movement on No. 1 track is arranged to display the following aspect when the switches are lined for the scale.

NAME Weigh

ASPECT Two red lights, one above the other with illuminated letter W in between and slightly to the right.

INDICATION Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication, not exceeding controlled speed.

Weighing Instructions

The scale at Torchlight is designated to weigh between 4.5 and 8.5 miles per hour and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on radio channel 08. Accurate weighing speeds must be maintained between 4.5 and 8.5 miles per hour.

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

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

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

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

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

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

Use of sand on the scales is prohibited.

Speed on scale track must not exceed 10 miles per hour in either direction.

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

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Louisa, KY (SDN)	87	52	511*	511#
Paintsville, KY (SDN)	19	77	521*	521#
Beaver Jct, KY (SDN)	19	77	531*	531#
Shelby Yard, KY (SDN)	19	77	541*	541#
Elkhorn City, KY (SDN)	19	77	551*	551#

NOTES

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
RULE 46			ERWIN TERM	AP DISP. 84 - 6 RD 66	96		
20	Z 138.0	SOUTH ERWIN	1.2		CPS-261	DTC BLOCK POPLAR	1, 2
20	Z 139.2	CHESTOA	8.9		CPS-261		
25	Z 140.2				ABS-261		
	141 142						
	Z 148.1	NORTH POPLAR			CPS-261		
			1.4	CSDG 6,670 FT.		DTC BLOCK POPLAR	
	Z 149.5	SOUTH POPLAR			CPS-261		
	Z 155.9	RELIEF	10.0	(1) AD CH 66	ABS-261		
SSDG 20	Z 159.5	NORTH GREEN MOUNTAIN			CPS-261	DTC BLOCK GREEN MOUNTAIN	
25 20	Z 160.7		1.4	SSDG 7,007 FT.			
SSDG 20	Z 160.9	SOUTH GREEN MOUNTAIN			CPS-261		
			13.0		ABS-261		
SSDG 20	Z 172.1	NORTH KONA			CPS-261	DTC BLOCK KONA	
			1.4	SSDG 6,992 FT.			
SSDG 20	Z 173.5	SOUTH KONA			CPS-261	DTC BLOCK TOE RIVER	
	Z 179.6	PENLAND	8.5	(1) AD CH 66	ABS-261		
20	Z 182.0	SPRUCE PINE HOLD-OUT			CPS-261	DTC BLOCK TOE RIVER	

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
20	Z 182.6	3.3					3
	Z 183.1						
	Z 183.6						
	Z 184.1						
	Z 184.5						
Z 185.3	NORTH TOE RIVER			CPS-261			
		1.2	CSDG 7,090 FT. 20 MPH				
	Z 186.5	SOUTH TOE RIVER			CPS-261	DTC BLOCK TOE RIVER	
						DTC BLOCK ROCKY	
20 30	Z 187.2	9.4			ABS-261		4
	Z 187.7						
SSDG 30	Z 195.9	NORTH ROCKY			CPS-261		
		1.7		SSDG 8,154 FT.		DTC BLOCK ROCKY	
SSDG 30	Z 197.6	SOUTH ROCKY			CPS-261	DTC BLOCK SEVIER	
30 45	Z 203.6	11.3			ABS-261		4
	Z 205.1	AVERY	(1) AD CH 66				
	Z 207.5						
45 40	Z 209.8				ABS-261		
	Z 208.9	NORTH SEVIER			CPS-261		
			1.3	CSDG 6,628 FT.		DTC BLOCK SEVIER	
	Z 210.2	SOUTH SEVIER			CPS-261	DTC BLOCK MARION	5
40 35	Z 212.8	7.5			ABS-261		

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35					ABS-261		
	217.7	NORTH MARION			CPS-261	DTC BLOCK MARION	
		1.3		CSDG 6,407 FT.			
	219.0	SOUTH MARION			CPS-261	DTC BLOCK THERMAL	
35	Z 219.8				ABS-261		
45		GLENWOOD	(1) AD CH 66				
45	Z 225.2						
40	Z 227.9						
40	Z 230.3						
35		13.3					
35	Z 230.6						
40	Z 231.5						
50					ABS-261		
	Z 232.3	NORTH THERMAL			CPS-261		
		1.3	CSDG 6,672 FT.			DTC BLOCK THERMAL	
	Z 233.6	SOUTH THERMAL			CPS-261	DTC BLOCK BOSTIC	
	Z 238.2	KEEFE	(1) AD CH 66		ABS-261		
	241	9.7					
50	241.6						
40	242						
	Z 243.3				ABS-261		
	Z 243.6	NORTH BOSTIC	0.3		CPS-261		
		1.4		BACK LEAD 10 MPH CSDG 6,808 FT. BOSTIC YARD		DTC BLOCK BOSTIC	
	Z 245.0	SOUTH BOSTIC		CHARLOTTE SD - FLORENCE TTSI	CPS-261	DTC BLOCK CHESNEE	
40					ABS-261		

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40 50	Z 245.4	13.3			ABS-261	DTC BLOCK CHESNEE	6
	Z 251.7	BLANTON	(1) AD CH 66				
	254 255				ABS-261		
50	Z 258.3	BRICE	15 MPH OVER SWITCH TO AND FROM DUKE BRANCH	DUKE BRANCH	CPS-261		
45							
45 50	Z 258.6	2.9			ABS-261		
	Z 261.2	NORTH CHESNEE			CPS-261		
		1.3	CSDG 6,642 FT.				
	Z 262.5	SOUTH CHESNEE			CPS-261	DTC BLOCK CHESNEE	
						DTC BLOCK SPARTANBURG	
50 40	Z 267.6				ABS-261		
40 45	Z 268.9	10.7					
45 50	Z 269.9						
	Z 270.1	KOSA					
	Z 271.0	ENOLA	(1) AD CH 66				
	271 271.7 272	RICE		SOUTHERN STATES	ABS-261		
	Z 273.3	FORESTER			CPS-261		
50		1.8			ABS-261	DTC BLOCK SPARTANBURG	

BLUE RIDGE SUBDIVISION - BR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
50							
RULE 46	Z 275.0	SPARTANBURG			CPS-261		DTC BLOCK SPARTANBURG
RULE 46		SPARTANBURG YARD		AP DISP. 84 - 6 RD 66	96		
RULE 46	Z 276.6				96		
		FLORENCE DIVISION		CE DISP. 58 - 2 RD 32	96		
138.6 MILES ERWIN TO SPARTANBURG							

STATION PAGE NOTES

- NOTE 1:** All wye tracks on BR Subdivision restricted to 5 mph.
- NOTE 2:** All defect detectors on the BR Subdivision are capable of announcing defects in only the directions of east or west.
- NOTE 3:** Northward trains setting off at Spruce Pine will do so through the south crossover to the work track. Southward trains setting off at Spruce Pine will do so through the south switch to the work track.
- NOTE 4:** Do not exceed 30 mph when descending grade with loaded unit trains between MP Z 187.7 and MP Z 207.5. Trains other than loaded unit trains having more than 12 operative dynamic brake axles and 12,000 tons or less are not restricted.
- NOTE 5:** When securing southbound trains at Sevier, NC, MP Z 210.2, be governed as follows: Secure the rear portion of the train north of the bell crossing. Pull the head portion of the train to the south signal and secure it at this location.
- NOTE 6:** Duke Branch map diagram shown at end of BR Subdivision map diagram.
- NOTE 7:** Southward trains passing Kosa will contact Spartanburg for instruction.

DUKE BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	NORTH ↓			
15 MPH OVER SWITCH TO AND FROM DUKE BRANCH	Z 258.3	BRICE	BR SD		CPS-261		
25	ZD 0.0				TWC-DTC		1
	ZD 1.0					DTC BLOCK BRICE	2
	ZD 4.2						3
25	ZD 6.3				TWC-DTC		
10	LOOP DUMP TRACK	DUKE POWER PLANT			96		4

STATION PAGE NOTES

- NOTE 1:** The distance between MP ZD 0.0 and MP ZD 1.0 is 0.6 miles.
- NOTE 2:** Trains enroute to BR Subdivision will not pass APP MARKER at MP ZD 1.0 until route is known to be clear by APP MARKER or verbal authority is given by train dispatcher to enter BR Subdivision main track.
- NOTE 3:** See BR Subdivision Special Instructions, Instructions Relating to Operating Rules, for crossing gates handling at MP ZD 4.2.
- NOTE 4:** All tracks Duke Power Plant restricted to 10 mph.

BR SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Erwin Terminal	Yard Office
Bostic	
Spartanburg	

Rule 46 Exceptions at Bostic

- Maximum allowable speed on the Back Lead Bostic from the clearance at the North end, Z 243.6, through the No. 16 switch at the south end of the Back Lead, Z 245.2, is 10 MPH, governed by Operating Rule 46. All other switches connected to the Back Lead remain restricted to 10 MPH per Operating Rule 46.
- Maximum allowable speed through the siding crossover at the south end Bostic Siding, Z 245.0, across the Pocket Track to and from the Charlotte Subdivision is 25 MPH, governed by Operating Rule 46.
- Trains operating on Bostic Siding, MP Z 243.6 to MP Z 245.0, may leave siding switches as last used unless otherwise instructed. Crews using Bostic Siding should proceed expecting switches on the siding lined against their movement.

Train Bulletin and Release Form

Designated trains must receive Train Bulletins and Release Forms at the following locations:

Location	Trains	Via
Erwin	Southbound	Printer/Telecopier
Spruce Pine	Originating	
Bostic		
Spartanburg	Northbound	

Duke Branch, Highway 221 – A Crossing, MP ZD 4.2

Crossing gates are equipped with a device to manually raise and lower the gates. The device, located on the south side of the bungalow north of the crossing, can be activated by inserting a standard CSXT switch key and rotating the key to the raised position. The switch key cannot be removed until the key is rotated back to the lower position. Crews opening this crossing account having to double train into Duke Power must manually raise these gates before proceeding into the Power Plant, leaving the gates in the keyed up position. When returning for the remainder of your train, crews must stop prior to reaching the crossing, manually key the gates to the down position, remove CSXT key and proceed over the crossing when the gates are down and the crossing is clear of traffic to couple to the remainder of your train.

Rule 103–D Exceptions

The following exceptions to Operating Rule 103-D are applicable on the BR Subdivision:

- Not less than 2 hand brakes must be applied. A track of empties must have a minimum of 5% hand brakes applied. A track with loads and empties will be considered loaded cars.
- Mining territory Penland, NC, MP Z 179, to Sevier, NC, MP Z 210 must have a minimum of 10 hand brakes applied on cuts of 31 or more loaded cars. A minimum of 3 hand brakes must be applied for each 10 loaded cars if less than 31 cars. Empty cars must have minimum of 8 hand brakes applied on 31 cars, 2 hand brakes must be applied for each 10 empty cars if less than 31 cars.
- At Bostic, unless the outbound crew is present for immediate boarding, all inbound trains yarded on the Back Lead, Passing Track, or Main Line will be considered secured when the locomotive hand brakes have been applied and tested and a full service application of the automatic brake has been completed.

Cars on all other tracks at Bostic (1 through 7) will continue to have 5% (but not less than 2) hand brakes applied.

All cars set out on the Engine Track at Bostic will have hand brakes applied and tested.

All engines set off in the Cab Tracks at Bostic will have hand brakes applied and tested.

- Unless otherwise instructed, the following will govern handbrakes(s) requirement on tracks EML, E01, and E02 at Spartanburg, SC:
 - Empty hopper trains – All engines will have handbrakes applied. Two handbrakes will be applied to the head end of the train.
 - Loaded Coal Trains – Same as above.
 - Intermodal Trains – Same as above.
 - Merchandise Trains – Same as above.

Train Q181

A hard copy of the bill of lading is required and is considered proper billing for the billing of individual cars. This hard copy document must stay with the train until complete documentation is received at Erwin or Spartanburg. This process does not apply to cars containing hazardous materials. Cars containing hazardous materials are identified as such on this hard copy of the bill of lading and these cars must not be included in the train without necessary documentation.

Non-electric Lock Switches

Except as provided by Operating Rule 274, trains or engines must not clear main track at the following locations:

Track	Mile Post
Cane Bottom Spur	Z 144.5
North Cove	Z 207.6
IT&L	Z 222.1
N Union Mills	Z 235.7
S Union Mills	Z 236.2
Logan	Z 240.1
Forest City	Z 247.7
Crellen	Z 249.2
Leaman	Z 259.6
Kosa East Side	Z 270.1
Peach Valley	Z 272.5

Leased Wayside Phones

Location	Mile Post	Local Number
Poplar	Z 148.3	828-688-2496
Green Mountain	Z 160.3	828-682-4909
Kona	Z 172.7	828-835-9053
Rocky	Z 197.6	828-756-4774
North Cove	Z 207.6	828-756-4082
Thermal	Z 233.6	828-287-2370
Duke Branch	Z 258.4	828-248-1597
Chesnee	Z 261.8	864-461-2616
Forester	Z 270.2	864-579-1743

Note:

1. CSXT Police: 1-800-232-0144
2. AP Dispatcher: 1-800-628-4704
3. Huntington West Chief Dispatcher: 1-904-381-2781

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

Dynamic Brake Grade Operation

The following Speed and Equivalent Dynamic Brake Axles charts govern southward trains operating between Z 187.7 and Z 207.5. These cars are used instead of the chart listed in ABTH Rule 5559 for grades of 1.0% to 1.50%. All other portions of ABTH 5559 remain in effect.

The maximum speed and equivalent dynamic brake axles (EDBA) Tables displayed below apply to freight trains operating southbound between Z 187.7 and Z 207.5. The minimum numbers of operative EDBA's (including helper locomotives) are displayed in the body of the charts below for the trailing tonnage and maximum speed indicated. The trailing tonnage includes the weight of all cars and any locomotives not operating in dynamic brake (including helper locomotives). Do not exceed the highest maximum speed indicated for the trailing tonnage and the number of operative EDBA's displayed in the body of the charts. Where the Authorized Speed is lowered it will govern. Trains not meeting the minimum EDBA requirements must obtain additional locomotives (including helper locomotives) prior to proceeding. Where no entry is indicated in the tables, train operation is not permitted on the heavy descending grade. A light locomotives consist with operative dynamic brake may operate at Authorized Speed.

Loaded Unit Trains

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

NOTE: Southbound trains in excess of 19,001 must not operate on the descending grade. Train other than Loaded Unit Trains having 13 or more operative EDBA and 12,000 trailing tons or less (including locomotives not in dynamic brake) are not restricted.

Intermodal/Manifest Trains/Empty Unit Trains

Total Trailing Tonnage (including locomotive not in Dynamic Brake)	Maximum Speed for Loaded Unit Trains (coal, grain, etc.)		
	35 MPH Min. EDBA	40 MPH Min. EDBA	45 MPH Min. EDBA
2000 or less	4	4	6
2001 to 3000		6	6
3001 to 4000	7		7
4001 to 5000		8	8
5001 to 6000	9		9
6001 to 7000		10	10
7001 to 8000	11		11
8001 to 9000		12	12
9001 to 10,000	13		13
10,001 to 11,000		14	14
11,001 to 12,000	15		15
12,001 to 13,000		16	16
13,001 to 14,000	17		17
14,001 to 15,000		18	18
15,001 to 16,000	19		19
16,001 to 17,000		20	20
17,001 to 18,000			

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Hunt Dale	6-axle Engines	Must not operate
Studebaker Yard MP Z 259.7		Do not operate beyond first yard switch (#1)
Southern States MP Z 271.7		Do not operate on Lead Track from road crossing to warehouse
Spruce Pine - Team Track Pit Harris Tipple	Engines	Must not operate
Marion - Tri County Block		
Kosa - Chips Warehouse track - upper side		
Kosa Scale or Scale Track		
Duke Power Plant	Engine or Caboose	Must not operate thru rotary dumper
Kosa Plant No. 3 DMT Track	Any rolling equipment other than DMT tank cars	Can not operate beyond clearance point

Kosa Plant	Engines and Equipment	Must not operate beyond the S-5 switch into the TA No. 1 and No. 2 tracks.
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Long Cars

Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Southbound	Tonnage
Z138.0 to Z187.0	5,000 tons
Z187.0 to Z277.0	13,500 tons

Northbound	Tonnage
Z2 77.0 to Z 218.0	7,700 tons
Z2 18.0 to Z 138.0	5,000 tons

Helpers with Long Cars

The use of helper engines on the rear of trains handling cars 75 feet in length or longer is prohibited on the BR subdivision between Chestoa, MP Z 139.0, and Sevier, MP Z 209.0.

Pushing Loaded Coal Trains Containing Empties

If any empties are located in the rear 20 cars, not more than 6 axles may be used to push the train. When tonnage ratings require the use of more than 6 axles, helper engines must be cut in ahead of the empties and immediately behind a solid block of 20 or more loaded cars.

Pushing Mixed Freight Trains

No more than 6 axles will be used to push mixed freight trains.

Maximum Axles Allowed When Re-starting a Stalled Loaded Coal Train

Loaded coal trains may use a maximum of 27 powered axles on the head end when attempting to restart a stalled train on the BR Subdivision. Maximum traction effort must not exceed 120 klbs at any time while operating with 27 powered axles. Excessive power must again be removed or isolated at the first opportunity and in accordance with proper train handling procedures and rules. Train Handling Rules amended accordingly.

7. MISCELLANEOUS

Duke Power Plant

- Crossover tracks (C and D) must be left open at all times to provide access to car dumper.
- Crews handling unit trains will hold engine south of car dumper, assemble empties while dumping is in progress. Duke Power engines have the same rights within Duke Yard as CSX trains, and Duke Power crews will handle all movements to, from, and through the car dumper.

3. 90 cars or less will be yarded as follows: Hold on to 27 cars, pull through the left hand track (Track C), cut off in the clear, return and couple to the train through the center track (Track A), cut 27 cars and bring to the clear. Cut and return through the right hand track (Track B) and couple to the remaining cars and bring them to the clear.

Trains with more than 90 cars will be yarded the same except hold to 39 cars on the first cut. Pull through the left hand track (Track C). This will clear the crossing. After bringing the 39th car to clear, hold to 12 cars, return and couple to the train through the center track (Track A), cut a total of 27 cars and bring to the clear. Cut and return through the right hand track (Track B) to the remaining cars and bring them to the clear. Tracks C and A must be left in clear on both ends.

Kosa

1. Engine bell must be rung at the beginning of each move while switching inside plant area.
2. Tobacco use of any kind of Kosa (Invista) properties is prohibited. The following locations are considered Kosa (Invista) properties:

Kosa (Invista) Spartanburg Plant – MP Z 270.1
Kosa (Invista) Studabaker Yard – MP Z 259.7

3. Crews switching inside the Kosa Facility will change radio channel to #28 and monitor that channel until all switching is completed and train is ready to depart.
4. Crews unfamiliar with plant layout or job procedures required while switching inside the plant are to call 5345 or 5529 on the Kosa telephone located at the entrance gate for assistance.
5. Incidents within the facility must be reported to Kosa security extension 5203 or 5231. For assistance call extension: Tank Farm 5529, Chip House 5345, TPA Facility 5037.
6. Before initial movement is made over any switch inside the Kosa facility, the switch lever must be operated by a crew member to ensure the switch is operating properly and the points move freely.
7. All switching movements must be made with locomotive attached to cars being handled. Dropping (free wheeling) cars out of Plant is prohibited.
8. Crew members are prohibited from riding on the east side of cars between the gate and the methanol unloading stations.
9. Use extreme caution when mounting and dismounting equipment between switches S-9 and S-10 due to bridge timber permanently installed on ends of crossties both sides of track.
10. Kosa #3 track, West Track, has been designated as a clean out track and the switches governing entrance to and from this track will be locked and

blue flagged when Kosa employees are working on, under and around equipment located in this track. Before attempting to align these switches, check to insure switches are not locked. If switches are locked, contact the Chip House at 5345 for assistance.

11. Methanol tank cars, loaded or empty, will not be handled North of the north switch of the west track, (Kosa switch S-9).
12. Cars left inside Kosa facilities will have chocks placed on both sides of southwest wheel of south trucks of the south car in each cut of cars in addition to securing according to CSX Operating Rules. All chocks placed under cars by Kosa personnel must be removed before equipment is disturbed.
13. No more than 12 cars will be placed in the Run Around Track. Cars left in the Run Around Track must be secured in accordance with CSXT and Huntington Division West Special Instructions.
14. Inbound TA cars must be set over in the storage tracks for Kosa personnel to handle into TA shed and Kosa personnel will leave outbound TA cars in the storage tracks for pick up.

Southern States Packaging

A Draw Bridge has been installed inside the plant facility which fouls the track when in the DOWN position. Before entering the plant facility, all trains must STOP and trainmen must dismount and check the position of the Draw Bridge before entering the plant. When the Draw Bridge is in the DOWN position, a crewman must contact the plant personnel and have them raise the Draw Bridge. Crews must remain a safe distance away until the bridge is raised and secured before movement is made into the facility.

U.S. Gypsum Company

Employees are prohibited from walking, or riding equipment on the east side of the track at U.S. Gypsum Company, from the U.S. Gypsum derail to the end of track. After removing derail, all work at this industry must be performed from the West side of the track utilizing the walkway provided.

Spartanburg

1. When switching cars to and from shop tracks at Spartanburg, (Shop Tracks 3, 4, and 5) kicking/dropping cars is prohibited.
2. Switch locks are installed on the following Main Line Track switches on the Evins Street Lead side of Spartanburg Yard on both the north and south ends. After lining the switch for movement, switches are to be re-locked.

EML – Main Line
E01 – Main Line
E02 – Main Line

Single-unit Empty Trains

No single-unit coal empty trains will depart Spartanburg or Bostic to the Blue Ridge Subdivision without the permission of the Chief Dispatcher who will secure such from the Superintendent of Operations.

Brake Stick Locations

Brake stick locations on the BR Subdivision:

- Spruce Pine – Inside the yard office
- Bostic – In the taxi, on the EOT rack, inside the yard office, and one assigned to the F771 crew.
- Kosa – On the fence beside the Methanol Track
- Spartanburg – Inside the yard office
- Peach Valley – South end on west side mounted on back

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Erwin, TN (CSX)	19	77	411*	411#
Ridge, NC (SDN)	19	77	421*	421#
Bostic, NC (SDN)	87	52	441*	441#

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CC SUBDIVISION - CC

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
						↓	↓				
OTHER THAN INTERMODAL		INTERMODAL			CINNCINNATI TERMINAL						
25		25		KC 9.9	SPRING LAKE	NO. 1	NO. 2	CPS-261	SPRING LAKE NO. 1	SPRING LAKE NO. 2	1
25		25									
10 No. 1	25 No. 2	10 No. 1	25 No. 2	KC 11.2							
10 No. 1	25 No. 2	10 No. 1	25 No. 2	KC 11.9							
25		25		KC 12.0							
45		45		KC 13.4	4.3						
45		45		KC 14.2	RYLAND	NO. 1	NO. 2	CPS-261	SPRING LAKE NO. 1	SPRING LAKE NO. 2	
50		60									
60		55		KC 14.3	2.5				RYLAND NO. 1	RYLAND NO. 2	
55		60		KC 14.6							
60		60		KC 16.7	VISALIA	NO. 1	NO. 2	CPS-261	RYLAND NO. 1	RYLAND NO. 2	
50		60									
40		40									
40		40		KC 20.1				ABS-261	DTC BLOCK BUTLER		
45		45		KC 20.7							
45		45						ABS-261	DTC BLOCK BUTLER		

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES	
				↓	↓		SOUTH			
OTHER THAN INTERMODAL	INTERMODAL	KC 21.4	MORNING VIEW		(1) AD	ABS-261	DTC BLOCK BUTLER			
45	45									
45	45	KC 25.2								
35	35									
35	35	KC 27.6		14.7						
40	40									
40	40	KC 30.1								
45	45									
		KC 31.4	LYNN			CPS-261	DTC BLOCK BUTLER			
				4.7	NO. 1	NO. 2	ABS-261	LYNN NO. 1	LYNN NO. 2	
		KC 36.1	CATAWBA			CPS-261	DTC BLOCK FALMOUTH			
45	45	KC 37.0				ABS-261				
40	40									
		KC 40.5	FALMOUTH	10.0						
		KC 43.7	HAYES		(1) AD					
40	40	KC 44.7								
45	45									
45	45	KC 45.5								
50	60									
		KC 46.1	UMA			CPS-261	DTC BLOCK FALMOUTH			
50	60	KC 47.5		10.5			UMA NO. 1	UMA NO. 2		
40	40									
		KC 55.0			NO. 1	NO. 2	ABS-261			
40	40	KC 56.6	ROBINSON				UMA NO. 1	UMA NO. 2		
45	45									
							DTC BLOCK CYNTHIANA			
45	45					ABS-261				

2

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
				↓	↓				
OTHER THAN INTERMODAL	INTERMODAL	KC 58.9				ABS-261	DTC BLOCK CYNTHIANA		
45	45								
40	40								
40	40	KC 59.6	POINDEXTER	(1) AD					
50	60	KC 62.1							
	60	KC 62.2							
	55								
	55	KC 62.6							
	60								
50	60	KC 63.8							
40	40								
40	40	KC 65.5		11.2					
35	35								
CITY ORDINANCE	CITY ORDINANCE								
35	35	KC 66.7							
45	45								
						ABS-261	DTC BLOCK CYNTHIANA		
		KC 67.8	LICKING			CPS-261			
						ABS-261	LICKING NO. 1	LICKING NO. 2	
45	45	KC 69.5							
35	35			3.8					
35	35	KC 69.9			NO. 1	NO. 2			
45	45								
						ABS-261	LICKING NO. 1	LICKING NO. 2	
		KC 71.6	OLIVER			CPS-261			
45	45	KC 72.3					DTC BLOCK SHAWHAN		
40	40								

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
				SOUTH					
OTHER THAN INTERMODAL	INTERMODAL	KC 72.6				ABS-261	DTC BLOCK SHAWHAN		
40	40								
45	45								
45	45	KC 76.9							
40	40								
40	40	KC 77.3							
45	45								
45	45	KC 79.5		9.2					
30	30								
CITY ORDINANCE	CITY ORDINANCE								
30	30	KC 79.7	SOUTHWARD SIGNAL INFORMATION LIGHT						
30	30	KC 80.7							
35	35	KC 80.8	PARIS			ABS-261	DTC BLOCK SHAWHAN		
						CPS-261	PARIS NO. 1	PARIS NO. 2	
		KC 80.9			NO. 1	TTI RR			
35	35	KC 81.5		3.7		ABS-261			3
45	45	KC 81.8				TTI RR			
45	45	KC 82.6			NO. 2	ABS-261			
50	60	KC 84.5	CLAY			CPS-261	PARIS NO. 1	PARIS NO. 2	
						ABS-261	DTC BLOCK AUSTERLITZ		
	60	KC 86.4							
	55								
	55	KC 88.8							
	60	KC 89.2	AUSTERLITZ		(1) AD				
50	60	KC 93.0		9.0		ABS-261	DTC BLOCK AUSTERLITZ		
45	45								

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
				SOUTH					
OTHER THAN INTERMODAL	INTERMODAL					ABS-261			
45	45								
45	45	KC 93.2							DTC BLOCK AUSTERLITZ
50	60					ABS-261			
		KC 93.5	JAMES			CPS-261			
					NO. 1	NO. 2	JAMES NO. 1	JAMES NO. 2	
50	60	KC 96.0	2.5						
35	35	KC 96.0	RJ CORMAN RR						
CITY ORDINANCE	CITY ORDINANCE		NORTH CABIN			CPS-261			4
		KC 96.2							
			0.8			ROAD 84 DISP. 32 TONE 7			
		KC 97.0				PATIO SWITCHING 22			
			PATIO			EK MAIN EK PASS	CPS-261	PATIO YARD	4, 5, 6
		KC 97.1							
CITY ORDINANCE	CITY ORDINANCE		1.0		NO. 1	NO. 2			
						ROAD 84 DISP. 32 TONE 4			
		KC 98.1	SANDERSON			CC-EK CONN.	CPS-261	JAMES NO. 1 JAMES NO. 2	6, 7
35	35								
45	45	KC 98.3	3.5			ABS-261			
							265-272		

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES
				↓	↓		SOUTH	SOUTH	
OTHER THAN INTERMODAL	INTERMODAL						SANDER SON NO. 1	SANDER SON NO. 2	
45	45					ABS-261			
		KC 101.6	FLANAGAN			CPS-261			
45	45					ABS-261	FLANA GAN NO. 1	FLANA GAN NO. 2	
40	40	KC 103.6							
			5.2						
40	40								
35	35	KC 105.0		NO. 1	NO. 2				
35	35								
40	40	KC 105.8				ABS-261			
		KC 106.8	FORD			CPS-261	FLANA GAN NO. 1	FLANA GAN NO. 2	8
40	40	KC 107.0			TTB	ABS-261	DTC BLOCK BOONESBORO		
35	35	KC 110.4							
		KC 111.1	RED HOUSE		(1) AD				
			10.7						
35	35	KC 113.0							
45	45	115.0							
45	45	KC 115.6							
40	40								
40	40	KC 116.0							
45	45	117.0				ABS-261			
		KC 117.5	COX			CPS-261			
45	45	KC 118.2							9
35	35	KC 118.3							
CITY ORDINANCE	CITY ORDINANCE		2.0						
35	35	KC 119.2							
40	40								
		KC 119.5	NORTH FORT ESTILL			CPS-261	DTC BLOCK BOONESBORO		
40	40								

CC SUBDIVISION CC

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
						↓	↓				
OTHER THAN INTERMODAL		INTERMODAL		KC 120.2 KC 121.4 KC 121.7 KC 122.0 KC 122.9	BLUE GRASS ARMY DEPOT	SSDG 18,176 FT.	SOUTH		DTC BLOCK FORT ESTILL	10	
40	SS 30	40	SS 30								
40		40									
50		50									
50		50									
45		45									
45		45									
50		50									
		50	60								
	SS 30		SS 30								
50		60									
											KC 123.1
				KC 131.1	BEREA	13.0	(1)AD	ABS-261	DTC BLOCK BEREA		
				KC 136.1	GAP			CPS-261			
				KC 138.9			NO. 1	NO. 2	ABS-261	DTC BLOCK GAP	
50		60									
45		45									
45		45									
50		60									
				KC 139.2			NO. 1	NO. 2	ABS-261		
				KC 141.3	ROUNDSTONE			CPS-261			
				KC 142.8				ABS-261	DTC BLOCK WILDIE		
50		60									
40		40									
				KC 146.9							
35		35									
				KC 148.0		8.1			ABS-261	DTC BLOCK WILDIE	
30		30									
				KC 149.4	DUDLEY			CPS-261			
						2.2			ABS-261		
				KC 151.6 C 136.8	SINKS		NO. 1	NO. 2	CPS-261 NO. 1 ONLY	DUDLEY NO. 1	DUDLEY NO. 2
						1.4					
				C138.2	CALIF				CPS-261	DTC BLOCK LIVINGSTON	
30		30									
						2.8					

CC SUBDIVISION - CC

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						↓	↓			
OTHER THAN INTERMODAL	INTERMODAL			C 139.7 C 140.4	LIVINGSTON	(1)AD	TTB		DTC BLOCK LIVINGSTON	13
30	30									
SSDG 30	SSDG 30			C 141.0	NORTH PERTH			CPS-261	DTC BLOCK PERTH	
SSDG 30	30	SSDG 30	30			3.0	SSDG 16,896 FT.			
				C 144.0	SOUTH PERTH			CPS-261	DTC BLOCK CROOKED HILL	
25	25			C 145.0			AUDIBLE DED	ABS-261		
				C 146.8			AUDIBLE DED			
				148.0			AUDIBLE DED			
				148.5			AUDIBLE DED			
				149.0			AUDIBLE DED			
				149.5			AUDIBLE DED			
				150.0			AUDIBLE DED			
				C 150.5			AUDIBLE DED			
				C 151.7			AUDIBLE DED			
25	25			C 152.2						
20	20									
				C 152.9		9.1	AUDIBLE DED		DTC BLOCK CROOKED HILL	
35	35			C 153.1	NORTH BOURNE			CPS-261	DTC BLOCK BOURNE	
SSDG 30	SSDG 30			C 153.9						
						3.7	SSDG 19,234 FT.			
SSDG 30	SSDG 30			C 156.8	SOUTH BOURNE			CPS-261	DTC BLOCK LONDON	
45	45			C 157.0				ABS-261		
35	35									
CITY ORDINANCE 35	CITY ORDINANCE 35			C 158.2						
45	45			C 159.1	KANAB		(1)AD	ABS-261	DTC BLOCK LONDON	
45	45									

CC SUBDIVISION - CC

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC		NOTES	
				↓	↓		SOUTH			
OTHER THAN INTERMODAL	INTERMODAL	159.2				ABS-261	DTC BLOCK LONDON			
45	45									
50	60									
		161.0 162.0 163.0								
50	60	C 163.7				ABS-261	DTC BLOCK LONDON			
45	45									
		C 164.4	FRANTZ			CPS-261				
45	45	C 164.7		6.9	NO. 1	NO. 2	ABS-261	FRANTZ NO. 1	FRANTZ NO. 2	
50	60									
	60	C 166.8								
	50									
50	50	C 167.5								
45	45									
45	45	C 167.8								
50	50									
50	50	C 171.1								
25	25									
		C 171.3	DORTHA				CPS-261	FRANTZ NO. 1	FRANTZ NO. 2	1
25	25									
		C 171.3	KD SD							
25	25	C 172.0		ROAD 84 DISP 14 TONE 6 NS 56	NO. 1	NO. 2		DTC BLOCK CORBIN		
40	40									
177.1 MILES SPRING LAKE TO CORBIN										

STATION PAGE NOTES

- NOTE 1:** AQ Dispatcher telephone number is 1-800-435-2214. CS Dispatcher telephone number is 1-800-633-2154. CS desk works Monday through Friday on first and second shifts only.
- NOTE 2:** When occupying Falmouth Storage Track, at Woodson St. crossing, MP KC 40.5, due to rusty rail conditions in the storage track, approach crossing prepared to stop until it can be determined crossing protection is working properly.
- NOTE 3:** TTI Railroad Interchange from No. 2 at Paris, KY.
- NOTE 4:** RJ Corman Railroad northward from No. 1 at North Cabin, MP KC 96.0. Interchange with CSXT at Patio Yard.
- NOTE 5:** EK Subdivision Main Track southward from No. 2 track at Patio, MP KC 97.1. EK Passing Track southward from No. 2 track Patio, MP KC 97.1.
- NOTE 6:** Through trains must sound horn signal 14(l) when approaching MP KC 98.0, KC 97.0, and WI 208.0. When moving on main tracks, EK Pass, or south leg of wye between these points, through trains must ring bell continuously and sound horn signal 14(p) as necessary.
- NOTE 7:** CC - EK Connection Yard Track (south leg of wye) northward from No. 2 track at Sanderson, MP KC 98.1.
- NOTE 8:** Power frog at Ford, MP KC 106.8. When taking the switch at Ford off power, the frog points must also be taken off power and lined in conjunction with the switch for the desired movement.
- NOTE 9:** Due to rusty rail conditions, STOP and flag road crossing at MP KC 118.35 when occupying Little Egypt Track at Richmond, KY.
- NOTE 10:** Speed on Blue Grass Army Depot Track is restricted to 5 MPH.
- NOTE 11:** Milepost designation change at MP KC 151.6 and MP C 136.8. MP KC 151.6 and MP C 136.8 designate the same point at Sinks, KY.
- NOTE 12:** Sinks Spur northward from No. 1 track at Sinks, MP KC 151.6/C 136.8. Sinks Spur is on a separate map following the CC Subdivision map.
- NOTE 13:** See CC Subdivision Special Instructions for audible dragging equipment detectors.

SINKS SPUR

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
30	KC 151.6 C 136.8	CC SD			CPS-261		
EXCEPTED TRACK – 10 MPH	C 136.8	SINKS			TWC-DTC	DTC BLOCK MOUNT VERNON	1,2
10 CITY ORDINANCE 10	C 129.4						
EXCEPTED TRACK – 10 MPH	C 128.8	END OF TRACK			TWC-DTC	DTC BLOCK MOUNT VERNON	

STATION PAGE NOTES

- NOTE 1:** Sinks Spur is designated as excepted track.
- NOTE 2:** Account of rusty rail conditions, trains must approach all highway crossings at grade equipped with automatic grade crossing warning devices prepared to stop until it is determined such devices are working properly.

CC SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Cincinnati	See Terminal Instructions
Patio	Agent's Office
Corbin	See Terminal Instructions

Train Bulletin and Release Form

CC Subdivision trains originating at Corbin, which will operate over the EK Subdivision, must receive Train Bulletins at Corbin, applicable between Corbin and Patio, and between Patio and Ravenna.

Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer or "CSX Technofax". The conductor or engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher Bulletins.

Excepted Tracks

Sinks Spur is designated as Excepted Track

Non-electric Lock Switches

Except as provided by Operating Rule 274 trains or engines must not clear the main track at the following locations:

Track	Mile Post
Butler	KC 29.3
Morgan	No. 2 Track KC 47.4
Berry	No. 1 Track KC 54.2
Cargill	KC 65.7
House Track	KC 66.4
Ladish	KC66.7
Ladish	KC 67.3
N.E. Old Passing Track	KC 67.5
S.E. Old Passing Trade	KC 67.5
Mallinckrodt Track	KC 78.9
Industrial Park	No. 2 Track KC 94.8
KU Power	No. 1 Track KC 106.1
Sherwin Williams	KC 120.2
American Tape	KC 122.0
S. End Snyder	No. 1 Track KC 137.6
Parsons Gas	No. 1 Track KC 141.5
Mullins	No. 2 Track KC 151.0
84 Lumber	C 157.0

Rule 103-D Exceptions

The following exceptions to Operating Rule 103-D are applicable on the CC Subdivision:

Not less than 2 hand brakes must be applied. A track of empties must have a minimum of 5% hand brakes applied. A track with loads and empties will be considered loaded cars.

Exception: Apply 50% hand brakes on loaded cars and 25% hand brakes of empty cars left between:

MP C 148 – C 152
MP KC 99 – KC 105.5
MP KC 116-KC 120

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

Helper Service

- When assisting solid loaded bulk commodity trains, it will be permissible to shove against the trains with 18 powered axles.
- On Crooked Hill, trains other than solid loaded bulk commodity trains exceeding either 7,000 feet in length or 7800 tons are to be assisted from the rear end of train in accordance with all existing rules and special instructions governing such moves.
- All southbound trains on Crooked Hill needing assistance will pull the head end of their train to Hazel Patch road crossing, MP C 146.1, before helper locomotive is attached.
- All trains needing helpers at Ford, KY will pull the rear of their train by the signal at Boonesboro, MP KC 108.2, to allow the helpers to get a follow up signal without having to talk to the Dispatcher.
- All southbound trains, other than coal or grain trains, departing Cincinnati must have enough workable power to move the train over the CC Subdivision without using a helper. This pertains to all manifest and intermodal trains. Manifest and intermodal trains must not exceed 7,000 feet and/or 7,800 tons. Manifest and Intermodal trains departing Patio will handle only enough freight that the engines will handle and must not exceed 7,000 feet and/or 7,800 tons. Before departing Cincinnati for the CC Subdivision, crews of trains exceeding the above limits must notify the CC Subdivision Train Dispatcher.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Butler – Griffin Industries	Locomotives	Must not operate inside loading facility
Cynthiana – Grede Industry		Must not operate under shed
Morgan, Berry, Cynthiana – all industrial tracks	6-Axle Engines	Must not operate
Fort Estill: 84 Lumber, KC119.6 Sherwin Williams, KC120.1 Madison Grocery KC121.1		Must not operate
Bluegrass Ordinance KC121.1		Must not operate unless equipped with steerable trucks
Okonite, KC122.5		Must not operate
Snyder Parsons Gas Co. KC141.2 Mullins		Must not be operated beyond clearance point
East Bernstadt: North of C152.0 on East Industrial Track		Must not operate
Warner Fertilizer Livingston Yard track		Must not operate beyond storage track
Denham & Lewis C153.0 London: All industry or yard tracks except east and west industrial, Industrial tracks C160.2, Industrial tracks C163.0		Must not operate
American Greeting Card C169.4	Must not operate beyond clearance point	
Sinks Spur Between Sinks and End of Line	Cars Exceeding Plate C	Must not operate

7. MISCELLANEOUS

Paris

1. Crews setting off more than 30 cars Paris Yard will run around their train and place cars from South end Paris Yard in order to avoid unnecessary blocking road crossings within city limits of Paris.
2. Information light for southbound trains or engines is located at MP KC 79.7. This light will be illuminated when the signals at MP KC 80.8 Paris are lined for

southward movement. If the light is not illuminated, do not block the crossings and then contact the AQ or CS train dispatcher at Jacksonville.

RJ Corman Railroad – North Cabin to HK Tower

Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer or "CSX Technofax". The conductor or engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher Bulletins.

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

RJ Corman Railroad Contact Numbers:

Radio road channel: 49 – 49
Radio dispatching channel: 75 – 49; Tone *1
Dispatcher: (859) – 255 – 0535
Yardmaster: (859) – 255 – 0535
Derailment and Risk Management: (800) – 772 – 9091
Customer Service: (859) – 255 – 7573
Fax: (859) – 255 – 0775

Patio/Winchester

1. The agent at Patio directs yard movements and should be contacted on radio channel 22 – 22 for instructions Monday through Saturday 0600 – 1500.

Road crews will be operating on channel 84 – 84 in the Patio area and are not required to monitor yard channel.

2. CSXT and RJ Corman Company have interchange operations at Patio Yard. Northbound and southbound CC Subdivision Main Tracks are controlled by the CS or AQ Dispatcher. BK Dispatcher controls EK Main and Siding.
3. Trains exceeding 90 car lengths that are en route EK Subdivision must not pass Flanagan until route is known to be clear.
4. Trains having work to perform at Patio must make arrangements to avoid blocking of Cole Road, MP KC 99.1, and other crossings while performing work.

After blocking crossings, any train experiencing problems such as an undesired emergency, engine failure, etc., will immediately contact the CC train dispatcher to inform of any crossings blocked. Huntington West Chief Dispatcher will then notify the Clark County Kentucky Sheriff's Department of the delay and any problems. Action will then be taken to clear the Cole Road Crossing immediately.

- All northbound trains picking up cars at Patio will contact CC train dispatcher before cutting away from their train and receive permission to block Sanderson. The crew is to leave sufficient room to re-couple to their train after the pick up and be staged for departure from the signal at Patio.

In the event a pick up cannot be performed in this manner, all brake tests for the cars to be picked up will be performed by a hand-held gauge before departing from the signal at Patio. This will keep all road crossings at Winchester from being blocked. Hand-held gauges for employees will be placed in the north shack at Patio.

- Trains enroute to Cincinnati from RJ Corman Railroad and to RJ Corman Railroad from Cincinnati will not shove around wye at Patio to turn train.
Exception: This does not apply to passenger, circus or rail trains.

London

When placing empties at the Log Yard, London, KY, empties must be cut off a minimum of 10 feet south of the ramp located at the south end of the empty track.

Audible Dragging Equipment Detectors

- The dragging equipment detectors on Crooked Hill work independently and will announce by radio either no defects, defects, or detector malfunction for each train.
- No announcements will be made for a train entering a detector site.
- Trains exiting a detector site where no alarm conditions are found will receive a "No Defect" announcement.
- Trains will receive a defect announcement when the first alarm condition is found. Trains receiving a defect announcement must stop and make a walking inspection of the entire train. The train dispatcher must be notified of the results of the walking inspection.
- Crews must make a running inspection from head end of train and notify train dispatcher if a train receives a detector malfunction announcement upon entering or exiting a detector site.
- Crews must make a walking inspection of entire train when train is not inspected at two consecutive dragging equipment detectors. The train dispatcher must be notified of the results of the walking inspection.

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Cincinnati, OH (SDN)	19	77	811*	811#
	87	52	812*	812#
Kelat, KY (SDN)	16	88	161*	161#
Clay, KY (SDN)	19	77	141*	141#
Winchester, KY (SDN)	87	52	124*	124#
	16	88	121*	121#
Morris, KY (SDN)	87	52	122*	122#
	87	52	123*	123#
Brush Creek, KY (SDN)	19	77	111*	111#
	87	52	112*	112#

NOTES

NOTES

NOTES

COAL RUN SUBDIVISION - C1

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	WEST			
	CMP 31.1		END OF TRACK	AO DISP. 14-7 SHELBY YM 08-5 RD 08			
RULE 46 NOT EXCEEDING		SIMERS			96		1
20	CMP 30.1 CMP 30.0		SWITCH POINT DERAIL				1
20	CMP 29.0	DTC BLOCK SIGN	4.1				2
20	CMP 27.0 CMP 26.0	GABRIEL			TWC-DTC	DTC BLOCK NELL	
20	CMP 24.5	KILOWATT	2.5			DTC BLOCK GOTTA	
10	CMP 24.4 CMP 22.0						
10	CMP 21.8		3.6			DTC BLOCK SAWMILL	3
20	CMP 20.9	EAST END SAWMILL	1.3	SDG 6,311 FT.			4
	CMP 19.6 CMP 18.0 CMP 17.0 CMP 15.0	WEST END SAWMILL C&R	1.6 2.3			DTC BLOCK CALL	5 5
20	CMP 13.5					DTC BLOCK CLIFF	
10	CMP 13.4		2.9				
20	CMP 13.1 CMP 13.0 CMP 12.1	EAST END COAL RUN SDG.		SDG 6,900 FT.			6 7
25	CMP 12.0 CMP 10.8	WEST END COAL RUN SDG.	1.3			DTC BLOCK CLIFF	8
	CMP 9.5	SCOTTS BRANCH	1.3			DTC BLOCK JOE	
	CMP 7.0		1.0				
			3.5			DTC BLOCK GEORGE	
25	CMP 2.0	DTC BLOCK SIGN MP 2.0	3.0		TWC-DTC		
20	CMP 0.5	COAL RUN	1.5			DTC BLOCK COAL RUN	
20	CMP 0.0	COAL RUN JUNCTION	0.5		193		
30	CMG 100.0	COAL RUN JUNCTION			CPS-261		
30.4 MILES COAL RUN JCT TO END OF TRACK							

STATION PAGE NOTES

- NOTE 1:** Coal Run Subdivision from milepost CMP 29.0 to end of track is leased to McCoy-Elkhorn Coal Co. Switch point derail is in service at milepost CMP 30.1.
- NOTE 2:** When doubling loaded coal cars to make couplings to standing equipment at Simers, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above.
- NOTE 3:** Spring switch at East end Sawmill Siding normally lined for straight track movement from main track to main track. Facing speed restricted to 20 mph. Trailing speed restricted to 20 mph.
- NOTE 4:** Spring switch at West end Sawmill Siding normally lined for movement between the siding and main track. Facing speed restricted to 20 mph. Trailing speed restricted to 20 mph.
- NOTE 5:** The distance between milepost CMP 15.0 and milepost CMP 17.0 is 1.3 miles.
- NOTE 6:** See map diagram following Coal Run map diagram.
- NOTE 7:** Spring switch at East End Coal Run Siding normally lined for straight track movement from main track to main track. Facing speed restricted to 15 mph. Trailing speed restricted to 15 mph.
- NOTE 8:** Spring switch at West End Coal Run Siding normally lined for movement between siding and main track. Facing speed restricted to 15 mph. Trailing speed restricted to 15 mph.

WINNS BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			←	→			
RULE 46 NOT EXCEEDING 10 MPH	CML 9.0	DTC BLOCK SIGN	END OF TRACK		96		
	CML 9.8		SWITCH POINT DERAIL	AO DISP. 14-7 SHELBY YM 08-5 RD 08			
	CML 14.1						
10			COAL RUN SD				
20							

COAL RUN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a STOP signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Rule 103-D Exceptions

Location	Loaded	Empty	Comments
Burke Station	50%	20%	-
Jesse Branch	25% but not less than 5 HB	20% but not less than 4 HB	-
Goff	2 HB east of loadout	2 HB east of loadout	10% but not less than 4 HB on loads west of loadout
Bevins Branch	2 HB	2 HB	-
New Pass			-
Scotts Branch			-
Coal Run Yard	3 HB	3 HB	-

Hand-operated Switches

West switch Coal Run Yard storage track, will be left in position last used.

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

Shoving Instructions

1. A maximum of 18 powered axles may be used when making back-up movements with more than 50 cars.
2. Westward loaded coal trains weighing 21,000 tons or less may be pushed with not more than 18 powered axles at the rear of train.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
CMP 27.2 Fairway	Equipment other than coal cars	Retractable chutes must be raised or upright before passing
CMP 28.1 Jessie Branch		
Winns IT – Standard Elkhorn Mining		
CMP 0.5 – Prater Creek Tipple	Locomotives	Must not pass under chute

7. MISCELLANEOUS

Dispatcher Phone

AO Train Dispatcher phone number is 1-800-435-2203.

NOTES

NOTES

NOTES

CORBIN TERMINAL SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Yard Limits

The yard limits of Corbin Terminal extend between:

1. Dortha and Bacon Creek
2. Siler and Corbin

Standard Clocks

Station	Location
Corbin	Crew Room

Corbin Yard Tracks

All yard tracks at Corbin Terminal are governed by Operating Rule 96 and under the direction of the Corbin Yardmaster at the Corbin Centralized Yardmaster Center. This includes the High Line yard track (KD Subdivision map MP C 172.1) and the CV Lead yard track (CV Subdivision map MP CV 172.7). Both of these tracks are located at the north end of the east side of Corbin Terminal.

In addition to Operating Rule 96, the High Line yard track and the CV Lead yard track have ABS rules in effect. Speed on both tracks governed by Operating Rule 46 and restricted to 20 mph.

All tracks between the derail protection of the Corbin Locomotive Shop are not part of Corbin Terminal. Those tracks are under the direction of the Corbin Locomotive Shop Pit Foreman. The Pit Foreman may be contacted on radio channel 84. Speed on tracks at Corbin Locomotive Shop is posted at 4 mph except the Load Test Track, which is posted at 30 mph.

Yardmaster Contact

Radio channel 84
Toll-free phone 1-800-291-5125
Phone 1-606-523-3248 or 3217
Fax 1-606-523-3443
RNX (company phone) prefix is 8-293
Printer RGD

Dispatcher Contact

Chief Dispatcher - 1-904-381-2781
AQ Dispatcher - 8-388-2108---(904) 381-2108
Toll free No. 1-800-435-2214
CS Dispatcher -8-388-5593---(904) 381-5593
Toll free No. 1-800-633-2154
BK Dispatcher - 8-388-2106---(904)381-2106
Toll free No. 1-800-435-2205

AQ Train Dispatcher radio channel 14, tone 6
CS Train Dispatcher radio channel 32, tone 4
BK Train Dispatcher radio channel 94, tone 8

Highway Crossings

1. All inbound trains must contact the yardmaster at Corbin prior to reaching Woodbine Crossing, Siler, or Certainteed in order to secure route for inbound movement and avoid blocking these crossings more than time prescribed by Kentucky State Law and Operating Rules.
2. All Southbound trains to the CV Subdivision and yard engines approach grade crossing at Forbes, MP CV 172.7 prepared to stop making sure the grade crossing warning devices are activated and gates are down before proceeding.
3. All Northbound trains and yard engines on the CV Subdivision No. 1 Main Track must not exceed 10 MPH between MP CV 172.9 and MP CV 172.7 until engine has occupied crossing at Forbes, MP CV 172.7.
4. Trains arriving West Yard will not block car department access roads located at both ends of tracks 3 through 12.
5. Trains must not block road crossings north or south leg of wye except to comply with operating rules or as instructed by Corbin Yardmaster.

Exception to Operating Rule 14 (b)

In Corbin Terminal between MP C 172.0 and MP C 172.4 the requirements of Operating Rule 14 (b) pertaining to the initial movement of a train are suspended. Crews making their initial movement between MP C 172.0 and MP C 172.4 are prohibited from sounding their horn except in the case of an emergency.

Rule 103-D Exceptions

1. Not less than 2 hand brakes must be applied. A track of empties must have a minimum of 5% hand brakes applied. A track with loads and empties will be considered loaded cars.
2. Minimum of 5 hand brakes applied on empty cars chambered in West yard. Minimum of 3 hand brakes applied on loads or empties arriving on East Yard. All loaded trains arriving West Yard, Corbin Terminal, must be secured with a minimum of 10 hand brakes applied to the leading end of train.
3. All loaded sulfur trains arriving East or West Yard, Corbin Terminal must be secured by at least 12 handbrakes.

Non-electric Lock Switches

Except as provided in Operating Rule 274 trains or engines must not clear the main track at the following locations:

Track	Mile Post
Certain Teed	No. 2 track MP C 170.0
Corbin Team Track	MP C 172.5
Nancy Mine	No. 2 track, S. Leg Wye MP C 175.6
General Shale	No. 2 track MP C 175.6
Home Builders	No. 1 track MP C 175.7
National Standard	No. 2 track MP CV 174.0

Electrical Operated Derails

Electrically operated derails are located on the north end of the Corbin Locomotive Service Center engine lead to the inbound service area. These two derails are operated by the roundhouse foreman and movement will be governed by derail position indicator lights provided at each derail. Indications:

Yellow – Derail is in off position

Blue – Derail is in derailing position

2. INSTRUCTIONS RELATING TO SAFETY RULES

East Yard – Do not ride cars between tracks E03 and E04 in East Yard if either adjacent track E03 or E04 is occupied.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
National Standard American Greeting Certain Teed Corbin Industry Park Nancy Mine Track Homebuilders Track General Shale Track Fuel Loading Facility	6-Axle Engines	Must not operate beyond clearance point
Corbin Viaduct Underpass on Wye Track, MP C 172.3	Multi-level auto cars; Bulkhead Flats SCL 109000-109029, SBD 600150-600175	Must not operate through underpass

7. MISCELLANEOUS

- Southbound KD Subdivision trains will use extreme east track from East Yard to the signal at Bacon Creek to south end of East Yard, unless otherwise instructed by yardmaster.
- Northbound KD Subdivision trains entering East Yard will use extreme east track from signal at Bacon Creek to south end of East Yard, unless otherwise instructed by yardmaster.
- Trains arriving Corbin Terminal will spot head end of train at air plug. Air plugs are designated by yellow boards at North and South end of both East and West Yards.
- Engineers delivering locomotives to Roundhouse will contact roundhouse foreman for track line up before entering service track area.

NOTES

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			SOUTH				
10 SOUTH LEG/15 NORTH LEG	C 172.3	CORBIN	KD SD/ CORBIN TERMINAL	AQ DISP. 14-6 RD 84	CPS-261		
15	CV 172.3	CORBIN	0.4	CV0	BK DISP. 94-8 RD 84	DTC BLOCK CORBIN	1, 2
15	CV 172.7	FORBES			CPS-261		
25	173 174		2.3	NO. 1		DTC BLOCK CORBIN	
25	174.9	SILER	CORBIN TERMINAL	NO. 2	CPS-261	DTC BLOCK CORBIN	
40	175 176					DTC BLOCK ARKLE	
40	CV 176.4		3.6		ABS-261		3
40 NO. 1	10 NO. 2	CV 178.6	NORTH ARKLE		CPS-261		
			1.3	NO. 1		DTC BLOCK ARKLE	
		CV 179.9	SOUTH ARKLE	NO. 2	CPS-261	DTC BLOCK BAILEYS	
40	CV 182.2		4.1		ABS-261		
35	CV182.4						
40	CV 184.0	NORTH BAILEYS			CPS-261		
			1.2	CSDG 4,332 FT.		DTC BLOCK BAILEYS	4
	CV 185.2	SOUTH BAILEYS			CPS-261	DTC BLOCK BARBOURVILLE	
	CV 186.1	HEIDRICK	1.6	(1) AD			
	CV 186.9	HEIDRICK		C & M BRANCH	CPS-261		5
			1.4				
	CV 188.3	NORTH BARBOURVILLE			CPS-261		
			1.6	CSDG 8,110 FT.		DTC BLOCK BARBOURVILLE	
	CV 189.9	SOUTH BARBOURVILLE			CPS-261		
40					ABS-261		

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	CV 194.7 CV 195.5 CV 198.4 CV 198.8				ABS-261	DTC BLOCK PINEVILLE	
35							
40							
30							
35							ABS-261
35	CV 201.4	NORTH PINEVILLE			CPS-261		
30	SSDG 30						
			1.6	WALL'S END SSDG 8,710 FT.			
30	SSDG 30	CV 202.9	SOUTH PINEVILLE		CPS-261	DTC BLOCK PINEVILLE DTC BLOCK VARILLA	6
			0.3	STRAIGHT CREEK BRANCH			7
		CV 203.2			ABS-261		
		CV 204.5	PINEVILLE	(1) AD			
		CV 205.7 WB 205.7	HARBELL		CPS-261		8 9
				HARBELL BRANCH			
30		WB 207.3			ABS-261		
25			4.4				
		WB 210.1	NORTH VARILLA		CPS-261		
			1.7	CSDG 7,812 FT.			
		WB 211.7	SOUTH VARILLA		CPS-261	DTC BLOCK VARILLA DTC BLOCK BLACKMONT	
			10.0		ABS-261		
25		WB 214.3					
30		WB 219.4	MATHEL	(1) AD			
30					ABS-261	DTC BLOCK BLACKMONT	

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
30					ABS-261	DTC BLOCK BLACKMONT	
30	WB 219.6						
25		WB 221.8 FELDER			ABS-261 CPS-261		
	WB 223.1	PUCKETT'S CREEK	1.4 1.3	PUCKETT'S CREEK BRANCH NO. 1	NO. 2	ABS-261	10, 11
		WB 224.5 BLACKMONT			CPS-261	DTC BLOCK BLACKMONT DTC BLOCK LOYALL	
25	WB 225.7		11.5		ABS-261		
30	WB 231.9						
25	WB 233.0						
30		WB 236.0 WILHOIT			ABS-261 CPS-261		
CSDG 10			2.6	CSDG 13,200 FT.	TTB		
CSDG 10	30	WB 238.6 NORTH LOYALL			CPS-261	DTC BLOCK LOYALL	
ML 1 RULE 46 NOT EXCEED 20 MPH	ML 2 RULE 46 NOT EXCEED 20 MPH	WB 240.0		LOYALL YARD		96	
	ML 2 RULE 46 NOT EXCEED 10 MPH	WB 240.3 WH 240.3	BAXTER		ss POOR FORK BRANCH	96 193	12, 13
NO. 1 MAIN NOT EXCEED 20 MPH	NO. 2 MAIN NOT EXCEED 10 MPH	WH 240.8		NO. 1		193	DTC BLOCK HARLAN JUNCTION

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
NOT EXCEEDING 20 MPH RULE 193	WH 241.9	HARLAN JUNCTION			193	DTC BLOCK HARLAN JUNCTION	14 15 16	
	WH 242.1							
WM 242.1								
WM 242.2								
25	WM 242.3	DRESSEN			193	DTC BLOCK GLIDDEN	17, 18 18 19 20	
25 30	WM 243.0							
	WM 243.9							
WM 247.0								
30	WM 247.2	DTC BLOCK SIGN NORTH GLIDDEN			TWC-DTC	DTC BLOCK GLIDDEN		
35	WM 247.3					DTC BLOCK POPEVILLE		
35 RULE 193	WM 248.7	SOUTH GLIDDEN			TWC-DTC	DTC BLOCK POPEVILLE	20	
	WM 250.6	DTC BLOCK SIGN				DTC BLOCK FLAGLER		
	WM 253.8	FLAGLER				TWC-DTC (ABS)		DTC BLOCK SMILEY
	WM 256.5							193
	WM 258.2	SMILEY			193	DTC BLOCK HAGANS		

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
RULE 193	WM 259.7		3.9		193	DTC BLOCK HAGANS	21 22
RULE 193 30	WM 260.3 CV 243.5	HAGANS			193	DTC BLOCK HAGANS	23
30 35	CV 246.5 CV 244.7	HUBBARD SPRINGS	(1)AD		TWC-DTC	DTC BLOCK HUBBARD SPRINGS	
35 30	CV 247.2	DTC BLOCK SIGN NORTH HUBBARD SPRINGS				DTC BLOCK PENNINGTON	
30	CV 248.5	SOUTH HUBBARD SPRINGS	SDG 5,491 FT.				
30 35	CV 250.3 CV 253.7		11.6				24
25 35	CV 255.3 CV 256.5 CV 258.5	DTC BLOCK SIGN NORTH PENNINGTON				DTC BLOCK PENNINGTON	24
35	CV 259.9	PENNINGTON GAP BRANCH		SDG 6,374 FT.		DTC BLOCK BIG STONE GAP	25
35 30	CV 260.1 CV 263.2	SOUTH PENNINGTON				DTC BLOCK BIG STONE GAP	
30	CV 265.8	DRYDEN	(1) AD		TWC-DTC	DTC BLOCK BIG STONE GAP	

CV SUBDIVISION - CV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
30 25	CV 267.0	DTC BLOCK SIGN NORTH BIG STONE GAP	APP MARKER		TWC-DTC	DTC BLOCK BIG STONE GAP		
25 30	CV 267.3							
30	CV 274.5							
30 RULE 193	CV 274.9				TWC-DTC 193		DTC BLOCK CADET	25
	CV 276.2				193		26	
	CV 277.3	193 (ABS)	27	28				
RULE 193	CV 277.8	CONN. TRACK TO NS END OF CSXT	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> BK DISP. 94 - 8 RD 84 </div>	193 (ABS)	DTC BLOCK CADET	29		
NS RWY		NS RAILWAY CENTRAL DIVISION		NS RWY	NS RWY			
122.4 MILES CORBIN TO BIG STONE GAP END OF TRACK								

STATION PAGE NOTES

- NOTE 1:** All yard tracks at Corbin, including High Line yard track and CV Outbound Lead yard track, are under direction of the Corbin Yardmaster.
- NOTE 2:** AQ Dispatcher controls the absolute signal at Corbin Viaduct, MP C 172.3, and all switches and track at Corbin Wye. CV Subdivision begins at MP CV 172.3 and does not include the absolute signal at Corbin Viaduct. BK Dispatcher controls track and signals on the CV Subdivision.
- NOTE 3:** Speed over scales on No. 2 Main Track is restricted to 10 mph. See CV Subdivision Special Instructions, Miscellaneous, for instructions regarding scales.
- NOTE 4:** Loaded unit trains must occupy main track when meeting trains at Bailey's.
- NOTE 5:** C & M Branch map follows CV Subdivision map.
- NOTE 6:** Straight Creek Branch map follows CV Subdivision map.
- NOTE 7:** Electric-lock hand-throw switch at south leg of Pineville Wye, MP CV 203.1, to Straight Creek Branch.
- NOTE 8:** Harbell Branch map follows CV Subdivision map.
- NOTE 9:** Mile Post designation on main track south of this point changes from CV to WB.
- NOTE 10:** Puckett's Creek Branch map follows CV Subdivision map.
- NOTE 11:** Electric-lock hand-throw switch at MP WB 223.1 and electric-lock hand-throw derail at MP PC 223.0 to Puckett's Creek Branch.
- NOTE 12:** Spring switch at Poor Fork Junction, MP WB 242.2 is normally lined for movement on Poor Fork Branch.
- NOTE 13:** Mile Post designation on main track south of this point changes from WB to WH.
- NOTE 14:** Mile Post designation on main track south of this point changes from WH to WM.
- NOTE 15:** Speed on Harlan Junction Wye Tracks restricted to 10 mph.
- NOTE 16:** Clover Fork Branch map follows CV Subdivision map.
- NOTE 17:** Catron's Creek Spur governed by Operating Rule 96.
- NOTE 18:** Northbound trains must contact Loyall Yardmaster before departing MP WM 243.9 or Dressen, MP WO 243.0.
- NOTE 19:** Derail at north end Glidden Siding, MP WM 247.2, will be left in non-derailing position unless cars are left standing on this track.
- NOTE 20:** Merna Spur governed by Operating Rule 96.
- NOTE 21:** Main Track switch at MP WM 258.2 and spring switch on Main Track at MP WM 259.7 may be left lined as last used.
- NOTE 22:** Diverging movement over spring switch, MP WM 259.7, restricted to 15 mph.
- NOTE 23:** Mile Post designation on main track south of this point changes from WM to CV. MP WM 260.3 and MP CV 243.5 designate the same point.
- NOTE 24:** Do not exceed 30 mph when descending grade with loaded unit trains between MP CV 253.7 and MP CV 258.5. Speed restrictions less than 30 mph for all trains between these points remain in effect.
- NOTE 25:** Pennington Gap Branch map follows CV Subdivision map.
- NOTE 26:** See CV Subdivision Special Instructions, Instructions Relating to Operating Rules, for instructions regarding NS Dispatcher phone and radio contact.
- NOTE 27:** Between MP CV 276.2 and CV 277.8, all trains must move at Controlled Speed, but not exceeding 20 MPH, until the engine reaches the far limits.
- NOTE 28:** See CV Subdivision Special Instructions, Instructions Relating to Operating Rules, for instructions regarding absolute signals at south end Big Stone Gap.
- NOTE 29:** Main Track switch located at MP CV 277.3 leading from the present main track to the Big Stone Gap Connection Track will be lined and locked for movements to the connection track.

C & M BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓	↓			
40	CV 186.9	HEIDRICK	CV SD		CPS-261		
10	CQ 186.9	DTC BLOCK SIGN	APP MARKER		TWC-DTC	DTC BLOCK HEIDRICK	1, 2, 3
	CQ 190.0					DTC BLOCK FOUNT	
	CQ 196.2					DTC BLOCK SIGN	
10	CQ 203.2				DTC BLOCK SIGN	DTC BLOCK PARK VALLEY	
10	CQ 208.0	DTC BLOCK SIGN MANCHESTER			TWC-DTC 193		
RULE 193 NOT EXCEEDING 10 MPH	CQ 208.7	HORSE CREEK JUNCTION			193	DTC BLOCK LEVI	
	CQ 209.5		END OF TRACK		193		
22.6 MILES HEIDRICK TO END OF TRACK							

STATION PAGE NOTES

- NOTE 1:** Levi Yard Limits also includes Horse Creek Branch.
NOTE 2: Horse Creek Junction switch will be left lined as last used.
NOTE 3: Horse Creek Branch map follows C & M Branch map.

HORSE CREEK BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓	↓			
RULE 193	CQ 208.7	HORSE CREEK JUNCTION	C & M BRANCH		193	DTC BLOCK LEVI	1
RULE 193 NOT EXCEEDING 10 MPH	CF 208.7				193	DTC BLOCK LEVI	
	CF 211.6		END OF TRACK		193		
2.9 MILES HORSE CREEK JUNCTION TO END OF TRACK							

STATION PAGE NOTES

- NOTE 1:** Horse Creek Junction switch will be left lined as last used.

STRAIGHT CREEK BRANCH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓	↓			
30		CV 202.9	SOUTH PINEVILLE	CV 203.1 CV SD MAIN	CV 202.9 PINEVILLE SS	CPS-261		
SOUTH LEG 10	NORTH LEG 25	SC 202.9 SC 203.1	STRAIGHT CREEK JUNCTION	SOUTH LEG	NORTH LEG	TWC-DTC		1, 2, 3
25		SC 203.1					DTC BLOCK STRAIGHT CREEK	4
		SC 203.9		APP MARKER				
		SC 204.6	LEFT FORK STRAIGHT CREEK JUNCTION		LEFT FORK STRAIGHT CREEK BRANCH			5, 6
		SC 208.8	DTC BLOCK SIGN				DTC BLOCK HOLDEN	
		SC 215.1	DTC BLOCK SIGN				DTC BLOCK FLEENOR	
		SC 219.1	DTC BLOCK SIGN				DTC BLOCK HAMILTON	
		SC 223.7		END OF TRACK		TWC-DTC	DTC BLOCK CLOVER	
20.8 MILES PINEVILLE TO END OF TRACK								

STATION PAGE NOTES

- NOTE 1:** Electric-lock hand-throw switch at south leg of Pineville Wye, MP CV 203.1, to CV Subdivision Main Track.
- NOTE 2:** Approach highway crossing at grade on south leg Pineville Wye, MP SC 203.1, prepared to stop until it is determined that grade crossing warning devices are activated before proceeding.
- NOTE 3:** Straight Creek DTC Block includes both legs of Pineville Wye.
- NOTE 4:** Normal position for the hand-throw switch common to both legs of Pineville Wye at MP SC 203.1 is for movement on the north leg of Pineville Wye.
- NOTE 5:** Main Track switch at MP SC 204.6 may be left as last used.
- NOTE 6:** Left Fork Straight Creek Branch map follows Straight Creek Branch map.

LEFT FORK STRAIGHT CREEK BRANCH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓ SOUTH ↓	↓			
25		SC 204.6	LEFT FORK STRAIGHT CREEK JUNCTION	STRAIGHT CREEK SD		TWC-DTC	DTC BLOCK STRAIGHT CREEK	
15		SF 204.6				TWC-DTC	DTC BLOCK LUSBY	1
25		SF 208.6	DTC BLOCK SIGN				DTC BLOCK HANBY	
		SF 213.3	DTC BLOCK SIGN					
		SF 214.6					DTC BLOCK KAY	2 3
25		SF 215.8		END OF TRACK		TWC-DTC		
11.2 MILES LEFT FORK STRAIGHT CREEK JUNCTION TO END OF TRACK								

STATION PAGE NOTES

NOTE 1: Main Track switch at MP SC 204.6 may be left as last used.

NOTE 2: Deraill on Main Track at the north end of Wenlar, MP SF 214.6, will be left in non-derailing position unless cars are left standing on this track south of this derail.

NOTE 3: When doubling loaded cars to make couplings to standing cars at Wenlar, MP SF 215, a safety stop as described by CSXT Safety Rules is not required. Cars must not be ridden when making a coupling move as described above.

HARBELL BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
30	CV 205.7	HARBELL	CV SD		CPS-261		
10	CV 205.7	HARBELL			TWC-DTC	DTC BLOCK HARBELL	1
10	CV 206.0						
EXCEPTED TRACK	CV 206.7		APP MARKER				
	CV 209.4						
	CV 209.5		FERNDALE				
10	CV 215.0	MIDDLESBORO			TWC-DTC	DTC BLOCK HARBELL	1, 2, 3
NS RWY			NS RAILWAY CENTRAL DIVISION		NS RWY		
9.3 MILES HARBEL TO MIDDLESBORO							

STATION PAGE NOTES

- NOTE 1:** The Harbell Branch between MP CV 206.0 and MP CV 215.0 is designated Excepted Track.
- NOTE 2:** See CV Subdivision Special Instructions, Instructions Relating to Operating Rules, for instructions regarding NS Dispatcher phone and radio contact.
- NOTE 3:** All crews en route to Hignite Mine must contact their office at 606-248-5558 before departing Middlesboro. This is to secure permission to operate on mine tracks and to ensure that the mine switch engine is secured and not working.

PUCKETT'S CREEK BRANCH

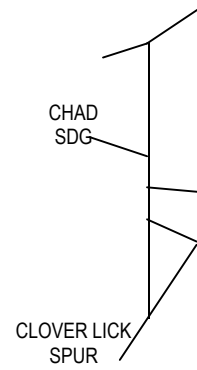
AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25	WB 223.1	PUCKETT'S CREEK JUNCTION	CV SD		CPS-261		
10	PC 222.9	PUCKETT'S CREEK			TWC-DTC	DTC BLOCK SARAH	1
10	PC 231.2		END OF TRACK		TWC-DTC		2
8.3 MILES PUCKETT'S CREEK JUNCTION TO END OF TRACK							

STATION PAGE NOTES

- NOTE 1:** Electric-lock hand-throw switch and derail to No. 1 Main Track at Puckett's Creek Junction.
- NOTE 2:** When doubling loaded cars to make couplings to standing cars at Sarah, MP PC 231, a safety stop as described by CSXT Safety Rules is not required. Cars must not be ridden when making coupling move as described above.

POOR FORK BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES					
			↓	SOUTH ↓								
10	WB 240.3	BAXTER	CV SD LOYALL YARD									
10	WC 240.3	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BAXTER	1					
	WC 240.4											
25	WC 241.1											
35	WC 241.4											
35	WC 246.7											
30	WC 247.4											
35	WC 250.9											
30	WC 252.0											
35	WC 252.8											
30	WC 253.1											
35	WC 255.0											
35	WC 257.5											
30	WC 257.7							DTC BLOCK SIGN			TWC-DTC	DTC BLOCK BAXTER
	WC 259.0											
20	WC 259.9											
	WC 260.6											
20	WC 261.0											
35	WC 262.0											
35	WC 262.3											
25	WD 262.3											
	WD 262.6											
25	WD 272.9											
RULE 46	WD 273.7											
RULE 46	WD 273.7	SCOTIA	END OF TRACK		96							



33.4 MILES LOYALL TO SCOTIA AND END OF TRACK

STATION PAGE NOTES

- NOTE 1:** Northward trains must contact Loyall Yardmaster before departing Gaynor, MP WC 241.4.
- NOTE 2:** Switch at north end Chad, MP WC 259.9, may be left lined as last used.
- NOTE 3:** Clover Lick Spur switch, MP WC 261.0, may be left lined as last used.
- NOTE 4:** Clover Lick Spur is governed by Operating Rule 96.
- NOTE 5:** When doubling loaded cars to make couplings to standing cars at Lynch, MP WG 263, a safety stop as described by CSXT Safety Rules is not required. Cars must not be ridden when making coupling move as described above.
- NOTE 6:** Account rusty rail conditions, between MP WC 262.0 and MP WD 262.6, approach highway crossings at grade equipped with warning devices prepared to stop until it can be seen warning devices are operating properly.
- NOTE 7:** Mile Post designation on main track south of this point changes from WC to WD.

CLOVER FORK BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
RULE 193		HARLAN JUNCTION	HARLAN JCT. WM 242.2	HARLAN JCT. WH 242.1	193	DTC BLOCK HARLAN JCT.	
RULE 193 NOT EXCEEDING 10 MPH	WH 242.1	DTC BLOCK SIGN			193	DTC BLOCK HARLAN JCT.	1, 2
25	WH 242.3				193	DTC BLOCK HARLAN JCT.	
	WH 245.7				TWC-DTC	DTC BLOCK KITTS	3, 4
	WH 246.5					DTC BLOCK KITTS	
	WH 249.0					DTC BLOCK VERDA	
	WH 255.0					DTC BLOCK LOUELLEN	
	WH 257.0					DTC BLOCK LOUELLEN	
	WH 257.8					DTC BLOCK LOUELLEN	
	WH 259.0					DTC BLOCK LOUELLEN	
25 10	WH 261.3					DTC BLOCK GLENBROOK	5
	WH 263.3		DTC BLOCK GLENBROOK				
	WH 264.2		DTC BLOCK GLENBROOK				
10 RULE 46	WH 269.5		DTC BLOCK GLENBROOK				
RULE 46	WH 271.1	GLENBROOK	END OF TRACK	96			

29.0 MILES HARLAN JUNCTION TO GLENBROOK AND END OF TRACK

STATION PAGE NOTES

- NOTE 1:** Both legs of Harlan Junction Wye are included in Harlan Junction Yard Limits.
- NOTE 2:** All switches at Harlan Junction Wye may be left as last used.
- NOTE 3:** Northward trains must contact Loyall Yardmaster before departing Coxton, MP WH 245.7.
- NOTE 4:** Derail at north end of Coxton, MP WH 245.7, will be left in non-derailing position unless cars are left standing on this track.
- NOTE 5:** Derail at north end of Gloster, MP WH 263.3, will be left in non-derailing position unless cars are left standing on this track.

PENNINGTON GAP BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
RULE 46	CV 259.9	PENNINGTON GAP	PENNINGTON GAP SIDING		96		1, 2
10	CH 259.9				TWC-DTC	DTC BLOCK JOSH	
10	CH 261.9	POCKET			TWC-DTC		
NS RWY			NS RAILWAY POCAHONTAS DIVISION		NS RWY		
2.0 MILES PENNINGTON GAP TO POCKET							

STATION PAGE NOTES
<p>NOTE 1: See CV Subdivision Special Instructions, Instructions Relating to Operating Rules, for instructions relating to NS Dispatcher phone and radio contact.</p> <p>NOTE 2: Unless otherwise instructed, loaded coal trains must have proper NS authority and CSX authority to occupy Pennington Gap Branch before departing Mayflower or Benedict enroute to Pennington Gap, VA.</p>

CV SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Corbin	See Terminal Instructions
Loyall	Yard Office

Yardmaster Contact

Loyall Yardmaster desk is located at the Centralized Yardmaster Center at Corbin, KY. Radio communication is in place to communicate with the center on a 24-hour basis.

Hours of Operation = Continuous
Watts Line = 800-739-7837
Company Line = RNX = 293-3318 or 3424
Fax Company Line = RNX = 293-3421
Fax Bell Line = 606-523-3421
Printer = CV1

Dispatcher Phone Contact

BK Train Dispatcher phone No. is 1-800-435-2205.

NS Train Bulletins, Release Forms, and Operations Bulletins

Loyall-Erwin trains originating must secure two Train Bulletins: one applicable between Erwin and Frisco and between Big Stone Gap and Loyall, and one Norfolk Southern Clearance applicable between Frisco and Big Stone Gap.

CSXT Crews originating Loyall or Erwin that will operate over the Norfolk Southern between Big Stone Gap and Frisco will be sent, by telecopier, the appropriate NS Central Division Train Dispatcher's Bulletin to operate between Big Stone Gap and Frisco. CSXT crews will not depart Loyall or Erwin without the NS Bulletin addressed to their train. CSXT crews on arrival at Big Stone Gap or Frisco will contact, by radio, the NS Train Dispatcher to verify the NS Train Dispatcher's Bulletin.

Norfolk Southern Telephone Numbers

NS Central Chief Dispatcher (865) 521-1401
NS Pocahontas Chief Dispatcher (304) 325-4343
NS West End Train Dispatcher (865) 521-1468
NS East End Train Dispatcher (865) 521-1467
NS Clinch Valley Train Dispatcher (304) 325-4238

NS Operations Bulletins applicable to locations where CSXT crews operate have been incorporated into the CSXT Huntington Division West Kentucky South District general bulletins.

Providing Crossing Protection

Movement on tracks crossing streets or highways, or on track located in or paralleling streets or drive-ways, will be protected as indicated below:

1. Brookside – Crossing over empty storage track.
2. All movements at Highsplint leading to Hilo Mine will either come to a STOP or be flagged over grade crossing.
3. All Southbound trains and yard engines approach grade crossing at Forbes, MP CV 172.7 prepared to stop making sure the grade crossing warning devices are activated and gates are down before proceeding.
4. Northbound train on CV Subdivision No. 1 Main Track must not exceed 10 MPH between MP CV 172.9 and MP CV 172.7 until engine has occupied crossing at Forbes, MP CV 172.7.
5. Big Stone Gap, VA, City Ordinance prohibits any railroad company to obstruct for a longer period than 5 minutes the free passage on any highway, street, or public crossing by leaving standing cars or trains across the same.

Rule 103-D Exceptions

1. CV Subdivision - Not less than 2 hand brakes must be applied. A track of empties must have a minimum of 5% hand brakes applied. A track with loads and empties will be considered loaded cars.
2. Loyall Yard - All Loyall Yard Tracks and No. 1 and No. 2 main must have a minimum of 3 hand brakes on loads and empties.
3. Chad Yard - Cars must have a minimum of 3 hand brakes on loads and empties.
4. Below locations must have a minimum of 15% hand brakes applied on loads:

CV Main
CV 180 – CV 184.5
Switchback (except lower end main, siding and house track)
CV 244 – CV 259
CV 281 – CV 265
CV 269 – CV 272
C & M Branch: CQ 192 – CQ 195
Left Fork Straight Creek Branch SF 210 – SC 222
Right Fork Straight Creek Branch OSC 212-OSC 222
Harbell Branch: CV206 – CV 212
Puckett's Creek: PC 224 – End of Track
Clover Lick Spur: WG 261 – End of Track
Clover Fork Branch: WH 257.6 – End of Track
Catron's Creek Spur: WO 243.5 – End of Track
Pennington Branch: CH 260 – CH262

- The following locations must have a minimum of 40% hand brakes applied on empties and a minimum of 60% hand brakes applied on loads.

Merna Branch: MV 248.5 – End of Track
 Seagraves Spur #2 (Hilo)
 BE 257 – End of Track

Stop Signal at Big Stone Gap, VA

The CSXT Train Dispatcher must be contacted if necessary to obtain permission to pass a STOP signal at Big Stone Gap.

The CSXT Dispatcher will contact any other trains within the Cadet Yard Limits and will then contact the NS Dispatcher to make certain that there are not conflicting moves before giving T & E Crew permission to pass the stop signal.

Non-electric Lock Switches

Except as provided by Operating Rule 274, trains or engines must not clear the main track at the following locations.

Track	Mile Post
National Standard	No. 2 Track CV 174.0
Siler Mine	No. 1 Track CV 175.9
S. End Bertha	No. 1 Track CV 178.2
S. End Cobra	No. 1 Track CV 178.6
S. End House Track	CV 188.4
N. End Teejay	WB 217.3
S. End Teejay	WB 218.7

2. INSTRUCTIONS RELATING TO SAFETY RULES

Mounting/Dismounting Equipment at Switchback

Between Smiley and Hagans on the Switchback, if employee determines mounting and dismounting moving equipment may be done safely, it is permissible to do so.

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

Dynamic Brake Grade Operation

The following Speed and Equivalent Dynamic Brake Axles charts govern southbound trains operating between CV 253.7 and CV 258.5. These charts are used instead of the chart listed in ABTH Rule 5559 for grades of 1.0% to 1.50%. All other portions of ABTH 5559 remain in effect.

The maximum speed and equivalent dynamic brake axles (EDBA) Tables displayed below apply to freight trains operating southbound between CV 253.7 and CV 258.5. The minimum numbers of operative EDBA-s (including helper locomotives) are displayed in the body of the charts below for the trailing tonnage and maximum speed indicated. The trailing tonnage includes the weight of all cars and any locomotives not operating in dynamic brake (including helper locomotives). Do not exceed the highest maximum speed indicated for the trailing tonnage and the number of operative EDBS-s displayed in the body of the charts. Where the Authorized Speed is lower it will govern. Trains not meeting the minimum EDBA requirements must obtain additional locomotives (including helper locomotives) prior to proceeding. Where no entry is indicated in the tables, train operation is not permitted on the heavy descending grade. A light locomotives consist with operative dynamic brake may operate at Authorized Speed.

Loaded Unit Trains

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

NOTE: Southbound trains in excess of 19,001 must not operate on the descending grade.

Intermodal/Manifest/Empty Unit Trains

Total Trailing Tonnage (including locomotives not in Dynamic Brake)	Maximum Speed for Intermodal/Manifest Trains (including Empty Unit Trains)
	35 MPH Min. EDDBA
2000 or less	4
2001 to 3000	
3001 to 4000	
4001 to 5000	6
5001 to 6000	
6001 to 7000	
7001 to 8000	7
8001 to 9000	
9001 to 10,000	
10,001 to 11,000	8
11,001 to 12,000	
12,001 to 13,000	
13,001 to 14,000	9
14,001 to 15,000	
15,001 to 16,000	
16,001 to 17,000	10
17,001 to 18,000	

Helper Locomotives Between Loyall and Big Stone Gap

A maximum of 18 powered axles may be used to assist loaded coal trains between Loyall, KY and Big Stone Gap, VA. No trains will be assisted that contain empty cars.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Baxter House Track Gaynor Gaton Rhea Totz Mine Tracks Scotia	6-Axle Engines	Must not operate beyond clearance point
Brookside		Must not operate beyond tipple
Verda Harcrow Evarts Yard Seagrave Spur (Hilo)		Must not operate beyond clearance point
Brenda Fay Gloster		Must not operate beyond tipple
Harlan Storage Harlan Armory		Must not operate beyond clearance point.
Merna Spur		Must not operate beyond unit tipple
Hagans Hubbard Spring House Dryden House		Must not operate beyond clearance point.

Location	Equipment	Restriction	
Bertha Silver Mine Cobra Coal	6-Axle Engines	Must not operate beyond clearance point	
Penn House		Must not operate	
Wilhoit Mine Fount Garrard Mine Deby		Must not operate beyond clearance point	
Manchester storage Manchester team Manchester House Claymont empty			
Ferndale			
Harbell to CV 215.0			Locomotives weighing more than 395,000 lbs
Sarah			Must not operate beyond 300 ft south of present unit train tipple
Harbell To CV215.0 Pucketts Creek Merna Spur			Cars with gross weight over 263,000 lbs.

7. MISCELLANEOUS

Big Stone Gap

- On arrival at Big Stone Gap, southbound trains enroute to NS will advise BK Dispatcher of arrival time and NS authority time. If NS does not give authority to occupy their track, notify BK Dispatcher. When authority to occupy NS is obtained, notify BK Dispatcher of time.

Southbound trains enroute NS Railway will not depart Big Stone Gap until route is known to be clear by signal indication or verbal authority from NS Dispatcher to enter NS Main Track.

- Westbound trains on NS approaching Big Stone Gap must communicate with CSXT Dispatcher to receive instructions for route.

Scale at Gray

The scale at Gray, KY, MP CV 176.5, is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing.

When weighing trains at Gray, crew will monitor channel 50. Conductor will monitor L&N road channel with portable radio. When finished weighing, crew will monitor L&N road channel.

Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released, avoiding slack action and stops on scale, during which voice instructions will transmit speed of train every 5 cars, in decimals.

If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed," STOP train and contact yardmaster Corbin for instructions. When scale is ready to weigh, the system will transmit "CSX Gray Scale is Ready." If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset and instructions "CSX Gray Scale is Clear," before resuming weighing. Anytime stop is made on scale for 1 minute the scale goes into standby. After weighing is complete, voice instructions "CSX Gray Scale is Clear," followed by number of cars weighed.

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

Speed on scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

Use of sand on scale is prohibited.

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Blackmont, KY (SDN)	16	88	821*	821#
Baxter, KY (SDN)	19	77	841*	841#
Hagans, VA (SDN)			681*	681#
Pennington Gap, VA (SDN)			541*	541#

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E&BV SUBDIVISION - EB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST	EAST			
25	CMO 42.4	SOUTH DEANE	ROCKHOUSE SD		TWC-DTC		
25	CMO 42.4	SOUTH DEANE	8.5	BK DISP. 94 - 5 RD 84	TWC-DTC	DTC BLOCK LETCHER	1
	CMO 39.5			BK DISP. 94 - 2 RD 84			
	CMO 34.1			BATES BRANCH		DTC BLOCK MAJOR	2
	CMO 33.9			ss			3
	CMO 33.9	DTC BLOCK SIGN EAST BATES BRANCH		SDG 4,800 FT.		DTC BLOCK BATES	
	CMO 32.8		1.1	ss			4,5
	CMO 32.8	DTC BLOCK SIGN WEST BATES BRANCH		ss			5
	CMO 32.5		9.5			DTC BLOCK BUCK	
	CMO 23.3	JIM		STENSON MINE EXT		DTC BLOCK STEEL	6
	CMO 17.9		5.5				
	CMO 17.9	DTC BLOCK SIGN		JONES' FORK		DTC BLOCK MIDAS	
	CMO 17.8	PORTER JUNCTION					
	CMO 11.3	DTC BLOCK SIGN				DTC BLOCK WARCO	
	CMO 6.0		12.9		TWC-DTC		
25	CMO 6.0	DTC BLOCK SIGN			193	DTC BLOCK MARTIN	
RULE 193	CMO 5.1			LONG FORK SD			
	CMO 4.9	MARTIN JUNCTION		MARTIN YARD		BK DISP. 94 - 2 RD 84	
	CMO 3.2	WEST END MARTIN	1.7		193	DTC BLOCK MARTIN	
RULE 193	CMO 3.2	WEST END MARTIN		AO DISP. 14 - 6 RD 08	CPS-261		7
25	CMO 3.2	WEST END MARTIN					
39.2 MILES SOUTH DEANE TO WEST END MARTIN							

STATION PAGE NOTES

- NOTE 1:** All westward trains traversing Deane Mountain will begin reduction of speed if necessary at the apex of the grade and will not exceed 10 mph until head end of train reaches the road crossing at MP CMO 39.5.
- NOTE 2:** When doubling loaded cars to make couplings to standing equipment at Bates Branch, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above.
- NOTE 3:** Spring switch East Bates Branch Siding is normally lined for straight main track to main track movement. Facing speed is restricted to 20 mph. Trailing speed is restricted to 15 mph.
- NOTE 4:** Spring switch West Bates Branch Siding is normally lined for movement between the siding and main track. Facing speed is restricted to 15 mph. Trailing speed is restricted to 20 mph.
- NOTE 5:** Between MP CMO 32.5 and MP CMO 32.8 speed is restricted to 10 mph for head end of eastbound trains only.
- NOTE 6:** Speed on Stenson Mine Extension Track is restricted to 12 mph. Rule 46 modified.
- NOTE 7:** Big Sandy Extension map follows Big Sandy Subdivision map.

E&BV SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Exceptions – This modification to rule 46 will not apply on Stenson Mine Extension Track.

Rule 103-D Exceptions

Location	Loaded	Empty	Comments
Bates Branch Loadout	40%	15%	-
Between MP CMO 33 and MP CMO 34	20% but not less than 6 HB	10 % but not less than 3 HB	-
Mousie	5 HB	4 HB	-
Sunny Knott	3 HB	2 HB	-

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Handling Empty Cars in Loaded Coal Trains

When moving empty cars in loaded coal trains, empties will be switched to the rear of train before crossing Deane Mountain.

When pushing loaded coal trains containing empties on the rear, no more than 9 powered axles may be used to push train from the rear. If tonnage ratings require the use of more than 9 powered axles with empties on the rear, pusher units will be cut in directly behind the loads where the empties can be moved safely across Deane Mountain.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Shoving Instructions

1. A maximum of 18 powered axles may be used when making back-up movements with more than 50 cars.
2. It is permissible to shove caboose cars with a maximum of 12 axles.

Grade Operation

When handling loaded coal cars between CMO 39.8 and CMO 34.7, the following instructions will apply:

1. Refer to Air Brake and Train Handling Rule 5559 for grade operation instructions between MP CMO 39.8 and MP CMO 34.7.
2. During helper operation, after stopping to detach helper locomotive, train air brake system must be recharged for not less than 10 minutes before movement is resumed.
3. Trains operating on the E&BV Subdivision between CMO 35.0 and CMO 42.4 will not handle more than 150 cars with head end power.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Martin Yard

1. Eastbound trains must not pass MP CMO 3.2 and westbound trains must not pass MP CMO 6.0 before receiving instructions from Martin Yardmaster when on duty. When not on duty, instructions will be obtained from the BK Train Dispatcher.
2. Number 2/3 lead switch and 4/5 lead switch off main track, west end Martin Yard, will be left in position last used.
3. East crossover, east end Martin Yard, will be left in position last used.

BIDS Terminal

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

The following terminal has been designated as a terminal transferring hazardous materials and listed below are the switching windows for this location.

Subdivision	Location	Between Hours (CSX Time)
E&BV	Martin, KY	Sunday 1500 and 0700 Monday 1900 and 0700 Wednesday 1900 and 0700 Friday 1900 and 0700

Train Dispatcher Phone

BK Train Dispatcher telephone no. is 1-800-435-2205.

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EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			32 DISP. TONE 4 TO CORBIN 84 RD	SOUTH			
				32 DISP. TONE 7 TO CINCINNATI 84 RD			
		KC 97.2	PATIO	CC SD	CPS-261		
35		WI 207.2	PATIO		CPS-261	DTC BLOCK PATIO	1
		WI 207.2		NORTH END EK PASS			
35		WI 207.4		EK PASS CSDG 4,150 FT.			
20		WI 208.0	0.9	TO SOUTH LEG WYE			1
		WI 208.1	STRICK (CP ON PATIO SSDG ONLY)				
	SSDG 30						
	20 MAIN						
		WI 208.2	0.9	HAND-THROW X-OVER PATIO SSDG 4,750 FT.			
	SSDG 30						
	20 MAIN	WI 209.0	WALLER		CPS-261	DTC BLOCK PATIO	
						DTC BLOCK SLOAN	
20		WI 209.1			ABS-261		
35		WI 210.7	RAKERS	(1) AD			
		211.0	11.2				
		212.0			ABS-261		
		WI 220.2	NORTH SLOAN		CPS-261		
		WI 221.5	CRESSY CROSSING	HEAD END ONLY 20 MPH			
	CSDG 10 MPH		1.9			DTC BLOCK SLOAN	
		WI 222.1	SOUTH SLOAN		CPS-261	DTC BLOCK IRVINE	
		224.0					
		225.0			ABS-261		
		WI 227.2	CALLA	(1) AD			
		WI 228.1	CALLA		CPS-261		
35			4.4		ABS-261	DTC BLOCK IRVINE	

EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35					ABS-261		
25	WI 232.5 VB 142.5	IRVINE		/	CPS-261	DTC BLOCK IRVINE	2
			1.8	RAVENNA YARD		DTC BLOCK RAVENNA	
	VB 144.3	RAVENNA		/	CPS-261		
25	VB 144.7			HAND-THROW X-OVER			
35			0.8	SOUTH LEAD		DTC BLOCK RAVENNA	
	VB 145.1	WAGERS		/	CPS-261	DTC BLOCK PRYSE	3
	VB 145.2				ABS-261		
	147.0 148.0		5.0				
35	VB 149.8			NO. 1			
35 MAIN NO. 1	VB 149.9			NO. 2			
10 SCALES NO. 2					ABS-261	DTC BLOCK PRYSE	
35	VB 150.1	PRYSE		/	CPS-261	DTC BLOCK EVELYN	
	VB 153.7	OLD LANDING	6.0	(1) AD	ABS-261		
	VB 156.1	NORTH EVELYN		/	CPS-261		
			2.0	CSDG 10,014 FT.		DTC BLOCK EVELYN	
	VB 158.1	SOUTH EVELYN		/	CPS-261		
35	VB 164.9				ABS-261	DTC BLOCK HEIDELBERG	
30			10.8				
30	VB 165.9						
35							

EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOVE MOVE	TWC	NOTES
			↓	↓			
35				SOUTH	ABS-261	DTC BLOCK HEIDELBERG	4
	VB 168.9	NORTH HEIDELBERG			CPS-261		
			1.5	CSDG 6,907 FT.			
	VB 170.4	SOUTH HEIDELBERG			CPS-261		
35 25 CITY ORDINANCE					ABS-261	DTC BLOCK BEATTYVILLE	5
	VB 175.0						
	VB 175.8						
	VB 176.0	NORTH BEATTYVILLE			CPS-261		
	VB 176.8		2.1	CSDG 10,081 FT.			
	VB 178.1	SOUTH BEATTYVILLE			CPS-261		
	VB 178.7						
	VB 178.8		7.7	TTB			
	VB 178.9						
	VB 179.1	ST. HELENS		(1) AD			
35 30	VB 182.4				ABS-261	DTC BLOCK ATHOL	6
	VB 185.8	NORTH ATHOL			CPS-261		
			1.6	CSDG 8,638 FT.			
	187.0						
30	187.4	SOUTH ATHOL			CPS-261	DTC BLOCK ATHOL	
	188.0				ABS-261	DTC BLOCK JACKSON	

EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
30 25	VB 191.0				ABS-261	DTC BLOCK JACKSON	
25 30	VB 191.6	4.3					
	VB 191.7	YEADON			CPS-261		
	195.0 195.6 196.0	GENTRY	(1) AD		ABS-261		7
		6.0			ABS-261		
	VB 197.7	NORTH JACKSON			CPS-261		
CSDG 10 MPH		1.5		JACKSON YARD CSDG 8,221 FT.			8
	VB 199.2	SOUTH JACKSON			CPS-261	DTC BLOCK JACKSON DTC BLOCK COPLAND	
30 25	VB 199.3		9.3		ABS-261		
25 30	201.0 VB 201.6 202.0 VB 204.5			TTB	ABS-261		
	VB 208.5	NORTH COPELAND			CPS-261		
		2.0		CSDG 10,128 FT.			
	VB 210.5	SOUTH COPELAND			CPS-261	DTC BLOCK COPLAND DTC BLOCK PERRITT	
	VB 213.2			TTB	ABS-261		
30 25	VB 217.8		14.3				
	VB 218.6	ALTRO	(1) AD				
25 30	VB 222.6				ABS-261	DTC BLOCK PERRITT	

EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
			SOUTH				
30					ABS-261	DTC BLOCK PERRITT	9
	VB 224.8	PERRITT			CPS-261	DTC BLOCK TYPO	
30 25	VB 226.5	2.5	NO. 1	NO. 2			
	VB 226.9						
25 30	VB 227.2						
	VB 227.3	KRYPTON			CPS-261		
	228.0 229.0	2.9					
30 25	VB 230.2	GRIMES			CPS-261		
	VB 230.7						
25 30		4.1					
	VB 234.3	ROSE			CPS-261		
	VB 235.3		TTB	TTB			
30 25	VB 236.3	2.8	NO. 1	NO. 2			
	VB 236.8						
	VB 237.0			N. LEG WYE FIRST CREEK		DTC BLOCK TYPO	
	237.1	TYPO			CPS-261	DTC BLOCK COMBS	
	237.2			S. LEG WYE			
				211 TRACK	ABS-261		
25	237.8						
25 NO. 1	237.9			NON-ELECTRIC LOCK SWITCH			
25 NO. 1	238.0			CRAWFORD YARD		DTC BLOCK COMBS	
		3.3			ABS-261		

EK SUBDIVISION - EK

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓				
25	238.4 239.0		NO. 1	NO. 2	ABS-261	DTC BLOCK COMBS	11
25	VB 240.5	COMBS			CPS-261		
10	VB 240.6	0.4	TTB			DTC BLOCK HAZARD	12
	VB 240.9	HAZARD TUNNEL					
	VB 241.3						
	VB 241.3		1.9	POCKET	96		
				LOTT'S CREEK EXT. HAZARD YARD			
				HAZARD YARD	96	94 DISP TONE 5 84 ROAD	
10	VB 243.2	BG			96		
	VB 243.2		ROCKHOUSE SD	94 DISP TONE 2 84 ROAD	CPS-261		

117.5 MILES PATIO TO BG

STATION PAGE NOTES

- NOTE 1:** Through trains must sound horn signal 14(l) when approaching MP KC 98.0, KC 97.0, and WI 208.0. When moving on main tracks, EK Pass, or south leg of wye between these points, through trains must ring bell continuously and sound horn signal 14(p) as necessary.
- NOTE 2:** MP VB 142.5 and MP WI 232.5 designate the same location at the north switch at Irvine, KY.
- NOTE 3:** All northward trains en route Ravenna will not pass Gaines Crossing, MP VB 145.2, until permission is received from the yardmaster to enter the yard.
- NOTE 4:** All southward trains occupying siding at Heidelberg will stop north of highway crossing at south end of Heidelberg. An information light is located on first telephone pole north of crossing. When this light is illuminated, it will indicate the signal at the south end of siding has a proceed indication.
- NOTE 5:** Between the hours of 0730 and 0830 and between the hours of 1500 and 1600, Monday through Friday, trains must not exceed 10 MPH until locomotives foul crossing, looking out for vehicular traffic over Jail House Crossing, Beattyville, KY, MP VB175.8.
- NOTE 6:** See EK Subdivision Special Instructions, Instructions Relating to Equipment Handling Rules, for instructions regarding St. Helens defect detector.
- NOTE 7:** See EK Subdivision Special Instructions, Miscellaneous, for instructions concerning information light at Gentry.
- NOTE 8:** Drill Track at Jackson, KY is designated as Excepted Track.
- NOTE 9:** Due to school children needing to cross tracks at Krypton, MP VB 226.9, if any train is stopped at that location between 0700 and 0800 and between 1500 and 1600, it will be necessary for a member of the crew to cut the crossing and remain at that location until crossing is cleared.
- NOTE 10:** Bell telephone has been installed at Grimes, MP VB 230.0, to be used for company business by T & E employees.
- NOTE 11:** Southward trains and on-track equipment to enter Hazard Yard must contact Hazard Yardmaster for instructions before passing Combs, MP VB 240.5.
- NOTE 12:** Separate map for Lott's Creek Branch follows EK Subdivision Map.

LOTS CREEK EXTENSION

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
RULE 46	VB 241.3	HAZARD YARD			RULE 96		
10	WV 241.3	HAZARD YARD			96		1
	WV 242.0	DTC BLOCK SIGN			96		
10	WV 244.9	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK WABACO	
RULE 46	VE 244.9/VD 244.9	DUANE			96		2, 3
		END OF TRACK		END OF TRACK	96		

STATION PAGE NOTES

- NOTE 1:** Northward trains and on-track equipment to enter Hazard Yard must contact Hazard Yardmaster for instructions before passing MP WV 242.0.
- NOTE 2:** Milepost designation changes at MP WV 244.9. Jakes Branch begins at MP VE 244.9 and extends to end of track at Hardburly, MP VE 249.0, and is governed by operating Rule 96. Danger Fork Branch begins at MP VD 244.9 and extends to end of track at Sigmon, MP VD 246.0 and is governed by operating Rule 96.
- NOTE 3:** All switches connected to the wye may be left lined as last used.

EK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Patio	Agents Office
Ravenna	Yard Office
Hazard	Yard Office T & E Locker Room

Yardmaster Contact

Ravenna/Hazard Yardmaster desk is located at the Centralized Yardmaster Center at Corbin, KY. Radio communication is in place to communicate with the center on a 24-hour basis.

Hours of Operation = Continuous
Watts Line = 800-838-3129
Company Line = RNX = 293-3371 or 3399
Fax Company Line = RNX = 293-3328 or 3421
Fax Bell Line = 606-523-3328 or 3421
Printer = CV2

Train Bulletin and Release Form

Northbound trains originating at Ravenna, which will operate on the CC Subdivision, must receive two Train Bulletins, one applicable between Ravenna and Patio, and the other between Patio and Corbin or Patio and Cincinnati.

Northbound trains in route to Louisville need to obtain five train bulletins for trains originating in Ravenna. These five bulletins include EK, CC, RJC, LCL, and Louisville Terminal.

Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer or "CSX Technofax". The conductor or engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher Bulletins.

Rule 103-D Exceptions

The following exceptions to Operating Rule 103-D are applicable on the EK Subdivision:

Not less than 2 hand brakes must be applied. A track of empties will be considered loaded cars.

Ravenna Terminal: A minimum of 2 hand brakes must be applied on all tracks. 5% and 10% rule is not applicable.

10 Hand brakes must be applied on loaded cars left on First Creek Branch at MP OWK 240 and 20 hand brakes on loads at OVD 246.

At Hazard Yard and Crawford Yard, 2 hand brakes on loaded cars and 2 hand brakes on empty cars are required. End air connected at Hazard Yard.

Non-electric Lock Switches

Except as provided by Operating Rule 274, trains or engines must not clear the main track at the following locations:

Track	Mile Post
North Agawam	WI 214.4
Farm & Home Track	VB 142.8
Old Freight House Track	VB 144.2
St. Helens	VB 179.6
N.E. Bessie	VB 226.0 No. 1 Track
S.E. Bessie	VB 226.1 No. 1 Track
N.E. Hoyt	VB 231.4 No. 1 Track
S.E. Hoyt	VB 231.5 No. 1 Track
Caldwell Explosives	VB 239.9 No. 2 Track
Delaware Powder	VB 240.2 No. 2 Track

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

St. Helens Defect Detector

The following instructions apply only to the defect detector located at St. Helens, KY, MP VB 179.1.

If a train stops or moves slower than 8 MPH over the defect detector at St. Helens, KY, MP VB 179.1, it will not be necessary to make a complete walking inspection of the entire train, provided the train is permitted to proceed under the provisions of Equipment Handling Rule 4304, part B, part b. Instead, a running inspection must be made from the head end of the train and, if equipped with a caboose, from the rear end. If a train stops or moves slower than 8 MPH over this defect detector and later the defect detector indicates "MALFUNCTION," but does not indicate any other defect, it will not be necessary to make a complete walking inspection of the entire train. Instead, a running inspection must be made from the head end of the train and if equipped with caboose, from the rear end.

If a train stops or moves slower than 8 MPH over this defect detector, and a voice message is received indicating a defect, a complete walking inspection must be made if the defect is not found at the location indicated.

EXCEPTIONS: The foregoing will not apply if the previous defect detector or the next detector has been temporarily removed from service.

All other rules and instructions remain in effect.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Switching Heavy Cuts of Cars at Ravenna

When handling heavy cut of cars in Ravenna Yard, a minimum of Five (5) cars will have the air brakes cut in and operative to assist in controlling the movement. Additional cars will be cut in when it is determined necessary to safely control the speed at all times.

Limiting Axles and Power at Hoyt, Calla, and Aceco

1. 18 axles will be allowed to shove a train or cut of cars totaling more than 50 cars at Hoyt, Calla, and Aceco tipples. All other instructions pertaining to this part remain in effect.
2. When making back-up movements, throttle must not exceed no. 5 position when using 18 axles at locations specified in part 1 above. All other instructions pertaining to this part remain in effect.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Restricted Equipment

Location	Equipment	Restriction
WI 214.4 Agawam	6-axle engines	Must not operate beyond clearance point
VB 176.2 Beattyville House Track		
VB 216.0 Wolf Coal		

Loaded Coal Trains Containing Empty Cars

When moving empty cars in loaded coal trains, empties must not be handled in the head 20 cars, and unless they are being handled in the rear 20 cars, two empties must not be coupled together for movement.

When pushing loaded Coal Trains containing empty cars, if any empties are located in the rear 20 cars, not more than 6 axles may be used to push the train. When tonnage ratings require the use of more than 6 axles, Pusher locomotives must be cut in ahead of at least 20 loaded cars, or immediately behind a solid block of 20 loaded cars.

7. MISCELLANEOUS

Gentry

Information Light Unit is installed and in service on the north side of the main track and located approximately 45 feet south of the South switch of the side track at Gentry, VB195.6.

This light is for the purpose of providing information to trains that have received permission to move southward out of the electric locked switchbox at the South end of Gentry and are prepared to move northward. After switch is placed in the normal position and locked and a white light is displayed on the Information Light, train may proceed Northward at Restricted Speed and be governed by the next block signal No. 1952. If Information Light remains dark, a member of the crew must contact the dispatcher for information.

Northward through train movement in this area should disregard the Information Light.

Scales at Pryse, KY

1. Scales at Pryse are designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing, via radio Channel 84. Accurate weighing speed must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scales, during which voice instructions will transmit speed of train every 5 cars in decimals.

If scales are out of tolerance and will not weigh, message will be transmitted, "scales have failed", STOP train and contact Ravenna Yardmaster for instructions. When scales are ready to weigh, the system will transmit, "CSX Pryse Scales are ready". If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scales computer to reset, and transmit instructions, "CSX Pryse Scales are clear" before resuming weighing. Anytime a STOP is made on scales for 1 minute the scales go into standby. After weighing is complete, voice instructions "CSX Pryse Scales are clear" followed by number of cars weighed.

Use of sand on scales is prohibited.

2. Southbound trains that meet Northbound trains at Pryse, KY must STOP 3 cars north of scale house and remain there until northbound train weighs and scales are reported clear before proceeding south.

RJ Corman Railroad – North Cabin to HK Tower

Crews going on duty at Corbin, Ravenna, Patio, and Louisville will receive train bulletins by dedicated printer or "CSX Technofax". The conductor or engineer must contact the RJ Corman Dispatcher to confirm the entire contents of the Dispatcher Bulletins.

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

RJ Corman Railroad Contact Numbers:

- Radio road channel: 49 – 49
 - Radio dispatching channel: 75 – 49; Tone *1
 - Dispatcher: (859) – 255 – 0535
 - Yardmaster: (859) – 255 – 0535
 - Derailment and Risk Management: (800) – 772 – 9091
 - Customer Service: (859) – 255 – 7573
 - Fax: (859) – 255 – 0775
- CSXT and RJ Corman Company have interchange operations at Patio Yard, MP KC 97.0 using yard tracks T07 and Grave Yard Track (GYT) between NAS Patio and SAS Sanderson. Northbound and southbound CC Subdivision Main Tracks are controlled by the CS or AQ Dispatcher. BK Dispatcher controls

EK Main and Siding. The agent at Patio directs yard movements and should be contacted on radio channel 22 – 22 for instructions Monday through Saturday 0600 – 1500.

Road crews will be operating on channel 84 – 84 in the Patio area and are not required to monitor yard channel.

Dispatcher Phone

BK Train Dispatcher phone no. is 1-800-435-2205.

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Winchester, KY (SDN)	87	52	124*	124#
Ravenna, KY (CSX)	19	77	811*	811#
Ravenna, KY (SDN)	87	52	812*	812#
Beattyville, KY (SDN)	16	88	831*	831#
Beattyville, KY (SDN)	19	77	832*	832#
South Athol, KY (SDN)	19	77	841*	841#
Jackson, KY (SDN)	19	77	851*	851#
Hazard, KY (CSX)	16	88	871*	871#

NOTES

NOTES

ERWIN TERMINAL SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Erwin Terminal Limits

The yard limits of Erwin Terminal extends between MP Z 133.7 on North End and MP Z 138.0 on the South End. This includes Rock Creek Lead.

Auxiliary Tracks

Trains operating in Erwin Terminal will operate in accordance with Operating Rule 96.

Standard Clocks

Station	Location
Erwin	Yard Office
	Diesel Shop

Engine Horn

Operating Rules 14 (a), 14 (b), and 14 (h), horn blowing, is not required on Erwin Yard or Engine Service area when other communication methods are available.

Highway Crossings at Grade

All highway crossings must not be blocked for more than 5 minutes.

Rule 103-D Exceptions

The following exceptions to Operating Rule 103-D are applicable on the Erwin Terminal:

1. All cars left on Erwin Terminal Tracks must have a minimum of 5 hand brakes applied to each cut of cars.
2. Loaded cars left on Warren Yards (Rock Creek Lead) must be secured by the application of 20% of the hand brakes.

Switches and Derails

1. The normal position of all switches on Back Lead between Erwin Yard Office and Martins Creek Bridge will be for straight-away movement on the Back Lead and Back Lead Pocket.
2. All movements entering or leaving Erwin Diesel Facility will advise diesel shop personnel when they arrive at derail and again when their movement is clear of derail.
3. A permanent derail is installed on the north end of yard track E01. The normal position for this derail is in the off position. The derail is equipped with a mechanical lock and must be operated by mechanical personnel only.

4. The Switch off of the Back Lead at Georgia Pacific Log Yard, located north of Highway 81, adjacent to Rock Creek Lead, must remain lined and locked for Back Lead when not in use.

5. Switch at north end of Power House Lead must be left lined normally for movement between the Back Lead and Rock Creek Lead.

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

Stopping Trains with 80 Feet or Longer Cars in Erwin Terminal

1. When stopping trains with 80 feet or longer cars on other than Service Track 0 (S00) in Erwin Terminal, the stop must be made using the stretch braking method using the automatic brake as described in Train Handling Rule 5555, part B. The brake cylinder pressure on the locomotive must be actuated to prevent any undesirable slack action from occurring.
2. If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop. Train Handling Rule 5555, part A, modified accordingly.

Brake Pipe Reduction for Inspection

For all inbound trains requiring mechanical inspection, reduce brake pipe pressure to 20 lbs. Above zero at a service rate before detaching locomotive in accordance with Train Handling Rule 5556, part C.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Heavy Repair Shop Tracks 2, 3, 4, & 5	Ice Breakers	Must not place on tracks. Will not clear shop doors
Heavy Repair Track 4 & 5	Tri-level Auto Racks	
Heavy Repair Track 2	Covered Auto Racks	
Heavy Repair Tracks 4 & 5.	Open Top Auto Racks	
Heavy Repair Track 4	Chip Hoppers	Must not be placed in track
Steel Processing	Engines	Must not operate past shed
No. 1 Track (Cab Track)	Equipment	Place no more than 5 car lengths

7. MISCELLANEOUS

Charging Minimum Number of Cars

Crews handling more than 40 empties or more than 20 loads between Erwin Yard Office and Martins Creek Bridge must have air working on not less than 5 cars next to engine.

Stretching Slack for Inspection

Trains other than loaded coal trains terminating Erwin Terminal will stretch slack in their train for mechanical inspection.

Reporting for Instructions

Crews going on duty at Erwin must immediately report to the yardmaster for instructions. Crews not having the proper paperwork, for example train orders, must report to yardmaster or trainmaster immediately and be governed by their instructions.

Spotting Cars for Yard Air Connections

All inbound trains will be spotted with the head car positioned adjacent to yard air connections unless otherwise instructed by the yardmaster.

The yard air locations are identified by bright florescent orange paint on the air outlets.

Spotting Locomotives for Truck Fueling

All Southbound trains to be fueled by CMX Fuel Trucks on Love Hill tracks E01, E02, E03, and S00 on the south end Erwin Yard, must spot lead unit head end at fueling pads.

Georgia Pacific Distribution

Industry tracks at Georgia Pacific Distribution are numbered as follows: East Track is Track No. 1 and is for spotting bulkhead lumber flats with the maximum number of bulkhead lumber flats that can be spotted of 3. West Track is Track No. 2 and is for spotting box cars. Caution is to be used spotting box cars to avoid positioning car door adjacent to the metal roof support posts, which will restrict fork lift access to the box cars.

Inbound Trains Instructions

All inbound trains must contact the Yardmaster by radio for instruction and report status of locomotives, EOT and supplies. In addition, crews must report if train has mixed freight on inbound unit train.

Static Dropping (Kicking) Cars

1. Cars must not be static dropped (kicked) into the north end of Oil Track.
2. Any loaded log cars without bulkheads will no longer be static dropped (kicked) while being switched in Erwin Terminal. These cars must be shoved to the coupling designated track without being static dropped. Any questions concerning this must be directed to the Erwin Terminal Trainmaster.

Merchandise Trains Shoving Instructions in Tracks E03 Through E12

When shoving merchandise trains on the south end of tracks E03 through E12, the following precautions must be taken:

1. Do not shove with more than 50 cars.
2. Do not shove with more than 4,500 tons if empties are in the cut being shoved.

Brake Stick Locations

Brake stick locations at Erwin Terminal:

In all PTI vans.
 In utility employee's truck.
 North end and south end switching shacks.
 Rock Creek: 4 car lengths north of Progress Rail switch (mounted on a pole).
 Love Hill: Mounted on a telephone pole near the red barn.
 Oil Track: Mounted on a telephone pole directly across from the carmen's shack.
 Power House Lead: Mounted on a pole by the crossing.

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	SOUTH			
25	CMG 128.0		BIG SANDY SD		AO DISP 14-6 RD 08		
25	Z 0.5	NORTH ELKHORN CITY			AO DISP. 94-4 RD 08 RD 66	CPS-261	1,2,3,4
			1.7		CSDG 8,250 FT.	ABS-261	DTC BLOCK ELKHORN
	Z 2.2	SOUTH ELKHORN CITY				CPS-261	
			3.0			ABS-261	DTC BLOCK TOWERS
	Z 5.2	NORTH TOWERS				CPS-261	
			1.7		CSDG 8,939 FT.	ABS-261	
	Z 6.9	SOUTH TOWERS				CPS-261	
	Z 8.2 Z 10.4 Z 10.6	TOM'S BOTTOM	4.8		(1) AD CH 66 SDF SDF	ABS-261	DTC BLOCK HAYSI
	Z 11.7	HAYSI JUNCTION			HAYSI BRANCH	CPS-261	5
			2.0			ABS-261	
	Z 13.7	NORTH DELANO				CPS-261	DTC BLOCK DELANO
			1.4		CSDG 6,235 FT.		
	Z 15.1	SOUTH DELANO				CPS-261	
	Z 21.6	FREMONT	7.7		(1) AD CH 66	ABS-261	DTC BLOCK FREMONT
	Z 22.8	CANEY JUNCTION			FREMONT BRANCH	CPS-261	7
			0.8				DTC BLOCK ALLEN
	Z 23.6	NORTH ALLEN				CPS-261	
			1.3		CSDG 6,102 FT.	ABS-261	
	Z 24.9	SOUTH ALLEN				CPS-261	
	Z 26.7				NORA BRANCH	ABS-261	DTC BLOCK TRAMMEL
25	29 30		6.6				8

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25	31.0				ABS-261	DTC BLOCK TRAMMEL	9
	31.5	NORTH TRAMMEL			CPS-261		
	32.0		0.8	CSDG 3,691 FT.	ABS-261		
	Z 32.3	SOUTH TRAMMEL			CPS-261		
			2.8		ABS-261	DTC BLOCK DANTE	
25	Z 35.1	NORTH DANTE			CPS-261		
20	Z 35.2		TURNOUT 15MPH				
			1.3	CSDG 5,500 FT. DANTE YARD	ABS-261		
	Z 36.4	SOUTH DANTE		TURNOUT 15 MPH	CPS-261	DTC BLOCK BOODY	
			1.0	PHILLIPS YARD			
	37.3	PHILLIPS YARD SWITCH					
	37.4	PHILLIPS			CPS-261		
	Z 39.1		2.7	(1) AD CH 08	ABS-261		
	Z 40.1	NORTH BOODY		TURNOUT 15MPH	CPS-261		
			1.5	CSDG 7,713 FT.	ABS-261	DTC BLOCK BOODY	
	Z 41.6	SOUTH BOODY		TURNOUT 15MPH	CPS-261	DTC BLOCK ST. PAUL	
			0.6	NS RWY ST. PAUL CONNECTING TRACK			
	Z 42.2	ST. PAUL – NS X-OVER			CPS-261		
			0.4	NS RWY		DTC BLOCK ST. PAUL	
	Z 42.6	SOUTH END ST. PAUL CONNECTING TRACK		TURNOUT 10MPH		DTC BLOCK MILLER YARD	
			0.2		CPS-261		
	Z 42.8	SOUTH ST. PAUL					
			3.3				
	43 44						
	Z 46.1	BURTON'S FORD			CPS-261		
20	Z 47.1		6.2				
35	Z 49.5	CARFAX		(1) AD CH 66	ABS-261	DTC BLOCK MILLER YARD	
35							

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
35				SOUTH	ABS-261	DTC BLOCK MILLER YARD	
					ABS-261		
	Z 52.3	NORTH MILLER YARD			CPS-261		
35	Z 52.5		1.7	CSDG 8,200 FT.	ABS-261		
40						DTC BLOCK MILLER YARD	
	Z 54.0	SOUTH MILLER YARD			CPS-261	DTC BLOCK STARNES	
	Z 64.4	FORT BLACKMORE		(1) AD CH 66	ABS-261		
40	Z 66.4		14.4				
35							
35	Z 66.7				ABS-261		
40							
	Z 68.4	NORTH STARNES			CPS-261		
			1.5	CSDG 7,268 FT.	ABS-261		
	Z 69.9	SOUTH STARNES			CPS-261	DTC BLOCK STARNES	
	Z 70.2 Z 71.5 Z 71.7 Z 74.1 Z 76.5 Z 77.0		11.5	SDF SDF CH 66 SDF CH 66 SDF CH 66 SDF	ABS-261	DTC BLOCK KERMIT	10 10 10
	Z 77.0			SDF			
40	Z 77.9						
35	Z 78.9			SDF			
	Z 80.2 Z 80.3			SDF SDF	ABS-261		
35	Z 81.4	NORTH KERMIT			CPS-261		
40							
	Z 82.9	SOUTH KERMIT			CPS-261	DTC BLOCK KERMIT	
	Z 84.9 Z 85.4			SDF SDF			
	Z 85.5	WININGER		(1) AD CH 08	ABS-261	DTC BLOCK WAYCROSS	
40							

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40				SOUTH	ABS-261	DTC BLOCK WAYCROSS	
CONN. TRACK 20 MPH	Z 87.1	WAYCROSS		WAYCROSS CONNECTION TRACK	CPS-261		
CONN. TRACK 10 MPH	Z 88.2	FRISCO		TO NS RWY FRISCO CONNECTION TRACK	CPS-261	DTC BLOCK WAYCROSS	
40	89 90		3.9			DTC BLOCK FRISCO	
30	Z 90.5						
CITY ORDINANCE	Z 92.1	KINGSPORT HOLD-OUT		YL	CPS-261	DTC BLOCK KINGSPORT	
SSDG 30	30 CITY ORD. Z 93.0	NORTH KINGSPORT			CPS-261		
20	Z 93.8		SSDG 17,278 FT. KINGSPORT YARD	KINGSPORT YARD			
20	Z 94.1	KINGSPORT SCALES (MAIN ONLY)	1.1		CPS-261		
30 CITY ORD.			2.3				
SSDG 30	Z 96.5	SOUTH KINGSPORT		YL	CPS-261	DTC BLOCK KINGSPORT	
35	Z 99.3	HEMLOCK	(1) AD CH 08 6.4		ABS-261	DTC BLOCK FORDTOWN	
35	100						
40	Z 100.2				ABS-261		
	101						
	Z 102.8	NORTH FORDTOWN			CPS-261		
			1.4	CSDG 6,330 FT.	ABS-261	DTC BLOCK FORDTOWN	
	Z 104.2	SOUTH FORDTOWN			CPS-261		
40			6.9		ABS-261	DTC BLOCK BOONE	
45	Z 107.1						

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
45					ABS-261	DTC BLOCK BOONE	11
	Z 111.1	NORTH BOONE			CPS-261		
		1.3	CSDG 6,097 FT.		ABS-261		
45					CPS-261	DTC BLOCK JOHNSON CITY	
30	Z 112.4	SOUTH BOONE			CPS-261		
45	Z 112.5				ABS-261		
	Z 115.2	INDIAN RIDGE	7.0	(1) AD CH 66	ABS-261		
SSDG 30	Z 119.4	NORTH JOHNSON CITY			CPS-261		
		3.5		SSDG 16,983 FT. JOHNSON CITY YARD	ABS-261		
SSDG 30	Z 121.0			ETRY	ABS-261	DTC BLOCK JOHNSON CITY	
	Z 122.9	SOUTH JOHNSON CITY			CPS-261	DTC BLOCK HANNUM	
	125 125.5 126		6.0	WID	ABS-261		
45 30	Z 128.4				ABS-261		
	Z 128.9	NORTH HANNUM			CPS-261	DTC BLOCK HANNUM	
		1.4	CSDG 6580 FT.		ABS-261		
	Z 130.3	SOUTH HANNUM			CPS-261	DTC BLOCK ERWIN	
	Z 131.2	NORTH ERWIN	2.1	(1) AD CH 08	ABS-261		
30 25 CITY ORDINANCE	Z 132.3				ABS-261		
	Z 132.4	ROCK CREEK			CPS-261		
		1.3	ROCK CREEK LEAD		ABS-261		
CITY ORDINANCE 25	Z 133.7	NORTH ERWIN			CPS-261	DTC BLOCK ERWIN	
RULE 46			ERWIN TERM	---	96		2,3
133.2 MILES ELKHORN CITY TO ERWIN							

STATION PAGE NOTES

- NOTE 1:** Milepost Z 0.5 and milepost CMG 128.0 identify the same location at the north end of Elkhorn City. All signals in both directions located at the north end of Elkhorn City are governed by Signal Aspect Rules 1281-1298.
- NOTE 2:** All Wye tracks on KP Subdivision restricted to 5 mph.
- NOTE 3:** All defect detectors on the KP Subdivision are capable of announcing defects in only the directions of east or west.
- NOTE 4:** Use radio road channel 08 between South Elkhorn City and North Elkhorn City only. Use road channel 66 between South Elkhorn City and Erwin.
- NOTE 5:** Haysi Branch map diagram shown at end of Kingsport Subdivision map diagram.
- NOTE 6:** See KP Subdivision Special Instructions, Instructions Relating to Equipment Handling Rules, for instructions related to Fremont Defect Detector.
- NOTE 7:** Fremont Branch map diagram shown at end of Kingsport Subdivision map diagram.
- NOTE 8:** Nora Branch map diagram shown at end of Kingsport Subdivision map diagram.
- NOTE 9:** Trains using tracks other than main trucks at Hospital Crossing, MP Z 35.2, must approach crossing prepared to stop until gates block highway traffic or protection is provided for traffic in accordance with rules.
- NOTE 10:** See KP Subdivision Special Instructions, Instructions Relating to Equipment Handling Rules, for instructions related to audible slide detector fences at these locations.
- NOTE 11:** The switch for the ETRR Lead and the Johnson City Yard Lead must be lined and locked for movement on the Johnson City Yard Lead.

HAYSI BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	NORTH			
25	Z 11.7	HAYSI JUNCTION	KINGSPORT SD		CPS-261		1
10	ZH 0.0				TWC-DTC	DTC BLOCK PITTCO	
10	ZH 0.6						
10	ZH 3.1						
10	END OF TRACK				96		

STATION PAGE NOTES

NOTE 1: Trains enroute KP Subdivision will not pass APP Marker at MP ZH 0.6 until next signal allows train to proceed by APP Marker indication or verbal authority is given by train dispatcher to enter KP Subdivision main track.

FREMONT BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	NORTH			
25	Z 22.8	CANEY JUNCTION	KINGSPORT SUBDIVISION		CPS-261		1
10	ZF 0.0				TWC-DTC	DTC BLOCK CANEY	
	ZF 0.8					DTC BLOCK CRANES NEST	
	ZF 1.5						
	ZF 5.5					DTC BLOCK MOSS	
10	ZF 13.5				TWC-DTC		
10	END OF TRACK				96		

STATION PAGE NOTES

NOTE 1: Trains enroute KP Subdivision will not pass APP Marker at MP ZF 0.8 until next signal allows train to proceed by APP Marker indication or verbal authority is given by train dispatcher to enter KP Subdivision main track.

NORA BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			▼	SOUTH ▼			
25	Z 26.7	NORA JUNCTION	KINGSPORT SD		ABS-261		1
10	ZN 0.0				TWC-DTC	DTC BLOCK WOHLFORD	
10	ZN 2.2				TWC-DTC		
10	END OF TRACK				96		

STATION PAGE NOTES

NOTE 1: Hand-operated electric-lock switch at KP Subdivision main track.

KP SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Standard Clocks

Station	Location
Dante	Yard Office
Kingsport	
Erwin	Yard Office Diesel Shop

Excepted Tracks

The following tracks are designated as excepted track:
Tracks in Dante Yard.

- a) No 2 thru No 6 Phillips Yard
- b) No 1 thru 4 Empty yard
- c) No 1 thru 3 Scale tracks
- d) Back Lead track
- e) Crooked Lead track

Engine Horn and Bell

All trains must sound engine horn and bell approaching coal tipples at Roaring Fork, MP Z30.5, and Colco, MP Z12.5, during daylight hours.

NS Railway Documents

CSXT crews operating over NS trackage on the Pocahontas Division (St. Charles, VA and St. Paul, VA) must have NS Pocahontas Division Timetable, NS Operating Rule Book, and appropriate Pocahontas Division train dispatcher bulletin. NS Pocahontas Division operations bulletins are available at Erwin, TN and Loyall, KY. Contact NS Clinch Valley Dispatcher to request a dispatcher bulletin. NS dispatcher will omnifax bulletins to omnifax specified.

CSXT crews operating over NS trackage on the Central Division (Big Stone Gap, VA and Frisco, TN) must have NS Central Division Timetable, NS Operating Rule Book, and appropriate Central Division train dispatcher bulletins. NS Central Division operations bulletins are available at Erwin, TN and Loyall, KY. CSXT crews will not depart Loyall or Erwin without the NS bulletin addressed to their train. CSXT crews on arrival at Big Stone Gap or Frisco will contact NS train dispatcher by radio in Knoxville, TN to verify their NS train dispatcher bulletin.

NS Clinch Valley Train Dispatcher: (304) 325-4343
NS East End Train Dispatcher: (865) 521-1596.

Railroad Crossings at Grade

Location	Railroad	Protection
St. Paul	NS Rwy	TCS

Highway Crossings

State of Virginia – Road crossings must not be blocked more than 5 minutes.

Kingsport – Street crossings must not be blocked more than 4 minutes.

Erwin – Street crossings must not be blocked more than 5 minutes.

Rule 46 Exceptions

Trains operating on Dante Siding, MP Z 35.1 to MP Z 36.4, may leave hand-operated switches within the siding as last used unless otherwise instructed by the train dispatcher.

Rule 103-D Exceptions

The following exceptions to Operating Rule 103-D are applicable on the KP Subdivision:

Not less than 2 hand brakes must be applied. A track of empties must have a minimum of 5% hand brakes applied. A track with loads and empties will be considered loaded cars.

Additional Exception 1: Kingsport Subdivision – Mining territory, St. Paul, VA, MP Z 42 to Elkhorn, KY, MP Z 0.5 must have a minimum of 10 hand brakes applied on cuts of 31 or more loaded cars. A minimum of 3 hand brakes must be applied for each 10 loaded cars in the track if less than 31 cars. Empty cars must have a minimum of 8 hand brakes applied on 31 cars or more. 2 Hand brakes must be applied for each 10 empty cars if less than 31 cars.

Non-electric Lock Switches

Except as provided by Operating Rule 274, trains or engines must not clear the main track at the following locations:

Track	Mile Post
Collco Tipple	Z 11.8
	Z 12.8
Rush	Z 17.3
Fremont River Track	Z 21.5
Roaring Fork	Z 30.4
Louisiana Pacific	Z 59.1
Cal Gas	Z 91.9

Radio Instructions

NS Clinch Valley Dispatcher (St. Paul – St. Charles) monitors channel 92. Call-in code is 625.

NS East End Dispatcher (Frisco – Big Stone Gap) monitors channel 56. Call-in code is 772.

Leased Wayside Phones

Location	Mile Post	Local Number
Elkhorn	Z 1.0	606-754-7955
Haysi	Z 11.7	703-865-4175
Fremont	Z 22.8	703-835-9053
McClure	Z 23.1	703-835-8926
Miller Yard	Z 52.4	703-467-2843
Starnes	Z 68.6	703-995-2281
Speers Ferry	Z 80.1	703-940-4343
Waycross	Z 87.1	615-378-5067
Frisco	Z 88.2	615-378-0114

Note:

1. CSXT Police: 1-800-232-0144
2. AO Dispatcher: 1-800-435-2203
3. Huntington West Chief Dispatcher: 1-904-381-2781
4. NS Clinch Valley Dispatcher: 1-304-325-4343
5. NS Pocahontas Division Chief Dispatcher: 1-304-325-4238
6. NS East End Dispatcher: 1-865-521-1467
7. NS Central Division Chief Dispatcher: 1-865-521-1401

Train Q181

A hard copy of the bill of lading is required and is considered proper billing for the billing of individual cars. This hard copy document must stay with the train until complete documentation is received at Erwin or Spartanburg. This process does not apply to cars containing hazardous materials. Cars containing hazardous materials are identified as such on this hard copy of the bill of lading and these cars must not be included in the train without necessary documentation.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Fremont Defect Detector

Crews stopping on Fremont Defect Detector, MP Z 21.6, to pick up or set off at Caney, MP Z 21.9 are exempt from the requirements of Equipment Handling Rule 4304 part A. If train is not inspected by next defect detector, train must be stopped and a complete walking inspection of the entire train made.

Audible Slide Detector Fences Between MP Z 71.5 and MP Z 77.0

Audible slide detector fences installed between MP Z 71.5 and MP Z 77.0 announce slide fence defects only between MP Z 71.5 and MP Z 72.9, between MP Z 73.6 and MP Z 74.1, between MP Z 74.3 and MP Z 74.9, and between

MP Z 75.0 and MP Z 77.0. Slide detector fences between MP Z 71.5 and MP Z 77.0 not included in those limits are operational but not voice activated.

The audible detector message broadcast will begin with 3 warning tones, then include an announcement which details the area of the slide, given from a MP limit to a MP limit, stating that a slide fence has been actuated. The defect message will be repeated 5 times at 30-second intervals.

Maximum Allowable Units in Multiple-unit Locomotives

A maximum of 15 units in a light locomotive consist, or a maximum of 12 units in a locomotive consist when hauling a train, may be used in multiple control on the KP Subdivision. This does not apply to the NS Railroad.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Helper Instructions Between Elkhorn and St. Paul

When assisting solid loaded bulk commodity trains, it will be permissible to shove against the trains with 18 powered axles. If any empties are located in the rear 20 cars, not more than 9 axles and limited to 100 kilopounds will be used to push the train. When tonnage ratings require the use of more power than 9 axles limited to 100 kilopounds, helper engines must be cut in ahead of the empties and immediately behind a solid block of 20 or more loaded cars. When pushing mixed trains, no more than 9 axles limited to 100 kilopounds will be used.

NOTES

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Fremont River Track Unloading Pit Z21.5	Engines	Must not operate
Northbound Trains Between ZF0.0 and ZF2.0	Empties	Must not be handled ahead of loads
McClure Lead Z23.3, Tracks 5D, 5C beyond Clearance Point on car shake out on Track 5	Engines	Must not operate
Willamette	Locomotives and rail cars, except chlorine tank cars	Must not operate past chlorine unloading platforms between tracks 23 and 24.
Kingsport AFG unloading tipple	Cars with gross weight exceeding 263,000 lbs	Must not operate
	Engines	
N.E. Carter Yd Switching, picking up or setting off	Engines	Maximum of 9 powered axles
H.A.A.P. Bridge XYZ	Cars with gross weight exceeding 286,000 lbs.	Must not operate
	Engines exceeding 415,000 lbs.	

Long Cars

Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Southbound	Tonnage
Z2.0 to Z 41.0	300 tons
Z 41.0 to Z 129.0	13,500 tons
Z 129.0 to Z 134.0	6,500 tons

Northbound	Tonnage
Z 134.0 to Z 129.0	7,500 tons
Z 129.0 to Z 94.0	10,000 tons
Z 94.0 to Z 41.0	13,500 tons
Z 41.0 to Z 1.0	300 tons

Restrictions Between St. Paul and Dante

Between St. Paul, VA and Dante, VA the following restrictions will apply:

1. Maximum of 18 powered axles on train other than loaded unit trains.

2. Trains handling a mixed consist (loads and empties) should have 10 loads positioned behind engine when available. If less than 10 loads are available, all available loads should be positioned behind engines. In this scenario, maximum power (amperage) should be reduced accordingly between Z39.0 and Z40.1.
3. The use of helper engines on the rear of trains handling cars 75 feet in length or longer is prohibited on northward trains between Boody (MP 41.7) and Trammel (MP 32.2).

7. MISCELLANEOUS

Dante

Crews reporting Dante, VA between the hours of 1500-0700 daily are to contact Bostic Agency to confirm working instruction as outlined for their tour of duty that date. When ending their tour of duty that date, crews must confirm work accomplished and report exception or any other unusual circumstances to Bostic Agency utilizing telephone number 800-241-5130 or 829-245-0918. If telephones are out of service or busy, use radio by pressing number 4 on the radio channel 66/66 to key the Bostic Agency desk. Crews must also advise Bostic Agency of their departure time. Crews terminating Dante Yard needing taxi service must notify proper authority of the transportation needs before arrival Dante:

- a. Southbound crews must request transportation passing Allen Siding.
- b. Northbound crew must request transportation passing Miller Yard Siding.

Dante/Bostic Agent must be advised of loads and empties left at Elkhorn including track number.

Kingsport

1. Before entering H.A.A.P. plant area member of crew will call the guard headquarters (ext. 3318) and be governed by instructions received. In the event guard headquarters cannot be reached, member of crew will contact proper authority and b governed by instructions received from him.

Except under full flag protection, a train or engine must not enter the H.A.A.P. area without instructions from guard headquarters. A member of crew will report clear to yardmaster at Kingsport who will, in turn, immediately notify guard headquarters when movement has cleared the gate of the area.

Gates to access the H.A.A.P. area must be kept closed and secured by padlock at all times except when open to accommodate immediate movement to and from plant area.

Trains and engines operating within the H.A.A.P. area, Long Island or Ridgefields Industrial track must operate in accordance with CSX Operating Rule 105, not exceeding 10 MPH.

2. When there are no station employees on duty at Kingsport yard office, Norfolk Southern crews operating under trackage rights agreement into and out of H.A.A.P. plant will contact Norfolk Southern operator at Frisco, TN, to get permission from guard headquarters to enter plant Gate 124, and to report in the clear when outbound movement clears the gate.
3. Standard highway traffic signals are located on grade crossing north Main Street, wye crossing Main Street (both legs of wye), Lincoln Street (North Eastman/Glass Plant lead).

The signals at Lincoln Street are controlled by a track circuit in the North Eastman/Glass Plant lead which extends from a point 140 feet north of Lincoln Street Crossing to a point 175 feet south of the crossing and the signal indication for highway traffic will remain on "PROCEED" (green) until the track circuit is occupied or entered by an engine or car when it should change to "STOP" (red). The track circuit limits are marked by insulated joints painted yellow. Crews using this crossing must ascertain that highway traffic has halted before moving into the street. Cars must not be left standing on any part of this signal circuit unless it is desired to control street traffic while switching moves are being performed. Crews using this crossing are responsible to see that moves across the street are adequately protected by flag if necessary. The signals at other locations have no automatic feature and must be operated manually to control highway traffic. Trains or engines using these crossings must stop before entering the crossing, place the signal indication at "STOP" (red) for highway traffic, blow the crossing signal and proceed only after it is seen to be clear.

The signal indication must be returned to "PROCEED" (green or flashing yellow or flashing red) for highway immediately after the crossing has been cleared.

Switch boxes, containing the manually-operated switches controlling the signal indications, are located on both sides of each crossing and switch boxes must be securely locked after use.

4. All trains to be weighed must contact Kingsport Yard prior to arrival Kingsport, advising need to weigh traffic. These scales are equipped with computer voice instructions that advise conditions of weighing. Voice instructions will be on 84/84. Radio Frequency 161.370 (Former LN Road Channel #1) or Frequency 161.100 (former SCL Road Channel #2) if engine or walkie-talkie not available to use former LN channel.

Scale is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing. Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scale during which voice

instructions will transmit speed of train every 5 cars in decimals.

If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed", stop train and contact yardmaster Kingsport for instructions. When scale is ready to weigh the system will transmit "CSX Kingsport Scale is Ready". If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset, and instruction "CSX Kingsport Scale is Clear" before resuming weighing. Anytime stop is made on scale for 1 minute, the scale goes into stand-by. After weighing is complete, voice instructions "CSX Kingsport Scale is Clear" followed by number of cars weighed.

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

Speed on live rail of scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

Use of sand on scale is prohibited.

5. Kingsport yardmaster has jurisdiction over and will control movement of all trains between Kingsport hold-out signal, MP Z92.2, and power switch South end Kingsport Siding, MP Z96.5, when so authorized by KP Subdivision train dispatcher, including permission to hand operate power switch north end Kingsport Siding and/or pass signal north end Kingsport Siding, MP Z93.0.
6. Trains and engines operating within the H. A. A. P. area Long Island - A hazardous vapor release blue light/siren has been installed at the railroad gate 49 (North Waste Water Treatment near Sopaco) and has been placed in service. The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress and not to enter the plant if the blue light is flashing.
7. Train and engines operating to South Hill - A hazardous vapor release blue light/siren has been installed approximately 100 feet south of South Hill road crossing on the east side of number 4 track. The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress and not to enter the plant if the blue light is flashing.
8. Any loaded or empty car stenciled "WIIX" will no longer be kicked or static dropped while being switched in Kingsport terminal limits. These cars must be shoved to the coupling and it must be known that couplers and knuckles are properly positioned to prevent damage due to bypassed couplers.

9. Yard air has been installed on the north and south ends of tracks 9-13 at Kingsport.

Kingsport: Picking Up Pre-tested Cars Procedures

- a. Close angle cock on the first car of pickup.
- b. Close angle cock for yard air connection. (Done in this order. Air will bleed off automatically).
- c. Uncouple yard air hose from pickup. Lay hose along rail and out of the walkway.

Johnson City

East Tennessee Railway (ETRY) and CSXT have entered into an appropriate interchange agreement providing for the interchange of rail freight traffic at CSXT's High Line Yard at Johnson City, TN. The following tracks will be used for this purpose:

- 1. Track J01 is designated as the pick-up track for CSXT and the set-off track for ETRR.
- 2. Track J02 is designated as the set-off track for CSXT and the pick-up track for ETRY.

The switch for the ETRY Lead and the Johnson City Yard Lead must be lined and locked for movement on the Johnson City Yard Lead.

Brake Stick Locations

Brake stick locations on the KP Subdivision:

- Dante – Inside the yard office
- Kingsport – Inside the yard office
- Johnson City – Inside the yard office

Mobile Radio Units to Telephone

See Huntington Division West Special Instructions, Radios, for instruction concerning mobile radios to telephone. Directory for this subdivision is as follows:

Location	TX	RX	Acc	Dis
Erwin, TN, (CSX)	19	77	411*	411#
Kingsport, TN (SDN)	19	77	431*	431#
Elkhorn City, KY (SDN)	19	77	551*	551#
High Knob (SDN)	16	88	561*	561#

NOTES

NOTES

LONG FORK SUBDIVISION - LF

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			WEST				
25	3.1	END OF TRACK	SALISBURY		TWC-DTC	DTC BLOCK DRIFT	1
	CMO 1.8			+-----			
	CON 1.4	3.1	GUARANTY	/			
	CON 0.3						2
25	CON 0.0	MARTIN JUNCTION		[BK DISP. 94 - 2 RD 84]	TWC-DTC	DTC BLOCK DRIFT	
RULE 193			MARTIN YARD		193	DTC BLOCK MARTIN	
3.1 MILES END OF TRACK TO MARTIN JCT.							

STATION PAGE NOTES

- NOTE 1:** Wheel stops installed and main track is blocked at MP CON 1.8.
- NOTE 2:** See Long Fork Subdivision Special Instructions, Miscellaneous, for instructions regarding yardmaster instructions before entering Martin Yard.

LONG FORK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a STOP signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Exceptions to Rule 103-D

Location	Loaded	Empty	Comments
Guaranty	4 HB	3 HB	-

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
Guaranty, MP CON 1.4	Equipment other than coal cars	Must not operate under chutes and loading conveyers.

7. MISCELLANEOUS

Dispatcher Phone

BK Train Dispatcher telephone No. is 1-800-435-2205.

Martin Yard

Westward trains must not pass KY 122 road crossing near MP CON 0.3 before receiving instructions from Martin Yardmaster when on duty. When not on duty, instructions will be obtained from the BK Train Dispatcher.

NOTES

MIDDLE CREEK SUBDIVISION - MZ

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM WEST		AUTH FOR MOVE	TWC	NOTES
10	COQ 1.0 COQ 0.0	MIDDLE CREEK JCT	END OF TRACK	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> AO DISP. 14 - 7 RD 08 </div>	TWC-DTC	DTC BLOCK JOHNSON	
40 40			BIG SANDY SD		CPS-261		
1.0 MILES MIDDLE CREEK JCT. TO END OF TRACK							

MIDDLE CREEK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Dispatcher Phone

AO Train Dispatcher telephone No. is 1-800-435-2203.

ROCKHOUSE SUBDIVISION - RH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	SOUTH ↓			
RULE 46		HAZARD YARD	EK SD	94 DISP. TONE 5 84 ROAD	96		
25	VB 243.2	BG			CPS-261	DTC BLOCK EDJOUET	1
	VB 243.4 VB 243.5	DAVIDSON BRANCH	TTB BLUEGRASS	94 DISP. TONE 2 84 ROAD	ABS-261	DTC BLOCK EDJOUET	2,3
25 30	244 VB 244.4 245	2.9			ABS-261		
	VB 246.1	NORTH EDJOUET			CPS-261		
		1.2		CSDG 6,379 FT.		DTC BLOCK EDJOUET	
	VB 247.3	SOUTH EDJOUET			CPS-261	DTC BLOCK COOLIDGE	
	VB 247.7 VB 248.5	1.3 BUCKEYE		BUCKEYE			3
	VB 248.6 VB 248.7 VB 248.9	JEFF	TTB	CARR'S FORK BRANCH MONTGOMERY CREEK BRANCH	CPS-261		4,5
30	VB 250.8				ABS-261		
25	VB 251.1	9.4					
25 30	VB 251.7		TTB				
	VB 258.3	NORTH DENT			CPS-261		
	VB 259.7	1.8	CSDG 8,258 FT. LEATHERWOOD BRANCH			DTC BLOCK COOLIDGE	6,7,8
	VB 260.1	SOUTH DENT			CPS-261		
30	VB 264.9	7.0			ABS-261	DTC BLOCK RED STAR	
25	VB 267.1/ VG 267.1	BLACKKEY			CPS-261		9 10
	VG 268.3	8.9	WHITESBURG BRANCH		TWC-DTC	DTC BLOCK DAVIS	
25						DTC BLOCK WITTS	11

ROCKHOUSE SUBDIVISION - RH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25	VG 274.4				TWC-DTC	DTC BLOCK WITTS	3,12
	VG 274.5	SWANEE	7.4			DTC BLOCK PALMER	
	VG 275.8	DTC BLOCK SIGN				DTC BLOCK CALDER	
	VG 279.0	DTC BLOCK SIGN	4.5			DTC BLOCK PAT	
	VG 280.4	CAMP BRANCH		PAT WYE		DTC BLOCK DEANE	
	VG 282.0	DTC BLOCK SIGN	4.6			DTC BLOCK DEMOCRAT	
	VG 284.5	DTC BLOCK SIGN				DTC BLOCK RAPID	
	VG 285.1	DEMOCRAT	0.2				
	VG 285.3/ CMO 43.6	NORTH DEANE	1.2	SS			
	CMO 42.4 CMO 42.4	RAPID LOAD SOUTH DEANE		SDG 5,800 FT. SS		94 DISP. TONE 2 84 ROAD	
25			E & BV SD	94 DISP. TONE 2 84 ROAD			
43.7 MILES BG TO RAPID LOAD							

STATION PAGE NOTES

- NOTE 1:** Northward trains and on-track equipment to enter Hazard Yard must contact Hazard Yardmaster for instructions before passing BG, MP VB 243.2.
- NOTE 2:** Davidson Branch governed by Rule 96.
- NOTE 3:** When doubling loaded cars to make couplings to standing equipment at Bluegrass, Buckeye, and Sapphire, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above.
- NOTE 4:** Carr's Fork Branch map follows RH Subdivision map.
- NOTE 5:** Montgomery Creek Branch map follows RH Subdivision map.
- NOTE 6:** Hand-throw crossover at MP VB 259.7 for movement between Rockhouse Subdivision Main Track and Dent Siding.
- NOTE 7:** Switch located at MP VB 259.7 leading to Leatherwood Branch will be left lined as last used.
- NOTE 8:** Leatherwood Branch map follows RH Subdivision map.
- NOTE 9:** Mile Post prefix change from VB to VG for RH Subdivision.
- NOTE 10:** Whitesburg Branch map follows RH Subdivision map.
- NOTE 11:** Hand-throw crossover for movement between Rockhouse Subdivision Main Track (MP VG 268.3 in the WITTS DTC block) and Whitesburg Branch Main Track (MP VB 268.3 in the LEE DTC block).
- NOTE 12:** Camp Branch between Pat Wye, MP VM 280.4, and end of track, near MP VM 283.0, is governed by Rule 96.
- NOTE 13:** Mile Postdesignation change from VG 285.3 to CMO 43.6. MP VG 285.3 and MP CMO 43.6 designate the same point.
- NOTE 14:** Spring switch north end Deane Siding normally lined for straight main track to main track movement. Facing speed restricted to 20 mph. Trailing speed restricted to 15 mph.
- NOTE 15:** Spring switch south end Deane Siding normally lined for movement between main track and siding. Facing speed restricted to 15 mph. Trailing speed restricted to 20 mph.

CARR'S FORK BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ SOUTH ↓	↓			
30	VB 248.6	CARR'S FORK	ROCKHOUSE SD		CPS-261		
10	VI 248.6	DTC BLOCK SIGN 6.9 DTC BLOCK SIGN	MONTGOMERY CREEK BRANCH	/	TWC-DTC	DTC BLOCK JEFF	1, 2
	VI 251.3				DTC BLOCK MOREY		
	VI 254.6				DTC BLOCK VICCO		
10	VI 255.5				TWC-DTC		3
RULE 46		END OF TRACK			96		3

STATION PAGE NOTES

- NOTE 1:** Montgomery Creek Branch map follows Carr's Fork Branch map.
NOTE 2: Switch leading to Montgomery Creek Branch, MP VI 254.6, may be left lined as last used.
NOTE 3: When doubling loaded cars to make couplings to standing equipment at Yellow Creek, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above.

MONTGOMERY CREEK BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓ NORTH ↓	↓			
10	VI 254.6	MONTGOMERY CREEK JUNCTION	CARR'S FORK BRANCH		TWC-DTC		1
10	VL 254.6	0.9			TWC-DTC	DTC BLOCK EMMONS	1
10	VL 255.5						
RULE 46		END OF TRACK			96		2

STATION PAGE NOTES

- NOTE 1:** Switch leading to Montgomery Creek Branch, MP VI 254.6, may be left lined as last used.
NOTE 2: When doubling loaded cars to make couplings to standing equipment at Charlene, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above.

LEATHERWOOD BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
RULE 46	VB 259.7	LEATHERWOOD JUNCTION	DENT SIDING		96		1
10	LF 259.7	4.4			TWC-DTC	DTC BLOCK VIPER	
10	LF 264.1						
RULE 46		END OF TRACK			96		

STATION PAGE NOTES

NOTE 1: Switch located at MP VB 259.8 leading to Leatherwood Branch will be left lined as last used.

WHITESBURG BRANCH

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
25	VB 267.1	BLACKKEY	ROCKHOUSE SD		CPS-261		1
25	VB 267.1				TWC-DTC	DTC BLOCK LEE	
	VB 268.3	DTC BLOCK SIGN				DTC BLOCK BLACKKEY	
	VB 273.0	DTC BLOCK SIGN	7.9				
	VB 273.4						2
	VB 274.8						2
25	VB 275.0				TWC-DTC	DTC BLOCK HOGG	
RULE 46		END OF TRACK			96		

STATION PAGE NOTES

NOTE 1: Hand-throw crossover for movement between Whitesburg Branch Main Track (MP VB 268.3 in the LEE DTC block) and Rockhouse Subdivision Main Track (MP VG 268.3 in the WITTS DTC block).

NOTE 2: Switches located at MP VB 273.4 and MP VB 274.8, Hogg Loadout, Roxanna, KY, will be left lined as last used.

ROCKHOUSE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a STOP signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Road Crossings at Grade

Between the hours of 0700 and 0900 and between the hours of 1340 and 1540 Monday through Friday, trains must not exceed 10 miles per hour, until locomotives foul crossings, looking out for vehicular traffic over crossing located at Letcher Co. High School between MP VG 271.8 and MP VG 272.0.

Exceptions to Rule 103-D

Location	Loaded	Empty	Comments
Bluegrass	30% but not less than 3 HB	10% but not less than 3 HB	Tracks above Tipple 30%
Buckeye	25% but not less than 5 HB	15% but not less than 2 HB	-
Yellow Creek			-
Charlene		-	
Cheyenne		15% but not less than 3 HB	-
Democrat		10% but not less than 2 HB	-
Leatherwood	20% but not less than 5 HB	10% but not less than 3 HB	-
Tolson			-
Roxanna			-
Swanee	15% but not less than 3 HB	10% but not less than 2 HB	-
Edjouet	3 HB	3 HB	-
Dent			-

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

Shoving More Than 50 Cars

A maximum of 18 powered axles may be used when making back-up movements with more than 50 cars. It is permissible to shove caboose cars with a maximum of 12 axles.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Equipment Restrictions

Location	Equipment	Restriction
VI 249 Jeff Small Tipple	Six-Axle Engines	Must not operate beyond clearance point

7. MISCELLANEOUS

Wayside Phones

North Edjouet MP VB 246.0
 North Dent MP VB 257.3
 South Blackey MP VB 268.3
 North End Pat Wye MP VG 280.2
 North Deane MP VG 285.3/CMO 43.6

BK Train Dispatcher: 1-800-435-2205
 Hazard/Ravenna Yardmaster: 1-800-838-3129

NOTES

SV&E SUBDIVISION - SV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	WEST ↓			
RULE 46		SHELBY YARD	BIG SANDY SD		96		
20 RULE 193	CMN 0.0	SHELBY			193	DTC BLOCK SHELBY	1 2 3,4
20 25	CMN 0.7	DTC BLOCK SIGN 14.8			193	DTC BLOCK COLLIN	
	CMN 6.4	DTC BLOCK SIGN			TWC-DTC	DTC BLOCK ESCO	
	CMN 7.8	DTC BLOCK SIGN				DTC BLOCK PENNY	
	CMN 7.9					DTC BLOCK ELWOOD	
	CMN 8.2	DTC BLOCK SIGN					
25 RULE 46	CMN 13.5	DTC BLOCK SIGN			TWC-DTC		
	CMN 14.8	MYRA			96		
	CMN 17.6	DORTON			96		
RULE 46		DORTON			END OF TRACK		
17.6 MILES SHELBY TO DORTON							

STATION PAGE NOTES

- NOTE 1:** Spring switch east end Esco Siding normally lined for movement between siding and main track. Facing speed restricted to 15 mph. Trailing speed restricted to 15 mph.
- NOTE 2:** Spring switch west end Esco Siding normally lined for straight track movement from main track to main track. Facing speed restricted to 15 mph. Trailing speed restricted to 15 mph.
- NOTE 3:** Speed restricted to 12 mph on Pike 29 Extension. Rule 46 modified.
- NOTE 4:** When doubling loaded cars to make couplings to standing equipment at Pike 29, a safety stop as described in Safety Rule 2201 will not be required. Cars must not be ridden when making the coupling movement described above

SV&E SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Rule 46 Modified

Unless specified in special instructions, trains using other than main or signaled tracks must move at a speed, not exceeding 10 miles per hour, that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for the siding.

The following speed must not be exceeded:

- a) Unless equipped with a signal, 10 miles per hour through hand-operated turnouts and crossovers to and from the main track;
- b) 10 miles per hour through hand-operated turnouts and crossovers other than those to and from the main track; and
- c) 5 miles per hour within engine servicing area and car shop repair area.

Exceptions – This modification to rule 46 will not apply on Pike 29 Mine Extension Track.

Rule 103-D Exceptions

Location	Loaded	Empty	Comments
Burkes Branch	100%	5 HB	Each end of cut of empties plus every 5 th in cut
Myra	10% but not less than 4 HB	3 HB	-
Pike 29 - Damron Fork	25 HB	8 HB	Each end of cut
Esco	5% but not less than 3 HB	3 HB	-

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

Shoving Instructions

A maximum of 18 powered axles may be used when making back-up movement with more than 50 cars.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

Dispatcher Phone

BK Train Dispatcher phone no. is 1-800-435-2205.

NOTES

HUNTINGTON DIVISION WEST SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

Issuance and Distribution of General Bulletins and Notices

Huntington Division West general bulletins and notices are issued for subdivisions and locations on the districts as shown below:

Kentucky North District (03)	Kentucky South District (02)	CRR District (01)
CC SD	Corbin Terminal	Kingsport
EK SD	KD SD	Erwin Terminal
Corbin Terminal	CV SD	BR SD
	NS RY	KP SD
		NS RY

Big Sandy District (04)	
Big Sandy Middle Creek E&BV	Rockhouse Long Fork SV&E Coal Run

Note: All bulletins and notices will be obtained using the computer through screen TMBA.

Signal Aspect Rules

Except for Big Sandy subdivision traffic control territory all signals on Huntington Division West, including all signals in both directions located at the north end of Elkhorn City, are governed by Signal Aspect Rules 1281 through 1298. Big Sandy subdivision signals are governed by Signal Aspect Rules C-1281 through C-1298.

Defect Detectors on Other Than Road Channels

When approaching defect detectors which broadcast on a radio channel other than the normal road channel, the engine radio channel will be changed to the defect detector channel. Normal road channel will be monitored with a portable radio. After receiving the detector inspection message, the engine radio channel will be returned to the proper road channel.

Highway Crossings at Grade

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

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

State	Excessive Period Of Time
Virginia	Over 5 minutes
Kentucky	
South Carolina	
North Carolina	None (must not be excessive)
Tennessee	

2. Effective July 14, 1992, Kentucky State Law overrides any City/Town//County, train whistle/horn blowing restriction ordinances at public crossings at grade within the state of Kentucky. Therefore, in Kentucky, any special instructions that prohibit trains from blowing engine whistle/horn, that otherwise would have been required by Operating Rule 14(l), are cancelled.

2. INSTRUCTIONS RELATING TO SAFETY RULES

Close Clearance

Employees must be vigilant for close clearance locations and situations at all times. It is a continuing effort to identify close clearance locations with standard CSXT Close Clearance Warning signs and to correct any known close clearance situation when possible. However, employees must remain vigilant for close clearances as required by General Rule O, Safety Rule 2150, and Safety Rule 2151. Any new or unmarked close clearance location must be made known to co-workers immediately and reported to proper authorities.

Exception to Safety Rule 2101 and System Bulletin Changes to Safety Rule 2101

Mounting and Dismounting Moving Equipment

A. Starting a Heavy Train

When it is necessary to start a heavy train under conditions in which engine wheel slippage may occur, a crew member will dismount from the engine and place himself/herself in a position to observe the entire locomotive consist.

While the train is being started, the crewmember so stationed will be particularly attentive to the possibility of engine wheel slippage. He/she will arrange to immediately notify the engineer by radio or hand signal if excessive wheel slippage on any of the locomotive units is evident. This condition of wheel slippage is especially crucial while the engines are loading and just before the train is brought into motion. It should be watched, however, until the entire train is under way.

Engineers will be alert for response from the person on the ground and will promptly take necessary protection to prevent rail burn.

- B. If the employee determines that it can be done safely, it is permissible to mount moving equipment subsequent to an on-ground inspection as described above.
- C. If the employee determines that it can be done safely, it is permissible to mount moving equipment in trains in flood loading operations being controlled by use of Pace Setter or Speed Control II at speeds of .5 MPH or less.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

Exception to Equipment Handling Rule 4466 Part B

The last bullet paragraph of Equipment Handling Rule 4466 part B is deleted and replaced with the following:

- When your train contains one or more flat cars with initials GTTX and car-type codes of either F126 or F226, make certain that those cars are handled on the rear of the train. Trains containing these cars must not be assisted with helper engines attached to the rear of the train.

Handling Cars Previously Set Out for Hot Box

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

Scale Tracks

Engines must not be operated over live rail of scale tracks.

Exception: These restriction do not apply to the following scales:

1. Kingsport – KP Subdivision
2. Erwin Yard – KP Subdivision
3. Pryse – EK Subdivision
4. Grays – CV Subdivision
5. Tourchlight – Big Sandy Subdivision

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

Helper Link

Prior to performing any work activity associated with Helper Link Equipment, wear proper SAFETY EQUIPMENT and have a proper JOB BRIEFING to insure the HIGHEST DEGREE OF SAFETY to yourself and others.

IMPORTANT: The Helper Link equipment consists of TWO BOXES held together by four clamp locks. Each box weighs approximately 35 pounds. NEVER attempt to change HELPER LINK CONTROL as ONE unit. ALWAYS unlock the four clamps and take the connecting cable between the upper and lower boxes loose. ALWAYS CHANGE EACH BOX SEPERATELY. The HELPER LINK CONTROL BOXES attach to the Helper Locomotive on the end of the locomotive being coupled to the rear car of train.

Installation

Steps for Installation of the "HELPER LINK CONTROL BOXES"

1. Place the Lower unit of the "Helper Link" control box on the locomotive platform and secure.
2. Install the upper unit of the "Helper Link" control box on top of the lower unit and secure.
3. Open Main Reservoir and Brake Pipe angle cocks on the helper locomotive to remove condensation.

REMEMBER:

A. Condensation must be blown from the pipe from which air is taken before coupling hoses.

CAUTION : 130/140 and 90 psi. - Ensure personal safety when opening angle cocks!

B. When preparing the HELPER LINK for REMOVAL, before "uncoupling" MAIN RESERVOIR and BRAKE PIPE hoses, the air must be bled from these hoses using the bleeder button on the hose coupler, before separating.

4. Make the following four connections on the lower control box.

A. Main Reservoir Hose: Connect the main reservoir hose on the helper locomotive to the main reservoir hose of the control box.

B. Brake pipe hose: This hose is coupled to the brake pipe hose on the helper locomotive.

C. Locomotive jumper cable: The locomotive jumper cable is inserted into the Helper Link control box.

D. Coupler lift mechanism: The Helper Link control box also incorporates a coupler lift mechanism that mounts onto the lowest portion of the control box bracket and is held in place by two detente pins. The mechanism has a lifting chain that must be attached to the coupler pin lift loop on the locomotive coupler. A small diameter pneumatic hose connects the knuckle pin lift mechanism to the Helper Link control box.

5. Install the connecting cable between the upper and lower units of the Helper Link control box.

6. Ensure that all hoses and locomotive jumper cable will not interfere with the operation of the lift chain, which has been connected to the coupler.
7. SAFETY CHECK
 - A. Check to see that the two units that make up the Helper Link Control are locked together and secured to the helper locomotive.
 - B. Check to see that the main reservoir hose, brake pipe hose and the lift mechanism hose are locked into place in the Helper Link Control box to insure they don't come apart when the air is turned into the unit.

Operation of Equipment

Helper-Link equipment is designed to permit helper locomotives to be attached and detached from road trains without making brake pipe hose connections between the rear car and the helper consist. This will enable the helper consist to detach from the train while still moving. For this to be possible, two pieces of equipment must be used. The first piece of equipment, the Helper-Link box, is to be mounted on the helper locomotive on the end to be coupled to the road train. The second piece of equipment, a two-way end of train device, is mounted on the rear car, thereby establishing a complete two-way telemetry system. This two-way system enables the locomotive engineer to initiate an emergency brake application beginning at the rear car by properly positioning an emergency command switch found on the two-way head of train device (HTD2) on the controlling locomotive when equipped, this will permit Helper-Link equipment to transmit the emergency signal to the EOT device causing the vent valve to open causing the chain reaction throughout the train.

Testing Equipment

After equipment is installed as mentioned in the previous section, a test must be made as follows to insure equipment is functioning properly.

1. The knuckle must be closed on the end of the locomotive with the Helper-Link box.
2. The train line power reduction rheostat knob on the helper locomotive must be positioned to full power.
3. Position the power reduction toggle switch to "Train line Power Reduction"
4. Inspection must be made to determine that the knuckle has been operated by the coupler-lift mechanism.
5. If the coupler pin has lifted, the equipment is ready for use, and if not, re-check the main reservoir equalizing end cock and jumper cable connection from the helper locomotive to the Helper-Link box and re-try Steps 2 through 4.
6. Turn the train line power reduction switch to the "OFF" position.

Attaching to Train

Before attaching to the rear of the train, the engineer will make a Safety Stop, and then ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to the rear of the train, stretch slack to insure that the coupling has been made and position the

helper locomotive brake equipment per Air Brake and Train Handling Rules. The helper engineer will then make a visual inspection from the walkway of the helper locomotive to see the telemetry device is still in place and none of the hoses will be affected by the coupler once the movement begins. The helper employee will open the Helper-Link box lid and perform the following start-up tasks:

1. Thumbwheel switch assembly numbers must be the same as the ID code number on the EOT device.
2. Check the communication between the Helper-Link and the end-of-train telemetry device by pressing the Com/Check (communication check) pushbutton. The alphanumeric display will say "Com OK". If the display shows "No Com." This will indicate the Helper-Link is not communicating with the end-of-train telemetry device. If this occurs, the brake pipe hose on the rear car will be coupled to the helper locomotive brake pipe hose and both angle cocks opened. The brake test and train operation will be performed in the conventional manner, and the Helper-Link equipment will not be used.
3. Start the electronic signal by pressing the "Enable button".

NOTE: At this time, the Helper-Link's "Enable" light will be illuminated indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper locomotive's brake pipe pressure at the same level as the brake pipe pressure on the train being shoved.

4. Close Helper-Link Lid.

Upon returning to the operating cab of the helper locomotive, the helper engineer will observe brake pipe pressure and notify the engineer of the controlling locomotive consist when the helper is ready for a helper service brake test. Brakes should apply and release on the helper locomotive as if the brake pipe air hoses were coupled between the helper locomotive and the rear car of the train. When the brake test is completed and everything is working properly, the train is ready to proceed.

NOTE: During train movement, if it becomes necessary for the helper locomotive engineer to initiate an emergency brake application, the automatic brake must be placed in "Emergency" position on the helper locomotive. The Helper-Link equipment will transmit an emergency signal to the EOT on the rear of the train causing an emergency application of the brake pipe on the train. Similarly, the lead engineer, when making a service or an emergency brake pipe reduction, the two-way EOT device will transmit the drop in brake pipe pressure to the Helper-Link, thereby causing the helper brakes to apply.

Detaching from Train

When approaching the location where the helper is to detach, it will not be necessary to STOP the train to allow helper locomotive to detach. The helper engineer, when approaching the cut-off location, will turn the power reduction knob to full power and position the toggle switch to "Train-line Power Reduction". This will activate the pin-puller, lifting the coupler pin on the helper locomotive. Once the signal is received in the Helper-Link box to lift the pin, 130-140 PSI air

pressure will be forced into the pin puller airline to activate the mechanism. At this point, the helper engineer will receive an audible alarm bell on the locomotive. When this signal is received, while still moving and before reducing throttle, the helper engineer will place automatic brake valve handle to "Release" and cut in the automatic brake valve cutout valve. The engineer will gradually reduce power allowing ample time between throttle changes to allow slack to stretch. As the rear car separates from helper locomotive, a STOP will be made by gradually applying independent brake.

NOTE: No emergency brake application will take place from the separation of the equipment. As locomotive separates from rear car control independent brake cylinder pressure to prevent sliding of locomotive wheels.

Engineer Alarm Feature

Once the Helper-Link has established communication with the two-way EOT device on the rear of the train, if the EOT device or Helper-Link box malfunctions and signal is lost, the alarm bell will ring in the cab of the helper locomotive indicating a malfunction. If this occurs and problem cannot be corrected, the train will be stopped and the brake pipe hoses on the rear car and helper locomotive coupled for conventional train operation.

Helper-Link Operation With AC Locomotive

The general instructions mention above will also apply when using an AC locomotive in Pusher service. The only difference is the activation of the pin puller. Below is a list of various ways that an AC may be activated.

Short Version

- from the IFC screen push the key to go to SPEED CONTROL
- from there push the key to go to POWER REDUCTION
- from the power reduction screen set the power setting to 100% then push the key under the toggle switch on the screen to set to MU
- then when ready to activate the helper link be in a throttle setting other than idle, 1 or above then push the key under the on-off toggle switch on the screen to ON this will activate the helper link

Helper Link Use with G.E. AC Locomotives

- On IFC screen access the SPEED CONTROL menu
- From there access HUMP CONTROL
- Set to 100% power
- Set to MU mode
- To activate Helper Link be in a throttle setting preferably #1 in the direction of travel
- Push the ON key to turn on the Hump Control this should activate the Helper Link and pull the pin

Helper Link Use with G.E. AC Locomotives NOT Equipped with Hump Control

- On IFC screen access SPEED CONTROL menu
- Go to SLOW SPEED screen
- Train Load can be set to any setting light, med., or heavy
- Set Speed can be at any setting 0.10 etc.

- For the Helper Link to work from the SLOW SPEED screen train speed has to be 10 mph or less because above 10 mph the slow speed control kicks out
- To activate Helper Link be in a throttle setting preferably #1 in the direction of travel
- Push the ON key to turn on the Slow Speed control this should activate the Helper Link and pull the pin

Some of the Slow Speed screens are a little different in their setting but the Helper Link will work with any of them. On G.E. AC's that are not equipped with Hump Control, but only have the Slow Speed control the key is to be 10 mph or less, so that screen doesn't kick out.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

Exceptions to Calendar Day Inspections

Calendar Day Inspections will be performed on the locomotives being utilized on the trains listed below, at the following locations only:

Q141	Cincinnati OH Atlanta, GA
Q142	Cincinnati, OH Atlanta, GA

Train Handling Rules are modified accordingly.

These instructions will apply so long as the train(s) will reach the aforementioned inspection point(s) before midnight of day following current calendar Day Inspection.

The Inspection will be performed at inspection points and not immediately upon taking charge of the locomotive unless:

1. If so instructed or,
2. It becomes apparent that the train will not arrive at the designated crew change location prior to the expiration of the crew's duty under the Hours-of-Service-Act; or
3. It becomes apparent that the train will not arrive with sufficient time to perform an inspection at designated location.

The train crew must, three hours before expiration of the crew's duty time under the Hours-of-Service-Act, advise the proper Authority that the consist has not been inspected for the Calendar Day.

Before leaving a locomotive consist that has not had an inspection on the current day, a crew member must again advise the Proper Authority that the consist has not been inspected. Then, if so instructed the Engineer or other Qualified employee must make the inspection. However, the maximum Hours of Service must not be exceeded for this purpose.

Heavy Grade Special Instructions

The following chart correctly identifies heavy grade locations and their percentages on the Huntington Division West as they pertain to Air Brake and Train Handling Rules 5559, 5700, 5950 through 5953, and timetable special instructions

for Dynamic Brake Grade Operation. There is no grade on Huntington Division West of 2% or greater.

Subdivision	MP Location	Average Grade
Blue Ridge	Z 187.7 to Z 207.5	1.09%
CC	00C148.5 to 00C152.0	1.31%
Coal Run	CMP 3.9 to CMP 7.2	1.20%
Coal Run	CMP 27.7 to CMP 31.0	1.53%
CV	0PC227.0 to 0PC231.5	1.37%
CV	0SF212.3 to 0SF215.7	1.47%
CV	0SC217.6 to 0SC220.8	1.36%
CV	0WH265.5 to 0WH271.1	1.32%

Subdivision	MP Location	Average Grade
CV	0CV253.7 to 0CV258.5	1.19%
E & BV	CMO 34.7 to CMO 39.8	1.86%
EK	0VB191.5 to 0VB194.7	1.00%
KD	00C217.7 to 00C223.0	1.05%
KP	Z 1.0 to Z 5.8	1.21%
KP	ZF 11.3 to ZF 14.6	1.54%
RJ Corman RR	00W 66.3 to 00W 71.0	1.11%

Snow Accumulation on Heavy Grade

In territories of heavy grade as listed in special instructions, when weather conditions are such that snow accumulation has exceeded 24 inches, no trains except lite engine consists may descend these grades until the following:

1. The grade and the track 5 miles preceding the grade have been traversed not more than one hour previous to additional train movements, or
2. It has been determined that roadbed snow level does not exceed 24 inches.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Double Stack and Multilevel Movements

Unless otherwise authorized by a Clearance Bureau wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Huntington Division West Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Subdivisions	Double Stack	Multi-level
BR	18' 2"	Prohibited
KD		19' 1"
KP		Prohibited
Big Sandy		19' 1"
CC		
All other Subdivisions	Prohibited	Prohibited

Multiple-unit Locomotive Consists

Unless special instructions restrict further, the following restrictions apply to multiple-unit locomotive consists:

A maximum of eight units may be used in a locomotive consist in multiple control.

Exception – A maximum of 15 units in a light locomotive consist, or a maximum of 12 units in a locomotive consist when moving a train, may be used in multiple control on the following subdivisions:

Big Sandy Subdivision
BR Subdivision
CC Subdivision
CV Subdivision
KD Subdivision
KP Subdivision
EK Subdivision

Assisting Trains Containing Intermodal or Automobile Rack Cars

Freight trains containing intermodal or automobile rack cars may be assisted with helper engines attached to the rear of the train provided the helper engines have only one locomotive under power. If the locomotive is an AC locomotive, make certain the locomotive's output is limited to 100 kilopounds. These restrictions also apply when pushing against a caboose or shoving platform.

Helper Engines

Maximum of 12 powered axles may be used to push against the caboose.

Exception: Freight trains containing Intermodal or Automobile Rack Cars may be assisted with Helper Engines attached to the rear of the train, but the Helper Engines must not have more than nine axles under power and must not exceed 100 kilopounds.

Short Car – Long Car Coupling

1. No car less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of train only.
2. Cars 75 feet or longer must not be coupled to cars less than 50 feet in length when turned on wye tracks.

Private Hopper Car Special Instructions

1. Caution should be used when handling JHMX cars account excessive length.
2. When releasing hand brakes on SJRX hoppers it must be ascertained that the brake mechanism is fully released.

This can be determined by looking at the white painted rivet that connects the hand brake to the clevis, which is visible underneath the hand brake wheel when the hand brake is fully released.

3. Cars are stenciled on the end sill just above the trainline and straight air line. The straight air line is stenciled "STRAIGHT AIR" and the trainline is stenciled "TRAIN/LINE". The straight air hose should remain coupled and the straight air cocks and/or angle cocks open at all times these cars are coupled.

Coal Heavy Landing Program Restricted Origins

The following is a list of restricted unit train loading Origins that can not participate in the Coal Heavy Lading Program:

Loading Origin	Line Segment	Restriction
Roxana, KY	Whitesburg Br.	Track & Bridge
Tolson, KY		
Leatherwood 1, KY	Leatherwood Spur	
Gatliff, KY	Pine Mtn. West Br.	
Gravity, Yd., KY	Harbell, Branch	
Hignite, KY		
Hilo, KY	Seagraves Spur	

7. MISCELLANEOUS

Customer Service Phone Contacts

General:

904-279-2699 RNX 426-2699

Road Trains:

Kingsport, Bostic, Erwin 904-279-4043 (RNX 426)
 Ravenna, Hazard, Dante 904-279-4049 (RNX 426)
 Corbin, Loyall 904-279-4051 (RNX 426)
 Big Sandy 904-279-4038 (RNX 426)

Local/Yard Jobs:

Kingsport 904-279-4042 (RNX 426)
 Spruce Pine, Erwin, Bostic 904-279-4039 (RNX 426)
 Spartanburg 1st shift 904-279-4439 (RNX 426)
 Spartanburg 2nd shift 904-279-4432 (RNX 426)
 Ravenna, Hazard, Dante 904-279-4041 (RNX 426)
 Corbin, Loyall 904-279-4036 (RNX 426)
 Knoxville 904-279-4037 (RNX 426)
 Big Sandy 904-279-4894 (RNX 426)

Four Hour Rapid Load Trains Forms Fax Numbers

The number to fax 4 hour rapid load forms to is

1-800-221-9517

Also, continue to fax those forms to Erwin at

1-423-743-2722 or 8-362-2722

Radios

Selecting Channel Numbers

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

When feasible, engineering department employees will use radio channel 45 – 45.

MRAS Radio Access Numbers

The MRAS Corbin Radio which covers a portion of the CC and KD subdivisions as well as the Walnut Mountain and Amherst MRAS Radios which covers a portion of the KD Subdivision has been changed to SDN Service. Access the Radio from your Mobile unit as you always have, then dial 1-700 then the RNX and company number you want. The new numbers for accessing the radios are as follows:

Location	Old Number	New Number
Corbin	293-3349	606-528-8751
Walnut Mountain	293-3319	423-562
Amherst	293-3326	423-909-0855

Initiating a Radio Call-in

1. Locomotive Radios

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

- a) Trackstar III Radio – Set “DTMF-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 indicates “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.

2. Mobile and Hand Held Radios

- a) Radios-equipped with “touch-tone” DTMF Pads, press and hold the call-in number pushbutton for two seconds. If is not necessary to operate push-to-talk switch when using this type of radio.
- b) Radios without DTMF Pads
 - i) Select Proper Dispatcher Channel
 - ii) Operate Push-to-talk button 4 times
 - iii) A distinct tone will be return, after which operate the Push-to-talk 2 additional times

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

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 indicates "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 and hand held 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

Locomotive Mobile Radio Access To Mechanical Desk

1. Rules Requirement
 - a) Train Handling Rules and Operating Rules require the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.
 - b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety and Efficiency
 - a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable to locomotive engineer to advise the mechanical department directly, by radio or mobile access, or problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication
 - a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
 - b) This 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.

4. Radio Rules Compliance

- a) All applicable radio rules 401 – 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.

Mobile Radio Units to Telephone

From the directories listed in each subdivision, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

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 CSX network, dial the desired telephone number.
4. If the base is SDN, dial 1-700 then the CSX network number.
5. If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
6. Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location. CSX (network) locations telephone number is 8-388-5555.

Knuckle Pins

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

FRA Engineer Certification Rides

Locomotive Engineers must notify the Office of the Road Foreman of Engines if they have not had the prescribed FRA Engineer Certification Ride, for the purpose of monitoring

performance, by October 1 of each year. If the Road Foreman is not available or can not be contacted, the Senior Road Foreman of Engines must be notified.

Faxing Locomotive Inspection Reports

When faxing Locomotive Inspection Reports, the following locations will be used.

Off Duty Point	Data Fax Location	Data Fax Number
Corbin, KY Loyall, KY Chaska, TN East Berstadt, KY Etowah, TN Knowville, TN Pineville, KY Savoy, TN Ravenna, KY Hazard, KY Jackson, KY Patio, KY Richmond, KY	Corbin, KY	606-523-3347 or RNX 293-3347
Off Duty Point	Data Fax Location	Data Fax Number
Erwin, TN Bostic, NC Dante, VA Johnson City, TN Kingsport, TN Spartanburg, SC Spruce Pine, NC	Erwin, TN	423-743-2763 or RNX 362-2763
Martin Paintsville Hazard Blackey Coal Run	Shelby, KY	606-437-4532

- Do not leave a portable company radio, switch keys or ID in a visible area, including visible areas within a locked vehicle. Any of these items can be used to gain access to or control of our operations. If any of these items are stolen, report the incident to your supervisor.
- Report any break-ins of field offices or vehicles to the Police Communication Center.
- Use clear and precise speech when using the radio to communicate to trains, track gangs or dispatchers. Operating Rule 411 or NORAC Rule 708 must be followed.
- Do not permit any unauthorized person to board a locomotive; require employees who accompany train crews on the head end to show head end pass and company/photo ID to gain access.

NOTES

Suspicious Locomotive Odors

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

Protection of Employees and Company Assets

The following is a reminder of some specific steps, in addition to use of common sense and good judgment, that you can take to ensure the safety of our employees and the protection of company assets.

- Immediately report any suspicious activity to the CSXT Dispatcher.
- Immediately notify the dispatcher of any unauthorized outside parties on the track or right of way. Be especially cautious around bridges and tunnels.

SPEED TABLE

Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour	Time Per Mile		Mile Per Hour
Min.	Sec		Min.	Sec		Min.	Sec	
0	45	80.00	1	32	39.13	2	19	25.90
0	46	78.26	1	33	38.71	2	20	25.71
0	47	76.59	1	34	38.29	2	21	25.53
0	48	75.00	1	35	37.89	2	22	25.35
0	49	73.47	1	36	37.50	2	23	25.17
0	50	72.00	1	37	37.11	2	24	25.00
0	51	70.59	1	38	36.73	2	25	24.83
0	52	69.23	1	39	36.36	2	26	24.66
0	53	67.92	1	40	36.00	2	27	24.49
0	54	66.66	1	41	35.64	2	28	24.32
0	55	65.45	1	42	35.29	2	29	24.16
0	56	64.28	1	43	34.95	2	30	24.00
0	57	63.16	1	44	34.61	2	31	23.84
0	58	62.07	1	45	34.29	2	32	23.68
0	59	61.02	1	46	33.96	2	33	23.53
1	00	60.00	1	47	33.64	2	34	23.38
1	01	59.02	1	48	33.33	2	35	23.23
1	02	58.06	1	49	33.03	2	36	23.08
1	03	57.14	1	50	32.73	2	37	22.93
1	04	56.25	1	51	32.43	2	38	22.78
1	05	55.38	1	52	32.14	2	39	22.64
1	06	54.54	1	53	31.86	2	40	22.50
1	07	53.73	1	54	31.58	2	41	22.36
1	08	52.94	1	55	31.30	2	42	22.22
1	09	52.18	1	56	31.03	2	43	22.08
1	10	51.43	1	57	30.77	2	44	21.95
1	11	50.70	1	58	30.51	2	45	21.82
1	12	50.00	1	59	30.25	2	46	21.69
1	13	49.31	2	00	30.00	2	47	21.56
1	14	48.65	2	01	29.75	2	48	21.43
1	15	48.00	2	02	29.51	2	49	21.30
1	16	47.37	2	03	29.27	2	50	21.18
1	17	46.75	2	04	29.03	2	51	21.05
1	18	46.15	2	05	28.80	2	52	20.93
1	19	45.45	2	06	28.57	2	53	20.81
1	20	45.00	2	07	28.34	2	54	20.70
1	21	44.44	2	08	28.12	2	55	20.58
1	22	43.90	2	09	27.91	2	56	20.45
1	23	43.37	2	10	27.69	2	57	20.34
1	24	42.86	2	11	27.48	2	58	20.22
1	25	42.35	2	12	27.27	2	59	20.11
1	26	41.86	2	13	27.07	3	00	20.00
1	27	41.38	2	14	26.87	4	00	15.00
1	28	40.91	2	15	26.66	6	00	10.00
1	29	40.45	2	16	26.47	12	00	5.00
1	30	40.00	2	17	26.28			
1	31	39.56	2	18	26.09			

