COLUMBIA SUBDIVISION
TIMETABLE NO.1

EFFECTIVE
TUESDAY, AUGUST 1, 2017

AT 0001 HOURS
CSX STANDARD TIME

TABLE OF CONTENTS

GENERAL INFORMATION

SUBDIVISIONS

CONTACT NUMBERS

EMERGENCY CONTACT VIA RADIO Using the Dispatcher Channel, press 9 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office. (Former Conrail Territory will press 9-1-1 on the DTMF Key Pad)
Network Operations
Public Safety Coordination Center Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line
Employee Assistance Group
FF Dispatcher

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

The subdivision is identified by name and by 2 character identifier.

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The authorized 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, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST

The alpha-numeric reference point identifying a specific track location on a subdivision. At locations to check speed indicators the mileposts may be listed without alpha prefixes and will be shown with a wide border.

28.0
29.0

C. STATION

A named reference point identifying a specific track location on a subdivision.

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. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

F. NOTES

Where station page information may need to be further defined, a number will refer to an item listed to the right under the "NOTES" column.

3 – SYMBOLS USED

A. TRACK

N – North **S –** South **E –** East **W –** West
YL – Yard Limits

NB – Northbound	**NE -** North End
SB – Southbound	**SE -** South End
EB – Eastbound	**EE -** East End
WB – Westbound	**WE -** West End

B. SPEED REFERENCES

SP – Refer to Speed Tables
Where a speed is shown in the Authorized Speed Column of the Station Listing and Diagram pages or the Additional Speed Table, the speed shown is the maximum speed and does not supersede any additional requirements that may be imposed by Rules, System Bulletins, Division Bulletins, Dispatcher messages or form EC-1.

C. ABBREVIATIONS SHOWN BELOW ARE ALSO FOUND IN SPECIAL INSTRUCTION PAGES

ABS	Automatic Block Signal Rules
CONN	Connection Track
Cont	Continuous
CPS	Control Point Signal Rules
CSDG	Controlled Siding
DB	Drawbridge
DD	Defect Detector
FP	Facing Point
HE	Head End Only
HP	Hold Point
HIWI	Clearance Detector
IND	Industry Track
OTMT	Other Than Main Track
(P)	Passenger Station
PAS	Power Assisted Switch
PM	Passenger Main
RCS	Remote Control Switch
RRX	Railroad Crossing at Grade
SDF	Slide Detector Fence
SDS	Slide Detector Signal
SG	Single
SR	Self Restoring Power Operated Switch
ss	Spring Switch
STG	Storage
SSDG	Signaled Siding
TO	Turnout
WID	Wheel Impact Detector
XOVER	Crossover
YD	Yard

D. ROAD CROSSINGS

Crossing Types:
FQ – Four Quadrant Gates
LO – Location
PB – Public Crossing
PC – Private Crossing
PD – Pedestrian Crossing
PS – Passenger Station

Types of Activation:
C – Conventional Track Circuits
M – Motion Sensor
P – Speed Predictor

E. DEFECT AND CLEARANCE DETECTORS

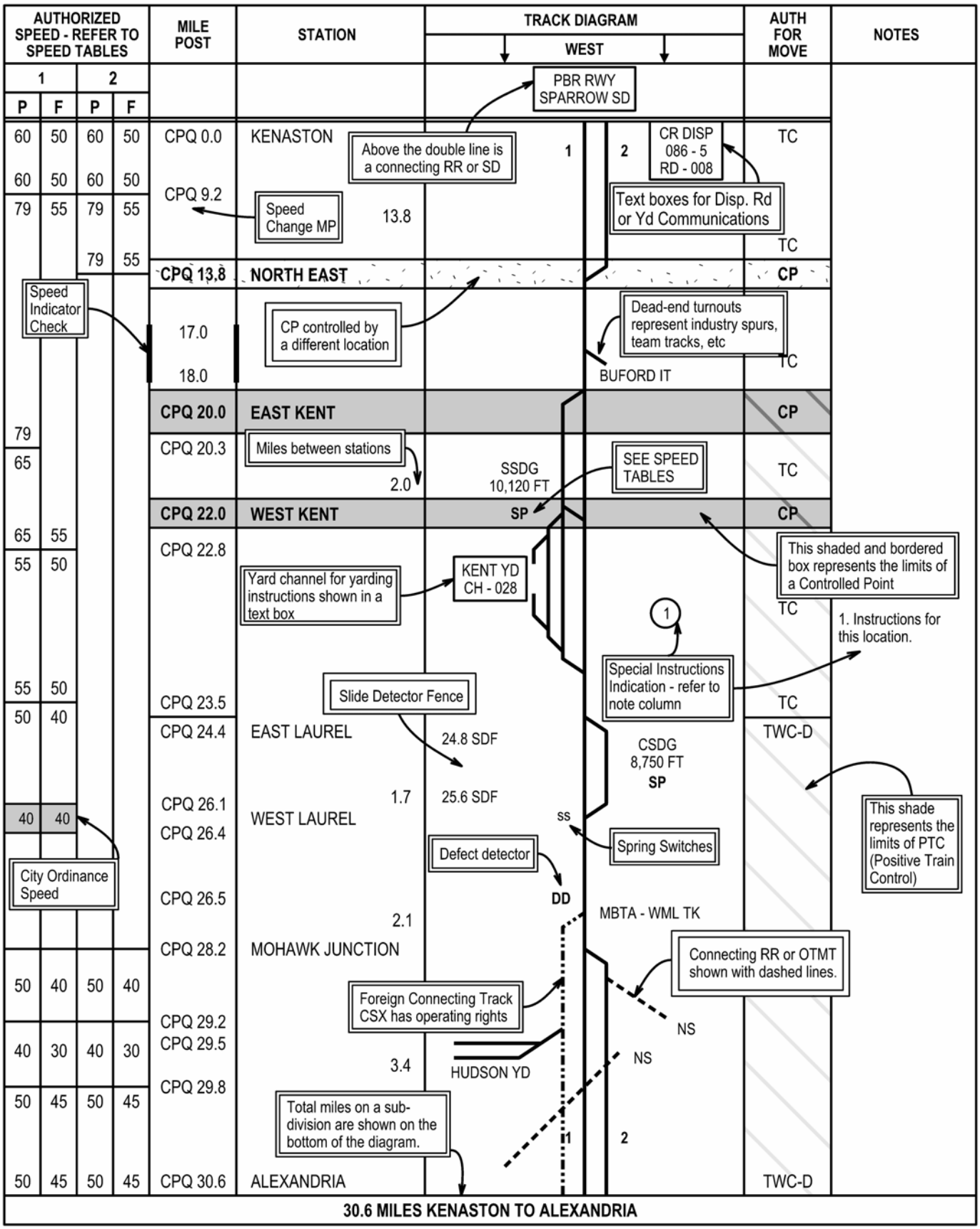
HBD – Hot Box Detector
DED – Dragging Equipment Detector
HIWI – High or Wide Clearance Detector

F. COMMUNICATIONS TEXT BOXES

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 will be shown as "RD –".

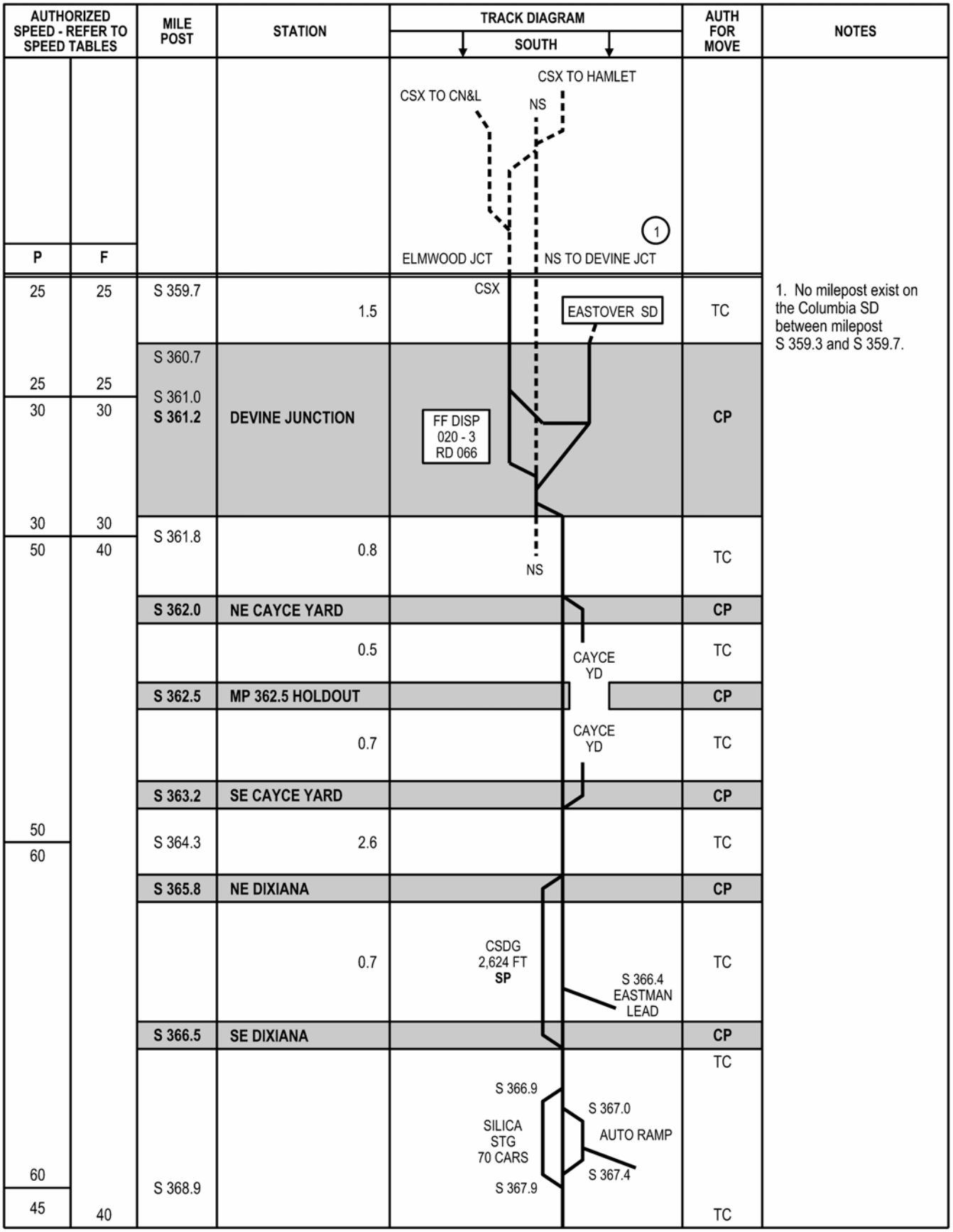
CM DISP
094-7
RD - 008

LEGEND - SAMPLE SUBDIVISION - SS



Notes

COLUMBIA SUBDIVISION - C2



COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	NOTES
45	40	S 369.7			TC	
40	35	S 370.3				
45	40	S 371.6	10.0	DD		
79	60	S 372.7			TC	
		S 376.5	**NE NASSAU**		**CP**	
			1.3	SSDG 6,864 FT **SP**	TC	
		S 377.8	**SE NASSAU**		**CP**	
79	60	S 378.9				
60	40	S 379.8	3.2		TC	
50		380.0				
		S 381.0	**SWANSEA**		**CP**	
50		S 383.0	4.1		TC	
60		**S 385.1**	**NE WOODFORD**		**CP**	
			0.5	CSDG 2,500 FT **SP**	TC	
		S 385.6	**SE WOODFORD**		**CP**	
60	40	S 392.5	8.1		TC	
55	50	**S 393.7**	**NE LIVINGSTON**		**CP**	
			0.6		TC	
		S 394.3	**SE LIVINGSTON**		**CP**	
55	50	S 394.8			TC	
50	40	S 395.1				
60		S 395.4		DD		
50		S 396.4	7.1			
60	40	S 396.7				
75	50	S 397.9				
79	60	S 398.4				
79	60				TC	

COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)		AUTH FOR MOVE	NOTES
79	60					TC	
		S 401.4	**NE NORWAY**			**CP**	
			0.6			TC	
		S 402.0	**SE NORWAY**			**CP**	
79	60	S 409.9					
45	45		9.6			TC	
79	60	S 410.4					
		S 411.6	**NE DENMARK**			**CP**	
			1.3	SSDG 6,336 FT **SP**		TC	
		S 412.9	**SE DENMARK**			**CP**	
		S 414.1		**DD**		TC	
79			4.8				
		S 416.7					
75							
79		S 417.1				TC	
		S 417.7	**GOVAN HOLDOUT**			**CP**	
			8.5			TC	
		S 426.2	**NE ULMER**			**CP**	
			0.7	CSDG 2,500 FT **SP**		TC	
		S 426.9	**SE ULMER**			**CP**	
		S 433.4	9.1	**DD**		TC	
79	60					TC	

COLUMBIA SUBDIVISION - C2

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	NOTES
79	60	S 435.9			TC	
35	35				TC	
		S 436.0 = AMH 471.9	**NE FAIRFAX**	AUGUSTA SD **SP**	**CP**	
			0.6	CSDG 2,245 FT **SP**	TC	
35	35	**S 436.6**	**SE FAIRFAX**		**CP**	
79	60		6.3		TC	
		S 442.9	**NE GIFFORD**		**CP**	
			1.4	SSDG 6,336 FT **SP**	TC	
		S 444.3	**SE GIFFORD**		**CP**	
			5.4		TC	
		S 449.7	**NE ESTILL**		**CP**	
			0.8	CSDG 3,700 FT **SP**	TC	
		S 450.5	**SE ESTILL**		**CP**	
		S 454.1	7.7	**DD**	TC	
		S 458.2	**NE GARNETT**		**CP**	
			2.0	SSDG 9,963 FT **SP**	TC	
		S 460.2	**SE GARNETT**		**CP**	
79	60	S 465.3			TC	
45	45					
		S 466.0	8.2	**DB**		
25	25					
		S 466.2				
79	60				TC	
		S 468.4	**NE CLYO**		**CP**	
			0.6	CSDG 2,800 FT **SP**	TC	
		S 469.0	**SE CLYO**		**CP**	
79	60				TC	

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AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM (SOUTH)	AUTH FOR MOVE	NOTES
79	60		5.2		TC	
		S 474.2	**NE STILLWELL**		**CP**	
			2.1	SSDG 10,400 FT **SP**	TC	
		S 476.3	**SE STILLWELL**		**CP**	
		S 478.9	4.5	**DD** INDUSTRIAL PARK — S 479.4	TC	
79	60	**S 480.8** S 481.0	**SEPCO JUNCTION** 0.2 NS CROSSING	NS	**CP**	
70	40					
79	60	S 481.2	8.7		TC	
		S 489.7	**NE MEINHARD**		**CP**	
		490.0	0.6	CSDG 2,223 FT **SP**	TC	
		S 490.3	**SE MEINHARD**		**CP**	
		491.0			TC	
79	60	S 496.9	6.9			
25	25				TC	
		S 497.2			CP	
				SAVANNAH SD JACKSONVILLE DIV		

137.5 MILES S 359.7 TO S 497.2

COLUMBIA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- COLUMBIA

Trk	MP/Location	P	F
SG	S 359.7 - 361.0	25	25
SG	S 361.0 - 361.8	30	30
SG	S 361.8 - 364.3	50	40
SG	S 364.3 - 368.9	60	
SG	S 368.9 - 369.7	45	
SG	S 369.7 - 370.3	40	35
SG	S 370.3 - 372.7	45	40
SG	S 372.7 - 378.9	79	60
SG	S 378.9 - 379.8	60	40
SG	S 379.8 - 383.0	50	
SG	S 383.0 - 392.5	60	
SG	S 392.5 - 394.8	55	50
SG	S 394.8 - 395.1	50	40
SG	S 395.1 - 396.4	60	
SG	S 396.4 - 396.7	50	
SG	S 396.7 - 397.9	60	
SG	S 397.9 - 398.4	75	50
SG	S 398.4 - 409.9	79	60
SG	S 409.9 - 410.4 -- City Ordinance (HE)	45	45
SG	S 410.4 - 416.7	79	60
SG	S 416.7 - 417.1	75	
SG	S 417.1 - 435.9	79	
SG	S 435.9 - 436.6	35	35
SG	S 436.6 - 465.3	79	60
SG	S 465.3 - 466.0	45	45
SG	S 466.0 - 466.2	25	25
SG	S 466.2 - 481.0	79	60
SG	S 481.0 - 481.2	70	40
SG	S 481.2 - 496.9	79	60
SG	S 496.9 - 497.2	25	25

AUTHORIZED SPEEDS -- NO DIAGRAM - AKA

Trk	MP/Location	F
SG	AKA 374.0 - 374.1	10
SG	AKA 374.1 - 374.3 -- City Ordinance (HE)	20

ADDITIONAL SPEEDS (SP) -- COLUMBIA

Location	Track Type	P	F
S 365.8 - 366.5	CSDG	25	25
S 376.5 - 377.8	SSDG		
S 385.1 - 385.6	CSDG	10	10
S 411.6 - 412.9	SSDG	25	25
S 426.2 - 426.9	CSDG	10	10
S 436.0 - 436.6			
S 436.0 - AMH 471.9	CONN		
S 442.9 - 444.3	SSDG	25	25
S 449.7 - 450.5	CSDG	10	10
S 458.2 - 460.2	SSDG	25	25
S 468.4 - 469.0	CSDG	10	10
S 474.2 - 476.3	SSDG	25	25
S 489.7 - 490.3	CSDG	10	10

CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- COLUMBIA

Trk	MP/Location	P	F
SG	S 409.9 - 410.4 (HE)	45	45

CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- NO DIAGRAM - AKA

Trk	MP/Location	F
SG	AKA 374.1 - 374.3 (HE)	20

109 HOURS OF SERVICE ACT REQUIREMENTS

After being on duty seven (7) hours, train crews will notify the train dispatcher of the time they will have been on-duty twelve (12) hours. This requirement is in addition to the requirements of Rule 109.

300.2 AUTHORIZED TRAIN SPEED

Florence Division Local Trains
Maximum speed permitted for all designated "F" Series Local Trains is 50 MPH.

302.1 LOCATIONS THAT MUST BE APPROACHED PREPARED TO STOP

MP	Location	Hours Attended
S 466.0	Clyo, GA	Unattended

311 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
AKA 374.1	Columbia, SC	NS	Remotely Controlled	504.23
S 436.0	Fairfax	CSX		504.24
S 481.0	Sepco Jct	NS		

312.2 HIGHWAY-RAIL CROSSINGS AT GRADE

Before entering Savannah or Garden City limits, southward freight trains must contact yardmaster to ascertain the route is clear and signals are lined for movement before fouling road xings.

314.5 PROVIDING PROTECTION AT HIGHWAY-RAIL CROSSINGS AT GRADE

MP	Location	Instructions
AK 396.33	Denmark Conn Trk	Crews must approach xings prepared to stop & not foul the xing until warning devices are functioning or flag protection is provided
S 401.24	Norway - Xing on Spur	
S 426.40	Ulmer's CSDG	
S 468.70	Clyo CSDG Xing	
S 490.10	Meinhard CSDG - Trains Using xing in CSDG	

401 OPERATING SWITCHES AND DERAILS BY HAND

POWER ASSISTED SWITCHES (PAS)

There are two types of radio controlled switches 'PAS'. Instructions for the similarities of these switches are as follows:
1. The two types are:

A. Standard lever type switch 'SLT'
B. Hydraulic pump type switch 'HPT'

2. Definitions for both types:
Power Assisted Switch (PAS) – A switch identified as 'PAS' can be controlled remotely by use of a DTMF keypad located on a radio or manually.

Switch Point Indicator – A visual L.E.D. display fixed at a switch location to indicate the position of the switch points.

3. Signage – The following signs will be used at power assisted switch locations:

"Begin OS" and "End OS" – These signs identify the limits of the on switch locations.
"Switch Control" – Signs placed a distance as specified by the in service bulletin, from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF sequence.

Operating a Power Assisted Switch (PAS)
To operate a PAS, a crew member must perform the following:

1. When a train is given an authority that will require the train to operate over a 'PAS', follow instructions prescribed in No.2 below. Employees will also secure permission from the train dispatcher to handle the 'PAS' when applicable.

2. Upon passing the wayside sign reading "switch Control", a crew member must enter on the road channel the proper DTMF sequence or the desired switch position as follows:

A. Lining the switch points to the normal position (switch normal command); Switch normal command ensures the switch remains in the normal position; W.E. Alpha – Proper DTMF sequence to ensure switch remains lined in the normal position is #123411.
B. Switch Reverse command ensures the switch is in the reverse position; W.E. Alpha – Proper DTMF sequence to line switch in the reverse position is #123433.

3. After entering the proper DTMF sequence, you will receive a confirmation message, repeated once, that the switch is properly lined for requested movement.

Example of confirmation message:
'CSX west end Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out.'

4. A train must approach a 'PAS' prepared to stop short of the "Begin OS" sign until A, B, and C below are fulfilled"

A. DTMF command has been issued to request the switch for the desired position,
B. Radio confirmation message has been received that the switch is properly lined for desired movement, and
C. The switch point indicator displays the switch is properly lined for the desired movement as follows:

Indicator Light	Switch Status
Green	Lined in normal position
Yellow	Lined in reverse position
Red	Switch out of correspondence

NOTE: If the train will not pass the 'Begin OS' sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the 'Begin OS' sign and repeat proper DTMF sequence prescribed in paragraph No. 2. Train may proceed when switch point indicator displays the switch is properly lined.

Train Operations – Exceptions
1. The train must stop short of the 'Begin OS' sign if any of the following occurs:
A. No message is received, or
B. Switch indicator displays red or is dark.

Train crew will repeat the proper DTMF sequence described in paragraph 2 and notify the train dispatcher. The train dispatcher will notify signal personnel of the failure. If, after repeating a second time, and A or B above occurs, see Item 2 below.

2. If the switch does not respond to the proper DTMF sequence, the 'PAS' must be operated as follows:
A. Unlock "N/R" box, located on side of switch point indicator bungalow or switch indicator mast,
B. Push the button or insert switch key and turn key to position that will line switch for proper route and
C. Train may proceed when the switch point indicator displays the switch is properly lined.

Manual Switch Operations
1. Standard Lever Type Switch (SLT)
If switch or indicator light does not respond to proper key controller sequence, 'PAS' must be operated as follows:
A. Notify the proper authority that switch will be operated by hand.
B. Unlock switch lock
C. Place Selector lever in hand position
D. Operate hand throw lever until switch points are completely lined to the opposite position and back to normal position with movement of hand throw lever to ensure points are controlled by operation of hand lever. This must be done whether or not switch points are lined for the desired route.
E. Line the switch for the proper route.
F. When making a facing point movement the entire movement must clear switch points before Selector lever may be restored to Motor position.
G. When making a trailing point movement, restore selector lever to Motor position after leading wheels of the movement have moved onto the switch point.
H. The proper authority will be notified when switch has been restored to Motor position.
I. The same employee who places a 'PAS' in hand position, must restore 'PAS' to Motor position unless other arrangements have been made in accordance with Rule 401.12.
J. Train may proceed after visually examining switch to ensure the points fit properly.

To Change the Original Requested Route
If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign, notify the proper authority and wait 15 minutes from received confirmation, then enter the proper DTMF sequence described in normal train operations, No. 2. If the switch does not respond to proper "push button sequence" the 'PAS' must be operated as follows:

1. Notify the proper authority that switch will be operated by hand.
2. Remove the pump handle from the holder located on the side of the switch machine.
3. Open the hand throw cover and insert the pump handle in the pump cartridge actuating head.
4. Select the direction of point of travel by moving the directional valve lever, sticking through the end of the switch machine, in the direction the points are to move. If the direction of travel is incorrect, reverse the position of the valve lever.
5. Operate the hand throw by moving the pump handle back and forth. It will take approximately 15 strokes to fully throw the switch points.
The switch points may move quickly once the throw lever in the switch machine has rotated past center.
6. Operate hand throw lever until the switch points are completely lined to the opposite position and back with the movement of the hand throw lever to ensure the points are controlled by the operation of the hand throw lever. This must be done whether or not the switch points are lined for the desired route.
7. Line the switch for the proper route. The directional valve lever may be left in either position. It has no bearing on the electrical operation of the switch machine.
8. The pump handle must be returned to its location on the side of the switch machine.
9. The train may proceed after visually inspecting the switch to ensure the points fit properly.

Other Instructions
1. Train meets at a power assisted switch – A train that will be met or passed at a 'PAS' must not attempt to line the switch for the opposing or passing train.
2. Switch Position Awareness Form – In TWC (NON ABS) territory, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the 'PAS' is operated by hand the conductor will complete the Switch Position Awareness Form.

Engineering Department Operations
If all on-track equipment that will operate over the switch reliably shunts signal systems, be governed the same as described in "Train Operations" section.

Note: If any on-track equipment operating in a group does not reliably shunt signal system, the entire group will be governed by manual switch operations as listed above depending on switch type. In non-signaled territory, the indication of these signals will govern movement over the self-restoring power-operated switch only. A train that is operating with "occupied block authority" may not exceed controlled speed, regardless of the signal indication at the self-restoring power-operated switch.

SELF RESTORING POWER OPERATED SWITCHES (SR)

Normal Operation
1. For Movement to Siding or Diverging Track: Crew member must operate key controller to reverse switch while occupying the short "approach" tack circuit. After key controller is activated, signal will display a "stop" indication. After a short time, the switch will reverse itself, and signal will display an indication to proceed. When the train clears the "OS" circuit, the switch will restore to normal position.
2. For Movement from the Siding:
The train must not occupy the short "approach" track circuit in the siding until:
A. Authorized by the train dispatcher, and
B. The train is ready to leave.

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

Other than Normal Operation
1. When manually operated, the requirements of Rule 504.14 will apply.
2. For Straight-Away Movement:
A train crew member must get permission from the train dispatcher to pass a stop signal and operate the switch in "hand" position when:

A. Train is stopped by signal indication and the desired route is for straight-away movement on the main track.
B. Train is entering the siding and the key controller does not activate:
1. The switch mechanism, or
2. The signal

C. Train is exiting the siding and:
1. The switch does not line itself for movement from the siding, or
2. The signal does not change indication.

Operating Instructions – Power Assisted Clearing Switch (PACS), Dwarf Signal And Power Assisted Switch Point Derail

A. From Main Track to Main Track –
Block Signals and signal rules will authorized and govern movements.

B. Main Track to Industrial Track –
1. Stop movement occupying the switch circuit but not fouling the switch (within 100 feet of the switch point of the switch).
2. Obtain permission from the train dispatcher to open the key control box door, reverse the switch and authority to enter the Industrial Track.
3. Unlock and remove padlock from the key control box located on the side of the signal bungalow, and identified with a red lock arm.
4. Open the key control box door. The door must remain open until the process has been completed.
5. Open the "Switch Reverse" controller cover, insert key, and turn clockwise.
6. "SW-Reverse" indicator light will begin to flash indicating the reverse switch command was received, and switch will begin to reverse. If the switch fails to respond to the key

controller, follow the procedures for operating the switch by hand.
7. When the switch is secured in the reverse position the "SW-Reverse" indication light will stop flashing and will be illuminated. If the switch position indicator light fails to illuminate, follow the procedures for operating the switch by hand.
8. Visually determine the switch points are lined properly.
9. Remove the key from the controller and close the "Switch Reverse" controller cover.
10. Close and secure the control box door by reapplying the padlock to lock arm identified in red.
11. Movement may enter the Industrial Track.
12. The switch will self-restore to normal position after the movement clears the circuit.
13. This switch and signal combination may be used as a switching signal operation by leaving the key control box door open until all switching movements are complete.

C. Industrial Track To Main Track
1. Stop movement short of the signal and split rail derail.
2. Obtain authority from the train dispatcher to enter the Main Track and permission to reverse the switch.
3. Unlock and remove padlock from the key control box located on the side of the signal bungalow, identified in red.
4. Open the key control box door. The door must remain open until the process has been completed.
5. Open the "Switch Reverse" controller cover, insert key, and turn clockwise.
6. The "SW-Reverse" indicator light will begin to flash indicating the reverse switch command was received, and the switch will begin to reverse. If the switch and indicator light fails to respond to the key controller, follow the procedures for operating the switch by hand.
7. When the switch is secured in the reverse position the "SW-Reverse" indication light will stop flashing and will be illuminated. If the switch position indicator light fails to illuminate, follow the procedures for operating the switch by hand;
8. Visually determine the switch points are lined properly and signal to proceed is displayed;
9. If the signal displays a stop indication, permission to pass stop signal must be obtained from the train dispatcher before proceeding;
10. Remove the key from the controller and closed the "Switch Reverse" controller cover:
11. Close and secure the key control box door by reapplying the padlock to the lock arm identified in red;
12. Movement may enter the main track in compliance with signal indication or by permission of the train dispatcher to pass the stop signal;
13. The switch will restore to normal position after the movement clears the circuit.

Operating Instructions – On-Track Equipment Movements

A. From Main Track to Main Track – Movements will be authorized by form EC-1.

B. From Main Track to Industrial Track and Industrial Track to Main Track
1. Stop movement, not fouling the switch;
2. Obtain permission from the train dispatcher to operate the switch in hand and authority to enter the Main Track or Industrial Track;
3. After entering the Main Track or Industrial Track and clearing the switch, restore the switch to normal position and power mode.

Operating Switch in Hand Position

A. When required to operate the switch by hand;
1. Obtain permission from the train dispatcher to place the switch in hand;
2. Unlock and place the switch in hand position;
3. Ensure the switch point lever controls the switch points by fully operating to the opposite position and back;
4. Line the switch for movement in hand.

B. After properly lining the switch by hand:
If moving from the Main to the Industrial Track:
1. Proceed onto the track;
2. Verify that the rear of the movement clears the switch;
3. Restore the switch for movement on the Main Track.

If moving from the Industrial Track to the Main Track:
1. Receive proper authority from the train dispatcher to enter the Main Track;
2. Receive permission from the train dispatcher to pass the stop signal;
3. Proceed onto Main Track ensuring the entire movement clears the switch;
4. Restore the switch to power and lock the motor/hand lever in motor;
5. Do not make any reverse movements after the switch is restored to power.

407.1 LEAVING EQUIPMENT IN THE CLEAR

Yellow ties located at the ends of tracks will designate the clearance point in all yards and terminals. In the absence of a yellow tie, employees must adhere to Rule 407.1.

409 SECUREMENT OF CARS

The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
S 362.0	Cayce Yard	When spotting on yard air on the north end trks, a min of 5 applied & tested; All other trks, a min of 3 applied & tested
S 367.1	Auto Ramp / A Lot	(Note)
S 367.3	Auto Ramp / B Lot	
S 373.1	Diamond Pet Food Lead	100%

NOTE:
1. Allow slack to adjust,
2. Fully apply independent brake and when air is cut in make a full service reduction of the automatic brake,
3. Apply sufficient hand brakes on cars to be left standing,
4. Check hand brake chain to ensure it is tight and not caught on any part of the equipment,
5. Check the brake shoe on the B end to ensure they are against the wheel,
6. Release the automatic brake and if possible the independent brake to comply with next step,
7. Push or pull cars to determine the hand brakes are

working and sufficient to hold the cars to be left standing (squeal test).

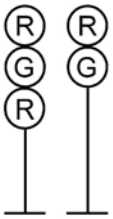
500.1 DISPATCHER BULLETINS, DISPATCHER MESSAGES, AND RELEASE FORMS

Dispatcher Bulletins – Train Delay
Train crews will immediately check for their dispatcher messages after going on duty. If the dispatcher messages cannot be located, contact the train dispatcher and request the messages. If unable to reach the train dispatcher after ten (10) minutes, contact the Florence Division Director of Train Operation at RNX 383-2774 or BELL 843-383-2774.

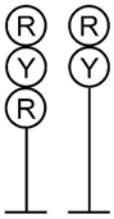
504 GENERAL SIGNAL RULES

SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES AS FOLLOWS.

Trains will operate at Elmwood Jct using NS controlled signals, under the direction of the NS Train Dispatcher in Greenville, SC.
At Elmwood Jct the signals are not in conformity with Rules. All movements will be governed by signal indication and signals of color light type displaying the following aspects, names and indications:



Name: Diverging Route Clear
Indication: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s)



Name: Diverging Route Approach
Indication: Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), prepared to Stop at next signal. Trains exceeding Medium Speed must, at once, reduce to that speed.

1. The NS signals at this location can display the same type of aspect for northward trains enroute the Hamlet SD, CN&L SD, and NS Main from the Columbia SD and southward trains enroute the Columbia SD or NS Main from the Hamlet SD. Because of this, trains must proceed through Elmwood Jct at Controlled Speed until it is ascertained that all switches are lined for the trains intended route.

2. Trains that receive a Stop signal indication at Elmwood Jct must receive permission to pass the Stop signal from the NS Greenville Train Dispatcher and the CSX FF Dispatcher in Florence. The NS Train Dispatcher may be contacted on Channel 056 or by telephone at 1-864-255-4227.

3. The switches at Elmwood Jct are dual-controlled. Trains that are instructed by the NS Train Dispatcher to place a dual-controlled switch in "hand" position will be governed by Rule 504.14 except, switch must not be restored to "motor" or "power" position until after entire movement has cleared the switch.

4. OTE operating between S 360.7 on the Columbia SD and the south end of Weddell, S 349.4, Hamlet SD and/or to the beginning limits of the CN&L SD, C 0.8, must receive permission from both the CSX FF Dispatcher in Florence and the NS Dispatcher in Greenville, SC before occupying this track.

504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules
Columbia SD	1281-1298

1003.5 GENERAL RADIO RULES

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

Designation	TX	RX	User Territory
Engineering	045	045	Engineering Forces

1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station
S 362.3	Cayce Yard	Cont	012, 032, 066, 079	Terminal
	Columbia		066, 020-3	Wayside
S 380.0	Swansea		066, 020-3	
S 410.0	Denmark		066, 020-3	
S 436.2	Fairfax		066, 020-3	
S 450.1	Estill		066, 020-3	
S 479.0	Stillwell		066, 020-3	

When radio communication between crew members of a train are required, specifically those directing the locomotive operator in the shoving, yarding, spotting, picking up, setting out, etc. of equipment at a location, the road channel (RD) will be used.

1007.1 TRANSMITTING BY RADIO

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

A. Locomotive Radios-Select the “touch-tone” function for the keypad, by depressing the button labeled “DTMF”. Key-in the appropriate 3-digit DTMF code for the closest dispatcher radio base station, as indicated in the current timetable.
B. Mobile radios-equipped with “touch-tone” microphones, - Key-in the appropriate 1-digit DTMF address code for the closest dispatcher radio base station, as indicated in the current timetable.

2. Within ten seconds after a call in has been performed; an answer back tone will 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.

1010 EMERGENCY TRANSMISSIONS

When an emergency arises as defined in Rule 1010, 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. Locomotive VHF radios – Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-In the emergency code – DTMF digit 9.
B. Mobile radios equipped with TOUCH-TONE Microphones, - Key-In the emergency code – DTMF digit 9. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.

2. Answer-back tone: Disregard.

3. During the next 40 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 1010, identifying:
A. Transmitting until (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-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain of the train dispatcher's console until he acknowledges the Call-in.

2. INSTRUCTIONS RELATING TO SAFETY RULES

2000 SAFETY RESPONSIBILITIES

When first boarding locomotives and prior to movement, crew members must ascertain that the operating cab is in proper condition for their use. The following items must be checked to ensure they are in such condition that will permit safe use while on the locomotive:

1. If for any reason you smell fumes, etc. on the locomotive, get off the locomotive immediately, then notify the proper authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.

2. Caution must be exercised when slippery conditions exist, such as, rain, snow or mud. The floor area should be free from slip, trip and fall hazards. After dark, a light should be used when first entering the cab area.

3. All radio, HTD and other such panels should be checked to ensure they are properly latched and secured to prevent them from opening during the trip.

4. Sidewall heaters should be checked and any plastic bottles, trash, etc. must be removed from these devices.

Should any of the above inspection items need correction by other than the crew, the yardmaster or dispatcher will be notified and corrections made prior to departure.

2014 SLIP, TRIP AND FALL PREVENTION

The use of CSX approved anti-slip, spiked footwear is required when walking on ice and/or snow.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4000 EQUIPMENT HANDLING GENERAL RULES

HANDLING ROTARY COUPLER EQUIPPED CARS

Rotary cars may be coupled together at the rotary coupler ends with the exception of trains destined to the following:

Bostwick, FL – Seminole Electric
Cross, SC – Santee Cooper
Harriet, NY – NRG
Monroe, MI – Detroit Edison
Somerset, NY – AES Somerset LLC
Trenton, MI – Detroit Edison

Trains for these destinations must have all rotary coupler ends headed in the same direction not coupled together.

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note
S 371.6	Gaston	1	None
S 395.4	Neeses		
S 414.1	Denmark		
S 433.4	Sycamore		
S 454.1	Scotia		
S 478.9	Stillwell		

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
S 466.0	Clyo, GA

Trains handling open loads of pulpwood will not exceed 15 MPH through the truss spans at S 466.2 Savannah River.

4406 HANDLING A COAL OR BALLAST TRAIN THAT IS EQUIPPED WITH AN AIR DUMP SYSTEM

Rapid Discharge Air Dump Systems

Unit coal trains equipped with an air dump system for automatic unloading must be operated from the unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the location to begin charging the dumping system, the locomotive-to-auxiliary hose must be reapplied and the end cock on the locomotive opened to permit recharging the system for unloading.

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

1) The locomotive-to-auxiliary train line has been removed, and;
2) All hoses are coupled and angle cocks properly positioned. If for any reason it becomes necessary to charge the rapid discharge dumping system extreme caution must be used.
3) If these cars are uncoupled and then recoupled at any time, the auxiliary dump hoses must be reconnected.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

Unless otherwise authorized by the Clearance Bureau or Network Operations, the following are the maximum double stack and multi-level heights allowed on the main track and sidings. CSX Train Documentation will list this equipment as restricted and will show applicable height dimensions.

MP Locations	Double Stack	Multi-Level
Columbia SD	20'2"	20'2"

4551 MOVING LARGE ENGINEERING EQUIPMENT

When Ditcher Spreader Car is plowing snow, it Must Not:
- Have short hood of locomotive against ditcher spreader.
- Be shoved by a locomotive consist exceeding two units.
- Handle more than 5 cars, including ditcher spreader and caboose.
- Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5309.2 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
A. To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive operators 24 hours a day. This will enable the locomotive operator to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
B. The Mechanical Department can be reached at the following telephone numbers:
Mechanical Department Telephone Numbers
RNX 8-388-5540
RNX 8-388-5555
Bell 800-624-8385
C. Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001 B.

2. Train Dispatcher/Mechanical Department Communication
A. A mobile telephone system is in place on locomotive radios.
B. This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive operator and mechanical department personnel by radio.
C. If the locomotive is in an area that does not have mobile access, the locomotive operator will, as in the past, be able to contact the train dispatcher who will be able to connect the operator with the mechanical department personnel via the road channel.
D. If the train dispatcher needs to end the conversation between the operator and the mechanical department personnel he will directly notify the mechanical department personnel via the road channel. If the train dispatcher needs to end the conversation between the operator 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 operator and the mechanical department personnel will end and may be continued at a later time.

3. Radio Rules Compliance
A. All applicable radio rules 400 through 425 will apply.
B. Communication between the operator 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 operator is talking with the mechanical department personnel.

4. Mobile Units – To Telephone
From the directory of base locations below, find the frequency (TX/RX = 019/077, 016/088, 087/052 or 042/077) 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.
A. Select the desired Channel (TX/RX = 019/077, 016/088, 087/052 or 042/077)
B. Depress the access code for the desired base and wait for dial tone.
C. If the base station is on the CSX network, dial the desired telephone number.
D. If the base is SDN, dial 1-700 then the CSX network number.
E. If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
F. 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.

5. Base Locations
Note: A. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
B. (CSX) denotes CSX PBX Location. CSX (network) locations telephone is number is 8-388-5555.

Locomotive Mobile Access

Columbia

Location	TX	RX	Acc	Dis
Columbia, SC (CSX)	019	077	351*	351#
Denmark, SC (SDN)	019	077	332*	332#
Estill, SC (SDN)	019	077	333*	333#
Savannah, GA (CSX)	019	077	511*	511#
Stillwell	019	077	334*	334#

5355 LEAVING LOCOMOTIVES UNATTENDED

Ground Air – Parked Train With Locomotives Attached And Shut Down

Use the following procedure when ground/yard air is supplied to a parked train with locomotives attached and shut down:
1. Secure the train in accordance with Operating Rules,
2. Cut in and fully apply the independent brake on the controlling locomotive,
3. Make a full service brake pipe reduction and wait for the exhaust to stop,
4. Cut out the automatic brake and place handle in handle off position,
5. Remove and store the reverser (key train reverser is removed and kept in the possession of the locomotive operator),
6. Place the isolation switch in start/stop/isolate,
7. Manually shut down the locomotive and open the battery knife switch,
8. Place the control/fuel pump, generator field, and engine run switches in the off position, and
9. Couple the ground air to the brake pipe hose on the front of the lead locomotive and open the angle cock on the locomotive to keep the train's brake pipe charged.

5401 FUEL CONSERVATION

When operating empty unit coal, rock, grain, cement, or any other empty unit trains, trailing locomotives will be properly shutdown (temperature permitting) for fuel conservation. When the temperature does not permit, all trailing locomotives will be isolated.

Intermodal trains will only operate the required locomotives to achieve a 2.0 horsepower per trailing ton ratio.

Example 1 – A intermodal train with 3 CW40-8 locomotives with a combined horsepower count of 12,000 horsepower and 6,000 trailing tons would have a 2.0 horsepower per trailing ton ratio.

Example 2 – A intermodal train with 3 CW40-8 locomotives with a combined horsepower count of 12,000 horsepower and 3,500 trailing tons.

Checking and Reporting Fuel Levels
When taking charge of locomotive(s) check the fuel levels on them.
Report fuel levels less than a 1,000 gallons promptly to the Mechanical Desk, Train Dispatcher, Trainmaster, or Yardmaster.

5556 SWITCHING

Cayce, SC

When switching cars, the following tonnage/car counts must be adhered to. When this tonnage/car count is exceeded, the minimum cars with air cut-in must be used.

Locomotive	Tonnage	Minimum Cars with Air
Single & Two or More Locomotives	500 - 1,000	7
	1,001 - 1,500	12
	1,501 - 2,000	20
	2,001 - Above	All

Tonnage must not be assumed because of number of cars or length. If tonnage is questionable, ask for clarification from yardmaster or terminal supervisor.

At location where grade, tonnage & rail condition may decrease stopping distance, the safe course must be taken by decreasing speed and cutting-in additional cars.

5604 OPERATING A HELPER EQUIPPED TRAIN

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 (1) locomotive under power. If the locomotive is an AC locomotive, make certain the locomotive's output is limited to 100 kilo pounds.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
S 437.3	Fairfax, SC - Carolina Eastman	Equipment over 70 ft long or w/ limiting block couplers	Prohibited
	Fairfax, SC - Carolina Eastman	6-Axle Locomotives	Prohibited beyond road xing at facility. Hold to reacher cars if necessary to comply

7. CLOSE CLEARANCE

MP	Location	Remarks
S 362.2	Martin Marietta	All
S 363.0	CMC	
S 401.0	Norway	
S 450.2	Carolina Soya	
S 479.4	US AGG	
S 481.0	SEPCO	
S 491.2	Oceanlink	

Cayce, SC – Cayce Yard
Do not ride the side of cars in entire Cayce Yard unless the segment of track adjacent to the side you are riding on is clear of any equipment.

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

S 361.2 Devine Junction
1. All northward trains moving from Eastover Subdivision to the CN&L Subdivision at Devine Junction must have clearance to cross the NS from the NS Yardmaster at Andrews before requesting a signal at Devine Junction.

2. All yard jobs working at Cayce Yard will contact the dispatcher for an updated job briefing if they back off of swing lights set up for their train from more than 20 minutes. All yard jobs must contact the dispatcher immediately when finished with swing lights that are set up for their train at either end of Cayce Yard prior to going off of duty. Train crews are responsible for reporting to the dispatcher as instructed.

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

B. Empty coal trains enroute to Augusta or Cayce must not depart Savannah with less than two (2) locomotives unless authorized by Florence Chief Dispatcher.

C. S 480.8 Rincon, GA – SEPCO locomotive operators handling unit coal trains while unloading at the SEPCO Power Plant at Rincon, GA, will have a mutual understanding with their train crew as to the moves to be made. Only one member of the crew will control the movement by hand or radio signals. No other signals given will be acted upon except a stop signal. The ground crew member controlling the movement will act upon verbal instructions only from the designated Sepco employee.

Unit coal trains destined SEPCO at Rincon, GA that are equipped with air dump system for automatic unloading must be handled as outlined in these instructions:

1) Stop at switch to loop track on SEPCO lead and couple locomotive main reservoir at hose to air dump air hose on cars and begin charging.

2) Conductor should stay at switch and make sure all hoses are coupled and angle cocks are positioned correctly to charge air dump system.

3) If train is left and not unloaded, the air dump system for bottom doors must remain charged for relieving crew.

4) Once the train has been unloaded and the air system for doors are no longer needed, the air hose from the engine to the first car should be disconnected prior to train departing plant.

Conductors on coal trains destined SEPCO, Rincon, GA will drop off at loop track switch and make sure all air hoses to operate doors on cars are lined and angle cocks are properly positioned. After spotting train, the air between the locomotive and 1st car will be attached to charge doors. Relieving crews will ascertain this is proper upon arriving Rincon.

Do not exceed 10 MPH across rail crossing at Sepco Jct, S 481.0, to and from NS Sepco Lead.

9. HIGHWAY ROAD CROSSINGS

ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
S 360.61	Devine St	643144F	C
S 361.20	Huger St	715847J	M
S 361.46	Tryon St	715846C	
S 363.80	Taylor Rd	634685J	
S 366.57	Dixiana Rd	634693B	P
S 369.66	Glenn Rd	634698K	M
S 371.92	Busbee St	634699S	
S 373.38	SR 663	634701R	
S 374.83	Mack St	634703E	
S 375.32	Sprahler St	634704L	
S 376.42	Nassua	641233R	
S 378.25	W Hutto Rd	634710P	
S 380.36	2nd St	634713K	
S 380.62	Fifth St	634715Y	P
S 385.55	Lightning Hill Rd	634721C	
S 385.63	Hayden Rd	634722J	
S 388.85	Partridge Trail	634728A	M
S 389.28	Salley	634730B	
S 389.37	North Rd	634731H	
S 389.54	Driftwood Ln	634733W	
S 390.02	Webster St	634735K	
S 392.42	SR 0288	634737Y	
S 393.72	Oak St/ S-952	634739M	
S 393.89	Butler Dr	634741N	
S 393.98	Hebron Rd	634742V	
S 395.48	SR-389/ Ninety-Six Rd	634745R	
S 395.57	Rice St	634746X	
S 401.24	Norway Rd	634757K	
S 401.33	3rd St	634758S	
S 401.42	2nd St	634759Y	
S 402.94	SR 0074/ Bonnet Rd	634762G	
S 403.27	SR 0162/ Willowswamp Rd	634763N	
S 406.28	SR 0049/ Sweden	634767R	
S 408.90	Pitt Rd	634771F	
S 409.94	Baruch St	634773U	
S 410.06	Coker St	634776P	
S 410.21	Hagood St	634778D	
S 410.53	W Calhoun St	634779K	
S 410.96	Mayfield St	634780E	
S 411.55	Clark St	634781L	
S 414.15	Honeyford Rd	634785N	P
S 417.65	SR-22 Govan, SC	634791S	M
S 420.40	SR 64	634797H	
S 420.48	4th St	634798P	
S 421.23	Crazy Horse Rd	634800N	
S 426.36	US 0301	634805X	
S 430.55	Main St	634813P	
S 435.49	SR 0047	634819F	
S 435.79	W Fourth St	634821G	
S 435.89	6th St	634823V	
S 435.98	SR 18	634825J	C
S 436.06	US 0278	634826R	
S 436.18	W Tenth St	634828E	

MP	Location	DOT#	Type
S 436.43	W Fourteenth St	634829L	C
S 437.36	Scottsman Dr	634833B	M
S 438.59	Pocotaligo Rd	634835P	
S 440.16	Barton Rd	634836W	
S 442.06	SR 0049	634837D	
S 442.64	Sumter St	634838K	
S 442.86	Phyllis Blvd	634840L	
S 445.71	Beech Branch Rd	634842A	
S 446.03	Orchard Rd	634844N	
S 449.41	Park Ave	634849X	
S 449.93	Nixville Rd	634850S	
S 449.94	Fifth St	634851Y	
S 450.02	Fourth St	634852F	
S 450.10	Third St East	634853M	
S 450.19	Second St	634854U	
S 450.43	O'Neal St	634855B	
S 450.59	Wood St	634856H	
S 452.05	SR 0035	634864A	
S 452.88	Secession Rd	634865G	
S 455.17	Daley Rd	634871K	
S 460.29	Augusta Stage Coach Rd	634879P	
S 464.76	Sandhill Rd	634884L	
S 466.73	Reedsville	635142W	
S 468.76	Clyd-Kildare	635141P	
S 468.96	4th St	635140H	
S 469.31	Marion Ln	635139N	
S 469.76	Fair St	635138G	
S 472.82	Berryville Rd	635135L	P
S 474.40	Indigo Rd	635134E	M
S 476.35	Stillwell Clyo	635133X	
S 478.94	Ebenezer	635131J	
S 481.00	Lexington Ave	901226A	
S 481.00	Rincon-Stillwell	901229V	
S 481.00	Ft Howard Rd Sepco Lead	901228N	
S 481.55	East Johnson St	635129H	P
S 482.13	W Fifth	635127U	M
S 482.22	W Sixth St	635126M	
S 482.48	W 9th St	635125F	
S 483.01	15th St	635124Y	
S 484.81	Mccall Rd	635122K	
S 485.55	Goshen Rd	635121D	
S 490.14	Monteith Rd	635119C	P
S 493.08	Grumman Rd	635114T	M
S 494.41	Bourne Ave	635113L	
S 495.30	Big Hill Rd	635112E	
S 495.60	Hawkinsville Rd	635110R	P
S 496.04	Wheat Hill Rd	635109W	

10. TERMINAL INSTRUCTIONS

NONE

11. LOADED UNIT CRUDE OIL TRAINS

NONE

12. POSITIVE TRAIN CONTROL

NONE

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			