NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Managing Safety on Passenger Railroads: Amtrak Overspeed Derailment – DuPont, Washington; and CSX and Amtrak Train Collision – Cayce, South Carolina.

GROUP	C
EXHIBIT	
8	

Agency / Organization

Amtrak

Title

Amtrak/CSX Host Railroad Agreement

Amtrak Signature Copy

AGREEMENT

BETWEEN

NATIONAL RAILROAD PASSENGER CORPORATION

AND

CSX TRANSPORTATION, INCORPORATED

June 1, 1999

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ARTICLE VIII
MISCELLANEOUS

THIS AGREEMENT is by and between the National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act (the "Act"), and the laws of the District of Columbia, having offices at 60 Massachusetts Avenue, N.E., Washington, DC 20002 ("Amtrak"), and CSX Transportation, Inc., a corporation formed pursuant to the laws of the Commonwealth of Virginia, having principal offices at 500 Water Street, Jacksonville, Florida 32202 ("CSXT").

WHEREAS, as of April 16, 1971, CSXT's predecessors entered into Agreements with Amtrak (the "Basic Agreement") respecting the provision of services and facilities for intercity rail passenger operations, which Basic Agreement was subsequently amended and consolidated;

WHEREAS, as of April 1, 1997, CSXT and Amtrak entered into an agreement (The "1997 Agreement") which completely restated the Basic Agreement to provide for continuing Amtrak operations on CSXT's Rail Lines at least through March 31, 2002, which agreement also terminated all other agreements between Amtrak and CSXT and its predecessors, in effect as of April 1, 1997, except for such other agreements specified therein;

WHEREAS, the Surface Transportation Board ("STB") under STB Finance Docket No. 33388 approved, with certain conditions, the acquisition of control of Conrail by CSX Corporation ("CSX"), of which CSXT is a wholly owned subsidiary, and

Norfolk Southern Corporation and Norfolk Southern Railway Company (collectively "NSR") and the division of assets of Conrail by and between CSX and NSR;

WHEREAS, the Transaction Agreement among CSX, NSR and Conrail provides that certain of Conrail's lines will be allocated to New York Central Lines, LLC, which is a wholly owned subsidiary of Conrail, and will be operated exclusively by CSXT under the terms of an Operating Agreement between New York Central Lines, LLC, as owner and CSXT as operator. These lines to be allocated to New York Central Lines, LLC (hereinafter, the "Conrail Lines") include, in part, certain railroad facilities over which Amtrak now operates pursuant to an Amended and Restated Off-Corridor Operating Agreement between Conrail and Amtrak, dated as of April 14, 1996.

WHEREAS, Amtrak and CSXT have agreed to restate the 1997 Agreement by incorporating the specific service and cost items governing services and operations on the Conrail Lines into the 1997 Agreement, by providing for continuing Amtrak operations, at least through May 31, 2004, on CSXT's Rail Lines and the Conrail Lines over which Amtrak will continue to operate in accordance with this Agreement, and by terminating all other agreements between Amtrak and CSXT and its predecessors in effect as of June 1, 1999, except for the other agreements specified in Appendix VI, and have further agreed that all Amtrak operations after May 31, 1999 over the CSXT Lines and the Conrail Lines shall be governed solely by this Agreement and any applicable agreements specified in Appendix VI.

NOW THEREFORE, effective as of June 1, 1999, the parties agree, except for the other agreements identified in Appendix VI that shall remain in effect, to terminate and supersede all agreements between Amtrak and CSXT and its predecessors, replace them with this Agreement as follows, and include under this Agreement all operations over the Conrail Lines to be operated by CSXT:

ARTICLE I

DEFINITIONS

Intercity Rail Passenger Service is defined as all passenger service (except commuter rail passenger service) operated by Amtrak over the Rail Lines.

Intercity Rail Passenger Trains is defined as all trains operated in Intercity Rail Passenger Service (hereafter sometimes referred to as "Amtrak trains").

Rail Lines is defined as CSXT's Rail Lines and the Conrail Lines that will be operated by CSXT (as set forth in the recitals), which are the rights of way and real properties appurtenant thereto that are necessary to operate Amtrak's Intercity Rail Passenger Service on Rail Lines together with the roadway structures, signal systems, and other facilities thereof or appurtenant thereto used in connection with the actual operation of Amtrak trains and all of CSXT's rights to use such properties of others, subject to the terms of any applicable agreements for the use of such property of others.

ARTICLE II

[Reserved]

ARTICLE III

THE SERVICES

Section 3.1 Right to Services.

Subject to and in accordance with the terms and conditions of this Agreement, CSXT agrees to provide Amtrak with the use of facilities and the services requested by Amtrak for or in connection with the operation of Amtrak's Intercity Rail Passenger Service, including the carrying of mail and express on Intercity Rail Passenger Trains to the extent authorized by the Act. The routes, schedules, and consists shall be compatible with the physical capabilities of CSXT.

Amtrak acknowledges and agrees that the former CSXT rail line between Milepost 964.2 at Dyer, Florida and Milepost 1031.6 at Hialeah, Florida (the "South Florida Rail Corridor") is now owned by the State of Florida Department of Transportation ("FDOT"), that CSXT now operates over the South Florida Rail Corridor as a tenant, that CSXT's special arrangements for continued Amtrak operations over the South Florida Rail Corridor expire at 11:59 p.m., EDT, on April 30, 1997, and that after 11:59 p.m., EDT, on April 30, 1997, Amtrak operations over the South Florida Rail Corridor must be conducted pursuant to rights obtained through FDOT; provided,

however, that Section 7.2 of this Agreement shall continue to apply to the operations of Amtrak and CSXT on the South Florida Rail Corridor.

Section 3.2A Modification of the Services.

Amtrak shall have the right from time to time to request, and, subject to and in accordance with the terms and conditions of this Agreement, including Section 3.3, CSXT hereby agrees to provide modified or additional services, including special trains. Such modified or additional services (except emergency services as set forth in subsection B below) shall be provided by CSXT upon the filing by Amtrak with CSXT of a request on a date sufficiently in advance of the date upon which any such request is to become effective to permit adequate joint planning and joint preparation for the modified or additional services provided for in such request. The services requested shall be subject to the physical limitations of CSXT and shall give due regard to CSXT's speed, weight, and other operating restrictions and rules and safety standards and to the avoidance of unreasonable interference with the adequacy, safety, and efficiency of its other railroad operations. In applying the foregoing, recognition shall be given to the importance of fast and convenient schedules and passenger comfort and convenience to the success of Amtrak's Intercity Rail Passenger Service.

Section 3.2B Emergency Service.

Amtrak shall have the right to request and, subject to and in accordance with the terms and conditions of this Agreement, CSXT hereby agrees to provide emergency services on Rail Lines of CSXT or over the rail lines of another railroad, subject to the terms of any applicable CSXT agreements for the use of such property, required as a result of Rail Lines of CSXT or rail lines of another railroad used in the operation of Amtrak trains becoming impassable, unsafe, or impractical due to emergency conditions and other short term disruptions, such as rail or bridge replacements, for use by Amtrak trains. Amtrak may request the operation of emergency trains orally; however, any such request shall be made as far in advance as possible, and shall be confirmed in writing within twenty-four (24) hours after communication to CSXT. The services requested shall be compatible with the physical limitations of CSXT, and shall give due regard to CSXT's speed, weight, and other operating restrictions and rules and safety standards. When said emergency services are provided on rail lines of another railroad, Amtrak shall indemnify and save CSXT harmless, irrespective of any negligence or fault of CSXT, its employees, agents, or servants or howsoever the same shall occur or be caused, from any and all liability for injury or death of any person or persons, other than employees of CSXT, and from any and all liability for loss, damage, or destruction to any properties, which arise from the provision of said emergency services. CSXT agrees to use its best efforts to provide emergency services requested under this Agreement in an expeditious and efficient manner. In the event of detours over rail lines of other railroads of Amtrak trains ordinarily operated over Rail Lines of

CSXT, CSXT will be reimbursed by Amtrak for all CSXT's additional costs resulting from the detours.

In the event an Amtrak train ordinarily operated over rail lines of other railroads is detoured over Rail Lines of CSXT, CSXT will (except as may otherwise be provided in other provisions of this Agreement) be reimbursed by Amtrak for all of CSXT's b4,b5 costs resulting from the detour, including without limitation, the b4,b5 b4,b5 and other b4,b5 as specified in Appendix IV, and repairs to detoured trains. Amtrak shall not be obligated to pay CSXT any additional amount for use of its Rail Lines in connection with such detours. CSXT shall not bill other railroads for any costs or charges in connection with such detours. Employees of other railroads who operate trains on behalf of Amtrak over the Rail Lines of CSXT shall, while on such Rail Lines, be deemed employees of Amtrak for purposes of Section 7.2(a) hereof.

Section 3.3 Standards of Performance.

A. CSXT further agrees to provide and furnish all labor, materials, equipment and facilities necessary to perform the services to be provided under Sections 3.1 and 3.2 (except as the same are provided by Amtrak), but shall not, except as otherwise provided in this Agreement or upon agreement with Amtrak, be required to purchase, construct, rebuild or replace Rail Lines, locomotives, cars, rolling stock or ancillary facilities (as defined in Section 3.8).

B. CSXT shall provide services hereunder in an economic and efficient manner and shall make every reasonable effort:

1. To deliver Amtrak trains to all scheduled passenger stops on CSXT by the scheduled time therefor;

2. To avoid excessive delays to trains and, consistent with safety, to make up delays incurred on Rail Lines of CSXT or on rail lines of other railroads; and

3. To service, inspect, and perform running repairs as necessary to permit an Amtrak locomotive or a passenger car in the consist of an Amtrak train to complete a trip over the Rail Lines of CSXT.

C. CSXT shall cooperate in good faith with Amtrak in providing service which will contribute to the success of Amtrak's Intercity Rail Passenger Service.

Section 3.4 [Reserved].

Section 3.5 No Violation of Labor Agreements.

Each party agrees that it will not require the performance of services hereunder by the other in a manner which would cause the other to violate the terms of or incur penalties, unless reimbursed, in connection with any then-current labor agreements between that other party and any organization representing any of its employees.

Section 3.6 [Reserved].

Section 3.7 CSXT Control and Supervision.

In the performance of services referred to in this Agreement, CSXT shall have sole control of the operation of Amtrak's Intercity Rail Passenger Trains while on the Rail Lines of CSXT. All personnel rendering any services which involve responsibility for CSXT's operating facilities or for the handling or movement of any Intercity Rail Passenger Train shall be subject to the direction, supervision and control of CSXT, and such services performed by or for Amtrak shall be governed by and subject to all then current operating and safety rules, orders, procedures and standards of CSXT with respect thereto.

CSXT may, for cause, require that any person performing services pursuant to this Agreement be prohibited or removed from performance of such services, subject to the requirement that CSXT shall support any action defending such prohibition or removal and bear any claims (other than from proceedings conducted pursuant to 49 CFR part 240) growing out of any action determined to be improper by a labor board.

Section 3.8 Ancillary Facilities.

In the event CSXT shall wish to dispose of fixed ancillary facilities or portions thereof, other than Rail Lines, such as but not necessarily limited to depots, platforms, canopies, parking areas, and servicing facilities, which are owned or leased by it and which are then being used in and necessary to the services rendered by CSXT pursuant to Article III hereof, CSXT will notify Amtrak, and on request of Amtrak, shall furnish a substitute facility reasonably equivalent in utility. In the event that Amtrak has

leased from CSXT a fixed ancillary facility or portion thereof and Amtrak either removes, or fails to replace or maintain such facility, CSXT shall be under no obligation to furnish a substitute facility. CSXT shall give notice to Amtrak thirty (30) days prior to disposing of any other ancillary facility which may be useful in the operation of Amtrak trains if such facility is located on lines currently being used for Amtrak service or, upon notice by Amtrak to CSXT, on lines being considered for Amtrak use.

ARTICLE IV

RAIL LINES

Section 4.1 Rail Lines.

CSXT shall retain and not voluntarily dispose of or abandon its Rail Lines used in the operation of regular Amtrak trains, as defined in Amtrak's public timetables, without Amtrak's prior written approval, which shall not unreasonably be withheld, for as long as such use continues or for the term of this Agreement, whichever period is the shorter, provided that seasonal changes or suspensions of service of 180 days or less shall not be deemed discontinuance of use. Nothing herein shall prevent CSXT from modifying, changing, or relocating any facility or any segment of its tracks, provided that with respect to tracks covered by this paragraph, the continuity of the tracks is retained.

This Agreement does not change the obligations of the parties pursuant to Section 406 of the Rail Passenger Service Act (codified at 49 U.S.C. 24309).

Section 4.2 Maintenance of Rail Lines.

The Rail Lines of CSXT used in Amtrak's Intercity Rail Passenger Service pursuant to this Agreement shall be maintained by CSXT at not less than the level of utility existing on June 1, 1999, including the speeds shown in Appendix I of this Agreement. Level of utility is defined as a condition which permits the June 1, 1999, schedules to be operated with a reasonable degree of regularity and with a reasonable degree of passenger comfort.

Amtrak and CSXT agree that there is an incremental increase in the cost of maintaining Rail Lines of CSXT which results from the operation of Amtrak trains (such costs hereafter referred to as "incremental costs"). Amtrak and CSXT further agree that such incremental costs are distinct from (and do not include any) costs which may be involved in maintaining CSXT's Rail Lines at not less than the level of utility (including the speeds set forth in Appendix I) on the later of the effective date of this Agreement or the date of the beginning of their use by Amtrak, rather than at some lower level of utility. Except for the Livingston Avenue Bridge (including superstructure, piers and supports) as described in the Notice of Insufficient Revenue dated October 28, 1983, CSXT agrees that it is obligated so long as this Agreement is in effect, to bear without reimbursement the entire cost (except for incremental costs) of maintaining its Rail Lines used by Amtrak at not less than the level of utility (including the speeds set forth in Appendix I) existing on the later of the effective date of this Agreement or the date of the beginning of such use. Amtrak agrees to the inclusion of reimbursement for the

incremental costs caused by the operation of Amtrak trains in any compensation arrangement between Amtrak and CSXT whether negotiated by the parties or established by a third party pursuant to Section 5.1 of this Agreement.

A baseline will be established to show the speeds and the track condition as of June 1, 1999. The speeds in effect on June 1, 1999 are set forth in Table 1 of Appendix I. The parties agree that the first track geometry run over each route after the execution of this Agreement shall constitute a reasonable representation of the track condition on the route in place as of June 1, 1999. Amtrak agrees that CSXT may adjust speeds at various locations when conditions require; provided, however, the overall pure running time (scheduled time minus recovery times and dwell times) for the train in a performance segment will not be lengthened as a result of such changes. As new routes are added, a baseline will be established as soon as practical after the trains on the route commence operation. It is the intention of the parties that the baselines provided for in this paragraph shall be used for the purpose of confirming the general level of utility of a given route but not for the purpose of determining a specific engineering condition of a specific portion of a given line segment.

Changes made by the Federal Railroad Administration (FRA) to the specifications for FRA Class of Track shall not result in a change to the level of utility obligation pursuant to this Section 4.2. Amtrak agrees to reimburse CSXT for any increased costs CSXT incurs to maintain the speeds specified in Appendix I due to a change in the applicable FRA specification. For example, if FRA changes curve elevation requirements for various track speeds which lower the acceptable speed for

existing elevation, CSXT can reduce the speed as required without penalty under this Agreement. If Amtrak desires to maintain the previous higher speed, Amtrak would pay for the necessary elevation adjustments.

Amtrak will be responsible for any costs for additional safety appliances or other requirements that may be imposed by the FRA of any other Government Agency solely because of Amtrak operations.

Notwithstanding the provisions of this Section 4.2, except for the Livingston Avenue Bridge as provided above, the Rail Lines covered by the following agreements shall be maintained as provided in those agreements, as they may be amended:

(a) The May 1, 1980 Agreement for Improvement of Trackage in Indiana (CSX has agreed to relieve Amtrak's obligation of compensation for this item through August 31, 2002), and

(b) Amendment to Off-Corridor Agreement between National Railroad Passenger Corporation and Consolidated Rail Corporation dated as of July 1, 1980, as modified. (Poughkeepsie-Hoffmans)

Each of these agreements and their related leases (where leases are involved) shall continue in effect and shall remain in force for the term of this Agreement.

Section 4.3 Additional Maintenance and Improvements.

Upon the request of Amtrak, CSXT shall as promptly as feasible modify its Rail Lines maintenance, at the sole expense of Amtrak for any additional cost to the extent such additional cost is not reimbursed under Article V, so as to increase the level of utility of any part of its Rail Lines to the level specified in such request.

Amtrak shall have the right (i) at its sole expense, to the extent that the cost thereof is not reimbursed under Appendix IV, to require CSXT to improve its Rail Lines in such request, or (ii) subject to mutually satisfactory arrangements, to improve the Rail Lines of CSXT; provided that any such improvement shall not unduly interfere with or unduly limit CSXT's other rail operations, that any such requested improvement shall be made by CSXT as promptly as feasible, and that any increase in maintenance cost occasioned by such improvement shall be paid by Amtrak to the extent that such increased cost is not reimbursed under Appendix IV.

Section 4.4 Maintenance of Light Density Lines

Notwithstanding Section 4.2, the parties agree that on or after the effective date of this Agreement, CSXT may modify the level of utility on the Rail Lines between Raleigh and Columbia; Maynard and Ames; and Clifton Forge and Orange (collectively the "Light Density Lines') by changing the FRA track classification on those lines from Class 4 to Class 3. Amtrak and CSXT may jointly inspect the Light Density Lines to determine if segments will or will not continue to meet FRA Class 3. On those segments where the track will not continue to meet Class 3, Amtrak may decide to

operate at such lower speeds as may be required, or Amtrak and CSXT will agree upon the additional cost (if any) that Amtrak will be required to pay CSXT if Amtrak elects to have such segments maintained at FRA Class 3. Also, Amtrak and CSXT may inspect the signal systems on the Light Density Lines to determine the feasibility of Amtrak's continued operation over such lines.

ARTICLE V

ACCOUNTS AND PAYMENTS

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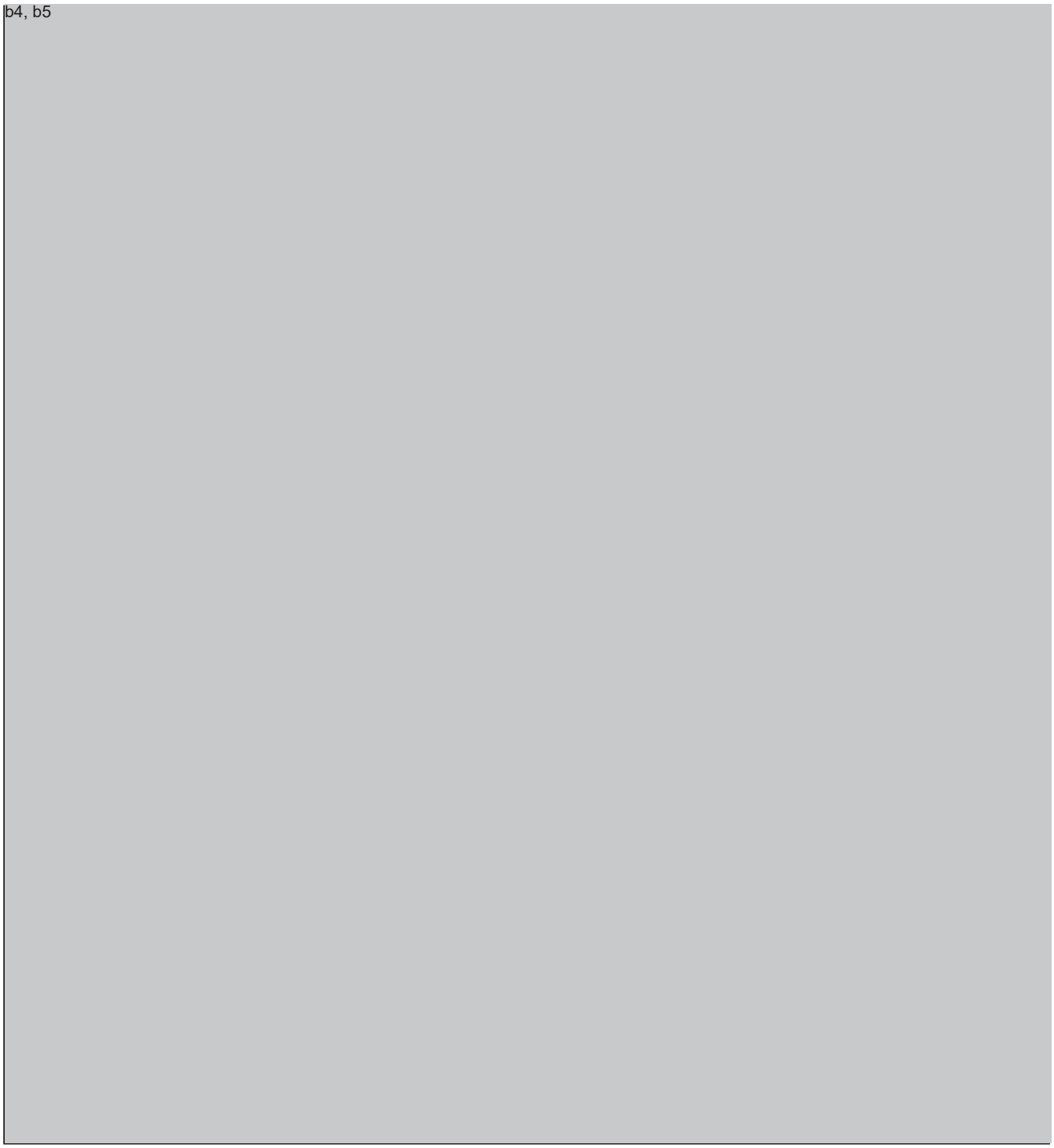

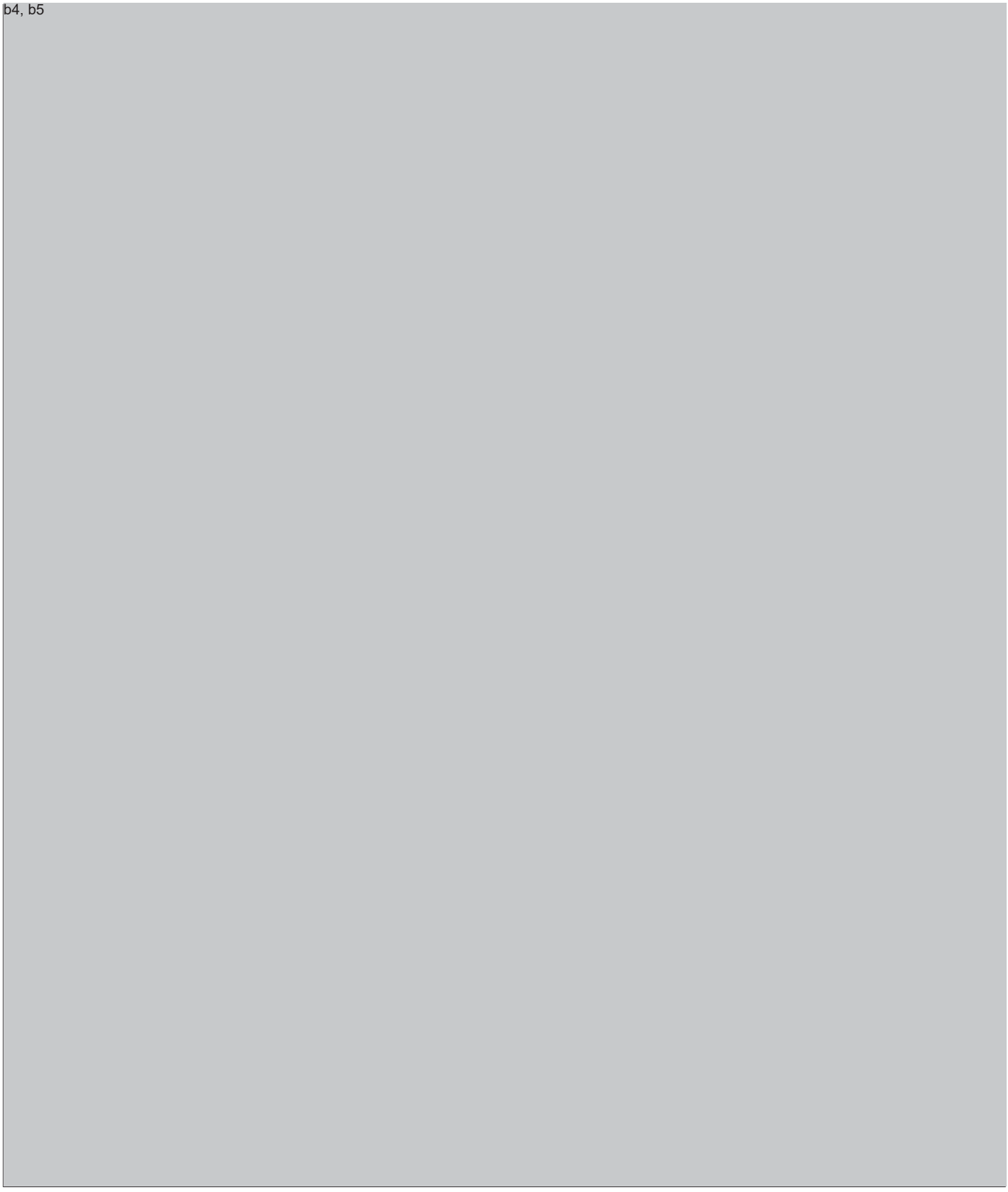
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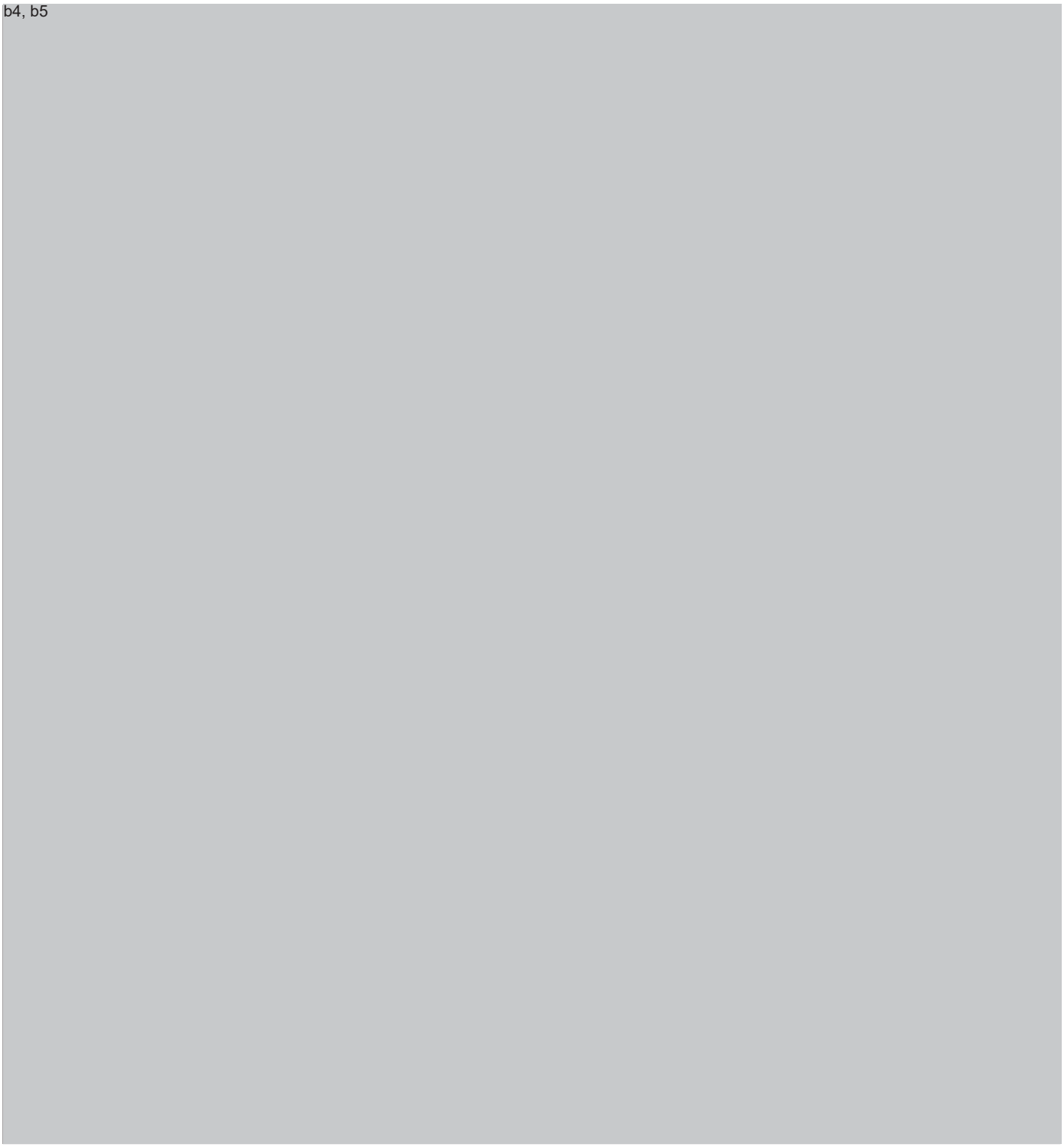
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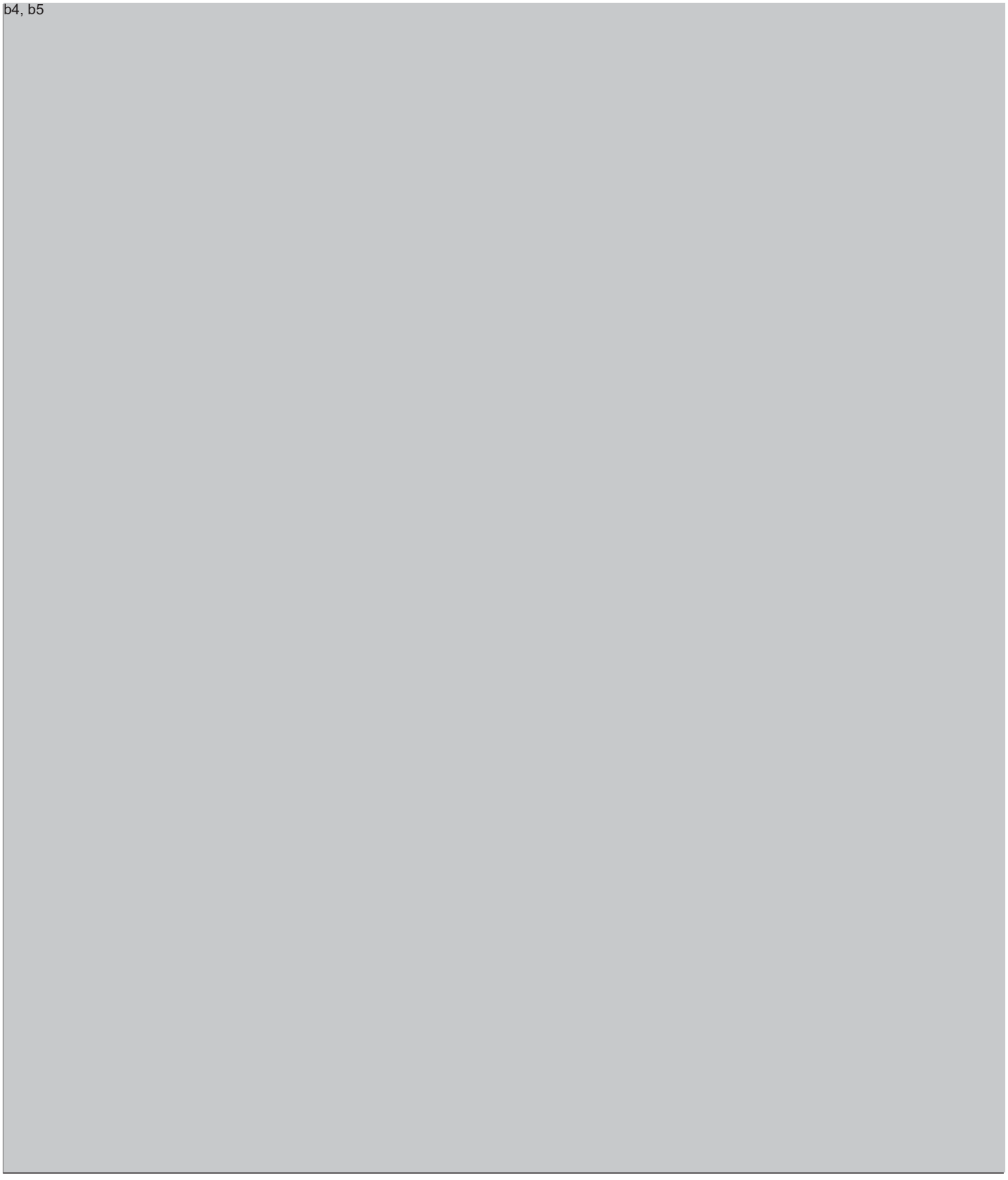
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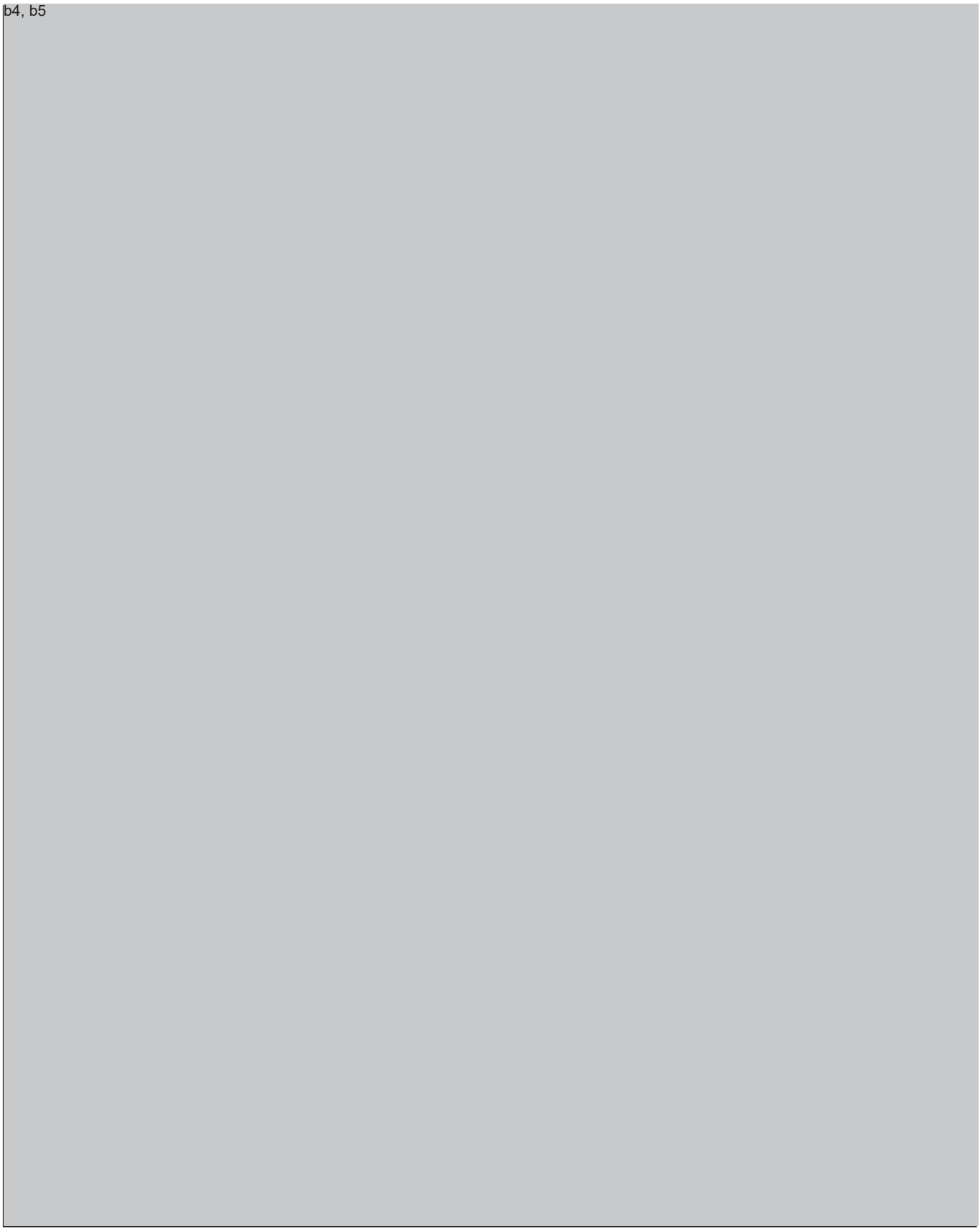
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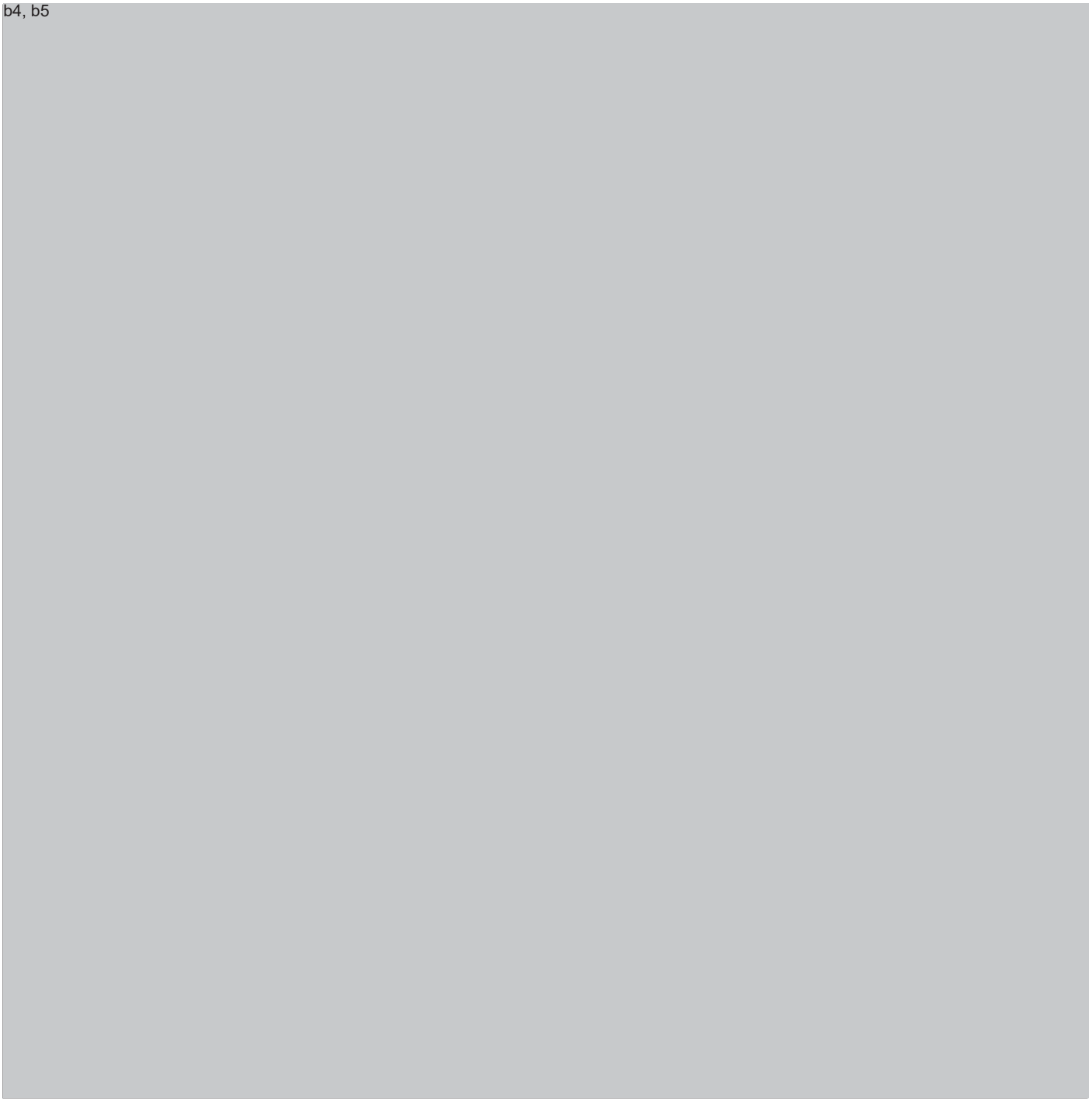
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ARTICLE VI

ARBITRATION

Except as otherwise provided in section 5.1, any claim or controversy between Amtrak and CSXT concerning the interpretation, application, or implementation of this Agreement shall be submitted to binding arbitration in accordance with the provisions of the Amtrak Arbitration Agreement dated April 16, 1971, among Amtrak and certain other railroads. The parties hereby agree to be bound by the provisions of said Arbitration Agreement.

ARTICLE VII

GENERAL

Section 7.1 [Reserved].

Section 7.2 Risk of Liability.

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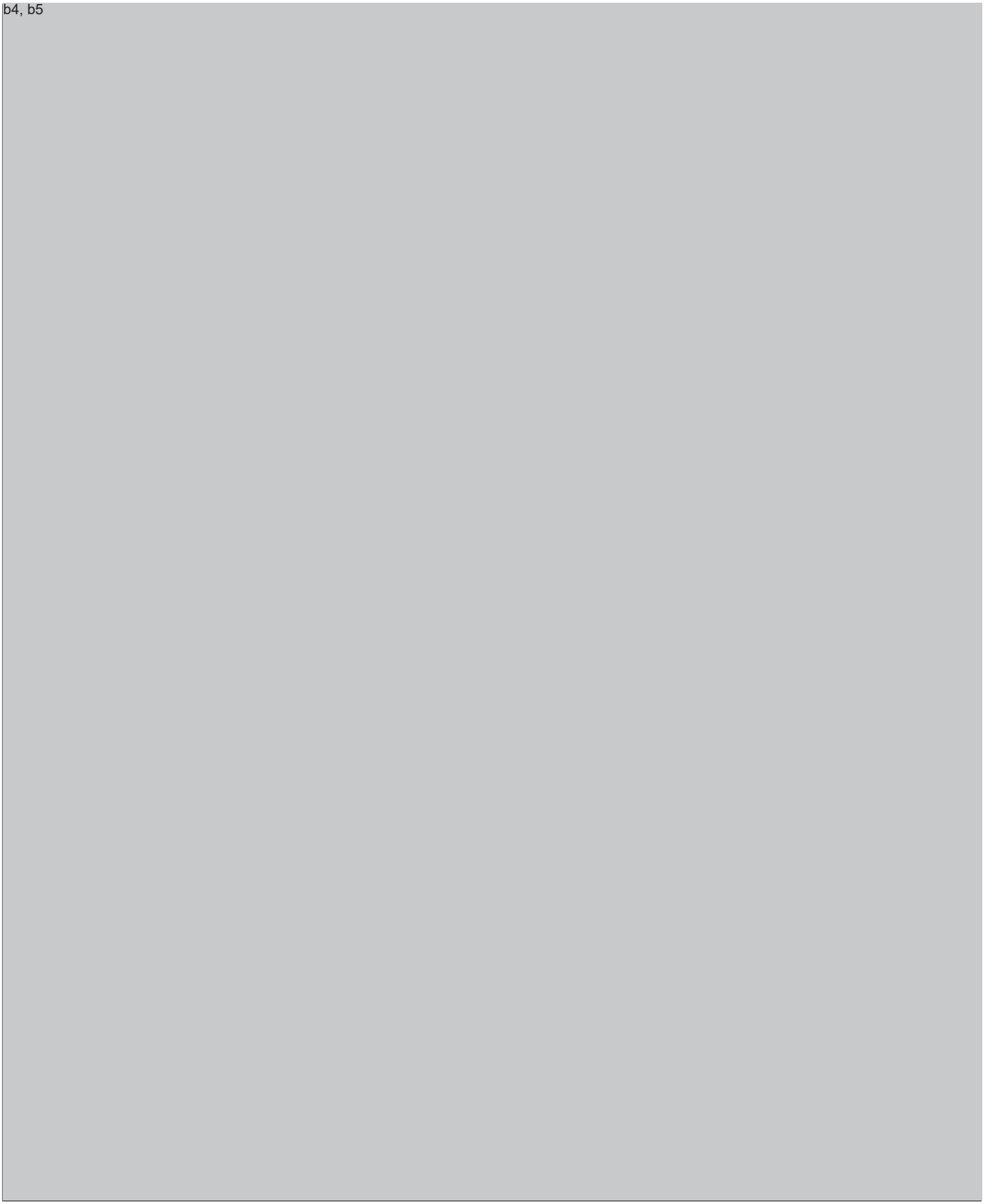
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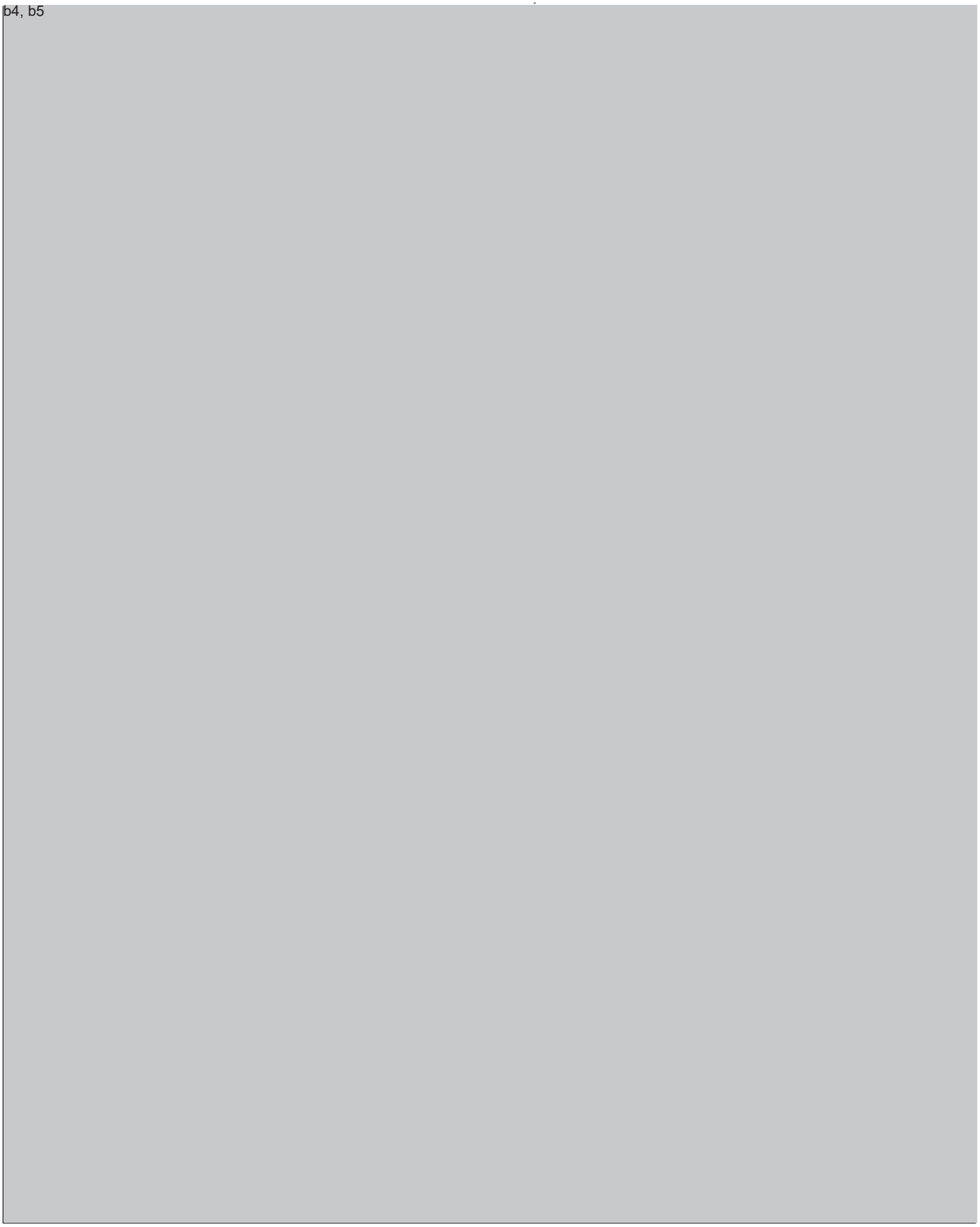

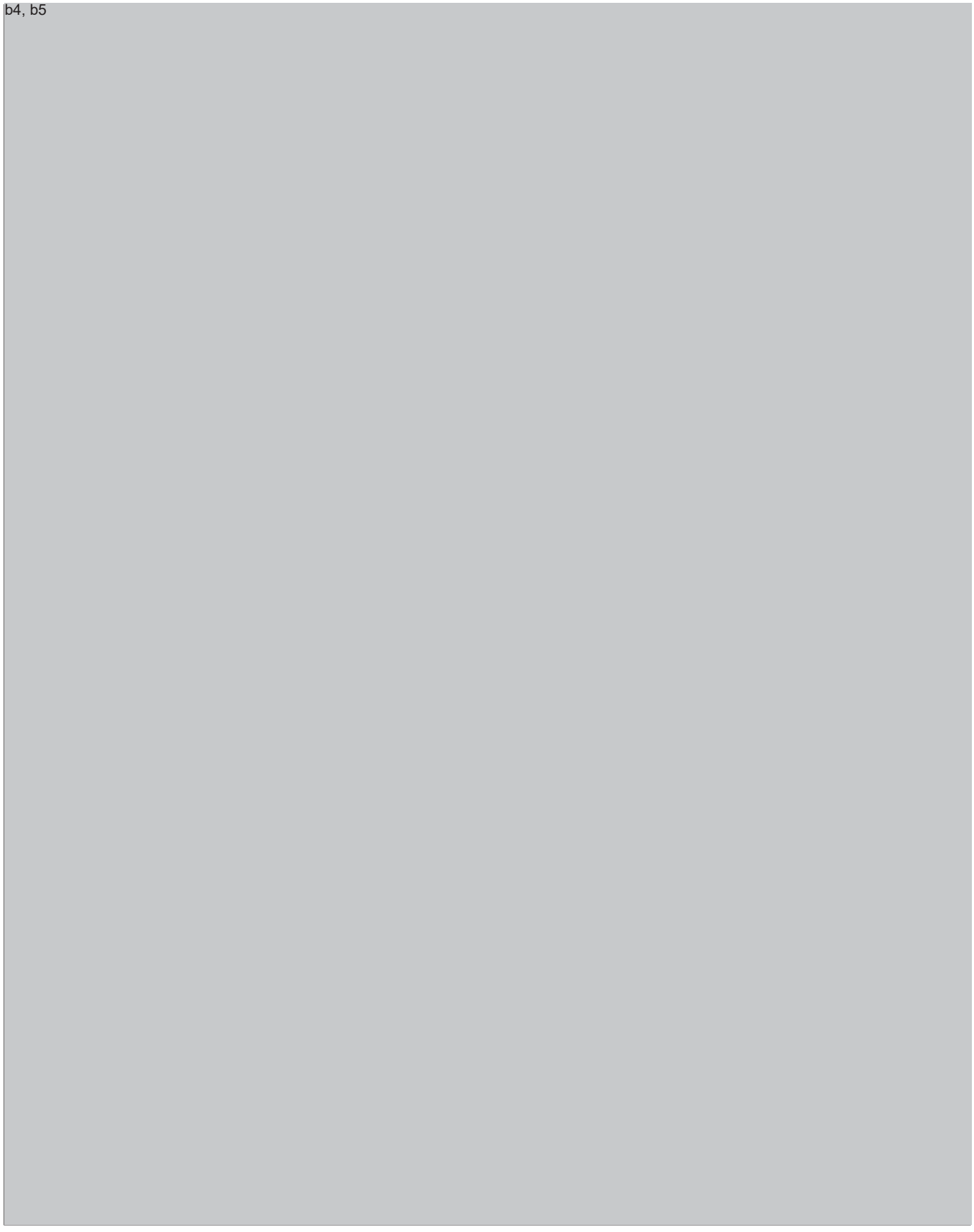
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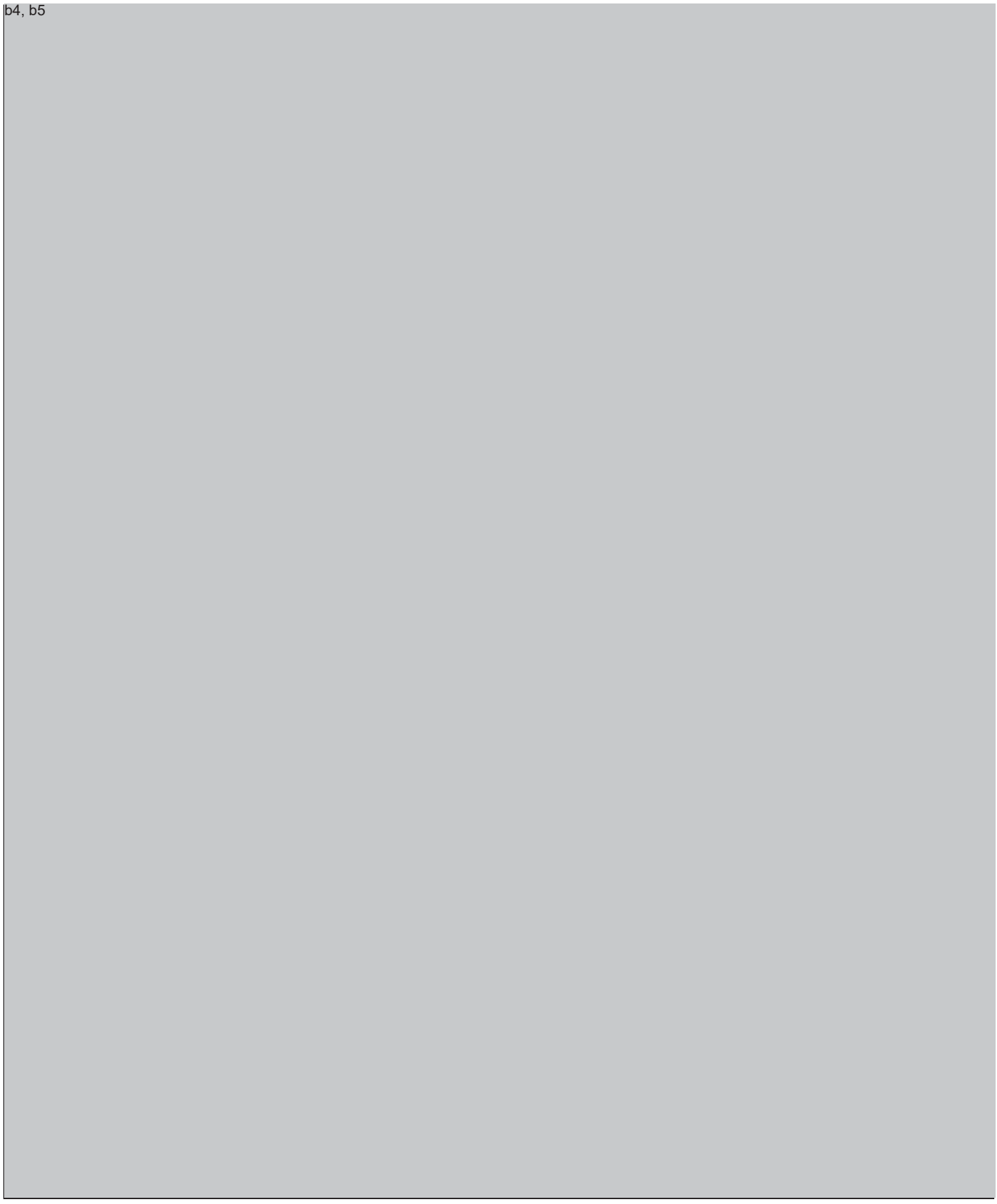

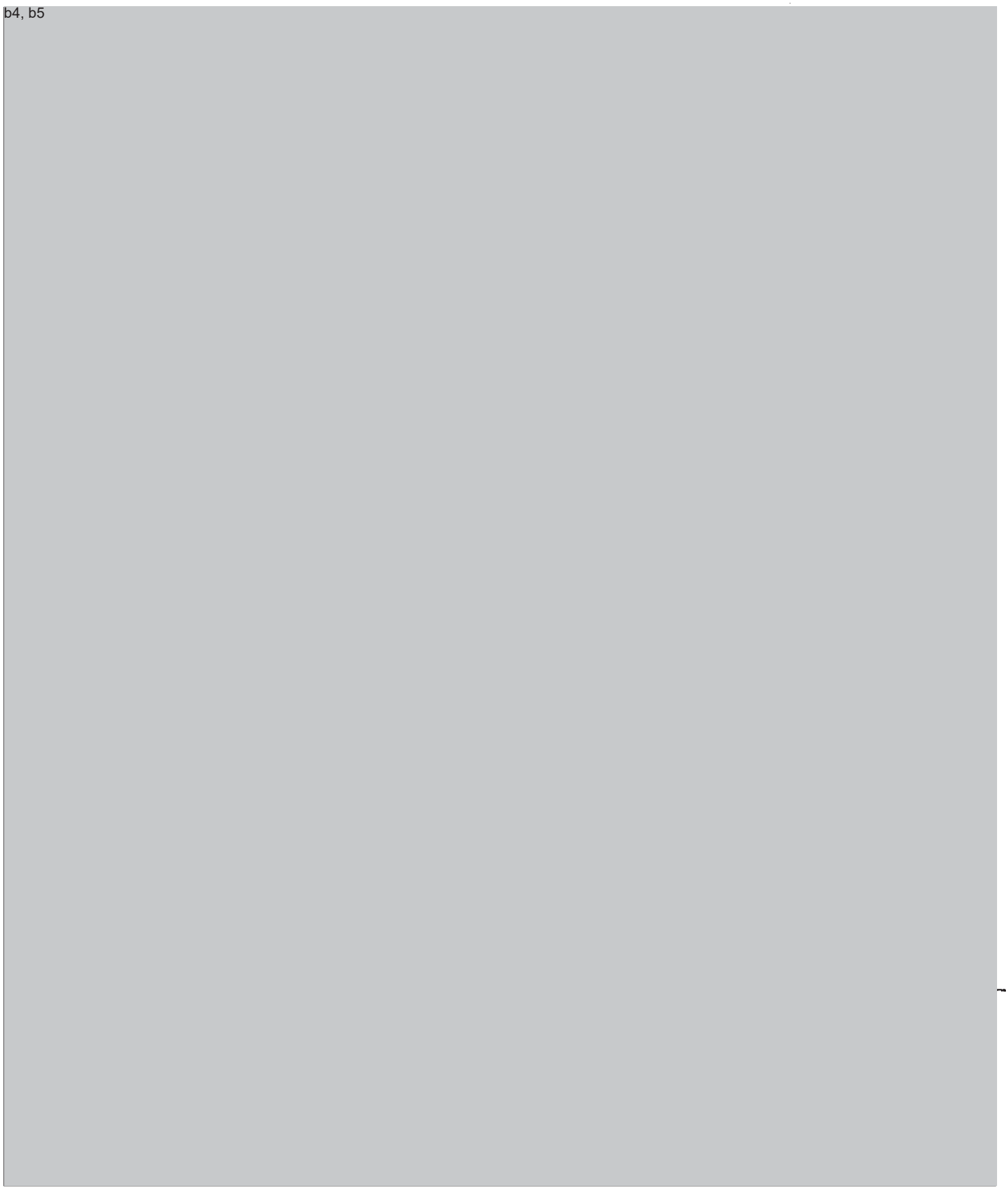
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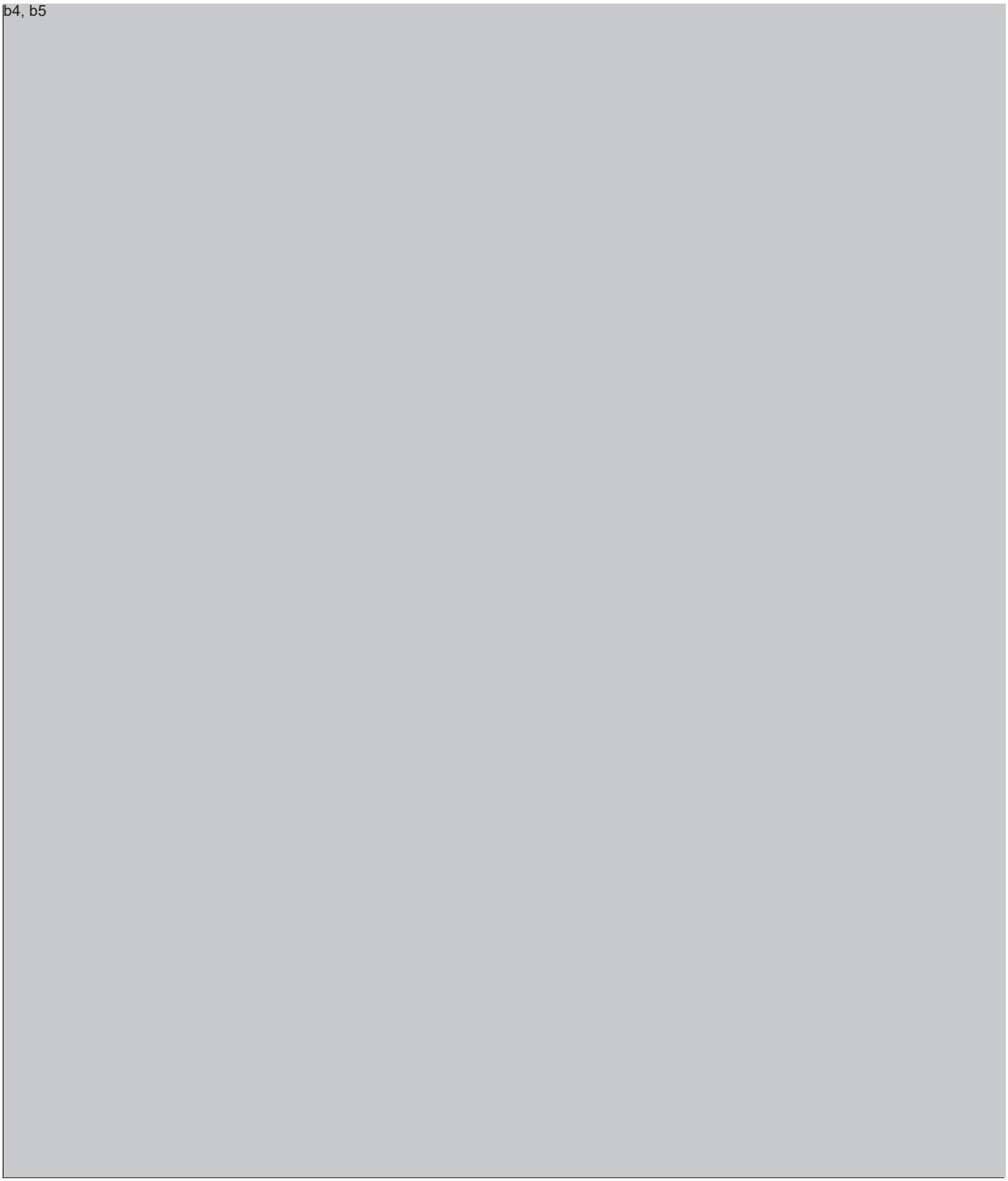

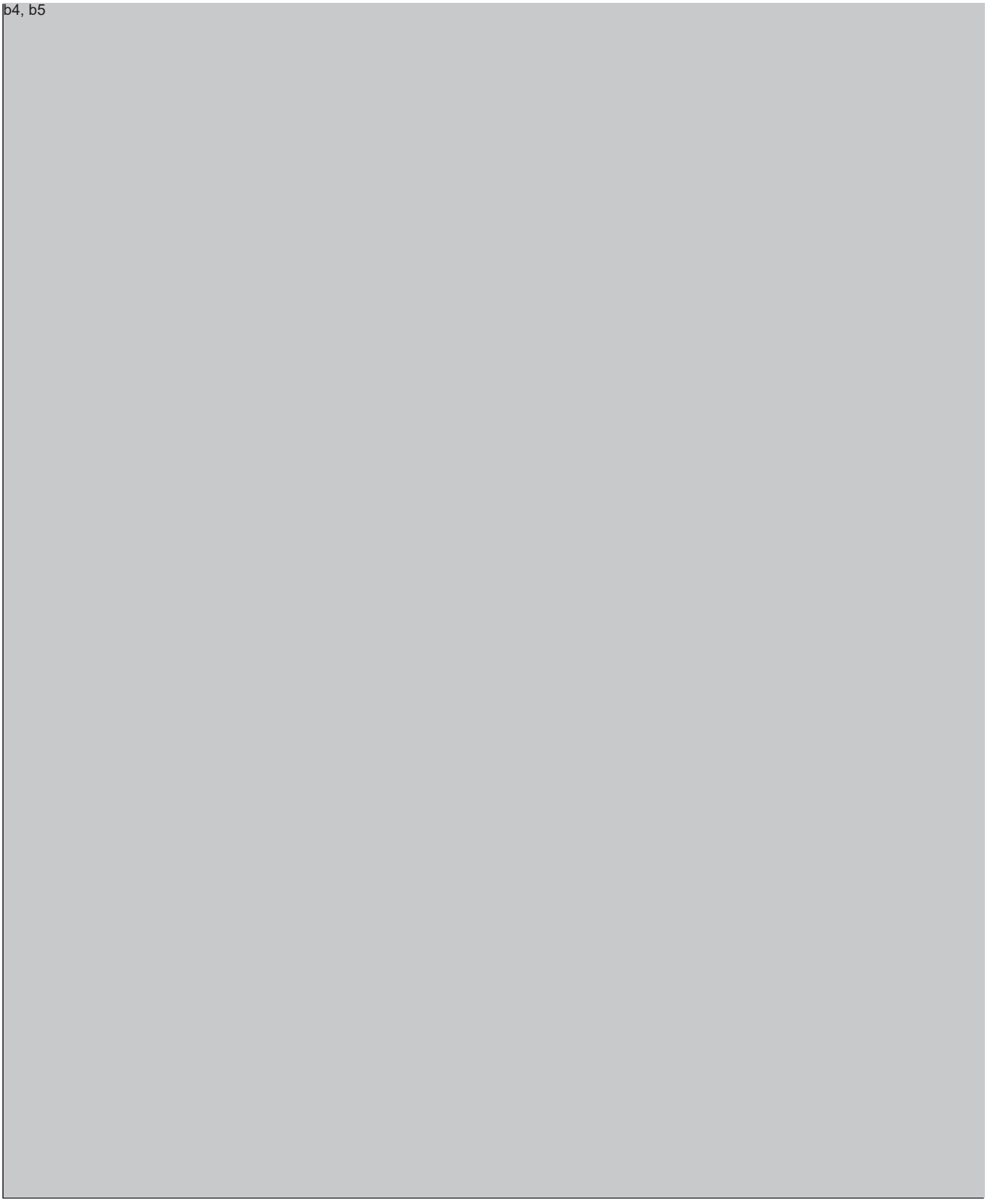
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ARTICLE VIII

MISCELLANEOUS

Section 8.1 Force Majeure.

The obligations of the parties hereunder, other than payment, shall be subject to force majeure (which shall include strikes, riots, floods, accidents, Acts of God, and other causes or circumstances beyond the reasonable control of the party claiming such force majeure as an excuse for nonperformance), but only as long as, and to the extent that, such force majeure shall prevent performance of such obligations.

Section 8.2 Successors and Assigns.

All the covenants and obligations of the parties hereunder shall bind their successors and assigns whether or not expressly assumed by such successors and assigns. The rights and obligations pursuant to this Agreement shall not be assigned, in whole or in part, by either party without the prior approval of the other party.

Section 8.3 Interpretation.

The Article and Section headings herein and the Table of Contents are for convenience only and shall not affect the construction hereof. This Agreement shall be construed in accordance with and governed by the laws of the District of Columbia. All appendices attached hereto are integral parts of this Agreement and the provisions set forth in the appendices shall bind the parties hereto to the same extent as if such provisions had been set forth in their entirety in the main body of this Agreement.

Nothing expressed or implied herein shall give or be construed to give to any person, firm or corporation other than Amtrak or CSXT any legal or equitable right, remedy or claim under or in respect of this Agreement. Neither this Agreement nor any of the terms hereof may be terminated, amended, supplemented, waived or modified orally, but only by an instrument in writing signed by Amtrak and CSXT, unless a provision hereof expressly permits either of said parties to effect termination, amendment, supplementation, waiver or modification hereunder, in which event such action shall be taken in accordance with the terms of such provision.

Section 8.4 Severability.

If any part of this Agreement is determined to be invalid, illegal or unenforceable, such determination shall not affect the validity, legality, or enforceability of any other part of this Agreement, and the remaining parts of this Agreement shall be enforced as if such invalid, illegal, or unenforceable part were not contained herein.

Section 8.5 Notices.

Any request, demand, authorization, direction, notice, consent, waiver, or other document provided for or permitted by this Agreement to be made upon, given or furnished to, or filed with one party by the other party, shall be in writing and shall be delivered by hand or by deposit in the mails of the United States postage prepaid, if to Amtrak, in an envelope addressed as follows:

National Railroad Passenger Corporation
60 Massachusetts Avenue, N.E.
Washington, DC 20002
Attention: Senior Director Contract Management

and if to CSXT, in an envelope addressed as follows:

CSX Transportation, Inc. (J315)
500 Water Street
Jacksonville, FL 32202
Attention: Amtrak Operations Officer

Each party may change the address at which it shall receive notification hereunder by notifying the other of such change.

Section 8.6 Counterparts.

This Agreement may be executed in any number of counterparts, each of which shall be an original.

Section 8.7 Relationship of Parties.

In rendering any service or in furnishing any equipment, materials or supplies hereunder, CSXT is acting solely pursuant to this Agreement with Amtrak made pursuant to the Act and not in its capacity as a common carrier.

CSX TRANSPORTATION

JB Rock, Jr.
Manager Amtrak Operations

500 Water Street
Jacksonville, FL 32202
Phone: (904) 359-7484
Fax: (904) 359-1373

May 3, 2004

Mr. Gary A. Reinoehl
Senior Director Contract Management
National Railroad Passenger Corporation

Dear Mr. ~~Reinoehl~~ Gary,

Enclosed is an executed copy of the amendment that will extend the June 1, 1999 Operating Agreement beyond June 1, 2004.

Sincerely,

[redacted]

Enclosure

cc: Gil Feltel – CSXT
John Gibson – CSXT
Chris Haas – CSXT
Fred Ohly – Amtrak
Paul Vilter – Amtrak
Jay Westbrook - CSXT

AMENDMENT TO JUNE 1, 1999 AGREEMENT BETWEEN NATIONAL RAILROAD PASSENGER CORPORATION AND CSX TRANSPORTATION, INC.

The National Railroad Passenger Corporation (Amtrak) and CSX Transportation, Inc. (CSXT) hereby agree to amend the June 1, 1999 Agreement between the parties that governs the operation of Amtrak rail passenger service on CSXT rail lines.

The parties hereby agree that Section 8.8 of the June 1, 1999 Agreement is revised in its entirety to read as follows:

Section 8.8 - Term

> This Agreement shall become effective on June 1, 1999 and remain in effect at least until May 31, 2004, and thereafter until terminated by sixty (60) days' written notice to the other party. Such notice of termination may be given at any time after May 31, 2004.

IN WITNESS WHEREOF, Amtrak and CSXT have caused this amendment to the June 1, 1999 Agreement to be duly executed by their respective representatives thereunto duly authorized.

NATIONAL RAILROAD PASSENGER CORPORATION

By: [redacted]

Name: David L. Gunn

Title: President and Chief Executive Officer

Date: 3/31/04

CSX TRANSPORTATION, INC.

By: [redacted]

Name: John Gibson

Title: Vice President Passenger and Operations Planning

Date: 4/13/04

Section 8.8 Term.

This Agreement shall become effective on June 1, 1999, and remain in effect at least through May 31, 2004, and thereafter until terminated by 12 months written notice to the other party. Such notice of termination may be given at any time after May 31, 2003.

Section 8.9 Equal Employment Opportunity.

CSXT shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. CSXT will take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer, recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship.

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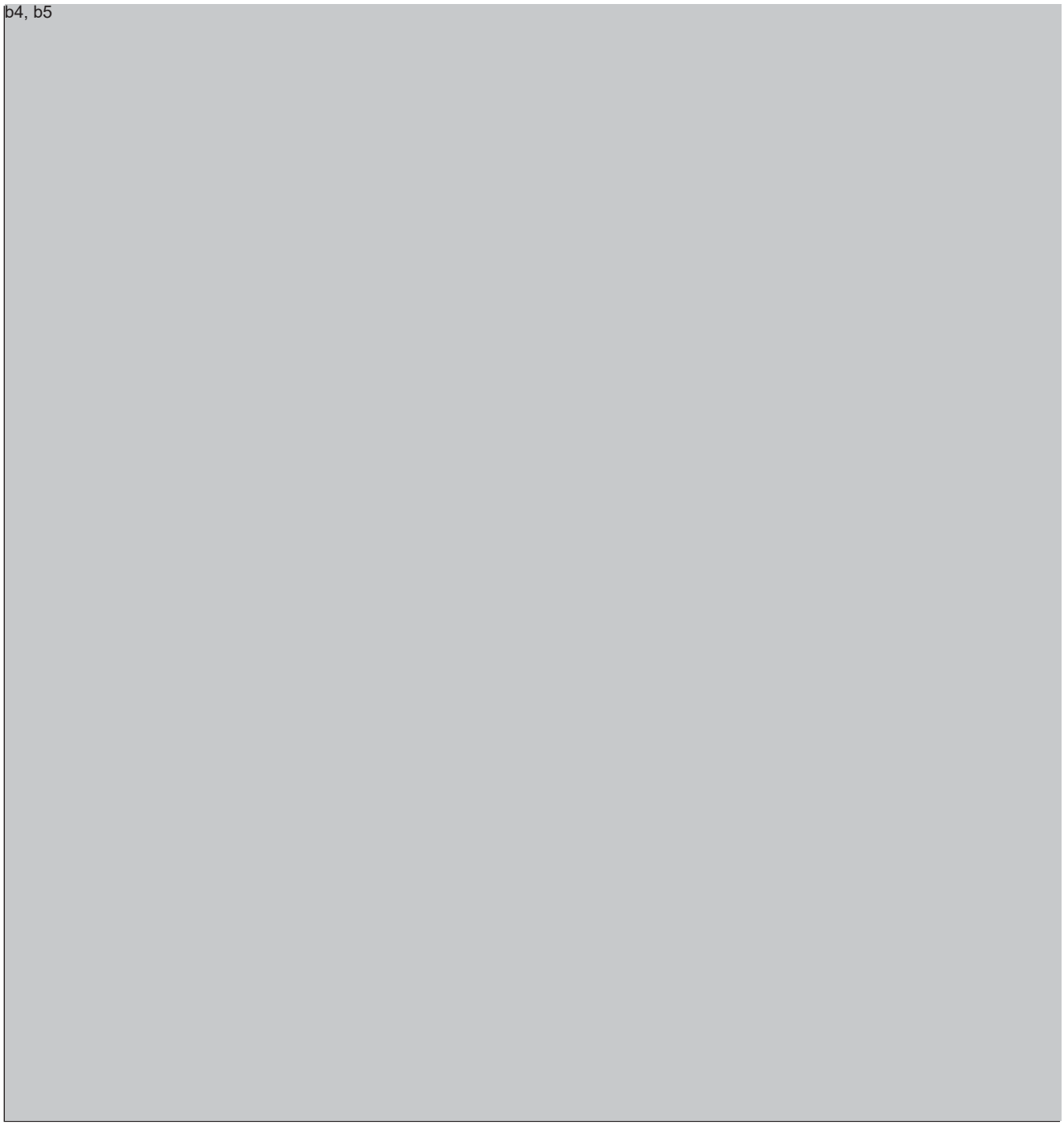
b4, b5


b4, b5

IN WITNESS WHEREOF, Amtrak and CSXT have caused this Agreement to be duly executed by their respective officers thereunto duly authorized.

NATIONAL RAILROAD PASSENGER CORPORATION

By [redacted]

NAME: Mr. Ron Scolaro
TITLE: Vice President - Operations

CSX TRANSPORTATION, INC.

By [redacted]

NAME: Gordon B. Mott
TITLE: A.V.P. - Passenger Integration

CSXT

APPENDIX I

MAXIMUM PASSENGER TRAIN SPEEDS

Effective June 1, 1999 (to be provided)

Note: This entire Appendix I is considered to be page 42. To differentiate the pages in this Appendix I, they are labeled Appendix Ia through Appendix Ijjj beginning with the following page.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

ABERDEEN SUBDIVISION

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 6. Maximum Authorized Speed

Between Location/Mile Post	MPH
Edgeton, S154.7 and Marston, S241.6	79
Apex SDS 20.7 to East Durham SDS 2.3	10
Joyland SB 151.0 to Durham SB 154.9	10

13.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 7 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Trains other than passenger trains	—	60
S154.7 and S155.0	10	10
S155.0 and S156.0	20	20
S156.0 and S156.3	10	10
S156.3 and S157.0	20	20
Movements through CSX-NS crossover S156.9	10	10
No. 1 Track		
S157.0 and S157.3	10	10
S157.3 and S157.4	20	20
S157.4 and S164.3	70	—
S164.3 and S164.7	65	—
S164.7 and S164.8	45	45
No. 2 Track		
S157.0 and S157.3	10	10

Table 7 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
No. 2 Track		
S238.3 and S238.7	75	—
S238.7 and S239.0	70	—
Signaled Sidings		
At Apex	25	25

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

Table 7 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
S157.3 and S157.4	20	20
S157.4 and S164.4	65	55
S164.4 and S165.0	45	45
Both Tracks		
S164.7 and S165.7	35	35
Single Track S165.0 and S165.2	45	45
S165.2 and S166.5	60	—
S167.4 and S168.0	75	—
S170.6 and S171.7	45:	45
S171.7 and S172.5	65	—
S172.5 and S173.5	60	55
S183.6 and S185.0	65	—
S185.0 and S186.9	60	—
S194.5 and S194.9	65	—
S198.2 and S200.4	35	35
S198.2 and S198.8	50	50
S198.8 and S199.2	35	35
S199.2 and S199.4	50	50
S200.4 and S201.0	60	—
S201.0 and S203.9	70	—
S203.9 and S205.9	60	—
S205.9 and S208.4	70	—
S208.4 and S210.5	60	—
S210.5 and S211.1	50	50
S211.1 and S212.6	65	—
S217.0 and S217.3	70	—
S219.4 and S221.2	60	—
S221.2 and S221.5	60	50
S221.5 and S223.9	60	—
S223.9 and S224.6	55	50
S224.6 and S225.8	35	35
S225.8 and S228.1	60	—
S228.1 and S229.2	45	45
S228.4 and S228.7	45	45
S229.2 and S230.1	75	—
No. 2 Track		
S230.1 and S232.8	10	10
No. 1 Track		
S230.1 and S230.5	70	—
S230.5 and S232.1	75	—
S232.1 and S232.5	70	—
S232.5 and S232.8	75	—
Single Track		
S232.8 and S238.3	75	—
No. 1 Track		
S238.3 and S241.7	45	45

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

ALLEGHANY SUBDIVISION

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA275.8 and CA280.8	65	40
CA280.8 and CA354.6	60	40

13.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 5. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA275.8 and CA280.8 - Trains in excess of 10,000 tons	—	25
CA280.8 and CA354.6 - Trains in excess of 14,000 tons	—	35
CA280.8 and CA306.7 - eastward trains	—	35
CA275.8 and CA277.1	35	35
CA277.1 and CA277.8	20	20
CA277.8 and CA277.9	10	10
CA277.9 and CA278.4	20	20
CA278.4 and CA280.8	50	—
CA280.8 and CA281.8	50	—
CA283.1 and CA283.2 turnout	40	—
CA283.9 and CA284.6	40	35
CA284.6 and CA287.3	50	—
CA287.3 and CA288.1	40	—
CA288.1 and CA289.1	50	—
CA289.1 and CA290.5	35	35
CA290.5 and CA297.6	50	—
CA297.6 and CA297.8 No. 2 track	45	—
CA297.8 and CA298.1	50	—
CA298.1 and CA298.2 turnout	40	—
CA298.2 and CA299.2	50	—
CA299.2 and CA299.8	40	—
CA299.8 and CA302.7	45	—
CA302.7 and CA305.8	35	35
CA305.8 and CA310.5 No. 1 track	45	—
CA310.5 and CA311.6 No. 1 track	50	—
CA311.6 and CA315.3 No. 1 track	55	—
CA315.3 and CA315.6 No. 1 track	45	—
CA315.6 and CA317.6 No. 1 track	35	35

Table 5. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
CA317.6 and CA320.0 No. 1 track	45	—
CA305.8 and CA307.0 No. 2 track	45	—
CA307.0 and CA320.0 No. 2 track	30	30
CA322.1 and CA322.4 No. 1 track	45	—
CA322.4 and CA323.1 No. 1 track	50	—
CA322.1 and CA323.1 No. 2 track	50	—
CA324.0 and CA324.1 turnout	40	—
CA324.9 and CA325.1	50	—
CA326.9 and CA327.1	40	—
CA329.6 and CA331.2	45	—
CA331.2 and CA331.7	40	35
CA331.7 and CA333.4	45	35
CA333.4 and CA334.4	40	35
CA334.4 and CA335.3	45	35
CA335.3 and CA336.6	35	35
CA336.6 and CA337.8	45	35
CA339.5 and CA339.7	40	35
CA339.7 and CA340.2 No. 1 track	40	—
CA341.6 and CA342.0 No. 1 track	50	—
CA339.7 and CA341.1 No. 2 track	40	35
CA341.1 and CA341.5 No. 2 track	25	25
CA341.5 and CA342.0 No. 2 track	50	—
CA342.8 and CA342.9 turnout	40	—
CA348.1 and CA349.8	40	—
CA349.8 and CA350.3 No. 1 track	35	35
CA349.8 and CA350.3 No. 2 track	25	25
CA350.3 and CA351.1	40	—
CA351.1 and CA354.6 No. 1 track	50	—
CA351.1 and CA353.5 No. 2 track	50	—
CA353.5 and CA353.8 No. 2 track	35	35
CA353.8 and CA354.6 No. 2 track	50	—

Note: Trains and engines are restricted to 10 MPH on th center siding at BS Cabin.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

AUBURNDALE SUBDIVISION

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 10. Maximum Authorized Speed

Between Location/Mile Post	MPH
Auburndale and Delta SX956.4	79

23.2 SPEED RESTRICTIONS

Bold MPH denoted city ordinance

Table 11. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Other than Passenger Trains	-	60
SX819.1 and SX820.4	10	10
SX820.4 and SX820.8	20	20
SX823.1 and SX823.5	65	60
SX825.6 and SX825.9	55	55
SX825.9 and SX826.3	30	30
SX826.3 and SX827.1	50	50
SX835.4 and SX836.4	65	60
SX856.4 and SX856.7	75	-
SX856.7 and SX858.8	**45**	**45**
SX858.8 and SX862.9	70	-

Table 11. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
SX862.9 and SX866.5	75	-
SX866.5 and SX867.5	**45**	**45**
SX867.5 and SX868.0	60	60
SX922.2 and SX922.3	60	40
SX937.2 and SX937.3 (St. Lucie Canal Drawbridge)	45	25
McDonald Connection,	30	30
Signaled Sidings West Lake Wales (Signaled between SAS MP SX835.9 and south switch MP SX 837.4 only), W. Frostproof, Hartt, Ridge, Plains, Ft. Basinger Mildred, Sherman, Indiantown, Delta.	25	25
All Industrial Tracks - Okeechobee	10	10
Avon Park Spur	10	10
Sebring Airport Spur	10	10
Baker Spur	10	10
Palm Center Spur	10	10

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

BALDWIN SUBDIVISION

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 5. Maximum Authorized Speed

Between Location/Mile Post	MPH
Baldwin and Sunnyside	40

13.2 SPEED RESTRICTIONS

Table 6. Speed Restrictions

Between Location/Mile Post	MPH
Ludington Subdivison and Apex of Wye	15
Kopje Hill, CGE58.8 and CGE60.8	30
White Cloud-Curve CGE46.9 and CGE 47.2	10
Newago-Over Bridge No. 189.2 CGE36.4 and CGE36.5	25
Grant-CGE28.8 and CGE30.0	30
Grand Rapids CGE5.5 and Sunnyside	25
Sunnyside-On East and West Legs of Wye	10
Baldwin/Ludington Wye, CGE73.3 and CGE73.7	10

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

BELLWOOD SUBDIVISION

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 42. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hermitage, SRN4.0 and S1.0	30
S1.0 and S8.9	25

Note: All tracks other than main and signal tracks 10 MPH.

43.2 SPEED RESTRICTIONS

Table 43. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Both Tracks		
SRN4.0 and SRN3.6	20	20
SRN3.6 and SRN1.8	–	25
SRN1.8 and SRN0.5	20	20
Single		
SRN0.5 and S1.0	10	10
S7.2 and S8.9	10	10

Note: Richmond, 6 MPH when moving longitudinally in a street.

CSXT
APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

BOSTON LINE

MAXIMUM SPEEDS—PASSENGER

Between	Single Track	No. 1 Track	No. 2 Track	Cont. Siding
COVE and MP 2.5		30	30	
MP 2.5 and CP-3		40	40	
CP-3 and CP-4	50			
CP-4 and MP 10.4		60	60	
MP 10.4 and MP 10.7		55	55	
MP 10.7 and MP 11.5		60	60	
MP 11.5 and MP 12.2		55	55	
MP 12.2 and MP 13.4		60	60	
MP 13.4 and MP 13.6		55	60	
MP 13.6 and MP 20.9		60	60	
MP 20.9 and CP-22		30	30	
CP-22		40	40	
CP-22 and MP 22.5		50	50	
MP 22.5 and CP-33		60	60	

BOSTON LINE

MAXIMUM SPEEDS—PASSENGER—(Cont.)

Between	Single Track	No. 1 Track	No. 2 Track	Cont. Siding
CP-33 and MP 36		60	60	
MP 36 and MP 36.8		55	55	
MP 36.8 and MP 39.5		60	60	
MP 39.5 and MP 42.2		50	50	
MP 42.2 and CP-43		40	40	
CP-43 and CP-44		40	40	
CP-44 and CP-45				40
CP 44 and MP 44.7		25	25	
MP 44.7 and MP 47.4		60	60	
MP 47.4 and CP-48		50	50	
CP-48 and MP 48.8	50			
MP 48.8 and MP 51.0	55			
MP 51.0 and MP 58.3	40			
CP-57 and MP 58.3				40
MP 58.3 and MP 60.3	50			50
MP 60.3 and MP 60.7	45			45
MP 60.7 and MP 62.5	50			50
MP 62.5 and CP-64	60			60
CP-64 and MP 70.5	60			
MP 70.5 and MP 71.0	55			
MP 71.0 and MP 75.8	60			
MP 75.8 and MP 76.3	45			
MP 76.3 and MP 77.9	50			
MP 77.9 and MP 88.3	60			
CP-79 and CP-83				60
MP 88.3 and MP 88.8	55			
MP 88.8 and MP 92	60			
MP 92 and MP 98.1		60	60	
MP 98.1 and CP-99		30	30	
CP-99 and CP-100		40	40	
CP-100 and MP 104.6		40	40	
MP 104.6 and CP-109		40	50	
CP-109 and MP 112.0	50			
MP 112.0 and MP 113.7	40			
MP 113.7 and MP 116.8	35			
MP 116.8 and MP 119.5	40			
MP 119.5 and CP-123	45			
CP-123 and MP 127.0		45	45	
MP 127.0 and MP 137.7		40	40	
MP 137.7 and CP-150		50	50	
CP-150 and MP 157.0	60			
CP-157.0 and MP 164.7	50			
MP 164.7 and MP 164.9	40			
MP 164.9 and MP 168.6	50			
MP 168.6 and MP 168.9	45			
MP 168.9 and MP 171.0	50			
MP 171.0 and CP-171	40			
CP-171 and MP-176	40			40
MP 176.0 and CP-176	35			35
CP-176 and MP 178.0	30			
MP 178.0 and MP 180.5	40			
MP 180.5 and CP-187	50			
CP-187 and CP-SM	50			

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

CHARLESTON SUBDIVISION

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 61. Maximum Authorized Speed

Between Location/Mile Post	MPH
Florence, A292.7 and Central Jct A490.4	79

63.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 62. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision-Intermodal Trains	—	70
Entire Subdivision Other than passenger or Intermodal Trains	—	60
Both Tracks		
A292.7 and A293.6	25	25
No. 1 Track		
A293.6 and A300.0	60	40
A306.0 and A310.0	60	40
A317.5 and A321.0	60	40
A327.6 and A331.8	60	40
A338.0 and A345.1	60	40
Single Track		
A345.3 and A347.7	40	30
No. 2 Track		
A348.4 and A352.9	60	40
Single Track		
A361.7 and A361.8	45	25
No. 1 Track		
A361.9 and A366.8	60	40
A373.1 and A376.9	60	40
No.2 Track		
A383.4 and A388.1	60	40
No. 3 Track		
A388.0 and A388.6	15	15
No. 2 Track		
A388.1 and A388.5	20	20
A388.5 and A394.7	50	40
No. 1 Track		
A388.1 and A388.5	30	30
A393.7 and A393.7	50	50
Both Tracks		
A393.7 and A393.8	45	25
No.2 Track		
A403.5 and A408.0	60	40
A415.4 and A418.7	60	40
No. 1 Track		
A428.0 and A432.0	60	40
No. 2 Track		
A440.6 and A446.6	60	40
A470.0 and A477.8	60	40
Single Track		
A478.2 and A480.1	30	30

Note:

1. All tracks, other than main and signaled tracks, MPH.
2. Do not exceed 10 mph on connection track to Augus Subdivision A442.8/AMH442.8 to AMH443.0.

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APPENDIX I

APPENDIX Ih

MAXIMUM PASSENGER TRAIN SPEEDS

CHICAGO LINE

MAXIMUM SPEEDS—PASSENGER

Between	Single Track	No. 1 Track	No. 2 Track	Other Tracks
CP-142 and CP-143		20	20	Main Trk 20
CP-143 and CP-144		15		Main Trk 15
CP-144 and LAB	20			
LAB and CP-145	25			
CP-145 and MP 145.2	40			
MP 145.2 and CP-146	80			
CP-146 and MP 149.0	90			
MP 149.0 and MP 156.3	110			
MP 156.3 and MP 158.0	90			
MP 158.0 and MP 159.6	65			
MP 159.6 and MP 159.9	30			
CP-160				Wye to CP RR 15
MP 159.9 and MP 160.3	50			
MP 160.3 and MP 161.3	70			
MP 161.3 and MP 164.5	100			
MP 164.5 and MP 165.8	90			
MP 165.8 and CP-169	100			
CP-169 and MP 181.5		70	70	
MP 181.5 and MP 183.0		50	50	
MP 183.0 and MP 192.5		75	75	
MP 192.5 and MP 192.8		50	50	
MP 192.8 and MP 198.2		70	70	
MP 198.2 and MP 199.6		50	60	
MP 199.6 and MP 205.9		70	70	

CHICAGO LINE

MAXIMUM SPEEDS—PASSENGER (Cont.)

Between	Single Track	No. 1 Track	No. 2 Track	Other Tracks
MP 350.0 and MP 351.0		65	65	
MP 351.0 and MP 360.6		79	79	
MP 360.6 and MP 360.9		65	65	
MP 360.9 and MP 368.9		79	79	
MP 368.9 and MP 370.0		55	55	
MP 370.0 and MP 371.9		50	50	
MP 371.9 and MP 372.2		45	45	
MP 372.2 and MP 435.4		79	79	
MP 435.4 and MP 435.9		45	45	
MP 435.9 and CP-437		60	60	
CP-437 and MP 1.3		30	30	No. 3 Trk 20
MP 1.3 and CP-2		30	30	30
CP-2 and CP-15		79	79	50
CP-15 and MP 28.3		79	79	
MP 28.3 and CP-31		75	75	
CP-31 and MP 38.8		79	79	
MP 38.8 and MP 40		70	70	
MP 40.0 and MP 41.0		79	79	
MP 41.0 and MP 41.5		70	70	
MP 41.5 and MP 42.0		79	79	
MP 42 and MP 43		75	75	
MP 43 and MP 45.4		79	79	
MP 45.4 and MP 66		75	75	
MP 66 and MP 67.5		79	79	
MP 67.5 and MP 68.1		70	70	
MP 68.1 and CP-85		79	79	
CP-85 and CP-89		60	60	
CP-89 and CP-97		79	79	
Controlled Sidings				CS
Between CP-142 and CP-15 Except: 20 MPH (Head end only) at MP 285.0 between CP-280 and CP-285				30
Controlled Sidings				CS
Between CP-15 and CP-97				25

MAXIMUM SPEEDS

Eastward and Westward Between:	No. 1 Track			No. 2 Track		
	PSN	TV	FRT	PSN	TV	FR
CP-97 and MP 114	79	60	50	79	60	5
MP 114 and MP 115	60	60	50	60	60	5
MP 115 and CP-128	79	60	50	79	60	5
CP-128	50	40	40	50	40	4
CP-128 andMP 145.9	79	60	50	79	60	5
MP 145.9 and CP-148	70	60	50	70	60	5
CP-148 and MP 171	79	60	50	79	60	5
MP 171.1 and MP 175	50	40	40	50	40	4

MAXIMUM SPEEDS—PASSENGER (Cont.)

Between	Single Track	No. 1 Track	No. 2 Track	Other Tracks
MP 205.9 and MP 210.5		75	75	
MP 210.5 and MP 216.5		70	70	
MP 216.5 and MP 216.9		55	55	
MP 216.9 and MP 225.3		70	70	
MP 225.3 and MP 235.5		79	75	
MP 235.5 and MP 235.9		75	75	
MP 235.9 and MP 236.5		79	75	
MP 236.5 and MP 236.7		75	75	
MP 236.7 and MP 237.0		79	75	
MP 237.0 and MP 237.8		60	60	
MP 237.8 and MP 238.0		75	79	
MP 238.0 and MP 239.4		79	79	
MP 239.4 and MP 239.7		75	79	
MP 239.7 and MP 240.9		79	79	
MP 240.9 and MP 241.3		75	79	
MP 241.3 and MP 242.6		79	79	
MP 242.6 and MP 242.9		65	70	
MP 242.9 and MP 246.7		79	79	
MP 246.7 and MP 247.3		75	79	
MP 247.3 and MP 249.7		79	79	
MP 249.7 and MP 250.1		75	79	
MP 250.1 and MP 252.3		79	79	
MP 252.3 and MP 252.6		70	70	
MP 252.6 and MP 253.1		79	79	
MP 253.1 and MP 253.6		70	70	
MP 253.6 and MP 257.3		79	79	
MP 257.3 and MP 257.6		75	75	
MP 257.6 and MP 259.4		79	79	
MP 259.4 and MP 259.7		75	75	
MP 259.7 and MP 260.4		79	79	
MP 260.4 and MP 260.8		75	75	
MP 260.8 and MP 261.5		79	79	
MP 261.5 and MP 261.8		75	75	
MP 261.8 and MP 268.3		79	79	
MP 268.3 and MP 268.7		75	75	
MP 268.7 and MP 271.8		79	79	
MP 271.8 and MP 272.8		79	75	
MP 272.8 and MP 285.0		79	79	
MP 285.0 and MP 286.8		40	40	
MP 286.8 and MP 292.3		60	60	
MP 292.3 and MP 293.3		55	55	
MP 293.3 and MP 293.7		60	60	
MP 293.7 and MP 319.7		79	79	
(Over Seneca River Bridge) MP 319.7 and MP 320.0		40	40	
MP 320.0 and MP 325.0		79	79	
MP 325.0 and MP 325.4		79	70	
MP 325.4 and MP 328.0		79	79	
MP 328.0 and MP 330.0		70	70	
MP 330.0 and MP 332.6		79	79	
MP 332.6 and MP 334.0		55	55	
MP 334.0 and MP 338.0		70	70	
MP 338.0 and MP 338.6		65	65	
MP 338.6 and MP 340.4		70	70	
MP 340.4 and MP 345.5		75	75	
MP 345.5 and MP 346.0		70	70	
MP 346.0 and MP 347.0		75	75	
MP 347.0 and MP 347.7		70	70	
MP 347.7 and MP 350.0		75	75	

(Continued)

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

CINCINNATI SUBDIVISION

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 49. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA542.9 and CA650.5	79	55

83.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 50. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA543.0 and CA543.7 curves	75	—
CA547.5 and CA548.8 city limits	**45**	**45**
CA550.2 and CA550.3 turnout	40	40
CA550.4 and CA551.3 curves	70	—
CA562.1 and CA562.4 curves	70	—
CA566.9 and CA567.3 curves	75	—
CA570.1 and CA570.6 curves	70	—
CA571.2 and CA572.2 city limits	**30**	**30**
CA572.2 and CA572.6 curves	65	—
CA583.9 and CA584.5 eastward trains head end only crossing approaches	65	—
CA590.3 and CA590.8 curves	75	—
CA594.2 and CA594.6 curves	70	—
CA595.7 and CA596.1 curves	70	—
CA596.1 and CA596.3 turnout	60	—
CA598.9 and CA602.9 city limits	**35**	**35**
CA604.2 and CA604.4	70	—
CA607.4 and CA608.3 curves	75	—
CA608.4 and CA608.6 turnout	40	40
CA608.6 and CA608.8 curves	75	—
CA611.6 and CA612.8 city limits	**35**	**35**
CA613.5 and CA614.0 curves	70	—
CA615.8 and CA617.3 curves	70	—
CA618.3 and CA619.7 city limits	**25**	**25**
CA620.6 and CA620.7 curves	75	—
CA622.6 and CA622.7 curves	75	—
CA628.7 and CA629.7 curves	75	—
CA630.4 and CA630.6 turnout	40	40
CA630.6 and CA631.1 curves	70	—
CA634.0 and CA634.3 curves	75	—
CA636.1 and CA636.3 turnout	40	40
CA641.9 and CA642.1 turnout	40	40
CA643.8 and CA644.0 curves	75	—

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

CINCINNATI TERNMINAL SUBDIVISION

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 13 (Page 1 of 2). Maximum Authorized Speed

Between Location/Mile Post	MPH
CA650.5 Melbourne and CA662.6 KC Jct.	79
CA662.6 KC Jct. and CA664.0 North End C&C Bridge	30
CA664.0 North End C&C Bridge and CA664.9 CT Jct.	20
CA664.9 CT Jct. and BB1.8 Eighth St.	15
KC2.8 KC Jct. and KC9.8 Spring Lake	30
T108.6 NX Cabin and T105.6 Latonia	15
T105.6 Latonia and T104.1	30
BE25.8 and BE19.9	60
Hamilton BD25.4 and Belt Jct. BD26.9	50
BE19.9 and BE17.4	50
BE17.4 and BE5.0 RH Tower	35
BE5.0 RH Tower and BE0.9 CT Jct. No. 1 & No. 2 Mains)	40
BB11.9 Oakley and NA Tower BB7.5	40

Table 13 (Page 2 of 2). Maximum Authorized Speed

Between Location/Mile Post	MPH
BB7.5 NA Tower and BB5.0 RH Tower	35

23.2 SPEED RESTRICTIONS

Bold type denotes City Ordinance

Table 14. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Othe MPH
Melbourne and B&O Junction		
Melbourne and Eighth St. CA650.5 and CA652.6	70	45
CA652.6 and CA653.8	55	40
CA653.8 and CA658.2	60	45
CA658.2 and CA660.1	35	35
CA660.1 and CA662.0	45	30
CA662.0 and CA662.4	30	30
CA662.4 and CA664.3	25	25
CA664.3 and CA665.0	10	10
NX Cabin and South Latonia		
T108.6 NX Cabin and T105.6 Latonia	10	10
T105.6 Latonia-Through crossovers	15	15
T105.5 North Leg of Wye-Latonia	10	10
T105.5 South Leg Of Wye-Latonia	15	15
T105.5 Latonia Wye and T105.1	20	20
Butler St. and CT Jct.		
BE25.8 and BE23.6 Lindenwald	35	35
BE23.6 Lindenwald and BE17.4	45	45
BE8.8 and BE7.0 SEDT Spring Grove Ave.	20	20
BE7.0 SEDT Spring Grove Ave. and BE6.7 Winton Place	25	25
RH Tower (BB5.0) and BE1.9	20	20
BE1.9 and BE0.9 CT. JCT.	10	10
Hamilton and Belt Jct.		
BD25.4 and BD26.9	15	15
Hamilton Belt-Bridge 2-12	5	5

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

COLUMBIA SUBDIVISION

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 93. Maximum Authorized Speed

Between Location/Mile Post	MPH
S359.4 and S497.3	79

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 94. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal S359.4 and S497.3	—	60
Other than Passenger and Intermodal Trains	—	60
S359.4 and S360.7	40	40
S360.7 and S361.0	25	25
S361.0 and S361.8	30	30
S361.8 and S363.7	50	45
S363.7 and S364.3	55	50
S364.3 and S364.8	75	—
S364.8 and S364.9	75	25
S364.9 and S366.1	75	—
S366.1 and S366.4	65	—
S366.4 and S367.0	75	—
S367.0 and S367.5	60	—
S367.5 and S367.9	55	50
S367.9 and 368.9	60	—
S368.9 and S369.7	45	40
S369.7 and S370.3	40	35
S370.3 and S370.8	45	45
S370.8 and S372.7	45	40
S378.9 and S379.8	60	50
S379.8 and S383.0	50	40
S383.0 and S392.5	60	40
S392.5 and S394.8	55	50
S394.8 and S395.1	50	40

Table 94. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Othe MPH
S395.1 and S396.4	60	40
S396.4 and S396.7	50	40
S396.7 and S397.9	60	40
S397.9 and S398.4	75	—
S409.9 and S410.4	**45**	**45**
S416.7 and S417.1	75	—
S420.1 and S420.6 (0700 to 1900)	**45**	**45**
S435.9 and S436.0	**35**	**35**
S465.2 and S466.2 (Note 1)	25	25
S496.9 and S497.3	25	25
Sepco Loop Track	10	10
Signaled Siding		
Nassau S376.5 and S377.8	25	25
Denmark S411.6 and S412.8	25	25
Gifford S442.8 and S444.2	25	25
Garnett S458.2 and S460.2	25	25
Stillwell S496.9 and S497.3	25	25

Note:

1. Trains handing open loads of pulpwood 15 MP through truss spans.
2. All tracks, other than main or signaled tracks 10 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

CRAWFORDSVILLE BRANCH

CRAWFORDSVILLE BRANCH			
STATION PAGE INFORMATION			
RULES IN EFFECT — MAXIMUM SPEEDS			
Single Track Rules	Between	Single Track MPH	
		PSGR.	FRT
261	CP-LJ and CP-Clermont	60	30
	Except:		
	CP-LJ	40	30
	MP 1..2 to MP 2.3	40	30
	MP 4.6 to MP 5.3	40	30
	MP 6.8 to MP 7.4	40	30
	MP 7.4 to MP 8.1	49	30
	CP-South Hunt & CP-North Hunt on connecting tracks.	30	30
DCS	CP-Clermont and Ames	70	50
	Except:		
	CP-Clermont to MP 13.1	30	30
	MP 13.1 to MP 13.4	40	40
	MP 13.5 to MP 14.4	60	50
	MP 14.4 to MP 15.4	60	50
	MP 16.2 to MP 17.5	60	50
	MP 17.8 to MP 18.7	60	50
	MP 20.5 to MP 21.6	60	50
	MP 24.7 to MP 25.8	60	50
	MP 30.0 to MP 31.0	35	35
	MP 35.3 to MP 37.2	60	50
	MP 42.2 to MP 43.2	60	50
	MP 45.2 to Ames	40	40
	CSXT Connection Ames	10	10
	Ames Headend	20	10
Siding Restricted Speed not exceeding 10 MPH.			

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

CUMBERLAND SUBDIVISION

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 28. Maximum Authorized Speed

Between Location/Mile Post	MPH
Weverton and Mexico	65
Exception: Miller and West Cumbo No. 4 Track 40 MPH	

53.2 SPEED RESTRICTIONS

Table 29 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Weverton and BA178.9 Other than Passenger Trains	—	50
BA78.8 and BA79.7 No. 1 and 2 Tracks	40	35
BA79.7 and BA81.0	60	40
Diverging movements through interlocking Harpers Ferry	15	15
BA81.0 and BA82.0	45	40
BA82.0 and BA83.2	40	35
BA83.2 and BA85.3	45	40
BA85.3 and BA88.4	60	—
BA88.4 and BA89.0	50	45

Table 29 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BA173.0 and BA173.4 No. 1 and 2 Tracks	40	35

Note:

1. Do not exceed 5 MPH between Hancock and West End Bridge No. 5, Berkeley Springs Industrial Track.

Table 29 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
BA91.3 and BA91.6 No. 1 and 2 main tracks	50	45
BA95.9 and BA96.7	50	—
BA96.7 and BA97.0	50	45
BA98.7 and BA99.9	45	40
Diverging movements through crossover Switches NA Tower	10 -	10
BA99.9 and BA100.8	40	40
BA100.8 and BA101.2	50	45
BA101.2 and BA102.9	60	—
BA102.9 and BA103.1 No. 1 and 2 Tracks	50	45
BA103.1 and BA105.9	60	—
Diverging movements through all switches W. Cumbo	25	25
BA105.9 and BA106.1	50	—
BA106.1 and BA108.2	60	—
BA108.2 and BA111.6	45	40
BA114.2 and BA114.7	50	—
Diverging movements through all switches at Miller	25	25
BA114.7 and BA115.8	60	—
BA122.7 and BA124.5	60	—
Hancock Signalled Siding	25	25
BA124.5 and BA125.0	50	45
BA126.1 and BA127.5	40	40
BA129.2 and BA130.7	60	—
BA130.7 and BA131.5	55	45
BA134.8 and BA136.0	50	45
BA136.0 and BA136.5	40	40
BA136.5 and BA139.0	50	45
BA139.0 and BA142.2	50	45
BA140.9 and BA142.2	50	—
BA142.2 and BA146.7	55	—
BA146.7 and BA147.0	50	45
BA147.0 and BA147.3	40	40
BA147.3 and BA159.1	60	—
BA159.1 and BA159.4	55	—
BA159.4 and BA162.7	60	—
BA162.7 and BA163.6	40	35
BA167.7 and BA170.2	60	—
BA170.2 and BA170.8	30	30
BA170.8 and BA171.2	60	—
BA171.2 and BA171.3	50	—
BA171.3 and BA173.0	60	—

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MAXIMUM PASSENGER TRAIN SPEEDS

CUMBERLAND TERMINAL SUBDIVISION

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 38. Maximum Authorized Speed

Between Location/Mile Post	MPH
Mexico and BA179.5	65

63.2 SPEED RESTRICTIONS

Table 39 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Mexico and Viaduct Jct 173.4 - 178.5	—	50
BA173.4 and BA174.4	60	—
BA174.4 and BA174.6 No. 1 and 2 Tracks	50	45
BA174.6 and BA175.5	60	—
BA175.5 and BA176.1 No. 1 and 2 Tracks	55	—
BA176.1 and BA176.7 No. 1 and 2 Tracks	60	—
BA176.7 and BA178.3	40	35
BA178.7 and BA178.9 No.1 track	20	20

Table 39 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BA178.7 and BA178.9 No.2 track	25	25
Williams St. and Baltimore St.	15	15
Beall St. Crossing Cumberland	25	25
MP BA 179.5 and Viaduct Juction	30	30

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

GARRETT SUBDIVISION

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 19. Maximum Authorized Speed

Between	PSN	TV	FRT	UT
Auburn and Willow Creek	79	70	60	50

63.2 SPEED RESTRICTIONS

No. 1 Track

Table 20. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 124.9 and BI 127.9	79	60	60	50
BI 127.9 and BI 128.4	30	30	30	30
BI 128.4 and BI 130.0	79	60	60	50
BI 130.0 and BI 165.8	79	70	60	50
BI 165.8	60	60	50	40
BI 165.8 and BI 199.2	79	70	60	50
BI 199.2	60	60	50	40
BI 199.2 and BI 213.7	79	70	60	50
BI 213.7	40	40	40	40
BI 213.7 and BI 236.0	79	70	60	50
BI 236.0 and BI 236.3	60	60	50	40

No. 2 Track

Table 21. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 124.9 and BI 127.9	79	60	60	50
BI 127.9 and BI 128.4	30	30	30	30
BI 128.4 and BI 130.0	79	60	60	50
BI 130.0 and BI 165.8	79	70	60	50
BI 165.8	60	60	50	40
BI 165.8 and BI 199.2	79	70	60	50
BI 199.2	60	60	50	40
BI 199.2 and BI 213.7	79	70	60	50
BI 213.7	40	40	40	40
BI 213.7 and BI 236.0	79	70	60	50
BI 236.0 and BI 236.3	60	60	50	40

No. 3 Track

Table 22. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 124.9 and BI 127.9	45	45	45	45
BI 127.9 and BI 128.4	30	30	30	30
BI 128.4 and BI 130.2	45	45	45	45

GRAND RAPIDS SUBDIVISION

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 44. Maximum Authorized Speed

Between Location/Mile Post	MPH
CG3.5 and CG117.9	65
CG117.9 and CG136.3	79

63.2 SPEED RESTRICTIONS

Table 45 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
Other Than Passenger Trains	-	5
Trains in Excess of 7000 tons	-	3
Lamar CG3.5 and CG4.3	40	4
CG4.3 and CG7.7-Grandville	30	3
CG7.7 and CG9.7	60	-
CG11.5 and CG13.2-Hudsonville	40	4
CG13.2 and CG14.1	55	-
CG19.9 and CG21.1-Zeeland	35	3
CG21.1 and CG21.7	40	4
CG21.7 and CG23.0	60	-
CG23.0 and CG24.2	50	-
CG24.2 and CG25.5-Holland	35	3
CG25.5 and CG26.8-Holland	30	3
CG33.0 and CG36.2	40	3
CG36.2 and CG41.4	55	5
CG51.2 and CG52.0	55	-
CG55.9 and CG58.4	60	-
CG58.4 and CG59.5	50	4
CG60.4 and CG61.2-Bangor	30	3
CG61.2 and CG61.4	50	-
CG64.4 and CG65.1	60	-
CG68.5 and CG69.6-Hartford	35	3
CG73.4 and CG74.6-Watervliet	35	3
CG75.9 and CG76.9-Coloma	35	3
No. 2 Track-CG85.4 and CG87.4	30	3
No. 1 Track-CG85.4 and CG86.7	30	3
No. 1 Track-CG86.7 Head end only	20	2
No. 1 Track-CG86.7 and CG 87.4	30	3
CG87.4 and CG87.7 - St. Joseph Drawbridge	15	1
CG97.8 and CG99.3	60	-
CG99.3 and CG100.4	55	-
CG103.5 and CG104.8	45	4
CG120.4 and CG121.4	65	-
CG121.4 and CG122.0	60	-
CG123.6 and CG124.2	40	4
CG124.2 and CG125.3	30	3
CG125.3 and CG126.2-Michigan City	25	2
CG126.2 and CG126.7	45	4
CG126.7 and CG127.9	50	-
CG129.7 and CG130.5	60	-
CG134.7 and CG135.3	70	-
CG135.3 and CG136.4	55	-
CG136.3 and CSX/Conrail Connection	25	2
Siding Hudsonville	20	2

Table 45 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
All Other Sidings	10	10

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

GRAND RAPIDS TERMINAL SUBDIVISION

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 37. Maximum Authorized Speed

Between Location/Mile Post	MPH
CH148.1 and CG3.5	25

53.2 SPEED RESTRICTIONS

Table 38. Speed Restrictions

Between Location/Mile Post	MPH
CH151.3 and CH151.7 Sunnyside (No. 1 Main)	10
CH151.3 and CH151.7 Sunnyside (No. 2 Main)	15
Sunnyside Lead-CH151.7 Sunnyside and CG2.0	20

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MAXIMUM PASSENGER TRAIN SPEEDS

HAMLET SUBDIVISION

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 133. Maximum Authorized Speed

Between Location/Mile Post	MPH
South Hamlet, S254.1 and Elmwood Jct., S359.3	60
McBee and Robinson	10

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 134. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Other Than Pasenger trains S254.2 and S362.5	--	60
S257.3 and S257.7	50	45
S258.7 and S260.1	55	50
S261.5 and S262.6	55	50
S262.6 and S263.5	50	45
S264.4 and S265.5	50	45
S267.7 and S268.0	55	50
S270.8 and S271.5	40	35
S271.5 and S272.0	60	55
S277.3 and S277.9	50	45
S279.0 and S279.2	50	50
S280.3 and S281.5	50	45
S282.8 and S283.1	50	50
S287.7 and S289.5	50	50
S289.5 and S290.6	55	55
S298.2 and S298.6	55	55
S301.7 and S302.1	55	55
S326.3 and S326.9	55	50
S332.5 and S333.3	50	50
S352.3 and S353.0	55	55
S353.0 and S353.3	50	50
S358.1 and S358.7	45	45
S358.7 and S359.3	40	40

Note:

1. Trains handling open loads pulpwood, 15 MPH through truss spans.
2. All tracks, other than main and signal tracks and Robinson Spur, 10 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

HAMLET TERMINAL SUBDIVISION

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 142. Maximum Authorized Speed

Between Location/Mile Post	MPH
S241.7 and S254.1	79
SF250.5 and SF264.9	60
SH250.5 and SH255.0	50

153.2 SPEED RESTRICTIONS

Table 143. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Single track		
S241.8 and S242.3	75	—
S244.3 and S244.8	75	—
No. 1 Track		
SF250.5 and SF255.6	25	25
No. 2 Track		
S251.3 and S252.6	45	40
S252.6 and S253.3	25	25
S253.3 and S253.5	25	25

Table 143. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
No. 3 Track		
SH250.5 and SH252.6	20	20
SH252.6 and SH254.1	25	25
No. 2 Track		
SF253.3 and SF253.6	25	25
SF253.6 and SF255.6	40	40
SF255.6 and SF264.3	40	40
SF264.3 and SF264.9	—	45
SFX253.5 and SFX253.6	20	20

Note:

1. All tracks within Hamlet Terminal Subdivision except main or signaled tracks are restricted to a maximum speed of 10 MPH except the following tracks which are governed by Rule 105:

   Receiving Yard Track R01
   East Junction Siding
   East Departure
   West Departure
   North Departure
   Arrival Leads

2. Maximum authorized speed through Crooks Crossover between East and West departure is 25 MPH.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

HUDSON LINE

MAXIMUM SPEEDS				
	No. 1 Track		No. 2 Track	
Between	Psgr.	Frt.	Psgr.	Frt.
MP 75.8 and MP 76.5	90	50	90	50
MP 76.5 and MP 76.6	80	50	80	50
MP 76.6 and MP 78.9	90	50	90	50
MP 78.9 and MP 87.7	95	50	95	50
MP 87.7 and MP 89.8	80	50	80	50
MP 89.8 and MP 92.6	90	50	90	50
MP 92.6 and MP 93.1	80	50	80	50
MP 93.1 and MP 114.1	90	50	90	50
MP 114.1 and MP 115.0	50	30	50	30
MP 115.0 and MP 119.4	90	50	90	50
MP 119.4 and MP 119.6	75	50	75	50
MP 119.6 and MP 121.5	90	50	90	50
MP 121.5 and MP 124.3	85	50	85	50
MP 124.3 and CP-141	110	50	110	50
CP-141 and CP-142	75	15	75	15

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

INDIANAPOLIS SUBDIVISION

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 83. Maximum Authorized Speed

Between Location/Mile Post	MPH
BD26.9 and BD68.1	50
BD68.1 and BD119.4	60
BD119.4 and BD123.7	30

93.2 SPEED RESTRICTIONS
Bold MPH denotes City Ordinance

Table 84. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
MP BD26.9 and BD30	35	35
BD38.3 and BD40.0 (Oxford)	35	35
BD48.1 and BD48.3	40	40
BD48.3 and BD52.5	-	40
BD52.5 and BD53.3	35	35
BD53.3 and BD59.0	-	40
BD59.0 and BD60.5	35	35
BD60.5 and BD66.7	-	40
BD66.7 and BD68.1	25	25
BD68.1 and BD71.0	-	40
BD71.0 and BD73.0	35	35
BD73.0 and BD75.1	50	40
BD75.1 and BD84.5	-	40
BD84.5 and BD85.5 (Rushville)	35	35
BD85.5 and BD119.4	-	40
BD123.0 and BD126.5	15	15
All Passing Sidings	10	10

KANAWHA SUBDIVISION

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 135. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA427.9 and CA429.8	65	50
CA429.8 and CA493.4	79	50
CA494.4 and CA501.0 - No. 1 and No. 3 tracks	79	50
CA494.4 and CA501.0 - No. 2 track	45	35
CA501.0 and CA524.0	79	50
CLS0.0 and CLS3.6	30	30

Note:

1. Do not exceed 10 MPH when using crossover No. 2 track, Kanawha Subdivision to No. 2 track, Logan Subdivision.
2. Do not exceed 10 MPH when using turnout No. 2 track, Kanawha Subdivision to No. 1 track, Logan Subdivision.

Table 137. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA466.3 and CA469.3	70	—
CA469.3 and CA473.9	60	—
CA473.9 and CA476.7	70	—
CA476.7 and CA480.3	65	—
CA480.3 and CA483.1	70	—
CA486.6 and CA488.5	60	—
CA492.2 and CA494.0	65	—
CA494.0 and CA495.9	55	—
CA495.9 and CA496.2	50	—
CA496.2 and CA498.4	70	—
CA498.4 and CA501.2	65	—
CA501.2 and CA501.7	35	35
CA501.7 and CA504.1	55	—
CA504.1 and CA504.2	35	35
CA504.2 and CA506.8	60	—
CA508.8 and CA510.5	70	—
CA510.5 and CA510.8	50	—
CA510.8 and CA512.9	65	—
CA512.9 and CA513.7	30	30
CA513.7 and CA520.6	40	40
CA520.6 and CA523.8	65	—
CA523.8 and CA524.0	30	30

193.15 MEDIUM SPEED

Table 136. Medium Speed

Between Location/Mile Post	MF
CA504.8 and CA516.9	2

193.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 137. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MF
CA429.8 and CA494.7 - Trains in excess of 7,000 tons but not exceeding 14,000 tons	—	4
CA429.8 and CA494.7 - Trains in excess of 14,000 tons	—	3
CA494.7 and CA501.0 on No. 1 and No. 3 Track - Trains in excess of 7,000 tons but not exceeding than 14,000 tons	—	4
CA494.7 and CA501.0 on No. 1 and No. 3 Track - Trains in excess of 14,000 tons	—	3
CLS0.0 and CLS3.6 - Trains in excess of 15,000 tons	—	30
CA501.0 and CA524.0 - Trains in excess of 7,000 tons but not exceeding 14,000 tons	—	40
CA501.0 and CA524.0 - Trains in excess of 14,000 tons	—	35
CA426.9 and CA428.2 city limits	30	30
CA429.3 and CA431.2	60	—
CA431.2 and CA432.1	55	—
CA432.1 and CA435.0	70	—
CA435.0 and CA436.2	65	—
CA435.2 and CA436.2 city limits	35	35
CA438.2 and CA438.5	65	—
CA438.5 and CA440.5	70	—
CA440.5 and CA441.1	65	—
CA441.1 and CA441.3	60	—
CA441.3 and CA443.7	70	—
CA443.7 and CA444.3	60	—
CA444.3 and CA445.8	65	—
CA450.6 and CA450.8	65	—
CA453.4 and CA456.1 No. 1 track	70	—
CA454.0 and CA454.1 No. 2 track	60	—
CA454.1 and CA456.1	70	—
CA456.1 and CA458.0	65	—
CA458.0 and CA458.1	55	—
CA458.1 and CA462.2	65	—
CA463.4 and CA465.8 on No.1 and No. 2 Track	50	50
CA466.1 and CA466.3	60	

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MAXIMUM PASSENGER TRAIN SPEEDS
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KEYSTONE SUBDIVISION

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 58. Maximum Authorized Speed

Between Location/Mile Post	MPH
Viaduct Jct. and Sinns	79

83.2 SPEED RESTRICTIONS

Table 59 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Pagr. MPH	Other MPH
Viaduct Jct. and Sinns	79	50
BF178.9 and BF180.7	35	25
BF180.7 and BF182.3	40	35
BF183.4 and BF183.9	75	–
BF183.9 and BF184.4	60	–
BF185.2 and BF186.2	55	–
BF190.8 and BF191.4	55	–
BF191.4 and BF192.6	60	–
BF192.6 and BF194.6	35	30
BF194.6 and BF195.3	30	30
BF195.3 and BF197.5	35	30
BF197.5 and BF199.3	30	30
BF199.3 and 199.4, no. 1 track	25	25
BF199.4 and BF199.6	30	30
FO Tower, Diverging Movements	20	20
BF199.6 and BF201.7	35	30
BF201.7 and BF202.1	35	35
BF202.1 and BF205.6	50	35
BF205.6 and BF206.9	40	35
BF206.9 and BF209.0	35	30
BF209.1, East Crossovers, Diverging	10	10
BF209.0 and BF209.6	40	30
Manila, Diverging Movements	20	20

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Table 59 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BF209.6 and BF211.1	45	30
BF211.1 and BF212.7	45	35
BF212.7 and BF213.7	40	35
BF213.7 and BF216.4	45	35
BF216.4 and BF217.7	40	35
BF217.7 and BF219.2	35	35
BF219.2 and BF220.9	40	35
BF220.9 and BF221.7	45	35
BF221.7 and BF223.1	40	35
BF223.1 and BF225.6, No. 1 Track	50	45
BF225.6 and BF227.0, No. 1 Track	45	40
BF227.0 and BF230.2, No. 1 Track	55	45
BF230.2 and BF232.2, No. 1 Track	45	45
BF232.2 and BF235.2, No. 1 Track	50	45
BF223.1 and BF225.4, No. 2 Track	50	45
BF225.4 and BF227.0, No. 2 Track	45	40
BF227.0 and BF228.4, No. 2 Track	55	40
BF228.4 and BF230.2, No. 2 Track	50	40
BF230.2 and BF232.2, No. 2 Track	45	40
BF232.2 and BF234.1, No. 2 Track	50	40
BF234.1 and BF235.2, No. 2 Track	45	40
BF235.2 and BF237.0, Single Track	35	30
BF237.0 and BF239.0, No. 1 Track	40	30
BF239.0 and BF239.6, No. 1 Track	30	30
BF239.6 and BF241.4, No. 1 Track	50	40
BF241.4 and BF242.9, No. 1 Track	40	35
BF237.0 and BF239.0 (6.0), No. 2 Track	40	30
BFJ6.0 and BFJ5.2, No. 2 Track (Low Grade)	35	30
BFJ5.3 and BFJ4.4, No. 2 Track (Low Grade)	30	30
BFJ4.4 and BFJ1.0, No. 2 Track (Low Grade)	40	30
BFJ1.0 and BF242.9, No. 2 Track	35	30
BF242.9 and BF245.6 No. 1 & 2 Track	40	35
BF245.6 and BF247.8	55	40
BF247.8 and BF250.1	45	40
BF250.1 and BF251.5	40	35
BF251.5 and BF253.0	45	40
BF253.0 and BF253.7	30	30
BF253.7 and BF256.5	40	30
BF256.5 and BF257.4	30	30
BF257.4 and BF258.4	35	30
BF258.4 and BF259.1	40	30
BF259.1 and BF259.4	30	30
BF259.4 and BF263.0	40	30
BF263.0 and BF265.4	55	45
BF265.4 and BF266.2	50	45

Table 59 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Ot M
BF266.2 and BF267.2	45	4
BF267.2 and BF269.7	55	4
No. 4 Track BF266.2 and BF268.5	10	1
BF269.7 and BF270.1	50	4
BF270.1 and BF270.5	35	2
BF270.5 and BF271.2	45	4
BF271.2 and BF272.8	45	4
BF272.8 and BF273.6	60	4
BF273.6 and BF275.7	50	4
BF275.7 and BF276.2	30	3
BF276.2 and BF282.0	40	3
BF282.0 and BF282.4	35	3
BF282.4 and BF285.0	50	4
BF285.0 and BF286.0	55	4
BF286.0 and BF288.8	60	4
BF288.8 and BF289.5	45	4
BF289.5 and BF291.1	50	4
BF291.1 and BF293.5	45	4
BF293.5 and BF294.6	55	4
BF294.6 and BF295.2	30	3
BF295.2 and BF296.4	45	4
BF296.4 and BF300.3	55	4
BF300.3 and BF300.7	45	4
BF300.7 and BF301.8	55	4
BF301.8 and BF303.2	40	4
BF303.2 and BF303.8	40	3
BF303.8 and BF305.4	50	4
BF305.4 and BF307.0	55	4
BF307.0 and BF307.3	50	4
BF307.3 and BF309.7	60	4
BF309.7 and BF311.7 (Sinns)	45	4

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MAXIMUM PASSENGER TRAIN SPEEDS

LAKELAND SUBDIVISION

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 67. Maximum Authorized Speed

Between Location/Mile Post	MPH
Auburndale, A840.9 and S. E. Mango, A873.8	79
Winston and Prairie Jct.	35
Park Spur	20

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 68. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision: Intermodal Trains	—	60
Other than Intermodal or Passenger Trains	—	60
A839.9 and A841.0	60	—
A841.0 and A841.3	50	50
A845.8 and A846.0	75	—
A849.6 and A849.7	70	—
A850.6 and A851.1	**45**	**45**
A860.0 and A861.0	**60**	**60**
A861.0 and A861.8	**45**	**45**
A861.8 and A862.6	**60**	**60**
A870.6 and A871.9	70	—
A871.9 and A873.8	65	50

Note: Do not exceed the following speeds:

1. 10 MPH on South Freight Lead, Lakeland
2. 5 MPH on all enginehouse and shop tracks.
3. 30 MPH on McDonald Connection Track, Auburndale.

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MAXIMUM PASSENGER TRAIN SPEEDS

LANDOVER LINE

LANDOVER LINE						
STATION PAGE INFORMATION						
MAXIMUM SPEEDS						
	Single Track		No. 1 Track		No. 2 Track	
Between	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
Landover and Signal F-1300			50	40	50	40
Signal F-1300 and CP-Virginia			30	30	30	30
Except: Over Anacostia movable bridge, Northward on No. 2 and Southward on No. 1			20	20	20	20
CP-Virginia; within Interlocking Limits: MP 135.4 and MP 136.4	10	10				
CP-Virginia; within Interlocking Limits: Tracks leading to and from Wash. Terminal			25	25	25	25
CP-Virginia and MP 137.1			40	25	40	25
MP 137.1 and MP 137.2			30	25	30	25
MP 137.2 and MP 137.7			40	25	40	25
MP 137.7 and MP 137.8			30	25	30	25
MP 137.8 and MP 138.2			40	25	40	25
MP 138.2 and RO			45	25	45	25

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

M & M SUBDIVISION

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Between S&N Yard And Sibert

Table 132. Maximum Authorized Speed

Between Location/Mile Post	MPH
S&N Yard, 485.0 and Flomaton, 607.1	60
Flomaton, 607.1 and Three Mile, 665.2	79
Bell Street (Montgomery) and Union Camp Plant (Prattville) MD2.8	25

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 133 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Intermodal Trains	–	60
Entire Subidivison Other than Passenger and Intermodal Trains	–	50
485.0 and 487.8	–	30
487.8 and 488.1	–	25
488.1 and 488.9	–	30
488.9 and 490.0	–	50
515.8 and 533.8	–	50
536.3 and 537.3	–	50
537.3 and 537.5	–	50
537.5 and 538.2	–	50
538.2 and 547.1	–	50
547.1 and 547.4	--	**40**
547.4 and 549.2	–	50
554.3 and 563.0	–	50
563.0 and 568.3	–	50
568.3 and 568.8	--	**45**
568.8 and 570.9	–	50
574.5 and 575.1	–	50
587.7 and 590.3	–	50
592.9 and 593.6	–	30
602.1 and 602.4	–	50
605.7 and 607.6	–	30
607.6 and 612.8	50	50
620.4 and 623.2	**45**	**45**
623.2 and 627.2	55	50
627.2 and 630.1	50	50

Table 133 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
637.1 and 637.9	55	50
641.1 and 642.4	55	50
642.4 and 643.0	**45**	**45**
643.0 and 651.6	50	50
Tensas River Drawbridge 651.6	45	25
651.6 and 651.7	45	45
651.7 and 653.5	70	45
Mobile River Drawbridge 653.5	45	25
653.5 and 653.7	45	45
653.7 and 658.3	70	50
Bayou Sara Drawbridge 658.3	45	25
658.3 and 658.7	45	25
660.6 and 662.9 (No. 2 Trk)	30	30
Chickasawbougue Drawbrige 663.2	45	25
663.2 and 663.9	45	45
663.9 and 664.2	30	30
Three Mile Creek Drawbridge 664.1	30	25
664.2	20	20
664.2 and 666.0	30	30
A&F RR Yard Tracks, Georgiana	–	5
Sidings except Castleberry, Georgiana, Wilcox, Bay Minette, Wawbeek, Brewton and Calhoun	–	10
Scales at Union Camp	–	4
DM171.0 and MD2.8	–	10
Industry track at Sunbelt Chemical, 624.7	–	5

Note: Trains are restricted to 10 MPH at the following locations: S&N yard track, Montgomery Terminal yard tracks, crossover at Bell Street, Industrial leads, Jefferson Smurfit yard tracks and lead, Flomaton Yard tracks, Bay Minette yard tracks, Greenville yard tracks, Southmont Industrail Park track and Montgomery Beverage track.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

METROPOLITAN SUBDIVISION

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 81. Maximum Authorized Speed

Between Location/Mile Post	MPH
C Tower, BA1.0 and Weverton, BA78.8	79

103.2 SPEED RESTRICTIONS

Table 82. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
C Tower and Weverton Other than Psgr. Trains	—	55
F Tower and QN Tower	30	30
C Tower and QN Tower	30	30
BA2.1 and BA8.3 Tracks Nos. 1 & 2	60	30
BA8.3 and BA9.5	70	—
BA9.5 and BA10.6	55	—
BA10.6 and BA12.2	70	—
BA16.7 and BA17.2	70	—
BA21.9 and BA22.2	65	—
BA24.9 and BA26.6	70	—
BA31.0 and BA32.9	70	—
BA34.9 and BA36.4	70	—
BA36.4 and BA37.3	65	—
BA38.5 and BA38.7	70	—
BA39.9 and BA40.2	70	—
BA41.6 and BA42.8	65	—
BA42.8 and BA69.4	30	30
BA69.4 and BA70.2	60	40
BA70.2 and BA70.8	40	40
BA70.8 and BA78.0	60	40
BA72.2 and BA72.4 Track No. 1	55	
Maple Ave. Crossing Brunswick (BA75.6)	50	40
BA78.0 and BA78.8	40	35

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MAXIMUM PASSENGER TRAIN SPEEDS

MIAMI SUBDIVISION

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 75. Maximum Authorized Speed

Between Location/Mile Post	MPH
Delta SX956.4 and Miami SX1031.6	79
SX1031.6 and SX1034.0	60
SX1034.0 and SX1037.5	45

103.2 SPEED RESTRICTIONS

Bold MPH denoted city ordinance

Table 76. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Other than Passenger Trains	-	60
SX966.6 and SX968.8	55	55
SX968.8 and SX969.6	45	45
SX969.6 and SX970.2	20	20
SX970.2 and SX971.9	45	45
SX971.9 and SX977.8	79	-
SX982.2 and SX982.5	70	-
SX982.5 and SX983.9	75	-
SX985.4 and SX987.4	70	-
SX1003.3 and SX1011.6	60	60
SX1011.6 and SX1014.0	45	45
SX1013.9 (New River drawbridge)	45	25
SX1014.0 and SX1019.0	60	60

Table 76. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Othr MP
SX1019.0 and SX1021.6	45	45
SX1028.3 and SX1028.9	60	60
SX1028.9 and SX1031.6	45	45
SX1031.6 and SX1034.0	60	60
SX1034.0 and SX1036.7	45	45
SX1036.7 and SX1036.8	45	25
SX1036.8 and SX1037.1	45	45
SX1037.1 and SX1037.5	20	20
Signaled Sidings - Boynton Beach, Yamato, Dania, Miami Plantation, Opa Locka. Amtrak Lead SX1031.6 to SX1033.1	30	30

Note:

1. Hialeah, 12 MPH, while moving over or on streets nc protected by Automatic Signal Device SX1031.6-SX1036.7. Main and siding tracks are prc tected.
2. The Amtrak Hialeah Coach yard is designated as locomotive servicing track and car shop repair trac area. Train speed within this area must not excee five (5) MPH.
3. Downtown Track MP SXD1036.5 and SXD1040.0 1 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

MONON SUBDIVISION

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 4. Maximum Authorized Speed

Between Location/Mile Post	MPH
MPQ25.8 and Ames	79
Ames Q147.6 and Cloverdale Q190.0	25
McDoel Q220.5 and Elletsville Q213.4	25
Indianapolis Branch	25
Medaryville Spur	10

103.2 SPEED RESTRICTIONS

Table 5. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
MPQ25.8 and Ames: Intermodal Trains	-	60
Other than Passenger or Intermodal Trains	-	50

Table 5. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Q25.8 and Q28.8	50	50
Q28.8 and Q29.2	40	40
Q33.2 and Q33.6	60	50
Q39.0 and Q39.8	70	40
Q44.3 and Q45.1	50	30
Q45.1 and Q47.1	70	50
Q71.0 and Q71.2	70	50
Q72.3 and Q72.7	50	50
Q88.3 and Q88.5	15	15
Q95.7 and Q96.4	50	35
Q101.7 and Q102.2	65	40
Q106.0 and Q106.5	40	40
Q112.5 and Q113.3	45	40
Q117.0 and Q119.3	20	20
Q119.3 and Q120.7	40	40
Q120.7 and Q125.4	50	50
Q125.4 and Q126.4	40	40
Q144.6 and Q145.3	75	50
Q145.3 and Q147.3	50	50
Q147.3 and Q147.6	40	40
Q147.6 and Q148.2	25	25
All tracks other than main track	10	10

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MAXIMUM PASSENGER TRAIN SPEEDS

NAHUNTA SUBDIVISION

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 91. Maximum Authorized Speed

Between Location/Mile Post	MPH
A506.0, and A638.7	79
A638.7 and A642.5	40

123.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance. Applies until engine covers crossings.

Table 92. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal Trains A506.0 and A638.7	–	70
Other than Passenger, Intermodal or Light Multi-Unit consist Trains A506.0 and A638.7	–	60
A518.0 and A522.9 No. 1 Track	70	60
A533.4 and A540.1 No. 1 Track	–	60
A543.5 and A543.6	50	50
A547.3 and A549.4	**50**	**50**
A548.4 Northward Trains over Orange St.	**40**	**40**
A548.6 and A548.8 No. 2 Track	55	55
A548.6 and A548.8 No. 1 Track	30	30
A602.5 and A602.7	**50**	**50**
A624.2 (Diversion movement to and from Callahan Subdivision only)	20	20
A624.4 and A624.6	65	65
Signaled Sidings at Broadhurst, Hortense, Nahunta, Winokur	25	25

Note: Do not exceed 10 mph on any tracks other than Main Tracks, signalled sidings, and controlled sidings.

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MAXIMUM PASSENGER TRAIN SPEEDS
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NEW CASTLE SUBDIVISION

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 100. Maximum Authorized Speed

Between Location/Mile Post	MPH
BG54.2 and BG73.9	60
BG73.9 and BG204.0	79

No. 1 Track

Table 101. Speed Restrictions

Between	PSN	TV	FRT	UT
BG 191.8 - 193.0	60	60	60	-
BG 192.5	60	60	50	40
BG 193.0 - 202.0	79	70	60	-
BI 202.0 - 203.4	45	46	45	-
BI 203.4 - 204.0	30	30	30	-

No. 2 Track

Table 102. Speed Restrictions

Between	PSN	TV	FRT	UT
BG 191.8 - 193.0	60	60	60	-
BG 192.5	60	60	50	40
BG 193.0 - 202.0	79	70	60	-
BG 202.0 - 204.0	45	46	45	-

Table 104 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
BG144.0 and BG145.0 No. 2 Track	45	40
BG144.0 and BG145.0 No. 1 Track	60	-
BG145.0 and BG147.6	60	-
BG150.9 and BG151.7	65	-

Note.

1. **Speed Restriction Boyd to Greenwich** - Westbound trains enroute form Conrail Indiana Line to CSX New Castle Subdivision at Boyd do not exeed 45 MPH on No. 1 Track between MP BG192.7 and MP BG192.9.

2. At the following locations, trains and engines operating against the current of traffic are restricted in speed:

1. **Niles Junction** - Between BG87.5 and BG88.8 on No. 2 Track, 45 MPH. (All Trains)
2. **Ravenna** - Between BG110.0 and BG111.0 on No. 1 Track, 35 MPH. (All Trains)
3. **Rittman** - Between BG151.4 and BG152.0 on No. 2 Track, 55 MPH - Passenger Trains Only; Others - 49 MPH.
4. **Sterling** - Between BG155.1 and BG155.5 on No. 2 Track, 55 MPH - Passenger Trains Only; Others - 49 MPH.

No. 3 Track

Table 103. Speed Restrictions

Between	PSN	TV	FRT	UT
BG 202.0 - 203.8	79	70	70	-
BG 203.3 - 204.0	60	60	60	-

123.0 SPEED

123.2 SPEED RESTRICTIONS

Table 104 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MF
Other than Passenger Trains BG54.2 and BG143.6	-	5
Other than Passenger Trains BG143.6 and BG204.0	-	6
BG54.2 and BG58.9 Both Tracks	40	4
BG54.2 and BG55.6 Track No. 1	30	3
WAS P&W Jct. BG55.3 and EAS UN CP BG55.8 No. 3 Main	25	2
BG55.6 and BG58.2 No. 1 Track	20	2
BG58.2 AmTrak/Conrail Connection	25	2
BG58.9 and BG67.5	55	-
BG72.8 and BG74.2	45	4
Astabula Connection track from #1 main track at BG73.8 to Shehy Street	10	1
BG74.2 and BG77.8	30	3
BG77.8 and BG80.1	60	-
BG80.1 and BG83.2	45	4
BG83.2 and BG83.9	55	-
BG88.3 CR 98 (Highland Avenue)	75	-
BG93.9 Miller/Grader Road No. 1 Track	75	-
BG95.5 and BG96.5	60	5
BG104.0, Eastward and Westward Sidings, FS Tower, entering, traversing and leaving	10	1
BG110.1 and BG111.0	50	4
BG115.6 and BG116.7	60	-
BG116.7 and BG117.9	30	3
BG122.1 Main Street (Rt. 91)	65	-
BG122.2 and BG123.4	70	-
BG123.4 and BG124.6	55	5
BG124.6 and BG126.3	60	5
BG126.3 and BG127.1	50	5
BG127.1 and BG128.1	40	3
BG128.1 and BG128.2	15	1
BG128.2 and BG130.0	40	3
BG130.0 and BG143.6	60	5
BG143.6 and BG144.0	40	4
BG143.8 over Scale	10	1

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MAXIMUM PASSENGER TRAIN SPEEDS
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NEW CASTLE SUBDIVISION

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 31 Maximum Authorized Speed

Between	PSN	TV	FRT	UT
BG 155.5 and BG 193.0	79	60	60	50
BG 193.0 and BG 204.0	79	70	60	50

123.2 SPEED RESTRICTIONS

No. 1 Track

Table 32 (Page 1 of 2). Speed Restrictions

Between	PSN	TV	FRT	UT
BG 155.5 to/from CL&W SD	10	10	10	10
BG 155.8 Kaufman Ave.	60	60	60	50
BG 158.0 and BG 159.0	65	60	60	50

Table 32 (Page 2 of 2). Speed Restrictions

Between	PSN	TV	FRT	UT
BG 163.2 and BG 171.2	65	60	60	50
BG 192.6	40	40	40	40
BG 193.0 and BG 202.0	79	70	60	50
BG 202.0 and BG 203.4	45	45	45	45
BG 203.4 and BG 204.0	30	30	30	30

No. 2 Track

Table 33. Speed Restrictions

Between	PSN	TV	FRT	UT
BG 158.0 and BG 159.0	65	60	60	50
BG 163.2 and BG 167.0	65	50	50	50
BG 167.0 and BG 171.2	65	60	60	50
BG 192.6	40	40	40	40
BG 193.0 and BG 202.0	79	70	60	50
BG 202.0 and BG 204.0	45	45	45	45

No. 3 Track

Table 34. Speed Restrictions

Between	PSN	TV	FRT	UT
BG 202.0 and BG 203.3	79	70	60	50
BG 203.3 and BG 204.0	50	50	50	50

Note:

1. **Speed Restriction Boyd to Greenwich** - Westbound trains enroute from Indianapolis Line to New Castle Subdivision at Boyd do not exeed 45 MPH on No. 1 Track between MP BG 192.7 and MP BG 192.9.
2. **Sterling** - Between BG 155.1 and BG 155.5 on No. 2 Track, 55 MPH - Passenger Trains Only; Others - 49 MPH.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

NEW RIVER SUBDIVISION

263.0 SPEEDS

263.1 MAXIMUM AUTHORIZED SPEED

Table 179. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA354.6 and CA357.0	50	40
CA357.0 and CA377.0	60	50
CA377.0 and CA399.0	50	35
No. 1 track - CA399.0 and CA409.0	50	35
No. 2 track - CA399.0 and CA409.0	40	30
CA409.0 and CA419.0	50	35
CA419.0 and CA427.9	65	50

263.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 180. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA411.6 and CA415.2 - Trains in excess of 14,000 tons	—	25
CA355.0 and CA355.3	45	40
CA356.8 and CA357.0 No. 1 track	45	40
CA357.0 and CA357.1 No. 1 track	25	25
CA357.1 and CA357.3 No. 1 track	45	40
CA356.8 and CA357.5 No. 2 track	25	25
CA359.2 and CA359.4	55	50
CA363.1 and CA363.4 No. 1 track	55	50

Table 180. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
CA369.5 and CA369.8 No. 1 track	55	50
CA369.6 and CA369.7 No. 2 track	40	40
CA370.4 and CA370.7	55	—
CA375.6 and CA375.8	55	—
CA378.5 and CA383.3	40	—
CA390.8 and CA391.5	25	25
CA394.5 and CA394.7	45	—
CA397.1 and CA397.4	40	—
CA398.2 and CA398.4 No. 2 track	10	10
CA399.1 and CA400.6	40	—
CA402.5 and CA403.6	40	—
CA405.8 and CA406.1	45	—
CA408.5 and CA408.9 No. 1 track	25	10
CA409.1 and CA414.1	40	—
CA414.1 and CA418.1	45	—
CA423.9 and CA424.1	55	—
CA426.6 and CA426.7	60	—
CA426.9 and CA428.2 city limits	30	30

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

NIAGARA BRANCH

MAXIMUM SPEEDS

	Single Track		No. 1 Track		No. 2 Track		Cont. Siding	
Between	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
CP-437 and MP 1.1	60	30						
MP 1.1 and MP 1.7	40	30						
MP 1.7 and MP 2.5	60	30						
MP 2.5 and MP 3.0	41	30						
MP 3.0 and MP 4.0	60	30						
MP 4.0 and MP 4.1	52	30						
MP 4.1 and MP 4.3	52	40						
MP 4.3 and CP-8	60	40						
CP-7 Diverging	10	10						
CP-8 and MP 11.6			60	40	60	40		
MP 11.6 and MP 13.0			40	40	40	40		
MP 13.0 and MP 13.5			45	40	45	40		
MP 13.5 and CP-17			60	40	60	40		
CP-17 and CP-22	60	40						
CP-21 and CP-69 (Tuscarora Wye)	10	10						
CP-22 and CP-25			60	40	60	40		
CP-25 and CP-27			20	20	20	20	30	25
CP-27 to CP-28			30	30	30	30	30	25

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

NO & M SUBDIVISION

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 143. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sibert, 664.8 and East Gentilly, 799.3	79

153.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 144. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Sibert, 664.8 and East Gentilly, 799.3 Intermodal Trains	–	60

Trains will not exceed 10 MPH on sidings, except as follows:

Table 145. Sidings

Siding	MPH
Brookley Siding	20 MPH
St. Elmo	20 MPH (trains handling double stacks 10 MPH)
Orange Grove	20 MPH (trains handling double stacks 10 MPH)
Gautier Siding	25 MPH
Nicholson Avenue Sidng	20 MPH
Claiborne Siding	20 MPH
Lake Catherine Siding	20 MPH

Note:

1. Trains will not exceed 10 MPH at the following locations: All yard tracks within Mobile Terminal, Industrial Leads Mobile Terminal, Brookley Industrial Complex, Theodore Industrail Complex, Kreole Industrial Lead, Bayou Cassotte Industrail Lead, Pascagoula City Spur Lead, Pascagoula Yard tracks, Watts Yard Lead, Biloxi Yard tracks, KCS Tracks at Gulfport, Harrison County Industrial track, 746.3, Bay St. Louis Yard tracks, all yard tracks and industrail leads Gentilly Yard, and crossover through East Bridge interlocking, and between MP 800.4 and MP 803.7 for trains carrying doulbe stack cars.
2. Trains will not exceed 5 MPH at the following locations: Coastal Runaround, Port Warehouse and Port Warehouse Lead, Bayou Casotte, KCS Interchange track between First Road Crossing South of Hwy. 49 and 17th Street Gulfport.

Table 144. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Sibert, 664.8 and East Gentilly, 799.3 Other than passenger or Intermodal trains	–	50
663.9 and 666.0	30	30
666.0 and 667.1 (No. 1 track)	45	45
666.0 and 667.1 (No. 2 Track)	30	30
667.1 and 668.4	**45**	**45**
668.4 and 668.5	25	25
668.5 and 670.0	45	45
670.0 and 671.5	75	45
698.9 and 703.0	60	–
703.0 and 704.8	**60**	**50**
704.8 and 706.8	45	45
706.8 and 706.9	45	25
706.9 and 707.2	60	45
707.2 and 709.3	–	**50**
709.6 and 709.7	60	40
718.3 and 720.0	–	**50**
720.0 and 722.5	45	45
722.5 and 724.4	60	50
724.4 and 724.5	45	25
724.5 and 725.4	60	–
725.4 and 728.0	45	45
728.0 and 735.8	60	50
735.8 and 744.4	**45**	**45**
744.4 and 748.5	60	50
748.5 and 750.2	45	45
750.2 and 752.6	60	–
752.6 and 752.7	45	25
752.7 and 754.0	60	–
754.0 and 755.1	45	45
755.1 and 756.9	60	50
756.9 and 758.5	–	50
768.8 and 768.9	45	25
774.5 and 775.3	60	45
775.3 and 775.4	45	25
787.2 and 787.3	45	25
787.3 and 787.7	60	–
793.2 and 799.3 (No. 2 Track)	25	25
794.5 and 799.3 (No. 1 Track)	60	–
799.3 and 803.5	40	20
803.5 and 803.7	15	15

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MAXIMUM PASSENGER TRAIN SPEEDS

NORTH END SUBDIVISION

213.0 SPEEDS

213.1 MAXIMUM AUTHORIZED SPEED

Table 195. Maximum Authorized Speed

Between Location/Mile Post	MPH
Richmond, ARN2.0 and Charlie Baker, A119.9	79

213.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 196 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision - Intermodal Trains	—	70
Entire Subdivision - Other than passenger or Intermodal Trains	—	60
Both Tracks		
ARN2.0 and ARN0.9	50	40
ARN0.9 and ARN0.7	40	40
James River (Pier 5), ARN0.7 and A0.1	50	50
A1.2 and A1.4	60	60
A5.3 and A5.7	60	60
Single Track		
S8.9 and S10.9	25	25
Both Tracks		
A14.1 and A14.4	75	—
A19.1 and A22.6	60	60
No. 2 Track		
A22.6 and A23.1	60	60
No. 1 Track		
A22.6 and A23.1	40	40
Single Track		
A23.1 and A23.3	60	60
Both Tracks		
A23.3 and A25.4	60	60
No. 2 Track		
A38.0 and A42.2	—	60
A51.1 and A57.9	—	60
Both Tracks		
A53.6 and A53.9	70	—
No. 2 Track		
A64.5 and A74.0	—	60

Table 196 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A78.5 and A81.9	—	60
A81.1 - Movements on North Weldon Connection Track	25	25
Single Track		
A82.0 and A82.7	40	40
No. 2 Track		
A84.6 and A88.9	—	60
Single Track		
A89.6 and A91.8	70	—
No. 2 Track		
A97.3 and A105.0	—	60
A112.0 and A119.0	—	60
Both No. 1 and No. 2 Tracks		
A100.4 and A101.9(0730 to 1930)	65	Note
A118.2 and A119.9	40	40
Roanoke Rapids Spur		
SA78.5 and SA79.2	—	10
SA82.7 and SA82.9 (Northward Trains Only)	—	10

Note:

1. All tracks other than main, signaled, Roanoke Rapid Spur and Weldon Yard South Lead, 10 MPH.
2. Intermodal trains 65 MPH, others 60 MPH.
3. All yard tracks at Rocky Mount, N.C. are restricted t 10 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

NORTH MOUNTAIN SUBDIVISION

273.0 SPEEDS

273.1 MAXIMUM AUTHORIZED SPEED

Table 188. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA179.6 and CA183.0	20	20
CA183.0 and CA275.8	65	40

273.15 MEDIUM SPEED

Table 189. Medium Speed

Between Location/Mile Post	MPH
CA219.4 and CA227.1	15
CA197.6 and CA189.0 eastward trains	25

273.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 190. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA183.0 and CA275.8 - Trains in excess of 10,000 tons	—	25
CA180.1 and CA183.9	15	10
CA183.9 and CA185.1	45	—
CA185.1 and CA188.6	40	—
CA188.6 and CA190.1	60	—
CA190.1 and CA190.7	55	—
CA190.7 and CA196.7	60	—
CA196.7 and CA204.2	35	20
CA204.2 and CA205.4	40	—
CA205.4 and CA207.7	40	35
CA207.7 and CA208.7	40	—
CA208.7 and CA218.2	60	—
CA218.2 and CA218.5	50	—
CA218.5 and CA220.7	60	—
CA220.7 and CA221.5	25	25
CA221.5 and CA223.3	50	—
CA221.5 and CA224.2 eastward	—	30
CA225.2 and CA226.7	55	—
CA226.7 and CA227.6	60	—
CA230.7 and CA232.4	50	—
CA228.8 and CA234.3 eastward	—	30
CA234.3 and CA237.2 westward	—	30
CA241.5 and CA241.9	55	—
CA241.9 and CA245.1	60	—
CA245.1 and CA245.6	50	—
CA245.6 and CA247.6	60	—
CA252.6 and CA255.1	60	—
CA255.1 and CA255.5	55	—
CA255.5 and CA269.8	60	—

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MAXIMUM PASSENGER TRAIN SPEEDS

NORTHERN SUBDIVISION

283.0 SPEEDS

283.1 MAXIMUM AUTHORIZED SPEED

Table 197. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA527.8 and CA542.9	79	55
CA542.9 and CJ91.2	50	50
Renick IT	—	25

283.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 198. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA527.8 and CJ91.6 - Trains in excess of 7000 tons but not exceeding 14,000 tons	—	40
CA527.8 and CJ91.6 - Trains in excess of 14,000 tons	—	35
CA528.8 and CA529.0 curve	70	—
CA530.8 and CA532.8 city limits	45	30
CA532.8 and CA534.1 curve	70	—
Ohio River Bridge	30	30
CJ27.2 and CJ28.7 curves	30	30

RENICK IT

Bold MPH denotes city ordinance

Table 199. Speed Restrictions

Between Location/Mile Post	MPH
BBB80.0 and BBB83.2	10
Renick Jct. and BB98.2	20
Renick Jct. and Scioto Jct.	10

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MAXIMUM PASSENGER TRAIN SPEEDS

OCALA SUBDIVISION

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 99. Maximum Authorized Speed

Between Location/Mile Post	MPH
Wildwood and Vitis	79

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 100. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Sudivision: Other than Passenger Trains	—	60
S761.2 and S762.0	20	20
At S766.1 over road crossing	**45**	**45**
S761.5 and S761.6 (No.2 trk)	10	10
S768.0 and S768.2	70	60
S769.8 and S770.1	55	50
S775.7 and S776.7	**35**	**35**
S782.5 and S782.8	65	60
S784.7 and S784.9	75	60
S789.5 and S789.7	55	50
S789.7 and S791.9	60	—
S791.9 and S792.6	60	55
AR827.1 and AR827.5	70	60
AT AR828.0 over road crossings (Until head end covers crossing)	**60**	—
AR828.3 and AR830.0	50	50
AR830.0 and AR833.8	60	—
AR833.8 and AR834.1	65	60
AR834.3 and AR834.7	65	60
At AR835.1 over road crossing (Until head end covers crossing)	**60**	—
Signaled Sidings at Bushnell, Lacoochee, Dade City, and Vitis	25	25

Note: Do not exceed 10 mph on any tracks other than Main tracks, signalled sidings and controlled sidings.

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MAXIMUM PASSENGER TRAIN SPEEDS

P&W SUBDIVISION

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 152. Maximum Authorized Speed

Between Location/Mile Post	MPH
Braddock and P&W Jct. BG52.2	55

173.2 SPEED RESTRICTIONS

Table 153. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Braddock BF319.0 and P&W Jct. BG52.2 Other than passenger trains	–	40
BF319.0 and BF319.2	30	30
Through Glenwood Jct Interlocking	40	40
To and from yard running tracks at Glenwood	10	10
BF322.5 and BF323.5	40	40
To and from Glenwood Yard Marion Jct.	10	10
Glenwood Jct. BG323.0 and Laughlin Jct. BG325.1 (Light Power Only)	25	25
Laughlin Jct. BF325.1 and BF325.9	35	35
BF325.9 and BF326.1	30	30
BF326.1 and BG1.3	35	35
Field BG1.0, Conrail Connection	30	10
BG1.3 and Etna BG4.7	20	20
Etna, BG4.7, and BG5.3	25	25
Kittanning St., BG5.5 and Grant St., BG5.6, Etna (head end only)	10	10
BG5.3 and BG10.2	30	25
BG10.2 and BG13.7	25	25
BG13.7 and BG16.6	30	25

Table 153. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
BG16.6 and BG18.2	40	25
BG18.2 and BG20.3	30	25
BG20.3 and BG23.3	40	35
BG23.3 and BG27.7	45	–
BG27.7 and BG28.6	25	25
BG28.6 and BG30.9	35	35
BG30.9 and BG33.2	30	30
BG33.2 and BG34.6	35	30
BG34.6 and BG34.8	30	30
BG34.8 and BG38.9	40	–
BG38.9 and BG39.2	30	30
BG39.2 and BG42.8	45	–
BG42.8 and BG44.5	40	–
4Th St., BG44.5 and 6Th St., BG44.7, Ellwood City	20	20
BG44.7 and BG46.4	40	–
BG48.1 and BG48.3	50	–
BG50.8 and BG51.2	50	–
BG51.2 and BG52.2	45	–
Signalled Siding Evans City BG28.4 and BG30.5	10	10
Signalled Siding Old Furnace BG35.2 and BG36.8	10	10
East and West Legs of the Wye at Eidenau BG30.5	10	10

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MAXIMUM PASSENGER TRAIN SPEEDS

PA SUBDIVISION

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 118. Maximum Authorized Speed

Between Location/Mile Post	MPH
Pensacola and Chattahoochee	59

163.2 SPEED RESTRICTIONS

Table 119. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision - Other than passenger trains Pensacola and Chattahoochee	–	49
K646.4 and K650.2	20	20
K650.2 and K650.3	15	15
K650.3 and K650.6	20	20
K652.1 and K652.5	40	25
K652.5 and K655.8	50	25
K655.8 and K657.4	35	25
K657.4 and K659.5	30	25
K659.5 and K661.6	59	40
K661.6 and K662.5	40	40
K670.1 and K670.5	50	–
K670.5 and K670.6	30	25
K670.6 and K671.2	45	30
K692.6 and K694.5	50	45
K694.5 and K696.5	55	45
K696.5 and K698.5	40	35
K698.5 and K699.5	40	30
K699.5 and K700.0	35	30
K700.0 and K701.2	30	30
K701.2 and K703.2	55	40
K703.2 and K703.5	40	40
K703.5 and K706.8	45	40
K713.0 and K713.2	50	–
K729.1 and K729.8	30	30
K729.8 and K730.8	40	40
K735.0 and K742.9	45	45
K742.9 and K744.1	50	45

Table 119. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
K744.1 and K746.1	55	45
K746.1 and K747.1	45	45
K747.1 and K747.6	45	40
K747.6 and K747.8	55	45
K747.8 and K749.9	55	–
K751.9 and K752.3	50	–
K766.1 and K767.6	30	30
K776.3 and K777.7	50	–
K787.3 and K787.6	55	–
K803.3 and K803.8	50	–
K805.9 and K806.2	55	–
K809.7 and K810.7	20	20

Note:

1. Trains will be governed by signal indications at sidin: Floridale, Sellers and Chipley. Trains exiting the: sidings will not exceed 25 MPH.
2. Trains will not exceed 10 MPH at the followir locations: Tarragonna Lead and Port Tracks, B: Chem Wye, Bay Chemical Spur, Mossey Head Wy DeFuniak Springs Tracks, Caryville Team, Bonif: Team, Cottondale and Bay Line Interchange, Marianr Tracks, Boykin Load and Back Track, and all auxiliar and industry tracks.
3. Trains will not exceed 10 MPH in Goulding Yard Track:

   Exceptions:

   Trains will not exceed 15 MPH on the West trac Goulding Yard through the spring switch at Jacksc street, Mile Post K650.2 to and not including the cros overs at Fairfield, Mile Post K648.1.

   Trains will not exceed 15 MPH on number 1 Drill fror (not including) the crossover to main track, Mile Po: K647.1 to and including the spring switch at St. Joh street at Mile Post K646.4.

   Refer to operating Rule 46.

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MAXIMUM PASSENGER TRAIN SPEEDS

PD SUBDIVISION

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 159. Maximum Authorized Speed

Between Location/Mile Post	MPH
Flomaton and Pensacola	59

163.2 SPEED RESTRICTIONS

Table 160. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision - Other than passenger trains Flomaton and Pensacola	–	49
K606.8 and K607.0	15	15
K607.0 and K607.4	20	20
K607.4 and K608.4	40	40
K608.4 and K612.0	59	40
K612.0 and K633.0	50	–
K637.0 and K638.2	50	35
K646.4 and K645.0	20	20

Note:

1. Trains will not exceed 10 MPH at the following locations: Flomaton Scale Track, Cantonment Team, all auxiliary and industry tracks.
2. Trains will not exceed 10 MPH in Goulding Yard Tracks.

   Exceptions:

   Trains will not exceed 15 MPH on the West track Goulding Yard through the spring switch at Jackson Street, K650.2 to and not including the crossovers at Fairfield, K648.1.

   Trains will not exceed 15 MPH on number 1 drill from (not including) the crossover to main track, K647.1 to and including the spring switch at St. John Street at K646.4.

   Refer to Operating Rule 46.

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MAXIMUM PASSENGER TRAIN SPEEDS

PENINSULA SUBDIVISION

293.0 SPEEDS

293.1 MAXIMUM AUTHORIZED SPEED

Table 208. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA14.1 and CA20.5	50	50
CA20.5 and CA84.6	79	50
CA84.6 and CA85.5	79	40

293.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 209. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA31.9 and CA33.1	70	—
CA42.6 and CA42.9	70	—
CA42.9 and CA43.0 turnout	40	40
CA43.0 and CA43.2	75	—
CA44.7 and CA45.8	75	—
CA46.3 and CA48.2	70	—
CA49.1 and CA49.2 turnout	40	40
CA49.2 and CA49.9	60	—
CA49.9 and CA51.2	75	—
CA52.6 and CA53.0	55	—
CA53.0 and CA54.0	60	—
CA56.0 and CA56.5	70	—
CA65.5 and CA65.9	70	—
CA74.4 and CA74.8	70	—
CA80.5 and CA81.3	65	—
CA81.3 and CA82.3	55	30
CA82.3 and CA83.0	50	30
CA83.0 and CA84.5	30	30
CA84.5 and CA84.8	15	15
CA84.8 and CA85.5	35	35

Note:

1. Trains and engines are restricted to 10 MPH on the siding at Lee Hall.
2. Trains and engines are restricted to 10 MPH when operating through the crossover located between CA83.9 and CA84.0 at Richmond.

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MAXIMUM PASSENGER TRAIN SPEEDS

PIEDMONT SUBDIVISION

303.0 SPEEDS

303.1 MAXIMUM AUTHORIZED SPEED

Table 217. Maximum Authorized Speed

Between Location/Mile Post	MPH
CA85.5 and CA160.4	40

303.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 218. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CA85.5 and CA86.0	35	35
CA140.1 and CA140.9 city limits	30	30
CA145.4 and CA147.4 city limits	30	30
CA159.9 and CA160.3	20	20
CA160.3 and CA160.4	10	10

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MAXIMUM PASSENGER TRAIN SPEEDS

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PITTSBURGH SUBDIVISION

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 140. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sinns and EAS West Pittsburgh	40

163.2 SPEED RESTRICTIONS

1. Permanent Speed Restrictions

Table 141. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
WAS Sinns and PLY15.5	30	25
PLY15.5 and PLY15.3 (No. 1 Track)	25	25
PLY15.5 and PLY15.3 (No. 2 Track)	20	20
PLY15.3 and EAS Riverton (CP 14Y)	25	25

Table 141. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
EAS Riverton and WAS Demmler	35	35
WAS Demmler and EAS Braddock	35	35
EAS Braddock and EAS Homestead	30	30
EAS Homestead and EAS 34th St.	35	35
EAS 34th St. EAS McKees Rocks	30	30
EAS McKees Rocks and WAS Neville (No. 2 Track)	20	20
PLE9.0 and EAS Kendall	30	30
EAS West Economy and WAS Blacks Run (Controlled Siding)	10	10
Signalled Siding EAS Riverton and WAS Demmler	10	10

2. All Trains - Do not exceed the following speeds at th following locations when making diverging movemen on tracks listed below:

Table 142. Speed Restrictions

Between Location/Mile Post	MPH
PLY16.8, No. 1 and No. 2 tracks, East and West crossovers	10
PLY14.3, No.1 and No. 2 tracks, East crossover	10
PLE5.7, No.1 and No. 2 tracks, East and West crossovers	10

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POST ROAD BRANCH

MAXIMUM SPEEDS		
	Single Track	
Between	Psgr.	Frt.
CP-187 and MP 196.5	79	50
MP 196.5 and MP 196.7	65	50
MP 196.7 and CP-142	79	50

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MAXIMUM PASSENGER TRAIN SPEEDS

RF&P SUBDIVISION

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 164. Maximum Authorized Speed

Between Location/Mile Post	MPH
RO CFP110.1 and Greendale CFP 4.8	70
Dahlgren CFQ 0.0 & Sealston CFQ10.0	25

183.2 SPEED RESTRICTIONS

Table 165. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Othr MPH
Intermodal Trains	—	60
Freight Trains, Including Light Engines	—	55
Coal Trains	—	45
Phosphate Trains	—	45
Sand & Gravel Trains	—	45
CFP110.1 and CFP109.0 No. 2 & No. 3	40	40
CFP109.0 and CFP108.8 No. 1,No. 2, No.3	40	40
CFP108.8 and CFP108.6 No. 1,No.2, No.3	45	45
CFP 108.6 and CFP107.4 No.1,No.2, No.3	65	—
CFP106.3 and CFP105.9 No.1,No.2, No.3	55	55
CFP105.9 and CFP104.3 South lead track	25	25
CFP105.2 and CFP104.8 No. 2 & No.3	40	40
CFP103.2 and CFP102.8 No.3	65	—
CFP100.5 and CFP99.8 No. 3	65	—
CFP81.3 and CFP79.7 No. 1 Track	10	10
CFP79.7 and CFP78.5 No.2 & No.3	55	55
CFP68.5 and CFP68.0 No. 2 & No. 3	65	—
CFP61.7 and CFP61.4 No.2	65	—
CFP60.4 and CFP59.7	55	55
CFP59.3 and CFP58.6	40	40
CFP58.8 and CFP55.7 No. 1 Track	10	10
CFP23.1 and CFP21.9 No.4 Track	10	10
CFP21.8 over RR Crossing No. 2 & No. 3	50	50
CFP5.5 and CFP4.8 No. 2 & No. 3 (Note 1)	40	40

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MAXIMUM PASSENGER TRAIN SPEEDS

RICHMOND TERMINAL SUBDIVISION

253.0 SPEEDS

253.1 MAXIMUM AUTHORIZED SPEED

Table 232. Maximum Authorized Speed	
Between Location/Mile Post	**MPH**
"GN" CFP4.8 and "AY" CFP1.7/ARN3.3	40
"AY" CFP1.7/ARN3.3 and SRN4.0	40
"AY" CFP1.7/ARN3.3 and ARN2.0	50
Note: All tracks other than Main or Signal tracks - 10 MPH	

253.2 SPEED RESTRICTIONS

Table 233 (Page 1 of 2). Speed Restrictions		
Between Location/Mile Post	**Psgr. MPH**	**Other MPH**
"GN" CFP4.8 and "NA" CFP3.4	—	25
"GN" CFP4.8 and "NA" CFP3.4 (#1 Advance)	25	25
"NA" CFP3.4 and WAY ARN3.1 (Passenger Main)	—	25
"NA" CFP3.4 and SRN4.0 (#3, #4 and Single Main)	25	25
ARN3.1 and ARN3.3 (#2 Main Track)	15	15

Table 233 (Page 2 of 2). Speed Restrictions		
Between Location/Mile Post	**Psgr. MPH**	**Other MPH**
WAY ARN3.1 and SAY CFP1.3 (South Leg of Wye)	10	10

Note:

1. Northward freight trains are restricted to 25 mph between NA CFT3.4 and GN CFP4.8 until the leading end reaches the north limit of GN.
2. Speed on tracks within Bryan Park Terminal facility must not exceed 5 MPH speed signs located 220 feet north of the south-end ice house and the north-end ice house. Speed on tracks within Bryan Park Terminal building must not exceed 2 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

RUSSELL SUBDIVISION

383.0 SPEEDS

383.1 MAXIMUM AUTHORIZED SPEED

Table 270. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CA524.0 and CA527.8 - No. 2 track (passenger)	60	30

383.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 271. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Eastbound Yard and RJ Cabin on No. 1 track	20	20
Freight Main	10	10
Coal Hump Engine Underpass	5	5
Engine Runaround Track at Big Four	5	5

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SANFORD SUBDIVISION

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 130. Maximum Authorized Speed

Between Location/Mile Post	MPH
A642.5 and A840.9	79

173.2 SPEED RESTRICTIONS

Bold MPH denote city ordinance.

Table 131 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A642.5 and A766.3 Intermodal Trains	—	70
Other than Passenger or Intermodal Trains	—	60
A766.3 and A840.9 Intermodal Trains	—	60
No. 2 Track: A642.5 and A643.0	15	15
A643.0 and A644.8 (Note 1)	20	20
A644.8 and A648.2	30	30
Beaver Street Tower (Diverging Moves)	15	15
No. 1 Track: A642.5 and A643.0	15	15
A643.0 and A644.8 (Note 1)	20	20
A644.8 and A647.1	45	45
A647.1 and A648.2	50	50
A649.1 and A649.2 (Bridge)	45	25

Table 131 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A829.4 and A830.0	**50**	**45**
A837.2 and A838.4	65	—
A838.4 and A840.9	60	—
Stanton Lead Spur: ALK0.5 to ALK17.0	—	25
Stanton Lead Spur: A800.8 South Leg of Wye to ALK0.5	—	10
A799.9 North Leg of Wye to ALK0.5	—	10
Signaled Sidings at Yukon, Solite, West Tocoi, Pecan, Satsuma, Huntington, Seville, Barberville, DeLand	25	25

Note:

1. Only 700 feet between A643.0 and A644.0
2. 15 MPH on all tracks within Seminole Electric Bostwick A690.8.

Table 131 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A649.2 and A650.6	65	65
A650.6 and A651.9	70	—
A655.2 and A657.0	70	—
A657.0 and A657.2	45	45
A657.2 and A658.5	60	60
A658.5 and A660.2	55	55
A660.2 and A662.8	65	65
A662.8 and A665.6	60	60
A672.1 and A673.0	60	60
A690.9 and A693.6	75	—
A693.6 and A694.1	45	45
A694.1 and A694.2 (Bridge)	30	25
A694.2 and A697.5	75	—
A697.5 and A698.8	**30**	**30**
A698.8 and A700.3	70	—
A700.3 and A700.7	60	60
A700.7 and A702.4	70	—
A702.4 and A703.4	60	60
A703.4 and A703.6 (Bridge)	45	25
A708.7 and A709.0	70	—
A713.9 and A714.2	70	—
A720.5 and A722.2	70	—
A722.2 and A723.0	60	60
A731.6 and A732.2	**65**	**65**
A733.4 and A733.8	75	—
A741.4 and A742.0	75	—
A751.1 and A751.5	50	50
A752.8 and A753.1	75	—
A757.0 and A757.2	70	—
A760.1 and A761.5	65	60
A761.5 and A763.1	60	60
A763.1 and A763.7 (Bridge)	45	25
A763.7 and A765.9	60	60
A765.9 and A766.8	20	20
A766.8 and A772.0 (See Note 5)	60	60
A772.0 and A773.5	50	50
A777.2 and A777.9	**50**	**50**
A777.9 and A780.3	**60**	**50**
A780.3 and A782.0	**50**	**50**
A782.0 and A784.3	**40**	**40**
A784.3 and A784.7	**35**	**35**
A784.7 and A791.7	**25**	**25**
A791.7 and A792.4	**40**	**40**
A793.6 and A795.5	**60**	**45**
A803.8 and A807.0	65	—
A807.3 and A808.8	**45**	**45**
A824.6 and A825.8	**65**	**60**

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MAXIMUM PASSENGER TRAIN SPEEDS

SAVANNAH SUBDIVISION

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 141. Maximum Authorized Speed

Between Location/Mile Post	MPH
East Route	
A490.4 and A494.9	50
A494.9 and A506.0	79
West Route	
S499.9 and S509.6	79

183.2 SPEED RESTRICTIONS

Table 142. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
East Route		
Intermodal Trains A494.9 and A506.0	—	70
Other than Passenger or Intermodal Trains A494.9 and A506.0	—	60
A491.4 (Turnout from 1 Track East Route to West Route)	20	20
A493.5 and A493.9	40	40
A494.5 and A494.9	30	30
West Route		
Intermodal Trains S499.9 and S503.9	—	60
S503.9 and S509.6	—	70
Other than Intermodal and Passenger Trains	—	60
S499.9 and S500.3	20	20
S500.3 and S501.9	45	45
S509.3 and S509.6	45	45

Note: All tracks, other than main, signaled tracks, Savannah Passenger Station and Riceboro Spur, 10 MPH.

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SOUTH END SUBDIVISION

263.0 SPEEDS

263.1 MAXIMUM AUTHORIZED SPEED

Table 239. Maximum Authorized Speed

Between Location/Mile Post	MPH
Charlie Baker, A119.9 and Florence, A292.7	79

263.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 240 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision Intermodal Trains	—	70
Entire Subdivision Other than Passenger and Intermodal Trains	—	60
Both Tracks		
A119.9 and A120.1	40	40
No. 2 Track		
A120.1 and A121.7	60	40
Both Tracks		
A124.4 and A125.4	**70**	—
A129.1 and A129.9 (Pertains to Entire Train)	—	**50**
A135.1 and A136.9	**50**	**50**
A138.9 and A139.3	60	60
No. 1 Track		
A146.8 and A151.0	70	60
Single Track		
A152.6 and A153.0	70	—
No. 1 Track		
A157.9 and A164.4	70	45
Both Tracks		
A161.0 and A161.1	50	50

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MAXIMUM PASSENGER TRAIN SPEEDS

SOUTH END SUBDIVISION

Table 240 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A160.9 - Selma		
Movements on Connection Track between South End SD and NS RR	25	25
Single Track		
A164.6 and A165.1	60	60
A165.1 and A169.4	70	—
No. 1 Track		
A172.0 and A176.3	70	60
Single Track		
A179.4 and A180.3 Sunrise to Sunset	45	45
A179.4 and A180.3 Sunset to Sunrise	55	55
Both Tracks		
A185.2 and A187.3	45	45
No. 1 Track		
187.3 and A190.4	70	45
Single Track		
A207.4 and A207.6	60	60
No. 2 Track		
A207.6 and A208.6	60	60
A208.6 and A209.0	45	45
No. 1 Track		
A207.6 and A209.0	45	45
Both Tracks		
A209.0 and A209.7	35	35
A209.7 - Movements over Hay Street	25	25
A209.7 and A210.1	35	35
A210.1 and A210.8	40	40
A210.8 and A216.1	70	—
No. 2 Track		
A216.1 and A218.6	60	60
No. 1 Track		
A216.1 and A218.4	60	60
A218.4 and A218.6	45	45
Single Track		
A218.6 and A219.1	60	60
No. 1 Track		
A227.7 and A233.8	70	60
A240.7 and A241.4 (0700 to 2200)	50	50
A241.0 - Pembroke		
Movements through turnouts and on connection track between Wilmington Subdivision and South End Subdivision	30	30

Table 241. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Oth MP
No.1 Track		
A243.2 and A248.9	70	60
A262.9 - Dillon		
Movements on connection track between Andrews SD and South End SD	35	35
Single Track		
A268.1 and A269.1	60	50
No. 1 Track		
A269.4 and A275.5	70	60
Single Track		
A279.0 and A282.8	40	40
Both Tracks		
A282.8 and A283.3	40	40
A292.2 and A292.7	25	25
Signaled Sidings		
South Godwin	70	60
South Beard	70	60
Hamill	45	40

Note:

1. Fayetteville -
   a) Do not exceed 10 MPH while operating over le tracks, ladder tracks, or yard tracks in Fayetteville Yard.
   b) Between NS Jct. and Franklin St. 10 MPH.
   c) Do not exceed 5 MPH over Hay Street Vauc Spur MP AF209.4 to AF 209.6.
2. Movement must not exceed four (4) MPH wh switching at ESSROC Cements trackage A168.9 wh handling or holding cars other than cars destined to from ESSROC Cement.
3. All tracks other than main and signal tracks 10 MPH.
4. All yard tracks at Rocky Mount, NC are restricted to MPH.

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ST. LOUIS LINE

ST. LOUIS LINE STATION PAGE INFORMATION MAXIMUM SPEEDS						
	Single Track		No. 1 Track		No. 2 Track	
	TV	FRT	TV	FRT	TV	FRT
Between	MPH					
CP-IU and CP-Kentucky Ave.			15	15	15	15
CP-Kentucky Ave. and CP-MY			40	40	40	40
CP-MY and CP-AN	50	40				
Except: MP 10.3 passing fuel rack	30	30				
CP-AN and CP-75			60	50	60	50
Except: Con-Mil Connection MP 68.6	10	10				
CP-68 to Haley			40	40	40	40
Haley to MP 73.8			25	25	25	25
CP-75 and CP-134	60	50				
CP-134 and CP-144			60	50	60	50
Except: At MP 140.6			40	40	40	40
CP-144 and CP-220	60	50				
Except: BN Crossing MP 186.4	50	40				
CP-220 and CP-Exermont			60	50	60	50
CP-Exermont and HN	60	50				
HN and Willows			20	20	20	20
All Controlled Sidings						40
Except: Between CP-Exermont and HN and CP-90 to CP-92						30 30
All other sidings Restricted Speed not exceeding 15 MPH. Grain and Mineral Trains must not exceed 40 MPH unless otherwise restricted.						

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MAXIMUM PASSENGER TRAIN SPEEDS

TALLAHASSEE SUBDIVISION

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 151. Maximum Authorized Speed

Between Location/Mile Post	MPH
Baldwin, SP652.3 and SP802.9	79
All Trains SP802.9 and Chattahoochee, SP842.5	49

193.2 SPEED RESTRICTIONS

Table 152. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal Trains Baldwin and SP802.9	–	60
Other than Passenger and Intermodal Trains Baldwin and SP802.9	–	50
SP652.3 and SP653.3	45	45
SP691.6 and SP692.8	50	50
SP692.8 and SP693.1	45	45
SP693.1 and SP693.5	35	35
SP693.5 and SP694.4	50	50
SP695.2 and SP703.4	75	–
SP703.4 and SP709.0	70	–
SP713.9 and SP717.0	35	35
SP727.5 and SP728.8	60	55
SP735.8 and SP736.8	79	60
SP740.0 and SP743.5	50	50
SP743.5 and SP744.7	30	30
SP744.7 and SP757.1	50	50
SP757.1 and SP757.8	40	20
SP757.8 and SP758.3	50	20
SP758.3 and SP786.2	50	50
SP790.2 and SP796.2	55	55
SP796.2 and SP797.6	45	45
SP797.6 and SP798.2	45	30
SP798.2 and SP798.8	30	30
SP798.8 and SP799.4	30	20
SP799.4 and SP799.8	20	20

Table 152. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
SP799.8 and SP800.4	35	20
SP800.4 and SP802.9	45	45
SP802.9 and SP805.3	49	45
SP805.3 and SP805.7	49	40
SP805.7 and SP818.2	49	45
SP818.2 and SP818.5	40	40
SP818.5 and SP822.8	40	35
SP822.8 and SP823.0	35	35
SP823.0 and SP823.7	35	25
SP832.1 and SP838.5	49	40
SP840.0 and SP842.5	20	20
Signaled Sidings: Sanderson, Madison, Drifton and Chaires	25	25

Note:

1. For train handling purposes, all loaded Seminole Co Trains will operate at 40 MPH between MP SP725.0 ar SP722.0.
2. SP799.5 through turnout "A" Yard lead, 10 MPH
3. Do Not Exceed 10 MPH at the following locations:
   a) All yard tracks Tallahassee except the runnin track. Running track is restricted to 15 MPH.
   b) All yard tracks and yard switches in CSX and A& yards and A&N main line at Chattahoochee.
   c) All industrial tracks from SP842.5 to SP654.7, a well as Midway, Gretna, Lake City and Live Oa Sidings.
   d) All yard tracks and switches in Baldwin yarc including West storage track.
   e) Double stack equipment on Sanderson Siding.
   f) Sidings Wellborn, Aucilla and Olustee ar restricted to 10 MPH.

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MAXIMUM PASSENGER TRAIN SPEEDS

TAMPA TERMINAL SUBDIVISION

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 101. Maximum Authorized Speed

Between Location/Mile Post	MPH
S. E. Mango and TN	79
A880.4 and A881.7	45
YN and East Tampa	40

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 102. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision: Other than passenger trains	—	60
(former Lakeland Subdivision)		
A876.8 and A878.8	—	45
A878.8 and A881.3	45	45
A881.3 and A881.7	25	25
Port Tampa Spur	—	20
(former Palmetto Subdivision)		
AZA879.0 and AZA879.5	—	35
AZA879.5 and AZA879.8	—	25
AZA882.0 turnout North and South legs of wye	—	10
AZA882.0 turnout to siding	—	10
Sutton Siding	—	10
East Lead- AZA882.0	—	10
AZA885.0 turnout to Cargill Lead	—	10

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MAXIMUM PASSENGER TRAIN SPEEDS

VITIS SUBDIVISION

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 123. Maximum Authorized Speed

Between Location/Mile Post	MPH
Vitis, AR836.8 and Lakeland, AR856.5	79

153.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 124. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision: Other than Passenger Trains	—	60
AR839.2 and AR839.4	75	–
AR854.0 and AR855.8	60	–
AR855.8 and AR856.2	40	40
AR856.2 and AR856.5 (NY)	25	25
AR856.2 and AR856.5 (SY)	30	30
Signaled Siding: Stokes	25	25

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MAXIMUM PASSENGER TRAIN SPEEDS

WASHINGTON SUBDIVISION

423.0 SPEEDS

423.1 MAXIMUM AUTHORIZED SPEED

Table 294. Maximum Authorized Speed

Between Location/Mile Post	Psgr. MPH	Other MPH
CAA0.0 and CA165.2	70	50
CA165.2 and CA179.6	65	50

423.15 MEDIUM SPEED

Table 295. Medium Speed

Between Location/Mile Post	MPH
CA163.1 and CA167.2	25
CA176.3 and CA179.7	25

423.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 296. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
CAA0.0 and CA179.6 - Trains in excess of 7,000 tons	—	40
CAA0.0 and CAA0.5 city limits	25	25
CAA2.1 and CAA2.5	65	—
CAA3.4 and CAA3.8	60	—
CAA8.9 and CA160.6	10	10
CA160.6 and CA161.0	20	20
CA165.3 and CA165.4	60	—
CA168.4 and CA168.7	60	—
CA172.2 and CA172.8	60	—
CA177.3 and CA178.4	45	40
CA178.4 and CA179.6	50	—

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MAXIMUM PASSENGER TRAIN SPEEDS

WILDWOOD SUBDIVISION

223.0 SPEEDS

223.1 MAXIMUM AUTHORIZED SPEED

Table 177. Maximum Authorized Speed

Between Location/Mile Post	MPH
Jacksonville and SP635.2	40
SP635.2 and Wildwood	79

223.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 178. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Sudivision: Intermodal Trains	—	60
Other than Passenger or Intermodal Trains	—	60
SP640.0 and S759.4 Intermodal Trains	—	60
SP635.0 (A642.5) and SP635.3 (Honeymoon Wye)	15	10
SP635.3 and SP635.5	30	30
SP635.5 and SP639.1	—	45
Beaver Street Tower-Diverging Moves	15	15
SP652.4 and SP653.0	30	30
S653.0 and S653.9	70	—
S670.8 and S672.1	—	60
S678.4 and S679.0	**45**	**45**
S690.0 and S690.2	**45**	**45**
S690.2 and S690.6	45	45
S704.4 and S705.4	**45**	**45**
S709.5 and S710.7	75	—
S731.1 and S731.7	60	60
S731.7 and S733.9	70	60
S733.9 and S734.7	60	60
S734.7 and S736.2	**30**	**30**
S736.2 and S740.8	55	55
S746.7 and S747.5	**40**	**40**
S747.5 and S750.8	70	—
S760.2 and S760.6	65	60

Table 178. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Othe MP
S760.6 and S761.2	20	20
Signaled Sidings at Whitehouse, Baldwin, Orange Height, Hawthorne, Sparr, Ocala (Southward Siding), Santos	25	25

Note:

1. 20 MPH on Jax-Baldwin Lead between SP652.4 a SP652.7.

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APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

WILLARD SUBDIVISION

213.0 SPEEDS

213.1 MAXIMUM AUTHORIZED SPEED

Table 51. Maximum Authorized Speed

Between	PSN	TV	FRT	UT
BI 4.2 and BI 125.0	79	70	60	50

213.2 SPEED RESTRICTIONS

No. 1 Track

Table 52. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 4.3 and BI 7.5	79	70	60	50
BI 7.5 and BI 8.9	60	60	50	4
BI 8.9 and BI 23.7	79	70	60	5
BI 23.7 and BI 24.6	50	50	50	5
BI 24.6 and BI 35.5	79	70	60	5
BI 35.5 and BI 36.2	60	60	60	5
BI 36.2 and BI 36.9	40	40	40	4
BI 36.9 and BI 38.6	60	60	60	5
BI 38.6 and BI 48.9	79	70	60	5
BI 48.9 and BI 49.0	60	60	50	4
BI 49.0 and BI 62.3	79	70	60	5
BI 62.3 and BI 62.6	60	60	50	4
BI 62.6 and BI 69.4	79	70	60	5
BI 69.4 and BI 69.5	60	60	50	4
BI 69.5 and BI 85.3	79	70	60	5
BI 85.3 and BI 87.9	60	60	60	5
BI 87.9 and BI 88.1	40	40	40	4
BI 88.1 and BI 89.7	60	60	60	5
BI 89.7 and BI 116.6	79	70	60	5
BI 116.6	60	60	50	4
BI 116.6 and BI 124.9	79	70	60	5

No. 2 Track

Table 53. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 4.3 and BI 7.5	79	70	60	50
BI 7.5 and BI 8.9	60	60	50	40
BI 8.9 and BI 23.7	79	70	60	50
BI 23.7 and BI 24.6	50	50	50	50
BI 24.6 and BI 35.5	79	70	60	50
BI 35.5 and BI 36.2	60	60	60	50
BI 36.2 and BI 36.9	40	40	40	40
BI 36.9 and BI 38.6	60	60	60	50
BI 38.6 and BI 48.9	79	70	60	50
BI 48.9 and BI 49.0	60	60	50	40
BI 49.0 and BI 62.3	79	70	60	50
BI 62.3 and BI 62.6	60	60	50	40
BI 62.6 and BI 69.4	79	70	60	50
BI 69.4 and BI 69.5	60	60	50	40
BI 69.5 and BI 85.3	79	70	60	50
BI 85.3 and BI 87.9	60	60	60	50
BI 87.9 and BI 88.1	40	40	40	40
BI 88.1 and BI 89.7	60	60	60	50
BI 89.7 and BI 116.6	79	70	60	50
BI 116.6	60	60	50	40
BI 116.6 and BI 124.9	79	70	60	50

CSXT
APPENDIX I
MAXIMUM PASSENGER TRAIN SPEEDS

WILLARD TERMINAL SUBDIVISION

223.0 SPEEDS

223.1 MAXIMUM AUTHORIZED SPEED

Table 63. Maximum Authorized Speed

Between Location/Mile Post	MPH
MP BI 0.0 and BI 4.3 - All 3 tracks	50

223.2 SPEED RESTRICTIONS

No. 1 Track

Table 64. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 0.0 and BI 0.3	30	30	30	30
BI 0.3 and BI 4.3	45	45	45	45

No. 2 Track

Table 65. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 0.0 and BI 4.3	45	45	45	45

No. 3 Track

Table 66. Speed Restrictions

Between	PSN	TV	FRT	UT
BI 0.0 and BI 4.3	50	50	50	50

Table 67. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Willard-Through Crossover from Running Track to No. 2 Main at Millertown Subway	25	25

CSXT

APPENDIX II

AMTRAK PASSENGER TRAIN SCHEDULES

The Amtrak passenger train schedules shall be as set forth in Amtrak's public timetables.

CSXT

APPENDIX III

CURRENT COSTS AND COST CHANGES

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CSX
Appendix III

Table 1 - Current Cost Summary

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APPENDIX III

Table 2

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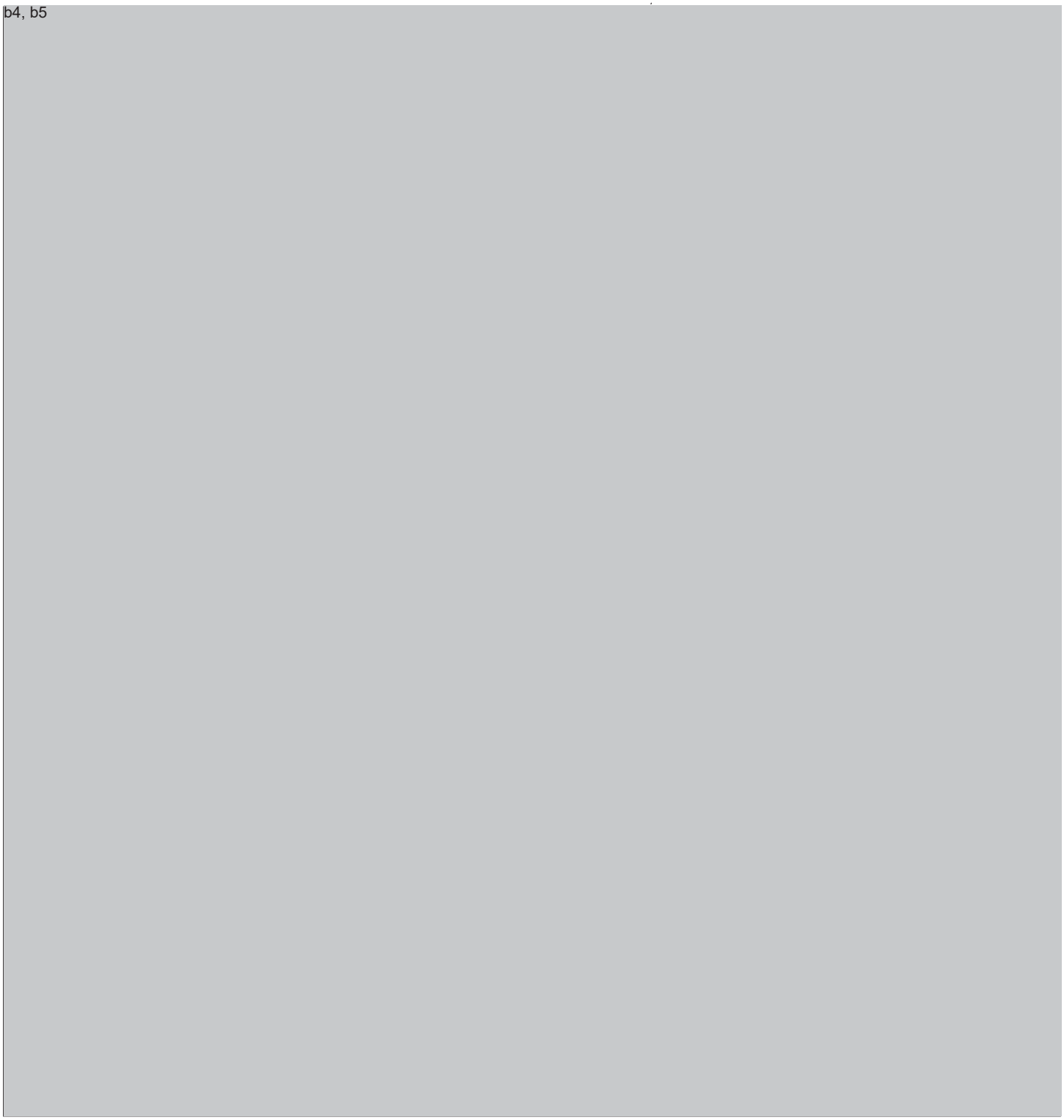

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APPENDIX IV

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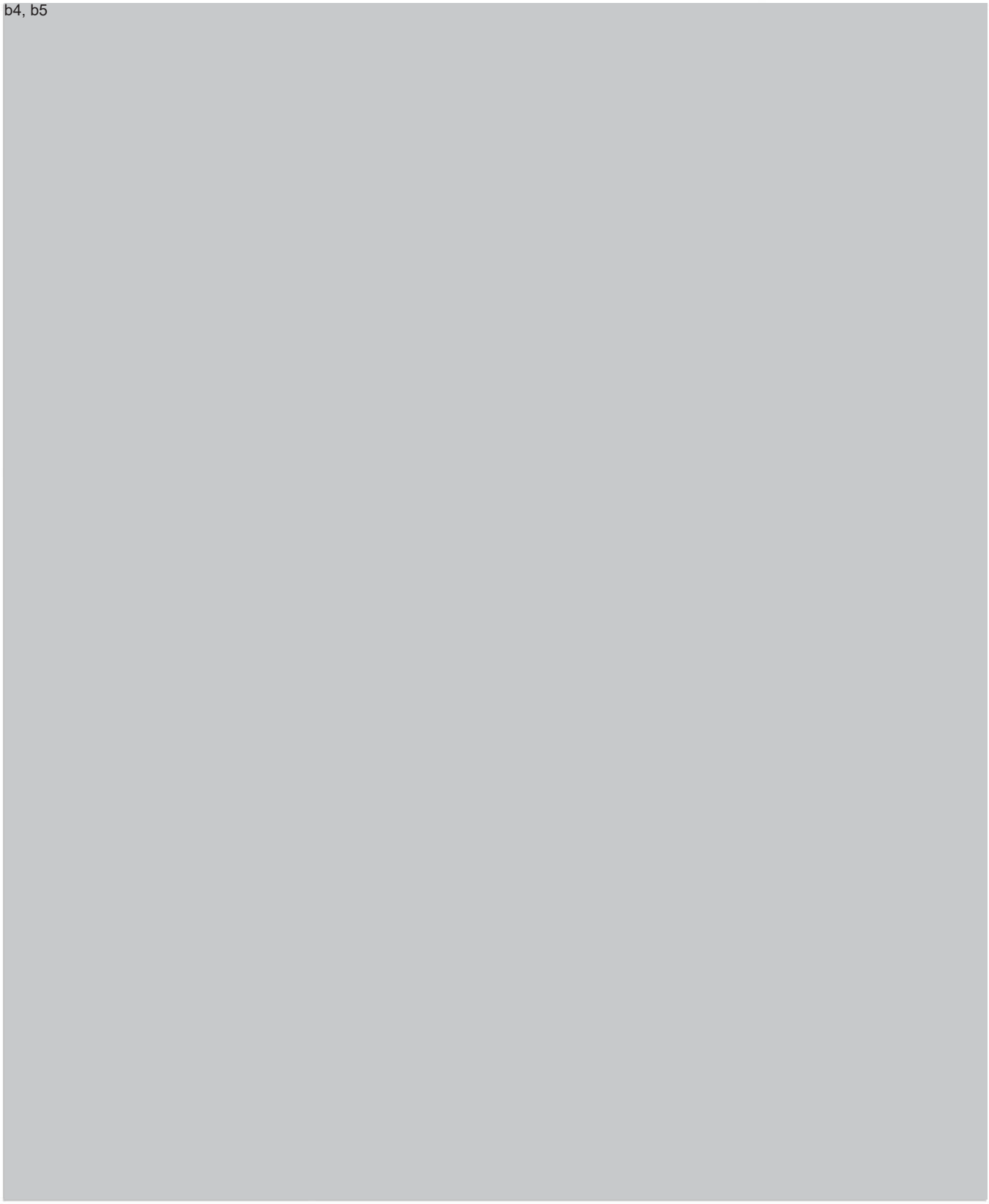

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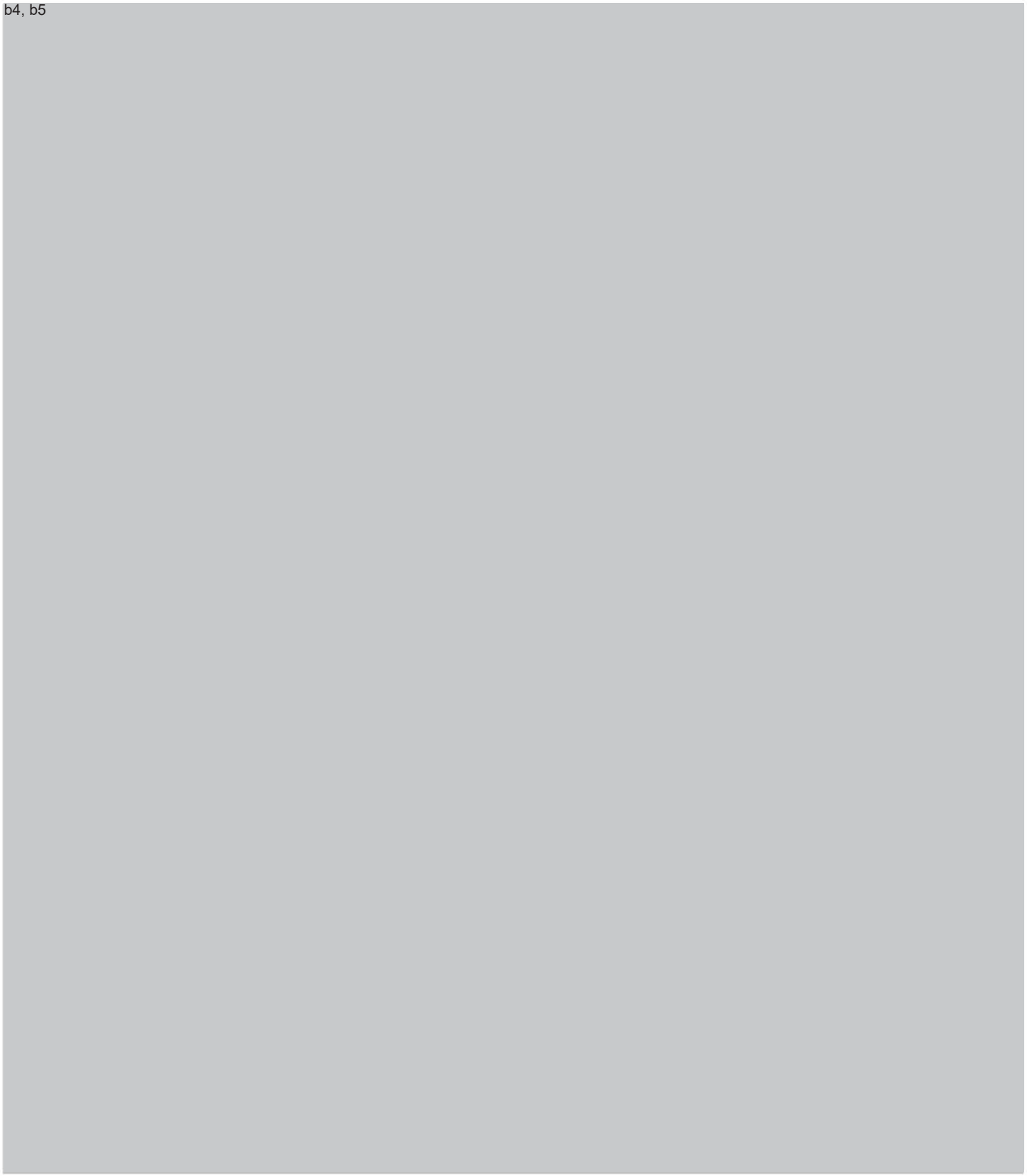

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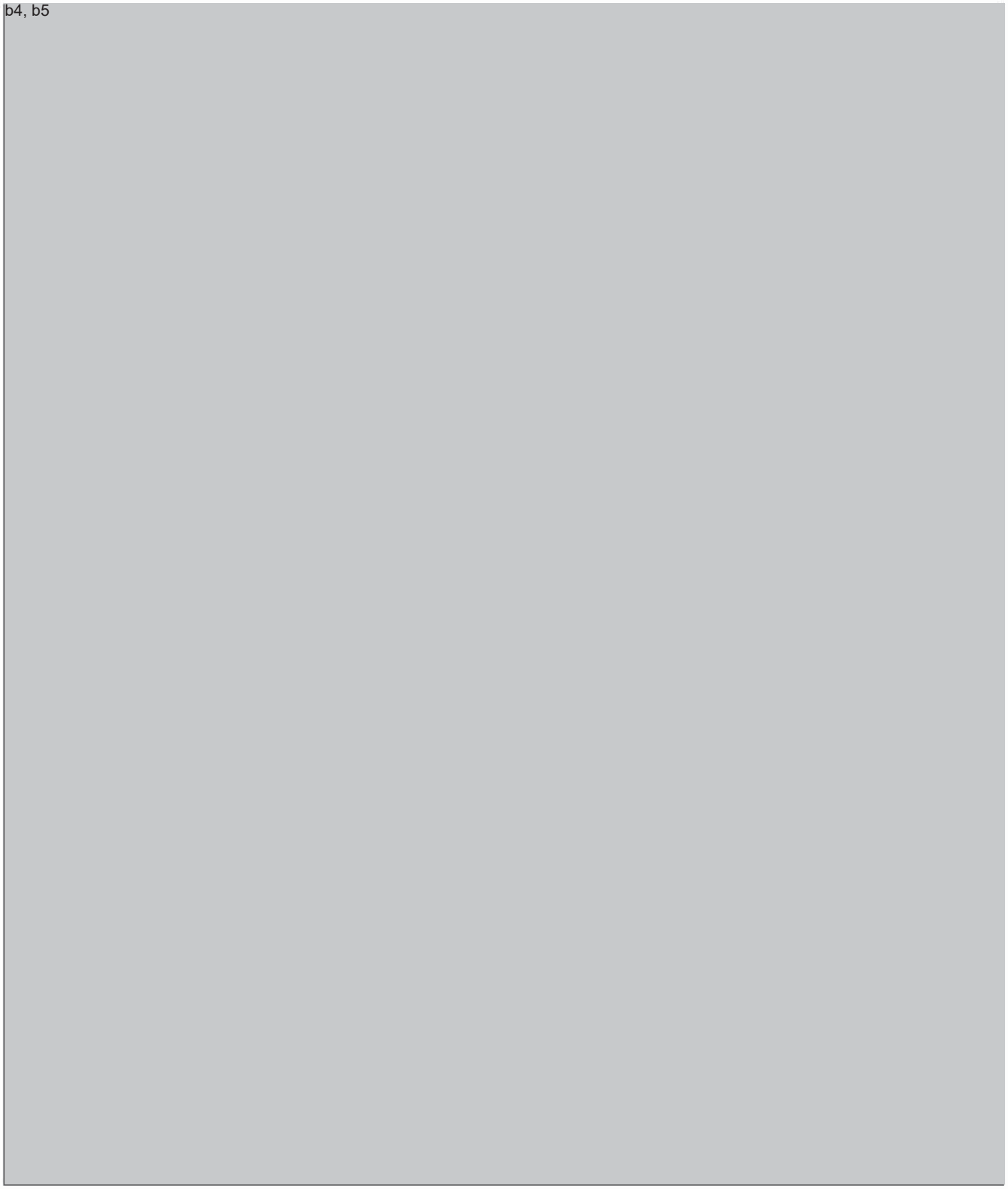

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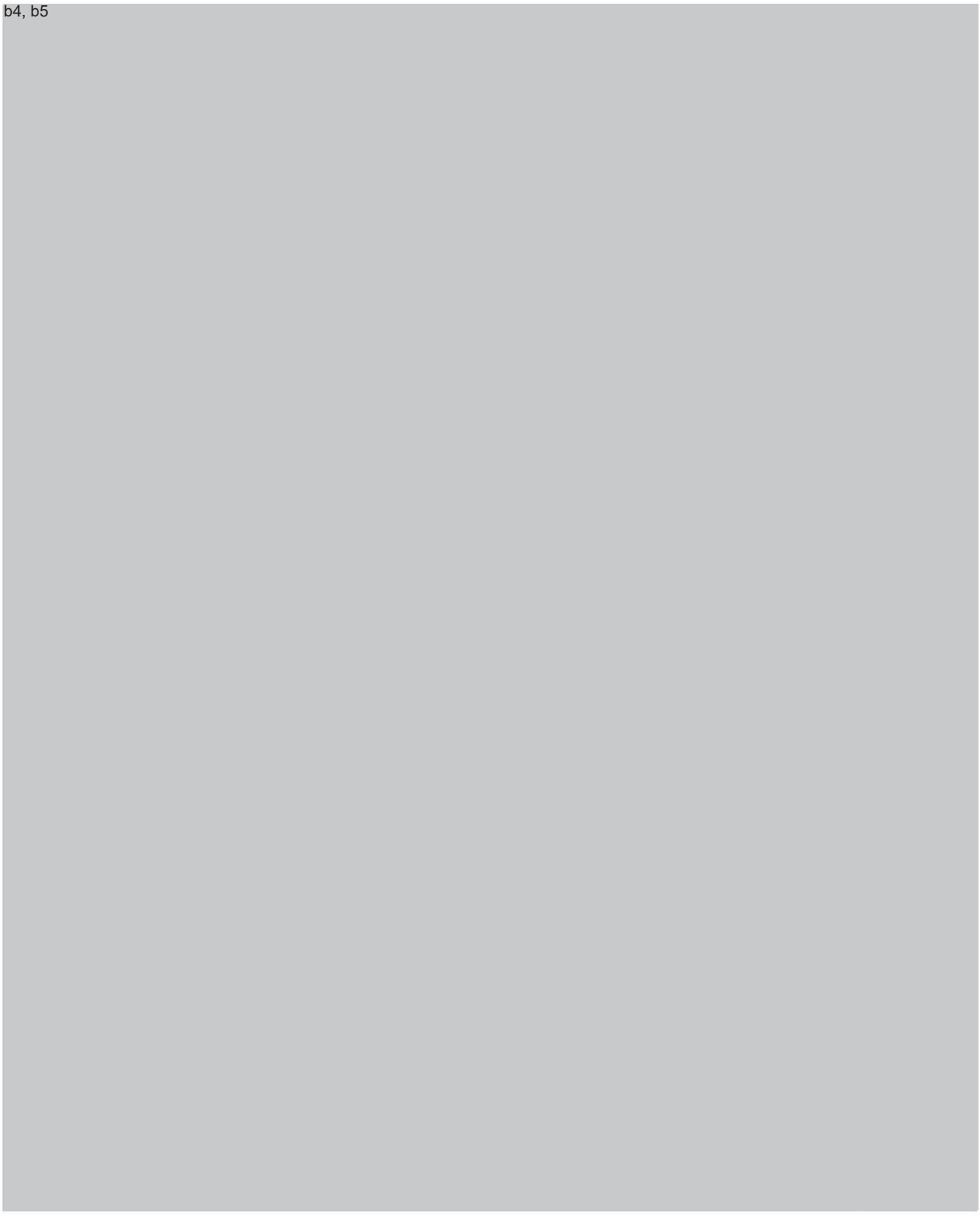

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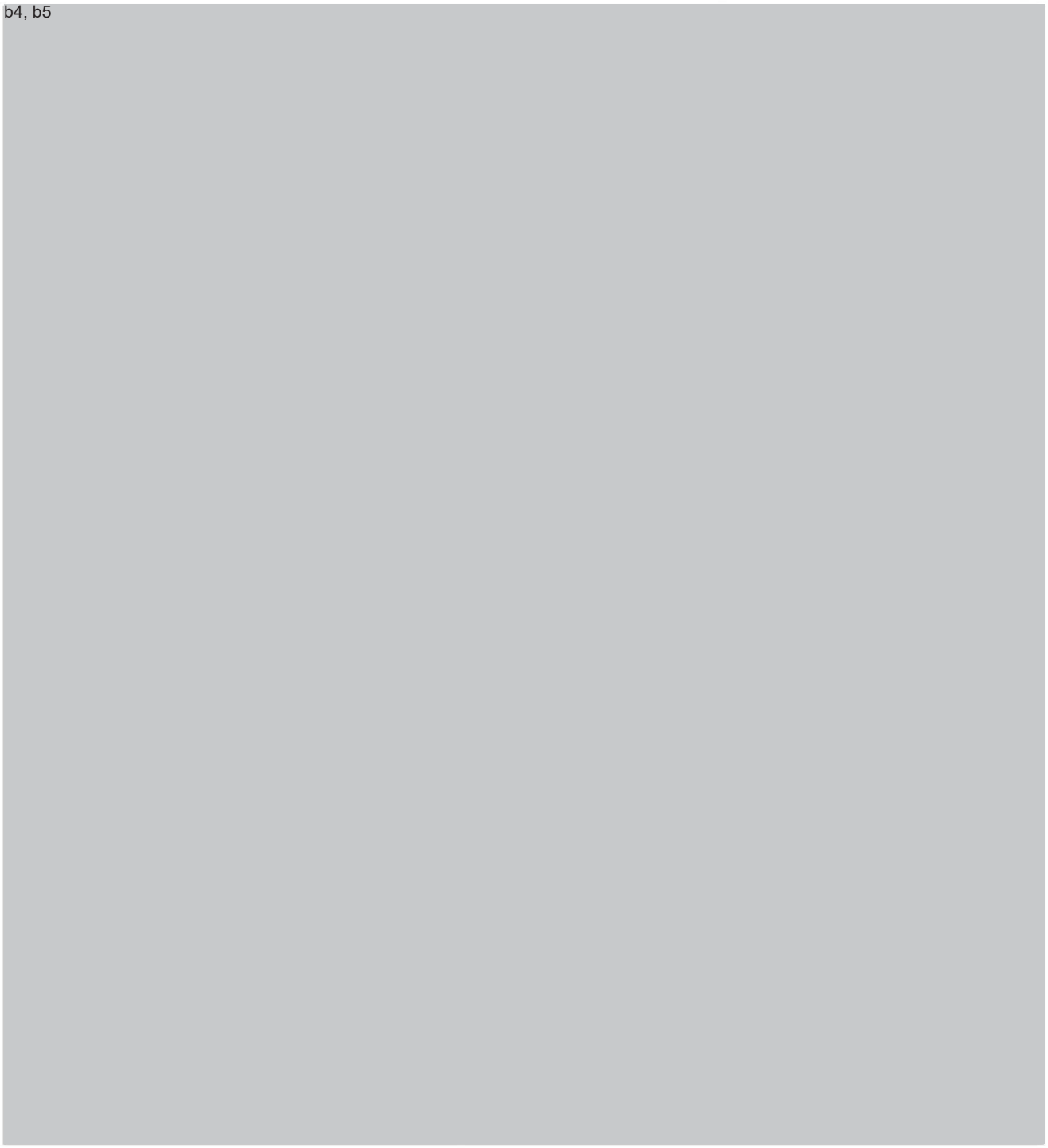

APPENDIX V

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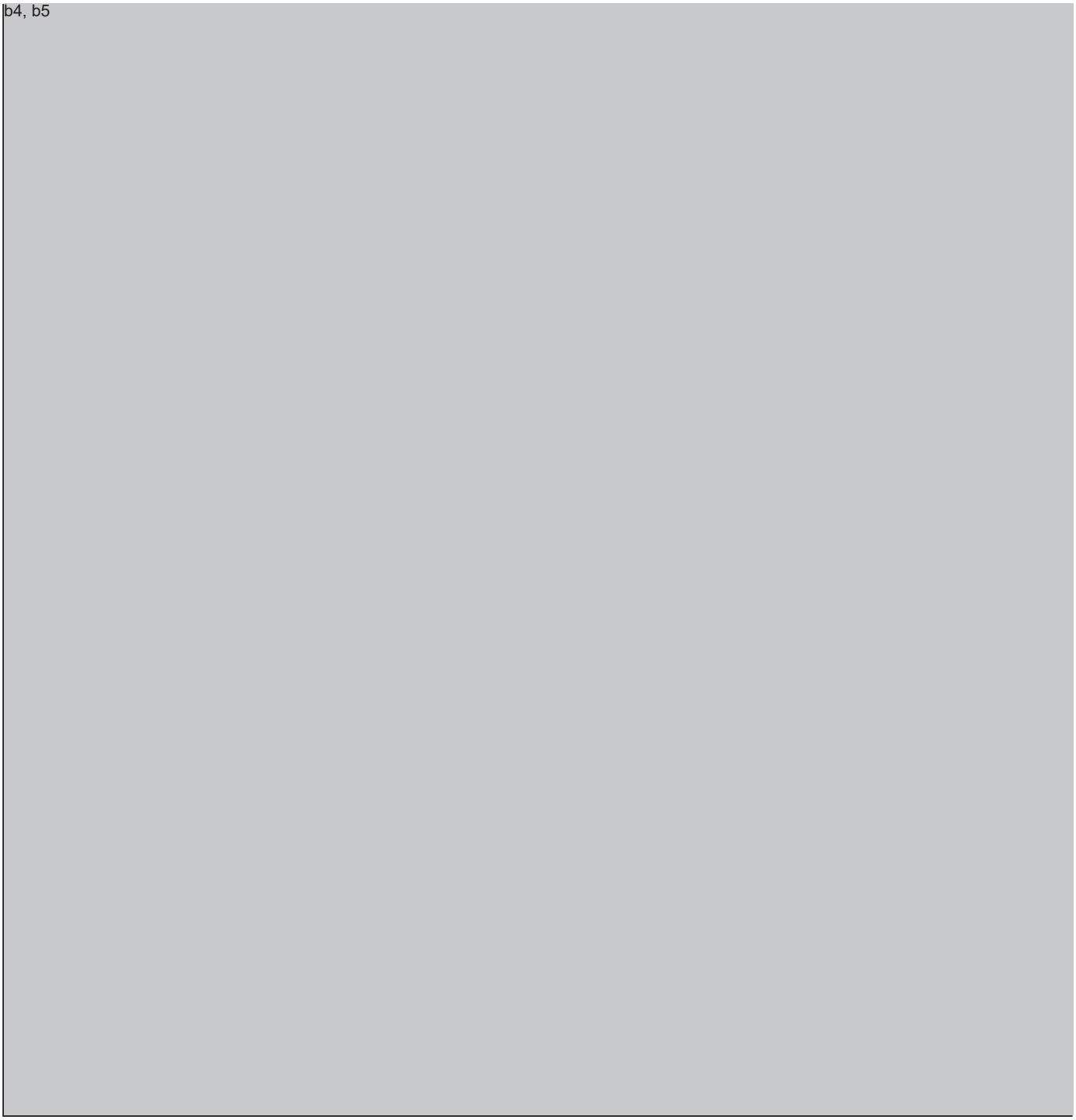

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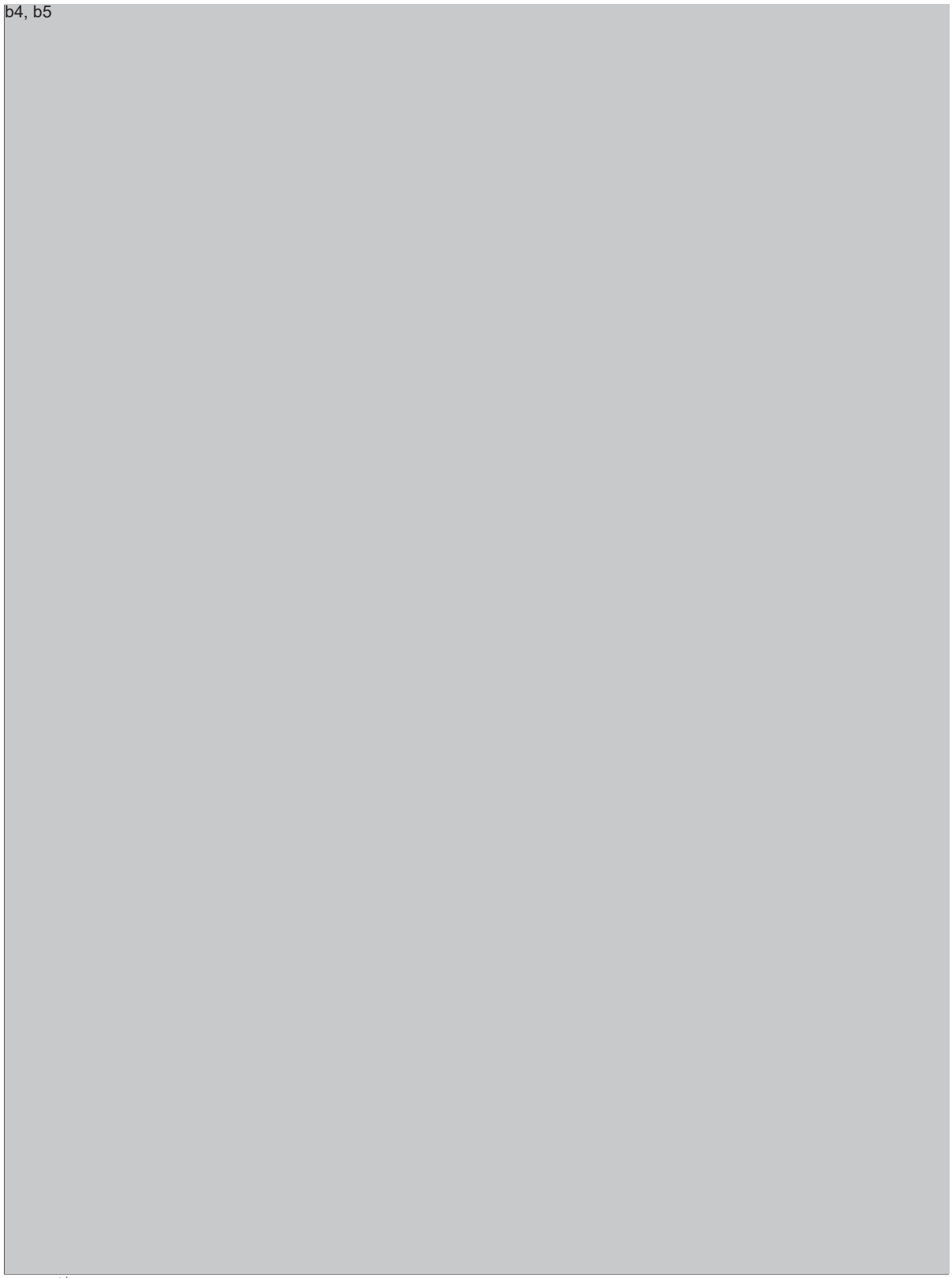

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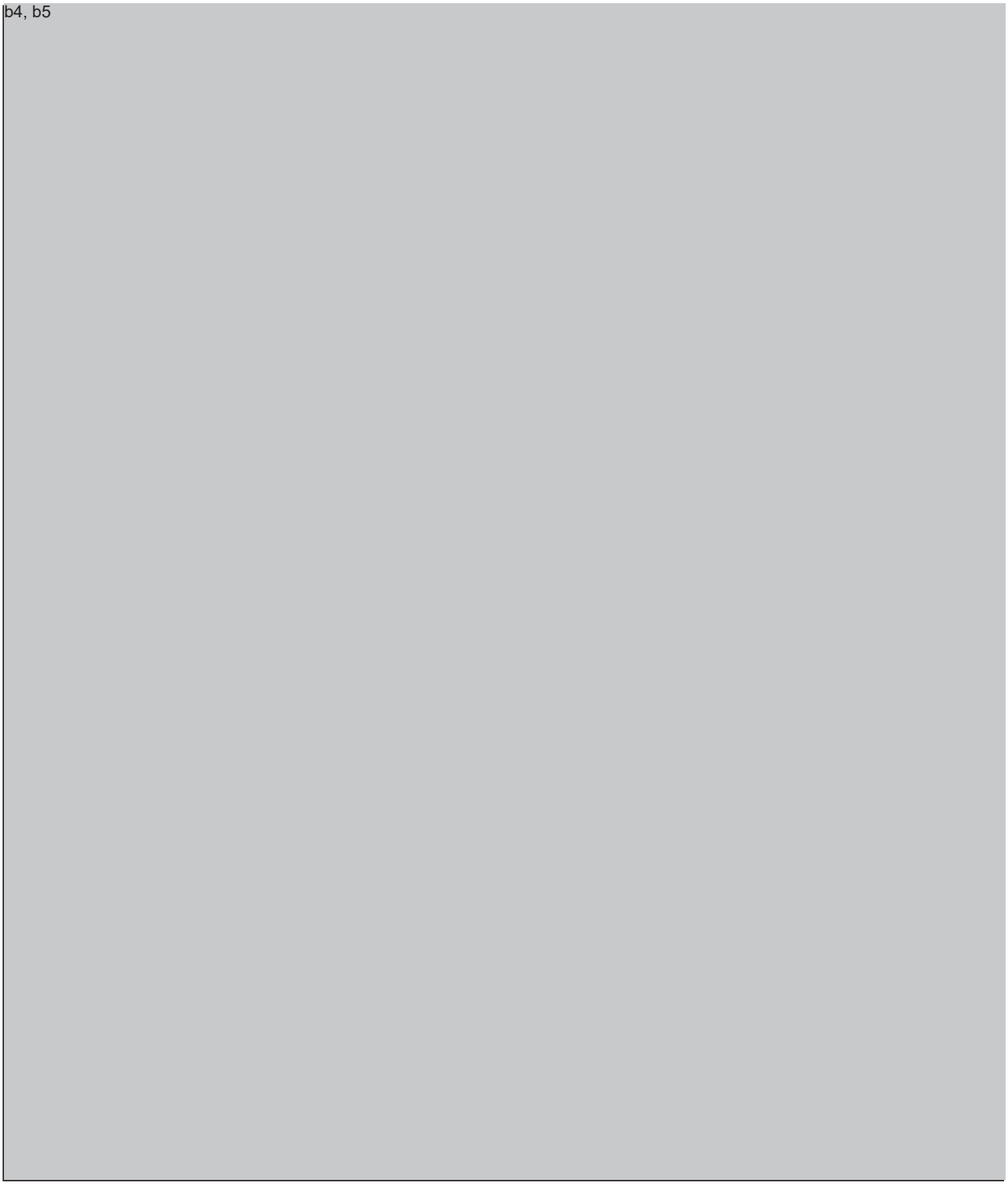

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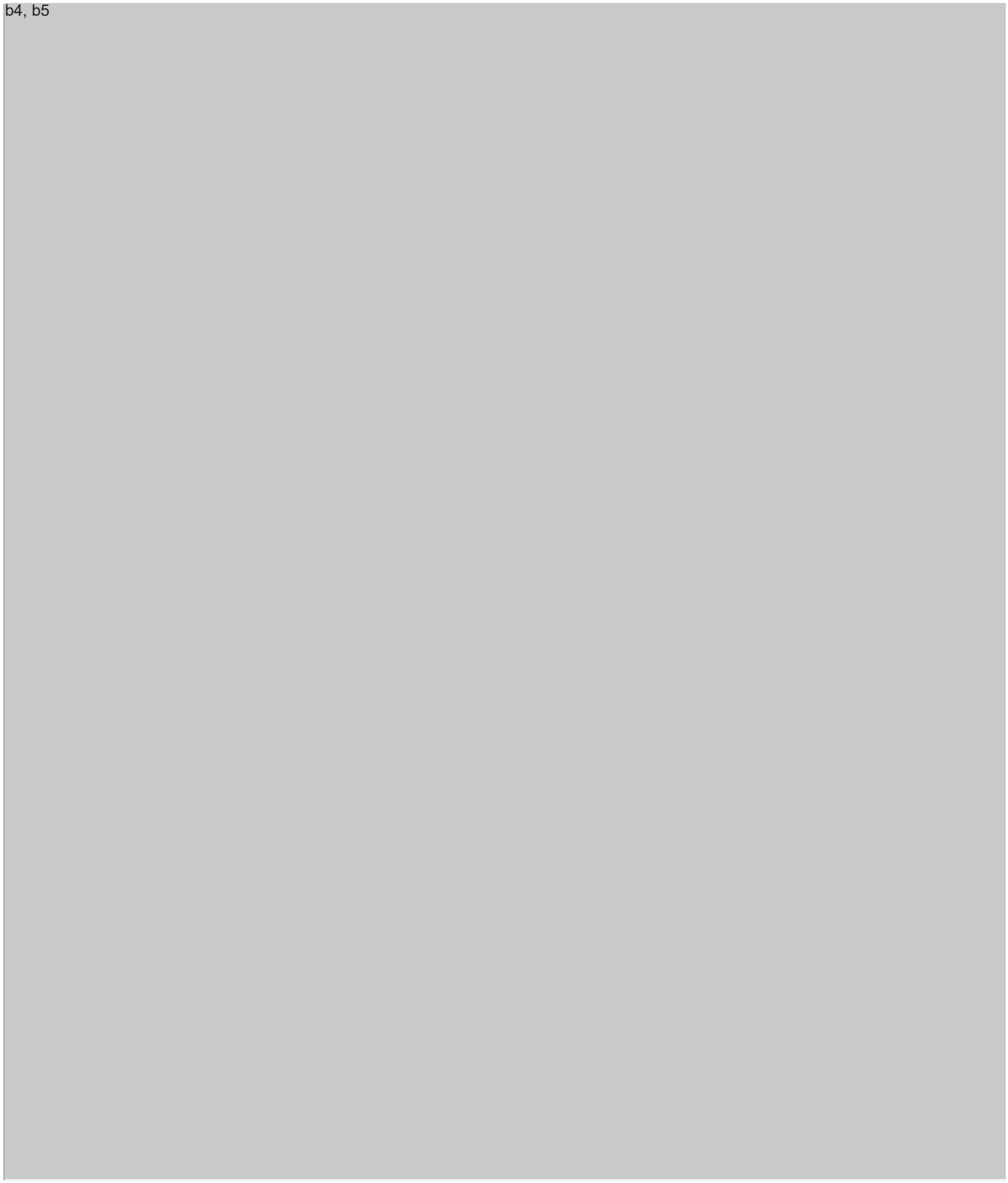

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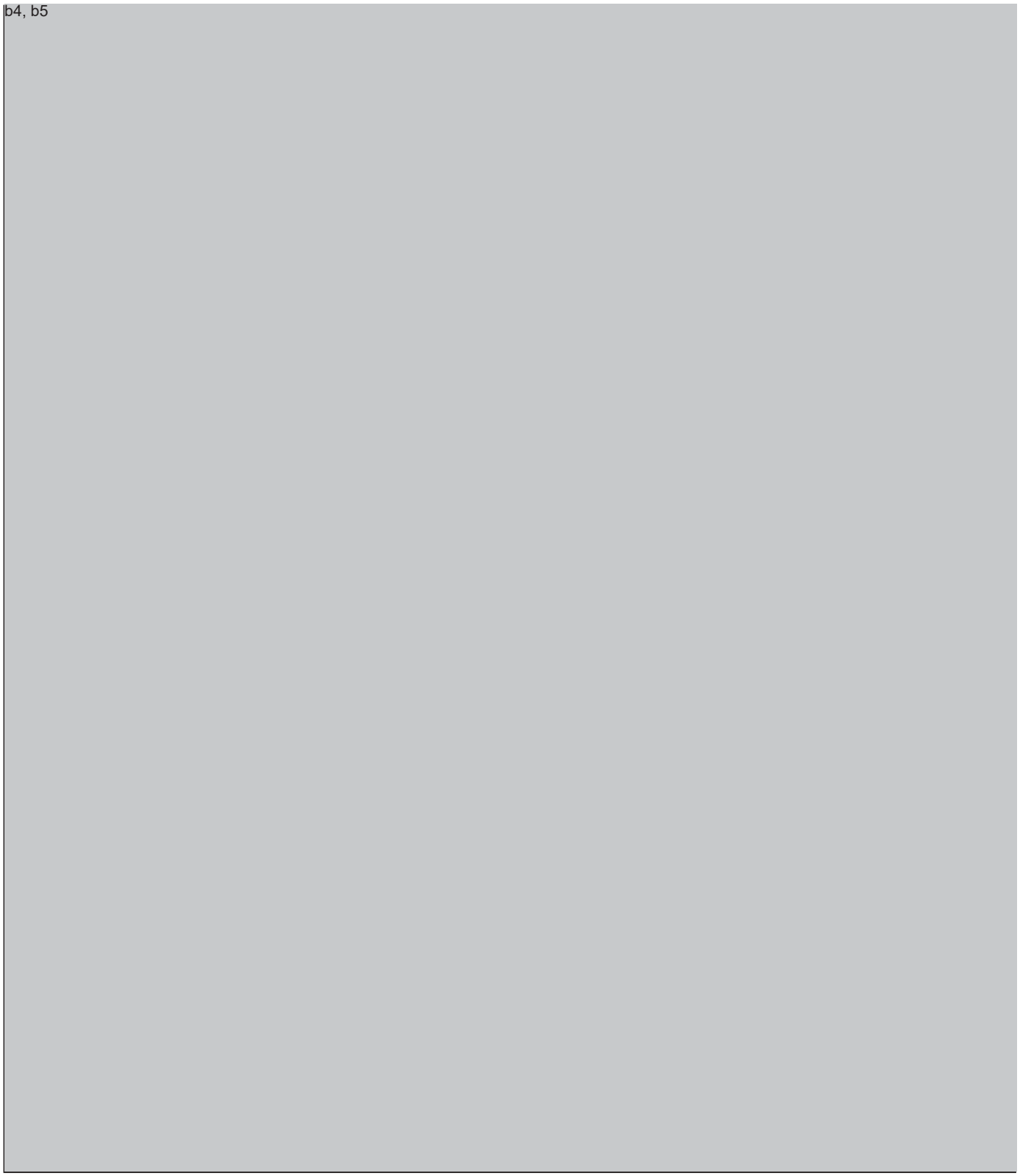

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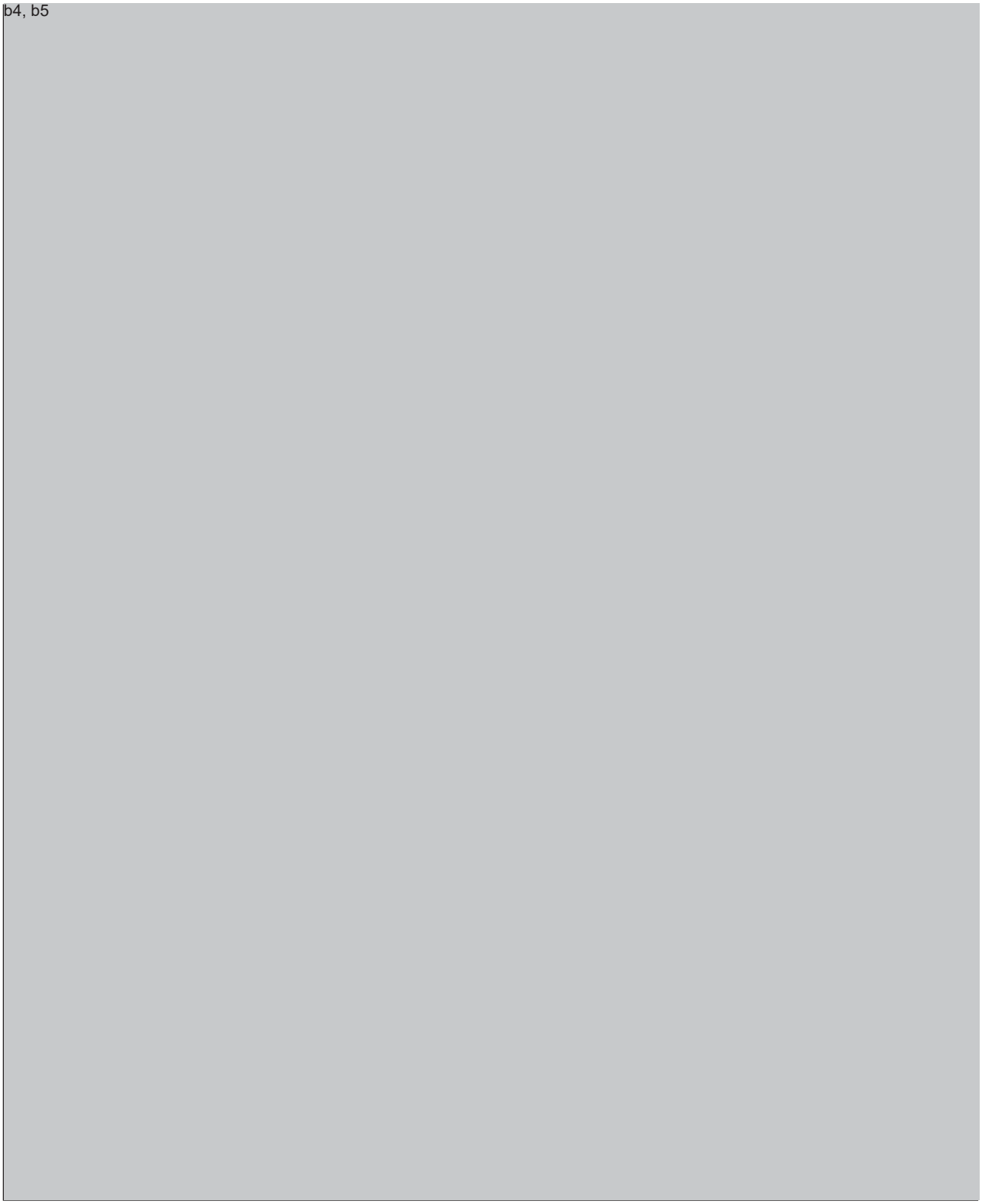

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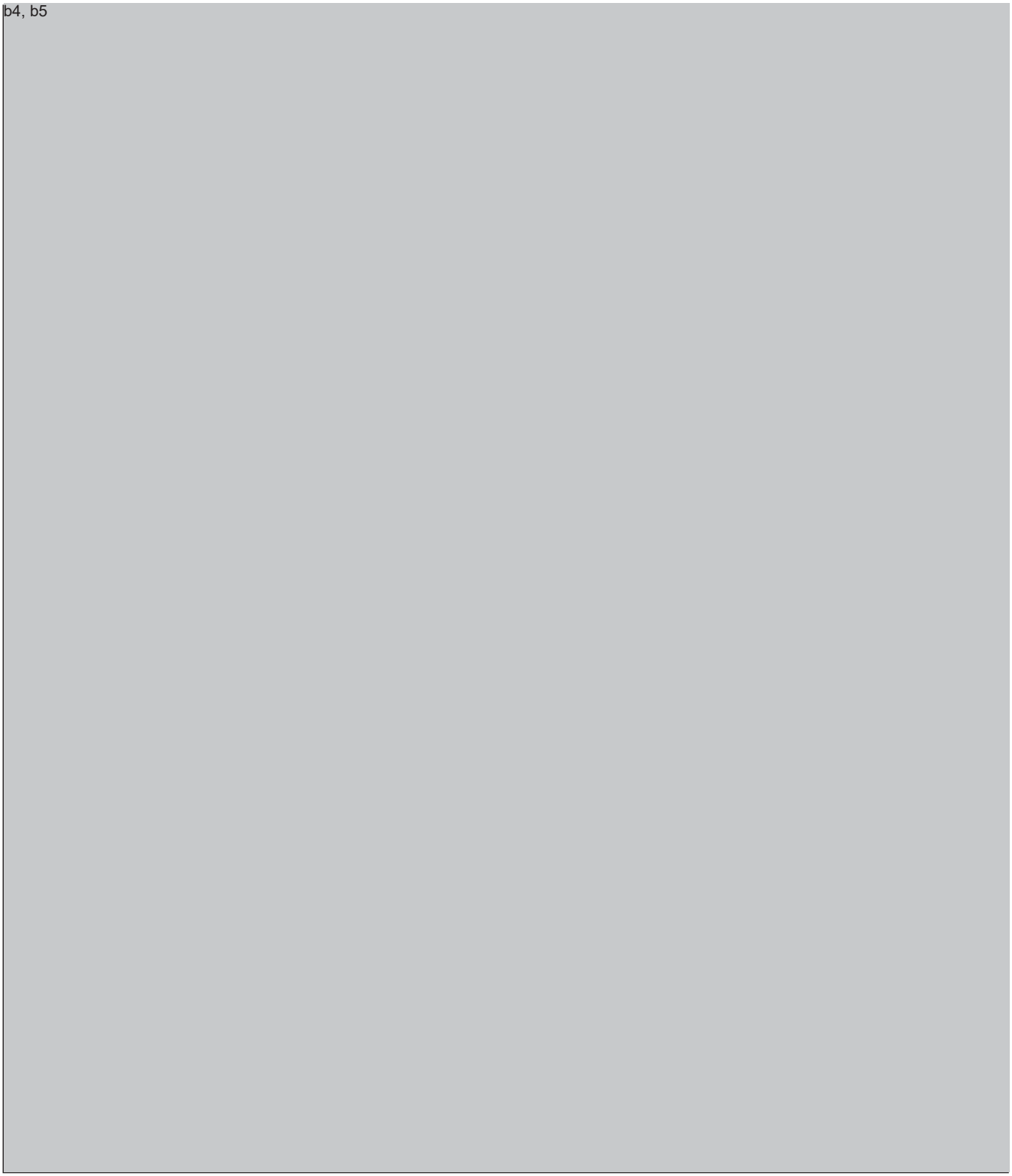

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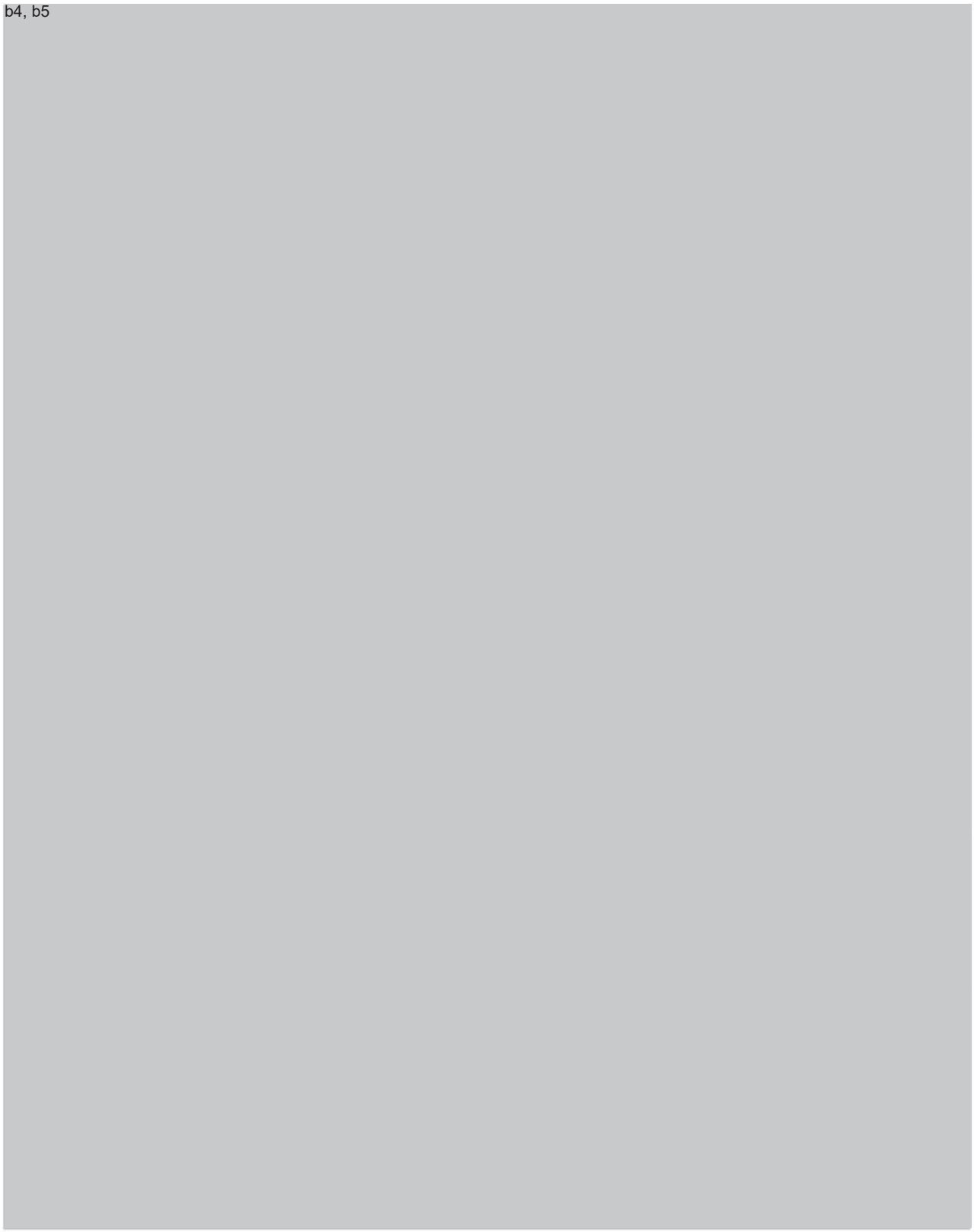

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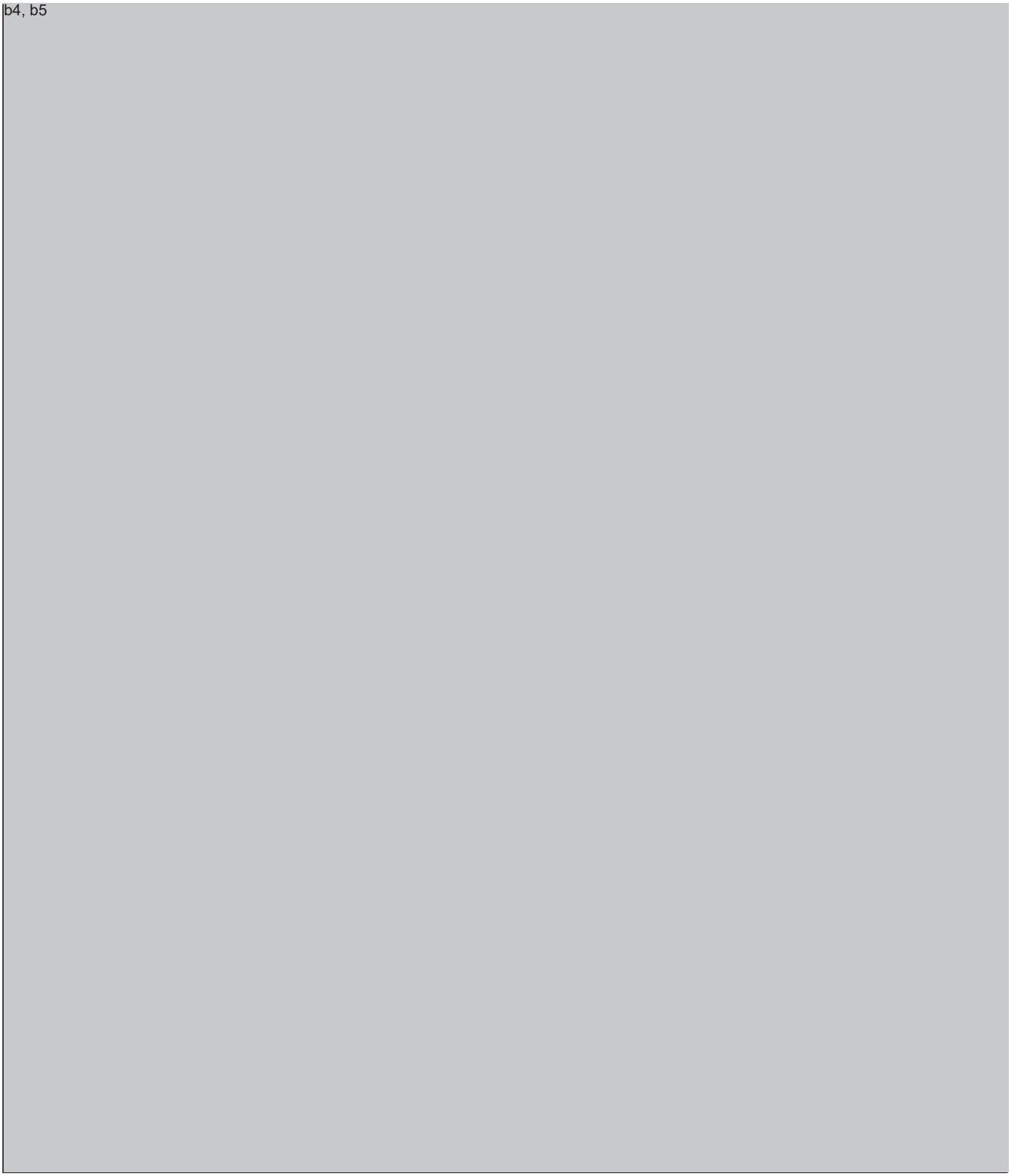

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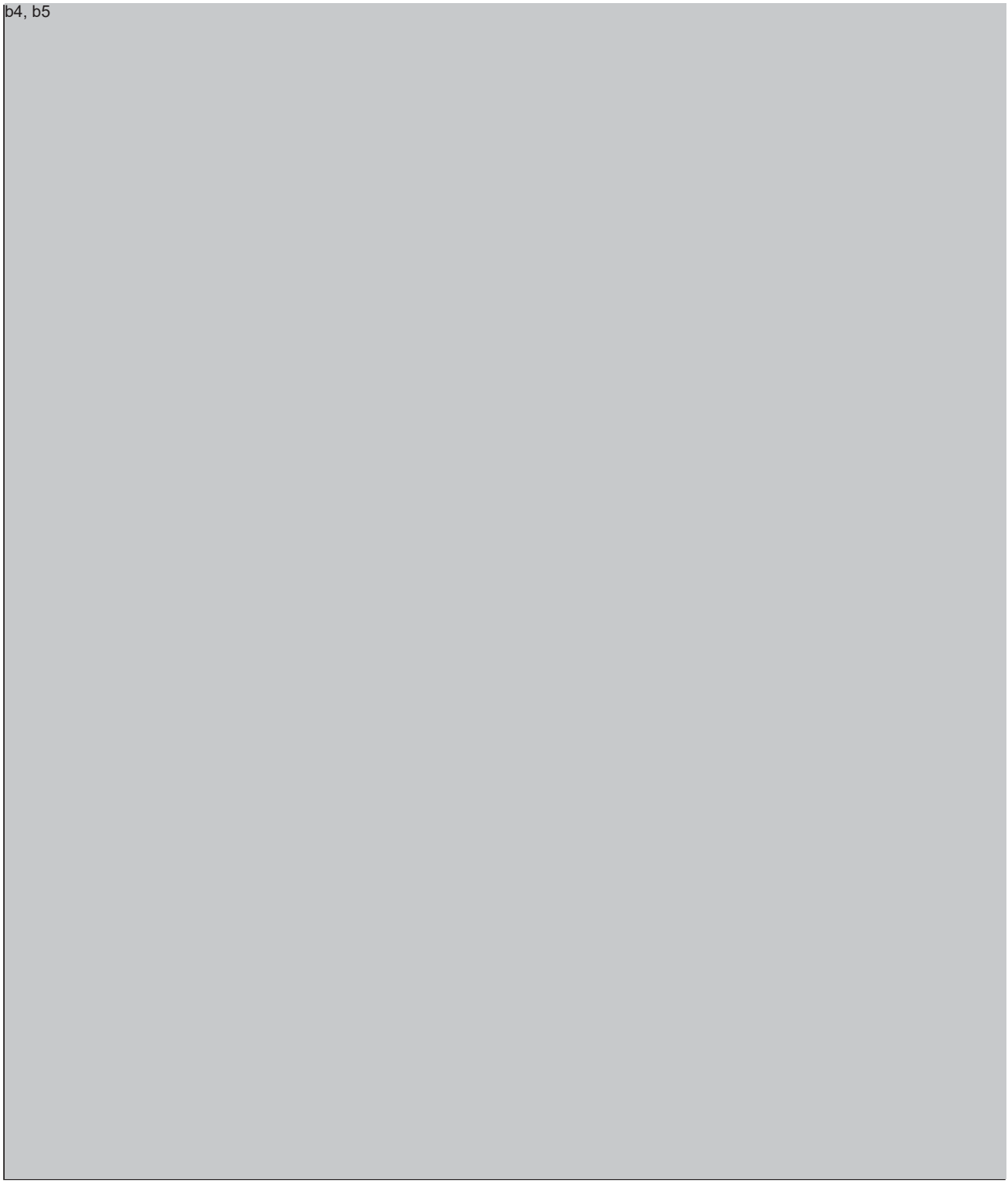

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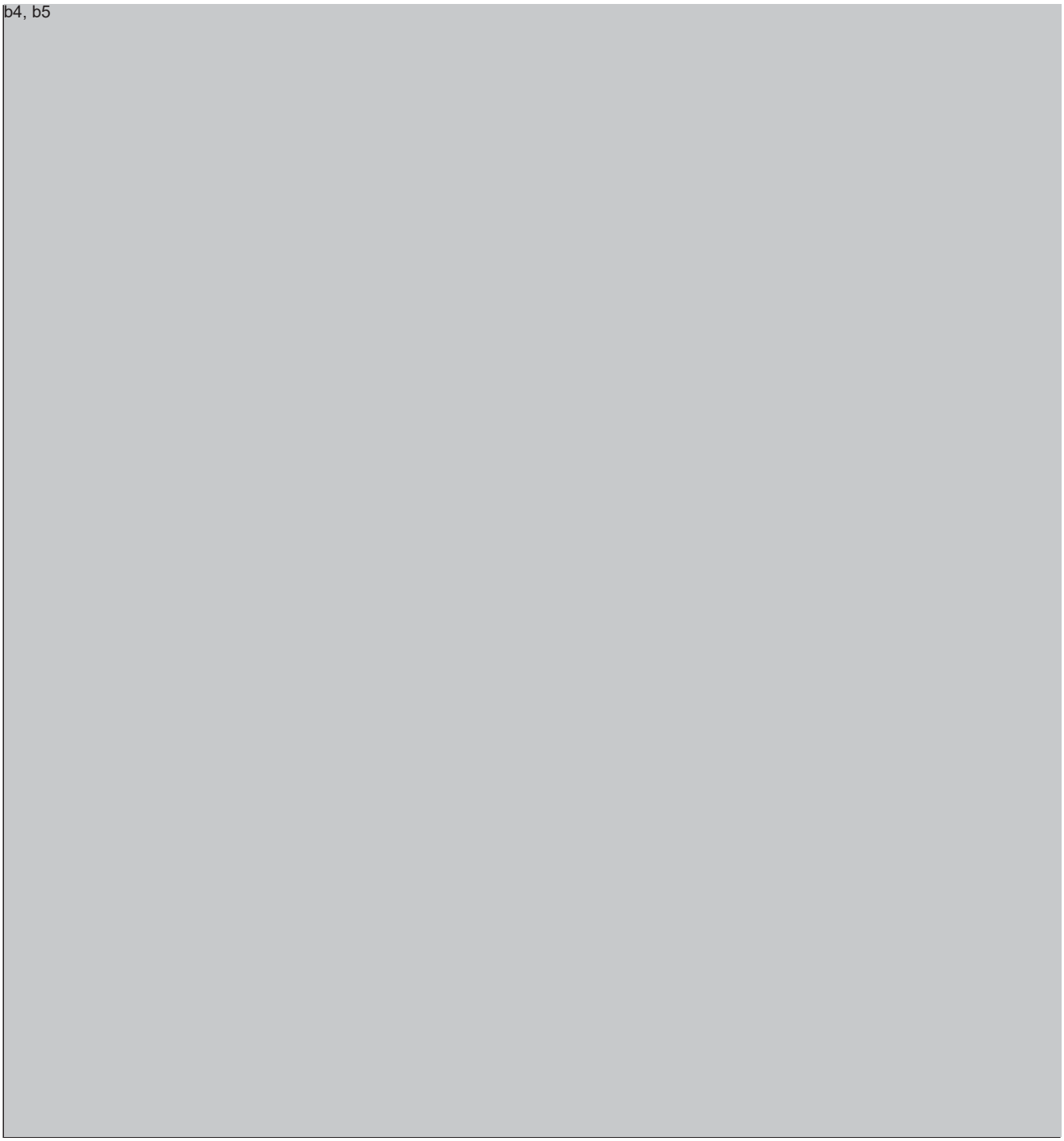

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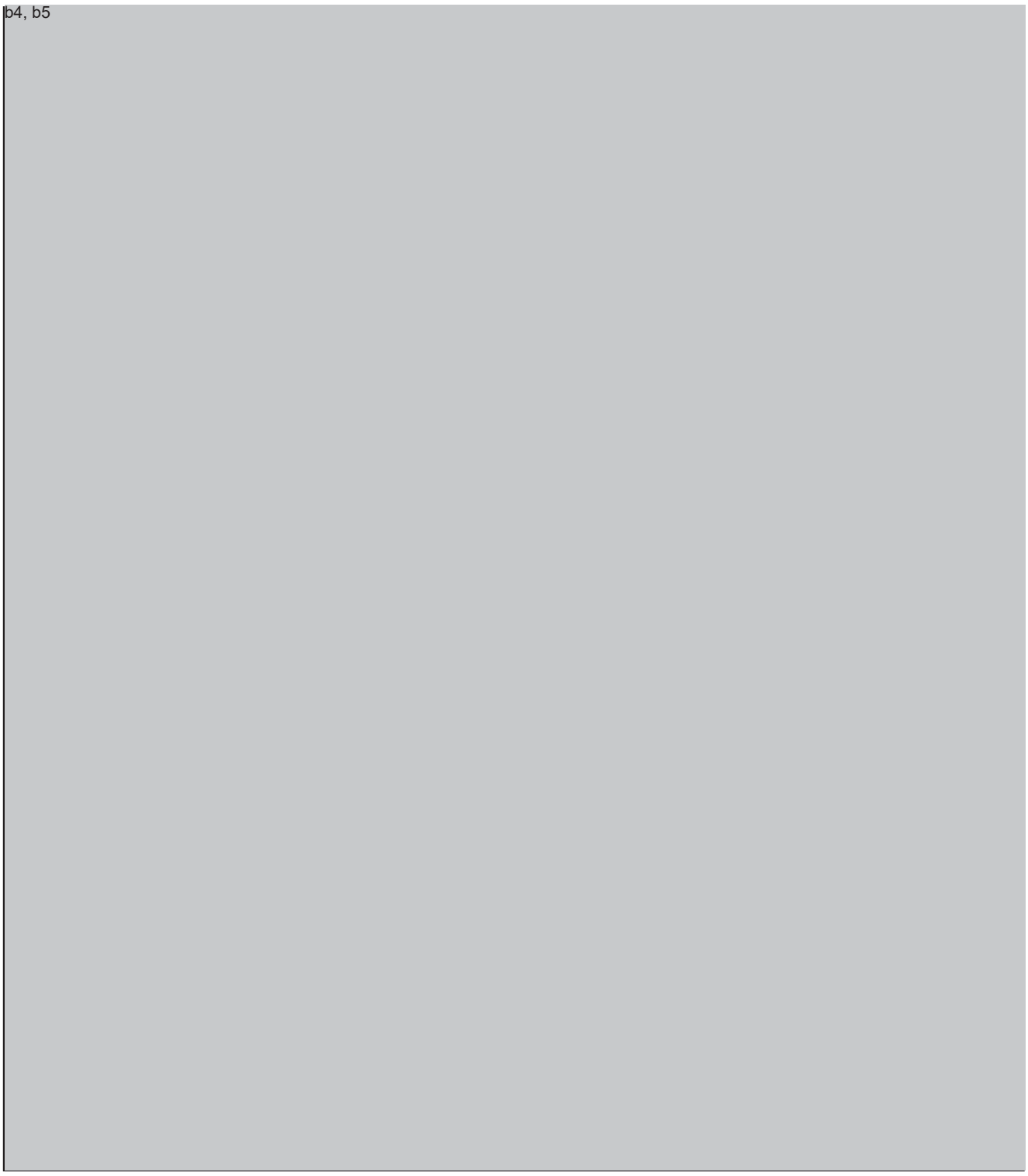
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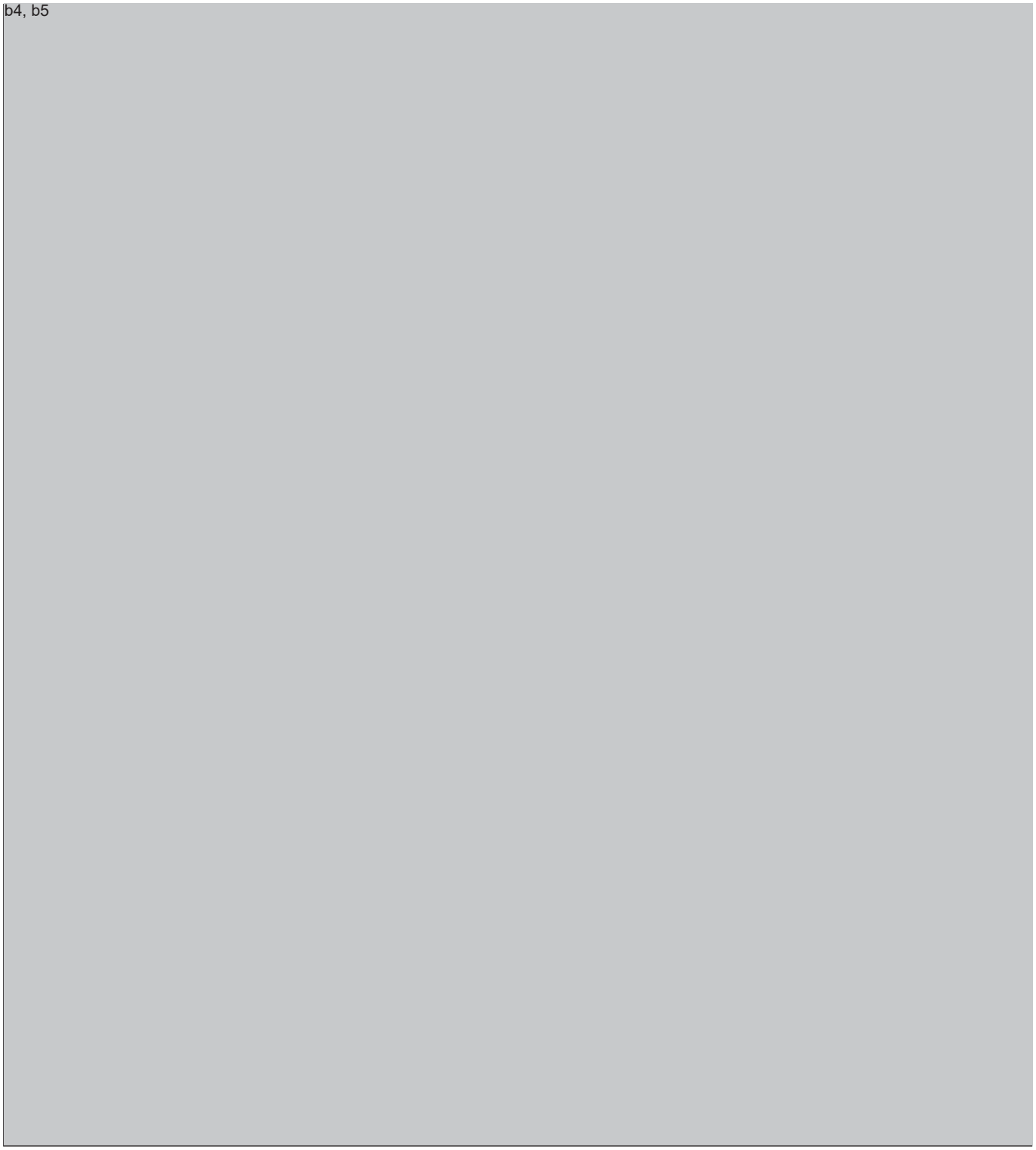
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Appendix V, Table 1

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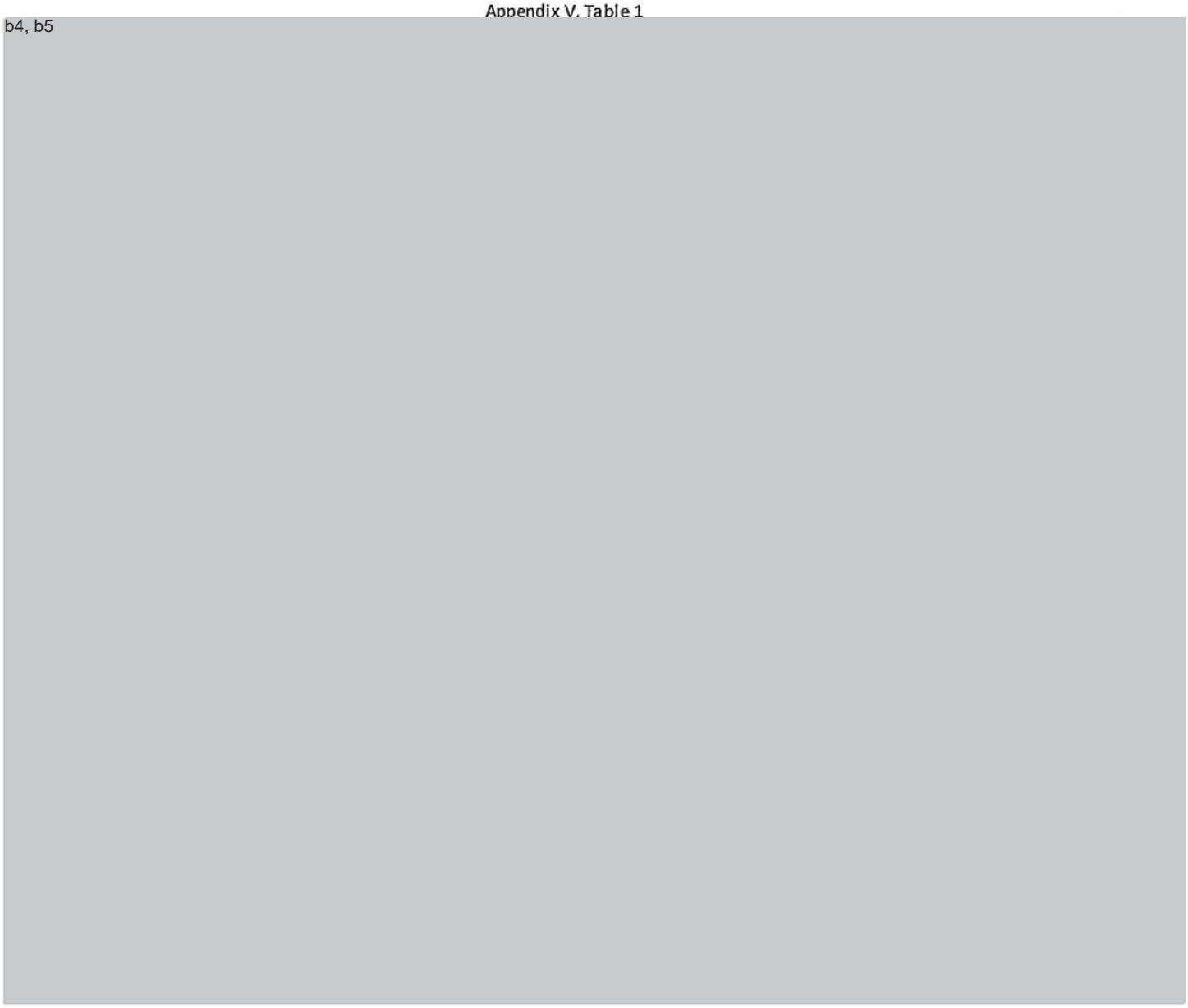

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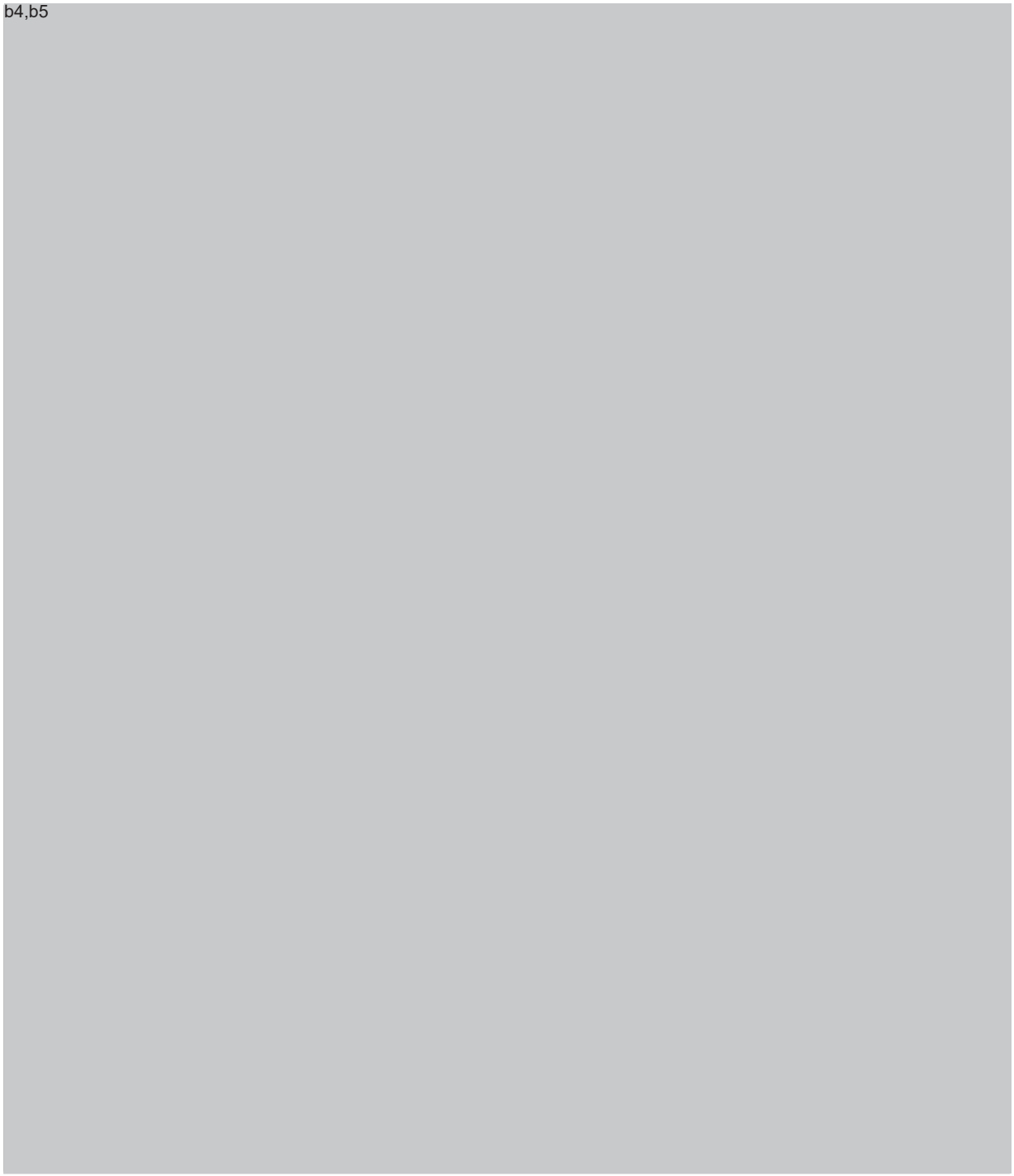

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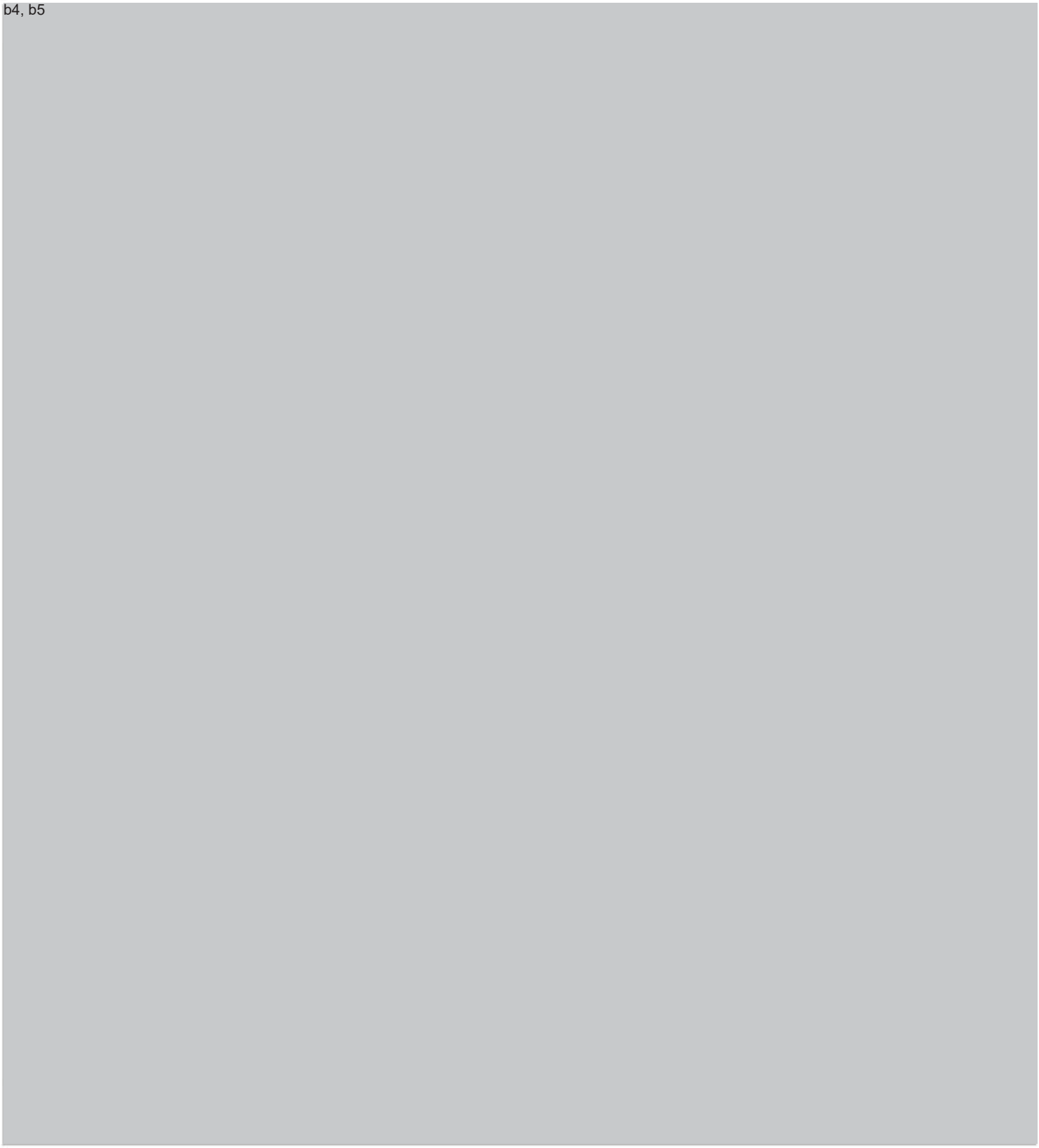

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Appendix V, Table 1
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CSXT
Appendix V, Table 1

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CSXT
Appendix V, Table 2

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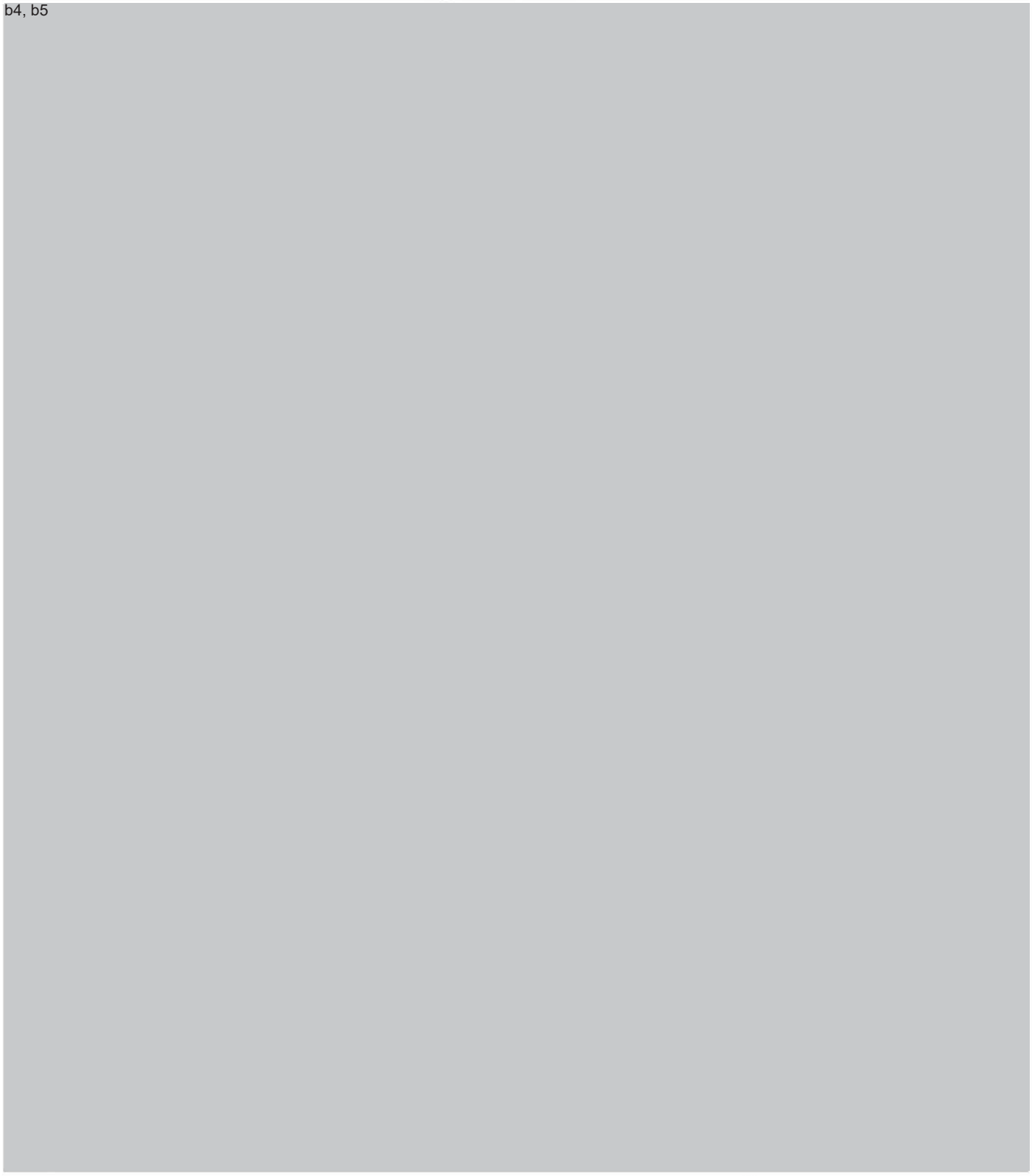

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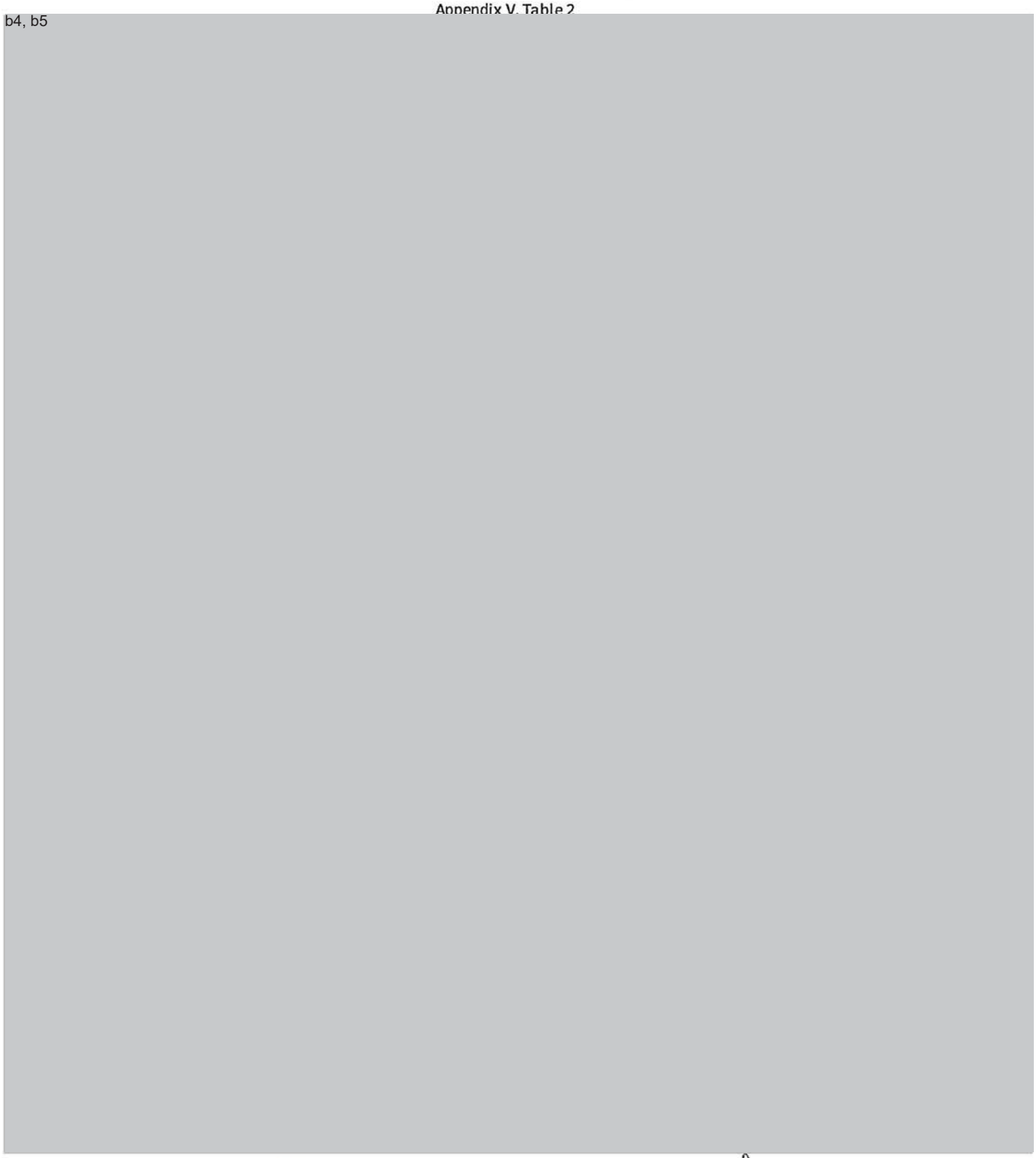

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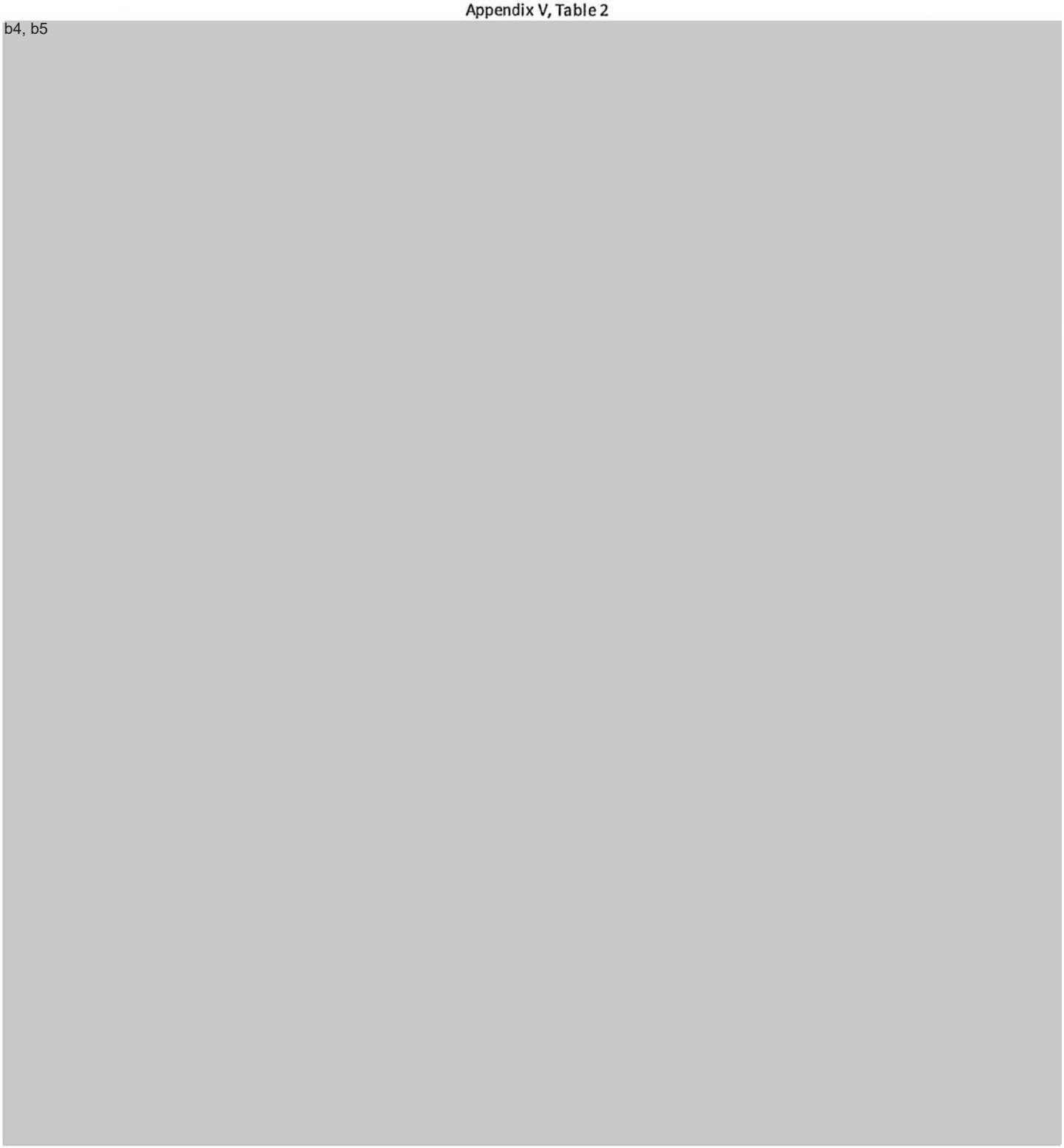

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Appendix V, Table 3
Page 1 of 2

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Appendix V, Table 3
Page 2 of 2

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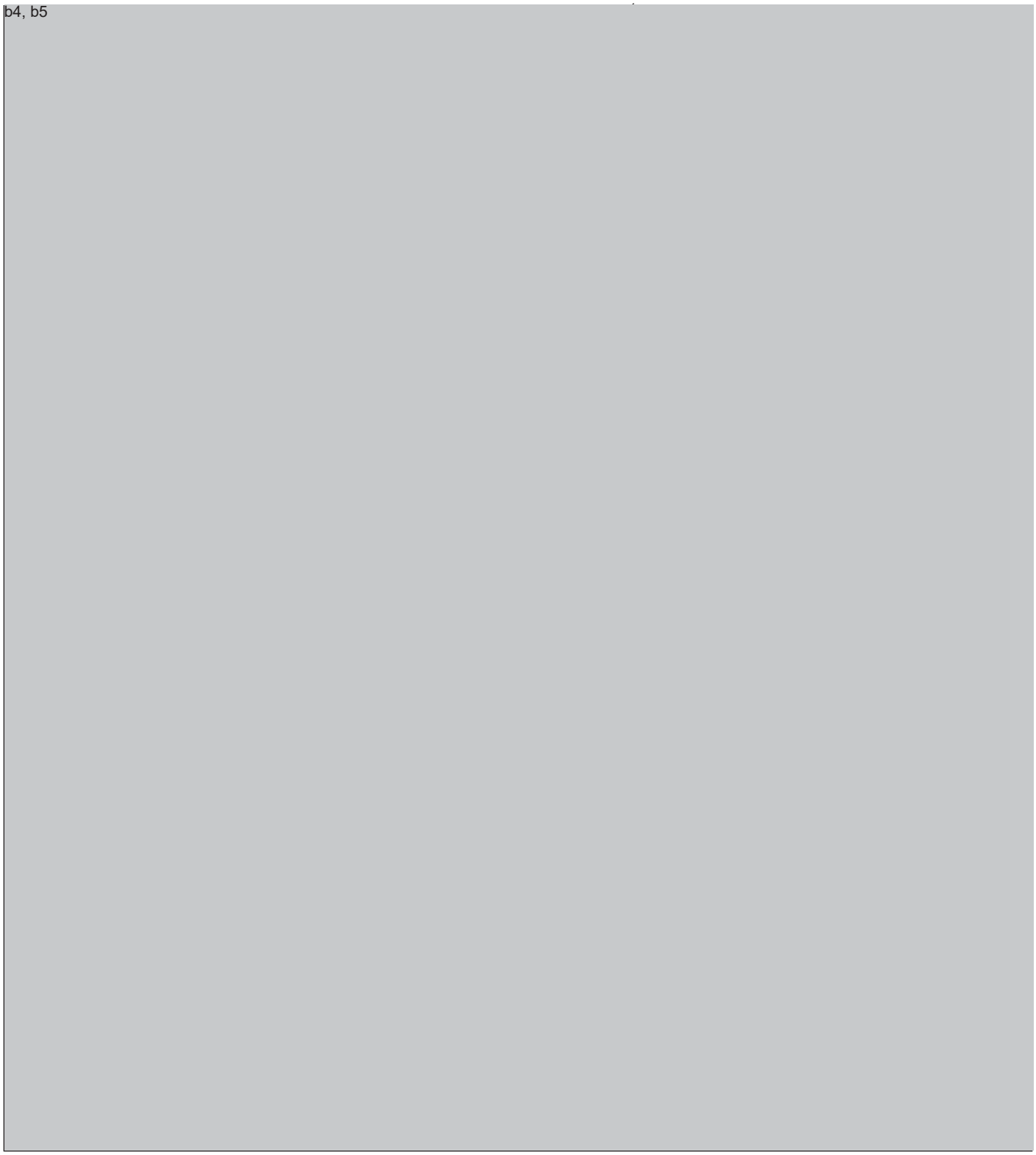

CSXT
Appendix V, Table 4
Page 1 of 4

EXTRA CAR TOLERANCE

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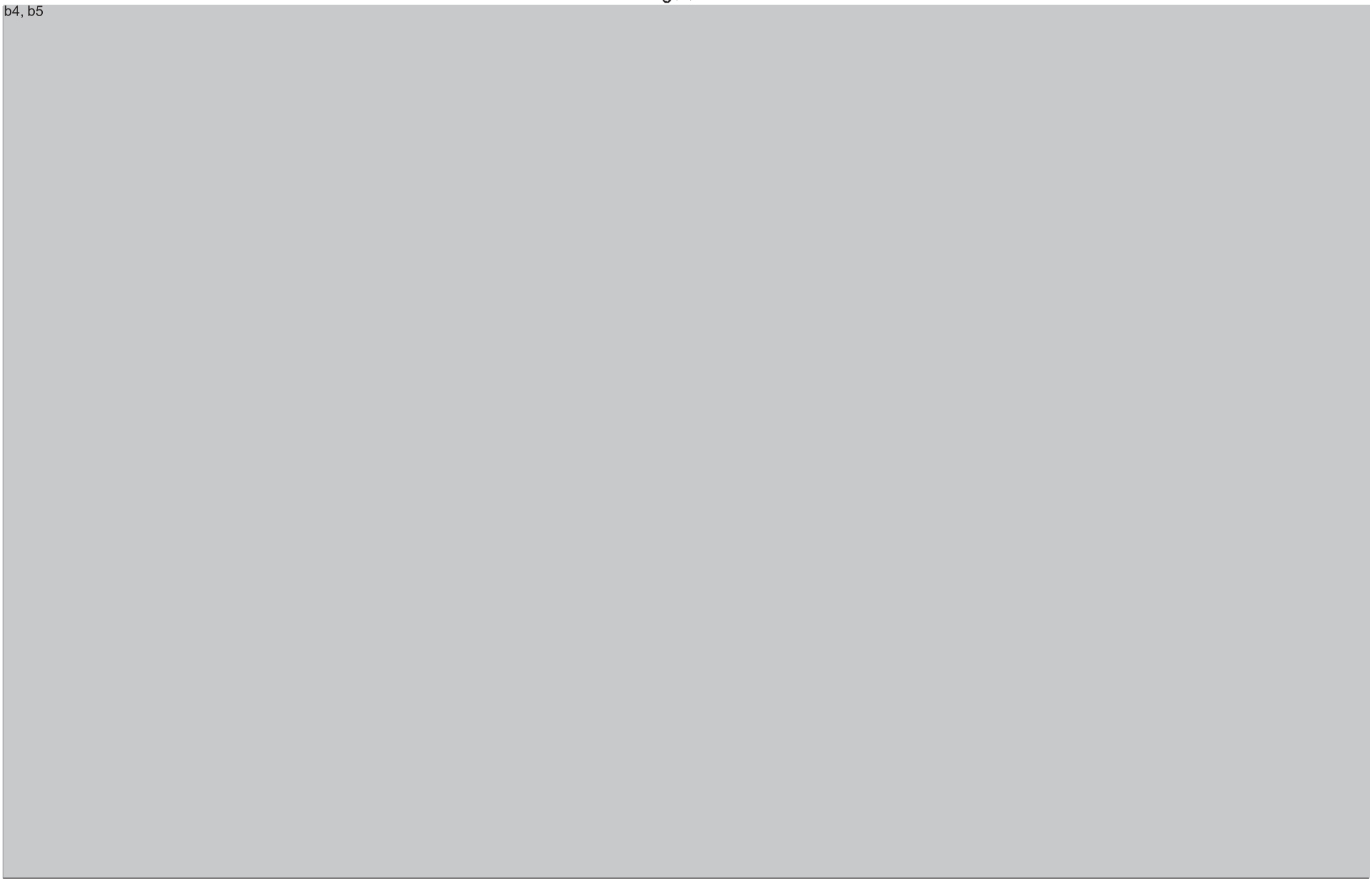
Appendix V, Table 4
Page 2 of 4

b4, b5

CSXT
Appendix V, Table 4
Page 3 of 4

b4, b5



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Appendix V, Table 4
Page 4 of 4

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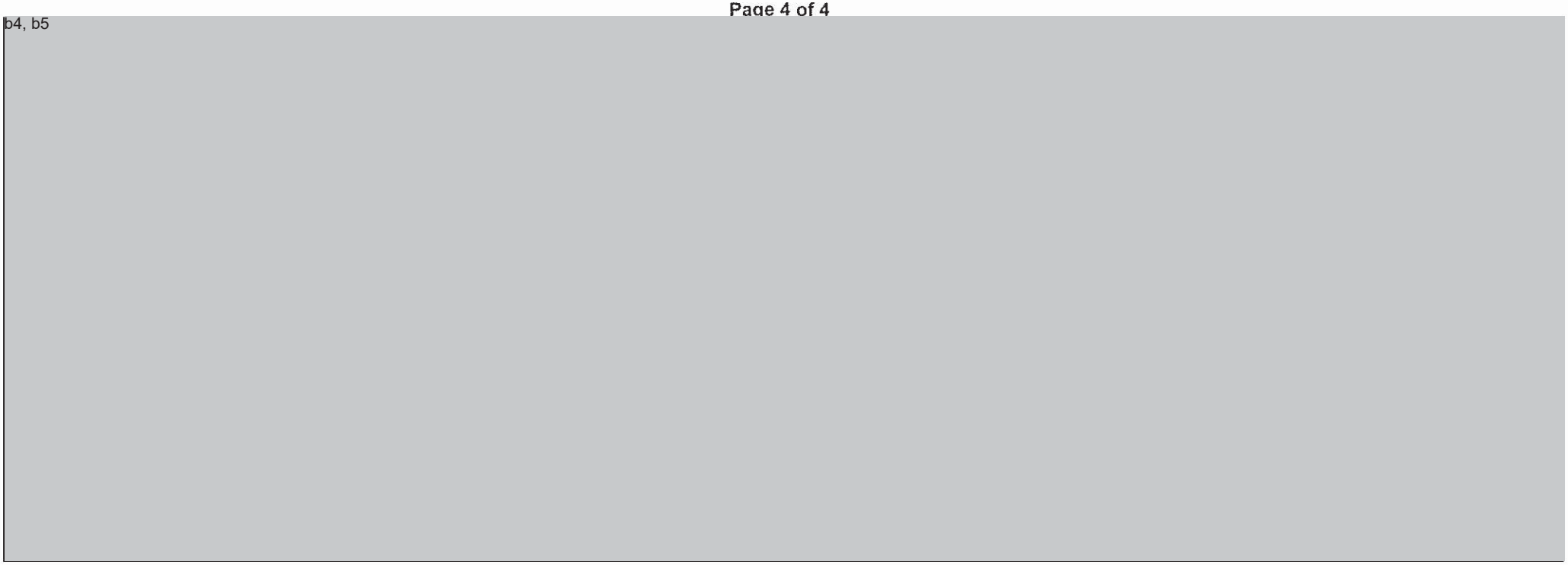

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CSXT
Appendix VI

OTHER AGREEMENTS REMAINING IN EFFECT

1. Letter Agreement for General Claims Handling, Litigation Support and Collection Efforts, dated December 4, 1990.

2. Letter Agreement for Increase in Compensation to CSXT for Claims Handling, dated Dated December 17, 1993.

3. Environmental Agreement for Hialeah Yard, dated April 30, 1993.

4. Lease for Amtrak signals attached to CSXT Bridge in Chicago, IL, dated July 23, 1990.

5. Lease of land for trailer and parking in Jacksonville, FL, dated April 19, 1995.

6. Lease of land for shelter and parking in Dyer, IN, dated August 5, 1980.

7. Lease of land for shelter and parking in Crawfordsville, IN, dated August 26, 1980.

8. Lease of land for station and track in Richmond, VA, dated November 1, 1974.

9. Lease of land for storage room and canopy in Cumberland, MD, dated May 15, 1976.

10. Lease of space for waiting room and parking in Hamilton, OH, dated August, 4, 1980.

11. Lease of land for shelter and parking in Connellsville, PA, October 1, 1981.

12. Lease of the Autotrain Facility in Lorton, VA, dated October, 31, 1983.

13. Lease of the Autotrain Facility in Sanford, FL, dated October, 15, 1981.

14. Lease of office and land for platform in Mobile, AL, dated October 13, 1989.

15. Lease of land for parking and Platform in Connersville, IN, dated January 12, 1990.

16 Lease of station, shed and platforms in Winter Haven, FL, dated April 26, 1990.

CSXT
Appendix VI
OTHER AGREEMENTS REMAINING IN EFFECT

17. Lease of land for platforms in Winter Park, FL, dated April 27, 1990.

18. Lease of platform and tracks in Birmingham, AL, dated October 24, 1989.

19. Lease of land for platforms in Akron, OH, dated July 27, 1990.

20. Lease of land for platforms in Youngstown, OH, dated July 26, 1990.

21. Lease of land for platforms in Garrett, IN, dated July 30, 1990.

22. Lease of land for platforms in Fostoria, OH, dated July 31, 1990.

23. Lease of land for platforms in Nappanee, IN, dated July 25, 1990.

24. Lease of passenger station in Sanford, FL, dated August 25, 1989.

25. Lease of land for parking and Platform in Dade City, FL, dated February 1, 1990.

26. Lease of 1.12 acres with station in Orlando, FL, dated October 25, 1989.

27. Lease of Wire Line in Washington, DC, dated June 1, 1934

28. Lease of land for station in Jacksonville, FL, dated January 31, 1973

29. The May 1, 1980 Agreement for Improvement of Trackage in Indiana (CSX has agreed to relieve Amtrak's obligation of compensation for this item through August 31, 2002).

30. Amendment to Off-Corridor Agreement between National Railroad Passenger Corporation and Consolidated Rail Corporation dated as of July 1, 1980, as modified. (Poughkeepsie-Hoffmans)

31. Principles of cooperation between Amtrak and CSX Transportation (CSX) associated with the Conrail acquisition dated May 1, 1998.

32. Lease of land for platforms in Depew, NY dated May 13, 1981.*

33. Lease of land for platforms in Buffalo, NY dated April 7, 1981.*

* Retroactive to 6/1/1999

CSXT
Appendix VII
SAMPLE STATION LEASE

Amtrak and CSXT agree to execute a separate lease (similar in form to the sample lease which follows) with a rental payment of one dollar per year for each of the CSXT stations which Amtrak and CSXT may mutually agree should be leased.

STATION LEASE AGREEMENT

WHEREAS, the National Railroad Passenger Corporation, a corporation organized under the Rail Passenger Service Act and the laws of the District of Columbia, (hereinafter referred to as "Amtrak"), and the CSX Transportation, Incorporated, a Delaware corporation (hereinafter referred to as "CSXT") wish to continue their relationship with each other concerning the use of certain premises located at _____; and

WHEREAS, Amtrak and CSXT are currently parties to a certain operating agreement dated _____ which relates to the provision of intercity passenger service on CSXT lines; and

WHEREAS, to provide Amtrak with the ability to better maintain stations for passenger comfort, Amtrak and CSXT do hereby mutually contract, promise and agree as follows:

1. In consideration of the promise herein, and for an annual rental fee of one dollar ($1.00), Amtrak does hereby lease from CSXT for a period co-terminus with the above referenced operating agreement the _____ station, (hereinafter referred to as the "leased premises.") The location, size and configuration of the leased premises are shown on Exhibit A, attached to this document and by this reference made a part hereof.

The trackside boundaries of the leased premises shall commence at the edges of the ballasted right of way, and shall be measured by the trackside edge of platforms where they exist, or are built.

The leased premises may be used by Amtrak during the term of this agreement only for the provision of Amtrak services, including the provision of Amtrak patrons with a passenger station, passenger services, related parking, and reasonable facilities for loading and unloading purposes, either by auto or bus. CSXT shall permit reasonable ingress and egress to and from the leased premises over CSXT property.

In its use of the leased premises for the aforesaid purposes, Amtrak will not permit new parking within twenty-five (25) feet of any rail without prior approval of CSXT. All

leased premises shall be subject to CSXT's present and future pole line and signal installation purposes, and to purposes of maintaining its right of way and operating its railroad.

All leased premises shall be subject to all existing utility agreements and easements, and CSXT reserves unto itself, its successors and assigns and licensees the right to operate, maintain and renew such improvements in the ballasted right of way, crossing signals, utilities, pipelines, telephone, telegraph and signal lines, electric transmission lines, and other facilities of like character, as may now exist on, over or under said leased premises, and to construct, operate, maintain, and renew such additional facilities thereon so long as the same will not interfere with the use of said leased premises for the purposes hereinafter set forth.

2. During the term of this agreement, all leased premises' facilities and improvements shall be offered to and be open for the use, comfort and safety of the public while waiting for the arrival or departure of Amtrak trains. Amtrak shall maintain, repair, as necessary and replace to the extent required for Amtrak service, said station building, canopies, platforms, lighting facilities, sidewalks, parking facilities, entrances and exits, and shall keep the same in a state of order and cleanliness corresponding to standards applicable to other public buildings and grounds owned or operated by Amtrak or CSXT. Amtrak shall not create or permit any condition on the leased premises that could present a threat to human health or to the environment. Amtrak shall also be responsible for the cost of heat, water and electricity for the station building. CSXT will not be obligated to fund any capital or maintenance costs associated with the leased premises.

Should the leased premises be subject to special assessment for public improvements, Amtrak shall be obligated to pay such assessments for the term of this agreement, even though such charges may not become due and payable until after termination of this agreement.

When necessary, Amtrak shall promptly remove ice and snow from the aforesaid platforms, entrances, exits, sidewalks, driveways and parking areas constructed or maintained under the terms of this agreement.

3. During the term of this agreement, risk of liability and damage shall be governed by Section 7.2 of the aforementioned operating agreement. For purposes of Section 7.2, the leased premises shall be deemed to be Amtrak's property.

4. When either this agreement or the aforementioned operating agreement has been terminated for any reason, the leased premises, including any subsequent improvements, shall become the property of CSXT.

5. It is understood and agreed that Amtrak may contract with outside parties to furnish maintenance or operational services in and about the leased premises for t he functions permitted under this agreement.

6. If either party to this agreement shall fail to perform its substantive duties and obligations hereunder, the other party may, upon thirty- (30) days written notice to the other party, terminate this agreement.

After such termination, each party may pursue such legal remedies as it may elect to protect its own interests, but subject to Section 4 above. After the termination of this agreement, the rights and obligations of the parties pursuant to the leased premises shall be governed by the Rail Passenger Service Act and/or the aforementioned operating agreement, whichever may apply.

7. When proposing construction or demolition projects on the leased premises, Amtrak shall provide CSXT with a set of plans and specifications for CSXT's review and approval prior to the start of construction or demolition, which approval shall not be unreasonably withheld. In construction or demolition contracts executed by Amtrak in connection with the leased premises under the terms of this agreement, Amtrak will require contractors to fully insure CSXT against any and all risks, liabilities, claims, losses and judgments arising from, or growing out of, or related in any way to the acts or negligence of CSXT, its agents or employees, of the contractors, their agents, employees, subcontractors, and their agents and employees. Amtrak will require such contractors, after Amtrak has fully assured itself of contractual compliance in every respect, to certify in writing that the project work is of good quality and has been performed in accordance with the contract and provide appropriate lien waivers, as a condition precedent to any disbursement of project funds.

If, because of any act or omission of Amtrak or its agents, any mechanic's lien or other lien, charge or order for the payment of money shall be filed against CSXT or any portion of the leased premises, Amtrak shall, at its own expense, cause the same to be discharged of record within thirty (30) days after becoming aware of such lien or after written notice from CSXT to Amtrak of the filing thereof, and shall indemnify and save harmless CSXT against and from all costs, liabilities, penalties, and claims, including legal expenses, resulting therefrom. Should Amtrak become aware of a possible or actual filing of lien in the above instances, it shall notify the Amtrak Operations Officer in writing of same in a timely fashion. Should the Operations Officer receive notice of any lien filed against any portion of the leased premises, the Amtrak Operations Officer shall notify Amtrak of the same in a timely fashion. CSXT shall bear the additional costs incurred as a result of CSXT's failure to appear and prosecute or defend an action covered by the preceding sentences where CSXT has standing to do so and Amtrak does not.

8. This agreement, signed by both parties, constitutes a final written expression of all the terms of this agreement, and is a complete and exclusive statement of those terms. No other agreement or understanding of any nature concerning the same has been made or entered into.

9. In the event a court of competent jurisdiction finds and determines that any term of this agreement, in whole or in part, is invalid; the remaining provisions of this agreement shall remain in full force and effect.

10. The failure or delay of CSXT to exercise or enforce any of the rights granted to it under this agreement or any of the obligations or duties imposed on Amtrak as may be set forth in this agreement shall not be construed as or constitute a waiver by CSXT of any such rights, obligations or duties.

Dated this _____ of _____, 19_____

Amtrak CSXT

_____ _____

CSXT
APPENDIX VIII

Concrete Passenger Station Crosswalk Specifications

Document	Issue/Last Revised Date	No. Pages
MWI 901-7	Revised 8/26/13	21
2524	Revised 3/22/05	1
2527	Revised 12/11/06	1
2538	Issued 12/18/12	2
2539	Issued 4/24/12	1
2602	Issued 8/03/10	1
2613	Issued 3/22/05	1
		28

(28 Pages Attached)

MWI 901-07
Road Crossing Installation
Issued: 5/27/97 Revised: 8/26/13

PURPOSE: To establish a uniform procedure governing the construction and rehabilitation of road crossings and the selection of road crossing surface materials.

SAFETY: Observe all applicable Safety, and Operating Rules and Regulations; and Safe Job Procedures.

LOCATION: All CSXT owned or maintained tracks.

ENVIRONMENTAL: Observe all applicable Federal, State and Local environmental rules and regulations.

REFERENCES: Division Trackworks – Road Crossing Installation
Standard Drawings: 2521, 2522, 2524, 2527, 2535, 2536, 2538, 2539 2602, 2613.

I. DISCUSSION

A. Many crossings are covered by contracts. A review for contractual obligations should be made to ensure CSXT constructs the crossing as required and is reimbursed accordingly.

B. Coordination with the proper governmental agency or outside party responsible for the crossing is essential.

1. All street and road closures must be coordinated prior to closing.

2. Proper barricades must be placed at all crossings during the time that they are closed to prohibit vehicles from entering the work zone. All state and local regulations must be met in the erection and installation of these barricades.

3. Many States highway and local road departments have policies, which allow them to assist in providing barricades, detour routing, and/or paving at no cost to CSXT. In the initial contact with the governmental agency, arrangements must be made to obtain this assistance where available.

4. A review of the highway traffic density, both current and projected, must be made during the planning for the project.

5. In some cases the crossing to be repaired may be the only access and special arrangements must be made such as:

a. Coordination with local resident/residents to leave their vehicle on the opposite side of the crossing.
b. Having material readily available to place in quickly to allow emergency vehicles access.
c. Constructing a temporary crossing.
d. Adjust work hours if necessary to accommodate special needs.

6. See Planning and Installation Checklist attached to this instruction and provided as a separate document.

C. The horizontal and vertical geometrics of highway crossings require special attention. Highway crossing areas are usually areas that have multiple ownership and that alignments may be dictated by the governmental organization that controls the highway. The following design concepts were extracted from the *Policy on Geometric Design of Highways and Streets*, published by the American Association of State Highway and Transportation Officials. They should be considered where appropriate.

1. Horizontal Alignment – If practical, the highway should intersect the track at right angle with no nearby intersections or driveways. This layout will enhance the vehicle driver's and locomotive operator's view of the crossing area, reduces conflicting vehicular movements from crossroads and driveways, and is preferred for two wheeled vehicles. To the extent practical, crossings should not be located on railroad or highway curves.

2. Vertical Alignment – It is desirable from the standpoint of sight distance, ride ability, braking and acceleration distances that the crossing be made as level as practical. Vertical curves should be of sufficient length to ensure an adequate view of the crossing. In some instances, the roadway vertical alignment may not meet acceptable geometrics for a given design speed because of restrictive topography or limitations of right-of-way. As a recommended guideline, the crossing surface should be on the same plane as the top of rail for a distance of 30 inches outside the rails[1]. The surface of the highway should also not be more than 3 inches higher or lower than the top of the nearest rail at a point 30 feet from the rail unless superelevation makes a different level appropriate. Tracks that are superelevated or a roadway approach that is not level, require site specific analysis.

II. CRITERIA REQUIRED FOR A QUALITY CROSSING

Road crossing construction and rehabilitation is resource intensive and disruptive to rail and highway traffic, therefore special care must be taken to ensure that the crossing is properly installed. The entire "Crossing Zone" requires special care and maintenance practices. The "Crossing Zone" is the crossing surface including all new required pavement and the track / right of way approaching the crossing for 50 feet each side of the crossing.

A. DRAINAGE

1 High speed roadways (50MPH and greater) with considerable truck traffic (20% and greater) should have the level distance increased to 20 feet.

1. If the crossing is well drained and shows no signs of subgrade problems, extra care must be taken to ensure that drainage facilities and "hard pan" are not damaged. "Hard pan" is a densely compacted layer of ballast and other materials lying beneath the ties. It is relatively impervious and acts like a subballast layer. This layer must be located at a depth that will promote drainage and not pool water.

2. Good drainage must be provided from all four quadrants of the crossing and crossing zone. Ditches, pipes and/or French drains should be installed, if necessary, to obtain the adequate drainage. Check and maintain all existing pipes and ditches on the right-of-way that drain the crossing zone.

3. A level granular working area must be provided around highway crossing warning devices. If this area is excavated for drainage, it should be filled with free draining size #5 ballast (see MWI 301). Provisions must be made to protect buried cables. Normally a level area 6 feet to the front / side and 2 feet to the rear of the mast foundation is required for maintenance of gate or flasher mechanisms. Refer to drawing 2613 for details.

4. Roadway approaches and ditches should be sloped or diverted away from the crossing.

5. In cases where roadway descends to the crossing, other drainage mechanisms such as slot drains should be considered to divert as much water away from the crossing as possible.

6. If there is evidence of sub-grade problems, the stability must be improved. Consider using asphalt (HMA) underlayment, geogrids, or geotextiles. When these materials are used, they must be installed in accordance with the instructions contained in MWI 1003 or MWI 1004.

B. BALLAST

1. Ballast in the crossing must be granite or trap rock meeting CSXT Specifications (MWI 301).

2. **Ballast must be clean and free draining** both in cribs and under ties within the crossing. Tracks that have ties replaced or surfaced must have a minimum of 4 inches of ballast below bottom of tie after tamping is complete. Tracks that are renewed by panel method will comply with standard drawings (12 inches of ballast under the tie). Engineering judgment may be used to reduce the depth of ballast required under a panel based on existing site conditions; at no time should the depth of ballast be reduced to less than 4 inches under the crossties.

3. Ballast within the entire crossing zone must be clean. Ballast that is fouled with mud or debris can degrade the proper operation of crossing warning devices.

4. If ties are replaced in the crossing, the ballast must be renewed.

5. A sufficient quantity of ballast to perform crossing renewal and planned track raise must

be available on site to prevent delay in restoring the track upon crossing installation.

6. Ballast cross section below bottom of tie which supports the track must be compacted solidly before the crossing surface and pavement approaches are placed. Preferred methods of compaction are:
   a. Vibratory roller
   b. Train traffic (4 tonnage trains or 20,000 tons accumulated minimum)
   c. Dynamic Stabilizer
      - Cribs must be filled with ballast during operation.
      - 2 to 3 passes but shall not violate manufacturer's operating instructions.

7. The finished ballast cross-section in the crossing zone approaching the crossing must comply with Standard Drawing 2602. Care must be taken to ensure that no surplus ballast is present to impede drainage except as noted in paragraph II.A.3. above. Additional drainpipe may be required.

C. CROSSTIES

1. The old pavement should be saw cut three (3) feet from the rail. If ties are to be inserted, locate the saw cut on one side approximately six (6) feet from the rail or the minimum needed to install the ties. This will vary depending on site conditions and material used (panel installation, 8 foot 6 inch vs. 10 foot ties).

2. All ties through the entire crossing must be in a like new condition, wood, and provide consistent support. If any single tie needs to be replaced, it will be replaced with a new tie and all remaining ties through the entire crossing and the 5 approach ties must be in like new condition. If multiple locations of consecutive ties need to be replaced, then all ties within the crossing will be replaced. Branch line ties and relay ties will not be installed within the crossing.

3. If ties removed from the crossing are still sound, they may be reinstalled in tangent track.

4. Ten-foot wood ties are required for all full width concrete road crossing surfaces. These 10-foot wood ties must extend for a minimum of 10 ties beyond each end of crossing

5. Crossings in concrete tie territory are to be constructed on 10-foot long wood ties with positive restraint fasteners and plates. These 10-foot wood ties must extend for a minimum of 10 ties beyond each end of crossing as a transition to concrete ties. The use of clips with corrosion prevention coating should be considered.

6. Ties should be installed using the most appropriate method for the particular crossing. Normal methods include:
   a. Mechanized tie installation equipment
   b. Pre-plated ties (see drawing 2532)
   c. Tie packs (see drawing 2526)
   d. Track Panels (see drawing 2515)

7. During tie replacement or track panel construction, the ties will be placed on 19 - ½ inch centers for rubber interface, timber, and concrete crossings. Other manufacturers of crossing surfaces may require ties to be installed at different centers, generally 18 inch.

8. Tie plates / fasteners should prevent rail movement and rotation. Tie plates must be replaced if worn beyond the limits shown below:
   - Shoulder height 11/32 inch minimum
   - Rail seat width (6 in. base rail) 6-1/4 inches maximum
   - Rail seat width (5-1/2 in. base rail) 5-3/4 inches maximum
   - Spike hole size 27/32 inch maximum
   - Plate thickness at edge 11/32 inch minimum
   - Rail seat flatness 1/16 inch maximum convex
   - Plate bottom flatness 1/8 inch maximum convex

9. All ties in the crossing are to be spiked with two rail-holding spikes on the gage side and two on the field side. If the plates do not have the rail holding positions then plates will be replaced. Positive restraint fastener plates will be installed per standard drawing 2512.

D. RAIL

1. Rail should be replaced if existing rail:
   a. has surface imperfections
   b. is surface bent
   c. has less than 9 years of expected life
   d. is programmed for renewal within the crossings expected service life
   e. has excessive base wear or nicks (limits are)
      - base width (6" base rail) 5-7/8 inches minimum
      - base width (5-1/2" base rail) 5-3/8 inches minimum
      - notching in base not visible

2. No bolted rail joints are allowed in the crossing.

3. Thermite welds may not be located within the crossing on main tracks and sidings and should not be located within crossings on other tracks.

4. No bolted rail joints are allowed within the Crossing Zone on main, branch or siding tracks, where the rail is greater than 110 lbs/yd. They may be closer to the crossing on other tracks at the discretion of the Division Engineer.

5. Only bonded insulated joints are permitted in the Crossing Zone on main, branch or siding tracks.

6. Bolted joints within the Crossing Zone must be welded out as soon as possible.

7. Thermite welds in the crossing zone due to rail replacement or panel installation must be

made within 3 days.

8. Thermite welds in the crossing zone should be staggered and at least 10 feet away from the edge of the crossing, and supported by good ties.

9. Ensure that the rail anchoring pattern is correct. See MWI 703.

E. SURFACING

1. If practicable in multiple track crossings, all tops of rail should be brought to the same plane.

2. The minimum practical track raise should be used to limit its effect on the highway profile. Coordinate with the proper governmental agency or outside party responsible for the crossing as necessary.

3. Crossings should be surfaced so that at least one future surfacing cycle can be performed without the crossing being left lower than the surrounding track. The track runoff will be located outside the crossing zone.

4. Solid tamping is important. The tamper must use double insertions and, if capable, tamp the total length of the tie. Care must be taken to avoid center binding of the tie.

5. When track is tamped, ballast **MUST** be compacted before the crossing surface and pavement are placed. Preferred methods of compaction are:
   a. Train traffic overnight (4 tonnage trains or 20,000 tons minimum)
   b. Dynamic Stabilizer (2 to 3 passes for 50 feet each side of crossing but shall not violate manufacturer's operating instructions)

6. The finished ballast cross-section in the crossing zone approaching the crossing must comply with Standard Drawing 2602 with no surplus ballast to impede drainage except as noted in paragraph II.A.3. Permitted cross-section tolerances for track maintenance work are given in MWI 1113, section H.

F. TEMPORARY CROSSING

1. Ballast & Cold Mix
   a. Must be of sufficient quantity and strength to support the expected road traffic.
   b. Cold mix must be removed from the track as soon as it is not needed. Use a double or triple layer of filter fabric to aide in removing cold mix while keeping ballast clean.
   c. Ballast must be standard CSXT specification for main track. Other materials are not permitted.

2. Modular Temporary Crossing
   a. Must be of sufficient size and strength to support the expected road traffic.
   b. Must be secured to track.

G. CROSSING SURFACE MATERIAL AND INSTALLATION

1. Material:
   a. There are several CSXT Standard Road Crossing designs. Unless the crossing is covered by an agreement/contract, the Standard design will be determined during the preplanning inspection. The Division Engineer will select the appropriate Standard design for other projects.
   b. A heavy duty crossing surface is justified on heavy vehicular traffic roads.
   c. See Section III for details on available crossing surface materials.

2. General installation:
   a. The ends of rubber interface sections, located in traffic lanes, must be supported on a tie.
   b. Concrete and other crossing surface materials should be installed according to the manufacturer's instructions.
   c. Where truck traffic is considerable (20% and greater), a concrete header or apron may be considered. This is placed adjacent to the concrete crossing surface to absorb impact.
   d. Spike at end of crossing on both sides should be heeled over to secure wood filler blocks or rubber interface from sliding out. The wood filler blocks or rubber interface will most likely move in the direction with the greatest traffic.

H. ASPHALT PAVEMENT

1. The paving contractor will saw cut the existing pavement before the reconstruction. See Section II.C.1 for location criteria.

2. The crossing surface will extend a minimum of two (2) feet beyond the edge of the existing roadway / sidewalk or comply with state regulations, whichever is greater. Other widths must have the approval of the Director Engineering Standards or the Division Engineer.

3. Estimated quantity of asphalt pavement should be accurate to ensure quality and minimize waste. Saw cutting of asphalt prevents unintentional removal of material; therefore cut asphalt for tie replacement approximately 6 feet from the edge of rail on tie installation side and 3 feet on the opposite side. For this kind of work, estimate 0.9 ton per linear track foot. For routine surface work through crossing saw cut at 3 feet from the rail on both sides. For this kind of work, estimate 0.7 ton per linear track foot.

4. Ballast under the asphalt pavement must fill in the cribs including under the rubber or timber flangeway and field interface sections. Shoulder ballast must be level with top of tie and compacted with vibratory equipment by the asphalt-paving contractor prior to paving.

5. Asphalt pavement should be full depth between top of tie and road surface except for farm / residential crossings. Compacted pavement must be thick enough to lock into the rubber interface material.

6. Tack coat must be used where new asphalt meets old pavement. The Tack must meet the state D.O.T. specifications for the state in which the crossing is located.

7. Asphalt (bituminous concrete) pavement used must be a dense-graded mix, which meets the state D.O.T. specifications for asphalt pavement construction for the state in which the crossing is located. Certificates must be given to the Roadmaster.
   a. Use base or binder mix for all but the top two (2) inches of the pavement cross-section.
   b. Use surface mix for the top wearing surface only (Two inches thick maximum). Base or binder mix may be used for the entire depth of pavement on farm / residential crossings.
   c. The asphalt pavement must be compacted in a minimum of 2 lifts (4 inch maximum per lift).

8. Asphalt pavement material must be sufficiently hot (minimum 200°F) for proper compaction. Optimal temperature is greater than 250°F.

9. The roller used to compact the asphalt should be a steel-wheeled vibratory type. It must be narrow enough to fit between the gage side flangeway interface material and between the outside of the crossing and old pavement. It should exert a minimum force of 12,000 lb/roll at 2400 vpm and operated at a speed of less than 3 ft/sec. Normally, a 36-inch vibratory roller will meet these criteria. A roller with equivalent compaction force but less than 26" wide must be used between the rails on a Rubber / Asphalt / Timber (RAT) or Timber / Asphalt type crossing.

10. The roller must be operated parallel to the rail and up against the rubber, concrete, or timber surface material to ensure good asphalt compaction. Use caution not to dislodge rubber interface sections or the clamps / spikes that secure the rubber.

11. Asphalt should be compacted to at least 91% of maximum theoretical density (air voids less than 5% in the compacted mix). For quality assurance, asphalt core borings may be taken to verify compliance.

12. Paved road surface should be level with the top of rail for 30 inches from the field side of each rail unless there is a conflict with State regulations. In case of a conflict, the State regulations will govern. For new construction, highway surface should not be more then 3 inches higher or lower than the top of the near rail 30 feet from the rail along the road centerline, unless track superelevation dictates otherwise. If practicable, slope the pavement 1 inch in 10 feet to meet existing highway surface. On high speed roads (50MPH and greater), the surface may have to be even smoother to reduce impacts on the crossing surface. High speed roadways with considerable truck traffic (20% and greater) should have the level distance increased to 20 feet.

13. On unpaved roads, the asphalt pavement on the field side of the rail must be of sufficient volume so it does not move or slip away from the rail under the expected roadway traffic. State regulations may require a minimum length "apron".

14. The crossing should be closed to highway traffic long enough for the hot asphalt pavement to cool (hand touchable) and stiffen to support loads without rutting.

15. The old pavement removed may not always be the same amount that was delivered for the current paving project. For example, the maximum thickness should be approximately 8" for any paving project. Depending on rail height, the *average* crossing timber is 8". If a previous paving project had a thicker pavement section due to insufficient fill material (e.g. ballast), the amount of pavement removed will be greater than what was delivered if done correctly with sufficient fill material. This should be noted on the paving invoice.

16. Old pavement, ballast, and surface material must be disposed of in a proper manner complying with CSXT policies. Refer to Environmental Guidelines manual.
    a. Different materials must be handled separately for removal or stockpile at CSX designated sites.
    b. Asphalt pavement with only some ballast stuck to the bottom may be a recyclable material so keep it as clean at possible.
    c. Solid waste containers are available if needed. Contact 800-633-6085.

I. QUALITY ASSURANCE

1. Crossing rehabilitation or construction is to be performed to meet these instructions. Failure of rail, track surface and gage, or roadway surface should not occur within the intended maintenance cycle. Either Engineering or Purchasing and Materials may direct or perform sample inspections of the following activities or materials:
    - Drainage
    - Ballast
    - Ties
    - Crossing material
    - Pavement (asphalt may be cored to verify material characteristics and density)
    - Rail and welding

2. If a crossing fails before its intended maintenance cycle and it requires a speed restriction for rail traffic or a detour for vehicular traffic, a report will be made by the Engineer-Track to the following people:
    - Chief Engineer - Maintenance of Way
    - Chief Engineer - Production
    - Division Engineer
    - Director Engineering Standards.

    The report should describe the problem and contain photographs.

J. POSITIVE TRAIN CONTROL

1. It is best practice to reference the end of an existing road crossing surface with marking the rail with paint before removing the existing material. If multiple tracks (e.g. double main line) are being worked on, mark the location of the end of each road crossing using paint for both rails.

2. Any road crossing whose length changes greater than one foot (1') must enter a change request per MWI 2114.

III. MATERIAL SELECTION

(Also refer to drawings 2521, 2522, 2524, 2527, 2535, 2536, 2538 and 2539)

CSXT has six (6) standard crossing surfaces for wood tie installations. There are 4 basic levels of service based on the amount and severity of the highway crossing traffic. They are:

1. Heavy Duty (1 design, drawing 2527)
2. Normal Duty (3 designs, drawings 2535, 2536, and 2538)
3. Light Duty (1 design, drawing 2521)
4. Farm / Residential Use (2 designs, drawings 2522 and 2536)

There is no specific criteria as to which crossing design should be used, and discretion should be exercised on a case by case basis, but generally, the heavier the truck traffic, the faster the highway speed, or the higher the railroad tonnage is, the more durable the crossing should be. Consideration should be given to consider the recommendation of state and local authorities if they have expressed it. Refer to the paragraphs below for more information. Factors to consider are:

1. Severity of interrupting the railroad
2. Severity of interrupting the highway
3. Railroad tonnage and speed
4. Highway vehicle traffic count
5. Highway vehicle weights
6. Highway vehicle speed

Many Highway Departments measure traffic or vehicle count as AADT (Average Annual Daily Traffic) and Truck AADT (Truck Average Annual Daily Traffic). If this data is available, use it in conjunction with the following chart. When using this method, one truck equals 100 cars.

The governmental agency or outside party responsible for the road at the crossing should be contacted to determine vehicle count. For light duty, private, farm and residential crossings, gather information from the person contacted to close the crossing.

The type of crossing material selected should generally follow the chart below:

HIGHWAY TRAFFIC **RAILROAD TRAFFIC**

Cars per Day*	**0 – 10 MGT / year**	**10+ MGT / year**
0 – 50,000	Normal Duty (Rubber / Asphalt / Timber) See paragraph A2 Normal Duty (Timber / Asphalt) A3 [1] Light Duty (Rubber / Asphalt) A4 [2] Farm Duty (Rubber / Asphalt) A5 [2] Farm Duty (Timber / Asphalt) A6	Normal Duty (Rubber / Asphalt / Timber) See paragraph A2 Normal Duty (Timber / Asphalt) A3 [2] Farm Duty (Timber / Asphalt) A6
50,000 – 100,000	Normal Duty (Rubber / Asphalt / Timber) A2 Normal Duty (Timber / Asphalt) A3	Heavy Duty (Concrete on 10' wood ties) A1 Normal Duty (Rubber / Asphalt / Timber) A2 Normal Duty (Timber / Asphalt) A3
100,000+	Heavy Duty (Concrete on 10' wood ties) A1	Heavy Duty (Concrete on 10' wood ties) A1

*** When calculating cars per day, multiply each truck by 100.**

[1] Crossing must handle less than 5000 cars per day.

[2] Crossing must handle less than 500 cars per day.
If track warrants Positive Restraint Fasteners (Pandrol or NorFast Plates), use Heavy Duty Concrete (A1) or Light Duty Rubber / Asphalt (A4) as appropriate.

A. WOOD TIE INSTALLATIONS – CSXT has designs for heavy, normal, light duty and farm / residential duty applications for crossings. These designs use various combinations of concrete, timber, or rubber interface and asphalt pavement material.

1. Heavy Duty Highway Crossings (Concrete) – Shown on CSXT Standard Drawing number 2527. This crossing material consists of 8 ft. 1-1/2 in. long concrete center (gage) and field panels. They must be installed on 10 ft. ties.

   The catalog information follows:

Stock Control Number	*Rail Weight*	*Description*
014.5250300.1	115 – 122	Crossing Concrete Panels, Heavy Duty, for 10-foot wood ties. Order by "Track Feet" in approximately. 8-ft. increments. Each 8-ft. 1-1/2 in. section incl. 1 concrete center panel and 2 concrete field panels with rubber flangeway fillers.
014.5250305.1	132 – 136	
014.5250310.1	141	

Approximate weights of these panels are:

Center Panel,	115 – 122 lb. rail	2850 pounds
Field Panel,	115 – 122 lb. rail	1550 pounds
Center Panel,	132 – 141 lb. rail	3125 pounds
Field Panel,	132 – 141 lb. rail	1675 pounds

The heavy duty concrete crossing design should be used where the preponderance of the highway traffic is composed of trucks, where the environmental or other concerns for the disposal of asphalt must be minimized and/or where maintenance history indicates a need for its use.

2. Normal Duty Highway Crossing (Rubber / Asphalt / Timber) (RAT) – Shown on CSXT Standard Drawing number 2535. This design uses 10 inch wide by 8 ft. 1-1/2 in. long wooden timbers that are placed against rubber interface material adjacent to the rails. The timbers are attached to the ties with timber screws. Use equipment, such as a backhoe arm, to handle crossing timbers. **Do not** use hands to handle crossing timbers. This will give the crossing more strength. Clamps for the rubber interface are not needed. Full depth compacted asphalt pavement is used for the remaining road surface area. The rubber interface material should be reused from existing crossings. Do not requisition new rubber. If rubber is not available, use the Timber / Asphalt design with wooden filler blocks described in the following paragraph no. 3. The catalog information for the RAT crossing timber follows:

Stock Control Number	*Rail Weight*	*Description*
042.1150010.1	115 – 122	Crossing Timbers 7-1/2" thick 8' 1-1/2" long per CSX drawing 2535. Four timbers per bundle (2 gage, 2 field). Use with rubber rail seal. Order by "Track Feet" in 8-ft. increments.
042.1320010.1	132	Crossing Timbers 8" thick 8' 1-1/2" long per CSX drawing 2535. Four timbers per bundle (2 gage, 2 field). Use with rubber rail seal. Order by "Track Feet" in 8-ft. increments.
042.1360010.1	136 – 141	Crossing Timbers 8-3/8" thick 8' 1-1/2" long per CSX drawing 2535. Four timbers per bundle (2 gage, 2 field). Use with rubber rail seal. Order by "Track Feet" in 8-ft. increments.
013.8230080.1	all	Screw Timber 5/8" X 12" with Torx square washer head.

3. Normal Duty Highway Crossing (Timber / Asphalt) – Shown on CSXT Standard Drawing number 2536. This design uses 10 inch wide by 8 ft. 1-1/2 in. long wooden

timbers with wooden filler blocks adjacent to the rails. The timbers are attached to the ties with timber screws. Use equipment, such as a backhoe arm, to handle crossing timbers. **Do not** use hands to handle crossing timbers. Full depth compacted asphalt pavement is used for the remaining road surface area. The catalog information for this timber follows:

Stock Control Number	*Rail Weight*	*Description*
042.3060115.1	115	Crossing Timbers 7-1/2" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
042.3060122.1	122	Crossing Timbers 7-1/2" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
042.1320132.1	132	Crossing Timbers 8" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
042.1360136.1	136	Crossing Timbers 8-3/8" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
042.1360140.1	140	Crossing Timbers 8-3/8" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
042.1360141.1	141	Crossing Timbers 8-3/8" thick 8' 1-1/2" long with wood filler blocks per CSX drawing 2536. Four timbers per bundle. Order by "Track Feet" in 8-ft. increments.
013.8230080.1	all	Screw Timber 5/8" X 12" with Torx square washer head.
015.0001282.1	all	Counterbore diameter 1/2" double flute to be added to step drill (015.0001283.1) & attached with set screw.
415.0078530.1	all	Socket Adapter 1" Drive for 5/8" hex insert Torx bit.
451.0200188.1	all	Socket Retainer for 1" Drive impact.

4. Normal Duty Highway Crossing (Timber/Asphalt) for use with 18" tie plates--) – Shown on CSXT Standard Drawing number 2538. This design uses a 10 inch wide by 6 ft. 8-1/2 inch. long wooden timber with wooden filler blocks adjacent to the rails for the gage side and a 16-1/2 inch wide by 6 ft. 8-1/2 inch long wooden timber with wooden filler block

for the field side. The timbers are attached to the ties with timber screws. Use equipment, such as a backhoe arm, to handle crossing timbers. **Do not** use hands to handle crossing timbers. Full depth compacted asphalt pavement is used for the remaining road surface area. The catalog information for this timber follows:

Stock Control Number	*Rail Weight*	*Description*
042.3060122.1	122	Crossing Timbers 7-1/2" thick 6.75' long with wood filler blocks per CSX drawing 2538. Four timbers per bundle. Order by "Track Feet" in 6.75-ft. increments.
042.1320132.1	132	Crossing Timbers 8" thick 6.75' long with wood filler blocks per CSX drawing 2538. Four timbers per bundle. Order by "Track Feet" in 6.75-ft. increments.
042.1360136.1	136	Crossing Timbers 8-3/8" thick 6.75' long with wood filler blocks per CSX drawing 2538. Four timbers per bundle. Order by "Track Feet" in 6.75-ft. increments.
042.1360140.1	140	Crossing Timbers 8-3/8" thick 6.75' long with wood filler blocks per CSX drawing 2538. Four timbers per bundle. Order by "Track Feet" in 6.75-ft. increments.
042.1360141.1	141	Crossing Timbers 8-3/8" thick 6.75' long with wood filler blocks per CSX drawing 2538. Four timbers per bundle. Order by "Track Feet" in 6.75-ft. increments.
015.0001283.1	all	Bit Drill Step 11/16" With 3/8" Pilot 18" Overall Length
013.8230080.1	all	Screw Timber 5/8" X 12" with Torx square washer head.
415.0076810.1	all	Bit Torx adapter Insert 5/8" Impact 1" Drive
015.0001282.1	all	Counterbore diameter 1/2" double flute to be added to step drill (015.0001283.1) & attached with set screw.
415.0078530.1	all	Socket Adapter 1" Drive for 5/8" hex insert Torx bit.
451.0200188.1	all	Socket Retainer for 1" Drive impact.

5. Light Duty Highway Crossings (Rubber / Asphalt) – Shown on CSXT Standard Drawing numbered 2521. This design uses rubber interface material with full depth compacted asphalt pavement on the both sides of the rails. It is only permitted on tracks with less than 10 annual MGTs and highways less than 5,000 Cars per Day. Existing rubber interface material should be used where available. Avoid purchasing new rubber and consider using concrete or timber / asphalt designs. Do not requisition new rubber unless authorized by the Division Engineer or System Production Manager.

   The catalog information follows:

Stock Control Number	*Rail Weight*	*Description*
014.5250135.1	90 – 100	Crossing, Rubber Interface Light duty, for wood ties. Order by "Track feet" in 8 ft. increments. Each "Track foot" includes 2 gage side and 2 field side sections.
014.5250140.1	115	
014.5250142.1	122	
014.5250145.1	132	
014.5250147.1	136	
014.5250160.1	140	
014.5250170.1	141	
014.5250260.1	90 – 141	Clip/Clamp which may be used to secure rubber. Use in each crib.
014.0041400.1	132 – 136	Crossing, Rubber Interface Light duty for Pandrol plates on wood ties.
014.5250175.1	141	
014.5250250.1	132 – 141	Clip/Clamp which should be used to secure rubber interface on Pandrol plates.
014.5250265.1		Installation tool for Clip/Clamps

6. Farm / Residential Road Crossings (Rubber / Asphalt) – These very light duty road crossings are defined as private roads, city streets and with vehicular traffic speeds of 25 MPH and lower and with less than 500 Cars per day. This design is not permitted if trucks use the crossing. If the road will be handling trucks, use one of the previous designs. It is only permitted on tracks less than 10 annual MGTs. See CSXT Standard Drawing number 2522. This design uses lighter weight virgin rubber or used rubber field and flangeway interface material, with a minimum of four (4) inches of compacted asphalt.

7. Farm / Residential Crossings (Timber / Asphalt) – These are private crossings that conform to very light duty traffic criteria, and serve a limited number of users. Examples would be a road connecting two farm fields, a road providing access to an individual home, or an infrequently used access to a commercial site, such as a billboard or pumping station. The limited service requirements of these crossings allow the use of cascaded materials and minimization of asphalt quantities. Use equipment, such as a backhoe arm, to handle crossing timbers. **Do not** use hands to handle crossing timbers. Crossing material should be economized at these locations. The design is similar to the T / A crossing (Drawing 2536) but uses less asphalt pavement. Use the following guidelines:
   a. Use second hand wood material if available or order material described for Standard Duty crossings.

b. In crossings not susceptible to frost heave such as areas below TN & NC, compacted asphalt pavement thickness to be 3 inches minimum to 4 inches maximum.

8. Former Normal Duty Highway Crossing (Concrete / Rubber / Asphalt) – This former standard, shown on CSXT Standard Drawing number 2524 uses a concrete panel with rubber flangeway filler between the rails and rubber interface material with full depth compacted asphalt pavement on the field sides of the rails. If the crossing material is in good condition and the crossing has performed satisfactorily, it may be reinstalled. If the material is in good condition but the asphalt pavement broke up, use the crossing material in a lower duty crossing or add timbers against the rubber like the RAT crossing design for added strength.

B. Private crossings will be considered the same as a public crossing with similar traffic volumes. Some private crossings, such as concrete plant entrances, will usually have heavy truck traffic. These industrial crossings should use normal or heavy duty material.

C. Care must be taken to ensure that the correct type of rubber interface material is installed. Manufacturer's warranty (minimum of 10-year life) can only be honored if the rubber interface material is properly matched to the highway traffic conditions.

D. All other crossing other crossing materials installed on CSXT owned and/or maintained tracks must be approved by the Office of Director Engineering Standards. Road crossings, which are funded by Outside Parties, may be constructed with concrete slab or full depth rubber if specified by the Outside Party. The crossing surfaces that are currently approved are:

- Omni Improved CSX/IC Design Concrete
- KSA Full Width Concrete with Steel Perimeter
- Magnum Concrete
- Omni Heavy Duty Full Depth Rubber
- HiRail Full Depth Rubber

Platform (tieless, modular, or tub) type crossings are approved where track speeds do not exceed 15 MPH and tonnage does not exceed 10 MGT. These types of crossings should have 10 each 10' wood crossties on both approaches to transition to open track. Other applications of platform crossings must include a feasibility analysis with arrangements for inspection and approval from the Office of Director Engineering Standards prior to installation. Approved designs are:

- R. W. Summers – MBM
- Oldcastle Startrack II
- OMNI TraCast
- Hanson Premier Plus Modules

Refer to drawing 2539 for additional specifications. If the outside party desires to use another premium crossing, prior arrangements and approval must be obtained from the Office of Director Engineering Standards.

E. Other crossing designs or materials such as composites, if approved by the Director Engineering Standards, may be considered on an individual location basis.

F. Field side grinding relief is not required in any crossing surface.

G. Rubber interface material is to be ordered by the track foot for a specific crossing and installed at that location. An inventory of rubber material will not be kept on an individual Roadmaster's territory. Purchasing and Materials will identify inventory locations.

H. When material is ordered for crossings with positive restraint fasteners on wood ties, care must be taken to order material specifically designed to accommodate these fastening systems. The use of clips with corrosion prevention coating should be considered.

Prepared by: Mark E. Austin
Engineer Standards II

Reviewed by: [redacted]
Director Engineering Standards

Approved by: [redacted]
Chief Engineering Services

Office of the Vice President, Engineering
Jacksonville, Florida

Road Crossing Planning and Installation Checklist

PROJECT MILEPOST:_____ **SUBDIVISION:**_____

PROPOSED DATE OF INSTALLATION:_____

PROJECT PLANNING

Six (6) Weeks Prior To Project Work

___ Determine scope of project and crossings to be replaced by System Production Teams and Local Divisional Forces with Assistant Division Engineer - MofW and Program Construction manager. Look for impediments such as drainage, utilities, and warning devices. Assess impact of raising track on roadway surface.

___ Review project scope, timeline, and who will furnish barricades with highway officials. Determine type of crossing surface. Same or different? Consider requests from local highway officials

___ Contact Principal Engineer Public Improvement to determine contribution by local agency

___ Notify Regional Vice President State Relations or designate of project and crossing closures.

___ Order crossing materials necessary to complete road crossing project

___ Crossing material	___ Crossties	___ Spikes/screws/clips
___ Rail	___ Tie Plates	___ Ballast
___ Drainage material		

___ Notice of intent to contract (if applicable)

___ Contact agency responsible for road to arrange for road crossing closure.

___ Arrange for detour signing and barricading

___ Arrange for paving contractor or equipment for CSX use to deliver and place asphalt in finished crossing

___ Arrange to have crossing saw cut and filled with ballast.

10 Days Prior SPT Team Arrival To Project

___ Review project work plan and time sensitive crossing due dates with System Production Manager, when applicable.

1 Week Prior to Project Work

___ Review and re-confirm project scope, timeline, alternate routes and who will furbish barricades with highway officials.

___ Contact local 911 center, fire, police, ambulance, rescue, post office, school district, television and radio station, and newspapers to notify of the closure and planned duration.

___ Ensure dated crossing closure signs are placed onto crossings that serve as the only entrance and exits into a neighborhood, farm, industrial park etc.

___ Obtain emergency phone number for highway officials and local 911 Dispatchers.

___ Contact underground utility locator service (811) at least 48 hours prior to start of project.

___ Notify signal maintainer of work to arrange for necessary adjustment of equipment and removal/reinstallation of track connections.

___ Notify crossing renewal team of location, equipment required, and when to show up.

___ Backhoe	___ Truck with hydraulic power unit	
___ Dump Truck	___ Hydraulic power tools	
___ Tamper	___ Regulator	___ Track stabilizer
___ Asphalt placement equipment		

___ Ensure that track time is arranged for the day prior to the crossing work

REMOVAL OF OLD CROSSING

___ Three days before planned closure, ensure all items in Project Planning are completed and their status is checked up.

___ Ensure that detour signing and barricading is in place

___ Ensure that track time is in place. 707 or authority is in effect. All warning signs are in place and that slow orders required are communicated to the dispatcher prior to taking the track.

___ If removing rail or replacing a panel:

- ___ Ensure that signal maintainer has removed track connections and disable warning devices
- ___ Cut rail
- ___ Lift or remove panel and move from immediate job site area

___ Clear out old ballast from crossing area for a 12” depth below crosstie or to hardpan depending on actual conditions.
___ Install HMA underlayment if required by project
___ Install drainage pipe if required by project
___ Pre-ballast panel area. Use vibratory roller to compact ballast.
___ Install panel (including 4 – 5 new approach ties both sides)
___ Fill in cribs
___ Tamp and regulate track. Run track stabilizer if present.

___ If replacing crossties:
___ Remove and reinstall the necessary number of crossties
___ Ensure that remaining crossties are in a new condition
___ Ensure that crossties are arranged and spiked pursuant to the new crossing material
___ Ensure that 4” of clean ballast is under each new tie
___ Fill in ballast around crossties.
___ Tamp and regulate track. Run track stabilizer if present.

___ Ensure track is inspected and safe for movement.

____ Ensure that applicable slow orders are in place.

___ Allow track to run appropriate amount of time/traffic to ensure consolidated ballast conditions.

REINSTALLATION OF ROAD CROSSING

____ Conduct a daily review of which crossing(s) are properly barricaded and scheduled for maintenance with crossing renewal team (Divisional forces or System Production Teams).

____ Install new road crossing material by following instructions for each type of road crossing.

____ Conduct a daily review of which crossing(s) have been serviced by crossing renewal team (Divisional forces or System Production Teams).

____ Ensure crossing renewal team notifies paving contractor of which crossings need to be paved and have debris removed.

____ Restore asphalt pavement in and around road crossing
___ Ensure cribs are full of ballast. Compact ballast with vibratory equipment.
___ Ensure asphalt is at proper temperature at placement (>250ºF).
___ Place in lifts to not exceed 4 inches per lift for the base courses and not more than 2 inches for the wearing course.
___ Ensure proper vibrator roller is used during asphalt placement.
___ Ensure roller is operated parallel to the rails/crossing surface to ensure good compacting along edges of crossing.

____ Wait until asphalt is “hand cool” to open roadway for traffic.

____ Restore drainage away from the crossing zone.

____ Remove barricades and remove or cover all traffic control devices or detour signs.

____ Ensure track is inspected and safe for movement.

____ Ensure that applicable slow orders are in place.

____ Arrange for any track joints left in the track to be welded.

AFTER CROSSING IS COMPLETE

___ Ensure slow orders are not left on crossing an excessive amount of time.

___ Reclaim left over and released company material. Arrange for timely removal

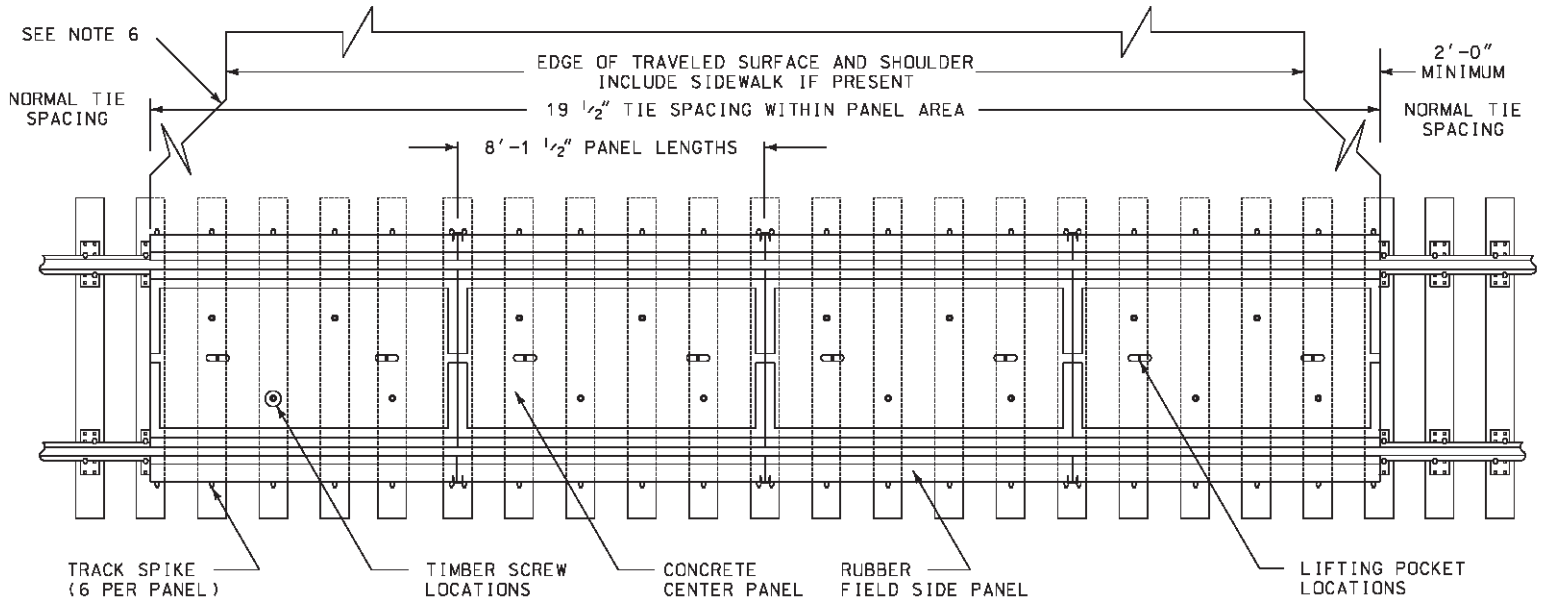
___ Ensure that old asphalt is removed by paving contractor within 30 days of completion of road crossing.

___ Ensure that drainage in the crossing is not impeded by final cleanup work.

___ Ensure that all charges are input into computer and payroll systems for outside billable crossing projects. Notify billing manager when all charges are in the system.

____ Contact local 911 center, fire, police, ambulance, rescue, post office, school district, television and radio station, and newspapers to notify them of crossing completion and re-opening it to public.

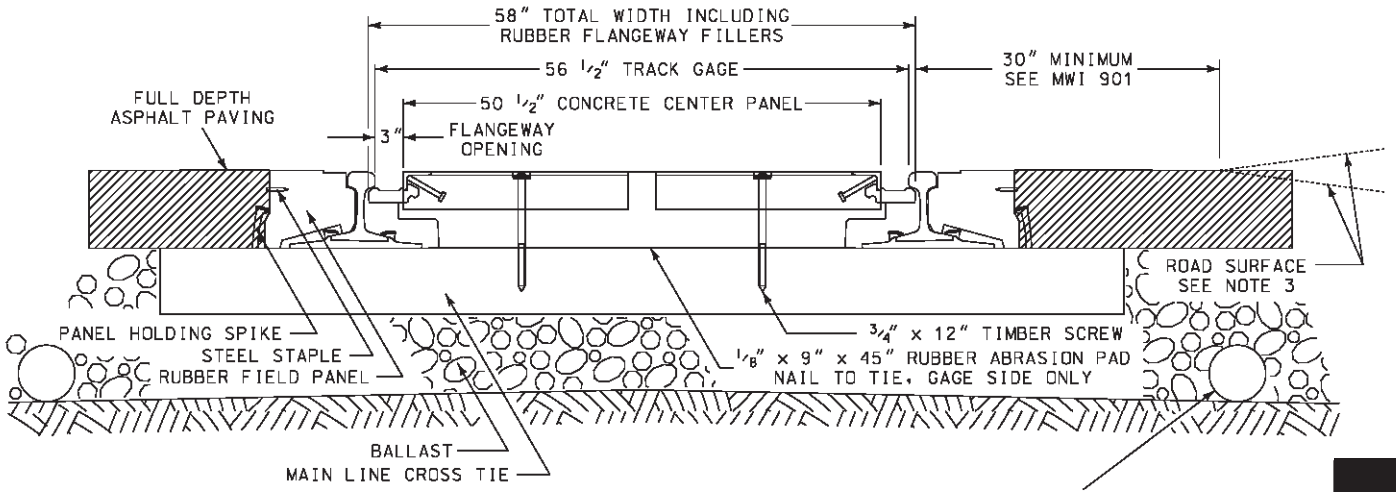
2524



CROSSING PLAN VIEW

NOTES

1. MWI 901 (LASTEST REVISION) IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. FOR NEW CONSTRUCTION, HIGHWAY SHOULD INTERSECT RAILROAD AT OR NEARLY RIGHT ANGLES.
3. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NOT BE MORE THAN 3 IN. HIGHER OR LOWER THAN TOP OF NEAR RAIL 30 FT. FROM THE RAIL ALONG THE ROAD CENTERLINE, UNLESS TRACK SUPERELEVATION DICTATES OTHERWISE.
4. USE STATE DOT SPECIFICATIONS FOR BITUMINOUS CONCRETE AND ASPHALT SPRAY TACK COAT FOR THE STATE IN WHICH THE CROSSING IS LOCATED.
5. CROSSING SHOULD BE CONTINUOUS BETWEEN ROADWAY OR SIDEWALK EDGES. IF NOT PRACTICABLE, DRAINAGE MUST BE PROVIDED BETWEEN PAVED AREAS TO ELIMINATE WATER POCKETS.
6. SLOPE PAVING TO RETURN TO PAVEMENT SURFACE. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS. USE A RUNOFF OF 1 IN. PER 10 FT. WHERE PRACTICABLE.
7. IF ROADBED STABILIZATION IS REQUIRED, EXTEND IT 10 FT BEYOND EDGE OF CROSSING UNDER TRACK.
8. APPROXIMATE WEIGHT FOR 136# MATERIALS:
   3,200 LBS. - CONCRETE CENTER PANEL
   275 LBS. - RUBBER FIELD SIDE PANEL



SECTION

ORDERING INFORMATION		
ITEM NO.	RAIL WGT.	DESCRIPTION
014 5250270	115 - 122	CROSSING, CONCRETE PANEL, LIGHT DUTY WITH RUBBER INTERFACE FOR WOOD TIES. ORDER BY TRACK FEET IN APPROX. 8 FT. INCREMENTS. EACH 8'-1 1/2" SECTION INCLUDES 1 CONCRETE CENTER PANEL WITH RUBBER FLANGEWAY FILLER AND 2 FIELD SIDE RUBBER INTERFACE SECTIONS.
014 5250275	132 - 136	
014 5250285	141	

CSX TRANSPORTATION

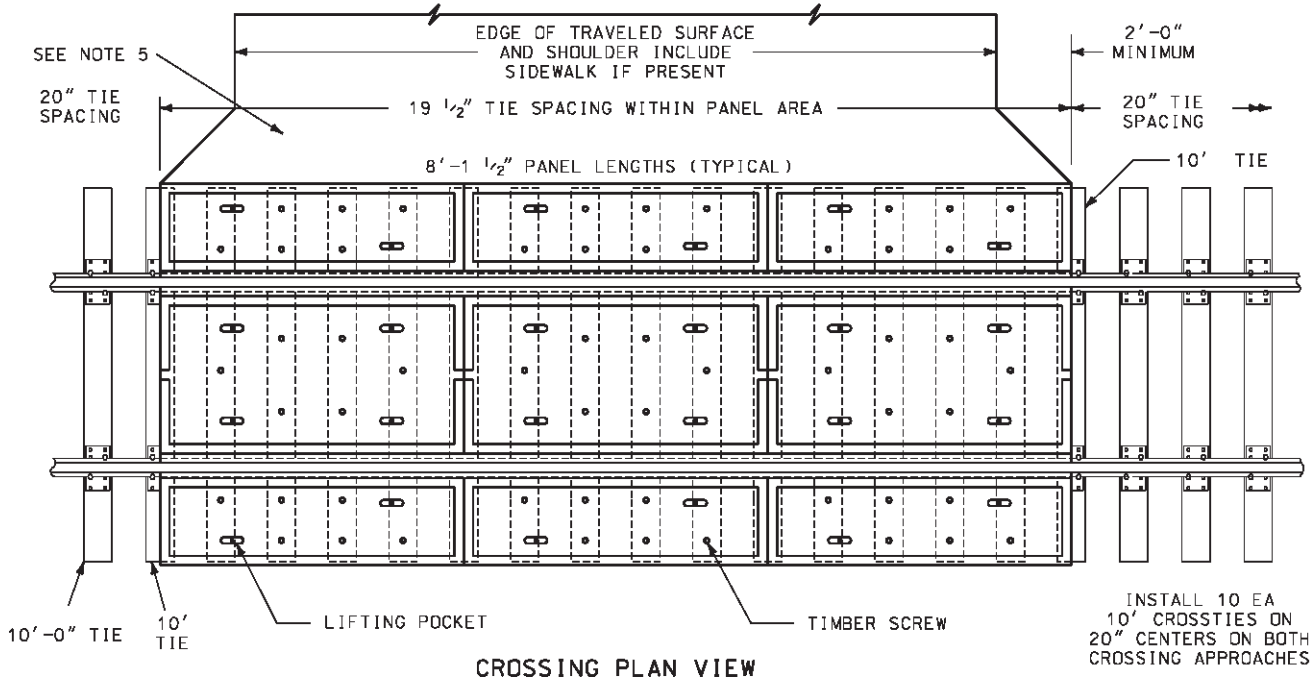
LIGHT DUTY ROAD CROSSING CONCRETE AND RUBBER ON WOOD TIES

[redacted]
APPROVED - VICE PRESIDENT ENGINEERING AND MECHANICAL STANDARDS AND QUALITY

[redacted]
APPROVED - VICE PRESIDENT ENGINEERING

PREPARED BY,
J. E. BEYERL

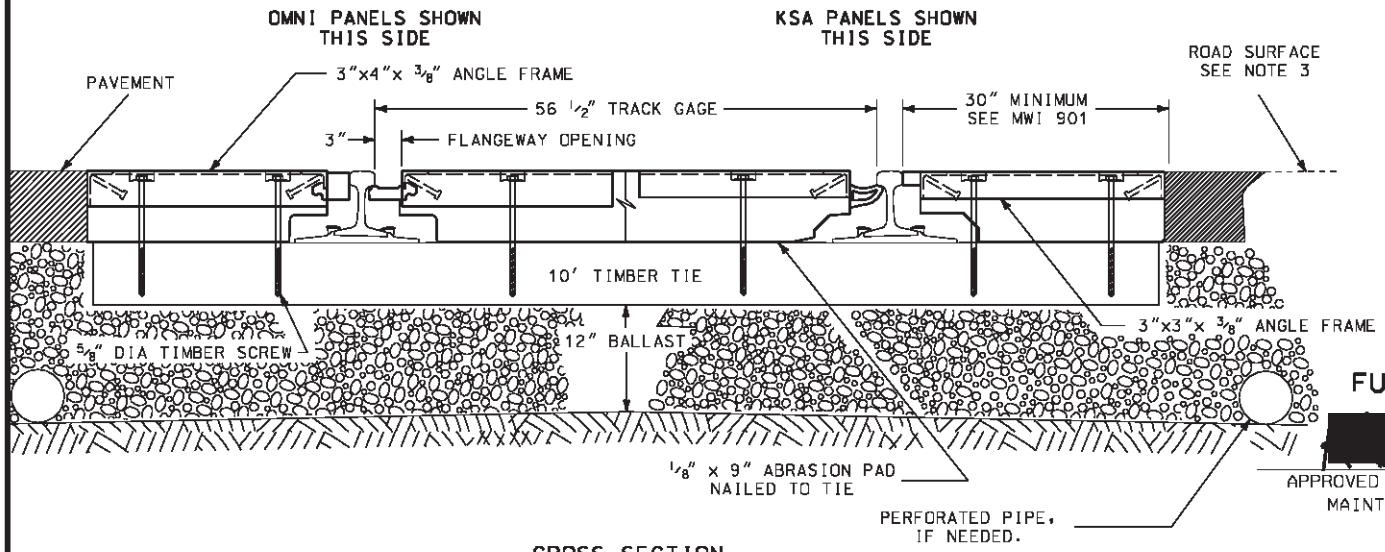
ISSUED, MAY 22, 1999
REVISED, MARCH 22, 2005



CROSSING PLAN VIEW

NOTES

1. MWI 901 (LASTEST REVISION) IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. FOR NEW CONSTRUCTION, HIGHWAY SHOULD INTERSECT RAILROAD AT OR NEARLY RIGHT ANGLES.
3. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NO BE MORE THAN 3 IN. HIGHER OR LOWER THAN TOP OF NEAR RAIL 30 FT. FROM THE RAIL ALONG THE ROAD CENTERLINE, UNLESS TRACK SUPERELEVATION DICTATES OTHERWISE.
4. USE STATE DOT SPECIFICATIONS FOR BITUMINOUS CONCRETE AND SPRAY TACK COAT FOR THE STATE IN WHICH THE CROSSING IS LOCATED.
5. CROSSING SHOULD BE CONTINUOUS BETWEEN ROADWAY OR SIDEWALK EDGES. IF NOT PRACTICABLE, DRAINAGE MUST BE PROVIDED BETWEEN PAVED AREAS TO ELIMINATE WATER POCKETS.
6. SLOPE PAVING TO RETURN TO ORIGINAL PAVEMENT SURFACE. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS. USE A RUNOFF OF 1 IN. PER 10 FT. WHERE PRACTICABLE.
7. IF ROADBED STABLIZATION IS REQUIRED, EXTEND IT 10 FT. BEYOND EDGE OF CROSSING UNDER TRACK.
8. APPROXIMATE WEIGHT FOR 136RE MATERIALS:
   3,200 LBS. - CONCRETE CENTER PANEL
   1,700 LBS. - CONCRETE FIELD PANEL
9. PERFORATED PIPE TO BE SIZED AND LOCATED FOR SITE CONDITIONS. USE 6" MIN. DIA. PIPE AND LOCATE AT LEAST 12" BEYOND END OF TIE.
10. INSTALL 10 EA 10 FT. CROSSTIES EITHER SIDE OF CROSSING. INSTALL 10 FT. CROSSTIES 20" CENTER-TO-CENTER.



CROSS SECTION

ORDERING INFORMATION		
ITEM NO.	RAIL WGT.	DESCRIPTION
014-5250300	115 - 122	CROSSING, CONCRETE PANELS, HEAVY DUTY, FOR 10 FT. WOOD TIES. ORDER BY "TRACK FEET" IN APPROX. 8 FT. INCREMENTS. EACH 8'-1 1/2" SECTION INCLUDES 1 CONCRETE CENTER AND 2 CONCRETE FIELD PANELS WITH RUBBER FILLERS.
014-5250305	132 - 136	
014-5250310	141	

CSX TRANSPORTATION

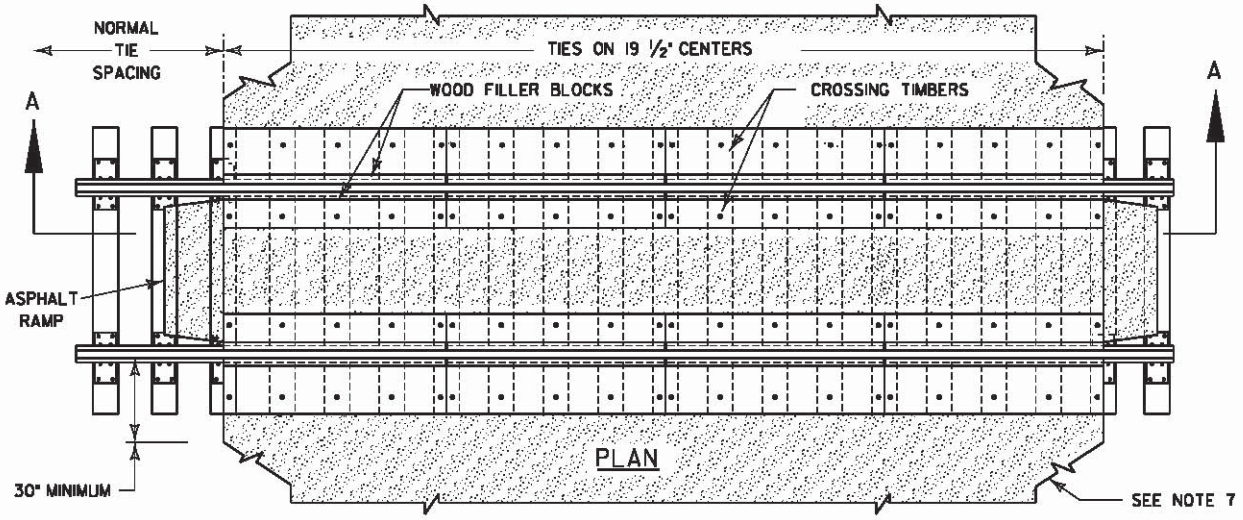
HEAVY DUTY ROAD CROSSING
FULL WIDTH CONCRETE ON WOOD TIES

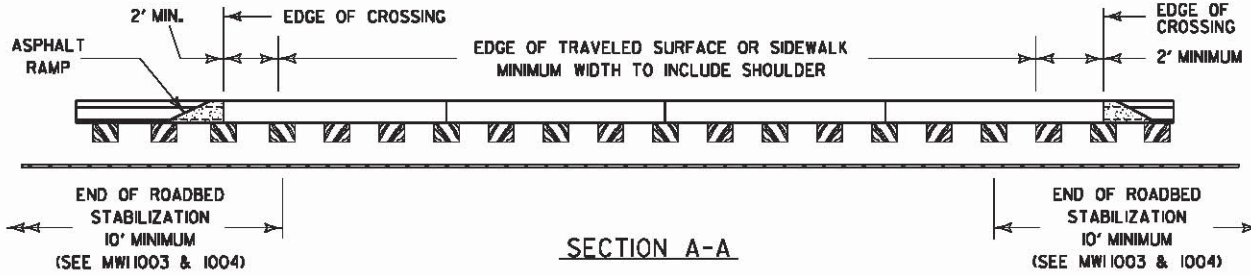
[redacted]
APPROVED - CHIEF ENGINEER
MAINTENANCE OF WAY

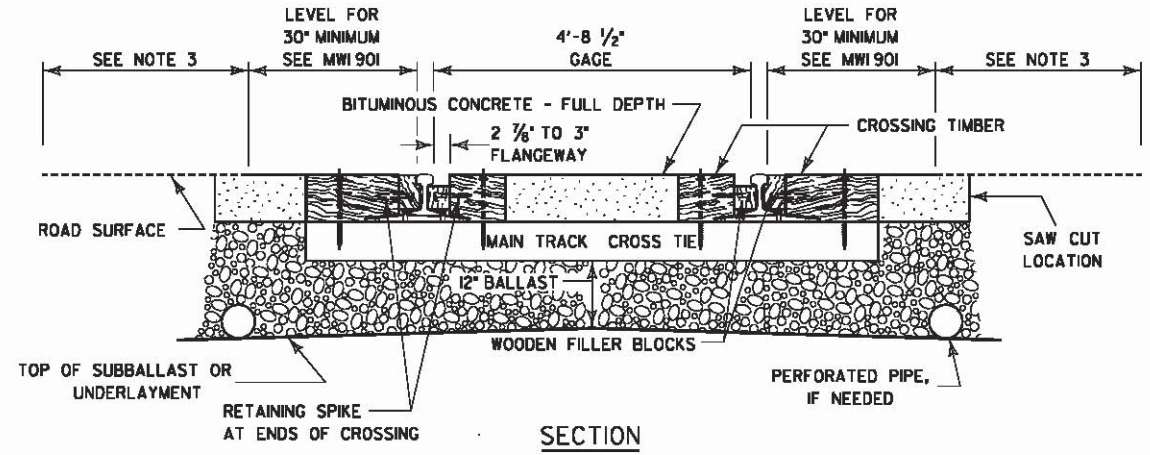
[redacted]
APPROVED - VICE PRESIDENT
ENGINEERING

PREPARED BY:
J. E. BEYERL

ISSUED: DECEMBER 12, 2002
REVISED: DECEMBER 11, 2006







NOTES

2538

SHEET 1

1. MWI 901 (LATEST REVISION) IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. FOR NEW CONSTRUCTION, HIGHWAY SHOULD INTERSECT RAILROAD AT OR NEARLY RIGHT ANGLES.
3. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NOT BE MORE THAN 3" HIGHER OR LOWER THAN TOP OF THE NEAR RAIL 30' FROM THE RAIL ALONG THE ROAD CENTERLINE, UNLESS TRACK SUPERELEVATION DICTATES OTHERWISE.
4. USE STATE D.O.T. SPECIFICATIONS FOR BITUMINOUS CONCRETE AND ASPHALT SPRAY TACK COAT FOR THE STATE IN WHICH THE CROSSING IS LOCATED.
5. CROSSINGS SHOULD BE CONTINUOUS BETWEEN ROADWAY OR SIDEWALK EDGES. IF NOT PRACTICABLE, ADEQUATE DRAINAGE MUST BE PROVIDED BETWEEN CROSSING AREAS TO ELIMINATE WATER POCKETS.
6. SLOPE PAVING TO RETURN TO ORIGINAL PAVEMENT SURFACE. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS. USE A RUNOFF OF 1IN. PER 10 FT. WHERE PRACTICABLE.
7. IF ROADBED STABILIZATION IS REQUIRED, EXTEND IT 10 FT. BEYOND EDGE OF CROSSING UNDER TRACK.
8. DRILL CROSSING TIMBERS OVER EACH TIE FOR TIMBER SCREW 11/16" DIA. WITH 2 1/2" DIA. x 1" COUNTERSINK.
9. PERFORATED PIPE TO BE SIZED AND LOCATED FOR SITE CONDITIONS. USE 6" MIN. DIA. PIPE AND LOCATE AT LEAST 12' BEYOND END OF TIE.

ORDERING INFORMATION		
ITEM NO.	RAIL WGT.	DESCRIPTION
042.0180122.1	122	CROSSING TIMBER / WOOD FILLER. ORDER BY "TRACK FEET" IN APPROXIMATE 6.75' INCREMENTS. EACH "TRACK FOOT" INCLUDES 4 TIMBER SECTIONS AND 4 FILLER BLOCK PIECES. DELIVERED IN 6'- 8 1/2 " LONG SECTIONS.
042.0180132.1	132	
042.0180136.1	136	
042.0180140.1	140	
042.0180141.1	141	
013.8230080.1	ALL	SCREW, TIMBER 5/8"x 12" WITH TORX SQUARE WASHER HEAD.

CSX TRANSPORTATION

NORMAL DUTY ROAD CROSSING TIMBER AND ASPHALT ON WOOD TIES FOR USE WITH 18" TIE PLATES

[redacted]

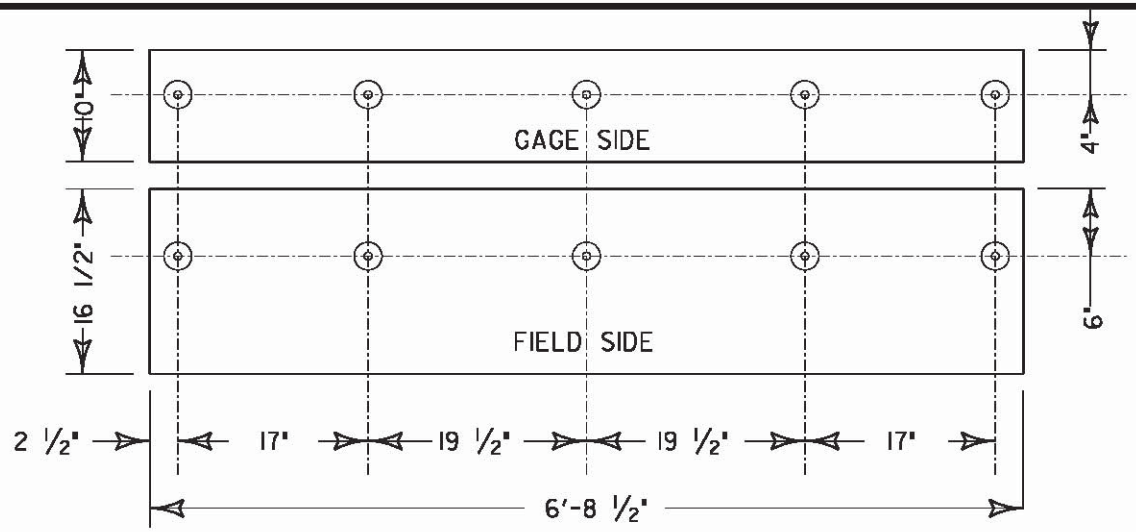
APPROVED - CHIEF ENGINEER MAINTENANCE OF WAY

[redacted]

APPROVED - VICE PRESIDENT & CHIEF ENGINEERING OFFICER

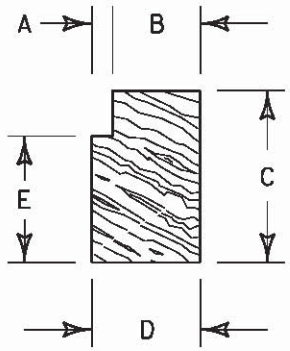
PREPARED BY: D.C. CLARK

ISSUED: DECEMBER 18, 2007 INITIAL ISSUE

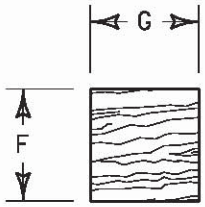


CROSSING TIMBER - PLAN VIEW

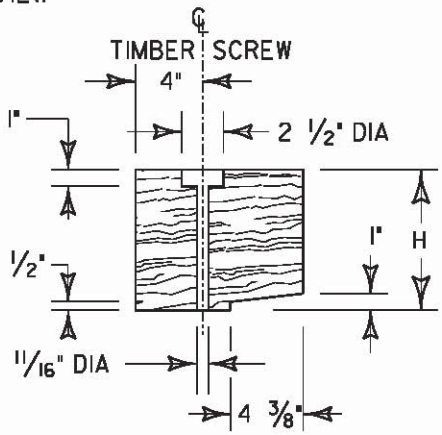
NOTES
1. TIMBERS ARE NOT PREDRILLED UNLESS SPECIFIED IN THE REQUISITION.
2. TOLERANCES: A, E, AND G : 1/16 " +/- ALL OTHERS : 1/8 " +/-
3. CROSSING TIMBER TO BE OAK OR GUM. TREATMENT PER MW SPEC 99001 LIKE CROSSTIES
4. FILLER BLOCKS TO BE SOUTHERN YELLOW PINE GRADE 2 WITH 10 LB / CU FT TREATMENT
5. TIMBERS & FILLERS TO BE MARKED FOR RAIL SIZE



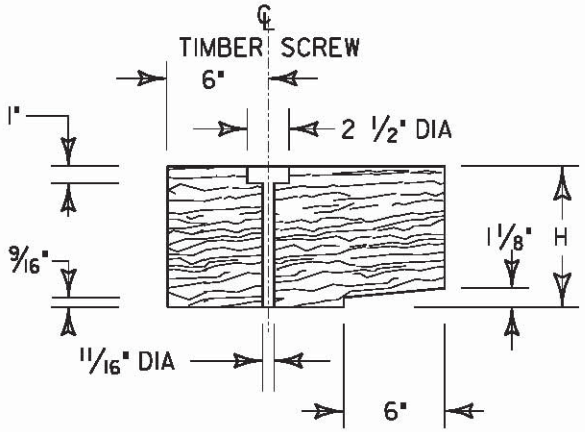
FIELD SIDE
FILLER BLOCK DETAIL



GAGE SIDE
FILLER BLOCK DETAIL



GAGE SIDE CROSSING TIMBER



FIELD SIDE CROSSING TIMBER

RAIL WGT	A	B	C	D	E	F	G	H
122 CB	3/4	3 3/8	5 5/8	4 1/8	4	3 5/8	4	7 1/2
132 RE	5/8	3 1/2	6	4 1/8	4 1/2	3 7/8	3 7/8	8
136 RE	5/8	3 1/2	6 1/4	4 1/8	4 1/2	3 7/8	3 7/8	8 3/8
140 RE	3/4	3 3/8	6 1/16	4 1/8	4 5/16	3 7/8	4	8 3/8
141RE	11/16	3 9/16	6 3/8	4 1/8	4 1/2	3 7/8	3 7/8	8 3/8

ALL DIMENSIONS ARE IN INCHES.

CSX TRANSPORTATION

TIMBER AND ASPHALT CROSSING
CROSSING TIMBER AND FILLER BLOCK DETAILS
FOR USE WITH 18" TIE PLATES

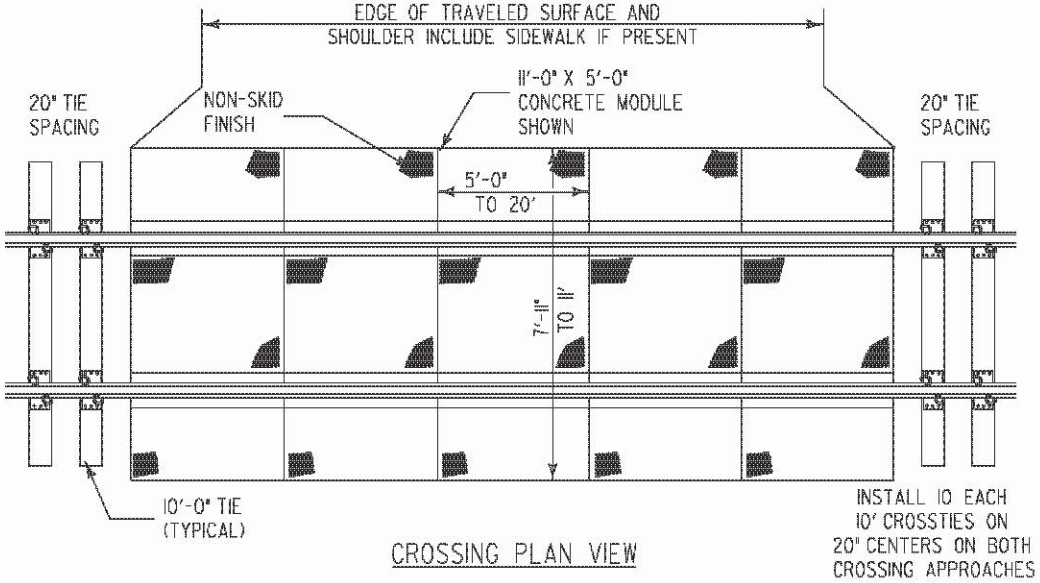
[redacted]
APPROVED - CHIEF ENGINEER
MAINTENANCE OF WAY

APPROVED - VICE PRESIDENT &
CHIEF ENGINEERING OFFICER

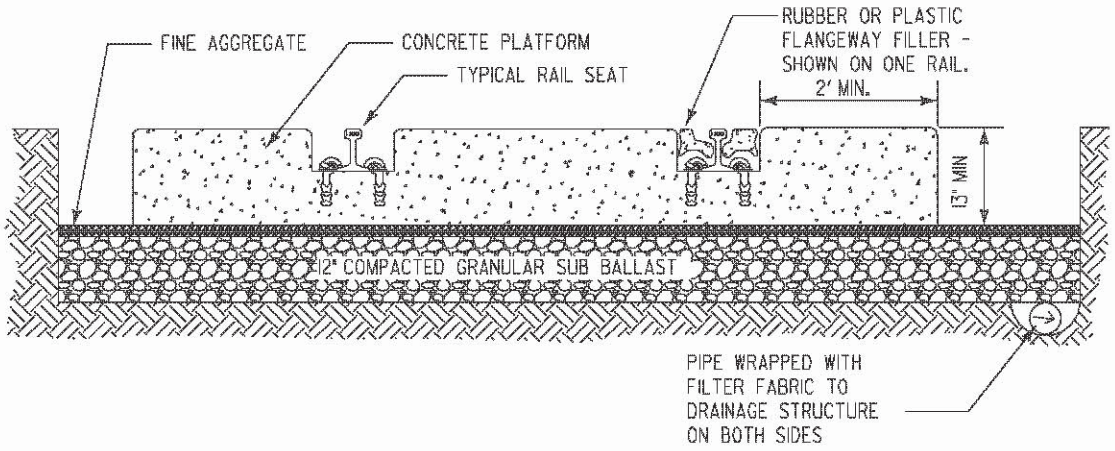
PREPARED BY:
D.C. CLARK

ISSUED: DECEMBER 18, 2007
REVISED: INITIAL ISSUE

2539



CROSSING PLAN VIEW



CROSS SECTION

NOTES:

1. MW1901 IS TO BE USED IN CONJUNCTION WITH THIS DRAWING.
2. THIS DRAWING DEPICTS TYPICAL AND MINIMUM SPECIFICATIONS. DETAILS OF EACH MANUFACTURERS DESIGN MAY DIFFER.
3. CROSSING TO HAVE 5 YEAR MINIMUM WARRANTY ON MATERIALS AND SETTLEMENT
4. IF ROADBED STABILIZATION IS REQUIRED, EXTEND IT 10' BEYOND END OF CROSSING UNDER TRACK.
5. PERFORATED PIPE TO BE SIZED AND LOCATED FOR SITE CONDITIONS. USE 6" MIN. DIA. PIPE AND LOCATE AT LEAST 12" BEYOND EDGE OF CROSSING.
6. CONCRETE TO BE 4000 PSI MINIMUM.
7. APPROXIMATE WEIGHT IS 1300 LBS TO 2100 LBS PER TRACK FOOT.
8. CROSSING TO BE CAST TO MATCH TRACK CURVATURE.
9. MODULES TO HAVE FOUR LIFT LUGS.
10. RAILS ARE TO BE INSULATED FOR ELECTRICAL IMPEDANCE PER AREMA CHAPTER 30 AND EACH MODULE CHECKED. INSULATORS AND PADS ARE NOT SHOWN.
11. FLANGEWAY INSERTS AND RAIL FASTENERS MUST BE REMOVABLE AND REUSABLE TO FACILITATE RAIL REPLACEMENT.
12. CROSSING TO INCLUDE CORROSION RESISTANT RAIL FASTENERS SUCH AS GALVANIZED "e" CLIPS (CSX SCN 013.0027083.0).
13. FOR NEW CONSTRUCTION, HIGHWAY SURFACE SHOULD NOT BE MORE THAN 3 IN. HIGHER OR LOWER THAN TOP OF CROSSING 30' FROM CROSSING.
14. SLOPE PAVING USING RUNOFF OF 1" PER 10' MAXIMUM WHERE PRACTICABLE.
15. FOR APPROACH PAVEMENT, USE STATE DOT SPECIFICATIONS FOR BITUMINOUS CONCRETE.
16. CROSSING SHOULD BE CONTINUOUS BETWEEN ROADWAY AND SIDEWALK. IF NOT, DRAINAGE PATH MUST BE PROVIDED.
17. TRACK APPROACHES FOR 20' SHOULD HAVE CLEAN AND FREE DRAINING STANDARD BALLAST.
18. FOR USE ON TRACK 15 MPH AND 10 MGT MAXIMUM.

CSX TRANSPORTATION

PLATFORM ROAD CROSSING
CONCRETE WITHOUT TIES

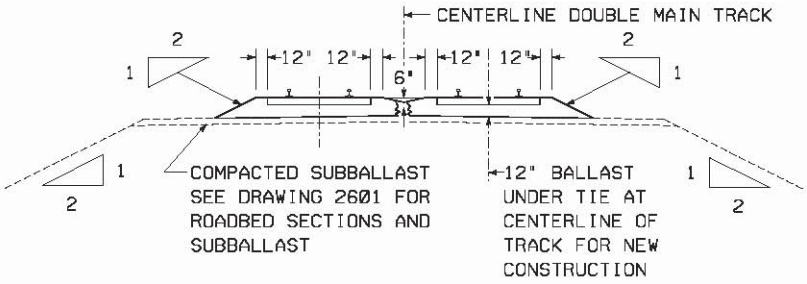
[redacted]
APPROVED - DIRECTOR
ENGINEERING STANDARDS

[redacted]
APPROVED - ASSISTANT VICE
PRESIDENT ENGINEERING

PREPARED BY:
M.E. AUSTIN

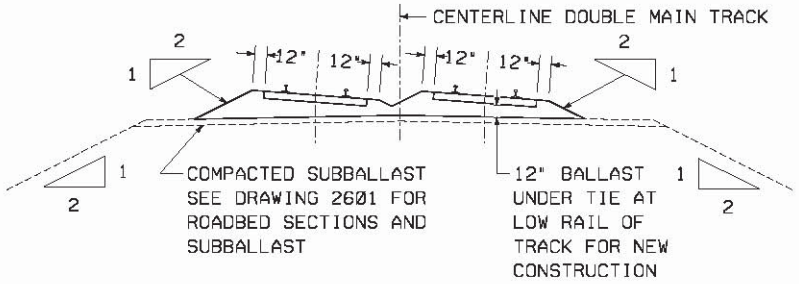
ISSUED: APRIL 24, 2012
REVISED: INITIAL ISSUE

2602



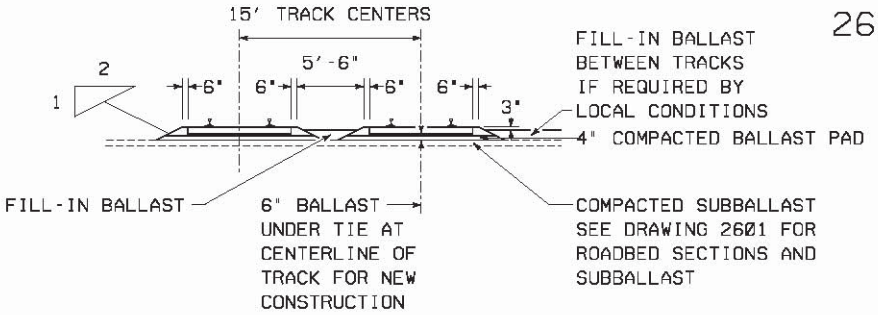
MAIN TRACK, SIDINGS AND HEAVY TONNAGE TRACKS

TANGENT TRACKS

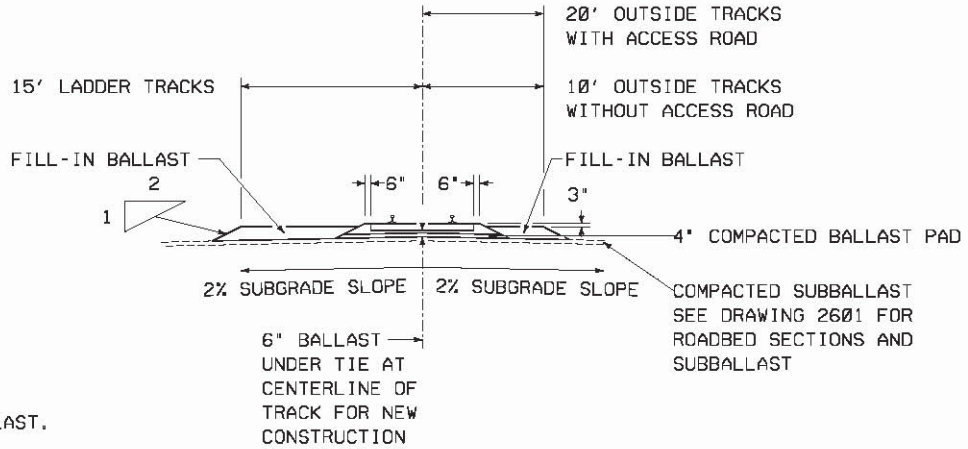


MAIN TRACK, SIDINGS AND HEAVY TONNAGE TRACKS

SUPERELEVATED TRACKS



INTERIOR YARD TRACKS



LADDER AND OUTSIDE TRACKS

NOTES.

1. BALLAST TO CONFORM TO THE CURRENT CSXT SPECIFICATION FOR BALLAST.
2. AREMA GRADATION 4A BALLAST IS TO BE USED ON ALL TRACK EXCEPT YARD TRACKS WHERE AREMA GRADATION 5 IS TO BE USED.
3. BALLAST PAD 4" THICK OF AREMA GRADATION 4A WILL BE USED UNDER TRACK FOR NEW CONSTRUCTION OF YARD TRACKS.
4. FILL-IN BALLAST WILL BE AREMA GRADATION 5.
5. BALLAST TO BE EVEN WITH TOP OF TIE.
6. BALLAST SHOULDER WILL EXTEND 12" FROM END OF TIE TO EDGE OF SLOPE ON ALL MAIN TRACKS, SIDING, AND HEAVY TONNAGE TRACKS.
7. BALLAST SHOULDER WILL EXTEND 6" FROM END OF TIE TO EDGE OF SLOPE ON ALL YARD TRACKS AND INDUSTRIAL SIDING TRACKS.

CSX TRANSPORTATION

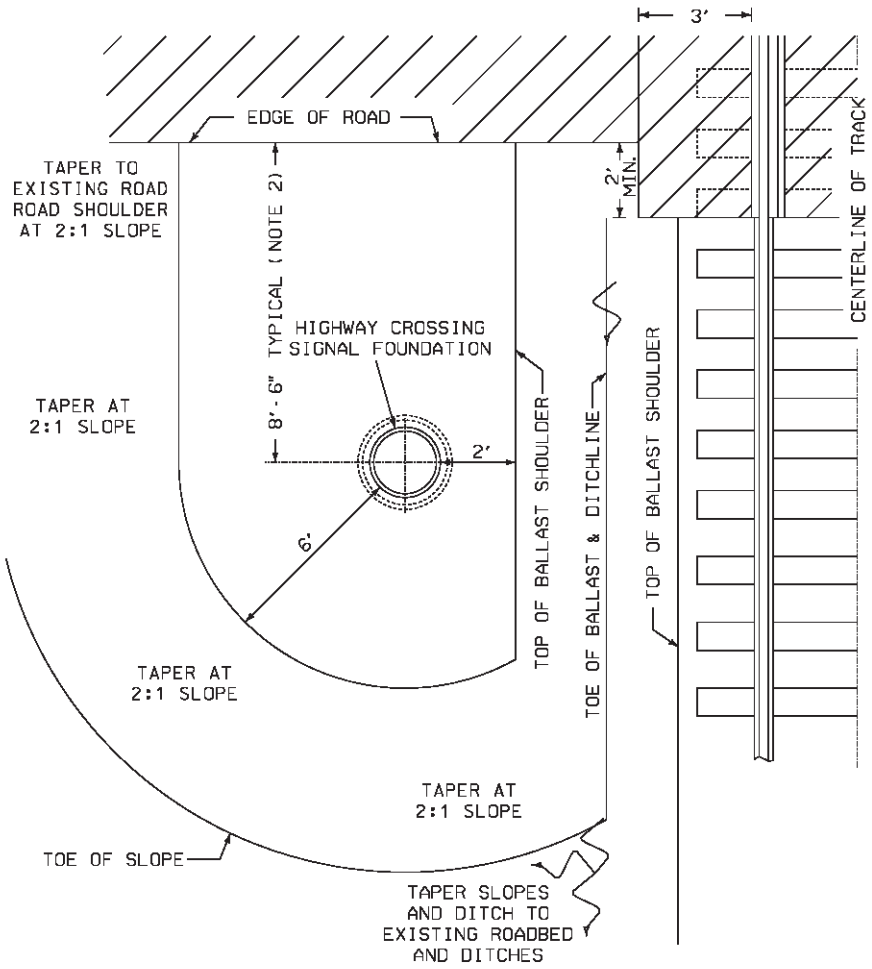
BALLAST SECTIONS

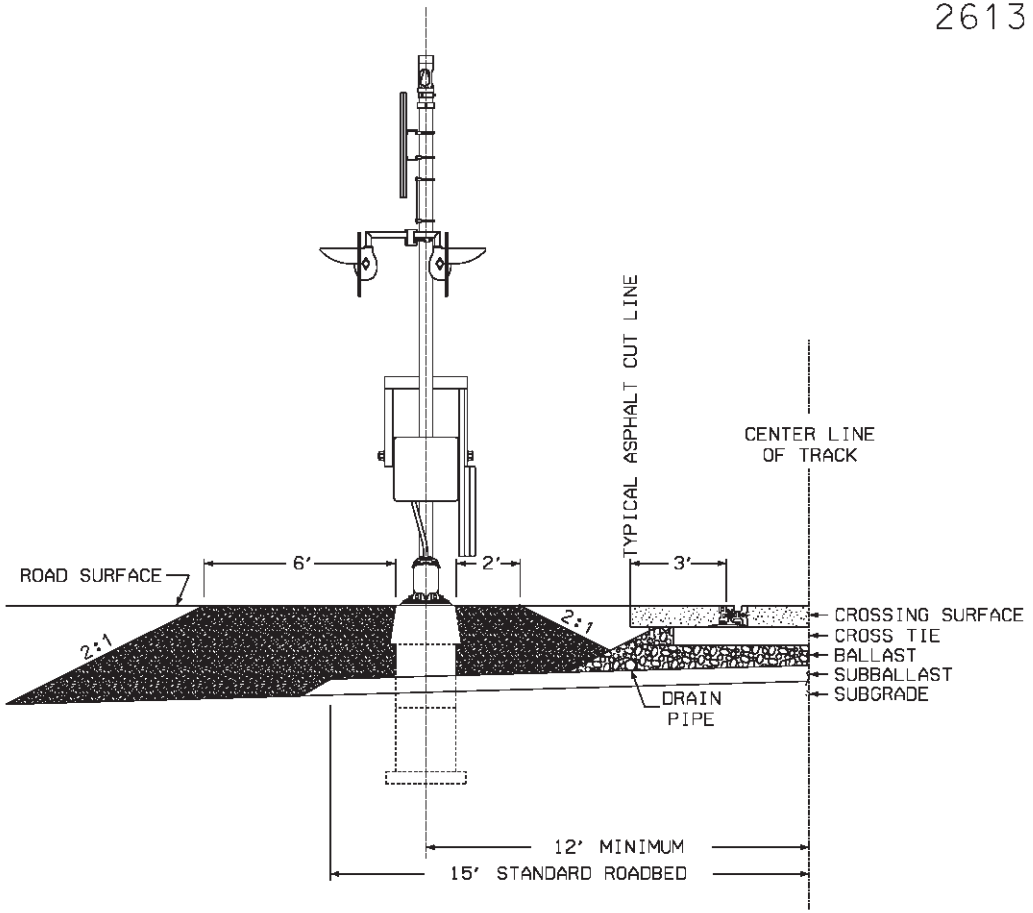
APPROVED: DIRECTOR ENGINEERING STANDARDS

[redacted] VICE PRESIDENT ENGINEERING

PREPARED BY,
D.C. CLARK

ISSUED: JANUARY 27, 1997
REVISED: AUGUST 3, 2010





NOTES

1. ACTIVE CROSSING WARNING DEVICE QUADRANTS OF CROSSINGS SHOULD ALLOW FOR SUFFICIENT DRAINAGE OF THE CROSSING AND GOOD WALKING CONDITIONS FOR SIGNAL MAINTENANCE. THE PARTY PERFORMING CROSSING OR SIGNAL RENEWAL IS RESPONSIBLE TO ENSURE PROPER DRAINAGE AND WALKING CONDIITONS HAVE BEEN PROVIDED, PRIOR TO DEMOBILIZATION.
2. TYPICAL OFFSET FROM EDGE OF ROAD TO CENTERLINE OF FOUNDATION IS 8'-6". REFER TO TRAIN CONTROL SYSTEM REFERENCE SS220 FOR ADDTIONAL DETAIL.
3. CROSSING SIGNAL WALKWAY AREA TO CONSIST OF AREMA #5 WALKWAY BALLAST PER MWI 301.
4. ROAD CROSSING TO BE INSTALLED PER MWI-901.
5. ROADBED DETAILS PER MWI STANDARD DRAWING 2601.
6. BALLAST SECTION DETAILS PER MWI STANDARD DRAWING 2602.

CSX TRANSPORTATION

TYPICAL LAYOUT AT HIGHWAY CROSSING WITH ACTIVE WARNING DEVICE

[redacted]
APPROVED - VICE PRESIDENT ENGINEERING AND MECHANICAL STANDARDS AND QUALITY

[redacted]
APPROVED - VICE PRESIDENT ENGINEERING

PREPARED BY.
E. D. SPARKS II

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