



**BIG SANDY SUBDIVISION
TIMETABLE NO.2**

**EFFECTIVE
MONDAY, APRIL 1, 2019**

**AT 0001 HOURS
CSX STANDARD TIME**

TABLE OF CONTENTS

GENERAL INFORMATION

NAME	PAGE
Table of Contents	I
Emergency Assistance	I
Timetable Legend	II
Sample Subdivision	III

SUBDIVISIONS

NAME	CODE	DISP	PAGE
BIG SANDY	BS	LE	1

CONTACT NUMBERS

EMERGENCY CONTACT VIA RADIO	
Using the Dispatcher Channel, press 9 on the DTMF Key Pad to initiate an emergency call into the Operations Center Office. (Former Conrail Territory will press 9-1-1 on the DTMF Key Pad)	
Network Operations	(RNX) 322-7551 (BELL) 904-359-7551
Public Safety Coordination Center Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line	(BELL) 800-232-0144
Employee Assistance Group	(BELL) 800-657-3366
LE Dispatcher	(RNX) 388-4106 (RNX) 388-4107 (BELL) 904-381-4106 (BELL) 904-381-4107 (BELL) 800-633-2154

TIMETABLE LEGEND

STATION LISTING AND DIAGRAM PAGES

1 – HEADING

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

2 – COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

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

Abbreviations used are (P) – Passenger, (F) – Freight, (I) – Intermodal, (U) – Unit. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. City Ordinance speeds will be shown in shaded blocks.

B. MILEPOST

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

28.0
29.0

C. STATION

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

D. TRACK DIAGRAM

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

E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

F. NOTES

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

3 – SYMBOLS USED

A. TRACK

N – North S – South E – East W – West
 YL – Yard Limits
 NB – Northbound NE – North End
 SB – Southbound SE – South End
 EB – Eastbound EE – East End
 WB – Westbound WE – West End

B. SPEED REFERENCES

SP – Refer to Speed Tables

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

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

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

D. ROAD CROSSINGS

Crossing Types:

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

Types of Activation:

C – Conventional Track Circuits
 M – Motion Sensor
 P – Speed Predictor

E. DEFECT AND CLEARANCE DETECTORS

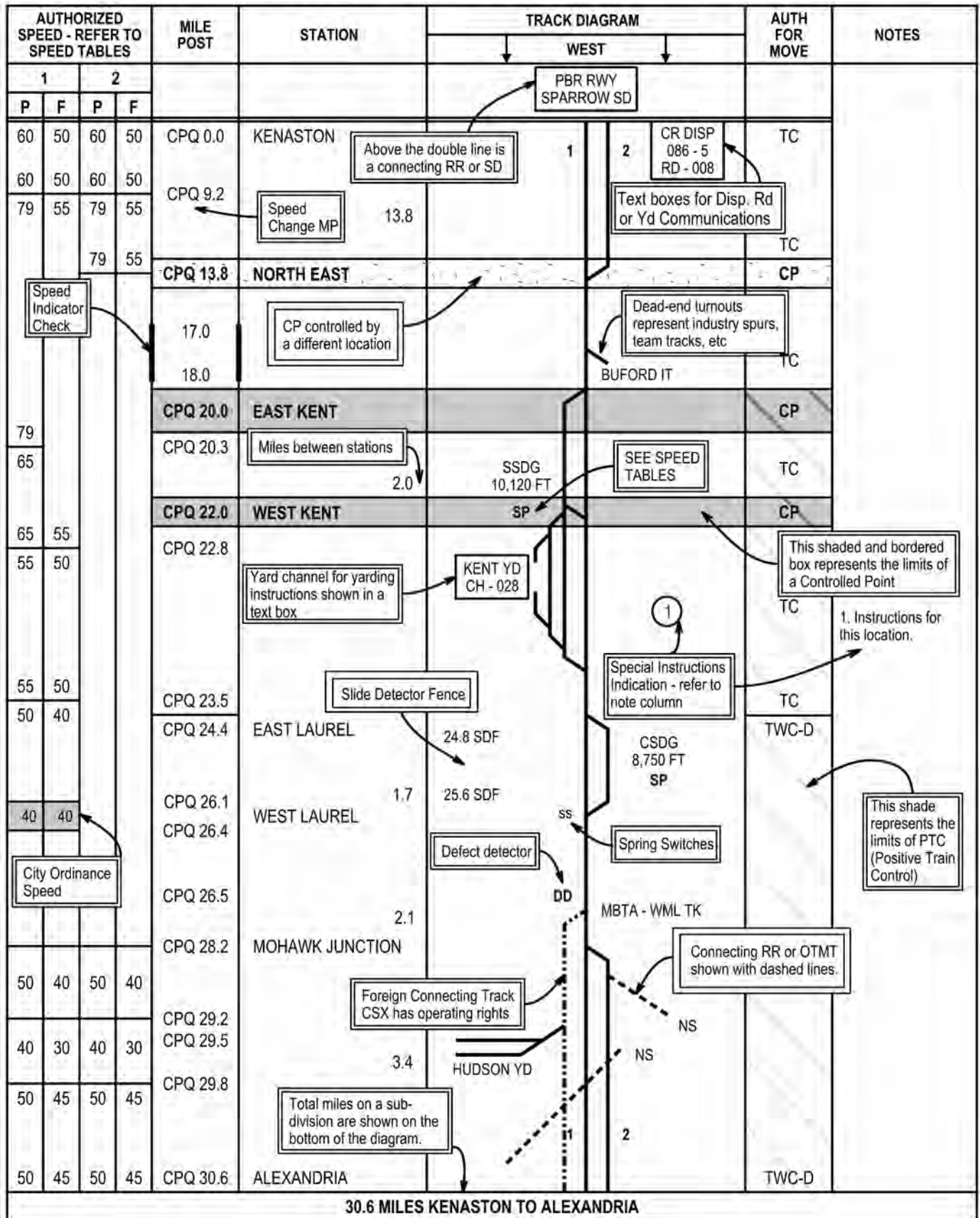
ABD – Acoustic Bearing Detector
 DED – Dragging Equipment Detector
 HBD – Hot Box Detector
 HIWI – High or Wide Clearance Detector
 HWD – Hot Wheel Detector
 OGD – Optical Geometry Detector
 WPD – Wheel Profile Detector
 WTD – Wheel Temperature Detector

F. COMMUNICATIONS TEXT BOXES

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

CM DISP
094-7
RD - 008

LEGEND - SAMPLE SUBDIVISION - SS



Notes

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				WEST	EAST		
1 SINGLE	2			KINGSPORT SD FLORENCE DIV			1. The distance between CMG 103.0 and CMG 106.0 is 4,160 FT.
25		CMG 114.0	SHELBY			CP	
20		CMG 112.7	1.5			TC	
		CMG 112.5	WE SHELBY			CP	
20		CMG 112.2	1.3	LE DISP 014 - 6 RD 008	CMG 112.3	TC	
25		CMG 111.2	FORDS BRANCH			CP	
25	25		2.1	1	2	TC	
		CMG 109.1	FO CABIN			CP	
25			2.9			TC	
		CMG 106.2	MP 106			CP	
25		CMG 103.6					
25		CMG 103.0	1.9		①	TC	
25		CMG 102.6					
		CMG 102.1	EE PAULEY			CP	
			1.6	SSDG 25,344 FT SP		TC	
		CMG 100.5	WE PAULEY			CP	
			0.5	COAL RUN BR		TC	
25		CMG 100.0	COAL RUN JUNCTION			CP	
25			0.4			TC	
		CMG 99.6	BIG SHOAL			CP	
			2.2			TC	
		CMG 97.4	WAGNER			CP	
			4.1			TC	
		CMG 93.3	HAROLD			CP	
						TC	
		CMG 89.9		DD		TC	
25						TC	

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				↓	↓		
1 SINGLE	2			WEST			
25			4.8			TC	
		CMG 88.5	EE IVEL			CP	
			1.2		CSDG 7,156 FT SP	TC	
		CMG 87.3	WE IVEL			CP	
		87.0 86.0	4.8			TC	
25		CMG 83.2			BIG SANDY EXT	TC	
25	25	CMG 82.5	BEAVER JUNCTION			CP	
25	25		2.4	1	2	TC	
		CMG 80.1	EM CABIN			CP	
25			6.2			TC	
		CMG 73.9 CMG 73.7 CMG 73.6 CMG 73.5	EE PRESTONSBURG 0.4 MIDDLE CROSSOVER PRESTONSBURG		CSDG 7,950 FT SP	CP	MIDDLE CREEK BR
		CMG 72.3	1.3			TC	
		CMG 72.2	WE PRESTONSBURG			CP	
		CMG 70.2	3.9	DD		TC	
25	25	CMG 68.3	OX CABIN			CP	
			1.5	1	2	TC	
		CMG 66.8	JOHNS CREEK			CP	
			5.4			TC	
25	25	CMG 61.4	DAWKINS			CP	
25				1	2	TC	

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				←	→		
1 SINGLE	2				WEST		
25			0.8	1	2	PAINTSVILLE IT	TC
		CMG 60.6	EE PAINTSVILLE				CP
			1.5	PAINTSVILLE YD			TC
25		CMG 59.1	WE PAINTSVILLE	1	2		CP
25	25		0.8	58.8 SDF 58.7 SDF	1	2	TC
25	25	CMG 58.3	BU CABIN				CP
25			1.0				TC
		CMG 57.3	SK CABIN				CP
25	25		3.0	1	2		TC
		CMG 54.3	GC CABIN				CP
25		CMG 51.0	6.8	DD			TC
		CMG 47.5	EE RAY				CP
			1.3			CSDG 6,977 FT SP	TC
		CMG 46.2	WE RAY				CP
			2.7				TC
25		CMG 43.5	JB CABIN				CP
25	25		6.1	1	2		TC
		CMG 37.4	KX CABIN				CP
25			4.9				TC
		CMG 32.6		33.4 SDF 33.2 SDF	DD		
25		CMG 32.5	CH CABIN				CP
25	25		2.6	1	2		TC

BIG SANDY SUBDIVISION - BS

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				↓	WEST		
1 SINGLE	2						
25	25	CMG 31.0		1	2	TC	
20		CMG 29.9 TORCHLIGHT	SCALE	SCALE	SCALE	CP	
20		CMG 27.5	2.6			TC	
25	25	CMG 27.3 RB CABIN		1	2	CP	
25			3.4			TC	
		CMG 23.9 EE LOUISA				CP	
			1.3		CSDG 5,500 FT SP	TC	
		CMG 22.6 WE LOUISA				CP	
			5.1			TC	
		CMG 17.5 EE BIG SANDY				CP	
		CMG 16.1	1.6	CSDG 7,459 FT SP		TC	
		CMG 15.9 WE BIG SANDY				CP	
		CMG 15.8	6.7	DD		TC	
25		CMG 9.2 WD CABIN		1	2	CP	
25	25	CMG 9.0	6.9			TC	
		4.0 3.0					
		CMG 2.3 LEACH				CP	
			1.7			TC	
		CMG 0.6 BIG SANDY HOLDOUT				CP	
			0.5			TC	
25	25	CMG 0.1 BIG SANDY JUNCTION		1	2	CP	
				KANAHA SD FLORENCE DIV			
111.7 MILES SHELBY TO BIG SANDY JUNCTION							

BIG SANDY SUBDIVISION - BS BIG SANDY EXTENSION

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
			WEST			
			E&BV SD			
25	CMO 3.2	ARKANSAS			CP	
	CMO 0.0 = EXT CMG 83.4	4.1			TC	
25	EXT CMG 82.5 = CMG 82.5	BEAVER JUNCTION			CP	
			BIG SANDY SD			
4.1 MILES ARKANSAS TO BEAVER JUNCTION						

BIG SANDY SUBDIVISION - BS SV&E BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">BIG SANDY SD</div> ↓			
20	CMN 0.0	SHELBY YARD			YL SHELBY YARD LIMITS YL	
20		0.7				
25	CMN 0.7	SE SHELBY YARD LIMITS				TWC-D
		5.7				
	CMN 6.4	EE ESCO SIDING				
		1.4				
	CMN 7.8	WE ESCO SIDING				
		5.7				
25	CMN 13.5	(END OF MAIN TRACK)		TWC-D		
			CMN 14.8 MYRA ↓	OTMT		
			CMN 17.6 DORTON (END OF TRACK)			
13.5 MILES SHELBY YARD TO END OF MAIN TRACK CMN 13.5						

BIG SANDY SUBDIVISION - BS COAL RUN BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			WEST	EAST		
			(END OF TRACK) CMP 31.1 SIMERS	-	OTMT	
20	CMP 29.0	(END OF MAIN TRACK) CANADA 1	-	-	TWC-D	1. Coal Run Branch from CMP 29.0 to end of track is leased to McCoy-Elkhorn Coal Co. Switch point derail is in service CMP 30.1 2. The distance between CMP 15.0 and CMP 17.0 is 1.3 miles.
	CMP 26.0	MARGOTTA	3.0	-		
20	CMP 24.4		4.0	-		
10	CMP 22.0	GOFF	-	-		
20	CMP 21.8		1.1	-		
	CMP 20.9	EE SAWMILL	-	-		
	CMP 19.6	WE SAWMILL	1.3	-		
	CMP 15.0	CALL RAMSEY	4.6	-		
20	CMP 13.5		-	-		
10	CMP 13.4		2.9	-		
	CMP 12.1	EE COAL RUN SDG	-	-		
	CMP 12.0		1.3	-		
25	CMP 10.8	WE COAL RUN SDG	-	-		
	CMP 8.8		8.8	-		
25	CMP 2.0	GEORGE (END OF MAIN TRACK)	-	-	TWC-D	
			-	-	OTMT	
			-	-	CP	
			-	-		

27.0 MILES FROM END OF MAIN TRACK CANADA 1 TO END OF MAIN TRACK GEORGE

BIG SANDY SUBDIVISION - BS WINNS BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			←	→		
			EAST CML 9.0 (END OF TRACK)		OTMT	
10	CML 9.8	(END OF MAIN TRACK) JEWELL			TWC-D	
	CML 14.1	CHICK (END OF MAIN TRACK)	CML 14.3 CML 14.2 COAL RUN BR		OTMT	
			4.3 MILES END OF MAIN TRACK JEWELL TO END OF MAIN TRACK CHICK			

BIG SANDY SUBDIVISION - BS MIDDLE CREEK BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	NOTES
			WEST		
			COQ 9.0 (END OF TRACK)		
				OTMT	
10	COQ 1.0	(END OF MAIN TRACK) MCNALLY 1.0	<div style="border: 1px solid black; padding: 2px; display: inline-block;">LE DISP 014 - 6 RD 008</div>	TWC-D	
10	COQ 0.0	MIDDLE CREEK JUNCTION		TWC-D	
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">BIG SANDY SD</div>	CP	
1.0 MILES END OF MAIN TRACK MCNALLY TO MIDDLE CREEK JUNCTION					

BIG SANDY SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- BIG SANDY

Trk	MP/Location	F	
SG	CMG 114.0 - 112.7	25	
SG	CMG 112.7 - 112.2	20	
SG	CMG 112.2 - 111.2	25	
Both	CMG 111.2 - 109.1		
SG	CMG 109.1 - 103.6		
SG	CMG 103.6 - 103.0 -- City Ordinance		
SG	CMG 103.0 - 102.6		
SG	CMG 102.6 - 100.0 -- City Ordinance		
SG	CMG 100.0 - 82.5		
Both	CMG 82.5 - 80.1		
SG	CMG 80.1 - 68.3		
Both	CMG 68.3 - 61.4		
SG	CMG 61.4 - 59.1		
Both	CMG 59.1 - 58.3		
SG	CMG 58.3 - 57.3		
Both	CMG 57.3 - 54.3		
SG	CMG 54.3 - 43.5		
Both	CMG 43.5 - 37.4		
SG	CMG 37.4 - 32.5		
Both	CMG 32.5 - 31.0		
1	CMG 31.0 - 27.5		20
2	CMG 31.0 - 27.5		25
Both	CMG 27.5 - 27.3		
SG	CMG 27.3 - 9.2		
Both	CMG 9.2 - 0.1		

AUTHORIZED SPEEDS -- BIG SANDY EXTENSION

Trk	MP/Location	F
SG	CMO 3.2 - 0.0	25
SG	CMG 83.4 - 82.5	

AUTHORIZED SPEEDS -- SV&E BRANCH

Trk	MP/Location	F
SG	CMN 0.0 - 0.7	20
SG	CMN 0.7 - 13.5	25

AUTHORIZED SPEEDS -- COAL RUN BRANCH

Trk	MP/Location	F
SG	CMP 29.0 - 24.4	20
SG	CMP 24.4 - 21.8	10
SG	CMP 21.8 - 13.5	20
SG	CMP 13.5 - 13.4	10
SG	CMP 13.4 - 12.0	20
SG	CMP 12.0 - 2.0	25

AUTHORIZED SPEEDS -- WINNS BRANCH

Trk	MP/Location	F
SG	CML 9.8 - 14.1	10

AUTHORIZED SPEEDS -- MIDDLE CREEK BRANCH

Trk	MP/Location	F
SG	COQ 1.0 - 0.0	10

ADDITIONAL SPEEDS (SP) -- BIG SANDY

Location	Track Type	F
CMG 102.1 - 97.4	SSDG	25
CMG 88.5 - 87.3	CSDG	10
CMG 73.7 - 72.3		
CMG 47.5 - 46.2		
CMG 23.9 - 22.6		
CMG 17.5 - 16.1		

ADDITIONAL SPEEDS (SP) -- SV&E BRANCH

Location	Track Type	F
CMN 6.4 - 7.8	CSDG	10

ADDITIONAL SPEEDS (SP) -- COAL RUN BRANCH

Location	Track Type	F
CMP 20.9 - 19.6	CSDG	10
CMP 12.1 - 10.8		

CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- BIG SANDY

Trk	MP/Location	F
SG	CMG 103.6 - 103.0	25
SG	CMG 102.6 - 100.0	

110.4 TRAINS AND ON-TRACK EQUIPMENT

POSITION OF CREW MEMBERS

Conductors and conductor pilots may ride the 2nd unit for instructional purposes when insufficient seating is available on the lead unit.

200.3 FLAGGING APPLIANCES FOR PROVIDING WARNING

Between CMG 1.7 and CMG 2.8 – The use of fuses on the main line or in the Ashland Marathon Plant is prohibited.

312 HIGHWAY-RAIL CROSSINGS AT GRADE

MP	Location	Instruction
CMG 17.88	Kentucky Power Plant	Crews working either end of Kentucky Power Plant must allow sufficient room when cutting away from their train to recouple to their train without blocking the road xings entering the plant. Xings must not be blocked by standing cars or trains

MP	Location	Instruction
CML 13.62	US 119	Approach rd xings prepared to stop unless xing protection is seen to be working. If devices are not working, proper flag protection must be provided
CML 9.90	Raccoon	

312.2 HIGHWAY-RAIL CROSSINGS AT GRADE

State Laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except when such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control. Time limits are as follows:

State	Excessive Period of Time
Kentucky	Over 5 minutes

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

401 OPERATING SWITCHES AND DERAILS BY HAND

POWER ASSISTED SWITCHES (PAS)

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

1. The two types are:
 - a. Standard lever type switch 'SLT'
 - b. Hydraulic pump type switch 'HPT'

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

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

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

"Begin OS" and "End OS" – These signs identify the limits of the on switch locations.

"Switch control" – signs placed a distance from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF sequence.

Operating A Power Assisted Switch (PAS)

To operate a PAS, a crew member must perform the following:

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

2. Upon passing the wayside sign reading "Switch Control", a crew member must enter on the road channel the proper

DTMF sequence for the desired switch position as follows:

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

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

"CSX west end Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out."

"CSX west end Alpha MP 123.4, switch is reverse, switch is reverse, CSX west end Alpha out."

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

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

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

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

Train Operations – Exceptions

1. The train must stop short of the 'Begin OS' sign if any of the following occurs:
 - a. No message is received, or
 - b. Switch indicator displays red or is dark.

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

2. If the switch does not respond to the proper DTMF sequence, the 'PAS' must be operated as follows:

- a. Unlock "N/R" box, located on side of switch point indicator bungalow or switch indicator mast,
- b. Push the button or insert switch key and turn key to position that will line switch for proper route and
- c. Train may proceed when the switch point indicator displays the switch is properly lined.

To Change the Original Requested Route

If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign, notify the proper authority and wait 15 minutes from received confirmation,

then enter the proper DTMF sequence described in normal train operations, No.2.

Manual Switch Operations

1. Standard lever type switch (SLT)

If switch indicator light does not respond to proper key controller sequence, 'PAS' must be operated as follows:

- a. Notify the proper authority that switch will be operated by hand.
- b. Unlock switch lock.
- c. Place select lever in hand position.
- d. Operate hand throw lever until switch points are completely lined to the opposite position and back to normal position with movement of hand throw lever to ensure points are controlled by operation of hand lever. This must be done whether or not switch points are lined for desired route.
- e. Line the switch for the proper route.
- f. When making a facing point movement the entire movement must clear switch points before selector lever may be restored to "motor" position.
- g. When making a trailing point movement, restore selector lever to "motor" position after leading wheels of the movement have moved onto the switch point.
- h. Notify the proper authority when switch has been restored to "motor" position.
- i. The same employee who places a 'PAS' in "hand" position, must restore 'PAS' to "motor" position unless other arrangements have been made in accordance with Rule 401.12.
- j. Train may proceed after visually examining switch to ensure the points fit properly.

2. Hydraulic Pump Type Switch (HPT)

If the switch does not respond to proper "push button sequence" the 'PAS' must be operated as follows:

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

Other Instructions

1. Train meets at a power assisted switch – A train that will be met or passed at a 'PAS' must not attempt to line the switch for the opposing or passing train.

2. Switch Position Awareness Form – In TWC-D territory, the conductor must verbally confirm the radio confirmation message and switch point indicator display with all crew members. When the 'PAS' is operated by hand (as per Manual Switch Operations), the conductor will complete the Switch Position Awareness Form.

Engineering Department Operations

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

Note: If any on-track equipment operating in a group does not reliably shunt signal system, the entire group will be governed by manual switch operations as listed above depending on switch type. In non-signaled territory, the indication of these signals will govern movement over the self-restoring power operated switch only. A train that is operating with EC-1 Authority may not exceed Restricted Speed, regardless of the signal indication at the self restoring power operated switch.

POWER ASSISTED SWITCHES (PAS)

Coal Run Branch

Power Assisted Switches (PAS) are installed at the following locations:

MP	Location	Normal	Reverse	Inquiry	Remarks
CMP 1.8	Prater Creek Mine East End	#1751	#1753	#1755	Note
CMP 0.3	Prater Creek Mine West End	#0301	#0303	#0305	Note

Note:

Prater Creek Mine (Revelation Energy)

PAS and derails are HPT (Hydraulic Pump Type) equipped with push button back up controls. Both the switch and derail are equipped with indicator lights. After code is entered the location will announce position over radio:
 Normal (when switch and derail are normal),
 Reverse (when switch and derail are reverse),
 Check (when switch or derail has not completed its throw and needs to be checked).

Coal Run Branch

Derail

Indicator Light	Switch Status
Green	Derail normal in the derailing position
Yellow	Derail reversed in non-derailing position
Red or Dark	Derail needs to be checked

401.11 OPERATING SWITCHES AND DERAILS BY HAND

The normal position for the following derails is in the off or non-derailing position.

MP	Location	Owner
CMG 112.5	Shelby Yard	Mechanical Department

402 SPRING SWITCHES

Spring Switches are at the following locations:

MP	Location	Normal Position	Speed when Springing
CMN 6.4	EE Esco CSDG	CSDG	15 MPH Facing
CMN 7.8	WE Esco CSDG	Main Trk	15 MPH Springing
CMP 20.9	Sawmill CSDG - East End of Trk		20
CMP 19.6	Sawmill CSDG - West End of Trk	Siding Trk	15
CMP 12.1	Coal Run CSDG - East End of Trk	Main Trk	
CMP 10.8	Coal Run CSDG - West End of Trk	Siding Trk	

407.1 LEAVING EQUIPMENT IN THE CLEAR

Identification of Clearance Points – On Other Than Main Track where a yellow tie is located, the yellow tie will be considered the clearance point. If a yellow tie is not present, the clearance point will be determined per Rule 407.1.

409 SECUREMENT OF CARS

Testing Hand Brakes

When operating conditions out side of a yard do not permit testing of hand brakes in accordance with Rule 409.4, the following procedure will be followed:

1. Apply sufficient handbrakes on the cars left standing
2. Check the hand brakes chains to ensure they are tight and not caught or binding on any part of the equipment
3. Release the train brakes and independent brakes
4. Ensure the brake shoes on the "B" end of the cars are against the wheels
5. If necessary apply power and observe a retarding effect to determine the hand brakes are sufficient to hold the cars to be left unattended
6. If the number of hand brakes is not sufficient, add

additional hand brakes and retest

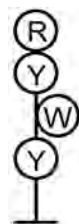
The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
CMN 7.0	Esco	Loads: 5% but not less than 3 HB Empties: 3 HB
CMN 7.9	Pike 29 - Damron Fork	Loads: 25 HB Empties: 8 HB
CMN 14.2	Myra	Loads: 10% but not less than 4 HB Empties: 3 HB
CMN 14.8	Burkes Branch	Loads: 100% Empties: 5 HB each end of cut plus every 5th car in cut
CMP 30.1	Burke Station	Loads: 50% Empties: 20%
CMP 28.3	Jesse Branch	Loads: 25% but not less than 5 HB Empties: 20% but not less than 4 HB
CMP 21.8	Goff	Loads: 2 HB east of loadout, 10% but not less than 4 HB on loads west of loadout Empties: 2 HB east of loadout
CMP 20.1	Cars left standing west of west crossing at Sawmill	Loads: 25% but not less than 4 HB Empties: 10% but not less than 3 HB
CMP 18.0	Bevins Branch	Loads: 3 HB Empties: 2 HB
CMP 10.8	Coal Run CSDG	
CMP 9.5	Scotts Branch	
CMP 7.5 - CMP 2.0	Coal Run Hill	Loads: 20% but not less than 5 HB Empties: 10%
CMP 1.0	Coal Run Yard	Loads: 4 HB Empties: 3 HB

504 GENERAL SIGNAL RULES

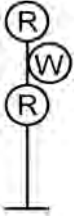
SIGNAL ASPECTS AND INDICATIONS NOT IN CONFORMITY WITH OPERATING RULES AS FOLLOWS

The following signals are in effect at Torchlight scales:



Name: Medium Approach - Weigh

Indication: Proceed at not exceeding medium speed prepared to comply with weighing instructions at next signal.



Name: Weigh

Indication: Proceed in accordance with weighing instructions and approach next signal prepared to comply with signal indication, not exceeding restricted speed

504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules
Big Sandy SD	C1281-C1298

504.27 GENERAL SIGNAL RULES

Where slide detector fences are in service they are interconnected with the automatic block signal system to restrict train movement when activated.

1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station
CMG 112.8	Shelby	Cont	008, 014-6	Wayside
	Shelby Yardmaster		008	Terminal
CMG 101.8	Pauley		008, 014-6	Wayside
CMG 90.5	Betsy Lane		008, 014-6	
CMG 88.0	Ivel		008, 014-6	
CMG 83.5	Beaver Jct		008, 014-6	
CMG 73.5	Prestonsburg		008, 014-6	
CMG 67.5	Auxier		008, 014-6	
CMG 60.2	Paintsville Yard (Martin Yardmaster)		008-3	Terminal
CMG 51.2	Whitehouse		008, 014-6	Wayside
CMG 42.5	Richardson		008, 014-6	
CMG 33.0	Chapman		008, 014-6	
CMG 24.8	Louisa		008, 014-6	
CMG 11.0	EE Burnaugh		008, 014-6	
CMG 10.0	WE Burnaugh		008, 014-6	
CMG 5.0	Catlettsburg		008, 014-6	
CMN 0.0	Shelby Yard		008-4	Terminal
CMN 7.9	Esco		008, 014-3	Wayside
CMN 12.0	Elwood		008, 014-3	
CMN 16.4	Dorton		008, 014-3	
CMP 3.5	Tunnel	008, 014-7		
CMP 3.2	Shelby UM	008-5	Terminal	
CMG 73.5	Prestonsburg	008, 014-6	Wayside	

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

1010 EMERGENCY TRANSMISSIONS

1. Select the appropriate train dispatcher channel, and enter tone 9.
2. Answer-back tone may be provided but is not required. The person transmitting the emergency message can immediately begin transmitting the emergency message after determining that the channel is clear. Positive identification procedures must be followed.

2. INSTRUCTIONS RELATING TO SAFETY RULES

2000 SAFETY RESPONSIBILITIES

Locomotive Safety

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

1. If for any reason you smell fumes, etc. on the locomotive, get off the locomotive immediately, then notify the proper authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.
2. Caution must be exercised when slippery conditions exist, such as, rain, snow, or mud. The floor area should be free from slip, trip and fall hazards. After dark, a light should be used when first entering the cab area.
3. All radio, HTD and other such panels should be checked to ensure they are properly latched and secured to prevent them from opening during the trip.
4. Sidewall heaters should be checked and any plastic bottles, trash, etc. must be removed from these devices.

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

2102 RIDING EQUIPMENT

Employees are prohibited from riding the side of equipment next to an occupied track. Employees may ride on the side of a clear track.

MP	Location
CMG 112.5	Shelby Yard / Trks 1 thru 11 - Trk Centers

2300 PROCEDURES OF THE STORAGE, LIGHTING, HANDLING AND EXTINGUISHING OF FUSEES

The use of fusees and smoking is prohibited on the premises of all grain elevators.

3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

4000 EQUIPMENT HANDLING GENERAL RULES

HANDLING ROTARY COUPLER EQUIPPED CARS

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

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

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

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
CMG 89.9	Tram	None
CMG 70.2	OX Cabin	
CMG 51.0	Whitehouse	
CMG 32.6	Chapman	
CMG 15.8	Zelda	

4300 SLIDE DETECTOR FENCE

MP
CMG 58.8 - CMG 58.7
CMG 33.4 - CMG 33.2

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

Scale Tracks

Locomotives may be operated over the live rail of scales at Torchlight.

SV&E Branch, Coal Run Branch, Middle Creek Branch

The following restrictions apply to multiple-unit consists:
 A maximum of eight (8) units may be used in a locomotive consist in multiple control.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CMG 27.1	Holt, KY

4400 TUNNELS

Tunnels are at the following locations:

MP	Tunnel
CMG 57.6 - CMG 57.6	Buffalo
CMN 6.0 - CMN 6.2	Robinson Creek
CMN 10.9 - CMN 11.0	Long Fork
CMP 3.9 - CMP 3.6	Coal Run

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

Rapid Discharge Air Dump Systems

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

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

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

4451 HANDLING OVERWEIGHT CARS

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

4473 HANDLING CABOOSES, SHOVING PLATFORMS, PUSH CARS OR REMOTE CONTROL PLATFORM CARS (RCPC)

SV&E Branch

PLATFORMS, PUSH CARS OR REMOTE CONTROL PLATFORM CARS (RCP)

It is permissible to handle a caboose or shoving platform on the head end of empty trains.

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

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

MP Locations	Double Stack	Multi-Level
Big Sandy SD	18'2"	Prohibited

4551 MOVING LARGE ENGINEERING EQUIPMENT

When Ditcher Spreader Car is plowing snow, it Must Not:

1. Have short hood of locomotive against ditcher spreader
2. Be shoved by a locomotive consist exceeding two units
3. Handle more than 5 cars, including ditcher spreader and caboose
4. Exceed track speed and will be governed by instructions of supervisor accompanying the movement as to further speed reductions.

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5309.2 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access To Mechanical Desk

A. Train Handling Rules Requirement

1. To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive operators 24 hours a day. This will enable the locomotive operator to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
2. The Mechanical Department can be reached at the following numbers:

Mechanical Department Telephone Numbers

RNX 8-388-5540

RNX 8-388-5555

Bell 800-624-8385

3. Details of the malfunction or failure must be properly reported on the locomotive work report Form 5001B.

B. Dispatcher / Mechanical Communication

1. A mobile telephone system is in place on locomotive radios.
2. This telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive operator and mechanical department personnel by radio.
3. If the locomotive is in an area that does not have mobile access, the locomotive operator will be able to contact the train dispatcher who will be able to connect the operator with the mechanical department personnel via the radio channel.
4. If the train dispatcher needs to end the conversation between the operator and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time, the conversation between the locomotive operator and the mechanical department personnel will end and may be continued at a later time.

C. Radio Rules Compliance

1. All applicable radio rules will apply.
2. Communication between the operator and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
3. The conductor will continue to monitor the road channel while the operator is talking with the mechanical department personnel.

D. Mobile Units – To Telephone

From the directory of base locations below, find the frequency (TX/RX = 019/077, 016/088, 087/052 or 042/077) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

1. Select the desired radio channel (TX/RX = 019/077, 016/088, 087/052 or 042/077).
2. Depress the access code for the desired base and wait for dial tone.
3. If the base station is on the CSX network, dial the desired telephone number.
4. If the base is SDN, dial 1-700 then the CSX network number.
5. If the base is Non-SDN, you cannot make a call on the

CSX network. However, you can call an 800 number.

6. Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

E. Base Locations

Note: 1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.

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

Big Sandy SD

Location	TX	RX	Acc	Dis
Louisa, KY (SDN)	087	052	511*	511#
Paintsville, KY (SDN)	019	077	521*	
Beaver Jct, KY (SDN)	019	077	531*	531#
Shelby Yard, KY (SDN)	019	077	541*	541#
Elkhorn City, KY (SDN)	019	077	551*	551#

5355 LEAVING LOCOMOTIVES UNATTENDED

The following procedure is to be followed to attach ground/yard air to a parked train when locomotive(s) will not furnish air supply to train's brake pipe:

1. Secure and test hand brakes on equipment.
2. Ensure the independent brake is cut in and in the full application position.
3. Make a full service brake pipe reduction of the automatic brake.
4. After brake pipe exhaust stops, cut out the automatic brake and place in the handle off position.
5. Shut down locomotive(s).
6. Place the isolation switch in the isolate position and open the battery knife switch.
7. Couple the ground/yard air supply to the front end brake pipe hose of the lead locomotive.
8. Open the brake pipe angle cock and the ground/yard air angle cock to permit air to flow through the locomotives to keep the freight cars brake equipment charged.
9. When the ground/yard air line is removed from the lead end of the lead locomotive, return the automatic brake handle to release position and cut in.

5502 TRACTIVE EFFORT

Coal Run Branch

A maximum of 18 powered axles may be used to assist westward loaded trains that do not exceed 21,000 tons. No train that contains empties will be assisted unless the helper is properly positioned and cut in the train.

5502.6 TRACTIVE EFFORT - MAKING BACK UP OR SHOVING MOVEMENTS

Back-Up Movement

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

Exception: When shoving/backing trains containing more than 50 empty aluminum coal hoppers, maximum head end power will not exceed 15 powered axles and the automatic brake is not to be used except when making a planned stop or in cases of emergency.

Under no circumstances should more than minimum reduction be applied for this purpose. After stopping and if a further back up movement is necessary, the train brakes must be allowed to release before continuing the shoving movement.

5554 STOPPING

Trains operating on Other Than Main Track, that handle a block or blocks of 10 or more cars that are 80 feet or longer must stop with the slack stretched per 5554.2 except:

*Yarding trains from Main Track where grade prevents use of Stretch Brake Method, slack must be controlled by supplementing with automatic brake (5554.1).

*When stopping a shoving movement stretched (5554.4).

*When grade prohibits stopping shoving movement with slack stretched, make auto brake reductions sufficient only to keep slack bunched and limit output of locomotive to prevent excessive buff forces (5554.3).

When stopping a train per 5554.2 – Brake cylinder pressure on the locomotives must be actuated off when making brake pipe reductions in order to prevent undesirable slack action from occurring.

5556 SWITCHING

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

Locomotive	Tonnage	Minimum Cars with Air
Single Locomotive	3,000 or less	0
	3,001 - 5,000	3
	5,001 - 7,000	5
	7,001 & above	8
Two or More Locomotives	4,000 or less	0
	4,001 - 7,000	3
	7,001 & above	5

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

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

Additional cars with air cut in must be considered and added as necessary, due to changing weather and rail conditions that can increase stopping distances.

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Reference Rule 206 Two Way Telemetry and Rule 206.9 En route Failures and Defects.

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING - AVERAGE GRADE

Coal Run Branch

MP	Average Grade
CMP 7.2 - CMP 3.9	1.2
CMP 31.0 - CMP 27.7	1.53

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Coal Run Branch

1.0% to 1.25% Grade Requirements

Tonnage is total trailing tonnage including Locomotives not in Dynamic Brake.

EDBA Chart - Maximum Speed for Loaded Unit Trains (coal, grain, etc.)

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
2000 or less	0	0	0	1	2	3	4	5
2001 to 3000	0	0	0	1	3	4	6	7
3001 to 4000	0	0	0	1	3	5	7	9
4001 to 5000	0	0	0	2	4	7	9	11
5001 to 6000	0	0	0	2	5	8	11	13
6001 to 7000	0	0	0	2	5	9	12	15
7001 to 8000	0	0	0	2	6	10	14	18
8001 to 9000	0	0	0	2	7	11	16	20
9001 to 10000	0	0	0	3	8	13	17	22
10001 to 11000	0	0	0	3	8	14	19	24
11001 to 12000	0	0	0	3	9	15	21	26
12001 to 13000	0	0	0	3	10	16	22	28
13001 to 14000	0	0	0	3	10	17	24	30
14001 to 15000	0	0	0	4	11	19	26	33
15001 to 16000	0	0	0	4	12	20	27	35
16001 to 17000	0	0	0	4	13	21	29	37
17001 to 18000	0	0	0	4	13	22	31	39
18001 to 19000	0	0	0	4	14	23	32	41
19001 to 20000	0	0	0	5	15	25	34	43
20001 to 21000	0	0	0	5	15	26	36	45
21001 to 22000	0	0	0	5	16	27	37	47
22001 to 23000	0	0	0	5	17	28	39	50
23001 to 24000	0	0	0	5	18	29	41	52
24001 to 25000	0	0	0	6	18	31	42	54
25001 to 26000	0	0	0	6	19	32	44	56
26001 to 27000	0	0	0	6	20	33	46	58
27001 to 28000	0	0	0	6	20	34	47	60
28001 to 29000	0	0	0	6	21	35	49	62
29001 to 30000	0	0	0	7	22	37	51	65

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Coal Run Branch

1.0% to 1.25% Grade Requirements

Tonnage is total trailing tonnage including Locomotives not in Dynamic Brake.

EDBA Chart - Maximum Speed for Mixed Freight Trains (including empty unit and intermodal)

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
2000 or less	0	0	0	0	0	1	2	3
2001 to 3000	0	0	0	0	0	1	3	4
3001 to 4000	0	0	0	0	0	1	3	5
4001 to 5000	0	0	0	0	0	2	4	6
5001 to 6000	0	0	0	0	0	2	5	7
6001 to 7000	0	0	0	0	0	2	5	8
7001 to 8000	0	0	0	0	0	2	6	10
8001 to 9000	0	0	0	0	0	2	7	11
9001 to 10000	0	0	0	0	0	3	7	12
10001 to 11000	0	0	0	0	0	3	8	13
11001 to 12000	0	0	0	0	0	3	9	14
12001 to 13000	0	0	0	0	0	3	9	15
13001 to 14000	0	0	0	0	0	3	10	16
14001 to 15000	0	0	0	0	0	4	11	18
15001 to 16000	0	0	0	0	0	4	11	19
16001 to 17000	0	0	0	0	0	4	12	20
17001 to 18000	0	0	0	0	0	4	13	21
18001 to 19000	0	0	0	0	0	5	13	22
19001 to 20000	0	0	0	0	0	5	14	23
20001 to 21000	0	0	0	0	0	5	15	24
21001 to 22000	0	0	0	0	0	5	15	25
22001 to 23000	0	0	0	0	0	5	16	27
23001 to 24000	0	0	0	0	0	6	17	28
24001 to 25000	0	0	0	0	0	6	18	29
25001 to 26000	0	0	0	0	0	6	18	30
26001 to 27000	0	0	0	0	0	6	19	31
27001 to 28000	0	0	0	0	0	6	20	32
28001 to 29000	0	0	0	0	0	7	20	33
29001 to 30000	0	0	0	0	0	7	21	35

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Coal Run Branch

1.51% to 1.75% Grade Requirements

Tonnage is total trailing tonnage including Locomotives not in Dynamic Brake.

EDBA Chart - Maximum Speed for Loaded Unit Trains (coal, grain, etc.)

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
2000 or less	0	1	3	4	6	7	9	10
2001 to 3000	0	1	4	6	8	11	13	15
3001 to 4000	0	1	5	8	11	14	17	20
4001 to 5000	0	2	6	10	14	18	21	25
5001 to 6000	0	2	7	12	16	21	26	30

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
6001 to 7000	0	2	8	14	19	24	30	35
7001 to 8000	0	2	9	15	22	28	34	40
8001 to 9000	0	2	10	17	24	31	38	45
9001 to 10000	0	3	11	19	27	35	42	50
10001 to 11000	0	3	12	21	30	38	46	55
11001 to 12000	0	3	14	23	32	42	51	60
12001 to 13000	0	3	15	25	35	45	55	65
13001 to 14000	0	4	16	27	38	48	59	69
14001 to 15000	0	4	17	29	40	52	63	74
15001 to 16000	0	4	18	30	43	55	67	79
16001 to 17000	0	4	19	32	45	59	71	84
17001 to 18000	0	4	20	34	48	62	76	89
18001 to 19000	0	5	21	36	51	66	80	94
19001 to 20000	0	5	22	38	53	69	84	99
20001 to 21000	0	5	23	40	56	72	88	104
21001 to 22000	0	5	24	42	59	76	92	109
22001 to 23000	0	6	26	43	61	79	97	114
23001 to 24000	0	6	27	45	64	83	101	119
24001 to 25000	0	6	28	47	67	86	105	124
25001 to 26000	0	6	29	49	69	90	109	129
26001 to 27000	0	6	30	51	72	93	113	133
27001 to 28000	0	7	31	53	75	96	117	138
28001 to 29000	0	7	32	55	77	100	122	143
29001 to 30000	0	7	33	57	80	103	126	148

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

Coal Run Branch

1.51% to 1.75% Grade Requirements

Tonnage is total trailing tonnage including Locomotives not in Dynamic Brake.

EDBA Chart - Maximum Speed for Mixed Freight Trains (including empty unit and intermodal)

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
2000 or less	0	0	1	2	4	5	7	8
2001 to 3000	0	0	1	3	5	8	10	12
3001 to 4000	0	0	1	4	7	10	13	16
4001 to 5000	0	0	1	5	9	13	16	20
5001 to 6000	0	0	1	6	10	15	20	24
6001 to 7000	0	0	1	7	12	18	23	18
7001 to 8000	0	0	1	8	14	20	26	32
8001 to 9000	0	0	1	8	15	22	29	36
9001 to 10000	0	0	1	9	17	25	32	40
10001 to 11000	0	0	1	10	19	27	35	44
11001 to 12000	0	0	1	11	20	30	39	48
12001 to 13000	0	0	1	12	22	32	42	52
13001 to 14000	0	0	1	13	24	35	45	55
14001 to 15000	0	0	1	14	25	37	48	59
15001 to 16000	0	0	2	15	27	39	51	63
16001 to 17000	0	0	2	15	29	42	55	67
17001 to 18000	0	0	2	16	30	44	58	71
18001 to 19000	0	0	2	17	32	47	61	75
19001 to 20000	0	0	2	18	34	49	64	79
20001 to 21000	0	0	2	19	35	52	67	83

Tonnage	15	20	25	30	35	40	45	50
	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
21001 to 22000	0	0	2	20	37	54	70	87
22001 to 23000	0	0	2	21	39	56	74	91
23001 to 24000	0	0	2	22	40	59	77	95
24001 to 25000	0	0	2	22	42	61	80	99
25001 to 26000	0	0	2	23	44	64	83	103
26001 to 27000	0	0	2	24	45	66	86	107
27001 to 28000	0	0	2	25	47	69	90	110
28001 to 29000	0	0	2	26	49	71	93	114
29001 to 30000	0	0	2	27	50	74	96	118

5600 HELPER SERVICE

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

Helper Link Operation

Prior to performing any work activity associated with Helper Link Equipment, wear proper Safety Equipment and have a proper Job Briefing to ensure the highest degree of safety to yourself and others.

IMPORTANT NOTE: The Helper Link Equipment consists of two (2) boxes held together by four (4) clamp locks. Each box weighs approximately 35 pounds. Never attempt to change Helper Link control as one unit. Always unlock the four clamps and take the connecting cable between the upper and lower boxes loose. Always change each box separately. The Helper Link control boxes attach to the helper locomotive on the end of the locomotive being coupled to the rear car of train.

Installation

Steps for Installation of the Helper Link control boxes:

- Place the lower unit of the Helper Link control box on the locomotive platform and secure.
- Install the upper unit of the Helper Link control box on top of the lower unit and secure.
- Open main reservoir and brake pipe angle cocks on the helper locomotive to remove condensation.
 - Condensation must be blown from the pipe from which air is taken before coupling hoses.

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

 - When preparing the Helper Link for removal, before uncoupling main reservoir and brake pipe, the air must be bled from these hoses using the bleeder button on the hose coupler, before separating.
- Make the following four (4) connections on the lower control box.
 - Main Reservoir Hose: Connect the main reservoir hose on the helper locomotive to the main reservoir hose of the control box.
 - Brake Pipe Hose: This hose is coupled to the brake pipe hose on the helper locomotive.
 - Locomotive Jumper Cable: The locomotive jumper cable is inserted into the Helper Link control box.

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

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

6. Ensure that all hoses and locomotive jumper cables will not interfere with the operation of the lift chain, which has been connected to the coupler.

7. Safety Check

a. Check to see that the two units that make up the Helper Link control are locked together and secured to the helper locomotive.

b. Check to see that the main reservoir hose, brake pipe hose and the lift mechanism hose are locked into place in the Helper Link control box to ensure they don't come apart when the air is turned into the unit.

Operation of Equipment

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

Testing Equipment

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

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

Attaching to Train

Before attaching to the rear of the train, the operator will stop prior to coupling and ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train.

After coupling to the rear of the train, stretch slack to ensure that the coupling has been made and position the helper locomotive brake equipment per Air Brake Train and Equipment Handling rules. The helper locomotive operator will then make a visual inspection from the walkway of the helper locomotive to see the telemetry device is still in place and none of the hoses will be affected by the coupler once the movement begins.

The helper employee will open the Helper Link box lid and perform the following start-up tasks:

1. Thumbwheel switch assembly numbers must be the same as the ID code number on the EOT device.

2. Check the communication between the Helper Link and the end-of-train telemetry device by pressing the Com/Check (communication check) pushbutton. The alphanumeric display will say "Com OK". If the display shows "No Com.", this will indicate the Helper Link is not communicating with the end-of-train telemetry device. If this occurs, the brake pipe hose on the rear car will be coupled to the helper locomotive brake pipe hose and both angle cocks opened. The brake test and train operation will be performed in the conventional manner, and the Helper Link equipment will not be used.

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

4. Close Helper-Link Lid

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

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

Detaching from Train

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

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

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

Engineer Alarm Feature

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

Helper-Link Operation with AC Locomotive

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

Short Version

1. From the IFC screen, push the key to go to SPEED CONTROL
2. From there push the key to go to POWER REDUCTION
3. From the Power Reduction screen, set the power setting to 100%, then push the key under the toggle switch on the screen to set to MU
4. Then when ready to activate the helper link in a throttle setting other than idle, 1 or higher then push the key under the on-off toggle switch on the screen to ON. This will activate the helper link.

Helper Link Use with G.E. AC Locomotives

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

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

1. On IFC screen, access SPEED CONTROL menu
2. Go to SLOW SPEED screen
3. Train Load can be set to any setting light, med, or heavy
4. Set Speed can be at any setting 0.10, etc.
5. For the Helper Link to work from the SLOW SPEED screen, train speed has to be 10 MPH or less because above 10 MPH, the slow speed control kicks out.
6. To activate Helper Link, be in a throttle setting, preferably #1 in the direction of travel
7. Push the ON key to turn on the SLOW SPEED control. This should activate the Helper Link and pull the pin.

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

5604 OPERATING A HELPER EQUIPPED TRAIN

Freight trains containing intermodal or automobile rack cars may be assisted with helper engines attached to the rear of the train provided the helper engines have only one (1) locomotive under power. If the locomotive is an AC locomotive, make certain the locomotive's output is limited to 100 kilo pounds.

5708.3 DISTRIBUTED POWER OPERATING INSTRUCTIONS AND RESTRICTIONS

DP remote consist(s) not in unit train service must be placed no closer than mid train between the head end locomotive consist and the rear of the train. DP remote consist(s) in unit train service can be doubled together the way the two unit trains came in and are not restricted to the mid train restriction.

Example: A manifest train consisting of 200 cars must not have a DP remote consist any closer than the 101 position in the train. A unit train carrying grain on the head end of 80 cars and 110 car coal train the DP power can be on the head end of the coal behind the grain train.

TRAIN TYPE	MAXIMUM LENGTH ALLOWED EXCLUDING LOCOMOTIVE
Manifest or bulk commodity trains operating with a single DP remote consist, cut in or on rear of train	9,000 feet between lead consist & remote DP consist
Solid intermodal train operating with a single DP remote consist, cut in or on rear of train	10,000 feet between lead consist & with DP consist
Any train with 2 DP remote consist	8,000 feet between each consist

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CMG 77.6	Lancer Tipple	Equipment other than coal cars	Prohibited under tipple or beyond chute
CMG 5.1	Calgon	Locomotives	Prohibited over thawing units unless thawing units are turned off
CMG 4.8	Savage Branch		
CMG 2.3	Leach No 1 Plant (Note)		

MP	Location	Equipment	Restriction
CMG 2.3	Leach No 2 Plant (Note)	Locomotives	Prohibited east of No 1A spot or west of No 42 spot
CMP 28.1	Jesse Branch	Equipment other than coal cars	Retractable chutes must be raised or upright before passing
CMP 27.2	Fairway		
CMP 9.5	Scotts Branch Loadout	Tier 4 Lomotive starting with CSXT 3250 & above	Must not operate under the loadout
CMP 9.0	Winns IT Standard Elkhorn Mining	Equipment other than coal cars	Retractable chutes must be raised or upright before passing
CMP 0.5	Prater Creek Tipple	Locomotives	Must not pass under chute

NOTE: Reacher cars must be used to avoid the possibility of igniting highly flammable vapors at Leach.

LONG CARS

Eastward Trains – Cars 80 feet or longer enroute to Big Sandy SD must be handled so that trailing tonnage does not exceed 300 tons.

7. CLOSE CLEARANCE

MP	Location	Remarks
CMG 87.3	Ivel Mine	Tipple
CMG 87.1	Banner Mine	Bldg
CMG 84.2	Black Diamond Coal	
CMG 84.1	Banner Mine	Tipple
CMG 18.9	AEP	Fence
CMG 17.8		
CMG 5.2	Calgon West End	Gate-Shaker Shed
CMG 3.2	Marathon Oil	Bldg
CMG 2.8		
CMG 2.0		Fence
CMG 1.5		

SV&E Branch

MP	Location	Remarks
CMN 7.2	Landmark Coal	Tipple
CMN 7.9	Pike 29 Mine	
CMN 14.2	Teco Coal - Myra	

Coal Run Branch

MP	Location	Remarks
CMP 31.0	Burke Station	Under Tipple
CMP 27.8	Solutions	Unloading facility

MP	Location	Remarks
CMP 27.5	Jesse Branch Mine	Tipple & East End
CMP 21.8	Goff Mine	Tipple & Load Trks
CMP 18.0	Bevins Branch Mine	Tipple & East End
CMP 9.5	Scotts Branch	Tipple & West End
CMP 0.6	Prater Creek Tipple	Tipple
CML 9.0	Tri State Salvage	Cleanout

Middle Creek Branch

MP	Location	Remarks
COQ 8.0	Beverly Ann	Tipple
COQ 0.1	Sand Trk	Sand tipple

8. MISCELLANEOUS

GENERAL MISCELLANEOUS

CMG 112.5 Shelby Yard

CMG 60.0 Paintsville Yard – Big Sandy crews called out of Russell to taxi anywhere other than Paintsville or Shelby for a train must secure all necessary paperwork prior to departing the on duty location.

Crews must notify their supervisor or the Assistant Chief Network Operations (ACNO) if all necessary paperwork is not available within 20 minutes of their on duty time.

CMG 112.5 Shelby Yard

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

2. The normal position of all switches on the Thoroughfare is for movement on the Thoroughfare. The switches on yard lead tracks located at each end of the Thoroughfare may be left in the position last used.

3. Regardless of signal indication, trains or OTE must not foul Ford's Branch or Shelby without permission of the yardmaster when on duty.

4. The SV&E Junction switch will be left in the position last used.

CMG 60.0 Paintsville Yard

The Yard Industrial Track (ID Track) is the yard track on the south side of Paintsville Yard extending between the crossover at the west end Paintsville Yard and EAS Dawkins. Trains or OTE must not foul or occupy this track without permission of the yardmaster. When there is no yardmaster on duty, this permission must be obtained from the control station.

CMG 29.9 Torchlight Scales

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

The WAS at CH Cabin governing movement on No 1 Track is arranged to display Medium Approach Weigh when the WAS at scale displays Weigh.

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

Weighing Instructions

The scale at Torchlight is designed to weigh between 4.5 and 8.5 MPH and will be turned on by sensors located 200 feet from the scale in each direction. The scale is equipped with a computer voice that advises the condition of weighing on Channel 008. Accurate weighing speeds must be maintained between 4.5 and 8.5 MPH.

When the scale is ready to weigh, the system will transmit "CSX Torchlight scale is ready."

While the scale is in the weighing mode, the speed of the train in tenths of a MPH will be transmitted.

If the scale is out of tolerance or will not weigh, a message will be transmitted "scale has failed." If this message is received, stop the train and contact the control station for instructions. Anytime a stop is made on the scale for 2 minutes or longer, the scale goes into standby.

If re-weighing is necessary, secure permission from the control station to back up clear of the scales, wait two (2) minutes for the scale to reset, and the ready message to be transmitted before beginning to reweigh.

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

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

Use of sand on the scales is prohibited.

Speed on scale track must not exceed 10 MPH in either direction.

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

Only westward trains will weigh at Torchlight.

CMG 18.0 AEP Power Plant

Crews working in and out of Big Sandy Power Plant will notify the power plant of the following:

1. Notify the plant prior to entering the plant either by train or vehicle.
2. Notify the plant when exiting the plant either by train or vehicle.

3. Work being performed - i.e; delivering train, pulling train, leaving and or entering plant, etc.
4. Obtain the name of the plant representative contacted.

The plant will be contacted using the mobile radio units to telephone instructions. The following AEP phone numbers are to be used and are manned by AEP 24 hours a day.

Primary number: 606-686-2415, Ext 1150
 Secondary number: 606-686-2415, Ext 1250

In order to facilitate dumping, after supplying loaded coal trains to the power plant, the locomotives will be positioned and left in the clear on the east end of the plant. If for any reason this move cannot be completed, the conductor is required to notify the LE Dispatcher so arrangements can be made to position the locomotives.

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

Middle Creek Branch

COQ 1.0 – The Middle Creek Branch is out of service from COQ 1.0 to the end of track. The derail at COQ 8.0 will be left in normal position.

Transportation Worker Identification Card (TWIC) Program and Requirement

Under federal law, employees are required to obtain and have in their possession a government mandated identification card (TWIC) in order to enter and/or perform their job in federally secured port facilities.

In order to enter the facility at Marathon, employees must have this government mandated identification card (TWIC).

Obtaining paperwork from Marathon:

If it is necessary to go to the Marathon Trailer, it will require CSX employee have a valid TWIC card.

If you do not have a valid TWIC card, the following procedure will be followed:

1. After setting off, proceed west on the Main Track to the mailbox located adjacent to the Marathon trailer at CMG 3.2.
2. Acquire necessary paperwork from the mailbox.
3. If you have questions or issues with paperwork, sound the locomotive horn and a Marathon employee will meet the conductor at the mailbox to resolve the issue.

Note: Operating on the Big Sandy mainline, setting off/picking up at Marathon in the track adjacent to #1 Main and working H coal are not considered inside the facility and do not require a TWIC.

Required paperwork for relief train crews

When train crews are relieved on line of road or in terminals that will require a relief crew, they must leave all the required paperwork for that train on the lead locomotive of that train. The paperwork must be in a conspicuous location for the relieving train crew.

NOTE: Such paperwork pertains to: Air Brake Test Slip,

consist, hazmat instructions, profile graphs, train bulletins, any updated paper work that may have been performed on line of road, etc.

New Hires in Training

When a trainee is assigned to a job, line of road, yard and/or local, they are to stay with the job until the “crew” is relieved, unless otherwise instructed by a manager.

The foreman or conductor will be held responsible to ensure that the trainee stays for the full tour of duty, and must report to the responsible manager if a trainee leaves prior to entire crew being relieved from service.

Crews Called For Deadhead And Turn Trains

All T&E crews on this subdivision that are called for a deadhead and turn train will get all needed paperwork and train documentation at their home terminal before deadheading to their train. If all needed paperwork, train documentation and transportation to the train are not available within 20 minutes of the crew's on duty time, the crew is to contact the Assistant Chief Network Operations (ACNO).

Crews are expected to use the transportation provided from their home terminal to transport them directly to their train unless otherwise instructed by the Operations Center.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMG 109.5	EE Ulmet	#2 East
CMG 108.1	WE Ulmet	West
CMG 92.9	Hale 3	East
CMG 91.6	Dunes Mine	
CMG 88.5	EE Ivel Mine	
CMG 87.2	WE Ivel Mine	West
CMG 84.9	EE Allen	East
CMG 83.7	WE Allen Stg	West
CMG 78.3	EE Lancer	East
CMG 77.4	WE Lancer	West
CMG 77.3	Bull Creek	East
CMG 67.2	West Powder Track	#1 West
CMG 42.5	Richardson Spur	
CMG 37.7	Sand Spur	#2 East
CMG 32.6	CH Spur	West
CMG 26.4	Adams Spur	
CMG 18.9	AEP	East
CMG 17.8		West
CMG 17.3	Bakers Spur	East
CMG 10.5	EE Burnaugh	
CMG 10.3	WE Burnaugh	West
CMG 5.5	EE Calgon	#1 East
CMG 5.2	WE Calgon	#1 West
CMG 4.8	Savage Branch	
CMG 3.5	Marathon Oil	#1 East
CMG 2.5	RCC	#2 East
CMG 1.3	H Coal	West

SV&E Branch

MP	Station	Switch Opening
CMN 7.2	Landmark	West

MP	Station	Switch Opening
CMN 7.9	Pike 29	East
CMN 10.6	Virgie House Trk	

Coal Run Branch

MP	Station	Switch Opening
CMP 28.7	EE Jesse Branch	East
CMP 27.4	EE Fairway	
CMP 27.4	WE Jesse Branch	West
CMP 26.7	WE Canada	
CMP 21.8	EE Goff	East
CMP 20.9	WE Goff	West
CMP 18.7	EE Bevins Branch	East
CMP 17.3	WE Bevins Branch	West
CMP 9.7	EE Scotts Branch	East
CMP 9.1	WE Scotts Branch	West
CMP 1.7	EE Stone Coal	East
CMP 0.2	WE Prater Creek	West

9. HIGHWAY ROAD CROSSINGS

203.2 LOCOMOTIVE BELL AND HORN

The following locomotive bell and horn requirements apply when approaching and passing through the highway-rail crossings identified in this table

The locomotive bell and horn must be operated, as prescribed by applicable Operating Rules, when any of the following conditions are encountered

- In cases of an emergency, or
- When Roadway Workers are present, or
- When people are present, or
- When notified of a highway-rail crossing malfunction.

MP / Location	Xing Type	DOT#	Horn	Bell	Hours
CMG 60.21	PC	915474P	Yes	Yes	Cont
CMG 59.01		227141P			
CMG 16.44		227041K	No	No	
CMG 7.28		227010L	Yes	Yes	
CMG 5.17		227004H			
CMG 4.77		227003B			
CMG 4.09		227001M			

ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type	
CMG 106.79	Island Creek Rd	227241U	M	
CMG 100.36	Coal Run Rd	227225K		
CMG 97.74	Broadbottom Rd	227220B		
CMG 94.90	Hurricane Rd/ Boldman	227216L		
CMG 93.33	Old Harold Rd/ KY 979	227215E		
CMG 92.68	Cedar Hill Rd	227213R		
CMG 89.96	1st St/ Tram	227210V		
CMG 85.55	KY 1426	227203K		
CMG 84.91	Banner Coal Rd (Allen)	926158X		P
CMG 82.69	Depot St	227196C		M
CMG 82.59	Dwale/ CR 1071A	227194N		
CMG 77.23	Bull Creek Rd	227179L		

MP	Location	DOT#	Type	
CMG 72.21	Cliff Rd	227169F	P	
CMG 67.19	CR 1364	227155X	M	
CMG 63.95	Industrial Park	227152C	P	
CMG 61.63	Van Lear/ Rte 302	227148M	M	
CMG 58.82	KY 05810	227140H		
CMG 57.88	Concord Rt	227139N		
CMG 57.15	SR 1107	227137A		
CMG 55.86	Thelma Ln	227132R		
CMG 27.09	Private Rd	227076L		
CMG 24.71	Franklin	227065Y		
CMG 24.65	Madison/ Rt 3	227064S		
CMG 24.57	Main St	227063K		
CMG 24.47	Pike St	227061W		
CMG 24.10	Public Way	227058N		
CMG 18.37	KY Power	227050J		
CMG 17.88	(KY Power Co)	227047B		
CMG 16.60	Gene Wilson Rd	227042S		P
CMG 10.18	Inco Xing	227019X		M
CMG 7.28	US 23	227010L		
CMG 6.62	Marigold Docks	227009S		
CMG 6.35	Riverway S	231637E	P	
CMG 6.18	Tri-State Terminal	228249C		
CMG 5.17	Calgon Carbon Corp	227004H	M	
CMG 4.77	Calgon Carbon Corp	227003B		
CMG 3.69	Private Rd	226998Y	P	
CMG 3.53	Ashland Petrol	231562H	M	
CMG 2.72	Ashland Petrol	226993P		
CMG 2.12	Ashland Petro	226991B	P	
CMG 1.95	Ashland Petro Dr	226989A		
CMG 1.86	Private	228240R	M	
CMG 1.72	84 Lumber	226987L		
CMG 0.45	37th St	226982C		
CMG 0.34	36th St	226981V		
CMG 0.22	35th St	226980N		
CMG 0.16	34th St	226979U		

SV&E Branch

MP	Location	DOT#	Type	
CMN 0.29	KY2552	228120A	M	
CMN 2.39	US 122	228124C		
CMN 3.94	Sookeys Creek Rd	228128E		
CMN 4.95	Rt 122	228130F		
CMN 5.68	US 122	228133B		
CMN 7.87	SR 1469	228230K		
CMN 9.12	KY 14690	228148R		C
CMN 10.77	Dorton-Virgie Rd	228154U		M
CMN 11.29	Dorton-Virgie Rd	228155B		
CMN 12.43	Dorton-Virgie Rd	228158W		
CMN 12.83	CR 1582	228161E		

Coal Run Branch

MP	Location	DOT#	Type
CMP 26.70	KY 194	228054P	M
CMP 25.62	KY 194	228058S	C
CMP 25.08	KY 194	228062G	
CMP 24.05	KY 194	228063N	

MP	Location	DOT#	Type
CMP 13.68	SR 3111	228080E	C

WINNS BRANCH

MP	Location	DOT#	Type
CML 9.90	KY 1441	228013K	M
CML 13.62	SR 3111	228085N	

10. TERMINAL INSTRUCTIONS

NONE

11. LOADED UNIT CRUDE OIL TRAINS

NONE

12. POSITIVE TRAIN CONTROL

NONE

SPEED TABLE

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