



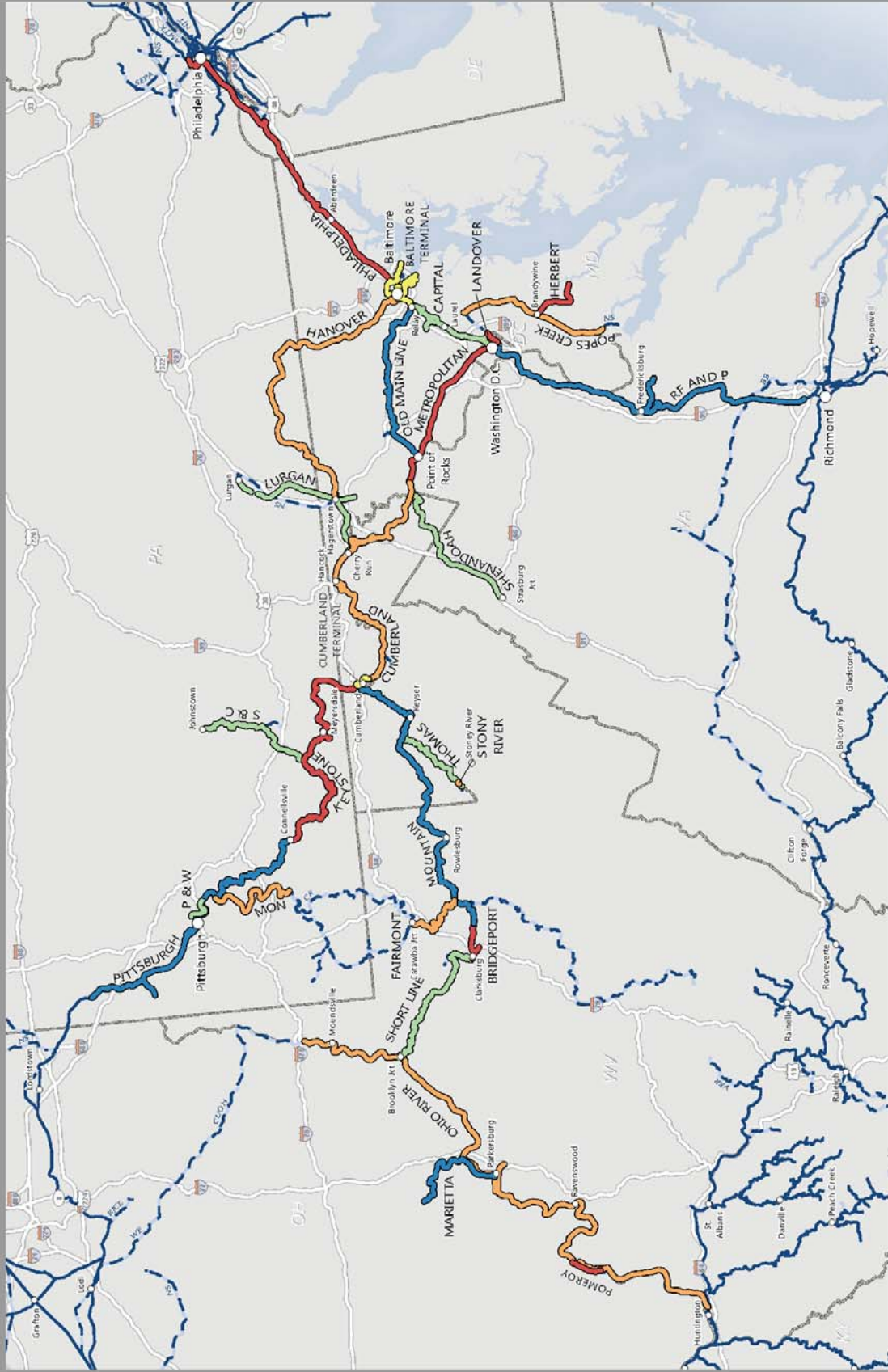
**BALTIMORE DIVISION  
TIMETABLE NO.2**

**EFFECTIVE  
FRIDAY, JULY 1, 2016  
AT 0001 HOURS  
CSX STANDARD TIME**

**J.H. Wright  
Division Manager**

# BALTIMORE DIVISION

APRIL  
2016



— Baltimore Division  
— CSX Operating Agreements  
— CSX Network  
● CSX Cities

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### SUBDIVISIONS

NAME	CODE	DISP	PAGE
BALTIMORE TERMINAL	BZ	BE	1
BRIDGEPORT	PU	BF	17
CAPITAL	WS	BC	21
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HANOVER	HV	BF	47
HERBERT	HB	BC	53
KEYSTONE	MH	BB	55
LANDOVER	L0	BC	65
LURGAN	LR	BF	69
MARIETTA	MV	BF	73
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MON	M4	BA	85
MOUNTAIN	MT	BF	91
OHIO RIVER	OR	BF	99
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SHENANDOAH	SJ	BB	163
SHORT LINE	SO	BF	167
STONY RIVER	SR	BF	171
THOMAS	TM	BF	175

### DIVISION SPECIAL INSTRUCTIONS

NAME	PAGE
BALTIMORE	DSI 1

## CONTACT NUMBERS

<b>EMERGENCY CONTACT VIA RADIO</b> 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)
<b>Director Network Operations</b>
<b>Public Safety Coordination Center</b> Police Fire Department Unsafe Motorist Reporting Company Hazardous Materials Hot Line
<b>Employee Assistance Group</b>

## BALTIMORE DIVISION CONTACT NUMBERS

<b>Safety Hot Line</b>
<b>Accident Hot Line</b>
<b>Hazardous Material Hot Line</b>
<b>Chief Train Dispatcher</b>
<b>Chief Train Dispatcher</b>
<b>Director Train Operations</b>



# TIMETABLE LEGEND

## STATION LISTING AND DIAGRAM PAGES

### 1 – HEADING

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

### 2 – COLUMN HEADINGS AND LISTINGS

#### A. AUTHORIZED SPEED

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

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

#### B. MILEPOST

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

28.0
29.0

#### C. STATION

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

#### D. TRACK DIAGRAM

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

#### E. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

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

#### F. NOTES

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

### 3 – SYMBOLS USED

#### A. TRACK

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

## B. SPEED REFERENCES

### SP – Refer to Speed Tables

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

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

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

#### D. ROAD CROSSINGS

##### Crossing Types:

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

##### Types of Activation:

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

#### E. DEFECT AND CLEARANCE DETECTORS

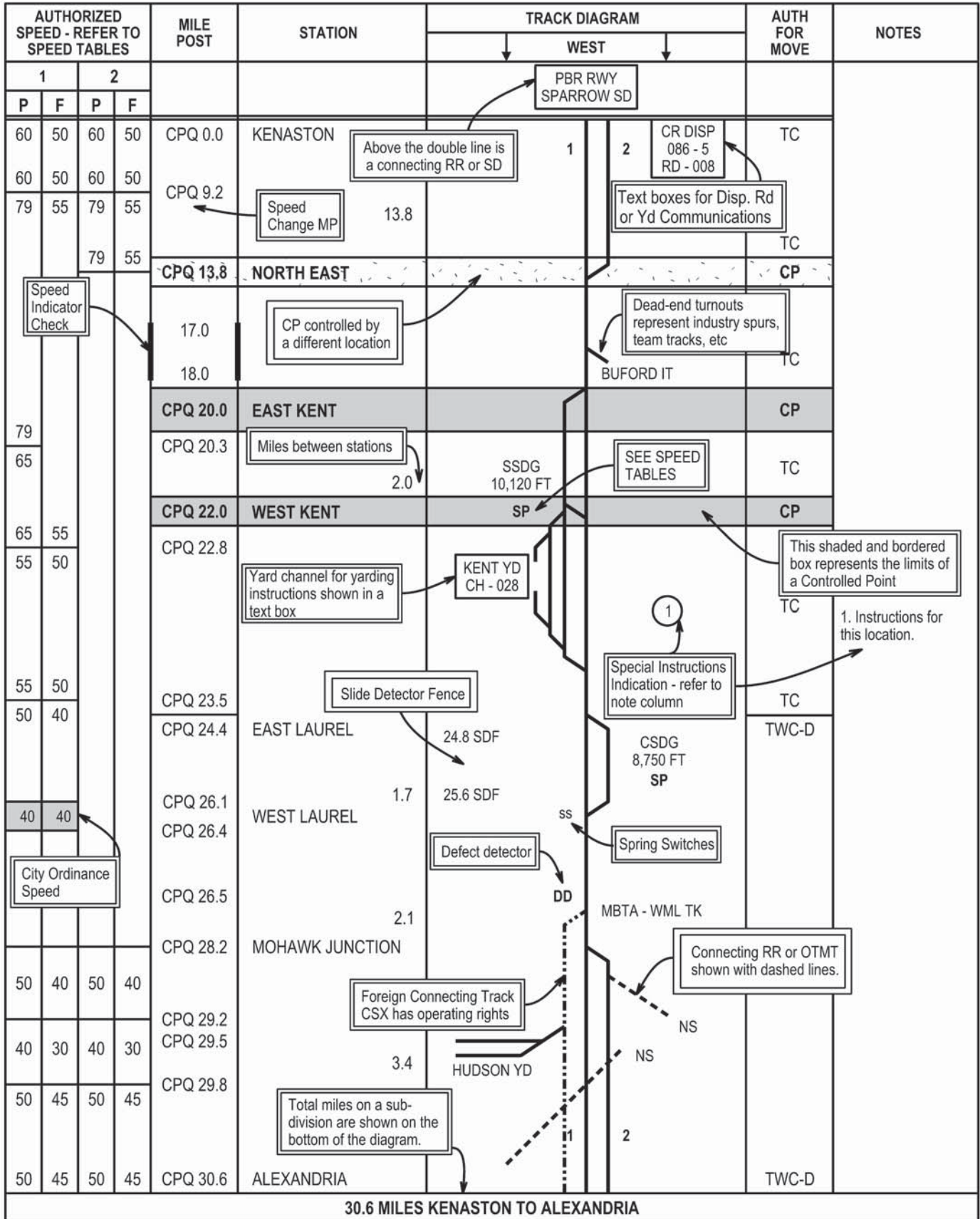
HBD – Hot Box Detector  
DED – Dragging Equipment Detector  
HIWI – High or Wide Clearance Detector

#### F. COMMUNICATIONS TEXT BOXES

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

CM DISP 094-7 RD - 008
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# LEGEND - SAMPLE SUBDIVISION - SS



Baltimore  
 4724 Hollins Ferry Rd  
 Baltimore, MD 21227

J.H. Wright  
 Division Manager

Division Phone Numbers		
	RNX	BELL
Division Manager	[REDACTED]	[REDACTED]
Assistant Division Manager	[REDACTED]	[REDACTED]
Superintendent Train Operations	[REDACTED]	[REDACTED]
Senior Road Foreman of Engines	[REDACTED]	[REDACTED]
Manager of Safety and Operating Practices	[REDACTED]	[REDACTED]
Division Engineer	[REDACTED]	[REDACTED]
Division Signal Engineer	[REDACTED]	[REDACTED]
Mechanical Superintendent	[REDACTED]	[REDACTED]
Trainmaster Passenger Services	[REDACTED]	[REDACTED]
Manager Hazardous Material	[REDACTED]	[REDACTED]
Assistant Division Engineer	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

Philadelphia  
 1600 Schylkill Ave.  
 Philadelphia, PA 19146

**TITLE**

**RNX**

**BELL**

Terminal Manager  
 Terminal Trainmaster

[REDACTED]  
 [REDACTED]

[REDACTED]  
 [REDACTED]

**Line of Road Trainmasters**

**OFFICE LOCATION**

**SUBDIVISION(S)**

**RNX**

**BELL**

Baltimore, MD	PA		[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Brunswick, MD	OM, SJ, ME		[REDACTED] 00
Connellsville, PA	PI, MH	[REDACTED]	[REDACTED]
Cumberland, MD	CU	[REDACTED]	[REDACTED] 759-2193
Cumberland, MD	MH, SC	[REDACTED]	[REDACTED] 759-2248
Cumberland, MD	MT, TM, SR	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED] 6
Hagerstown, MD	HV, LR	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]		[REDACTED]
[REDACTED]	WS		[REDACTED]
[REDACTED]	M4	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

**Road Foreman of Engines**

**OFFICE LOCATION**

**SUBDIVISION(S)**

**RNX**

**BELL**

Baltimore, MD	BZ, WS, HV, PA		[REDACTED]
Brunswick, MD	WS, HB, P0, OM, ME		[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Roadmasters		
<u>OFFICE LOCATION</u>	<u>RNX</u>	<u>BELL</u>
Baltimore, MD	[REDACTED]	[REDACTED]
Connellsville, PA	[REDACTED]	[REDACTED]
Cumberland, MD	[REDACTED]	[REDACTED]
[REDACTED]		[REDACTED]
[REDACTED]		[REDACTED]
Hanover, PA		[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Jessup, MD	[REDACTED]	[REDACTED]
Meyersdale, PA	[REDACTED]	[REDACTED]
Pittsburgh, PA	[REDACTED]	[REDACTED]
[REDACTED]		[REDACTED]
Wilmington, DE		[REDACTED]
[REDACTED]		[REDACTED]
Grafton, WV	[REDACTED]	[REDACTED]
Marietta, OH		[REDACTED]
Ravenswood, WV		[REDACTED]

Engineering-C&S		
<u>OFFICE LOCATION</u>	<u>RNX</u>	<u>BELL</u>
Baltimore, MD		[REDACTED]
Connellsville, PA		[REDACTED]
[REDACTED]		[REDACTED]
[REDACTED]		[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]		[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]



**Train Dispatching Operations**

4714 Hollins Ferry Rd  
Baltimore, MD 21227

**Chief Train Dispatcher**

[REDACTED]

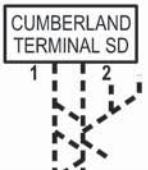
**Director Train Operations**

[REDACTED]

[REDACTED]

<b>TITLE</b>	<b>RNX</b>	<b>BELL</b>	<b>FAX</b>
<b>BA Dispatcher</b> Pittsburgh, P&W, Mon	[REDACTED]	[REDACTED]	
<b>BB Dispatcher</b> Keystone, S&C, Cumberland, Cumberland Terminal, Shenandoah	[REDACTED]	[REDACTED]	
<b>BC Dispatcher</b> Capital, Herbert, Landover, Metropolitan, Old Main Line, Popes Creek	[REDACTED]	[REDACTED]	
<b>BD Dispatcher</b> RF&P	[REDACTED]	[REDACTED]	
<b>BE Dispatcher</b> Baltimore Terminal, Philadelphia	[REDACTED]	[REDACTED]	
<b>BF Dispatcher</b> Bridgeport, Fairmont, Hanover, Lurgan, Marietta, Mountain, Ohio River, Pomeroy, Short Line, Stony River, Thomas	[REDACTED]	[REDACTED]	

# KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						WEST			
									
1		2							
P	F	P	F	BF 178.4	VIADUCT JCT				
25	25	25	25	BF 178.6		1	2	TC	1. Mt Savage - Eastward trains with an Approach Signal at Mt Savage will stop at BF 179.5.
				BF 178.9	0.7				
35	25	35	25	<b>BF 179.3</b>	<b>FRANKLIN ST</b>		CP EAST ONLY	<b>CP</b>	
				BF 180.7				TC	2. Ellerslie - Eastward trains being held at Ellerslie will stop in vicinity of BF 184.3.
40	35	40	35	BF 182.3	4.5			(1)	
79	50	79	50	BF 183.8	ELLERSLIE			BB DISP 094 - 2 RD 008	
75		75		BF 183.9				(2)	
60		60		BF 184.4					
79		79		BF 185.2	3.2	1	2		
55		55		185.5					
79		79		BF 186.2				TC	
				186.5					
				<b>BF 187.0</b>	<b>COOKS MILLS</b>	DD		<b>CP</b>	
					3.2			TC	
				<b>BF 190.2</b>	<b>HYNDMAN</b>			<b>CP</b>	
				BF 190.8				TC	
79	50	79	50	BF 191.4					
60	40	60	40	BF 192.6		BF 192.2			
35	25		30	BF 193.7					
30		35		BF 194.1					
35				BF 194.6	9.3				
30		30		BF 195.3					
		35		BF 195.4					
35				BF 196.9					
30		35		BF 197.5		1	2		
30		30		BF 199.5	FO TOWER CROSSOVERS	SP			
35		30		BF 199.6					
		35							
35	25	35	30	BF 200.3		DD		TC	

# KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						WEST			
1		2							
P	F	P	F						
35	25	35	30	BF 201.7				TC	
			35	BF 202.1					
35		50		BF 202.2					
50				BF 205.6	9.7				
40		40	35	BF 206.9		1	2		
		35	30	BF 207.0					
30				BF 208.4				TC	
35									
35	25	35		BF 209.1				TC	
40	30	40		<b>BF 209.2</b>	<b>MANILA</b>			<b>CP</b>	
						BF 209.3			
40		40		BF 209.5	1.8			TC	
45		45							
				<b>BF 211.0</b>	<b>SAND PATCH</b>			<b>CP</b>	
				BF 211.1		1	2		
45	30	45	30	BF 212.7				TC	
40		40		BF 213.7	5.1				
45		45		BF 215.1		DD			
45		45		BF 216.1	SALISBURY JCT				
40		40		BF 216.4					
40		40		BF 217.7	2.3			TC	
35		35							
				<b>BF 218.4</b>	<b>YODER</b>			<b>CP</b>	
35		35		BF 219.2	1.1			TC	
40		40							
				<b>BF 219.5</b>	<b>GARRETT</b>			<b>CP</b>	
40	35	40		BF 220.9				TC	
45		45		BF 221.7					
40	35	40	35	BF 223.1	7.3				
50	45	50	45	BF 225.4				TC	
45	40	45	40			1	2		

# KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES		
						WEST					
1		2									
P	F	P	F								
45	40	45	40	BF 226.8 ROCKWOOD BF 227.0 BF 228.4 BF 230.2 BF 231.4 BF 232.0 BF 232.2 BF 234.1	8.4		TC				
45	40	45									
55	45	55									
		55									
55	45	50									
45	45	45									
45	45	45									
45	40	45									
50	45	50									
50	45	45	40							TC	
<b>SINGLE</b>				<b>BF 235.2</b>	<b>PINKERTON</b>			<b>CP</b>			
P		F									
35		30			2.7			TC			
<b>SINGLE</b>				<b>BF 237.9</b>	<b>FORT HILL</b>			<b>CP</b>			
1		2									
P	F	P	F								
40	30	40	30	BF 239.0 = BFJ 6.0 BF 239.6 BF 239.8 BF 240.9 BF 241.4 BF 242.9 = BFJ 0.0	6.4		TC				
30	30										
50	40										
50	40										
40	35										
40	35										
40	35	40	35							TC	
<b>SINGLE</b>							<b>BF 244.3</b>	<b>DRAKETOWN</b>			<b>CP</b>
40	35	40	35								
55	40	55	40	BF 245.6 BF 247.8 BF 250.1	7.5		TC				
45	40	45									
40	35	40	35							TC	

# KEYSTONE SUBDIVISION - MH

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						WEST			
1		2							
P	F	P	F						
40	35	40	35	BF 251.5		1	2 BF 250.8	TC	
45	40	45	40	BF 251.8	HK TOWER			CP	
				BF 252.1		DD		TC	
45	40	45	40	BF 253.0		BF 252.9			
30	30	30	30	BF 253.7					
40		40		BF 256.5					
30		30		BF 257.4		1	2		
35		35		BF 258.4					
40		40		BF 259.1		BF 258.8			
30		30		BF 259.4	15.0				
40		40		261.0					
				262.0					
40	30	40	30	BF 263.0					
55	45	55	45						
55		55		BF 266.0					
50	45	50	45	BF 266.2		DD			
45	40	45	40			1	2	TC	
		45	40	BF 266.7				TC	
				BF 266.8	CASPARIS (NO 2 ONLY)			CP	
45	40			BF 267.2				TC	
55	45				1.6				
55	45			BF 268.4		1	2	TC	
							PITTSBURGH SD		

89.8 MILES BF 178.6 TO BF 268.4



# KEYSTONE SUBDIVISION - MH BFJ TRACK - LOW GRADE

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						WEST			
1		2				BF MP NO 1	BFJ MP NO 2		
P	F	P	F						
		35	30	BFJ 239.0 = BFJ 6.0	6.0	1	2	TC	
		30		BFJ 5.2					
				BFJ 4.4					
		40		BFJ 4.0					
		35		BFJ 1.0					
			30	BFJ 0.0 = BFJ 242.9		1	2	TC	
6.0 MILES BFJ 6.0 TO BFJ 0.0									

# KEYSTONE SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- KEYSTONE

Trk	MP/Location	P	F	
Both	BF 178.6 - 178.9	25	25	
Both	BF 178.9 - 180.7	35		
Both	BF 180.7 - 182.3	40	35	
Both	BF 182.3 - 183.8	79	50	
Both	BF 183.8 - 183.9	75		
Both	BF 183.9 - 184.4	60		
Both	BF 184.4 - 185.2	79		
Both	BF 185.2 - 186.2	55		
Both	BF 186.2 - 191.4	79		
Both	BF 191.4 - 192.6	60		40
1	BF 192.6 - 193.7	35		25
2	BF 192.6 - 193.7			30
1	BF 193.7 - 194.1	30		25
2	BF 193.7 - 194.1	35	30	
1	BF 194.1 - 194.6		25	
2	BF 194.1 - 194.6	30		
1	BF 194.6 - 195.3	30	25	
2	BF 194.6 - 195.3		30	
1	BF 195.3 - 195.4	35	25	
2	BF 195.3 - 195.4		30	
1	BF 195.4 - 196.9	30	25	
2	BF 195.4 - 196.9		30	
1	BF 196.9 - 197.5	30	25	
2	BF 196.9 - 197.5	35	30	
1	BF 197.5 - 199.5	30	25	
2	BF 197.5 - 199.5		30	
1	BF 199.5 - 199.6	35	25	
2	BF 199.5 - 199.6	30	30	
1	BF 199.6 - 201.7	35	25	
2	BF 199.6 - 201.7		30	
1	BF 201.7 - 202.1	50	25	
2	BF 201.7 - 202.1		35	
1	BF 202.1 - 202.2	40	25	
2	BF 202.1 - 202.2		35	
1	BF 202.2 - 205.6	30	25	
2	BF 202.2 - 205.6		35	
1	BF 205.6 - 206.9	45	25	
2	BF 205.6 - 206.9		35	
1	BF 206.9 - 207.0	35	30	
2	BF 206.9 - 207.0		30	
1	BF 207.0 - 208.4	35	25	
2	BF 207.0 - 208.4		30	
1	BF 208.4 - 209.1	40	25	
2	BF 208.4 - 209.1		30	
Both	BF 209.1 - 209.5	40	30	
Both	BF 209.5 - 211.1	45	35	
Both	BF 211.1 - 212.7			40
Both	BF 212.7 - 213.7	45		
Both	BF 213.7 - 216.4	40		
Both	BF 216.4 - 217.7	35		
Both	BF 217.7 - 219.2	40		
Both	BF 219.2 - 220.9	45		
Both	BF 220.9 - 221.7	45		

Trk	MP/Location	P	F
Both	BF 221.7 - 223.1	40	35
Both	BF 223.1 - 225.4	50	45
Both	BF 225.4 - 227.0	45	40
1	BF 227.0 - 228.4	55	45
2	BF 227.0 - 228.4		40
1	BF 228.4 - 230.2	50	45
2	BF 228.4 - 230.2		40
1	BF 230.2 - 232.0	45	45
2	BF 230.2 - 232.0		40
Both	BF 232.0 - 232.2	50	45
1	BF 232.2 - 234.1		40
2	BF 232.2 - 234.1	45	45
1	BF 234.1 - 235.2		40
2	BF 234.1 - 235.2	35	40
SG	BF 235.2 - 237.9	40	30
Both	BF 237.9 - 239.0	30	40
1	BF 239.0 - 239.6	50	35
1	BF 239.6 - 240.9	40	40
1	BF 240.9 - 242.9	55	30
Both	BF 242.9 - 245.6	45	40
Both	BF 245.6 - 247.8	40	35
Both	BF 247.8 - 250.1	45	40
Both	BF 250.1 - 251.5	30	30
Both	BF 251.5 - 253.0	40	45
Both	BF 253.0 - 253.7	30	30
Both	BF 253.7 - 256.5	40	
Both	BF 256.5 - 257.4	35	
Both	BF 257.4 - 258.4	40	
Both	BF 258.4 - 259.1	30	
Both	BF 259.1 - 259.4	40	
Both	BF 259.4 - 263.0	55	
Both	BF 263.0 - 266.0	50	
Both	BF 266.0 - 266.2	45	
Both	BF 266.2 - 266.7	45	
1	BF 266.7 - 267.2	55	45
1	BF 267.2 - 268.4		

### AUTHORIZED SPEEDS -- BFJ TRACK - LOW GRADE

Trk	MP/Location	P	F
2	BFJ 6.0 - 5.2	35	30
2	BFJ 5.2 - 4.4	30	
2	BFJ 4.4 - 1.0	40	
2	BFJ 1.0 - 0.0	35	

### ADDITIONAL SPEEDS (SP) -- KEYSTONE

Location	Track Type	P	F
BF 199.5 - 199.5	XOVER	20	20
BF 209.1 - 209.1		10	10
BF 209.2 - 209.3	POCKET	20	20
BF 218.4 - 219.5	SSDG	10	10

**314.5 PROVIDING PROTECTION AT HIGHWAY-RAIL CROSSINGS AT GRADE**

MP	Location	Instructions
BF 178.60 - BF 184.30	Road Xings, Cumberland, MD	Every reasonable effort must be made to not block any rd xing in the city of Cumberland MD. City code states that no train will prevent the use of any street for the purpose of travel for a period of time longer than 5 min

**401 OPERATING SWITCHES AND DERAILS BY HAND POWER OPERATED SWITCH**

**BF 251.8 HK Tower** - The Power Operated Switch is controlled by the BB Dispatcher.

**409 SECUREMENT OF CARS**

The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
BF 187.0 - BF 218.4	Between Cooks Mill & Yoder	1 car = 1 HB, 2 cars = 2 HB, 3 or more cars = 2 HB with min of 30%
BF 237.9 - BF 244.3	Between Fort Hill & Draketown	
BF 254.0 - BF 263.0	Between Ohio Pyle & Indian Creek	

**Exception for certain cars**

Crews setting off conventional TOFC-COFC, loaded spine cars, multi-platform double stack cars or single axle double-stack cars will apply 10% hand brakes plus 2 brakes.

All other equipment will be secured in accordance with Securing Equipment Rules.

**504.1 GENERAL SIGNAL RULES**

MP/Location	Signal Rules
Keystone SD	1281-1298

**1003.6 GENERAL RADIO RULES**

MP	Location	Hours	Channels Assigned	Type Station
BF 182.7	Corriganville	Cont	008, 094-2	Wayside
BF 197.6	Fairhope			
BF 204.8	Philson			
	Dans Rock			
BF 209.9	Sand Patch			
BF 253.4	Ohio Pyle			
BF 257.0	E Uniontown			
BF 258.9	Stewarton			
BF 191.6	Hyndman			
BFJ 5.0	Mt Davis			

**Sand Patch Tunnel**

A radio repeater system has been installed and is activated for radio communications inside Sand Patch tunnel. Radios must be set to the narrow band Channel 081 for transmitting and 008 for receiving in order to maintain communication inside tunnel. Radios that cannot be manually turned to these channels independently will need to be programmed by the Communications Department.

**2. INSTRUCTIONS RELATING TO SAFETY RULES**

NONE

**3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS**

NONE

**4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES**

**4300 DEFECT DETECTORS AND CLEARANCE DETECTORS**

MP	Location	Type	Note
BF 187.0	Cooks Mills	1	None
BF 200.3	Glencoe	2	
BF 215.1	Meyersdale	1	
BF 231.4	Casselman	2	
BF 239.8	Brook	1	
BF 252.1	HK		
BF 266.2	Casparis		
BFJ 4.0	Colflesh		

**4400 THRU TRUSS BRIDGES**

Thru Truss Bridges are at the following locations:

MP	Location
BF 192.2	Hyndman
BFG 1.0	Salisbury Branch

**4400 TUNNELS**

Tunnels are at the following locations:

MP	Tunnel
BF 198.4	Falls Cut
BF 210.0	Sand Patch
BF 239.2	Brook

**4402 LIMITING THE SIZE OF INTERMODAL TRAINS ON OTHER THAN THE WATER LEVEL ROUTE**

Do not operate an intermodal train on other than the water level route that is more than 11,000 tons or 12,000 feet.

## 4466 PLACING EMPTY CARS IN TRAINS

### Empty Car Placement Train Classification Instructions for Manifest Trains:

Empty cars 80 feet and longer (other than a box car) must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In territory where helper locomotives are used on the rear of the train, their tonnage rating should be subtracted to the trailing tonnage listed below when determining the location for the restricted car(s):

Between	Direction	Tonnage
Hyndman & Sand Patch	Westward	3,500
Connellsville & Sand Patch	Eastward	5,100
Connellsville & New Castle	Eastward & Westward	13,300

### Empty Car Placement Instructions for Intermodal Trains Not Containing Military Equipment:

Empty cars 80 feet and longer must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In territory where helper locomotives are used on the rear of the train, their tonnage rating should be subtracted to the trailing tonnage listed below when determining the location for the restricted car(s):

Between	Direction	Tonnage
Hyndman & Sand Patch	Westward	4,750
Connellsville & Sand Patch	Eastward	8,500
Connellsville & New Castle	Eastward & Westward	13,300

### Car Placement Instructions for Intermodal Trains Containing Military Equipment:

An empty single platform intermodal flat car which is 80 feet and longer must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed the amount listed below. In territory where helper locomotives are used on the rear of the train, their tonnage rating should be subtracted to the trailing tonnage listed below when determining the location for the restricted car(s):

Between	Direction	Tonnage
Hyndman & Sand Patch	Westward	3,500
Connellsville & Sand Patch	Eastward	5,100
Connellsville & New Castle	Eastward & Westward	13,300

Unit auto train loaded or empty does not have trailing tonnage restrictions.

## 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
Keystone SD	20'2"	20'2"

## 5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

### 5406 B PROTECTING THE DIESEL ENGINE FROM FREEZING

Maximum units on line

If the temperature is less than 25 degrees Fahrenheit the following classes of locomotives must be kept on line with diesel engines running even if not needed: SW-15, MP-15, MP15T, U18B, B30-7. Other classes in the CSX fleet are equipped with an automatic rev-up feature to prevent damage and can remain isolated.

### 5502 A LIMITING TRACTIVE EFFORT

To limit draft forces, the maximum trailing tonnage for westward trains handled with only head-end power will be restricted to 7,000 tons.

1. On grades where this tonnage will be exceeded, trains will have a rear-end helper.
2. If not on rear-end, the helper must be appropriately positioned as an in-train helper or,
3. The trailing tonnage must be reduced.

### 5559 STEEP GRADE (1% OR MORE) TRAIN HANDLING

#### Brake Pipe Pressure –

The brake pipe pressure on the rear of eastward loaded trains must be 75lbs or higher prior to passing over summit at Sand Patch.

A running release of the train brake will not be made on eastward freight trains operating in this territory.

When the total brake pipe reduction exceeds 18lbs on any eastward freight train operating Sand Patch to Hyndman, the train will be stopped. 30% hand brakes will be applied to the head end of the train to hold it on the grade during the recharge procedure.

If needed, hand brakes may be left on the train to supplement air brakes while descending the rest of the grade. Avoid leaving hand brakes on any empty cars.

#### Use of pressure maintaining valves –

The controlling unit of the lead locomotive consist must be equipped with an operative pressure maintaining feature.

**Dynamic brake requirements:**

When possible, eastward trains having to add additional power to the head end of their train in order to comply with dynamic brake axles requirements to descend a grade must do so prior to passing Yoder, BF 218.4. If power cannot be added west of Yoder, the train must be properly secured while air brake test is performed.

**Train handling –**

**Stretch braking is permitted for Eastward Trains:**

Cresting grade at Sand Patch and stopping and starting train

**Continuous Movement –** As train crests grade, continue to use power and make a minimum reduction between 20 to 22 MPH. Then gradually reduce throttle and apply dynamic brake in such a manner to have speed between 25 and 30 MPH, passing BF 208.0.

**BF 208.0 to 202.1 –** In the vicinity of BF 207.0, train speed will gradually increase due to the heavier grade. When this occurs, make additional light brake applications, if necessary, modulating the dynamic brake to hold speed between 32 and 34 MPH, between BF 206.8 and BF 202.1.

**BF 202.0 to 191.1 –** Approaching BF 202.0, the grade becomes less severe and the speed restriction at BF 202.1 is reduced from 35 MPH to 30 MPH. Therefore, watch deceleration rate very closely, and apply power, if necessary, to keep speed between 25 and 30 MPH between BF 202.0 and BF 198.0. In the vicinity of BF 197.0, grade again increases and train speed will generally begin to increase. If this occurs, it may be necessary to apply dynamic brake or throttle to Hyndman BF 191.0. Then if conditions permit, release train brakes and handle the train in accordance with good train handling procedures.

**5559 LOADED UNIT TRAINS**

**Keystone Subdivision 1.0% to 1.5% Grade Requirements:**

Tonnage	20 MPH Min. EDDBA	25 MPH Min. EDDBA	30 MPH Min. EDDBA
16,001-17,000	14	17	20
17,001-18,000	15	18	20
18,001-19,000	16	18	20

**Keystone Subdivision 1.51% to 1.75% Grade Requirements:**

Tonnage	20 MPH Min. EDDBA	25 MPH Min. EDDBA
16,001-19,000	18	20

Eastward trains exceeding 19,001 tons must descend the grade from Sand Patch, BF 211.0 to Hyndman, BF 190.2 at speeds not exceeding 15 MPH.

**5559 LOADED UNIT TRAINS, INTERMODAL, AND MANIFEST TRAINS**

Tonnage	20 MPH Min. EDDBA	25 MPH Min. EDDBA	30 MPH Min. EDDBA
16,001-17,000	14	17	20
17,001-18,000	15	18	20
18,001-19,000	16	18	20

**5600 HELPER SERVICE**

All trains operating with the helper locomotives on the Keystone SD will be governed as follows:

**Westward:** Unless equipped with a "helper link", helper locomotives assisting westward trains out of Hyndman will not detach until they are west of Petenbrink Road Crossing, BF 217.2. If they are "helper link" equipped, they may detach once they are west of Manila, BF 209.3. If a helper not equipped with "helper link" must detach on grade, the train must be properly secured while air brake test is performed.

**Eastward:** Unless equipped with a "helper link", helper locomotives assisting eastward trains out of Connellsville will not detach until they are east of Hyndman BF 190.2. If they are "helper link" equipped, they will detach at Sand Patch BF 211.0.

Descending heavy grades when helper links are not being used:

The helper locomotive operator will gradually reduce power as the train crests the grade. After cresting the grade, the throttle on the helper will normally be closed during the descent of the grade. A low throttle position 2 or 3 may be used for a short distance to control slack. On other than unit trains, a rear or mid-train helper will not exceed number 1 position while descending grades.

**5655 INCLEMENT WEATHER TRAIN BRAKING**

Locations of heavy snow operation on descending grades averaging in excess of 1.25% or greater for more than 3 miles are listed below. Instruction governing these grades can be found in Division Special Instructions:

MP	Average Grade
BF 191.8 - BF 195.3	1.68%
BF 196.2 - BF 200.5	1.31%
BF 203.1 - BF 209.8	1.47%

Eastward trains will stop and perform required brake inspection at Yoder, BF 218.4.

**6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT**

NONE

**7. CLOSE CLEARANCE**

NONE

**8. MISCELLANEOUS**

**EXCEPTED TRACK**

MP	Location	Track
BFG 0.0 - BFG 3.1	Salisbury Ind Trk	All



## 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
BF 178.76 / Valley St	PB	145051M	No	Yes	Cont
BF 178.99 / Franklin St		145053B			

### ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
BF 178.76	Valley St	145051M	M
BF 178.99	Franklin St	145053B	P
BF 181.80	Rock Cut Rd	145056W	M
BF 183.96	Shellsburg Rd	145061T	
BF 191.77	Market St	145071Y	
BF 191.88	Center St	145072F	
BF 192.28	Old Shellsburg Rd	145073M	
BF 197.60	Fair Hope Rd	145074U	
BF 201.22	Short St	145076H	
BF 212.20	Keystone	145082L	
BF 213.40	Scratch Hill Rd	145083T	
BF 214.80	Meyers Ave	145084A	
BF 214.90	Main St	145086N	M
BF 215.20	North St	145087V	
BF 215.30	Broadway St	145088C	
BF 217.15	Petenbrink Rd	145118S	
BF 227.11	Chestnut St	145266L	P
BF 227.20	Bridge St	145267T	M
BF 231.40	Hugart St	145269G	P
BF 233.90	Markleton Rd	145272P	M
BF 241.40	Second St	145276S	P
BF 243.40	Fairview	145290M	
BF 244.60	Draketown Rd	145293H	M
BF 253.30	Mill Run / 381	145295W	
BFJ 0.43	Casselman St	145289T	P
BFJ 2.63	Hardensville Rd	145284J	M

## 10. TERMINAL INSTRUCTIONS

NONE

## 11. LOADED UNIT CRUDE OIL TRAINS

NONE