

C S X T R A N S P O R T A T I O N
CSXT SYSTEM
JUNE 28, 2017

BULLETINS & NOTICES SYSTEM BULLETIN 001

TO: T&E CREWS AND ALL CONCERNED
SUBJECT: 2017 3RD QUARTER SYSTEM BULLETIN REISSUE
EFFECTIVE: 0001HRS, JULY 1, 2017

.....RULEBOOK SECTION.....
THIS SECTION APPLIES TO CSX SAFEWAY
.....

CHANGE TO SAFE WAY 2007.5
EFFECTIVE: 0001HRS, JUNE 23, 2017 DOCUMENT NUMBER: 029

ITEM 1 - SAFE WAY 2007.5

SAFE WAY RULE 2007.5 IS CHANGED TO READ AS FOLLOWS:

2007.5 WHEN PARKING A CSX COMPANY VEHICLE, DO SO IN A WAY THAT
WILL NOT REQUIRE A BACKING MOVEMENT TO EXIT EXCEPT IN LOTS
DESIGNED FOR DIAGONAL PARKING.

MOUNTING DISMOUNTING EQUIPMENT AND RIDING EQUIPMENT
EFFECTIVE: 0001HRS, JUNE 19, 2017 DOCUMENT NUMBER: 027

ITEM 1 - SAFE WAY 2101.2 RULE CHANGE

A. SAFE WAY RULE 2101.2 IS CHANGED AS BELOW. THE CHANGE ALLOWS EMPLOYEES
WORKING IN REMOTE CONTROL SERVICE WHO HAVE BEEN TRAINED, HAVE
DEMONSTRATED PROFICIENCY, AND QUALIFIED BY A SUPERVISOR OR DURING
TRAINING CONDUCTED AT THE CSX REDI CENTER TO MOUNT AND DISMOUNT MOVING
EQUIPMENT IN COMPLIANCE WITH THE SAFE WAY RULES.

2101.2 EMPLOYEES THAT HAVE BEEN TRAINED AND QUALIFIED MAY MOUNT AND DISMOUNT MOVING EQUIPMENT AT A WALKING PACE NOT TO EXCEED 4 MPH EXCEPT IN CASE OF EMERGENCY. BEFORE MOUNTING OR DISMOUNTING MOVING EQUIPMENT, EMPLOYEES MUST:

1. CHOOSE A LOCATION THAT PROVIDES SOLID FOOTING AND IS FREE OF ANY CONDITION OR OBJECT THAT COULD CAUSE A SLIP, TRIP, OR FALL;
2. VERBALLY COMMUNICATE THE INTENT TO MOUNT OR DISMOUNT MOVING EQUIPMENT TO THE LOCOMOTIVE OPERATOR; AND
3. RECEIVE VERBAL CONFIRMATION FROM THE LOCOMOTIVE OPERATOR THAT THE EQUIPMENT WILL NOT EXCEED 4 MPH AT THE MOUNTING/DISMOUNTING LOCATION.

B. SAFE WAY RULE 2101.3 IS CHANGED AS BELOW. THE CHANGE PROHIBITS MOUNTING AND DISMOUNTING A MOVING TANK CAR (BULLET POINT E.)

2101.3 WHEN MOUNTING, DISMOUNTING, OR CROSSING OVER EQUIPMENT, EMPLOYEES MUST NOT:

- A. HAVE IN HIS OR HER POSSESSION ANY GRIP/BAG OR OTHER ITEM THAT WOULD PREVENT THE FULL USE OF BOTH HANDS, OR
- B. STEP FROM ONE CAR TO ANOTHER, OR
- C. CROSS UNDER EQUIPMENT, OR
- D. JUMP FROM EQUIPMENT OR STRUCTURE TO GROUND LEVEL EXCEPT IN AN EMERGENCY, OR
- E. MOUNT OR DISMOUNT A MOVING TANK CAR OR MOUNT OR DISMOUNT ANY EQUIPMENT IF THE EQUIPMENT IS MOVING TOO FAST, OR
- F. STEP ON OR USE AS A HAND HOLD:
 - A. ANY PART OF THE HAND BRAKE, OR
 - B. CUT LEVER, OR
 - C. ANGLE COCK, OR
 - D. COUPLER, OR
 - E. COMPONENTS OF A CUSHION UNDERFRAME OR SLIDING CENTER SILL.

C. SAFE WAY RULE 2102.1 IS CHANGED AS BELOW. THE CHANGE REMOVES THE PROHIBITION OF RIDING THE SIDE OF EQUIPMENT NOT EQUIPPED WITH TWO VERTICAL GRAB IRONS (BULLET POINT 4).

2102.1 WHEN RIDING ON EQUIPMENT, EMPLOYEES MUST:

1. POSITION BODY TO FACE THE EQUIPMENT AND LOOK IN THE DIRECTION OF TRAVEL,
2. MAINTAIN THREE POINTS OF CONTACT KEEPING SECURE HAND HOLDS AND FOOTING,
3. BE PREPARED FOR UNEXPECTED MOVEMENTS AND SLACK ACTION AT ALL TIMES,
4. RIDE THE SIDE OF CARS EQUIPPED WITH A HORIZONTAL GRAB IRON AT LEAST 12 INCHES ABOVE THE FLOOR OF THE CAR OR AT LEAST ONE VERTICAL GRAB IRON THAT ALLOW AN EMPLOYEE TO STAND UPRIGHT ON THE STEP OR PLATFORM,
5. RIDE THE SIDE OF RAIL CARS OR THE TRAILING END OF A CUT OF CARS EQUIPPED WITH AN END PLATFORM,
6. RIDE THE STEPS OR FRONT/REAR LOCOMOTIVE PLATFORMS WHEN POSITIONED ON THE OUTSIDE OF A MOVING LOCOMOTIVE, AND
7. DISMOUNT BEFORE PASSING A CLOSE CLEARANCE SIGN OR REACHING A CLOSE CLEARANCE.

D. UPON THE EFFECTIVE DATE AND TIME OF THIS BULLETIN; EMPLOYEES WHO HAVE BEEN BRIEFED BY A SUPERVISOR ON THESE RULES AND PROVIDED THE TRAINING AID ON THE PROPER WAY TO RIDE A TANK CAR MAY DO SO IN COMPLIANCE WITH THE SAFE WAY RULES AND THE SAFE WAY RULES CHANGED BY THIS BULLETIN.

NEW SAFE WAY RULE 2102.3 GOVERNING RIDING TANK CARS:

2102.3 WHEN RIDING TANK CARS, EMPLOYEES MUST ENSURE THEY HAVE A FIRM HAND HOLD THAT PREVENTS UNINTENTIONAL MOVEMENT AND:

- A. IF ONLY ONE VERTICAL GRAB IRON, RIDE WITH ONE FOOT IN THE STIRRUPS AND ONE FOOT ON THE END PLATFORM, OR
- B. IF TWO VERTICAL GRAB IRONS, RIDE WITH BOTH FEET IN THE STIRRUPS, OR
- C. IF THE TANK CAR IS THE REAR CAR OF A PULLING MOVEMENT, EMPLOYEES MAY RIDE THE OUTER EDGE OF THE END PLATFORM.

MECHANICAL SAFETY EYEWEAR CHART MODIFICATION

EFFECTIVE: 0001HRS, JUNE 1, 2017

DOCUMENT NUMBER: 023

ITEM 1 - MECHANICAL SAFETY EYEWEAR CHART

THE MECHANICAL SAFETY EYEWEAR CHART, ITEM Z) IS CHANGED AS FOLLOWS:

SPECIFIC OPERATIONS REQUIRING SAFETY EYEWEAR	MANDATORY	OPTIONAL
Z) WORKING UNDER CARS OR EQUIPMENT	FACESHIELD OR COVER TYPE GOGGLES	NONE

RIDING EQUIPMENT SAFE WAY RULE CONVERSION
EFFECTIVE: 0600HRS, MARCH 16, 2017

DOCUMENT NUMBER: 021

ITEM 1 - RIDING EQUIPMENT

A. THE BELOW SAFE WAY RULES ARE WRITTEN IN THE NEW SIMPLIFIED FORMAT.
THE BELOW RULES GO INTO EFFECT IMMEDIATELY.

B. 2102 - RIDING EQUIPMENT

2102.1 WHEN RIDING ON EQUIPMENT, EMPLOYEES MUST:

1. POSITION BODY TO FACE THE EQUIPMENT AND LOOK IN THE DIRECTION OF TRAVEL,
2. MAINTAIN THREE POINTS OF CONTACT KEEPING SECURE HAND HOLDS AND FOOTING,
3. BE PREPARED FOR UNEXPECTED MOVEMENTS AND SLACK ACTION AT ALL TIMES,
4. RIDE THE SIDE OF A CAR EQUIPPED WITH A HORIZONTAL GRAB IRON AT LEAST 12 INCHES ABOVE THE FLOOR OF THE CAR OR TWO VERTICAL GRAB IRONS THAT ALLOW AN EMPLOYEE TO STAND UPRIGHT ON THE STEP OR PLATFORM,
5. RIDE THE SIDE OF RAIL CARS OR THE TRAILING END OF A CUT OF CARS EQUIPPED WITH AN END PLATFORM,
6. RIDE THE STEPS OR FRONT/REAR LOCOMOTIVE PLATFORMS WHEN POSITIONED ON THE OUTSIDE OF A MOVING LOCOMOTIVE, AND
7. DISMOUNT BEFORE PASSING A CLOSE CLEARANCE SIGN OR REACHING A CLOSE CLEARANCE.

- 2102.2 WHEN RIDING ON EQUIPMENT, EMPLOYEE MUST NOT:
- A. PLACE HANDS, ARMS, OR LEGS INSIDE EQUIPMENT WITH SHIFTABLE LOADS OR NEAR THE END GATES OF A DROP END GONDOLA; OR
 - B. OCCUPY SIDE LOCOMOTIVE WALKWAYS ABOVE 4 MPH; OR
 - C. USE BRIDE PLATES OR CONTAINER BRACKETS AS HAND HOLDS ON FLAT CARS; OR
 - D. RIDE:
 - A. PLATFORM BETWEEN COUPLED CARS, OR
 - B. END OF CARS BEING SHOVED UNLESS THE CAR IS EQUIPPED WITH A RIDING PLATFORM THAT HAS A SAFETY RAIL POSITIONED BETWEEN THE EMPLOYEE AND THE END OF THE EQUIPMENT, OR
 - C. COUPLERS, DRAW HEADS, CUT LEVERS, OR CUSHION UNDERFRAME DEVICES, OR
 - D. BOTTOM STEP OF EQUIPMENT WHEN TRAVERSING HIGHWAY-RAIL CROSSINGS AT GRADE, OR
 - E. THE MIDDLE LADDER OF TANK CARS, OR
 - F. THE SIDE OF EQUIPMENT THAT IS ADJACENT TO A MAIN TRACK OR SIDING THAT IS OCCUPIED WITH EQUIPMENT.

SAFE WAY RULE CHANGE

EFFECTIVE: 0001HRS, MARCH 14, 2017

DOCUMENT NUMBER: 019

ITEM 1 - MOUNTING & DISMOUNTING EQUIPMENT

- A. EFFECTIVE AT 0001 ON TUESDAY MARCH 14, 2017; EMPLOYEES WHO HAVE BEEN TRAINED, HAVE DEMONSTRATED PROFICIENCY, AND QUALIFIED BY A SUPERVISOR OR DURING TRAINING CONDUCTED AT THE CSX REDI CENTER MAY MOUNT AND DISMOUNT MOVING EQUIPMENT IN COMPLIANCE WITH THE SAFE WAY RULES BELOW.

EMPLOYEES WHO HAVE NOT BEEN TRAINED, HAVE NOT DEMONSTRATED PROFICIENCY, AND QUALIFIED BY A SUPERVISOR OR DURING TRAINING CONDUCTED AT THE REDI CENTER MUST NOT MOUNT OR DISMOUNT MOVING EQUIPMENT.

THE SAFE WAY RULES BELOW SUPERSEDE CURRENT SAFE WAY RULES GS-11, GS-12, AND GS-13 IN THEIR ENTIRETY. THE SAFE WAY RULES BELOW ARE WRITTEN IN THE STANDARD CSX SIMPLIFIED FORMAT AND NUMBERED TO CORRESPOND TO THE SAFE WAY NUMBERING FOUND IN THE NEW CSX EMPLOYEE OPERATING MANUAL THAT WILL BE EFFECTIVE APRIL 01, 2017.

B.

2101.1 WHEN MOUNTING, DISMOUNTING, OR CROSSING OVER EQUIPMENT, EMPLOYEES MUST:

1. USE LOCOMOTIVE STEPS AND CAR SIDE LADDERS;
2. SCAN THE AREA AND EQUIPMENT FOR HAZARDS;
3. MOUNT AND DISMOUNT CLEAR OF SWITCHES, DERAILS, BRIDGE APPROACHES, CLOSE CLEARANCES, OR ANY OBJECT THAT COULD CAUSE A SLIP, TRIP, OR FALL;
4. FACE THE EQUIPMENT;
5. MAINTAIN THREE POINTS OF CONTACT;
6. PLACE THE DEFINED HEEL OF THE BOOT AGAINST THE LADDER RUNGS AND BRACE FEET AGAINST THE SIDE RAILS;
7. KEEP CLEAR OF ADJACENT TRACKS; AND
8. STOP AT THE BOTTOM STEP OR LADDER RUNG TO CHECK FOR SOLID FOOTING BEFORE DISMOUNTING.

2101.2 EMPLOYEES WORKING IN REMOTE CONTROL SERVICE ARE PROHIBITED FROM MOUNTING OR DISMOUNTING MOVING EQUIPMENT EXCEPT IN CASE OF EMERGENCY. EMPLOYEES NOT WORKING IN REMOTE CONTROL SERVICE THAT HAVE BEEN TRAINED AND QUALIFIED MAY MOUNT AND DISMOUNT MOVING EQUIPMENT AT A WALKING PACE NOT TO EXCEED 4 MPH EXCEPT IN CASE OF EMERGENCY. BEFORE MOUNTING OR DISMOUNTING MOVING EQUIPMENT, EMPLOYEES MUST:

1. CHOOSE A LOCATION THAT PROVIDES SOLID FOOTING AND IS FREE OF ANY CONDITION OR OBJECT THAT COULD CAUSE A SLIP, TRIP, OR FALL;
2. VERBALLY COMMUNICATE THE INTENT TO MOUNT OR DISMOUNT MOVING EQUIPMENT TO THE LOCOMOTIVE OPERATOR; AND
3. RECEIVE VERBAL CONFIRMATION FROM THE LOCOMOTIVE OPERATOR THAT THE EQUIPMENT WILL NOT EXCEED 4 MPH AT THE MOUNTING/DISMOUNTING LOCATION.

- 2101.3 WHEN MOUNTING, DISMOUNTING, OR CROSSING OVER EQUIPMENT, EMPLOYEES MUST NOT:
- A. HAVE IN HIS OR HER POSSESSION ANY GRIP/BAG OR OTHER ITEM THAT WOULD PREVENT THE FULL USE OF BOTH HANDS, OR
 - B. STEP FROM ONE CAR TO ANOTHER, OR
 - C. CROSS UNDER EQUIPMENT, OR
 - D. JUMP FROM EQUIPMENT OR STRUCTURE TO GROUND LEVEL EXCEPT IN AN EMERGENCY, OR
 - E. MOUNT OR DISMOUNT MOVING EQUIPMENT IF THE EQUIPMENT IS MOVING TOO FAST, OR
 - F. STEP ON OR USE AS A HAND HOLD:
 - A. ANY PART OF THE HAND BRAKE, OR
 - B. CUT LEVER, OR
 - C. ANGLE COCK, OR
 - D. COUPLER, OR
 - E. COMPONENTS OF A CUSHION UNDERFRAME OR SLIDING CENTER SILL.

- 2101.4 TO MOUNT MOVING EQUIPMENT, EMPLOYEES MUST:
- 1. FACE THE APPROACHING EQUIPMENT,
 - 2. MOUNT THE:
 - A. LEADING END OF A CAR, OR
 - B. TRAILING END OF A SINGLE CAR OR REAR CAR OF A CUT OF CARS, OR
 - C. LEADING OR TRAILING END OF A LOCOMOTIVE.
 - 3. GRASP HAND HOLDS WITH BOTH HANDS AND STEP INTO THE STIRRUP OR ONTO THE STEP FIRST WITH YOUR TRAILING FOOT (RELATIVE TO THE DIRECTION OF MOVEMENT) IN SYNC WITH THE MOVEMENT THEN THE OTHER FOOT, AND
 - 4. VERBALLY COMMUNICATE TO THE LOCOMOTIVE OPERATOR THAT YOU HAVE SAFELY MOUNTED THE EQUIPMENT.

- 2101.5 TO DISMOUNT MOVING EQUIPMENT, EMPLOYEES MUST:
1. SELECT A SAFE LOCATION TO DISMOUNT WELL IN ADVANCE,
 2. FACE THE DIRECTION OF MOVEMENT,
 3. FOCUS ON THE SELECTED LOCATION AND SCAN FOR HAZARDS JUST PRIOR TO DISMOUNTING,
 4. DROP YOUR TRAILING FOOT (RELATIVE TO THE DIRECTION OF MOVEMENT) FROM THE STIRRUP OR STEP,
 5. LOWER YOUR TRAILING FOOT TO THE GROUND WITH YOUR TOES IN THE DIRECTION OF MOVEMENT,
 6. STEP AWAY WITH THE LEADING FOOT AND RELEASE YOUR LEAD HAND,
 7. MAINTAIN A GRIP ON THE HAND HOLD WITH YOUR TRAILING HAND UNTIL YOUR FEET ARE BALANCED AND MOVING IN SYNC WITH THE EQUIPMENT,
 8. RELEASE YOUR TRAILING HAND FROM THE HAND HOLD AND STEP AWAY FROM THE MOVEMENT, AND
 9. VERBALLY COMMUNICATE TO THE LOCOMOTIVE OPERATOR THAT YOU HAVE SAFELY DISMOUNTED THE EQUIPMENT.

- 2101.6 WHEN CROSSING OVER EQUIPMENT, EMPLOYEES MUST:
1. APPLY THE APPROPRIATE PROTECTION,
 2. ENSURE THE EQUIPMENT IS SECURED AGAINST UNINTENTIONAL MOVEMENT, AND
 3. ONLY CROSS OVER EQUIPMENT THAT:
 - A. HAS SUFFICIENT HAND HOLDS TO ALLOW THREE POINTS OF CONTACT, OR
 - B. IS THE B-END OF AN INTERMODAL WELL CAR (DOUBLE STACK) MAINTAINING THREE POINTS OF CONTACT AND USING SHORT DELIBERATE STEPS.

2101.7 ONLY MECHANICAL EMPLOYEES EQUIPPED WITH THE REQUIRED PPE AND PERFORMING REPAIRS OR MAINTENANCE MAY OCCUPY THE ROOF OF A RAIL CAR OR LOCOMOTIVE.

.....RULEBOOK SECTION.....
 THIS SECTION APPLIES TO CSX OPERATING RULES

OPERATING RULE CHANGES
 EFFECTIVE: 0400HRS, JUNE 27, 2017 DOCUMENT NUMBER: 031

ITEM 1 - RULE CHANGES

- A. THE FOLLOWING TERM IS DELETED FROM THE OPERATING RULES GLOSSARY:
 THREE-STEP PROTECTION TERM AND THE DEFINITION IS DELETED.

B. OPERATING RULE 205.6 IS CHANGED TO READ AS FOLLOWS:

205.6 IF THE INSPECTION OF A MARKER IS TO BE PERFORMED BY AN EMPLOYEE WHO IS NOT A MEMBER OF THE TRAIN CREW, PROTECTION MUST BE PROVIDED BEFORE THE EMPLOYEE FOULS THE EQUIPMENT. THE PROTECTION MUST BE:

A. BLUE SIGNAL PROTECTION WHEN THE TRAIN IS STANDING ON OTHER THAN THE MAIN TRACK, OR

B. OBTAINED BY THE EMPLOYEE WHEN THE TRAIN IS STANDING ON A MAIN TRACK. PRIOR TO FOULING THE EQUIPMENT TO PERFORM THE INSPECTION, THE EMPLOYEE MUST CONFIRM WITH THE LOCOMOTIVE OPERATOR THAT THE TRAIN WILL NOT BE MOVED UNTIL THE INSPECTION IS COMPLETED.

RULE GROUP 414

EFFECTIVE: 0200HRS, JUNE 27, 2017

DOCUMENT NUMBER: 030

ITEM 1 - RULE GROUP 414

A. THE FOLLOWING CHANGES GO INTO EFFECT IMMEDIATELY ON JUNE 26, 2017 REGARDLESS OF THE EFFECTIVE DATE AND TIME OF THIS BULLETIN.

RULE GROUP 414 AND ALL RULES INCLUDED WITHIN THE RULE GROUP ARE DELETED.

RULES 414.1 THROUGH 414.9 ARE DELETED FROM THE RULE BOOK.

B. THE FOLLOWING GLOSSARY TERM IS CHANGED AS BELOW:

FOULING EQUIPMENT - TO BE WITHIN 25 FEET OF THE END OF STANDING EQUIPMENT WITH ANY PART OF THE BODY IN A MANNER THAT IF THE EQUIPMENT WERE TO MOVE, THE EMPLOYEE WOULD BE STRUCK. IT DOES NOT INCLUDE:

- A. OPERATING A BLEED ROD OR CUT LEVER, OR
- B. OPERATING A SIDE MOUNTED HAND BRAKE, OR
- C. MOUNTING OR DISMOUNTING EQUIPMENT.

CHANGE TO OPERATING RULE 204.3

EFFECTIVE: 0001HRS, JUNE 16, 2017

DOCUMENT NUMBER: 026

ITEM 1 - CHANGE TO OPERATING RULE 204.3

OPERATING RULE 204.3 IS CHANGED TO READ AS FOLLOWS:

204.3 EXCEPT WHEN APPROACHING AND TRAVERSING HIGHWAY-RAIL AND/OR PEDESTRIAN-RAIL CROSSINGS AT GRADE, THE HEADLIGHT ON THE LEADING END OF TRAINS MUST MUST BE DIMMED WHEN:

- A. REQUIRED TO PROVIDE FOR THE SAFETY OF EMPLOYEES, OR
- B. AT YARDS WHERE SWITCHING IS BEING PERFORMED, OR
- C. APPROACHING PASSENGER STATIONS WHERE STOPS ARE TO BE MADE, OR
- D. STANDING BEHIND A STOPPED TRAIN, OR
- E. STANDING ON A MAIN TRACK IN NON-SIGNALED TERRITORY, OR
- F. APPROACHING AND PASSING A LOCOMOTIVE CONSIST ON THE HEAD END AND REAR END OF A TRAIN ON AN ADJACENT TRACK, OR
- G. USING HAND SIGNALS.

RULE GROUP 308 RULE CHANGES

EFFECTIVE: 0700HRS, JUNE 15, 2017

DOCUMENT NUMBER: 025

ITEM 1 - RULE GROUP 308 CHANGES

- A. OPERATING RULE 308.6 IS CHANGED TO READ AS FOLLOWS:

308.6 WHEN THERE ARE ADJACENT TRACKS, A TRAIN THAT EXPERIENCES AN EMERGENCY APPLICATION OF THE AIR BRAKES OR EXPERIENCES SEVERE SLACK ACTION WHILE STOPPING MUST NOT PROCEED UNTIL:

- A. WALKING INSPECTION OF THE ENTIRE TRAIN IS PERFORMED TO ENSURE THERE ARE NO CONDITIONS THAT WOULD ENDANGER THE TRAIN OR TRAIN MOVEMENTS ON ADJACENT TRACKS, OR
- B. ROLL-BY INSPECTION NOT EXCEEDING 10 MPH MAY BE PERFORMED BY A CREWMEMBER OR OTHER QUALIFIED EMPLOYEE LOCATED ON THE GROUND IF ALL OF THE FOLLOWING CONDITIONS ARE MET:
 - 1. TRAIN IS NOT A KEY TRAIN,
 - 2. NO SEVERE OR UNUSUAL SLACK ACTION WAS EXPERIENCED WHEN STOPPING,
 - 3. TRAIN BRAKES RELEASE AND BRAKE PIPE PRESSURE IS RESTORED AT THE REAR OF THE TRAIN,
 - 4. VISUAL INSPECTION FROM THE HEAD END DOES NOT INDICATE ANY UNSAFE CONDITIONS,
 - 5. TRACK ADJACENT TO THE TRAIN IN EMERGENCY IS NOT OCCUPIED, AND
 - 6. STARTING AND MOVING THE TRAIN DOES NOT REQUIRE EXCESSIVE POWER.

B. OPERATING RULE 308.7 IS CHANGED TO READ AS FOLLOWS:

308.7 WHEN THERE ARE NO ADJACENT TRACKS, A TRAIN THAT EXPERIENCES AN EMERGENCY APPLICATION OF THE AIR BRAKES OR EXPERIENCES SEVERE SLACK ACTION WHILE STOPPING MUST NOT PROCEED UNTIL A WALKING INSPECTION OF THE ENTIRE TRAIN IS PERFORMED UNLESS ALL OF THE FOLLOWING CONDITIONS ARE MET:

1. TRAIN IS NOT A KEY TRAIN,
2. NO SEVERE OR UNUSUAL SLACK ACTION WAS EXPERIENCED WHEN STOPPING,
3. TRAIN BRAKES RELEASE AND BRAKE PIPE PRESSURE IS RESTORED AT THE REAR OF THE TRAIN,
4. VISUAL INSPECTION FROM THE HEAD END DOES NOT INDICATE ANY UNSAFE CONDITIONS, AND
5. STARTING AND MOVING THE TRAIN DOES NOT REQUIRE EXCESSIVE POWER.

C. OPERATING RULE 308.8 IS CHANGED TO READ AS FOLLOWS:

308.8 WHEN A WALKING INSPECTION IS REQUIRED AND WALKING CONDITIONS MAKE IT IMPOSSIBLE TO INSPECT THE ENTIRE TRAIN, INSPECT AS MUCH OF THE TRAIN AS POSSIBLE. THE TRAIN MAY THEN BE MOVED NOT EXCEEDING 10 MPH TO A POINT WHERE THE INSPECTION CAN BE COMPLETED. IF EXCESSIVE POWER IS REQUIRED TO MOVE THE TRAIN, THE TRAIN MUST BE STOPPED IMMEDIATELY AND THE CAUSE DETERMINED. WHEN PERFORMING A WALKING OR ROLL-BY INSPECTION, VERIFY:

1. NO CARS ARE DERAILED,
2. NO LOAD HAS SHIFTED,
3. TRACK STRUCTURE APPEARS TO BE UNDAMAGED,
4. NO OTHER CONDITIONS EXIST TO PREVENT SAFE MOVEMENT, AND
5. TRAIN DISPATCHER IS INFORMED OF THE RESULTS OF THE INSPECTION.

OPERATING RULE 410.8 CHANGE

EFFECTIVE: 0001HRS, JUNE 7, 2017

DOCUMENT NUMBER: 024

ITEM 1 - OPERATING RULE 410.8

OPERATING RULE 410.8 GOVERNING LOCKING LOCOMOTIVES IS CHANGED AS FOLLOWS:

410.8 BEFORE LEAVING LOCOMOTIVES UNATTENDED, THE CAB DOORS MUST BE LOCKED ON ALL LOCOMOTIVES IN THE CONSIST IN A MANNER THAT PREVENTS UNAUTHORIZED ENTRY EXCEPT WHEN:

- A. NOT EQUIPPED WITH LOCKS, OR
- B. LOCK IS DEFECTIVE, OR
- C. IN A YARD WHERE A SUPERVISOR IS ON DUTY CONTINUOUSLY, OR
- D. ON A TRACK WHERE EMPLOYEES REGULARLY INSPECT, TEST, REPAIR, FUEL, OR SERVICE CARS OR LOCOMOTIVES.

CHANGES TO ON-TRACK SAFETY RULES
EFFECTIVE: 0001HRS, MAY 22, 2017

DOCUMENT NUMBER: 022

ITEM 1 - CHANGES TO ON-TRACK SAFETY RULES

A. THE FOLLOWING RULES CONTAINED WITHIN CHAPTER 7 OF THE CSX EMPLOYEE OPERATING MANUAL ARE CHANGED AS FOLLOWS:

701.2 PRIOR TO STARTING WORK THAT WILL REQUIRE AN EMPLOYEE TO FOUL A TRACK, THE EMPLOYEE-IN-CHARGE OR OTHER DESIGNATED EMPLOYEE MUST PERFORM A JOB BRIEFING WITH THE GROUP TO DISCUSS:

- 1. TASKS TO BE PERFORMED AND SEQUENCE OF BASIC JOB STEPS,
- 2. POTENTIAL HAZARDS,
- 3. REQUIREMENT TO INSPECT TOOLS AND EQUIPMENT BEFORE USE,
- 4. PERSONAL PROTECTIVE EQUIPMENT REQUIRED, INCLUDING FALL PROTECTION,
- 5. TYPE OF ON-TRACK SAFETY PROVIDED,
- 6. ROADWAY MAINTENANCE MACHINE(S) THAT WILL FOUL ANY ADJACENT TRACK,
- 7. ADJACENT TRACK OR ADJACENT CONTROLLED TRACK TO INCLUDE THE TYPE OF ON-TRACK SAFETY FOR THOSE TRACKS IF DEEMED NECESSARY BY THE EMPLOYEE-IN-CHARGE,
- 8. PRE-DETERMINED PLACE OF SAFETY (PPS) WHEN REQUIRED,
- 9. TRACK OR TRACKS PROTECTED AND TIME LIMITS OF PROTECTION,
- 10. RULES GOVERNING ON-TRACK SAFETY BEING PROVIDED,
- 11. CONFIRMATION THAT EIC WILL REMAIN ACCESSIBLE AT ALL TIMES BY RADIO OR PHONE, AND
- 12. CONFIRMATION THAT ALL MEMBERS OF THE GROUP UNDERSTAND THE JOB BRIEFING.

705.1 A LONE WORKER MAY USE INDIVIDUAL TRAIN DETECTION FOR ON-TRACK SAFETY WHEN HE OR SHE :

1. KNOWS THE REQUIRED SIGHT DISTANCE AND HAS COMPLETED A STATEMENT OF ON-TRACK SAFETY (SOTS1) BEFORE FOULING THE TRACK;
2. HAS ACCESS TO A WORKING RADIO;
3. IS PERFORMING ROUTINE MAINTENANCE OR MINOR REPAIRS THAT WILL NOT AFFECT THE SAFE PASSAGE OF TRAINS OR ON-TRACK EQUIPMENT;
4. HAS COMPLETED A REQUIRED JOB BRIEFING, WHEN COMMUNICATION IS AVAILABLE;
5. IS NOT PERFORMING WORK IN AN INTERLOCKING, CONTROL POINT, OR REMOTELY CONTROLLED HUMP YARD;
6. HAS ESTABLISHED A PLACE OF SAFETY;
7. HAS THE ABILITY TO SEE AND HEAR THE APPROACH OF A TRAIN OR ON-TRACK EQUIPMENT AND THAT ABILITY IS NOT IMPAIRED BY NOISE, LIGHTS, WEATHER CONDITIONS, PASSING EQUIPMENT ON ADJACENT TRACKS, OR ANY OTHER CONDITION;
8. IS NOT PREVENTED FROM HEARING THE APPROACH OF A TRAIN OR ON-TRACK EQUIPMENT AND NO POWER OPERATED TOOLS OR ROADWAY MAINTENANCE MACHINERY THAT CANNOT BE READILY REMOVED BY HAND IS IN USE; AND
9. MAINTAINS THE REQUIRED SIGHT DISTANCE AND HAS THE UNRESTRICTED ABILITY TO REACH THE PREDETERMINED PLACE OF SAFETY AT LEAST 15 SECONDS BEFORE A TRAIN MOVING AT THE MAXIMUM AUTHORIZED TRACK SPEED REACHES HIS OR HER LOCATION.

705.3 USE TRAIN APPROACH WARNING FOR ON-TRACK SAFETY ONLY IF:

1. AT LEAST TWO QUALIFIED ROADWAY WORKERS ARE WORKING TOGETHER AND ONE OF THE EMPLOYEES IS DESIGNATED AS THE WATCHMAN,
2. ALL EMPLOYEES CAN REACH AN ESTABLISHED PLACE OF SAFETY AT LEAST 15 SECONDS BEFORE A TRAIN OR ON-TRACK EQUIPMENT REACHES THE LOCATION, REFERENCING MAXIMUM TRACK SPEED,
3. A METHOD OF COMMUNICATING THE APPROACH OF A TRAIN IS ESTABLISHED,
4. EMPLOYEES HOLD A JOB BRIEFING AND ALL CONFIRM THEIR UNDERSTANDING AND RESPONSIBILITIES,
5. EMPLOYEES ARE PERFORMING ROUTINE MAINTENANCE OR MINOR REPAIRS THAT WILL NOT AFFECT THE SAFE PASSAGE OF TRAINS OR ON-TRACK EQUIPMENT,
6. WATCHMAN/LOOKOUT KNOWS AND MAINTAINS REQUIRED SIGHT DISTANCE,
7. WATCHMAN/LOOKOUT HAS UNRESTRICTED ABILITY TO SEE AND HEAR APPROACHING TRAINS OR ON-TRACK EQUIPMENT, AND
8. WATCHMAN/LOOKOUT HAS ACCESS TO A WORKING RADIO.

705.7 THE EMPLOYEE PROVIDING WATCHMAN DUTIES FOR TRAIN APPROACH WARNING MUST:

1. NOT FOUL ANY TRACK UNLESS NECESSARY TO PROVIDE WARNING,
2. NOT PERFORM ANY TASKS UNRELATED TO PROVIDING WARNING OR THAT INTERFERE WITH PROVIDING WARNING TO THE EMPLOYEE BEING PROTECTED,
3. PROVIDE WARNING AS IF EVERY TRAIN OR ON-TRACK EQUIPMENT MOVEMENT IS APPROACHING AT THE MAXIMUM AUTHORIZED SPEED ALLOWED, AND
4. PROVIDE WARNING SUFFICIENTLY IN ADVANCE TO ALLOW ALL WORKERS AND WATCHMAN TO REACH THE PREDETERMINED PLACE OF SAFETY AT LEAST 15 SECONDS BEFORE THE TRAIN OR ON-TRACK EQUIPMENT REACHES THE LOCATION NOT FOULING ANY OTHER TRACK WITHOUT PROTECTION.

706.2 MAKE NON-CONTROLLED TRACKS INACCESSIBLE TO ALL TRAINS, LOCOMOTIVES, AND ON-TRACK EQUIPMENT BY ONE OF THE FOLLOWING METHODS:

- A. A FLAGMAN POSTED WITH INSTRUCTIONS AND THE CAPABILITY TO HOLD ALL MOVEMENTS CLEAR OF THE LIMITS, OR
- B. LINING AND LOCKING SWITCHES WITH AN EFFECTIVE LOCKING DEVICE (CRAFT SPECIFIC LOCK AND RED TAG) IN A POSITION THAT PREVENTS MOVEMENT INTO THE TRACKS, OR
- C. APPLYING A DERAIL THAT IS LOCKED WITH AN EFFECTIVE LOCKING DEVICE (CRAFT SPECIFIC LOCK AND RED TAG) AT A LOCATION THAT PREVENTS MOVEMENT INTO THE WORKING LIMITS, OR
- D. DISCONTINUITY OF THE RAIL TO PREVENT MOVEMENT INTO THE WORKING LIMITS.

B. THE FOLLOWING DEFINITION IS ADDED TO THE GLOSSARY OF THE CSX EMPLOYEE OPERATING MANUAL:

ROADWAY MAINTENANCE MACHINES EQUIPPED WITH A CRANE -

MEANS ANY ROADWAY MAINTENANCE MACHINE EQUIPPED WITH A CRANE OR BOOM THAT CAN HOIST, LOWER, AND HORIZONTALLY MOVE A SUSPENDED LOAD.

ITEM 1 - OPERATING RULE 904.4

REGARDLESS OF THE EFFECTIVE DATE/TIME OF THIS SYSTEM BULLETIN, THE RULE CHANGE BELOW GOES INTO EFFECT IMMEDIATELY.

OPERATING RULE 904.4 IS CHANGED TO READ AS FOLLOWS:

904.4 WHILE MOVEMENT IS OCCURRING, AT LEAST ONE MEMBER OF THE CREW MUST MAINTAIN VISUAL CONTACT WITH A PORTION OF THE EQUIPMENT. EMPLOYEES WORKING IN RCO SERVICE AND/OR UTILITY EMPLOYEES WORKING WITH RCO CREWS MUST NOT BE LOCATED WITHIN THE CAB OF THE REMOTE CONTROL LOCOMOTIVE CONSIST WHEN THE EQUIPMENT IS MOVING EXCEPT WHEN:

- A. USING SHOVE LIGHTS INSTALLED IN THE LOCOMOTIVE CAB, OR
- B. RCO LOCOMOTIVE IS LEADING END WHEN TRAVERSING A HIGHWAY-RAIL CROSSING AT GRADE, OR
- C. RCO LOCOMOTIVE IS LEADING END DURING INCLEMENT WEATHER AND ADEQUATE POINT PROTECTION CAN BE PROVIDED FROM THE LOCOMOTIVE CAB.

ITEM 1 - RULES 314.5 AND 314.7 CHANGES

1. OPERATING RULE 314.5 IS CHANGED TO READ AS FOLLOWS:

314.5 IN ADDITION TO THE REQUIREMENTS OF PROTECTING SHOVING MOVEMENTS; DO NOT SHOVE EQUIPMENT, KICK EQUIPMENT, OR BACK A LOCOMOTIVE CONSIST OVER A HIGHWAY-RAIL OR PEDESTRIAN-RAIL CROSSING AT GRADE UNLESS THE CROSSING IS:

- A. PROTECTED BY A QUALIFIED EMPLOYEE ON THE GROUND, OR
- B. A CSX PRIVATE CROSSING LOCATED WITHIN A CSX YARD AND IT IS SEEN THAT TRAFFIC IS STOPPED OR THAT NO TRAFFIC IS APPROACHING, OR
- C. EQUIPPED WITH PROPERLY FUNCTIONING GATES THAT ARE IN THE FULLY LOWERED POSITION BEFORE THE EQUIPMENT OR LOCOMOTIVE CONSIST FOULS THE CROSSING.

2. OPERATING RULE 314.7 IS CHANGED TO READ AS FOLLOWS:

314.7 TRAINS OPERATING AT RESTRICTED SPEED ON A CONTROLLED TRACK OR TRAINS OPERATING ON A NON-CONTROLLED TRACK MUST NOT FOUL A HIGHWAY-RAIL CROSSING AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES UNTIL:

- A. IT IS KNOWN THAT THE AUTOMATIC WARNING DEVICES ARE ACTIVATED LONG ENOUGH TO PROVIDE WARNING AND THE CROSSING GATES (IF EQUIPPED) ARE FULLY LOWERED, OR
- B. A QUALIFIED EMPLOYEE HAS PROVIDED PROTECTION FROM THE GROUND TO VEHICULAR AND PEDESTRIAN TRAFFIC.

OPERATING RULE 617.2 DELETED

EFFECTIVE: 0700HRS, APRIL 5, 2017

DOCUMENT NUMBER: 005

ITEM 1 - OPERATING RULE 617.2 DELETED

OPERATING RULE 617.2 IS DELETED IN ITS ENTIRETY.

OPERATING RULE CHANGES

EFFECTIVE: 0700HRS, APRIL 4, 2017

DOCUMENT NUMBER: 004

ITEM 1 - NEW OPERATING RULE 104.13

NEW OPERATING RULE 104.13 IS ADDED TO THE OPERATING RULES AS BELOW.

104.13 EMPLOYEES MUST NOT SLEEP WHILE ON DUTY. AN EMPLOYEE LYING DOWN OR IN A RECLINED POSITION WITH EYES CLOSED, COVERED, OR CONCEALED IS CONSIDERED TO BE SLEEPING.

ITEM 2 - RULE GROUP 111 CANCELED IN ITS ENTIRETY

RULE GROUP 111, TO INCLUDE ALL OPERATING RULES CONTAINED WITHIN THE RULE GROUP, IS CANCELED IN ITS ENTIRETY. UPON THE EFFECTIVE DATE AND TIME OF THIS BULLETIN, NAPPING BY TRANSPORTATION EMPLOYEES IS NOT ALLOWED.

RULES CANCELED BY THIS BULLETIN ARE: 111.1 THROUGH 111.6.

GLOSSARY AND OPERATING RULE CHANGES

EFFECTIVE: 0700HRS, MARCH 27, 2017

DOCUMENT NUMBER: 022

ITEM 1 - CHANGE TO GLOSSARY TERM 'RESTRICTED SPEED'

EFFECTIVE 0700 MONDAY MARCH 27, 2017; GLOSSARY TERM 'RESTRICTED SPEED' IS CHANGED TO READ AS FOLLOWS:

RESTRICTED SPEED - A SPEED THAT PERMITS STOPPING WITHIN ONE-HALF THE RANGE OF VISION. IT ALSO PERMITS STOPPING SHORT OF A TRAIN, A CAR, ON-TRACK EQUIPMENT, AN OBSTRUCTION, A STOP SIGNAL, A DERAIL, OR AN IMPROPERLY LINED SWITCH. IT PERMITS LOOKING OUT FOR BROKEN RAIL. IT DOES NOT EXCEED 15 MPH UNTIL THE ENTIRE MOVEMENT CLEARS TURNOUTS, CROSSOVERS, AND POWER-OPERATED SWITCHES; OTHERWISE IT DOES NOT EXCEED 20 MPH.

ITEM 2 - OPERATING RULE CHANGES

A. EFFECTIVE 0700 MONDAY MARCH 27, 2017; OPERATING RULES 300.3 AND 300.4 ARE CHANGED AS FOLLOWS:

300.3 THE FOLLOWING TERMS APPLY WHEN USED TO AUTHORIZE TRAIN SPEED:

- A. LIMITED SPEED - A SPEED NOT EXCEEDING 45 MPH
- B. MEDIUM SPEED - A SPEED NOT EXCEEDING 30 MPH
- C. SLOW SPEED - A SPEED NOT EXCEEDING 15 MPH
- D. RESTRICTED SPEED - A SPEED THAT PERMITS STOPPING WITHIN ONE-HALF THE RANGE OF VISION. IT ALSO PERMITS STOPPING SHORT OF A TRAIN, A CAR, ON-TRACK EQUIPMENT, AN OBSTRUCTION, A STOP SIGNAL, A DERAIL, OR AN IMPROPERLY LINED SWITCH. IT PERMITS LOOKING OUT FOR BROKEN RAIL. IT DOES NOT EXCEED 15 MPH UNTIL THE ENTIRE MOVEMENT CLEARS TURNOUTS, CROSSOVERS, AND POWER-OPERATED SWITCHES; OTHERWISE IT DOES NOT EXCEED 20 MPH.

300.4 TRAINS USING OTHER THAN MAIN OR SIGNALLED TRACKS MUST MOVE AT A SPEED THAT PERMITS STOPPING WITHIN ONE-HALF THE RANGE OF VISION, SHORT OF A TRAIN, A CAR, ON-TRACK EQUIPMENT, AN OBSTRUCTION, A STOP SIGNAL, A DERAIL, OR AN IMPROPERLY LINED SWITCH AND MUST NOT EXCEED:

- A. 25 MPH ON NON-SIGNALLED SIDINGS; OR
- B. 15 MPH WHEN MOVING TO AND FROM THE MAIN TRACK OPERATING THROUGH HAND-OPERATED SWITCHES NOT EQUIPPED WITH A SIGNAL UNLESS SPECIFIED OTHERWISE IN SPECIAL INSTRUCTIONS; OR
- C. 10 MPH WHEN NOT MOVING TO OR FROM THE MAIN TRACK, OPERATING THROUGH HAND-OPERATED SWITCHES UNLESS SPECIFIED OTHERWISE IN SPECIAL INSTRUCTIONS; OR
- D. 10 MPH ON OTHER THAN MAIN TRACKS OR SIGNALLED TRACKS UNLESS SPECIFIED OTHERWISE IN SPECIAL INSTRUCTIONS; OR
- E. 5 MPH WITHIN DESIGNATED LOCOMOTIVE SERVICE TRACK OR CAR SHOP REPAIR TRACK AREAS.

B. EFFECTIVE 0700 MONDAY MARCH 27, 2017; OPERATING RULE 405.3 IS CHANGED AS FOLLOWS:

405.3 BEFORE COUPLING TO EQUIPMENT, MAKE CERTAIN:

- 1. EMPLOYEE DIRECTING THE COUPLING IS LOCATED ON THE GROUND AND VISUALLY DETERMINES THE COUPLERS ARE ALIGNED AND AT LEAST ONE KNUCKLE IS OPEN;
- 2. ANY PERSON RIDING THE EQUIPMENT AND NOT SEATED IN THE LOCOMOTIVE DISMOUNTS UNTIL THE COUPLING IS MADE;
- 3. PERSONS IN, ON, OR AROUND THE EQUIPMENT ARE NOTIFIED TO REMAIN CLEAR; AND
- 4. EMPLOYEE DIRECTING THE COUPLING MAKES A VISUAL DETERMINATION THAT CONNECTIONS AND DEVICES USED FOR LOADING, UNLOADING, OR FUELING EQUIPMENT ARE REMOVED.

C. EFFECTIVE 0700 MONDAY MARCH 27, 2017; OPERATING RULE 405.4 IS CHANGED AS FOLLOWS:

405.4 WHEN COUPLING TO EQUIPMENT:

- A. REMOTE CONTROL EQUIPMENT MUST BE AT 'COUPLE' A MINIMUM OF 50 FT PRIOR TO COUPLING, OR
- B. DO NOT EXCEED 4 MPH WHEN OPERATING OTHER THAN REMOTE CONTROL.

.....RULEBOOK SECTION.....
 THIS SECTION APPLIES TO CSX EQUIPMENT HANDLING RULES

EQUIPMENT HANDLING RULE CHANGES
 EFFECTIVE: 0600HRS, JUNE 20, 2017

DOCUMENT NUMBER: 028

ITEM 1 - EQUIPMENT HANDLING RULE CHANGES

- A. EQUIPMENT HANDLING RULE 4554.2 IS DELETED IN ITS ENTIRETY.
- B. EQUIPMENT HANDLING RULE 4554.3 IS CHANGED TO READ AS FOLLOWS:

4554.3 WHEN MOVING MORE THAN 12 LOADED WELDED RAIL EQUIPMENT CARS IN A FREIGHT TRAIN, ENSURE:

1. LOADED WELDED RAIL EQUIPMENT IS PLACED AT THE HEAD END OF THE TRAIN NEXT TO THE LOCOMOTIVE CONSIST,
2. TRAIN DOES NOT EXCEED 6400 FEET IN LENGTH, AND
3. TRAIN SPEED DOES NOT EXCEED:
 - A. 30 MPH ON MAIN TRACKS, OR
 - B. 20 MPH WHEN OPERATING THROUGH TURNOUTS AND CROSSOVERS THAT PERMIT A SPEED OF 30 MPH OR GREATER, OR
 - C. 10 MPH WHEN OPERATING THROUGH TURNOUTS AND CROSSOVERS THAT RESTRICT SPEED TO LESS THAN 30 MPH

C. EQUIPMENT HANDLING RULE 4554.4 IS CHANGED TO READ AS FOLLOWS:

4554.4 WHEN EMPTY WELDED RAIL EQUIPMENT IS MOVED IN FREIGHT SERVICE, IT MUST BE PLACED ON THE REAR OF THE TRAIN. ANY HELPER OR DP UNIT(S) MUST BE PLACED AHEAD OF THE EMPTY WELDED RAIL EQUIPMENT.

EQUIPMENT HANDLING RULES UPDATE
EFFECTIVE: 0001HRS, MAY 8, 2017

DOCUMENT NUMBER: 016

ITEM 1 - EQUIPMENT HANDLING RULE 4400.1 UPDATE

THE BELOW PORTION OF EQUIPMENT HANDLING RULE 4400.1 IS UPDATED. ALL OTHER PARTS OF 4400.1 REMAIN UNCHANGED:

TYPE OF TRAIN	MAXIMUM SPEED	REMARKS
CSXT 994302 (TGC2)	PASSENGER LOCO	TESTING: NOT EXCEED 60 MPH NOT TESTING: NOT EXCEED 79 MPH
	FREIGHT LOCO	NOT EXCEED 60 MPH
CSXT 944366 (TGC3)	PASSENGER LOCO	NOT EXCEED 79 MPH
	FREIGHT LOCO	NOT EXCEED 70 MPH

ITEM 1 - EQUIPMENT HANDLING RULE GROUP 4250 UPDATE

EQUIPMENT HANDLING RULES 4250.1 THROUGH 4250.5 ARE DELETED AND REPLACED AS FOLLOWS:

4250.1 EMPLOYEES MUST VISUALLY INSPECT THEIR TRAIN AND PASSING TRAINS FOR DEFECTS OR UNSAFE CONDITIONS SUCH AS:

- A. HOT BEARINGS, OR
- B. STICKING BRAKES, OR
- C. SLIDING WHEELS, OR
- D. DRAGGING EQUIPMENT, OR
- E. EVIDENCE OF FIRE, OR
- F. SHIFTED OR INSECURE LADING, OR
- G. ANY DAMAGE OR DEFECT LIKELY TO CAUSE ACCIDENT OR INJURY.

4250.2 WHILE MOVING, CREWMEMBERS MUST MAKE FREQUENT OBSERVATIONS OF BOTH SIDES OF THE TRAIN FOR DEFECTS IN BOTH THE TRAIN AND TRACK. WHEN A TRAIN STOPS AFTER DEPARTING THE INITIAL ON-DUTY LOCATION, THE CONDUCTOR MUST PERFORM A WALKING INSPECTION OF AS MUCH OF THE TRAIN AS POSSIBLE.

4250.3 WHEN A MOVING TRAIN IS MEETING OR PASSING ANOTHER TRAIN, CREWMEMBERS MUST VISUALLY INSPECT THE TRAIN BEING MET OR PASSED FOR DEFECTS AND UNSAFE CONDITIONS. CREWMEMBERS OF A STOPPED TRAIN BEING MET OR PASSED MUST INSPECT THE PASSING TRAIN AS FOLLOWS:

- A. THE CONDUCTOR OF THE STOPPED TRAIN MUST INSPECT THE PASSING TRAIN FROM THE GROUND IN A LOCATION THAT IS NO CLOSER THAN 30 FEET FROM THE PASSING TRAIN AND NOT BETWEEN THE RAILS OF ANY TRACKS. WHEN SAFE TO DO SO, THE CONDUCTOR MUST BE IN A LOCATION THAT PERMITS INSPECTING THE OPPOSITE SIDE OF THE PASSING TRAIN.
- B. THE LOCOMOTIVE OPERATOR MUST INSPECT THE PASSING TRAIN FROM THE CAB OF THE LOCOMOTIVE.

4250.4 EMPLOYEES MUST COMMUNICATE THE RESULTS OF INSPECTIONS TO THE TRAIN THAT WAS INSPECTED. IF A DEFECT WAS OBSERVED, PROVIDE THE TRAIN THAT WAS INSPECTED WITH THE SPECIFIC LOCATION AND NATURE OF THE DEFECT. IF A DEFECT IS OBSERVED ON A PASSING TRAIN AND COMMUNICATION CANNOT BE ESTABLISHED, IMMEDIATELY NOTIFY THE TRAIN DISPATCHER.

4250.5 TRAINS THAT RECEIVE A REPORT OF A DEFECT MUST STOP AND NOTIFY THE TRAIN DISPATCHER. THE TRAIN MUST BE INSPECTED AS FOLLOWS:

- A. IF A SPECIFIC LOCATION WAS NOT PROVIDED, MAKE A WALKING INSPECTION OF THE ENTIRE TRAIN, OR
- B. IF A SPECIFIC LOCATION WAS PROVIDED, INSPECT THE REPORTED DEFECT. IF A DEFECT IS NOT FOUND AT THE REPORTED LOCATION, INSPECT THE EQUIPMENT 20 AXLES AHEAD AND BEHIND THE REPORTED DEFECT.

CHANGE TO EQUIPMENT HANDLING RULE 4466
EFFECTIVE: 0100HRS, APRIL 25, 2017

DOCUMENT NUMBER: 014

ITEM 1 - EQUIPMENT HANDLING RULE 4466

EQUIPMENT HANDLING RULE SECTION 4466 'PLACING EMPTY CARS IN TRAINS' IS REPLACED IN ITS ENTIRETY WITH THE BELOW.

- 4466.1 FOR THE PURPOSES OF THESE RULES, THE FOLLOWING 80 FEET OR LONGER CARS MUST BE CONSIDERED AS EMPTY:
 - A. CARS WEIGHING LESS THAN 50 TONS GROSS WEIGHT, OR
 - B. FLAT CARS WITH A SINGLE LOADED TRAILER/CONTAINER, OR
 - C. FLAT CARS WITH ONLY EMPTY TRAILERS/CONTAINERS, OR
 - D. MULTI-PLATFORM CARS WITH EITHER END OR ANY ADJOINING PLATFORMS UNOCCUPIED.

- 4466.2 WHEN PLACING EMPTY CARS IN MIXED FREIGHT TRAINS:
 - 1. WHEN TRAIN TONNAGE EXCEEDS 6000 TONS, DO NOT PLACE ONE OR MORE EMPTY FLAT CARS OVER 80 FEET WITHIN THE FIRST 10 CARS, AND
 - 2. DO NOT PLACE SOLID BLOCKS OF SIX OR MORE LOADED CARS DIRECTLY BEHIND SOLID BLOCKS OF 30 OR MORE EMPTY CARS.

- 4466.3 IF OPERATING IN MIXED FREIGHT SERVICE, THE FOLLOWING EQUIPMENT MUST BE PLACED ON THE REAR OF THE TRAIN WITH ANY HELPER OR DP UNIT(S) PLACED AHEAD OF THE EQUIPMENT:
 - A. EMPTY TOFC/COFC, OR
 - B. EMPTY MULTI-PLATFORM, OR
 - C. EMPTY FLAT CARS OF TYPE F126 OR F226 WITH INITIALS GTTX, TILX, NKCR, OR TINX.

- 4466.4 IF OPERATING IN UNIT TRAIN SERVICE, EMPTY 80 FEET OR LONGER CARS THAT ARE NOT BOXCARS MUST BE PLACED ON THE REAR OF THE TRAIN WITH ANY HELPER OR DP UNIT(S) PLACED AHEAD OF THE EQUIPMENT.

4466.5 WHEN PICKING UP CARS ON LINE-OF-ROAD, DETERMINE THE LENGTH OF THE CAR(S) BY ADDING FIVE FEET TO THE INSIDE LENGTH STENCILED ON THE SIDE OF THE CAR.

.....RULEBOOK SECTION.....
THIS SECTION APPLIES TO CSX AIR BRAKE AND TRAIN HANDLING RULES
.....

ABTH APPENDIX C

EFFECTIVE: 0700HRS, MAY 16, 2017

DOCUMENT NUMBER: 021

ITEM 1 - CHANGE TO NOTE AT END OF ABTH APPENDIX C

THE NOTE AT THE END OF AIR BRAKE TRAIN HANDLING APPENDIX C IS CHANGED TO READ AS FOLLOWS:

AC AND AH LOCOMOTIVES ARE EQUIPPED WITH STEERABLE TRUCKS WITH EXCEPTION OF UNITS 2-168, 170, 173, 602, 3200-3474 AND 4831-4850. THESE UNITS ARE EQUIPPED WITH NON-STEERABLE TRUCKS.

ABTH 5005.1 CHANGE

EFFECTIVE: 0600HRS, MAY 5, 2017

DOCUMENT NUMBER: 015

ITEM 1 - ABTH 5005.1 CHANGE

AIR BRAKE TRAIN HANDLING RULE 5005.1 IS CHANGED TO READ AS FOLLOWS:

5005.1 WHEN DOUBLING CARS OR COUPLING CARS TO A TRAIN:

- A. NOT ON YARD AIR: MAKE A FULL SERVICE BRAKE PIPE REDUCTION AFTER COUPLING IS MADE AND BEFORE THE ANGLE COCK IS OPENED, OR
- B. ON YARD AIR: AFTER COUPLING, PLACE THE AUTOMATIC BRAKE HANDLE IN THE RELEASE POSITION AND WAIT FOR AIR TO RESTORE BEFORE THE ANGLE COCK IS OPENED.

NEW ABTH RULE 5558.15

EFFECTIVE: 0001HRS, APRIL 2, 2017

DOCUMENT NUMBER: 002

ITEM 1 - ABTH 5558.15

NEW AIR BRAKE TRAIN HANDLING RULE 5558.15:

5558.15 THE FOLLOWING SPEEDS APPLY TO LITE LOCOMOTIVE MOVEMENTS
(ONE OR MORE LOCOMOTIVES NOT ATTACHED TO RAIL CARS)
WITH OPERABLE DYNAMIC BRAKES ON HEAVY DESCENDING GRADES:

- A. 1.0% - 1.75% MUST NOT EXCEED 30 MPH, OR
- B. 1.76% - AND ABOVE MUST NOT EXCEED 25 MPH.

.....RULEBOOK SECTION.....
THIS SECTION APPLIES TO US HAZ. MAT. INSTR. FOR RAIL RULES
.....

UPDATE TO HM-1 RULE 6304 SWITCHING CHART
EFFECTIVE: 0700HRS, APRIL 11, 2017 DOCUMENT NUMBER: 009

ITEM 1 - HM-1 RULE 6304

THE FOLLOWING REQUIREMENT IS ADDED AS A NOTE TO THE SWITCHING CHART
CONTAINED IN THE UNITED STATES HAZARDOUS MATERIALS INSTRUCTIONS FOR
RAIL (HM-1)

NOTE: WHEN HUMMING IN "MANUAL" MODE, LOADED TANK CARS PLACARDED AS
INHALATION HAZARDS IN GROUPS B AND E, INCLUDING ANHYDROUS AMMONIA
UN 1005, MUST NOT BE HUMPED INTO OPEN TRACKS. BEFORE CUTTING OFF
IN MOTION, ALLOW FOR PRECEDING CARS TO CLEAR THE LEAD. TRAILING
CARS MUST NOT BE HUMPED UNTIL SUCH LOADED TANK CARS HAVE CLEARED
THE LEAD.

.....RULEBOOK SECTION.....
NON RULEBOOK/TIMETABLE CHANGES
.....

HUMP OPERATIONS
EFFECTIVE: 0500HRS, MARCH 8, 2017 DOCUMENT NUMBER: 017

ITEM 1 - SYSTEM WIDE HUMP INSTRUCTIONS

REGARDLESS OF THE STATED EFFECTIVE TIME LISTED ON THIS SYSTEM
BULLETIN, THE FOLLOWING INSTRUCTION GOES INTO EFFECT AND MUST BE
COMPLIED WITH BEGINNING 1700 HOURS MARCH 07, 2017.

BEGINNING AT 1700 HOURS MARCH 07, 2017, ALL CARS BEING HUMPED MUST BE
CUT OFF IN SINGLE CAR CUTS. THIS INSTRUCTION SUPERSEDES ALL
PREVIOUS INSTRUCTIONS CONTAINED IN DIVISION BULLETINS
OR TIMETABLES.

ISSUED BY OPERATING RULES DEPARTMENT