



**KINGSPORT SUBDIVISION
TIMETABLE NO.2**

**EFFECTIVE
MONDAY, OCTOBER 1, 2018**

**AT 0001 HOURS
CSX STANDARD TIME**

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GENERAL INFORMATION

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SUBDIVISIONS

NAME	CODE	DISP	PAGE
KINGSPORT	KP	FG	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
FG Dispatcher	(RNX) 388-2597 (RNX) 388-2609 (BELL) 800-854-5684 (BELL) 904-381-2597 (BELL) 904-381-2609

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

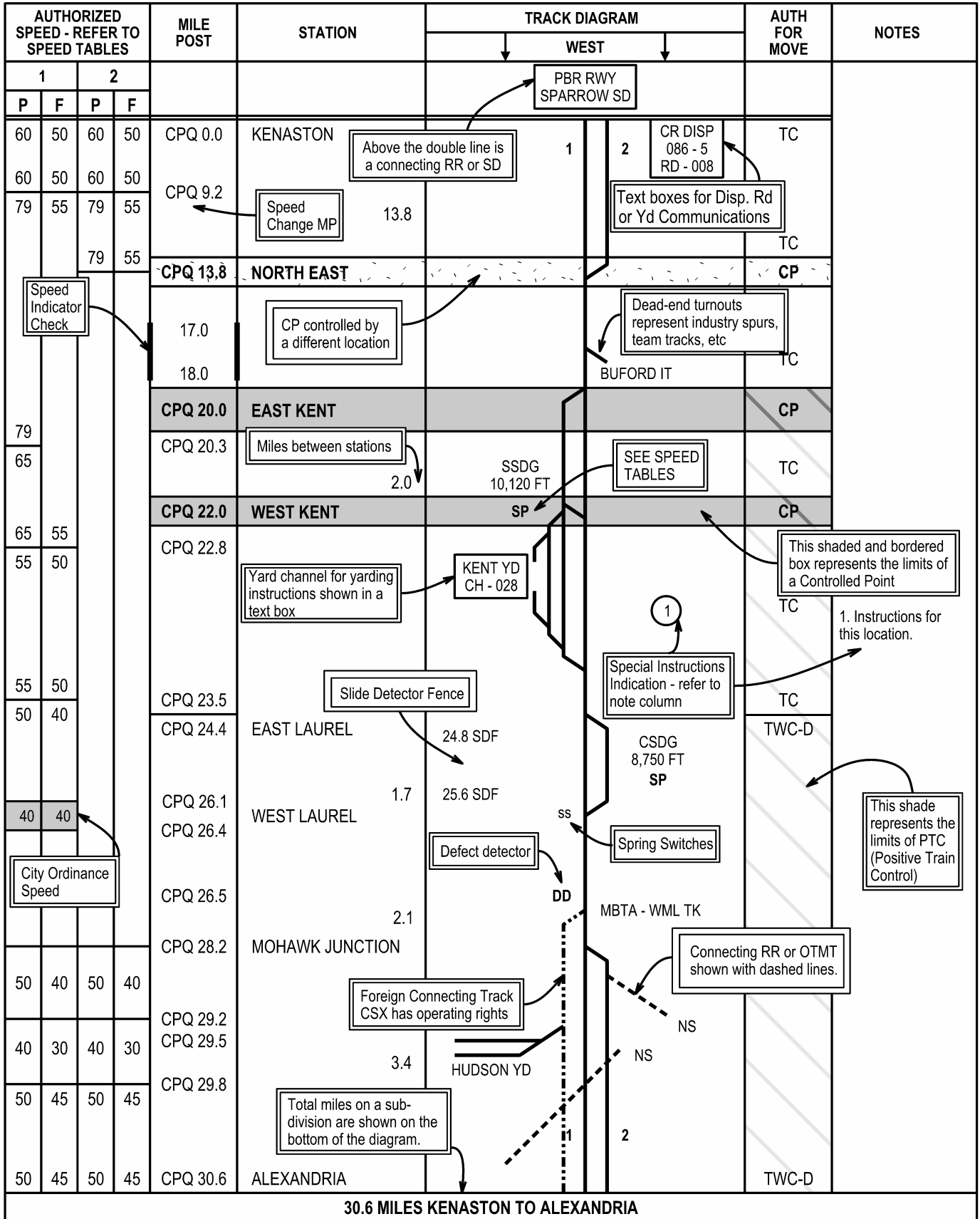
ABD - Acoustic Bearing Detector
DED – Dragging Equipment Detector
HBD – Hot Box Detector
HIWI – High or Wide Clearance Detector
HWD - Hot Wheel Detector
OGD - Optical Geometry Detector
WPD - Wheel Profile Detector
WTD - Wheel Temperature Detector

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

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
			BIG SANDY SD LOUISVILLE DIV			
25	CMG 114.0	SHELBY				CP
	CMG 114.9	2.1	DD	FG DISP 094 - 4 RD 066		TC
	CMG 116.1	LEVISA JUNCTION				CP
	117.0 118.0	2.6		LEVISA SPUR		TC
	CMG 118.7	NE MARROWBONE				CP
		1.4	SSDG 7,130 FT SP			TC
	CMG 120.1	SE MARROWBONE				CP
		2.0				TC
	CMG 122.1	ROAD CREEK				CP
		5.9				TC
25	CMG 128.0 = Z 0.5	ELKHORN CITY				CP
25		1.7		CSDG 8,250 FT SP		TC
	Z 2.2	SOUTH ELKHORN CITY				CP
		3.0				TC
	Z 5.2	NE TOWERS				CP
		1.7		CSDG 8,939 FT SP		TC
	Z 6.9	SE TOWERS				CP
	Z 8.2	4.8	10.1 SDF 10.7 SDF	DD		TC
	Z 11.7	HAYSI JUNCTION		HAYSI BRANCH		CP
		2.0				TC
	Z 13.7	NE DELANO				CP
		1.4		CSDG 6,235 FT SP		TC
	Z 15.1	SE DELANO				CP
	Z 21.6	7.7		DD		TC
	Z 22.8	CANEY JUNCTION				CP
		0.9				TC
	Z 23.7	NE ALLEN				CP
		1.2		CSDG 6,102 FT SP		TC
	25	Z 24.9	SE ALLEN			

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
25	Z 26.7				TC	
	29.0	6.6	NORA BRANCH	DD	TC	
	30.0					
	Z 30.1					
	31.0					
	Z 31.5	NE TRAMMEL				CP
32.0	0.8			CSDG 3,691 FT SP	TC	
25	Z 32.3	SE TRAMMEL			CP	
		2.8			TC	
20	Z 35.1	NE DANTE		SP	CP	
20		1.2	DANTE YD		CSDG 5,500 FT SP	TC
	Z 36.3	SE DANTE		SP	CP	
		1.1		Z 37.3	PHILLIPS YD	TC
	Z 37.4	PH				CP
	Z 39.1	2.7		DD		TC
	Z 40.1	NE BOODY				CP
		1.5			CSDG 7,713 FT SP	TC
	Z 41.6	SE BOODY				CP
		0.6			NS TO BLUEFIELD	TC
	Z 42.2	SAINT PAUL				CP
		0.6		NS TO NORTON		TC
	Z 42.8	SOUTH SAINT PAUL			SP	CP
	43.0	3.3				TC
	44.0					
	Z 46.1	BURTONS FORD				CP
	20	Z 47.1	6.2			TC
25	Z 49.5			DD		
	Z 52.3	NE MILLER YARD			CP	
		1.7			CSDG 8,200 FT SP	TC
	Z 54.0	SE MILLER YARD			CP	
	Z 64.4		14.4		DD	TC
25						

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
25				SOUTH	TC	
	Z 68.4	NE STARNES			CP	
		1.5	CSDG 7,268 FT SP		TC	
	Z 69.9	SE STARNES			CP	
	Z 77.2	11.5	71.5 SDF 72.9 SDF 73.5 SDF 73.6 SDF 77.0 SDF 78.8 SDF 80.2 SDF 80.3 SDF	DD	TC	
	Z 81.4	NE KERMIT			CP	
		1.5		CSDG 7,330 FT SP	TC	
	Z 82.9	SE KERMIT			CP	
		4.2	84.9 SDF 85.1 SDF 85.2 SDF 85.4 SDF		TC	
					TC	
	Z 87.1	WAYCROSS		WAYCROSS CONN TRK SP	CP	
		1.1		TO NS	TC	
	Z 88.2	FRISCO		FRISCO CONN TRK SP	CP	
	89.0 Z 90.0	3.9		DD	TC	
	Z 92.1	KINGSPORT HOLDOUT		Z 91.9	TC	
		0.9		Z 92.9	TC	
	Z 93.0	NE KINGSPORT			CP	
		1.1	SSDG 17,278 FT SP KINGSPORT YD Z 93.7	KINGSPORT YD	TC	
	25	Z 93.8				
	Z 94.1	KINGSPORT SCALES			CP	
		2.4		Z 94.7	TC	
	Z 96.5	SE KINGSPORT			CP	
	25	Z 99.3		DD	TC	

KINGSPORT SUBDIVISION - KP

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓ SOUTH ↓			
25	100.0	6.3			TC	
	101.0				TC	
	Z 102.8	NE FORDTOWN			CP	
		1.4		CSDG 6,330 FT SP	TC	
	Z 104.2	SE FORDTOWN			CP	
		6.9			TC	
	Z 111.1	NE BOONE			CP	
		1.3		CSDG 6,097 FT SP	TC	
	Z 112.4	SE BOONE			CP	
	Z 115.2	7.0		DD	TC	
	Z 119.4	NE JOHNSON CITY			CP	
		3.5		SSDG 16,983 FT SP JOHNSON CITY YD Z 121.0 ETRY	TC	
	Z 122.9	SE JOHNSON CITY			CP	
	Z 125.0 Z 125.5 126.0 Z 126.2	6.0		WID DD	TC	
	Z 128.9	NE HANNUM			CP	
		1.4		CSDG 6,580 FT SP	TC	
	Z 130.3	SE HANNUM			CP	
		2.1			TC	
	Z 132.4	ROCK CREEK			CP	
		1.3		ROCK CREEK LEAD	TC	
Z 133.7	NORTH ERWIN			CP		
25				BLUE RIDGE SD		
147.2 MILES SHELBY TO NORTH ERWIN						

KINGSPORT SUBDIVISION - KP HAYSI BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	NOTES
			NORTH		
			<div style="border: 1px solid black; display: inline-block; padding: 2px;">KINGSPORT SD</div> ↓ --- ↓		
10	ZH 0.0	HAYSI JUNCTION	--- ---	CP	
		3.1	--- ---	TWC-D	
10	ZH 3.1	PITTCO (END OF MAIN TRACK)	--- ---	TWC-D	
			--- --- ZH 3.8 (END OF TRACK)	OTMT	
3.1 MILES HAYSI JUNCTION TO END OF MAIN TRACK PITTCO					

KINGSPORT SUBDIVISION - KP FREMONT BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
			<div style="border: 1px solid black; display: inline-block; padding: 2px;">KINGSPORT SD</div> ↓			
10	ZF 0.0	CANEY JUNCTION	<div style="border: 1px dashed black; width: 100%; height: 100%;"></div>		CP	
	ZF 1.5	CANEY	1.5		TWC-D	
	ZF 5.5	CRANES NEST	4.0			
	ZF 8.0		8.0			
10	ZF 13.5	MOSS (END OF MAIN TRACK)		<div style="border: 1px solid black; width: 50px; height: 10px; margin: auto;"></div>	TWC-D	
			ZF 14.5	<div style="border: 1px solid black; width: 50px; height: 10px; margin: auto;"></div> (END OF TRACK)	OTMT	
13.5 MILES CANEY JUNCTION TO END OF MAIN TRACK MOSS						

KINGSPORT SUBDIVISION - KP NORA BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	NOTES
			SOUTH		
10	ZN 0.0	NORA JUNCTION		TWC-D	
10	ZN 2.2	WOHLFORD (END OF MAIN TRACK)		TWC-D	
		2.2		ZN 4.9 (END OF TRACK)	OTMT
2.2 MILES NORA JUNCTION TO END OF MAIN TRACK WOHLFORD					

KINGSPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- KINGSPORT

Trk	MP/Location	F
SG	CMG 114.0 - 128.0	25
SG	Z 0.5 - 35.1	
SG	Z 35.1 - 47.1	20
SG	Z 47.1 - 93.8	25
SG	Z 93.8 - 94.1	20
SG	Z 94.1 - 133.7	25

AUTHORIZED SPEEDS -- HAYS BRANCH

Trk	MP/Location	F
SG	ZH 0.0 - 3.1	10

AUTHORIZED SPEEDS -- FREMONT BRANCH

Trk	MP/Location	F
SG	ZF 0.0 - 13.5	10

AUTHORIZED SPEEDS -- NORA BRANCH

Trk	MP/Location	F
SG	ZN 0.0 - 2.2	10

ADDITIONAL SPEEDS (SP) -- KINGSPORT

Location	Track Type	F
CMG 118.7 - 120.1	SSDG	25
Z 0.5 - 2.2	CSDG	
Z 5.2 - 6.9		
Z 13.7 - 15.1		
Z 23.7 - 24.9		
Z 31.5 - 32.3		
Z 35.1 - 36.3		
Z 40.1 - 41.6		20
Z 52.3 - 54.0	25	
Z 68.4 - 69.9		
Z 81.4 - 82.9		
Z 93.0 - 96.5		
Z 102.8 - 104.2		
Z 111.1 - 112.4		
Z 119.4 - 122.9		
Z 128.9 - 130.3	CSDG	

ADDITIONAL SPEED RESTRICTIONS

- Z 35.1 – NE Dante** – Do not exceed 15 MPH thru turnout.
- Z 36.3 – SE Dante** – Do not exceed 15 MPH thru turnout.
- Z 41.6 – SE Boody** – Do not exceed 15 MPH thru turnout.
- Z 42.8 – South Saint Paul** – Do not exceed 10 MPH thru turnout to NS Connection.
- Z 87.1 – Waycross** – Do not exceed 20 MPH thru turnout to Connection Track.
- Z 88.2 – Frisco** – Do not exceed 10 MPH thru turnout to Connection Track.

Do not exceed 5 MPH on all wye tracks.

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.

312 HIGHWAY-RAIL CROSSINGS AT GRADE

MP	Location	Instruction
Z 35.21	Dante Hospital Rd xing	Southward trains stopping at Dante to meet trains will not block Hospital Rd xing in excess of five (5) min. Note 1
Z 93.20	Kingsport	Street xings must not be blocked more than 4 min
Z 121.40 - Z 122.40	Johnson City	Southward trains tying down at Johnson City will stop north of the Five Oaks Rd xing at Z 122.10 & will cut the xing at High Ridge Rd at Z 121.40. No train will tie down south of Five Oaks Rd xing
Z 133.70	Erwin	Street xings must not be blocked more than 5 min

NOTE 1: Z 35.21 Dante – When necessary to block the crossing in excess of five (5) minutes, the pusher will stay with the train and cut the crossing. When a signal or permission is given for the train to depart, the pusher will recouple the train for departure. Trains using tracks other than main tracks at this location must approach crossing prepared to stop until gates block highway traffic or protection is provided for traffic in accordance with Rules.

407.1 LEAVING EQUIPMENT IN THE CLEAR

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

409 SECUREMENT OF CARS

The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
CMG 116.0	McVicker	Loads: 3 HB Empties: 2 HB
CMG 116.2	Slone Branch	Loads: 2 HB Empties: 2 HB
CMG 120.0	Marrowbone	Loads: 3 HB Empties: 2 HB
Z 0.5	Elkhorn City to Z 42.0 St. Paul, VA	Loads: 10 HB on cuts of 31 cars or more Empties: 8 HB on cuts of 31 cars or more

MP	Location	Minimum Tested Hand Brakes Required
Z 42.0	Elkhorn City Z 0.5 to Z 42.0 St. Paul, VA	Loads: 3 HB for each 10 cars on cuts of less than 31 cars Empties: 2 HB for each 10 cars on cuts of less than 31 cars
Z 59.1	Louisiana Pacific	Loads: 100% Empties: 100%
Z 93.8	Kingsport N09 - N13	3 must be applied on the north end for crews kicking cars into these trks
Z 93.8	Kingsport	Trains setting off or picking up at Kingsport should apply HB to the head end of their train left standing on the main trk or SSDG & to cars set off in yard

Entire Subdivision – A track with loads and empties will be considered loaded cars.

411 SECUREMENT OF TRAINS

The following exceptions apply:

MP	Location	Minimum Tested Hand Brakes Required
Z 133.0	Rock Creek Lead	20% on all trains
Z 133.0	P00 (Powerhouse Trk)	10% on all trains

504 GENERAL SIGNAL RULES

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

Haysi Branch

Southward trains en route the Kingsport SD must not pass the Fixed Signal at ZH 0.6 until the Fixed Signal indicates the next signal will allow the train to proceed or the train dispatcher gives verbal authority to enter the Kingsport SD.

Fremont Branch

Southward trains en route the Kingsport SD must not pass the Fixed Signal at ZF 0.8 until the Fixed Signal indicates the next signal will allow the train to proceed or train dispatcher gives verbal authority to enter the Kingsport SD.

504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules
NAS Elkhorn City to N Erwin	1281-1298
Shelby to NAS Elkhorn City	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.

1003.5 GENERAL RADIO RULES

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

Designation	TX	RX	User Territory
Engineering	045	045	Engineering Forces

1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station	
CMG 116.1	Levisa	Cont	066, 094-4	Wayside	
CMG 120.0	Marrowbone		066, 094-4		
Z 1.0	Elkhorn		066, 094-4		
Z 7.5	Bartick		066, 094-4		
Z 9.0	Mullins		066, 094-4		
Z 11.5	Haysi		066, 094-4		
Z 15.0	Delano		066, 094-4		
Z 17.0	Clinchco		066, 094-4		
Z 21.5	Bearpin		066, 094-4		
Z 30.0	Honey Branch		066, 094-4		
Z 36.5	Dante		066, 094-4		
Z 42.5	St. Paul		066, 094-4		
Z 49.5	Carfax		066, 094-4		
Z 64.5	Blackmore		066, 094-4		
Z 80.0	Speers Ferry		066, 094-4		
Z 93.7	Kingsport		066, 094-4		
Z 94.0	Kingsport Yard		066, 096		Terminal
Z 104.0	Fordtown		066, 094-4		Wayside
Z 121.0	Johnson City		066, 094-4		
Z 133.7	Erwin		066, 094-4		

Z 42.5 St. Paul – NS Clinch Valley Dispatcher monitors Channel 092 with call in number 625; Telephone number: 304-325-4343.

Z 88.2 Frisco – NS East End Dispatcher monitors Channel 056 with call in number 772; Telephone number: 865-521-1467.

Z 128.7 Johnson City – Trains experiencing radio communication problems while performing work at Johnson City, TN should use the repeater channel as follows:

Select the repeater channel on hand held radio
Select Channel 096 / 096 on locomotive radio
Upon completion of work, employees must return to appropriate channel.

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

1007.1 TRANSMITTING BY RADIO

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

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

B. Mobile radios-equipped with “touch-tone” microphones, - Key-in the appropriate 1-digit DTMF address code for the closest dispatcher radio base station, as indicated in the current timetable.

2. Within ten seconds after a call in has been performed; an answer back tone will be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.

1010 EMERGENCY TRANSMISSIONS

When an emergency arises as defined in Rule 1010, the following procedure will be used to initiate an emergency Call-in to the train dispatcher.

1. Select the appropriate train dispatcher channel, and when using:

A. Locomotive VHF radios – Select the “touch-tone” function for the keypad by depressing the button labeled “DTMF”. Key-In the emergency code – DTMF digit 9.

B. Mobile radios equipped with TOUCH-TONE Microphones, - Key-In the emergency code – DTMF digit 9. An answer-back tone is provided; however, the train crew is not required to wait for the confirmation tone, but the crew may immediately begin transmitting the emergency message after determining the channel is clear.

2. Answer-back tone: Disregard.

3. During the next 40 seconds, the radio is directed onto the train dispatcher’s monitor speaker and the employee will immediately broadcast his emergency message in accordance with Rule 1010, identifying:

- A. Transmitting until (train identification or title and name),
- B. Precise location,
- C. Specific train dispatcher console (several may be coded in), and
- D. Nature of the emergency

4. When call-in code 9-1-1 has been transmitted, an emergency call indication will appear and remain on the train dispatcher’s console until he acknowledges the Call-in.

2. INSTRUCTIONS RELATING TO SAFETY RULES

2000 SAFETY RESPONSIBILITIES

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

1. If for any reason you smell fumes, etc. on the locomotive, get off the locomotive immediately, then notify the proper

authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.

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

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

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

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

2102 RIDING EQUIPMENT

MP	Location
Z 35.2	Dante Yard - Between E02 & E03

Employees are prohibited from riding the sides of cars unless the adjacent track is clear for the length to be ridden at the following locations:

Dante Yard – Between tracks PH 1 and PH 3

Kingsport Yard – Between tracks N 10 and N 12 and between tracks S 03 and S 04.

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.

4151 WHEEL IMPACT DETECTORS

Refer to Rule 4151 for instructions.

MP	Location	Type
Z 125.5	S. Johnson City	WID

4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Type	Note	
CMG 114.9	Sutton	1	Notes 1 & 2	
Z 8.2	Tom's Bottom		None	
Z 21.6	Fremont			
Z 30.1	Wakenva			
Z 39.1	Dante			Note 1
Z 49.5	Carfax			None
Z 64.4	Ft. Blackmore			
Z 77.2	Copper Creek			
Z 90.0	Rameytown			Note 1
Z 99.3	Hemlock			None
Z 115.2	Indian Ridge			
Z 125.5	S. Johnson City	WID	None	
Z 126.2	Buckeye	1		

Note 1: The defect detectors at CMG 114.9, Z 39.1, Z 90.0, Z 99.3 and Z 126.2 will broadcast on Channel 008. When approaching and passing these detectors, the locomotive radio will be tuned to Channel 008 and the conductor will monitor Channel 066 with his portable radio. Once the results of the inspection have been received, the locomotive radio will be returned to Channel 066.

Note 2: To avoid stopping on detector at CMG 114.9, northward trains requiring permission to enter Shelby Yard must not pass CMG 115.3 until permission is received from yardmaster.

4300 SLIDE DETECTOR FENCE

MP	Audible Notification	Note
Z 10.1 - Z 10.7	N	None
Z 71.5 - Z 72.9	Y	Note
Z 72.9 - Z 73.5	N	None
Z 73.6 - Z 77.0	Y	Note
Z 77.0 - Z 78.8	N	None
Z 80.2 - Z 80.3		
Z 84.9 - Z 85.1		
Z 85.2 - Z 85.4		

Note: The audible detector message broadcast will begin with 3 warning tones, then include an announcement which details the area of the slide, given from a milepost limit to a milepost limit, stating that a slide fence has been activated. The defect message will be repeated 5 times at 30 second intervals.

4351 LOCOMOTIVE OPERATIONAL RESTRICTIONS

Scale Tracks

Locomotives may be operated over the live rails of scales at the following locations:
Kingsport - Kingsport and Erwin Yards

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CMK 0.2	Millard, KY

MP	Location
CMG 127.7	Elkhorn City, KY
Z 70.2	Fort Blackmore, VA

4400 TUNNELS

Tunnels are at the following locations:

MP	Tunnel
Z 2.3 - Z 2.4	Pool Point
Z 3.3 - Z 3.6	State Line
Z 4.8 - Z 4.9	Towers
Z 7.1 - Z 7.2	Skaggs Hole
Z 9.1 - Z 9.3	Hills Mills
Z 11.5 - Z 11.6	Russell #7
Z 11.8 - Z 11.8	McClure #8
Z 13.6 - Z 13.7	Hewitt #9
Z 15.6 - Z 15.8	Goff #10
Z 16.0 - Z 16.3	Red Ridge #11
Z 16.8 - Z 16.9	Sykes #12
Z 17.9 - Z 18.0	Perkins #13
Z 18.1 - Z 18.3	Rinehart #14
Z 18.5 - Z 18.7	Short Branch #15
Z 19.7 - Z 19.8	Squirrel Camp #16
Z 20.2 - Z 20.3	Pettit #17
Z 23.3 - Z 23.3	Caney Fork #18
Z 26.0 - Z 26.1	Buffalo Creek #19
Z 29.9 - Z 29.9	Martin #20
Z 32.5 - Z 34.0	Sandy Ridge #21
Z 47.7 - Z 47.8	Shannon #22
Z 54.0 - Z 54.2	Townes #23
Z 70.3 - Z 70.4	Starnes #24
Z 71.3 - Z 71.3	North Twin #25
Z 71.3 - Z 71.4	South Twin #26
Z 77.6 - Z 77.7	Clinchport #27
Z 78.0 - Z 78.1	Bald Knob #28
Z 79.4 - Z 79.6	Spers Ferry #29
Z 80.3 - Z 81.1	Clinch Mountain #30
Z 88.2 - Z 88.4	Clinch Mountain #31
Z 88.9 - Z 89.0	Sensabauh #32
Z 96.5 - Z 96.6	Holston #33
Z 98.9 - Z 99.0	Kendricks #34
Z 109.1 - Z 109.2	Free Hill
Z 114.0 - Z 114.2	Indian Ridge #36
ZF 2.0 - ZF 2.5	Bear Pen Gap

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

Rapid Discharge Air Dump Systems

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

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

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

4500 ENSURING AUTHORIZATION TO MOVE SHIPMENT

Double Stack and Multi-Level Movements

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

MP Locations	Double Stack	Multi-Level
CMG 114.0 - CMG 128.0/Kingsport SD	18'2"	19'1"
Z 0.5 - Z 133.7/ Kingsport SD		Prohibited

4551 MOVING LARGE ENGINEERING EQUIPMENT

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

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

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

5309.2 REPORTING LOCOMOTIVE DEFECTS

Locomotive Mobile Radio Access To Mechanical Desk

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

2. Train Dispatcher/Mechanical Department Communication
 - A. A mobile telephone system is in place on locomotive radios.
 - B. This telephone system is a touch tone coded, mobile radio system which permits communications between the

locomotive operator and mechanical department personnel by radio.

C. If the locomotive is in an area that does not have mobile access, the locomotive operator will, as in the past, be able to contact the train dispatcher who will be able to connect the operator with the mechanical department personnel via the road channel.

D. If the train dispatcher needs to end the conversation between the operator and the mechanical department personnel he will directly notify the mechanical department personnel via the road channel. If the train dispatcher needs to end the conversation between the operator and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversation between the locomotive operator and the mechanical department personnel will end and may be continued at a later time.

3. Radio Rules Compliance

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

4. Mobile Units – To Telephone

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

- A. Select the desired Channel (TX/RX = 019/077, 016/088, 087/052 or 042/077)
- B. Depress the access code for the desired base and wait for dial tone.
- C. If the base station is on the CSX network, dial the desired telephone number.
- D. If the base is SDN, dial 1-700 then the CSX network number.
- E. If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
- F. Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

5. Base Locations

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

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

Locomotive Mobile Access

Kingsport

Location	TX	RX	Acc	Dis
Elkhorn City, KY (SDN)	019	077	555*	555#
Norton/High Knob (SDN)	016	088	561*	561#
Kingsport, IN (SDN)	019	077	431*	431#
Johnson City, TN (SDN)	016	088	444*	444#
Holston, TN (SDN)	019	077	445*	445#
Erwin, TN (CSX)	019	077	411*	411#

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

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

MP	Average Grade
Z 1.0 - Z 5.8	1.21

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

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

Tonnage	15 MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH
29001 to 30000	0	0	0	7	22	37	51	65

5558 STEEP GRADE (1% OR MORE) TRAIN HANDLING

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

5600 HELPER SERVICE

When assisting solid loaded unit trains, it will be permissible to shove against the trains with 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 block of 20 or more loaded cars. When pushing mixed trains, no more than 9 axles limited to 100 kilopounds will be used.

5604 OPERATING A HELPER EQUIPPED TRAIN

Freight trains containing intermodal or automobile rack cars may be assisted with helper engines attached to the rear of the train provided the helper engines have only one (1)

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

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
Z 93.0	H.A.A.P. Bridge	Cars with gross weight exceeding 286,000 lbs	Prohibited
	H.A.A.P. Bridge	Engines exceeding 415,000 lbs	
Z 95.0	Kingsport AFG unloading tipple	Cars with gross weight exceeding 263,000 lbs	
	Kingsport AFG unloading tipple	Locomotives	
	Carter Yd Switching, picking up or setting off		
ZF 0.0 - ZF 2.0	Northward trains		Maximum of 9 powered axles
			Must not be handled ahead of loads

LONG CARS

Cars 80 feet or longer must not be handled ahead of trailing gross tonnage exceeding that shown below:

Direction	MP/Location	Tonnage
Southward	Z 2.0 - Z 41.0	300
Southward	Z 41.0 - Z 129.0	13500
Southward	Z 129.0 - Z 133.7	6500
Northward	Z 133.7 - Z 129.0	7500
Northward	Z 129.0 - Z 94.0	10000
Northward	Z 94.0 - Z 41.0	13500
Northward	Z 41.0 - Z 1.0	300

Between St. Paul and Dante

Between St. Paul, VA and Dante, VA the following restrictions will apply:

- Maximum of 18 powered axles on trains other than loaded unit trains.
- Trains handling a mixed consist (loads and empties) should have 10 loads positioned behind engine when available. If less than 10 loads are available, all available loads should be positioned behind engines. In this scenario, maximum power (amperage) should be reduced accordingly between Z 39.0 and Z 40.1.
- The use of helper engines on the rear of trains handling cars 75 feet in length or longer is prohibited on northward trains between Boody (Z 41.7) and Trammel (Z 32.2).
- Northward empty trains and northward trains with a mixed consist (loads and empties) must not handle tonnage exceeding 6,500 tons.

7. CLOSE CLEARANCE

MP	Location	Remarks
Z 1.0	Apex II	At loadout tipple
Z 11.8	Collco	
Z 23.0	McClure	
Z 31.0	Roaring Fork	
Z 35.2	Dante Hostler Lead	Turntable guard rail
Z 43.0	Old Castle Stone	At loadout tipple
Z 92.0	Calgas	At loadout rack
Z 93.0	Tri Cities Waste Paper	At loading dock
Z 94.0	Ridgefield Warehouse	Side of bldg
Z 94.0	AFG	At loading dock
Z 94.0	General Shale	
Z 94.0	Domtar	At loading rack #25-26
Z 94.0		At loading dock #27
Z 94.0		At loading dock #28
Z 94.0		At loading dock #30-31
Z 94.0		At loading dock Ridgefield
Z 94.0	Oil Trk Kingsport	Fence on East side
Z 96.0	Sherwood	At loading dock
ZH 3.5	Pittco	At loadout tipple

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CMK 0.0 - CMK 2.0	Levisa Jct	All
Z 35.2	Dante Yard	Trks No 2 thru No 6 Phillips Yard No 1 thru No 4 Empty Yard No 1 thru 3 Scale Trks Back Lead Trk Crooked Lead Trk

GENERAL MISCELLANEOUS

CMG 128.0 Elkhorn Yard

1. Unless otherwise authorized or relieved by signal indication, northward trains arriving Elkhorn must stop clear of Elkhorn road crossing, Z 1.0 and contact control station for instructions.

Z 42.2 St. Paul – NS Crossover – Prior to occupying the NS interlocking identified as the NS Crossover St. Paul, Maintenance of Way forces and/or operators of on-track equipment will contact the CSX Train Dispatcher for permission providing their name, ID and reason for the request.

The CSX Dispatcher will contact the NS Clinch Valley Dispatcher providing the information. The NS Clinch Valley Dispatcher will provide the proper blocking and advise the CSX Dispatcher it is complete and provided.

The CSX Dispatcher will then relay the permission to the Maintenance of Way forces employee and/or operators of on-track equipment who had requested it.

The Maintenance of Way employee and/or the operator of on-track equipment will advise the CSX Dispatcher when clear of the NS interlocking identified in the timetable as the NS Crossover at St. Paul, Z 42.2, who will, in turn, advise the NS Clinch Valley Dispatcher to that effect.

Z 94.0 Kingsport

1. Before entering H.A.A.P. plant area member of crew will contact the Kingsport Yardmaster and be governed by their instructions. In the event the Kingsport Yardmaster cannot be reached, member of the crew will contact gate headquarters at 578-6318 and be governed by their instructions.

2. When there are no station employees on duty at Kingsport Yard office, Norfolk Southern crews operating under trackage rights agreement into and out of H.A.A.P. plant will contact Norfolk Southern operator at Frisco, TN to get permission from guard headquarters to enter plant gate 124, and to report in the clear when outbound movement clears the gate.

3. Gates to access the H.A.A.P. area must be kept closed and secured by padlock except when opened to accommodate movement to and from plant area. Gates must not be left open without permission from the gate headquarters.

4. Trains and engines operating within the H.A.A.P. area Long Island - A hazardous vapor release blue light/siren is in service at the railroad gate 49 (North Waste Water Treatment near Sopaco.) The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress and not to enter the plant if the blue light is flashing.

5. Kingsport Yardmaster has jurisdiction over and will control movement of all trains between Kingsport hold-out signal, Z 92.2, and power switch south end Kingsport Siding, Z 96.5, when so authorized by Kingsport Subdivision Train Dispatcher, including permission to hand operate power switch north end Kingsport Siding and/or pass signal north end Kingsport Siding, Z 93.0.

6. All trains to be weighed must contact Kingsport Yard prior to arrival Kingsport, advising need to weigh. These scales are equipped with computer voice instructions that advise conditions of weighing. Voice instructions will be on 084/084.

Scale is designed to weigh between speeds of 4.5 MPH and 8.5 MPH and will be turned on by sensors 200 feet from the scales in each direction. The scales are equipped with computer voice instructions that advise condition of weighing. Accurate weighing speeds must be maintained between 4.5 MPH and 8.5 MPH with all brakes released avoiding slack action and stops on scale during which voice instructions will transmit speed of train every 5 cars in tenths.

If scale is out of tolerance and will not weigh, message will be transmitted "Scale Has Failed", stop train and contact Yardmaster Kingsport for instructions. When scale is ready to weigh the system will transmit "CSX Kingsport Scale is Ready". If re-weighing is necessary, secure permission from train dispatcher or control station to back up clear of scales, wait 2 minutes for scale computer to reset, and instruction "CSX Kingsport Scale is Clear" before resuming weighing. Anytime stop is made on scale for 1 minute, the scale goes

into stand-by. After weighing is complete, voice instructions "CSX Kingsport Scale is Clear" followed by number of cars weighed.

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

Speed on live rail of scale track must not exceed 10 MPH in either direction regardless of whether or not cars are being weighed.

Use of sand on scale is prohibited.

7. Train and engines operating to South Hill (Eastman Chemical) – A hazardous vapor release blue light/siren is in service approximately 100 feet south of South Hill road crossing on the east side of No 4 Track. The primary purpose of this light is to warn T&E crews entering plant that a hazardous vapor release is in progress. Do not enter the plant if the blue light is flashing.

8. Any loaded or empty car stenciled "WIIX" will not be cut off in motion while being switched in Kingsport Terminal limits. These cars must be shoved to the coupling and it must be known that couplers and knuckles are properly positioned to prevent damage due to bypassed couplers.

9. Yard air is located on the north and south ends of tracks 9 – 13 at Kingsport.

Kingsport: Picking up pre-tested cars procedures

a) Close angle cock on the first car of pickup.

b) Close angle cock for yard air connection. (Done in this order. Air will bleed off automatically).

c) Uncouple yard air hose from pickup. Lay hose along rail and out of the walkway.

Z 120.0 Johnson City, TN

East Tennessee Railway (ETRY) and CSX have an interchange agreement providing for the interchange of rail freight traffic at CSX's High Line Yard at Johnson City, TN. The following tracks will be used for this purpose:

1. Track J01 is designated as the pick-up track for CSX and the set-off track for ETRY.

2. Track J02 is designated as the set-off track for CSX and the pick-up track for ETRY.

The switch for the ETRY Lead and the Johnson City Yard Lead must be lined and locked for movement on the Johnson City Yard Lead.

Z 128.9 NORTH HANNUM

Northward trains will not tie down at the north end of Hannum.

RULES AND INSTRUCTIONS FOR OPERATING ON FOREIGN LINES

NS Documents

CSX crews operating over NS trackage on the Pocahontas Division (St. Charles, VA and St. Paul, VA) must have NS Pocahontas Division Timetable, NS Operating Rule Book, NS-1 and appropriate Pocahontas Division train dispatcher bulletin. NS Pocahontas Division operations bulletins are available at Erwin, TN; Kingsport, TN; and Loyall, KY. Contact NS Clinch Valley Dispatcher to request a dispatcher bulletin. NS Dispatcher will omnifax bulletins to number specified.

CSX crews operating over NS trackage on the Central Division (Big Stone Gap, VA and Frisco, TN) must have NS Central Division Timetable, NS Operating Rule Book, NS-1 and appropriate Central Division train dispatcher bulletins. NS Central Division operations bulletins are available at Erwin, TN; Kingsport, TN; and Loyall, KY. CSX crews will not depart Loyall, Erwin, or Kingsport without the NS bulletin addressed to their train. CSX crews on arrival at Big Stone Gap or Frisco will contact NS Train Dispatcher by radio in Knoxville, TN to verify their NS Train Dispatcher bulletin.

NS Clinch Valley Dispatcher: 304-325-4343
 NS Pocahontas Division Chief Dispatcher: 304-325-4238
 NS East End Dispatcher: 865-521-1467
 NS Central Division Chief Dispatcher: 865-521-1401

LEASED WAYSIDE PHONE

MP	Location	Local Number
Z 1.0	Elkhorn	606-754-7955
Z 11.7	Haysi	276-865-4175
Z 23.1	McClure	276-835-8926
Z 52.4	Miller Yard	276-467-2843
Z 68.6	Starnes	276-995-2281
Z 80.1	Speers Ferry	703-940-4343

ADDITIONAL STATIONS

MP	Station	Switch Opening
CMG 115.3	NE TCH Mine	North
CMG 116.4	SE TCH Mine	South
CMG 127.7	SE Federal	
Z 1.0	Apex II	North
Z 5.2	NE Tower spur	
Z 6.0	SE Tower Spur	South
Z 10.3	NE Rex	North
Z 11.4	Haysi House Trk	
Z 11.4	SE Rex	South
Z 11.9	NE Collier	North
Z 12.7	SE Collier	South
Z 17.4	Rush	
Z 21.6	Fremont River Trk	
Z 21.9	NE Caney Stg	North
Z 23.1	McClure	
Z 24.9	NE Allen Ext	
Z 25.2	Allen House Trk	
Z 25.8	SE Allen Ext	
Z 26.7	Nora	South
		North

MP	Station	Switch Opening
Z 30.4	Roaring Fork	North
Z 35.1	Dante House Trk	South
Z 35.2	NE Dante 1 Empty	North
Z 36.2	SE Dante 1 Empty	South
Z 36.3	NE Crooked Lead	North
Z 36.3	NE Turntable	
Z 36.3	Inside Coal Tipple	
Z 42.6	Lumber CSDG	
Z 43.5	Castle	
Z 43.8	Quarry	
Z 53.9	SE Miller Yard	South
Z 59.1	Louisiana Pacific	
Z 68.7	NE Starness Spur	North
Z 68.8	SE Starness Spur	South
Z 86.8	NE Waycross Stg	North
Z 87.5	SE Waycross Stg	South
Z 91.9	Cal Gas	
Z 96.1	Sherwood	North
Z 108.1	Gray Stg	South

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 117.29	PC	227260Y	Yes	Yes	Cont
Z 12.77 / Collco Tipple		None			Day-light
Z 30.47 / Roaring Fork Tipple		None			Hours

ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

MP	Location	DOT#	Type
CMG 115.08	Greasy Crk Rd	227256J	M
CMG 116.39	Millard Ln	227259E	
CMG 120.21	KY 195	227265H	
CMG 123.36	Pond Crk Rd	227268D	
Z 17.02	Clinchco SR 63	243819A	
Z 22.99	McClure SR 773	900494G	
Z 24.52	Allen	243840F	
Z 29.76	Martin Town	243852A	
Z 30.37	Wakenva Hollow	243853G	
Z 32.21	Trammel Gap	243854N	
Z 34.48	SR 626	243855V	
Z 34.90	Ball Park Rd	243856C	
Z 35.21	Hospital Hollow	243857J	

MP	Location	DOT#	Type
Z 41.00	SR 739	243864U	M
Z 65.00	RT 72	243904P	
Z 68.80	Slant Ln	243925H	P
Z 70.71	SR 665	644398Y	
Z 71.07	SR 665	243935N	M
Z 85.98	ST 632	243951X	
Z 86.82	Waycross/ ST 713	243952E	
Z 89.77	Tranbarger Rd	243958V	
Z 90.09	Rameytown Rd	243959C	P
Z 93.94	Cherokee Rd	243972R	M
Z 100.18	Colonial Hgts Rd	243992C	P
Z 100.92	Warrior Rd	243993J	M
Z 101.69	Lake Crest Dr	243995X	P
Z 105.03	Old Ford Rd	244007X	
Z 110.85	Old Stage Rd	244022A	
Z 111.58	Boone Creek Rd	244025V	M
Z 118.10	Embreville Rd	244042L	
Z 122.10	Price Rd	244082J	P
Z 125.05	Garland Rd	244088A	
Z 126.19	Buckeye Rd	244090B	
Z 127.42	Gouge Rd	244092P	M
Z 128.05	McCurry Rd	244093W	P
Z 128.35	Massachusetts St	244094D	M
Z 128.42	Tennessee St	244095K	P
Z 131.82	Brown Rd	244104G	
Z 132.42	Jackson Ave	244107C	M
Z 133.59	2nd St	244109R	C
ZH 0.27	McClure Ave	243807F	M
ZH 0.50	SR 83	243808M	
ZF 9.07	Mullins	243830A	
ZF 10.92	Lick Fork SR 72	243833V	
ZF 11.79	Layne Hollow/ SR 665	243834C	P
ZN 1.71	Nora	243844H	M

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			