



**BALTIMORE TERMINAL  
SUBDIVISION  
TIMETABLE NO.1**

**EFFECTIVE  
FRIDAY, SEPTEMBER 1, 2017  
AT 0001 HOURS  
CSX STANDARD TIME**

**Updated Through May 25 2023**

# 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

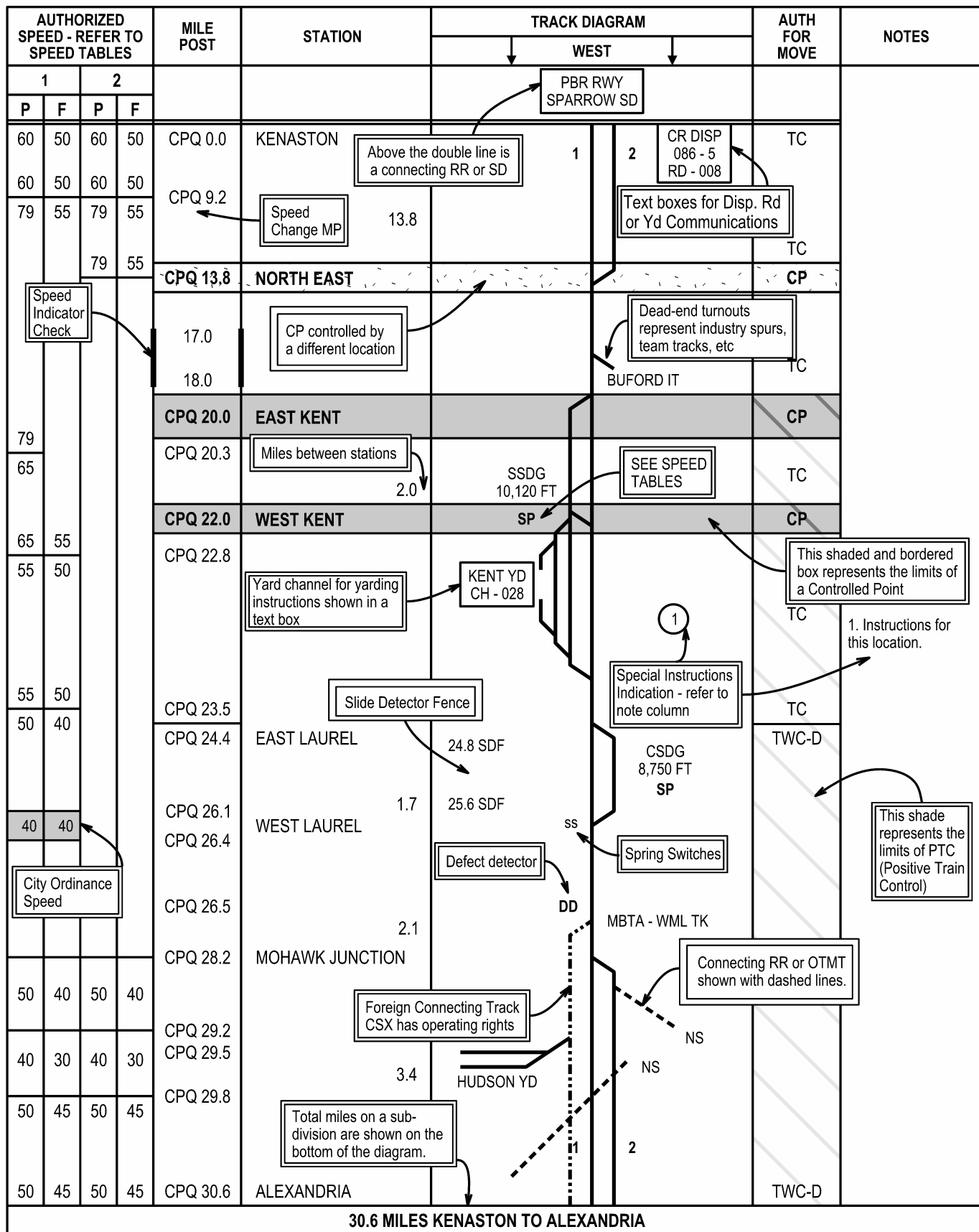
ABD - Acoustic Bearing Detector  
 DED – Dragging Equipment Detector  
 HBD – Hot Box Detector  
 HIWI – High or Wide Clearance Detector  
 HWD - Hot Wheel Detector  
 OGD - Optical Geometry Detector  
 WPD - Wheel Profile Detector  
 WTD - Wheel Temperature Detector

## 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
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# LEGEND - SAMPLE SUBDIVISION - SS



# BALTIMORE TERMINAL SUBDIVISION - BZ

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
						WEST			
1		2				PHILADELPHIA SD			
P	F	P	F			BAY VIEW YD CH 028			
50	50	50	50	BAK 89.6 BAK 89.7	BAY VIEW	0.1		CP	1. During periods of heavy or persistent rain, trains must not exceed 10 MPH through Howard Street Tunnel account flooding conditions.
50	50	50	50	BAK 90.6 BAK 90.7		1.9	1 DD	TC	
35	35	35	35						2. Anyone spotted inside Howard Street Tunnel who cannot be identified as a CSX employee should be immediately reported to the Train Dispatcher.
35	35	35	35	BAK 91.6	CLIFTON PARK			CP	
35									3. Mt Winans tracks used on instructions of Yardmaster Bay View.
35				BAK 92.3		1.9	DD	TC	
25				BAK 93.4					
25				BAK 93.5	HUNTINGDON AVE			CP	SSDG 4,600 FT SP
25						1.1		TC	
25				BAK 94.6	MT ROYAL			CP	HOWARD ST TUNNEL TO TURN LIGHTS ON: CH 08, 613* TO TURN LIGHTS OFF: CH 08, 613#
25				BAK 96.5 = BAA 0.2	PLATFORM	0.1	CAMDEN STATION (P) 3 2 1	TC	
25									
MARC 1 & 2		SINGLE							MARC 1 MARC 2 MARC 3
P	F	25							
15	10	25							
25				BAA 0.3	CAMDEN			CP	①,2
25						0.2		TC	
25				BAA 0.4				CP	← BAK 96.6 = BAA 0.4
25				BAA 0.5	HB		SP MARC 2 MARC 1		
MARC 1		SINGLE							BAM
P	F	P	F						
25	25	25	25			0.3		TC	LOCUST POINT BR
25	25	25	25						
25				BAA 0.8	BAILEY			CP	MARC 1 SP
25						0.7	MARC 1 SP	TC	
MARC 1		SINGLE							
P	F	P	F						
25	25	25	25						
25	25	25	25						

# BALTIMORE TERMINAL SUBDIVISION - BZ

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	NOTES	
MARC 1		1		2				WEST					
P	F	P	F	P	F								
25	25	25	25	25	25			MARC 1 → SP	1	2	TC		
3	50	40	50	40		BAA 1.5	CARROLL	3			CP		
P	F							MT CLARE BR					
30	30												
30	30					BAA 1.7		3	1	2	TC		
45	40						0.8	BAN MT CLARE BR			CP		
								MT WINANS YD					
						BAA 2.3	CURTIS BAY JUNCTION				TC		
								MT WINANS YD			CP		
							1.0				TC		
						BAA 3.2		3	1	2	CP		
50	45					BAA 3.3	WEST BALTIMORE				CP		
								SP					
							0.6				TC		
45	40	45	40	45	40	BAA 3.9	LANSDOWNE				CP		
50	45	50	45	50	45						TC		
						BAA 5.6		SSDG → 12,500 FT SP	3	1	2	TC	
							2.5	-----				TC	
						BAA 6.4	ST DENIS					CP	
						BAA 6.6			3	1	2	CP	
50	45	50	45	50	45			DD					
								OLD MAIN LINE SD					
								BAC					
								CAPITAL SD					

13.3 MILES BAK 89.6 TO BAA 6.6

# BALTIMORE TERMINAL SUBDIVISION - BZ LOCUST POINT BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			WEST	WEST		
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">LOCUST POINT YD CH 024</div>	YD LEAD YD LEAD		
10	BAM 0.3	0.1	EAST WYE		CP	
	BAM 0.2	LEADENHALL ST			CP	
		0.2	CP HB	<div style="border: 1px solid black; padding: 2px; display: inline-block;">BE DISP 066 - 4 RD 008</div>	TC	
				WEST WYE		
10	BAM 0.0 = BAA 0.7	BAILEY			CP	
0.3 MILES BAM 0.3 TO BAM 0.0						

# BALTIMORE TERMINAL SUBDIVISION - BZ MT CLARE BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			WEST	EAST		
4						
10	BAA 1.5 = BAN 0.0	CARROLL 0.5			CP	<p>1. Mt Clare Yard and running tracks are used on direction of the yardmaster, Bay View.</p> <p>2. Track Distances:                      Washington Blvd - to Office - 5,100 ft;                      to I-95 - 5,900 ft;                      to Jackson's Bridge - 7,600 ft;                      to Deering Ave - 8,900 ft;                      to CG - 9,300 ft;                      to Gable Ave - 10,500 ft;                      Gable Ave to Mt Clare entrance on 3 Runner - 5,300 ft.</p>
10	BAN 0.5	(END OF MAIN TRACK)			OTMT	
10					OTMT	
10	BAN 2.3	(END OF MAIN TRACK) CURTIS BAY JUNCTION			CP	
20					TC	
20	BAN 3.0 = BAA 3.2				TC	
<p>0.5 MILES CARROLL TO END OF MAIN TRACK BAN 0.5                      0.7 MILES END OF MAIN TRACK CURTIS BAY JUNCTION TO BAN 3.0</p>						

# BALTIMORE TERMINAL SUBDIVISION - BZ WESTPORT BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
			↓	↓		
10	BRN 0.5	WESTPORT			TWC-D	
	BRN 0.4					
	BRN 0.0 = BAS 0.0	1.0				
	BAS 0.4					
10	BAS 0.5	MT WINANS			TWC-D	
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">HANOVER SD</div>			
<b>1.0 MILES WESTPORT TO MT WINANS</b>						



# BALTIMORE TERMINAL SUBDIVISION - BZ CURTIS BAY BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
				←	→		
1	2			1 2 3			1. Crossing indicators are located on the North side of tracks approximately 70 feet east of Hollins Ferry Rd. and govern Westward movements. Indicator for No 1 track is on the right side, for No 2 on the left side. Westward trains receiving an Approach or Restricted Proceed signal at Clifford must not foul Hollins Ferry Road until indicator is flashing.
15	15	BAO 0.3	BROOKLYN		CP		
			1.4		TC		
		BAO 1.7	CLIFFORD		CP		
15	15	BAO 3.2	ZEPP		CP		
15	15	BAO 3.3 = BAN 2.2	0.1				
<b>3.0 MILES BROOKLYN TO BAO 3.3</b>							

# BALTIMORE TERMINAL SUBDIVISION - BZ SOUTH BALTIMORE BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES	
			↓	↓			
10	BAO 1.7 =	CLIFFORD	1 -----		CP		
	BBP 0.0	1.0	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;">                     BE DISP 066 - 4 RD 008                 </div>		YL MCABEE YARD LIMITS YL		
	BBP 1.0	EAST MCABEE YL			0.4		
	BBP 1.4 = BRN 0.5	WESTPORT			0.6		
	BBP 2.0 =	WEST MCABEE YL					YL MCABEE YARD LIMITS YL
10	BAA 1.5 =	CARROLL	2 -----		CP		
<b>2.0 MILES FROM CLIFFORD TO CARROLL</b>							

# BALTIMORE TERMINAL SUBDIVISION SPECIAL INSTRUCTIONS

## 1. INSTRUCTIONS RELATING TO OPERATING RULES

### AUTHORIZED SPEEDS -- BALTIMORE TERMINAL

Trk	MP/Location	P	F
Both	BAK 89.6 - 90.6	50	50
Both	BAK 90.6 - 91.6	35	35
SG	BAK 91.6 - 93.4		
SG	BAK 93.4 - 96.5	25	25
SG	BAA 0.2 - 0.5		
Both	BAA 0.5 - 1.5		
3	BAA 1.5 - 1.7	30	30
Both	BAA 1.5 - 3.2	50	40
3	BAA 1.7 - 3.9	45	
Both	BAA 3.2 - 3.9		
Mains	BAA 3.9 - 6.6	50	45

### AUTHORIZED SPEEDS -- LOCUST POINT BRANCH

Trk	MP/Location	F
SG	BAM 0.0 - 0.3	10

### AUTHORIZED SPEEDS -- MT CLARE BRANCH

Trk	MP/Location	F
4	BAN 0.0 - 0.5	10
4	BAN 0.5 - 2.3	
4	BAN 2.3 - 2.9	20

### AUTHORIZED SPEEDS -- WESTPORT BRANCH

Trk	MP/Location	F
SG	BRN 0.5 - 0.0	10
SG	BAS 0.0 - 0.5	

### AUTHORIZED SPEEDS -- CURTIS BAY BRANCH

Trk	MP/Location	F
Both	BAO 0.3 - 3.2	15
SG	BAO 3.2 - 3.3	

### AUTHORIZED SPEEDS -- SOUTH BALTIMORE BRANCH

Trk	MP/Location	F
SG	BBP 0.0 - 2.0	10

### AUTHORIZED SPEEDS -- NO DIAGRAM - MARLEY NECK IND TRK

Trk	MP/Location	F
OTMT	BBR 0.0 - 5.7	10

### ADDITIONAL SPEEDS (SP) -- BALTIMORE TERMINAL

Location	Track Type	P	F
BAK 93.5 - 94.6	SSDG	10	10
BAA 0.2 - 0.8	MARC 1	15	
BAA 0.2 - 0.8	MARC 2		
BAA 0.8 - 1.5	MARC 1	25	25
BAA 3.3 - 3.3	XOVER	20	20
BAA 3.9 - 6.4	SSDG		

### ADDITIONAL SPEEDS (SP) -- MT CLARE BRANCH

Location	Track Type	F
BAN 0.5 - 2.3	4	10

### ADDITIONAL SPEEDS (SP) -- WESTPORT BRANCH

Location	Track Type	F
BRN 0.4 - 0.0	STG	10
BAS 0.0 - 0.4		

### 110.4 TRAINS AND ON-TRACK EQUIPMENT

#### POSITION OF CREW MEMBERS

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

#### 302.1 LOCATIONS THAT MUST BE APPROACHED PREPARED TO STOP

MP	Location	Hours Attended
BBR 4.0	Marley Neck IT, Curtis Creek	When needed - Note 1
BAL 5.4	Sparrows Point IT, Bear Creek	When needed - Note 2

**Note 1: BBR 4.0 Marley Neck IT, Curtis Creek Drawbridge**  
Indicating lights are in service. Green light displayed indicates train traffic may proceed. Red light displayed indicates stop and check position of derail and bridge.

When a bridge tender is on duty and indicating light displays stop, the bridge tender will inspect bridge and derail to determine the route is properly lined. Movement may be made on hand signal or verbal instructions from the bridge tender.

When a bridge tender is not on duty, train crews will retrieve portable Maritime radios from the Curtis Bay Yardmaster. Trains will approach the Marley Neck Bridge prepared to stop. Once stopped at the indicating light, comply with the following steps:

- Using the weather feature on the Maritime radio, ensure that winds are not greater than "sustained - 35 knots". If winds are sustained at more than 35 knots the bridge cannot be operated. If the winds are reported less, a crew member will walk to bridge control box located at foot of bridge.
- Before proceeding, stop and inspect waterway for any Maritime traffic. If Maritime traffic is observed approaching the bridge, wait for the waterway to be clear.
- When waterway is clear, unlock the bridge control box, announce on Maritime radio Channel 13 "CSX Marley Neck Bridge Will Be Closing In Three Minutes". The Maritime radio will be monitored at all times while the bridge is closed or being opened.
- After waiting 3 minutes and no radio response heard on Maritime radio, press the green button labeled "Bridge Close" until the audible siren on the bridge activates.
- Once siren activates, remain stationed at the lock box and observe bridge closing and maritime traffic accordingly. In case of an emergency or unexpected maritime traffic, press the translucent red button labeled "Bridge Stop". Maritime traffic has the right of way.
- Once bridge is fully closed and locked: lock bridge control

box, return to equipment, and observe indicating signal.

7. After movement traverses and clears bridge and designated end of circuit sign (the opposing indicating light), stop and wait one minute, then enter DTMF code on Channel 063. After DTMF code 121212 has been entered in the radio, a responding tone back should be heard. When the bridge is fully opened a confirmation message will be transmitted on Channel 063.

8. If confirmation message is received, proceed. If no confirmation message is received after 10 minutes enter DTMF code 121212 again on Channel 063.

9. If confirmation message is received after the second attempt, proceed. If no confirmation message is received after 10 minutes, a crew member must walk to the rear of the equipment and ensure equipment is clear of the bridge and circuit (the opposing indicating light). If equipment is clear of both, open the lock box and press the red button labeled "Bridge Open". Report the occurrence to the Curtis Bay Yardmaster.

10. Once visually confirming that the bridge is open and derail is lined, lock the lock box and proceed.

11. If unable to open or close bridge manually from the bridge control box, immediately contact Curtis Bay Yardmaster who will contact Engineering Help Desk at 1-888-999-1725, and contact on duty Manager Train Operation (MTO).

In case of emergency, press translucent red button labeled "Bridge Stop" located in bridge control box.

**Note 2: BAL 5.0 Bear Creek Drawbridge –**

When signal governing movement of drawbridge displays proceed (lunar), train may proceed without stopping. When signal displays Stop (red), after movement has stopped and bridge tender has inspected bridge to determine it is safe, movement may be made on hand signal or verbal permission from the bridge tender.

Westward movements to Grays Yard will ascertain that Bear Creek Drawbridge will be lined for movement before blocking Chesterwood and Cove Road crossings.

**308 TRAIN IN EMERGENCY**

Trains, which sustain an emergency application of the brakes at locations listed below, will make emergency transmissions on Channel 008 and on channels listed below before notifying Dispatcher.

MP/Location	Railroad	Channel
BAK 89.7	Over AMTRAK	054
BAL 0.0	Over NS	046
BAA 6.0	AMTRAK	054

**311 RAILROAD CROSSINGS AT GRADE**

MP	Location	RR	Type	Rule
BAL 1.4	Penn Mary Yard	Canton	Automatic	Note 1
BAL 5.0	Penn Mary Yard	NS	Stop Signs	311.1 Note 2

**Note 1: BAL 1.4 Penn Mary YD, Canton RR –** TC Rules are in effect between the absolute signals. When absolute signal displays Stop, movement must stop. If no conflicting movement is evident on the Canton RR, movement may

proceed. When CSX crews operate on the Canton RR and must cross CSX Tracks, trains and engines must stop. If no conflicting movement is evident on CSX Tracks, movement may proceed.

**Note 2: BAL 5.0 Penn Mary Yd, NS RR –** Stop signs are in place. Trains must stop, and if no conflicting movement is evident on NS, trains may proceed.

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

**1. Waterview Ave –** Trains will stop before crossing Waterview Ave (140-384W) and operate control boxes to provide protection against vehicular traffic. Manual control boxes are located on north and south side of crossing and are operated by switch key.

Turning switch to "Take" position will cause highway traffic light to display red. After traffic is stopped train will proceed over crossing. It is not necessary to operate switch to "Cancel", as traffic light will automatically display green after movement is completed.

**2. Hollins Ferry Rd BAA 2.2 –** Eastward trains No 1, 2 and 3 Tracks, exceeding 2,200 feet in length, that receive other than a Clear or Approach Medium at West Baltimore, will not foul Hollins Ferry Rd unless they receive a signal at Carroll to proceed. Eastward trains on Mt Winans Lead will not foul Hollins Ferry Rd without permission of the train dispatcher.

**3. Merritt Blvd DOT 140315N, Sparrows Pt IT –** Red or no light = Stop and flag crossing; Green = Proceed.

**4.** The following instructions apply to all trains operating through Locust Point between the hours of 0600 and 2000:

Trains must stop and no train shall foul or activate the Automatic Grade Crossing Warning Devices at Hull Street, BAM 2.8 and Under Armour Parking Lot Crossing, BAM 2.9, until it is known that a route is lined which will allow the train to clear both crossings.

After stopping and prior to proceeding, the yardmaster at Bay View must be notified.

The yardmaster at Bay View will immediately contact Todd James, the Under Armour Director of Facilities at 678-446-7383, and alert him of train movement.

**401 OPERATING SWITCHES AND DERAILS BY HAND**

**Protection of Coal Pier Employees**

The west crossover switch located on the east end of Curtis Bay Yard, which allows movement from 32 Ladder to the Bullpen and Return Yard/Marley Main, may be lined and locked for crossover movement while the east crossover switch is lined normal. This will be done to afford protection to Coal Pier employees while Coal Pier is in operation on the loaded or empty side.

Approach the crossover using caution until switches are inspected for alignment.

## 401 OPERATING SWITCHES AND DERAILS BY HAND

### Power Assisted Switches (PAS)

There are two types of radio controlled Power Assisted Switches 'PAS'. Instructions for the similarities of these switches are as follows:

- a. Standard Lever type switch 'SLT'
- b. Hydraulic Pump type switch 'HPT'

#### Definitions

**Power Assisted Switch (PAS)** – A switch identified as 'PAS' can be controlled remotely by use of a DTMF keypad located on a radio, a key box located on a switch point indicator bungalow, a toggle switch located on the switch stand, or manually.

**Auto Restoring Switch** – Once a train has entered and exited the switch and no further commands have been received, the switches and derails will auto-restore to the normal position. A 'Restored' radio message will be broadcast.

**Signage** –The following signs will be used at Power Assisted Switch PAS locations:

**“Begin OS” and “End OS”** – These signs identify the limits of the on-switch circuit locations. In order for the PAS to be operated by DTMF or pushbutton, the limits of the OS must not be occupied.

**Dual-tone multi-frequency signaling (DTMF) Sequence / Code-** The sequences / codes for a specific location.

**“Switch Control”** – Signs are placed a distance as specified by the in-service bulletin from a Power Assisted Switch for the purpose of notifying the crew they must enter the proper DTMF sequence.

**Confirmation Messages:** Radio Message indicating the switch / derail position

Example:

'CSX west end Alpha MP 123.4 switch is normal, switch is normal, CSX west end Alpha out'

#### Normal

Crossover / switch is lined for straight line movement / main to main / siding to siding.

#### Reverse

Crossover / switch is lined for diverging track movement / main to siding movement.

#### Switch Point / Derail Indicator

A visual L.E.D. display fixed at a switch / derail location to indicate the position of the switch points/ derail. In the case of a crossover, a switch point indicator will be located at each switch. Train crews will utilize the L.E.D. display at their entering end of the crossover to determine the position of the switch. It is not necessary to view the displays on each end of the crossover.

Indicator Light	Switch Status
Green	Normal position, straight line mvmt
Yellow	Reverse position, diverging mvmt

Indicator Light	Switch Status
Red or Dark	Switch/xover out of correspondence

#### In yards, with switches equipped with PAS:

1. Before entering the OS circuit, a crew member must enter, on the yard channel, the proper DTMF sequence for the desired switch position.

2. After entering the proper DTMF sequence/code, crew will receive a radio confirmation message. If the train will not pass the 'Begin OS' sign within 10 minutes after a confirmation message is received that the switch is properly lined for their movement, the train must stop before passing the 'Begin OS' sign and repeat proper DTMF sequence.

3. The switch point indicator displays the switch is properly lined for the desired movement.

4. If the switch point indicator does not properly respond to the proper key controller sequence or Engineering Department operating on-track equipment, either alone or in combination with other equipment, be governed as follows:

- a. Must stop movement short of the "Begin OS" circuit.
- b. Obtain instruction of the yardmaster to operate the PAS in hand position.
- c. Follow **“Manual Switch Operations”**.

#### Manual Switch Operations

The PAS must be operated manually by one of the “Manual Switch Operations” procedures below.

**Note:** When required to operate the derail by hand it must be handled separately from the switch.

#### Hydraulic Pump Type Switch (HPT) Operation

1. Confirm that there are no obstructions.
2. Remove lock from pump handle.
3. Open hand throw cover and insert pump handle.
4. Move direction lever to the direction of movement.
5. Operate pump handle to reverse switch (approximately 15 times)
6. Check switch points and corresponding indicator light.
7. Reinstall pump handle in holder and lock.

#### To Change The Original Requested Route

1. If a change is needed from the original requested route, train crew must stop short of 'Begin OS' sign,
2. Notify the proper authority,
3. Wait 15 minutes from received confirmation, and
4. Then enter the proper DTMF sequence described in “Operating a power assisted switch PAS”.

#### POWER ASSISTED SWITCHES (PAS)

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

MP	Location	Normal	Reverse	Inquiry	Remarks
BBR 0.3	Curtis Bay Yard Turnout 1 BX to 0 Trk	#01	#00	#02	Switch #50

MP	Location	Normal	Reverse	Inquiry	Remarks
BBR 0.5	Curtis Bay Yard Xover 0 Trk to 1 BX	#11	#10	#12	Switch #1
BBR 0.6	Curtis Bay Yard Turnout 1 BX to CP 8 / CP 9	#05	#06	#07	Switch #2
BBR 0.6	Curtis Bay Yard Turnout CP 8 / CP 9	#55	#56	#57	Switch #3
BBR 0.6	Curtis Bay Yard Turnout 50 / CP 7	#50	#54	#58	Switch #4

Switch Point Indicator Lights are in service.

#### 405 SWITCHING EQUIPMENT

The following is added to the requirements of Rule 405.2

When At Industries:

While coupling auto racks or multilevel equipment at industries the movement must stop 50 feet short of the coupling when the multilevel auto racks are positioned at the end of track, at or near the wheel stops, or at or near the button blocks.

#### 405.6 KICKING CARS

**Baltimore Terminal SD** – The practice of cutting cars off in motion (kicking cars) is prohibited at all locations with the exception of Locust Point Yard and Curtis Bay yard.

In addition to Rule 405.6

When kicking cars at Curtis Bay or Locust Point yards, cars must not be kicked into a clear track. The track cars are kicked into must be properly secured. The secured cars must be positioned not closer than three cars from the clearance point to ensure the cars remain in the clear. Use caution when kicking cars to avoid coupling cars in curves. The ranking employee must ensure all tracks are stretched, properly secured, and spotted when switching is completed.

#### 408 GENERAL SECUREMENT REQUIREMENTS

**Instructions for T&E Crews Securing Trains on Coal Pier Dumper #2 Dumper #3 Car Positioners are as follows:**

T&E crews yarding trains on the Coal Pier must conduct a job briefing with a Coal Pier employee before entering thaw shed and will not advance the train to the train holding device until the Coal Pier employee informs the T&E crew that the positioner and train loading device are properly positioned for movement. Trains will be yarded under the direction of the Coal Pier employee who will be in direct contact with the conductor.

A Coal Pier employee will be physically located at the train holding device and will instruct the conductor on where to

spot the train on the train holding device.

The Coal Pier employee will apply the truck locks on the train holding device to secure the train.

After Coal Pier employee verifies that the truck locks are set, he will instruct the T&E crew to release the independent and automatic brake and wait one minute to test the train holding device.

If there is no movement after one minute, the train holding device will be considered effective in securing the train and hand brakes will not be required.

If the train holding device is not effective in securing the train, hand brakes must be applied and tested per Rule 409.3.

After train is properly secured, the Coal Pier employee will direct the T&E crew to cut away and provide departure instructions.

#### 409 SECUREMENT OF CARS

The following exceptions apply:

Location	Minimum Tested Hand Brakes Required
Bay View	A min of 3 pieces of equipment must be coupled, secured & tested when leaving equipment in the Classification Yard Trks B01-B13, West Ladder, East Ladder & BSI (Note)
Curtis Bay Car Shop	1 car = 1 HB, 2 cars = 2 HB, 3 cars = 3 HB, 4 or more cars = 4 HB plus a sufficient number of additional HB as determined by performing test for sufficient HB. Cars must not be coupled to other cars already on Shop Trks. Cars must not be spotted nearer than 50 ft from derail

#### Exceptions:

The following locations are not governed by instructions contained in the above table for Bay View:

1. "A" Lead
2. "B" Lead
3. Fire Track
4. Run-Around
5. Pocket
6. Yard Lead

#### Diesel Exhaust in Tunnels

When train stalls or an undesired emergency application of the air brakes occurs while the locomotive is inside of a tunnel, and it is apparent the problem cannot be quickly fixed:

1. Advise the train dispatcher of the situation
2. Shut down all unnecessary locomotives
3. Apply hand brakes to the cars
4. Cut the locomotive away
5. Move out of the tunnel
6. Allow exhaust to clear

7. Inspect the equipment
8. If no visible defects can be found, notify dispatcher and await instructions.
9. Correct any defects before the locomotive reenters the tunnel

**Testing Hand Brakes**

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

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

**500.1 DISPATCHER BULLETINS, DISPATCHER MESSAGES, AND RELEASE FORMS**

1. Passenger crews making more than one trip will receive a release form and train bulletin for each train they operate, unless otherwise instructed by the train dispatcher.
2. Passenger crews originating in Washington will receive release form and train bulletin at Washington before departing.

**504.1 GENERAL SIGNAL RULES**

MP/Location	Signal Rules
Baltimore Terminal SD	1281-1298

**504.14 GENERAL SIGNAL RULES**

When necessary to place a Dual-Controlled Power-Operated Switch in Hand and a Dual-Controlled Power Operated Switch Point Split Derail will be encountered with the route, comply with Rule 504.14 for both the Switch and the Split Derail.

When the Dual-Controlled Power-Operated Switch is in hand, the Dual-Controlled Power-Operated Switch Point Split Derail must also be in hand.

**512.3 CAB SIGNAL SYSTEM (CSS) - GENERAL**

Trains destined to cab signal territory, with cab signal/ATC equipped locomotives in the lead, and with self test capability, must have the self test performed prior to departure from on-duty locations

Locomotive operators may remove seals in order to position controls and switches to perform the test. When the test is completed, seals must be replaced. Seals may be obtained from the mechanical department. Any forms on the locomotive marked with seal numbers must be updated with replacement correct seal numbers.

Employees required to test cab signals must leave a signed copy of the test results in a cab signal slip (CSTS) box prior to departing the location where the test was completed.

When conditions exist that will not allow for a CSTS to be deposited at a CSTS box safely, the information must be relayed/transmitted to an authorized employee who can safely make a copy and deposit it in a CSTS box prior to the train's departure.

MP	Location	Location of CSTS Box
BAK 88.0	Baltimore Term	Bay View yard office
BAK 88.0		Bay View safety stop
BAO 8.0		Curtis Bay yard office
BAM 1.2		Locust Point yard office
BAA 5.6		Halethorpe Old HX Tower

**901.8 RCZ JOB BRIEFING CHECKLIST**

While on duty, all remote control operators on a remote control assignment must possess and complete the RCO Foreman job briefing checklist. The checklist must be completed at the beginning of each shift, updated timely throughout the shift, and maintained until the end of the shift.

**902.1 REMOTE CONTROL ZONES**

Yard Name	Zone Name	Description of Zone
Locust Point	Lower 3 Trk	From the clearance point of the east & west end of Lower 3 Trk, length of Zone is 1,806 Ft
	Lower 4 Trk	From the clearance point of the east & west end of Lower 4 Trk, length of Zone is 1,760 Ft
Bay View	Westbound Trk	From the A Lead to the Westbound Trk between the clearance points of the yard & 500 Ft east of the switch at Becks
Curtis Bay	2 Brooklyn Trk	From the east end RCZ sign to the west RCZ sign 2,900 Ft. Includes all Class Trk Switches from the clearance point of Trk 33-47
	3 Brooklyn Trk	From the east end RCZ sign to the west end RCZ sign, 2,090 Ft. Includes all Class Trk Switches from clearance points of Trk 24-32
	4 Brooklyn Trk	From the east end RCZ sign to the west end RCZ sign, 2,070 Ft. Includes all Class Trk Switches from clearance points of Trk 3 to 23
	Marley Neck	From the west end of the bridge over Patapsco Ave & extending on the Marley Neck Branch to a point 300 Ft west of Benhill St. Length of zone is 4,050 Ft

Sign and radio channel information for defined Remote Control Zones:

Yard	Zone	Sign Locations	Sign Display	Radio Channel
Locust Point	Lower 3 Trk	On the south side of Lower 4 Trk between the xover at Key Hwy & the clearance point for 3 & 4 Trks at Andre St	Cont	024
	Lower 4 Trk	On the south side of 4 Trk between the xover at Key Hwy & the clearance point for 3 & 4 Trks at Andre St		
Bay View	Westbound Trk	A Lead & clearance point of the yard	Cont	028
Curtis Bay	2 Brooklyn Trk	On the south side of the rail on 4 Brooklyn Trk		070
	3 Brooklyn Trk	On the south side of the rail of 4 Brooklyn Trk		
	4 Brooklyn Trk	On the south side of the rail of 4 Brooklyn Trk		
	Marley Neck	On the south side of trk at the west end of the bridge over east Patapsco Ave & on south side of Trk 300 Ft west of Benhill St		

### 902.5 INSTRUCTIONS FOR TRAINS, ENGINES, AND ON-TRACK EQUIPMENT

#### Instructions for train, engine and on-track equipment movements arriving

All inbound trains, engines or on-track equipment movements will not proceed without contacting the yardmaster to determine if a Remote Controlled Zone is activated.

### 903 POSITIVE STOP PROTECTION (PSP)

Positive Stop Protection is in effect as follows:

Yard	Zone	Track
Locust Point	Lower 3 Trk	Locust Point - Lower 3
	Lower 4 Trk	Locust Point - Lower 4

Yard	Zone	Track
Bay View	Westbound Trk	Bay View Westbound & A Lead
Curtis Bay	2 Brooklyn Trk	2BX
	3 Brooklyn Trk	3BX
	4 Brooklyn Trk	4BX
	Marley Neck	Marley Neck Branch

PSP locomotives must be leading unit in pullback direction. PSP equipment is installed on the following Baltimore Terminal RCL locomotives:  
 CSXT 1321 - CSXT 1324 - CSXT 2536 - CSXT 6004 - CSXT 6020 - CSXT 8247 - CSXT 8250 - CSXT 8261 - CSXT 8455 - CSXT 2537

### SPEED AND TONNAGE RESTRICTIONS

Yard	Zone	Tonnage	Locomotive	Entry Speed
Locust Point	Lower 3 Trk & Lower 4 Trk	900	one 4-Axle	7 MPH
		2,000	two 4-Axle	7 MPH
	Lower 4 Trk	2,300	one 6-Axle	7 MPH
Bay View	Westbound Trk	2,000	two 4-Axle	7 MPH
		2,300	one 6-Axle	7 MPH
Curtis Bay	3 Brooklyn Trk	4,000	one 6-Axle or two 4-Axle	7 MPH
		3,500	one 6-Axle & one 4-Axle, or two 4-Axle	6 MPH
	Marley Neck	No more than 4,000	one 6-Axle	10 MPH
		No more than 3,000	one 4-Axle	10 MPH

### 904 OPERATING REMOTE CONTROL EQUIPMENT

A remote Control Locomotive Consist with cars attached is not considered unattended when the RCO travels to the other end of the train to continue work if the Remote Control Locomotive Consist is equipped with:

1. An electronic hand brake,
2. OCU Interface, and
3. The electronic hand brake is applied, tested, and effective

### 1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station
BAO 8.0	Curtis Bay	Cont	070 & 063	Terminal
BAM 3.6	Locust Point		024	
BAA 0.5	Howard St Tunnel		066-4	Wayside
BAA 5.7	Halethorpe		008, 066-4	
BAK 88.0	Bay View		028	
BAL 5.0	Penn Mary		028	Terminal



MP	Location	Hours	Channels Assigned	Type Station
BAL 0.8	Bay View	Cont	008, 066-4	Wayside

**Howard Street Tunnel** – A radio repeater system is installed and activated for radio communication within the Howard Street Tunnel.

If equipped with a radio with the HST Repeater Channel, the system can be operated.

If not equipped with a radio with the HST Repeater Channel, set radio for Channel 055 for transmitting and 008 for receiving.

Your radio may be programmed with the HST Repeater Channel, at your local CSX Communications office/Shop.

**Mount Clare Yard** – A Radio Repeater System is installed and activated for radio communications at Mount Clare Yard. Radios must be set to narrow band Channel 008 for transmitting and 062 for receiving in order to utilize this repeater for radio communication.

Radios that cannot be manually turned to these channels independently will need to be programmed by the CSX Communications department at any local Communications shop.

### 1101 BLUE SIGNAL PROTECTION GENERAL RULES

**Curtis Bay** – Shop Tracks 1 through 4 at Curtis Bay are under control of the Mechanical Department, and when in use by mechanical forces, will be Blue Flagged.

When necessary to use Shop Tracks while mechanical forces are working, the yardmaster will make arrangements with the Mechanical Department to enter tracks, noting date, time and name of person granting permission.

## 2. INSTRUCTIONS RELATING TO SAFETY RULES

### 2000 SAFETY RESPONSIBILITIES

Crews of all trains occupying the following tracks must keep windows closed and the crew must remain inside the cab except in the normal performance of their duties.

1. Between Annapolis Road and Clifford
2. Between Hollins Ferry Rd and Potee Street

### Locomotive Safety

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

1. If for any reason you smell fumes, etc. on the locomotive, get off the locomotive immediately, then notify the proper authority (yardmaster or dispatcher). Do not re-enter / re-board the locomotive.
2. Caution must be exercised when slippery conditions exist, such as, rain, snow, or mud. The floor area should be free from slip, trip and fall hazards. After dark, a light should be used when first entering the cab area.

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

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

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

### 2100 ON OR ABOUT TRACK SAFETY

1. Crews or car inspectors walking a train adjacent to the main will request block protection.

2. The dispatchers will place an O. S. block to prevent inadvertently running a train without advising of the movement.

3. When trains approach, the dispatcher will advise the approaching train to proceed prepared to stop at the location until he has talked with the employee on the ground, and will advise the employee requesting protection of the approaching train.

4. When finished with the block protection, employees involved must release track to the dispatcher.

### 2102 RIDING EQUIPMENT

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

MP	Location
BAK 88.0	Bay View - All Trks
BAM 1.2	Locust Point - All Trks
BAO 8.0	Curtis Bay - All Trks
BAL 5.0	Penn Mary - All Trks
BAL 5.0	Seagirt Trk 1 on south side of trk only
BAL 5.0	Seagirt Trk 2 on north side of trk only
BAL 5.0	Seagirt Trk 3 on south side of trk only
BAL 5.0	Seagirt Trk 4 on north side of trk only
BAL 5.0	Seagirt Trk 5 on south side of trk only
BAL 5.0	Seagirt Trk 6 - 8 both sides

## 3. INSTRUCTIONS RELATING TO HAZARDOUS MATERIALS

### 6052 GENERAL DOT REQUIREMENT

#### Washington DC HazMat Ban Exemption

Non-revenue work trains and equipment carrying containers of hazardous materials for the purpose of engineering construction, maintenance or repairs are permitted to operate through Washington, DC.

#### Guide for Compliance with Washington DC HazMat Ban

A ban on loaded cars containing certain designated hazardous materials is in effect for the I-95 corridor through

the Washington, DC metropolitan area. This ban applies only to loaded cars (including trailers and containers on flat cars) containing hazardous materials with the restricted class codes and only on the segments of the Alexandria Extension and RF&P Subdivision, within the District of Columbia and between the limits designated below:

**Restriction Limits**

- \* RF&P Subdivision between CFP 110.1 (RO) and CFP 113.8 end of subdivision (M Street)
- \* Capital Subdivision between CFP 113.8 (M Street) and CFP 114.7 (Anacostia)
- \* Capital Subdivision between BAA 36.9 and BAA 37.2 (F Tower)
- \* Metropolitan Subdivision between BA 1.0 (F Tower / C Tower) to BA 1.7.
- \* Alexandria Extension between CFP 113.8 (M Street) and CFP 119.2 (Jones Hill)

**Restricted Class Codes**

- \* Class 1, Division 1.1 (Explosives)
- \* Class 1, Division 1.2 (Explosives)
- \* Class 1, Division 1.3 (Explosives)
- \* Class 2, Division 2.1 (Flammable Gas)
- \* Class 2, Division 2.2 (Non-Flammable Gas-Anhydrous Ammonia Only)
- \* Class 2, Division 2.3 (Poison Gas)
- \* Class 6, Division 6.1 (Poisons) Poison Inhalation Hazard, Hazard Zone A and B, only
- \* Class 7, Radioactive materials

Any commodity with a shipping description of poisonous inhalation hazard, or inhalation hazard.

In order to ensure compliance with this ban on cars carrying the banned commodities that would normally move through the Washington, DC Metropolitan Area, CSX has implemented safeguards that include alert messages in train documents and changes to yardmaster closeouts to prevent cars from being placed in trains moving to the affected area.

Restricted cars will be flagged at the earliest point possible in each train’s route to allow efficient reroute. For example, a car containing a restricted commodity placed in a Selkirk block at Waycross will be flagged with an alert message in the train documents. The safeguards will not allow completion of the yardmaster closeout until the car with the restricted commodity has been removed from the train. Yardmasters and train and locomotive operator service personnel will be governed as follows:

**Yardmasters**

Any car which is restricted to or through the DC area will be displayed as:  
**RESTRICTION**  
**\*\*STOP TRAIN\*\***

This commodity (or car number) is restricted from moving through the Washington, DC Metropolitan Area and must be set out.

When this occurs, the yardmaster will not be able to complete the closeout, but should press “enter” to clear out of the closeout process and then:

- 1) Take the appropriate steps to have the car set out of the train.

- 2) Notify the Terminal Manager/Superintendent.
- 3) Delete the closeout and reissue the closeout after the car has been cut out of the train.

**Train and Locomotive Operator Service**

Train Crews Must:  
 \* Reference their CSX train documentation restricted and Special Handling list to ensure that their train consist does not include a restricted car that is governed by Special Instruction:  
**\*\*\*STOP TRAIN\*\*\***

This commodity (or car number) is restricted from moving through the Washington, DC Metropolitan Area and must be set out  
 \* When practicable, observe train for placards indicating a banned material.  
 \* If crew suspects a car carrying a banned material in their train, they must reference the train listing and hazardous material description in their train documentation for the hazmat STCC code of the commodity.

T&E crews, or other field personnel finding one or more of the aforementioned loaded hazardous materials cars in trains enroute to the affected subdivisions must:  
 \* Report the incident to the train dispatcher,  
 \* Stop train and set out the car prior to reaching the limits of the ban area.

Particular scrutiny should be applied to trains destined to operate over the RF&P SD and the Alexandria Extension at the locations where they originate and where they last perform work.

**HIGH THREAT URBAN AREA LIMITS LISTED IN TABLE BELOW:**

MP	Instruction
BAA 0.2 - BAA 6.6	In Effect - All Tracks
BAK 89.6 - BAK 96.5	
BAL 0.0 - BAL 6.6	
BAM 0.0 - BAM 3.6	
BAN 0.0 - BAN 3.0	
BAO 0.0 - BAO 3.3	
BBP 0.0 - BBP 2.0	

**LOCATIONS WHERE TIMETABLE AUTHORIZED SPEED EXCEEDS 40 MPH WITHIN THE LIMITS OF A HIGH THREAT URBAN AREA.**

Any train identified as restricted to 40 MPH within the limits of a High Threat Urban Area when required by train documents or rule must not exceed 40 MPH at these locations.

From MP	From [TYPE]	To MP	To [TYPE]
BAA 3.9	[CP] Lansdowne	BAA 6.6	[MilePost]
BAK 89.6	[MilePost]	BAK 90.6	[MilePost]

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

**4052 DISCOVERING A CAR THAT IS UNSAFE TO MOVE**

When a car wheel is found to have excessive tread build

up\*, it must not be moved until authorized by a mechanical department employee and/or a transportation officer.

\*Tread buildup is considered excessive when the height of the buildup exceeds one-eighth of an inch.

### 4300 DEFECT DETECTORS AND CLEARANCE DETECTORS

MP	Location	Note
BAA 6.6	Saint Denis	HIWI 19'3" (Note 1)
BAK 90.7	Bayview	HIWI 19'3" (Note 2)
BAK 92.3	Waverly	None

**Note 1: BAA 6.6 Saint Denis** – Saint Denis HIWI detector protects eastward movements toward the Howard Street Tunnel. The detector will transmit information on the Road Channel 08 in a female voice. Westward movements will only receive a detector is working message.

**A) Arrival message** – "CSX High Car Clearance Detector Milepost 6.6"

**B) Post Train Message With No Alarms Detected** – "CSX High Car Detector Milepost 6.6 No Defects, No Defects, Total Axle (Number) Detector Out"

**C) High or Wide Car Detected Alarm –**

**1. High Car Detected** – A long tone followed by "High Car Detected".

**Post Train Message** – "(Tone) CSX Car Clearance Detector, Milepost 6.6, Track (number) High Car 19 Point 3 Detected From Axle (number) to Axle (number)", Total Axle (number), Detector Out"

**2. Wide Load Detected** – A Short Tone followed by "Wide Load Detected".

**Post Train Message** – "(Tone) CSX Car Clearance Detector, Milepost 6.6, Track (number), Wide Load (north/south) Side From Axle (number) To Axle (number), Total Axle (number), Detector Out"

\*\*\*If more than 6 alarms are detected from either high or wide cars the message will also include "Additional Alarms", Inspect Remainder Of Train".

**D) System Failure Message** – If the detector is not functioning properly and receive one of the following messages, contact the dispatcher immediately for further instructions.

**1) Arrival Message (Wide Load Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 6.6, Track (number), Wide Load Malfunction".

**Post Train Message (Wide Load Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 6.6 Track (number) Wide Load Malfunction, Total Axle (number), Detector Out".

**2) Arrival Message (High Car Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 6.6, Track (number), Detector Malfunction"

**Post Train Message (High Car Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 6.6, Track (number), Detector Malfunction, Total Axle (number), Detector Out".

**Note 2: BAK 90.7 Bayview** – Bayview HIWI Detector protects Westward movements toward the Howard Street

Tunnel. The detector will transmit information on the Road Channel 08 in a female voice. Eastward movements will only receive a detector is working message.

**A) Arrival Message** – "CSX High Car Clearance Detector Milepost 90.7".

**B) Post Train Message With No Alarms Detected** – "CSX High Car Detector Milepost 90.7 No Defects, No Defects, Total Axle (number) Detector Out".

**C) High or Wide Car Detected Alarm –**

**1. High Car Detected** – A long tone followed by "High Car Detected".

**Post Train Message** – "(tone) CSX Car Clearance Detector, Milepost 90.7, Track (number) High Car 19 point 3 Detected From Axle (number) To Axle (number), Total Axle (number), Detector Out"

**2. Wide Load Detected** – A short tone followed by "Wide Load Detected".

**Post Train Message** – "(tone) CSX Car Clearance Detector, Milepost 90.7, Track (number), Wide Load (north/south) Side From Axle (number) To Axle (number), Total Axle (number), Detector Out"

\*\*\*If more than 6 alarms are detected for either high or wide cars the message will Also include "Additional Alarms, Inspect Remainder of Train".

**D) System Failure Message** – If the detector is not functioning properly and receive one of the following messages, contact the dispatcher immediately for further instructions.

**1) Arrival message (Wide Load Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 90.7 Track (number), Wide Load Malfunction.

**Post Train Message (Wide Load Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 90.7, Track (number), Wide Load Malfunction, Total Axle (number), Detector Out".

**2) Arrival Message (High Car Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 90.7, Track (number), Detector Malfunction"

**Post Train Message (High Car Stuck)** – "(tone) CSX Car Clearance Detector, Milepost 90.7, Track (number), Detector Malfunction, Total Axle (number), Detector Out".

### 4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
BAL 0.2	Sparrow Point IT, Becks over NS
BAL 5.4	Sparrow Point IT, Bear Creek
BBR 4.0	Marley Neck IT, Curtis Creek

### 4400 TUNNELS

Tunnels are at the following locations:

MP	Tunnel	Instructions
BAK 92.1	Harford Rd	N/A
BAK 92.9	York Rd	
BAK 93.0	Barclay St	
BAK 93.1	Guilford Ave	

MP	Tunnel	Instructions
BAK 93.3	Calvert St	N/A
BAK 93.4	Charles St	
BAK 93.5	Huntingdon Ave	
BAK 94.2	North Ave N Main Trk	
BAK 94.2	North Ave S Siding	
BAK 94.3	Jones Falls Expressway	
BAK 94.5	Mt Royal N Main Trk	
BAK 94.5	Mt Royal S Main Trk	
BAK 95.3	Howard St	Crews of trains moving through Howard St Tunnel will have all locomotive doors & windows closed

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

##### A. Rapid Discharge Air Dump Systems

Trains equipped with an air dump system for automatic unloading must be operated enroute to 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 accidentally 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.

B. 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.

#### 4475 HANDLING PASSENGER EQUIPMENT

Speed restrictions for MARC III 7800 cars and VRE Bi-Levels with over-inflated air springs:

- (A) Through crossovers and turnouts – 5 MPH
- (B) All other movements – 30 MPH

There are no restrictions when air springs are under – inflated.

Movement of passenger trains handling Hybrid Intermodal Transportation (HIT) containers in Amtrak multi-level or auto frame equipment is prohibited.

#### 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
Baltimore Terminal SD	18'2"	19'1"
North Ave Siding	Prohibited	Prohibited

#### 4551 MOVING LARGE ENGINEERING EQUIPMENT

When plowing with ditcher-spreader cars, must not:

- \* Have short hood of locomotive against snow plow;
- \* Be shoved by a locomotive consist exceeding two units;
- \* Handle more than 5 cars, including snowplow and caboose;

Be governed by instructions of supervisor accompanying the movement as to further speed restrictions.

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

##### 5354 CHANGING ENDS

When making extended movements with light locomotives, movement will be controlled from cab of leading unit in direction of movement when possible.

##### 5502 TRACTIVE EFFORT

Helper locomotive consist must not exceed the equivalent power axle value of the head end consist unless the head end power axle value was reduced from an en-route failure. When an en-route failure occurs and a higher power axle value is needed for a rear end helper than the power axle value that exist on the head end, the helper power must be reduced to no more than 18 power axles. If an en-route failure did not occur on the head end power, and more power axles are needed to shove the train, the helper power must be placed into the train with approximately 70% of the helper locomotive tonnage rating behind the helper locomotive.

##### 5553.4 RELEASING TRAIN BRAKES - RUNNING RELEASE

##### Releasing Train Brakes On Empty Or Loaded Auto Rack Trains

After the desired braking has been accomplished, train brakes may be released, if;

1. Brake pipe air is not exhausting.
2. You have made at least a 10-PSI brake pipe reduction and,
3. Brakes on the entire train will be released before the train speed is reduced to 25 MPH or less.

When train brakes can not be released by the time the train

speed is 25 MPH or less, bring the train to a stop, then release and recharge. This does not apply to descending heavy grades where the practice of a running release is prohibited.

### 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
Locust Point One or more Locomotives	less than 1,500	0
	1,501 - 3,000	3
	3,001 & above	5
Curtis Bay Yard One or more Locomotives	less than 1,500	0
	1,501 - 3,000	3
	3,001 - 4,000	5
	4,001 - 5,000	7
Mt Winans Yard One or more Locomotives	All	All
	Seagirt Yard One or more Locomotives	All
Bay View Yard One or more Locomotives	All	All

### 5604 OPERATING A HELPER EQUIPPED TRAIN

Locomotive operators of Helpers assisting eastward trains will not exceed third throttle position until after passing HB.

### 6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
BAA 1.0	Transflo Baltimore Term / Locust Point YZCU #1416	6-Axle Locomotives	Prohibited
BAA 2.2	Sherwin Williams YZCU #1335		
	Over Flo YZCU #1337		
BAA 4.0	Sazerac YZCU #1346		
BAA 5.6	Recover Mat YZCU #1382		
	Supplies Unlimited YZCU #1371		
BAA 6.0	JC Perry YZCU #1347		
	Halethorpe Extrusions YZCU #1349		
	Wollenwebers YZCU #1350		
BAA 6.1	Diageo YZCU #1376		
BAL 0.2	Trappe Rd Bridge, over NS	Equipment exceeding 17'0"	

MP	Location	Equipment	Restriction
BAM 1.2	PQ YZCU #1211	6-Axle Locomotives	Prohibited
	Steinweg YZCU #1201 & 1277		
	Westway YZCU #1206		
	Dominio YZCU #1212	All Equipment	Prohibited inside Sugar Shack Bldg
	Dominio YZCU #1212		
BAN 0.0	Clean Harbor YZCU #1302	6-Axle Locomotives	Prohibited
BAS 0.0	Balterm YZCU #1112		
BAS 0.2	Atlantic Forrest YZCU #1106		
	Baltimore Sun YZCU #1111		
BBQ 0.0 - BBQ 3.0	Seawall IT	6 Axle-Locomotives	Prohibited through curved leg of turnouts at all industries & storage trks except at the Ethanol Facility (BA Transload YZCU #0218)
BBR 2.2	Marley Neck IT	6-Axle Locomotives	Prohibited past the Infermetals Switch at Benhill St on Branch Line Main
BRN 0.5	Westport Branch Stg Trk	Cars exceeding 16'5"	Prohibited
	Westport Branch Main Trk	Cars exceeding 18'5"	

### 7. CLOSE CLEARANCE

MP	Location	Remarks
BAA 0.0	MARC 1, 2, & 3 Camden Station	At the platforms
BAA 2.0	Overflo YZCU #1337	South rail side before the gate
BAA 2.2	Sherwin Williams YZCU #0609	On the gate
BAA 4.0	Majestic Distillings YZCU #1346	South rail side at switch
BAA 6.0	Halethorpe Extrusions YZCU #1349	South rail side on bldg

MP	Location	Remarks
BAA 6.0	Wollenweber Trucking YZCU #1350	South rail side on bldg
BAA 6.2	Diageo YZCU #1376	On gate
BAK 88.0	Run-around Trk Bay View Yard	North rail side between trk & standing brush
BAK 88.0	NS Interchange Trks	All
BAK 88.0	Tenax & Coke YZCU #3111/0528	On the lead west rail side just before Tenax
BAL 1.0	Access World YZCU #3102	Left side of the gate
BAL 3.0	Victory Steel YZCU #3116	North side before the gate
BAL 3.0	KRAFCOR YZCU #2306	West rail before the bldg
BAL 3.0	Montebello YZCU #2301	On the gate
BAL 3.0	Poly Seal YZCU #3103	At the switch before the lead
BAM 0.6	Barney St #1 Trk	Parked vehicles east rail side
BAM 0.3	Leadenhall St #1 Trk	
BAM 2.0	Transflo YZCU #1210	On both sides
BAM 3.3	Domino Sugar YZCU #1212/1213	Trks 2 & 3 & on Trks at bulk unloading trk under shed south rail side
BAM 2.2	Steinweg YZCU #1201/1277	North rail side at gate
BAM 1.8	PQ YZCU #1211	South rail side at gate
BAN 0.0	Clean Harbors YZCU #1302	North rail side before the gate
BAN 3.0	Recovermat YZCU #1382	North rail side at gate
BAO 8.0	Team Trk at the east end of yard	North rail side adjacent to the fence
BAO 8.0	Coal Pier Thaw Shed 1-3	On the bldg
BAO 8.0	Coal Pier Dumpers 1-3	From the movers through the bldg
BAO 8.0	Ore Pier 1-2	At the Tipple
BBP 0.6	Dixie Pulp & Paper YZCU #0716/1333	North rail Side of bldg
BBQ 1.0	Thompson Gas YZCU #0220	West rail side at gate
BBQ 1.0	Nustar YZCU #0205	Sign located before acid rack on south rail side
BBQ 1.5	Hobleman Auto Ramp AWC YZCU #0202/0222	Telephone pole east of "A" Trk switch on the south rail side
BBQ 2.0	TARGA YZCU #3115	Inside the gate on the west rail side
BBQ 2.4	SASOL Chemical YZCU #0209	At gate on the east rail side
BBQ 2.8	USALCO YZCU #0213/0214	At the gate west rail side
BBQ 2.9	Baltimore Terminal Transload YZCU #0218	South rail side at the xing
BBR 1.3	SH Bell YZCU #0406	South rail side beside the fence

MP	Location	Remarks
BBR 1.3	Modutech YZCU #0411	Entrance on south rail side
BBR 2.0	INFRA Metals YZCU #0503	Entrance on north rail side
BBR 2.0	Edgemere YZCU #0502/2305	Both sides on the bldg
BBR 2.0	Atlantic Terminal YZCU #0507	At the bldg north rail side the trk
BBR 3.0	BITUMAR YZCU #0211	South rail side of gate
BBR 3.0	Liquid Transfer YZCU #0215	West rail side of gate
BBR 3.7	PRAXAIR YZCU #0719	Both sides of the gate
BBR 3.9	ERACHEM YZCU #0602	North rail side by dumper
BBR 4.0	Westrock YZCU #0605	South rail side at gate
BBR 5.0	WR Grace YZCU #0706	On the gate
BBR 5.6	KEMIRA YZCU #0714	North rail side of gate
BBR 5.6	US ALCO YZCU #0747	North rail side of lead
BBR 5.6	YARRA YZCU #0710	
BAL 5.0	Seagirt Trk 8	South rail side by fence
BVD 0.3	Sun Paper YZCU #1111	Loading dock inside bldg

## 8. MISCELLANEOUS

### GENERAL MISCELLANEOUS

#### A. Main Tracks Bay View to St Denis

**1. Mt Winans** – Crews picking up or setting off cars or locomotives at either Mt. Winans or Mt. Clare must contact the Yardmaster at Bay View for instructions.

**2. Kaufmans Lead (A&P Switch)** – Crews using electric lock switch at Kaufmans Lead, A&P 5.2 (A&P switch), must take pad lock out, then step on pedal and wait 30 seconds before operation.

#### B. Penn Mary Yard

**1.** Crews of trains terminating at Penn Mary must obtain yarding instructions from the yardmaster.

**2.** Between the hours of 0600 and 2200, Monday through Friday, all crews must contact the Canton Railroad Yardmaster - Penn Mary Yard on Channel 058-058 for instructions before entering Penn Mary Yard.

#### 3. Seagirt

a. Before entering the Seagirt Intermodal Facility crews will call on Channel 080 to announce their arrival.

b. All crews operating in the Seagirt Intermodal Facility must sound horn prior to crossing the "Splits" on Track 1 - 4.

**4. Dundalk – Chesterwood Road Crossing** – Crossing warning devices consisting of flashing light signals, bell and motion sensors are in service. These warning devices will activate 616 feet East and West of Chesterwood Road crossing.

#### C. Bay View Yard

**1. Bay View –** Bay View Yardmaster operates 24/7.

**2. Consol**

1. Speed on all tracks at Consol is 5 MPH. Crews arriving Consol will report clear of NS Tracks to the NS Yardmaster at Bay View yard South End. Crews pulling empties from Consol will also report clear of NS Tracks.

2. CSX empty crews pulling empty coal trains from CMT (CONSOL):

a. CSX Yardmaster are to notify CMT Control Room 30 minutes prior to empty crew arriving at Boston Street road crossing.

b. CMT personnel will unlock empty track derail and remove the blue flag and derail.

c. CSX pull crew will notify Control Room via CSX radio channel 092 when they have arrived at Boston Street road crossing prior to entering CMT property.

d. Control Room Operator will advise CSX pull crew when it is ok to come onto CMT property.

e. CSX empty crew will couple locomotive to head-end of train and contact Control Room when ready to pull via radio channel 092.

f. Control Room Operator will notify the CMPT Operations Supervisor and Road and Rail CSX train crew is coupled up and ready to pull train and confirm that it is okay to pull.

**3. Switch at Becks –** Switch Lock is applied to the eastward/westward switch at Becks. There will be no train, yard movement, or lite engine moves eastward (from Penn Mary towards Bay View) past the eastward/westward switch at Becks if there is not a lock properly securing the keeper on the switch. If a movement discovers the absence of a proper lock securing this switch the movement must be stopped until:

a. The absence of proper lock securing this switch is reported to the Yardmaster at Bay View, and

b. A member of the crew detrains, examines the switch and verifies the switch is properly lined and latched for the movement, and

c. A member of the crew stays at the switch while the entire movement is made past the switch.

**D. Curtis Bay Yard**

**1. Seawall Branch –** Do not exceed 5 MPH while operating Hobleman Facility.

**2. Coal Pier Tracks –** Train crew must contact the Coal Pier Supervisor or Coal Pier Dumper Crew on Channel 441 to conduct a job briefing to occupy these tracks.

A Radio Repeater System is installed for Coal Pier use. Radios must be set to narrow band Channel 359 for transmitting and 441 for receiving.

**9. HIGHWAY ROAD CROSSINGS**

**203.2 LOCOMOTIVE BELL AND HORN**

**Seagirt –** All engines operating at Seagirt will ring the engine bell continuously when moving on any track within this facility.

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

**Bay View to St Denis - Main Tracks**

MP	Location	DOT#	Type
BAA 0.74	Warner St	140863B	P
BAA 0.90	Ridgely	140865P	
BAA 1.14	Bayard St	140866W	
BAA 1.24	Bush St	140867D	
BAA 2.20	Hollins Ferry Rd	140869S	M

**Locust Point Branch**

MP	Location	DOT#	Type
BAM 0.22	Sharp St	644202C	M
BAM 0.32	Leadenhall St	140385D	C

**Curtis Bay Branch**

MP	Location	DOT#	Type
BAO 2.75	Hollins Ferry Rd	140340W	M

**Westport Branch**

MP	Location	DOT#	Type
BAS 0.10	Cromwell St	644204R	C
BAS 0.39	Berlin St	831618G	

**South Baltimore Branch**

MP	Location	DOT#	Type
BBP 0.98	Waterview Ave	140384W	C
BBP 1.31	Wenburn St	140382H	
BBP 1.53	Annapolis Blvd	140381B	M

**Mt Claire Branch**

MP	Location	DOT#	Type
BAN 0.50	Washington Blvd	140396R	M

**10. TERMINAL INSTRUCTIONS**

NONE

**11. LOADED UNIT CRUDE OIL TRAINS**

NONE

**12. POSITIVE TRAIN CONTROL**

Trains that have a PTC equipped locomotive should initialize and run with Positive Train Control on all controlled tracks within the specified limits as outlined in the table below.

MP	Instructions
BAK 89.6 - BAK 96.5	PTC IN EFFECT - ALL CONTROLLED TRACKS
BAA 0.2 - BAA 6.6	
BAM 0.0 - BAM 0.3	
BAN 0.0 - BAN 0.5	
BAN 2.3 - BAN 3.0	

<b>MP</b>	<b>Instructions</b>
BAO 0.3 - BAO 3.3	PTC IN EFFECT - ALL CONTROLLED TRACKS

**GENERAL INSTRUCTIONS**

All re-crews and road switchers taking charge of trains in PTC territory must contact the Train Dispatcher before initializing PTC.