



To: All Concerned
Subject: New CSX Operating Manual and CSX Foreign Line Employee Operating Manual
Effective: 00:01 HRS February 01, 2023

Item 1 - New Operating Manuals

This system bulletin is notification of the effective date of February 02, 2023 of a new CSX Employee Operating Manual and CSX Foreign Line Employee Operating Manual.

At 0001 on February 01, 2023, these manuals supersede previous versions. Employees must obtain a copy of the applicable manual either digital or physical.

The CSX Employee Operating Manual Contains:

1. CSX Operating Rules
2. CSX Safe Way
3. CSX Equipment Handling
4. CSX Air Brake and Train Handling, and
5. CSX HM-1

The CSX Foreign Line Employee Operating Manual contains:

1. CSX Operating Rules,
2. CSX Safe Way, and
3. CSX Equipment Handling

Note for Foreign line employees: All rules referenced in the Critical Rules Section at the beginning of the CSX Foreign Line Employee Operating Manual must be followed while on CSX Property.

Item 2 - CSX Operating Manual

Any employee or foreign line employee operating on CSX who does not obtain a copy of the applicable manual or does not have access to a digital version prior to performing service on or after February 01, 2023 must notify a CSX supervisor when going on duty. If no manual is available when going on duty, the employee must:

1. Continue to carry previous rule books, and
2. All System bulletins listed in Bulletin 011 effective 06/01/2023.

Issued By: OPERATING RULES DEPARTMENT



To: All Concerned
Subject: Dispatcher Rules
Effective: 00:01 HRS April 01, 2023

Item 1 - INTRODUCTION

Employees are only required to carry the most current system bulletins. The dispatcher bulletin will provide the highest numbered system bulletin to determine which system bulletins remain in effect and are required to be carried.

Item 1 will always include the most recent changes to this section of the employee operating manual effect 2/1/2023.

New Rule book effective 2/1/2023

No Changes Quarterly Reissue

Current System Bulletins in Effect:

Air Brake and Train Handling: 002
Dispatcher Rules: 003
Electronic Rulebooks: 004
Equipment Handling Rules: 005
HM-1: 006
Operating Rules: 007
Positive Train Control: 008
PTC Procedural Instructions: 009
Roadway Worker Rules: 010
Safe Way Rules: 011

Issued By: OPERATING RULES DEPARTMENT



To: All Concerned
Subject: Positive Train Control
Effective: 00:01 HRS April 01, 2023

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No Changes Quarterly Reissue

Current System Bulletins in Effect:

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Electronic Rulebooks: 004
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HM-1: 006
Operating Rules: 007
Positive Train Control: 008
PTC Procedural Instructions: 009
Roadway Worker Rules: 010
Safe Way Rules: 011

Item 2 - RULE 1300.1 Date of Modification 1/1/2023

1/1/2023 - Stem of rule modified

All trains departing initial terminal with PTC territory in their intended route must have an operational PTC system on the controlling locomotive. If the PTC system fails to initialize prior to departure, the train is not allowed to depart until initialization is successful. Trains that have a PTC equipped locomotive must initialize and run with positive train control on all PTC active controlled tracks. Unless stated otherwise by special instructions or permission is received from the train dispatcher, all crew members must verify the following before entering or making initial movement on controlled designated as PTC territory.

1. The locomotive operator has entered the correct dispatcher bulletin number,
2. Controlling locomotive PTC system is operative and has been initialized, and
3. Mandatory Directives contained in dispatcher messages and Form EC-1 instructions correspond to the mandatory directives listed in the PTC on board system. If a discrepancy is discovered, the train dispatcher must be notified and any discrepancy must be corrected.

Only locomotives with the PTC cutout switches (horn, emergency brake and penalty brake) that are sealed and cut in should be used as PTC locomotives.

Issued By: OPERATING RULES DEPARTMENT



To: All Concerned
Subject: HM-1
Effective: 00:01 HRS April 01, 2023

Item 1 - INTRODUCTION

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New HM-1 Book in effect 7/1/2022

No Changes Quarterly Reissue

Current System Bulletins in Effect:

Air Brake and Train Handling: 002
Dispatcher Rules: 003
Electronic Rulebooks: 004
Equipment Handling Rules: 005
HM-1: 006
Operating Rules: 007
Positive Train Control: 008
PTC Procedural Instructions: 009
Roadway Worker Rules: 010
Safe Way Rules: 011

Issued By: OPERATING RULES DEPARTMENT



To: All Concerned
Subject: PTC Procedural Instructions
Effective: 00:01 HRS April 01, 2023

Item 1 - IDENTIFIED CHANGES TO BULLETIN

Employees are only required to carry the most current system bulletins. The dispatcher bulletin will provide the highest numbered system bulletin to determine which system bulletins remain in effect and are required to be carried.

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No Changes Quarterly Reissue

Current System Bulletins in Effect:

Air Brake and Train Handling: 002
Dispatcher Rules: 003
Electronic Rulebooks: 004
Equipment Handling Rules: 005
HM-1: 006
Operating Rules: 007
Positive Train Control: 008
PTC Procedural Instructions: 009
Roadway Worker Rules: 010
Safe Way Rules: 011

Item 2 - TRAINING/QUALIFICATION

TRAINING/QUALIFICATION

LOCOMOTIVE OPERATORS WHO HAVE RECEIVED THE PTC CLASSROOM TRAINING AND SUCCESSFULLY COMPLETED THE PTC SIMULATOR RIDE ARE CONSIDERED QUALIFIED TO OPERATE THE PTC EQUIPMENT. CONDUCTORS WHO HAVE COMPLETED CLASSROOM OR POD TRAINING ARE CONSIDERED QUALIFIED.

Item 3 - POSITIVE TRAIN CONTROL IN EFFECT

UNLESS STATED OTHERWISE BY SPECIAL INSTRUCTIONS OR PERMISSION IS RECEIVED FROM THE TRAIN DISPATCHER, ALL CREW MEMBERS MUST VERIFY THE FOLLOWING BEFORE ENTERING OR MAKING AN INITIAL MOVEMENT ON CONTROLLED TRACK DESIGNATED AS PTC TERRITORY:

- a. CONTROLLING LOCOMOTIVE PTC SYSTEM IS OPERATIVE AND HAS BEEN INITIALIZED,
- b. MANDATORY DIRECTIVES CONTAINED IN DISPATCHER MESSAGES AND FORM EC-1 INSTRUCTIONS CORRESPOND TO THE MANDATORY DIRECTIVES LISTED IN THE PTC ON-

1. Remain alert and mindful of your surroundings at all times;
2. Use designated walkways, crosswalks, handholds and railings when available;
3. Plan and choose routes that afford the safest walking conditions;
4. Keep clear view, and face in the direction of, where you are walking;
5. Do not walk with hands in pockets;
6. Avoid carrying objects that block your view;
7. Use appropriate PPE during times of poor weather or unusual conditions; and
8. Keep locomotive cab floors clear of obstructions and tripping hazards.
9. Wear CSX approved anti-slip boots with spikes when walking in ice and/or snow.

Item 8 - Rule 2102.1 Date of Modification 5/15/23

5/15/23 - Bullets 7 and 9 modified.

When riding on equipment, employees must:

1. Position body to face the equipment and look in the direction of travel,
2. Maintain 3-points of contact, keeping secure hand holds and footing,
3. Be prepared for unexpected movements and slack action at all times,
4. Ride the side of cars equipped with a horizontal grab iron at least 12 inches above the floor of the car or at least one vertical grab iron that allow an employee to stand upright.
5. Ride the side of rail cars or the trailing end of a cut of cars equipped with an end platform.
6. Ride the steps or front/rear locomotive platforms when positioned on the outside of a moving locomotive,
7. Dismount 150 feet before passing a close clearance sign or reaching a close clearance,
8. Ride on the side of equipment away from live tracks, main tracks, sidings, close clearances or other hazards, and
9. Dismount equipment 150 feet prior to coupling.

Item 9 - Rule 2105.1 Date of Addition 7/1/2023

7/1/2023 - Rule Added

The use of a CSX approved brake stick is optional. When utilized, brake sticks must only be used to apply and release vertical wheel handbrakes. Employees who are issued a brake stick are responsible for the use and care of the serial-numbered brake stick that they have been assigned.

1. Remain in the lead locomotive until route termination or the expiration of hours of service, and
2. Ensure that the assigned locomotive operator who is requesting a pilot remains at the controls of the locomotive.

When sufficient seating is not available for all crewmembers in the operating cab of the lead locomotive, employees must contact a supervisor for instructions.

Item 6 - Rule 110.6 Date of Addition 5/1/2023

5/1/2023 - Rule Added

Qualified pilots who are called for purposes of piloting self-propelled on-track equipment that is to be governed by signal indication must hold a current locomotive engineer certification.

Item 7 - Rule 404.3 Date of Addition 7/1/2023

6/1/2023 - Rule Added

7/1/2023 - Stem of Rule modified

Prior to departing, conductors must visually check a minimum of the first six handbrakes in order to ensure they have been released. If applied hand brakes are found, continue to check until at least two consecutive cars are found without hand brakes applied. This must be performed after:

- a. Coupling to a train or a cut of cars that will be added to a train, or
- b. Taking charge of an unoccupied train.

Item 8 - Rule 405.10 Date of Addition 1/1/23

Rule 405.10 - added 1/1/23

Coupling/uncoupling air hoses or MU cables over an open pit within a mechanical facility is prohibited.

Item 9 - Rule 406.3 Date of Modification 5/15/23

5/15/23 - Rule replaced in its entirety

The leading end of shoving and pushing movements must be visually protected (eyes on it) at all times by a qualified Employee to ensure the track is clear of equipment and conflicting movements using one of the methods below:

- a. From the ground at a location clear of all tracks where the leading end of the movement can be visually observed at all times,
- b. Being positioned on the leading end of the movement in the required riding position, or
- c. Constant monitoring via technological means such as:
 - a. Shove lights, or
 - b. Cameras

Item 10 - Rule 406.5 Date of Modification 5/15/23

5/15/23 - Rule replaced in its entirety

When the equipment being shoved or pushed is moving, the employee directing the movement must be located either on the ground or riding the leading end of the equipment and comply with the following requirements:

- a. When on the ground:
 - 1. Remain clear of all tracks, and
 - 2. Maintain visual contact with the leading end of the equipment at all times, either visually or utilizing technological means.
- b. When riding the equipment:
 - 1. Be positioned on the equipment appropriately as required by SafeWay rules,
 - 2. Face the direction of movement, and
 - 3. Dismount the equipment no less than 150 ft. (3 car lengths) from a:
 - a. Obstruction fouling or potentially fouling the track, or
 - b. Coupling, or
 - c. Close clearance, or
 - d. Gate/doorway not open and secured, or
 - e. Switch not properly lined for the movement, or
 - f. Derail in the derailing position, or
 - g. Adjacent track with equipment fouling the track being shoved.

Item 11 - Rule 406.8 Date of Modification 5/15/23

5/15/23 - Modification of Item (1)

When shoving or pushing equipment for purposes other than coupling:

- 1. The movement must stop 150 feet short of:
 - A. A blue signal, or
 - B. A fixed derail, or
 - C. An improperly lined switch, or
 - D. On-track equipment, or
 - E. An obstruction, or
 - F. End of the track.
- 2. If necessary to make any further movement to place equipment, allow the slack to adjust before moving.

Item 12 - Rule 503.9 Date of Modification 5/1/2023

5/1/2023 - Bullet G added

A crewmember located in the operating cab of the lead locomotive must announce by radio the following

Item 4 - Rule 5411.1 Date of Modification 2/1/2023

2/1/2023 - Bullet c modified

Movements of a locomotive(s) must only be made as follows:

- a. As a single locomotive, or
- b. A multi-unit connected consist of locomotives or other equipment, or
- c. Dead-in tow within the head-end locomotive consist, or
- d. A "remote" distributed power unit within the train or on the rear of the train, or
- e. Manned helper locomotive within the train or on the rear of the train.

Item 5 - Rule 5505.1 Date of Modification 3/2/2023

3/1/2023 - Bullet b, Bullet b 2 have been modified and Bullet b 4 has been added

3/2/2023 - Bullet b 1 and 2 have been modified.

When using the independent brake, Locomotive Operators must:

- a. Fully apply the independent brake any time the locomotive is standing, or
- b. When operating locomotive consists with cars attached:
 - 1. Keep brake cylinder pressure below 25 PSI when controlling speed,
 - 2. Use extreme caution at speeds below 15 MPH and when stopping,
 - 3. Where possible, use the independent brake in conjunction with the automatic brake, and
 - 4. Limit rapid or severe changes to brake cylinder pressure when employees are riding on equipment.

Item 6 - Rule 5652.10 Date of Addition 2/1/2023

2/1/2023 - Rule Added

If a train is stopped with air brakes set, and the train begins moving, the crew should immediately apply the emergency brake. After the train is stopped:

- 1. Report the occurrence to the train dispatcher and mechanical desk, and
- 2. Set a sufficient number of handbrakes to secure the train from further unintended movement before releasing the brakes and recharging the train's air brake system.

Item 7 - Rule Group 5655 Date of Modification 2/1/2023

Rule Group 5655 has been renamed to 5655 - Unintended Brake Release (UBR)

Item 10 - Rule 406.5 Date of Modification 5/15/23

5/15/23 - Rule replaced in its entirety

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- a. When on the ground:
 1. Remain clear of all tracks, and
 2. Maintain visual contact with the leading end of the equipment at all times, either visually or utilizing technological means.
- b. When riding the equipment:
 1. Be positioned on the equipment appropriately as required by SafeWay rules,
 2. Face the direction of movement, and
 3. Dismount the equipment no less than 150 ft. (3 car lengths) from a:
 - a. Obstruction fouling or potentially fouling the track, or
 - b. Coupling, or
 - c. Close clearance, or
 - d. Gate/doorway not open and secured, or
 - e. Switch not properly lined for the movement, or
 - f. Derail in the derailing position, or
 - g. Adjacent track with equipment fouling the track being shoved.

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5/15/23 - Modification of Item (1)

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 - C. An improperly lined switch, or
 - D. On-track equipment, or
 - E. An obstruction, or
 - F. End of the track.
2. If necessary to make any further movement to place equipment, allow the slack to adjust before moving.

Item 12 - Rule 503.9 Date of Modification 5/1/2023

5/1/2023 - Bullet G added

A crewmember located in the operating cab of the lead locomotive must announce by radio the following