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Mr. Carl A. Walker
Chief Engineer Communication & Signals
September 11, 2020

Mr. Karl Alexy
Associate Administrator for Safety
Federal Railroad Administration
1200 New Jersey Avenue SE
Mail Stop 25
West Building, 3rd Floor
Washington, DC 20590

Dear Mr. Alexy,

In accordance with part 235 of Title 49 of the Code of Federal Regulations, CSX Transportation (CSXT) requests approval to discontinue the use of the automatic train control (ATC) segment of the cab signal systems onboard equipped CSXT Locomotives when operating on the RF&P subdivision.

CSXT implemented the I-ETMS positive train control (PTC) system on the RF&P subdivision in October 2018. The CSXT PTC system, certified by FRA and compliant with 49 CFR 236 subpart I, exceeds the safety benefits provided by the ATC system currently in use on the RF&P. As required by regulation, the applicable PTC system, among other things, reliably and functionally prevents train-to-train collisions, over-speed derailments, incursions into established work zone limits without first receiving appropriate authority and verification from the dispatcher or roadway worker in charge, and prevents the movement of a train through a main line switch in the improper position.

The RF&P subdivision is the only location on CSX that still employs the use of ATC, which limits locomotive speed based on four cab rates that correspond to the cab signal aspects of Restricting, Approach, Approach Medium, and Clear. Specifically, on the RF&P ATC limits aspects of Restricting and Approach to 25mph, Approach Medium to 45 mph, and Clear to 60mph. Due to its limited scope of functionality, ATC cannot match the capabilities of the PTC system now in place on the RF&P, which provides positive enforcement at stop signals, reduced speed zones, work zones, or highway crossings under mandatory directives. By installing I-ETMS PTC on the RF&P subdivision, the ATC system has become redundant and unnecessary and can be removed without compromising safety in any way.

CSXT provides this additional information in support of its application to remove the ATC system from use on the RF&P subdivision:

1. CSXT currently operates the Berkshire, Boston, Philadelphia, and RF&P subdivisions with a cab signal system (CSS). Of these four subdivisions with a CSS, ATC is only in use on the RF&P subdivision.
2. Discontinuing the use of ATC when operating on the RF&P will provide a standardized operation across all CSS equipped CSXT locomotives enhancing reliability and safety. This standardization will enhance safety by reducing maintenance due to failures, train crew cutouts, and line of road equipment failure.
3. After thousands of train trips on the Berkshire, Boston, and Philadelphia subdivisions using CSS with PTC in the same manner of operation as proposed on the RF&P, CSS with PTC has performed as

intended with no adverse safety implications.

4. CSXT has found that the ATC equipment can fail resulting in unnecessary penalty brake applications on both CSS and non CSS routes requiring CSS to be cutout. These ATC equipment failures result in a manual cutout of the entire CSS system which provides PTC with the intermediate signal inputs when operating on CSS subdivisions. While this ATC equipment failure does not also require that the PTC system be cutout, the lack of the intermediate signal inputs does currently result in the crew being instructed to soft key cutout the PTC system so that the train is able to move closer to track speed. Not having to soft key cut out the PTC system, even for a limited period of time, will result in greater safety on this segment of track.
5. CSS with the ATC segment removed still requires acknowledgment of any signal downgrade and will stop the train if the locomotive operator does not acknowledge any signal downgrade, even if the PTC system is cutout.

Based upon the above information, CSXT requests approval to remove ATC from the cab signal system on CSXT locomotives operating on the RF&P subdivision. This change will not affect any wayside signal device and thereby not affect any other railroad, commuter, or passenger tenant operating on the RF&P. CSS with automatic train stop (ATS) will remain in operation and cab signal aspects will continue to be displayed in the locomotive that conform to the next wayside signal aspect. PTC will provide automatic train control and utilize the cab signal aspects for determining targets ahead including any main line switches in improper position. In the event of PTC failure while en route on the RF&P subdivision, CSXT will implement operating restrictions as defined by 49 CFR §236.1029. If a PTC system failure occurs, the crew is required to contact the PTC Help Desk and/or Train Dispatcher to report the failure and seek assistance to recover the system. If PTC system operation cannot be recovered, the train may proceed in accordance with CSXT Operating Rules. To increase crew situational awareness, the PTC system is designed to clearly display when it is engaged and functioning as intended. CSXT crews have been trained and instructed by rule to seek assistance if they do not understand or know if the system is working properly.

CSXT contends this discontinuance will provide an equivalent or greater level of safety and enhance operational reliability. Thank you for your consideration.

Sincerely,



Mr. Carl A. Walker
Chief Engineer Communication & Signals
CSX Transportation

CSX Transportation, INC.

Statement to Accompany Application to the Department of Transportation Federal Railroad Administration, Bureau of Railroad Safety, for approval of a Discontinuance or Material Modification of a Signal system or Relief from the requirements of Part 236.

- | | |
|--|--|
| (1) Applicant: | CSX Transportation, Inc. |
| (2) Manner Involved: | CSXT is the owner and operator of the CSXT Locomotives operating on the RF&P Subdivision. No other railroads or tenants operating on the RF&P will be affected by this change. |
| (3) Location of Project: | CSXT Locomotives operating on the RF&P subdivision located between Richmond, VA and Washington, DC. |
| (4) Track Involved: | No tracks assets are involved |
| (5) Description: | <p>CSXT locomotive cab signal software will be updated to eliminate the use of ATC.</p> <p>Wayside signal cab generators will remain. Locomotive cab signal equipment will remain. ATS will remain, requiring train crews to acknowledge cab signal downgrades.</p> |
| (6) Reason for Proposed Change: | The simultaneous operation of both ATC and PTC has added unnecessary system complexity and reliability requirements which ultimately cause system failures. Elimination of ATC will improve locomotive cab signal system maintainability and reliability while retaining the safety of operations. |
| (7) Approximate Dates of Beginning and Completion of Project: | ATC will be turned off within 10 months of the application approval. |
| (8) Change in Operation Practices, Temporary or Permanent: | Discontinuance of ATC will be permanent. The current method of operation will remain, CSS and PTC. |
| (9) Safety of Operation: | Safety of the operation will be retained. PTC exceeds the safety benefits provided by ATC. |
| (10) Administration Rules, Standards and Instructions: | Proposed changes will conform to the Federal Railroad Administration's Rules, Standards, and Instructions. |

(11) Prints Attached:

Drawings are not applicable

Approved for:

CSX Transportation, Inc.

By: Carl C. Walker

Carl Walker

Chief Engineer C&S

Date:



**RF&P SUBDIVISION
TIMETABLE NO.2**

**EFFECTIVE
TUESDAY, JANUARY 1, 2019
AT 0001 HOURS
CSX STANDARD TIME**

TABLE OF CONTENTS

GENERAL INFORMATION

NAME	PAGE
Table of Contents	I
Emergency Assistance	I
Timetable Legend	II
Sample Subdivision	III

SUBDIVISIONS

NAME	CODE	DISP	PAGE
RF&P	RR	BD	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
BD Dispatcher	(RNX) 388-2283 (RNX) 388-2293 (BELL) 904-381-2283 (BELL) 904-381-2293 (BELL) 800-299-0030

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

AUTHORIZED SPEED - REFER TO SPEED TABLES				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
1		2				WEST			
P	F	P	F						
60	50	60	50	CPQ 0.0	KENASTON		PBR RWY SPARROW SD		
60	50	60	50			1	2	CR DISP 086 - 5 RD - 008	TC
79	55	79	55	CPQ 9.2		13.8		Text boxes for Disp. Rd or Yd Communications	
		79	55	CPQ 13.8	NORTH EAST				TC
				17.0				Dead-end turnouts represent industry spurs, team tracks, etc	TC
				18.0				BUFORD IT	TC
				CPQ 20.0	EAST KENT				CP
79				CPQ 20.3					
65						2.0	SSDG 10,120 FT	SEE SPEED TABLES	TC
				CPQ 22.0	WEST KENT		SP		CP
65	55			CPQ 22.8					
55	50						KENT YD CH - 028		TC
								1. Instructions for this location.	
55	50			CPQ 23.5				Special Instructions Indication - refer to note column	TC
50	40			CPQ 24.4	EAST LAUREL	24.8 SDF		CSDG 8,750 FT SP	TWC-D
				CPQ 26.1	WEST LAUREL	1.7	25.6 SDF		
40	40			CPQ 26.4				Spring Switches	
				CPQ 26.5		2.1	DD	MBTA - WML TK	
				CPQ 28.2	MOHAWK JUNCTION			Connecting RR or OTMT shown with dashed lines.	
50	40	50	40	CPQ 29.2				NS	
40	30	40	30	CPQ 29.5		3.4	HUDSON YD	NS	
50	45	50	45	CPQ 29.8					
50	45	50	45	CPQ 30.6	ALEXANDRIA				TWC-D
30.6 MILES KENASTON TO ALEXANDRIA									

Notes

RF&P SUBDIVISION - RR

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	NOTES	
4		3		2				SOUTH					
P F		P F		P F				CAPITAL SD 3 2					
		25	25	25	25	CFP 113.8	M STREET	BD DISP 020 - 3 RD 096			CP (CSS-513)	1. Unless otherwise restricted, a freight train that does not consist entirely of the equipment designed to carry trailers, containers, motor vehicles, automotive frames and/or loaded box cars, will not exceed 55 MPH on the RF&P SD including at this location. Refer to Section 1, Instructions Relating to Operating Rules, Equipment Train Speed Restrictions Chart.	
							1.3			(2)	TC (CSS-513)		
						CFP 112.5	CAPITOL		3	2	JERSEY YD (3)		CP (CSS-513)
						CFP 112.4		0.3	AMTRAK	3	2		CP (CSS-513)
30	25					CFP 112.2	VIRGINIA						
		25	25	25	25	CFP 112.1		0.7	STG 15 CARS SP CFP 112.0		2		
						CFP 111.9	L'ENFANT STATION (P)			4	3		2
30	25	30	25	30	25	CFP 111.5	L'ENFANT						CP (CSS-513)
3		2		1									
30	25	30	25			CFP 111.2							TC (CSS-513)
40	25	40	25			CFP 110.8		1.6	VRE SETOUT TRK	3	2		
45	25	45	25			CFP 110.1						(4)	CP (CSS-513)
40	40	40	40			CFP 109.9	RO						
				40	40	CFP 109.8							
						CFP 109.1	CRYSTAL CITY (P)			3	2	1	TC (CSS-513)
40	40	40	40	40	40	CFP 108.8							
45	45	45	45	45	45	CFP 108.6		3.5					
60	55	60	55	60	55	CFP 107.5							
65	60	65	60	65	60							NS (1) (4,5)	TC (CSS-513)
						CFP 106.4	SLATERS LANE		DD				CP (CSS-513)
				65	60	CFP 105.8							TC (CSS-513)
65	60	65	60	45	45	CFP 105.4		2.1					
40	40	40	40	40	40	CFP 105.2	ALEXANDRIA (P)					(1)	TC (CSS-513)
40	40	40	40	40	40	CFP 104.8							
70	60	70	60	45	45					3	2	1	

2. Virginia Avenue Tunnel - All crews must keep a vigilant lookout for trespassers in the vicinity of the Virginia Avenue Tunnel and immediately report any occurrences of activity in this area to the Train Dispatcher.

3. In order to operate the electrically locked switch to Jersey Yard, the train dispatcher must give verbal permission and actuate the switch on the CAD screen.

4. Train and engine movements not equipped with cab signal apparatus may operate between station RO, milepost CFP 109.9 and station AF, milepost CFP 104.3 as governed by fixed signal indication, but not exceeding Restricted Speed. Such train or engine movements must not pass a signal displaying Restricting or Restricted Proceed unless authorized by train dispatcher.

5. The high car detector at CFP 106.4 reports at 20'6" for Virginia Avenue Tunnel on AAR Channel 096.

RF&P SUBDIVISION - RR

AUTHORIZED SPEED - REFER TO SPEED TABLES								MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES
4		3		2		1				SOUTH			
P	F	P	F	P	F	P	F						
		70	60	70	60	45	45						6. Coal train movements to CSX from NS must not exceed 10 MPH until the entire movement clears AF CP. CSX crews re-crewing trains from the NS at Seminary or AF, before moving and in addition to all standard CSX requirements, will ensure that there are no further instructions affecting their movement off of NS. This will be done by contacting the NS Washington District Dispatcher on Channel 056 using tone 334 or through the CSX BD Dispatcher who will contact the NS Washington District Dispatcher. Re-crews at these locations will not exceed 10 MPH until their entire train clears NS tracks. The current phone numbers to reach the NS Washington District Dispatcher are 864-255-5701 and 800-272-9522. Horn Track: CSX ownership extends approximately 575 ft south of the NAS Seminary CFP 103.8, including the hand throw crossover between the Horn Track and 3 main track. The NS southward signal named VAL is located near the NAS on the N Pass track at AF, CFP 104.3 VAL is both automatic and absolute signal. Passing the VAL signal requires clearance from NS. 7. Authorized Speed on No. 4 main track CFP 104.2 - 103.8 is 60 MPH.
						45	45	CFP 104.4	AF		CP		
60	60					70	60	CFP 104.3					
								CFP 104.2					
											SSDG 4 TC		
											NO 3 2 1 TC (CSS-513)		
60	60							CFP 103.8	SEMINARY		CP		
		70						CFP 103.2			TC (CSS-513)		
		65						CFP 102.7	5.8		(8)		
		70						CFP 100.5			TC (CSS-513)		
		70						CFP 99.7			TC (CSS-513)		
		65						99.0			CP (CSS-513)		
		70	60	70	60	70	60	CFP 98.0	FRANCONIA		CP (CSS-513)		
		70	60	70	60			CFP 97.9	FRANCONIA-SPRINGFIELD (P) 0.7		TC (CSS-513)		
								CFP 97.3	RAVENSWORTH		CP (CSS-513)		
								CFP 95.8	LORTON (P) 5.3		TC (CSS-513)		
								CFP 93.3			CP (CSS-513)		
								CFP 92.0	LORTON (CP NO 3)		CP (CSS-513)		
								91.0	4.9		TC (CSS-513)		
								CFP 88.9	WOODBIDGE (P)		CP (CSS-513)		
								88.0			CP (CSS-513)		
								CFP 87.1	FEATHERSTONE		CP (CSS-513)		
								87.0	RIPPON (P)		TC (CSS-513)		
								CFP 85.7	5.8		(1)		
70	60	70	60					CFP 84.9					
40	40	40	40					CFP 84.7					
70	60	70	60										

RF&P SUBDIVISION - RR

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES	
3		2		1				SOUTH				
P	F	P	F	P	F							
70	60	70	60			CFP 84.6		3 DD	2	TC (CSS-513)	8. LSL restrictions noted in the station pages in the track diagram are listed in the LSL Equipped Locomotive Approach Speeds Chart. When using this chart, as an example direction S and speed 50 indicates a southward train and 50 MPH. These speeds must be applied to all trains with LSL equipped locomotives in the lead. The signals at the locations indicated by these restrictions must be approached in such a manner that the train speed does not exceed the authorized speed, unless the signal is seen to display an indication better than approach.	
						CFP 81.3	N/POSSUM POINT			CP (CSS-513)		
							1.6			CSDG 8,010 FT SP		TC (CSS-513)
70	60	70	60			CFP 79.8	POSSUM POINT					CP (CSS-513)
						CFP 79.7						
						CFP 79.6						
55	55	55	55			CFP 78.7	QUANTICO (P)					
						CFP 78.4	7.6	3	2	①		TC (CSS-513)
70	60	70	60									
						CFP 72.1	ARKENDALE					CP (CSS-513)
70	60	70	60			CFP 68.6	BROOKE (P)	3	2		TC (CSS-513)	
60	55	60	55			CFP 68.0					①	
70	60	70	60			CFP 66.6		11.1	DD			
						64.0					⑧	
						CFP 63.4		LEELAND ROAD (P)				
						63.0						
						CFP 61.6						
						CFP 61.4		3	2		TC (CSS-513)	
70	60	70	60			CFP 61.0	DAHLGREN JUNCTION				CP (CSS-513)	
						CFP 60.4	2.2					
55	55	55	55			CFP 59.7		3	2		①	TC (CSS-513)
70	60	70	60			CFP 59.4						
40	40	40	40			CFP 59.3	FREDERICKSBURG (P)					
						CFP 58.9	FREDERICKSBURG					
						CFP 58.8						CP (CSS-513)
40	40	40	40	40	40	CFP 58.7	1.2	FREDERICKSBURG YD TRK 4	3 2 1		①	TC (CSS-513)
70	60	70	60	70	60							
						CFP 57.6	S FREDERICKSBURG					
70	60	70	60	70	60			3 2 1			⑨	TC (CSS-513)

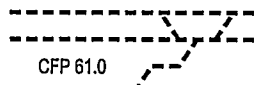
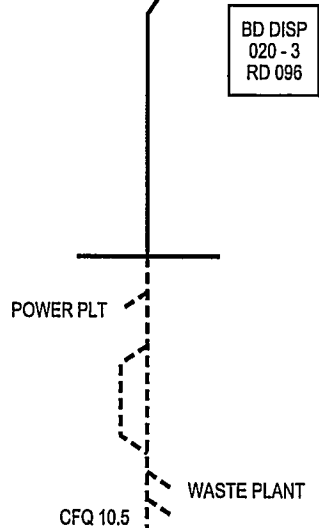
RF&P SUBDIVISION - RR

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	NOTES
3		2		1				SOUTH				
P	F	P	F	P	F							
70	60	70	60	70	60		1.8	3	2	1	TC (CSS-513)	11. Southward trains longer than 6,600 ft in length must contact BD Dispatcher prior to passing Vaughn Road, CFP 15.62 Refer to 312 chart Highway-Rail Crossings at Grade - Signal Information. 12. The speed restriction CFP 5.0 - CFP 5.5 is 40 MPH for Northward trains only and applies until engine occupies Hermitage Road Crossing, CFP 5.5.
						CFP 55.8	HAMILTON				CP (CSS-513)	
						CFP 54.8	2.5			① MASSAPONAX IT	TC (CSS-513)	
						CFP 53.3	CROSSROADS			CFP 53.4 SP	CP (CSS-513)	
						CFP 53.2	SPOTSYLVANIA (P)	3	2	1	TC (CSS-513)	
70	60	70	60	70	60	CFP 52.9				VRE		
70	60	70	60			CFP 51.6		DD		CFP 52.7		
						48.0						
						47.0	15.7					
						40.0						
						39.0		3	2		TC (CSS-513)	
						CFP 37.6	MILFORD				CP (CSS-513)	
						36.0	1.7				TC (CSS-513)	
						CFP 35.9	SOUTH MILFORD				CP (CSS-513)	
						35.0						
						CFP 34.1	12.7	3 DD	2		TC (CSS-513)	
						CFP 23.2	NORTH DOSWELL			CFP 23.1	CP (CSS-513)	
							1.5	CSDG 5,808 FT SP			⑩ TC (CSS-513)	
70	60	70	60			CFP 21.8						
60	40	60	40			CFP 21.7	DOSWELL			CFP 21.9	CP (CSS-513)	
70	60	70	60							BBRR		
						CFP 19.6		DD				
						19.0					① TC (CSS-513)	
70	60	70	60			18.0		3	2			

RF&P SUBDIVISION - RR

AUTHORIZED SPEED - REFER TO SPEED TABLES						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	NOTES	
3		2		1				SOUTH				
P	F	P	F	P	F							
70	60	70	60			CFP 15.6	ASHLAND (P) 10.3	3	2	(11)	TC (CSS-513)	
70	60	70	60									
35	35	35	35									
35	35	35	35									
70	60	70	60									
						CFP 11.4	ELMONT			GP (CSS-513)		
70	60	70	60			9.0 CFP 8.2 8.0	5.9	3 DD	2		TC (CSS-513)	
						CFP 5.5	LAKESIDE				CP (CSS-513)	
						CFP 5.4						
4												
P	F											
40	40							4	3	2	(11) (12) (1)	TC (CSS-513)
40	40	70	60	70	60	CFP 5.0		4	3	2		CP (CSS-513)
												</

RF&P SUBDIVISION - RR DAHLGREN BRANCH

AUTHORIZED SPEED - REFER TO SPEED TABLES	MILE POST	STATION	TRACK DIAGRAM	AUTH FOR MOVE	NOTES	
			SOUTH			
						
10	CFQ 0.0	DAHLGREN JUNCTION		TWC-D		
		9.9				
10	CFQ 9.9	SEALSTON (END OF MAIN TRACK)			TWC-D	
					OTMT	
				OTMT		
9.9 MILES DAHLGREN JUNCTION TO END OF MAIN TRACK SEALSTON						

RF&P SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

AUTHORIZED SPEEDS -- RF&P

Trk	MP/Location	P	F
Both	CFP 113.8 - 112.1	25	
Both	CFP 112.1 - 111.5	30	25
Both	CFP 111.5 - 111.2	40	
Both	CFP 111.2 - 110.8	45	
Both	CFP 110.8 - 110.1	40	40
Both	CFP 110.1 - 108.8	45	45
1	CFP 109.8 - 108.8	60	55
Mains	CFP 108.8 - 108.6	65	60
Mains	CFP 108.6 - 107.5	45	45
Mains	CFP 107.5 - 105.8	65	60
1	CFP 105.8 - 105.4	65	60
Both	CFP 105.8 - 105.4	40	40
Mains	CFP 105.4 - 104.8	45	45
1	CFP 104.8 - 104.4	70	
Both	CFP 104.8 - 104.4	65	
Mains	CFP 104.4 - 103.2	70	60
3	CFP 103.2 - 102.7	65	
Both	CFP 103.2 - 102.7	70	
Mains	CFP 102.7 - 100.5	65	
3	CFP 100.5 - 99.7	70	
Both	CFP 100.5 - 99.7	55	55
Mains	CFP 99.7 - 98.0	70	
Both	CFP 98.0 - 84.9	40	40
Both	CFP 84.9 - 84.7	70	60
Both	CFP 84.7 - 79.8	55	55
Both	CFP 79.8 - 78.4	70	60
Both	CFP 78.4 - 68.6	60	55
Both	CFP 68.6 - 68.0	70	
Both	CFP 68.0 - 61.6	65	60
2	CFP 61.6 - 61.4	70	
3	CFP 61.6 - 61.4	55	55
Both	CFP 61.4 - 60.4	70	60
Both	CFP 60.4 - 59.7	40	40
Both	CFP 59.7 - 59.4	70	
Both	CFP 59.4 - 58.9	70	
Mains	CFP 58.9 - 58.7	70	60
Mains	CFP 58.7 - 52.9	60	40
Both	CFP 52.9 - 21.8	70	
Both	CFP 21.8 - 21.7	70	60
Both	CFP 21.7 - 15.6	35	35
Both	CFP 15.6 - 13.4	70	60
Both	CFP 15.6 - 13.4 -- City Ordinance (HE)	40	40
Both	CFP 13.4 - 5.5	70	
Both	CFP 5.5 - 5.0 -- (SB)	40	40
Both	CFP 5.5 - 5.0 (HE) -- (NB)		

AUTHORIZED SPEEDS -- NO 4 MAINLINE TRACK

Trk	MP/Location	P	F
4	CFP 112.4 - 111.5	30	25
4	CFP 104.2 - 103.8	60	60
4	CFP 5.4 - 5.0	40	40

AUTHORIZED SPEEDS -- DAHLGREN BRANCH

Trk	MP/Location	F
SG	CFQ 0.0 - 9.9	10

Mains -- refers to Tracks 1, 2 and 3 wherever referenced.

CFP 21.8 -- 21.7 -- Speeds at this MP range are track restrictions over diamond crossing at Doswell CP.

ADDITIONAL SPEEDS (SP) -- RF&P

Location	Track Type	P	F
CFP 112.2 - 112.0	STG	10	10
CFP 104.3 - 103.8	SSDG	45	45
CFP 81.3 - 79.6	CSDG	15	10
CFP 53.4 - 52.7	VRE LEAD	15	
CFP 23.1 - 21.9	CSDG	10	

EQUIPMENT TRAIN SPEED RESTRICTIONS

Unless otherwise restricted, a freight train that does not consist entirely of equipment designed to carry trailers, containers, motor vehicles, automotive frames, and/or loaded box cars, will not exceed 55 MPH on the RF&P SD including between the points shown below:

RR	MP	Speed
CSX	CFP 107.4 - CFP 105.2	55
CSX	CFP 104.8 - CFP 79.7	55
CSX	CFP 78.5 - CFP 68.5	55
CSX	CFP 68.0 - CFP 60.4	55
CSX	CFP 59.7 - CFP 59.3	55
CSX	CFP 58.6 - CFP 21.8	55
CSX	CFP 21.7 - CFP 5.0	55

LSL EQUIPPED LOCOMOTIVE APPROACH SPEEDS

MP	Trk	Direction	Speed
CFP 102.5	Mains	S	50
CFP 101.2	Mains	S/N	50
CFP 97.3	Both	S	45
CFP 83.5	Both	N	50
CFP 74.1	Both	N	55
CFP 74.1	Both	S	55
CFP 72.1	Both	S	55
CFP 69.6	Both	S	50
CFP 69.6	Both	N	45
CFP 67.5	Both	N	55
CFP 65.6	Both	S	55
CFP 63.4	2	N	45
CFP 63.4	3	N	40
CFP 51.8	Both	S	45
CFP 49.9	Both	S	55
CFP 41.2	Both	S	50
CFP 39.4	Both	S	45
CFP 39.4	Both	N	50
CFP 34.3	Both	N	45
CFP 27.3	Both	N	55
CFP 25.0	Both	S	45
CFP 17.1	Both	N	50

MP	Trk	Direction	Speed
CFP 15.6	Both	S	35
CFP 15.6	Both	N	45
CFP 13.9	Both	N	40

CITY ORDINANCES RELATED TO SPEED RESTRICTIONS -- RF&P

Trk	MP/Location	P	F
Both	CFP 15.6 - 13.4 (HE)	35	35

100.4 APPLICATION OF RULES AND SPECIAL INSTRUCTIONS

Foreign line crews with the exception of Keolis and Amtrak crews wishing to enter the CSX RF&P SD, are required to contact the CSX Assistant Chief Network Operations (ACNO) prior to occupying CSX Main Tracks. In addition to current requirements including receiving a properly addressed current Dispatcher Bulletin, the foreign line crew will confer with the CSX ACNO to ensure that they possess all current CSX System and CSX Baltimore Division General Bulletins. They must also ensure that they are up to date and understand information contained in current CSX System and CSX Baltimore Division General Notices.

When necessary, the CSX ACNO will ensure that these materials are forwarded to the foreign line crew, prior to the foreign line crew occupying CSX Main Track. Foreign line management will physically obtain quarterly reissues bulletins and notices, with assistance when required, from a CSX location prior to their crews operating on CSX the first day of each quarter.

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.

308.1 TRAIN IN EMERGENCY-RADIO TRANSMISSION

As it relates to Emergency application of brakes while in motion, in addition to making the required emergency radio transmission on the road channel and notifying the BD Dispatcher, if your train is adjacent to foreign line track, make the appropriate announcements and notifications to protect those tracks. At CP Virginia, Amtrak road crews and K Tower may be contacted on 054/054. In the vicinity of AF and Cameron Run, the NS crews and the NS Washington District Dispatcher may be contacted on 056/056 using emergency tone 911 for the dispatcher. The non-emergency tone is 334. At Doswell, the Buckingham Branch RR may be contacted on 023/023 with the Control Center being reached using tone 9. The Buckingham Branch Yard Channel is 040/040 and the Control Center may also be contacted on 040/040 using tone 9. The non-emergency tone is 4.

311 RAILROAD CROSSINGS AT GRADE

MP	Location	RR	Type	Rule
CFP 21.8	Doswell	BBRR	Remotely Controlled	504.24

312 HIGHWAY-RAIL CROSSINGS AT GRADE - SIGNAL INFORMATION

Southward train crews observing a signal, or series of signals, less than clear, between Vaughn Rd, CFP 15.62 and Greendale, CFP 4.8, must apply the Rule 312 information in the chart below prior to passing the associated location. When necessary, consult with the BD Dispatcher to avoid blocking or fouling Highway-Rail Crossings. The below chart has built in the **minimum** allowance for Rule 312.1 compliance.

MP	Location	Feet	Instruction
CFP 15.62	Vaughn Rd	6,600	Southward
CFP 13.85	Ashcake Rd	4080	Southward
CFP 12.95	Gwathmey Church Rd	6640	Southward
CFP 11.55	Elmont Rd	0	Southward
CFP 11.15	Cedar Ln	7187	Southward
CFP 9.65	Mill Rd	7126	Southward
CFP 8.10	Mountain Rd	7512	Southward
CFP 6.60	Hungary Rd	5340	Southward
CFP 5.45	Hermitage Rd	1462	Southward

401 OPERATING SWITCHES AND DERAILS BY HAND POWER ASSISTED CLEARING SWITCHES

A Dual-Controlled Power Assisted Clearing Switch, and Dual-Controlled Split Rail Derail are located at S Fredericksburg.

A switch point indicator light is located on the signal bungalow marked "Self-Restoring SW. CFP-57.59"

White – Switch/Derail Status in Normal Position

Dark – Switch/Derail Status in Reverse or Out of Correspondence

Operating Instructions – Train Movements

A. From No 3 Main track to No 3 Main Track

1. Block signals and signal rules will authorize and govern movements.

B. Trains required to operate Main to Main at restricted speed and the switch point indicator light is white continue movement at restricted speed. If the switch point indicator light is dark:

1. Stop before fouling the power operated self-restoring switch.
2. Crew member must dismount and determine if the switch is in hand or motor position.
3. If in hand and switch is lined for your movement, proceed at restricted speed.
4. If in motor, obtain permission from the train dispatcher to open the control box.
5. Open the control box and observe that the SW-Normal indicator light is illuminated.
6. If the SW-Normal indicator light is illuminated, close and lock the control box. The train may proceed at restricted speed.
7. If the SW-Normal indicator light is not illuminated or is flashing, close and lock the control box. Notify the train dispatcher and receive permission to operate the switch by hand.

C. **Note:** When required to operate the Power Assisted Clearing Switch and Split Rail Derail by hand, comply with 504 Rules associated with dual-controlled power-operated switches.

Operating Instruction – On-Track Equipment Movements From Main Track to Main Track movement

1. Movement will be authorized by form EC-1.
2. Ensure switch point indicator light is white.

No 3 Main Track to Fredericksburg Yard Track and Fredericksburg Yard Track to No 3 Main Track

1. Stop movement not fouling the switch.
2. Obtain permission from the train dispatcher to operate the switch in hand and authority to enter the Main Track or Yard.
3. After entering the Main Track or Yard and clearing the switch, restore the switch to normal position and power mode.

Operating a Power Assisted Self-Restoring Switch

To operate the Power Assisted Self-Restoring Switch in power:

1. Stop movement occupying the switch circuit but not fouling the switch (within 100 feet of the switch point on the Main) or stop before the absolute dwarf signal if in the yard.
2. Obtain permission from the train dispatcher to open the key control box door, and operate the switch.
3. Unlock and remove padlock from the key control box located on the side of the signal bungalow, and identified with a red lock arm.
4. Open the key control box door. The door must remain open until the process has been completed.
5. Comply with the instructions posted on the signal bungalow next to the key control box.

405 SWITCHING EQUIPMENT

In addition to Rule 405.2, when at industries, movements must only be made when all rail equipment being moved by industry personnel is stopped.

CSX train crews observing rail equipment being moved by industry personnel while inside the industry must:

1. Stop all movement,
2. Job brief with industry personnel, and
3. Notify local trainmaster of the occurrence

405.6 KICKING CARS

The practice of cutting cars off in motion (kicking cars) is prohibited. Cars must be shoved to a coupling or rest.

407.1 LEAVING EQUIPMENT IN THE CLEAR

Identification Of Clearance Points – On a track where a yellow tie is located, the yellow tie will be considered the clearance point. If a yellow tie is not present, the clearance point will be determined per Rule 407.1.

408 GENERAL SECUREMENT REQUIREMENTS

Chocks and Chains – The application or removal of chocks and chains is prohibited by transportation employees. The customer or mechanical department will be notified when chock or chains need to be applied or removed.

409 SECUREMENT OF CARS

Diesel Exhaust in Tunnels

Crews of trains in tunnels will have all locomotive doors and windows closed and the air conditioning off while in the tunnel.

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 out side 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 not 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

504.1 GENERAL SIGNAL RULES

MP/Location	Signal Rules
CFP 113.8 - CFP 5.0	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.

512.2 CAB SIGNAL SYSTEM (CSS) - GENERAL

All Main Track movements of trains or engines not equipped with cab signal apparatus must be made in accordance with Rule 512.2.

512.3 CAB SIGNAL SYSTEM (CSS) - GENERAL

Employees required to comply with Rule 512.3 must leave a signed copy of the test results in a cab signal test 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
CFP 58.1	Fredericksburg	Yard Office
CFP 5.0	Greendale	On Post
CFP 2.9	Richmond, VA	Solite, On Post
CFP 2.0		Bryan Park, Crew Room Wall
CFP 1.7		ACCA Yard Office, 1st Vestibule Wall
CFQ 10.0	Trash Plant	At Crossing on post
ARN 3.3	West AY	Safety Steps

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.

513 CAB SIGNAL SYSTEM WITH WAYSIDE INTERMEDIATE

Cab Signal Aspects

In accordance with Rule 513 "Conformity between Cab Signals and Fixed Signals," the following chart illustrates the cab signal aspect that must conform to the applicable fixed signal.

Note: All illuminated lights are lunar lights.

NAME	ASPECTS
CLEAR	
APPROACH MEDIUM	
APPROACH	
RESTRICTING	

The following chart identifies the cab signal(s) that must be displayed to conform to each fixed signal, in accordance with Rule 513, conformity between cab signals and fixed signals.

Fixed Signal	Conforming Cab Signal(s)
Clear	Clear
Limited Clear	Approach Medium
Approach Limited	
Approach Medium	
Medium Approach Medium	Approach
Limited Approach	
Medium Approach Slow	
Approach Slow	
Approach	Restricting
Medium Clear	
Medium Approach	
Slow Clear	
Restricting	
Restricted Proceed	
Stop	

1003.6 GENERAL RADIO RULES

MP	Location	Hours	Channels Assigned	Type Station
CFP 104.1	AF	Cont	020-3, 096	Wayside
CFP 78.8	Quantico		020-3, 096	
CFP 51.4	Summit		020-3, 096	
CFP 33.0	Penola		020-3, 096	

1010 EMERGENCY TRANSMISSIONS

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

a) Locomotive radios – Motorola (Spectra & Astro-Spectra), GE 12R11, Jem, and Aerotron radios – Select the "touch-tone" function for the keypad by depressing the button labeled "DTMF". Key-in the emergency code – DTMF digit 9.

2. 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.

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:

- Transmitting unit (train identification or title and name)
- Precise location,
- Specific train dispatcher console (several may be coded in), and
- Nature of the emergency

4. When call-in code 9 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

2100 ON OR ABOUT TRACK SAFETY

When required to perform work or walk a train in Foul of a Main Track, or ride the side of a car on the main track side, employee must obtain block protection from the train dispatcher.

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
CFP 59.0	Fredericksburg Yard - All Trks
CFQ 10.0	Waste Management & Birchwood Power Plant

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
CFP 5.0 - CFP 13.6	In Effect - All Tracks
CFP 88.9 - CFP 113.8	

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]
CFP 5.0	[MilePost]	CFP 13.85	[Xing] 860448T
CFP 88.9	[Station] Woodbridge (P)	CFP 108.8	[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
CFP 106.4	Slaters Lane (Note)	None
CFP 95.8	Newington	
CFP 84.6	Neabsco	
CFP 66.6	Ross	
CFP 51.6	Summit	
CFP 34.1	Pleasant Hill	
CFP 19.6	Taylorsville	
CFP 8.2	Glen Allen	

Note: Slaters Lane not equipped with hot box detector.

4400 THRU TRUSS BRIDGES

Thru Truss Bridges are at the following locations:

MP	Location
CFP 110.5	Potomac River, CP RO
CFP 89.7	Occoquan River, Woodbridge

4400 TUNNELS

Tunnels are at the following locations:

MP	Tunnel
CFP 112.7	Virginia Ave

4406 HANDLING A COAL OR BALLAST TRAIN THAT IS 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
Entire SD	20'2"	20'2"

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

Trains destined to Baltimore from Richmond must not exceed the tonnage ratings for the Belt Line.

On grades where this tonnage limitation will be exceeded, trains will have a rear-end or appropriately positioned in-train helper, or the trailing tonnage must be reduced.

All crews heading north from Richmond, when checking your tonnage rating through Baltimore or Brunswick, in addition to notifying AACA also call the BD Dispatcher before departing the terminal.

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
Fredericksburg Yard One or more Locomotives	All	All

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

MP	Location	Equipment	Restriction
CFP 61.4	LC Smith	6-Axle Locomotives	Prohibited
CFP 58.1	Wilson Lead		
	Roper Lead		
	Team Trk		
CFP 57.0	Bowman Center		
CFP 55.7	Massaponax		
CFP 37.7	All Industrial Leads at Milford		
CFP 17.1	Falling Creek Lumber		
CFP 13.8	Langford		
CFP 5.9	84 Lumber		
CFP 5.3	Taylor & Sledge		

7. CLOSE CLEARANCE

MP	Location	Remarks
CFP 98.0	Franconia Passenger Station	Fence between 2 & 3 Mains
CFP 95.7	Potomac Valley Brick	Loading Dock
CFP 91.5	Davis Ind	Adjacent to all trks account scrap
CFP 61.3	LC Smith	Loading Dock
CFP 58.2	Team Trk	
CFP 57.0	Spotsylvania Ind Park	Jim Carpenter Loading Dock
CFP 57.0		Commonwealth Carrier Loading Dock
CFP 37.8	Hoover	Loading Dock
CFP 37.8	Jones Chemical	Next to Bldg
CFP 5.3	Taylor Sled Lead	All Industries
CFQ 10.0	Waste Management & Birchwood Power Plant	Dumper House

8. MISCELLANEOUS

EXCEPTED TRACK

MP	Location	Track
CFP 94.7	Service Dist	All
CFP 91.5	Davis Ind	
CFP 61.3	LC Smith	
CFP 58.8 - CFP 55.7	CFP 58.8 & 55.7	All trks off of No 1 except Spotsylvania Ind Park
CFP 58.1	Fredericksburg	All Wye Trks
CFP 53.2	Owen Steel	All
CFP 27.1	Ruther Glen	Team
CFP 5.9	84 Lumber	All

GENERAL MISCELLANEOUS

1. Crews on duty at Richmond Terminal

Crews on duty at Richmond Terminal heading North must check with the Assistant Chief Network Operations (ACNO) after 90 minutes on duty to determine the status of their train.

2. Sealston Train Movements

Crews called for train movements from Richmond (ACCA or Fulton) to Sealston or crews taxing to Sealston for empties will be sure an EOT is on the train, or will be sure an EOT is with them in the taxi.

3. Working 900 Series Locals Out of Richmond

Crews called to work 900 series locals or extra locals on duty at Richmond will report to Bryan Park at call time and contact the CSX ACNO for instructions. Prior to completing a time ticket, contact the ACNO for any additional instructions.

4. Transflo

All trains working Transflo (CFP 57 YZCU 8014) must contact the Transflo Terminal Manager for clearance to cross Virginia Route 2, Tidewater Trail. Trains must stop prior to activating the gates and lights at this crossing and contact the Transflo terminal on Channel 096. This applies when entering and leaving the Industrial Park. Once clearance is received, trains may proceed governed by Rules.

5. Dahlgren Branch – Fueling Locomotives Sealston Waste Management Facility –

When necessary to spot locomotives for fuel at Sealston Waste Management Facility, locomotives may be left on track closest to road crossing fully occupying the switch.

CFQ 9.9 Sealston, VA – Birchwood Power Plant – Crews are prohibited from taking locomotives thru the dump house/shed.

ADDITIONAL STATIONS

MP	Station	Switch Opening
CFP 112.4	Jersey Yard - 1 Main	South
CFP 112.0	VRE Stg Trk - 3 Main	
CFP 109.8	RO SSDG - 3 Main	North
CFP 104.1	AF Set Off Trk - Off AF SSDG	North & South
CFP 99.4	Franconia spur - 2 Main	North
CFP 95.7	Newington-Potomac Valley Brick - 2 Main	
CFP 95.7	Newington west side - 3 Main	
CFP 95.4	Main	South
CFP 94.7	Service Dist - 3 Main	
CFP 92.0	Lorton Auto Train facility - 3 Main	North
CFP 91.5	Davis Scrap - 2 Main	
CFP 86.9	Featherstone Trk - 2 Main	South
CFP 82.4	Cherry Hill Trk - 3 Main	North
CFP 81.3	Possum Pt Yard - CSDG - 2	South
CFP 79.6	Main	North
CFP 78.0	Quantico Team Trk - 3 Main	South
CFP 71.6	Arkendale Trk - 3 Main	North
CFP 68.6	Brooke Trk - 2 Main	
CFP 61.3	L.C. Smith Brick - 2 Main	South
CFP 60.7	Tolley Cookie Trk - 3 Main	North
CFP 58.9	Fredericksburg Yard - 3 Main	South
CFP 58.8	Wye & Customer Trks off 1 Main	North & South
CFP 55.7	Massaponax Lead - Off 1 Main	North

MP	Station	Switch Opening
CFP 53.2	Owens Steel - VRE Lead	North
CFP 47.5	Guinea Trk - 2 Main	
CFP 46.9	Guinea Team Trk - Ft AP Hill - 3 Main	South
CFP 37.6	Milford Yard customers - 2 Main	North
CFP 32.7	Penola Trk - 3 Main	South
CFP 27.1	Ruther Glen Team Trk - 2 Main	North
CFP 23.1	Doswell Yard - No 4 CSDG	
CFP 21.9	Elletts Team Trk - 3 Main	South
CFP 17.5	Falling Creek Lumber - 3 Main	
CFP 17.1	Langford Team Trk - 2 Main	North
CFP 13.8	Elmont Trk - 2 Main	
CFP 11.6	Oilfield Pipe - 2 Main	
CFP 8.8	Laurel Trk - 3 Main	South
CFP 6.2	84 Lumber - 3 Main	
CFP 5.9	Taylor and Sledd - 2 Main	North

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
CFP 86.85 / Featherstone Rd	FQ	860600A	No	Yes	Cont
CFP 15.20 - CFP 14.00 / Ashland, VA, includes W Patrick, College, England, Myrtle, & Francis St	PB	All Xings			

Entire Subdivision – Engine horn will be sounded with 2 long sounds approaching passenger stations between 0430 and 2330 hours, except in Ashland. At all other times the horn will not be sounded at passenger station unless people are present or as otherwise required by Operating Rules.

Exception: CFP 109.1 Crystal City VRE Station – Engine horn will be sounded with 2 long sounds approaching passenger station between 0530 and 2000 hours on weekdays only. At all other times the horn will not be sounded at Crystal City unless people are present or as otherwise required by Operating Rules.

CFP 112.7 – 113.8, Virginia Ave Tunnel – The horn will not be sounded approaching the tunnel in connection with Rule 203.2c. All other Rule 203 requirements remain applicable.

ROAD CROSSINGS AT GRADE EQUIPPED WITH AUTOMATIC WARNING DEVICES

DAHLGREN BRANCH

MP	Location	DOT#	Type
CFQ 0.52	Debruen La	860345T	C
CFQ 1.69	Ferry Rd	860348N	
CFQ 2.90	Federal Dr	860349V	M
CFQ 3.82	Little Falls Rd	860353K	C
CFQ 4.73	Forest Lane Rd	860357M	
CFQ 7.29	Caisson Rd	860361C	
CFQ 8.00	Hollywood Farm Rd	860364X	

MAIN TRACKS, M STREET TO GREENDALE

MP	Location	DOT#	Type
CFP 86.85	Featherstone Rd	860600A	P
CFP 82.38	Cherry Hill Rd	860601G	
CFP 78.78	Potomac Ave	860605J	
CFP 78.16	Henderson / Incinerator Rd	860609L	
CFP 76.63	Fleming St	860586G	
CFP 72.34	Brent Point Rd	860581X	
CFP 67.57	Mt. Hope Church Rd	860578P	
CFP 57.51	Landsdowne Rd	860558D	
CFP 54.77	Mine Rd (No 1, 2 & 3 trks)	860557W	
CFP 51.43	Summit Xing	860548X	
CFP 48.62	Claiborne Xing	860547R	
CFP 47.24	Stonewall Jackson	860545C	
CFP 44.54	Woodford Rd	860542G	
CFP 43.50	Woodslane Rd	860541A	
CFP 40.41	Paige Rd	860539Y	
CFP 33.00	Penola Rd	860527E	
CFP 29.70	Colemans Mill Rd	860525R	
CFP 21.87	Doswell Rd	860520G	C
CFP 15.65	Archie Cannon Rd (Vaughn Rd)	860513W	P
CFP 15.21	Patrick St	860512P	
CFP 14.89	College Ave	860462N	
CFP 14.78	England St, RT 54	860459F	
CFP 14.65	Myrtle St	860454W	
CFP 14.22	Francis St	860450U	
CFP 13.85	Ashcake Rd	860448T	
CFP 12.95	Gwathmey Church Rd	860447L	
CFP 11.55	Elmont Rd	860445X	
CFP 11.15	Cedar Lane	860443J	
CFP 9.65	Mill Rd	860441V	
CFP 8.15	Mountain Rd	860438M	
CFP 6.60	Hungary Rd	860437F	
CFP 5.43	Hermitage Rd	860435S	

NS LEAD AT SLATTERS LANE

MP	Location	DOT#	Type
CFP 106.50	Potomac Greens Dr	908546Y	P

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
CFP 113.8 - CFP 5.0	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.

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			