



**ALBANY DIVISION
TIMETABLE NO. 4**

**EFFECTIVE
MONDAY, NOVEMBER 1, 2004
AT 0001 HOURS
CSX STANDARD TIME**

**J.C. Decker
Division Manager**

TIMETABLE LEGEND

GENERAL

Unless otherwise indicated on subdivision pages, the Train Dispatcher controls all Main Tracks, Sidings, Interlockings, Controlled Points and Yard Limits.

STATION LISTING AND DIAGRAM PAGES

1- HEADING

The subdivision is identified by name and by 2 letter identifier

2 - COLUMN HEADINGS AND LISTINGS

A. AUTHORIZED SPEED

The maximum speed permitted between mileposts listed. This 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. Designations for other trains will be identified in Subdivision Special Instructions. Where speeds differ in multiple track territory, the speeds for individual tracks will be listed. Special speeds, such as city ordinances, will be shown in shaded blocks.

B. MILE POST

The alpha-numeric mile post for the station or reference point. At locations to check speed indicators the mileposts will be listed without alpha prefixes and will be shown with a wide border.

C. STATION

The Controlled Point, Interlocking, Station or other reference point name. The miles between stations listed in bold letters will be shown on the right side of the column and total miles will be shown at end of diagram.

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. TWC – Track Warrant Control Rules

TWC-DTC – Listing of TWC-DTC blocks for permanent or temporary use.

TWC-DCS – Listing TWC-DCS stations with the letter 'D' for permanent or temporary use as dispatching points.

F. AUTH FOR MOVE (AUTHORITY FOR MOVEMENT)

The authority for movement rules applicable to the track segment of the subdivision.

G. NOTES

Where station page information may need to be further defined, a note will refer to "STATION PAGE NOTES" listed at the end of the diagram.

3 - SYMBOLS USED IN THE DIAGRAM

N – North, **S** – South, **E** – East, **W** – West;
NB – Northbound, **SB** – Southbound,
EB – Eastbound, **WB** – Westbound

Mile post used for checking speed indicator accuracy will be shown without alpha prefixes and will be bordered like this:

28.0
29.0

- (P) Passenger Station
- CP Controlled Point
- (X) Interlocking
- (R) Remotely Controlled
- RT Running Track
- IT Industrial Track
- ss Spring Switch
- (A) Automatic
- ABS Automatic Block Signal Rules
- CPS Control Point Signal Rules
- TTB Through Truss Bridge
- CSS Cab Signal System Rules
- ATC Automatic Train Control Rules
- EQHR Equipment Handling Rules
- SDF Slide Detector Fence
- SDS Slide Detector Signal
- SDG Siding
- SSDG Signaled Siding
- CSDG Controlled Siding
- ABTH Air Brake Train Handling Rules

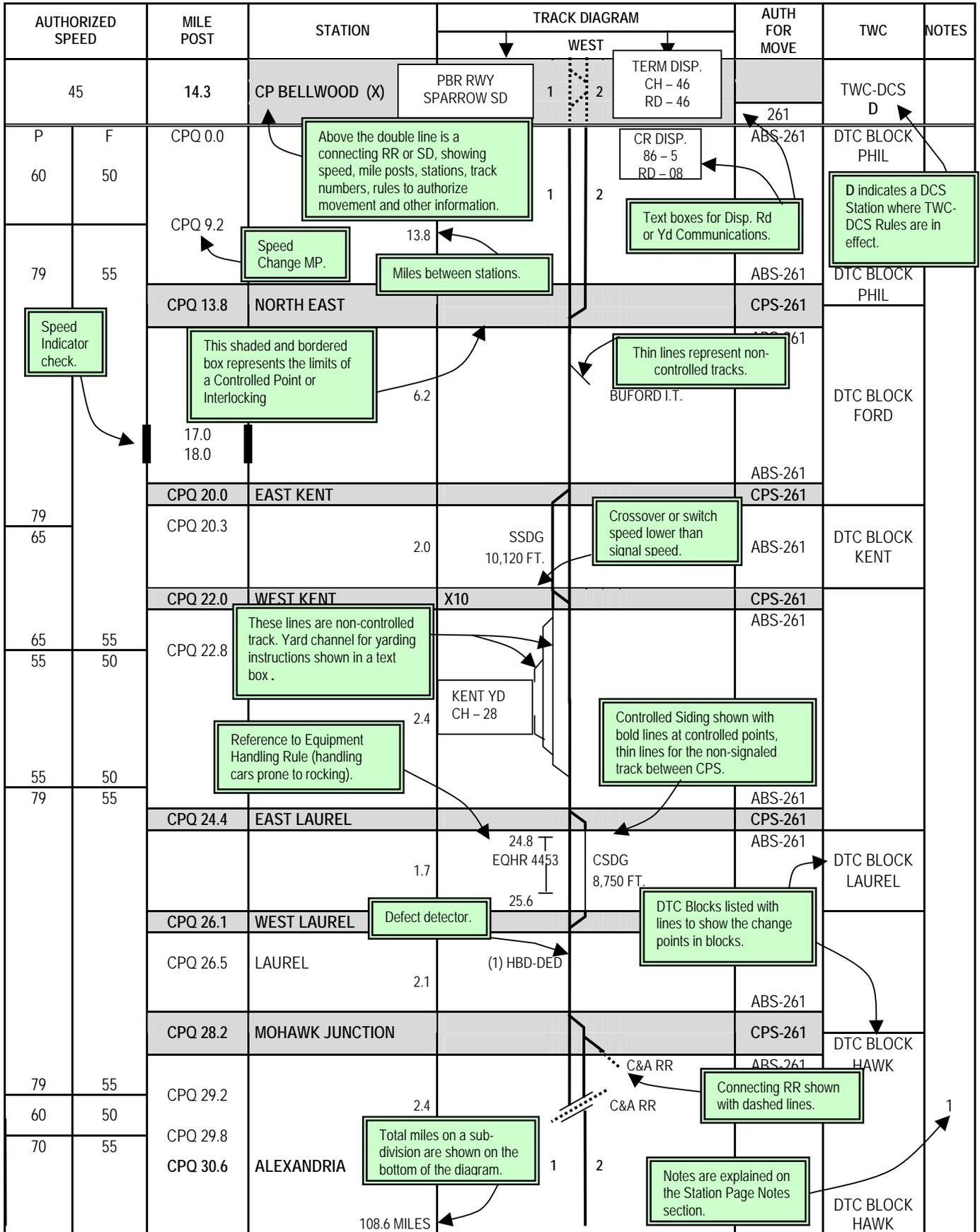
Communications text boxes show Dispatcher, Operator, Yardmaster or other station. AAR channel, call-in tone and where used, the number of "clicks" to call the station. If there is a separate road channel, it will be shown as "RD –"

CM DISP.
94 – 7
RD – 08

Defect Detectors

- (1) Type 1 (Equipment Handling Rules)
- (2) Type 2 (Equipment Handling Rules)
- AD Audible Detector
- DED Dragging Equipment Detector
- DEDAC Dragging Equipment Detector, Axle Counter
- HBD Hot Box Detector
- HCD High Car Detector
- HCDAD High Car Detector, Axle Counter
- HWD Hot Wheel Detector
- PDD Protruding Door Detector
- SWD Sliding Wheel Detector
- WID Wheel Impact Detector

LEGEND - SAMPLE SUBDIVISION - SS



NORTH REGION

T. J. Tuche
Vice President
 Command Center
 1700 W. 167th Street
 Calumet City, IL 60409

ALBANY DIVISION OFFICERS

One Bell Crossing Road
 Selkirk, NY 12158

J. C. Decker
Division Manager

Assistant Division Manager D. J. Spatafore Division Engineer	K. M. O'Toole Superintendent Line of Road	J. V. Distefano Senior Road Foreman of Engines	M. B. Cross Manager Safety & Operating Practices
D. J. Spatafore Division Engineer	D. J. Broadbent Mechanical Superintendent	W. C. Emerson Division Signal Engineer	D. J. Dunlavy Manager Conductor Training

Location and Names	Title	Location and Names	Title
Buffalo, NY L. D. Dellinger	Terminal Superintendent	Selkirk, NY – Train Dispatcher Office R. A. Durden R. A. Saladino	Director Train Operations Chief Train Dispatcher
Buffalo, NY (Frontier Yard) T. A. Lewandowski D. A. Vile T. J. Ferris V J. P. Connelly III T. J. Ferris R. R. Taylor Jr R. J. Husted J. D. Ochtyun R. D. Wilson	Assistant Terminal Superintendent Trainmaster Trainmaster Trainmaster Trainmaster Road Foreman Road Foreman Road Foreman	Selkirk, NY (Selkirk Yard) W. M. Keough R. F. Knaack C. E. Moriarity J. M. Brady T. J. Cook J. W. Sutton J. M. Monette R. F. Mooney D. Puckett M. J. Novenche	Terminal Superintendent Assistant Terminal Superintendent Trainmaster Trainmaster Trainmaster Trainmaster Road Foreman Road Foreman Road Foreman
Niagara Falls, NY G. M. Cochrane	Trainmaster	Kingston, NY W. W. Deyo	Roadforeman
Erie, PA J. R. Kane	Trainmaster	Oak Point, NY D. R. Brown M. J. Nuchurch	Trainmaster Trainmaster
Rochester, NY C. R. Englund	Trainmaster	Framingham, MA J. J. O'Neill M. E. Lennox	Trainmaster Trainmaster
Syracuse, NY M. G. MacDonald J. H. Schuyler W. E. Tarvin J. A. Connell M. G. Machenburg M. H. Fradette	Terminal Manager Trainmaster Trainmaster Trainmaster Trainmaster Road Foreman	Worcester, MA R. C. McGovern S. F. Wilson	Terminal Manager Road Foreman
Watertown, NY R. J. Ketterer	Trainmaster	West Springfield, MA J. M. Cronin G. T. Willey	Trainmaster Road Foreman
Massena, NY S. J. Conn	Trainmaster	Readville, MA A. L. Scott	Trainmaster
South Schenectady, NY G. M. Davis	Trainmaster	Middleboro, MA T. D. Donaldson	Trainmaster

ALBANY TRAIN DISPATCHING OFFICE

One Bell Crossing Road
Selkirk, NY 12158

	RNX	BELL		RNX	BELL
Director Train Operations	245 - 6900	518-767-6900		Chief Train Dispatcher	245 - 6007 518-767-6007
Chief Train Dispatcher	245 - 6900	518-767-6900			
Boston Assistant Chief	245 - 6102	518-767-6102		Buffalo Assistant Chief	245 - 6103 518-767-6103
NA Dispatcher Boston Subdivision Fall River Subdivision Fitchburg Subdivision Framingham Subdivision Middleboro Subdivision New Bedford Subdivision	245 - 6111	518-767-6111		NF Dispatcher Rochester Subdivision West Shore Subdivision	245 - 6116 518-767-6116
NB Dispatcher Berkshire Subdivision Post Road Subdivision	245 - 6112	518-767-6112		NG Dispatcher Belt Subdivision Buffalo Terminal Subdivision Lockport Subdivision Niagara Subdivision Somerset RR	245 - 6117 518-767-6117
				NH Dispatcher Lake Shore Subdivision	245 - 6118 518-767-6118
Mohawk Assistant Chief	245 - 6101	518-767-6101		River Assistant Chief	245 - 6122 618-767-6122
NC Dispatcher Carman Subdivision Hudson Subdivision Schodack Subdivision Selkirk Subdivision	245 - 6113	518-767-6113		NI Dispatcher Harrisburg Subdivision (Balt.Div) Herbert Subdivision (Balt.Div) Landover Subdivision (Balt.Div.) Popes Creek Subdivision (Balt.) Trenton Supdivision (Balt.Div.)	245 - 6119 518-767-6119
ND Dispatcher Fair Grounds Subdivision Mohawk Subdivision	245 - 6114	518-767-6114		NJ Dispatcher Bergen Subdivision (Balt.Div.) Castleton Subdivision Port Subdivision River Subdivision	245 - 6120 518-767-6120
NE Dispatcher Baldwinsville Subdivision Fulton Subdivision Montreal Subdivision St. Lawrence Subdivision	245 - 6115	518-767-6115			

ALBANY DIVISION			EMERGENCY ASSISTANCE		
	RNX	BELL		RNX	BELL
Division Manager	245 – 6000	518-767-6000	HAZARDOUS MATERIAL HOT LINE	245 – 6123	518-767-6123
Assistant Division Manager	245 – 6085	518-767-6085	ACCIDENT – INJURY HOT LINE	245 – 6911	518-767-6911
Transportation Superintendent	246 – 6126	518-767-6126	SAFETY HOT LINE - DIVISION ** Recorded – Leave message	245 – 6011	518-767-6011
Senior Road Foreman	245 – 6005	518-767-6005	SAFETY HOT LINE – ENGINEERING ** Recorded – Leave message	245 – 6025	518-767-6025
Manager Safety & Operating Rules	245 – 6526	518-767-6526			
Division Engineer Track	245 – 6557	518-767-6557	CSX RAILROAD POLICE	1 – 800 – 232 – 0144	
Mechanical Superintendent	463 – 8230	410-525-8230	<u>BY RADIO</u> On the Road Channel, Press 9 1 1 on the DTMF Tone pad for the Train Dispatcher.		
Division Engineer Signal	245 – 6041	518-767-6041			

BALDWINVILLE SUBDIVISION - BI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN P / F 10			FAIRGROUNDS SUB	ND DISP. 46 - 1# - 5C SYRACUSE	ABS-261		
	QCB 1.9	CP-SALT (SOUTH ONLY)			CPS	D	1
MAIN P / F 30	QCB 1.9	SALT		NE DISP. 64 - 7# - 3C WOODARD	TWC-DCS	D	1
	2.0						
	3.0						
	QCB 4.8	STILES	6.6				
	QCB 7.6			TTB	SENECA RIVER		
	QCB 8.5	WINS				D	
	QCB 9.2	BALDWINSVILLE	2.5				
	QCB 10.5	RADISSON		RADISSON YARD			
	QCB 11.0	RADIS				D	
	30	QCB 21.0	FULTON	11.1	RUNAROUND	NE DISP. 64 - 9# - 5C FULTON	TWC-DCS
25	QCB 22.0				TWC-DCS		
	QCB 22.1	HAWK				D	2
25			7.9		TWC-DCS		
	QCB 30.0	OSWEGO			TWC-DCS	D	2
10			4.7		46		2
	QCB 33.4	OSWEGO TANK FARM					
	QCB 34.7	END-OF-TRACK	32.8 MILES				

STATION PAGE NOTES

- NOTE 1:** Southbound trains entering the FAIR GROUNDS SD, must not pass the signal at CP-SALT without communicating with the ND Dispatcher.
- NOTE 2:** Track Out-of-Service between MP QCB 22.1 and MP QCB 34.7.

BALDWINVILLE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. **Between SALT and OSWEGO** - Rusty rail conditions exist. CSX Operating Rule 100-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized.

7. MISCELLANEOUS

1. **Raddison Yard** - When shoving cars, do not ride the side of cars beyond the last switch to the Brew House.
2. **Track north of HAWK, MP QCB 22.1** - Owned by NRG Corp.
3. **Track Out-Of-Service**, between MP QCB 22.1 and MP QCB 34.7.

NOTES

NOTES

BELT SUBDIVISION - BE

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
		QC 437.2	<div style="border: 1px solid black; padding: 2px; display: inline-block;">NG DISP. 46-1#-6C BUFFALO</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 20px;">BUFFALO TERMINAL SD</div> CP - 437	2	1	CPS-261	D	
#1 P/F 15	#2 P/F 15	QDB 0.0 QDB 0.1	FRONTIER YARD	(2) HCD 19'10" NB	1	2	ABS-261	1
		QDB 0.7		CP - T	LOOP LEAD	<div style="border: 1px solid black; padding: 2px; display: inline-block;">NIAGARA SD</div> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin-left: 20px;">NG DISP. 46-1#-6C BUFFALO</div>		CPS-261
15	15		FRONTIER YARD 58 / 58	6 YARD LEAD			ABS-261	2
30	30		FRONTIER YARD	5 YARD LEAD BAILEY AVE. SYCAMORE LEAD			ABS-261	D
	20	QDB 1.2	CP - SYCAMORE			CPS-261	D	
30	30	QDB 2.0 QDB 2.1	BOX AVENUE	WONDER BREAD NORTH SIDING NIAGARA MACH & TOOL	SOUTH SIDING NABISCO		ABS-261	
		20 30		5.7			ABS-261	
			4.0 5.0 QDB 5.8	ELMWOOD AVENUE	(2) HBD-DED MOD-PAC			ABS-261
10	10	QDB 6.9	CP - I	<div style="border: 1px solid black; padding: 2px; display: inline-block;">NG DISP. 46-4#-4C KENMORE</div>		CPS-261	D	
WYE TRACKS		QDB 7.2	7.2 MILES			WYES ABS-261	D	
#1 P 60	#2 P 60	MAIN P 60	QDN 7.1	CP - 7	1	2	CPS-261	D
			QDN 7.5	CP - 8	CROSSOUT CP - 7 TO CN BLACK ROCK		#1 ABS-251 N #2 ABS-251 S CPS-261	D
				CP - 8 NIAGARA SUB.			M AABS-261	

STATION PAGE NOTES

NOTE 1: HCD for Northbound trains operating north of CP - T, only. (See Instructions Relating to Restricted Equipment).

NOTE 2: LOOP LEAD, Refer to Division Special Instruction 228-2.

BELT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Division Special Instruction 228-2 applies on the Loop Lead.

*Exception, Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

Employees that need to qualify on the above territory can contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 286,000 lbs authorized.
2. **Between CP–Sycamore and CP-I**
 - A. Equipment over 19'10" is prohibited on No. 2 Track.
 - B. Equipment over 20'2" is prohibited on No. 1 Track.

7. MISCELLANEOUS

1. QUALIFICATIONS – BUFFALO TERMINAL

Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

- A. Buffalo Terminal Subdivision.
- B. Lake Shore Subdivision between CP-2 and MP QD 8.0.
- C. Belt Line Subdivision.
- D. Niagara Subdivision between CP-437 and MP QDN 9.3.

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

NOTES

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN P 60	F 50			BOSTON SD NA DISP. 46-2#-4C	M	ABS-261 CSS 362-363		
#1 P 60	F 50	#2 P 60	F 50	QB 91.9				
60	50	60	50	QB 92.0	CP - 92	CPS-261 CSS	D	
				QB 92.2				
				QB 92.5 QB 92.9	4.1	ABS-261 CSS 362-363		
	50		50	94.0 QB 94.6 95.0 QB 95.2				
	40		40	QB 96.1	CP - 96	CPS-261 CSS	D	
60	40	60	40		2.0	ABS-261 CSS 362-363		
				QB 98.1	CP - 97	CPS-261 CSS	D	
30	30	30	30	QB 98.4	SPRINGFIELD STATION (P) 0.5	ABS-261 CSS 362-363		1
	#11 5		#10 5	QB 98.6	CP - 98	NB DISP. 46-6#-4C SPRINGFIELD	CPS-261 CSS	D
				QB 98.8	CONNECTICUT RIVER BRIDGE 0.5	TTB	ABS-261 CSS 362-363	
30	30	30	30	QB 99.1	CP - 99	CPS-261 CSS	D	
				QB 100.0	WEST SPRINGFIELD 1.4	WEST YARD	EAST YARD	ABS-261 CSS 362-363
				QB 100.5	CP - 100	CPS-261 CSS	D	
				QB 101.4				
				103.0 QB 103.6 104.0	WEST SPRINGFIELD	(2) HBD-DED	ABS-261 CSS 362-363	2
40	40	40	40	QB 104.6	7.4			
50	50	50	50					

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
						↓	↓						
# 1		# 2		QB 105.1 QB 107.1 QB 107.8 QB 107.9 QB 108.1 QB 109.6		WEST		ABS-261 CSS 362-363					
P	F	P	F			TRAP ROCK	SALT CITY				SPRINGDALE		
50	50	50	50			1.7	1				2		
						CP - 107	PVRT					CPS-261 CSS	D
						CP - 109						CPS-261 CSS	D
MAIN				QB 112.0 QB 112.4 QB 113.7 QB 115.4 QB 116.8 QB 119.2 QB 119.5 QB 123.1	WORONOCO RUSSELL HUNTINGTON	STRATHMORE	ABS-261 CSS 362-363						
P	F									13.5	(2) HBD-DED	M	NB DISP. 46 - 3# - 3C RUSSELL
50	50												
40	40												
35	35												
35	35												
40	40												
40	40												
45	40											M	ABS-261 CSS 362-363
										CP - 123			CPS-261 CSS
# 1		# 2		QB 125.8 QB 126.1 QB 127.0 QB 134.0 QB 135.0 QB 137.7	CHESTER BECKET	TEAM	ABS-261 CSS 362-363						
P	F	P	F							17.0	(2) HBD-DED	M	NB DISP. 46 - 5# - 4C CHESTER
45	40	45	40										
45		45											
40	EB F 25	40	EB F 25										
	30		30										
40	30	40	30										
50	40	50	40									1	2

BERKSHIRE SUBDIVISION - BK

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES																											
						WEST																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2"># 1</th> <th colspan="2"># 2</th> </tr> <tr> <td style="text-align: center;">P</td> <td style="text-align: center;">F</td> <td style="text-align: center;">P</td> <td style="text-align: center;">F</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">40</td> <td style="text-align: center;">50</td> <td style="text-align: center;">40</td> </tr> <tr> <td colspan="2" style="text-align: center;">WB</td> <td colspan="2" style="text-align: center;">WB</td> </tr> <tr> <td colspan="2" style="text-align: center;">30</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td colspan="2" style="text-align: center;">MINERAL</td> <td colspan="2" style="text-align: center;">MINERAL</td> </tr> <tr> <td colspan="2" style="text-align: center;">30</td> <td colspan="2" style="text-align: center;">30</td> </tr> </table>	# 1		# 2		P	F	P	F	50	40	50	40	WB		WB		30		30		MINERAL		MINERAL		30		30		QB 138.7	WASHINGTON	SUMMIT 1,459'	1	2	NB DISP. 46 - 4# - 5C WASHINGTON	ABS-261 CSS 362-363	D	4
	# 1		# 2																																		
	P	F	P	F																																	
	50	40	50	40																																	
	WB		WB																																		
	30		30																																		
	MINERAL		MINERAL																																		
	30		30																																		
		QB 140.1	CP - 140					CPS-261 CSS																													
		QB 141.2	HINSDALE					ABS-261 CSS 362-363																													
	QB 142.0		7.7																																		
	QB 145.2			L.P. ADAMS																																	
	QB 145.9	DALTON		(2) HBD-DED																																	
	QB 147.3			POLYMATRIX		LANE CONST.																															
	QB 147.8	CP - 147					CPS-261 CSS																														
	QB 148.5 QB 148.3	PITTSFIELD	2.8	WEST YARD	EAST YARD	GE J&J WHSE	ABS-261 CSS 362-363																														
	QB 149.8			2 ND STREET																																	
50	40	50	40	QB 150.5	PITTSFIELD STATION (P)	1	2	D	1																												
				QB 150.6	CP - 150																																
MAIN				151.0 152.0		M	HRRC	ABS-261 CSS 362-363	D																												
60	50			QB 155.5	WEST PITTSFIELD	(2) HBD-DED																															
60				QB 157.0																																	
50				QB 162.0	STATE LINE (MA/NY)		NB DISP. 46 - 2# - 5C STATE LINE																														
50	50			QB 164.7																																	
40	40			QB 164.8		STATE LINE TUNNEL																															
50	50			QB 164.9		M																															

STATION PAGE NOTES

- NOTE 1:** Passenger Trains discharging passengers across tracks between their train and the station platform at Springfield and Pittsfield will be protected against trains moving on tracks between their train and the station platform. The NB Dispatcher will be responsible for such protection.
- NOTE 2:** "CC" signs located at MP 101.4. Eastward trains operating on #1 and #2 track must not pass the "CC" signs unless Cab Signal indication is more favorable than Restricting or verbal permission is received from Train Dispatcher.
- NOTE 3:** Pushers operating between CP-123 and CP-147 must have brake pipe hoses connected and air cut in from the train. Pusher locomotives will be set up per instructions in the ABTH Rules 5600 - 5605. Train will stop to detach pusher. Engineer will keep pusher against train until stopped. After pusher has cut off from rear of the train, allow sufficient time for the train air brake equipment to recharge. Pusher limited to one (1) unit except as authorized by the Superintendent.
- NOTE 4:** Westward trains with 30 or more cars of mineral freight (stone, ore, sand, or coal) operating on No. 1 Track or No. 2 Track must not exceed 30 MPH between MP 142.0 and CP-147.

BERKSHIRE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

CSS 362-363

1. CSS Cab Signals Without Fixed Automatic Block Signals, Rule 362 and 363 apply. Rules 354 and 356 do not apply.
2. Wayside signals are used at Controlled Points only. Between Controlled Points train movement is governed by continuous cab signals.
3. Following aspects will be displayed and notes listed will apply to the cab signal indications. Conforming cab signal aspects as shown in CSX Signal Aspects and Indications Rules also apply.



Clear



Approach Limited



Approach



Restricting

= Train to proceed at Limited Speed to the next interlocking signal, or until cab signal aspect changes

= Train may proceed at Medium Speed to the next interlocking signal, or until cab signal aspect changes.

NOTE: These cab signal indications apply on the Boston Subdivision and the Berkshire Subdivisions only.

The following exceptions authorized for train and engines not equipped with cab signals:

- Work, Wreck and Ballast Cleaners to and from work.
- Engines moving to and from shops.
- Engines used in switching and transfer service, with or without cars, as follows:
 - Between CP-92 and CP-187 (Berkshire SD)

2. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

3. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. Prior to departing initial terminal train dispatcher must be informed if there is a condition or equipment restriction that would prevent the use of a pusher.

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
# 1		# 2				WEST					
P	F	P	F	MP 228.0	CP - COVE (X)			NORAC INT. 261-CSS	NORAC DCS D		
30	30	30	30		AMTRAK						
30	30	30	30	QB 1.1 QB 1.2	CSX DIVISION POST BACK BAY STATION (P)	1	2	ABS-261		1	
	25		25	QB 1.5							NA DISP. 46 - 5# - 4C BEACON PARK
	30		30	QB 1.6	2.1						
				QB 2.5	YAWKEY STATION - TK-2 (P)						
40	40	40	40	QB 3.1	CP - 3	GRAND JCT. R.T.		CPS-261	D	2	
	MAIN P F							ABS-261			
		50	40	QB 4.5	ALLSTON	1.7	LEAD 3 2 1				
				QB 4.8	CP - 4	HCD W-17'2"		CPS-261	D	3	
60	50	60	50	6.0 7.0				ABS-261			
				QB 8.1	NEWTONVILLE STATION (P)					4	
				QB 9.1	WEST NEWTON STATION (P)					4	
60		60		QB 10.2	AUBURNDALE STATION (P)					4	
				QB 10.4		4.6					
55		55		QB 10.7							
60		60		QB 10.8	RIVERSIDE			ABS-261		1	
				QB 11.4	CP - 11			CPS-261	D		
				QB 11.5							
55		55		QB 12.2				ABS-261			
60	50	60	50	QB 12.5	WELLESLEY FARMS STATION (P)						
				QB 13.4							
55	40	60	40	QB 13.5	WELLESLEY HILLS STATION (P)						
				QB 13.6							
60	40	60	40			9.9	1 2				

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST	WEST			
# 1 P 60 F 40	# 2 P 60 F 40	P 60 F 40	P 60 F 40	QB 14.7	WELLESLEY SQUARE STATION (P)	1	2	ABS-261		
				QB 17.7	NATICK STATION (P)	SAXONVILLE I.T.				
P 60 F 40	P 60 F 40	P 60 F 40	P 60 F 40	19.0	WEST NATICK STATION (P)	HCD SIGNAL		ABS-261		5
				QB 19.9						
20.0										
QB 20.1										
P 30 F 30	P 30 F 30	P 30 F 30	P 30 F 30	QB 20.9						
				QB 21.3	CP - 21	HCD 17'2"	FRAMINGHAM SD NA DISP DCS		CPS-261 CSS	D
EB P 15 F 15		EB P 15 F 15			FRAMINGHAM NORTH YARD FRAMINGHAM STATION (P)	STATION TK		ABS-261 CSS 362-363		6
				0.4						8,9
WB F 25		WB F 25		QB 21.7	CP - 22			CPS-261 CSS	D	7
P 50 F 50	P 50 F 50	P 50 F 50	P 50 F 50		FRAMINGHAM YARD 46 / 46 & 64 / 64					6.7
				1.2		NEVINS YARD 64 & 50 3 rd IRON	4 TH IRON	ABS-261 CSS 362-363		
P 60 F 60	P 60 F 60	P 60 F 60	P 60 F 60	QB 22.5						
				QB 22.9	CP - 23			CPS-261 CSS	D	
				1.7				ABS-261 CSS 362-363		
				24.0						
				QB 24.6	CP - 24			CPS-261 CSS	D	
				25.0						
P 50 F 50	P 50 F 50	P 50 F 50	P 50 F 50	QB 25.2	ASHLAND STATION (P)					
				QB 25.3		(2) DED			ABS-261 CSS 362-363	
				3.6						
				QB 27.4	SOUTHBORO STATION (P)					
P 60 F 50	P 60 F 50	P 60 F 50	P 60 F 50	QB 28.2	CP - 28			CPS-261 CSS	D	
								ABS-261 CSS 362-363		
						1	2			

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
# 1		# 2				WEST				
P	F	P	F			1	2			
60	50	60	50	QB 29.4	E/E WESTBORO AUTO YD			ABS-261 CSS 362-363		
					5.1					
				QB 30.3	W/E WESTBORO AUTO YD					
				QB 31.2						
				QB 32.6						
				QB 33.3	CP - 33			CPS-261 CSS	D	
				QB 34.0	WESTBORO STATION (P)					
60		60		QB 36.1						
55		55		QB 36.4	GRAFTON STATION (P)			ABS-261 CSS 362-363		
				QB 36.8						
60		60		QB 37.4	NORTH GRAFTON					
				QB 37.6		(2) HBD-DED				
				QB 38.5						
				QB 39.0	CP - 39			CPS-261 CSS	D	
60		60		QB 39.5						
50		50		40.0						
				QB 40.5		4.3		ABS-261 CSS 362-363		
50	50	50	50	41.0						
				QB 42.2						
40	40	40	40							
40	40	40	40	QB 43.3	CP - 43			CPS-261 CSS	D	
						0.4		ABS-261 CSS 362-363		
				QB 43.7	CP - 44			CPS-261 CSS	D	13
				QB 44.2	WORCESTER STATION (P)			ABS-261 CSS 362-363		
						0.6				
				QB 44.3	CP - 45			CPS-261 CSS	D	11, 13
				QB 44.7				ABS-261 CSS 362-363	261/CSS 562-563	

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						WEST	WEST			
# 1		# 2				1	2			
P	F	P	F							
60	40	60	40	QB 45.9 46.0 47.0				ABS-261 CSS 362-363		
				QB 47.4	4.0			NA DISP. 46 - 4# - 7C PAXTON		
				QB 47.7 QB 47.8	JAMESVILLE					
				QB 48.2		WRIGHT WIRE	CREATIVE PKG.			
				QB 48.3	CP - 48			CPS-261 CSS	D	
MAIN						M				
P	F									
50	40			QB 48.8						
				QB 50.7 QB 51.0	WEBSTER JCT.		BFI	ABS-261 CSS 362-363		
				QB 55.4	9.4	(2) HBD-DED		NA DISP. 46 - 5# - 6C CHARLTON		
				QB 57.7	CHARLTON	M		CPS-261 CSS	D	
				QB 57.7	CP - 57					
SSDG						SSDG				
P	F									
40	40			QB 58.0 QB 58.3	CHARLTON YARD	0.4	M	ABS-261 CSS 362-363		
				QB 60.3	CP - 60		M	CPS-261 CSS	D	
				QB 60.7		SSDG 33,692'				
				QB 63.1 QB 63.3	EB&S RR	3.9	AUTO YD EB&S RR			
				QB 63.9	EAST BROOKFIELD YARD		SSDG	NA DISP. 46 - 6# - 4C BROOKFIELD		
				QB 64.0	CP - 64			CPS-261 CSS	D	
						M				
				QB 70.5				ABS-261 CSS 362-363		
				QB 71.0						
				QB 72.2	WARREN		M			

BOSTON SUBDIVISION - BO

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN P F 60 50	60 50	QB 74.9	WEST WARREN	15.4	(2) HBD-DED (2) HCD 19'2"	NA DISP. 46 - 4# - 7C PAXTON	ABS-261 CSS 362-363	
45 40	60 50	QB 76.3						
50 50	60 50	QB 77.9						
60	SSDG P F 60 50	QB 79.4	CP - 79				CPS-261 CSS	D
60	60 50	QB 82.2		4.3	SSDG 20,592'	M	ABS-261 CSS 362-363	
		60 50	QB 83.2	WEST SPRINGFIELD YARD 64 / 64	PALMER YARD	CON.CONST.PRO. TK-4		
40	40	QB 83.5			MCER	NECR	CPS-261 CSS	D
40		QB 83.6	CP - 83		NECR 73 / 73		CPS-261 CSS	D
50		QB 83.7					NA DISP. 46 - 2# - 4C PALMER	
60		QB 88.3				M	ABS-261 CSS 362-363	
55		QB 88.8		6.4				
60		QB 88.9		N.WILBRAHAM				
60		QB 89.4				CONST. SERV.		
		QB 90.7		WESTERN RECY.				
60	60 50	QB 91.5	WILBRAHAM	90.8 MILES	(2) HBD-DED	M		
# 1 P F 60 50	# 2 P F 60 50	QB 92.0	CP - 92		BERKSHIRE SD		CPS-261 CSS	D
							NB DISP. 46 - 7# - 7C AGAWAM	
					1	2	ABS-261 CSS 362-363	

STATION PAGE NOTES

- NOTE 1:** Headlight must be dimmed on the leading end of all trains and engines by day and by night between MP 0.5 and MP 10.75 (Turnpike Bridge), except when visibility is poor.
- NOTE 2:** Grand Junction Running Track, Beacon Park to MP 7.5, in charge of Beacon Park Yardmaster.
- NOTE 3:** HCD In service for Westward trains departing Beacon Park yard, readout in Yardmaster's office.
- NOTE 4:** Passenger Trains discharging or boarding passengers from across tracks between their train and the station platform at Newtonville, West Newton, and Auburndale will be protected against trains moving on tracks between their train and the station platform. The NA Train Dispatcher will be responsible for such protection.
- NOTE 5:** HCD In service for Eastward trains. Height detector signal (Lunar White Light) located on north side of No. 1 Track and south side of No. 2 Track at MP 20.1 HCD located on wesbound signal bridge at CP – 21. If height detector is activated (STEADY – CONTINUOUS LIGHT) , Engineer, after rear of train clears Bishop St., will stop train as soon as safe train handling will permit and contact the NA Dispatcher for instructions.
- NOTE 6:** Eastbound (EB) speed for Passenger and Freight trains is Head-End speed only from eastbound home signal at CP – 22 to the eastbound home signal at CP – 21.
- NOTE 7:** Westbound (WB) speed for freight trains is Head-End only through interlocking limits of CP – 22.
- NOTE 8:** Eastward trains stopped at Framingham Passenger Station. Push button control box in service to activate Concord St. grade crossing warning devices. After the NA dispatcher requests eastbound signal, eastbound signal at CP – 21 will remain at stop until push-button is activated and the grade crossing gates are in the horizontal position.
- NOTE 9:** Westward movements using the Station Track at CP-21 must not pass the fouling point sign without permission of the Framingham Yardmaster. If unable to contact the Yardmaster or when no Yardmaster on duty, contact Train Dispatcher for instructions.
- NOTE 10:** "CC" signs for Eastward movements on No. 1 and No. 2 Tracks located 1000 feet west of Cherry St. grade crossing, Ashland MA.
"CC" signs for Westward movements on No. 1 and No. 2 Tracks located 440 feet east of Main Street grade crossing, Ashland, MA.
Trains must not pass "CC" signs (for their direction) unless cab signal indication is more favorable than restricting or verbal permission is received from the NA Dispatcher.
- NOTE 11:** Signs placed on P&W R.R. property at CSXT's connection to the P&W R.R.'s Gardner Branch and at the ST R.R.'s connection at Barbers, in Worcester.
"P&W R.R. ENTER ONLY WITH DISPATCHER APPROVAL"
All movements must contact the P&W Train Dispatcher prior to entering P&W R.R. property. If unable to contact the P&W Train Dispatcher, contact the CSXT NA Dispatcher for instruction. When no P&W Train Dispatcher on duty, CSXT NA Dispatcher may give permission to enter P&W R.R. property.
- NOTE 12:** CP – 83
TRAINS: When a Stop Signal is displayed and permission to pass is received from the NA Dispatcher, crew must follow instructions, for operation of knife switch, in control box at the diamond before passing Stop Signal. Knife switch may be restored after train occupies the Interlocking.
ENGINEERING - ON TRACK EQUIPMENT : Must stop and receive verbal permission to pass the Stop Signal from the Train Dispatcher. A second stop must be made, clear of the NECR diamond. If no conflicting movement is observed standing or approaching, movement may resume. If a conflicting move is observed, the track car driver must follow the instructions, for operation of knife switch, in the control box at the diamond.
When the movement involved multiple pieces of on track equipment, the instructions, for operation of the knife switch, MUST be followed. Do not restore knife switch until the last track car has cleared the diamond.
- NOTE 13:** Station Track Worcester, Passenger Train equipment only, No Freight movement permitted.

BOSTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. CSS Cab Signals without fixed automatic block signals, Rule 362 and 363 apply. Rules 354 and 356 do not apply.
2. Wayside signals are used at control points only. Between controlled points train movement is governed by continuous cab signals.
3. Following aspects will be displayed and notes listed will apply to the cab signal indications. Conforming cab signal aspects as shown in CSX Signal Aspects and Indications Rules also apply.



Clear



Approach Limited

= Train to proceed at Limited Speed to the next interlocking signal, or until cab signal aspect changes



Approach

= Train may proceed at Medium Speed to the next interlocking signal, or until cab signal aspect changes.



Restricting

NOTE: These cab signal indications apply on the Boston Subdivision and the Berkshire Subdivisions only.

4. The following exceptions authorized for train and engines not equipped with cab signals:

Work, wreck and ballast cleaners to and from work.
Engines moving to and from shops.
Engines used in switching and transfer service, with or without cars, as follows:

Between CP-21 and CP-92 (Boston SD)

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

1. Unless permission is received from the NA Dispatcher all intermodal trains operating between Boston and Worcester will operate with only the lead unit on line. Westward intermodal trains will have trailing units isolated. Eastward intermodal trains will shut down or isolate, (temperature permitting) trailing units prior to departing Worcester.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT.

NONE

7. MISCELLANEOUS

1. INSTRUCTIONS FOR THE KNIFE SWITCH OPERATION AT CP-83, PALMER, MA

Any employee on the CSX Boston Subdivision desiring to proceed when the governing signal is at STOP or when no indication is displayed must contact the CSX NA Dispatcher.

1. After receiving permission to pass STOP indication, open the knife switch at the crossing.
 2. White indicator lights lighted indicates all signals are displaying STOP, on both the CSX Boston Subdivision and the New England Central Railroad.
 3. If white indicator lights are not lighted, then: Employees on the Boston Subdivision **MUST PERSONALLY OBSERVE** that there are no conflicting movements on the New England Central Railroad.
 4. After an employee on the CSX Boston Subdivision has complied with the above instructions, a hand signal to proceed will be given from such a place and in such a manner that there can be no misunderstanding on the part of the employee receiving as to the signal given or as to the train or engine for which it was intended. After the train or engine occupies any portion of the track within the interlocking limits, the knife switch must be restored to the closed position and the box locked.
2. N.E.P. Lead, Grand Jct. RT, restricted speed not exceeding 5 MPH.

NOTES

NOTES

BUFFALO TERMINAL SUBDIVISION – B1

STATION PAGE NOTES

- NOTE 1:** CP – 431, Controlled Point on Track 3 and Track 4 Only.
- NOTE 2:** Depew Station – Passenger trains receiving or discharging passengers will be protected by the NG Dispatcher against movements on tracks between their train and the platform.
- NOTE 3:** CP-437, mileposts change from QC to QD and measure west from CP-437. Distance between MP QC 436.8 and MP QD 0.3 is 0.9 miles.
- NOTE 4:** Division Special Instruction 228.2 applies on 3 Yard Lead and 4 Yard Lead, Frontier Yard.
- NOTE 5:** CP – 1 (and associated mileposts) in service on Track 3 only.
- NOTE 6:** CP-Draw (and associated mileposts) in service on Track 1 and Track 2 only.
- NOTE 7:** Avenue Running Track in charge of NG Dispatcher.
- NOTE 8:** South 1 and South 2 Running Tracks in charge of Hump Yardmaster, Frontier Yard.
- NOTE 9:** Eastbound speed, Head-End only CP – 431 to CP – 429.

BUFFALO TERMINAL SUBDIVISION - SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Division Special Instruction 228.2 applies on 3 Yard Lead and 4 Yard Lead, Frontier Yard.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT RESTRICTIONS

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315,000 lbs authorized on Buffalo Terminal Subdivision,
Except 286,000 lbs on No. 3 track between CP – 437 and CP – 2.
2. Special aggregate hoppers series SOU-100300 – 102009 and SOU-103300 – 103999 when loaded with gross weight not exceeding 263,000 lbs., are restricted to 45 MPH.

Except: Maximum of 10 MPH on rail of less than 100 lb. section

NOTES

7. MISCELLANEOUS

1. SWITCH INDICATORS

Frontier Yard Switch indicators, Division Special Instruction 228-1, in use at and in charge of:

- A. East end of Hump, Hump Yardmaster
- B. West end of South Yard, West End Yardmaster
- C. Bailey Avenue, Bailey Avenue Yardmaster

2. QUALIFICATIONS – BUFFALO TERMINAL

Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

- A. Buffalo Terminal Subdivision.
- B. Lake Shore Subdivision between CP-2 and MP QD 8.0.
- C. Belt Line Subdivision.
- D. Niagara Subdivision between CP-437 and MP QDN 9.3.

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

*Exception, Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees that need to qualify on the above territory can contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

NOTES

CARMAN SUBDIVISION - CM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN P F 90 30	QC 156.5	CP - 156	SOUTH 		CPS-261 CSS	D	
MAIN P F 30 30 30 30	QCC 0.8 QCC 3.7	2.9 MILES			ABS-261		
# 1 # 2 P / F P / F 50 50	QG 31.6	CP - SH			CPS-261	D	

CARMAN SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 286,000 lbs authorized.

7. MISCELLANEOUS

NONE

NOTES

CASTLETON SUBDIVISION - C9

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN P 50 F 50	QB 191.8	BERKSHIRE SD	NB DISP. 46 - 4# - 3C POST ROAD				
#1 P/F 30 #2 P/F 30	QG 8.4	CP - SM	(2) HCD EB 19'2" FOR SB 17'2" FOR		ABS-261 SCHODACK SD	CPS-261	NC DISP. 64 - 7# - 6C CASTLETON
	QG 8.48	CASTLETON BRIDGE	TTB	HUDSON RIVER	ABS-261		
	QG 9.6		3.3	POWELL MINNOCK			
	QG 10.4		TEXAS EASTERN				
30 30			NJ DISP. 58 - 8# - 8C SK	PORT SD DCS	ABS-261		
#1 #2 FAST FREIGHT INBOUND P / F 30	EAST WYE 10	QG 11.5 CP - SK	NJ DISP. 58 - 8# - 8C SK		ABS-261 CS MAIN	CPS-261	RIVER SD NJ DISP. 58 - 0# - 3C RAVENA
	INBOUND 30		NORTH DEPARTURE SOUTH DEPARTURE	FAST FREIGHT INBOUND SOUTH DEPARTURE			1
		2.2	SELKIRK YARD 50 / 50		INBOUND ABS-261		
		5.6 MILES			CPS		2
		QG 13.7	CP - SE (EB - ONLY)				

STATION PAGE NOTES

NOTE 1: Division Special Instruction 228-2 applies on Fast Freight and North Departure Lead.

NOTE 2: INBOUND, CP - SE Eastbound only, Westbound - "End Automatic Block" sign.

CASTLETON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Division Special Instruction 228-2 applies on Fast Freight and North Departure Lead.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315,000 lbs authorized.

7. MISCELLANEOUS

1. **Selkirk Yard. Switch indicators**, Division Special Instruction 228-1, in use at and in charge of:

East end of Receiving yard, Hump Yardmaster

East end of Departure yard, East End Yardmaster

East end of Puller yard, East End Yardmaster

2. Hump tunnel dwarf indicator lights (14 W at the east end and 14 E at the west end) govern movement through hump tunnel.
3. Westbound trains and engines entering Selkirk yard on the INBOUND must receive instructions from the Hump Yardmaster prior to passing "End Automatic Block" sign at MP QG 13.7.

If the Number Board displays a different track than what was received or there is no number displayed, crew must contact Hump Yardmaster for instructions.

Verification of Cab Signal/LSL Tests

1. Q262, Southbound engineer must verify that Cab Signal and LSL tests have been completed and equipment is cut in prior to departure from Selkirk.
2. K277 and Q409, Southbound engineer must verify Cab Signal Test has been completed and equipment is cut in prior to departure from Selkirk.

NOTES

FAIR GROUNDS SUBDIVISION - FG

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
P	# 1 IM	F	P	# 2 IM	F			NORTH	↓			
60	50	50	60	50	50	QC 293.5	CP - 293			CPS-261	D	1
MAIN P / F						QCB 0.0	FAIR GROUNDS SD			ABS-261		
10							1.9 MILES			CPS		
10						QCB 1.9	CP-SALT (SB ONLY)					
30						QCB 1.9	SALT	BALDWINSVILLE SD			TWC-DCS	D

STATION PAGE NOTES

NOTE 1: Southward trains from Baldwinsville SD must not pass signal at CP-SALT without permission from the ND Dispatcher.

FAIR GROUNDS SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Rusty rail conditions between CP 293 and Salt, Operating Rule 103-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized for freight.
2. 286,000 lbs authorized for coal, ore, and grain.

7. MISCELLANEOUS

1. Rusty rail conditions between CP 293 and SALT, Operating Rule 103-E applies.

NOTES

NOTES

FALL RIVER SUBDIVISION - FV

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN P / F 10	QN 16.9	NEW BEDFORD SD MYRICKS	NA DISP. 46 - 6# - 5C MYRICKS	SOUTH	TWC-DCS	D	
MAIN P / F 10	QN 0.0	SWAMP FALL RIVER SUB	NA DISP. 46 - 6# - 5C MYRICKS		TWC-DCS	D	
	QN 3.0	ASSONET					
	QN 5.5						
	QN 6.0						
	QN 6.8						
	QN 7.2 QN 7.5	SOMERSET JCT.	11.0				
	QN 9.1						
10	QN 10.7	FALL RIVER			TWC-DCS		
	QN 11.0	WHARF				D	
10		11.0 MILES					
	QN 12.0	FERRY STREET	WHARF YD.	RUNAROUND	46		1
OUT OF SERVICE	QN 14.2	STATE LINE			OUT OF SERVICE		

STATION PAGE NOTES

NOTE 1: Track out of service south of MP QNF 12.0.

FALL RIVER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Rusty Rail conditions between MP QNF 0.0 AND MP QNF 12.0, Operation rule 103-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized for freight.
2. 270,000 lbs authorized for coal, ore, and grain.

7. MISCELLANEOUS

1. Rusty Rail conditions between MP QNF 0.0 AND MP QNF 12.0, Operation rule 103-E applies.

NOTES

NOTES

FITCHBURG SUBDIVISION - FI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
15	QBU 4.3	FITCH	NA DISP. 46 - 4# - 7C PAXTON	LEOMINSTER YARD	TWC-DCS	D	
25	QBU 5.0		DSM	DELTA BULK			
	QBU 6.0		8.9	CONSUMER PROD.			
	QBU 7.0		CASEY TRANS.				
	QBU 9.0						
	QBU 10.5	PRATTS JCT	AGWAY	BESTWAY			
	QBU 11.8						
25	QBU 13.2	CLINT			TWC-DCS	D	
	QBU 13.4	CLINTON	RUNAROUND				
	QBU 14.3		LANCASTER MILLS I.T.				
	QBU 19.5	BERLIN	10.8				
	QBU 21.6						
	QBU 23.0	NORTHBORO					
	QBU 24.0	NOBO	NEW CORR		TWC-DCS	D	
	QBU 26.0		6.5	KEN'S FOOD	MASS CONTAINER SUBURBAN PROPANE		
	QBU 28.6	MARLBORO JCT		SAFETY KLEEN CROP PRODS.			
	QBU 30.5	BORO		ALLIED	TWC-DCS	D	
	QBU 32.0			THURMAN CO.			
25	QBU 33.0		4.4	INT. PAPER			
	QBU 34.9	PIKE	NA DISP. 46 - 6# - 6C FRAMINGHAM		TWC-DCS	D	
10	QBU 35.0	FRAMINGHAM CENTRE	FRAMINGHAM	NORTH YARD	46		
		30.6 MILES					

FITCHBURG SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Rusty rail conditions between Fitch and MP
QBU 6.0, Operating rule 103-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized.

7. MISCELLANEOUS

1. Rusty rail conditions between FITCH and MP
QBU 6.0, Operating rule 103-E applies.

NOTES

FRAMINGHAM SUBDIVISION - FH

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
#1 F 50	#2 F 50	MP 204.0	MANSFIELD	AMTRAK NEC (X)	AMTK MIDLAND DISP 54/54	NORAC INT 600-616		
MAIN P / F 15		MP QBF 0.0				46		
25		MP QBF 0.1	MANSFIELD	FRAMINGHAM SD		NA DISP. 46 - 7# - 4C MANSFIELD	TWC-DCS	D
		MP QBF 0.3			MANSFIELD YD			
		4.8	FOX		STADIUM PLATFORM			D
25		QBF 4.9					TWC-DCS	
		QBF 5.0			FOXBORO TERM.			
		QBF 5.9			P F OCONNOR			TWC-DCS
YARD LIMITS	25	QBF 8.0	BEGIN "YARD LIMITS" ●			YARD LIMITS		
20	WYE TRACKS 10	QBF 8.5 AMTK MP 19.1	WALPOLE R-AMTRAK (X) AMTRAK FRANKLIN BRANCH			NORAC INT 600-616	D	
YARD LIMITS	25	QBF 10.0	BEGIN "YARD LIMITS" ●			YARD LIMITS		
25		QBF 12.4	FIELD				TWC-DCS	D
		QBF 13.6 QBF 13.7	MEDFIELD MEDFIELD JCT.		(2) DED BCLR	BCLR		
		19.0 20.0			8.7			TWC-DCS
25		QBF 21.0 QBF 21.1	HOLD POINT - NORTH BLANDON AVE. 21.1 MILES		BOSTON SD	NA DISP. 46 - 6# - 6C FRAMINGHAM		1
		#1 P 30	#2 F 30	QBF 21.2 MP QB 21.3	WAVERLY ST. (CP - 21)		CPS-261	D

STATION PAGE NOTES

NOTE 1: Northward trains that will stop at CP - 21 must hold south of "CC" signs at MP QBF 21.0 until receiving signal to proceed at CP - 21 or verbal permission is received from NA Dispatcher.

FRAMINGHAM SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315,000 lbs authorized, CP 21 to Medfield Jct.
2. 273,000 lbs authorized, Medfield Jct. to Mansfield.
3. 220,000 lbs authorized on Milford I. T.
4. 200,000 lbs authorized on East Walpole I. T.

7. MISCELLANEOUS

NONE

NOTES

FULTON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Rusty Rail conditions between QMF 7.2 and QMF 33.0, Operating Rule 103-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315,000 lbs authorized.

7. MISCELLANEOUS

1. Rusty rail conditions between QMF 7.2 and QMF 33.0, Operating rule 103-E applies.
2. Normal position of switch connecting with the Woodard Running Track is lined for movement to Fulton Subdivision.
3. Fulton Yard, Track #1 is to be kept clear

NOTES

NOTES

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
# 1		# 2				NORTH	SOUTH			
P 90	F 50	P 90	F 50	MP 75.5	CP - 75 (X)	HUDSON LINE	MNR HUDSON DISP 56 / 56	MNR RULES CTC/ CSS		
				METRO NORTH RR						
P 90	F 50	P 90	F 50	QC 75.8	CSX	HUDSON SD	1	2	NC DISP. 64 - 6# - 3C HYDE PARK	ABS-261 CSS
80		80		QC 76.5						
90		90		QC 76.6						
95		95		QC 78.9						
95		95		QC 83.4 QC 83.7	STAATSBURG	15.8	(2) HBD-DED	STAATSBURG SIDING		ABS-261 CSS
80		80		QC 85.4						
95	50	95	50	QC 85.5						ABS-261 CSS
80		80		QC 87.7						
80		80		QC 89.2	RHINECLIFF STATION (P)	RHINECLIFF TEAM			NC DISP. 64 - 5# - 4C RHINECLIFF	
80		80		QC 89.8	CP - 89					CPS-261 CSS
90		90		QC 92.6		4.6				ABS-261 CSS
80		80		QC 93.1						
90		90		QC 94.2	CP - 94					CPS-261 CSS
90		90		QC 99.0 QC 99.2	TIVOLI	(2) HBD-DED TIVOLI SDG.		BARRYTOWN SIDING		ABS-261 CSS
80		80		QC 102.3		11.6				
90	50	90	50	QC 102.6			1	2		

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
						NORTH	SOUTH			
# 1 P	F	# 2 P	F			1	2	ABS-261 CSS		
				QC 103.8	CP - 103			CPS-261 CSS	D	
90		90				1061 & 1062 N&S-SD 1081 & 1082 S-SD		ABS-261 CSS	1 1	
80		80								
90		90		10.3		1121 S-SD			1	
90	50	90	50			SHORT X-OVER	RIVER TK			
50	30	50	30	QC 114.1	CP - 114			CPS-261 CSS	D	
50	30	50	30	QC 114.5 QC 114.6 QC 115.0	HUDSON STATION (P) 1.3	CLAVERACK I.T.	NC DISP. 64 - 4# - 5C HUDSON	ABS-261 CSS	4	
90	50	90	50	QC 115.4	CP - 115 (SB ONLY)			CPS-CSS	D	2
90		90				1181 & 1182 N - SD TTB	KINDERHOOK CREEK		1	
75		75						ABS-261 CSS		
90		90		8.3						
85		85			STUYVESANT	(2) HBD-DED				
85		85		QC 123.7	CP - 124			CPS-261 CSS	D	
110		110		QC 123.8 QC 124.3			STUYVESANT SIDING	ABS-261 CSS		
110	50	110	50	QC 125.6	CP - 125 (TK 2 ONLY)			CPS-261 CSS	D	3
							SCHODACK SD NC DISP. 40 MPH	ABS-261 CSS		
110	50	110	50			NC DISP. 64 - 7# - 6C CASTLETON				

HUDSON SUBDIVISION - HN

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
						NORTH							
# 1 P F 110 50	# 2 P F 110 50	# 1 P F 110 50	# 2 P F 110 50	QC 135.1	15.5	1281 & 1282 N&S - SD 1301 & 1302 S - SD FT. ORANGE PAPER	1	ABS-261 CSS	D	1			
				136.0 137.0			2	NC DISP. 64 - 6# - 6C LAB		1			
75	15	75	15	QC 141.1	CP - 141 R-LAB			CPS-261- CSS	D				
					LAB OPERATOR 64 / 64	0.9	POST ROAD SD NB DISP 46 - 6# - 3c			ABS-261 CSS			
MAIN P F 15 10	# 1 P F 15 10	# 2 P F 15 10	# 1 P F 15 10	QC 142.0	CP - 142 R-LAB			CPS-261 CSS	D	7			
				QC 142.1	ALBANY-RENSELAER (P)	0.2	STATION M	1		2	BYPASS	ABS-261 CSS	5
				QC 142.2	CP - 143 R-LAB						FENCE	CPS-261 CSS	7
MAIN P F 15 10	# 1 P F 15 10	# 1 P F 15 10	# 1 P F 15 10					ABS-261 CSS	D				
				QC 142.4	CP - 144 R-LAB	0.2	6	5		4	3	M	1
MAIN P F 20 20	# 1 P F 20 20	# 1 P F 20 20	# 1 P F 20 20	QC 142.5		0.7	TROY I.T.		ABS-261 CSS	D			
				QC 143.1	LAB TOWER MOVABLE BRIDGE (X)		TTB		HUDSON RIVER		CPS-261 CSS	6	
				QC 143.3 QC 143.4		0.5	TTB		CP RAIL BROADWAY		ABS-261 CSS		
				QC 143.6	CP - 145 R-LAB				CP RAIL		CPS-261 CSS	5	
				QC 145.2	ROCK CUT	3.3	W. ALBANY YD		OVERMYER		ABS-261 CSS		
				QC 146.9	CP - 146						CPS-261 CSS	D	
											M	ABS-261 CSS	

STATION PAGE NOTES

- NOTE 1:** Slide Detectors in service, interconnected with Automatic Block signals as indicated, to restrict train movement when activated.
- NOTE 2:** CP – 115, In service for Southbound movements on No. 1 and No. 2 tracks only.
- NOTE 3:** CP – 125, In service on No. 2 track only.
- NOTE 4:** Hudson Passenger Station, Train Dispatcher is responsible for providing protection for Passenger Trains receiving or discharging passengers across No. 1 Track.
- NOTE 5:** Passenger Trains (Occupied) prohibited on connection to CP RR
- NOTE 6:** LAB TOWER, manned interlocking and Movable bridge.
- NOTE 7:** Trains handling Clearance Implicated shipments, must use the Freight By-Pass track between CP – 142 and CP – 143.

HUDSON SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

NOTES

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Between CP – 142 and CP – 143, Trains handling Clearance Implicated shipments, must use the Freight By-Pass track.
2. Between CP – 159 AND CP – 169, Trains with cars exceeding 16'10" in height must not be operated.
3. 286,000 lbs authorized, MP QC 75.8 to CP-142.
4. 315,000 lbs authorized, CP-142 to CP-169.
5. 286,000 lbs authorized, Claverack I. T.
6. 273,000 lbs authorized, Troy I. T

7. MISCELLANEOUS

NONE

NOTES

LAKESHORE SUBDIVISION - L1

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
									WEST	WEST					
# 1 P IM F 79 60 50	# 2 P IM F 79 60 50	N SS 25	S SS 25	QD 27.0	IRVING	7.8	TTB (2) HBD-DED	1	2	ABS-261					
				QD 28.3	CATTARAUGUS CREEK										
				QD 28.9	IRVING										
				QD 30.8	CP - 31							CPS-261	D		
				QD 31.4	SILVER CREEK	6.2	SILVER CREEK SIDING 8900'	ABS-261							
				QD 32.8	SILVER CREEK SIDING										
				QD 37.0	CP - 37								CPS-261	D	
				QD 38.8	DUNKIRK YARD	3.1	NORTH SSDG 12,000'	SOUTH SSDG 12,000'	ABS-261	NORTH FIRM LEAD	GRAFCO RALSTON	FREDONIA YD LEAD			
				QD 39.0											
				QD 40.0											
QD 40.1	CP - 39								CPS-261	D					
QD 40.3	DUNKIRK	1.4	NRG	NH DISP. 50 - 1# - 5C DUNKIRK	ABS-261	39 RT	39 RT	39 RT							
QD 41.0															
QD 41.5															
QD 42.0															
QD 42.5	CP - 42								CPS-261	D					
QD 42.6	DUNKIRK									ABS-261					

STATION PAGE NOTES

- NOTE 1:** Hammermill Scale – Trains using the scale must not exceed 4 MPH until the entire train passes over the scale.
Scale indicator lights govern as follows:
Red – Scale not working.
Yellow – Excessive Speed.
Green – OK to weigh.
Trains must not stop while weighing. No reverse moves while weighing. If train must reverse direction, entire train must back over scale to clear indicator light.
- NOTE 2:** CP-85 – The NH Dispatcher must notify westbound trains that are to be held at CP-89 before train passes CP-85. Westbound trains that are notified that they will be held at CP-89 must stop clear of the CC signs at QD 87.0 until permission to proceed is received from the dispatcher.
- NOTE 3:** Erie Station - In application of Rule 121, trains receiving or discharging passengers at Erie will be protected by the NH Dispatcher against movements on tracks between their train and the platform.
- NOTE 4:** CP-87 – Controlled Point on Track 2 and 42 Running Track only.
- NOTE 5:** Number-39 Running Track, between CP – 39 and CP – 42, in charge of NH Dispatcher.
- NOTE 6:** Number-42 Running Track, between CP – 87 and CP – 85, in charge of Erie Yardmaster. (NH Dispatcher when no Erie Yardmaster on duty)
- NOTE 7:** Seneca Yard and Ohio Street Yard. All yard instructions, contact Bailey Avenue Yardmaster.

LAKESHORE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

NONE

7. MISCELLANEOUS

1. QUALIFICATIONS – BUFFALO TERMINAL

Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:

- A. Buffalo Terminal Subdivision.
- B. Lake Shore Subdivision between CP-2 and MP QD 8.0.
- C. Belt Line Subdivision.
- D. Niagara Subdivision between CP-437 and MP QDN 9.3.

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo Consolidated Terminal.

*Exception, Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees that need to qualify on the above territory can contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

NOTES

NOTES

LOCKPORT SUBDIVISION - LP

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES							
			WEST	EAST										
			SOMERSET RR SD	FALLS ROAD RR MP 58.3 HEATH ST.										
30	QDL 58.7	PORT			LOCKPORT I.T.	TWC-DCS	D	1						
MAIN P / F 40	QDL 58.8													
	QDL 58.9	E/E JUNCTION SWITCH			1.3									
	QDL 60.0	JUNC												
	QDL 60.1	W/E JUNCTION SWITCH			7.1					D				
	QDL 60.6													
	QDL 64.7	CAMBRIA												
	QDL 67.1	SAN								D				
	QDL 67.5				2.5									
40	QDL 69.0	SANBORN				(2) DED	TWC-DCS							
20 MPH HEAD END ONLY AT CP 69		QDL 69.6	CP 69	(X)		CPS-261	D							
40	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td colspan="2" style="text-align: center;">TUSCARORA WYE</td></tr> <tr><td style="text-align: center;">P</td><td style="text-align: center;">F</td></tr> <tr><td style="text-align: center;">15</td><td style="text-align: center;">10</td></tr> </table>		TUSCARORA WYE		P	F	15	10		0.8	TUSCARORA WYE	ABS-261		
TUSCARORA WYE														
P	F													
15	10													
	QDL 70.4			11.7 MILES	NIAGARA SD									
	QDN 22.7	CP 22		(X)		CPS-261	D							
			NIAGARA SD			TWC-DCS								
					NIAGARA SD	TWC-DCS								

STATION PAGE NOTES

NOTE 1: MP QDL 58.8, Normal position of switch is lined for moves to/from the Somerset RR.

LOCKPORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 286,000 lbs authorized.
2. 220,000 lbs authorized on Lockport I. T.

7. MISCELLANEOUS

NONE

NOTES

MIDDLEBORO SUBDIVISION - MB

AUTHORIZED SPEED			MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
					SOUTH				
#1 F 25	#2 F 25	#4 F 25	MP 197.2	BORO R-AMTRAK (X) AMTK MIDLAND DISP. 54 / 54	AMTRAK NEC		NORAC INT 600-616		
P 10	MAIN 10	F 10	QN 0.0		MIDDLEBORO SD		46		
P 30	MAIN 30	F 30	QN 0.4	CROFT		BRANCH 5	TWC-DCS	D	
			QN 1.0		NA DISP. 46 - 7# - 4C MANSFIELD	TEXAS INST.			
			3.0 4.0						
			QN 5.5		9.0	SYSCO			
30	30		QN 8.3			MYLES STANDISH			
			QN 9.3						
10	10		QN 9.4	WHIT				D	
			QN 9.5						
20	20		QN 10.1	TAUNTON					
10	10		QN 11.1		2.0				
15	15		QN 11.3						
25	25		QN 11.4 QN 11.6	DEAN WEIR JCT		WEIR YARD		D	
			QN 12.2	HART ST.		DEAN ST. BCLR			
			QN 13.0		1.9	OLD - 2			
10	10		QN 13.2 QN 13.3 QNB 13.3	COTLEY COT		NA DISP. 46 - 6# - 5C MYRICKS		D	1
10	10		QN 13.3	WEIR		TWC-DCS		D	
			QNB 14.0	LAKEVILLE		NEW BEDFORD SD			
40	30					PARALLEL PRODUCTS			
						NA DISP. 46 - 6# - 5C MYRICKS			
40	30		QNB 15.7	EAST TAUNTON					

MIDDLEBORO SUBDIVISION - MB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
P MAIN F 40 30	QNB 19.5	TAUNTON	SOUTH		TWC-DCS		
	QNB 20.0	BEGIN-END "YARD LIMITS"			YARD LIMITS		
	QNB 20.4	ALDEN SWITCH					
	QNB 20.9	MBCR YARD					
40 30	QNB 21.0 QNB 21.1	BEGIN-END "YARD LIMITS" CAPE 21 MILES					D
		PILGRIM (X)	MBCR DISP. 92 / 92	MIDDLEBORO LINE	NORAC INT 600-616	D	

STATION PAGE NOTES

NOTE 1: MP QN 133.2, Cotley, lined for movement on Middleboro Subdivision.

MIDDLEBORO SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 273,000 lbs authorized.
2. 200,000 lbs authorized on Randolph I. T., Neponset I. T., and West Quincy I. T.

7. MISCELLANEOUS

1. AMTRAK Engineering Department maintains track between BORO and MP QN 0.6 (North side of Forest St UG bridge).

NOTES

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
									WEST	WEST			
SS 30	# 1		# 2				SELKIRK SD		SSDG - 16,200'	1 2	ABS-261		
	P	IM	F	P	IM	F		NC DISP. 46 - 1# - 4C AMSTERDAM			CPS-261	D	
	70	60	50	70	60	50	QC 175.4	CP - 175					
	70	60	50	70	60	50	QC 177.4	GUY PARK	(2) HBD-DED				
		60			60		QC 177.6	AMSTERDAM STATION (P)			ABS-261		1
	70			70			QC 181.0		9.1	ND DISP. 46 - 6# - 3C AMSTERDAM			
		50			50		QC 181.5						
	50			50			QC 183.0						
	75	60		75	60		QC 184.5	CP - 184			CPS-261	D	
SS 30							QC 186.2	FONDA	3.4	SSDG - 16,200'	1 2	ABS-261	
							QC 187.9	CP - 188		FONDA YARD		CPS-261	D
30							QC 192.5	BIG NOSE CURVE				ABS-261	
	50	45	45	50	45	45	QC 192.8		8.2				
	70	60	50	70	60	50	QC 196.1	CP - 196			CPS-261	D	
	70			70			QC 198.2	PALETINE BRIDGE	2.7			ABS-261	
		60			60		QC 198.8	CP - 198			CPS-261	D	
							QC 199.6			ND DISP. 46 - 6# - 3C FORT PLAIN			
	70			70			QC 200.7	FORT PLAIN	4.9	(2) HBD-DED TEAM TK		ABS-261	
SS 30							QC 203.7	CP - 203				CPS-261	D
	70			70			QC 205.9			SSDG - 18,200'	1 2		
	75			75			QC 206.9	ST. JOHNSVILLE	3.6	ELLWOOD		ABS-261	
30							QC 207.3	CP - 207				CPS-261	D
	75	60	50	75	60	50						ABS-261	

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								WEST				
P	#1	F	P	#2	F	QC 209.83	EAST CANADA CREEK 7.8	1 TTB	2	ABS-261	D	
	IM			IM								
75	60	50	75	60	50	QC 210.5						
	70			70								
SS						QC 215.1	CP - 215			CPS-261	D	
30	70	60		70	60	QC 216.5	LITTLE FALLS 3.2	SSDG - 18,200'	1	ABS-261	D	
	55	50		55	50	QC 216.9	LOCK STREET	TEAM	2			
								BURROUGHS				
30	70	60		70	60	QC 218.3	CP - 218			CPS-261	D	
						QC 220.0	HERKIMER 7.6	(2) HBD-DED		ABS-261		
	70			70		QC 223.5	HERKIMER	HERKIMER IT				
						QC 225.3						
	79			75		QC 225.9	CP - 225			CPS-261	D	
						QC 231.5	ERIE CANAL 9.5			ABS-261		
						QC 235.4	CP - 235			CPS-261	D	
	79					QC 235.5		MOHAWK		ABS-261	D	
	75					QC 235.9		ADIRONDACK				
						QC 236.5		& NORTHERN				
						QC 236.7		R.R.				
	79	60		75	60	QC 237.0		MA&N RR				
						QC 237.5	UTICA STATION (P)	90-90				
	60	50		60	50	QC 237.7	UTICA YARD					
						QC 237.8						
	75			79		QC 238.0		MA&N RR				
	79	60	50	79	60	QC 239.1	CP - 239			CPS-261	D	
										ABS-261		

MOHAWK SUBDIVISION - MW

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM			AUTH FOR MOVE	TWC	NOTES
P	# 1		F	# 2		WEST								
	IM	IM		IM	IM	1	2	WEST						
	79	60	50	79	60	50	6.8		1	2				
		75			75		QC 261.5					ABS-261		
		79			79		QC 261.8							
							QC 262.2	ONEIDA	(2) HBD-DED			ND DISP. 46 - 2# - 4C ONEIDA		
SS							QC 263.8	CP - 263				CPS-261	D	
30							QC 265.1	ONEIDA YARD			SSDG 10,700 FT	ABS-261		
30							QC 266.0	CP - 266				CPS-261	D	
							267.0 268.0			1	2			
	79				79		QC 268.3					ABS-261		
		75			75		QC 268.7							
							QC 269.1	CANASTOTA	TEAM					
							QC 270.3	CP - 270				CPS-261	D	
							QC 271.8							
							QC 272.8					ABS-261		
							277.0 278.0							
							QC 278.4	CP - 278				CPS-261	D	
#4							QC 280.0	KIRKVILLE		4	1	2		
40							QC 282.3	END-OF-BLOCK - TK 4	(2) HBD-DED (2) HCD 19'2"			ABS-261		2 2 3
								DEWITT EAST END YM 50-50	N RUNNER ADD-A-BLOCK					
SS							QC 283.8	CP - 283				CPS-261	D	
30	79	60	50	79	60	50			SSDG - 10,300'	1	2	ABS-261		

MOHAWK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Division Special Instruction 228-2 applies on Departure Yard Lead and North Runner.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315, 000 lbs authorized on Mohawk Subdivision.
2. 6-axle Tank cars, series MCPX 23000, gross weight 414,000 lbs may be operated not exceeding 25 MPH. Except: 10 MPH over bridge at MP QC 203.33.
3. Do not exceed 15 MPH over bridge at QC 244.3 on No. 1 and No. 2 track when handling the following loaded cars: PC 770042 and CR 770063 with gross weight of 600,000 lbs or/and cars PC 770030, PC 766071 and PC 766073 with gross weight of 500,000 lbs.
4. Special aggregate hoppers series SOU-100300 – 102009 2nd SOU-103300 – 103999 when loaded with gross weight not exceeding 263,000 lbs., are restricted to 45 MPH. Except: Maximum of 10 MPH on rail of less than 100 lb. section.
5. Solvay I.T. (Solvay Hill) – Weight restriction 273,000 lbs authorized. Height restriction 16'10" or higher prohibited.
6. Excessive dimension cars must not be moved on No. 7 Track between CP-290 and CP-291.

7. MISCELLANEOUS

1. Distance between MP QC 286.0 and MP QC 294 is 8.8 miles. The distance between each milepost is 5,827 feet.
2. Crews Working at Solvay Hill
When informed of or observing that the Fingerlakes Railroad crew is also working in the yard, contact Fingerlakes Railroad crew prior to establishing 3-Step Protection.

NOTES

NOTES

MONTREAL SUBDIVISION - M2

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	OCS	NOTES
			↓	↓			
MAIN P / F 40		ST. LAWRENCE SD		NORTH	NE RTC 64 - 1# - 4C MASSENA	CSX 193 CROR 93	1
MAIN P / F 25	QM 161.0	BEGIN YARD LIMIT	●		MSTR CANAL YARD MSTR	CSX 193 CROR 93	1 1
	QM 164.1	YARD LIMIT BOARD	↓	4.1		CROR OCS	
	QM 169.6	HELENA			ROOSEVELTOWN I.T.		
	QM 172.7	BOMBAY		7.1	(2) HBD-DED		
	QM 176.7	BOMBAY					
	QM 182.5 QM 182.6 QM 182.7	SIDING SWITCH FT. COVINGTON-CUSTOMS SIDING SWITCH		5.9			2
	QM 183.1	USA/CANADA BORDER		5.2			
	QM 187.3 QM 187.4 QM 187.5	SIDING SWITCH ST. AGNES SIDING SWITCH			DUNDEE FEED FAULBERT FEED	CROR OCS	
25	QM 197.8 QM 199.1	S.E. HUNTINGDON YL S.E. CN PASSING SDG	●	12.3	CN LONG CN PASSING SIDING 3,000 FT.	CROR OCS 93	
10	QM 199.7	HUNTINGDON			NE RTC 64 - 3# - 3C HUNTINGDON		
25	QM 200.0 QM 200.6	N.E. HUNTINGDON YL	↓		CN DELIVERY		
25	QM 206.7	ST. STANISLAS		12.7		CROR OCS	
25	QM 208.5	S.E. VALLEYFIELD YL	●				
DRAWBRIDGE 15 MPH	QM 210.1	SEAWAY			SHIP CANAL } MOVEABLE TTB	CROR OCS 93	11
25	QM 210.4						

MONTREAL SUBDIVISION - M2

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	OCS	NOTES	
			NORTH	SOUTH				
25	QM 211.9	VALLEYFIELD			CROR OCS 93		3, 4 5	
20	QM 212.4							
25	QM 212.5							
25	QM 213.6							CECILE
25	QM 213.8							CN RWY
25	QM 214.0	CECILE JCT.			CROR OCS			
OVER CN CROSSING 15 MPH	QM 214.2							
25	QM 214.5	N.E. VALLEYFIELD YL	12.8		CROR OCS			
25	QM 222.6	MELOCHVILLE BR.	●					
25	QM 224.0	S.E. BEAUHARNOIS YL			CROR OCS 93		11	
25	QM 224.5	BC MAIN SWITCH						
25	QM 224.8	BC MAIN SWITCH						
25	QM 225.2	BEAUHARNOIS						
25	QM 225.6	N.E. BEAUHARNOIS SDG.						
25	QM 226.1	N.E. BEAUHARNOIS YL	13.2		CROR OCS		6, 7, 8, 9	
25	QM 227.1							
15	QM 230.2	CHATEAUGUAY			CROR OCS			
25	QM 232.9							
25	QM 233.08							
25	QM 238.4	ADIRONDACK JCT X	77.4 MILES		INT		10	
			CP RAIL					

STATION PAGE NOTES

- NOTE 1:** In Yard Limits at Massena (Montreal Subdivision and St. Lawrence Subdivision) CNR Employees operate under CROR Rule 93 as modified by Special Instructions and CSX Employees operate under Rules 193 and 193-B.
- NOTE 2:** FORT COVINGTON: Trains or Track Units entering or leaving the United States or Canada must stop for Customs Inspection.
Southbound: A member of the crew or track unit will, upon arrival, call the Customs Office, dialing 358-2444 from the station at Fort Covington. (If southbound train will be held at Fort Covington and is 80 plus cars in length, train must hold north of private road crossing located at MP QM 183.6).
Northbound: Prior to leaving Massena, a member of the train or track unit will call Customs Office at Fort Covington, dialing 358-2444 and give an estimated time of arrival at Fort Covington, and will be governed by The Customs Inspectors instructions.
- NOTE 3:** CONNECTION TO CN RR: Hand operated switch at MP 213.8, normal position is lined and locked for movement TO CN RR.
- NOTE 4:** Cars left standing on interchange tracks must not block farmers crossing.
- NOTE 5:** CECILE JCT. (MP 214.1): C.N RR railway crossing at grade within Yard Limits. Restricted Speed, Rule 98(b) applies.
- NOTE 6:** BEAUHARNOIS: Except in an emergency, engineer will not sound whistle at the following locations, between 10:00 P.M. and 7:00 A.M. Beauce St., Richardson St., and St. Louis Rd.
Note: Engine Bell must be sounded.
- NOTE 7:** Due to rusty conditions, between Beauharnois and Adirondack Jct., movements over all public crossings at grade protected by automatic warning devices must be manually protected unless it is known that the warning devices have been operating for at least twenty seconds and when so equipped that gates are in the horizontal position.
- NOTE 8:** Track Out-Of-Service between MP QM 226.1 and MP QM 238.4.
- NOTE 9:** Due to an agreement reached with the peacekeepers, a copy of the train consist and a copy of each Hazardous Material waybill must be faxed to their office for each train that travels the line between Beauharnois and Adirondack Jct. Conductors are responsible to ensure that CSX Customer Operations has been notified that this information, for their train, needs to be faxed.
Peacekeepers fax number – 450-632-4763.
These instructions must be followed to negate any future problems traversing this line.
- NOTE 10:** East leg of the Wye, between the hand operated switch MP 238.3 and the CP Rail West Track designated Adirondack Industrial Track.
- NOTE 11:** Stations are in service part time as required by the St. Lawrence Seaway operation and are controlled by the Bridge Operator. When closed, notification will be issued in a GBO, contact the CSXT NE RTC (Train Dispatcher) when permission or assistance is required.

MONTREAL SUBDIVISION SPECIAL INSTRUCTIONS

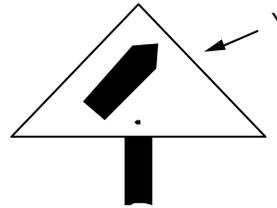
1. INSTRUCTIONS RELATING TO OPERATING RULES (CROR)

1. Employees must have a copy of current CSX Transportation Albany Division Timetable, Canadian Rail Operating Rules, Rules Certificate Card, and Engineer/Conductor Certification Card. Maintenance Employees must also have a copy of the Rules for Protection of Track Units and Maintenance Work in Canada.
2. CROR Rules 35.1 applicable.
3. Yard Limits, rules 93 and 93.1 modified as follows:
 - (a) All trains and track units must obtain permission from (RTC) Train Dispatcher before occupying Yard Limits and report when clear.
 - (b) All Trains and Track units must not exceed Restricted Speed prepared to stop short of equipment, track units and switch improperly lined.
 - (c) Restricted Speed applies to leading end of movement in Yard Limits.
4. On tracks other than main tracks, trains and track units must operate at Restricted Speed (entire movement) not exceeding 10 MPH prepared to stop short of track units and switch improperly lined.
5. In the application of CROR Rule 103(b), following exception added:
 EXCEPTION: Manual protection of the crossing is not required provided the crossing is equipped with automatic warning devices and a crew member is on the leading car to warn persons standing on, crossing, or about to cross the track. This exception does not modify the application of Rule 103.1(a).

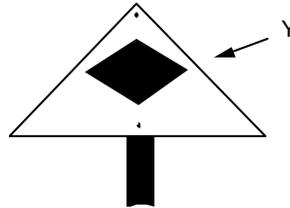
6. The following Operating Signs are in use on the Montreal Branch.

COLOR KEY FOR SIGNS:

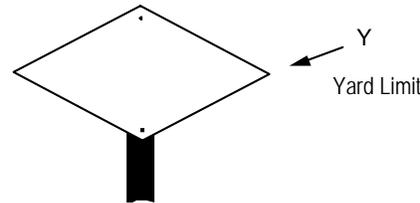
- Y = YELLOW
- G = GREEN
- R = RED
- B = BLACK



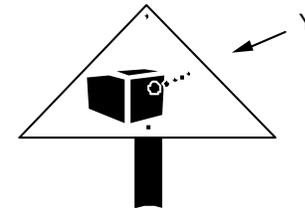
Advance Interlocking Sign Proceed, preparing to stop at the interlocking signal. Note: This requirement does not apply when track is seen to be clear to the Interlocking signal and such signal indicates proceed.



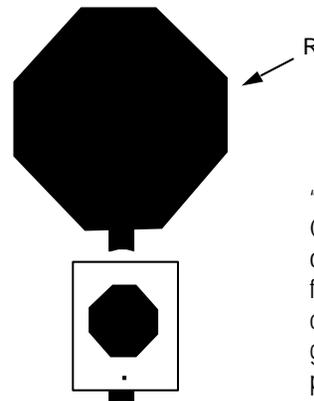
Yard Limit - One Mile



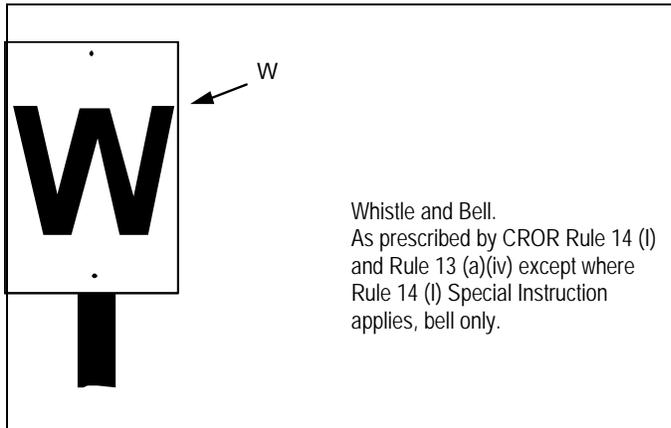
Yard Limit



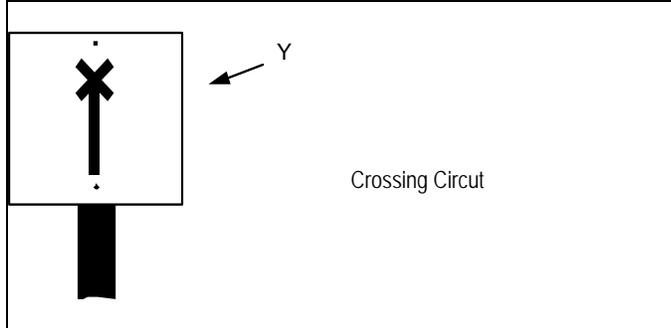
Hot Box and Dragging Equipment Detector and/or Hot Wheel Detector - one mile



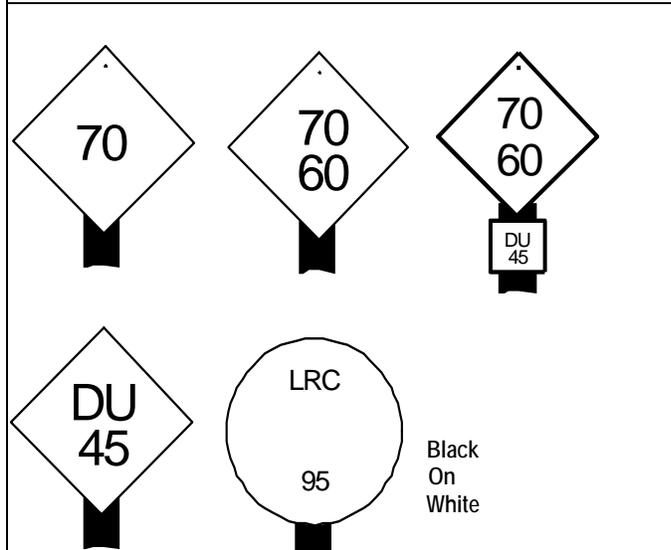
"STOP". As prescribed by CROR Rule 98. As outlined in subdivision footnotes pertaining to certain public crossings at grade. At such other places as may be required.



Whistle and Bell.
As prescribed by CROR Rule 14 (l) and Rule 13 (a)(iv) except where Rule 14 (l) Special Instruction applies, bell only.

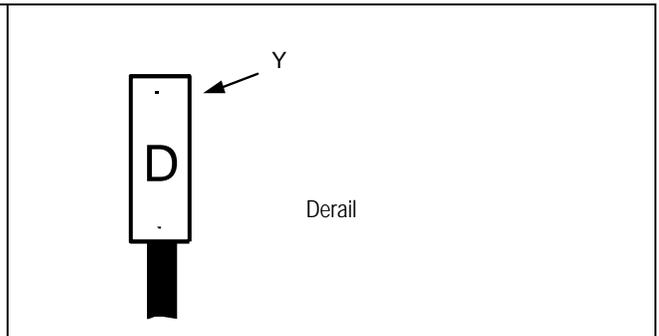


Crossing Circuit

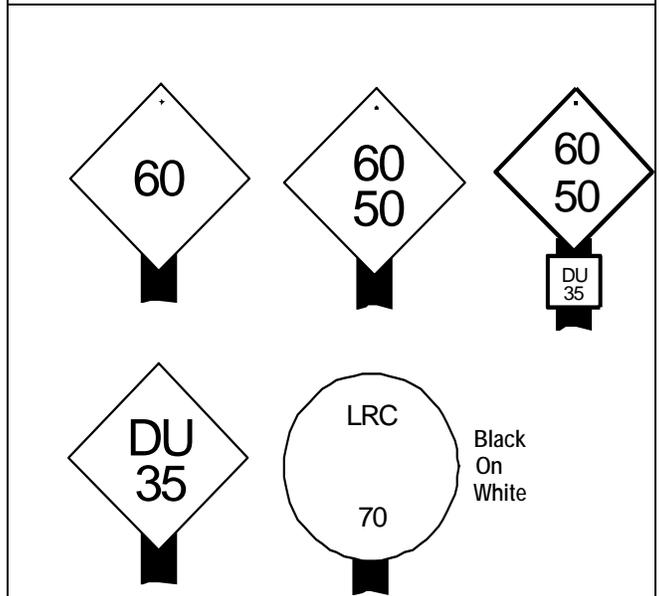


Zone speed signs will be placed at the beginning of speed zones, except when there is a reduction in speed from the previous zone, and then the speed signs will be placed as follows:

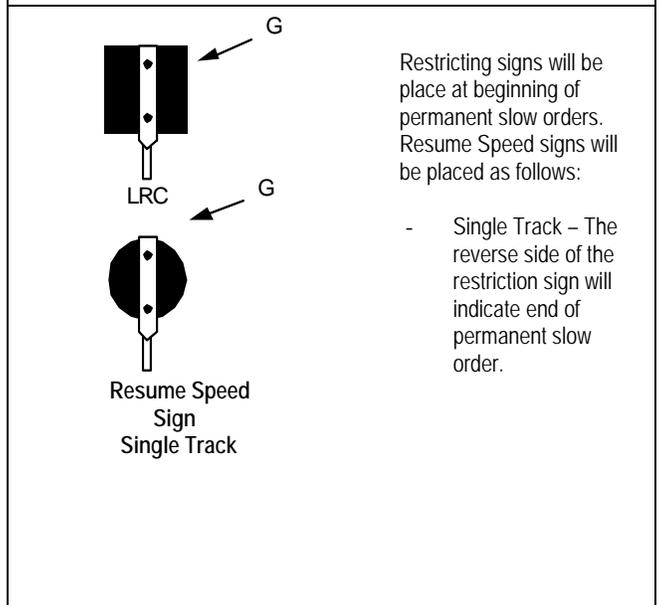
- 3000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 45 MPH or more.
 - 2000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 40 MPH or less.
- Signs will not be placed:
- In terminals.
 - On subdivisions which have one speed zone.
 - On subdivisions with a maximum speed of 30 MPH or less.



Derail



Advance speed restriction signs will be placed as follows:
-3000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 5 MPH or more.
-2000 yards in advance of speed restriction point on subdivisions of maximum freight train speed of 40 MPH or less.



Restricting signs will be placed at beginning of permanent slow orders. Resume Speed signs will be placed as follows:

- Single Track – The reverse side of the restriction sign will indicate end of permanent slow order.

MONTREAL SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Weight Restrictions:
286,000 lbs between Massena and Bridge (42.95)
at MP QM224.95.
273,000 lbs between QM 224.95 and MP QM 238.4

7. MISCELLANEOUS

1. Distance between MP 211.0 and MP 212.0 is 0.8 miles.
2. Distance between MP 224.0 and MP 225.0 is 1.5 miles.

NOTES

NEW BEDFORD SUBDIVISION - NB

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
MAIN P F 10 10			MIDDLEBORO SD	NA DISP. 46 - 6# - 5C MYRICKS COT	TWC-DCS	D	
MAIN P / F 10	QN 13.3 QN 13.5	WEIR	NEW BEDFORD SD 3.6	COLOR WORLD NA DISP. 46 - 6# - 5C MYRICKS	TWC-DCS	D	
10	QN 16.2 QN 16.9	MYRICKS	FALL RIVER SD NA DISP. 46 - 6# - 5C	AGWAY AGWAY		D	
10	QN 21.9 QN 22.1 QN 24.5 QN 28.2	EAST FREETOWN DOCK	11.3 MILLIS IND. TALLY RAND	NA DISP. 46 - 6# - 5C MYRICKS	TWC-CDS	D	
10	QN 29.2 QN 29.5 QN 29.8	NASH ROAD 16.5 MILES SAWYER ST (UG BRIDGE)	N. DARTMOUTH I.T. (BCLR)	CHAMBERLIN FRIENDLY FRUIT	46 46		1
OUT OF SERVICE	QN 30.9 QN 31.8	NEW BEDFORD END OF TRACK			OUT OF SERVICE		

STATION PAGE NOTES

NOTE 1: Track out of service south of MP QN 29.8.

NEW BEDFORD SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. Between WEIR and MP QN 29.8, Rusty Rail conditions, Operating rule 103-E applies.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTION RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized for freight.
2. 270,000 lbs authorized for coal, ore, and grain.

7. MISCELLANEOUS

1. Rusty Rail conditions, between WEIR and MP QN 29.8, Operating rule 103-E applies.

NOTES

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
NORTH		SOUTH								
BELT P	F	B1 SD P	F			2 1 4yd 3yd 1 2	Belt SD	CPS-261	D	
15	15	30	30	QC 437.2	CP-437		STOCKYARD BUFFALO TERMINAL SD			
							NG DISP. 46-1#-6C BUFFALO			
MAIN P	F			QDN 0.1		M		ABS-261		
60	30			QDN 0.8		3 1 2 NS	NG DISP. 46-1#-6C BUFFALO			
40	30			QDN 1.5	CHICAGO STREET		STETSON CHEMICAL	B1 SD TK3		
40	30			QDN 1.7			AVENUE R.T.	CHICAGO ST YARD		
60	30			QDN 1.9	EXCHANGE ST. STATION (P)					
60	30			QDN 2.5			TUNNELS - 16'10"			
40	30			QDN 3.0		7.0				
60	30			QDN 4.0						
50	30			QDN 4.1						
50	40			QDN 4.3						
60	40			QDN 6.34			TTB	SCAJAQUADA CREEK	ABS-261	
				QDN 6.39			TTB	NIAGARA STREET		
				QDN 6.5	BLACK ROCK		CROSS CUT I.T.	CN STAMFORD SD NI RTC 55-55 & 87-87		
		DIVERGING MOVES 10 MPH		QDN 7.1	CP-7			CPS-261	D	
		WYE TRKS 10 MPH				0.4	BELT SD NG DISP. 46-1#-5C	NG DISP. 46-4#-4C KENMORE	ABS-261	
60	40			QDN 7.5	CP-8			CPS-261	D	
#1 P	F	#2 P	F			1 2 RT		ABS 1-251N 2-251S		
60	40	60	40				KAM SIDING	WONALANCET RT		5

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
						NORTH					
# 1 P 60	# 2 F 40	# 1 P 60	# 2 F 40	QDN 8.9	WHITE HOUSE	1.9	1	2	WONALANCET RT	ABS 1-251N 2-251S	5
				QDN 9.3	WOODWARD AVENUE						
				QDN 9.4	CP-9				CPS-261	D	1
60	40	60	40	QDN 9.6	TERMINAL OF COMMERCE	84 LUMBER	TTB]	[ELLICOT CREEK	ABS 1-251N 2-251S	
				QDN 10.4							
QDN 11.2											
QDN 11.6	TONAWANDA										
40	40	40	40	QDN 12.82							
45	40	45	40	QDN 13.0	EL-3	7.8	TTB]	[ERIE CANAL	ABS 1-251N 2-251S	
				QDN 13.5							
QDN 13.6											
60	40	60	40	QDN 13.9							
				QDN 14.1	ROBINSON STREET	ERIE I.T. LOCKPORT RUNNER I.T.	1	2			
QDN 14.2	NORTH TONAWANDA	WURLITZER I.T.									
				QDN 17.2	CP-17				CPS-261	D	
				QDN 19.2	WHEATFIELD	4.8	(2) HBD-DED	M		ABS-261	
				QDN 22.0	CP-21				CPS-261	D	
WYE											
P 15	F 10						TUSCARORA WYE			M-ABS-261	
				QDL 69.6	CP-69	LOCKPORT SD NG DISP. 46 - 5# - 5C	M		NG DISP. 46 - 5# - 5C LOCKPORT	WYE ABS-261	
									CP-69		
									CPS-261		

NIAGARA SUBDIVISION - NG

AUTHORIZED SPEED				MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
						NORTH						
Lockport		MAIN		0.7		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">LOCKPORT SD NG DISP. 46 - 5# - 5C</div> <div style="border: 1px solid black; padding: 2px;">M</div> </div>		ABS-261				
P	F	P	F			QDN 22.7	CP-22			CPS-261	D	
40	40	60	40	2.3		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">NG DISP. 46 - 5# - 5C LOCKPORT</div> <div style="border: 1px solid black; padding: 2px;">1</div> <div style="border: 1px solid black; padding: 2px;">2</div> </div>		ABS-261				
#1	#2	#1	#2			QDN 24.0		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">HIGGINS ERECTORS</div> </div>		CPS-261	D	
60	40	60	40	QDN 25.0	CP-25			ABS-261				
60	40	60	40	2.4	LV YARD NEW WAY NIAGARA FALLS STATION (P) NIAGARA HIGH STAND X-OVER	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">SSDG - 15,900'</div> <div style="border: 1px solid black; padding: 2px;">1</div> <div style="border: 1px solid black; padding: 2px;">2</div> </div>		ABS-261		2		
20	20	20	20			QDN 25.2		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">CS</div> <div style="border: 1px solid black; padding: 2px;">OLD WAY</div> </div>		ABS-261		
SS 30/25						QDN 25.3		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">NEW WAY</div> </div>		ABS-261		
SS 30/25						QDN 26.2		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">HOUSE MIDDLE</div> <div style="border: 1px solid black; padding: 2px;">NIAGARA YARD 50-50</div> </div>		ABS-261		
20	20	20	20	QDN 26.6		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">HAND TROW</div> </div>		ABS-261				
SS 30/25				QDN 27.4	CP-27			CPS-261	D	3		
20	20	20	20	0.6		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">SSDG</div> <div style="border: 1px solid black; padding: 2px;">1</div> <div style="border: 1px solid black; padding: 2px;">2</div> </div>		ABS-261				
30	30	30	30			QDN 28.0	CP-28	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">NG DISP. 46 - 5# - 5C LOCKPORT</div> </div>		CPS-261	D	
30	30	30	30	10	QDN 28.2	<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">COUNTRY I.T.</div> <div style="border: 1px solid black; padding: 2px;">1</div> <div style="border: 1px solid black; padding: 2px;">2</div> </div>		46		4		
SS 30/25						END CSX / BEGIN CN & CP		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">CNR</div> <div style="border: 1px solid black; padding: 2px;">CPR</div> </div>				
SS 30/25				28.2 MILES		<div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">CN GRIMSBY SD NI RTC 55-55 & 87-87</div> <div style="border: 1px solid black; padding: 2px;">CP HAMILTON SD OUT OF SERVICE</div> </div>						

STATION PAGE NOTES

- NOTE 1:** CP – 9, Controlled Point for southward movements on Track 2 only.
- NOTE 2:** New Way Switch on Track 2, MP QDN 25.3, may be left in reverse position unattended when authorized by the Train Dispatcher. Rule 104-F and Rule 539 apply.
- NOTE 3:** CP-27 in service on Track 1 and Track 2 only.
- NOTE 4:** Southward trains from the CN and CP must not pass "Begin CSX" sign at ODN 28.2 until receiving signal indication to proceed at CP-28 or verbal permission is received from the NG Dispatcher.
- NOTE 5:** Wonalancet Running Track: Between CP – 8 and MP 1.3 (White House) in charge of NG Dispatcher.
Between MP 1.3 (White House) and MP 4.3 (HARRIET) in charge of Niagara Yard – Yardmaster
- NOTE 6:** .Switch to CP Railroad spiked, out-of-service.

NIAGARA SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. **Remote Control Zone** on Main Lead and Shop Lead at north end of yard. Signs located:
Northbound, MP QDN 26.8, Hyde Park Blvd overhead bridge.
Southbound, MP QDN 27.1, Lockport Road overhead bridge.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING

1. When switching at the North end of Niagara Yard, T&E crews are required to have a sufficient amount of cars with air to insure proper control of movement. A minimum of (3) three cars are required for moves in excess of 25 cars. When proceeding west, a Running Brake Test is to be performed.
2. When switching at the North end of Niagara Yard, T&E crews are required to have a sufficient amount of cars with air to insure proper control of movement. A minimum of (3) three cars are required for moves in excess of 25 cars. When proceeding north, a Running Brake Test is to be performed.

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Between CP-437 and CP-7, cars exceeding 16 feet 10 inches from top of rail must not be operated.
2. Tonawanda Industrial Track, authority required for movement of cars exceeding 220,000 lbs.
3. Wurlitzer Industrial Track, authority required for movement of cars exceeding 200,000 lbs.

7. MISCELLANEOUS

1. Remote Control Zone on Main Lead and Shop Lead at north end of yard. Signs located:

Northbound, MP QDN 26.8, Hyde Park Blvd overhead bridge.
Southbound, MP QDN 27.1, Lockport Road overhead bridge.
2. All movements, on Country I.T., must stop and protect at all highway grade crossings equipped with automatic highway crossing warning devices as required by Rule 103-E
3. Lockport Runner I.T. MP 16.42, Niagara Falls Blvd., North Tonawanda, NY. Grade crossing warning devices equipped with indicator lights for train movements. Indicator light will display red until train has passed CC sign. Indicator light will display yellow when the highway traffic signals are activated, and train may proceed. If indicator light fails to display yellow, train may proceed over crossing after protection provided as prescribed by Rule 138C.
4. When switching at the North end of Niagara Yard, T&E crews are required to have a sufficient amount of cars with air to insure proper control of movement. A minimum of (3) three cars are required for moves in excess of 25 cars. When proceeding west, a Running Brake Test is to be performed.
5. QUALIFICATIONS – BUFFALO TERMINAL
Buffalo Terminal is a consolidated terminal that includes all yards and associated trackage within the following limits:
 - A. Buffalo Terminal Subdivision.
 - B. Lake Shore Subdivision between CP-2 and MP QD 8.0.
 - C. Belt Line Subdivision.
 - D. Niagara Subdivision between CP-437 and MP QDN 9.3.

Train and engine road crews qualifying into Buffalo are required to qualify in the Buffalo consolidated terminal.

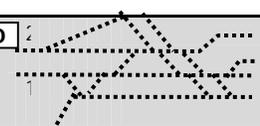
*Exception, Selkirk long pool, home terminal Selkirk, will only be required to qualify on the Buffalo Terminal Subdivision between CP-429 and CP-437.

Employees that need to qualify on the above territory can contact the road foreman at Buffalo to make an appointment to take the characteristics exam.

NOTES

NOTES

PORT SUBDIVISION - P2

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				NORTH				
#1 P/F 30	#2 P/F 30	QG 11.5	CP - SK	<div style="border: 1px solid black; padding: 2px; display: inline-block;">CASTLETON SD</div> 		CPS-261	D	
MAIN P/F 10		QCP 0.0	BEAVER DAM RD	<div style="border: 1px solid black; padding: 2px; display: inline-block;">PORT SD</div>		<div style="border: 1px solid black; padding: 2px; display: inline-block;">NJ DISP. 58 - 8# - 8C SK</div>	TWC-DCS	
25		QCP 0.7 QCP 1.3		7.0	AIR PRODUCTS PSE&G		TWC-DCS	
25		QCP 5.1 QCP 5.8					TWC-DCS	D
10		QCP 7.0	PORT	7.1 MILES		46		
			<div style="border: 1px solid black; padding: 2px; display: inline-block;">PORT RR 87 / 87</div>	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ALBANY PORT RR</div>	CP RAIL	<div style="border: 1px solid black; padding: 2px; display: inline-block;">CP RAIL KENWOOD YD 28 / 28</div>		

PORT SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 286,000 lbs authorized.

7. MISCELLANEOUS

NONE

NOTES

POST ROAD SUBDIVISION - PR

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
				↓	↓			
MAIN			BERKSHIRE SD	M	NB DISP. 46 - 4# - 3C POST ROAD	ABS-261 CSS 362-363		
P 50	F 40	QB 187.4	CP - 187 (X)	M	M	CPS-261 CSS	D	
MAIN		OBP 187.5	POST ROAD SD	M	NB DISP. 46 - 4# - 3C POST ROAD	ABS-261		
P 79	F 50	OBP 190.1	VAN HOESEN					
79	50	OBP 192.4	BROOKVIEW					
65	50	OBP 196.5						
79	50	OBP 196.7						
15	10	OBP 199.0		M		ABS-261		
		OBP 199.5	10.0 MILES					
MAIN			HUDSON SD	M	S	CPS-261 CSS	D	
P 20	F 15	QC 142.0	CP - 142 R - LAB	M	LAB OPERATOR 64 / 64	CPS-261 CSS	D	NC DISP. 64 - 6# - 6C LAB
		QC 142.1	RENSSELAER STATION(P)	M 1 2		ABS-261 CSS		

POST ROAD SUBDIVISION SPECIAL INSTRUCTIONS

NOTES

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 263,000 lbs authorized for freight.
2. 270,000 lbs authorized for coal, ore, and grain.

7. MISCELLANEOUS

NONE

NOTES

RIVER SUBDIVISION - RI

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				NORTH					
30		1.7	CP - 1 <small>(CONRAIL - SAC)</small>	(X)	CONRAIL	N. JERSEY DISP. 50 - 2# - 4c RIDGEFIELD PARK	NORAC INT ABS-261	D	
NO. 1 30	NO. 2 30	QR 2.1	(BALTIMORE DIV.)	BERGEN SD	N. BERGEN YD CH - 92	NJ DISP 58 - 3# - 5c BOGOTA	ABS-261		
30	30	QR 2.8	CP - 3	NJ DISP 58 - 3# - 5c BAGOTA	QR 2.4 QR 2.9	NYS&W - 25 / 25	CPS-261	D	
40	40	QR 3.0 QR 4.2	NYS&W CONNECTION	NORTHERN RT BELLMAN'S	NORTHERN RT NYS&W	NYS&W - 25 / 25	ABS-261		
		QR 5.8	CP - 5	BRIDGE	NYS&W		CPS-261	D	
40	50	QR 6.0 QR 7.2	BOGOTA <small>(BALTIMORE DIV.)</small>	BERGEN SD	(2) HCD 20' - 4"	BERGEN SD BALTIMORE DIVISION TIMETABLE APPLIES			
NO. 1 P/F 30	NO. 2 P/F 50	SS QR 7.6	(ALBANY DIV.) CP - 7	RIVER SD	QR 7.5 STANSON CHEM. MIDDLE SSDG 16,850'	NJ DISP 58 - 3# - 5c BOGOTA	CPS-261	D	10
	30	QR 8.5 QR 9.0 QR 10.65	HOLD POINT - SOUTH TEANECK 3.3 HOLD POINT - NORTH		1 2		ABS-261		1 1
MAIN P/F 50		QR 10.9	CP - 10				CPS-261	D	
		QR 12.0 QR 12.9	BERGENFIELD DUMONT			NORTHEAST CONT.			
		15.0 16.0	12.0 HARRINGTON PARK				ABS-261		
		QR 18.8 QR 20.5	NJ - NY STATE LINE ORANGEBURG		TEAM (2) HBD-DED XEROX BRADLEY IP	NJ DISP 58 - 4# - 6c ORANGEBUR			
	SS 50	QR 22.9	CP - 22				CPS-261	D	
	30	QR 24.5 QR 25.8	NYACK 3.2 HOLD POINT - NORTH		MIELE SSDG 16,310'		ABS-261		
40		QR 26.1	CP - 26				CPS-261	D	9
							ABS-261		

RIVER SUBDIVISION - RI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	QR 26.4	VALLEY COTTAGE			ABS-261		
	QR 28.5	CONGERS					
	QR 30.0	HAVERSTRAW					
	QR 32.2						
	QR 33.3	WEST HAVERSTRAW					
SS	QR 33.4	CP - 33			CPS-261	D	
30	QR 34.2	HOLD POINT - SOUTH 2.4	SSDG 12,195'		ABS-261		2
SS	QR 35.8	CP - 35			CPS-261	D	
40	QR - 36.7	TOMPKINS COVE			ABS-261		
	QR 38.5	STONEY POINT					
	QR 41.0	IONA ISLAND					
	QR 43.0	WEST POINT					
	QR 46.2						
30	QR 47.3	WEST POINT	51.2 - SD				8
SS	QR 52.5	CP - 52			CPS-261	D	
45	QR 53.0	HOLD POINT - SOUTH 3.2	SSDG 16,680'		ABS-261		3
	QR 55.6	WAREX	PRIVATE GRADE	CROSSING			4
	SS	QR 55.7	CP - 55			CPS-261	D
45	QR 56.2	NEWBURGH			ABS-261		
35	QR 56.5						
45	QR 58.0						
45	QR 61.0	ROSETON	(2) HBD-DED				

RIVER SUBDIVISION - RI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
			↓	↓				
45	QR 62.0	DYNERGY		OLD PLANT	ABS-261	D		
	QR 63.0	CP - 63			CPS-261			
45	QR 64.6	MARLBOROUGH 3.0		TEAM TK	ABS-261		8	
35	QR 65.7							
	QR 65.9		65.8 - SD					
45	QR 66.0	CP - 66			CPS-261		8	
			66.5 - SD					
	30	QR 68.0	3.3	SSDG 16,741'	ABS-261			
		QR 69.3		NJ DISP 58 - 7# - 6c MILTON	CPS-261			
45	QR 72.3	HIGHLAND 18.3	70.0 - SD	TEAM TK	ABS-261		8	
			72.3 - SD					8
			73.1 - SD					8
			75.5 - SD 75.8 - SD					8
50	QR 80.0	HERCULES		HOT BOX	ABS-261			
50	QR 84.4		(2) HBD-DED					
	QR 86.4		RONDOUT CREEK	WILBUR TT KINGSTON TUNNEL				
	35	QR 87.6			CPS-261	D		
35	CS	KINGSTON 2.9		WALKILL I.T.	ABS-261			
			CSDG 15,032'	KINGSTON YARD				PASSING SDG.
50	15		QR 89.0		NJ DISP 58 - 8# - 4c KINGSTON	CPS-261	D	
		QR 90.5			CPS-261			
		MOUNT MARION		TECH CITY	ABS-261			
			QR 95.8	TEAM				
		QR 97.6	N.E.SOLITE					
50		SAUGERTIES SAUGERTIES	12.4	(2) HBD-DED				

RIVER SUBDIVISION - RI

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
50					ABS-261		
50	QR 102.9	CP - 102			CPS-261	D	
50	QR 103.2	HOLD POINT - SOUTH					5
40	QR 104.0		3.5	LEHIGH			
50	QR 104.6	ALSEN		SSDG 17,490'	NJ DISP 58 - 9# - 5c ALSEN	ABS-261	
50	QR 105.7	MARQUETTE CROSSING		ALSEN YARD			6
50	QR 106.4	CP - 106			CPS-261	D	
50	QR 108.1	CATSKILL		(2) DED			
50	QR 110.0	CATSKILL	12.5	TEAM		ABS-261	
50	QR 114.7	WEST ATHENS		TEAM			
50	QR 114.9	ATHENS		(2) HBD-DED			
50	QR 115.0						
50	QR 116.0						
50	QR 118.9	CP - 118			NJ DISP 58 - 1# - 6c COXSACKIE	CPS-261	D
50	QR 120.1	COXSACKIE	2.2	SSDG 11,011' TEAM	ABS-261		
50	QR 121.1	CP - 121			CPS-261	D	
50	QR 128.5	RAVENA	7.5	(2) HBD-DED-HCD 17'9", 19'2", 20'4"	ABS-261		
50	QR 128.6	CP - 128			NJ DISP 58 - 0# - 3c RAVENA	CPS-261	D
50	QR 132.2		4.0	CEMENT			
50	QR 132.6			SSDG 18,892'		ABS-261	
30	QR 132.6			STONE			
30	E. WYE 10	CASTLETON SD	125.1 MILES			CPS-261	D
30	QG 11.5	CP - SK			NJ DISP 58 - 8# - 8c SK		

STATION PAGE NOTES

1. CP-7 and CP-10
 - A. Northward trains on the East or Middle Signaled Siding must hold at or south of the "CC" sign at MP QR 10.65, to avoid unnecessary operation of warning devices at Newbridge Rd., MP QR 10.92, unless instructions to proceed north are received from the NJ Dispatcher.

Northward trains on No. 1 or No. 2 Main Track will be instructed to hold south of the "CC" sign, if necessary, by the NJ Dispatcher.
 - B. Southward trains on the Middle Controlled Siding must proceed to and hold at the "CC" sign at MP QR 8.5 (1,000 feet south of the hand-operated switch) unless instructions to proceed are received from the NJ Dispatcher.

Southward trains on the No. 2 Track will be instructed to hold at the "CC" sign at MP QR 8.5, if necessary, by the NJ Dispatcher.
 - C. If necessary to stop trains in Bogota, engines are to be stopped at a location where possible disturbance to residential neighborhoods will be minimal
2. CP-33, Southward trains that will hold at CP-33 must hold at "CC" sign, mp QR 34.2, north of road crossing (Kay Fries).
3. CP-52, Southward trains that will hold in excess of 5 minutes must be notified to hold at MP QR 53.0, prior to passing CP-55. If more than one Train is to be held, dispatcher may direct first train to proceed to CP-52.
4. MP QR 55.6, Warex Road grade crossing. Southward trains from Newburgh (NYC) Yard must not proceed over crossing until automatic crossing Warning devices have been operating a minimum of 20 seconds. Northward trains, stopped on the Main or Signaled siding at CP-55, must not proceed over crossing until automatic crossing warning devices have been operating a minimum of 20 seconds.
5. CP-102, Southward trains that will hold at CP-102 must hold at MP QR 103.2, Route 9W under grade bridge.
6. MP QR 105.7, Marquette crossing, if crossing will be blocked in excess of 15 minutes, crew must cut train.
7. HCD activation for 20'4" will be Radio Alarm. Trains receiving warning for car(s) in excess of 20'4" must be stopped and inspected. HCD for 17'9" And 19'2" will be displayed on the NJ dispatcher display screen and Dispatcher must immediately notify trains that have cars exceeding 17'9" And/or 19'2". Tape readout for HCD also located in Selkirk Dispatcher's Office.
8. Slide Detectors in service as indicated, interconnected with Auomatic Block Signal system to restrict train movement when activated.
9. CP - 26, northward trains that will hold at CP - 26 on the Main or Signaled Siding must hold at the "CC" sign at MP QR 25.8.
10. CP - 7, Controlled Point on No. 2 Track and Middle Signaled Siding.

RIVER SUBDIVISION SPECIAL INSTRUCTIONS

NOTES

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 286,000 lbs authorized
2. Newburgh I.T. cars must not exceed 17'8" in height.

7. MISCELLANEOUS

NONE

NOTES

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
									WEST				
SS	# 1		# 2										
	P	IM	F	P	IM	F							
30	79	60	50	79	60	50		MOHAWK SD		ND DISP. 46 - 1# - 5C			
										SSDG: 1			
										2			
30	79	60	50	79	60	50	QC 296.8	CP - 296			CPS-261	D	
									3.9		ABS-261		
							300.0	WARNERS					
							QC 300.7	CP - 300			CPS-261	D	
							301.0				NF DISP. 46 - 6# - 4C JORDAN		
							QC 302.5	MEMPHIS	5.6	(2)HBD-DED	ABS-261		
							QC 306.3	CP - 306			CPS-261	D	
							QC 307.7	JORDAN	2.4	JORDAN I.T. TURKEY FARM	ABS-261		
							QC 308.7	CP - 308			CPS-261	D	
							QC 313.7	CENTERPORT	5.2	(2) HBD-DED	ABS-261		
							QC 313.9	CP - 313			CPS-261	D	
							QC 315.5	NORTH PORT BYRON					
							QC 318.8	FOX RIDGE	6.6		ADM		
							QC 319.3	ERIE CANAL		TTB		ABS-261	
							QC 319.7						
	40	40	40	40	40	40	QC 320.1	SENECA RIVER BRIDGE					
SS	79	60	50	79	60	50	QC 320.5	CP - 320			CPS-261	D	
30										SSDG - 13,400'			
							QC 322.4	SAVANNAH	2.9		ABS-261		
							QC 323.4	CP - 323			CPS-261	D	
	79	60	50	79	60	50					ABS-261		
										1			
										2			

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
TRACK 1			TRACK 2					WEST				
P	IM	F	P	IM	F			1	2			
79	60	50	79	60	50	QC 323.6	SAVANNAH	(2) HBD-DED				
79			70			QC 325.0						
79			79			QC 325.4						
70			70			QC 328.0	11.5				ABS-261	
70			70			QC 328.6	CLYDE					
70			70			329.0						
79	60	50	79	60	50	330.0		DISANTO JET GAS		NF DISP. 46 - 5# - 5C LYONS		
55	50	40	55	50	40	QC 332.6						
70	60	50	70	60	50	QC 334.0	LYONS	(2) HBD-DED		LAROCHE PEN CAN ASPHALT		
SS 30						QC 334.9	CP - 334				CPS-261	D
						QC 335.0	ERIE CANAL	SSDG - 5,960'	TTB	NS #6 RT	ABS-261	
						QC 335.8	LYONS YARD	0.9	SSDG	NS LYONS RT	ABS-261	
						QC 335.91	CANANDAIGUA OUTLET		TTB		CPS-261	D
30						QC 335.8	CP - 335					
	70		70			337.0						
	65		65			338.0						
	70		70			QC 338.6					ABS-261	
	70		70			QC 339.21	ERIE CANAL	TTB				
						QC 340.4	ONTARIO MIDLAND RR					
	75	60	50	75	60	50	QC 341.1	NEWARK				

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								WEST				
P 75	# 1 IM 60	F 50	P 75	# 2 IM 60	F 50	QC 345.0	EAST PALMYRA	1	2	ABS-261		
						QC 345.5						
						QC 346.0						
						QC 347.0						
						QC 347.7						
						QC 348.5	PALMYRA					
						QC 349.9	CP - 349			CPS-261	D	
						QC 350.0						
						QC 351.0						
						QC 351.9	WALWORTH	9.7				
						QC 354.7	SOUTH MACEDON				ABS-261	
						QC 358.2	WAYNEPORT					
						QC 359.2	CP - 359			CPS-261	D	
						QC 360.6						
						QC 360.9						
						QC 361.2	FAIRPORT	3.6				
						QC 361.8 362.0	DEAD TRACK					
						QC 362.8	CP - 362			CPS-261	D	
						363.0						
						QC 363.5	EAST ROCHESTER					
						QC 364.1	BRIGHTON	5.1				

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
									WEST	WEST				
SS 30	TRACK 1			TRACK 2					1	2	BRIGHTON IT	ABS-261		
	P	IM	F	P	IM	F								
	79	60	50	79	60	50	QC 367.9	CP - 367				CPS-261	D	
	79	60	50	79	60	50	QC 368.9	ROCHESTER YD EAST END	SSDG 27.984 4 MAIN			ABS-261		4
	55	45	45	55	45	45		ROCHESTER YARD 58 - 58 2.0				ABS-261		
							QC 369.6	ROCHESTER GOODMAN ST				ABS-261		4
	55			55			QC 369.9	CP - 369				CPS-261	D	
	50			50			QC 370.0				LIQUITANE	ABS-261		
30							QC 371.0	ROCHESTER STATION (P)				ABS-261		1
25							QC 371.3					ABS-261		
							QC 371.4					ABS-261		
	50	45	45	50	45	45	QC 371.51	STATE STREET	3.3	TTB	TTB	ABS-261		
							QC 371.7					ABS-261		
							QC 371.9					ABS-261		
	45	35	35	45	35	35	QC 371.96	BROAD STREET		TTB	TTB	ABS-261		
							QC 372.2					ABS-261		
	79	60	50	79	60	50	QC 373.2	CP - 373	SSDG			CPS-261	D	
30							QC 373.4	ROCHESTER SOUTHERN RR				ABS-261		2,3
							QC 374.4	PFAUDLER'S (4 MAIN)	CHARLOTTE RT BUFFALO WYE LONG BR. 4 MAIN		RSR	ABS-261		

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES			
								WEST							
P	# 1		P	# 2		QC 376.4	PIXLEY SIDING	7.2	EMPIRE WHSE EMPIRE BEEF	1	2	NF DISP. 46 - 4# - 4C ROCHESTER	ABS-261		
	79	60		50	79										60
						378.0	COLDWATER		(2) HBD-DED						
						379.0									
						QC 380.4	CP - 380					WEST SHORE SD	CPS-261	D	
SS						QC 381.8	CHILI	2.2	SSDG - 21,100' HIGBEE RUNAROUND				ABS-261		
						QC 382.6	CP - 382					NF DISP. 46 - 4# - 4C ROCHESTER	CPS-261	D	
30						QC 386.5	CHURCHVILLE		(2) HBD-DED				ABS-261		
						QC 389.1	BERGEN	11.2							
						QC 393.8	CP - 393						CPS-261	D	
						QC 395.6	SOUTH BYRON						ABS-261		
						399.0		8.6	TEAM						
						400.0						PEANUT (DLWR)			
						QC 402.4	CP - 402						CPS-261	D	
SS						QC 403.4	TONAWANDA CREEK		SSDG - 10,100' TTB				ABS-261		
						QC 404.4	BATAVIA YD EAST END	4.3	DLWR SSDG			NF DISP. 46 - 3# - 5C BATAVIA	ABS-261		
					QC 405.1	BATAVIA YD WEST END									
						QC 406.7	CP - 406						CPS-261	D	
						QC 406.9			AGWAY				ABS-261		

ROCHESTER SUBDIVISION - RC

AUTHORIZED SPEED							MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
									↓	↓				
79	60	50	79	60	50	4.2	QC 407.4	BATAVIA DETECTOR	(2) HBD-DED	NF DISP. 46 - 3# - 5C BATAVIA	ABS-261			
							QC 410.9	CP - 410			CPS-261	D		
							412.0 413.0							
							QC 414.8	CORFU	6.7			ABS-261		
							QC 417.6	CP - 417			CPS-261	D		
							422.0 QC 422.2 423.0	WENDE	5.8			ABS-261		
							QC 423.4	CP - 423			CPS-261	D		
79	60	50	79	60	50	6.4	QC 427.1	LANCASTER	(2) HBD-DED					
							QC 427.9		WEYERHAUSER			ABS-261		
							QC 428.8							
133 MILES														
#3 40	79	60	50	79	60	50	QC 429.8	CP - 429	BUFFALO TERMINAL SD	NG DISP. 46 - 1# - 6C BUFFALO	CPS-261	D		
#4 30										ABS-261				

STATION PAGE NOTES

- NOTE 1:** Rochester Station – Passenger trains receiving or discharging passengers will be protected by the NF Dispatcher against movements on tracks between their train and the station platform.
- NOTE 2:** Charlotte R. T. between CP-373 and MP QCR 9.7, in charge of NF Dispatcher.
- NOTE 3:** Charlotte R. T. (Rule 46) speed not exceeding 15 MPH, except 10 MPH between MP QCR 2.2 and MP QCR 3.0.
- NOTE 4:** Rochester Yard. For yard instructions when no yardmaster on duty, contact Niagara Yardmaster at 58 – 58.

ROCHESTER SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NOTES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315, 000 lbs authorized on Rochester Subdivision.
2. Special aggregate hoppers series SOU-100300 – 102009 and SOU-103300 – 103999 when loaded with gross weight not exceeding 263,000 lbs., are restricted to 45 MPH.
Except: Maximum of 10 MPH on rail of less than 100 lb. Section.

7. MISCELLANEOUS

NONE

NOTES

NOTES

NOTES

SCHODACK SUBDIVISION - S1

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES		
				↓	↓					
# 2 P F 110 50	HUDSON SD		CP - 125 (NO. 2 TRACK ONLY)	1	2	NC DISP. 64 - 7# - 6C CASTLETON	ABS-261 CSS CPS-261 CSS	D		
	QC 125.6			6.8 MILES					HUDSON SD	
MAIN P / F 40		QG 1.3	HUDSON VIEW	(2) DED		HUDSON SD	ABS-261			
40		QG 5.0		6.8 MILES					ABS-261	
40		QG 8.1		6.8 MILES					ABS-261	
# 1 P / F 30	# 2 P / F 30	QG 8.4	CP - SM	CASTLETON SD		NJ DISP. 58 - 7# - 6C SK	CPS-261			
				BERKSHIRE SD	NB DISP. 46 - 4# - 3C POST ROAD					

SCHODACK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

NOTES

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. 315,000 lbs authorized

7. MISCELLANEOUS

NONE

NOTES

SELKIRK SUBDIVISION - SK

AUTHORIZED SPEED		MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES	
				↓	↓				
		QG 14.0	SELKIRK YARD	SELKIRK YARD 50 / 50					
RESTRICTED SPEED		30	TRACK - 11	QG 14.5	CP - SW (WB - ONLY)	TRACK 11	CPS	D	1
			QG 15.3 QG 15.8	1.4	RECEIVING YD ----- 1 MAIN ----- 5 MAIN -----	SARATOGA AIRCO	TK 11 ABS-261		
#1 P/F	#2 P/F		QG 16.9	CP - FB		CPS-261	D		
30	30		QG 17.1	1.1	5	1	ABS-261	2, 3	
			QG 18.0	CP - UNIONVILLE (WB TK 5)		NC DISP. 64 - 2# - 5C FEURA BUSH	CPS W TK 5	2, 4	
			19.0 20.0	4.2	ss		ABS-261		
			QG 21.9	VOORHEESVILLE	(2) HBD-DED	(2) HWD	ABS-261	5	
			QG 22.1	HAND CROSSOVER					
			QG 22.2	CP - VO			CPS-261	D	
			QG 22.3	HAND CROSSOVER					
			QG 24.3	GUILDERLAND CENTER		IND. PARK	ABS-261		
			25.0 26.0	9.4					
			QG 27.4	FULLERS	TTB (TK-2)	1 2			
			QG 31.6	CP - SH	CARMAN SD NC DISP 30 MPH ABS-261	NC DISP. 64 - 2# - 5C COLONIE	CPS-261	D	
			QG 32.0	SOUTH SCHENECTADY	ROTTERDAM IND. PARK	SOUTH SIDE	ABS-261		
			QG 32.9	BURDECK ROAD					
			7.9						
			QG 33.6	SOUTH SCHENECTADY	(2) HBD-DED	2			
50	50				1				

SELKIRK SUBDIVISION - SK

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
								WEST	WEST			
# 1 P / F 50		# 2 P / F 50				ROTTERDAM JCT STRR DISTRICT 4 DISP. 94 / 70	STRR 1 IN WEST STRR 2 RUNNER STRR 1 RUNNER	2 1	ABS-261			
40	WEST HEAD END ONLY	40	WEST HEAD END ONLY	QG 39.5	CP - RJ				CPS-261	D		
40	30	40	30	QG 40.8	SIGNAL 411W & 412W	2.8		WEST SHORE I.T. HUDSON SD	ABS-261			
40		40		QG 42.3				HUDSON SD NC DISP AUTH FOR MOVE ABS-261/CSS				
P	# 1 IM	F	P	# 2 IM	F		NC DISP. 64 - 1# - 4C AMSTERDAM	2 1				
70	60	50	70	60	50	QC 169.7	CP - 169		CPS-261	D		
						171.0 172.0		3.5	ABS-261			
						173.0		NC DISP. 64 - 1# - 4C AMSTERDAM				
						QC 173.2	CP - 173		CPS-261	D		
						174.0		SSDG 10,900'				
			SS 30			QC 174.5		KELLOGG I.T.	ABS-261			
							33.6 MILES	SSDG				
70	60	50	70	60	50	QC 175.5	CP - 175	1 2	CPS-261	D		
70	60	50	70	60	50		MOHAWK SD		ABS-261			
								ND DISP. 46 - 6# - 3C AMSTERDAM				

STATION PAGE NOTES

NOTE 1: CP – SW in service on TRACK 11 for Westbound movement only, Eastbound – “End Automatic Block” sign.

NOTE 2: TRACK 5, Division Special Instruction 228-2 applies between signal at MP QG 17.1 and CP – UNIONVILLE.

NOTE 3: TRACK 5, Westbound trains must not pass signal at MP QG 17.1 without permission of the NC Train Dispatcher.

NOTE 4: CP – UNIONVILLE in service on TRACK 5 for Westbound movement only.

HOT WHEEL DETECTOR – Exception for Eastbound trains

NOTE 5: When “HOT WHEEL” warning is received, stop train as required and contact the NC Train Dispatcher for instructions. If office information on wheel(s) temperature is available and it is below 600 deg-F, the NC Train Dispatcher may allow train to proceed without inspection, not exceeding 15 MPH. Nc Train Dispatcher must notify the Selkirk Hump Yardmaster to have reported defect(s) inspected by the mechanical department after train arrives.

If the temperature is above 600 deg-F, crew must inspect defect(s) as required, prior to movement.

SELKIRK SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

1. BETWEEN CP – RJ and CP – 169 Trains must not reverse movement without permission from the NC Dispatcher.
2. The Train Dispatcher, before giving permission for a train to make a reverse move, must insure blocking devices are applied to prevent opposing movement at CP – RJ or CP – 169.

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

1. Guilderland Center Industrial Park, multiple units prohibited beyond lead to industrial park..
2. CP – 169, Hudson Subdivision Trains with cars exceeding 16'10" in height must not be operated on the HUDSON SUBDIVISION east of CP – 169.
3. 315,000 lbs authorized.
4. 220,000 lbs authorized on Kellogg I. T.

7. MISCELLANEOUS

1. Selkirk Yard. Switch indicators, Division Special Instruction 228.1, in use at and in charge of:

East end of Receiving yard, Hump Yardmaster
East end of Departure yard, East End Yardmaster
East end of Puller yard, East End Yardmaster
2. Hump tunnel dwarf indicator lights (14 W at the east end and 14 E at the west end) govern movement through hump tunnel.

Eastbound trains and engines entering Selkirk Yard on TRACK 11 must receive instructions from the Hump Yardmaster prior to passing "End Automatic Block" sign at MP QG 14.5.

NOTES

NOTES

SOMERSET RR SUBDIVISION - SM

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES				
			↓	↓							
30	QDL 58.7	PORT			TWC-DCS	D					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">MAIN P / F EB</td> <td style="width: 50%; text-align: center;">WB</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">30</td> </tr> </table>	MAIN P / F EB	WB	25	30	QDK 0.0				TWC-DCS	D	1
MAIN P / F EB	WB										
25	30										
	QDK 0.33	GULF LINE JCT									
40	QDK 2.0										
	QDK 2.16	MILL STREET JCT									
	QDK 4.48	RIDGE	4.5		TWC-DCS	D					
	QDK 8.31	NEWFANE	11.5	SIDING	TWC-DCS	D					
40	QDK 15.55	SOMR			TWC-DCS	D	1				
	QDK 15.59	WEST SOMERSET	15.6 MILES			46	1				

STATION PAGE NOTES

NOTE 1: Somerset Railroad Subdivision shown as information only for Train Dispatcher and Dispatcher Bulletin reference. Movements on the Somerset Railroad are governed by the Somerset Railroad Timetable. Refer to the Somerset Railroad timetable for all special instructions.

SOMERSET RR SUBDIVISION SPECIAL INSTRUCTIONS

Refer to the Somerset Railroad timetable for all special instructions.

NOTES

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			NORTH	SOUTH			
WYE - 10 MPH	QC 291.5 QMC 2.0	CP 291	MOHAWK SD (X)		CPS-261		
MAIN P/F 40	QMC 2.0 3.0 QM 3.6 4.0 QM 4.5 QM 5.3	LIVERPOOL WOODARD	4.2		ABS-261		
	QM 6.2	CP - W			CPS-261	D	
	QM 7.3		6.0		TWC-DCS		1
	QM 12.2	CLAY			TWC-DCS	D	
	QM 14.7	BREWERTON	24.7				
	QM 17.1	CENTRAL SQUARE					
40	QM 36.9	BROOK			TWC-DCS	D	
25	QM 37.3						
40	QM 37.5	PULASKI	2.5		TWC-DCS	D	
40	QM 39.4	STAN					
40	QM 40.6	RICHLAND		(2) HBD-DED			
20	QM 41.6		7.7				
40	QM 41.9						
40	QM 47.1	CONA		LASER TRANSIT	TWC-DCS	D	

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	QM 53.3	PIERREPONT MANOR			TWC-DCS		
	QM 59.3	ADAMS	19.8		NE DISP. 64 - 9# - 5C FULTON		
	QM 62.9	ADAMS CENTER					
	QM 66.9 QM 67.0	RICE	2.4		TWC-DCS	D	
	QM 69.3	KANE			TWC-DCS	D	
			1.0	EAST YARD	WEST YARD		
	QM 70.3 QM 70.4	ROCK MASSEY			TWC-DCS	D	
	QM 71.5	INDUSTRIAL PARK SW.					
	QM 72.0	WATERTOWN					
	25	QM 72.2		3.7	NE DISP. 64 - 4# - 4C WATERTOWN		
15	QM 73.0						
25	QM 73.3						
40	QM 73.9 QM 74.0	BRAD		FREIGHT HOUSE	TWC-DCS	D	
40	QM 78.5	ROOTS		FORT DRUM LEAD			
	QM 81.0	EVANS MILLS	13.9	(2) HBD-DED			
	QM 85.5			NB ss SIGNAL			
	QM 87.9 QM 88.0	PHIL			TWC-DCS	D	
	QM 89.6	PHILADELPHIA	1.9				
40	QM 89.8 QM 90.0	RIVER		SEE ADDITIONAL DIAGRAM	TWC-DCS	D	

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	QM 95.5	ANTWERP 15.2					
	QM 105.0	VERN			TWC-DCS	D	
	QM 106.2						
	QM 106.7 QM 107.0	G&O JUNCTION					
	QM 107.7						
	QM 107.9	GOUVERNEUR					
	QM 108.3 QM 108.5						
	QM 108.7	RICH			TWC-DCS	D	
	QM 115.6	BIGLOW 14.7		(2) HBD-DED			
	QM 122.4						
	QM 123.0	DEKALB JCT					
	QM 123.4	KALB			TWC-DCS	D	
	QM 130.9 QM 131.0 QM 131.2	CANTON					
40	QM 131.4						
30	QM 131.6						
	QM 131.6						
40	QM 132.6						
	QM 133.1						
40	QM 133.7				TWC-DCS		

ST. LAWRENCE SUBDIVISION - S7

AUTHORIZED SPEED	MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
			↓	↓			
40	QM 136.9	EBEN			TWC-DCS	D	
40	QM 141.8	POTSDAM					
20	QM 144.1	NORWOOD					
40	QM 147.7						
40	QM 147.9						
40	QM 148.2				TWC-DCS	D	
40	QM 149.1	WOOD					
40	QM 158.6	BROUSE					
40	FREIGHT HEAD END RESTRICTED SPEED	BEGIN "YARD LIMITS"			YARD LIMITS		3
40	QM 160.5	MASSENA					
25	HEAD END RESTRICTED SPEED	QM 161.0			CSX 193 CROR 93		3
40	QM 160.8	MASSENA					
40	QM 164.1	MONTREAL SD			M-TWCDCS SIDING 46 WYE - 46 98		4
10	QMC 87.3	PHILADELPHIA					
30	QMC 86.7	IRISH					
30	QMC 86.0				TWC-DCS	D	
30	QMC 85.0						
30	QMC 78.4	DEFERIET					
10	QMC 76.0	REGIS			TWC-DCS	D	
10	QMC 74.65	CSX / MA&N					

STATION PAGE NOTES

- NOTE 1:** Woodard Running Track between CP – W and MP QM 7.3 in charge of the NE Dispatcher.
- NOTE 2:** MP QM 108.3, trains performing switching movements on siding must not foul Factory Street grade crossing until automatic highway crossing warning devices have been operating for at least 30 seconds.
- NOTE 3:** Yard Limits at Massena are between MP QM 158.6 (BROUSE) and MP QM 164.1 on the Montreal Subdivision.
- NOTE 4:** Normal position of switches:
South Wye and North Wye switches and Siding, lined for Siding.
South Wye / North Wye switch, lined for South Wye,

ST. LAWRENCE SUBDIVISION SPECIAL INSTRUCTIONS

1. INSTRUCTIONS RELATING TO OPERATING RULES

NONE

2. INSTRUCTIONS RELATING TO SAFETY RULES

NONE

3. INSTRUCTIONS RELATING TO COMPANY POLICIES AND PROCEDURES

NONE

4. INSTRUCTIONS RELATING TO EQUIPMENT HANDLING RULES

NONE

5. INSTRUCTIONS RELATING TO AIR BRAKE AND TRAIN HANDLING RULES

NONE

6. INSTRUCTIONS RELATING TO RESTRICTED EQUIPMENT

Multiple units are prohibited on:

Roe Feed lead at Philadelphia
Laser Transit Lead (former Blount Lumber Co.)

1. Balmat Industrial Track, equipment measuring 16'10" in height or higher, prohibited
2. 315,000 lbs authorized, CP-291 to Woodard.
3. 286,000 lbs authorized, Woodard to Massena.
4. 263,000 lbs freight and 270,000 lbs coal, ore and grain authorized, Philadelphia to Carthage.
5. Balmat & Rooseveltown industrial tracks. Covered hoppers NYC 885680 to 885899 inclusive with light weight of 65,000 pounds and load limit of 250,000 pounds (gross weight 315,000 pounds) when so loaded must not be operated between: Gouverneur and End of Track, unless authorized by the Transportation Superintendent. These cars may operate with restrictions indicated between Helena and Rooseveltown when separated by one (1) car whose weight does not exceed 142,000 pounds.
6. 200,000 lbs authorized on Brownsville I. T.

7. MISCELLANEOUS

1. Distance between MP QM 38.0 and MP QM 39.0 is 0.9 miles, between MP QM 78.0 and MP QM 79.0 is 0.7 miles, and between MP QM 142.0 and MP QM 143.0 is 0.9 miles.

NOTES

NOTES

WEST SHORE SUBDIVISION - WE

AUTHORIZED SPEED						MILE POST	STATION	TRACK DIAGRAM		AUTH FOR MOVE	TWC	NOTES
# 1			# 2					WEST	WEST			
P	IM	F	P	IM	F	QC 359.2	CP - 359	← W	1 2	NF DISP. 46 - 4# - 4C ROCHESTER	CPS-261	D
79	60	50	79	60	50		ROCHESTER SD					
MAIN						QW 347.4						
P	IM	F				QW 347.6				NF DISP. 46 - 4# - 4C ROCHESTER	ABS-261	
45	45	45					FAIRPORT					
60	60	50				QW 349.2						
45	45	45				QW 349.3						
60	60	50				QW 349.8						
60	60	50				QW 353.2		TTB	BARGE CANAL			
45	45	45				QW 355.8	PITTSFORD	(2) HBD-DED				
45	45	45				QW 355.9						
60	60	50				QW 356.2		WRIGHT WISNER				
60	60	50				QW 357.2	RIDGELAND		TEAM		ABS-261	
60	60	50				QW 358.1						
30	30	30				QW 359.0	HENRIETTA					
30	30	30				QW 360.0	MORTIMER					
60	60	50				QW 361.4		TTB	GENESEE RIVER LAL R.R.	NF DISP. 46 - 4# - 4C ROCHESTER		
60	60	50				QW 361.5		RS R.R.	GENESEE JCT YARD			
60	60	50				QW 361.7	GENESEE JCT.	RS R.R.				
60	60	50				QW 362.6		RS R.R.				
60	60	50				QW 365.5		SUBURBAN			ABS-261	
45	45	45				QW 368.0				NF DISP. 46 - 4# - 4C ROCHESTER		
45	45	45				QW 368.8	21.4 MILES					
P	IM	F	P	IM	F	QC 382.6	CP - 382	← W	2 1	NF DISP. 46 - 4# - 4C ROCHESTER	CPS-261	D
79	60	50	79	60	50		ROCHESTER SD		CS			

WEST SHORE SUBDIVISION SPECIAL INSTRUCTIONS

**1. INSTRUCTIONS RELATING TO
OPERATING RULES**

NONE

**2. INSTRUCTIONS RELATING TO SAFETY
RULES**

NONE

**3. INSTRUCTIONS RELATING TO COMPANY
POLICIES AND PROCEDURES**

NONE

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

NONE

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

NONE

**6. INSTRUCTIONS RELATING TO
RESTRICTED EQUIPMENT**

1. 315,000 lbs authorized.

7. MISCELLANEOUS

NONE

NOTES

ALBANY DIVISION SPECIAL INSTRUCTIONS

INSTRUCTIONS RELATING TO OPERATING RULES												
34-A-1 ANNOUNCEMENT BY RADIO												
<u>PARAGRAPH 2, PART A</u> , Announcement of intermediate block signals is not required. Each controlled point signal must be announced. NOTE: The requirement to respond to radio alarm defect detectors has been cancelled.												
SIGNAL ASPECTS AND INDICATIONS RULES EFFECTIVE OCTOBER 1, 2004												
On the Albany Division, signal aspects and indications as shown on Page 10 through Page 17 apply on the subdivisions where the authority for movement is by use of ABS and CPS Signal Rules. Wayside signs as shown on Page 18 and Page 19 are in use on all CSX Subdivisions. Wayside signs, Page 20, Relating to NORAC Operating Rules are shown for information only.												
GR-55-1 PASSENGER TRAIN CONDUCTORS												
Passenger train conductors must notify the engineers of restrictions imposed by dispatcher message or instructions at the last controlled point before the restriction that is not less than 2 miles from the start of the restriction. This reminder may be performed in person or by radio. Conductors who are not equipped with a radio are relieved of this requirement when it is not practical to personally contact the engineer without delaying the train.												
GR-105A-1. GENERAL BULLETINS REFERENCES												
The following references will be used in General Bulletins and will indicate as shown below: <table style="width: 100%; border: none;"> <tr> <td style="width: 150px;">FLAGMAN</td> <td>-</td> <td>Refer to Operating Rule 71 and 72.</td> </tr> <tr> <td>MAX SPEED.</td> <td>-</td> <td>Maximum authorized speed change.</td> </tr> <tr> <td>GRADE XING</td> <td>-</td> <td>Highway crossing at grade instruction or information.</td> </tr> <tr> <td>WORK AREA</td> <td>-</td> <td>Approach location looking out for work activity and stop unless work area is observed to be clear.</td> </tr> </table>	FLAGMAN	-	Refer to Operating Rule 71 and 72.	MAX SPEED.	-	Maximum authorized speed change.	GRADE XING	-	Highway crossing at grade instruction or information.	WORK AREA	-	Approach location looking out for work activity and stop unless work area is observed to be clear.
FLAGMAN	-	Refer to Operating Rule 71 and 72.										
MAX SPEED.	-	Maximum authorized speed change.										
GRADE XING	-	Highway crossing at grade instruction or information.										
WORK AREA	-	Approach location looking out for work activity and stop unless work area is observed to be clear.										
41-1. SPEED RESTRICTIONS – CONTROL POINT & INTERLOCKING												
Speed restrictions at a controlled point or at an interlocking apply between the home signals.												
46-1 SPEED - SIDINGS												
Maximum authorized speed on non-signaled sidings is 10 MPH.												

49-1 EXCEPTED TRACK	
The follow tracks are designated "Excepted Tracks" and unless otherwise noted, are "Excepted" in there entirety.	
Track	Location / Between / at
Lancaster Mills Industrial	
East Walpole Industrial	
Dartmouth Industrial	
East Junction Industrial	
Nevins Yard tracks 3 and 6	Framingham, MA
New Bedford Subdivision	MYRICKS and MP QN 29.8
New Bedford Yard	MP QN 30.1 and MP QN 31.1
New England Produce Lead	Boston (NEP)
Holliston Industrial, CP Yard	Framingham, MA
Athol Industrial – Old Way	MP 29.7 and MP 31.0
4 & 12 tracks in the Grove	Cedar Hill Yard
Classification Tracks	Cedar Hill Yard
North Adams Industrial	MP 0.0 and MP 2,5
Stratford Industrial	
Newburg Industrial	
Troy Industrial	MP 0.0 and MP 5.7
Storage track	W. Albany, NY
Yank Waste and Industrial Lead	W. Albany, NY
DH Overmyer	W. Albany, NY
Hoover Industrial Sw.	W. Albany, NY
Railroad Ave. Industrial	W. Albany, NY
State St. Lead to GE	Schenectady, NY
Fort Orange Paper (except lead)	Castleton-On-Hudson
Northern Running	CP – 3 and MP 22.7
Kelloggs Industrial	MP 0.0 and MP 1.6
Herkimer Industrial	Herkimer yard, MP 224.7
Chrysler Lead	E. Syracuse, NY
Peat Street Lead	E. Syracuse, NY
Syracuse Industrial Park	
Syracuse Midler Park	
Bell Isle Yard	
Port Authority Lead	Oswego, NY
Alcan runaround (Oswego Ind.)	Oswego, NY
Old Fulton Yard	Fulton, NY
Nestle's Lead	Fulton, NY
Sealright Lead	Fulton, NY
Limerick Industrial	Watertown, NY
Brownville Industrial	Watertown, NY
Carthage Yard	Carthage, NY
Pulaski Ironworks #12 track	Pulaski, NY
Supply track	Governor, NY
Canal Yd Tk 3 & Tk 4	Massena, NY
Mobil Chemical Lead	N. Macedon, NY
Agway Lead	Palmyra, NY
Brighton, Pocket track	Rochester, NY
Black Rock Industrial	Buffalo, NY
Erie Industrial	Buffalo, NY
A Industrial	Buffalo, NY
Ohio Street Yrad	Buffalo, NY

Track	Location / Between / at
Katherine Street Yard	Buffalo, NY
Hamburg Street Yard	Buffalo, NY
Harriet Yard	Kenmore, NY
Country Industrial	Niagara Falls
Tonawanda Industrial	
Erie Times Track	Erie Yrad – Erie, PA
Erie West Yard	Erie, PA
Lake Yard Tracks	Erie, PA
Lockport Runner Industrial	
Ashland Lead	Tonawanda, NY

72-1 OPERATING INSTRUCTIONS – FLAGMAN

Flagman must not allow equipment to obstruct a main track or siding without permission from the train dispatcher.

Before authorizing flagman to allow equipment to obstruct the track, train dispatcher must determine that no trains have been authorized to occupy the track segment to be obstructed and that blocking devices are applied to prevent any conflicting movement.

Permission must include:

1. Employees name
2. Track designation
3. Track limits (between/at)
4. Time limits (expected clear time)

Employee receiving permission must repeat the information received and the train dispatcher must confirm repeat before permission to obstruct track becomes effective.

**ALBANY DIVISION
SPECIAL INSTRUCTIONS – CONT.**

91-1 PASSENGER TRAIN OPERATION

To comply with Rule 91 train and engine service employees, working in territory with scheduled passenger train service, must provide themselves with a copy of the current passenger train schedules for the Subdivisions listed.

AMTRAK Passenger Train Schedules: - Hudson SD, Selkirk SD, Mohawk SD, Rochester SD, Buffalo SD, Lake Shore SD, Niagara SD, Berkshire SD, Boston SD, and Post Road SD.

Commuter Rail Schedule Framingham/Worcester – Boston SD

103-D-1 SECURING CARS – TRAINS

At the following crew change points, freight trains left unattended for less than one hour may be left with only the locomotive consist handbrakes applied:

SELKIRK – SYRACUSE – MASSENA - FRONTIER

104-B-1 SEMI-AUTOMATIC SWITCHES

When crew members have determined that there are no conflicting movements, trains are authorized to make trailing movements through semi-automatic switches where switch stands are painted yellow or orange (Yellow switch handle does not denote switch as run through) without lining them for movement at the following locations only.

Reverse movement must not be made unless:

1. An entire car has passed over the switch, or
2. The switch has been lined by hand to assure that it has completed movement to proper position.

During periods of snow or ice accumulation, semi-automatic switches must be properly lined by hand before use in either direction.

Buffalo & Frontier Districts

Frontier Yard: Pull out end and ladder tracks of classification yard, divide switches on hump leads and north/south feeder switch.

Selkirk District

Selkirk Yard: Pull out end and ladder tracks of classification yard and west end of north departure yard.

Syracuse District

Dewitt Yard: Switch from outbound to north runner at Minoa, only.

New England & New York Districts

No locations., System Operating Instruction 106-1, applies.

152-1. DICTATING AND UNDERSCORING FORM EC-1

224-1. NEXT GOVERNING SIGNAL

Approach Slow, Approach Medium and Approach Limited aspects may be used at interlocking or controlled points to govern diverting routes. Train receiving an Approach Slow, Approach Medium or Approach Limited aspect on an interlocking or controlled point signal must not increase speed to above Slow Speed, Medium Speed or Limited Speed. Respectively, until:

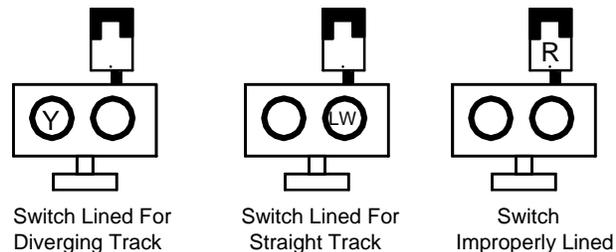
- (1) A more favorable signal aspect has been received; or
- (2) The engineer has determined that the train is not going to divert.

Exception: This restriction does not apply to a train whose last signal aspect was clear.

228-1 SIGNAL ASPECTS NOT IN CONFORMITY SWITCH INDICATORS

Color Key used:

R – Red; W – White; Y – Yellow; G – Green; LW – Lunar White



228-2 SIGNAL ASPECTS NOT IN CONFORMITY

AUTOMATIC BLOCK SIGNALS USED IN NON-AUTOMATIC BLOCK SIGNAL SYSTEM TERRITORY

Automatic block signals used in non-automatic block signal system territory in service as indicated below.

1. Movements will be made between points named on signal indication.
2. At locations where there is a "Begin Automatic Block" sign, with or without an automatic block signal, occupancy is not permitted without permission from employee in charge.
3. When track is signaled in one direction, before permission is given in either direction, the employee in charge must determine that no signal has been displayed by the train dispatcher, or permission given which would result in conflicting route unless there is an understanding between all affected

4. Controlled Point (CP) signals controlled by train dispatcher. All movements not governed by signal indication must operate at Restricted Speed.
5. **TRACK CARS AND ROADWAY WORKERS**
- Employee in charge must notify train dispatcher before giving permission for track car or roadway workers to occupy the track.
- Train dispatcher must insure affected interlocking signals are at stop and blocking devices are applied.
- Roadway workers must receive permission to occupy track from employee in charge and contact train dispatcher for the blocking device sequence number before occupying the track.
continued:

**ALBANY DIVISION
SPECIAL INSTRUCTIONS – CONT.**

228-2 SIGNAL ASPECTS NOT IN CONFORMITY – CONT.

**AUTOMATIC BLOCK SIGNALS USED IN NON-AUTOMATIC
BLOCK SIGNAL SYSTEM TERRITORY – CONT.**

Location	Track	Direction Signaled	Between	And	MAX Speed	Employee in charge
Selkirk Yard	North Departure Lead	West	CP-SK	End/Begin Automatic Block sign	30	Selkirk East End Yardmaster
Selkirk Yard	Fast Freight	West	CP-SK	End/Begin Automatic Block sign	30	Selkirk East End Yardmaster
Selkirk Yard	No. 5 Track	West	MP QG 17.1	CP - Unionville	30	NC DISP
Dewitt Yard	Departure Lead	East	CP-285	End/Begin Automatic Block sign	20	Dewitt East End Yardmaster
Dewitt Yard	North Runner	East	CP-286	End/Begin Automatic Block sign	20	Dewitt East End Yardmaster
Frontier Yard	3 Yard Lead & 4 Yard Lead	East	CP-437	End/Begin Automatic Block sign	30	Frontier West End Yardmaster
		West	Automatic Block Signal at MP 436.7	CP-437	30	Frontier West End Yardmaster
Frontier Yard	Loop Lead	East	CP-T	End/Begin Automatic Block	10	Frontier West End Yardmaster

350-1. LSL DEVICES

Locomotive Speed Limiter Devices (LSL) will be cut in and operating at all times while operating in Amtrak's Northeast Corridor, and on trains south of Rensselaer en-route to MNCR and/or the Northeast Corridor.

LSL Devices should be cut out at other times. When personnel are not available to cut out LSL, train may be operated with LSL cut in.

351-1. CAB SIGNALS – TESTING

In the application of Rule 351, engines dispatched from points in cab signal territory to points where test circuits are not provided, must have Cab Signal equipment cut in for the entire trip.

Engines dispatched from any point destined to Cab Signal territory must make departure test and have cab signal equipment cut in before departure.

351-2. CAB SIGNAL AND LSL TEST FORM

Test Form will be used to report cab signal and LSL departure tests. The signed white copy is to be placed in the cab card holder on the locomotive. The yellow copy is to be left at the test location, at the designated place to receive them.

When a copy of the results cannot be left at the test location, the train dispatcher must be notified. The dispatcher must record the engine number, location, name of person making the test and the results of the test on the record of train movements: the yellow copy must be left on the locomotive along with the white copy.

405-2. PROCEDURES TO CONTACT TRAIN DISPATCHER BY RADIO

To contact the train dispatcher by radio the following procedure will govern. Employees will be governed by the type of radio that they are using as follows:

- On radios equipped with thumb wheel switches:
Dial thumb wheel to appropriate base station number and depress the "push to call" button once.
- On radios equipped with a touch tone pad:
Press the appropriate touch tone access number.
- On radios not equipped as above:
Depress the radio transmitter button the appropriate number of times.

When the train dispatcher's radio receiver has been activated a tone burst will be heard. After tone burst is heard, the employee must transmit initial message to the train dispatcher in accordance with the Rules for Railroad Communications.

410-1. MONITORING RADIO - DEADHEADING

While deadheading to work locations, train crew members must monitor their portable radio for possible instructions or emergency transmissions.

411-1. POSITIVE IDENTIFICATION OF LOCATIONS

When necessary to determine positive location, on track equipment operators, roadway workers in charge and train service employees, when requesting track authority use the mile post location and add the timetable direction from the nearest interlocking or station.

EXAMPLE: At MP QB 21, South of CP-Adams or
At MP QB 44, between CP-A and CP-B.

411-2. PROCEDURE TO CONTACT TRAIN DISPATCHER FOR FIELD EMERGENCY SITUATIONS

For purpose of immediately communicating with the train dispatcher, via radio transmission, a new feature is added to the radio call-in procedures. When an emergency situation arises, anyone transmitting 9-1-1 from their keypad of a locomotive radio (or other dial pad equipped radio) will transmit an "EMERGENCY" call to the train dispatcher. This emergency indication will be immediately displayed on all dispatcher screens that display the activated base station(s). When the dispatcher receives the 9-1-1 call on the monitor console audio is also triggered allowing immediate access to the dispatcher, who must immediately respond. Train dispatchers temporarily away from their desks must ensure their respective chief dispatcher is positioned to monitor the screen to assist in answering 9-1-1 emergency transmission.

ALBANY DIVISION SPECIAL INSTRUCTIONS – CONT.	
GLOSSARY – RUNNING TRACKS	
Running Track – Auxiliary track designated in Special Instructions on which movements may be made with permission of the employee designated.	
INSTRUCTIONS RELATING TO ABTH RULES	
5700-1 SUBDIVISION LOCATIONS 1% HEAVY GRADE	
SUBDIVISION	BETWEEN
Berkshire SD	MP QB 125.0 and MP QB 137.5
Berkshire SD	MP QB 142.0 and MP QB 147.8
5700-2 TWO-WAY TELEMETRY REQUIREMENTS	
All freight trains operation on the following subdivisions locations and auxiliary tracks are required to be equipped with a tested and armed Two-Way telemetry.	
SUBDIVISION / TRACK	BETWEEN
Carman SD	MP OCC 0.2 and MP OCC 3.0
Hudson SD	MP QC 142.0 and MP QC 169.9
Port SD	MP QCP 0.0 and MP QCP 7.0
Somerset SD	MP QDK 0.2 and MP QDK 15.6
Balmat Industrial Track	MP QMB 0.0 and MP QMB 9.8
Charlotte Running Track	MP QCR 3.0 and MP QCR 9.7
Charlotte Industrial Track	MP QCX 94.1 and MP QCX 95.9
Claverack Industrial Track	MP QVC 0.0 and MP QVC 2.8
Freemont Industrial Track	MP QVK 0.0 and MP QVK 7.6
Kelloggs Industrial Track	MP QCG 0.0 and MP QCG 1.6
Newburgh Industrial Track	MP QRW 13.8 and MP QRW 19.1
INSTRUCTIONS RELATING TO EQUIPMENT HANDLING	
4473-1 HANDLING CABOOSES AND SHOVING PLATFORMS	
Caboose and shoving platforms used in local freight service and work train service may be moved in any location in train,	
EQUIPMENT RESTRICTIONS	
ER-1. ROAD FREIGHT TRAINS – YARD MOVEMENTS	
Road freight trains handling double stack, multi-level and trailvan cars, performing switching movements on yard tracks must operate at Restricted Speed not exceeding 5 MPH until all switching moves are complete and train is ready for departure. This instruction is in addition to the requirements of System Operating Instructions.	
ER-2 ENGINES WITH SIX (6) AXLES - PROHIBITED	
<u>All industrial tracks except:</u> BGE Yard at Tonawanda Herkimer Industrial Buffalo Wye at CP-373 A Industrial Jordan Industrial Claverack Industrial	
ER-3 ENGINE AWNINGS – PORTABLE BAY WINDOWS	
When operating locomotives equipped with cab awnings or bay windows where close clearance could cause damage, care must be taken to avoid damage where necessary, by retracting awnings or removing portable bay window on all locomotives in consist.	

ER-4 ENGINE AWNINGS – UP ENGINES		
Union Pacific (UP) engines operating on the Albany Division must have locomotive side awnings retracted.		
ER-5 AMTRAK ENGINE SIDE MIRRORS		
Amtrak engines operating on the Hudson Sub., west of CP-169, Mohawk Sub., Rochester Sub., Buffalo Terminal Sub., and the Lake Shore Sub. Must have locomotive side mirrors retracted.		
ER-6 CLEARANCE TABLE		
SUBDIVISIONS	DOUBLE STACK	MULTILEVEL
Baldwinsville	Prohibited	Prohibited
Belt	20'2"	20'2"
Berkshire	19'2"	19'1"
Boston "See Note A"	19'2"	19'1"
Buffalo Terminal	20'2"	20'2"
Carman	Prohibited	Prohibited
Castleton	Prohibited	Prohibited
Fair Grounds	Prohibited	Prohibited
Fall River	Prohibited	Prohibited
Fitchburg	Prohibited	Prohibited
Framingham	Prohibited	Prohibited
Fulton	Prohibited	Prohibited
Hudson "See Note B"	18'2"	19'1"
Lake Shore	20'2"	20'2"
Lockport	Prohibited	Prohibited
Middleboro	Prohibited	Prohibited
Mohawk	20'2"	20'2"
Montreal	20'2"	20'2"
New Bedford	Prohibited	Prohibited
Niagara	20'2"	20'2"
Port	Prohibited	Prohibited
Post Road	Prohibited	Prohibited
River	20'2"	20'2"
Rochester	20'2"	20'2"
Schodack	Prohibited	Prohibited
Selkirk	20'2"	20'2"
Somerset RR	Prohibited	Prohibited
St. Lawrence	20'2"	20'2"
West Shore	20'2"	20'2"
Note A – Movement of Multilevel and Double Stack cars is permitted between MP QB 92.0 and QB 21.4 only.		
Note B – Movement of Multilevel and Double Stack cars is permitted between MP QC 142.0 and QC 35 only.		
Note C – Movement of Multilevel and Double Stack cars is permitted between CN interchange at Black Rock, NY and MP QDN 28.2 (end of line) only.		
INSTRUCTIONS RELATING TO SAFETY RULES		
2001-1. JOB BRIEFING – LITE ENGINE		
Lite engine crews and helper crews reporting for duty must arrange to hold a job briefing with a non-contract supervisor. If a local non-contract supervisor is not available, this job briefing must be conducted by calling the Chief Train Dispatcher or Director of Train Operations.		
2101-1. GETTING ON OR OFF MOVING EQUIPMENT		
Selkirk Yard - Employees may get off moving equipment at the pull-out end of the classification yard. Employee must be riding the rear ladder/step of the rear car and must get off only at the road crossing. Equipment must be moving at a safe walking speed.		
Equipment must be stopped, to get off, during adverse weather conditions of rain, snow or ice.		

2105.C-1 RIDING ON GONDOLAS OR FLAT CARS
Employees are prohibited from riding on floor of empty flat cars.
MISCELLANEOUS INSTRUCTIONS
M-1 MASSACHUSETTS - ENGINE IDLING POLICY
All train and engine service employees, yardmasters, train dispatchers.
The following is an outline of the operational and mechanical task that Conrail must carry out in conjunction with Massachusetts Engine Idling Case.
<ol style="list-style-type: none"> 1. Determine anticipated temperatures in Massachusetts once every 24 hours. This will be shown in the Daily Bulletin Order, and is the only temperature information to be used. 2. We may not idle locomotives anywhere in Massachusetts for more than 30 minutes in temperatures above 45 degrees Fahrenheit, except in certain operational circumstances.
Under the Interim Order, CSXT may "Idle" for more than 30 minutes:
<ol style="list-style-type: none"> A. When there is an assigned crew on or about the locomotive B. When there is a qualified operating employee working on locomotive. C. For repairs D. For up to an hour when locomotive is coupled to a train to accommodate lunch breaks or crew changes, and E. For up to 4 hours for re-crewing a locomotive which is "not" at its termination point.
3. Yard-by-Yard operational matters – Idling Restrictions in this section are relevant only in temperatures "below" 45 degrees F. When the temperature is above 45 degrees F, all idling for more than 30 minutes is prohibited.
Continued:
ALBANY DIVISION SPECIAL INSTRUCTIONS – CONT.
M-1 MASSACHUSETTS - ENGINE IDLING POLICY – cont.
READVILLE
<ol style="list-style-type: none"> A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations, or as close as possible to them. B. No idling of switchers, locals or road units for more than 30 minutes, except in the operational circumstances. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to designated layover locations. C. Rails painted neon yellow to mark layover locations (Track 540 and that part of Track 818 close to Track 540, not to extend beyond the fence marking the boundary between the Stop & Shop property and the residential area).
MIDDLEBORO
<ol style="list-style-type: none"> A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations or as close as possible to them. B. No. idling of switchers or locals for more than 30 minutes, other than in the operational circumstances, is allowed. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to the designated layover locations. C. Rails painted neon yellow to mark layover locations (Tracks 602 and 229 to the west of the east edge of the burned-out former yard office).

BEACON PARK
<ol style="list-style-type: none"> A. All idling (running locomotive without an on-board crew) for more than 30 minutes is allowed in the designated layover locations or as close as possible to them. <p>Rails painted neon yellow to mark the two-layover locations (Scale Track west of yard office and Loop Track north of Massachusetts Turnpike).</p>
FRAMINGHAM
<ol style="list-style-type: none"> A. All idling (running locomotive without an on-board crew) or more than 30 minutes is only allowed in the designated layover locations, or as close as possible to them, with a preference for engine house stub-end tracks first, and then the "Y" track. B. No idling of switchers or locals for more than 30 minutes, other than in the operational circumstances, is allowed. For lunch breaks and crew changes, idling locomotives must be left at or as close as possible to the designated layover locations. C. Rails painted neon yellow to mark layover locations (engine house stub-end tracks south and on the Farm Pond side of the classification yard – Tracks 570 and 571 – and the "Y" track between the classification yard and the mainline).
WORCESTER
<ol style="list-style-type: none"> A. All idling (running locomotive without an on-board crew) for more than 30 minutes is only allowed in the designated layover locations or as close as possible to them, with a preference for the diesel engine house stub-end track first, and when the capacity of that track is not sufficient, then on one of the freight house leads. B. Rails painted neon yellow to mark layover locations (the engine house stub-end track and the freight house leads)
Continued:
M-1 MASSACHUSETTS - ENGINE IDLING POLICY – cont.
PITTSFIELD
<ol style="list-style-type: none"> A. Halt all idling for more than 39 minutes, except for work trains and in operational circumstances, provided that for lunch breaks, Westbound crew changes and Work Trains, the idling must be left at or as close as possible to designated layover locations, and for eastbound crew changes, the locomotives must be left outside the Pittsfield Yard, west of milepost 148.7, at least 405 feet west of Pittsfield Yard office. B. Rails painted neon yellow and re-rail to mark location (Track 3, approximately 405 feet west of Pittsfield Yard office).
4. The idling of locomotives as presented in the above instructions refers to locomotives left standing with no assigned crew on board.
5. There are no restrictions on idling in temperatures below 45 degrees Fahrenheit, other than as described for the above yards.
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